

DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double-entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

INDEXED
Completely
except page # 15, 65,

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TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE															
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°		
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46		
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68		
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90		
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14		
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39		
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66		
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94		
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21		
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48		
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77		
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07		
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39		
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72		
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09		
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46		
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89		
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32		
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83		
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34		
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60		
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22		

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE															
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°		
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020		
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051		
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083		
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135		
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188		
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264		
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341		
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445		
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550		
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700		
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851		
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01		
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17		
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.890	.987	1.07	1.18	1.29		
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62		
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91		
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20		
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58		
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96		
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96		
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32		

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Location & Tics Aero Road 1
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(NOW CALLED AERO DRIVE AS PER RESOLUTION)

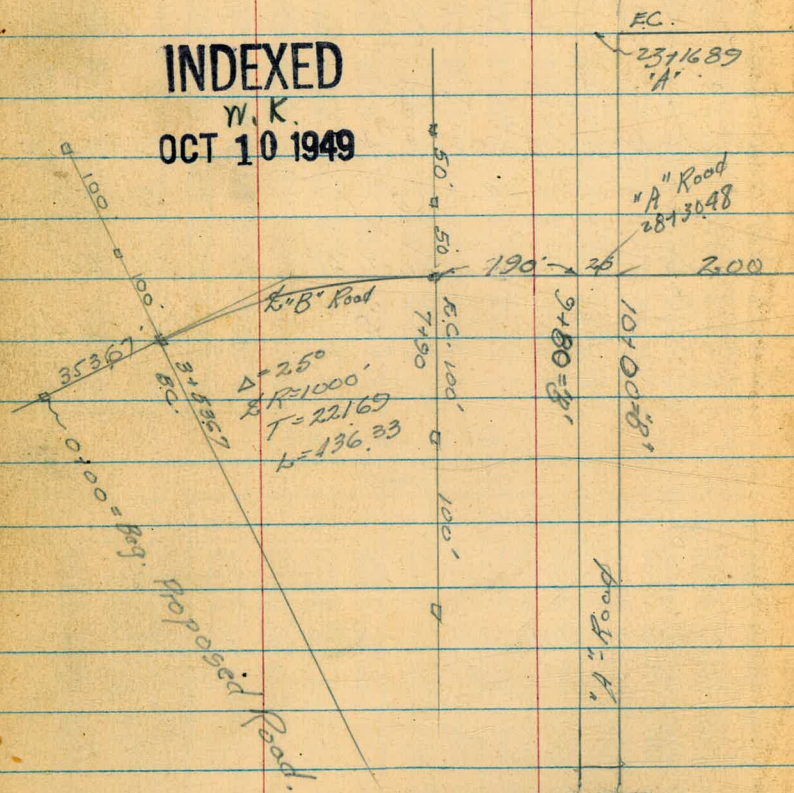
Location Proposed Road

Gibbs Airport

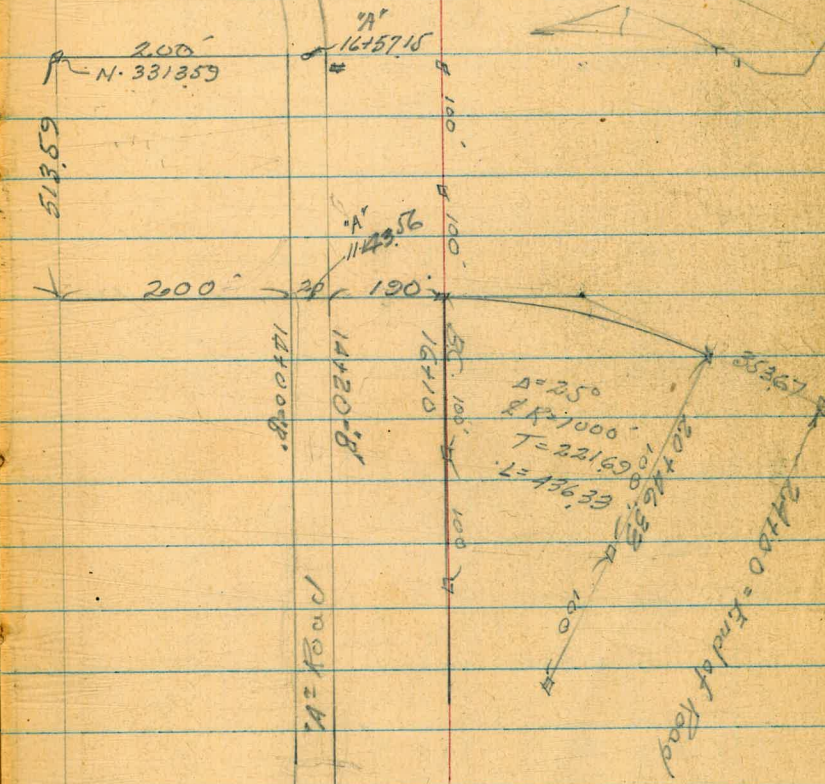
Walker
Johnson
Pope
Riley
12-27-48

INDEXED

W. K.
OCT 10 1949



N 37° 33' 59"
W 322.43
N 353° 35'
19187-Bik
Δ = 180°
R = 210'
L = 659.74



Finish Grades - Proposed Road 'B'

Gibbs Airport

2+00

12' 1/4 ✓	12' 1/4 ✓	12' 1/4 ✓
C 0.62'	C 0.58'	C 0.46'
401.34'	401.24'	401.14'
4.86	5.00	5.22
401.96'	401.82'	401.60'

2

1+50

C 0.54 ✓	C 0.62 ✓	C 0.54 ✓
401.40 -	401.30 -	401.20 -
4.88	4.90	5.08
401.94	401.92	401.79

1+00

F 0.03 ✓	C 0.05 ✓	F 0.02 ✓
401.47'	401.37 -	401.27'
5.38 -	5.40	5.27
401.44	401.42	401.25'

0+50

(out) G 0.08 ✓	F 0.07 ✓	F 0.11 ✓
401.53'	401.43'	401.33'
5.21	5.46	5.60
401.61'	401.36'	401.22'

0+00

(All Notes) → Topline → Grade → 5+00 to 24+00

F 0.05 ✓	C 0.02 ✓	C 0.30 ✓
401.60'	401.50	401.40'
5.27	5.30	5.12
401.55'	401.52'	401.70'

5.79 406.82 5.38 401.93

T.P. 3.2' 406.41 6.07 403.20

7.38 409.27 406.59

12' 2 1/4
34+00

Cont. Men - West Side Palm Ave.

Finish Grades - Proposed Road

Gibbs Airport

Station Def.
5+50 5°37.2'

12.24	L	12.24
F0.02 ✓	F0.22 ✓	C0.16 ✓
401.74	401.64	401.54
5.10	5.40	5.12
401.72	401.42	401.70

Exc
5+00 4°11.2'

F0.15 ✓	F0.15 ✓	C0.17 ✓
401.37	401.27	401.17
5.60	5.70	5.48
401.22	401.12	401.34

Bk
4+50 2°45.2'

F0.12 ✓	F0.09 ✓	C0.14 ✓
401.11	401.01	400.91
5.83	5.90	5.77
400.99	400.92	401.05

Exc
4+00 1°19.2'
Est. B.M.
R.P. 100' Lt & B.C.

5.28 401.54

F0.11 ✓	F0.05 ✓	C0.03 ✓
401.07	400.97	400.87
5.86	5.90	5.92
400.96	400.92	400.90

3+53.67 = B.C. Pt.

F0.19 ✓	F0.12 ✓	F0.02 ✓
401.14	401.04	400.94
5.87	5.90	5.90
400.95	400.92	400.92

3+00

C0.39 ✓	C0.31 ✓	C0.29 ✓
401.21	401.11	401.01
5.22	5.40	5.52
401.60	401.42	401.30

2+50

C0.65 ✓	C0.45 ✓	C0.33 ✓
401.27	401.17	401.07
4.90	5.20	5.42
401.92	401.62	401.40

406.82

Finish Grades - Proposed Road - 3'

Gibbs Airport

8+50

12'18" ✓ C 0.16 ✓ 403.72 6.12 403.88	✓ F 0.07 ✓ 403.87 6.20 403.80	12'18" ✓ F 0.02 ✓ 403.72 6.30 403.70
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8+20

7+90 = E.C. 12°30'

F 0.06 ✓ 403.52 6.54 403.46	C 0.08 ✓ 403.42 6.50 403.50	C 0.17 ✓ 403.32 6.51 403.49
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7+50 11°21.2'

T.P. 7.35 410.00 4.17 402.65

F 0.01 ✓ 403.22 6.79 403.21	F 0.02 ✓ 403.12 6.90 403.10	F 0.10 ✓ 403.02 7.08 402.92
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7+00 9°55.2'

C 0.06 ✓ 402.85 3.91 402.91	410.00 F 0.03 ✓ 402.75 4.10 402.72	Grade ✓ 402.65 4.17 402.65
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6+50 8°29.2'

F 0.22 ✓ 402.48 4.56 402.26	F 0.16 ✓ 402.38 4.60 402.22	Grade ✓ 0.00 402.28 4.54 402.28
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6+00 7°03.2'

F 0.05 ✓ 402.11 4.76 402.06	C 0.01 ✓ 402.01 4.80 402.02	C 0.04 ✓ 401.91 4.87 401.95
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406.82

406.82

Finish Grades - Proposed Road

Gibbs Airport

5

	12' Lt	E	12' Rt
11+50	F033 ✓ 406.09 ✓ 4.24 405.76 ✓	F024 ✓ 406.24 ✓ 4.00 406.00 ✓	C001 ✓ 406.05 ✓ 3.98 406.10 ✓
11+30 = Bk	10' Lt 405.97 ✓	E 406.12 ✓	10' Rt 405.97 ✓
11+00	405.60 ✓ 4.26 405.74 ✓	405.75 ✓ 4.40 405.60 ✓	405.60 ✓ 4.35 405.65 ✓
10+75 = Bk	10' Lt 405.95 ✓	E 405.12 ✓	10' Rt 405.95 ✓
10+48.5 Beg. Valley Gutter	C038 ✓ 404.90 ✓ 4.72 405.28 ✓	C052 ✓ 404.88 ✓ 4.60 405.40 ✓	C063 ✓ 404.86 ✓ 4.51 405.27 ✓
10+50 = Valley			
10+02 = Shoulder		F045 ✓ 405.37 ✓	405.35 ✓ 5.10 404.90 ✓
10+00 = E. of North & South Road	4.59	405.41	12' Lt 78+00
9+78 = Shoulder	405.37 ✓	F075 ✓ 405.35 ✓	405.33 ✓ 5.40 404.60 ✓
9+80 = W. of North & South Road			
9+50	F044 ✓ 404.85 ✓ 5.59 404.41 ✓	F065 ✓ 404.95 ✓ 5.70 404.30 ✓	F054 ✓ 404.85 ✓ 5.69 404.31 ✓
9+30 = B.C. 50' Rod. Rd	10' Lt 404.86	E 404.71	10' Rt 404.86
9+00	F001 ✓ 404.20 ✓ 5.81 404.19 ✓	F035 ✓ 404.35 ✓ 6.00 404.00 ✓	F022 ✓ 404.20 ✓ 6.02 403.28 ✓
	410.00		410.00

Finish Grades - Proposed Road

Gibbs Airport

14+70 = E Valley Gutter

12' Lt	\$	12' Rt
C 1.19	C 1.00	C 0.89
407.32	407.30	407.28
5.29	5.50	5.63
408.51	408.30	408.17

14+22 = E.L. Shoulder

407.77	407.75	407.73
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14+20 = E.L. of North & South Road

5.70
408.10

14+10 = E Rd N & S
10' Lt 10' Rt
407.86 407.84 407.82

12' Lt
7.450

13+98 = W.L. Shoulder

5.76 | 408.04

407.77	C 0.05 407.75	407.73
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14+00 = M.L. of North & South Road

6.00
407.80

T.P. 6.08 413.80 2.28 407.72

"413.80"

13+50 = B.C. 50' R Return

C 0.17	F 0.06	C 0.36
407.36	407.46	407.36
2.47	2.60	2.28
407.53	407.40	407.72

13+00 = B.C. 50' Radius Return

C 0.16	F 0.35	C 0.05
407.00	407.15	407.00
2.84	3.20	2.25
407.16	406.80	407.05

12+50

C 0.28	F 0.15	C 0.09
406.70	406.85	406.70
3.02	3.30	3.21
406.78	406.70	406.79

12+00

410.00

C 0.51	F 0.14	C 0.18
406.39	406.54	406.39
3.10	3.60	3.43
406.90	406.40	406.57

"410.00"

Finish Grades: Proposed Road "B"
Gibbs Airport

18+00 5'26.8'

17+50 4'00.8'

17+00 2'24.8'

16+50 1'08.8'

16+10 = B.C. 1A

15+50

15+25 = B1K

15+00

10'4" 407.85 10'5" 407.88

12'RT ✓	R.	12'RT ✓
60.10'	60.22'	60.13'
409.98'	409.88'	409.78'
3.72	3.70	3.89
410.08'	410.18'	409.91'
C 0.10'	C 0.09'	C 0.37'
409.71'	409.61'	409.51'
3.99	4.10	3.92
409.81'	409.70'	409.88'
Grade'	C 0.07'	C 0.27'
409.43'	409.33'	409.23'
4.37	4.40	4.30
409.73'	409.40'	409.50'
C 0.22'	C 0.45'	C 0.30'
409.15'	409.05'	408.95'
4.43	4.30	4.55
409.37'	409.50'	409.25'
C 0.18'	C 0.07'	C 0.26'
408.93'	408.83'	408.73'
4.69	4.90	4.81
409.11'	408.90'	408.99'
C 0.55'	C 0.34'	C 0.40'
408.31'	408.46'	408.31'
4.94	5.00	5.09
408.86'	408.80'	408.71'
C 1.25'	C 1.10'	C 0.95'
407.42'	407.50'	407.42'
5.13	5.20	5.42
408.67'	408.60'	408.37'

(413.80 X)

Finish Grades - Proposed Road "B"

Gibbs Airport

21+50

21+00

T.P.

5.68

416.27

3.21

410.59

R.P. 100 RT. A.E.C.

12°30

20+46.33 = E.C.

20+00 11°10.8'

19+50 9°44.8'

8th

19+00 8°18.8'

18+50 6°52.8'

413.80

12' Lt ✓	4	12' Rt ✓
C 0.23 ✓	F 0.02 ✓	F 0.01 ✓
411.14 ✓	411.29	411.14
4.90	5.00	5.14
411.37 ✓	411.37 ✓	411.13 ✓

C 0.27 ✓	F 0.04 ✓	C 0.11 ✓
410.96 ✓	411.11	410.96
5.04	5.20	5.20
411.23 ✓	411.07 ✓	411.07 ✓

C 0.10 ✓	C 0.08 ✓	F 0.06 ✓
411.02 ✓	410.92	410.82
2.68	2.80	3.04
411.12 ✓	411.00 ✓	410.76 ✓

C 0.14 ✓	C 0.14 ✓	C 0.12 ✓
410.86 ✓	410.76	410.66
2.80	2.90	3.02
411.00 ✓	410.90 ✓	410.78 ✓

C 0.07 ✓	C 0.22 ✓	C 0.20 ✓
410.68 ✓	410.58	410.48
3.05	3.00	3.12
410.75 ✓	410.80 ✓	410.68 ✓

(out) C 0.16 ✓	C 0.40 ✓	(out) C 0.40 ✓
410.50 ✓	410.40	410.30
3.14	3.00	3.10
410.66 ✓	410.80 ✓	410.70 ✓

C 0.21 ✓	C 0.26 ✓	C 0.61 ✓
410.24 ✓	410.14	410.04
3.35	3.40	3.15
410.45 ✓	410.40 ✓	410.65 ✓

(413.80) T

Finish Grades - Proposed Road "B"

Gibbs Airport

For Initial Rough Grading

			0.02	406.89
			4.97	406.87
T.P.	4.17	411.84	5.79	407.67
T.P.	3.19	413.46	6.00	410.27

24+00 = End of Project

23+50 = Bk

23+00

22+50

22+00

12/54 \$ 12/84

CK
Cone. Men. West Side Palm Ave

C 0.86	C 0.37	C 0.59
412.35	412.50	412.35
3.26	3.50	3.53
413.01	412.77	412.74
C 0.41	C 0.27	C 0.40
411.85	412.00	411.85
4.01	4.00	4.02
412.26	412.27	412.25
C 0.37	C 0.05	C 0.43
411.67	411.82	411.67
4.23	4.40	4.17
412.09	411.87	412.10
C 0.22	C 0.03	C 0.39
411.49	411.64	411.49
4.56	4.60	4.39
411.71	411.67	411.88
C 0.16	C 0.01	C 0.23
411.31	411.46	411.31
4.80	4.80	4.73
411.47	411.47	411.54

(416.27)

Levels Along North
Side Access Road from
Palm Ave West - Drainage
Study.

2+50

2+00

1+50

1+00

0+50

0+00 = Base Line 17 Palm Ave

346 410.35

406.89

Gibbs Airport

10

405.35	404.75	406.15
50	56	42
2		5

405.55	404.85	406.15
48	55	42
2		5

406.05	404.85	406.45
43	55	39
3		5

403.75	415.45	406.65	406.25	405.55	406.85
66	49	37	41	48	35
330	300	100	3		5

406.55	406.25	407.25
38	41	26
2		5

406.35
40

B.M. Conc. Mark P. 2

Profile Levels Ditch
Cont. from P. 10

6+00

5+50

5+00

4+50

4+00

3+50

3+00

2
402.95 402.25 403.45
7.4 8.1 6.9
3

403.25 402.75 404.15
7.1 7.6 6.2
3 5

403.75 403.15 404.75
6.6 7.2 5.6
3 5

403.95 403.55 405.05
6.4 6.8 5.3
3 5

404.35 403.95 405.55
6.0 5.5 4.8
2 5

404.55 404.15 405.65
5.8 6.2 4.7
2 5

405.15 404.55 406.35
5.2 5.8 4.0
2 5

~~410.35~~

Profile Levels Ditch
Cont. from P. 11

9+50

400.11
4/1
4

398.51
57

399.71
4.5
6

9+00

400.51
3.7
3

398.81
54

400.31
3.9
5

8+50

400.81
3.4
3

399.41
4.8

400.51
3.7
5

8+00

401.1
3.1
3

399.91
4.3

401.21
3.9
5

7+50

401.51
3.7
3

400.91
3.3

402.51
1.7
5

404.21

T.P.

247 404.21 861 401.70

7+00

402.15
8.2
3

401.25
9.1

402.75
7.6
5

6+50

402.55
7.8
3

401.85
8.5

403.45
6.9
5

410.35

Profile Levels - Ditch
Cont. from P. 12

13+00

397.41	397.01	396.51
6.8	7.2	7.7
4		5

12+50

398.11	398.01	397.81
6.1	6.2	6.4
4		5

12+00

398.31	397.71	398.41
5.9	6.5	5.8
4		5

11+50

398.41	397.21	398.41
5.8	7.0	5.8
4		6

11+00

398.91	397.61	398.71
5.3	6.6	5.5
4		5

10+50

399.21	397.71	398.91
4.9	6.5	5.3
4		6

10+00

399.71	398.11	398.81
4.5	6.1	5.4
3		6

404.21

Profile Levels Ditch
Cont. from P-13

st

st

st.

14

chk BM. Man.

429 406.89

5+09 Cont

103	94	78	76	76
500	400	300	200	100

5+09 Section

80	62	79	74	74	80
72	54	48	45	2	

403.78 403.18

TP 929 411.18 232 401.89

North end
15+15 = 2 18" Corrugated Iron Culvert

395.91	393.13
8.3	11.08
4	Flow 18"
	Corrugated
	Culvert

14+50

396.41	395.01	393.21
7.8	9.2	11.0
4		12

14+00

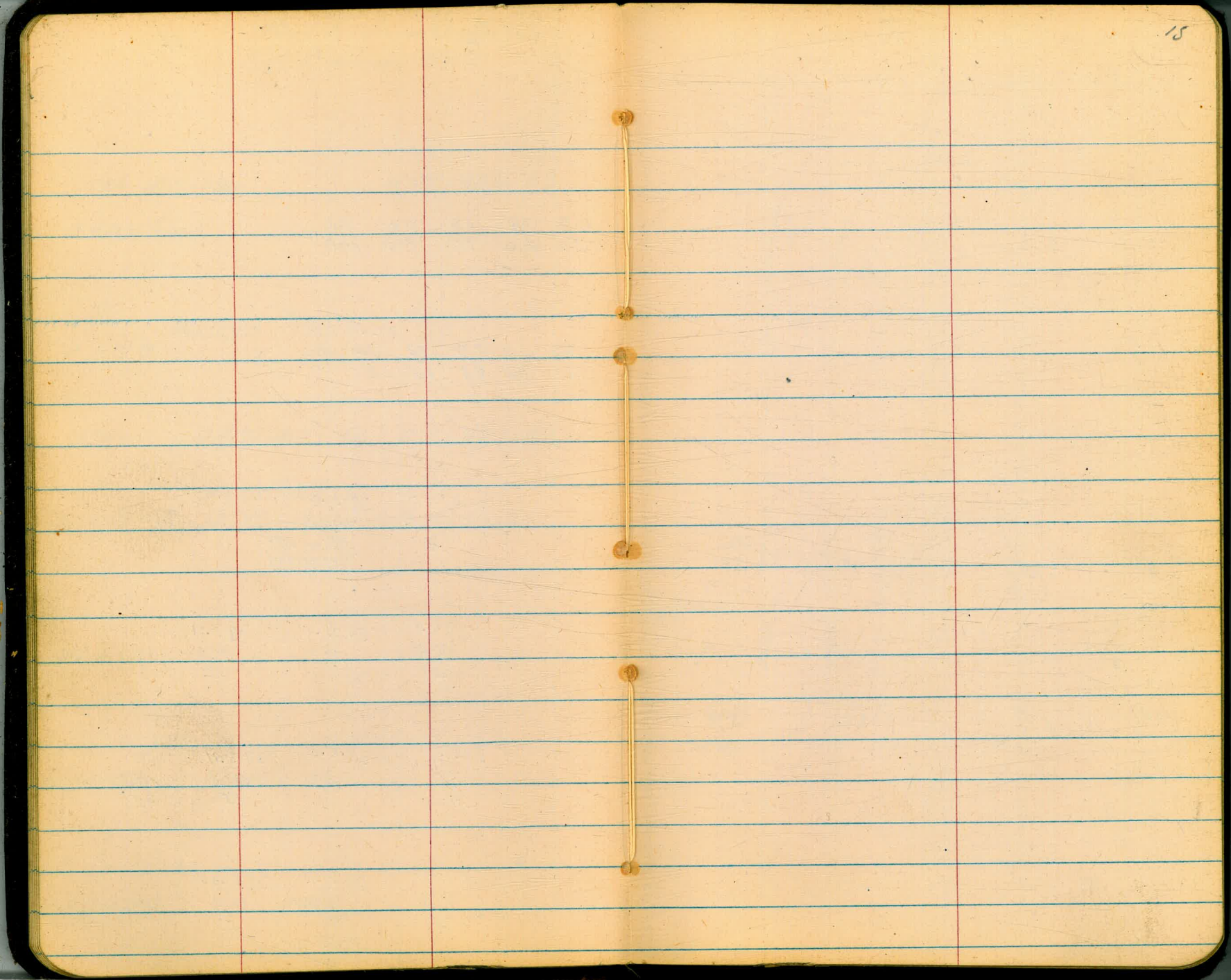
396.71	394.31	393.91	
7.5	8.9	10.3	10.5
4		15	25

13+50

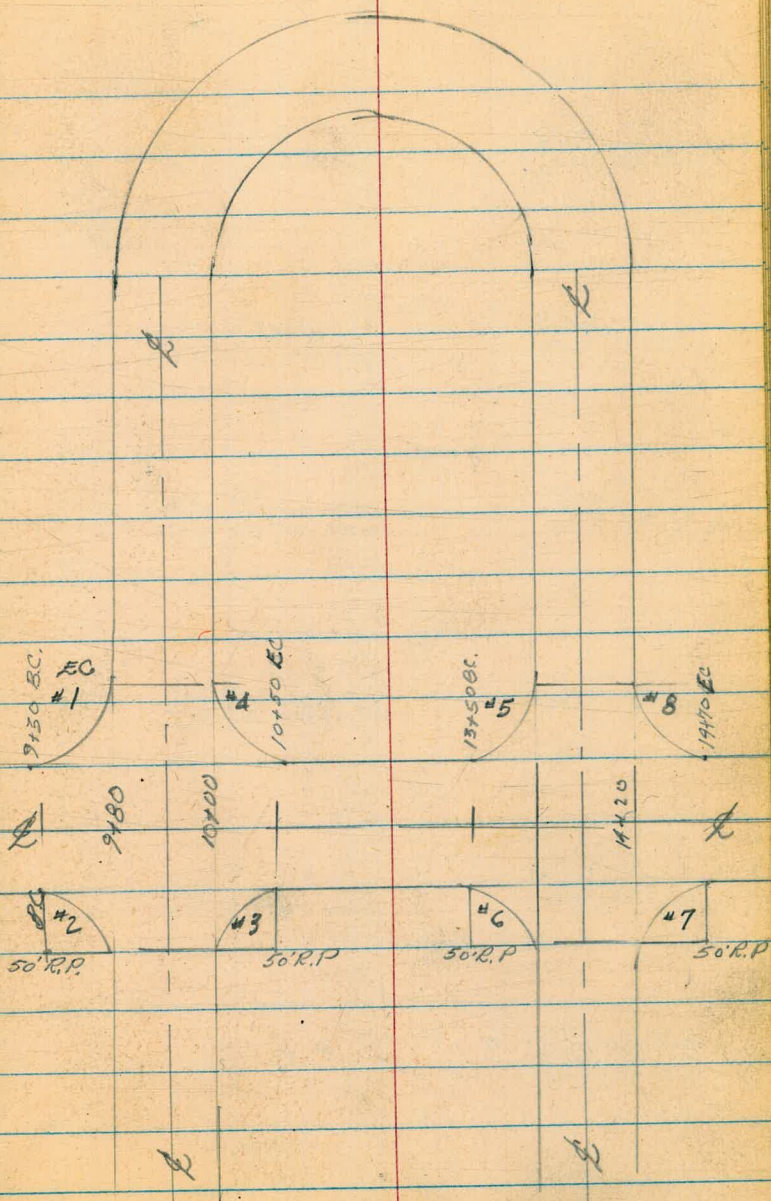
404.21

396.91	395.91	395.41
7.3	8.3	8.8
5		5

404.21



Curb Returns ON
East-West & North-South Road



Finish Grades Return
Road - "B"

17

\$

Lt

Rt

75°

405.33 ✓
- 405.00 = Subgrade

405.25 ✓
- 404.92 = Sub.

60°

405.18 ✓
- 404.85 = Sub grade

405.15 ✓
- 404.82 = Sub.

45°

405.02 ✓
- 404.69 = Subgrade

405.00 ✓
- 404.67 = Sub

30°

404.87 ✓
- 404.54 = Subgrade

404.86 ✓
- 404.53 = Sub.

15°

404.71 ✓
- 404.38 = Subgrade

404.71 ✓
- 404.38 = Sub.

9430 = B.C. #1 + #2

404.56 ✓
- 404.23 = Subgrade

404.56 ✓
- 404.23 = Sub.

Finish Grades
on Returns Road "B"

18

Lt Lt Rt

60°

405.15[']
→ 404.82 = Subgrade

405.10[']
→ 404.77 = Subgrade

45°

405.35[']
→ 405.02 = Subgrade

405.20[']
→ 404.87 = Subgrade

30°

405.45[']
→ 405.12 = Subgrade

405.25[']
→ 404.92 = Subgrade

15°

405.47[']
→ 405.14 = Subgrade

405.33[']
→ 405.00 = Subgrade

10+00 = B.C. #1 & #3

405.49[']
→ 405.17 = Subgrade

405.29[']
→ 404.96 = Subgrade

9+80 = 90° = E.C. Returns #01 + #02

405.49[']
→ 405.17 = Subgrade

405.29[']
→ 404.96 = Sub

Finish Grades
on Returns Road "B"

LT

L

RT

60°

407.74 ✓

407.41 = Subgrade

407.72 ✓

407.39 = Subgrade
4.22 ✓

45°

407.64 ✓

407.31 = Subgrade
4.30

407.68 ✓

407.35 = Subgrade
4.26 ✓

30°

407.55 ✓

407.22 = Subgrade
4.39

407.58 ✓

407.25 = Sub.
4.36 ✓

15°

407.45 ✓

407.12 Sub.
4.49 ✓

407.48 ✓

407.15 ✓
4.46

411.61 TPA

134.50 = B.C. Ret N° 5 and N° 6

407.36 ✓

407.03 = Subgrade

407.36 ✓

104.50 = 90° = F.C.

404.90 ✓

404.57 = Subgrade

404.86 ✓

404.53 = Subgrade

75°

404.97 ✓

404.64 = Subgrade

404.92 ✓

404.59 = Subgrade

Finish Grade Elevations
on Returns Road "B"

20

	Lt	Rt
60°	407.55 ✓ - 407.22 = Subgrade 4.39 ✓	407.53 ✓ - 407.20 = Sub 4.41 ✓
45°	407.70 ✓ - 407.37 = Subgrade 4.24 ✓	407.67 ✓ - 407.34 = Sub 4.27 ✓
30°	407.83 ✓ - 407.50 = Subgrade 4.11 ✓	407.73 ✓ - 407.40 = Sub 4.21 ✓
15°	407.98 ✓ - 407.87 = Sub 4.01 ✓	407.75 ✓ - 407.42 = Sub 4.19 ✓
14+20 = B.C.	407.93 ✓ - 407.60 = Sub 4.01 ✓	407.75 ✓ - 407.42 = Sub 4.19 ✓
90° = B.C.	407.93 ✓ 407.60 = Sub 4.01 ✓	407.75 ✓ 407.42 = Sub 4.19 ✓
45°	407.83 ✓ 407.50 = Sub 4.11 ✓	407.74 ✓ 407.41 = Sub 4.20 ✓

411 S/F P-19

Finish Grades
Returns Road "B"

21

4+70 = 90° = F.C.

75°

407.32 ✓
- 406.99 = sub.
4.62

407.28 ✓
- 406.95 = sub. grad.
4.66 ✓

407.40 ✓
- 407.07 = sub.
4.54 ✓

11.61 P. 20

407.37 ✓
- 407.04 = sub.
4.57 ✓

Subgrades - Road 'A'

All Radius at Intersections
are 50'

(Note Elevation Subgrade 0.33
below Finish Grade)

$\Delta = 180^\circ$
 $R = 210$
 $EL = 659.74$

23+16.89 E.C. N 3319.59 BC
20 ← 200' 200' → 20'

27+70.48
 $\Delta = 90^\circ$

12+03.56
 $\Delta = 90^\circ$

N 2810

Road "B"

N 2790

Due North

28+90.48

10+83.56

37+63.14

Airport Boundary Line

2+19.01

38+92.40
 $\Delta = 89^\circ 53' 35''$

38+92.02
 $\Delta = 91^\circ 06' 25''$
50' R

50' R 0+189.75

0+190.13
 $\Delta = 91^\circ 06' 25''$

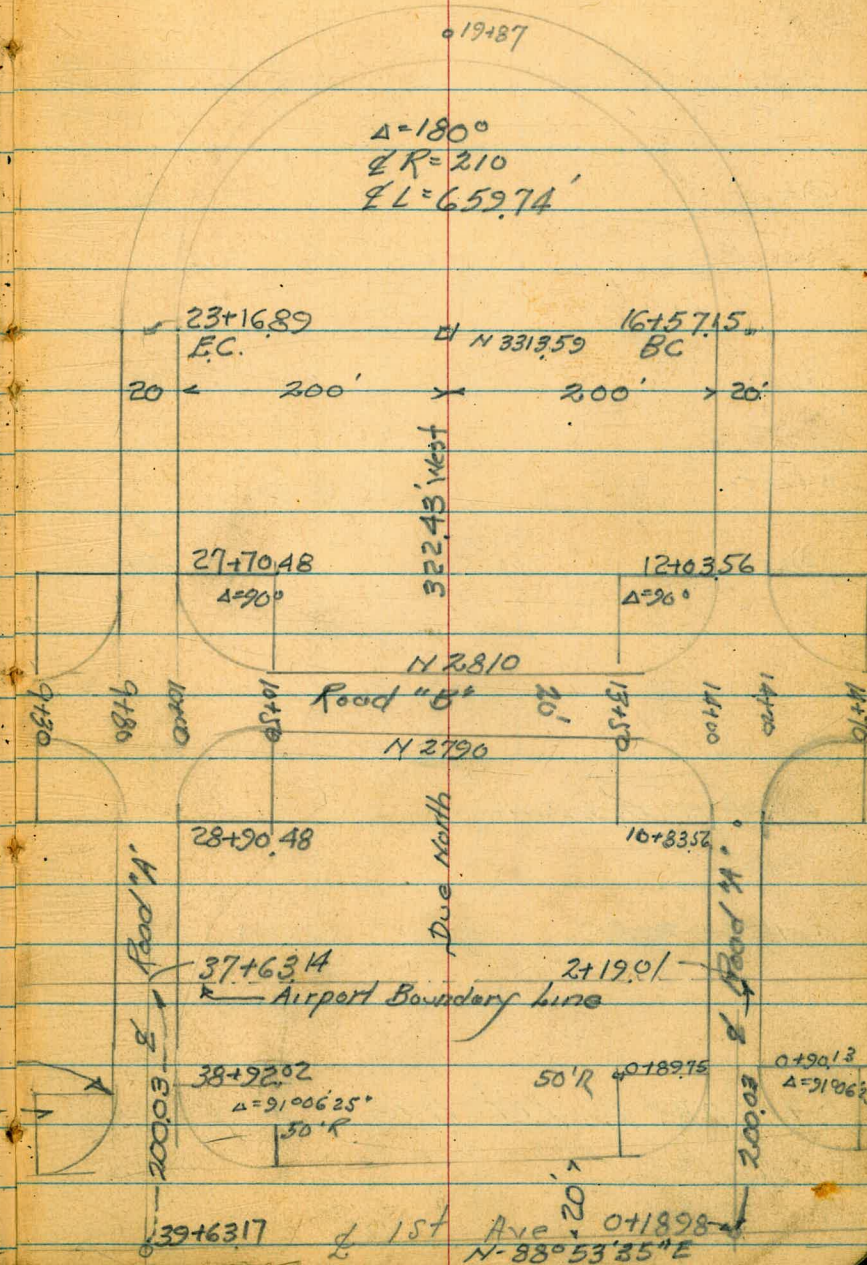
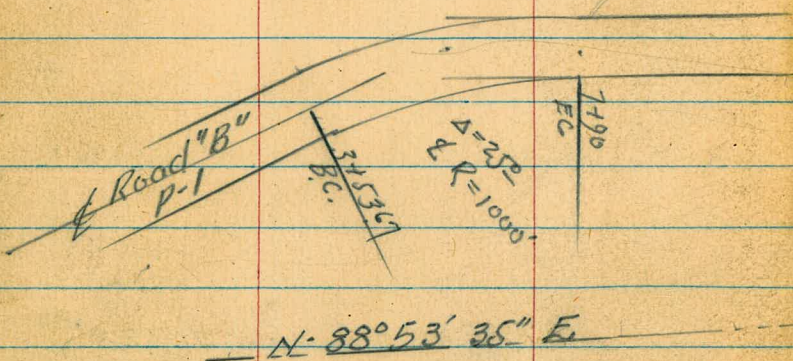
0+1898 = 1st Ave

20'

39+63.17

1st Ave

0+1898
N-88°53'35"E



Subgrades - Road "A"

Lt.

±

Rt

on Curve
50' Radius
Return

10'
Lt

10' Rt

on
Curve
50' Radius
Return

④

405.89

405.92

③

405.85

0+64

405.85

405.89

②

405.79

405.97

①

405.69

406.02

Return in 6 Parts

0+38.98-BC.

405.59

405.77

405.81

405.85

406.04

0+18.98-1st Ave.

Subgrades
Road "A"

	Lt	℄	Rt
3+50	406.32 5.61	406.47 5.46	406.32 5.61
3+00	406.24 5.69	406.39 5.54	406.24 5.69
2+50	406.17 5.76	406.32 5.61	406.17 5.76
2+00	406.09 5.84	406.24 5.69	406.09 5.84
1+50	406.02 5.91	406.17 5.76	406.02 5.91
0+90.15 Rt } 6 = 0+89.75 Lt } E.C. 50' Ret.	5.04	411.93	405.93 6.00
		B.M. Capc. Rt 07 56 Lot 24 406.89	5.85 411.93
5	405.91		405.92

Subgrados Road "A"

Lt

C

Rt.

25

7100

406.84	406.99	406.84
5.09	4.94	5.09

6150

406.77	406.92	406.77
5.16	5.01	5.16

6100

406.69	406.84	406.69
5.24	5.09	5.24

5150

406.62	406.77	406.62
5.31	5.16	5.31

5100

406.54	406.69	406.54
5.39	5.24	5.39

4150

406.47	406.62	406.47
5.46	5.31	5.46

4100

406.39	406.54	406.39
5.54	5.39	5.54

411.93

Subgrades
Road "A"

~~10+82.56 = 80 Returns~~

10+00

407.29 407.44 407.29
5.84 5.69 5.84

9+50

407.22 407.37 407.22
5.91 5.76 5.91

9+00

407.14 407.29 407.14
5.99 5.84 5.99

8+50

407.07 407.22 407.07
6.06 5.91 6.06

8+00

406.99 407.14 406.99
6.14 5.99 6.14

7+50

406.92 407.07 406.92
6.21 6.06 6.21

6.29 413.13 5.09 406.84

Subgrades
Road "A"

37

12+03.56 = EC. 50' Radius Returns

407.60 407.75 407.60

5.53 5.38 5.53

413.13

11+53.56 = N.W. Road

407.52 407.67 407.52

11+43.56 = E Road

11+03.56 = N.W. Road "B"

407.51 407.66 407.51

11+33.56 St.
10+93.56 = Road "B" (E. Holland 0.10'
To Better Fit E. & W. Road)

407.49 407.64 407.49

10+83.56 = St. Road "B" BC

407.42 407.57 407.42

5.71 5.56 5.71

10+50

407.37 407.52 407.37

5.76 5.61 5.76

413.13

Subgrades
Road "A"

15+50

408.12 408.27' 408.12'
5.02' 4.87' 5.02'

15+00

408.04' 408.19' 408.04'
5.10' 4.95' 5.10'

14+50

407.97' 408.12' 407.97'
5.17' 5.02' 5.17'

14+00

407.89' 408.04' 407.89'
5.25' 5.10' 5.25'

13+50

407.82' 407.97' 407.82'
5.32' 5.17' 5.32'

T.P.

540 413.14 5.39 407.74

11' RT
13+00

413.14

13+00

407.74' 407.89' 407.74'
5.39' 5.24' 5.39'

12+50

407.67' 407.82' 407.67'
5.46' 5.31' 5.46'
413.13

Subgrade
Road "H"

17+45.11

17+23.12

17+01.13

16+79.14

Curve in 30 Equal Parts

16+57.15 = B.C. Brk = Apex. ^{Grade}

16+50 Loose out

16+00

413.14

Lt.	C	Rt.
408.16 [✓]	408.26 [✓]	408.36 [✓]
4.98 [✓]	4.88 [✓]	4.78 [✓]

408.20 [✓]	408.30 [✓]	408.40 [✓]
(4.94) out	4.84 [✓]	4.74 [✓]

408.24 [✓]	408.34 [✓]	408.44 [✓]
4.90 [✓]	4.80 [✓]	4.70 [✓]

408.28 [✓]	408.38 [✓]	408.48 [✓]
4.86 [✓]	4.76 [✓]	4.66 [✓]

408.32 [✓]	408.42 [✓]	408.52 [✓]
4.82 [✓]	4.72 [✓]	4.62 [✓]

408.41

408.19 [✓]	408.31 [✓]	408.19 [✓]
4.95 [✓]	4.80 [✓]	4.95 [✓]

Note: Plane Sections
Throughout this Curve

Subgrades
Road "A"

Lt.

L

Rt

30

18+99.04

407.89' 407.99' 408.09'
5.25' 5.15' 5.05'

18+77.05

407.93' 408.03' 408.13'
5.21' out 5.01'

18+55.06

407.97' 408.07' 408.17'
out out 4.97'

18+33.07

408.01' 408.11' 408.21'
out out 4.93'

407.32

B.M. on 210 Radius stake

18+11.08

408.05' 408.15' 408.25'
4.09' out 4.99' out 4.89'

17+89.09

408.08' 408.18' 408.28'
5.06' 4.96' out 4.86'

17+67.10

408.12' 408.22' 408.32'
5.02' 4.92' 4.82'

413.14

Subgrades
Road "A"

20+52.97

Lt.	±	Rt.
40740'	407.50'	407.60'
4.46'	4.36'	4.26'

20+30.98

407.51'	407.61'	407.71'
4.35'	4.25'	4.15'

20+08.99

407.63'	407.73'	407.83'
4.23'	4.13'	4.03'

19+87.81k.

407.74'	407.84'	407.94'
4.12'	4.02'	3.92'
	411.86	

210 Radius Hub
FB 2054 - P40
T.P.

4.54 411.86 5.87 407.32

19+65.01

407.77'	407.87'	407.97'
5.37'	5.27'	5.17'

19+43.02

407.81'	407.91'	408.01'
5.33'	5.23'	5.13'

19+21.03

413.14

407.85'	407.95'	408.05'
5.29'	5.19'	5.09'

Subgrades
Road "A"

22+06.90

21+84.91

21+62.92

21+40.93

21+18.94

20+96.95

20+74.96

411.86

21.

2

Rt.

32

406.58' 406.68' 406.78'
528' 518' 508'

406.70' 406.80' 406.90'
516' 506' 496'

406.81' 406.91' 407.01'
505' 495' 485'

406.93' 407.03' 407.13'
493' 483' 473'

407.04' 407.14' 407.24'
482' 472' 462'

407.17' 407.27' 407.37'
469' 459' 449'

407.29' 407.39' 407.49'
457' 447' 437'

Subgrades
Road "A"

Lt

ℓ

Rt

33

21+00

405.84' 405.99' 405.84'
6.02' 5.87' 6.02'

23+50

405.93' 406.08' 405.93'
5.93' 5.78' 5.93'

23+16.89 = E.C. (Plung) end of Flat Section

406.04' 406.14' 406.24'
5.82' 5.72' 5.62'

22+94.86

406.14' 406.24' 406.34'
5.72' 5.62' 5.52'

22+72.87

406.25' 406.35' 406.45'
5.61' 5.51' 5.41'

22+50.88

406.35' 406.45' 406.55'
5.51' 5.41' 5.31'

22+28.89

411.86

406.47' 406.57' 406.67'
5.39' 5.29' 5.19'

Subgrades
Road "A"

Lt. C Rt

27+50

405.21' 405.36' 405.21'

27+00

405.30' 405.45' 405.30'

26+50

405.39' 405.54' 405.39'

26+00

405.48' 405.63' 405.48'

25+50

405.57' 405.72' 405.57'

Sub 25+00
TP 1.56

419.36 6.06 405.80

25+00

405.66' 405.81' 405.66' 1.25
6.20 6.05 6.20

24+50

111.86

405.75' 405.90' 405.75' 1.25
6.11' 5.96' 6.11'

Subgrades
Road "A"

			Lt.	C.	Rt.
28+90 ^{.48} = E.C. 50' Radius Returns			404.96 5.05	405.11 4.90	404.96 5.05
485	410.01	BM on Radius 405.16	10+50 P47	410.01 9	
28+65			405.00	405.15	405.00
28+40 = V.L. Road "B"			405.04	405.19	405.04
28+30 = A Road "B"			405.06	405.21	405.06
28+20 = N.L. Road "B"			405.08	405.23	405.08
28+00			405.12	405.27	405.12
27+70.48 = B.C. 50' R Returns			405.17	405.32	405.17

Subgrades
Road "A"

Lt. L. Rt.

32+00

404.40 404.53 404.40
5.61 5.46 5.61

31+50

404.49 404.64 404.49
5.52 5.37 5.52

31+00

404.58 404.73 404.58
5.43 5.28 5.43

30+50

404.67 404.82 404.67
5.34 5.19 5.34

30+00

404.76 404.91 404.76
5.25 5.10 5.25

29+50

404.85 405.00 404.85
5.16 5.01 5.16

29+20

404.91 405.06 404.91
5.10 4.95 5.10
410.01

410.01

Subgrades
Road "A"

Lt. E Rt.

35+50

40377' 40392' 40377'
5.25' 5.10' 5.25'

35+00

40386 40401' 40386'
5.16' 5.01' 5.16'

34+50

40395 40410' 40395'
5.07' 4.92' 5.07'

34+00

40404 40419' 40404'
4.98' 4.83' 4.98'

33+50

40413 40428' 40413'
4.89' 4.74' 4.89'

33+00

40422 40437' 40422'
4.80' 4.65' 4.80'

11" 32+50

T.P. 471 409.02 5.70 404.31

409.02

32+50

410.01

40431' 40446' 40431'
5.70 5.55' 5.70'

410.01

Subgrades
Road "A"

38

Lt.

L

Rt.

38+50

40323
5.79'

403.38
5.64'

40323
5.79'

38+00

40332
5.70'

403.47
5.55'

40332
5.70'

37+50

40341
5.61

403.56
5.46'

40341
5.61'

37+00

40350
5.52'

403.65
5.37'

40350
5.52'

36+50

40359
5.43'

403.74
5.28'

40359
5.43'

36+00

40368
5.34'

403.88
5.19'

40368
5.34'

409.02

Subgrades Road "A"

on Return
50' Radius

10' Lt

&

10' Rt

on Return
50' Radius

5	403.34			402.72
4	403.24			402.84
3	403.20			402.97
39+42.8		403.13	403.12	403.05
2	403.17			403.09
1	403.15			403.15

6 Equal Parts

38+92.40 on Rt)

38+92.02 on Lt) = BC. 50' Ret.

403.16
5.86'

403.31'
5.71'

403.16
5.86'

409.02

409.02

Subgrades Road 'A'

Walker
Johnson
Pope
Clowford
4-25-49

Lt

ℓ

Rt 40

on Return
50' Radius

10' Lt

10' Rt.

on Return
50' Radius

				600
				406.89
CHK BM P. 24 Conc. Mod	357			406.89
T.P	5.95	410.46	457	404.51
		<u>402.02</u>		

⑥
= 39 + 43.17

403.97 403.10 403.02 402.95 402.57

Additional Finish Grades
Road "B" at And Near
Intersection Road "A"

Σ

41

9+73

405.25 405.25 405.22

9+65

405.12 405.14 405.10

9+55

404.96 405.01 404.95

9+43

404.77 404.86 404.76

9+30

404.56 404.71 404.56

Finish Grades
Road "B"
Cont. from p. 41

42

R

60	47	35	25	17	10	E	10	17	25	35	47	60
----	----	----	----	----	----	---	----	----	----	----	----	----

10+07

40540	40536	40533	40531	40527
-------	-------	-------	-------	-------

10+00 = E.L.

40549	40547	40544	40542	40541	40540	40538	40533	40532	40531	40531	40530	40529
-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

9+90 = E. Road "B"

40564	40560	40555	40551	40548	40546	40542	40543	40543	40543	40544	40544	40542
-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

West Loop
9+80 = W.L. Road "B"

40549	40546	40544	40542	40541	40537	40535	40533	40532	40531	40531	40531	40529
-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------	-------

Finish Grades
Road "B"

43

10 Lt

±

10' Rt

10+50 - L.C. Returns

404.90

404.88

404.86

10+37

405.03

405.01

404.98

10+25

405.15

405.13

405.09

10+15

405.25

405.23

405.19

Walker
Johnson
Pope
Crowford
4-20-49

Subgrades ROAD "B"

11'4" 2 11 R.F. 44

2+50

400.94' 400.84' 400.74'
5.00' 5.10' 5.20'

2+00

401.01' 400.91' 400.81'
4.93' 5.03' 5.13'

1+50

401.07' 400.97' 400.87'
4.87' 4.97' 5.07'

1+00

401.14' 401.04' 400.94'
4.80' 4.90' 5.00'

0+750

401.20' 401.10' 401.00'
4.74' 4.84' 4.94'

0+00

401.27' 401.17' 401.07'
4.67' 4.77' 4.87'
405.94

4.90 405.94 401.54

B.M. on R.P. Stake 10' 4" off 315367 P-3

ROAD "B" Subgrades

11 Lt

2

11 Rt 45

6+00

40178'
6.32'

40168'
6.42'

40158'
6.52'

TP 6.89

408.10

473

11 Rt 5+50

40121

408.10

5+50

40141'
4.53'

40131'
4.63'

40121'
4.73'

5+00 = Bk = F.V.C.

40104'
4.90'

40094'
5.00'

40084'
5.10'

4+50 = Bk

40078'
5.16'

40068'
5.26'

40058'
5.36'

4+00 = P.V.C.

40074'
5.20'

40064'
5.30'

40054'
5.40'

3+53.67 = Bk Rt

40081'
5.13'

40071'
5.23'

40061'
5.33'

3+00

40088'
5.06'

40078'
5.16'

40068'
5.26'

405.94

405.94

ROAD "B" Subgrades

11'4"

E

11' R.

46

9+00

403.87
4.23

404.02
4.08

403.87
4.23

8+50

403.39
4.71

403.54
4.56

403.39
4.71

8+20

403.28
4.81

403.31
4.79

403.19
4.91

7+90 = E.C.

403.19
4.91

403.09
5.01

402.99
5.11

7+50

402.89
5.21

402.79
5.31

402.69
5.41

7+00

402.52
5.58

402.42
5.68

402.32
5.78

6+50

402.15
5.95

402.05
6.05

401.95
6.15

108.10

108.10

ROAD B - Subgrades.

Cont. P-49

11+00

11' Lt E 11' Rt. 47
 405.27 405.42 405.27[✓]
 6.26 6.11[✓] 6.26[✓]

TP

298

10+75 = Bk

M. on Rad 50' 10470
 405.76 - Adjusted Elev.

40472 40479 40472[✓]
 6.81 6.74 6.81[✓]

TP 641

411.53

298

405.12

411.53

10+50 = Valley Gutter

404.57 404.55 404.53[✓]
 3.53[✓] 3.55[✓] 3.57[✓]

10+02 = Shoulder N x South Road A

405.02 405.00 404.98[✓]
 3.08[✓] 3.10[✓] 3.12[✓]

9+78

405.04[✓] 405.02[✓] 405.00[✓]
 3.06[✓] 3.08[✓] 3.10[✓]

9+50

Note: Use Starting BM P-44 to station
 9+00 Then use Adjusted BM = 408.24 - P-48
 To end of Project = 24+00

404.52 404.62 404.52[✓]
 3.58[✓] 3.48[✓] 3.58[✓]

9+30 = BC 50' Radius Return

408.10

404.23 404.38 404.23[✓]
 3.87[✓] 3.72[✓] 3.87[✓]
 408.10

Road "B" Subgrades

337 411.61

408.24

Use this BM from 9+30 to 24+00

14+70 60' Rt of $\angle = 50'$ Radius

Chk B.M. Conc. Mon

510

0.04 Error

406.89 - BM

406.85

S.F. Cor. Lot 24

527 411.95

579

406.68

TP

427 412.47

333

408.20

14+70 60' Rt on Radius Stake

411.53

1

ROAD "B" Subgrades

13+98 - W Shoulder Road A

40744
4.1740742
4.1940740
4.21

13+50 - BC. 50' R Return to Road 'A'

40703
4.5840713
4.4840703
4.58

13+00

40667
4.9440682
4.7940667
4.94

12+50

40637
5.2440652
5.0940637
5.24

12+00

40606
5.5540621
5.4040606
5.55411.61 x P48
2

11+50

40576
5.7740591
5.6240576
5.77

11+30 - Brk

Cont. from P-47

40564
5.8940579
5.7440564
5.89

411.53

11.4

2

11.4 49

Road "B" - Subgrades

11' L

E

11' R

56

16+10 = BC Rt

408.60 408.50 408.40
5.66' 5.76' 5.86'

15+80

408.19 408.32 408.19
6.07' 6.99' 6.07'

15+50

407.98 408.13 407.98
6.28' 6.13' 6.28'

15+25 = Bk

407.52 407.67 407.52
6.74' 6.59' 6.74'

15+00

407.09 407.17 407.09
7.17' 7.09' 7.17'

14+70 = E Valley Gutter

14+70

6.02 4A26

BM 50K

408.24

406.99 406.97 406.95
7.29' 414.26

14+22 = Shoulder Road "A"

407.44 407.42 407.40
4.17' 4.19' 4.21'

14+10

407.53 407.51 407.49
4.08' 4.10' 4.12'
411.61

ROAD "B" Subgrades

11'4"

E

11'8"

51

19+50

-410.25
3.91'-410.25
4.01'-410.15
4.11'

19+00 Brk

-410.17
4.09'-410.07
4.19'-409.97
4.29'

18+50

-409.91
4.35'-409.81
4.45'-409.71
4.55'

18+00

-409.65
4.61'-409.55
4.71'-409.45
4.81'

17+50

-409.38
4.88'-409.28
4.98'-409.18
5.08'

17+00

-409.10
5.16'-409.00
5.26'-408.90
5.36'

16+50

414.26-408.82
5.44'-408.72
5.54'-408.62
5.64'414.26

11 Lt.

£

11 Rt.

23+00

41134
5.47

41149
5.32

41134
5.47

22+50

41116
5.65

41131
5.50

41116
5.65

22+00

41098
5.83

41113
5.68

41098
5.83

21+50

41081
6.00

41096
5.85

41081
6.00

21+00

41063
6.18

41078
6.03

41063
6.18

100 Rt 20746.33

TP 6.18 416.81 363 410.63

416.81

30+46.33 - E.C.

41069
3.57

41059
3.67

41049
3.77

20+00

414.26

41053
3.73

41043
3.83

41033
3.93

414.26

ROAD "B" - Subgrades

11'4"

2

11'11"

53

001

50L 410.53 = Johnson
410.52

Rim

M.H. #9 2980 N 280 E.

T.P. 495 415.58 618 410.63

24+00 = End of Project

- 412.02
4.79'

- 412.17
4.69'

- 412.02
4.79'

23+50 = Brk

416.81

- 411.52
5.29'

- 411.67
5.19'

411.52
5.29'

416.81

Gibbs Airport
FINISH GRADES - ROAD "A"

Lt. E Rt 54

5+50	406.25 ✓ 9.75 ✓	407.10	406.95 ✓ 9.75 ✓
5+00	406.87 ✓ 4.83 ✓	407.02	406.87 ✓ 4.83 ✓
4+50	406.80 ✓ 4.90 ✓	406.95	406.80 ✓ 4.90 ✓
4+00	406.72 ✓ 4.98 ✓	406.87	406.72 ✓ 4.98 ✓
3+50	406.65 ✓ 5.05 ✓	406.80	406.65 ✓ 5.05 ✓
3+00	406.57 ✓ 5.13 ✓	406.72	406.57 ✓ 5.13 ✓
2+50	406.50 ✓ 5.20 ✓	406.65	406.50 ✓ 5.20 ✓
2+12.0' = Beg. Par. 179 = Int Airport Bdry. sketch P-22	406.45 ✓ 5.25 ✓	406.60	406.45 ✓ 5.25 ✓

431 411.70 406.89

Cont. Mon
B.M. S.E. Cor. Lot 24 West Side Palma Ave
P. 24

Finish Grades - Road 'A'

11 10 10 55 10

Cont. p. 56

10+00				407.62 5.04	407.77	407.62 5.04
9+50				407.55 5.11	407.70	407.55 5.11
9+00				407.47 5.19	407.62	407.47 5.19
8+50				407.40 5.26	407.55	407.40 5.26
8+00				407.32 5.34	407.47	407.32 5.34
7+50				407.25 5.41	407.39	407.25 5.41
7+00	TP 5.49	412.66	4.53	407.17 4.53	412.66 407.32	407.17 4.53
6+50				407.10 4.60	407.25	407.10 4.60
6+00				407.02 4.68	407.17	407.02 4.68
		411.70			411.70	

Finish Grades - Road "A"

Lt.	ℓ	Rt.	56
10'		10.5	10'

Cont. P-57

13+00

408.07
5.33

408.22

408.07
5.33

12+50

408.05
5.40

408.15
413.40

408.00
5.40

TP 5.47 413.40 473 407.23

12+03.56 = E.C. 50' Radius Returns

407.93
4.73

408.08

407.93
4.73

11+53.56 = N.H. Road "B"

407.85

408.00

407.85

11+43.56 = S.H. Road "B"

407.84

407.99

407.84

11+33.56 = S.H. Road "B"

407.82

407.97

407.82

Check B.M. P-50 442 408.24

Grades for Returns P-20-21

10+83.56 = B.C. 50' Radius Returns

407.75
4.91

407.90

407.75
4.91

10+50

407.70
4.90

407.85
412.66

407.70
4.90

412.66

Finish Grades - Road "A"

10' 15' Lt. E 5' 10' 57

^{7.P}
16+79.14 366 412.28 478 408.62

408.61 408.66 408.71 408.76 408.81
4.77 4.57

16+57.15 = B.C. 210' & R = Brk. Apex.

408.65 408.70 408.75 408.80 408.85
4.75 4.55

16+28.55

408.58 408.71 408.69
4.82 4.71
0.02

16+00

408.52 408.67 408.52
4.88 4.88

15+50

408.45 408.60 408.45
4.95 4.95

15+00

408.37 408.52 408.37
5.03 5.03

14+50

408.30 408.45 408.30
5.10 5.10

14+00

408.22 408.37 408.22
5.18 5.18

13+50

408.15 408.30 408.15
5.25 5.25

413.40

413.40

Finish Grades - Road "A"

→ Cont. P. 59

	10'	5'	5'	10'
18+77.05	408.26 4.02	408.31	408.36	408.41 408.46 3.82
18+55.06	408.30 3.98	408.35	408.40	408.45 408.50 3.78
18+33.07	408.34 3.94	408.39	408.44	408.49 408.54 3.74
18+11.08	408.38 3.90	408.43	408.48	408.53 408.58 3.70
17+89.09	408.41 3.87	408.46	408.51	408.56 408.61 3.67
17+67.10	408.45 3.83	408.50	408.55	408.60 408.65 3.63
17+45.11	408.49 3.79	408.54	408.59	408.64 408.69 3.59
17+23.12	408.53 3.75	408.58	408.63	408.68 408.73 3.55
17+01.13	408.57 3.71	408.62	408.67	408.72 408.77 3.51
412.28			412.28	

Lt. 5
Rt. 5 58
10

Finish Grades - Road "A"

Lt.

59

10

5

2

Rt.

5

10

20+74.96

407.62
4.66

407.67

407.72

407.77

407.82

4.46

20+52.97

407.73
4.55

407.78

407.83

407.88

407.93

4.35

20+30.98

407.84
4.44

407.89

407.94

407.99

408.04

4.24

20+08.99

407.96
4.32

408.01

408.06

408.11

408.16

4.12

19+87 = Bk.

408.07
4.21

408.12

408.17

408.22

408.27

4.01

19+65.01

408.10
4.18

408.15

408.20

408.25

408.30

3.98

19+43.02

408.14
4.14

408.19

408.24

408.29

408.34

3.94

19+21.03

408.18
4.10

408.23

408.28

408.33

408.38

3.90

18+99.04

408.22
4.06

408.27

408.32

408.37

408.42

3.86

412.28

412.28

Finish Grades - Road "A"

2

154

10

5

5

10

22+72.87

406.58 406.63 406.68 406.73 406.78
5.70 5.50

22+50.88

406.68 406.73 406.78 406.83 406.88
5.60 5.40

22+28.89

406.80 406.85 406.90 406.95 407.00
5.48 5.28

23+06.90

406.91 406.96 407.01 407.06 407.11
5.37 5.17

21+84.91

407.03 407.08 407.13 407.18 407.23
5.25 5.05

21+62.92

407.14 407.19 407.24 407.29 407.34
5.14 4.94

21+40.93

407.26 407.31 407.36 407.41 407.46
5.02 4.82

21+18.94

407.37 407.42 407.47 407.52 407.57
4.91 4.71

20+96.95

407.50 407.55 407.60 407.65 407.70
4.78 4.58

412.28

412.28

Finish Grades - Road "A"

26+50

10' 5' 5' 10' 6'

405.72 4.86	405.80	405.87	405.80	405.72 4.86
----------------	--------	--------	--------	----------------

26+00

405.81 4.77	405.89	405.96	405.89	405.81 4.77
----------------	--------	--------	--------	----------------

25+50

405.90 4.68	405.98	406.05	405.98	405.90 4.68
----------------	--------	--------	--------	----------------

25+00

405.99 4.59	406.07	406.14	406.07	405.99 4.59
----------------	--------	--------	--------	----------------

24+50 T.P. 449

410.58 519 406.09

410.58

406.08 6.20	406.16	406.23	406.16	406.08 6.20
----------------	--------	--------	--------	----------------

24+00

406.17 6.11	406.25	406.32	406.25	406.17 6.11
----------------	--------	--------	--------	----------------

23+50

406.26 6.02	406.34	406.41	406.34	406.26 6.02
----------------	--------	--------	--------	----------------

23+16.89 F.C. = Land (Plane) Flat Section

406.37 5.91	406.47	406.47	406.52	406.57 5.71
----------------	--------	--------	--------	----------------

22+94.86

412.28

406.47 5.81	406.52	406.57	406.62	406.67 5.61
----------------	--------	--------	--------	----------------

412.28

Finish Grades Road "A"

℄

Rt.

62

10

5'

15'

10

28+90.48 = E.C. 50' Radius Returns.

chk 50' R Hub 438 409.54 542 405 16^v

405.29 405.37 405.44 405.37 405.29
4.25^v 409.54 4.25^v

28+65

405.33 405.41 405.48 405.41 405.33
4.21^v 409.54 4.21^v

28+40 = Sl. Road "B"

405.37 405.45 405.52 405.45 405.37

28+30 = Sl. Road "B"

405.39 405.47 405.54 405.47 405.39

28+20 N.W. Road "B"

405.41 405.49 405.56 405.49 405.41

28+00

405.45 405.53 405.60 405.53 405.45

27+70.48 = B.C. 50' Radius Returns

405.50 405.58 405.65 405.58 405.50
5.08^v 5.08^v

27+50

405.54 405.62 405.69 405.62 405.54
5.04^v 5.04^v

27+00

405.63 405.71 405.78 405.71 405.63
4.95^v 4.95^v

410.58

410.58

Finish Grades - Road "A"

10' 5' 5' 10'

33+50

40446 40454 40461 40454 40446
508' 508'

33+00

40455 40463 40470 40463 40455
499' 499'

32+50

40464 40472 40479 40472 40464
490' 490'

32+00

40473 40481 40488 40481 40473
481' 481'

31+50

40482 40490 40497 40490 40482
472' 472'

31+00

40491 40499 40506 40499 40491
463' 463'

30+50

40500 40508 40515 40508 40500
454' 454'

30+00

40509 40517 40524 40517 40509
445' 445'

29+50

40518 40526 40533 40526 40518
436' 436'

29+20

40524 40532 40539 40532 40524
430' 430'

40954

40954

Finish Grades - Road "A"

chk BM Conc. Mark P-54 3.88 406.89

TP 6.44 410.77 4.31 409.33

End of Project

37+63.14 = Intersection Airport Boundary

37+50

37+00

36+50

36+00

35+50

35+00

34+50

TP 4.27 408.64 5.17 404.37

34+00

409.54

10

5

5

5

64

10

403.72 403.80 403.87 403.80 403.72
4.92

403.74 403.82 403.89 403.82 403.74
4.90

403.83 403.91 403.98 403.91 403.83
4.81

403.92 404.00 404.07 404.00 403.92
4.72

404.01 404.09 404.16 404.09 404.01
4.63

404.10 404.18 404.25 404.18 404.10
4.54

404.19 404.27 404.34 404.27 404.19
4.45

404.28 404.36 404.43 404.36 404.28
4.36

404.37 404.45 404.52 404.45 404.37
5.17

409.54



FINISH GRADES ROAD "B"

Sketch - P-1

3+75 0.36.7

3+53.67 - BC. RT

3+00

2+50

2+00

1+50

1+00

0+50

0+00

451

406.05

401.54

2+
10

50

2

RT 66
15.5 10

401.14 4.91 ✓	401.09	401.04	400.99	400.94 5.11.
401.21 4.89 ✓	401.16	401.11	401.06	401.01 5.04
401.27 4.78 ✓	401.22	401.17	401.12	401.07 4.78
401.34 4.71 ✓	401.29	401.24	401.19	401.14 4.91 ✓
401.40 4.65 ✓	401.35	401.30	401.25	401.20 4.85 ✓
401.47 4.58 ✓	401.42	401.37	401.32	401.27 4.78 ✓
401.53 4.52 ✓	401.48	401.43	401.38	401.33 4.72 ✓
401.60 4.45 ✓	401.55	401.50	401.45	401.40 4.65 ✓

BM. on R.P. Stake P-44

406.05

Finish Grades - Road 'B'

6+25	7°46.7	
6+00	7°03.7	
TP 6.52	408.05	452 401.53
5+75	6°20.7	
5+50	5°37.7	
5+25	4°54.7	
5+00 = P.V.C	4°11.7	
4+75	3°28.7	
4+50	2°45.7	
4+25	2°02.7	
4+00 = P.V.C	1°19.7	406.05

	Lt	2	15'	67
	10	5	5	10'
402.11	402.06	402.01	401.96	401.91
5.94		408.05		6.14
401.72	401.67	401.64	401.59	401.54
4.31				4.51
401.37	401.32	401.27	401.22	401.17
4.68				4.88
401.11	401.06	401.01	400.96	400.91
4.94				5.14
401.07	401.02	400.97	400.92	400.87
4.98		406.05		5.18

Finish Grades - Road "B"

chk B11 P46

294

$\frac{201}{905} \frac{13}{11}$

9+00

8+50

8+20

7+90 = E.C. 12°30'

7+75 12°04.7'

7+50 11°21.7'

7+25 10°38.7'

7+00 9°55.7'

6+75 9°12.7'

6+50 8°29.7'

408.05

LT.

E

RT.

68

10

5'

5'

10'

40420
3.85

40428

40435

40438

40420
3.85

40372
4.33

40380

40387

40380

40372
4.33

40362
4.43

40365

40352
4.53

40352
4.53

40342

40332
4.73

40322
4.83

40317

40312

40307

40302
5.03

40285
5.20

40280

40275

40270

40265
5.40

40248
5.57

40243

40238

40233

40228
5.77

408.05

Finish Grades - Road "B"

11730 = Brk
 11400
 10775 = Brk.
 10751.5 = End valley Gutter
 10748.5 = Beg. Valley Gutter
 6.35 411.51 2.94 405 1.6
 10702 = Shoulder line
 9790 = $\frac{1}{2}$ Road "A"
 9778 = Shoulder line
 9780 = 1/4 Road "A"
 9750
 9730 = 80' 50' Radius Returns
 2.94 408.10 405.16

10' 8 10' 69
 40597 40612 40597
 5.54 5.54
 40560 40575 40560
 5.91 5.91
 40505 40512 40505
 6.46 6.46
 40490 40489 40488 40487 40486
 40490 40489 40488 40487 40486
 6.65
 411.51
 40537 40536 40535 40534 40533
 40537 40536 40535 40534 40533
 40485 40490 40495 40490 40485
 40456 40464 40471 40464 40456
 3.49 3.49
 10750 BM 60' RT 80' Radius
 P-96 408 10 = Adjusted

Finish Grades - Road "B"

	11	10	RT	70
15100	40742 4.64'	40750	40742 4.64'	
14170 = ♀ Valley Gutter	40732 4.74	40730	40728 4.78	
14122 = E Shoulder	40777	40775	40773	
14110 = ♀ Road A	40786	40784	40782	
13198 = W. shoulder	40777	40775	40773	
13150 = BC. 50' Radius Returns	40736 4.70'	40746	40736 4.70'	
13100	40700 5.06	40715	40700 5.06	
12150	40670 5.36	40685	40670 5.36	
12100	40639 5.67	40654	40639 5.67	
T.P. 6.90 412.06 635 40616		412.06		
11150	40609 5.42	40624	40609 5.42	
		611.51		

Finish Grades - Road "B"

17+50 4°00.8

17+25 3°17.8

17+00 2°34.8

16+75 1°51.8

16+50 1°08.8

16+25 0°25.8

16+10 = B.C. Rt.

15+80

TP 6.37 414.67 376 408.30

15+50

15+25 = Btk.

412.06

10' Lt Rt 71

10'

40971' 4.96' 40961' 40951' 5.16'

40943' 5.29' 40933' 40923' 5.44'

40915' 5.52' 40905' 40895' 5.72'

40893' 5.74' 40883' 40873' 5.94'

40862' 6.05' 40855' 40852' 6.15'

40831' 3.75' 40846' 40831' 3.75'

40785' 4.21' 40800' 40785' 4.21'

Finnish Grades Road "B"

20+00 11°10.8

Lt 10' Lt 10' Rt 72 10'
 410.86' 410.76' 410.66'
 3.81' 4.01'

19+75 10°27.8

19+50 9°44.8

410.68' 410.58' 410.48'
 3.99' 4.19'

19+25 9°01.8

19+00 Bk. 8°18.8

410.50' 410.40' 410.30'
 4.17' 4.37'

18+75 7°35.8

18+50 6°52.8

410.24' 410.14' 410.04'
 4.13' 4.63'

18+25 6°09.8

18+00 5°26.8

409.98' 409.88' 409.78'
 4.69' 4.89'

17+75 4°43.8

41467

41467

Finish Grades - Road "B"

				St. 10'	£	Rt. 10'	73
23+50 Brk				411.85 4.62	412.00	411.85 4.62	
23+00				411.67 4.80	411.82	411.67 4.80	
22+50				411.49 4.98	411.64	411.49 4.98	
22+00				411.31 5.16	411.46	411.31 5.16	
21+50				411.14 5.33	411.29	411.14 5.33	
21+00				410.96 5.51	411.11	410.96 5.51	
20+75					411.01		
20+75				410.99 5.48	416.47	410.89 5.58	
TR 565	416.47	385	410.82				
20+46.33 E.C.	12°30'			411.02 3.65	410.92	410.82 3.85	
20+25	11°53.8				414.67		
	414.67						

Finish Grades - Road "B"

Lt

£

74
Rt.

10'

10'

Completed - 6-14-99

24100

412.35
412

412.50

412.35
4.12

416.47

11/16/49
Sommermeyer
McCoy
Allen
Rorer
Check Sewer Elev.
Tommasa Subd. Unit #2
To Nly end Rolando Unit #3

Notes by McCoy W.D.

L-Sheets 7742-L
7743-L
3819-B

1" Iron Pipe RE 32
BC West Side Seminole
Approx To No. North Line
Tommasa Subdiv #2
F.B 1340
64

INDEXED
W.K.
NOV 18 1949

	64	7.12	467.72		463.60
TP	4.18		464.84	706	460.66
"	1.75		459.26	12.33	452.51
"	0.62		442.90	11.98	442.28
"	3.49		434.07	12.32	430.58
"	0.37		421.64	12.80	421.27
"	0.75		409.67	12.72	408.92
"	2.00		399.20		397.20?
			400.20	12.47	398.20
Sly Curb Revilla Dr.				7.91	398.41
Gutter same Location				8.52	392.29
Nly Curb Revilla Dr					390.68
Gutter same					391.68
M.H. Rim Revilla Dr				8.18	391.02
Invert Sewer					392.02
				15.69	383.51
					384.51
set Brass Plug No. end West Cb Revilla W. Line Rolando Unit #3				7.92	391.28
					392.28

300' 8.81
6.88
15.69

1-24-50
Roberts
Garber
Moore
Clark
WQ# 25020

X-Sect Ash Street
(Bancroft to 33rd)

F.B. 1285 pg. 49

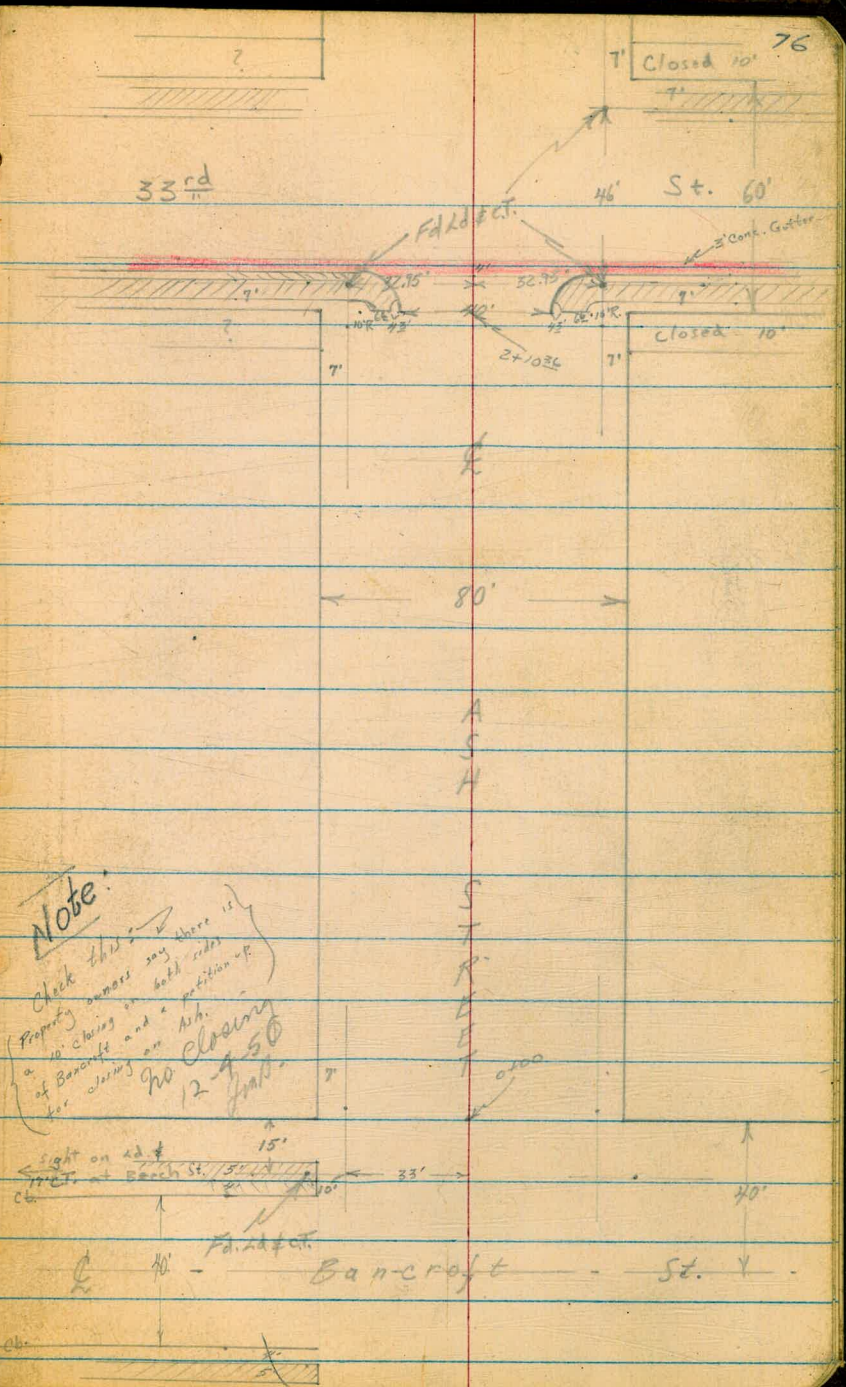
F.B. 1643 pg. 62

T.P. 185

See F.B.
2349/60

INDEXED
N.K.
JAN 25 1950

checked by
WS Fay
1-26-50



0-09 235' R Center P. Pole # 477556H

0-11 End Walk

0-16 End Walk

0-20 Curb line Bancroft

0-32

0-40 R Bancroft

T.P.	11.79	198.89	198.87	0.59	187.10	Arch # 331
			187.69		187.08	SW Tack
TP	12.48		175.19	0.03	175.21	
B.M.	12.79	175.24	175.22		162.43	"A" # 332
					NE Mon	

1953	196.16	193.3	194.14	193.2	193.55	193.1	193.0	192.1	190.1	184.0
3.6	273	55	475	5.7	5.34	5.8	5.9	6.8	8.8	14.9
81	81	50	50	10.2	10.2	20		20	10	90
Gutt	cb	Gutt	cb	Gutt	cb					
				193.3	192.2	192.4	191.7	189.9	182.3	
				5.6	6.0	6.5	7.2	9.0	16.6	
				40	20		20	40	100	
		1953	192.2	192.1	191.71	191.8	189.2	175.2		
		3.2	6.2	6.8	7.8	7.5	9.2	23.5		
		100	40	20	100	20	40	100		

193.80
509
59.9
Walk

193.67
5.22
89.9
Walk

198.89
198.87

0+93 23' Rt 12" Acacia

0+77 23' Rt. 6" Acacia

0+55 24 1/2 Lt. & 75' Conc. Drive

0+51 34 1/4 End Conc. Block Wall

0+56

0+23 28 1/2 Rt & 3 Conc. Walk 4" Wall on end of 4.5' Buckan sides

0+16 34' Lt. Begin Conc. Block Wall

0+07 25' Rt Center Fire Hydrant

0+00 E. Line Bancroft

198.89

0.00
40.3
Foot

196.29

2.60
2 1/2
Apron

198.89
201.31

197.8

15.0
TOP

198.5

0.4
40

197.8

1.1
3 1/4

197.8

1.1
3 1/4

197.8

1.5
3 1/4
Foot

198.0

2.9
20

197.8

4.2
12

194.7

5.0

193.2

5.8
16

193.1

6.32
28.5
Wall

193.2

5.7
20

191.2

7.0
40

190.4

8.5
20

192.05

6.84
40

192.05

6.84
51.3
Walk

197.4

1.5
34
GRA

201.5

42.6
34
TOP

196.91

19.8
31
Foot

196.2

2.0
50

196.5

2.4
40

194.8

4.1
20

193.2

5.0
10

193.7

5.2

192.7

6.2
20

191.2

7.1
40

191.2

7.5
50

189.0

9.9
60

198.89

198.87

198.89

198.87

1484 31' Rt End Picket Fence

1475

1450

1449 23' Lt E. Cor. Apron.

1434 } 22' Lt W. Cor. Conc. Apron
32' Lt End board Fence

1416 59' Rt & Garage

1402 31' Rt. Begin Picket Fence

1400

0498

{ 32' Lt. Begin Board Fence
23' Rt Center P. Pole # P3215
198.89
~~198.87~~

1956	1957	1957	1927	1905	1892	1894	1904	1912	1908	1903
33	35	52	65	84	90	95	85	79	81	85
46	48	26	20	10		16	20	26	40	38
	1962	1963	1963	1918	1912	1903	1910	1912	1912	1910
	20	26	56	71	77	86	77	72	77	79
	87	40	20	12		16	20	25	40	48

200 -
41.2
46.7
Floor

19585
3.09
32.7
Apron
R.K

483
22.3
Apron

194.05
193.94

191.32
757
51
Apron

191.16
773
378
Floor

1972	1962	1960	1942	1933	1925	1912	1926	1924	1921	1918
15	20	29	47	56	64	70	63	65	68	71
50	70	75	20	13		78	20	22	20	53

198.89
~~198.87~~

check 12.40 162.44
~~162.42 = 162.~~
 T.P. 3.49 174.84 12.49 171.35
 183.84
 T.P. 0.35 ~~183.82~~ 12.77 ~~183.49~~

2+404 L 33rd

2+234 E. Edge Conc. Gutter

2+204 Curb Line 33rd

2+194 W. Edge Conc. Gutter

2+10.36 W. Line 33rd

2+10 220 Rt Center P.Pole # 3299

1+96

T.P. 9.16 196.26 186.10
~~196.24~~ 11.9 ~~187.04~~
 * 198.89
~~198.87~~

43 Starting BM

193.20 194.4 189.3 188.0
 1.9 7.0 8.3
 100 40 40
 193.36 187.46 186.70
 2.96 8.80 9.56
 100 40 30
 187.31 187.07 187.23
 8.95 9.19 8.24
 40 40 30
 187.31 188.02 186.56
 3.06 3.06 9.70
 100 100 30
 Gutt cb 187.04 186.66 186.28
 187.31 188.03 187.07 188.02 186.56 187.04 186.66 186.28
 8.95 9.19 8.24 9.70 9.72 10.06 7.24 10.21 13.64 14.42
 40 40 30 30 30 40 40 40 100 100
 Gutt cb Gutt cb Gutt cb Gutt cb Gutt cb Gutt cb Gutt cb Gutt cb
 185.0 184.2 183.5 181.8 180.2 188.7 188.2 187.2 186.8 187.01 186.96 187.20 187.20 187.20 189.5 189.0
 13 21 27 45 6.3 7.6 8.0 9.0 9.5 9.25 9.18 9.06 9.06 9.06 30.8 30.8
 50 40 31 20 13 10 15 20 25 40 40 40 40 40 40 50
 196.26 186.10
~~196.24~~
 * 198.89
~~198.87~~

416.27
487
411.40

411.45 T.B.M.
30400N
3505

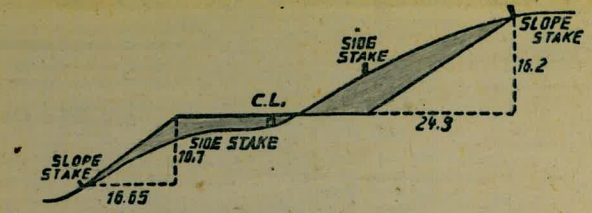
1610
1490
120

200
112.4
76

8
87.67
112.83

85
15
235

No 00 25 W
No 09 25 W



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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