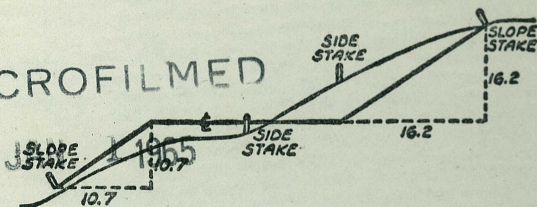




MICROFILMED



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.

# Index

2- Azul st. drainage

6 Drain - Soledad East of Crespo.

19. SURVEY - Proposed Culvert 47th ST AT Pt 275  
Nly OF N'Wly Corn. IMIG PARK #2

AZUL St.

Thru. Por. La Jolla Cliffs

X-sec. for drainage

C.H.S.

W.O. 21108

Begg

4-28-53

Altman

Schelin

Map. 2756

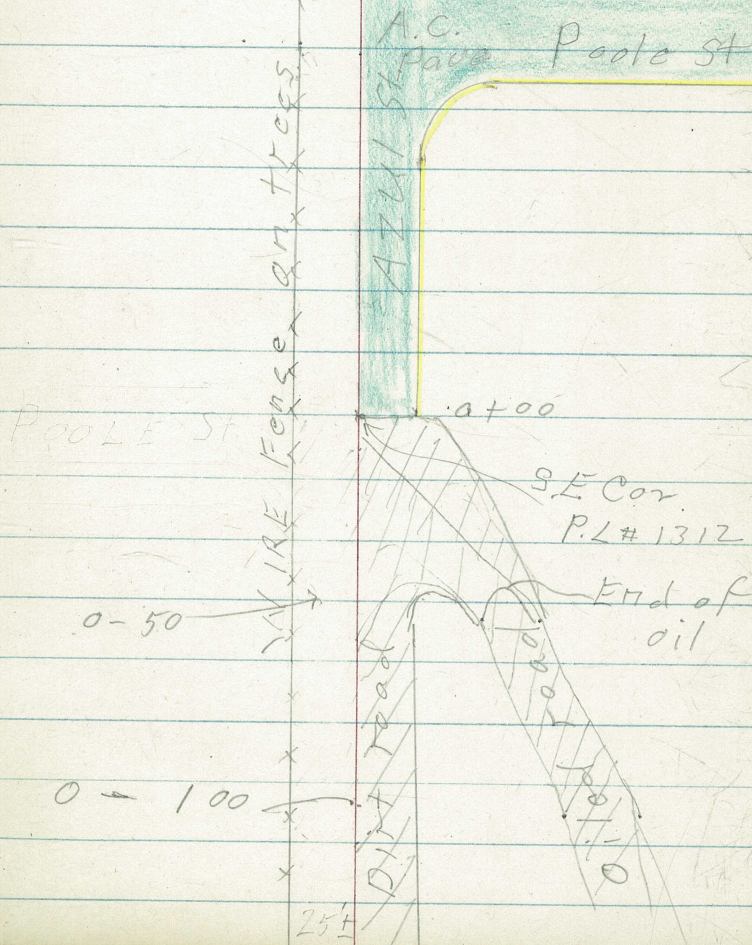
± = sly end La Jolla Cliffs sub.

Storm drain not practical  
suggest open ditch.

Check construction plans  
for E.L. top of curb at  
east end of Azul.

Used this as B.M. as I  
have no B.M. any where  
near this area.

INDEXED  
Law  
MAY 1 1953



0+50

= Approx Ely line La Jolla Cliffs  
15' Pt = start conc. curb.

0-00 = start Existing A.C. Pave.

0-01 - 8' Lt. = pole # 566672H

0-07 - 9' Lt and 17' Lt. = 12" eucalyptus.

0-14 9' Lt + 17' Lt = 6" Eucalyptus.

0-23 9' Lt = 9" Eucalyptus

0-50

0-100

Set.

T.B.M. #1 S.S. — 8.53

8.50 396.19

387.66

387.69

3905

6.7  
25

3888

7.4  
10

3875

8.7  
5

38425

11.71

38420

11.99  
15  
6

38487

11.32  
15  
00

3912

5.0  
20

3912

5.0  
10

3895

6.7  
1

38725

8.94  
E.P.

38702

7.17  
15  
6

38769

8.50  
15  
00

3892

7.0  
4

3893

6.9  
15

3912

5.1  
55

3928

3.4  
57

3928

3.4  
60

3922

3.0  
10

3922

3.3  
2

3912

4.9

3915

4.7  
15

3912

4.5  
32  
oil

3922

4.0  
47  
oil

3912

4.9  
48

3922

2.9  
74  
oil

3920

4.2  
75

3922

4.0  
80

3922

1.0  
82

3922

0.9  
90

3950

1.2  
10

3922

1.5  
1

3922

3.3  
396.19

3922

3.9  
15

3946

1.6  
20

3948

1.4  
52

3928

3.4  
56  
oil

aprox. Cliffs  
disk in Nly. of. on Ely line La Jolla  
East end exist Nly. of. Azul St.

2+87 13' Lt. = 15" eucalyptus

2+60 14' Lt. = 22" eucalyptus

2+50 13' Lt. = 16" Eucalyptus

T.P. 2.80 382.64 8.31 379.84

2+46 9' Lt. = pole # 562273 H

2+13 12' Lt. = 1A" eucalyptus

2+00

2

1+84 - 11' Lt. = 1A" eucalyptus

1+67 - 10' Lt. = 20" "

1+50 12' Lt. = 8" eucalyptus

1+39 8' Lt. = 8" stub pole

1+37 - 12' Lt. = 18" eucalyptus

1+07 - 14' Lt. = 1' eucalyptus

1+00

0+78 1A' Lt. = 18" eucalyptus

4.47 388.15 12.51 383.68

396.19

378.0

4.6  
25

378.0

4.6  
15

379.7

2.9  
13

378.8

3.82

378.67

3.77  
G

379.28

3.36  
15  
cc

382.64

379.6

8.6  
25

380.2

7.9  
10

379.7

8.44  
E.P.

379.47

8.68  
15  
G

380.09

8.06  
15  
cc

382.4

5.7  
25

382.2

6.0  
10

381.2

6.9  
3

380.50

7.65  
E.P.

380.97

7.68  
15

386.2

1.9  
25

385.8

2.3  
15

384.4

3.8  
5

382.2

5.94  
E.P.

381.87

6.28  
15  
pave

388.15

T.P. = B.C. disk 15<sup>3</sup> Lt. to Sta 0+71 ±

4700

8.9	8.6	6.8	6.42	6.58	6.00
25	15	11		15	15
				G	CC

3476 - 15' Lt = double - 14" eucalyptus

3450

7.4	7.6	7.4	6.1	5.77	5.82	5.19
25	22	19	15		15	15
					G	CC

3447 - 15' Lt = 18"

3434 - 1A' Lt = 2-6"

Eucalyptus

3427 - 15' Lt = 20"

<u>3763</u>	<u>3762</u>	<u>3765</u>	<u>3772</u>	<u>37796</u>	<u>37728</u>	<u>37836</u>
6.3	6.4	6.1	4.9	1.68	4.90	4.28
25	20	13	11		15	15
					G	CC

3400

382.64

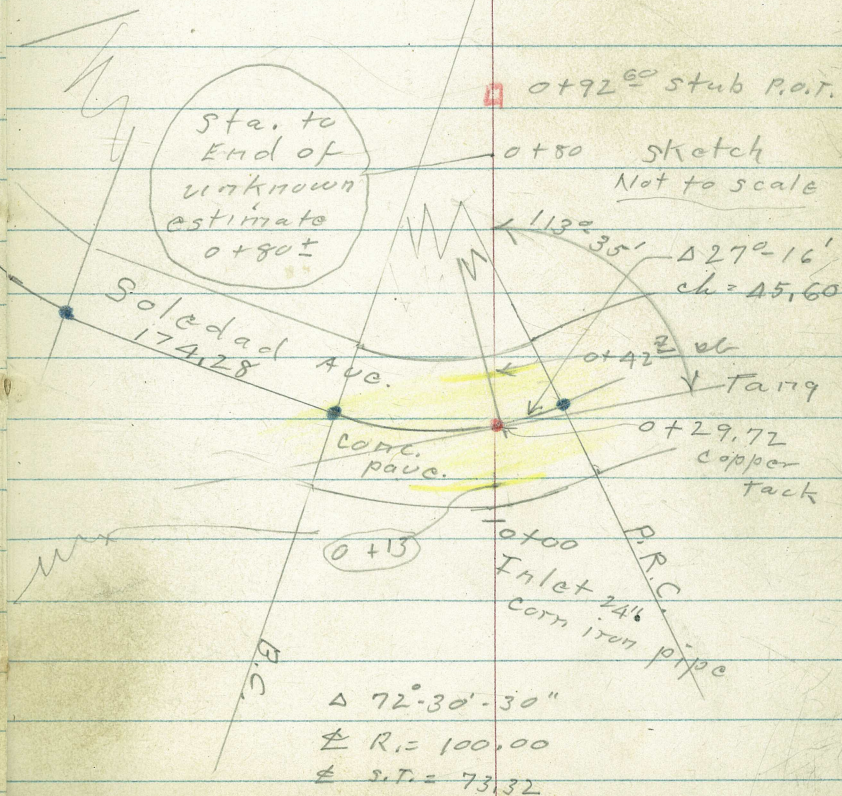
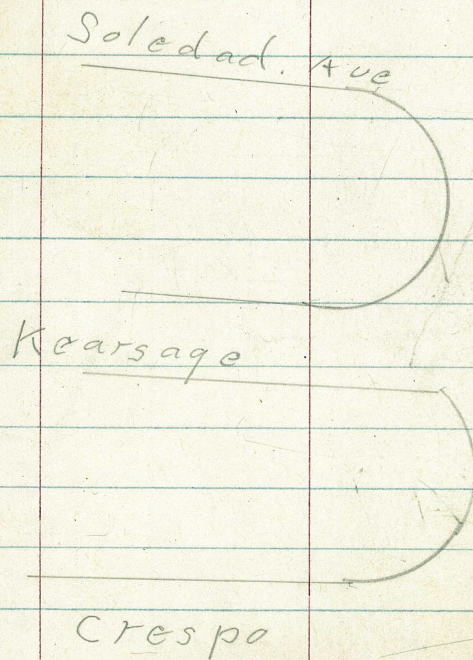
Soledad Ave  
Storm drain East of Crespo

C.H.S.  
Beggs  
Altman  
Schelin

W.O. 21080  
A-30-53

Ref. - 3260-L

• denotes - Ed. L+T.  
No tie point back, but these  
point check data on sheet 3260-L



INDEXED  
Law  
MAY 1 1953

178940 1/2 P.O.T.



0+32 = down break in grade.

0+29.72 & Soledad (sheet 3260-L)

0+29 = 6" Pipe from N.E. (on spring line of 24")

0+13 gutter

0+13 cb 7' Lt.: start drive way.

0+10

0+00<sup>L</sup> Top. 10' wide head wall

0+00

2.08 228.22<sup>✓</sup> 4.25 226.14<sup>✓</sup>

10.98 230.39 0.69 219.41<sup>✓</sup>

4.52 220.10 - 215.58

Reduced by  
R. Barber  
5-19-53

Top. Hydt. 32' Rt. of Sta. 0+00

Top. N.W. Hydt. Soledad + Hillside Dr.

7

222.61  
5.61  
on tack

222.05  
6.17  
7

222.34  
5.88

222.62  
5.60  
7

222.40  
5.82  
7

222.63  
5.54

222.97  
5.25  
7

223.32  
4.7

219.77  
8.45

210.72  
11.50  
I.E.

217.32  
10.9  
0.1

228.22<sup>✓</sup>

T.P. 0.05 203.27 12.34 203.22

T.P. 0.14 215.56 12.80 215.42

1+10

0+95

0+97.60 stub p.o.t.

0+80 Approx end of pipe

0+65 pipe full of water from here on.

0+55

0+47 start loose fill

with black top.  
curb sunken + covered

0+42 = end pave.

215.22  
13.0 13.3 13.6  
5 5

221.02  
6.4 6.0 5.9  
5 5

223.02  
5.2

224.02  
4.2

221.92  
6.3

221.77  
6.45 6.10 5.80  
7 pave 7 pave 7 pave

228.22

2+20

2+00

1+89<sup>40</sup> 1/2 Wash angles Rt. Approx 25°

1+70

1+60

1+58

1+45

1+35 = end loose fill.

186.27  
17.0  
± wash

187.57  
15.7  
± wash

195.27	190.87	189.57	190.17
8.0	13.4	13.70	13.1
7	3	1/2 end,	10

196.27	192.67	191.17	191.17	191.47
7.0 ±	10.6	12.1	12.1	11.8
15	10		5	10

191.87  
11.4

192.97  
10.3

191.27	193.67	193.67	193.77
6.0	9.6	9.6	9.5
6	1		6

197.07  
6.2  
5

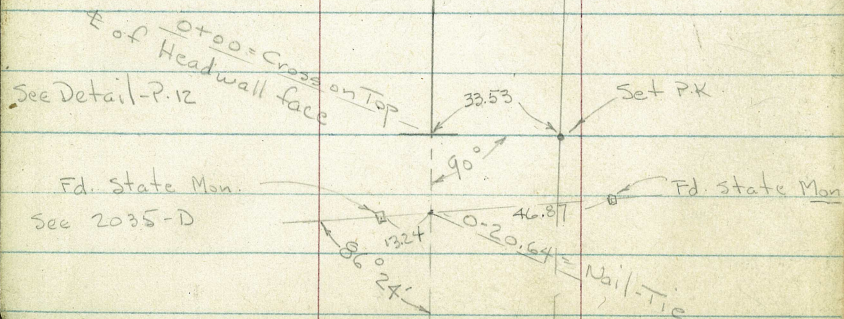
195.77  
7.5

196.27  
7.0  
5

203.27

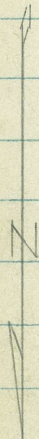
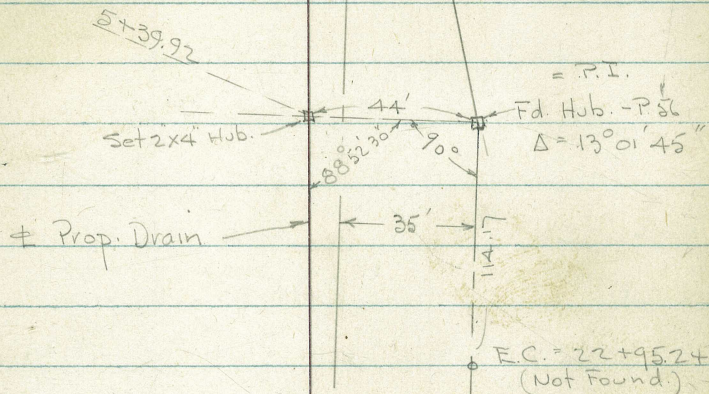
Sec 6873-L  
2035-D-(County)

Prop. Survey  
for Drain



Survey for Prop. Drain  
Along E. Side of  
Sandrock Grade  
See P. 11 for Notes.

6+00 = End



Req. Levels along  $\pm$  of Prop. Drain  
 E. Side of Sandrock Grade (Texas St)  
 South from Box Culvert at Camino  
 Del Rio

cont on P. 12

0+73- 17.1 Lt. =  $\pm$  Anchor Pole

0+70

0+65- 16.5' Lt. =  $\pm$  30" Euc.

0+41- 13.5' Lt. =  $\pm$  14" Cypress

0+30 =  $\pm$  of A.C. Drain from A.C. at Rt.

0+28 = Dirt on upstream side of wire Dam.

0+27.7 = end Conc. Slab.

0+22- 15' Lt. =  $\pm$  30" Cypress

0+19.6 = Req. Heavy Conc. slab.

0+14 = opp end of Req. wall on Rt.

- 11.9' Lt. =  $\pm$  2" water Main - exposed.  
 Culvert

0+00 = face of Head wall - inlet of Box

Headwall - 0+00

Set B.M. =  $\square$  on N.E. Cor. of 56.84

B.M. N.W. ly. Wingwall 39.87

N.E. Texas + Camino Del Rio

Lt.

$\pm$

Rt.

11

64.2 59.7 58.1 58.1 58.3 64.1  
 15 3 2 6 15

57.7 59.8 56.6 56.2 56.2 60.1 60.2  
 22 12 6 8 14 16  
 fence 1 edge A.C.

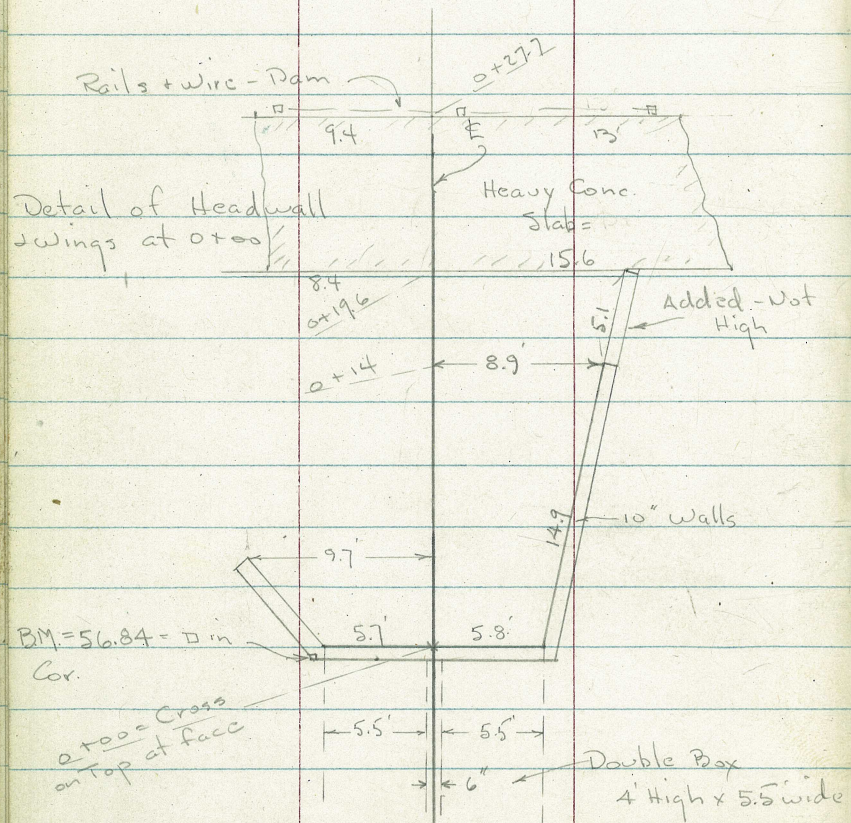
59.50 55.50 54.67 54.99 59.7  
 9.4 6 6 13  
 end. Conc. Conc. Conc. Conc.

59.9 56.22 51.0 53.78 53.69 51.0 53.80 51.9 56.99 59.4  
 15 8.4 9. 3 10 5.4 9. 10 15.6  
 edge gr. Conc. Top gr. Top-end edge Conc.  
 Conc. wall + A.C.

56.5 58.8 53.7 49.4 49.1 50.9 56.86 59.0  
 22 11 4 3 8.9 14.9  
 by fence Bot. of wall edge of  
 wall A.C.

50.35 56.84 50.33  
 I.E. of Box Top of Headwall I.E. of  
 Box

Actual Elev. Shown



2+46 - 12' Lt. = ± 36" Euc.

2+45 - 18.3' Rt. = Beg. 7" Conc. Ret. wall for Roadway

2+33 - 11' Lt. = ± 30" Euc.

2+23 = upstream side of Dam

2+22 = end Conc. at Wire + Rail. Dam 7.4' Lt. = ± water

2+16 - 9.5' Lt. = ± 20" Cypress

2+15 = Beg. Conc. Slab.

2+03 - 10' Lt. = ± 10" Cypress

1+75 - 9.2' Lt. = 2" Water Line

1+62 - 13.5' Lt. = ± 30" Euc.

1+28.5 = upstream Side of Dam

1+28 = end Conc. at Wire + Rail Dam

1+23.4 = Beg. Conc. Slab.

1+00

0+92 = ± Cold Lay Drain from Road.

0+77 - 13.3' Lt. = ± 12" Pepper  
Cont. from P. 11

Lt.

±

Rt.

13

80.90 76.0  
18.3 Bottom  
Top

77.8 77.8 74.3 73.8 74.0 74.2 77.8  
20 9 5 11 16 22.5  
edge

77.6 75.4 70.80 70.40 71.16 76.3 77.8  
8 5 Conc. 9 13 14  
edge Conc. Conc. edge Conc.

76.6 69.7 68.22 66.5 70.36 76.9 77.1  
10 10 Top 11 14 22.5  
gr. = 19 edge Conc. edge Conc. edge  
bank Conc.

71.9 72.9 66.2 65.8 65.9 73.0 73.8 73.2  
17 11 5 7 13 18 22  
edge

68.4 64.9 63.8 64.7 69.7  
10 6 8 17

68.3 67.8 63.52 62.63 62.07 68.8 69.7 68.7  
10 8.4 6 Conc. Conc. 5.5 15 17 21.2  
edge Conc. Conc. Conc. edge Conc. edge Alc.

67.9 64.05 59.7 61.71 61.58 59.1 61.81 60.0 68.9 68.3  
11 7.4 9.5 4.5 Top 9.5 7.6 8 18 21  
edge Conc. Conc. edge edge edge edge

64.5 65.5 58.4 58.9 66.8 66.2  
20 10 6 17 20  
edge

Lt.

±

Rt.

14

4 + 50

Set B.M. in Pole - w side - opp. Bridge

94.10

99.9	100.0	91.2	91.2	88.5	93.4	99.7	99.2
20	15	3		7	10	18	23
							edge

4 + 20

96.3	96.7	90.2	87.3	87.3	90.1	97.0	96.2
20	9	1		6	7	19	22.5
on C.L.							edge

3 + 96.6 - 3.3' Lt. = end of wing wall } wood.  
 14.6' Rt. = end of wing wall }

94.0	93.7	89.7	85.7	85.6	90.3	94.3
10	Top wall	3.3 Bot.		5	14.6 Bot.	Top wall

3 + 90.2 = end Bridge

93.7	93.7	87.6	93.22	85.3	87.0	93.08	93.3
20	10	2.3	Top	qr.	10.1	Top	23 = edge
	on C.L.	Bot.			Bot.	Bot. C.L.	

3 + 74 = Beg. Bridge

3 + 70.5 - 2.6' Lt. = end of wood wing wall

3 + 69 - 13.7' Rt. = end of wing wall To Bridge

92.4	93.0	84.3	93.28	84.1	85.3	93.17	91.9
20	6	1.3	Top	qr.	11.1	Top	23
	edge	Bot. of C.L.	Headwall		Bot. of Headwall	Deck	Req. Edge
						Beg. Cold Lay	At

3 + 40

88.5	89.1	82.7	82.3	82.4	89.1	89.0
20	6	2		5	18	24
						edge

2 + 95

85.0	78.1	79.5	79.5	85.1	74.8
11	10			15	18
Top.					23.5
					edge

2 + 85 = Cross 2" water - 6.9' Lt. = ± To N.

82.30

2 + 59 - 11' Lt. = ± 36" Euc.

Top pipe

2 + 58.8 - 19' Rt. = end wall

80.7	81.6	76.2	76.0	81.94	81.3
20	6			19	23.5
				Top wall	edge



Lt.

±

Rt.

 15  
 3.25  
 1.50  
 5.75

6+00

17.2	06.8	06.6	06.2	13.0	12.0
20	5		10	12	18
Top					edge

5+70

14.2	05.2	04.9	04.7	09.9	09.4
16	6		11	15	20
Top					edge

5+34 = upstream side of Dam

10.5	10.2	04.2	03.4	03.8	06.8	06.1
20	15	8		8	15	21
						edge

5+33 = end. Conc. at wire &amp; Rail Dam.

10.2	04.65	99.08	98.93	99.03	05.15	06.8
15	8	4.5		8	11.8	15
	edge Conc.	Conc.		Conc.	edge Conc.	

5+28.5 = Beg. Conc. slab.

09.4	03.00	94.9	98.28	97.86	95.0	94.57	96.0	04.20	06.2
15	8.3	9r.	4	Top.	9r.	8	9r.	12.3	16
	edge Conc.		Conc.	Conc.		Conc.		edge Conc.	

4+90

104.4	04.0	92.0	92.0	93.5	98.0	103.5	02.3
20	11	3		6	13	19	23.5
							edge

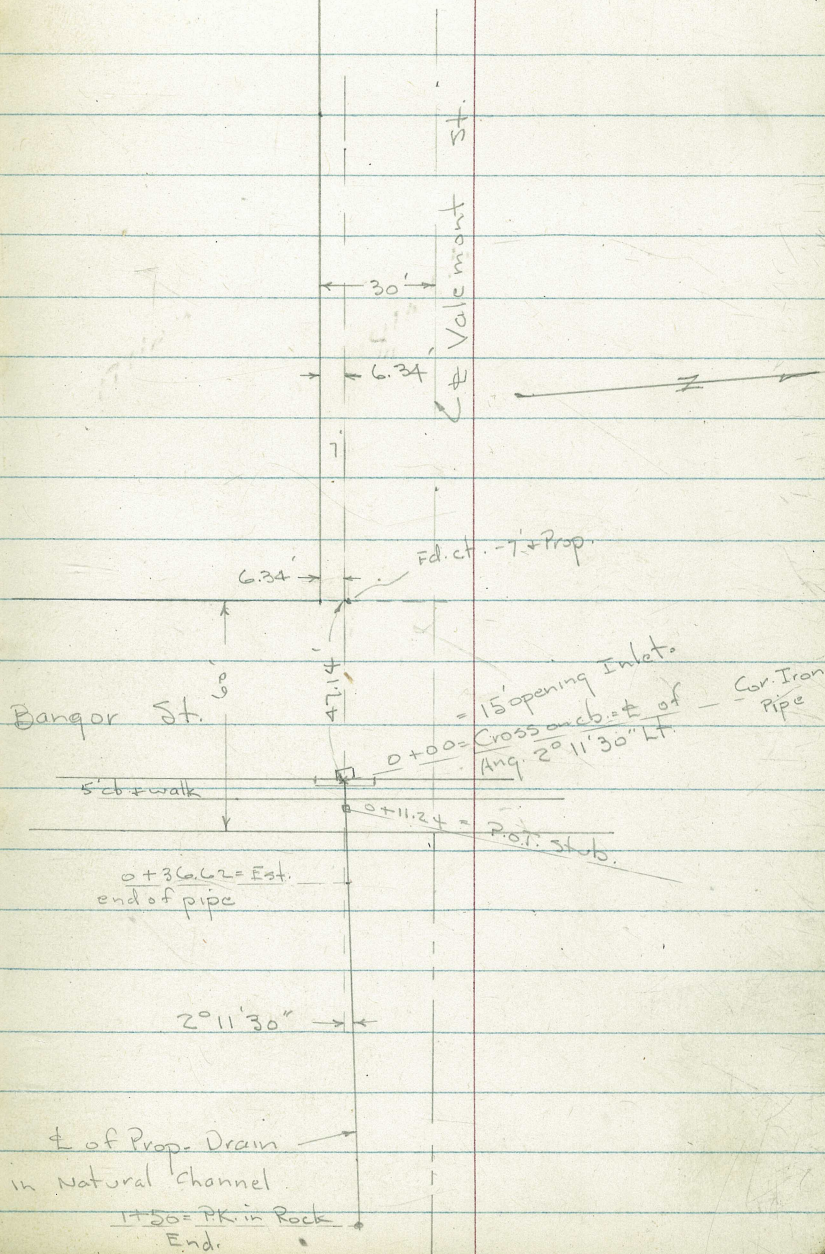
INDEXED

MAY 27 1954

staked 8/26/54

Drawg 5349-B.

G 312-49.



Survey + levels for Prop. Drain in  
 Valemont - Bangor - East - outlet of  
 Exist. Culvert Covered by Fill - Sketch - P. 16

W.O. - 21252 - 5-26-54 7.0'

1+25

42.1 36.0 34.1 42.4  
 10' on Fill on Toe of Fill old Bottom? 15

1+00

59.0 44.3 40.3 49.3  
 18' Top of Fill on Toe of Fill old Bottom? 15

0+65

62.8 51.0 46.6 56.0  
 16' Top of Fill on Toe of Fill = old bottom? 15

0+36.62 = Estimated end of pipe

60.2 = Top of New Fill = Toe = old Bottom about 4' Lower 56.2

0+11.24 = Pot. Stub.

77.50 on Stub.

0+05 = Back of walk

77.50

Cor. Iron pipe for 15' opening cb. in let  
 0+00 = Cross on cb. above  $\frac{1}{2}$  of inlet of 18"

77.58 grate 77.47 Top cb = Cross 64.84 I.E. of pipe

+ Valemont.  
 Set B.M. on S.W. 7' et. - Bangor 178.23

100' Sig. Not Noted

B.M. = SE B.P. - Concord + Valemont 235.27

Actual Elev. Shown

37.2  
8.  
29.2

1+70 = end

27.2    21.4    22.4    27.4  
7    1.5       5  
Top bank    ± wash    Top bank

Set BM on Top of Bell - 44' Lt    126.09

1+67.2 = Cross 4" C.I. Sewer pipe

26.78  
Top of pipe

1+53

23.2    27.2  
3  
± wash

1+50

32.0    23.5    25.28    30.4  
8    3    on P.K.    4 = Top bank  
Top of bank    ± wash

1+35 = ± of old Natural wash = end of Fill

38.6    29.2    36.2  
8    Hard Bottom    7 = Top of Bank  
on Fill

Clark  
Shepherd  
Brunner  
O'Neil  
6-29-54  
W.O. 21263

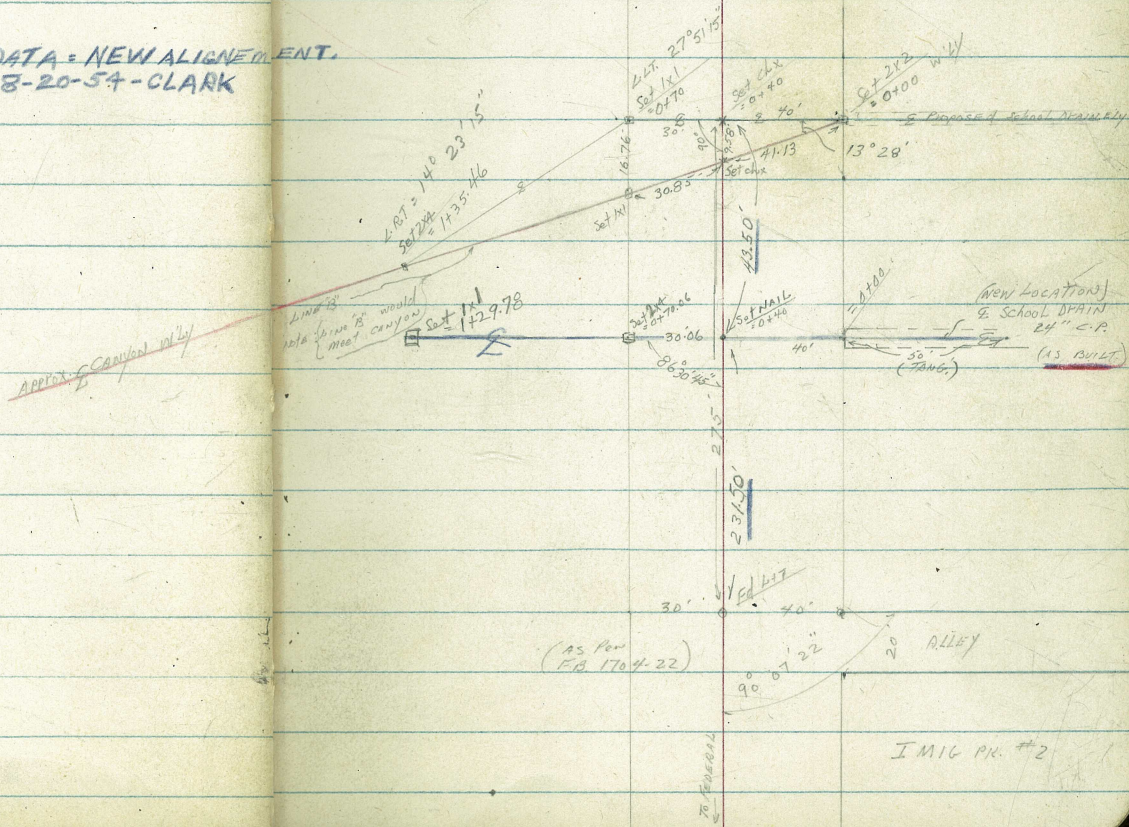
SURVEY - Proposed CULVERT 47th ST.  
AT PT. 275' NW 1/4 of NW 1/4 CORN.  
I.M. 16 PARK #2

REF: FB # 1704-22  
D.M.G.: 5187-B

INDEXED  
JCR  
JUN 30 1954

NOTE: BLUE-LINE DATA = NEW ALIGNMENT.  
8-20-54-CLARK

Notes: P. 23



Proposed Culvert 474h  
275' N 4y of IMIG PARK #2

(561) AT

2

RT (N 2y) 20

0+40.8 474h (Set B.M. on Chx #21) 211.86 = Chx 474h  
1/2 Prop. Culvert

22.77  
3.35  
25  
212.17  
3.90  
9.58  
18' line  
211.83  
4.24  
4.55  
10  
211.57  
4.82  
20  
211.25  
31  
15

0+31.25 = Ely Edge Con. Pav. 474h

212.60  
3.47  
25  
Edge Pav.  
212.04  
4.03  
10  
EP  
211.96  
4.41  
7.33  
18' line  
211.70  
4.37  
E. Pav.  
211.59  
4.68  
10  
Edge Pav.  
211.10  
4.97  
20  
31  
15

0+25

212.27  
3.99  
25  
211.8  
4.3  
10  
211.3  
4.8  
211.0  
5.1  
10

0+20

212.9  
3.2  
25  
212.5  
3.6  
10  
212.7  
3.9  
211.8  
4.3  
10

0+12 Toe Fill

211.3  
4.8  
25  
210.5  
5.6  
10  
209.5  
6.6  
208.1  
8.0  
10

0+08 HRT & Plo # 559886-11

0+00 Ely line 474h

211.3  
4.8  
25  
209.5  
6.6  
10  
209.2  
6.9  
207.3  
8.8  
10

0-25 - EXIST. ground -

210.4  
5.7  
10  
210.9  
5.2  
210.5  
5.6  
10

T.P. 4.45 216.07 8.96 211.62

216.07

T.P. 1.65 220.58 12.51 218.93

B.M. 3.39 231.44 228.05 = G.L.T 474h  
4 FEDERAL

PROPOSED COLVERT (CONT.)

1235.46 = L RT 14° 23' 15"

Note: Filled with varied debris - difficult to get solid grid shots  
 MAIN WLY Canyon old city dump

1+06 = Toe-Fill

T.P. 2.34 193.64 1300 191.30

T.P. 1.53 204.30 1330 202.77

0+70 (Sect 90° Fox Tangle)

= L LT 27° 51' 15"

0+70 = WLY LINE 4944 (Sect 90° BK Tangle)

0+61 = Edge Berm + Shoulder Fill across-canyon

0+58 = T.P. Berm

0+55 = Toe DIRT Berm + Edge Cold RAY Shoulder

0+51.15 = WLY Edge Con. Pav.

L.T.

E

R.T.

21

185.6  
 8.0  
 20  
 on slope

177.9  
 15.7  
 6  
 toe #4

178.8  
 14.8  
 toe  
 NLY slope

180.1  
 7.5  
 10  
 on slope

182.0  
 11.6  
 15  
 toe  
 SLY wall  
 canyon

181.3  
 12.3  
 6.4±  
 = 2  
 "B" LINE

180.6  
 13.0  
 toe  
 NLY wall  
 canyon

181.1  
 12.5  
 9  
 toe  
 NLY wall  
 canyon

179.6  
 2.0  
 2.0  
 on slope

193.64

212.7

206.5

202.7

3.9  
 16  
 shoulder  
 canyon

13.9  
 20

= E gully running SWLY  
 into canyon shows  
 on sketch

205.8

206.1

206.5

207.1

10.3  
 2.5

10.0  
 16.76  
 = 2  
 "B" LINE

9.6

9.0  
 20

213.0

212.5

211.8

214.3

210.5

3.1  
 25

3.6  
 15.1±  
 = 2  
 "B" LINE

4.3

4.8  
 20

5.6  
 25

213.4

2.7  
 25

4.1±

4.4±

4.9  
 20

5.3  
 25

212.5

3.6  
 25

4.5

5.4  
 25

212.9

3.48  
 25  
 Edge Pav

212.18

3.89  
 12.22±  
 = 2  
 "B" LINE

212.09

3.98  
 10

4.29

edge Pav

4.61

edge Pav

4.89  
 20

216.07

PROPOSED Culvert (Cont.)

CHK: 1.13 228.16 = 228.05

L+T. 4746 + FEDERAL

T.P. 12.71 229.28 0.22 216.58

T.P. 13.20 216.80 1.68 203.60

T.P. 12.77 205.28 1.13 192.51

2735.46

IN E CANYON W24

1785 ±

(qid Elev's ahead to show EXIST Slope CANYON)

LT.

E

RT.

22

185.6  
 8.0  
 ON slope  
 173.0  
 20.6  
 170.1  
 180.6  
 13.0  
 ON slope  
 (CANYON "V" shaped)  
 193.64



Clark  
Shepard  
Brune  
8-24-54  
N.O. 21263

NEW ALIGNMENT PROPOSED DRAIN  
4744 ST. (see Pg 19)  
N.Y. FEDERAL

LT.

E

RT. (N.Y.)

23

1+00  
T.P. 0.31 191.58 12.75 191.27  
T.P. 1.50 204.02 13.08 202.52

0+70.06 = Wly Prop. Line

0+62 = Wly Shoulder Fill - road

0+58

0+55 = Wly edge Pav.

0+40

0+27 = Wly Edge EXIST. Pav. (Approx. 0.20 Blacktop surface over orig. CON.)

0+00 = EXIST. END 24" CON. Pipe

B.M. 3.74 215.60

211.86 = Chk 0+40  
Pg 20

196.2 189.75 186.6 180.1  
+4.6 1.9 5.0 11.5  
10 10 2.5  
191.58  
Approx. Bot. CANYON (on Trash - Rubble) Large - Fill

210.8 208.0 207.4  
4.8 7.6 8.2  
10 10

213.8 213.1 213.2  
1.8 2.5 2.4  
10 10

214.2 214.1 213.6  
1.4 1.5 2.0  
10 10

213.60 213.24 212.90  
2.00 2.36 2.70  
10 10  
(grid E. line)

213.77 213.43 213.12  
1.83 2.17 2.48  
10 10

213.39 213.10 212.82  
2.21 2.50 2.78  
10 10  
(grid E. line)

212.7 212.2 205.11 211.6  
2.9 3.4 9.89 1.0  
10 2  
F. line

215.60

Proposed DRAIN (CONT.)

LT.

E

RT.

24

Chk.

1.59 211.79 = 211.86 (sec  
19 B.M.  
23)

T.P.

10.79 213.38

1.18 202.59

T.P.

12.50 203.77

0.31 191.27

17.80 = Batt. Canyon - E

180.0

176.3

186.3

11.6

15.3

5.3

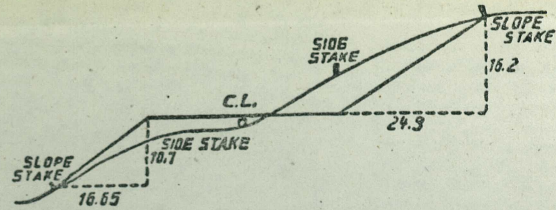
"V" shaped canyon

10

191.58



44,  
1.7  
—  
27



**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

THE NATIONAL BLANK BOOK COMPANY  
HOLYOKE MASSACHUSETTS  
NEW YORK CHICAGO BOSTON SAN FRANCISCO