

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

to page # 63

except pg. 52, 53, 60,

MICROFILMED

APR 14 1965

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope scale from side of slope
state for any width roadway, slope 1 to 1.
If ground is nearly level, the cut or fill is

IMPROVED TABLES
AND
INFORMATION

TABLE No. VIII

To find Tangent and External for curve of
any other degree, divide by degree of curve and
add correction found in column of correction.
Degree of curve with a given L may be found
by dividing tangent (or external), opposite L by
given tangent (or external).
The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

ET
60
sic
cu
17

INDEX

Page

San Rafael Pl. Paving	2-4	✓
Federal Blvd. Sewer Lateral - N of 34th	-5	✓
Alley Blk 1 - Center Add. Pav. Particlers	-6	✓
Pump Bld. Witherby Underpass	7	✓
Prelim. Curb Lowell	8-13	✓
Tonopets Cb. Grades	14-16	✓
Montezuma Paving	17-25	✓
63 rd Rough Grades at Montezuma	26-27	✓
Lowell Curb Grades - Final	28-41	✓
Scott St. Grades - from Lowell - South	28 42	✓
Lowell St. - Paving sketch	43-	✓
Lowell - Culvert at Harbor Drive	54	✓
Lowell - Meas. Extra Curbs & Base	58-59-60	✓
Clinton Street - Paving - 37 th to 38 th	60-	

Walker
Johnson
Pope
Crossford
9-27-49

SAN RAFAEL PLACE

GRADES - PAVING

From Ocean Front

To Mission Blvd.

Plan # 7435-L

NO 31564

Stations

0 + 69.90 = Bk.

0 + 59.90 = Bk.

0 + 39.90

0 + 19.90 = Bk.

0 + 0.0 = EAST WIDE Ocean Front

2.89 10.00

7.11

INDEXED
MK.
SEP 1 1950

Lt.

\$

Rt.

2

C009

6.29

6.38

3.62

C007

6.18

6.25

3.75

C100

5.74

6.74

3.26

C100

5.30

6.30

3.70

C100

Grade → 4.81

6.81

Pod 4.19

6.10

5.88

5.44

5.00

4.84

10.00

F016

6.34

6.18

3.82

F024

6.18

5.94

4.06

C028

5.74

6.82

3.98

C019

5.30

5.49

4.81

C031

4.86

5.17

4.83

B.M. SEA WALL

And SAN RAFAEL PL.

San Rafael Pl. Cont. from
p. 2

Lt.

ℓ

Rt.

3

Stations

0+25.10 = Brk.

F063

460

440

Grade

480

3.97

4.80

6.03

5.20

0+20.10 = Brk.

F037

505

485

F051

525

4.68

4.74

5.32

5.26

0+10.10 = Brk.

F036

569

575

F036

603

5.33

5.67

4.67

4.33

0+00 = E. line Strandway

C001

608

619

F001

627

6.09

6.26

3.91

3.74

0+80 = W. line Strandway

C002

616

630

000

638

6.18

6.38

3.82

3.62

10.00

San Rafael Ph. Cont

Lt.

£

Mt.

4

1 + 22.75 = W.C. Mission Blvd.

- 0.41

1 + 15 = N.L.

1 + 12.5 £ = W.C. Mission Blvd.

1 + 11.2 = S.L.

0.14 - 0.18

Grade

0.10

0.10

9.90

1 + 00.10 = Bk.

Grade

0.50

0.20

C 1.00

0.50

0.50

1.50

9.50

8.50

0 + 65.10 = Bk.

F 0.70

C 0.29

1.96

1.72

2.09

1.26

2.38

8.74

7.62

C 0.32

Grade

0 + 45.10 = Bk.

3.04

2.83

3.22

3.36

3.22

6.64

6.78

10.00

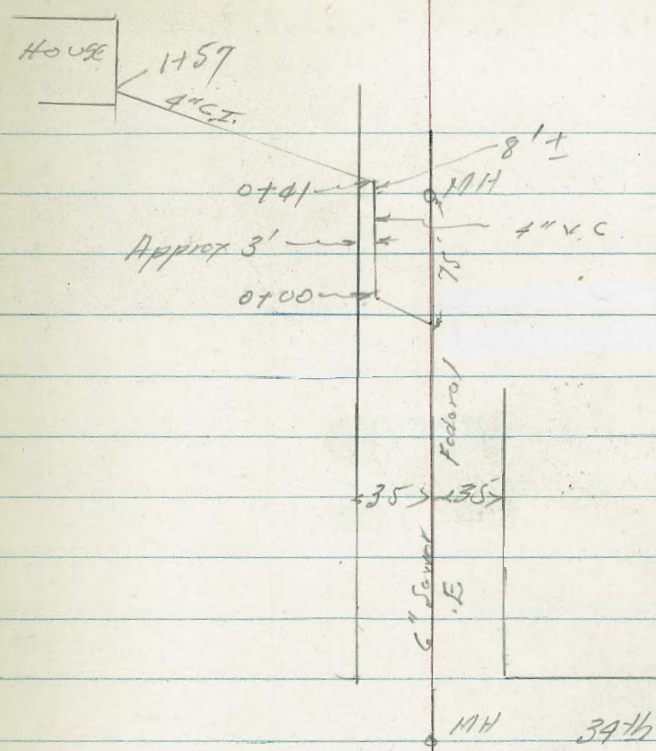
Walker
Hurdin
Paper
R. Session
119-49

SEWER Grades for
Federal
Lateral on E. St.
West of 34th St.

B.M. Elev. Rim MH Assumed
NO. 20009

INDEXED
WK.
SEP 1 1950

		Flow		
1+57	Flow 4" Seal here	9.90	71.20	
1+25		8.87	72.23	70.54 1.69
0+93		7.61	73.49	69.86 3.63
0+61		5.03	76.07	69.18 6.89 =
0+41 = Δ				
+37		0.76	80.34	68.67 11.67
0+00	First Flow 4" lat.	13.22	67.88	
100	81.10	80.10		Rim MH



PAVING GRADES - ALLEY BIK. 1

Walker To Center Addition

F. Gregory To Kejolla Park

11-29-49 Plan 7253-L No 62150

3+90 = End of Work

3+55

3+25

2+95

2+65 = Beg Work

chk cb 4+90! FB. 1556-37 1133

TR 174 109.01 1282 107.27

1+20 = E.V.C

0+00

FB. 1556-34

chk B. cb 0+00 103.79 6.19

4.92 120.09

INDEXED
M.K.
SEP 1 1950

diff = 0.15

97.83

97.68

0.01

113.89

113.90

115.17

Lt.

L

Rt

6

2' Back

C 0.45

7.64

8.09

100.92

"

C 0.23

7.02

7.25

101.76

"

C 0.25

6.28

6.53

102.48

"

C 0.21

5.57

5.80

103.21

"

C 0.55

4.53

5.08

103.93

C 1.58

6.51

8.09

100.92

C 0.63

6.62

7.25

101.76

C 0.50

6.03

6.53

102.48

C 1.64

4.16

5.80

103.21

C 1.26

3.72

5.08

103.93

109.01

B.M. S.E. BR L. PEARLY Horschel

GRADES - DRAINAGE

PUMP BLD.

WITHERBY ST. Underpass.

Plan 7603-L NO. 20453

INDEXED

SEP 1 1950
MK

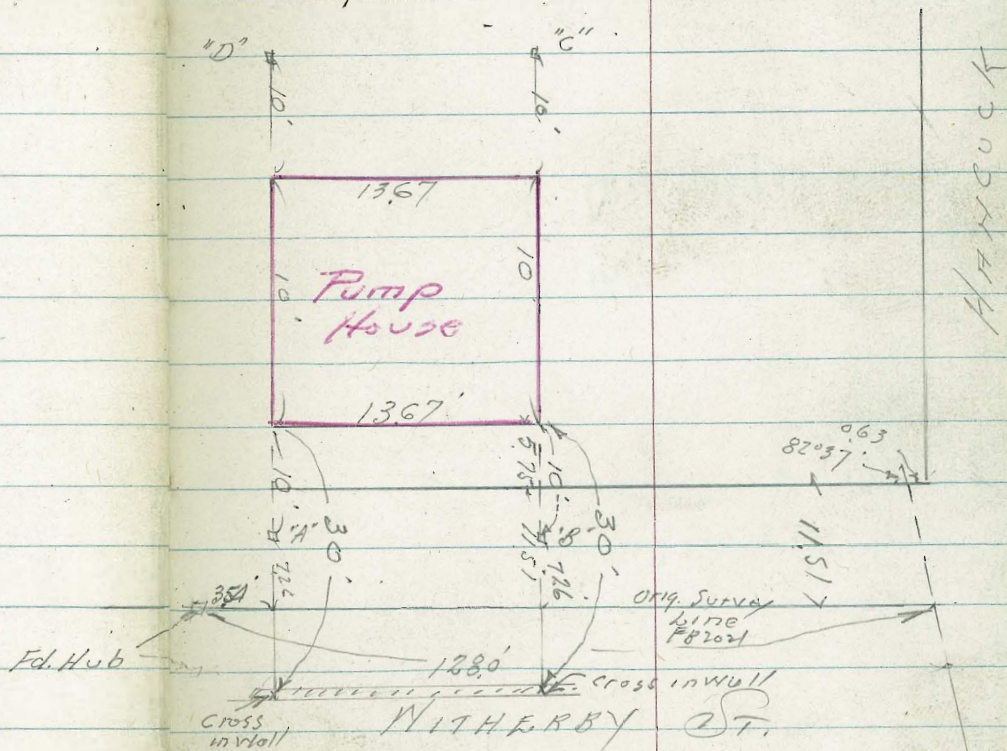
7

	Elev. Stakes	
"D"	5.42	6.45
"C"	5.00	6.87
"B"	8.05	3.82
"A"	7.93	3.94

802 11.87

3.85

B.M. on Hub of 6558 FB



Curb Grades - on Lowell St.
 For US Navy - To relocate
 fence on Lowell from
 Resections To Scott St.

Note: Stakes set on line of
 curb face, (with no offsets).

Walker
 F. Gray 2-26-50

G. Pope
 R-2551011

52.3 13.76

507 8.69 9.12
 853-BM

INDEXED
 SEP 1 1950

cb R=100'
 $\Delta = 21^{\circ}33'55''$

FB 1777-10

chk Nail 1700 Lowell

3.78 12.31

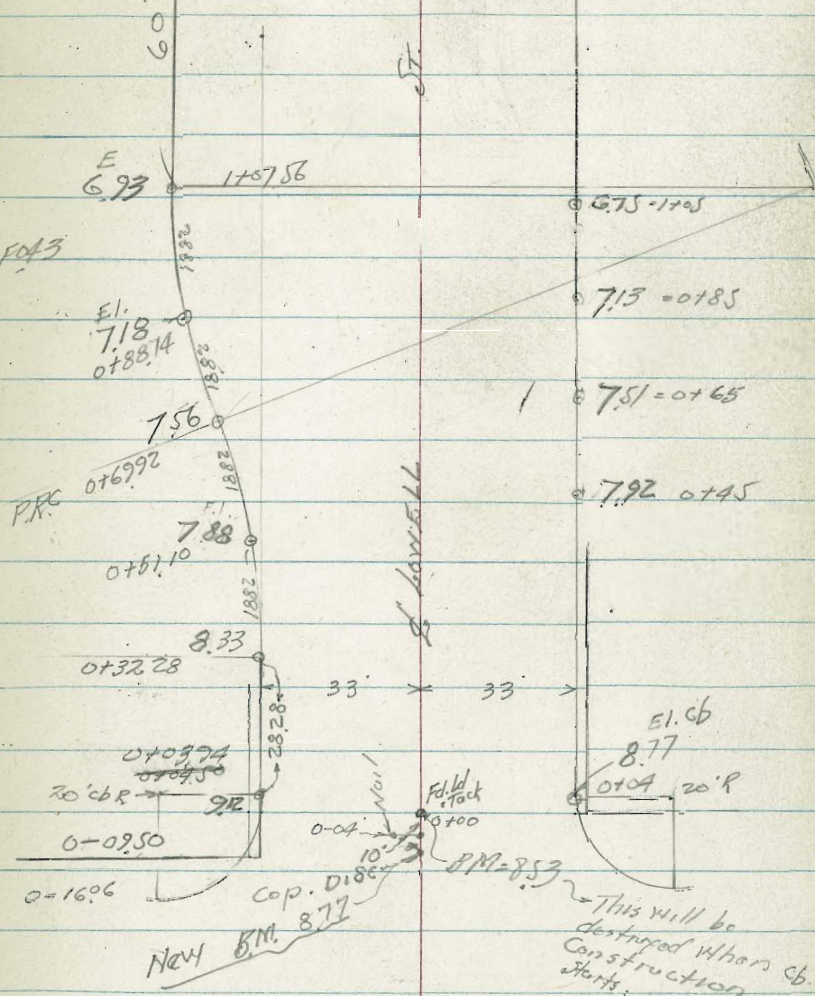
001
 6.03
 6.29 6.02

853 BM on Cap.

Disk 0100
 FB 1777-10

El. 5.97 1467.56

El. 593-1450 8



Resections

St

LOWELL ST. Curb Grades

10

void

1+07.56 = E.C. on Lt

0+88.74 = ~~E.C.~~ Curve

0+69.92 = P.A.C. on Lt.

0+51.10 = E. Curve

0+... on Rt

0+32.38 = B.C. 100' R

0+32.38

0+04.50 = E.C. 20

0+04.50 = E.C. 20' cb R. on Rt

0-09.5 = Prop line on Lt

12.31 X P-8

Lance/ St- Curb Grades

Cont. from P-9

Lt

Rt

11

0+69.92 = PRC on Lt

756
4.75
429
C 0.46

0+65 = Brk on Rt.

751
480
459
C 0.21

0+51.10 = ~~S~~ Curve on Lt

1788
4.43
386
C 0.57

0+45 on Rt.

1792
439
401
C 0.38

0+32.28 = P.C. Lt. on Lt.

833
899
369
C 0.50

0+03.94

0+09.5 = E.C. 20' cb. R on Lt

912

0+04 = E.C. 20' R on Rt

1877
354
344
C 0.10

0+00 = Prop line on Rt

12.31

0-09.5 = Prop line on Lt

12.31 x P-8

Lowell St.

Cont. from p. 11

2+00 on Rt.

1+86.38 = $\frac{1}{2}$ Curve on Lt.

1+67.56 = B.C. on Lt.

1+50 on Rt.

1+07.56 = E.C. on Lt.

Brk
1+05 on Rt.

0+88.74 = $\frac{1}{2}$ Curve on Lt.

Brk
0+85 on Rt.

12

1501
730
778
F028

564
667
551
C116

597
634
316
C118

593
638
681
F943

693
838
438
C100

675
556
528
C028

718
513
428
C085

713
518
500
C018

12.31

Lowell St.

Cont. from P-12

3+03.51 = May Ainc Scott Produced

370.
861
896
F 0.35

2+98 = BC 20' cb R on Rt.

1324
907
953
F 0.46

2+50 012 Rt.

1411
820
853
F 0.33

2+42.84 = E.C. on Lt.

467
764
764
000

2+24.02 = L Curro on Lt.

500
731
702
00.29

2+05.20 = PRC on Lt.

532
699
625
00.74

1231

Rt. 13

TONAPAH AVE.

Walker
Foregory
G. Pope
R. Sisson
1-29-50

CURB GRADES.

Chas.
Grades from Union Street by Smith

Plan 7362-L

Prelim. Book 1766-32

	Stakes	El.	El.	Cuts.	offsets	4+34.31
4+34.31=BC. C&R	5.54	9.50	9.50	0.00	3' RT	
4+00	5.38	9.66	9.66	0.00	"	
3+70	5.25	9.79	9.79	0.00	"	
3+40	5.11	9.93	9.93	0.00	"	
3+10	4.98	10.06	10.06	0.00	"	
2+80	4.84	10.20	10.20	0.00	"	
2+50	4.71	10.33	10.33	0.00	"	
2+20	4.57	10.47	10.47	0.00	3' RT	
1+90	4.44	10.60	10.60			

INDEXED
MK
SEP 1 1950

2+85

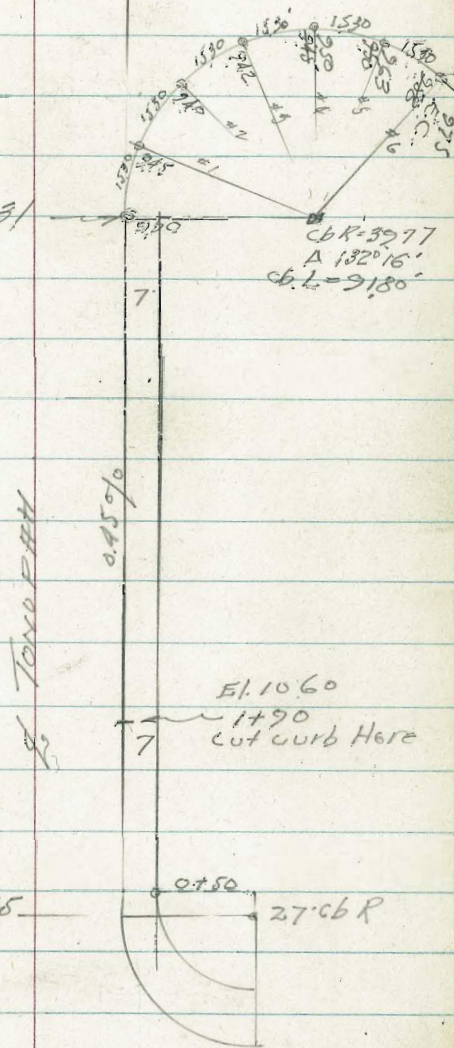
chk end cb in Drive = 2+35 1766-33

302 1504

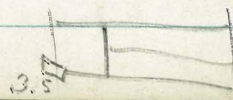
1202 NYI. B.R. Knoxville = Tonapah
FB 1766-33

AVE.

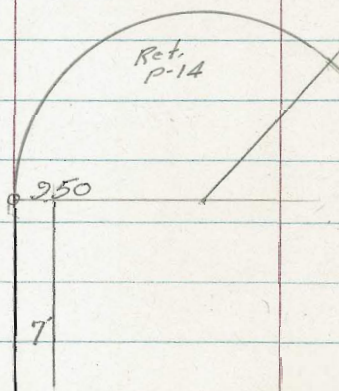
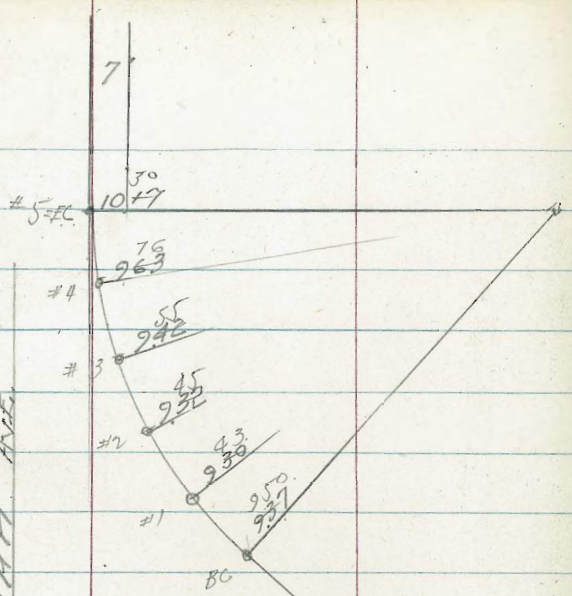
Cont.
P-15 14



Plan 7362-L
KNOXVILLE



S. TONOPAH AVE.



Nashville

Tonopah Curb Grades

Cont. from p. 14

# 5 = EC	4.74	10.30	10.30	
# 4	5.28	9.76	9.76	
# 3	5.49	9.55	9.55	
# 2	5.59	9.45	9.45	
# 1	5.61	9.43	9.43	
BC. NW Rd.	5.54	9.50	9.50	
# 6 = E.C. on Nashville	5.29 5.46	9.75	9.75 =	Exist. cb.
# 5	5.41 5.54	9.63	9.63 9.50	
# 4	5.54 5.59	9.50	9.50 9.45	
# 3	5.62	9.42	9.42	
# 2	5.64	9.40	9.40	
# 1	5.59	9.45	9.45	
4+34.31 = BC. P. 14	5.54	9.50	9.50	0.00
15.04				

Montezuma Road
PAVING - Subgrades

Gut.	Lt	℄	Rt.	Gut
Finish	sub		sub	17 Finish
33'	22.3	16.5	16.5	23.8 33

INDEXED
MK
SEP 1 1950

1+00

	⁵¹¹⁴			⁵¹⁰⁹
	45147	45130	45149	45130 45147

0+80

	⁴⁵¹⁰³			⁵⁰⁹⁸
	45136	45119	45138	45119 45136

0+60

	⁵⁰⁸⁵			⁴⁵⁰⁸⁰
	45118	45101	45120	45101 45118

0+40

	⁵⁰⁶¹			⁵⁰⁵⁶
	45094	45077	45096	45077 45094

0+20

	⁵⁰³⁰			⁵⁰²⁷
	45063	45046	45065	45046 ^{sub} 449.88 45063

0+00

	⁴⁹⁹¹			⁴⁹⁸⁶
	45024	45007	45026	45007 45024

Note: Two extra Rows Stake Set
are 22.3 Lt & 23.8 Rt of ℄
and carried thru. to end

Montezuma Road
Paving

Gut Lt L Rt
Finish 165 Subgrade subgrade 165 Subgrade
18
Gut.
Finish

3+00

731 457.14

721 449.23
449.83 = B.M. BP
N.E. College & Montezuma
Plan 7747-L

2+75

2+46.53

2+20

2+00

1+80

1+60

1+40

1+20

49.36 ✓
449.69 449.52 449.71 449.52 449.69
27
36

49.70 ✓
450.03 449.86 450.05 449.86 450.03
49.65

50.08 ✓
450.41 450.24 450.43 450.24 450.41
50.03 449.86

50.42 ✓
50.37

50.68 ✓
451.01 450.84 451.03 450.84 451.01
450.03
Sub 450.26

50.91 ✓
451.24 451.07 451.26 451.07 451.24
450.86
Sub 450.49

51.07 ✓
451.40 451.23 451.42 451.23 451.40
Sub 450.65
51.02

51.16 ✓
451.99 451.82 451.81 451.82 451.99
Sub 450.74
51.11

51.19 ✓
451.82 451.85 451.84 451.85 451.82
51.14 ✓

Montezuma Road

Lt.

E

Rt.

19

5+40

⁴⁶¹⁷ 44658 ⁴⁶¹² 44633 44652 44633 ⁴⁶¹² 44650

5+20

⁴⁶⁴¹ 44674 ⁴⁶³⁶ 44657 44676 44657 44674

5+00

⁴⁶⁶⁵ 44699 ⁴⁶⁶⁰ 44681 44701 44681 44699

4+75

⁴⁶⁹⁸ 44732 ⁴⁶⁹³ 44714 44733 44714 44732

4+50

⁴⁷³² 44765 ⁴⁷²⁷ 44748 44767 44748 44765

4+25

⁴⁷⁶⁶ 44799 ⁴⁷⁶¹ 44782 44801 44782 44799

4+00

⁴⁸⁰⁰ 44833 ⁴⁷⁹⁵ 44816 44835 44816 44833

3+75

⁴⁸³⁴ 44867 ⁴⁸²⁹ 44850 44869 44850 44867

3+50

⁴⁸⁶⁸ 44901 ⁴⁸⁶³ 44884 44903 44884 44901

3+25

⁴⁹⁰² 44935 ⁴⁸⁹⁷ 44918 44937 44918 44935

Montezuma Road

Sta.	Gr. Elevation	Subgrade	Gr. Elevation	Subgrade
7+00	445.34	445.50	445.69	445.50
6+95		445.51		445.51
7+00		445.50	445.69	445.50
6+85	445.36	445.52	445.71	445.52
6+80				
6+60	445.39	445.55	445.74	445.55
6+40	445.46	445.62	445.81	445.62
6+20	445.54	445.70	445.89	445.70
TP 6+00	466.68	466.68	446.00	445.83
5+80	446.14	445.97	446.16	445.97
5+60	446.32	446.15	446.34	446.15

Gr. Elevation
33
finish

Lt. 165'
Subgrade

Rt. 33
Sub. 165'

50+
33

45.29

45.31

x 45.34

x 45.41

x 45.49

x 45.62

x 45.76

x 45.94

Montezuma Road

Lt.
165

E.

Rt 21
165

8+40

44637⁴⁶⁰⁴ 44620 44639 44620⁴⁵⁹⁹ 44637

8+20

44618⁴⁵⁸⁵ 44601 44620 44601⁴⁵⁸⁰ 44618

on Rt cb

8+00

44667

44604⁴⁵⁷¹ 44587 44606 44587⁴⁵⁶⁶ 44604

7+80

44590⁴⁵⁵⁷ 44573 44592 44573⁴⁵⁵² 44590

7+60

44581⁴⁵⁴⁸ 44564 44583 44564⁴⁵⁴³ 44581

7+40

44573⁴⁵⁴⁰ 44556 44575 44556⁴⁵³⁵ 44573

7+20

44553⁴⁵³⁷ 44572 44553⁴⁵³²

7+15

44566 44566

7+05

44551 44551

Montezuma Road

22

10+75

⁴⁸⁹⁹ 44930 ⁴⁸⁹⁹ 44915 ⁴⁸⁹⁹ 44934 ⁴⁸⁹⁹ 44915 ⁴⁸⁹⁹ 44930

10+50

⁴⁸⁶⁵ 44896 ⁴⁸⁶⁵ 44881 ⁴⁸⁶⁵ 44900 ⁴⁸⁶⁵ 44881 ⁴⁸⁶⁵ 44896

10+25

⁴⁸³⁰ 44862 ⁴⁸³⁰ 44846 ⁴⁸³⁰ 44865 ⁴⁸³⁰ 44846 ⁴⁸³⁰ 44862

10+00

⁴⁸⁰⁶ 44827 ⁴⁸⁰⁶ 44822 ⁴⁸⁰⁶ 44831 ⁴⁸⁰⁶ 44822 ⁴⁸⁰⁶ 44827

9+75

⁴⁷⁶² 44793 ⁴⁷⁶² 44778 ⁴⁷⁶² 44797 ⁴⁷⁶² 44778 ⁴⁷⁶² 44793

9+48.42 Ahead
9+37.77 = Back

⁴⁷²⁶ 44759 ⁴⁷²⁶ 44742 ⁴⁷²⁶ 44761 ⁴⁷²⁶ 44742 ⁴⁷²⁶ 44759

9+20

⁴⁷⁰¹ 44734 ⁴⁷⁰¹ 44717 ⁴⁷⁰¹ 44736 ⁴⁷⁰¹ 44717 ⁴⁷⁰¹ 44734

9+00

⁴⁶⁷⁴ 44707 ⁴⁶⁷⁴ 44690 ⁴⁶⁷⁴ 44709 ⁴⁶⁷⁴ 44690 ⁴⁶⁷⁴ 44707

8+80

⁴⁶⁴⁸ 44681 ⁴⁶⁴⁸ 44664 ⁴⁶⁴⁸ 44683 ⁴⁶⁴⁸ 44664 ⁴⁶⁴⁸ 44681

8+60

⁴⁶²³ 44658 ⁴⁶²³ 44639 ⁴⁶²³ 44658 ⁴⁶²³ 44639 ⁴⁶²³ 44658

Montezuma Road

Lt.

L

Rt

23

13+20

452.44 ^{52.11} 452.27 ^{16.5} 452.46 ^{16.5} 452.27 ^{52.06} 452.44

12+90

452.14 ^{51.81} 451.97 ^{51.76} 452.16 451.97 ^{51.76} 452.14

12+6782=EC

451.90 ^{51.57} 451.73 ^{51.52} 451.92 451.73 ^{51.52} 451.90

12+60

451.81 ^{51.48} 451.64 ^{51.43} 451.83 451.64 ^{51.43} 451.81

12+30

451.44 ^{51.11} 451.27 ^{51.06} 451.46 451.27 ^{51.06} 451.44

12+00

451.05 ^{50.72} 450.88 ^{50.67} 451.07 450.88 ^{50.67} 451.05

11+75

450.69 ^{50.36} 450.52 ^{50.31} 450.71 450.52 ^{50.31} 450.69

11+50

450.37 ^{50.02} 450.18 ^{49.97} 450.37 450.18 ^{49.97} 450.33

11+25

449.97 ^{49.68} 449.84 ^{49.63} 450.03 449.84 ^{49.63} 449.97

Used B.M. G263/0 Fl. 453.83 on Pipe
 T.P. on Rt cb → 450.42 used thru stations
 and Alpacas
 Equation in B.M.s } 450.40 use back from
 this station.

449.65 ^{49.39} 449.49 ^{49.28} 449.68 449.49 ^{49.28} 449.65

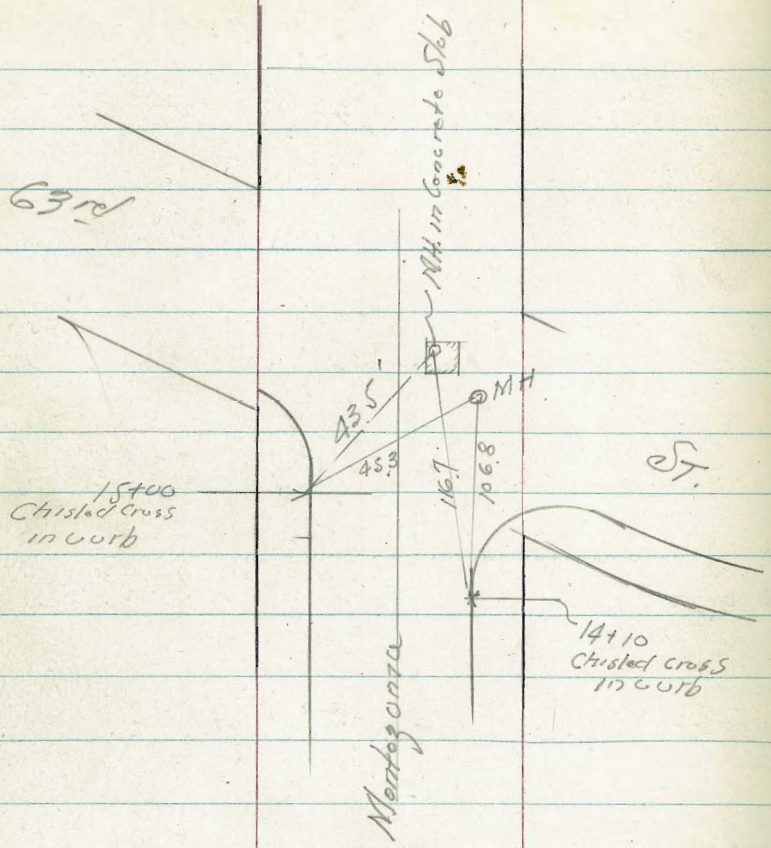
Montezuma Road

			Lt	\$	Rt	
			23	223 165	165 238	24 33
15+60		Sub 453.30 40' Lt	453.20 = Sub. Sub. 5335 33' Lt	453.70	453.51	Sub 453.25 60 5346 452.93
15+53.23				453.69		
15+30			453.00 = Sub. 75' 5334	453.65	453.46	5340 Sub 453.15
15+25.23			453.63	453.46	453.40	Sub. 453.33 33' Rt.
15+00			5320 453.56	453.39	453.58	Sub. 5333 453.05 12.56
14+70			5309 453.45	453.28	453.47	Sub. 5321 452.70 15.57
14+40 14+26 T.P.	454.16		5299 453.32	453.15	453.34	Sub. 5324 452.77 Finish 453.39
14+10			5281 453.14	452.97	453.16	Finish 5276 453.14
13+80			5262 452.95	452.78	452.97	* 5257 453.00 452.75
13+50			5238 452.71	452.54	452.73	* 5233 452.71

Montezuma Road

25

33' Lt. 22.3 16.5 Subgrades 165 Rt. 238 33



15+53.23 Cont.

453.20
Edge Pit.
40' x 40'

15+53.23 Diagonal Section 2' West of West. Line of 63rd, parallel to 63rd

Sub. Gut 2 5942 v 57
452.93 453.51 453.69
453.18
33' Lt

45340

Sub. Gut.
45313
452.87

Sub = 45320

453.10 = Sub.

452.93

15+81.21

Grades on \angle 63rd St.

North of Montezuma Rd.

Walker
E. Gregory
G. Pope
R. Sisson

\angle Stations

INDEXED
MK.
SEP 1 1950

2+50

45561

2+00

C. 1.50

677

45527 = Finish

1+50

C. 1.67

660

45493 = Finish

1+00

C. 2.20

654

45458 = Finish

0+50

C. 2.50

684

45424 = Finish

0+15.55

Ch. B. C.

C. 2.64

664

45400 = Finish

0+00

N. Line Montezuma

\angle
Finish
Grade
= 0.40' below cb.

26

63rd St.

Cont. from p. 26

27

4700

456.65

750

3700

455.96

Walker
F. Gray
G. Repe
R. Sisson
3-14-50

LOWELL ST. Grades
From Rosecrans to Harbor

For Rough Grading -
Stations on centerline.

0+65 on Rt.

INDEXED
MK
SEP 1 1950

0+51.10 = $\frac{1}{2}$ Curve on Lt.

0+45 on Rt.

0+32.28 B.C. on Lt.

0+04 = E.C. 20' CbR

0+

0+00 = Prop. Line Rt.

0-04 = 2' $\frac{1}{2}$ Radius = $\frac{1}{2}$ Island

0-09.5 = Prop. Line Lt.

8.53 = BM

Lt

$\frac{1}{2}$

Rt.

28

2' 2'

8.04
8.04
7.00
F 1.04

7.51 = Grade
7.51
0.00

7.88
2.14
C 0.26

8.49
8.49
7.46
F 1.03

7.92 = Grade
7.92
0.00

8.33 = EI
8.77
C 0.44

9.12 = EI
8.71
F 0.41

8.77 = Grade
8.77
0.00

9.13
9.13
8.64
0.49 F.

Lowell St. Grading

Cont. from p. 28

Stations on Cb. line

1+67.56 = B.C. on Lt.

1+50 = Brk on Rt.

1+37.56
+60 on Lt.

1+07.56 = E.C. on Lt.

1+05 = Brk on Rt.

0+88.74 = E. Curve

0+85 = Brk on Rt.

0+69.92 = P.R.C. on Lt.

8.53 = B.M.

L

Rt

29

2' 2'

$$\begin{array}{r} 597 = \text{Grade} \\ 731 = \text{El. Stake} \\ \hline C 1.34 \end{array}$$

$$\begin{array}{r} 6.45 = \text{Grade} \\ 7.60 = \text{El. Stake} \\ \hline C 1.15 \end{array}$$

$$\begin{array}{r} 6.93 = \text{Grade} \\ 8.09 \\ \hline C 1.16 \end{array}$$

$$\begin{array}{r} 7.18 = \text{Grade} \\ 8.08 \\ \hline C 0.90 \end{array}$$

$$\begin{array}{r} 7.56 = \text{Grade} \\ 7.73 \\ \hline C 0.17 \end{array}$$

$$\begin{array}{r} 6.53 \quad 6.50 \\ \hline 4.76 \quad 4.76 \\ \hline F 1.77 \quad F 1.74 \end{array}$$

$$\begin{array}{r} 7.28 \quad 7.28 \text{ Grade} \\ \hline 5.92 \\ \hline F 1.36 \end{array}$$

$$\begin{array}{r} 7.65 \quad 7.68 \\ \hline 6.53 \\ \hline F 1.12 \end{array}$$

$$\begin{array}{r} 5.93 = \text{Grade} \\ 4.23 = \text{Stake} \\ \hline F 1.00 \end{array}$$

$$\begin{array}{r} 6.75 = \text{Grade} \\ 6.75 = \text{Stake} \\ \hline 0.00 \end{array}$$

$$\begin{array}{r} 7.13 = \text{Grade} \\ 7.13 \\ \hline 0.00 \end{array}$$

Lowell St.

3+00 on Rt Grading Cont. from P29

3+03.51 = W/L line Scott Produced

(3+11.96) = Exist. Drive
To Hoop Yard

2+98 = B.C. 20' cb R on Rt

2+73.18

2

T.R.

2+50 on Rt

2+42.84 = E.C. on Lt

2+24.02 = L. Curve on Lt

2+05.20 = P.R. on Lt

2+00 on Rt

1+86.38 = L. Curve on Lt.

Curb
Grades

370 = Elev.
Grade 2' 2'
372
362
3.65'

328 324
163 163
4.19 = El. Grade 2.35 2.31 F
4.26 " stake
C 0.07'

on stake 2050
on Rt
3.36

481 477
237 237
F 2.44 F 2.40

4.67 El. Grade
4.84 = El. Stake
C 0.17

5.00 = Grade
5.47
C 0.47

5.32
6.12
C 0.80

567 563
381 381
F 2.16 F 2.12
5.01 Elev.
Grade
4.20 = Stake
F 0.81

5.64 = Grade
6.95
C 1.31

36
3.75 30

Lowell St. Curb Returns
at Rosecrans

0+04 P. 28 Curb grades
0+41.22 = EC. 20' R

0+30.75

0+20.27

INDEXED
MK
SEP 1 1950

0+2.80 = BC. 20' cb R

0+00

= 0+04 P. 28

0+38.42 = EC.

0+27.94

SW Return

0+17.47

0+07 = BC.

0+00 = 7' South of BC.

8.53

Lt

912 = Grade
871
F 0.41

936 = Grade
883
0.53

953 = Grade
890
F 0.63

968 = Grade
899
F 0.69

975
277
0.2 High.

Rt. 31

877

8.77 = Grade

895
791
F 1.04

8.95 = Grade
876 = Elev stake
6.01

903
813
F 0.90

9.04 = Grade
828 = Elev
F 0.06

905
847
F 0.58

9.07 = Grade
202
F 0.45 F 0.02

900

9.00 = Grade
876 = Elev stake
0.24 high.

Furnish cb Elev
East 3' Adjusted to match exist. cb

B.M. on Cap Disc at 00 P. 8

Lowell St. Curb Returns
Grades
at Scott Street

INDEXED

MK

SEP 1 1950

0+02 Sta. Lowell
3 = F.C. on Lowell

2
on #1 stake

T.P.

0.51

1

B.C. on Scott

3 = F.C. on Scott

2

3 F.C.

1

1

2+98

= B.C. SW.

3+11.98

2.69 = cb.
2.69
Grade

2.68 "
0.24
F 2.44

2.60 "
1.40
F 1.20

2.53 "
0.65
F 1.88

2.85 "
1.10
F 1.75

2.90 "
1.29
F 1.61

3.08 "
1.88
F 1.20

3.24 = F.I. Grade
2.49
F 0.75

3.64 = Grade
3.62
F 0.02

Rt.

32

Lowell St. Curb grades
from Scott to Shafter

2' L & 2' R

33

3 + 00.07 = W.L. line Shafter

2.10
2.37
20.27
2.11

1.88
~~2.64~~ 2.60
1.64
F 0.00

1.61 ✓
~~0.87~~
F 0.84

2 + 75

2.33

1.69 ✓

2 + 50

INDEXED
mk
SEP 1 1950

2.28
2.28
0.00

2.67 ✓
2.78

1.78 ✓
~~0.82~~
F 1.16

2 + 33.3

51k = 2.87

2 + 00

2.47 ✓
1.44
F 1.03

2.21
2.08
F 0.83

1.26 ✓
~~0.25~~
F 1.01

1 + 52

Driveway on Lt.

2.65 ✓

1 + 50

2.68
1.61
F 1.14

3.04
2.12
F 0.92

3.14 ✓
~~0.96~~
F 1.18

1 + 22

Driveway on Lt.

2.76 ✓

1 + 00

2.84
2.03
F 0.81

3.17
2.06
F 1.11

2.32 ✓
~~1.23~~
F 1.19

0 + 50

3.02 ✓
2.46
F 0.56

3.30
2.30
F 1.00

2.51 ✓
~~0.93~~
F 2.54

0 + 02 = E.C. cb Return on Rt.

3.19 ✓

3.43 3.39
2.63
F 0.80

2.69 ✓

0 + 00 = E.L. line Scott

3.20
2.34
F 0.86

2.70

0.51 = B.M.

Lowell St. Curb Returns
at Shafter Street

0+02 on Lowell
#3 = E.C.

111

#2

INDEXED
mk
SEP 1 1950

106'

#1

102'

BC. Ret

099'

~~195~~ 2.5 ft
C.O. 44 4 ft
- R.H. 06

#3 = E.C. on Shafter

152'

~~152~~
F 481

#2

} west

155'

#1

158'

3+00.07 = BC. Ret on Pt.

161'

BM. on 2nd Hub.
E. Shafter
& Lowell

0.69

Lowell Street Curb grades
 from Shafter Street
 To Harbor Drive
 for Rough Grading

Lt

Rt

Rt

35

2' 2'

Stations

1+90

INDEXED

MK

SEP 1 1950

~~239~~ 265 ✓
~~571~~ 571
~~332~~ C306 ✓

290 286

216 189
 496 496
 C280 C307

1+50

223 249 ✓
~~576~~ 576
~~353~~ C327 ✓

274 270

200 173
 478 478
 C278 C305

1+10 = ~~576~~

206 233 ✓
~~586~~ 586
~~380~~ C353 ✓

258 254

184 156
~~582~~ 582
 C318 C346

0+70 = ~~576~~

189 217 ✓
~~541~~ 541
~~352~~ C324

242 238

168 130
~~393~~ 393
 C225 C254

0+35

175 189 ✓
~~524~~ 524
~~349~~ C335

186 182

139 125
~~305~~ 305
 C066 C080

0+02 - P.C. 2' R on ~~576~~ stands

162

133 129

91 ✓
 111 ✓

0+00 - ELY line Shafter

160
 429
 C269

130

110
 152
 C042

on Disk in sidewalk
 = 20' R on W Shafter

0.71

Shafter

185

B.M. on E Hub
 Lowell & Shafter

0.69

Lowell St. Cb Grades
 from Staftor
 To Harbor. - For Rough Grading

Lt.

\$

Rt.

36

33 Lt
 35.5

2' 2'

33 Rt
 40' Rt

5+10

374 393 = El. curb
 553 553
 C1.79 C1.60 ✓

418 414

344 334
 425 425
 C0.81 C1.01

4+70

357 377
 539 539
 C1.82 C1.62 ✓

402 398

328 307
 431 421
 C1.63 C1.29

4+48.24 = 2 R Island

348 367
 565 565
 C2.17 C1.98 ✓

392 388

320 298
 458 458
 C1.38 C1.60

4+24.24 = 2 Radios & Island

378 359
 540 540
 C2.02 C1.81

384 380

310 288
 420 422
 C1.72 C1.54

3+90

374 345
 544 544
 C2.20 C1.99 ✓

370 366

296 274
 425 425
 C1.29 C1.51

3+50

347 329
 540 540
 C2.33 C2.11 ✓

354 350

280 257
 426 426
 C1.56 C1.79

3+10

390 315
 549 549
 C2.59 C2.36 ✓

T.P. = 338 334

264 240
 446 446
 C1.82 C2.06

2+70

2+70 on Rt

T.P.

468

273 297
 548 518
 C2.45 C2.21 ✓

322 318

248 273
 458 468
 C2.10 C2.45

2+30

256 281
 500 500
 C2.44 C2.19 ✓

306 302

232 206
 473 473
 C2.41 C2.67

Lowell St. Rough Grades
from Shafter
To Harbor Drive

Lt

L

Rt 37

7+8825

457
~~450~~
F007

(this one
same as plan)
486.482

7+6825 = P.C. cb R on Rt.

461
~~453~~
F008 462

4.12
~~3.21~~
F021

7+61 = End Drive to Navy Yard 7+61

7+4825 Sit

402 465 ✓
~~488~~ ~~458~~
F004 F007

490 486

416 918
~~387~~ ~~387~~
F029 F026

7+2825

461 468
~~442~~ ~~462~~
C060 F006
469

493 489

420 411
~~357~~ ~~352~~
F061 F052

7+21 = Beg. Drive To Navy Yard

7+21

7+0825 = P.V.C.

496 472 ✓
~~463~~ ~~463~~
C007 F009

497 493

423 406
~~369~~ ~~369~~
F054 F037

6+70

on Stake Rt
BIM 6+70

382

440 457 ✓
~~478~~ ~~478~~
C038 C021

482 478

408 390
~~382~~ ~~382~~
F026 F008

6+30

474 441 ✓
~~487~~ ~~437~~
C078 C056

466 462

392 374
~~340~~ ~~386~~
F002 C016

5+90

497 425 ✓
~~481~~ ~~481~~
C074 C056

450 446

376 357
~~413~~ ~~413~~
C037 C052

5+50

391 409 ✓
~~480~~ ~~480~~
C089 C071

434 430

360 341
~~424~~ ~~424~~
C064 C083

Lowell St. Grades
For Rough Grading
From Shaffer to Harbor Dr

Lt.

±

ft.

38

7+5393
B.M. Conc. Man Machine

400 on East
11017

8+97.5' = B.C. 100' of R on Lt

4.01

8+60.5'

4.22 ✓
4.56
C034

8+28.25'

4.41 ✓
4.72
C031

8+08.25'

4.51 ✓
4.54
C003

Lowell St. Rough Grades

for 60' Cb. Return on Rt.
at Harbor DriveCurb Line
Stations

9 + 12.54 = E.C. 60' Cb. R

2.83 = cb.
2.24
F 0.59

8 + 87.48

3.10 = cb.
2.05
F 1.058 + 67.48 = P.P.C. 80' R on Lt.
^{opp.}

Cb = 3.16

3.28 = cb.
2.17
F 1.11

8 + 47.48

Cb = 3.36

3.50 = cb.
2.39
F 1.118 + 27.48 = P.P.C. 80' R on Lt.
^{opp.}

Cb = 3.79

3.70 = cb.
3.84
C 0.14

8 + 07.32

3.88 = cb.
4.41
C 0.53

7 + 87.32

4.04 = cb.
3.88
F 0.2

7 + 67.85 = B.C. 60' Cb. R. on Rt.

4.12 = cb.

4.00

S. M. Conc. Man
Sketch P-39

Larwell St. Rough Grades
 for CB Return NWLY
 Larwell & Harbor Sketch P-39
 for 100' cb. R.
 Stakes ^{set} are 10' from cb. face

3.53 = set BM on Cop Disk Sketch P-39

10 + 64.09 = EC. 100' cb R

408 = cb. Grade
 543
 C 1.35 10' Back

408 = cb. Grade
 427
 C 0.89 2' Back

9 + 82.78

400 = cb. Grade
 5.16 10' Back
 C 1.16

400
 479
 C 0.79 2' Back

9 + 61.46

393 = cb. Grade
 5.14 10' Back
 C 1.21

393
 543
 C 1.50 2' Back

9 + 48.39 = outside edge cb Inlet

391 = cb
 479 2' Back

9 + 40.14 = 1/2 cb Inlet

390 = cb
 205 2' Back

9 + 31.89 = ~~EC~~ outside edge cb Inlet

391 = cb
 410 2' Back
 C 0.19

390 = cb. Grade
 5.15 10' Back
 C 1.25

390
 205
 F 1.85 2' Back

9 + 18.83

392 = cb. Grade
 5.07 10' Back
 C 1.15

392
 448
 C 0.56 2' Back

8 + 97.51 = EC. 100' cb R = sketch P-39

402 = cb. Grade
 432 10' Back
 C 0.30

402
 2' Back

Scott Street

Rough Grades
from Lowell

Note: Stakes are set 8" Above
Gutter Grade = Top of Berm

INDEXED

MR

SEP 1 1950

1+00 = Bk - End of Grading

0+80 = Bk in gutter only

0+60 = Bk " "

0+40 = Bk " "

0+18 = E.C. 20' cb R

0+00 = SL / Line Lowell

0.51 B.M.

Walker
F. Gregory
G. Pope
R. Dission
3-26-50

~~2.2/5 =~~ 2.097 = Top of Berm
~~0.1~~ 0.11
F086

~~2.3/0~~ 1.09 = Top Berm
~~0.4~~ 0.44
F1.88 F0.65

~~2.3/6~~ 1.35 = Top Berm
~~0.3~~ 0.30
F1.05

~~2.4/~~ 1.74
~~0.0~~ 0.00
F2.41 F1.74 = Top Berm

2.47

2.53

121 Stake P-32

127 = Top Berm
2.57
C 2.3 2.57
C 1.00

140 = Top Berm
3.62
C 2.22 3.62
C 1.00

166 = Top Berm
3.66
C 2.00 3.66

207 = Top Berm 2.73
3.57
C 1.50

2.79

2.85

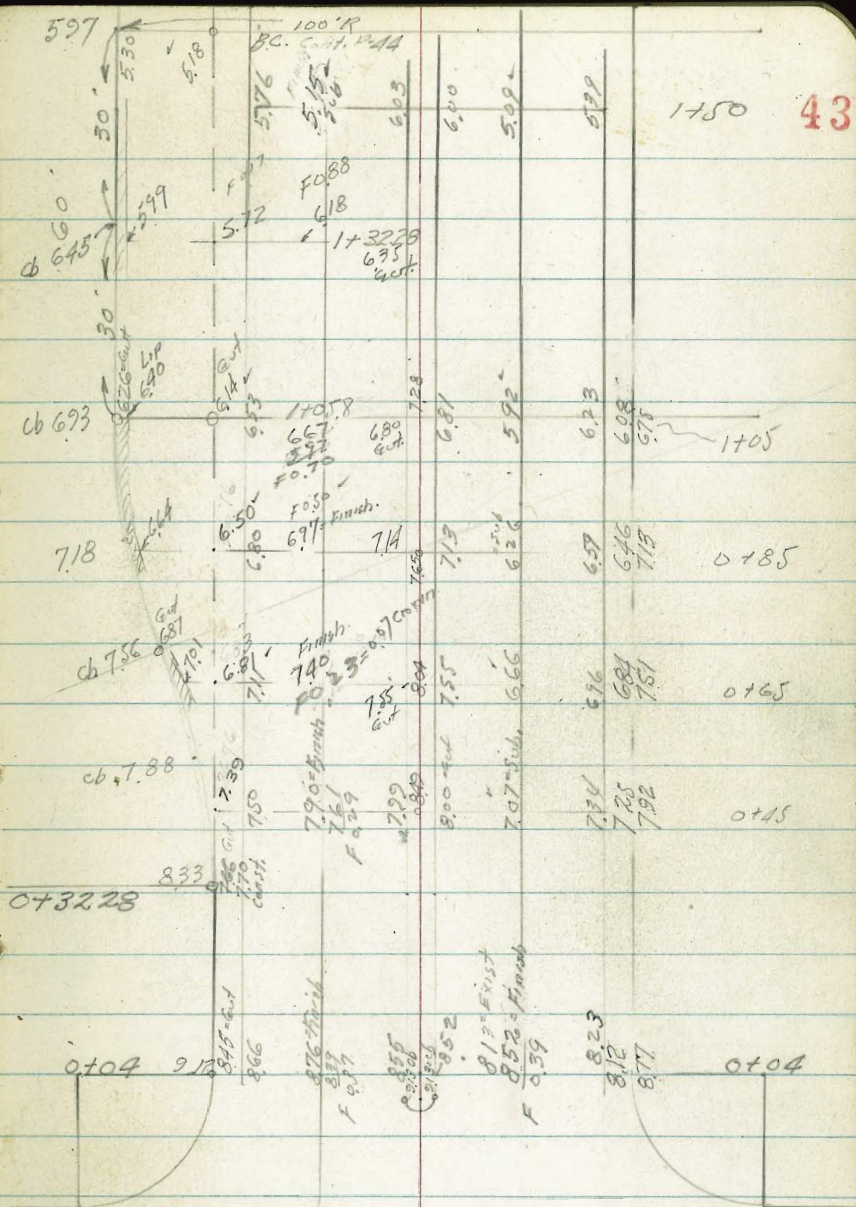
Lowell St. Parking

Notes Stations shown are 1/2

INDEXED
 MK
 SEP 1 1950

100' cb.R
 $\Delta 21^{\circ}33'55''$

ROSECRANS



Lowell St - Parking

Shafter St

46

2+98

1.89

1.51

1.15

1.19

1.83

1.86

0.87

1.48

2+75

1.88

1.51

1.33

2.17

2.12

1.44

1.17

1.17

B.A.
2+65

1.52

1.21

1.41

2.28

2.22

1.11

1.20

1.20

2+50

1.78

1.51

1.45

2.32

2.28

1.17

1.26

1.26

2+25

1.81

1.51

2.37

2.32

1.23

1.23

1.23

1.23

2+00

1.81

1.51

1.47

2.42

2.38

1.31

1.31

1.31

T.P.

2.97 on curb

1+75

2.02

1.91

1.66

2.50

2.45

1.91

1.59

1.59

1+50

2.12

1.71

1.41

2.52

2.51

1.45

1.60

1.59

1+25

2.21

1.80

1.60

2.60

2.52

1.52

1.52

1.52

Lowell St. Paving

48

3+10

2.62

2.15

2.87

2.84

1.85

2.07

2+70

2.91

1.96

2.72

2.67

1.70

1.92

2+30

2.27

1.82

2.56

2.53

1.56

1.79

1+90

2.74

1.68

2.42

2.78

1.40

1.63

1+50

1.95

1.50^{on cb.}

2.24

2.22

1.25^{on cb.}

1.48

TP

2.63

on cb.

Lowell St. Paving

5+10

3.78

2.94-5.6

3.71

3.66

2.68-

3.88

4+70

3.21

2.78-

3.54

3.49

2.50-

3.73

4+48.24

3.09

2.65-

3.41

3.41

2.42-

3.64

4+24.24

3.03

2.60

3.37

3.32

2.83-

3.85

3+90

2.89

2.44-

3.18

3.15

2.17-

2.40

3+50

2.73

2.78-5.6

3.04

2.99

2.02-

2.85

48

Lowell St. - Pump

7+08.25

4.17
3.72
4.47
4.44
3.96
3.69

6+70

4.01
3.58
4.34
4.45
3.30
3.55

6+30

3.89
3.43
4.16
4.11
3.16
3.41

5+90

3.93
3.28
4.03
4.00
3.00
3.20

5+50

3.55
3.11
3.87
3.80
2.84 sub.
3.08

TR

on curb
422

Lowell St. Poring

51

8+2825

8+0825

7+8825

7+6825

7+4828

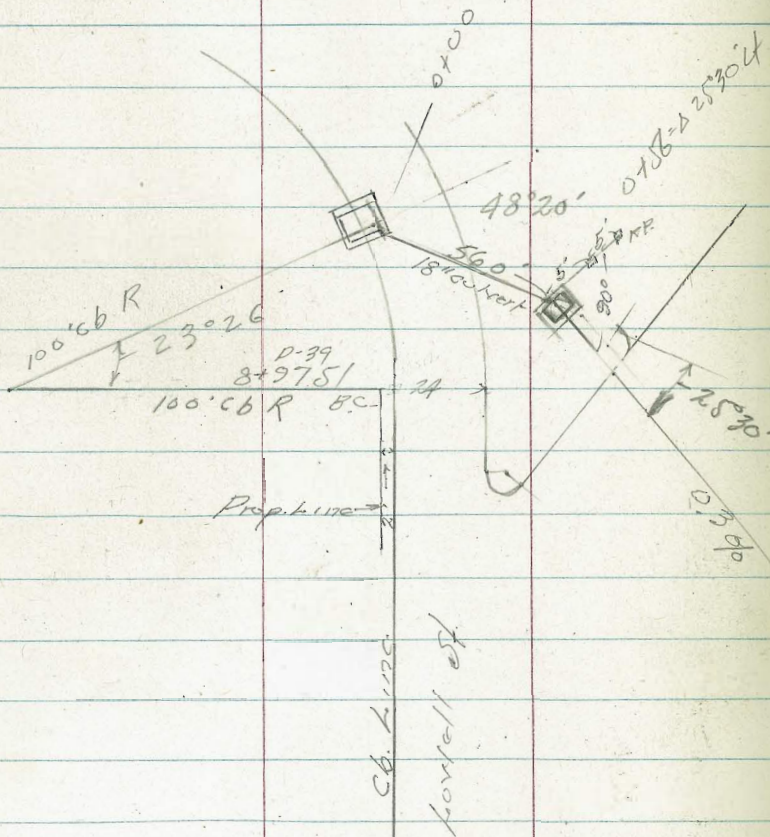
7+2825

7.12	4.97	4.05	4.31
3.48	7.63	3.60	3.35
4.44	4.46	4.85	3.59
4.99	4.57		
3.42	3.44		
3.66	3.64		

Grades - Culvert - Lowell's Harbor

Walker
F. Gregory
G. Pope
R. Sisson
April 1950

INDEXED
M.C.
SEP 1 1950



54

Station	Elev. Huber	Elev. Invert	Cuts
1+87 = End		0.29	
1+79	2.04	0.32	1.72
1+40	2.14	0.62	1.42
1+00	2.56	0.44	1.70
0+56 Ahead		0.74	1.40
0+56 = A.P. 25° 30'		0.56	2.00
		0.86	1.70
		0.70	
0+30	2.91	1.00	1.91
0+00	2.71	1.08	1.63
	4.95	1.17	3.78

0+56

Elev. Top
Box
3.75
2.91
F 0.84

3.53 = Man Disc
in Paving
Sketch 10-39

1+79

Curb Grades - Harbor Drive

(Lowell St. Project)

Plan 7817-L

E Harbor Dr.
Station 5

464+00

INDEXED

SEP 1 1950
MK

463+50 = E.C. curb lane

463+37.5

463+25

463+12.5

463+00

462+75

462+50

Harbor Drive Curb Grades

of Harbor Dr
stations

467+25

467+125

467+00^{cb} - EC. on Rt

466+50

466+00 - EC. 40' cb R Lt & Rt

465+76.50 = 5' cb R

464+98.15 = 5' cb R

464+85.16 = EC. 40' cb R Lt & Rt

463+60

463+50

464+35 = Beg. cb on Lt.

469+22.99=BC: 5'cb R

469+10=BC: 40' RT LT+RT

469+00

468+50

468+0423

468+00

467+50=Ch.E.C. RT

467+15.45=BC: L Harbor. LR=900

467+37.5

467+25

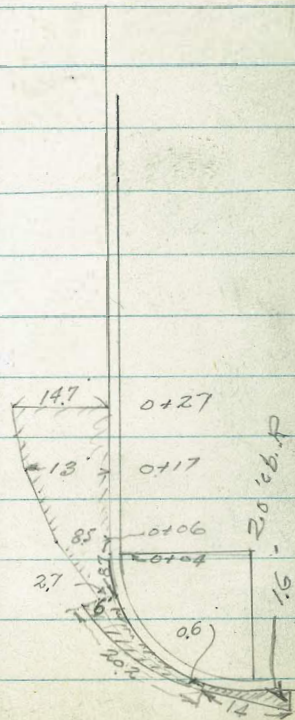
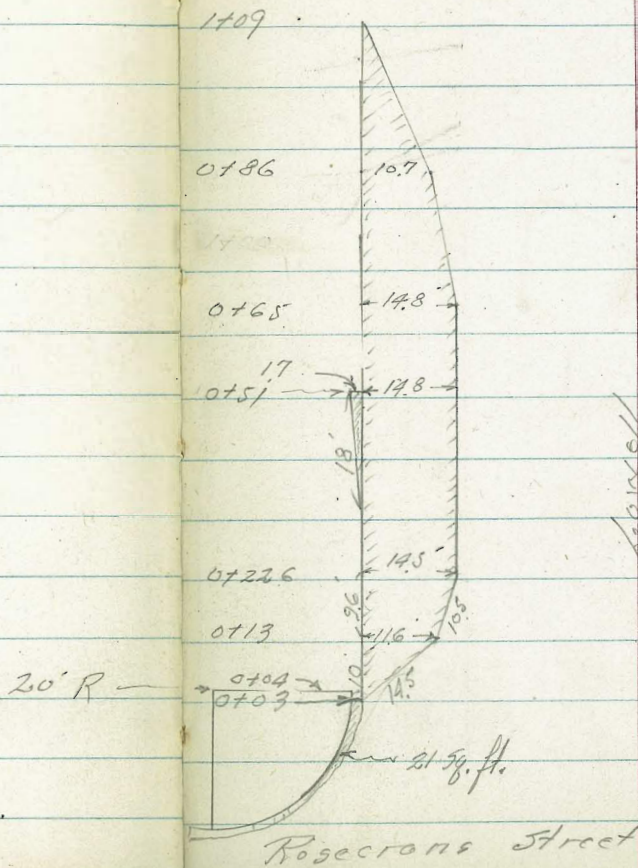
Lowell Street

Measurement

Cont. on p. 59

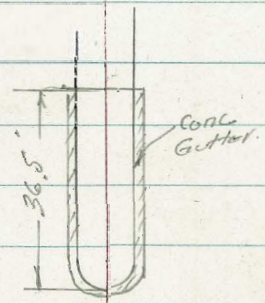
58

AREA = 1,660.32 ft²
9.0.F.



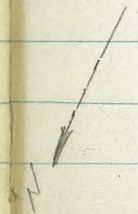
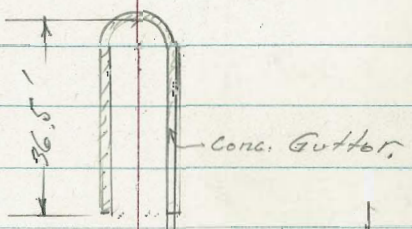
Walker
Pope
Re-sision
8-3-50
Lowell St.
Mass. Curb Removed & Replaced

Cont. from P-58



Lowell St.

Shafter St.



Clinton Street - Paving.

from 37th to 38th

Plan 7415-L

Note: Grades for Sewer lots

17 Grid Book 269

Stations

1+80 Brk

1+60 "

1+40 = PVC

1+15

0+90

0+65

0+40 Brk

0+20 Brk

0+00 = E. line 37th.

INDEXED

SEP 1 1950

Walker
F. Gregory
G. Pope
R. Sisson
5-1-50

Finish
cut. Grade

97.88

97.61

97.28

96.84

96.40

95.96

95.53

95.18

94.75

Subgrade

97.88

97.57

97.20

96.76

96.20

95.70

95.20

94.80

94.37

61

Finish
Gutter.

97.75

97.40

96.98

96.42

95.86

0+68 - 95.37

95.30

94.73

94.42

94.15

Clinton Street-Paving
Cont. from p. 61

Stations

4+40

4+07

3+80

TP

3+50

3+20

2+90

2+60 = E.V.C.

2+40 Bk

2+20 "

2+00 "

2885

Finish
Gut.
Grade

98.96

98.87

98.78

98.69

98.60

98.51

98.42

98.27

98.11

Subgrade

99.03

98.94

98.85

98.76

98.67

98.58

98.49

98.38

98.14

62
Finish
Gut.
Grade

98.96

98.95

98.87

98.78

98.69

98.60

98.51

98.42

98.36

98.04

Finish } 99.02 + 73 MH.
99.00 + 67

Clinton Street

	Finish Gut. Grade	Subgrade	63 Finish Gutter Grade
5+99.90 = 141.38 th	99.78	99.88	99.72
5+90	99.50	99.72	99.50
5+80	99.47	99.64	99.47
5+60	99.41	99.48	99.41
5+30	99.32	99.39	99.32
5+25	99.30	99.37	99.30
5+00	99.23	99.30	99.23
4+95			
4+70	99.14	99.21	99.14
4+40	99.05	99.12	99.05

180

0.56

0.59

$\frac{129}{179}$

$\frac{09}{30} = \frac{3}{10}$

$\frac{09}{10} = \frac{9}{10}$

63

$\frac{24}{37}$

913

$\frac{52}{861}$

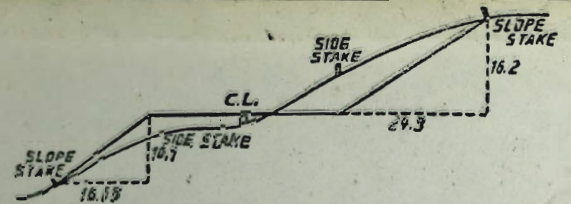
16794

$\frac{74007}{95393}$

913

$\frac{385}{87}$

$5 \times \frac{09}{6} = \frac{45}{6} = 07$



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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