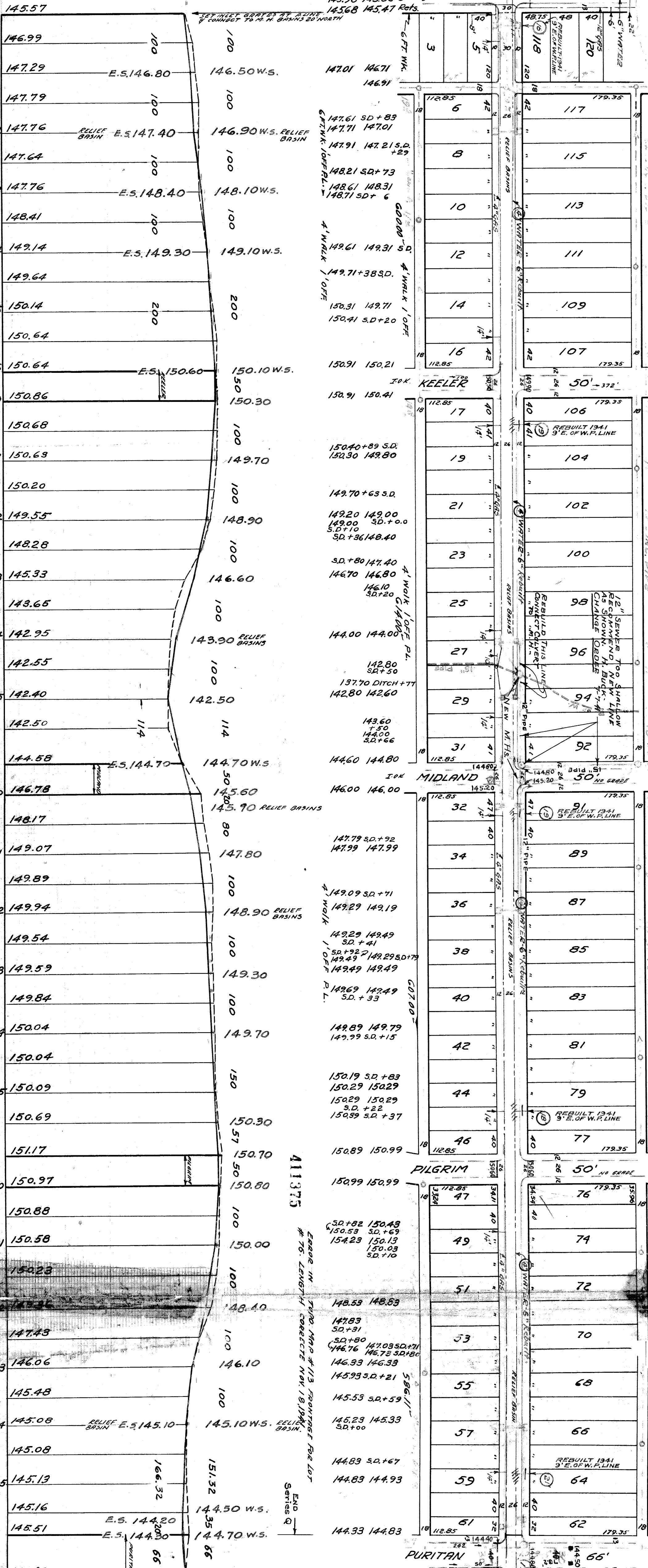


INLET 206
C1187

FENKELL PAVED 66' CONC.



| AT NO. | Lot No. | Excavation | Quantity |
|--------|---------|------------|----------|
| 1 | 107 | Excavation | 100 |
| 2 | 106 | Excavation | 100 |
| 3 | 104 | Excavation | 100 |
| 4 | 102 | Excavation | 100 |
| 5 | 100 | Excavation | 100 |
| 6 | 98 | Excavation | 100 |
| 7 | 96 | Excavation | 100 |
| 8 | 94 | Excavation | 100 |
| 9 | 92 | Excavation | 100 |
| 10 | 89 | Excavation | 100 |
| 11 | 87 | Excavation | 100 |
| 12 | 85 | Excavation | 100 |
| 13 | 83 | Excavation | 100 |
| 14 | 81 | Excavation | 100 |
| 15 | 79 | Excavation | 100 |
| 16 | 77 | Excavation | 100 |
| 17 | 76 | Excavation | 100 |
| 18 | 74 | Excavation | 100 |
| 19 | 72 | Excavation | 100 |
| 20 | 70 | Excavation | 100 |
| 21 | 68 | Excavation | 100 |
| 22 | 66 | Excavation | 100 |
| 23 | 64 | Excavation | 100 |
| 24 | 62 | Excavation | 100 |

DEPARTMENT OF PUBLIC WORKS DETROIT MICH.
CITY ENGINEERS OFFICE - DIVISION OF PAVING DESIGN
STREET PAVING PLAN
WESTBROOK 50'

TYPE OF PAVEMENT CLASS B - 8" MAC+2 1/2" OIL PGG.
26' x 30' FEET WIDE

DRAINAGE COMPLETED.....
PAVING COMPLETED 11-1-41

DESIGNED BY
DRAWN BY
CHECKED BY
APPROVED

Martin R. Tisdler
ASST. CITY ENGINEER

145.57
146.99
147.29
147.79
147.76
147.64
147.76
148.41
149.14
149.64
150.14
150.64
150.86
150.68
150.63
150.20
149.55
148.28
145.33
143.65
142.95
142.55
142.40
142.50
144.58
146.78
148.17
149.07
149.89
149.94
149.54
149.59
149.84
150.04
150.04
150.09
150.69
151.17
150.97
150.88
150.58
150.23
147.43
146.06
145.48
145.08
145.08
145.13
145.16
145.51
145.00

145
140

Drainage Const. 8/6/41

145.90 145.85 Curbs
145.68 145.47 Refs.

147.01 146.71
146.91

147.61 SD+83
147.71 147.01

147.91 147.21 S.D.
+29

148.21 SD+73
148.61 148.31
148.71 SD+6

149.61 149.31 S.D.
149.71+383D.

150.31 149.71
150.41 S.D.+20

150.91 150.21
150.91 150.41

150.40+89 S.D.
150.30 149.80

149.70+63 S.D.

149.20 149.00
149.00 S.D.+0.0
S.D.+10
S.D.+36 148.40

S.D.+80 147.40
146.70 146.80
146.10
S.D.+20

144.00 144.00

142.80
S.D.+50
137.70 DITCH+77
142.80 142.60

143.60
+50
144.00
S.D.+66

144.60 144.80
146.00 146.00

147.79 S.D.+92
147.99 147.99

149.09 S.D.+71
149.29 149.19

149.29 149.49
S.D.+41
S.D.+92 149.29 S.D.+79
149.49

149.49 149.49
S.D.+33

149.89 149.79
149.99 S.D.+15

150.19 S.D.+83
150.29 150.29
150.29 150.29
S.D.+22
150.39 S.D.+37

150.89 150.99

150.99 150.99

S.D.+82 150.43
150.53 S.D.+69
154.23 150.13
150.03
S.D.+10

148.53 148.53
147.83
S.D.+31
S.D.+80 147.03 S.D.+71
146.76 146.73 S.D.+80

146.93 146.33
145.93 S.D.+21

145.53 S.D.+59

145.23 145.33
S.D.+00

144.83 S.D.+67
144.83 144.93

144.33 144.83

145.63-145.45
145.14 144.94
145.72 145.52
FUTURE CURB

NEED W. MAIN - 6" REPAIR
L.A.I. & E. OF W. PLING
145-541
1/30/41 CH. HILCH.

Revised 7/7/41
D-1227

Completed 5/2/38

145.57
147.34
148.14
152.67
148.62
152.85
148.02
151.54