CONDUIT.

380

FIELD

F.B.415

## TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

| Degrees. | DEGREES. | | ¼ DEGREE. | | ½ DEGREE. | | ¾ DEGREE. | | Degrees. |
|---|---|---|---|---|---|---|---|---|---|
| | Lat. | Dep. | Lat. | Dep. | Lat. | Dep. | Lat. | Dep. | |
| 0 | | | 100.00 | 0.44 | 100.00 | 0.87 | 99.99 | 1.31 | 89 |
| 1 | 99.98 | 1.75 | 99.98 | 2.18 | 99.97 | 2.62 | 99.95 | 3.05 | 88 |
| 2 | 99.94 | 3.49 | 99.92 | 3.93 | 99.91 | 4.36 | 99.88 | 4.80 | 87 |
| 3 | 99.86 | 5.23 | 99.84 | 5.67 | 99.81 | 6.10 | 99.79 | 6.54 | 86 |
| 4 | 99.76 | 6.98 | 99.73 | 7.41 | 99.69 | 7.85 | 99.66 | 8.28 | 85 |
| 5 | 99.62 | 8.72 | 99.58 | 9.15 | 99.54 | 9.58 | 99.50 | 10.02 | 84 |
| 6 | 99.45 | 10.45 | 99.41 | 10.89 | 99.36 | 11.32 | 99.31 | 11.75 | 83 |
| 7 | 99.25 | 12.19 | 99.20 | 12.62 | 99.14 | 13.05 | 99.09 | 13.49 | 82 |
| 8 | 99.03 | 13.92 | 98.97 | 14.35 | 98.90 | 14.78 | 98.84 | 15.21 | 81 |
| 9 | 98.77 | 15.64 | 98.70 | 16.07 | 98.63 | 16.50 | 98.56 | 16.93 | 80 |
| 10 | 98.48 | 17.36 | 98.40 | 17.79 | 98.33 | 18.22 | 98.25 | 18.65 | 79 |
| 11 | 98.16 | 19.08 | 98.08 | 19.51 | 97.99 | 19.94 | 97.90 | 20.36 | 78 |
| 12 | 97.81 | 20.79 | 97.72 | 21.22 | 97.63 | 21.64 | 97.53 | 22.07 | 77 |
| 13 | 97.44 | 22.50 | 97.34 | 22.92 | 97.24 | 23.34 | 97.13 | 23.77 | 76 |
| 14 | 97.03 | 24.19 | 96.92 | 24.62 | 96.81 | 25.04 | 96.70 | 25.46 | 75 |
| 15 | 96.59 | 25.88 | 96.48 | 26.30 | 96.36 | 26.72 | 96.25 | 27.14 | 74 |
| 16 | 96.13 | 27.56 | 96.00 | 27.98 | 95.88 | 28.40 | 95.76 | 28.82 | 73 |
| 17 | 95.63 | 29.24 | 95.50 | 29.65 | 95.37 | 30.07 | 95.24 | 30.49 | 72 |
| 18 | 95.11 | 30.90 | 94.97 | 31.32 | 94.83 | 31.73 | 94.69 | 32.14 | 71 |
| 19 | 94.55 | 32.56 | 94.41 | 32.97 | 94.26 | 33.38 | 94.12 | 33.79 | 70 |
| 20 | 93.97 | 34.20 | 93.82 | 34.61 | 93.67 | 35.02 | 93.51 | 35.43 | 69 |
| 21 | 93.36 | 35.84 | 93.20 | 36.24 | 93.04 | 36.65 | 92.88 | 37.06 | 68 |
| 22 | 92.72 | 37.46 | 92.55 | 37.86 | 92.39 | 38.27 | 92.22 | 38.67 | 67 |
| 23 | 92.05 | 39.07 | 91.88 | 39.47 | 91.71 | 39.87 | 91.53 | 40.27 | 66 |
| 24 | 91.35 | 40.67 | 91.18 | 41.07 | 91.00 | 41.47 | 90.81 | 41.87 | 65 |
| 25 | 90.63 | 42.26 | 90.45 | 42.66 | 90.26 | 43.05 | 90.07 | 43.44 | 64 |
| 26 | 89.88 | 43.84 | 89.69 | 44.23 | 89.49 | 44.62 | 89.30 | 45.01 | 63 |
| 27 | 89.10 | 45.40 | 88.90 | 45.79 | 88.70 | 46.17 | 88.50 | 46.56 | 62 |
| 28 | 88.29 | 46.95 | 88.09 | 47.33 | 87.88 | 47.72 | 87.67 | 48.10 | 61 |
| 29 | 87.46 | 48.48 | 87.25 | 48.86 | 87.04 | 49.24 | 86.82 | 49.62 | 60 |
| 30 | 86.60 | 50.00 | 86.38 | 50.38 | 86.16 | 50.75 | 85.94 | 51.13 | 59 |
| 31 | 85.72 | 51.50 | 85.49 | 51.88 | 85.26 | 52.25 | 85.04 | 52.62 | 58 |
| 32 | 84.80 | 52.99 | 84.57 | 53.36 | 84.34 | 53.73 | 84.10 | 54.10 | 57 |
| 33 | 83.87 | 54.46 | 83.63 | 54.83 | 83.39 | 55.19 | 83.15 | 55.56 | 56 |
| 34 | 82.90 | 55.92 | 82.66 | 56.28 | 82.41 | 56.64 | 82.16 | 57.00 | 55 |
| 35 | 81.92 | 57.36 | 81.66 | 57.71 | 81.41 | 58.07 | 81.16 | 58.42 | 54 |
| 36 | 80.90 | 58.78 | 80.64 | 59.13 | 80.39 | 59.48 | 80.13 | 59.83 | 53 |
| 37 | 79.86 | 60.18 | 79.60 | 60.53 | 79.34 | 60.88 | 79.07 | 61.22 | 52 |
| 38 | 78.80 | 61.57 | 78.53 | 61.91 | 78.26 | 62.25 | 77.99 | 62.59 | 51 |
| 39 | 77.71 | 62.93 | 77.44 | 63.27 | 77.16 | 63.61 | 76.88 | 63.94 | 50 |
| 40 | 76.60 | 64.28 | 76.32 | 64.61 | 76.04 | 64.94 | 75.76 | 65.28 | 49 |
| 41 | 75.47 | 65.61 | 75.18 | 65.93 | 74.90 | 66.26 | 74.61 | 66.59 | 48 |
| 42 | 74.31 | 66.91 | 74.02 | 67.24 | 73.73 | 67.56 | 73.43 | 67.88 | 47 |
| 43 | 73.14 | 68.20 | 72.84 | 68.52 | 72.54 | 68.84 | 72.24 | 69.15 | 46 |
| 44 | 71.93 | 69.47 | 71.63 | 69.78 | 71.33 | 70.09 | 71.02 | 70.40 | 45 |
| 45 | 70.71 | 70.71 | | | | | | | |
| Degrees. | Dep. | Lat. | Dep. | Lat. | Dep. | Lat. | Dep. | Lat. | Degrees |
| | DEGREES | | ¾ DEGREE. | | ½ DEGREE. | | ¼ DEGREE. | | |

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Crocker Quality

# FIELD BOOK

COMMUNI CONSENSU TRADE MARK PRIMO

No._____

MANUFACTURED BY

H. S. CROCKER CO.

SAN FRANCISCO AND SACRAMENTO
CALIFORNIA

7400
61.67
12.33
1.7
8631
1.233
20.961
4
24.96

23.65

Grades for West Wing of Switzer Dam.

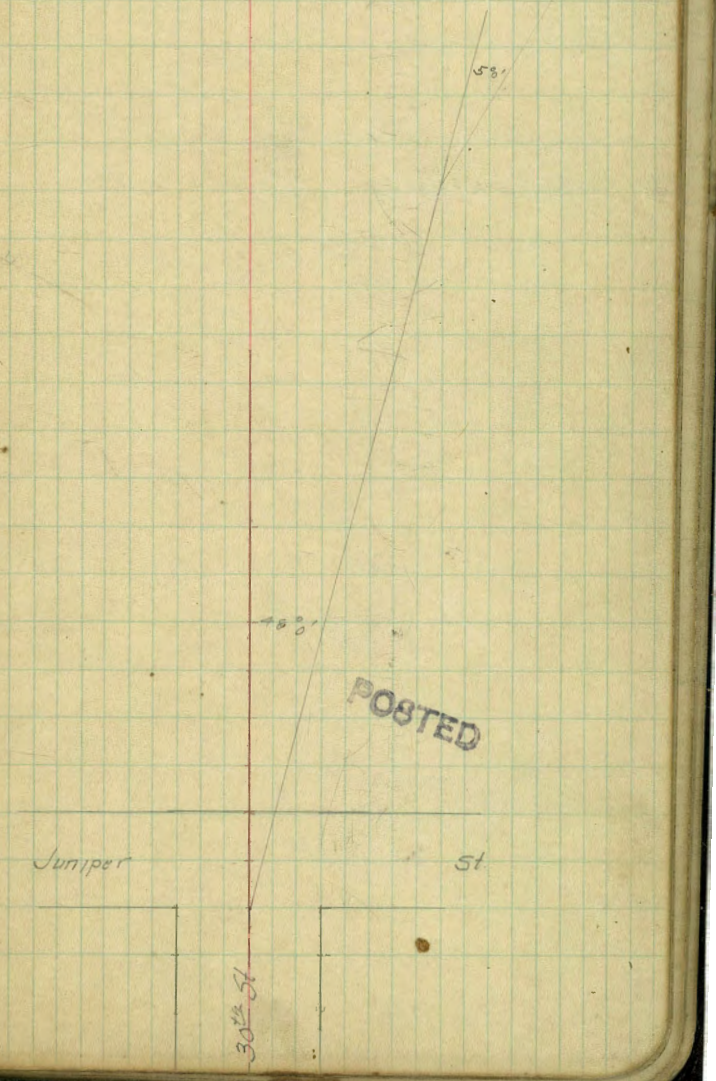
| | | | | |
|---|---|---|---|---|
| 74.17 | 2.45 | 2.25 | 2.07 | 5.90 |
| 2.74 | 74.46 | 74.06 | 74.84 | 71.01 |
| 76.91 M1 | -1.54 | -1.34 | 1.16 | 64.00 |
| | | | | +7.01 |

4/30/08 Smith, Davis, Dannon, Coltrath

Traverse Line for Drainage Area 16th St. Conduit

16+00 Δ R 5°0'

0+00 Δ R 48°0'



40+40 ΔR 22°0'

36+00 Δ∠ 32°30'

33+60 Δ∠ 17°30'

23+55 Δ∠ 33°0'

22°0'

32°

17°30'

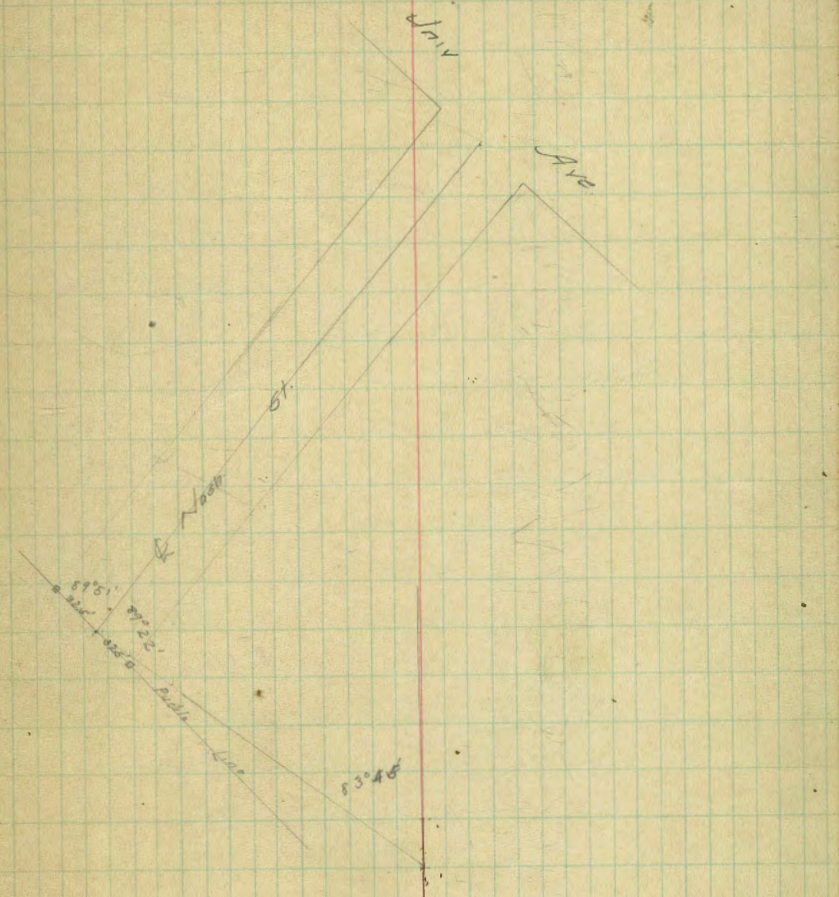
33°0'

POSTED

81+55.1

54+93.2

51+50 Δ L 83°46'



5/1/08 { Davis, Donnan, Colbath

Levels over Traverse Line for drainage area - 16th St Conduit

| | 2.48 | H.I. 295.89 | | | 293.41 - B.M. Split in fence on Laurel St. 15' W of 30th | | |
|---|---|---|---|---|---|---|---|
| 0+00 - S.L. Juniper Ctr 30th | | | 6.9 | 289.0 | 22 | 11.7 | 290.7 |
| 1 | | | 8.1 | 287.8 | 23 | 10.1 | 392.3 |
| 2 | | | 9.5 | 286.4 | +55 △ | 10.0 | 392.4 |
| 3 | | | 7.4 | 288.5 | 24 | 10.2 | 392.2 |
| 4 | | | 6.5 | 289.4 | T.P. | 11.72 304.00 | 10.11 292.28 |
| 5 | | | 6.1 | 289.8 | 25 | 10.6 | 293.4 |
| 6 | | | 6.7 | 289.2 | 26 | 8.2 | 295.8 |
| 7 | | | 5.2 | 290.7 | 27 | 4.1 | 299.9 |
| 8 | | | 4.4 | 291.5 | 28 | 0.4 | 303.6 |
| 9 | | | 3.1 | 292.8 | T.P. | 6.90 310.49 | 0.41 303.59 |
| T.P. | 10.91 | 303.88 | 2.92 | 292.97 | 29 | 5.3 | |
| 10 | | | 9.8 | 294.1 | 30 | 5.6 | |
| 11 | | | 8.9 | 295.0 | 31 | 4.8 | |
| 12 | | | 7.1 | 296.8 | 32 | 3.5 | |
| 13 | | | 5.7 | 298.2 | 33 | 2.6 | |
| 14 | | | 4.1 | 299.8 | +60 △ | 1.6 | |
| 15 △ | | | 3.6 | 300.3 | T.P. | 4.96 315.78 | 1.67 308.82 |
| 16 | | | 4.9 | 299.0 | 34 | 6.5 | |
| 17 | | | 4.6 | 299.3 | 35 | 6.5 | |
| 18 | | | 5.6 | 298.3 | 36 | 6.0 | |
| T.P. | 4.03 | 302.39 | 5.52 | 298.36 | 37 | 5.4 | |
| 19 | | | 6.9 | 295.5 | 38 △ | 4.5 | |
| 20 | | | 10.0 | 292.4 | 39 | 4.7 | |
| 21 | | | 13.2 | 289.2 | 40 | 4.0 | |
| | | | | | +40 △ | 2.5 | |

| | | | | |
|---|---|---|---|---|
| | | #1 316.78 | | |
| TP | 6.76 | 318.09 | 3.45 | 312.33 |
| 41 | | | 4.9 | |
| 42 | | | 4.4 | |
| 43 | | | 6.0 | |
| 44 | | | 5.5 | |
| 45 | | | 4.9 | |
| TP | 8.70 | 322.96 | 8.81 | 314.28 |
| 46 | | | 8.0 | |
| 47 | | | 14.0 | |
| 48 | | | 12.8 | |
| 49 | | | 4.4 | |
| 50 | | | 2.3 | |
| 51 | | | 0.5 | |
| TP | 10.86 | 333.45 | 0.39 | 322.59 |
| 450△ | | | 9.9 | |
| 52 | | | 9.1 | |
| 53 | | | 8.4 | |
| 54 | | | 7.3 | |
| 1932△ - Ctr. Nash St. | | | 7.7 | |
| 56 | | | 6.2 | |
| 57 | | | 4.7 | |
| 58 | | | 3.8 | |
| 59 | | | 1.7 | |
| TP | 9.11 | 340.40 | 1.82 | 331.63 |
| 60 | | | 7.3 | |
| 61 | | | 6.6 | |
| 62 | | | 6.0 | |
| 63 | | | 5.1 | |
| 64 | | | 4.6 | |
| 65 | | | 3.4 | |
| 66 | | | 2.5 | |
| TP | 5.97 | 343.87 | 2.50 | 327.90 |
| 67 | | | 5.8 | |
| 68 | | | 5.6 | |
| 69 | | | 5.4 | |
| 70 | | | 6.1 | |
| 71 | | | 5.8 | |
| 72 | | | 5.4 | |
| 73 | | | 3.6 | |
| 74 | | | 2.5 | |
| TP | 9.17 | 350.19 | 2.85 | 341.02 |
| 75 | | | 8.0 | |
| 76 | | | 6.8 | |
| 77 | | | 5.1 | |
| 78 | | | 3.6 | |
| 79 | | | 2.4 | |
| 80 | | | 1.1 | |
| TP | 7.40 | 356.62 | 0.97 | 349.22 |
| 81 | | | 6.2 | |
| 755.1: S.L. Univ. Ctr. Nash | | | 5.4 | |
| Chk. B.M. N.E. Univ. of Missouri. | | | 3.16 | 353.46 / 353.50 |

"A" line

5/1/08 Smith, Davis, Denman, Colbath

# Location of 15th St. Conduit

12+82.29 So. end bridge
12+63.95 Int with "A" line
Sta. 11 ommited • all stations from here on are 10.0 ft too long.

9+98 Et. No. end bridge

9+72.85 E.C.

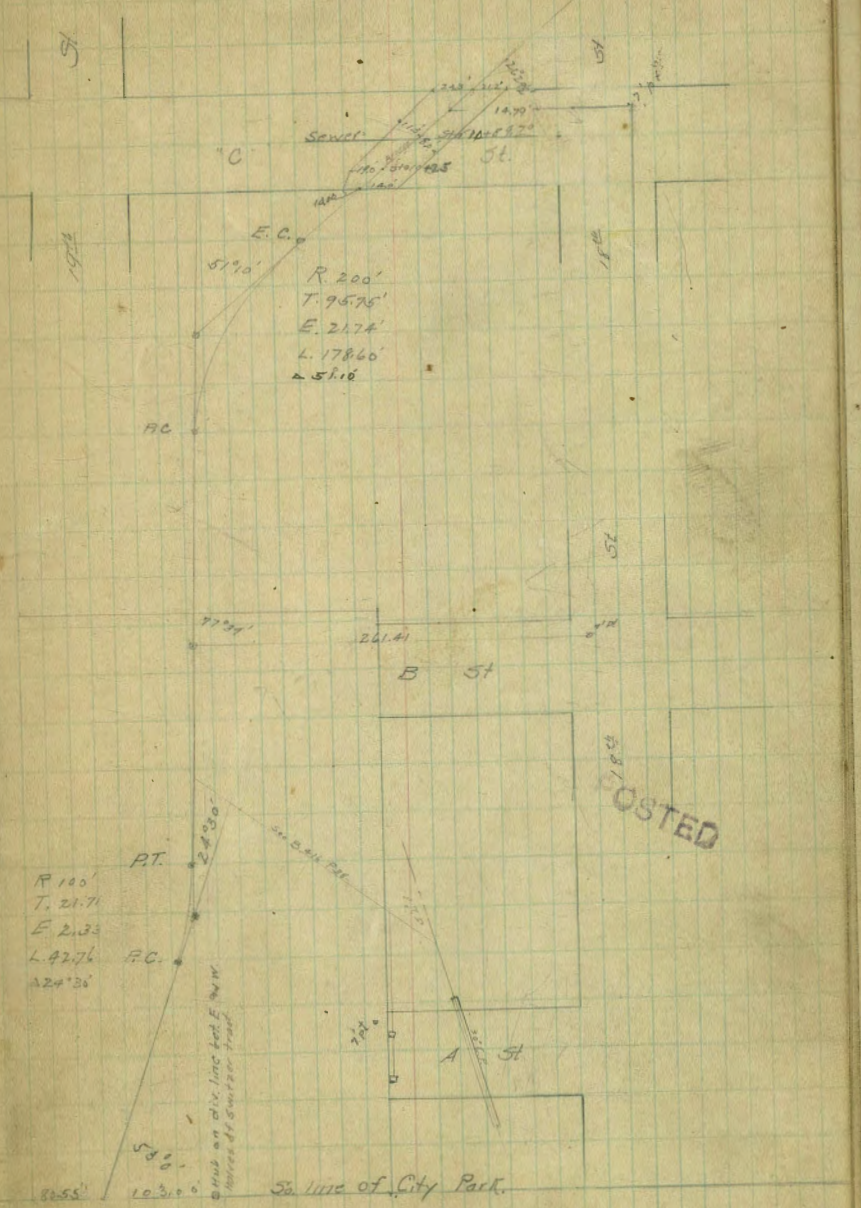
7+94.25 P.C.

6+31.47

3+01.05 P.T.

2+58.29 P.C.

0+0.0



"A" line

23+36.11 E.C

20+57.36
20+18.46 P.C

19+26.56
19+00

18+54.17

16+84.97 E.C.
16+64.75

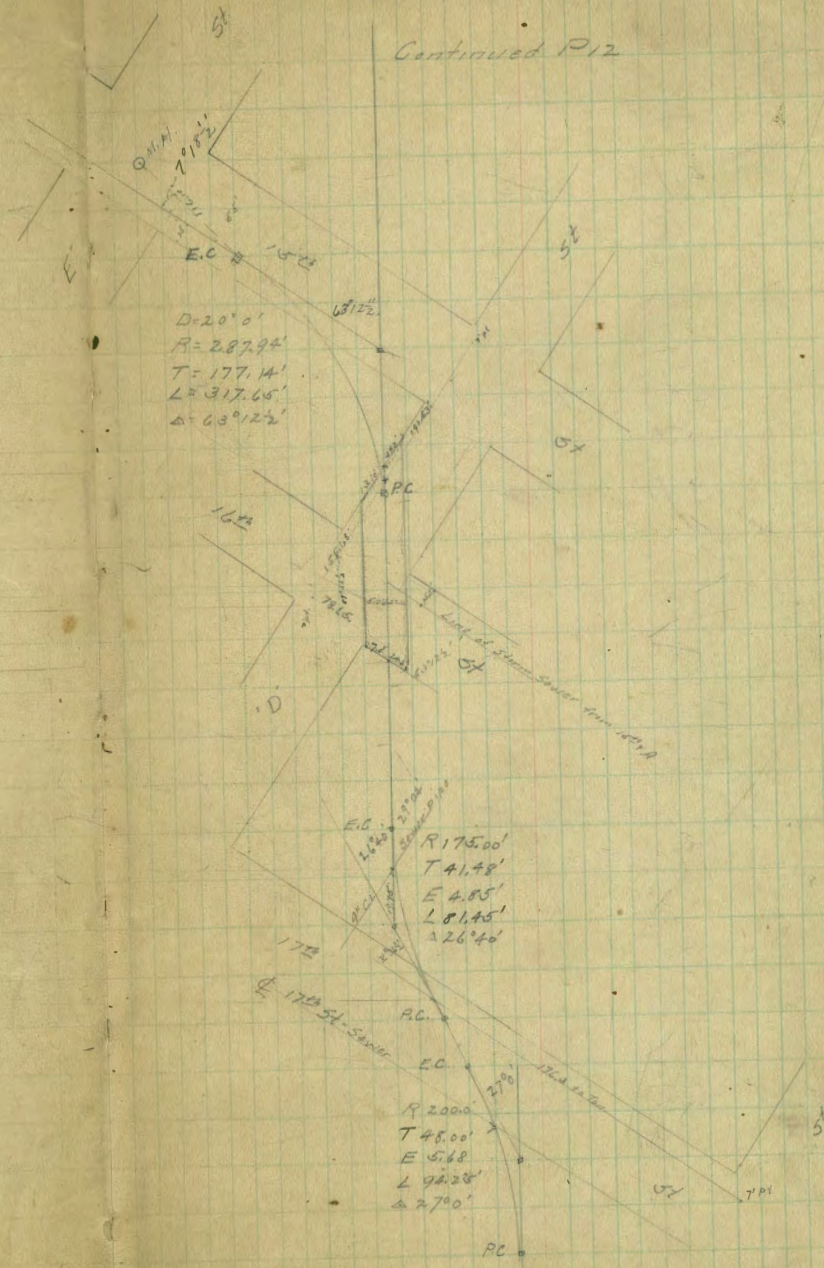
16+11.38
16+03.52 P.C

16+01.25 E.C

15+60.95 Int with sewer on curve

15+07 P.C

Continued P12



5/6/08 { Smith, Davis, Donnan, Colbath

Storm Sewer for draining district of 15th and "A"

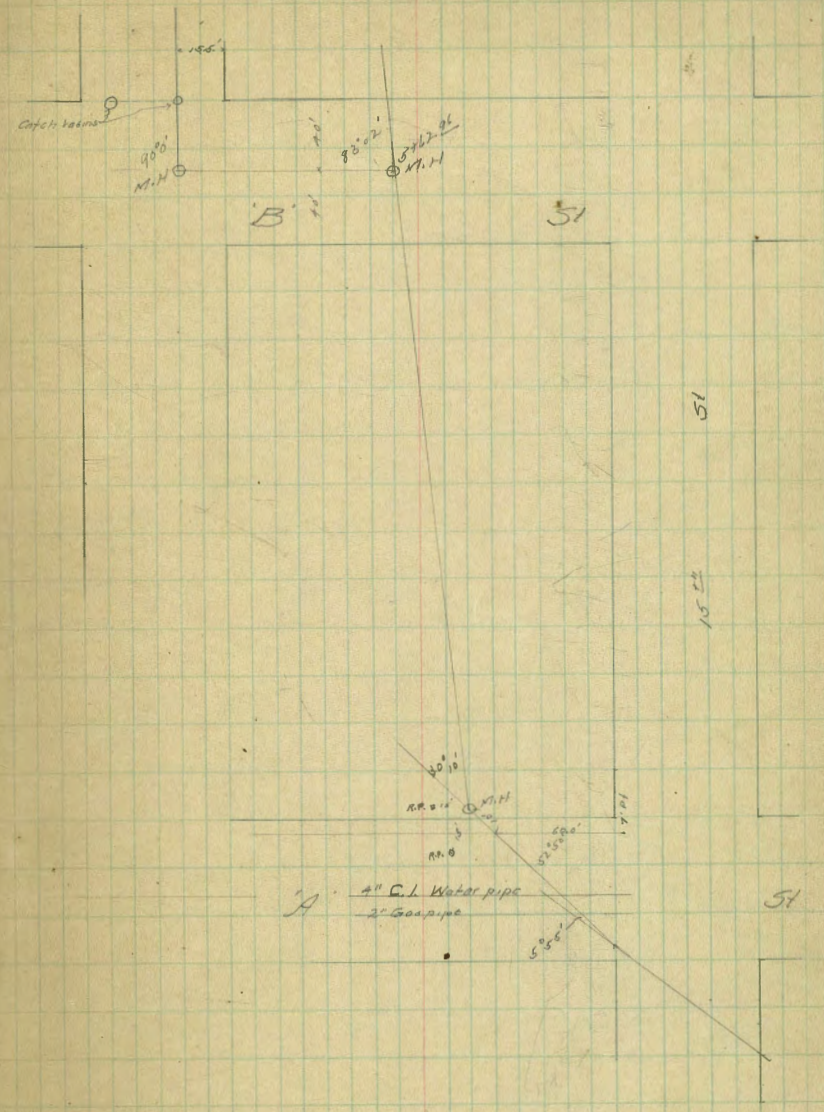
6+78.27

2+21.24 ∠30°12' R Man Hole

1+82.90
1+55.20

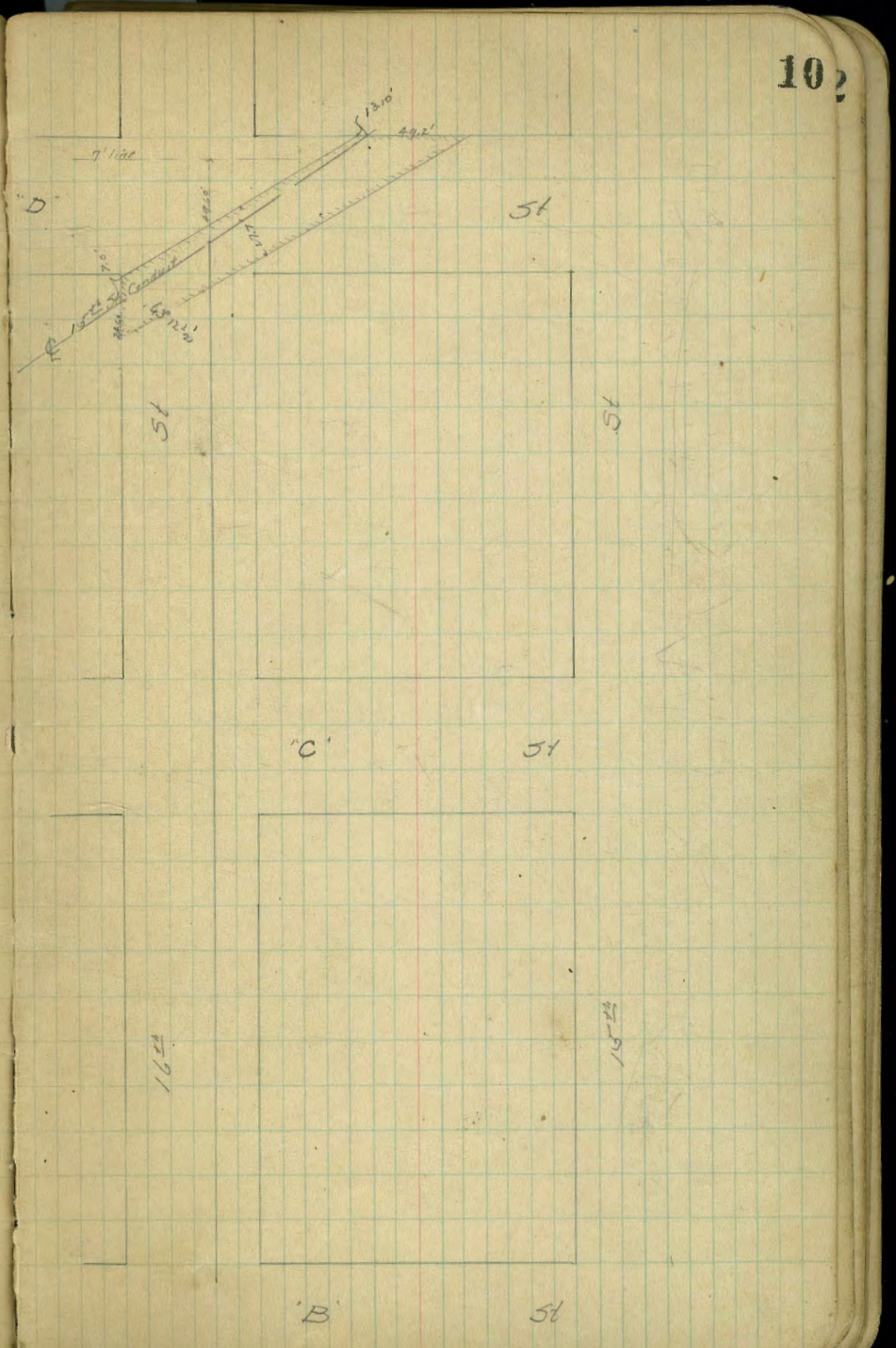
1+29.20 ∠5°55' R. E. end old culvert

0+00 = W. end old culvert = 24" vit. pipe.



Storm Sewer dist. at 15th and A

14+22.22
18+96



Levels over Line of Storm drain for dist of 15th and H

Davis Dunnan Colhatt.

| | + | 15th | − | elev. |
|---|---|---|---|---|
| | 1.89 | 95.22 | | 93.33 B.M. Spk pole SE 15th & |
| 0+00 = bottom pipe inlet old culvert. | | | 7.14 | |
| +07 = WL 15th | | | 1.2 | |
| 1+00 | | | 6.9 | |
| +24 = E.L. 15th | | | 7.2 | |
| +29.2 = bottom pipe outlet old culvert | | | 11.93 | |
| +46 | | | 11.2 | |
| +56.2 = top 2" Gas pipe | | | 10.46 | |
| +68 | | | 9.8 | |
| +81 | | | 7.9 | |
| +87.8 = Top 4" C.I. Water pipe | | | 9.30 | |
| 2 | | | 9.9 | |
| T.P | 2.26 | .87.27 | 10.21 | 85.01 |
| +21.25 = M.H. | | | 4.1 | |
| Stake 6' E. of M.H. | | | 0.89 | |
| +32 | | | 4.2 | |
| +52 | | | 2.7 | |
| +70 | | | 3.4 | |
| +80 | | | 6.1 | |
| 3 +00 | | | 6.7 | |
| +20 | | | 7.7 | |
| +21 | | | 9.4 | |
| +70 | | | 10.5 | |
| A +00 | | | 11.6 | |
| | 3.95 | 78.39 | 12.83 | 74.44 |

| | + | H.I. | − | E 16 |
|---|---|---|---|---|
| +27 | | | 4.6 | |
| +56 | | | 5.1 | |
| +60 | | | 4.4 | |
| 5 +00 | | | 3.9 | |
| +10 | | | 4.7 | |
| +62.96 △ | | | 5.0 | |
| 6+00 | | | 7.1 | |
| +16 | | | 8.1 | |
| +75 | | | 6.8 | |
| +78.27 △ | | | 7.7 | |
| 7+00 | | | 8.7 | |
| E | | | 11.7 | |
| T.P | 0.41 | 66.80 | 12.20 | 64.19 |
| 9 | | | 2.6 | |
| 10 | | | 6.3 | |
| 11 | | | 7.9 | |
| 12 | | | 9.3 | |
| 13 | | | 10.3 | |
| 7.96 W.L. edge bridge top | | | 16.8 | |
| " " bottom | | | 24.9 | |
| 14+24.2 | | | 10.9 | |

15th St Conduit Location "A" line

32+37.35
32+29.95

32+07.10

31+56.75

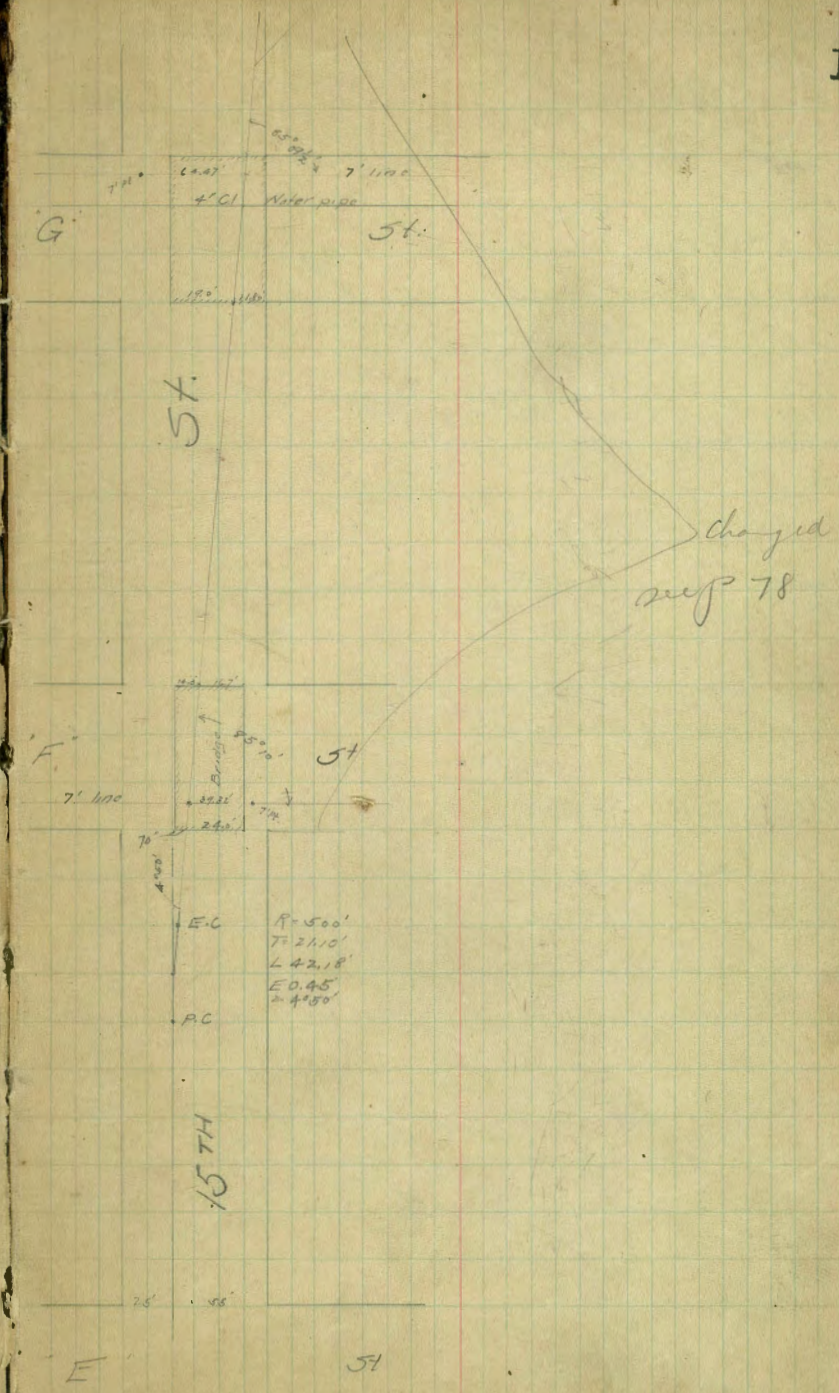
28+55.85

27+82.02
27+75.48

27+00.08

26+57.90 = 26+57.90 "B" line

Continued from P. 8



39+00 "A" line

38+45.35

37+51.86 PT.

36+98.77 PC.

36+88.73 OK
36+82.07

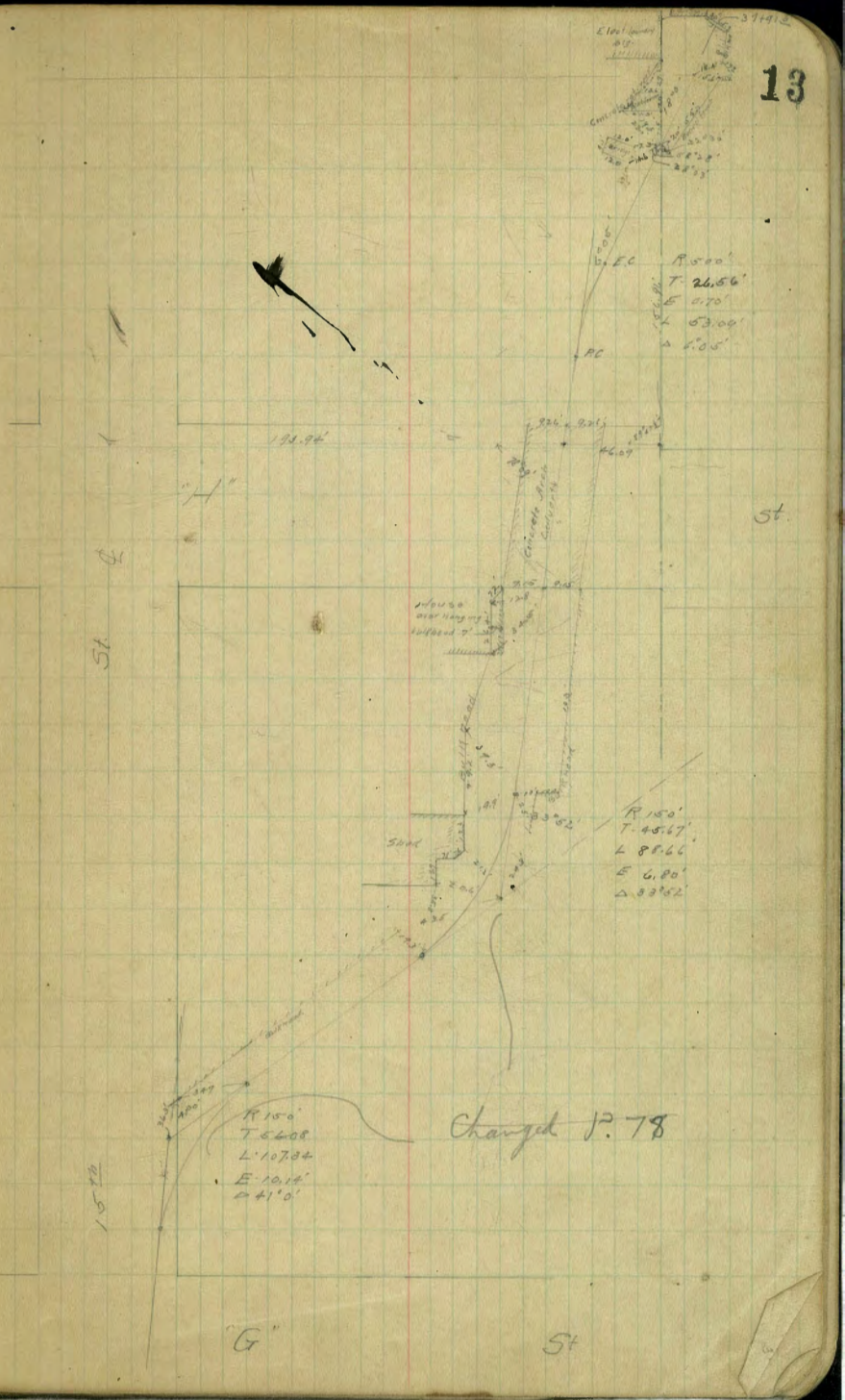
35+86.47

34+80.77 PT.

33+92.11 P.C

33+45.21 EC

32+37.92 PC.



"A" line

45+12

44+72.9

44+33.53 P.T.
44+32

42+68.89 P.C.

42+22.03 P.T.

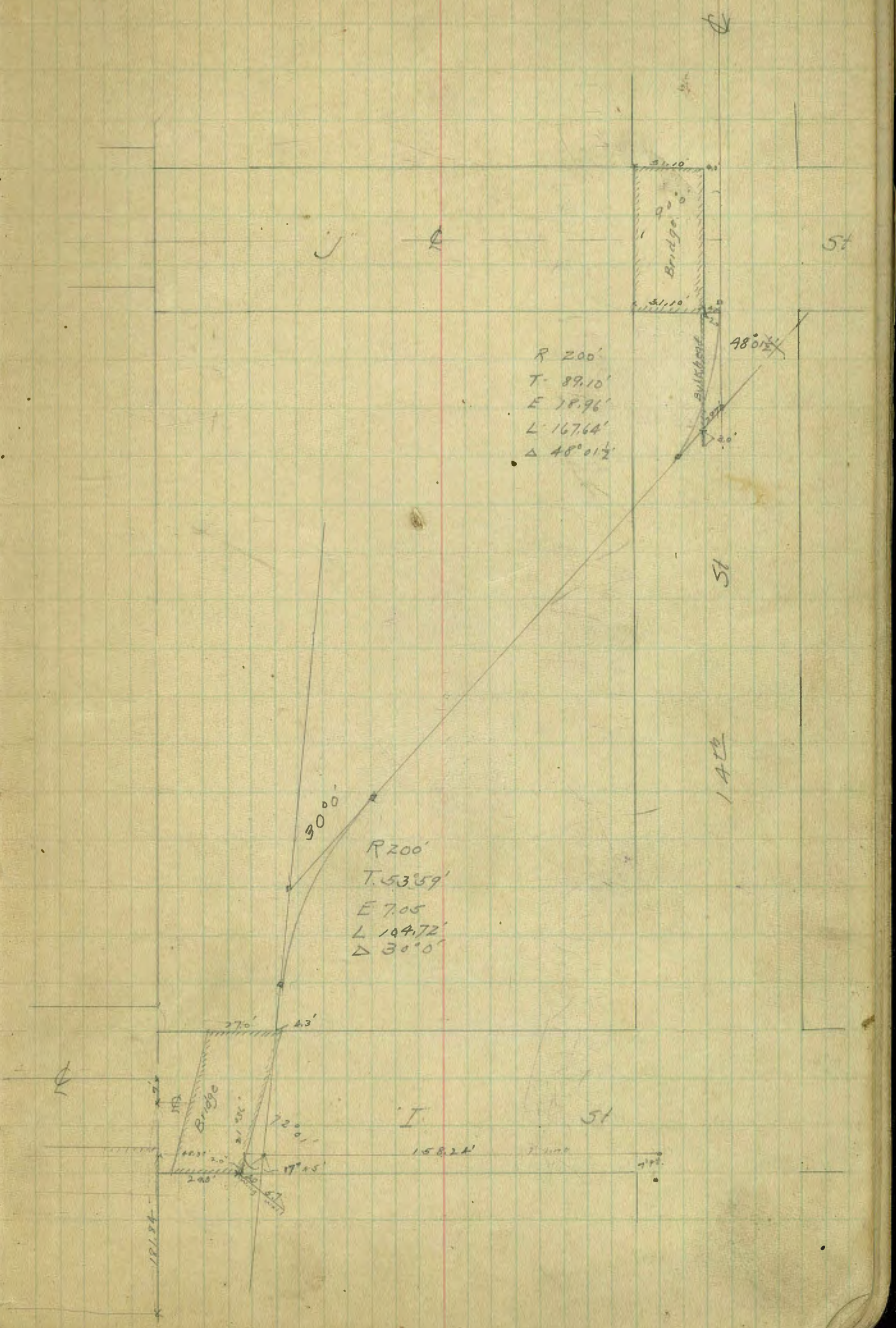
41+17.21 P.C.

40+79.24

40+01.92

39+91.53

41+45.32



"A" line

56+83.74
56+74.87

56+37.01

55+81.18

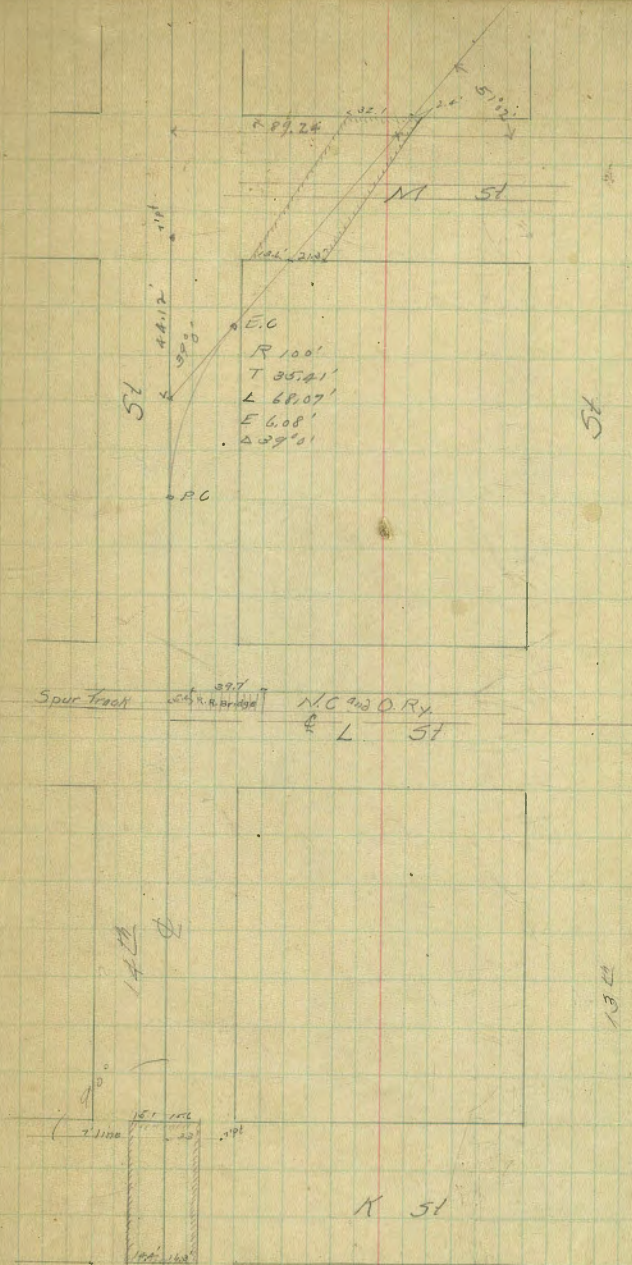
55+68.66 E.C.

55+00.59 P.C.

52+40.79 Ctr. Track
52+32.39

+93.15
48+85.45

48+12.55



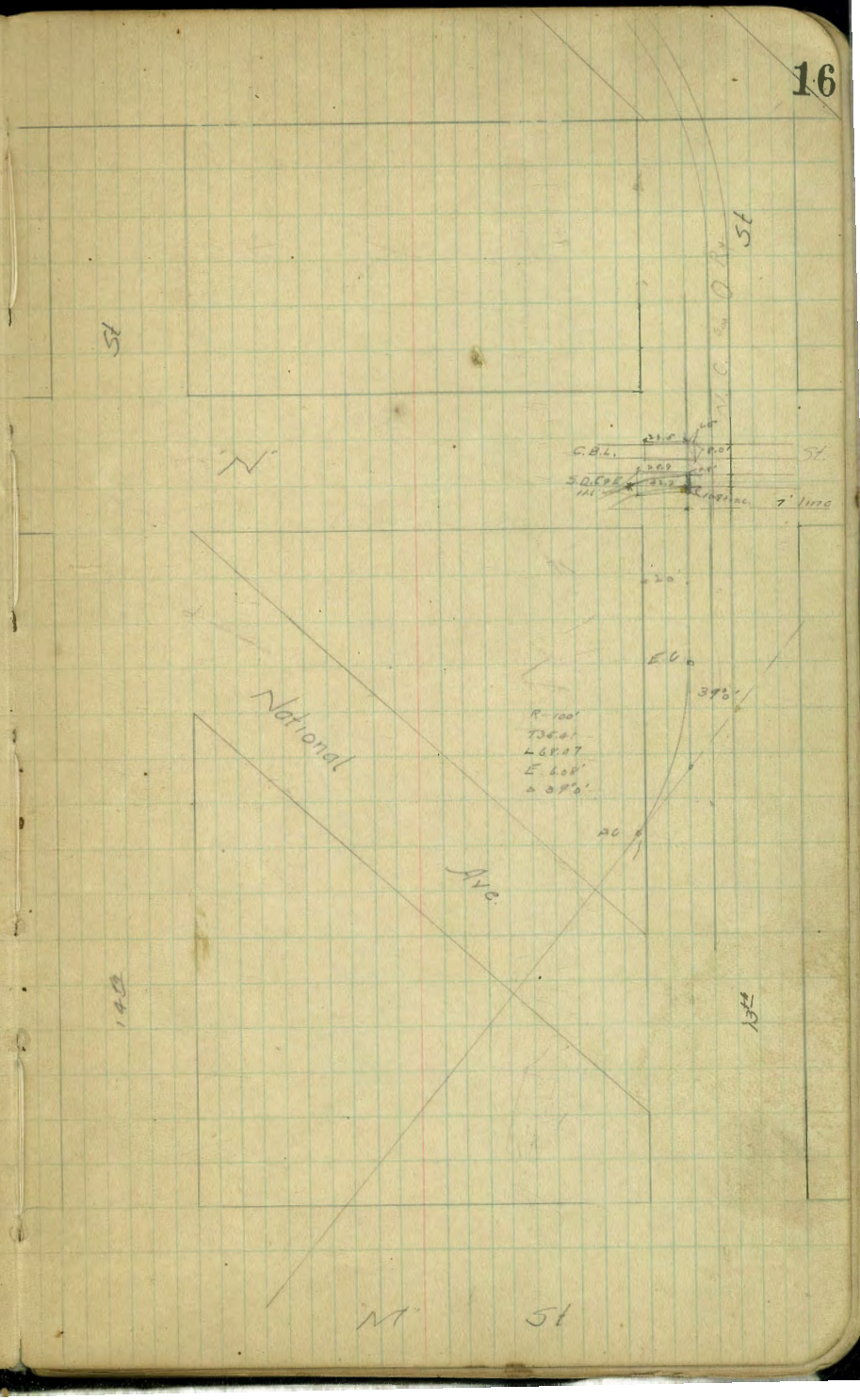
"A" line

+89.60 – So rail
+84.53 – No rail
+79.20 – So rail
+69.41 – No rail

60+46.63

59+79.77

59+11.70



72+11 60

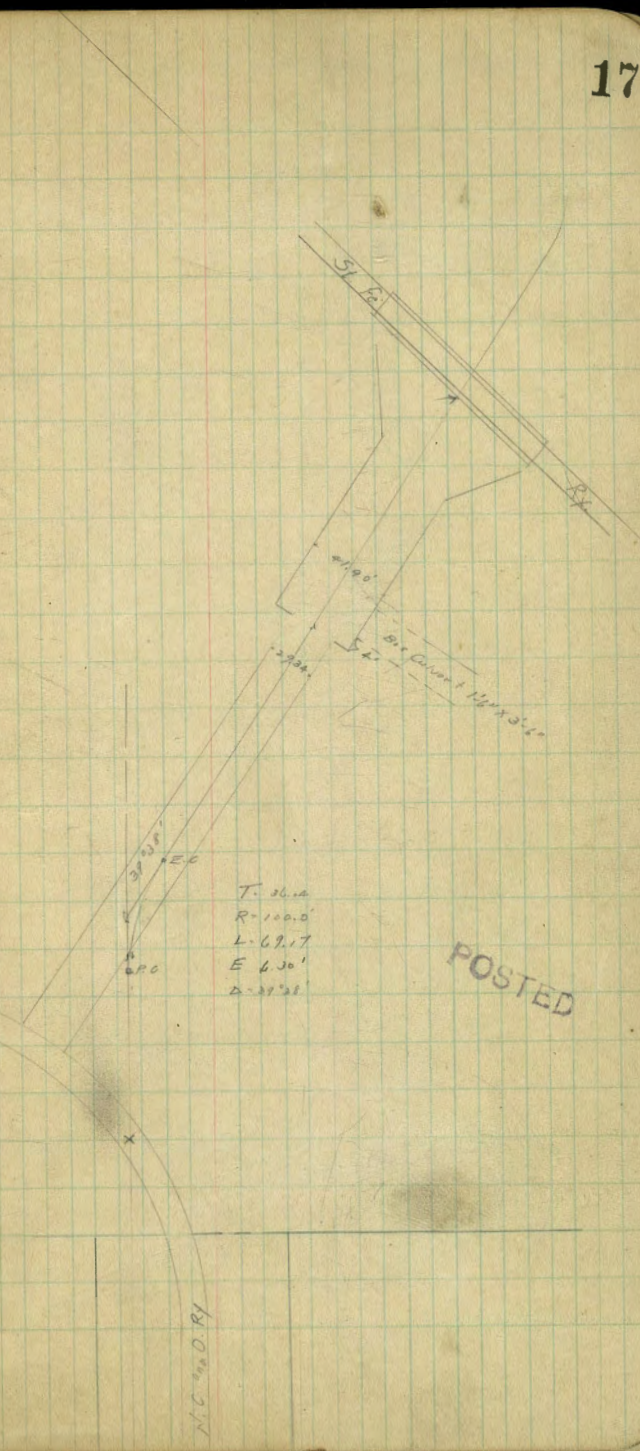
67+08

64+39 64

64+06 51 · P.I. = 67+43 67 B'line

63+70 47

62+61 67




POSTED

Location of 15th St. Conduit "B" line.

5/13/08 { Davis, Donnan, Gleath.

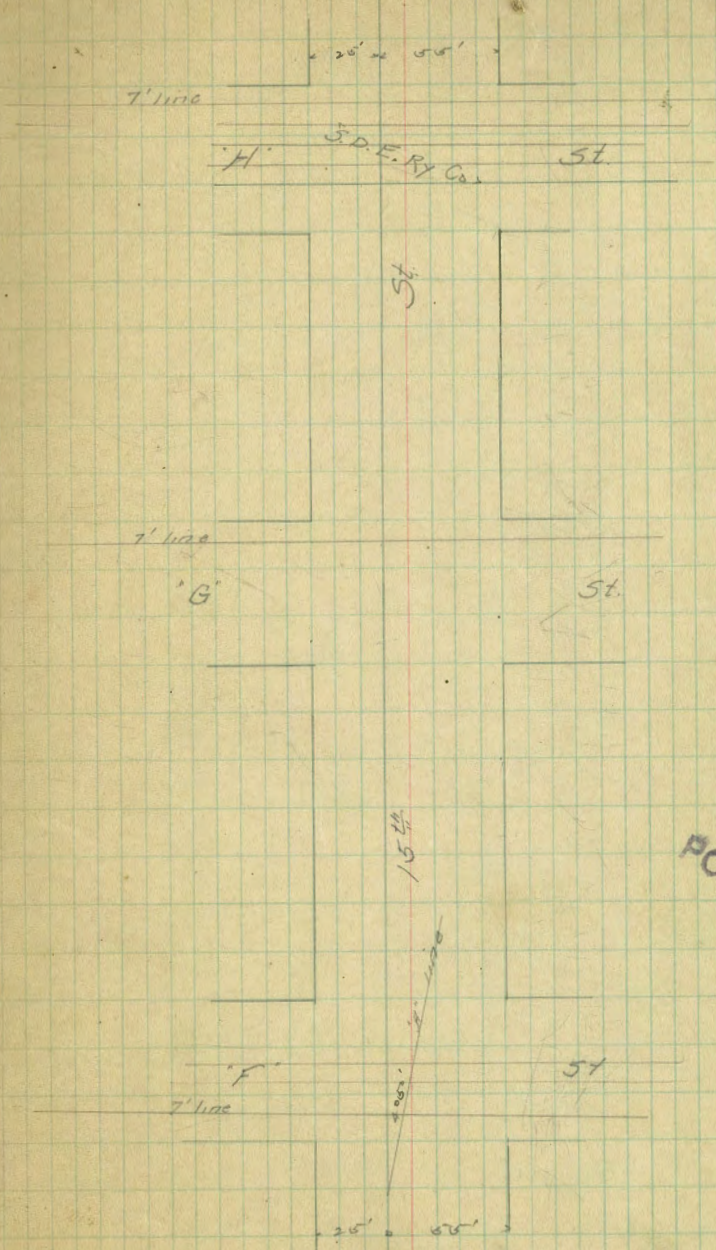
36+36.97
35+99.32

35+84.32

32+27.98

+22.30 - Serail } So Park & E. Side Ry.
28+17.62 - Nerail }
27+81.67

26+57.90 = 26+57.90 "A" line



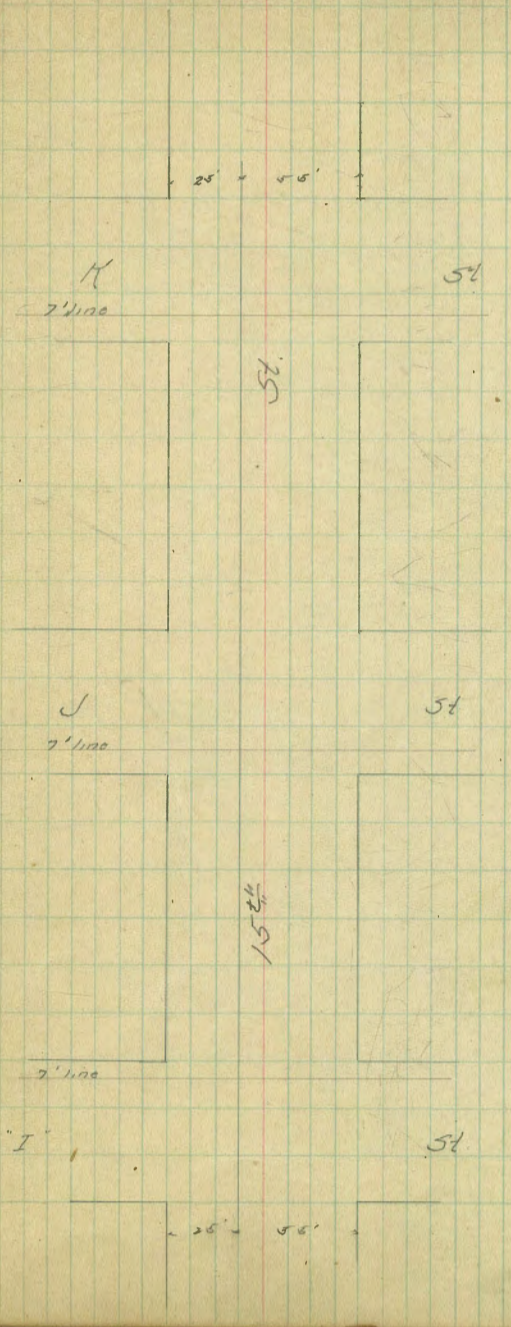

POSTED

B Line

47+10 2°

43+30 45°

40+16 22



"B" Line

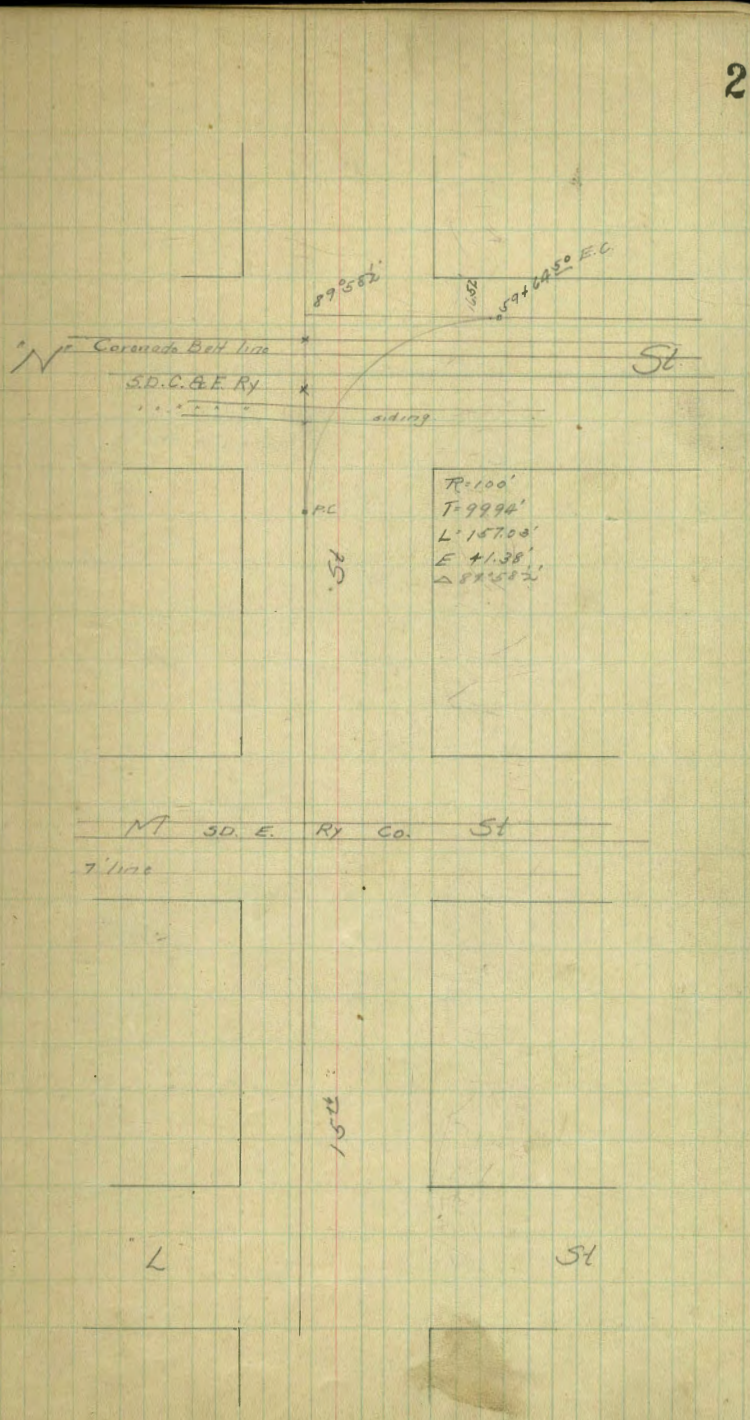
58+93.20

58+73.68
21+52 Lt

58+07.47

55+01.11

54+70.68



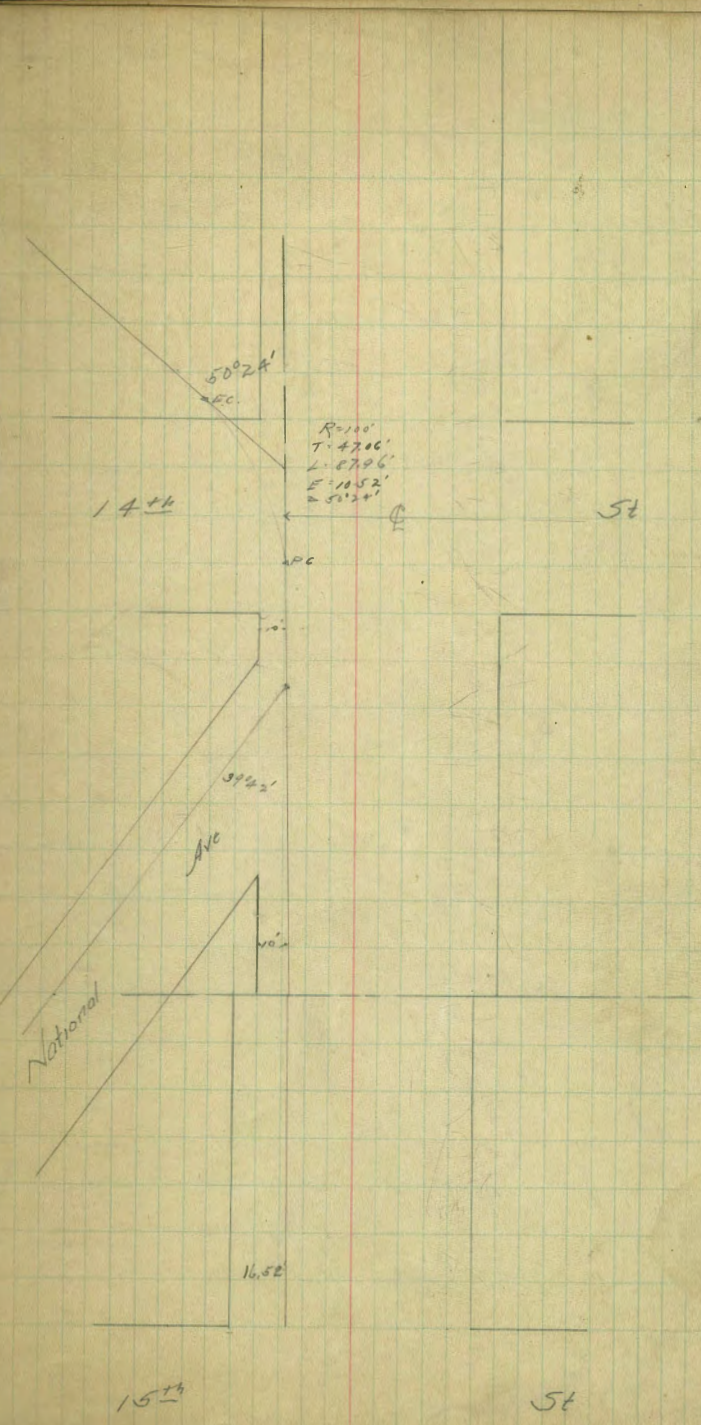
64+06.66 P.T.

63+49.74 ℄ 14th St.

63+17.20 P.C.

62+70.46

61+29.0 Δ L 0°15'



B line

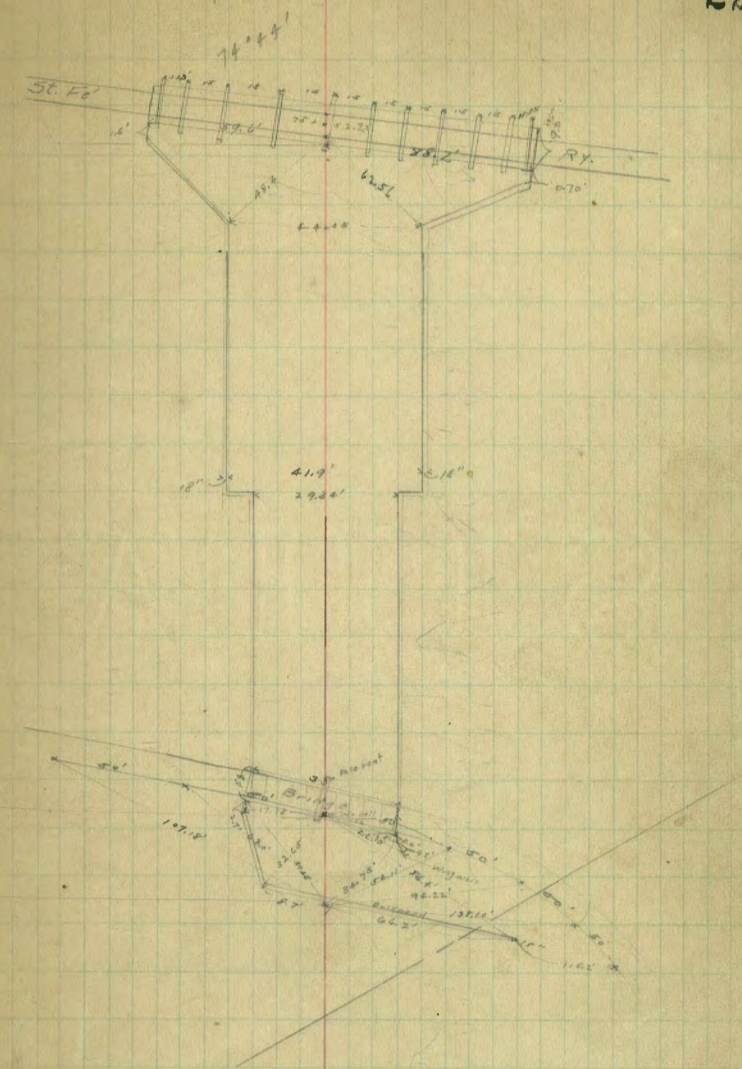
75+55.87 - So rail gague line
75+50.49 No. " "
75+48.26 - No side bridge " "

70+45.16

66+65.34 - So rail
66+60.30 - rail

66+25.20





8+92

5+00

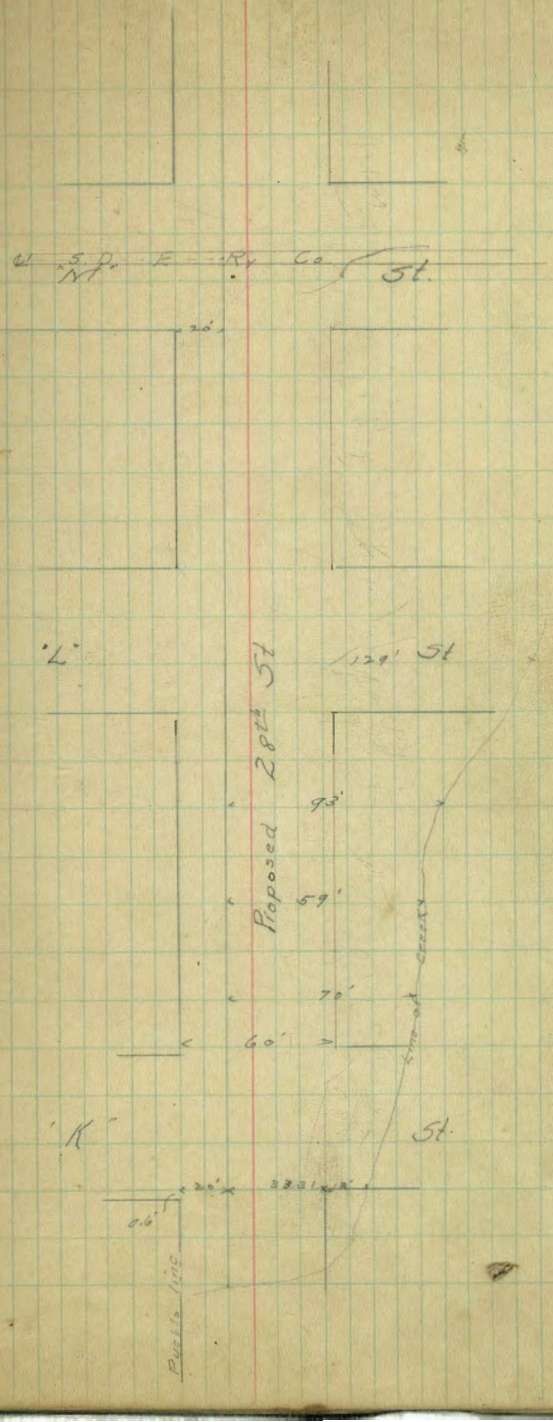
4+00

3+00

2+00

0+91

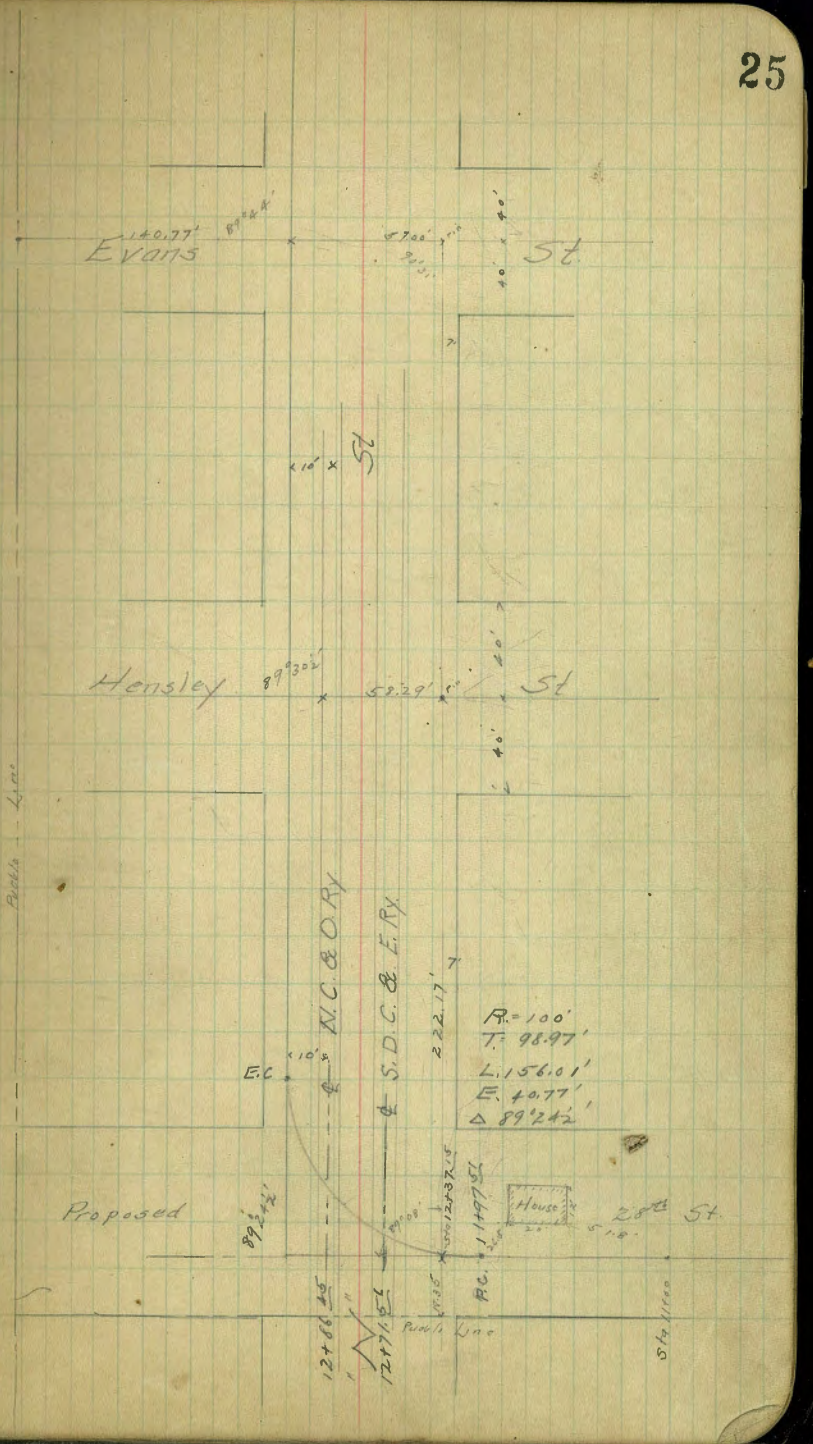
0+00



17+56.89

14+76.62

13+53.62

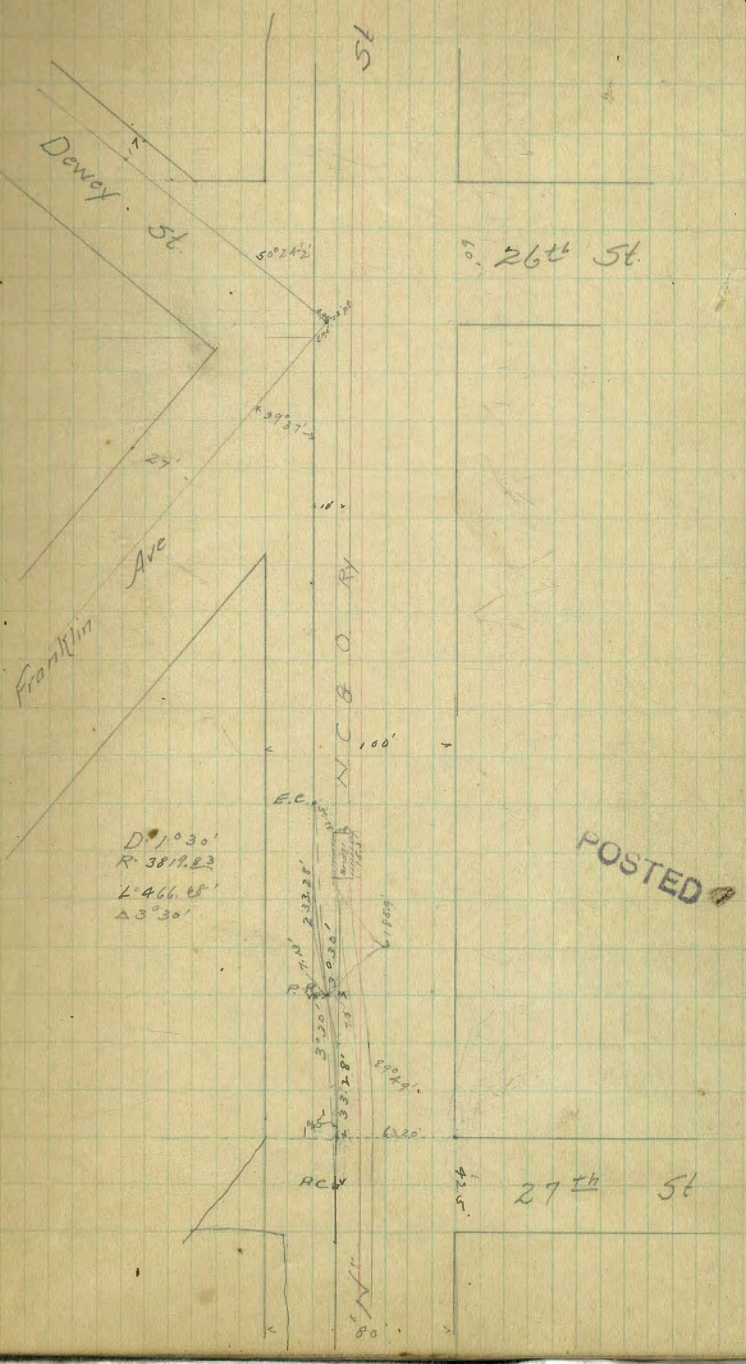


25+20.37
25+12.66

23+22.53

20+89.19

19+38.40
18+55.65

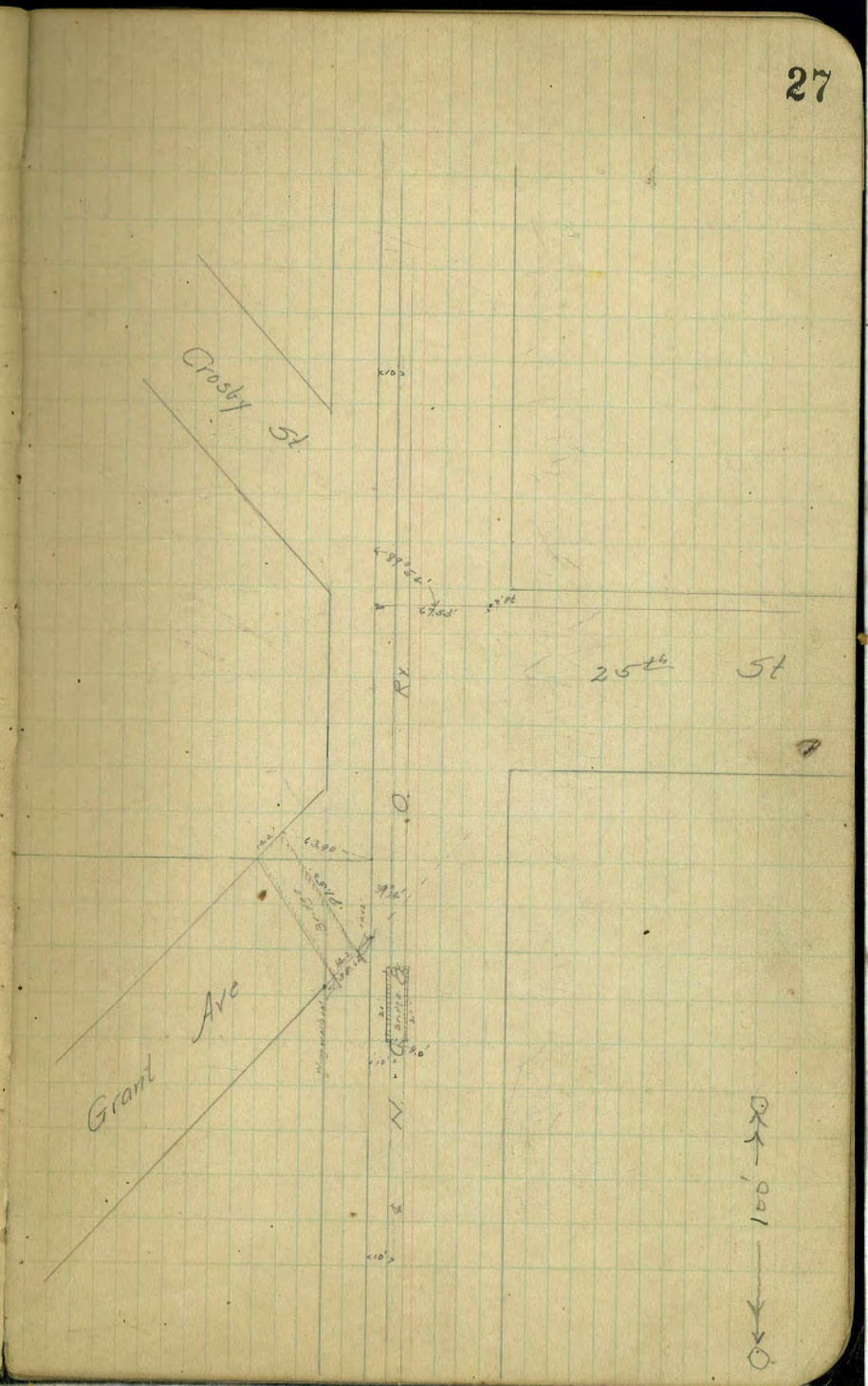


32+52.65

31+00

30+26.43

29+52.37



43+87.3

42+75.4

42+04.50

40+75.83

39+75.83

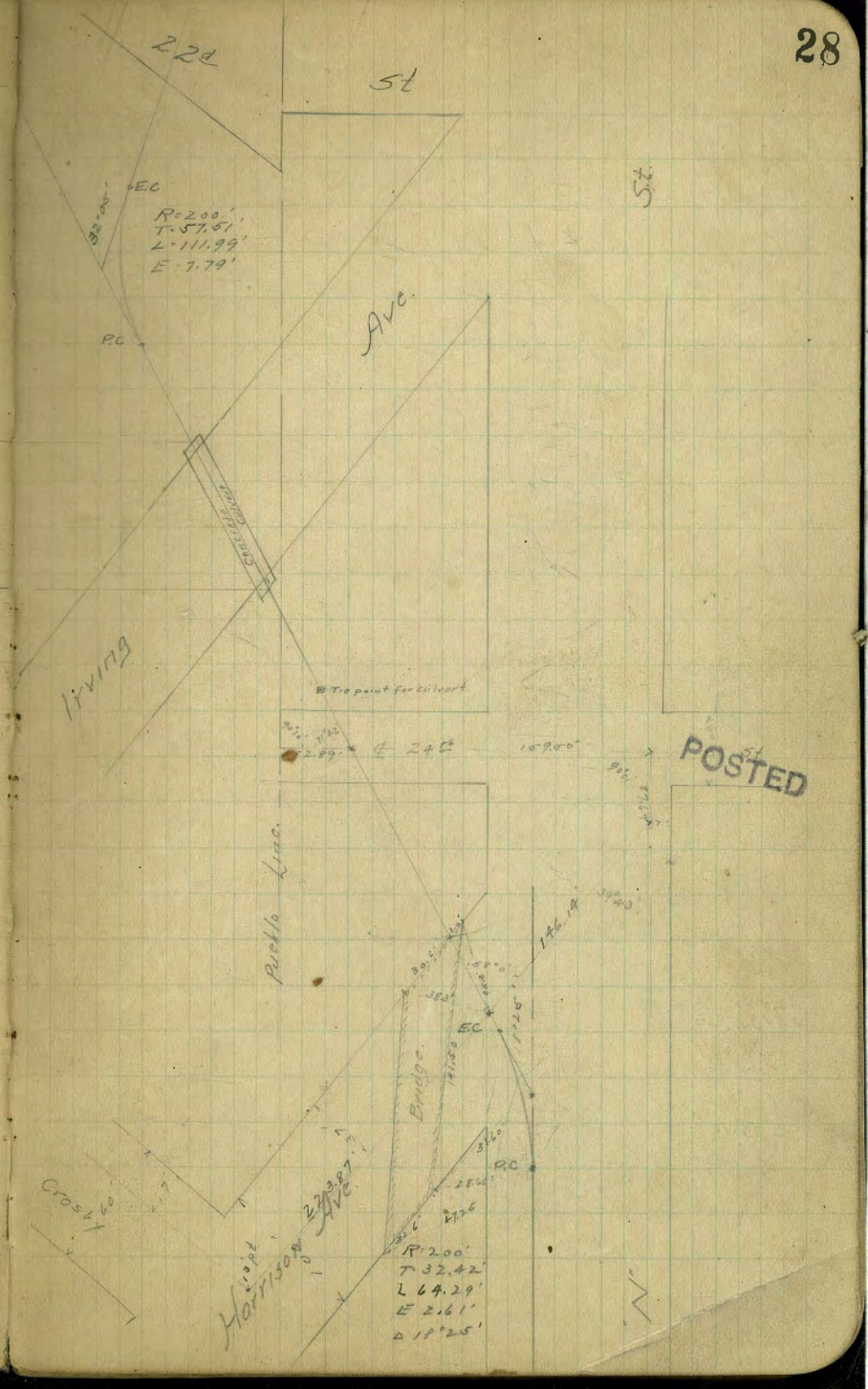
39+04.34

37+38

36+93.68

36+43.07

35+78.78



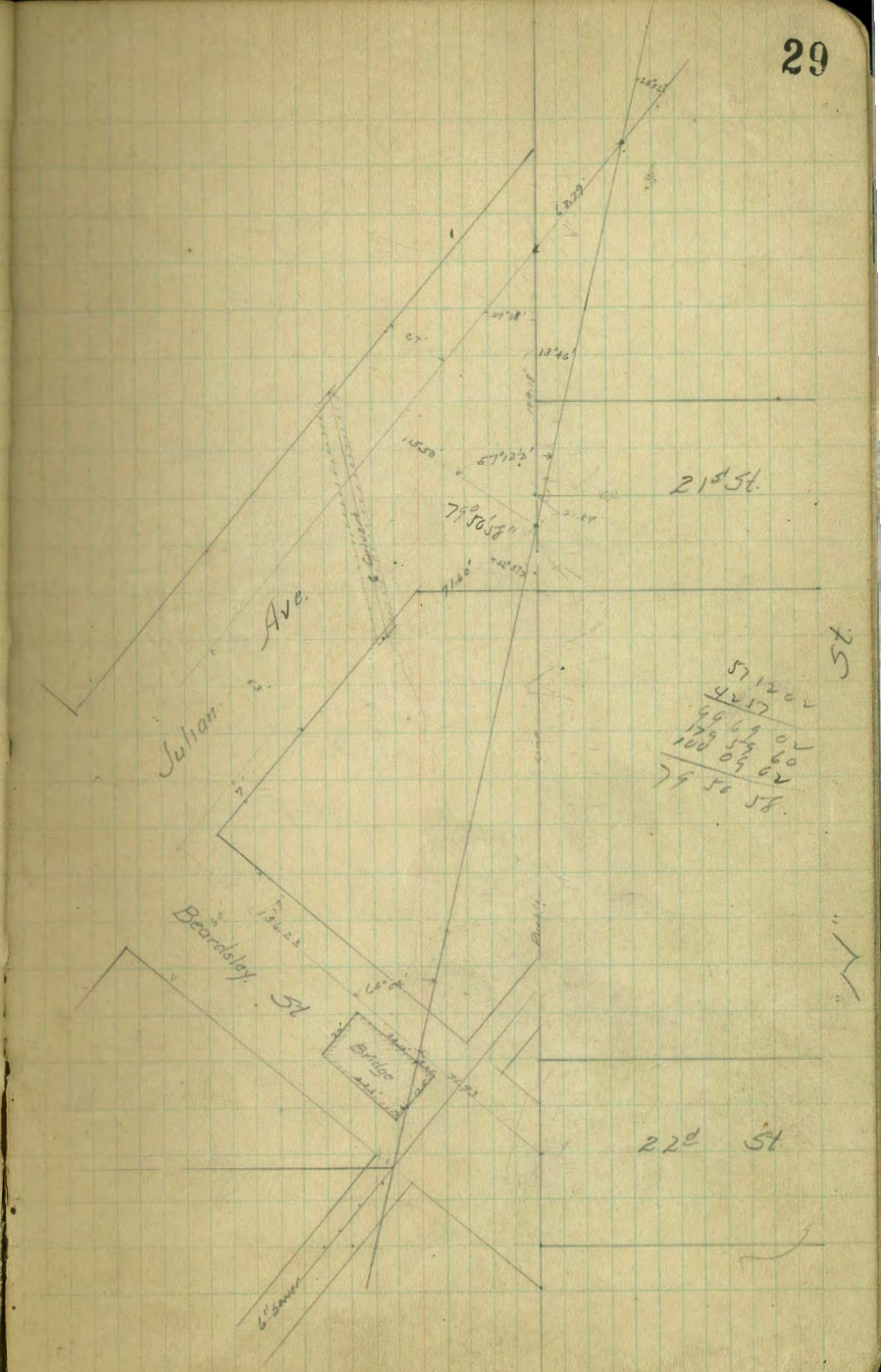
48+55.62

46+71.22

44+38.64
44+35.42

44+15.95

43+88.74

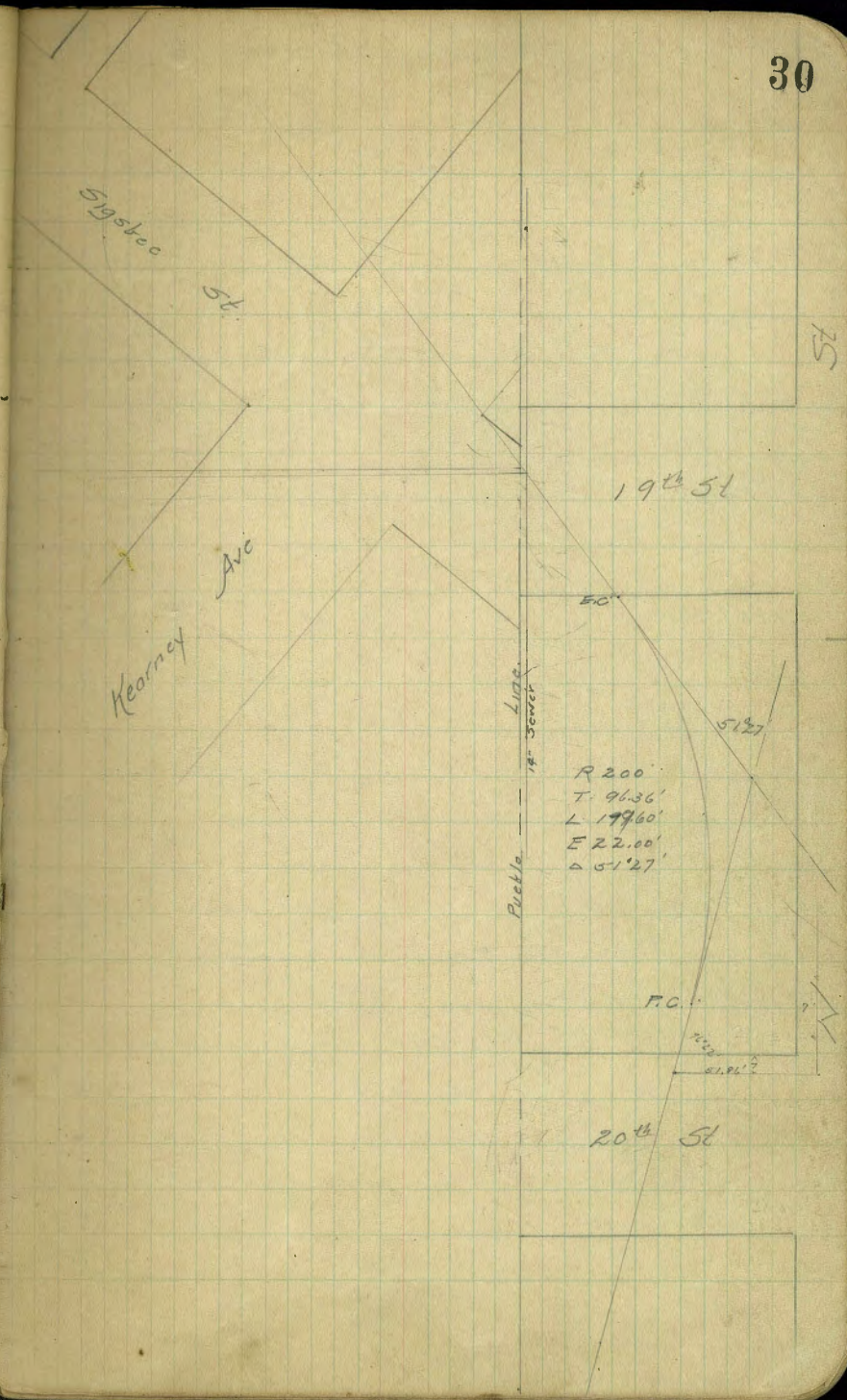


53+11.46
53+04.00

52+24.75

50+45.15

50+16.02



58+42.45

57+73.33

56+26.92

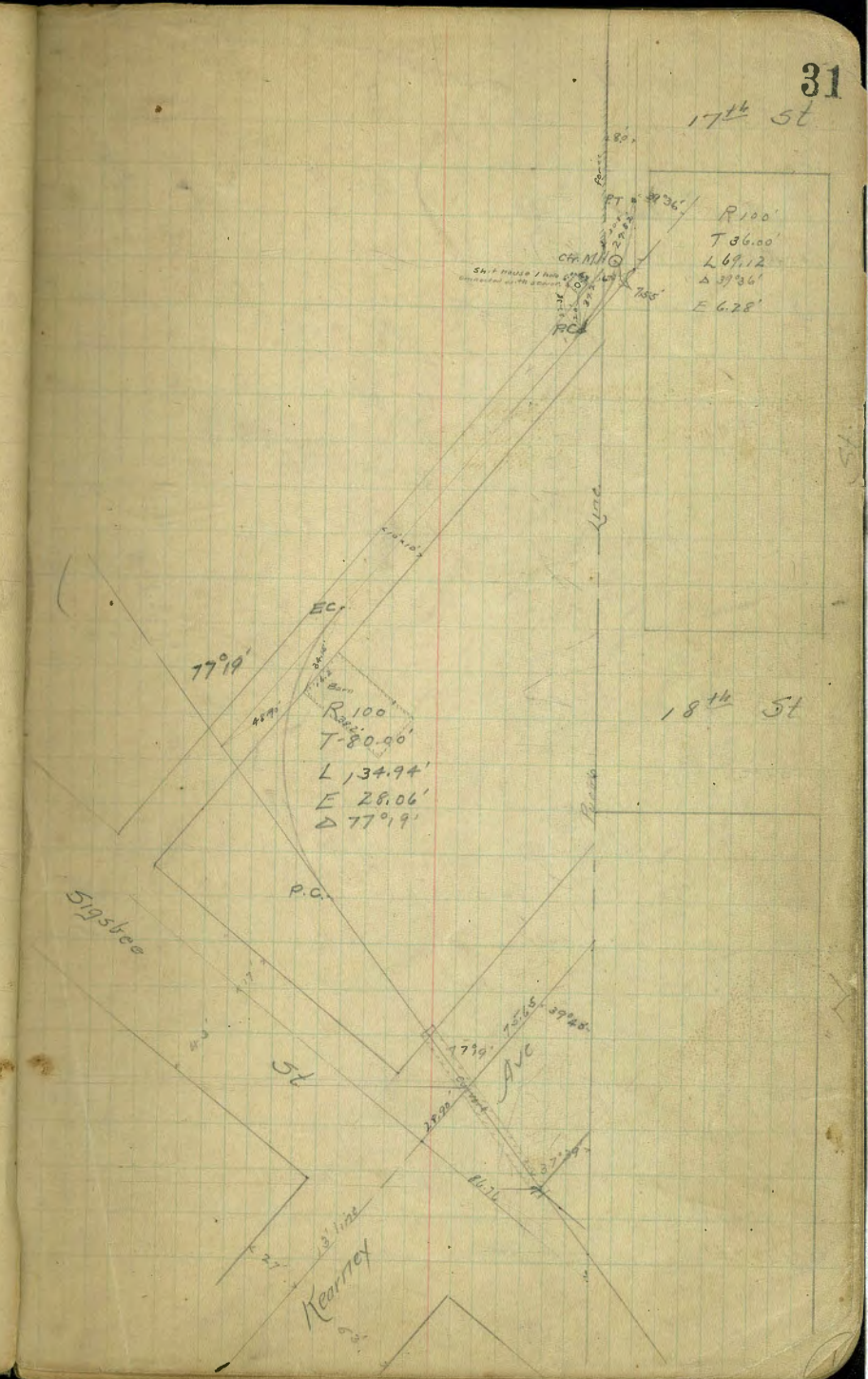
54+91.98

54+20.60 So. end culvert

53+90.45

53+36.13 - St. Cor.
53+34.00 No end culvert

53+11.46



64+83.57

64+87.00

64+88.22

63+55.24 E.C.

62+76.30 - P.C

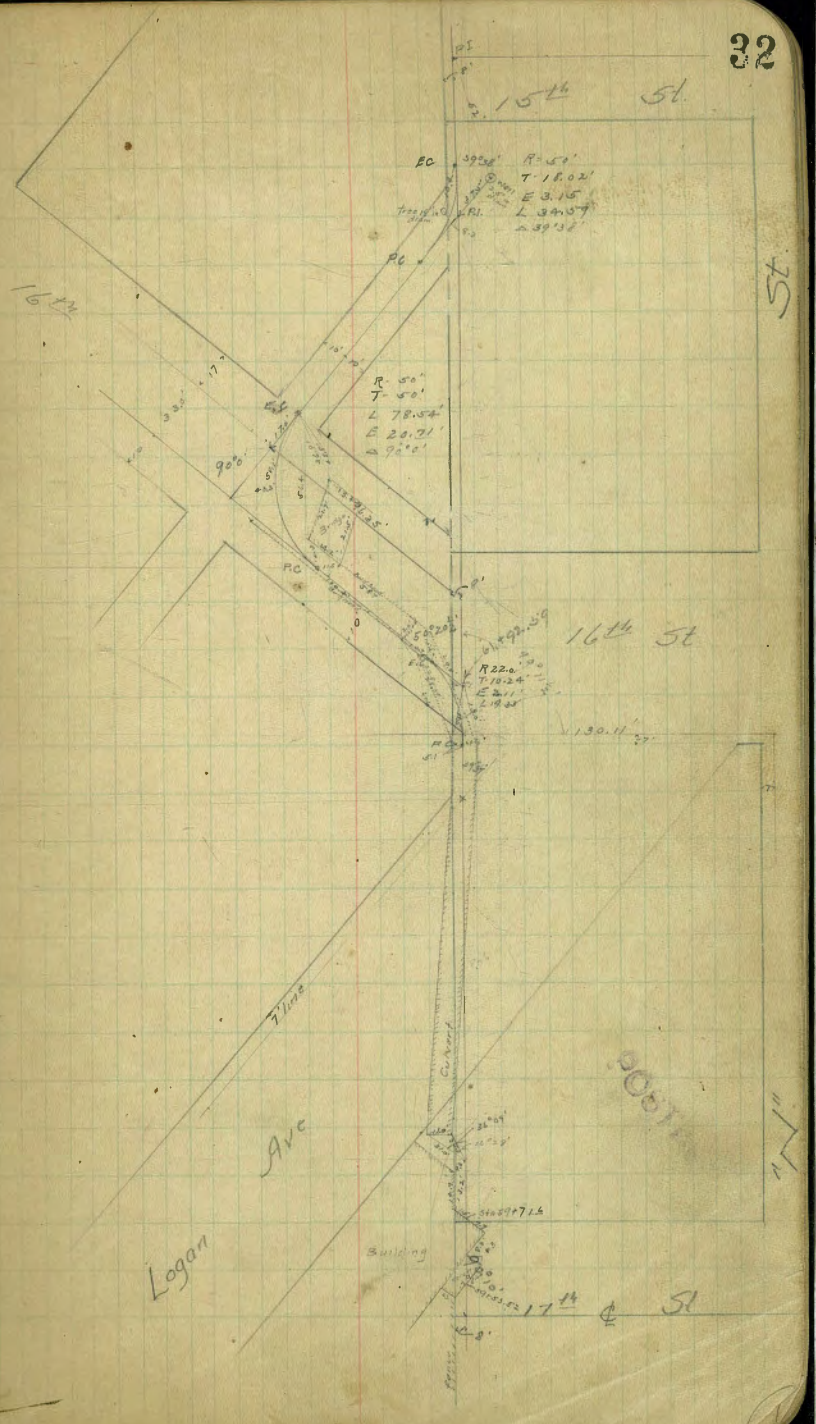
62+01.89 E.C

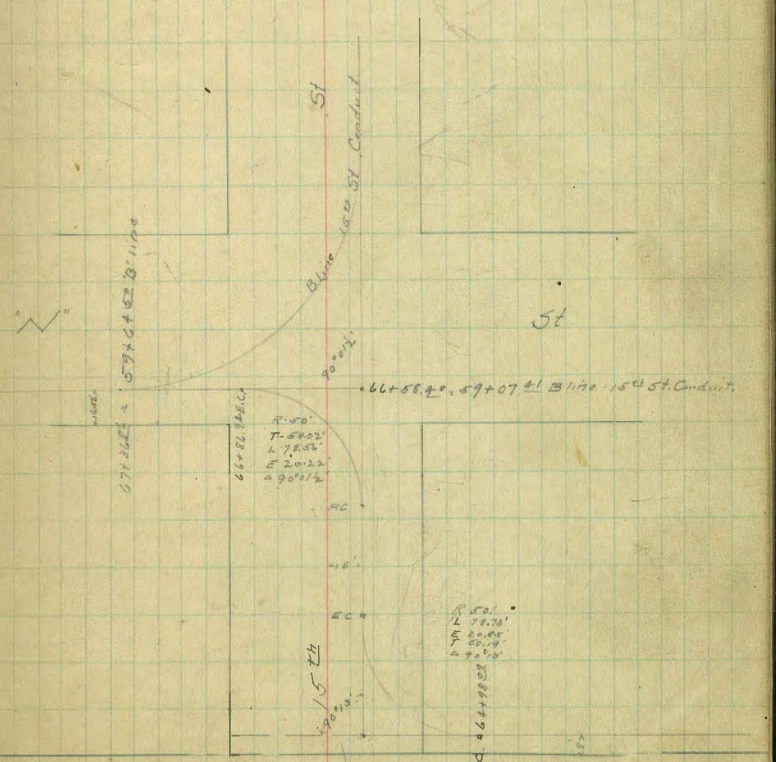
61+86.44
61+82.85 P.C.

61+54.34

59+88.32

59+38.52






66+08.25

65+27.82

10838
67.42
40.5-6

"5" Line leaves main line at Sta 61+92 ℄ and connects at Sta 64+67 on main line = 2+10 2± on "5" line

2+10 2± = PI of Curve = 64+67 main line

1+97 ES

1+96 ±

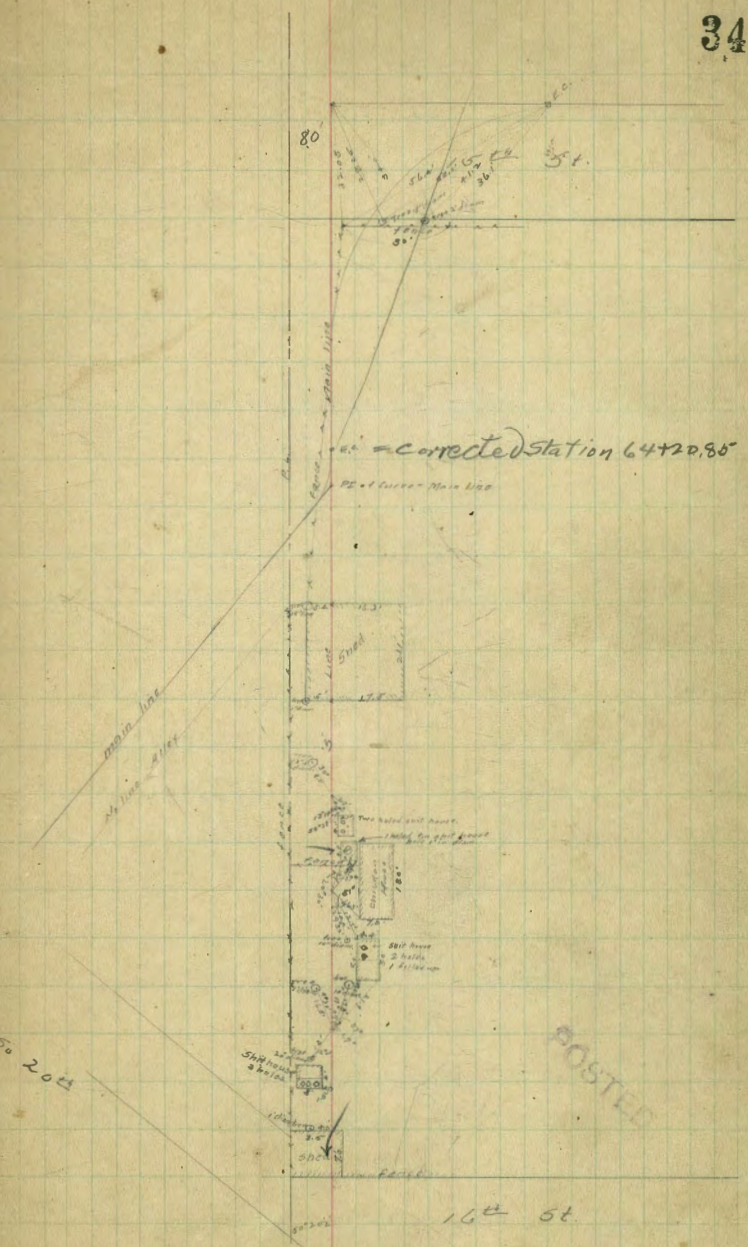
1+58

1+35 ES
1+33

1+00

0+46 ES

0+00 = 61+92 ℄ on main line = PI of 22° R. curve



| | + | H.I. | − | |
|---|---|---|---|---|
| | 2.01 | 62.55 | | 60.54-B.M. N.W. 16th & C |
| | 7.37 | 61.47 | 8.45 | 54.10 |
| | 3.79 | 61.92 | 3.34 | 58.13 ✓ |
| | 5.97 | 62.41 | 5.48 | 56.44 |
| 0+00 | taken along Park Line. | | | |
| 0+00 | taken at right angles to line of Conduit. | | | |
| 0+42 | | | | |
| 1+00 | | | | |
| +50 | | | | |
| 2 | | | | |
| +58.29 | PC | | | |
| +79 61 | CC | | | |
| 3+01 26 | PT | | | |
| TP | 5.06 | 61.50 | 5.97 | 56.44 |
| 3+36 | | | | |
| 4+00 | | | | |

1/7/08 { Davis, Donnan, Colvath



# Cross Sections for 16th St Conduit - "A" Line

Left: W. or No. C Right: E. or So.

77.6/52 62.6/51 58.8/37 60.4/15 60.3/0 59.8/21 61.3/80 ✓

84.4/45 78.0/35 66.5/20 61.0/14 60.3/0 60.3/19 61.7/43 60.3/50 59.9/73 61.0/80 62.8/82 ✓

75.8/40 70.0/30 62.9/24 61.5/18 60.9/6 59.9/0 ✓

78.8/36 69.9/26 59.7/15 58.2/7 58.6/0 59.0/7 60.2/17 60.3/56 ✓

77.9/36 75.4/32 69/24 59.0/17 57.4/7 57.6/3 58.4/0 58.6/6 60.6/13 62.4/24 63.0/64 ✓

73.9/37 62.8/24 58.2/16 56.6/11 56.6/4 57.2/0 59.4/21 61.9/22 62.0/45 ✓

71.1/26 60.5/18 59.4/14 56.8/9 56.0/5 56.5/0 58.1/32 58.6/40 60.5/46 61.0/65 ✓

70.7/25 67.6/18 59.2/12 58.4/9 56.4/6 55.6/3 56.2/0 57.7/37 59.0/45 60.5/47 61.9/65 ✓

70.2/29 61.9/18 56.6/8 56.4/0 56.7/20 57.4/27 56.1/42 57.6/51 60.0/53 60.5/70 ✓

→ 71.6/82 64.7/47 60.5/21 58.4/19 56.9/12 56.2/0 56.3/6 56.8/11 56.0/27 56.0/51 57.5/73 58.6/77 61.1/79 61.5/100 ✓

61.0/100 60.8/47 59.4/26 56.5/16 56.2/0 56.1/14 55.3/29 56.0/56 58.9/81 60.4/91 ✓

| | | | | |
|---|---|---|---|---|
| | | H.I. | | |
| | | 61.50 | | |
| 4+70 | | | | |
| +75 | | | | |
| 5+00 | | | | |
| 6+00 | | | | |
| 7+00 | | | | |
| 7+94 25 P.C | | | | |
| T.P. | 7.06 | 62.95 | 5.61 | 55.89 |
| 8+83 55 = C.C | | | | |
| 9+72 85 = E.C. | | | | |
| +90 | | | | |
| 9+98 84 = No end bridge - Top | | | | |
| 10+10 | | | | |
| | 0.21 | 61.65 | 1.51 | 61.44 |
| 11+89 = Inside bottom of Sewer in "C" St | | | | |
| 12 | | | | |



"A" line

Left = W or No. C Right = E or So.

60.5/100 60.4/67 60.1/25 55.3/11 54.2/0 54.8/10 56.9/18 55.1/22 54.1/32 58.5/41 59.0/70 ✓

54.2/0 55.2/9 57.9/20 58.1/34 58.8/70 ✓

60.6/70 60.1/22 55.5/8 54.1/0 54.4/7 58.2/21 57.9/36 59.3/80 ✓

59.0/100 57.8/32 57.2/7 53.4/1 53.4/0 53.7/6 55.7/12 57.0/25 56.6/34 59.4/100 ✓

57.3/70 56.5/20 53.8/10 53.4/0 53.9/3 56.6/9 56.7/40 58.2/100 ✓

55.5/100 55.6/40 53.8/37 53.0/16 53.2/11 55.9/5 55.9/0 57.3/42 57.7/90 ✓

55.1/82 55.1/50 54.7/14 51.3/9 51.3/6 52.8/5 52.2/2 53.2/0 54.9/2 55.9/22 58.1/70 ✓

54.1/42 53.5/17 52.1/10 51.4/0 61.8/18 62.0/50 ✓

53.7/23 54.4/16 53.1/10 53.1/6 51.5/6 56.1/0 51.7/4 60.9/5 ✓

60.3 ✓

59.8 - Top

54.0/50 54.0/5 59.8/4.5 51.2/4.5 51.4/0 51.9/12 59.8/13 60/50 ✓

50.00
57.2 - Top bridge

56.5/50 57.1/8 51.0/7 50.7/0 50.5/10.2 57.2/11.0 58.0/39 51.8/54 51.6/87 ✓

"A" line

Left - W or No  C  Right - E or So

56.6 - Top bridge

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 56.5 / 53 | 56.6 / 8 | 49.7 / 7 | 49.7 / 0 | 49.7 / 10 | 56.7 / 11 | 57.5 / 30 | 50.8 / 45 | 51.1 / 77 | 54.0 / 87 |
| " " | | 47.2 / 7 | 47.5 / 8 | 47.2 / 10 | " | " | " | " | |
| 55.3 - Top | | | | | | | | | |
| 55.9 / 58 | 56.7 / 9 | 48.0 / 8 | 48.1 / 0 | 48.2 / 9 | 56.3 / 10 | 51.7 / 25 | 50.1 / 68 | 50.5 / 73 | |
| 54.4 - Top | | | | | | | | | |
| | | | 47.8 / 0 | 49.0 / 10 | 53.0 / 16 | 51.7 / 25 | 49.7 / 47 | 50.0 / 61 | 54.7 / 72 |
| 55.8 | | | | | | | | | |
| 55.5 / 50 | 56.0 / 17 | 47.1 / 7 | 47.6 / 0 | 47.8 / 2 | 46.8 / 7 | 50.3 / 11 | 50.2 / 24 | 50.6 / 44 | 53.6 / 64 |
| 55.4 / 70 | 55.4 / 45 | 52.1 / 31 | 49.2 / 16 | 47.8 / 14 | 46.9 / 10 | 46.9 / 0 | 49.3 / 8 | 50.2 / 20 | 54.6 / 30 | 59.8 / 45 |
| 55.3 / 100 | 55.3 / 52 | 49.5 / 37 | 49.4 / 18 | 47.8 / 14 | 46.4 / 13 | 47.0 / 0 | 48.8 / 6 | 52.6 / 40 | 60.7 / 52 | |
| 55.0 / 61 | 51.6 / 51 | 51.6 / 35 | 49.3 / 29 | 48.9 / 21 | 46.6 / 15 | 46.1 / 8 | 47.0 / 0 | 49.3 / 31 | 49.9 / 22 | 51.8 / 51 |
| 54.4 / 70 | 51.3 / 46 | 50.5 / 29 | 48.6 / 24 | 48.1 / 20 | 46.1 / 12 | 46.0 / 0 | 47.4 / 12 | 48.6 / 34 | 50.4 / 66 | |
| | 50.2 / 66 | 48.7 / 47 | 47.5 / 15 | 45.4 / 9 | 46.7 / 0 | 46.1 / 17 | 50.3 / 56 | | |
| | | | | | 44.83 | | | | |
| 53.6 / 50 | 53.6 / 29 | 50.6 / 16 | 45.2 / 15 | 45.8 / 0 | 44.4 / 10 | 44.8 / 14 | 47.8 / 20 | 49.2 / 41 | 48.7 / 47 |

POSTED

12+19

+20

+54

+63

12+82.2 - End bridge Top

13+05

T.P  2.52  52.60  11.57  50.08

T.P  4.02  54.10  2.52  50.08

13+60

+82

14

16+07 - P.C

+54.13 - C.C

+60.98 - Top 6" sewer pipe in 17th St

6.75  52.59  8.24  45.84

16+01.25 P.T.

16+3.52 P.C. same as 16+01.25

H.I.
61.65

H.I

52.59

16+44 24 = CC

+64 75 = Top 4" C.I Sewer pipe

16+84 97 = PT

17+80

18

+20

+42

+54 17 end bridge

+58

+89 27 = bottom 4" C.I water pipe

19

+10 42 bottom 2" W.I pipe

| | | | | |
|---|---|---|---|---|
| | 2.71 | 45.54 | 9.76 | 42.83 |

+43 17 = 4" Kalamien pipe bottom

| | | | | |
|---|---|---|---|---|
| T.P | 10.08 | 52.91 | 2.71 | 42.83 |
| T.P | 9.83 | 60.76 | 1.98 | 50.93 |
| | C or HI = | 60.78 | 4.89 | 55.87 ✓ 55.89 BM |



"A" line

Left = W. or No. Right E or So.

53.0/100 51.8/60 48.2/52 47.8/40 46.0/23 44.9/0 44.2/13 47.0/16 48.9/23 49.0/80 ✓

46.14

51.5/9 75 47.9/70 47.8/52 46.8/31 46.62 pipe 44.9/0 43.9/24 47.8/30 48.4/61 50.9/75 ✓

47.2/50 45.5/16 44.6/0 43.8/3 43.0/18 43.7/29 52.6/40 59.6/52 ✓

43.7/0 43.0/5 43.4/24 48.2/34 57.7/34 58.7/40 ✓

58/70 56.7/58 48.7/57 44.2/18 45.2/11 42.7/0 ✓

56/30 55.6/20 45.6/20 43.3/13 42.8/0 43.0/8 46.0/14 55.5/14 57.0/30 ✓

55.73 ✓

42.3/0 43.6/4.5 55.4/5 55.4/20 ✓

52.22 ✓

55.7 Tip

56.1/50 55.7/22 41.9/21 43.2/0 43.2/3.7 55.9/5 56.2/50 ✓

52.67 ✓

51.68 ✓

POSTED

"A" line

Left W. or No. Right E or So

19 +58.51 No rail } St. Ry. "D" St.
+70.11 So " }

1.79 57.68 55.89 B.M.S.W.

+83.7 6" Kalamein pipe bottom

20

+18.46 P.C.

+45

+46

+50

+57.36 end of bridge Top

+83

21

+50

22

+50

55.27

55.25

51.50
55.7 Top

57.3 / 64 — 56.0 / 23 — 43.5 / 22 — 55.9 / 19 (Norail) — 41.0 / 16 (Sorail) — 55.9 / 14 — 40.2 / 0 — 40.7 / 3 — 55.8 / 4 — 55.9 / 23 — 48.0 / 36 — 45.6 / 50 — 44.7 / 75

56.1 Top

56.2 / 73 (No rail) — 56.0 / 28 — 55.9 / 24 — 55.9 / 23 (So rail) — 43.0 / 23 — 40.8 / 17 — 40.3 / 0 — 40.6 / 3 — 56.2 / 4 — 55.9 / 14 — 48.6 / 27 — 45.5 / 40 — 44.1 / 61

55.9 Top

39.6 / 0 — 39.8 / 3 — 55.9 B.M. / 3.5 — 53.5 / 4 — 47.4 / 11 — 44.7 / 33 — 44.4 / 68

39.6 / 0 — 39.7 / 3 — 42.7 / 4 — 47 / 15 — 44.5 / 35

56.2 / 50 — 56.1 / 25 — 42.2 / 24 — 39.5 / 0 — 40.3 / 3 — 42.8 / 5 — 45.5 / 19 — 44.2 / 55

55.7

57 / 50 — 56.4 / 33 — 55.9 / 31 — 43.1 / 30 — 40.8 / 9 — 39.7 / 8 — 38.9 / 0

56.0 / 70 — 56.1 / 47 — 50.5 / 33 — 44.1 / 27 — 41.6 / 21 — 40.7 / 7 — 39.2 / 6 — 39.1 / 0 — 39.3 / 3 — 40.5 / 4 — 42.3 / 27

56.5 / 75 — 55.9 / 55 — 44.8 / 32 — 39.9 / 17 — 40.5 / 2 — 38.9 / 0 — 40.7 / 17 — 41.5 / 31 — 42.9 / 38 — 43.1 / 70

56.1 / 75 — 55.5 / 49 — 44.3 / 33 — 38.4 / 17 — 40.6 / 0 — 38.8 / 7 — 39.3 / 22 — 42.8 / 30 — 42.6 / 70

54.5 / 65 — 52.7 / 41 — 42.3 / 23 — 38.2 / 13 — 39.8 / 2 — 39.9 / 0 — 39.8 / 7 — 38.6 / 9 — 38.3 / 21 — 42.2 / 30 — 42.0 / 70

"A" line

57.68

2.3

+36.11 = P.T.

| | | | | |
|---|---|---|---|---|
| TP | 1.36 | 47.23 | 11.81 | 45.87 |
| TR | 4.22 | 45.12 | 6.33 | 40.90 |
| TP | 6.20 | 47.10 | 4.22 | 40.90 |
| 24 | 1.37 | 47.55 | 0.92 | 46.18 |

+32

+42

25

+68. Top 4"C.I Sewer lateral 12' E. of ℄ Conduit Top. 33.52 – 17' E. 33.89

26

+57.90 = P.C

+78.99 = C.C.,

27+00.08

+16

+43

Left = W or N. Right = S. or E

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 49.2 / 50 | 48.9 / 34 | 41.3 / 22 | 38.6 / 15 | 38.5 / 6 | 39.1 / 0 | 37.8 / 3 | 38.0 / 14 | 40.3 / 25 | 41.2 / 70 | ✓ |
| 45.7 / 50 | 46.7 / 30 | 40.0 / 18 | 37.9 / 7 | 38.3 / 0 | 37.9 / 15 | 39.4 / 28 | 39.5 / 53 | 40.6 / 61 | 41.1 / 70 | ✓ |
| 41.5 / 60 | 42.1 / 45 | 41.5 / 29 | 37.5 / 5 | 36.8 / 0 | 37.3 / 7 | 37.0 / 22 | 38.5 / 31 | 38.8 / 48 | 41.3 / 63 | 41.1 / 50 | ✓ |
| 39.8 / 60 | 39.3 / 40 | 38.5 / 20 | 36.4 / 0 | 36.3 / 20 | 38.3 / 37 | 40.7 / 65 | | | | ✓ |
| 47.0 / 60 | 46.8 / 40 | 45.9 / 26 | 38.4 / 8 | 37.1 / 0 | | | | | | ✓ |
| 46.3 / 45 | 46.0 / 19 | 36.4 / 0 | 35.0 / 4 | 34.8 / 11 | 36.3 / 16 | 37.4 / 26 | | | | ✓ |
| 43.7 / 52 | 43.6 / 18 | 37.9 / 6 | 36.5 / 0 | 35.3 / 4 | 34.8 / 10 | 33.7 / 13 | 34.2 / 25 | | | ✓ |
| 42.9 / 51 | 41.9 / 20 | 35.4 / 8 | 35.1 / 0 | 34.3 / 11 | 33.2 / 14 | 33.2 / 24 | 34.7 / 29 | | | ✓ |
| 42.9 / 56 | 42.0 / 35 | 34.4 / 13 | 34.4 / 0 | 33.9 / 10 | 33.0 / 14 | 32.6 / 23 | 34.0 / 25 | 34.7 / 28 | | ✓ |
| 43.2 / 53 | 42.0 / 35 | 34.4 / 20 | 34.2 / 0 | 33.8 / 4 | 33.0 / 8 | 33.1 / 21 | 34.6 / 26 | | | ✓ |
| 43.3 / 52 | 41.4 / 33 | 36.6 / 325 | 38.5 / 22 | 33.4 / 0 | 32.7 / 2 | 33.1 / 17 | 35.8 / 26 | 38.5 / 29 | | ✓ |
| 37.8 / 0 | 33.5 / 15 | 38.2 / 23 | 40.2 / 31 | | | | | | | ✓ |

| | | | | | |
|---|---|---|---|---|---|
| TP | 1.47 | 38.75 | 10.27 | 37.28 | |
| 27+75.48 | | | | | |
| 28 | | | | | |
| +05.2 3" W.I. pipe. | | | | | |
| + 18.01 No rail So. Park Ry | | | | 42.75 | |
| 22.83 So " | | | | 42.73 | |
| +25.3 2" W.I. pipe | | | | | |
| TP | 6.54 | 43.82 | 1.47 | 37.28 | |
| | Cr Hl. | 43.80 | 0.95 | 42.87 | 42.85 |
| +50 | | | | | |
| +55.65 So end bridge | | | | | |
| +60 | | | | | |
| +74 | | | | | |
| TP | 3.64 | 39.50 | 7.94 | 35.86 | |
| +83 | | | | | |
| 29 | | | | | |
| +40 | | | | | |
| 30 | | | | | |
| TP | 5.68 | 38.99 | 6.19 | 33.31 | |

"A" line

Left = W or No  Right = E or So

42.8 = Top bridge

43.4/47 42.8/24 31.8/23 31.1/21 31.6/10 33.2/0 34.9/6 42.9/7 43.1/32 ✓

42.6 Top bridge

42.7/45 42.7/22 30.8/21.5 32.3/7 33.3/6 33.6/0 34.4/9 42.7/9 43.0/30 ✓

41.33 ✓

38.84 ✓

42.7 Top bridge

31.5/1 32.3/0 34.9/13 42.7/14 42.9/43 ✓

42.9 Top bridge

43.0/27 42.9/17 30.9/16 32.2/0 42.0/27 42.1/43 ✓

43.0/27 30.8/16 30.8/9 31.4/1 32.8/0 ✓

42.5/54 39.2/43 36.1/26 31.0/15 30.6/4 31.6/0 37.1/11 39.0/25 41.1/33 41.0/44 ✓

41.2/53 35.3/38 32.8/22 30.9/15 30.8/4 32.0/0 ✓

38.4/46 33.9/36 31.2/20 30.7/4 31.8/0 36.4/10 38.0/24 38.8/29 39.6/46 ✓

34.1/34 32.1/20 30.5/16 30.7/2 31.5/0 36.4/14 37.0/24 39.0/34 39.3/48 ✓

31.1/27 29.7/9 29.8/0 30.8/7 33.6/12 34.0/18 38.1/29 39.4/52 ✓

POSTED

N1.
38.99

31+29

+48

31

+38

+55

+56.75 N. end bridge top.

+58

32

+07.4' = 4" CI. water pipe - bottom.

+35

+37 25. S. end bridge top.

+37.92 - P.C.

T.P. 0.64 31.59 8.04 30.95



"A" line

Left Wor No. Right Eor S.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 307 / 24 | 31.1 / 19 | 29.4 / 12 | 29.4 / 0 | 29.4 / 7 | 31.1 / 9 | 32.4 / 22 | 35.0 / 34 | 38.7 / 53 |
| 31.1 / 23 | 30.4 / 13 | 29.4 / 9 | 28.8 / 0 | 31.2 / 11 | 32.3 / 19 | 37.7 / 29 | 38.5 / 54 | |
| | 30.3 / 18 | 28.9 / 0 | 29.3 / 10 | 31.6 / 21 | 36.6 / 31 | 37.4 / 61 | | |
| 30.6 / 14 | 30.7 / 31.7 / 4 | 28.7 / 0 | 30.1 / 2 | 31.4 / 24 | 34 / 29 | 36.4 / 29 | 36.0 / 65 | |
| 30.4 / 13 | 29.2 / 9 | 29.3 / 3 | 28.1 / 0 | 28.9 / 4 | 38.1 / 19 | 35.3 / 19 | 35.8 / 66 | |

? = 3 / 25.27

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 35.0 / 25 | 35.4 / 12 | 29.7 / 12 | 28.0 / 0 | | | | |
| | | | 34.3 Top bridge | | | | |
| 35.0 / 31 | 24.5 / 8 | 28.4 / 7.6 | 25.0 / 0 | 28.6 / 21 | 34.3 / 21 | 34.9 / 70 | |
| | | | 31.6 | | | | |
| 34.8 / 20 | 34.2 / 5 | 28.2 / 5 | 27.7 / 0 | 27.0 / 12 | 29.5 / 25.5 | 34.2 bridge / 25.5 | 32.5 / 25.5 | 32.2 / 44 |
| | | | 34.1 | | | | |
| 34.5 / 20 | 34.2 / 5 | 28.5 / 5 | 27.7 / 0 | 27.0 / 14 | 29.5 / 24 | 31.7 / 24 | 32.1 / 35 | 34.1 / 48 |

| | | | | |
|---|---|---|---|---|
| | | H.I. 31.59 | | |
| 32+56 | | | | |
| +91.59 - C.C. | | | | |
| 33+45.26 - P.T. | | | | |
| 33+92.11 - P.C. | | | | |
| TP | 3.53 | 28.70 | 6.42 | 25.17 |
| 34+36.44 - C.C. | | | | |
| +56 | | | | |
| +59 | | | | |
| +80.77 - P.T. | | | | |
| +85 | | | | |
| +87 | | | | |
| 35 | | | | |
| +15 | | | | |
| +52 | | | | |



"A" 1120

Left W or No. Right E or So

34.5/46 31.2/33 29.4/13 27.4/0 26.8/5 27.6/17 30.0/22 30.5/50 ✓

28.8/40 28.3/10 27.1/0 27.0/16 27.8/22 29.8/26 29.9/50 ✓

28.8/40 28.6/19 27.5/14 26.1/0 25.6/17 26.5/20 28.6/20 29.1/40 ✓

28.7/50 29.2/22 27.3/14 25.4/0 25.6/14 27.1/18 27.8/40 ✓

28.8/35 28.2/26 24.8/16 24.9/0 27.5/19 29.5/19 30.5/40 ✓

27.8/40 27.2/28 25.2/11 23.4/11 25.2/0 26.5/14 29.5/15 29.5/50 ✓

28.5/40 28.9/26 28.8/11 23.5/11 23.8/6 25.2/0 ✓

29.2/35 29.2/20 27.6/20 27.8/9 24.5/8 24.0/4 24.1/6 25.0/9 26.5/10 27.2/14 29.7/14 29.7/40 ✓

29.5/35 29.2/20 27.5/9 24.7/8 24.2/0 ✓

29.3/35 29.1/19 26.1/19 24.2/0 ✓

29.2/35 29.2/18 25.2/18 25.1/10 24.3/6 24.2/0 23.5/8 26.9/16 27.4/17 28.2/17 28.4/30 ✓

29.1/35 28.7/19 25/17 24.6/6 23.8/0 23.5/11 27.1/20 28.2/20 28.1/30 ✓

29.2/30 29.2/15 24.7/15 24.6/11 23.2/8 23.1/0 23.4/5 27.4/5 26.4/30 ✓

N.1.
28.70

+78

+86.47 = No end Concrete arch – X section taken along face of wall

+86.47

36

T.P 7.33 28.47 7.56 21.14

+88.73 = S. end Arch X section taken along face of arch

+98.27 P.C.

37+25.32

+51.86

38

+20

+28

+39

+42



"A" line

Left: W or N. Right: E or S.

30.4/20 29.6/13 24.0/13 23.1/9 23.0/0 23.0/5 23.3/10 27.1/10 27.1/23 ✓

31.49 = Top arch inside

31.1/17 29.4/12 23.1/9 23.0/0 22.9/9 27.1/9 27.1/30 ✓

" " 22.0/9 22.0/0 22.0/9 " " ✓

22.5/9 22.4/0 22.2/9 ✓

31.76 = Top arch inside

31.7/47 30.5/35 27.3/31 26.5/21 21.5/9 21.6/0 21.9/9 26.8/15 32.3/24 31.3/40 ✓

27.3/29 25.5/21 22.7/15 21.1/5 21.7/0 21.8/8 23.3/9 25.8/24 25.7/46 ✓

27.1/39 25.0/33 23.2/12 20.9/8 20.4/0 21.1/4 23.4/8 23.8/14 24.9/20 25.0/40 ✓

24.2/31 23.0/20 22.8/4 21.2/3 20.5/0 20.5/9 23.5/14 25.0/27 24.5/50 ✓

26.2/24 22.4/12 21.1/0 19.5/4 19.3/15 23.7/21 24.6/50 ✓

27.1/22 25.9/14 24.3/6 21.4/6 21.1/0 19.0/7 19.3/16 23.4/28 23.8/50 ✓

28.1/33 27.3/21 24.3/4 22.3/0 20.2/8 18.9/9 18.2/16 21.3/20 24.1/35 24.9/50 ✓

28.3/34 24.3/0 23.7/6 20.1/6 18.5/18 23.3/18 24.7/26 26.0/50 ✓

27.8/33 24.5/4 23.5/4 22.6/0 18.7/10 18.5/18 23.1/18 25.1/26 26.2/50 ✓

POSTED

H.I.
28.47

+55

TP 9.60 31.12 6.95 21.52

+91

39

+76

+91

+94.6 = No end bridge X sect taken along end of Bridge

40

+22

+75 X sect taken parallel with line of I. St △ 72%

+79.24 = So end bridge X sect. taken along end of bridge

Cor H.I. 31.14 5.66 25.48 Bm

T.P. 1.18 20.47 11.85 19.29

TP 3.59 22.88 1.18 19.29

41

+17.31 = P.C

+69.67 C.C

42+22.03 = PT



"A" line

Left Wor No. Right E or So.

27.8/33 24.2/6 21.0/6 20.4/0 18.5/10 17.3/17 24.3/17 26.1/50 ✓

26.8/35 24.5/12 22.1/12 20.3/0 19.9/1 18.5/2 17.6/7 18.2/16 = Cor Laundry ✓

26.8/35 25.2/25 23.3/24 21.3/6 20.1/0 19.4/2 18.0/3 17.6/8 19.1/18 ✓

28.6/41 27.2/30 23.1/15 20.1/6 18.4/0 16.8/2 16.8/11 19.4/18 21.2/30 22.3/42 ✓

29/39 28.0/14 24.8/12 21.6/2 17.5/0 ✓

29.3/35 28.5/10 26.5/6 24.3/5 23.5/0 21.8/2 16.5/3 16.0/15 20.3/32 26.9/32 = Top bridge 26.7/45 ✓

29.0/35 28.2/0 27.9/1 16.7/3 16.8/14 19.2/15 19.5/29 27.0/30 26.1/50 ✓

29.0/28 27.9/0 17.2/1 16.5/14 18.7/15 19.3/27 27.5/28 26.8/50 ✓

30.8/50 29.9/25 28.9/4 18.5/3 17.3/0 ✓

28.3/50 27.5/25 26.1/4 18.7/3 18.0/0 16.3/2 16.0/11 19.1/27 27.4/28 26.7/50 ✓

31.9/66 21.6/24 20.2/11 17.5/0 15.6/6 15.8/13 17.0/19 18.5/20 23.6/32 24.2/56 ✓

23.8/68 21.3/52 17.0/46 16.4/14 18.4/10 18.1/7 16.3/0 16.0/14 18.6/17 22.6/27 24.6/36 24.8/60 ✓

22.4/72 17.7/61 16.5/36 17.3/26 15.9/16 15.7/0 15.9/3 17.4/7 19.5/16 21.8/24 21.6/50 ✓

32.1/70 16.8/38 15.7/19 16.6/16 15.3/11 15.2/0 15.9/10 15.4/24 16.4/39 18.8/40 20.4/61 ✓

| | | | | |
|---|---|---|---|---|
| | | 14 | | |
| | | 22.88 | | |
| 42+65 89 P.C. | | | | |
| 43+49 71 CC | | | | |
| | 5.53 | 24.82 | 3.59 | 19.29 |
| 44+20 | | | | |
| +32 No end bridge | | | | |
| +37 | | | | |
| +82 4" CI water pipe – bottom 10' E of ℄ conduit | | | | |
| 45 | | | | |
| +12 So end bridge | | | | |
| T.P. | 0.86 | 21.58 | 4.10 | 20.72 |
| +13 | | | | |
| +19 | | | | |
| 46 | | | | |
| +39 | | | | |
| 47 | | | | |
| +96 | | | | |

"A" line

Left: W or No  Right: So or E

| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 33.4 | 25.8 | 18.5 | 16.6 | 15.6 | 15.1 | 15.3 | 16.3 | 18.3 | 21.1 | | | | | | | | | | | | |
| | | 60 | 35 | 17 | 15 | 0 | 10 | 50 | 68 | 70 | 100 | | | | | | | | | | | | |
| 30.0 | 29.5 | 23.7 | 20.4 | 19.0 | 16.4 | 14.8 | 13.5 | 15.8 | 14.6 | 13.6 | 14.6 | 21.9 | | | | | | | | | | | |
| 59 | 37 | 30 | 22 | 13 | 13 | 0 | 8 | 38 | 40 | 50 | 62 | 100 | | | | | | | | | | | |
| 24.7 | 23.7 | 16.0 | 15.8 | 15.3 | 14.2 | 12.4 | 12.4 | 14.1 | 14.0 | 12.3 | 15.3 | 17.8 | 19.3 | 21.4 | | | | | | | | | |
| 43 | 35 | 22 | 6 | 0 | 3 | 3 | 10 | 16 | 29 | 42 | 47 | 56 | 72 | 85 | | | | | | | | | |
| 23.5 | 22.7 | 19.5 | 16.1 | 12.2 | 13.3 | 12.5 | 21.7 Bridge Top | 21.4 | | | | | | | | | | | | | | | |
| 40 | 12 | 0 | 6 | 6 | 19 | 33.5 | 35 | 70 | | | | | | | | | | | | | | | |
| 22.4 | | | | | | | | | | | | | | | | | | | | | | | |
| 0 | | | | | | | | | | | | | | | | | | | | | | | |
| 18.15 | | | | | | | | | | | | | | | | | | | | | | | |
| 21.9 | 21.4 | 21.2 | 21.3 | 12.5 | 12.1 | 12.5 | 21.2 | 20.1 | 20.0 | | | | | | | | | | | | | | |
| 40 | 20 | 0 | 4 | 50 | 18 | 37.0 | 35 | 40 | 60 | | | | | | | | | | | | | | |
| 22.1 | 20.9 | 19.2 | 19.8 | 21.3 | 12.5 | 11.8 | 12.3 | 14.1 | 20.9 | 20.3 | 20.2 | | | | | | | | | | | | |
| 44 | 31 | 9 | 0 | 4 | 55 | 18 | 31 | 33 | 34.5 | 41 | 60 | | | | | | | | | | | | |
| 18.5 | 17.8 | | | | | | | | | | | | | | | | | | | | | | |
| 41 | 60 | | | | | | | | | | | | | | | | | | | | | | |
| 22.5 | 18.6 | 17.5 | 15.4 | 12.1 | 11.6 | 15.4 | 17.2 | 17.4 | | | | | | | | | | | | | | | |
| 45 | 38 | 8 | 0 | 9 | 26 | 40 | 40 | 55 | | | | | | | | | | | | | | | |
| 19.3 | 15.4 | 14.2 | 13.3 | 12.9 | 11.4 | 10.6 | 13.3 | 13.8 | | | | | | | | | | | | | | | |
| 45 | 35 | 3 | 0 | 7 | 10 | 25 | 30 | 40 | | | | | | | | | | | | | | | |
| 19.3 | 18.5 | 14.0 | 13.5 | 12.7 | 10.9 | 10.5 | 12.9 | 12.9 | | | | | | | | | | | | | | | |
| 40 | 32 | 17 | 7 | 0 | 8 | 24 | 30 | 40 | | | | | | | | | | | | | | | |
| 18.1 | 16.8 | 16.2 | 14.7 | 12.4 | 12.2 | 10.0 | 10.4 | 11.9 | 12.2 | | | | | | | | | | | | | | |
| 40 | 28 | 16 | 13 | 0 | 5 | 8 | 27 | 35 | 40 | | | | | | | | | | | | | | |
| 14.9 | 13.4 | 11.8 | 11.1 | 9.6 | 8.8 | 8.8 | 11.4 | 13.3 | 13.3 | | | | | | | | | | | | | | |
| 40 | 27 | 24 | 10 | 0 | 3 | 15 | 25 | 32 | 40 | | | | | | | | | | | | | | |

| | | | | | |
|---|---|---|---|---|---|
| | | 21.58 | | | |
| TP | 2.21 | 16.87 | 6.92 | 14.66 | |
| | | | 2.92 | 13.95 | ✓ 13.95 BM |

48+12.55 = No end bridge

+62.65 = 4" Kalamein pipe - bottom

+93.15 So " "

49 + 04

+38

50

| | | | | |
|---|---|---|---|---|
| TP | 5.45 | 12.67 | 9.65 | 7.22 |

51

52

+20

+32.79 = Ctr "L" St

+38.30

+43.10

+51



"A" line

Left = W or N. Right = E or S.

15.4 = Top bridge

14.5/40 14.3/28 14.4/17 10.9/15 9.7/5 9.7/0 8.6/2 8.3/12.5 14.6/14 15.1/20 14.2/40 ✓

12.14

14.9 = Top bridge

13.8/40 14.1/15 10.6/14 9.3/10 8.6/5 8.6/0 7.7/2 7.5/10 9.2/14 13.7/15 12.7/23 13.1/40 ✓

13.9/40 14.1/28 12.5/17 9.2/8 7.8/0 7.3/9 9.8/15 10.8/30 11.0/40 ✓

11.7/40 10.4/20 9.9/11 8.9/5 8.7/2 7.4/1 7.3/0 7.5/8 9.9/18 9.5/29 9.9/40 ✓

10.6/40 9.0/26 8.5/6 7.7/0 7.1/3 7.0/12 9.0/19 9.2/32 9.5/40 ✓

POSTED

13.0/40 8.3/24 7.9/9 6.6/0 6.5/11 8.6/24 8.7/40 ✓

6.7/40 5.9/22 6.0/12 7.5/0 7.8/18 8.2/40 ✓

6.6/40 5.7/28 6.3/0 6.4/20 6.9/40 ✓

7.7/50 7.3/40 5.9/31 5.9/8 6.7/0 8.3/16 8.5/40 ✓

10.5/60 10.45/46 Top rail 7.3/44 6.0/34 5.4/27 5.1/14 6.2/7 10.5/5 Top rail 10.53/0 = Top rail 10.62/40 = Top rail = 40 lb ✓

10.5/60 10.45/46 Top rail 7.3/44 6.0/34 5.4/27 5.1/14 6.2/7 10.5/5 Top rail 10.53/0 10.62/40 Top rail ✓

9.3/70 8.0/54 6.5/39 5.7/24 6.6/0 6.8/30 7.0/40 ✓

H.
12.67

53

54

T.P. 7.21 11.35 8.53 4.14

55+00 59 = P.C.

+34 62 = C.C.

+58 66 = P.T.

+77 X section taken parallel to "M" St 51°0'

+81 18 = No end bridge - X sect taken along end bridge △ 51°
56+18 94 = 2" W.I. Gaspipe - top
56+37 18 = No rail car track } "M" St.
+43 48 So " " "

+83 74 = So. end bridge X sect. taken along end bridge △ 51°

T.P. 6.76 8.92 9.19 2.16

+83 74 X sect. taken along end of bridge

57

+50

58

T.P. 4.25 6.96 6.21 2.71



"A" line

Left W Right E

9.1/40 8.2/28 4.3/16 5.5/0 6.2/27 7.8/33 8.3/40 ✓

7.8/66 6.1/40 4.9/19 4.4/0 4.2/7 6.3/28 6.7/40 ✓

5.3/53 4.8/30 3.2/22 3.5/0 5.9/14 6.4/40 ✓

4.7/54 4.1/25 2.8/23 3.1/19 3.2/0 5.3/12 6.1/34 6.2/47 ✓

5.6/70 4.1/19 2.0/16 2.2/0 7.0/18 6.6/55 ✓

4.7/66 4.2/40 3.8/12 1.6/0 ✓

6.9 = Top bridge

6.3/50 7.1/21 3.7/20 1.7/0 4.4/12 6.9/13 6.3/40 6.7/70. ✓

4.48
7.02 ✓

7.0' ✓

7.0 = Top bridge

5.0/53 5.1/35 7.0 2.3/22 2.3/0 1.7/22 2.3/30 7.1/32 6.9/57 ✓

5.0/53 5.0/35 4.9/3 2.3/2 2.3/0 1.7/22 2.3/30 6.0/35 6.9/57 ✓

4.9/17 4.4/2 3.6/0 1.9/5 1.5/23 3.6/34 5.5/36 5.5/50 5.5/64 ✓

4.5/50 3.3/15 2.1/6. 1.3/0 1.7/19 4.5/33 4.3/60 ✓

3.8/50 3.6/15 0.9/0 2.4/10 3.9/35 3.8/50 ✓

H1
6.96

58+50

59+11.70 = P.C.

+49.73 = CC

+79.27 = E.C.

60

T.P. 3.92 6.51 4.37 2.59

+69.41 = N. rail S.D.C.&E.

+74.20 So. " "

+84.83 = No. " C.B.L.

+89.60 = So. " " " "

61

62

+54.37 = N. rail N.C.&O.

+61.67 = Ctr " " "

+68.17 = So. rail N.C.&O.

T.P. 2.27 3.67 5.11 140

+83

"A" line

Left W Right E

2.9/80 2.5/50 1.2/17 0.9/0 2.0/21 2.3/45 2.7/70 ✓

2.8/50 2.3/27 -0.5/17 0.0/11 3.6/3 3.9/0 3.8/40 3.8/60 ✓

W rail N.C.&O.

0.8/60 0.4/50 2.8/38 3.3/30 3.0/17 1.3/11 -0.8/7 0.5/0 1.6/2 4.2/16 4.0/35 4.0/60 ✓

E rail N.C.&O.

-0.7/60 -0.9/37 2.6/30 3.4/17.5 2.6/12 -0.8/3 -0.8/0 -0.4/4 1.4/6 3.4/18 4.0/32 4.0/60 ✓

-0.5/50 0.2/35 2.9/30 3.4/17.5 3.0/12 -1.1/3 -0.6/0 -0.3/3 1.7/6 3.7/20 3.9/40 3.9/60 ✓

3.7 ✓

3.7 ✓

3.58 ✓

3.59 ✓

POSTED

0.0/55 0.1/36 3.4/27 3.5/17.5 2.9/13 0.8/3 -1.0/0 -1.7/5 -2.1/13 0.2/24 1.5/35 1.1/60 ✓

W rail N.C.&O. E rail N.C.&O.

1.1/62 -1.0/31 2.4/26 3.1/19 2.7/14 2.3/8 1.2/3 0.0/0 -2.3/4 -2.6/17 1.1/22 0.3/70 ✓

2.75

0.0/50 -0.8/17 2.4/10 2.7/0 2.2/9 -3.2/18 -2.6/26 0.5/28 -2.5/28 0.4/45 -3.0/45 -0.1/85 ✓

3.15

-0.4/55 -0.7/14 -0.3/8 2.5/0 3.1/7 Top rail 2.7/12 2.0/20 -3.3/29 -2.8/47 -1.9/54 -0.3/59 0.1/61 -0.3/100 -0.4/64 ✓

141
3.67

63

+29

+36

+70 47. P.C

+85. Top bulkhead

+85

+89

+92

64 +05 05. CC

+39 34. EC

65

66

67 +08

68

TP 1.99 2.35 3.31 0.36 Nail in bulkhead

69

A line

Left - W Right - E

-0.2 -0.7 -0.6 2.7 2.2 -3.4 -2.5 -6.6 -6.7 0.7 ✓
70 42 0 11 29 39 63 68 70 100

-0.6 0.2 2.5 1.8 -3.0 -3.4 -0.8 -0.6 -0.9 ✓
0 17 28 44 50 68 72 74 100

-0.2 0.2 2.3 2.3 -0.4 -3.0 -3.7 -0.9 -0.7 -0.8 -0.9 ✓
0 27 33 38 38 50 67 72 74 74 100

0.3 0.5 -0.3 1.4 Top bulkhead -2.7 -3.5 -1.1 1.4 Top bhd -1.5 -1.4 ✓
80 80 0 11 15 41 46 47 57 61

1.5 ✓
-0.2 ✓
-0.5 ✓
-2.5 ✓

Top bhd -1.4 -0.3 -2.9 -3.3 -3.3 -1.8 1.4 Top bhd ✓
9.5 9.5 4 0 17 23 23

Top bhd. 1.4 -0.5 -0.8 -3.3 -3.6 -3.2 -0.5 0.0 1.4 Top bhd ✓
14.7 14.7 12 10 0 9 12 14.7 14.7

bhd. 1.4 -0.8 -1.1 -4.0 -4.4 -4.1 -3.7 -0.9 -0.5 1.4 bhd ✓
14.7 14.7 13 10 0 2 9 13 14.7 14.7

bhd. 1.3 -0.8 -1.2 -4.1 -4.3 -3.9 -2.0 -1.5 1.3 bhd ✓
14.7 14.7 13 10 0 10 13 14.7 14.7

1.3 bhd. -4.3 13 bhd -4.3 -5.0 -4.4 1.3 bhd -4.4 1.3 bhd ✓
21 21 14.7 14.7 0 14.7 14.7 21 21

bhd -1.3 -4.6 -4.9 -4.7 1.3 bhd ✓
21 21 0 21 21

1.3 bhd -5.2 -5.6 -1.6 -5.7 -5.0 ✓
21 21 10 0 1 21

2.35

70

71

72

+13.33 No rail

+18.21 So. "

73

6.94 -4.59 Spk in So. pile 1st bent from W. end of bridge

A line

Left Right

top bulkhead

1.3/21 -5.2/21 -5.9/0 -6.8/21 1.3/21 bhd. ✓

1.4/21 bhd. -7.4/21 -6.4/8 -6.0/0 -6.3/21 1.3/21 bhd ✓

-7.2 ✓

1.90 ✓

1.91 ✓

-7.0 ✓

POSTED

Cross Section of 15th St. Conduit "B" line

26+57.90 "A" line = 26+57.90 "B" line

"B" line

Left West or No. Right So or E.

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0.79 | 43.63 | 42.845 BM plg N.W. 15th & F | | | | | | | | | | | | | | | |
| 26+57.90 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| 27 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| +12 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| +60 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| +74 | | | | | | | | | | | | | | | | | | |
| +74 | | | | | | | | | | | | | | | | | | |
| +75 No end bridge | | | | | | | | | | | | | | | | | | |
| 28+17.62 No rail | | | | | | | | | | | | | | | | | | |
| +22.32 So. } So Park & E. Side Ry | | | | | | | | | | | | | | | | | | |
| +55 - So end bridge | | | | | | | | | | | | | | | | | | |
| +55.50 | | | | | | | | | | | | | | | | | | |
| +62 | | | | | | | | | | | | | | | | | | |
| +77 | | | | | | | | | | | | | | | | | | |
| T.P. | 6.58 | 39.89 | 10.32 | 33.31 | | | | | | | | | | | | | | |
| 29 | | | | | | | | | | | | | | | | | | |
| +45 | | | | | | | | | | | | | | | | | | |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 42.9 / 51 | 41.9 / 20 | 35.4 / 8 | 35.1 / 0 | 34.3 / 11 | 33.2 / 14 | 33.2 / 24 | 34.7 / 28 | | | | | | | | | | |
| 43.1 / 55 | 42.0 / 35 | 36.4 / 24 | 34.2 / 19 | 34.0 / 0 | 33.6 / 3 | 32.9 / 6 | 32.9 / 19 | 34.5 / 25 | 37.6 / 26 | 38.6 / 35 | | | | | | | |
| 43.2 / 55 | 42.3 / 37 | 41.2 / 34 | 36.2 / 34 | 34.6 / 24 | 33.5 / 2 | 33.2 / 0 | | | | | | | | | | | |
| 43.4 / 55 | 42.9 / 36 | 41.5 / 31 | 33.1 / 31 | 31.3 / 26 | 31.2 / 11 | 31.9 / 3 | 33.3 / 2 | 33.8 / 0 | 36.9 / 3 | 40.0 / 12 | 41.0 / 26 | 41.3 / 40 | | | | | |
| | | | | | | | | | | | | | 36.0 | | | | |
| | | | | | | | | | | | | | 42.9 | | | | |
| 43.3 / 55 | 42.5 / 34 | 42.7 / 31 | 31.1 / 31 | 31.5 / 18 | 31.8 / 15 | 33.2 / 7 | 35.0 / 1 | 42.9 / 1 | 42.8 / 0 | 43.3 / 25 | | | | | | | |
| | | | | | | | | | | | | | 42.67 | | | | |
| | | | | | | | | | | | | | 42.66 | | | | |
| 43.1 / 55 | 42.7 / 31 | 31.1 / 31 | 30.9 / 23 | 31.1 / 17 | 32.2 / 14 | 35.0 / 1 | 42.2 / 1 | 42.1 / 0 | 42.4 / 12 | 42.8 / 31 | | | | | | | |
| | | | | | | | | | | | | | 37.8 | | | | |
| 42.4 / 67 | 38.7 / 45 | 39.6 / 36 | 34.2 / 36 | 31.8 / 33 | 30.7 / 23 | 31.1 / 17 | 33.0 / 15 | 37.6 / 0 | 41.9 / 13 | 42.0 / 31 | | | | | | | |
| 40.9 / 80 | 40.6 / 67 | 35.0 / 55 | 33.9 / 42 | 31.1 / 32 | 30.7 / 21 | 32.2 / 15 | 37.0 / 7 | 38.3 / 0 | 38.9 / 9 | 40.9 / 15 | 40.9 / 28 | 40.5 / 32 | | | | | |
| 33.3 / 65 | 32.4 / 43 | 31.1 / 38 | 30.7 / 32 | 33.6 / 14 | 38.3 / 10 | 37.7 / 0 | 38.1 / 6 | 39.2 / 13 | 39.7 / 26 | | | | | | | | |
| 32.9 / 55 | 32.1 / 43 | 30.5 / 39 | 30.9 / 24 | 35.7 / 14 | 37.1 / 0 | 38.9 / 10 | 39.4 / 25 | | | | | | | | | | |

POSTED

| Sta. | + | H.I. | − | Elev. | Left – W or No. | | | | | | | | | | | Right – So or E | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 39.89 | | | | | | | | | | | | | | | |
| +68 | | | | | 32.2/55 | 31.9/42 | 30.2/38 | 30.5/24 | 32.3/22 | 33.1/9 | 36.7/8 | 37.9/0 | 38.7/12 | 39.3/25 | | | ✓ |
| 30 | | | | | 30.9/55 | 29.9/38 | 29.9/25 | 31.1/20 | 33.5/11 | 38.3/0 | 38.6/12 | 39.6/25 | | | | | ✓ |
| 31 | | | | | 30.5/55 | 29.0/39 | 29.2/25 | 31.6/13 | 36.5/5 | 36.8/0 | 37.3/12 | 37.7/25 | | | | | ✓ |
| +39 | | | | | 20.9/55 | 29.6/50 | 28.3/40 | 28.8/30 | 30.8/16 | 33.9/10 | 35.1/10 | 35.8/0 | 36.1/11 | 36.1/25 | | | ✓ |
| +55 = N. end bridge | | | | | 35.3/55 | 35.3/52 | 29.6/52 | 28.3/44 | 28.8/37 | 28.6/26 | 29.1/21 | 34.9/21 | 35.4/0 | 35.5/11 | 35.9/25 | | ✓ |
| | 0.02 | 35.58 | 4.32 | 35.56✓ | 35.56 BM | | | | | | | | | | | | |
| 32+21 | | | | | 34.5/67 | 34.3/52 | 28.1/52 | 28.0/31 | 28.9/21 | 34.0/21 | 34.3/0 | 34.6/25 on ct. | | | | | ✓ |
| +35.5 = S. end bridge | | | | 34.0/62 | 34.0/52 | 28.0/52 | 27.2/43 | 27.0/31 | 28.5/29 | 29.8/21 | 32.4/21 | 32.4/5 | 33.0/0 | 34.6/11 on ct. | 34.9/26 | | ✓ |
| +45 | | | | | 29.8/63 | 27.4/50 | 26.8/39 | 28.5/29 | 30.6/25 | 31.8/15 | 31.2/0 | 32.4/25 | 35.4/30 | | | | ✓ |
| 33 | | | | | 27.4/68 | 26.6/50 | 27.5/42 | 29.9/37 | 30.1/0 | 30.4/21 | 33.3/38 | | | | | | ✓ |
| T.P. | 4.73 | 34.47 | 5.84 | 29.74 | | | | | | | | | | | | | |
| +25 | | | | | 25.9/62 | 27.1/55 | 30.5/55 | 29.6/50 | 29.7/15 | 29.7/0 | 30.0/25 | 33.1/39 | | | | | ✓ |
| 34 | | | | | 29.5/45 | 29.0/20 | 29.0/0 | 28.9/18 | 28.9/25 | | | | | | | | ✓ |
| 35 | | | | | 30.5/45 | 29.3/30 | 29.3/0 | 29.8/11 | 30.6/25 | | | | | | | | ✓ |
| +43.47 N.L. "H" St. | | | | | 40.3/55 | 40.0 ct/41 | 29.7/41 | 30.0/15 | 29.8/0 | 29.6/11 | 29.9 ct./11 | 30.1/25 | | | | | ✓ |

N.1
34.47

+84 32 - N. rail - N. track
+99 32 - S. " - S. " } S.D.E.Ry Co.

36+43 97 - S. line 'H' 54.

37

| | | | | |
|---|---|---|---|---|
| T.P. | 2.14 | 29.00 | 7.61 | 26.86 |

+87

38+05

39

40

+23 42 - S.L. 'I' 54.

+34

41

+73

+80

'B' line



Left: W. or N. Right: S. or E.

29.80

29.77

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 29.7 / 55 | 29.5 / 41 ck | 27.1 / 41 | 29.5 / 15 | 29.0 / 0 | 28.7 / 11 | 29.1 / 11 ck | 28.9 / 25 |
| | 26.2 / 55 | 26.9 / 23 | 27.6 / 0 | 27.7 / 9 | 28.4 / 25 | | |
| 24.9 / 55 | 25.3 / 40 | 26.1 / 17 | 26.9 / 0 | 26.7 / 11 | 27.2 / 25 | | |
| 27.3 / 55 | 27.5 / 43 | 26.6 / 38 | 26.9 / 20 | 27.2 / 0 | 26.7 / 11 | 27.3 / 11 ck | 27.5 / 26 |
| 26.0 / 55 | 25.6 / 40 | 25.8 / 15 | 26.7 / 0 | 25.6 / 11 | 26.0 / 11 ck | 26.3 / 25 | |
| 25.0 / 55 | 25.5 / 20 | 25.2 / 0 | 23.8 / 10 | 26.0 / 26 | | | |
| 25.7 / 55 | 26.0 / 41 ck | 24.0 / 41 | 24.4 / 20 | 24.7 / 0 | 25.0 / 11 ck | 26.2 / 25 | |
| 22.4 / 55 | 23.0 / 43 | 23.7 / 37 | 23.5 / 32 | 24.2 / 16 | 24.6 / 0 | 24.1 / 9 | 24.8 / 10 | 25.1 / 26 |
| | 21.4 / 55 | 21.4 / 35 | 21.2 / 17 | 21.8 / 0 | 22.4 / 6 | 22.7 / 12 | 24.2 / 25 |
| | | | | 20.8 / 0 | 21.0 / 8 | 23.1 / 13 | 23.6 / 25 |
| | | | | 20.7 / 0 | 20.6 / 9 | 21.2 / 17 | 21.5 / 25 |

| | | | | | |
|---|---|---|---|---|---|
| | | N.T. 29.00 | | | |
| 42 | | | | | |
| TP | 1.73 | 23.69 | 7.06 | 21.94 | 21.96 BM. |
| 43 | | | | | |
| +23 45 No line "J" St | | | | | |
| +26 | | | | | |
| 44 | | | | | |
| +46 | | | | | |
| 45 | | | | | |
| 46 | | | | | |
| 47 | | | | | |
| +18 | | | | | |
| +45 | | | | | |
| +69 | | | | | |
| +83 20 SL. "K" St. | | | | | |
| +90 | | | | | |

"B" line

Left: W or No — Right: So or E

| | | | | | | |
|---|---|---|---|---|---|---|
| | | 20.2 / 55 | 20.6 / 22 | 20.5 / 0 | 20.4 / 14 | 20.6 / 25 |
| | | 19.7 / 55 | 20.1 / 17 | 20.3 / 0 | 20.5 / 12 | 21.0 / 25 |
| | 20.3 / 55 | 20.4 / 43 | 21.2 / 23 | 21.5 / 0 | 21.7 / 12 | 21.9 / 25 |
| | 22.2 / 55 | 21.1 / 35 | 21.7 / 29 | 21.6 / 0 | 22.2 / 25 | |
| 21.2 / 55 | 21.1 / 41 | 20.4 / 41 | 20.5 / 20 | 20.8 / 0 | 21.2 / 25 | |
| | 18.0 / 55 | 18.1 / 36 | 19.6 / 23 | 20.5 / 0 | 21.7 / 25 | |
| 17.4 / 55 | 17.7 / 42 | 19.6 / 26 | 21.1 / 13 | 21.2 / 0 | 22.0 / 25 | |
| | 16.1 / 55 | 16.5 / 31 | 19.3 / 14 | 19.6 / 0 | 20.4 / 10 | 21.1 / 25 |
| 16.5 / 55 | 16.4 / 41 | 16.2 / 30 | 17.3 / 16 | 17.6 / 0 | 17.8 / 10 | 18.5 / 25 |
| | | 10.7 / 55 | 16.4 / 20 | 17.0 / 0 | 17.2 / 11 | 17.5 / 25 |
| | | | 16.7 / 55 | 17.8 / 0 | 18.5 / 25 | |
| | | | 15.9 / 55 | 17.0 / 0 | 17.7 / 25 | |
| | | 16.7 / 55 | 16.5 / 41 | 16.1 / 41 | 17.2 / 0 | 18.0 / 11 | 18.3 / 25 |
| | | 15.5 / 55 | 16.5 / 20 | 17.2 / 0 | 17.9 / 11 | 19.3 / 25 |

POSTED

| | | | | |
|---|---|---|---|---|
| | | 23.69 | | |
| TP | 2.75 | 20.30 | 6.14 | 17.55 |
| 48 | | | | |
| +85 | | | | |
| 49 + 20 | | | | |
| 50 | | | | |
| +80 | | | | |
| +85 | | | | |
| 51 | | | | |
| +10 | | | | |
| +45 | | | | |
| 52 | | | | |
| TP | 3.15 | 12.36 | 11.09 | 9.21 |
| 53 | | | | |
| 54 | | | | |

"B" line

Left W or N. Right E or N.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 15.3 / 55 | 15.9 / 40 | 16.9 / 16 | 18.1 / 0 | 18.7 / 11 | 20.0 / 25 | | ✓ |
| 14.3 / 55 | 14.4 / 43 | 15.5 / 26 | 16.9 / 0 | 17.9 / 25 | | | ✓ |
| 14.4 / 55 | 15.7 / 27 | 17.7 / 11 | 18.3 / 0 | 19.3 / 15 | 19.7 / 25 | | ✓ |
| 12.5 / 55 | 13.3 / 40 | 16.0 / 9 | 16.2 / 0 | 18.3 / 25 | | | ✓ |
| 12.3 / 55 | 13.5 / 40 | 13.9 / 20 | 15.2 / 0 | 15.8 / 11 | 17.1 / 25 | | ✓ |
| 14.1 / 55 | 14.3 / 30 | 14.0 / 17 | 14.8 / 0 | | | | ✓ |
| | 13.8 / 55 | 14.4 / 14.0 | 15.0 / 0 | 15.8 / 25 | | | ✓ |
| | 13.5 / 55 | 14.7 / 20 | 15.6 / 0 | 16.2 / 25 | | | ✓ |
| | 13.5 / 55 | 13.5 / 23 | 14.2 / 0 | 14.3 / 25 | | | ✓ |
| 10.2 / 55 | 9.7 / 53 | 9.3 / 40 | 10.9 / 17 | 11.2 / 0 | 11.9 / 21 | 12.7 / 25 | ✓ |
| 7.8 / 55 | 7.7 / 26 | 8.4 / 20 | 9.0 / 0 | 10.0 / 15 | 10.3 / 25 | | ✓ |
| | | 6.5 / 55 | 6.6 / 0 | 7.0 / 13 | 7.7 / 25 | | ✓ |

| | | | | |
|---|---|---|---|---|
| | | H.I. 12.36 | | |
| +60 | | | | |
| +66 | | | | |
| T.P. | 2.43 | 8.64 | 6.15 | 6.21 |
| 55 | | | | |
| +01.11 = No rail } S.D.E.RY | | | | |
| +05.1 = So " } | | | | |
| +28 | | | | |
| +44 | | | | |
| +51 | | | | |
| 56 | | | | |
| 57 | | | | |
| +47 | | | | |
| +58 | | | | |
| T.P | 4.85 | 11.09 | 2.40 | 6.24 |
| 58+07 47 P.C | | | | |

+52 54 = No rail siding SD C&E. sta. on tangent X sect at right angles to tan.

"B" line

Left = W or N. Right = So or E.

$\frac{6.3}{55}$ $\frac{6.7}{26}$ $\frac{7.1}{0}$ $\frac{7.4}{9}$ $\frac{8.2}{16}$ $\frac{8.7}{25}$ ✓

$\frac{8.3}{55}$ $\frac{7.7}{40}$ $\frac{8.5}{18}$ $\frac{7.7}{0}$ $\frac{7.3}{8}$ $\frac{8.5}{11}$ $\frac{8.7}{25}$ ✓

$\frac{8.1}{55}$ $\frac{8.1}{0}$ $\frac{8.2}{25}$ ✓

8.17 ✓

8.17 ✓

$\frac{7.2}{55}$ $\frac{7.1}{44}$ $\frac{7.9}{14}$ $\frac{7.4}{0}$ $\frac{6.8}{12}$ $\frac{7.2}{25}$ ✓

$\frac{8.1}{55}$ $\frac{7.8}{43}$ $\frac{7.2}{38}$ $\frac{7.5}{8}$ $\frac{6.5}{0}$ $\frac{6.2}{7}$ $\frac{7.8}{12}$ $\frac{8.1}{25}$ ✓

$\frac{4.2}{55}$ $\frac{4.5}{30}$ $\frac{5.4}{0}$ $\frac{4.8}{25}$ ✓

$\frac{3.6}{55}$ $\frac{4.0}{0}$ $\frac{4.1}{25}$ ✓

$\frac{3.0}{55}$ $\frac{2.9}{21}$ $\frac{3.4}{0}$ $\frac{3.6}{25}$ ✓

$\frac{3.8}{55}$ $\frac{2.6}{24}$ $\frac{2.9}{19}$ $\frac{3.7}{0}$ $\frac{3.8}{18}$ $\frac{3.4}{21}$ $\frac{3.6}{25}$ ✓

$\frac{4.0}{55}$ $\frac{2.6}{34}$ $\frac{3.0}{15}$ $\frac{5.0}{9}$ $\frac{5.7}{0}$ $\frac{5.1}{20}$ $\frac{4.0}{25}$ ✓

$\frac{3.9}{55}$ $\frac{3.4}{37}$ $\frac{2.6}{30}$ $\frac{2.8}{20}$ $\frac{5.4}{10}$ $\frac{5.7}{0}$ $\frac{5.7}{25}$ ✓

$\frac{3.5}{55}$ $\frac{4.6}{19}$ $\frac{5.79}{0}$ Top rail on tan. $\frac{6.47}{25}$ Top rail

N1
1109

58+66 - Sta. on tan. X sect. at right angles to tan.

+71 " " " " " "

+73 $\frac{6.8}{}$ Top No rail S.D.C.&E. Sta on tan.

+76 $\frac{1.8}{}$ Ctr track - S.D.C.&E. Sta on tan. X sect at right angles to tan

+81 " " " " " "

+90 $\frac{5.0}{}$ Ctr Track C.B.L. " " " " "

+93.3 " Top So rail C.B.L. on Tan

+95 Sta on tan X sect at right angles to tan.

59+07 $\frac{4.1}{}$ PI X sect. taken at right angles to No & So. tan

+07 $\frac{4.1}{}$ PI X sect taken to hit center of Curve

59+64 $\frac{5.0}{}$ E.C.

60

T.P. 2.44 8.27 5.26 5.83

"B" line

Left - W or No. Right - E or So.

$\frac{1.7}{100}$ $\frac{3.3}{55}$ $\frac{4.6}{31}$ $\frac{5.8}{0\ Tan}$ $\frac{6.5}{25}$

$\frac{5.7}{100}$ $\frac{6.0}{50}$ $\frac{6.3}{32}$ $\frac{6.4}{0}$ $\frac{6.8}{25}$

$\frac{6.72}{60}$ $\frac{7.22}{0}$

$\frac{6.1}{100}$ $\frac{6.5}{60}$ $\frac{6.7}{30}$ $\frac{7.1}{0}$ $\frac{7.3}{25}$

$\frac{5.4}{100}$ $\frac{5.9}{55}$ $\frac{5.9}{30}$ $\frac{6.2}{0\ Tan}$ $\frac{6.3}{25}$

$\frac{6.1}{100}$ $\frac{6.4}{55}$ $\frac{6.6}{30}$ $\frac{7.1}{0}$ $\frac{7.3}{25}$

$\frac{6.62}{60}$ $\frac{7.34}{0}$

$\frac{5.3}{100}$ $\frac{6.1}{55}$ $\frac{6.4}{30}$ $\frac{6.8}{0\ Tan}$ $\frac{6.9}{25}$

$\frac{2.2}{100}$ $\frac{2.5}{55}$ $\frac{2.6}{30}$ $\frac{2.8}{0\ P.I.}$ $\frac{3.1}{25}$

$\frac{3.63}{77}$ - So rail S.D.C.&E. $\frac{3.8}{61}$ $\frac{6.0}{53}$ $\frac{6.05}{48.1}$ - Top No rail S.D.C.&E. $\frac{6.5}{41.38}$ - Cen Curve - Sta 58+85.98 $\frac{6.94}{41.1}$ - Top So rail S.D.C.&E. $\frac{5.9}{35}$ $\frac{7.03}{27.2}$ - Top No rail C.B.L. $\frac{7.18}{20.2}$ - Top So rail C.B.L. $\frac{2.8}{0\ P.I.}$ $\frac{2.8}{25}$

$\frac{6.31}{29.6}$ - Top So rail S.D.C.&E. $\frac{5.5}{23}$ $\frac{6.1}{17}$ $\frac{6.27}{14.7}$ - Top So rail C.B.L. $\frac{5.3}{13}$ $\frac{2.2}{6}$ $\frac{2.2}{0}$ $\frac{2.5}{17}$ $\frac{2.1}{40}$

$\frac{6.02}{29.9}$ - Top So rail S.D.C.&E. $\frac{5.6}{25}$ $\frac{5.8}{18}$ $\frac{6.02}{15.3}$ - Top So rail C.B.L. $\frac{5.1}{13}$ $\frac{2.1}{7}$ $\frac{2.2}{0}$ $\frac{2.4}{17}$ $\frac{1.9}{40}$

H.I.

8.57

61+12.9 = △

+83

+91

62

TP 2.23 5.50 5.00 3.27 3.27 BM No Nos

4.68 Top Sorail SDC&E 31.9

+70 46 Int. with is line of Noth Ave

63 +10

+25 Sta on tan x sect at right angles to tan.

+40 " " " " " "

+61 68 = C.C Sta on curve X sect on radial line

+73 - Sta on tan - X sect at R.A. to tan.

+82

64+05 66 = P.T.

65



"B" line

Left = W or No Right = So or E

5.21 Top Sorail SDC&E 30.8 4.1 26 4.9 19 5.13 Top Sorail CBL 16.4 4.4 14 1.6 7 1.8 0 1.8 16 0.5 58 3.8 65 3.8 75

3.9 27 4.6 20 3.9 15 1.6 9 1.5 0 3.4 5 3.3 21 2.3 21 3.2 50

3.8 27 4.7 20 3.9 16 2.2 9 2.1 2 3.1 0 2.8 14 2.3 15 3.2 50

3.7 27 4.6 20 4.71 Top Sorail CBL 17.6 4.0 16 2.7 11 2.7 0 2.6 8 3.2 40

4.34 Top Sorail SDC&E 33.1 4.2 28 4.4 21 4.4 Top Sorail CBL 18.6 3.1 0 2.5 15 3.0 15 3.1 29 1.1 35 -0.5 52

4.22 Top Sorail SDC&E 33.7 4.3 28 4.22 Top Sorail CBL 18.9 3.4 0 0.0 13 -0.7 36 -0.7 66

3.9 28 3.8 21 3.3 13 0.2 0

3.9 26 3.8 21 3.1 17 0.3 10 0.1 0

4.2 Sorail SDC&E 49 4.0 Top Sorail CBL 32 3.8 29 1.2 10 0.4 0.cc. -0.7 60

3.7 50 3.7 25 1.3 9 0.7 0 Tan 0.0 20 -0.7 60

3.7 64 2.9 45 0.1 32 -0.2 26 0.8 14 0.4 0 Tan -0.8 60

3.3 100 2.9 81 0.2 72 0.7 46 -0.2 0 -0.8 60

0.5 100 -0.1 64 0.3 42 -0.2 0 -0.8 13 -0.8 47 1.7 64 1.7 69 -0.7 79 -1.1 100

POSTED

| | | | | | | |
|---|---|---|---|---|---|---|
| | | HI 5.50 | | | | |
| +43 | | | | | | |
| +56 | | | | | | |
| +67 | | | | | | |
| 66 | | | | | | |
| TP | 1.35 | 4.33 | 2.52 | 2.98 | | $\frac{-3.0}{100}$ |
| +25 | | | | | | |
| +25 20 bulkhead Top | | | | | | |
| +35 | | | | | | |
| +52 | | | | | | |
| +59 | | | | | | |
| +60 30 No rail N.C. 70. | | | | | | |
| +65 34 So " " " | | | | | | |
| +66 | | | | | | |
| +70 | | | | | | |
| +75 | | | | | | |



"B" line

Left W or N. Right So or E

$\frac{0.7}{100}$ $\frac{-0.5}{50}$ $\frac{-0.9}{5}$ $\frac{-0.4}{0}$ $\frac{2.0}{11}$ $\frac{2.0}{18}$ $\frac{-0.5}{31}$ $\frac{-0.8}{47}$ $\frac{-1.1}{100}$ ✓✓

$\frac{0.7}{100}$ $\frac{0.0}{64}$ $\frac{-0.7}{19}$ $\frac{1.7}{3}$ $\frac{1.9}{0}$ $\frac{2.0}{3}$ $\frac{-0.2}{14}$ $\frac{-0.7}{29}$ $\frac{-1.1}{100}$ ✓✓

$\frac{1.0}{100}$ $\frac{0.3}{66}$ $\frac{-0.3}{31}$ $\frac{1.5}{20}$ $\frac{1.7}{12}$ $\frac{-0.1}{0}$ $\frac{-0.6}{18}$ $\frac{-0.9}{54}$ $\frac{-1.1}{100}$ ✓✓

$\frac{-3.1}{95}$ $\frac{0.3}{88}$ $\frac{1.1}{80}$ $\frac{1.3}{57}$ $\frac{1.6}{50}$ $\frac{0.4}{44}$ $\frac{0.1}{0}$ $\frac{-0.4}{40}$ $\frac{-1.1}{100}$ ✓✓

$\frac{2.4}{100}$ $\frac{-3.2}{83}$ $\frac{-3.4}{61}$ $\frac{-2.5}{20}$ $\frac{-0.6}{4.5}$ $\frac{-1.2}{0}$ $\frac{-1.1}{28}$ $\frac{-1.1}{100}$ ✓✓

2.93

$\frac{-0.7}{05}$ $\frac{2.5}{91}$ $\frac{2.7}{75}$ $\frac{2.1}{56}$ $\frac{-3.4}{40}$ $\frac{-3.0}{1}$ $\frac{-2.3}{0}$ $\frac{-1.3}{8}$ $\frac{-0.9}{10}$ $\frac{-0.4}{44}$ $\frac{-1.0}{100}$ ✓

$\frac{0.6}{100}$ $\frac{-0.3}{76}$ $\frac{2.7}{57}$ $\frac{2.6}{39}$ $\frac{1.4}{15}$ $\frac{-3.0}{10}$ $\frac{-3.6}{0}$ $\frac{-3.8}{10}$ $\frac{-0.8}{14}$ $\frac{-2.1}{26}$ $\frac{-0.8}{67}$ $\frac{-0.9}{115}$ ✓

$\frac{-0.5}{100}$ $\frac{-0.8}{65}$ $\frac{2.6}{45}$ $\frac{2.5}{15}$ $\frac{-0.7}{14}$ $\frac{-2.7}{10}$ $\frac{-3.5}{0}$ $\frac{-4.0}{12}$ $\frac{-0.2}{16}$ $\frac{0.8}{18}$ $\frac{1.6}{29}$ $\frac{1.3}{54}$ $\frac{0.7}{79}$ $\frac{0.2}{100}$ ✓

2.56

2.94

$\frac{-0.7}{100}$ $\frac{-0.5}{71}$ $\frac{-0.5}{44}$ $\frac{2.5}{32}$ $\frac{2.0}{16}$ $\frac{-1.0}{14}$ $\frac{-2.6}{9}$ $\frac{-3.2}{0}$ $\frac{-3.9}{12}$ $\frac{-1.7}{16}$ $\frac{2.5}{17}$ $\frac{2.5}{61}$ $\frac{2.4}{100}$ ✓✓

$\frac{-0.7}{100}$ $\frac{-0.7}{88}$ $\frac{0.0}{37}$ $\frac{1.3}{16}$ Top & hd. $\frac{-1.1}{14}$ $\frac{-2.7}{9}$ $\frac{-3.3}{0}$ $\frac{-4.0}{12}$ $\frac{-1.7}{15}$ $\frac{2.2}{17}$ $\frac{2.3}{60}$ $\frac{2.2}{100}$ ✓

$\frac{-0.5}{100}$ $\frac{-0.5}{51}$ $\frac{-0.7}{21}$ $\frac{1.3}{147}$ Top & hd. $\frac{-1.0}{147}$ $\frac{-2.5}{11}$ $\frac{-3.1}{0}$ $\frac{-3.9}{11}$ $\frac{-1.8}{15}$ $\frac{1.4}{15}$ Top & hd. $\frac{2.5}{29}$ $\frac{2.3}{77}$ $\frac{2.3}{100}$ ✓

H.J.
433

+82

67

+43 67 = 64+06 51 on "A" line = P.I. of 10° R curve



"B" line

Left = W or No. Right = So or E

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| -0.2 | -0.3 | 0.6 | -1.3 | 1.3 | -0.8 | -2.6 | -3.3 | -3.6 | -1.8 | 1.4 | 0.8 | -1.1 | -1.3 | -1.7 | ✓ |
| 100 | 65 | 21 | 16 | 147 | 14.7 | 11 | 0 | 11 | 147 | 14.7 | 16 | 20 | 53 | 100 | |

Top t'hd.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1.3 | -0.6 | -2.7 | -3.3 | -3.5 | -1.2 | 1.3 | Top t'hd. | | ✓ |
| 147 | 14.7 | 11 | 0 | 11 | 14.7 | 14.7 | | | |

Top t'hd.

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 1.3 | -0.4 | -0.7 | -3.0 | -3.7 | -3.3 | -0.5 | -0.4 | 1.3 | Top t'hd ✓ |
| 14.7 | 14.7 | 13 | 10 | 0 | 10 | 13 | 14.7 | 14.7 | |

# Cross - Section of 28th St. Conduit

7/30/08 { Davis, Donnan, Williams.

Left. W or N.

Right. E or S.

℄

| | | | | |
|---|---|---|---|---|
| | 5.37 | 69.29 | | 63.92-8M 2.67M |
| | 8.08 | 73.45 | 3.92 | 65.37 |
| | 11.84 | 83.61 | 1.68 | 71.77 |
| | 7.10 | 86.28 | 4.43 | 79.18 |
| 0+00 | | | | |
| +30 | | | | |
| 1 | | | | |
| +60 | | | | |
| 2 | | | | |
| +62 | | | | |
| +67 | | | | |
| +73 | | | | |
| +78 | | | | |
| 3 | | | | |
| | 3.60 | 82.78 | 7.10 | 79.18 |
| +50 | | | | |
| 4 | | | | |
| +64 | | | | |
| 5 | | | | |
| +60 | | | | |
| 6 | | | | |
| 7 | | | | |
| | 1.63 | 77.79 | 4.62 | 76.16 |
| 8 | | | | |
| +49 | | | | |

℄

141
77.79

+52

+66

+68

+89.5 No rail

+92 = Ctr. M St Car Track

+94 50 So. rail

9. +17

+19

+32

+36

+77

10

+37

+75

11

2.31 72.55 7.55 70.24

+21

+97 51 PC

12 +47 Sta on tan. X sect at right angles to tan

+59 " " " " " " " " "

+69 06 No rail } Sta on tan " "

+71 56 Ctr track } S.D.C.&E Ry

+74 06 So. rail } Sta on tan " "

+78 " " " " " "

+83 95 No rail C.B.L.



28th St line

Left W or No ℄ Right So or E

73.4/50 73.6/25 73.7/0 74.0/30 74.2/50 ✓

73.2/50 73.0/27 73.7/0 73.8/25 73.9/50 ✓

72.2/50 72.6/25 72.5/0 72.8/25 72.6/50 ✓

73.18 ✓

72.7/50 73.1/0 73.5/50 ✓

73.21 ✓

71.3/50 71.7/18 71.7/0 72.0/32 71.9/50 ✓

72.4/50 72.8/0 73.2/50 ✓

72.4/50 72.7/0 73.2/50 ✓

72.0/50 71.1/28 71.0/0 71.6/24 74.0/50 ✓

71.2/50 70.0/35 70.0/25 70.4/0 71.5/26 71.8/50 ✓

70.0/50 69.6/39 69.9/13 71.1/0 72.1/15 71.4/41 71.5/50 ✓

69.2/50 69.0/24 69.2/0 69.7/18 71.1/42 70.5/50 ✓

68.4/50 68.6/26 69.0/17 68.9/0 69.9/50 ✓

69.5/50 68.8/32 69.7/0 70.0/20 70.9/50 ✓

69.3/50 69.1/37 70.2/0 70.6/20 70.6/50 ✓

68.4/50 69.5/38 69.0/22 69.0/0 69.4/20 69.7/50 ✓

66.0/100 66.6/77 67.0/62 68.0/28 69.3/0 69.2/30 ✓

65.3/100 65.9/37 66.3/0 66.9/30 ✓

Top rail = 66.99/100 67.26/50 67.38/30 67.55/0 - Tan ✓

66.9/100 67.2/50 67.4/0 67.6/30 ✓

Top rail = 67.02/100 67.26/50 67.51/0 ✓

67.0/100 66.7/90 66.5/33 66.6/0 66.9/30 ✓

Top rail = 67.54/100 67.79/50 68.11/0 ✓

POSTED

72.55

+86.45 Ctr Track } Sta on tan
+88.95 So. rail } C.B.L.
+92 " " "
+96.45 R.T. " " " X Sect at right angles to No. So. tan
+96.45 X Sect taken to hit Cen. of Curve 67.6/90 67.2/69 66.1/63 66.6/49 66.6/45 66.7/40.77 67.44/38.4
13+5.32 R.T.
14
15
16
2.82 68.80 6.57 65.98
17
+13
+16
+30
+55
+82
+83
+96
18
+55.85 = R.C.
19
+32
+36
TP 2.16 65.01 5.95 62.85 Hub P.R.

2nd St line

Left Wor No. Right So or E

67.5/100 67.6/50 68.0/0 Tan 68.0/30
Top rail = 67.62/100 67.92/50 68.17/0
66.6/100 66.9/50 67.4/6 67.7/30
64.5/100 64.8/87 65.2/93 65.3/17 66.0/0-RT. 66.4/20
67.8/34 67.39/31.05 Top Rail 66.4/2.5 Top Rail Sec 66.05/17.5 Top Rail 66.0/14 Top Rail 67.12/10.6 Top Rail 67.6/5 Top Rail C.B.L. 66.0/0-P.I.
67.02/22.5 Top Rail 66.6/2.0 67.2/16 67.4/10 67.22/7.5 Top Rail Sec 66.6/4 64.5/0 65.3/5 65.7/27 67.4/33 66.8/60
64.73/22.5 Top R. 66.3/18 67.1/10 67.37/7.5 Top R. 66.4/4 64.5/0 65.7/5 65.7/13 66.3/22 66.1/35 66.5/50
64.78/22.5 Top R. 65.3/17 66.7/10 66.87/7.0 Top R. 65.7/4 64.5/0 64.6/12 61.2/44
65.67/22.5 R. 64.6/17 66.0/10 66.25/7.5 R. 65.7/4 64.4/0 65.3/5 65.5/29 66.4/31 66.5/42
64.88/22.5 Top R. 64.9/17 65.4/10 65.64/7.5 R. 64.6/4 63.2/0 63.6/4 64.1/15 63.9/29 64.4/31 65.6/50
63.3/0 64.2/4 64.2/15 64.5/50
63.6/0 64.5/4 65.0/17 64.5/50
63.9/0 65.0/64.2 Ctr 65.25 Ctr/64.5 Center
Top rail 64.57/22.5 64.7/17 65.4/10 65.36/7.6 Top Rail 65.0/4 64.7/0 64.8/50
63.7/0 63.9/25 64.2/50
64.9/0 64.6/25 64.5/50
64.3/0 64.8/50
Top R. 64.30/22.5 63.4/17 65.0/10 65.15/7.5 Top R. 64.3/4 63.6/0 63.0/5 63.2/20 64.4/25 64.6/50
Top R. 64.06/22.5 63.2/17 64.4/10 64.73/7.5 R. 63.8/4 62.4/0 63.2/2.2 63.7/28 63.9/50
Top R. 64.285/22.8 63.7/18 64.2/9.5 64.45/7 R. 63.9/4 61.7/0 61.4/2 61.4/30 62.4/50
63.0/0 61.5/15 60.8/50
63.0/0 61.5/15 60.8/50

7/31/68 { David Drinnan Williams

65.01

20

+89 19. P.R.

21

22

+75 · E end bridge

+84

+90 W " "

23

+22.53 · R.T.

+55

24

25

1.66 61.37 5.30 59.71

26

27

28

29

+50

+83 · E end bridge

+97

30 +04 · W " "

+05.50

+16

+69

31

Top rail 62.59 / 25.3



28th St line

Left W. N. Right S. or E

62.8 / 23 — 62.0 / 18 — 63.1 / 15 — 63.7 / 9 — 63.90 / 6.9 — Top rail 63.3 / 3 — 62.6 / 0 — 63.7 / 8 — 62.1 / 30 — 60.9 / 50 ✓

63.22 / 25.1 — Top R. 62.1 / 19 — 63.3 / 9 — 63.60 / 7.1 — Top R. 62.8 / 4 — 62.9 / 0 — 62.6 / 5 — 63.6 / 7 — 62.7 / 22 — 62.3 / 32 — 62.4 / 50 ✓

63.15 / 24.7 — Top R. 62.0 / 18 — 63.3 / 9 — 63.51 / 7.1 — Top R. 62.6 / 4 — 62.3 / 0 — 63.2 / 5 — 62.4 / 17 — 62.3 / 31 — 62.0 / 50 ✓

62.31 / 21.6 — R 61.7 / 17 — 62.7 / 7.5 — 62.84 / 7.0 — R 62.0 / 3 — 61.4 / 0 — 61.7 / 3 — 60.6 / 14 — 60.7 / 39 — 60.3 / 50 ✓

62.2 / 21.7 — Top R. 61.0 / 17 / 59.5 — 61.9 / 9.6 / 59.3 — 62.27 / 7.1 — Top R. 61.6 / 4 / 59.2 — 59.0 / 0 — 58.3 / 4 — 58.3 / 23 — 57.8 / 50 ✓

57.9 / 17 — 57.9 / 10 — 58.1 / 0 — 58.1 / 23 — 57.8 / 50 ✓

Top R. 62.05 / 21.7 — 60.7 / 17 / 59.1 — 61.7 / 9.6 / 59.1 — 62.09 / 7.1 — Top R. 61.5 / 4 / 59.1 — 58.8 / 0 — 58.1 / 6 — 58.0 / 23 — 58.0 / 50 ✓

Top R. 62.01 / 21.8 — 60.8 / 17 — 61.9 / 9.6 — R 62.04 / 7.1 — 61.3 / 4 — 59.1 / 0 — 58.5 / 4 — 58.2 / 23 — 58.0 / 50 ✓

R 61.86 / 22.1 — 61.2 / 17 — 61.8 / 9.7 — 61.91 / 7.2 — R 60.9 / 4 — 59.8 / 0 — 60.2 / 4 — 59.4 / 10 — 59.1 / 23 — 58.6 / 50 ✓

61.55 / 22.5 — R 61.0 / 17 — 61.6 / 10 — 61.65 / 7.5 — R 60.9 / 4 — 60.8 / 0 — 60.4 / 6 — 60.1 / 23 — 59.5 / 50 ✓

61.19 / 22.5 — R 60.6 / 17 — 61.1 / 10 — 61.19 / 7.5 — R 60.4 / 4 — 59.9 / 0 — 60.0 / 10 — 60.6 / 18 — 60.4 / 22 — 60.5 / 41 — 59.9 / 43 — 60.2 / 50 ✓

60.36 / 22.5 — R 59.5 / 17 — 60.2 / 10 — 60.36 / 7.5 — R 59.7 / 4 — 59.5 / 0 — 59.6 / 17 — 59.6 / 27 — 60.5 / 45 — 61.2 / 46 — 61.3 / 50 ✓

59.21 / 22.5 — R 58.5 / 17 — 59.3 / 10 — 59.39 / 7.5 — R 58.9 / 4 — 58.7 / 0 — 58.9 / 18 — 60.0 / 27 — 60.5 / 50 ✓

58.33 / 22.5 — R 57.4 / 17 — 58.3 / 10 — 58.43 / 7.5 — R 57.6 / 4 — 57.1 / 0 — 57.6 / 20 — 58.4 / 23 — 58.8 / 50 ✓

57.52 / 22.5 — R 56.5 / 17 — 57.4 / 10 — 57.64 / 7.5 — R 56.6 / 4 — 56.3 / 0 — 57.4 / 24 — 58.0 / 50 ✓

56.75 / 22.5 — R 55.4 / 17 — 56.7 / 10 — 56.82 / 7.5 — R 55.8 / 4 — 53.5 / 0 — 53.1 / 2 — 53.1 / 10 — 53.6 / 17 — 56.0 / 18 — 56.2 / 50 ✓

52.8 / 0 — 51.6 / 2 — 51.7 / 14 — 53.2 / 19 — 55.0 / 34 — 53.9 / 39 — 54.8 / 50 — 57.9 / 62 ✓

55.97 / 22.5 — R 54.7 / 17 / 51.4 — 56.0 / 10 / 51.3 — 56.27 / 7.5 — R 55.4 / 4 / 51.4 — 52.5 / 0 — 51.5 / 2 — 51.4 / 16 — 56.4 / 32 — 57.4 / 50 ✓

51.2 / 17 — 50.7 / 0 — 51.1 / 13 — 54.8 / 23 — 55.9 / 42 — 55.5 / 42 — 56.1 / 50 ✓

55.77 / 22.5 — R 55.0 / 17 / 51.2 — 55.6 / 10 / 51.4 — 56.01 / 7.5 — R 55.0 / 4 / 51.4 — 52.0 / 0 — 50.6 / 8 — 50.6 / 16 — 53.6 / 16 — 54.9 / 22 — 55.3 / 37 — 54.9 / 37 — 55.4 / 50 ✓

52.4 / 0 — 50.8 / 7 — 50.6 / 17.5 — 54.3 / 17.5 — 55.4 / 24 — 55.1 / 35 — 54.7 / 35 — 55.4 / 50 ✓

54.1 / 0 — 51.2 / 8 — 54.1 / 8 — 51.7 / 26 — 54.7 / 26 — 55.2 / 50 ✓

54.4 / 0 — 53.8 / 7 — 53.9 / 36 — 54.9 / 52 — 50.9 / 52 — 50.9 / 69 — 55.1 / 69 ✓

54.73 / 22.5 — R 54.4 / 17 — 54.6 / 10 — 54.71 / 7.5 — R 54.2 / 4 — 53.8 / 0 — 53.3 / 17 — 52.9 / 23 — 53.4 / 24 — 54.0 / 42 — 49.9 / 54 — 49.7 / 70 ✓

61.37

| | | | | |
|---|---|---|---|---|
| +29 | 3.07 | 56.79 | 7.65 | 53.72 |
| +54 | | | | |
| +82 | | | | |
| +89 | | | | |
| 32 | | | | |
| +33 | | | | |
| +40 | | | | |
| 33 | | | | |
| +35 | | | | |
| +70 | | | | |
| +75 | | | | |
| 34 | | | | |
| +50 | | | | |
| 35 | | | | |
| | 2.49 | 53.34 | 5.94 | 50.85 |
| +62 | | | | |
| +68 | | | | |
| +78 18° PC. | | | | |
| +92 Sta on tan. X sect at right angles to tan. | | | | |
| 36 +11 30° RI. X sect. taken to hit Cen. of curve | | | | |
| +43 07° PT. | | | | |
| +55 | | | | |
| 37 | | | | |
| | 2.91 | 51.88 | 4.37 | 48.97 |
| +18 | | | | |

50.77 : R
36.9

Left Wall No

Right Soar E

50.0
100

537 0 | 537 8 | 532.6 23 | 530 28 | 49.6 32 | 49.0 37 | 49.2 45 | 50.1 51 ✓

53.5 0 | 52.6 12 | 50.5 37 | 49.7 42 | 48.3 44 | 49.6 50 | 49.5 100 ✓

52.5 0 | 52.1 9 | 51.0 41 | 49.6 57 | 48.8 64 | 47.6 66 | 48.5 68 | 49.2 100 ✓

52.9 0 | 52.5 5 | 53.5 15 | 53.9 24 | 53.8 42 | 50.7 53 | 49.0 67 | 48.0 68 | 48.1 72 ✓

Top R. 53.13 22.5 | 53.9 17 | 53.7 10 | 53.79 7.5 | Top R. 53.6 4 | 53.6 0 | 53.7 24 | 53.8 42 | 50.2 64 | 49.1 79 | 48.6 91 | 47.8 98 | 49.1 100 ✓ | 48.8 92 | 48.8 100

Top R. 53.61 22.5 | 53.9 17 | 53.0 10 | 53.16 7.5 | Top R. 52.8 4 | 52.6 0 | 51.9 30 | 48.9 46 | 48.1 100 | 46.1 120 ✓

52.6 0 | 51.4 32 | 48.4 46 | 47.4 52 | 47.6 100 | 46.2 125 ✓

52.6 0 | 51.9 15 | 48.2 30 | 46.8 31 | 46.7 65 | 46.8 100 | 45.6 116 ✓

52.6 0 | 51.6 16 | 48.5 27 | 46.9 28 | 44.9 50 | 46.6 100 | 48.7 109 | 46.8 110 ✓

Top R. 52.86 22.5 | 53.2 17 | 53.5 10 | 53.73 7.5 | Top R. 53.4 4 | 52.2 0 | 51.6 11 | 44.5 28 | 44.1 31 | 45.8 32 | 46.3 41 | 46.9 50 ✓

51.6 0 | 51.8 8 | 49.6 14 | 43.6 24 | 47.6 44 | 48.8 59 | 48.9 72 | 46.1 100 ✓

Top R. 51.01 22.5 | 51.2 17 | 51.5 10 | 51.68 7.5 | Top R. 50.8 4 | 50.7 0 | 50.6 8 | 44.0 23 | 48.0 36 | 43.7 41 | 44.7 45 | 44.3 61 | 45.3 84 | 47.1 98 | 52.0 112 ✓

49.5 0 | 49.3 8 | 48.0 18 | 46.2 29 | 44.3 31 | 42.4 36 | 42.1 48 | 42.7 53 | 46.3 58 | 51.0 68 | 50.8 78 ✓

48.4 0 | 45.6 27 | 43.7 28 | 43.3 35 | 42.5 105 | 50.8 115 | 50.7 92 | 50.3 80 ✓

49.1 0 | 47.9 6 | 46.0 22 | 44.1 23 | 43.3 35 | 50.5 42 | 50.5 47 | 50.1 55 | 49.0 64 | 49.7 64 | 50.5 58 ✓

48.1 0 | 46.8 16 | 44.1 19 | 44.7 25 | 42.0 25 | 50.2 42 | 50.2 45 | 50.0 48 | 50.1 61 | 50.15 50 ✓

Top R. 51.17 23.8 | 49.7 18 | 52.4 10 | 50.13 7.5 | Top R. 49.7 4 | 47.8 0 | 47.4 2 | 46.0 18 | 50.2 27 | 42.5 27 | 42.5 50 | 52.0 50 | 50.4 54 ✓

Top R. 53.88 36 | 49.6 30 | 50.2 21 | 50.25 15.9 | Top R. 49.9 14 | 46.9 6 | 46.7 0 | 45.0 8 | 48.8 7.5 | 49.2 2.95 | 42.4 2.95 | 42.5 44 | 52.0 44 | 50.0 70 ✓

49.6 33 | 50.1 25 | 50.39 Top R. 22.3 | 49.7 19 | 48.1 14 | 47.4 6 | 49.2 0 | 49.3 18 | 41.6 18 | 41.6 41 | 40.7 41 | 49.7 70 ✓

49.4 45 | 50.0 33 | 49.1 0 | 48.3 7.4 | 47.5 7.4 | 41.6 30.5 | 49.7 30.5 | 49.7 54 | 47.2 71 | 46.1 100 ✓

48.7

28th St line

Left = W or N.  Right S or E

+20
+32
+39
+46
+52
38
+15
+47
8.16  48.60  11.44  40.44
+57
+63
+66
39
+50
40
+39
+56
+65
+68
T.C.  9.70  51.04  7.26  41.34
+74.6 end of culvert - E
+75.83 end culvert - Ctr.
+77.06 " " W.
+84
+93

end wing wall - for
bottom of end wing wall
bottom culvert
top
top + bottom
top
bottom
top end wing wall

51.04

41

+09

+11

+42

+69

+71

+87

42+02.25 · End culvert - E.

+04.00 · " " C.

+06.75 · " " IX/

+11.40 · " Wingwall "

+17

+22

+34

+39

+61

+66

4.04 | 43.93 | 11.15 | 39.89

3.30 | 43.19 | 4.04 | 39.89

+75.14 · P.C.

+79 - Sta on tan.

+3+04 " " "

+32.65 - P.I. x Sect taken to but Cen. of Curve

+48 Sta on tan - x sect at right angles to tan

+67 " " " " " " " "

49.3 / 100

48.0 / 100 | 47.9 / 88

47.0 / 63

42.7 / 46

38.9 / 45

46.7 / 84

47.4 / 85

8 / 3 / 0 } Days Damaged Wt. Marks

28th St line

Left - W'll No. | Right - E or So.

47.9 / 100 | 47.7 / 87 | 44.3 / 57 | 43.6 / 31 | 49.9 / 13 | 49.9 / 0

49.7 / 0

48.8 / 0

48.5 / 84 | 49.2 / 81 | 49.2 / 58 | 48.4 / 51 | 48.9 / 25 | 49.5 / 0 | 49.0 / 4.2 | 49.7 / 4.4 | 50.1 / 7.1 | 37.9 / 11.1 | 44.1 / 14.9

48.5 / 0

49.2 / 0

49.4 | 48.5 / 125 | 47.7 / 122 | 48.5 / 100 | 49.0 / 73 | 46.2 / 28 | 49.0 / 25 | 49.2 / 0 | 38.6 / 39 | 36.1 / 75 | 35.5 / 100 | 36.3 / 123 | 40.8 / 135

34.43 · bottom culvert. | 39.58 · Top culvert. / 2

34.12 · Top / 34.60 bottom

39.60 · Top / 2 | 37.47 = bottom / 2 | 37.0 / 0 | 34.7 / 7 | 36.3 · Top end E wing wall / 7 | 35.1 / 11

36.4 · Top end wing wall / 2 | 33.8 / 2 | 33.9 / 0 | 34.2 / 8 | 33.9 / 18 | 35.5 / 19 | 35.2 / 34 | 36.3 / 3

37.7 / 15 | 34.0 / 13 | 33.4 / 0 | 33.1 / 2 | 35.1 / 23 | 34.4 / 31 | 36.1 / 39 | 37.5 / 56

48.6 | 49.0 / 41 | 41.3 / 38 | 38.8 / 28 | 36.7 / 17 | 34.1 / 10 | 33.1 / 0 | 33.5 / 26

49.0 / 65 | 41.9 / 40 | 37.7 / 26 | 35.7 / 9 | 33.0 / 0 | 32.5 / 10 | 32.6 / 28 | 34.7 / 48 | 36.8 / 49 | 40.0 / 70

34.7 / 0 | 34.4 / 14 | 32.4 / 16 | 33.2 / 25 | 33.0 / 26 | 33.6 / 36 | 36.2 / 52 | 37.9 / 53 | 39.7 / 68

47.9 / 61 | 40.1 / 36 | 34.6 / 19 | 34.1 / 0 | 32.1 / 3 | 31.9 / 12 | 33.7 / 13 | 34.9 / 30 | 41.0 / 70 | 42.6 / 71 | 43.5 / 80

34.2 / 19 | 34.0 / 3 | 31.8 / 0 | 31.7 / 6 | 34.0 / 13 | 35.1 / 30

POSTED

33.8 / 21 | 33.9 / 11 | 31.6 / 7 | 31.7 / 0 | 33.6 / 6 | 34.4 / 11 | 35.0 / 28

47.7 / 64 | 41.2 / 38 | 33.7 / 21 | 33.8 / 12 | 31.6 / 10 | 31.7 / 3 | 33.3 / 4 | 34.0 / 7 | 34.9 / 26 | 39.0 / 45 | 40.5 / 60

42.7 / 46 | 38.8 / 36 | 33.2 / 23 | 31.1 / 22 | 31.1 / 17 | 32.6 / 12 | 34.2 / 0 | 34.7 / 24 | 39.3 / 46 | 41.7 / 56 | 44.9 / 65

38.9 / 45 | 32.7 / 25 | 30.4 / 24 | 30.9 / 19 | 33.2 / 14 | 33.6 / 9.77+C.C. | 33.8 / 0 PI | 34.1 / 10 | 36.0 / 20 | 40.1 / 34 | 42.5 / 46

38.8 / 45 | 34.3 / 30 | 33.0 / 21 | 30.6 / 20 | 30.3 / 14 | 32.0 / 1 | 33.2 / 0 | 34.0 / 11 | 35.9 / 19 | 36.1 / 28 | 41.8 / 60

41.0 / 68 | 39.6 / 45 | 36.0 / 34 | 33.8 / 25 | 32.8 / 10 | 30.2 / 0 | 32.9 / 10 | 34.7 / 22 | 37.9 / 34 | 41.5 / 56

43.19

+83 Sta on tan. x sect at right angles to tan

+87 13 = P.T. 8.57 45.65 6.11 37.08

+88 76 = Top 6" Sewer pipe

44

+13

+14

+22

+29 8.79 45.87 8.57 37.08

+32

+47

+51

+55

+60

+67

+88

6.12 40.22 11.77 34.10

45

+18

+27

+40

+52

46

+43

+53

+54



28th St line

Left = W or No. Right = S. or E

46.0/70 39.4/48 37.9/41 34.1/24 32.9/10 32.6/0 30.9/5 30.4/13 32.6/15 34.8/17 36.0/36 39.6/49 41.2/67

45.9/64 40.0/46 37.6/36 33.9/17 32.6/0 31.8/8 30.4/10 30.4/17 32.7/23 35.7/32 36.5/41 38.8/46 40.2/65

36.98

46.2/70 46.3/52 37.9/15 35.5/0 32.9/12 31.4/13 30.1/17 30.4/23 34.9/30 35.2/36 38.0/40 39.9/72

{41.9 / 45.5

46.0/70 45.7/15 45.5/0 45.5/1 40.1/1 33.7/14 31.8/16 29.5/26 31.3/26 34.3/37 36.3/55 39.7/73

45.7/74 45.1/44 45.1/34 45.5/2.8 40.1/2.8 40.1/0

45.5/75 44.5/49 42.4/31 45.6/14

45.6/84 43.6/50 37.9/37 38.8/21 45.2/8 38.2/8 34.4/0 32.7/12 30.6/13 29.3/21 31.1/27 34.4/35 39.7/35 39.9/39 45.3/39 38.1/62 40.0/88 41.4/100

45.1/71 42.6/53 40.1/40 36.3/31 33.8/22 32.5/11 31.1/0

44.5/61 42.4/44 37.4/31 32.4/19 30.5/0 30.3/3 28.5/6 29.6/11 36.1/24 40.5/31 45.4/31 45.2/72 40.9/92 41.7/112

30.2/0 29.5/4 29.2/8 35.1/16 38.6/26 45.2/49

28.7/0

43.9/60 42.2/40 36.0/26 31.1/15 29.0/9 29.0/3 30.4/0 30.7/9 36.0/41 45.0/74 44.3/107

40.5/32 37.5/28 34.0/23 27.6/21 29.2/16 30.7/7 31.3/0

41.3/60 40.2/34 36.5/21 28.4/15 27.9/11 29.1/9 30.7/4 31.3/0 31.2/33 33.0/69 39.2/100

29.8/0

28.0/0

41.2/62 40.2/47 36.7/18 27.8/0 27.7/4 29.8/7 30.9/25 31.8/67 33.5/81 43.1/98 43.1/110

31.6/0

39.3/100

39.3/45 36.4/19 33.9/0 29.9/18 29.5/29 26.8/36 26.8/40 28.6/41 29.8/51 38.4/66 38.6/80 38.0/82

41.9/75 35.3/45 34.7/39 35.6/35 34.0/9 32.8/0 32.5/23 31.5/34 35.4/43 35.8/59 35.1/60 37.5/100

33.5/0

34.9/0

| | | | | | | |
|---|---|---|---|---|---|---|
| | | 40.22 | | | | |
| +62 | | | | | | |
| 47+29 | | | | | | |
| +34 | | | | | | |
| +44 | | | | | | |
| 48 | | | | | | |
| | 6.52 | 35.76 | 10.98 | 29.24 | | |
| +35 | | | | | | |
| +42 | | | | | | |
| +61 | | | | | | |
| +90 | | | | | | |
| +95 | | | | | | |
| 49 | | | | | | |
| +14 | | | | | | |
| +15 | | | | | | |
| +25 | | | | | | |
| +30 | | | | | | |
| +36 | | | | | | |
| +43 | | | | | | |
| +50 | | | | | | 36.5/93 25.4/77 |
| +77 | | | | | | |
| 50 | | | | | | |
| +19 | | | | | | |
| +28 | | | | | | 34.8/72 |
| +45. 15. P.C. | | | | | | |
| | 7.62 | 31.49 | 11.89 | 23.87 | | |



28th St line

8/8/08 { Davis, Dannon, Williams

Left W or N. Right S. or E.

42.3/85 35.6/60 34.6/46 34.4/32 35.8/29 34.6/0 34.2/26 33.9/29 34.2/49 36.1/79 36.6/100 ✓

39.7/100 37.5/70 33.8/26 34.4/23 33.4/0 32.9/15 33.2/50 32.8/73 33.7/74 34.2/89 26.0/100 ✓

33.5/0 31.6/9 32.8/15 33.1/45 32.6/70 33.4/72 33.9/87 25.7/98 ✓

39.4/100 37.0/74 37.7/72 35.6/31 31.6/16 30.4/0 30.3/9 32.2/16 32.7/41 ✓ 25.2/93 28.4/100

38.3/100 33.0/70 29.7/38 28.0/0 28.1/18 30.3/32 30.1/38 30.9/42 31.4/57 27.1/66 26.2/83 24.1/84 ✓

39.6/80 35.4/58 29.7/39 27.2/17 26.6/0 26.6/15 27.0/27 28.4/36 28.3/40 26.6/45 26.2/65 24.8/70 23.8/79 28.4/85 31.7/100 ✓

39.4/80 35.6/58 28.9/35 26.7/14 26.5/0 26.5/16 26.7/33 28.2/36 28.1/38 24.5/42 20.5/48 26.2/49 25.7/63 24.5/65 23.8/72 29.0/88 31.0/100 ✓

39.2/80 35.7/63 26.8/33 26.2/21 26.2/0 26.2/22 26.0/37 27.0/41 24.5/46 23.6/58 27.2/63 31.0/100 ✓

25.3/0 23.7/6 23.9/23 25.4/25 26.7/42 28.3/81 30.6/100 ✓

23.5/0 ✓

37.4/103 38.2/97 35.6/89 26.4/57 25.2/11 23.9/9 23.3/0 23.6/8 24.9/12 27.0/47 28.6/83 31.0/100 ✓

23.9/0 ✓

37.4/100 30.5/80 27.5/66 25.3/29 23.6/26 23.3/20 23.9/1 24.8/0 25.7/8 26.9/45 27.3/47 28.3/57 29.3/77 31.2/92 33.2/100 ✓

37.1/79 25.9/79 25.4/33 23.1/32 23.2/23 23.0/8 23.7/5 25.1/3 25.5/0 26.7/33 31.2/56 30.0/64 31.5/86 33.8/97 33.8/100 ✓

25.5/0 26.3/15 27.3/25 31.2/37 31.7/59 31.0/71 34.1/91 34.1/100 ✓

26.5/0 ✓

36.5/95 27.3/75 25.7/36 26.4/32 24.0/29 22.4/27 23.2/3 24.8/0 24.8/1 31.3/2 31.6/26 31.4/63 32.8/77 34.6/82 35.0/93 ✓

27.5/74 27.1/60 29.7/43 31.0/29 24.0/25 22.0/21 22.4/4 24.1/0 ✓ ✓

32.8/68 32.1/43 32.0/23 24.7/20 22.4/14 21.6/3 23.5/0 25.1/4 32.1/7 32.6/31 32.8/69 35.8/91 ✓

35.4/80 31.2/72 31.6/63 33.4/62 33.0/28 22.7/20 21.9/3 22.0/0 24.5/4 31.0/6 31.5/23 32.6/69 35.3/83 ✓

23.0/0 32.1/10 32.1/29 32.1/56 ✓

28.2/50 27.7/50 32.5/43 31.9/33 22.4/20 21.5/18 22.4/0 27.8/5 32.0/17 32.4/32 ✓

34.5/68 26.7/50 26.0/34 22.7/16 21.2/13 21.4/5 22.2/0 24.4/3 25.6/20 25.7/34 ✓ ✓

31.49

+91 Sta on tan - X sect at right angles to tan

51+17 " " " " " " " "

+41 51 - PI X sect taken to hit cen. of curve.

+48 Sta on tan X sect. at right angles to tan

+63 " " " " " " " " "

+80 " " " " " " " " "

52+34 " " " " " " " " "

52+24 75 - E.C. - Sta on curve

+49

53

+15

+19

+27

+29

+34 - 1/6 end culvert X sect taken along face of culvert

+37 6.97 26.48 11.98 19.51

+51

+52

+75

54+02

+04

+18

+20 6 - 5. end culvert X sect along face of culvert

6.01 22.91 9.58 16.90

+25



28th St line

Left Wr No. Right So. or E

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 23.1 / 55 | 25.5 / 42 | 24.1 / 38 | 23.1 / 17 | 21.8 / 14 | 21.8 / 9 | 21.0 / 7 | 20.8 / 0 Tan | 21.5 / 5 | 21.7 / 10 | 22.6 / 13 | 24.1 / 26 | 24.3 / 55 | 25.6 / 74 | | | |
| | 33.6 / 50 | 23.4 / 32 | 23.2 / 11 | 21.5 / 8 | 21.2 / 0 Tan | 20.4 / 14 | 21.1 / 17 | 21.5 / 26 | 23.3 / 31 | 22.5 / 45 | 22.6 / 69 | 23.2 / 77 | | | | |
| | 32.7 / 44 | 25.5 / 32 | 22.4 / 23 | 22.1 / 11 | 22.1 / 0 PI | 21.9 / 2 | 21.1 / 3 | 20.6 / 10 | 21.2 / 19 | 20.0 / 22 E.C. | 20.1 / 24 | 20.9 / 28 | 21.4 / 50 | 23.8 / 83 | | |
| | 31.7 / 60 | 26.2 / 44 | 21.8 / 29 | 21.6 / 19 | 21.9 / 0 Tan | | | | | | | | | | | |
| 31.9 / 58 | 30.3 / 47 | 24.8 / 35 | 22.4 / 27 | 21.6 / 15 | 21.3 / 1 | 20.5 / 0 Tan | | | | | | | | | | |
| | 31.2 / 57 | 29.9 / 29 | 24.1 / 15 | 23.0 / 4 | 21.4 / 4 | 20.1 / 0 Tan | 20.2 / 4 | 19.9 / 11 | 21.5 / 19 | 21.5 / 39 | 22.6 / 64 | | | | | |
| 29.2 / 64 | 26.2 / 32 | 27.3 / 29 | 26.6 / 22 | 23.0 / 16 | 22.6 / 9 | 20.6 / 9 | 19.8 / 3 | 19.0 / 2 | 19.0 / 0 Tan | | | | | | | |
| | 28.9 / 70 | 27.6 / 40 | 26.6 / 27 | 20.3 / 12 | 19.7 / 3 | 18.9 / 2 | 18.9 / 0 | 19.9 / 7 | 20.2 / 21 | 21.0 / 49 | 21.6 / 63 | | | | | |
| | | 28.3 / 80 | 24.7 / 47 | 20.9 / 28 | 20.1 / 21 | 19.4 / 0 | 19.2 / 7 | 19.8 / 10 | 20.4 / 40 | 22.5 / 48 | 23.0 / 60 | | | | | 24.8 / 70 |
| | | | 21.5 / 56 | 20.4 / 44 | 19.2 / 28 | 19.2 / 9 | 19.0 / 3 | 17.7 / 4 | 17.7 / 9 | 19.0 / 10 | 19.5 / 18 | 19.2 / 29 | 20.0 / 54 | 22.1 / 52 | 23.5 / 57 | |
| | | 18.8 / 34 | 19.1 / 26 | 19.0 / 7 | 18.0 / 6 | 18.1 / 0 | 17.7 / 9 | 18.5 / 17 | 19.6 / 22 | 19.1 / 36 | 19.6 / 57 | 22.1 / 57 | 23.8 / 61 | 24.6 / 90 | | |
| | | | | | | 18.0 / 0 | 17.8 / 10 | 18.5 / 22 | 19.4 / 27 | 19.4 / 31 | 23.8 / 58 | 24.5 / 88 | | | | |
| | | | | 18.8 / 34 | 17.6 / 13 | 17.7 / 0 | 17.6 / 3 | 23.4 / 33 | 22.9 / 48 | 23.6 / 50 | 24.5 / 97 | 23.9 / 100 | | | | |
| | | 18.9 / 35 | 17.8 / 12 | 18.0 / 9 | 17.5 / 5 | 17.5 / 0 | 17.6 / 2 | 23.4 / 25 | | | | | | | | |
| | | | | 21.9 / 3.8 | 17.6 / 3.8 | 21.9 - Top culvert 17.55 / 0 | 17.6 / 3.8 | 21.9 / 3.8 | | | | | | | | |
| | | 21.8 / 78 | 20.0 / 48 | 19.2 / 39 | 23.5 / 3 | 23.6 / 0 | 23.2 / 10 | 22.4 / 12 | 23.5 / 29 | 22.7 / 51 | 23.5 / 53 | 23.9 / 78 | 23.2 / 84 | 23.8 / 0 | | |
| | | | | | | 23.2 / 0 | | | | | | | | | | |
| | | 22.3 / 100 | 21.0 / 76 | 23.9 / 59 | 23.2 / 2 | 22.5 / 0 | | | | | | | | | | |
| | | | | 22.9 / 100 | 23.1 / 50 | 22.7 / 0 | 22.7 / 50 | 23.6 / 100 | | | | | | | | |
| | | | | 23.3 / 100 | 21.9 / 50 | 20.9 / 0 | 21.7 / 7 | 21.7 / 22 | 20.8 / 24 | 22.5 / 47 | 22.2 / 55 | 20.2 / 93 | 21.0 / 100 | | | |
| | | | | | | 21.8 / 0 | | | | | | | | | | |
| | | | | 21.7 / 100 | 21.3 / 76 | 22.0 / 68 | 22.0 / 0 | 18.1 / 45 | 18.7 / 82 | 20.1 / 100 | | | | | | |
| | | | | 20.2 / 3.8 | 15.9 / 3.8 | 15.75 / 0 | 15.9 / 3.8 | 20.2 / 3.8 | | | | | | | | |
| | | | | 22.2 / 62 | 21.9 / 31 | 17.9 / 6 | 15.9 / 1 | 16.1 / 3 | 17.2 / 7 | 17.9 / 20 | 17.4 / 35 | 18.3 / 44 | 18.5 / 77 | | | |

POSTED

22.91

+ 32

+ 53

+ 91.98 P.C.

55+10 Sta on tan X sect taken at right angles to tan.

+46 " " " " " " " "

71.98 = PI X sect taken to hit Cen. of Curve

+71.98 " " at right angles to tan ahead.

56+16 Sta on tan X sect at right angles to tan.

+32 " " " " " " "

+26.82 - PT

+70

+78

57 PC 5.36 19.88 8.39 14.52

+73.22 PC.

58+07.59 C.C. X sect taken on radial line

+42.45 = PT

Elev. of bottom N. & H. see sketch P31.

" " S.H. Omitted.

+97

+98

59+25

+35

60. 7.81 21.22 6.47 13.41

+13 - Head culvert

2.02 14.54 8.70 12.625 12.52 8.97 16.7 N.

No rail - N. Track X sect taken along rail.

28th St line

Left W. or No. Right So. or E.

22.3 / 78 — 21.8 / 63 — 17.7 / 19 — 17.7 / 8 — 15.9 / 0 — 16.0 / 4 — 17.0 / 7 — 17.9 / 52 — 17.1 / 85 ✓

17.9 / 76 — 17.2 / 11 — 15.8 / 0 — 15.5 / 6 — 16.9 / 10 — 18.3 / 71 — 20.4 / 91 ✓

16.7 / 59 — 16.9 / 0 — 16.9 / 2 — 15.3 / 7 — 15.3 / 12 — 16.5 / 13 — 18.5 / 75 — 21.7 / 96 ✓

16.0 / 60 — 16.8 / 0 — 16.6 / 6 — 15.9 / 10 — 15.9 / 16 — 16.3 / 17 — 16.7 / 29 — 18.9 / 42 — 19.9 / 80 — 22.1 / 95 ✓

16.0 / 57 — 14.8 / 38 — 15.9 / 0 — 14.9 / 5 — 14.5 / 13 — 16.2 / 15 — 16.7 / 41 — 20.3 / 55 — 21.1 / 71 — 23.3 / 83 ✓

15.5 / 73 — 16.8 / 49 — 16.3 / 36 — 14.7 / 38 rec. — 14.7 / 15 — 15.7 / 10 — 15.7 / 0 P.I. — 16.3 / 19 — 15.8 / 45 — 20.7 / 60 ✓

16.7 / 0 P.I. — 15.5 / 21 — 15.9 / 44 — 16.1 / 67 ✓

14.6 / 0 — 15.5 / 5 — 14.0 / 20 — 15.9 / 45 — 15.3 / 57 ✓

16.0 / 60 — 15.5 / 11 — 14.3 / 10 — 13.7 / 4 — 14.3 / 0 — 15.0 / 4 — 16.3 / 10 — 16.6 / 11 — 19.6 / 60 ✓

16.0 / 60 — 15.5 / 17 — 14.9 / 10 — 14.4 / 7 — 13.1 / 6 — 13.3 / 0 — 14.2 / 2 — 15.8 / 10 — 17.7 / 11 — 18.0 / 60 ✓

13.7 / 0 — 15.3 / 10 — 17.5 / 11 — 18.0 / 60 ✓

12.9 / 0 — 14.4 / 7 — 14.5 / 60 ✓

14.6 / 60 — 14.5 / 10 — 14.9 / 9 — 13.4 / 4 — 12.7 / 3 — 12.3 / 0 — 13.5 / 2 — 14.0 / 4 — 14.7 / 14 — 13.9 / 60 ✓

15.5 / 45 — 14.9 / 20 — 14.2 / 10 — 14.0 / 7 — 12.5 / 3 — 11.7 / 1 — 11.0 / 0 — 11.4 / 1 — 13.0 / 2 — 14.5 / 6 — 13.8 / 60 ✓

17.4 / 30 — 16.2 / 15 — 15.0 / 10 — 11.0 / 5 — 12.1 / 00.0 — 13.7 / 4 — 14.6 / 5 — 13.2 / 60 ✓

17.5 / 60 — 15.4 / 11 — 15.2 / 9 — 11.9 / 7 — 11.1 / 5 — 11.0 / 0 — 12.0 / 4 — 14.8 / 6 — 15.4 / 8 — 13.7 / 45 ✓

8.01 ✓

20.5 / 30 — 19.5 / 30 — 15.5 / 13 — 15.0 / 9 — 11.9 / 8 — 10.7 / 0 — 10.9 / 4 — 12.4 / 4 — 13.9 / 8 — 12.7 / 45 ✓

20.5 / 60 — 19.5 / 30 — 19.5 / 13 — 15.5 / 12 — 16.0 / 9 — 11.9 / 6 — 10.2 / 0 ✓

19.2 / 60 — 18.7 / 12 — 14.7 / 14 — 14.2 / 8 — 10.9 / 7 — 10.3 / 6 — 10.4 / 0 ✓

19.0 / 59 — 18.6 / 43 — 15.3 / 32 — 13.5 / 8 — 10.9 / 7 — 10.1 / 0 ✓

20.5 / 60 — 20.4 / 70 — 16.0 / 57 — 14.2 / 25 — 12.2 / 5 — 10.6 / 0 — 9.6 / 2 — 9.5 / 8 — 8.9 / 13 — 10.2 / 18 — 10.2 / 27 — 12.8 / 32 — 13.0 / 45 ✓

20.0 / 90 — 19.8 / 78 — 15.7 / 64 — 14.8 / 34 — 12.9 / 14 — 11.9 / 0 — 11.0 / 3 — 10.3 / 7 — 9.4 / 8 — 9.4 / 18 — 11.9 / 18 — 13.2 / 22 — 12.6 / 40 ✓

11.11 / 40 — 11.53 / 0 — 12.00 / 40 ✓

1454

So rail of No track X sect taken along r

No " " 50 " " " "

50 " " " " " "

61+82 35 PC

+92 22 - C.C.

62+01 68 E.C.

+12 40 = 5 end culvert

+73

+76 2 PC No x sect.

+81 + 5 sta on tan X sect at right angles to tan

+88 " " " " " " " "

+96 " " " " " " " "

63+13 " " 4.70 " 12.44 6.80 " " 7.74

+16 " " " " " " " "

+26 28 PI X sect taken to hit Con of curve

+62 5 sta on tan

+73 " " "

+55 24 = E.C. 5 sta on curve.

6.4

+48 28 P.C

+66 27 - C.C.

+83 57 = P.T

4.32 8.17 8.59 3.85

+98 29 - PC

28th 54 line 5 10 08 { Davis Dannan Williams Dangs

Left W.C. No Right 50 or E

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 11.04 / 40 | | 11.57 / 0 | | 11.92 / 40 | | ✓ |
| | | | | 10.99 / 40 | | 11.37 / 0 | | 11.73 / 40 | | ✓ |
| | | | | 10.94 / 40 | | 11.28 / 0 | | 11.68 / 40 | | ✓ |
| | | 10.3 / 40 | 8.8 / 12 | 9.5 / 12 | | 9.3 / 0 | | 9.3 / 38 | | ✓ |
| | | 9.6 / 40 | 8.5 / 2 | 9.1 / 2 | | 9.0 / 0 | | 9.4 / 31 | | ✓ |
| | | | 8.6 / 35 | 8.8 / 16 | | 8.4 / 0 | | 9.6 / 30 | | ✓ |
| | | 8.2 / 25 | 8.2 / 11 | 8.7 / 11 | | 5.3 / 0 | 5.3 / 1 | 8.1 / 1 | 9.4 / 30 | ✓ |
| | 6.4 / 53 | 6.6 / 42 | 8.3 / 33 | 8.0 / 12 | 8.0 / 12 | 8.1 / 7 | 5.6 / 0 | 6.5 / 4 | 7.1 / 4 | 6.8 / 40 | ✓ |
| | 6.8 / 52 | 6.4 / 41 | 7.6 / 34 | 7.8 / 31.5 | 7.6 / 33 | 8.0 / 9 | 5.5 / 0 | 6.5 / 4.5 | 7.1 / 4.5 | 6.6 / 40 | ✓ |
| 6.3 / 37 | 6.2 / 42 | 6.3 / 32 | 6.4 / 32 | 8.0 / 10.5 | 7.5 / 10 | 8.5 / 10 | 8.7 / 4 | 5.3 / 0 | 6.3 / 5.5 | 6.8 / 5.5 | 6.5 / 40 | ✓ |
| 6.7 / 61 | 6.4 / 42 | 6.8 / 43 | 6.9 / 37 | 8.0 / 30 | 7.7 / 30 | 7.5 / 11 | 5.3 / 0 | | | | | ✓ |
| | | | | | | | 4.9 / 0 | 6.2 / 6.5 | 6.5 / 6.5 | 6.7 / 40 | | ✓ |
| | | | | | | | 4.9 / 0 | | | 5.3 / 40 | | ✓ |
| 6.3 / 52 | 6.0 / 46 | 6.2 / 42 | 7.7 / 40 | | 7.0 / 20.7 sc | 6.5 / 11 | 5.0 / 0 PI | | | | | ✓ |
| | | | | | | | 6.7 / 0 | | | | | ✓ |
| | | | | 6.5 / 40 | 6.4 / 10 | 3.6 / 10 | 3.4 / 0 | | | | | ✓ |
| | | | | 6.1 / 40 | 6.2 / 8 | 4.3 / 7 | 3.6 / 0 | 3.6 / 4 | 5.7 / 10 | 5.6 / 50 | | ✓ |
| | | | | 4.8 / 37 | 4.6 / 6 | 3.2 / 3 | 3.0 / 0 | 3.3 / 2 | 4.2 / 4 | 5.0 / 9 | 4.4 / 55 | ✓ |
| | | | | | 4.4 / 50 | 4.4 / 7 | 3.5 / 0 | 2.9 / 2 | 2.9 / 5 | 4.0 / 8 | 3.5 / 55 | ✓ |
| | | | | | 3.7 / 50 | | 4.2 / 0 | 3.0 / 3 | 3.0 / 9 | 4.0 / 12 | 3.5 / 50 | ✓ |
| | | | | | 3.3 / 50 | 3.8 / 4 | 5.1 / 0 | 5.1 / 1 | 3.4 / 1 | 3.0 / 8 | 3.5 / 50 | ✓ |
| | | | | | | | | | | | | ✓ |
| | | | | | 3.3 / 50 | 3.6 / 5 | 4.4 / 1 | 3.0 / 1 | 3.0 / 0 | 3.1 / 3 | 3.5 / 7 | 3.5 / 50 | ✓ |

H.I.
8.17

65+28.45 = C.C.

+67.82 P.T.

66+08.38 P.C.

+47.16 C.C.

+86.94 P.T.

67+36.86 = P.T. on 'B' line = Sta 59+64.50

6.12 13.25 1.04 7.13

7.4 12.51 12.52



28th St Line

Left - W or N. Right - So or E

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 3.3 / 50 | 3.3 / 0 | 3.3 / 3 | 4.3 / 5 | 3.6 / 9 | 3.0 / 14 | 3.2 / 25 | 4.2 / 30 | 3.2 / 50 | ✓ |
| | | 2.8 / 55 | 3.8 / 45 | 3.0 / 22 | 3.6 / 20 | 2.6 / 0 | 2.8 / 2 | 4.2 / 5 | 3.4 / 8 | 3.3 / 35 | 3.3 / 50 | | | ✓ |
| W | 2.6 / 55 | 3.8 / 47 | 2.8 / 41 | 2.9 / 14 | 3.1 / 7 | 2.7 / 0 | 2.8 / 4 | 3.5 / 8 | 2.9 / 11 | 3.2 / 50 | | E | | ✓ |
| SW. | | 2.4 / 56 | 3.8 / 47 | 2.8 / 40 | 2.4 / 15 | 2.8 / 0 | 2.7 / 20 | 7.0 / 39 | 7.46 / 39.9 | Rail 7.3 / 56 | | N.E | | ✓✓ |
| No | | 6.3 / 25 | 6.71 / 15.3 | Rail 6.2 / 13 | 2.8 / 5 | 2.8 / 0 | 2.4 / 4 | 3.4 / 36 | 2.8 / 41 | 2.8 / 60 | | So | | ✓ |
| N | 6.02 / 29.9 | 5.6 / 25 | 5.8 / 18 | 6.0 / 15.3 | Top Rail 5.1 / 13 | 2.1 / 7 | 2.2 / 0 | 2.5 / 17 | 1.9 / 40 | | 50 | | | ✓ |

Cross-Section of "5" line from 61+92 59 to 64+67 - 28th St

0+00 = 61+92 59 - 28th St line 0.78 13.30 12.52

+53 = Ct. Gutr

+63

+67

1

2

+10 24 = 64+67 - 28th St line



No 50

9.6/25 8.5/0 9.0/1 8.5/25 ✓

7.6 Gutr / 8.2 Ct / 25 7.4 Gutr / 8.0 Ct / 0 7.3 Gutr / 7.9 Ct / 8 8.3/9 8.2/25 ✓

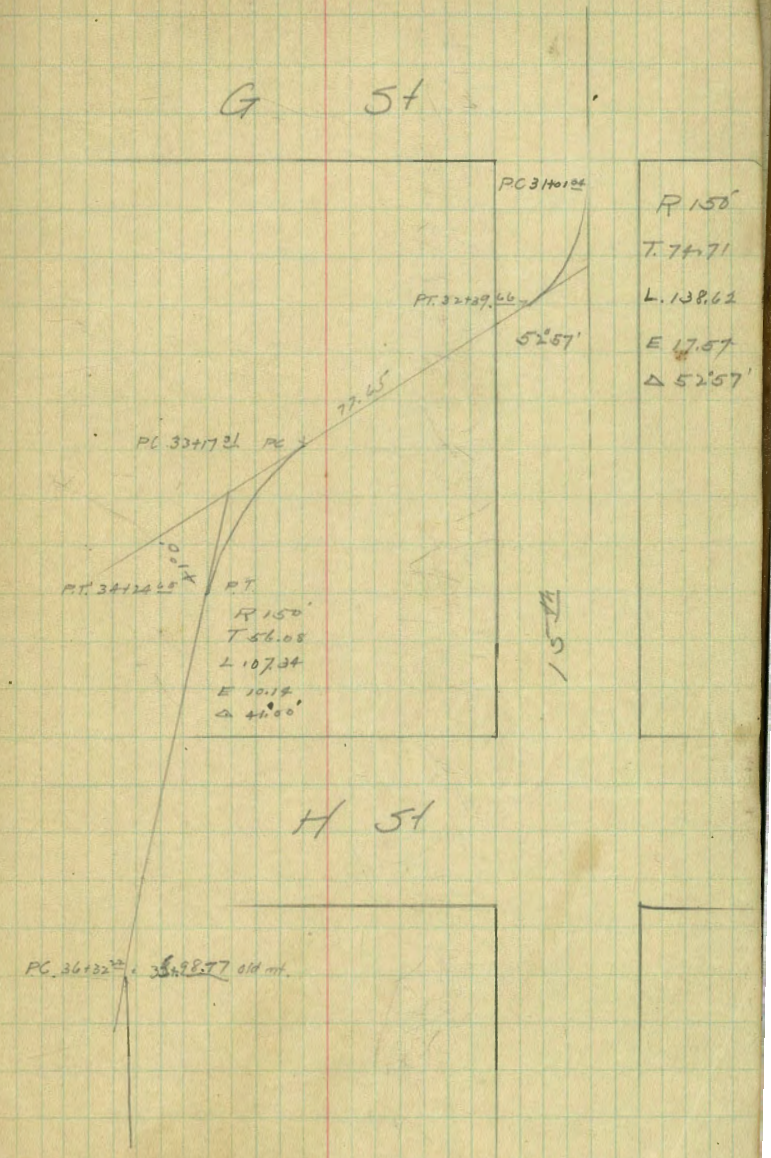
8.4/25 8.2/0 8.1/7 8.7/15 8.1/25 ✓

6.3/25 6.5/0 6.5/7 8.5/7 8.1/25 ✓

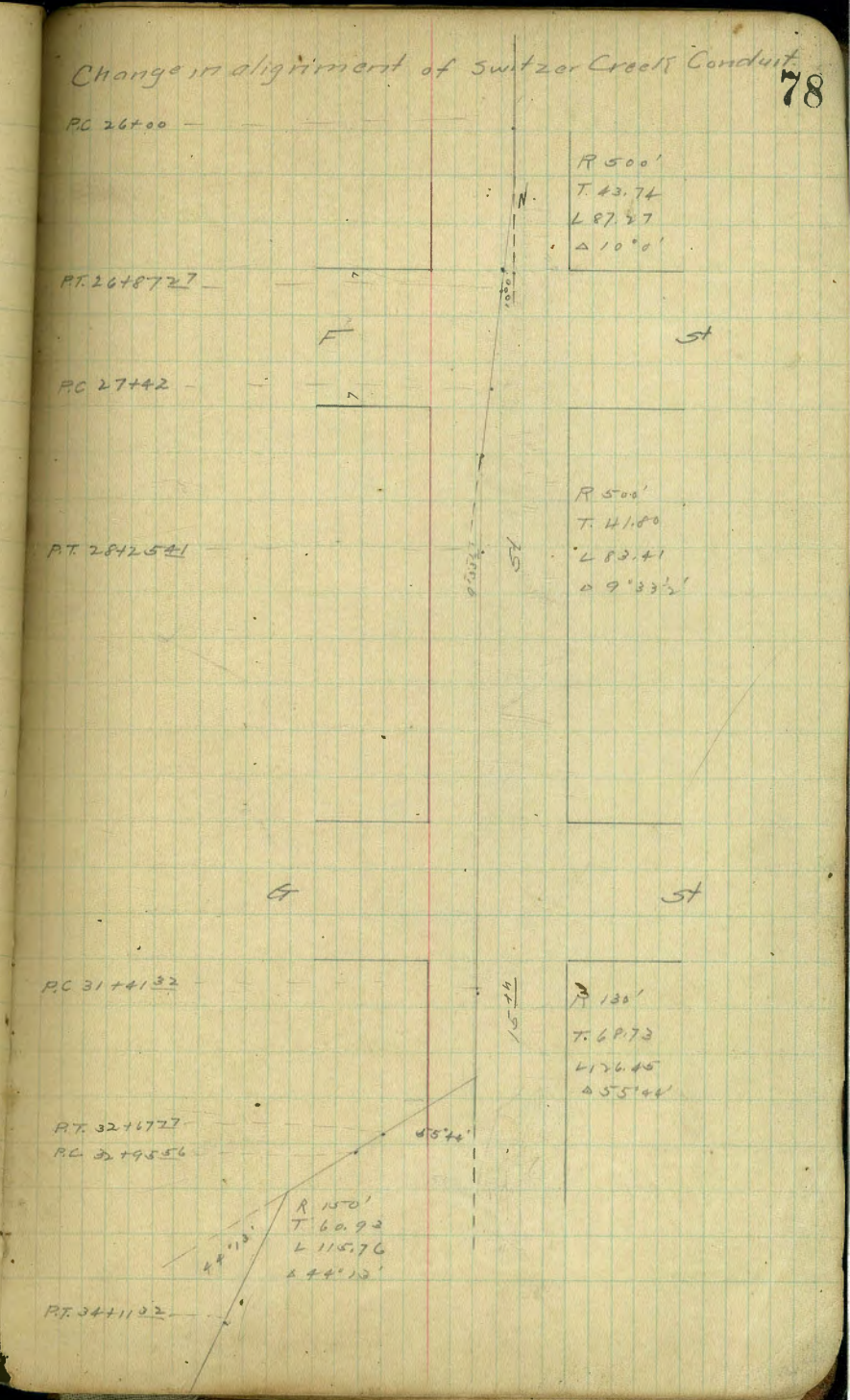
5.9/25 5.7/0 5.7/7 6.5/7 5.7/25 ✓

3.8/25 3.5/0 3.8/9 2.9/11 3.1/16 4.0/19 4.2/25 ✓

3.6/25 4.0/0 4.0/5 2.9/8 3.0/12 3.1/16 3.2/25 ✓


G St
PC 31+01.04
R 150'
T. 74.71
L. 138.62
E 17.57
Δ 52°57'
PT. 32+39.66
52°57'
77.65
PC 33+17.31
PC
P.T. 34+24.65
P.T.
R 150'
T 56.08
L 107.34
E 10.14
Δ 41°00'
15 m
H St
PC. 36+32.22
old mt.

Change in alignment of Switzer Creek Conduit.



depth trp. to invert = 4 28

| | | | |
|---|---|---|---|
| | | | 12.52. |
| 3 30 | 15 82 | 6 44 | 9 38 |
| | | 4 21 | 11 6.1 |
| | | ~~3 91~~ | ~~11 91~~ |
| | | 4 16 | 11 66 |
| | | ~~4 03~~ | ~~11 79~~ |
| | | 4 28 | 11 54 |



B.M. N.E. 16 + N.

Gr. at W end.

~~Gr. at E.~~

~~Gr. at E.~~

Gr at E

15 82
9 65
6.17
.25
6.42

5 89
55
6 44

2 16
10 8
5.36
8

5.36
4.49
.87

96

.87
12
10.44

44
8
352

10 44
10 7/16

| | | | |
|---|---|---|---|
| | | | 10.00 |
| 5 41 | 15 41 | 4 80 | 10 61 |
| | | 6 53 | 8 88 |
| | | 5 58 | 9 83 |
| | | 5 36 | 10 05 |

X Curb on W

" " E

W Cb at Rt Ang.

℄

E

9 65

35 + 78 78
32 + 52,65
3 + 26 13
32 42
58,55

46. 71 22
43 + 87 13
2 + 84 09

48 + 55 62
46 + 71 22
1 + 84 40

50 + 16 02
46 + 71 22
3,44 80

50 + 45.15
16 02
29.13

54 + 91 98
52 + 24 75
2 + 67 23

54 + 91 98
54 + 20 60
71,38

26 7 23
5
2 72,23

57 + 73 33
56 + 26 92
1 + 46 41

61 + 82 35
58 + 42 45
3 + 39 90
10 24
50 14

Return to City Engineers Office
City Hall, San Diego, Cal.

*able showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.*

| UTES. | LKS. | MINUTES. | LKS. | MINUTES. | LKS. |
|---|---|---|---|---|---|
| | 2⅓ | 21 | 49 | 41 | 95⅔ |
| | 4⅔ | 22 | 51⅓ | 42 | 98 |
| | 7 | 23 | 53⅔ | 43 | 100⅓ |
| | 9⅓ | 24 | 56 | 44 | 102⅔ |
| | 11⅔ | 25 | 58⅓ | 45 | 105 |
| | 14 | 26 | 60⅔ | 46 | 107⅓ |
| | 16⅓ | 27 | 63 | 47 | 109⅔ |
| | 18⅔ | 28 | 65⅓ | 48 | 112 |
| | 21 | 29 | 67⅔ | 49 | 114⅓ |
| | 23⅓ | 30 | 70 | 50 | 116⅔ |
| | 25⅔ | 31 | 72⅓ | 51 | 119 |
| | 28 | 32 | 74⅔ | 52 | 121⅓ |
| | 30⅓ | 33 | 77 | 53 | 123⅔ |
| | 32⅔ | 34 | 79⅓ | 54 | 126 |
| | 35 | 35 | 81⅔ | 55 | 128⅓ |
| | 37⅓ | 36 | 84 | 56 | 130⅓ |
| | 39⅔ | 37 | 86⅓ | 57 | 133 |
| | 42 | 38 | 88⅔ | 58 | 135⅓ |
| | 44⅓ | 39 | 91 | 59 | 137⅔ |
| | 46⅔ | 40 | 93⅓ | 60 | 140 |

## TABLE FOR RUNNING ON SLOPES.

*following table the first column shows the angle, the second the number of links to be added to a chain on the slopes, to make one chain, horizontal measurement.*

| E | COR. IN LINKS | ANGLE | COR. IN LINKS | ANGLE | COR. IN LINKS | ANGLE | COR. IN LINKS |
|---|---|---|---|---|---|---|---|
| | | ° | | ° | | ° | |
| | 0.24 | 11 | 1.88 | 18 | 5.14 | 25 | 10.54 |
| | 0.38 | 12 | 2.24 | 19 | 5.76 | 26 | 11.26 |
| | 0.55 | 13 | 2.63 | 20 | 6.42 | 27 | 12.24 |
| | 0.76 | 14 | 3.06 | 21 | 7.11 | 28 | 13.37 |
| | 0.98 | 15 | 3.53 | 22 | 7.85 | 29 | 14.34 |
| | 1.24 | 16 | 4.02 | 23 | 8.64 | 30 | 15.47 |
| | 1.55 | 17 | 4.56 | 24 | 9.47 | 35 | 22.07 |