

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side of shoulder
stake for any width roadway, from 1 1/2 to 12
If ground is nearly level, the cut or fill at this

IMPROVED TABLES
AND
INFORMATION

TABLE No. VIII

The degree and distance from curve to
any other degree, which is degree of curve, and
this constant, found in column of constants
Degree of curve, which is degree of curve, is found
by dividing constant by constant, which is
given constant, the result
The distance from a point on the tangent to
the curve is equal to the square of the tangent
length divided by twice the degree

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.

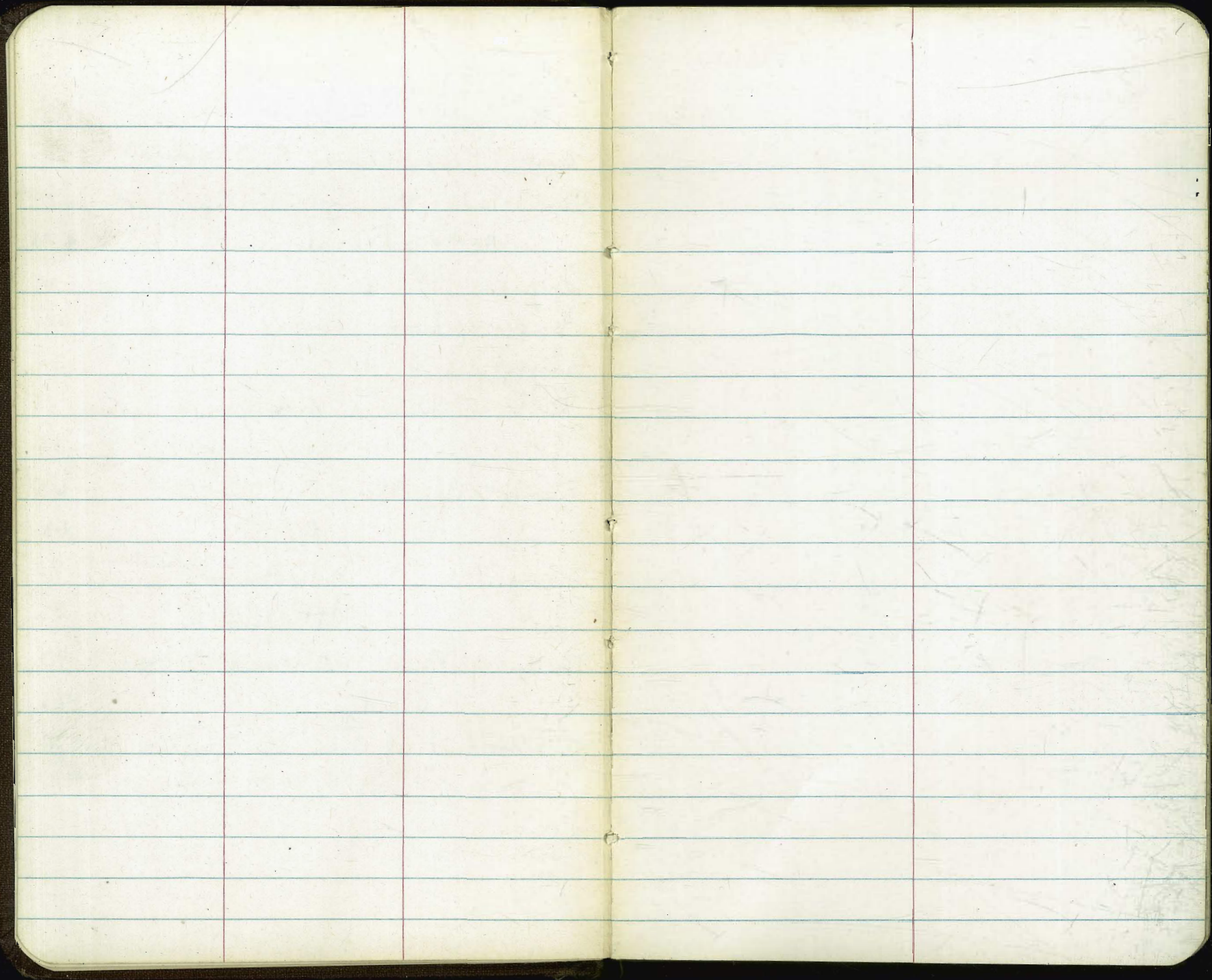
FOR TANGENTS ADD

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	.103	.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

Plane grades - alley 6 - Mt View	2
Curbs - N. Si Adams, E. El Cerrito	3
Grades - Midway Dr, Sunset Cliffs - Ingraham	4-28
" Midway Dr. alignment	4-28
Ingraham St. &	28
Midway Dr. - sewer	30
Sunset Cl. Blvd "	31
Midway Dr. - underground system	32
Crossover - curbs	34
Sunset Cl. Blvd. B - line	65
" " " A. "	68
" " " N. ly Bridge settlement Boards	70
" " " Rt lane	72
Midway Dr. - Settlement boards	73
" " Bridge " "	75
Camino del Rio - E. Taylor	76
DRAIN UNIV. AVE BETWEEN 49-TH & ESTRELLA	61-62



Paving Grader Alley Block 6

Mountain View

From Land to Wightman Bel. Menlot 4715 St

Indexed

3408

West 5.45.
4.79.
342.79 - 20.576
30.576

East 5.15.
4.62.
343.09 - 20.576
20.576

+56

342.33 5.91.
5.16.
342.63 - 20.576
20.576

342.63 5.61.
5.32.
342.83 - 20.576
20.576

TP

28800.

541 348.24 3.23 342.83

341.86 4.20.
4.20.
342.16 - 20.576
20.576

2+04

+52

341.40 1.66.
1.22.
341.70 - 20.576
20.576

341.70 4.36.
4.02.
342.06 - 20.576
20.576

1+0 = F.V.C.

340.94 5.12.
5.26.
341.24 - 20.576
20.576

341.24 4.82.
4.60.
341.54 - 20.576
20.576

+80

340.66 5.40.
5.15.
340.96 - 20.576
20.576

340.96 5.10.
4.79.
341.21 - 20.576
20.576

+60

340.18 5.88.
5.10.
340.48 - 20.576
20.576

340.48 5.58.
5.01.
340.78 - 20.576
20.576

+40

339.49 6.57.
6.02.
339.79 - 20.576
20.576

339.79 6.27.
5.66.
340.09 - 20.576
20.576

+20

338.59 7.47.
6.23.
338.89 - 20.576
20.576

338.89 7.17.
5.65.
341.52 - 20.576
20.576

0+00 = H.L. Landis

337.57 8.47.
7.70.
337.80 - 20.576
20.576

337.80 8.26.
8.26.
341.07 - 20.576
20.576

TP

845

346.06 8.47 337.61

343.76

BM

302

346.08 343.76

755507
Garber
Rogers
Perkins

Plan 9015 L
JK 05

Aug. 12. 52
JK 031889
#1815-22

East

2

+84.83 = 345.68	5.73. 5.75. BM starting	345.68	5.73. 5.75. BM starting	345.68	8.63	342.78	5.78. 5.70. Wightman Bel. Menlot 4715 St 342.78 4.76. 342.5.
+60		346.17	5.34. 4.64. 346.00	346.17		346.00	4.76. 342.5. 20.576
+40		346.28	5.13. 3.73. 346.00	346.28		346.00	4.87. 3.73. 346.00 5.08 Fence
+20		346.20	5.21. 4.00. 346.50	346.20		346.50	4.96. 3.59. 346.50 20.576
5+0 = P.V.C.		345.89	5.57. 3.67. 345.89	345.89		346.19	5.27. 4.57. 346.19 20.576
TP		557	3.04. 3.39. 345.50	557	2.40	345.84	3.71. 2.59. 345.84 20.576
+70		345.20	5.73. 5.32. 344.51	345.20		344.81	3.43. 3.12. 344.81 20.576
+40 = F.V.C.		344.51	4.14. 3.56. 344.40	344.51		344.40	3.84. 3.07. 344.40 20.576
+20		344.10	4.50. 4.26. 343.76	344.10		344.04	4.20. 4.02. 344.04 20.576
+40		343.76	4.78. 4.25. 343.76	343.76		343.76	4.43. 3.85. 343.76 20.576
+80		343.46	4.99. 4.76. 343.25	343.46		343.25	4.69. 4.18. 343.25 20.576

Curb Grade North Side Adams Ave.
East of El Cerrito Drive

Indexed

No. 23296
Private Contract
Staker Set on
Curb Line

Aug 12 52
F. Sisson
Garber
Rorer
Perkins

+29.96 N.L. Adams 21° 05.67 453.65
6.82
8.48
F1158

+17.34 12° 02.83 454.00
6.47
7.50
F1103

012.55

+04.73 Cb B.C.H. 454.34
6.13
7.21
F1102

+09.37 Fly Dr on S Cb Grade 453.10
6.40
7.63
012.7

+97.98 EC 3° 01.56 454.48
5.99
7.04
F1105

+09.27 Fly Dr on S Cb Grade 454.08
6.13
5.54
0088

+73.99 1° 45.13 454.99
5.48
6.09
F0456

+50° 0° 28.74 455.50
4.97
7.04

BM 458.90 Top of H.H.
1.66 Below
410.50 A

+090.97 B.C.P. 455.50
4.97
4.92

BM 1.57 460.47

Set of H.H.
Adams +
El Cerrito Dr.
458.90

Sunset Cliffs Boulevard
Grades Midway Drive + Ingraham St.
"N" Line

Sketch G 299 Page 14

8.09^c 8.09^s

□ G 299 "19

2 = 2.59

Sep 27.52 No. 220.58
45.500
Garber
Korner
Pope
Indexed

Indicate
□ Alignment
○ Grades

4

49+0 2.11 07

633 2.18
156 5.00 3.90
5.03 5.21
2.05 2.77
4.08 5.76

7.21
5.60
8.17 3.32
24.89
2.21
2.21

460
5.13 2.29
2.55 1.15
357.68 380.
4.5
2.1
4.8

Finish

Δ + T.A.V.C.S

BM 4.84 Midway + Sunset
5.27
7.18

+50 5.6 09

cocky Edg Clay
N. 2 in

633 2.03
171 4.85 3.08
5.99 5.36
1.27 2.5
4.27 5.67

8.06
8.55
5.17
7.04
7.25
7.29

478
5.28 3.1
1.00 1.15
357.81 373.
1.5
1.0
4.8

SC #2 B + Ford
10.21 9.89

BM 3.81
5.02
8.83

48+0 0.69

653 2.45
2.86 4.70 3.23
4.13 5.56
2.25 5.76
4.38

8.19
8.59
8.67 3.04
7.17
7.25
7.22

490
5.20 3.2
2.08 4.13
357.93 372.
1.3
2.1
4.2

+50 2.11 063

668 2.60
7.0 4.55 3.38

8.19
8.56
8.59 3.04
2.1
2.2
2.1

482
5.33 3.1
2.35 4.2
35 373.
1.2
2.2
4.2

47+11.83 BCRT

4.44

3.16
2.4

2.57
3.3

B + Ford G 297-67

BM 4.61

5.45

0.84

0.72 4.66
2.77 1.12 Ri
3.09 1.10

Midway Dr. & Ingraham St.
"H" Line

	Seper		$\delta = EP$	F.P.	F.P.	Hinge		
+50	07	Fin 18 7.18 5.03 TP 2.15 5.16 7.31	6.70 8.33 7.03 1.00 1.55 1.55	2.78 25 2.59 5.68 5.93 5.17	8.38 5.0 8.88	2.6 4.6 F2.0 7.36 2.5 7.2	5.23 2.08 3.5 37.4	4.6 4.4 40.2 47.4
51+0	07	cbref 8.83 SCr 11.23	6.45 5.93 6.78 4.05 2.5 4.30	2.53 2.5 2.28 5.43 2.8 5.17	8.13 5.0 8.63	2.3 2.4 F2.1 2.4 7.45 5.6 7.2	1.98 2.33 3.5 7.88	4.4 4.3 40.1 47.6
+50	07	SC #2 10.21	6.25 5.3 5.7 5.22 2.5 5.17	2.32 2.5 2.07 5.22 2.5 5.17	7.93 5.0 8.43	2.1 2.3 F2.2 2.1 8.00 2.5 7.15	1.77 2.54 3.5 7.67	4.3 4.4 40.1 47.8
50+0	07		6.13 6.4 3.2 3.92	2.21 2.5 2.96 5.11 2.5 5.3	7.81 5.0 8.31	2.0 2.4 F2.4 2.4 6.22 2.5 7.04	4.6 2.15 3.5 7.56	4.4 4.3 40.0 48.2
49+50	211 07		6.13 6.4 3.2 3.92	2.08 2.5 2.83 5.11 2.5 5.3	7.81 5.0 8.31	2.0 2.4 F2.3 2.4 6.22 2.5 7.04	4.6 2.15 3.5 7.56	4.3 4.4 40.1 48.0

5.45

Midway Drive at Ingraham St

off line

	Super		Z=EP	F.P.	F.P.	H.P.		
54+0	07	5cr 11.23 9.31 1.32 4.74 6.06	2.82 3.75 5.32 5.37	407 75 3.34 4.82	4.50 5.00 1.56 2.1 5.00 5.23	5.8 4.5 F.27 24	6.52 4.1 7.03 0.79 3.5 5.77	4.5 4.5 4.5 2.3 15.0
Finish		7.31						
450	07	stop For Check 8.83 5.82 2.99 1.22 5.21	7.72 8.06 5.22 5.52	3.50 4.56 6.71 7.96 Base Center Traffic Light Ventura Midway 3.81	9.41 9.91 1.82 8.39 2.5 8.67	3.6 5.0 F.14 24	6.26 4.3 6.7 5.0 1.05 3.5 9.16 3.64	5.0 4.9 10.1 46.4
BM		3.31 6.5	1.56	3.81				
52+0	07		7.47 3.3 7.80 5.07 8.2 5.32	3.53 7.5 3.76 6.45 6.25 6.9	9.15 9.5 2.08 2.1 8.13 4.5 8.38	3.31 4.9 F.16 24	1.00 4.1 4.1 F.0.8 3.5 8.90 3.66	4.8 4.1 4.6
TP	490	5.27	498	0.47				
450	07		7.22 3.8 7.55 4.82 2.5 5.07	3.20 2.5 4.01 6.0 2.5 6.15	8.90 5.0 9.47 2.23 2.4 7.25 8.13	3.1 5.0 F.19 24	5.75 3.6 3.9 6.2 5.0 F.11 3.5 8.65 3.72	5.0 5.0 4.2
52+0	2.11 07		6.96 5.13 7.29 1.56 1.81	3.04 4.27 3.79 5.92 6.19	8.46 9.1 2.59 2.4 7.42 2.5 9.82	3.9 5.0 F.21 24	5.49 5.77 3.6 5.0 F.14 3.5 8.39 3.78	5.8 7.0 4.78
		5.45						

Midway Drive + Ingraham St
H Line

Scr
LP NH

Sup

2.25
4.39
6.64

F.P

EP

F.P

Flare Pipe Dates

Hinge

+50
Finish
7.31

029

3.81
1.25
5.76

2 Base
Signal Light

3.25
1.50
2.01
2.19
4.55
1.55
48.0

4.37
1.37
4.97

4.1
1.01
2
1.31
26
5.25
25
5.50

485
5.35
56.
4.8
-0.18008
0.91
38.565
4.1
4.8
4.8
4.8
38.565
38.565

56+0
SC4
6.56

043

Scr.
6.06
3.28
2.28
BM 2.28
LP NECC
LP NH
ECC 5.84
OP 2.5

3.40
1.55
4.24
2.27
2.19
2.94
1.55
3.19
4.59

4.37
1.37
4.70

4.1
4.9
FOE
2
1.23
26
5.33
5.58

482
5.37
5.5
4.8
-0.10007
0.83
38.573
4.1
4.8
4.8
4.8
38.573
38.573

+ 61.89 Hld.
+ 49.41 EC Bk
0.54

1/2 off soft start

3.58
3.73
2.24
1.55
2.99
4.09
2.55
4.31

4.84
1.84
5.59

4.2
4.8
FOE
2
1.17
24
5.39
2.55
5.62

481
5.8
7.09
5.4
4.8
-0.02008
0.77
36.579
4.1
4.8
4.8
4.8
36.579
36.579

55+0
0658

3.33
3.34
2.48
2.25
2.7
2.73
3.83
4.08

4.58
1.58
5.33

4.2
4.8
FOE
2
1.15
24
5.44
2.55
5.65

480
5.3
7.06
5.3
4.8
+0.06002
0.75
36.54046
4.1
4.8
4.8
4.8
36.54046
36.54046

54+50 2.1 07

3.08
3.41
2.24
2.25
2.7
2.98
3.58
3.83

4.33
1.33
5.66

4.2
4.8
5.27
1.29
24
5.27
2.55
5.52

479
4.79
0.57
38
6.04
4.1
4.8
4.8
4.8
38.54046
38.54046

507

BM	Super	Curb	LITNE Cor Elec MH 3/25 1/2 1/2 app 6446	2.82 Plan	Grate Point	F.P.	Floor Line Ditch	Hinge
TP	542	667	511	1.25	415			486
6440		388 453 F0.75	190	1.40	392 491 168	0.99	-0.48	60.51 51.82 389.487
+86 = Set		357 442 F0.85	191	1.4	2153 25 0.78	26.50		5.41
+75		312 182 F0.90	186	1.36				
+50	Finish 520	366 453 F0.91	182	1.32	401 476 119	0.71	-0.58	70.50 50.91 391.49
+25	520 SC TP 522 5.43	369 442 F0.78	179	1.29	461 482	5.57		
6340		372 442 F0.88	176	1.26	409 483	0.63	-0.68	71.50 50.43 393.493
+75	BM 515 5.48	375 442 F0.88	173	1.22	469 492	5.17		
+50	TP 552 5.80	379 432 F0.58	169	1.19	417 493	0.55	-0.78	76.50 50.43 373.47.3
+25	BM 225 3.28 6.07	383 442 F0.60	166	1.16	425 493	5.23		
6240		383 438 F0.75	165	1.15	425 493	0.95	-0.88	73.49 50.43 394.49
+75 = 5/4 B&C Carb 6.24		383 437 F0.78	166	1.16	425 493	5.30		

Midway Drive + Ingotation St
N Line

	50'	Curv	Carb	7	Grade Point	EP	Flax Linn Ditch	Hinge		
TP	496	647	5.11	1.51	7 D Nail 66+76/18 BC:V					
+50					3.77 3.92 Fo 22/16	50. 52. Fo 22/16 0.74 2.14 2.25 4.37 5.4	1.25 1.50 1.75 1.8 2.6 2.6 4.87	+0.02	1.76 5.22 5.7 5.7 5.7 5.7 5.7 5.7	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
	Fig 16 5.20 5.00 0.20 5.34 5.54	5.54 2.07 BM 1.47								
66+0	Sail Crd 5.43				3.85 75 1.60	3.22 4.57 1.58 2.22 2.25 4.42	1.10 2.6 4.70 2.5 1.5	-0.08	4.50 5.00 6.8 5.9 5.9 5.9 5.9 5.9	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
	06 5.48									
	50 5.80									
+50					3.22 3.25 1.67	3.45 3.75 1.51 0.08 2 4.29 2.5 4.54	1.07 2.6 4.75 2.5 6.0	-0.18	4.57 5.87 6.0 5.2 5.2 5.2 5.2 5.2	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
+38		3.35 3.33 Fo 18 = 1 Rad Pav	2.13	1.62						
+18		3.39 3.92 Fo 33 Pav	2.09	1.60	4.00 4.5	3.77 4.52 1.43 0.07 2 4.37 2.5 4.8	1.48 1.50 1.98 2.6 4.85 2.5 5.1		4.65 7.0 5.8 5.7 5.7 5.7 5.7 5.7	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
65+0		3.41 3.92 Fo 34 Nail Pav	2.06	1.56	4.7	4.52 1.43 0.07 2 4.37 2.5 4.8	0.95 2.6 4.85 2.5 5.1	-0.28	6.1 5.8 5.7 5.7 5.7 5.7 5.7 5.7	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
+75		3.46 4.09 Fo 33 Pav	2.02	1.52						
64+50		3.50 4.12 Fo 38 Nail Pav	1.98	1.48	4.08 4.8 4.8	3.85 4.80 5.3 5.1 1.35 0.07 2 4.37 2.5 4.8	0.87 2.6 4.93 2.5 5.1	-0.38	4.78 5.22 5.7 5.7 5.7 5.7 5.7 5.7	5.1 5.1 5.1 5.1 5.1 5.1 5.1 5.1
+25		3.54 4.17 Fo 37 Nail Pav	1.94	1.44						

Sunset Cliffs Blvd
Grades Midway Drive + Ingraham St.

1.12
+ 2.3.12 = Exit C on Rt.

Curb 4.73
4.73 Stub
2.01 Exit Cb 1.97 Exit

	50' ^{100'}			EP		Flex line Ditch	Hinge
450	554	Curb	LP Midside Ingraham St. S. Bridge	2.01 $\frac{4.73}{4.71}$ F0.18	1.50 20.09	$\frac{4.21}{5.0}$ 4.74	
435		BM 2.15 4.09 8.74*		1.98 $\frac{4.76}{5.28}$ F0.49	1.35 20.75	$\frac{4.19}{5.0}$ 4.17	S.C. #3 6.21 $\frac{4.10}{2.11}$
71+0				2.00 $\frac{5}{4.74}$ F0.95	1.40 22.03	$\frac{4.65}{4.61}$	BM Ingraham Ditch Landline 2.13
70+85.87				2.01 $\frac{4.73}{5.81}$ F0.12	1.45	$\frac{4.11}{4.1}$	
70+			LT FCB of Midway 65+0 Mission Bay				
70+0	50' 5.43 3.23 2.17	LT FCB of Midway 65+0 Mission Bay			1.45	$\frac{3.98}{5.0}$ 4.12	5.8 1.40 0.72 CH
450	BM 2.13 1.63 6.76 4.09 2.67	BM 2.19 3.26 5.25 3.22 BM 2.13	LT FCB Midway LP NE Cor. Elec. MH. Midside Ingraham St. S. Bridge (2.65)	BM 2.13 1.63 6.76 4.09 2.67	1.49 4.72	$\frac{3.94}{5.0}$ 4.12	4.06 4.57 5.0 5.9 3.9 0.62 CH 1.45 4.76
69+0					1.53 2.6	$\frac{3.90}{5.0}$ 4.12	6.0 4.16 4.66 5.1 1.38 4.83

Midway Drive R. Line
Curb + Gutter Grader

□ G 27-13

Indexed

March 17-53 14

	BM 3.81 43+0.82	2.14 Island	Edge Pav	Gutter	Curb	Z	BM 3.81 43+0.82
	3.32 7.08						3.32 6.57
+75	5° 16.78 ✓			1.86	2.30 2.36	3.88 4.25 FO.47 FO.50	
+150	2° 55.30 ✓	5.02 2.25 5.32	2.01 28	1.89	2.41 2.39	3.85 4.20 FO.43 FO.46	
+225	3° 33.81 ✓			1.92	2.43	3.82 4.17 FO.45	
12+0	2° 12.32 ✓	5.03 2.25 5.28	2.05 28	1.95	2.45	3.79 4.14 FO.45	
+290.31	Start 1° 03.88 ✓			1.96	2.46	3.78 4.13 FO.45	
+73.86							
+26.57	= Opp 20' R - RL						
+22.01	= 18' Cb R - RL						
12+10							

R. Line

W. Edge Paving

Gutter

Curb

±

6.29 CS

+25 = P.C.
For Ch on Rt

6° 51.63 ✓

1.58
2'

2.20
2.08

4.16
4.61
FO.45
FO.57

16+0 P.O.C.

1° 30' 16" -

1.60

2.22
2.10

4.14
4.55
FO.41
FO.53

+75

6° 08.66 ✓

1.63

2.24
2.13

4.11
4.52
FO.46
FO.57

S.C. W. Edge
7.08

+50

5° 47.18 ✓

1.66

2.26
2.16

4.08
4.51
FO.47
FO.57

45+25

5° 25.70 ✓

1.69

2.28
2.19

4.05
4.51
FO.48
FO.58

+99.09 = 1' R on Lt

5° 03.43 ✓

1.99
5.16 2.09
FO.17

1.87 E
33 = 1' R
5.21
5.16
CO.55

1.72

2.30
2.28

4.02
4.46
FO.44
FO.52

+75

4° 42.72 ✓

1.75

2.31
2.25

3.99
4.46
FO.43
FO.47

+50

4° 21.21 ✓

5.17
4.25
5.43

1.91
28.59

1.78

2.33
2.28

3.91
4.37
FO.43
FO.48

+25

3° 59.75 ✓

1.80

2.35
2.30

3.76
4.35
FO.41
FO.46

44+0

3° 38.27 ✓

5.12
4.25
5.37

1.96
28

1.83
2'

2.37
2.33

3.91
4.32
FO.41
FO.45

Ri Line

			Gutter	Curb	$\frac{1}{2}$	
+25	0° 34.11 ✓	$\Delta 3^{\circ} 48' 15''$	1.35	1.98 1.85	4.55 4.92 4.77 F0.50	6.24 4.72 1.52 4.88 8.70
48+0	0° 19.78 ✓	$\frac{1}{2} \Delta 1^{\circ} 51' 20''$ R 3998	1.38	2.01 1.88	4.52 4.89 4.74 F0.49	
+75	0° 05.44 ✓	L 19436 D. 057334	1.41	2.05 1.91	4.33 4.72 4.57 F0.34	
+15.50 - PCC	0° 00' 8° 52.39 ✓		1.41	2.07 1.91	4.33 4.68 4.53 F0.31	
+50	8° 39.07 ✓		1.43	2.08 1.93	4.31 4.63 4.48 F0.47	
+25	8° 17.58 ✓		1.46	2.12 1.96	4.28 4.62 4.47 F0.30	
47+0	7° 56.10 ✓		1.49	2.15 1.99	4.25 4.59 4.44 F0.44	
+75	7° 34.60 ✓		1.52	2.16 2.02	4.20 4.57 4.42 F0.49	
+50	7° 13.13 ✓		1.55	2.18 2.05	4.19 4.52 4.37 F0.46	
46+29.08	avl 6° 53.13 ✓		1.57	2.07	avl	

Ri Line

Gutter

Curb

T

cb
6.40

+59.76 - Exist Ch 1° 51.375'

+50 1° 45.78' ✓

+25 1° 31.44' ✓

49+0 1° 17.11' ✓

+75 1° 02.78' ✓

48+50 0° 48.44' ✓

130

1.93
1.80

Pub
1.93

128

1.90
1.78

467
5.05
Fo.79
Fo.53

126

1.87
1.76

464
5.03
Fo.79
Fo.50

129

1.91
1.79

461
4.98
Fo.79
Fo.49

132

1.94
1.82

458
4.98
Fo.79
Fo.62

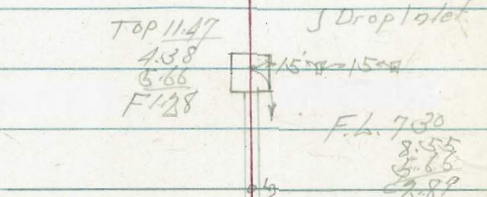
Sunset Cliffs Blvd. "B" Line

Storm Drain 13+50

Nov. 3-52
P.S. 5507
Garber
Rocci
Kelley

RCP 18" x 40'

0+91.5



0+80

"B" 2

0+0

15.66	15.66
11.27	7.70
4.19	8.36
5.49	5.49
F130	287

F.L. 6.80
9.05
8.58
28.47
-15 Feet

BM

5.15

15.85

10.70

x07 MFR
190' R.F.
14+25
180 FL
169 Pipe
8+9

0+62.82

0+41.88 "B" 2

20.94

0+20.94

0+0

BM 7.31 14.30

Sunset Cliffs Blvd. "B" Line

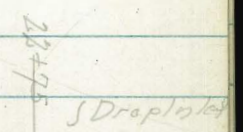
Storm Drain 22+75 Show

Indexed 18

RCP 18" x 64'

22+50

TOP
10.40
3.90
4.50
F0.60
15' NEH



F.L. 5.70
8.60
8.21
C1.79
15' NEH

5.70 FL
7.59 Pipe
17.42
8.21
0-2 RR 40 U
699 20+53 2780
9299.58

Midway Drive Storm Drain

38+0 R/Line

Nov. 28-53
H.S. Simon
Garber
Rorser
Kellay

Included

RCP 64" x 18"

BM 6.11 8.34

173

3.69
4.87
F.I. 118 Grate 4' x 5' c. 1.41 2.00 F.L.

2 R2" 7

TOP 5.42 1.85 F.L.
3.92
1.90
F.I. 98 c. 1.59

BM 2.17 L+T 3/4 3/4 1.57
6.44
8.61
5.16 8" HDPE Culvert
BM 2.45 38+0 R/L

1.29
70.5
4.28
c. 2.27

Fl. 1.00
7.34
6.41
c. 0.93

BM

6.17 2.17 36+0 R/L

Midway Drive Storm Drain

50+ R/Line

Nov. 6-52
H.S. Simon
Garber
Rorser
Kellay

19

RCP 88" x 18"

Grate Top

0.10 0.71
5.40 1.97
c. 1.2 1.23 5+15.87

0.10

+12

+21

+36

+48

+60

+72

+87.13

L+T Inlet

+2.14

Grate Top

0.10 0.71

5.40 1.97

c. 1.2 1.23

0.10

-7.16

-2.59

-2.51

-7.44

-2.27

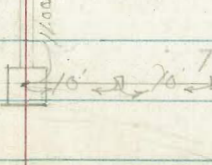
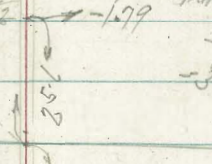
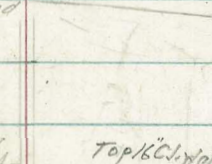
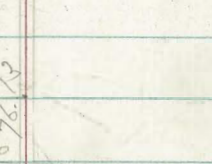
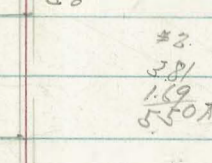
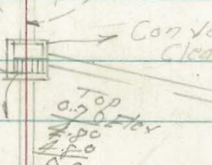
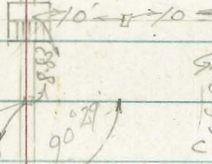
-2.22

-2.20

8.11 2.99

2.95 2.96

c. 2.74 c. 2.86



Grate Top
0.10 0.71
5.40 1.97
c. 1.2 1.23

Can vent to H
Clean out

#2
3.81 BM 3.81
1.69 1.98
5.50 X 5.79

BM 3.81

BM 1.05
1.85
5.91

-1.78
-3.29 = bottom

1 Drop Inlet

Top 4.03 5.59
5.41 1.99
3.12 5.12
c. 2.37 c. 2.62

Sunset Cliff Boulevard
 Ingraham St. Storm Drain

Index

512-18" RCP

Lead Pipe
 NE Cor. E. & M
 W Side Main
 opp 58+0

BM - 4.08 6.33 2.25
 0+0 - 7' S Drop Inlet
 EXIST 14" CIP Top 1.12 0 -3.90 Flow Line

+20 10.15
 4.79
 6.33
 7.57 -3.82

+40 10.06
 4.70
 6.36 -3.73

+60 9.08
 4.64
 6.34 -3.65

+80 9.89
 4.80
 6.37 -3.56

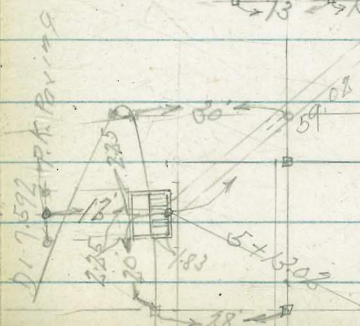
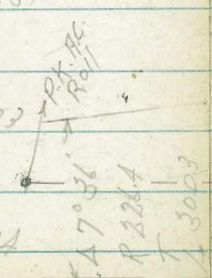
+100 9.81
 4.82
 6.40 -3.48

+120 9.73
 4.59
 6.41 -3.40

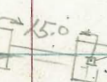
+140 9.64
 3.89
 6.45 -3.31

+160 9.56
 4.34
 6.48 -3.23

+180 9.47
 4.64
 6.52 -3.14



1/4" Curb Line
 Ingraham St
 Flow Bottom
 F. 4.78

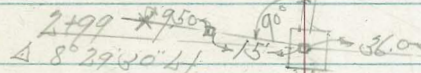


Nov. 7-52
 H. Sisson
 Garber
 Rocco
 Kelley

0+00

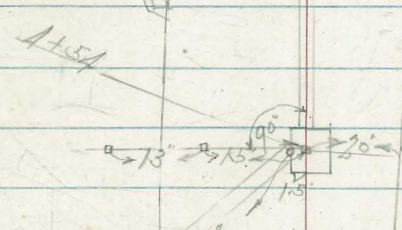
EXIST 14" CIP

199.5
 512-18" RCP



58+37.5
 P.O.T. H

1549
 152-18" RCP



56+83.75

56+56.59 P.O.C.

56+50.39 B.C.R.
 R2

56+26.59 P.O.T.
 R2

6.53

240 -3.06 ^{9.89} _{4.24} c5.15. 15W

+20 -2.98 ^{9.31} _{4.70} c4.61.

+40 -2.89 ^{9.22} _{4.37} c4.86.

+60 -2.81 ^{9.14} _{4.35} c4.79.

+80 -2.72 ^{9.05} _{4.57} c4.57.

+99: $\frac{1}{2}$ S Droplet Top +0.75 -2.65 Fl. ^{8.98} _{4.89} c4.09.

3+19 -2.59 ^{8.96} _{4.46} c3.66

TP 3.76 5.43 4.66 1.67

+39 -2.53 ^{7.96} _{4.26} c3.70

+59 -2.47 ^{7.98} _{3.88} c4.02

+79 -2.41 ^{7.84} _{4.71} c3.13

5.43

3+99 Chak Fl. BM 2.25

4+19 5.7

+39

+54.00: $\frac{1}{2}$ S Droplet Top 1.80

+74 BM 2.25 Resch Inlet Jan 6.53

+94

5+13.02: $\frac{1}{2}$ x Fl Inside H Curbinlet

BM

-2.55 ^{7.28} _{4.20} c3.88 15W

-2.29 ^{7.72} _{4.66} c3.06

-2.24 ^{7.67} _{4.27} c3.88

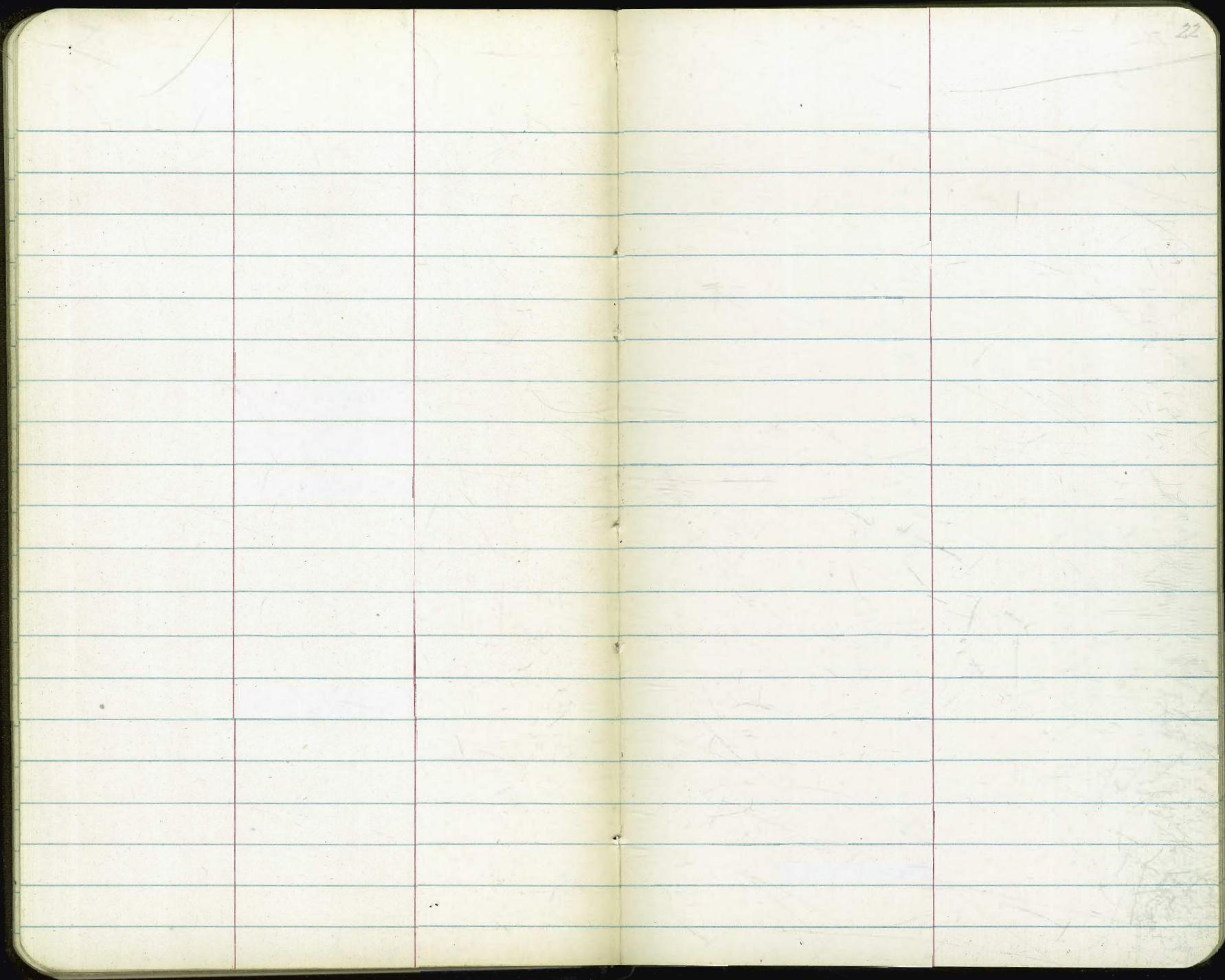
-2.20 ^{7.63} _{4.82} Fl. c3.87 15W

-2.13 ^{7.70} _{4.59} c3.88

-2.06 ^{7.49} _{4.19} c3.22 15

-2.00 ^{7.43} _{4.35} Fl. c3.15 15W

2.16 2.27 ^{2.25} _{2.25} opp 58.48



Midway Drive
Alignment & Grades. X2 Line

Finish Grade
March 2.55

Indexed

Dec. 26-52
H. S. Boy
Gardner
Kaiser
Kellmy

25

Sketch 9 227-43

+6821 ✓

22.86

+45.45 EC 31° 11.47' ✓

27.88 c 27.78

42+17.57 23° 12.29' ✓

32.0 c 31.86

+85.57 14° 02.25' ✓

32.0 c 31.86

+53.57 opp/R 4° 52.21' ✓

17.0 c 16.98

+36.57 = P.R.C. 20° 29.98

10.65

+25.92 15° 14.99

10.64

+15.28 = P.C.C.

42+00.72 X2 = Opp 42+2201 R

C H F

422
421
FO.64

238

5.10
5.82

1.88

5.79
5.92

2.39

3.98
4.37

420
5.34
FO.11

240

5.47
5.80

1.90

5.97
5.94
5.75
5.46

3.21

4.16
4.27

RM. 1.24
3.33
7.37
Sketch
Considering
2.50
1.75

418
5.18
FO.98

242

5.75
6.25
FO.50
FO.94

1.92

2.85

4.58
4.85

4.92
1.7
4.99

416
5.18
FO.62

244

5.23
5.82
FO.63
FO.94

1.94

Start

2.39

4.98
5.31

5.38
5.45

5.91
5.88
6.00
FO.94

1.96

2.07

5.30
6.08
FO.78

5.50
5.89
FO.94

2.00

Δ 60° 59' 58"

R 20'

T 11.78

L 31.29

D 85.9137

2.00

2.02

2.03

x2 Line

27

H F

#2
7877

46 + 25° = P.C.C. 6° 15.30
#100 Ri

34.6° 0.24

45 + 90.40 = Opp 2R 4° 22.23
07 East

119
137
2048

2.20^{cs}

6.09
6.07
60.06
0.0

1.58

211

6.06
6.02
60.07
0.0

1.61

1.09

6.58
1.9
1.78

Ingham St. X1 Line
 Alignment + Grader X1 Line

~~inleted~~

Sketch G299-15

118

+12.45 auto 0° 51.14

5.95

57+06.50 BC 1/4 ✓

East Line Station

+60.33 = R1

1467

+44.52 FC 10° 45'

18.76

+25.76 8° 02.75'

18.76

56+07° 5° 22.50'

18.76

55+88.24 2° 41.25'

18.76

55+69.47 BC x1

West Line Station

N Gut E Gut

0.42

1.10
1.25
5.36

1.09
16

1.30

1.10
1.25
5.15

1.25

+44.52 FC 14° 20.50' 1.38 1.20

12.07

+37.45 10 21.81
+32.45 10 10.50' 1.65

14.74

+17.71 5° 05.25' 1.86 1.16

14.74
614.98
56+02.97
BC # Line

1.98 1.15

2.00

N2 Cor
 BN 225
 32.5
 57.01

A 28° 41'
 R 220
 T 21.22
 L 41.35
 D 20.7023

M.Gut F.Gut

X
+ 2228 FC #15077 16° 35.03'

1.70
2.25
5.15
1.00
1.415
1.35
4.35
2.25
5.10

5870 13° 23.58'

0.89
15.61
1.40

1769

A 33° 10' 04"

+ 8231 10° 51.52'

4.83
2.25
5.58
0.87
16
1.40
4.35
2.25
5.05

32.2

R 200

T 59.56

+ 50 6° 13.85'

0.97
16
1.36

11.20

L 115.78

D 8.5944

+ 3870 1° 36.74'

4.76
2.25
5.27
1.00
1.34
4.35
2.25
5.11

1370

+ 25 3° 39.00'

1.32

837

574 16.63 1° 27.07'

0.4
1.31

East 4.12 0.57 1.10 1.10

Senior Graders Midway Drive

Advised

Dec. 9. 52
4510500
Garber
Rorer
Kelley

offset 15' N.E.

30

1+44

8° 15' ✓

-2.32 8.68
5.15
C 3.33
15' RT Stab

1+44

62.52

37+87.80

1+20

6° 52' 30" ✓

8.68
5.15
C 3.55
15' RT Stab

+76

5° 30' ✓

8.68
5.02
C 3.66
15' RT Stab

A 16' 30"

R 500'

T 72.50

L 144

D 3.438

+72

4° 07' 30" ✓

8.68
5.32
C 3.37
15' RT Stab

+48

2° 45' ✓

8.68
5.53
C 3.15
07 HC

+24

1° 22' 30" ✓

8.68
5.27
C 3.41
15' RT 07 HC

0+00

BM

419

6.36

-2.32

2.17

4+T 2' Island
36+0 R.

0+00

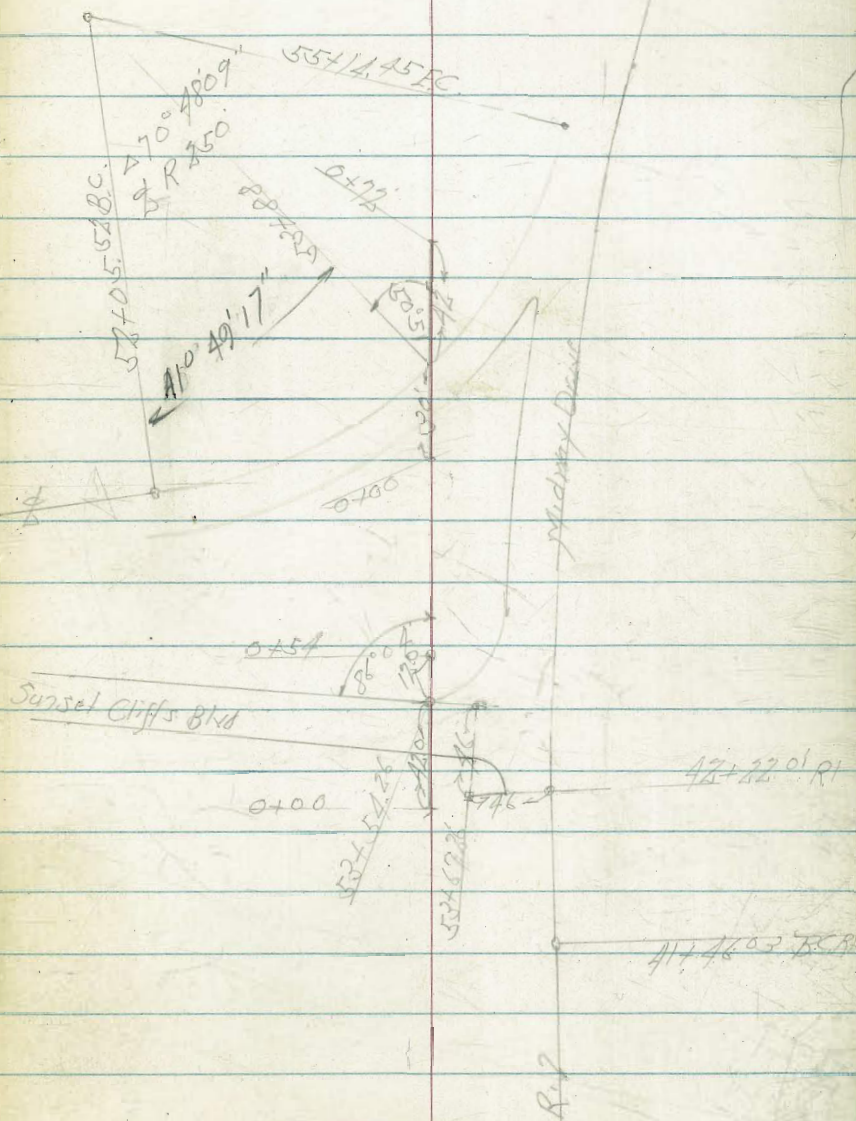
Existing 8" C.I. Pipe

Senter Grader Sunset Cliffs Blvd
 And Midway Drive

Dec. 9-52
 H. Sisson
 Garber
 Porter
 Kelley

Indexed

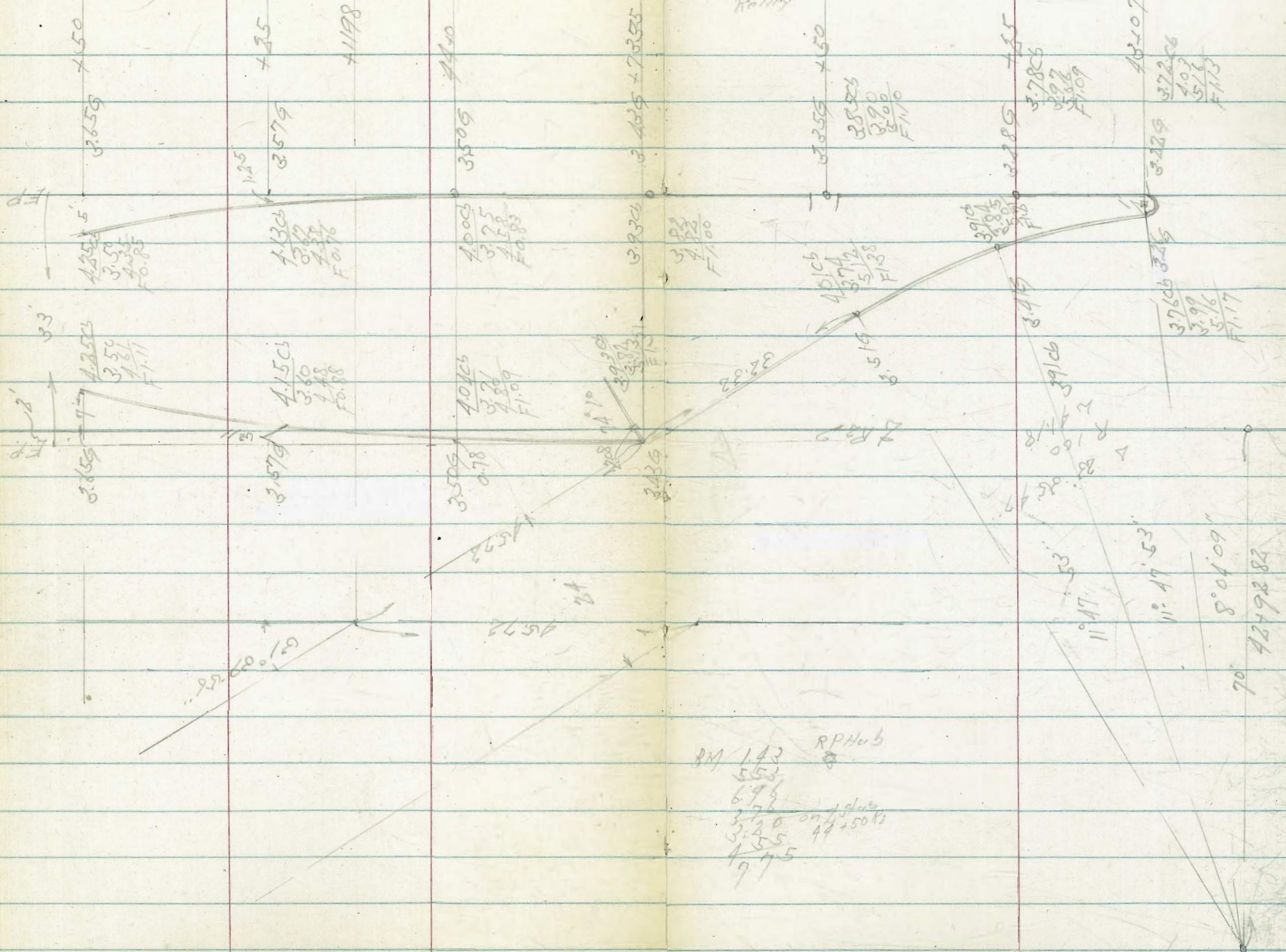
+72 - Plug	8.74 5.08 -2.32 c3.6
+48	8.74 9.25 c4.72
+24	8.74 9.15 c4.59
0+00 = Plug	8.74 9.09 -2.32 c4.5 15 R
+54 - Plug	8.74 5.23 -2.32 c3.51 15 R
+36	8.74 9.28 c3.7
+18	8.74 9.59 c4.18
0+00 = Plug	8.74 9.53 -2.32 c4.21 15 R
BM 4.58 6.42	1.84 L+T Flych Midway Sunset Cliffs



Curb Grader Cross Over
4340 to 44+50 R2 Line

Jan. 26. 53
H.S. 550
Garber
Pomeroy
Holladay

Indexed



11-28-55

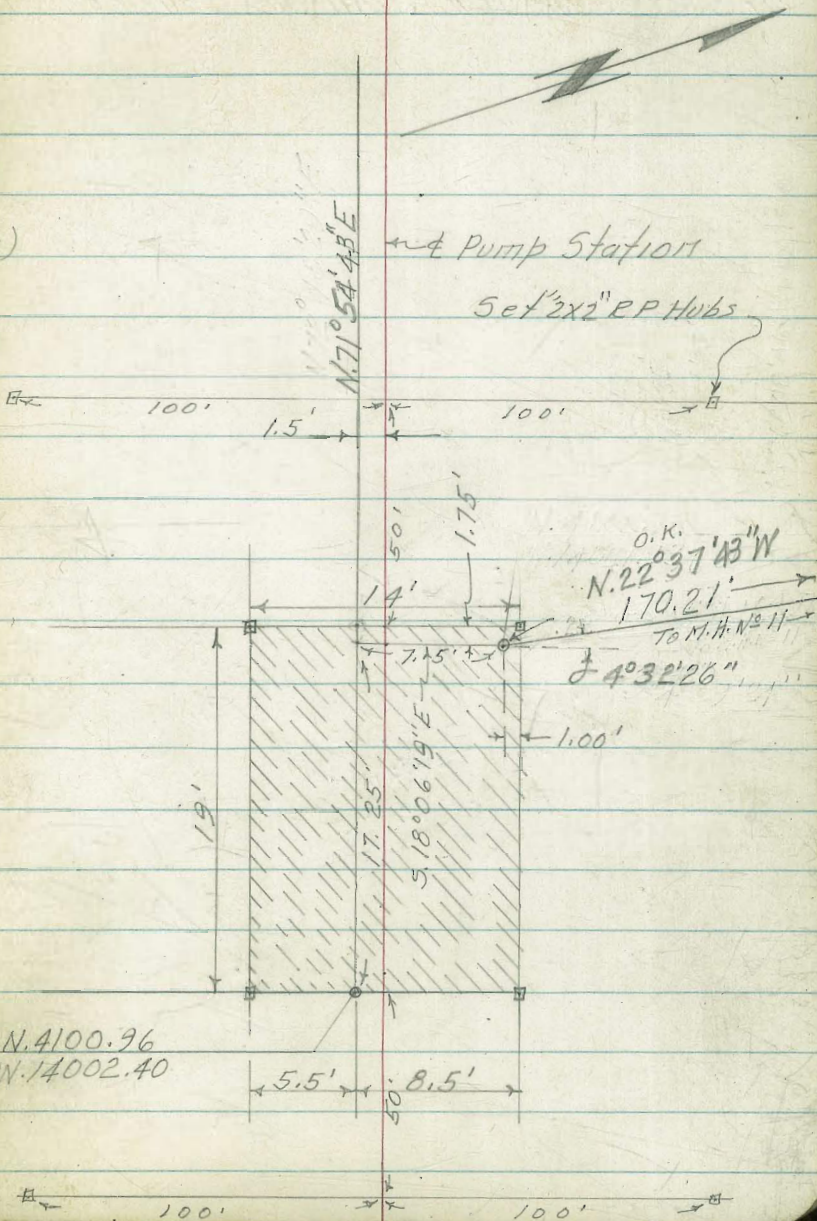
Stamper
Huffman
Blunt
Kelley

35

LOCATION OF SEWER PUMP STA. SUNSET PT.

W.O. 64078

Sta	+	H.I.	-	Elev.
B.M.				3.60 (City Datum) ^{1/5 LE}
	2.84	6.44		
			5.26	1.18 ^{Chis. Cross NW. Coy. Transformer}
	5.31	6.49		
			2.90	3.59-3.60 ^{1/5 LE}
B.M.				1.18
	1.17	2.35		
T.B.M. Top NE Cor. Form		12.96	-	10.61 ^{Set Nail}
T.B.M. Top NW Cor. Form		13.57	-	11.22 ["]
B.M. Settled				1.12 Use
Fin Floor.				2.53 - 2.48
				-0.67
bot. floor				1.86
				1.86
Bot Floor				-17.51
Fin Floor	Top			2.47



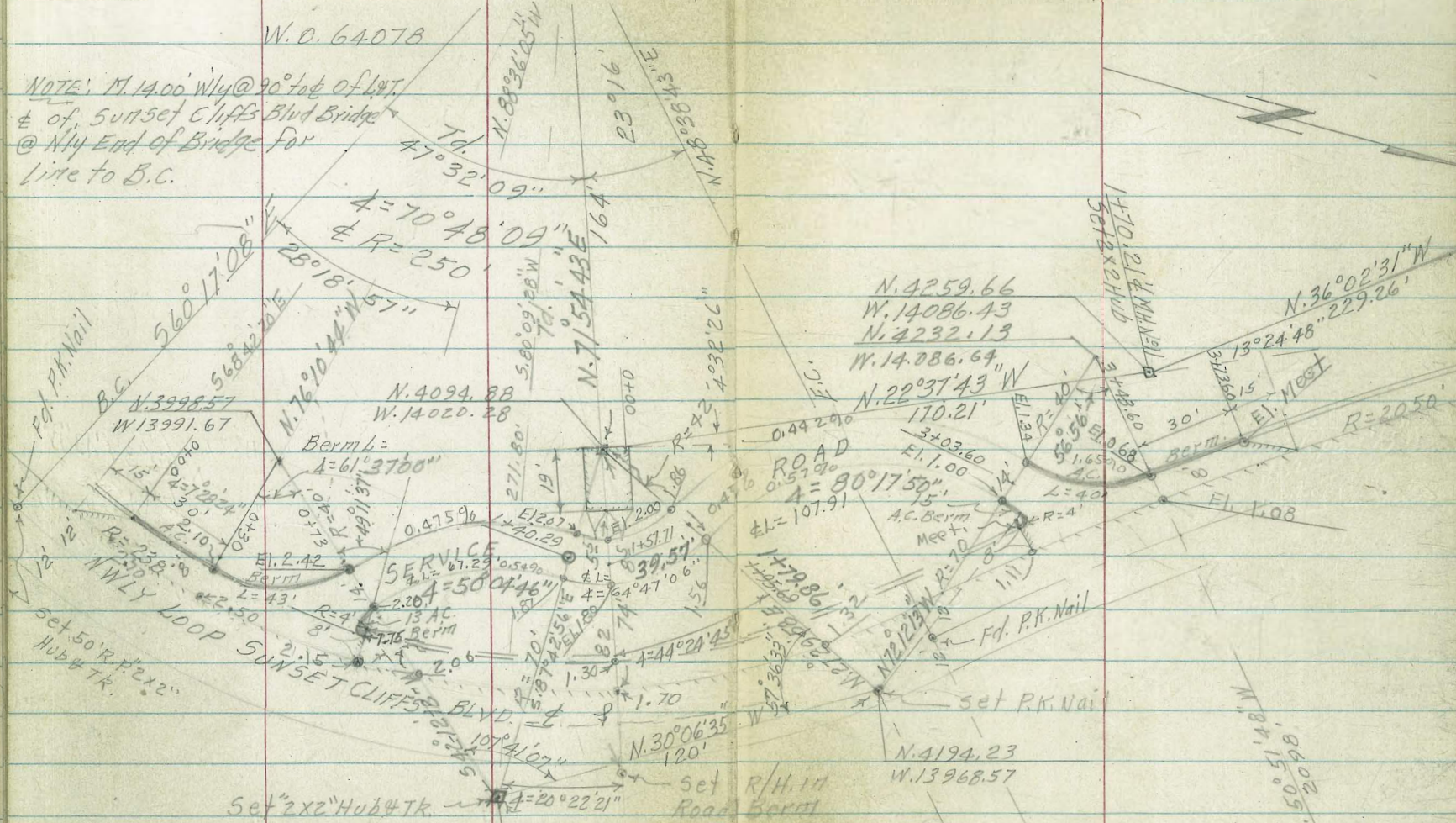
N.40 43.96
W.14176.17

Set 2x2 Hub & Tr

TIES TO SERVICE ROAD SUNSET POINT

W.O. 64078

NOTE: M. 1400' Wly @ 90° to E of L&T
& of Sunset Cliffs Blvd Bridge
@ Nly End of Bridge for
line to B.C.



(see Pg. 77 for grades)

SW-Cor Tr. Pac	1.56 45 Rd.	1.10
NW-Cor Trans Pac	1.37 37 Rd.	1.12

Center Coords 2000' R

N. 5556.33
W. 12459.34

M.H.N° 3
21+45.05

38

N 10° 18' 49" W
273.83'
23° 06' 13"



2+00

73
C 12.79 ✓
2.04 - 2.10
-10.69

M.H.N° 4
18+71.23

1+85

88
C 12.94 ✓
2.15 - 2.21
-10.73

73
C 11.77
0.99 v - 0.95
10.78
30' RT

14.79

86
C 12.93 ✓
2.08 - 2.15
-10.78

1+70.21 ← M.H.N° 11 ↑

N 12° 47' 24" E
238.05

20.21

13
C 12.2 ✓
1.29 - 1.35 v
-10.86

M.H.N° 5
16+33.18

1+50

0.40 %

12
C 12.78 ✓
1.22 - 1.16
-10.96

238.05'

14.25

3)
C 11.38 ✓
0.32 - 0.25
-11.06

M.H.N° 6
13+95.13

1+00

238.06'

3+50

C 11.92⁸⁶
1.62 ~ 1.68
-10.24

3+25

C 12.17¹¹
1.80 ~ 1.86
-10.31

3+00

C 12.34³¹
1.92 ~ 1.98
-10.39

2+75

C 12.72⁶⁶
2.20 ~ 2.26
-10.46

2+50

C 12.86⁸⁰
2.26 ~ 2.32
-10.54

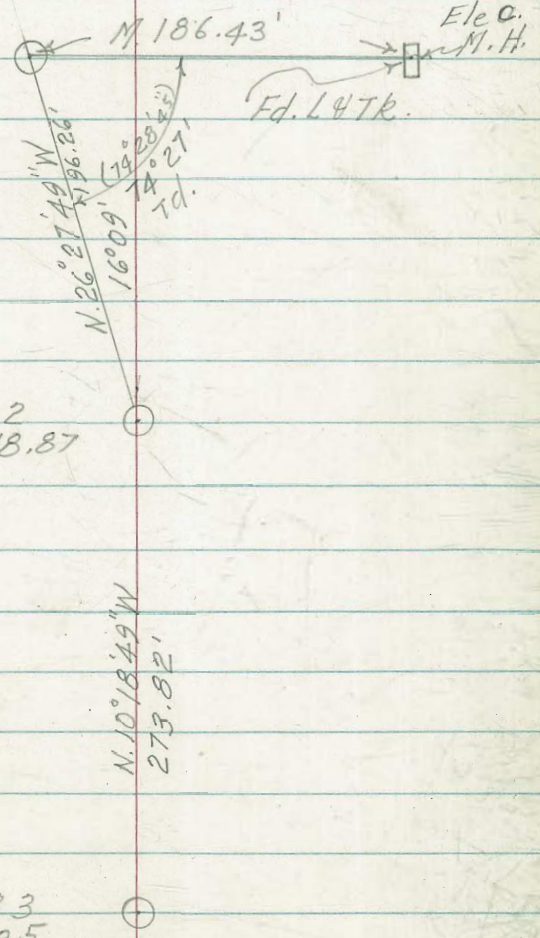
2+25

C 12.69⁶²
2.01 ~ 2.08
-10.61

M.H. No 1
26+15.13

M.H. No 2
24+18.87

M.H. No 3
21+45.05



5+00

C11.43
1.64
-9.79

4+75

C11.47
1.61
-9.86

4+50

C11.69
1.75
-9.94

4+25

C11.46
1.45
-10.01

25.53

3+99.47 = ϕ M.H. N^o 10

62 62
C11.67 10.67
1.53 1.58 0.58 0.53
-10.09 10.09
30 RT

24.47

3+75

93
C11.98
1.77 1.82
-10.16

21.27

- 6+28.73 = M.H. N°9

13.73

6+15

6+00

5+75

5+50

5+25

C10.59	C9.98
1.14	0.58
-9.40	9.40
	25'

C10.49
1.05 ✓
-9.44

C10.66
1.17 ✓
-9.49

C10.72
1.16 ✓
-9.56

C11.10
1.46 ✓
-9.64

C10.62
0.91 ✓
-9.71

7+75

$$\begin{array}{r} C10.56 \\ 1.60 \checkmark \\ -8.96 \end{array}$$

7+50

$$\begin{array}{r} C10.88 \\ 1.84 \checkmark \\ -9.04 \end{array}$$

7+25

$$\begin{array}{r} C10.83 \\ 1.72 \\ -9.11 \end{array}$$

7+00

$$\begin{array}{r} C10.94 \checkmark \\ 1.75 \checkmark \\ -9.19 \end{array}$$

6+75

$$\begin{array}{r} C11.08 \\ 1.83 \checkmark \\ -9.26 \end{array}$$

6+50

$$\begin{array}{r} 10.95 \\ C 1.61 \\ -9.34 \checkmark \end{array}$$

21.27

9+00

C/2.30
3.71
-8.59

8+80

C/11.79
3.14
-8.63

11.27

C/11.58 C/11.03
2.90 2.35 ✓
-8.68 ✓ -8.68
25

8+68.73 = 4 M.H.N° 8

18.73

C/11.82
3.08 ✓
-8.74

8+50

C/11.65
2.84
-8.81

8+25

C/10.25 ✓
1.86
-8.89

8+00

10+50

74
C13.50
536
-8.14

10+25

C13.58 ✓
536
-8.22

10+00

C13.35 ✓
506 ✓
-8.29

9+75

C13.58
521 ✓
-8.37

9+50

C13.04
460 ✓
-8.44

9+25

C12.58
406
-8.52

11+75

17.93

11+57.07 = M.H. N° 7

7.07

11+50

11+25

11+00

10+75

C12.90

5.13

-7.77

-7.77

25

C13.17 C12.76

5.35

494

-7.82

7.82

25

C12.74

4.90

-7.84

C13.10 v

5.18

-7.92

C13.25 v

5.26

-7.99

C13.31 v

5.24

-8.07

13+25

C/12.07
4.75
-7.32

13+00

C/11.44
4.04
-7.40

12+75

C/11.20 ✓
3.73
-7.47

12+50

C/11.67 ✓
4.13
-7.54

12+25

C/11.26 ✓
3.64
-7.62

12+00

C/11.61
3.91
-7.70

14+50

$$\begin{array}{r} C11.06 \\ 4.12 \\ -6.94 \end{array}$$

14+30

$$\begin{array}{r} C11.41 \checkmark \\ 4.40 \\ -7.01 \end{array}$$

14+15

$$\begin{array}{r} C11.30 \checkmark \\ 4.24 \\ -7.06 \end{array}$$

19.87

13+25.13 = M.H.N^o 6
$$\begin{array}{r} 36 \\ C11.41 \quad C11.20 \checkmark \\ 4.30 \quad 4.09 \\ -7.11 \quad 7.11 \\ \quad \quad 25'28'' \end{array}$$

20.13

13+75

$$\begin{array}{r} C11.41 \checkmark \\ 4.24 \\ -7.17 \end{array}$$

13+50

$$\begin{array}{r} C11.46 \checkmark \\ 4.21 \\ -7.25 \end{array}$$

16+00

$$\begin{array}{r} C 9.71 \\ 3.22 \\ -6.49 \end{array}$$

15+75

$$\begin{array}{r} C 9.94 \\ 3.33 \\ -6.56 \end{array}$$

15+50

$$\begin{array}{r} C 10.04 \\ 3.40 \\ -6.64 \end{array}$$

15+25

$$\begin{array}{r} C 10.20 \\ 3.49 \\ -6.71 \end{array}$$

15+00

$$\begin{array}{r} C 10.86 \\ 4.07 \\ -6.79 \end{array}$$

14+75

$$\begin{array}{r} C 11.24 \\ 4.38 \\ -6.86 \end{array}$$

17+25

17+00

16+75

16+50

16.82

16+33.18 = ~~4~~ M.H.N° 5

18.18

16+15

C8.93 ✓
2.81
-6.12

C8.80
2.60
-6.20

C8.88
2.61 ✓
-6.27

C8.99
2.63
-6.34 ✓

C9.26 C9.29 ✓
2.87 ✓ 2.90
-6.39 6.39
25'

C9.51 ✓
3.07
-6.44

13.77

18+71.23 = ϵ M.H.N° 4

CB. 25 (CB. 39)
2.57 2.71
-5.68 -5.68
25' RP

21.23

18+50

CB. 13
2.38 ✓
-5.75

18+25

CB. 13
2.31 ✓
-5.82

18+00

CB. 20
2.30
-5.90

17+75

T.P. Stub 17+75 25' rt. 2.43

CB. 40 ✓
2.43
-5.97

17+50

CB. 50 ✓
2.46
-6.04

20+00

C 8.03
2.73
-5.30

19+75

C 7.90
2.53 ✓
-5.37

19+50

C 7.95
2.51 ✓
-5.44

19+25

C 8.12
2.60
-5.52 ✓

19+00

C 8.43
2.83 ✓
-5.60

18+85

C 8.50
2.86 ✓
-5.64

14.95

21+45.05 = E.M.H. No 3

20.05

21+25

21+00

20+75

20+50

20+25

C 7.21	C 7.44
2.33 ✓	2.58
- 4.86	4.86
	25' rt

C 7.32
2.60 ✓
- 4.92

C 7.74
2.74
- 5.00

C 8.02
2.95 ✓
- 5.07

C 8.20
3.06 ✓
- 5.14

C 8.02
2.80 ✓
- 5.22

22+75

7.02 ✓
2.56
-4.46

22+50

7.13
2.59 ✓
-4.54

22+25

7.18
2.57 ✓
-4.61

22+00

7.44
2.73 ✓
-4.69

21+75

7.22
2.46
-4.76 ✓

21+60

7.16 ✓
2.35
-4.81

11.13

24+18.87 = ϵ M.H. No 2

C 5.87 [✓]	C 5.79 [✓]
1.84	1.76
- 4.03 [✓]	4.03
	25' R.P.

24+00

C 5.81
1.74 [✓]
- 4.07

23+75

C 6.20 [✓]
2.04
- 4.16

23+50

C 6.60 [✓]
2.36 [✓]
- 4.24

23+25

C 6.65 [✓]
2.34
- 4.31

J.P. stub 23+25

2.34

23+00

C 6.86 [✓]
2.49 [✓]
- 4.37

25+50

C 5.71 ✓
2.07
- 3.64

B.M.

360 = 360 1/2

25+25

C 5.79 ✓
2.07 ✓
- 3.72

25+00

C 5.58 ✓
1.78
- 3.80 ✓

24+75

C 6.01 ✓
2.14
- 3.87

26+15.13 = ~~4~~ M.H.N.°1

C 5.86 C 5.98
2.41 2.53
- 3.45 3.45
25.89

24+50

C 5.99 ✓
2.03
- 3.94 ✓

26+00

C 5.76 ✓
2.26
- 3.50

24+30

C 5.87 ✓
1.87
- 4.00

25+75

C 5.70 ✓
2.13
- 3.57

Ref. F.B. 2331

1-09-56

Stampert
Huffman
Blunt
Kelley

36

GRADES - 8" PRESSURE SEWER SUNSET
POINT W.O. 64078

NOTE: Offset Stakes 10' Rt. of L

0+75

C 5.51 ✓
2.88
- 2.63

Fd. 2x2" Hub
3+56.21 P.O.T.

56.69'

R1 Sta. 41+46.03'

Fd. 4.4 C.T.

0+50

C 5.84 ✓
3.20
- 2.64

0+25

C 6.00 ✓
3.35
- 2.65

∠ Pt. = 20°25' Rt.
0+06.20

0.04%

C 6.33 ✓
3.67
- 2.66

Make
0+00 Connection

- 2.66

4 Rt. 20°25'
0+06.20
Fd. 2x2" Hub.

0+00 Make
Connection

B.M.

1.18

(See Pg. 35)

Drive

80°

N 53° 35' 04" W R1 Line & Midway



Existing 8" C.I.
Sewer Main

2+25

C 3.74 ✓
1.17
2.57

2+00

C 3.85 ✓
1.27
- 2.58

1+75

C 3.82 ✓
1.23
- 2.59

1+50

C 4.07 ✓
1.47
- 2.60

1+25

C 5.06 ✓
2.45
- 2.61

1+00

C 5.07 ✓
2.45
- 2.62

7+17.31
End EXIST 8" PIPE

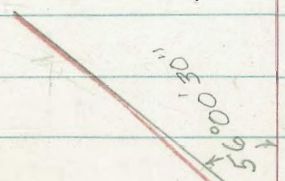
7+18.66
LINE ONLY

6+44.6
EXIST 8" PIPE

4+93.01
END EXIST 8" PIPE

4+38.46
EXIST 8" PIPE

3+56.21



N 52° 05' 49" W

3+25

C 4.10 ✓
1.59
-2.51

3+50

C 4.15 ✓
1.63
-2.52

3+25

C 4.27 ✓
1.74
-2.53

3+00

C 4.32 ✓
1.98
-2.54

2+75

C 4.70 ✓
2.15
-2.55

2+50

C 4.11 ✓
1.55
-2.56

5725

5400

End pipe
4+93 Make Connection

End Existing 8"
4+38.46 Make Connection

4+25

4+00

C 4,81 ✓
233
- 2.48

C 4,89 ✓
241
- 2.48

C
- 2.48

C
- 2.48

C 4.15 ✓
1.66
- 2.49

C 4.11 ✓
1.61
- 2.50

7+65.06 = End Line

Alt. 56°00'30"

7+18.66 = L.P. Line Only

7+17.31 End Existing 8" Make Connection

T.B.M.

1.17 ~ 1.18 Starting Bench

6+44.6 C.I. Make Connection

6+25

6+00

5+75

5+50

-6.61
@ bldg

60

-2.48

-2.48

C 5.02

2.54

-2.48

C 4.87

2.39

-2.48

C 4.84 ✓

2.36

-2.48

C 4.92 ✓

2.44

-2.48

Ref DWG 5503-B

FB 1689-75

7-17-56

WD. 20483

Stamped
Hoffman
Blunt
Kelley

51

GRADES 42" CULVERT BETWEEN 49TH
& ESTRELLA ON UNIVERSITY AVE

1+91.55 = P.O.C. 11.0%

L = 12.45

↑

C = 12.44'

1+79.10 = B.C. 11.4%
R = 90' C = 24.82'
L = 24.90'

3%

295.72

295.34 295.34
RP 10' RT RP 25' RT RP 50' RT

1+11.36 = Jct. Type "F" C.O.

↓

0+49.73 = P.O.T. Stub.

293.31 293.31
Set P.K.
10' W. ON
& Drain To
East.

0+15.95 = End of Existing
42" Corrug Pipe

4.3%

289.20

0+00 = Begin Constr.

50'
Line
Stub

25'
Set
Stub.

288.52

288.52

10' RT 25' RT
Set Stub RP
Stub

B.M.

312.36

NFBP. 49th & University

0+54

310.43
Top Grate

0+54 = 4" Type A-2 C.O.

304.26
F.L.

0+36

301.89

0+18

299.49

0+00 = 1+11.36 Type "F" C.O.

13.36

297.10
R.P. 10' W.
Set P.K.

297.10
1 m/et El.

2+04.00 = End 42" Pipe

25' Lt.
Set stub

296.09

296.09

10' Rt 25' Rt
Set stubs

L = 12.44

L = 12.45

CURB GRADES N. SIDE MONROE AVE, WLY
FROM CAMPUS AVE TO ALLEY WD. 20008

1+25

FO. 43 ✓
8 52
348.95

1+00

FO. 45 ✓
8 42
348.87

0+75

FO. 44 ✓
8 34
348.78

0+50

FO. 41 ✓
8 29
348.70

0+25

33.80

FO. 42 ✓
8 20
348.62

0+02 = E.C. Alley Line

F. 0.32
8 22
348.54

B.M.

349.00

TOP NE CB. & EA Campus

1+39

F O. 36 V
864
349,00

Sunset Cliff Blvd B Line
Levels on Settlement Boards

Indexed

TP 5.16 1201 464 6.85

1640

1540

1440

1240

1240

1140

B.M. 0.79 11.49

X on M.H. Rim
10.70 195 Rt. 14235

St. Marks

NOTE: Figures in red indicate
Elev's on top of boards
after Settlement

11 Dec. 1952

T. Stamper
R. Sisson
A. Sherry
R. Shorey
12.77
7.66

4.08

6'

11.09

6.45

4.64

6'

10.71

5.00

5.67

6'

10.76

5.18

5.58

6'

10.79

5.63

5.16

6'

10.98

4.36

6.62

6'

Oct. 10 - 1952 65
H. Sisson
Garber Rd
Roper
Kelley

Boards 2" x 12" x 24"
21" Laid Normal to Settlement

5.58
6' on Board
5.59
6' on Board
5.57
6' on Board
5.57
6' on Board
5.59
6' on Board
5.59
6' on Board

11.29

Sunset Cliffs Blvd. 'B' Line

Oct. 17-52 66

Start 2240

Lt. North

12-12-52

2240

12.08

7.40

4.68

0.0

7.87

6007 Board

7.71

2307 Board

TP

553

1252

502

699

07 46 47 RP

706

20452189c

6.99

9299-38

12.52

2140

11.95

6.78

5.17

6

05.59

651

607 Board

7.28

2307 Board

2040

12.47

12.78

7.17

5.30

6

13.56

630

607 Board

1940

12.39

7.90

4.49

6

916.16

5.85

607 Board

1840

11.76

5.70

6.06

6

05.59

5.51

607 Board

1740

11.72

6.23

5.49

6

05.59

5.10

607 Board

12.01

12.01

Sunset Cliff Blvd. B' Line

8

Rt. East

67

28+0

12-16-52
185
5.64 13.20
40 7.65
40 on Board

27+0

185
5.24 12.94
40 7.27
40 on Board

26+0

12-15-52
129.5
6.76 5.69
0.0
185
5.24 12.94
40 7.27
40 on Board

25+0

129.5
6.76 5.69
0.0
185
7.68
7.00 on Board

24+0

11.64
6.15 5.49
0.0
185
7.88
7.30 on Board

TRM.

10.51

TOP N.E. COR
INLET @ STN

22+75 ± B' Line

23+0

11.27
5.90 5.37
0.0
185
7.83
7.35 on Board

12.52

12.52

Sunset Cliff Bld "H" Line
Levels of Settlement Boards

TP 5.16 12.01 4.64 1.85

17+0

16+0

15+0

14+0

13+0

12+0

B.M.

10.70 (see F9)
11.49 Brit Ford. Pegs 15

Lt. North 2
Dec. 15, 52 Stampet
5.55 on sherry
Shorey sherry
NOTE: Figures in Red denote
Elev's. on top of boards
after settlement has
occurred

11.15
5.33 5.85
6

10.65
5.60 5.65
6

10.76
5.20 5.56
6

5.20
4.67
6 on Board

5.20
5.16
6 on Board

5.20
5.15
6 on Board

5.20
5.11
6 on Board

5.20
5.11
6 on Board

5.20
5.18
6 on Board

Oct 10 - 1952 68
R.S. Iron X
Garber Rod
Roger Kelley

Indexed

11.49

Sunset Cliffs "A" Line

23+0

22+0

TP 559 12.52 507 699 20+52.68.80

21+0

20+0

19+0 T.B.M.

18+0

B.M.

12.01

10.70 (See Pg. 65)

St. North

NOTE: Figures in Red Indicate
Elev's on Top of
Boards after
Settlement

8.92
4.54
6.92 Board

12-16-52

11.84

7.08 4.76
6

7.49
6 on Board

check
12-15-52

6.95

12.52

14.10
6 on Board

12.07
6.20 5.87
6

5.95
6 on Board

12.33
14'

5.43
6 on Board

11.59
5.14 6.75
6

4.87
6 on Board
12.01

Sunset Cliffs Blvd. North of Bridge

Levels on Settlement Boards

13+0 to 33+0

48+0

47+0

TP

46+0 1.96 BC Rt Lane

TP

500

699

783

1.99

45+0

44+0

4

43+0

TP

0.45

982

11825

9.27

BN

3.515

21205

17.69

D.N.V. Cor
Highway
Sunset Cliffs
Bridge

Boards 2 42 x 44
24" 20' Normal Tapered

12-23-52

5.067 - 0.29
5.35 37

6.09
6.32 - 0.23
37

7.56
7.75 - 0.19
37

10.56
9.96 - 0.60
37

7.11
37 on Board

7.10
37 on Board

7.00
37 on Board

10.22
37 on Board

8.90
37 on Board

8.44
37 on Board

Rt. F

NOTE: Numerators in Red
indicate Elev's of Top
of board after Settlement

12-24-52

6.94
6.84
6.70 - 0.10
37 on Board

9.21
10.08
10.19 - 0.87
37 on Board

10.30
10.08
8.96 - 0.42
37 on Board

7.56
37 on Board

9.82

At rest

71

12-23-52

T. Stamper
R. Sisson
R. Shorey
A. Sherry

5240

2.88 - .07
2.95 30

500
6.87
37 on Board

5140

3.37 0.35
3.02 30

500
6.41
30

TP

5040

3.54 - 1.99
5.53 37

8.40
37 on Board
6.87

TP 8 488 6.87 500 1.99

1940

4.23 - 1.44
5.67 37

8.26
37 on Board
6.99

6.99

Sunset Cliffs Blvd. Right Lane
Levels on Settlement Boards

BM 4.49 1.82

53+0

52+0

51+0

50+0

49+0

48+0

47+0

TP 28 426 (2)

1.99

LITNEY Co
Midway
Sunset Cliffs
1-34

Indexed

Oct. 18. 52
F.S. 5.107
Rorer
Paper Rod

5

Rt. East.

72

1.84
4.47
26.07 Board
out
26

1.27
5.04
26.07 Board
1.24 2.59
26 1.35

1.20
5.11
26.07 Board
1.17 2.82
26 1.65

1.00
5.21
26.07 Board
0.85 3.30
26 2.45

0.88
5.23
26.07 Board
0.17 3.47
26 3.30

0.75
5.21
26.07 Board
0.31 4.59
26 4.28

0.65
5.25
26.07 Board
0.39 5.43
26 5.04

631

Indexed

MIDWAY DRIVE SETTLEMENT BDS.

Stamped 11-19-52
Bisson
Sherry
Shorey

12-26-52

Rt East

Sta Re Line

NOTE: Boards Set @ 90° Lt. of forward instr.

47+00

Levels Run With direct
E.P. 0.45 0.50 2.65
55 55 2.20

46+00

Reading Rod -0.11 0.00 2.70
55 55 2.85

T.P.

R.P. RT

Numerators = Elev's.
Denominators = Dist. Out

45+00

0.69 80'

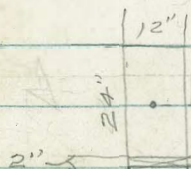
-0.11 0.02 2.50
55 55 2.61

44+00

R.P.

0.42 0.54 2.28
55 55 1.86

42+98.19



90°

R.P. -0.17 -0.07 2.08
55 55 2.25

42+00

Pattern As Set

-0.42 -0.30 2.18
55 55 2.60

T.P.

R.P. RT

41+00

0.90 68.8

-0.08 0.06 2.14
55 55 2.22

40+00

-0.32 -0.16 2.80
55 55 3.12

39+00

0.26 0.43 3.23
55 55 2.97

38+00

out 0.25
55

B.M.

1.73

G-299-56

11-19-52

MIDWAY DRIVE SETTLEMENT BDS CONTD.

Rt. East

Sta "N" Line

NOTE: Numerators in Red Indicate Elev's after full Settlement has Occurred

B.M. 3.64 ~ 3.60

City "Isle" L.H.T. to Elec. M.H. N/ly Central

Island @ Intersection Midway & Ventura Blvd

53+00

-0.49 -0.42 1.82
24 24 2.51

52+00

out -0.16
24

51+00

out 0.25
24

50+00

out 0.09
24

T.P. 49+00

R.P.R.F. 1.02 38'

-0.08 0.01
24 24

48+00

0.04 0.20
24 24

11-20-52

Indexed

MIDWAY-DRIVE SETTLEMENT BOARDS CONTD

West Lt

£

MIDWAY BRIDGE NORTH G-299-55-6

Sta.

S Line

B.M.

1.73 ~ 1.73

40+00

1.36
12.12

39+00

0.74
12.12

38+00

0.82
12.12

37+00

0.20
12.12

36+00

S Line

-0.55
12.0

34+82.50

Dist out from Midway

-0.03
49.3

34+00

" " " "

0.23
45.3

41+00

S Line

B.M.

1.73 G-299-56

See Sketch Pg. 36

77

Lt.

Rt.

GRADES SERVICE RD. SUNSET POINT.

W.O. 64078

π @ Service Rd. $d=22.323031$

$\epsilon R=77'$ $\Delta=50^{\circ}04'46''$

$0+73 = P.R.C. \Delta L=67.29'$

$\Delta=61^{\circ}37'$

$L=215'$

ϵ Sta.

$0+51.5$ P.O.C. $\Delta=30^{\circ}48'30''$

$L=215'$

π @ Ctr.

W. Δ $\epsilon R=40'$ $\epsilon P, L=43'$ $\Delta=61^{\circ}37'$

$0+30 = P.C.C. def \Delta=3^{\circ}44'12''$

$L=15'$

$0+15$ P.O.C. $def \Delta=1^{\circ}52'06''$

$L=15'$

$\epsilon P, R=230'$ $\Delta=7^{\circ}28'24''$

$0+00$ $L=36'$ = P.O.C.

$d=7.473362$

B.M.

1.18

(See Pg. 35

C0.35

2.77 ✓

2.42

F0.13

2.07

2.20 ✓

F0.41

1.85 ✓

2.26

C0.58

2.68 ✓

2.10 2.05

~~C0~~

~~2.68~~

~~2.20~~

2.05

Meet

3+73.60 = End Ac. Berm

15'

3+58.60

15'

3+43.60 = P.O.C. 4 = $56^{\circ}56'$

10

3+33.60 P.O.C. 4 = $42^{\circ}42'$

10

3+23.60 P.O.C. 4 = $28^{\circ}28'$

10

3+13.60 P.O.C. 4 = $14^{\circ}14'$

10

lt

+

et

77

Meet

0.64

FO⁰⁵

0.63

0.68 0.68

FO¹⁴

0.70

0.84

FO²⁰

0.81

1.01

Grade

1.17

1.17

Sunset Cliffs Blvd. "A+B" Line
 Check Levels on Settlement Boards

Oct. 17-52

H. S. Jones
 Garber
 Porter
 Kelley

16+0 "A"

8.5
 7.57
 6.11 out
 on Board

16+10 "B"

8.76
 6.11 out
 on Board

7.80
 5.95
 19.6 on Stab

8.90
 6.65
 29.6-R.P.

15+0 "B"

10.5
 8.74
 6.11 out
 on Board

7.56
 7.19
 19.4 on Stab

8.60
 7.15
 29.4 on Stab

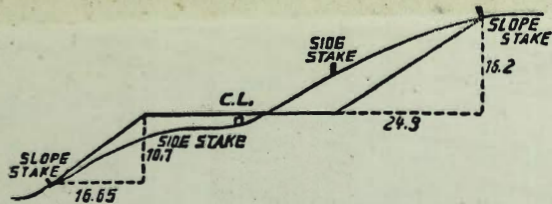
8.11

3.05

13.75

10.70

X.07 MHRm
 190' RT. 14+25



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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