

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.

MICROFILMED

APR 15 1965

DIRECTIONS FOR USE OF TABLES

TABLE NO. XIV

Distance of slope made from the horizontal
take for any value of θ , and $\sin \theta$ is
If θ is given, $\sin \theta$ is given

IMPROVED TABLES
AND
INFORMATION

TABLE NO. VII

To find θ given $\sin \theta$ and $\cos \theta$ for any
other value of θ , by the use of
the tables find in $\sin \theta$ column
Degree of θ with $\sin \theta$ and $\cos \theta$
by dividing $\sin \theta$ by $\cos \theta$
The θ thus found will be the angle
the \sin is $\sin \theta$ and the \cos is $\cos \theta$
being divided by $\cos \theta$ the \sin

et
ct
st
ct
II

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	.032	.037	.043	.049	.053	.057	.061
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	.977	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

INDEX

INDEXED
JEP

DESCRIPTION	PAGE
✓ PARADISE HILLS STORM DRAIN #1 105A	
RANCHO DRIVE Wly to Rachael	1
Schuyler to Rancho Drive - BIK 9	5
POTOMAC Nly to EXIST 18" CULVERT - BIK 6	6
Rachael Ave, ALBEMARLE, Rancho Dr. et al	7
CLEANOUT #4 Nly to GARLES (CONNECTION: LOT 5 BIK 14)	13
CLEANOUT #5 Nly to GARLES (CONNECTION: LOT 11 BIK 14)	14-A
CLEANOUT #9, Sly ON REO DRIVE to CULVERT. CONNECT	14-B
CLEANOUT #11, Nly to ALBEMARLE WLY (CONNECTION: BIK 20)	15
INLET #2, RANCHO DRIVE, Nly to INLET, ALBEMARLE ST (EASEMENTS BIK 22)	16
SEA BREEZE - WINCHESTER - REO - ROANOKE	17
BIK 15 #16 - HOPKINS to RACHAEL	20
S' Ely CB Ret. & Sly CB, Winchester & REO-DR.	22
NEW GRADES HOPKINS ST, Nly SHAW	23
55' 4" ST IMP'S MONTEZUMA RD to CULVERT #3 Nly Line	24
STORM DRAIN - Bet ALABAMA & FLORIDA BIK 260 HTS UNIV	27
SEWER - (70') Nly EX. DITCH, Approx 6' Nly OF Ely Line UNION & S WALNUT	28
DRAINAGE DITCH - S OF TRINIDAD WAY AT EUCLID	29
STORM DRAIN - ALBERT - Sly OF ROBINSON	31
BENM - Wly EUCLID - LYONS to BEECH	32

CONT. NEXT Pg.

INDEXED
 JER
 FEB 11 1954

INDEX (CONT)

	PAGE
LINCOLN to ADAMS	
SEWER Replacement	35
IMP'S TULIP ST. - S. LINE EXP. PK. to NLY LINE LOT 57-BIK 29	47
Tres Lomas Sewer: Winchester: D.E. CONEGAVIOTA - ELY	50
CALLE SERENA: WINCH. - M.H. #1 NLY to D. END	53-B
CALLE SERENA: EXIST M.H. #2 CUMBERLAND Sly to D. END	55
CUMBERLAND: M.H. #10 & CALLE SERENA + S CUMBERLAND ELY to D. END	56-B
AGUADULCE - M.H. #1 CUMBERLAND - Sly to D. END	60
CALLE TOLON - M.H. #17 & AGUADULCE - ELY to D. END	61
ROANOKE - M.H. #5 - AGUADULCE ELY 108' to D. END	54-B
Sewer: 54th ST. - Sly NUTMEG	62
See also page 69 { Wily CB, EUCLID { From Pt. 200' Sly of Bridge (294.30 Sly & MUT. ST.) to 400' Sly of Bridge	63
STORM-DRAIN - IMPERIALLY SAN JACINTO	64
STORM-DRAIN - ALBATROSS - MAPLE	66
GUTT'S - 55th WINDA PASEO	67
ROANOKE SEWER LAT'S "RANCHO HILLS #6"	68
RESTORE Wily EUCLID (LANGLEY)	69
STORM DRAIN EXT. ELY 36th - Sly HAMMOCK LOT 8 - BIK F (DWG 5025-B)	70

	Pg.
SEW. - BIK 122 - CHARLES ADD.	71
B. GRAES - ELY 63rd - at Dorothy Drive	72
SEWER 43rd AT "Z"	74
DRAINAGE DITCH 36th + HAMMOCK	75
✓ IMP'S - CROSBY ST. } Bot. H.T. + S.F. R.R. + MEAN-HIGH TIDE LINE	76
SEWER #6944 & WUNDERLIN to PT. 120' NLY on 6944	77
SEWER EXT. MARYLAND ST. NLY 100' to FRANCISCAN WAY	78

INDEXED
 JER
 FEB 11 1954

Clark
Shepherd
Bruner
V.O 3/677
1-26-53

PARADISE HILLS STORM DRAINS:
RANCHO DRIVE W/y to RACHAEL

INDEXED
D.E.R.
FEB 11 1954

STA	Elev. Grade	STA.	GRADE
		4+75	181.13
2+00	194.06 190.99 C 3.07	4+50	185.18 182.28 C 2.90
1+75	191.54	4+25	183.73
1+50	194.90 192.08 C 2.82	4+00	187.98 188 184.58 C 3.40
1+25	192.63	3+75	185.73
1+00	196.03 193.17 C 2.86	3+64.83 = W/y CA inlet RCHO DRIVE	186.20 F-Line EXIST INLET
0+75	193.72	3+00.37 = E/y inlet RCHO DRIVE	188.80 F-Line EXIST 30" Pipe
0+50	196.71 194.26 C 2.45	2+75	189.36
0+25	194.81	2+50	193.20 189.90 C 3.30
0+00	195.36 ch 195.35 F-Line EXIST INLET	2+25	190.45
BM	11. Elev. Rod:	203.45 = SW.B.P	Rancho Potomac

↑
2.186
↓

Stubs set 6' North

CA INLET
W/y CA RANCHO DRIVE

∠ LT. 12° 18"
3+64.83 = W/y CA inlet
RCHO DRIVE
CHK.

∠ LT. 7° 41' 09"
3+00.37 = E/y inlet RCHO DRIVE

↑
4.6%
Stubs set 6.0' ↑
S of S

= 206.86 =
SW.B.P
Ranch Potomac

2.186
↓

RANCHO DRIVE W/ly to RACHOEL (CONT.)

STA.	Grass
7+50	178.46 171.74 C 6.72
7+25	172.45
6+94.80 = E Type A cleanup #1 L+T = 20° 11' 30" Elev. TP Box = 181.31 F 4.12	177.19 173.31 F.LINE C 3.88
6+50	178.16 174.59 C 3.57
6+25	175.30
6+00	178.85 176.01 C 2.84
5+75	176.72
5+64.83 = Grade Aik	179.90 177.00 F.LINE C 2.90
5+50	180.45 177.68 C 2.77
5+25	178.83
5+00	182.70 179.98 C 2.72

↑
2.84%

↓
#60%

↓

STA.	Grass
9+67.15 = MID PT CURVE	173.80 165.56 C 8.24
9+51.97 = B.C	174.57 166.00 C 8.57
9+25	166.77
9+00	172.35 167.48 C 4.87
8+75	168.19
8+50	171.03 168.90 C 2.13
8+25	169.61
8+00	175.14 170.32 C 4.82
7+75	171.03

↑
2.84%

RANCH DRIVE W/ly to RACHAEL (CONT)

STA	GRADE	STA	GRADE
11+50	164.17 160.43 C 3.74	13+75	154.13
11+25	161.13	13+50	158.70 154.83 C 3.87
11+00	164.89 161.83 C 3.06	13+25	155.53
10+75	162.53	13+00	161.96 156.23 C 5.73
10+50	165.56 163.23 C 2.33	12+75	156.93
10+25	163.93	12+50	164.40 157.63 C 6.77
10+00	173.36 164.63 C 8.73	12+25	158.33
9+93.80 = W/ly CB	164.00 - F. LINE EXIST Mier.	12+00	164.38 159.03 C 5.35
9+82.34 = E.C	173.07 165.12 C 7.95	11+75	159.73

↑ 2808

CHK 174.08 - 174.10 = SWAP
FLINTRIDGE 1870 mac

↑
Stub set 6" N of 8

↑ 2882

RANCHO Drive W/ly to RACHAEL (Cont.)

STA.	GRADE	STA.	GRADE
16+00	150.44 148.75 C 1.69		
15+75	149.30		
15+50	151.89 147.85 C 2.03		
15+25	150.40		
15+00	153.05 150.96 C 2.09		
14+75	151.51		
14+43.80	154.10 152.20 F. Line C 1.90	chik	161.69 = 161.64 SEP. P. BFORMAC + RACHAEL
14+25	152.73	16+56.34 ELY inlet RACHAEL	155.25 147.50 FINE C 7.75 EXIST. 36" CRT. PIPE
14+00	156.24 153.43 C 2.81	16+25	148.19

2.21% →

2.80% ↑

SCHUYLER to Rancho Drive
BIX-9

STA	GRADE
2+00	208.53 204.59 C 3.94
1+69.49 = B.C. (1+71.49) & = CATCH-BASIN #2 TYPE-D	209.28 208.80 C 4.48
1+51.82 = mid. PT.	210.46 205.41 C 5.05
1+34.15 = B.C.	211.44 205.71 C 5.73
1+20	211.30 205.94 C 5.36
0+80	212.03 206.62 C 5.41
0+40	211.72 207.30 C 4.42
0+10 = Nly Line Schuyler	
0+00 = Nly CB Line Schuyler = CB inlet #1 TYPE A2	211.72 211.10 211.05 C 0.67

STA	GRADE
4+25.12 B.K.	205.94 200.71 C 5.23
4+09.12 = G. B.W. = B.V.C.	206.40 201.03 C 5.37
4+00	206.38 201.19 C 5.19
3+60	206.51 201.87 C 4.64
3+39.83 = F.C.	206.59 202.21 C 4.38
3+22.16 = mid. PT.	207.00 202.51 C 4.49
3+04.49 = B.C. 3+02.49 = CATCH-BASIN #1 TYPE D	206.96 207.00 C 4.15
2+80	207.18 203.23 C 3.95
2+40	207.76 203.91 C 3.85

change in elevation to point

B.M. D.P. Elev. Rod:

203.45 S.W. B.P.
RANCHO Y POTOMAC

Schuyler to Rancho (cont.)

POTOMAC N.Y. to EXIST 18" Culvert

6

STA.	GRADE	STA.	GRADE
			203.45 = 203.45 (see B.M.)
			(Note: this is a Prop. Cleanout)
		1+58.29 = Cleanout #3 Type-G	212.21 216.92 C 0.29
6+12.41 = inlet - Rancho Drive	196.41 F.L. EXIST. 196.43 F.L. IN	1+51.79 = E.C.	212.21 207.31 F.L. IN C 4.90
5+77.01	202.27 196.89 C 5.38	1+39.53 = mid-pt.	212.02 206.92 C 5.10
5+41.62	202.46 197.35 C 5.11	1+27.28 = P.P.C.	210.05 206.18 C 4.87
5+06.23 = E.C. = Cleanout #2 Type G	203.75 Ad 197.81 F.L. IN Box C 5.94	1+15.02 = mid-pt.	209.85 205.45 C 4.40
4+81.67 = mid pt.	203.31 197.91 C 5.40	1+02.77 = B.C.	209.10 204.71 C 4.39
4+73.12 = E.V.C. G. Brk	204.04 198.47 C 5.57	0+80	208.26 203.98 C 4.28
4+57.12 = R.C.	204.78 199.11 C 5.67	0+40	207.11 202.61 C 4.50
4+41.12 B.M.	205.40 200.07 C 5.33	0+00 = Cleanout #2 Potomac = 5+06.23 opp.	205.70 200.21 C 5.49
		B.M. Dir. Elen Rod!	203.73 197.81 F.L. IN 5.92
			203.45 S.W. B.P. Rancho + Potomac

Rachael Ave, Albemarle, Rancho Drive, et al.

7

STA.	GRADE.	STA.	GRADE.
1+60	141.99 139.53 C 2.46	4+40	146.88 145.79 C 1.09
1+20	140.78 138.41 C 2.37	4+00	146.58 144.94 C 1.64
1+07.20 = E.C.	140.38 138.04 C 2.34	3+82.64 = E.C.	145.96 144.57 C 1.33
0+79.56 = mid.PT.	140.10 137.26 C 2.84	3+51.22 = mid.PT.	145.55 143.90 C 1.65
0+51.92 = B.C.	140.61 136.47 C 4.14	3+19.81 = B.C.	145.73 143.24 C 2.49
0+29.36 = E.C.	140.36 135.83 C 4.53	2+80	145.47 142.46 C 3.07
0+17.58 = mid.PT.	139.72 135.56 C 4.22	2+44.56 = ^{EXIST} INLET NLY Albemarle Meet	141.65 EXIST.FL
0+05.80 = B.C.	140.05 135.17 C 4.88	2+04.56 = ^{EXIST} INLET SLY Albemarle Meet	140.80 EXIST.FL
0+00 = CB. Inlet Rachael ave	135.00 F.LINE	chk: 150.46	= 150.48 (See opp. pp.)
B.M.	DIV. Elev. Rod: 150.48 SE. B.P. Rachael + ALBEMARLE		

Rachael - Al Bemark, Roncho, et al (Cont)

STA.	GRADE	STA.	GRADE
6+87.00 = P.O.C	153.65 151.02 C 2.63	9+42.09 = B.C.	161.19 156.44 C 4.75
6+67.05 = P.O.C	153.69 150.60 C 3.09	9+20	161.99 155.97 C 6.02
6+47.05 = mid.pt.	153.02 150.18 C 2.84	8+80	164.22 155.13 C 9.09
6+27.01 = P.O.C.	151.97 149.75 C 2.22	8+66 = E. CLEARWAY # 5 TYPE A (= 0+00 NLY) to CABLES) See pg 14	164.79 El. Tp. 165.60 F 0.81 164.79 154.83 F.LINE C 9.96
6+07.01 = P.O.C.	151.16 149.33 C 1.83	8+40	164.76 154.27 C 10.49
5+87.01 = B.C.	152.33 148.90 C 3.43	8+00	163.10 153.42 C 9.68
5+60	152.37 148.33 C 4.04	7+60	155.93 152.57 C 3.36
5+20	150.74 147.49 C 3.25	7+20	154.63 151.72 C 2.91
4+85.5 = E. CLEARWAY # 4 (= 0+00 NLY) to CABLES) See pg 13	149.43 El. Tp. 154.76 F 5.33	7+07.09 = E.C.	154.17 151.45 C 2.72
	149.43 146.76 C 2.67		

Michael Albemarle Rancho, et al (Cont)

STA	GRADE	STA	GRADE
12+47.14 = mid PT	174.90 163.86 C11.04 174.90 161.97 C12.93	15+57.5 = & Cleanout #7 TYPE A	174.24 174.79 F0.46 174.24 166.44 F.L.M.C C7.80
12+11.80 = P.C. Δ = 90° LT R = 45'	172.59 163.56 C9.03 172.59 161.76 C11.13	15+40	173.74 166.30 C7.44 173.74 166.19 C7.55
11+80	169.35 163.30 C6.05 169.35 161.00 C8.35	15+00	174.38 165.97 C8.41 174.38 165.61 C8.77
11+46.8 = SLY CA Albemarle	170.61 163.02 C7.59 170.61 160.52 C10.09	14+60	174.32 165.64 C8.68 174.32 165.03 C9.29
11+08.3 = & Cleanout #6 TYPE A (NLY CA Albemarle) CONNECT to EXIST 36" culvert inlet = 164.03 F.L.M.C	CHK: 184.19 = 184.26 = ME BP ALBEMARLE F.W. TRIDGE 171.81 162.70 C9.11 171.81 159.97 C11.84	14+20	173.34 165.31 C8.03 173.34 164.46 C8.88
10+80	165.26 159.37 C5.89 165.26 159.37 C5.89	13+80	173.03 164.98 C8.05 173.03 163.88 C9.15
10+40	163.01 158.52 C4.49 163.01 158.52 C4.49	13+40	174.04 164.64 C9.40 174.04 163.31 C10.73
10+07.40 = E.C	162.03 157.83 C4.20 162.03 157.83 C4.20	13+00	175.54 164.30 C11.24 175.54 162.73 C12.81
9+74.74 = mid PT	161.26 157.13 C4.13 161.26 157.13 C4.13	12+82.48 = E.C	175.35 164.16 C11.19 175.35 162.48 C12.87

Note: (Grade here Conflicts with Sewer All Grades Changed From this pt. to cleanout #7)

F.L. Pipe From
EXIST Box
171.81
163.80
C8.01

Rachael - AlBemarle - Rancho, et al (cont.)

STA.	CHK.	GRADE:	STA.	GRADE
		= 179.78 = S.W. BP (Miswicks Morningside)		
18+40.86	Q Cleanout #8 TYPE F	meet Pt. 179.77 Elev. to 179.8 meet Pt. 179.77	21+75.42	Q Cleanout #9 TYPE A - Stubs set 10' x 30' BK & Box only 15'
E/CV. Connect Pipe to EXIST Inlets. At Box #8	179.77 N.Y. = 175.00 F.L. C4.77	179.77 S.Y. = 176.10 F.L. C3.67	(= 0+00 South) to Inlets Run Dr. See pg 14 B	meet Pt. 195.10 Elev. 195.3 ± F = 0.20
18+17.36 = E.C		179.13 170.18 C8.95	21+50	195.04 183.89 C11.15
17+82.02 = MID. PT.		180.26 169.67 C10.59	21+00	193.82 181.72 C12.10
17+46.68 = A.C. Δ = 90° LT R = 45'		179.47 169.16 C10.31	20+50	190.73 179.56 C11.17
17+00		177.93 168.49 C9.44	20+17.42 (N+S Lot Line)	186.91 178.15 C8.76
16+60		177.54 167.91 C9.63	20+00	185.05 177.40 C7.65
16+30.18 = E.C		178.30 167.48 C10.82	19+60	186.55 175.67 C10.88
15+94.84 = MID. PT.		174.86 166.98 C7.88	19+20	183.68 173.94 C9.74
15+59.5 = B.C. Δ = 90° RT R = 45'	same grade as Box	174.34 R.S. 166.42	18+72.36 = E 1/4 CB. Line Morningside	180.47 171.88 C8.59

Rachael, AlBemarle, Rancho, et al (cont)

STA.	GRADE	STA.	GRADE
23+55.57 - G. BRK (= 0+00 NLY to AlBemarle sec 14 1/2) Cleanout II Flr TYPE A F0.60	199.40 192.98 F.L. C 6.42	25+80	206.49 196.78 C 9.71
23+28.51 = EC	198.80 191.99 C 6.81	25+54.09 = EC	206.49 196.50 C 9.99
23+12.80 = mid. PT	198.13 191.41 C 6.72	25+36.81 = mid. PT	205.90 196.32 C 9.58
22+97.09 = B.C. Δ = 20° LT. R = 90'	197.77 190.84 C 6.93	25+19.53 = B.C. Δ = 45° RT. R = 44'	206.10 196.14 C 9.96
22+50	196.24 189.12 C 7.12	25+06.4 = Δ 45° N 41.45° S (see below) (= 0+00 NLY) (Continuous stat. ing. 544)	206.10 196.14 C 9.96
22+25 - E.V.C. G. BRK	195.89 188.20 C 7.69	CHK: 210.40 = 210.39 = SW. B.P. Rancho + Cumbert/RAND	
22+12.5	195.13 187.70 C 7.43	(S.W. Rancho Dr.) 25+04.57 = CB. Line. Inlet # 2 - TYPE A-2	206.18 206.18 C 0.87
22+00	195.27 187.00 C 8.27	24+80	206.18 196.00 F.L. C 10.18
21+87.5	195.19 186.10 C 9.09	24+40	200.73 195.49 C 5.24
		24+00	shot on stake on F011 3.14E → 201.88 198.62 194.68 C 7.20
			200.62 Rep 193.88 C 6.74

Rachel, Albemarle, Rancho, et al. (Cont.)

STA.	GRADE.	STA.	GRADE.	
29+00	209.36 204.34 C 5.02	32+0.18 = MIA-PT.	220.51 217.74 C 2.77	
28+60	208.07 202.61 C 5.46	31+97.58 = B.C. A = 32° 56' LT R = 44'	219.32 217.21 C 2.11	
28+20	206.59 200.88 C 5.71	31+80	218.83 216.45 C 2.38	
27+87.9 = G. BRK = 9' CROWNOUT BOX #13 A = 70° 11' 30" LT TYPE F MAKE CONNECT. W/PLY C.B. 204.91 of RANCHO DW C 4.57	MEET PAVING: HT. 204.82 204.75 199.00 FL. BOX C 5.75	204.75 199.50 FL. BOX C 5.25 HEAD	31+40	217.58 214.72 C 2.86
27+80	205.48 198.90 C 6.58	31+00	216.84 212.99 C 3.85	
27+40	205.79 198.48 C 7.31	30+60	217.20 211.26 C 5.94	
27+00	205.95 198.05 C 7.90	30+20	213.62 209.53 C 4.09	
26+60	206.08 197.63 C 8.45	29+80	211.12 207.80 C 3.32	
26+20	205.75 197.20 C 8.55	29+40	210.15 206.07 C 4.08	

CLEANOUT #7 N/ly to INLET GABLES ST.
LOT 5 BK 14

32+35.35
MAKE conn. to EXIST 24" Culvert

32+22.79 = F.C.

CHK:

218.78
218.81 F.Line

221.73
218.26
C 3.47

0+40

0+00 = N/ly Edge Box, Cleanout #4
(See P. 8)

B.M. DIR. Elev. Rod:

CHK.

160.82
160.79 EXIST

1+46.03 = Meet EXIST Inlet
52y CB LINE Gables

1+40.03 = F.C.

163.90
160.20
C 3.70

1+28.25 = MID. PT.

162.32
159.07
C 3.25

1+16.47 = B.C.

$\Delta = 30^\circ$ RT.
 $R = 45'$

161.90
157.94
C 3.96

0+80

156.61
154.44
C 2.17

151.96 Rod
150.60
C 1.36

149.43
146.76 F.L.
C 2.67

150.48 = S.E. B.M.
Rochaelle Albemarle

CLEANOUT #5 NLY to GABLES

LOT 11 BK 14

14-A

CLEANOUT #9, SLY on Reo-Drive to Culvert connect
AT CLEANOUT #10 - Type 6

14B

STA.	Grade	STA.	Grade
1+51.84 = Connect EXIST Inlet	CHK → 164.42 EXIST 164.40 F Line		
1+35.6 = B.C.	168.21 162.49 C 5.72		
1+17.93 = mid-pt	166.03 160.41 C 5.62		
1+00.26 = B.C. A = 45° AT R = 45'	161.51 158.34 C 3.17	Elev EXIST Inlet, NLY on Line Rod. → 185.64	Elev. FL 194.46 New Conn. 186.14 C 8.32
0+75 = G.B.K	157.71 156.33 C 1.38	↑ Make Connect 45' NLY to EXIST CA Met.	Stubs set 10' x 20' on 1/2" g
0+50 = G.B.K	158.61 155.33 C 3.28	1+10 = G, CLEANOUT #10	194.41 186.00 F.L. C 8.41
0+25		0+80	194.40 185.32 C 9.08
0+00 = NLY Edge Cleanout #5	164.79 154.83 F.L. C 9.96	0+40	194.68 185.36 C 9.32
See pg. 8		0+00 = G, CLEANOUT #9 See pg. 10	195.10 185.00 F Line C 10.10
B.M. DIR. Elev. Rod:	150.48 = S.E. B.P. ARCHER & ALBERTA'S	B.M.	194.88 S.W. S.P. Road Cumberland

CLEANOUT #11 Nly to inlet; AIBEMARKE ST.

STA.	Grade
2+39.56 = E.C.	208.71 202.65 C 6.06
2+25.81 = mid. PT	208.67 202.16 C 6.51
2+12.07 = B.C. Δ = 35° LT. R = 45'	208.67 201.67 C 7.00
2+00	208.09 201.24 C 6.85
1+60	206.07 199.80 C 6.27
1+20	204.25 198.36 C 5.89
0+80	201.35 196.92 C 4.43
0+40	200.95 Rod 195.48 elev. C 5.47
0+00 = Nly Edge Box, CLEANOUT #11 (see pg 11)	199.40 194.04 C 5.36
B.M.	197.88 = S.W. B.P. Red + Comberland

STA.	GRADE
3+02.75	208.31 = 208.33 - elev. C&P Sew FB, 1869-71
2+80	208.54 204.10 C 4.44

Stubs set C.E.G.

Stubs set 10.4.20
B.M. & Box on Nly E

3+02.75 Gages EXIST inlet
AIBEMARKE

chk: 204.94 - EXIST
204.94 - B.LINE

INLET #2 Rancho Drive, N/ly to inlet ALBEMARLE

STA.	GRADE	STA.	GRADE
1+50.37 = MID-PT. Not set			
1+42.77 = B.C. Δ = 19° 48' 50" RT. R = 44'	208.53 199.53 C 9.00		
1+34.35 = CRT 90° = CLEANOUT #12 = G. BANK TYPE G Sta 10' x 20' N E. Box on N/E	208.28 199.19 F.LINE C 9.09		CHK: 214.50 = 214.49 = TP. CO INLET ALBEMARLE F. 1867. Meet
		3+36.09 = Meet EXIST INLET ALBEMARLE	207.37 FL
1+20	207.55 198.90 C 8.65		
		2+95	209.47 205.70 C 3.77
0+80	206.68 198.10 C 8.58		
		2+54.05 = E.C	208.93 207.04 C 4.89
0+47.69 = E.C.	206.60 197.45 C 9.15		
		2+31.01 = mid-PT.	211.26 203.11 C 8.15
0+30.41 = mid PT	206.05 197.11 C 8.94		
		2+07.97 = B.C. Δ = 60° LT R = 44'	210.45 202.18 C 8.27
0+13.13 = B.C.	206.14 196.76 C 9.38		
		1+82.98	209.23 201.16 C 8.07
ELY Edge Box 0+00 = CB INLET, Rancho Drive See Page 11	Shot on Tr. Co 12' x 2' inlet } 206.18 196.50 F.LINE C 9.68		
		1+57.98 = E.C	208.82 200.14 C 8.68
B.M. Dir. Elev. Rod:	194.88 S.W. B.P. Reo Y CUMBERLAND		

SEABREEZE - WINCHESTER - RD - ROAD NOISE

LATERAL DRAIN TO CB INLET #3
Elev From Cleanout #5

STA.	GRADE	STA.	GRADE
Ely END Inlet: GUTTS 244.60 244.82 C 0.78	244.60 244.65 = TP.CB F 0.05	3+60	225.58 220.53 C 5.05
Wly END Inlet: GUTTS 244.27 243.67 C 0.60	244.27 244.50 = TP.CB F 0.23	3+20	229.61 223.25 C 6.36
Elev. GUTTS 244.27 (Steps set 9' BR CP)	244.27 235.62 FL. Box C 8.65	2+80	235.52 225.97 C 9.55
Cleanout #15 1+06.84 = $\Delta 90^\circ$ LT	244.70 244.30 C 0.40	2+40 (2+100)	240.06 228.69 C 11.37
0+70.70	241.45 234.96 C 6.49	2+00.34 - G. Box (2+90)	242.95 230.84 C 12.11
0+34.56 - F.C.	240.24 235.32 C 4.92	1+78.41 - F.C. 1+68.34 - G. Box	245.56 232.31 C 13.25
0+17.28 - mid Pt.	239.98 235.48 C 4.50	1+61.13 mid Pt.	246.16 232.80 Elev C 13.36
0+00 = B.C. = CB Inlet Wly CB Line #4 Sea Breeze	239.73 239.65 C 4.08	1+43.85 = B.C.	246.10 233.02 C 13.08
Elev. CUTTER = 239.73 238.82 C 0.91	239.73 235.65 FL. Box C 4.08	1+08.34 = $\Delta 45^\circ$ RT - Cleanout #15 (Cont. From 1+06.84) (See opp p.) (Same elev)	245.33 233.53 C 11.80
B.M.	Dir. Elev. RD: 217.96 = N.W. B.P. Rd + Winchester		234.60

STA.	GRADE	STA.	GRADE
(For inlet Nly Winch. see Pg 19)			
6+83.20 = 1/2 CB INLET #6	213.88 213.80 C 0.08	213.88 208.34 C 5.54	8+80
6+78.20 = 1/4 CB END	213.96 213.81 C 0.15	213.96 Rod 217.64 TO CB FO.68	8+40
6+40	(Note: For CA V South Rod At REO Drive + Winchester See Pg. 22)	214.15 209.55 C 4.60	8+09.82 = [Cleanout #16
6+00		217.19 210.67 C 6.52	7+86.12 = E.C Pipe
5+60		220.61 211.79 C 8.82	7+64.44 = P.O.N.C
5+20		222.67 212.91 C 9.76	7+42.76 = mid PT
4+98.34 = BRK		223.52 213.52 C 10.00	7+21.08 = P.O.N.C
4+58.34 = BRK		224.63 215.04 C 9.59	6+99.40 = B.C ^{storm} DRAIN PIPE
4+18.34 = G. BRK		224.77 216.96 C 7.81	6+88.20 = 1/4 CB END
3+78.34 = G. BRK		226.01 219.28 C 6.73	
			217.93 = 2196 = N.W.B.P Winch. + Rod. 217.61 216.50 C 1.11
			214.73 203.97 C 10.46
			215.71 204.85 C 10.86
			217.61 205.52 F.L. C 12.09
			216.48 206.05 C 10.43
			215.63 206.53 C 9.10
			215.43 207.01 C 8.42
			214.02 207.49 C 6.53
			213.80 207.98 F.L. C 5.82
			213.87 Rod 214.66 TRCS FO.79

			STA.		GRADE
12+10.32 = B.C.		201.02 195.62 C 5.40	6+88.20 = Wly END inlet	214.66 GUTT. 213.82 C 0.84	214.66 CBTP.
11+80		202.54 196.59 C 5.95	6+83.20 = E inlet	214.66 GUTT. 213.80 C 0.86	214.66 } 214.63 CBTP } 214.66 } 208.94 FLINE } C 5.72 } BOX
11+40		205.34 197.87 C 7.47	6+78.20 = Ely END inlet	214.54 GUTT. 213.81 C 0.73	214.54 } 214.63 CBTP } 214.54 } 214.64 CBTP }
11+00.75 = Cleavage 17 = L.P.P.T 90°	207.16 Elev. Tp 207.10 C 0.06	207.16 199.12 C 8.04	INLET		
10+80		206.96 199.58 C 7.38			
10+40		208.59 200.45 C 8.14		CHK. 217.94 = 217.96 =	N.W. AP Reo. + Winch.
10+00°		210.24 201.33 C 8.91	12+61.20 = END Pipe & Fc Headwall	191.99 B.P.WALL	196.06 193.99 FL C 2.07
9+60		212.14 202.21 C 9.93	12+37.20 = E.C.		198.84 194.76 C 4.08
9+20		212.73 203.09 C 9.64	12+23.76 = mid p.T.		200.42 195.19 C 5.23

WINCH. & STA. = 6+83.20
NLY
INLET

Clark
Shepherd
Bruner
ONeilW.O. 31677
4-1-53

STORM DRAIN:

BK's 15+16 - HOPKINS to
RACHAEL - PARADISE HILLS

NOTE:
Flow EXIST
18" Pipe
= 169.73 - Not 168.05
As shown on plan
Sheet 9049-L

STA.	GRADE	STA.	GRADE
			153.58 148.14 C 5.44
		5+41.72 = Mid-PT.	154.52 149.67 C 4.85
2+11.71 = E.C. - MAKE EXIST. 18" PIPE	169.73	5+20.26 = B.C. $\Delta = 12^\circ 4' 19''$ LT.	155.74 151.20 C 4.54
	174.13 171.00 C 3.13	5+07.54 = E.C.	156.43 152.11 C 4.32
1+85.65 = MID-PT.	174.70 172.27 C 2.43	4+85.20 = MID-PT.	157.80 153.71 C 4.09
	176.66 174.20 C 2.46	4+62.86 = B.C. $\Delta = 12^\circ 47' 56''$ LT.	158.98 155.31 C 3.67
0+80	177.94 176.16 C 1.78	4+52.03 = E.C.	159.73 156.09 C 3.64
0+40	180.46 178.13 C 2.33	4+36.66 P.O.C.	159.87 157.19 C 2.68
0+00 = EXIST. INLET W'ly HOPKINS ST.	180.10 F. Line	4+21.29 CONNECT TO EXIST 18" Pipe (PT. ON CORN.)	158.30 F. Line
B.M. Dir. Elev. Rod:	191.64 = S.W. B.P. Cumberland + Hopkins	B.M. (For ABOVE SECTION) Dir. Elev. Rod	150.49 S.E. B.P. Rachael + Albemarle

QAL of L.S. 18"
L.S. 18" P.C.

CHK: (191.65 - 191.64)
see B.M.

shds. 18" x 18"

STA.	GRADE	STA.	GRADE
8+01.07 = B.C. A = 39° 06' 30" LT	141.05 135.71 C534		
7+59.78	141.92 136.12 C580		
7+19.78 = <u>G.B.K</u>	143.60 136.51 F.Line C7.09		
6+89.78	144.36 137.71 C6.65		
6+59.78 = <u>F.Clempu</u> T 14' ^{stubs} _{1/8" off} ^{143.48} _{144.06} ^{Fo.58} A = 78° 20' 04" RT.	143.48 138.91 F.Line C4.57		
6+14.40 = F.C.	151.04 143.90 C7.14		
5+99.78 = P.O.C = <u>G.Break</u>	151.98 145.57 C6.47	C.K.	150.47 = 150.48 = S.E. B.P. RACHAEL + ALBEMARLE
5+96.50 = mid.PT	152.05 145.74 C6.31	8+31.44 = E.C - Connect. EXIST 36" Pipe	meet 139.06 135.40 F.Line C8.66
5+78.61 = B.C. A = 10° 15' 11" RT.	152.82 147.02 C580	8+16.25 = mid.PT.	140.36 135.55 C4.81

South - Ely Ret. & S'ly on Winchester

S'ly

Reo-Drive

N'ly

STA.	T.P.C.B.	E	ENTR.	T.P.C.B.	CHK ₂
E.C	215.56 215.78 Fo. 22				217.96 = 217.96 (See n.m. Below)
		215.70			
mid pt	215.51 215.80 Fo. 29				
1+30.67 = P.C. Mt.	214.93 215.60 Fo. 67	215.15			
1+20	214.47 215.58 F 1.11				
1+10	213.92 215.20 F 1.28				
0+95 = B.C. Winch.	214.08 214.79 Fo. 71	213.64 214.77 F 1.15	214.69	214.19	214.79
0+75 = S. Mt.	214.63	214.53	213.80		214.63
0+55	214.27 214.70 Fo. 43	214.60	214.10		214.70
0+35	214.92 215.06 Fo. 14	214.93			
0+15	215.90 215.62 C 0.28				
0+00 = Beg. 95' bridge of Winch. B.C.	216.73 216.32 C 0.41	216.08			

B.M. D.V. E. for Pos:

217.96 = N.W.B.P.
Reo. Dr. - Winchester

HOPKINS ST. NLY SHAW
 NEW CB & NEW PAV. Elev's:

STA:	LT. CB	CL	RT. CB
(0+75.64 RT. 0+74.36 LT)	chk 184.36 184.37 exist	chk 184.28 meet 184.28 exist	chk: 184.89 184.89 exist
(0+63.14 RT. 0+61.86 LT)	183.50 182.91 183.90 183.90 F0.40 F0.99	183.90	184.51 184.50 C0.01
(0+50.64 RT. 0+49.36 LT)	183.07 182.32 183.60 183.60 F0.59 F1.28	183.70	184.35 184.30 C0.05
(0+25.32 RT. 0+24.68 LT)	182.77 181.26 183.35 183.35 F0.56 F2.09	183.55	184.16 184.22 F0.06
0+00 = NLY Line SHAW	183.08 182.37 183.10 183.10 F0.02 F0.73	183.40	184.34 184.15 C0.19
From CB. Ret. 79' BK CB 82	183.03 et. meet		184.23 et. meet
0-10		183.53	

B.M. Dir. Elev. Rd.

183.60 S.W. B.P.
SHAW & HOPKINS

Clark
Shepherd
Bruner
Oneil
4-27-53
W.O. 32136

554h. ST TMAPS
MONTEZUMA RD to NLY LINE
COLLEGE PK UNIT #3

INDEXED

JER
FEB 11 1954 LT.

24

STA	P.L.	CB	Σ	CB	P.W.	STA	P.L.	CB	Σ	CB	P.L.
						3+21	449.91 448.85 C 1.06	449.12 448.85 C 0.27			
1+10	452.69	452.50 452.69 Fo.19				2+91	449.70	450.02 449.70 C 0.32			
0+90 = ARC	452.74 452.36 C 0.38	452.37 452.36 C 0.01				2+61 ^{opp.} C 0.98	451.52 450.54 C 0.98	450.79 450.54 C 0.25			
0+62.50		452.08 451.78 C 0.30				2+30	451.24	451.39 451.24 C 0.15			
0+35	452.07 451.20 C 0.87	451.36 451.20 C 0.16				2+10 = F.V.C.	452.31 451.94 C 0.37	451.86 451.94 Fo.08			
0+18.80 B.C.	451.45 450.68 C 0.77	450.98 450.68 C 0.30				1+90	452.43	452.33 452.43 Fo.10			
# 1		450.59 450.28 C 0.31				1+70	453.20 452.74 C 0.46	452.68 452.74 Fo.06			
# 2		450.09 449.80 C 0.29				1+50	452.89	452.72 452.89 Fo.17			
# 3		450.02 449.35 C 0.67				1+30	453.34 452.87 C 0.47	452.66 452.87 Fo.21			
# 4	(with P.L. 554h)	449.85 449.22 C 0.63									

(0+00 = NLY Line MONTEZUMA RD.)

B.M. Dr. Elev. Rod:

450.94 = 2' 1.0 Σ 554h + 10' N E MONTEZUMA

STA.	P.L.	LT. CB	E	CB.	P.L.	STA.	P.L.	LT. CB	E	CB.	RT.	P.L.
5+51.6 (EXIST. CB RT) (5+41.6 RT ONLY)	443.94 442.40 C1.54	442.88 442.40 C0.48		CHK 442.36 442.40 med EXIST	442.40	7+25	439.73	439.55 439.73 C0.12		439.69 439.86 C0.33	439.69 439.43 C0.26	439.43
5+25	444.29 443.14 C1.15	443.41 443.14 C0.27		442.63 442.68 F0.05 443.29 443.15 C0.14	444.98 443.15 C1.83	7+00	440.07 439.70 C0.37	439.87 439.70 C0.17		440.22 439.61 C0.61	440.62 439.70 C0.92	440.45 439.70 C0.75
5+20	443.84	443.95 443.84 C0.11		444.18 443.86 C0.32 0.10	443.86	(6+81.60 RT ONLY)				440.26 439.80 C0.46	440.26 439.90 C0.36	439.90
4+75	445.07 444.54 C0.53	444.56 444.54 C0.02		444.62 444.57 C0.05	446.03 444.57 C1.46	6+71.60 CB 4C RT	440.45 440.07 C0.44	440.23 440.01 C0.22		CHK 439.00(?) 440.01 1 med EX	440.01	440.01
4+56 - END EXIST CB RT	445.07	445.18 445.07 C0.11		CHK 445.13 445.11 (Med EXIST)	445.11	6+61.48	440.16	440.38 440.16 C0.22				
4+25	446.92 445.94 C0.98	446.05 445.94 C0.11				6+41.48	440.42	440.46 440.42 C0.04				
3+91	446.89	446.98 446.89 C0.09				6+21.48	442.64 440.77 C1.87	440.86 440.77 C0.09				
3+81 - = EX CB BC RT	448.35 447.17 C1.18	447.36 447.17 C0.19				6+01.48	441.21	441.10 441.21 F0.11				
3+51	448.02	448.10 448.02 C0.08				5+81.48	442.94 441.73 C1.21	441.92 441.73 C0.19				

STA.	P.L.	LT.	CB.	♀	RT.	CB.	P.L.
chk.				450.94			450.94 (500 B.M) 17 24
8+20.67-	439.35 438.40 C0.95	438.35 438.70 F0.05	438.65		438.64 438.40 C0.24	438.90 438.40 C0.50	
8+00	439.38 438.62 C0.76	438.75 438.62 C0.13	439.32 438.61 C0.71		439.32 438.62 C0.70	439.12 438.62 C0.50	
7+75	438.89	439.04 438.89 C0.15	439.65 438.86 C0.79		439.65 438.89 C0.76	438.89	
7+50	439.55 439.16 C1.39	439.13 439.16 F0.03	439.71 439.11 C0.60		439.71 439.16 C0.55	439.90 439.16 C0.74	

Clark
Shepherd
Brumer
ONEIL
5-13-53
V.O. 20699

STORM DRAIN - Bet. ALABAMA & Florida
SOUTH OF MYRTLE BIR 260 UNIV. HTS

DATA: 4068-B
4069-B

INDEXED
HEA
DEC 1 1954
elev

STA

Chk:

200.30 = 200.30 (see BM below)

(1+76.60 ON PLAN)

1+79.60 = Beg. EXIST 30" pipe (meet)

207.19 = EX. F. Line

207.50 = (F. Line PLAN)

1+60.60

207.42 207.22
206.23 206.08 - to meet EX. Above
C 0.99 C 1.14

1+44.60 = Grade B.P.C.

208.77
204.97 F. Line
C 3.80

1+36.60 = F.C.

209.20
204.44
C 4.76

1+32.60 = mid. pt.

(LINE only)

1+28.60 = Beg. Pipe (30")
New CONST.

208.62
203.90 FL
C 4.72

1+25.08 = B.C. (Not Beg. work)

$\Delta = 15^\circ$ LT
R = 44'

1+18.88 = END EX. Box Culvert

203.25 EX. F. Line

B.M. Mr. Eled Rod:

200.30 Tr. Hyd
S.E. MYRTLE
Florida

Clark
Shepherd
Bruner
O'Neil

N.O. 20009
5-23-53

Ely Line
SEWER - UNION + WALNUT From EX.
M.H. N'ly 93.10' to D.END.

DATA: Tin-sheet 484

No Plans - Profile etc. No Field-Books!

Chk. 136.58 136.57 = S.W.B.P. 6th. West + Union

0+93.10 = D.END
150.69
143.63
C 7.04

0+68.50
149.12
141.86
C 7.26

0+43.5
147.63
140.11
C 7.52

0+17.5 = L 35° 03' 15"
AT & E SEWER RUNS N to Ely Line MIDDLETOWN ADD.
+ Approx (+) 5' Nly of said Line to 0+93.10 = D.END.
145.16
138.36
C 6.80

0+00 = EX. M.H.
APPROX 6' Ely of Ely Line
UNION Proj Nly Across WALNUT
+ 5' Nly of Ely Line of
MIDDLETOWN ADDIT.
137.13 F Line

B.M. DIV. ERY RD. 11314 S.E.B.P. Vine + Columbia

Clark
Shepherd
Brumer
O'Neil

5-23-53

W.O. 21085

DRAINAGE DITCH - South of
TRINIDAD WAY at EUCLID

2212-17
DWG 10587-L

GRADE

STA	LT.	GRADE	RT.	STA.	LT.	GRADE	RT.
				6+50		107.47 104.00 C 3.47	
(2+59.98) in DWG. (in error) 2+70.55 - EX. ELY Headwall Culvert at EUCLID.		106.52	F. L. 9	6+00		108.05 104.25 C 3.80	
2+50		111.20 107.09 C 4.11		5+50		109.09 104.50 C 4.59	
2+04.92 = E.C.		111.30 108.34 C 2.96		5+00		109.13 104.75 C 4.38	
1+58.23 = mid-pt.		111.73 109.63 C 2.10		4+50		109.48 105.00 C 4.48	
1+11.54 = B.C. RT Δ = 26° 45' R = 200'		112.06 110.92 C 1.14		4+00		109.78 105.25 C 4.53	
1+00		113.69 111.24 C 2.45		3+50		110.16 105.50 C 4.66	
0+50		113.93 112.62 C 1.31		3+35.85 = A 4° LT		111.28 105.58 C 5.70	
0+00 pt. 5' SLY of S. LINE EUCLID MAINWAY AND Normal to E. EX. HEADWALL of 42' Ave		115.93 114.00 F. Line 9 C 1.93		3+01.33 = EX. HEADWALL - W'LY CULVERT AT EUCLID.		105.75 F.L. Culvert	

↑
2.729
(2.88 DWG) - in error

↑
2.52

NOTE: All sections level
Slope 15:1

B.M. Dir. Elev. Rod:

S.W. B. P.
121.17 EUCLID + TRINIDAD
WAY

STA.	LT.	GRADE G	RT.
CHK		105.51	= 105.51 = 2x 8+00 ^{FB} *2212 - 20
8+52	END - CANAL	108.75 103.00 C 5.75	
8+00		108.75 103.25 C 5.50	
7+50		108.43 103.50 C 4.93	
7+00		107.56 103.75 C 3.81	

INDEXED
JER
FEB 11 1954

Clark
Shepherd
B Fuller
O'Neil
6-2-53
W.O. 21160

STORM DRAIN - ALBERT ST,
S'ly ROBINSON

REF: FB 2211-9
DWG: 1849-B

CHK: 255.50 255.50 W'ly edge M.H. (see B.M.)

1+12 - END Pipe 254.91
254.29 F.LINE
C 0.62

1+00 255.39
255.07
C 0.32

0+75 258.77
256.70
C 2.07

0+50 262.40
258.32
C 4.08

0+25 265.00
259.25
C 5.13

6.50

(stubs set 8.148)

0+00 - END EXIST 24" CORR. PIPE
CHK: 261.52
261.57 F.LINE

B.M. DIR. GRV. ROD 255.50 - N. Rim M.H. AT 0+93.30 FB 2211-11

Clark
Shepherd
Briner
O'Neil
6-4-53

BERM - W. by EUCLID - Lyons to

BEECH

P.G.

Rough Gr.

INDEXED
SER
FEB 11 1954

1+25

1+00

203.60

0+75

204.54

0+50

0+42

0+25

205.23

0+22 = At app. P.C.R.
LYONS

203.95 Red

1492.46 =
5' BERM
R.P.T.

205.94 Red.

0+00 = 5' R.P.T. (LYONS ST.)
(5' BK Sky CB. LINE
LYONS 175' E. LYONS
EXIST. CB. W. BY
EUCLID.)

1462.46 = At app.
P.C.R. at Beach

203.55

1450

203.43

Clark
Shepherd
Bruner
O'Neil
W.O. 20910
3-27-53

33rd St.

SEWER REPLACEMENT:

Lincoln to ADAMS

DATA: DWG. 1881-82-83-84-2

INDEVER
FER
STA.

35

STA.	GRADE	GRADE	GRADE
1+75	339.98 337.25 C 2.73	4+40	346.02 340.93 C 5.09
1+50	340.19 337.23 C 2.96	4+05	344.73 340.21 C 4.52
1+25	340.35 337.20 C 3.15	3+70	343.45 339.49 C 3.96
1+00	340.65 337.18 C 3.47	3+35	342.28 338.77 C 3.51
0+75	340.87 337.15 C 3.72	3+00	341.05 338.05 C 3.00
0+50	340.95 337.13 C 3.82	2+65.80 = M.H. #2 $\Delta = 46^\circ 24' \text{ RT}$	339.77 337.34 F.LINE C 2.43
0+25	341.11 337.10 C 4.01	2+50	340.00 337.32 C 2.68
M.H. #1 = 0+07.63 F.B. #2145-29 = 2 EXIST 12" Sewer A1KJ BK	341.04 337.08 F.LINE C 3.96	2+25	340.07 337.30 C 2.77
		2+00	339.63 337.28 C 2.35
B.M.	Dir. Elev. Rod: 340.28 = 7' L+T LINCOLN AVE + 33rd ST.	(Set B.M. N.W. 7' L+T = 338.22) LINCOLN + 33rd	

2.06' ↑

101' ↑

stubs set 5' L+T
-10'

Stubs set 5.44' + 10'
LT. OF S ON DWG.

LINCOLN to ADAMS (CONT.)

STA	GRADE	STA	GRADE
7+55	355.02 347.42 C 7.60	10+55	360.08 352.82 C 7.26
7+20	354.48 346.70 C 7.78	10+20	359.57 352.51 C 7.08
6+85	353.65 345.97 C 7.68	9+88 = M.H. #7 P.O.T. stubs 5+10' L&E	359.05 352.22 F.LINE C 6.83
6+56.14 = M.H. #3 $\Delta = 16^{\circ} 35' AT$	353.61 345.38 F.LINE C 8.23	9+65	358.67 351.74 C 6.93
6+15	352.18 344.53 C 7.65	9+30	358.03 351.02 C 7.01
5+80	350.96 343.81 C 7.15	8+95	357.46 350.30 C 7.16
5+45	349.79 343.09 C 6.70	8+60	356.87 349.58 C 7.29
5+10	348.58 342.37 C 6.21	8+25	356.17 348.86 7.31
4+75	347.26 341.65 C 5.61	7+90	355.65 348.14 C 7.51

CHK..

↑

89.05

340.29 = 340.28
(Sec. B.M.)

↑

89.05

Stub set 5.05' + 10'
LT. ON DIA.

↑

0.898

↑

2.008

Lincoln to ADAMS (Cont.)

STA.		GRADE	STA.	GRADE
13+60	↑ 15.78	364.34 355.78 C 8.56	16+65	368.28 359.10 C 9.18
13+2.422 = M.H. #5 Δ = 89° 56' RT.	G. B.P.K. Stubs set 7.07' & 20' LT. E ON DING.	363.96 355.22 F.L. C 874	16+30	367.75 358.96 C 8.79
13+00 MAKE CONNECT. CONNECT. #1 to 6" SEWER		364.35 355.01 C 934	15+95	367.35 358.82 C 8.53
12+65		363.41 354.69 C 8.72	15+60	366.92 358.68 C 8.24
12+30	← 8.80	362.91 354.38 C 8.53	15+30	366.20 358.54 C 7.66
11+95		362.41 354.07 C 8.34	15+00	365.86 357.97 C 7.89
11+60		361.85 353.76 C 8.09	14+65	365.55 357.43 C 8.12
11+25		361.21 353.44 C 7.77	14+30	365.21 356.88 C 8.33
10+90		360.65 353.13 C 7.52	13+95	364.76 356.33 C 8.43

CHK: 366.74 = 366.76 = N.W.B.P.
33' & 4" ORANGE

G. B.P.K.
EQUATION:
15+36.30 = M.H. #6 = (15+24.30 ahead)
Δ = 89° 49' RT.
Stubs set 7.07' & 15'
LT. E ON DING.

Lincoln to Adams (Cont.)

STA	GRADE	STA.	GRADE
19+80	372.29 360.36 C11.93	22+75	374.77 363.26 C11.51
19+45	371.87 360.22 C11.65	22+58.68 = M.H. #8 $\Delta = 91^{\circ}09' \text{LT}$ G. B.K.	374.82 363.21 F. Line C11.61
19+10	371.47 360.08 C11.39	22+25 MAKE CORRECT "Y" of elev. 363.00 #2 INTO EXIST. M.H.	375.19 362.84 C12.35
18+75	371.11 359.94 C11.17	21+90	374.79 362.45 C12.34
18+40	370.51 359.80 C10.71	21+55	374.60 362.07 C12.53
18+05	369.97 359.66 C10.31	21+20	374.21 361.67 C12.54
17+70	369.53 359.52 C10.01	20+85	373.66 361.28 C12.38
17+35	369.11 359.38 C9.73	20+50	373.13 360.88 C12.25
17+00	368.59 359.24 C9.35	20+15 = M.H. #7 $\Delta = 1^{\circ}05' \text{RT}$ G. B.K.	372.58 360.50 F. Line C12.08
			372.58 360.96 C11.62

Lincoln to ADAMS (cont.)

STA	GRADE	STA	GRADE
25+80	372.69 364.18 C 8.51	28+60	373.37 365.01 C 8.36
25+49.50 - M.H. #9 CONNECT EX. 6" SEWER AT elev. 364.80 C 7.88 TO 6" PIPE	372.68 364.08 F. line C 8.60	28+25	373.25 364.91 C 8.34
25+10	373.29 363.96 C 9.33	28+16 = M.H. #10 $\Delta = 90^\circ$ of RT chk. on 28+16.82 372.83 = 372.85 4' hls set 7.07 + 11' ON DIAG. No. 3 Sewer Connect (RAISE GRADE EXIST. M.H. TO 366.00) 1 1/2' dia. = 373.09 365.60 - Elev. Pipe to EX. M.H. C 7.09	372.91 364.88 E.L. C 8.03 M.H.
24+75 (24+50 ROAD PARK RD)	373.56 363.85 C 9.71	27+90	372.88 364.81 C 8.07
24+40	373.85 363.75 C 10.10	27+55	372.38 364.70 C 7.68
24+05	374.29 363.64 C 10.65	27+20	371.72 364.60 C 7.12
23+70	374.46 363.54 C 10.92	26+85	372.03 364.49 C 7.54
23+35	374.75 363.43 C 11.32	26+50	372.00 364.39 C 7.61
23+00	375.15 363.33 C 11.82	26+15	372.40 364.28 C 8.12

LINCOLN to ADAMS (CONT.)

STA.	GRADE	STA.	GRADE
31+40	374.98 365.85 C 9.13	34+55	376.85 366.80 C 10.05
31+15 = M.H. #11 (P.O.T) 366.50 to 5' 4.10' AT E	374.84 365.78 C 9.06 F.LINE	34+20	376.65 366.69 C 9.96
31+05	374.78 365.75 C 9.03	33+85	376.46 366.59 C 9.87
30+70	374.64 365.64 C 9.00	33+50	376.21 366.48 C 9.73
30+35	374.41 365.54 C 8.87	33+15	376.01 366.38 C 9.63
30+00	374.28 365.43 C 8.85	32+80	375.77 366.27 C 9.50
29+65	374.10 365.33 C 8.77	32+45	375.64 366.17 C 9.47
29+30	373.89 365.22 C 8.67	32+10	375.42 366.06 C 9.36
28+95	373.64 365.12 C 8.52	31+75	375.20 365.96 C 9.24

Lincoln to ADAMS (CONT.)

STA.	GRADE	STA.	GRADE
38+40	378.84 367.94 C10.90	41+25	379.88 368.62 C11.26
38+05	378.63 367.86 C10.77	41+00	379.76 368.56 C11.20
37+70	378.51 367.77 C10.74	40+75	379.64 368.50 C11.14
37+35	377.93 367.69 C10.24	40+50	379.50 368.44 C11.06
37+07.20 = EXIST. M.H. MEADE & 33rd PLACE	367.62 = F.LINE	40+25	379.45 368.38 C11.07
		40+15 = M.H. #2 P.O.T.	379.42 368.36 F.LINE C11.06
NOTE: USE EXIST. SEWER FROM MEADE & BANCOFT Ely to MEADE & 33rd PLACE:		39+80	379.26 368.28 C10.98
CHK:	377.54 = 377.53 = N.W. B.P. MEADE & BANCOFT	39+45	379.17 368.19 C10.98
		39+10	377.12 368.11 C11.01
37+70.60 = EXIST. M.H. Δ = 89°52'	366.85 F.LINE	38+75	378.90 368.02 C10.88



Subs set 5' x 10' 17
AT 902

Lincoln to ADAMS (CONT)

STA.	GRADE	STA.	GRADE
44+25	380.24 369.34 C 10.90	46+50	379.31 369.88 C 9.43
44+00	380.51 369.28 C 11.23	46+25	379.29 369.82 C 9.47
43+81.91 = M.H. #13 $\Delta = 89^{\circ} 51' 30''$ LT.	(Stubs set 7.0745 on diag) 380.52 369.24 F.LINE C 11.28	46+10 = M.H. #14 $\Delta = 89^{\circ} 58'$ RT.	377.53 = 377.53 = N.W.S.P. Mendenham CROFT (Stubs set 7.0745' 2T on DIAG) 378.98 369.76 F.LINE C 9.22
43+50	380.76 369.16 C 11.60	45+75	379.07 369.70 C 9.37
43+25	380.50 369.18 C 11.48	45+50	377.52 369.64 C 9.88
43+00	380.59 367.04 C 11.55	45+25	377.80 369.58 C 10.22
42+75	380.38 368.98 C 11.40	45+00	380.00 369.52 C 10.48
42+50	380.41 368.92 C 11.49	44+75	380.05 369.46 C 10.59
42+25	380.29 368.86 C 11.43	44+50	380.10 369.40 C 10.70
42+00	380.23 368.80 C 11.43		
41+75	380.15 368.74 C 11.41		
41+50	380.01 368.68 C 11.33		

Lincoln to ADAMS (CONT.)

STA.	GRADE:		
49+00	379.95 370.48 C9.47	51+50	380.59 371.08 C9.51
48+75	380.00 370.42 C9.58	51+25	380.62 371.02 C9.60
48+50	379.86 370.36 C9.50	51+00 = m.H #15 P.O.T	380.48 370.96 F.L. C9.52
48+25	379.72 370.30 9.42	50+75	380.38 370.70 C9.48
48+00	379.69 370.24 C9.45	50+50	380.24 370.84 C9.40
47+75	379.64 370.18 C9.46	50+25	380.23 370.78 C9.45
47+50	379.55 370.12 C9.43	50+00	380.17 370.72 C9.45
47+25	379.42 370.06 C9.36	49+75	380.15 370.66 C9.49
47+00	379.40 370.00 C9.40	49+50	380.06 370.60 C9.46
46+75	379.28 369.94 C9.34	49+25	380.06 370.54 C9.52

Lincoln to ADAMS (CONT.)

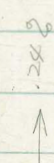
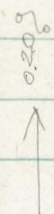
CLK:

54+00	381.90 371.68 C10.22	56+40.38 $\Delta = 0^{\circ}15' RT.$ MIN = 16	382.85 372.26 C10.59
53+75	381.84 371.62 C10.22	56+25	382.75 372.22 C10.53
53+50	381.72 371.56 C10.16	56+00	382.68 372.16 C10.52
53+25	381.61 371.50 C10.11	55+75	382.49 372.10 C10.39
53+00	381.27 371.44 C7.83	55+50	382.33 372.04 C10.29
52+75	381.11 371.38 C9.73	55+25	382.35 371.78 C10.37
52+50	381.00 371.32 C9.68	55+00	382.18 371.92 C10.26
52+25	380.97 371.26 C9.71	54+75	382.16 371.86 C10.30
52+00	380.81 371.20 C9.61	54+50	382.02 371.80 C10.22
51+75	380.67 371.14 C9.53	54+25	381.91 371.74 C10.17

Stubs set 5' 10" AT
AT 90° EXTEND.

Lincoln to ADAMS (cont.)

58+75	383.79 372.82 C10.97	61+00	384.86 373.24 C11.52
58+50	383.69 372.76 C10.93	60+75	384.85 373.29 C11.56
58+25	383.57 372.70 C10.87	60+50	384.72 373.24 C11.48
58+00	383.38 372.64 C10.74	60+25	384.57 373.19 C11.38
57+75	383.22 372.58 C10.64	60+00	383.56 373.14 C10.42
57+50	383.11 372.52 C10.59	(F. F. W. 11/14) 59+90.38 = M.N. 17 $\Delta = 89^{\circ} 56' 30''$ RT. (CONNECT # 5) From ex. m.H. to #17 AT elev. \rightarrow	(Stubs set 7.07 + 15' LT on DIAG.) 384.00 373.13 F.L. ELY C10.87 to ELY 384.00 373.10 F.L. S4 C10.90 to S4
57+25	383.11 372.46 C10.65	59+75	384.00 373.50 C10.58
57+00	383.04 372.40 C10.64	59+50	384.08 373.06 C11.02
56+75	382.96 372.34 C10.62	59+25	383.96 373.00 C10.96
56+50	382.87 372.28 C10.59	59+00	383.88 372.94 C10.94



LINCOLN to ADAMS (cont.)

46

CHK

373.43 = 373.44 F.L. M.H. ^{E.V.W.} E Alley 1 E Alley D.K. 32

61 + 47.5 = 9 EX. M.H. Alley D.K. 384 E. W. Alley
(meat film) 373.44 (see above)

61 + 25

384.95
373.39
C11.56

C/ANK

7-24-53
W.O. 32033IMP'S TULIP ST: SLY BURY
LEXINGTON PK to N.W. Line Lot 27-BLK 29REF: F.B. #1748-43-46
DWG: 9697-LINDEXED
FEB 11 1954

47

STA.	PL	CB	Z	CB	PL	STA.	PL	CB	Z	CB	PL	
0+25		253.34 253.23 C0.11		252.76 252.73 C0.03								
0+04.22-CB	252.79	252.84 252.79 C0.05				1+00	W.S (IN) Already			256.08		
0+C-LT.						1+50		256.13 255.87 C0.26		255.80 255.87 F0.07	255.40 255.37 C0.03	254.90 255.37 F0.47
#1		252.66 252.60 C0.06				changed to avoid 1+30 1+25	EX-MINOR Sew. LAT 7 LT.	255.80 250.35 PL C0.50		255.85 246.97 247.02 C0.83		
#2. M.P. Ave. Tulip		251.59 252.17 F0.58				1+25				255.26 255.34 F0.08	254.66 254.84 F0.18	
0+00	EL+RT. ONLY	253.47 252.70 C0.77		252.32 252.20 C0.12	253.73 252.20 C1.53	1+00		255.30 254.81 C0.49		254.00 254.81 F0.01	254.27 254.31 F0.04	254.33 254.31 C0.02
0-37.04=EXIST	Par. E		251.45									
0-18.88 RT. ONLY				251.84 257.80 C0.04		0+85	S-LAT. 3 on LT.	254.99 249.50 PL C0.49		254.99 247.37 C7.62		
0-37.76 -CB. 04 (0-36.70 CB LINE)	RT. (meet EXIST.)			252.13 251.40 C0.73	251.38 chk 251.40 EXIST (OFF FORTUNE)	0+80	W.S LT.			255.13 254.39 C0.74		
(0+00 - RT. E. At 90° to N. Line Jupiter & N. Line Tulip.)						0+75				254.30 254.28 C0.02	253.78 253.78 Grade	
E STATIONS						0+50		254.48 253.76 C0.72		253.85 253.76 C0.09	253.50 253.26 C0.24	254.10 253.26 C0.84
B.M. DIR. S.W. RD.					254.15 = 40' REF. PT. CHX F.B. 1748-72							

CHK:

262.09 = 262.07 spike in pole #P390

FA 7748

-72

CLK

254.15 = 254.15 (see B.M)

48

STA.	P.L.	C.B.	Σ	C.B.	P.L.	STA.	P.L.	C.B.	Σ	C.B.	P.L.	
3+25		259.80 259.57 C0.23		259.15 259.07 C0.08		4+25.04 = END CB RT ONLY				260.14 260.73 F0.59	257.27 260.73 F 3.48	
3+00	261.45 259.04 C2.41	259.17 259.04 C0.13		258.73 258.54 C0.19	259.29 258.54 C0.75	3+97.40: mid. P.T. CB RT. ONLY				260.59 260.38 C0.21	260.38	
2+75		258.57 258.50 C0.07		258.07 258.00 C0.07		3+92.8: W.S RT.				257.52 260.35: P.T.C.B. F2.83		
2+50	259.13 257.98 C1.15	258.26 257.98 C0.28		257.38 257.48 F0.10	258.35 257.48 C0.87	3+87 = ^{SEW LAT.} RT.				256.75 254.00 C2.75	256.75 255.34: P.L. C1.41	
2+25		257.66 257.44 C0.22		256.48 256.94 F0.46								
2+00	257.70 256.92 C0.78	257.03 256.92 C0.11		256.30 256.42 F0.12	255.89 256.72 F0.53	4+19.86 LT CB. ONLY = END CB. OPP. BC. LT.		263.48 261.59 C1.89		261.70 261.59 C0.11		
1+90 = W.S RT.				255.55 ✓ 256.21 T.P.C.B. F0.66		3+94.77 LT ONLY Cb.				261.35 261.06 C0.29		
1+85 = ^{SEW LAT.} RT.			255.57 247.10 & C8.47	255.57 ✓ 251.10 P.L. C4.47		3+69.67 = BC. RT.		262.70 260.53 C2.17		260.74 260.53 C0.21	260.24 260.06 260.03 C0.03	259.47 260.03 F0.56
1+75		256.36 256.39 F0.03		255.78 255.89 F0.11		3+50		262.03 260.10 C1.93		260.33 260.10 C0.23	259.64 259.60 C0.04	260.48 259.60 C0.88

 note: on curve - RT
 LT
 on curve - RT
 note: on curve - RT


Clark
Shepherd
Bruner
Onell
7-6-53
32137 (W.O)

TRES LOMAS SEWER

WINCHESTER - DE & CALLE GAVIOTA, ELY

INDEXED
JER
FEB 11 1954

STA	GRADE	STA	GRADE
		5+15	287.03 276.53 C10.50
2+45	267.35 259.52 C7.83	4+80.90 = M.H. #2 Δ = 32° 32' RT	283.91 276.39 Fline C7.52
2+10	266.70 259.09 C7.61	4+60	282.29 274.64 C7.65
1+75	266.19 258.67 C7.52	4+25	279.14 271.71 C7.43
1+40	265.72 258.24 C7.48	3+90	275.79 268.78 C7.01
1+05	265.28 257.81 C7.47	3+55	272.77 265.84 C6.93
0+70	265.02 257.38 C7.64	3+20	270.20 262.91 C7.29
0+35	264.51 256.96 C7.55	2+85.55 = M.H. #1 Δ = 7° 28' 52" RT	268.51 260.00 Fline C8.51
0+00 = D End & Winchester & 5 th Line Calle Gaviota	EXIST. 256.53 Fline	2+80	259.95
B.M. Dir. Elev. Rod:	269.84 B.P. N.W. Winchester & Calle Serena		

↑
0.48

↑
8.598

↑
1.228

Winch (E.L.) Cont.

STA.	GRADE	STA.	GRADE
7+95 (7+90.90 = 6" chimney) (7+70.90 = 6" chimney) Kt.	290.21 277.65 C12.56	291.42 277.65 C13.77	10+80 286.31 278.80 C7.51
7+60 (7+50.90 = 6" chimney) CHK.	292.90 277.51 C15.39	293.51 277.51 C16.00	10+45 286.05 278.66 C7.39
7+70.90 (orig. M.H. #3) 35° 54' RT (Moved 24.57' BKN BK. TANG.)	269.83 = 269.84 (0.01 m)	294.32 277.43 C16.89	10+10 285.74 278.52 C7.22
7+25	294.87 277.37 C17.50	294.92 277.37 C17.55	9+75 284.92 278.39 C6.53
7+16.33 = M.H. #3 (new loc.)	295.19 277.33 C17.86	FL	9+40 284.95 278.25 C6.80
6+90 (6+80.90 = 6" chimney) RT.	295.41 277.23 C18.18	9+05 CHK.	283.67 278.11 C5.56
6+55 (6+40.90 = 6" chimney) LT.	295.18 277.09 C18.09	287.25 = 287.28 = NE BP (moved 15' BK ON LINE F. TANG.) 20' South of N Line RANKORE (subdiv. line) Stubs set 5.63' + 15' on V (RT.)	283.38 278.09 C5.29
6+20 (8+96.17 = M.H. #4 (new loc.) (8+96.17 BK = (8+90 Ahead	294.26 276.95 C17.31	283.63 278.05 = FL. M.H. #4 (new loc.) C5.58	284.29 278.07 C6.22
5+85 (5+85.90 = 6" chimney) RT.	292.53 276.81 C15.72	8+65	285.85 277.93 C7.92
5+50	290.06 276.67 C12.39	8+30	289.08 277.79 C11.29

Note: Alignment + grade change from M.H. #3 to M.H. #4 (MURRAY)

Winch. E.L.J. (cont.)

STA.	GRADE	STA.	GRADE
13+65	302.88 294.21 C 8.67	16+80	316.56 302.86 C 13.70
13+30	299.75 291.21 8.54	(16+77.9 = 6" chimney) Rt. (16+72.9 = " ") Lt. 16+45	316.18 302.47 C 13.71
12+95	297.01 288.21 C 8.80	16+10	315.64 302.09 C 13.55
12+60	294.30 285.21 C 9.09	(15+59.4 = 6" chimney) Rt. 15+75	314.85 301.70 C 13.15
12+25	291.80 282.21 C 9.59	(15+44.40 = 6" chimney) Lt. 15+40	314.22 301.32 C 12.90
11+90.23 = M.H. #5 (Calle Aquadulce) Δ = 100° 09' 30" Lt. stakes set 4.5 + 15' at 1/2.	287.70 279.23 C 8.47	15+05	313.16 300.93 C 12.23
11+85 (lat set)	279.21	14+70	312.04 300.55 C 11.49
11+50	287.57 279.07 C 8.50	14+34.40 = M.H. #6 Δ = 37° 52' Lt. stakes set 4.75 + 15' at on DIAG.	309.90 300.16 - F.L. C 9.74
11+15	287.06 278.93 C 8.13	14+00	306.34 297.21 C 9.13

↑
8.57%

↑
0.4%

↑
11%

↑
62.5%

Winch. Nly (Cont)

53-A

CALL SERENA: M.H. #1 - Winch. Nly to
D. END

53-B

STA	GRADE	STA	GRADE
		2+70 = M.H. #8	286.02 277.01 F.Line C 9.01
		2+45	284.84 275.43 C 9.41
		2+10	282.75 273.23 C 9.52
CHK	287.26 = 287.28 (N.E.B.P. Winch. + Roanoke)	1+75	280.27 271.02 C 9.25
18+63.90 = D. END	stubs set 45' 10" RT 47.9°	1+40	277.52 268.82 C 8.70
18+42	317.44 304.00 = D. END C 13.44	1+05	274.58 266.61 C 7.97
18+07	316.82 303.91 C 12.91	0+70	271.69 264.41 C 7.28
17+72	316.26 303.77 C 12.49	0+35	269.25 262.20 C 7.05
17+37.90 = M.H. #7	stubs set 45' 15" RT. ON DIAG.	M.H. #1 = 0+00 (10 Nly & Winch. & CALL SERENA)	260.00 F.Line
17+15	316.34 303.50 = F.Line C 12.84		
	316.45 303.27 C 13.21		
		P.M. Dir. Elev. Rod.	269.84 N.W.B.P. Winch. + CALL SERENA

0.48

1.18

6.38

4.87

CALLE SERENA - WINCH. NLY (CONT.)

ROANOKE: CALLE AGUA DULCE - Ely to D.E. (log)
(M.H. #5)

54B

STA.

GRADE

chk. 287.28 - 287.28 (see B.M.)

1708

285.00
279.66 = FL. D. END
C 5.34

1105 (not set)

279.65

chk. 269.85 = 269.84 (see B.M.)

0770

286.77
279.51
C 7.26

3+45 = D. END

Flags set 9' 5" RT + 10' LT

288.34
280.09 F Line
C 8.25

0735

287.46
279.37
C 8.09

3+40

↑
#100

288.24
279.88
C 8.36

0700 = M.H. #5 (AGUA DULCE)
= 1490.23 Pg 52

287.70
279.23 = F Line
C 8.47

3+05

287.35
278.44
C 8.91

B.M. =

287.28 = N.E. B.P.
Winchester Y
ROANOKE

CALLE SERENA
EXIST. M.H. AIBEMARLE - SLY to D.END

STA	GRADE
2+80	279.08 269.38 C 9.70
2+45	277.19 268.13 C 9.06
2+10	273.95 266.89 C 7.06
1+75	270.77 265.66 C 5.11
1+40	268.60 264.42 C 4.18
1+05	267.64 263.18 C 4.46
0+70	267.21 261.94 C 5.27
0+35	266.98 260.70 C 6.28
0+00 = EXIST. M.H. E AIBEMARIE W CALLE SERENA	(meet) ACTUAL EL. = 259.46 = F.LINE PLAN → (259.01 F.LINE)
B.M. DIR. ELEV. ROD:	269.84 = N.W. B.P WINCHESTER + CALLE SERENA

3.70
3.54 1/2 → changed to meet E.P. M.H.

STA.	GRADE
5+75	288.07 279.72 C 8.35
5+40	287.79 278.50 C 9.29
5+05	287.35 277.28 C 10.07
4+70	286.61 276.05 C 10.56
4+35	285.56 274.83 C 10.73
4+00	284.14 273.60 C 10.54
3+65	282.29 272.38 C 9.91
3+30	280.21 271.15 C 9.06
2+95.22 (p.o.t.) = M.H. = 10 = E CALLE SERENA + E CUMBERLAND	279.51 269.93 F.LINE C 9.58

Stubs set 4.5 + 15
M. E.

CALLIE SERENA - S'LY (Cont.)

STA.	GRADE
dx	2698.9 = 269.84 (See B.M.)
7+13.14 = D. END	stubs 7.5 + 15 RTS 288.90 281.04 = D. END C 7.86
6+85	↑ 288.94 280.81 C 8.13
6+50	0.80 288.64 280.53 C 8.11
6+15	288.35 280.25 C 8.10
5+83.14 = M.H. #9	stubs 5 + 15 RT 288.15 280.00 F. Line C 8.15

3.50 →

CUMBERLAND: M.H. #10 &
CALLIE SERENA & CUMBERLAND E'LY
to D. END.

STA.	GRADE
2+80	288.48 279.38 C 9.10
2+45	287.34 278.19 C 9.15
2+10	286.14 277.01 C 9.13
1+75	284.99 275.83 C 9.16
1+40	283.86 274.65 C 9.21
1+05	282.71 273.47 C 9.24
0+70	↑ 281.63 272.29 C 9.34
0+35	3.378 280.75 271.11 C 9.64
0+00 = M.H. #10 (see Pg 55) & CALLIE SERENA	279.51 269.93 F. Line C 9.58

B.M.

F.B. #207-31

278.14 N.W.B.P.
CUMBERLAND & CALLIE
SERENA

CUMBERLAND - E'ly (cont.)

STA.	RT.	GRADE
(5795.70 - 6" chimney)	RT.	
(5780.70 - 4" chimney) LT.	↑	
5+80	0.4%	297.01 286.22 C10.79
5+45	0.	296.18 286.08 C10.10
5+10.70 = M.H. #12	↑	295.47
Δ = 12° LT.	stubs set 4.53' + 15" on diag. (RT)	285.95 F.Line C9.52
4+75		294.49 284.96 C9.53
4+40		293.40 283.97 C9.43
4+05		292.36 282.99 C9.37
3+70	↑	291.21 282.01 C9.20
3+35	2.8%	290.20 281.03 C9.17
3+00.03 = M.H. #11 (P.O.T)	↑	289.09
	3.37%	280.05 F.Line C9.04

chk:

0.4% ↑

STA.	GRADE
8+81.59 = M.H. #14	304.75
Δ = 3° 13' 54" LT.	287.43 F.Line C17.32
8+75	304.62 287.40 C17.22
8+40	303.55 287.26 C16.29
(8+10 = 6" chimney) LT.	
8+05	302.74 287.12 C15.62
7+70	301.83 286.98 C14.85
7+35	301.10 286.84 C14.26
(7+30 = 6" chimney) RT.	
(7+12 = ") LT.	
7+00	300.15 286.70 C13.45
6+65	299.25 286.56 C12.69
6+30 = M.H. #13	298.45
Δ = 29° 45' 12" LT.	286.42 F.Line C12.03
6+15	297.96 286.36 C11.60

304.17 = 304.15 57
N.W.B.P.
CUMBERLAND
4 CILLE TRAIL LINES

stubs set 4.66' vis RT
on diag.

CUMBERLAND (CONT.)

STA.	GRADE
11+61.59 = M.H. #15	311.08 288.55 C 22.53
11+55	310.99 288.52 C 22.47
(11+40.59) = 6" ch. LT.	310.28 288.48 C 21.80
11+20	309.52 288.24 C 21.28
(10+90.59) = 6" ch. RT.	308.91 288.10 C 20.81
10+50	308.01 287.96 C 20.05
(10+40.59) = 4" ch. LT.	306.94 287.82 C 19.12
10+15	306.14 287.68 C 18.46
(9+90.59) = 6" ch. RT.	305.37 287.54 C 17.83
9+80	
9+45	
9+10	
(8+91.59) = 4" ch. LT.	

STA.	GRADE
(14+51.59) = 6" ch. LT.	304.36 289.67 C 14.69
14+41.59 = M.H. #16	304.59 289.64 C 14.95
14+35	305.93 289.50 C 16.43
14+00	307.62 289.36 C 18.26
(13+89.59) = 6" ch. RT.	308.82 289.22 C 19.60
13+65	309.75 289.08 C 20.67
(13+39.59) = 6" ch. LT.	310.64 288.94 C 21.70
13+30	311.33 288.80 C 22.53
12+95	311.38 288.66 C 22.72
(12+89.59) = 6" ch. RT.	
12+60	
(12+39.59) = 6" ch. LT.	
12+25	
11+90	
(11+89.59) = 6" ch. RT.	

0.48 ↑

0.45 ↑

↑
0.46
0

↑
0.46
0

STABS SET 4.5' 4.15' RT_E

STABS SET 4.5' 4.15' RT_E

CumberLAND - (Cont.)

Chk.	304.17	= 304.15 = N.W. B.P Tres Lomas + CumberLAND
------	--------	---

15+47.59 = D. ENA. stubs 4.5 x 15 RT		299.59 290.09 F.LINE C 9.50
(15+46.59) = 6" ch. RT.		

15+40		299.94 290.06 C 9.88
(15+36.59) = 6" ch. LT		

15+05		301.42 289.92 C 11.50
(14+91.59) = 6" ch. RT.		

14+70		303.11 289.78 C 13.33
-------	--	-----------------------------

AGUADULCE:
 MH #11 CUMBERLAND - SLY to D. END

STA.	GRADE	STA.	GRADE
2+80	307.34 298.25 C 9.09	5+58 = J. END	317.46 312.12 = F. Line C 5.34
2+45	304.35 295.97 C 8.38	5+23	318.28 311.98 C 6.30
2+10	300.74 293.70 C 7.04	4+88	318.89 311.84 C 7.05
1+75	297.86 291.42 C 6.44	4+58 = M.H. #18 (G.B.K.) (P.O.T.)	318.83 311.72 F. Line C 7.11
1+40	294.94 289.15 C 5.79	4+40	318.50 310.33 C 8.17
1+05	293.05 286.87 C 6.18	4+05	317.14 307.64 C 9.50
0+70	292.06 284.60 C 7.46	3+70	314.88 304.94 C 9.94
0+35	289.88 282.32 C 7.56	3+35	312.25 302.25 C 10.00
0+00 = M.H. #11 (C. Cumberland) + S. AGUADULCE	289.09 280.05 F. Line C 9.04	2+99.65 = M.H. #17 S. AGUADULCE (= GRADE - B.K.) + S. TOCON @ 7°15' LT	309.99 299.53 F. Line C 9.86
B.M. D.H. R.V. RD.	291.02 = S.E.B.P. CUMBERLAND + AGUADULCE		

6.50

0.50

Stubs set 45' 415' etc

7.8

Stubs set 4.51' 415' RT
E in DIAG.

CALLE TOCON?
M.H.#17 S. AGUADUICE, ELY to D.END

2+12 = D.END.

313.61
300.37 F.LINE
C 13.24

(2+10 = 6" ch. UT.)
2+10 (not set)

1+75

313.84
300.23
C 13.61

1+40

313.20
300.09
C 13.11

1+05

312.55
299.95
C 12.60

0+70

311.65
299.81
C 11.84

0+35

310.30
299.67
C 10.63

0+00 = M.H.#17 S. AGUADUICE (P. 60)
+ S. TOCON

309.39
299.53 F.LINE
C 9.86

B.M. Dir. Elev. Rod:

291.02 S.E.B.P
CUMBERLAND +
AGUADUICE

Clark
Shepherd
Brewer
MSIL
W.O. 20005
7-14-53

SEWER: 54th ST - SLY NUTMEG

REF. DWG. 8351-L

INDEXED
JER
FEB 11 1954

62

1+75 - D. END = 5' SLY OF NLY
LINE LOT 19

278.91
273.42
C 5.49

~~1+85 - D. END.~~

1+75

279.11
273.34
C 5.77

1+40

279.27
273.20
C 6.07

1+05

279.50
273.06
C 6.44

0+70

279.83
272.92
C 6.91

0+35

0.45 →

279.89
272.78
C 7.11

0+00 = EXIST. D. END

DWG. = { 365' SLY OF E
NUTMEG ON ELY
12' LINE 54th

(DWG.) 8351-L 272.64 F. Line

B.M.

DIV. Flex. Rod

F. Line D. END = 272.64

Clark
Shepherd
Shaver
O'Neil
7-14-53
W.O. 25010

W 1/4 CB. EUCLID - From pt 434.30' sly of
E. MET. ST. to 694.30' sly

EUCLID Green sheet #4836
Ref: E.B. #2257-1
" " #1664-39 Note (Alignment from this bk)

EUCLID - (Green sheet #4836) INCLUDE (showing prop. grade from sly edge by bridge
to pt. 940' sly therefrom) OUTS to c.B. line from this sheet

CHK
INDEXED
MSR
FEB 1 1954
STA 14 CB. E CB. RT. (w 1/4) P.L.

104.22 = 104.22 (See B.M.) 63

STA.	P.L.	CB.	E	CB.	P.L.	CHK	RT. (w 1/4)
2+60				104.95 105.79 F 1.04	105.20 105.79 F 0.59		
2+40				104.41 105.28 F 0.87	104.48 105.28 F 0.80	4+00	109.42 111.48 C 2.06
2+20				104.15 104.85 F 0.70	104.12 104.85 F 0.73	3+80	108.33 110.45 F 2.12
2+00				103.91 104.48 F 0.57	104.04 104.48 F 0.44	3+60	107.37 109.48 F 2.11
1+80				104.13 104.21 F 0.08		3+40	106.63 108.59 F 1.96
1+60				104.05 103.99 C 0.06		3+20	106.30 107.77 F 1.47
1+40				103.99 103.87 C 0.05		3+00	106.05 107.05 F 1.00
0+00 = Sly Edge of Bridge (294.30' sly of E. MET. ST.) as per Green sheet #4836						2+80	105.72 106.38 F 0.66

Note: these stubs graded out.
 For Locust (9-18-53) stakes
 see Pg. 69

these stubs
 know read out
 see Pg 69

B.M. N.Y. Elev. Rod: 104.22 B.P. N.W. Corner
 Bridge 200' sly E. MET. ST.
 C.B. LINE 34' OUT FROM B.P.
 P.LINE 44' " " "

Clawt
Shepherd
B. Wier
Oneil
8-3-53
W.O. 21064

STORM-DRAIN - IMPERIAL

at SAN JACINTO

REF: FB# 2034

INVC: 10586-L

INDEXED
HER
FEB 11 1954

64

Elev's BERM (2') B.C. - Imp. N'Ely to N'lets

0.67' CBFC. LT (WY) RT (WY)

CHK

155.22 = 155.22 (See B.M.)

0+15

154.35
155.63
F 1.28

156.63
155.63
C 1.00

0+75

154.74
155.87
F 1.13

156.87
155.87
C 1.00

0+75

154.80
156.17
F 1.37

157.14
156.17
C 0.97

0+55

154.89
156.53
F 1.64

157.45
156.53
C 0.92

0+35

155.08
156.96
F 1.88

157.92
156.96
C 0.96

0+15

156.23
157.44
F 1.21

158.13
157.44
C 0.69

0+00 - Imp. B.C.

157.72
157.84
F 0.12

157.84

(2 STATIONS)

stubs set 5' BK FC. BACK

B.M.

DIR. ELEV. ADJ.

155.212 = L+T = E.C.

& IMPERIAL AT
SAN JACINTO

STORM-DRAIN (CONT.)

4/11

155.22 = 155.22 (see B.M.)

1+10.12 = E.C.

152.18
143.96
C 8.22

0+98.60 = mid pt.

Line only

0+87.08 = B.C.

$\Delta = 60^\circ$ LT
 $R = 22'$

153.83
144.49
C 9.34

0+67.75 = C.B. PC

1/2 Pipe

See E.L. Box below

2+67.51 = E.C. WALL

(10") BASE = WALL
Stub set 6" 15' RT 1/2 E.C. wall

140.80

144.50
142.50 = F.L.
C 2.00

0+166 = C.B. INLET #2

(TYPE B-2 15')

Stub 10' BK

Stub 10' BK

Stub 10' BK

Wly 154.18
P.C.B. 153.57
F 1.37

153.86 ELR
153.46 T.C.B.
F 1.60

153.84
145.20 FL
C 8.64

153.86
144.95 FL
C 8.91

2+27.51 = E.C.

146.84
142.74
C 4.10

GUTT.
153.84
154.62
F 0.78

0+133

155.22
145.97
C 9.25

2+19.83 = mid-pt

Line only

0+100 = C.B. INLET #1

(TYPE A-2 15')

5' by imp

Stub 10' BK contd

Stub 10' BK

Stub 10' BK wly pipe on 18" N.Y. Pipe

Wly 156.44
P.C.B. 155.46
C 0.98

156.35 WLY
155.41 T.C.B.
C 0.94

156.44
149.30 ELR
C 7.14

156.44
146.74 FL
C 9.70

2+12.15 = B.C.

$\Delta = 40^\circ$ LT
 $R = 22'$

147.38
142.83
C 4.55

1+76.66

148.26
143.05
C 5.21

0-69 = EXIST 18" (Type C. Cleanout)

Re-set 56.92
152.67 1/2" Box
C 1.23
Knocked out
156.94
153.67 T.C.B.
C 1.30

151.21 = F.L. (meet EXIST F.L.)

1+40 = grate B.C.

150.21
143.27
C 6.94

B.M. DIR. ELEV. ROD:

155.22 = LAT E.C. IMPERIAL (F.B. 2043-62)
AT SAN JACINTO (NO B.M. ON PLAN)

Clerk
Shepard
Briner
Oweil
8-21-53
W.O. 20958

STORM DRAIN: MAPLE and
ALBATROSS STS

REF. - No Field Book -
DNG: 4532-B

INDEXED
MER
FEB 11 1954

66

CHK:

180.01 = 180.01 = (B.M.)

0 + 40.69 = FC. Head of Well

Subs. 10' x 20' LT 2 Pipe

169.71
166.34 FL
C 3.37

0 + 20.34

Subs. 4.5' RT 2 Pipe

177.72
170.83 FL
C 6.89

SLY
0 + 0.0 = CB Line ALBATROSS

7' to 10' on Pav. NAIL
10' OFF CB FL

178.39
TR CB = 178.15
C 0.24

178.39
177.32 = CUTT
C 1.07

178.39
175.32 FL
C 3.07

10' TYPE A-2 CB
Inlet

(Continuity CB ALBATROSS

THIS W'ly OF Proj SLY Prop. Line

MAPLE ST.

ALIGNMENT 40' x 15" Conc. Pipe = 72° 04' OFF W'ly CB LINE
ALBATROSS IN S.E. Ly Quad.)

B.M. D.W. Elev. Rod.

180.01 = S.E. 7' LAT MAPLE & ALBATROSS

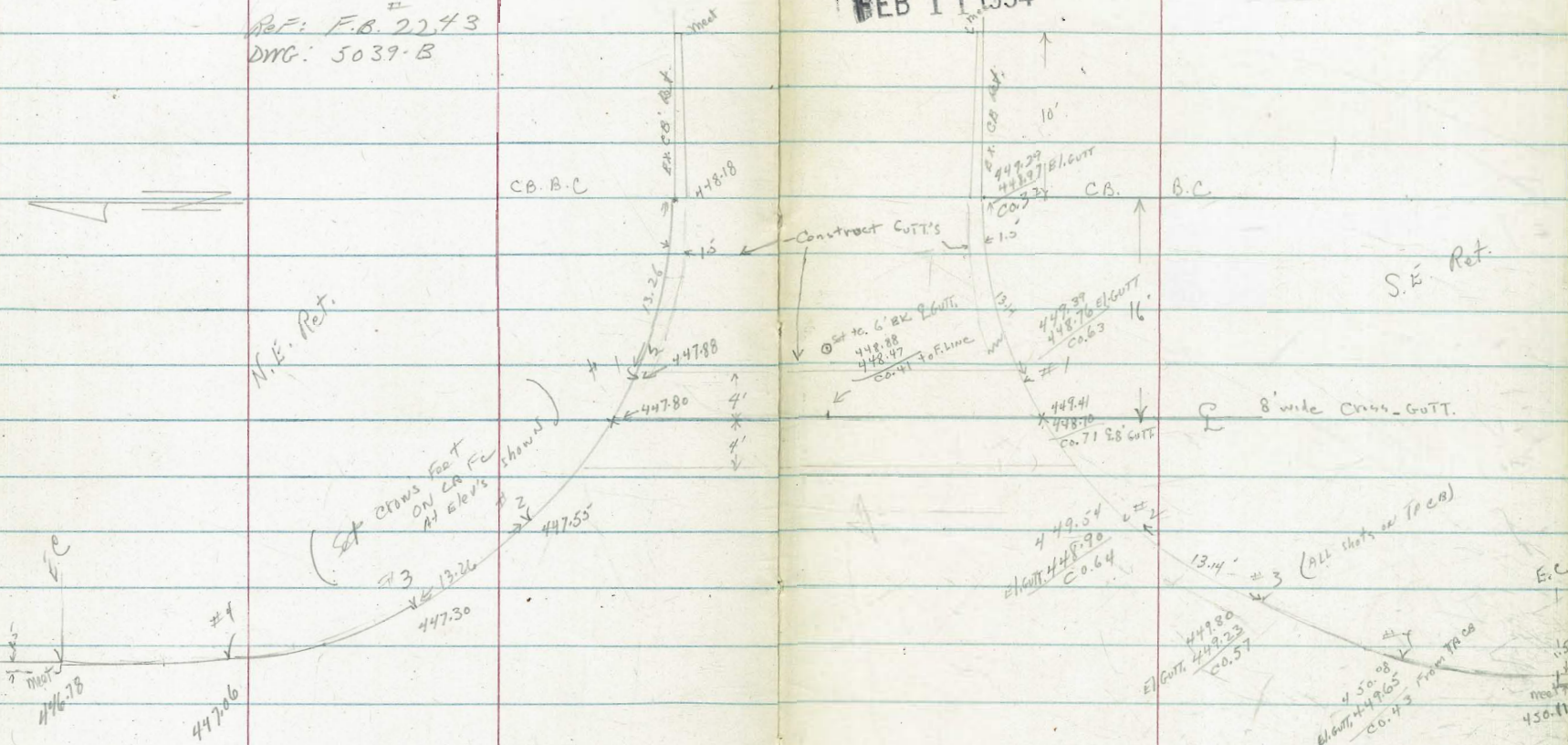
Clark
Bruner
O'Neil
8-25-53
W.O. 21148

GUTTERS: 55' 1/2 LINDA PRSEO

REF: F.B. 2243
DWG: 5039-B

INDEXED
SER
FEB 11 1954

67



55' 1/2 ST.

STA	E Sewer MAIN	LAT. AT Prop. L	STA.	E Sewer	LAT. AT Prop.
Clark Bruner, Oweil 8-28-53 W.O. 62339	ROANOKE SEWER Rancho Mill #6 P.O. DWG: 11048-L FB# 2107	LAT'S	INDEXED JER FEB 11 1954		
STA	E Sewer MAIN	LAT. AT Prop. L			
LAT #7 3+35	285.29 279.2 C 6.07	285.29 279.9 C 5.39			
LAT #6 2+85	285.30 279.1 C 6.20	285.30 279.7 C 5.60			
LAT #5- 2+35	284.64 278.9 C 5.74	284.64 279.5 C 5.14			
LAT #4 = 1+85	283.92 278.70 C 5.22	283.92 279.3 C 4.62			
LAT #3 = 1+35	284.02 278.5 C 5.52	284.02 279.1 C 4.92	chk		287.28 = 287.28 (See BM)
LAT #2 = 0+80	282.45 278.3 F.L. C 4.15	282.45 278.9 C 3.55			281.38 280.20 new grade F.L. C 1.18
LAT #1 0+00 (stub 5' sly on wily line Winchester at Roanoke)		282.77 279.00 F.L. C 3.77	LAT #10 = 4+70	281.38 279.70 C 1.68	281.38 (grade change office 1896) 280.70 C 0.68
Note: 0+00 = Wily Line Winchester at Roanoke	ALL stub set 5' wily OFF LAT. AT. P.O.W. (sly line Roanoke)		LAT #9 = 4+35	283.33 279.6 C 3.73	283.33 280.30 C 3.03
B.M.	Dir. Elev. Rod.	287.28 = N.E. BP Winch. + Roanoke	LAT #8 = 3+85	284.74 278.4 C 5.34	284.74 280.10 C 4.64

INDEXED
HER
FEB 11 1954

Clark
Shepherd
McLure
O'Neil
9-18-53
W.O. 27431

CB. GRADES
WLY EUCLID (500 P. 63)
(LANGLEY AIR. M.F.T.)

REF: EVID Green Sheet #4836
F.A. 2257-1
" " 1664-39 (alignment from this OK)

STA

CB's at (WLY)

STA.		CBs RT. (WLY)		
L 2+20		104.17 104.85 Fo. 68		
L 2+00		103.93 104.48 Fo. 55		
L 1+88.75	END Drive AT P.L.	104.08 104.53 Fo. 45		
L 1+80		104.05 104.21 Fo. 16		
L 1+60		104.01 103.99 C.O. 02		
L 1+48.75	Req 40' Drive AT Prop. Line	103.64 104.12 Fo. 48	2+60 (grade alignment only)	104.85 105.79 Fo. 94
L 1+46.25	= Beg CB here	103.74 103.99 Fo. 15	2+58.75 = END CB here.	
L 1+40	Not set - (Stub 3' or CB FC)	103.87	2+40	104.39 105.28 Fo. 95

P.B.M. DIV - Elev. Rod.
(CB Line 34' from E)
P.L. 49 " " "
As per Green Sheet #4836

(0100 = SLY LINE
BRIDGE .294 30 SLY
OF E MK'T ST.)

104.22 B.P.N.W

CORN. 200' SLY E
MARKET ST.

CENTRAL HOMESTEAD at 3626 St

Clark
Shepherd
Bruner
Owen
9-18-53
W.O. 20672

STORM DRAIN EXT. ELY 36th.
LOT 3 BIK F
5'LY HAMLOCK
REF. DWG 4983-B & 5025-B
FB 2029

INDEXED
MER
FEB 11 1954

CHK 26.39 : 26.40 = N1 stub 4+66.90 L. RT. FB 2029-6

0144 = END TO B
(43.87) (E-Line 36th and
36.79' NLY of sly line)
LOT 3

38.90
33.82
C 5.08

0122

40.89
33.93
C 6.96

0100 = EXIST. 18" Con. Pipe

34.04 FL

B.M. DIR. Elev. Rod: 50.80 = N.W. C.P. Florence
+ 35.4h

Clark
Shepherd.
Blumer
Oweil
10-21-53
W.O. 62348

SANITARY SEWER BIR-122-CHARLES ADD.
33" x 4" I.B.

Prof: INC 5094-B
F.B. 2328-5

INDEXED
SER
FEB 11 1954

CHK:

125.00 = 125.00 = (See B.M.)

2+10 = DEAD

132.38
128.91 = F.L. elev.
C 4.37

1+80

132.81
127.29
C 5.52

1+50

132.81
126.57
C 6.24

1+20

132.63
125.85
C 6.78

0+90

132.71
125.13
C 7.58

0+60

133.25
124.41
C 8.84

0+30

132.00
123.69
C 8.31

0+00 = M.H. #1 (set slabs 8' W. E.)

126.49
122.97 = F.L. elev.
C 3.52

B.M. DIR. EX. ADJ.

125.00 = I.E. M.H. Alley
BIR 122 CHARLES ADD.
AS PER FB 2328-6

Clark: 5000
8500
10-30-53
W.D. 62351

Ely - 63rd St. CB GRADES
Sly Line MorteZuma MTS. Sept. 14, 66' Sly
R.F. 11075-L DWG:

See Pg. 73 For Ely CB 63rd
EXTENDED to 67. 350.31' Sly
of S. LINE MONTEZUMA MTS.

INDEXED
JER
FEB 11 1954

STA.	Ely CB	E	(EXIST) Wly CB
1414.66 (END. CB)	461.08 461.76 F0.68	461.62	
1409.48	461.12 461.76 F0.64		
0189.48	461.12 461.73 F0.61	461.93 CB AT N.L. Dorothy DRIVE	
0169.48	461.17 461.66 F0.49		
0149.48	461.33 461.55 F0.22		
0129.48	461.12 461.41 F0.29		
0109.48	460.75 461.23 F0.48		
0400: 5'ly Line MONTEZUMA MTS. END. EXIST. C.B.	CHK 461.12 461.12	460.985 P 461.12 EXIST.	
B.M.	IV. EL. ROAD	461.12 = EX. CB Ely CB Line 63rd v Sly MONTEZUMA MTS.	

Clark
Shepherd
Bruner
Owens
11-04-53
MO. 62357

ELY CB 63rd - Dorothy Drive to
Pontiac (see p 72)

Ref: DWG: 11128-L

73

STA	ELY CB	E	EX. W/ly CB	STA	ELY CB	E	EX. W/ly CB
2+89.12 = B.C.	461.30 461.24 C 0.06						
2+75	461.15 461.29 F 0.14						
2+50	461.16 461.37 F 0.21						
2+25	461.24 461.46 F 0.22						
2+00	461.08 461.54 F 0.46						
1+75	461.37 461.62 F 0.25						
1+49.48	461.25 461.70 F 0.45			3+50.21 = EX. CB. Nty Line Colwood #3	461.00 461.03		
1+29.48	461.06 461.75 F 0.69			3+29.90	461.00 460.97 461.08 F 0.11 F 0.08		
1+14.66 (see p 72)	461.76			3+09.5	461.54 461.16 C 0.38		

B.M. Dir. Elev. Rod:

461.12 = EX. CB. 63rd
AT S. Line Montezuma HT's

Clark
Shepherd
Sewer
Dwg. 1
11-12-53
W.O. 62352

SEWER 4.3" AT "Z" ST.
EX. D.E. NLY 79'40" NLY Line 43rd St.
Ref. DWG: 5120-B

INDEXED
SER
FEB 11 1954

STA.

E Elev. (Flo. Line)

chk:

79.23 = 79.26 (see B.M.)

0+79 = J.E.
on NLY Line 43rd St
E-Z Projected NLY

80.81
76.96
C 3.85

0+75

N.T. set

76.94

0+50

80.40
76.84
C 3.56

0+25

80.76
76.74
C 4.02

0+00
= D.E. (EX) 60' NLY
M.H. #10 (DWG 9990-4)

(steps set's nts) meet 76.64 EX F. Line

B.M.

Dir. Elev. P.D.

79.26

N.E. B.P. Boston 43rd

Clark
Shepherd
Culvert
0 mi.
11-12-53
W.O. 20467

DRAINAGE DITCH 36" dia. V. NEMLOCK
EX. 36" Culvert to D. E.

F.B. 1039-51-52-64
Ref: JWG 1102-6

INDEXED
JER
JAN 18 1954

STA

9

STA.
4+00
28.18
28.18
C 0.08

3+50
29.26
28.35
C 0.91

3+00
30.72
28.60
C 2.12

2+50
30.66
28.85
C 1.81

2+00
31.65
29.10
C 2.55

1+50
32.81
29.35
C 3.46

1+00
34.26
29.60
C 4.66

0+71.7 = END Conc. Apron
35.96
29.74
C 6.22

stubs in RTG

0+56.7 = END EX.
36" culvert
(conc.)
30.08 FL
EX. 36"

229.82 FL Apron

dx
30.09 = 30.08 (See AM)

4+10
27.99
28.05

B.M. Dir. Elev. Rod: 30.08 = FL LINE END. EX. 36" culvert.

Clark
Shepherd
Byrner
O'Neil

IMP's CROSBY ST bet
AT Y S.F.R.R. MEAN HIGH TIDE LINE

NOTE: Blue FIGS = Grade change as per office
for change alignment for DNG. 10982AL
+ GRADE

76

REF: DNG 10982-L
F.B. *1039-51-52

INDEXED

NER

FEB 11 1954
w/ Edge
PAT.

STA

44 CB

E

w/ly Edge Pat

(CB)

P.L

CB

STA

P.L
(CB)
(3.75)

44

CB

3.93 Rod
4.05
FO.12

0+75

0+57

4.28
4.24
CO.04

0+47

4.53
4.49
CO.04

0+37

4.90
4.76
CO.14

~~1+54.7 EX.CB.~~

~~1+58.5 EX.CB~~

3.19 meet
3.19
Grade

0+19

5.56
5.59
FO.03

~~1+46.3 P.T.C~~

1+47.5 BC (3.23)

2.86 Rod
3.27
FO.41

0+09 = BC
on Crosby

5.83
5.83
Grade

~~1+37.9 BC~~

1+30.05 (3.20)

2.56 Rod
3.36
FO.80

(SE Ret.)

5.90 Rod
6.00 Tr.CB
FO.10

~~1+25~~

1+12.55 (3.37)

2.82 Rod
3.50
FO.68

0+00 = Misc (E. line Crosby 42.475 (1))
OF 2 AT Y S.F.R.R. (FB 1039-51)

~~1+00~~

0+96.2 (3.44)

3.40 Rod
3.77
FO.37

0+86

(3.55)

B.M. Dir. Elev Rod.

2613 NW 10' Lot Mint + Beardley

Clark
Shogard
Griner
0201
12-8-53
W.O. 21008

SEWER
EXTENSION: 69th ST. + S. Wunderlin
to 120' NLY on 69th

REF: NO DATA!

INDEXED
JER
FEB 11 1954

77

1+20 = D. END

115.84
103.60 F.L.
C 12.24

0+90

113.17
102.70 F.L.
C 10.47

0+60

110.89
101.80 F.L.
C 9.08

0+30

↑
00
3)

108.50
100.90 F.L.
C 7.60

0+00

= EXIST. D. END E. 69th
+ Wunderlin

(CONSTRUCT M.H.
+ Meet EXIST. Elev. 100 F.L. line (Assumed elev.)

Clark
Shepherd
Briner
O'Neil
1-12-53
W.O. 20009

SEWER EXTENSION:
MARYLAND ST. EX. M.H. 100' N.Y. to
FRANCISCAN-WAY - DEAD-END.

78

INDEXED
JER
FEB 11 1954

STATION

Elev. F. Line

1400 - D. END

345.22
341.42 = D. END, F.L.
C 3.80

0+75

345.47
341.25
C 4.22

0+50

345.71
341.07
C 4.64

0+25

345.90
340.90
C 5.00

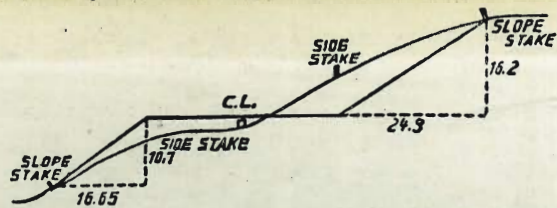
0+10

EXIST. M.H. =

340.72 = F. Line
EXIST.
M.H.
E. MARYLAND

B.M. Dr. Elev. Rod:

347.77 S.E. B.P. Golden GATE Dr. & Cleveland.



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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