

18.45
19.50

25887.40
103578

.50
34

200

150

17.00

300.77
253
298.24

9.37
105
822

MICROFILMED

APR 16 1965

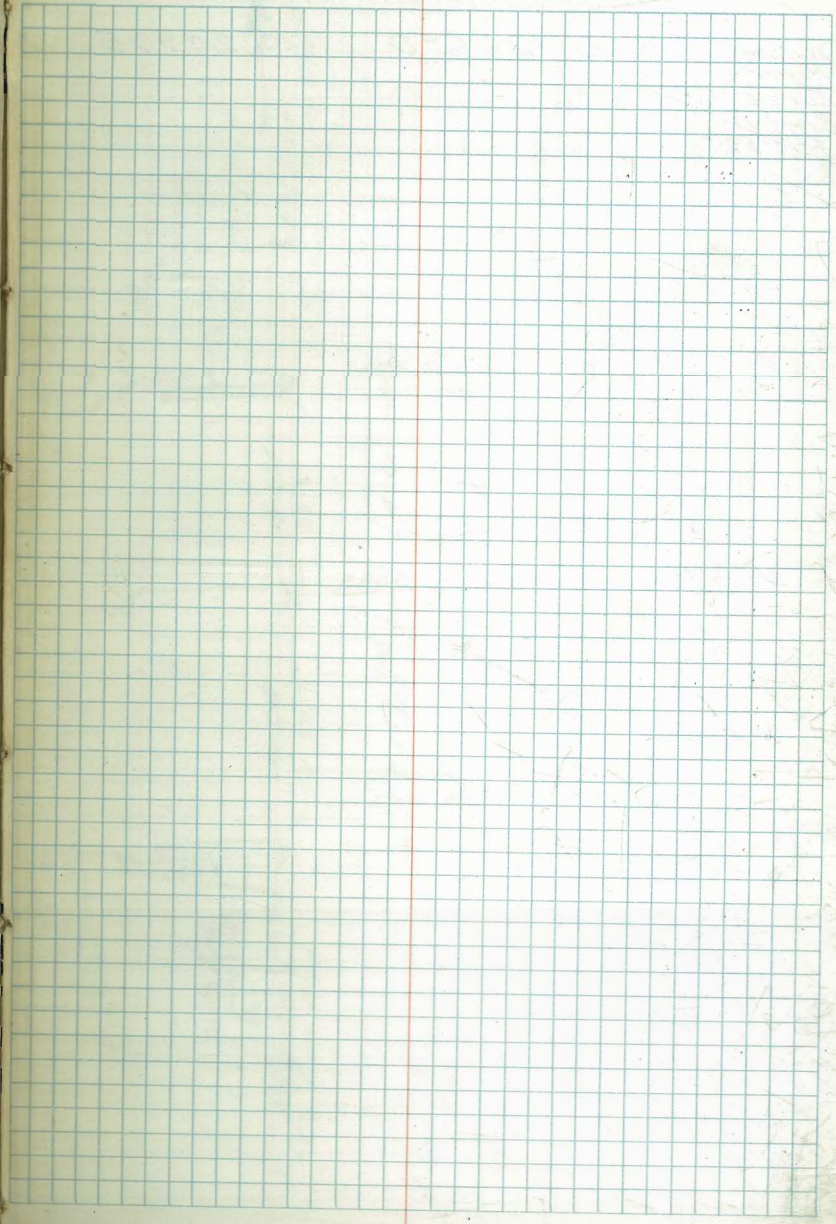
INDEX

OCCUPY VIEW BRIDGE-Layout -2

Imp. Ave Bridge ~ Layout Film 10-12

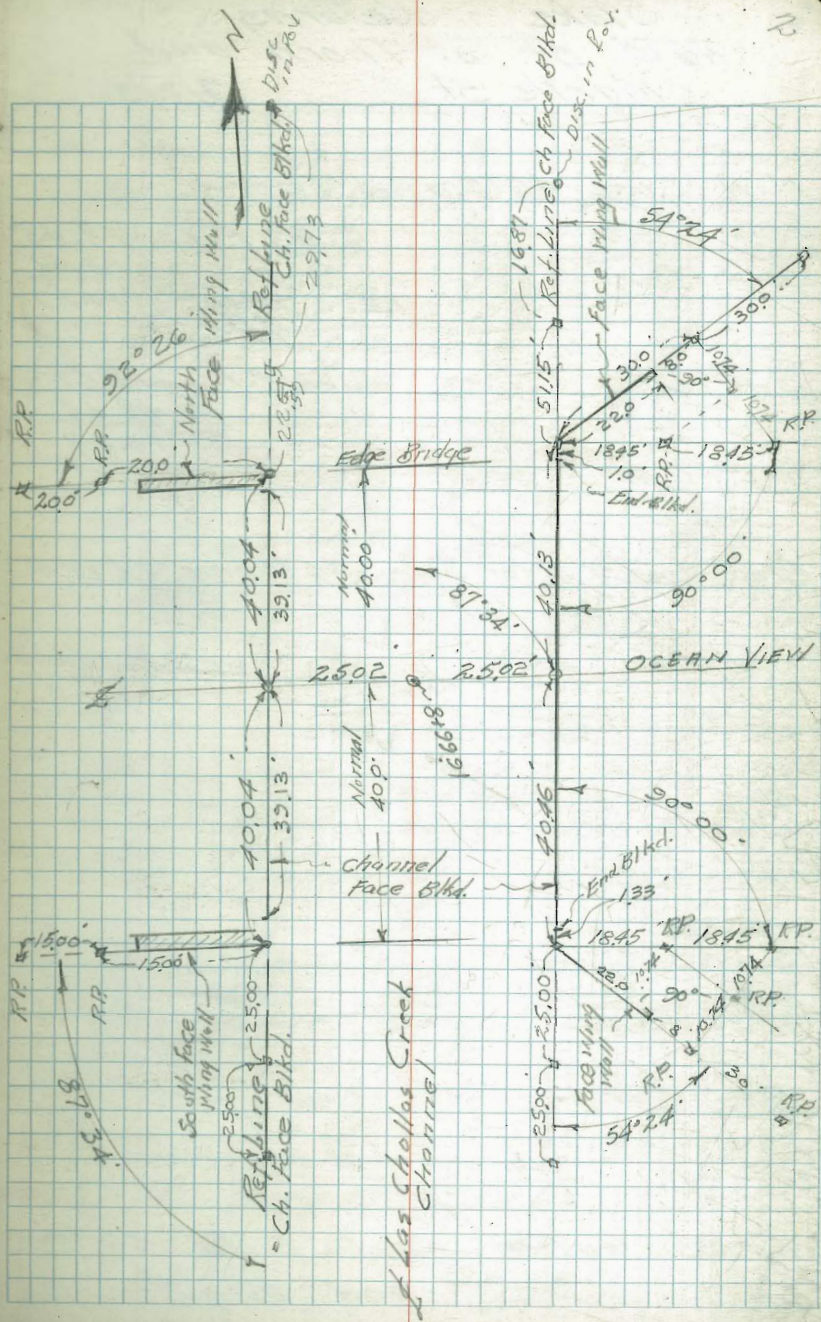
" " " " Def Δ Ret. Wall 14

" " " Bench Marks Levels -16



OCEAN VIEW BLDG. BRIDGE
 over Las Chollas Creek
 Flood Control Channel.

Walker Plan 1956-D 140,20995
 Paper
 Korner
 Brantner
 6-18-53



Stake Returns
46th St. at Thorn and
Myrtle St 7/2/56

N.W. Cor. 46th and Thorn

S.E. P.I. 18.45

N.E. Cor. " " 18.18

I.E. 18.40
18.18
FO.27

S.W. Cor. 21.70 S.W. P.I. 19.65

19.48

S.E. Cor. 19.52 19.00 11.50 11.50 FO.17.00

Cross Gutter Nor. Side 46th and Thorn

N.W. Cor. 46th and Myrtle

N.E. Cor. " " "

S.W. Cor. " " "

S.E. Cor. " " "

Cross Gutter South side 46th
and Myrtle

| | 1/4 | 1/2 | 3/4 | B.C. Thorn H37 |
|---------------------------------|---------|------------|--------|----------------|
| EC. = 0106 | | | | |
| 319.60 | 319.55 | 319.75 | 320.25 | 320.90 |
| 19.62 | 19.71 | 22.96 | 20.39 | 20.96 |
| CO.02 | CO.16 | CO.71 | CO.14 | CO.06 |
| 0-02 = E.C. | 1/3 | 2/3 | | B.C. Thorn |
| 318.58 | 318.40 | 317.85 | 317.00 | |
| 19.03 | 18.82 | 17.85 | 17.31 | |
| CO.45 | CO.42 | 6 | CO.31 | |
| 5194 = B.C. 46 th 21 | 1/4 25 | 1/2 30 | 3/4 15 | E.C. Thorn |
| 320.61 | 320.45 | 320.50 | 320.85 | 321.40 |
| 20.70 | 20.65 | 20.61 | 20.66 | 21.03 |
| CO.09 | CO.20 | CO.44 | FO.19 | FO.27 |
| 6102 = B.C. 1/3 | FO.21 | FO.10 | FO.17 | E.C. Thorn 1/3 |
| 319.45 | 318.90 | 317.85 | 317.00 | |
| 19.73 | 19.08 | 18.07 | 17.15 | |
| C.P. 28 | CO.181 | CO.22 | (1.p.) | CO.45 |
| 318.88 | 318.60 | 317.93 | 318.13 | (east) P.I. |
| 19.34 | 19.17 | 18.31 | 18.31 | 18.31 |
| CO.46 | CO.57 | CO.38 | CO.18 | |
| 2162.20 = B.C. | 1/3 | 2/3 | | End |
| 325.00 | 324.25 | 323.45 | 323.25 | 322.25 |
| 24.90 | 24.58 | 24.11 | 24.51 | 4.51 |
| FO.04 | CO.33 | CO.66 | CO.26 | |
| AOcb. | .65cb | .60cb. | .60cb. | .50cb. |
| P.L. 46 th | 1/2 | EC. = 6155 | 6165 | 6180 |
| 321.70 | 321.65 | 321.40 | 321.20 | 320.50 |
| 1.89 | 21.80 | 21.56 | 21.10 | 21.00 |
| CO.19 | CO.15 | CO.16 | FO.10 | CO.50 |
| 2162.20 = P.C. | 1/4 | 1/2 .67 | 3/4 | B.C. = 5194 |
| 325.00 | 324.40 | 323.95 | 323.70 | 323.80 |
| 24.98 | 24.57 | 24.23 | 24.23 | 24.36 |
| FO.02 | CO.17 | CO.28 | CO.53 | CO.56 |
| 5185 = B.C. | 1/3 .60 | 2/3 .65 | P.L. = | End |
| 322.95 | 322.80 | 322.65 | 322.60 | AOcb. |
| 22.86 | 22.72 | 3.27 | 23.61 | |
| FO.09 | FO.08 | CO.62 | G1.01 | |
| | I.E. | P.I. | | |
| | 23.17 | 23.35 | | |
| | 2.88 | 2.88 | | |
| | FO.29 | FO.47 | | |

Stake Menlo Ave
 Redwood to Thorn St.
 298.14 S.W. spike in Pole Redwood & Menlo

See Page 76 for Menlo Ave 4
 South of Redwood St.
 West E East

Island Curb Rough

| | | |
|---------------------|---|---------------------------------|
| +73.3 | ^{524.} 295.8 <u>98.1</u> C2.3 | 295.76 97.28 C1.52 |
| +40 | ^{524.} 297.1 <u>99.6</u> C2.5 | 297.10 98.60 C1.50 |
| +20 | | 297.75 <u>98.93</u> C1.18 |
| 2+00 | 298.1 <u>01.1</u> C3.0 | 298.10 99.13 C1.03 |
| +75 | 298.4 <u>00.2</u> C1.8 | 298.40 99.06 C0.66 |
| +50 | 298.7 <u>99.7</u> C1.0 | 298.70 98.54 F0.16 |
| +30 | | 298.72 <u>98.31</u> F0.41 |
| 1+10 | 298.4 <u>01.9</u> C3.5 | 298.38 98.57 C0.19 |
| +73.3 | ^{484.} 297.4 <u>02.0</u> C4.6 | 297.42 98.04 C0.62 |
| +36.6 | 296.5 <u>02.1</u> C5.6 | 296.46 98.08 C1.62 |
| 0+00 = N.L. Redwood | | |
| 0-02 = E.C. | 295.5 <u>01.3</u> C5.8 | 295.47 98.35 C2.89 |

| | | | |
|---------------------------------|---------------------------------|--------------------------|-------------------------------|
| 295.46 <u>95.98</u> C0.48 | 295.00 <u>91.02</u> C2.02 | 288.76 89.08 C0.32 | 288.8 87.4 F1.4 |
| 296.85 <u>97.45</u> C0.20 | 290.35 <u>92.46</u> C2.11 | 290.10 90.43 C0.33 | 290.1 89.1 F1.0 |
| 297.50 <u>97.68</u> C0.18 | 291.00 <u>92.97</u> C1.97 | 290.75 91.07 C0.32 | P.L. |
| 297.85 <u>97.88</u> C0.03 | 291.35 <u>93.26</u> C1.91 | 291.10 91.54 C0.44 | 291.1 91.4 C0.3 |
| 298.15 <u>98.09</u> F0.06 | 291.65 <u>93.28</u> C1.63 | 291.40 92.20 C0.80 | 291.4 91.3 F0.1 |
| 298.45 <u>98.35</u> F0.10 | 291.95 <u>93.20</u> C1.25 | 291.70 92.30 C0.60 | 291.7 91.7 Grade |
| 298.47 <u>98.73</u> F0.24 | 291.97 <u>92.93</u> C0.96 | 291.72 91.77 C0.05 | |
| 298.13 <u>98.38</u> C0.25 | 291.63 <u>92.69</u> C1.06 | 291.38 91.45 C0.07 | 291.4 90.8 F0.6 |
| 297.17 <u>97.24</u> C0.07 | 290.67 <u>91.96</u> C1.29 | 290.42 91.93 C0.51 | 290.4 90.3 F0.1 |
| 296.21 <u>96.36</u> C0.15 | 289.71 <u>91.22</u> C1.51 | 289.46 91.21 C1.75 | P.L. 289.5 91.2 C1.7 |
| 295.21 <u>95.72</u> C0.51 | 288.71 <u>90.44</u> C1.73 | 288.47 90.06 C1.59 | 288.5 90.5 C2.0 |

Stake Men 10
Redwood to Thorn St.

| | Rough | Curb |
|-----------------------------|-------------------------------|--------------|
| 5400 = End Island B.C. | 287.4 | 287.21 |
| | <u>86.2</u> | <u>87.42</u> |
| | F1.0 | |
| 4498 = 2' Rad | <u>87.21</u> | <u>C0.21</u> |
| | 6. | |
| 4490 = East only | ^{10.8} <u>366</u> | |
| | 747 | |
| 4480 = West only | | 287.50 |
| 4470 = E.C. | | 287.90 |
| | | <u>87.90</u> |
| | | Grade |
| 4450 = N.E. Inlet & Mid Pt. | | 288.68 |
| | ^{1/2} | <u>88.60</u> |
| 4434 = S.E. Inlet | | <u>F0.08</u> |
| 4430 = B.C. | 289.5 | 289.46 |
| | <u>91.5</u> | <u>89.51</u> |
| | C2.0 | C0.05 |
| 4410 | 290.3 | 290.26 |
| | <u>92.8</u> | <u>90.80</u> |
| | C2.5 | C0.54 |
| 4475 | 291.7 | 291.67 |
| | <u>93.8</u> | <u>92.83</u> |
| | C2.1 | C1.16 |
| 4440 | 293.1 | 293.08 |
| | <u>96.8</u> | <u>94.57</u> |
| | P.L. C3.7 | C1.49 |
| 3406.6 | 294.4 | 294.42 |
| | <u>97.3</u> | <u>95.71</u> |
| | C2.9 | C1.29 |

West (continued) East 5

| Island | Island | Curb | Rough |
|--------------|--------------|--------------|--------------|
| | | 285.70 | 285.7 |
| | | <u>85.93</u> | <u>84.0</u> |
| | | C0.23 | F1.7 |
| 286.00 | 285.80 | 285.60 | |
| <u>86.54</u> | <u>86.54</u> | <u>86.54</u> | |
| C0.54 | C0.74 | C0.94 | |
| | | 284.89 | |
| 287.40 | | 283.60 | 283.57 |
| <u>87.47</u> | | <u>85.32</u> | <u>84.38</u> |
| C0.07 | | C1.72 | C0.81 |
| | | 283.32 | 282.87 |
| 288.20 | | <u>83.60</u> | <u>82.87</u> |
| <u>88.35</u> | | C0.28 | Exst. Curb |
| C0.15 | | 282.77 | 282.80 |
| | | | Curb |
| 289.00 | | 283.05 | 282.76 |
| <u>89.77</u> | | <u>83.95</u> | <u>81.99</u> |
| C0.17 | | C0.90 | F0.77 |
| 289.80 | | 283.50 | 283.26 |
| <u>90.82</u> | | <u>85.39</u> | <u>83.51</u> |
| C0.22 | | C1.99 | C0.25 |
| 291.25 | | 284.92 | 284.67 |
| <u>91.63</u> | | <u>86.86</u> | <u>84.37</u> |
| C0.38 | | C1.94 | F0.30 |
| 292.70 | | 286.33 | 286.08 |
| <u>92.87</u> | | <u>88.42</u> | <u>86.00</u> |
| C0.17 | | C2.27 | F0.08 |
| 294.08 | | 287.67 | 287.42 |
| <u>94.45</u> | | <u>90.02</u> | <u>86.69</u> |
| C0.37 | | C2.35 | F0.73 |
| | | | F1.9 |

Stake Menlo Ave
Redwood to Thorn St.

90.29 T.P.

4'
South of Inlet $\begin{array}{r} 282.78 \\ 83.70 \\ \hline 20.92 \end{array}$

4' North of Inlet $\begin{array}{r} 282.87 \\ 83.89 \\ \hline 21.02 \end{array}$

8' North of Inlet $\begin{array}{r} 282.87 \\ 83.86 \\ \hline 21.00 \end{array}$

6+00 = S.L. Thorn St. $\begin{array}{r} 296.50 \\ 96.5 \\ \hline 6 \end{array}$

+ 70 $\begin{array}{r} 293.11 \\ 93.15 \\ \hline 6 \end{array}$

+ 40 = E.C. $\begin{array}{r} 289.72 \\ 89.67 \\ \hline 6 \end{array}$

5+20 $\frac{1}{2}$ $\begin{array}{r} 287.94 \end{array}$

West (continued) East

6

Curbs

Curbs

$\begin{array}{r} 296.73 \\ 624 \\ \hline 20.49 \end{array}$

$\begin{array}{r} 293.11 \\ 93.11 \\ \hline 20.22 \end{array}$

$\begin{array}{r} 289.72 \\ 89.40 \\ \hline 20.32 \end{array}$

$\begin{array}{r} 287.94 \\ 87.87 \\ \hline 20.07 \end{array}$

$\begin{array}{r} 297.24 \\ 96.81 \\ \hline 20.43 \end{array}$

$\begin{array}{r} 293.61 \\ 93.43 \\ \hline 20.18 \end{array}$

$\begin{array}{r} 290.22 \\ 89.82 \\ \hline 20.40 \end{array}$

$\begin{array}{r} 287.96 \\ 87.67 \\ \hline 20.29 \end{array}$

$\begin{array}{r} 297.00 \\ 7.2 \\ \hline 20.2 \end{array}$

$\begin{array}{r} 293.6 \\ 94.2 \\ \hline 20.6 \end{array}$

$\begin{array}{r} 290.2 \\ 90.30 \\ \hline 20.1 \end{array}$

Shasta St.
La Playa to Crown Pt.

24.37 = 35.05 R.P. at C.P. Dr. 6-28-56

+90 = B.C. on Rt.

+66.59 = End Cb. on Lt.

1/2

+50 on Rt.

+42.31 = B.C. on Lt.

+05

+70

+35

+00.5 = E.C.

2/3

1/3

End Returns

East

West

7

| R | Curbs | E | Curbs | R |
|------|-------|---|-------|---------|
| | | | | 27.9 |
| | | | 25.40 | 25.4 |
| | | | 25.03 | C2.4 |
| | | | F0.37 | |
| 25.1 | 25.10 | | | |
| | 25.17 | | | |
| | C0.07 | | | |
| | 25.30 | | | |
| | 25.57 | | | |
| | C0.27 | | | |
| | | | | 28.1 |
| | | | 26.16 | 26.2 |
| | | | 25.74 | C1.9 |
| | | | F0.42 | |
| 28.2 | | | | |
| 25.6 | 25.60 | | | |
| C2.6 | 25.70 | | | |
| | C0.10 | | | |
| 29.3 | | | | 28.8 |
| 26.5 | 26.47 | | 27.01 | 27.0 |
| C2.8 | 26.71 | | 26.47 | C1.8 |
| | C0.24 | | F0.54 | |
| 29.6 | | | | 27.9 |
| 27.3 | 27.33 | | 27.67 | 27.7 PL |
| C2.3 | 27.55 | | 27.67 | C0.2 |
| | C0.22 | | F0.06 | |
| 29.9 | | | | 29.7 |
| 28.2 | 28.17 | | 28.33 | 28.3 |
| C1.7 | 28.22 | | 27.61 | C1.4 |
| | C0.05 | | F0.72 | |
| 30.0 | | | | 28.9 |
| 29.0 | 29.00 | | 29.00 | 29.0 |
| C1.0 | 28.90 | | 28.44 | C0.9 |
| | F0.10 | | F0.56 | |
| | | | | |
| | 29.00 | | 29.00 | |
| | 29.10 | | 28.47 | |
| | C0.10 | | F0.53 | |
| | | | | |
| | 28.85 | | 28.90 | |
| | 28.95 | | 28.96 | |
| | C0.10 | | F0.77 | |
| 29.0 | | | | 29.9 |
| 28.7 | 28.70 | | 28.70 | 28.7 |
| C0.3 | 29.31 | | 28.41 | C1.2 |
| | C0.61 | | F0.29 | |

Shasta St.
29.85 = S.W. spike in Pole
Shasta and La Playa

2+00

(W) 1+65

28.31
28.55
C0.24

+60

1+20

+80

(W) 0+70

28.53
28.56
C0.03

+40

0+00.5 = E.C

1/3

1/3

End Returns

La Playa to Roosevelt

3+26.26 = End also 2+25

2+99.39 = E.C. on Rt.

La Playa to Crown Pt.

cb. fare
0.58

| East | | | West | | |
|-----------|----------|---|-------|------------|-----|
| R | Curbs | E | Curbs | R | |
| prop 31.0 | | | | 29.6 | |
| 28.2 | 28.22 | | 28.22 | 28.2 | |
| 02.8 | 28.24 | | 28.04 | C1.4 | |
| | 00.02 | | F0.18 | | |
| 30.9 | | | | 30.6 | |
| prop 28.3 | 28.32 | | 28.32 | 28.3 | |
| | 28.55 | | 28.23 | C2.3 | |
| 02.6 | C0.23 | | F0.09 | | |
| 30.6 | | | | 29.4 | |
| 28.4 | 28.41 | | 28.41 | 28.4 | |
| 04.2 | 28.50 | | 28.27 | C1.0 | |
| | C0.39 | | F0.14 | | |
| 32.2 | | | | 31.6 | 84 |
| 28.5 | 28.51 | | 28.51 | 28.5 | |
| | 28.75 | | 28.68 | C3.1 | |
| 03.7 | C0.24 | | C0.17 | | |
| 30.4 | | | | 30.1 | |
| 28.6 | 28.60 | | 28.60 | 28.6 | |
| 01.8 | 28.24 | | 28.75 | C1.5 | |
| | F0.36 | | C0.15 | | |
| 30.2 | | | | 30.1 | |
| 28.7 | 28.70 | | 28.70 | 28.7 | |
| | 28.59 | | 28.84 | C1.4 | |
| 01.5 | F0.11 | | C0.14 | | |
| | 28.73 | | 28.73 | | |
| | 43 28.71 | | 28.61 | | .43 |
| | F0.02 | | F0.12 | | |
| | 28.76 | | 28.76 | | |
| | 41 28.73 | | 28.40 | | .41 |
| | F0.03 | | F0.36 | | |
| | 28.70 | | 28.70 | | |
| | 28.76 | | 27.91 | | |
| | C0.06 | | F0.79 | | |
| | | | | 27.3 | |
| | | | 24.80 | 24.8 | |
| | | | 25.15 | C2.5 | |
| | | | C0.35 | | |
| | | | 25.25 | 25.3 | |
| | | | 24.97 | Grade | |
| | | | F0.28 | 5' BK. Cl. | |

Stake Shasta St.
 La Playa to Roosevelt
 27.37 = 25' E.P. P.K. at End Pav

+90 = B.C. alley

+60

+30

0+00 = P.L.

Stake La Playa ~ Shasta West to Alley

+50 = End

+25

+00

+60

+20

+80

+40

East West 9
 R Curbs E Curbs R

| | East | E | West | R |
|--------|-----------|----------|---------|--------|
| | | End Det. | 26.95 | |
| | | | 7.68 | |
| | | | Co.73 | |
| Top Ch | 26.67 | Meet | 26.55 | 26.55 |
| gut | 6.22 | " | 6.72 | |
| | | | Co.17 | |
| | 27.35 | | 27.35 | |
| | 27.51 | | 7.85 | |
| | Co.16 | | Co.50 | |
| | 28.03 | | 28.03 | |
| | 27.50 | | 8.05 | |
| | FO.53 | | Co.02 | |
| | 28.70 | | 28.70 | |
| | North | | South | |
| | gut. | .65 | Top Ch. | .61 |
| | 27.19 | 27.62 | 27.62 | Top Ch |
| | | | | 27.18 |
| | 28.1 | | 28.1 | |
| | 27.7 | 27.68 | 27.68 | 27.7 |
| | Co.4 | 27.47 | 27.28 | Co.4 |
| | | FO.21 | FO.40 | |
| | 27.5 | | | 28.0 |
| | 27.7 | 27.74 | 27.74 | 27.7 |
| | FO.2 | 27.37 | 27.30 | Co.3 |
| | | FO.35 | FO.44 | |
| | 28.9 | | | 28.0 |
| | 27.8 | 27.84 | 27.84 | 27.8 |
| | Co.0 | 27.28 | 27.58 | Co.2 |
| | | FO.56 | FO.26 | |
| | 29.0 | | | 28.0 |
| | prop 27.9 | 27.93 | 27.93 | 27.9 |
| | Co.1 | 27.63 | 27.58 | Co.1 |
| | | FO.30 | FO.35 | |
| | 29.9 | | | 28.6 |
| | prop 28.0 | 28.03 | 28.03 | 28.0 |
| | Co.1 | 27.91 | 27.68 | Co.6 |
| | | FO.12 | FO.35 | |
| | 30.5 | | | 29.0 |
| | prop 28.1 | 28.12 | 28.12 | 28.1 |
| | Co.4 | 27.91 | 27.94 | Co.9 |
| | | FO.21 | FO.18 | |

WABASH FREEMAN SEC. B

IMPERIAL AVE-UNDERCROSSING

Walker Plan 1590-D V10 22086

Pope
Rorer Foundation Layout

Bryton
6-18-53 Cont. P. 11

Station Det. A

67+06.74 3°52.58

66+26.55 3°38.79

3°35.43

66+07 = P.O.C. Fd. Hub in L. S.D. & A. R.R. Track

65+67.01 3°28.56

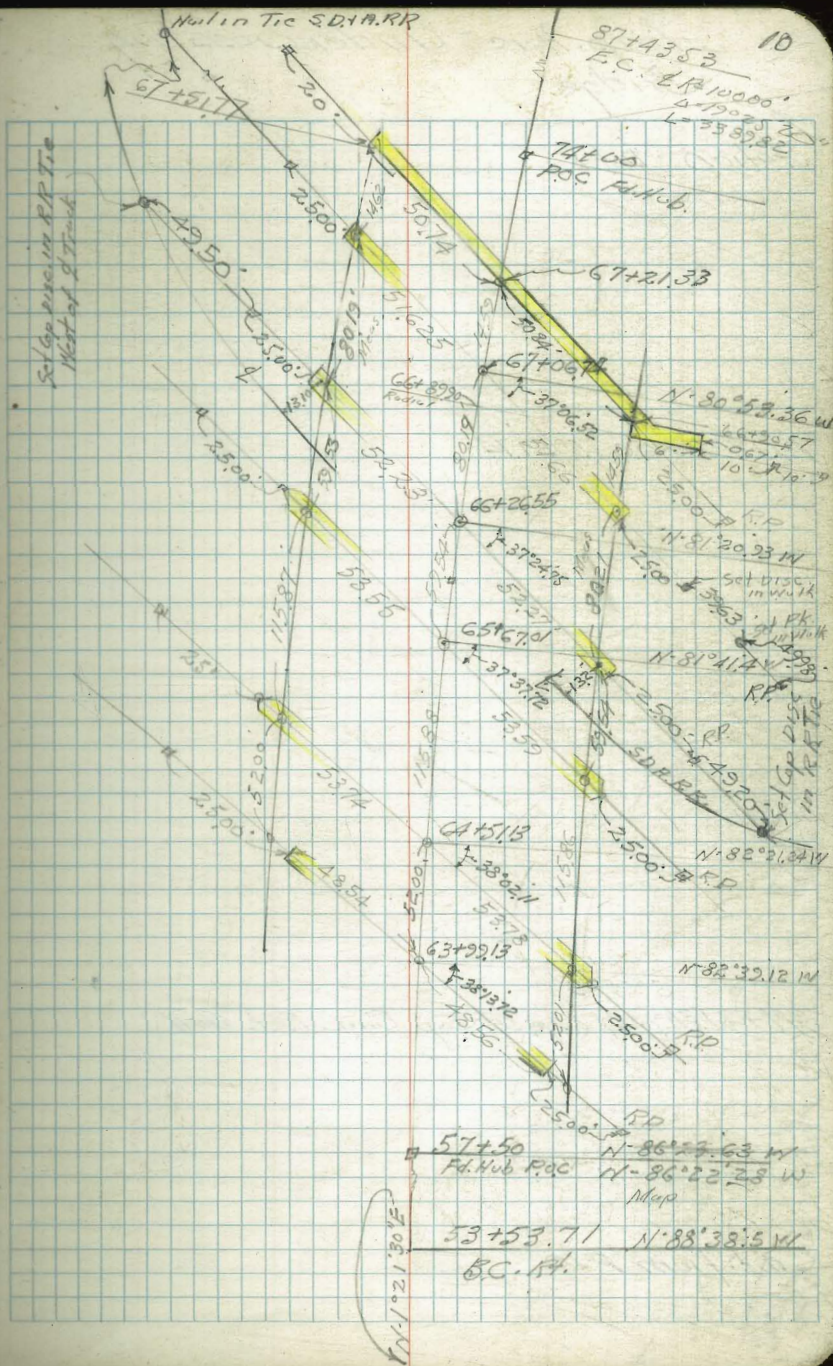
65+00 = 3°17.04

64+51.13 3°08.64

63+99.13 2°59.7

pos 1°08.11 1°07.43 used
57+50 1°07.43

53+53.71 - BC. A.



Map. Arc - Undercrossing
Bridge

Station Def.

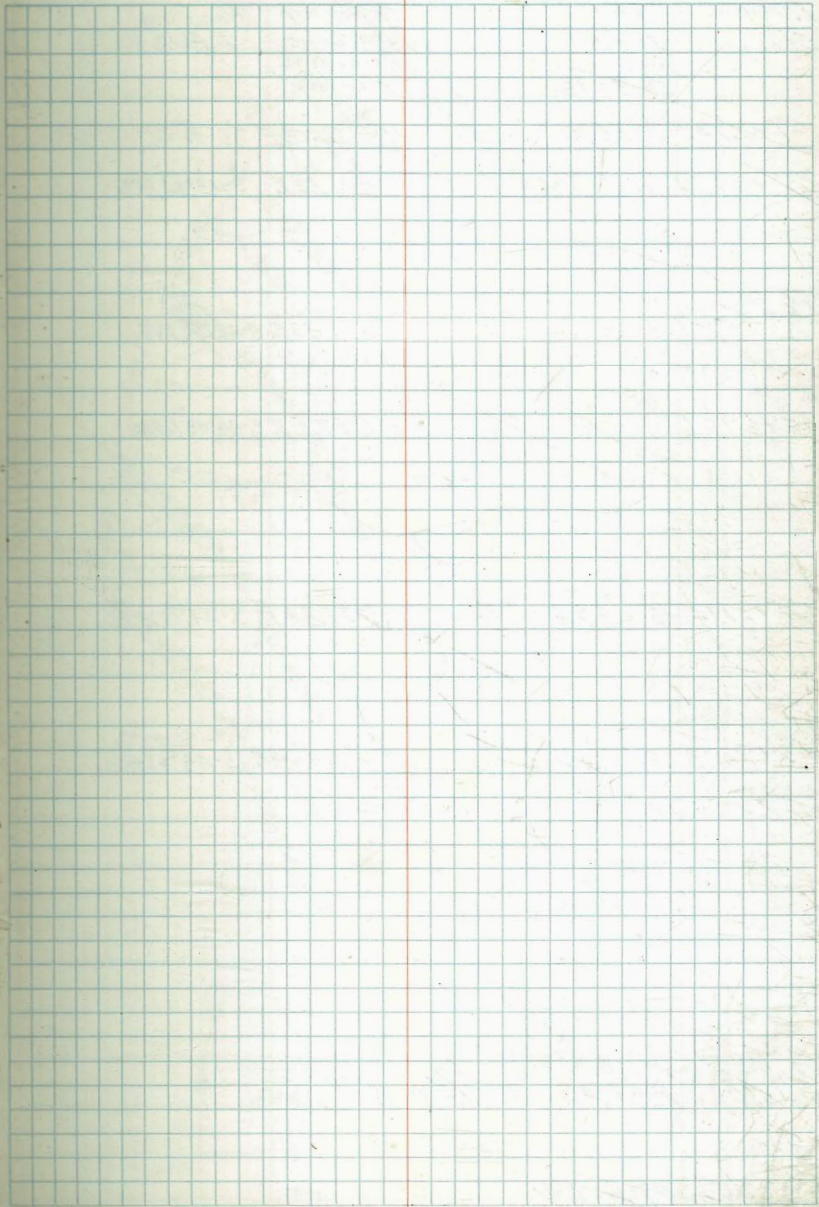
74+00 = POC 5°51.74

3°55.09

67+21.31 = SLY Edge at Top Conc. Ret. Wall

74+00 = POC 5°51.74

Cont. from P10

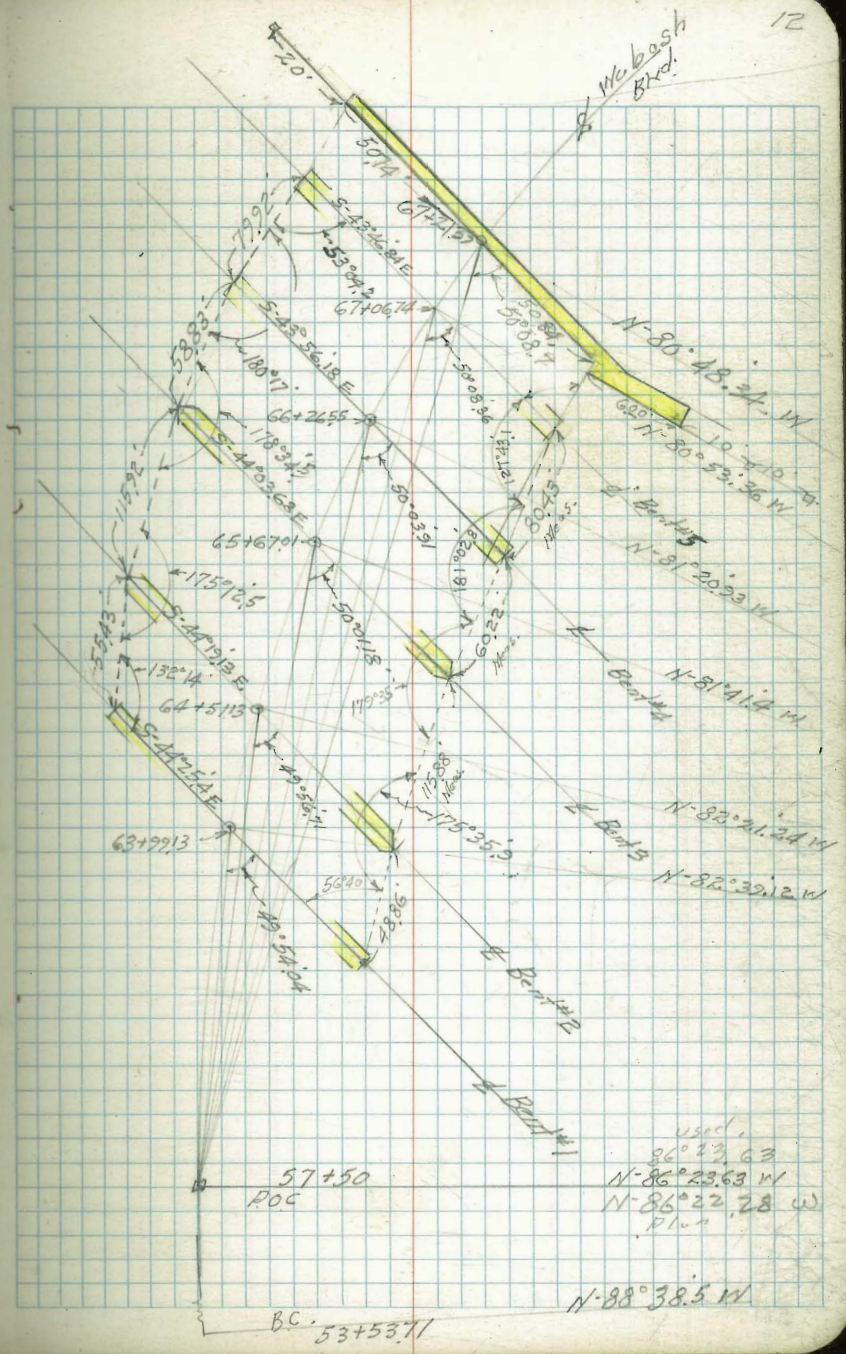


Imperial Ave Undercrossing Bridge
Foundation layout

| E. Wobash Sta. | Total Def Δ From BC. | Bent NO. | Bearing Chd. line From P.O.C | Bearing of Bent |
|----------------|----------------------------|----------|------------------------------|-----------------|
| 67+21.23 | 3°55.0 | | N-6°24.03E | N-43°22.17W |
| 67+06.74 | 3°52.58 | #5 | N-6°21.52E | S-43°46.84E |
| 66+26.55 | 3°38.79 | #4 | N-6°07.73E | S-43°56.18E |
| 65+67.01 | 3°28.56 | #3 | N-5°57.5E | S-44°03.68E |
| 64+51.13 | 3°08.64 | #2 | N-5°37.58E | S-44°12.13E |
| 63+99.13 | 2°59.7 | #1 | N-5°28.64E | S-44°25.4E |
| 63+26.8 | Sedge Corn Wall (New York) | | | |

P.O.C 1008.11 = plan
57+50 1007.43 1007.43 used.

53+53.73 - B.C. Ad



Imp. A.E. Undercrossing Bridge

Curve Data on Bridge Deck - Jan 16 1910

Method To Check Distances Between E of Bents
Bent 10 along outer limits of Bridges

6-23-53 40.5' Lt And 40.5' Rt. of E
on Radiat. Line Y10 22086

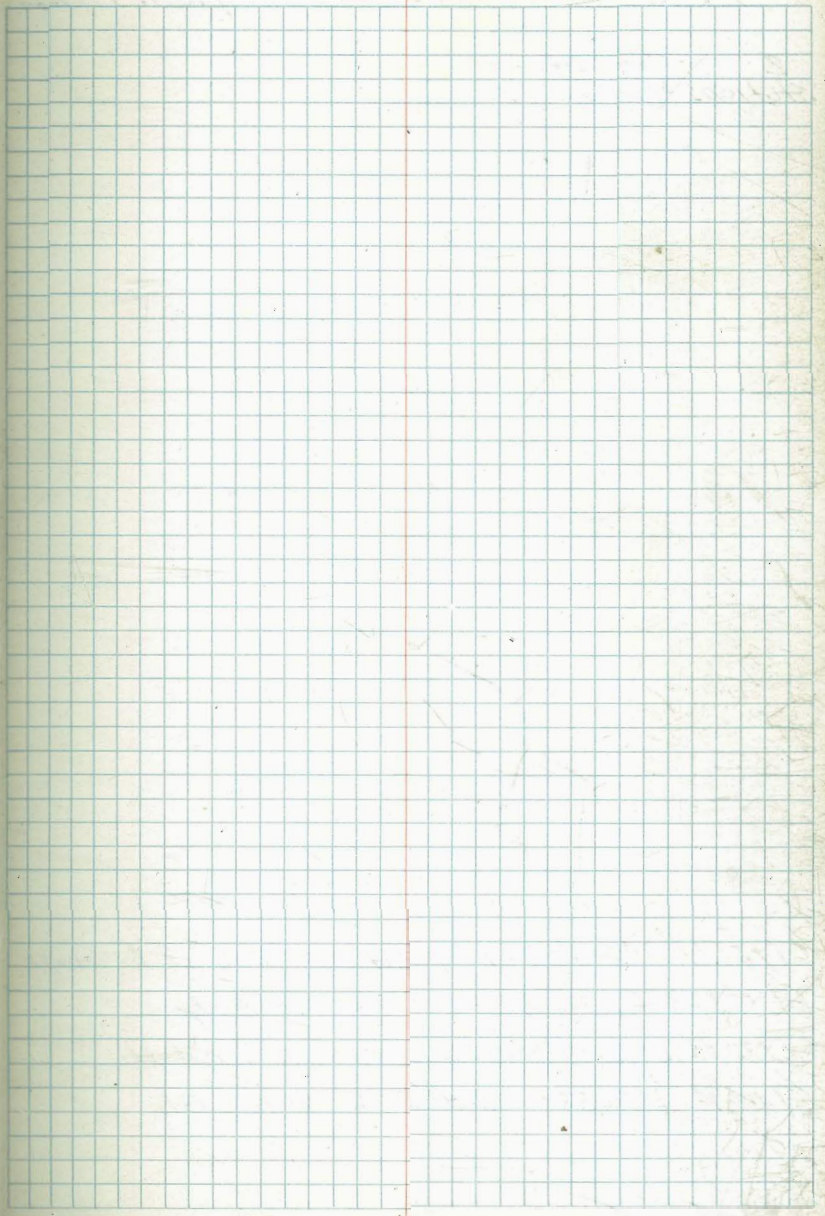
E Total Dist
Stations from B.C.

Cont. P-15

| Station | Dist | Face | Description |
|----------|---------|--------------------|----------------------------|
| 66+90.57 | 3°49.8 | St. Face Ret. Wall | 40.5' Rt. of E Wabash |
| 66+70.22 | 3°47.28 | | Bent 5 Rt Edge Bridge |
| 66+57.37 | 3°44.09 | | Bent 4 Lt edge Bridge |
| 66+36.55 | 3°38.79 | | E Bent 4 - E Wabash |
| 65+98.09 | 3°33.9 | | Lt Bent 3 - Lt Edge Bridge |
| 65+95.41 | 3°33.44 | | Bent 4 Rt Edge Bridge |
| 65+67.01 | 3°28.56 | | E Bent 3 on E Wabash |
| 65+35.65 | 3°23.16 | | Bent 3 Rt Edge Bridge |
| 64+82.66 | 3°14.06 | | Bent 2 Lt Edge Bridge |
| 64+51.13 | 3°08.64 | | E Bent 2 on E Wabash |
| 64+30.87 | 3°05.15 | | Bent 1 Lt Edge Bridge |
| 64+19.28 | 3°03.16 | | Bent 2 Rt Edge Bridge |
| 63+99.13 | 2°59.7 | | Bent 1 on E Wabash |
| 63+67.07 | 2°54.19 | | Bent 1 Rt edge Bridge |

1008.11 Alt
57+50 = POC 107.43 107.43

53+73.51 = R.C. Alt



Imp. Ave Bridge

checking Bents Cont. from P 14

Stations Total Def
 from B.C.

67+51.77 4°00.29 = SLY Edge Red Wall 40.5' Lt of Wabash

67+37.23 3°57.82 Bent 5 West side Bridge

67+21.33 3°55.09 = SLY Edge Red Wall on E Wabash

67+06.74 3°52.58 = E Bent 5 on E Wabash

Imp. Ave Bridge
Ground Levels for Conc. Ref. Wall

Levels are on a line Parallel
With Wall and Taken at Sta. -
67+19.33 = 2' South of South Face of Wall

Walker
Patterson
Bertullucci
7-10-53

St. chkn. End Stake 2.80 62.55 = Golden Ergy 62.54

T.P. 616 65.34 120 59.18

67+19.33

T.P. 12.75 60.38 027 47.63
10.35 47.90 37.55

62.9
3.0
59.4
59
50.74

65.34
58.2
55.9
54.5 53.9
2.2 4.5 5.2 6.5
25 50.84 1st End

60.38

B.M. #25 - 1" Pipe in 2' Track S.D. & A.
W. W. W. C. B. FRANCIS F.B. 2281-64

Map Ave ~ Undercrossing

Walker Bent No 5
Fope
Patten Check Elev. of Forms - Footings
Bent No 5
7-27-83

| | Elev. Form | Plan |
|------------|------------|-------|
| Bent 5 L | | |
| NE | 37.33 | 37.40 |
| SE Cor | 37.28 | " |
| S L | 37.30 | " |
| SW | 37.39 | " |
| NW | 37.33 | " |
| N Side | 37.31 | " |
| Bent #5 R | | |
| All ground | 39.52 | 39.51 |

37.55

BM #25 = 1" Pipe 14" W x 4" Cb Francis - SDA RR
FB 2381
64

GRADES - WINONA AVE.

FROM ORANGE AVE.

TO UNIVERSITY AVE.

Walker

Plan 11326, 27-L

Pope

NO 32129

Blinn

Olow

2-8-55

Note: This job was started by Allen
and partly staked when turned
to me, C. Walker

Cont. P-10

113448-PVC

1+02

0+68

0+34

0+32 = E @ on 11th

0+05

0+00 = S. line Orange Ave

L
18

L
9

L

R
9

R
18

18

Winnona Ave

19

Cont. P20

2+24.48

2+74.48

2+54.48

2+34.48

2+14.48

1+24.48

1+74.48

1+54.48

Winton Ave

30

4+54.48

4+34.48

4+14.48

3+94.48

3+74.48

3+54.48

3+34.48

3+14.48

Winona Ave

Cent.
Intersection P22

5+77.58 = Prop Rt. N.W. Polk Ave

5+72.58 = cb BC. RT

5+67.58 = cb BC. Lt side

5+54.48

5+34.48

5+14.48

4+94.48

4+74.48

18 ft.

9'
Lt.

9'

9'
Rt.

18
ft.

21

~~WINONA AVE And POLK AVE~~

Grades For PAVING

PLAN 11327-4

~~INTERSECTION~~

22

MINOR AVE - PAVING
 Grades From Polk Ave
 To Univ. Ave - Plan 11326-L

1+50 - Cont. P-24

1+25

1+00

0+75

0+50

0+25

0+03.5 - F.C. Ch. Ret. on A.

0+00 - S.L. Polk on A.

34572

18'
 24'
 = 6'

L

18' H
 = 6'

23

34079

34050

34029

34168

34139

34118

34258

34228

34207

34347

34318

34297

34436

34407

34386

34525

34496

34475

346.0

34571

34550

B.M. J.W. Tuck Minor Ave } P-39
 Prop. Line Polk

3+3885

3+1885

2+9885

2+7885

2+5885

2+3885 = P.V.C

2+25

2+00

1+75

TP

339.19

334.76

334.17

334.26

335.29

334.94

334.73

335.74

335.15

335.24

336.32

336.03

335.82

336.94

336.65

336.44

337.63

337.34

337.13

338.12

337.83

337.62

339.01

338.72

338.51

339.90

339.61

339.40

5+18.85=P.V.C

5+00

4+75

4+50

4+25

4+00

3+80

3+58.85=F.V.C

333.18 T.P.

331.27 ✓

330.98

330.77 ✓

331.63 ✓

331.34

331.18 ✓

332.11

331.82

331.61 ✓

332.59

332.30

332.09 ✓

333.07 ✓

332.78

332.57 ✓

333.55

333.26

333.05 ✓

333.94

333.65

333.44 ✓

334.35

334.06

333.85 ✓

WINDOM AVE.

18'
Lt
=cb

±

18' Rt. 26
=cb.

Exist.
329.40
18'
Gut

5+98.85 = F.V.C. N.L. Union Ave. on Rt.

330.00

329.04

328.40

5+78.85

330.22

329.64

329.15

5+58.85 Bk

330.50

330.10

329.79

5+38.85 = Bk

330.88

330.57

330.33

MINONA AVE.

27

Winnona St. Paving Job

Grades for 48" Culvert

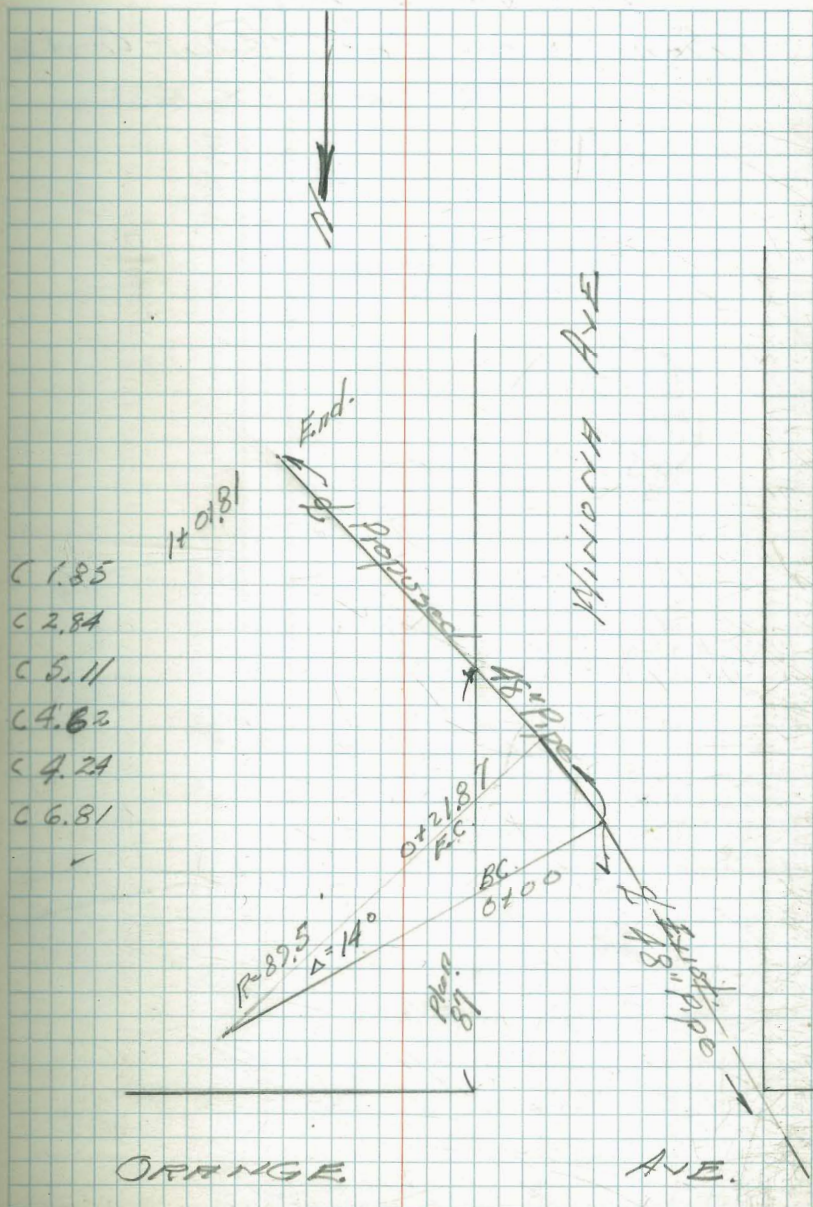
Walked
Pope
Stevens
Down
3-8-55

Plan 11327-L

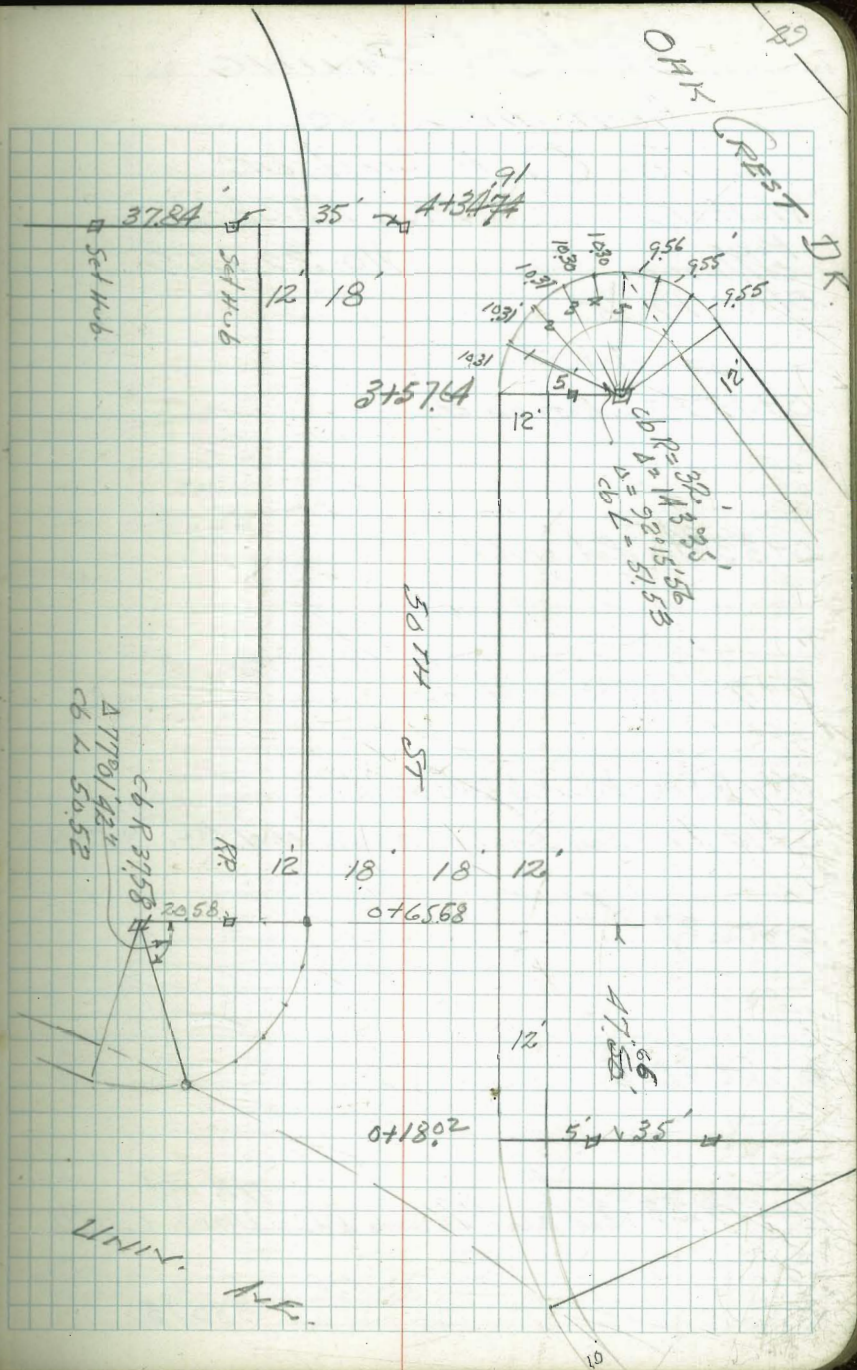
NO 32129

| | | | |
|---------------|--------|--------|--------|
| 1+01.87=End | 309.76 | 307.91 | C 1.85 |
| 0+81.87 | 311.00 | 308.16 | C 2.84 |
| 0+61.87 | 313.50 | 308.39 | C 5.11 |
| 0+41.87 | 313.24 | 308.62 | C 4.62 |
| 0+21.87=P.C. | 313.09 | 308.85 | C 4.24 |
| 0+10.93+P.O.C | 315.77 | 308.96 | C 6.81 |
| 0+0.0 | 309.07 | 309.07 | ✓ |

| | |
|----------------------------|--------|
| 0+0.0 | |
| T.P. Top End East Culvert. | 313.51 |
| FB 2307.50 Winnona | 321.40 |
| Bar SW Spk. Orange | 328.75 |



Reference Ties
 50th St. Perung
 from Univ. to Oak Crest Dr



50th St. PAVING

From Univ. Ave

To Oak Crest Dr.

Walker

Plan 11338-L

Pop's
Office

NO 32,129

DLOW 19-55

→ Cont. P-31

0+43.99 Ret. on Lt.

0+33.34 Ret. on Lt.

0+22.70 Ret. on Lt.

0+18.02 = F.C. cb Ret. on Rt.

0+14.77 = End Exist cb on Lt. ^{UNIV.} + 50th Ret.

0+06.27

0-05.48

0-17.23 = End Exist cb on Rt. ^{NE Ret} Univ. + 50th

330.15

Lt.
18

£

Rt.
18

30

331.45

331.00

330.85
1.05

332.80 ^{32.80}
^{2.90}
^{6.01}
³⁵

331.75

330.80

330.44 cb Ret.

B.M.
SW BR Univ. + 50th

50th St.

1+79.79 = 2 (W) Lt.

340.58 = stake

1+78.02

1+58.92

1+54.79 = 1/2 on Lt
Sewer Lat #2

334.60 = Invert
339.45 = stake
C 4.85

T.P.

337.66 = T.P.

1+38.02 = P.V.C.

1+29.79 = 1/2 (W) Lt.

337.43 = stake

1+13.77

1+04.79 = 1/2 Sewer Lat #1 on Lt.

331.8 = Invert
336.43
C 4.63 S'W

0+89.53

⁶⁸
0+68.29 = E.C. Ref. on Lt. sketch P. 29

0+54.64 on Ref. on Lt.

0+50 on Rt.

18'
Lt
= cb

4

18'
Rt.
= cb

21

340.96
340.77
0.00
35

340.46

340.67

340.96

40.96
42.75
C 1.8
35

339.62

339.83

340.20

338.62
338.37
P.O. 2.5
35

338.62

338.83

339.12

339.12
41.30
C 2.18
35

337.21
36.80
P.O. 4
35

337.21

337.85

37.85
40.78
C 2.13
35 = cross on work

335.80
35.81
0.00

335.80

336.57

36.57
38.41
C 1.84
35

334.00
34.00
C 1.0
35

334.00

335.29

35.29
37.85
C 3.56
35

333.35

50th St.

18' Lt
=cb

18' Rt
=cb

32

1- 3+29.79 - 2 (W) Lt

344.07 = cb
344.31
C 0.24

3+18.02

43.70
44.16
C 2.46
35

344.20

44.20
45.64
C 1.44

1- 3+16.79 = 1/2 Sewer Lot # 5 Rt.

339.20 = Invert
345.57 = stake
C 6.37

3+04.79 = 1/2 Sewer Lot # 4 Lt.

338.20
344.29
C 6.09

1- 2+93.02

43.18
44.32
C 1.14

343.68

43.68
44.62
C 0.94
35

- 2+91.79 - 2 (W) Rt.

2+82 - Exist. Water Meter 342.76
5.79
C 2.83

1- 2+68.02

42.66
43.38
C 0.72
35

342.66

43.16
44.10
C 1.24
35

2+43.02

42.14
43.61
C 0.53

342.64

43.64
44.04
C 1.4
31

2+29.79 - 2 (W) Lt.

342.43 = stake

0- 2+18.02 = E.V.C

41.62
42.00
C 0.38
35

341.62

341.83

342.13

42.12
43.44
C 1.3
35

2+04.79 = 1/2 Sewer Lot # 3

336.30 = Invert
342.07 = stake
C 5.77

0- 1+98.02

341.12

341.33

341.62

TR.

343.05

50th St.

Cont. P33

4+67.44 def 4°26.91

4+56.54 2°57.94

St. look east

TR = 20 Prop R

4+45.64 1°28.97

Chd = 100.25 Back Prop Line

4+34.74 = BC on Lt.

4+09.04

3+83.34

3+57.64 = BC. Cb. Ret. Rd.

3+43.02

↑
Curb line St.
↓

880th

345.62

18' Lt
= cb

346.50

4640
4721
C081

346.40

346.30

4620
4657
C037

346.20

4563
4634
C097
35

345.63

4587
4558
C095
35

345.07

4450
4520
C070
35

344.50

4422
4480
C06
35

344.22

18' Lt
= cb

33

$\Delta = 109^{\circ}22'17''$

345.70

4570
4629
C038

$\Delta = 92^{\circ}15'56''$

345.70

incl. look cross + Dr.

$\Delta = 73^{\circ}48'44''$

345.60

4560
4609
C05

$\Delta = 55^{\circ}21'33''$

345.50

$\Delta = 36^{\circ}54'22''$

345.35

4535
4613
C078

$\Delta = 18^{\circ}27'11''$

345.20

345.00

4500
4538
C09

344.72

4472
4606
C134

2.06

South East

10.30

Ret. Rd.

10.30

Curb

10.81

10.31

Y

50th Street
 W curb Sta. from B.C. P-33
 5+68.74 = E.C. 18°10.4'

5+5895 16°52.32

5+4918 15°32.57

5+3941 14°12.82

5+2964 12°53.07

5+1987 11°33.32

5+1009 10°13.57

POC
 5+03.14 ~~8°53.82~~

5+00.31 ~~8°53.82~~
 8°29.4 = 1st W.L. Oak Crest Drive
 Curb R = 210.57

4+89.24 7°24.85

TR

def' = 8.63

C6L = 6.540

347.20 - TR

4+78.34 5°55.88

Lt
 6
 347.40

Rt
 curb
 34

4790 347.30

4782

CIP 347.20

4710 347.10

4702

C666

347.00

4670 346.90
 4676
 C986

346.85

4675 346.75
 4681
 C106
 5' Back

346.70

4660 346.60
 4639
 C479
 5' Back

$\Delta = 143^{\circ}35'$
 E.C. Rd. Oak Crest
 345.50

45.50
 4690
 C99

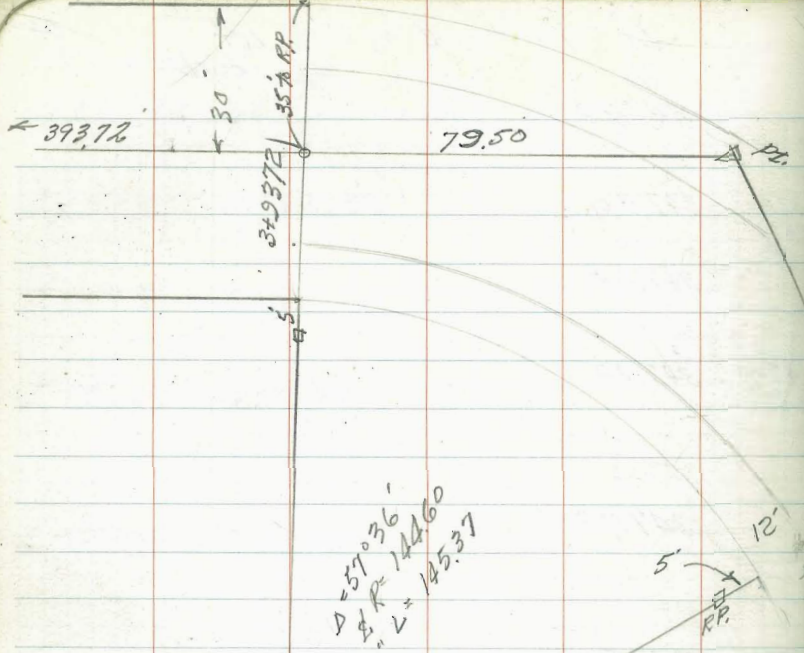
C6.7
 9.55

$\Delta = 126^{\circ}25'38''$
 345.65

C6.7
 9.55

(Duplicate)
 $\Delta = 109^{\circ}22'19''$
 345.70

C6.7
 9.55

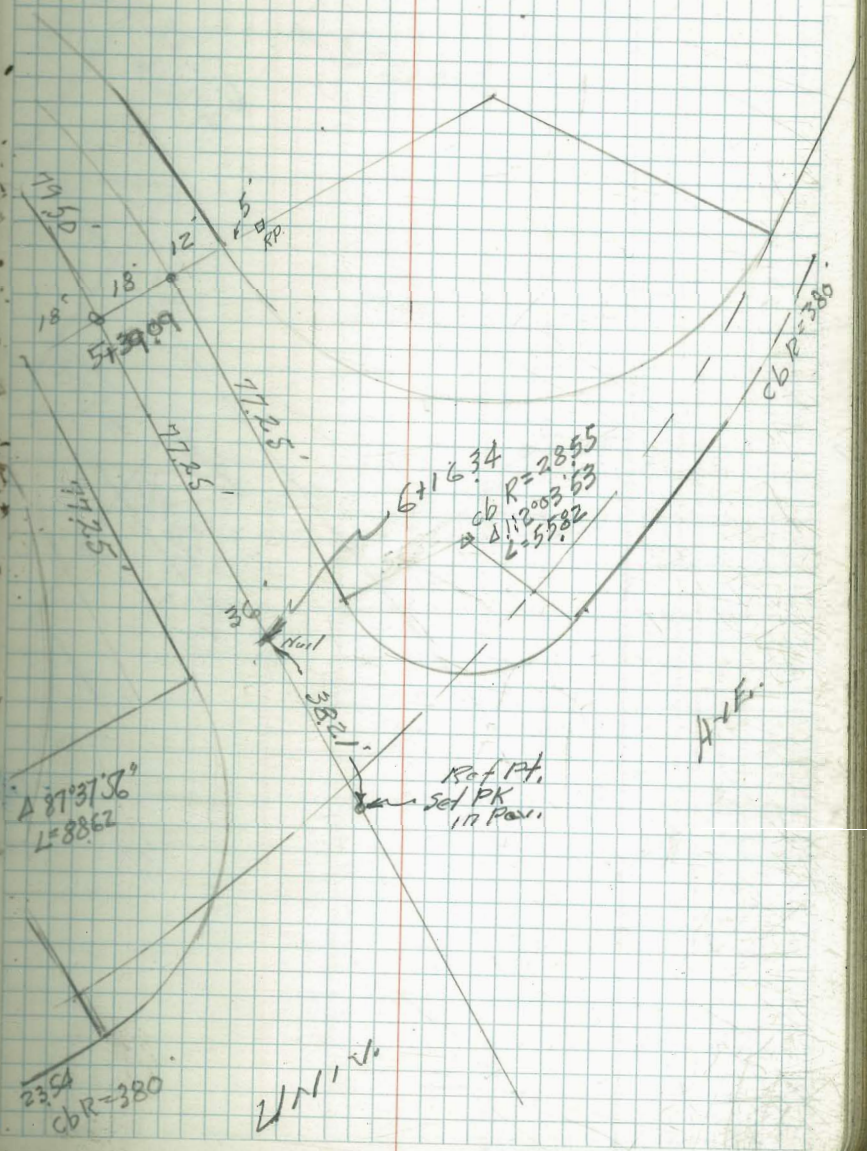


$\Delta = 57^\circ 36'$
 $R = 144.60$
 $L = 145.37$

$cb R = 5402$

$\Delta = 87^\circ 37' 36''$
 $L = 8862$

OAK CREST DRIVE 25
 CONST. PAVING & CURBS.
 Ref. Ties etc.



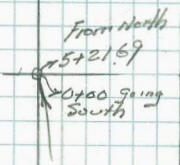
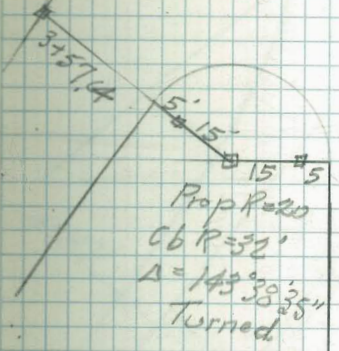
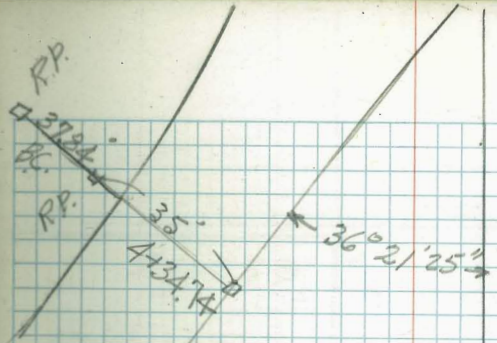
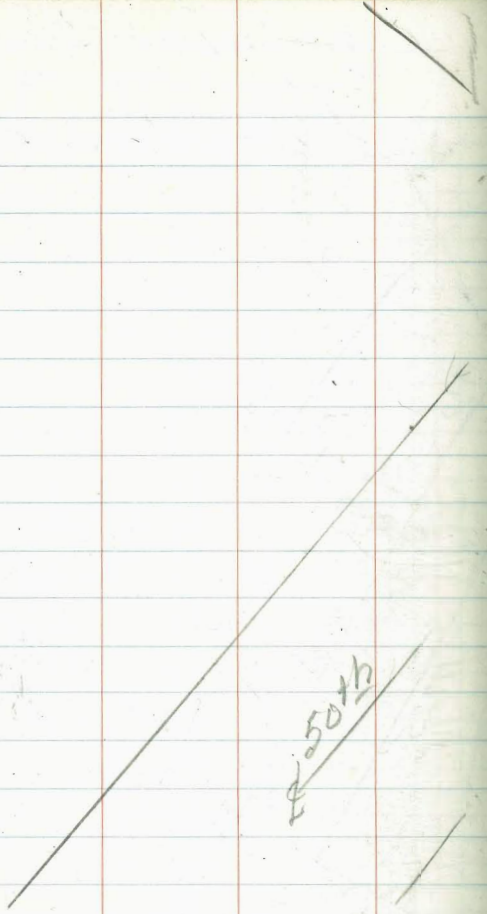
$6+1634$
 $R = 28.55$
 $L = 55.82$

Ref. Pt.
 Set PK
 in Pav.

A.P.

$23+582$
 $cb R = 380$

2 1/2"



30' 30'

CHICK CREST DI

TO BC — 593.72

Cont. P. 35

GRADES ~ OAK CREST DRIVE

From East Line Polk Ave
To Univ. Ave.

Walker Plant 11329-L
Pope " 11330-L
Stewart
slow NO 32129
2:10-55

Station 1075 Cont. P40
1+20 = Bk 13°26.81

1+00 10°45.77

0+80 8°04.73

0+60 5°23.69

0+39.60 = Bk 2°39.43

0+19.80 = B.C. Mt.

0+00.17 = East Line Polk Ave

34572

Lt
curb

2

17.5
curb

39

| | | | | |
|-------|--------|--------|--------|-------|
| 48.00 | 348.00 | 347.71 | 347.51 | 47.51 |
| 8.51 | | | | 48.02 |
| 6.06 | | | | 61.46 |
| 37.6 | | | | 32.6 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.81 | 347.81 | 347.49 | 347.24 | 47.24 |
| 8.87 | | | | 48.70 |
| 6.06 | | | | 61.66 |
| 37.05 | | | | 31.5 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.62 | 347.62 | 347.27 | 346.98 | 46.98 |
| 7.88 | | | | 48.84 |
| 6.12 | | | | 61.76 |
| 34.8 | | | | 30.3 |
| | | | | 61.5 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.44 | 347.44 | 347.05 | 346.73 | 46.73 |
| 48.81 | | | | 48.80 |
| 6.14 | | | | 62.07 |
| 29.3 | | | | 29.0 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.26 | 347.26 | 346.83 | 346.66 | 46.66 |
| 48.70 | | | 346.47 | 46.47 |
| 6.164 | | | | 48.58 |
| 26.3 | | | | 62.1 |
| | | | | 29.5 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.15 | 347.13 | 346.63 | 346.58 | 46.58 |
| 48.82 | | | 346.21 | 46.21 |
| 6.175 | | | | 48.25 |
| 25 | | | | 62.04 |
| | | | | 25 |

| | | | | |
|-------|--------|--------|--------|-------|
| 47.0 | 347.00 | 346.30 | 346.50 | 46.50 |
| 48.82 | | | | 46.95 |
| 6.18 | | | | 60.5 |
| 25 | | | | 25 |

B.M. 547 W. W. W. FB 2307
Prop Polk 10

Grades - Oak CREST DRIVE

Cont. PA1

Stations

2+94.33 - opp. E.C. on W. curb

2+69.42

2+44.51

26° 48.80
2+19.60 - E.C.

2+00 24° 10.27

TR

1+80 21° 22.23

1+60 18° 48.89

1+40 16° 07.85

18' Lt.
- Lurb

L

18' Rt.
- Cb

40

| | | | | |
|-------------------------------|--------|--------|--------|-----------------------------------|
| 4690 4768 C 0.78 | 346.90 | 347.11 | 347.40 | 47.40 48.19 C 0.8 |
| 4710 4767 C 0.57 35 | 347.10 | 347.31 | 347.60 | 47.60 48.34 C 0.7 |
| 4730 4789 C 0.59 35 | 347.30 | 347.51 | 347.80 | 47.80 48.02 C 0.2 |
| 4750 4789 C 0.4 35 | 347.50 | 347.71 | 348.00 | 48.00 48.20 C 0.2 |
| 4760 4813 C 0.53 35 | 347.60 | 347.71 | 347.90 | 47.90 48.34 C 0.44 18. |
| 4770 482 C 0.5 35 | 347.70 | 347.71 | 347.80 | 47.80 48.49 C 0.69 34.71 |
| 4780 4871 C 0.9 35.5 | 347.80 | 347.71 | 347.70 | 47.70 48.79 C 1.1 34.3 |
| 479 487 C 0.8 36.6 | 347.90 | 347.71 | 347.60 | 47.60 48.65 C 1.05 33.5 |

GRADES - OCK CREST DRIVE.

18' 24"
-6

♀
L

18' 11"
= 0.16

41

5+00

4518
4524
C 0.76

345.18

345.68

4+75

4539
4571
C 1.32
38

345.39

345.89

4+50

4560
4645
C 0.85

345.60

346.10

4+25

4581
4640
C 0.6
38

345.81

346.31

4+10.13 = Int. of 50th on Rt.

4602
4670
C 0.68
35

346.02

346.52

346.38
30

4+00

3+75

4623
4689
C 0.66
38

346.23

346.73

3+50

4644
4700
C 1.16
35

346.44

346.94

3+25

4665
4766 stake
C 1.0

346.65

347.15

Oak Crest Dr.

1/2
Sta. Cont. P47
1+75

1+50

1+25

1+00

0+75

0+50

0+25

0+00 Altd.
5+21.69 Back } Equation

18' Lt.
cb

¢

18' Rt.
=cb

42

| | | | | |
|-----------------------------|--------|--------|--------|-------------------------------|
| 4369 4429 C 0.6 | 343.69 | 343.90 | 344.19 | 4419 4513 C 0.94 |
| 4388 4461 C 0.73 | 343.88 | 344.09 | 344.38 | 4438 45.00 C 0.62 |
| 4406 4480 C 0.74 | 344.06 | 344.27 | 344.56 | 4456 45.41 C 0.85 |
| 4425 4490 C 0.65 | 344.25 | 344.46 | 344.75 | 4475 45.29 C 0.54 |
| 4444 4502 C 0.58 | 344.44 | 344.65 | 344.94 | 4494 45.38 C 0.44 |
| 4463 4574 C 0.1 | 344.63 | 344.84 | 345.13 | 4513 45.72 C 0.59 |
| 4481 4581 C 0.6 35 | 344.81 | 345.02 | 345.31 | 4531 45.96 C 0.65 35 |
| 4500 4531 C 0.4 35 | 345.00 | 345.21 | 345.50 | |

Grades - Oak Crest Dr.

3+74.20 Bk

3+54.20 Bk

3+34.20 Bk

2+97.85 = Bk

2+75

2+50

2+25

2+00 = Bk

T.R

344.13

18' L
=cb

L

18' R
=cb

43

| | | | | |
|--------------------------------|--------|--------|--------|--------------------------------|
| 4017 41.64 C 0.87 35' | 340.17 | 340.19 | 340.29 | 4089 41.57 C 1.28 35' |
|--------------------------------|--------|--------|--------|--------------------------------|

| | | | | |
|-------------------------|--------|--------|--------|--------------------------------|
| 4071 41.23 C 0.52 | 340.71 | 340.71 | 340.80 | 4080 42.12 C 1.52 35' |
|-------------------------|--------|--------|--------|--------------------------------|

| | | | | |
|---------------------------|--------|--------|--------|-------------------------------|
| 341.20 42.28 C 1.08 | 341.20 | 341.16 | 341.20 | 4120 42.80 C 1.1 35' |
|---------------------------|--------|--------|--------|-------------------------------|

| | | | | |
|-------------------------------|--------|--------|--------|--------------------------------|
| 4146 43.26 C 2.0 35' | 341.46 | 341.57 | 341.96 | 4196 43.21 C 1.25 35' |
|-------------------------------|--------|--------|--------|--------------------------------|

| | | | | |
|-------------------------------|--------|--------|--------|--------------------------------|
| 4194 43.63 C 1.7 35' | 341.94 | 342.15 | 342.44 | 4244 43.81 C 1.37 35' |
|-------------------------------|--------|--------|--------|--------------------------------|

| | | | | |
|-------------------------------|--------|--------|--------|-------------------------|
| 4246 43.74 C 1.8 35' | 342.46 | 342.67 | 342.96 | 4296 43.33 C 0.97 |
|-------------------------------|--------|--------|--------|-------------------------|

| | | | | |
|--------------------------------|--------|--------|--------|------------------------|
| 4298 44.11 C 1.13 35' | 342.98 | 343.19 | 343.48 | 4348 44.51 C 0.9 |
|--------------------------------|--------|--------|--------|------------------------|

| | | | | |
|--------------------------------|--------|--------|--------|-------------------------------|
| 4350 44.05 C 0.55 35' | 343.50 | 343.71 | 344.00 | 4400 44.51 C 0.5 35' |
|--------------------------------|--------|--------|--------|-------------------------------|

OAK CREST DRIVE

Cont. P-49

EC
5+33.09 28°48'00

5+13.72 23°46.5

TP
33422

4+23.72 19°48.75

4+13.72 15°51.00

4+53.72 11°53.25

Grader changed

3-2-55 S.C.A.

4+133.72 7°55.5 6 338-72

4+13.72 3°57.8

3+93.72 = B.C. RT

3+93.72
-TP 011 R.P. Hub 35' RT

340.88

18' Lt
=cb.

2

18' Rt
=cb.

44

| | | | | |
|--|-------------------------------------|---------------------------|-------------------------------------|--|
| 32430 32567 32652 C 222 | 32430 = Revised 32569 | 32441 32571 | 32460 = Revised 32480 | 32460 32480 3289 C 8.07 C 8.27 |
| 32740 32864 32751 F 1.07 C 0.17 | 32740 32864 | 32736 32860 | 32740 32864 | 2740 32864 33.30 C 4.66 5.9 |
| 32988 33109 32927 F 1.82 F 0.61 | 32988 33109 | 32984 | 32988 33109 | 329.88 33109 336.62 C 6.74 35 |
| 33233 33221 331.92 F 0.4 | 33233 = Revised 33224 | 33229 | 33233 = Revised 33221 | 332.33 33221 337.62 C = 5.35 35 |
| 33475 3541 3506 C 0.31 | 33475 = Revised 33544 | 33471 | 33475 = Revised 33544 | 334.75 33544 336.8 C 3.93 |
| 33714 3747 C 0.33 | 33714 | 33710 | 33714 | 3714 3703 C 1.9 |
| 33844 3802 F 0.42 | 33844 | 33840 | 33844 | 3844 39.98 C 1.54 |
| 33949 4076 C 1.27 35' | 33949 | 33945 | 33949 | 3949 4088 C 1.4 |

Grades - Revised See Note P-49 to the Hub Ave

OAK CREST DRIVE

Lt.

Rt

45

2268
1/2 way To Exist curb

P.C.C. on Lt
Part 5 of curb Ret. - ROS on Rt.
- 56°01'55" Def'd Lt. cb
- N.E. Return

Rt. side
- NW Curb
Return 27°23'05"
Def'd

Part 4 of curb Ret

14°49'32" NE curb Ret

21°51'28"

Part 3 of curb Ret "

33°37'09"

16°25'51"

Part 2 of curb Ret "

22°24'46"

10°57'14"

Part 1 of curb Ret "

11°12'23"

5°28'37"

6+16.34 = B.C. of curb Returns on Rt and Lt.

5+90.59

TP on stub 23' Lt of R = 5' back
5+90.59 of curb

319.58

5+64.84

326.00 TP

311.00 311.00
310.71
F0.89

311.82 311.82
310.82
F1.00

312.75 312.75
311.79
F0.96

314.00 314.00
314.03
C0.03

315.30 315.30
315.68
C0.38

316.70 316.70 317.16 317.70 317.70
317.87
E0.57

319.70 319.70 319.84 320.07 320.07
319.58
F0.12
22.31
C2.24

322.70 322.70 322.53 322.44 22.44
324.39
C1.63
24.61
C2.17

Grades Void This Page. See Note P-41

DAK CREST DR

N.W. Curb Ret. & Utility.

Begin Exist. Curb.

2354

P.C.C.

Part 8 - E.S. Curb Return on Rt. $43^{\circ}48'56''$

Part 7 curb Ret. on Rt. $38^{\circ}20'19''$

Part 6 on Curb Ret on Rt. $32^{\circ}51'42''$

Begin Exist Curb on Lt.

2267

1/2 Way Point

Rt.
Curb
Ret.

46

Grades Void This Page. See Note P-47

320.35
320.35
1963
F072

319.50
319.50

318.69
318.69
318.28
F041

OHK CREST DRIVE

Grades for Property Line
Returns at Univ. Ave

Fast Prop.
Returns
Stub

Note: R side Cont. P-48

1+39.81 = E.C. = N.L. Univ. Ave
= 62° 53.75

| | | |
|------|-------------------|------------------|
| | Def Δ Lh. side | R side Def Δ |
| 1+20 | 53° 59' | 30° 00' |
| TP. | on stub 1+20 | 5' Back = 306.74 |

| | | |
|------|-----------------|---------|
| 1+00 | 44° 59' | 25° 00' |
| TP. | on 5' Back stub | 313.92 |

1+00 on L.

| | | |
|------|-----------|---------|
| 0+80 | 35° 59.36 | 20° 00' |
|------|-----------|---------|

| | | |
|------|-----------|---------|
| 0+60 | 26° 59.52 | 15° 00' |
|------|-----------|---------|

| | | |
|------|-----------|---------|
| 0+40 | 17° 59.68 | 10° 00' |
|------|-----------|---------|

| | | |
|------|----------|--------|
| 0+20 | 8° 59.84 | 5° 00' |
|------|----------|--------|

-0+00 P.M.
5+39.09

Lt.

Rt.

47

| | |
|--------|--------|
| 304.12 | 304.12 |
| 304.00 | 304.00 |
| 303.76 | |
| F 0.24 | |
| F 0.7 | |

| | |
|--------|--------|
| 305.75 | 305.85 |
| 305.74 | |
| C 1.0 | |

| | |
|--------|--------|
| 308.00 | 308.00 |
| 313.92 | |
| C 5.92 | |

| | |
|-------|--------|
| 1075 | 310.75 |
| 1713 | |
| C 638 | |

| | |
|-------|--------|
| 1430 | 314.30 |
| 2031 | |
| C 601 | |

| | |
|------|--------|
| 1853 | 318.53 |
| 2393 | |
| C 54 | |

| | |
|---------|--------|
| 322.75 | 322.75 |
| 326.28 | |
| C 3.53 | |
| 5' Back | |

325.69 P-44

| |
|--------|
| 320.35 |
| 327.74 |
| C 7.4 |

| |
|--------|
| 318.20 |
| 325.32 |
| C 7.1 |

| |
|--------|
| 317.00 |
| 326.43 |
| C 9.4 |

| |
|--------|
| 317.70 |
| 327.50 |
| C 9.8 |

| |
|--------|
| 319.30 |
| 327.99 |
| C 8.69 |

| |
|---------|
| 321.60 |
| 333.28 |
| C 11.68 |

| |
|-------------|
| 324.60 |
| 324.80 P-44 |
| 332.87 |
| C 8.27 |

Note: Grades Revised from station 4+139.72 P-44
 To Univ. Ave by Chas. Smith 7/6/68
 Fit Conditions - See P-44, 49, 50

DAK CREST DR

N.W. Prop. Return

$$\text{chk. } 819 \text{ SW Univ. Ave } + 50 + \overset{0.51}{P-20} = \frac{330.15}{330.14}$$

Defn.
 $51^{\circ}41.5'$
 $2+06.77 = \text{E.C. Prop Return} = \text{N.L. Univ. Ave}$

1780 45° 00

1760 40° 00

1740 35° 00

TR

326.59

Cont from P-47

48
 Pt.
 Prop.
 Grades
 NW Return
 Univ.
 DAK
 Crest

327.30

325.70

324.35

322.70

322.70
 323.87
 06.17

Oak Crest Drive

Cont P5b

Part 3

Part 2

Part 1

G+16.34-B.C. Curb Returns Rt. And Lt.

5+96.34

5+76.34

5+56.34

5+39.09=F.C. P-44

Cont. from P-44

Lt curb

Rt. curb 49

312.20
311.79
F040

312.20

316.15

313.35
314.03
C 068

313.25

316.05
316.05
317.52
1.5

314.40
315.68
C 138

314.40

316.20
316.20

315.70
317.27
C 157

315.70

316.70
316.70
318.20
C 2.5

317.90

318.50
318.50
319.1
321.53
C 3.0
C 3.2

320.10

320.50
320.50
323.62
C 3.12
5' curb
320.8
324.1
C 3.3
19'
7ocb

322.30

322.60
322.60
322.9
323.95
C 3.25
6.5
C 3.6
13'
7ocb
From
cb

324.30

324.60

Oak Crest Drive

Lt
curb

2

Rt
curb

50

53.54
47.98 West of Part 8

324.07

23.54 West of Part 8

321.83

Part 8 = EC

320.09

Part 7

319.20

Find curb on Lt

307.32

Part 6

318.35

45.37

Part 5 = EC. Red on Lt.

310.55
310.11
F 9.44

310.55

317.60

Part 4

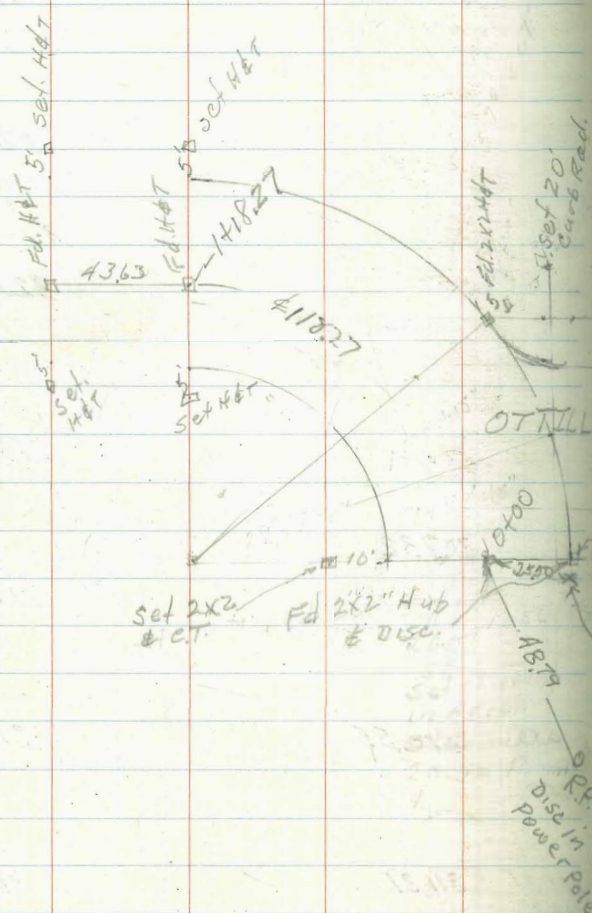
311.31
310.82
F 0.5

311.31

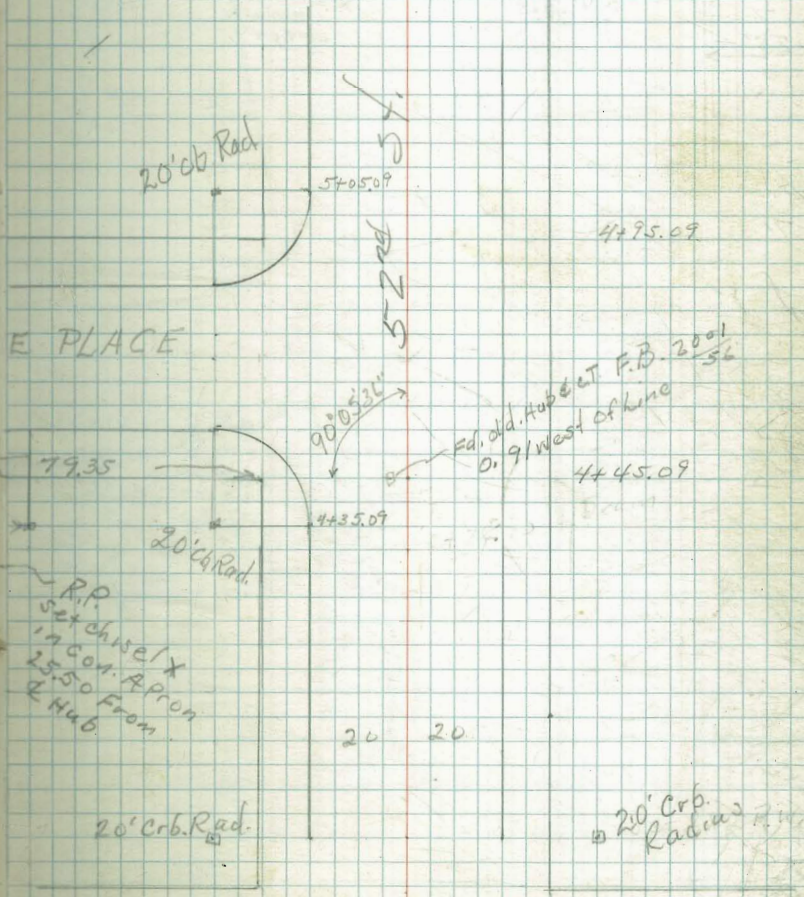
316.70

316.7
317.4
C 0.7

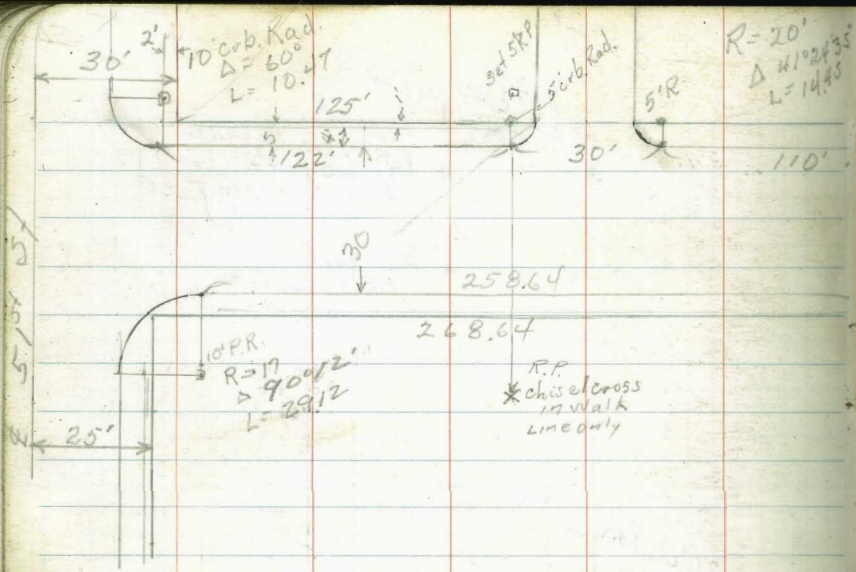
Fd. Old Hub & C.T.
N Line
7 1/2" line
Polk
Alradena



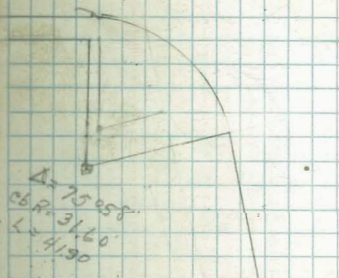
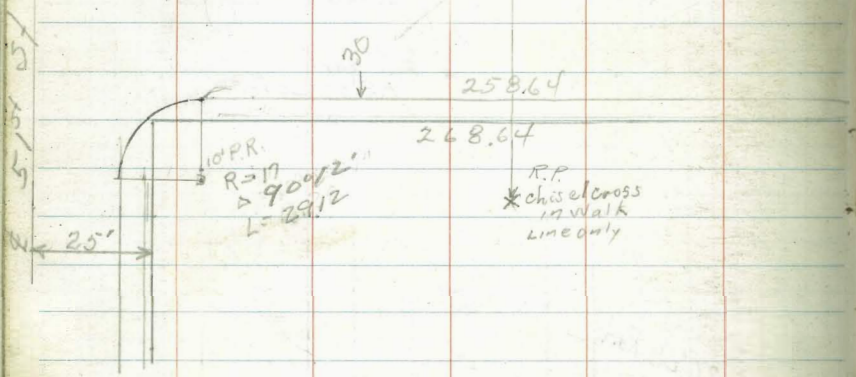
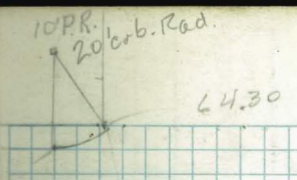
Fd. Hub & City Disc
FB. 2148 P. 52
Fd. from N. Line Polk Ave.
Broken off
Reset from ties
Fd. Nail
F.B. 2270 P. 98



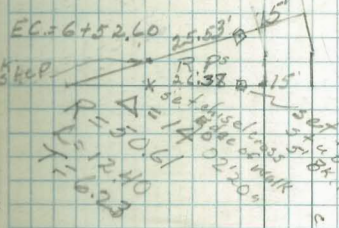
University Ave x chisel x & 52nd



$R=20'$
 $\Delta=41^{\circ}24'35''$
 $L=14.45$



set Punching
TOP First



Common
North line Polk
4.52' to st. To Univ. 52

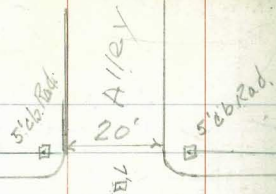
$\Delta=54^{\circ}17'59''$
 $R=36.04'$
 $L=18.24'$

$\Delta=170^{\circ}52'41''$
 $R=36.04'$
 $L=11.56'$
 $BC=6+40.20$

OTTILLIE
PIACE

Altadena

set 2p
 $\Delta = 170^{\circ} 0' 17''$
cb. R = 17
L = 558



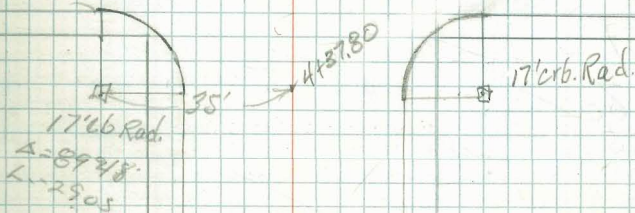
Polk Ave.

265.03

10'6" Rad.

51'55"

19'6" Rad.



2x2' @ 10'

3134.30 EG

110' 2x2

17'6" Rad.

52nd St. Paving

6-14-55 University To N.Y. Line Polk Ave

Pope Plan 11561-L W.O. 32152

Oltman
Olw 0+85 P.C. in Pole 309.95

0+80

0+60

0+40

0+30

0+20

0+10 = B.C. set TBM on Rad. Hub Lt. Elev. 312.51

0+00

Note Tape Rod Used (Replaced) 315.32
B.M. = N.W. B.P. Univ. & 52nd St. Elev. 315.59

20'
Lt.
=cb.

ℓ

20'
Rt.
=cb.

| | | | | |
|-------------------------|---------------------------|-------|---------------------------|----------------------------|
| 308.84 684 F 2.00 | 308.84 08.00 F 0.84 | 1186. | 308.14 07.80 F 0.34 | 308.14 298.26 F 9.88 |
|-------------------------|---------------------------|-------|---------------------------|----------------------------|

| | | | | |
|----------------------------|--------------------------|-------|---------------------------|----------------------------|
| 310.65 307.53 F 3.10 | 310.65 0.74 C 0.09 | 1186. | 309.95 09.94 F 0.01 | 309.95 300.85 F 9.10 |
|----------------------------|--------------------------|-------|---------------------------|----------------------------|

| | | | | |
|---------------------------|--------------------------|--|---------------------------|----------------------------|
| 312.70 309.34 F 3.4 | 312.70 2.82 C 0.12 | | 312.00 13.05 C 1.05 | 312.00 305.39 F 6.61 |
|---------------------------|--------------------------|--|---------------------------|----------------------------|

| | | | | |
|--|--------------------------|--|---------------------------|--|
| | 313.80 3.45 F 0.35 | | 313.10 14.05 C 0.95 | |
|--|--------------------------|--|---------------------------|--|

| | | | | |
|---------------------------|--------------------------|--|---------------------------|--------------------------|
| 314.65 310.65 F 4.0 | 314.65 4.24 F 0.41 | | 313.95 14.86 C 0.91 | 313.95 0.28 F 3.67 |
|---------------------------|--------------------------|--|---------------------------|--------------------------|

| | | | | |
|--------------------------|---------------------------|--|---------------------------|--------------------------|
| 315.25 3.21 F 2.77 | 315.25 14.74 F 0.51 | | 314.55 14.91 C 0.36 | 314.55 2.10 F 3.45 |
|--------------------------|---------------------------|--|---------------------------|--------------------------|

315.60

314.95

52nd St. Grades

2+68.10 sly. End Inlet

2+60

2+30

2+00

1+80

1+60

1+40

1+20

1+00

20'
L₁
=cb.

±

20'
R₁
=cb.

302.40
2.37

302.40
2.24
F0.16

301.70
2.92
F3.46

301.70
300.34
F1.36

302.49
304.85
C-2.37

302.48 Brk.
2.49
C0.01

301.78
1.12
F0.66

301.78
2.42
C0.64

302.81
305.01
C-2.20

302.81
2.19
F0.62

302.11
2.34
C0.23

303.47
305.21
C-2.06

303.47
3.25
F0.22

302.77
2.89
C0.12

304.06
3.95
F0.11

304.06
3.95
F0.11

303.36
13.01
F0.35

304.88
305.81
C-1.07

304.88
4.59
F0.29

1' Brk.

304.18
13.76
F0.42

305.96
5.21
F0.75

305.96
5.21
F0.75

1' Brk.

305.26
04.48
F0.78

307.28
6.36
F0.92

307.28
10.81
F1.47

1' Brk.

306.58
16.00
F0.58

52nd St. Grades

4+95.09 = Nly Line of Hillie

+70

4+45.09 = Sly Line of Hillie

4+35.09 = BC

4+10

4+20 Rt. only

306.03

6.10

C-0.07

3+90

TBM Prop. Pipe RE 32 Lt. of Sta 3+50 Elev. 304.68

+65

3+40

3+20

3+00

2+89.10 Nly. End Inlet

20'
Lt.
=cb.

±

20'
Rt.
=cb.

| | |
|--------|--------|
| 308.44 | 308.44 |
| 8.79 | 8.85 |
| C-0.03 | C-0.02 |

| | |
|--------|--|
| 307.52 | |
| 7.51 | |

| | |
|--------|--------|
| F0.01 | |
| 306.61 | 306.61 |

| | |
|-------|--------|
| 6.51 | 6.77 |
| F0.10 | C-0.16 |

| | |
|--------|--------|
| 306.90 | 306.90 |
| 308.15 | 06.81 |
| C-1.25 | F0.89 |

305.69

5.43

F0.26

| | |
|--------|--------|
| 305.33 | 305.33 |
| 306.63 | 05.30 |
| C-1.30 | F0.03 |

304.45

4.55

C-0.10

| | |
|--------|--------|
| 304.60 | 304.60 |
| 4.69 | 3.05 |

C-0.09

F 1.55

303.69

4.20

C-0.57

| | |
|--------|--------|
| 303.58 | 303.58 |
| 304.83 | 3.82 |
| C-1.25 | C-0.24 |

Bk.

302.78

3.28

C-0.50

F0.08

302.88 Bk.

3.53

C-0.65

302.18

3.25

C-1.07

| | |
|--------|--------|
| 304.56 | 302.51 |
| 304.68 | 3.26 |
| C-2.17 | C-0.75 |

| | |
|--------|--------|
| 301.81 | 301.81 |
| 2.10 | 3.91 |

C-0.29

C-2.10

| | |
|--------|--------|
| 302.40 | 302.40 |
| 2.58 | |
| C-0.16 | |

| | |
|--------|--------|
| 301.70 | 301.70 |
| 9.29 | 304.15 |

F2.41

C-2.45

52nd St. Grades

745.77 = P.R.C Rt. crb.

+46.75

740.20 Rt. only

7428.48 = B.C. Lt. crb

+15.20 Rt. only

7400 Lt.

6+90.20 Rt. only

6+76.30 Lt. only

6+65.20 Rt. only

6+5260 = E.C. Lt. crb.

315.27
14.84
F0.43

6+4020 = B.C. Lt.

120

313.54
13.01
F0.53

6+00

+75

311.92
11.44
F0.48

5+50

125

310.12
10.14
C0.02

5+05.09 = B.C.

316.53 316.53
17.46
C-0.93

315.85 315.85
12.65 5.72
C-1.20 F0.13

314.69 314.69
31221 13.96
C-1.02 F0.73

314.26 314.26
15.39 13.70
C-1.13 F0.56

312.82 312.82
14.50 12.43
C-1.68 F0.39

311.02 311.02
13.52 10.92
C-2.50 F0.10

309.40 309.40
12.85
C-3.45

317.90
18.66
C0.76

317.65 317.90
18.60 18.62
C0.95 C0.12

317.42
18.72
C0.70

316.50
17.50
C1.00

315.59 315.96
16.02 14.56
C0.43 C0.60

314.67
14.98
C0.31

313.76 313.76
14.11 13.91
C0.35 C0.15

313.02
13.50
C0.48

312.29 312.29
12.53 12.33
C0.24 C-0.04

311.37
11.54
C0.17

310.46 310.46
10.48 11.44
C0.02 C-0.98

309.55
9.59
C0.04

52nd St. Grades

Returns at University Ave.

N. w. Return end curb ✓
 B.C. on University $\begin{array}{r} 315.38 \\ .27 \\ \hline F0.11 \end{array}$
 $\frac{1}{3}$ $\begin{array}{r} 315.65 \\ 5.04 \\ \hline F0.61 \end{array}$
 $\frac{2}{3}$ $\begin{array}{r} 315.60 \\ 5.06 \\ \hline F0.54 \end{array}$

E.C. = 0710 see page 54

N.E. Return 14.88 curb
 B.C. on University (Meet) $\begin{array}{r} 14.83 \\ \text{Map} \end{array}$

$\frac{1}{3}$ $\begin{array}{r} 315.05 \\ 5.04 \\ \hline F0.01 \end{array}$
 $\frac{2}{3}$ $\begin{array}{r} 314.95 \\ 14.83 \\ \hline F0.12 \end{array}$

E.C. on 52nd (see page 54)

4788.21 End Rt. curb

7770

Rt curb.

52nd + Ottilie
 cross gut.
 at cb. lip intersections

| | |
|---|---|
| South | North |
| $\begin{array}{r} 306.97 \\ 6.91 \\ \hline F0.06 \end{array}$ | $\begin{array}{r} 307.93 \\ 8.00 \\ \hline C0.07 \end{array}$ |

| | |
|--|--|
| $\begin{array}{r} 319.50 \\ 19.99 \\ \hline C0.49 \end{array}$ | $\begin{array}{r} 320.35 \\ 19.91 \\ \hline F0.44 \end{array}$ |
|--|--|

$\begin{array}{r} 318.65 \\ 18.09 \\ \hline F0.56 \end{array}$

Polk Ave. Grades

Pape Ely. Line Altadena To Wly. Line 51st St.

Altman
Olson
6-15-55

NOTE Tape Rod used

1+20 = B.C. Alley

1+10

0+90

0+70

0+50

0+25

0+05 B.C. G.

0+00 = Ely. Line Altadena

TP RP. Chisel cross 1st stop Res. 5076 Polk
TP on Rock
T.P. 5' Tie Back Hub R.R. N.W. cor. 0th line & 51st St

BM = Prop. PIPE See Page 56

327.35
318.83
310.38
304.68

15' Lt.
= cb.

15' R!
= cb.

59

| | | | | |
|--|----------------------------------|--------|----------------------------------|-----------------------------------|
| | 25.08 <u>325.01</u> C-0.07 | | | |
| | 24.78 <u>324.50</u> C-1.76 | 324.43 | 324.56 <u>24.30</u> F-0.76 | 324.56 <u>25.15</u> C-0.59 |
| | 23.88 <u>323.46</u> C-0.42 | 323.38 | 323.50 <u>23.03</u> F-0.47 | |
| | 22.34 <u>322.06</u> C-1.59 | 321.96 | 322.07 <u>21.86</u> F-0.71 | 322.07 <u>21.87</u> F-0.68 |
| | 20.33 <u>320.20</u> C-1.21 | 320.15 | 320.30 <u>20.02</u> F-0.28 | 320.30 <u>18.81</u> F-0.50 |
| | 18.12 <u>317.83</u> C-0.29 | | 317.88 <u>16.82</u> C-0.93 | |
| | 16.82 <u>315.93</u> C-0.76 | 315.83 | | |
| | 16.77 <u>315.40</u> C-1.17 | 315.35 | 16.40 <u>315.45</u> C-0.95 | 315.45 <u>316.30</u> C-0.85 |

Polk Ave. Grades

2+50

2+30

2+60

1+90

1+70

1+50 = B.C. Alley

1+45 = E.C. Ely. Line Alley

1+30 = Rt. only

1+25 = E.C. Alley w/ly. Line Alley

15' Lt.
- crb.

±

15' Rt.
- crb.

60

321.78
23.71
C-1.93

321.78
21.39
F0.39

322.10

22.73
322.61
C0.17

322.61
25.86
C-4.25

323.25
22.77
F0.48

323.49

323.92
23.58
F0.34

324.35
34.98
C-0.63

324.35
24.10
F0.25

324.52

26.60
324.88
C1.72

324.88
28.16
C-3.28

325.09
24.89
F0.20

325.19

325.48
25.01
F0.47

325.48
27.12
C-1.64

25.62
325.48
C0.14

325.52

325.76
25.73
F0.03

325.76
28.58
C-2.82

325.52
27.12
C-1.60

325.52
25.47
F0.05

325.52

325.72
25.62
F0.10

325.72
28.04
C-2.34

26.95
325.54
C1.41

25.52
325.30
C0.22

26.34
325.11
C1.23

Polk Ave Grades
Returns at 51st St.

N.E. Return

N.W. Return

S.E. Return - Polk and 51st

B.C. on Polk

S.W. Return Polk and 51st

2472 - B.C. Lt. curb

T.P. Top Block Wall 2470

246503 - B.C. Rt. curb

322.73

1524
- curb

¢

1524
- curb

61

319.05
19.03
Fo.02
B.C.
Polk

20.24
320.00
Co.24
B.C.
Polk

318.80
18.57
Fo.23
B.C. Polk
21.61
321.50
Co.11
B.C.
Polk

20.24
320.00
Co.24

320.15
320.98
322.95
2.80

23 end curb
319.79
Meet
(10.47)

.54
319.50 end curb
Meet
(10.47)

318.90
18.68
Fo.22
(6.76)
25.23
321.05
Co.18
6.64

320.98

19.36
319.15
Co.21
(10)
21.37
320.65
Co.72
10

319.40
19.16
Fo.24
B.C. 51st
20.68
320.55
Co.13
E.C.
51st

21.61
321.50
Co.11
324.12
2.462

Polk Ave. Grades
 Fly. Line 5th St. To Fly. Line 5th St.

1450 = B.C.R. Alley. Lt.

1445 = E.C.R. Alley, Lt.

1425 = E.C.R. Alley. Lt.

1420 = B.C.R. Alley Left.

1400

0475

0450

0425

0405 = Crb. B.C. Rt.

0400 = Fly. Line 5th St. on The North

0-02 = E.C. on left

15th
-crb

¢

15th Rt.
-crb

2078
 $\begin{array}{r} 318.38 \\ 20.80 \\ \hline 318.19 \\ \text{C-2.42} \end{array}$

18.18
 $\begin{array}{r} 318.02 \\ 19.02 \\ \hline 318.02 \\ \text{C-1.00} \end{array}$

66.22
 $\begin{array}{r} 318.50 \\ \hline 318.50 \\ \text{C-2.28} \end{array}$
 TO Alley

69.87
 $\begin{array}{r} 318.50 \\ \hline 318.50 \\ \text{C-0.57} \end{array}$
 TO
 gut.
 alley

18.30
 $\begin{array}{r} 318.14 \\ \hline 318.14 \\ \text{C-0.16} \end{array}$

18.87
 $\begin{array}{r} 318.51 \\ 20.60 \\ \hline 318.51 \\ \text{C-2.1} \end{array}$
 TO st.

18.75
 $\begin{array}{r} 318.60 \\ 20.91 \\ \hline 318.60 \\ \text{C-1.41} \end{array}$

318.29
 $\begin{array}{r} 18.00 \\ \hline 318.29 \\ \text{C-0.14} \end{array}$

318.71
 $\begin{array}{r} 15.54 \\ \hline 318.71 \\ \text{C-0.86} \end{array}$

318.43
 $\begin{array}{r} 18.01 \\ \hline 318.43 \\ \text{C-0.42} \end{array}$

318.82
 $\begin{array}{r} 19.74 \\ \hline 318.82 \\ \text{C-0.92} \end{array}$

318.56
 $\begin{array}{r} 17.85 \\ \hline 318.56 \\ \text{C-0.71} \end{array}$

318.93
 $\begin{array}{r} 18.74 \\ \hline 318.93 \\ \text{C-0.19} \end{array}$

318.69
 $\begin{array}{r} 18.07 \\ \hline 318.69 \\ \text{C-0.67} \end{array}$

319.05
 $\begin{array}{r} 19.03 \\ \hline 319.05 \\ \text{C-0.02} \end{array}$
 B.C.

318.80
 $\begin{array}{r} 19.90 \\ \hline 318.80 \\ \text{C-1.1} \end{array}$

E.C.

B.M. E Polk - East side 52nd 319.48
 spike in pole

Polk Ave Grades

S.W. Return Polk and 52nd

chk. starting B.M. 304.68
 TP 308.67
 T.P. 314.49
 T.P. Set B.M. on new mon. 318.82

2+70 End crb. ht.

2+63.64 = BC Rt.

2+60 = BC Rt.

2+50
 +25

2+00
 TP 318.23
 +75

15' Lt.
 -crb

E

15' Rt.
 -crb.

63

| | | | | |
|--------------|--------------|--------------|--------------|--------------|
| 317.40 | 317.23 | 317.25 | 316.80 | 316.53 |
| 17.27 | 16.91 | 16.35 | 15.93 | 15.52 |
| <u>F0.13</u> | <u>F0.32</u> | <u>F0.70</u> | <u>F0.87</u> | <u>F1.01</u> |
| B.C. Polk | (11.90) | (10) | (10) | E.C. 52nd |

384 50%

N Line Polk

| | | |
|---------------|--------------|--|
| | 20.50 | |
| 318.15 | 318.15 | |
| 20.80 | | |
| <u>C-2.25</u> | <u>C2.35</u> | |

| | | |
|---------------|--------------|--------|
| | 18.15 | |
| 317.90 | 317.90 | 317.57 |
| 21.10 | | |
| <u>C-3.20</u> | <u>C0.25</u> | |

| | | |
|---------------|--------------|--------|
| | 18.11 | |
| 317.94 | 317.94 | 317.61 |
| 21.10 | C0.17 | |
| <u>C-3.16</u> | <u>18.05</u> | |
| | 318.05 | |
| | <u>G</u> | |

| | | |
|---------------|--------------|--------|
| | 18.11 | |
| 318.16 | 318.16 | 317.90 |
| 21.16 | | |
| <u>C-3.00</u> | <u>F0.05</u> | |
| | 18.39 | |
| | 318.27 | |
| | <u>C0.12</u> | |

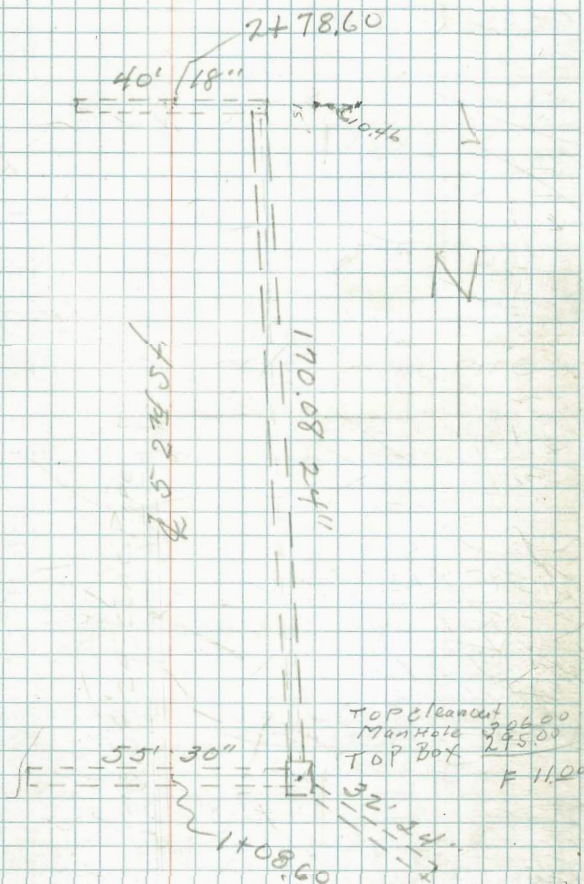
| | |
|--------------|---------------|
| 317.40 | 317.40 |
| 17.27 | 18.56 |
| <u>F0.13</u> | <u>C-1.16</u> |

| | |
|--------------|---------------|
| 317.48 | 317.48 |
| 17.47 | 19.11 |
| <u>F0.01</u> | <u>C-1.63</u> |

| | |
|---------------|---------------|
| 317.61 | 317.75 |
| 17.45 | 19.11 |
| <u>F0.16</u> | <u>C-1.32</u> |
| 317.75 | |
| 17.67 | |
| <u>F0.08</u> | |
| 317.91 | |
| <u>317.88</u> | |
| <u>C0.03</u> | |

Storm Drain 52nd St

| | FK. Elev | Stake Elev | Cut |
|---------------------------|----------|------------|---------|
| TBM PROPPICE RE 32 | 304.68 | | |
| 1+70.08 End 24" Pipe | 292.14 | 302.81 | C-10.67 |
| 1+40 | 291.83 | 299.24 | C-7.41 |
| 1+05 | 291.48 | 295.19 | C-3.71 |
| 0+70 | 291.13 | 294.45 | C-3.32 |
| 0+35 | 290.78 | 294.99 | C-4.21 |
| 0+00 24" Pipe To North | 290.43 | 294.09 | C-3.66 |
| 0+32 End 24" Pipe To East | 291.83 | 294.43 | C-2.60 |
| 0+00 24" Pipe To East | 290.93 | 293.91 | C-2.98 |
| 0+55 End 30" Pipe | 290.43 | 294.09 | C-3.66 |
| 0+30 | 289.88 | 302.36 | C-12.48 |
| 0+00 30" Pipe | 289.22 | 303.97 | C-15.75 |
| TP | 298.08 | | |
| TP | 307.55 | | |



BM = NW BP. 52nd & Univ. Elev. 3155.7

OTTILLIE Place

Wly. Line 52 To Ely Line 51

0+82.85 = BC Rt.

0+70

0+66.80 BC Lt.

0+60

0+40

0+20 Brk. Lt. crb.

0+10 OTTILLIE = E.C.

0+00

Part #2

Part #1

B.C. Curb Returns
on 5-23rd St.

15 Lt
= crb.

€

15 Rt
= crb

65

| | | | | |
|--------|--------|--------|--------|--------|
| | | | 307.60 | 307.60 |
| | | | | 11.04 |
| | | | | C-3.44 |
| | | 306.70 | 307.70 | |
| | | | 07.38 | |
| | | | F0.32 | |
| 306.70 | 306.70 | | | |
| 7.23 | 07.13 | | | |
| C0.53 | C0.43 | 307.30 | 307.82 | 307.82 |
| | | | 7.55 | 12.90 |
| | | | F0.27 | C-5.08 |
| 307.10 | 307.10 | 307.54 | 308.05 | 308.05 |
| 8.02 | 05.15 | | 07.60 | 12.34 |
| C0.92 | C0.05 | | F0.45 | C-4.29 |
| | | | | |
| | | 307.40 | | |
| | | | | |
| 307.65 | 307.65 | 307.90 | 308.40 | 308.40 |
| 2.24 | 07.90 | | 08.36 | 12.84 |
| C0.36 | C0.25 | | F0.04 | C-4.44 |
| | | 307.70 | | |
| | | | | |
| | 307.55 | 2/3 | 308.70 | |
| | 7.22 | | 9.01 | |
| | F0.33 | | C0.31 | |
| | | | | |
| | 307.25 | 1/3 | 309.10 | |
| | 7.09 | | 09.34 | |
| | F0.16 | | C0.24 | |
| | | | | |
| | 306.90 | | 309.40 | |
| | 06.81 | | 09.49 | |
| | F0.09 | | C0.09 | |

OTTILLIE PLACE & 51st

CURB RETURNS

Part #3 End work on Lt. & PRC. Rt.

Part #2

Part #1

0+66.80 Lt. 0+82.85 Rt.
 B.C. Grades Page 15
 Curb Returns OTTILLIE & 51st.

305.40
07.31
 312.71

305.95
06.80
 312.75

306.40
06.99
 313.39

3-06.70
07.13
 3-00.43

1/3

307.56
08.10
 315.66

307.50
07.60
 315.10

1/3

307.50
7.64
 315.14

307.60
07.60
 315.20
 Grade

51st St. Grades

6-1255

Wly. Prolongation Sly. Line Offillie Place

Pope
Oltman
Olson

$\Delta = 89^{\circ}48'$ $1483.85 = \text{chd. } 21.91$
 $\angle R = 110$
 $\angle L = 172.40$
 Def. Per. Pt. = 15.626

1461.90 = B.C.

B.M. cross 5' back
on wall

316.67

1418.27 E.C. 45°

chd. 25.28

0+92.88

$324^{\circ}37'32''$
 $35^{\circ}20'44''$

chd. 25.28

0+67.49

$334^{\circ}19'12''$

$25^{\circ}10'79''$ chd. 25.28

0+42.10

$343^{\circ}58'52''$
 $16^{\circ}01'14''$

chd. 20.98

P.R.C. Rt. ctb.

0+21.05

$351^{\circ}59'34''$

$8^{\circ}00'57''$ chd. = 20.98

$\Delta = 90^{\circ}$
 $\angle R = 75.29$
 $\angle L = 118.27$
 Def. Per. Pt. = 22.83

0+00 =

Wly. Prolong. of Sly. Line Offillie Pl.

18' Lt. \angle
-crb.

To Sly. Line Polk Ave

18' Rt
-crb

67

| | | | | |
|--------|--------------|--------|------------------|---------------|
| | 316.13 | | 315.80 | |
| | 16.48 | | 15.54 | |
| | <u>00.27</u> | | <u>F0.26</u> | |
| 314.82 | 314.82 | 314.57 | 314.52 | 314.52 |
| 16.68 | 14.41 | | 74.49 | 14.94 |
| C-1.84 | <u>F0.41</u> | | <u>F0.03</u> | <u>C0.42</u> |
| | | | 14.32 | |
| | | | <u>F0.20</u> | |
| 312.22 | 312.22 | 312.20 | 311.99 | 311.99 |
| 10.26 | 11.30 | | 11.71 | 12.28 |
| F 1.96 | <u>F0.92</u> | | <u>F0.28</u> | <u>C0.29</u> |
| | | | | |
| 310.65 | 310.65 | 310.71 | 310.52 | 310.52 |
| 9.75 | 10.35 | | 10.40 | 10.26 |
| F0.90 | <u>F0.30</u> | | <u>F0.12</u> | <u>F0.21</u> |
| | | | | |
| 309.08 | 309.08 | 309.21 | 309.04 | 309.04 |
| 8.50 | 09.18 | | 09.33 | 10.67 |
| F0.58 | <u>C0.10</u> | | <u>C0.29</u> | <u>C-1.63</u> |
| | | | | |
| 307.51 | 307.51 | 307.71 | 307.56 | 307.56 |
| 6.70 | 07.88 | | 08.10 | 10.44 |
| F0.81 | <u>C0.37</u> | | <u>C0.54</u> | <u>C-2.28</u> |
| | | | | |
| 306.33 | 306.33 | 306.47 | 306.25 | |
| | 6.37 | | | |
| | <u>C0.04</u> | | | |
| | | | | |
| 305.16 | 305.16 | 305.23 | 305.10 | |
| 4.66 | 05.68 | | | |
| F0.50 | <u>C0.52</u> | | | |

51st St. Grades

3+34.30 EC 44° 54' chd = 653

3+27.75 43° 11.40'

3+07.75 37° 58.90'

2+87.75 32° 46.35'

2+67.75 27° 33.84'

2+47.75 22° 21.32' chd. = 1997

2+27.75 17° 08.80' chd. = 3277

2+05.80 = chord = 21.91

1+94.82 8° 34.40' chd. = 3277

changed to 3 parts for cb. stakes

18' LI.
= crb

4

18' RT
= crb

322.03
29.91
C 7.88

322.03
21.95
F 0.08

321.74

321.55
21.02
F 0.53

321.55
23.60
C 2.05

322.03
21.94
F 0.09

321.74

321.55
20.92
F 0.63

321.80
30.48
C 8.68

321.80
21.85
C 0.05

321.52

321.33
20.60
F 0.73

321.33
23.58
C 2.25

321.35
21.01
F 0.34

321.02

320.90
20.19
F 0.71

320.69
20.80
C 0.11

320.69
20.27
F 0.42

320.39

320.26
19.61
F 0.65

320.26
23.55
C 3.29

319.82
19.33
F 0.49

319.51

319.41
18.69
F 0.72

318.74
19.64
C 0.90

318.74
18.47
F 0.27

318.45

318.35
18.00
F 0.35

318.35
23.05
C 4.70

316.78
318.72
C 1.94

317.44
17.86
C 0.42

316.51

317.08
16.85
F 0.23

316.44
18.89
C 2.45

51st St. Grades

Intersection - 51st & Polk

Curb lip produced 1' north on 51st

| S.W. | N.W. | S.E. | N.E. |
|--------------|--------------|--------------|--------------|
| 319.71 | 319.07 | 318.58 | 318.68 |
| <u>20.17</u> | <u>18.72</u> | <u>18.84</u> | <u>18.44</u> |
| C0.46 | F0.35 | C0.76 | F0.24 |

4437.30 = B.C.

4412.52

24.77
3487.75

3467.75

3447.75

18' Lt.
- crb

£

18' Rt.
- crb

| | | | | |
|--------------|--------------|--------|--------------|--------------|
| 320.55 | 320.55 | 320.08 | 319.40 | 319.40 |
| <u>26.21</u> | <u>20.68</u> | | <u>19.16</u> | <u>20.28</u> |
| C5.66 | C0.13 | | F0.24 | C0.88 |

321.00
20.96
F0.04

320.18
19.94
F0.24

| | | | | |
|--------------|--------------|--------|--------------|--------------|
| 321.45 | 321.45 | 321.16 | 320.95 | 320.95 |
| <u>27.63</u> | <u>21.45</u> | | <u>20.13</u> | <u>21.85</u> |
| C-6.20 | 6 | | F0.82 | C0.10 |

321.85
21.60
F0.25

321.56

321.36
20.83
F0.53

322.04
21.75
F0.29

321.76

321.56
20.95
F0.61

SAN PASCUAL ST.

ROUGH GRADES, West side from Alley
 at SE Cor Lot 13 - San Miguel Terrace Map # 3143
 North E Cor " 16 " " "

Walker NO 23935
 Gurber Profile Drawing # 4317
 Dow 7-7-55 Plan 2544-D

| | Prop. Grades | Actual Grades | |
|--------------------|--------------|----------------|--------|
| 2+00.45 = Sub Line | 39.97 | 39.90 | |
| 1+50 | 38.35 | 38.67 | F 3.32 |
| 1+00 | 34.19 | 37.96 | F 3.77 |
| 0+50 | 34.16 | 37.26 | F 3.10 |
| 0+40 | 35.24 | 36.70 36.59 | F 1.46 |
| 0+00 = N.E. Alley | 36.26 | | |

Prop. Grades = 0.10 Above Proposed 5'cb
 cuts & fills
 offsets 5' back Prop

2+00.45

Fd. Pipe

15' 20'

15' vertical shaft
 Sub Line

SAN PASCUAL ST.

14.34" Pipe
 L.S. 2460

10' h

0+10

0+00

ALLEY

Temp. BM Top Elev. SE Cor Alley Elev. of San Pascual St
 Fd. Pipe

Walker
Garbor
Olav
7-7-55

ROUGH GRADES FOR CHANNEL

PLAN 2545-D

West of 4240 & South of Ocean View

2+21.33 = sub line on North end

3+13.11 = E.C. $11^{\circ}40'50''$

1+75 $8^{\circ}56'24''$

1+50 $7^{\circ}08'54''$

$\Delta = 23^{\circ}19'40''$

$\Delta Ch R = 450'$

$L = 162.86'$
Def. prof. 4.3'

1+25 $5^{\circ}21'24''$

1+00 $3^{\circ}33'54''$

+75 $1^{\circ}46'24''$

0+50.2 = RC

0+00 = SLY End

B.M. Top Pk. P-68 \rightarrow 362.6

Ch.
Grade

Channel
Grade

23.54
31.7
C 8.2
31.3
23.27
32.1
C 8.8
31.2
23.10
32.2
C 9.1
31.7

23.54
30.0
C 8.5
34.8
23.27
32.3
C 6.0
34.0
23.10
32.1
C 6.0
34.0

22.92
32.1
C 9.2
31.8

22.92
29.7
C 6.8
35.2

22.75
32.1
C 9.3
32.0

22.75
29.3
C 6.5
34.8

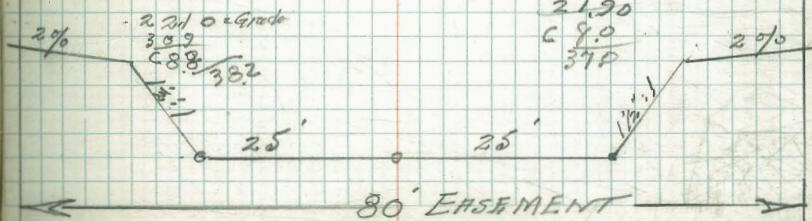
22.58
31.8
C 9.2
31.3

22.58
29.4
C 6.8
35.1

23.40
31.7
C 8.3
31.5

27.9
23.40
C 5.5
34.8

30.0
21.90
C 8.0
37.0



STAKE 18" B.C.P. ACROSS 52nd. SKETCH PG. 6A

E'LY CB. LINE

302.81 STAKE
295.00 GRADE
07.81

to 52nd.

301.95
295.40
06.55

W'LY CB. LINE

303.87
295.80
08.07

8' of 18" Plug End Inv. Elev. =
AP Box

302.81 stake
292.60 grade
10.21 cut

Storm Drain Blk 21

Farmount Addition To City Hts. 71

7-22-55

48th & Univ.

WD. 21356

Pope
Taylor
Elmore
Johns

1+57 = End Existing Pipe
(Elev. Existing Pipe FL = 321.23)

| | Elev. Stakes | FL Elev. | |
|--------------------|--------------|----------|--------|
| 1+07.71 | 322.30 | 320.02 | C 0.28 |
| 0+72 | 320.29 | 319.22 | C 1.07 |
| 0+39.80 EC. | 318.43 | 318.50 | F 0.07 |
| 0+32 | | | |
| 0+24 | | | |
| 0+16 BC. | 317.65 | 317.96 | F 0.31 |
| 0+00 Existing Pipe | | 317.60 | |

UNIVERSITY AVE

319.28

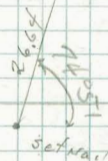
48th St.

$\Delta = 15.009$
 $R = 90'$
 $L = 23.80$
 $T = 11.97$

0+39.80 EC

0+16 = BC

End Existing Pipe =
0+00



Polk Ave

Sewer
46TH

Laterals
Quince to Thorn

6-15-56 72

1406 = (27)

1426 = (28)

1463 = (24)

~~2113 = (43)~~

2419 = (42)

3410 = (23)

3461 = (22)

~~3486 = (21)~~

4136 = (20)

Redwood to Thorn

0726 = (13)

0762 = (12)

1415 = (11)

C Prop. B Chimney

02.4
298.0
07.4

02.4
297.4
5.0

03.4
298.2
5.2

03.4
297.6
5.8

09.8
303.5
6.3

09.8
302.9
6.9

~~11.4
305.2
6.2~~

~~11.4
304.2
7.2~~

11.4
305.4
6.0

11.4
304.4
7.0

13.9
308.3
5.6

13.9
307.7
6.2

15.0
309.3
5.7

15.0
308.5
6.5

~~15.6
309.8
5.8~~

~~15.6
308.9
6.7~~

16.5
310.3
6.2

16.5
309.7
6.8

18.7
312.6
6.1

18.7
311.9
6.8

19.2
313.6
5.6

19.2
312.1
7.1

19.9
314.5
5.4

19.9
312.3
7.6

Sewer Laterals
Redwood To Thorn

6-18-56 73

1+24 = (14)
2+15 = (48)
2+23 = (15)
2+30 = (10)
2+56 = (16)
3+10 = (17)
3+88 = (18)
4+00 = (8)
4+14 = (47)
4+55 = (7)
4+90 = (19)
5+20 = (6)
5+80 = (5)

| | C | B |
|--|-------|---------|
| | Prop. | Chimney |
| | 22.3 | 22.3 |
| | 315.6 | 312.2 |
| | 6.7 | 10.1 |
| | 19.9 | 19.9 |
| | 313.4 | 312.8 |
| | 6.5 | 7.1 |
| | 23.2 | 23.2 |
| | 316.4 | 312.9 |
| | 6.8 | 10.3 |
| | 20.4 | 20.4 |
| | 313.4 | 312.8 |
| | 7.0 | 7.6 |
| | 22.9 | 22.9 |
| | 316.5 | 313.0 |
| | 6.4 | 9.9 |
| | 23.6 | 23.6 |
| | 316.8 | 313.1 |
| | 6.8 | 10.5 |
| | 24.3 | 24.3 |
| | 317.2 | 313.5 |
| | 7.1 | 10.8 |
| | 21.0 | 21.0 |
| | 314.1 | 313.5 |
| | 6.9 | 7.5 |
| | 24.8 | 24.8 |
| | 317.0 | 313.5 |
| | 7.8 | 11.3 |
| | 21.3 | 21.3 |
| | 314.4 | 313.8 |
| | 6.9 | 7.5 |
| | 25.5 | 25.5 |
| | 317.3 | 313.8 |
| | 8.2 | 11.7 |
| | 21.6 | 21.6 |
| | 314.5 | 313.9 |
| | 7.1 | 7.7 |
| | 21.2 | 21.2 |
| | 314.8 | 314.2 |
| | 6.4 | 7.0 |

Sewer Laterals
 Myrtle St
 Chamoune To 46th St.

1487 = ①

2130 = ②

2460 = ③

Menlo Ave.
 Quince to Redwood

0430 = ②9

475 = ③0

1400 = ③2

2440 = ③3

483 = ④4

3400 = ③4

450 = ④6

487 = ③9

C Prop Chimney B

29.7
323.5
 C6.2

28.5
321.8
 C6.7

27.2
321.6
 C5.6

96.6
288.5
 C8.1

96.9
288.8
 C8.1

93.9
285.3
 C8.6

91.4
284.7
 C6.7

97.0
290.3
 C6.7

88.8
284.5
 C4.3

88.2
284.3
 C3.9

98.2
290.0
 C9.2

29.71
320.4
 C9.3

28.5
320.6
 C7.9

27.2
320.6
 C6.6

96.6
285.0
 C11.6

96.9
284.8
 C12.1

93.9
284.7
 C9.2

91.4
284.1
 C7.3

97.0
289.5
 C7.5

88.8
283.9
 C4.9

88.2
283.7
 C4.5

98.2
289.0
 C9.2

Sewer Laterals
 Menlo Ave
 Redwood To Thorn

0+46 = (35)

0+53 = (36)

1+45 = (40)

2+33 = (37)

2+80 = (38)

3+90 = (45)

Menlo Ave
 North of Thorn St.

0+08 = (41)

Thorn St.
 46th To Menlo

1+13 = (4)

C Prop B Chimney

| | |
|--------------|--------------|
| 02.0 | 02.0 |
| <u>292.6</u> | <u>290.3</u> |
| C9.4 | C11.7 |

| | |
|--------------|--------------|
| 02.1 | 02.1 |
| <u>291.8</u> | <u>290.1</u> |
| C10.3 | C12.0 |

| | |
|--------------|--------------|
| 01.1 | 01.1 |
| <u>293.7</u> | <u>289.3</u> |
| C7.4 | C11.8 |

| | |
|--------------|--------------|
| 00.8 | 00.8 |
| <u>292.4</u> | <u>288.1</u> |
| C8.4 | C12.7 |

| | |
|--------------|--------------|
| 99.6 | 99.6 |
| <u>290.4</u> | <u>284.7</u> |
| C9.2 | C14.9 |

| | |
|--------------|--------------|
| 95.3 | 95.3 |
| <u>286.0</u> | <u>285.8</u> |
| C9.3 | C9.5 |

| | |
|--------------|--------------|
| 05.0 | 05.0 |
| <u>295.0</u> | <u>291.5</u> |
| C10.0 | C13.5 |

| | |
|--------------|--------------|
| 09.4 | 09.4 |
| <u>300.2</u> | <u>297.0</u> |
| C9.2 | C12.4 |

Stakes - Menlo St.
Quince To Redwood

6-18-56

| | | | |
|------------------------------|--------------|--------------|--------|
| 3+10.8 | | 295.4 | 295.43 |
| | | <u>96.05</u> | 96.05 |
| | | C0.62 | |
| 2+90.8 = E.C. | | 295.4 | 295.36 |
| +70.8 | 295.22 1/2 | <u>96.8</u> | 96.11 |
| | <u>96.04</u> | C1.4 | C0.75 |
| 2+50.8 = B.C. | C0.82 | 295.1 | 295.09 |
| | | <u>97.1</u> | 95.67 |
| | | C2.0 | C0.58 |
| 2+21.5 = E.C. + Island prop. | | 294.9 | 294.88 |
| | | <u>97.1</u> | 94.76 |
| | | C2.2 | F0.12 |
| 2+01.5 = Mid Pt. | | 294.7 | 294.74 |
| | | <u>94.72</u> | 94.72 |
| | | F0.02 | |
| +81.5 = Cb. B.C. | | 294.6 | 294.60 |
| | | <u>97.8</u> | 94.70 |
| | | C3.2 | C0.10 |
| +51.5 | prop. | 294.4 | 294.40 |
| | | <u>97.7</u> | 94.59 |
| | | C3.3 | C0.19 |
| 1+13 | | 294.1 | 294.13 |
| | | <u>97.3</u> | 94.26 |
| | | C3.2 | C0.13 |
| +78 | | 293.9 | 293.88 |
| | | <u>96.9</u> | 93.93 |
| | | C3.0 | C0.05 |
| +43 | | 293.6 | 293.63 |
| | | <u>96.9</u> | 93.50 |
| | | C3.3 | F0.13 |
| 0+08 = E.C. | | 293.4 | 293.38 |
| | | <u>96.3</u> | 93.48 |
| | | C2.9 | C0.10 |
| 0+00 = N.L. Quince | | 293.5 | 293.50 |
| | | <u>96.2</u> | 93.76 |
| | | C2.7 | C0.26 |

West

East 75
89.45 91.36
95 89.45
90.90 1.91

| | | | | |
|--------------|--------------|--------------|--------|--------------|
| 295.20 | | 289.00 | 288.71 | 288.7 |
| <u>95.03</u> | | <u>90.79</u> | 89.04 | 90.40 |
| F0.17 | | C1.79 | C0.33 | 1/2 90.26 |
| 295.05 | | 289.65 | 289.45 | F0.14 |
| <u>95.15</u> | | <u>90.77</u> | 89.20 | |
| C0.10 | 294.88 | C1.12 | F0.25 | 290.40 |
| | <u>95.00</u> | 91.85 | | <u>90.33</u> |
| | C0.12 | C1.28 | 291.50 | F0.07 |
| 294.70 | | 93.55 | 291.36 | 291.4 |
| <u>94.75</u> | | C2.05 | C0.71 | 91.0 |
| C0.05 | | | | F0.4 |
| 293.95 | | 293.60 | 292.78 | 292.8 |
| <u>94.59</u> | | <u>94.59</u> | 92.86 | 93.2 |
| C0.64 | | C0.99 | C0.08 | C0.4 |
| | | 293.80 | 293.46 | 293.5 |
| | | <u>94.59</u> | 93.45 | |
| | | C0.79 | Grade | |
| | | 293.60 | 293.60 | 293.6 |
| | | <u>93.61</u> | 94.0 | 94.0 |
| | | Grade | C0.4 | |
| | | 293.40 | 293.4 | 293.4 |
| | | <u>93.60</u> | 94.4 | 94.4 |
| | | C0.20 | C1.0 | |
| | | 293.13 | 293.1 | 293.1 |
| | | <u>93.42</u> | 94.0 | 94.0 |
| | | C0.29 | C0.9 | |
| | | 292.88 | 292.9 | 292.9 |
| | | <u>93.18</u> | 94.1 | 94.1 |
| | | C0.30 | C1.2 | |
| | | 292.63 | 292.6 | 292.6 |
| | | <u>92.64</u> | 93.7 | 93.7 |
| | | Grade | C1.1 | |
| | | 292.38 | 292.4 | 292.4 |
| | | <u>92.64</u> | 93.2 | 93.2 |
| | | C0.26 | C0.8 | |
| | | 292.20 | 292.2 | 292.2 |
| | | <u>92.70</u> | 93.2 | 93.2 |
| | | C0.50 | C1.0 | |

| | Rough | Curb | West Isl. | East Island | Curb | Rough |
|-----------------------|-----------------------|--------------------------|--------------------------|----------------|--------------------------|--------------------------|
| 1/2 | | 295.35 98.08 C2.73 | | | 288.23 88.12 Fo.11 | |
| End Returns | | 295.40 7.84 C2.44 | | | 288.00 87.81 Fo.19 | |
| 1/2 Islands Only | | | 294.73 94.52 Fo.21 | | 288.23 90.07 C1.84 | |
| 28.5 | | | 294.25 | | 287.75 | |
| E Inlet | | | | | | |
| End Returns | | 295.10 95.12 Co.02 | | | 287.10 87.54 Co.44 | |
| 1/2 | | 294.75 96.35 C1.60 | | | 287.36 87.77 Co.41 | |
| + 72.8 = B.C. 15 | | 294.61 95.99 C1.38 | 294.35 93.92 Fo.43 | | 287.85 90.71 C2.86 | 287.62 88.39 Co.77 |
| + 70.8 = S.L. Redwood | 294.6 98.5 C3.9 | | | | 287.63 | 287.6 89.7 C2.1 |
| + 35.8 | 294.8 99.3 C4.5 | 294.82 96.04 C1.22 | 294.54 92.90 Fo.44 | | 288.06 89.77 C1.71 | 287.82 88.18 Co.36 |
| + 100.8 | 295.0 98.8 C3.8 | 295.01 96.21 C1.20 | 294.73 94.35 Fo.38 | | 288.26 89.74 C1.48 | 288.01 88.29 Co.28 |
| + 65.8 | 295.2 96.8 C1.6 | 295.20 96.13 Co.93 | 294.93 94.48 Fo.45 | | 288.45 87.71 C1.26 | 288.20 88.29 Co.09 |
| + 30.8 | 295.4 96.9 C1.5 | 295.38 95.92 Co.54 | 295.13 94.78 Fo.35 | | 288.64 90.24 C1.60 | 288.39 88.78 Co.39 |
| | | | | | | 288.4 88.6 Co.2 |

32° E. Pass Stake Island
 311.58 Menlo Ave ~ North of
 Thorn St 8-7-56

Mid Pt = Cb. 309.20
 .55 8.57
 End Island F0.63

B.C. Cb. 310.40 308.00
 .67 9.87 7.90
 F0.53 F0.10

20' = 1/2 Cb. 310.70 307.51
 .63 9.87 8.16
 F0.83 C0.65

E.C. Cb. 310.40 307.40
 .67 9.60 8.20
 F0.80 C0.80

1/2 Cb. 309.80 307.50
 .63 8.97 7.92
 F0.83 C0.72

P.C.C. Cb. 308.95 308.30
 .55 8.11 8.11
 F0.84 F0.19

Begin Island 308.65
 A' Rad. 8.11
 F0.54

IMPROVED TABLES AND INFORMATION

HORIZONTAL STADIA CORRECTIONS

| | | | | | |
|---------|--------|---------|--------|---------|--------|
| 2°-00' | — 0.1 | 21°-00' | — 12.3 | 33°-00' | — 29.7 |
| 3°-00' | — 0.3 | 21°-30' | — 13.4 | 33°-15' | — 30.1 |
| 4°-00' | — 0.5 | 22°-00' | — 14.0 | 33°-30' | — 30.5 |
| 5°-00' | — 0.8 | 22°-30' | — 14.7 | 33°-45' | — 30.9 |
| 6°-00' | — 1.1 | 23°-00' | — 15.3 | 34°-00' | — 31.3 |
| 7°-00' | — 1.5 | 23°-30' | — 15.9 | 34°-15' | — 31.7 |
| 8°-00' | — 1.9 | 24°-00' | — 16.5 | 34°-30' | — 32.1 |
| 9°-00' | — 2.5 | 24°-30' | — 17.2 | 34°-45' | — 32.5 |
| 10°-00' | — 3.0 | 25°-00' | — 17.9 | 35°-00' | — 32.9 |
| 10°-30' | — 3.3 | 25°-30' | — 18.6 | 35°-15' | — 33.3 |
| 11°-00' | — 3.6 | 26°-00' | — 19.2 | 35°-30' | — 33.7 |
| 11°-30' | — 4.0 | 26°-30' | — 19.9 | 35°-45' | — 34.1 |
| 12°-00' | — 4.3 | 27°-00' | — 20.6 | 36°-00' | — 34.6 |
| 12°-30' | — 4.7 | 27°-30' | — 21.3 | 36°-15' | — 35.0 |
| 13°-00' | — 5.1 | 28°-00' | — 22.0 | 36°-30' | — 35.4 |
| 13°-30' | — 5.5 | 28°-30' | — 22.8 | 36°-45' | — 35.8 |
| 14°-00' | — 5.9 | 29°-00' | — 23.5 | 37°-00' | — 36.2 |
| 14°-30' | — 6.3 | 29°-30' | — 24.3 | 37°-15' | — 36.6 |
| 15°-00' | — 6.7 | 30°-00' | — 25.0 | 37°-30' | — 37.1 |
| 15°-30' | — 7.2 | 30°-15' | — 25.4 | 37°-45' | — 37.5 |
| 16°-00' | — 7.6 | 30°-30' | — 25.8 | 38°-00' | — 37.9 |
| 16°-30' | — 8.1 | 30°-45' | — 26.2 | 38°-15' | — 38.3 |
| 17°-00' | — 8.5 | 31°-00' | — 26.5 | 38°-30' | — 38.7 |
| 17°-30' | — 9.0 | 31°-15' | — 26.9 | 38°-45' | — 39.1 |
| 18°-00' | — 9.5 | 31°-30' | — 27.3 | 39°-00' | — 39.6 |
| 18°-30' | — 10.1 | 31°-45' | — 27.7 | 39°-15' | — 40.0 |
| 19°-00' | — 10.6 | 32°-00' | — 28.1 | 39°-30' | — 40.5 |
| 19°-30' | — 11.2 | 32°-15' | — 28.5 | | |
| 20°-00' | — 11.7 | 32°-30' | — 28.9 | | |
| 20°-30' | — 12.3 | 32°-45' | — 29.3 | | |

Chains to Feet

| | | |
|----|-------|-----|
| 1 | ..... | 66 |
| 2 | ..... | 132 |
| 3 | ..... | 198 |
| 4 | ..... | 264 |
| 5 | ..... | 330 |
| 6 | ..... | 396 |
| 7 | ..... | 462 |
| 8 | ..... | 528 |
| 9 | ..... | 594 |
| 10 | ..... | 660 |

Feet to Chains

| | | |
|-------|------|--------|
| 100 | .... | 1.515 |
| 200 | .... | 3.030 |
| 300 | .... | 4.545 |
| 400 | .... | 6.060 |
| 500 | .... | 7.575 |
| 600 | .... | 9.090 |
| 700 | .... | 10.606 |
| 800 | .... | 12.121 |
| 900 | .... | 13.636 |
| 1,000 | .... | 15.151 |

5619
 60022
 4. 6255
 7935
 91
 3595960
 575807
 3020153

31806
 TP
 3909
 1372
 2637
 2806
 2231
 218097
 2143

82873595960
 023455758
 3389
 140202

27200
 26503
 697357
 25
 16
 50
 670

10935
 3595960
 80034
 7935
 3595960
 254048
 3347912

3435852
 3555760
 352028
 3243922

160108
 3017
 30082
 88

360
 45
 318
 332
 10782
 27492

ANCE TRANSIT
SITS and 'E

ete line of fine David
 remost in design—to
 nce.

ST-DAVID WHITE
 ce Transit with
 has the hor
 plus finely
 Together
 the ideal instrum
 construction operation
 of surveying and build
 58 in the New POST C



LOCKE HAND

e in
 complete
 famous Kuler-Ra
 page 67 of the new POST C