

2287

WABASH
BLVD.

SECT. B



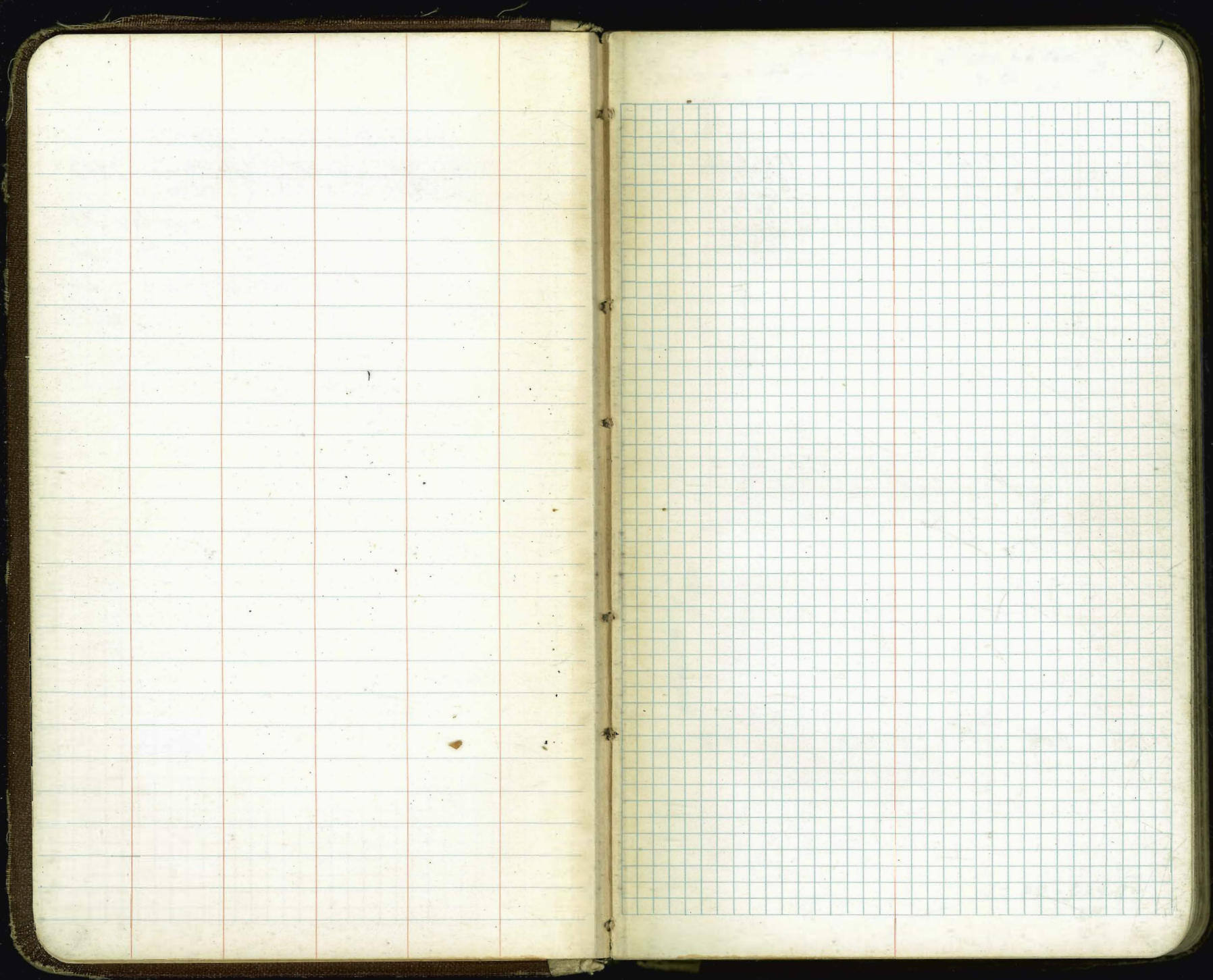
MICROFILMED
JAN 5 1965

2287

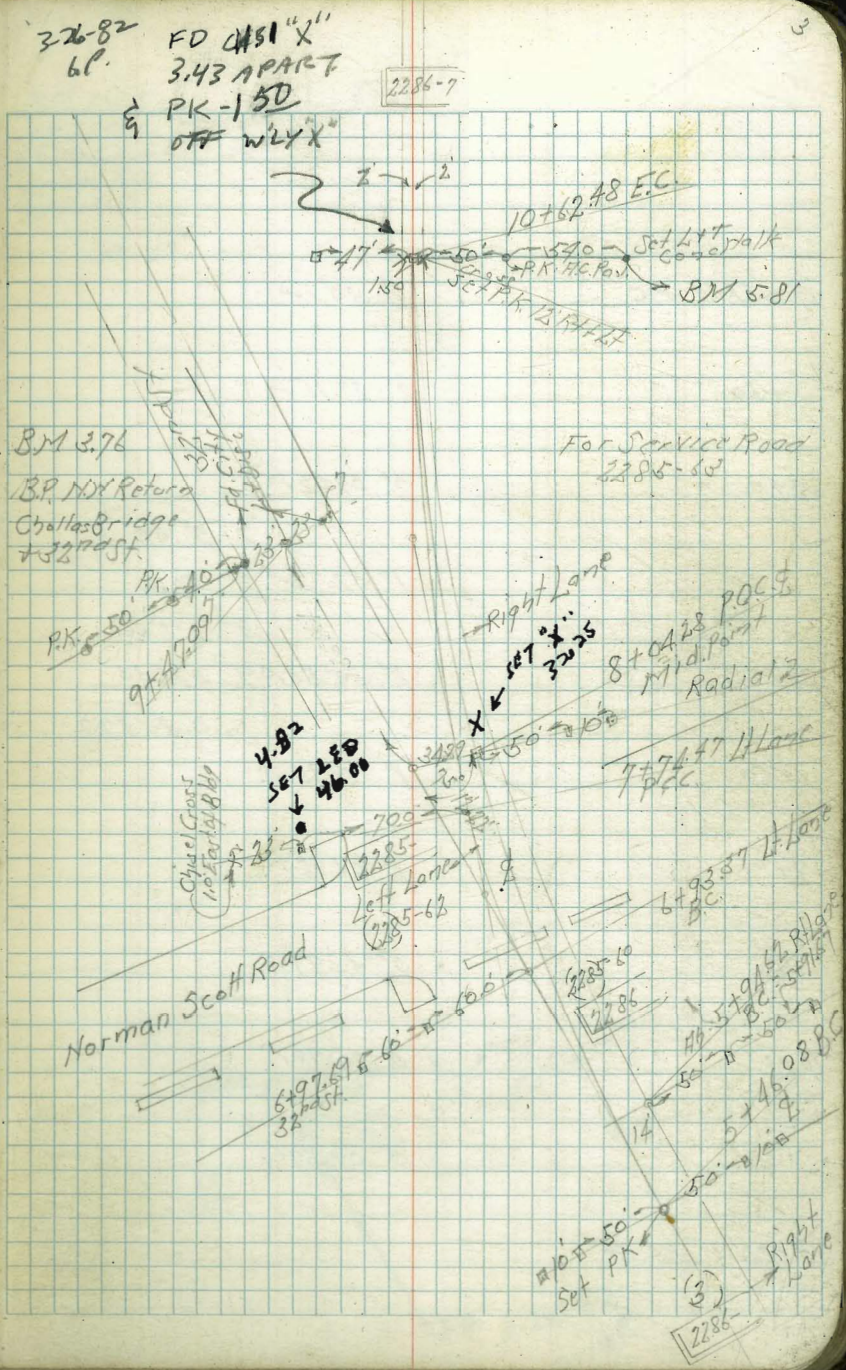
INDEXED
Completely
DEC 8 1954

MIC

Main St Levels 2297-4
Cross Sec. Market St Interchange 2258
(After Slope Staked) Also Final
Final Cross Sec South East Interchange 2303
Cross Sec 9" Mabark north of Imperial 2297
P Line M.W.L. Also M.W.C. At Market 2046.5
Grades " " " " 9331



10+62.48 E.C.		14° 47.62'
+50		14° 26.19'
+11	13° 19.16'	
10+0		13° 00.25'
		Δ 29° 25' 15"
+50		11° 34.30' R 1000
		T 264.10
9+0		10° 08.36' L 516.40
		F 34.29
+50		8° 42.41' D1 1.7189
+0428 P.O.C. Mid Point		7° 23.82'
8+0		7° 16.44'
+98	7° 13'	
+50		5° 50.52'
7+0		4° 24.57'
+50		2° 58.63'
6+0		1° 57.68'
5+46.08 B.C.R.T.		0° 00'



19+58.14 EC

2° 30' "

+50

2° 27.11' "

19+0

2° 09.92' "

Δ 5° 00'

+50

1° 52.73' " R 5000'

+11

1' 39.21

T 218.30

18+0

1° 35.54' " L 436.33

D, 0.34377

+50

1° 18.35' "

17+0

1° 01.16' "

+50

0° 43.99' "

16+0

0° 26.78' "

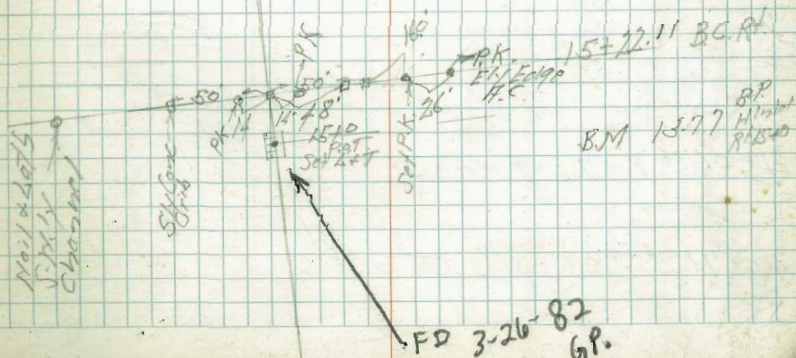
+50

0° 09.59' "

15+22.11 B.C.R.

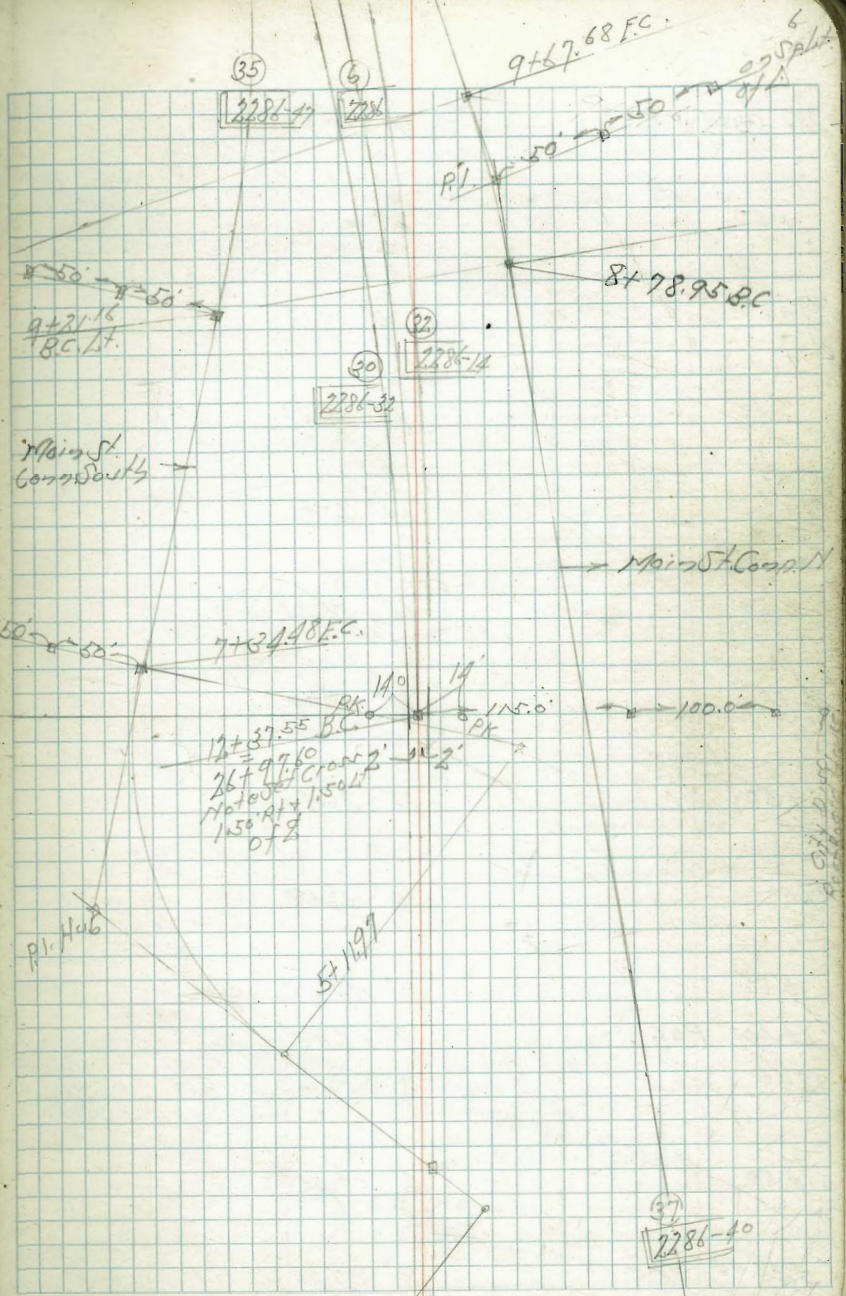
B.M. 11.24
B.P.S. Cor.
Cholla Creek
Bridge Rail
+ Hair St.

68' 75' 65' 19+58.14 EC



17+0	7° 21.4'	
+50	6° 33.86'	
16+0	5° 16.11'	$\Delta 32^{\circ} 31' 27''$
+50	4° 58.37'	PR 1800 T 525.06 L 1021.78 E 75.02
15+0	4° 10.62'	D1 075193
+50	3° 22.87'	
14+0	2° 35.13'	
+50	1° 47.38'	Top Gch BM 1425 Foreport 114 ft 80 ft Cotton wood + Bench 1 3/4 #2286-40
13+0	0° 59.64'	
+50	0° 11.89'	B.P. 1140 BM 1731 at 1140

12+37.55 B.C.Lt. 115000
26+97.60 Back



224 59.33 F.C. 16° 15.73'

+50 16° 06.82'

22+0 15° 19.02'

+50 14° 31.53'

21+0 13° 43.58'

+50 12° 55.88'

20+0 12° 08.09'

+50 11° 20.54'

19+0 10° 32.59'

+50 9° 44.85'

+10 P.O.C. 9° 06.65'

18+0 8° 57.10'

+50 8° 09.35'

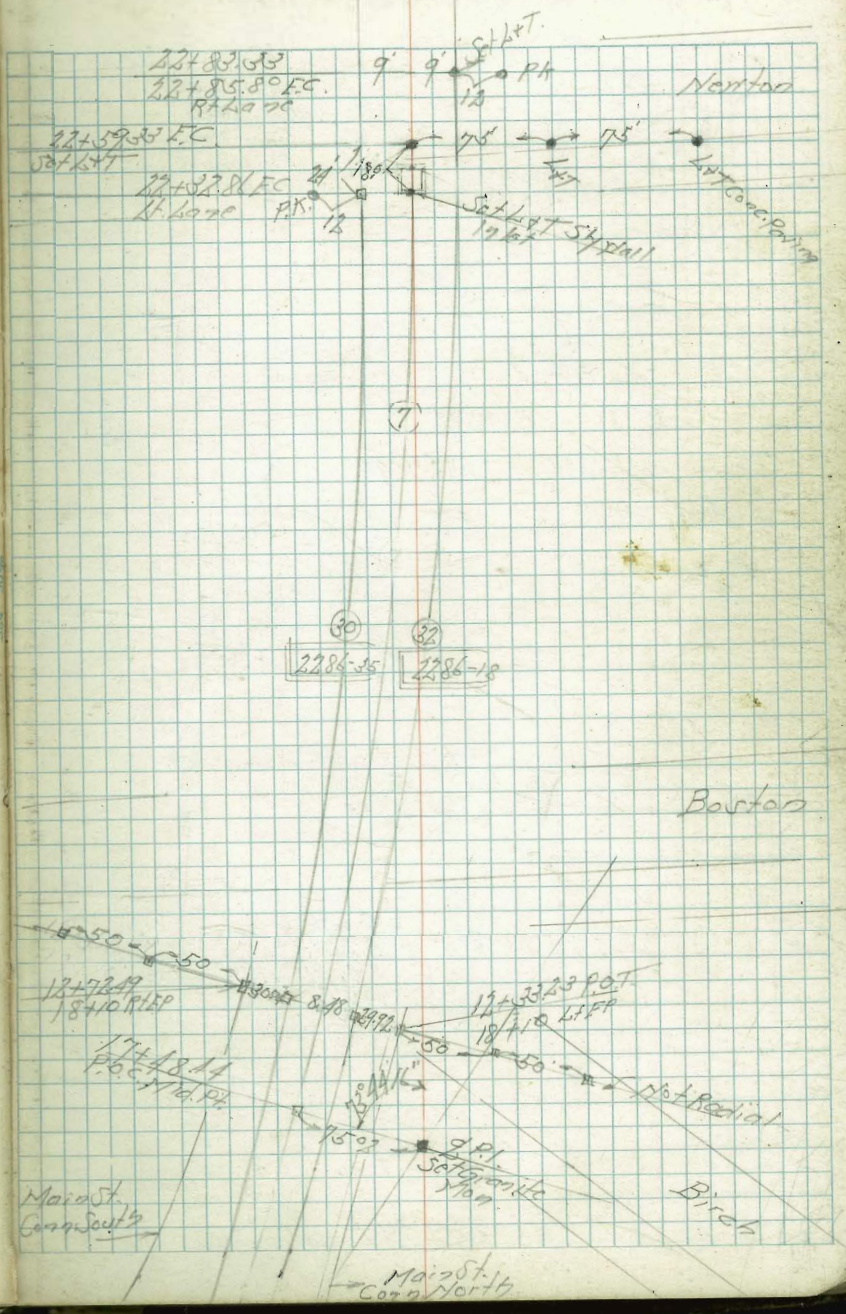
+48.44 P.O.C. 8° 07.86'

W. 2nd Point

B.M. 486 B.P.
South Curb of
Herdon
37' E of 341457

1/2" Bolt
B.M. 2.55 NE Cor
Radio
Tower

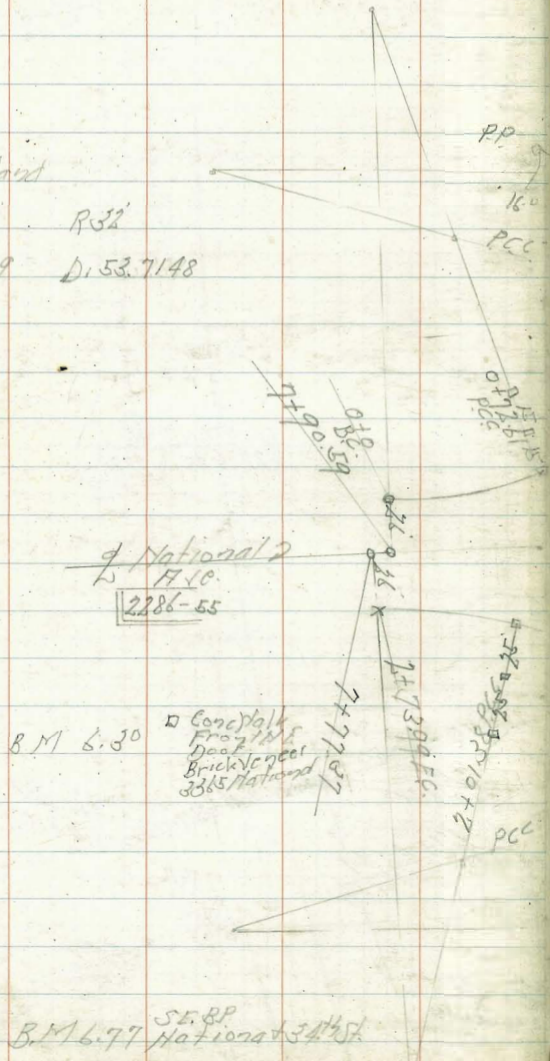
Main St
Cann South



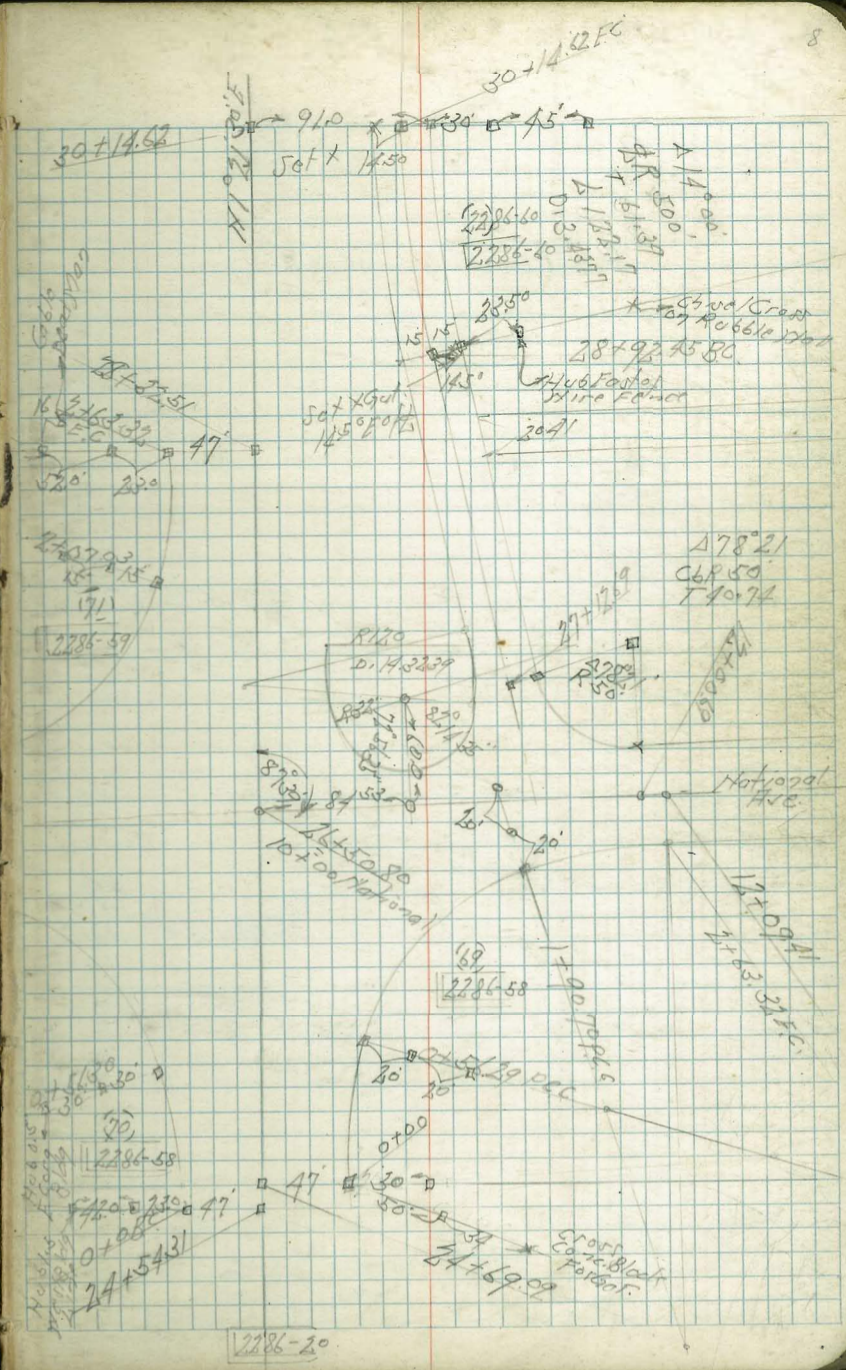
Wabash Boulevard Section B
Harbor Drive to Federal Boulevard.

Feb. 17-53
H. J. Sisson
Garber
Chipman
Kelley

For Island
R 130 R 32
D. 143239 D. 53.7148



B.M. 6.77 SE BP
National at 34457

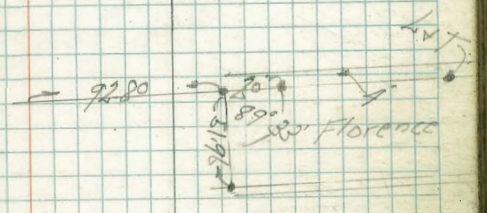


2286-20

BM 1419 B.P. 11/16/61
R. 27450
Hollow Road

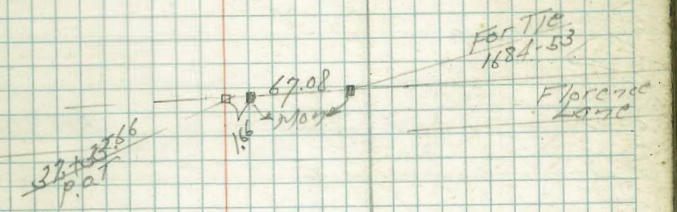
2286-61

2286-23



BM 1675 S.C. 6
Florence
Front 13/15

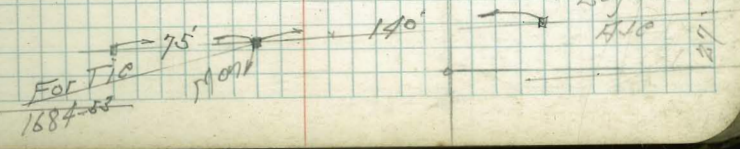
BM 1349 B.P. 11/16/61
32x0



Grassy

Wabank

Hollow



52+98.25 = Chisel Cross on Sly Wall of Inlet

BM 32.69

Chisel Cross
Rim of Inlet
110 ft
53+70

48+48.94 = Chisel Cross on Sly Wall of Inlet

B.P.H. to 10
BM 24.82 at 48+50

BM 27.26 B.P.H. to 10 ft
53+70

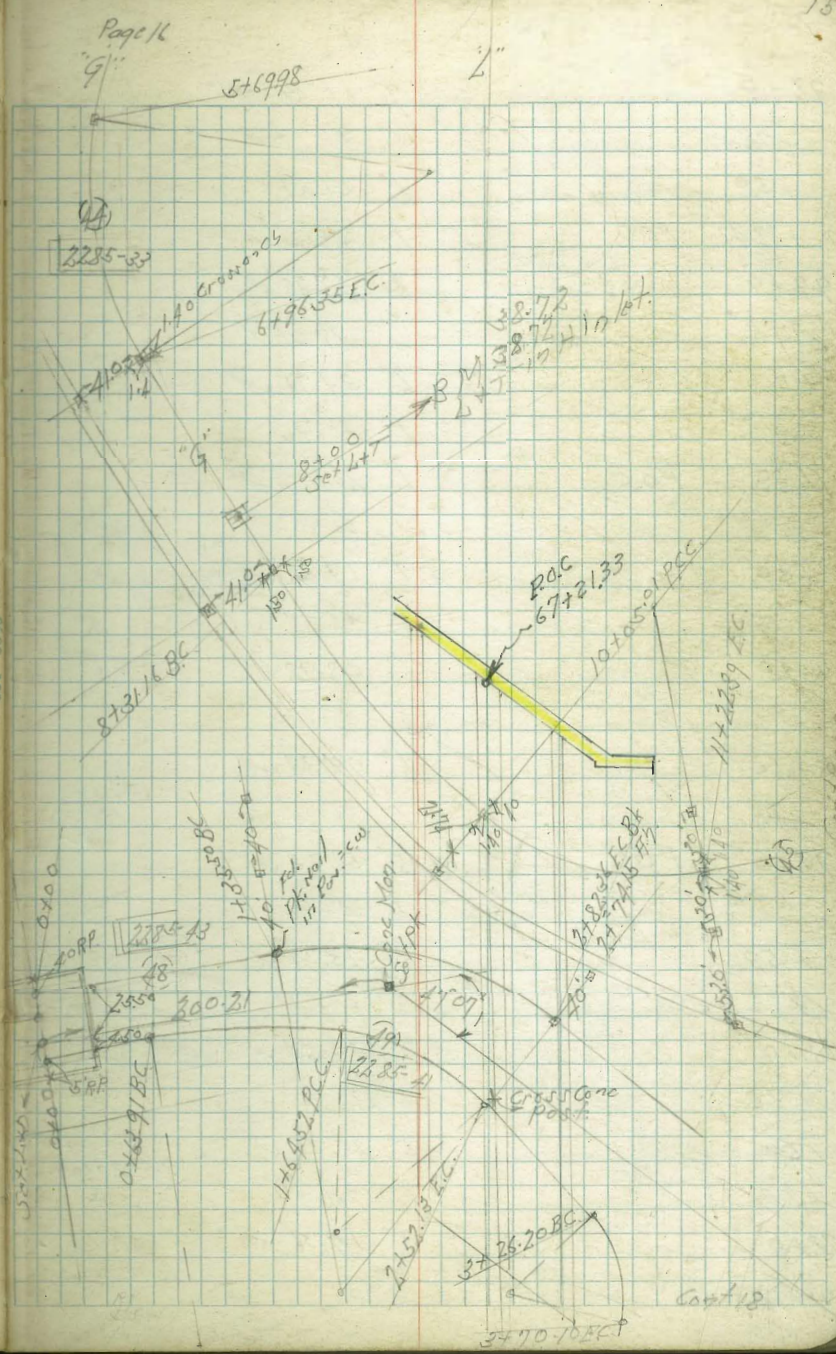
PK 0.21 0.21 P.K. 53+55.71 B.C. P.K.
55.46

Franklin
0.21 0.21 P.K.

48+48.94 P.K. X
Chisel Cross

Hobart's Boulevard Section D

Station	Angle	Distance	Notes
+50	5° 08.76	110	
+25	5° 04.49	112	N.E. 80 ft S.D. 4 ft N.E. 80 ft
71+0 POC	5° 00.17	110	
+75	4° 55.88	110	
+48.62 POC - Mid. Point	4° 51.33	110	
+25	4° 47.28	110	
70+0	4° 42.98	110	
	4° 38.68	110	
+50	4° 34.38	110	
+25	4° 30.09	110	
69+0	4° 25.79	110	
+75	4° 21.49	110	BM 58.79 M.H.L.O. Imperial Over Post
+50	4° 17.19	110	
+25	4° 12.90	110	
68+0	4° 08.60	110	
+75	4° 04.30	110	
+50 P.O.C.	4° 00' 110		BM 29.57 B.P.H. Rail Bridge Imperial + 3 1/2 ft
+21.33 = SLY Edge Conc. Wall	3° 55.32		
67+0	3° 51.41		
+75	3° 47.12		
+50	3° 42.82		
+25	3° 38.52		
+07 P.O.C. = RR Track	3° 35.42		Imperial 1/2 sec. See Page 73
66+0	3° 34.22		
+75	3° 29.93		
65+50	3° 25.63		
+25	3° 21.33		



PL

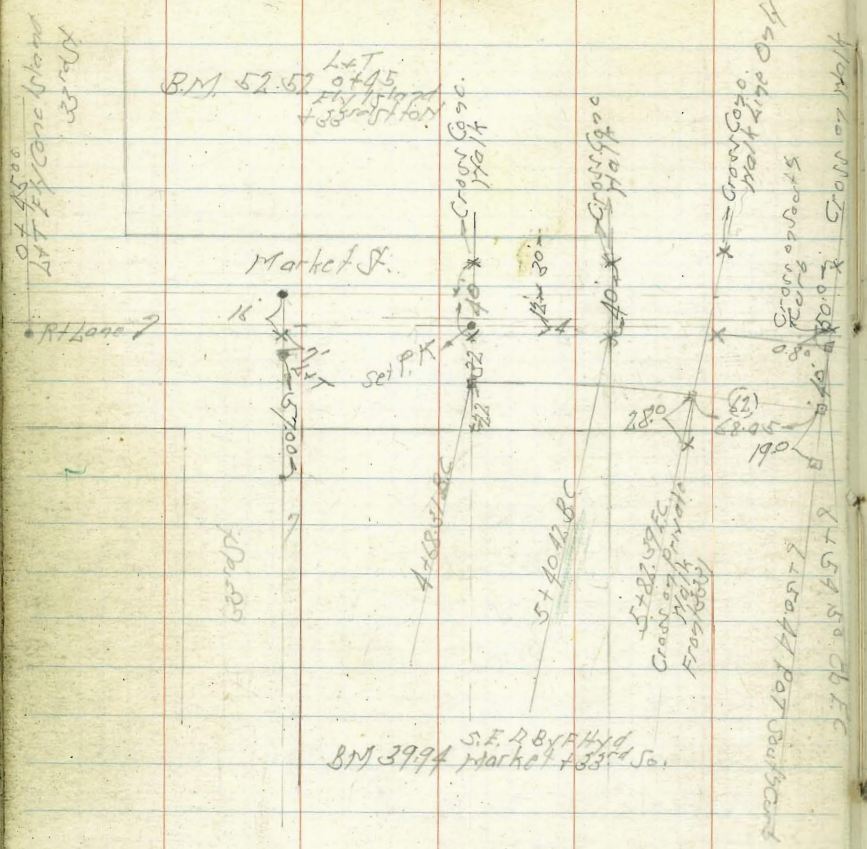
Cont Page 19

+50		8° 35.03	HA
+33.68			
+25	P.O.C.	8° 29.87	HA
83+0		8° 26.43	HA
+7.5	+96.00	8° 22.71	HA 8° 25.74
+67.57	P.O.C. = OPPECSELL	8° 20.86	HA
+50		8° 17.84	HA
+25		8° 13.54	HA
82+0	34 P.O.C. opp BC S. 11.12	8° 09.70	HA
+75		8° 04.95	HA
+50		8° 00.65	HA
+25		7° 56.36	HA
81+01		7° 52.23	HA
+75		7° 47.76	HA
+50		7° 43.46	HA
+25		7° 39.17	HA
80+0	P.O.C.	7° 34.87	HA
+75		7° 30.57	HA
+50		7° 26.27	HA
+25		7° 21.98	HA
+07.0 = 17/101	7° 18.88		
79+0	P.O.C.	7° 17.68	HA
+75		7° 13.39	HA
78+49.68		7° 09.03	HA
+43.18		7° 07.91	HA
+25		7° 04.79	HA

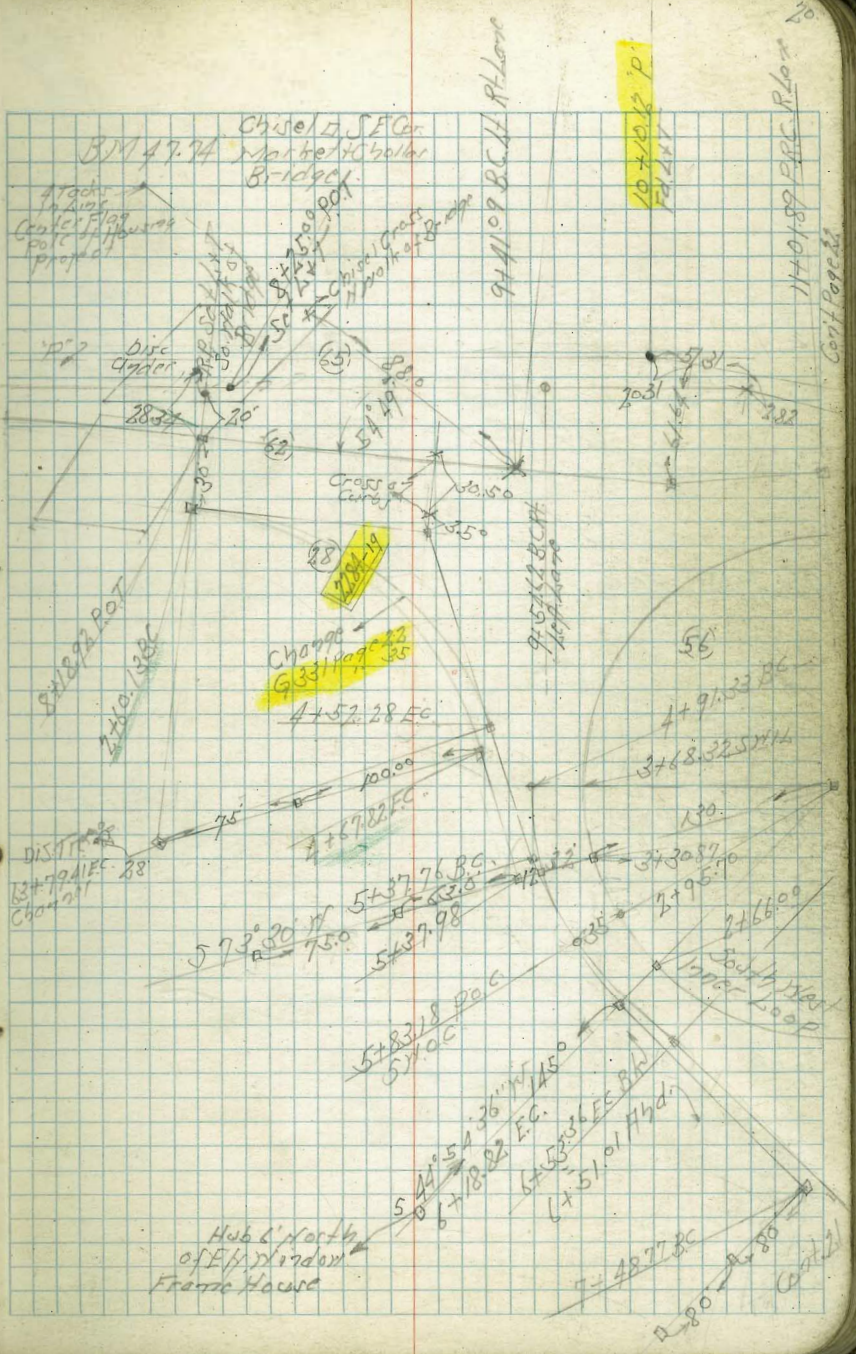
Cont. Page 15

+43.50	FC.	9° 42.67' ✓
+25		9° 39.49' ✓ Δ 19° 25' 20"
87+0		9° 35.19' ✓ R 10,000
+75		9° 30.89' ✓ T 1711.33
+50		9° 26.59' ✓ % 3389.82
+22.63	P.O.C. = Opp B.C. NE 1/4	9° 22.06' ✓ E 145.38
86+0		9° 18' ✓ D ₁ 0.17189
+75		9 13.70 ✓
+50	P.O.C.	9° 09.40' ✓ D ₁
+25		9° 05.11' ✓
+15	9° 03.39'	
85+0		9° 00.81' ✓ D ₁
+75		8° 56.52
+50		8° 52.22' ✓
+06.39	Market	8° 44.72
84+0		8° 42.62' ✓
+75		8° 39.33

Alignment Market St.
33rd St. South to East of 36th St.



B.M. 3994 S.F.R.B. H/d
Market + 33rd So.



Hub of north
of E.H. window
Franck House

10 + 10.12 P

1140.59 F.R.C. R.L. Lane
Cont Page 2

Change
Grade Book
38)

Cont Page 20
6478.82 E.C.

BM 80.78

SF 45 Drop
1918
79+058

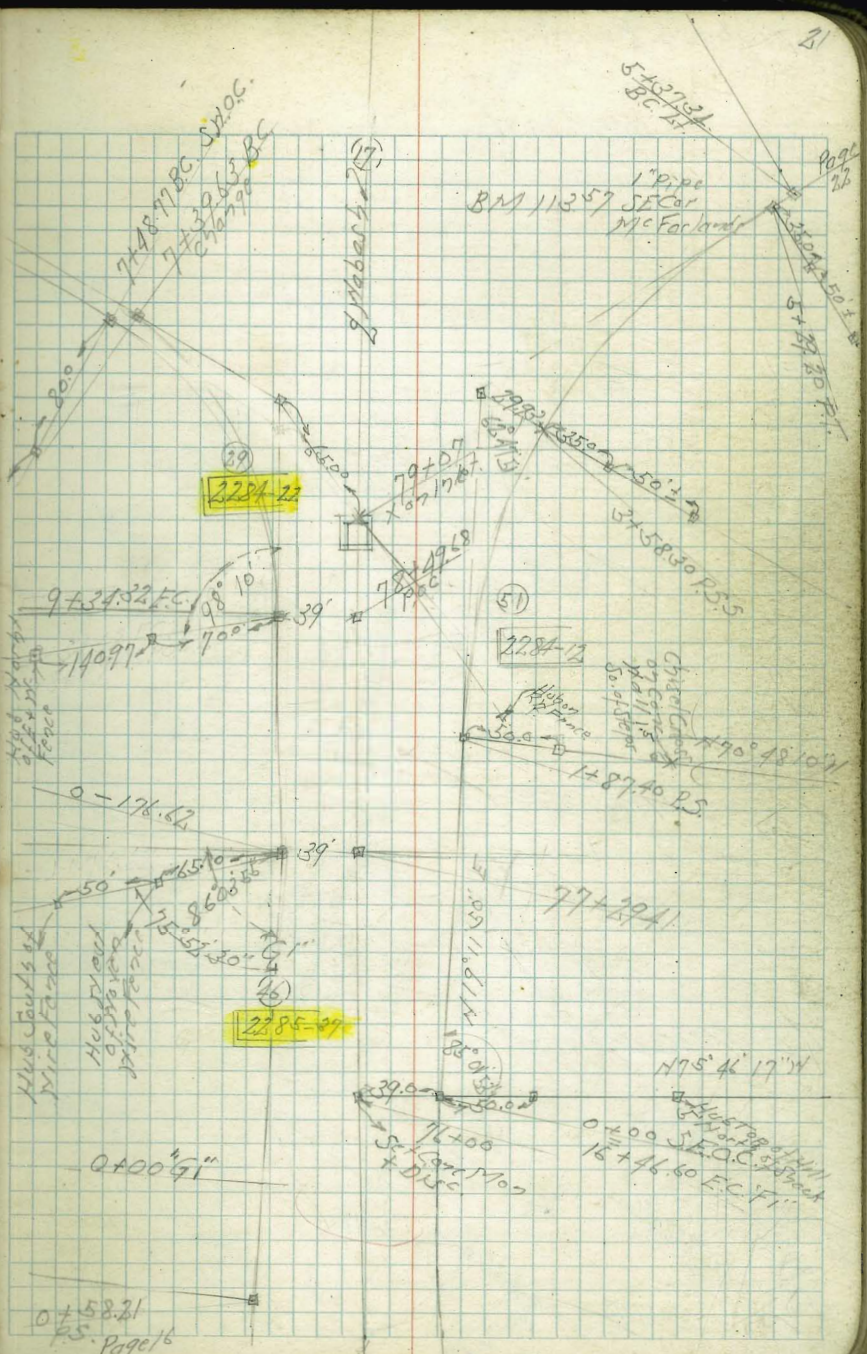
Hub East of
Fence
800'

78+1968 P.O.C.

77+2941 P.O.C.

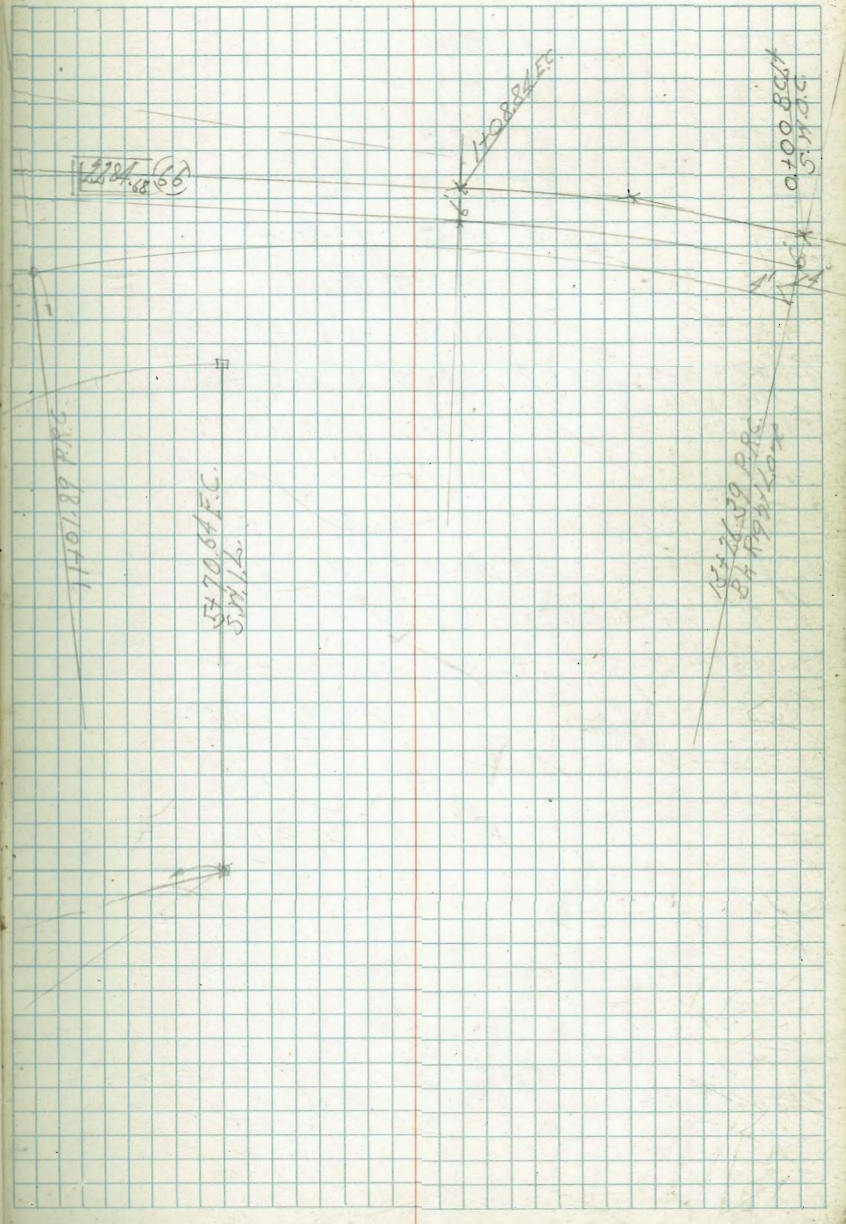
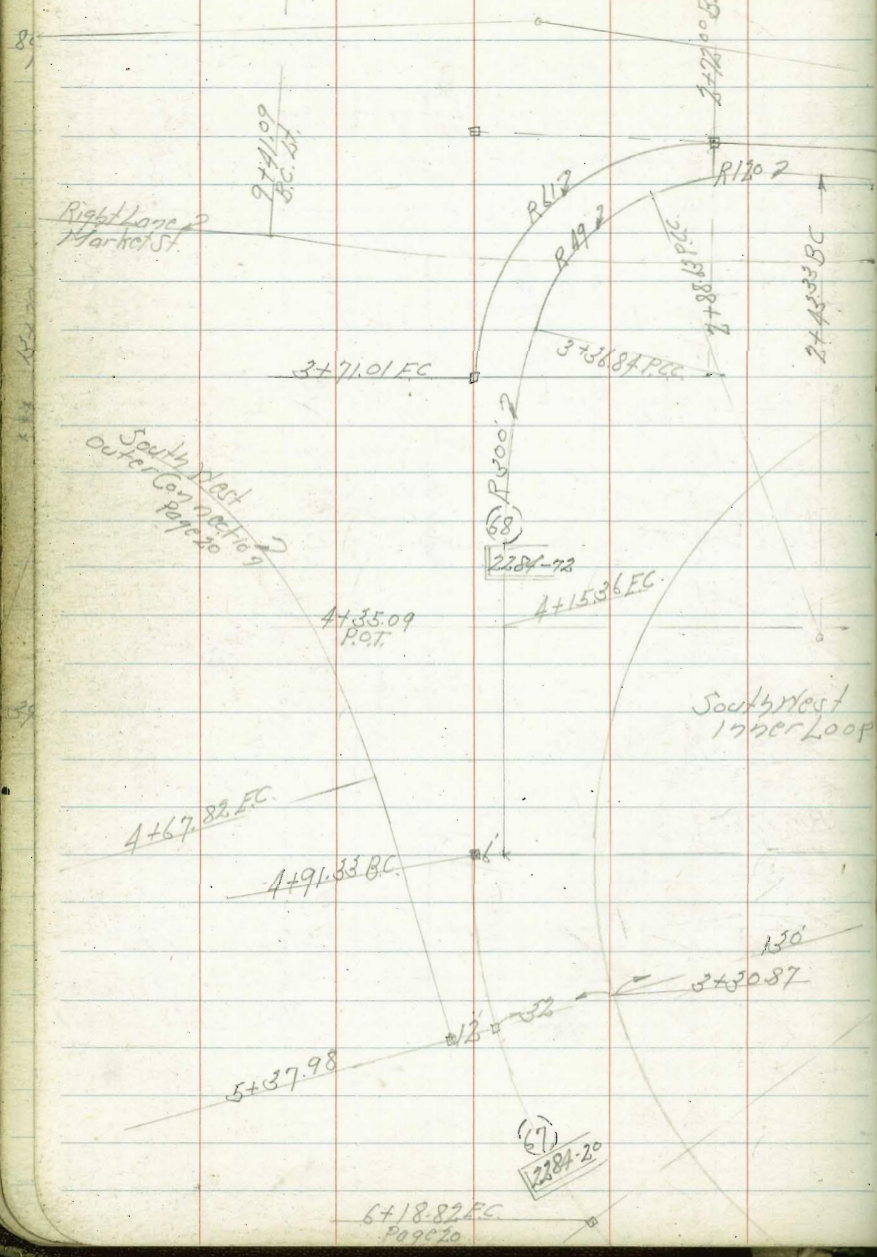
H 76° 01' 47" 21

76+0 P.O.C.

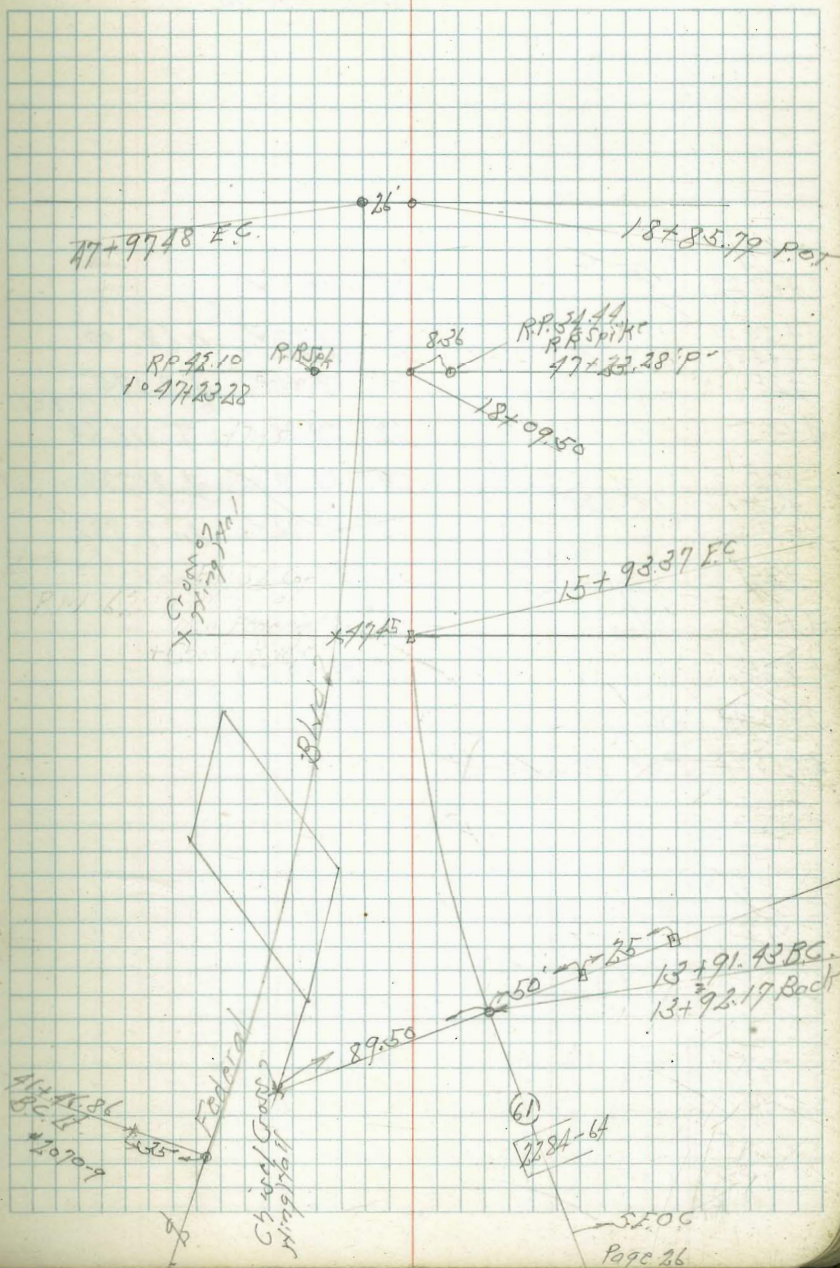


0+58.21
P.S. Page 16

Page 16



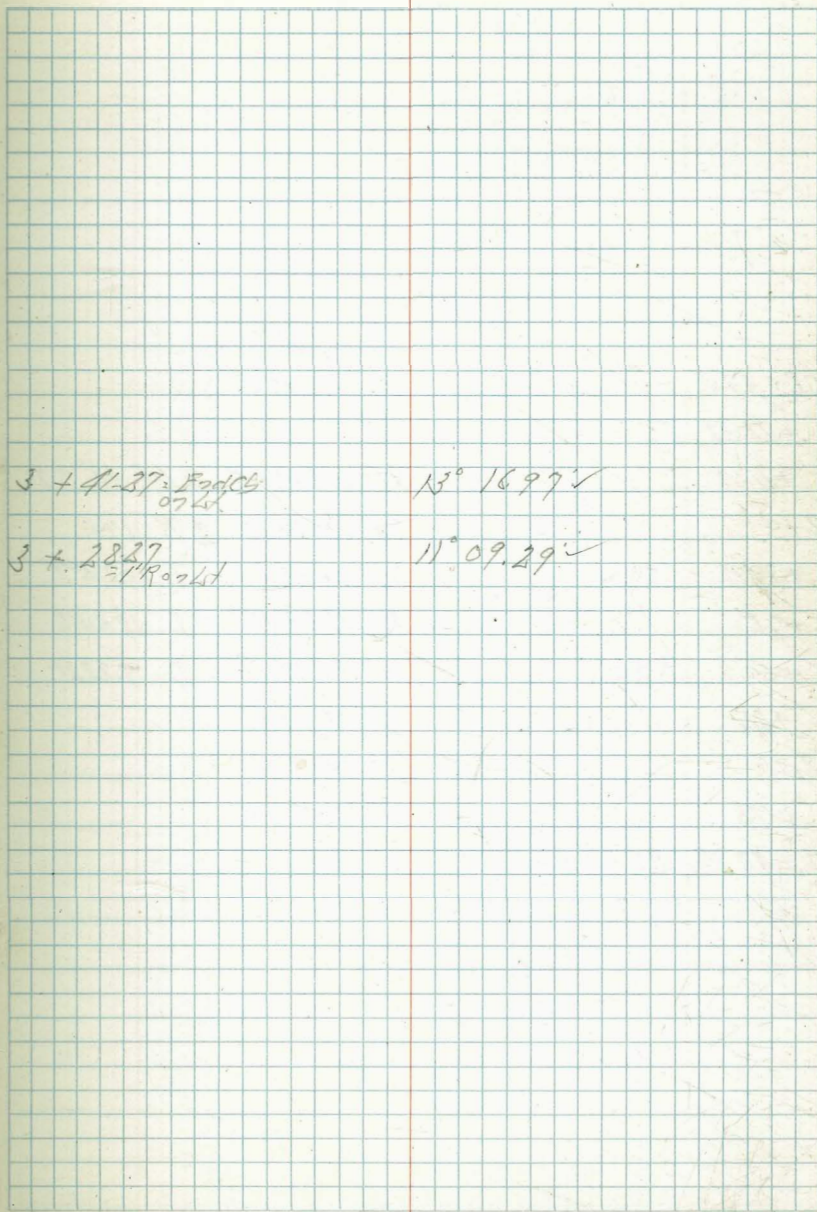
B.P. 51 for
BM 629.7 King of Hill
New Federal
Chalk Bridge



South West Outer Connection
to Market St.

Sketch Page 20

+67.82	FC	34° 00' ✓	
+50		31° 04.97' ✓	Δ 68° 00'
+44.57		30° 14.59' ✓	
+35		28° 59.41' ✓	∠ R 175° (118.04)
4+0		22° 53.85' ✓	T 118.64
+75		18° 48.29' ✓	L 207.69
+52	15° 02.27'	14° 42.73' ✓	D 198.221
+50		10° 37.17' ✓	
+25		6° 37.61' ✓	
3+0		2° 26.05' ✓	
+75		0° 00'	
2+60.13	BC		
8+18.92	P.O.T. Market St.		



3 + 41.37	Foot CG 07.44	13° 16.97' ✓
3 + 28.27	Foot Road	11° 09.29' ✓

South West Outer Connection
to Market St.

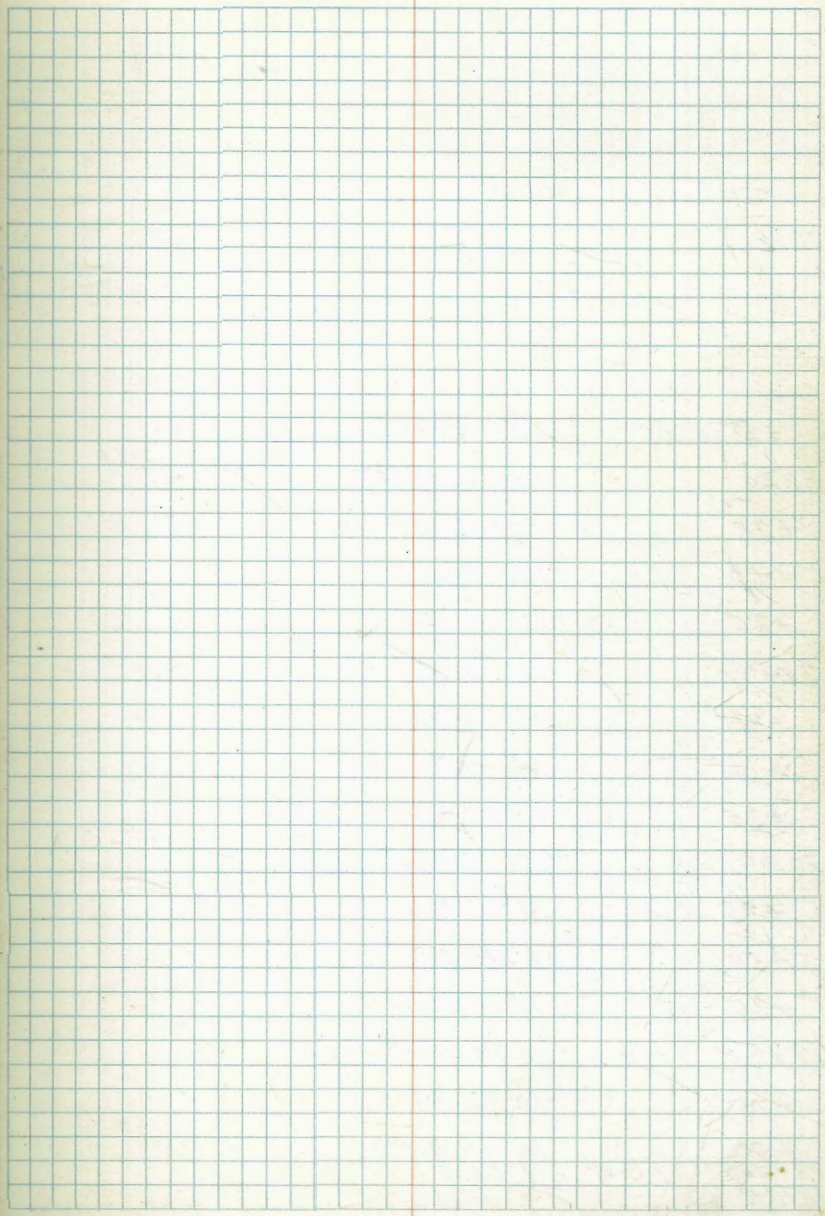
Sketch Page 21

29

78 + 49.68	P.O.C. Habash	30° 22' 48" ✓	
=			
+ 34.32	FC		
+ 11.09		26° 34' 32" ✓	Δ 60° 44' 57"
9 + 0		24° 45' 39" ✓	∠ R 175'
+ 89.92	= 1' P.O.C.	23° 06' 38" ✓	T 102.57
+ 75		20° 39' 83" ✓	L 185.55
+ 50	P.O.C.	16° 34' 28" ✓	D 9.8221
+ 25		12° 28' 70" ✓	
8 + 0		8° 23' 18" ✓	
+ 75		4° 17' 63" ✓	
7 + 48.77	B.C.P.	0° 00'	

Yabash Left Lane Right Edge of Paving

		9° 31.19	Sketch Page 7
+10		9° 11.37	
18+0		19° 03.11	
17+21.57	POC curb Mass	8° 46.86	
+75			
+50	POC 12/17	8° 22.36	
+35.20	POC	8° 07.86	
Mid Point			
+25		7° 57.85	
17+0		7° 33.34	
+75		7° 08.83	A 32° 31' 37"
+50		6° 44.03	EPR 17 53.37
+25		6° 19.82	T 511.46
16+0		5° 55.31	L 995.81
+75		5° 30.80	E 73.07
+50		5° 06.50	D, 0.9803
+25		4° 41.77	
15+0		4° 17.28	
+75		3° 52.77	
+50		3° 28.27	12' M for Point R 1741.37
+25		3° 03.76	
14+10	curb effect	2° 42.05	
14+0	Calc	2° 39.25	
13+20	curb effect	2° 29.45	
+75		2° 14.74	
+50	POC	1° 50.24	
+25		1° 25.73	
13+0		1° 01.22	12' M 50' L C 49.64
+75		0° 36.71	
+50		0° 12.20	
12+37.55	BC Lt	0° 00'	12' Lt. C. 12.35



+3286 EG	16° 15.72'	12' L.C.: 3264
22+0	15° 43.49'	
+75	15° 18.98'	
+50	14° 54.18'	
+25	14° 29.97'	
21+0	14° 05.46'	
+75	13° 40.95'	
+50	13° 16.45'	
+25	12° 51.94'	
20+0	12° 27.43'	
+75	12° 02.92'	
+50	11° 38.42'	
+25	11° 13.91'	
19+0	10° 49.40'	
+75	10° 24.89'	
+50	10° 00.38'	
18+4157-opp. 10-R	9° 52.11'	
18+25	9° 35.88'	

384 50%

No 6 ash Right Lane Left Edge of Pavmg.

Sketch page 7

+75		8° 20.26'	
+61.67	P.O.C.	8° 07.86'	
Mid point			
+50	P.O.C.	7° 58.99'	
	for 12' RT.		
+25		7° 33.72'	
17+0		7° 10.45'	
+75		6° 47.18'	S 32° 31' 27"
+50		6° 23.91'	EPR 1846.63
+25		6° 00.64'	T 538.67
16+0		5° 37.37'	L 1048.25
+75		5° 14.10'	E 76.96
+50		4° 50.83'	D, O. 930.8
+25		4° 27.56'	
15+0		4° 04.29'	12' F for paint
+75		3° 41.02'	R 1858.63
+50		3° 17.75'	
+25		2° 54.48'	
14+0		2° 31.21'	
+75		2° 07.94'	
+50	P.O.C.	1° 44.67'	
+25		1° 21.40'	
13+0		0° 58.13'	12' RT 50.69
+75		0° 34.86'	C = 50.32
+50		0° 11.59'	
12+37.55	P.O.C.	0° 00'	12' RT C 12.56

32

+85.80 EC	16° 15.72'	↑
+75	16° 05.66'	12.915.3603
+50	15° 42.39' 20	↓
+25	15° 19.12'	
22+0	14° 55.85' ✓	
+75	14° 32.38'	
+50	14° 09.31' ✓	
+25	13° 46.04'	
21+0	13° 22.77' ✓	
+75	12° 59.50' ✓	
+50	12° 36.23' ✓	
+25	12° 12.96' ✓	
20+0	11° 49.69' ✓	
+75	11° 26.42' ✓	
+50	11° 03.15' ✓	
+25	10.39.88' ✓	
19+0	10° 16.41' ✓	
+75	9° 53.04' ✓	
+50	9° 30.07' ✓	
+43.49 = opp. 1'R	9° 24.02' ✓	
+25	9° 06.80' ✓	
+17.19	8° 56.09' ✓	
18+0	8° 42.53' ✓	

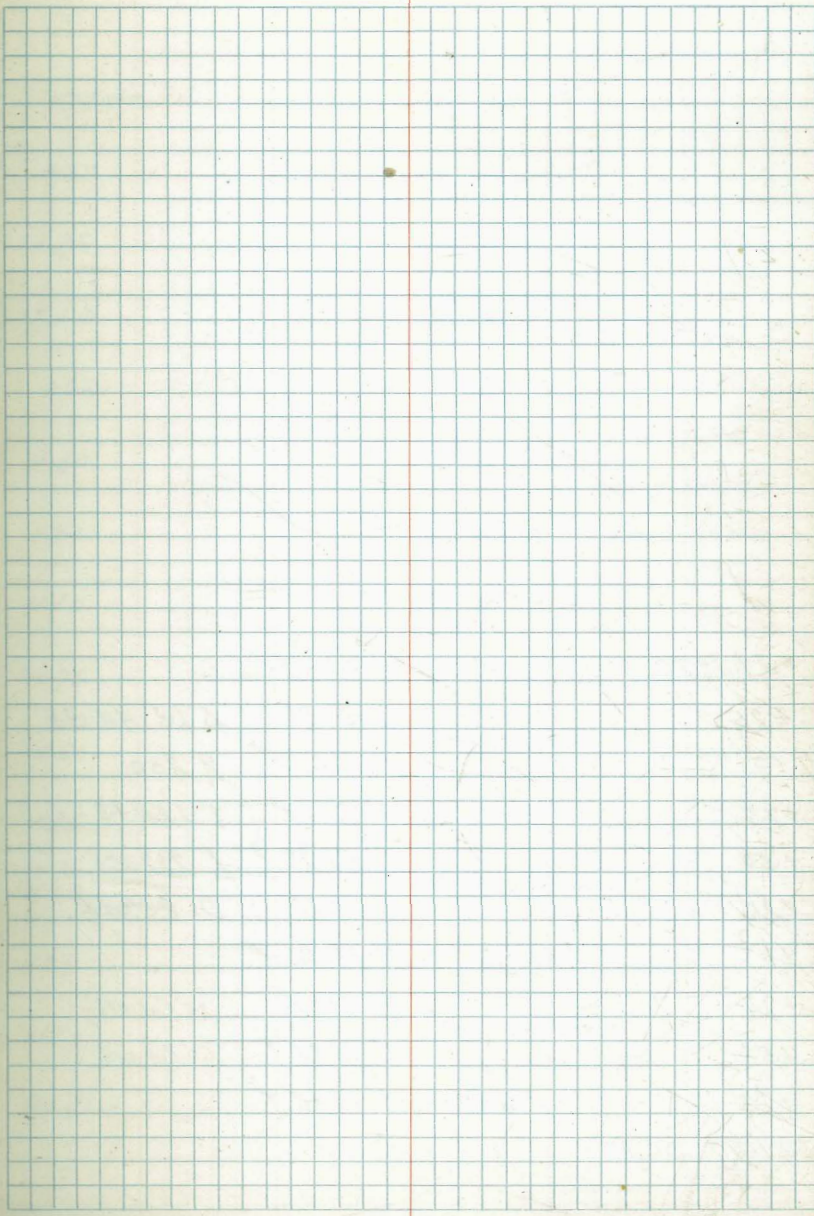
Main St. Connection South

Sketch pages

4+25.92 P.O.T. = Tie to
Conn. North

+54°	F.C.	28°	23.03' ✓	
+25		21°	13.79' ✓	
3+0		20°	58.92' ✓	Δ 56° 46' 03"
+75		17°	04.07' ✓	φ R 200
+50	P.O.C.	13°	29.22' ✓	T 108.07 ✓
+25		9°	54.36' ✓	L 198.16
+15	8° 28.43' ✓	6°	19.51' ✓	D1 8.5944
2+0				
+86.10	P.O.C.	1°	20.05' ✓	
+75		2°	44.65' ✓	25' cut .016
1+55.84	B.C. Lt.	0°	00'	50' " 0.13

0+00 Conn. South
17+97.67 Main St.



Main St. Connection South

+34.48 FC.		31° 52.82' ✓	
+25	0.3443 ↓	30° 30.86'	Δ 63° 44' 38"
7+0	↑	28° 58' ✓	R 200
+75		23° 21.11'	T 124.35
+50		19° 46.28' ✓	L 222.51
+25		16° 11.42'	D. 859.44
6+0		12° 36.56' ✓	
+75		9° 01.70'	25' Cut 0.16
+50		5° 26.84' ✓	50' Cut 0.13
+25	0.2799 ↓	1° 51.98' ✓	
5+11.97 B.C.Rt.	↓	0° 00'	

+92.49 FC	15° 15' ✓
+50	14° 16.40' ✓
+25	13° 11.28'
12+0	12° 06.17' ✓
+75	11° 07.07' ✓
+50	9° 55.96' ✓
+25	8° 50.85' ✓
11+0	7° 45.75' ✓
+75	6° 40.64'
+50	5° 35.53' ✓
+25	4° 30.42'
10+0	3° 25.32' ✓
+75	2° 20.21'
+50	1° 15.10' ✓
9+21.16 B.C.H.	0° 00'

Main St. Connection North

Sketch Page 5

Curbing Stationing 0+0 to 1+44.28

+44.28 F.C.	5° 11.98' ✓	
18.15		Δ 10° 23' 58"
+26.13	3° 27.99' ✓	R 300'
		T 27.30
1+07.98	1° 43.99' ✓	L 54.45
18.15 = C		D 57.29'
+89.83 P.C.C.	0° 0' 28° 03.38' ✓	
14.49		
+75.14	21° 02.53' ✓	Δ 56° 06.46"
+73.83 = S.P. 1/9 1964	20° 21'	N66R 60'
+60.15	14° 01.69' ✓	T 31.98 E = 7.99
		L 58.76
+45.76	7° 00.84' ✓	D 128.6479
C = 14.65 14.69	0° 0' 1416	
+31.07 P.C.C.	7° 25.05'	
15.54		Δ 14° 50' 06"
+15.53	3° 42.52' ✓	N66R 120'
		T 15.62
C = 15.57	15.26	L 31.07
		D 14.3239
0+00 = 1/6 + 81.92	0° 0'	

12+33.23 P.O.T = 18+10 Right Lane

5+67.68	FC	1° 14.19'	Δ 8° 28' 23"
+50		3° 23.54' ✓	R 600'
+25		2° 11.92'	T 44.45 E 124
9+0		1° 00.50' ✓	L 88.73
8+78.95	B.C.H.	0° 00'	D1-2.8648

4+17.45 P.O.T

2+51.07	FC		Δ 5° 26' 11"
+			R 329'
			T 15.62
2+21.81	B.C.H.		L 31.22
			D1 5.2245

Wobash Boulevard Station B
 Imperial Avenue Rotary
 Sketch Page 18

$\Delta 160^{\circ} 15' 30''$
 $+78.75 = 1R$ $31^{\circ} 38.27$ $\frac{1}{2} \Delta 80^{\circ} 07' 45''$
 $+72$ $29^{\circ} 26.49$ $27^{\circ} 05.32$ $\times R 75.0$
 $+66.84$
 $+54.93$ $22^{\circ} 32.37$ $\times L 209.78$
 $+43.02 = 1R \text{ on Rt}$ $17^{\circ} 59.42$ $\times D. 22.9183$
 $+25$ $11^{\circ} 06.44$
 $3+0$ $1^{\circ} 33.51$

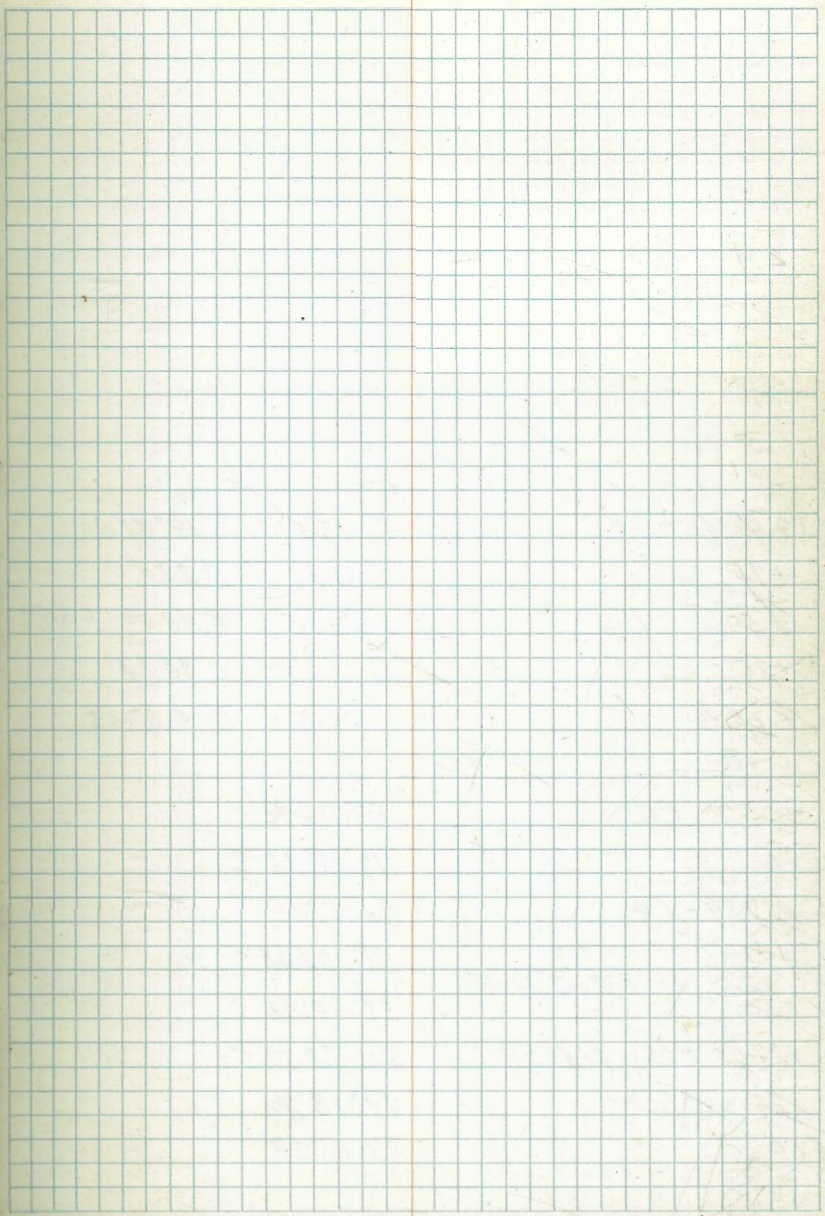
$+95.92$ P.C.C. $9^{\circ} 52.25$
 $+75$ $7^{\circ} 28.43$ $\Delta 19^{\circ} 44' 30''$
 $+50$ $4^{\circ} 36.54$ $\checkmark R 250.0$
 $C 21.99$ $1^{\circ} 44.65$ $\checkmark T 43.5^{\circ}$
 $+25$ $L 86.14$
 $C 15.22$ $D. 6.8755$
 $2+09.78$ P.C.C. \checkmark $80^{\circ} 07.78$ $L C 85.71$

$+98.95 = 1R$ $75^{\circ} 59.58$ \checkmark
 $C 23.85$ $66^{\circ} 50.67$ $\checkmark \Delta 160^{\circ} 15' 30''$
 $+75$ $57^{\circ} 17.74$ $\checkmark \frac{1}{2} \Delta 80^{\circ} 07' 45''$
 $+50$ $47^{\circ} 44.81$ $\checkmark R 75.0$

$+25$
 $C 22.33$
 $1+02.59 = 4+18.86 R_2$ $39^{\circ} 11.21$ $\checkmark L 209.78$
 $C 27.43$ $28^{\circ} 38.87$ $\checkmark D. 22.9183$
 $+75$

$C 17.40$
 $+57.56 = 1R \text{ on Rt}$ \checkmark $21^{\circ} 59.19$
 $C 20.21$
 $+37.89 = 1R \text{ on Rt}$ $14^{\circ} 14.66$

$C 17.28$
 $+25$ $9^{\circ} 32.93$ \checkmark
 $C 24.88$
 $0+0 0$ P.C.C. $0^{\circ} 00'$
 $5+91.84$



Imperial Ave. Rotary

+ 9184 = 0 + 0	9° 52.25' ✓ Δ 19° 41' 30"
+ 75	7° 56.38' ✓ R 250'
+ 50	5° 04.58' ✓ T 43.50 C 85.71
+ 25	2° 12.62' ✓ L 86.14
+ 1536	1° 06.21' ✓ D 6.8755
9.66	0° 00'
+ 0570 P.C.C.	80° 07.75' ✓
5 + 0	77° 57.02' ✓
+ 8759 = 1 R	73° 12.61'
+ 75	68° 24.08' ✓
+ 75 = 30' R.C.P. 67° 15' 30"	58° 51.15' ×
+ 50	50° 22.29' ✓
+ 2784 P.O.S. = 4 + 40 F2	49° 18.20'
+ 25 = H 1/2 lot	39 45.27' ✓
4 + 0	

Scott's East Outer Connection to
Imperial Avenue

Sketch Page 13-14-18

40

+17.47	= 2+ 82.17 Rotary		
6+0			
+90.22	E.C.	5° 05.67" ✓	Δ 10° 11' 20"
+75		4° 01.23" ✓	R 406.0 T 36.19
+50		2° 15.39" ✓	Δ 72.20 D 4.2337
+25		0° 29.55" ✓	
+23		0° 31.08 0° 00"	
+18.02	P.C.C.	19° 50.37" ✓	Δ 39° 40' 44"
5+0		14° 02.25" ✓	R 89.0 T 32.11
+75		5° 59.42" ✓	L 61.63 D 119.3182
+56.39	P.C.C.	15° 03.98" ✓	
+50		13° 58.89" ✓	Δ 30° 07' 58" 1/2 Δ 15° 03' 59"
+25		7° 55.83" ✓	R 126.0 T 33.72
4+0		2° 14.78" ✓	L 66.27 D 113.418
3+90.13	B.C. Pt.		
1+50	P.O.T.		
0+00	= Opp 57+50 L"		

+80.83 F.C. End	7° 00.67' ✓
+50	5° 52.21' ✓ Δ 14° 01' 26"
+25	4° 56.70' ✓ R 774.12
10+0	4° 01.18' ✓ T 95.2°
+75	3° 05.67' ✓ L 189.45
+50	2° 10.16' ✓ D1 2.2204
+25	1° 14.65' ✓
9+0	0° 19.14' ✓
8+91.38 B.C.L.A.	0° 00'

+54.54 F.C.	7° 30.12' ✓ Δ 15° 00' 14"
+50	7° 04.60' ✓ R 306'
7+25	4° 44.17' ✓ T 40.3°
+97.49 = 1' R b.c.l.a.	2° 09.64' ✓ L 80.13
6+74.41 B.C.R.A.	0° 00' D1 5.6172

Imperial Hill + Francis St
"F2" Line

Sketch Page 18

6+73.21 End = 6+60.68 P.O.T. F1

6+26.12 P.O.T.

4+97.45 P.O.T. = 0+0 H.C.C.C.C.C.

4+40 P.O.T.

4+27.84 Rotary

+79.80 E.C.

28° 27' 92" Δ 58° 55' 50"

+75.94 = 1' R.O.T. H.

27° 14' 27" Δ R 90°

+50
+50

21° 50' 73" 18° 58' 84" Δ T 48.80

+25
C.S.R.

11° 01' 32" Δ L 89.43

3+0
C.P.

5° 03' 92" Δ D 19.0986

2+90.37 B.C.R.H.

0° 00'

90°

+99.77 E.C.

9° 04' 88" Δ

+75
C.S.R. 22.80

7° 57' 33" Δ 18° 09' 46"

+54.23 P.O.C.

7° 00' 18" Δ R 630.18

+25

5° 40' 95" Δ T 100.73

1+0

4° 32' 76" Δ L 199.77

+75

3° 24' 57" Δ D 2.7276

+50

2° 16' 37" Δ

+25
C.S.R. 22.82

1° 08' 19" Δ

0+00 B.C.R.H. F2

0° 00'

+540 f. EC = Opp 74+0 1/2"	9° 29.98' LH
+25	8° 32.89' LH
14+0	7° 43.75' LH
+75	6° 54.62' LH $\Delta 18^{\circ} 59' 58''$
+50	6° 05.48' LH $\Delta R 874.58'$
+25	5° 16.35' LH $T 146.35'$
13+0	4° 27.21' LH $\Delta 290.01$
+75	3° 38.08' LH $D_1 1.9654$
+50	2° 48.95' LH
+25	1° 59.81' LH
12+0	1° 10.68' LH
+75	0° 21.54' LH
11+64.04 BC Rt.	0° 00'

10+56.20 = 20' Ch 07 Rt L St.

10+50 P.O.T.

7+48.13 = 30' Ch Tompkins

6+80.13 P.L. 12+2485 9"

6+60.68 P.O.T.

5+46.75 Tie Pt. Line

Imperial Ave.
"G" Line

Sketch Page 16-15

Cont Page 45

19635	FC		30° 07.10' $\frac{1}{2}$
+75			27° 34.46' $\frac{1}{2}$
+150			24° 35.70' $\frac{1}{2}$ A 60° 11' 12"
+25	P.O.C.		21° 36.94' $\frac{1}{2}$ R 240.39
6+0			18° 38.18' $\frac{1}{2}$ T 139.45'
+75	P.O.C. ✓	15° 39.41' $\frac{1}{2}$	15° 03.52' ✓ L 252.73
+6998			12° 40.66' $\frac{1}{2}$ D, 7.1503
+50			9° 41.90' $\frac{1}{2}$
+375	P.O.C. X columbat	11° 11.27' $\frac{1}{2}$	6° 43.14' $\frac{1}{2}$
+25			3° 14.38' $\frac{1}{2}$
5+0	c 21.99		0° 00'
+75	c 21.36		
4+42.62	BC. opri!		

Brt. Ford Page 47

April 17-53.

H.S. Mason
Garber
Chipman
Parks
Iselley

44

12+2540 = P.I. 6+7988 P.O.T. F'

+2239 F.C.

21° 05.18' \llcorner

+11+0

19° 29.52' \llcorner Δ 48' 10.28"

+75

14° 21.72' \llcorner Σ R 159.6

+50

9° 13.92' \llcorner T 62.41-

+25

4° 06.12' \llcorner Δ 117.38 ^{P.O.T.} 116.94

0° 00' D, 12312

+05.01 P.C.C.

11° 10.00' \llcorner

+10+0

10° 50.71' \llcorner

+75

9° 14.36' \llcorner Δ 22' 20"

+50

7° 08.01' \llcorner Σ R 44.0

+25

6° 01.61' \llcorner T 88.04

+9+0

4° 25.51' \llcorner Δ 172.85

+75

2° 48.76' \llcorner D, 3854

+50

1° 12.61' \llcorner

8+31.16 B.C.L.H

0° 00'

Sketch Page 16

+57.35	P.T.	7° 08.50"	
+50		6° 57.39"	
+25		6° 12.10"	A 21° 25' 30"
3+0		5° 17.82"	Rc 400
+75		1° 05.57"	DI 4.2972
+50		2° 44.38"	AS 10° 12' 45"
+25		1° 11.16"	TS 130.81
+07.78	P.S.S.	0° 00'	LS 149.57
2+0		3° 12.60"	CS 149.34
+75		2° 10.71"	ES 9.46
+50		1° 20.71"	a 9.577
+25		0° 42.73"	f 0095
1+0		0° 16.73"	P 232
+75		0° 02.70"	q 74.70
0+58.21	P.S. RT.	0° 00'	

0 - 176.62 = Opp 77 + 29.41 L

"G2" Line

Sketch Page 16

Cont Page 44

+43.62 E.C. C-18.87	75° 31.58" ⁺
+25	67° 54.46" ⁺ Δ 151° 08' 10"
4+0	57° 40.58" ⁺ R 70'
+75 P.O.C.	47° 26.19" ⁺ L 184.55
+50	37° 12.81" ⁺ C
+25	26° 52.93" ⁺ D. 24.5553
+12 Calk. 21° 39.71'	16° 45.05" ^x
3+0 C 24.87	6° 31.16" ⁺
+75 C 15.89	0° 00'
2+59.07 B.C. Opp 71+0 1/2	

47

Imperial Ave. North Edge of Paving
East of Bridge to Rotary

Sketch 15+18
#150 2285-45

4+21.68	FC = Opp	25° 10' 15"	Δ 51' 20' 35"
1+05.69	0+0 Rotary	17° 06' 50"	R 53.55
+89.69	3 Parts	8° 33' 25"	T 25.74
3+73.69	BC Lt.	0° 00'	L 47.99
			D 132.0984

2+74.15	Wood		
2+82.36	LC Rt.	23° 33' 50"	
+56.78		19° 27' 25"	Δ 47° 07' 00"
+30.30		15° 12' 39"	NLR 178.61
2+63.82		10° 57' 53"	NLT 77.88
+77.34		6° 42' 67"	NL L 146.88
+71.55	1+64.53 PCC Pt.	5° 46' 91"	D 9.6236
+50.86		2° 27' 81"	
1+35.50	BC Rt.	0° 00'	

0+37 = Fly. Bridge

+63.83	LC	Δ 83° 55' 25"
+41.14		R 60'
6+19.17		T 53.95
		L 87.88
		D 28.6479
+97.20		
5+75.95	BC	
5+22.00	FC	Δ 91° 54' 30"
5+09.0		R 30'
+96.96		T 31.02
+84.92		L 48.12
4+73.88	BC	D 57.2958

Imperial H.A. South Edge of Paving "R2"
East of Bridge to Rotary.

Sketch Page 15

49

4718.86 End R2
7501 to 259 Rotary

+7010	FC	20° 57.62 ^x	A 41° 55' 13"
			R 60'
			T 22.98
+50		11° 21.80 ^w	L 43.90
			D 28.6478
3+26.20	BC RT	0° 00'	
+5213	FC	21° 56.62	
+25		15° 08.87 ^w	A 43° 53' 15"
2+0		8° 53.18 ^T	R 114.38
+75		2° 37.49 ^x	T 46.08
		0° 00'	L 87.61
+6459	PCC	5° 46.87	D 15.0277
= 1+89.33	PCC RT		
+50		4° 56.81 ^w	A 11° 33' 45"
+25		3° 30.62 ^w	R 498.55
1+0		2° 04.43 ^w	T 50.47
+75		0° 38.24 [✓]	L 100.61
+6391	BC RT	0° 00'	D 3.4477
+37	POT E 1/4 Bridge		
0+00			

Imperial Hie Interchange
Access Road

Sketch Page 18

5+20 = Ely

+ 8652 F.C. 45° 00' ✓

c 11.49

Δ 90° 00'

+ 75 38° 23' 98" ✓

∠ R 50'

T 50'

+ 50 24° 04' 54" ✓

∠ 78' 54"

+ 12 19° 29' 52"

D. 34.2775

+ 25 9° 45' 10" ✓

+ 21 = Curv 7° 27' 39"
c 16.94

3+07.98 B.C. Lt. 0° 00'

+ 12.50 F.C. 45° 09' 42" ✓

c 17.40

Δ 90° 18' 50"

+ 25 35° 07' 68" ✓

∠ 45° 09' 25"

∠ R 50'

2+0 20° 48' 25" ✓

T 50.27

c 24.74

∠ 78.81

+ 75 6° 28' 81" ✓

D. 34.3775

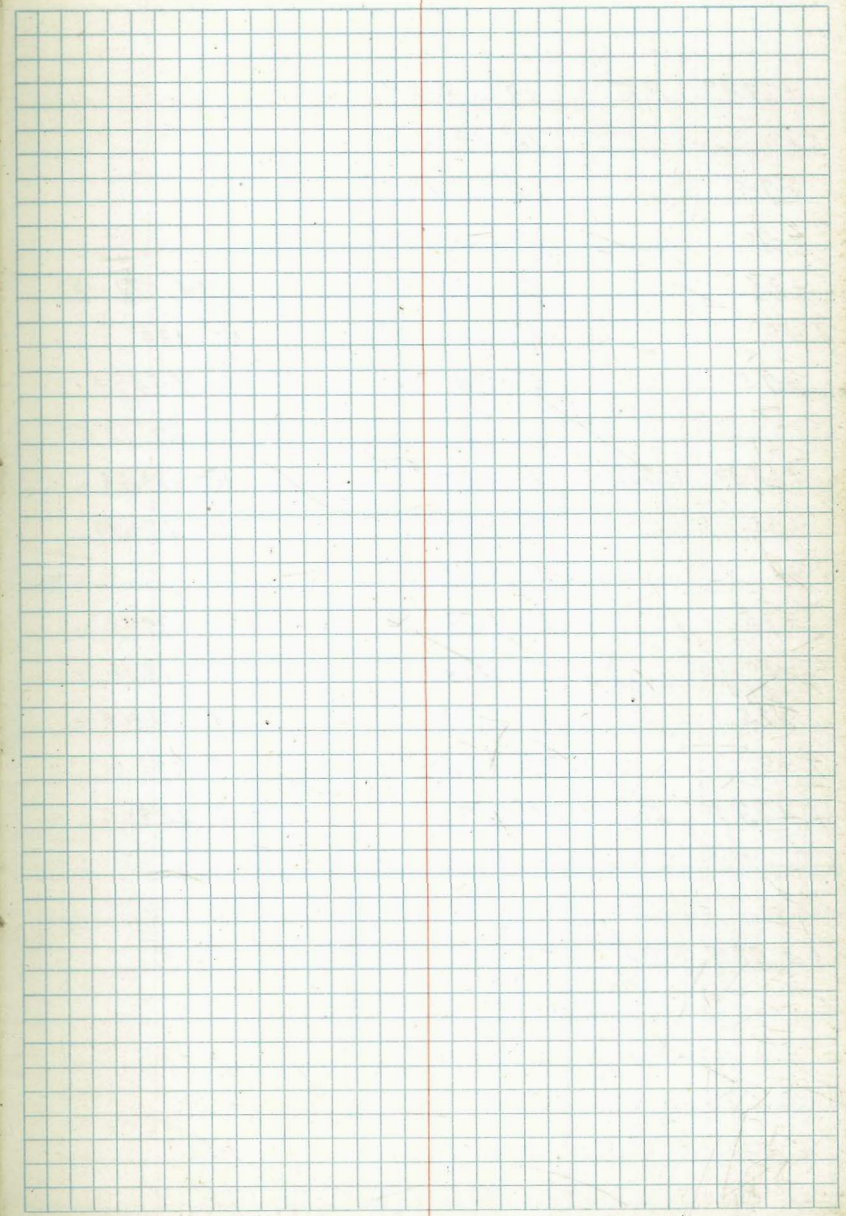
c 11.28

1+63.69 B.C. Rt. 0° 00'

+ 46.04 F.C. 07 Rt.

+ 26.38 F.C. 00 Lt.

0+0 = P.I. 4+97.45 P.O.T. F.S."



South East Outer Connection
to Market St.

Sketch Page 21-23

+29.20	P.T.	18° 08.10" LH	
5+0		16° 19.06" LH	
+7.5		14° 30.68" LH	
+5.0		11° 58.90" LH	
+2.5		9° 14.18" LH	A 54° 24.18"
4+0		6° 05.86" LH	Rc 180°
+7.5		2° 34.27" LH	D. 9.5493
		0° 00'	As 27° 12.09'
+58.30	P.S.S.	9° 04.05" LH	Ts 180.78
+2.5		5° 52.70" LH	Ls 170.90
3+0		3° 56.21" LH	Cs
+7.5		2° 22.96" LH	Es 29.93
+5.0		1° 12.00" LH	9 18.63
+27.40	0° 29.81'	0° 26.54" LH	f 0.1863
+2.5		0° 02.98" LH	P 0.71
2+0		0° 00'	9 84.81
1+87.40	P.S. Rt.	0° 00'	

0+98.19 P.O.T.

April 24. 53
H.S. Mason
Garber
Chipman
Larkins
Kelley

51

+58.30	P.S.S.	0° 00'
+2.5		4° 57.33' ✓
3+0		8° 13.40' ✓
+7.5		11° 06.18' ✓
+5.0		13° 35.68' ✓
+2.5		15° 41.89' ✓
2+0		17° 24.80' ✓
1+87.40	P.S. Rt.	18° 08.10' ✓

+ 85.22	FC	17° 45.17' L	
+ 75		17° 01.27' L	
+ 50		15° 13.84' L	Δ 35° 30.20"
+ 25		13° 26.41' L	R 400'
7 + 0		11° 38.98' L	T 128.06' E 20.00'
+ 75		9° 56.53' L	L 247.88
+ 61.28	P.O.C. Mid Pt.	8° 52.59' L	D. 4.2972
+ 50		8° 04.13' L	
+ 25		6° 16.69' L	
6 + 0		4° 29.26' L	
+ 75		2° 41.83' L	
+ 50		0° 54.40' L	
3 + 37.34	B.C. Lt.	0° 00'	

South East Outer Conn.
to Market St.

20 + 39.23 Opp Market St.

12 + 01.62 P.T. 17° 23.86' LH

+75	15° 56.65' LH	
+50	14° 14.26' LH	Δ 52° 11' 32"
+25	12° 12.21' LH	Rc 200
11 + 0	9° 50.52' LH	D. 8.5944
+92	9° 00.80'	Δ 5 26° 05' 46"
+75	7° 09.18' LH	T5 191.81
+50	4° 21.29' LH	L5 182.21
+25	0° 47.55' LH	C5 180.51
	0° 00'	Es. 30.35
719.41 P.S.	8° 41.91' LH	9 15.722
10 + 0	6° 56.11' LH	f. 01572
+75	4° 58.12' LH	
+50	3° 20.02' LH	
+25	2° 01.18' LH	
9 + 0	1° 02' LH	
+75	0° 22.40' LH	
+50	0° 02.67' LH	
8 + 37.20 P.S.	0° 00'	

C. 1916

0° 00'

0° 11.12'

3° 08' 64"

Wabash Blvd Section B
 South East Inner Loop At Market St.

Sketch Page 22

+75		97° 11.92' LH	
+50	*	92° 04.98' LH	
+25		86° 58.23' LH	
4+0		81° 51.09' LH	
+75		76° 44.15' LH	
+50		71° 37.20' LH	Δ 281' 24" 30"
+47.47: Tie Pt. SEOC.	71° 06.12'	16° 30.26' LH	R 140'
+25		61° 23.32' LH	L 694.97'
3+0	*	56° 16.38' LH	D, 12.2777'
+75		51° 09.44' LH	
+50	P.O.C.	46° 02.49' LH	
+25		40° 55.53' LH	
2+0		35° 48.81' LH	
+75		30° 41.67' LH	
+50	P.O.C. *	25° 34.72' LH	L 50.00'
+25		20° 27.78' LH	C 49.73'
+06	21° 41.43'	15° 20.81' LH	Dx 10' 13.88'
1+0		12° 02.19' ✓	
C 2496		4° 33.31'	
+75		0° 00'	
C 16.16			
+58.82 = 1' R of LH			
C 36.42			
+22.26			
C 22.23			
0+0	P.C.		
=			
15+21.58	Market St.		

1+19 = 24' 20.22"
 1+04 = 21' 16.89"

South East Inner Loop
At Market St.

55

82+67.57 P.O.C. Hobart

+9494 E.C.

142° 12.35' LTT

+74.30

137° 58.87' ✓

+5478 I.R.

133° 59.21'

+50

130° 00.52' LTT

+25

127° 53.57' LTT

6+0

122° 46.60' LTT

+75

117° 39.69' LTT

+50 P.O.C.

112° 32.75' LTT

+25

107° 25.80' LTT

5+0 P.O.C.

102° 18.86' LTT

384 50%

South West Inner Loop

Sketch Page 22

+70.64 E.C.	125° 45.08' ✓	
+55.16	122° 20.38' ✓	
+29.29 P.O.C.	116° 38.32' ✓	
+07	111° 42.60' ✓	
5+0	110° 11.05' x.	
+75 P.O.C.	104° 40.50' x.	
+150 +	99° 09.95' x.	
+41	97° 10.94'	
+25	93° 39.39' x. A 251° 30' 11"	
4+0	88° 08.84' x. R 130	
+75	87° 38.29' x. L 570.64	
+68.32	81° 09.95' ✓	
+50	77° 07.73' x. D. 13.2221	
+30.87 P.O.C.	72° 54.80' ✓.	
3+0 +	66° 06.85' x.	
+75	60° 36.08' x.	
+66	58° 37.07' ✓	
+50	55° 06.52' x.	
+25	49° 34.97' x.	
2+0	44° 04.42' x.	
+75	38° 32.87' x.	
+50 + P.O.C.	33° 03.32' x.	
+25	27° 32.76' x.	
1+0	22° 02.21' x. L 50'	
^{C-2196} +75	16° 31.66' x. C 49.69	
+57.82	12° 44.50' ✓. D 11° 01.10'	
+50	11° 01.10' x.	
+27.70	6° 06.25' x.	
0+00 B.C.	0° 00'	
82+38.14 P.O.C. Yabosh		

+95.70

65° 09.78'

North East Inner Loop at Market St

Sketch Page 22

16+12.49	P.O.C. Market St	
+69.38	F.C.	125° 28.42' ✓
+51.91		121° 37.42' ✓
+29.85	= 1' R. on Lt	116° 45.37' ✓
5+04	= End Walk on Rt	111° 03.74'
5+0		110° 11.05' ✓
+80		
+75	105° 46.61'	104° 40.50' 00' ✓
+50	P.O.C. &	99° 09.95' LHO
+25		93° 39.39' LHO
4+0		88° 08.84' LHO Δ 250' 56" 50"
+75		82° 38.29' LHO R 130'
+50		77° 07.75' LHO 569.38
+25		71° 07.18' LHO D. 13.2221
3+0	P.O.C.	66° 06.66' LHO
+75		60° 06.08' LHO
+64.95	P.O.C. &	58° 23.14' ✓
+50		55° 05.55' LHO
+25		49° 34.97' LHO
2+0		44° 04.42' LHO
+75		38° 33.87' LHO
+65	34° 21.64'	
+50	*	33° 03.31' LHO
+25		27° 32.76' LHO
1+0	P.O.C.	22° 02.21' LHO
+75	c 31.96	16° 31.66' LHO 50' LHO
+58.63		12° 55.08' ✓ c 49.69
+32.13		7° 04.85' ✓
0+0.0	B.C.	0° 00'
86+23.63	P.O.C.	

def
4+84.85 = 106° 50.74' = opp End curb Lt.

+50 11° 01.11' X

North East Outer Connection
to Market St.

Sketch Page 23

+87.74 P.T.	15° 31.54' ✓	
+75	15° 05.21' ✓	
+50	14° 08.35' ✓	
+25	13° 00.91' ✓	
4+0	11° 43.69' ✓	A 46' 34' 34" ✓
+75	10° 16.69' ✓	Rc 300' ✓
+50	8° 49.89' ✓	D. 5.7296
+25	6° 53.30' ✓	As 23° 17' 17"
3+0	4° 56.93' ✓	Ts 253.93' ✓
+75	2° 54.69' ✓	Is 243.89' ✓
2+60 - End of Rt	1° 30.33' ✓	
+50	0° 34.83' ✓	Cs 242.09' ✓
	0° 00'	Es 35.55' ✓
+4387 P.S.S.	7° 45.75' ✓	a 7.831
+25	6° 36.40' ✓	f .007831 ✓
+04 - Int. Pt. 5° 23.85' ✓		
2+0	5° 13.20' ✓	p 8.21
1+82 - opp 1 st Lt	4° 12.36' ✓	
+75	3° 59.77' ✓	
+62 - CB CRT	3° 25.49' ✓	q 121.37
+50	2° 56.18' ✓	
+25	2° 03.13' ✓	
1+0	1° 18.30' ✓	
+75	0° 44.04' ✓	
+50	0° 19.58' ✓	
+25	0° 04.89' ✓	
0+00 P.S. N.E. of 0° 00'		
22+18.94 Market St.		

+87.74 P.T.	0° 00'
+75	0° 01.27' ✓
+50	0° 11.15' ✓
+25	0° 30.82' ✓
4+0	1° 00.28' ✓
+75	1° 39.52' ✓
+50	2° 28.55' ✓
+25	3° 27.37' ✓
3+0	4° 25.92' ✓
+75	5° 54.37' ✓
2+60	6° 15.11' ✓
+50	7° 22.55' ✓
2+43.87 P.S.S.	7° 45.75' ✓

A 60° 00'

+77.50 P.T.	11° 59.29	ΔS 17° 58' 55"
+50	10° 45.20	ΔS 22.91
+25	9° 18.76	ΔS 156.92
9+0	7° 33.97	ΔS 156.23
+75	5° 30.93	ΔS 43.41
+50	3° 09.64	ΔS 146.05

S 0145

+20.58 P.C.S.	12° 01.08	0° 00'
8+0	9° 39.61	ΔC 24° 02' 10"
+75	6° 47.72	RC 250' T 53.22
+50	3° 55.83	L 104.88 C=104.11
+25	1° 03.94	D1 687.55

+15.70 P.S.C.	0° 00'	5° 59.63	ΔH
7+0		4° 51.17	ΔH
+75		3° 17.20	ΔH
+50		2° 01.49	ΔH
+25		1° 04.02	ΔH
6+0		0° 24.81	ΔH
+75		0° 03.84	ΔH
+69.18 = T.I.C. to N.E. 1/4		0° 01.58	
5+58.78 P.S.		0° 00'	

+77.50 P.T.	0° 00'
+50	0° 11.04
+25	0° 40.24
9+0	1° 27.69
+75	2° 33.39
+50	3° 57.34

+20.58 P.S.C.	5° 59.63
---------------	----------

+15.70 P.S.C.	0° 00'
7+0	1° 44.34
+75	4° 15.65
+50	6° 28.70
+25	8° 23.51
6+0	10° 00.06
+75	11° 18.32
5+58.78 P.S.	11° 59.29

South East Outer Connection
to Federal Blvd.

Sketch Page 26

5+49.91 Fd.P.K.

+30.87	FC	10° 29.11'	LH
+25		10° 12.50'	
+18	9° 22.25'		
4+0		9° 00.68'	LH Δ 20° 58' 13"
+75		7° 49.06'	R 600
+50		6° 37.44'	LH 111.04
+25		5° 25.82'	L 219.60
3+0		4° 14.26'	LH D. 2.8648
+75		3° 02.58'	L
+50		1° 50.96'	LH
+25		0° 39.54'	L
2+11.27	BC.Rt	0° 00'	

0+67.86 P.O.T

0+00.47 9/10 P.O.C
Hoback Blvd

+30.87 F.C.

26.87

4+0

750

3+0

642.71

+50

2+11.27 BC.Rt

Δ 20° 58' 13"

1/2 10° 29' 11"

R 525'

L

T 97.16

South East Outer Connection
to Federal Blvd.

18+85.74 SEOC = 47+97.48 Federal

+93.37 E.C.	10° 11.87' "
+75	9° 15.76' "
+50	8° 00.07' " Δ 20° 22' 15"
+25	6° 44.38' " R 567.75'
15+0	5° 28.76' " T 102.05'
+75	4° 13.00' " L 201.91'
+50	2° 57.33' " D 13.0275'
+25	1° 41.63' "
14+0	0° 25.95' "
13+91.43 [↑] B.C. Rt.	0° 00'
13+92.17 [↓] Back	

Alignment Market St. Right Lane.
3rd St. South to East of 36th St.

Sketch Page 20

South Curb of Island

+5450 F.C.	3° 16.08' ✓
+25	2° 25.39' ✓ Δ 6° 32' 10"
6+0	1° 42.41' ✓ C&R 1000'
+75	0° 59.44' ✓ T 57.10'
+50	0° 16.47' ✓ L 114.08'
5+40.43 B.C.R.	0° 00' D1 1.7189

62

South Curb Line

6+50.39 = 6+54.5° F.C. Plane	
+16.11	
+22.09	
5+98.04	
+82.39 F.C.	3° 16.08'
2.47	
+73.92	3° 01.51' Δ 6° 32' 10"
24.75	
+19.76	2° 19.98' ✓ C&R 1000'
24.72	
+25.04	1° 37.49' ✓ T 57.10'
25.03	
5+00.01	0° 54.49' ✓ L 114.08'
25.01	
+75	0° 11.50' D1 1.7189
86.9	
4+68.31 B.C.	0° 00'

Martel St. Right Lane

Sketch page 22

+26.39 P.R.C.	✓	6° 25.89' ⁴⁴	
13+0	✓	5° 40.55' ⁴⁴	
+75	-	4° 57.59' ⁴⁴	Δ 12° 51' 47"
+50	✓	4° 14.61' ⁴⁴	R 1000'
+25	✓	3° 51.64' ⁴⁴	T 112.73 ✓
+12/10	out	3° 09.47' ⁴⁴	Δ 224.50 ✓
13+0	-	2° 48.67' ⁴⁴	D. 1.7189
+75		2° 05.67' ⁴⁴	+
+52.33 = 5+70.4 P.C. ✓		1° 26.70' ⁴⁴	
+25	✓	0° 39.72' ⁴⁴	+
		0° 00'	
11+01.89 P.R.C.		4° 36.39' ✓	
+75	✓	3° 50.19' ✓	Δ 9° 12' 47"
+56.42		3° 18.25' ✓	R 1000'
+40.91	✓	2° 51.59' ✓	T 80.57'
+26.42 = 1 R 07 Lt		2° 26.68' ✓	Δ 160.80 =
10+10.91 = 1 R 07 R ✓		2° 00.02' ✓	D. 1.7189
+96.68 = 24 1/4 Martel Lane		1° 35.56' ✓	
+76.68 = R 07 Rt ✓		1° 01.18' ✓	
+50		0° 15.32'	
9+41.09 B.C. Lt		0° 00'	

384 509%

24 P.C. 25.74

+64 1° 38.68'

24 P.C. 24.215

24 P.C. 22.11

24 P.C. 26.69

24 P.C. 22.55

11+01.89 P.R.C.

4° 36.39'

+75.

3° 59.20'

+50

3° 07.22'

+25

2° 24.25'

10+0

10 41.27

+75

0° 58.36'

+50

0° 15.32'

9+41.09 = B.C. Lt.

0° 00'

+38.74 E.C.	4° 25.83'	LTT	
+75	4° 14.01'	LTT	
+72.49 POC	4° 03.16'	✓	
5769.88 N.E.L.			
16+0	3° 52.53'	LTT	Δ 8° 51.40'
15+82.15 P.P. I'R	3° 37.18'		
+75	3° 31.04'	LTT	2R 2000'
+63.96	3° 21.56'		
+50	3° 09.56'	LTT	7 15496
+25	2° 48.08'		
+21.58 = 0+0 S.E.L.	2° 45.13'	✓	6 30931
45			
15+0	2° 26.59'	LTT	D. 0.8594
+75	2° 05.10'	LTT	
+50	1° 42.63'	LTT	
+47	1° 41.04'		
+25	1° 22.13'	LTT	
14+0	1° 00.63'	LTT	
+83.56	0° 46.47'	✓	
+75	0° 39.16'	LTT	
+50	0° 17.68'	LTT	C 25.35
13+29.43 P.R.C.	0° 00'		C 28.81-20.86

Market St. Left Lane

Sketch Page 22

12+29.43 E.C.

A 1° 51' 20"

13+0

R 1996

+75

T 8282

L 6464

D 0.8611

12+64.79 B.C. Lt.

11+64.79' E.C.

6° 01.25' ✓

+50

5° 35.84' ✓

+42.24

5° 22.50' Δ 12° 02' 30"

+25

4° 52.87' ✓ R 1000

+12.24

4° 30.93' T 105.47

11+0

4° 09.89' ✓ L 210.17

+75

3° 26.92' ✓ D. 77189

+50

2° 43.95' ✓

+25

2° 00.98' ✓

10+0

1° 18.00' ✓

+75

0° 35.03' ✓

9+54.62 B.C. Rt.

0° 00' ✓

Southwest Outer Connection
to Market St.

Strip

Sketch 24

3+7101 FC	46° 50'	
		Δ 95° 00'
+3550 = 1/2 R on R/L	29° 49.54'	Δ R 61.0'
+20	22° 32.57'	T 64.28
3+0	13° 09'	L 99.01
+80	3° 45.43'	D 28.1782
2+72° 00' BCLH	0° 00'	

+0884 FC	3° 04.50'	Δ 6° 09'
1+0	2° 49.51'	Δ R 101.4
+75	2° 07.13'	T 54.47
+50	1° 24.76'	L 108.84
+25	0° 42.38'	D 11.69.51
0+00 BCLH - Opp	0° 00'	
13+26.39 PRC Right Lane		

Southwest Outer Connection
to Market St.

Cont Page 29

+18.82 EC	22° 52.70" ✓	
6 + 0	19° 13.04" ✓	Δ 45° 05.24"
+7.5	14° 47.78" ✓	R 162'
+5.0	10° 22.52" ✓	T 67.25
+37.98 = 3+5087 S.W. 12.	8° 14.98'	L 127.49
		D. 10.6103
+1.5	4° 11.15'	
5 + 0	1° 31.99'	
4 + 91.33 BC	0° 00'	

Southwest Outer Connection
to Market St.

South & East Edge of Paving Sketch Page 24

68

4+35.09 Pct. 8 Strip

4+15.36 E.C.

$\Delta 14^{\circ} 59' 45''$

R 300

T 39.48

L 78.52

D 15.7296

3+36.84 P.C.C.

$\Delta 51^{\circ} 22' 30''$

R 49.0

T 26.26

L 48.21

D 135.079

2+88.63 P.C.C.

$\Delta 21^{\circ} 37' 45''$

R 120

T 22.92

L 45.30

D 143.259

1+42.33 B.C.L.T.

South West Return
Nabors + National

7+77.37 National

-0pp			
+73.99	E.C.	8° 00' ✓	Δ 16° 00'
	24.20		R 260°
+49.79	24.20	5° 20' ✓	T 36.34
+25.59		3° 40' ✓	L 72.61
	24.21		D 16.6111

2+01.38 P.C.C.

+66.69	24.69	31° 58.31' ✓	Δ 63° 56' 27"
+40.65	26.04	24° 19.46' ✓	R 130°
	27.37	18° 35.16' ✓	T 81.14
1+15.28	27.36	12° 33.40' ✓	L 145.08
+85.92		5° 21.64' ✓	D 13.2221

+58.29	opp R	0° 26.31'	
	19.9		
+56.30	P.C.C.	0° 00'	Δ 12° 14' 25"
	23.15		R 260°
+28.15		3° 06.10' ✓	T 28.46
			L 56.50

0+00 - B.C. Lt.

0° 00'	D. 6.6111
--------	-----------

North West Return
Yabosh + National

28+32.51 Yabosh

= opp

+6332 EC

+3517 28.15

2811

2+07.02 P.C.C.

+8309 23.91

+5705 26.04

+35.77 21.28

1+14.49 21.28

+9322 21.27

2061

+7261 P.C.C.

+4841 24.2°

+40.00 24.21

+24.20

0+00 B.C.Lt.

= opp

7+90.59 National

$\Delta 12^{\circ} 29' 16''$
 $6^{\circ} 12' 19''$ R 260
 $3^{\circ} 06.09''$ T 28.25
 L 56.29
 D. 6.6111

$0^{\circ} 00'$
 $29^{\circ} 37.37''$
 $24^{\circ} 20.50''$ A $59^{\circ} 14' 41''$

$18^{\circ} 36.20''$ R 150

$13^{\circ} 54.99''$ T 73.92

$9^{\circ} 13.74''$ L 134.12

$4^{\circ} 32.51''$ D 113.2221

$0^{\circ} 00'$

$8^{\circ} 00''$

$5^{\circ} 20''$ A $16^{\circ} 00'$
 R 260

$2^{\circ} 40''$ T 36.54

$0^{\circ} 00'$ L 72.61
 D. 6.6111

384 50%

North Fort Return
Habash & Ocean View

72

47+46.83 Ret Habash

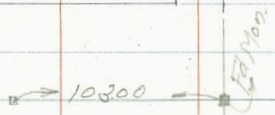
= opp			19° 12' 28"
+63.51	F.C.	1° 51.23'	R 260
22.03		2° 35.62'	T 22.08
+41.48			L 44.05
22.03			D 16.6111

+19.46	P.C.C.	0° 00'	
12.04		34° 21.77'	
2+07.12		31° 38.48'	L 68° 43' 32"
25.47		26° 01.78'	R 150
+81.65		20° 25.08'	T 88.89
25.46			

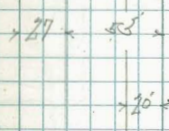
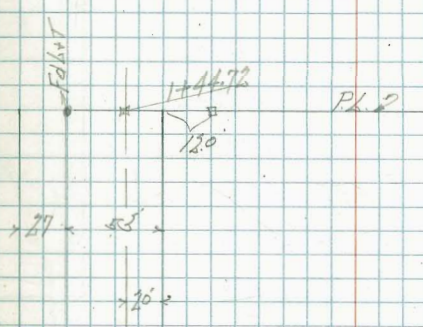
+56.19		14° 48.38'	L 155.92
25.47		9° 04.08'	D 13.2221
+30.72		4° 32.04'	
26.62			

1+04.68		0° 00'	
20.57		7° 00'	L 14° 00'
+84.11		1° 40'	R 260
20.58		2° 20'	T 31.92
+63.53	P.C.C.		L 63.53
21.18		0° 00'	D 16.6111
+42.35			
21.17			
+21.18			

0+00 B.C.R.
= opp
12+17.09 Ocean View



311201



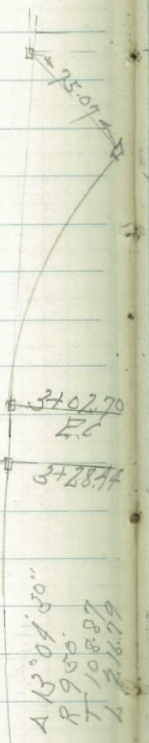
Francis J. O'K.

19011111
19011111

3157301

Wabash Blvd. Sec. B
 Right of way U.S. Naval Station
 Wabash Blvd to Main St.

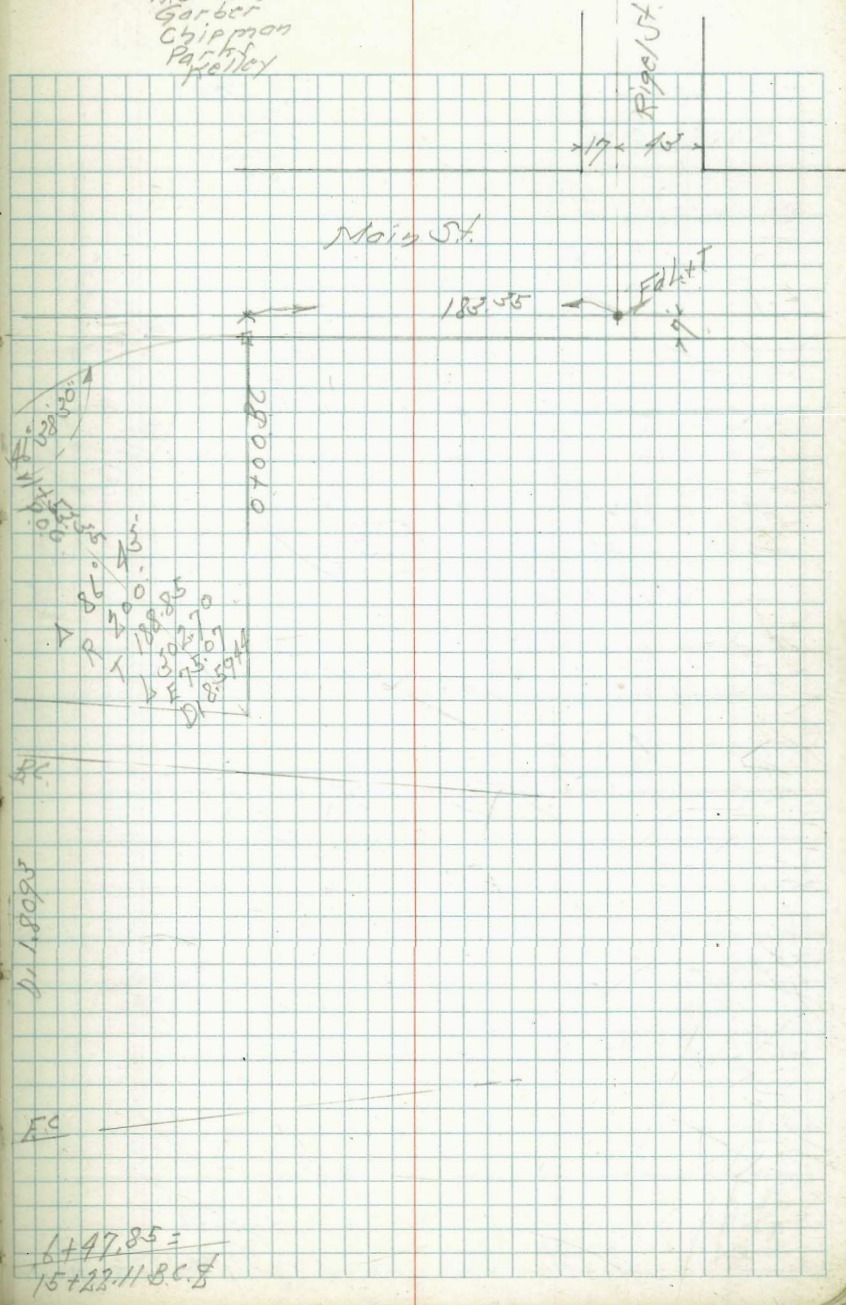
0+00	BC Lt.	0° 00'
+25		3° 34.86 ✓
+50		7° 09.72 ✓
+75		10° 44.58 ✓
1+0		14° 19.44 ✓
+25		17° 54.30 ✓
+51.35	Mid Pt.	21° 10.45 ✓
+75		25° 04.02 ✓
2+0		28° 38.88 ✓
+25		32° 13.74 ✓
+50	P.O.C.	35° 48.60 ✓
+75		39° 23.46 ✓
3+0		42° 58.32 ✓
+0270	F.C.	43° 21.50 ✓
3+28.44	BC Lt.	0° 00'
+50		0° 39.01 ✓
+75		1° 24.24 ✓
4+0		2° 09.47 ✓
+25		2° 54.71 ✓
+50		3° 39.94 ✓
+75		4° 25.17 ✓
5+0		5° 10.41 ✓
+25		5° 55.64 ✓
+45.28	F.C.	1° 32.25 ✓



June 4-53
 H. Sisson
 Garber
 Chipman
 Parry
 Kelley

Sheet 3246 B

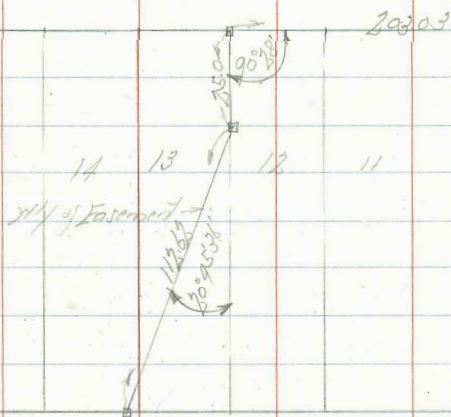
75



Chollas Creek Channel Easement
 Lots 12-13-14 Blk. 4 McLaren's Hst. Add.

April 27-53
 H. Sisson
 Garber
 Chipman
 Porter
 Kelley

Island Ave.



3000'

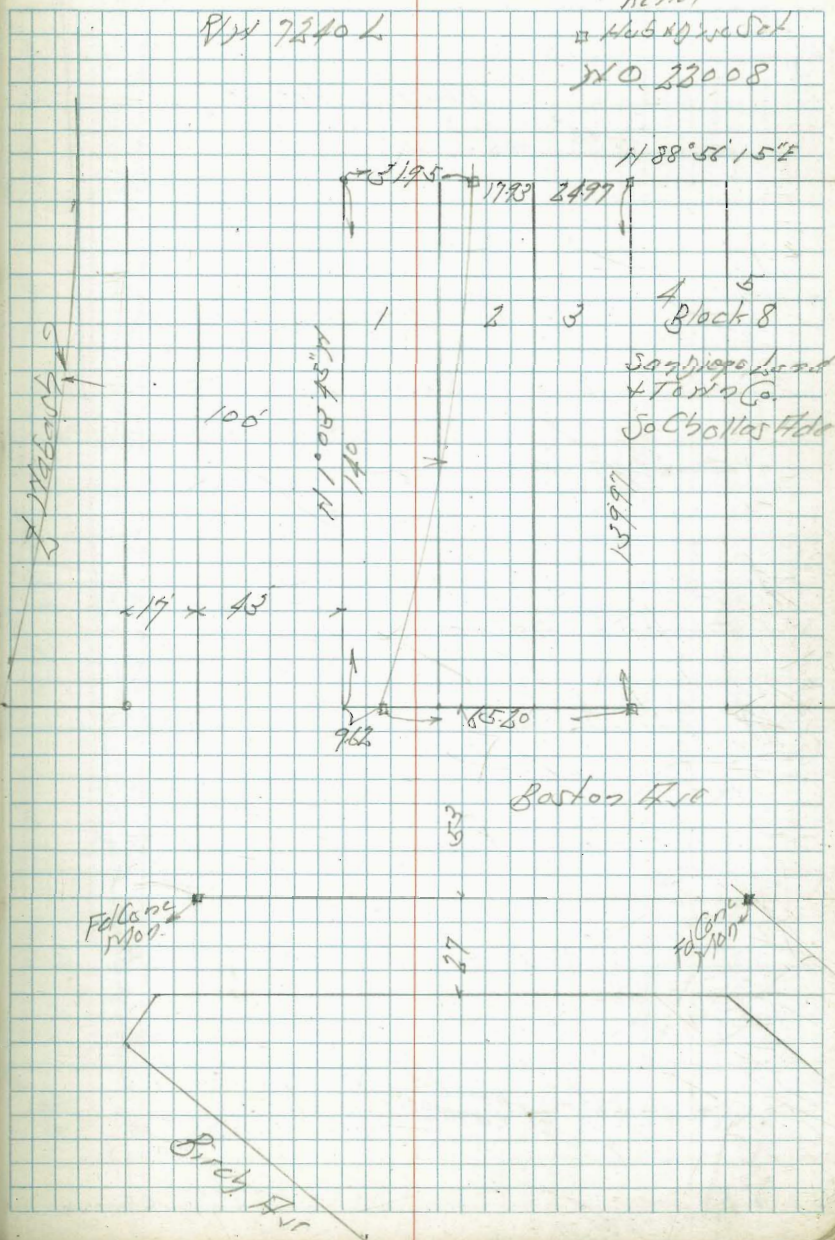
3" sk

Ed. 187 Mo. 0

Survey Lots 12-3 March 18-53 76
 Block 8 San Diego Land + Tract Co. H. Sisson
 South Chollas Add. Garber
 Chipman
 Kelley

Plat 7240 L

Subdiv. Plat
 No. 23008



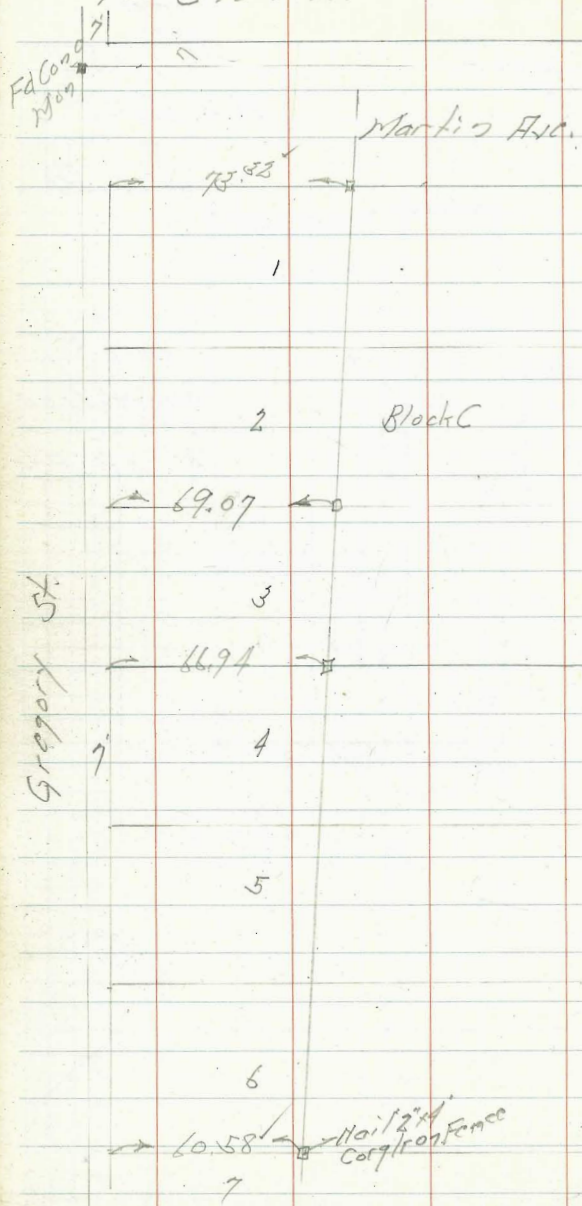
Boston Ave

Birch Ave

Following
 Mo. 0

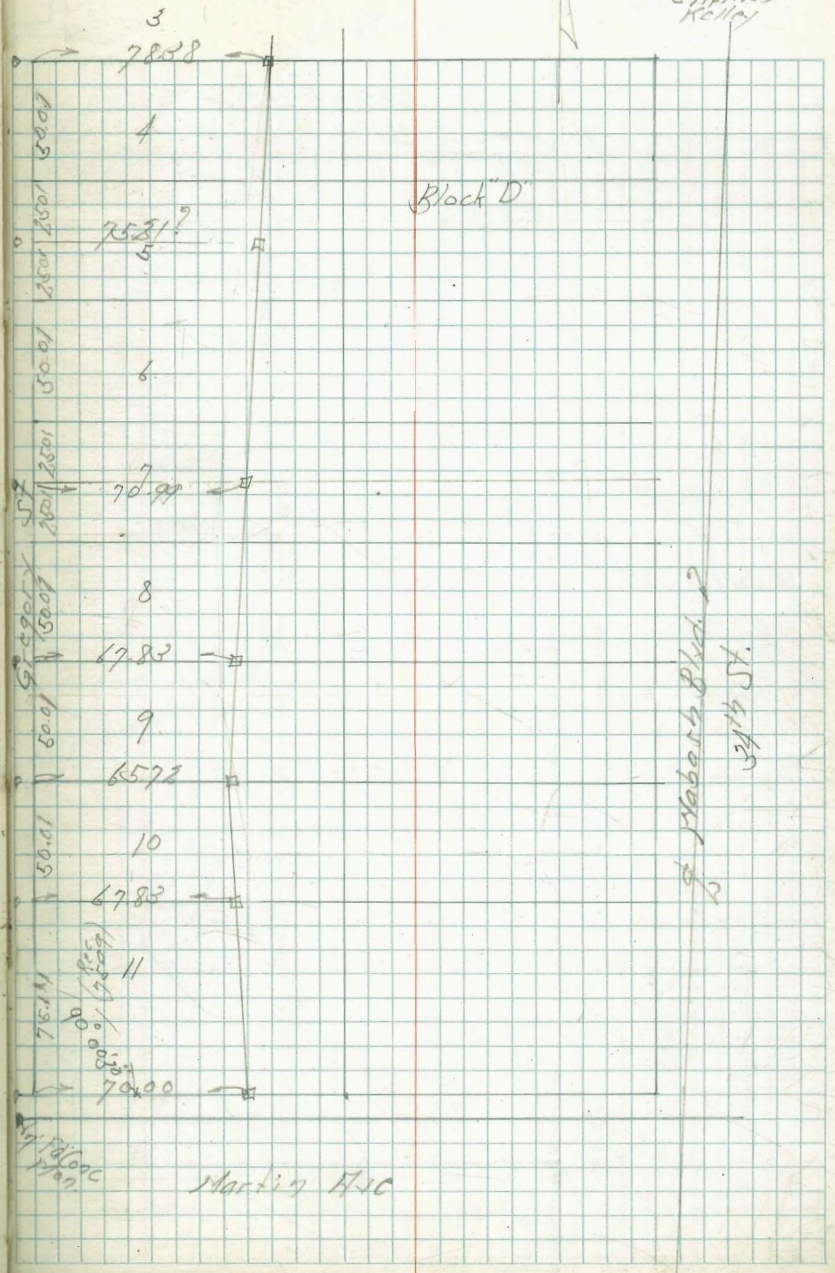
Ed. 187 Mo. 0

Survey Block C-D. El Nido
For Channel



Ed Cong
Mon 4/28/84.77

Feb. 11-53
H.S. 5807
Garber
Chipman
Kelley 77

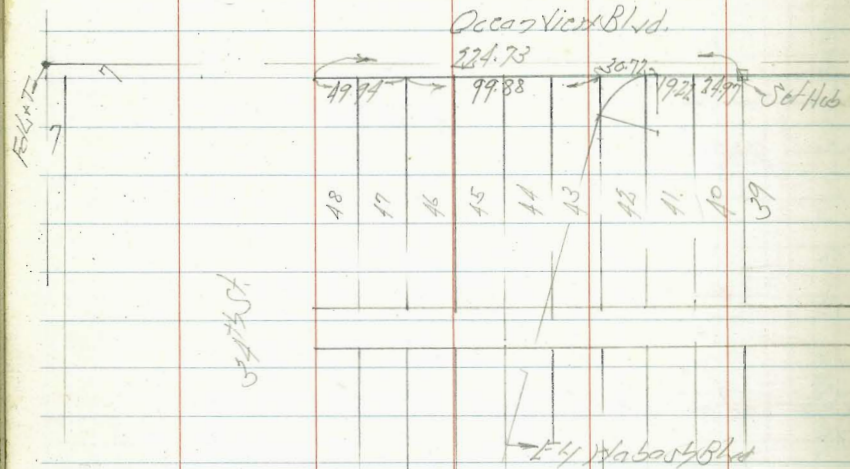


Ed Cong
Mon

Martin's H/c

Hobbs Blvd.
34th St.

Wabash Blvd. Ocean View Blvd
 End 34th St. Right of Way



R/W Sect 72426

April 1-54
 H. Sisson
 Garber
 Chipman
 Kelley

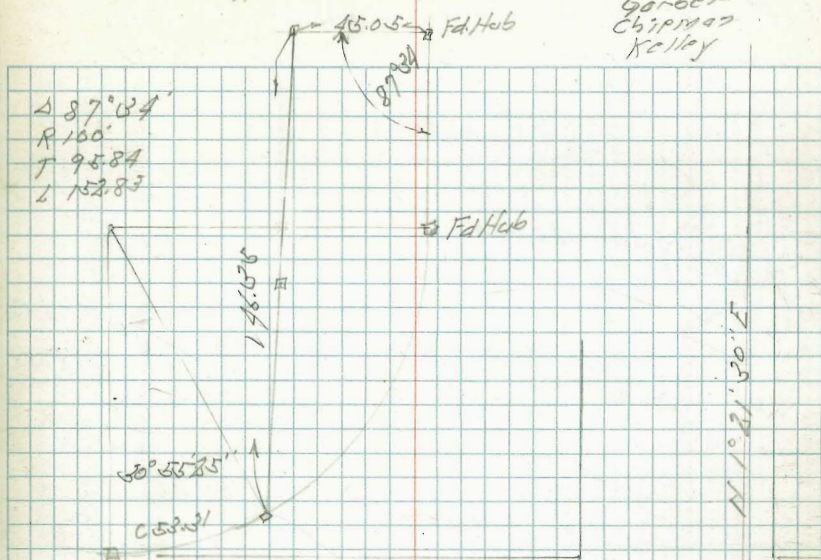
Valle H.c.

Martin

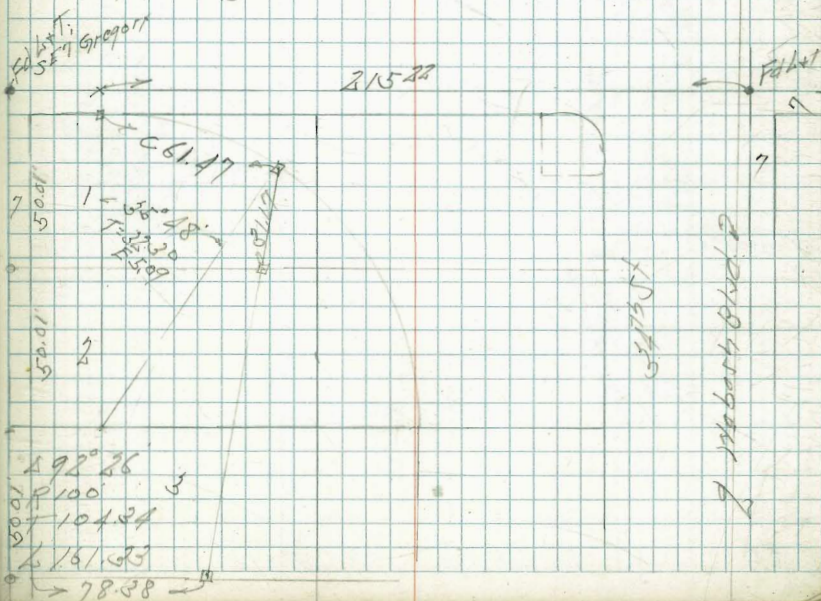
R/W 72426

Feb. 10. 53
 H. Sisson
 Garber
 Chipman
 Kelley

78



Ocean View Blvd



Survey Lot 1-12 Block 84
San Diego Homestead

For R/W Dept.

Desotes
(Huber)

Feb. 9. 53
A. S. Mason
Garber
Chipman
Kelley

IMPROVED TABLES AND INFORMATION

HORIZONTAL STADIA CORRECTIONS

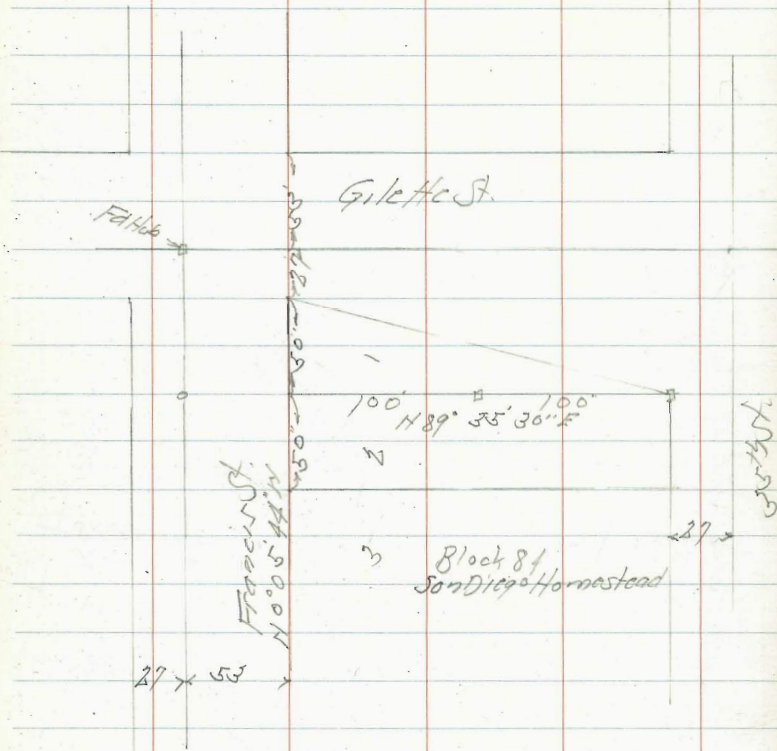
2°-00' — 0.1	21°-00' — 12.8	33°-00' — 29.7
3°-00' — 0.3	21°-30' — 13.4	33°-15' — 30.1
4°-00' — 0.5	22°-00' — 14.0	33°-30' — 30.5
5°-00' — 0.8	22°-30' — 14.7	33°-45' — 30.9
6°-00' — 1.1	23°-00' — 15.3	34°-00' — 31.3
7°-00' — 1.5	23°-30' — 15.9	34°-15' — 31.7
8°-00' — 1.9	24°-00' — 16.5	34°-30' — 32.1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

Chains to Feet

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

Feet to Chains

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



On Notes

Feb 28-53 8 H

March 7-53 8

March 28-53 8

April 2-53 8

April 11-53 8

April 18-53 8

April 25-53 8

May 2-53 8

May 9-53 8

$$\begin{array}{r} 10 \text{ ul } 22 \\ 9.15 \text{ ul } 78 \\ \hline 1025 \text{ ul } 94 \\ 42 \end{array}$$

$$\begin{array}{r} 45 \text{ ul } 8 \\ 5041 \end{array}$$



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$$\begin{array}{r} 34 \\ 40 \\ 45 \\ \hline 119 \end{array}$$

ROCKE HAND LEVEL



For use in... A. com