

959

F.B. 959

LEVEL BOOK

373

KEUFFEL & ESSER CO.

DRAWING MATERIALS
AND
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO.

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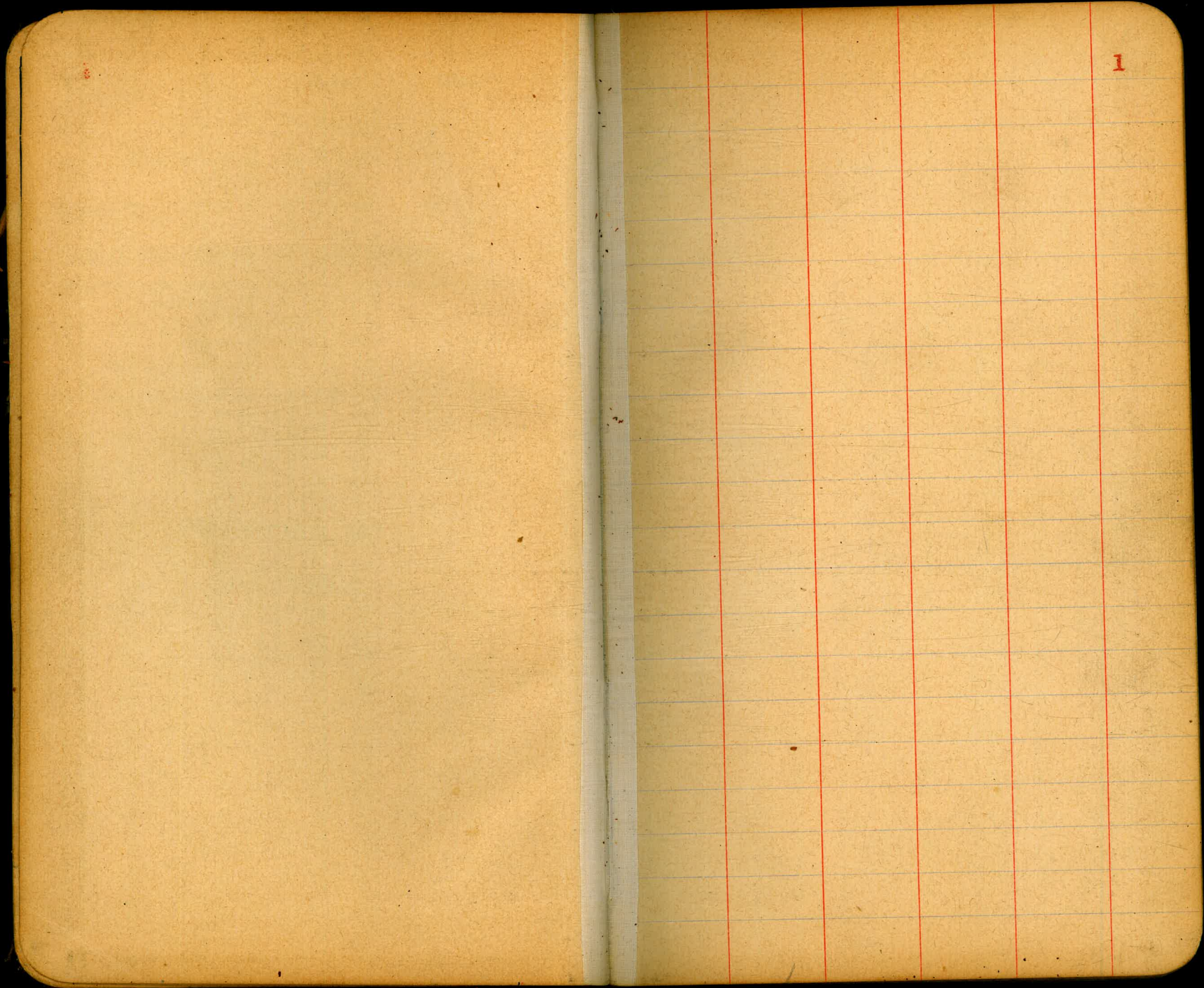
TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
FOR SINGLE TRACK EXCAVATION

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	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

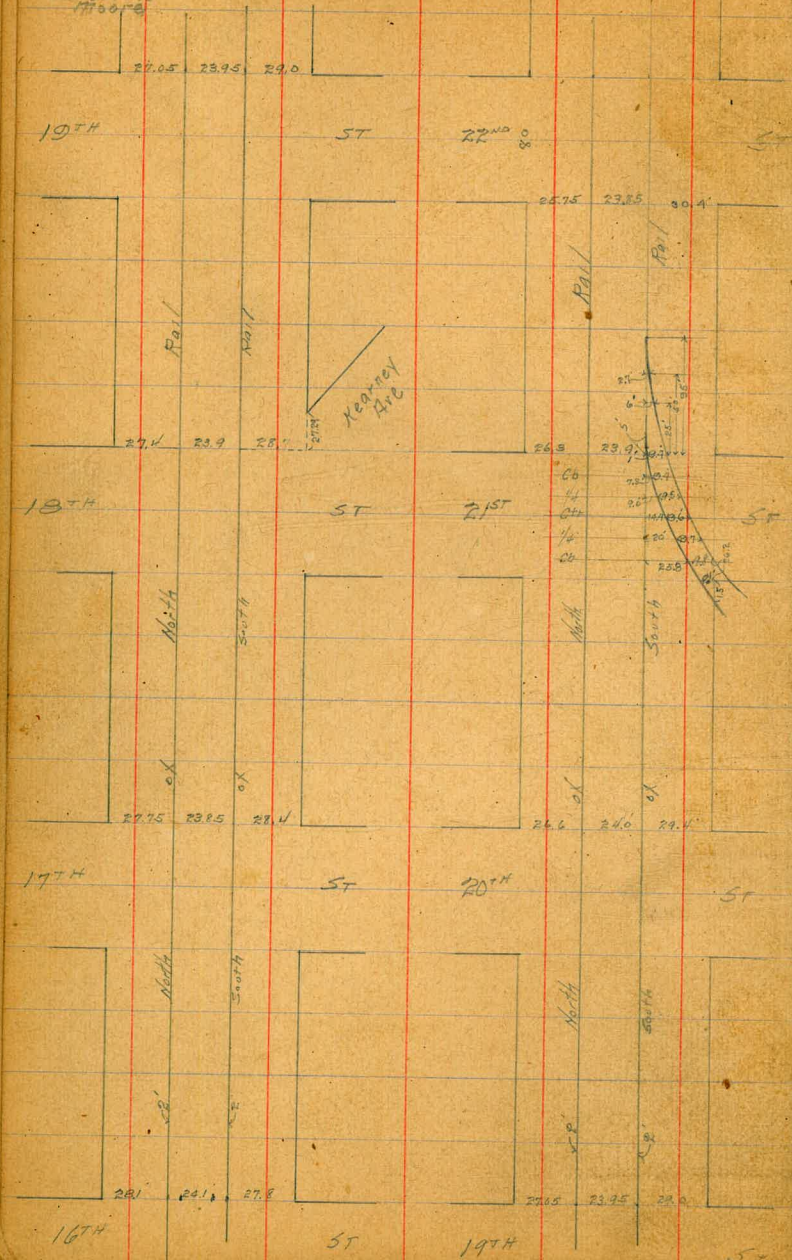


12/9/6

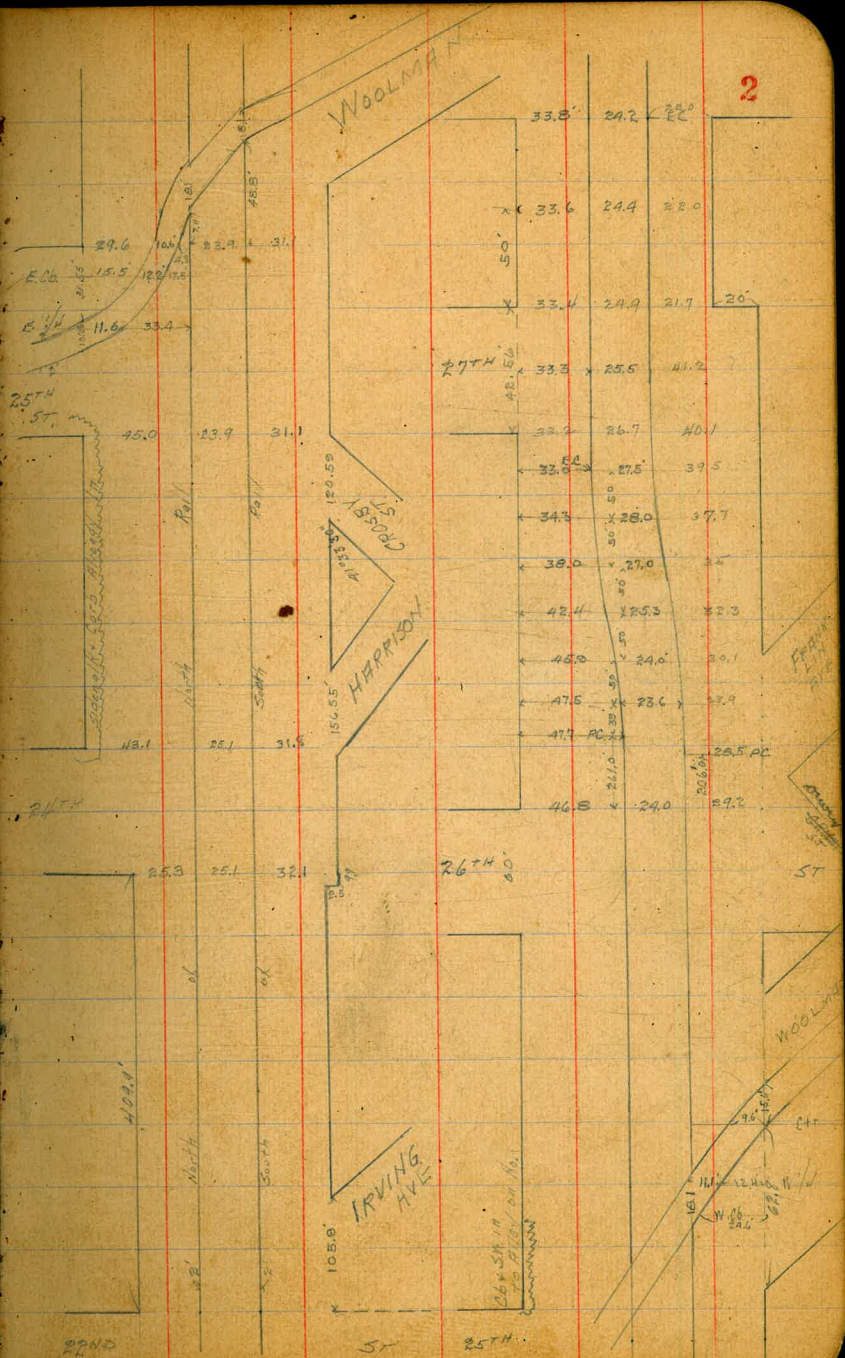
General
Shooter
Hoore

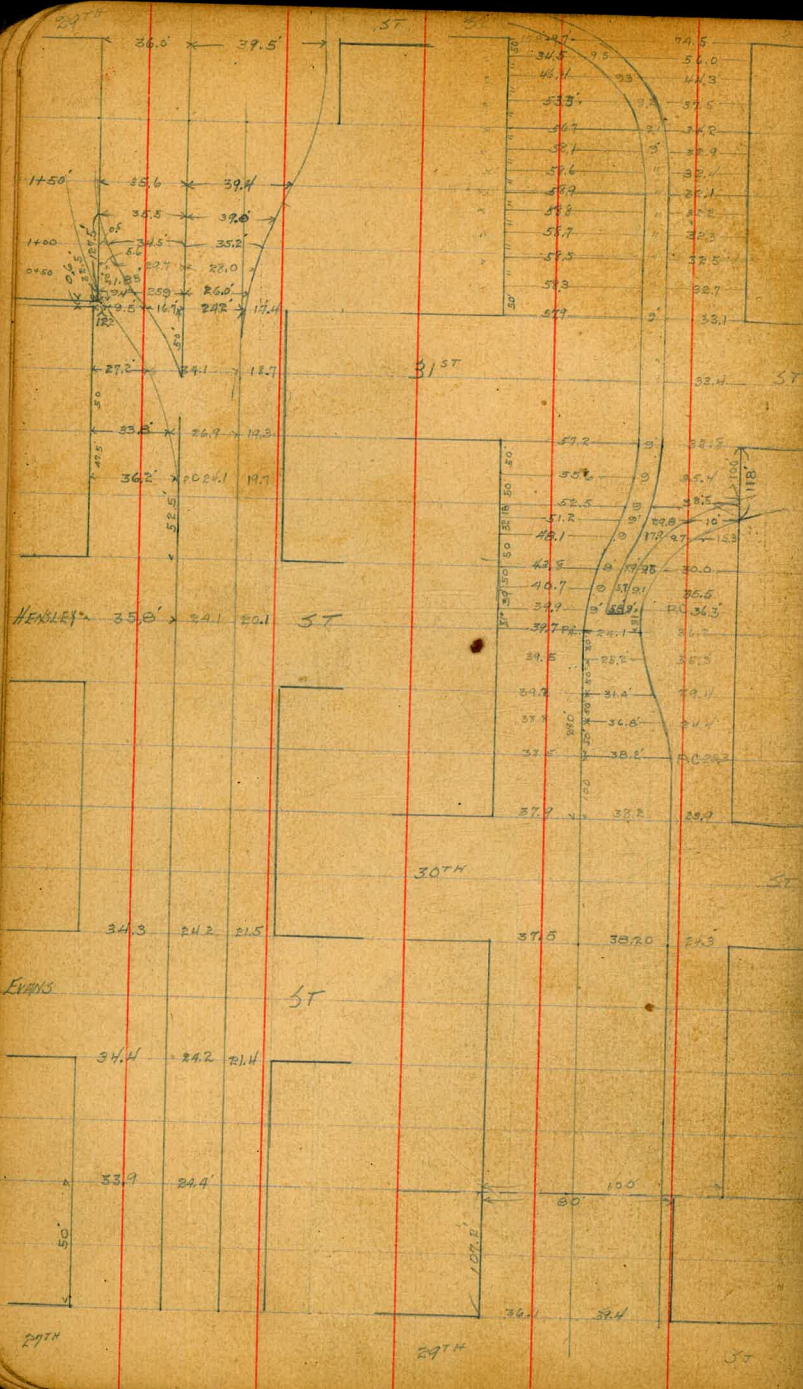
LOCATION OF TRUCKS

N ON ST



2





CROSS SECTION OF
ST
EAST THE EAST LINE OF
TO THE WEST

3

N.E. 16TH 11
B.P.

BM	3.4	16.26	12.52
E.L. 16 TH ST			
N		3.5	12.8
cl		3.8	12.5
$\frac{1}{4}$		3.9	12.4
+11-16.2'		3.9	12.4
No. 101		3.90	12.36
50		4.13	12.13
50.2'		4.4	11.9
+0.8=50.4		4.4	11.9
cl		4.3	12.0
5		4.2	12.1
50' E			
5		2.3	14.0
cl		2.9	13.4
+10		1.7	14.6
$\frac{1}{4}$		2.7	13.6
+0.9=50.2		2.4	13.9
No. 2'		2.4	13.9

		16.26		
+1.0 = 1/4			2.1	13.9
cb			1.3	15.0
N			0.2	16.1
T.P.	12.35	21.99	0.62	15.64
		100' E		
N			6.0	22.0
cb			6.9	21.1
+4.0			6.0	22.0
1/4			13.0	15.0
+1.0 = 1/2'			13.0	15.0
So. 2'			12.3	15.7
+1.0 = 1/4			12.3	15.7
cb			13.0	15.0
S			13.1	14.9
		150' E		
S			11.0	17.0
cb			10.8	17.2
1/4			10.5	17.5
+1.1 = 3/8'			10.5	17.5
1/2, 2'			11.3	16.7

		27.99		N ST
+0.9 = 1/4			11.3	16.7
1/4 8			2.8	25.2
cb			2.7	25.3
N			1.4	26.4
		200' E = W L 17 TH ST 80' WIDE		
N			0.7	27.3
cb			0.9	27.1
+5			2.0	26.0
1/4			9.5	18.5
+2.8 = 1/2'			9.5	18.5
1/2 rail So. 2'			8.92 2.20 9.12	19.07 18.79 18.6
+1.2 = 1/4			9.4	18.6
cb			8.9	19.3
S			8.9	19.1
		W. CURB		
S			8.0	20.0
cb			8.4	19.6
1/4			8.0	20.0
+1.2 = 3/8'			8.7	19.3
1/2, 2'			9.2	18.8

	27.99						N	ST
+0.8 = 1/4		9.2	18.8	cb			6.0	22.0
cb		9.5	24.5	N			5.0	23.0
+7		2.3	25.7		E	1/4		
N		3.0	25.0	N			5.1	22.9
	W 1/4			cb			6.9	21.1
N		3.9	24.1	1/4			7.6	20.4
cb		3.9	24.1	+0.8 = 1/2'			7.6	20.4
1/4		9.0	19.0	5.2'			7.5	20.5
+0.8 = 1/2'		9.0	19.0	+1.3 = 1/4			7.5	20.5
5.2'		8.2	19.8	cb			7.0	21.0
+1.3 = 1/4		8.0	20.0	S			7.5	20.5
cb		7.9	20.1		E	CURB		
S		7.9	20.1	S			7.3	20.7
	CENTER			cb			6.7	21.3
S		7.6	20.4	1/4			7.0	21.0
cb		7.4	20.6	+1.4 = 5.2'			7.3	20.7
1/6		7.8	20.2	1/2'			7.2	20.8
+1.3 = 5.2'		7.8	20.2	+0.8 = 1/4			7.0	21.0
1/2'		8.6	19.4	cb			4.4	23.6
+0.8 = 1/4		8.6	19.4	N			5.0	23.0

5

27.99

E L. 17th St

N	39	24.1
cb	48	23.2
1/4	69	21.1
+ 0.8 = 1/2 0.	69	21.1
N. rail	70	21.0
S. ✓	7.07	20.92
S. 2'	69	21.1
+ 1.4 = 1/4	68	21.2
cb	68	21.2
S	70	21.0
	50' E	
S	67	21.3
cb	66	21.4
1/4	64	21.6
+ 1.4 = 5.2'	64	21.6
N. 2'	6.6	21.4
+ 0.8 = 1/2	6.5	21.5
cb	48	23.2
N	34	24.6

27.99

100' E

N. 5th

6

N	1.4	26.4
cb	2.7	25.8
+ 1.0	3.0	25.0
1/4	5.3	22.7
+ 0.7 = 1/2'	5.3	22.7
S. 2'	5.7	22.7
+ 1.5 = 1/4	5.7	22.7
cb	6.3	21.7
S	7.0	21.0
	150' E	
S	6.2	21.8
cb	6.2	21.8
1/4	4.7	23.3
+ 1.5 = 5.2'	4.6	23.4
N 2'	4.2	23.8
+ 0.6 = 1/2	4.2	23.8
+ 3	1.6	26.4
cb	1.9	26.1
N	0.5	27.5

27.99

200' E. = W.L. 18TH ST (80' WIDE)

N		0.5	27.3
cb		2.2	25.8
1/4		3.1	24.6
+0.5 = 1/2'		3.1	24.6
No. ran		2.98	25.01
So. ✓		2.90	25.09
5 2'		3.3	24.7
+1.6 = 1/4		3.3	24.7
cb		4.6	23.4
S		4.7	23.3
T.P.	448	31.44	1.03
			26.96
		W CURB	
N		5.8	25.6
cb		6.0	25.4
1/4		5.9	25.5
+0.5 = 1/2'		5.9	25.5
5 2'		5.9	25.5
+1.6 = 1/4		5.9	25.5
cb		7.1	24.3

31.44

N 5.7

7

S

8.1

23.3

W 1/4

S

7.4

24.0

cb

6.4

25.0

1/4

5.6

25.8

+1.6 = 5 2'

5.6

25.8

N 2'

5.7

25.7

+0.5 = 1/4

5.7

25.7

cb

5.7

25.7

N

5.7

25.7

CENTER

N

5.4

26.0

cb

5.4

26.0

1/4

5.5

25.9

+0.4 = 1/2'

5.4

26.0

5 2'

5.4

26.0

+1.7 = 1/2

5.5

25.9

cb

5.9

25.5

S

7.1

24.3

31.44

E. 1/4

S	6.7	24.7
cb	6.0	25.4
1/4	5.4	26.0
+17.52'	5.3	26.1
N 2'	5.3	26.1
+0.4=1/4	5.2	26.2
cb	5.2	26.3
N	5.0	26.4

E CORB

N	4.9	26.5
cb	5.1	26.3
1/4	5.0	26.4
+0.4=1/2'	5.0	26.4
5.2'	5.1	26.3
+1.7=1/4	5.1	26.3
cb	5.8	25.6
S	6.6	24.8

E L. 18TH ST

S	6.7	24.7
---	-----	------

31.44

N ST.

8

cb	5.8	25.6
1/4	4.9	26.5
+17.52'	5.0	26.4
50.22'	4.88	26.56
N 1/2'	4.82	26.62
N 2'	4.9	26.5
+0.4=1/4	4.9	26.5
cb	4.7	26.7
+9	4.6	26.8
N	2.4	29.0

5.32' E = 1/2 East Corb of HEARNEY ST.

N	2.2	29.2
+4	4.6	26.8
cb	4.7	26.7
1/4	4.9	26.5
+0.4=1/2'	4.9	26.5
50.2'	5.1	26.3
+1.7=1/4	5.1	26.3
cb	6.0	25.4
S	6.9	24.5

31.44

21.97' E^{of Curb} = N.E.L. OF KEARNEY AVE

S		6.1	25.3
cb		5.4	26.0
1/4		4.8	26.6
+17.52'		4.9	26.5
N 2'		4.4	27.0
+0.4 = 1/4		4.2	27.2
cb		3.8	27.6
+9		3.3	28.1
N		1.2	30.2
T.P.	9.63	4.48	26.96

50' E

N		6.3	30.3
cb		7.7	28.9
+10		8.2	28.4
1/4		9.5	27.1
+0.3 = N 2'		9.5	27.1
5 2'		9.0	27.6
+1.8 = 1/4		9.0	27.6
cb		8.8	27.8

36.59

N 57

9

100' E

S		9.1	27.5
cb		8.8	27.8
1/4		9.1	27.5
+18.52'		8.6	28.0
N 2'		8.4	28.2
+0.2 = 1/4		8.7	27.9
+3		8.7	27.9
cb		7.1	29.5
N		7.8	28.8
		6.6	30.0

150' E

N		5.6	31.0
cb		7.1	29.5
+10.0		6.5	30.1
1/4		7.7	28.9
+0.1 = N 2'		7.7	28.9
5 2'		7.5	29.1
+1.9 = 1/4		7.6	29.0
cb		9.3	27.3

	36.59		
5	8.1	28.5	
	172.91' E = W.L. 19 TH ST. (20' WIDE)		
5	8.4	28.2	
cb	8.5	28.1	
1/4	7.1	29.5	
+1.9 = 5 1/2'	6.9	29.7	
so. rail	6.33	30.26	
No.	6.42	30.17	
N 2'	7.1	29.5	
+0.1 = 1/4	7.1	29.5	
+3	5.9	30.7	
cb	6.6	30.0	
N	6.1	30.5	
	W CURB		
N	6.1	30.5	
cb	6.3	30.3	
1/4	6.0	30.6	
+0.1 = N 2'	6.0	30.6	
5 1/2'	6.3	30.3	
+1.9 = 1/4	6.6	30.0	

	36.59	N	ST
cb	7.8	28.8	10
5	9.5	27.1	
	WEST QUARTER		
5	9.8	26.8	
cb	7.8	28.8	
1/4	5.9	30.7	
+1.9 = 5 1/2'	5.7	30.9	
N 2'	5.8	30.8	
+0.1 = 1/4	5.8	30.8	
cb	5.6	31.0	
N	5.7	30.9	
	CENTER		
N	5.6	31.0	
cb	5.3	31.3	
1/4	5.4	31.2	
+0.1 = N 2'	5.4	31.2	
5 1/2'	5.5	31.1	
+1.9 = 1/4	5.7	30.9	
cb	7.4	29.2	
5	9.5	27.1	

36.59

EAST QUARTER

S	9.8	26.8
cb	7.4	29.2
1/4	5.7	30.9
+20=52'	5.5	31.1
N2=1/4	5.2	31.4
cb	5.2	31.4
N	5.6	31.0

E. CURB

N	5.4	31.2
cb	5.0	31.6
1/4=N2'	5.1	31.5
52'	5.2	31.4
+20=1/4	5.3	31.3
cb	7.2	29.4
S	9.2	27.4

E. L. 19TH

	ST.	
S	6.9	29.7
cb	5.7	30.9
1/4	5.0	31.6

+20=52'

So. rail

No. ✓

N2=1/4

cb

N

N

cb

+8

1/4=N2'

52'

+20=1/4

cb

S

-15

S

cb

1/4

+21=52'

36.59

N ST.

11

5.0	31.6
4.87	31.72
4.87	31.72
4.9	31.6
4.4	32.2
3.5	33.1

35' E

2.4	34.2
3.8	32.8

3.0 33.6

4.9 31.7

4.7 31.9

4.9 31.9

5.1 31.5

5.5 31.1

65' E

11.6 25.0

14.7 21.9

11.6 25.0

4.5 32.1

4.5 32.1

	36.59		
$\frac{1}{4} + 0.1 = \frac{1}{2}$		4.3	32.3
+5		2.5	34.1
cb		3.3	33.3
N		1.5	35.1
	100' E		
N		1.2	35.4
cb		2.9	33.7
+8		2.5	34.1
$+12.8 = \frac{1}{2}$		3.7	32.9
5 2'		3.9	32.7
$+22 = \frac{1}{4}$		3.9	32.7
cb		11.2	25.4
+6		13.9	22.7
5		13.8	22.8
	150' E		
5		12.6	24.0
+9		11.7	24.9
cb		9.3	27.3
$\frac{1}{4}$		2.8	33.8
$+22 = 5 2'$		2.8	33.8

	36.59	N	ST	12
$\frac{1}{2}$		2.6	34.0	
+4		2.9	33.7	
+5		1.4	35.2	
$+12.8 = \frac{1}{2}$		1.7	34.9	
N		1.4	35.2	
	200' E = W.L.	20 th St (20' wide)		
N		1.9	34.7	
cb		1.1	35.5	
+6.0		0.8	35.8	
$+12.7 = \frac{1}{2}$		1.5	35.1	
horizontal		0.69	35.90	
5 2'		1.10	35.49	
5 2'		1.8	34.8	
$+23 = \frac{1}{4}$		2.1	34.5	
cb		6.5	30.1	
+10		9.2	27.4	
5		7.6	29.0	
	W. CURB			
5		4.4	32.2	
+10		8.1	28.5	

36.59

cb	6.6	30.0
1/4	2.3	34.3
+2.3=5 ²	1.7	34.9
N ²	1.2	35.4
+12.7=cb	1.3	35.3
N	1.3	35.3
W. QUARTER		
N	1.3	35.3
cb	1.7	34.9
+12.7=N ²	1.4	35.2
5 ²	1.6	35.0
+2.3=1/4	1.8	34.8
cb	4.9	29.7
5	4.2	32.4
CENTER		
5	3.9	32.7
cb	5.3	31.3
+5	5.3	31.3
1/4	1.6	35.0
+2.4=5 ²	1.3	35.3

36.59

N 5T

13

N ²	0.8	35.8
+12.6=cb	1.8	34.8
N	1.3	35.3
E QUARTER		
N	0.9	35.7
cb	1.5	35.1
+12.6=N ²	0.5	36.1
5 ²	0.6	36.0
+2.4=1/4	1.1	35.5
cb	3.5	33.1
5	4.2	32.4
E CURB		
5	4.1	32.5
+6	4.3	32.3
cb	5.9	30.7
1/4	1.7	34.9
+2.4=5 ²	1.0	35.6
N ²	0.2	36.4
+12.6=cb	1.6	35.0
N	1.1	35.5

36.59

E. L. 20th ST

N		0.6	36.0
cb		1.2	35.4
T.P.	12.06	48.56	0.09 36.50
+12.6=1/2'		12.0	36.6
No rail		11.04	37.52
✓ rail		11.57	36.99
5 2'		12.5	36.1
+2.4=1/4		12.8	35.8
cb		19.5	29.1
S		15.9	32.7
	25' E		
S		24.6	24.0
+10		20.4	28.2
cb		18.3	30.3
1/4		12.0	36.6
+2.4=5 2'		12.0	36.6
1/2'		11.3	37.3
+12.4=cb		10.9	37.7
N		9.2	39.4

42.56

N 5T

14

50' E

N		6.2	42.4
cb		6.4	42.2
+1		10.4	38.2
+12.5=1/2'		10.8	37.8
5 2'		11.3	37.3
+2.5=1/4		11.7	36.9
cb		15.4	33.2
S		19.0	29.6
	100' E		
S		10.1	38.5
cb		9.3	39.3
+7		8.3	40.3
1/4		10.6	38.0
+2.5=5 2'		10.9	37.7
1/2'		9.8	38.8
+12.5=cb		8.8	39.8
+1		4.6	44.0
N		5.7	44.9

48.56

150' E

N	2.5	46.1
cb	3.0	43.6
+6	3.7	44.9
+7	8.6	40.0
+12.4 = $\frac{1}{2}$ "	8.6	40.0
52'	9.5	39.1
+2.6 = $\frac{1}{4}$ "	9.1	39.5
+6	8.0	40.6
cb	8.9	39.7
5	9.0	39.6
200' E = 11 L. 215' ST (20' WIDE)		
2 Line of Siding	9.1	39.5
+13.6 = cb	8.0	40.6
$\frac{1}{4}$ "	8.3	40.3
+2.7 = 5'	8.3	40.3
So. rail	7.77	40.79
No.	7.19	41.37
N 2'	7.9	40.7
+12.4 = cb	6.1	42.5

N ST

15

N	5.3	43.3	B.M. NW 21st + N
TP.	8.64	51.69	42.56 = 42.55
		5.70	
	N. CURB		
N		8.8	42.7
cb		9.3	42.2
+12.4 = $\frac{1}{2}$ "		10.5	41.0
52'		10.9	40.6
+2.7 = $\frac{1}{4}$ "		10.9	40.6
cb		11.0	40.5
+10.1 = $\frac{1}{2}$ " of Siding		11.5	40.0
	N. QUARTER		
S = 52' of Siding		11.2	40.3
No. 2 of Siding		10.9	40.6
+9.7 = cb		10.5	41.0
$\frac{1}{4}$ "		10.1	41.4
+2.7 = 52' of Main		10.0	41.5
$\frac{1}{2}$ "		9.6	41.9
+12.4 = cb		9.0	42.5
N		8.0	43.5

51.49

CENTER

N	7.6	43.9
cb	8.6	42.9
+12.3 = N 2'	9.5	42.0
5 2'	10.0	41.5
+2.8 = 1/4	10.0	41.5
1/4 + 11.6 = N 2' of Siding	10.4	41.1
5 2' of Siding	10.6	40.9
+5.8 = 5	10.9	40.6

E QUARTER

S	10.1	41.4
+11.3 = 5 2' of Siding	9.9	41.6
N 2' of Siding	9.9	41.6
+6.2 = 1/4	9.8	41.7
1/4 + 2.8 = 5 2'	9.7	41.8
N 2'	9.3	42.2
+12.3 = cb	7.9	43.6
N	7.3	44.2

E CURB

N	6.2	45.3
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51.49

N ST.

16

cb	6.8	44.7
+5	6.8	44.7
+8	9.1	42.1
+12.3 = N 2'	9.5	42.0
5 2'	9.7	41.8
+2.8 = 1/4	9.8	41.7
1/4 + 5 = N 2' of Siding	9.8	41.7
5 2' of Siding	9.5	42.0
+12.6 = 5.	9.7	41.8

E. L. 21ST ST

S	7.8	43.7
cb	7.0	44.5
+5.4 = 5 2' of Siding	7.1	44.4
N 2' of Siding	9.5	42.0
	9.6	41.9
+1.0 = 5 2'	9.6	41.9
so rail	9.20	42.29
No 1/4	8.75	42.74
N 2'	9.4	42.1
1/4	9.3	42.2
+12.3 = cb	5.1	46.4
	5.3	46.2
N	5.0	46.5

5' EAST

N	2.3	49.2
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51.49

cb		4.2	47.3
+5		4.9	46.6
+8		9.5	42.0
+12.3 = N $\frac{1}{2}$ '		9.3	42.2
5 $\frac{1}{2}$ '		9.2	42.3
+1		5.4	46.1
+8.8 = cb		4.6	46.9
5		6.0	45.5
	25' E		
5		4.9	46.6
cb		3.7	47.8
+9.9 = 5 $\frac{1}{2}$ '		4.0 } 9.1 }	47.5 42.4
N $\frac{1}{2}$ '		9.0	42.5
+4		8.7	42.8
+7		3.7	47.8
+12.2 = cb		2.8	48.7
N		1.8	49.7
	50' E		
N		1.0	50.5
cb		3.5	48.0

51.49

N ST

17

+4		3.7	47.8
+8		8.5	43.0
+12.2 = N $\frac{1}{2}$ '		8.5	43.0
5 $\frac{1}{2}$ '		8.7	42.8
+10.2 = $\frac{1}{4}$		4.8	46.7
cb		3.7	47.8
5		4.8	46.7
	95' E		
5		4.8	46.7
cb		4.0	47.5
$\frac{1}{4}$		4.8	46.7
+3.1 = 5 $\frac{1}{2}$ '		7.9	43.6
N $\frac{1}{2}$ '		7.9	43.6
+3		7.8	43.7
+8		3.3	48.2
+12 = cb		3.0	48.5
N		1.0	50.5
	150' E		
N		1.0	50.5
cb		3.2	48.3

51.49

58	4.8	46.7
+10	7.2	44.3
+11.9 = N 2'	7.0	44.5
5.8'	6.8	44.7
+3.3 = 1/4	5.9	45.6
cb	6.0	45.5
5	5.9	45.6
200' E = W.L. 22 ND ST (80' WIDE)		
5	4.4	47.1
cb	4.8	46.7
1/4	5.0	46.5
+3.4	5.9	45.6
50. rail	5.51	45.98
No -	5.38	46.11
N 2'	6.0	45.5
+3	6.1	45.4
+6	4.1	47.4
+11.8 = cb	2.8	48.7
N	1.0	50.5

51.49

N 57

18

W CURB

N	3.3	48.2
cb	3.6	47.9
+11.8 = N 2'	5.4	46.1
5.2'	5.5	46.0
+3.1 = 1/4	5.4	46.1
cb	4.9	46.6
5	4.7	46.8
W QUARTER		
5	4.7	46.8
cb	4.8	46.7
1/4	5.0	46.5
+3.1 = 5.2'	5.1	46.4
N 2'	4.9	46.6
+11.7 = cb	4.4	47.1
N	3.8	47.7
CENTER		
N	3.1	48.4
cb	3.7	47.8
+11.7 = N 2'	4.7	46.8

51.49

52'	4.7	46.8
+3.3 = 1/4	4.7	46.8
cb	4.4	47.1
S	4.3	47.2
E QUARTER		
S	4.3	47.2
cb	4.2	47.3
1/4	4.5	47.0
+3.3 = 52'	4.5	47.0
N 2'	4.5	47.0
+11.7 = cb	3.7	47.8
N	3.2	48.3
E CURB		
N	3.3	48.2
cb	3.6	47.9
+11.7 = 1/2'	4.4	47.1
52'	4.3	47.2
+3.3 = 1/4	4.3	47.2
cb	4.0	47.5
S	4.3	47.2

51.49

N 5T

19

E. L. 22ND ST = 00

S	4.0	47.5
cb	4.0	47.5
1/4	4.3	47.2
+3.3 = 52'	4.3	47.2
So. 1011	4.23	47.26
No. 1	4.32	47.17
N 2'	4.6	46.9
+6	3.2	48.3
+11.7 = cb	2.9	48.6
N	2.1	49.4
T.P.	4.96	54.26
	2.19	49.30
2.52' E = W. CURB OF IRVING AVE		
N	4.7	49.6
cb	5.5	48.8
47	5.7	48.6
+11.7 = 1/2'	7.3	47.0
52'	7.0	47.3
+3.3 = 1/4	6.9	47.4
cb	6.7	47.6
S	6.7	47.6

20.34 E = W QUARTER

S	6.4	47.9
cb	6.6	47.7
$\frac{1}{4}$	7.2	47.1
+3.3-52'	7.3	47.0
$\frac{1}{2}$ '	7.3	47.0
+7.0	5.0	49.3
+11.7=cb	4.9	49.4
N	3.3	51.0

20.34 E = CENTER

N	3.3	51.0
cb	5.1	49.2
+6	4.7	49.6
+11.7= $\frac{1}{2}$ '	7.2	47.1
52'	7.1	47.2
+3.2= $\frac{1}{4}$	6.5	47.8
cb	6.4	47.9
S	6.2	48.1

20.34 E = E QUARTER

S	6.4	47.9
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cb	6.4	47.9
$\frac{1}{4}$	6.2	48.1
+3.2=52'	7.0	47.3
$\frac{1}{2}$ '	7.1	47.2
+7	4.4	49.9
+11.6=cb	4.9	49.4
N	3.2	51.1

20.34 E = E CURB

N	2.5	51.8
cb	4.2	50.1
+6	4.4	49.9
+11.6= $\frac{1}{2}$ '	7.0	47.3
52'	7.0	47.3
+3.1= $\frac{1}{4}$	6.4	47.9
cb	5.7	48.6
S	6.3	48.0

21.92 E = E. LINE IRVING AVE

S	5.7	48.6
cb	4.9	49.4
$\frac{1}{4}$	6.3	48.0

5426			
+3.1=52'		6.9	47.4
N 2'		6.9	47.4
+7		3.8	50.5
+11.6=cb		3.6	50.7
N		2.5	51.8
	50' E		
N		2.7	51.6
cb		3.4	50.9
+5		3.2	51.1
+11.6=N 2'		6.7	47.6
52'		6.7	47.6
+3.1=1/4		6.4	47.9
+5		3.3	51.0
cb		3.3	51.0
5		6.1	48.2
	100' E		
5		4.7	49.6
cb		6.6	47.7
1/4		6.5	47.8
+3.0=52'		6.5	47.8

5426		N	ST	21
N 2'		6.5	47.8	
+4		5.0	49.3	
+11.5=cb		4.4	49.9	
N		2.7	51.6	
	150' E			
N		3.7	50.6	
cb		5.1	49.4	
+11.5=N 2'		6.1	48.4	
52'		6.4	47.9	
+2.9=1/4		6.2	48.3	
cb		5.8	48.5	
5		6.0	48.3	
	200' E			
+12		16.2	38.1	
5		11.2	43.1	
cb		6.4	47.9	
1/4		6.3	48.0	
+2.8=52'		6.3	48.0	
N 2'		5.8	48.5	
cb		6.0	48.3	

54.26

54.26

N ST

22

N	3.9	50.4
250 E		
N	2.8	51.5
+5	2.7	51.6
cb	5.4	48.9
+11.4 = N/2'	5.6	48.7
5 2'	6.2	48.1
+2.7 = 1/4	6.4	47.9
cb	9.0	45.3
S	13.4	40.9
+15	15.2	39.1
294.2' E = JOG IN N ST		
-2.5 = S.L. of N East of Jog	13.4	40.9
S.L.	13.2	41.1
cb	8.6	45.7
1/4	5.5	48.8
+2.6 = 5 2'	5.8	48.5
N/2'	5.4	48.9
+11.3 = d	5.3	49.0
+6	5.0	49.3
+10	2.4	51.9
N	2.7	51.6

304.1 = W.L. 24 TH ST	60' WIDE	
N	4.9	49.4
cb	5.3	49.0
+11.3 = N/2'	5.4	48.9
No. rail	4.70	49.56
5 2'	4.99	49.27
5 2'	5.5	48.8
+2.6 = 1/4	5.5	48.8
cb	5.8	48.5
+16.5 = S.L.	12.8	41.5
+15	14.4	39.9
W.L. OF 24 TH ST (Showing N ST 100' WIDE CURBS)		
-15	14.4	39.9
S	12.8	41.5
cb	5.9	48.4
+16.1 = 5 2'	5.5	48.8
N/2'	5.4	48.9
+9.8 = 1/4	5.3	49.0
cb	4.9	49.4
N	4.7	49.6

54.26
W CURB

N	5.0	49.3
cb	4.9	49.4
1/4	5.1	49.3
+9.8 = N/2	5.4	48.9
5/2'	5.5	48.8
+16.1 = cb	7.2	47.1
S	12.4	41.9
+15	13.9	40.4

W QUARTER

S	9.4	44.9
+10	6.1	48.2
cb	5.7	48.6
+16.0 = 5/2'	5.3	49.0
N/2'	5.3	49.0
+9.9 = 1/4	5.2	49.1
cb	5.0	49.3
N	5.0	49.3

CENTER

N	4.9	49.4
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54.26 N ST

cb	5.0	49.3
1/4	5.0	49.3
+9.9 = N/2'	5.2	49.1
5/2'	5.1	49.2
+16.0 = cb	5.2	49.1
S	5.6	48.7

E QUARTER

S	5.3	49.0
cb	5.2	49.1
+15.9 = 5/2'	5.1	49.2
N/2'	4.8	49.5
+10.0 = 1/4	4.9	49.4
cb	5.0	49.3
N	5.1	49.2

E CURB

N	5.2	49.1
cb	5.2	49.1
1/4	4.8	49.5
+10.0 = N/2'	5.2	49.1
5/2'	5.1	49.2

+15.9 = cb

5.1 49.2

cb

53.90

11.0 42.9

5

5.1 49.2

+12

47 49.2

E L 24TH ST

+15.8 52

47 49.2

5

5.1 49.2

N2

47 49.2

cb

4.9 49.4

+10.2 = 1/4

4.6 49.3

+15.8 = 52'

5.1 49.2

cb

5.3 48.6

50' rail
No 4"
N2

4.87 40.39

4.53 49.73

5.3 49.0

+10.

7.5' E

+10.1 = 1/4

4.9 49.4

Concret Curb

4.36 49.54

cb

5.0 49.3

No. Cb

4.9 49.0

N

5.0 49.3

1/4

4.6 49.3

T.P.

4.02

53.90

4.38 49.88

+10.3 = N2'

4.5 49.4

20' E

52'

5.0 48.9

No. Cb

4.8 49.1

13

5.0 48.9

1/4

4.7 49.2

+12

10.5 43.4

+10.2 = N2'

4.9 49.0

+15.7 = cb

10.9 43.0

52'

4.9 49.0

5

11.2 42.7

+15.8 = cb

4.5 49.4

111.58 = W.L. HARRISON AVE

5

4.6 49.3

5

7.5 46.4

35' E

cb

8.6 47.3

5

11.8 42.1

+15.6 = 52'

4.7 49.2

53.90

No.	3.8	50.1	
+10.4 = 1/4	4.2	49.7	
ct	4.5	49.4	
25.05' E = ^{OF W.L.} W. Cb			
No. Cb	4.3	49.6	
1/4	4.2	49.7	
+10.5 = 1/2'	3.5	50.4	
5 2'	3.7	50.2	
+15.6 = ct.	4.5	49.4	
5	5.2	48.7	
26.61' E = ^{OF CURB} WEST QUARTER			
3	4.8	49.1	
ct	4.4	49.5	
+15.5 = 5 2'	3.8	50.1	
1/2'	3.3	50.6	
+10.6 = 1/4	4.1	49.8	
ct	4.1	49.8	
26.61' E = ^{OF 1/4} CENTER			
No. Cb	3.9	50.0	L
1/4	3.7	50.2	

53.90

N 57

25

+10.7 = 1/2'	3.6	50.3	
5 2'	3.6	50.3	
+15.5 = ct.	4.0	49.9	
5	4.7	49.2	
26.61' E = ^{OF CTR} E. 1/4			
5	4.3	49.6	
ct	3.9	50.0	
+15.5 = 5 2'	3.7	50.2	
1/2'	3.2	50.7	
+10.8 = 1/4	3.5	50.4	
ct	3.7	50.2	L
26.61' E = ^{OF 1/4} E. CURB			
No. Cb	3.5	50.4	L
1/4	3.3	50.6	
+10.9 = 1/2'	3.2	50.7	
5 2'	3.7	50.2	
+15.4 = ct.	4.2	49.7	
5	4.6	49.3	
25.05' E = ^{OF CURB} E.L. HARRISON AVE.			
5	5.4	48.5	

53.70

53.90

N 37

26

cl		3.7	50.7
+15.4 = 52'		3.7	50.7
N 2'		3.1	50.8
+11.0 = 1/4		3.3	50.6
cl		3.2	50.7
Cement Cb.		2.59	51.31
	50' E		
No. Cb.		2.8	51.1
1/4		2.8	51.1
+11.2 = 1/2'		2.7	51.2
5 2'		3.2	50.7
+15.4 = cl		4.5	49.4
5		6.6	47.3
+10		11.0	42.9
+20		11.1	42.8
	100' E		
-15		10.3	43.6
5		6.2	47.7
+5		3.2	50.7
cl		3.1	50.8

+15.3 = 52'		2.7	51.7
N 2'		2.4	51.5
+11.3 = 1/4		2.2	51.7
cl		2.3	51.6
Cement Carb = = T.P.	488	57.08	1.70
	150' E		
No. Cb.		5.0	52.1
1/4		4.9	52.2
+11.5 = 1/2'		5.1	52.0
5 2'		4.9	52.2
+13		5.3	51.8
+15.3 = cl		6.4	50.7
+10		12.2	44.9
5		11.5	45.6
	200' E		
-10		8.8	48.3
5		11.1	46.0
cl		5.4	51.7
+15.3 = 52'		4.6	52.5
N 2'		4.6	52.5

bottom
of Waterway

+11.6 = $\frac{1}{4}$	4.2	52.9
cb	4.6	52.5
Cement Cb	3.96	53.12
219.07' E = W.A. CROSBY ST.		
No. Cb	4.4	52.7
$\frac{1}{4}$	4.1	53.0
+11.6 = $\frac{1}{2}$	4.4	52.7
52'	4.5	52.6
+15.2 = cb	4.9	52.2
S	4.7	52.4
21.10' E = W. Cb		
S	5.4	51.7
cb	4.9	52.2
+15.2 = 52'	4.4	52.7
$\frac{1}{2}$	4.3	52.8
+11.7 = $\frac{1}{4}$	4.0	53.1
cb	4.1	53.0
19.59' E = W $\frac{1}{4}$		
No. Cb	4.3	52.8
$\frac{1}{4}$	3.8	53.3

+11.8 = $\frac{1}{2}$	4.2	52.9
52'	4.4	52.7
+15.2 = cb	4.9	52.2
S	5.1	52.0
19.60' E = CENTER		
S	4.4	52.7
cb	4.8	52.3
+15.2 = 52'	4.3	52.8
$\frac{1}{2}$	4.0	53.1
+11.8 = $\frac{1}{4}$	3.9	53.2
cb	4.1	53.0
19.60' E = E $\frac{1}{4}$		
No. Cb	3.9	53.2
$\frac{1}{4}$	3.7	53.4
+11.9 = $\frac{1}{2}$	4.6	53.1
52'	4.2	52.9
+15.1 = cb	4.2	52.9
S	4.3	52.8
19.60' E = E CROSS		
S	4.6	52.5

cb	4.3	53.8
+15.1 = 52'	3.8	53.3
N 2'	4.0	53.1
+11.9 = 1/4	3.5	53.6
cb	3.7	53.4
13.31' E = W. L. 25 TH ST (100' WIDE)		
Cement Cb.	2.78	54.30
No. Cb.	3.5	53.6
1/4	3.4	53.7
+12.0 = N 2'	3.3	53.8
52'	3.9	53.2
+15.1 = cb	4.2	52.9
S	3.6	53.5
7.79' E = E. L. CROSBY ST.		
S	3.6	53.5
cb	4.1	53.0
+15.1 = 52'	3.8	53.3
N 2'	3.2	53.9
+12.0 = 1/4	3.4	53.7
cb	3.4	53.7

J.P.	4.11	54.43	2.76	51.32
12.21' E = W. CORNER OF 25 TH ST				
N			4.6	53.8
cb			4.8	53.6
1/4			4.7	53.7
+12 = N 2'			4.5	53.9
52'			4.9	53.5
+15.1 = cb			5.6	52.8
S			7.3	57.1
W. QUARTER				
S			4.7	53.7
cb			4.9	53.5
+15.1 = 52'			4.8	53.6
N 2'			4.5	53.9
+12 = 1/4			4.5	53.9
cb			4.5	53.9
N			4.4	54.0
CENTER				
N			4.1	54.3
cb			4.1	54.3

1/4

	4.0	54.4
+12 = 1/2'	4.3	54.1
52'	4.7	53.7
+15.1 = db	4.7	53.7
S	4.6	53.8
8.2' E = INT. OF N.L. OF N57 WITH West 2' Line of Car Tracks		
S	4.6	53.8
db	4.7	53.7
+15.1 = 52'	4.6	53.8
N/2'	4.3	54.1
+12 = 1/4	3.9	54.5
db	4.0	54.4
N	4.0	54.4
6.8' E = E. QUARTER OF 25 th		
1/2 + 11.6 = West 2' of Car Tracks	4.0	54.4
db	3.9	54.5
1/4	4.0	54.4
+12 = 1/2'	4.3	54.1
52'	4.6	53.8
+15.1 = db	4.7	53.7

S	4.6	53.8
3.45' E = INT. OF N.L. N57 WITH East 2' Line of Car Tracks		
S	4.6	53.8
db	4.7	53.7
+15.1 = 52'	4.6	53.8
N/2'	4.3	54.1
+12 = 1/4	4.0	54.4
db = West 2' of Car Tracks	3.9	54.5
N = East 2' ✓ ✓ ✓	4.0	54.4
EAST CURB		
N	4.1	54.3
+15.5 = East 2' of Car Tracks	4.0	54.4
db + 11.7 = West 2' ✓ ✓ ✓	4.0	54.4
1/4	4.1	54.3
+12 = 1/2'	4.2	54.2
52'	4.5	53.9
+15.1 = db	4.7	53.5
S	6.0	52.4
EAST LINE 25 th ST		
S	5.9	52.5

cb	5.5	52.9	+15 = 52'	43	54.1
+15.1 = 52'	4.6	53.8	1/2'	3.9	54.5
So. rail	4.29	54.16	+12.1 = 1/4	4.4	54.0
No. v.	4.15	54.28	cb	4.4	54.0
1/2'	4.2	54.2	48.8' E OF 25 TH = INT. OF 52' WITH WEST 2' OF CAR TRACKS		
+4.8 = West 2' of Car Trks	4.1	54.3	1/2 cb	4.5	53.9
1/4 + 3.4 = East 2' v. -	4.3	54.1	1/4	4.4	54.0
East 2' + 13.6 = cb	4.6	53.8	+12.1 = 1/2'	3.9	54.5
Cement Corb	4.08	54.35	52'	3.9	54.5
N	3.7	54.7	+15 = cb	4.8	53.6
25.5' E = INT OF East 2' of Car Trks WITH No. RR			S	4.8	53.6
No. Corb.	4.4	54.0	59.68' E OF 25 TH = W. CURB WOOLMAN		
1/4	4.3	54.1	S	5.2	53.2
+12.1 = 1/2'	4.0	54.4	cb	4.7	53.7
52'	4.2	54.2	+8.6 = West 2' of Car Tracks	4.0	54.4
+15.0 = cb	5.0	53.4	1/2'	3.9	54.5
S	5.2	53.2	+12.2 = 1/4	4.6	53.8
37.71' E = W. L. WOOLMAN AVE			cb	4.4	54.0
S	4.9	53.5	66.9' E OF 25 TH = INT. OF 52' WITH EAST 2' OF CAR TRACKS		
cb	4.9	53.5	cb	4.4	54.0

58.43

1/4	4.6	53.8
12.2 = N/2'	3.9	54.5
5 E' = East R' of Car Tracks	3.9	54.5
West R' of Car Track	4.0	54.4
+ 4.4 = cb.	4.6	53.8
5	4.7	53.7
80.08' E OF 25 TH = N. 1/4 OF WOOLMAN		
5	4.6	53.8
+ 12.4 = West R' of Car Tracks	4.3	54.1
East R'	3.9	54.5
+ 6.4 = 5 E'	3.7	54.7
N/2'	4.1	54.3
+ 12.2 = 1/4	5.1	53.3
cb.	4.1	54.3
20.4' E OF 1/4 = CENTER.		
No. Cb.	4.7	53.7
1/4	5.7	52.7
+ 12.3 = N/2'	3.9	54.5
5 E'	3.9	54.5
+ 14.8 = cb.	3.7	54.7

58.43

N ST

31

+ 6.4 = East R' of Car Tracks	3.9	54.5
5 = West	3.9	54.5
15.6' E. OF CENTER = INT OF S. L. N. ST WITH EAST R'		
5 = East R' of Car Tracks	3.7	54.7
cb.	3.9	54.5
+ 14.8 = 5 E'	3.6	54.8
N/2'	3.8	54.6
+ 12.3 = 1/4	5.9	52.5
cb.	4.7	53.7
4.8' E OF ABOVE = EAST 1/4 OF WOOLMAN		
No. cb.	4.8	53.6
1/4	6.0	52.4
+ 12.4 = N/2'	3.8	54.6
5 E'	3.6	54.8
+ 14.7 = cb.	4.0	54.4
5	3.7	54.7
20.4' E. OF 1/4 = E. CURB		
	7.6	50.8
	3.8	54.6
	6.8	51.6
	3.8	54.6
+ 14.9 = 5 E'	3.7	54.7

= BOTTOM OF
UNDER BRIDGE

= FLOOR OF BRIDGE

= BOTTOM OF
WATERWAY UNDER
= FLOOR OF BR.

58.43

N/2'	3.8	54.6
+12.4 = 1/4	6.0	52.4
cb	6.0	52.4
(Cement Curb 140' E of 25)	2.97	55.46
N	5.1	53.3

21.97' E OF CURB = E.L. WOOLMAN

N	4.6	53.8
cb	4.6	53.8
1/4	6.0	52.4
+12.4 = 1/2'	5.0	53.4
32'	4.7	53.7
+14.6 = cb	6.6	51.8
+4	4.2	54.2
5	3.9	54.5

T.P	5.95	61.40	2.98	55.45
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50' E OF WOOLMAN

5	6.0	55.4
+19	6.6	54.8
cb	9.0	52.4
+8	9.5	51.9
+14.5 = 32'	3.8	55.6

N ST

32

61.40

N/2'	6.1	56.3
17	7.9	53.5
+12.6 = 1/4	8.4	53.0
cb	7.7	53.7
N	7.8	53.6

100' E

N	7.4	54.0
cb	7.4	54.0
1/4	7.7	53.7
+12.6 = 1/2'	5.5	55.9
52'	5.5	55.9
+7	8.0	53.4
+14.4 = cb	7.9	53.5
5	6.3	55.1

150' E.

5	4.6	56.8
cb	5.3	58.1
+14.2 = 32'	5.0	58.4
N/2'	5.0	58.4
+12.8 = 1/4	6.4	55.0

61.40

dt

6.7 54.7

N

4.9 56.5

200' E

N

4.1 57.3

dt

5.8 55.6

1/4

5.9 55.5

+129 = 1/2

4.7 56.7

5 2'

4.4 57.0

+140 = dt

4.4 57.0

5

3.8 57.6

250' E

5

3.2 58.2

dt

4.0 57.4

+139 = 5 2'

4.0 57.4

1/2

4.3 57.1

+13.1 = 1/4

5.6 55.8

dt

4.3 57.1

N

4.0 57.4

300' E

N

4.5 56.9

61.40

dt

4.6 56.8

1/4

5.0 56.4

+133 = 1/2

4.0 57.4

5 2'

3.5 57.9

+137 = dt

3.5 57.9

5

2.8 58.6

350' E

5

2.4 59.0

dt

3.3 58.1

+135 = 5 2'

3.0 58.4

1/2

3.4 58.0

+135 = 1/4

4.2 57.2

dt

4.3 57.1

N

4.3 57.1

396.74' E = 1/2 L 26th ST (60' WIDE).

N

2.0 59.4

dt

3.6 57.8

1/4

4.1 57.3

+13.6 = 1/2

2.8 58.6

No rail
50'
5 2'

2.4 59.26

1.8 59.56

2.5 58.9

33

22

+133=cb

S

T.P.

3.90

61.40

30

W. CURB

S

cb

+133=52'

1/2'

+136=1/4

cb

N

W. QUARTER

N

cb

1/4

+136=1/2'

52'

+133=cb

S

2.9 58.5

1.7 59.7

1.8 60.22

5.0 59.1

5.6 58.5

4.9 59.2

5.0 59.1

5.9 58.2

5.7 58.4

5.5 58.6

5.3 58.8

5.0 59.1

5.0 59.1

4.8 59.3

4.6 59.5

5.5 58.6

5.1 59.0

64.14

34

CENTER

S

cb

+132=52'

1/2'

+137=1/4

cb

N

E QUARTER

N

cb

1/4

+137=1/2'

5.2'

+132=cb

S

E CURB

S

cb

+132=52'

5.0 59.1

5.2 58.9

4.5 59.6

4.6 59.5

4.8 59.3

4.8 59.3

4.8 59.3

4.6 59.5

4.7 59.4

4.5 59.6

4.5 59.6

4.3 59.8

5.0 59.1

5.0 59.1

4.9 59.2

4.9 59.2

4.4 59.7

64.18

64.93

N ST.

35

$\frac{1}{2}$	4.4	59.7
+138 = $\frac{1}{4}$	5.7	58.4
cb	5.4	58.7
N	5.2	58.9

+138 = $\frac{1}{4}$	7.3	59.6
cb	6.3	58.6
N	5.5	59.4

E. L. 26TH ST13.01' E OF $\frac{1}{4}$ = CENTER

N	4.2	59.9
cb	5.6	58.5
$\frac{1}{4}$	6.6	57.5
+138 = N $\frac{1}{2}$	5.1	59.0

N	5.7	59.2
cb	6.2	58.7
$\frac{1}{4}$	7.1	57.8
+138 = N $\frac{1}{2}$	5.9	59.0
52'	5.3	59.6

No. rail	4.26	59.86
So. "	4.02	60.10
52'	4.6	59.5

+132 = cb	6.0	58.9
5	5.7	59.2

13.01' E OF CENTER = E $\frac{1}{4}$ DEWEY ST

+132 = cb	5.0	59.1
5	4.9	59.2

5	5.6	59.3
cb	5.6	59.3

T.P. 471 64.93 3.90 60.22

+131 = 52'

2.92' E OF (24)th = West $\frac{1}{4}$ OF DEWEY STN $\frac{1}{2}$

5	5.7	59.2
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+139 = $\frac{1}{4}$

cb.	5.8	59.1
-----	-----	------

cb	6.0	58.9
----	-----	------

+132 = 52'	5.4	59.5
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N	5.6	59.3
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N $\frac{1}{2}$	5.8	59.1
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down

25.79' E. OF CROSS ST. $\frac{1}{4}$ = West $\frac{1}{4}$ OF FRANKLIN +14.1' N $\frac{1}{2}$ '

N	5.4	59.5
cb	5.7	59.2
$\frac{1}{4}$	6.6	58.3
+14 = N $\frac{1}{2}$ '	5.4	59.5
S $\frac{1}{2}$ '	5.0	59.9
+130 = cb	5.4	59.5
S	5.2	59.7

20.32' E OF $\frac{1}{4}$ = CENTER OF FRANKLIN

S	5.1	59.8
cb	5.2	59.7
+129 = S $\frac{1}{2}$ '	4.8	60.1
N $\frac{1}{2}$ '	5.0	59.9
+14.1 = $\frac{1}{4}$	6.8	58.1
cb	5.4	59.5
N	5.2	59.7

20.32' E OF CTR = E $\frac{1}{4}$

N	5.2	59.7
cb	5.5	59.4
$\frac{1}{4}$	6.4	58.5

5.1	59.8
4.6	60.3
5.1	59.8
5	59.9

20.32' E. OF $\frac{1}{4}$ = E. CURB

S	4.9	60.0
cb	5.0	59.9
+12.8 S $\frac{1}{2}$ '	4.4	60.5
N $\frac{1}{2}$ '	4.9	60.0
+14.2 $\frac{1}{4}$	6.5	58.4
cb	5.6	59.3
N	5.1	59.8

21.88' E OF CURB = E. L. FRANKLIN AVE

N	5.2	59.7
cb	5.5	59.4
$\frac{1}{4}$	6.2	58.7
+14.3 = N $\frac{1}{2}$ '	4.5	60.4
S $\frac{1}{2}$ '	4.5	60.4
+12.7 = cb	5.0	59.9
S	4.4	60.5

6493

62.44' E OF FRANKLIN

S	5.3	59.6
cl	4.9	60.0
+12.5=52'	3.9	61.0
N2'	4.0	60.9
+14.5=1/4	6.4	58.5
+4	5.1	59.8
cl	5.1	59.8
N	5.6	59.3

112.44' E OF FR.

N	6.5	58.4
cl	4.7	60.2
+14	4.8	60.1
1/4	6.2	58.7
+14.7=N2'	5.0	59.9
52'	4.7	60.2
+12.7=cl	5.2	59.7
S	5.4	59.5

162.44' E OF FR.

S	4.8	60.1
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6493

N ST.

37

cl	4.9	60.0
+12.9=52'	3.1	61.8
N2'	3.4	61.5
+14.5=1/4	5.0	59.9
+8	2.9	62.0
cl	3.5	61.4
N	4.3	60.6

212.44' E OF FR.

N	3.5	61.4
cl	3.1	61.8
+11	2.6	62.3
1/4	5.4	59.5
+12.9=N2'	3.2	61.7
52'	2.8	62.1
+13.7=cl	3.8	61.1
S	3.9	61.0

262.44' E OF FR.

S	2.3	62.6
cl	3.2	61.7
+16.3=52'	2.5	62.4

6493

N/2'	2.7	62.2
+9.4 = 1/4	4.7	60.2
+5	2.3	62.6
cb	2.2	62.7
N	2.4	62.5

312.44' E. OF FR.

N	2.0	62.9
cb	1.6	63.3
+10	1.3	63.6
1/4	4.3	60.6
+5 = N/2'	2.4	62.5
52'	2.1	62.8
+2 = 1/4	2.2	62.7
cb	2.7	62.2
S	2.5	62.4

362.44' E OF FR

S	3.0	61.9
cb	2.5	62.4
1/4	2.0	62.9
+4.7 = 52'	1.7	63.2

6493

N ST.

38

N/2'	1.9	63.0
+1.3 = 1/4	3.2	61.7
+10	1.7	63.2
cb	1.5	63.4
N	1.4	63.5

412.44' E OF FRANKLIN

N	1.1	63.8
cb	1.3	63.6
+7	2.1	62.8
1/4 = N/2'	2.0	62.9
52'	1.6	63.3
+6.5 = 1/4	1.7	63.2
cb	2.2	62.7
S	3.4	61.5

462.44' E. OF FRANKLIN = W. L. 27TH ST. (USE 56' WIDE (10' WALKS) (64' DISTANCE))

S	3.7	61.2
cb	3.5	61.4
1/4	2.2	62.7
+7.7 = 52'	1.4	63.5
+38.1 = 1/4	0.50	64.43

6493

6947

N. ST.

39

No. rail		0.95	63.98
$N\frac{1}{2}'$		1.8	63.1
$+0.2 = \frac{1}{4}$		1.8	63.1
cb		1.4	63.5
N.		1.0	63.9
T.P.	5.42	69.47	0.88
			64.05
	W CURB		
N		5.9	63.6
$\frac{1}{15.06}cb$		5.5	64.0
$\frac{1}{16.06}\frac{1}{4}$		6.3	63.2
$+1.6 = N\frac{1}{2}'$		6.3	63.2
$5\frac{1}{2}'$		5.9	63.6
$+4\frac{1}{2} = \frac{1}{4}$		8.1	61.4
$+16.06 = cb$		8.0	61.5
$+20.23 = 5$		8.2	61.3
	N. QUARTER		
5		8.3	61.2
$\frac{1}{22.11}cb$		8.0	61.5
$\frac{1}{15.63}\frac{1}{4}$		8.0	61.5
$+12 = 5\frac{1}{2}'$		6.0	63.5

$N\frac{1}{2}'$		6.3	63.2
$+2.5 = \frac{1}{4}$		6.3	63.2
$+15.53 = cb$		6.1	63.4
$+15.21 = N$		6.0	63.5
	CENTER		
N		5.6	63.9
$+15 = cb$		6.0	63.5
$+15 = \frac{1}{4}$		6.5	63.0
$+33 = N\frac{1}{2}'$		6.5	63.0
$5\frac{1}{2}'$		5.6	63.9
$+1.2 = \frac{1}{4}$		8.1	61.4
$+15 = cb$		8.0	61.5
$+25 = 5$		8.2	61.3
	EAST QUARTER		
5		8.0	61.5
$\frac{1}{27.39}cb$		8.1	61.4
$+14 = 5\frac{1}{2}'$		5.8	63.7
$N\frac{1}{2}'$		6.3	63.2
$+4.1 = \frac{1}{4}$		6.3	63.2

+14.47 = cl	6.4	63.1
+14.77 = N	5.9	63.6
EAST CURB		
N	5.5	64.0
+14.47 = cl	5.8	63.7
+13.94 = 1/4	6.4	63.1
+5.0 = 1/2	6.4	63.1
5 1/2	5.7	63.8
+4	7.7	61.8
+11.7 = cl	7.9	61.6
+29.97 = S	7.7	61.8

EAST LINE OF 27TH SHOWING (N ST 100' WIDE)
(Use this section in figuring West from 27TH)

S	7.0	62.5
+34.0 = cl	6.6	62.9
+7.7 = 5 1/2	5.7	63.8
1/2	6.3	63.2
+6.4 = 1/4	6.7	62.8
+13 = cl	5.8	63.7
+14 = N	5.4	64.1

S	
cl	
47.7 = 5 1/2	
50 1/2	
1/2	
1/2	
+6.4 = 1/4	
cl	
N	
N	
50' E	

EAST LINE OF 27TH ST (SHOWING N ST 80' WIDE)
(Use this section in figuring East of 27TH)

7.3	62.2
6.6	62.9
5.7	63.8
4.86	64.61
5.46	64.01
6.3	63.2
6.7	62.8
5.8	63.7
5.4	64.1

N ST 80' WIDE
FROM E.L. 27TH
TO 200' E. OF HENSLEY

5.1	64.4
5.8	63.7
5.6	63.9
6.0	63.5
5.2	64.3
6.9	62.6
6.8	62.7

100' E = W.L. EVANS ST (80' WIDE)

S	5.3	64.2
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cb	5.7	63.8
+7.4 = 5E'	5.1	64.4
50. rail	4.21	65.26
No. 2	5.06	64.41
N 2'	5.6	63.9
+7.4 = 1/4	5.6	63.9
cb	5.7	63.8
N	4.8	64.7
W CURB		
N	5.3	64.2
cb	5.6	63.9
1/4	5.7	63.8
+7.4 = N 2'	5.1	64.4
5.2'	4.8	64.7
+7.4 = cb	5.1	64.4
S	5.1	64.4
W QUARTER		
S	5.0	64.5
cb	5.1	64.4
+7.4 = 5E'	4.8	64.7

N 2'	5.0	64.5
+7.4 = 1/4	5.1	64.4
cb	5.3	64.2
N	5.2	64.3
CENTER		
N	5.0	64.5
cb	5.0	64.5
1/4	5.0	64.5
+7.4 = N 2'	4.8	64.7
5E'	4.3	65.2
+7.4 = cb	4.6	64.9
S	4.8	64.7
E 1/4		
S	4.7	64.8
cb	4.5	65.0
+7.5 = 5E'	4.1	65.4
N 2'	4.8	64.7
+7.3 = 1/4	4.9	64.6
cb	4.9	64.6
N	5.0	64.5

69.47

E CURB

N		46	64.9
cb		50	64.5
1/4		49	64.6
+7.3 = 1/2'		48	64.7
SE'		47	64.8
+7.5 = cb		54	64.1
S		47	64.8

E. L. EVANS ST.

S		42	65.3
cb		45	65.0
+7.5 = SE'		4.7	64.8
50.0 ft		3.92	65.55
No. 1		4.65	64.82
1/2'		5.3	64.2
+7.3 = 1/4		5.4	64.1
cb		5.0	64.5
N		4.5	65.0
T.P.	4.93	69.94	4.46
			65.01
	50' E		
N		5.7	64.2
cb		6.8	63.1

69.94

N ST

42

1/4		6.6	63.3
7.6 = 1/2'		5.6	64.3
SE'		5.0	64.9
+7.8 = cb		5.1	64.8
S		4.7	65.2
	100' E		
S		4.2	65.7
cb		4.7	65.2
+6.9 = SE'		4.5	65.4
NE'		5.1	64.8
+7.9 = 1/4		5.4	64.5
cb		6.3	63.6
N		5.9	64.0
	150' E		
N		5.7	64.2
cb		6.2	63.7
1/4		6.0	63.9
+8.3 = 1/2'		4.8	65.1
SE'		4.2	65.7
+6.6 = cb		4.4	65.5

200' E = W L HENSLEY ST (30' WIDE)

W QUARTER

5	4.7	65.2
5	4.6	65.3
cb	4.4	65.5
+6.3 = 52'	4.0	65.9
50 rail	3.21	66.73
No. ✓	3.69	66.75
N 1/2'	4.5	65.4
+8.5 = 1/4	5.7	64.2
cb	4.4	65.5
N	3.5	66.4
W CURB		
N	3.2	66.7
cb	3.8	66.1
1/4	5.6	64.3
+8.6 = N 1/2'	4.4	65.5
52'	4.0	65.9
+6.3 = cb	4.8	65.1
5	5.0	64.9

W QUARTER

S	4.8	65.1
cb	5.1	64.8
+6.2 = 58'	4.2	65.7
N 1/2'	4.2	65.7
+8.7 = 1/4	5.5	64.4
cb	3.8	66.1
N	2.7	67.2
CENTER		
N	2.8	67.1
cb	3.6	66.3
1/4	4.9	65.0
+8.8 = N 1/2'	4.0	65.9
52'	3.7	66.2
+6.1 = cb	5.2	64.7
S	4.9	65.0
E QUARTER		
S	4.7	65.2
cb	5.0	64.9
+6.1 = 32'	3.7	66.2

N ²	41	65.8
+9.0 = 1/4	49	65.0
cb	36	66.3
N	26	67.3
E. CURB		
N	30	66.9
cb	36	66.3
1/4	48	65.1
+9 = N ²	42	65.7
S ²	38	66.1
+6.0 = cb	48	65.1
S	45	65.4
E. L. HENSLEY ST		
S	43	65.6
cb	49	65.0
+5.9 = S ²	35	66.4
So rail	2.79	67.15
No ✓	310	66.84
N ²	41	65.8
+9 = 1/4	47	65.7

cb	33	66.6
N	28	67.1
52 ² E OF HENSLEY		
N	26	67.3
cb	35	66.4
1/4	39	66.0
+9.2 = N ²	31	66.8
S ²	30	66.9
+5.7 = cb	47	65.2
S	44	65.5
100' E OF HENSLEY		
S	45	65.4
cb	47	65.2
+5.3 = S ²	32	66.7
N ²	31	66.8
+6.5 = 1/4	39	66.0
cb	31	66.8
N	35	66.4
150' E.		
N	19	68.0

cb			2.6	67.8
1/4			2.8	67.1
+0.2 = 1/2'			2.8	67.1
INT. OF 2' LINES			3.1	66.8
52'			2.8	67.1
+4.7 = cb			4.3	65.6
5			4.5	65.4
200' E = JOG IN N ST. = E. L. HENSLEY'S ADD				
5			3.6	66.3
cb			2.7	67.2
+2.4 = 52'			2.2	67.7
1/2'			2.3	67.6
+11.4 = 1/4			2.4	67.5
+5.3 = 52' Line of Spur			2.1	67.8
1/2' - - -			1.9	68.0
+12.2 = NL			0.9	69.0
T.P.	4.12	72.52	1.54	68.40
0.6' E = W. L. REED'S CENTRAL JOG				
N			3.4	69.1
+10.3 = 1/2' Line of Spur			4.5	68.0
52' Line of Spur			4.7	67.8

72.52	N ST	
+7.2 = 1/4	5.2	67.3
+9.5 = 1/2'	5.2	67.3
52'	4.8	67.7
+5.3 = cb	5.7	66.8
5	6.1	66.4
32.5' E OF W. L. REED'S = INT. OF NL IN WITH N ² OF SPUR		
5	6.4	66.1
cb	5.2	67.3
+4.7 = 52'	4.6	67.9
1/2'	5.2	67.3
+8.3 = 1/4	5.1	67.4
cb	4.7	67.8
+4.6 = 52' Line of Spur	4.7	67.8
1/2' of Spur = NL IN ST	4.9	67.6
50' E		
52' Line of Spur	4.7	67.8
+8.4 = cb	4.3	68.2
1/4	5.0	67.5
+8.3 = 1/2'	5.0	67.5
52'	4.5	68.0

+27 = cl

70

5.0

67.5

+8.6 = 1/4

5.2

67.3

S

6.5

66.0

cl

4.4

68.1

100' EAST

N

4.1

68.4

S

5.6

66.9

200' E

+9.8 = 5/2

4.6

67.9

N

3.6

68.9

N 1/2

4.9

67.6

cl

3.7

68.8

+8.4 = 1/4

4.6

67.9

1/4

4.7

67.8

cl

3.8

68.7

+8.7 = N 1/2

4.3

68.2

+13.9 = 5 1/2' of Spur

4.3

68.2

5 1/2'

4.0

68.5

127.5' EAST = INT OF 5 1/2' of Spur with NL

+4.9 = 5

4.9

67.6

N

4.4

68.1

250' E

cl

4.3

68.2

S

4.6

67.9

1/4

5.1

67.4

+4.9 = 5 1/2'

3.8

68.7

+8.5 = N 1/2

4.8

67.7

N 1/2

4.2

68.3

5 1/2'

4.7

67.8

8.7 = 1/4

4.7

67.8

+5.5 = 5

5.4

67.1

cl

3.1

69.4

150' EAST = W.L. 28th

N

3.0

69.5

S

4.9

67.6

300' E

+5 = 5 1/2'

4.3

68.2

N

3.7

68.3

N 1/2

4.6

67.9

cl

3.6

68.9

	TRSR		
1/4		44	68.1
+88 = N 1/2 E		38	68.7
S 1/2 E		33	69.2
+48 = S		39	68.6
	350' E		
S		39	68.6
+4.9 = S 1/2 E		31	69.4
N 1/2 E		35	69.0
+88 = 1/4		34	69.1
cb		31	69.4
N		34	69.1
	400' E		
N		26	69.9
cb		24	70.1
1/4		29	69.6
+89 = N 1/2 E		31	69.4
S 1/2 E		27	69.8
+4.6 = S		27	69.8
	450' E		
S		21	70.4

	72.5" W	N ST	
+45 = S 1/2 E		22	70.3
N 1/2 E		27	69.8
+90 = 1/4		23	70.2
cb		1.5	71.0
N		1.4	71.1
	{ 491' on North 495.5' - South	E = N. L. 29' + 14"	ST (60' WIDE)
N		25	70.0
cb		27	69.8
1/4		22	70.3
+90 = N 1/2 E		25	70.0
S 1/2 E		1.8	70.7
+45 = S		2.3	70.2
TP	6.26	75.88	2.90
			69.62 MERRY XMAS
			N CORR
S		6.2	69.7
+45 = S 1/2 E		5.2	70.7
N 1/2 E		5.9	70.0
+90 = 1/4		6.0	69.9
cb		6.8	69.1
N		6.2	69.7

75.88

W. 1/4

N	6.2	69.7
cb	6.8	69.1
1/4	5.8	70.1
+9.1 = N 1/2'	5.8	70.1
5 1/2'	5.2	70.7
+4.5 = S	6.2	69.7

CENTER

S	6.0	69.9
+4.5 = 5 1/2'	5.0	70.9
1 1/2'	5.5	70.4
+9.0 = 1/4	5.5	70.4
cb	6.6	69.3
N	6.1	69.8

E. QUARTER

N	6.1	69.8
cb	6.6	69.3
1/4	5.5	70.4
+9.1 = N 1/2'	5.3	70.6
5 1/2'	4.8	71.1
+4.5 = S	5.3	70.6

75.88

E. CURB

N 5'

48

S	5.5	70.4
+4.5 = 5 1/2'	4.6	71.3
1/2'	5.4	70.5
+9.1 = 1/4	5.7	70.2
cb	6.6	69.3
N	5.8	70.1

E. L. 29TH ST.

N	5.7	70.2
cb	6.1	69.8
1/4	5.8	70.1
+9.1 = N 1/2'	5.7	70.2
5 1/2'	5.2	70.7
+4.5 = S	5.5	70.4

50' E. OF 29TH

S	4.8	71.1
+4.5 = 5 1/2'	4.8	71.1
1/2'	5.6	70.3
+9.1 = 1/4	5.3	70.6
cb	5.1	70.8

75.88

N	5.2	70.7
107.2' E = JOG IN N ST. USE THIS SECTION IN FIGURING FROM THE WEST.		
N	5.4	70.5
cb	4.7	71.2
1/4	5.1	70.8
+9.3 = 1/2'	5.2	70.7
5.2'	4.7	71.2
+4.5 = S.	4.9	71.0
JOG IN N ST. USE THIS SECTION IN FIGURING TO THE EAST		
N	5.4	70.5
cb.	4.7	71.2
1/4	5.5	70.4
+3.3 = 1/2'	5.2	70.7
5.2'	4.7	71.2
+8.5 = cb.	4.6	71.3
S.	4.5	71.4
50' E. OF JOG.		
S	4.9	71.0
cb.	5.0	70.9
+8.5 = 5.2'	5.2	70.7

 N ST. 80' WIDE TO HERE
 N ST. 100' WIDE FROM HERE

75.88

N ST

49

N 2'	5.0	70.9
+34 = 1/2	5.6	70.3
cb	4.5	71.4
N	4.4	71.5
100' E		
N	4.1	71.8
cb	4.3	71.6
1/4	5.0	70.9
+35 = 1/2'	4.7	71.2
5.2'	4.8	71.1
+8.5 = cb	4.7	71.2
S	4.6	71.3
150' E		
S	4.9	71.0
cb	4.8	71.1
+8.5 = 5.2'	4.6	71.3
1/2'	4.5	71.4
+36 = 1/2	4.9	71.0
cb	4.6	71.3
N	4.4	71.5

200' E

N		43	716
cb		44	715
1/4		46	713
+37 = 1/2'		44	715
52'		47	712
+85 = cb		51	708
S		51	708
T.P.S	4.08	345	72.19

250' E

S		54	711
cb		54	711
+8.4 = 52'		53	712
1/2'		48	717
+38 = 1/4		48	717
cb		47	718
N		48	717

300' E

N		45	720
cb		49	716

N 57

1/2		50	715
+39 = 1/2'		46	719
52'		50	715
+81 = cb		54	711
S		54	711

350' E

S		50	715
cb		49	716
+54 = 52'		48	717
1/2'		43	722
140 = 1/4		51	714
cb		50	715
N		43	722

400' E

N		44	721
cb		47	718
1/4		46	719
+41 = 1/2'		41	724
52'		42	723
+8.3 = cb		47	718

76.51

S

46 71.9

450' E

S

53 71.7

cb

55 71.0

+83=SE'

48 71.7

NR'

41 72.4

+42=1/4

45 72.0

cb

42 72.3

N

41 72.4

500' E

N

29 73.6

cb

35 73.0

1/4

40 72.5

+43=NR'

40 72.5

SE'

41 72.4

+83=cb

41 72.4

S

5.1 71.4

550' E

S

4.9 71.6

cb

41 72.4

76.51

+83=SE'

3.9 72.6

NR'

4.0 72.5

+44=1/4

4.5 72.0

cb

4.2 72.3

N

3.9 72.6

617.7' E. = W.L. 30' ST (60' WIDE)

N

4.4 72.1

cb

4.7 71.8

1/4

4.0 72.5

+45=NR'

3.5 73.0

SE'

3.6 72.9

+83=cb

3.8 72.7

S

4.1 72.4

TP

3.99

77.52

2.98

73.53

W CURB.

S

5.3 72.2

cb

4.9 72.6

+83=SE'

4.7 72.8

NR'

4.2 73.3

+46=1/4

5.0 72.5

cb	5.5	72.0
N	5.7	71.8
W. 1/4		
N	5.4	72.1
cb	5.3	72.2
1/4	4.8	72.7
+4.6 = N/2'	4.3	73.2
5R'	4.6	72.9
+8.2 = cb	4.7	72.8
S	5.2	72.3
CENTER		
S	5.3	72.2
cb	4.9	72.6
+8.1 = 5R'	4.6	72.9
N/2'	4.3	73.2
+4.7 = 1/4	4.6	72.9
cb	4.8	72.7
N	4.9	72.6
E 1/4		
N	5.1	72.4

cb	4.8	72.7
1/4	4.5	73.0
+4.7 = 1/2	4.2	73.3
5R'	4.7	72.8
+8.1 = cb	5.0	72.5
S	5.2	72.3
E CURB		
S	5.3	72.2
cb	4.9	72.6
+8.0 = 5R'	4.8	72.7
N/2'	4.9	72.6
+4.8 = 1/4	5.5	72.0
cb	5.3	72.2
N	5.4	72.1
E. L. 30 TH ST.		
N	5.5	72.0
cb	5.7	71.8
1/4	5.4	72.1
+4.9 = N/2'	4.7	72.8
No. rail	3.98	73.54

So. rail	461	72.91
52'	5.1	72.4
+7.9 = cb	5.1	72.4
S	5.7	71.8
50' E OF 30 TH		
S	48	72.7
cb	5.1	72.4
+7.6 = 52'	4.9	72.6
N ₂ '	4.6	72.9
+5.2 = 1/4	5.7	71.8
cb	5.8	71.7
N	5.3	72.2
100' E		
N	5.4	72.1
cb	5.6	71.9
1/4	5.6	71.9
+5.5 = N ₂ '	4.7	72.8
52'	5.0	72.5
+7.3 = cb	5.3	72.2
S	5.1	72.4

S	4.8	72.7
cb	5.4	72.1
+8.4 = 52'	4.6	72.9
N ₂ '	4.3	73.2
+5.8 = 1/4	5.3	72.2
cb	4.9	72.6
N	5.2	72.3
300' E		
N	4.5	73.0
cb	4.9	72.6
1/4	5.0	72.5
+6.2 = N ₂ '	4.0	73.5
52'	4.5	73.0
+13.4 = cb	5.3	72.2
S	5.1	72.4
250' E		
S	4.8	72.7
cb	5.1	72.4
1/4	4.6	72.9

+2.3 = 52'	39	73.6
N/2'	39	73.6
+6.5 = 1/4	38	73.7
cb	42	73.3
N	47	72.8

280' EAST OF 30TH

N	43	73.2
cb	46	72.9
1/4	45	73.0
+6.7 = N/2'	39	73.6
52'	39	73.6
+3.2 = 1/4	44	73.1
cb	49	72.6
S	54	72.1

311' E. OF 30TH = (SOUTH TRACK CURVES OFF ONTO 314TH ST BEGINNING HERE)

S	49	72.6
cb	51	72.4
1/4	46	72.9
+3.3 = 52' of South Tract	39	73.6
N/2' ✓ ✓ ✓	37	73.8

+4.7 = Ctr. of N St.	3.8	73.7
+1.1 = 52' of No. Tr.	3.8	73.7
N/2' ✓ ✓ ✓	3.7	73.8
+6.9 = 1/4	3.9	73.6
cb	4.5	73.0
N	4.4	73.1

350' E

N	40	73.5
cb	48	72.7
1/4	45	73.0
+7.7 = N/2' of No. Tr.	3.7	73.8
52' ✓ ✓ ✓	3.7	73.8
+0.3 = Ctr. of N St.	3.7	73.8
+5.4 = N/2' of So. Tr.	3.0	74.5
52' ✓ ✓ ✓	3.5	74.0
+7.5 = 1/4	4.3	73.2
cb	4.6	72.9
S	4.6	72.9

77.52

400' E

S	3.4	74.1
cb	3.9	73.6
+14 = 52' of So. TR	3.6	73.9
NR' - 30. ✓	3.0	74.5
+79 = 52' - No. ✓	3.8	73.7
NR' ✓ ✓ -	3.6	73.9
+10.8 = 1/4	4.3	73.2
cb	4.2	73.3
N	3.5	74.0

450' E

N	3.7	73.8
cb	4.1	73.4
1/4	4.1	73.4
+15.1 = NR' of No. TR	3.5	74.0
52' ✓ ✓ ✓	3.5	74.0
+9.9 = 30/4	3.6	73.9
+8.0 = NR' of So. TR	3.0	74.5
52' - - ✓	3.8	73.7
+15.3 = S.	4.3	73.2

77.54

N 57

55

482' EAST.

5 = 52' of So. TR.	4.2	73.3
NR' - - ✓	3.3	74.2
+6 = cb.	3.3	74.2
1/4	3.9	73.6
+6.8 = 52' of MAIN LINE = 1/3 TR.	3.4	74.1
NR' - - - -	3.4	74.1
+1.2 = C	3.8	73.7
1/4	4.1	73.4
cb	4.0	73.5
N	3.9	73.6

500' E

N	3.8	73.7
cb	3.8	73.7
1/4	3.6	73.9
C	3.8	73.7
+2.5 = NR'	3.4	74.1
52'	3.3	74.2
+5.5 = 1/4	3.9	73.6
cb	3.8	73.7

S		3.6	73.9
	550' E		
S		3.1	74.4
cb		3.2	74.3
1/4		3.4	74.1
+P.H. = 5R'		3.4	74.1
N/2'		3.1	74.4
+5.6 = C		3.8	73.7
1/4		3.5	74.0
cb		2.9	74.6
N		2.6	74.9
	600' E = W L 30 ⁵ 5 ⁵ (60' WIDE)		
N		4.0	73.5
cb		3.8	73.7
1/4		3.7	73.8
C		3.2	74.3
+7.8 = N/2'		3.1	74.4
5R'		3.0	74.5
+0.8 = 1/4		3.0	74.5
cb		3.5	74.0

		77.52		
S		3.8	73.7	
T.P.	8.67	81.31	488	72.61
	W CORB			
S		4.1	72.2	
cb		7.4	73.9	
1/4		6.3	75.0	
+0.7 = 5R'		6.1	75.2	
N/2'		2.2	75.1	
+7.3 = C		6.4	74.9	
1/4		7.6	73.7	
cb		8.6	72.7	
N		9.1	72.2	
	W 1/4			
N		8.8	72.5	
cb		8.6	72.7	
1/4		7.8	73.5	
C		6.5	74.8	
+4.4 = N/2'		6.2	75.1	
5R'		6.2	75.1	
+0.6 = 1/4		6.3	75.0	

cb	7.6	73.7
S	9.1	72.2

CENTER.

S	8.7	72.6
cb	7.4	73.9
$\frac{1}{4}$	6.2	75.1
+0.4 = 5R'	6.2	75.1
$\frac{1}{2}$	6.2	75.1
+7.6 = C	6.4	74.9
$\frac{1}{4}$	7.6	73.7
cb	8.1	73.2
N	8.3	73.0

E. $\frac{1}{4}$

N	8.4	72.9
cb	8.1	73.2
$\frac{1}{4}$	7.4	73.9
C	6.3	75.0
+7.7 = $\frac{1}{2}$	6.2	75.1
5R'	6.1	75.2
+0.3 = $\frac{1}{4}$	6.1	75.2

cb	7.4	73.9
S	8.3	73.0

E CURB

S	8.2	73.1
cb	7.3	74.0
$\frac{1}{4}$	6.2	75.1
+0.2 = 5R'	6.2	75.1
$\frac{1}{2}$	6.0	75.3
+7.8 = C	6.2	75.1
$\frac{1}{4}$	7.2	74.1
cb	8.0	73.3
N	8.2	73.1

E L. 31ST ST

N	6.4	74.9
cb	7.0	74.3
$\frac{1}{4}$	7.0	74.3
C	6.3	75.0
+7.9 = $\frac{1}{2}$	6.4	74.9
5R'	6.6	74.7
+0.1 = $\frac{1}{4}$	6.6	74.7

81.31

cb

6.9 74.4

S

7.1 74.2

50' E OF 31'

S

5.5 75.8

cb

5.5 75.8

+10

5.7 75.6

+16.7 = 52'

6.7 74.6

N 2'

6.5 74.8

+8.3 = C

6.6 74.7

1/4

6.5 74.8

cb

6.4 74.9

N

6.4 74.9

100' E

N

6.0 75.3

cb

5.1 76.2

1/4

6.2 75.1

C

6.4 74.9

+8.5 = N 2'

6.4 74.9

52'

6.6 74.7

+7

5.7 75.6

N ST.

58

81.31

+16.5 = 1/4

5.4 75.9

S

5.0 76.3

150' E.

S

4.2 77.1

cb

4.2 77.1

+7

4.9 76.4

+14

7.0 74.3

+16.3 = 52'

6.5 74.8

N 2'

6.6 74.7

+7.7 = C

6.5 74.8

1/4

6.5 74.8

cb

6.1 75.2

N

5.4 75.9

100' E

N

5.5 75.8

cb

5.9 75.4

1/4

6.0 75.3

C

4.8 76.5

+6

7.3 74.0

+8.7 = N 2'

6.7 74.6

8131

52'	6.7	74.6
+3	7.4	73.9
+10	4.4	76.9
+16.2=cb	4.2	77.1
S	4.6	76.7
250' E		
S	3.6	77.7
cb	4.5	76.8
+8	3.9	77.4
+12	7.8	73.5
+16.1=52'	6.9	74.4
N 1/2'	7.0	74.3
+4	7.8	73.5
+8.9=C	4.7	76.6
1/4	5.0	76.3
cb	6.2	75.1
N	5.4	75.9
300' E		
N	5.5	75.8
cb	4.1	77.2

8131

N 57

59

1/4	2.9	78.4
4.4	3.4	77.9
C	5.2	76.1
+5	8.2	73.1
+8.6=N 1/2'	7.3	74.0
52'	7.1	74.2
+4	8.1	73.2
+10	3.5	77.8
+16.4=cb	3.4	77.9
S	2.4	78.9
350' E		
S	3.1	78.2
cb	3.6	77.7
+6	3.2	78.1
4.4	8.4	72.9
+16.9=52'	7.6	73.7
N 1/2'	7.8	73.5
+3	8.7	72.6
+8.1=C	4.5	76.8
1/4	4.3	77.0

81.31

cb		44	76.9
N		48	76.5
	400' E		
N		56	75.7
cb		47	76.6
1/4		45	76.8
+13		37	77.6
C		66	74.7
+3		91	72.4
+6.7 = 1/2		73	73.0
SE'		80	73.3
+1.2 = 1/4		86	72.7
+10		29	78.4
cb		30	78.3
S		23	79.0
	450' E		
S		28	78.5
cb		36	77.7
+12		43	77.0
1/4		84	72.9

81.31

N ST

60

+4.5 = SE'		85	72.8
N/2'		88	72.5
+3.3 = C		95	71.8
+10		42	77.1
1/4		47	76.6
cb		49	76.4
N		53	76.0
	500' E		
N		59	75.4
cb		57	75.6
1/4		50	76.3
+11		104	70.9
+13.4 = 1/2		26	71.7
SE'		90	72.3
+3 = C		26	71.7
+11.3 = 1/4		69	74.4
+4		38	77.5
cb		39	77.4
S		31	78.2

8131

550' E

S	2.9	78.4
cb	5.4	78.9
1/4	4.9	76.4
+10	5.0	76.3
C	9.8	71.5
+6 = 5 1/2'	9.8	71.5
1/2'	10.5	70.8
+1.5 = 1/4	11.2	70.1
+3	11.2	70.1
+10	6.1	75.2
cb	6.9	74.4
N	7.1	74.2

600' E = W.L. 32⁴⁰ ST

N	7.9	73.4
+14	11.1	70.2
+15.8 = 1/2'	10.8	70.5
5 1/2'	10.4	70.9
+7.5 = 1/4	11.2	70.1
+10	7.2	74.1

8131

N ST

61

C	7.3	74.0		
1/4	6.0	75.3		
cb	5.7	75.6		
S	4.2	77.1		
T.P.	2.61	76.43	7.49	73.82
ON BM			9.37	67.06 = NW 32 ⁴⁰ ST
				<u>67.03</u>

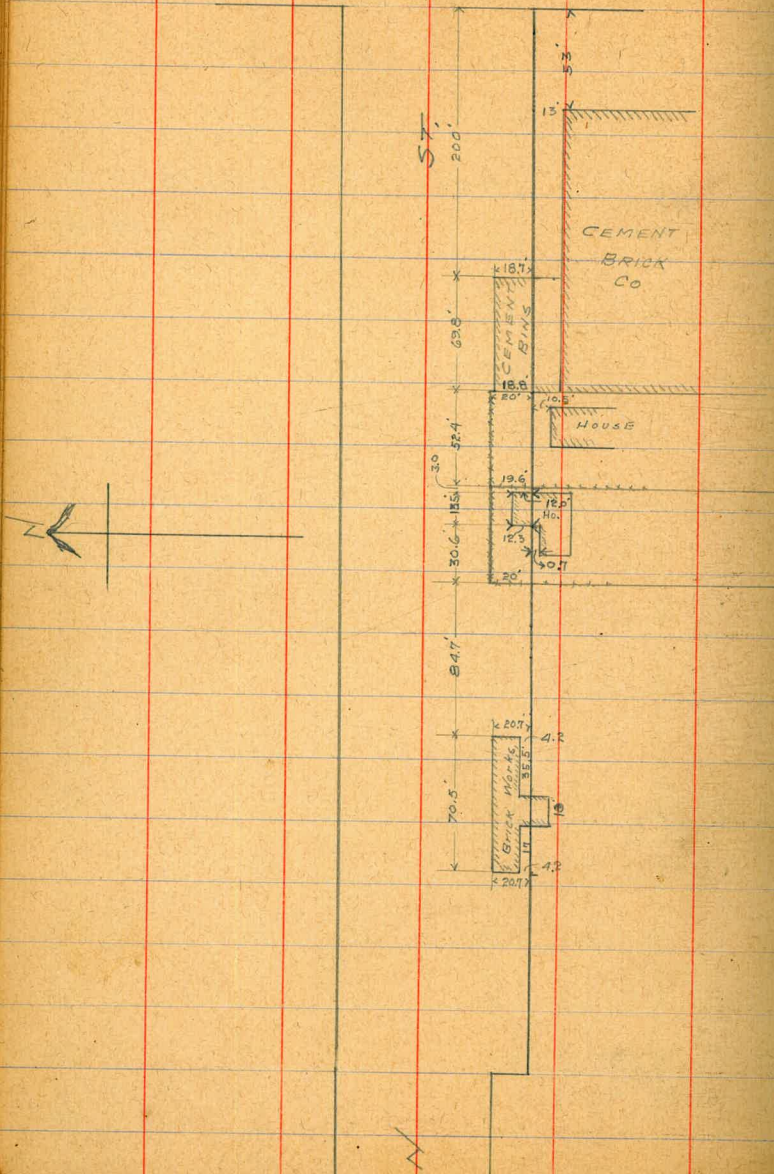
1/18/10
Gregory
Moore

SURVEY OF IMPROVEMENTS
ON THE SOUTH SIDE OF
N ST BETWEEN
29TH + 30TH STS

52

30TH

ST



1/10/14
Gregory Moore

CROSS-SECTION OF
PLUMOSA WAY (25' WIDE)
From W.L. Randolph St.
To E.L. Calhoun

277.2 = H1

64

				100' WEST			
BM	5.12	280.63	275.51	S.W. Lewis + Randolph	5	48	267.4 S
T.P.	302	272.17	11.48	269.15	+5	50	267.2
W.L. RANDOLPH				+10	51	267.1	
S		5.6	266.6	S	+15	52	267.0
+5		6.0	266.2		+20	55	266.7
+10		6.2	266.0		+25 = N	58	266.4 N
+15		6.1	266.1	ON CURB		5.22	266.95 = W. END OF C
+20		6.5	265.7		150' WEST		
+25 = N		6.5	265.7	N		48	267.4 N
ON CURB = N		5.96	266.2	N	+5	48	267.4
50' WEST				+10	46	267.6	
ON CURB = N		5.73	266.4	N	+15	44	267.8
N		6.2	266.0		+20	42	268.0
+5		6.0	266.2		+25 = S	42	268.0 S
+10		5.8	266.4		200' WEST = E.L. CALHOUN		
+15		5.7	266.5		5	34	268.8 S
+20		5.5	266.7		+5	37	268.5
+25 = S		5.5	266.7	S	+10	38	268.4
					+15	40	268.2

+20

4.2

768.0

+25 = 17

4.0

768.7

N

2/5/15
 Wagon
 5700 ft
 Moore

LEVELS ON COURT WAY 25' WIDE
 From End to End. To Determine
 Grade

B.M.	0.96	249.03		248.07	B.M. Hawk 35 P
T.P.	0.59	236.57	13.05	235.98	
T.P.	0.17	223.88	12.86	223.71	
T.P.	2.02	214.72	11.19	212.69	
E. L. HAWK ST.					
ON So. CURB = So. P.L.			2.03	212.69	
50' EAST					
ON So. CURB = So. L.			3.52	211.70	
PLOTTED 100' EAST					
So. CURB = S.L.			5.00	209.70	
115' EAST = Break in grade					
So. CURB = S.L.			5.53	209.19	
155' EAST = END OF CURB					
So. CURB = S.L.			8.75	205.97	
E. L. HAWK					
No. CURB = N.L.			4.13	210.59	
50' EAST					
No. CURB = N.L.			5.52	209.70	

	212.72	
80' EAST		
No. CURB = N.L.	6.28	208.44
90' EAST		
No. CURB = N.L.	6.54	208.18
100' EAST		
No. CURB = N.L.	PLOTTED 6.96	207.76
147' EAST = Drop in CURB		
No. CURB = N.L.	8.87	205.85
- - = N.L.	9.50	205.27
155' EAST = END OF CURB.		
No. CURB = N.L.	10.10	204.67

5/c E st.

No Side

No 5/c from E.L. 14 to 100' East on No. Side

No SW ✓ 100' East - Presto Line. ✓ ✓ ✓

No SW ✓ W.L. 15 to 53' West ✓ ✓ ✓

✓ SW ✓ ✓ 116' ✓ 50. ✓

✓ Ret. on NW 15th + E Both 5/c out

✓ SW ✓ ✓

No SW from 50' East 16th to W.L. 17th on So. Side

✓ ✓ 100' ✓ ✓ ✓ No. ✓

✓ 5/c ✓ E.L. of 17th to 100' E. ✓ ✓ ✓

✓ 5/c ✓ E.L. ✓ 18 ✓ 100' E. ✓ ✓ ✓

✓ 5/c ✓ E.L. ✓ 19th ✓ 100' E. ✓ ✓ ✓

✓ 5/c ✓ W.L. ✓ 21st ✓ 75' W. ✓ No. ✓

✓ 5/c ✓ 100' E. ✓ 24th ✓ 200' E. ✓ ✓ ✓

5/c 3rd st

No 5/c from 150' No of Grabe to 200' No on W side

✓ 5/c ✓ 50' ✓ ✓ to 250' ✓ ✓ E side

75'

39.5

75'

4.13 216.82 212.69

10' No. of Court = No. end of Return

E. Side Curb - PL 6.82 210.00

35' No. of Court

E. Side Curb - PL 8.60 208.22

62' No. of Court = End of Curb to Left

E. Side Curb 10.62 206.20

11.55 224.24 212.69

100' 50' of Court = 50' end of Curb

E. Side Curb 1.83 222.41

10' 50' of Court = 50' end of Ret.

E. Side Curb 10.0 214.24

Levels to determine relative elevations of
 High Water Mark of S.D. River with floor of New Hospital

	+	H.I.	-	Elev	^{Darius} ^{Wasson} 10' ^{Wasson}
	9.23	15.27		6.04	Mon. S.W. Cor Taffler & Chestnut
T.P.	6.06	20.10	1.23	14.04	
T.P.	3.70	17.75	6.05	14.05	
T.P.	4.49	16.59	5.65	12.10	
High water mark on well housing at Pumping Sto. (1895)				3.92	(12.61)
T.P.	2.42	14.52	4.49	12.10	
T.P.	4.77	12.76	6.53	7.99	
T.P.	4.42	12.86	4.02	8.44	
T.P.	8.16	13.04	7.92	4.88	
T.P.	4.79	14.31	3.52	9.52	
T.P.	6.11	14.01	5.02	8.43	
Elev. of Basement Floor of Hospital				5.21	(9.26)

Levels for proposed culvert BIKs 16 & 17 at Loma Heights
 Dunkle
 Shaw
 Bunker

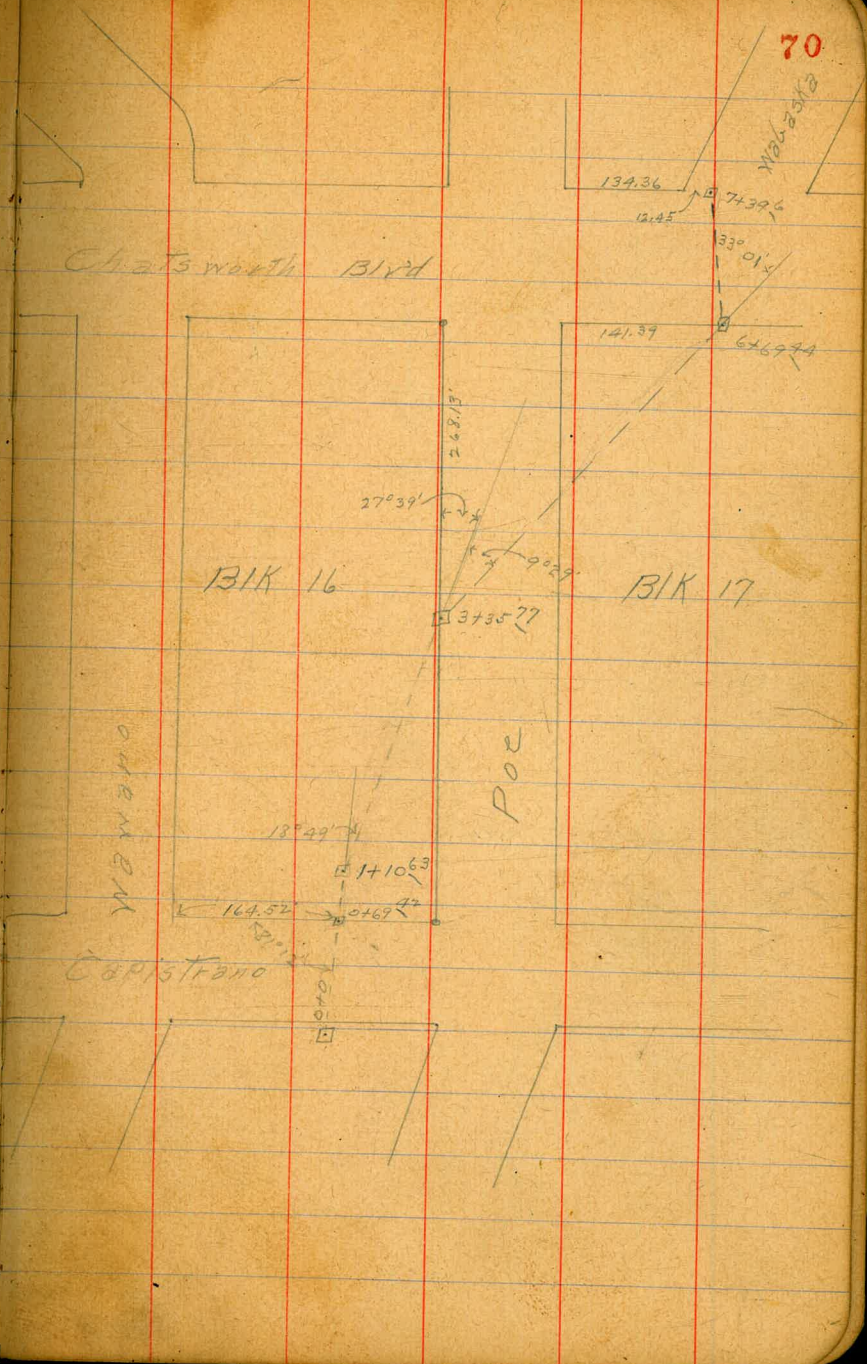
B.W. N.E. Hancock Tennessee & Warrington

25.67

8/15

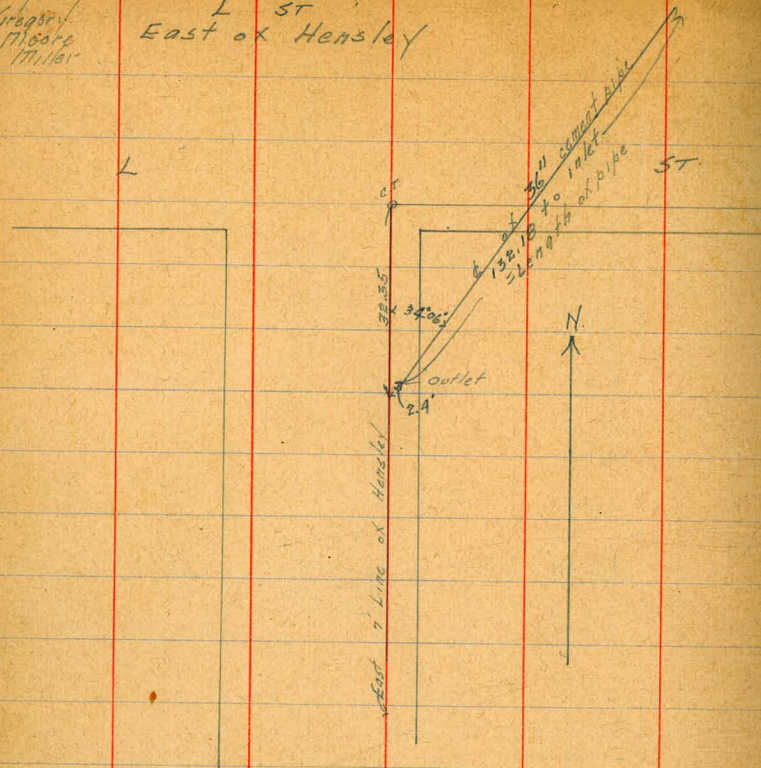
70

T.P.	2.50	82.18	9.67	79.68
T.P.	3.04	72.39	12.83	69.35
0+0		12.3		60.1
+17		11.7		60.7
+18		10.4		62.0
+34		9.7		62.7
+38		8.4		64.0
+53		5.0		67.4
+69 ⁴²		4.4		68.0
1		4.5		67.9
+10 ⁶³	R 18° 49'	4.6		67.8
+50		4.4		68.0
2		4.2		68.2
+50		4.0		68.4
3		3.3		69.1
+35 ⁷⁷	R 9° 29'	3.04		69.35
	12.12	81.47		
+50		12.0		69.5
4		11.7		69.8
+50		11.2		70.3
5		10.5		71.0
+50		9.0		72.5
6		7.5		74.0
+50		5.7		75.8
+69 ⁴⁴	L 33° 01'	5.6		75.9
7		4.3		77.2
+29		4.4		77.1
+39 ⁶		5.0		76.5



5/27/16
Gregory
Moore
Miller

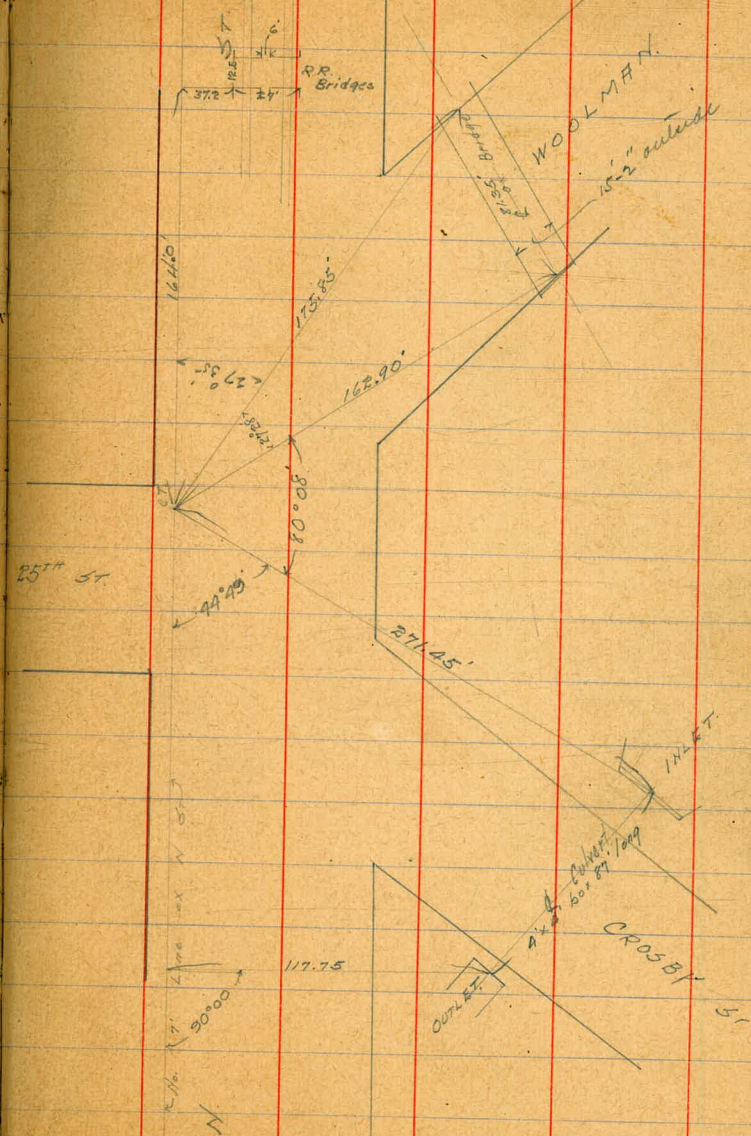
Location of Culvert under
L ST
East of Hensley



B.M.	4.93	80.94	.76.01	SE L & Hensley
Elev bottom of Inlet		7.31	73.63	
- Outlet		9.72	71.22	

LOCATION OF BRIDGES & CULVERT
NEAR INTERSECTION OF
25TH & N

5/27/16
Gregory
Moore
Miller
71



(For Elevations see next page)

5/27/16 Gregory Elevations at Culvert & Bridges
 near Intersection 25th & N
 Moore
 Miller

B.M.	E.I.O.	56.42	54.32	B.M. NW. 1/4 25 th & N
Elev. outlet of Culvert under Crosby	11.41		45.01	
✓ inlet - - - -		10.37	46.05	
✓ So. End of Bridge on Wohlman (grd)	4.85		51.6	
✓ - - - - - bottom of stringer	2.65		53.8	
✓ No - - - - Wohlman (grd)	4.87		51.6	
✓ - - - - - bottom of stringer	3.07		53.25	
Elev at a point 264' East of E.L. of 25 th St. 9 th d				
55' No. of N.L. of N St.	4.4		54.0	
Elev. grd at No. side of No. R.R. Bridge	4.4		52.0	
✓ bottom of stringer - - - -	2.9		53.5	
✓ grd at So. side of So. R.R. Bridge	4.3		52.1	
✓ bottom of stringer - - - -	2.5		53.7	

17

18
 Dike in front of Dike all along
 W. side

to 22

end of Dike (north)
 7 Sta 23 - 75 ft.

15

6.47
 8.26
 13.01
 15.27
 18.40

BR 17 2310
 BR 15 2651

139.36
 12.45
 81.47
 1.81
 79.66

50.9
 54.9
 55
 179.7
 61.6

149.52
 15
 164.52
 40.00
 29

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
 ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.
 FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.