

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE														
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°	
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46	
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.58	.63	.68	.73	
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90	
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14	
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39	
35°	.11	.22	.34	.47	.58	.69	.79	.89	.99	1.09	1.20	1.31	1.42	1.54	
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94	
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21	
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48	
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77	
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07	
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39	
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72	
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09	
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46	
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89	
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32	
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83	
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34	
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60	
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22	

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE														
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°	
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020	
15°	.003	.007	.010	.014	.018	.023	.027	.032	.037	.043	.049	.054	.061	.067	
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083	
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135	
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188	
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264	
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341	
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445	
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550	
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700	
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851	
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01	
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17	
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.877	1.07	1.18	1.29	1.39	
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62	
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.78	1.91	
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20	
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58	
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96	
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96	
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32	

INDEX

Pg

X-SECT "F" ST. QUAIL to Boundary 1
 X-Sec Commercial - Evans to 28th 7-
 X-Sec Commercial - 28th to 29th 17
 X-Sec Hensley - Commercial to Sly 25

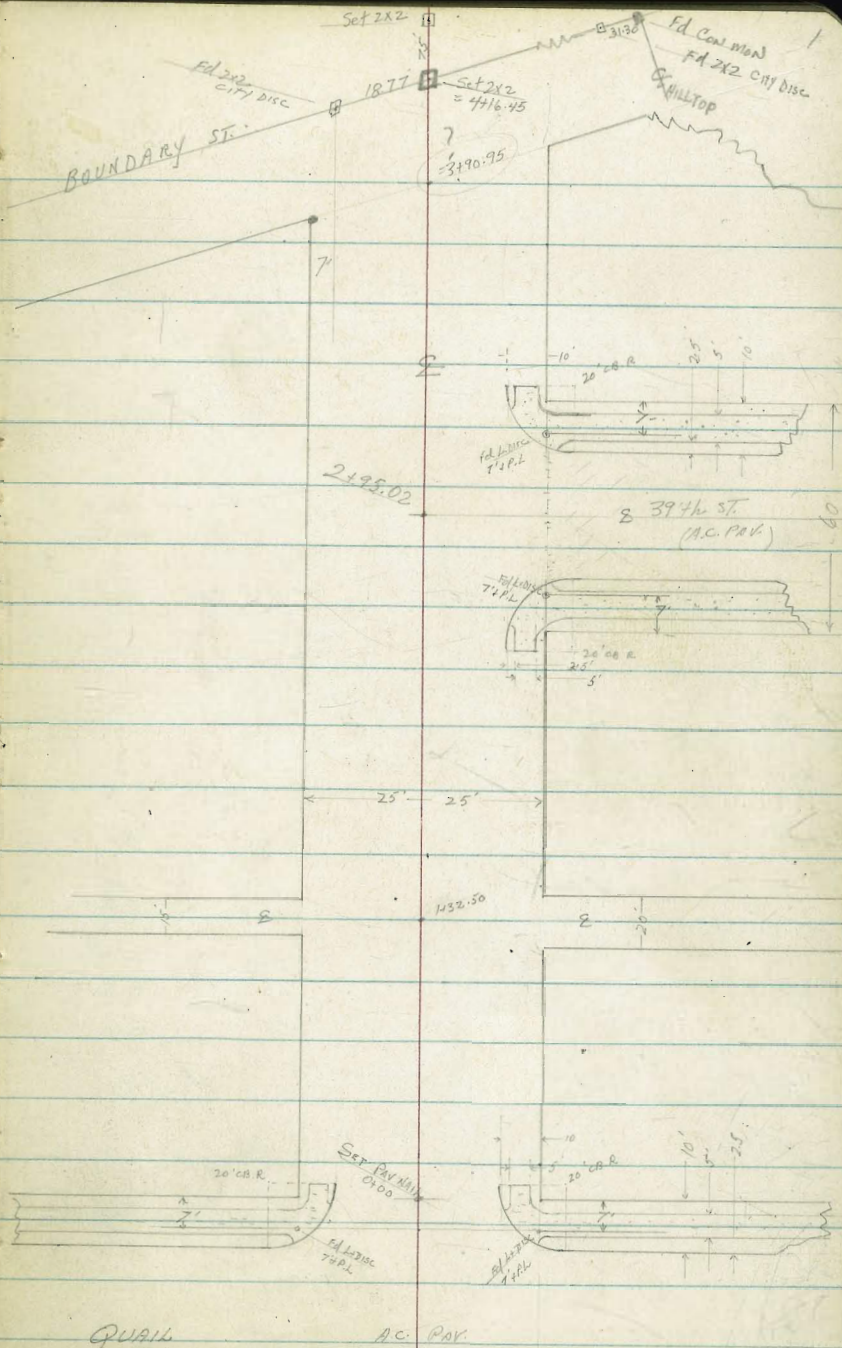
Clark
Shepard
Bruner
Civil

B-10-54
W.O. 31948

X- SECT. "F" ST. QUAIL - to
BOUNDARY

Ref: T.B. # 19-35443
T.P. # 3463
Maps # 1619 & 955

INDEXED
Also
MAR 15 1954



QUAIL

A.C. Pav.

X-SECT "F" ST

(SW) LT

E

RT. (NW) ²

T.P. 3.15 146.04 3.85 142.89

0+00 = W-Line QUAIL

notes Richard 7.22.54

#3 = E.C

#2

CB. Rots. (SWly & NWly) #1
CB APC 31.50' divided 31TS = 1,202

0-10 = Wly CB Line QUAIL

0-30 = E QUAIL (AC P.V.)

T.P. 3.94 146.74 13.02 142.80

T.P. 0.06 155.82 11.84 155.76

B.M. 1.07 167.60 166.53 S.M.B.P. HILLTOP + 39.46

141.6
57
25

141.38
536
CB

140.92
582
E

141.33
541
E
141

141.43
531
17.6
G
CB

142.13
461
4.5
23
4.0
23

142.2
4.5
23

142.7
4.0
23

141.49
525
CB

140.9
528
G
Dirt

141.45
522
Dirt
G

142.12
4.62
CB

141.36
528
G

142.14
4.60
CB

141.76
498
G

142.46
428
CB

140.11
643
100
CB

139.24
720
100
G

140.76
578
50
CB

140.31
643
50
G

141.28
584
35
35
G

140.55
584
15

140.96

141.18
556

141.43
531
15

142.19
353.5
G
CB

142.85
389
50
G

142.93
381
50
G

143.68
314
50
G

145.67
117
100
G

146.24
117
100
G

140.6
670
100

140.85
589
50

141.41
533

141.84
470
15

143.65
309
50

146.19
0.55
100

K-SECT. F ST. (CONT)

LT. E RT.

1450

141.9 141.7 141.2 141.0 140.6 140.8 140.9 141.0 141.7
 4.1 4.3 4.8 5.0 5.4 5.2 5.1 5.0 4.8
 35 25 15 11 10 35 35 25 35

144.

14.5 LTR Pole # P 372297

14325 = E Allys (15' on sly + 20' Allys N)

139.1 139.1 140.0 140.5 140.8 140.9 141.1 142.4 145.4 145.9
 7.9 6.9 6.0 5.5 5.2 5.1 4.9 3.6 0.6 0.1
 75 50 25 15 5.2 15 25 50 80 100
 114

1416.5

22.6 RT END CONC. DRIVE: 46.2 RT END 2-COR 94'

141.65
 4.39
 22.6
 49
 145.7
 0.34
 46.2
 111

1401

22.6 RT Bay CONC. DRIVE: 46.2 RT Bay 2-COR 94'

141.74
 4.39
 22.6
 49
 145.7
 0.33
 46.2
 111
 CONC

1400

140.8 140.9 141.2 141.3 141.0 141.2 141.2 141.3 142.3 144.4
 5.2 5.1 4.8 4.7 5.0 4.9 4.8 4.7 3.7 1.6
 35 25 15 14 12 15 20 25 35

0-56

24.7 LTR 12' CONC. DRIVE: 44.4 LTR Single 94'

141.91
 4.13 4.20
 141.4 24.7
 11.09
 CONC.

0-50

141.8 141.7 141.6 141.2 141.7 141.3 141.6 142.9 144.4
 4.2 4.3 4.4 4.8 4.3 4.7 4.4 3.1 1.6
 30 25 16 10 15 20 25 30

0-11

16.2 LTR Pole # 277740

142. 141.8 141.4 141.8 141.30 141.8 141.5 142.14 142.20 142.9 142.9
 4.0 4.2 4.40 4.46 4.54 5.0 4.5 3.9 3.84 3.75 3.1 3.0
 30 25 22.65 17.65 15.15 15.15 15.8 15.0 17.5 22.5 25 30
 P.L. 84 117 76.5 max EC P.L. 16.4
 EC

0-10

146.04

X-SECT F (CONT.)

LT.

♀

RT.

4

3 = EC in 99%

2

1

143.37
267.198
9.7
PAK
143.79
CA
143.3
2.7
22.5
CA
143.0
9.7
DIT
3.0
2.45
9.7
CA
DIT

2155 15' RT = CB BC (N.E. 1/4 39 44)
CAE 31.5
rounded = 3 pts = 1, 2 etc.

142.16
143.05
143.54
143.63
3.4
2.59
2.50
2.41
15.1
15.1
17.6
32.6
DIT TP CO
BC MAIL
ARC
H

2150 (soil-sample here)

143.4
142.2
142.0
142.9
142.7
142.7
142.8
3.6
2.8
3.0
3.1
3.3
3.2
3.5
25
15
12
10

142.4
143.1
143.2
144.3
144.2
3.6
2.9
2.8
1.7
1.8
14
15
2.5
3.0
3.5

2149 25' LT END 3.5" Caping

142.7
143.34
3.29
2.69
25.1
25.1
FTG TP
SP

2130.5 25' LT 3.0" Cap. MARK

143.9
143.10
2.85
2.94
34
25
LIP

2104 25' LT 8' Core Drive: 49' LT Sample gas

142.54
142.41
3.50
3.63
47
25
LIP
F. 9.7
CONC.

2100 142.4 142.2 141.9 141.7 141.3 141.5 141.5 141.5 142.0 141.9 142.7
3.6 3.8 4.1 4.3 4.7 4.5 4.0 4.1 3.3
35 25 15 12 10 15 16 25 35
9.4

1194 25.0' LT Req 3.5" Wide Core Caping

141.74
142.44
4.30
3.60
25.0
25.0
TP
SP

1179 25.0' LT 8' Core Drive: 35.5' LT 8' Single gas

142.47
142.28
3.62
3.76
35.5
25
LIP
F. 9.7
CONC.

146.04

X-SECT F (CONT)

LT

E

RT

CHK 0.87 166.55 = 166.53 (Sec. B.M)

TP 7.87 167.42 0.24 159.55

416.45 = W/P Boundary (SECT along Boundary)

3198 25.1 RT END CON. W/P WALL

3190.95 SECT along Line Boundary

3190.95 = E/W Line Boundary (MAP #1619) (SECT AT 90° E: F")
 MAP #955 SHOWS 385.15 TO E. LINE 5140° F"

3186 170.17 E Pole # 277701

3180 25.1 LT E to (N.W. E.N.N) OF N.I.S. WALL (2' HIGH CON. W/P)

TP 8.83 159.79 1.00 150.96

3150

3135 150 RT = CB, BC = (N.W. 1/4)
 CB Arc = 31.6 (3 PTS 1/2 db)

157.1	152.3	155.7	151.2	154.8	155.5	158.6
8.7	7.5	6.1	5.6	5.0	4.3	1.2
100	50	26.12		26.12	50	100
150.7	152.2	153.0	152.5	154.1	152.6	154.4
9.1	7.6	6.8	7.0	5.7	4.2	0.4
100	50	26.12		26.12	50	100
153.1	153.3	153.8	152.9	152.8	152.0	153.8
6.7	6.4	6.0	6.9	7.0	7.8	7.0
35	25	15	13		15	16
					25	27
					35	35

150.64
 9.1
 25.1
 150.64

150.5	150.8	149.2	148.2	148.2	147.4	148.4	144.3	153.8	153.9
1.5	1.7	2.8	3.8	3.8	4.6	3.6	2.7	4.8	4.9
35	25	15	12		15	16	25	27	35

(N.W. 1/4) →

145.2
 6.8
 5.7
 15
 17.5
 146.55
 147.15
 144.6
 7.7
 147.15
 145.22

151.96

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HENSLEY

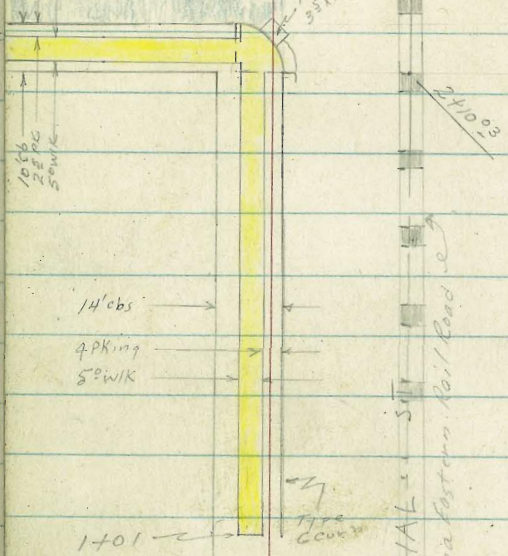
ST

X-sec Commercial ST
to 28th ST
WO # 32004
Aug. 19, 1954.

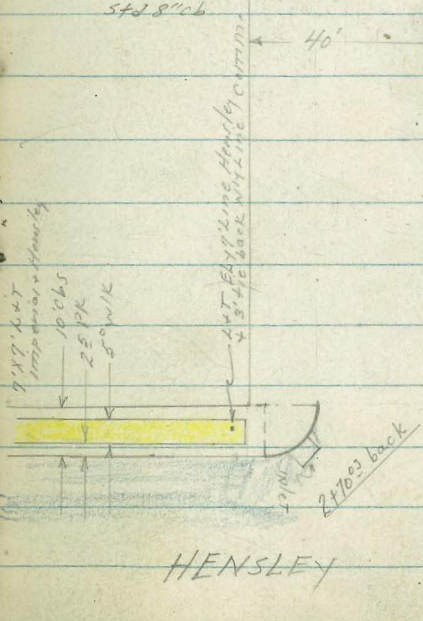
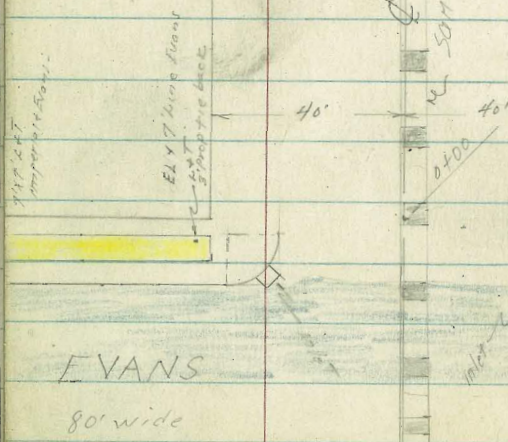
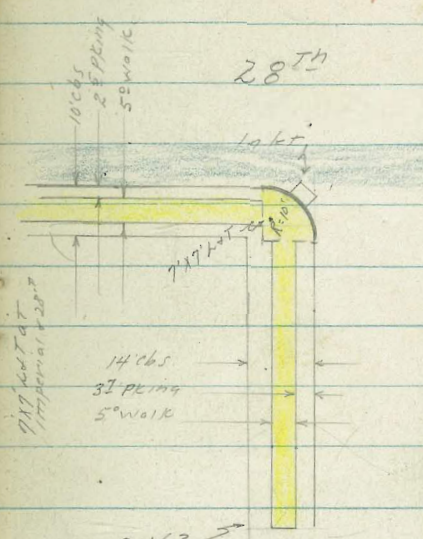
Evans ST

C. Allen
D. Sisson
C. Powell.
Ret 77 sheets 144, 327
file map 203

Cont Page 18



Catch basins
are 14' throats
3' x 2' grates



EVANS
80' wide

ST

HENSLEY

ST

Cont From facing Page

soil sample

X-sec Commercial St - Evans To 28th

LT-117

Commercial

RT-514 8

INDEXED

NER
AUG 23 1954

Inlets = 14' throat - 3⁵ x 2² = grate

Mid point SELY + NELY Curb Returns - 10' Radius

61 ⁰⁰	65 ⁰⁰	64 ⁰⁵	63 ⁸²	65 ⁰²	56 ¹⁷
I.E. Box NELY.	Topcb NELY	grate NELY	grate SELY	Topcb SELY	I.E. Box SELY

65 ⁶¹	64 ⁹⁶	65 ⁰³	64 ²¹	65 ⁰⁰	65 ⁰⁷	64 ⁰⁸	65 ¹⁰	65 ²²	65 ⁸¹
100 Top cb	100 90T	40 Top cb	40 90T	36 ⁰⁰ BC Topcb	36 BC Topcb	40 ⁰⁰ 90T	40 ⁰⁰ Top cb	100 90T	100 Top cb

Roughly easterly edge A.C. Paving

0-14 = Ely Curb Line Evans St

64 ⁰²	64 ²⁰	64 ⁰⁸	64 ⁰⁵	64 ⁸¹	64 ⁸³	64 ⁶³	64 ⁰¹	63 ⁸⁹
36 ⁰⁰ 90T BC	26	13	32 Rail	13 Rail	13	26	36 BC 90T	

all Rail elevations are top of Rail.

all Rail Measurements are to gage

0-40 = 1/2 Evans St - Paved with A.C. pave

65 ³⁵	64 ⁷⁴	64 ⁶⁹	64 ⁸⁶	64 ⁷⁶	64 ⁷⁵	64 ⁷⁶	64 ⁶¹	64 ²¹	65 ⁶⁷
100	40	26	95 Rail	37 Rail	10	26	40	100	

Note! Direct Elevation Rod used for X-sec

Lat - 3th tie back Nly Comm. + Ely T'Line Evans

TP ₃		5.57	65.24	
TP ₂	3.81	70.81	7.78	67.00
TP ₁	3.03	74.78	6.77	71.75
BM	6.47	78.52		72.05

SWBP - 29th + Imperial

X-sec Commercial

LT=NLY

RT=Sly

9

M 0+76- 40³ LT= 3 cone walk

65⁵⁷

65⁵²

50³
walk

40³
walk

0+50

65⁴
40

65⁵
27

64⁶
24

65²²
3⁰
Rail

65²

65¹⁹
17
Rail

64³
25

64²
27

65²
40

26⁰ RT=end curb

0+00 = ELY Line Evans

65²
40

64⁸
27

64¹
25

64⁹⁵
3⁴
Rail

64⁹

64⁹¹
1³
Rail

64⁵
13

63⁹
26⁰
Dirr
90T

65⁰²
26⁰
Top
cb

65⁴
40

26⁰ LT= end curb - short of property

40⁸ RT= NELY COR WALK

0-04 } 40⁰ LT= SELY COR WALK

80' of side walk to south in bad condition

65³⁰
40⁰
SELY COR
WALK

64⁹⁵
26⁰
Top
cb

64⁰
26⁰
Dirr
90T

65²⁷
40⁸
NELY COR
WALK

40⁸ RT= NWLY COR WALK

1.0-09⁷⁵ } 40⁰ LT= SWLY COR 5²⁵ WALK

65¹⁹
40⁰
SWLY COR
WALK

65¹⁹
40⁸
NWLY COR
WALK

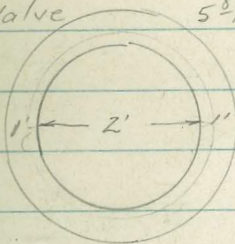
True Elev.

X-sec Commercial cont

ManHole is for gate Valve in Water Main Ring

1+54- 5⁸RT = ϕ 24" MH + 4" in dia Conc

Manhole for gate Valve 5⁸RT 1+54.



65⁷⁶ 64¹⁵
5⁸ 5⁸
Rim Top of
MH Water Valve

66⁵ 66³⁴
40 35
W/ot
Walk

66 ³⁴	66 ³²	65 ⁷⁰	65 ⁷⁶	65 ⁸²	65 ⁷	65 ⁸¹	65 ⁰	65 ⁵	65 ⁸
30	26 ⁰	26 ⁰	24 ⁵	25 ⁵	2 ^{1/2}	24	26	40	
Sly widk	Top cb	Top 90T	LIP Type	Rail	Rail				

35° LT = NWly Cor begin 5' conc walk

30° LT = SWly Cor begin 5' conc walk

1+01- 26° LT = begin Type G Curb

65 ⁹¹	65 ⁹⁵	65 ⁸³	65 ²⁸	65 ³⁵
35 ⁰	30 ⁰	26 ⁰	26 ⁰	24 ⁵
NWly Cor	SWly Cor	Top 90T	LIP Type G	Type G

1+00

65 ⁷	65 ⁶	65 ⁵	65 ⁰	65 ⁵	65 ⁵²	64 ⁷	65 ³	65 ⁸
40	26	25	28	19	24	26	40	
			Rail	Rail				

46° LT = ϕ entrance way Stucco House

0+90- 40³ LT = ϕ 4⁵ wide conc porch

65 ⁹⁶	65 ⁷¹	65 ⁸⁰
46 ⁰	46 ⁰	40 ³
Floor	Porch	Porch

True elev.

X-sec Commercial

Mid point NWly Return - 14' throat
35 x 23 grate

Hensley - Elev = 67.12
TP = L+T 3' tie back NWly line comm + Fly T line

26° LT = b.c. NWly curb Ret
2+10⁰³ = wly line Hensley ST

2+05 - 31° RT = 12" power pole # P2749

1+80

LT = NWly

RT = SWly

62 ⁴⁰	66 ⁶⁰	65 ⁵⁸
IE Box	Top cb	grate
NWly	NWly	NWly
Ret	Ret	Ret

66 ⁸	66 ⁷⁵	66 ⁷³
40	35°	30°
	NWly	SWly
	WIK	WIK

66 ⁶³	65 ⁹¹	66 ⁰³	66 ¹⁷	6 ¹ 66 ¹⁵	65 ⁴	65 ⁸	66 ¹
26°	26°	24°	22°	24°	25°	26	40
Top cb	90T	LIP	Rail	Rail			
cb bc	cb bc						

66 ⁵	66 ⁵⁹
40	35°
	NWly
	WIK

66 ⁴⁹	65 ⁸⁸	65 ⁹⁴	66 ⁰⁰	65 ⁹ 65 ²⁸	65 ⁰	65 ⁶	65 ⁹
26°	26°	24°	24°	23°	25°	26	40
Top	90T	LIP	Rail	Rail			
cb							

True elev.

X-sec Com Merrara 1

LT = N14

RT = S14

12

2+45-11² RT = ϕ Sewer MH

66⁰⁷ 60⁵⁰
11² 11²
Rim JE
Sewer

for gate valve on water main
2+44-14² dT = ϕ 24" MH set in 4' dia conc Box

65⁴⁷ 66⁵⁶
142 142
Top Rim
Valve

8¹ LT = ϕ Manhole - Sanitary Sewer
24² LT = S14 edge Rough A.C. Hensley
2+40 = ϕ Hensley ST

67³ 66⁵ 66⁴
100 40 24²

60² 66²² 66³¹ 66³ 66³³ 65⁷ 65⁸ 66⁴
87 87 24 26 24 40 100
JE Rim Rail Rail
Sewer 3 MH

67³² 66⁶⁵
100 100
Topcb 90T

66⁵⁸ 65⁷⁸ 66⁶³ 65⁶⁵
40² 40² 36² 36²
Topcb 90T Topcb 90T
cb Ec cb Ec

Hensley ST
24 LT = S14 edge very rough A.C.

No curbs to South.

2+20⁰³ Why curb line Hensley to N14-

65⁸ 65⁸ 66²⁰ 66¹ 66¹⁸ 65³ 65⁸ 66⁹
26 24 2² 25 24 40 100
AC Rail Rail

True elev.

X-sec Commercial

26° LT = ely end curb

0+00 Ahead

2+70⁰³ Back } Fly Line Hensley

2+67⁵³ ^{40°LT} = SELY COR FLY WALK Hensley ST

14' throat + 3⁵ x 2² grate

Midpoint NELY Return

2+62⁵³ - 40° LT = SWLY COR FLY CONC WALK Hensley ST

2+60⁰³ } ^{Hensley ST}
25 LT = sly edge Rough AC
No curb to sly.
FLY CURB Line Hensley to North

LT = Nly

2

RT = Sly. 13

66.9
100

67 ¹	67 ⁰⁸	66 ¹	66 ⁴⁶	66 ⁴	66 ⁴⁶	65 ⁶	66 ⁰	66 ¹
40	26°	26°	19 ⁵		27 ⁵	24	26	40
	Top CB	Top CB	Rail		Rail			

67¹⁴
40°
SELY COR
WALK

63 ¹⁷	67 ⁰⁸	66 ⁰⁷
I.E. Box NELY.	Top CB NELY RT	grate NELY INLT

67¹⁰
40°
SWLY COR
WALK

67 ²²	67 ¹⁰	67 ⁰⁵	66 ³⁰	67 ⁰⁵
100	100	40°	40°	36°
Top CB	Top CB	Top CB	Top CB	Top CB

66 ¹⁸	66 ²	66 ¹	66 ⁴¹	66 ⁴	66 ⁴²	65 ⁵	66 ¹	66 ⁵
36°	26	25	21		26	23	40	100
Top CB BC			Rail		Rail			

True elevation.

X-sec Commercial

LT = N14

RT = S14 14

Elev = 67.59

TP- 7x7 L+T NWly Cor Commercial + 28th

67⁴

40

67⁴

34⁵
NWly
W61K

1+00

67 ³⁴	67 ²⁸	66 ⁸	66 ⁸²	66 ⁸	66 ⁸²	66 ³	66 ⁵	67 ^L
29 ⁵	25 ⁸	25 ⁸	16		3 ^L	25	26	40
S14 WIK	TOP CB	DIRT 90T	Rail		Rail			

0+71- 25⁸ LT- 9' conc drive

67 ³¹	66 ⁶³
29 ⁵	25 ⁸
S14 edge WIK	LIP

Curbs

34⁵ LT- NWly Cor Walk

29⁵ LT- SWly Cor Walk

0+63- 25⁸ LT- begin standard 8" curb

67 ⁴³	67 ³³	67 ²⁰	66 ⁵
34 ⁵	29 ⁵	25 ⁸	25 ⁸
NWly CORWIK	SWly CORWIK	TOP CB	DIRT 90T

0+50

67 ⁴	67 ^L	66 ⁵	66 ⁶³	66 ⁶	66 ⁶⁴	65 ⁹	66 ³	66 ⁹
40	26	25	18		29 ⁰	24	26	40
			Rail		Rail			

True elev.

X-sec

Commercial

LT = N14

011777

RT = S14

66.57

100
Topcb

68 ⁴³	68 ⁰¹	67 ⁰³	66 ⁹²	65 ⁸⁰	66 ⁵⁵	65 ⁸⁸	66 ⁵³	67 ⁰⁰
100	100	40°	40°	36°	36°	40	40	100
	90T	LIP	90T	90T	Topcb	90T	Top	90T
		Drive		EC	EC		cb	

this edge is very rough
 Wly edge A.C. Paving 28th ST
 1460²⁵ = Wly Curb line 28th ST

67 ⁵¹	66 ⁷⁶	66 ⁹⁰	67 ¹	67 ⁰⁶	67 ¹	67 ⁰⁹	66 ⁸	66 ⁰
36°	36°	26	13	12		35	13	26
Topcb	90T			Rail		Rail		

1457- 9⁵ RT = Cleanout of 24" MH- Storm Drain

66⁹⁰ 59³⁰
 9⁵ Rim IE
 Cleanout Drain

14' throat + 35 x 25 grate
 Midpoint NWly + SWly Returns - 10' Rad

63 ⁵¹	67 ⁴⁶	66 ⁴⁹	65 ⁵⁶	61 ²⁶	66 ⁴²
IE Box NWly	Topcb NWly	Grate NWly Ret	Grate SWly Ret	Topcb SWly	IE Box SWly

66⁷⁸ 66⁷
 36° conc 40

26° RT = B.C. curb Return
 LT = BC Curb Return

1450²⁵ = Wly 28th ST

67 ⁸	67 ⁸³	67 ⁴³	66 ⁴	67 ⁰³	67 ⁰	67 ⁰⁵	65 ⁷	66 ⁵¹
40	36°	26°	26°	12		35	26°	26°
	conc	Topcb BC	DIRT 90T BC	Rail		Rail	DIRT 90T	Topcb BC

Gate valve in water main

1437- 15° LT = 24" MH- Set in 48" dia Conc

65⁶⁴ 66⁸⁸
 15° Top Valve Rim

True elevations

X-sec Commercial

LT = N14

RT = S14

16

TP Start. B.M. 6.45 <72.05>
72.06

TP 5.74 78.51 2.10 72.77

TP 7.28 74.87 67.59

(page 14)

7'x7' L+T Nwly cor Commercial 1428'

1480 = 2 28.72 ST

6880	6785	6718	6720	6718	6706	6711
100	40	12	35	40	100	
		Rail	Rail			

1466 - 21' LT = 2 5' x 2' gas co M.H

6725

213

Rim

True elevation

INDEXED

MER

JAN 21 1955

X-See Commercial ST. 28th ST to

29th ST. See Also page 7.

WO # 32004 - 1-20-55

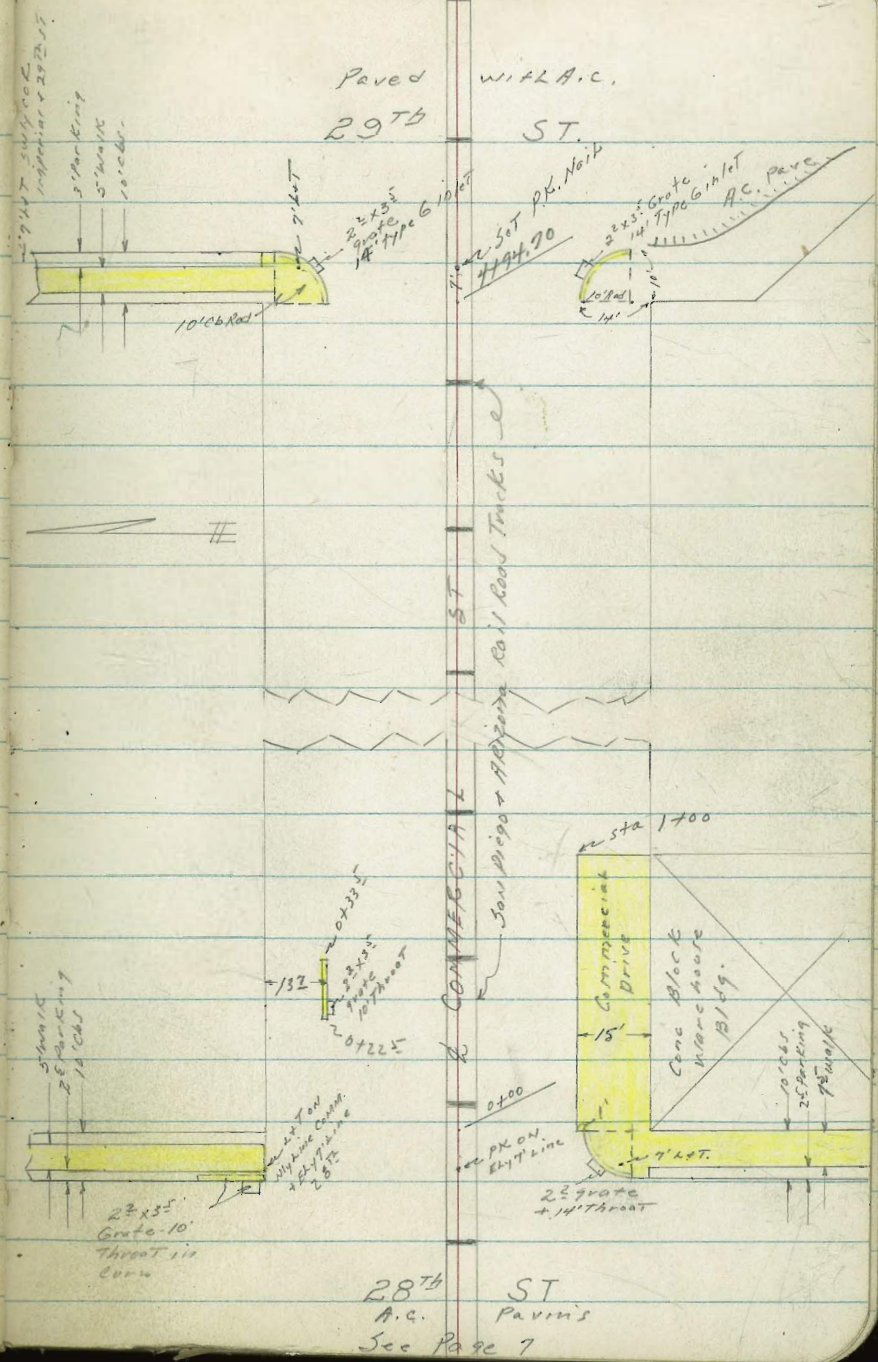
C. Allen, D. Sisson, C. Powell.

Ref. TP sheet # 328-

All Railway Measurements are to gage

All Rail elevations are top of Rail

Soil Sample page 7 is OK - Same Soil



28th ST
A.C. Paving
See Page 7

Levels on X-sec Commercial st

28th to 29th

See sketch Page 17 - also Page 14

T.R. = Top Rail

T.C. = Top Curb

24th RT = begin Conc Drive

25th RT = Curb EC. & Fly end throat

0+00 = Fly Line 28th ST

0-01⁷ - 37° LT = begin 3' high cyclone fence

0-07⁵ 40° LT = swly cor 5' walk

elevation on & grate + inlet 28th + COMM. 3 Fly cor

ELY edge Rough A.C. Paving 28th ST

0-10 = Fly Curb Line 28th ST

For & Section see Page 16.

Page 14 -

BM. Nwly 7' lat Comm. + 28th

67.59

LT = N14

Comm.

RT = S14.

18

67⁹ 67⁹
40 37.

66⁶⁷

67⁰⁷

25³

T.C.

EC.

+ Fly of

Throat

40

also NWly

cor conc Block

Blkg.

67 ⁶	66 ⁹	67 ¹	67 ²⁸	67 ³	67 ²⁸	66 ⁸	65 ⁸⁰	65 ⁷¹
30	24	12	2 ¹	18 ⁵	12	24 ²	25 ³	9 ^{UT}
			T.R.	T.R.		NWly	Drive	EC ch

67⁷⁵
40
swly
cor walk

66 ⁶⁸	65 ⁸⁰	62 ⁸⁰
Top cor	Top grate	IE
over grate		Box

68 ⁴⁹	67 ⁶⁶	63 ⁵²	66 ⁸⁰	66 ⁰⁰	66 ⁶⁶	66 ⁷⁷	66 ⁸⁶
90 ⁰	90 ⁰	43 ⁰	43 ⁰	40	40	90	90
T.C.	9 ^{UT}	IE	approx	9 ^{UT}	T.C.	9 ^{UT}	T.C.
		Box	& grate				

67 ⁸²	66 ⁸⁶	67 ¹	67 ³	67 ²⁵	67 ²	67 ²⁵	67 ⁰	66 ⁰	65 ⁹¹	66 ⁶⁷
40	40	27	12	2 ¹	18 ⁵	12	26	36	36	36
T.C.	9 ^{UT}			T.R.	T.R.			9 ^{UT}	T.C.	T.C.
Slyed Curb								66 ⁸⁰	66 ⁸⁰	66 ⁸⁰
To North								approx 314	end 14 th throat	

Direct elev. Rod used - all elev. are true elevs.

X-See Commercial Cont

LT = N14

2
CANN.

RT = S14. 19

also Wly of Door
To Warehouse door

0+68.31° RT = begin A.C. Ramp on conc drive

66⁵² 68⁴⁹ 68⁵⁶
31° on conc 40° A.C. 40° Floor
at Wly of A.C. Ramp at Warehouse

68⁶
40

66⁹⁴
40
on conc -
and Wly of Bldg.

0+50 - 24³ RT = Wly edge conc drive

67⁸ 66⁹ 67² 67⁵² 67⁴ 67⁴⁹ 67¹ 66³⁷ 66²⁷
29 23 12 28 T.R. 19.5 T.R. 12 24³ 25³
rip of Drive 15
gutter

10' Throat

0+33⁵ = Ely end of 11' catch Basin

67⁶⁷ 66⁶⁸
26³ 26³
T.C. gutter
inlet to
throat

18" Pipe Flows to Sly from Box

0+22⁵ 26³ LT = Wly end of 11° E.S.W. inlet

67⁶⁷ 63⁵² 66⁶⁷
26³ 26³ 26³
T.C. 1/E on grate
Box

0+14 - 37° LT = end 3' high cyclone fence

0+19 - 27° RT = deadman } in drive way
0+10 - 27° RT = 2" anchor pole } conc -

Direct elev

X-sec Comm. cont.

LT = NW

2

RT = SW

20

To Warehouse on NW side of Street

1+46 = Switch points to spur track

67²⁴
2¹⁵
T.R.

67⁹³
2¹⁵
T.R.

45° RT = NWly cor. of Sheet Metal Warehouse
Warehouse

1+12.37⁵ RT = begin conc Ramp for Sheet Metal

67⁷⁷
37⁵
NWly
cor. Drive

67⁸⁵
45°
NWly
cor. of Bldg +
SWly cor. drive

68⁴
40

67¹²
40
on conc
drive at
NWly cor. Bldg.

Warehouse Bldg

40° RT = end (NWly cor.) conc Block

1+00.24³ RT = end Conc drive way

67 ⁸	67 ²	67 ⁴	67 ⁵	67 ²	67 ²⁴	67 ³	66 ⁶²	66 ⁵²
26	23	12	22 ⁰		20 ⁰	12	24 ³	25 ³
			T.R.		T.R.		Nly of drive	on drive

also Elyot Doorway to Warehouse
drive - To provide access to Warehouse

0+80 - 31° RT = end A.C. Ramp on conc

66 ⁶⁰	68 ⁵⁶	68 ⁵⁶
31°	40°	40°
Nly of A.C. Ramp	A.C. Ramp	Floor

Direct elev

2+50

2+47-36° RT-2 3' wide conc walk

2+00

45° RT- NELCOK sheet Metal Warehouse
 1+65+ 37° RT- end conc Ramp for Warehouse

1+50

68 ⁵	67 ⁹	68 ¹⁴	68 ¹³	68 ³³	68 ³⁷	68 ²	67 ⁶	68 ⁰
40	24	15 ⁴	10 ⁶	24 ²	2 ²²	12	21	40
		T.R. Spur	T.R. Spur	T.R. Main Line	T.R.			

68 ³⁴	68 ³⁸	68 ⁴⁶
36 ⁰	40 ⁰	50 ⁰
Walk	Walk	Walk

68 ⁵	67 ⁶
40.	23

67 ²	68 ¹⁵	68 ¹⁵	68 ¹⁴	68 ¹	68 ¹³	67 ⁹	67 ⁵	68 ⁰
12	58	25 ³	11		2 ²³	12	22	40
T.R. Spur Track	T.R. Main Line	T.R. Spur Track	T.R.		T.R.			

67 ⁸⁰	67 ⁹⁰	67 ⁹³
37 ⁵	45 ⁰	45 ⁰
NELCOK Ramp	NELCOK Bldg	Floor Bldg

68 ⁵	67 ⁶	67 ⁸	67 ⁹⁴	67 ⁹	67 ⁹³	67 ⁶	67 ⁷⁷	67 ⁸⁸
40	23	12	26 ¹		2 ¹⁵	12	37 ⁵	45
			T.R.		T.R.		Nlyot conc drive	Nlyot Bldg

Direct Rod-

68⁶
4068⁴³
33⁸
T.R.68⁶
40²
9' at
Wall68¹
40²
Foot69⁹¹
40²
Topwall4+00-40² RT=end Low Conc Retaining Wall68⁴⁴
29¹
T.R.
Spur68⁴
2368⁷
1268⁹⁷
2⁰⁰
T.R.68⁹
2⁷⁶
T.R.68⁹⁶
1268⁶
2368³
4068⁵
4068⁷
40²67⁸
40²
Foot69⁶⁷
40²
Topwall3+50- 40² RT = 6" wide wall-
begin Low Conc Retaining68⁴⁰
34¹
T.R.
Spur68³⁷
29³
T.R.
Spur68⁶
1268⁸¹
2¹⁶
T.R.68⁷
2⁶⁰
T.R.68⁸¹
1268⁵
2368²
4068³
9' at
Wall3+45- 42² LT = (swly cor.)
begin Conc Block Warehouse72²⁰
42²
Floor68³
42²
9' at
Bldg

3+00

68⁷
4068⁰⁵
28⁵
T.R.68⁰⁵
23⁶
T.R.68⁵⁴
2³¹
T.R.68⁵
2⁴⁸
T.R.68⁵⁶
1268²
2367⁸
4068²
409x same Spur
9x same2+82-41² RT = 2' wide Conc walk.69¹⁰
41²
Walk69⁰⁰
51²
Walk

Direct Pod

on NWly & SWly c&s.

Elevations on 2 grates over inlets

64 ²⁸	69 ⁰⁵	68 ⁰⁸	67 ⁴⁵	68 ⁴³	64 ³⁵
I.E. Box	T.C. over grate	grate	grate	T.C. over grate	I.E. Box

TBM- 7'x7' L&T NWly cor 29th & Commercial - EL = 69.09.

40' RT = end 6' high cyclone fence

27° LT = Wly end Type G inlet

26° RT = Wly end Type G inlet

4+94⁷⁰ = Wly ^{line} 29th ST + Wly edge Rough A.C.

69 ⁰⁹	68 ⁰⁹	68 ⁵	69 ²⁸	69 ²	69 ³⁰	68 ⁷	67 ⁴²	68 ⁴⁶
27° T.C.	27° 90° Wly of throat	12	190 T.R.		286 T.R.	12	26 ² 90° Wly of throat	26 ² cb

4+50 - } 40' RT = begin 6' cyclone fence
 } 27° RT = 2 anchor pole

4+42 - 27° RT = 2 deadman.

69 ²	68 ²	68 ⁴	68 ⁸	69 ¹⁶	69 ¹	69 ¹⁴	68 ²	68 ¹	68 ²
40	37	26	12	190 T.R.		281 T.R.	12	25	40

4+18 - 28° LT = 2 6" x 8" wood. R.R. crossing sign

29th LT = Sly Track at Ely end of Spur Track

4+15 - 42° LT = end Conc block bldg.

69°	68 ⁴⁷	68 ⁴⁸
42°	338	291
grat	T.R.	T.R.
Bldg	Ely end of	Spur
		Direct elev.

X-Sec Commercial
cont

LT = NY

2

RT = Sly-

24

Levels checked into SWBP 29th +

Imperial EL = 72.05

5+24⁷⁰ - 2 29th ST

70 ⁰⁶	69 ³⁰	69 ²¹	69 ⁴⁰	68 ⁹²	68 ⁹²	69 ³³
100	40	27		26	40	60

69 ⁶³	69 ¹⁶
90	90
T.C.	9UT

69 ¹⁶	68 ²⁴	69 ¹¹	68 ³⁸
40	40	37 ⁰	37 ⁰
T.C.	9UT	T.C.	9UT CB
			BC + NY Throat

67 ⁵⁰	68 ⁴⁴	69 ⁵
36 ³	36 ³	60
9UT	T.C.	
Sly end		
Throat		

37⁰ LT = 13⁰ curb Return

36³ RT = Sly end Type 6 Curb inlet
To NY-

5+04⁷⁰ = wly curb line 29th ST

No curb to Sly-

68 ³²	68 ⁸⁴	69 ³³	69 ²	69 ³³	68 ⁹⁵	68 ⁷
27	12	120		280	12	26
40	A.C.	T.R.		T.R.	A.C.	

INDEXED

JAN 21 1958

X-sec Hensley ST
Sly of Commercial ST

VVo# 32004

1-20-55

C. Allen, D. Sisson, C. Powell.

Ref - Page 7, T.P. Sheet 327

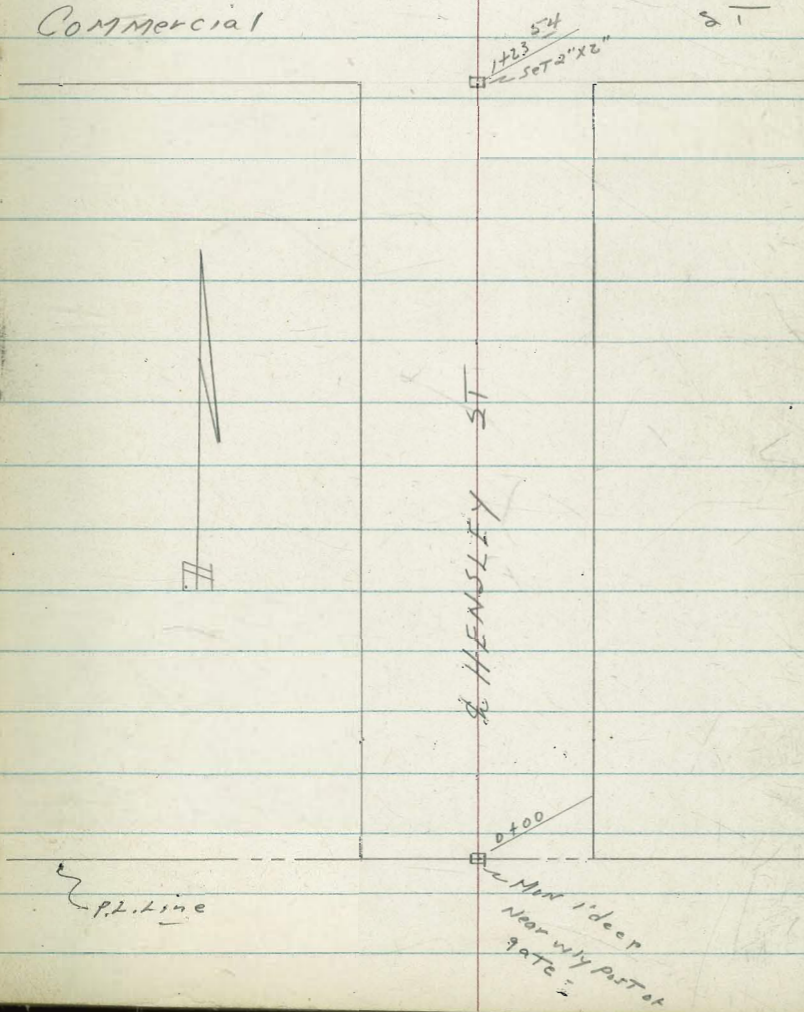
... out of the
back of the
Commercial
way line
Hensley ST
... out of R.R.
... tie
back

25

for Curb + Walk information on NWLY +
NELY CUS of Commercial see sketch
Page 7 - For X-sec of intersection see

Pages 12, 13 + 14 -

Commercial



P.L. line

0+00
Near NW 1' deep
Near WLY part of
gate

X-Sec Hensley Sly of Commercial

LT = W 1/4

2
Hensley

RT = ELY. 26

0+58 - 32° RT = 2' wide conc walk

66⁸⁰ 66⁸⁸
32° walk 42° walk

0+50

67⁵ 67³ 67³ 66⁸ 66⁶ 67⁰ 67²
50 30 15 15 30 50

0+34-30⁸ RT = 12' wide conc driveway

67⁵¹ 68⁰⁵
30⁸ Drive 40⁸ Drive

0+25-22² LT = 12" Power pole # D12449T

68⁰ 67⁹ 67² 67⁰ 67³
30 15 15 30

28² LT = begin sheet Metal Fence

30² RT = begin 6' cyclone fence

0+00 = 1/2 Hensley + P.L. Line - See sketch P 25

68⁸ 68⁶ 68⁵ 68⁰ 67² 67⁵ 68¹
50 30 15 15 30 65

TBM - ON Mon at 0+00 - EL = 67.07

0-01 = Nly of EDW cyclone fence

Direct elev. Rod used - all elevs are true

BM.

67.59

NW 1/4 of Commercial + 28th

X-sec Hensley cont.

Pages 12, 13, 14-

See X-sec of Commercial for Levels.

1+23⁵⁴ = Sly Line Commercial St

66 ¹	66 ²	65 ⁶	65 ⁸	66 ⁰	66 ^L
30	24	15		15	30

1+00

66 ⁶	66 ⁰	65 ⁹	66 ¹	66 ⁴	66 ⁸
30	15		15	30	50

0+95-34° LT = 2' 10' entrance to Bldg

66⁹²
34°
conc
Floor

0+75-34° LT = begin sheet metal Bldg.

66 ⁹²	66 ⁹	66 ⁸	66 ³	66 ³	66 ⁵
34° conc Floor	30	15		15	30

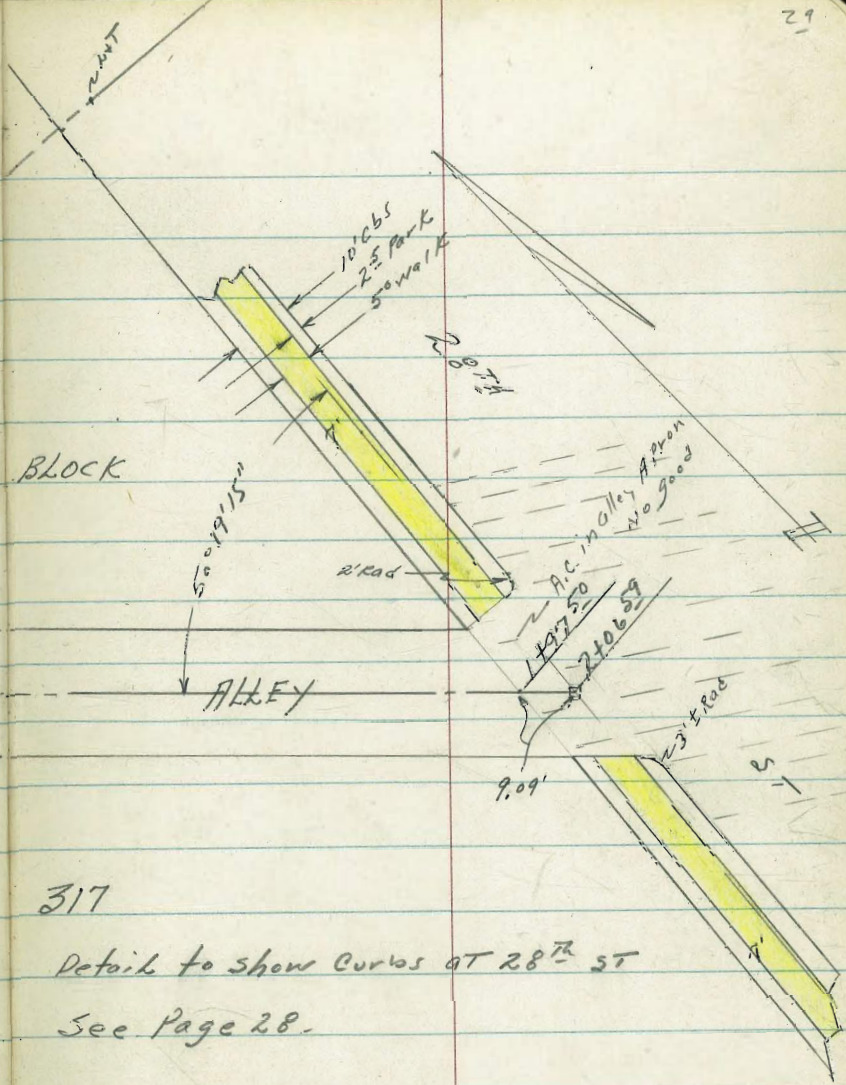
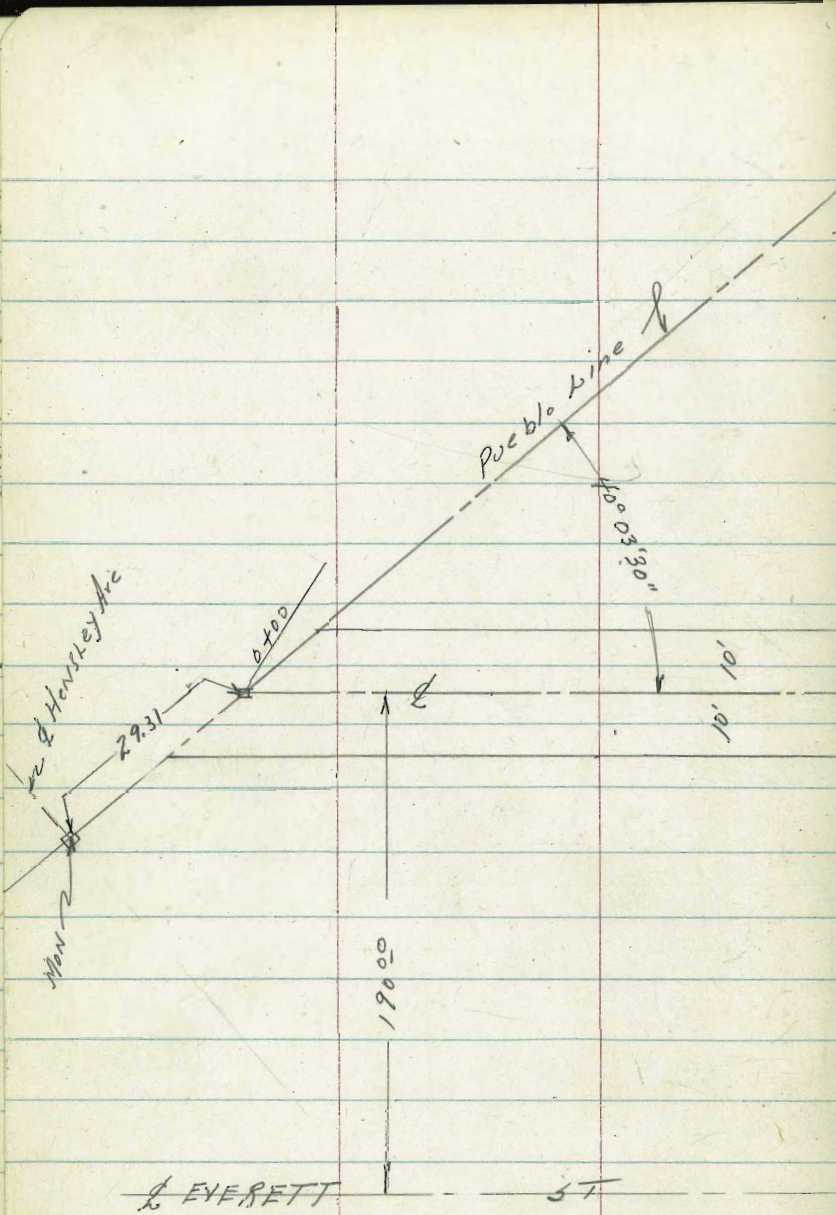
0+73-30° RT = end 6' cyclone fence

0+70-28⁵ LT = end sheet metal fence

LT = wly

RT = ely.

22



317

Detail to show Curbs at 28th ST
See Page 28.

Levels Alley BIK 317
See sketch Page 28+29

0+10⁵ 9² RT = begin 6" Home Made
Conc curb

0+10- 10⁴ RT = ϕ eugenia 6" (Low) hedge

0+08⁵ 9⁴ RT = end Conc walk

0+03- 9⁴ RT = begin Conc walk

Fence along Ely Line Hensley + on P.L. to east
0+00-0.0⁶ RT = Swly cor 6' high Chain Link
fence

0-08³ on ϕ = Sewer Man hole

See Page 25 + etal for X-sec Hensley ST

0+00 = ϕ Alley Block 317 + Pueblo Lot Line

BM

67.07

LT - N'J.

ϕ
20'
Ally

RT = Sly. 30

67² 68²⁵
9⁸ 9⁸
Foot Top curb

67⁷ 68³¹
9⁴ 9⁴
9r. Top walk

67⁸ 68³⁰
9⁴ 9⁴
ground Top walk

68¹ 67⁵ 67⁷
10 10

67³⁰
Rim

Top Man at 0+00 page 25. on P.L. + ϕ Hensley.

Direct elev Rod used.

0+75

68⁵
10

68³

68²
10

0+50

68⁵
25

68²
10

68⁰

68⁴
10

68⁶
25

0+48⁵ 8⁵ RT = ϕ 12" power pole #JPA 2146

0+44⁵ 10¹ RT = 7' wide + 2' wide Ribbons
 ϕ Conc Ribbon Drive

68⁴⁰
10¹
Drive

68⁵²
20¹
Drive

0+27-10⁵ RT = begin 4' high Picket Fence

0+25-11² RT = ϕ 2⁵ Conc Walk

67²
10

67¹

68⁰
10

68¹⁹
11²
Walk

68¹²
21²
Walk

0+24-11² RT = end 6" Home Made Curb

68²¹
11²
Top curb

0+16-11³ RT = E.C. Small Radius
Nly of 6" Home Made Curb

Alley BIK 317

LT = Nly

2

RT = Sly

32

1+50

69⁷
25

69⁹
10

69⁹

70³
10

70⁶
25

1+48-10° RT = end 4' high Lath Fence

1+25

69³
10

69³

69⁸
10

9⁹ RT = begin Lath Fence - 4' high
Conc Floor
1+18-14⁷ RT = end 2 car garage

69³⁹
147
Conc Floor

Conc Floor
1+00-14⁵ RT = begin 2 car garage

68⁹
25

68⁹
10

68⁷

68⁹
10

69³³
145
gar floor

0+99-9⁶ RT = end Picket Fence

Direct Rod used.

Alley BIK 317

LT = N14

RT = S14. 33

1+90 - 8° RT = ϕ dead man

1+75

69⁹
10

69⁵

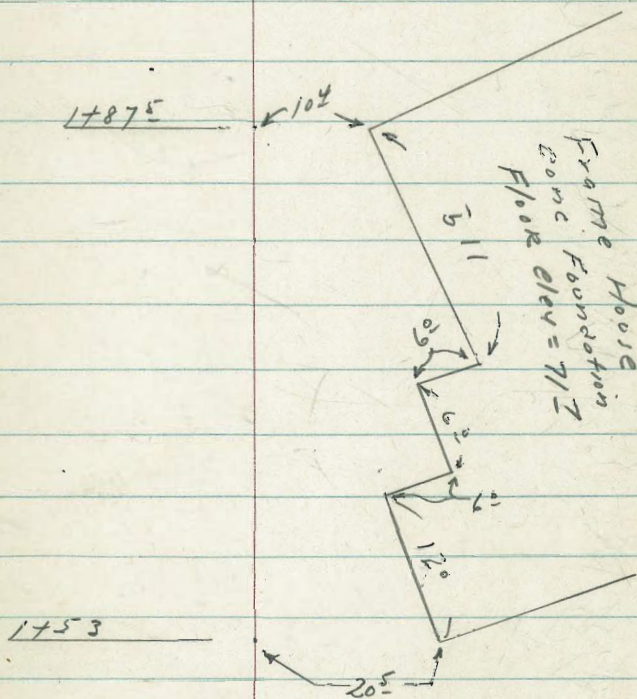
69⁷
6

70⁷
10

70⁸
13²

Niyot
House
ground

1+66⁵ 9° RT = ϕ 15" power pole #JPA 2196



Direct Rod

Alley BIK 317

LT = Nly.

RT = Sly. 34

P.C. in alley.

Alley Return 2' Radius AT NELY COR Alley

68 ⁵⁰	68 ¹
TOP	DIRT GUT
Cur to BC	BC

2+06 E 10² RT = wly end of Sly curb

Alley Return

69 ¹	69 ¹⁰
10 ²	10 ²
DIRT GUT	TIC.

1497⁵⁰ Section AT Right angles to E Alley.

68 ³	68 ⁶	69 ¹	70 ⁰	70 ⁸	70 ⁹
10		6	10	13	25

Taken on Skew

Section Taken along Wly line of 28th

1497⁵⁰ = Wly line 28th st

70 ⁹	68 ⁷⁶	68 ⁷	68 ⁶	69 ¹	69 ¹⁰	69 ³
50	12 ⁹	12 ⁹		13 ³	13 ³	50
	T.C.	DIRT GUT		DIRT GUT	T.C.	

(Note: alley Apron A.C. is No good)
at all. Shots shown are dirt

1490 + 9⁹ LT = wly end of Nly alley

curb (at 90°)

68 ⁷⁶	68 ⁷
9 ⁹	9 ⁹
Top of cb.	DIRT GUT

Direct eley Rod.

Alley BIK 317.

LT = Nly

RT = Sly - 35

Taken along \pm of 28th ST

2+36⁵

= approx of 28th ST

68¹³
100
A.C.

68³¹
50
A.C.

68⁶⁸

69¹¹
50
A.C.

69⁴⁶
100
A.C.

68¹⁷
50
T.C.

68⁶⁴
50
90T

69⁰⁹
50
T.C.

on skew-

Section taken along curb line

2+10³ = wly curb line 28th ST

67⁶⁹
50
90T

68⁴³
23²
T.C.
EC.

67⁹²
23²
A.C. Gut
at cb-EC

68²

68³¹
14⁵
A.C. 90T
at cb-EC
3⁺ Rad

68⁸³
14⁵
TOP
cb
EC

3⁺ Return

Alley Return SEly cor alley

68⁵
dirt
90T
BC

68⁸²
TOP cb
BC

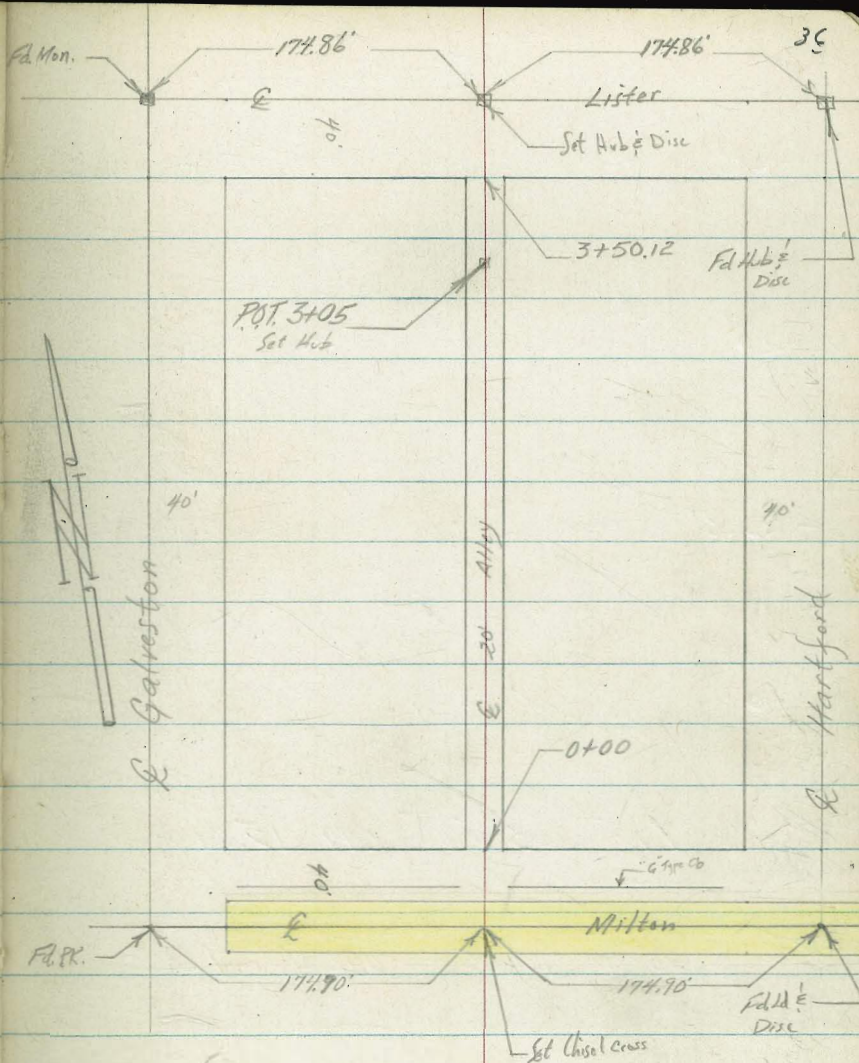
Direct Rod used

Roberts
Korer
Moore
Morales
7-11-55
W.O. 25020

X-Section Alley Block 98, Morena

INDEXED

JUL 12 1955



(contract not complete on Milton.)

Cont'd from Page 36

N.E. = Near Edge

Lt

R

R 37

0-01 11¹/₂ Lt to NE. P. Pole # JPA 4448

{ 15³/₄ End Curb
14¹/₂ End Curb

0-20 North Curb Line Milton

93.22	92.72	95.67	95.22	107.1	100.01	100.51	102.30	102.78
10.34	10.84	7.87	8.34	6.5	3.55	3.05	1.26	0.78
30	30	14	14		15 ³ / ₄	15 ³ / ₄	30	30
cb	Gut	cb	Gut		Gut	cb	Gut	cb

0-26.5 North Edge conc paving

93.20	97.78	102.43
10.36	5.78	1.13
30		30

0-40 R Milton

93.43	97.07	102.01
10.13	5.49	0.87
30		30

TP 7.95 103.56¹/₂ 1.44 95.61

BP in North Curb Line Milton & West Side Alley 98

T.P. 10.09 97.05 0.12 86.96

TP 12.56 87.08 0.01 74.52 on R PK Nail Milton & Galveston

T.P. 12.71 74.53 0.20 61.82

BM 6.89 62.02 NWBP 55.13 Nagier & Frankfurt

1+98

9.8	9.6	90.7	96.2	96.4	96.8	99.2	101.00
9.4	8.3	2.8	2.6	2.2	+0.2	+2.0	
30	11	10		3	10	20	

1+91

9.8	91.2	96.4	96.8	99.0	101.0
7.2	2.8	2.6	2.2	0	+2.0
30	10		3	10	20

T.P. 2.58 99.00 ∇ 7.14 96.42

99.00 ∇

1+50

92.0	94.9	95.8	97.0	98.9
11.6	8.7	7.8	6.6	4.7
30	10		10	20

1+00

10 \pm Lt to End rock ret. wall
90 \pm Lt to N.E. P. Pole # PA3031

91.2	91.3	95.2	91.3	93.7	93.9	95.5	99.2
12.4	12.3	8.4	12.3	9.9	9.7	8.1	4.4
25	12	10 \pm Top	10 \pm Foot	10		10	30

0+50

10 \pm Lt begin rock retaining wall.

91.1	91.8	95.2	90.4	93.1	95.7	94.9	96.4	99.5
12.5	11.8	8.4	13.2	10.5	9.9	8.7	7.2	4.1
25	12	10 \pm Top	10 \pm Foot	10		8	10	20

0+00

North Line Milton Street

93.4	95.1	95.8	96.6	98.5	101.5
10.2	8.5	7.8	7.0	5.1	2.1
20	10		5	10	20

3+05

84.6	90.7	91.4	92.0	94.8	96.0
144	83	7.6	7.0	4.2	3.0
25	15	10		10	25

3+03

89.6	91.4	92.0	94.8	96.0
94	7.6	7.0	4.2	3.0
25	10		10	25

3+00

90.0	90.9	91.7	92.5	94.3	95.8
9.0	8.1	7.3	6.5	4.7	3.2
25	13	10		10	25

2+99

87.2	87.4	85.9	91.8	92.5	94.3	95.8
11.8	11.6	13.1	7.2	6.5	4.7	3.2
25	13	10	9		10	25

Foot

2+78 10' Lt to Deadman

87.6	88.2	87.2	93.8	94.2	94.7	96.5	97.6	98.1
11.4	10.8	11.8	5.2	4.8	4.3	2.5	1.4	0.9
25	13	10	8		4	10	15	25

2+50 Have footing dug out for Ret. Wall

Line of Houses

2+49 8' Lt to N.E. Pole # 3071

89.2	89.4	90.8	93.8	94.2	95.7	96.5	97.6	98.1
9.8	9.6	8.2	5.2	4.8	4.3	2.5	1.4	0.9
25	13	10	8		4	10	15	15

99.00 T

99.00 T

Cont'd From Page 39

check 8.11 55.10 = 55.13

T.P. 1.40 63.21 11.61 61.81

T.P. 0.18 73.42 13.15 73.24

T.P. 0.05 86.39 12.66 86.34

3+90.12 £ Lister

3+70

3+50.12 South Line Lister Street

3+35

99.00 T

Lt

£

Rt 40

8.17

85.6

94.0

17.3
30

13.4

5.0
50

8.42
88.5

90.0

94.0

95.8

15.0 14.8 10.5
35 25 10

9.0

5.0

3.3

30

84.1 84.5 90.1 91.6
14.9 14.5 8.9 7.4
35 25 22 10

92.4

94.2

94.7

95.8

6.6

4.8

4.3

3.2

3

10

30

84.2 90.3 91.8
14.8 8.7 7.2
24 21 10

93.0

94.6

95.2

6.0

4.4

3.8

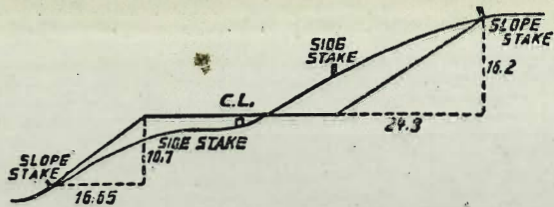
10

20

99.00 T

2+88

3+13



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	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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