

88

NAME BROADWAY UNIT 1.

Class \_\_\_\_\_ Course \_\_\_\_\_ Party \_\_\_\_\_

Slope Stakes

Watson, Valley, Goshute  
508 Spreckels Bldg.  
San Diego, Calif.

1968

207

# FIELD NOTES

No. 403P

ESPECIALLY ADAPTED  
TO THE USE OF  
ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO    SAN FRANCISCO    NEW YORK  
NEW ORLEANS    PITTSBURGH



BROADWAY EXTENSION  
San Diego Arc.

MICROFILMED

DEC 30 1964

Slope Stks 71+37 to

Page



LEMON GROVE AVE

P.I. STA. 65+32.20

CURVE DATA

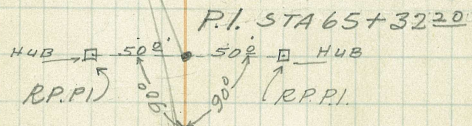
$\Delta = 8^{\circ}30'$   
 $R = 2000.00$   
 $T = 148.62$   
 $L = 296.80$   
 $d' = 0.859'$

STA.	DLEF.	CHORD.	
B.C. 63+83.58	—	—	B.C.
64+00	0°14.10	16.42	
+50	0°57.05	50.00	
65+00	1°40.00	50.00	
+50	2°22.95	50.00	
66+00	3°05.90	50.00	
+50	3°48.85	50.00	
E.C. +80.38	4°14.94	30.38	E.C.
$\frac{1}{2}\Delta = 4^{\circ}15'$			

AUG. 25, 1926

PARTY  
 TREADWELL  
 RUPLINGER  
 TODD  
 RODIER

E.C. STA.  $\frac{66+80.82}{66+80.48}$  EQUATION



B.C. STA. 63+83.58

LEMON GROVE AVE







3

Aug. 26, 1926

Peterman

Tighe

Thompson

SLOPE STAKES

LEMON GROVE

From STA. 64+00



STA. T.P.	+	H.I.	-	Elev.	Grade	Gr. Rod	Right	Left	Gr. Rod
		2.39		378.73					
64+00					369.46	10.27	check	check	9.85
63+50					370.30	9.43	$1.9+0.9=2.8$ 28.9	$2.6+0.5=3.1$ 31.9	9.00
63+00					371.15	8.58	$4.4+0.7=5.1$ 30.2	$3.5+0.3=3.8$ 33.3	8.16
62+50					372.00	7.73	$4.9+0.5=5.4$ 30.5	$2.9+0.6=3.5$ 32.4	7.30
62+00					372.84	6.89	$5.3+0.5=5.8$ 30.6	$2.5+0.8=3.3$ 31.8	6.47
61+50					373.69	6.04	$2.0+0.2=2.2$ 29.0	$2.3+0.5=2.8$ 31.5	5.62
61+00					374.54			$0.5+0.5=1.0$ 28.8	4.78

B.M.									
		2.0		379.97		1.6996			
61+00					374.54	8.43	$4.8+0.0=4.8$ 30.4		
60+50					375.38	7.59	$2.7+0.8=3.5$ 29.4	$0.7+0.2=0.9$ 29.0	7.17
60+00					376.22	6.75	$0.3+0.0=0.3$ 28.5	$2.4+0.3=2.7$ 31.6	6.33
59+50					377.07	5.90	Grade 28.0	$1.1+0.3=1.4$ 29.7	5.48
59+00					377.91	5.06	$0.8+0.2=1.0$ 28.4	$0.6+0.2=0.8$ 28.8	4.64
58+50					378.76	4.21	$0.5+0.2=0.7$ 28.2	$0.6-0.2=0.4$ 28.3	3.80
58+00					379.60	3.37	$0.2+0.3=0.5$ 28.1	$0.8+0=0.8$ 28.4	2.95

B.M.									
		8.04		379.97		1.85690			
57+50					380.48	8.52	0.7 28.4	Fill	$0.6-0.1=0.5$ 28.5
57+00					381.41	7.60	$0.6+0.2=0.8$ 28.3	cut	$1.7+0.3=2.0$ 28.8



STA.	+ H.I.	- Elev.	Gr. Rod.	Right.		Left	Gr. Rod.
	388.00						
56+50		382.33	6.67	$1.8+0.5=2.3$ 28.9	cut	$0.6=-0.6$ 28.3	6.25?
56+00		383.26	5.74	$2.7+0.4=3.1$ 29.3	cut	$1.2-0.1=-1.1$ 28.6	5.32?
55+50		384.20	4.80	$2.7+0.1=2.8$ 29.3	cut	$1.8-0.1=1.7$ 28.9	4.38?
55+00		385.30	3.70	$1.9+0.5=2.4$ 29.0	cut	$1.0+0.2=1.2$ 28.5	3.28?
54+50		386.90	2.10	$2.0-0.2=1.8$ 29.0	Fill	$0.5+0.4=+0.9$ 28.8	1.68
B.M.		379.97					
	9.53	389.50					
		0.36	389.14				
	8.73	397.87					
54+00		388.63	10.24	$1.6+0.4=2.0$ 28.8	Fill	$1.1+0.7=1.8$ 29.6	9.82
53+50		390.37	8.50	$2.3+0.3=2.6$ 29.1	Fill	$0.8+0.5=+1.3$ 29.2	8.08
53+00		392.10	6.77	$2.8+0.3=3.1$ 29.4	cut	$0.6-0.4=-0.2$ 28.3	6.77
52+50		393.83	5.04	$3.1+0.3=3.4$ 29.6	cut	$1.3+0.0=+1.3$ 28.7	5.04
52+00		395.30	3.57	$3.3+0.1=3.4$ 29.7	cut	$1.8-0.4=-1.4$ 28.9	3.57
51+50		396.40	2.47	$2.5+0.5=3.0$ 29.2	cut	$0.9-0.3=-0.6$ 28.5	2.47
51+00		396.60	2.27	Imp.	Fill	$Gr.+0.8=+0.8$ 28.0	2.27
		0.37	397.50				
	1.60	399.10					
50+50		396.12	3.56	$0.3+0.1=+0.4$ 28.5	Fill	$1.2+0.7=+1.9$ 29.8	3.56
50+00		395.57	4.10	$1.8+0.2=+2.0$ 30.8	Fill	$7.1+0.4=+7.5$ 38.7	4.10
49+50		395.02	4.66	$1.8+0.2=+2.0$ 30.7	Fill	$2.5+0=+2.5$ 31.8	4.66
49+00		394.46	5.64	$3.0+0.4=3.4$ 29.5	cut	$1.2-0.7=-0.5$ 28.6	5.64
48+50		393.91	6.20	$5.2+0.0=5.2$ 30.6			
48+00		393.36	6.74	$4.3+0.5=4.8$ 30.2			
47+50		392.81	7.30	$3.9+0.9=4.8$ 30.0			



STA.	+	H.I.	-	Elev.	Grade	Gr. Rod.	Right.		Left.	Gr. Rod.
		399.10								
47+00				392.25		7.85	$\frac{5.0+0.9=5.9}{30.6}$			
46+50				391.70		8.40	$\frac{4.1+0.8=4.9}{30.0}$			
B.M.				392.06						
	4.06	396.12								
48+50				393.91				Fill 2.6	$\frac{2.1+2.6=4.7}{30.5}$	2.80
48+00				393.36					$\frac{2.0+1.9=3.9}{31.0}$	3.34
47+50				392.81					$\frac{3.1+1.4=4.5}{32.7}$	3.90
47+00				392.25					$\frac{3.2+0.6=3.8}{32.8}$	4.45
46+50				391.70					$\frac{3.0+0.6=3.6}{32.4}$	5.00
46+00				391.40		✓ 5.72	$\frac{1.9+0.2=2.1}{30.9}$	Fill	$\frac{2.3+0.4=2.7}{31.5}$	5.30
45+50				391.40		✓ 5.72	$\frac{1.0+0.1=1.1}{29.5}$	Fill	$\frac{2.4+0.1=2.5}{31.6}$	5.30
B.M.				392.06						
	5.62	397.68								
45+00				392.00		✓ 6.26	$\frac{1.1+0.2=1.3}{29.6}$	Fill	$\frac{2.4+0.5=2.9}{31.6}$	5.84
44+50				392.71		✓ 5.55	$\frac{1.2+0.2=1.4}{29.8}$	Fill	$\frac{1.2+0.2=1.4}{29.8}$	5.13
44+00				393.42		5.26	$\frac{0.4+0.2=0.6}{28.2}$	cut	$\frac{0.4+0.4=0.8}{28.6}$	4.84
43+50				394.13		4.55	$\frac{1.4+0.7=2.1}{28.7}$		$\frac{0.6+0.3=0.9}{29.0}$	4.13
43+00				394.84		3.84	$\frac{2.3+0.5=2.8}{29.2}$		$\frac{0.3-0.2=+0.1}{28.5}$	3.42
B.M.				392.06						
	9.74	401.80								
Set. T.P.			1.75	400.05						
42+50				395.56		7.24	$\frac{3.0+0.4=3.4}{29.5}$	cut	$\frac{1.0-0.2=-0.8}{28.5}$	7.24 ✓
42+00				396.27		6.53	$\frac{2.1+0.3=2.4}{29.0}$	Fill	$\frac{2.1+}{28.0}$	6.10



STA.	+	H.I.	-	Elev. Grade	Gr. Rod.	Right.		Left	Gr. Rod.
		401.80							
41+50				396.98	5.82	2.9+0.4=3.3 29.4			
41+00				397.69	5.10	2.8+0.7=3.5 29.4			
40+50				398.40	4.40	2.2+0.2=2.4 29.1			
T.P.				400.05					
	3.01	403.06							
41+50				396.98			cut	1.3+0.2=-1.5 28.6	7.08
41+00				397.69			cut	1.4+0.1=-1.5 28.7	6.37
40+50				398.40			cut	0.8-0.8=0 28.4	5.66
40+00				399.52		Gutter Grade 28.0	Fill	1.7+0.4=+2.1 30.6	4.12
39+25				401.20	2.44	1.9-0.3=+1.6 30.8	Fill	3.0+0.0=3.0 32.5	2.44
38+50				401.20	2.44	3.2+0.0=+3.2 32.8	Fill		
T.P.			1.47	401.59					
B.M.	6.69	408.28	5.59	402.69					
				402.66					
	5.59	408.25							
38+50				401.20			Fill	Grade 28.0	8.47
38+00				401.65	7.18	1.8+0.2=+2.0 30.7	Fill cut	5.2+0.4=5.6 30.6	7.60
37+50				402.11	7.14	1.1+0.1=-1.2 28.5	cut.	5.7+0.1=-5.8 30.8	7.14
37+00				402.56	6.70	2.3+0.1=-2.4 29.1		4.1+0.2=-4.3 30.1	6.70
36+50				403.02	6.23	0.6+0.3=-0.9 28.3	cut	1.5-0.1=-1.4 28.7	6.23
36+00				403.40	5.43	Gr. + 0.3=0.3 28.0		0.8 = -0.8 28.4	5.85
35+50				403.75	5.08	0.9-0.1=+0.8 29.4		Gr. + 0.6=+0.6 28.0	5.50
35+00				404.09	4.75	1.3-0.1=1.2 30.0		0.5+0.3=Cut 0.3 28.7	4.75

2.2496

0.6836 0.90996

0° 1' 20° 25°  
-0° -1' 0° +0'  
27° 22' 20° 25°  
-1' -1 1/2' -1' -0°  
27° 22' 21° 26°



STA.	+	H. I.	-	Elev.	Grade	Gr. Rod	Right	Left	Gr. Rod
		408.25							
34+50				404.43	✓ 4.40	1.5+0.2=+1.7	-17 -15 -08 -07	0.8+0.1=+0.7	4.40
34+00				404.77	✓ 4.06	30.2 1.0+0.3=+1.3	27 <sup>2</sup> 22 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	29.2	4.06
33+00				405.11	✓ 3.72	29.6 0.3+0.1=+0.4	25 <sup>2</sup> 20 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	29.1	3.72
32+00				405.45	✓ 3.38	28.5 1.1-0.1=+1.0	26 <sup>2</sup> 21 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	0.8-0.2=0.6	3.38
T.P.		3.55	404.70	405.80	✓ 3.03	29.7 0.9 = +0.9	26 <sup>2</sup> 21 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	0.4-0.4=Gr.	3.03
				406.14	✓ 2.70	29.3 1.6-0.4=+1.2	27 <sup>2</sup> 22 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	Roadway. 0.5+0.1=+0.6	2.70
						30.4	27 <sup>2</sup> 22 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	28.7	
31+50	7.84	412.54		406.48	✓ 6.64	1.0 = +1.0	-10 -10 -09 +06	0.8+0.3=1.1	6.6
31+00				406.82	✓ 6.30	29.5 0.7+0.2=+0.9	26 <sup>2</sup> 21 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	28.4	7.06
30+50				407.16	✓ 5.96	29.0 1.0 = +1.0	-08 -12 -13 +02	0.4+0.2=-0.6	6.30
30+00				407.50	✓ 5.62	29.5 Gr. = Gr.	-02 -13 -02 +13	28.2	5.96
29+50				408.00	✓ 5.12	28.0 0.6+0.0=+0.6	26 <sup>2</sup> 21 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	0.6+0.7=-1.3	6.38
29+00				408.50	✓ 4.62	29.0 1.6+0.0=+1.6	-02 -04 -12 +08	28.3	5.62
28+50				409.00	✓ 4.12	30.4 0.5+0.1=+0.4	25 <sup>2</sup> 20 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	0.7+0.2=-0.9	5.54
28+00				409.50	✓ 3.62	28.7 0.8-0.6=+0.2	-02 -04 -07 +02	28.4	4.62
27+50				410.00	✓ 3.12	29.1 0.3+0.0=+0.3	27 <sup>2</sup> 22 <sup>2</sup> 21 <sup>2</sup> 26 <sup>2</sup>	0.3-0.1=+0.2	4.12
T.P.			1.29	411.25		28.5 0.5+0.1=+0.4	-05 -05 -04 -06	0.6+0.4=+1.0	4.12
B.M.	7.06	418.31	5.34	412.97	check	28.9 0.8-0.6=+0.2	20 <sup>2</sup> 25 <sup>2</sup> 20 <sup>2</sup> 25 <sup>2</sup>	0.6+0.2=+0.4	3.62
				413.03		28.5 0.3+0.0=+0.3	-02 -05 -02 +12	28.9	3.62
	5.34	418.37				28.5	25 <sup>2</sup> 20 <sup>2</sup> 20 <sup>2</sup> 25 <sup>2</sup>	0.9+0.3=-1.2	3.54
27+00				410.84	✓ 8.53	0.2+0.0=-0.2	00 +00 +13 +16	1.3+0.1=+1.4	8.53
26+50				411.69	✓ 7.68	28.1 0.9-0.5=-0.4	25 <sup>2</sup> 20 <sup>2</sup> 20 <sup>2</sup> 25 <sup>2</sup>	28.6	7.68
26+00				412.54	✓ 6.41	28.4 0.9+0.1=+1.0	00 +16 +07+00	1.2+0.4=-1.6	6.41
						29.4	25 <sup>2</sup> 20 <sup>2</sup> 20 <sup>2</sup> 25 <sup>2</sup>	28.6	
							-08 -08 00 +12	1.2+0.2=-1.4	
							26 <sup>2</sup> 21 <sup>2</sup> 20 <sup>2</sup> 25 <sup>2</sup>	28.6	



STA	+	H.I.	-	Elev.	Grade	Gr. Rod	Right	Left	Gr. Rod
		418.37							
25+50				413.38		5.57	1.2+0.1=+1.3 29.8	1.2+0.3=-1.5 28.6	6.00
25+00				414.22		4.73	0.7+0.2=+0.9 29.0	0.4+0.5=-0.9 28.2	5.15
24+50				415.07		3.88	2.0+0.2=+2.2 31.1	Roadway	
24+00				415.91		3.04	3.2+0.4=+3.6 32.8	1.5-0.3=+1.2 30.2	3.04
23+50				416.76		2.19	2.8+0.3=+3.1 32.2	1.9+0.3=+1.6 30.9	2.19
23+00				417.60		1.35	1.5+0.4=+1.9 30.2	0.5-0.4=+0.1 28.8	1.35
B.M.				413.03					
	12.04	425.07							
22+50				418.90		6.75	1.0-0.1=+0.9 29.4	0.8+0.0=+0.8 29.2	6.75
22+00				421.00		4.65	0.7+0.7=+1.4 29.1	1.6-0.1=-1.5 28.8	5.07
T.P.			0.17	424.90					
	11.00	435.90							
21+50				423.50		5.10	1.1-0.1=+1.0 29.7	2.0+0.8=-2.8 29.0	13.40
21+00				426.00		10.48	0.8+0.0=+0.8 29.7	1.9+1.0=-2.9 28.9	10.90
20+50				428.50		7.98	0.5-0.4=+0.1 29.8	3.0+0.9=-3.9 29.5	8.40
20+00				431.00		5.48	0.6+0.1=+0.5 28.9	3.4+0.2=-3.6 29.7	5.90
19+50				433.50		2.98	0.2+0.2=+0.4 28.3		
19+00				435.15		1.75	0.7=0.7 28.3		
T.P.			0.41	435.49					
B.M.	7.63	443.12	1.67	441.45					
				441.41					
	1.67	443.08							
19+50				433.50				3.1+0.7=-3.8 29.6	10.58
19+00				435.15				3.8+0.5=-4.3 29.9	8.93



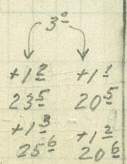
STA.	+ H.I.	- Elev.	Grade	Gr. Rod	Right	Left	Gr. Rod
	443.08						
18+50		436.60		7.06	1.0+0.1=1.1 29.5	3.1+0.9=4.0 29.5	7.48
18+00		438.05		5.60	2.0+0.3=2.3 31.0	1.7+0.6=2.3 28.8	6.03
17+50		439.50		4.16	1.4+0.1=1.5 30.1	0.8+0.5=1.3 28.4	4.58
17+00		440.80		3.28	0.7+0.2=0.9 28.4	1.8+0.3=2.1 28.9	3.28
B.M.		441.41					
	5.16	446.57					
16+50		441.80		5.77	3.0+0.4=3.4 29.5	Roadway 3.4-0.2=3.2 29.7	5.27
16+00		442.30		5.27	3.6+0.3=3.9 29.8	3.1-0.1=3.0 29.8	5.17
15+50		442.40		5.17	2.6+0.3=2.9 29.3	2.6+0.3=2.9 29.3	5.57
15+00		442.00		5.57	2.2-0.2=2.0 29.1	2.6+0.2=2.8 29.3	6.07
14+50		441.50		6.07	1.8+0.2=2.0 28.9	2.9-0.1=2.8 29.4	6.57
14+00		441.00		6.57	2.3+0.4=2.7 29.2	2.9-0.1=2.8 29.4	
T.P.		3.65	442.92				
	0.78	443.70					
13+50		440.50		4.20	2.2-0.3=-1.9 29.1	Driveway 2.1+0.6=2.7 29.1	4.20
13+00		440.00		4.28	+0.5 24.5	0.4-0.1=0.3 28.7	4.78
12+50		439.50		4.78	Fill 2.0' 3.2+1.5=4.7	1.1-0.3=0.8 28.7	5.28
12+00		439.00		5.28	3.2 32.7	0.0+0.6=0.6 28.0	6.20
11+50		438.50		5.78	3.1+0.3=3.4 32.6	1.0+0.3=-1.8 28.5	6.70
11+00		438.00		6.28	1.6+0.8=2.4 30.4	3.0+0.7=-3.7 29.5	7.20
10+50		437.50		6.78	1.0+0.6=1.6 29.5		
B.M.		6.61	437.09				
		6.61	437.07				



STA. B.M.	+ H.I.	- Elev.	Grade	Gr. Rod	Right	Left	Gr. Rod
	3.48	440.55					
9+50		436.50	✓4.63		$1.6+0.6=2.2$ 30.4	$1.4+0.4=-1.8$ 28.7	5.05
9+00		436.00	✓5.13		$1.7+0.2=1.9$ 30.6	$0.5 = -0.5$ 28.9	5.55
8+50		435.50	✓5.63		$1.6+0.1=1.7$ 30.4	$0.4 - 0.2 = +0.2$ 28.6	5.63
8+00		435.00	✓6.13		$1.0+0.3=1.3$ 29.5		
7+50		434.70	✓6.63		$0.1+0.1=+0.2$ 28.2		
7+00		434.70	6.85		$0.6 = -0.6$ 28.3		
6+50		434.90	6.65		$1.0-0.2=-0.8$ 28.5		
(T.P.)	5.70	434.85					
	4.12	438.97					
8+00		435.00				$0.4 - 0.1 = +0.3$ 28.7	4.55
7+50		434.70				$0.4+0.3=-0.7$ 28.7	5.27
7+00		434.70				$0.7+0.1=0.8$ 28.4	5.27
6+50		434.90				$0.2 = -0.2$ 28.1	5.07
6+00		435.24		0.933%			
5+50		435.70					
5+00		436.10					
B.M.		437.25					
	5.15	440.00					
6+00		435.24		6.7	$+1.2$ 23.5	$+0.2$ 20.2	6.7
5+50		435.70		6.2	$+1.3$ 25.6	$-0.6$ 20.2	5.8
5+00		436.10		0.933%			

0.933%

0.933%





Slope stakes 0+00 to 5+00  
 Cuts  $\frac{1}{2}$  to 1 Fills  $\frac{1}{2}$  to 1  
 30' Paving

Sept 8 1926  
 E.P. Chittort  
 H. Thompson  
 M.H. Petermann / 2

					Lt.		Rt.
6.07	440.92		434.85				
5+00		436.17	4.7	5 <sup>3</sup>	-0 <sup>3</sup> 25 <sup>2</sup>	-0 <sup>6</sup> 20 <sup>3</sup>	+1 <sup>2</sup> 20 <sup>5</sup> +1 <sup>1</sup> 25 <sup>5</sup> 5 <sup>7</sup>
4+50		436.64	4 <sup>3</sup>	5 <sup>3</sup>	+0 <sup>2</sup> 25 <sup>4</sup>	+0 <sup>3</sup> 20 <sup>1</sup>	+0 <sup>2</sup> 20 <sup>5</sup> +1 <sup>1</sup> 25 <sup>5</sup> 5 <sup>3</sup>
4+00		437.10	3 <sup>2</sup>	4 <sup>2</sup>	+0 <sup>4</sup> 25 <sup>2</sup>	+0 <sup>4</sup> 20 <sup>3</sup>	+1 <sup>3</sup> 20 <sup>6</sup> +1 <sup>5</sup> 25 <sup>6</sup> 4 <sup>8</sup>
3+50		437.57	3 <sup>3</sup>	4 <sup>2</sup>	+0 <sup>2</sup> 25 <sup>5</sup>	+0 <sup>2</sup> 20 <sup>5</sup>	+0 <sup>7</sup> 20 <sup>3</sup> Olive Street    4 <sup>3</sup>
6.53	444.99		438.46				
3+00		438.03	7 <sup>2</sup>	8 <sup>2</sup>	+1 <sup>3</sup> 25 <sup>5</sup>	+1 <sup>1</sup> 20 <sup>5</sup>	+1 <sup>2</sup> 20 <sup>5</sup> +1 <sup>5</sup> 25 <sup>5</sup> 8 <sup>2</sup>
2+50		438.5	6 <sup>5</sup>	7 <sup>5</sup>	+1 <sup>6</sup> 25 <sup>7</sup>	+1 <sup>4</sup> 20 <sup>7</sup>	+1 <sup>2</sup> 20 <sup>6</sup> +1 <sup>8</sup> 25 <sup>6</sup> 7 <sup>5</sup>
2+00		439.21	5 <sup>2</sup>	6 <sup>2</sup>	+1 <sup>2</sup> 25 <sup>2</sup>	+1 <sup>6</sup> 20 <sup>2</sup>	+1 <sup>2</sup> 20 <sup>6</sup> +1 <sup>1</sup> 25 <sup>6</sup> 6 <sup>2</sup>
1+50		439.92	5 <sup>1</sup>	6 <sup>1</sup>	+1 <sup>2</sup> 25 <sup>2</sup>	+1 <sup>6</sup> 20 <sup>2</sup>	+1 <sup>1</sup> 20 <sup>5</sup> +1 <sup>2</sup> 25 <sup>5</sup> 6 <sup>1</sup>

0.933%

2.46

1.422%

Side walk



					Lt.		Rt.		
1+00		440.63	4 <sup>t</sup>	5 <sup>t</sup>	+2 <sup>o</sup> 25 <sup>o</sup>	+1 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 25 <sup>o</sup>	5 <sup>t</sup>
0+50		441.35	3 <sup>t</sup>	4 <sup>t</sup>	+2 <sup>o</sup> 25 <sup>o</sup>	+1 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 25 <sup>o</sup>	4 <sup>t</sup>
	3.46	446.48							
0+25	W.L. Railroad Ave.	441.7	4 <sup>o</sup>	5 <sup>o</sup>		+2 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 20 <sup>o</sup>	+1 <sup>o</sup> 25 <sup>o</sup>	5 <sup>o</sup>
0+00		442.2	4 <sup>o</sup>						
	3.46	443.02							

1.422%

2.06

Mark on Sidewalk  
to Gutter

On sidewalk

Sept. 8, 1926  
E. P. Hilton



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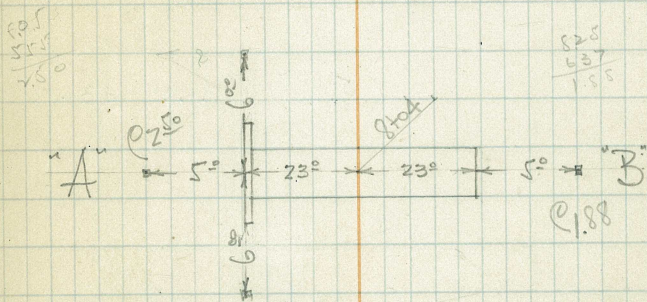
Culvert 3 Hks -  
24" C.M.P.

Sta. 8+04

15

		Grd. Rod	
Btu			437.07
	2.58	439.65	
"A"	5.55	438.05	431.50
"B"	6.37	431.25	431.40

Beni Nail N. Side Gum Tree - NW Cor. Buena Vista & S.D.



Culvert # 8 - Sta. 3+37 (en left)

Btu 443.02 End of Curb S.W. Cor S.D. & R.R. Aves -



Colvert # 10 - Sta. 9+77 (on left.)  
26' - 12" C.M.P.

B.Ln.

584

448.91

437.07

Bent Nail N. Side Gum Tree NW Cor Buena Vista.

"A"

386

5.91

437.00

"A"

@ 205

21

10+03

9/3/56

Corte

"B"

5.48

6.21

436.70

"B"

@ 073

21

9+77



Culvert #11 - Sta 22+50  
38'-12" C.M.P. Drop Inlet  
+ H.I. - 61

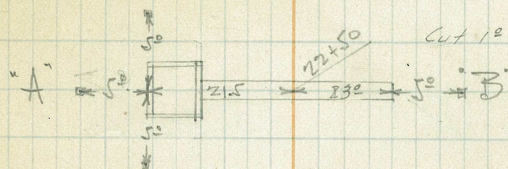
B.M.

413.03

Nail in Pole Pt. 24+08

"A"

"B"





Slope Stakes sta. 64+00 - 75+00  
 Cuts  $\frac{1}{2}$  to 1 Fills  $\frac{1}{2}$  to 1

Sept 4, 1966  
 E.P. Chilton  
 H. Thompson  
 Peterman

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Sta.	Cut	Fill	Elev.	Grade	Lt.		Rt.			
					Gr.	Elev.	Gr.	Elev.	Dist.	
68+			362.71	9 <sup>2</sup>	9 <sup>8</sup>	-26 33 <sup>1</sup>	-3 <sup>1</sup> 28 <sup>1</sup>	+1 <sup>2</sup> 23 <sup>6</sup>	+1 <sup>8</sup> 28 <sup>6</sup>	10 <sup>2</sup>
+50			363.56	8 <sup>2</sup>	8 <sup>9</sup>	-2 <sup>1</sup> 31 <sup>1</sup>	-2 <sup>1</sup> 26 <sup>1</sup>	0 <sup>2</sup> 23 <sup>0</sup>	+0 <sup>8</sup> 28 <sup>0</sup>	9 <sup>3</sup>
67+			364.40	7 <sup>5</sup>	8 <sup>1</sup>	-1 <sup>2</sup> 29 <sup>1</sup>	-0 <sup>9</sup> 24 <sup>1</sup>	+2 <sup>2</sup> 24 <sup>0</sup>	+2 <sup>8</sup> 29 <sup>0</sup>	8 <sup>5</sup>
+20 <sup>38</sup>			364.73							
+50			365.24	6 <sup>7</sup>	7 <sup>3</sup>	-0 <sup>4</sup> 28 <sup>0</sup>	0 <sup>8</sup> 23 <sup>0</sup>	+3 <sup>1</sup> 24 <sup>8</sup>	+4 <sup>1</sup> 29 <sup>8</sup>	7 <sup>1</sup>
66+			366.08	5 <sup>8</sup>	6 <sup>8</sup>	R.S. -0 <sup>2</sup> 28 <sup>0</sup>	0 <sup>0</sup> 23 <sup>0</sup>	+4 <sup>4</sup> 25 <sup>2</sup>	+5 <sup>1</sup> 30 <sup>2</sup> R.S.	6 <sup>0</sup>
+50			366.93	5 <sup>0</sup>	6 <sup>0</sup>	R.S. +0 <sup>6</sup> 28 <sup>5</sup>	+0 <sup>9</sup> 23 <sup>5</sup>	+5 <sup>8</sup> 25 <sup>5</sup>	+5 <sup>2</sup> 30 <sup>5</sup> R.S.	6 <sup>0</sup>
	3.24	371.91								
			10.22							
65+00			367.77	11 <sup>1</sup>	11 <sup>1</sup>	R.S. -2 <sup>6</sup> 31 <sup>1</sup>	-2 <sup>3</sup> 26 <sup>1</sup>	+2 <sup>4</sup> 24 <sup>2</sup>	+2 <sup>9</sup> 29 <sup>2</sup> R.S.	12 <sup>1</sup>
+50			368.62	10 <sup>2</sup>	10 <sup>2</sup>	R.S. -1 <sup>9</sup> 31 <sup>1</sup>	-2 <sup>1</sup> 26 <sup>1</sup>	-0 <sup>6</sup> 23 <sup>9</sup>	-0 <sup>6</sup> 28 <sup>9</sup> R.S.	10 <sup>0</sup>
+50										
64+00			369.46	9 <sup>1</sup>	10 <sup>2</sup>	R.S. -3 <sup>8</sup> 33 <sup>5</sup>	-3 <sup>1</sup> 28 <sup>5</sup>	+3 <sup>2</sup> 24 <sup>5</sup>	+3 <sup>5</sup> 29 <sup>5</sup> R.S.	10 <sup>4</sup>
	2.55	378.89								
			376.34	B.M.						



					Lt.		Rt.		
+50		355.61	5 <sup>8</sup>	6 <sup>8</sup>	10 <sup>6</sup> 28 <sup>6</sup>	+1 <sup>2</sup> 23 <sup>6</sup>	+4 <sup>2</sup> 25 <sup>2</sup>	+4 <sup>2</sup> 30 <sup>2</sup>	6 <sup>8</sup>
66+00		356.30	5 <sup>2</sup>	6 <sup>2</sup>	+1 <sup>2</sup> 28 <sup>5</sup>	+1 <sup>0</sup> 23 <sup>5</sup>	+3 <sup>2</sup> 24 <sup>6</sup>	+3 <sup>2</sup> 29 <sup>6</sup>	6 <sup>2</sup>
$\frac{65+49}{25} = 4.9$ 71+37	Eq.	357.00	4 <sup>2</sup>	5 <sup>2</sup>	-1 <sup>2</sup> 29 <sup>2</sup>	-1 <sup>2</sup> 24 <sup>2</sup>	+3 <sup>2</sup> 24 <sup>6</sup>	+3 <sup>5</sup> 29 <sup>6</sup>	5 <sup>2</sup>
	2.72	361.39							
			9.27						
71+		357.64	10 <sup>2</sup>	10 <sup>2</sup>	-1 <sup>2</sup> 31 <sup>2</sup>	-2 <sup>2</sup> 26 <sup>2</sup>	+3 <sup>2</sup> 24 <sup>6</sup>	+3 <sup>5</sup> 29 <sup>6</sup>	11 <sup>3</sup>
750		358.49	9 <sup>2</sup>	10 <sup>2</sup>	-2 <sup>2</sup> 30 <sup>2</sup>	-1 <sup>6</sup> 25 <sup>2</sup>	+4 <sup>2</sup> 25 <sup>2</sup>	+5 <sup>2</sup> 30 <sup>2</sup>	10 <sup>2</sup>
70+		359.33	8 <sup>6</sup>	9 <sup>2</sup>	-3 <sup>2</sup> 31 <sup>2</sup>	-2 <sup>2</sup> 26 <sup>2</sup>	+5 <sup>2</sup> 25 <sup>2</sup>	+6 <sup>2</sup> 30 <sup>2</sup>	9 <sup>6</sup>
	9.27	367.94							
			8.55						
+50		360.18	6 <sup>2</sup>	7 <sup>5</sup>	-2 <sup>5</sup> 32 <sup>2</sup>	-2 <sup>2</sup> 27 <sup>2</sup>	+4 <sup>2</sup> 25 <sup>2</sup>	+4 <sup>2</sup> 30 <sup>2</sup>	7 <sup>9</sup>
69+00		361.02	6 <sup>2</sup>	6 <sup>2</sup>	-2 <sup>2</sup> 30 <sup>2</sup>	-1 <sup>8</sup> 25 <sup>2</sup>	+5 <sup>2</sup> 25 <sup>6</sup>	+6 <sup>5</sup> 30 <sup>6</sup>	7 <sup>2</sup>
	6.42	367.12							
			11.21						
68+50		361.87	10 <sup>2</sup>	10 <sup>6</sup>	-2 <sup>2</sup> 31 <sup>2</sup>	-2 <sup>2</sup> 26 <sup>2</sup>	+4 <sup>6</sup> 25 <sup>3</sup>	+5 <sup>5</sup> 30 <sup>3</sup>	11 <sup>2</sup>

Sept 7, 1926  
Sept. 4, 1926

R.S.

R.S.



					Lt		Rt		
71+00		349.42	6 <sup>3</sup>	6 <sup>2</sup>	-0 <sup>1</sup> 28 <sup>9</sup>	-0 <sup>6</sup> 23 <sup>0</sup>	+0 <sup>6</sup> 23 <sup>3</sup>	+0 <sup>2</sup> 28 <sup>3</sup>	7 <sup>3</sup>
+50		350.11	5 <sup>1</sup>	6 <sup>1</sup>	+0 <sup>3</sup> 28 <sup>2</sup>	+0 <sup>4</sup> 23 <sup>2</sup>	+1 <sup>1</sup> 23 <sup>0</sup>	+1 <sup>2</sup> 28 <sup>6</sup>	6 <sup>1</sup>
70+05 <sup>10</sup> E.C.		350.79	4 <sup>2</sup>	5 <sup>2</sup>	+0 <sup>2</sup> 28 <sup>4</sup>	+0 <sup>3</sup> 23 <sup>1</sup>	+1 <sup>5</sup> 23 <sup>1</sup>	+1 <sup>1</sup> 28 <sup>1</sup>	5 <sup>2</sup>
+50		351.48	4 <sup>2</sup>	5 <sup>2</sup>	+0 <sup>2</sup> 28 <sup>6</sup>	+1 <sup>4</sup> 23 <sup>6</sup>	+3 <sup>2</sup> 24 <sup>6</sup>	+2 <sup>2</sup> 29 <sup>6</sup>	5 <sup>2</sup>
69+00		352.17	3 <sup>5</sup>	4 <sup>5</sup>	+0 <sup>1</sup> 28 <sup>3</sup>	+0 <sup>6</sup> 23 <sup>3</sup>	+3 <sup>2</sup> 24 <sup>5</sup>	+3 <sup>2</sup> 29 <sup>5</sup>	4 <sup>5</sup>
+50		352.85	2 <sup>2</sup>	3 <sup>2</sup>	+1 <sup>2</sup> 28 <sup>4</sup>	+0 <sup>2</sup> 23 <sup>4</sup>	+3 <sup>4</sup> 24 <sup>1</sup>	+3 <sup>1</sup> 29 <sup>1</sup>	3 <sup>2</sup>
	272	355.71							
	8.10								
67+99 <sup>44</sup> B.C.		353.54	7 <sup>2</sup>	8 <sup>2</sup>	+1 <sup>4</sup> 28 <sup>7</sup>	+1 <sup>5</sup> 23 <sup>1</sup>	+4 <sup>2</sup> 25 <sup>2</sup>	+4 <sup>2</sup> 30 <sup>2</sup>	8 <sup>2</sup>
+50		354.23	7 <sup>2</sup>	8 <sup>2</sup>	+1 <sup>2</sup> 29 <sup>2</sup>	+2 <sup>2</sup> 24 <sup>2</sup>	+4 <sup>4</sup> 25 <sup>2</sup>	+4 <sup>2</sup> 30 <sup>2</sup>	8 <sup>2</sup>
67+00		354.92	6 <sup>5</sup>	7 <sup>5</sup>	+2 <sup>2</sup> 29 <sup>2</sup>	+2 <sup>3</sup> 24 <sup>2</sup>	+4 <sup>3</sup> 25 <sup>1</sup>	+4 <sup>6</sup> 30 <sup>1</sup>	7 <sup>5</sup>



72+77.53 Central

75+00 Broadway

343.90

4.57

346.31  
346.25 B.M. #8

74+60

344.46

6<sup>4</sup>

74+00

345.28

5<sup>5</sup>

Road

+0<sup>2</sup>

23<sup>1</sup>

+0<sup>4</sup>

23<sup>2</sup>

+0<sup>0</sup>

28<sup>2</sup>

6<sup>5</sup>

+50

345.97

4<sup>8</sup>

5<sup>8</sup>

+0<sup>1</sup>

28<sup>1</sup>

+0<sup>2</sup>

23<sup>1</sup>

+0<sup>4</sup>

23<sup>2</sup>

+0<sup>8</sup>

28<sup>2</sup>

5<sup>8</sup>

73+00

346.66

4<sup>2</sup>

4<sup>8</sup>

-0<sup>2</sup>

28<sup>2</sup>

-0<sup>6</sup>

23<sup>2</sup>

+0<sup>6</sup>

23<sup>2</sup>

+0<sup>1</sup>

28<sup>2</sup>

5<sup>2</sup>

+50

347.35

3<sup>5</sup>

4<sup>5</sup>

+1<sup>2</sup>

28<sup>2</sup>

+0<sup>4</sup>

23<sup>2</sup>

+0<sup>7</sup>

23<sup>2</sup>

+0<sup>8</sup>

28<sup>2</sup>

4<sup>5</sup>

3.40

350.82

8.29

347.42

72+00

348.04

7<sup>1</sup>

8<sup>2</sup>

-0<sup>2</sup>

28<sup>2</sup>

-0<sup>2</sup>

23<sup>2</sup>

+0<sup>2</sup>

23<sup>2</sup>

+0<sup>2</sup>

28<sup>2</sup>

8<sup>2</sup>

71+50

348.73

7<sup>2</sup>

7<sup>6</sup>

-0<sup>1</sup>

29<sup>2</sup>

-0<sup>8</sup>

24<sup>2</sup>

+0<sup>1</sup>

23<sup>2</sup>

+0<sup>1</sup>

28<sup>2</sup>

8<sup>2</sup>

Sept. 7, 1926  
E.P. Chilton  
H. Thompson  
M.H. Peterman

+0<sup>7</sup> ✓  
23<sup>2</sup>

+0<sup>8</sup> ✓  
28<sup>2</sup>

7<sup>4</sup>



Culvert #25

G.R.

Sta. 69+82 352.99

4.15 357.14

"H" 6.9 8.84 348.3

"B" 4.4 8.44 348.7

Culvert #12

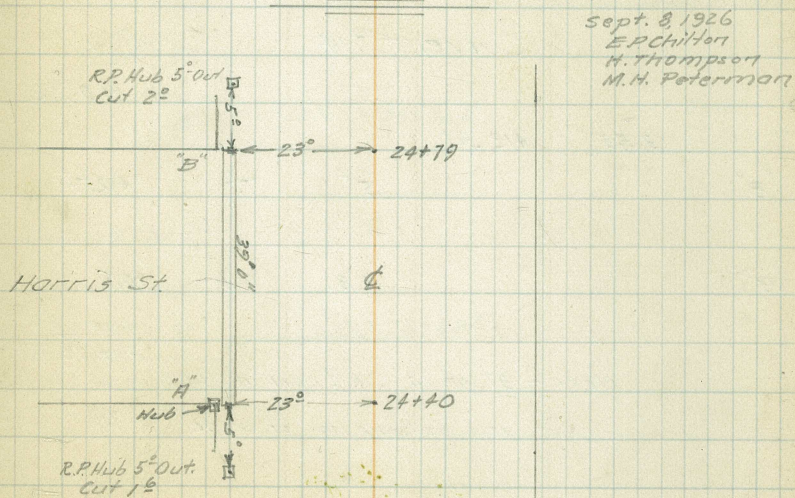
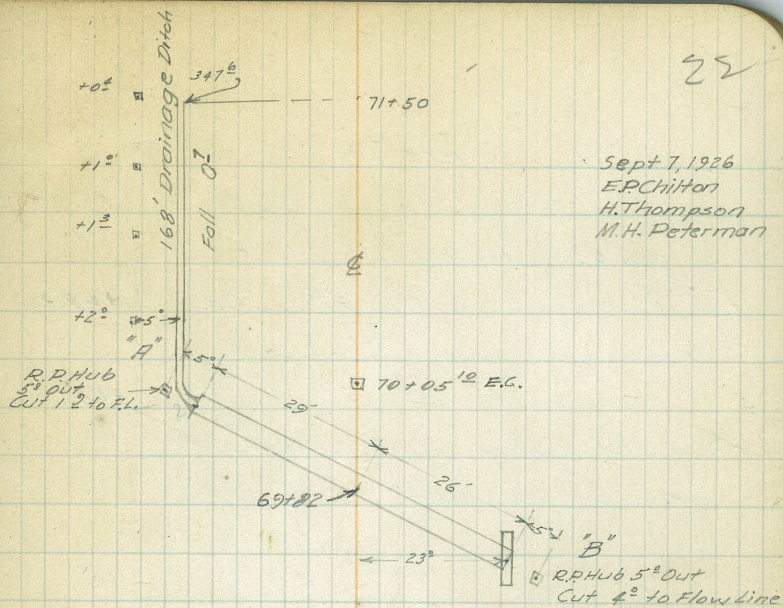
413.03

6.57 419.60

"A" 5.7 7.3 412.3

"B" 5.7 7.7 411.9

Note— 40' of 12" C.M.P. Already in place  
but not beyond toe of slope.





Culvert #13

413.03 B.M.

3.00	416.03			
"H"		4 <sup>7</sup>	7°	409°
"B"		5 <sup>6</sup>	7 <sup>1</sup>	408 <sup>6</sup>

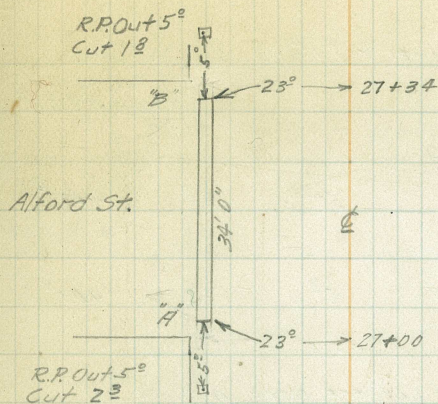
Note - 34' of 12" C.M.P. now in place  
but not beyond toe of slope.

Culvert #14

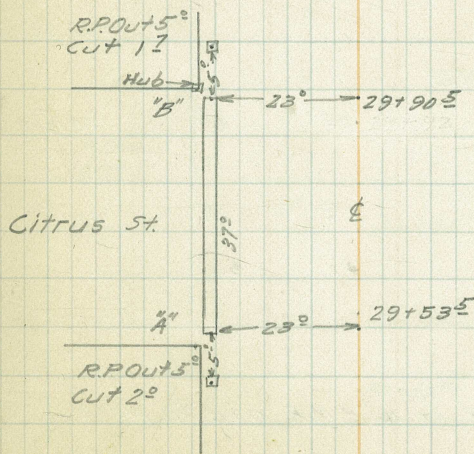
408.96

3.55	412.51	7.07		408.96
"B"		5 <sup>1</sup>	7 <sup>1</sup>	405 <sup>4</sup>
"H"		4.8	6.8	405 <sup>7</sup>
		7.83		404.68
				404.70 T.P.

Note - 37' of 12" C.M.P. now in place  
but not beyond toe of slope



Sept. 8, 1926  
E.P. Chittori  
H. Thompson  
M.H. Peterman



Sept. 8, 1926



Culvert #15

404.70 TP

5.40	410.10			
"A"		5°	6°	403°
"B"		5°	7°	403°

Note - Old culvert now in place

Poor Condition and not beyond toe of slope

Culvert #16

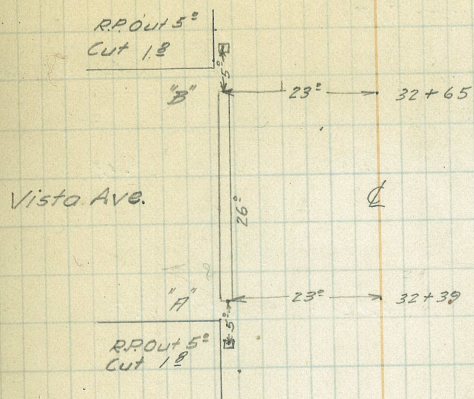
402.66 BM

5.07	407.73			
"A"		5°	6°	401°
"B"		4°	6°	401°

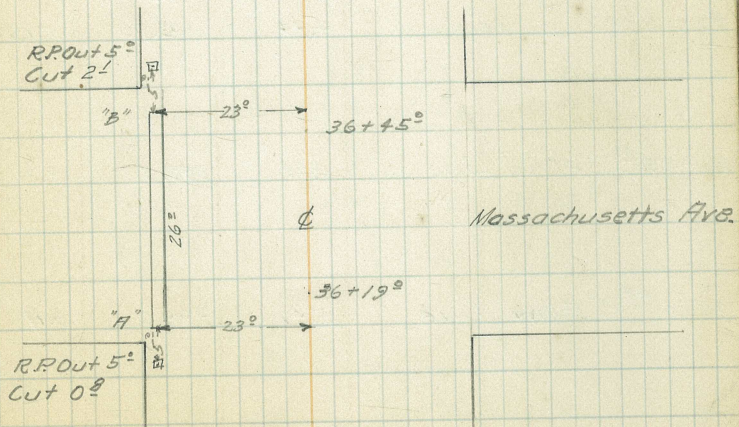
Note - 18' of 16" C.M.P. now in place  
not beyond toe of slope - Not long enough

24

Sept. 8, 1926  
E.P. Chilton



Sept. 8, 1926  
E.P. Chilton



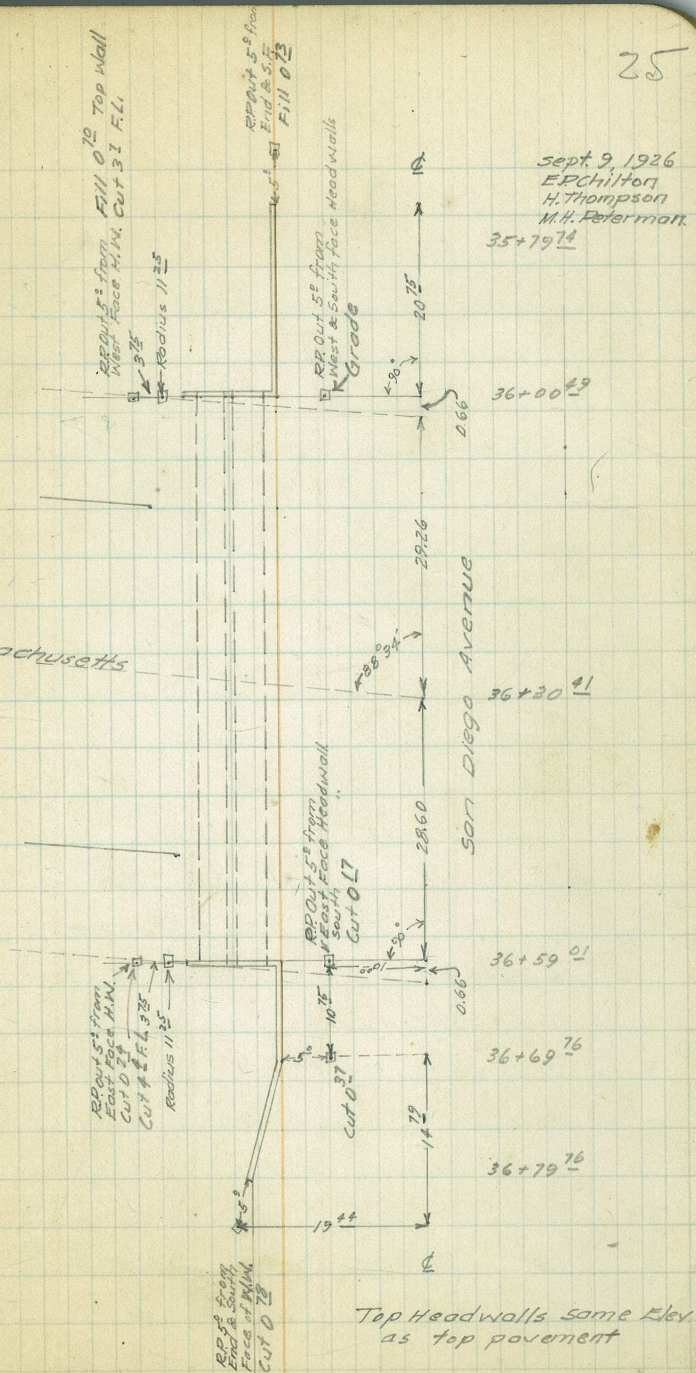


Culvert #17

402.66 E.M.

35+79 <sup>74</sup>	5.45	402.11		
Top Wingwall	5.10	403.54	4.37	
36+00 <sup>49</sup>	"	Headwall	4.71	403.40 4.71
36+59 <sup>01</sup>	"	"	5.01	402.93 5.18
36+69 <sup>75</sup>	Wingwall	4.91	402.83	5.28
36+79 <sup>76</sup>	"	"	4.39	402.74 5.37
36+59 <sup>01</sup>	"	Headwall	4.24	402.93 5.18
36+59 <sup>01</sup>	Flow Line	4.24	398.8	9.31
36+00 <sup>49</sup>	Flow Line	5.41	399.0	9.11
36+00 <sup>49</sup>	Top Headwall	5.41	403.40	4.71

Massachusetts





26



Culvert #19

2-50' 18" C.M.P.

392.06 E.M.

8.92 400.98

6° 391.6 9<sup>2</sup>

4<sup>5</sup> 393.3 7<sup>2</sup>

Note - 16" Water pipe goes over South end of Culvert.

Top Headwall same elev. as top Pavement.

Culvert #20

50' 18" C.M.P.

392.06

4.06 396.12

467.18 7.55 391.40 4.72

7.72 4.72

8.22 4.72

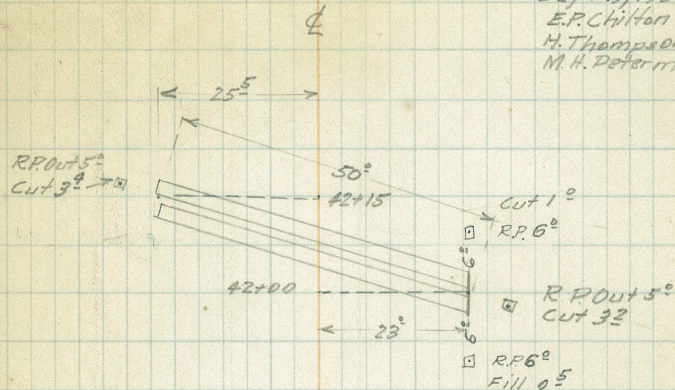
8.22 4.72

Flow Line North End 7<sup>2</sup> 388.2 7<sup>2</sup>

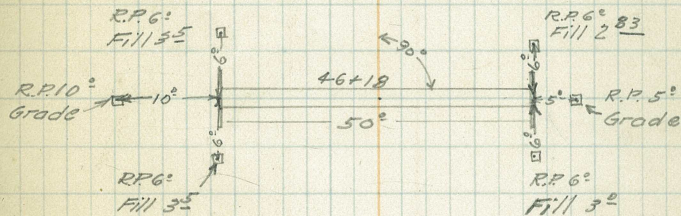
Flow Line South End 8<sup>2</sup> 388.0 8<sup>2</sup>

Note - 36' C.M.P. in place 18" x 24"

Sept 9, 1926  
E.P. Chilton  
H. Thompson  
M.H. Peterman



Sept 9, 1926.





28



29







31



32







34



STA.    +S    T    -S    ELEV.    G

GR

L  
C.  
+ 4.0  
25

¢

R  
F.  
- 3.0  
22

35



