

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

| PAGES | INDEX | DATE |
|-------|--|-----------|
| 1-3 | PAVING GRADES ALLEY BLK 197 PAC. BEACH | 3-11-54 ✓ |
| 4-6 | PAVING GRADES ALLEY BLK 196 PAC. BEACH | 3-11-54 ✓ |
| 7-9 | PAVING GRADES ALLEY BLK 195 PAC. BEACH | 3-10-54 ✓ |
| 10-12 | PAVING GRADES ALLEY BLK 194 PAC. BEACH | 3-10-54 ✓ |
| 13- | SEWER GRADES - BROADWAY; QUAIL ST. ELY | 2-9-54 ✓ |
| 14- | GRADES 24" STORM DRAIN BLK 52 CARRS. SUB-DIV. | 2-10-54 ✓ |
| 15-18 | FIELD CHECK GRADES PENN. AVE | 2-15-54 ✓ |
| 19-25 | GRADES 18" R.C.P. MAR. AVE | 2-18-54 ✓ |
| 26-30 | GRADES ANNA ST. BETWEEN SHERMAN & AINSFERR | 2-19-54 ✓ |
| 31-36 | GRADES LAJOLLA AVE; WLY CURB BIRD ROCK TO CANINO-DE-LA-COSTA | 2-23-54 ✓ |
| 37-39 | GRADES ALLEY BLK 4, OCEAN FRONT. | 3-2-54 ✓ |
| 40-42 | GRADES RHODE ISLAND; MADISON-GOLDEN GATE DR. | 3-5-54 ✓ |
| 43- | SEWER EXT. 45 TH & MARKET | 4-1-54 |
| 44- | GRADES-DRAINAGE SLY LINE QUINCE & ALLEY @ HALLER ST. (FOR OBSERVATION) | 4-1-54 |
| 45-46 | GRADES 29 TH E; TO BROADWAY | 6-9-54 |
| 47 | CURB STAKES KENSINGTON & MADISON | 6-15-54 |
| 48-9 | GRADES MONTEZUMA & 55 TH ST | 8-11-54 |
| 50-51 | SEWER GRADES BOWMAN LANE | 9-10-54 |
| 52-53 | SEWER GRADES MOWHAWK ST | 9-10-54 |

| PAGES | INDEX | DATE |
|-------|--|------------|
| 54-57 | SEWER GRADES 67 TH MONTEZUMA TO SARANAC | 9-10-54 |
| 58-59 | PAVING GRADES BOWMAN LANE | |
| 60-61 | PAVING GRADES MOWHAWK; WLY OF BOWMAN LANE TO 67 TH | |
| 62-71 | PAVING GRADES 67 TH ST. MONTEZUMA TO SARANAC ST. | |
| 72-75 | PAVING GRADES 68 TH ; NLY LINE MOWHAWK TO NLY LINE SARANAC. | |
| 76- | GRADES DRAINAGE DITCH RIDGE VIEW DRIVE | 10-18-54 ✓ |
| 77-78 | EXT. STORM DRAINS BLK 52 C.I. CARRS SUB. | 1-02-55 |

RECEIVED
JER
MAY 12 1954

PAVING GRADES ALLEY BLK 197 PAC-BEACH W/O. 31957

Ref F.B. 2159
26

DW910614-4 Lt

±

RT.

①

3-11-54

1+70

X-A' 7.07
38.55
C 0.52

8.49
38.25 P-2
C 0.24

1+50

P-2' 8.33
38.24
C 0.109

8.38 T.P.
37.94
C 0.44

1+00

P-2' 7.98
37.38
C 0.68

7.79
37.08 P-2'
C 0.71

0+50

" 7.60
36.51
C 1.09

8.68 N-2'
36.22
C 2.46

0+20

P-2' 7.14
36.00 35.45
C 1.14

7.82 N-2'
35.70
C 2.12

0+00 = Ely. Line Dawes St. Match Part Sec.

35.65

35.25 ✓

B.M.

34.61

Wly 7' Nail Dawes St & Alley Blk 196 2159
54

PAVING GRADES ALLEY BLK 197 - PACIFIC BEACH

3-11-54

4+30

X-2' 1.44
40.97
C 0.47

2.69
40.67 X 0.40
221.02

4+00

N-2' 1.15
40.70
C 0.45

2.21
40.40 X-1'
C 1.81

3+50

N-2' 0.80
40.24
C 0.56

40.16
39.94 D-2'
C 0.22

3+00

N-0.40 41.06
39.78
C 1.28

0.57
39.48 N-0.12
C 1.09

2+50

N-0.28 40.67
39.33
C 1.34

9.78
39.03 D-2'
C 0.75

1+90

D-2' 9.02
38.78
0.24

8.60
38.48 D-1'
C 0.12

3-4-54

PAVING GRADES ALLEY BIX 197-PACIFIC BEACH

Lt. \$ Rt.

B.M.

40.66 Nail P.P. N^o JPA 1150 Sta 2+51 2159
57

4+92.14 Match Point @ Wly Line Everts St.

2.37
42.40
X-2²⁵ F 0.03

2.10
42.10
X - curb
cut for
Everts Pava

4+70

X-2' 2.02
41.65
C 0.37

3.45
41.35 X-0.40
C 2.10

4+50

N-2' 1.64
41.23
C 0.41

3.02
40.93 X-0.40
C-2.09

INDEXED

JER

MAY 12 1954

PAVING GRADERS ALLEY BLK 126 PK-BEACH

W.O. 31957

Ref F.B. 2159

25

Lt.

E

Rt.

②

DWG 10815-L

3-11-54

1+50

2' 2.42
32.06
C 0.36

1.89
31.76 2'
C 0.13 P.K.

1+00

2' 1.66
31.73
F 0.07

1.50
31.43 2'
C 0.07 P.K.

0+50

2' 1.36
31.40
F 0.04

1.18
31.10 2'
C 0.08 P.K.

0+40

0.65 1.16
31.33
ch 151⊕ F 0.17

30.78

1.13
31.03 2'
C 0.10 P.K.

0+30

0.55 1.06
31.14
ch 151⊕ F 0.08

1.00
30.83 0.39
C 0.17 ch 151⊕

0+00 = Ely Line Cass St.

31.07 30.68 30.71

B.M.

29.66

P.K.

7' Nail Wly Line Cass St Alley Blk 195 G-316

65

ALLEY BLK. 196 PAC. BEACH CONTD.

3-11-54

Lt.

E

Rt.

5

4+00

2' 4.20
33.96
C0.24

4.03
33.71 2'
C0.32 P.K.

3+60

2' 3.95
33.52
C0.43

3.44
33.24 2'
C0.20

3+40

2' 3.93
33.32
C 0.61

3.36
33.03 2'
C 0.33 P.K.

3+20

2' 3.56
33.17
C0.29

3.11
32.87 2'
C0.24

2+00

2' 3.13
32.78
C0.35

2.78
32.48 2'
C0.30

2+00

2' 2.76
32.39
C0.37

2.17
32.09 2'
C0.08

ALLEY BLK 196 - PAC-BEACH CONTD.

3-11-54

Lt.

¢

Rt.

②

B.M.

34.61 W/ly T Nail & Alley Blk 196 & Dawes St.

4+99.35 = W/ly Line Dawes St.

5.07 ✓
35.08

34.69

4.89 ✓
34.89

4+50

2' 4.71
34.52
C0.19

4.45
34.30 2'
C0.15 PK.

INDEXED

DER

MAY 12 1954

PAYING GRADES ALLEY BIK 195 PAC BEACH

W.O. 31957

Ref PB 2159
25

DW 910816-L

Lt

±

Rt.

3-10-54

1+00

C0.40^v

26.60

2' 26.20

C0.47^v

26.47

26.00 2'

0+80

C0.23

26.18

2' 25.95

C0.28^v

26.03

25.75 2'

0+60

C0.46

26.06

2' 25.60

C0.20^v

25.60

25.40 2'

0+40

C0.41^v

25.46

2' 25.05

C0.67^v

25.52

24.85 2'

0+20

C0.40^v

24.75

2' 24.35

C0.21^v

24.31

24.10 2'

0+00 - Fly Line Bayard St.

23.60^v

23.60

23.41

23.40

B.M.

23.13

± Christ Cross Sta. 0-07

2159

44

4. 3-10-54

Rt.

(3)

ALLEY BLK. 195 - PAC-BEACH CONTD.

4+00

CO. 47^v
28.92
2' 28.45

CO. 09^v
28.34
28.25 2'

3+50

CO. 93^v
29.00
2' 28.07

CO. 33^v
28.20
27.87 2'

TP.

29.44

CO. 77^v
28.47
2' 27.70

CO. 26^v
27.76
27.50 2'

3+00

2+50

CO. 81^v
28.13
2' 27.32

FO. 10^c
27.02
27.12 2'

2+00

CO. 43^v
27.38
2' 26.95

CO. 11^v
26.86
26.75 2'

1+50

CO. 29^v
26.86
2' 26.57

CO. 48^v
26.85
26.37 2'

ALLEY BIK 195 PAC-BEACH

B. M.

29.66 m

29.66 W/ly 7' PK. Cass # Alley 195

5+00.88 = W/ly Line Cass St.

30.16 2'

29.82

29.83

C0.18^v

29.40

29.22 2'

C0.70^v

29.70

29.00 0.12
chis!X

4+60

C0.32^v

29.13

28.83 2'

C1.28^v

29.93

28.65 0.08
chis!X

4+40

C0.42^v

29.02

28.60 2'

C0.38^v

28.78

28.40 2'

4+20

Lt.

±

Rt.

③

3-10-54

INDEXED

MAY 12 1954

PAVING GRADES ALLEY BIK 194 PAC-BEACH

W.O. 31957

Ref FB 2155 G-316
38 67

3-10-54

Dwg 10820-L

Lt.

±

Rt.

1+00

F0.21^v

C0.16^v

2099

2148

2' 21.20

21.32 2'

0+70

C0.46^v

C0.09^v

2211

2181

0.5' 21.65

21.72 2'

0+40

C0.77^v

C0.83^v

2287

2296

0.12' 22.10

22.13 2'

Nail in fence

0+20

C0.88

F0.12^v

C1.10^v

2321

2351

0.35' 22.33

22.41 2'

chisel

0+00 = Wly Line Bayard St.

2

22.39

22.27

22.71

B.M.

2313 $\frac{2159}{44}$

7' chisel Cross ± Alley & N.E. Side Bayard

B.M.

2+59.33

2+49.33 = Match Point

2+40

2+20

2+00

1+80

1+40

Lt. E Rt. ①
1904 SEBP Garnett Mission Bluff
3-10-54

18.40

18.70

1872

18.13

18.63

18.93

60.00^v

60.39^v

1896

1936

1' 18.87

19.17 2'

chisel

60.12^v

60.22^v

1942

1981

0.30' 19.30

19.59 2'

chisel

60.07^v

60.25^v

1974

2019

0.70' 19.67

19.94 2'

chisel

60.17^v

60.08^v

2017

2032

0.25' 20.00

20.24 2'

chisel

60.35^v

60.20^v

2025

2098

2' 20.60

20.78 2'

An open notebook with two blank, lined pages. The pages are cream-colored with light blue horizontal ruling. The notebook has a dark cover visible around the edges. The right page has a small circled number '12' in the top right corner. The pages are otherwise empty of any text or markings.

INDEVED

JER

1051

SE MAX GRADES BROADWAY FROM QUAIL

2-9-54

(13)

Ref DWG 8837-2 Posted - 8-8-56 M'Q

ST. ELY.

W.O. 62214

Stakes Set 5' Rt.

Sta.

+

H. 1

-

Elev

Grade

Cut.

| | | | | | | |
|-----------|------|--------|--------|-------------------------------|-------|------|
| 0+60 | | 2.92 | 176.74 | 166.32 | 10.42 | D.E. |
| 0+30 | 0.7% | 3.12 | 176.54 | 166.11 | 10.43 | |
| 0+00 | | 13.73 | 165.93 | F.L. @ 167' Ely of Quail Sta. | | |
| F.L. M.H. | | 15.06 | 164.60 | ± Quail & Broadway | | |
| | 8.95 | 179.66 | | | | |

0+00 = 167' Ely of M.H. ± Quail & Broadway

B.M.

170.71

S.W. BP. Hilltop & Quail

Ref F.B. 2237
93

2-10-54

Stamber
Huffman
Nardahl
Sherry

19

GRADE STAKES 24" STORM DRAIN BLK 52

C.L. CARRS SUBDIVISION W.O. 21190

DWG. 5150-B

MARKET ST.

INDEXED
JER
MAY 12 1954

Sta → Elev. Grade Cot

NOTE: Direct Elev. Rod Used

Fj2x2 Hub

NOTE: Ref Pts Set. 10' RT.

Fj2x2 Hub

ST

59.60'

44.26'

51.10'

Make Connection

$\Delta = 35^\circ$
 $R = 45'$
 $T = 14.19$
 $L = 27.49$
 $E = 2.18'$

1+34.53 B.C.
0+36

3.6'

0+98.53 = Begin Constr.
0+00 BLK 52

ALLEY

27.74'

| | | | |
|---------------|--------|--------|------|
| 0+6349 E.C. | 105.17 | 105.17 | |
| 0+4974 P.O.C. | 108.09 | 104.98 | 3.11 |
| 0+36 B.C. | 105.22 | 104.79 | 0.43 |
| 0+18 | 105.10 | 104.54 | 0.56 |
| 0+00 | 106.44 | 104.29 | 2.15 |

T.B.M.

106.20

2237 Top 2x2 Sta. 0+90.54
79

B.M.

142.11

5 EBP 27-th of Island

Ref F.B. 2178 2-15-54 Stamper (15)
Dwgs-11274-5-L Huffman
Nordahl
Sherry

GRADE STAKES ON PENNSYLVANIA AVE
FOR FIELD CHECK ONLY W.O. 20005

Lt.

Curb

NOTE: Stakes are
set on 1/1 Slope

from 2' Bk of Curb

line on Left.

Random Stakes Set
on Prop. Line

0+85

C 7.6
206.80
199.20
9.6 Bk

Sta 0+85 - 14.8' Rht
T.P. Set PK Nly Side P.P. No. 387

202.71

C 3.2
201.72
198.52
5.2' Bk.

0+40

Grade
198.24
198.24
2 Bk

0+20

INDEXED
JER
MAY 12 1954

0+00

B.M.

195.00

S.W. C.T. Pennsylvania & Carlew

P.O.C.
1+96.80 $\Delta = 55^{\circ} 47' 23''$

16.87'

P.O.C.
1+79.93 $\Delta = 28^{\circ} 10' 29''$

$L = 70.72$

17.21' $\Delta = 115^{\circ} 47'$

$d = 49.11067 / \text{ft.}$
B.C. Rt. Δ @ Center
1+62.72 $\Delta R = 35' T = 55.78'$

1+45

1+20

Lt.

Δ

(6)

Grade
201.10
201.10
2' Brcb

2-15-54

C13.0
213.6
200.65
15.0 Brcb

C15.4
215.8
200.37
17.4 Brcb.

C11.2
211.11
200.11
13' Brcb.

199.76

2+96.92

3.0.00

2+66.92

T.P.

33.52

F.C.

2+33.40

115° 47'

12.22

P.O.C.

2+21.18

95° 42'

9.16

P.O.C.

2+12.02

80° 42' 19"

Lt. curb

C 13.2

220.4

207.16

15.2 BrCb.

2-15-54

C 11.2

215.1

203.88

13.2 BrCb

C 2.5

204.3

201.79

4.5 BrCb.

F 1.3

201.30

201.60

2 BrCb.

C 0.3

201.85

201.35

2.3 BrCb.

Curb

⊕

4 + 79.86 = Match Paving

234.39

43.03 Jan

T.M. Nails P.P. Sta 4+23-8' R/L. N° 349

218.98 - 218.99 2178

60.70

E.C.

8

225.40

4 + 36.83

115° 49' 26"

224.70

2.7 B&Cb.

Av. 36.66

P.O.C.

60.5

4 + 00.15

55° 47' 24"

220.70

220.20

X @ Center

= 98.22134

2.5 B&Cb.

d = 49.11067 / ft.

Av. 34.08

EL = 70.76'

∠ = 113° 48' 42"

B.C. Lt.

ER = 35'

62.4

3 + 66.07

218.9

216.50

4.4 B&Cb

36.07'

612.0

223.6

3 + 30

211.63

33.08'

T.P.

216.85

INDEXED

JER

MAY 12 1954

CONSTRUCTION ALIGNMENT & GRADE OF 18" RCP

BETWEEN MAR. AVE & CABRILLO AVE NLY OF PEARL ST.

W.O. 20443

Ref F.B. 1819
Dwg 11073-L 2-18-54
W.H. Clark Conty.

19

| Sta. | | H.I. | - | Elev | GRADE | Cut |
|-----------|-------------------------------|--------|-------|--------|--------|-----------------------|
| TP | 11.12 | 165.28 | 2.90 | 154.16 | | |
| B.C.Lt. | $\Delta=90^\circ L=35.34'$ | | | | | |
| 1+22.70 | R=22.5' | | 2.90 | 154.16 | 149.59 | 4.57 5'rt |
| E.C. | | | | | | |
| 1+00.08 | | | 5.80 | 151.26 | 146.88 | 4.38 " |
| TP | 8.16 | 157.06 | 0.18 | 148.90 | | |
| P.R.C.Lt. | $\Delta=4^\circ 08' L=18.04'$ | | | | | |
| 0+82.04 | R=250' T=19.02' | | 1.40 | 147.68 | 144.60 | 3.08 2.5'rt |
| | | | | | | 5'rt |
| B.C.Rt. | $\Delta=4^\circ 08' L=18.04'$ | | | | | |
| 0+64 | R=250' T=19.02' | | 3.93 | 145.15 | 142.07 | 3.08 3'rt |
| 24' | | | | | | 5'rt |
| 0+40 | | | 5.09 | 143.99 | 138.47 | 5.52 " |
| 24' | | | | | | |
| 0+16 | $\Delta 1^\circ Rt.$ | | 8.78 | 140.30 | 134.87 | 5.43 " |
| 0+00 | | | | | 132.15 | " |
| | 0.18 | 149.08 | | | | |
| TP | | | 10.52 | 148.90 | | 1819 Top Stub 3+49.98 |
| B.M. | 0.55 | 159.42 | | 158.87 | | 76 |

2-18-54

18" R.C.P. GRADES CONT'D

| Sta | H. I. | Elev | Grade | Cut | |
|---|--------|--------|--------|------|---|
| 2+23.04 28.75 | 2.71 | 162.57 | 156.80 | 5.77 | 2.4' Rt. |
| 1+94.29 28.75 | 4.82 | 160.46 | 155.67 | 4.79 | 5' Rt. |
| End 15" 0+43.25 | 5.92 | 159.36 | 155.20 | 4.16 | 158.70 0.66 5' Lt. & Type "D" Catch Basin |
| 0+21.62 | 6.11 | 159.17 | 154.87 | 4.30 | |
| =0+00-15" Lat. N1/4 1+65.54 = P.I. E14 | 6.55 | 158.73 | 154.55 | 4.18 | 154.80 3.93 = 15" Inlet 159.50 0.77 & Type "G" Cleanout |
| E.C. 1+58.04 | 5.93 | 159.35 | 153.83 | 5.52 | R.P.'s 5' Lt. |
| P.O.C. 1+46.26 | 5.77 | 159.51 | 152.41 | 7.10 | |
| P.O.C. 1+34.48 | 7.95 | 157.33 | 151.00 | 6.33 | |
| | 165.28 | | | | |

GRADES 18" R.C.P. DRAIN CONTD.

2-18-54

| Sta | + | H.I. | - | Elev. | Grade | Cut | |
|---------|---|---------------------|---|--------|--------|--------|--------------------|
| 23.40' | | | | | | | |
| 2+55.14 | | | | 175.63 | 172.03 | 3.60 | ± Cut off wall |
| 3.8' | | | | | | | |
| 2+51.34 | | | | 174.80 | 170.88 | 3.92 | |
| 3.6' | | | | | | | |
| 2+47.74 | | | | 174.09 | 169.19 | 4.90 | |
| 3.4 | | | | | | | |
| 2+44.34 | | | | 173.43 | 167.01 | 6.42 | |
| 6.5 | | | | | | | |
| 2+37.84 | | | | 173.83 | 162.33 | 11.50 | |
| 3.4 | | | | | | | |
| 2+34.44 | | | | 173.66 | 160.15 | 13.51 | |
| 3.6 | | | | | | | |
| B.M. | | | | | | | B.M. |
| 2+30.84 | | Direct El. Rod used | ± | 174.15 | 158.46 | 15.69 | <u>173.99</u> 1819 |
| B.M. | | | | | | | 77 |
| 3.8 | | | | 6.42 | 158.86 | ~ | 158.87 |
| 2+27.04 | | | | 2.66 | 162.62 | 157.32 | 5.30 |
| 4.0 | | 165.28 | | | | | 2.45' Rt. |

GRADES 18" R.C.P. DRAIN CONTD.

| Sta | + | H.I | - | Exd | Grade | Cut |
|----------|--------|---------------------------|---|-------------------|-------------------|---------------------------------------|
| EC. | | | | | | |
| 3+51.17 | | | | 198 ⁹³ | 189.35 | C-9 ⁵⁸ 45' LT |
| 11.74 | | | | | | |
| 3+39.43 | | | | | 188.88 | |
| 11.78=60 | Mid Pt | | | 193 ⁰⁶ | 188 ⁶⁴ | C-4 ⁴² on Mid Pt, |
| 3+27.65 | | | | | 188.41 | |
| 11.70=30 | | | | | | |
| B.C. Lt. | | Δ = 89° 53' 30" L = 35.30 | | | | |
| 3+15.87 | | R = 22.5' T = | | 195 ²² | 187.94 | C-7 ²² 5' RT |
| 3.03' | | | | | | |
| 3+12.84 | | | | 193 ⁵⁴ | 187.85 | C-5 ⁹⁹ 5' RT |
| 4.0 | | | | | | |
| 3+08.84 | | | | 189 ⁸⁷ | 187.33 | C-2 ⁵⁴ 5' RT |
| 3.8 | | | | | | |
| 3+05.04 | | | | 186 ⁹⁸ | 186.15 | C-0 ⁸³ 5' RT & Cutoff Wall |
| 11.2' | | | | | | |
| 2+93.84 | | | | 186 ³⁶ | 181.79 | C-4 ⁵⁷ 5' RT |
| 15.3' | | | | | | |
| 2+78.54 | | | | 180 ⁶⁹ | 177.19 | C-3 ⁰⁰ 5' RT |
| 23.4' | | | | | | |

GRADES 18" R.C.P. CONTD.

| Sta. | + H.I. | - | Elev | Grade | Cut | |
|-----------|---------------------|---|-------------------|--------|-------------------|----------------------------|
| 20' | | | | | | |
| A+30.49 | | | 208 ⁶⁴ | 206.10 | C-2 ⁵⁴ | 6'4" |
| 5' | | | | | | |
| A+25.49 | | | 206 ⁶⁵ | 204.30 | C-2 ³⁵ | 6'4" |
| 3' | | | | | | |
| A+20.49 | | | 204 ⁷³ | 202.60 | C-2 ¹⁷ | 6'4" |
| 5' | | | | | | |
| EC. | | | | | | |
| A+15.49 | | | 202 ⁸¹ | 201.00 | C-1 ⁸¹ | 6'4" & Cut off wall |
| P.O.C. | | | | | | |
| 11.74 | | | | | | |
| P.O.C. | | | | | | |
| A+03.75 | | | 198 ⁵⁷ | 197.65 | C-0 ⁹² | 6'4" |
| 11.78=60° | | | | | | |
| P.O.C. | | | | | | |
| 3+91.97 | 25.8% | | 196 ¹⁸ | 194.25 | C-1 ⁹³ | 6'4" |
| 11.78=30° | | | | | | |
| B.C.R. | A=89°53'30" L=35.30 | | 197 ²⁶ | | C-6 ⁸⁶ | 4'5" |
| 3+80.19 | R=22.5 T= | | | | | Top Grade Cut |
| 1.5' | | | | | | |
| 3+78.69 | | | 197 ³⁷ | 190.40 | C-6 ⁸² | 198.25 & Type "G" Cleanout |

GRADES 18" RCP DRAIN CONTD.

| Sta | + | H.L. | - | Elev. | Grade | Cut. | |
|---------|---|------|---|-------------------|--------|-------------------|----------------|
| 5+05.49 | | | | 235 ⁴ | 233.00 | C-2 ⁴ | 6' LT |
| 5 | | | | | | | |
| 5+00.49 | | | | 233 ²² | 231.20 | C-2 ⁰² | 6' LT |
| 5 | | | | | | | |
| 4+95.49 | | | | 231 ³⁵ | 229.50 | C-1 ⁸⁵ | 6' LT |
| 5 | | | | | | | |
| 4+90.49 | | | | 229 ²⁶ | 227.90 | C-1 ³⁶ | 6' LT |
| 5 | | | | | | | |
| 4+85.49 | | | | 227 ²² | 226.40 | C-0 ⁸² | 6' LT |
| 5 | | | | | | | |
| 4+80.49 | | | | 226 ²³ | 224.80 | C-1 ⁴³ | 6' LT |
| 5 | | | | | | | |
| 4+75.49 | | | | 224 ⁶² | 223.10 | C-1 ⁵² | 6' LT |
| 5 | | | | | | | |
| 4+70.49 | | | | 223 ¹⁹ | 221.30 | C-1 ⁸⁹ | 6' LT |
| 20' | | | | | | | ± Cut off Wall |
| 4+50.49 | | | | 216 ¹⁶ | 213.70 | C-2 ⁴⁶ | 6' LT |
| 20' | | | | | | | |

GRADES 18" R.C.P DRAIN CONTD.

| Sta | + | H.I | - | Elev | Grade | Cut |
|-----|---|-----|---|------|-------|-----|
|-----|---|-----|---|------|-------|-----|

| | | | | | | |
|---------|--|--|--|--------|--|--|
| End | | | | | | |
| 5+25.99 | | | | 241.15 | | |

15.50

| | | | | | | |
|---------|--|--|--|--------|--------|-------|
| 5+10.49 | | | | 237.04 | 234.90 | 0.214 |
| 5' | | | | | | 6.4 |

5'

2-19-54

(26)

INDEXED

NER

GRAD MAY 2 1954 ANNA ST. BETWEEN SHERMAN

ST. HELY LINE OF AT&SF RR ELY RD.W.

W.D. 20947

Lt. ± Rt.

1+00

C0.64
9.90
9.26 ✓

C0.23
9.42 ✓
9.19

0+50

~~C0.96~~
~~F0.04~~
9.79 ✓
8.83

C1.28
10.04 ✓
8.76 ✓
Gut

0+22.43 = B.C. 3' Cb.R. Lt.

C0.71 C0.81
9.86 9.89
9.15 9.08 ✓
23' E.C.
B.C.

0+04.09

C0.32
9.27
8.95 ✓
23' E.C. 3' Cb.R.

0+01.09 = B.C. Rt.

C0.42 C0.32
9.27 9.27
8.85 8.95
23'
4.3' R. Corb
B.C.

North on RR No 779755

10.91

9.94

B.M

6.44

Conc. Man. @ Wly. Cor. Vernon Park

$$1/3 = 24^{\circ} 32' 21''$$

B.C. $\pm 3'R = 90^{\circ}$ $\neq = 73^{\circ} 37' 03''$
 $3 + 4.5.40$ $\phi R = 30'$

3+00

2+50

2+00

1+50

CO.14
 1207
 cb 11.93 ✓

| | |
|-----------|----------|
| CO.18 ✓ | CO.10 ✓ |
| 1200 | 1200 |
| cb 11.82 | 11.90 |
| 23 | 23' |
| $\pm 3'R$ | E.C. ELY |
| N45.C. | 3'R |

CO.34

11.34

11.00 ✓

CO.06

10.63

10.57 ✓

CO.23

10.36

10.13 ✓

CO.67 ✓

10.36

9.69

CO.30

11.60

11.30 ✓

CO.29

11.20

10.91 ✓

CO.21

10.69

10.48

CO.18

10.23

10.05 ✓

CO.25 ✓

9.85

9.62

Lt.

±

Rt.

①

$x^2 = 71.6194$
 $D = 35.8097$ ft. $\angle = 26^\circ 05' 51''$

Arc. 21.79'
0+00 = P.R.C. 30' cb R.
R @ Ctr 48' cb R.

B.G. 3' R. Rt. $\angle = 90^\circ$
 $A + 20.23 =$ Center 48' cb R 28' Lt.

A+00

P.R.C. = $73^\circ 37' 03''$

$2/3 = 49^\circ 09' 42''$

C 1.24
13.57
12.33 ✓
cb

C 0.13 C 0.08
12.58 12.58
12.45 ✓ 12.50
23' 43' cb R. 23' R
P.C. 3' R

C 0.51
12.28 ✓
11.77
cut.

C 0.30
12.45
12.15 ✓
cb

F 0.09 ✓
11.95
12.04
±

25.13

⑦

28° 55' 06"

25.13

60.49

13.35

12.86 ✓

⑥ = 0° 00'

166° 51' 45"

35.86

60.15

12.87

13.02 ✓

cp.

⑤

124° 03' 24"

22.89

60.87

13.87

13.00 ✓

④

96° 47' 37"

18.64

61.90 ✓

14.74

12.84

D = 35.8097
K @ Center 48' Ch B.

③

4 = 74° 32' 40"

18.51 Arc

62.02

14.70 ✓

12.68

②

4 = 52° 27'

22.15' Arc.

61.98 ✓

14.50

12.52

E.C. 25
⑨ 75.40 86° 45' 18"

25.14

⑧ $\phi = 57^{\circ} 50' 12''$

25.13

10.28
12.93 ✓
12.65
cb.

LAJOLLA BLVD BIRD ROCK-CAMINO DE-
GRADES-WLY CURB 3' BK W.O. 21178

LA COSTA
REF G-313
DW 9 2445-D

2-23-54

Stamper
Huffman
Nordahl
Sherry

(31)

INDEXED
SER

MAY 12 1954

Wly cb 3' BK.

Bird Rock
E.C.

60.01 ✓
78.92
78.91

3/4

F0.29 ✓
78.98
79.27

1/2

F0.06 ✓
79.48
79.54

1/4

F0.73 ✓
79.01
79.74

B.C. Lajolla Blvd
20+53.23

F0.96 ✓
78.90
79.86

T.P.

80.58

25' cb
Top Hub & Disk cty N.W. Radius Bird Rock & Lajolla Blvd

B.M.

74.14

SW Prob Mon. Lajolla Blvd & Far Ward

W14 Cb Lajolla Blvd

3' Br. Cb.

(32)

2-23-54

22+25

F0.64[✓]

79.12

79.76

22+00

F0.17[✓]

79.71

79.88

21+75

F0.47[✓]

79.50[✓]

79.97

21+50

F0.30[✓]

79.76

80.06

21+25

F0.58[✓]

79.49

80.07

21+00

F0.47[✓]

79.62

80.09

20+75

F0.76[✓]

79.24

80.80

21.77

WlyCb. Lajolla Blvd

3' Bk. Cb.

33

2-23-54

24+00

F0.86 ✓

77.53

78.39

23+75

F0.93 ✓

77.68

78.61

23+50

F0.94 ✓

77.89

78.83

23+25

F1.03 ✓

78.02

79.05

87796

23+00

F0.78 ✓

78.49

79.27

22+75

F0.80 ✓

78.63

79.43

22+50

F0.69 ✓

78.95

79.64

Wiy Ch Kawaii Bluff

3' Br. cb

2-23-54

(39)

25+75

F0.36^v
76.47
76.83

25+50

F0.05^v
77.31
77.08

25+25

F0.18^v
77.48
77.30

TP
25+00

F0.58^v
76.94
77.52

24+75

F0.81^v
76.92
77.73

24+50

F0.90^v
77.05
77.95

24+25

F1.14^v
77.03
78.17

WlyCb. LaJolla Blvd

3' Br. Cb.

2-23-54

27+50

C0.02 ✓

73.87

73.85

27+25

C0.05 ✓

74.36

74.31

27+00

F0.47 ✓

74.30

74.77

26+75

1.85486

F0.03 ✓

75.21

75.24

26+50

F0.19 ✓

75.51

75.70

26+25

C1.03 ✓

76.90

75.87

26+00

F0.33 ✓

76.18

76.51

Wly. Ch. LaJolla Blvd.

3' BR. CB.

2-23-54

(36)

B.M.

74.13

74.14 SW Prop Mon Forward of LaJolla Blvd

T.P.

79.50

T.B.M.

73.04

N.E.C.T. Camino De La Costa & LaJolla Blvd

| | | |
|---------------------------------|---------------------|-------|
| | F=0.04 ^v | |
| Camino De La Costa | 70.23 | 69.69 |
| P.C.C. $\phi=38^{\circ}16'54''$ | 70.27 | 69.80 |
| C=17.06' | | 40+ |
| L.C.=63.56' | | |

| | | |
|--------------------------|--------------------|--|
| | F0.15 ^v | |
| $\phi=28^{\circ}42'40''$ | 71.24 | |
| $\frac{3}{4}C=17.06$ | 71.39 | |

| | | |
|--------------------------|--------------------|--|
| | F0.09 ^v | |
| $\phi=19^{\circ}08'27''$ | 72.27 | |
| $\frac{1}{2}C=17.06'$ | 72.36 | |

| | | |
|--------------------------|--------------------|--|
| | F0.15 ^v | |
| $\phi=9^{\circ}34'135''$ | 72.96 | |
| $\frac{1}{4}C=17.06'$ | 73.11 | |

| | | |
|--------------------------|--------------------|--|
| $\phi=76^{\circ}33'48''$ | | |
| CBR=54.30' | | |
| | C0.15 ^v | |
| B.C. CR. Ret. LaJolla | 73.74 | |
| 27+63.77. | 73.59 | |

1.859.76

INDEXED

JER

MAY 12 1954

PAVING GRADES ALLEY BLK 4, OCEAN FRONT

Sta. W.O. 32261

2+00

1+50

T.P.

1+00

0+50

0+20

0+00

B.M.

66.40

Ref DWG 10938-6

FB 2162-

17

Lt.

E

Rt.

(37)

3-2-54

F0.05 ✓

76.14

76.19

1.5084

F0.50 ✓

76.43

76.93

3'

F0.60

77.07

77.67

2'

C0.03 ✓

78.44

78.41

2'

C1.35 ✓

80.20

78.85

0.5584

79.11

C0.06 ✓

76.55

76.49

2'

F0.05 ✓

77.18

77.23

2'

F0.11 ✓

77.86

77.97

2'

C0.62 ✓

79.33

78.71

2'

C0.65 ✓

79.80

79.15

79.47 check

79.45

SWBP CASS & LAW

ALLEY BLK 4

Lt

±

Rt,

(38)

3-2-54

3+50

C1.37^v
74.47
73.10
0.43

C0.16^v
73.55
73.39
2'

3+30

C1.01^v
74.71
73.70
0.35

C0.03^v
74.03
74.00
1'

TR

74.71

3+10

F0.12^v
74.19
74.31
2

F0.06^v
74.55
74.61
2

2+90

C0.35^v
75.14
74.79
2 chis

C0.41^v
75.50
75.09
2

2+70

Grade
75.15
75.15
2'

C0.38^v
75.83
75.45
2'

2+50

C0.22^v
75.67
75.45
1'

C0.44^v
76.19
75.75
3'

ALLEY BLK. 4

B.M.

66.40

4+98.20 = Fly Line Cass

4+80

4+60

4+40

4+20

3+90

3+70

Lt.

3-2-59

E

Pt.

(39)

70.52

70.17

70.52

C0.30^v

71.21

70.91

2' chst

C0.45^v

71.36

70.91

2'

F0.50^v

70.78

71.28

2'

F0.11^v

71.19

71.30

2'

F1.52^v

70.09

71.61

2'

F0.14^v

71.52

71.66

2'

F0.38^v

71.52

71.90

1.03

C0.14^v

72.14

72.00

2'

C0.62^v

72.92

72.30

0.62

C0.47^v

72.97

72.50

2'

C0.59^v

73.22

72.63

0.50

F0.14^v

72.75

72.89

2'

Ref FB 2289-1 3-5-54
 DWG 10805-L Lt. 2

RT (40)

GRADES RHODE ISLAND ST. MADISON AVE
 TO GOLDEN GATE DRIVE W.O. 32000

| 15' BR Rough ch | 3' BR Curb | 3' BR Curb | 15' BR Rough ch |
|--------------------|---------------|---------------|--------------------|
|--------------------|---------------|---------------|--------------------|

INDEXED
 JER
 MAY 12 1954

| | | | | | |
|------|---------------------------|--------|--------|--------|-------------------------------------|
| 0+90 | CO.06 340.12 340.06 | 340.06 | 340.13 | 340.19 | CO.26 340.45 340.19 13' BR |
|------|---------------------------|--------|--------|--------|-------------------------------------|

| | | | | | |
|------|---------------------------|--------|--------|--------|-------------------------------------|
| 0+70 | CO.39 340.10 339.71 | 339.71 | 339.80 | 339.90 | CO.71 340.61 339.90 13' BR |
|------|---------------------------|--------|--------|--------|-------------------------------------|

| | | | | | |
|------|---------------------------|--------|--|--------|---------------------------|
| 0+35 | C1.09 340.16 339.07 | 339.07 | | 339.36 | C1.42 340.78 339.36 |
|------|---------------------------|--------|--|--------|---------------------------|

* = 20° 07' 26" L = 10.71
 0+10.49 = F.C. RA R = 30.49
 * = 45° = Match Point
 Cut. cb & S.W.

| | | | | | |
|--|---------------------------|--------|--------|--------|---------------------------|
| | C1.50 339.93 338.43 | 338.43 | 338.63 | 338.82 | C1.25 340.07 338.82 |
|--|---------------------------|--------|--------|--------|---------------------------|

| | | | | | |
|--------------------------|------------------|--------|--------|--------|---------------------------|
| 0+00 - Curbs = 40' Width | 338.19 338.20 | 338.20 | 338.22 | 338.68 | C1.02 339.70 338.68 |
| 2" A.C. | | | | | Match |
| 6" S. Cem. | | | | | 338.53 338.59 |

B.M. 333.03 NEBP. Massachusetts & Madison

RHODE ISLAND ST. PAVING GRADES

| 15' BK Rough Cb | 3' BK Curb | 3' BK Curb | 15' BK Rough Cb |
|--------------------|---------------|---------------|--------------------|
|--------------------|---------------|---------------|--------------------|

| | | | | | |
|------|--|--------|--------|--------|--|
| 2+10 | C0.53 ^v 339.28 338.75 | 338.75 | 338.75 | 338.75 | C0.62 ^v 339.37 338.75 |
|------|--|--------|--------|--------|--|

| | | | | | |
|------|--|--------|--------|--------|--|
| 1+90 | F0.08 ^v 339.24 339.32 | 339.32 | 339.32 | 339.32 | C0.27 ^v 339.59 339.32 |
|------|--|--------|--------|--------|--|

| | | | | | |
|------|--|--------|--------|--------|--|
| 1+70 | C0.12 ^v 339.92 339.80 | 339.80 | 339.80 | 339.80 | C0.05 ^v 339.85 339.80 |
|------|--|--------|--------|--------|--|

| | | | | | |
|------|--|--------|--------|--------|--|
| 1+50 | C0.23 ^v 340.34 340.11 | 340.11 | 340.12 | 340.13 | F0.18 ^v 339.95 340.13 15' BK |
|------|--|--------|--------|--------|--|

| | | | | | |
|------|--|--------|--------|--------|--|
| 1+30 | C0.02 ^v 340.27 340.25 | 340.25 | 340.28 | 340.31 | F0.35 ^v 339.96 340.31 15' BK |
|------|--|--------|--------|--------|--|

| | | | | | | |
|----------------------|--------|--|--------|--------|--------|--|
| TR. Chris/Cross 1+10 | 340.55 | C0.31 ^v 340.55 340.24 | 340.24 | 340.28 | 340.32 | F0.15 ^v 340.17 340.32 13' BK |
|----------------------|--------|--|--------|--------|--------|--|

RHODE ISLAND ST. PAVING GRADES 2289

Top of Hub Sta 2+75.10

B.M. 336.92 ~ 336.95

10' Cb R.

2+75.23 P.O.C. Pt. Lt. Set. R.P. Hub 25 Wly of ctr

15' BK
Rough ch

3' BK
Curb

3' BK
Curb

15' BK
Rough ch

33
336.90 336.90

C0.43

337.48

337.05 337.05

$\angle = 30^\circ L = 5.23'$

2+70 B.C. Lt. Cb. R = 10'

2+74.27 P.O.C. Pt. = 0.23'

P.L. Rt. 10' Cb. R. 5' R.P. 25' Ely of ctr.

33
337.00 337.00

B.M.

333.02 ~ 333.03

T.P.

337.35

± Brk step 5/4 Side Madison

Aprox 100' Wly Rhode Island

$\angle = 30^\circ L = 5.23'$

2+69.03 = B.C. Rt. R = 10'

C1.00
338.10
337.10 337.10

2+65 Lt

33
337.20 337.20

2+64.03 Rt

337.21

2+61.03 Rt

2+64.03 Rt

C0.50

338.12

337.62 337.62

2+50

C0.95
33
338.57
337.62 337.62

DWG. 1258-D

43

SEWER EXT. 45TH & MARKET

4-1-54

W.O. 20009

WLY FROM DEAD END

0+70

-10.58

143.77

End of Existing Pipe to be Connected to

0+32

-5.02

149.33

143.10 C 6.23

+11.80

154.35

B.M.

142.55

F.L. D.E. Pipe Acc. DWG. 1258-D

0+00 = D.E. Existing Sewer (See 1258-D)

GRADES FOR DRAINAGE ON SLY SIDE
QUINCE & ALLEY TO HALLER ST.
W.O. 20006

4-1-54

| | Elev. | Grade | Cut |
|--------------|--------|----------------------------------|---------|
| 1+00 | 290.25 | 290.84 | |
| 0+75 | 291.40 | 291.09 | 0.31 |
| 0+50 | 292.48 | 291.34 | 1.14 |
| 0+25 | 293.48 | 291.59 | 1.89 |
| 0+10 | 293.31 | 291.74 | 1.57 |
| 0+00 = Alley | 291.84 | 291.84 | Top Pav |
| B.M. | 292.40 | Wly P.L. Alley & Quince Top Pavt | |

ROUGH GRADES 29-TH. ST. E-TO BROADWAY
 FOR OBSERVATION ONLY W.O. 32275

4. 6-9-54
 DWG. 11555-L
 36' curbs
 Pt. (45)

1+40

| | |
|--------|--------|
| F 1.35 | F 3.60 |
| 77.40 | 74.15 |
| 178.75 | 177.75 |

1+10

| | |
|--------|--------|
| F 0.37 | F 2.35 |
| 78.23 | 75.25 |
| 178.60 | 177.60 |

0+90

| | |
|--------|--------|
| F 0.13 | F 1.92 |
| 78.13 | 75.36 |
| 178.26 | 177.28 |

0+70

| | |
|--------|--------|
| C 1.20 | F 0.78 |
| 78.59 | 75.76 |
| 177.39 | 176.54 |

0+50

| | |
|--------|--------|
| C 2.14 | C 0.89 |
| 78.18 | 76.25 |
| 176.04 | 175.36 |

0+30

| | |
|--------|--------|
| 3.25 | C 1.59 |
| C 2.25 | 75.33 |
| 77.42 | 173.74 |
| 174.17 | |

0+00 = Nly line E-st.

| | |
|--------|--------|
| C 3.12 | C 1.75 |
| 74.12 | 72.75 |
| 171.00 | 171.00 |

TP

186.34

B.M.

195.08

SEBR 30-th & Broadway

ROUGH GRADES 29-TH. FOR OBSERVATION

B.M. 186.34

B.M. 183.65 → 183.60 TOP S. E. F. Hyd 29-TH + Broadway

3+00 3.10 182.50 2.18 182.10

2+70 C. 0.43 81.90 181.47 C. 0.60 81.37 180.77

2+40 F 0.12 80.31 180.43 C. 0.62 80.23 179.61

2+20 F 0.39 79.42 179.81 C. 0.49 79.41 178.92

2+00 F 0.70 78.64 179.34 F 3.75 74.65 178.40

1+80 F 1.01 78.01 179.02 F 4.53 73.51 178.04

1+60 F 1.32 77.53 178.85 F 3.60 74.25 177.85

6-15-54

(47)

CURB STAKES KENSINGTON & MADISON
THROUGH BROKEN AREA NO. 20007

Gutter Elev.

| | | | | |
|----------|----------|--------|-------|---|
| 1+60 | | 99.11 | 98.71 | Match Grade |
| | | F 0.29 | | |
| 1+20 End | | 99.04 | 98.86 | Curb End Curb |
| | | 99.33 | | |
| | | C 0.02 | | |
| 1+00 | | 99.46 | 99.02 | |
| | | 99.44 | | |
| | | C 0.10 | | |
| 0+75 | | 99.68 | 99.11 | |
| | | 99.58 | | |
| | | F 0.02 | | |
| 0+50 | | 99.70 | 99.27 | |
| | | 99.72 | | |
| | | C 0.03 | | |
| 0+25 | | 99.89 | 99.44 | |
| | | 99.86 | | |
| 0+00 | -0.55626 | 100.00 | | Match Grade |
| B.M. | | 100.00 | | Assumed Top S.W. Ch. Ref Kensington & Madison |

INTENDED
 JER
 8.1956

Ref. DWG. 5284-B
 " FB 2132-19 8-11-54
 NOTE: Stakes Set
 3' Lt. of E.P. (Sly)

Stamped
 Hoffman
 Nordahl
 Sherry (48)

GRADE STAKES FOR WIDENING MONTEZUMA
 RD. ON SLY. SIDE FROM 55-TH ST. WLY.

W.O. 21237

Edge New Pavt.
 Grade

| Sta | Elev. | Grade | Cut | Fill |
|----------------------------|--------|--------|------|------|
| End 6" A.C. +50 Berm TP | 340.89 | 340.75 | 0.14 | |
| +25 | 342.17 | 341.92 | 0.25 | |
| +00 | 343.46 | 343.08 | 0.38 | |
| +75 | 344.71 | 344.25 | 0.46 | |
| +50 | 347.07 | 345.42 | 1.65 | |
| +25 | 350.63 | 346.58 | 4.05 | |

340.19
 Top Pavt. Break in
 Grade

- 4.67%

Begin 6" A.C.

0+00 Berm 347.75 347.75

Gutter @ End of Existing Curb Match
 S.W. Cor Montezuma @ 55-TH.

B.M. 448.25

Top W. End of Curb @ S.W. Cor Montezuma
 @ 55-TH. (See DWG. 8641-L)

8-11-54

GRADES FOR WIDENING MONTEZUMA RD

| Sta. | Elev. | Grade Edge of New Pav't. | Cut. | Fill |
|-----------------------|--------|--------------------------------|------|------|
| End Match. 3+07.60 | 331.16 | 331.16 | | |
| +75 | 332.98 | 333.14 | | 0.16 |
| +50 | 334.76 | 334.66 | 0.10 | |
| +25 | 336.38 | 336.19 | 0.19 | |
| 2+00 | 337.98 | 337.71 | 0.27 | |
| 1+75 | 339.47 | 339.23 | 0.24 | |

6.085%

SEWER MAIN BOWMAN LANE

1+50 NOTE: Offset 5 stakes 4⁵ Elyon

Main & 4⁵ Lt. on Laterals

1+25

Moved to Mohawk St.
1+04 = N^o 4 Lt.

19' Lt.
0+94 = N^o 5 Lt.

81
0+79 = N^o 8 Rt.

0+50

3.36%

19' Rt.
0+24 = N^o 7 Rt.

19' Lt.
0+06 = N^o 6 Lt.

0+09 = 5/4 Line Bowman Lane 448.25
Tied 25' 5/4 of E Bowman Lane @
S. End. Set "EXE" Hub & Tack

TOP 25' RP.
Hub 5/4 E
Bowman Lane

B.M.

453.73

Lt. E Rt. (50)
Ref FB 2132 9-10-59
19

C 9 95
46 06
436.11

C 9 50
46 42
436.80

C 6 72 C 9 23
47 12 46 83
440.40 437.50^v

C 6 46
47.06
440.60 437.82

C 8.67 C 5.78
47.00 47.78
438.33 442.00

C 8.14
47.51
439.37

C 7.66 C 6.24
47.86 48.54
440.20 442.30

C 6.12
47.02
440.90 440.80

C 7.50
48.50
441.00
Plus 9

SW. BR. El Cajon & 67th (Re-set 1951)

lt & rt

SEWER GRADES BOWMAN LANE

Tied 2x2" Hub @ Bowman Lane & Mowhawk St.
29' N/4 Along & " " Set. Chis. Cross
in Top of Red Cap. on Conc. Bk. Wall

T.B.M. 446.375 ✓ Top Chis. Cross 29' R.P. N/4 @ Bowman
Lane & Mowhawk St.

T.B.M. 446.67 446.67

0+68.50 @ Mowhawk St,
1+83.94 = @ M. #. No 1 =

C. 10 86
45.86 ✓ 46.00
435.00 35.00
R.P. 6.36' SE. 01 12.72

1+75 435.30

SEWER GRADES MOHAWK ST.

2+00 NOTE: Offset stakes 45' 5/4 on
Main & 4⁵ Lt. on Laterals

1+75

1+50

1+25

1+00

0+71 = N° 2-28⁵ Lt.

0.4
0.4
0.4

0+50

0+25

0+02 - Lat. N° 4-28⁵ - Rt. Bowman Lane
= N° 3 28⁵ Lt.

0+00 = 68⁵ Wly of Bowman Lane & Mohawk

0-11 = Lat Nly.

B.M.

446.375 (see Pg 51)

C 11.00 ✓
45.47
434.47

C 10.97 ✓
45.54
434.57

C 11.18 ✓
45.85
434.67

C 11.15 ✓
45.92
434.77

C 11.27 ✓
46.14 ✓
434.87

C 9.31 ✓ C 10.87
45.21 45.85
435.90 434.98

C 10.41
45.48
435.07

C 8.73
44.90
435.17

C 6.91 C 8.17 C 5.87
42.81 43.44 44.07
435.90 435.27 438.20

4 e Et.

SEWER GRADES MOWHAWK ST.

W.O. 32249

Tied "ex 2" Hub found @ e Mowhawk & 67-th Sts.
Set "2x2" Hub & TR. 28' Ely of e 67-th & on e of
Mowhawk St. Produced; Hub is 3' Ely of Ely.
Line of 67-th St.

TP. 449.23

TOP "2x2" e 67-th
& Mowhawk.

C 14.41
48.46
434.05 R.P. 6.36 SWLY 434.05
R.P. 12.72 SWLY

3+06 = e Drop M.H. N^o 2 = 3+40-67-th St.

~~3+00 Omit~~

~~434.07~~

2+75

C 13.42
47.59
434.17

TP. 446.18

C 12.36 C 5.19
46.83 46.24
434.27 441.75

2+50 = N^o 10-28⁵ rt. (Moved @ Request of Prop. Owner)

C 5.21 C 11.51
45.41 45.86
440.20 434.35

2+31 = N^o 1-28⁵ H.

NOTE:

2+29 = N^o 10-28⁵ rt. (Moved to Sta 2+50)

~~434.35~~ ~~35~~ ~~441.40~~

DWG 11261-L

NOTE: Ref Pts Set

4 5 Wly

9-10-59

39

SEWER GRADES 67-TH ST. ST.

2+00

W.O. 32249

C 4 44

48 64

444. 20

C 4 50

48 80

444. 30

1+75

C 4 98

49 38

444. 40

1+50

C 5 07

49 57

444. 50

1+25

C 5 19

49 79

444. 60

1+00

C 5 73

50 43

444. 70

0+75

C 6 04

50 84

444. 80

0+50

C 6 24

51 14

444. 90

0+25

C 6 64

51 64

445. 00

± M.H. N^o 4

0+00 = 83.86 Nly of Nly Line Mowhawk St & 5' Ely of Wly Line 67-th St.

Moved from
to main line

B.M.

453.73

SWBP 67-th & El Cajon

SEWER GRADES 67-TH ST.

4+24 ⁵⁰ Moved at Prop. Owner Request
~~4+24~~

C 14.59
 48.30
 433.71

4+00

C 14.95
 48.76
 433.81

3+75

C 15.00
 48.91
 433.91

E.M.H. No 2
 3+40 4 Mowhawk St.

C 14.06
 48.11
 434.05
 N1/4 Outlet
 12.80
 C 4.82
 48.46
 443.64
 6.36 Prop
 C 4.57

3+25

48.27
 443.70

TP 449.23 - ^{see} 449.23

C 4.93
 48.73
 443.80

3+00

2+75

C 5.15
 49.05
 443.90

2+50

C 4.91
 48.91
 444.00

2+25

C 4.71
 48.81
 444.10

SEWER GRADES 67-TH. ST

+62⁷⁵

6+02 = 4" Chimney Rt. CP

+69⁸⁵

5+98 = M.H. No 3 - Moved to Miss Power Pole & Gas Line

5+75

5+50

5+36⁵⁰ 4" Chimney

5+16⁵⁰ 4" Chimney

5+00

4+75

4+64⁵⁰ 4" Chimney (Moved from 4+24⁵⁰)

4+50

C 14.09

47.13

433.04

433.98

C 14.13

C 14.15

47.17

433.02

47.15

433.02

R.P. 10' Wly

R.P. 45' Wly @ 90° bt Tan.

C 14.40

47.51

433.11

C 14.55

47.76

433.21

C 14.02

47.28

433.26

C 14.50

47.84

433.34

C 14.53

47.94

433.41

C 14.29

47.80

433.51

C 14.35

47.90

433.55

C 14.49

48.10

433.61

SEWER GRADES 67-TH. ST.

T.B.M.

429.23

429.23

6+67⁸⁵ Existing M.H. Make Connection

427.90

18'

C 17.06

6+49⁸⁵ Existing M.H. Make Connection

46.28

429.22

18'

C 15.76

6+31⁸⁵ Begin Conc. Cradle ✓

46.30

430.54

14⁷⁰ 6'

6+19

~~431.80~~

16'

↑
7.93

PAVING GRADES BOWMAN LANE

12-07-54
 25' Curbs Bowman Lane

Stamp
 Hoffman
 Nordahl
 Elmore

1+05 24

Curb
 Rough Curb

Curb
 Curb Rough

1+05 24

CO¹⁸ CO³⁸
 4668 4688
 446.50 446.50
 Chris Cross

446.57

FO.17 CO⁵⁵
 4678 4750
 446.95 446.95

30 74

CO¹⁴

0+75

446.64 4678
 446.64

446.71

FO.19
 4690
 447.09 447.09

0+50

FO⁰⁹ CO⁰⁴
 4667 4680
 446.76 446.76

446.83

FO⁰⁶ C/21
 4715 4842
 447.21 447.21

0+25

CO.21 CO¹³
 4709 4703
 446.88 446.88

446.95

FO⁰⁸ C/15
 4723 4848
 447.33 447.33

0+00

FO¹³ FO¹⁴
 4687 4686
 447.00 447.00
 5' bk Pl.

447.07

CO.96 C/95
 4791 4940
 447.45 447.45
 3' bk 5' bk Pl.
 15.54

B.M.

448.25 (see p 95)

GRADES BOWMAN LANE

| | | lt. | lt. |
|--------------|------------------------------|---------------------|---------|
| | | Curb Rough | Curb |
| | $C=8.516$ | $C2.12$ | $F0.37$ |
| | Defn Lt. $44^{\circ}38'30''$ | 4619 | 4370 |
| E.C. Mowhawk | $490^{\circ}40'$ Rt. | 444.07 | 444.07 |
| | | | $F0.56$ |
| | Defn $44.33^{\circ}28'52''$ | | 4379 |
| $3/4$ | $C=8.516$ | $68^{\circ}00'$ | 444.35 |
| | | | $F0.46$ |
| | Defn $44.22^{\circ}19'15''$ | | 4526 |
| $1/2$ | $C=8.516$ | $45^{\circ}20'$ Rt. | 444.80 |
| | | Mid Pt. | 444.80 |
| | $1+83.94 = \pm$ Mowhawk ✓ | | |
| | $43.47514 = B.C. cb. rt.$ | | |
| | $42.53514 = B.C. cb. lt.$ | | |
| | Defn $44.11^{\circ}09'37''$ | | $F0.23$ |
| | 4548 | | |
| $1/4$ | $C=3.96$ $cb=8.516$ | $22^{\circ}40'$ Rt. | 445.25 |
| | $89^{\circ}17'$ Td. Lt. | | |
| | $90^{\circ}43'$ Td. Rt. | | |
| | $A=90^{\circ}$ $CBR=25'$ | | |
| | $L=39.27$ | | |
| | B.C. cb. Rt's Lt. & Rt. | $C0.93$ | $C0.23$ |
| | 24 B.C. Rt. | 4662 | 4592 |
| | $1+40$ Bowman Lane | 445.69 | 445.69 |
| | $1+41.21$ B.C. Lt. | | |
| | 615 50 $L=39.27$ | | |
| | cb. B.C. Lt. 8.516 | | $C0.12$ |
| | $1+25$ 44 | 4627 | 446.15 |
| | | 446.15 | 446.15 |

| | lt. | lt. | lt. |
|--|---------------|------|---------------|
| | Curb Rough | Curb | Curb Rough |
| | | | $C0.09$ |
| | | | $C2.23$ |
| | | | 4477 |
| | | | 4691 |
| | | | 444.68 |
| | | | 444.68 |
| | | | $F0.23$ |
| | | | 4484 |
| | | | 444.75 |
| | | | 444.75 |
| | | | $C1.82$ |
| | | | $C1.85$ |
| | | | 4672 |
| | | | 4695 |
| | | | 445.10 |
| | | | 445.10 |
| | | | Mid Pt. |
| | | | 10' Decb. |
| | | | $F0.23$ |
| | | | 4532 |
| | | | 445.55 |
| | | | 445.55 |
| | | | $F0.53$ |
| | | | $C1.10$ |
| | | | 4557 |
| | | | 47.20 |
| | | | 446.10 |
| | | | 446.10 |
| | | | $F0.46$ |
| | | | 4614 |
| | | | 446.60 |
| | | | 446.60 |
| | | | 446.22 |

Curb
Rough Lt
Curb

36' Curb Mowhawk

Rt Curb
Curb Rough

PAVING GRADES MOWHAWK ST. FO 36

1+50 ✓
F 1.31 4414
43.19 444.50
444.50

CO 91

1+25
444.32 444.32

CO 93 CO 18

Ec. Ch. Ret. Rt @ ✓
1+06 ⁵⁴ Bowman Lane
= 38.04 Wly of Bowman
& Mowhawk

45.11 4436
444.18 444.18

CO 92

0+80 ✓
443.99 4446
443.99

CO 116 CO 26

Lt. Side Only
0+51
44.94 4404
443.78 443.78
5' bk
chris ⊕

CO 71

B.C. Ch. Rt @
10+31 ⁵⁴ Bowman Lane
= 36.96 Wly of Bowman
& Mowhawk

44.28
443.57 443.57

CO 13 FO 26

0+00 = 68.50 Wly of
& Mowhawk & Bowman
Lane

3.63 4324
443.50 443.50

B.M.

Grade C2 31

45.00 4431
445.00 445.00

CO 18

45.00
444.82 444.82
4' BK 4' BK

C 2.23

46.91
444.68 444.68

444.70

444.52

444.39

444.20

443.99

443.78

443.21

GRADES NOWHAWK ST.

| | | Rough Curb | Lt Curb | ± | Rt Curb | Curb Rough |
|--------------------------------------|----------------------|---------------|------------|-----------------------|------------|---------------|
| 3+46 = B.W. 67-71 & E. Nowhawk | | CO.91 | CO.18 | | | |
| | 41.45° 20' 30" | 4868 | 4795 | 447.58 | CO.90 | |
| E.C. 67-71 St. | 44° 39' 30" | 447.77 | 447.77 | Curb Line Cut. Cr. | 4880 | |
| | | | CO.28 | | 448.40 | 448.40 |
| | | | | | CO.64 | |
| 4/5 Lt. | 36° 16' 24" | | 4811 | | 4894 | |
| Rt. | 35° 43' 36" | 447.83 | 447.83 | | 448.30 | 448.30 |
| | | | CO.19 | | | |
| 3/5 Lt. | 27° 12' 18" | | 48.04 | | CO.52 | |
| Rt. | 26° 47' 42" | 447.85 | 447.85 | | 4872 | |
| | | | CO.08 | | 448.20 | 448.20 |
| 2/5 Lt. | 18° 08' 12" | | 4788 | | CO.38 | |
| Rt. | 17° 51' 48" | 447.80 | 447.80 | | 4833 | |
| | | | FO.06 | | 447.95 | 447.95 |
| 1/5 Lt. defl = | 9° 04' 06" C = 8.51 | | 4754 | | FO.23 | |
| Rt. defl = | 8° 55' 54" C = 8.384 | 447.60 | 447.60 | | 4745 | |
| ± = | 3' 26" 1/2 | | | | 447.68 | 447.68 |
| Ch. R = 30' L = 47.12 | | CO.15 | FO.04 | | | |
| B.C. Ch. R. 65 Lt. & Rt. | | 4840 | 47.25 | | CO.03 | CO.51 |
| 2+87 = Nowhawk St. ± = 89° 19' S. E | | 447.25 | 447.25 | | 4740 | 4788 |
| 2+80 = Ch. B.C. Lt. ± = 90° 41' N. W | | | | 447.27 | 447.37 | 447.37 |
| 54.33 W 1/4 & 67-71 = N.W. Ch. B.C. | | CO.78 | CO.01 | | CO.07 | CO.28 |
| 55.52 W 1/4 & 67-71 = S.E. Ch. B.C. | | 4728 | 4651 | | 4682 | 47.03 |
| 2+761 | N.W. | 446.50 | 446.50 | 446.58 | 446.75 | 446.75 |
| | | | CO.72 | | FO.45 | CO.36 |
| 2+41 | | 46.55 | 4590 | 445.96 | 4573 | 4654 |
| | | 445.83 | 445.83 | | 446.18 | 446.18 |
| Pr. 445.45 | | CO.21 | FO.15 | | FO.05 | CO.22 |
| 2+21 | | 45.51 | 51.15 | 445.48 | 4569 | 4596 |
| | | 445.30 | 445.30 | | 445.74 | 445.74 |
| 40 | | FO.49 | FO.02 | | FO.43 | CO.100 |
| 1+81 | | 4423 | 4470 | 444.93 | 4479 | 4628 |
| | | 444.72 | 444.72 | | 445.22 | 445.22 |

12-21-54

40' Curbs 67-th.

62

PAVING GRADES 67-TH ST. FROM NLY

LINE MONTEZUMA TO SARANAC ST.

W.O. 32249

Curb
Rough Curb

Curb

Curb
Rough $\angle = 32^{\circ} 57' 51''$ P.O.C. N. Line
Montezuma.

453.18 453.18

 $\angle = 18^{\circ} 10' 55''$

P.O.C. N.W. Cb Ret

9.52

Cb. R=30' L=17.26

 $\angle = 32^{\circ} 57' 51''$

Cb. Ret. Lt. 67-th.

Q+15.43 = E.C.

16.13

NOTE: For N.W. Cb. Ret 67-th
= # Montezuma (Sec 14, 11)

Cb. R=

E.C. Cb. Ret. Rt.

O+0.6 PK 15' Bk Cb

453.10 453.10

FO. 09.

52.76

452.80 452.80

FO. 94 CO. 15

5326 5385

453.70 453.70

25' Wly of Ely R.

Fd. PK. Nail & Nly R.

7-29-55

O+00 = Nly Line Re-Set PK. & Disk

Montezuma & 67-th

 $\angle = 91^{\circ} 47' 16''$ Cb. is 25' Wly & 15' Ely
of Tie Pt. Hubs.

453.10

453.93 453.93

B.M.

453.73

S.W.B.P. 67-th & El Cajon Blvd.

GRADES 67TH ST.

Curb Lt
Rough Curb

±

Rt Curb
Curb Rough

cb. R=4' Δ=90°
1+36 = B.C. Pt
Alley Ret. S.E.

C1.20 C0.41
51.07 50.28
449.87 449.87

450.13

C0.29 C3.04
50.68 53.43
450.39 450.39
100382cb
chuck Cross

C0.46

C0.23

1+20

50.53
450.07 450.07

450.33

50.82
450.59 450.59

C1.13 F0.27
51.55 50.15
450.42 450.42

450.67

F0.08 C0.44
50.85 51.37
450.93 450.93

1+00

C0.31

C0.34

0+80

51.18
450.87 450.87

451.12

51.71
451.37 451.37

C0.57

F0.03

0+60

51.98
451.41 451.41

451.66

51.88
451.91 451.91

C0.11 C0.13

F0.26 C0.37

0+40

52.15 52.17
452.04 452.04

452.29

52.28 52.91
452.54 452.54

GRADES 67TH ST.

| | Corb Rough | 4. Corb | ± | Rt. Corb Rough |
|---|---------------|--|--------|---|
| 1+80 | | CO. 16 4969 449.53 449.53 ^v | 449.81 | CO. 53 5061 450.08 450.08 |
| E.C. + 6' = R. Pt. | | | | CO. 59 5098 450.39 ^v 450.39 |
| Ch. Ret. B.C. N.E. Alley Rt. | | | | CO. 62 5089 450.27 450.27 |
| R=4' $\theta=90^\circ$ 1+64 E.C. N.E. Ch Alley Ret. Pt. | | CO. 86 CO. 24 5049 4987 449.63 449.63 ^v | 449.90 | CO. 72 CO. 81 5089 5098 450.17 450.17 1386 |
| E.C. + 6' = R. | | | | CO. 89 5143 450.54 ^v 450.54 |
| E.C. Ch. Ret. Pt. | | | | CO. 26 5068 450.42 450.42 |

449.76
Gutter &
E. Alley

DES 67-TH ST.

129

Curb 41.
Rough Curb

€

Rt. Curb
Rough Curb

P.O.C. 1/3 4=16°29'05"

C0.49
4992
449.43^v 449.43

8.22'
Cb. B = 28.57
4 = 49°27'16" L = 24.66
Cb Ret. Rt.
2+25.55 = B.C.
S.E. Cor. Mowhawk

F0.25 F0.39
4862 4848
448.87 448.87
10' Bk.
Chis Cross

449.17^v

C0.44 C1.67
4992 5115
449.48^v 449.48
15' Bk Cb

2+75

F0.27
4871
448.98 448.98^v

449.28

C0.36
4995
449.59^v 449.59

2+50

F0.129 F0.17
4883 4895
449.12 449.12^v
15' Bk Cb

449.42

C0.35 C1.91
5007 5163
449.72^v 449.72
15' Bk Cb

2+25

C0.10
4937
449.27 449.27^v

449.56

C0.34
5019
449.85^v 449.85

2+00

C0.26 C0.19
4968 4961
449.42 449.42^v
15' Bk Cb

449.70

C0.57 C0.67
5055 5065
449.98 449.98
15' Bk Cb

GRADES 67TH ST.

| | | Curb Lt | | et | Curb |
|--|------------------------------|------------------------------------|--------------------------|--------|---------------------------|
| | | Rough | Curb | | Rough |
| $\Delta = 49^{\circ}27'16''$ $L = 24.66'$ cb R = 28.57 | | | | | |
| # Mowhawk N.E. Cb. Ret. 67-H 3+84.57 E.C.R.H. | | | | 448.58 | |
| TP | 429.23 | | | | |
| (See Pg. 61) # Mowhawk B.C. S.W. Cb. 67-7D 3+76.29 | | CO 22 48.62 448.40 15' bk | CO 40 48.80 448.40 | | |
| | | CO 21 48.96 448.55 15' bk | CO 24 48.79 448.55 | 448.81 | |
| 3+50 Lt | | | | | |
| 3+40 ce et Mowhawk check Set P.K. & Dist | | | | | |
| | | | FO 13 48.57 | | |
| 3+25 Lt | | 448.70 | 448.70 | 448.97 | |
| P.C.C. = R. | $\Delta = 49^{\circ}27'16''$ | | | | |
| 8.22 | | | | | 49.44 449.48 |
| P.O.C. $\frac{2}{3}$ | $\Delta = 32^{\circ}58'10''$ | | | | |
| 8.22 | | | | | CO. 65 50.06 449.40 |

GRADES 67TH ST.

Curb Lt.
Rough

±

67
Rt. Curb
Rough

4+50 Rt.

C029 C109
48.49 49.29
448.20 448.20
13.52

4+25 Rt.

7-29-55

C0.18
48.61
448.43 ✓ 448.43

4+23.70 ± Mookhaakwiy check Set P.K. & Disk.

4+00 Rt.

C0.23
48.89
448.66 ✓ 448.66

P.C.C. = R. $\phi = 49^{\circ} 27' 16''$

8.22'

49.04
449.03 ✓ 449.03

N.E. cb. Ret.
P.O.C. 2/3 $\phi = 32^{\circ} 58' 10''$

8.22

C0.09
49.04 ✓
448.95 448.95

N.E. cb. Ret.
P.O.C. 1/3 $\phi = 16^{\circ} 29' 05''$

8.22'

C0.10
48.93
448.85 448.85

TP

449.23

GRADES 67TH ST.

| | Curb | Lt Curb | | Rt. Curb | Curb Rough |
|--|------------------------------------|--------------------------|--------|--------------------------|---|
| 6+00 | C1.19 4774 446.55 15' bk | C0.09 46.64 446.55 | 446.70 | FD.23 46.59 446.82 | C0.71 47.53 446.82 15' bk CROSS |
| 5+75 | | C0.09 46.88 446.79 | 446.94 | C0.10 47.15 447.05 | 447.05 |
| 5+50 | C0.66 47.69 447.03 15' bk | C0.82 47.85 447.03 | 447.17 | C0.16 47.44 447.28 | C0.56 47.84 447.28 15' bk |
| 5+25 | | C0.33 47.60 447.27 | 447.41 | FD.11 47.40 447.51 | 447.51 |
| 5+00 | C0.80 48.30 447.50 15' bk | C0.13 47.63 447.50 | 447.65 | C0.58 48.32 447.74 | C0.92 48.66 447.74 15' bk |
| N.W. 67 TH N.W. Hawk E.C. Cb Ref. Lt. 4472.29 = 47.34' N.W. Hawk 67 TH F/L. | 447.77 15' bk | 447.77 | 447.92 | C0.20 48.20 448.00 | 448.00 |

GRADES 67TH ST.

lt.
Curb
Rough Curb

1/4

±

1/4

rt.
Curb

Curb
Rough

d=21.48592

d=19.098593/Pl.
L=64.57
±=11.00547" R=90'
28°38'26"

L=67.84
±=48°35'26"

C1.39 C1.05

6+90 - B.C. Lt. Cb. ± 8' Gutter (conc)
47.09 46.85
445.70 445.70
25' RR 15' bk 80
bbch.

445.28 445.35 445.45

21
FO.79

P.O.C. 4 Ely R.

±=53°07'48"

446.17

45.96
446.17

446.17

11.59

FO.50

P.O.C. S.E. Cb. Ret.

±=26°33'54"

446.08

45.58
446.08

446.08

11.59'

cbE=25 ±=53°07'48"
L=23.18
67TH S. E. Cb. Ret.
S.E. Cb. Ret. B.C.
6+77.06 Rt.

C1.28 FO.15

47.10 45.67
445.82 445.82 445.60 445.70 445.75
15' bk

FO.11

46.01
446.12

CO.54
46.66
446.12
15' bk

C1.36 CO.29

47.64 46.32
446.08 446.08
15' bk
chis! ⊕

FO.05

46.32
446.37

CO.67
47.04
446.37
15' bk

6+50

446.15

FO.10

46.22
446.32 446.32

CO.09

46.69
446.60

446.60

6+25

446.46

Curb
Rough

Lt.

E

Rt.

Curb
Rough

GRADES 67TH ST. 7-29-55

Curb

7419.92 = 4 Saramac - Set P.K. & Disk

FO¹²
60¹⁸

End cb. 24° 17' 43"

45.30

P.O.C. Nly line Saramac def 4 = ~~021' 335"~~

445.12

445.42

~~10.73~~

FO¹⁵

~~4 = 0° 43' 07" R = 89° 20'~~

45.00

P.R.C. L = 1.13' def 4 = ~~20° 32' 385"~~

445.15

FO¹⁹

~~10.76~~

FO⁰⁸

60¹⁶

5/6 20° 14' 45"

45.12

45.36

P.O.C. def 4 = ~~17° 07' 67"~~

445.20

445.20

55

~~10.75~~

CO⁴⁵

FO⁸⁸

60⁵⁸

2/3 16° 11' 48"

45.75

44.72

P.O.C. def 4 = ~~13° 41' 49"~~

445.30

445.30

60

10.76 B.M. 449.232

CO⁷⁹

FO¹⁹

60⁰⁶

1/2 12° 08' 51"

46.19

45.46

P.O.C. def 4 = ~~10° 16' 19"~~

445.40

445.40

65

~~10.75~~

C/16

CO⁰⁴

60²⁴

1/8 8° 05' 54"

46.66

45.74

P.O.C. def 4 = ~~6° 51'~~

445.50

445.50

70

10.76 C = 10.754

C-1 57

CO¹⁶

60³¹

1/6 4° 02' 57"

47.17

45.91

P.O.C. def 4 = ~~3° 25' 30"~~

445.60

445.60

75

C = 11.72 = 3' br. cb.

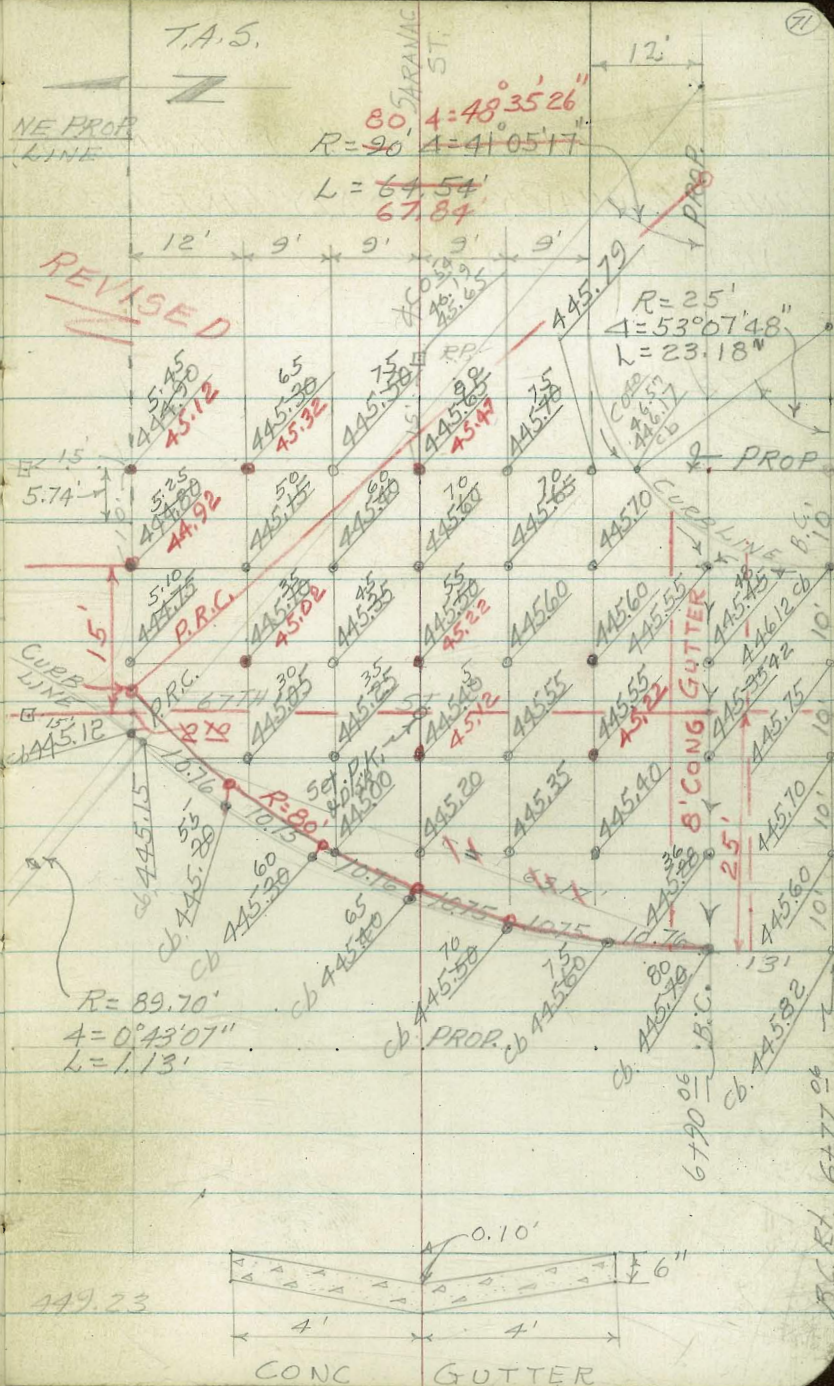
10.76 C = 10.754

1-06-55
 INTERSECTION GRADES 67TH &
 SARANAC ST.

N.W. Curb Return 67th & El Cajon

| | |
|--|-----------------|
| $\Delta = 91^{\circ}52'52''$ $L = 47.59'$ | Top Cb FO 49 |
| E.C. 67 th | 523.1 452.80 |
| | FO 48 |
| $1/5 18^{\circ}22'34''$ | 52.62 453.10 |
| | FO 41 |
| $36^{\circ}45'08''$ | 52.79 |
| $2/5$ FO 38 | 453.20 |
| 52.78 Midpt 53.16 | FO 32 |
| 15' bk | 52.80 |
| $3/5 55^{\circ}07'42''$ | 453.12 |
| | FO 27 |
| $4/5 73^{\circ}30'16''$ | 52.73 453.00 |
| Match Curb El Cajon $91^{\circ}52'52''$ | 2.87 452.87 |

T.B.M.



B.C. 677

PAVING GRADES 68-TH ST. FROM NLY
LINE MOHAWK ST. TO NLY LINE OF
SARANAC ST. W.O. 32249

Gutter Lt. ± Rt. Gutter

0+75

447.48

447.85

447.28

0+50

448.00

448.35

447.77

0+30

448.39

448.74

448.16

0+10

448.80

448.99

448.55

0+00

448.98

~~448.98~~

449.04

448.75

B.M.

Gutter

lt

t

rt

Gutter

2+25

444.44

444.89

444.36

2+00

444.95

445.38

444.89

1+7.5

445.46

445.88

445.33

1+50

445.96

446.37

445.82

1+25

446.47

446.86

446.31

1+00

446.97

447.36

446.80

Gutter Lt. E Rt Gutter

3+20⁰⁹ Sly R. Saranac.

442.50

442.90

442.62

3+10

442.72

443.21

442.70

3+00

442.92

443.41

442.90

2+75

443.43

443.90

443.38

2+50

443.93

444.39

443.87

INTERSECTION DETAILS 68-TH &
SARANAC ST'S. & CURB TO BE
INSTALLED @ N.W. CORNER

7-29-55
Re-Set 4-Way Curb Crosses on
M.H. RIM & Saranac & 68-th St. Sly.

C0⁰⁸
P.O.T. End. Cb.
4202
441.94
E.C. + 12'

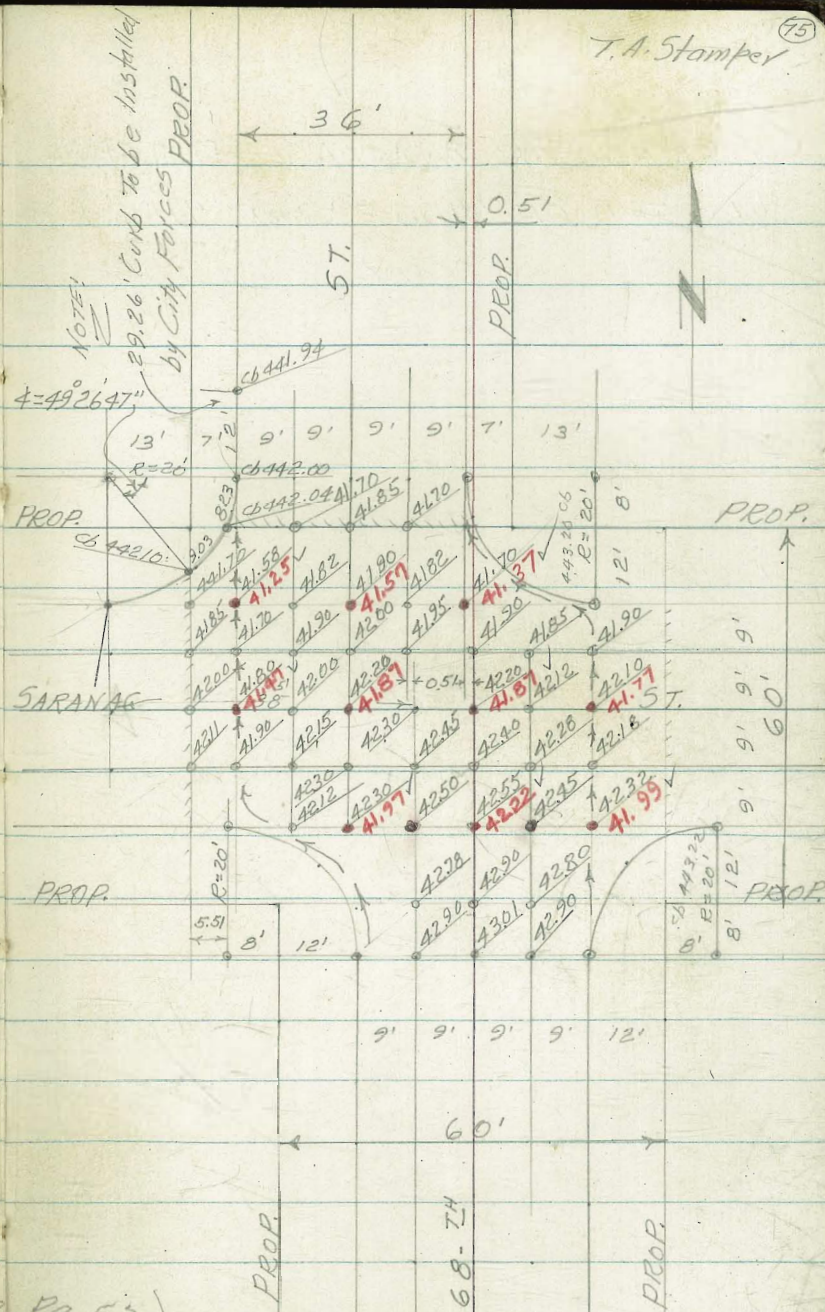
C0³⁰
4230
E.C. N.W. Cb. $\Delta = 49^{\circ}26'47''$
442.00
8.23

C0⁵⁶
4260
P.O.C. $\Delta = 25^{\circ}52'09''$
442.04
9.03

C0³⁹
4249
 $\Delta = 49^{\circ}26'47''$ d = 85.94367
Cb. R = 20' L = 17.26' P.O.C.
442.10

B.M.

449.23 (see Pg 53)



INDEXED
12/8/55

STAKES FOR DRAINAGE DITCH @
SWLY END OF RIDGE VIEW DRIVE

W.O. 20006

Elev. Grade Cut

| | | | |
|------|-------|-----------------|--------|
| 1+50 | | 21.50 224.80 | |
| 1+25 | | 225.05 | |
| 1+00 | 24.90 | 24.90 225.30 | Grade |
| 0+75 | 26.03 | 225.55 | 0.48 |
| 0+50 | 27.45 | 225.80 | 1.65 |
| 0+25 | 28.01 | 226.05 | 1.96 |
| 0+00 | | 226.30 | |
| B.M. | | | 227.34 |

Ref Dwg 10926-L

11-353

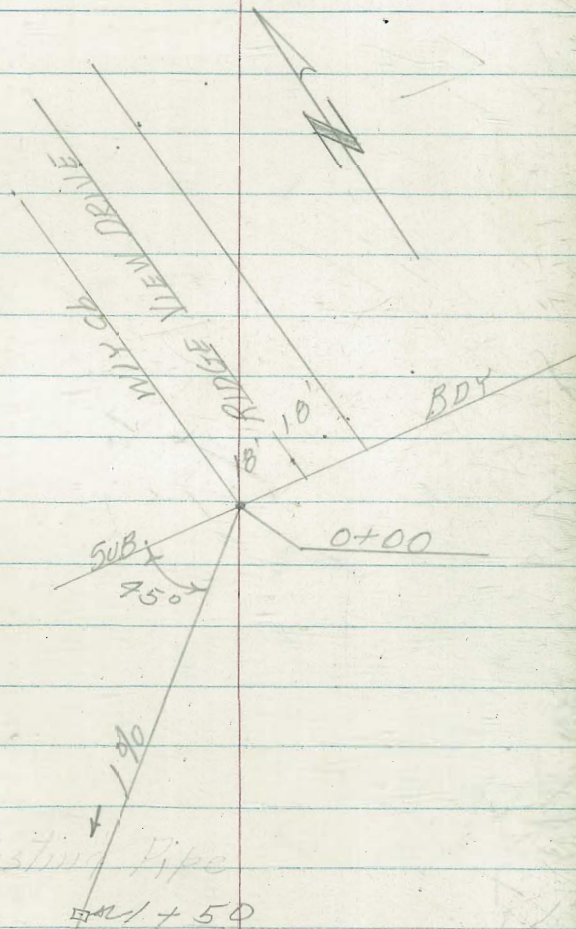
10-18-54

Stampen
Huffman
Nordahl
Sherry

(76)

NOTE: Set Offset Stakes

5' RT.



Top of Existing Pipe

Top of cb @ Wly Sub. Bdy (see 10926-L)

INDEXED

OCT 31 1956

EXTENSION OF STORM DRAINS ALLEY

BLK 52 C.I. CARRS SUB. W.O. 21190 ^{EXISTING FL.} 103.93

0+98.53 = END EXIST. PIPE 104.31 - 104.00

0+90.88 & Type "G" C.O. RP 10' + 20' RT. & C.O.

4.05

0+86.83 E.C. def α = 23° 23' 45"

c = 16.81

0+70 P.O.C. def α = 18° 05' 55"

c = 14.98

0+55 P.O.C. def α = 13° 22' 35"

c = 14.98

0+40 P.O.C. def α = 8° 39' 15"

c = 14.98

0+25 P.O.C. def α = 3° 55' 55"

c = 12.48

T = 39.37' L = 74.32 d = 18.888718

0+12.51 = B.C. RT. α = 46° 47' 30" R = 91'

TP - 8.83 109.44

0+00 = NW 1/4 End 24" R.C.P.

+013 118.27 -13.32 118.14

T.P. +025 131.46 -12.06 131.28

B.M. 4156 143.67 142.11

Ref DW 95150-B

FB 2237-43

102-55

Set Ref Hubs

10' Lt. or Wly

105.73 C 10401

103.84 1.89

109.28 10' et C 89.43

113.08

103.80 10395 + 04.15

C 8.44

112.08

103.64 103.82 + 03.92

C 5.84

109.32

103.48 103.71

C 4.40

107.73

103.33 103.50

C 3.69

106.86

103.17 103.29

C 1.72

104.76

103.04 103.08

Stamper

Huffman

Chipman

Sherwood

Elm 70' C

C 1.34

105.35

104.21

104.01 1.51

C 1.51

105.35

103.84

20' et

(77)

70
1.036

SEBP 27-11-8 / Island

1-02-55

DRAIN EXT. ALLEY BLK 51

B.M. -2.54 142.13
 TP. +9.58 144.67 -0.56 135.09
 TP. +12.48 135.65 -1.23 123.17
 TP. +12.20 124.40 -1.06 112.20
 +3.82 113.26 109.44

142.11 = Starting B.M.

0+33.30 = Jct. With 24" RCP @ 4 Type "G" C.O.

104.21

17.67

0+15.63 = E.C. 4 = 16° 01'

C 8.49
 117.34
 108.85 ✓
 10' Lt.

6.15

0+09.48 = P.O.C. 4 = 8° 00' 30"

26.25 90

C 3.86
 114.32
 110.46 ✓
 3' Lt.

6.15

Ext = 0.89'
 0+03.33 = B.C. Lt. 4 = 32° 02' R = 22' T = 6.32 L = 12.30

C 7.49
 119.57
 112.08 ✓
 10' Lt.

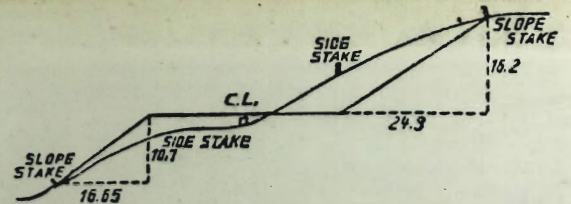
= End of 18" RCP

0+00 = 27.17 SELY OF Hub 170.61 N14 of NE. 7

112.95

Chisl Cross 27-T4 @ Island @ 57° 58' S. To E14

E
 179-60
 72-33
 107-30



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

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

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