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C.S.K.

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*ENGINEERING and DRAFTING SUPPLIES*  
IRVING PARK STATION  
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36

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58

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67

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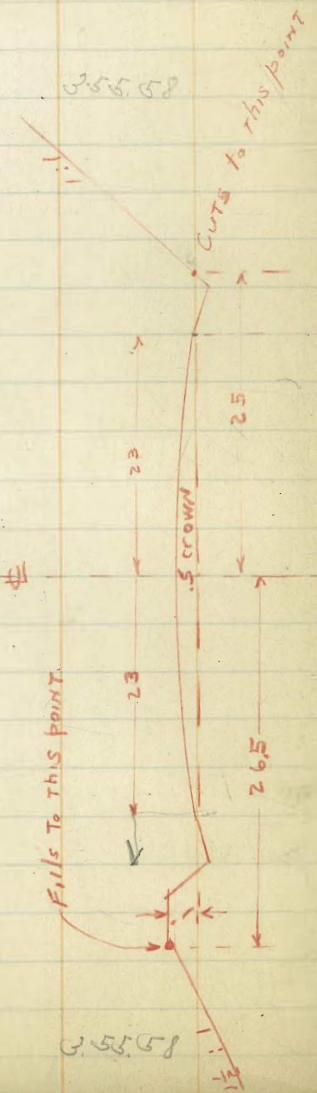
Miramar Road Grades  
 From N.Y. End of Grading to Rose Canyon Highway  
 Station 1940 to 199+

Indexed  
 C.S.K.

For Alignment & Ties See 1451 Page 27

+60	1° 37.714	355.58
BM 07405 23716.85 E.C.	434	359.92
+40	2° 12.09	
+20	P.V.C. 2° 46.465	
21	3° 20.822	
+150	1° 46.782	
20	6° 12.722	
+150	7° 32.662	
19	9° 04.602	
BM 749 23716.85 E.C.	749	363.07

When o.p.o., see Meas. out for point.



35865	1.3 3.4	F 2.1 29.7	355.90	C 2.9 27.9	5.8 2.9	354.15
			359.921			
359.10	4.0 6.4	F 2.4 30.1	356.30	C 3.0 28.0	8.7 5.7	354.45
359.55	3.5 6.0	F 2.5 30.9	356.70	C 2.8 27.8	8.3 5.5	354.85
359.99	3.1 5.7	F 2.6 30.7	357.14	C 3.0 28.0	8.0 5.0	355.14
361.09	2.0 5.1	F 2.1 31.2	358.24	C 2.6 27.6	6.9 4.2	356.24
362.19	0.9 3.6	F 2.7 30.6	359.34	C 2.1 27.1	5.8 3.7	357.34
363.29	-0.2 3.8	F 2.8 30.7	360.44	C 1.9 26.9	4.7 3.8	358.44
364.39	-1.3 0.8	F 2.1 29.7	361.54	C 1.9 26.9	3.6 1.7	359.54
			362.971			

+20

355.02  $\frac{4.9}{61}$   $\frac{F12}{28.3}$

354.28

$\frac{C14}{26.4}$   $\frac{6.2}{48}$  353.92

23

355.38  $\frac{4.5}{60}$   $\frac{F15}{28.8}$

354.39

$\frac{C12}{26.6}$   $\frac{6.1}{49}$  353.98

+80

355.78  $\frac{4.1}{59}$   $\frac{F12}{29.1}$

354.50

$\frac{C0.8}{25.8}$   $\frac{6.1}{53}$  353.80

+60

356.22  $\frac{3.7}{57}$   $\frac{F14}{28.6}$

354.60

$\frac{C17}{26.7}$   $\frac{6.1}{74}$  353.80

+40

356.70  $\frac{3.2}{47}$   $\frac{F15}{28.8}$

354.80

$\frac{C15}{26.5}$   $\frac{6.1}{46}$  353.80

+20

357.20  $\frac{2.7}{43}$   $\frac{F16}{28.9}$

355.00

$\frac{C20}{27.0}$   $\frac{6.1}{41}$  353.80

+16.85 E.C.

22

0° 28.96

357.70  $\frac{2.2}{39}$   $\frac{F17}{29.1}$

355.30

$\frac{C24}{27.4}$   $\frac{6.1}{37}$  353.95

21+80

1° 03.33

359.92

358.18  $\frac{1.7}{34}$   $\frac{F17}{29.1}$

355.60

$\frac{C26}{27.6}$   $\frac{5.9}{33}$  354.00

359.92

Lt

L

Pt.

4

Grade Change See Page 31 to 35  
354.50 to 354.50

26

7.9 C1.2  
6.9 26.2

7.4  
352.55

C2.0 7.9  
27.0 6.9

+50

6.5 F0.9  
7.4 27.9

7.1  
352.87

C1.6 7.6  
26.6 6.0

25

6.2 F1.3  
7.5 28.5

6.7  
353.20

C1.0 7.2  
26.0 6.2

+4735 P.O.T. = 1.2

5.9 F1.2  
7.1 28.3

6.4  
353.54

C0.3 6.9  
25.3 6.6

24 -Break

5.6 F0.9  
6.5 27.9

6.1  
353.85

C0.6 6.6  
25.6 6.0

+80

5.5 F1.2  
6.7 28.3

353.90

C1.1 6.5  
26.1 5.7 353.46

+60

5.4 F1.2  
6.4 28.0

354.06

C0.8 6.4  
25.8 5.6 353.57

23+40 Cut Pt + Lt.

359.92

5.2 F0.7  
5.9 27.6

354.17

C0.7 6.3  
25.7 5.6 353.66

359.92.5

Lt

S

Pt

5

Grade Change 2270 to 2000 See Page 21-25



	lt.		7	RT
30	8.0 6.8	$\frac{01.2}{26.2}$	7.5 349.95	$\frac{00.2}{25.2}$ 8.0 7.8
+50	7.7 6.5	$\frac{01.2}{26.2}$	7.2 350.27	$\frac{00.7}{25.7}$ 7.7 7.6
29	7.3 6.0	$\frac{01.3}{25.3}$	6.8 350.60	$\frac{01.3}{25.3}$ 7.3 6.0
+50	7.0 5.5	$\frac{01.5}{26.5}$	6.5 350.92	$\frac{01.5}{26.5}$ 7.0 6.5
28	6.7 4.8	$\frac{01.9}{26.9}$	6.2 351.25	$\frac{01.6}{25.6}$ 6.7 5.1
+50	6.4 4.8	$\frac{01.6}{26.6}$	5.9 351.57	$\frac{02.0}{27.0}$ 6.4 4.4
27	6.0 4.5	$\frac{01.5}{26.5}$	5.5 351.90	$\frac{02.0}{27.0}$ 6.0 4.0
TP 29+26+50	4.8			
26+50				
	357.42	6.68	353.21	
	259.92			
		8.2 6.6	$\frac{01.6}{26.6}$	7.7 352.22
				$\frac{02.0}{27.0}$ 8.2 6.2
			359.92	

5. - .0065

Grade Change 22.50 to 26.10 See Page 31-35

34

Lt			Rt
4.6	F0.6	5.1	F0.8
5.2	274	349.20	277
			4.6
			5.4

+50

4.8	F0.6	5.3	F1.2
5.7	274	348.96	28.3
			4.8
			6.0

33

5.0	F0.7	5.5	F1.4
5.7	276	348.82	28.6
			5.0
			6.4

+50

5.1 1/2"	24 ft	30 ft
Calvert	F.L. inlet	F.L. outlet
	7.67	8.27
	5.66	6.92
	346.60	346.00
	+2.07	+4.28
	348.67	345.50
		+0.78

5.0	F0.8	5.5	F1.9
5.8	277	348.80	29.1
			5.0
			6.9

32

5.9	C0.7	5.4	F0.7
5.2	257	348.85	27.6
			4.9
			5.6

TP

5.11 354.27 8.26 349.16

+50

8.9	C1.0	8.4	F0.9
7.9	260	349.02	27.9
			7.9
			8.9

31

P.V.C.

8.6	C1.2	8.1	F0.8
7.4	262	349.30	27.7
			7.6
			8.4

30+50

357.92

8.3	C1.3	7.8	F0.9
7.0	263	349.62	27.9
			7.3
			8.2

Grade Change 24.50 to 21.35

357.92

38+35 Emb. Prol. or ht

34 38 Emb. Prol. or ht

+15 +150

TP 6.46 358.48 2.25 352.02

33 37

+15 +150

32 36

TP

+150 +150

31 35 = E.V.C.

30+35 34+150

35427

Lt.

+

Rt.

5.0 F2.7  
7.7 30.6

5.5  
353.00

F1.2 5.0  
29.4 8.9

5.5 F1.0  
6.5 28.0

6.0  
352.50

C0.2 6.5  
25.4 6.1

358.487

3.8 C1.6  
1.2 26.6

2.3  
352.00

C1.2 2.8  
26.3 1.5

3.3 C1.9  
1.4 28.9

2.8  
351.50

C1.0 3.3  
26.0 2.3

3.8 C1.2  
2.5 26.3

2.3  
351.00

C1.0 3.8  
26.0 2.8

4.3 C1.2  
3.1 26.2

3.8  
350.50

C1.0 4.3  
26.0 3.3

4.8 C1.1  
3.7 26.1

4.3  
350.00

C0.6 4.8  
25.6 4.2

5.2 C0.7  
4.5 25.7

4.7  
349.55

C0.7 5.2  
25.7 4.5

354277

Grade Change 22.80 to 40.00 Scrape 31-35

S=2.01

BM 5.92 362.28 202 356.46  
58 74 4270

42

+50

41

+50

40 PVC op. Hub 5.40 353.08 (352.05)

+50

39

38+50

358.78

Lt

Lt

Pt

9

2.9 0.15 2.4  
1.4 26.5 356.08

0.16 2.9  
28.6 1.3

2.0 F0.1 2.5  
3.1 28.7 355.98

F0.2 2.0  
28.8 2.2

2.2 F1.8 2.7  
4.0 29.2 355.77

F2.1 2.2  
29.9 4.3

2.5 F2.0 3.0  
4.5 29.5 355.44

F2.2 2.5  
29.8 4.7

3.0 F2.2 3.5  
5.2 29.8 355.00

F2.5 3.0  
30.3 5.5

3.5 F2.6 4.0  
6.1 30.4 354.50

F3.1 3.5  
31.2 6.6

4.0 F2.6 4.5  
6.6 30.4 354.00

F3.4 4.0  
30.1 6.4

4.5 F3.8 5.0  
7.3 30.7 353.50

F3.5 4.5  
30.3 7.0

5.0

353.50

358.181

Grade Change 22.80 to 20.0  
On page 81.25

6-16-93

10

Lt.

L

Pt.

46

18.1  $\frac{c 4.0}{29.0}$ 352.70<sup>9.6</sup> $\frac{c 2.1}{27.1}$  10.4<sup>8.6</sup>

+150

9.3  $\frac{c 4.0}{29.0}$ 353.51<sup>8.8</sup> $\frac{c 2.1}{27.1}$  9.3<sup>7.2</sup>

45

8.5  $\frac{c 4.3}{29.3}$ 354.23<sup>8.0</sup> $\frac{c 1.8}{26.8}$  8.5<sup>6.7</sup>

+150

8.0  $\frac{c 3.9}{28.9}$ 354.82<sup>7.5</sup> $\frac{c 1.9}{26.9}$  8.0<sup>6.1</sup>

44

7.5  $\frac{c 3.8}{28.8}$ 355.30<sup>7.0</sup> $\frac{c 1.4}{26.4}$  7.5<sup>6.1</sup>

+150

7.1  $\frac{c 3.2}{28.2}$ 355.67<sup>6.6</sup> $\frac{c 1.7}{26.7}$  7.1<sup>5.4</sup>

43

6.9  $\frac{c 2.9}{27.9}$ 355.92<sup>6.4</sup> $\frac{c 1.2}{26.2}$  6.9<sup>5.7</sup>

42+150

6.7  $\frac{c 2.1}{28.1}$ 356.06<sup>6.2</sup> $\frac{c 2.1}{27.1}$  6.7<sup>4.6</sup>

362.28

362.28A

+85.77

+35.77 P.Franz

49

+50

48 F.V.C.

TP 1.39 353.72 9.94 352.34

+50

47

46 +50

362.28

LH

Z

RH

342.67 <sup>111</sup>74 <sup>C3.7</sup>28.7

343.21

<sup>C3.3</sup>28.3 <sup>10.9</sup>78.3 342.83344.06 <sup>9.7</sup>61 <sup>C3.6</sup>28.6

344.56

<sup>C3.5</sup>28.5 <sup>9.7</sup>62 344.068.7 <sup>C3.5</sup>52 <sup>28.5</sup>345.53 <sup>8.2</sup><sup>C3.3</sup>28.3 <sup>8.7</sup>5.47.4 <sup>C3.2</sup>42 <sup>28.2</sup>346.87 <sup>6.9</sup><sup>C3.2</sup>28.2 <sup>7.4</sup>4.26.0 <sup>C3.4</sup>2.6 <sup>28.4</sup>348.22 <sup>5.5</sup><sup>C2.7</sup>27.7 <sup>6.0</sup>3.3

353.73 T

13.3 <sup>C3.3</sup>10.0 <sup>28.3</sup>349.51 <sup>12.8</sup><sup>C2.7</sup>27.7 <sup>13.3</sup>10.612.1 <sup>C3.7</sup>8.4 <sup>28.7</sup>350.70 <sup>11.5</sup><sup>C2.6</sup>27.6 <sup>12.1</sup>9.511.0 <sup>C3.6</sup>7.4 <sup>28.6</sup>351.75 <sup>10.5</sup><sup>C2.2</sup>27.2 <sup>11.0</sup>8.8

362.28 T

	Лт	Л	Пт
+50	333.18	$\begin{matrix} 9.6 \\ 10.9 \\ \hline 20.5 \end{matrix}$	$\begin{matrix} 333.40 \\ \hline 334.32 \end{matrix}$
53	333.83	$\begin{matrix} 9.2 \\ 9.0 \\ \hline 18.2 \end{matrix}$	$\begin{matrix} 334.75 \\ \hline 335.67 \end{matrix}$
+50	335.18	$\begin{matrix} 7.9 \\ 8.0 \\ \hline 15.9 \end{matrix}$	$\begin{matrix} 336.10 \\ \hline 337.07 \end{matrix}$
52	336.52	$\begin{matrix} 6.5 \\ 1.4 \\ \hline 7.9 \end{matrix}$	$\begin{matrix} 337.44 \\ \hline 338.36 \end{matrix}$
+85.77	336.91	$\begin{matrix} 6.1 \\ 3.6 \\ \hline 9.7 \end{matrix}$	$\begin{matrix} 337.83 \\ \hline 338.75 \end{matrix}$
51+35.77	338.29	$\begin{matrix} 1.8 \\ 3.3 \\ \hline 5.1 \end{matrix}$	$\begin{matrix} 339.17 \\ \hline 340.04 \end{matrix}$
BM on pillar 95 ft. 501857700. +85.77 = B.C.	339.74	$\begin{matrix} 14.0 \\ 11.4 \\ \hline 25.4 \end{matrix}$	$\begin{matrix} 340.52 \\ \hline 340.56 \end{matrix}$
50+35.77	341.23	$\begin{matrix} 12.5 \\ 9.0 \\ \hline 21.5 \end{matrix}$	$\begin{matrix} 341.87 \\ \hline 342.74 \end{matrix}$

358.73

Lt.

L

Pt.

+50

322.92  $\frac{1.7}{12.6}$  F109  
42.9

322.84

F4.5 -0.2  
33.7 4.3 324.76

57

324.10  $\frac{0.5}{12.3}$  F118  
44.2

324.02

F10.1 -1.4  
41.7 8.7 325.94

+70 PVC

324.57T

TP 4.48 321.57 12.87 320.09

+50

325.40  $\frac{7.6}{17.1}$  F95  
40.8

325.32

F7.9 5.7  
38.2 13.1 327.24

56

326.95  $\frac{6.2}{12.3}$  F71  
37.2

326.67

F4.5 4.4  
38.0 8.7 328.59

+50

328.09  $\frac{4.9}{12.0}$  F71  
37.2

328.01

F3.0 3.0  
31.0 8.0 329.93

55

329.44  $\frac{3.5}{9.3}$  F58  
35.2

329.36

F2.7 1.7  
30.6 4.4 331.28

+50

330.99  $\frac{2.2}{5.8}$  F36  
31.9

330.71

F1.0 0.3  
28.0 1.3 332.68 T

332.96T

TP 0.32 332.96 10.40 332.64

332.14  $\frac{10.9}{12.9}$  F20  
29.5

332.06

C1.6 10.1  
26.6 8.5 332.98 C

54

343.04

343.04T

329.36  
55



					on P/S Sub 61+50	Lt.	f	PL
TP	11.92	329.44	0.18	317.52				
+50						F 319.17	$\frac{-1.5}{4.8} \frac{F 6.3}{36.0}$	$\frac{F 3.5}{31.8} \frac{-3.3}{0.2} 321.01$
61						319.09	$\frac{-1.4}{9.7} \frac{F 11.1}{43.2}$	$\frac{F 13.1}{46.2} \frac{-3.2}{9.9} 320.93$
+50						319.17	$\frac{-1.5}{13.3} \frac{F 14.8}{78.7}$	$\frac{F 11.1}{43.2} \frac{-3.3}{7.8} 321.01$
TP	5.27	317.70	12.14	312.43				
60						319.40	$\frac{5.2}{15.0} \frac{F 9.8}{41.2}$	$\frac{F 9.7}{41.1} \frac{3.3}{13.0} 321.21$
+50						319.79	$\frac{4.8}{10.4} \frac{F 5.6}{34.9}$	$\frac{F 6.2}{35.8} \frac{2.9}{9.1} 321.53$
59						320.34	$\frac{4.2}{5.0} \frac{F 0.8}{27.7}$	$\frac{F 2.1}{29.7} \frac{2.4}{4.5} 322.18$
+50						320.08	$\frac{4.5}{3.3} \frac{0.3}{25.2}$	$\frac{0.8}{26.8} \frac{2.7}{0.9} 321.92$
58						321.96	$\frac{2.6}{8.1} \frac{F 5.5}{34.8}$	$\frac{0.4}{25.4} \frac{1.8}{1.4} 322.80$
		324.57						324.571

65t 4039 EC

32417 <sup>11.2</sup> <sup>c39</sup> / <sub>7.3</sub> <sub>28.9</sub> 32495 <sup>c3.8</sup> <sup>10.0</sup> / <sub>28.8</sub> <sub>8.2</sub> 325.39

+9039

322.91 <sup>12.5</sup> <sup>c42</sup> / <sub>8.3</sub> <sub>29.2</sub> 323.79 <sup>c41</sup> <sup>10.8</sup> / <sub>29.1</sub> <sub>6.9</sub> 324.59

+70 FIC

+4039 PTrans

321.75 <sup>13.6</sup> <sup>c6.2</sup> / <sub>7.4</sub> <sub>31.2</sub> 322.67 <sup>c6.0</sup> <sup>11.8</sup> / <sub>31.0</sub> <sub>6.9</sub> 323.59

64

320.94 <sup>14.1</sup> <sup>c6.6</sup> / <sub>7.8</sub> <sub>31.6</sub> 321.86 <sup>c4.8</sup> <sup>12.6</sup> / <sub>29.8</sub> <sub>7.8</sub> 322.78

+50

320.07 <sup>15.3</sup> <sup>c5.8</sup> / <sub>9.4</sub> <sub>30.9</sub> 320.99 <sup>c7.1</sup> <sup>13.5</sup> / <sub>32.1</sub> <sub>6.4</sub> 321.91

7P 9.03 335.36 3.11 326.33

63

319.86 <sup>10.1</sup> <sup>c5.6</sup> / <sub>4.5</sub> <sub>30.6</sub> 320.38 <sup>c5.5</sup> <sup>8.2</sup> / <sub>30.5</sub> <sub>7.7</sub> 321.20

+50

318.81 <sup>10.6</sup> <sup>c4.8</sup> / <sub>8.4</sub> <sub>29.2</sub> 319.73 <sup>c4.5</sup> <sup>8.8</sup> / <sub>29.5</sub> <sub>4.3</sub> 320.65

62

318.41 <sup>11.0</sup> <sup>c6.6</sup> / <sub>10.4</sub> <sub>25.6</sub> 319.33 <sup>c1.5</sup> <sup>9.2</sup> / <sub>26.5</sub> <sub>7.7</sub> 320.25

329.44

= +102378

329.44

				LT		Z		PL
69				$\frac{10.8}{10.5} \frac{0.3}{25.3}$		$\frac{10.3}{332.81}$		$\frac{0.25}{275} \frac{10.8}{8.3}$
+50				$\frac{11.7}{11.7} \frac{0.6}{25.6}$		$\frac{11.2}{331.94}$		$\frac{0.29}{27.9} \frac{11.7}{8.8}$
TP	10.31	343.09	2.58					
68				$\frac{4.9}{2.6} \frac{0.3}{27.3}$		$\frac{4.4}{330.95}$		$\frac{0.42}{29.2} \frac{4.9}{0.7}$
+50 PVC				$\frac{6.0}{3.3} \frac{0.27}{27.7}$		$\frac{5.5}{329.84}$		$\frac{0.52}{30.2} \frac{6.0}{0.8}$
67				7.2	out	$\frac{6.7}{328.67}$		7.2
66+90.39				$\frac{7.4}{4.8} \frac{0.26}{27.6}$		$\frac{6.9}{328.45}$		$\frac{0.52}{30.2} \frac{7.4}{2.2} 327.95$
66+40.39				$\frac{8.6}{4.8} \frac{0.38}{28.8}$		$\frac{7.9}{327.28}$		$\frac{0.47}{29.7} \frac{8.5}{3.8} 326.50$
65+90.39				$\frac{9.9}{6.8} \frac{0.31}{28.1}$		$\frac{9.3}{326.12}$		$\frac{0.46}{29.6} \frac{9.3}{4.7} 326.09$
		335.36				335.36T		

S = X 02020

73

7.5  
3.7

C 3.2  
28.8

7.0  
336.17

C 4.1  
29.1

7.5  
34

+50

7.7  
4.0

C 3.7  
28.7

7.2  
335.94

C 3.7  
28.7

7.7  
4.0

S = 100 + 70

72

8.0  
5.5

C 2.5  
27.5

7.5  
335.70

C 1.0  
29.0

8.0  
4.0

+50 E.V.C

8.2  
8.8

C 1.6  
26.6

7.7  
335.47

C 1.2  
27.2

8.2  
4.0

343.15

Carried  
8M 3.23  
SPRINT/100/70.150

343.15

3.23

33986

(33992)

71

8.4  
8.2

C 2.2  
27.2

7.9  
335.15

C 1.0  
29.0

8.4  
4.4

+50

8.9  
8.2

C 0.7  
26.7

8.4  
334.74

C 2.4  
27.4

8.9  
8.5

70

9.4  
8.7

C 0.7  
26.7

8.7  
334.21

C 2.2  
27.2

9.4  
7.2

69+50

10.0  
8.9

C 1.1  
26.1

9.5  
333.57

C 1.4  
28.4

10.0  
8.6

343.09T

343.09

+59.55

TP 1.58 334.30 7.68 332.72

+09.55 P. Trans

76

+50

75

TP 1.63 340.40 4.38 338.77

+50

74

73+50

34315

Lt

33848 <sup>-4.2</sup><sub>7.2</sub> <sup>F57</sup><sub>35.1</sub>

33812 out

2.3  
5.7 <sup>F34</sup><sub>31.6</sub>2.6  
3.4 <sup>F38</sup><sub>29.7</sub>3.8  
2.4 <sup>C14</sup><sub>26.4</sub>6.7  
4.4 <sup>C24</sup><sub>29.4</sub>7.0  
3.9 <sup>C31</sup><sub>28.1</sub>7.2  
3.1 <sup>C41</sup><sub>29.1</sub>

L

33786

33430T

33762

2.7  
337583.1  
337353.3  
337.11

340.10T

6.3  
336.886.4  
336.646.7  
336.41

34315T

Rt

F177 <sup>-1.0</sup><sub>53.1</sub> 137 33832T

33812T

F71 <sup>2.3</sup><sub>37.2</sub> 3.4F38 <sup>2.6</sup><sub>32.2</sub> 6.4C07 <sup>3.8</sup><sub>25.7</sub> 3.1C34 <sup>6.8</sup><sub>28.4</sub> 3.4C36 <sup>7.0</sup><sub>28.6</sub> 3.4C40 <sup>7.2</sup><sub>29.0</sub> 3.2

6-21-37 19

Lt

d

Pt.

750

34217  $\frac{4.0}{5.2}$   $\frac{F12}{28.3}$ 

34025

 $\frac{C15}{26.5}$   $\frac{6.9}{5.4}$  33933

80 F.V.C.

34175  $\frac{1.4}{6.1}$   $\frac{F12}{29.1}$ 

33983

 $\frac{C13}{26.3}$   $\frac{7.3}{6.0}$  33891

750

34136  $\frac{1.8}{7.3}$   $\frac{F25}{30.3}$ 

33944

 $\frac{C22}{27.2}$   $\frac{7.7}{6.5}$  33852

79

34101  $\frac{5.2}{8.9}$   $\frac{F37}{32.1}$ 

33909

 $\frac{F09}{27.9}$   $\frac{7.0}{7.9}$  33917

78+59.55

34076  $\frac{5.4}{9.8}$   $\frac{F44}{33.1}$ 

33884

 $\frac{F37}{29.3}$   $\frac{7.3}{10.0}$  3382281<sup>11.97</sup> 34619 0.08 33422

78+0955

34038  $\frac{-6.1}{6.2}$   $\frac{F63}{36.0}$ 

33858

 $\frac{F52}{35.2}$   $\frac{-4.4}{7.4}$  33870

77+59.55 B.C.R.H.

33977  $\frac{-5.5}{2.5}$   $\frac{F80}{38.5}$ 

33833

 $\frac{F109}{22.9}$   $\frac{-4.9}{6.6}$  33855

77+0955

33909  $\frac{-4.8}{3.3}$   $\frac{F81}{38.7}$ 

33810

 $\frac{F20.2}{36.8}$   $\frac{-4.2}{16.8}$  33846

33430

33430

LH

L

RH

+37.97 P.Tran.

341.40 <sup>6.2</sup> 4.7 <sup>C15</sup> 26.5

342.18

<sup>C10</sup> 8.1  
26.0 7.1

342.56

84

341.09 <sup>6.6</sup> 4.6 <sup>C20</sup> 27.0

342.17

<sup>C18</sup> 8.2  
26.8 8.2

342.75

+50

343.67 <sup>7.0</sup> 5.5 <sup>C15</sup> 26.5

342.75

<sup>C21</sup> 8.8  
27.1 8.7

341.97

TP 5.26 350.65 0.90 345.39

350.65

83

343.75 <sup>2.9</sup> 1.4 <sup>C15</sup> 26.5

342.33

<sup>C23</sup> 4.8  
27.3 2.5

341.41

+50

342.84 <sup>3.4</sup> 1.6 <sup>C18</sup> 26.8

341.92

<sup>C27</sup> 5.2  
25.7 4.5

341.06

82

342.72 <sup>6.1</sup> 2.0 <sup>C18</sup> 26.8

341.50

<sup>C10</sup> 5.6  
26.0 4.6

340.58

+50

343.00 <sup>4.2</sup> 3.6 <sup>C0.6</sup> 25.6

341.08

<sup>C21</sup> 6.0  
27.1 3.9

340.16

81

341.59 <sup>4.6</sup> 4.6 <sup>0.0</sup> 25.0

340.67

<sup>C21</sup> 6.4  
27.1 4.3

339.75

346.19

346.19

Σ = + 00.8335

TP 9.34 356.74 3.25 347.40

88

3.8 C 0.6  
3.2 25.6 347.33 C 0.3 3.8  
25.3 25

+ 50

4.6 C 0.6  
4.0 25.6 346.55 C 0.9 4.6  
25.9 25.7

87

5.3 out 345.88 4.8 5.3

+ 87.97

5.4 C 0.6  
345.21 4.8 25.6 345.74 C 0.7 5.4  
25.7 4.7 345.24

86 + 27.97

5.8 C 1.0  
344.81 4.8 26.0 345.19 C 2.1 6.0  
27.1 2.9 344.15

86 PVC

+ 87.97

6.0 C 1.0  
344.70 5.0 26.0 344.73 C 1.3 6.6  
26.3 5.3 344.09

B.M. on 75' from 85 + 37.97  
85 + 37.97 F.C.

7.70 342.95

5.9 C 1.2  
344.76 4.7 26.2 344.32 C 0.6 7.1  
26.8 6.5 343.54

84 + 87.97

6.0 C 1.3  
344.70 4.7 26.3 343.90 C 1.7 7.6  
26.7 5.9 343.02

350.65

350.657



Lt.

A

Pt

187.06

354.22  $\frac{12.0}{7.3}$   $\frac{C 4.7}{29.7}$ 

356.18

 $\frac{0.0}{25.0}$   $\frac{8.2}{8.2}$  358.04

91+3706 B.C. 2A

352.38  $\frac{12.8}{8.4}$   $\frac{C 4.4}{29.4}$ 

354.93

 $\frac{C 1.5}{26.5}$   $\frac{10.0}{8.5}$  356.15

+87.06

352.66  $\frac{13.5}{9.6}$   $\frac{C 3.9}{28.9}$ 

353.68

 $\frac{C 2.8}{27.8}$   $\frac{12.2}{9.4}$  354.04

90+3706

351.80  $\frac{12.4}{11.6}$   $\frac{C 2.8}{27.8}$ 

352.43

 $\frac{C 2.3}{27.3}$   $\frac{12.1}{11.8}$  352.14

TP 12.99 366.19 3.54 353.26

073706 0737  
89+8206

366.197

90+0 EXC

+87.06 P Trail

6.1  $\frac{C 2.6}{27.6}$ 351.50  
351.19 $\frac{C 1.6}{26.6}$   $\frac{6.1}{4.5}$ 

+50

6.9  $\frac{C 2.0}{27.0}$ 

350.30

 $\frac{C 1.1}{26.1}$   $\frac{6.9}{5.8}$ 

89

8.0  $\frac{C 1.5}{26.5}$ 

349.21

 $\frac{C 1.4}{26.4}$   $\frac{8.0}{6.6}$ 

88+50

9.0  $\frac{C 1.0}{26.0}$ 

348.22

 $\frac{C 0.5}{25.5}$   $\frac{9.0}{8.5}$ 

356.74

356.741

Lt.

A

Rt.

+50  
TP 11.32 376.38 1.13 365.06

95

+50

94

+50

93

+50

92+37.06

366.19

363.18  $\begin{matrix} 13.7 \\ 13.7 \end{matrix}$   $\begin{matrix} C1.1 \\ 26.1 \end{matrix}$  365.25  
376.38

361.93  $\begin{matrix} 4.3 \\ 3.3 \end{matrix}$   $\begin{matrix} C1.0 \\ 26.0 \end{matrix}$  364.00  
F3.2 8.1  
3.1 12.3 368.32

360.68  $\begin{matrix} 5.5 \\ 4.5 \end{matrix}$   $\begin{matrix} C1.0 \\ 26.0 \end{matrix}$  362.75  
F2.6 0.6  
30.4 3.6 365.82

359.43  $\begin{matrix} 6.8 \\ 3.4 \end{matrix}$   $\begin{matrix} C3.4 \\ 28.4 \end{matrix}$  361.50  
F3.2 1.8  
29.8 3.8 364.57

358.18  $\begin{matrix} 8.0 \\ 3.3 \end{matrix}$   $\begin{matrix} C4.7 \\ 29.7 \end{matrix}$  360.25  
C2.0 3.9  
27.0 1.9 362.32

356.93  $\begin{matrix} 9.3 \\ 3.2 \end{matrix}$   $\begin{matrix} C6.1 \\ 31.1 \end{matrix}$  359.00  
C1.8 5.1  
26.8 3.3 361.07

355.68  $\begin{matrix} 10.5 \\ \end{matrix}$  out 357.75  
6.4 359.82

355.36  $\begin{matrix} 10.8 \\ 6.5 \end{matrix}$   $\begin{matrix} C4.3 \\ 29.3 \end{matrix}$  357.43  
C1.7 6.7  
26.7 5.0 359.50

366.19 T

99+2236

TP 11.23 38514 2.17 373.91

98+7236

B.M. Sp. T. n. a. f. m. P. h.  
21 98+7236 3.94 372.44

98+2236

97+7236FC

97+2236

+7236

+50

96

376.38

374.16  $\begin{matrix} 3.9 \\ 3.9 \\ \hline 25.0 \end{matrix}$ 372.81  $\begin{matrix} 3.6 \\ 3.2 \\ \hline 25.4 \end{matrix}$ 370.94  $\begin{matrix} 5.4 \\ 4.8 \\ \hline 25.6 \end{matrix}$ 370.25  $\begin{matrix} 6.1 \\ 7.4 \\ \hline 28.5 \end{matrix}$ 368.59  $\begin{matrix} 7.8 \\ 9.5 \\ \hline 29.1 \end{matrix}$ 367.23  $\begin{matrix} 9.1 \\ 10.7 \\ \hline 28.2 \end{matrix}$ 366.68  $\begin{matrix} 9.7 \\ 11.0 \\ \hline 28.5 \end{matrix}$ 364.43  $\begin{matrix} 12.0 \\ 11.5 \\ \hline 25.5 \end{matrix}$ 

374.66

373.44

372.05

370.80

369.55

368.30

367.75

366.50

376.38T

378.04K  
C.30 3.9  
28.0 0.9 374.16C.22 3.2  
27.2 1.0 373.15C.11 4.0  
28.1 2.9 372.41F.15 3.4  
28.8 4.9 370.02F.29 4.0  
30.9 6.9 370.71F.37 5.0  
32.1 8.7 371.37F.36 5.6  
31.9 9.8 370.82F.43 6.8  
33.0 11.1 369.57

103

Lt. F27  
11.5 30.8T 9.3  
387.19Rt. 8.8  
31.0 11.8

+50

10.6 F3.9  
14.5 32.4T 11.1  
385.40F2.2 10.6  
29.8 12.8

S = 7.035628

396.507

TP

11.88

396.50

0.52

384.62

Half Rt.  
11.1021

102

2.0 0.0  
2.0 25.0T 1.5  
383.620.0 2.0  
25.0 2.0

+50

FVC

3.8 C1.1  
2.7 26.1T 3.3  
381.84C1.6 3.8  
26.6 2.7

101

5.5 C1.3  
4.2 26.3T 5.0  
380.11C2.5 5.5  
27.5 3.0

+50

7.2 C0.9  
6.3 25.9T 6.7  
378.46C2.9 7.2  
27.9 4.3

100

8.7 C0.8  
7.9 25.8T 8.2  
376.90C3.0 8.7  
28.0 5.7

99+50

10.2 C1.7  
8.5 26.7T 9.7  
375.43C3.7 10.2  
28.7 6.5

38514

38514T

107+03.94

108+53.94

+50 P.V.C.

106+03.94 B.C.

+53.94

TP 10.90 106.90 0.50 396.00

105+03.94

+53.94

104

103+50

396.50

Lt

L

Pt

401.67 <sup>5.2</sup> 18 <sup>0.4</sup> 25.4 399.83 <sup>0.59</sup> 30.9 <sup>8.9</sup> 30 397.99402.42 <sup>4.5</sup> 7.5 <sup>F 1.0</sup> 31.0 399.78 <sup>0.57</sup> 30.4 <sup>8.9</sup> 35 398.05400.07 <sup>6.8</sup> 10.3 <sup>F 0.5</sup> 31.8 398.01 <sup>0.47</sup> 29.7 <sup>10.3</sup> 56 396.62397.51 <sup>9.4</sup> 11.9 <sup>F 2.5</sup> 30.3 396.23 <sup>0.36</sup> 28.6 <sup>11.6</sup> 8.0 395.29

106.901

395.15 <sup>1.4</sup> 2.7 <sup>F 1.2</sup> 28.5 394.45 <sup>0.17</sup> 26.7 <sup>2.7</sup> 7.0 393.14393.17 <sup>3.3</sup> 6.5 <sup>F 3.2</sup> 31.3 392.67 <sup>3.8</sup> 25.5 <sup>0.5</sup> 43 38 392.17390.75 <sup>5.3</sup> 9.7 <sup>F 1.4</sup> 33.1 390.75 <sup>5.8</sup> 29.7 <sup>5.3</sup> 7.4388.97 <sup>7.0</sup> 10.3 <sup>F 2.3</sup> 31.5 388.97 <sup>7.5</sup> 31.6 <sup>7.0</sup> 10.4

396.501

5 = +0.35628

L1

L2

R1

BM

110/1000

9.62

396.90

C.T.S Bound  
First Copy  
396.87

396.90 = 395.725

10946.94 EC

399.70  $\frac{6.8}{81}$   $\frac{F113}{285}$ 

398.70

C112  $\frac{7.8}{81}$  398.70  
28.7

766.94

401.90  $\frac{4.6}{53}$   $\frac{F112}{28.3}$ 

400.44

C113  $\frac{7.5}{42}$  399.06  
28.3

+16.94

404.33  $\frac{2.2}{45}$   $\frac{F113}{30.0}$ 

401.49

C114  $\frac{6.9}{23}$  399.65  
29.6

406.521

TP

2.22

406.52

2.60

404.30

404.56  $\frac{2.3}{44}$   $\frac{F121}{29.7}$ 

401.72

C117  $\frac{7.0}{23}$  399.88  
29.7

108

404.60  $\frac{2.3}{4.6}$   $\frac{F123}{30.0}$ 

401.76

C118  $\frac{7.0}{24}$  399.92  
29.6

107450

406.90

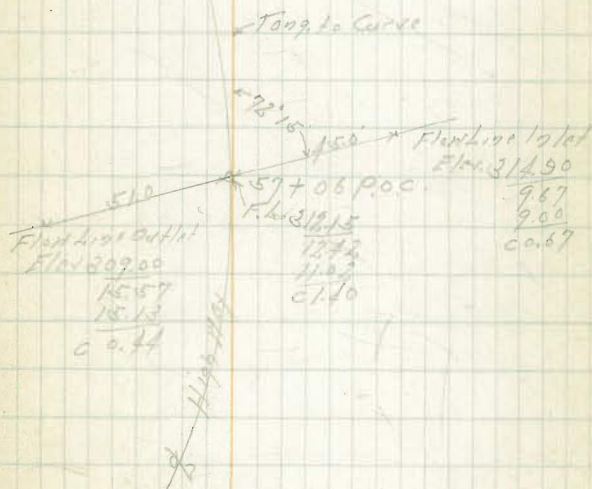
406.901

Colvert 57+06  
Miramar Road

28

LT

RT



324.571

Culvert 60x68  
96ft  
Miramar Road

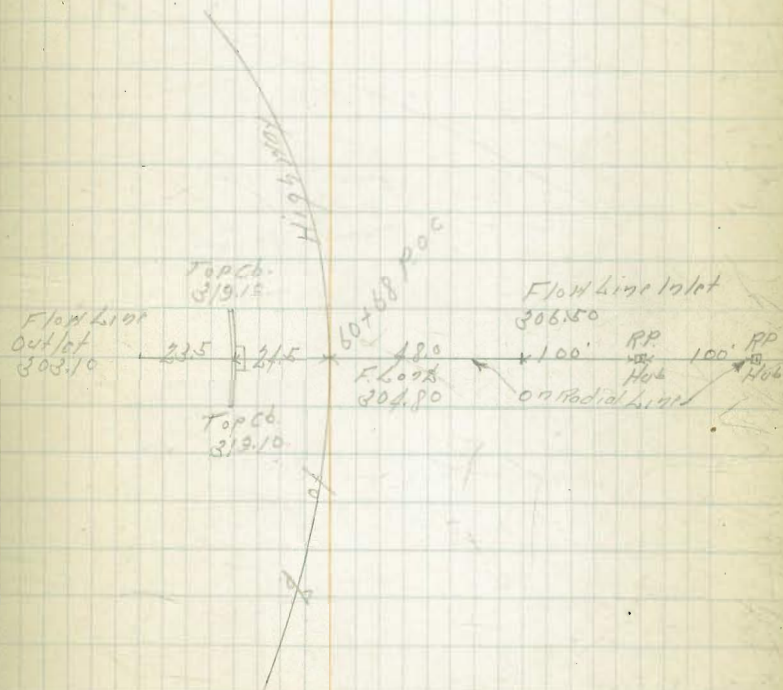
29

Lt.

Rt.

317.90A

Inlet Flow Line	306.50	11.20 10.28 C0.92
Highway Flow Line	304.70	12.90 12.42 C0.48
N End of Cb Inlet Top Cb	319.10	-1.40 F14.15 12.75
S End of Cb Inlet Top Cb	319.19	-1.40 F11.61 10.21
Outlet Flow Line	303.10	14.60 C1.18 12.42
Flow Line At Curb Inlet	303.93	13.77 C1.02 12.75



317.90A



Culvert 77+0  
98ft.  
Miramar Road.

30

BM 3.79 332.86

329.07

Z H06  
77+59.55 BCP

L L PL

332.867

Flow Line Inlet	280	8	60.0	Flow Line Outlet
329.80				314.40
5.04				18.46
0.06				18.40
C 3.00				62.06

Flow Line Inlet 904 C178  
322.82 786  
77+0 P.O.T.

Z High way

Miramar Road Grade Change

22+80 to 40+0

6-26-33

31

+4735

4.2  
5.7

51.5  
288

47

353.76

0.0  
25.0

5.2  
5.2

24

5.0  
5.0

0.2  
25.0

45

353.97

6.04  
25.4

5.0  
5.6

+80

4.5

354.06

+60

4.4

354.15

+40

4.3

354.24

+20

4.2

354.32

23

4.1

354.41

22+80

354.50

BN  
07 Tia 20 44  
22+80 2550

295

358.51

355.58

358.51

L A FT

+50

2.3 F0.6  
2.9 27.4

2.8  
351.99

C0.4 3.3  
26.4 2.9

28

2.1 0.0  
2.1 26.5

2.6  
352.21

C0.6 3.1  
26.6 2.5

TP

2.31

354.83

5.99

352.52

5.6 0.0  
5.6 26.5

6.1  
352.43

C1.1 6.6  
26.1 5.5

+50

27

5.1 0.0  
5.1 26.5

5.9  
352.65

C1.3 6.1  
26.3 6.1

+50

5.1 0.0  
5.1 26.5

5.6  
352.87

C1.4 6.1  
26.4 7.7

352.00

26

4.9 F0.3  
5.2 27.0

5.4  
353.09

C1.4 5.9  
26.4 7.6

+50

4.7 F1.3  
6.0 28.5

5.1  
353.31

C1.4 5.7  
26.1 7.6

25

4.5 F1.6  
6.1 28.9

5.0  
353.53

C0.7 5.5  
26.7 4.8

358.51

358.51

Lt.

Z

Fl.

3.8  
6.2 F 2.4  
30.1

4.3  
350.55

F 3.8  
33.8 7.6

3.7  
5.8 F 2.0  
29.5

4.3  
350.58

F 2.7  
30.6 3.8  
6.6

3.6  
5.4 F 1.8  
29.2

4.1  
350.70

F 2.7  
30.6 3.6  
6.3

3.5  
5.0 F 1.5  
28.8

4.0  
350.88

F 2.4  
30.1 3.5  
5.9

3.2  
4.5 F 1.2  
28.5

3.9  
351.11

F 2.5  
30.0 3.2  
5.7

3.0  
4.3 F 1.0  
28.5

3.8  
351.33

F 2.2  
29.9 3.0  
5.2

2.8  
3.9 F 1.1  
28.2

3.3  
351.55

F 1.7  
29.1 2.8  
4.6

2.6  
3.4 F 0.8  
27.7

3.1  
351.77

G 0.2  
26.2 3.6  
5.4

351.00 1.11

354.83

354.83

+36 = Colored

32

+50

31 PYC

+50

30

+50

29

+50

$$\begin{array}{r} 29 \\ 29 \\ \hline 0.0 \\ 26.5 \end{array}$$

$$\begin{array}{r} 3.1 \\ 357.51 \end{array}$$

$$\begin{array}{r} F10 \\ 280 \\ \hline 29 \end{array}$$

36

$$\begin{array}{r} 3.3 \\ 41 \\ \hline F0.8 \\ 27.7 \end{array}$$

$$\begin{array}{r} 3.8 \\ 352.16 \end{array}$$

$$\begin{array}{r} F12 \\ 283 \\ \hline 3.3 \\ 4.5 \end{array}$$

+50

$$\begin{array}{r} 4.1 \\ 48 \\ \hline F0.7 \\ 27.6 \end{array}$$

$$\begin{array}{r} 4.1 \\ 351.80 \end{array}$$

$$\begin{array}{r} F12 \\ 283 \\ \hline 3.6 \\ 4.8 \end{array}$$

35

-F.V.C.

$$\begin{array}{r} 4.5 \\ 54 \\ \hline F0.9 \\ 27.9 \end{array}$$

$$\begin{array}{r} 4.5 \\ 351.40 \end{array}$$

$$\begin{array}{r} F1.7 \\ 27.1 \\ \hline 4.0 \\ 5.7 \end{array}$$

+50

$$\begin{array}{r} 4.8 \\ 62 \\ \hline F1.4 \\ 28.6 \end{array}$$

$$\begin{array}{r} 4.8 \\ 351.12 \end{array}$$

$$\begin{array}{r} F1.7 \\ 29.1 \\ \hline 4.3 \\ 5.0 \end{array}$$

7P

6.92

355.94

5.82

349.01

$$\begin{array}{r} 3.5 \\ 57 \\ \hline F2.2 \\ 29.8 \end{array}$$

$$\begin{array}{r} 4.0 \\ 350.87 \end{array}$$

$$\begin{array}{r} F2.2 \\ 30.0 \\ \hline 3.5 \\ 5.8 \end{array}$$

34

+50

$$\begin{array}{r} 3.6 \\ 57 \\ \hline F2.1 \\ 29.7 \end{array}$$

$$\begin{array}{r} 4.1 \\ 350.69 \end{array}$$

$$\begin{array}{r} F3.1 \\ 31.2 \\ \hline 3.6 \\ 5.7 \end{array}$$

33

$$\begin{array}{r} 3.8 \\ 62 \\ \hline F2.1 \\ 30.1 \end{array}$$

$$\begin{array}{r} 4.3 \\ 350.58 \end{array}$$

$$\begin{array}{r} F3.3 \\ 31.5 \\ \hline 3.8 \\ 7.1 \end{array}$$

354.83

354.83

+50

355.44

40 PVC OK

0.4 F22  
2.8 29.80.9  
355.00F25 0.4  
30.3 2.9

+50

0.8 F28  
3.6 30.71.3  
354.64F32 0.8  
31.3 4.0

39

1.1 F29  
4.0 30.91.6  
354.29F28 1.1  
30.7 3.9

+50

1.5 F35  
5.0 31.82.0  
353.93F30 1.5  
31.0 4.5

38

1.9 F33  
5.2 31.52.4  
353.58F22 1.9  
30.0 4.2

+50

2.2 F18  
7.0 29.22.7  
353.23F18 2.2  
28.6 3.6

37

2.6 F03  
2.9 27.03.1  
352.87F04 2.6  
27.0 3.0

355.94

355.941

11600  
4000  
= 5

42

450

41

000000

000000

000000

Water Grades Regal St.  
Cottonwood to Main St.

Indexed  
C.S.K.

Dec 8, 27

W. H. H. H.  
S. H. H. H.  
H. H. H. H.

TP	1533	1593	1457	5.89 Cottonwood	5.89	
					17+ 162 - F.H. T. Co.	-2.00 $\frac{9}{78}$ C4.8
12+311	Gate Valve		1202		18+0 - 8/6	-2.00 $\frac{7}{78}$ C2.8
12+114	6" Cross		1100		150	-2.00 $\frac{7}{78}$ C2.0
+ 611	Gate Valve F.H. T. Co.		9.28	$\frac{6}{88}$ C4.2	19+0	-2.00 $\frac{7}{78}$ C2.7
+ 161	F.H. T. Co.		9.69	$\frac{6}{83}$ C5.7	450	-2.00 $\frac{7}{77}$ C2.8
1410			9.17	$\frac{8}{83}$ C4.9	20+0	-2.00 $\frac{7}{78}$ C2.0
450			5.32	$\frac{10}{84}$ C2.7	+ 301 F.H. T. Co.	-2.00 $\frac{7}{73}$ C2.6
12+0			2.95	$\frac{12}{37}$ C2.3	+ 411 - Gate Valve	-2.00 $\frac{7}{78}$ C2.1
450			2.09	$\frac{13}{125}$ C1.3	462.1 - N.Y. Edge B. Co.	
TP	2.46	5.89	12.50	3.43		
1623			0.22	$\frac{5}{77}$ C1.5	21+017 - Ex. 1st 1/2" Water Line	
+ 511	Gate 6" Tee Valve		-1.70	$\frac{7}{68}$ C1.8		
17+0	Gate 6" Tee Valve		-1.00	$\frac{9}{83}$ C2.1		



State + Ash  
Curb Inlet Rod Culvert 8" x 24"

indexed  
c.s.k.

5-8-34 38  
Moore  
O. J. 1902  
Hartman

B.M. 5-24 44.66 33.42 Top Cb  
N.E. Cor. Ash  
+ State Inlet

Grating 38.40 6.26 C1.09  
6.77

Flot. Inlet 36.60 8.36 C2.19  
36.30 5.77 C2.89

42.9 S.W. Flot. Inlet - Brk 35.97 8.99 C2.23  
35.67 6.76 C1.93

85.8 S.W. Outlet FL 35.04 9.62  
9.69

10 N of H.L. Ash 38.60 6.06

10 E of FL - State 38.60 6.06

Water Grades  
Rosecrans St. Atlantic to Taylor

Indexed  
c.s.k.

7-3-39

Moore  
S. 5567  
Northbrook

B.M.	J.R.3	8.48	10' S of E	Mont Taylor	00 - Legend at Taylor	Fl. Grade
				N.L. Rosecrans	0+50	0.00
				Flort Line	0+74 = Culv. = Brk	0.90
0+0	= 10' S of Taylor Exist. St. on Water Main		2.00	6.48 8.38 13.10		1.30
+50			-0.88	8.36 8.82 7.64	+50 = Brk	1.10 0.70
1+0			-3.76	12.34 8.32 7.90	+50	0.55 0.39
+09.20	- Culvert = Brk		-4.30	12.78 8.32 7.94	+50	0.34 0.08
+50			-3.74	12.32 5.12 7.2	+73 = E. end 16" pipe 50' S of Atlantic	0.00
2+0			-3.06	11.54 6.68 7.9	0.90 1.30 1.10	0.70 0.55 0.39 0.24
+50			-2.38	10.86 6.89 4.0	7.56 7.16 7.36	7.76 7.91 8.07 8.22
3+0			-1.69	11.17 6.87 7.4	+5.26 +4.06 +3.00	+1.46 +1.2 +1.77 +2.0
+50			-1.01	8.89 8.35 7.2	0.08 0.00	
4+0			-0.33	8.81 7.89 7.2	8.38 8.46	
+23.6			0.00	8.98 8.92 7.5	7.08 7.26	

~~Old~~

7-10/34  
Moore  
Northbrook

515  
5.31  
8.46

0.90	1.30	1.10	0.70	0.55	0.39	0.24
7.56	7.16	7.36	7.76	7.91	8.07	8.22
+5.26	+4.06	+3.00	+1.46	+1.2	+1.77	+2.0
0.08	0.00					
8.38	8.46					
7.08	7.26					
+2.3	+4.2					

Moore  
3-28-41

Indexed  
C.S.K.

Euclid Ave Pav. by Hazard Co  
El Cagon to Monroe

		W.L. CUTS	538	549	554
3+51.45	1.50 4.50 on cb	85v.4v	7.2	6.1	5.4
4	3.13 3.64 7.00 FO.39	53.79	11.7	9.8	9.8
+40 Break	1.53	54.94	4.0	-3.8	-4.7
+60 "	3.18 FO.65	55.39	5.3	5.2	5.3
+80 "	1.83 FO.69	55.68	4.6	7.7	7.5
5	1.13 1.59 FO.46	55.79	3.3	-2.5	-2.2
+70 "	1.71 6.86 CO.35	55.71	5.55	5.50	5.46
+50	1.47 1.99 FO.52	55.45	1.4	6.0	6.4
6	1.90 2.57 FO.67	55.02	3.0	8.9	9.3
+50	2.77 3.69 FO.22	54.58	-2.9	-2.9	-2.9
7	3.20 3.11 CO.09	54.15	54.2	53.9	53.6
+50	3.77 3.92 FO.25	53.87	6.8	7.1	7.4
8	4.00 4.28 FO.38	53.58	9.5	10.2	9.9
+40 Brk	4.16	3.35	2.7	-3.1	-2.5
+60	4.86 FO.70	3.19	3.4	3.2	
+80	4.47 4.75 FO.32	2.92	7.6	7.8	
9+03.54	4.75 4.81 on cb	2.60	10.2	10.2	

347.20	547 BP 47744 El. Cagon
4.87	
352.07	
4.33	
347.74	T.P. 10' R.P. Ld. C.T.
7.30	NE Euclid & El Cagon
355.04	
1.04	
354.00	
4.98	
360.98	
7.10	
353.88	
2.72	
356.60	

55.71	504	564	595	599	55.74	5+20
55.79	512	572	603	607	55.82	5+00
55.68	501	561	592	596	55.91	New Curb 4+80
55.39	472	532	563	567	55.42	4+60
54.92	425	485	516	520	54.95	4+40
3+51.45	51.76					
55.45	51.71					
353.45	9.61	9.52	9.56	9.31		2+40
58.10		9.01	9.05	8.80		
57.70		8.61	8.65	8.40		
EXISTING	8.01	8.35	8.10			
"	8.13	8.17	7.92			
BM 347.74	7.74	7.78	7.63			
356.98						
357.57						
351.35						
350.00						
357.35						
347.08						
16.98						

Fin Grad 40  
170y 26.41  
513104

F.L. line =  
Baseline

EXISTING Curb

EL CAGON AVE

New Curb Cut Back

0+0 = 11' R 20' alley <sup>331</sup> 352.04 <sup>3.41</sup> 353.94 out  
<sub>60.3151  
Ret</sub>

0+02 = 2' R on Alley Return <sup>339</sup> 353.96 <sup>3.67</sup>  
<sub>50.28</sub>

0+20 = P.C. Curb RT. <sup>318</sup> 354.17 <sup>3.17</sup>  
<sub>60.02</sub>

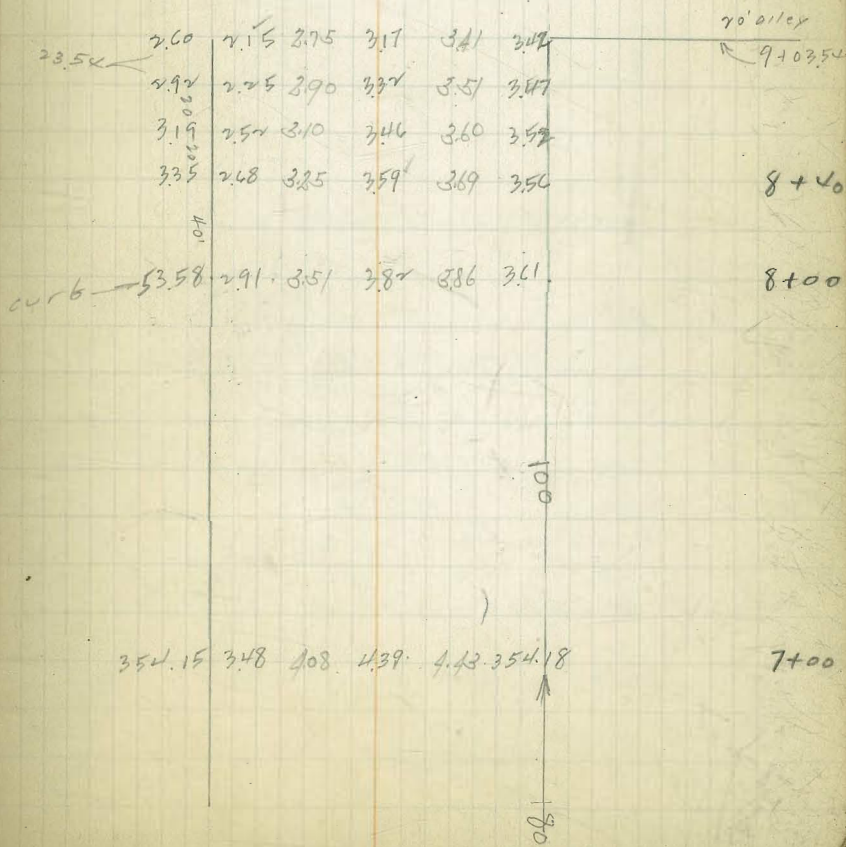
+ 31.25 1° 41' 30" A = 13° 32' RT 5430 <sup>3.25</sup>  
<sub>11.25</sub> <sup>3.98</sup>  
CB R = 190.5 <sub>60.07</sub>

+ 42.5 3° 23' T = 22.60 5443 <sup>2.92</sup>  
<sub>10.27</sub>  
L = 45

+ 53.75 5° 04' 30" 5457 <sup>2.78</sup>  
<sub>3.09</sub>  
FO 31

+ 65 P.C.C. Join old Curb <sup>2.65</sup> 354.70 <sup>2.55</sup>  
<sub>60.46</sub>

357.357



286.94  
 2.97  
 289.91

Ivy St. Pav. by Hazard  
 Bancroft to 33<sup>d</sup> 3-29-41

7837	8080	8270	8416	506
11.54	9.11	7.21	5.75	4.85

Fine grade stakes  
 L-8-41

F. 7.6 Indexed F. 11.4  
 C.S.R.

42

290.70		4.59		296.48
290.70	2.98	3.93	4.89	5.80
296.5	3.57	4.50	5.45	6.40
303	3.88	4.73	5.58	6.44
316	3.92	4.68	5.42	6.56
324	3.88	4.63	5.03	6.23
337.1	3.75	4.33	5.43	6.93
346.5	4.10	4.60	5.03	5.70
349.9	4.10	4.60	5.03	5.70
350.8	4.10	4.60	5.03	5.70
		4.60	5.05	5.40
		4.49	4.95	5.32
		4.58	5.18	5.59
			5.79	5.80
		4.68	5.29	5.71
			5.92	5.93
		84.79	5.27	5.55
		84.62	5.07	5.32
		84.0	4.40	4.69
		82.99	3.41	3.64
		81.51	1.94	2.17
		79.64	8.02	80.9
		77.21	7.68	7.93
			7.94	7.72
				78.37

Bancroft

B.M. B.P. curb  
 286.94  
 2.64  
 289.58

33<sup>d</sup> St.

547h St Grades B.M. STUB  
34+23.12  
264.49

P 45

14+80 0.28.2 316.97

14+71.8 BC RT 316.79

14+40 315.99

14+00 315.70

13+90.7 315.73

13+60 316.09

13+20 317.17

13+13.5 BC LT. 317.46

12+80 318.94

Indexed  
C.S.K.

43

E INTERSEC.

B.M. HUB

264.49

4.51

271.00 K

313.50

42.56

10.04

52.60

264.49

7.80

272.29 K

E LTCU.

315.00

272.3

42.7

Moore Alley Pav. by Hazard Co.  
 Osborne BIK Co U.H. 4-29-41.  
 S. Meyer SEBP  
 3074 Mad.

Indexed  
 C.S.K.

	W	F	E	
				386.00
				6.25
				392.25
W.L. Sta.				0.94
0 to S.H. Mad.	389.46	89.83	389.29	391.31
+20 Break	4879.40	5289.15	4879.40	3.70
+55	527 9.00	5288.78	5279.05	394.51
+90	562 8.60	58788.70	5628.70	6.85
1 + 25	607 8.20	61488.10	5928.35	3876.6
1 + 60	898 7.80	7.79	8.00	4.25
1 + 80		8772		
2 + 10	7.65	7.49	7.85	
2 + 60	8.4 7.50	7.34	7.20	
3 + 10	4.4 7.35	7.19	7.55	4.21
3 + 55	4.54 7.22	7.05	7.42	4.34
3 + 64.7 = NCB	4.82 6.94	7.03	7.40	4.36
3 + 74.59 Walton	4.76 7.00	7.05	7.40	4.36
3 + 86.3 = S.C.B	5.04 6.74	6.85	7.20	4.56
4 + 0 0	4.72 7.04	6.89	7.24	4.52
+ 37.15	4.61 7.15	7.00	7.35	4.41
4 + 74.3	4.50 7.24	7.11	7.40	4.30

W	9.40	9.00	8.60	8.20	7.80	7.45
	5.11	5.51	5.91	6.41	6.71	6.84
	5.17	5.78	5.84	5.75	6.45	6.55
F	0.06	F0.27	C0.09	C0.66	C0.24	C0.31
E	9.40	9.05	8.70	8.35	8.00	7.85
	5.11	5.46	5.81	6.16	6.51	6.66
	4.59	5.08	5.20	5.44	5.97	6.04
	C0.5	C0.88	C0.61	C0.72	C0.54	C0.62
W	7.50	7.35	7.22	6.94	7.00	6.72
	7.01	4.54	4.69	4.97	4.91	5.19
	6.79	4.50	4.45	4.73	4.92	4.87
	C0.22	C0.06	C0.24	C0.24	F0.01	C0.34
E	7.70	7.55	7.42	7.40	7.40	7.20
	6.81	6.96	4.49	4.51	4.51	4.71
	6.31	6.78	4.67	4.56	3.51	4.35
	C0.50	C0.18	F0.13	F0.05	C1.0	C0.36
W	7.04	7.15	7.26			
	4.87	4.76	4.65			
	5.12	5.15	4.65			
	F0.25	F0.39	0.0			
E	7.24	7.35	7.46			
	4.67	4.56	4.45			
	4.33	4.90	4.45			
	C0.34	F0.34	4.78			
			F0.33			

BM 7.46 on 5703.00 W  
 4.88 3+55 F0.13  
 11.541  
 87.46 87.46  
 4.18 4.25  
 91.64 91.711

S. Lat. #1 384.11  
 10.40  
 5.44  
 C 4.96  
 #2  
 #3 382.67  
 9.24  
 3.91  
 C 5.33

383.40  
 11.11  
 5.37  
 C 5.74

89.16  
 52  
 89.92  
 4.55  
 94.27  
 9.593  
 88.34  
 3.32  
 91.761

W Z F

J

1760 <sup>552</sup>8794 8782 <sup>394</sup> 8814 <sup>262</sup> 91267

1780 <sup>391</sup>8785 8772 <sup>404</sup> 8865 <sup>271</sup>

2110 <sup>404</sup>8772 8758 <sup>418</sup> 8792 <sup>384</sup>  
<sub>3.72</sub>  
<sub>0.27</sub>

2160 <sup>121</sup>8750 8784 <sup>442</sup> 8770 <sup>406</sup>

+40 9°38.2 326.4

16 ✓ 7°20.7 323.7

+6.75%

15+60 5°03.2 321.00

15+46.54 <sup>40°16.8'</sup> = 18" Culv.

15+20 2°45.7 POC. 318.64



7-11-41. "Grades for Park Rd.  
"Gold Gulch"  
11th to Auto Park.  
fill = 30' wide  
Cut = 25' "  
Pay = 20' "

3 + 14.10

2 + 29.36 E.C. 7° 43.0

\$ nail 0 + 00

119.03  
12.75  
131.78

+ 50 7° 09.7

7 5° 43.8

+ 50 4° 17.8

1 2° 51.9

+ 50 1° 45.9

0 + 00 B.C. RT

10' LT <sup>Indexed</sup> C.S.K. \$ 10' RT

46

133.4 133.30 133.4

131.9 131.30 130.7

130.9 130.3 129.7

128.6 128.0 127.4

125.8 125.2

123.5 123.0

121.3 121.0

119.0

10.8  
11.0  
-0.2  
15.3

		10' Lt	L	10' Rt.	47
+80	18° 24.0		144.2	145.2	146.2
+40	16° 06.5		142.7	143.7	144.7
6	13° 49.0		141.8	142.8	143.8
+50	10° 57.1		140.5	141.5	142.5
5	8° 05.2		139.1	140.1	141.1
+50	5° 13.4		137.5	138.5	139.5
4	2° 21.5		135.9	136.9	137.9
3	+58.85 B.C. ht.	R.P. 45' RT. approx. 40 LT.	134.4	135.30	136.0

10' Lt

£

10' Rt

48

10

186.3

+50

178.3

9

170.1

170.4

170.7

+50

161.7

162.4

163.1

+wt. 85 E.C.  $\approx 6^{\circ} 42.0$ 

157.2

158.2

159.2

8

 $25^{\circ} 16.5$ 

154.5

155.5

156.5

+60

 $22^{\circ} 58.9$ 

150.1

151.1

152.1

7+20

 $20^{\circ} 41.5$ 

146.7

147.7

148.7

14 + 0.0

240.8

49

13 + 60

239.0

13 + 20

236.0

+ 80

230.8

+ 50

226.0

12

218.0

+ 50

210.1

11

202.1

10 + 50

194.1

Moore Alley Pav. Blk 107 UH  
 036012  
 Cover  
 albini

SE BP  
 Meade  
 OIC.

	W	E	E	
7-14-41				377.23
00 Sh Meade	376.42	76.31	376.40	4.17
				381.40
0 + 20 Break	76.62	76.37	76.62	4.32
				377.08
0 + 75	76.80	76.52	76.80	4.61
				381.69
1 + 30 "	76.98	76.78	76.98	
1 + 75	76.84		76.84	
2 + 20 = old Break	76.71		76.71	
2 + 72.5	76.55		76.55	
3 + 25	76.40		76.40	
3 + 77.5	76.24		76.24	
4 + 30 Break	76.08	75.83	76.08	
4 + 50 = Pav	75.83	75.69	75.95	
	5.86	6.00	5.74	
	5.86		5.73	
			0.01 ✓	

S. kat. #1  
 371.12  
 10.28  
 5.15  
 C 5.13

" #2  
 370.58  
 10.84  
 4.87  
 C 5.95

Daley CO

Indexed  
 C.S.K.

50

W	6.62	6.80	6.98	6.84	6.71	6.55
	4.78	4.60	4.42	4.56	4.69	5.14
	4.50	4.64	4.54	5.13	4.44	4.37
	Co.18	Co.04	Co.12	Co.57	Co.25	Co.77

E	6.62	6.80	6.98	6.84	6.71	6.55
	4.78	4.60	4.42	4.56	4.98	5.14
	4.84	4.80	4.42	4.80	4.80	5.14
	Co.06	Co.20	0.0	Co.24	Co.18	0.0

W	6.40	6.24	6.08
	5.29	5.45	5.61
	4.71	5.18	6.16
	Co.58	Co.27	Co.55

E	6.40	6.24	6.08
	5.29	5.45	5.61
	4.94	5.34	5.23
	Co.35	Co.11	Co.38

Alley Pav.  
 BIK 46 W.P. Herberts add.

	W	E	E	Made + 38 1/4
0 + 00 SL Made	375.04	374.79	374.93	374.38 5.08
0 + 40 Break	74.43	74.03	74.13	379.46 6.86
0 + 87.5 OK	74.04		73.74	373.10 4.43
1 + 35	73.66		73.36	377.53
1 + 82.5	73.27		72.97	
2 + 30	72.89		72.59	
2 + 77.5	72.50		72.20	
3 + 25	72.12		71.82	
3 + 72.5	71.73		71.43	
4 + 20 Break	71.35	70.95	71.05	
4 + 50 E + W alley	70.81	70.53	70.75	

374.38  
 5.69  
 380.07  
 5.51  
 374.56  
 3.49  
 378.05  
 5.50  
 372.55  
 4.12  
 376.67  
 4.19  
 372.48

Moore Daley Co.  
 7-14-41

Indexed  
 C.S.K.

51

	W	E	E	W	E	W	E
W	4.43	4.04	3.66	3.27	2.89	2.50	2.12
	5.03	5.42	5.80	6.19	6.57	6.95	7.33
	4.90	4.42	5.79	6.06	6.44	6.82	7.20
	0.13	0.10	0.01	0.13	0.10	0.01	0.13
E	4.13	3.74	3.36	2.97	2.59	2.20	1.82
	5.33	5.72	6.10	6.49	6.87	7.25	7.63
	5.28	4.87	5.10	6.05	6.44	6.82	7.20
	0.05	0.85	0.10	0.44	0.41	0.30	0.33
W	2.12	1.73	1.35	0.81	0.43	0.05	0.31
	5.41	5.80	6.18	6.77	7.15	7.53	7.91
	5.01	5.13	5.25	6.06	6.44	6.82	7.20
	0.00	0.67	0.97	0.66	0.35	0.04	0.35
E	1.82	1.43	1.05	0.75	0.37	0.00	0.31
	5.71	6.10	6.48	6.78	7.16	7.54	7.92
	5.77	5.89	6.71	6.50	7.32	8.14	8.96
	0.44	0.21	0.23	0.28	0.25	0.22	0.19

W 4.43 4.04 3.66 3.27 2.89 2.50 2.12 1.73 1.35 0.81  
 3.67 4.01 4.39 4.78 5.17 5.55 5.94 6.32 6.70 7.08  
 3.49 3.01 4.38 4.64 2.56 3.17 4.15 4.37 4.40 5.51  
 0.13 0.10 0.01 0.14 0.10 0.01 0.10 0.07 0.92 0.35  
 E 4.13 3.74 3.36 2.97 2.59 2.20 1.82 1.43 1.05 0.75  
 3.77 4.31 4.69 5.08 4.68 4.47 4.85 5.24 5.62 5.97  
 5.86 3.41 3.69 4.24 3.57 4.01 4.21 5.06 5.85 5.78  
 0.06 0.90 0.10 0.44 0.56 0.46 0.44 0.30 0.33 0.14

Landis ST Pav. 7-14-41  
 Ala. to Miss.

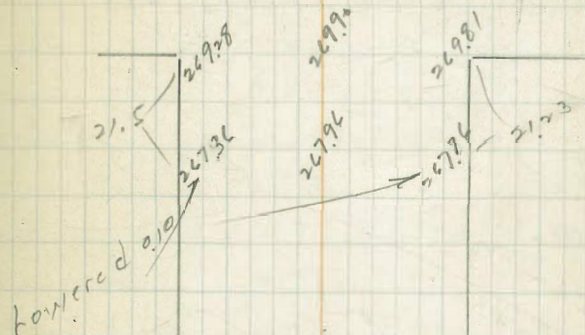
SEBP Landis + Ala. 245.54  
 9.92  
 255.46

SEBP Landis + Miss.  
 271.51  
 2.41  
 273.92

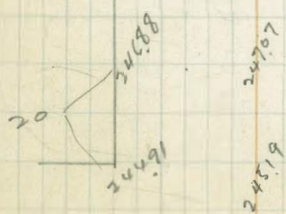
Daley Corp. Indexed  
 C.S.K.

52

Miss. ST



ST  
 Spandy



Ala. ST

7-15-41 R Grades  
Ingraham Diamond  
to  
Beryl

	R		T.P. Nail
0 to NL Diamond	83.2	$\frac{11.5}{11.3}$ +0.2	96.87
+45	84.0	$\frac{10.7}{10.8}$ -0.1	97.85
+90	84.9	$\frac{9.8}{10.1}$ -0.3	94.77
1 +35	85.7	$\frac{9.0}{9.3}$ -0.3	94.16
+80	86.5	$\frac{8.5}{8.5}$ -0.3	106.83
2 +25	87.3	$\frac{7.2}{7.7}$ -0.3	0.05
+70 SL Mo.	88.2	$\frac{6.5}{6.8}$ -0.3	106.78
R	89.2	$\frac{5.5}{5.7}$ -0.2	12.87
0 to NL Mo.	90.2	$\frac{4.5}{4.3}$ +0.2	119.65
+45	91.9	$\frac{2.8}{2.8}$ 0.0	
+90	93.5	$\frac{1.2}{1.3}$ -0.1	
1 +35	95.2	$\frac{11.6}{11.9}$ -0.3	
+80	96.8	$\frac{10.0}{10.8}$ -0.8	
2 +25	98.5	$\frac{8.3}{9.3}$ -1.0	
+70 SL Chal.	100.2	$\frac{6.6}{7.5}$ -0.9	
R	101.2	$\frac{5.6}{5.8}$ -0.2	
00 NL "	102.2	$\frac{4.6}{4.3}$ +0.3	
+45	103.1	$\frac{3.7}{2.7}$ +1.0	
+90	104.0	$\frac{2.8}{1.8}$ +1.0	
1 +35	104.9	$\frac{1.9}{1.0}$ +0.9	
+80	105.8	$\frac{1.0}{2.0}$ +1.0	
2 +25	106.7	$\frac{13.0}{12.2}$ +0.8	
2 +70 SL Law	107.7	$\frac{12.0}{11.4}$ +0.6	Ingraham & Law.
R	108.9	$\frac{10.8}{10.4}$ +0.4	50' RA

St. Dept.

Indexed  
C.S.K.

114.65 x 53  
0.25  
119.40  
9.72  
129.12  
12.55  
116.57  
1.60  
118.17

0 to NL Law	110.2	$\frac{9.5}{9.3}$ +0.2	118.17
+45	112.7	$\frac{5.5}{6.1}$ -0.6	
+90	115.3	$\frac{2.9}{3.9}$ -1.0	
1 +35	117.8	$\frac{16.3}{11.3}$ 0.0	129.12
+80	120.2	$\frac{8.7}{8.6}$ +0.1	
2 +25	123.0	$\frac{2.1}{6.0}$ +0.1	
2 +70 SL Beryl	125.50 = Paid.		

SW 7' CT.  
125.08 Ingraham & Law  
Beryl



Ely Gutter grades.  
 ON ROSECRANS 12' cbs  
 KURTZ TO PAC. 4.62

	Gutter grades		
Nly KURTZ = 0+00	1.65	501 4.30 489 Co.69 ✓	
0+50	1.77	4.22 Co.67 ✓ 476	
1+00	1.90	4.70 Co.66 ✓	
1+50	F0.36 2.02	4.91 F0.37 4.51	
2+00	F0.35 2.15	4.76 F0.35	
2+50	F0.37 2.27	5.19 5.04 F0.35 OUT	
2+99.62 Sly Hancock	2.40	5.06 5.40 F0.34 ✓	
3+49.62 Nly "	F0.41 2.52	4.92 5.09 F0.41	
3+99.62	2.64	4.82 5.20 F0.38 ✓	
4+49.62	2.77	4.56 Co.23 ✓	
4+99.62	2.89	4.57 4.40 Co.17 ✓	
5+49.62	3.02	4.22 4.39 Co.05 ✓ 4.31	8.77 x
5+99.62	3.15	4.24 4.17 Co.07 ✓	5.88
6+49.62 Sly Moore	3.29	4.37 F0.20 ✓	7.89
6+99.62 Nly "	3.40	4.06 4.06 0.0 ✓	7.44
7+49.62	3.52	5.25 5.88 F0.63 ✓	5.44
7+99.62	3.65	5.12 5.76 F0.64 ✓	4.62
8+49.62	3.77	5.00 5.09 F0.09 ✓	4.66
8+99.62	3.90	4.87 4.79 F0.02 ✓	
9+49.62	4.02	4.75 5.20 F0.45 ✓	
9+99.62 Sly Jcf	4.15	4.62 4.85 F0.23 ✓	
10+49.62 Nly "	4.27	4.50 4.96 F0.46 ✓	
10+94.62	4.34	4.43 4.43 ✓	
11+39.62 BRK	4.42	4.35 3.91 Co.44 ✓	

NEW STAKES

Indexed  
c.S.K.

N. Cor. 54  
 BMBP  
 S.D. & Taylor

11+89.62	4.50	4.27 3.99 Co.28 ✓	4.62 6.00 10.62
12+39.62	4.59	4.18 3.70 Co.48 ✓	5.15
12+89.62	4.68	4.09 3.81 Co.28 ✓	5.47 - End of tube 3.30
13+01.07 wly Pac	4.70	4.07 3.30 Co.77	8.77

L. Moore  
G. Farrow

Indexed  
c.s.K.

7-25-41

Fenelon ST. Pav. Griffith Co.

Rosecrans to Yellow - Top Fenelon P.C. curb LOCUST → 10.18

1.18

11.36

0.28

7' CT. NE COR. → 11.18

Fenelon LOCUST 6.93

18.11

11.18

0.08

5.43

18.03

16.61

11.57

29.60

11.16

11.84

5.45

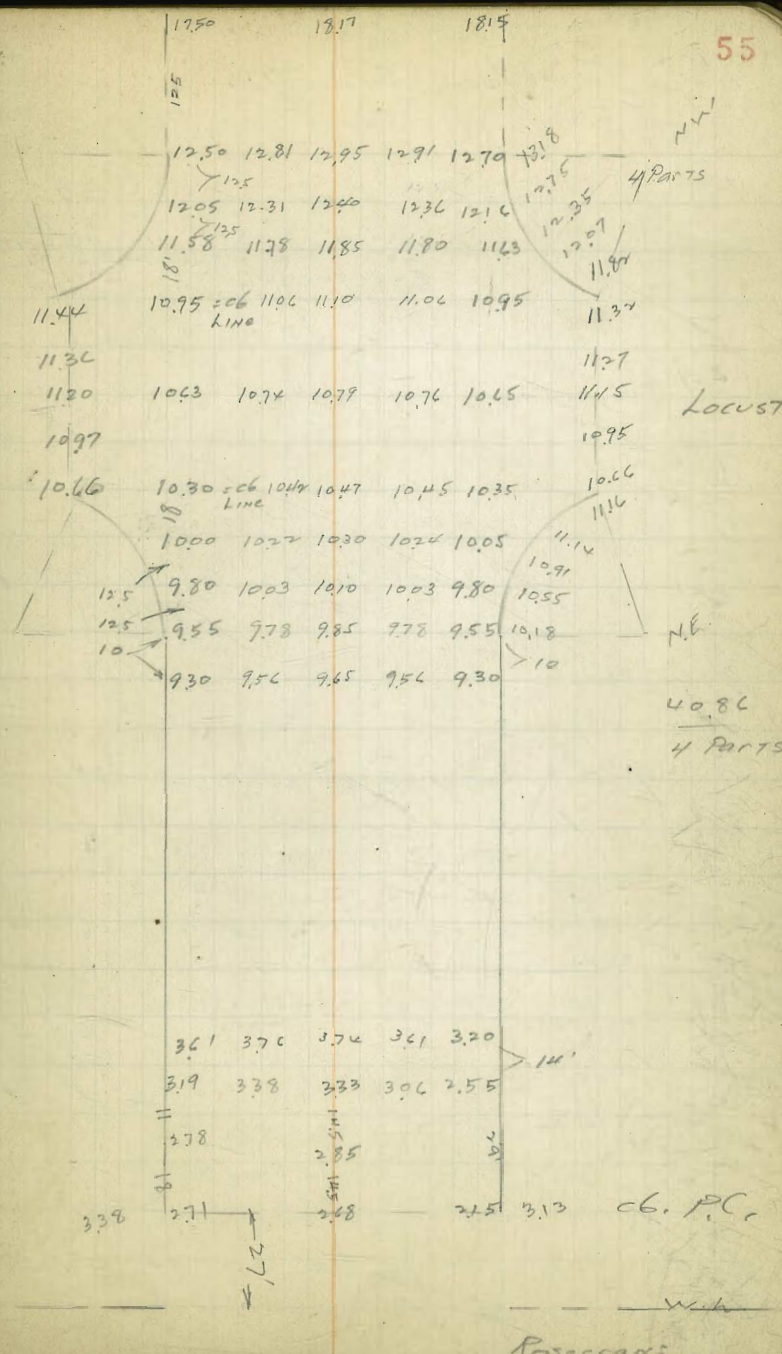
4.79

3.81

60.98

6" Water = 2.47 CUT

55



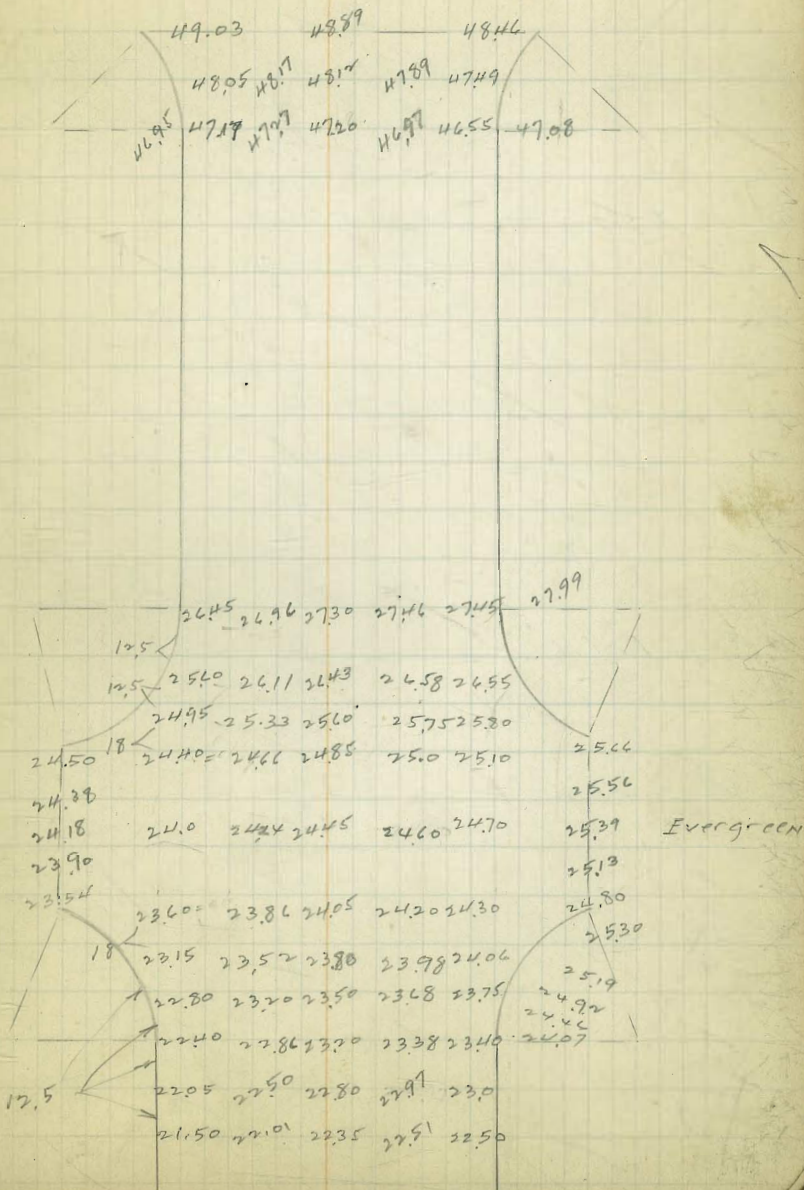
Fenelon Str. Pav.

NE 7 C.T. B.M.  
Evergreen  
Fenelon  
29.60  
4.33  
→ 25.27

SWBP

Willow & Fenelon 51.66  
2.38  
54.04

Willow



Fencelon ST.

Sewer lat. s

F.h.

# ①	<u>S.h.</u>	0.45	11.18
		14.53	380
		9.67	14.98
		<u>C 4.86</u>	

# ②	<u>S.h.</u>	1.87	
		13.14	
		7.63	
		<u>C 5.53</u>	

# ③	<u>S.h.</u>	3.28	
		11.70	
		8.01	

# ④	<u>S.h.</u>	3.47	11.18
		4.80	10.34
		10.18	21.50

		6.21	
		<u>C 3.77</u>	

# ⑤	<u>N.h.</u>	7.60	
		13.90	
		8.02	
		<u>C 5.88</u>	

# ⑥	<u>N.h.</u>	11.91	
		9.59	
		4.19	
		<u>5.40</u>	

# ⑦	<u>S.h.</u>	9.53	
		11.97	
		6.60	
		<u>C 5.37</u>	

# ⑧	<u>N.h.</u>	14.08	
		7.42	
		7.02	
		<u>C 5.40</u>	

Indexed  
C.S.K.I.

57

75.27 BM

11.85
<u>37.12</u>
1.95
<u>35.17</u>
5.98
<u>41.15</u>

# ⑩	<u>S.h.</u>	29.30
		7.87
		4.50
		<u>C 3.32</u>

# ⑪	<u>S.h.</u>	33.23
		7.92
		4.86
		<u>C 3.06</u>

Fenelon St.  
6" WATER grades

Griffith Co.

indexed  
c.s.k.

58

F.h.

0+0 = ck P.C. Rosecrans	—
0+29	0.70
①	2.3
②	3.9
③	5.5
④ 2+48 = P.C. curb	7.1
3+08 E locust	8.1
3+68 P.C. Curb	10.1
①	12.1
②	14.1
③	16.2
④ 5-50	18.2
⑤ 6+18 P.C. Curb	20.2
6+78 E Evergreen	21.4
7+38 P.C. Curb	24.3
①	28.3
②	32.4
③ 5-50	36.4
④ 5-50	40.4
⑤ 9+88 P.C. Curb	44.5
10+13 w/2 willow	—

5475  
4 TIMES

Olive St. Grades  
Kettner to Calif.

5371

NW 3P

Indexed  
c.s.K.

Moore  
E. Farrow  
Svelmoe 59  
8-4-41.

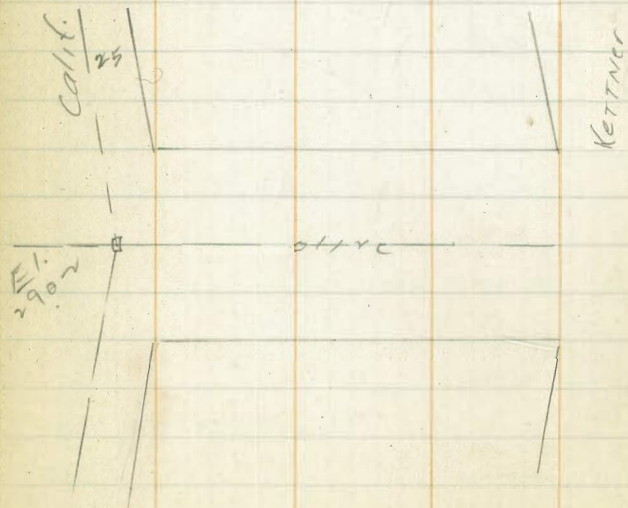
	surf gr.		surf Gr.
	5		1
0 + 0 W L Ket.	51.35		52.80
+40 P.V.C.	44.30	}	47.40
+60	43.80		44.90
+80	41.60		42.60
1	39.60	0	40.60
+120 E.V.C.	38.0		39.0
+160.96	35.0		36.0
2 + 01.92 E.H. Cal.	32.0		33.0

S 51.35 46.3 43.8 41.6 39.6

N 52.80 47.4 44.9 42.6 40.6

S 38.0 35.0 32.0

N 39.0 36.0 33.0



8-9-41  
Moore  
Osborne  
Svein Mox  
HWPB Coronado

Indexed  
C.S.K.

69

Alley grading	Sunset Cliffs Blvd	N	60.90	63.30	73.30	77.05	80.30
Bk 37 Ocean Beach			50.06				
Sunset Cliffs Blvd to 75.0			12.99				
	ELY		63.05				
			1.96				
			61.09				
			12.87				
			73.96				
			0.14				
0+00 E.L. Blvd	60.90	S	61.08	63.00	73.00	76.74	80.04
+10	63.30		63.00				
+60	73.30		73.00				
+80	77.05		74.74				
1	80.30		80.04				
+20	83.06		82.84				
+40	85.32		85.16				
+80	89.35		89.32				
+20 P.V.C.	93.37		93.47				

		N	60.90	63.30	73.30	77.05	80.30
			2.15	10.66	13.41	9.66	6.41
				13.20	15.18	9.66	6.89
				F 2.54	F 1.77	0.0	F 0.48
		S	61.08	63.00	73.00	76.74	80.04
			1.97	0.05	0.96	9.97	6.67
				1.75	2.02	9.97	7.08
				F 1.70	F 1.06	0.0	F 0.41
		N	83.06	85.32	89.35	93.37	
			3.65	1.39	8.30	4.28	
			4.91	1.80	4.60	3.31	
			F 1.06	F 0.41	C 3.70	C 0.97	
		S	82.84	85.16	89.32	93.47	
			3.87	1.55	8.33	4.18	
			4.77	2.35	7.83	3.32	
			F 0.90	F 0.80	C 0.50	C 0.86	

2+00	91.34	91.18	91.40
------	-------	-------	-------

	97.65	
	5.30	
	92.35	
	↑	
2+00 M.H.	92.34	
		91.18
		6.47
		5.30
		C 1.17
		↑
		Lower M.H.

Moore  
Osborne 8" Sewer CONST.  
Svel Mae To Serve  
Brand Pepper PLANT.  
8-11-41. at Taylor & Calhoun

	F.W.	
0 + 00 S. Cor. of Pepper PLANT	6.64	11.59 9.98 C 1.61
+ 50	6.39	11.84 8.81 C 3.03
	6.14	12.09 8.04 C 4.05
+ 50	5.89	12.34 7.14 C 5.20
	5.64	12.59 6.65 C 5.94
+ 50	5.39	12.84 5.99 C 7.75
M.H. 2 + 97.71 Δ 90° RT	5.15	13.08 4.27 C 8.76
3 + 50	4.89	13.34 4.71 C 8.63
4	4.64	13.59 3.96 C 9.63
+ 50	4.39	13.84 4.06 C 9.78
5	4.14	14.09 4.17 C 9.97
M.H. 5 + 33.39 Δ 84° 18' 40" RT	3.97	14.26 4.78 C 9.48

Indexed  
c.s.K.

61

8.07 T.P. F.B. 435-67.  
10.16  
18.23  
4.52  
13.71  
1.76  
15.47







9-10-41. Alley Ravine, Guffitt Co. 34701  
 Moore  
 Brand  
 Svd/Moc

	W	F	E
0 100 N.L. Mon.	335.79	34.88	334.56
+10	36.06		
+20	36.43		36.04
+30	37.0		
+40	37.66		37.36
+60	38.65		38.35
+80	39.32		39.02
1 100 E.V.C.	39.67		39.37
+40	40.04		39.74
+80	40.42		40.12
2 100	40.79		40.49
+60	41.16		40.86
3 100	41.53		41.23
+40 P.V.C.	41.91		41.61
+60	42.12		41.82
+80 E.V.C.	42.36		42.06
4 100	42.79		42.49
+45	43.22		42.92
+77.5	43.64		43.34
5 100 P.V.C.	44.07		43.77
+20	44.14		43.84
+30	44.09		43.79
+40	43.94		43.64
+50	43.65		43.35

5889  
 Monroe  
 Georgia

Indexed  
 C.S.K.

64

	W	F	E
	36.06	36.43	37.0
	6.88	6.51	5.94
	1.66	1.95	2.47
	C 5.22	C 4.56	C 3.47
	37.66	38.65	39.32
	5.28	4.79	3.62
	7.95	3.09	7.95
	C 11.33	C 1.20	C 0.67
	39.67	39.32	39.67
	3.27	2.38	2.38
	C 0.89		
	340.87	36.04	37.36
	4.67	5.58	4.59
	345.54	6.90	3.92
	4.52	5.10	5.15
	341.02	C 1.54	C 0.48
	5.02		F 0.11
	346.44		F 1.23
	2.95		F 1.41
	343.49		
	4.69		
	348.18		
	40.04	40.42	40.79
	2.90	2.52	4.75
	2.55	1.82	3.20
	C 0.35	C 0.70	C 1.55
	41.16	41.53	41.91
	4.38	4.01	4.53
	3.48	3.47	4.51
	C 0.90	C 0.84	C 0.07
	42.12	41.91	42.12
	4.34	4.53	4.34
	4.01	4.51	4.01
	C 0.31		
	39.74	40.12	40.49
	3.20	2.88	5.05
	4.30	3.78	4.68
	F 1.10	F 0.96	F 0.74
			F 0.84
			C 0.17
			F 0.40
			C 0.08
	42.36	42.79	43.22
	4.08	3.65	3.22
	3.82	3.80	2.60
	C 0.26	F 0.15	C 0.64
	43.64	44.07	44.14
	4.80	4.11	4.04
	1.96	3.23	3.23
	C 0.84	C 0.65	C 0.81
	44.09	44.09	44.09
	4.09	4.09	4.09
	2.98	2.98	2.98
	C 1.11		
	42.06	42.49	42.92
	4.38	3.95	3.52
	4.62	4.04	4.36
	F 0.24	F 0.09	F 0.84
			F 1.27
			F 0.76
			F 1.85
			F 1.63
	43.94	43.65	43.65
	4.24	4.53	
	2.76	2.45	
	C 1.48	C 2.08	
	43.64	43.35	
	4.54	4.83	
	5.69	4.94	
	F 1.15	F 0.13	

on Brick wall  
 do. garage  
 S.W. 700  
 2.3 Back  
 S. edge do. Ribbon Drive

	W	E	F	348.187
5+60	43.25		42.95	
+70	42.73		42.43	
+80	42.10		41.80	
+90	41.58		41.04	
600.76 <sup>S.H.</sup> Mad.	41.33	40.63	40.23	

W	43.25	42.73	42.10	41.58	41.33	
	4.93	5.45	6.08	6.60	6.85	
	3.40	5.45	5.08	2.00		
	C 2.53	0.0	C 1.0	C 4.60		40.63
						7.55
						7.56
						6.01
F	42.95	42.43	41.80	41.04	40.23	
	5.43	5.75	6.38	7.14	7.95	
	4.89	4.83	4.84	5.07		
	C 0.34	C 0.92	C 1.54	C 2.07		
						♀
						Par.

9-10-44  
Moore  
Brand  
Suel Mac

Alley Pav.  
BIR 121 U.H.

Griffith Co.

East and West alley

374.97  
390  
378.87  
329  
375.58  
4.50  
380.08  
5.31

	N	E	S
0 to EL Idaho	374.03	374.19	374.43
+20	74.82	74.64	75.00
+40	75.19	75.00	75.40
+53	75.23	75.05	75.62
+60	75.25		75.62 OUT
+74	OUT		75.62
+90	75.06		75.21
1 + 40 W.L. of So. alley	74.75		74.80
1 + 60 E.L. of So. alley	74.63	1+50 = 74.42	74.70
2 + 10	74.31		74.45
2 + 60	74.00	73.80	74.20
+80	73.85	73.62	73.99
3 + 00 W. Utah	73.51	73.37	73.56

↑  
E checked

1+45 = Sewer hat #1 on North

370.22  
7.84  
4.74  
C 5.14

Indexed  
CISIK

El Cagon  
NEBP Idaho

N	74.03	74.84	75.19	75.23	75.25	<del>75.27</del>	75.06
	4.84	4.05	3.68	4.85	4.83		5.02
		3.55	2.68	4.62	4.60		4.89
		C 0.50	C 1.0	C 0.23	C 0.23		C 0.13

TP

S	74.43	75.06	75.40	75.62	<del>75.62</del>	75.62	75.21
	4.84	3.81	3.47	4.46		4.46	4.87
		1.88	1.96	4.38		4.32	4.64
		C 1.93	C 1.51	C 0.88		C 0.14	C 0.23

N	74.75	74.63	74.31	74.00	73.85	73.51
	5.33	5.45	5.01	5.32	5.47	5.81
	4.57	4.85	4.61	4.66	5.05	5.54
	C 0.74	C 0.60	C 0.40	C 0.66	C 0.44	C 0.27

TP

S	74.80	74.70	74.45	74.20	73.99	73.56
	5.48	5.38	4.87	5.12	5.33	5.76
	5.04	4.76	4.55	4.87	4.92	5.24
	C 0.24	C 0.64	C 0.34	C 0.25	C 0.41	C 0.34

0 + 53 to 9 + 74 = 1.5 Exception on South

N & S alley on P. 67

9-11-41. alley pav. BIK 121 V.H.  
Moore N. + S. alley

	W	E	H.I. P.C.C.
Grade raised 0.10 to drain old paving			379.32 4.55 374.77
N.H. Howard = 0.0	373.29	373.32	373.55 5.52 380.27
0 + 20	74.09	74.16	5.32 374.97
0 + 40	74.69	74.43	5.49 380.46
0 + 60	75.02	74.77	75.02
0 + 80	75.27	74.98	75.18
1 + 00	75.25	74.95	75.15
1 + 27.5	75.02	74.74	74.92
1 + 75	74.80	74.50	74.70

0 + 06.5 to 0 + 54 = 0.5 Exception on East

0 + 75 to 1 + 06 = 0.5 " " WEST

1 + 25 to 1 + 53 = " " " "

Indexed  
c/s/Kr

6m

W	73.89 6.70 73.29	74.09 6.00 74.09	74.69 5.60 74.69	75.02 5.27 75.02	75.27 5.02 75.27	75.25 5.21 75.25
chisel cut	5.50	3.60	3.47	5.13	4.21	C1.0
E =	73.29 6.97 6.65 C0.32	on W. alley	Ret. for E grade	Howard		
E	73.55 6.74 73.55	74.16 4.13 74.16	74.68 5.61 74.68	75.02 5.27 75.02	75.18 5.11 75.18	75.15 5.31 75.15
chisel cut	5.13	4.51	5.02	4.11	5.20	C0.11
W	75.02 5.44 75.02	74.80				
	4.81					
	C0.63					
E	74.92 5.54 74.92	74.70 5.76 74.70				
	5.19	5.14				
	C0.35	C0.62				

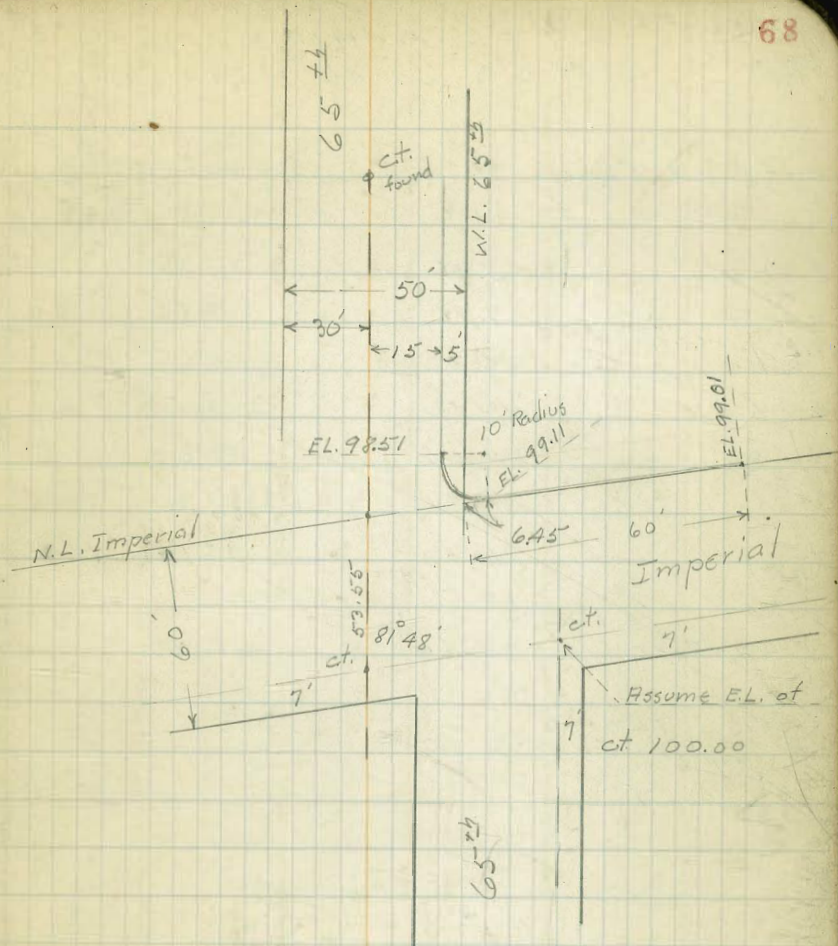
9-16-41

Osborne  
Rand  
Sveinmoe

Indexed  
a.s.K.

Grade Stakes for 60' of Curb + Return  
10' Radius - at Imperial + 65<sup>th</sup> for St. Dept.  
Location as shown on sketch.  
Met existing paving + grade for Elevations  
as shown.

68



Moore Alley Grading  
10-21-41 BIK 29 Lanna ALTA #2

0+00 = Wly Clovis S N

3+00 49.05 48.85

+20 47.86 47.66

+40 46.35 46.15

+60 44.52 44.32

+80 42.28 42.08

H 39.54 39.34

+20 36.30 36.10

+40 32.55 32.35

+94.75 = on N. 21.60 21.40

S.A. Blvd  
= on S, 21.56

3+41.3 = 21x P.O.T.

Indexed  
c.s.K.

69

Nail  
Pole  
22.43  
10.95  
33.38  
0.27  
33.11  
12.18  
45.29

N	46.15	44.32	42.08	39.34
	0.24	0.97	3.21	5.95
		1.87	4.81	2.07
		F 0.90	F 1.6	F 0.72

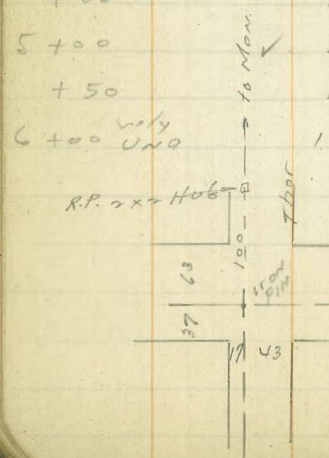
N	36.10	32.35	21.40
	9.19	12.94	11.98
	9.61	12.20	11.28
F	0.42	0.74	0.70

S	21.56	21.60
	11.82	11.78
	10.45	9.51
	C 1.37	C 2.27



Grading Dalbergia ST. 100' wide 8" 14' curbs (concrete) 9" GUTTERS  
 by Thor to UNA STS. Caltika Co.

0+00	Thor	9.00 ✓	9.40	10.00 ✓
+50		10.45 ✓		11.45 ✓
1+00		11.90 ✓		12.90 ✓
1+50		13.35 ✓		14.35 ✓
2+00		14.80 ✓		15.80 ✓
2+50		16.25 ✓		17.25 ✓
3+00	P.V.C.	17.70 ✓	18.10	18.70 ✓
+20		18.24 ✓	18.64	19.24 ✓
+40		18.70 ✓	19.10	19.70 ✓
+60		19.08 ✓	19.48	20.08 ✓
+80		19.39 ✓	19.79	20.39 ✓
4+00		19.71 ✓	20.01	20.61 ✓
+20		19.72 ✓	20.02	20.72 ✓
+40		19.84 ✓	20.24	20.84 ✓
+60		19.84 ✓	20.24	20.84 ✓
+80		19.72 ✓	20.12	20.72 ✓
5+00		19.55 ✓	19.95	20.55 ✓
+50		19.02 ✓	19.39	19.95 ✓
6+00	UNA	18.54 ✓	18.84	19.40 ✓



7.05	SEBP	Main	Moore	10-23-41.
7.57	Thor		Rand	Indexed
14.62			Snelmo	CR. K.
1.91				
12.71	S =	9.0	10.45	11.90
11.48		5.6	4.2	7.7
4.19		4.9	3.3	1.8
7.05		0.9	0.9	0.9
7.04				
14.09	N =	4.6	3.2	1.7
1.18		6.5	3.5	1.9
12.91		F 1.9	F 0.3	0.7
11.43				
44.34				

S	18.24	18.70	19.08	19.39	19.61	19.72
		5.5		4.8		4.5
		4.8		4.2		4.0
		0.7		0.6		0.5
N		4.5		3.8		2.5
		1.9		1.5		1.8
		0.6		0.3		0.7
S	19.82	19.82	19.72	19.55	19.02	
		4.4		4.6	5.4	
		4.6		4.9	5.6	
		0.2		0.3	0.6	
N		3.4		3.6	19.94	
		2.4		3.1	4.3	
		1.0		0.5	3.3	
					0.10	

S 18.54  
 5.57  
 5.62  
 0.06 c.b. Low

N 19.32  
 4.86  
 4.70  
 0.12 c.b. High

Xsec BK = 19#2

Indexed  
C.S.K.

Ray at Univ. Ave.  
Curb stakes

E 66

Sl. Univ. = 0 + 0	old C6. = 354.63	ft.
0 + 09.5	" " 354.54	353.20 =
0 + 40	354.26	
0 + 60	354.09	
0 + 75	353.96	353.06
1 + 02.2 = N. L. alley	353.72	353.00 = Pav.
1 + 17.2 = S. L. alley	353.70	
3 + 17.2 = N. L. V. Lightman	352.40	

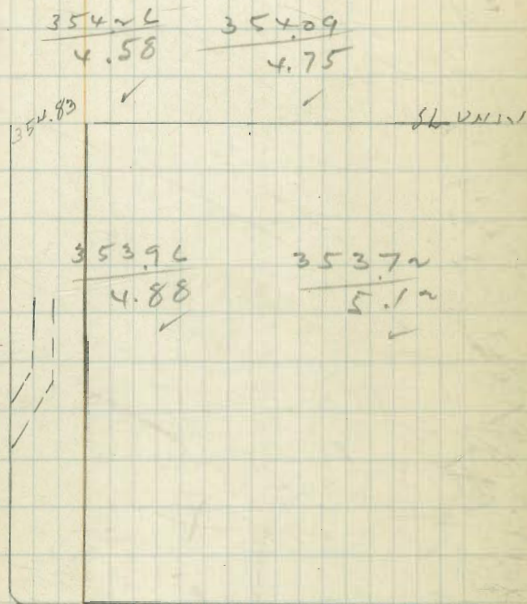
355.31  
3.53  
358.84

NW BP

UNIV.  
OHIO

10-29-41  
71

F.L. EXISTING  
8" x 4" drain  
outlet



alley next  
page

10 F.E.W. Ray

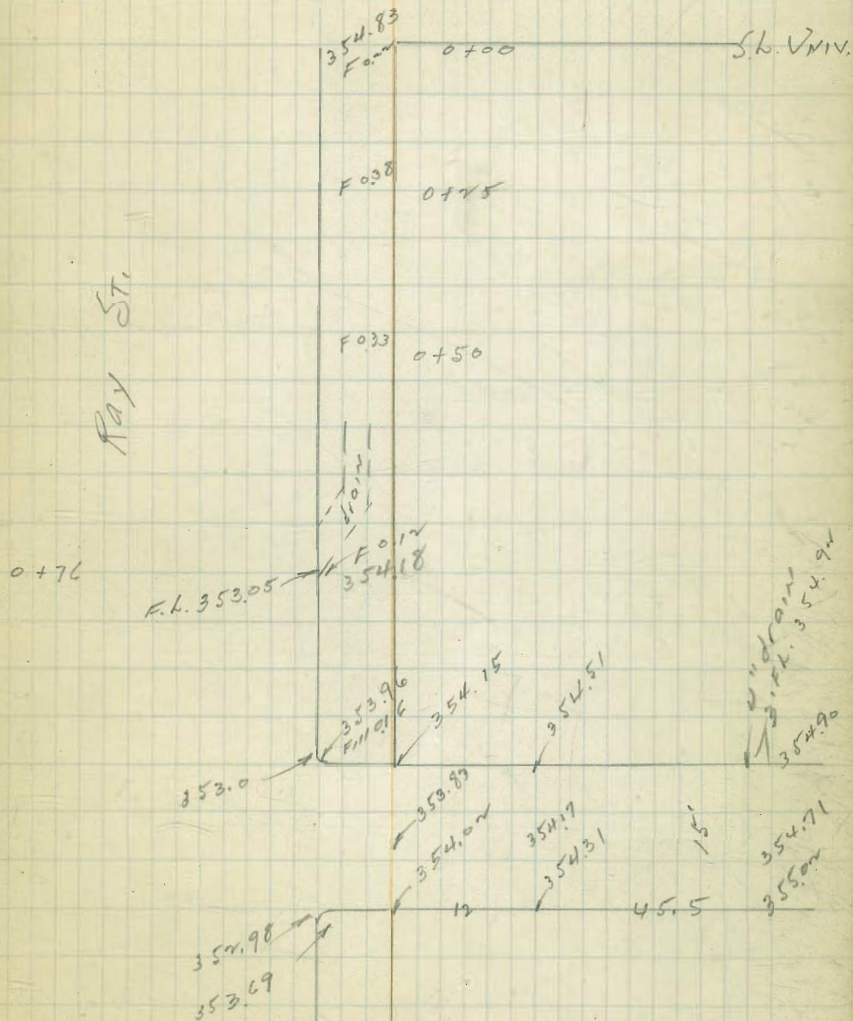
Indexed  
C.S.Kr

# Change of Grade of Curb E. Side of Ray S. of UNIV

Moore  
Rand  
Mayne  
W-L-44

Acct. of error of  
Bldg. Contractors

2



Fairmont and Polk Club Area

Top F.H.  
NE Cor.  
Polk & Fairmont  
361.43 = City  
2.37  
363.80

359.07  
4.78

Moore  
12-2-41.

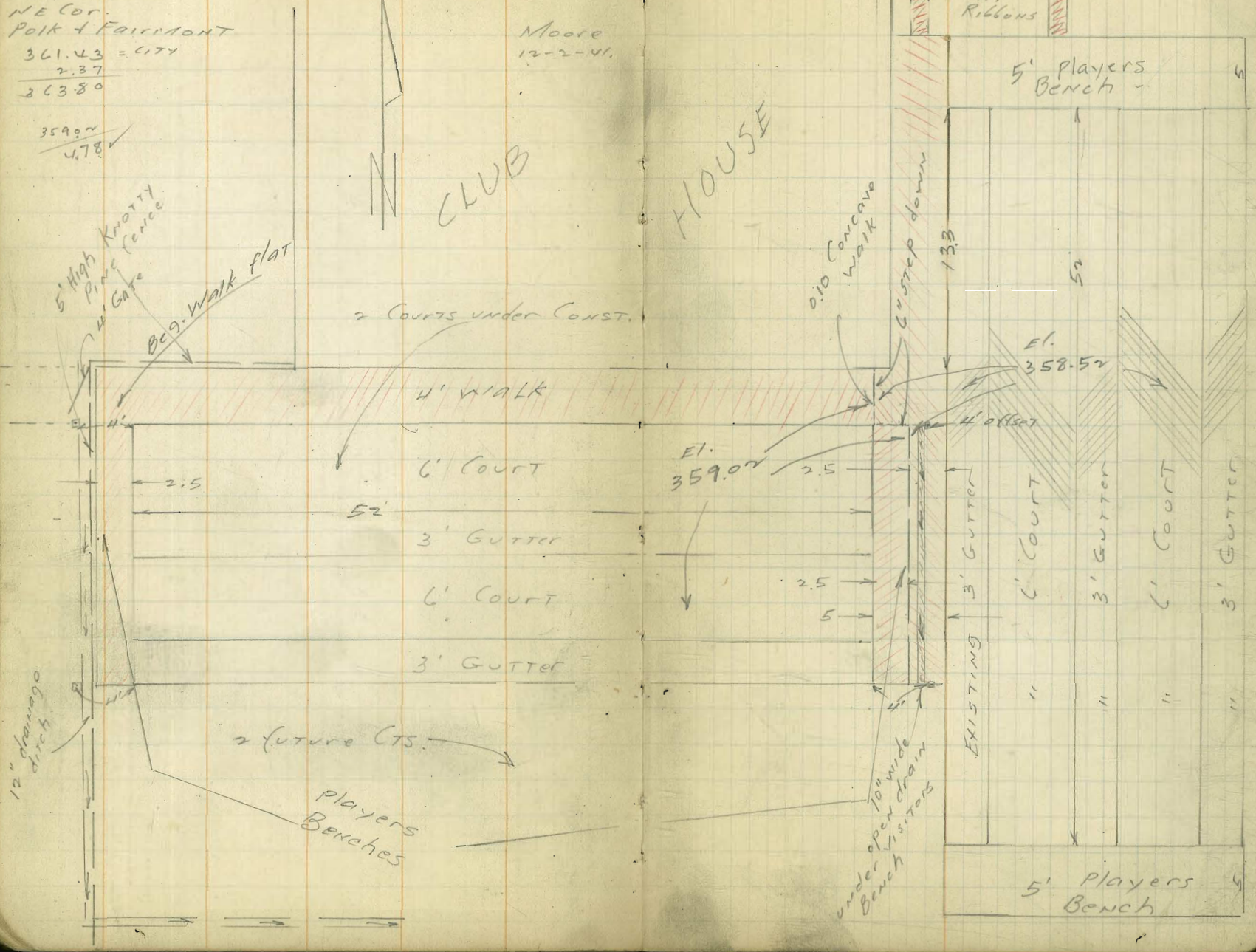
Indexed  
C.S.K.

Toilets  
2-18" Can. Ribbons

7.3

CLUB

HOUSE



2 Courts under Const.

4' WALK

6' COURT

52'

3' Gutter

6' COURT

3' Gutter

2 future CTS.

players Benches

0.10 Concave Walk

6" step down

133

50

5' Players Bench

El. 359.07

El. 358.57

4' offset

3' Gutter

6' COURT

3' Gutter

6' COURT

3' Gutter

EXISTING

5' Players Bench

10' wide open drain under Bench visitors







Moore  
Rand  
Hazard 77

Levels on proposed  
Fire Sta. Site  
w. Pt. Loma Blvd. & Ingraham St

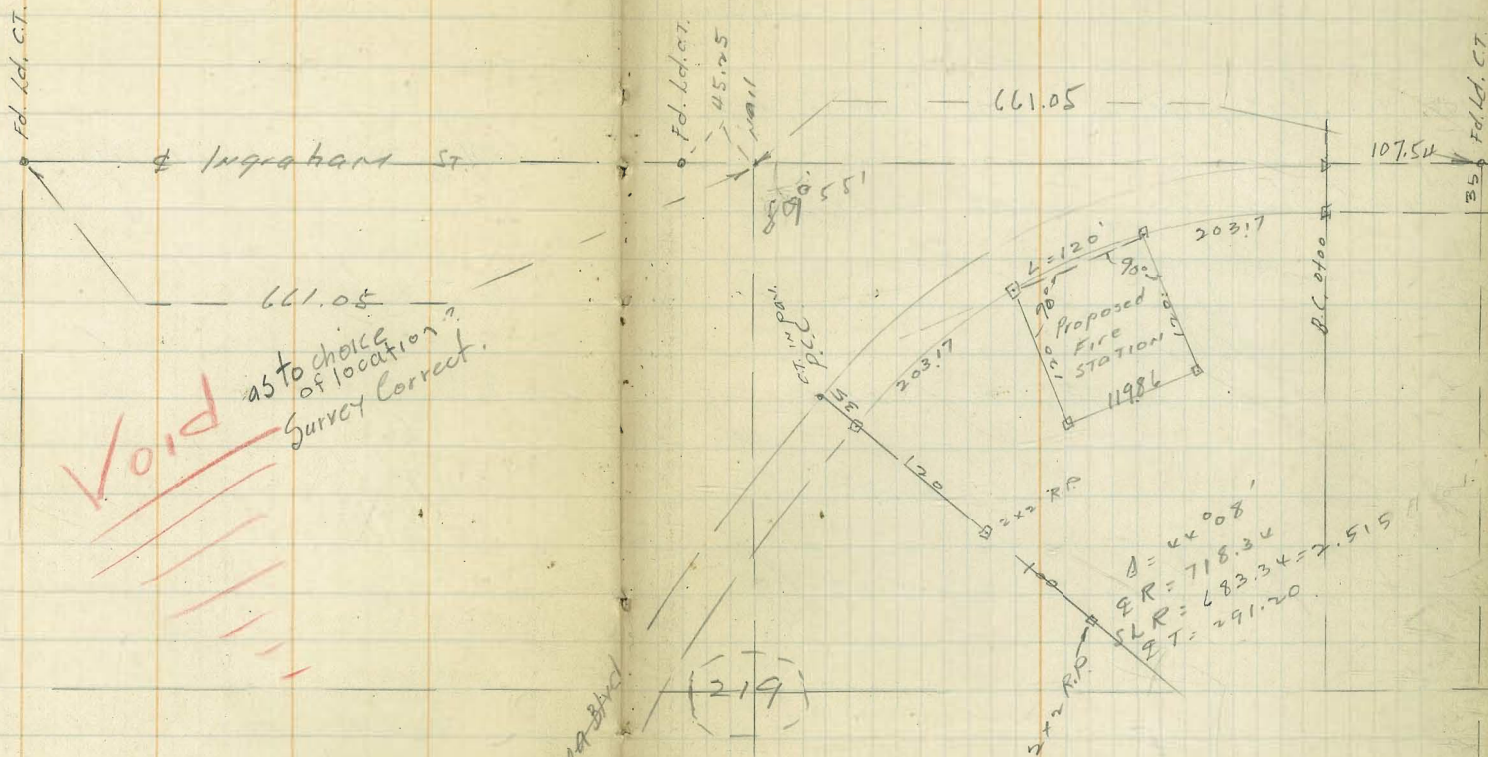
B.M.	H.I.	16.886	9.116	DATUM V.S.G.S.
NW Cor. Lot Hub	5.05	11.84		
35' N of NW Cor. <sup>oil</sup> pav.	4.60	✓ 12.29	<del>12.95</del>	
P.C.C. Hub	4.76	12.13		
35' N of P.C.C. <sup>oil</sup> pav.	4.40	✓ 12.49	<del>12.75</del>	
NE Cor. of Lot Hub	5.07	11.82		
35' N of NE Cor. of Lot <sup>oil</sup> pav.	4.30	✓ 12.59	<del>12.65</del>	
SE Cor. of Lot Hub	4.66	12.23		
SW " " " Hub	5.50	11.39		
N.W. Cor. of Bldg. ground	5.4	11.5		
N.E. " " " "	5.7	11.7		
S.E. " " " "	5.4	11.5		
SW " " " "	5.6	11.3		

Brass Plug Top S. hd. wall of Cor. Box Curb 100' Nly of Intersection of W. Pt. Loma Blvd & Ingraham St.



Survey of Proposed Fire Sta.  
 W. Pt. Loma Blvd & Ingraham  
 Ely 1/4 Ph. 219

Moore  
 Rand  
 Hazard  
 3-4-42.



**Void**  
 as to choice  
 of location?  
 Survey correct.

$\Delta = 44.008'$   
 $QR = 718.34$   
 $SR = 633.34 = 7.515$   
 $QT = 291.20$

(219)

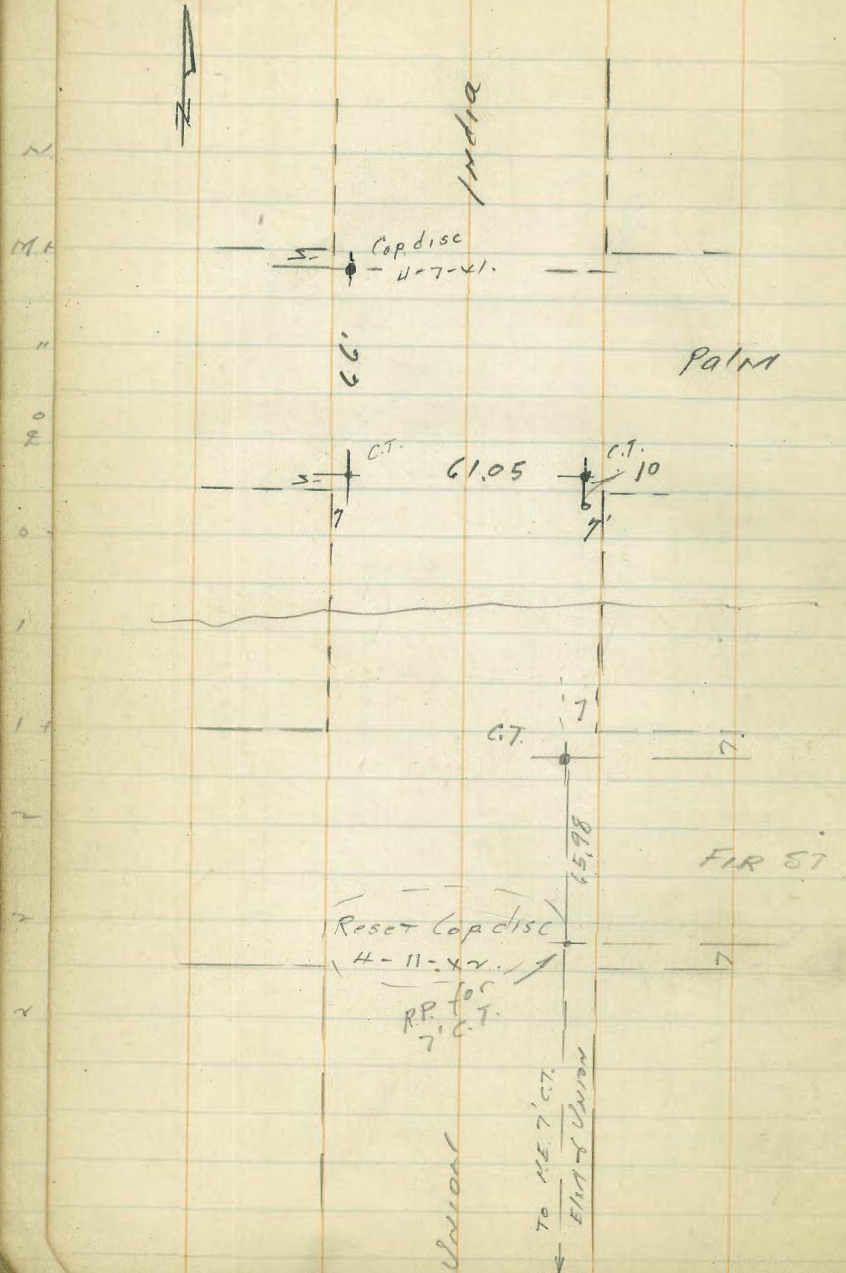
2 + 63.17 def.  $8^{\circ} 31.0$

3 + 22.17 "  $13^{\circ} 34.8$

W. Pt. Loma Blvd  
 $R = 2180$   
 $0.788$

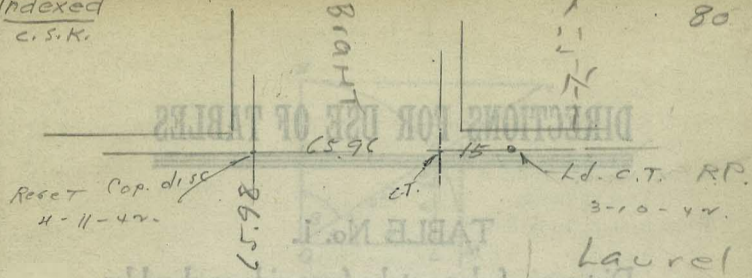


Plotted On Tie Sheets  
12-30-43 C.E.B.



Indexed  
C.S.K.

80



Distance of slope stake from side or shoulder stake for any width roadway. For use of table if ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake - If ground is not level, the correction is found in the table.

## IMPROVED TABLES AND INFORMATION

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given  $L$  may be found by dividing tangent (or external), opposite  $L$  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.

34.06