

1438

PASTY

FIELD BOOK

No. 335

6.45
 5.55 F
 0.90

7.22
 5.50 Top Bridge
 1.72

140 x 1500
 10,500

5.62
 1.60
 1.2
 4

MICROFILMED
 DEC 23 1964

7.40
 5.61
 1.79

8.30
 2.80
 5.50

11.25
 56.25
 28.125

1.78
 2.80
 3.54
 5.12

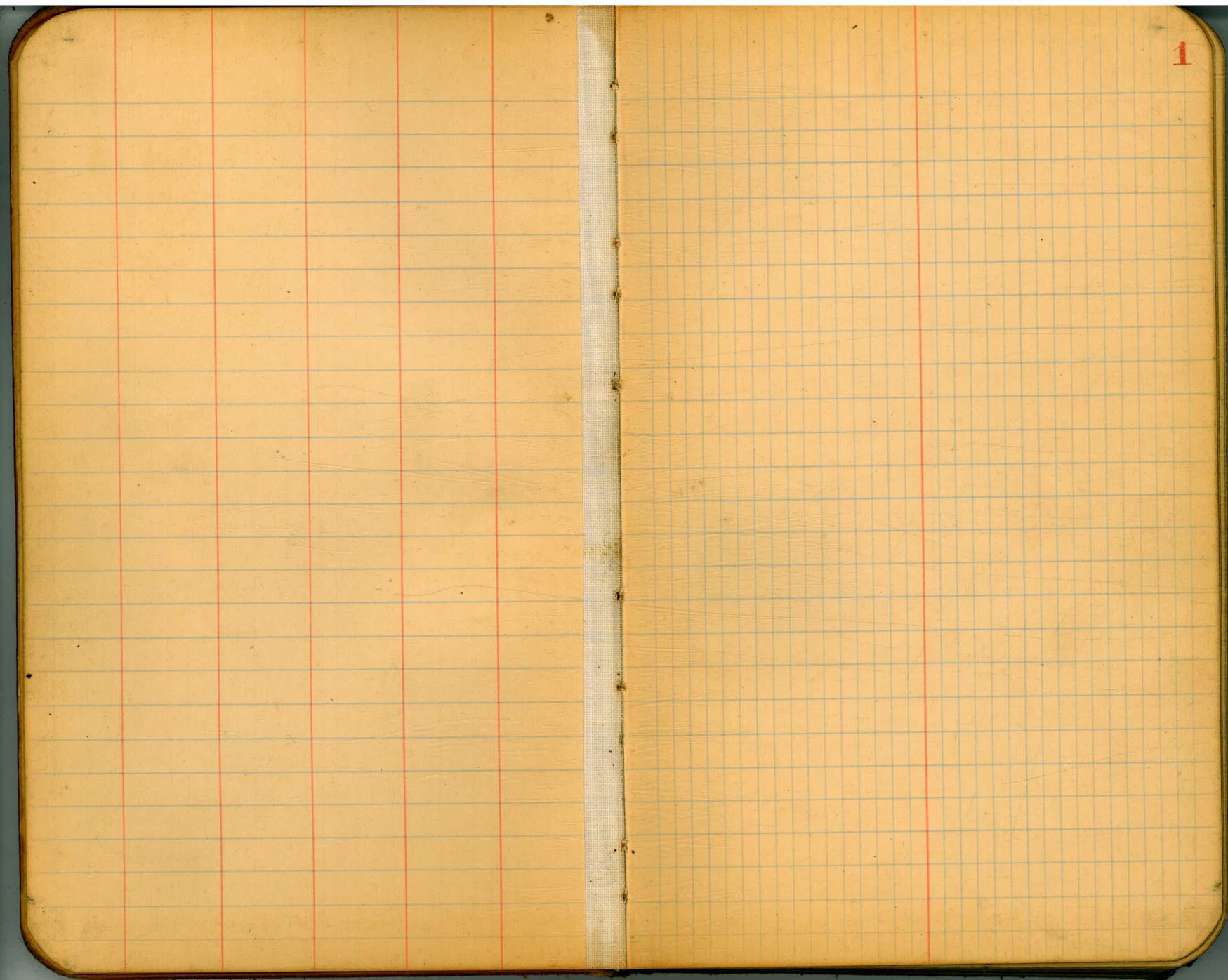
Our Leather Bound Engineers Note Books are carried in the following rulings:

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
- No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.
- No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter "F" to catalog number.

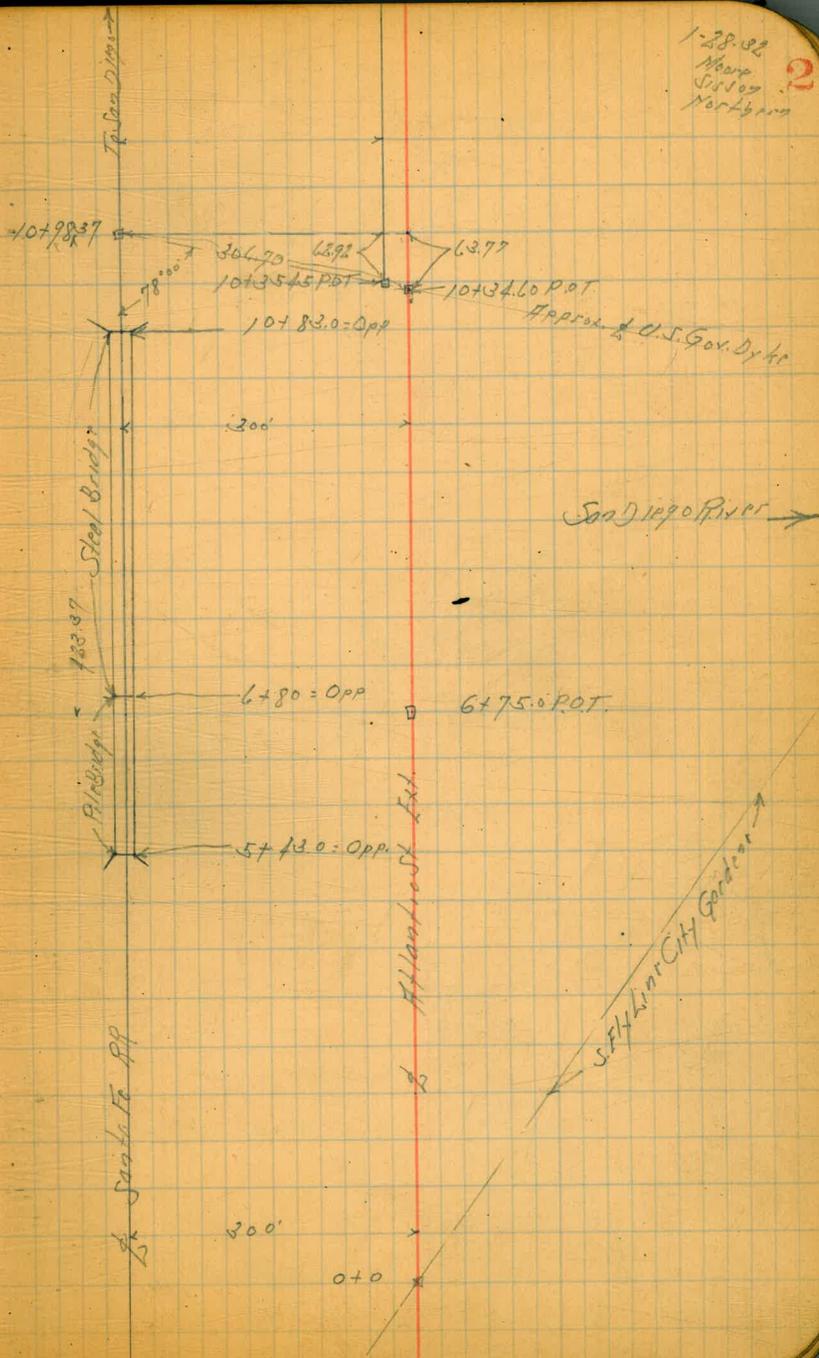
THE FREDERICK POST CO.
 ENGINEERING and DRAFTING SUPPLIES
 IRVING PARK STATION
 CHICAGO, ILL.

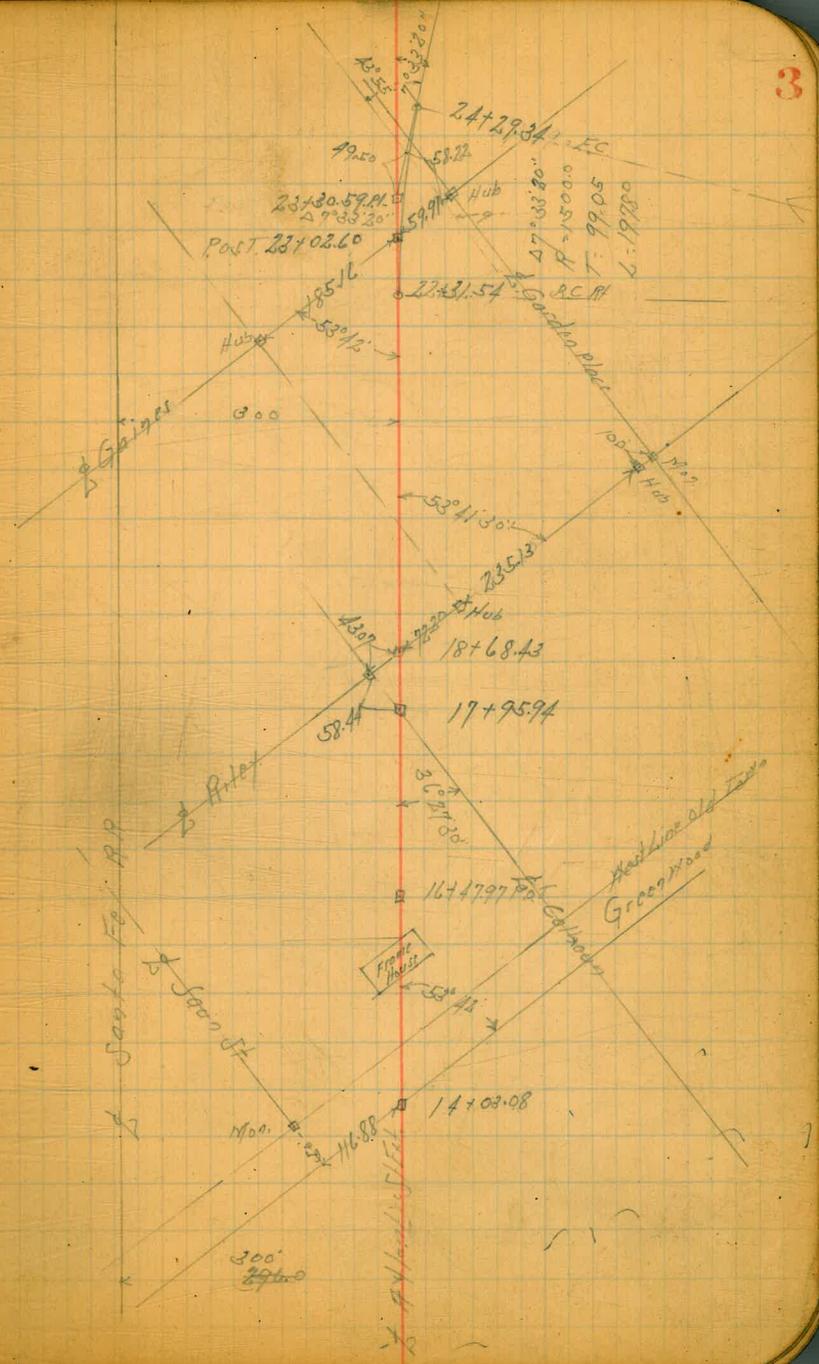


Atlantic St Extension
City Guards to Atlantic And Barnett Sts

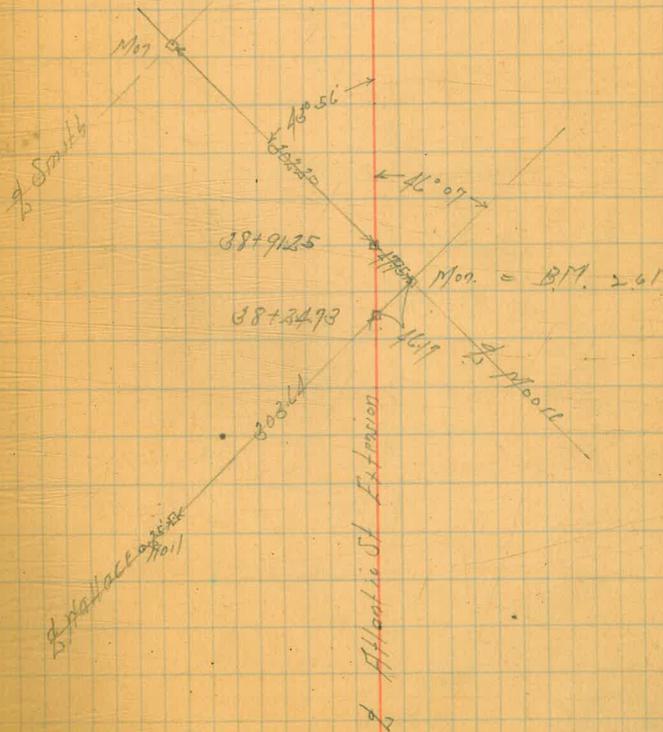
1-28-82
More
Sides
Worked

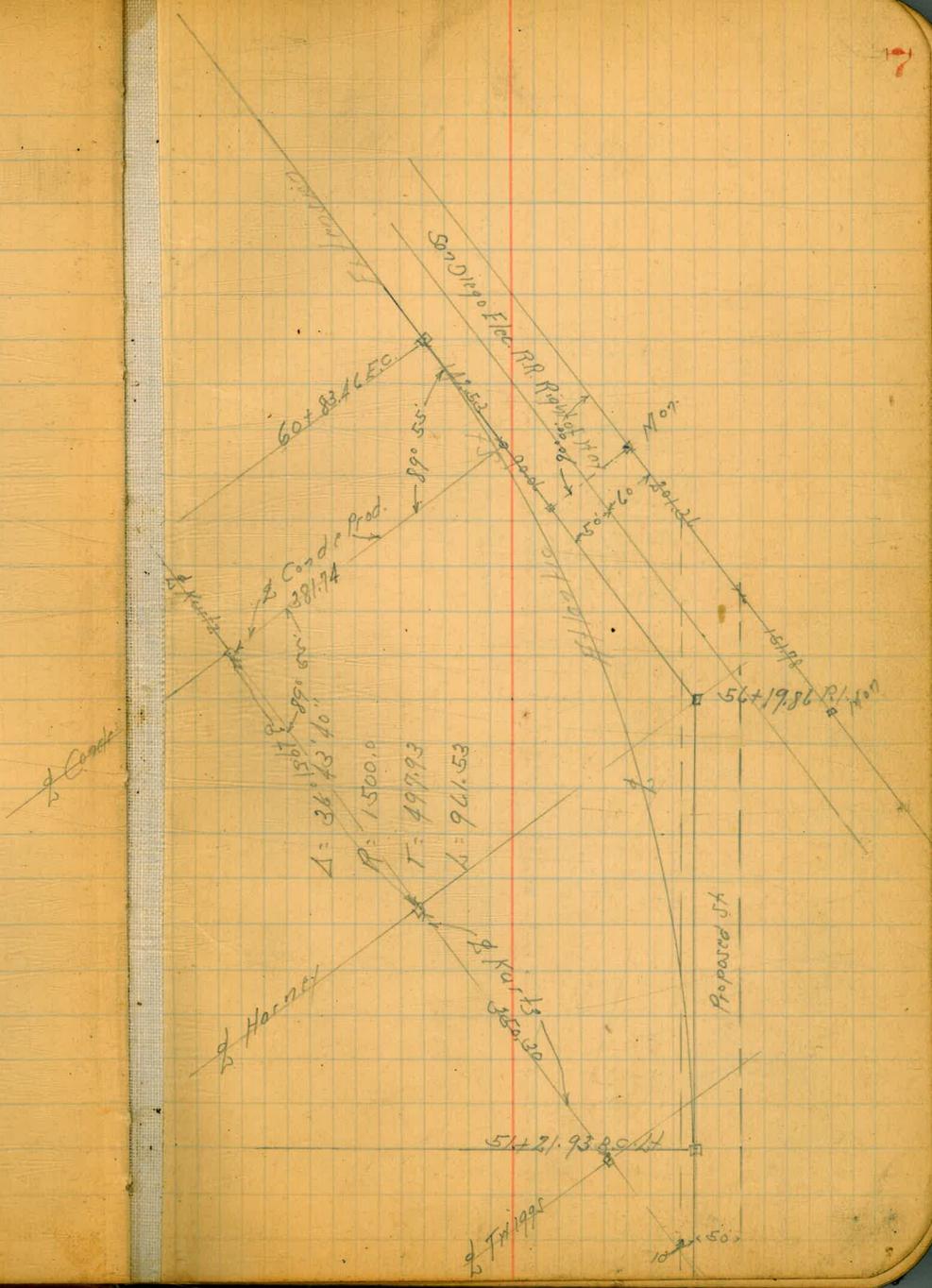
2

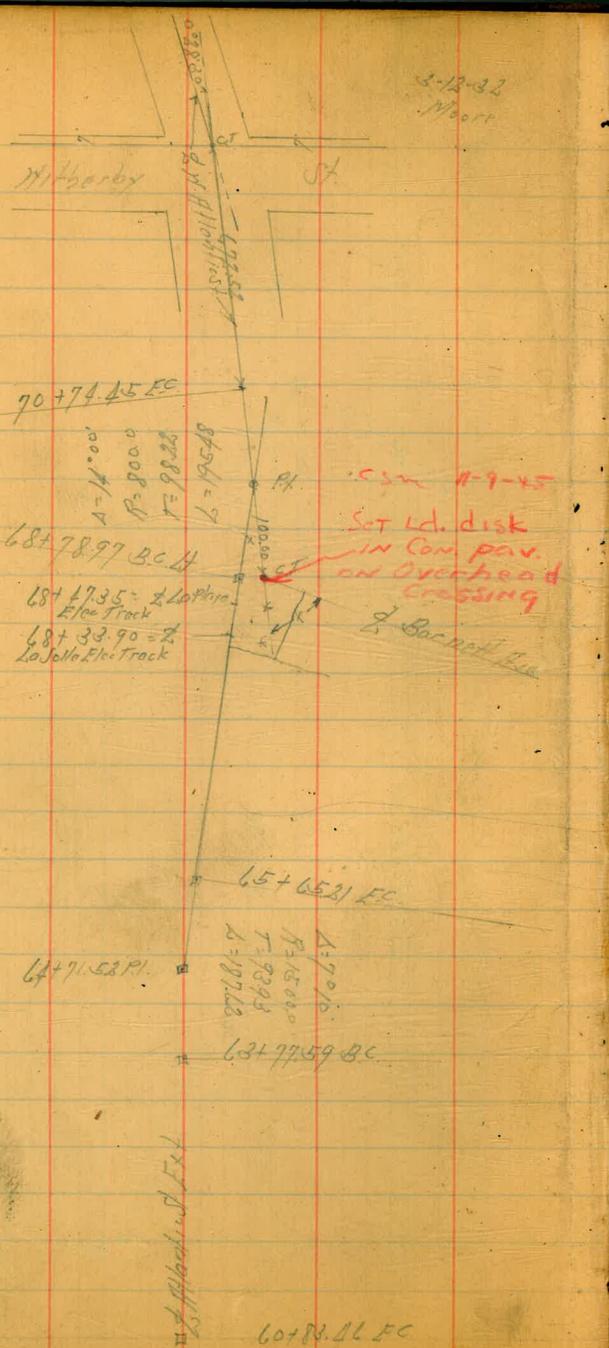




4119535861







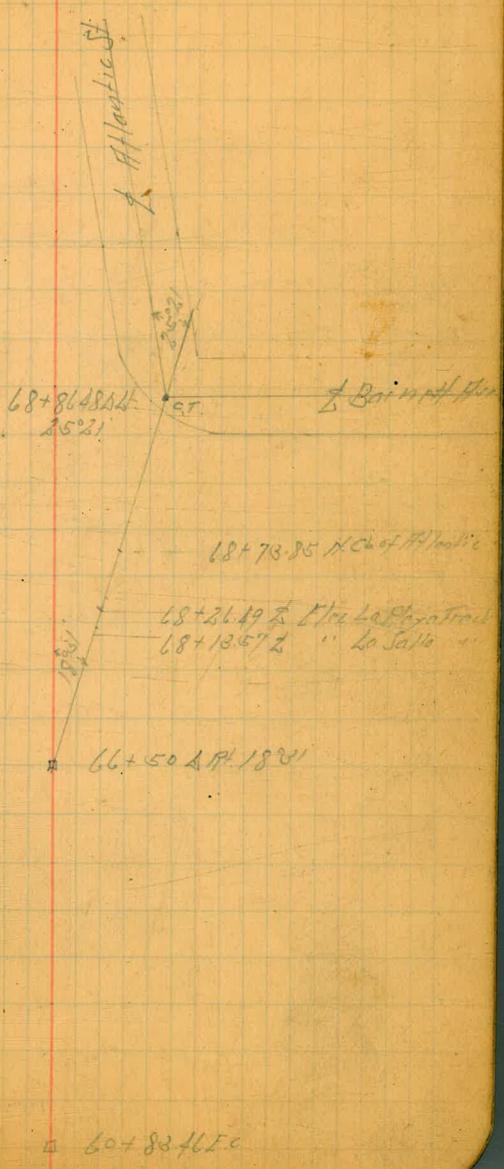
7100.00
7074.45
25.55

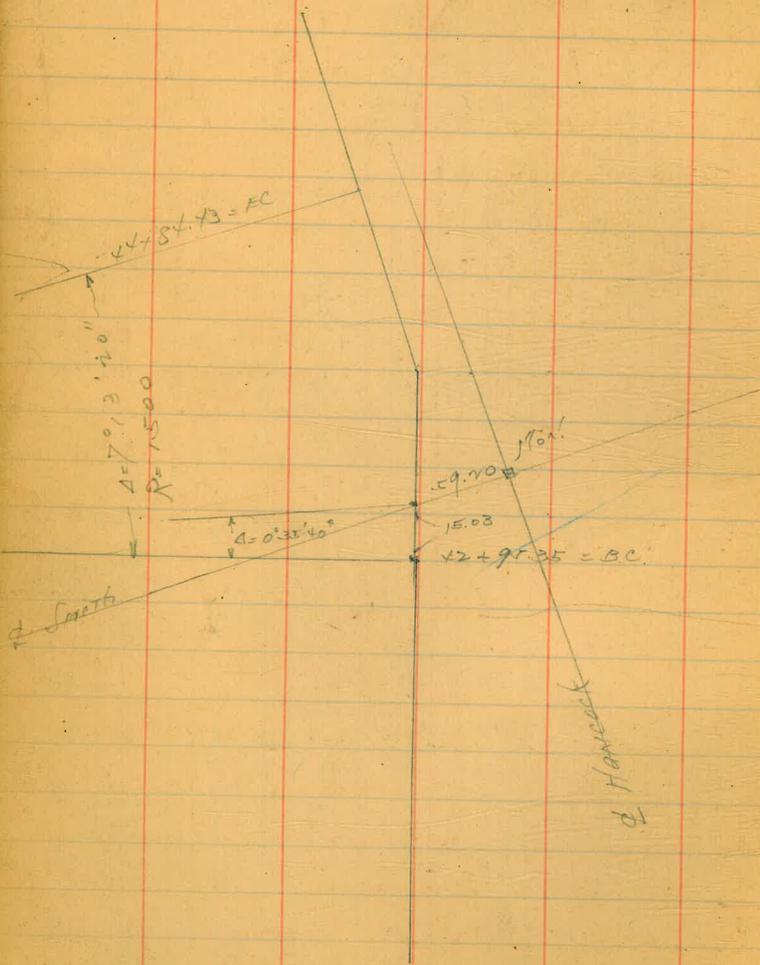
98.22
25.55
123.77

98.22
25.55
123.77

0.723
890.25
982.5
1077.2
1000.0
672.52

3-7-32
8





$$70 + 74.45 = 80$$

$$\begin{aligned} A &= 12^{\circ} 00' \\ P &= 800 \\ T &= 95.44 \\ L &= 19.48 \end{aligned}$$

$$68 + 78.97 = \text{BC. Lt. Hub}$$

$$68 + 48.11 \quad \text{not}$$

$$59^{\circ} 21' 20''$$

N.L. Baines

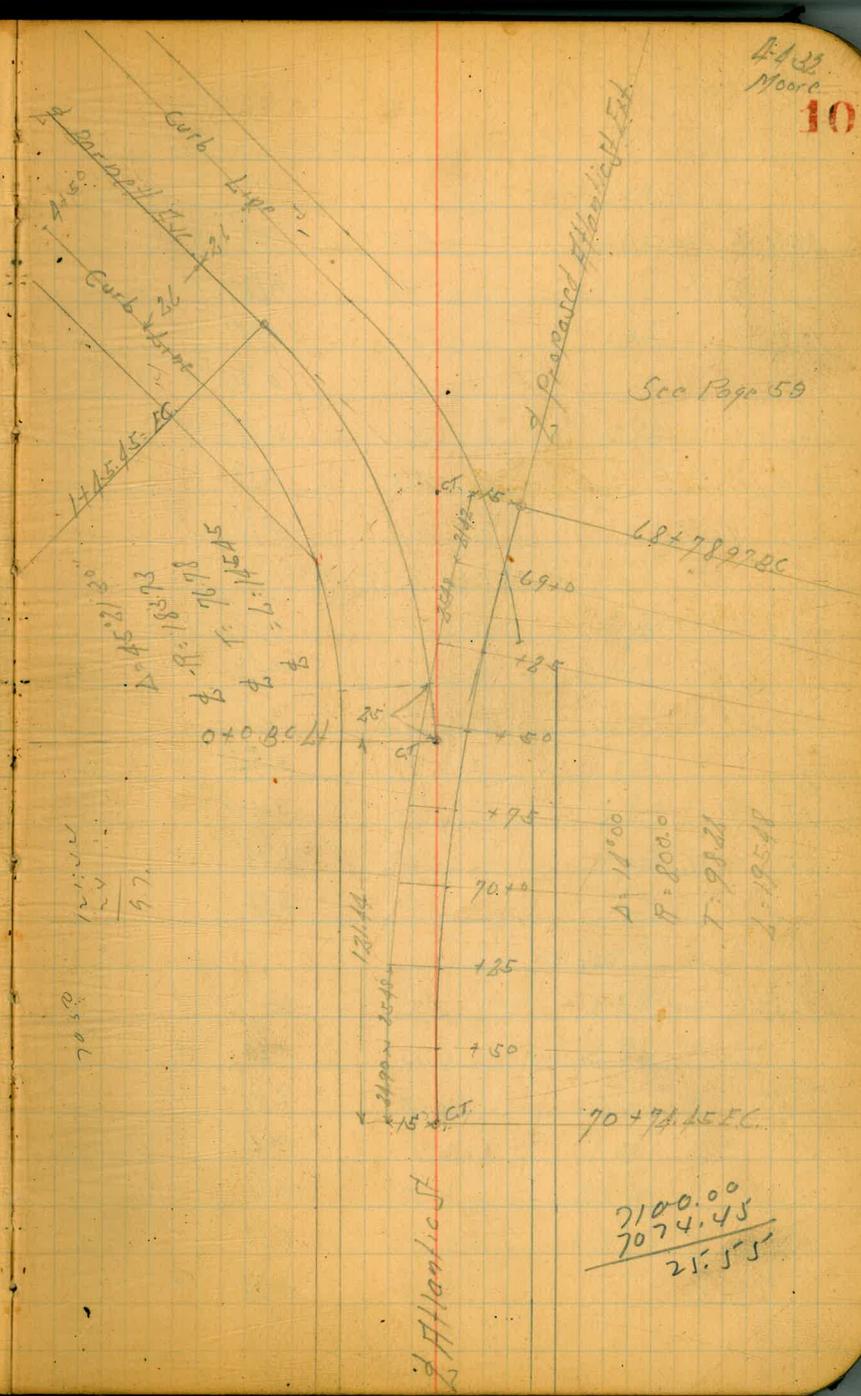
16° 07' 30" 9

Atlantic St Extension

Paring Levels 15' Right of 68+78.97 to 70+74.45

BM	628	6.12	-0.16
	70+74.45 = EC		
15' Pt on Paring		5.49	0.63
	70+50		
15' Pt " "		5.43	0.69
	70+25		
15' Pt " "		5.53	0.59
	70+0		
15' Pt " "		5.63	0.49
	69+75		
15' Pt " "		5.74	0.38
	69+50		
15' Pt " "		5.53	0.59
	69+30 = B Curve on Atlantic Pl.		
15' Pt " "		5.18	0.94
	69+25		
15' Pt " "		5.12	1.00
	69+0		
15' Pt " "		5.01	1.11
	68+78.95 = BC		
15' Pt " "		5.32	0.80

52
1970



B-133
Moore

See Page 59

Barnett Ave. Paving Levels
West of Atlantic St.

612

11

612		See Page 10 For Sketch	
0+0 - B.C.H.			
25.4 Rt. TopCb	4.74	1.38	✓
Gutter on Paving	5.39	0.73	✓
13.7 Rt. " "	5.11	1.01	✓
" " " "	5.42	0.70	✓
15.2 Lt.	5.67	0.45	✓
30.4 Lt. Gutter " "	5.75	0.37	✓
Top Carb	5.11	0.98	✓
0+25: Pl. 15' Rt. of Atlantic St.			
29.1 Lt. TopCb	5.07	1.05	✓
Gutter on Paving	5.69	0.43	✓
14.7 Lt. " "	5.57	0.55	✓
" " " "	5.18	0.94	✓
12.5 Rt. " "	5.00	1.12	✓
2.5 Rt. Gutter " "	5.37	0.75	✓
Top Carb	4.81	1.31	✓
0+50			
24.8 Rt. Top Carb	4.75	1.37	✓
Gutter on Paving	5.33	0.80	✓
13.4 Rt. " "	5.02	1.10	✓
" " " "	5.18	0.94	✓
13.7 Lt. " "	5.41	0.71	✓
27.4 Lt. Gutter " "	5.61	0.51	✓
Top Cb	5.14	0.98	✓

0+75		612	
26 Lt. TopCb	4.93	1.19	✓
Gutter on Paving	5.51	0.61	✓
13 Lt. " "	5.25	0.87	✓
" " " "	5.07	1.05	✓
13.4 Rt. " "	5.00	1.12	✓
34.8 Rt. Gutter " "	5.33	0.79	✓
Top Cb	4.75	1.37	✓
1+0			
25 Rt. TopCb	4.77	1.35	✓
Gutter on Paving	5.34	0.78	✓
12.5 Rt. " "	4.99	1.13	✓
" " " "	4.98	1.14	✓
13.2 Lt. " "	5.26	0.86	✓
26.1 Lt. Gutter	5.51	0.61	✓
Top Cb	5.02	1.10	✓
1+25			
26.6 Lt. TopCb	5.05	1.07	✓
Gutter on Paving	5.53	0.59	✓
13.3 Lt. " "	5.16	0.96	✓
" " " "	4.97	1.15	✓
12.7 Rt. " "	5.07	1.05	✓
25.4 Rt. Gutter " "	5.30	0.82	✓
Top Cb	4.80	1.32	✓

17 15.75 = 50 6.12
 26 Pt. on Paring in Driveway 531 0.81 ✓
 2 " " " 5.01 1.11 ✓
 26 Lt. Gutter " 5.15 0.67 ✓
 Top Ch 493 1.19 ✓

3+0
 26 Lt. Top Ch 493 1.19 ✓
 Gutter on Paring 5.31 0.76 ✓
 2 " " " 495 1.17 ✓
 26 Pt. Gutter " 5.30 0.82 ✓
 Top Ch 480 1.32 ✓

2+50
 26 Pt. Top Ch
 Gutter on Paring Drive 5.28 0.84 ✓
 2 " " " 486 1.26 ✓
 26 Lt. Gutter " 5.21 0.86 ✓
 Top Ch 482 1.30 ✓

2+0
 26 Lt. Top Ch 478 1.34 ✓
 Gutter on Paring 5.27 0.85 ✓
 2 " " " 485 1.27 ✓
 26 Pt. Gutter " 5.21 0.86 ✓
 Top Ch 417 1.45 ✓

3+50 6.12
 26 Pt. Gutter on Paring in Drive 524 0.88 ✓
 2 " " " 478 1.32 ✓
 26 Lt. Gutter " 5.24 0.88 ✓
 Top Ch 475 1.37 ✓

4+0
 26 Lt. Top Ch 476 1.36 ✓
 Gutter on Paring 5.22 0.90 ✓
 2 " " " 474 1.38 ✓
 26 Pt. Gutter " 5.24 0.88 ✓
 Top Ch 456 1.56 ✓

4+50
 26 Lt. Top Ch 444 1.68 ✓
 Gutter on Paring 5.22 0.92 ✓
 2 " " " 468 1.24 ✓
 26 Lt. Gutter " 5.21 0.91 ✓
 Top Ch 468 1.42 ✓

BM 7.72 7.56 -0.16
 TP 3.87 6.67 4.98 1.34 2.78
 BM " 6.07 0.05
 TP 4.12 5.29 4.90 1.22 1.77
 TP 5.88 6.77 5.00 1.12 0.89
 TP 5.70 8.27 4.10 2.02 2.67
 BM 5.76 0.36 2.61

Non Atlantic
 + Barnett

8 p. Handwritten
 200 ft. Gutter

2 Mo's
 Water & floor

Atlantic St. Extension
Preliminary Cross Section
2 1/2 mi West of Santa Fe RR

South from 206+210

B.M. #14 4.88

1136

6.48

Mo. Co. R 207+30

0+0 = 206+210 FC.

23 Rt = West	98	1.6	
23 Lt = East	14	7.0	✓
	79	3.5	
	73	4.1	
	45	6.9	✓
	87	2.7	
	104	1.0	
	48	6.6	✓
	65	4.9	✓
	54	6.0	✓
	49	6.5	✓
	110	0.4	✓
	111	0.3	✓
	49	6.5	✓
	54	6.0	✓
	62	5.2	✓
	53	6.1	✓
	95	1.9	

2+92.62 B.C. Pt

Δ = 24' 53" + 5"
R = 30000'
L = 1303.5'

1136

5+0

23 Rt	8.0	3.4	
23 Lt	6.0	5.4	✓
	45	6.6	
	55	5.9	
	62	5.1	✓
	79	3.5	
	10.9	0.5	
	69	4.5	✓
	57	5.7	
	55	5.9	
	9.9	1.6	✓
	13.2	- 1.8 -	
	5.32	10.89	5.79
	13.3	- 2.4 -	
	12.0	- 1.1 -	✓
	5.1	5.8	
	5.9	5.0	
	13.3	- 2.9 -	✓
	14.3	- 3.4 -	

8+0 = App. Mean High Tide Line at Sta. 8+00

October 20
Moore
Sutton
Northrup

10.89

	11+0			✓
23 Pt		144	- 3.5 -	
z		134	- 2.5 -	✓
23 Lt		58	5.1	
	12+0			✓
23 Lt		63	4.6	
z		125	- 1.6 -	✓
23 Pt.		134	- 2.5 -	
	13+0			✓
23 Pt.		146	- 3.7 -	
z		136	- 2.7 -	✓
23 Lt		53	5.6	
	14+0			✓
23 Lt		58	5.1	
z		134	- 2.5 -	✓
23 Pt		145	- 3.6 -	
	15+0			✓
23 Pt		140	- 3.1 -	
z		65	4.4	✓
23 Lt		53	5.6	
	15+9.16 FC.			✓
23 Lt		56	5.3	
z		66	4.3	✓
23 Pt.		126	- 1.7 -	
	16+0			✓
23 Pt		127	- 1.8 -	

10.89

21

				62	4.7	✓
z				54	5.5	
23 Lt						✓
	17+0					
23 Lt				53	5.6	
z				60	4.9	✓
23 Pt.				130	- 2.1 -	
TP	511	10.66		539	5.55	
	18+0					✓
23 Pt				140	- 3.3 -	
z				55	5.2	✓
23 Lt				53	5.4	
	19+0					✓
23 Lt				47	6.0	
z				55	5.2	✓
23 Pt				11.5	- 0.8 -	
	20+0					✓
23 Pt				64	4.3	
z				47	6.0	✓
23 Lt				50	5.7	
	21+0					✓
23 Lt				53	5.4	
z				55	5.2	✓
23 Pt				93	1.4	
	22+0					✓
23 Pt				97	1.0	
z				50	5.7	✓

10.66

23 Lt		6.9	4.3	✓
	23+0			
23 Lt		8.0	2.7	✓
23 Lt		5.1	5.6	✓
23 Pt		8.4	2.3	✓
	24+0			
23 Pt		8.6	2.1	✓
23 Lt		5.3	5.4	✓
23 Lt		6.6	4.1	✓
	25+0			
23 Lt		7.9	2.8	✓
23 Lt		5.3	5.4	✓
23 Pt - Top RRF 5/11		6.0	4.7	✓
	26+0			
23 Pt		5.1	5.6	✓
23 Lt		7.1	3.6	✓
23 Lt		5.8	4.9	✓
	27+0			
23 Lt		6.5	4.2	✓
23 Lt		7.3	3.4	✓
23 Pt		2.6	3.1	✓
	28+0			
23 Pt		4.0	6.7	✓
23 Lt		2.2	8.5	✓
23 Lt		1.7	9.0	✓

10.66

22

TP	8.50	16.60	25.6	8.10	✓
	29+0				✓
23 Lt			5.2	11.4	✓
23 Lt			5.6	11.0	✓
23 Pt			6.0	10.6	✓
	30+0				✓
23 Pt			5.2	11.4	✓
23 Lt			5.0	11.6	✓
23 Lt			3.9	12.7	✓
	31+0				✓
23 Lt			3.5	13.1	✓
23 Lt			5.1	11.5	✓
23 Pt			6.4	10.2	✓
	32+0				✓
23 Pt			6.7	9.9	✓
23 Lt			4.9	11.7	✓
23 Lt			3.9	12.7	✓
	33+0				✓
23 Lt			5.7	10.9	✓
23 Lt			6.4	10.2	✓
23 Pt			8.2	8.4	✓
	34+0				✓
23 Pt			10.6	6.0	✓
23 Lt			10.0	6.6	✓
23 Lt			9.0	7.6	✓

166°

357°	23 Lt	8.8	7.8	✓
	23 Rt	9.2	7.4	✓
	23 Lt	9.6	7.0	✓
361°	23 Rt	8.8	7.8	✓
	23 Lt	7.2	9.4	✓
	23 Lt	7.6	9.0	✓
371°	23 Lt	11.6	5.0	✓
	23 Rt	13.0	3.6	✓
	23 Rt	13.0	3.6	✓
381°	23 Rt	11.4	5.2	✓
	23 Lt	9.6	7.0	✓
	23 Lt	9.7	6.9	✓
011 7:30	TP	9.1	7.9	✓
391°	23 Lt	1.2	6.1	✓
	23 Rt	2.3	5.0	✓
	23 Rt	2.6	4.7	✓
401°	23 Rt	4.0	3.3	✓
	23 Lt	2.5	4.8	✓
	23 Lt	2.0	5.3	✓

7:30

23

411°	23 Lt	3.4	3.9	✓
	23 Rt	4.1	3.2	✓
	23 Rt	4.6	2.7	✓
421°	23 Rt	5.9	1.4	✓
	23 Lt	4.9	2.4	✓
	23 Lt	4.0	3.3	✓
42104	App. Ec. Opp. 165+16.75			✓
	23 Lt	3.8	3.5	✓
	23 Rt	4.8	2.5	✓
	23 Rt	5.8	1.5	✓
431°	23 Rt	4.8	2.5	✓
	23 Lt	6.5	0.8	✓
	23 Lt	5.4	1.9	✓
441°	23 Lt	6.5	0.8	✓
	23 Rt	6.6	0.7	✓
	23 Rt	4.9	2.4	✓
451°	23 Rt	6.1	1.2	✓
	23 Lt	5.8	2.1	✓
	23 Lt	6.6	0.7	✓

7.30

	46+0			
23 Lt		59	1.4	
L		58	1.5	✓
23 Rt		70	0.3	
	47+0			✓
23 Rt		78	-0.5-	
L		60	1.3	✓
23 Lt		53	2.0	
	48+0			✓
23 Lt		62	1.1	
L		77	-0.4-	✓
23 Rt		83	-1.0-	
	49+0			✓
23 Rt		86	-1.3-	
L		64	0.9	✓
23 Lt		56	1.7	
	50+0			✓
23 Lt		64	0.9	
L		64	0.9	✓
23 Rt		93	-2.0-	
TP	5.04	624	610	1.20 ✓
	51+0			✓
23 Rt		91	-2.9-	
L		58	0.4	✓
23 Lt		48	1.4	

52+0

23 Lt		46	1.6	
L		50	1.2	✓
23 Rt		56	0.6	
	52+12 = 38+00	Miller From No.		
23 Rt		45	1.7	
L		46	1.6	✓
23 Lt		42	2.0	✓
BM		392	232 = 232	Miller

Atlantic St Extension Line Change P.O.T. Tie Outs See Page 58.
 Cross Section As Per Cal. C.B. # 109 For Alignment See 1442-89

1442-29

6.41

Oct. 13, 32
 Noerr
 Sisson
 Ward 6
 25

160+34.85 to 180+50

B.M. #10	2.05	13.51	11.46	SW Man Morse Blvd Jette # 4
TP	5.20	6.41	12.30	1.81

160+34.85 B.C. Lt

50 Lt		9.6	-3.19
23 Lt		7.4	-0.99
15 Lt		6.9	-0.49
1/2 of Hub		5.50	0.91
23 Rt		4.8	1.61
50 Rt		4.7	1.71

160+50

50 Rt		4.5	1.91
23 Rt		4.6	1.51
1/2		4.9	1.51
7 Lt		7.0	-0.59
23 Lt		7.7	-1.29
50 Lt		9.3	-2.89

160+80 - opp 1 Panel P/B Br. Sack Fe

50 Lt		8.0	-1.59
23 Lt		6.9	-0.49
8 Lt		6.4	0.01
1/2		5.0	1.41
8 Rt		4.7	1.71
13 Rt		6.3	0.21
23 Rt		5.7	0.71
50 Rt		4.6	1.81

70 Rt - 1/4 P/B Br	4.4	2.01
110 Rt - 1/4 10' Panel Br	4.0	2.41

161+0

50 Rt	4.5	1.91
23 Rt	5.1	1.01
15 Rt	8.7	-2.29
10 Rt	7.8	-1.39
8 Rt	5.1	1.51

1/2	4.8	1.61
10 Lt	6.3	0.21
31 Lt	7.9	-1.49
50 Lt	9.1	-2.69

161+12

50 Lt	8.0	-1.59
23 Lt	7.1	-0.69
15 Lt	6.5	-0.09
10 Lt	5.0	1.41
1/2	4.9	1.51

23 Rt	6.4	0.01
30 Rt	4.7	1.71
50 Rt	4.5	1.91

161+50

50 Rt	4.8	1.61
23 Rt	4.9	1.51
11 Rt	5.6	0.81
1/2	4.6	1.81

6.41		
✓ 15 Lt	52	1.21
23 Lt	76	-1.19
50 Lt	78	-1.39
162+0		
50 Lt	82	-1.79
30 Lt	76	-1.19
23 Lt	66	-0.19
16 Lt	47	1.71
✓ 1/2	52	1.21
23 Rt	54	1.01
50 Rt	49	1.51
162+50		
50 Rt	48	1.61
23 Rt	57	0.71
✓ 1/2	59	0.51
6 Lt	46	1.81
23 Lt	50	1.41
35 Lt	81	-1.69
50 Lt	80	-1.59
163+0		
50 Lt	84	-1.99
35 Lt	78	-1.39
26 Lt	46	1.81
23 Lt	45	1.91
10 Lt	46	1.91
✓ 1/2	55	0.91

6.41		
23 Rt	56	0.81
50 Rt	43	2.11
163+50		
50 Rt	41	2.31
23 Rt	52	1.21
✓ 1/2	59	0.51
10 Lt	63	0.21
15 Lt	42	2.21
23 Lt	41	2.31
28 Lt	41	2.31
39 Lt	83	-1.89
50 Lt	83	-1.89
164+0		
50 Lt	75	-1.09
40 Lt	70	-0.59
35 Lt	44	2.01
23 Lt	40	2.41
20 Lt	40	2.41
12 Lt	60	0.41
✓ 1/2	58	0.61
23 Rt	48	1.61
50 Rt	35	2.91
164+50		
50 Rt	29	3.51
23 Rt	41	2.31
✓ 1/2	52	1.21

641

15 Lt	56	0.81
23 Lt	39	2.51
35 Lt	40	2.41
41 Lt	12	0.21
50 Lt	15	-0.09
165+0		
50 Lt	69	-0.49
40 Lt	39	2.51
23 Lt	39	2.51
17 Lt	55	0.91
✓ 2	45	1.91
23 Pt	36	2.81
50 Pt	32	4.21
165+50		
50 Pt	22	4.21
23 Pt	29	3.51
✓ 2	39	2.51
23 Lt	49	1.51
26 Lt	38	2.61
42 Lt	41	2.31
50 Lt	61	0.31
166+0		
50 Lt	54	1.01
45 Lt	39	2.51
30 Lt	35	2.91
23 Lt	46	1.81

641

27

✓ 2	35	2.91
23 Pt	27	3.71
50 Pt	17	4.71
166+50		
50 Pt	16	4.81
23 Pt	23	4.11
✓ 2	32	3.21
23 Lt	37	2.71
50 Lt	46	1.81
167+0		
50 Lt	42	2.21
23 Lt	35	2.91
✓ 2	29	3.51
23 Pt	19	4.51
50 Pt	12	5.21
TP	9.45 13.47 2.39	4.02
167+12 = App of Seller's		
50 Pt	81	5.37
23 Pt	87	4.77
✓ 2	96	3.87
23 Lt	103	3.17
50 Lt	111	2.37
167+50		
50 Lt	109	2.57
23 Lt	101	3.37
✓ 2	96	3.87

13.47

23' PL	80	5.47
50 PL	75	5.97
168+0		
50 PL	66	6.87
23 PL	81	5.37
✓ 2	91	4.37
23 PL	97	3.77
50 PL	104	3.07
168+50		
50 PL	97	3.77
23 PL	93	4.17
✓ 1	87	4.77
23 PL	78	5.67
50 PL	62	7.27
169+0		
50 PL	59	7.57
23 PL	73	6.17
✓ 1	81	5.37
23 PL	88	4.67
50 PL	97	3.77
169+50		
50 PL	90	4.47
23 PL	86	4.87
✓ 1	81	5.37
23 PL	65	6.97
50 PL	51	8.37

13.47

28

170+0		
50 PL	52	8.17
23 PL	61	7.37
✓ 1	56	7.87
23 PL	82	5.27
50 PL	91	4.37
170+37		
50 PL	96	3.87
23 PL	99	3.57
23 PL	80	5.47
✓ 1	66	6.87
23 PL	65	6.97
50 PL	47	8.77
170+50		
50 PL	52	8.27
23 PL	75	5.97
✓ 1	80	5.47
23 PL	87	4.77
35 PL	138	-0.33
50 PL	138	-0.33
170+58		
50 PL	102	3.27
23 PL	129	0.57
23 PL	126	-0.13
✓ 1	142	-0.73
23 PL	123	1.17

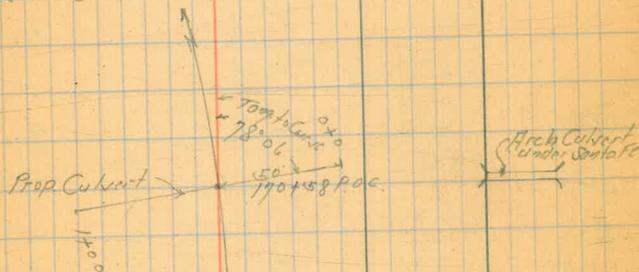
13-47

30 Rt	8.8	4.67
50 Rt	6.0	7.47
170+66		
50 Rt	81	5.37
40 Rt	124	1.07
26 Rt	125	0.97
23 Rt	117	2.77
7	9.6	3.87
23 Lt	9.0	4.47
40 Lt	10.0	3.47
50 Lt	9.0	4.47
170+75		
50 Lt	9.0	4.47
23 Lt	8.2	5.27
7	8.8	4.67
23 Rt	6.6	6.87
40 Rt	8.0	5.47
50 Rt	12.6	1.27
170+82		
50 Rt	6.5	6.97
23 Rt	7.2	4.27
7	8.8	4.67
23 Lt	8.3	5.17
50 Lt	8.8	4.67
171+0		
50 Lt	8.8	4.67

13-47

23 Lt	80	5.47
7	76	5.87
23 Rt	6.3	7.17
50 Rt	5.0	8.47

Proposed Culvert 170+58



0+0 - 50 Rt / 7 - Bot Wash	129	0.57
0+13	110	2.47
0+33	125	0.97
0+50 - High Way - Bot Wash	141	-0.63
0+75	148	-1.33
1+0	140	-0.53

13.47

171+50

50 Pt	37	9.77
23 Pt	40	9.47
✓ 2	51	8.07
23 Lt	70	6.47
50 Lt	89	4.57

172+0

50 Lt	87	4.77
23 Lt	75	5.97
✓ 2	65	6.97
23 Pt	48	8.67
50 Pt	43	9.17

172+50

50 Pt	59	7.57
23 Pt	59	7.57
✓ 2	68	6.67
23 Lt	79	5.57
50 Lt	90	4.47

173+0

50 Lt	87	4.77
23 Lt	84	5.07
✓ 2	78	5.67
23 Pt	68	6.67
50 Pt	62	7.27

173+50

50 Pt	58	7.67
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13.47

30

23 Pt	70	6.47
✓ 2	79	5.57
23 Lt	81	5.37
50 Lt	87	4.77

174+0 P.O.C. Ticouts Page 58

50 Lt	90	4.47
23 Lt	78	5.67
✓ 2	71	6.37
23 Pt	51	8.37
50 Pt	42	9.27

174+50

50 Pt	24	11.07
23 Pt	33	10.17
✓ 2	55	7.97
23 Lt	68	6.67
29 Lt	69	6.57
33 Lt	84	5.07
50 Lt	87	4.77

175+0

50 Lt	87	4.77
30 Lt	83	5.17
23 Lt	54	8.07
✓ 2	43	9.17
23 Pt	28	10.67
50 Pt	16	11.87

13.47

175+50

50 Pt	07	12.77
23 Pt	20	11.47
✓ 1/2	42	9.27
23 Lt	49	8.57
28 Lt	78	5.67
50 Lt	83	5.17

176+0

50 Lt	85	4.97
27 Lt	82	5.27
23 Lt	69	6.57
13 Lt	43	9.17
✓ 1/2	41	9.37
23 Pt	20	11.47
TP	395	16.08
50 Pt	134	12.13
	22	13.88

176+50

50 Pt	28	13.28
23 Pt	42	11.88
✓ 1/2	60	10.08
14 Lt	64	9.68
23 Lt	104	5.68
50 Lt	102	5.88

177+0

50 Lt	90	7.08
14 Lt	107	5.38

16.08

23 Lt	103	5.78
14 Lt	47	11.38
✓ 1/2	49	11.18
23 Pt	37	12.38
50 Pt	15	14.58

177+50

50 Pt	20	14.08
23 Pt	44	11.68
✓ 1/2	47	11.38
12 Lt	53	10.78
23 Lt	105	5.58
13 Lt	108	5.28
50 Lt	90	7.08

178+0

50 Lt	83	7.78
45 Lt	83	7.78
29 Lt	108	5.28
23 Lt	107	5.58
15 Lt	102	5.88
9 Lt	62	9.88
✓ 1/2	48	11.28
23 Pt	46	11.48
50 Pt	29	13.18

178+50

50 Pt	27	12.38
23 Pt	50	11.08

16.08

✓ 2	64	9.68
7 Lt	72	8.88
15 Lt	108	5.28
23 Lt	105	5.58
31 Lt	110	5.08
40 Lt	95	6.58
50 Lt	101	5.98

179+0

50 Lt	201	-4.02
45 Lt	101	5.98
37 Lt	99	6.18
33 Lt	115	4.58
23 Lt	105	5.58
10 Lt	107	5.38
7 Lt	79	8.18
✓ 2	69	9.18
23 Pt	60	10.08
50 Pt	56	10.48

179+50

50 Pt	73	8.78
23 Pt	71	8.98
✓ 2	93	6.78
7 Lt	112	4.88
21 Lt	108	5.28
23 Lt	112	4.88
10 Lt	125	3.58

16.08

32

50 Lt	205	-4.42
180+0		
50 Lt	188	-2.72
30 Lt	175	-1.42
28 Lt	139	2.18
23 Lt	114	4.68
7 Lt	108	5.28
4 Lt	124	3.68
✓ 2	122	3.88
23 Pt	97	6.38
50 Pt	82	7.88

180+50

50 Pt	101	5.98
23 Pt	125	3.58
✓ 2	129	3.18
3 Lt	113	4.88
19 Lt	117	4.38
23 Lt	161	-0.02
30 Lt	182	-2.12
50 Lt	200	-3.92
TP	1131	477

181+0 See 1448 Page 42

Allographic Extension Line Change
 As Per Col. E. B. W. 109 For Alignment See 1442 Page 39

Oct. 13-37 33

132+50 to 110+34.5 BC

BH*8 597 1.52 -4.45 on M.P.D. Pt. 139450

132+50

50 Lt	77	-6.18
23 Lt	75	-5.98
✓ 2	70	-5.48
23 Pt	60	-4.48
33 Pt	55	-3.98
40 Pt	36	-2.08
50 Pt	35	-1.98

133+0

50 Pt	37	-2.18
40 Pt	37	-2.18
37 Pt	50	-3.48
23 Pt	60	-4.48
✓ 2	68	-5.28
23 Lt	76	-6.08
50 Lt	78	-6.28

133+69.5 EC

50 Lt	80	-6.48
23 Lt	75	-5.98
✓ 2	68	-5.28
23 Pt	60	-4.48
50 Pt	38	-2.28

134+0

50 Pt	40	-2.48
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1.52

23 Pt	56	-4.08
✓ 2	65	-4.98
23 Lt	74	-5.88
50 Lt	77	-6.18

134+50

50 Lt	72	-5.68
23 Lt	62	-4.68
✓ 2	66	-5.08
23 Pt	58	-4.28
50 Pt	39	-2.38

135+0

50 Pt	38	-2.28
23 Pt	56	-4.08
✓ 2	68	-5.28
23 Lt	72	-5.68
50 Lt	74	-5.88

135+50

50 Lt	77	-6.18
23 Lt	74	-6.88
✓ 2	64	-4.88
23 Pt	61	-4.58
50 Pt	39	-2.38

136+0

50 Pt	41	-2.58
✓ 23 Pt	60	-4.48
✓ 2	70	-5.48

1.52

23 Lt	74	- 5.88
50 Lt	76	- 6.08
136+50		
50 Lt	76	- 6.08
23 Lt	75	- 5.98
✓ 2	72	- 5.68
23 Pt	64	- 4.88
50 Pt	44	- 2.88
137+0		
50 Pt	51	- 3.58
23 Pt	68	- 5.28
✓ 2	73	- 5.78
23 Lt	75	- 5.98
50 Lt	76	- 6.08
137+50		
50 Lt	77	- 6.18
23 Lt	76	- 6.08
✓ 2	73	- 5.78
23 Pt	66	- 5.08
50 Pt	50	- 3.48
138+00		
50 Pt	50	- 3.48
✓ 23 Pt	61	- 4.58
2	74	- 5.88
23 Lt	75	- 5.98
50 Lt	77	- 6.18

1.52

138+50		
50 Lt	77	- 6.18
23 Lt	75	- 5.98
✓ 2	74	- 5.88
23 Pt	66	- 5.08
50 Pt	47	- 3.18
139+0		
50 Pt	52	- 3.68
23 Pt	71	- 5.58
✓ 2	74	- 5.88
23 Lt	75	- 5.98
50 Lt	77	- 6.18
139+50		
50 Lt	78	- 6.28
23 Lt	76	- 6.08
✓ 2	74	- 5.88
23 Pt	71	- 5.58
50 Pt	53	- 3.78
727 282	599	- 4.48
140+0		
50 Pt	68	- 3.98
23 Pt	83	- 5.48
✓ 2	87	- 5.88
23 Lt	90	- 6.18
50 Lt	90	- 6.18

282

140+50

50 Lt	9.0	-6.18
23 Rt	89	-6.08
✓ 2	88	-5.98
23 Rt	83	-5.48
50 Rt	69	-4.08

141+0

50 Rt	69	-4.08
23 Rt	85	-5.68
✓ 2	88	-5.98
23 Lt	89	-6.08
50 Lt	91	-6.28

141+50

50 Lt	92	-6.38
23 Lt	89	-6.08
✓ 2	87	-5.88
23 Rt	85	-5.68
50 Rt	68	-3.98

142+0

50 Rt	69	-4.08
23 Rt	85	-5.68
✓ 2	88	-5.98
23 Lt	89	-6.08
50 Lt	90	-6.18

142+50

50 Lt	90	6.18
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282

35

23 Lt	89	-6.08
✓ 2	88	-5.98
23 Rt	85	-5.68
50 Rt	70	-4.18

143+0

50 Rt	72	-4.38
23 Rt	88	-5.98
✓ 2	89	-6.08
23 Lt	89	-6.08
50 Lt	91	-6.28

143+50 = Prop. Col. Ward

50 Lt	90	-6.18
23 Lt	86	-5.78
✓ 2	83	-5.48
23 Rt	79	-5.08
50 Rt	69	-4.08

144+0 POT Tie outs Page 58.

50 Rt	66	-3.78
23 Rt	74	-4.58
✓ 2	78.0	-4.98 ✓
23 Lt	81	-5.28
50 Lt	90	-6.18

144+50

50 Lt	91	-4.28
23 Lt	89	-6.08
✓ 2	87	-5.88

2.82

23 Pt 82 -5.38

50 Pt 72 -4.38

145+0

50 Pt 71 -4.28

23 Pt 85 -5.68

✓ 2 89 -6.08

23 Lt 90 -6.18

50 Lt 91 -6.28

145+50

50 Lt 91 -6.28

✓ 23 Lt 90 -6.18

✓ 2 88 -5.98

23 Pt 86 -5.78

50 Pt 72 -4.38

146+0

50 Pt 72 -4.38

23 Pt 86 -5.78

✓ 2 89 -6.08

23 Lt 89 -6.08

50 Lt 91 -6.28

146+50

50 Lt 91 -6.28

23 Lt 89 -6.08

✓ 2 88 -5.98

23 Pt 85 -5.68

50 Pt 73 -4.48

2.82

147+0

50 Pt 72 -4.38

23 Pt 86 -5.78

✓ 2 89 -6.08

23 Lt 89 -6.08

50 Lt 91 -6.28

147+50

50 Lt 92 -6.38

23 Lt 90 -6.18

✓ 2 88 -5.98

23 Pt 80 -5.18

50 Lt 70 -4.18

7 Pt 877 401 7.58 -4.76

148+0

50 Pt 76 -3.59

23 Pt 96 -5.59

✓ 2 100 -5.99

23 Lt 102 -6.19

50 Lt 10.3 -6.29

148+50

50 Lt 10.3 -6.29

23 Lt 10.1 -6.09

✓ 2 10.0 -5.99

23 Pt 9.8 -5.79

50 Pt 7.5 -5.49

36

101

149+0

50 Pt	76	-3.59
23 Pt	97	-5.69
2	100	-5.99
23 Lt	101	-6.09
50 Lt	102	-6.19

149+50

50 Lt	102	-6.19
23 Lt	101	-6.09
2	99	-5.89
23 Pt	93	-5.29
50 Pt	73	-3.29

150+0

50 Pt	74	-3.39
23 Pt	92	-5.19
2	100	-5.99
23 Lt	100	-5.99
50 Lt	102	-6.19

150+50

50 Lt	102	-6.19
23 Lt	101	-6.09
2	100	-5.99
23 Pt	89	-4.89
50 Pt	72	-3.19

151+0

50 Pt	66	-2.39
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101

37

23 Pt	89	-4.89
2	99	-5.89
23 Lt	101	-6.09
50 Lt	102	-6.19

151+50

50 Lt	102	-6.19
23 Lt	100	-5.99
2	99	-5.89
23 Pt	87	-4.69
50 Pt	68	-2.79

152+0

50 Pt	29	1.11
10 Pt	34	0.61
23 Pt	74	-3.39
23 Pt	82	-4.19
2	98	-5.79
23 Lt	101	-6.09
50 Lt	101	-6.09

152+50

50 Lt	101	-6.09
23 Lt	100	-5.99
2	97	-5.69
23 Pt	82	-4.19
30 Pt	75	-3.49
31 Pt	24	1.61
50 Pt	25	1.51

401

152170

50 Rt	2.5	1.51
30 Rt	0.7	3.31
23 Rt	45	-0.79
20 Rt	75	-3.49
✓ 1/2	97	-5.69
23 Lt	100	-5.99
50 Lt	101	-6.09

15310

50 Lt	101	-6.09
23 Lt	100	-5.99
✓ 1/2	97	-5.69
23 Rt	80	-3.99
35 Rt	70	-2.99
37 Rt	36	0.41
50 Rt	27	1.31

153150

50 Rt	26	1.41
40 Rt	28	1.21
23 Rt	75	-3.49
✓ 1/2	97	-5.69
23 Lt	99	-5.89
50 Lt	100	-5.99

15410

50 Lt	100	-5.99
23 Lt	98	-5.79

401

✓ 1/2	95	-5.49
23 Rt	73	-3.29
26 Rt	74	-3.39
30 Rt	26	1.41
50 Rt	24	1.61

154125

50 Rt	24	1.61
23 Rt	16	2.41
15 Rt	08	3.21
✓ 1/2	82	-4.19
✓ 1/2	93	-5.29
23 Lt	98	-5.79
50 Lt	99	-5.89

154150

50 Lt	99	-5.89
23 Lt	97	-5.89
✓ 1/2	92	-5.19
4 Rt	87	-4.69
10 Rt	04	3.61
23 Rt	21	1.91
50 Rt	22	1.81

154175

50 Rt	22	1.71
23 Rt	25	1.51
10 Rt	08	3.21
6 Rt	85	-4.49

38

✓ 2		4.01	8.9	-4.89
23A			9.6	-4.59
50A			9.9	-5.89
	15510			
50A			9.8	-5.79
23A			9.6	-5.59
✓ 2			8.7	-4.69
TP	10.37	6.22	8.16	-4.15
1A			10.9	-4.48
8A			2.6	3.62
23A			4.8	1.42
50A			4.6	1.62
	155125			
50A			4.5	1.72
23A			5.2	1.02
9A			4.0	2.22
5A			10.5	-4.28
✓ 2			10.8	-4.58
23A			11.7	-5.48
50A			12.0	-5.78
	155150			
50A			12.0	-5.78
23A			11.5	-5.128
✓ 2			10.8	-4.58
9A			10.1	-3.88
15A			4.5	1.72

		6.22	23A	5.5	0.72
			50A	4.4	1.82
	155175				
			50A	4.3	1.92
			30A	4.8	1.42
			23A	8.1	-1.88
✓ 2			10.5	-4.28	
23A			11.3	-5.08	
50A			12.0	-5.78	
	15610				
			50A	11.9	-5.68
			23A	11.0	-4.78
✓ 2			10.2	-3.98	
23A			8.4	-2.18	
32A			5.0	1.22	
50A			4.7	1.52	
	156150				
			50A	4.9	1.32
			27A	5.4	0.82
✓ 23A			7.9	-1.68	
✓ 2			9.7	-3.48	
23A			10.8	-4.58	
50A			11.8	-5.58	
	15710				
			50A	11.7	-5.48
			23A	10.6	-4.38

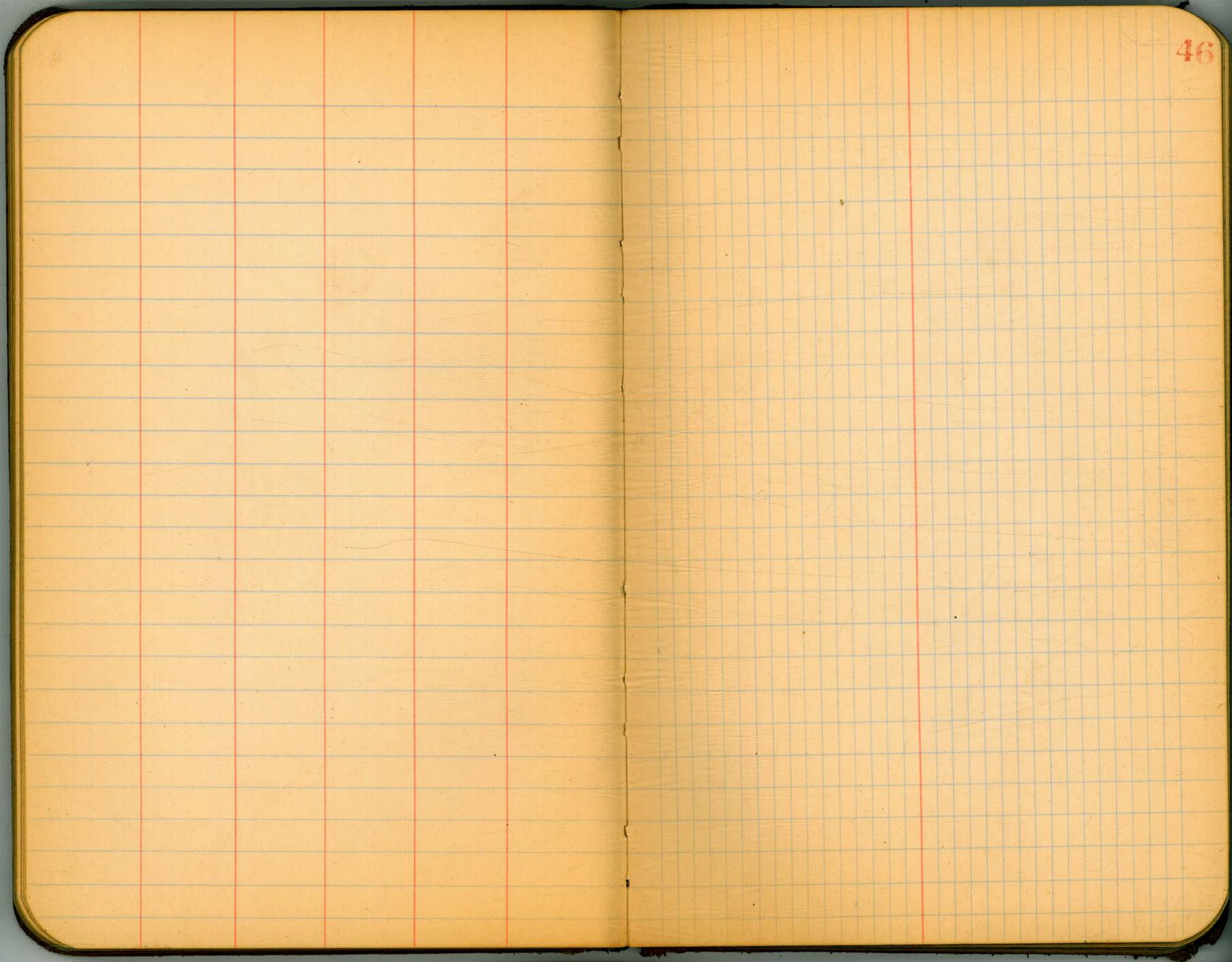
622

✓ 4	93	-3.08
15 Pt	81	-1.88
23 Pt	54	0.82
50 Pt	52	1.02
157+50		
50 Pt	51	1.12
23 Pt	47	1.52
12 Pt	69	-0.68
✓ 4	90	-2.78
23 Lt	104	-4.18
50 Lt	115	-5.28
158+0		
50 Lt	113	-5.08
23 Lt	101	-3.88
✓ 4	82	-1.98
23 Pt	49	1.32
50 Pt	42	2.02
159+50		
50 Pt	48	1.42
23 Pt	48	1.42
✓ 4	70	-0.78
23 Lt	94	-3.18
50 Lt	110	-4.78
159+0		
50 Lt	101	-3.88
23 Lt	90	-2.78

622

✓ 4	78	-0.98
23 Pt	45	1.72
50 Pt	57	0.52
159+50		
50 Pt	57	0.52
23 Pt	51	0.92
✓ 4	71	-0.88
23 Lt	89	-2.68
50 Lt	96	-3.38
160+0		
50 Lt	89	-2.68
23 Lt	76	-1.38
✓ 4	67	-0.48
5 Pt	45	1.72
23 Pt	45	1.72
50 Pt	47	1.52
IP ^{07/2/46} 160+341586	530	0.92
160+341586 See Page 25		
139+00 Req.		
$\Delta = 32-36-30''$		
R = 4500'		
T = 1316.25		
L = 2561.05		
BM #9 El. 532		
1" Pipe W. Fence AT.S.F.		
app. 154+25		
BM #10 El. 11.46		
Man S.W. Moreno + Gillett		

41 1/2



7.18

0+50

31 Lt. TopCb	6.31	0.87
31 Lt on Pavmg	6.94	0.24
23 Lt " "	6.67	0.51
1/2 " "	6.16	1.02
23 Rt " "	6.17	1.01
24.9 Rt - Edge	6.21	0.97

1+0

23 Rt	6.2	0.91
21.5 Rt - Edge Pavmg	6.83	0.95
1/2 " " "	6.40	0.78
23 Lt " "	6.73	0.45
34.1 Lt " "	6.91	0.27
34.1 Lt Top Cb.	6.25	0.93

1+50

40.2 Lt - Top Cb	6.21	0.77
40.2 Lt on Pavmg	6.83	0.35
23 Lt " "	6.73	0.45
1/2 " " "	6.22	0.96
15.5 Rt " "	6.45	0.73
15.5 Rt Top Cb	5.80	1.38

1+1979-50

23 Rt	6.2	0.96
10.7 Rt - Top Cb	5.86	1.32
10.7 Rt on Pavmg	6.45	0.73
1/2 " " "	6.08	1.10

7.18

51

23 Lt on Pavmg	6.55	0.65
44 Lt " "	6.77	0.41
44 Top Cb	6.15	1.03

1+99.34

53.20 Top Cb	6.15	1.03
53.20 on Pavmg	6.15	0.53
23 Lt " "	6.22	0.96
1/2 " " "	6.40	0.78
1/2 " Top Cb	5.83	1.35
23 Rt	4.6	2.58
23 Rt - 1/2 RR Top Rail	3.75	3.23

2+50

23 Rt	4.5	2.78
1/2 RR - 1/2 East Track Top Rail	4.27	2.91
1/2 " " "	4.7	2.48
23 Lt	5.4	1.78
35 Lt - Top Cb Top	5.84	1.34
35 Lt on Pavmg	6.41	0.77

2+64.85 1/2 West Track

1/2 Top Rail	4.11	1.77
--------------	------	------

3+0

50 Lt	5.1	2.08
23 Lt	4.5	2.68
1/2 " " "	4.5	3.68
6 Rt	4.6	2.58
15 Rt	8.1	-0.92

Cont Page 52

See Page 50 for Sketch

718

0+0 Top Rail	0.55	6.63
+50 " "	2.06	5.12
+100 " "	3.33	3.85
+25 Switch Point	3.80	3.38
+150 Top Rail	4.10	3.08
2+0 " "	4.44	2.74
3+0 " " East Track	4.36	2.82
opp " " "	4.11	2.74
4+0 E Top Rail	4.35	2.83
opp " " "	4.25	2.93
5+0 E Top Rail	4.23	2.95
opp " " "	4.18	3.00

718
3+0 Cont

23 R1	81	-0.92
50 R1	87	-1.52
3+35		
50 R1	83	-1.12
23 R1	84	-1.22
10 R1	80	-0.82
2	49	2.28
23 R1	44	2.78
50 L1	44	2.78
3+50		
50 L1	45	2.68
23 L1	45	2.68
7 L1	46	2.58
1	74	-0.22
23 R1	81	-0.92
50 R1	83	-1.12
4+0		
50 R1	82	-1.02
23 R1	79	-0.72
1	80	-0.82
10 L1	81	-0.92
17 L1	46	2.58
23 L1	46	2.58
50 L1	45	2.68

7/18

4+50

50' Lt	4.3	2.88
23' Lt	4.6	2.58
12' Lt	7.8	-1.62
2	7.8	-0.62
23' Rt	7.8	-0.62
50' Rt	8.2	-1.02

5+0

50' Pt	7.9	-0.72
23' Pt	7.5	-0.32
2	7.5	-0.32
18' Lt	9.6	-0.42
23' Lt	4.6	2.58
50' Lt	4.1	2.78

5+50

50' Lt	4.3	2.88
30' Lt	5.6	1.58
26' Lt	7.4	-0.22
23' Lt	7.4	-0.22
2	7.5	-0.32
23' Pt	7.9	-0.72
50' Pt	7.9	-0.72

6+0

50' Pt	7.5	-0.32
23' Pt	7.5	-0.32
2	7.2	-0.02

7/18

23' Lt	7.8	-0.62		
27' Lt	7.6	-0.42		
33' Lt	4.9	2.28		
50' Lt	4.6	2.58		
TP	2.42	5.14	4.46	2.72

6+50

50' Lt	3.1	2.04
133' Lt. 1/4 Pt. 1/50 Ft	2.1	3.04
38' Lt	2.5	2.64
30' Lt	5.1	0.04
23' Lt	5.3	-0.16
2	5.3	-0.16
23' Pt	6.6	-1.46
50' Pt	5.8	-0.66

7+0

50' Pt	5.7	-0.56
23' Pt	6.3	-1.16
2	5.7	-0.56
23' Lt	5.5	-0.36
35' Lt	5.2	-0.06
40' Lt	2.7	2.44
50' Lt		

7+50

50' Lt	2.4	2.74
15' Lt	2.4	2.74
38' Lt	5.2	-0.06

✓ 23 Lt	51	-0.26
✓ 2	56	-0.46
23 Pt	60	-0.86
50 Pt	55	-0.36

8+0

50 Pt	51	0.04
✓ 23 Pt	64	-1.26
✓ 2	49	0.24
23 Lt	48	0.34
11 Lt	48	0.34
27 Lt	26	2.54

8+50

50 Lt	30	2.14
11 Lt	49	0.24
23 Lt	48	0.34
✓ 2	45	0.64
23 Pt	57	-0.56
50 Pt	60	-0.86

9+0

50 Pt	67	-1.56
✓ 23 Pt	61	-0.96
✓ 2	51	0.04
23 Lt	46	0.54
46 Lt	45	0.64
50 Lt	31	2.04
50 Lt	205	3.09

9+50

50 Lt	41	1.04
23 Lt	41	0.54
✓ 2	54	-0.26
23 Pt	53	-0.16
50 Pt	69	-1.76

10+0

50 Pt	70	-2.86
23 Pt	69	-1.76
✓ 2	49	0.24
23 Lt	50	0.14
50 Lt	41	1.04

10+50

50 Lt	44	0.74
23 Lt	53	-0.16
✓ 2	49	0.24
8 Pt	72	-2.06
23 Pt	72	-2.06
25 Pt	67	-1.56
50 Pt	50	0.14

10+9 Pt - Calc

50 Pt	43	0.84
25 Pt	52	-0.06
29 Pt	66	-1.46
23 Pt	66	-1.46
✓ 2	67	-1.56

10 Lt	37	1.44
23 Lt	47	0.44
50 Lt	52	-0.06
72.5 Lt Fly Top Pt / SDF	199	3.15
11-7-1973 - BC Pt		
50 Lt	51	0.04
23 Lt	47	0.44
10 Lt	33	1.84
✓ 2 0.2 Hob	650	-1.36
23 Pt	71	-1.96
27 Pt	65	-1.36
33 Pt	50	0.14
50 Pt	41	1.04

Top Rail Levels S.D. Electric Co.
Atlantic St. & Barnett Ave

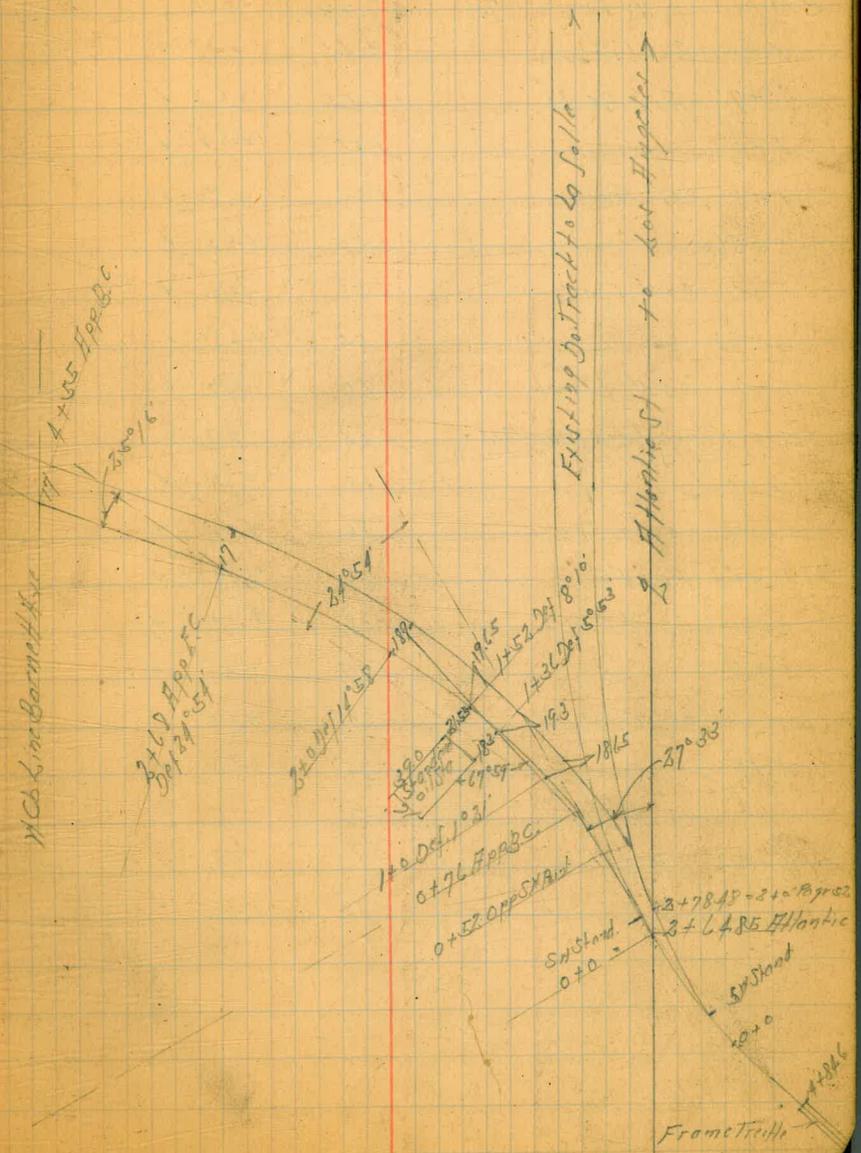
From old 0+0 S.E. to Over Head Trestle

BM #	1241	1225	1225	-0.16	Mon Atlantic Barnett
0+0 = 0+0 Page 52			5.62	6.63	✓
+50			4.21	8.04	✓
1+0			2.78	9.47	✓
+50			1.32	10.93	✓
TP	1148	2313	0.60	11.65	
2+0			23.13	12.53	✓
+50			10.60	14.49	✓
3+0			8.84	16.13	✓
+50			7.00	18.16	✓
4+0			4.97	20.17	✓
+50			2.96	21.18	✓
TP	558	2284	0.87	22.26	
+846 - N.W. End Frame Trestle			27.62	23.50	✓
5+0 Top Rail of Frame Trestle			2.75	25.09	✓
+50 " " " "			2.08	25.76	✓
6+0 " " " "			0.49	27.35	✓

Existing Dr. Track
to
to
to

Nov 1-32
Moore
Sisson
Northey

56



Top Rail Levels S.D. Elec. Railway Co.
Atlantic St & Barnett Ave

See Sketch Page 56

57

From 0+0 N.W. to Barnett Elev. Elev. of High Rail

BM *1	7.36	7.20	7.20	-0.16
0+0 - 2+6.85		4.43	4.77	✓
+76 - App B.C. Lt		4.55	4.65	✓
1+0		4.55	4.65	✓
1+0 on N Track		4.50	4.70	✓
+36		4.55	4.65	✓
on N Track		4.50	4.70	✓
+52		4.55	4.65	✓
on N Track		4.69	4.60	✓
Case Floor Elev Standard Oil Station & Parking Room		5.23	4.97	✓
2+0		4.35	4.84	✓
on N Track		4.80	4.60	✓
+68 App E.C.		4.70	4.50	✓
on N Track		5.08	4.14	✓
3+0		4.77	4.43	✓
on N Track		5.20	4.00	✓
4+0		5.25	4.95	✓
on N Track		5.50	4.70	✓
4+55 App B.C.		5.41	4.79	✓
on N Track		5.47	4.73	✓

P.O.T. Tie outs Atlantic St.

3-7-33
Miller
Walker
Bliss

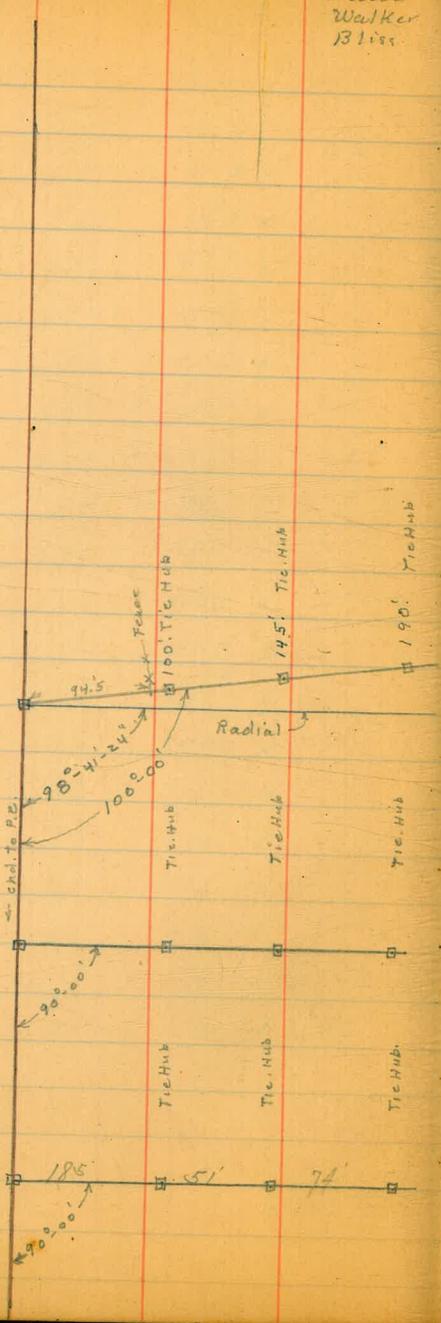
174+00 P.O.C.

160+34 75

PG.LA

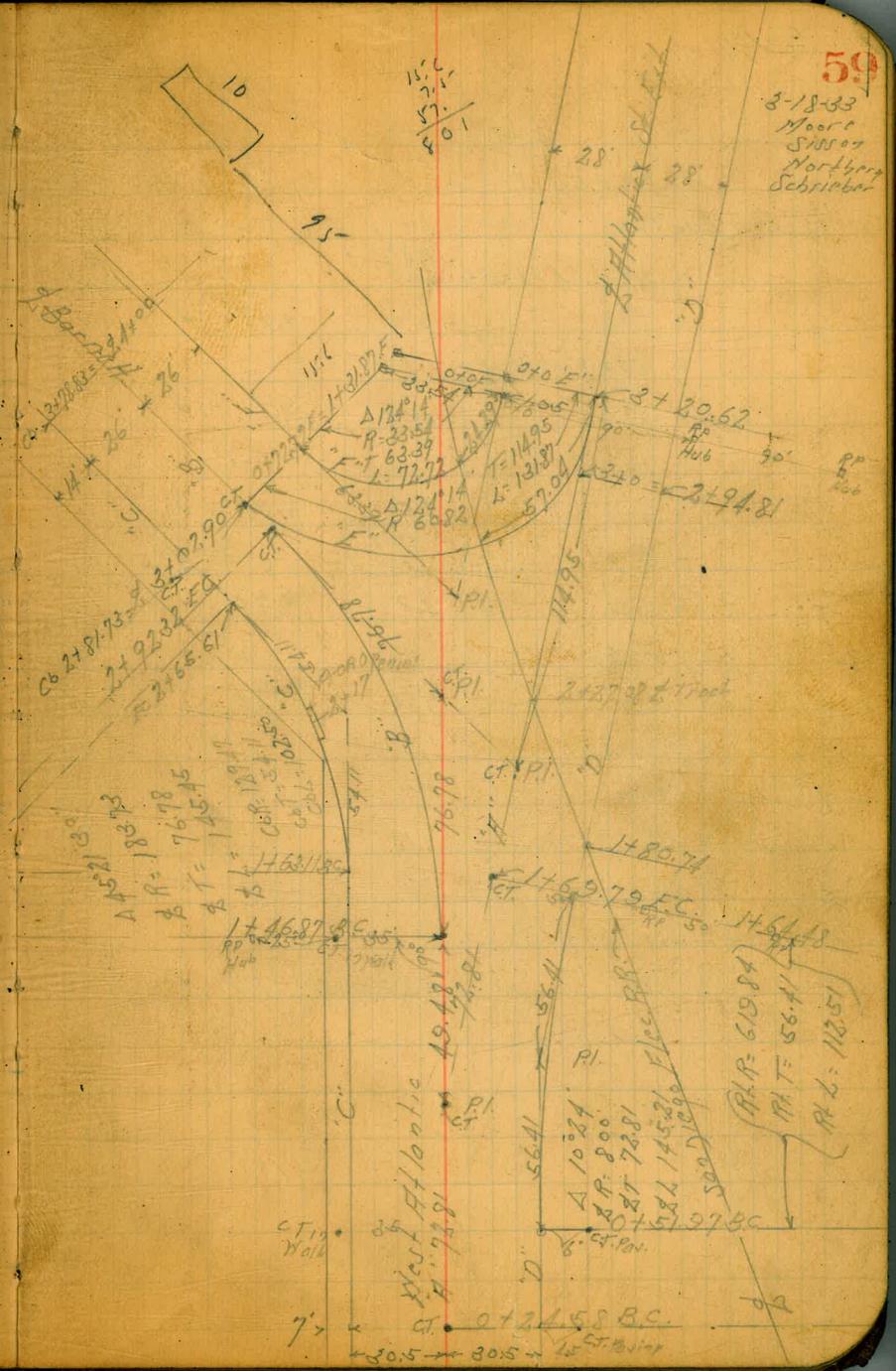
$\Delta = 32-36-30$
 $R = 4500.00$
 $T = 1316.25$
 $L = 2561.05$

144+00 P.O.T.



West Atlantic St And Bond St

BM #1	D Line	7.05	-0.16	Mo. 1900
	0+0	7.05		at the end of Bond St
1/2	on Parapet	6.25	0.80	✓
	0+24.58			
1/2	"	6.23	0.82	✓
	0+51.97 = BC			
1/2	"	6.15	0.90	✓
	0+56 = End Full Parapet			
5.2 ft	Edge Strip	6.09	0.96	✓
1/2	"	6.14	0.91	✓
6.9 ft	Edge Parapet	5.80	1.25	✓
	0+75			
5.5 ft	Edge Strip	6.05	1.00	✓
1/2	"	6.0	1.05	✓
	1+0			
1/2	"	5.9	1.15	✓
7.3 ft	Edge Strip	6.10	0.95	✓
	1+25			
1/2	"	5.0	1.05	✓
9 ft	Edge Black Par	6.23	0.82	✓
	1+46			
2 ft	Power Pole			
	1+50			
1/2	"	4.9	1.15	✓



"D" Line

	7.05		
	1+55		
12' Lt. Euc Tree			
	1+64.48 = FC	7.05	
±	50	4.05	✓
	1+80.74 = 1/2 Track		
Top Rail	454	4.51	✓
	2+0		
±	4.5	4.55	✓
	2+30		
±	4.3	4.75	✓
	2+47		
±	7.90	-0.85	✓
	2+54		
±	5.7	1.35	✓
	2+75		
±	5.9	1.15	✓
	2+94.81		
±	5.2	1.85	✓

"H" Line

3-19-33

60

	7.05	7.05	
0+0 02 Parap	5.95	1.10	✓
121.58 BC 02 Parap	6.02	1.05	✓
750 " "	6.03	1.02	✓
775 " "	6.20	0.85	✓
1+0 " "	6.27	0.78	✓
+25 " "	6.30	0.75	✓
+50 " "	6.10	0.95	✓
+69.99 IS " "	5.95	1.10	✓
2+0 Gutter " "	6.27	0.78	✓
2+0 Top C6	5.70	1.35	✓
+27.08 Top Rail	4.63	4.12	✓
+50	4.7	4.35	✓
+75	4.5	4.55	✓
3+0	4.4	4.65	✓
+20.62	5.7	1.35	✓
+50	4.9	4.15	✓
+75	5.0	4.05	✓
4+0 See Beems Grade Change For North of Here	4.5	4.55	✓

B Line

	7.05	7.05		
0+0 on Paving		5.95	1.10	✓
+24.58 " "		5.01	1.04	✓
+50 " "		6.03	1.02	✓
+75 " "		6.26	0.79	✓
1+0 " "		6.33	0.72	✓
+25 " "		6.45	0.60	✓
+46.87-85		6.36	0.69	✓
+75 " "		6.10	0.95	✓
2+0 " "		6.08	0.97	✓
+25 " "		5.97	1.08	✓
+50 " "		5.89	1.16	✓
+75 " "		5.89	1.16	✓
+92.32-55 " "		5.93	1.12	✓
3+02.90 " "		5.91	1.14	✓
+50 " "		5.85	1.20	✓
4+0 " "		5.78	1.27	✓

C Line

61

	7.05		
0+0	7.05	6.16	0.89 ✓
TopCb		6.85	0.70 ✓
Gutter			
0+24.58		6.22	0.83 ✓
TopCb		6.86	0.19 ✓
Gutter			
0+75		6.18	0.87 ✓
TopCb		6.80	0.25 ✓
Gutter			
1+0		6.12	0.93 ✓
TopCb		6.78	0.27 ✓
Gutter			
1+25		6.10	0.95 ✓
TopCb		6.93	0.32 ✓
Gutter			
1+50		6.07	0.98 ✓
TopCb		6.69	0.36 ✓
Gutter			
1+63.11		6.03	1.02 ✓
TopCb		6.65	0.40 ✓
Gutter			
1+75		6.01	1.04 ✓
TopCb		6.61	0.44 ✓
Gutter			

	7.05	7.05		
2+0				
Topcb	5.96	1.09	✓	
Gutter	6.54	0.51	✓	
2+17 = Proposed Opening				
Topcb	5.83	1.24	✓	
Gutter	6.42	0.63	✓	
2+25				
Topcb	5.89	1.16	✓	
Gutter	6.40	0.65	✓	
2+50				
Topcb	6.01	1.04	✓	
Gutter	6.48	0.57	✓	
2+65.61 = FC				
Topcb	5.91	1.14	✓	
Gutter	6.39	0.66	✓	
2+81.73				
Topcb	5.80	1.25	✓	
Gutter	6.32	0.73	✓	
3+28.93				
Topcb	5.84	1.21	✓	
Gutter	6.30	0.75	✓	
3+78.83				
Topcb	5.71	1.34	✓	
Gutter	6.16	0.89	✓	

	7.05	7.05		
0+0 = BC				
4.7		4.35	✓	
+1.818		4.7	✓	
+24.29 = Track		4.67	✓	
+36.36		5.3	✓	
+44.36 12" Tap. Pipe				
+54.54		5.9	✓	
+72.72 FC on Paving in Drive Way		6.23	✓	
+19.82 Topcb		5.73	✓	
+19.82 Gutter		6.23	✓	
+69.52 4" x 8" on Paving Drive		6.20	✓	

E. Line

63

	7.05	7.05	
0+0 = 3+20.62 H"	57	1.35	✓
+32.97	47	7.35	✓
+57.04 = 8 Track Top Bl	467	4.38	✓
+65.92	53	1.75	✓
+70.3 = Tree 072			
+78.43 Top Cb	574	1.31	✓
Gutter	625	0.80	✓
+98.90 on paving	593	1.14	✓
+31.87 = FC " "	593	1.14	✓
3102.90 B			

Cross Section of Alley 15' wide
 BIK 10 Normal HTS
 " .2 " "

39928

7/6/33
 Moore
 Sisson
 Northern

64

SEBP	7N	39928	392.13	34th x Copley
		00 = N L Copley		
E ob		5.78	393.50	
E gut parking		5.95	393.33	
±		6.05	393.03	
W gut "		5.93	393.35	
W ob		5.88	393.40	
		0 + 30.5		
- 6 = garage		4.23	395.05	conc. floor face South
W		4.4	94.9	
C		4.6	94.7	
E		4.6	94.7	
		0 + 60		
F		4.3	95.0	
C		4.4	95.1	
W		4.3	95.0	
		1 + 00		
W		4.3	95.0	
C		4.4	94.9	
E		4.5	94.8	
		1 + 50		
E		4.6	94.7	
C		4.7	94.6	
W		5.0	94.3	
		2 + 00		
W		4.7	94.6	

C			4.7	
E			4.6	
		2 + 50		
E			4.9	94.4
C			4.8	94.5
W			4.7	94.6
		3 + 00		
W			4.6	94.2
C			4.7	94.6
E			4.7	94.6
T.P.	5.15	400.24	4.49	394.79
		3 + 50		
E			4.7	95.5
C			5.2	95.0
W			4.9	95.3
		4 + 00		
W			4.6	95.1
C			4.5	95.2
E			4.7	95.5
		4 + 50		
E			4.8	95.4
C			5.0	95.0
W			5.1	95.1

400.24

	4+61		
-6	Garage Conc. floor	4.7	93.77
W	" " Apron on line	4.83	95.41
C		4.6	95.6
E		4.6	95.6

5+00

E		4.1	96.1
C		4.0	96.2
W		4.4	95.8

5+50

W		4.0	96.2
C		3.8	96.4
E		3.9	96.3

5+75

E		4.1	96.1
C		4.0	96.2
W		4.0	96.2

6+00 = SL Arthur = 60' wide 12' Curbs

W	on cent walk	5.73	94.51
C		5.6	94.6
E		5.81	94.43

S. cb line of Arthur St.

EL	34th top cb	6.20	94.04
"	" paving	6.73	93.51
WL	alley cb	6.03	94.21
EL	alley "	5.86	94.38

400.24

65

S. cb line of Arthur St.

WL	Hawley top cb	5.50	94.74
"	" paving gut	5.80	94.44
	N. cb of Arthur		
WL	Hawley top cb	5.36	94.88
"	" paving gut	5.76	94.48

EL	alley cb	5.67	94.57
WL	alley "	5.67	94.57

EL	34th top cb	5.86	94.38
"	" paving	6.45	93.79

00 = NL Arthur Blk. 2 Normal HFS

W	walk cent.	5.31	94.93
C		5.4	95.0
E	" "	5.44	94.80
	0+50		

E		3.4	97.0
C		2.9	97.3
W		3.0	97.2

0+70

W		3.3	96.9
C		3.4	97.0
E		3.4	97.0

400.24

400.65

	1+00		
E		3.0	92.2
C		3.1	92.1
W		3.2	92.0

	1+50		
W		3.4	96.5
C		3.2	92.0
E		3.3	96.9

	2+00		
E		3.1	92.1
C		3.3	96.9
W		3.1	92.1

	2+50		
W		3.1	92.1
C		3.2	92.0
E		3.0	92.2

T.P.	2.44	400.65	3.03	397.21
------	------	--------	------	--------

	2+70		
-1.5	Garage dirt floor	3.2	92.5
E		3.2	92.5
C		3.4	92.3
W		3.4	92.3

	2+94		
W		3.5	92.2

C		3.3	97.4	
E		3.2	99.5	
E	0.7 walleye Conc. DIR bldg	2.80	92.9	door step.
	3+09			

E		3.4	92.3
C		3.5	92.2
W		3.6	92.1
	+10 Garage Conc. floor	2.50	92.15
	3+60		

W	-3 Garage " "	4.15	96.50
W		4.2	96.5
C		4.2	96.5
E		3.9	96.8

	4+00		
E		4.4	96.3
C		4.6	96.1
W		4.5	96.2

	4+50		
W		5.1	95.6
C		5.0	95.7
E		4.9	95.8

	5+00		
E		5.5	95.2
C		5.4	95.3
W		5.1	95.6

400.65

67

5750

W	5.4	95.3
C	5.6	95.1
E	5.7	95.0

5755

F	5.5	95.2
C	5.5	95.2
W	5.5	95.2

5791.35 = 579. = S.L. Mt. View Dr.

W	top ob	5.39	95.26
W	gut parking	5.77	94.88
C	"	5.98	94.67
E	"	5.88	94.77
E	top ob	5.59	95.06

Plotted FEB

T.P.	4.36	398.73	6.28	394.37
ch. to SW DP	Handled Mt. View Dr.		4.68	394.05 394.01

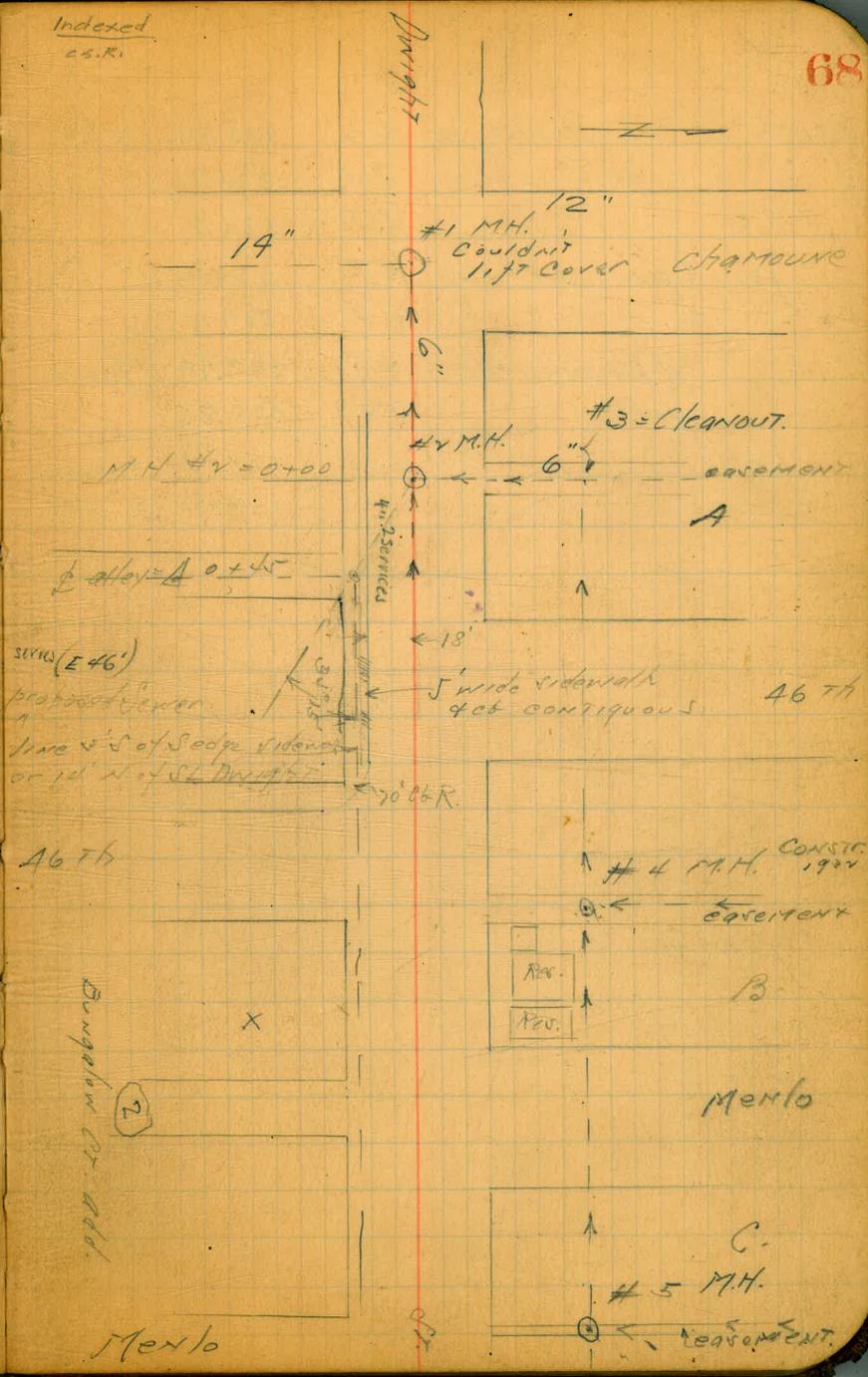
Sewer M.H. E.I.S
46th & Dwight

Moore
Sisson
Hartland
11/10/33

Indexed
as R.

68

NW 1/4 Dwight (Chamoure)	8.97	332.97	324.00	
#2 M.H.		11.88	321.09	FL.
T.P.	6.57	339.46	0.08	332.89
#4 M.H.		5.97	333.49	FL.
T.P.	5.75	342.24	2.79	336.67
#4617 Dwight		5.54	336.88	House E.I.
Abandoned house ^{Now being} _{wrecked}		4.50	337.94	" "
#5 M.H.		6.36	336.06	F.V.
M.H. #2 = 0+00 RIM.		16.45	325.97	
" " " " FL.			321.09	
0+45 = Δ alley ^{W.S. of} _{inside curb}	16.0	326.4	321.09	
0+55 = EΔ alley top curb Ret.	N. 55	326.87		
1 Lawn	14.1	328.3		
4.50 "	12.8	329.6		
+87 = Top Return _{slab}	11.95	330.47	467/65	
+87 = gut pav.	12.65	329.77		
" = paving	12.05	330.07		
+27 = " gut	11.90	330.52		
+27 = Top of	11.50	330.92		
2 gr.	9.2	333.2		
+33 Δ 4' walk to house #4617 Dwight	8.01	334.41	46'S	
+65.7 = Alley return = cb	7.20	335.22		
+65.7 = paving	7.74	334.70		
+85.7 = "	7.19	335.23		



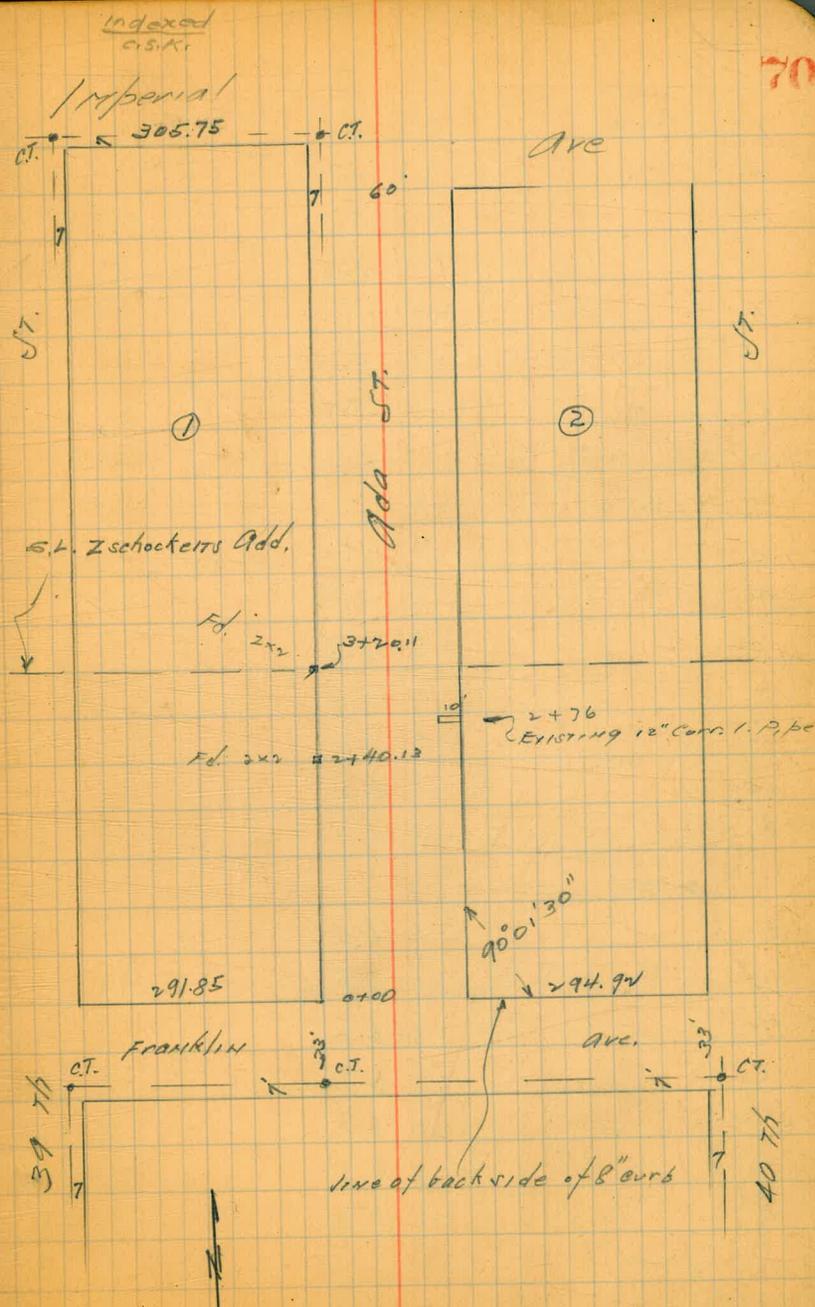
3 + 85.7	= Top of east line	6.61	335.81	alley
+	gr.	6.5	335.9	
+ 50		5.7	336.7	
+ 70	abandoned house	5.5	336.9	W.S.
5	gr.	5.3	337.1	
+ 16.7	Top of w side	4.93	337.49	Mento
"	par.	4.57	336.85	
check to B.M. NW. B.P.		2.43	339.99	Mento
			339.97	Dwight

Survey for opening Ada St. 60' wide
 N.L. Franklin to S.L. F. H. Zschockerts Add.
 x sec. of Ada 60' wide 10' cts 10' 1/2 x 5
 Franklin N to sub. line.

NW 1/4 12.40 113.83 101.43 Churchzette

00 = Ncb on Franklin

W	top cb	4.58
E	" "	4.34
	0+10	
E		4.2
cb		4.8
1/4		5.1
c		4.9
1/4		5.0
cb		5.3
N'		6.5
	0+50	
W		4.7
cb		5.3
1/4		5.0
c		5.1
1/4		5.2
cb		5.2
E		5.0



1+00

E	5.4
cb	5.7
1/4	5.6
c	5.3
1/4	5.3
cb	5.4
W	4.7

1+50

W	5.3
cb	5.9
1/4	5.8
c	5.7
1/4	6.0
cb	6.2
E	5.7

2+00

E	6.8
cb	6.9
1/4	6.6
c	6.4
1/4	6.3
cb	6.3
W	5.7

2+50

W	6.2
---	-----

2+50

cb	6.9
1/4	6.8
c	6.9
1/4	7.4
cb	7.5
E	7.6
+10	10.8

2+76 = line existing 12" Corr. I. type Curb.

-10	9.8
E FL. 12" Curb.	9.3
E	8.3
cb	7.3
cb FL. 12" "	8.2
1/4	7.5
c	7.1
1/4	7.0
cb	6.9
W	6.4

3+no. 11 = send sidewalk & curbs

W	6.0
+1 w edge sidewalk	5.96
+6 E " "	6.05
cb Top cent.	6.12
grt	6.4
1/4	6.5
c	6.6

3+20.11

113.83

Ada St.

72

1/4		7.0
cb	Top cert.	7.15
+4	w edge sidewalk	7.07
+9	E " "	6.95
E		7.2
+5 ⁰		8.3

See profile for cut to north

21.01

0+22

E	64	14.6
18 LT	131	7.9
20 LT	121	8.9
30 LT	111	9.9
4 RT	59	15.1
20 RT	116	9.4
30 RT	150	6.0

0+33

E	101	10.9
7 LT	102	10.7
10 LT	139	7.1
20 LT	137	7.3
23 LT	117	9.3
30 LT	103	10.7
11 RT	112	9.8
15 RT	132	7.2
24 RT	142	6.1
30 RT	138	7.2

0+37

E	121	8.9
13 LT	141	6.9
18 LT	131	7.9
20 LT	103	10.7
30 LT	76	13.4

411

0+37

20 RT	142	6.3
23 RT	122	8.1
30 RT	100	10.7

0+44

E	121	8.9
10 RT	141	6.9
26 RT	82	12.8
26 RT	82	12.8
4 RT	132	7.5
17 LT	72	14.0
30 LT	42	16.1

0+53

E	56	15.4
20 LT	43	16.7
30 LT	35	17.5
9 RT	52	15.3
11 RT	72	13.2
20 RT	92	11.5
30 RT	92	11.8

0+60

E	52	15.8
13 RT	52	17.5
20 RT	82	13.0
20 LT	34	17.6

21.01

0+70

R	42	16.8
20LT	35	17.2
9RT	48	16.2
20RT	75	13.5

Station 0-05

E	55	15.5
11RT	58	15.2
10LT	52	15.5
TP	099	20.02

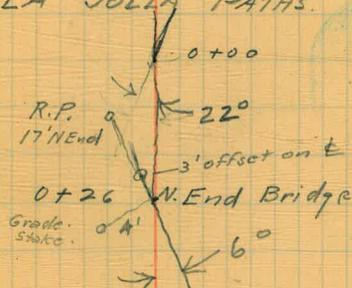
CWA	LA JOLLA	PATHS	
5 in cb			
5 Line Bonair	3.02	31.52	28.5
6 E.P.L Neptune PL			
Fire Hyd. Top		0.73	30.79
Intersection of Nly P.L. of Bonair St (on cb) with E. cb of Neptune	3.25		28.27
Top. Fire Hyd.			
T.P. (rack)	2.53	21.63	12.42
Iron pipe		5.85	15.78
3' Offset E Bridge to North		6.34	
Hub N.E. Bridge 0+26		7.47	14.16
1" S.E. " 0+56		5.80	15.83
			14.16

75

CWA LA JOLLA PATHS.

3/26/34
MCCARTY
HUNTINGTON

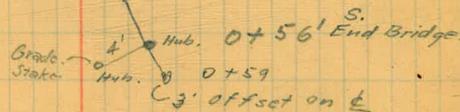
22° L



6° L

Top. Cons. Pier

C. 1.67



7.78

7.8

0+19.92

Top Rail Spurtrod	4.60	3.7	✓
0+50	Taken 87° 50' off Base Line		
200' Lt	6.0	1.8	✓
150' Lt	6.0	1.8	✓
100' Lt	6.2	1.6	✓
50' Lt	5.7	2.2	✓
1/2	5.0	2.8	✓
50' Rt	5.6	2.2	✓
100' Rt	4.0	3.8	✓

1+0 Taken 87° 50' off Base Line

100' Rt	6.0	1.8	✓
50' Rt	5.7	2.1	✓
1/2	5.4	2.4	✓
50' Lt	6.0	1.8	✓
100' Lt	5.5	2.3	✓
150' Lt	5.3	2.5	✓
200' Lt	5.5	2.3	✓

1+150 Taken 87° 50' off Base Line

200' Lt	5.9	1.9	✓
150' Lt	6.2	1.6	✓
100' Lt	6.3	1.5	✓
50' Lt	5.8	2.0	✓
1/2	5.5	2.3	✓
50' Rt	5.8	2.0	✓
100' Rt	6.0	1.8	✓

7.78

7.8

2+0

100' Rt	5.6	2.2	✓
50' Rt	5.6	2.2	✓
1/2	5.7	2.0	✓
50' Lt	6.1	1.7	✓
100' Lt	6.5	0.9	✓
150' Lt	4.0	3.8	✓
200' Lt	6.3	1.5	✓

2+50 Taken 87° 50' off Base Line

200' Lt	7.7	0.1	✓
150' Lt	6.2	1.6	✓
100' Lt	4.0	3.8	✓
50' Lt	6.4	1.4	✓
1/2	5.9	1.9	✓
50' Rt	4.5	3.3	✓
100' Rt	6.2	1.6	✓

2+93 Taken 80° 17' 00" off Base Line

84' Rt = Flow Line & Conc. Pipe	10.15	- 2.35	✓
50' Rt	2.5	5.3	✓
25' Rt	2.3	5.5	✓
19' Rt = FL. off Pipe	9.20	- 1.4	✓
1/2	9.1	- 1.6	✓
25' Lt	9.6	- 1.8	✓
50' Lt	4.1	3.7	✓
100' Lt	5.3	2.5	✓

7.78
7.78

3+17.62 = 2 Santa Fe RR Taken 80° 17' off B.L.

Top Rail	1.57	6.21	✓
26.5 Lt Floor Culvert outlet	9.36	-1.58	✓
26.8 Lt " " 12/pt	9.22	-1.44	✓
50 Lt Top Rail	1.53	6.25	✓
100 Lt " " "	1.51	6.27	✓
50 Pt " " "	1.60	6.18	✓
100 Pt " " "	1.62	6.16	✓
TP 5.31	10.46	2.63	5.15

3+30 Taken 80° 19' off Base line

100 Pt	<u>10.5</u> 5.0	5.5	✓
50 Pt	4.4	6.1	✓
2	5.3	5.2	✓
50 Lt	5.9	4.6	✓
100 Lt	6.3	4.2	✓

3+40 Taken 80° 17' off Base line

100 Lt	10.1	0.4	✓
50 Lt	8.3	4.2	✓
25 Lt	12.1	-1.6	✓
2	9.5	1.0	✓
30 Pt	4.3	6.2	✓
50 Pt	4.6	5.9	✓
90 Pt	3.9	6.6	✓
100 Pt	2.7	0.8	✓

10.5
10.46

3+58

3.5 Lt - Floor Line Culvert	12.25	-1.79	✓
3+68.5 = End Walk + Cb + Paving 0.2 Pt.			
70.6 Pt. Top Cb	5.20	5.3	✓
Gutter	5.77	4.69	✓
20 Pt. Gutter	5.52	4.94	✓
Top Cb	4.28	5.58	✓
10 Pt	4.9	5.6	✓
2	8.7	1.8	✓
50 Lt	9.8	0.7	✓
100 Lt	9.6	0.9	✓

3+82.54 = 5 Pt Taylor

100 Lt	9.6	0.9	✓
50 Lt	9.9	0.6	✓
30 Lt	9.0	1.5	✓
2	5.3	5.4	✓
Pt Taylor			
100 Lt - Pt Taylor	5.1	5.4	✓

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. 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 estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

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 I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

$$\begin{array}{r} 54-35 \text{ 150} \\ 1-47 \\ \hline 55-82-30 \\ 56-22-30 \end{array}$$

$$\begin{array}{r} 54-35 \\ 4-53 \\ \hline 58-90 \\ 59-30 \end{array}$$

$$\begin{array}{r} 54-35 \\ 8-04 \\ \hline 62-39 \end{array}$$

$$\begin{array}{r} 54-35 \\ 11-17 \\ \hline 65-52 \end{array}$$

$$\begin{array}{r} 54-35 \\ 14-26 \\ \hline 68-61 \\ 69- \end{array}$$

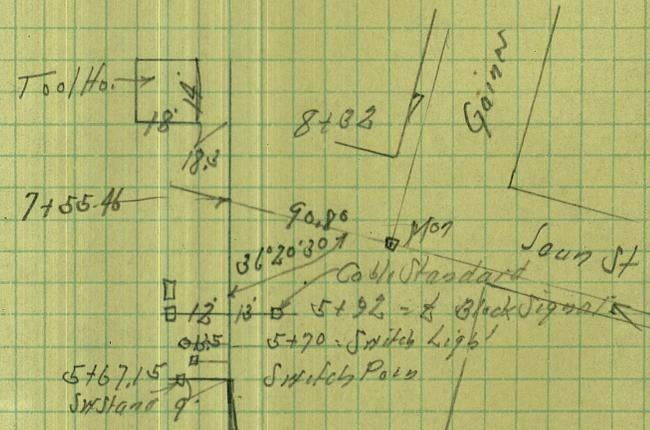
$$\begin{array}{r} 14-35 \\ 17-36 \\ \hline 71-71 \\ 72-11 \end{array}$$

$$\begin{array}{r} 54-35 \\ 19-03 \\ \hline 73-38 \end{array}$$

$$\begin{array}{r} 54-35 \\ 21-36 \\ \hline 75-71 \\ 76-11 \end{array}$$

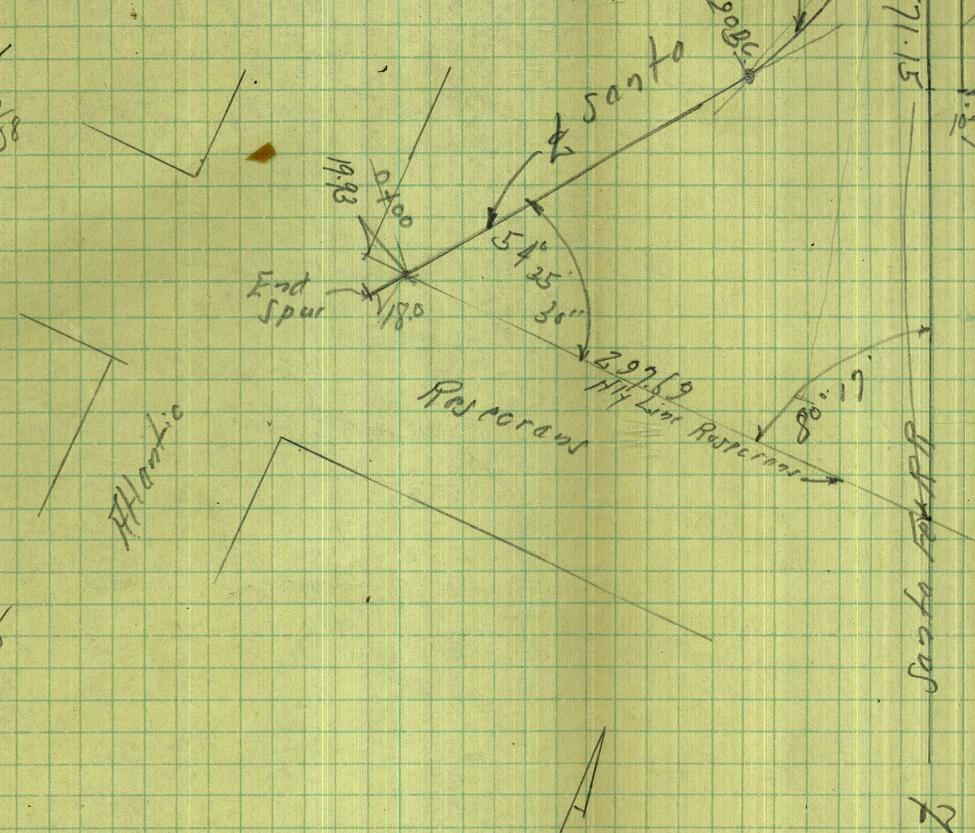
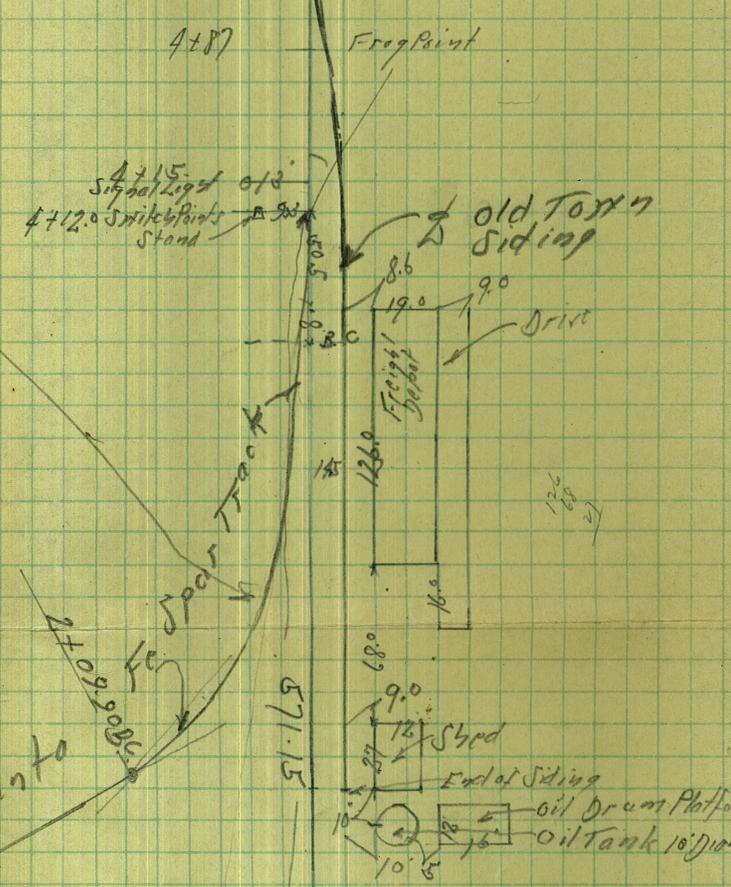
$$\begin{array}{r} 54-35 \\ 23-56 \\ \hline 77-9 \\ 78-31 \\ 54-35 \end{array}$$

2109.90 B.C.	50	1°47'
	100	4°55'
	150	8°04'
	200	11°17'
	250	14°26'
	300	17°36'
322.9 = Heat Frog	322.9	19°03'
412.0 = Switch Point	372.9	21°36'
B.S. 07 2109.90 F.S. of Santa Fe		
		21°11'-30"

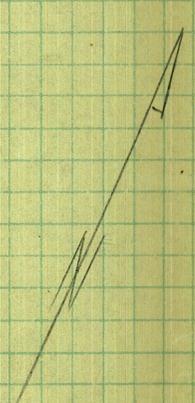


$$\begin{array}{r} 567 \\ 412 \\ \hline 155 \end{array}$$

$$\begin{array}{r} 487 \\ 412 \\ \hline 65 \end{array}$$



$$\begin{array}{r} 217.62 \\ 18.93 \\ \hline 297.69 \end{array}$$



16 07 20
17 11 20
18 07 30
19 07 30

10 13 30
11 15 40
12 16 07

13 17 20
14 18 20
15 19 20
16 20 20

17 21 20
18 22 20
19 23 20
20 24 20

21 25 20
22 26 20
23 27 20
24 28 20
25 29 20

68 78.97
68 48.11

268

(11.8)