

GRADES

167

CHESTERTON

SEWERS

Etc.

LEVEL BOOK

320



*Entire Book*  
**INDEXED**  
W K  
DEC 28 1919

MICROFILMED

APR 9 1965



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to Settling Tank

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to D. End.

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to Dead End

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M.H # 25 and then SE along & Normandie St to D. End.  
(Fini)



Bill Bliss Notes

Joe Duermit Server Outfall on Cambridge

J. Jacobszoon Produced Westerly & Templeton = 00

H. Soper

B.M. Oct 3, 1929 6.07 355.74 349.67

SW P.C. Hub Linda Vista Road Cambridge See Back Page

2

71-7 this book

0.0M Templeton Cambridge 3.09 352.65 340.37 12.28

4-35

INDEXED

#1 3.81 351.93 340.23 11.70

WK

DEC 28 1948

#2 4.00 351.74 340.09 11.65

#3 4.58 351.16 339.95 11.21

D.M.H. & ally 345.00 5.33

#4 #15 5.41 350.33 339.81 10.52

8-37 23

#1 5.82 349.92 339.66 10.26

#2 6.04 349.70 339.51 10.19

#3 5.38 350.36 339.86 11.00

#4 4.83 350.91 339.21 11.70

#5 4.47 354.29 5.92 349.82 339.06 10.76

#6 4.75 349.54 338.91 10.63

#7 4.60 349.69 338.76 10.93

M.H. & company #8 #100 5.03 349.26 338.60 10.66

4-35 50

#1 4.49 349.80 338.45 11.35

#2 4.16 350.13 338.30 11.83

#3 last 10 sky 4.52 349.77 338.15 11.62

M.H. Δ 20° 15' 00" L. #4 #99 4.71 349.58 338.00 11.58

5-32

#1 6.01 348.28 337.88 10.40

#2 6.15 348.14 337.75 10.39

#3 5.85 348.44 337.62 10.82

#4 5.76 348.53 337.49 11.04



H I  
354.29

3

M.H #5 #98			6.11	348.18	337.36	10.82
4-45 <sup>6</sup> / <sub>P.</sub>	287	344.37	12.79	341.50		
#1			4.40	339.97	332.22	7.75
#2			3.27	341.10	327.08	14.02
#3			7.89	336.48	321.94	14.54
T.P.	116	333.10	12.43	331.94		
M.H #4 #97	Δ 122.38 = 006		10.95	322.15	316.80	5.35
6-45 <sup>24</sup>			12.47	320.63	315.70	4.93
#1			3.14	323.26	320.12	
T.P.			3.81	319.45	314.60	4.85
#2			4.63	318.63	313.50	5.13
#3			4.65	318.61	312.40	6.21
#4			5.32	317.94	311.30	6.64
#5			2.67	320.59	310.20	10.39
M.H #6 #96	Δ 902.01 = 002		7.08	316.18	309.00	7.18
3-49 <sup>33</sup>						
#1						



H.I.  
32326

4

#2 7.01 316.25 307.80 8.45 ✓

M.H. Δ 69° 00-00 L  
#3 95 6.52 321.26 8.52 314.74 306.60 8.14

4-41<sup>25</sup>

#1 1.00 320.26 304.45 15.81 ✓

#2 4.71 316.55 302.30 14.25 ✓

#3 0.83 309.57 12.52 308.74 300.15 8.59 ✓

M.H. Δ 51° 22-00 L  
#4 #94 4.99 304.58 298.00 6.58 ✓

4-44<sup>36</sup>

#1 2.04 307.53 297.25 10.28 ✓

#2 0.31 309.26 296.50 12.76 ✓

#3 5.16 304.41 295.75 8.66 ✓

M.H. 16215 L R  
#4 #93 3.88 305.69 295.00 10.69 ✓

5-47<sup>51</sup>

#1 1.69 307.80 3.46 306.11 293.88 12.23 ✓

#2 2.35 305.45 292.76 12.69 ✓

#3 5.11 302.69 291.64 11.05 ✓



H.I.  
307.80

5

#4			10.84	296.96	290.52	6.44 -
M.H. #5 #9	Δ 30°-30'-00" R.		8.30	299.50	289.40	10.10 -
3-46 67						
#1			7.74	300.06	287.40	12.66 -
#2			11.61	296.19	285.40	10.79 -
T.P.	193	297.14	12.59	295.21		
M.H. #3 #9	Δ 41°-47'-00" L.		5.60	291.54	283.40	8.14 -
9-30 55						
#1			5.46	291.68	282.00	9.66 -
#2			9.47	287.67	280.65	7.02 -
T.P.	2.66	287.07	12.73	284.41		
#3			3.31	283.76	279.28	4.48 -
#4			2.97	284.10	277.90	6.20 -
#5			1.45	285.62	276.52	9.10 -
#6			5.48	281.59	275.14	6.45 -
#7			7.77	279.30	273.76	5.54 -
#8			9.63	277.44	272.38	5.06 -
T.P.						
DDM.H #9 #90	Δ Interior Angle 80°-29'-15"		10.60	276.47	271.00 265.60	5.47 10.87
T.P. 2-37	4.66	280.08	11.65	275.42		
#1			12.30	267.78	265.46	2.38 -



H.I.  
280.08

6

#2	Enters Settling Tank.	11.02	269.06	265.20	3.86 -
Set. BM. 25' Tie Out		9.49	270.59		For Construction of Tank
Set BM. Random Tie Out		<del>0.07</del> 0.08	280.01		In Case of Destruction of Original B.M.
	1.55	272.14	270.59		
check Top Tank		4.04	268.10		
#1		3.57	268.57		
#2		4.98	267.16		
#3		4.71	267.43		



Sewer Outfall from Double  
Drop No. 4 hole 83 E of Maywood +  
Oakwood to Settling TANK

7

INDEXED

WK

DEC 28 1948

DMH A 88-592.00 from of 00 #63 556 346.24	340.68	334.00 331.14	668- 9.54-
5-38			
#1	5.46	340.78 330.99	9.79-
#2	4.94	341.30 330.84	10.46-
#3	3.89	342.35 330.68	11.67-
#4	3.07	343.17 330.53	12.64-
MH #5 #84 $\Delta 42^{\circ} 48' 48''$ 7.93 351.58	2.59	343.65 330.38	13.27-
7-39 #			
#1	7.35	344.23 330.23	14.00-
#2	7.38	344.20 330.07	14.13-
#3	7.04	344.54 329.92	14.62-
#4	6.82	344.76 329.76	15.00-
#5	6.07	345.51 329.61	15.90-
#6	5.61	345.97 329.46	16.51-
M.H. #7 #85 $\Delta 22^{\circ} 02' 50''$ 10-27.002	4.98	346.60 329.30	17.30-
8-35			
#1	5.00	346.58 329.16	17.42-
#2	4.56	347.02 329.02	18.00-
#3	4.75	346.83 328.88	17.95-
#4	4.88	346.70 328.74	17.96-



HI  
351.58

8

#5			5.17	346.44	328.60	17.84 -
#6			5.29	346.29	328.46	17.83 -
#7			5.44	346.14	328.32	17.82 -
#8 #86	548	351.94	5.12	346.46	328.18	18.28 -
8-35.64						
#1			5.12	346.82	328.03	18.79 -
#2			4.90	347.04	327.89	19.15 -
#3			4.81	347.13	327.75	19.38 -
#4	2.27	349.18	5.03	346.91	327.61	19.30 -
#5			2.89	346.29	327.47	18.82 -
#6			3.41	345.77	327.32	18.45 -
#7			4.00	345.18	327.18	18.00 -
#8 #87			5.21	343.97	327.04	16.93 -
2-22.66						
#1			5.24	343.94	326.95	16.99 -
#2 #88			4.90	344.28	326.86	17.42 -
5-29.20						
#1			6.40	342.78	326.72	16.06 -
#2			7.24	341.94	326.59	15.35 -
#3			7.36	341.82	326.46	15.36 -
#4			10.05	339.13	326.33	12.80 -
#5 #89	0.68	336.71	13.15	336.03		
2-30			2.40	334.31	326.20	8.11 -
#1	0.40	324.24	12.87	323.84	314.98	8.86 -
T.P.	0.73	312.77	12.20	312.04		



HI  
312.77

9

#2 PVC 0.47 312.30 30375 8.55

2-10

#1 BK 481 307.96 <sup>300.40</sup><sub>300.00</sub> 7.56

#2 EVO 6.83 305.94 29787 8.07

3-4 <sup>14</sup>/<sub>71</sub> 0.51 300.49 12.79 299.98

#1 1.37 299.12 288.92 10.20

0.61 288.29 12.81 287.68

#2 1.68 286.61 279.96 6.65

Drop M.H.  
#3 #90 11.82 276.47 271.00 5.47 Drop M.H.  
265.60 10.87

Check Construction B.M.

828 270.00

Second Tank Tie Outlet Shown as a Random Tie



Server Chesterton Drive Between  
 DMH 83 & Oakwood to M.H. 72 & Westmoreland  
 Street

	+	H.I.	-	Elev	Elev Grade	cut	
DMH #83-00	Δ 83°-24'-45" P. W.	5.56	346.24	340.68	334.00	668 - 954 -	
1-31-58							
#1	M.H. 8			6.07	340.17	331.27	8.90 -
#2				6.99	339.25	331.41	7.84 -
#3				7.58	338.66	331.55	7.11 -
#4				8.22	338.02	331.69	6.33 -
#5				8.22	338.02	331.83	6.19 -
#1	M.H. 95°-10'-00" Det			8.75	337.49	332.00	5.40 -
5-52 1/2							
#1				8.64	337.90	332.80	4.80 -
#2				7.75	338.49	333.60	4.89 -
#3	8-08	348.05		6.27	339.97	334.40	5.57 -
#4				6.44	341.61	335.20	6.41 -
#5	Δ 5°-10'-00" L			5.90	342.15	336.00	6.15 -
4-35	M.H. #81						
#1				5.97	342.08	336.40	5.66 -
#2				5.79	342.26	336.85	5.41 -
#3				5.91	342.14	337.27	4.87 -
#4	M.H. #80			6.40	341.65	336.70	4.95 -
9-33 3/8							
#1				5.80	342.25	336.86	5.39 -
#2				5.55	342.50	337.03	5.47 -
#3				4.77	343.28	337.20	6.08 -
#4				2.74	345.31	337.36	7.95 -
#5				2.50	345.55	337.53	8.02 -

INDEXED

WK  
 DEC 28 1948

H.I.  
348.05

#6		312	344.93	337.70	
#7		300	345.05	337.86	
#8	7.27	352.53	2.79	345.26	338.02
DM.H					340.20
#9 #49		→ 7.05	345.48	→ 338.20	
4-35			Actual	Elas	
#1		677	345.74	338.34	
#2		662	345.91	338.48	
#3		639	346.14	338.62	
DM.H					
#4 #45		602	346.51	338.75	
5-32.50					
#1		587	346.66	338.88	
#2		612	346.41	339.01	
#3		570	346.83	339.14	
#4		533	347.20	339.27	
#5		501	347.52	339.40	
#6		495	347.58	339.53	
#7		461	347.92	339.66	
DM.H					342.70
#8 #55	Δ 22° 01' 00" L	415	348.38	339.80	
6-32.43					
#1		418	348.35	339.93	
#2		455	347.98	340.06	
#3		371	348.82	340.20	
#4		320	349.33	340.33	
#5	6.84	356.15	3.22	349.31	340.46
DM.H #79	Δ 32° 20' 00" L				
5-30.12		705	349.10	340.60	

C.O.T

345.48	352.53	352.53	345.94
	8.4548	8.99	8.99
		356.52	346.49
	7.05	373	373
		352.79	352.79
7.25			
7.19			
7.23			
5.28			
7.28			
7.40			
7.43			
7.52			
7.76			
7.78			
7.40			
7.69			
7.93			
8.12			
8.05			
8.26			
5.68			
8.58			
8.42			
7.92			
8.62			
9.00			
8.85			
8.50			



HZ  
356.15

12

5-30<sup>12</sup>

cut

#6	#1		<del>626</del>	626	349.89	346.72	9.17-
#7	#2			595	356.20	346.84	9.36-
#8	#3			586	350.29	346.96	9.33-
#9	#4			604	350.11	341.08	9.03-
4-3	#5	DM.H	Δ 42.55' 00" L		350.99	344.00	6.99-
#1	#78			516		341.10	9.79-
#1	9-36 <sup>12</sup>						
#2	#1			515	351.00	341.34	9.66-
#3	#2			492	351.23	341.49	9.74-
#4	#3			508	351.07	341.63	9.44-
8-3	#4			574	350.41	341.78	8.63-
#1	#5			601	350.14	341.92	8.22-
#2	#6			554	350.61	342.06	8.55-
#3	#7			501	351.14	342.21	8.93-
#4	#8			444	351.71	342.35	9.36-
#5	#9	DM.H	Δ 0° 45' 00" L			345.20	7.31-
#6	#74			3.64	352.51	342.50	10.01-
#6	10-36 <sup>35</sup>			X			
#7	#1			530	350.85	342.64	8.21-
#8	#2			700	349.15	342.78	6.37-
6-3	#3			756	348.59	342.92	5.67-
#1	#4	758	356.59	714	349.01	343.06	5.95-
#2	#5			672	349.87	343.20	6.67-
#3	#6			512	351.47	343.34	8.15-
#4	#7			382	352.77	343.48	9.29-
#5	#8			267	353.92	343.62	10.30-
#6	#9			114	355.45	343.76	11.69-

5-30

HZ  
35659

DMH  
#10 #73  
8-33 84  
#1  
#2  
#3  
#4  
#5  
#6  
#7  
#8  
MH  
#72

Δ 0-46' 30" R

1.36 355.23 → 348.10  
→ 343.90

2.86 353.73 → 344.64

4.86 351.73 → 344.17

6.12 350.47 → 344.31

7.15 349.44 → 344.45

7.72 348.87 → 344.58

7.91 348.68 → 344.72

7.93 348.66 → 344.86

8.03 348.56 → 345.00

cut

7.13 -  
11.33 -

9.69 -

7.56 -

6.16 -

4.99 -

4.29 -

3.96 -

3.80 -

3.56 -

13



Sayer West Moreland  
Street From Chesterton Drive to  
DEND. N. East of Brentwood Street

14

371.60 HE.  
552 -  
366.08 TP  
0.43 +  
366.51 HI  
10.29 -  
356.22 TP  
1.24 +  
357.46 HI  
3.54 -

Check out 353.92 -  
on 800 Lmbs 353.92. NO  
Vish Lead. Sheppard's Error

	F	HZ	-	ELY	
M.H 0-00 #72	803	356.59		348.56 - 345.00	356
6-70 <sup>19</sup>			<del>7.36</del>	<del>349.23</del>	
#1			7.36	349.23 - 345.17	4.06 -
#2			6.86	349.73 - 345.33	4.40 -
#3			6.75	349.84 - 345.50	4.34 -
#4			6.49	350.10 - 345.66	4.44 -
#5	11.07	361.78	5.88	350.71 - 345.83	4.88 -
M.H #6 #68			10.86	350.92 - 346.00	4.92
4-51 <sup>25</sup>					
#1			10.08	351.70 - 347.30	4.40 -
#2			7.21	354.57 - 348.60	5.97 -
#3			6.30	355.48 - 349.90	5.58 -
M.H # #4 67			5.43	356.35 - 351.20	5.15 -
4-51 <sup>25</sup>					
#1			3.25	358.53 - 352.49	6.04 -
#2	10.84	371.60	1.02	360.76 - 353.78	6.98 -
#3			9.22	362.38 - 355.07	7.31 -
M.H of Brentwood #4 #66			7.20	364.40 - 356.35	8.05 -
5-50					
#1			6.10	365.50 - 357.26	8.24 -
#2			5.34	366.26 - 358.17	8.09 -
#3			4.94	366.66 - 359.08	7.58 -
#4			4.59	367.01 - 359.99	7.02 -
M.H #5 #65			4.90	366.70 - 360.99	5.80 -
1-48					
#1 DEND			4.44	367.16 - 361.60	5.56 -

see RH Page for level check out

Serrer Cambridge Street  
 from 00M414 & Templeton to Hamerwood  
 Drive

3596  
 27  
 3579

15

cuts

00M414	7.00	359.65	352.65	346.00 340.37	6.65 12.28	
6-43 <sup>33</sup>						
#1		7.15	352.50	340.54	11.96	
#2		6.47	353.18	340.71	12.47	
#3		5.95	353.70	340.89	12.81	
#4		5.33	354.32	341.06	13.26	
#5		4.76	354.89	341.24	13.65	
#6	DMH 413 DM on line	3.47	356.21	349.00 341.41	7.21 14.80	
6-43 <sup>33</sup>						
#1		3.81	355.84	341.58	14.26	
#2		3.41	356.24	341.75	14.49	
#3		3.02	356.62	341.93	14.89	
#4		2.70	356.95	342.10	14.85	
#5	8.25	365.25	2.65	357.00	342.27	14.73
#6	DMH#11	7.42	357.83	351.85 342.45	5.98 15.38	
6-40						
#1		7.39	357.86	342.61	15.25	
#2		7.13	358.12	342.77	15.35	
#3		6.46	358.79	342.93	15.86	
#4		5.10	360.15	343.09	17.06	
#5		4.38	360.87	343.25	17.62	
#6	M# 411	5.03	360.22	343.41	16.81	
6-40						
#1		5.66	359.59	343.57	16.02	



H I  
365.25

16

#2			6.61	358.64	343.73	14.91-	
#3			7.08	358.17	343.89	14.28-	
#4			7.39	357.86	344.05	13.81-	
#5	MH #10	0.69	358.16	7.78	357.47	344.21	13.26-
#6			2.13	356.03	344.37	11.66-	
6-41-21							
#1			2.74	355.42	344.53	10.89-	
#2			3.99	354.17	344.70	9.47-	
#3			4.90	353.26	344.86	8.40-	
#4			5.90	352.26	345.03	7.23-	
#5			6.60	351.56	345.19	6.37-	
#6	MH #9	$\Delta 34^\circ-13=40^\circ R$	6.99	351.17	345.36	5.81-	
7-40							
#1			7.16	351.00	345.52	5.48-	
#2			8.10	350.06	345.68	4.38-	
#3			9.44	348.72	345.84	2.88-	
#4	MH #8	Home Wood Drive	8.47	349.69	346.00	3.69-	

Sewer Homewood Drive from  
 MH #8 West to 938' to U End East of  
 Westmoreland

M.H 0700 #8	7.75	357.44		349.69	346.00	
7-41-43						
#1			7.72	349.72	346.21	3.51-
DM T.P. 520 52. Top of 424.1	5.20	357.48	5.16	352.28		
#2			6.98	350.50	346.42	4.08-
#3			6.60	350.88	346.63	4.25-
#4			5.58	351.90	346.84	5.06-
#5			5.06	352.42	347.05	5.37-
#6			3.66	353.82	347.25	6.57-
DM.H #7 4.8	10.75	367.30	0.93	356.55	351.86	4.69-
6-41-47						
#1			7.44	359.86	352.15	7.71-
#2			5.42	361.88	352.44	9.44-
#3			3.87	363.43	352.73	10.70-
#4			2.26	365.04	353.02	12.02-
#5	1.30	366.21	2.39	364.91	353.31	11.60-
M.H #6 #29			3.07	363.14	353.60	9.54-
6-41-47						
#1			4.09	362.12	353.89	8.23-
#2			4.35	361.86	354.18	7.68-
#3			4.65	361.56	354.47	7.09-
#4			4.85	361.36	354.76	6.60-
#5			5.04	361.17	355.05	6.12-
M.H #6 #30			5.14	361.07	355.35	5.72-
4-37						

INDEXED  
 WK  
 DEC 28 1948



H I  
36621

18

#1		5.15	361.06	355.61	5.45-	
#2		4.79	361.42	355.87	5.55-	
#3		4.54	361.67	356.13	5.54-	
#4 D. End.	10.00	371.57	4.64	361.57	356.39	5.18-

Check out Old Punning  
N from Chester

4.44 367.13 = 367.16  
003 error

Set BM  
NW. Top Marker

3.67 367.95 Home Wood  
Drive + West of Maryland

Sewer Home Wood Drive from

M.H. #8 146' E to M.H. #7 and then along the

E of Normandie to D. End

Going East

M.H.  $\Delta 6^{\circ} 15' 30''$   
0100 #8 9.03 358.72 349.69 346.00 3.69-

3.48.67

#1 8.27 350.75 346.60 3.25-

#2 7.41 351.31 347.20 4.11-

M.H.  $\Delta 85^{\circ} 31' 30''$   
#3 #7 5.88 352.84 347.80 5.04-

6.49.17

#1 4.93 353.79 348.67 5.12-

#2 4.02 354.70 349.53 5.17-

#3 3.65 355.07 350.40 4.67-

#4 2.21 356.57 351.26 5.25-

#5 13.05 370.72 105 357.67 352.13 5.54-

M.H.  $\Delta 15^{\circ} 34' 20''$   
#6 #5 10.94 359.78 353.00 6.78-

HZ  
37072

19

3-60<sup>25</sup>

cut

#1 7.76 362.96 356.17 6.79-

#2 4.66 366.06 359.34 6.72-

MH 1135  
#3 #3 12° 09' 46" 44" / 18° 35' 00" 381.81 0.26 370.46 362.50 7.96-

6-50

#1 10.57 371.24 363.92 7.32-

#2 7.70 374.11 365.35 8.76-

#3 6.10 375.71 366.77 8.94-

#4 4.78 377.03 368.20 8.83-

#5 4.35 377.46 369.62 7.84-

MH Δ 0° 34' 57" 2  
#6 #2 0° 20' 00" 4.75 377.06 371.05 6.01-

44<sup>25</sup>

#1 3.50 378.31 371.78 6.53-

#2 2.94 378.87 372.52 6.35-

#3 2.40 379.41 373.25 6.16-

#4 D.End 1.25 380.56 373.98 6.58-

N. of Brimston  
for  
Set BM 1000 x 1 Normande

4.03 377.78





Bench Levels Chesterton

B.M.	8 36	362.28		353.92	SE 8 p 5/8 in dia Linda Vista Park
Set B.M.	4 39	366.20	0.47	361.81	SE 8 p 1/2 in dia Drive Linda Vista
check w/ SW 8 p			11.60	354.60	Hemlock Drive Linda Vista
T.P.	1.87	356.47	5.91	350.56	
Set B.M.	6-18	356.74			352.00
N.E. Cor. Linda Vista			5.01	351.73	
Set B.M. SW Cor. Templeton			2.78	353.96	
T.P.	7.51	361.47			
TP	10 90	371.82	0.55	360.92	
TP	8 63	379.13	1.32	370.50	
Set B.M.			4.48	374.65	SE Top Marker Eugene Ave & Madison
TP	5 47	376.55			
	<del>4 41</del>	<del>377.49</del>	6.05	373.08	
check B.M.			0.74	377.81	NW Top Marker Cor. & Madison
				377.78	
				0.03 61	

INDEXED  
W K  
DEC 28 1948



Alley East of Linda Vista Road  
 from D.M.H. #15 329.82' East to M.H. #16  
 and SW to O'End.

Going East

D.M.H. 0100 #15	6.31	356.64	350.33	345.00	5.33-
7-47.12					
#1		6.01	350.63	345.47	5.16-
#2		6.21	350.43	345.94	4.49-
#3		6.40	350.24	346.41	3.83-
#4		4.99	351.65	346.88	4.77-
#5		4.27	352.37	347.35	5.02-
#6		3.73	352.91	347.82	5.09-
#7 M.H.#16		2.23	354.41	348.30	6.11-

Going S. West

D.M.H. 0100 #15	$\Delta 87^\circ 34'$ of 1 back to 2nd 8.41	$00''$ Def. Angle to 2nd 358.74	350.33	345.00	5.33
5-45.24					
#1		7.16	351.58	345.48	6.10-
#2		6.38	352.36	345.96	1.640-
#3		6.12	352.62	346.44	6.18-
#4		5.44	353.30	346.92	6.38-
M.H. #5 #37	$\Delta 32^\circ 57'$ 00 R 52.51' 30"	4.29	354.45	347.40	7.05-
6-42.33					
#1		3.46	355.28	347.83	7.45-
#2		2.98	355.76	348.27	7.49-

HI  
35874

23

#0			3.17	355.57	348.70	6.87-
#4			3.29	355.45	349.13	6.32-
#5	10.66	366.23	3.17	355.57	349.56	6.01-
#6	M.H.#38 Δ 12.09.00 R 4.1 base wood line		10.09	356.14	350.00	6.14-
5-53						
#1			9.52	356.71	351.18	5.53-
#2			6.97	359.26	352.86	6.90-
#3			5.89	360.34	353.54	6.80-
#4			4.00	362.23	354.72	7.51-
#5	M.H. #39		3.20	363.03	355.90	7.13-
3-40						
#1			3.52	362.71	356.20	6.51-
#2			4.32	361.91	356.50	5.41-
#3	D. End C. of Mayfield 25' to 26' wood		5.44	360.79	356.80	3.99-



Alley East of Linda Vista Road from  
D.M.H. # 49 to Chesterton SW and North East

24

DMH Going SW to D End	0100 #49	3.99	349.77	345.44	338.20	7.28-	
	6-45						
	#1		403	345.44	338.60	6.84-	
	#2		485	344.62	339.00	5.62-	
	#3		486	344.61	339.40	5.21-	
	#4		575	343.72	339.80	3.92-	
	#5		489	344.58	340.20	4.38-	
	#6 M.H. #48		400	345.47	340.60	4.87-	
	5-54						
	#1		242	347.05	341.48	5.57-	
	#2	6.54	354.88	113	348.34	342.36	5.98-
	#3		6.15	348.73	343.24	5.49-	
	#4		5.30	349.58	344.12	5.46-	
	#5 M.H. #47		448	350.40	345.00	5.40-	
	3-28 63						
	#1		348	351.40	345.67	5.73-	
	#2		297	351.91	346.34	5.57-	
	#3 D End		2.36	352.52	347.60	5.52-	
	Check out D End on Empire West of Chesterton		480	350.08	= 350.09		
	Going N East						
	DMH						
	0100 #49	8.03	353.51	345.48	340.20	5.28-	
	6-50						
	#1		682	346.69	340.90	5.79-	

H.I.  
35351

25

#2			567	347.84-344.60	6.24-
#3			468	348.83-342.30	6.53-
#4			498	348.53-343.00	5.53-
#5			455	348.96-343.70	5.26-
#6 <sup>M.H.</sup> #50			412	349.39-344.46	4.99-
7-42 <sup>86</sup>					
#1			378	349.73-344.77	4.96-
#2			349	350.02-345.14	4.88-
#3			2.04	351.47-345.51	5.96-
#4	544	358.00	1.00	352.51-345.88	6.63-
#5			577	352.23-346.25	5.98-
#6			610	351.90-346.62	5.28-
#7 <sup>M.H.</sup> #51			571	352.29-347.00	5.29-
8-37-50					
#1			512	352.88-347.15	5.73-
#2			495	353.05-347.30	5.75-
#3			523	352.77-347.45	5.32-
#4			584	352.16-347.60	4.56-
#5			611	351.89-347.75	4.14-
#6			557	352.43-347.90	4.53-
#7			460	353.40-348.05	5.35-
#8 <sup>M.H.</sup> #52			379	354.21-348.20	6.01-
6-50					
#1			284	355.16-348.63	6.53-
#2	575	361.87	188	356.12-349.07	7.05-



HZ  
361.87

26

				Cuts
#3	5.90	355.97	349.50	6.47 -
#4	5.85	356.02	349.98	6.09 -
#5	5.44	356.45	350.36	6.07 -
#6 #53	5.13	356.74	350.80	5.94 -
3-43 <sup>32</sup>				
#1	4.64	357.23	351.53	5.70 -
#2	4.50	357.37	352.26	5.11 -
#3 D. End	3.85	358.02	353.00	5.02 -

Checkout on D. End Running

Wast from Cambridge Some Alex 1.05 360.82 = 360.77  
0.03 error

Sewer Templeton Street from  
M.H. #45 S.W. to D End and N.E. to D End

27

Going S. West

M.H.  
0700 #45 6.15 352.66 346.51 338.75 7.76-

7.48 to

#1 INDEXED 7.17 345.49-339.34 6.15-

#2 W K 7.07 345.59-339.93 5.66-

#3 DEC 28 1948 6.90 345.76-340.52 5.24-

#4 6.08 346.60-341.11 5.49-

#5 5.61 347.05-341.70 5.35-

#6 4.96 347.70-342.29 5.41-

#7 M.H. #46 Δ 13° 26' 00" L 4.45 348.21-342.87 5.34-

3-38 <sup>33</sup>

#1 2.90 349.76-343.43 6.33-

#2 2.74 349.92-343.99 5.93-

#3 D End 2.57 350.09-344.55 5.54-

346.51  
8.85+  
355.3642  
335-  
352.01.70  
92.24  
361.2342  
2.68  
358.55  
9.28  
367.83  
7.03  
360.80

Going N. East

M.H.  
0700 #45 8.87 355.38 346.51 338.75 7.76-

6-50

#1 8.57 346.81-339.49 7.32-

#2 7.82 347.56-340.23 7.35-

#3 7.34 348.04-340.97 7.07-

#4 6.58 348.80-341.71 7.09-

#5 5.65 349.63-342.45 7.18-



H I  
35538

28

M.H. #6 #44			556	349.82	343.20	6.62-
6-50						
#1			495	350.43	343.60	6.83-
#2			468	350.70	344.01	6.69-
#3			447	350.91	344.41	6.50-
#4			404	351.34	344.82	6.52-
#5			361	351.77	345.22	6.55-
M.H. #6 #43			368	351.70	345.63	6.07-
6-50						
#1	8.90	360.91	337	352.01	346.03	5.98-
#2			856	352.35	346.44	5.91-
#3			761	363.30	346.84	6.46-
#4			688	354.03	347.25	6.78-
#5			652	354.39	347.65	6.74-
M.H. #6 #42			672	354.19	348.06	6.13-
6-50						
#1			582	355.09	348.46	6.63-
#2			535	355.56	348.87	6.69-
#3			561	355.80	349.27	6.03-
#4			546	355.45	349.68	5.77-
#5			489	356.02	350.08	5.94-
M.H. #6 #41			467	356.24	350.49	5.75-
6-50						
#1			344	357.47	351.50	5.97-
#2	9.31	367.85	2.37	358.54	352.51	6.03-

HZ.  
367-85

29

#3	7.84	360.01 - 353.52	6.49 -
#4	6.01	361.84 - 354.53	7.31 -
#5	4.88	362.97 - 355.54	7.43 -
#6 <sup>MH#</sup> 40	5.30	362.55 - 356.56	5.99 -
5-47			
#1	4.23	363.62 - 356.87	6.75 -
#2	3.88	363.97 - 357.18	6.79 -
#3	4.04	363.81 - 357.49	6.32 -
#4	3.43	364.42 - 357.80	6.62 -
#5 D.End	3.24	364.61 - 358.10	6.51 -

check out. D.End Alky  
So f Linda's 15th Road.

7.04 360.81 = 360.79  
0.01 error



Sever <sup>Montrose</sup> Street from  
 DD M.H. #55<sup>1/2</sup> South West to D End  
 and N East to D End

For Montrose Grades  
 West of Cambridge St  
 Page 43

Going SW

DD M.H.  
 0+00 #55 5.92 354.30 348.38 342.70 5.68-

4-50

#1 INDEXED 6.49 347.81 343.10 4.71-

#2 W K 6.32 347.98 343.50 4.48-

#3 DEC 28 1948 5.42 348.88 343.90 4.98-

#4 M.H. #54 4.83 349.47 344.30 5.17-

2-40

#1 4.09 350.26 344.65 5.61-

#2 D End 3.22 351.08 345.00 6.08-

Going N East

DD M.H.  
 0+00 #55 8.27 356.65 348.38 342.70 5.68

7-50

#1 7.73 348.92 343.10 5.82-

#2 7.47 349.18 343.50 5.68-

#3 6.77 349.88 343.90 5.98-

#4 6.23 350.42 344.30 6.12-

#5 5.57 351.08 344.70 6.38-

#6 5.12 351.53 345.10 6.43-

M.H.  
 #7 #56 5.22 351.43 345.50 5.93-

7-50

#1 5.12 351.53 346.46 5.07-

H.I.  
356.65

31

#2			473	351.92	347.42	4.50-
#3			3.68	352.97	348.38	4.59-
#4	10.94	365.80	1.79	354.86	349.34	5.52-
#5			888	356.92	350.30	6.62-
#6			687	359.13	351.25	7.88-
#7 <sup>M.H.</sup> #57			587	359.93	352.20	7.73-
7-45						
#1			485	360.95	352.44	8.51-
#2			487	360.93	352.69	8.24-
#3			514	360.66	352.93	7.73-
#4			512	360.68	353.17	7.51-
#5			514	360.66	353.41	7.25-
#6			513	360.67	353.65	7.02-
#7 <sup>M.H.</sup> #58			516	360.64	353.90	6.74-
6-50						
#1			480	361.00	354.23	6.77-
#2	7.68	368.76	4.72	361.08	354.56	6.52-
#3			7.71	361.05	354.90	6.15-
#4			7.39	361.37	355.23	6.14-
#5			7.58	361.18	355.57	5.61-
#6 <sup>M.H.</sup> #59			7.24	361.52	355.90	5.62-
6-50						
#1			650	362.26	356.50	5.76-
#2			562	363.14	357.10	6.04-



36876

32

#3	4.30	364.46	357.70	6.76-
#4	3.40	365.36	358.30	7.06-
#5	2.50	366.26	358.90	7.36-
#6 #60 M.H.	2.47	366.29	359.50	6.79-
3-41-67				
#1	2.32	366.44	360.00	6.44-
#2	2.01	366.75	360.50	6.25-
#3 D. End 60' to house road	2.09	366.67	361.00	5.67-
Temp to St. Check out on D. End 1 Block North	4.19	364.57 =	364.61	
		= 0.04		

Sewer Richland Street from  
D.M.H.#78 to Chesterton N. East to D. End

DMH#78	8-18				
0700	90°00-00 from Terminal	359.17	350.99	344.00	6.99
2-50	38				
#1	38°50'00"	8 38	350.79	344.50	6.29-
#2	M.H.#77 Angle from East of Redfield	8 64	350.53	345.00	5.53-
6-46	51				
<b>INDEXED</b>					
WK					
DEC 28 1948					
#1		8 35	350.82	345.46	5.36-
#2		8 05	351.12	345.93	5.19-
#3		7 40	351.77	346.39	5.38-
#4		6 83	352.34	346.86	5.48-
#5		5 98	353.19	347.32	5.87-
#6	M.H.#76	4 48	354.69	347.79	6.90-
3-41	67				
#1		2 55	356.62	349.59	7.03-
#2		1 26	357.91	351.39	6.52-
#3	D. End	0 22	358.95	353.19	5.76-
Check out on D. End Redfield		6 23	352.94	352.93	



Sewer Redfield Street from D.M.H.  
#74 & Chesterton N.E. to D End

34

DMH #74 0700	424	356.75	352.51	345.20	7.31-
3-38 <sup>38</sup>					
#1		454	352.21	345.50	6.70-
#2		498	351.77	345.80	5.97-
M.H. Δ 37'-41"-14" R. #3 #75		482	351.93	346.10	5.83-
2-52					
#1		450	352.25	346.75	5.50-
#2 D End		382	352.93	347.40	5.53-

INDEXED

WK

DEC 28 1948

Sewer Ridgeway Drive from  
D.M.H #73 to Chesteron Northwest to  
D End

35

D.M.H 0100 #73	115.7	366.80	355.23	348.10	7.13-	
6-46.44						
#1		9.87	357.43	349.12	8.31-	
#2		5.48	361.32	350.14	11.18-	
#3		4.39	362.41	351.16	11.25-	
#4		4.67	362.13	352.17	9.96-	
#5		5.51	361.29	353.19	8.10-	
M.H #6 #71		5.37	361.43	354.20	7.28-	
6-43 <sup>33</sup>						
#1		4.12	362.68	354.60	8.08-	
#2		3.17	363.63	355.00	8.63-	
#3		2.49	364.31	355.40	8.91-	
#4	6.39	370.58	2.61	364.19	355.80	8.39-
#5		6.03	364.55	356.20	8.35-	
#6 M.H #70	Δ 9°15'-40" L	5.81	364.77	356.60	8.17-	
4-42 <sup>36</sup>						
#1		6.38	364.20	357.00	7.20-	
#2		5.53	365.05	357.40	7.65-	
#3		4.46	366.12	357.80	8.32-	
#4 D End		4.65	365.93	358.20	7.73-	
10' inside of 4 Arroyos						
Chesteron D. End Richland	11.66	358.94	=	358.95		

INDEXED  
WK  
DEC 28 1948



Sewer Stratford Drive  
 from M.H. #.68 to West Moreland Ave  
 N.W. to D. End See page 48 for Grades S of  
 Manrose

0	M.H. #68=00	A 77 <sup>1</sup> / <sub>2</sub> 21-20 From Forward Turn 1219	363.11	350.92	346.00	4.92-			
6	3-48 <sup>33</sup>								
7	#1			10.86	352.25	347.08	5.17-		
7	#2			8.99	354.12	348.17	5.95-		
#	#3 M.H. #69	Δ 44 <sup>2</sup> / <sub>2</sub> 25 <sup>2</sup> / <sub>00</sub> R		6.62	356.49	349.25	7.24-		
7	6-48								
#	#1	<b>INDEXED</b>		5.77	357.34	350.66	6.68-		
#	#2	WK		4.58	358.53	352.07	6.46-		
#	#3	<b>DEC 28 1948</b>		2.77	360.34	353.48	6.86-		
#	#4			10.89	373.03	0.97	362.14	354.89	7.25-
#	#5			9.40	363.63	356.30	7.33-		
#	#6 M.H. #63			8.14	364.89	357.10	7.19-		
#	4-47 <sup>25</sup>								
#	#1			5.76	367.27	358.77	8.50-		
#	#2			4.44	368.59	359.85	8.74-		
#	#3			3.80	369.23	360.92	8.31-		
#	#4 D. End			3.26	369.77	362.00	7.77-		
10'	inside lot 29 ave								
che	check out on D. End Brentwood			11.01	362.02	367.01			

Sewer Brentwood Street from  
MH #66 & Westmoreland S. West to D End

37

M.H.  $\Delta 70^{\circ}-10.00$  From  
0100 #66  $\Delta 862$  373.02 364.40 356.35 8.05-

2-44<sup>82</sup>

#1 9.11 363.91 356.77 7.14-

M.H. #64  $\Delta 33^{\circ}-08'00''$  L.

9.77 363.25 357.60 6.05-

3-83

INDEXED

WIK

DEC 28 1948

#1 10.24 362.78 357.43 5.35-

#2 10.50 362.52 357.66 4.86-

#3 D. End 11.01 362.01 357.90 4.11-



Sewer Templeton Street from DDM.H  
 #14 Cambridge SW to D.End. and NE to E of Sherwood  
 Drive

38

	HI		210		
Going S.W. DDM.H 0100 #14	425		363.90	352.65	346.00
6-50					6.65-
#1		10 05	353.85	348.17	5.68-
#2		8 20	355.70	350.34	5.36-
#3		5 32	358.58	352.51	6.07-
#4		2 37	361.53	354.67	6.86-
TP	8-07	371.28	0.69	363.21	
#5			6.78	364.50	356.84
#6	M.H #36 A	5° 54' 00" S 58° 05' 30" R	6.18	365.10	359.00
3-43 33					
#1		5 04	369.24	359.33	6.91-
#2		4 93	366.35	359.67	6.68-
#3 D.End.		5 55	365.73	360.00	5.73-
Checkout DE Punning N East			669	364.59 = 364.41	
Going N East DDM.H 0100 #14		42		Elev Stake 210 210 210	
6-42 50		5 20	357.85	352.65	346.00
#1		5 82	352.03	346.33	5.70-
#2		5 98	351.87	346.67	5.20-
#3		5 52	352.88	347.00	5.33-
#4		5 37	352.48	347.33	5.15-
#5		5 11	352.74	347.67	5.07-
#6 E. Sherwood		4 82	353.03	348.00	5.03-

Serve Sherwood Drive from  
 M.H #17 to Templeton S. East to D. End  
 1 42 - 561 510/flow  
 line

**INDEXED**  
 WK  
**DEC 28 1948**

M.H 0100 #17	8.63	361.66	353.03	348.00	5.03 -	
5-52						
#1	8.63		353.03	348.70	4.33 -	
#2	7.87		353.79	349.40	4.39 -	
#3	7.22		354.44	350.10	4.34 -	
#4	5.98		355.68	350.80	4.88 -	
M.H #5 #18	4.62		357.04	351.50	5.54 -	
5-52						
#1	3.13		358.53	352.34	6.19 -	
#2	1.65		360.01	353.18	6.83 -	
#3	6.48	367.72	0.42	361.24	354.02	7.22 -
#4	5.82		361.90	354.86	7.04 -	
M.H #5 #19	5.03		362.69	355.70	6.99 -	
6-50						
#1	5.32		362.40	356.10	6.30 -	
#2	5.30		362.45	356.50	5.92 -	
#3	5.16		362.56	356.90	5.66 -	
#4	4.63		363.09	357.30	5.79 -	
#5	4.00		363.72	357.70	6.02 -	
M.H #6 #20	3.40		364.32	358.10	6.22 -	
3-36.02						
#1	2.60		365.12	358.40	4.72 -	
#2	2.32		365.40	358.70	4.70 -	
#3 D. End.	2.74		364.98	359.00	5.98 -	



Sewer Sherwood Drive from  
 M.H #5 to Normandie N. West to D End  
 + H.I. - Elev

4783  
 3048  
 23  
 4933  
 107 00  
 40

	7.14	366.92				
M.H #5	55° 53' 00" from forward Tan.		359.78	353.00	6.78-	
4-43.23						
#1			8.06	350.86	353.34	5.52-
#2			7.84	359.58	353.69	5.89-
#3	2° 34' 00"		7.11	359.81	354.03	5.98-
M.H #4 #6	Δ 32° 41' 00" L		7.15	359.77	354.38	5.39-
Runs Along split 4.						
3-49.33						
#1			6.21	360.71	355.25	5.46-
#2			5.24	361.68	356.12	5.56-
#3 D End			5.01	361.91	357.00	4.91-
Check out D End Running S East 198				364.96 =	344.98	

**INDEXED**  
 WIK  
**DEC 28 1948**

Sewer Birmingham Drive  
 from M.H. #17 to Sherrywood & Templeton  
 S East to Dwend  
 + H2 - Elev.

41

482

0+00	M.H. #17	Δ 11° 10' 10" Def Back Siphon to Templeton	357.85	353.03	348.00	5.03-
#1			484	353.01	348.13	4.88-
#2	Arrow turned from intersection	49° 05' 00"	486	352.99	348.27	4.72-
#3	M.H. #24	Δ 48° 58' 46" Close to Elev. P.O. North Plan of 1/16/1911	492	352.93	348.40	4.53-
7+46						
#1			396	353.89	349.27	4.62-
#2			349	354.36	350.14	4.22-
#3			261	355.24	351.01	4.23-
#4	1098	367.27	156	356.29	351.88	4.41-
#5			978	357.79	352.75	4.74-
#6	last wood set at intersection		830	358.97	353.62	5.35-
#7	M.H. #20	Δ 29° 46' 14" Set by intersection of R's	518	362.09	354.50	7.59-
7+55 25						
#1			413	363.14	356.87	6.27-
#2	1281	378.83	125	366.02	359.24	6.78-
#3			1059	368.24	361.62	6.62-
#4	M.H. #22	to Woodman road	825	370.58	364.00	6.58-
6-50						
#1			754	371.29	364.67	6.62-
#2			653	372.30	365.34	6.96-
#3			582	373.01	366.01	7.00-
#4			506	373.77	366.68	7.09-

INDEXED  
 WK  
 DEC 28 10 10



#5	786	373.97	367.34	6.63-
#6 M.H.#21	542	373.41	368.00	5.41-
3-39				
#1	468	374.15	368.33	5.82-
#2	428	374.55	368.67	5.88-
#3 D.End	445	374.38	369.00	5.38-

Senter Birmingham Drive from M.H

#3 to Norman Ave Street N. West to D.End

7.60 378.06

M.H. #2  $\Delta$  From Forward King Def L  
362° 15' 20" L

370.46 362.50 796-

4-45 59'				
#1	878	369.28	363.37	5.91-
#2	708	370.98	364.25	6.73-
#3	555	372.51	365.12	7.39-
#4 M.H.#4 $\Delta$ 18° 49' 00" L	611	371.95	366.00	5.95-
2-52.50				
#1	601	372.05	367.00	5.05-
#2 D.End	502	373.04	368.00	5.04-

check out on D.End running SE. 368 374.38 = 374.38

Senter Montrose Street from <sup>See Page 20</sup>  
 DMH #13 to Cambridge SW to D End

+ HZ - Elev

1201 368.22

0700 DMH #13 <sup>89° 54' 00"</sup> Interior Angle  
 Back Sighting Cambridge 356.21 349.00 7.41

6-50 06

#1 1113 357.09 350.43 6.66-

#2 9.33 358.89 351.86 7.03-

#3 7.58 360.64 353.29 7.35-

#4 5.74 362.48 354.72 7.76-

#5 4.20 364.02 356.15 7.87-

MH Δ <sup>32' 00"</sup> 7° 24' 00" R.  
 #6 #35 3.11 365.11 357.59 7.52-

4-4325

#1 3.92 364.30 358.32 5.98-

#2 3.38 364.84 359.05 5.79-

#3 2.43 365.79 359.78 6.01-

#4 D End 1.65 366.57 360.50 6.07-

50% E Line Home Wood  
 17.3  
 22.3 To set D Line  
 E Line Home Wood

INDEXED

WK  
 DEC 28 1948



Server Stratford Drive from  
 M.H. #58 & Montrose South East to M.H.  
 #62 & Glenmore Then N. East Along & Glenmore to  
 M.H. #61 & Mayfield and the N. West along & Mayfield  
 Drive to D. End.

M.H. of 00 #58	818	368.82	360.64	353.90	6.74-
5-51					
#1		699	361.83	354.68	7.15-
#2		637	362.95	355.46	6.99-
#3		618	362.64	356.24	6.40-
#4		440	364.42	357.02	7.40-
#5	M.H. & Δ 90° 00-20" Def. #62 & Glenmore Station for outside	305	365.77	357.80	7.97-
8-46 25					
#1		392	364.90	358.12	6.78-
#2		470	364.12	358.45	5.67-
#3		478	364.04	358.77	5.27-
#4		493	363.89	359.10	4.79-
#5		435	364.47	359.42	5.05-
#6		454	364.28	359.75	4.53-
#7		340	365.42	360.07	5.35-
#8	M.H. & Δ 90° 01-00" Def. #61 Glenmore Mayfield	212	366.70	360.40	6.30-
2-45					
#1		344	365.38	360.75	4.63-
#2 D. End		573	363.69	361.10	2.59-
check out M.H. #59 & Montrose		729	361.53	361.52	



Sever Westmoreland Street  
 from DMH # 12 & Cambridge SW to D End

45

check for  
 DE Pennington  
 HZ-372.46  
 529 -  
 367.17

	DMH	HZ	-	Ekv	
0+00 #12	847	366.30		357.83	351.85
5-51.16					598-
#1	<b>INDEXED</b>		784	358.46	352.52
#2	<b>WK</b>		662	359.68	353.19
#3	<b>DEC 28 1948</b>		598	360.32	353.86
#4			553	360.77	354.53
#5 #32			505	361.25	355.20
640.32					
#1			468	361.62	355.57
#2			363	362.67	355.95
#3			309	363.21	356.32
#4			304	363.26	356.70
#5			296	363.34	357.07
#6 #33			307	363.28	357.45
5-48					
#1	847	372.46	231	363.99	358.76
#2			782	364.64	358.87
#3			684	365.62	359.58
#4			600	366.46	360.29
#5 #34			537	367.09	361.00
3-50					
#1			542	367.04	361.73
#2			410	368.36	362.46
#3 D End			323	369.23	363.20



Sewer Oxford Street from M.H  
 #32 to Westmoreland S. East to D. End

M.H 0400 #32	709	368.34	361.25 - 355.20	6.05
5-50				
#1	750	360.84	355.55	5.29 -
#2	744	360.90	355.90	5.00 -
#3	641	361.93	356.25	5.68 -
#4	537	362.97	356.60	6.37 -
M.H #5 #31	421	364.13	356.95	7.18 -
3-45 <sup>33</sup>				
#1	479	363.55	357.27	6.28 -
#2	492	363.42	357.58	5.84 -
#3 D. End	561	362.73	357.90	4.83 -

INDEXED  
 W K  
 DEC 28 1948

Seyver Westmorelands Normandie Streets from  
 M.H # 22 & Birmingham North East to M.H  
 # 25 and then SEast to D. End

**INDEXED**  
 WIK  
 DEC 28 1948

M.H #20 #22	1031	380.89	37058	364.00	4.58 -	
5.46 78						
#1		9.41	371.48	364.92	6.54 -	
#2		875	372.14	365.84	6.30 -	
#3		7.84	373.05	366.76	6.29 -	
#4		7.97	372.92	367.68	5.24 -	
M.H #25		6.99	373.90	368.60	5.30 -	
3.42 81						
#1		6.24	374.65	369.20	5.45 -	
#2		4.83	376.06	369.80	6.26 -	
M.H #25		4.57	376.32	370.40	5.92 -	
6.50						
#1		3.86	377.03	370.75	6.28 -	
#2		3.82	377.07	371.10	5.97 -	
#3		4.10	376.79	371.45	5.34 -	
#4		3.74	377.15	371.80	5.35 -	
#5	6.61	384.23	3.27	377.62	372.15	5.47 -
M.H #27		6.31	377.92	372.50	5.4 -	
2-33						
#1		5.90	378.33	372.75	5.58 -	
#2 D. End		5.58	378.65	373.00	5.65 -	
check on D. End running N.W		3.67	380.56	380.56		



Water Main Chesterton Drive

Top Post NE Lindbergs Pa Road 37' From S Line of Lindbergs Pa Road = 00	460	351.53	346.93		
#1 B.R.		6.37	345.16	342.70	2.46-
1-37					
#1 B.R.		7.57	343.96	342.30	1.66-
2-83 <sup>33</sup>					
#1		7.45	344.00	342.60	1.48-
#2		5.06	346.47	342.90	3.57-
#3 B.R. + Templeton		4.64	346.89	343.20	3.69-
3-86 <sup>87</sup>					
#1		5.50	346.03	343.87	2.16-
#2		4.90	346.63	344.54	2.09-
#3 B.R. + Montrose 127' to PC. P. 205 to 1404: 2 = 4683. 1-55' to T on Redfield	7.15	355.41	348.26	345.20	3.06-
2-68 <sup>59</sup>					
#1		6.68	348.73	345.40	3.25-
#2 P.C.L.		6.42	348.99	345.76	3.23-
3-46 <sup>83</sup>					
#1		5.82	349.59	345.97	3.62-
#2		5.49	349.93	346.18	3.74-
#3 AT.		5.06	350.35	346.40	3.95-
1-85 <sup>21</sup>					
#2 T. Redfield		3.94	351.47	346.65	4.82-
3-108 <sup>33</sup>					
#1		4.59	350.82	346.97	3.85-
#2		5.01	350.40	347.29	3.11-
#3 B.R. + Redfield	6.02	359.27	353.25	347.60	5.65-
2-95-					
#1		11.34	347.93	348.29	F 0.36
#2		9.25	350.02	348.96	01.04-
1-97 <sup>12</sup>					
#1		6.23	353.04	349.70	03.34-
2.12 to Δ 5-17					

INDEXED  
WIK  
DEC 28 1948

cut

48  
F. H. J.  
41 351.53  
7.73  
343.80  
345.62  
F. 1.82

F. H. J.  
41 355.41  
7.36  
348.05  
348.08  
F. 0.78  
F. H. J.  
41 359.27  
6.02  
352.29  
351.20  
01.09



2 25 373h  
 5 45 28.12  
 9 125 55  
 1365 175

HI  
 359.27

8812  
 60  
 27.12  
 57.84  
 28  
 8660

1-37 <sup>EE</sup>					
#1 Brk 1-27.57		4:18	355.09	349.90	
#1 Brk 1-31.09		4:59	354.68	349.50	
#1 Brk 1-40		6:73	352.54	349.18	
#1 Brk 1-40		8:38	350.89	348.25	
#1 Brk 1-40		11:24	348.03	346.12	
#1 Brk 1-50		11:29	347.98	346.00	
#1 Wed More load Check BM NY Prop Hub Westchester		10:03	344.24	346.10	
		9:04	349.63		
	Water Westmoreland		349.63		
BM o.z. plug 0700 110' Sec ex. Rochester Drive	6:30 20.15 Prop.	355.93	349.62		
2-60		7:35	348.58	344.70	
#1 c.z.		6:33	349.60	345.40	
#2 Brk		6:68	349.25	346.10	
1-50- Brk		6:90	349.03	346.30	
2-97.27.					
#1 '700		6:18	349.75	347.25	
#2 Brk		3:66	352.27	348.20	
1-45					
#1 Brk		4:96	350.97	349.02	
4-91.25					
#1	10.52	365.78	0.67	355.26	357.86
#2			8:77	357.00	354.71
#3			4:26	361.52	357.55
#4 Brk c.z. Tee 1-45 Brentwood	7.46	371.71	1.53	364.25	360.40

cut  
 5.19 -  
 5.18 -  
 3.36 -  
 2.64 -  
 01.91 -  
 01.98  
 03.14

Fire Hy.  
 HZ → 359.27  
 10.96  
 348.31  
 349.00  
 70.60  
 Chester for Westmoreland



H.I.  
371.71

50

#1 Brk 1-100			586	365.85	361.26	4.57
#1 Brk 3-78 <sup>33</sup>			4.51	367.20	363.08	4.12
#1			4.07	367.64	363.92	3.72
#2			3.55	368.16	364.76	3.40
#3 Brk T.P. 1-45	2.39	373.10	3.28	368.43	365.60	2.83
#1 Brk 1-105 <sup>95</sup>			3.95	369.15	366.18	2.97
#1 pc 3-50 <sup>45</sup>			4.77	369.33	364.94	3.89
#1			6.39	366.71	364.35	2.36
#2			6.59	366.51	363.76	2.75
#3 pt. 1-44 <sup>2</sup> 6 <sup>5</sup> S. Shorewood			7.06	366.04	363.17	2.87
#1 4-96 <sup>23</sup>			8.00	365.10	362.63	2.47
#1	4.69	367.61	10.18	362.92	361.54	1.38
#2			4.39	363.22	360.45	2.77
#3 oz Tec			4.11	363.50	359.36	4.14
#4 Brk 1-56 <sup>23</sup>			7.08	360.53	358.27	2.26
#1 1-20 <sup>20</sup>			6.95	360.66	357.42	3.24
#1 2-85 <sup>03</sup>			7.24	360.37	356.98	3.39
#1 Cambridge			7.12	360.49	355.69	4.80
#2 Brk					354.40	

H.I. = 373.10  
Rod = 9.37  
363.79  
363.83  
E. = 0.04

Ele. 6. side 363.83  
E.H.  
West Shorewood



Water Mayfield Drive from  
 Linda Vista Road S. East to C.I.X on Westmoreland  
 and then N. East to C.I. Plug.

SEBP	587	367.68	361.81	Linda	
0100 Main L.V. Road 2-63 <sup>50</sup>			671	360.97	356.70 4.27 ✓
#1			780	359.88	357.41 2.47 ✓
#2 Brk			880	358.88	358.13 0.75 ✓
2-80					
#1			933	358.35	357.87 0.48 ✓
#2 Brk			690	360.78	357.60 3.18 ✓
3-86 <sup>52</sup>					
#1			544	362.24	358.07 4.17 ✓
#2			705	360.63	358.54 2.09 ✓
3-85					
#1	974	373.13	434	363.34	360.50 2.84 ✓
#2			861	364.52	362.00 2.52 ✓
#3 Brk			651	366.62	363.50 3.12 ✓
C.I. Bend #1			621	366.92	363.69 3.23 ✓
#1 P.C.			483	368.30	364.51 3.79 ✓
#1 Brk			364	369.49	365.68 3.81 ✓
#1 Brk			468	368.45	365.60 2.85 ✓
2-60					
#1			534	367.79	364.85 2.94 ✓
#2			603	367.10	364.10 3.00 ✓
			240	370.73	= 370.71

INDEXED  
 WK  
 DEC 28 1948

Elmstake 367.68 HI  
 70 -  
 F.H. = 360 to G. Elmstake  
 L.V. Rd 360 no n. curve  
 + Mayfield F 0.54  
 BM 361.81  
 434 +  
 366.15 HI  
 5.49 -  
 Elmstake 360.66  
 360.84  
 F.O.18  
 366.15 HI  
 526  
 360.99 Elmstake C.6  
 .05  
 360.84 Elmstake



Water Home Road Drive Westmoreland  
to Normandie

1.55 365.34

363.79

Cut Stake  
Fire Hydrant.

C.I. of Westmoreland  
1700000000

0f00

362.63

2-58<sup>50</sup>

#1

1.58

363.76

360.83

2.93 -

#v B.K

3.11

362.23

359.03

3.20

1-60

INDEXED  
WK  
DEC 28 1948

3.60

361.68

358.35

3.33 -

#1 B.K

4.05

361.29

358.35

2-100

#1

4.62

360.72

357.80

2.92 -

A-v B.K

3.77

361.57

357.25

4.32 -

1-80

#1 B.K

6.23

367.66

3.91

361.43

358.61

2.82 -

1-80

#1 B.K

2.43

365.23

360.88

4.35 -

1-63<sup>25</sup>

C. 2.6" x 700 Oxford

#1 B.K

2.12

365.48

361.30

4.18

1-56<sup>95</sup>

#1 B.K

3.50

364.16

359.51

4.65 -

2-70

#1

6.05

361.61

355.91

3.76 -

#v B.K

0.63

355.54

12.75

354.91

352.30

2.61 -

1-60

#1 B.K

3.80

351.74

349.66

2.08 -

2-40

361.29  
363  
366.32  
4.60  
361.68  
365.34  
3.66

366.82  
360  
360.72

355.54

#1			348.58	
#2 Bk	4.76	350.78	347.50	3.28-
1-85 82				
#1 Bk	5.75	349.79	346.60	3.19-
1-45 08				
8" x 8" C.I. Tee				
#1 Bk Cambridge	7.75	347.79	347.00	0.79-
1904+ road				
	3.28	352.26	Check BM.	

2.31-20  
2.51-20  
3.42-20  
3.51-20  
3.51-20

Westmoreland Street, Normandie Street + Home road  
Drive Between Cambridge St + Birmingham Drive

8" x 8" C.I. Tee				
0100 Cambridge + Home road	12.25	360.04	347.79	347.00
1-20				
#1 Bk	10.95	349.09	347.00	2.1-
1-56 49				
22° 30' 00"				
#1 Bk C.I. Bend	8.63	351.41	348.68	2.73-
1-45 34				
45° 00' 00"				
#1 C.I. Bend	7.41	352.63	349.64	3.00-
1-83 07				
45° 00' 00" Bk				
#1 C.I. Bend	5.94	354.10	351.33	2.77-
21 P.C.				
3-51				
2° 51' 20" Dist				
57.127.99				
#1	4.81	355.23	352.30	2.93-
#2	3.66	356.38	353.27	3.11-
6" O.I.F.				
#3	2.74	357.30	354.25	3.05-
1-44 52				
2029				

INDEXED  
WK  
DEC 28 1948



360.04

#1 Brk	1151	370.60	0.95	359.09	355.89	3.70-
1-40	2 <sup>a</sup> 14 <sup>00</sup>					
#1 Brk			9.46	361.14	357.58	3.56-
1-30	1 <sup>a</sup> 43 <sup>00</sup>					
#1 PRC			7.26	363.34	358.63	4.71-
2-63	2 <sup>a</sup> 05 <sup>00</sup>					
#1			3.91	366.69	360.81	5.88-
#2 Brk	568	375.87	0.41	370.19	363.00	7.19
1-84	2 <sup>a</sup> 46 <sup>00</sup>					
#1 Brk	02X-814	384.18	3.00	372.89	368.53	4.36
1-42	0 <sup>a</sup> 41 <sup>00</sup>					
#1 PRC						
1-57						
#1 Brk			8.50	375.68	371.20	4.48-
1-80						
#1 Brk	ETC		6.26	377.92	373.00	4.92-
2-80						
#1			7.19	377.00	374.34	2.66-
#2 Brk			5.23	378.95	375.68	3.27-
1-40						
#1 Brk			4.48	379.70	376.13	3.57-
1-22						
#1 Bend			4.02	380.16	376.12	4.04-
1-11						
#1 Brk			3.54	380.64	376.12	4.52-

630  
410

-40

781

650

241

54

68.57

23.0

157.74

90

188.10

211.16

187.14

24.02

384.14

12.57

11.29

372.89

410

157

567

124

781

1-57

4263

24.02

18.01

150

60

4.00

0.2

211

2446

426

80

64

128

60

1344

120

144

120

24

211

1350

266

320

60

344

300

44



cut

1-32 <sup>21</sup>							
#1	22° 30' 00"	C2 Bind	493	379.25	375.92	3.33 -	
1-43 <sup>59</sup>							
#1		C1 Bind	511	379.07	375.66	3.41 -	
1-54 <sup>18</sup>							
#1	Brk	1.68	380.97	489	379.29	375.34	3.95 -
4-89.07							
#1			326	377.71	374.73	3.00 -	
#2			5.04	375.93	374.13	1.80 -	
#3			4.17	376.80	373.53	3.27 -	
#4	Brk		5.37	375.60	372.93	2.67 -	
1-75 <sup>01</sup>							
#1	22° 30' 00"	C2 Bind	587	375.10	372.52	2.58 -	
1-42 <sup>73</sup>							
#1		C2 22° 30' 00" Bind	6.64	374.33	371.56	2.77 -	
1-42 <sup>20</sup>							
#1	22° 30' 00"	C1 Bind	7.34	373.63	370.60	3.03 -	
1-29 <sup>11</sup>							
#1	Brk		7.79	373.18	369.93	3.25 -	
2-61							
#1			7.90	373.07	368.83	4.24 -	
#2	Brk		8.88	372.14	367.73	4.41 -	
1-45							
#1	61° C.I. Tee	Westmoreland	11.10	369.81	367.25	2.56 -	
		Birmingham					



Water Birmingham Drive between  
Sherwood Dr. & Most E. Stealy Line of Chesterton

	635	358.08		351.73	
0100	8'x6" C.I. Tee		5.15	352.93	349.30
					3.6
1-45	11° 15' 00" C.I. Bend		5.45	352.63	350.18
#1 Brk					2.45
1-48 <sup>87</sup>					
#1	C.I. Bend 45° 00' 00"		5.54	352.54	350.68
					1.86
2-81 <sup>69</sup>					
#1			4.47	353.61	351.63
					2.00
2-82 Brk			2.92	355.16	352.59
					2.57
1-40					
#1 Brk			2.23	355.85	353.33
					2.52
1-40					
#1 Brk	11.42	369.18	0.32	357.76	354.79
					3.00
1-83 <sup>83</sup>					
#1	22° 30' 00" C.I. Bend		7.97	361.21	358.51
					2.70
2-88 <sup>78</sup>					
#1			3.90	365.28	362.45
					2.83
TP	9.95	378.47	0.66	368.52	
#2 Brk			8.58	369.89	366.41
	1-5° 6" C.I. Tee Westminster				3.48
#1			8.66	369.81	367.25
					2.56
1-30					
#1			8.03	370.44	367.76
					2.68
1-71 <sup>88</sup>					
#1 Brk			5.44	373.03	369.39
					3.64
1-80					

INDEXED  
WIK  
DEC 28 1948

Elev F.Hy. 370.60

F.H. Br. & West  
378.47 HI  
833 - Rod  
370.14 Chester  
370.00 Elev. G.D.  
F 0.46

H.I.  
37847

#1 Brk	4.08	374.39	370.31	4.08 -
2-90				
#1	4.86	373.61	370.88	2.73 -
#2 Brk	3.58	374.89	371.45	3.44 -
1-60				
#1 Brk	3.25	375.22	371.87	3.85 -
1-94 <sup>50</sup>				
#1	5.94	372.53	370.03	2.50 -
2-32 <sup>33</sup>				
#1	7.32	371.15	369.49	1.66 -
#2	8.02	379.02	371.00	2.05 -
1-31 <sup>06</sup>				
#1 Brk	7.40	371.62	368.50	3.12 -
1-56.46				
45°-00-00 c.t. end	8.79	370.23	368.51	1.72 -
1-72 <sup>83</sup>				
#1	6.15	372.87	368.53	4.34 -
2-57.50				
#1	4.04	374.98	370.31	4.67 -
#2	2.50	376.52	372.10	4.42 -
check 8M	2.02	377.00		
	1.26	377.76		

57

F.H. Birmingham  
 & Normandie  
 Grade Elev. 370.80 -  
 379.02 HI  
 68 - Rod  
 372.20 ch. above  
 370.80 " Grade  
 C. 1.40



Water Stratford Drive between  
Montrose and Ely line of Chesterton

58

	7.07	368.58		361.51		
0400 6" x 3" Top Montrose Stratford			7.19	361.39	356.90	4.49 -
1-30						
#18 Brk			7.00	361.58	357.88	3.70 -
2-98 <sup>60</sup>						
#1			5.33	363.25	360.01	3.24 -
22° 30' 00"						
#2	6.29	371.99	2.88	365.70	362.14	3.56 -
1-26 <sup>04</sup>						
6" x 4" x 2 Top Glenmore			3.55	368.44	362.70	5.74 -
#1 Brk						
1-45 <sup>03</sup>						
#18 Brk			2.36	369.63	363.90	5.73 -
1-60						
#1 Brk			3.60	368.39	364.07	4.32 -
1-60						
#1 Brk			4.73	367.26	363.18	4.08 -
1-76 <sup>05</sup>						
6" x 4" x 2 Top Bentwood			7.69	364.30	361.10	3.12
#1 Brk						
3-78 <sup>23</sup>						
#1			10.02	361.97	358.82	3.15 -
#2	6.71	359.74	12.96	359.03	356.46	2.57 -
#3 Brk			3.51	356.23	354.09	2.14
1-36 <sup>95</sup>						
6" x 4" x 2 Top CJ Bend 22° 30' 00"			4.23	355.51	352.83	2.68 -
#1						
2-55 <sup>15</sup>						
#1			5.79	353.95	350.92	3.02 -

INDEXED  
WK  
DEC 28 1948



	H.I.	-	Elev	
2-30-00 02 End	359.74			
8-22	351.52	349.06	2.46	
1-50 6" C.Z. X. Woodwood				
#1 Brk	7.47	352.27	348.20	4.07
2-60				
#1 C.Z. Plug	11.37	348.37	346.65	1.72
#2 Most earthy line of checker	12.47	347.27	345.10	2.17
	7.47	352.27		
Water. Cambridge Street between Linda Vista Road and Home Wood Drive				
10x				
6.12	357.85			
10x8" C.Z. 0.005 Linda Vista Road				
6.76	351.09	347.70	3.39	
1-57 41				
#1 Brk	8.15	349.70	347.60	2.10
3-76 87				
#1	7.12	350.73	347.99	2.74
#2	5.06	352.79	348.33	4.46
8" C.Z. X. Tompkins				
#3 Brk	4.53	353.32	348.77	4.55
3-86 67				
#1	3.76	354.09	349.71	4.38
#2	2.40	355.45	350.65	4.80
8" x 6" Tee Montrose				
#3	6.69	363.69	0.85	357.00
3-86 67				
#1	6.34	357.35	352.60	4.75

INDEXED  
WK  
DEC 28 1948

H.I.  
357.85  
Red. 8.70  
Cut. stk. 349.15  
350.90  
F. 1.75

Comm bridge  
F. H. Linda Vista  
350.90 Road

Linda Vista  
351.73 BM. Cambridge



363.69

#2	6" x 6" C.Tee		5.22	358.47	353.60	4.87	
#3	West morland		4.76	358.93	354.60	4.33	
#2-70							
#1			5.34	358.35	355.60	2.75	
#2 Brk			2.66	361.03	356.60	4.43	
3-40							
#1 Brk			1.88	361.81	357.03	4.78	
#2 Brk			1.95	361.74	357.00	4.74	
#3 Brk			3.38	360.31	356.45	3.85	
4-90							
#1		2.51	360.88	5.32	358.37	354.67	3.70
#2				2.57	358.31	352.88	5.43
#3				5.56	355.32	351.09	4.23
#4 Brk				8.00	352.88	349.30	3.58
1-90							
#1 Brk				10.70	350.18	348.16	2.02
1-15 72				8.63	352.25	352.28 BM.	
#1		5.14	355.02	11.00	349.88	348.02	1.86
2-63 27							
#1				5.72	349.30	347.46	1.84
#2 Brk				4.65	350.37	346.90	3.47
1-37 02							
#1							
1-10							
#1				7.24	347.78	347.00	0.90

Left out

363.25  
433  
358.95

60

F. H. Cambridge

Westmoreland - Ekv 358.24

357.76

F. 048

359.07 BM.

4.21

363.28 42

5.52 - Rod

357.76 Ekv Stone

358.24 Ekv Grade

F. 048

352.28

3.90

356.18 41.

6.15

350.03

349.30

C. 0.73

F. H. Homewood  
Cambridge.

349.80

363.25  
433  
358.95

363.69

#2	6"x6" C.I. Tee	5.22	358.47	353.60	4.87	
#3	West moreland	4.76	358.93	354.60	4.33	
#2-70						
#1		5.34	358.35	355.60	2.75	
#2 B.K.		2.66	361.03	356.60	4.43	
3-40						
#1 B.K.		1.88	361.81	357.03	4.78	
#2 B.K.		1.95	361.74	357.00	4.74	
#3 B.K.		3.38	360.31	356.42	3.85	
4-90						
#1	2.51	360.88	5.32	358.37	354.67	3.70
#2			2.57	358.31	352.88	5.43
#3			5.56	355.32	351.09	4.23
#4 B.K.			8.00	352.88	349.30	3.58
1-80						
#1 B.K.		10.70	350.18	348.16	2.02	
1-15 <sup>72</sup>			8.63	352.25	352.28 DM.	
22° 30' 00" C.I. Bend						
#1	5.14	355.02	11.00	349.88	348.02	1.86
2-63 <sup>37</sup>						
#1			5.72	349.30	347.46	1.84
22° 30' 00" C.I. Bend						
#2 B.K.			4.65	350.37	346.90	3.47
1-37 <sup>22</sup>						
12° 15' 00" C.I. Bend						
#1					346.97	
1-10						
8"x8" C.I. Tee						
#1		7.24	347.78	347.00	0.90	

F.H. Cambridge r  
Westmoreland - Elev 358.24  
357.76  
F. 0.48  
359.07 DM.  
4.21  
363.28 H.  
5.52 - Rod  
357.76 Elev. Stake  
358.24 Elev. Stake  
F. 0.48

352.28  
3.90  
356.18 H.  
6.15  
350.03  
349.30  
C. 0.73  
F.H. Hornewood  
Cambridge  
349.80



Water. Sherwood Drive between  
Templeton St. & Normandie St

0400	Expt. at Templeton 11.14	364.07	352.93	349.30	3.63-	
1-30						
#1 Brk		10.70	353.37	350.13	3.24-	
5-88						
#1		9.77	354.30	351.77	2.53-	
#2		7.98	356.09	353.41	2.68-	
#3		5.12	358.95	355.05	3.90-	
#4		3.00	361.07	356.69	4.38-	
#5 Brk		2.23	361.85	358.33	3.52-	
1-50						
#1 Brk		2.48	361.59	358.50	3.09-	
2-81 89						
#1		2.28	361.79	359.09	2.70-	
#2 Brk	6.91	369.29	1.69	362.38	359.68	2.70-
2-90						
#1		5.94	363.35	360.72	2.63-	
#2 Brk		4.03	365.26	361.76	3.50-	
2-40						
#1 Brk		4.44	364.87	361.87	3.00-	
#2 Brk		4.50	364.79	361.35	3.44	
3-71 "						
#1		7.88	361.41	359.94	1.47-	
#2		8.19	361.10	358.53	2.57-	
#3 Brk	pc Rod 215 Δ 22°-50'-20"	9.26	360.03	357.12	2.91-	

INDEXED  
WK  
DEC 28 1948

F.Hy. Sherwood Drive  
+ Templeton Elev 353.00

3M. 353.96  
4.52 +  
358.48 HZ  
5.05 + Rod  
353.43 Elev Stake  
353.00 " Grade  
C.O. 43



Water. Sherwood Drive between  
Templeton St. & Normandie St

0+00	5x10' C.T. to Templeton 11.14	364.07	352.93	349.30	3.63-	
1-30						
#1 Brk		10.70	353.37	350.13	3.24-	
5-88						
#1		9.77	354.30	351.77	2.53-	
#2		7.98	356.09	353.41	2.68-	
#3		5.12	358.95	355.05	3.90-	
#4		3.00	361.07	356.69	4.38-	
#5 Brk		2.22	361.85	358.33	3.52-	
1-50						
#1 Brk		2.48	361.59	358.50	3.09-	
2-81.89						
#1		2.28	361.79	359.09	2.70-	
#2 Brk	6.91	369.29	1.69	362.38	359.98	2.70-
2-90						
#1		5.94	363.35	360.72	2.63-	
#2 Brk		4.03	365.26	361.76	3.50-	
2-40						
#1 Brk		4.42	364.87	361.87	3.00-	
#2 Brk		4.50	364.79	361.35	3.44	
3-71.71						
#1		7.88	361.41	359.94	1.47-	
#2		8.19	361.10	358.53	2.57-	
#3 Brk	PC Pad 415 Δ 22° 50' 20"	9.26	360.03	357.12	2.91-	

INDEXED  
WK  
DEC 28 1948

F.Hy. Sherwood Drive  
+ Templeton Elev 353.00

P.M. 353.96  
4.52 +  
358.48 HZ.  
5.05 - Rod  
353.43 Elev Stake  
353.00 " Grade  
C 0.43



H I  
369.29

62

3-55<sup>12</sup> Def 35° 46' 23

#1	10.15	359.14	356.34	2.80 -
#2	11.48	357.81	355.56	2.25 -
#3 Brk pt. of curve	11.55	357.74	354.78	2.96 -
1-62 <sup>45</sup> TP 6x4" C.I. undermaindr	10.08	359.21		
#1 Not set			357.25	
	6.30	363.00		

Water Oxford from Westmoreland  
to Homewood

863 6x4" C.I. Tee Westmoreland	369.16	360.53		
0700	8.63	360.53	358.27	2.26
2-95 <sup>20</sup>				
#1	8.30	360.86	358.27	2.59
#2 Brk	5.57	363.59	360.25	3.34
2-87 <sup>57</sup>				
#1	4.98	363.18	360.71	2.47
#2 Brk	6.49	362.67	361.17	1.50
1-60 <sup>75</sup>				
#1 45° 00' 00 C.I. Bend	6.23	362.93	361.48	1.45
1-26 <sup>27</sup>				
#1 Brk	4.99	363.17	361.62	1.55
1-42 <sup>28</sup>				
#1 6x4" C.I. Tee Homewood	3.71	365.45	361.30	4.15

INDEXED  
WK  
DEC 28 1948

Water Richland Street between  
Chesterton Dr. and Ridgeway Drive

	H.I.	-	Elm	
7.19	358.66		351.47	
6x4oz Tee				
0400	7.19		351.47	346.74
1-45				4.73-
#1 Brk	7.80		350.86	347.25
1-62 <sup>82</sup>				3.61-
#1 45 <sup>200.00</sup> C.Z. Card	7.37		351.29	347.87
2-99 <sup>33</sup>				3.42-
#1	7.10		351.56	348.85
#2 Brk	5.35		353.31	349.83
1-40				2.71-
#1 Brk	4.45		354.21	350.22
1-80				3.48-
#1 Brk	1.64		357.02	352.69
2-84 <sup>25</sup>				4.33-
#1	9.52	367.75	0.43	358.23
#2 Brk	3.67		364.08	358.73
1-30				2.52-
6x4" C.Z. Tee				5.35-
#1 Brk	2.47		365.28	360.20
				5.08-

INDEXED  
WIK  
DEC 28 1948

Water Redfield between  
Chesterton and Ridge Way

7.27	359.52		353.25	
+ Tie out				
Redfield				
C.Z. Plug East S. Line				
0400 of Chesterton	8.39		351.13	347.45
2-57.50				3.68-

INDEXED  
WIK  
DEC 28 1948





Water Ridgeway Drive between  
Montrose + Chesterton Dr.

65

	11.97	366.65	354.68	cut		
5161027 000 chesterton Dr	11.97		354.68	349.50	5.18-	
1-102 <sup>55</sup>						
#1 Brk	3.50		363.15	354.68	8.47-	
2-70						
#1 Brk	2.33		364.32	355.48	8.84-	
#2 Brk	2.36		364.29	356.28	8.01-	
2-9 <sup>58</sup>						
#1	3.91		362.74	357.11	5.63-	
8x10 c. 2700 4-20 Redfield	6.20	371.06	1.79	364.86	357.95	6.91-
1-40 <sup>20</sup>						
#1 Brk	5.70		365.36	358.43	6.93-	
2-76 <sup>60</sup>						
#1	5.24		365.82	359.04	6.78-	
82-30-00 C.I. Road 4-2	4.55		366.51	359.65	6.86-	
1-67 <sup>35</sup>						
6x10' Top #1 Richland	5.70		365.28	360.20	5.08-	
1-45						
#1 Brk	4.57		366.49	360.65	5.84-	
3-40						
#1 Brk	4.28		366.78	360.60	6.18-	
#2 Brk	4.50		366.56	360.03	6.53-	
#3 Brk	5.31		365.75	358.56	7.19-	
1-60						
#1 Brk	8.20		362.86	356.28	6.58-	
1-30						
#1 6x10' Montrose	9.45		361.61	355.00	6.61-	

INDEXED  
WIK  
DEC 28 1948

371.06 HI  
4.93 -  
Elev Stake 366.13 F.H. Stake  
Elev Grade 363.25 Richland  
62.88 Ridgeway



Water Templeton St Between  
Sherrwood Drive & South line of Chesterton  
Extension H.I. - Elev

60+

6.69 353.58 346.89

check cut #1  
slab South  
2' x 3' 2" R. Δ 39° 56' 45" 7.56 346.02 = 346.03

0100 20  
slab B.F.T  
R. 207.27 2.06 351.52 346.90 4.62-

2-54-20

#1 3.28 350.30 - 346.34 3.96-

#2 3.30 350.28 - 345.78 4.50-

#3 PT. 4.39 349.19 - 345.23 3.96-

**INDEXED**  
WK  
**DEC 28 1948**

1-997 4.74 348.84 345.18 3.71-

#1 Brk 6.04 347.54 344.48 3.06-

1-80

#1 Brk 6.34 347.24 - 344.05 3.19-

8-50<sup>30</sup>

#2 8.67 344.91 - 343.62 1.29-

#3 Brk 8' x 6' 6.69 346.89 348.20 3.69-

43 concrete chest #769 354.58

8-103<sup>25</sup>

#1 7.23 347.35 - 344.21 3.14-

#2 5.71 348.87 - 345.22 3.65-

#3 4.88 349.70 - 346.23 3.47-

#4 3.44 351.14 - 347.24 3.90-

#5 3.43 351.15 - 348.25 2.90-

#6 7.63 359.00 321 351.37 - 349.26 2.11-

#7 6.77 352.23 - 350.27 1.96-

#8 Brk 5.23 353.77 - 351.27 2.50-

#87 check Brk 5.11 353.89 = 353.92

SE line  
Vista estimate

HI.  
354.24

						cut.	
#2	5'02 Grass	8.15	356.41	598	348.26	345.35	2.91-
1-45							
#1	Brk			718	349.23	345.78	3.45-
4-92.50							
#1				664	349.77	346.63	3.14
#2				538	351.03	347.48	3.55-
#3				410	352.31	348.33	3.98-
#4	Brk Brk			413	352.28	349.18	3.10
3-40							
#1	Brk			436	352.05	349.69	2.36-
#2	Brk			375	352.66	350.41	2.25-
#3	Brk EVC	11.47	363.33	2.55	353.86	351.81	2.05-
1-100							
#1	Brk PVC			658	359.75	353.82	4.89-
1-40							
#1	Brk			492	360.41	354.75	5.66-
1-25							
#1	6'02702 Ridgepole			372	361.61	355.00	6.61-
1-54							
#1	EVC			248	362.85	355.71	7.14-
3-86.50							
#1				289	362.74	356.11	6.33-
#2	469	366.20	3.82	361.51	356.51		5.00-
#3	Brk. 6'02702						
#4	Stratford				356.90		
4-92.50							
#1				453	361.67	357.42	4.25-



HZ  
366.20

#2 4.72 361.48 - 357.95

#3 4.56 361.64 - 358.47

#4 6" x 2" Brass  
Mayfield  
Creek BM  
9.11 371.61 3.70 362.50 - 359.00  
2.67 363.53

5-83

#1 7.05 364.56 360.07

#2 5.08 366.53 361.15

#3 4.35 367.24 362.22

#4 4.66 366.95 363.30

#5 Oak Nemo  
Venezuel 1.41 371.92 2.92 368.69 364.38  
1.10 370.51 BM.

1-80

#1 Brk 3.97 367.95 364.31

2-57

#1 4.57 367.35 363.46

#2 6.58 365.34 362.61

2-61 Oct 51  
R 1980  
L.C. Arc 32227

#1 7.62 364.30 361.71

#2 Brk 5.60 366.32 360.81

1-80 Oct 1972

#1 Brk Oct 53 1.36 364.12 9.16 362.76 358.87

2-63 5

#1 3.95 360.17 356.41

#2 6.00 358.12 353.95

1-60 70 5.09 359.03

Brk 8 1/2" x 6" OTT-e  
Cambridge  
Westmoreland

#1 Cambridge 351.60

3.63 360.49 Checked  
Cambridge  
& Westmoreland

Cut

3.53 -

3.17 -

3.50 -

4.49 ✓

5.38 ✓

5.04 ✓

3.65 ✓

4.31

3.64 -

3.89 -

2.73 -

2.59 -

5.51 -

3.89 ✓

3.76 ✓

4.17 ✓

BM.  
361.81  
2.03  
368.84 Hl.  
6.67  
362.17  
361.90  
C = 0.27

70  
Montrose Mayfield  
F.H.  
361.90

364.12  
8.63  
360.49



Water. Brentwood st between  
Stratford & Westmoreland

0700	6 1/2" c 7 tree Strat	3.71	368.01	364.30	361.18	3.12	
379	18						
#1				5.15	362.86	360.99	1.90
#2				5.09	362.92	360.72	2.20
#3	22 c 30' 100 c 2 band			4.58	363.43	360.48	2.95
1-46	85						
#1	CK			4.09	363.92	360.35	3.57
1-50							
#1	6 1/2" c 7 tree			3.79	364.25	360.40	3.85
	WAT			2.14	365.87		

INDEXED  
WK

DEC 28 1948

Water. Glenmere Street

between Stratford Drive & Mayfield Dr.

		0.85	369.24	368.44			
1700	6 1/2" c 7 tree			0.85	368.44	362.70	5.74
1-10				0.85	368.44	362.70	5.74
#1	22 c 30' 100 c 2 band						
4-92	2						
#1				4.58	364.71	362.90	1.80
#2				4.12	365.17	363.10	2.07
#3				4.98	364.31	363.30	1.01
#4	6 1/2" c 7 tree			2.69	366.60	363.50	3.10
	Mayfield Dr.						

INDEXED

WK

DEC 28 1948

71

378.15 HI  
5.10  
Firefly  
Brentwood  
& Westmoreland  
366.05 Elev Stake  
362.35 Elev Grade  
3.70

F.H.V. Brentwood & Westmoreland  
B.M. 370.71 NE Mayfield &  
Westmoreland

1.68 +  
372.39 HI  
9.47

362.92 Elev Stake  
362.35 Elev Grade  
C057

372.39  
8.10  
364.23



+

HI

-

Elev

Bench Levels Homewood to Cambridge

Chester ton Addition

B.M. SW BP 0.90 355.51 357.61

Lundavista Road

+ Homewood

(Lendon)

Set. B.M. 584 349.67

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1% to 1.

SW BP 0.90 355.51 357.61  
Lundavista Road

stake is located by the double entry method in left column and top row. The number in body

table in same row and column gives distance

level estimate the difference in elevation between the side stake and lower target by this

amount if cut, elevate it fill. Add this amount to cut

rod at this point, and this of sight should cut target. If it does not make the slight adjustment

necessary.

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and

add connection found in column of connections.

Degree of curve with a given I may be found by dividing tangent (or external), opposite I by

given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.



TABLE X.  
MIDDLE ORDINATES OF RAILS  
Length of Rail (feet)

C	R	30	28	26	24	22	20	C	R	30	28	26	24	22	20
o /	Feet	Inch	Inch	Inch	Inch	Inch	Inch	o	Feet	Inch	Inch	Inch	Inch	Inch	Inch
0-20	17189	.08	.07	.06	.05	.04	.03	8	716.8	1.88	1.64	1.42	1.20	1.01	.84
0-40	8594	.16	.14	.12	.10	.08	.07	9	637.3	2.12	1.84	1.60	1.35	1.14	.94
1-0	5730	.24	.20	.18	.15	.13	.10	10	573.7	2.36	2.05	1.78	1.50	1.27	1.04
1-20	4297	.31	.27	.23	.20	.17	.13	11	521.7	2.59	2.26	1.95	1.65	1.39	1.15
1-40	3438	.39	.34	.29	.25	.21	.17	12	478.3	3.83	2.47	2.15	1.81	1.54	1.26
2-0	2865	.47	.41	.35	.30	.25	.20	13	441.7	3.05	2.66	2.30	1.96	1.66	1.36
2-20	2456	.55	.48	.41	.35	.29	.23	14	410.3	3.30	2.87	2.48	2.10	1.78	1.46
2-40	2149	.63	.55	.47	.40	.33	.27	15	383.1	3.54	3.08	2.68	2.26	1.91	1.57
3-0	1910	.71	.62	.53	.45	.38	.31	16	359.3	3.76	3.28	2.83	2.40	2.04	1.67
3-20	1719	.78	.68	.59	.50	.42	.35	17	338.3	4.00	3.48	3.02	2.57	2.16	1.78
3-40	1563	.86	.75	.65	.55	.46	.38	18	319.6	4.21	3.67	3.18	2.70	2.28	1.87
4-0	1433	.94	.82	.71	.60	.50	.42	19	302.9	4.45	3.89	3.36	2.86	2.41	1.98
4-20	1323	1.02	.89	.77	.65	.55	.45	20	287.9	4.70	4.09	3.55	3.00	2.54	2.09
4-40	1228	1.10	.96	.83	.70	.59	.48	22	262.0	5.16	4.44	3.84	3.30	2.80	2.29
5	1146	1.18	1.03	.89	.75	.63	.52	24	240.5	5.64	4.92	4.20	3.59	3.04	2.50
6	955.3	1.41	1.23	1.06	.90	.76	.62	26	222.3	6.07	5.29	4.58	3.88	3.29	2.70
7	819.0	1.65	1.44	1.24	1.05	.89	.73								

TABLE XI.  
SHORT RADIUS CURVES

Radius Feet	Chord Feet	Central Angle	Deflection Angle	Deflection for 1 Foot
35	10	16-26	8-13	49.3
45	10	12-46	6-23	38.3
50	15	17-16	8-38	34.5
60	15	14-22	7-11	28.8
75	15	11-30	5-45	23.0
100	20	11-30	5-45	17.3
120	20	9-34	4-47	14.3
150	20	7-39	3-49	11.5
190	25	7-32	3-46	9.15
200	25	7-10	3-35	8.6
225	25	6-25	3-12	7.7
240	25	5-58	2-59	7.2
250	25	5-44	2-52	6.9
275	25	5-12	2-36	6.2
288	50	9-58	4-59	6.0
300	50	9-32	4-46	5.7
350	50	8-12	4-06	4.9
376	50	7-40	3-50	4.6
400	50	7-10	3-35	4.3
410	50	7-00	3-30	4.2

To find length of curve divide angle from P. C. to P. T. by central angle of chord, and multiply by length of chord.

TABLE XII.  
INCLINED DISTANCE OF 100 FT. REDUCED TO HORIZONTAL

Slope	Horizontal Distance	Correction	Rise	Slope	Horizontal Distance	Correction	Rise
0°00'	100.000	0.000	0.000	8°00'	99.027	0.973	0.139
15'	99.999	0.001	0.004	15'	98.965	1.035	0.143
30'	99.996	0.004	0.009	30'	98.902	1.098	0.148
45'	99.991	0.009	0.013	45'	98.836	1.164	0.152
1 00	99.985	0.015	0.017	9 00	98.769	1.231	0.156
15	99.976	0.024	0.022	15	98.700	1.300	0.161
30	99.966	0.034	0.026	30	98.629	1.371	0.165
45	99.953	0.047	0.031	45	98.556	1.444	0.169
2 00	99.939	0.061	0.035	10 00	98.481	1.519	0.174
15	99.923	0.077	0.039	15	98.404	1.596	0.178
30	99.905	0.095	0.044	30	98.325	1.675	0.182
45	99.885	0.115	0.048	45	98.245	1.755	0.187
3 00	99.863	0.137	0.052	11 00	98.163	1.837	0.191
15	99.839	0.161	0.057	15	98.079	1.921	0.195
30	99.813	0.187	0.061	30	97.992	2.008	0.199
45	99.786	0.214	0.065	45	97.905	2.095	0.204
4 00	99.756	0.244	0.070	12 00	97.815	2.185	0.208
15	99.725	0.275	0.074	15	97.723	2.277	0.212
30	99.692	0.308	0.078	30	97.630	2.370	0.216
45	99.657	0.343	0.083	45	97.534	2.466	0.221
5 00	99.619	0.381	0.087	13 00	97.437	2.563	0.225
15	99.580	0.420	0.092	15	97.338	2.662	0.229
30	99.540	0.460	0.096	30	97.237	2.763	0.233
45	99.497	0.503	0.100	45	97.134	2.866	0.238
6 00	99.452	0.548	0.105	14 00	97.030	2.970	0.242
15	99.406	0.594	0.109	15	96.923	3.077	0.246
30	99.357	0.643	0.113	30	96.815	3.185	0.250
45	99.307	0.693	0.118	45	96.705	3.295	0.255
7 00	99.255	0.745	0.122	15 00	96.593	3.407	0.259
15	99.200	0.800	0.126	15	96.479	3.521	0.263
30	99.144	0.856	0.131	30	96.363	3.637	0.267
45	99.087	0.913	0.135	45	96.246	3.754	0.271

For each foot take one one-hundredth of each reading.

TABLE XIII.  
MINUTES IN DECIMALS OF A DEGREE.

0 30"	.00833	10' 30"	.17500	20' 30"	.34167	30' 10"	.50833	40' 30"	.67500	50' 10"	.84167
1 00	.01667	11 00	.18333	21 00	.35000	31 00	.51667	41 00	.68333	51 00	.85000
30	.02500	30	.19167	30	.35833	30	.52500	30	.69167	30	.85833
2 00	.03333	12 00	.20000	22 00	.36667	32 00	.53333	42 00	.70000	52 00	.86667
30	.04167	30	.20833	30	.37500	30	.54167	30	.70833	30	.87500
3 00	.05000	13 00	.21667	23 00	.38333	33 00	.55000	43 00	.71667	53 00	.88333
30	.05833	30	.22500	30	.39167	30	.55833	30	.72500	30	.89167
4 00	.06667	14 00	.23333	24 00	.40000	34 00	.56667	44 00	.73333	54 00	.90000
30	.07500	30	.24167	30	.40833	30	.57500	30	.74167	30	.90833
5 00	.08333	15 00	.25000	25 00	.41667	35 00	.58333	45 00	.75000	55 00	.91667
30	.09167	30	.25833	30	.42500	30	.59167	30	.75833	30	.92500
6 00	.10000	16 00	.26667	26 00	.43333	36 00	.60000	46 00	.76667	56 00	.93333
30	.10833	30	.27500	30	.44167	30	.60833	30	.77500	30	.94167
7 00	.11667	17 00	.28333	27 00	.45000	37 00	.61667	47 00	.78333	57 00	.95000
30	.12500	30	.29167	30	.45833	30	.62500	30	.79167	30	.95833
8 00	.13333	18 00	.30000	28 00	.46667	38 00	.63333	48 00	.80000	58 00	.96667
30	.14167	30	.30833	30	.47500	30	.64167	30	.80833	30	.97500
9 00	.15000	19 00	.31667	29 00	.48333	39 00	.65000	49 00	.81667	59 00	.98333
30	.15833	30	.32500	30	.49167	30	.65833	30	.82500	30	.99167
10 00	.16667	20 00	.33333	30 00	.50000	40 00	.66667	50 00	.83333	60 00	1.00000



89-54.00

27.50

179-48

3-40-23

11-25.09

LV 50 14

16.55 Add at Norm & Bir

270.56  
2.64  
273.23 47  
3.36  
269.87

354.60  
351.60  
3.00

852 45  
17-45-30  
105

8-52-45

00725  
00756  
0.29  
22  
48  
45  
528  
490  
480

00756  
09  
00765  
37.0  
53550  
1293  
283050

185  
1.2  
270

5020  
4.1 Casspool 268.07

273.23 278.23  
4.18 5.81  
269.05 267.36

356.46  
349.30  
4 7.16  
179

27  
2) 5.44  
2.65

4 26 22  
2) 8-52-45

.09

883/29

1544  
15414  
128

28.30

21

15414

15433

370

1080450

46305

57.10950