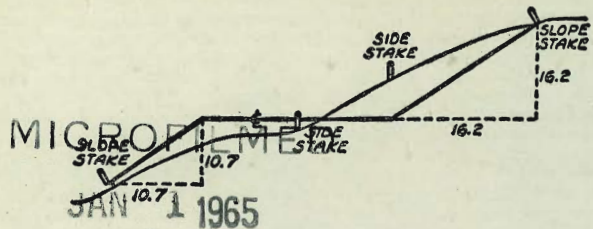




86.06



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

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.

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	1.20	1.27	1.35
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	.985	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

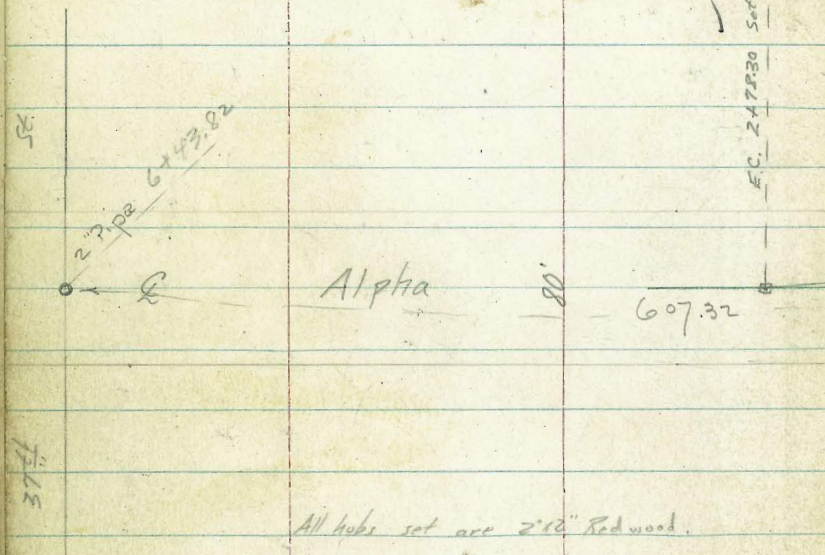
Pgs

Survey So Branch Los Chollas Crk. channel 1-16  
 Line Changes - So Branch - Chollas Crk 17-21  
 X-SECT. 72nd ST. ELICTON to AMHERST 22  
 Line changes So. Chollas - Rigel to Wabash Old 29  
 CUTTER GRADES - Sky TURNAROUND - SANTA ROSALIA AV. } 43  
 EXCLUS MONOP  
 For sketch sec FB 2389 - 31 - 10x11 -  
 X-sec Alley BIK 6, American Park Add. 44  
 For sketch sec FB 2346 -  
 X-sec Brandywine ST - F. Allen to Trenton 49  
 Location of Pave in ticciderage Sky of Trenton 67r

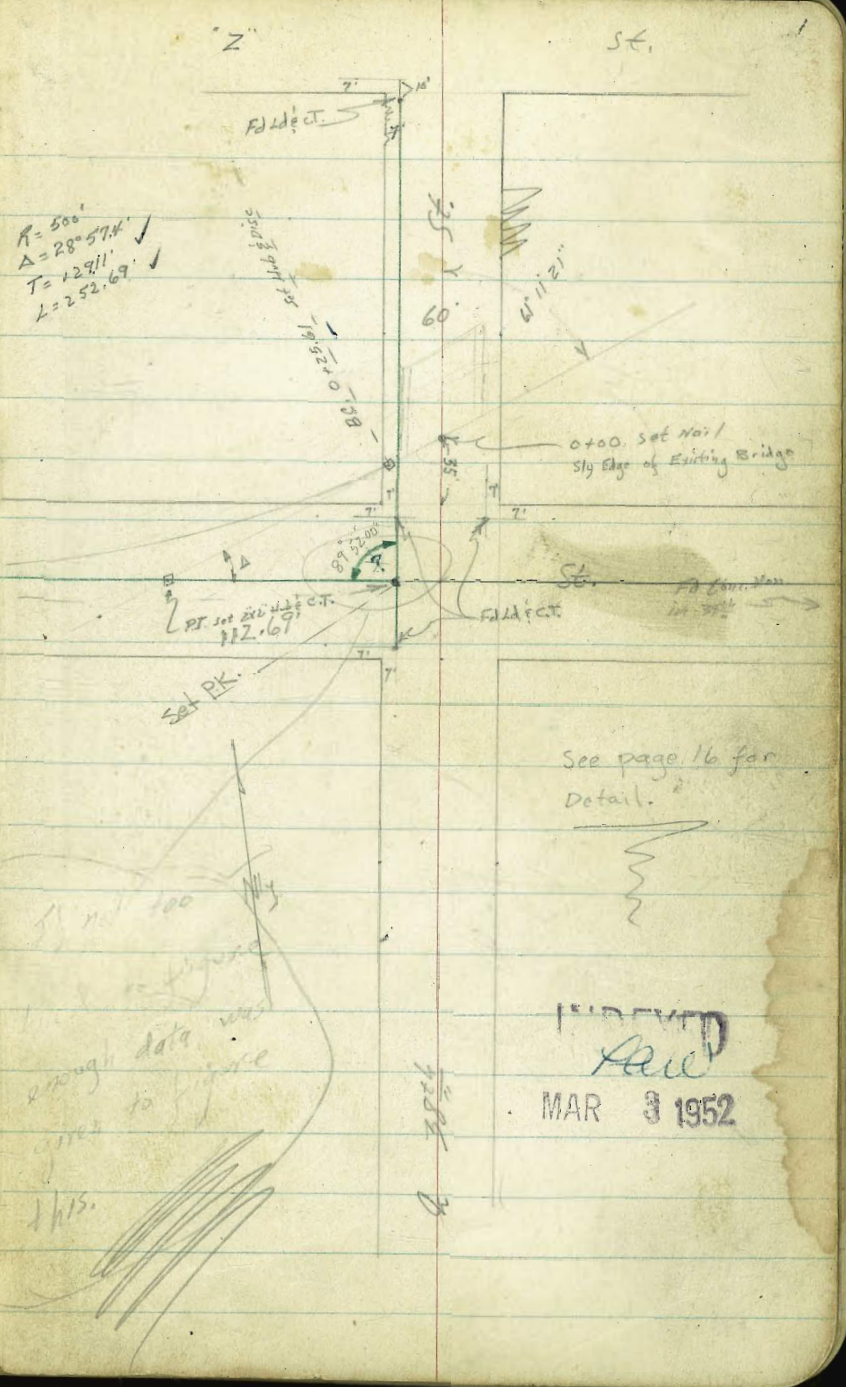
Roberts  
Cota  
Moore  
Pollen  
2-25-52  
W.D. 20842

Survey For Location of New Channel  
South Branch Los Chollas Creek

Rigel to 38th  
F.B. 1182, 1503 & 2078; T.P. 14; Maps 465 & 474



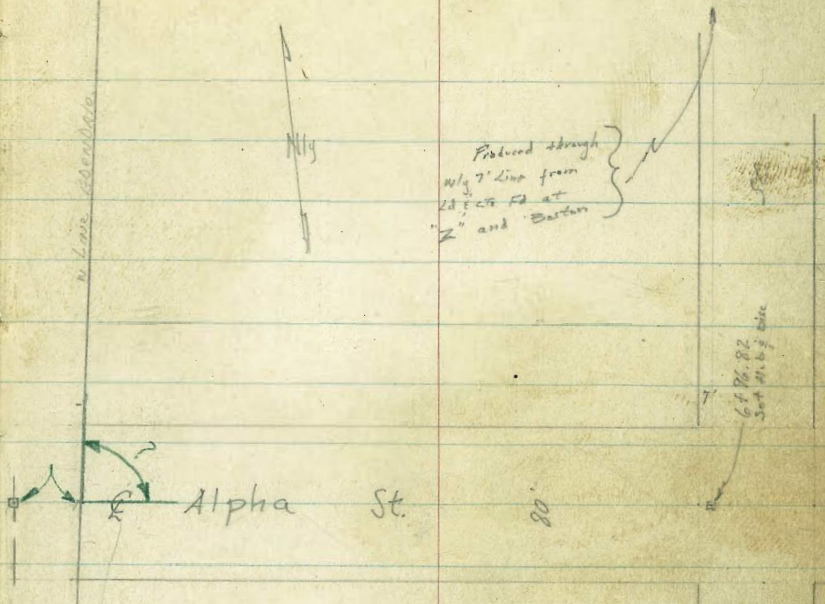
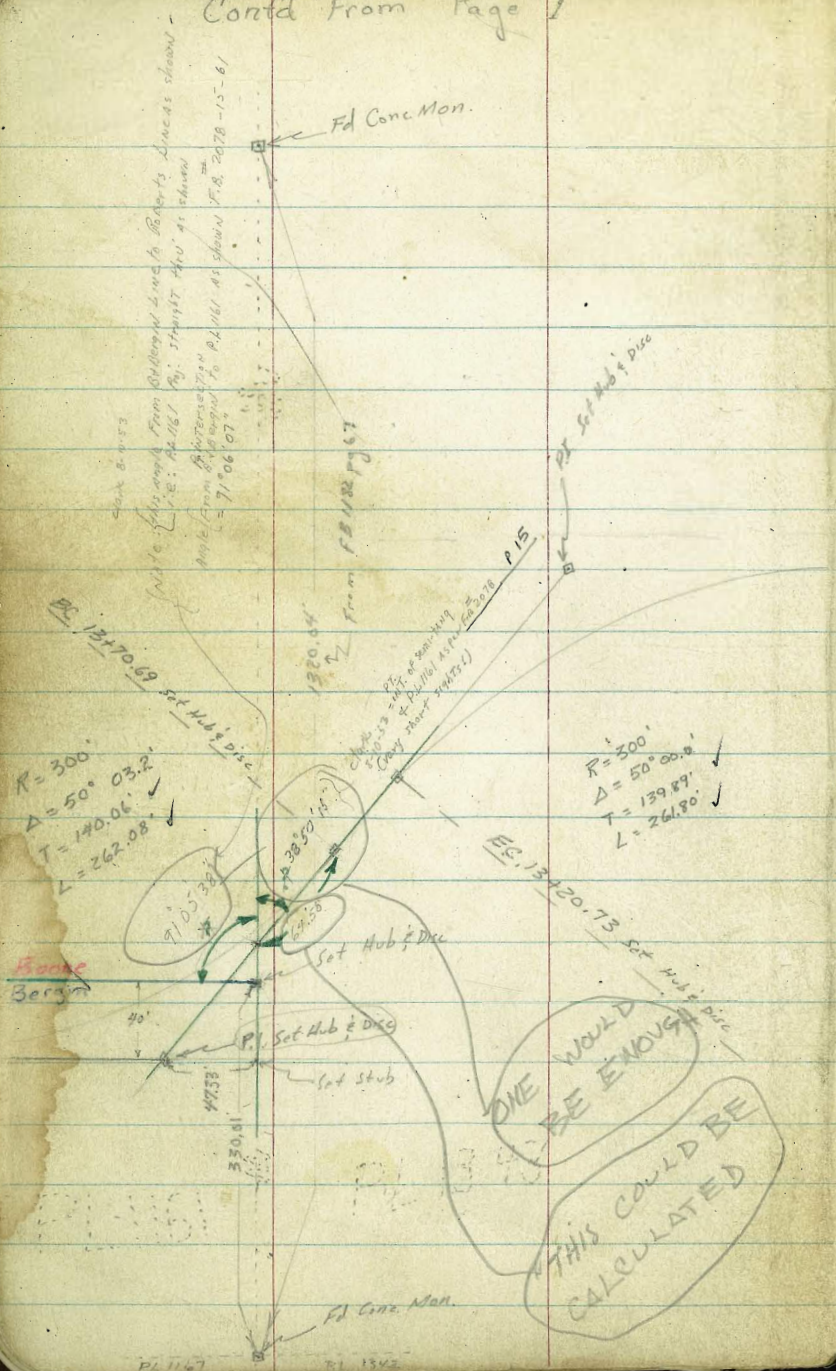
$R = 500'$   
 $\Delta = 28^{\circ} 57.4'$   
 $T = 129.11'$   
 $L = 252.69'$



~~Handwritten notes and scribbles at the bottom of the right page, including 'enough data was given to figure this.'~~

Contd From Page 1

2



Are there any points on this line?  
 If so, get info. ? in green.

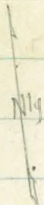
(NO PTS. Fd - this line)

60' 4

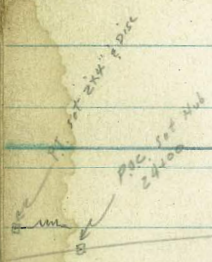
37 1/2

Cont'd From Page 2

Check Survey



According to Boone Bro. add. map  
Set this corner From corner in Birch & Siva Sts.  
corner is SW cor. Lot 1 BK 291 Boone Bro. add.  
or 19.50' from S1/4 corner Siva & Birch



R = 1202'  
Δ = 21° 22.9'  
T = 226.92'  
L = 448.56'

PC 22 + 30.40  
Set Hub & Disc

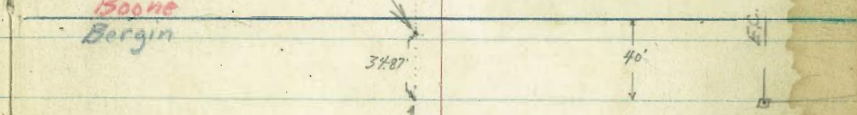
Boone  
Bergin

34.87'

40'

19 + 44.1  
Set St-b

Set 16 + 32.77 Set Hub & Disc



Cont'd From Page 3

3+83<sup>88</sup>  
Channel Survey  
(WABASH Blvd)

Show sketch of  
relationship of your  
sta. 28+21.24 to  
← Bridge & Rigel  
(Otoe Channel Survey -  
WABASH Blvd.  
DWG 1980-D)

Fix Loc. Bridge in relation to  
Sta 28+21.24 See Notes Pg 15

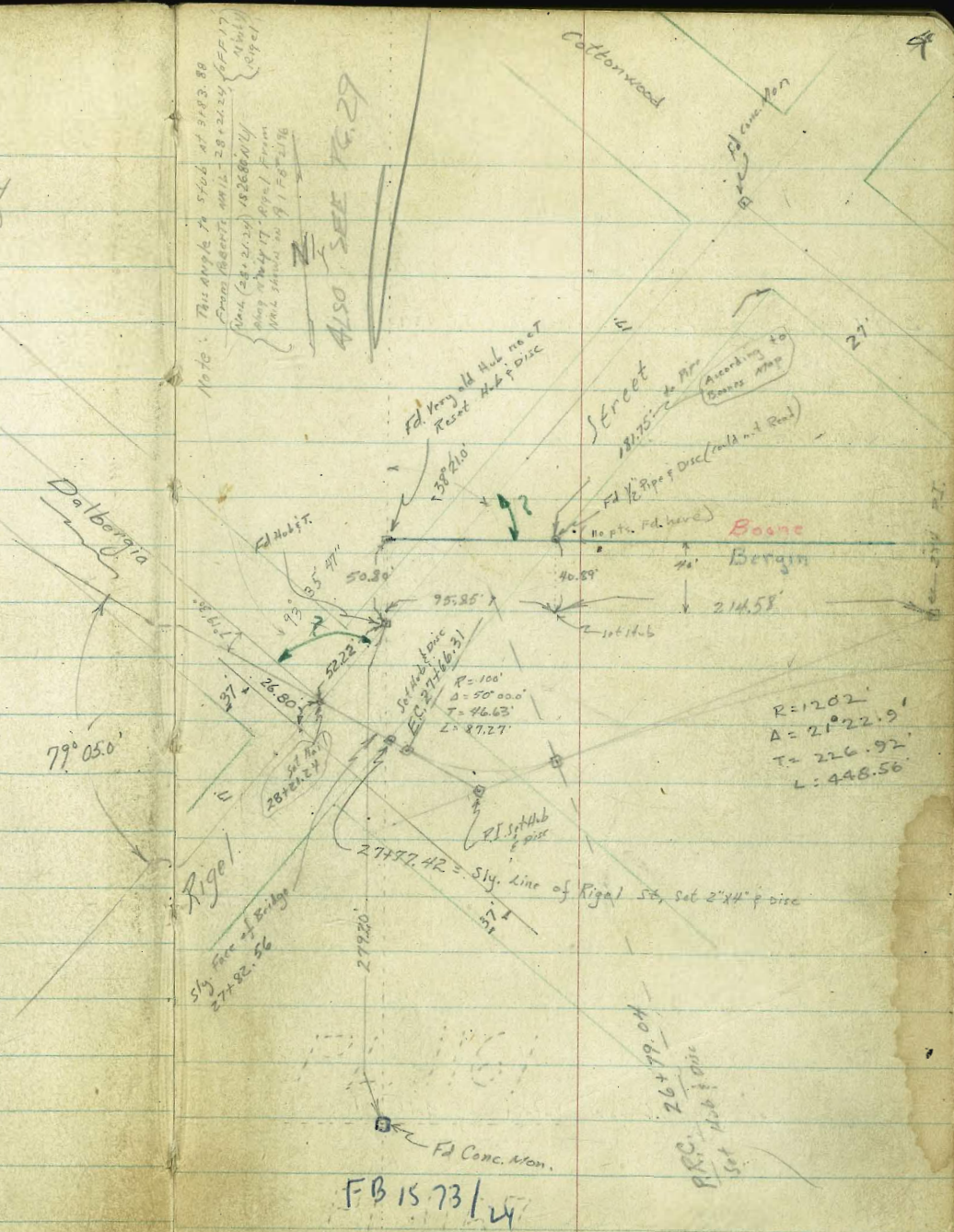
WHO WAS SO LAZY!  
SOME DRAFTSMAN.

FB 2196-Bridge

279.20  
56.80  
330.00

Note: This angle is 51.66 at 9113.88  
From Robert Hill 28+21.24 (FF 17  
1916)  
Pina (28+21.24) 182686114  
Map of July 17-1914 from  
W.L. Shultz 91782176

ALSO SEE PG. 29



FB 15 73/24

FB 26+79.04  
R.C. 1st 1/2 Disc

Contd From Page #

Reduced 33.52  
9.159.100

Lt.

Q

R 5

0+34.3

END WINGWALL

11.2	12.1	11.27	6.1	4.1	5.1	4.7	11.5	11.8
5.6	4.7	5.01	10.7	12.7	11.7	7.1	5.3	5.0
50	10	on wingwall	1	16	36	45	50	70

0+27

26 ft to center Pole JT 1590

0+25.61 BC.

0+22.9

Wly Face Bridge

Sections taken from 1 to 38th St

11.26	5.1	-0.6	-0.1	12.18
5.02	16.7	17.4	16.7	16.0
on wingwall	2	16	33	33
			on wingwall	

0+173

Wly Cb Line Bridge

11.54	11.02	12.09	11.64	12.50	12.10
3.24	5.76	4.69	5.14	4.28	4.68
Cb 32	Gutt	Cb	Gutt	Cb 34.3	Gutt
BC Cb Ret.		Sly End Bridge		Wly End bridge	

Same - see note below!

0+00

E 38th Street

11.11	11.35	12.03	12.67	11.43
5.67	5.43	4.75	4.11	2.35
100	50		50	100

{Curb Angles from Bridge ends.  
{30' Roadway on Bridge (48' Roadway normally)}

0-173

Ely Cb Line Bridge

See page 16 for detail of Bridge!

11.05	10.84	12.11	11.71	12.46	11.94
5.73	5.90	4.67	5.07	4.32	4.79
Cb	Gutt	Cb	Gutt	Cb	Gutt
48		Sly End bridge		34.1	Wly End bridge
BC Cb Return					

Cb Angles from bridge to normal road width here.

BM

5.72 16.78

11.06 SEBP

Alpha E 38th

16.78



Cont'd From Page 5

T.P. 405 14.81 602 10.76

3+50

395' Rt to Fence

9.4	9.6	5.0	10.4	7.1	5.2	5.6	2.8	2.9	12.2	16.8
7.0	7.2	11.8	6.4	9.7	11.6	11.2	8.0	7.9	4.6	0
100	80	63	56	42	38	10	5		39	65

2+78.30 E.C.

Hub already pulled out! \*?:!??

40' Rt to Fence

9.5	9.9	2.4	4.1	5.5	9.4	10.5	16.8
7.3	6.9	8.4	12.7	11.3	7.4	6.3	0
100	45	36	31		7	40	68

2+00

38' Rt to Fence

10.2	10.0	12.4	9.7	5.3	5.0	4.3	2.7	10.3	10.9
6.6	6.8	4.4	7.1	11.5	11.8	12.5	8.1	6.5	5.9
100	32	25	15	7		18	28	38	100

1+50

36' Rt to Fence

10.7	10.7	13.4	11.0	8.3	5.3	4.9	6.8	10.1	10.5
6.1	6.1	3.4	5.8	8.5	11.5	11.9	10.0	6.7	6.3
100	25	16	8		4	21	24	37	100

1+32

Rt Begin Fence

1+00

11.0	12.2	14.5	12.2	9.8	5.5	4.1	6.8	10.7	11.1
5.8	4.6	2.3	4.6	7.0	11.3	12.7	10.0	6.1	5.7
100	25	14	7		6	32	34	45	100

16.78x

16.78x

Lt.

Q

Rt.

6

Cont'd From Page 6

Property owners sore.  $\downarrow$   
 6758 At high water this is a stream!

6.7	6.9	6.4	5.3	5.8	1.5	10.7	17.0
7.1	6.9	7.4	8.5	8.0	6.3	3.1	+3.2
200	150	100	50	17		40	100

6750

6.9	6.1	5.7	5.6	9.3	9.6	13.4	17.8
4.9	5.7	8.1	8.2	4.5	4.2	0.4	+4.0
100	55	50	17	10		40	100

6744

38° RT End Fence

TP

4.38 13.83A 5.36 9.45

Sub  
 7-3744  
 @ Alpha

13.83A

6400

9.1	8.7	5.4	5.4	9.3	9.6	10.1	13.5	17.3
5.7	6.1	7.4	8.4	5.5	5.2	4.7	1.8	+2.5
100	65	38	16	8		12	38	100

5794 38° RT. COR. FENCE

5450

9.3	7.5	6.8	6.9	7.8	5.2	5.7	9.0	9.3	9.4	13.6
55	73	80	59	7.0	9.6	9.1	5.8	5.5	5.4	1.2
97	90	54	48	41	40	14	9		5.4	100

5400

10.0	5.6	6.7	12.0	7.1	5.3	5.6	9.7	9.5	9.9	11.3
48	92	81	28	7.4	9.5	9.2	5.6	5.3	4.9	3.5
104	74	60	50	42	38	18	13		50	100

A+50

9.4	5.7	7.6	12.2	6.7	5.4	5.8	8.8	9.7	10.2	14.8	17.1
4.9	9.1	7.2	2.6	6.1	9.4	9.0	6.0	5.1	4.6	4.0	+2.3
106	75	60	52	44	40	18	14		14.5	55	100

40°  
 FENCE  
 END

14.81A

Cont'd from Page 7

9+50

0.1	0.1	1.0	15.0	4.3	5.8	10.9	10.7	10.2	11.8
5.7	5.7	6.2	8.8	9.5	8.0	2.9	3.1	3.6	3.0
100	47	24	20	13		18	39	41	100

8+50

9.5	6.7	5.7	4.4	5.0	6.9	6.2	6.2	7.7	8.0	12.0
5.3	5.3	8.6	9.4	8.8	6.9	5.6	5.6	6.1	5.8	1.8
100	31	25	19	12		20	40	60	75	100

7+72.5 35' Lt. to Fence under construction.

7+50

8.0	8.3	5.2	5.0	4.7	7.6	10.1	9.6	15.1
5.2	4.5	8.6	8.8	6.1	6.2	3.7	4.2	+1.3
100	35	28	15	5		39	68	74

7+05 39' Rt Begin Fence

Bad Day!  
Estimated

7+01

35' Lt <sup>10' END</sup> wide wooden foot bridge (47' long)

10.3	10.7
3.5	3.1
726	32
ON	ON
Duck	Duck

+47.8'

6+96.82 Wly 7' line 37 1/2 st.

6+88

8.4	9.4	5.2	8.5	9.2	12.5	12.4
5.4	4.4	8.6	5.2	4.6	1.3	+3.6
100	40	30	10		50	100

6+84

Bad Situation

6.9	6.7	5.3	5.4	6.1	6.8	11.2	15.4
6.9	7.1	8.5	8.4	7.7	7.0	2.6	+1.6
200	100	40	30	10		50	100

13.83π

13.83π

Cont'd from Page 8

11+50

7.5	7.6	6.0	4.9	4.3	7.7	10.0	7.0	19.5	20.8
10.5	10.4	12.0	15.1	14.5	10.3	8.0	1.0	11.5	12.8
100	57	43	37	22		8	37	65	100

11+00

7.7	7.8	6.5	5.3	5.3	7.9	6.1	7.8	12.8
10.3	10.2	11.5	14.7	14.7	10.1	11.9	10.2	5.2
100	50	40	35	18		20	45	100

10+58.73 B.C.

7.7	7.8	5.3	5.4	6.2	6.1	7.5	8.8
10.3	20.2	12.7	14.6	11.8	9.9	10.5	9.2
100	40	30	16		11	50	100
	10.2?						

10+40

7.4	7.7	5.4	5.4	4.5	5.9	6.9
10.6	10.3	12.6	14.6	13.5	12.1	11.1
100	38	26	11		40	100

10+30

7.4	7.7	6.9	5.5	4.5	8.3	9.3	9.3
10.6	10.3	11.1	14.5	13.5	9.7	8.7	8.7
100	38	22	11		20	40	100

T.P.

11.81 18.03  $\pi$  7.61 6.22

on B.C.  
Hub

18.03  $\pi$

10+28

22' Lt End of Fence under Construction  
39' Rt End Fence

13.83  $\pi$

Cont'd From Page 9

Lat.

Long.

R. 10

This Property Owner says he will give NO easement!!

14+12 26+24 to Corner Fence (Shed in Corner)

7.0	5.3	2.1	1.9	4.6	7.1	6.4	13.1	16.8
7.1	8.8	12.0	12.2	9.5	7.0	7.7	1.0	+2.7
100	23	17	7		6	57	75	100

13+70.69 BC 68± ft to Fence

7.1	7.1	1.8	2.0	6.9	6.7	7.2	16.1	17.8
7.0	7.0	12.3	12.1	7.2	7.4	6.9	12.0	+3.7
68	35	24	10		44	58	85	100

T.P. 716 14.12 N 11.07 6.96

ON  
52  
HUB

14.12 N

13+20.73 EC

6.7	7.5	2.6	2.6	6.6	7.1	7.2	9.9
11.3	10.5	15.4	15.4	11.2	10.9	10.8	8.1
100	53	35	25	10		50	100

13+00

6.9	7.3	2.3	2.3	6.5	7.2	7.0	15.0	14.8	10.4
11.1	10.7	15.7	15.7	11.5	10.8	11.0	3.0	3.2	7.2
100	54	40	28	18		30	58	78	105

12+75

7.3	7.1	2.1	2.4	7.0	7.1	7.2	16.3	16.7
10.7	10.9	15.9	15.6	11.0	10.9	10.8	1.7	1.3
100	53	45	33	17		30	57	90

12+50

7.5	7.4	6.0	2.6	3.9	6.6	7.3	6.0	16.7	18.8	19.8
10.5	10.6	12.0	15.4	14.2	11.4	10.7	10.0	1.3	+0.8	+1.8
100	54	46	42	26	12		17	50	75	100

12+00

18.03X

18.03X

Cont'd From Page 10

16+32.77 E.C.

T.P. 7.06 13.03X 8.15 5.97 ON  
EC  
HVB

16+00 72<sup>±</sup>Rt to House (East Corner)  
32<sup>±</sup>Rt to Fence

7.6	5.4	5.2	1.1	0.0	0.6	6.0	6.4	6.8	6.6	4.9
11.5	8.9	8.9	13.0	14.1	13.5	8.1	7.7	7.3	5.5	4.2
100	84	50	57	32	28	15		17	32	72

15+50 27' ± Rt to Corner Fence

	6.3	6.2	4.6	1.5		1.4	6.3	1.9	4.8
7.8	7.9	9.5	12.6		12.7	7.8	6.2	5.3	
100	26	16	9			13	39	78	

15+36 35<sup>±</sup>Rt to Corner Bldg & Begin Fence

15+00 53 Rt to Bldg

	6.4	6.5	6.7	3.3		2.4	1.5	2.6	6.7	6.9	1.5	7.9
7.7	7.6	7.4	10.8		11.7	12.6	11.5	1.4	5.3	6.6	6.2	
100	50	12	6			6	16	25	33	39	53	

14+87 59' ± Rt to Corner Bldg. (Rug Works)

14+50 78' Lt to Fence

	6.8	6.0	6.7	1.6		1.6	2.3	6.9	6.4	7.5	12.4	14.9
7.3	8.1	7.4	12.5	12.5	11.8	7.2	7.7	6.6	1.7	10.8		
100	45	12	5		8	18	47	56	80	100		

14+47 17<sup>±</sup>Rt to center MH

14.12X

14.12X

Cont'd From Page 11

24

£

RZ 12

19798 7<sup>9</sup> Rt to Deadman

19766 7<sup>2</sup> Lt to Center NH

19700

17782

17723

17705

17700

16?

13760 29<sup>5</sup> Rt to Corner Fence

	4.6	4.4	4.6	9.0	14.2			
	8.4	8.6	8.4	4.0	11.2			
	100	50		50	100			
	5.7	4.7	3.7	4.5	11.0	8.3	10.7	
	7.8	8.3	9.3	8.5	2.0	4.7	2.3	
	100	50		27	50	60	100	
	3.3	4.3	4.6	10.2	10.9	7.3	9.6	
	9.7	8.7	8.4	2.8	2.1	5.7	3.4	
	100	60	19		17	25	100	
	10.1	10.4	11.0	7.0	7.4		9.6	
	2.9	2.6	2.0	6.0	5.6		3.4	
	85	50		12	40		70	
	6.1	6.2	6.8	7.4	9.4		11.7	
	6.9	6.8	6.2	5.6	3.6		1.3	
	85	50		37	68		100	

1303A

1303A

Cont'd From Page Twelve

L2

Q

RT 13

23750

2.8	2.5	1.6	.0.3	.0.4	2.8	10.2	10.8	1.3
9.6	9.9	10.8	12.7	12.8	9.6	22	16	11.1
100	50	21	20	6		12	52	90

Edge  
Food

23700

	3.0	2.9	2.4	1.9	12.0	13.7	13.7
	9.4	9.5	10.0	10.5	0.4	+0.8	+1.3
	100	50		15	58	78	100

22730.48 BC

22700

	3.5	3.4	3.0	2.6	2.3	2.3
	8.9	9.0	9.4	9.8	5.1	3.1
	100	50		56	82	100

T.P.

8.52 12.41  $\nabla$  9.14 3.89

12.41  $\nabla$

21706

52' RT to Corner House

21700

	3.0	2.8	3.5	3.5	0.2	11.7
	9.4	9.2	9.7	9.5	3.2	1.3
	100	50		22	43	63

20714

21' RT to Center P. Pole  $\neq$

13.03  $\nabla$

13.03  $\nabla$



Cont'd From Page 13

27+25

T.P. 1.54 10.52 T 3.43 8.98 Nail in P. Pole

26+79.04 PRC

26+00

25+72 44' Rt to Center P. Pole # PA3318

25+62 29' Rt to Deadman

25+00

24+00 POC Hub

12.41 T

64

65

66

67

4.6	1.4	1.6	2.1	2.1	1.5	1.4
5.9	11.9	12.1	12.6	12.6	9.0	9.1
47	30	14	13	6		40

10.52 T

2.6	5.7	0.2	6.3	6.1	3.6	2.0	0.9	3.6
15.0	6.7	12.2	6.1	6.3	8.8	10.4	11.5	8.8
70	43	32	23	12		7	29	75

Edge  
Water  
Main  
Channel

0.0	0.5	1.5	2.3	6.8	9.8	10.2
12.4	11.9	4.9	10.1	5.6	2.6	2.2
71	27	13		50	77	90

Top  
of  
Dike  
on  
Main  
Channel

2.1	2.4	2.5	1.9	1.5	8.2	11.3
10.3	10.0	4.9	10.5	10.9	4.2	1.1
100	54	41	30		43	85

4.6	2.2	0.3	2.8	0.3	2.9	6.0	1.7	0.7
98	10.2	12.7	15.2	12.7	3.5	6.4	10.7	11.7
100	49	46	37	27	6		10	100

Edge  
in  
Pond

estimate  
in  
Pond

12.41 T

Check

Cont'd From Page

Fourteen checked back to start flat

RT 15

4.44

6.08 = 6.28

Chisel square West curb Rigel & Main

28+33.5

Wly Face Bridge

6.2	6.3	6.2	6.2	6.1	5.2
4.3	4.2	4.3	4.4	5.3	
50	31.2		15.6	50	

28+28.4

Wly cb Line Bridge

6.2	6.3	5.96	6.2	5.73	6.1	5.61	4.9
4.3	4.2	4.66	4.3	4.15	4.4	4.85	5.6
50	cb 31.2	gutt	cb	gutt	cb	gutt	50
					15.6		

28+08.4

♀ (A.C. over deck in Roadway)

6.57	6.86	6.03	5.38	4.67
3.85	4.16	4.49	5.14	5.85
100	50		50	100

27+77.2 Wly Curb line Bridge

6.8	6.3	5.94	6.2	5.75	6.1	5.73	5.2
4.7	4.2	4.58	4.3	4.77	4.4	4.79	5.3
50	cb 31.2	gutt	cb	gutt	cb	gutt	50
					16.2		

27+82.56

(wood walk) shots on deck  
Wly Face Bridge.

5.7	6.3	6.2	6.2	6.2	4.9
4.8	4.2	4.3	4.3	5.6	
50	31.2	ON DECK	16.2	50	

27+77.42

P.L. Rigel

5.9	5.2	1.2	3.5	1.4	0.1	5.4	5.1
4.6	5.3	9.3	14.0	11.9	10.6	5.1	5.4
40	31	31	14		16	16	40

27+66.21 EC

Note: For NEW STATIONS See sketch p. 17

5.3	5.1	10.3	13.3	11.7	0.0	1.8	1.4
5.4	5.4	10.8	13.2	12.2	10.5	8.7	9.1
40	36	28	11		10	21	40

10.52X

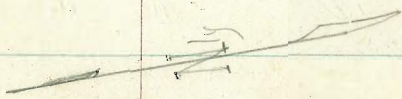
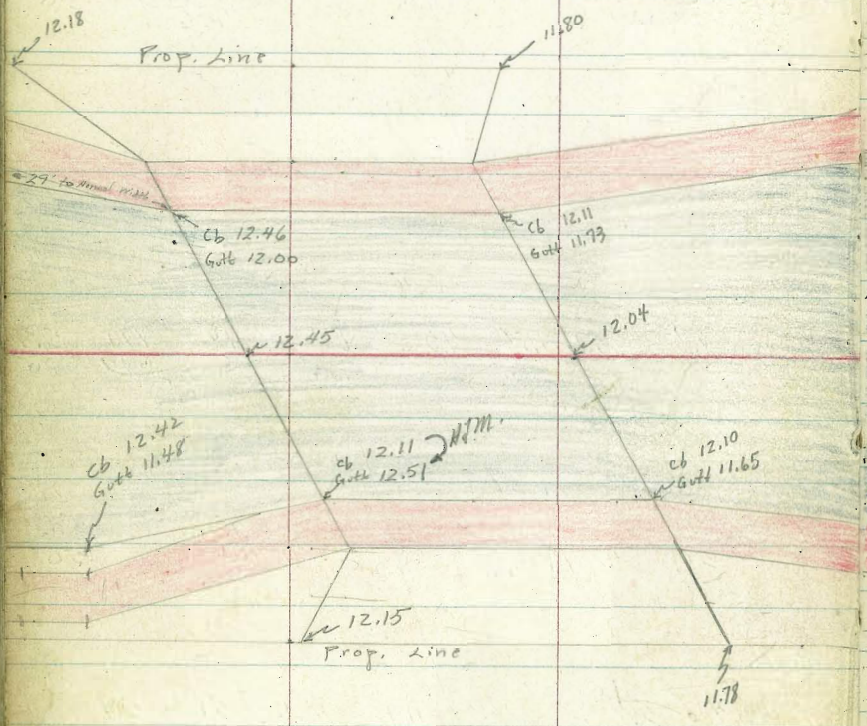
10.52X

Sections taken Parallel to Rigel

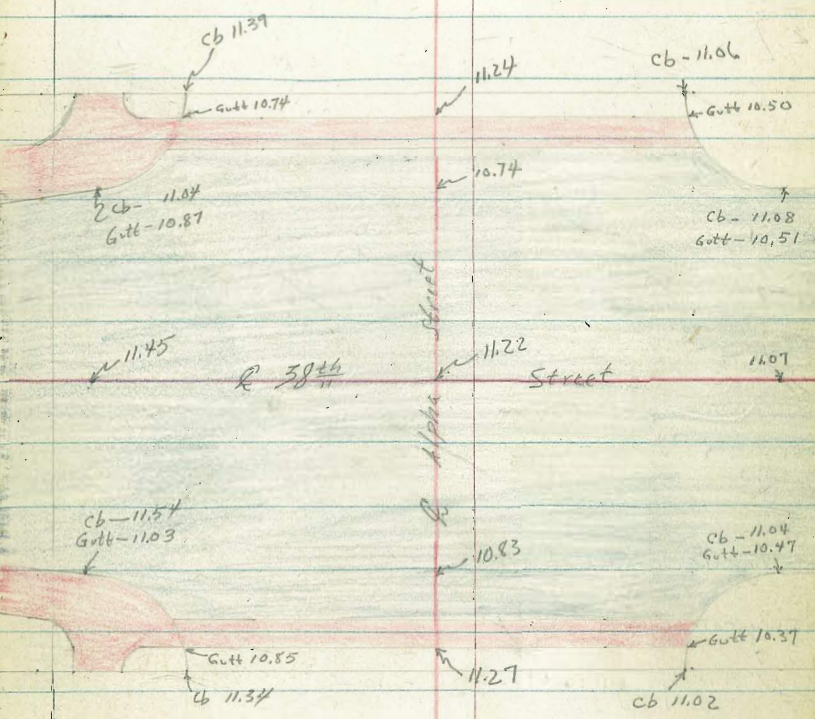
Cont'd From Page 15

Scale: 1" = 20'  
Blue = AC. Paving  
Red = Concrete  
Actual Elev. Shown.

1/2 ft of cb  
cb - 12.90  
Gutt - 12.20



See sketch pg. 15



Prop. Line

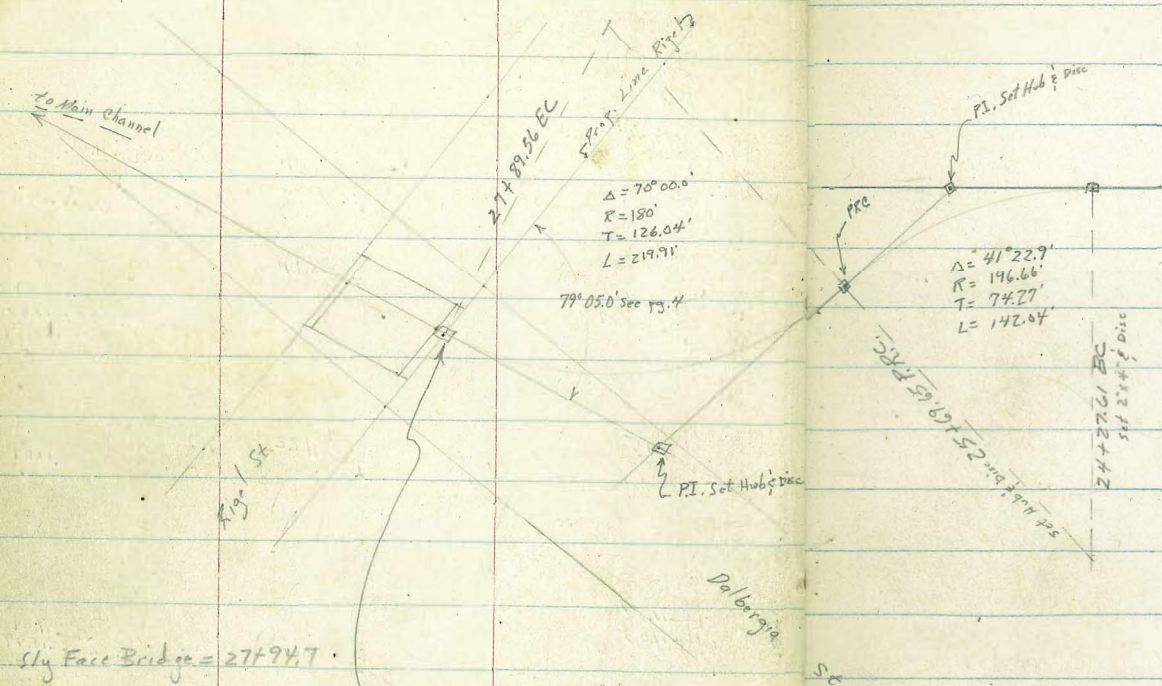
Prop. Line

face  
MAR 3 1952

Roberts Line Change on Proposed Channel  
 So. Branch Los Chollas Creek  
 Sta. 22+30.48 to Rigel St.  
 (See sketch page four.)

Cota  
 Moore  
 Pullen  
 3-7-52  
 W.O. 26842

Indexed  
 Raw



Fd Hub & Disc  
 Sta. 22+30.48  
 See Page 3

Sly Face Bridge = 27+94.7  
 Nly Face Bridge = 28+45.7  
 17' Line of Rigel = 28+33.38

Fd 2x4' & Disc  
 Old Sta = 27+77.42  
 New Sta = 27+89.56 EC

Dalbergia St.  
 St.

Intermittent Showers Cont'd From Page 17  
Windy

25+25

0.7	1.0	2.0	2.5	2.6	1.7	1.8	3.3	9.5	10.9	12.3
13.5	13.5	11.3	10.8	5.7	11.6	11.5	10.0	3.8	2.4	1.0
100	78	75	70	56	42	17		45	65	100

← Pond →

24+75

74 Rt to House

2.3	3.3	4.7	2.0	1.1	1.9	3.9	8.1
11.0	10.0	4.6	11.3	11.9	11.4	7.5	4.9
100	62	52	38	17	40	74	

← In Pond →

24+27.61 BC

23+95

2.9	1.9	2.7	2.7	2.3	0.4	1.9	1.3
10.5	11.5	15.0	15.0	11.0	4.1	11.4	Twelve point Zero
100	54	52	36	34	15		50

← In Pond →

23+70

1.5	1.9	1.2	1.2	1.8	1.5	0.5	5.2	5.3	1.4
10.8	11.4	14.5	14.5	11.5	10.8	3.8	2.1	5.0	11.4
100	48	46	23	20	14		10	32	70

← In Pond →

23+50

2.7	1.7	1.5	1.5	2.0	3.6	10.6	11.4	1.8
10.6	11.6	14.8	14.8	11.3	9.7	2.7	1.9	11.5
100	25	23	12	10		13	60	100

← In Pond →

23+00

Line Change

(Cont'd From 22+00 See pg. 13)

3.1	2.6	2.3	2.0	11.0	12.6	12.7	11.5
10.2	10.7	11.0	11.3	2.3	0.7	0.6	1.8
100	50		15	50	65	85	100

TP

4.31 13.29 A

8.98 Nail in P.P. 1/2  
See page 14

13.29 A

Cont'd From Page 18

27+05

	-1.5	-1.4	-3.2	-1.3	3.6	2.3	1.0	1.9
	13.0	12.9	14.7	12.8	7.9	9.2	10.5	9.6
	50	33	28	20	10		40	60

T.P. 5.27 11.50A 706 6.23

11.50A

26+80

	.06	2.5	3.0	6.6	6.6	10.1	6.1	1.6	1.1	1.6	1.1
	141	10.8	10.3	6.7	6.7	13.4	7.2	5.7	6.2	11.5	12.2
	70	61	44	36	29	20	10		9	24	50

26+65

	2.1	7.0	3.6	10.1	3.5	5.5	7.5	1.6	1.4	3.1
	112	6.3	9.7	13.4	9.8	9.8	5.8	11.7	11.9	10.2
	75	50	28	20	12		16	30	50	80

26+35

	1.7	0.3	7.0	2.1	3.5
	11.6	13.0	6.3	11.2	9.8
	50		17	28	70

26+06

	0.7	1.0	0.3	7.2	2.1	11.7	7.5
	14.0	14.3	13.6	6.1	11.2	8.6	5.8
	100	50	20		15	50	85

25+69.65 PRC

48 RA to Center P.Pole \* PA3318

	0.2	0.2	6.9	1.7	1.7	8.4	9.1
	13.1	13.1	6.4	11.6	11.6	4.9	4.2
	100	48	27	13	13 ← Pond	50	65

13.29A

13.29A

Cont'd From Page 19

30+00

5.5	5.2	5.2	4.5	6.9	4.7	5.8	4.9
6.0	6.0	16.7	16.0	4.6	6.8	5.7	6.6
80	55	43	20	5		30	60

29+50

5.9	5.1	4.2	4.5	7.5	6.3	6.7
5.6	6.4	15.7	16.0	4.0	5.2	4.8
80	55	46	15	5		50

29+00

5.4	5.8	1.3	4.3	4.6	1.5	7.5	6.9	6.5
5.7	5.7	12.8	15.8	16.1	13.0	4.0	4.6	5.0
65	45	37	30	7		15	20	60

28+51

x-sect Parallel to E Rigel

6.4	4.0	3.9	2.0	0.5	6.0	5.4
5.1	15.5	15.4	13.5	12.0	5.5	6.1
40	31	8		15	18	55

Bridge x-sects. are Same (See page 15)

27+89.56 EC. Slightly Line Rigel = 27+77.42 old Sta.

(See page 15) x-sect. Same

11.50A

11.50A

Cont'd From Page 20

Lt

Q

R

21

35+00

Main Chollas Creek

5.1 5.2 -6.2 5.2 1.7 0.6 7.2  
 14.5 14.0 15.0 14.0 10.0 9.4 1.6  
 60 20 20 25 55 70

34+75

1.7 1.7 5.2 6.1 5.2 4.1 0.5 2.0 7.1  
 1.1 1.1 14.0 14.9 14.0 13.2 9.3 9.0 1.7  
 40 25 10 12 30 35 45 57

34+00

1.0 1.0 1.3 5.9 6.2 5.3 4.4 0.9 0.0 6.9 4.5  
 1.8 1.8 11.1 14.7 15.0 14.1 13.2 9.7 8.8 1.9 4.3  
 50 36 27 18 8 20 24 33 47 53

33+00

1.0 1.0 4.7 6.0 5.0 0.1 0.0 5.6 3.9 4.6 5.2  
 1.8 1.8 13.5 14.8 13.8 8.7 8.8 3.2 4.9 4.2 3.6  
 70 53 40 18 7 17 28 33 50 60

32+00

6.3 6.3 5.2 4.8 0.2 0.7 5.8 3.9 4.8  
 2.5 2.5 14.0 13.6 9.0 8.1 3.0 4.9 4.0  
 70 54 42 7 5 15 20 50

T.P.

3.09

8.77π

5.82

5.68

8.77π

31+00

5.7 5.7 5.5 -6.2 5.7 4.1 4.7 4.3  
 5.8 5.8 17.0 17.7 5.8 7.4 6.8 7.2  
 80 52 42 18 5 50 70

11.50π

11.50π

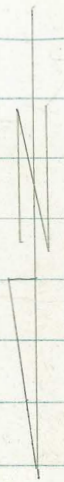


Clark  
Bruner  
O'Neil  
9-1-53  
W.O. 31984

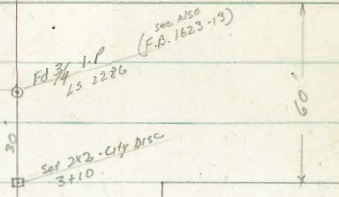
X-SECT. 72nd ST  
EL CAJON TO AMHERST.

P.C.F. FA-1623-13  
76 Sheets, #4302

Sketch not to scale  
Notes: 1923



AMHERST



20' Alley (fire-shed)

30' 30'

3' C.B. RAD.

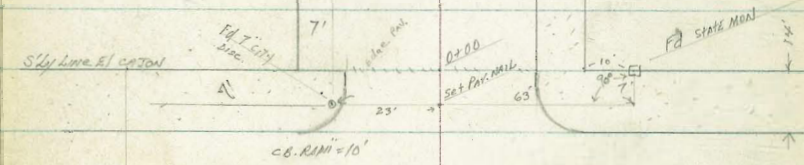
5' CONC. WALK ST. CB

5' CONC. WALK 4.57x LB.

EL CAJON BLVD.

A.C. Pav

INDEXED  
SEP 2 1953



X-SECT. 72nd-El CAYON to  
AMHERST

(Ely) LT.

♀

ET (wly)

23

0+50

$\frac{479.4}{5.6}$   $\frac{479.2}{5.8}$   $\frac{478.4}{6.6}$   $\frac{478.2}{6.8}$   $\frac{478.9}{6.1}$

33 30 20 18

$\frac{478.8}{6.2}$   $\frac{479.23}{5.74}$   $\frac{479.39}{5.68}$   $\frac{479.4}{5.6}$

20 CB 20 BK 30 PL

0+30

21.7 RT E Deadman (IN WALK)

$\frac{479.5}{5.5}$   $\frac{479.3}{5.7}$   $\frac{478.8}{6.2}$   $\frac{478.5}{6.5}$   $\frac{479.3}{5.7}$

33 30 20 18

PL

$\frac{479.2}{5.8}$   $\frac{479.63}{5.34}$   $\frac{479.84}{5.13}$   $\frac{479.8}{5.2}$

20 DWT 20 CB 20 BK 30 DWT

PL

0+25

0+15

33.8 LT Bay Bldg (comm)

0+01

22.0 RT E Pole # 170914 (IN WALK)

-edge Pav.

0+00 =

S.L. CAYON

$\frac{479.6}{5.4}$   $\frac{479.88}{5.09}$   $\frac{479.78}{5.19}$   $\frac{479.14}{5.83}$   $\frac{479.80}{5.17}$

30 (DWT) 30 (WALK) 20.2 CB 20.2 G

$\frac{479.58}{5.39}$   $\frac{480.23}{4.74}$   $\frac{480.44}{4.53}$   $\frac{480.47}{4.5}$

19.8 CB 19.8 CB 29.8 BK 30 DWT

Note: 20' from P.L. ahead on RT is 20' from R

$\frac{479.78}{5.79}$   $\frac{479.17}{5.80}$

20.2 CB 20.2 G

$\frac{479.64}{5.33}$   $\frac{480.31}{4.66}$

19.8 G 19.8 CB

0-04

= CB EL'S

$\frac{479.78}{5.79}$   $\frac{479.16}{5.81}$

CB G

$\frac{479.68}{5.29}$   $\frac{480.34}{4.63}$

G CB

Mid Pt.

CB, Ret's

0-14

Sly CB Line EL CAYON

$\frac{479.01}{5.96}$   $\frac{478.37}{6.60}$   $\frac{479.57}{5.40}$   $\frac{478.91}{6.06}$   $\frac{479.78}{5.79}$   $\frac{478.13}{6.84}$   $\frac{479.26}{5.71}$   $\frac{479.67}{5.30}$

100 CA 100 G 50 CB 50 G 30 CB 30 G 20 CB

$\frac{479.78}{5.19}$   $\frac{479.83}{5.14}$   $\frac{480.44}{4.53}$   $\frac{479.95}{5.02}$   $\frac{480.61}{4.36}$   $\frac{480.57}{4.10}$   $\frac{481.32}{3.60}$

20 G 30 CB 30 CB 50 CB 100 G 100 CB

B.C.

72nd GRADED W/RT ROADWAY - <sup>STP</sup> CB WALK to wly line on wly as per sketch

B.M.

4.51 484.91

480.46 = S.W. B.P.

EL CAYON 472nd

484.91

X-SECT 72'nd (Cont.)

LT. E RT. 24

1496.5 29.90 LT END APRON - 41.6 END GAR.

478.21 478.01  
4.56 4.76  
41.6 29.90  
Elev. 41P

1480.5 30.05 LT Bay APRON 2-CAR GAR 41.4 TO GAR

478.17 477.93  
4.60 4.84  
41.4 30.05  
Elev. 41P

1470 21.4 LT E F NYD,

20.5 LT Bay 2' to 2.5' wide ice plant border  
30' LT Bay 4' Picket Fence

1460 54' Line Alley

477.2 477.1 477.3 476.9 477.6 477.9 478.0 478.6 478.6 478.3  
5.6 5.7 5.5 5.9 5.2 4.9 4.8 4.2 4.2 4.5  
50 30 20 18 20 20 23 24 30 50

1459 30.5 RT E Pole JP 78394

(1x50 Soil Sample taken E)

Alloy level  
476.8 476.8 476.8 477.7 478.2 478.78 478.5 478.84 479.1  
6.0 6.0 6.0 5.1 4.6 3.99 4.8 3.99 3.7  
50 30 20 6 23 23 30 30 50  
G.C. CB F CB CB

1437 20.0 RT CA BC Alley

478.1 478.73 478.76  
4.7 4.4 4.1  
20 20 25  
G CB MARK

T.P. 4.02 482.77 6.22 478.75

482.77

1402.5 20' RT E 10' DRIVE

478.4 478.38 478.81 478.86  
6.6 6.59 6.16 6.11  
20 20 22.6 25  
DNT 41P MARK

1400

478.1 478.0 477.8 477.5 478.1 478.4 479.6 478.82 478.9 479.3 479.6  
6.9 7.0 7.2 7.5 6.9 6.6 5.4 6.5 6.0 5.7 5.4  
50 30 20 19 20 20 22.6 25 30 50  
G 41P MARK

0+87 20 RT E 10' DRIVE

478.5 478.89 478.93  
6.46 6.08 6.04  
20 22.6 25  
41P MARK MARK

0+75 33.8 LT END Bldg

484.97

## X-SECT. 72nd (CONT.)

LT. E RT.

3+76

N 1/2 edge cold-lay Pav. Amherst. (Approx. 18' W. W. &amp; Not loc. E. St.)

479.12	479.40	479.74	479.59	479.51
<u>5.63</u>	<u>5.37</u>	<u>5.93</u>	<u>5.18</u>	<u>5.26</u>
50	30	30	30	50

T.P.

5.02 484.77 3.02 479.75

484.77

3+12

- 205 LT END ice-plant border

478.8	479.0	478.9	478.6	479.1	479.0	478.8	479.3
<u>4.0</u>	<u>3.8</u>	<u>3.9</u>	<u>4.2</u>	<u>3.7</u>	<u>3.8</u>	<u>4.0</u>	<u>3.5</u>
50	30	20	19	20	30	30	30

3+10

{ = N. Line Amherst.  
30.5' RT END BRICK WALL

2+77.5

30.6 RT Beg 1' high Brick Wall - 0.30 wide

478.5	478.3
<u>4.3</u>	<u>4.5</u>
30.6	30.6
NVT.	RT WALL

478.6	478.5	478.2	477.7	478.0	478.1	477.3	478.6
<u>4.2</u>	<u>4.3</u>	<u>4.6</u>	<u>5.1</u>	<u>4.8</u>	<u>4.7</u>	<u>4.5</u>	<u>4.2</u>
40	30	20	19	20	20	30	40

2+75

2+58

21.7 RT END Fence

478.3	478.2	477.6	477.4	477.8	477.9	478.2	478.1
<u>4.5</u>	<u>4.6</u>	<u>5.2</u>	<u>5.4</u>	<u>5.0</u>	<u>4.9</u>	<u>4.6</u>	<u>4.7</u>
40	30	20	19	20	20	30	40

2+50

478.09	477.86
<u>4.8</u>	<u>4.91</u>
30	19
WALK	2ip

2+27

19.4 LT E 5' COR. WALK

2+11

30 RT Beg 7' Board Fence (under Const.)

478.1	478.0	477.7	477.3	477.6	477.8	477.9	478.2	478.1	478.1
<u>4.7</u>	<u>4.8</u>	<u>5.1</u>	<u>5.5</u>	<u>5.2</u>	<u>5.0</u>	<u>4.9</u>	<u>4.6</u>	<u>4.7</u>	<u>4.7</u>
40	30	20	19	20	20	22	23	30	50
	PL						PL		

2+00

482.77

X-SECT. 72nd' (cont.)

LT.

E

RT.

26

CK:

428 480.49 = 480.46 (See A.M.)

REDUCED by  
R. H. MESSIAK  
9-2-53

3740

E AMHERST.

478.24

479.37

479.73

479.52

479.41

6.53  
100

5.40  
50

5.04

5.25  
50

5.36  
100

Cold Day

484.77

BLDG TIES @ N.E. COR. RIGEL & DALBERGIA

W.O. 32290

9-14-53

Stamper  
Huffman  
Nordahl  
Sherry

27

INDEXED  
SEP 15 1953



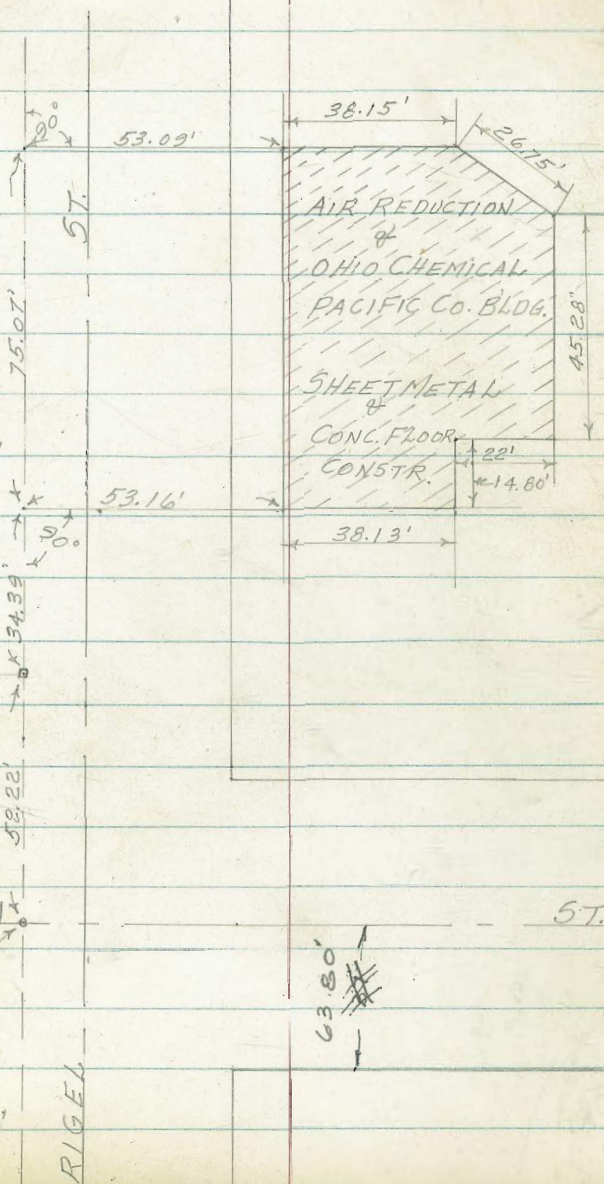
Ed. 2x2" Hub & TK  
See Pg. 4

DALBERGIA  
Ed. P.K. Non

17'

RIGEL

17'



ELEVATIONS OF BOTTOM OF STRINGERS &  
TOP OF SEWER MAIN AT WOODEN BRIDGE  
OVER CHOLLAS CREEK AT DALBERGIA & RIGEL STS.

W.O. 32290

STA

INDEXED  
SEP 15 1953





should be 6.07

B.M.

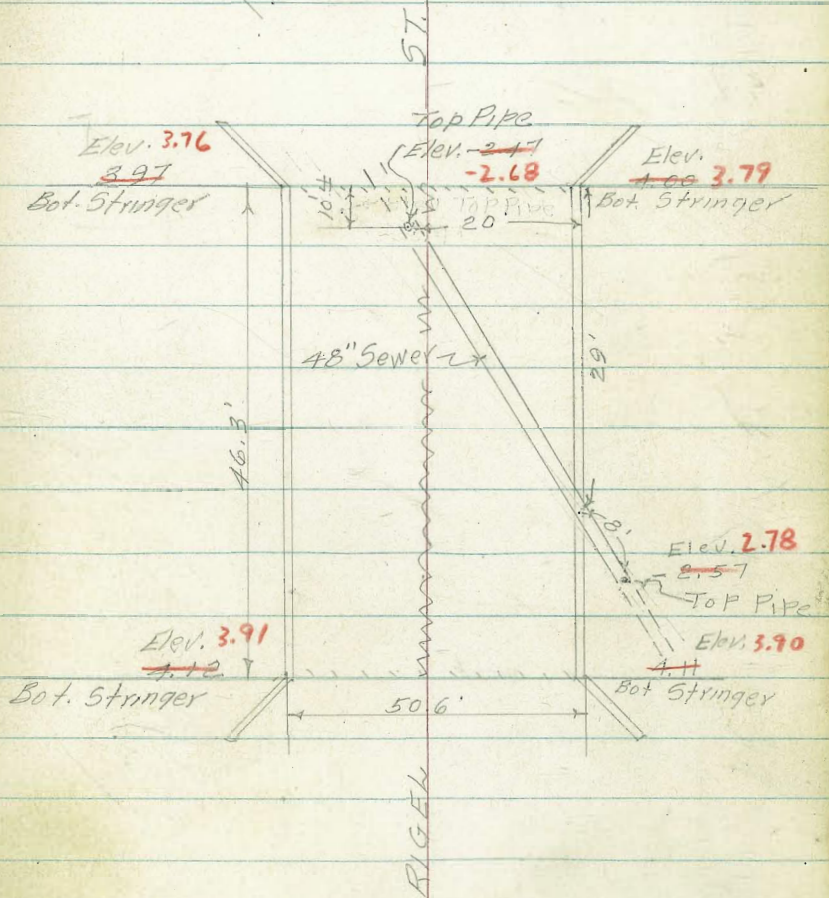
~~6.26~~

Chst # 5. Ch. Main & W Line Rigel

9-14-53

Stampel   
Huffman   
Nordahl   
Sherry 

28



South Chollar Creek Channel  
 Nabash Blvd Sec 8 Dalbergia St  
 Also Rigal St

INDEXED  
 JER  
 OCT 6 1953

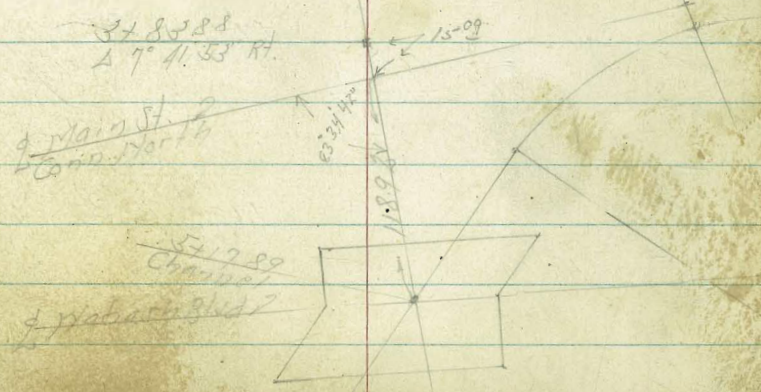
N.O. 32790

Oct 5-53  
 #5 station  
 5762  
 Chipman  
 B. H.  
 Kelley

29



Dalbergia St  
 South Chollar Creek Channel





INDEXED

FEB 8 1954

Tie Sheet No 426

Stamper  
Huffman  
Nordahl  
Sherry

30

CHECK ON INVERT ELEVATIONS OF SEWER  
MANHOLES AT RIGEL & DALBERGIA & VICINITY

NO 32290 2-5-54

Sta + H.I. - Elev

Sta	+	H.I.	-	Elev	
B.M.			5.72	5.20 <sup>11</sup> - 5.12	N.T.C.T. Cura & Main
B.M.	Side Shot		4.60	6.23 6.32	M.H.N. 2 E.B.P. Rigel & Main
	4.76	10.92 <sup>83</sup>			
B.M.			4.86	6.07 6.16	
M.H.N. 3			13.86	-2.93	F.L.
M.H.N. 2			17.35	-6.12	F.L.
M.H.N. 1			17.74	-6.81	F.L.
B.M.	4.86	10.93 11.02			DALBERGIA M.H.N. 1
T.P.			4.79	6.07 6.16 - 6.28	Chsl. Cross S. Curb Rigel & Main East B.P.
B.M.	Side Shot		4.62	6.24 6.23 - 6.24	Rigel & Main
	5.74	10.95 <sup>86</sup>			
B.M.			5.12	5.21 <sup>used</sup>	N.T.C.T. Cura & Main shown in Bench Book



NOTE:  
Levels Run by  
C.W. for Wabash  
freeway

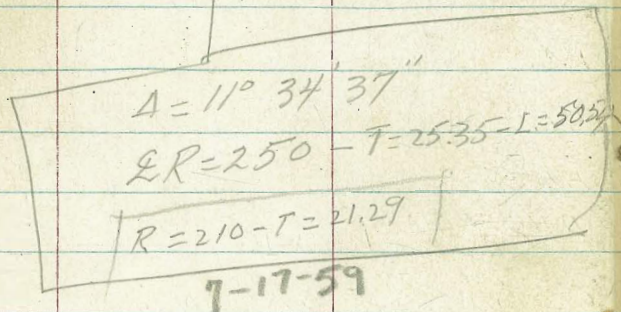
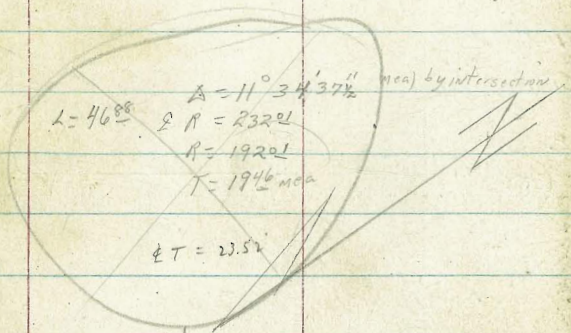
2281  
60

D. Smith  
J. Reed  
R. Taylor  
U. Rob

South Chollas Creek  
Alignment.

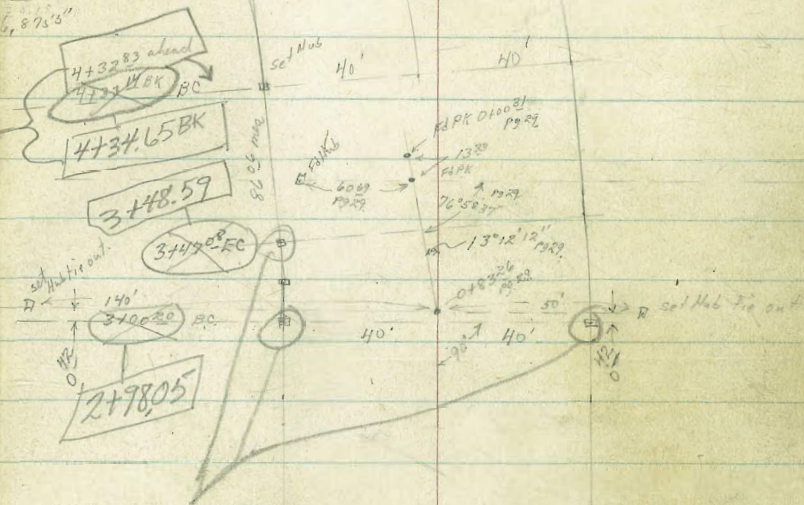
Woll 32290  
7-13-54

Ref: Loose Leaf has ROW Staked & sketched  
4-21-58 ~~and~~

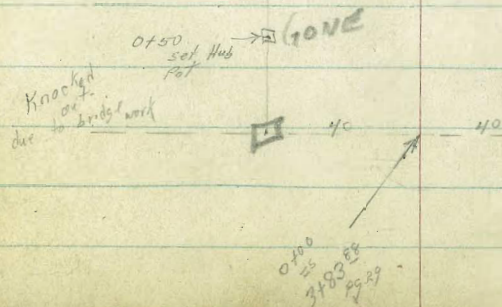


Equation

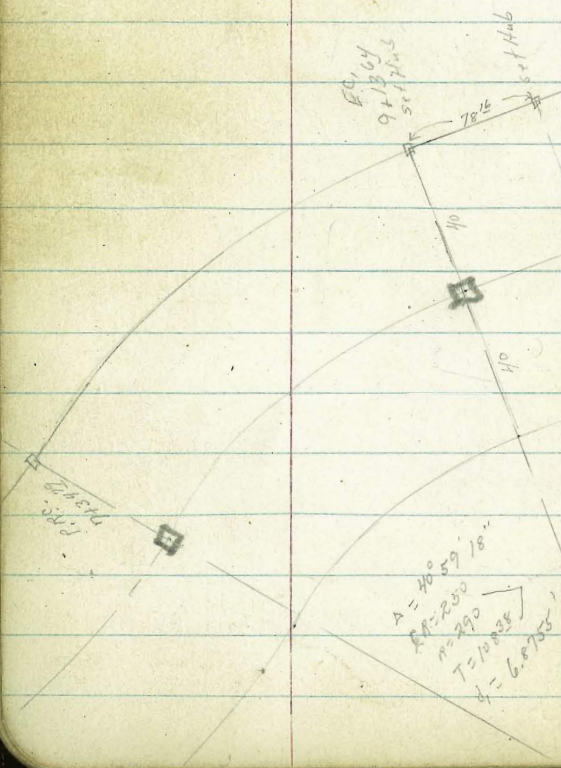
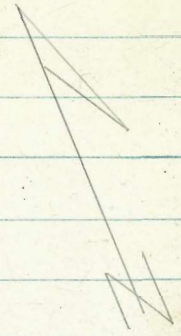
$\alpha = 69^{\circ} 12' 11''$   
 $SR = 250$   
 $R = 210$   
 $T = 144.82$   
 $L = 87.54$



Reset  
7-17-59

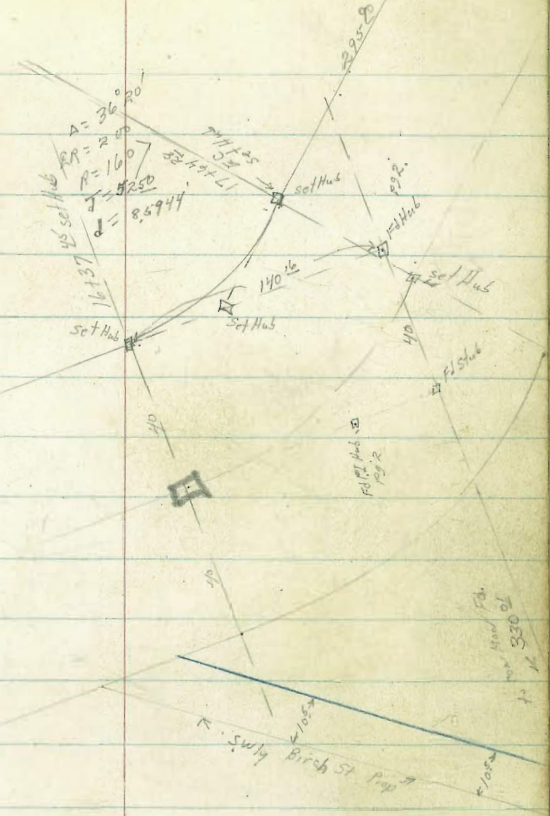


10 37 45 -  
 9 13 64  
 7 23 81  
 28 11  
 6 = 365

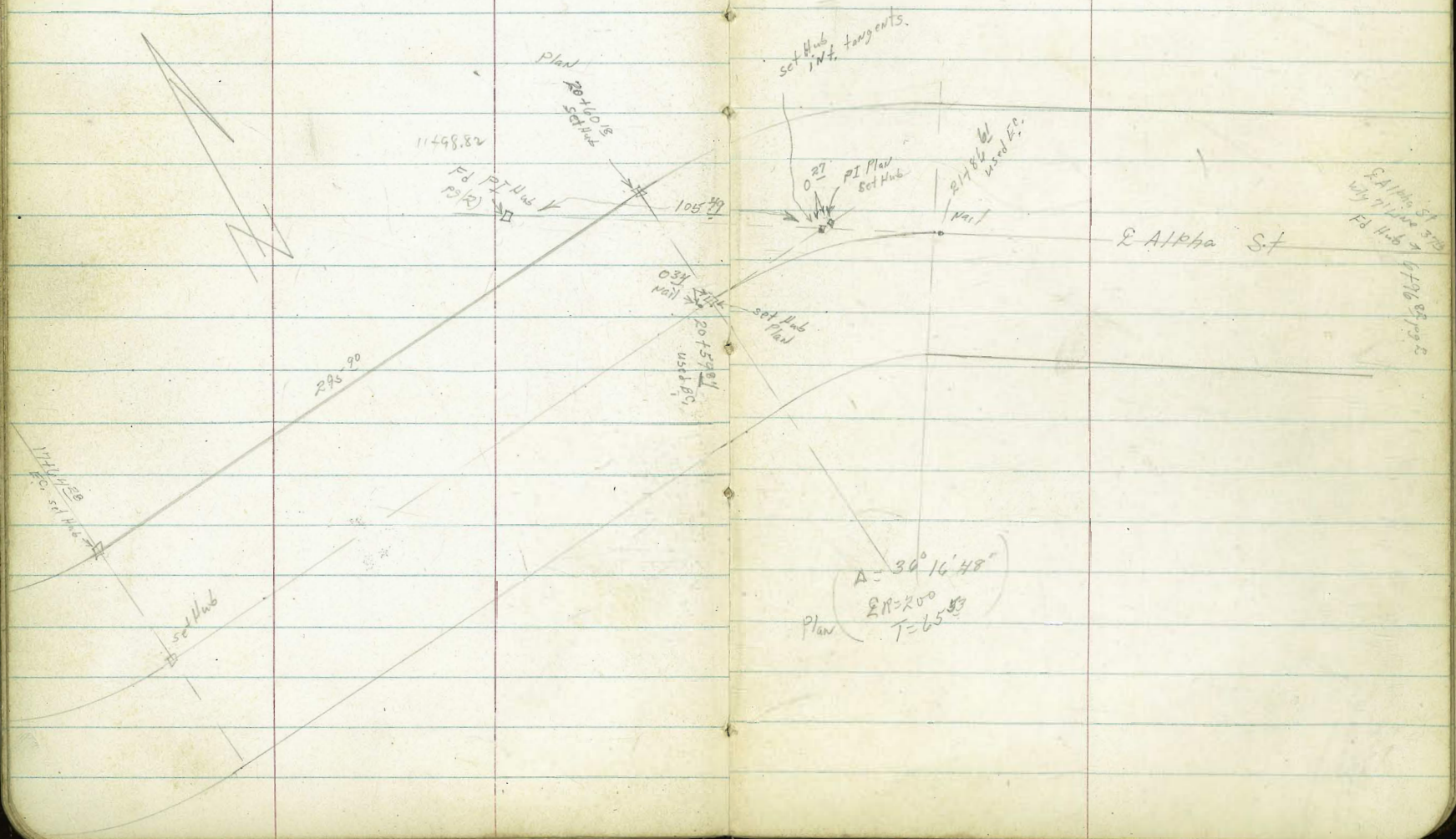


$A = 40^{\circ} 59' 18''$   
 $R = 200$   
 $n = 290$   
 $T = 10838$   
 $d = 6.6785$

□ = Hub  
 7-59  
 85R



$d_1 = 85.944$   
 $T = 65.60$   
 $R = 200$   
 $A = 126.77$   
 $A = 36.19$   
 turned on int. pt.  
 used for Sec Notes.



Plan  
 $A = 30^{\circ} 16' 48''$   
 $R = 200$   
 $T = 65.60$

E Alpha St  
 Fd Hub  
 174.12

H' from ob face  
to PK inside  
edge & Buf.

35' through  
35' x 23' grade

0.9640

THOR ST

17

36' R.C.P.

See p. 39  
for levels

Proposed  
36" R.C.P.  
alignment

Birch St.

22' 1/2  
in place

0.9435  
0.9400  
2 PK's

0.9483  
0.9473  
2 PK's

obs  
62  
obs

SIVA ST

17

44' 17" in place  
in place  
44' 17" in place  
channel

17'

14' 5" in place

0.9414  
0.9405

0.9631  
2 PK's  
in place

New channel R.O.W.

14' 13" in place  
15' 5" in place  
15' 5" in place  
15' 5" in place

1/2" Sec South Chollas Creek

LT

R RT

35

17750

16° 07.30'

7.9 6.3 3.1 2.0  
50 66 98 102  
60 40 30 15

2.8 9.9 6.6 6.6 6.5  
102 30 63 63 64  
12 24 40 60

17725

12° 32.44'

8.1 8.1 1.5 2.3 1.9 2.3  
48 48 54 106 110 106  
63 60 40 28 15 4

3.6 10.0 6.6 6.5 6.5  
93 22 63 64 64  
12 24 40 60

17400

8° 57.58'

$\Delta = 36^\circ 20'$

$\frac{1}{2}RA = 18^\circ 10'$

$RA = 200$

$\rightarrow$  Newly Repet = 160

$d_1 = 8.5944'$

$\rightarrow T = 52^\circ$

8.76 8.1 1.5 1.4 2.1 1.5  
48 48 54 53 108 114  
54 54 40 35 20 10  
84  
P. 100  
000

2.2 9.9 6.1 6.1 6.3  
102 30 68 65 66  
20 30 40 60

16781

442 LT closes

sw.

Corner of Reg. Works

16775

5° 22.72'

8.6 8.1 1.2 5.9 2.2

1.1 1.9 9.3 6.1 6.1

16774

40° LT Fence

43 48 52 70 102  
53 42 40 20 10

118 110 36 68 68  
10 30 40 60

c-1998

33° LT to 4' wire Fence

16750

1° 47.86'

8.8 8.6 8.3 1.2 6.2 5.5  
41 43 46 52 62 74  
60 40 35 33 24 9

2.1 1.1 2.3 1.5 8.7 6.1 6.1  
108 118 106 54 48 68 68  
8 20 40 45 55 70

Newly Repet c-1003

35° LT to Fence 4' wire

16737

130° LT. New 0° 00'

9.4 8.8 8.6 6.8  
35 48 46 61  
60 40 35 22  
ON  
Hub

6.2 2.5 1.5 2.8 4.4 8.3 6.0  
62 104 114 101 85 46 62  
18 19 37 40 52 60

552

1294

852

742

BM

649

1594

945

W. 7' 374  
S. Alpha Hub  
197

T 1294

20700

19750

19700

18750

18774 15° RT Most NW glycor 540 d

18700

79, 523 1428 338 936

17782 26° RT & SMH.

17775

17764<sup>28</sup>. FC. 18° 10'

Wally gly c = 11<sup>1/2</sup>

36

LH

7.5	7.6	10.0	4.3	2.9	2.2	2.7	9.8	7.7	7.5
7 <sup>3</sup>	7 <sup>2</sup>	4 <sup>8</sup>	10 <sup>5</sup>	11 <sup>2</sup>	12 <sup>6</sup>	12 <sup>1</sup>	5 <sup>0</sup>	7 <sup>1</sup>	7 <sup>3</sup>
60	40	30	15	7		10	30	40	60

7.2	7.3	9.1	4.2	2.1	3.0	8.6	7.0	7.1
7 <sup>6</sup>	7 <sup>5</sup>	5 <sup>7</sup>	10 <sup>6</sup>	12 <sup>7</sup>	11 <sup>8</sup>	6 <sup>2</sup>	7 <sup>2</sup>	7 <sup>2</sup>
60	40	28	15		10	20	40	60

7.2	7.9	10.1	2.7	1.6	2.8	8.5	7.2	7.0
7 <sup>6</sup>	6 <sup>2</sup>	4 <sup>2</sup>	12 <sup>1</sup>	13 <sup>2</sup>	12 <sup>0</sup>	6 <sup>3</sup>	7 <sup>6</sup>	7 <sup>8</sup>
60	40	32	10		6	18	40	60

6.7	10.6	11.9	5.1	2.9	2.5	3.3	8.7	7.3	7.1	7.3
8 <sup>1</sup>	4 <sup>2</sup>	2 <sup>2</sup>	9 <sup>2</sup>	11 <sup>2</sup>	12 <sup>3</sup>	11 <sup>5</sup>	6 <sup>1</sup>	7 <sup>5</sup>	7 <sup>2</sup>	7 <sup>5</sup>
60	40	34	25	10		10	18	35	40	60

6.5	7.9	10.3	4.2	2.1	2.4	2.7	9.0	6.5	6.4	6.4
8 <sup>3</sup>	6 <sup>2</sup>	4 <sup>5</sup>	10 <sup>6</sup>	12 <sup>7</sup>	12 <sup>4</sup>	12 <sup>1</sup>	5 <sup>8</sup>	8 <sup>3</sup>	8 <sup>4</sup>	8 <sup>2</sup>
60	40	32	25	6		10	23	33	43	52

1428

7.3	8.2	6.7	2.5	2.1	3.1	9.7	6.6	5.9	6.2
5 <sup>6</sup>	4 <sup>7</sup>	6 <sup>2</sup>	10 <sup>4</sup>	10 <sup>8</sup>	9 <sup>8</sup>	3 <sup>2</sup>	6 <sup>3</sup>	7 <sup>0</sup>	6 <sup>7</sup>
60	40	30	20	9		15	25	40	60

7.1	7.1	8.7	3.2	2.3	2.7	3.0	9.6	6.8	6.0	6.1
5 <sup>2</sup>	5 <sup>24</sup>	4 <sup>8</sup>	9 <sup>2</sup>	10 <sup>6</sup>	10 <sup>2</sup>	9 <sup>8</sup>	3 <sup>3</sup>	6 <sup>1</sup>	6 <sup>2</sup>	6 <sup>8</sup>
60	40	34	29	15	5	04	12	21	40	60

1294

21475

16° 29.73'

21450

12° 54.87'

21425

9° 20.01

21400

5° 45.15'

20479

20475

2° 10.291'

20459<sup>84</sup>TR<sub>2</sub>

944 1763

69

819

part in  
plate # 3520  
E. Beach  
5th channel20459<sup>84</sup> B.C. at

0° 00'

20425

Lt.

Q

RT

37

7.5	6.5	5.8	4.2	3.5	4.0	5.4	9.1	8.2	8.0
10L	11L	11.8	13.4	14L	13.6	12.2	8.5	9.4	9.6
60	40	19		8	19	25	35	40	60

7.8	7.3	10.3	5.8	4.2	3.2	3.8	10.0	8.3	8.1
9.8	10.3	7.3	11.8	13.4	14.4	13.8	7.6	9.3	9.5
60	40	25	5		12	19	40	45	60

8.9	7.0	11.0	4.1	2.7	3.8	11.1	8.5	8.1
8.2	10.6	6.6	13.5	14.2	13.8	6.5	7.4	9.5
60	40	20		12	22	40	45	60

13.5	9.4	5.9	9.7	4.1	3.6	3.3	4.2	9.9	8.2	7.7
4L	8.2	11.2	7.2	13.5	14.2	14.3	13.2	7.2	9.4	9.2
60	40	25	20	3		10	22	36	40	60

15.5	11.1	11.4	4.3	3.9	3.1	10.1	8.1	7.7
2.1	6.5	6.2	13.3	13.2	14.5	7.5	9.5	9.2
50	40	25	5		18	33	40	60

16.0	11.7	11.1	3.9	3.5	2.0	3.4	9.6	7.9	7.8
71.2	3L	3.7	10.2	11.3L	12.8	11.4	5.2	6.2	7.0
60	40	28	7	on Hub	6	13	26	40	

8.5	7.8	11.0	3.6	3.0	2.9	9.5	7.7	7.8
6.3	7.2	3.8	11.2	11.8	11.2	5.3	7.4	7.2
60	40	30	10		8	20	40	60

π 1428



Lt.

L

RT

38

BM starting

82°

943

945

23400

22450

10.2 10.4 13.3 6.0 3.8 4.2 10.8 8.0 8.0

74 72 43 116 138 134 68 96 96  
60 40 30 10 11 34 40 60

22400

9.0 8.6 9.2 5.3 4.1 3.6 3.8 9.8 8.1 7.9

86 90 82 123 135 140 138 78 95 92  
60 40 30 12 8 16 35 40 60

217866 EC.

40° AT Nully road Forest.

7 17 63

X Sec for Proposed 36" RCP only  
Side Birch St throu Channel

Sketch pg 34

14

RT

8.31

1488 O<sup>4</sup>LT & Nly edge 6' x 8' water vault cov. 7<sup>32</sup>  
top

7.9 7.9 4.8 2.6 5.1 5.6

1450

7<sup>8</sup> 7<sup>8</sup> 10<sup>2</sup> 13<sup>4</sup> 10<sup>5</sup> 10<sup>2</sup>  
10 8 5 11 17

7.5 3.9 3.0 4.0 5.5

1400

8<sup>2</sup> 11<sup>8</sup> 12<sup>2</sup> 11<sup>3</sup> 10<sup>2</sup>  
10 5 10 17

5.4 8.2 4.7 3.4 4.0 5.4

0450

10<sup>3</sup> 7<sup>5</sup> 11<sup>0</sup> 12<sup>3</sup> 11<sup>2</sup> 10<sup>2</sup>  
10 5 5 9 17

6.1 6.0 1.72 3.4 5.5 6.2

0400

9<sup>6</sup> 9<sup>2</sup> 13<sup>97</sup> 12<sup>3</sup> 10<sup>2</sup> 9<sup>5</sup>  
10 7 10 9 5 17  
30"  
0.114

3.39 6.76 5.71

0-47<sup>23</sup> & inlet

12<sup>30</sup> 8<sup>93</sup> 9<sup>98</sup>  
10 4 4  
05 grate

BM 712

7<sup>50</sup> 15-69

819

Vail in Pkg  
pg 37

14

2

RT

37

9.8 9.6 9.6 7.9 6.5

5<sup>2</sup> 6<sup>4</sup> 6<sup>4</sup> 7<sup>8</sup> 9<sup>2</sup>  
10 4 10 17

8.1 8.4 7.8 6.3

7<sup>6</sup> 7<sup>3</sup> 7<sup>2</sup> 9<sup>2</sup>  
10 9 17

8.8 7.4 6.7 5.2 6.0

6<sup>2</sup> 8<sup>2</sup> 9<sup>0</sup> 10<sup>5</sup> 9<sup>2</sup>  
10 5 11 17

2.9 2.1 2.1 1.8

12<sup>8</sup> 13<sup>6</sup> 13<sup>6</sup> 13<sup>2</sup>  
10 5 17

4400 Existing channel

8.4 8.5 5.4 2.3 4.7 4.8

7<sup>3</sup> 7<sup>2</sup> 10<sup>3</sup> 13<sup>4</sup> 11<sup>0</sup> 10<sup>2</sup>  
10 9 6 12 17

3450

5.8 6.0 5.2 2.7 5.0 5.5

9<sup>2</sup> 9<sup>2</sup> 10<sup>5</sup> 13<sup>0</sup> 10<sup>2</sup> 10<sup>2</sup>  
10 8 5 10 17

3400

9.6 9.6 4.3 2.3 3.3 5.7

6<sup>4</sup> 6<sup>4</sup> 11<sup>4</sup> 13<sup>4</sup> 12<sup>4</sup> 10<sup>0</sup>  
10 9 5 11 17

2450

7.9 8.2 5.4 2.6 3.9 5.9

7<sup>8</sup> 7<sup>5</sup> 10<sup>3</sup> 13<sup>4</sup> 11<sup>8</sup> 9<sup>8</sup>  
10 8 5 10 17

2400

15-69

X Sec. So Chollas Channel

40

AT

RT

7° 42.0336'

3.4 4.3 2.1 -2.6 0.6 4.3 3.9

5700

82 72 132 142 122 72 72  
40 14 6 25 40 60

2400

5.1 5.6 5.9 3.4 4.0 3.3 1.3 5.4 5.6  
65 60 52 150 156 142 122 62 62  
60 40 34 21 14 27 37 60

4° 50.1461'

4.2 3.6 4.7 1.9 0.7 1.2 4.2 4.4 4.9

4475

72 82 62 132 122 122 74 72 62  
60 40 23 10 13 29 40 60

1450

4.7 6.3 6.0 3.6 6.4 4.1 5.7 6.3  
62 52 56 152 182 152 52 52  
60 40 38 23 26 38 60

1° 58.2586'

4.1 3.4 3.6 1.8 1.2 0.2 4.7 4.7 5.2

4450

72 82 82 134 122 112 62 62 62  
60 40 30 18 12 20 40 60

1400

4.0 4.2 4.3 3.6 4.3 3.4 6.0 6.0  
76 72 72 152 152 152 56 56  
70 40 33 23 24 38 40 45 60

7.7 7.9

32 32  
45 60

3.3 4.2 1.4 2.2 0.2 5.4 5.0 5.2

6450

3.8 4.9 4.5 5.1 5.7 4.2 7.0 6.0  
78 62 44 162 172 152 46 56  
60 40 33 23 24 42 60

4132<sup>23</sup> AH

4133<sup>18</sup> BK

0° 00'

BC 82 74 132 122  
60 40 17 112 62 62 62  
10 21 40 60

0400

Both RT & LT still under const.

19°

3447<sup>08</sup> EC

6.4 6.1 2.0 3.4 2.7 7.1 6.6 6.2 6.2  
52 52 136 152 142 45 51 54 54  
60 40 29 10 24 30 40 60

0-1509 = 4417<sup>05</sup> E Bridge deck

6.28

5.35

3400<sup>20</sup>

5.1 6.0 6.9 2.9 3.2 1.2 5.3 5.7 6.0  
65 56 42 142 142 122 63 52 56  
60 40 34 23 17 28 40 60

TP<sub>2</sub>

448 T1163 509 715

2450

5.6 5.6 6.2 3.1 4.2 1.4 5.2 5.4  
62 62 54 142 152 132 62 62  
60 40 34 21 22 35 52

TP<sub>1</sub>

341 1274 636 933

T1163

2.8 3.3 6.8 7.2 7.2 1.6 0.1 -0.6 -0.9 0.4  
 6450 98 93 58 54 54 110 125 132 135 130  
 24° 53.3586 60 45 34 31 20 20 40 60

3.0 3.9 7.6 6.2 2.7 0.9 0.7 -0.7 -0.7 2.2 2.6  
 6425 96 82 50 64 92 135 133 133 133 104 100  
 22° 01.4711 60 52 43 40 30 15 30 40 48 60

2.2 1.0 -0.4 -0.6 -0.4 1.5 2.6 3.4 6.1  
 6400 104 89 120 132 132 111 102 98 60  
 19° 09.5836 60 40 27 9 24 40 48 60

2.2 2.6 3.7 0.5 0.7 3.4 4.0 6.4 3.0 2.1 3.4  
 5475 104 98 89 121 112 98 86 63 96 105 100  
 16° 17.6961 60 40 27 19 6 10 15 31 40 60

TP 820 712 57 726 437  
 2.3 1.9 2.7 4.3 0.8 6.4 4.1 2.7 0.9 2.6 2.1  
 5450 93 94 89 73 108 58 42 82 113 114 110 83  
 13° 25.8086 60 40 24 20 10 3 18 27 40 50 57 60

2.7 2.5 2.4 1.2 -0.2 -1.8 3.7 0.9 5.6 4.1  
 5425 88 94 92 104 118 134 153 102 60 75  
 10° 33.9211 60 40 23 17 11 27 40 45 60

π 1163

0.3 0.5 1.6 2.0 7.6 8.4 3.2 2.4 2.0 2.0 2.6 2.8  
 8400 122 124 110 106 50 42 94 103 146 146 100 98  
 7° 28.2826 60 40 25 11 6 16 24 26 45 55 60

1.7 1.4 1.5 2.2 5.8 8.5 3.5 2.3 1.6 2.2 2.1 1.4  
 7475 102 112 114 104 68 44 94 103 142 142 105 102  
 4° 36.3951 60 40 26 9 5 15 21 26 40 41 50 60

3.7 1.5 1.2 2.4 8.1 2.5 2.3 2.2  
 7450 82 112 114 103 45 104 103 104  
 1° 44.5076 60 40 30 12 17 40 60

0° 00' 11° 12' 35" 3.7 1.6 2.2 6.8 2.5 2.2 2.2  
 7434 79 82 112 104 4 58 104 104 104  
 34° 36.08 60 40 16 13 40 60

7425 = 33° 29.0211  
 3.0 1.3 1.9 7.2 6.9 1.9 1.4 1.8 0.2 0.2 0.2  
 7400 96 112 102 54 52 102 140 144 124 124 124  
 30° 37.1336 40 28 17 12 10 23 31 40 60

3.5 1.8 2.8 6.7 6.7 1.0 0.7 1.5 0.6 0.2 0.1  
 6475 94 108 98 52 52 110 133 144 120 124 125  
 27° 45.2461 60 50 40 30 24 5 10 21 40 60

π 1257

Lt E 91 ✓  
✓ 512  
60 82

BM starting

TP 4 565 14 22 400 852

2.9 2.5 2.8 2.8 2.8 3.5 3.5  
92 101 98 98 98 91 91  
60 40 20 28 40 60

9+13<sup>64</sup> EC 12.1 7.8 3.4 1.1 2.7 2.5 3.8  
05 48 92 115 92 101 98  
60 40 20 18 40 60  
20° 29.66'

9+00 = 18° 55.8326  
8+75 12.0 11.3 9.6 10.2 10.5 3.0 1.8 1.7 0.6 2.1 2.5 2.8  
06 13 30 24 21 96 108 138 12 10 10 90  
60 40 24 20 15 7 18 20 24 40 60  
16° 03.9451'

8+56 5.5 7.0 4.3 8.9 8.9 7.6 2.9 2.0 1.1 1.1 2.2 2.4  
06 56 83 32 32 50 92 106 114 114 102 102  
60 40 17 6 2 10 16 19 34 36 40 60  
13° 12.0576'

8+25 0.4 0.6 1.1 1.9 0.6 0.6 0.6 0.5 1.1 1.1 1.8 8  
12 11 11 10 2 8 8 9 10 11 14 14 10 7  
60 40 30 14 4 18 22 22 50 56 60  
10° 20.1701'

7 12 57

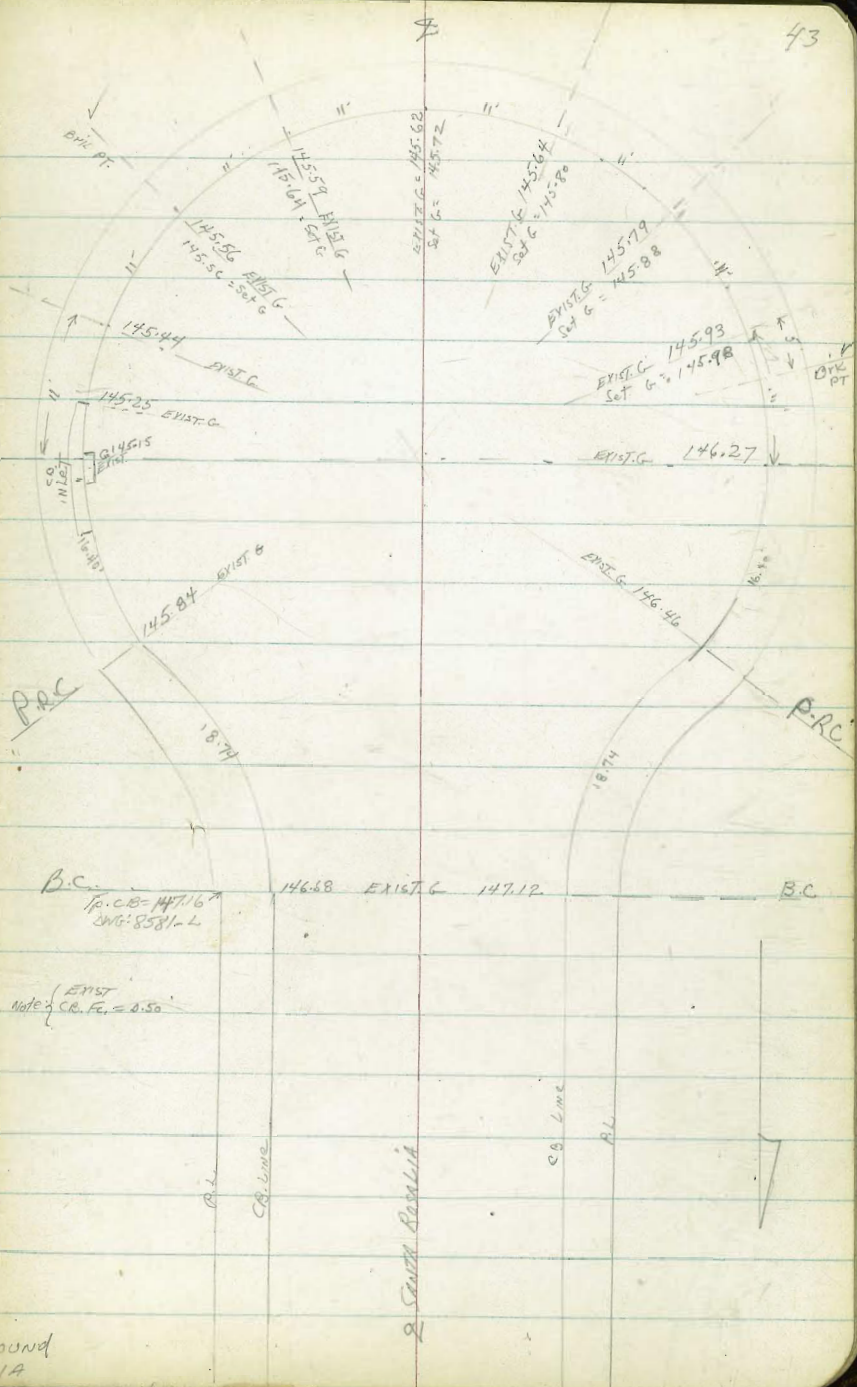
Clark  
Shepherd  
Byner  
Oweik  
10-19-54  
W.O. 20006

GUTTER GRADES - TURNAROUND - SANTA ROSALIA

CHK. = DNG: 8581-L  
REF }  
Letter - ST. DR. DRAINAGE - Sky Deno Santa Rosalia Rd  
7-13-54  
M.E. RAVER

INDEXED  
JER  
OCT 20 1954

Set ch V on CA's at G. Elov's Show 11:



Opp. (Relative) Dir. Elev. Rd:

147.16 = T.P. CB  
Nebj P.C TURNAROUND  
SANTA ROSALIA 1A

2 Santa Rosalia

X-sec Alley BIK 6, American Park  
 For sketch see FB 2389-31

0+25

0+10

0+00 = Nly line Bunker Hill ST  
 in small Ely to wly wash

0-10

0-17

For X-sec Bunker Hill see FB 2389-11

BM

8.64

191.04

182.40

LT=wly

25'  
 Alley

RT=ely

44

175.0	178.9	181.5	182.5	183.0	184.6	187.3
16 <sup>0</sup>	12 <sup>1</sup>	9 <sup>5</sup>	8 <sup>5</sup>	8 <sup>0</sup>	6 <sup>4</sup>	3 <sup>7</sup>
65	35	10		10	25	65

180.2	181.4	181.5
10 <sup>8</sup>	8 <sup>6</sup>	9 <sup>5</sup>
10		10

178.5	179.7	176.9	176.3	179.0	182.6
12 <sup>5</sup>	11 <sup>3</sup>	14 <sup>1</sup>	14 <sup>7</sup>	12 <sup>0</sup>	8 <sup>4</sup>
25	12	10		10	25

177.0  
 14<sup>0</sup>

176.9	178.4	179.3
14 <sup>1</sup>	12 <sup>6</sup>	11 <sup>7</sup>
10		10

191.04 X

TPH FB 2389-77 + et al -  
 Swly T Hub Bunker Hill & Trenton

Alley BIK 6 cont.

1+75

1+50

1+25

TP, 12.63 203.60 0.07 190.97

1+00

0+75

0+50

LT=114

184.1	190.6	192.5
19 <sup>5</sup>	13 <sup>0</sup>	11 <sup>1</sup>
65	25	10

191.3
12 <sup>3</sup>
10

192.0
11 <sup>6</sup>

193.6	194.5	196.4	190.9
10 <sup>0</sup>	9 <sup>1</sup>	7 <sup>2</sup>	2 <sup>7</sup>
	10	20	65

193.2
10 <sup>4</sup>
10

184.1	186.6	189.4	190.7	191.5	193.6	195.7
19 <sup>5</sup>	17 <sup>0</sup>	14 <sup>2</sup>	12 <sup>9</sup>	12 <sup>1</sup>	10 <sup>0</sup>	7 <sup>9</sup>
65	35	10		10	30	65

203.60 K

187.9
3 <sup>1</sup>
10

189.0
2 <sup>0</sup>

189.7
1 <sup>3</sup>
10

178.7	183.3	185.8	187.0	187.6	190.0	191.6
12 <sup>3</sup>	7 <sup>7</sup>	5 <sup>2</sup>	4 <sup>0</sup>	3 <sup>4</sup>	1 <sup>0</sup>	+0 <sup>6</sup>
65	35	10		10	35	65

183.1
7 <sup>6</sup>
10

184.3
6 <sup>7</sup>

185.2
5 <sup>8</sup>
10

191.04 K



Alley BIK6 cont

JPz 12.81 212.06 4.35 199.25

3+25

3+00

2+75

2+50

2+25

2+00

LT=only

RT=only 46

20' Alley ✓  
212.06 ✗

Top Prop pipe (No dik) 10' RT station 3+00

190.9	193.8	196.6	197.8	198.7	201.6	203.6
12 <sup>7</sup>	9 <sup>8</sup>	7 <sup>0</sup>	5 <sup>8</sup>	4 <sup>2</sup>	2 <sup>0</sup>	+ 2 <sup>3</sup>
65	35	10		10	15	65

196.9	198.0	199.4
6 <sup>7</sup>	5 <sup>6</sup>	4 <sup>2</sup>
10		10

189.1	193.0	196.1	197.0	198.7	202.3	209.2
14 <sup>5</sup>	10 <sup>6</sup>	7 <sup>5</sup>	6 <sup>6</sup>	4 <sup>9</sup>	1 <sup>3</sup>	+ 5 <sup>6</sup>
65	35	10		10	32	65

196.5	198.1	199.1
7 <sup>1</sup>	5 <sup>5</sup>	4 <sup>5</sup>
10		10

187.9	194.0	195.9	197.0	198.5	199.4	205.2
15 <sup>7</sup>	9 <sup>6</sup>	7 <sup>7</sup>	6 <sup>6</sup>	5 <sup>1</sup>	2 <sup>2</sup>	+ 1 <sup>5</sup>
65	23	10		10	35	65

195.4	195.1	196.4
8 <sup>2</sup>	8 <sup>5</sup>	7 <sup>2</sup>
10		10

203.60 ✗

Alley BIK.6 cont

LT = July

RT = July  
20°  
Alley

RT = July

47

4+50

202.8  
9<sup>3</sup>  
10

203.4  
8<sup>7</sup>

204.2  
7<sup>9</sup>  
10

4+25

197.6  
14<sup>5</sup>  
65

199.0  
13<sup>1</sup>  
40

201.2  
10<sup>9</sup>  
10

201.9  
10<sup>2</sup>

202.7  
9<sup>4</sup>  
10

205.6  
6<sup>5</sup>  
40

208.4  
3<sup>7</sup>  
65

4+15-79° RT = of Stucco House

209.3

2<sup>0</sup>  
79°  
ground  
at House

213.3

+0<sup>2</sup>  
79°  
Floor

4+00

200<sup>1</sup>  
12<sup>1</sup>  
10

200.8  
11<sup>3</sup>

201.5  
10<sup>6</sup>  
10

3+75

193.5  
18<sup>6</sup>  
65

195.1  
17<sup>0</sup>  
35

199.0  
13<sup>1</sup>  
10

199.3  
12<sup>8</sup>

200  
12<sup>1</sup>  
10

202.7  
9<sup>4</sup>  
30

208.7  
3<sup>4</sup>  
65

3+50

196.9  
15<sup>2</sup>  
10

198.3  
13<sup>8</sup>

199.5  
12<sup>6</sup>  
10

3+35-78° RT = of Frame House

209.06

30  
ground  
at House  
78

213.26

+13  
Floor

212.06

✓  
T

Alley BIK 6 cont

TP3 - FP 2346-70

TP5

9.75

205.36 < 205.407

DIV PIPES BIK RES 34  
10' AT 547900 547982

TP4

0.45

215.11

7.39

214.66

547982 = Sky line Brandy wine ST

See X-sec's Brandy wine ST

5450

TP2

10.68

222.05

0.69

211.37

5425

5400

4475

AT=1044

F  
20'  
Alley

RT=214 48

210.8

11<sup>3</sup>  
50

214.7

7<sup>4</sup>  
10

215.7

6<sup>4</sup>  
10

216.7

5<sup>4</sup>  
10

220.6

1<sup>5</sup>  
50

211.9  
10<sup>2</sup>  
10

212.9

9<sup>2</sup>  
10

214.1

8<sup>2</sup>  
10

222.05 T

206.8

5<sup>3</sup>  
65

207.7

4<sup>4</sup>  
35

209.8

2<sup>3</sup>  
10

210.3

1<sup>8</sup>  
10

211.3

0<sup>8</sup>  
10

215.4

+3<sup>3</sup>  
45

216.6

+4<sup>5</sup>  
65

207.0

5<sup>1</sup>  
10

207.9

4<sup>2</sup>  
10

208.6

3<sup>5</sup>  
10

201.5

10<sup>6</sup>  
65

202.9

9<sup>2</sup>  
35

204.9

7<sup>2</sup>  
10

205.7

6<sup>4</sup>  
10

206.3

5<sup>8</sup>  
10

208.9

3<sup>2</sup>  
40

211.1

1<sup>0</sup>  
65

212.06 T

X-sec Brandywine st - Ethan Allen  
 To Trenton Ave  
 See sketch FB 2346 Page 10+11-

INDEXED  
 JER  
 DEC. 15 1954

For X-sec. Brandy wine st from P. Jones  
 To Ethan Allen See FB 2346 - 24.

Base Line for X-section is Sly Line  
 Brandywine st  
 Rough strip A.C. Paving on Brandywine st  
 shown as F.P. = edge Pavement in Notes

LT = N 14  
 Sly Line  
 Brandywine  
 = Base Line  
 IPT = Sly - 49

0+25

145.3	142.5	145.1	144.2	141.0	146.0	145.9
6 <sup>9</sup>	9 <sup>7</sup>	6 <sup>8</sup>	8 <sup>0</sup>	8 <sup>2</sup>	6 <sup>2</sup>	6 <sup>3</sup>
60	40	34	32	E.P.	E.P.	6
			E.P.	12		

0+00 = Ely P.L. Ethan Allen Ave (See FB 2346)

151.0	145.0	140.7	141.8	141.3	141.0	142.0	141.3	142.8	143.1
12	7 <sup>2</sup>	11 <sup>5</sup>	10 <sup>4</sup>	10 <sup>9</sup>	11 <sup>2</sup>	10 <sup>2</sup>	10 <sup>9</sup>	9 <sup>4</sup>	9 <sup>1</sup>
85	60	40	34	32	12	6	10	10	25
			E.P.	E.P.					

39° LT =  $\phi$  10" power pole # JP3302  
 6<sup>5</sup> LT =  $\phi$  10" power pole # 3301

152.23 K

BM. 12.95 152.23 139.28

FB 2346-23  
 Hub Sly P.L. Brandywine + Ely 7' Ethan Allen

X-See Brandywine cont  
E.P. = edge of Rough A.C.  
Pave

1+50

154.1 159.1  
9<sup>E</sup> 4<sup>E</sup>  
85 60

122.4 163.1 160.9 160.1 160.5 144.4 164.4 165.2 167.7  
1<sup>E</sup> 0<sup>E</sup> 2<sup>E</sup> 3<sup>E</sup> 3<sup>E</sup> +0<sup>E</sup> +0<sup>E</sup> +1<sup>E</sup> +1<sup>E</sup>  
48 35 30 12 9 2 8 25  
E.P. E.P.

LT = Nly

Base  
Line  
Sly P.L.  
Brandywine

RT = Sly 50

1+22 45 = Alley BIK 8 to Sly

See X-sec BIK 8 FB 2389-57

146.9 151.7  
16<sup>E</sup> 11<sup>E</sup>  
75 68  
wash

152.7 155.2 158.6 157.5 156.9 157.1 160.5 160.3  
10<sup>E</sup> 8<sup>E</sup> 5<sup>E</sup> 6<sup>E</sup> 6<sup>E</sup> 3<sup>E</sup> 3<sup>E</sup>  
60 48 35 30 12 9 2  
E.P. E.P.

(Top pole)  
3L<sup>E</sup> LT = 2 12" Power pole # 604499-H-

1+17- 5<sup>E</sup> LT = 2 10" Power pole # 3349

1+00

153.3 149.6 145.2  
10<sup>E</sup> 14<sup>E</sup> 18<sup>E</sup>  
85 68 60  
wash

150.1 154.6 154.0 153.6 153.8 158.5 158.5 157.0 158.1 157.9  
13<sup>E</sup> 9<sup>E</sup> 9<sup>E</sup> 10<sup>E</sup> 9<sup>E</sup> 5<sup>E</sup> 5<sup>E</sup> 6<sup>E</sup> 5<sup>E</sup> 5<sup>E</sup>  
50 35 30 12 9 1 8 16 25  
E.P. E.P.

0+79

11.41

163.56

0+08

152.15

163.56 T

0+75

148.0 147.1 144.5 144.6 146.9  
4<sup>E</sup> 5<sup>E</sup> 7<sup>E</sup> 7<sup>E</sup> 5<sup>E</sup>  
60 56 54 48 44  
wash

150.3 150.1 149.8 150.2 153.7 153.8  
1<sup>E</sup> 2<sup>E</sup> 2<sup>E</sup> 2<sup>E</sup> +1<sup>E</sup> +1<sup>E</sup>  
34 31 12 9 5  
E.P. E.P.

0+50

151.5  
0<sup>E</sup>  
85

146.5 144.1 147.2 146.8 146.8 149.0 149.1 149.6 152.2 153.6  
5<sup>E</sup> 8<sup>E</sup> 5<sup>E</sup> 5<sup>E</sup> 5<sup>E</sup> 3<sup>E</sup> 3<sup>E</sup> 2<sup>E</sup> 0<sup>E</sup> +1<sup>E</sup>  
60 40 34 32 12 6 10 19 25  
E.P. E.P.

152.23

X-sec Brandy wine CRT

LT=Nly

Base  
Line  
SL, PL  
Brandy wine

RT=SLY-51

187.79 X

TP<sub>3</sub>- 12.38 187.79 0.36

<175.37>  
175.41

TP<sub>11</sub>-FB 2346-58-

Sec X-sec Princeton FB 2346-47

2+44.90 = Wly line Princeton

178.3	177.9	178.2	173.2	172.7	172.8	175.0	174.7
2 <sup>5</sup>	2 <sup>1</sup>	14	26	31	30	08	15
60	50	36	29	11	8	5	
		E.P.	E.P.				

2+43-5<sup>8</sup>LT= 2 10" Powick pole #3397

2+25

174.9	175.0	170.7	170.4	170.3	173.9	173.1
09	08	51	54	55	28	27
60	36	29	11	8	4	
		E.P.	E.P.			

2+00

163.2	167.1	170.0	171.7	167.5	167.2	167.4	170.3	170.7	169.1
12 <sup>6</sup>	87	58	41	83	86	84	55	51	67
100	85	60	36	30	11	8	4		25
				E.P.	E.P.				

1+75

165.0	166.7	167.5	164.3	163.9	163.9	166.7	166.3
100	91	83	45	119	119	91	95
60	50	36	29	12	8	2	
			E.P.	E.P.			

TP<sub>2</sub> 12.38 175.77 0.17 163.39

175.77 X

163.52 X

X-sec Brandywine ST cont

LT=N14

Base  
Line  
S14 PL  
Brandywine

RT=S14 S2

0+84-0<sup>L</sup> RT = end conc driveway

184.86  
293  
0<sup>L</sup>  
conc  
DRIVE  
185.2<sup>19</sup>  
260  
15<sup>L</sup>  
gar  
Floor

0+75

187.7 187.3 184.4 184.0 184.5  
0<sup>L</sup> 15 34 38 3  
60 33 29 11  
E.P. E.P.

0+63- 0<sup>L</sup> RT = begin conc driveway

garage is attached to house

184.07 185.2  
372 262  
0<sup>L</sup>  
Drive 45<sup>L</sup>  
Garage  
Floor

0+50

187.6 186.0 184.8 182.8 182.3 182.7 180.5  
0<sup>L</sup> 18 30 50 55 5<sup>L</sup> 7<sup>L</sup>  
85 60 34 29 11  
E.P. E.P. 25

0+25

184.7 183.4 182.0 181.7 182.1  
3<sup>L</sup> 4<sup>L</sup> 6<sup>L</sup> 7<sup>L</sup> 6<sup>L</sup>  
60 34 29 11  
E.P. E.P.

3+04.90 back = 0+00 Ahead

= ELY P.L. Princeton Ave

184.6 183.4 180.9 178.9 178.8 178.8  
3<sup>L</sup> 4<sup>L</sup> 6<sup>L</sup> 8<sup>L</sup> 9<sup>L</sup> 9<sup>L</sup>  
85 60 34 29 11  
E.P. E.P.

2+74.90 = Princeton to S14

181.1 179.5 176.2 176.0 176.5  
6<sup>L</sup> 8<sup>L</sup> 11<sup>L</sup> 11<sup>L</sup> 3<sup>L</sup>  
60 36 29 11  
E.P. E.P.

2+68-37<sup>L</sup> LT = 10" Pol # 5004 21H

187.79

X-sec Brandywine St Cor

1+75

1+45<sup>01</sup> = Ely Line Alley BIK 7-

1+25<sup>01</sup> = Wly Line Alley BIK 7- See X-sec FB 2389-68

1+00-23<sup>0</sup> RT =  $\frac{1}{2}$  Stucco House

TP4 11.89 199.64 0.04 187.75

0+84-0<sup>1</sup> RT = begin 6" wide Conc Retaining Wall

Wall continues sloping Wly Alley Line  
 0<sup>1</sup> RT = end 6" Conc Retaining Wall  
 54<sup>2</sup> LT =  $\frac{1}{2}$  10" anchor pile  
 55<sup>2</sup> LT =  $\frac{1}{2}$  8" power pole #3449

LT = Wly

Base Line

RT = Sly

53

Sly P.L.  
 Brandywine

197.6	195.7	193.0	192.9	192.8	190.8
2 <sup>0</sup>	3 <sup>9</sup>	6 <sup>6</sup>	6 <sup>8</sup>	6 <sup>8</sup>	8 <sup>8</sup>
60	36	30	11	11	25
		E.P.	E.P.		

195.3	194.3	192.5	190.0	189.7	189.7
4 <sup>3</sup>	5 <sup>3</sup>	7 <sup>1</sup>	9 <sup>6</sup>	9 <sup>9</sup>	9 <sup>9</sup>
85	60	35	30	11	
			E.P.	E.P.	

192.0	190.4	188.0	187.7	187.6	187.6	182.6	185.3	185.8
7 <sup>6</sup>	9 <sup>2</sup>	11 <sup>6</sup>	11 <sup>9</sup>	12 <sup>0</sup>	12 <sup>0</sup>	11 <sup>97</sup>	14 <sup>3</sup>	13 <sup>8</sup>
60	36	30	11			0 <sup>1</sup>	0 <sup>1</sup>	0 <sup>1</sup>
		E.P.	E.P.			at RT	Top	Foot
						Wly Wall	Wall	ground
								at Sly Wall

191.5	190.1	188.1	186.2	185.1	185.1	185.3	185.0	185.7
8 <sup>1</sup>	9 <sup>5</sup>	11 <sup>2</sup>	13 <sup>4</sup>	14 <sup>2</sup>	13 <sup>9</sup>	14 <sup>3</sup>	14 <sup>6</sup>	13 <sup>9</sup>
85	60	34	30	11		12	23 <sup>0</sup>	23 <sup>0</sup>
			E.P.	E.P.		at RT	at RT	Floor
						Sly Wall	House	

199.64 X

ON Prop. pipe disk (RE 2716) on line sta 1+25

184.8	184.4	185.3
3 <sup>0</sup>	3 <sup>4</sup>	2 <sup>16</sup>
0 <sup>1</sup>	0 <sup>1</sup>	0 <sup>1</sup>
ground	Foot	Top
		Wall

187.79 X



X-sec Brandywine cont

LT = N14

Base  
Line =  
S14 P.L.  
Brandywine

RT = S4. 54

3400.02 =  $\Delta$  Moultrie Ave

207.9	206.1	204.8	202.9	202.3	202.0
4 <sup>3</sup>	6 <sup>1</sup>	7 <sup>4</sup>	9 <sup>3</sup>	9 <sup>2</sup>	10 <sup>2</sup>
60	38	34	29	E.P.	
			E.P.	11	

File X-sec Moultrie sec FB 2346-70  
2470.02 = Wly Line Moultrie Ave

208.1	206.0	203.5	200.9	200.0	199.9
4 <sup>1</sup>	6 <sup>2</sup>	8.7	11 <sup>3</sup>	12 <sup>2</sup>	12 <sup>3</sup>
85	60	35	29	11	
			E.P.	E.P.	

9<sup>3</sup> LT =  $\Delta$  Telephone Co ManHole  
2466.38<sup>0</sup> LT =  $\Delta$  10" Tel pole # 500422H-

199.8  
12<sup>4</sup>  
9<sup>3</sup>  
Kitt

2435

202.9	200.8	198.4	197.8	197.3	193.2
9 <sup>3</sup>	11 <sup>4</sup>	13 <sup>8</sup>	14 <sup>4</sup>	14 <sup>2</sup>	18 <sup>0</sup>
60	35	30	11		25
		E.P.	E.P.		

TP5      12.60    212.18    0.06    199.58

212.18  $\times$

2400

202.4	200.1	197.0	195.3	195.1	194.8	192.1
+ 2 <sup>8</sup>	+ 0 <sup>5</sup>	26	4 <sup>3</sup>	4 <sup>5</sup>	4 <sup>8</sup>	7 <sup>5</sup>
85	60	34	29	11		25
			E.P.	E.P.		

199.64  $\times$

X-sec Brandywine cont

LT = N14

B.L.

RT = Sky-

55

1450 = 41° LT = 10" Tel pole # 500423 H =

1438° = 1/2 Alley BIK 6 - See Page 48 for X-sec

224.9	222.8	220.9	217.9	216.7	216.1	215.6
+0.5	16	35	65	72	83	88
85	60	49	40	30	11	
			E.P.	E.P.		

1400

218.5	217.5	214.6	213.4	212.6	212.2	208.3
59	69	98	118	118	122	151
60	52	43	30	11		25
			E.P.	E.P.		

TP

12.44

224.42

0.70

211.98

224.42 X

0460

215.6	213.4	212.2	209.3	208.7	207
+3.4	+1.2	0	29	35	35
85	60	50	30	10	
			E.P.	E.P.	

0430-15° RT =

opens to Moultrie Ave

Stucco House

210.9	208.6	206.6	206.2	206.1	205.8	204.5	204.8	206.2
13	36	56	60	61	64	72	74	60
60	35	29	11		3	6	15	15
		E.P.	E.P.				15 at House	15 at House

} = Fly Line Moultrie Ave

3430° Back = 0400 ahead

3429.6° LT = 10" power pole # 3501

212.0	209.3	207.2	204.6	204.4	204.0
02	28	50	76	78	82
85	60	37	30	11	
			E.P.	E.P.	

212.18π

X-sec Brandywine cost  
 spike in street  
 sign SWly cor  
 Trenton Brandywine

LT=114-

Base Line  
 51 1/2 line  
 Brandywine

RT=514 52

TP8

5.02 ~~227.72~~ 227.70

2+70<sup>04</sup> = Wly Line Trenton ave } See X-sec  
 36° LT = 4 10" Anchor pole Trenton Page 57  
 2+70 - 55 LT = 4 10" power pole # 3599

238.4 234.6 232.7 228.8 228.5 227.9 227.9  
 +57 +19 0° 32 42 48 48  
 85 60 58 33 30 11 48  
 E.P. E.P.

2+35

232.6 231.3 227.3 226.3 225.5 224.8 221.7  
 20 14 54 64 72 72 110  
 60 53 43 30 11 25  
 E.P. E.P.

2+00

234.1 229.3 229.0 225.1 229.5 222.9 222.0 218.8  
 +14 34 32 76 92 98 107 132  
 85 60 53 43 30 11 10 25  
 E.P. E.P.

1+75

227.5 226.6 222.6 221.2 220.7 219.7  
 52 61 101 115 120 130  
 60 55 43 30 11 25  
 E.P. E.P.

TP9

8.46 232.72 0.16 224.26

232.72

1+60

230.1 227.2 222.5 221 220.6 219.8 217.2  
 +57 +28 19 33 38 46 72  
 85 60 43 30 11 46 25  
 E.P. E.P.

224.42

X-sec Trenton Ave from Bunker Hill ST  
 To Brandywine ST -  
 See sketch Page 10 in FB 2346

Width of Trenton ST Per File Map # 983

0-30 =  $\angle$  Bunker Hill ST to wly -

TP, 11.46  $\checkmark$  196.30 0.60  $\checkmark$  184.84

14.01  $\angle$  T = Swly cor Bunker Hill & Trenton  
 0-60 = Sly Line Bunker Hill ST to wly -

See X-sec Bunker Hill ST FB 2389

0-100

0-150 -

2.99

$\checkmark$  185.44

182.45

LT = wly

$\angle$  Trenton RT = ehy. 57  
 Per Map # 983

187.0	186.1	184.6	181.3	178.8
9 <sup>3</sup>	10 <sup>2</sup>	11 <sup>3</sup>	15 <sup>2</sup>	17 <sup>5</sup>
14.01		14.01 P.L.	48	65

$\checkmark$   
196.30 T

181.6	181.2	179.1	176.5	175.1
3 <sup>8</sup>	4 <sup>2</sup>	6 <sup>3</sup>	8 <sup>2</sup>	10 <sup>3</sup>
14.01 Swly cor		14.01 Prop	50	60

166.0	173.0	176.2
19 <sup>4</sup>	12 <sup>4</sup>	9 <sup>2</sup>
50		50

167.9	163.2	156.2
17 <sup>5</sup>	22 <sup>2</sup>	29 <sup>2</sup>
50		50

$\checkmark$   
185.44 T

Swly 7' Hub Bunker Hill & Trenton

X-sec Trenton

LT = Nly

Trenton  
Per Map 1983

RT = Ely 58

1+00

198.3	199.5	199.3	200.3	200.3	200.6	199.7
9 <sup>8</sup>	8 <sup>6</sup>	8 <sup>8</sup>	7 <sup>8</sup>	7 <sup>8</sup>	7 <sup>5</sup>	8 <sup>4</sup>
30	12	9	12	14	30	

0+75

192.8	196.5	197.7	198.4	198.5	199.2	199.4	197.4	195.0
15 <sup>3</sup>	11 <sup>6</sup>	10 <sup>4</sup>	9 <sup>2</sup>	9 <sup>6</sup>	8 <sup>1</sup>	9 <sup>2</sup>	10 <sup>7</sup>	13 <sup>1</sup>
70	30	10		12	14	30	50	70

TP2

11.99

208.09

0.20

196.10

208.09

0+50

194.7	196.1	195.0	196.0	196.0	197.4	197.0
16	0 <sup>2</sup>	1 <sup>3</sup>	0 <sup>3</sup>	0 <sup>3</sup>	1 <sup>1</sup>	0 <sup>2</sup>
30	14	10		13	14	30

0+25

188.1	192.8	193.2	192.4	193.1	193.1	193.8	192.4	186.9
8 <sup>2</sup>	3 <sup>5</sup>	3 <sup>1</sup>	3 <sup>9</sup>	3 <sup>2</sup>	3 <sup>2</sup>	2 <sup>5</sup>	3 <sup>9</sup>	9 <sup>4</sup>
70	30	12	10		13	14	30	70

0+00 = Nly Line

14.01 LT = NWly cr. Bunker Hill Trenton

Bunker Hill str

190.3	189.3	189.8	189.7	186.7	184.3
6 <sup>0</sup>	7 <sup>0</sup>	6 <sup>5</sup>	6 <sup>6</sup>	9 <sup>6</sup>	12 <sup>0</sup>
14.01	11		14.01	40	65

Fence all the way on Ely side of street  
3 strand

0-10-14<sup>5</sup> RT = begin barb wire fence

196.30

X-sec Trenton Ave

2+50

2+25

2+24-12" LT=d 8" anchor pile #3640

TP<sub>3</sub> 8.80 216.61 0.28 207.81

2+00

1+75

1+50

1+25

LT=214

x

RT=64

59

210.4

6<sup>2</sup>  
30

210.3

6<sup>3</sup>  
14

209.8

6<sup>8</sup>  
10

210.0

6<sup>6</sup>  
14

209.8

6<sup>8</sup>  
14

208.1

8<sup>5</sup>  
30

205.8

10<sup>8</sup>  
70

208.4

8<sup>2</sup>  
30

209.2

7<sup>4</sup>  
14

208.5

8<sup>1</sup>  
10

209.0

7<sup>6</sup>  
14

209.0

7<sup>6</sup>  
14

207.3

9<sup>3</sup>  
30

203.0

13<sup>6</sup>  
70

216.61

206.6

1<sup>5</sup>  
30

207.4

0<sup>7</sup>  
14

207.0

1<sup>1</sup>  
10

207.6

0<sup>5</sup>  
14

207.6

0<sup>5</sup>  
14

206.1

2<sup>2</sup>  
30

201.0

6<sup>1</sup>  
70

204.7

3<sup>4</sup>  
30

205.8

2<sup>3</sup>  
12

205.3

2<sup>8</sup>  
10

206.0

2<sup>1</sup>  
14

206.2

1<sup>9</sup>  
14

205.4

2<sup>7</sup>  
30

200.9

7<sup>2</sup>  
70

202.8

5<sup>3</sup>  
30

204.4

3<sup>7</sup>  
12

203.7

4<sup>4</sup>  
10

204.4

3<sup>7</sup>  
14

204.1

4<sup>2</sup>  
14

203.8

4<sup>3</sup>  
30

197.3

10<sup>8</sup>  
70

200.7

7<sup>6</sup>  
30

202.3

5<sup>8</sup>  
12

202.1

6<sup>2</sup>  
14

202.6

5<sup>5</sup>  
14

201.7

6<sup>4</sup>  
30

199.2

8<sup>9</sup>  
70

208.09

X-sec Trenton

Note! Garage is attached to House

3+52-14° LT= begin conc drive

3+50

7 3+25

3+19-14° LT=d 3° wide conc walk

3+07-37° LT= begin <sup>House</sup> Frattred conc Block

3+00

2+75

LT=w4

Trenton

RT=cl4-60

212.13  
44°  
37°  
Flock  
garage

211.41  
52°  
14°  
Drive

211.8  
48  
30

211.5  
51  
14

211.2  
54  
11

211.0  
56  
-

209.8  
68  
14

207.0  
96  
30

211.9  
47  
37°  
at  
House

211.7  
49  
14

211.5  
51  
11

211.4  
52

210.8  
58  
14

207.2  
94  
30

204.9  
117  
45

199.9  
167  
70

211.9  
467  
30°  
Walk

210.7  
593  
14°  
Walk

213.5  
310  
37°  
Flock

211.9  
47  
37°  
at  
House

212.1  
45  
30

211.9  
47  
14

211.4  
52  
10

211.4  
52  
-

210.4  
62  
14

207.4  
92  
30

208.9  
77  
70

211.2  
54  
14

210.8  
58  
12

211.0  
56  
-

210.1  
65  
14

207.7  
89  
30

204.6  
120  
60

202.6  
140  
70

216.61

X<sup>o</sup> See Trenton Ave  
 garage is attached to House  
 4+39- 15<sup>5</sup> LT = 4' 10' wide conc drive

ET = wly  
 212.35  
 4 26  
 50  
 Garage

212.69  
 392  
 15  
 drive

2  
 Trenton  
 Per Map  
 # 983

RT = eLy - 61

4+25  
 4+17- 46<sup>2</sup> LT = Jag at 4' in House

212.2  
 4 4  
 46<sup>2</sup>  
 9' at  
 House

212.3  
 4 3  
 30

212.3  
 4 3  
 14

211.8  
 4 8  
 12

211.6  
 5 0

211.1  
 5 5  
 12

209.8  
 6 8  
 14

205.4  
 11 2  
 30

193.2  
 23 2  
 70

4+00

211.8  
 4 8  
 30

211.6  
 5 0  
 14

211.1  
 5 5  
 12

20.9  
 5 7  
 11

210.5  
 6 1  
 14

209.7  
 6 9  
 14

205.0  
 11 6  
 30

3+86- 46<sup>2</sup> LT = begin stucco House

213.4  
 3 2  
 46<sup>2</sup>  
 Floor

211.8  
 4 8  
 46<sup>2</sup>  
 9' at  
 House

3+77- 12<sup>6</sup> LT = 4' 10" Power pole #3652

3+75

212.3  
 4 3  
 40  
 ground  
 between  
 Houses

211.8  
 4 8  
 30

211.5  
 5 1  
 14

211.0  
 5 6  
 11

210.6  
 6 0  
 11

210.4  
 6 2  
 14

209.7  
 7 2  
 14

205.1  
 11 5  
 30

196.5  
 20 1  
 70

also NELY COR garage  
 3+70- 37<sup>2</sup> LT = end Formet conc Block House

212.0  
 4 6  
 37<sup>2</sup>  
 9' at  
 House

3+68<sup>5</sup> - 14<sup>0</sup> LT = end conc drive

212.12  
 4 4 9  
 57<sup>2</sup>  
 Floor  
 Garage

211.41  
 5 20  
 140  
 drive

216.61 x



X-sec Trenton Ave

1418 LT = Swly cor Brandywine & Trenton  
142 RT = end 3 strand Barb Wire fence

5480.03 = Sly Line Brandywine ST

See X-sec Brandywine Page 56

5450

5425

TP4 13.23

229.78

0.06

216.55

229.78 T

5400

4475

4450

48° RT

= bottom of NWly to SWly

Wash

4445

56°

LT = end House & garage

LT = NWly

2

RT = SWly - 62

227.8

20

14.10  
SWly  
cor

228.9

10

229.4

04

14

229.6

2

30

230.3

+05

70

222.1

72

30

222.5

73

14

223.4

64

12

223.9

60

12

223.0

68

14

223.4

64

30

217.4

124

70

219.1

107

30

219.2

106

14

219.6

103

12

219.8

100

12

219.1

107

14

218.8

110

30

220.3

95

70

216.3

03

30

216.3

03

14

216.5

01

12

216.5

01

12

215.6

10

14

214.1

25

30

212.7

39

70

213.6

30

30

213.9

27

14

214.1

25

12

214.0

26

12

212.1

45

14

208.8

78

30

206.3

103

48

209.4

73

70

212.7

39

30

212.7

39

14

212.6

40

12

212.6

40

12

212.4

42

12

210.3

63

14

205.1

115

30

199.4

172

48

bottom  
tail

216.61 T

X-sec Trenton Ave cont

LT = W14

Trenton  
Per Map #983

63

TP6

13.00

{227.72}  
227.72

TP6 Page 56

6+40<sup>0.3</sup> - 60' Nly of 514 Line Brandywine

234.4	235.5	234.7	239.5
6 <sup>3</sup>	5 <sup>2</sup>	6 <sup>0</sup>	1 <sup>2</sup>
14.10		14	70

also Nly edge A.C. Pavc

6+08.73 = Nly Line Brandywine per Map. 983

20' ± A.C. Paving on Brandywine

228.6	229.4	230.3	231.3
12 <sup>1</sup>	11 <sup>3</sup>	10 <sup>4</sup>	6 <sup>±</sup>
14.10		14	70

TP5

13.00

240.72

2.06

227.72

240.72 π

229.78 π

X-sec Ticonderoga

Note! X-sec Base line is 10' sly of and parallel to the Nly line of Ticonderoga - Available information shows Ticonderoga st to be 28<sup>50</sup> wide (Map # 983)

See FB 2346 - Page 71 For X-sec to wly.

See SKetch FB 2346 - 10.

See X-sec Princeton FB 2346 - 47

" " " Moultrie FB 2346 - 59 -

TP, 13.12 91.01 1.44 77.89

0+50

0+25 - 7° LT = 10" <sup>Tel Pole</sup> Power Pole 5.23657H

0+00 = Ely Line Princeton Ave

BM. 12.22 79.33 67.11

LT = Nly

Base Line is 10' sly of Nly line

RT = Sly - 62

INDEXED  
JER  
DEC 15 1954

91.01 T

84.4	80.2	80.1	78.7	77.0	71.0	76.9	73.0	70.6
+5 <sup>1</sup>	+0 <sup>9</sup>	+0 <sup>8</sup>	1 <sup>3</sup>	2 <sup>3</sup>	2 <sup>3</sup>	2 <sup>4</sup>	6 <sup>3</sup>	8 <sup>7</sup>
50	10	7	2	1		18 <sup>5</sup>	28	50

82.1	78.5	78.4	76.7	74.9	71.8	75.5	70.0	69.2
+2 <sup>8</sup>	0 <sup>8</sup>	0 <sup>9</sup>	2 <sup>6</sup>	4 <sup>4</sup>	4 <sup>5</sup>	3 <sup>8</sup>	9 <sup>3</sup>	10 <sup>1</sup>
50	10	7	3	2		18 <sup>5</sup>	36	50

75.1	75.0	72.1	72.1	72.9	72.9	69.4	68.1
4 <sup>2</sup>	4 <sup>3</sup>	7 <sup>2</sup>	7 <sup>2</sup>	6 <sup>4</sup>	6 <sup>4</sup>	9 <sup>2</sup>	11 <sup>2</sup>
10	7	2		17	18 <sup>5</sup>	33	50

79.33 T

Nwly 7' hub + disk Princeton + Ticonderoga

X-sec Ticonderoga Cont

LT=wly

Bare  
Line

RT=514-65

2+25

92.1 + 1 50	84.4 6 10	82.2 8 4	80.7 10 2	80.5 10 5	80.1 10 9	78.2 12 18	77.1 13 22	74.4 16 50
-------------------	-----------------	----------------	-----------------	-----------------	-----------------	------------------	------------------	------------------

2+10-7° LT= 10" Tel pole # 523658 H-

2+00

92.1 + 1 50	90.2 0 35	86.3 4 10	85.6 5 7	83.0 8 8	81.4 9 1	80.8 10 18	77.8 13 24	75.8 15 34	74.1 16 50
-------------------	-----------------	-----------------	----------------	----------------	----------------	------------------	------------------	------------------	------------------

1+75

92.7 + 1 50	86.6 4 10	84.4 6 1	82.7 8 8	82.7 8 18	79.8 11 23	77.4 13 30	74.5 16 50
-------------------	-----------------	----------------	----------------	-----------------	------------------	------------------	------------------

Bottom

1+50

92.6 + 1 50	86.5 4 10	85.0 6 2	83.0 8 8	82.9 8 18	80.8 10 22	70.8 20 75
-------------------	-----------------	----------------	----------------	-----------------	------------------	------------------

Bottom

1+35.08 = 10" Alley BIK H to Nly

See FB 2389-62

85.1 5 10	82.8 8 18	82.7 8 18	78.1 12 40	77.1 13 70
-----------------	-----------------	-----------------	------------------	------------------

Bottom

1+24-17° RT= 10" Power pole 3449

1+00

88.9 2 50	86.8 4 30	85.7 7 10	82.2 7 3	81.4 9 1	81.2 9 9	80.9 10 18	77.7 13 27	73.5 17 50
-----------------	-----------------	-----------------	----------------	----------------	----------------	------------------	------------------	------------------

0+75

87.0 4 50	85.3 5 30	82.0 9 10	81.5 9 7	79.9 11 3	79.4 11 6	78.7 12 18	75.5 15 28	72.0 19 50
-----------------	-----------------	-----------------	----------------	-----------------	-----------------	------------------	------------------	------------------

9/10/1x

X-sec Ticonderoga

LT = Nly

Baseline  
10' 317' 0"  
Nly line

RT = Sly, 66

TP<sub>3</sub>

11.17

{78.24}

78.24

FB 563-69  
NWly 7' hub Ticonderoga + Moultrie

71.2

75.9

76.8

15<sup>2</sup>

13<sup>5</sup>

12<sup>6</sup>

28

32

56

Bottom drainage ditch

Sec X-sec Moultrie Ave FB 2346-59

2+70.17 = Wly Line Moultrie Ave

87.4

85.2

80.4

79.1

78.5

78.0

77.0

76.7

20

5<sup>2</sup>

9<sup>0</sup>

10<sup>3</sup>

10<sup>9</sup>

11<sup>4</sup>

12<sup>4</sup>

13<sup>7</sup>

48

20

10

7

15

18<sup>5</sup>

26

TP<sub>2</sub>

10.21

89.41

11.81

79.20

89.41

72.0

74.8

75.0

19<sup>0</sup>

16<sup>2</sup>

16<sup>0</sup>

45

48

50

Bottom drainage ditch

2+50

90.6

85.1

81.6

81.3

80.1

78.7

78.2

75.0

0<sup>4</sup>

5<sup>9</sup>

9<sup>4</sup>

9<sup>7</sup>

10<sup>9</sup>

12<sup>3</sup>

12<sup>0</sup>

16<sup>0</sup>

50

24

20

10

15

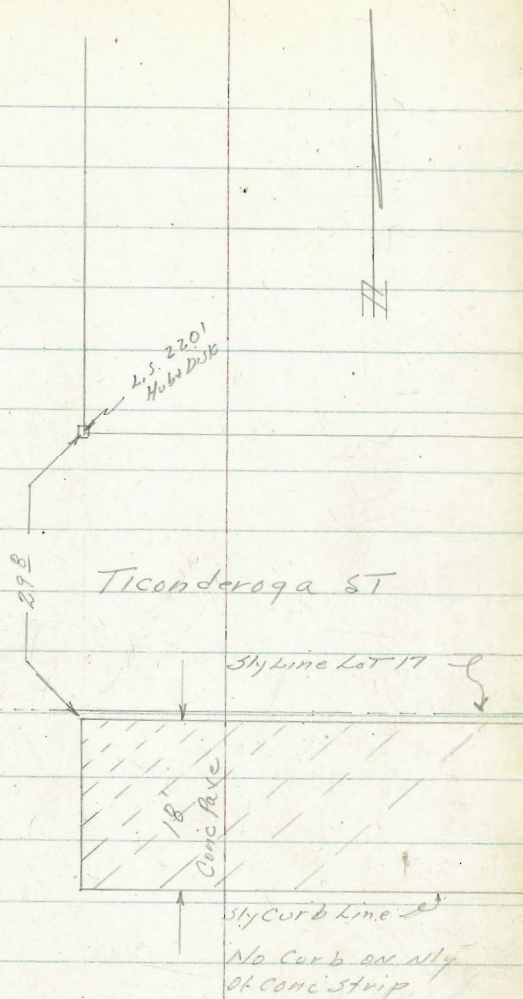
18<sup>5</sup>

43

2+27- 72 LT = L deadman

91.01

Trenton Ave



67

Location of 18' wide Conc paved strip  
in Ticonderoga St - Ely of Trenton Ave  
Per Map #983 - Curb on Sly of Paved  
Strip - No Curb on Nly of strip

12-15-54-

LEVELS FOR PROPOSED WATER MAIN IN TICONDEROGA

& TRENTON  
COTA  
GAGGER  
KELLY  
N.O.#31635  
3-16-55

INDEXED  
MER  
MAR 18 1955

BUNKER HILL ST.

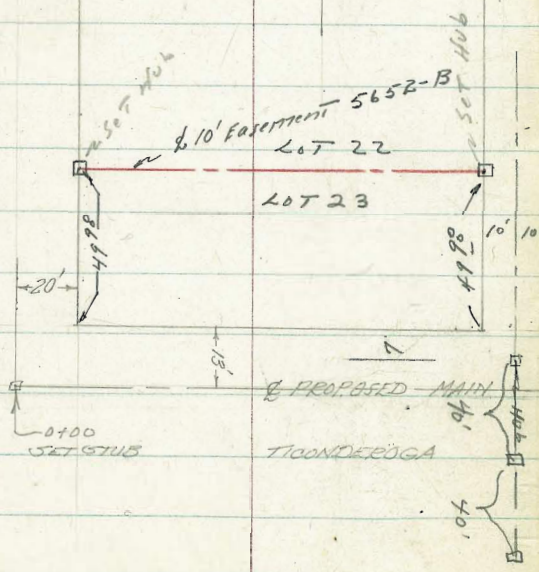
Red Line = 10' Easement  
+ also My line Lot 23,  
See Dwg # 5652-B  
Allen, 4/15/55

MOULTRIE AVE.

56.76-5

ALLEY

TRENTON AVE.



FOOT HUB 9427 SET STUB

18'

18'

3190 SET FOOT STUB

95° 02' 50"

(MAP) 27.86

(MAP) 32.14

FOOT OLD HUB

230° ANGLE Pt. 340835 SET STUB.

+ chisel 'x' in pare.

26° 53' of chisel 'x'

Top curb

TICONDEROGA ST.

Levels, Ticonderoga & Trenton - Cont'd.

1436

LT.	\$	RT.
98.7	99.2	99.9
5.4	4.9	4.2
5	2	10

1400

LT.	\$	RT.
87.6	90.8	91.8
16.5	13.3	12.3
5	5	7

T.P.

13.05

104.10-4.1

91.05

104.10-4.1

0482

LT.	\$	RT.
84.5	87.1	87.7
6.7	4.1	3.5
5	3	10

0470

LT.	\$	RT.
84.1	84.2	85.6
7.1	7.0	5.6
5	5	5

0450

82.7  
8.5

0400

78.51  
12.7

B.M.

12.97

91.21-4.1

78-2A N.W. 7' HUB MULTRIE  
& TICONDEROGA (F.B. 2316 P. 59)

91.21



Levels, Ticanderoga, Cont'd.

T.P. 13.22 130.21 H.I. 0.17 116.99

2400

1475

1461

T.P. 13.20 117.16 H.I. 0.14 103.96

1450

1443 { 100 Rt. Guy wire enters grid.  
8<sup>3</sup> Lt. to P.P. #3518

104.10 H.I.

Lt.

\$

Rt.

115.6  
16  
5

115.6  
16  
5

115.4  
18  
5

109.7  
75  
5

109.9  
73  
5

109.4  
78  
5

106.6  
106  
5

105.9  
113  
5

105.7  
115  
5

104.3  
129  
7

105.9  
113  
8

117.16

103.6  
0.5  
5

103.1  
1.0  
5

102.3  
0.8  
1

97.9  
6.2  
5

97.2  
6.9  
10

102.7  
1.4  
11

102.7  
1.4  
13

101.1  
9.0  
5

100.6  
9.5  
2

102.0  
21  
3

97.4  
6.7  
11

96.8  
7.3  
12

101.3  
2.8  
12

104.10 H.I.

Levels, Ticonderoga, Cont'd.

3190 P.O.T. used stub & copper tack.

3160

3137

3108<sup>25</sup> Angle point - Section taken at Pt. angles  
to back tangent.

2490 63 ft. to  $\phi$  P.P. # 3519

2175

T.P. 11.88 141.75 H.I. 0.34 129.87

2468 7<sup>5</sup> ft. guy wire enters grid.

2450

039

130.21 H.I.

LT.  $\phi$  Rt.

129.5  
12.3  
5

130.3  
11.46  
5

131.5  
10.3  
5

134.8  
2.0  
5

136.7  
5.1  
5

138.4  
3.1  
5

138.8  
3.0  
5

140.5  
1.5  
5

141.1  
0.1  
5

139.2  
2.6  
5

139.0  
138.95  
2.8  
5

138.7  
3.1  
5

131.7  
10.1  
5

131.7  
10.1  
5

131.6  
10.2  
5

141.75 H.I.

126.4  
3.8  
5

126.4  
3.8  
5

126.4  
3.8  
5

130.21 H.I.

Levels Ticonderoga to Trenton, Cont'd.

72

T.P. 13.24 103.89 H.I. 3.14 90.65

103.89 H.I.

54.13

89.0 89.0 89.0  
4.8 4.8 4.8  
5 5 5

T.P. 0.72 93.79 H.I. 12.54 93.07

93.79 H.I.

49.0

97.8 98.6 100.0  
7.8 7.0 5.6  
5 5 5

T.P. 0.30 105.61 H.I. 13.19 105.25

105.61 H.I.

46.8

105.9 107.8 108.5  
12.5 10.6 9.9  
5 5 5

45.0

113.64 114.3 115.5  
4.8 4.1 2.9  
5 5 5

T.P. 0.80 118.44 H.I. 12.85 117.64

118.44 H.I.

42.0

122.7 123.8 124.5  
7.8 6.7 6.0  
5 5 5

T.P. 0.20 130.49 H.I. 11.46 130.29

130.49 H.I.

Levels: Ticonderoga & Trenton - Cont'd.

TP 11.79 128.284.1 0.19 116.49

6475

6450

TP 13.08 116.684.1 0.29 103.60

6400

5476

5450

103.894.1

LT.

Q

RT.

128.284.1

119.1  
+2.4  
5

114.5  
2.2  
5

110.1  
6.6  
5

110.10  
6.2  
5

107.2  
9.5  
5

104.4  
12.3  
5

116.684.1

96.5  
7.1  
5

94.9  
2.0  
5

92.8  
11.1  
5

90.7  
13.2  
5

90.5  
13.4  
5

90.3  
13.6  
5

89.7  
14.2  
5

89.5  
14.4  
5

89.6  
14.3  
5

103.894.1

Levels Ticonderoga & Trenton, Cont'd.

T.P. 13.18 179.384.1 0.15 166.3.0

8450

8400

T.P. 13.07 166.354.1 0.41 153.28

7450

T.P. 13.23 153.694.1 0.39 140.46

7420

T.P. 12.96 140.854.1 0.39 127.89

6492

128.284.1

LT.

Σ

RT.

179.384.1

156.8  
+ 0.4  
5

166.4  
0.0

165.9  
0.5  
5

156.3

10.1  
5

155.6  
10.8

155.1  
11.3  
5

166.354.1

141.5  
9.2  
5

145.1  
10.3

141.5  
12.2  
5

153.694.1

137.2  
3.7  
5

134.9  
6.0

130.7  
10.2  
5

140.854.1

119.2  
9.1  
5

117.7  
10.6

116.5  
11.8  
5

128.284.1

LT.

±

RT.

BM CHECK

9.87 182.36 = 182.45 ON S.W. 7' HUB TRENTON & BUNKER HILL SEE F.B. 2389  
P. 13

9+70.7

180.3  
5.9

9+20.69 GUY PROP. LINE BUNKER HILL

180.6  
11.6  
5

181.1  
11.1

179.7  
12.5  
5

T.P. 12.95 192.33 + 11. 0.10 179.38

192.23 + 11.

9+00

177.1  
2.5  
5

176.6  
2.8

176.2  
3.2  
5

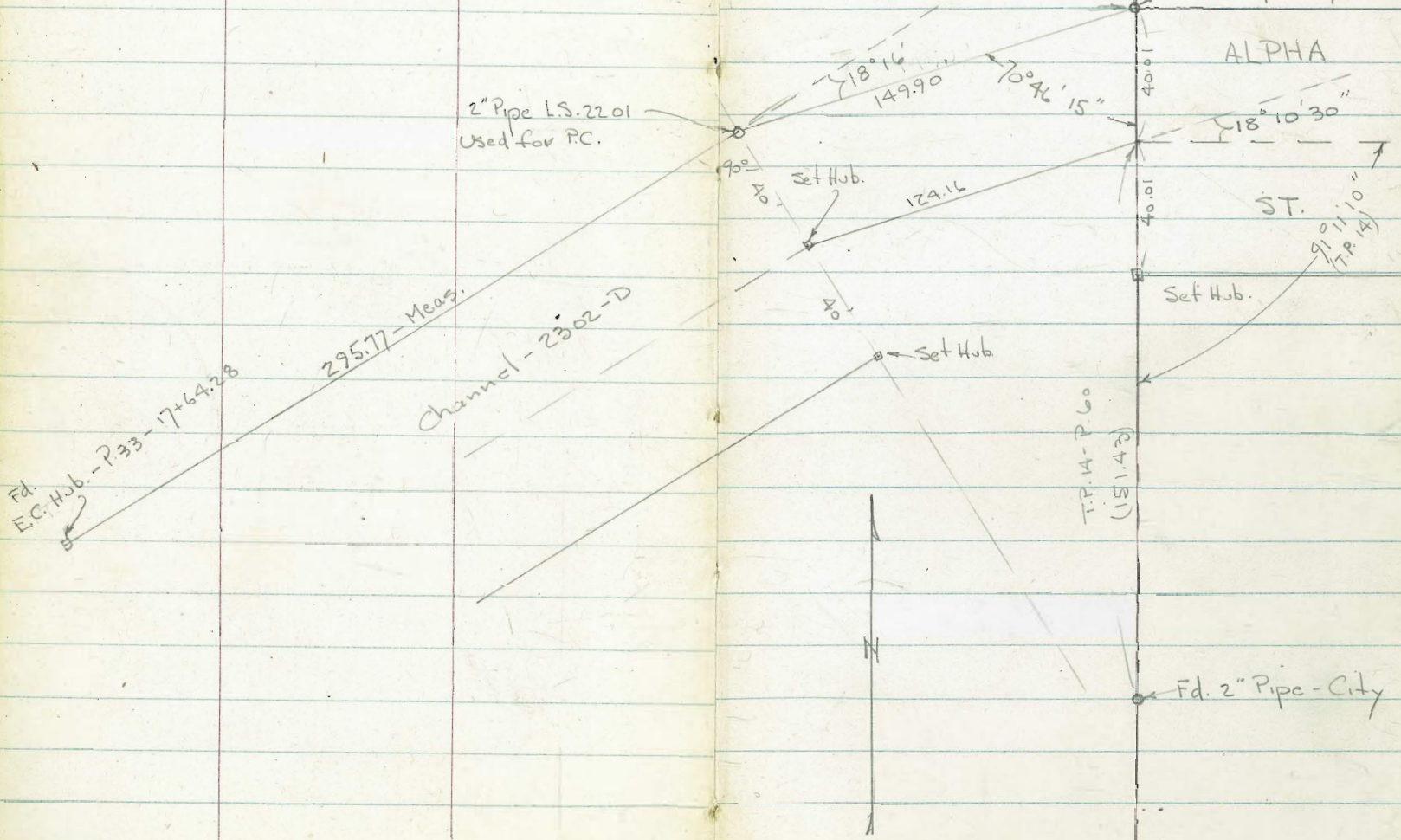
179.38 + 11.

179.38 + 11.

New Ties To Exist Pipes found + R.O.W Lines

as shown in Plan-2302-D

W.O. 32290 - 11-22-55 7.0



Situation Survey to Show Existing Tie  
of Prop. Channel - Plan 10245-L + 2302-D

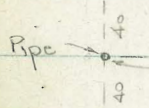
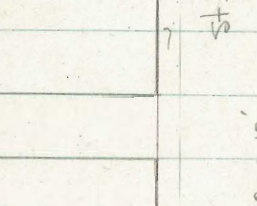
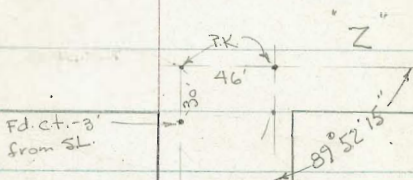
See T.P. Sheets

409-410

408

12-1-55 7.0

N  
↑  
↓



Alpha

607.32

ST.

180°00'15"

46'

Set PK.

38 ±

7

7

Note: This PK. is an average of Exist. Ties.

Points - for location Boston Ave

77

Men  
25.07

Fd. 1/2" Pipe  
R.E. 1534

72' R.P. Cross to Mon. - on Dr.

ST.

55'

179°55'30"

Mon

43'

53'

600.83

Fd. 3/4" Pipe  
L.S. 2334 - a.k.

18.16

Mon

27'

16.32

3/4" Pipe

43'

27'

90°06'45"

17'

300.17

39 ±

7

27'

Mon

13'

17'

Alpha St.

E of Bolt - lower Cross arm.

300.30

71

4

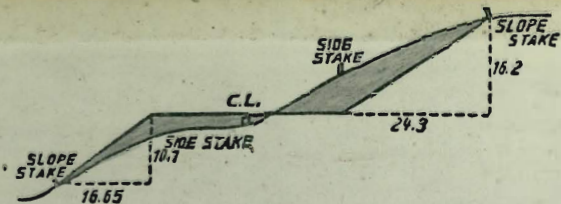




The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. A vertical red margin line is present on each page, positioned approximately one-third of the way from the left and right edges. The pages are otherwise blank, with no handwriting or printed text. The notebook is bound in a dark, possibly black, cover that is visible at the edges. The number '79' is handwritten in the top right corner of the right-hand page.

122576  
Feb 2, 1955

41  
2.2  
3.1  
192.23  
987  
1.8230



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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