

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

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

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

PAGES	INDEX	DATE
1-27	SITUATION SURVEY ALONG "A" & "ASH" STS.	11-17-53
28	X-SECT. 53rd: EL CATON to TROJAN	
43	Survey Prop. WALK - LOTS 17+18 BIK "Q" FAIRMOUNT & LOTS 1+29 BIK "P" PARK	

SURVEY OF ASH ST. INDIA TO 9-14

N.O. 21173

NOTE: Baseline for distances out are from Corby Sta.

Sta.

East end Along Ash - Sta.

0+00 = E. Prop. Line India Sta.

Ely Along "A" St.

SITUATION SURVEY ALONG "A" ST. INDIA

FROM INDIA TO 9-TH AVE

W.O. 21193

LT

NOTE: All distances out are from cb. face  
unless otherwise noted

P.M. = Parking Meter

L.P. = 2' Dia <sup>octagonal</sup> Base Lamp Post.

2+00 = Wly Line India St

1+83<sup>0</sup> To 2+00 Conc. Brk. Ch. 4.5' To S.W.

1+83<sup>0</sup> End Driveway

1+63<sup>0</sup> Begin 20' Driveway

1+53<sup>0</sup> Begin Conc. Brk. Ch. 4.5' Nly To S.W.

1+50<sup>0</sup> 4" Drain Through cb. & Brk. To P.L.

1+48<sup>0</sup> 1.6' Brk. & 1' x 1.5' Water Meter Box

1+35<sup>0</sup> End Driveway

1+15<sup>0</sup> Begin 20' Driveway

0+98<sup>5</sup> 2" Brk. & 12" R.P. N 243 7754-H

0+97<sup>0</sup> 4.3" C.I. Drain Through cb. & Brk. To P.L.

0+97<sup>5</sup> End Driveway

0+81<sup>0</sup> Begin 16.5' Driveway

0+17<sup>0</sup> End Brick Brk. Ch. & Begin Grass Lawn

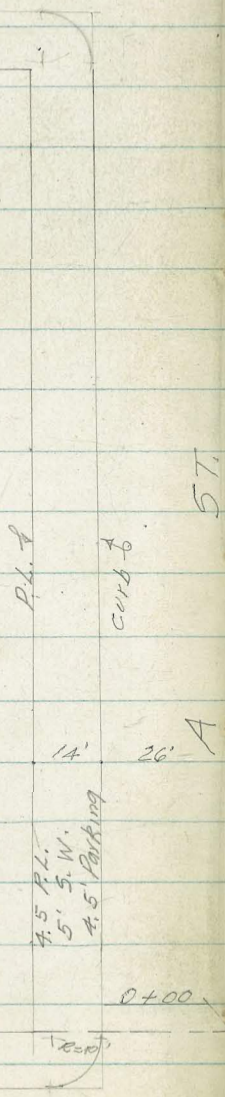
0+08<sup>0</sup> 4.1" C.I. Drain Through cb. & Nly To P.L.

0+03<sup>2</sup> 1.3' Brk. & 4" x 4" Stop Sign Post.

0+01<sup>0</sup> 2" Brk. & 12" R.P. N 437 759-H

0+00 Begin Brick Brk. Ch. 4.5' Nly

INDIANA  
DEER  
NOV 23 1953



KETTNER

11-16-53

Stampfer  
Huffman  
Nordahl  
Sherry

ST.

RT.



2+00 = Wly Line India St

1+98<sup>3</sup> 2' Brk. & 4" x 4" Stop Sign Post.

1+85<sup>5</sup> 4.4" Drain Through cb. & 5/4" To P.L.

1+61<sup>5</sup> End Driveway

1+48<sup>5</sup> Begin 13' Driveway

1+28<sup>1</sup> 4' Deadman 2.3' Brk.

1+24<sup>5</sup> 4' Deadman 1.3' Brk.

1+02<sup>0</sup> 4" Drain Through cb. 5/4" To P.L.

1+00 End A.C. & Begin Conc. Brk. Ch. & 14' 5/4"

0+98<sup>0</sup> 1.8' Brk. & 14" R.P.

0+68<sup>0</sup> End Driveway Begin A.C. Brk. Ch. & 4.4' 5/4"

0+43<sup>0</sup> Begin 25' Driveway

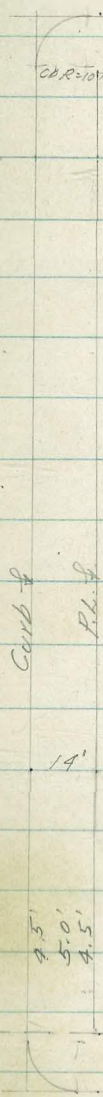
0+41<sup>0</sup> 2.3' Brk. & 1' x 1.5' Water Box

0+40<sup>5</sup> 2" Brk. & 8" Gas Valve

0+39<sup>3</sup> End A.C. Begin Conc.

0+00<sup>5</sup> 2.5' Brk. 3" Pipe Stop Sign Post.

0+00 = Begin A.C. Pavt Back ch. & 4.4' 5/4"



ST.

Ely Along "A" St. Contd.

Lt.

2+00 = Wly Line Columbia St.  
 2+00 - 2' Bk & 2' Dia. Octagonal Base Lamp Post  
 1+68<sup>5</sup> End 33' Dr. Way & Begin Dirt in Parking  
 1+52 - 2' Bk & 1' x 1.5' Water Meter Box  
 1+35<sup>5</sup> Begin 33' Driveway  
 1+29<sup>0</sup> Begin 3<sup>5</sup>' Conc. Walk in Parking  
 1+20 - 2' Bk & 2' Dia. Octagonal Base Lamp Post  
 0+98<sup>5</sup> End A.C. in Parking & Begin Lawn  
 0+70<sup>5</sup> 2' Bk & 2' Dia. Octagonal Base Lamp Post  
 0+69 End Driveway Begin A.C. Pavt. Bk. Ch & 4.7' Nly to S.W.  
 0+02 Begin 67' Driveway  
 0+00<sup>2</sup> 2' Bk & 4x4" Stop Sign Post 5.3' S.W.  
 4.7' Parking  
 4.0' Prop  
 0+00 = Ely P.L. India St. 4.0' Prop

11-16-53

Rt.

2+00 = Wly Line Columbia St  
 14' Conc. Ch To P.L.  
 1+99 - 2' Bk & 15" P.P. N<sup>o</sup> 501  
 1+60<sup>5</sup> 2' Bk & 2' Dia. Octagonal Base Lamp Post  
 1+25<sup>5</sup> End Driveway  
 1+14<sup>0</sup> Begin 11<sup>5</sup>' Driveway  
 1+01 & 4" C.I. Drain Through Ch. Sly To P.L.  
 0+99 - 1<sup>2</sup>' Bk & 14" P.P. N<sup>o</sup> 533  
 0+83<sup>3</sup> 2' Bk & 2' Dia. Base (Octagonal) Lamp Post  
 0+81<sup>5</sup> End 58' Driveway  
 0+64<sup>3</sup> 2' Bk & Deadman  
 0+50<sup>6</sup> 2' Bk & Parking Meter  
 0+29<sup>2</sup> 2' Bk & Parking Meter  
 0+23<sup>5</sup> Begin 58' Driveway  
 0+22 2' Bk & 1' x 1.5' Water Meter Box  
 0+20<sup>6</sup> 2' Bk & 1' x 1.5' Water Meter Box  
 0+18<sup>8</sup> 2<sup>5</sup>' Bk & 1' x 1.5' Water Meter Box  
 0+00 - 2' Bk & 2' Dia. Octagonal Base Lamp Post  
 14' Conc. Ch To P.L.

Ely Along "A" St. Contd.

Lt.

2+00 = Wly P.L. State St.

2+00 - 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

1+57<sup>5</sup>' End Driveway

1+41<sup>0</sup>' Begin 16<sup>5</sup>' Driveway

1+19<sup>2</sup>' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

0+99<sup>6</sup>' 12' Bk. & 1'x1.5' Water Meter Box

0+97<sup>5</sup>' End Driveway

0+82<sup>0</sup>' Begin 15<sup>5</sup>' Driveway

0+51<sup>2</sup>' 1<sup>8</sup>' Bk. & 10" P.P. No 480

0+20<sup>3</sup>' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

4.7' Parking (conc.) 5.3' S.W. 4' A.C. To P.L.

0+00 = Ely P.L. Columbia St.

11-16-53

Rt.

2+00 = Wly Line State St

14' Conc. Cb. To P.L.

1+99<sup>5</sup>' End Driveway - 2<sup>3</sup>' & 4"x4" Stop Sign Post

1+61<sup>0</sup>' Begin 38<sup>5</sup>' Driveway

1+59<sup>6</sup>' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

1+58<sup>5</sup>' End Driveway

1+33<sup>2</sup>' 1<sup>4</sup>' Bk. & 1'x1.5' Water Meter Box

1+30<sup>5</sup>' Begin 28' Driveway

0+79<sup>2</sup>' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

0+71-1<sup>6</sup>' Bk. & 12" P.P. No 475

0+58<sup>5</sup>' & 4" Drain Through Curb

0+44<sup>0</sup>' 1<sup>6</sup>' Bk. & 1'x1.5' Water Meter Box

0+00 - 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post

14' Conc. Cb. Sly To P.L.

Ely Along 'A' St. Contd.

Lt.

11-16-53

Rt.

4.7' Conc. Parking 5.3' S.W. 4' A.C. To P.L.  
 2+00 = W/4 Line Union St.  
 2+00 2<sup>3</sup>' Bk & 2' Dia. Octagonal Base Lamp Post  
 1+88 End Driveway  
 1+69<sup>0</sup> Begin<sup>19'</sup> Driveway  
 1+43<sup>5</sup> End Driveway  
 1+23<sup>0</sup> Begin 20<sup>5</sup> Driveway  
 1+20<sup>3</sup> 2<sup>2</sup>' Bk & 2' Dia. Octagonal Base Lamp Post  
 1+00 & 4" Drain Through Curb Nly To P.L.  
 0+99<sup>5</sup> & 3" Drain Through Curb To P.L.  
 0+84<sup>0</sup> 1.7' Bk & 1'x1.5' Water Meter Box  
 0+82<sup>5</sup> End Driveway  
 0+75<sup>2</sup> 2<sup>3</sup>' Bk & 8" Gas Valve Cover Cap  
 0+51<sup>0</sup> Begin 31<sup>5</sup> Driveway  
 0+46<sup>5</sup> 2<sup>2</sup>' Bk & 2' Dia. Base Octagonal Lamp Post  
 0+41<sup>0</sup> End Driveway  
 0+02<sup>5</sup> Begin 38<sup>5</sup> Driveway 2<sup>0</sup>' & 4'x4' Steps in Post  
 0+00 = Ely P.L. State Street  
 4.7' Conc. Parking 5.3' S.W. 4' A.C. Bk To P.L.

2+00 = W/4 Line Union St.  
 1+97<sup>8</sup> 12' Bk & 14" P.P. N° P-301  
 1+86<sup>2</sup> Begin Conc. in Parking  
 1+60<sup>8</sup> 2<sup>2</sup>' Bk & 2' Dia. Octagonal Base Lamp Post  
 1+54<sup>4</sup> End Conc. in Parking; Begin Lawn  
 1+33<sup>0</sup> Begin 14' Conc. Ch. Sly To P.L.  
 1+27<sup>0</sup> 1.7' Bk & 1'x1.5' Water Meter Box  
 1+24<sup>5</sup> 2<sup>3</sup>' Bk & 8" Gas Valve Cover Lid  
 1+01<sup>5</sup> & 4" C.I. Drain Through Cb. Sly To P.L.  
 0+80<sup>7</sup> 2<sup>2</sup>' Bk & 2' Dia. Octagonal Base Lamp Post  
 0+71<sup>3</sup> & 4" Drain Through Cb Sly To P.L.  
 0+70<sup>3</sup> 1<sup>3</sup>' & 12" P.P. N° 375  
 0+69<sup>5</sup> End Driveway  
 0+37<sup>5</sup> Begin 32' Driveway  
 0+29<sup>5</sup> 2<sup>5</sup>' Bk & 2" Intake filler Pipe  
 0+12<sup>0</sup> 2<sup>5</sup>' Bk & 2" Intake filler Pipe  
 0+00 - 2<sup>2</sup>' Bk & 2' Dia. Octagonal Base Lamp Post  
 4.7' Divt. Parking 5.3' S.W. 4' A.C. To P.L.



Ely Along "A" St. Cont'd.  
Lt.

11-16-53

Rt.

1+877' Wly. Line Front St.  
1+884' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post  
1+836' 15' Bk. & 1'x15' Water Meter  
1+365' End Driveway Begin A.C. in Parking  
1+195' Begin 17' Driveway (Conc.)  
1+158' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post  
0+985' End Driveway  
0+79' Begin 19<sup>5</sup>' Driveway A.C. in Parking  
0+404' 3' Bk. & 2<sup>3</sup>' Dia. Octagonal Base Lamp Post.  
0+01' Begin Curb 15' 5/4 of Wly. Line "A" St.  
Cb. Jogs 1' 5/4 @ 0+01' & Continues Ely  
NOTE: N.E. Return 15' 1/4 To P.L.  
4.7' Parking 5.5' W. 5.3' To P.L.  
0+00 = Ely P.L. Union Street.

NOTE: Union St. Measures 67' Wide On Sly  
Side of "A" St.

1+957' Wly Line Front St.  
1+957' End A.C. Begin Conc. Wly P.L. Front<sup>St.</sup>  
1+85' End Driveway Begin A.C. in Parking  
1+63' Begin 20' Driveway (End A.C.)  
1+62<sup>2</sup>' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post  
1+19' End Driveway Begin A.C. in Parking  
0+975' Begin 21<sup>5</sup>' Driveway  
0+808' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post  
0+79' End Driveway  
0+560' Begin 23' Driveway  
0+546' 17' Bk. & 15" P.R. No. T-235  
0+405' 2<sup>3</sup>' Bk. & 2' Dia. Octagonal Base Lamp Post  
4.7' Parking 5.3' S.W. 4' Lawn To P.L.  
(Lawn)

Lt.

Ely Along "A" St. Cont'd.

2+00 = Wly Line First Ave.

2+00 - 2<sup>z</sup> Bk & 2' Dia. Octagonal Base Lamp Post.

1+79<sup>o</sup> 4" Drain Through Curb Nly To P.L.

1+59<sup>5</sup> & 4" Drain Through Curb Nly To P.L.

1+46<sup>o</sup> 1<sup>o</sup> Bk & 1'x1.5' Water Meter Box

1+33<sup>z</sup> 1<sup>z</sup> Bk & 8" Gas Valve Lid Covered

1+23<sup>o</sup> 2<sup>z</sup> Bk & 2' Dia. Octagonal Base Lamp Post

1+21<sup>z</sup> End Dr-way & 4" Drain Through Ch <sup>Bk to P.L.</sup>

1+19<sup>o</sup> 1<sup>z</sup> Bk & 1<sup>z</sup> Water Meter Vault.

1+07<sup>o</sup> Begin 14<sup>5</sup> Driveway

0+96<sup>z</sup> & 4" C.I. Drain Through Curb

0+68<sup>5</sup> 1<sup>z</sup> Bk & 1'x1.5' Water Meter Box

0+64<sup>o</sup> 2' Bk & 8" Gas Valve

0+60<sup>5</sup> End Driveway

0+39<sup>o</sup> Begin 21<sup>5</sup> Driveway

0+33<sup>5</sup> 2<sup>z</sup> Bk & 2' Dia. Octagonal Base Lamp Post.

0+00 0<sup>o</sup> 5/4 & 1' Wide Box Inlet @ Ely End

0-14<sup>5</sup> 0<sup>o</sup> 5/4 & 1' Wide Box Surface Drain @ P.L. <sup>-thence Sly.</sup>

0+00 = Ely Line Front St.

14' Conc. Ch To P.L.

Rt.

11-16-53

2+00 = Wly Line First Ave

1+97<sup>z</sup> 1<sup>5</sup> Bk & 14" P.P. N<sup>o</sup> 101

1+92<sup>o</sup> 1<sup>z</sup> Bk & 4x4 Sign Post

1+60<sup>o</sup> 2<sup>z</sup> Bk & 2' Dia. Oct. Base Lamp Post.

1+50<sup>o</sup> 2<sup>z</sup> Bk & 2<sup>o</sup> Dia. Automatic Sprinkler M.H.

1+38<sup>z</sup> 2<sup>z</sup> Bk & 1'x1.5' Water Meter Box

1+38<sup>z</sup> 1<sup>o</sup> Bk & 6" Gate Valve (Water)

1+37<sup>z</sup> 1<sup>5</sup> Bk & 1'x1.5' Water Meter Box

1+10<sup>5</sup> End Driveway

1+09<sup>5</sup> 1<sup>o</sup> Bk & 8" Gas Valve Cover Lid

1+00 Begin 10<sup>5</sup> Driveway

0+97<sup>z</sup> 1<sup>5</sup> Bk & 1'x1.5' Water Meter Box

0+73<sup>z</sup> 2<sup>z</sup> Bk & 2' Dia. Oct. Base Lamp Post

0+59<sup>z</sup> 1<sup>z</sup> Bk & 14" P.P. N<sup>o</sup> 135

0+57<sup>5</sup> End Dr-way

0+37<sup>o</sup> Begin 20<sup>5</sup> Driveway

0+00 2<sup>z</sup> Bk & 2' Dia. Oct. Base Lamp Post.

0+00 - 0<sup>o</sup> Nly & 1' wide Box Drain Surface Gutter Inlet

0-14<sup>5</sup> 0<sup>o</sup> Nly & 1' Box Surface Drain @ P.L. Sly

Ely Along "A" St. Contd.

2+02 = 2' Bk & 2' Dia. Oct. Base Lamp Post.  
 2+00 - Wly Line 2-nd Ave  
 1+96 = 12' Bk & 10" P.P.N. # ?  
 1+77 = 2' Bk Parking Meter  
 1+76 = Begin 3' Conc. Slab in Parking  
 1+64 = 4" Drain Through cb Nly To P.L.  
 1+55 = 2' Bk Parking Meter  
 1+52 = Begin 3' Conc Slab in Parking  
 1+52 = Begin Curb  
 1+33 = 2' Bk Parking Meter  
 1+32 = End Curb - Begin 3' Conc. Slab in Parking  
 1+31 = 1 1/2' Bk 1' x 1 1/2' Water Meter Box  
 1+24 = Begin 3' Conc Slab in Parking  
 1+19 = 2' Bk & 2' Dia. Oct. Base Lamp Post.  
 1+18 = 2' Bk Parking Meter  
 1+10 = Begin 3' Conc Slab in Parking  
 0+90 = Begin 16 1/2' Driveway  
 0+86 = End Conc. in Parking  
 0+82 = Begin Conc. in Parking  
 0+57 = 2' Bk Parking Meter  
 0+56 = Begin 3' Conc. Slab in Parking  
 0+59 = 2' Bk & 14" P.P.N. # ?  
 0+45 = 2' Bk Parking Meter  
 0+40 = Begin 3' Conc. Slab in Parking  
 0+39 = 2' Bk & 2' Dia. Oct. Base Lamp Post  
 0+23 = 2' Bk Parking Meter  
 0+22 = Begin 3' Strip Conc. in Parking  
 0+00 = 12' Bk 4' x 4' Stop Sign Post  
 4.7' Parking 5.3' S.W. 4' Bk To P.L.  
 0+00 = Ely Line First Ave

Lt.

Rt.

Ely Along "A" St.

11-17-53  
 2+00 - Wly Line 2-nd Ave  
 1+98 = 1 1/2' Bk & 12" P.P.N. # 199  
 1+94 = 2' Bk & Fire Hydrant  
 1+92 = Begin 3' Conc Slab in Parking  
 1+91 = Begin Curb  
 1+85 = Begin Broken Cb. Sec. (curb out)  
 1+79 = 2' Bk Parking Meter  
 1+78 = Begin 3' Conc Slab in Parking  
 1+62 = 2' Bk & 2' Dia. Oct. Base Lamp Post.  
 1+58 = 2' Bk Parking Meter  
 1+56 = Begin 3' Conc Slab in Parking  
 1+53 = 1 1/2' Bk & 1' x 1 1/2' Water Meter Box  
 1+47 = Begin Curb  
 1+36 = Begin Broken Curb Section (curb out)  
 1+36 = End Driveway  
 1+01 = Begin 35' Driveway (conc.)  
 0+89 = 2' Bk Parking Meter  
 0+88 = Begin 3' Conc Slab in Parking  
 0+82 = 2' Bk & 2' Dia. Oct. Base Lamp Post.  
 0+74 = Begin 2' Walk (conc.)  
 0+68 = 2' Bk Parking Meter  
 0+67 = Begin 3' Conc Slab in Parking  
 0+53 = 2' Bk & 14" P.P.N. # 111  
 0+47 = 1 1/2' Bk & 1' x 1 1/2' Water Meter Box  
 0+46 = 2' Bk Parking Meter  
 0+45 = Begin 3' Conc Slab in Parking  
 0+28 = 2' Bk Parking Meter  
 0+23 = Begin 3' Conc Slab in Parking  
 0+01 = 2' Bk & 2' Dia. Oct. Base Lamp Post.  
 4.7' Parking 5.3' S.W. 4' 5/4 To P.L.

⑦

Ely Along "A" St. Contd.  
Lt.

2+00 Wly Line Third Ave  
2+00 2<sup>2</sup>' Bk & 2' Dia. Oct Base Lamp Post  
1+68<sup>0</sup> 15' Bk. Parking Meter  
1+48<sup>2</sup> & 4" Conc. Drain Through Cb. To P.L.  
1+47<sup>5</sup> 2<sup>0</sup>' Bk. Parking Meter  
1+36<sup>5</sup> & 4" Conc. Drain Through Curb To P.L.  
1+44<sup>0</sup> 1<sup>0</sup>' Bk & 2' Dia. Oct Base Lamp Post  
1+40<sup>0</sup> End Driveway  
1+00 Begin 40' Driveway To P.L.  
0+95<sup>0</sup> 2<sup>2</sup>' Bk. 1'x1.5' Water Meter Box  
0+91<sup>4</sup> 2<sup>2</sup>' Bk & 10" P.P.  
0+76<sup>5</sup> 2<sup>0</sup>' Bk. Parking Meter  
0+59<sup>0</sup> 15' Bk. Parking Meter  
0+40<sup>0</sup> 2<sup>2</sup>' Bk & 2' Dia. Oct Base Lamp Post  
0+37<sup>0</sup> 15' Bk. Parking Meter  
0+19<sup>0</sup> 15' Bk. Parking Meter  
0+18<sup>2</sup> & 4" N.Y.C. Drain Through Cb. Nly To P.L.  
0+00 0<sup>0</sup>' 5/4 & End 1<sup>1</sup>/<sub>2</sub>' Box Surface Drain  
0-14<sup>5</sup> 0<sup>6</sup>' 5/4 & 1<sup>1</sup>/<sub>2</sub>' Box Surface Drain @ P.L. Thence Nly  
0+00 = Ely Line Second Ave  
14' Conc. Cb. To Nly P.L.

Rt

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(5)

NOTE: Begin Basement @ Sta 1+00 Extends  
Out To Back of Curb; Continues Ely around  
Curb Return Thence Sly 100'±

Note: Begin Basement

2+11<sup>0</sup> 2<sup>6</sup>' Bk. Cb. Tam Reduced & 4" C.I. Drain Through Cb. Ret.  
2+00 Wly Line Third Ave  
1+80<sup>4</sup> 2<sup>0</sup>' Bk. Parking Meter Post  
1+65<sup>2</sup> 2<sup>2</sup>' Bk & 2' Dia. Oct Base Lamp Post  
1+32<sup>5</sup> 15' Bk. Parking Meter  
1+11<sup>0</sup> 15' Bk. Parking Meter  
1+00<sup>5</sup> & 4" C.I. Drain Through Cb. To P.L.  
1+00 Begin 14' Conc. Cb. To P.L.  
0+90<sup>4</sup> 15' Bk. Parking Meter  
0+78<sup>8</sup> 2<sup>2</sup>' Bk & 2' Dia. Oct Base Lamp Post  
0+69<sup>5</sup> 15' Bk. Parking Meter  
0+61<sup>2</sup> 23' Bk. Deadman  
0+51<sup>0</sup> 2' Bk & 9" Gully Pole  
0+48 End Driveway  
0+16<sup>0</sup> Begin 32<sup>0</sup> Conc. Driveway  
0+00 2<sup>2</sup>' Bk & 2' Dia. Oct Base Lamp Post  
0+00 0<sup>6</sup>' Nly & 1<sup>1</sup>/<sub>2</sub>' Box Gutter Drain  
0-14<sup>5</sup> 0<sup>6</sup>' Nly & 1' Box Surface Drain @ P.L. Thence Sly  
4.7' Parking 5.3' S.W. 4' P.L.

Ely Along "A" St. Contd.  
Lt.

2+00 Wly Line Fourth Ave  
2+00 2" Bk & 2" Dia. Oct Base Lamp Post  
1+97<sup>2</sup> End Driveway  
1+66<sup>8</sup> 2" Bk. Parking Meter  
1+60<sup>5</sup> Begin 36' Driveway  
1+55<sup>2</sup> 2" Bk & 1" x 2" Water Meter Vault  
1+45<sup>2</sup> Begin Conc. in Parking  
1+44<sup>5</sup> 1.5' Bk Parking Meter  
1+41<sup>5</sup> 1.8' Bk & Deadman  
1+26<sup>8</sup> 1.5' Bk Parking Meter  
1+20<sup>3</sup> 2" Bk & 2" Dia. Oct Base Lamp Post  
1+22<sup>2</sup> End Driveway Begin Dirt Parking  
End Conc. Bk SW. Begin A.C.  
1+00<sup>5</sup> Begin 21.5' Dr-way & 4" C.I. Drain Through Cb. To P.L.  
0+99<sup>2</sup> & 4" V.C.P. Drain Through Curb To P.L.  
0+97<sup>8</sup> 2" Bk & 10" P.P. No. JT-346  
0+90 End Drive Way & Conc. in Parking 4.7' Bk  
5.3' S.W.  
0+50 Begin 40' Driveway  
0+49<sup>2</sup> & 4" V.C.P. Drain Through Curb To P.L.  
0+39<sup>8</sup> 2" Bk & 2" Dia. Oct. Base Lamp Post  
0+36<sup>5</sup> 4" Bk & 8" Cover Fuel Intake  
0+32<sup>2</sup> 3" Bk & 8" Cover Fuel Intake  
0+28<sup>2</sup> 3" Bk & 8" Cover Fuel Intake  
0+27<sup>6</sup> & 2" Drain Through Curb To P.L.  
0+02<sup>7</sup> 2" Bk & 8" P.P. No. JT-300  
0+00<sup>8</sup> & 4" V.C. Drain Through Cb To P.L.  
0+00 = Ely Line Third Ave  
14' Conc. Cb To P.L.

Rt.

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2+00 = Wly Line Fourth Ave  
1+97<sup>5</sup> 1.6' & 4x4" Stop Sign Post  
1+92<sup>5</sup> 2" Bk Parking Meter  
1+91 End Basement. 1.2' Bk. 5/4 To P.L.  
1+81<sup>2</sup> 1.5' Bk Parking Meter  
1+77<sup>2</sup> & 2" C.I. Drain Through Cb. To P.L.  
1+73<sup>2</sup> 1.9' Bk & 1.3' x 1.0' Water Meter Box 1.8' Lateral  
1+61<sup>2</sup> 2" Bk & 2" Dia. Oct Base Lamp Post  
1+59<sup>2</sup> & 6" C.I. Drain Through Cb To P.L.  
1+33<sup>5</sup> 4" Bk & 5" Lateral x 6" Parallel Freight Elev Door  
1+09 2" Bk & 2" Access M.H. To Water Meter.  
1+06<sup>3</sup> 2" Bk & 2" Capped Fuel Pipe To Basement  
Begin 14' Conc. Cb To P.L.  
1+00 1.3' Bk. Begin Basement 5/4 To P.L.  
1+00 End Driveway  
0+73<sup>2</sup> Begin 27' Driveway  
0+70<sup>2</sup> 2" Bk & 2" Dia Oct Base Lamp Post  
0+68<sup>5</sup> 1.5' Bk Parking Meter  
0+60 1.9' Bk & 1" x 1.5' Water Meter  
0+57<sup>2</sup> 2" Bk & 1.2' x 1.5' Cover Fuel Intake  
0+52<sup>5</sup> 1.5' Bk Parking Meter  
0+51<sup>5</sup> 2" Bk & 1.2' x 1.5' Cover Fuel Intake  
0+46 2" Bk & 1.2' x 1.5' Cover Fuel Intake  
0+37 End Driveway  
0+03 Begin 34' Driveway  
0+00<sup>2</sup> 2" Bk & 2" Dia Oct Base Lamp Post  
Cb. 10' 5/4 Conc. 4' A.C. To P.L.

Ely Along "A" St. Cont'd.

Lt.

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Rt.

2+00 = Wly P.L. Fifth Ave

- 1+99<sup>5</sup> 2<sup>3</sup> Bk & 2' Dia. Oct Base Lamp Post
- 1+78<sup>5</sup> 2<sup>0</sup> Bk Parking Meter
- 1+63<sup>0</sup> 5<sup>0</sup> Bk & 5' Lateral X 6' Parallel Freight Elev. Door
- 1+46<sup>2</sup> 3<sup>6</sup> Bk & 2' Dia. Water Meter Vault
- 1+42<sup>3</sup> 1<sup>2</sup> Bk & 8" Gas Valve
- 1+23<sup>5</sup> 2<sup>2</sup> Bk & 2' Dia. Oct Base Lamp Post
- 1+19<sup>0</sup> End Driveway
- 1+12<sup>0</sup> Begin 7' Driveway
- 1+04 1<sup>2</sup> Bk Parking Meter
- Continues Ely. Around Ch. Ret. Thence Nly
- 1+00 Begin Basement Bk. Ch Face Nly To P.L.
- 1+022 3<sup>1</sup> Bk 1" Cover. Fuel Intake
- 1+008 & 4" C.I.P. Drains Through Curb To R.L.
- 0+98<sup>2</sup> & 4" C.I. Drain Through Curb
- 0+89<sup>0</sup> 10<sup>0</sup> Bk. Begin 4' Lateral X 7<sup>2</sup> Parallel Sky-Lite
- 0+81<sup>8</sup> 15' Bk Parking Meter
- 0+74<sup>5</sup> End Broken Curb
- 0+70<sup>5</sup> Begin Broken Curb
- 0+69<sup>8</sup> 15' Bk Parking Meter
- 0+67<sup>0</sup> 10<sup>0</sup> Bk. Begin 4' Lateral X 7<sup>0</sup> Parallel Sky-Lite
- 0+66<sup>5</sup> End Broken Curb
- 0+64<sup>5</sup> & 2" C.I. Drain Through Ch. Nly To P.L.
- 0+64<sup>0</sup> Begin Broken Cb
- 0+40 2<sup>2</sup> Bk & 2' Dia. Oct Base Lamp Post
- 0+19<sup>1</sup> 1<sup>6</sup> Bk Parking Meter
- 0+02<sup>8</sup> 2<sup>2</sup> Bk 3" Rpe Stop & Street Sign
- 0+01<sup>8</sup> & 4" C.I.P. Drains Through Ch Nly To P.L.
- 0+01<sup>4</sup> 18' Bk & 1' Dia. Base Fire Alarm Post
- 0+00 = Ely Line Fourth Ave
- 14' Conc. Ch Nly To P.L.

2+00 = Wly P.L. Fifth Ave

- 1+87<sup>0</sup> 15' Bk Parking Meter
- 1+83<sup>2</sup> End Broken Curb
- 1+81<sup>2</sup> & 4" C.I. Drain Through Ch Sly, To P.L.
- 1+79<sup>2</sup> Begin Broken Curb
- 1+69<sup>2</sup> 15' Bk. Parking Meter
- 1+61<sup>5</sup> 18' Bk & 2<sup>2</sup> Water Meter Vault
- 1+58<sup>2</sup> 2<sup>2</sup> Bk & 2' Dia. Oct Base Lamp Post
- 1+49<sup>0</sup> 2<sup>1</sup> Bk. Parking Meter
- 1+06<sup>2</sup> & 4" C.I. Drain Through Curb Sly To P.L.
- 1+04<sup>8</sup> 1<sup>6</sup> & 8" Gas Valve Cover
- 1+00 End Dr. Way
- 0+92 Begin 8' Driveway
- 0+82<sup>2</sup> 15' Bk Parking Meter
- 0+80<sup>5</sup> 2<sup>2</sup> Bk & 2' Dia. Oct Base Lamp Post
- 0+63<sup>0</sup> 15' Bk Parking Meter
- 0+52<sup>2</sup> 18' Bk & 1 1/2' 5' Water Meter Box  
Opening For Elev. Only
- 0+46<sup>5</sup> 5<sup>0</sup> Bk & 5' Lateral X 6<sup>0</sup> Parallel Freight Elev. Door
- 0+43<sup>0</sup> 2<sup>0</sup> Bk. Parking Meter
- 0+23<sup>2</sup> 15' Bk Parking Meter
- 0+00 2<sup>2</sup> Bk & 2' Dia. Oct Base Lamp Post
- 0+00 = Ely Line Fourth Ave
- 14' Conc. Ch Sly To P.L.

Ely. Along "A" St. Cont'd.

Lt.

2+00 = Wly Line Sixth St.

2+00-2<sup>3</sup>' Bk & L.P.

1+75<sup>8</sup> 15' Bk P.M.

1+55<sup>8</sup> 15' Bk P.M.

1+35<sup>8</sup> 15' Bk P.M.

1+21<sup>3</sup>' 2<sup>3</sup>' Bk & L.P.

1+14<sup>0</sup> 2<sup>1</sup>' Bk P.M.

1+12<sup>0</sup> 2<sup>0</sup>' Bk & 1<sup>2</sup>" Fuel Oil Intake  
& 6" C.I. Drain Through Cb. Nly To P.L.

1+00 End Basement.

0+99<sup>2</sup>' & 4" C.I. Drain Through Cb. Nly To P.L.

0+96<sup>4</sup> 4<sup>0</sup>' Bk & 5<sup>1</sup>" Freight Elev. Door

0+88<sup>0</sup> 13' Bk & 1<sup>0</sup>" Dia. Fuel Intake

0+62<sup>9</sup> 2<sup>0</sup>' Bk P.M.

0+40<sup>2</sup> 15' Bk P.M.

0+39<sup>0</sup> 2<sup>3</sup>' Bk & L.P.

0+19<sup>4</sup> 15' Bk P.M.

0+17 2<sup>0</sup>' Bk P.M.

0+02 2<sup>0</sup>' Bk & 3" Dia Pipe Street Sign

0+00 = Ely Line Fifth Ave

NOTE: Basement Begins Approx 100' Nly of  
14' Conc. Nly Cb Ret. Continues Around Rect. Bk. Cb.

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Rt

2+04<sup>0</sup> 4<sup>5</sup>' Bk & 1<sup>2</sup>' Lateral x 3<sup>2</sup>' Water Meter  
Vault (Access) N.H.

2+00 = Wly Line Sixth St.

2+00 19' Bk & 4x4 Steps on Post

1+97<sup>6</sup> & 6" C.I. Drain Through Cb To P.L.

1+92<sup>0</sup> 2<sup>0</sup>' Bk P.M.

1+79<sup>6</sup> 2<sup>0</sup>' Bk P.M.

1+61<sup>0</sup> 2<sup>3</sup>' Bk & L.P.

1+58<sup>0</sup> 2<sup>0</sup>' Bk P.M.

1+41<sup>3</sup> 15' Bk P.M.  
Continues Ely around Cb Ret. Thence Sly

1+14<sup>0</sup> Begin Basement Back Cb. To P.L.

(Basement)  
1+00-7<sup>0</sup>' Bk Begin 12' Lateral x 14' Elec Vault Recess  
3<sup>3</sup>' Bk & 1<sup>0</sup>" x 2<sup>0</sup>" Lateral Water Meter Vault

0+99<sup>2</sup> 1<sup>0</sup>' Bk & 8" Gas Valve

0+96<sup>0</sup> 19' Bk & 1' x 1.5' Water Meter Box

0+96<sup>2</sup> 7<sup>3</sup>' Bk & 1' x 1.5' Water Meter Box

0+93<sup>2</sup> 7<sup>1</sup>' Bk & 8" Gate Valve 14' Lateral

0+89<sup>2</sup> 2<sup>0</sup>' Bk & 14' x 2<sup>1</sup>' Fuel Oil Intake Access Lid.

0+85<sup>0</sup> 15' Bk P.M.

0+78<sup>2</sup> 2<sup>0</sup>' Bk & L.P.

0+69<sup>1</sup> 16' Bk P.M.

0+45<sup>0</sup> 15' Bk P.M.

0+25<sup>0</sup> 2<sup>0</sup>' Bk P.M.

0+09<sup>3</sup> & 4" P.C. Drain Through Corb Sly to P.L.

0+00 2<sup>3</sup>' Bk. L.P.

14' Conc. Cb Sly To P.L.

Ely Along "A" St. Cont'd.

Lt.

2+00 = Wly Line Seventh St.

- 2+00 2° Bk & L.P.  
 1+99° Begin Conc. in Parking  
 1+91 3' 2" Bk & 6" Shrub  
 1+80 2' 15" Bk & 1" Dia. Cover Fuel Intake  
 1+78 8' 2" Bk & 4" Shrub  
 1+78 5' 4" 2" C.I. Drain Through Cb Nly To P.L.  
 1+74 2' 4" 4" Conc. Walk in Parking  
 1+70 2' 1" Bk & 6" Shrub  
 1+58 5' 4" 6" C.I. Drain Through Cb Nly To P.L.  
 1+57 5' 2" Bk & 6" Shrub  
 1+52 2' 4" C.I. Drain Through Cb Nly To P.L.  
 1+35 5' Begin 14 5' Driveway  
 1+27 9' 1 5' Bk & 1 1/2" 1/2" Water Meter Box  
 1+19 2° Bk & L.P.  
 1+16 2° Bk P.M.  
 1+15 3' Begin 3' Conc Slab in Parking  
 1+00 1 1/2" Bk & 30" Dia. Palm Tree  
 0+98 2' End Conc. in Parking  
 0+96 2' 1 5' Bk P.M.  
 0+85 2' Begin Conc. Slab in Parking  
 0+83 2° 2" & 30" Dia. Palm Tree  
 0+81 2' End Conc. Slab in Parking  
 0+70 5' 1 5' Bk P.M.  
 0+71 3' Begin Conc. Slab in Parking  
 0+69 2° 2" & 30" Dia. Palm Tree  
 0+42 5' Begin 25 5' Driveway  
 0+40 2° 2" Bk & L.P.  
 Begin 4.7' Parking 5.3' 5" W. 4° AG To P.L.  
 0+09 5' Begin 22° Driveway  
 0+04 2° Bk & 4X4" Star Sign Post  
 0+00 8' 1 5' Bk & 1" Dia. Fire Alarm Post  
 0+00 = Ely Line Sixth Ave  
 14' Conc. Cb To P.L.

(2)

Rt.

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NOTE: From S.E. Cor. Sixth St.  
 Basement Starts @ Back of Curb &  
 Continues Around Curb Return  
 Thence Ely To Sta 1+00 along "A" St.

2+00 = Wly Line Seventh St.

- 1+76 1 3/4" Bk & 8" Gas Valve  
 1+75 5' 1 3/4" Bk & 8" Gas Valve  
 1+74 8' 1 5' Bk P.M.  
 1+60 2° Bk & L.P.  
 1+29 5' Begin 21 5' Driveway  
 0+93 2° Bk P.M.  
 0+84 2° 3" Bk & 4" Dia. Elec. M.H.  
 0+80 2' 1 5' Bk & L.P.  
 0+75 2' 4" Drain Through Cb sly To P.L.  
 0+71 2° Bk P.M.  
 0+48 6' 2° Bk P.M.  
 0+27 5' 2° Bk P.M.  
 0+00 5' 2" Bk & L.P.  
 14' Conc. Cb sly To P.L.



Ely Along "A" St. Contd.

Lt.

2+00<sup>2</sup> 2° BK & L.P.

2+00 Wly Line Eighth St.

1+92<sup>2</sup> 2° BK & 10" Palm Tree

1+72<sup>8</sup> 1<sup>5</sup> BK P.M.

1+67<sup>8</sup> & 4" Ch. Drain Through Curb Wly To P.L.

1+59<sup>0</sup> 3° BK & 10" Cover Fuel Intake

1+50 1<sup>5</sup> BK P.M.

1+42<sup>5</sup> 1<sup>8</sup> BK & 10" Palm Tree

1+28<sup>8</sup> 1<sup>5</sup> BK P.M.

1+22<sup>4</sup> 2° BK & 10" Palm Tree

1+11<sup>3</sup> 2° BK L.P.

1+06<sup>8</sup> 1<sup>5</sup> BK P.M.

1+02<sup>5</sup> & 4" Ch. Drain Through Curb Wly To P.L.

1+02<sup>0</sup> 1<sup>2</sup> BK & 12" Palm Tree

0+85<sup>0</sup> 1<sup>5</sup> BK P.M.

0+63<sup>1</sup> 1<sup>5</sup> BK P.M.

0+48<sup>8</sup> Begin Conc. in Parking

0+45<sup>5</sup> 2<sup>5</sup> BK & 18" Pepper Tree

0+43<sup>2</sup> End Conc. in Parking & 7' Parking

0+41<sup>0</sup> 1<sup>5</sup> BK P.M.

0+36<sup>3</sup> 2° BK L.P.

0+19<sup>0</sup> 1<sup>5</sup> BK P.M.

0+00 = Ely Line Seventh Ave.

14' Conc. Ch. Wly To P.L.

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Rt.

2+00 = Wly Line Eighth St.

1+97<sup>2</sup> 1<sup>5</sup> BK & 13" P.P. P-799

1+80<sup>8</sup> 1<sup>5</sup> BK P.M.

1+60<sup>0</sup> 2° BK L.P.

1+54<sup>0</sup> 2° BK P.M.

1+36<sup>0</sup> Begin 18° Driveway

1+29<sup>0</sup> 1<sup>5</sup> BK P.M.

1+16<sup>0</sup> 1<sup>5</sup> BK P.M.

0+89<sup>0</sup> 1<sup>5</sup> BK P.M.

0+80<sup>3</sup> 2° BK L.P.

0+67<sup>0</sup> 1<sup>5</sup> BK P.M.

0+57<sup>0</sup> 2° & 15" P.P. N° P-711

0+45<sup>2</sup> 1<sup>5</sup> BK P.M.

0+28<sup>5</sup> 1<sup>5</sup> BK Deadman

3<sup>2</sup> BK & 1 1/2' Water Meter Box

0+23<sup>0</sup> 1<sup>7</sup> BK & 1<sup>2</sup> Cover for Gate Valve

0+22<sup>5</sup> 1<sup>4</sup> BK P.M.

0+00 2° BK & L.P.

14' Conc. Ch. To P.L.

Ely Along "A" Street  
Lt.

(A)

- 2+00 = Wly Line Ninth Street  
 2+00 End Broken Curb & Begin Conc in Parking  
 1+99<sup>3</sup> 2<sup>2</sup> Bk & 4x4 Conc. Mail Box Post  
 1+92<sup>0</sup> Begin Broken Curb  
 1+59<sup>0</sup> Begin 31' Driveway (Conc. Bk. S.W.)  
 1+51<sup>5</sup> 1<sup>9</sup> Bk & 8" Tel P. No. 520026-H  
 1+49<sup>2</sup> 1<sup>1</sup> Bk & 8" Gas Valve  
 1+49<sup>0</sup> & 3' Conc Slab in Parking  
 1+45<sup>2</sup> 1<sup>1</sup> Bk & 4x4" Sign Post  
 1+45<sup>0</sup> & 2" Cl. Drain Through Curb Nly To Pl.  
 1+38<sup>7</sup> End Broken Curb  
 1+28<sup>0</sup> Begin Broken Curb  
 3<sup>0</sup> Bk R.M.  
 1+26<sup>0</sup> & 3' Conc Slab in Parking  
 1+20<sup>2</sup> 2<sup>8</sup> Bk & 10" Palm Tree  
 End Conc. Bk S.W.  
 1+00 1<sup>5</sup> Bk & 8" Tel P. No. 82419-H  
 0+90<sup>0</sup> 3<sup>1</sup> Bk & 10" Palm Tree  
 0+82<sup>4</sup> 1<sup>3</sup> Bk Deadwood  
 0+64<sup>3</sup> 2<sup>2</sup> Bk & 1'x1.5' Water Meter Box  
 0+62<sup>0</sup> 2<sup>1</sup> Bk & 30" Dia. Palm Tree  
 0+59<sup>5</sup> & 4' Conc Walk in Parking  
 0+52<sup>2</sup> 2<sup>8</sup> Bk & 12" Palm Tree  
 0+50 End Conc. in Parking 4<sup>1</sup> 5.3' S.W.  
 0+38<sup>0</sup> 1<sup>4</sup> Bk & 2" Pipe (Sign Post)  
 0+33<sup>8</sup> 2<sup>2</sup> Bk & 10" Palm Tree  
 0+18<sup>0</sup> 2<sup>1</sup> Bk & 12" Palm Tree  
 0+01<sup>0</sup> 1<sup>5</sup> Bk & 10" P.P. No. JF-802  
 0+00 = Ely Line Eighth St.  
 14' Conc Ch Nly To P.L.

11-17-53

Rt

- 2+00 Begin Conc. in Parking & Bk S.W.  
 2+00 Wly Line Ninth Street  
 1+89<sup>5</sup> 1<sup>5</sup> Bk & 18" Pepper Tree  
 1+76<sup>5</sup> 1<sup>5</sup> Bk & 18" Dry Pepper Tree  
 1+34<sup>8</sup> End Broken Curb  
 1+30<sup>0</sup> Begin Broken Curb  
 1+24<sup>0</sup> 1<sup>5</sup> Bk & 1'x1.5' Water Meter Box  
 1+00 End Dr-way & Conc. in Parking & Bk of Walk  
 0+82<sup>5</sup> Begin 17<sup>5</sup>' Driveway  
 0+77<sup>0</sup> Begin Conc in Parking & Bk To Pl.  
 0+67<sup>0</sup> Begin Curb  
 0+60<sup>2</sup> 1<sup>5</sup>' Bk & 12" P.P. No. 815  
 0+57<sup>0</sup> Begin Broken Curb  
 0+50<sup>0</sup> End Broken Curb  
 0+49<sup>2</sup> 1<sup>5</sup>' Bk & 1'x1.5' Water Meter Box  
 0+46<sup>0</sup> Begin Broken Curb  
 0+27<sup>2</sup> 1<sup>5</sup>' Bk & 8" Gas Valve Cover  
 4.7' Parking 5.3' S.W. 4' Sly P.L.

SITUATION SURVEY ALONG ASH ST. FROM  
INDIA TO NINTH AVE: W.O. 21193  
Lt.

INDEXED  
JER  
NOV 23 1953

2+00 = Wly Line Columbia St.

1+98<sup>3</sup> 1<sup>1</sup>/<sub>2</sub>' BK & 8" T.P. N° 306553-H

1+42<sup>0</sup> 1<sup>5</sup>/<sub>8</sub>' BK & 4x4" Sign Post

1+33<sup>5</sup> 1<sup>5</sup>/<sub>8</sub>' BK & W.M.

1+00<sup>5</sup> Begin 25' Driveway & 14' Conc. Cb To P.L.

1+00-1<sup>3</sup>/<sub>8</sub>' BK & 8" T.P. N° JP-516

0+53<sup>5</sup> Begin 14<sup>5</sup>/<sub>8</sub>' Driveway

0+38<sup>5</sup> 1<sup>8</sup>/<sub>8</sub>' BK & 4x4" Sign Post

0+37<sup>4</sup> 1<sup>7</sup>/<sub>8</sub>' BK & 10" T.P. N° 93782-H

0+00<sup>6</sup> 1<sup>5</sup>/<sub>8</sub>' BK & 12" P.P. N° FA-538

0+00 = Ely Prop Line India St.

4.7' Parking 5.3' S.W. 2' Conc; 2' AC. To Prop

11-20-53

Stamper

(15)

Huffman

& Nordahl

& Sherry

F.H. = Fire Hydrant

NOTE: L.P. = 2' Dia. Octagonal Base Lamp Post

W.M. = 4' x 1.5' Water Meter Box - With 1.5' Lateral -  
Dimension

P.M. = Parking Meter

P.P. = Power Pole

T.P. = Tel. Pole

All Distances back are from Face of Curbs on  
N. or S. Sides of Street Respectively

2+04<sup>5</sup> & Underground Tel. X-ing 14<sup>0</sup>/<sub>8</sub>' BK & M.H. <sup>25' Dia.</sup>

2+00 = Wly Line Columbia St.

1+99<sup>1</sup> 1<sup>7</sup>/<sub>8</sub>' BK & 12" P.P. N° 501

1+49<sup>1</sup> 1<sup>3</sup>/<sub>8</sub>' BK & 4x4" Sign Post

0+82<sup>0</sup> Begin 32' Driveway

0+56<sup>0</sup> 1<sup>6</sup>/<sub>8</sub>' BK & 12" P.P. N° 541

0+49<sup>8</sup> 1<sup>3</sup>/<sub>8</sub>' BK & 4x4" Sign Post

0+24<sup>8</sup> 12' BK & Dead-end

14' Conc. Cb. To P.L.

Ely Along Ash St. Cont'd.

Lt

2+00 = Wly Line State Street  
 1+99<sup>0</sup> 1<sup>0</sup>' BK & 1<sup>3</sup>' Dia. Base Signal Light.  
 1+74<sup>6</sup> & 5' Conc. Walk BK To P.L.  
 1+39<sup>0</sup> 2<sup>0</sup>' BK & 4x4" Sign Post.  
 1+32<sup>8</sup> & 3<sup>5</sup>' Conc. Walk BK. To P.L.  
 1+15 Begin Curb  
 1+11 End Conc. Parking 4.1' S.W. 5.3. 4<sup>0</sup>' Lawn  
 1+01<sup>5</sup> Begin 9<sup>5</sup>' Driveway  
 1+00 Begin Broken Curb  
 0+97<sup>2</sup> End Conc. in Parking 4.7' BK.  
 0+96<sup>5</sup> & 4" C.I. Drain Through Cb  
 0+65<sup>5</sup> Begin 16.5' Driveway  
 0+49<sup>0</sup> 1<sup>0</sup>' BK & 4x4" Sign Post  
 0+29<sup>2</sup> 2<sup>0</sup>' BK & 4x4" Sign Post  
 0+00<sup>3</sup> & 3" C.I. Drain Through Cb To P.L.  
 0+00 = Ely Line Columbia St.  
 14' Conc. Cb To P.L.

11-20-53

Rt

2+12<sup>0</sup> 21<sup>0</sup>' BK & 3' Curb Inlet Cuts Through To Sta. 1+89<sup>5</sup>  
 State St.  
 1+92<sup>0</sup> 1<sup>25</sup>' Wly & 3' Parallel x 3<sup>5</sup>' Grate Outlet from S.E. Cov.  
 2+00 = Wly Line State St.  
 1+98<sup>8</sup> 2<sup>5</sup>' BK & 12" PR No 401  
 1+89<sup>5</sup> & 3' Cb Outlet from S.W. Ret on State St.  
 1+39<sup>5</sup> Begin 20' Driveway  
 1+35<sup>0</sup> 12' BK & 4x4" Sign Post  
 0+98<sup>5</sup> & 4" C.I. Drain Through Cb To P.L.  
 0+96<sup>0</sup> 11<sup>3</sup>' BK & 2<sup>5</sup>' x 1<sup>0</sup>' Lateral Gas Meter Box  
 0+77<sup>0</sup> Begin 22' Driveway  
 0+65<sup>2</sup> 1<sup>0</sup>' BK & 14" PR. No 44<sup>5</sup>  
 0+58<sup>0</sup> 14' BK & 4x4" Sign Post  
 0+11<sup>0</sup> & 4" C.I. Drain Through Cb To P.L.  
 14' Conc. Cb To P.L.

ELY ALONG ASH ST. CONTD.

Lt.

2+00 = Wly Line Union St.

1+98<sup>6</sup> 18' BR & 7" TR N<sup>o</sup> 463806-H.

1+82<sup>3</sup> & 10' Opening Ch Outlet from NW.  
Ret.

1+45<sup>6</sup> 18' BR & "4x4" Sign Post

1+01<sup>0</sup> 18' BR & 10" TR N<sup>o</sup> 463816-H.

0+99<sup>1</sup> & 4" C.I. Drain Through Ch To P.L.

0+58<sup>0</sup> Begin 26<sup>5</sup>' Driveway

0+37<sup>4</sup> End 14' Conc.

0+25<sup>1</sup> 16' & "4x4" Sign Post.

0+23<sup>3</sup> Begin 14' Conc. BR to P.L.

0+22<sup>3</sup> 1<sup>4</sup> BR & 8" Guy Pole N<sup>o</sup> 306551-H.

0+05<sup>5</sup> 1<sup>2</sup> BR & Deadman

0-05<sup>3</sup> End of Curb Inlet  
→ To S.W. Car State St.

0-11<sup>0</sup> 2<sup>5</sup>' BR & 2<sup>1</sup>/<sub>2</sub>' Cleanout Cover To 2' Curb -

0-12<sup>0</sup> 7<sup>5</sup>' BR Begin Curb Inlet

0+00 = Ely Line State Street

4.7' Parking 5.3' S.W. 4' To P.L.

11-20-53

Rt.

2+00 = Wly Line Union St.

1+97<sup>2</sup> 1<sup>5</sup>' BR & 14" P.P. N<sup>o</sup> 301

1+53<sup>2</sup> 2<sup>0</sup>' BR & "4x4" Sign Post

1+47<sup>5</sup> & 2<sup>5</sup>' Conc. S.W. To P.L.

1+14<sup>5</sup> & 6' Conc. Walk To P.L.

1+06<sup>5</sup> 3<sup>0</sup>' BR & "4x4" Sign Post

1+00 End Conc. in Parking & 7<sup>5</sup>/<sub>3</sub>' S.W. 4' P.L.  
& 4" C.I. Drain Through Ch To P.L.

0+83<sup>0</sup> Begin 17<sup>0</sup>' Driveway

0+80-2<sup>4</sup>' BR & "4x4" Sign Post

0+68<sup>0</sup> 1<sup>5</sup>' BR & 14" P.P. N<sup>o</sup> 325

0+32<sup>0</sup> Begin 37<sup>0</sup>' Driveway (Not Used)

0+29<sup>4</sup> 1<sup>2</sup>' BR & "4x4" Sign Post

0+14<sup>0</sup> & 4" C.I. Drain Through Ch To P.L.

0+01-1<sup>7</sup>' BR & 15" Base Signal Light

0+00 1<sup>2</sup>/<sub>5</sub>' Nly & Begin 2<sup>5</sup>' Lat. x 5<sup>0</sup>' Grate Inlet.

14' Conc. Ch To P.L.

Ely Along Ash St. Contd.

Lt.

11-20-53

(18)

Rt.

1+84<sup>0</sup> = Wly Line Front St.

1+84<sup>1</sup> 1<sup>3</sup>/<sub>4</sub>" BK & 8" T.P. N<sup>o</sup> 309790-H.

1+77<sup>2</sup> 1<sup>o</sup> South & 2<sup>o</sup> Lateral x 7.5' Grate Outlet

1+20<sup>0</sup> 1<sup>2</sup>" BK & 4x4" Sign Post

1+02<sup>2</sup> 1<sup>2</sup>" BK & 8" T.P. N<sup>o</sup> JP 208

1+00 End Conc. 4.7' Parking 5.3' S.W. 4' Lawn To P.L.

0+99<sup>0</sup> & 4" C.I. Drain Through Ch. To P.L.

0+59<sup>2</sup> 1<sup>2</sup>" BK & 4x4" Sign Post

0+31<sup>3</sup> 3<sup>o</sup> BK & 8" Fuel Intake Filter Lid.

0+30<sup>5</sup> Begin 24<sup>5</sup>' Driveway.

0+30<sup>5</sup> 1<sup>2</sup>" BK & 6" Pipe (Deadman)

0+21<sup>0</sup> 1<sup>2</sup>" BK. Deadman

0+10<sup>5</sup> & 10" Curb Inlet

0+02<sup>5</sup> 1<sup>2</sup>" BK & 10" T.P. N<sup>o</sup> 93786-H

0+00 = Ely Line Union St.

14' Conc. Ch. To P.L.

1+85<sup>3</sup>' Wly Line Front St.

1+82<sup>0</sup> 1<sup>2</sup>" BK & 18" P.P. N<sup>o</sup> 201

1+51<sup>5</sup>' Begin 28<sup>o</sup>' Driveway (14' Conc To P.L.)

1+41<sup>0</sup> 2<sup>o</sup> BK & 12" Palm Tree

1+31<sup>2</sup> 2<sup>3</sup>/<sub>4</sub>" BK & 4x4" Sign Post

0+95<sup>5</sup> Begin 33<sup>5</sup>' Driveway (14' Conc)

0+65<sup>0</sup> Begin 19<sup>5</sup>' Driveway

0+62<sup>0</sup> 1<sup>2</sup>" BK & 12" P.P. N<sup>o</sup> 227

0+48<sup>9</sup> 2<sup>o</sup> BK & 4x4" Sign Post

0+01<sup>5</sup> Begin 38' Driveway (Conc 14')

4.7' Parking 5.3' S.W. 4' To P.L.

Ely. Along Ash St. Cont'd.

Lt.

2+00 = Wly Line 1-st. Ave  
 1+99<sup>3</sup> 1<sup>6</sup>' & 15" Signal Light Base  
 1+94<sup>2</sup> 1<sup>5</sup>' BK & 8" T.P. N<sup>o</sup> 401685-H.  
 1+96<sup>1</sup> 2<sup>0</sup>' BK & 4x4' Sign Post  
 1+06<sup>5</sup> Begin 15<sup>0</sup>' Driveway (10' deep Conc.)  
 1+00 18' BK & 8" T.P. N<sup>o</sup> 415251-H.  
 0+80<sup>2</sup> & 4' Conc. Walk  
 0+72<sup>0</sup> Begin 4<sup>7</sup>' A.C. Parking 5.3'S.W. 4' A.C. To R.L.  
 0+62<sup>5</sup> End Conc Begin 14' A.C. Pavt To R.L.  
 0+52<sup>0</sup> Begin 10<sup>5</sup>' Driveway  
 0+46<sup>8</sup> 2<sup>1</sup>' BK & 4x4' Sign Post  
 0+00<sup>2</sup> 14' BK & 8" T.P. N<sup>o</sup> 309789-H.  
 0+00 - 1<sup>0</sup> Sly & 2<sup>1</sup>' Lateral x 3<sup>5</sup>' Gate Inlet  
 0+00 = Ely. Line Front St.  
 10' Conc. 4' Dirt To R.L.

11-20-53

Rt.

2+00 = Wly line 1-st Ave  
 1+96<sup>7</sup> 18' BK & 12" P.P. N<sup>o</sup> 101  
 1+47<sup>3</sup> 2<sup>0</sup>' BK & 4x4' Sign Post  
 1+45<sup>7</sup> & 4" C.I. Drain Through Curb  
 1+39<sup>5</sup> End Conc in Parking  
 1+30<sup>5</sup> Begin 14' Conc. Cb To R.L.  
 1+21<sup>3</sup> & 5' Conc. Walk BK To R.L.  
 1+17<sup>5</sup> End Conc in Parking  
 1+00<sup>5</sup> Begin 17' Driveway End Conc BK S.W.  
 0+99<sup>6</sup> 1<sup>5</sup>' BK & 12" P.P. N<sup>o</sup> P-125  
 0+98<sup>9</sup> & 4" C.I. Drain Through Cb To R.L.  
 0+70<sup>2</sup> 1<sup>3</sup>' BK & 4x4' Sign Post  
 14' Conc. Cb. To R.L.

Ely. Along Ash St. Cont'd.

Lt.

11-20-53

Rt.

2+00 = Wly Line 2-nd Ave

1+92<sup>0</sup> 2<sup>1</sup>' Bk & 2" Fuel Intake Pipe

1+63<sup>5</sup> Begin 30' Driveway (4' Conc)

1+60<sup>5</sup> 1<sup>5</sup>' Bk & 8" T.P. N<sup>o</sup> D-5385-T

1+43<sup>0</sup> 2<sup>0</sup>' Bk & 4x4 Sign Post

1+23<sup>5</sup> Begin 15<sup>5</sup>' Driveway (Conc)

1+21 Begin Broken Curb

1+00 1<sup>6</sup>' Bk & 7" T.P. N<sup>o</sup> D-5386-T  
4.7' Parking 5.3' S.W. 4' To R.L.

0+99<sup>0</sup> End Conc. in Parking & Bk Cb.

0+61<sup>5</sup> 1<sup>2</sup>' Bk & 4x4 Sign Post

0+35<sup>0</sup> 1<sup>1</sup>' Bk & 4x4 Sign Post

0+02<sup>5</sup> 1<sup>5</sup>' Bk & 10" T.P. N<sup>o</sup> D-5387-T

0+00 = Ely. Line 1-st. Ave

14' Conc. Ch. To R.L.

2+00 = Wly Line 2-nd Ave

1+97<sup>0</sup> 1<sup>5</sup>' Bk & 12" P.P. N<sup>o</sup> 199

1+71<sup>5</sup> 2<sup>6</sup>' Bk & 10" Fuel Intake Cover

1+64<sup>5</sup> 2<sup>5</sup>' Bk & 10" Fuel Intake Cover

1+56<sup>5</sup> 2<sup>8</sup>' Bk & 10" Dia. Fuel Intake Covers

1+49<sup>5</sup> 1<sup>7</sup>' Bk & 4x4 Sign Post

1+12<sup>5</sup> Begin 35' Driveway 4' Conc. To R.L.

0+68<sup>0</sup> Begin 17<sup>0</sup>' Driveway (10' Conc)

0+66<sup>0</sup> 1<sup>5</sup>' Bk & 12" P.P. N<sup>o</sup> 115

0+55<sup>0</sup> 1<sup>3</sup>' Bk & 4x4 Sign Post

0+01. 1<sup>7</sup>' Bk & 15" Base Signal/Lght. Post

4.7' Parking 5.3' S.W. 4' To R.L.



Ely. Along Ash St. Contd

Lt.

- 2+00 = Wly Line 3-rd Ave
- 1+99<sup>0</sup> 3<sup>4</sup> BR & 4x4 Conc. Post Nail Box
- 1+93<sup>2</sup> 12 BR & Deadman
- 1+78<sup>5</sup> 2<sup>5</sup> BR & 4x4 Sign Post.
- 1+74<sup>5</sup> 1<sup>7</sup> BR & 12" T.P. N<sup>o</sup> D-5382-7
- 1+43<sup>0</sup> 2<sup>2</sup> BR & 4x4 Sign Post
- 1+00 1<sup>5</sup> BR & 10" T.P. N<sup>o</sup> D-5383-7.
- 0+94<sup>0</sup> 4<sup>1</sup> BR & 30" Dia. Palm Tree
- 0+72<sup>0</sup> 2<sup>5</sup> BR & 2' High Cactus
- 0+69<sup>2</sup> 2<sup>5</sup> BR & 2' High Cactus
- 0+58<sup>2</sup> 3<sup>0</sup> BR & 30" Palm Tree
- 0+53<sup>2</sup> 1<sup>3</sup> BR & 4x4 Sign Post
- 0+50<sup>2</sup> & 4' Conc Walk BR RL.
- 0+12<sup>2</sup> 1<sup>5</sup> BR & 8" T.P. N<sup>o</sup> 1P. 210
- 0+00 1<sup>2</sup> & 3" Street Sign Post
- 0+00 = Ely. Line 2-nd. Ave
- 4.7' Parking 5.3' S.W. 4' Lawn To R.L.

11-20-53

Rt.

- 2+00 = Wly Line 3-rd Ave
- 1+78<sup>0</sup> 1<sup>5</sup> & Deadman
- 1+52<sup>2</sup> & 4" C.I. Drain Through Ch To R.L.
- 1+50<sup>5</sup> 15<sup>1</sup> BR & 15" T.P. N<sup>o</sup> 289
- 1+46<sup>0</sup> 12<sup>1</sup> BR & 4x4 Sign Post
- 1+00 Begm 14' Conc. Ch To R.L.
- 0+81<sup>5</sup> Begm 10<sup>5</sup> Driveway
- 0+52<sup>5</sup> 1<sup>5</sup> BR & 12" T.P. N<sup>o</sup> 217
- 0+50 End Conc BR S.W.
- 0+40<sup>3</sup> 12<sup>1</sup> BR & 4x4 Sign Post
- 0+21<sup>0</sup> 2<sup>0</sup> BR & 4x4 Sign Post
- 4.7' Parking 5.3' Conc S.W. 4' Conc To R.L.

Ely. Along Ash St Contd.  
Lt.

2+01<sup>2</sup> 17' BK & 15" Signal Light Base

2+00 = Wly Line 4-th Ave

1+46<sup>2</sup> Begin Conc in Parking

1+45<sup>0</sup> 13' BK & 4x4 Sign Post

1+15<sup>6</sup> & 6" C.I. Drain Through Cb To P.L.

1+00<sup>5</sup> Begin 12<sup>5</sup> Driveway (14' Conc. To P.L.)

0+98<sup>7</sup> & 3" C.I. Drain Through Cb To P.L.

0+83<sup>4</sup> 3<sup>0</sup> BK & 10" Palm Tree

0+66<sup>5</sup> 3<sup>0</sup> BK & 10" Palm Tree

0+50<sup>2</sup> & 10' Conc Walk.

0+38<sup>3</sup> & 4" C.I. Drain Through Cb

0+31<sup>2</sup> 3<sup>0</sup> BK & 8" Dia. Palm Tree

0+29<sup>4</sup> 13' BK & 4x4 Sign Post  
5.0' Parking 5.0' S.W. 4' To P.L.

0+28<sup>7</sup> End Conc. Parking & BR Cb

0+26<sup>5</sup> 2<sup>0</sup> BK & W.M.

0+23<sup>5</sup> 1<sup>2</sup> BK & 6" Gas Valve

0+02<sup>8</sup> 2<sup>3</sup> BK & 3' Dia. Street Sign Post

0+00 = Ely. Line 3-rd. Ave

14' Conc. Cb. To P.L.

Rt 11-20-53

(22)

2+00 = Wly Line 4-th Ave

1+88<sup>2</sup> 2<sup>2</sup> BK & 8" Palm

1+60<sup>6</sup> 2<sup>8</sup> BK & 4" Palm Tree

1+42<sup>8</sup> 13' & 4x4 Sign Post

1+31<sup>5</sup> 2<sup>8</sup> & 6" Palm Tree

1+12<sup>5</sup> Begin 12<sup>5</sup> Driveway (14' Conc)

1+07<sup>7</sup> 3<sup>0</sup> BK & 8" Palm Tree

1+01<sup>2</sup> 2<sup>8</sup> BK & 33' Lateral X 15' Tel. M.H.

0+99<sup>2</sup> & 4" C.I. Drain Through Cb

0+99<sup>5</sup> End Conc. in Parking

0+89<sup>5</sup> Begin 10' Driveway (14' Conc)

0+83<sup>5</sup> Begin Brick in Parking

0+81<sup>2</sup> 7<sup>2</sup> BK & 6" Eugenia

0+78<sup>9</sup> End Brick in Parking

0+69<sup>2</sup> & 5<sup>0</sup> Conc Walk Back To P.L.

0+60<sup>0</sup> Begin Brick in Parking

0+58<sup>0</sup> 2<sup>2</sup> & 6" Eugenia

0+56<sup>0</sup> End Brick in Parking

0+36<sup>6</sup> Begin Brick in Parking

0+31<sup>2</sup> 2<sup>2</sup> BK & 6" Eugenia

0+31<sup>2</sup> End Brick in Parking

0+30<sup>4</sup> 1<sup>6</sup> BK & 4x4 Sign Post

0+22<sup>0</sup> 13' BK & Deadman

0+15<sup>2</sup> Begin Brick in Parking

0+12<sup>3</sup> 2<sup>2</sup> BK & 6" Eugenia Trees

0+10<sup>2</sup> 1<sup>5</sup> BK & 12" P.P.

0+09 End Conc. in Parking

0+00 4.7' Conc in Parking

5.0' Parking (conc) 5.0' S.W. 4' Shrubbery To P.L.

Ely. Along Ash St. Contd.

Lt.

2+20 = Wly Line 5-th Ave  
 1+99<sup>2</sup> 2" Bk & 3" Pipe Street Sign Post.  
 1+66<sup>2</sup> & 4" C.I. Drain Through Ch To P.L.  
 1+44<sup>1</sup> 1<sup>5</sup> Bk & 2" Pipe (Sign Post)  
 0+21<sup>5</sup> 19' Bk & 2" Water Meter Vault  
 0+86<sup>4</sup> & 4" C.I. Drain Through Ch To P.L.  
 0+80<sup>1</sup> 1<sup>5</sup> Bk & 2" Dia (Iron) Sign Post  
 0+39<sup>5</sup> 1<sup>8</sup> & 4x4 Sign Post  
 0+29<sup>5</sup> & 4" C.I. Drain Through Ch To P.L.  
 0+10<sup>5</sup> 2<sup>3</sup> Bk & 3" Dia Street Sign Post  
 0+00 = Ely. Line 4-th. Ave  
 14' Conc. Ch To P.L.

(23)

11-20-53

Rt.

2+00 Wly Line 5-th Ave  
 1+78<sup>2</sup> & 4" C.I. Drain Through Ch To P.L.  
 1+48<sup>2</sup> 1<sup>6</sup> Bk & 4x4 Sign Post  
 1+02 & 4" Drain Through Ch To P.L.  
 1+00 Begin 14' Conc. Ch To P.L.  
 0+99<sup>5</sup> & 4" C.I. Drain Through Ch To P.L.  
 0+94 End Conc. Parking 5.0' 5' S.W. 4' A.C. To P.L.  
 0+64<sup>2</sup> Begin 30' Driveway  
 0+53<sup>5</sup> 2" Bk & 4x4 Sign Post  
 0+00 Begin 40' Driveway  
 0-01 1<sup>6</sup> Bk & 15" Dia Base Signal Light Post  
 10' Conc. 4' A.C.

Ely Along Ash St. Contd.

Lt.

- 2+00 = W/4 Line 6-th Ave
- 1+99<sup>5</sup> 10' BR & 8" Base Signal Light Post
- 1+87<sup>2</sup> 15' BR & 2" Pipe (Sign Post)
- 1+42<sup>0</sup> 15' BR & 8" Gas Valve
- 1+40<sup>5</sup> & 6" V.C. Drain Through Ch To P.L.
- 0+99 Begin 40' Driveway 14' Conc.
- 0+46<sup>0</sup> 15' BR & 8" Gas Valve
- 0+32<sup>0</sup> 1<sup>1</sup>/<sub>2</sub>' BR. & 4x4 Sign Post
- 0+02 10' BR & 1' Dia Base Fire Alarm
- 0+00 = Ely Line 5-th. Ave
- 14' Conc. Ch To P.L.

11-20-53

Rt.

- 2+00 = W/4 Line 6-th Ave
- 1+56<sup>0</sup> Begin 44' Driveway
- 1+40<sup>0</sup> 2<sup>0</sup> BR & 4x4 Sign Post
- 1+00 End Conc. BR S.W. <sup>A.C.</sup> 4' To P.L.
- 0+53<sup>0</sup> & 4" C.I. Drain Through Ch To P.L.
- 0+54<sup>1</sup> BR & 8" Gas Valve
- 0+51<sup>0</sup> 12' BR & 4x4 Sign Post
- 0+10<sup>5</sup> 10' BR & 6" Iron Post 3' High ??
- 14' Conc. Ch To P.L.

Ely. Along Ash St. Contd.

Lt.

Rt.

11-20-53

(25)

2+00 = Wly Line 7-th Ave

1+98<sup>5</sup> 1<sup>5</sup> 4" 4x4 Sign Post

1+78 Beam 20' Curb Should be Replaced

1+53<sup>0</sup> 1<sup>2</sup> Bk 4 4x4 Sign Post

4" C.I. Drain Through Cb To R.L.  
1+34 Begin Driveway (14' Conc. To R.L.)

4.7' Parking 5.3' S.W. 4' Lawn To R.L.  
1+00 End Conc. in Parking 4' Bk S.W.

0+73<sup>0</sup> 4" C.I. Drain Through Cb To P.L.

0+39<sup>0</sup> 2<sup>0</sup> Bk 4 4x4 Sign Post

0+01<sup>0</sup> 1<sup>3</sup> Bk 4 3" Dia Pipe (St. Sign Post)

0+00 = Ely. Line 6-th. Ave

14' Conc. Cb To P.L.

2+00 = Wly Line 7-th Ave

1+99 1<sup>0</sup> Bk 4 14" RR N<sup>o</sup> P. 699

1+63<sup>0</sup> 1<sup>5</sup> Bk W.M.

1+56<sup>0</sup> 1<sup>2</sup> Bk 4 Deadman

1+50<sup>0</sup> 1<sup>0</sup> Bk 4 4x4 Sign Post

1+15<sup>0</sup> Beam 9<sup>0</sup> Driveway

1+01<sup>1</sup> 1<sup>7</sup> Bk 4 8" RR N<sup>o</sup> 545971-H

0+75<sup>0</sup> Begin 23' Driveway

0+01<sup>4</sup> 1<sup>7</sup> Bk 4 2<sup>5</sup> Lat. X 3<sup>3</sup> Base For Sig. Light

14' Conc. Cb To P.L.

Ely. Along Ash St. Contd.

Lt.

Rt. 11-20-53

(26)

2+00 = Wly Line 8-th Ave

2+00 2° BK & L.P.

1+91<sup>3</sup> 2° BK & 4" Palm Shrub

1+67° 16' BK & 4x4 Sign Post

& 4" C.I. Drain Through Cb To P.L.

1+59° End Driveway

1+26<sup>5</sup> 4" BK & 10" Lid To Fuel Intake

1+23° Begin <sup>4" C.I.</sup> 32' Driveway

1+20<sup>1</sup> 2° BK & L.P.

1+16° 3° BK & 12" Palm Trees

1+13<sup>5</sup> E.C. 5' Rad Cb. To Dr-Way

0+70<sup>5</sup> Begin <sup>opening</sup> 34' Driveway 5' Rad. Cb. <sup>R.L.</sup> (14' Conv)

0+43° 2° BK & L.P.

0+37<sup>5</sup> 3° BK & 6" Shrub - 4' Spread x 8' High

0+10<sup>3</sup> 3° BK & 12" Palm Trees

0+00 = Ely Line 7-th Ave

5.2' Parking 5.3' S.W. 3.5' Lawn To P.L.

2+00 = Wly Line 8-th St.

1+61° 12' BK & 4x4 Sign Post

1+50 & 4" C.I. Drain Through Cb To P.L.

0+71<sup>5</sup> 15' BK & 12" P.P. No 715

0+71<sup>5</sup> Begin 45' Driveway

0+58<sup>6</sup> 18' BK & 4x4 Sign Post

0+17<sup>5</sup> 12' & Deadman

0+00 12' BK & 12' Guy Pole No 545972-H

14' Conc Cb To P.L.

Ely. Along Ash St. Cont'd.  
Lt.

2+00 = Wly Line Ninth Ave

1+50 Begin 29<sup>5</sup>' Driveway 10' Conc. 4' A.C.

1+47<sup>0</sup> 2<sup>0</sup> BK & 4x4 Sign Post

1+14<sup>5</sup> & 4' C.I. Drain Through Ch. To P.L.  
4.7' Parking 5.3' S.W. 4' To P.L.

1+00 End Conc. in Parking & Back S.W.

0+87<sup>0</sup> Begin 13' Driveway 14' Conc To P.L.

0+45<sup>6</sup> & 3" C.I. Drain Through Ch. To P.L.

0+44 Begin Driveway 32' 14' Conc To P.L.

0+35<sup>0</sup> 2<sup>3</sup> BK & 4x4 Sign Post

0+18<sup>5</sup> & 3" C.I. Drain Through Ch. To P.L.

0+00<sup>5</sup> 2<sup>3</sup> BK & 3" Dia. <sup>Iron</sup> Street Sign Post

0+00 = Ely. Line 8-th Ave

10' Conc. 4' Dirt To P.L.

11-20-53  
Rt.

(27)

2+00 = Wly Line 9-th Ave

1+99<sup>0</sup> 1<sup>8</sup> BK & 12" P.P. No P-899

1+77<sup>0</sup> 1<sup>8</sup> BK & Deadman

1+67<sup>0</sup> 1<sup>8</sup> BK & Deadman

1+47<sup>4</sup> 1<sup>9</sup> BK & 4x4 Sign Post

1+18 End Conc BK S.W.

1+13 Begin Curb

1+12 End Conc. in Parking

1+02 Begin 10' Driveway

0+98<sup>3</sup> & 4" Conc. Drain Through Ch. To P.L.

0+91<sup>4</sup> & 4" Conc Drain Through Ch. To P.L. <sup>@60</sup>  
Begin Conc BK S.W. <sup>lt.</sup>  
<sub>on BK. in</sub>

0+60<sup>0</sup> Begin 12<sup>0</sup> Driveway 14' Conc To P.L.

0+60<sup>0</sup> 2<sup>3</sup> BK & 10" P.P. No 815

0+46<sup>2</sup> 1<sup>8</sup> BK & 4x4 Sign Post

0+28<sup>2</sup> 1<sup>8</sup> BK & 3" Gas Valve

4.7' Conc. Parking 5.3' S.W. 4' Lawn To P.L.

Clark  
Shepherd  
Bruney  
Owen  
8-31-54  
W.O. 32356

X-SECT. 53rd ST. EL CAJON S'ly  
to TROJAN

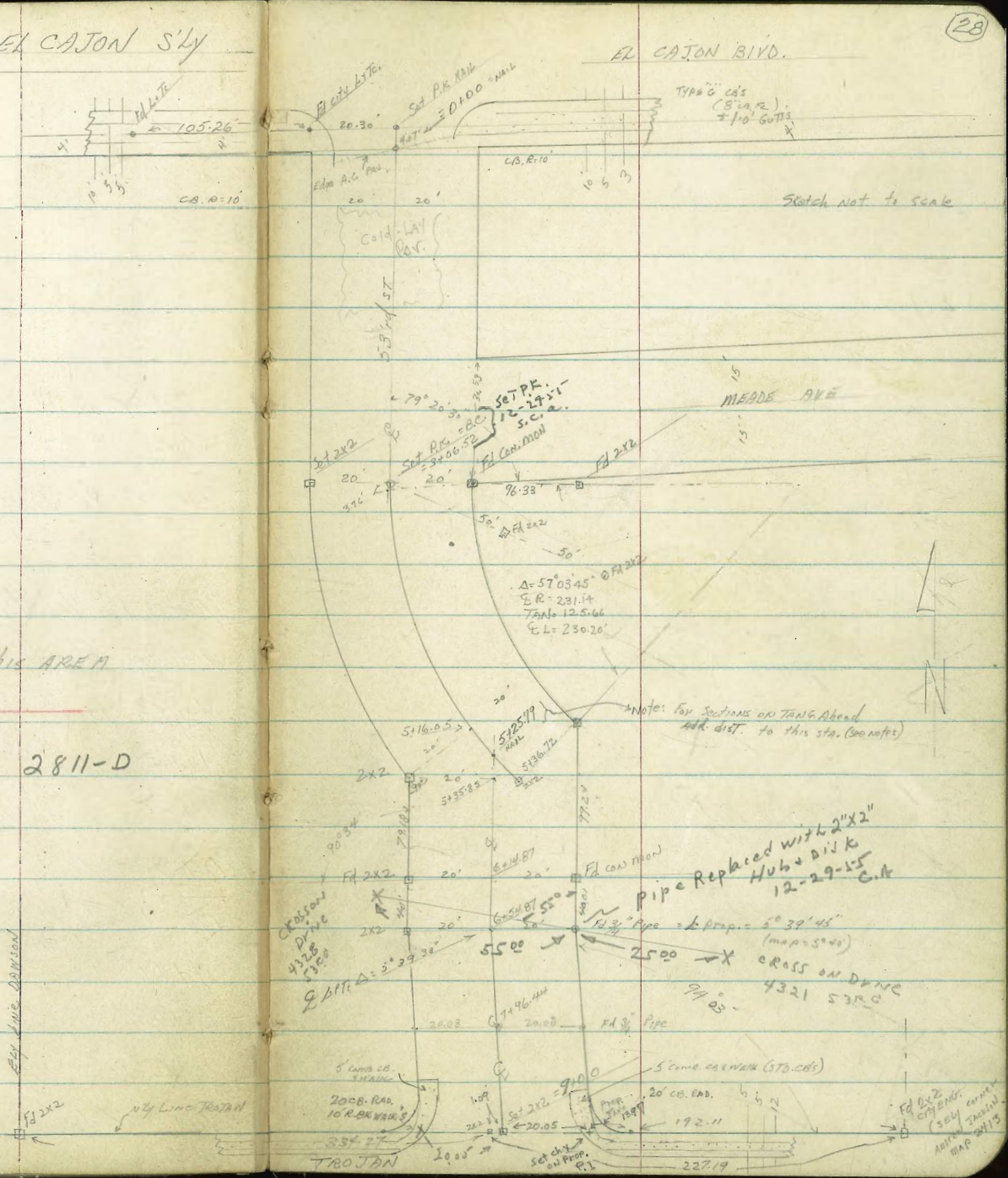
Ref: T.B. # 23-25  
F.B. # 1557-33  
F.B. # 1576-42  
MAP # 1110  
#2413

INDEXED  
SEP 10 1954

Note: Soil samples AT: #1 - STA 2450  
#2 - STA 7450

Note: For Elor's NEW IMP'S this AREA  
See Pg. 44

For Construction See Dwg 2811-D



EL CAJON BLVD.

Sketch not to scale

Note: For Sections on Tank Ahead  
Add dist. to this sta. (See notes)

Pipe Replaced with 2" x 2"  
Hub & Ditch  
12-29-55  
C.A.  
Pipe = 6' Prop. = 5° 39' 45"  
(map = 5.00)  
CROSS ON D.W.V.C  
4321 531.0  
74.05

FD 2x2  
CROSSING  
SOUTH  
CROSSING  
MAP 2413





K-SECT 53'rd (cont.)

1496 13.9 AT Bay Con Drive ↓ to E  
 1476.5 E 17.4 RT Pole # P 4376  
 1459 E 35.8 RT of Single gate, wood & dirt Floor  
 1456 19.8 RT END Picket Fence  
 1456 14.5 LT E Pepper-6"  
 1450  
 1428 16.4 LT E 1.0 Pepper  
 1426.8 0.4 RT E m.H.  
 T.P 3.61 40.1.29 5.53 397.68  
 1426 { 19.6 RT Bay 3.5' Picket Fence  
 { 20 RT END Steel-Wire Fence  
 1400  
 0490.5 E 0' Olive Tree 18.4 RT loc  
 0478.5 E 2' CON WALK 19.5 RT  
 0463.7 20 RT Bay 3.5 Steel Wire Fence  
 0462.2 20 RT END Con. Drive  
 0453.5 17.5 RT Pole # P 4398  
 0450

RT. (30)

L.T.      ♀

396.20

396.5

4.8  
35.8  
7nd

398.0 398.4 398.2 397.0 397.13 397.24 397.16 397.9 397.1

2.5 2.9 3.1 4.3 4.6 4.25 4.13 3.7 4.2  
50 20 15 11 6 4.25 8 20 30  
E.C. Lay E.C. Lay

397.69

397.69

3.60  
0.4 on Rmt

40.1.29

398.6 398.3 398.5 397.9 397.87 397.98 397.84 398.1 398.0

4.6 4.9 4.7 5.3 5.34 5.23 5.37 5.1 5.2  
50 20 15 11.5 8 50 9 20 30  
E.C. Lay E.C. Lay

398.37 398.36 398.32

4.8 4.85 4.89  
19.5 20 30  
Lip on WALK

398.3 398.3 398.6 397.4 397.40 397.31

4.9 4.9 4.6 5.8 5.0 5.2  
50 20 16.5 12 50 5.2  
E.C. Lay

397.63 394.11 393.93

397.02 397.15 397.16 394.15 394.06

6.19 5.7 5.51 9.06 9.5  
10 19.9 19.9 43.5 50  
Edge 9nd Lip on Drive  
CLAY

403.21

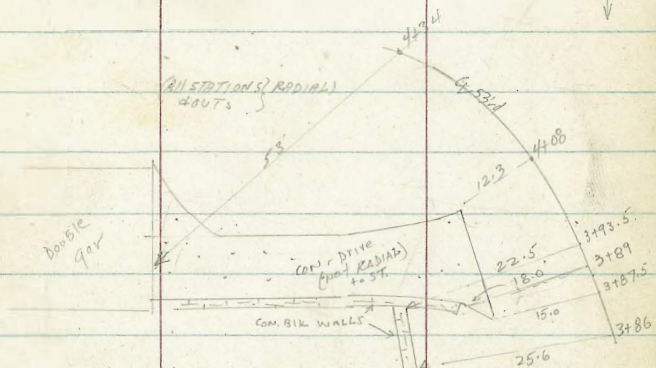


X-SECT. 53rd (CONT)

E RT

- 4434 53' LT = E Double 994
- 4423 27.0 RT & 2.0 CONC. WALL (WALL NOT RECAL TO E)
- 4408 12.3 LT. END DRIVE

4400



- 3493.5 22.15 LT. END 3' BIL WALL (IMAGS WALL 6' W) See ABOVE
- 3489 18 LT. W/4 END CON WALL
- 3487.5 15 LT = W/4 CONC. CON. DRIVE
- 3486 25.6 LT Bay 3' CON BIL WALL
- 3479 17.7 RT & 1' EUCALYPTUS

13+50

3435 20' RT & Deadman

(ALL SECTIONS ON CURVE RADIAL)  
ALL OUTS " " "

382.7  
7.89  
E.L.  
380.09  
383.13 LT.  
832 10.83 12.23  
38 20 410  
ON DRIVE  
380.42  
380.05  
379.83  
379.47  
379.04  
378.81  
378.1  
370.45  
20.57  
27  
29  
7.60 10.97 11.7 11.55 11.98 12.21 12.9 12.2 15.2 19.9  
30 27 20 13.7  
ON ST. BIL W/4 E.C.L  
DRIVE  
E.C.L  
E.C.L

380.22  
10.80  
22.5  
CONC.  
380.0  
380.4  
11.4 10.6 10.83  
18 18 18  
77.4 77 0.87  
10.71  
1.5  
L.P.

392.1 390.1 389.4 389.69 389.4 389.28 389.3 378.1 372.3  
4.11 0.9 6.6 6.38 6.60 6.74 6.7 12.9 18.7  
5.0 31 20 13 2.2 7.0 20 50  
TOP TOP

391.02

X-SECT 53rd (CONT.)

5435.85: PT 90° to Prop. RT on For. TANG. (see sketch)  
 Note: Prop 10' wide Con. Rad. Wall 22.4' LT E(For. TANG.) AT PT. 20.9' BK  
 of STA 5435.85 off to For. TANG. (see next pg. For aux. sketch) on loc. wall

T.P. 0.68 371.85 7.59 371.17

5425.79 (sect AT 90° For. TANG.)

5436.72 (this sect. last sect. radial.)

(5425.79: RT. INT. E.A.C.D. & For. TANG.)

5417.50 17.95 LT = Wly END BIK WALL (wall int radial to st)

5416.05 Radial to Prop. E.C. RT (see sketch)

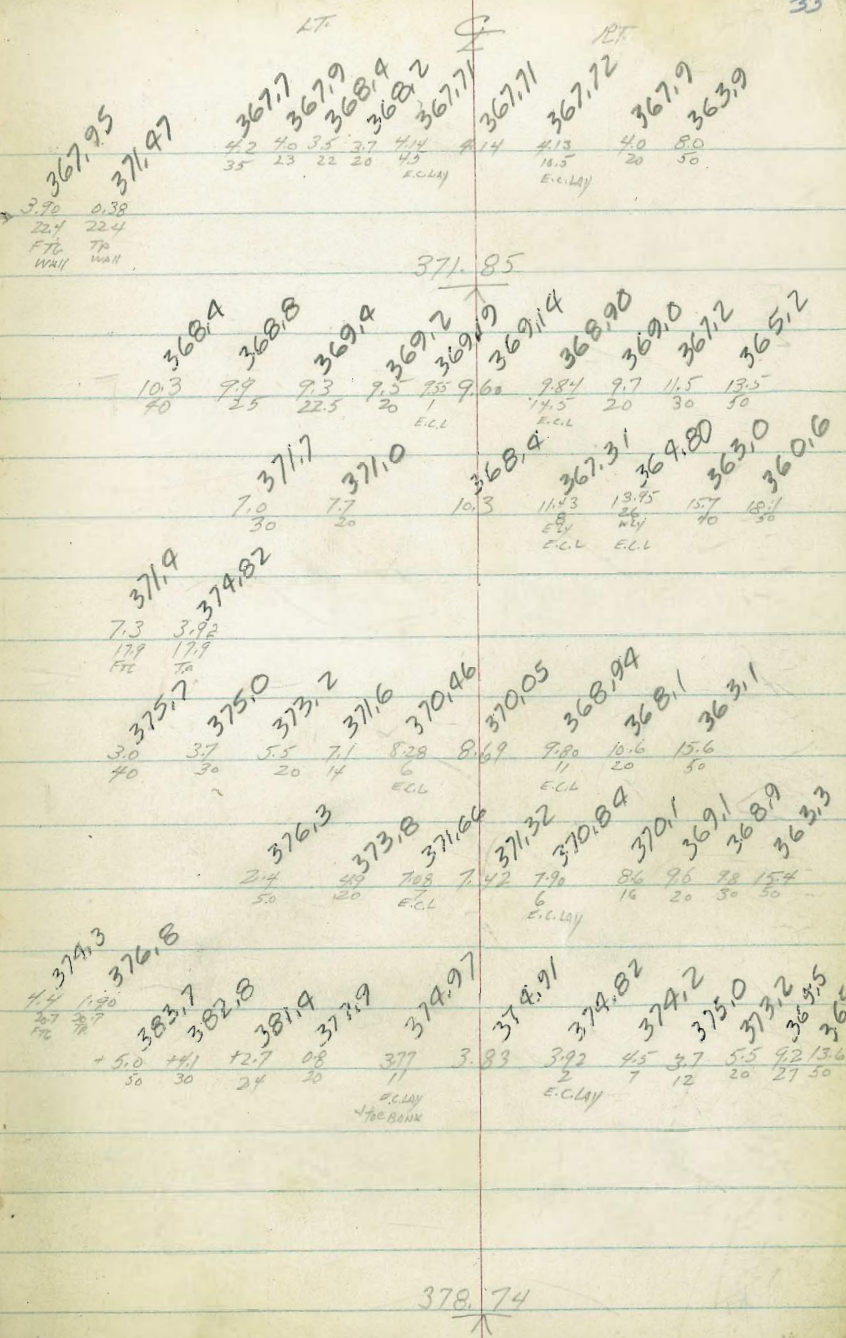
5400

4472 20.7 LT = Wly END CON. BIK WALL (wall int radial to st)

4450

4445 16.0 RT & Pole #P 4348

T.P. 0.55 378.74 12.83 378.19



K-SECT. 53rd (CONT.)

5188.5 19.6 RT Beg 6" mdc. Con. G.I.K. wall

5187 15.7 RT E 3' CON. WALK

5186.5 = E m. 4 0.2' RT.

5170

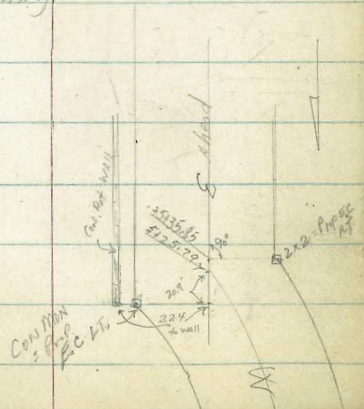
5164 25.8 LT = WLY END E.V. WALL

5163 25.8 LT = SLY END DRIVE

5159.25 E 9th 10' LT

5154.5 25.8 LT Beg drive (NLY CORN.)

5143 22.7 LT End Con. wall



LT.

E

RT

31

359.39  
12.51 13.8  
19.6 19.6  
TP  
359.09  
1276 12.99  
15.7 20  
44 WALK

359.43

12.42  
0.2  
Rim

361.5  
10.4  
K  
361.9  
10.0  
20  
361.43  
10.42  
10  
E. CLAY  
361.89  
9.76  
361.80  
10.05  
E. CLAY  
361.1  
10.8  
20  
360.2  
11.7  
40  
362.85  
9.00  
362.75  
9.10  
4  
E. CLAY  
362.3  
9.6  
20  
360.8  
11.1  
40

365.15  
6.70  
25.8  
TP  
E.V. WALL

366.53  
5.32  
100  
7.94m

365.21  
6.64  
25.8  
41.8  
DRIVE

365.67  
6.18  
25.8  
41.8

367.9  
4.5  
25.2  
22.7  
576 TP

371 85

K- Sect. 53rd St (cont.)

6+23 } 20 LT END CON. COPING - Bay Car DRIVE.  
E 94.83 FT

6+15 } 20.1 RT. Bay Drive.  
199 LT Bay 4" wide con. coping

6+14 } E Pole 18' RT # P 4330  
E Pole 19.3 LT guide

6+11 20 LT END Cold Lay Drive (uncorr edge)

6+09 14.4 RT - ELY END ELY W. WALL ✓

6+08.5 15.6 RT - SIX CORN. OF DRIVE

6+04.5 E 94.4 45' RT

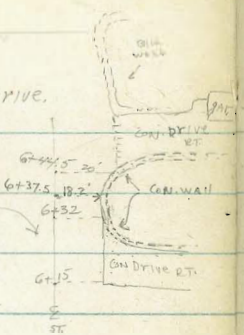
6+02 E 94.5 59.2 LT 56.6 LT con. coping

6+00.50 } 15.6 RT nly car. Drive ✓  
198 RT END WALL (wall angles 90° toward gap)

6+00

5+93 20' LT Bay Cold Lay Drive

T.P. 1.41 360.27 12.99 358.86



353.92 LT  
6.35 23  
359.27  
359.23  
6.20 20  
359.07  
6.00 554  
199 199  
TP TP

356.52  
3.75 4.20  
25 20  
356.07

356.60  
3.67 3.67  
592 566  
FI. G.M.  
TP

356.91  
3.36 3.36 3.46 3.03  
30 20 15 12  
356.97  
357.11  
3.30 2.16  
25 20  
uncorr edge

360.27

RT  
354.10  
6.17 6.14  
20.1 23.8  
4P 3P

354.13  
7.64 (94.15)  
83  
FI

355.97  
4.30  
14.30  
TP  
WALL  
4.26 4.31  
LIP 20  
355.96  
355.78  
4.49  
4.2

356.55  
356.45  
358.23  
356.1  
3.72 3.82 2.04 4.2  
156 20 19.8 19.8  
Lip Drive TP  
357.55  
356.99  
356.6  
356.5  
357.0  
2.72 3.28 3.7 3.8 2.1 2.5  
E.Clay. 7 19 21 30

53rd (cont.)

FT

C

RT

36

6+69.5 19.2 RT to fly E of 1.4 x 1.4 Plaster (in wall)  
(E. wall 0.5' in plaster)

T.P. 3.33 354.35 9.25 351.02

354.35

6+58 20.2 RT End Con Drive & Big Brick Wall

6+54.87 = 6 ST

6+46 21.1 RT Big Con Drive (Con. Rail Perm)

6+44.5 20' RT = Pt. where wall crosses Prop. Line  
outer edge

6+38 20.5 RT End Con Drive

6+37.5 18.2 RT = Pt. greatest encroachment of wall (see sketch)

6+32 18.8 RT End Con Drive  
Note: wall shown on A.U. sketch preced. B. swings into  
street at STA. 6+32 where it is 26' RT. E to edge

6+28 E Double gr. 54 Ft.

352.2  
8.1 8.8 9.4 9.45 9.28  
40 22 20 12.5  
E.C.L.

352.71  
7.56 7.60  
25 20.5  
D.M.C. L.P.

353.22  
7.05  
54  
Ft.

351.98  
349.10  
350.13  
350.39  
349.91  
349.93  
348.58  
345.75

8.27 11.3 10.14 9.88 10.36 10.34 11.89 11.52  
20.2 20.2 20.2 21.7 24 40 60 91  
TR TR LIP TR TR TR TR TR TR TR TR  
Wall Wall Drive Drive Drive Drive Drive Drive  
on Drive  
E.C.L.

350.99  
350.91  
350.44  
349.77

9.47 9.37 9.28 10.22  
21.1 22.6 25 30  
LIP TR on Drive  
D.M.C.

350.80 350.90 350.31 350.05

7.40 9.40  
20 20  
TR TR

353.17  
351.22

7.10 9.05  
18.2 18.2  
TR TR TR TR

353.49  
353.57  
353.71  
351.67

6.78 6.78 6.50 8.60  
18.8 20 20 20  
LIP Drive TR TR TR TR  
D.M.C. on Drive  
outer edge wall



LT E RT

343.3  
11.1  
4  
343.4  
11.0  
20  
343.68  
10.67  
5  
E.C.L.  
343.76  
10.59  
10.75  
8.5  
E.C.L.  
343.60  
11.0  
15  
343.4  
10.7  
20  
343.7  
12.49  
40  
on drive  
(see above)

343.93  
10.45  
20.8  
LIP  
344.52  
9.83  
19.3  
LIP  
344.35  
10.00  
37.6  
Fl. 2 car gar

346.01  
8.34  
16.6  
4.0  
345.87  
8.48  
20  
on walk  
345.66  
8.69  
30

347.3  
7.1  
40  
347.4  
7.0  
20  
347.92  
6.93  
10  
E.C.L.  
347.34  
7.01  
7.05  
E.C.L.  
347.30  
7.5  
7  
346.9  
7.3  
18.4  
9-d  
347.1  
7.6  
20  
9-d  
346.8  
7.9  
18.4  
TP  
wall  
346.24  
8.0  
30

348.80  
5.55  
19.1  
LIP  
348.65  
5.70  
20  
348.53  
5.82  
20.5  
brick  
348.21  
6.14  
32  
walk

354 35

7450  
6 7445 20.8 RT END CONC. DRIVE ; 38.9 RT GAR  
6 7429.5 19.5 RT Big CONC. DRIVE ; 37.6 RT GAR  
7429 19.5 RT END Picket Fence  
7408.5 16.6 RT E 3.0 CONC. WALK  
7403 17.4 RT Big 2' Picket Fence  
7402 18.0 RT E 2.0 CON WALK  
6 7418 20.8 LT Big Rein 4"x4" Fence Posts (wire down)  
7400  
6 6797 = B.C. BRICK WALL 18.4 RT to Fe. (wall curves w/ly away from st.)  
6 7425.5-18.9 RT Ely Fe. 14' x 14' BRICK PLASTER (in wall)  
(Fe. wall BK 0.50' Fe. PLASTER)  
6 73 19.1 RT E 4.5 CON WALK

53rd ST. (CONT.)

LT.

E

RT

38

8+58.5 20.1 RT END WALL  
 8+45 28.0 LT & 2.0 CON. RIBBON (Sly) DRIVE : 4.0 RT GAR  
 8+44 20.0 RT Bay CON BRK. WALL

FOR SECT. 8450 See P. 37

8+43 19.8 RT & 2.0 CON. RIBBON (Sly) DRIVE 3' RT GAR  
 8+40 20.0 LT & 2.0 CON RIBBON (Nly) DRIVE 4' RT GAR  
 8+38 19.8 RT & 2.0 CON RIBBON (Nly) DRIVE : 3.2 RT GAR

8+11 20.2 LT & DEADMAN

8+00

7+96 13.5 LT END 4" x 4" PVT

7+95 19.5 RT & Pole # JP 4320

T.P. 1.84 343.78 12.41 341.94

7+54 20.2 RT & 9' CON DRIVE - 86 RT GAR  
 (GAR SETS 90° TO DRIVEWAY)

338.04  
 337.99  
 5.74  
 6.29  
 20  
 4.10

338.13  
 337.84  
 5.65  
 4.1  
 11.94

339.7  
 340.3  
 340.06  
 340.33  
 340.28  
 340.2  
 339.7  
 4.1  
 3.5  
 20  
 3.72  
 4  
 E.C.L.  
 3.45  
 3.50  
 10  
 E.C.WAY  
 3.6  
 20  
 4.1  
 40

343.78

343.98  
 343.60  
 342.05  
 340.87  
 10.87  
 20.2  
 12  
 36  
 4.1  
 13.48  
 86  
 4.1

337.88  
 335.7  
 336.5  
 338.02  
 338.07  
 5.90  
 20  
 7.2  
 20  
 7.2  
 6.58  
 17.8  
 4.1  
 5.76  
 34  
 17.99  
 6.43  
 19.8  
 4.1  
 5.71  
 32  
 11.94

354, 35

53'rd ST. (Cont)

9+12 = NLY CB Line Trojan (Cold-Lay meets airt  
Surface Trojan-Road)

T.P. 7.31 340.66 10.49 333.35

9+00 (cont along Line Trojan)

CB Rod's { (Divided 3 P.T.C) EG #1, 2, 3 etc

8+93.6 15'0 WT = CB END LT  
(20' CB RADII - STD. 8' CB'S Trojan)

8+89 17'95 RT = CB END RT

(Set. 8450)

8463 20 LT & 3.0 (con WALK)

8460.5 19.9 RT & 3.0 con WALK

LT. 39

336.03 335.6 334.64 334.0 333.9 333.96 333.2 332.5 333.13 332.6 331.84

4.63 5.1 6.02 6.7 6.8 7.20 7.3 8.2 7.53 7.1 8.87  
100 100 3365 3365 3365 3365 3365 3365 3365 3365 3365  
CB C CB C CB C CB C CB C CB C

334.72 334.61 334.2 340.66 333.3 333.85 333.72

9.16 9.17 9.6 9.9 10.5 9.93 10.06  
22.9 16 16 17.3 17.3 23.0  
BK CB G BK CB WALK

CB FIC  
ON TROJAN

334.62 333.9

334.5 333.8

334.58 334.0

334.79 334.70 334.3

534

337.4 337.1 336.5 336.55 336.48 336.23 335.9

337.23 336.58

333.7 334.31 334.45

336.24 337.13

343.78

53rd

(CONT.)

(54) LT.

2

RT. (N4)

40

chk:

1.30 351.77 - 351.67 = 0.10 LT TROJAN & 544h

T.P. 13.27 353.07 0.86 339.80

9/30.04 = E TROJAN (7' RT = EMH along E TROJAN)  
Sect Along E TROJAN

335.9	339.7	333.9	332.67	332.9	331.7
7.8	6.0	6.8	6.99	7.8	7.0
100.	50	7	50	100	
		Rim			
		mm			

340.66

Clark  
Shepherd  
Bryner  
C.M.L.  
12-1-54  
W.O. 32356

Loc. 9 Elev. New-Imp's.  
53rd St.

See pg. 28 for sketch

3462 = End New Fill - RT

T.P. 1.31 388.90 12.75 387.59

3450 Sect. to show new Fill RT

3429.82 241 Lt End Drive: 39.9 Lt gar.

3419 22.6 Lt Beg 10' Conc. Drive

3406.52 = B.C. Lt. Sect. here to show new fill on RT - why

0+67 20.4 Lt End Comm. Bldg

0-03 20.1 Lt Beg Core Bk Comm Bldg  
(5th FTGS)

6+00 = S line of CATAN

B.M. 10.39 400.34

389.95 = SELY CON. Mod  
53rd + MEADE AVE

INDEXED  
DEC 2 1954

LT. E RT. (why) 41

384.8  
382.9  
383.0  
382.9  
383.3

4/20 6.0  
5.9  
6.20  
5.6  
38  
Shoulder

388.90  
384.6  
384.4  
384.3  
383.8

15.7  
15.9  
16.0  
16.5  
4.5  
Shoulder

390.84

389.29

9.50  
7.9  
11.90

11.05  
24.1  
2.1p

389.26

11.08  
22.6  
1.1p

390.9

349.98

389.7

347.9

9.4  
20

10.36

10.6  
20

12.4  
4.6  
Shoulder

394.93

5.11  
20.4

394.91

5.48  
20.1  
Pl. elev

400.34

CHK 9.03 344.52 = STG B.M.

344.29  
343.87

7450 23.1 LT END SLAB

9.26  
6.5  
SLAB  
9.68  
23.1  
LIP

344.15  
344.33

7131 24.9 LT Beg. Conc. PKG SLAB

9.40  
39.9  
13.4  
SLAB  
9.22  
24.7  
LIP

346.22  
347.66

6+99 28.0 LT END CONC SLAB

5.33  
4.3  
8.5  
SLAB  
5.89  
28.0  
LIP

346.22  
348.02

6+80 29.7 LT Beg. Conc. PKG SLAB

5.33  
4.7  
4.6  
EDGE  
SLAB  
5.53  
29.7  
LIP

note: Imp's built // to lot lines  
& not at 90° to ST. Line

B.M. 9.03 353.55 344.52 = E/er N. ELY Cor'd. CON DRIVE 17.5 RTG 353.55  
(For elev's Imp's ahead) RT STA+29.5 - Pg 37

CHK: 3.45 389.95 = STG B.M.

383.9  
381.8  
381.6  
380.9  
376.7  
372.9

T.P. 7.18 393.40 2.68 386.22

5.0  
2.0  
7.1  
1.6  
7.3  
8.0  
12.2  
16.0  
2.0  
4.0

3+75: Sly Toe New - ELY RT

388.90

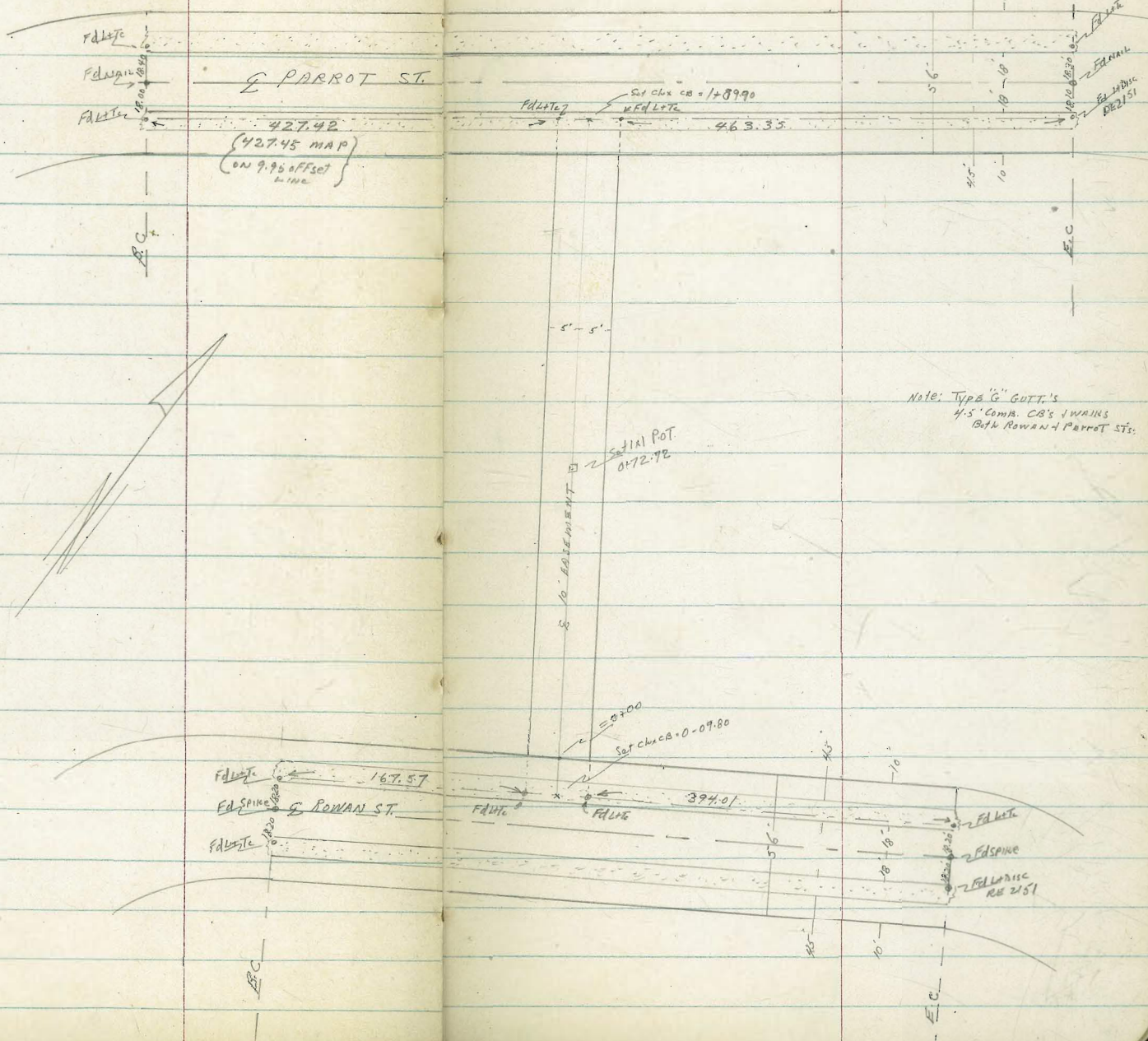
Clark  
Shepherd  
Brumer  
O'Neil  
3-10-55  
W.O. 21308

SURVEY FOR WALK & STAIRS IN 10' ROW  
bet LOTS 17418 AIK "Q" & LOTS 1929 AIK "P"  
FAIRMOUNT-PARK

43

REF. MAP 2874

INDEXED  
JER  
MAR 11 1955



Note: Type "G" GUTT'S  
4.5' Comb. CB'S I WAINS  
Bet Rowan & Parrot Sts.

Prop. WALK & STAIRS - FAIRMOUNT PK.

- 0+23 7.3 LT Beg 3.4' x 5' conc. Porch
- 0+22 7.3 LT end 2' WALK (walk mat's conc. step 3.4' wide  
8' deep -  
steps faces 5'4)
- 0+14 7.5' RT end Rose Bushes
- 0+12 10.7 LT Beg House - SELY corner
- 0+11 12.5 RT = Brk in Drive  
Prob
- 0+10 7.3 LT Beg 2' Conc. WALK  
(Fo Ely edge)
- 0+01 7.5 RT Beg Row Rose Bushes

0+00 - NLY Line Roman

12.45 RT = WLY edge 9' conc. drive.

0-0.55 = BK WALK

0-10 - NLY CB Line Roman

B-M 5.69 105.69 100 = Tp CB 0-10

Note: NO DATA IN Bench Book - this area - thus assumed Elev. of Co. Sta.  
NLY Roman St (0-10) = 100.00

LT. E RT (ELY) 44

102.79  
290 3.51  
7.3 TP  
Porch BK

102.18  
7.3 TP  
BK

102.15  
3.54 3.90  
7.3 TP  
STEP  
WALK

101.79

101.6  
4.1  
7.3 TP  
9.1

101.4  
4.3 5

101.2  
4.5

101.4  
4.3 5

101.4  
4.3 10

101.41  
4.28  
12.5

101.52  
4.17  
7.3 TP  
WALK

99.9  
5.8  
5.0

100.6  
5.1

100.4  
5.3

100.6  
5.1 5

100.72  
4.97  
12.45  
WLY  
edge  
Drive

101.9  
3.8  
5.0

99.49  
6.2 6.27  
5.1 5.0 BK W

99.42  
5.64 BK W

100.05  
5.55 BK W

100.14  
5.5 9.1

100.2  
5.47 5.30 4.44 4.4  
5 12.45 5.0 5.0  
BK WLY BK 9.1

100.22  
5.47 5.30 4.44 4.4  
5 12.45 5.0 5.0  
WALK edge W

100.39  
5.09

101.23  
4.59

101.3  
5.0 5.0

98.80  
6.87 5.78 6.27  
5.0 5.0 5.0  
CB CB CB

99.91  
6.19

99.42  
5.67 5.68 5.64  
5.0 5.0 5.0  
CB CB CB

99.50  
5.09

100.00  
5.09

99.61  
5.09

100.05  
5.09

100.68  
5.09

101.10  
4.59

105.69



PRO. WALK YSTAIR (CONT.)

T.P. 0.48 80.08 13.26 79.60

0+90 = 9th BIL Slope

T.P. 0.20 92.86 13.03 92.66

0+75 } = Brown Slope Ahead (Filled ground here)  
 } Crosses 4' steel-wire Fence approx. 90° to E

0+74 11.3 RT END LATHE FENCE

0+60.5 7.6 Ltg 2" DIAMETER CIRCULAR CLOTHES LINE

0+50 10.7 LT. END HOUSE, NELY CORN

0+44 11.2 RT Bq LATHE FENCE  
 11.2 RT END GAR. NELY CORN.

0+27 7.3 LT END CON. DRIVE

0+24 11.2 RT Bq GAR.  
 12.5 RT END CON. DRIVE

£

45

92.2 92.0 91.7 91.5 90.6  
 0.7 0.9 1.2 1.4 2.3  
 25 5 5 5 25

92.86  
 102.9 103.2 103.2 103.1 103.2  
 2.8 2.5 2.5 2.5 2.5  
 25 5 5 5 25

102.4 102.2 102.2 102.2 102.2  
 3.3 3.5 3.5 3.5 3.4  
 10 5 5 5 10

102.87  
 2.82  
 7.3  
 9m

101.89 101.84  
 3.80 3.85  
 11.2 12.5  
 Fl edge  
 9m Drive

105.69

PRO. WALK & STAIR (CONT)

1477 = grid Brk

1467. { 15.1 LT = grade Brk Drive  
- grid Brk

1466 11.85 RT end house, N'Wly Corn

1450 { 5.0 LT = Ely end 8" wide, 2' high, Conc. Brk Wall - 90° E  
5.2 LT end Fence  
15.1 LT to Ely edge Conc. Drive

1434 12.4 RT Beg. house - S'Wly Corn.

1430 5.2 LT = Ely end of 8" wide, 2' high Conc. Brk wall  
HT 90° to E

1410.5 5.3 LT Beg 4' Board Fence

1410 5.2 LT = Ely end 8" wide, 2.5' high Conc. Brk wall - approx. 90° E

1409 = Toe - Slope

1406 5.1 RT = Wly end 8" wide 4' high  
Conc. Brk wall - approx 90° to E

LT	E	RT
69.5	71.5	71.8
10.6 10	8.6 5	8.3
70.67	70.6	72.3
9.41 15.1 Ely edge drive	9.5 10	7.8 5
	6.7	6.6 5
	73.4	73.5
		73.7
		6.4 10

72.08	72.0	71.6	72.24	73.7	74.2	74.4	74.4
8.00	8.1	8.5	5.84	6.4	5.9	5.7	5.7
15.1	10	5.0	5.0	5		5	10
		FTG	TP	FTG			

72.5	72.4	74.8	72.75	74.95	74.3	74.7	74.9	74.8
7.6	7.7	5.3	6.33	5.13	5.8	5.4	5.3	5.3
15	11	10	5.2	5.2	5		5	20
			FTG	TP				

74.8	77.39						
5.3	2.69						
5.2	5.2						
FTG	TP						
	75.20	75.5	76.1	75.3	75.0		
4.9	4.6	4.0	4.8	5.1			
25	5		5	25			

79.06	74.28
1.02	5.80
5.1	5.1
TP	FTG

Prop WALK & STAIR

CHK: 5.65 100.00 = 100.00 = STG B.M

T.P. 13.00 105.65 0.19 92.65

T.P. 12.89 92.84 0.13 79.95

1 + 90.18 = 5'ly CB Line

1 + 85.68 = 15.2 LT = E Edge Dr. at WALK BK WALK

1 + 84 E Fire Hyd, 6.3 LT.

Redoned  
Reb'd 4-11-55

67.12	66.64	68.01	67.52	68.19	67.70	67.82	68.33	68.59	69.09
12.96	13.44	12.07	12.56	11.89	12.38	12.26	11.75	11.49	10.99
30	30	5	5	CB	G	5	5	30	30
CB	G	CB	G	CB	G	G	CB	G	CB

67.37	67.75	68.09	68.26	68.95	68.90
12.71	12.33	11.99	11.82	11.63	11.18
25	15.2	5	BK	5	2.5
5'ly	5'ly	BK WALK	BK	5'ly	BK WALK
BK WALK	BK WALK	BK WALK	Grid Flush	BK WALK	BK WALK

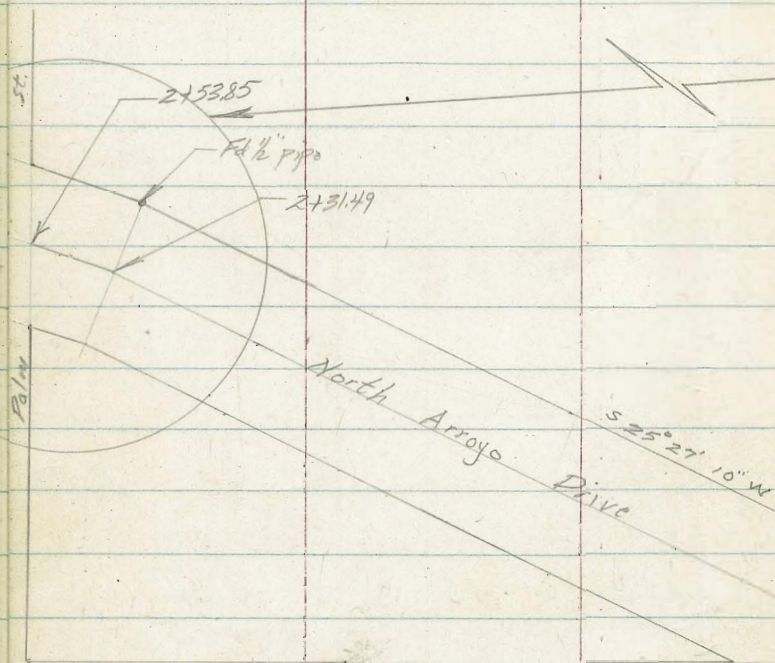
80.09

Roberts  
Riser  
Moore  
Morales  
5-9-55  
W.O. # 25020

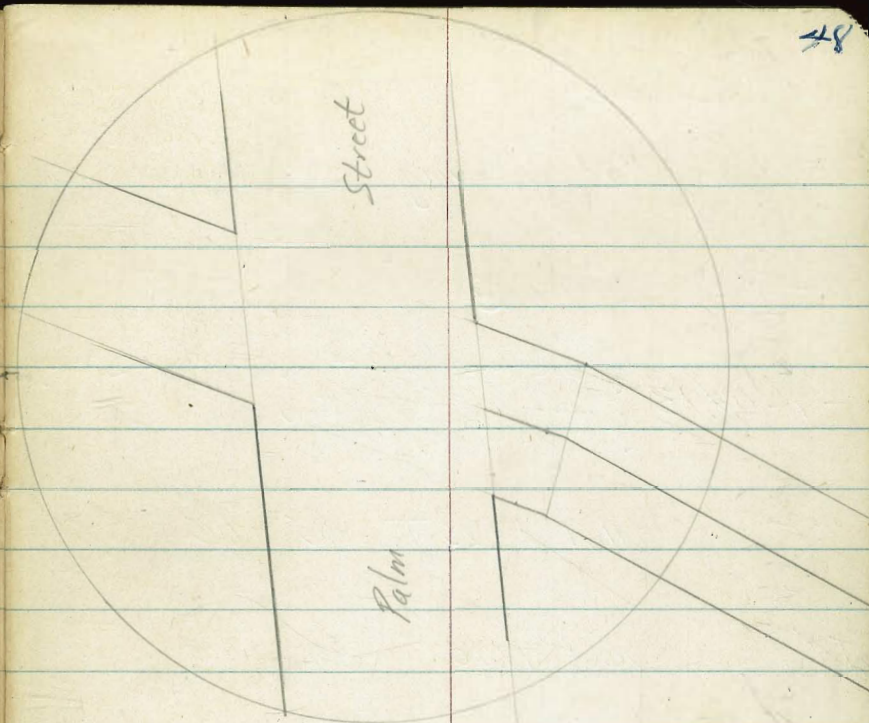
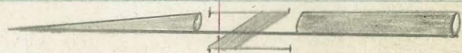
X-Section Arroyo Drive  
Curlew to Palm

See Map 2961

INDEXED  
YEAR  
MAY 10 1955



Curlew Street



0+00 set St. b

12.04'

2 1/2" PIPES

N 20° 04' 40" E

Fd. 2" pipe

N 19° 42' 10" E

0+50.28

Fd. 2" c.T.  
-1-04.83

North Arroyo Drive:—  
std. Type A Roll Curb  
4' walk  
30' Roadway  
Conc. Paving

Cont'd From Page 48

0-49 End of Paving

16.0	4.05	7.16	4.43	4.70	4.48	4.20	4.16	2.1
23	20	16	15		15	16	20	21
	Walk	cb	gut		gut	cb	walk	

0-50.28 L in E

83.8	83.81	83.60	83.29	83.54	83.85	83.90
5.4	5.42	5.63	5.74	5.69	5.38	5.33
20	16	15	15	15	16	20
Walk	cb	gut		gut	cb	Walk

- 1-04.83 { Sections taken at right angles to E Arroyo.  
West line of Curlew

T.P. 11.58 89.23  $\Delta$  0.05 77.65

87.23  $\Delta$

T.P. 10.67 77.70 0.32 67.03

T.P. 13.35 67.35 8.31 54.00

T.P. 0.13 62.31 13.27 62.18

T.P. 5.87 75.45 0.48 69.58

T.P. 10.70 70.06 0.37 59.36

BM 503 59.73

SEBP  
54.70 Laurel & India  
BP on West

BM Gone

57.94 Reynard & Arroyo  
Curb Reynard & 100' N. of Arroyo

Lt

85.07

84.80

84.53

84.75

85.03

49

Cont'd From Page 49

0+25

94.7 Lt  
 96.7  
 91.5  
 89.7  
 91.7  
 92.0  
 92.3 Rt

+2.5 0.5 5.7 7.5 5.5 5.2 4.9  
 30 20 10 8 20 40

0+10

8° Rt to N.E. 30' Euc. Tree

97.0  
 96.2  
 90.3  
 88.9  
 86.2  
 86.4  
 90.2  
 90.1  
 90.4

+1.8 1.0 6.9 8.3 11.0 10.8 7.0 7.1 6.8  
 30 20 14 9 4 6 20 40

108.9  
 94.7  
 88.6  
 86.5  
 84.9  
 87.6  
 87.0  
 87.4  
 89.1

+1.7 2.5 8.6 10.7 12.3 9.6 10.2 9.8 8.1  
 30 20 15 7 4 10 20 40

0+00

East Line of Curlew Street

0-25

T.P.

9.05 97.24  $\nabla$  1.04 88.19

97.24  $\nabla$

0-40

99.7  
 88.0  
 86.1  
 84.9  
 85.1  
 85.8  
 85.6  
 86.5  
 88.8

+10.5 1.2 3.1 4.3 4.1 3.4 3.6 2.7 0.4  
 32 20 11 10 4 4 15 20 40

0-43

17° Lt to Near Edge P. Pole # P2802

0-45

17° Rt to 1" water Stand pipe

0-48

{ 20° Rt to dead man  
 16° Rt to Near Edge Guy Pole

89.23  $\nabla$

89.23  $\nabla$

50

Contd From Page 50

1+10

Lt		♀		Rt		51
98.0	94.0	94.7	82.7	91.8	91.8	94.0
33	73	6.6	7.4	9.5	9.5	7.3
40	35	20		5	8	11
	Toe					20
						30
						40

T.P. 5.53 101.30  $\nabla$  147 95.77

101.30  $\nabla$

1+00

94.9	93.5	93.9	93.1	91.7	93.7	94.5	92.0	95.7
+2.3	3.7	3.3	4.1	5.5	5.5	3.5	2.7	0.2
39	34	20	7	3	6	14	20	30
	Toe							

0+82 3<sup>o</sup> Rt to N.E. 44" Euc. Tree clump with bees.

93.5	92.9	92.6	92.5	91.5	92.2	92.1	92.2	95.5	94.5	94.7
+3.7	4.3	4.6	4.7	5.1	5.0	5.1	5.0	1.7	2.7	2.5
3.7	32	20	17	14	?		8	16	20	40
	Toe									

0+54 11<sup>o</sup> Lt to N.E. 40" Euc. Tree

98.7	96.1	93.6	91.9	91.0	90.6	94.8	93.3	93.4	93.7
+1.5	1.1	3.6	5.3	6.2	6.6	2.4	3.9	3.8	3.5
30	20	17	4		3	9	12	20	40

0+45 6<sup>o</sup> Lt to N.E. 40" Euc. Tree clump

0+37 3<sup>o</sup> Lt to N.E. 40" Euc. Tree

97.24  $\nabla$

97.24  $\nabla$

2+04 60° Rt to NE 36" Euc. Tree

93.3	93.3	93.3	99.0	96.8	96.1	96.1	93.7	95.7	97.9	98.5
8.0	8.0	8.0	2.3	4.5	5.2	5.2	7.6	5.4	3.4	2.8
40	20	18	10	6		14	17	20	28	35

2+00

1+98 20° Lt to NE 24" Euc Tree

95.9	95.6	95.0	96.1	95.6	95.6	93.7	96.0	96.6	96.3
5.4	5.7	6.3	5.2	5.7	5.7	7.6	5.3	4.7	5.0
40	20	15	5		9	12	16	20	35

1+75

1+69 19° Rt to NE 36" Euc. Tree clump

1+60 18° Rt to NE 40" Euc Tree clump

1+59 10° Lt to NE 36" Euc. Tree

95.5	96.8	95.9	94.9	94.8	94.5	92.4	95.3	96.3	96.4
5.7	4.5	5.4	6.4	6.5	6.8	8.9	6.0	5.0	4.9
38	20	12	6		6	9	12	20	40
100									

1+40

1+35 10° Lt to NE 48" Euc. Tree clump.

1+25 70" Euc. Tree clump on Q.

10/30A

10/30A



check 7.50 54.69 = 54.70

T.P. 0.20 62.19 12.68 61.99

T.P. 3.29 74.67 0.20 71.40

T.P. 11.44 71.60 0.09 60.16

T.P. 0.27 60.25 13.05 59.98

T.P. 0.80 73.03 11.32 72.23

T.P. 0.25 83.55 13.07 83.30 on rd. E.C.T. & Arroyo & West Line Curlew.

T.P. 0.51 96.37 5.44 95.86

Section taken parallel to Palm  
2+53.85 (So. Line Palm)

94.1	95.5	96.8	101.5	98.3	95.3	98.0	96.2	98.0	98.8	97.4
7.2	7.8	7.5	10.2	3.0	3.0	3.3	5.1	3.3	2.5	3.9
40	30	20+	18	6		9	11	13	20+	40

2+36 10° Rt to NE. 36" Euc. Tree

2+31.49 (140° Rt on split to NE. 40" Euc. Tree)  
Left (Sect on split)

92.8	92.9	94.9	99.7	97.4		91.0	91.0	94.7	97.1	97.1
8.5	8.4	6.4	0.6	3.9		4.3	4.3	6.6	4.2	4.2
40	25	21	14			21	22	24	27	40







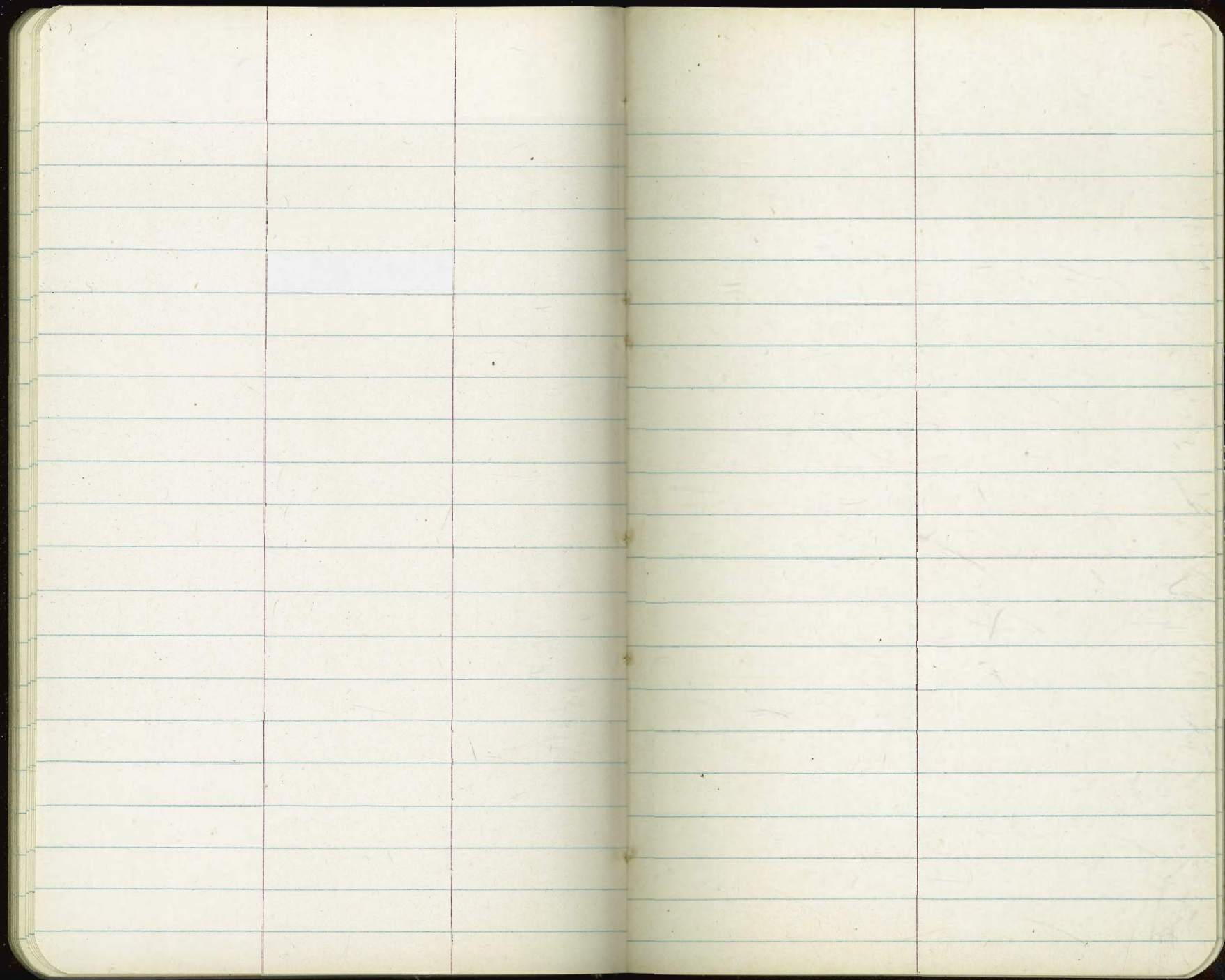


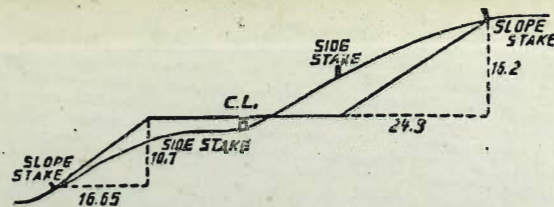












**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**

**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	4.36	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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