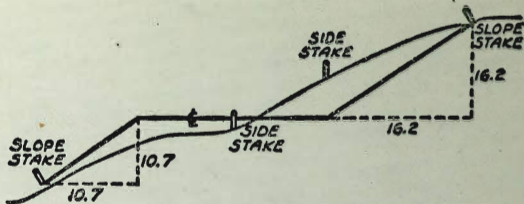


G-356



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 16 1965

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder
stake for any width roadway, slope 1 to 1.
The horizontal distance from the cut or fill stake

IMPROVED TABLES
AND
INFORMATION

cut taper. If it does not make the right
junction necessary.

TABLE No. XV

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

Hatch Curb Stakes 4949-B
Pape T.P. 15 1.
Chipmunk Lots 344 Blk 161
Pollen Evergreen To Willow
10-19-55

B.M. = S.W.B.P. Willow & Russel

161.33

B.M. Nail in Pole 1400 on Nly.

190.55

Grd. Rod

1460

189.70 89.80 CO.10

1440

190.00 90.01 CO.01

1420

189.50 88.83 FO.67

1400 = Esty Lot 4

188.00 87.72 FO.28

0700 = Wly Ever green

Stake Curbs and A.C.
Paving ~ Harbor Dr.
By Static Bldg. (opp. Ryan)

16' edge conc. existing Harbor Dr.
To Face "G" Type Curb

2.

Hatch Map N.O. 62450
Pope 3228-D
Flora
2+39 .134%

3' Bk. Cb.
Grades Rods

3.53 2.30 F1.14

2+10

3.57 2.32 F1.25

1+75

3.62 2.77 F0.85

1+40

3.67 2.79 F0.88

1+05

3.72 3.05 F0.65

0+70

3.77 3.07 F0.70

0+35

3.81 2.98 F0.83

0+20

3.83 3.33 F0.50

0+00

3.85 3.55 F0.30

B.M. = Top Grate 2.04
C.G. plug 14.29 5.28

Hatch Stake Curbs and
Pope A.C. Paving
Flora Harbor Dr.
Map 3228-D

1.5 out from fence to 3.
edge of A.C.
Grades Rods

0+55

5.03

5.52

C0.49

0+20

5.22

5.57

C0.35

0+00 = Meet

.513%

For. edge A.C.

1.5 out from Conair Fence

3+50 = End Curb.

3.00

2.11

F0.89

Mid Pt.

3.20

2.39

F0.81

3+35 = B.C.

3.40

2.39

F1.01

2+95

3.45

2.22

F1.23

2+67

3.49

2.26

F1.23

3+50 = End

4.75

5.76

C1.01

3+17

4.31

5.74

C1.43

2+85 = opp. Grate

3.86

5.96

C2.10

2+45

4.06

5.94

C1.88

2+05

4.27

5.65

C1.38

+65

4.47

5.57

C1.10

1+75

4.68

5.45

C0.77

1+85

4.88

5.24

C0.36

grade rods

2+15	2.02	3.52	C 1.50
2+05	2.24	3.58	C 1.34
1+65	2.46	3.61	C 1.15
1+75	2.68	3.65	C 0.97
0+85	2.90	3.72	C 0.82
0+55	3.06	3.74	C 0.68
0+20	3.25	3.80	C 0.55
0+00	3.43	existing A.C.	Meet

Gutter grades on A.C. 4'
back face "6" type curb.

3+51 = at end of Curb

28

3+23

28

2+95

2+85 = grate

2.33 on existing A.C.

Meet

2.01 set sub grade

1.95

3.46

C 1.51

1.80

3.48

C 1.68

Stake 18" Drain End of
OZark St. North of
Imperial Ave
2830-D

10-10-55

Hatch

26.18

1+72

Pope

117.69

Flora

8.49

26.64

1+62

119.04

7.60

28.42

1+35

121.56

6.86

30.10

1+08

124.09

6.01

32.38

0+81

126.61

5.77

35.22

0+54

129.14

6.08

38.24

0+27

131.66

6.58

40.13

0+00 stakes 6' Lt

134.17

5.96

B.M. L&T. in Wall 138.88
Wly. of 12" x 12" Conc. Post

Stake 18" Drain
North of Banjo - End
of Ozark St. (19.75 Lt.)
(continued)

R.P. Nail in fence 1492 125.89

2+62

83.50

83.30 set approx. by scale

00.20

2+54 = Headwall

85.40

83.90

01.20

2+38

96.44

92.31

04.13

2+22

07.54

100.72

06.82

2+12 = Cut off wall

14.58

105.47

09.11

2+02

8' Lt.

21.76

109.54

11.92

1492

10' Lt.

26.87

112.94

013.93

1482 = Cut off Wall

25.70

115.66

010.04

Banjo ~ End
138.88 L4T in Top Wall
End of Ozark

Ozark St

Rough & Curbs
West

Grade Stakes 9.
East

10-10-55

Rough + Cbs. $\frac{1}{4}$

Cbs. Rough

5' North Radially West - 6' nth. oneast

138.37
40.13
C1.76

138.37
40.87
C2.50

5' South Radially East ~ 6

138.37 / .05 low
40.42
C2.05

.01 low / 138.37
40.63
C2.26

Type "K" Curb Inlet

E Ozark

138.42

38.34

F0.08

138.4

39.8

C1.4

$\frac{2}{3}$

138.5
35.0
F3.5

138.53
38.20
F0.33

138.40
38.82
C0.42

138.4
40.6
C2.2

$\frac{1}{3}$

138.6
35.1
F3.5

138.64
38.66
C0.02

138.61
38.68
C0.07

138.6
45.8
C7.2

P.R.C.

138.7
36.4
F2.3

138.74
38.92
C0.18

138.85
38.81
F0.04

138.85
46.25
C7.40

B $\frac{1}{2}$ = 7 + 51.46

138.93
36.9
F2.0

138.84
39.00
C0.16

139.02
38.36
F0.66

139.2
45.4
C7.80

B.C. = 9 + 51.46

138.9
36.9
F2.0

138.93
39.15
C0.22

139.19
39.05
F0.14

139.2
45.4
C6.2

Grades - Ozark St.
Imperial Ave. to End.
W.O. 32132 11-10-55

N.E.P.C. Chisel \square = 160.60 Ozark and Imp.

1+96 = B.C. alley

1+80

1+60

1+23.75

0+87.50

0+51.25
36.25

0+15 = E.C.

0+10 = N. Prop. line Imperial Ave.
East side.

0+00 = N. Prop line Imperial Ave. 158.7
West side of Ozark St.

Rough Grades 15' West = Cbs 15' East Rough grades

156.7 156.74 157.24
57.5 57.02
C0.8 C0.28

157.00 157.50
157.22
C0.22

157.35 157.35 157.85
58.80 57.50
C1.45 C0.15

157.9 157.87
58.7 58.03
C0.8 C0.16

158.4 158.40
60.8 58.45
C2.4 C0.05

158.9 158.92
60.5 59.09
C1.6 C0.17

159.45 159.45 160.03 gut.
59.84 59.48
C0.39 C0.03

1/2 159.16 160.25 gut.
59.30
C0.14

End Ret. 158.67 160.48 gut.
59.25
158.17 C0.58
59.25
C1.08 gutter

P.K. in Pole by Alley 2+45 157.37
 Grades - Ozark St.
 (continued)

11.

	West	East
2+80	155.76 56.00 <u> </u> C0.24 ✓	156.26 56.42 <u> </u> C0.16 ✓
2+60	155.9 55.7 <u> </u> F0.2	155.94 56.14 <u> </u> C0.20 ✓
2+40	156.15 56.45 <u> </u> C0.30	156.44 56.57 <u> </u> C0.13 ✓
2+24 = E.C. alley	156.35 56.1 <u> </u> F0.2	156.4 56.5 <u> </u> C0.1
2+20 = B.C. alley	156.35 56.55 <u> </u> C0.20	156.65 56.85 <u> </u> C0.20
N.W. End Return	156.85 56.87 <u> </u> C0.02	156.85 57.60 <u> </u> C0.75
Top Cb.	156.5 56.55 <u> </u> C0.07	156.98 56.87 <u> </u> F0.11 ✓
Gutter	156.6 56.1 <u> </u> F0.5	157.0 57.6 <u> </u> C0.5
Gutter	156.60 56.57 <u> </u> F0.03	157.1 57.6 <u> </u> C0.5
Gutter	156.20 56.57 <u> </u> C0.37	156.70 57.60 <u> </u> C0.90 ✓
Gutter	156.48 57.51 <u> </u> C1.03 ✓	156.88
S.W. End Return	156.9 57.5 <u> </u> C1.6	157.38
Top Curb	156.8 57.51 <u> </u> C0.63 ✓	
2+00 = E.C. alley	156.76 57.02 <u> </u> C0.26	157.26 157.3

spike at 5+47.90

152.46

12.

West

East

+50	152.4	152.37	152.87	152.9
	<u>55.8</u>	<u>52.69</u> ✓	<u>52.67</u>	<u>53.6</u>
	C 3.4	C 0.32	F 0.20	C 0.7
+30		153.07	153.57	
		<u>3.44</u>	<u>53.39</u>	
		C 0.37 ✓	F 0.18 ✓	
5+10	153.6	153.61	154.11	154.1
	<u>55.9</u>	<u>53.70</u>	<u>54.00</u>	<u>55.6</u>
	C 2.3	C 0.09 ✓	F 0.11 ✓	C 1.5
+90		154.00	154.50	
		<u>4.32</u> ✓	<u>54.51</u>	
		C 0.32	C 0.01 ✓	
4+70	154.2	154.24	154.74	154.7
	<u>56.3</u>	<u>54.52</u> ✓	<u>54.91</u>	<u>56.1</u>
	C 2.1	C 0.28	C 0.17 ✓	C 1.4
4+38.33	154.5	154.49	155.00	155.0
	<u>56.1</u>	<u>54.70</u> ✓	<u>55.47</u> ✓	<u>56.4</u>
	C 1.6	C 0.21	C 0.47	C 1.4
4+06.66	154.7	154.74	155.25	155.25
	<u>56.1</u>	<u>55.05</u>	<u>55.79</u>	<u>56.6</u>
	C 1.4	C 0.31 ✓	C 0.54 ✓	C 1.4
3+75	155.0	155.00	155.50	155.5
	<u>55.3</u>	<u>55.02</u> ✓	<u>55.91</u>	<u>56.4</u>
	C 0.3	C 0.02	C 0.41 ✓	C 0.9
3+43.33	155.25	155.25	155.75	155.75
	<u>5.1</u>	<u>55.40</u> ✓	<u>56.20</u> ✓	<u>56.7</u>
	F 0.2	C 0.15 ✓	C 0.45	C 1.0
3+11.66	155.5	155.50	156.00	156.0
	<u>55.1</u>	<u>55.70</u> ✓	<u>56.24</u> ✓	<u>56.7</u>
31.66	F 0.4	C 0.20 ✓	C 0.24	C 0.7

46.93 = 94
 2.81
 144.12 spike in pole
 7100

Grades ~ Ozark St.

(continued)

7+50

7+30

7+10

+90

+70

+50

+30

6+10

+90

5+70

West

E

13.
 East

Rough	Cbs.	Cbs.	Rough
141.6	141.59	142.04	142.0
<u>39.5</u>	<u>41.64</u>	<u>41.81</u>	<u>43.9</u>
F2.1	C0.05 ✓	F0.23	C1.9
	142.30	142.77	
	<u>42.37</u>	<u>42.74</u>	
	C0.07 ✓	F0.03 ✓	
143.2	143.17	143.65	143.65
<u>41.5</u>	<u>42.79</u>	<u>43.63</u>	<u>43.8</u>
F1.7	F0.38 ✓	F0.02 ✓	C0.2
	144.18	144.67	
	<u>44.01</u>	<u>44.76</u>	
	F0.17 ✓	C0.09 ✓	
145.3	145.34	145.84	145.8
<u>44.3</u>	<u>44.67</u>	<u>46.12</u>	<u>45.2</u>
F1.0	F0.67 ✓	C0.28	F0.6
	146.66	147.16	147.2
	<u>46.20</u>	<u>47.08</u>	
	F0.46 ✓	F0.08 ✓	
148.0	148.04	148.54	148.5
<u>48.9</u>	<u>47.80</u>	<u>48.42</u>	<u>48.9</u>
C0.9	F0.24 ✓	F0.12 ✓	C0.4
	149.35	149.85	149.85
	<u>49.04</u>	<u>49.57</u>	
	F0.31 ✓	F0.28	
150.5	150.51	151.01	151.0
<u>53.5</u>	<u>50.31</u>	<u>50.79</u>	<u>52.3</u>
C3.0	F0.20 ✓	F0.22 ✓	C1.3
	151.52	152.02	
	<u>51.76</u>	<u>51.73</u>	
	C0.24 ✓	F0.29 ✓	

Grades - Ozark St
(continued)

Grades for Cross gutter

West

East

158.72
58.07
F0.65

159.97
59.43
F0.54

9+51.46 = B.C. (see page 9)

9+16.11

+ 80.74

8+45.37

35.37

8+10

+ 90

7+70

West

E

East^{14.}

Rough

Cb.

Cb.

Rough

138.9
36.9
F2.0

138.93
39.15
C0.22 ✓

139.19
39.05
F0.14 ✓

139.2
45.4
C6.2

139.3
36.6
F2.7

139.26
39.51
C0.25 ✓

139.57
39.51
F0.06 ✓

139.6
45.2
C5.6

139.6
39.6
G.

139.59
39.92
C0.33 ✓

139.95
39.93
F0.02 ✓

139.95
43.0
C3.1

139.9
36.2
F3.7

139.92
39.62
F0.30 ✓

140.33
40.49
C0.16 ✓

140.3
44.5
C4.2

140.25

140.25
40.38
C0.13 ✓

140.38

140.71
40.83
C0.12 ✓

140.7

140.6
39.1
F1.5

140.61
40.67
C0.06 ✓

141.01
41.08
C0.07 ✓

141.0
43.8
C2.8

141.02
41.06
C0.04 ✓

141.02
41.06
C0.04 ✓

141.45
41.41
F0.04 ✓

141.45

Convoir Parking Lot

Harbor Dr.
by static Bldg.

Hatch Map 3228D 11-24-55

Pope
Flora

15.

Stake 94' of 12" Conc. Pipe

5.03

2.66

2.37

St 94 ~ Plan 2.66

5.28

2.51

2.77

St 62.6

5.07

2.36

2.71

St 31.3

4.97

2.22

2.75

changed to

Plan I.E. 2.18

St 00 = Nth edge 2' x 2' Inlet

B.M. Coast G. Plug by Guard
House 14.29 City 5.28

Convair Parking Lot ~ Harbor Dr.

16.

South edge
along fence
2.90

Conc.
gutter 11-25-55

4+00

+50

3.30

3+00

3.70

+50

4.08

2+00 = Angle in Conc. gutter

4.46

3.20

+50

4.54

3.33

1+00

4.71

3.45

+50

4.84

3.58

0+00 = B.C. of Conc Existing Cb.

4.96

3.70

East end of Parking Lot

0-15

3.97
existing
edge

B.m. = Coast G. Plug by
Guard House 5.28

Concar Par King
(continued)

South edge
along fence

A.C.
gutter

17.

7+19

5.10

4.40

+80

5.04

4.25

+40

4.99

4.10

6+00

4.93

3.96

+50

4.85

3.78

5+00

4.77

3.60

+59 = Angle in A.C. gutter

4.71

3.15

4+15

2.80

Convair Parking Lot

Rt. A
Back T.

Rt. A
F. Tamp.

Harbor Drive

Conc. V gutter

18.

11-30-55

2+00	3.20 <u>3.33</u> C0.13	3.20 <u>3.29</u> C0.09		
+75		3.27 <u>3.32</u> C0.05		
+50		3.33 <u>3.27</u> F0.06		
+25		3.39 <u>3.25</u> F0.14		
1-		3.45 <u>3.31</u> F0.14	4+16	2.66 <u>2.34</u> F0.32
0+75		3.52 <u>3.32</u> F0.20	3+80	2.75 <u>2.48</u> F0.27
0+50		3.58 <u>3.40</u> F0.18	3+44	2.84 <u>2.51</u> F0.33
0+25		3.64 <u>3.46</u> F0.18	3+08	2.93 <u>2.43</u> F0.50
0+00		3.70 <u>3.45</u> F0.25	2+72	3.02 <u>2.57</u> F0.45
0-18		3.80 <u>4.18</u> C0.38	2+36	3.11 <u>2.91</u> F0.20

W.O. 31941

11-28-55

1+25 = E.C. alley in alley

1+23 = B.C. alley at street

1+20

1+80

0+80

0+60

0+40

0+20

0+10 = B.C.

B.M. S.W. 30' Rad. Cross
Grand and Morrell

40.69

Lt.

36.09

6.05

F0.04

35.90

6.05

C0.15

~~35.78~~~~5.76~~

35.31

5.45

C0.14

34.73

4.94

C0.21

34.15

4.36

C0.21

33.57

3.93

C0.36

33.00

3.25

C0.25

32.90

2.93

C0.03

32.45

existing return

Rt.

35.06

4.78

F0.28

34.88

4.78

F0.10

34.40

4.26

F0.14

33.93

3.92

C0.06

33.46

3.38

F0.08

32.99

2.92

F0.07

32.52

2.33

F0.19

32.28

2.25

F0.13

32.00

end Cb.

		LT.	RT. 20.
1st Part		$\begin{array}{r} 39.61 \\ 9.28 \\ \hline F0.33 \end{array}$	$\begin{array}{r} 39.03 \\ 9.23 \\ \hline C0.20 \end{array}$
2+60 = E.C.		$\begin{array}{r} 39.50 \\ 9.48 \\ \hline F0.02 \end{array}$	$\begin{array}{r} 38.90 \\ 8.88 \\ \hline F0.02 \end{array}$
2+31.75		$\begin{array}{r} 38.78 \\ 8.85 \\ \hline C0.07 \end{array}$	$\begin{array}{r} 38.03 \\ 7.74 \\ \hline F0.29 \end{array}$
2+03.50		$\begin{array}{r} 38.03 \\ 8.06 \\ \hline C0.03 \end{array}$	$\begin{array}{r} 37.17 \\ 6.95 \\ \hline F0.22 \end{array}$
1+75.25		$\begin{array}{r} 37.28 \\ 7.43 \\ \hline C0.15 \end{array}$	$\begin{array}{r} 36.31 \\ 6.31 \\ \hline C. \end{array}$
1+47 = E.C.		$\begin{array}{r} 36.64 \\ 6.77 \\ \hline C0.13 \end{array}$	$\begin{array}{r} 35.56 \\ 5.45 \\ \hline F0.11 \end{array}$
1+45 = B.C. alley on north		$\begin{array}{r} 36.61 \\ 6.77 \\ \hline C0.16 \end{array}$	$\begin{array}{r} 35.53 \\ 5.45 \\ \hline F0.08 \end{array}$
	Gutter	$\begin{array}{r} 36.43 \\ 7.97 \\ \hline C1.54 \end{array}$	$\begin{array}{r} 35.15 \\ 5.42 \\ \hline C0.27 \end{array}$
N.W. end return	Top	$\begin{array}{r} 36.93 \\ 7.97 \\ \hline C1.04 \end{array}$	$\begin{array}{r} 35.85 \\ 5.42 \\ \hline F0.43 \end{array}$
	Gutter	$\begin{array}{r} 36.13 \\ 7.74 \\ \hline C1.01 \end{array}$	$\begin{array}{r} 35.22 \\ 4.40 \\ \hline F0.82 \end{array}$
S.W. end return	Top	$\begin{array}{r} 36.41 \\ 7.74 \\ \hline C0.73 \end{array}$	$\begin{array}{r} 35.38 \\ 4.40 \\ \hline F0.98 \end{array}$

Stake Morrell St.

Reed to Thomas 21.

Lt.

E

Rt.

gutter

$$\begin{array}{r} 33.74 \\ 4.54 \\ \hline C 0.90 \end{array}$$

$$\begin{array}{r} 32.97 \\ 3.09 \\ \hline C 0.12 \end{array}$$

S.W. End return

Top

$$\begin{array}{r} 34.24 \\ 4.54 \\ \hline C 0.30 \end{array}$$

$$\begin{array}{r} 33.47 \\ 3.09 \\ \hline F 0.38 \end{array}$$

1+25 = E.C. alley in alley

$$\begin{array}{r} 29.92 \\ 3.66 \\ \hline F 0.26 \end{array}$$

$$\begin{array}{r} 33.15 \\ 2.95 \\ \hline F 0.20 \end{array}$$

1+23 = B.C. of alley in street

$$\begin{array}{r} 33.70 \\ 3.66 \\ \hline F 0.04 \end{array}$$

$$\begin{array}{r} 32.95 \\ 2.95 \\ \hline F 6.1 \end{array}$$

1+10

$$\begin{array}{r} 33.26 \\ 3.29 \\ \hline C 0.03 \end{array}$$

$$\begin{array}{r} 32.45 \\ 2.69 \\ \hline C 0.24 \end{array}$$

0+85

$$\begin{array}{r} 32.13 \\ 2.14 \\ \hline C 0.01 \end{array}$$

$$\begin{array}{r} 31.38 \\ 1.76 \\ \hline C 0.38 \checkmark \end{array}$$

0+60

$$\begin{array}{r} 30.99 \\ 0.95 \\ \hline F 0.04 \end{array}$$

$$\begin{array}{r} 30.32 \\ 0.47 \\ \hline C 0.15 \checkmark \end{array}$$

0+35

$$\begin{array}{r} 29.85 \\ 9.88 \\ \hline C 0.03 \end{array}$$

$$\begin{array}{r} 29.26 \\ 9.33 \\ \hline C 0.07 \end{array}$$

0+10 = B.C.

$$\begin{array}{r} 28.71 \\ 8.93 \\ \hline C 0.22 \end{array}$$

$$\begin{array}{r} 28.20 \\ 8.22 \\ \hline C 0.02 \end{array}$$

0+00 = N. Prop. line Reed.

$$\begin{array}{r} 28.36 \\ .40 \checkmark \end{array}$$

$$\begin{array}{r} 27.78 \\ .81 \checkmark \end{array}$$

Stake Morrell St.

Reed To Thomas 22.
Lt. Rt.

1st Part

32.01 ✓ E 31.47 ✓

2+60 = B.C.

32.42
2.59
—
C 0.17

31.82
1.75
—
F 0.07

2+30

33.61
3.70
—
C 0.09

32.88
3.00
—
C 0.12

2+10

34.27
4.36
—
C 0.09

33.46
3.67
—
C 0.21

1+90

34.56
4.65
—
C 0.09

33.78
3.88
—
C 0.10

1+70

34.72
4.13
—
C 0.01

33.83
3.91
—
C 0.08

1+50

34.52
4.39
—
F 0.13

33.63
3.65
—
C 0.02

1+47 = E.C. alley to st.

34.50
4.42
—
F 0.08

33.61
3.55
—
F 0.06

1+45 = B.C. alley on alley 1' Bk.

34.48
4.42
—
F 0.06

33.62
3.55
—
F 0.07

gutter

34.30
4.91
—
C 0.61

33.44
3.31
—
F 0.13

N.W. end return

Top

34.80
4.91
—
C 0.11

33.94
3.31
—
F 0.63

Hatch
Pope
Flora

State Sewer - 36th and
12-5-55

Market St.

23.

Plan 12540

W.O. 62130

205.50 stub 5' Lt.

16.00
109.36
66.64

1779 cross 7' Lt.

12.06
106.95
65.11

4+2985=Plug

51.89
148.16
C 3.73

1+52.50 = M.H. #1 P.R. 5410 SE

11.30
104.54
66.76

3+94.85 = E.C.

51.80
145.90
C 5.90

1+20.50 cross 4' Lt.

09.40
102.62
66.78

3+82.46 Mid Pt.

52.18
145.09
C 7.09

0+98 stub 4' Lt.

07.78
101.27
66.51

3+70.07 = B.C.

51.82
144.28
C 7.54

0+75.50 stub 4' Lt.

06.30
99.92
66.38

3+41.47

51.59
142.42
C 9.17

0+53 stub 4' Lt.

04.62
98.57
66.05

3+12.86

48.28
140.56
C 7.72

0+26.5 stub 5' Lt.

03.06
96.98
66.08

2+84.25

43.64
138.70
C 4.94

0+00 = Existing M.H.

95.39

2+55.64 = M.H. #3

40.99
136.84
C 4.15

B.M. = S.W.B.P. 36th & Market

109.00

M.H. #2
2+31.98 stub 5' Lt.
cross 10' Lt.

19.53
111.77
C 7.76

Stake Curb Grade for
Lots 11 & 12 on Poe St. North
of Willow St.

Book 1747/68

12-21-55

Plan 3001-D

24.

2+65.70

154.55

46.47

F 8.08

2+55.85

154.72

47.32

F 7.40

2+46

155.00

48.92

F 6.08

2+36.14

155.40

50.94

F 4.46

2+26.29

155.95

54.85

F 1.10

2+16.44 = P.R.C.

156.65

59.49

C 2.84

1+98.40 = B.C.

158.40

61.28

C 2.88

B.M. P.K. in Power Pole 2+00

#3329

161.96

Stake Poe St.
North of Plum

W.O. 6248E

Rough
grades Lt.Curb
gradesCurb
gradesRough
grades Rt.

Mon. N.W. Cor. Plum and Poe 103.59

1+55.30 on L. = opp. radius Pt.

$$\begin{array}{r} 96.50 \\ 102.3 \\ \hline C5.8 \end{array}$$

$$\begin{array}{r} 96.50 \\ 102.29 \\ \hline C5.79 \end{array}$$

$$\begin{array}{r} 95.50 \\ 93.47 \\ \hline F2.03 \end{array}$$

$$\begin{array}{r} 95.5 \\ 93.4 \\ \hline F2.1 \end{array}$$

P.B.C.

$$\begin{array}{r} 92.00 \\ 95.5 \\ \hline C3.5 \end{array}$$

$$\begin{array}{r} 92.00 \\ 95.58 \\ \hline C3.58 \end{array}$$

$$\begin{array}{r} 91.00 \\ 90.74 \\ \hline F0.26 \end{array}$$

$$\begin{array}{r} 91.0 \\ 88.9 \\ \hline F2.1 \end{array}$$

1+18 = B.C. of Cul-de-Sac

$$\begin{array}{r} 87.50 \\ 93.40 \\ \hline C5.90 \end{array}$$

$$\begin{array}{r} 87.50 \\ 88.89 \\ \hline C1.39 \end{array}$$

$$\begin{array}{r} 86.50 \\ 85.88 \\ \hline F0.62 \end{array}$$

$$\begin{array}{r} 86.50 \\ 83.78 \\ \hline F2.72 \end{array}$$

0+89

$$\begin{array}{r} 80.45 \\ 85.70 \\ \hline C5.25 \end{array}$$

$$\begin{array}{r} 80.45 \\ 79.62 \\ \hline F0.83 \end{array}$$

$$\begin{array}{r} 79.45 \\ 78.96 \\ \hline F0.49 \end{array}$$

$$\begin{array}{r} 79.45 \\ 77.08 \\ \hline F2.37 \end{array}$$

0+60

$$\begin{array}{r} 73.4 \\ 80.28 \\ \hline C6.88 \end{array}$$

$$\begin{array}{r} 73.40 \\ 73.27 \\ \hline F0.13 \end{array}$$

$$\begin{array}{r} 72.40 \\ 72.00 \\ \hline F0.40 \end{array}$$

$$\begin{array}{r} 72.4 \\ 70.3 \\ \hline F2.1 \end{array}$$

0+40

$$\begin{array}{r} 68.60 \\ 77.39 \\ \hline C8.79 \end{array}$$

$$\begin{array}{r} 68.60 \\ 68.44 \\ \hline F0.16 \end{array}$$

$$\begin{array}{r} 68.40 \\ 67.68 \\ \hline F0.72 \end{array}$$

$$\begin{array}{r} 68.4 \\ 67.8 \\ \hline F0.6 \end{array}$$

0+20.94 = E.C. on Left

$$\begin{array}{r} 65.2 \\ 71.1 \\ \hline C5.9 \end{array}$$

$$\begin{array}{r} 65.20 \\ 65.06 \\ \hline F0.14 \end{array}$$

$$\begin{array}{r} 65.20 \\ 64.16 \\ \hline F1.04 \end{array}$$

$$\begin{array}{r} 65.2 \\ 67.5 \\ \hline C2.3 \end{array}$$

0+00

63.9

63.94

$$\begin{array}{r} 63.00 \\ 62.82 \\ \hline F0.18 \end{array}$$

$$\begin{array}{r} 63.0 \\ 64.0 \\ \hline C1.0 \end{array}$$

0-9.69 on Rt. only

62.67

Stake Poe St.
(Continued)

26.

Rough
grades Lt.

Curb
grades

Curb
grades Rt.

Rough
grades

Mid Pt. of Curve on Left
at 0+11

64.57
63.91
FO.66 ✓

E Poe St at end of Cul-de-Sac

100.0
103.7
C3.7

100.00
00.70
C0.70 ✓

2/3

99.7
108.5
C8.8

99.70
105.03
C5.33 ✓

99.60
102.20
C2.60 ✓

99.6
102.5
C2.9

1/3

98.7
107.3
C8.6

98.70
105.21
C6.51 ✓

98.15
97.77
FO.38 ✓

98.15
98.4
C0.3

Sewer Laterals
 Poe St at Plum

1-3-56

E St.

Prop.

1+60

#(4)

96.86
91.70
 C5.76

105.93
92.70
 C13.23

1+55 Rt.

#(7)

94.00
87.70
 C6.30

94.52
88.70
 C5.82

1+10 Lt.

#(3)

86.27
78.30
 7.97

91.00
80.50
 10.50

1+25 Rt.

#(6)

81.78
74.20
 C7.58

83.26
75.20
 C8.06

0+60 Rt.

#(5)

73.23
65.00
 C8.23

71.69
66.00
 C5.69

8.5 Lt.

0+60 Lt.

#(2)

65.00

73.71
65.90
 C7.81

80.23
68.40
 C11.83

0+10 Lt.

#(1)

64.61
58.30
 C6.31

68.85
59.40
 C9.45

4" Water Main and Lats

28.

Poe St.

1-6-56

Lt.

Lats.

et.

+80 = 2" B.O.

$$\begin{array}{r} 99.0 \checkmark \\ 95.0 \\ \hline C 4.0 \end{array}$$

1+75

$$\begin{array}{r} 99.20 \\ 104.85 \\ \hline C 5.65 \end{array}$$

$$\begin{array}{r} 98.87 \\ 98.17 \\ \hline F 0.70 \end{array}$$

+55

$$\begin{array}{r} 95.3 \checkmark \\ 91.9 \\ \hline C 3.4 \end{array}$$

1+25

$$\begin{array}{r} 89.18 \\ 90.76 \\ \hline C 0.58 \end{array}$$

$$\begin{array}{r} 88.18 \\ 88.58 \\ \hline C 0.40 \end{array}$$

1+05

$$\begin{array}{r} 85.0 \checkmark \\ 79.8 \\ \hline C 5.2 \end{array}$$

0+75

$$\begin{array}{r} 77.00 \\ 75.90 \\ \hline F 1.10 \end{array}$$

$$\begin{array}{r} 76.00 \\ 77.49 \\ \hline C 1.49 \end{array}$$

0+58

$$\begin{array}{r} 71.6 \checkmark \\ 68.4 \\ \hline C 3.2 \end{array}$$

0+40

$$\begin{array}{r} 67.9 \checkmark \\ 64.6 \\ \hline C 3.3 \end{array}$$

0+25

$$\begin{array}{r} 65.92 \\ 66.01 \\ \hline C 0.09 \end{array}$$

$$\begin{array}{r} 65.88 \\ 64.50 \\ \hline F 1.38 \end{array}$$

0+20

$$\begin{array}{r} 64.7 \checkmark \\ 61.6 \\ \hline C 3.1 \end{array}$$

0+00 stakes 6' Lt.

$$\begin{array}{r} 63.1 \checkmark \\ 59.3 \\ \hline C 3.8 \end{array}$$

Stake Groveland St.

Euclid to 53rd St. 29.

Hatch
Pope
Flora
Edmonds

N.O. 32231 1-5-55
B.M. = E L & T Groveland

North South
Rough Curbs E Curbs Rough

↓ Euclid 132.77

1+22 = B.C. alley North only

135.9	135.90		
<u>37.48</u>	<u>35.47</u>		<u>37.70</u>
C1.6	F0.43		

1+11

135.8	135.78	136.58	136.6
<u>37.03</u>	<u>35.49</u>	<u>37.62</u>	<u>37.4</u>
C1.2	F0.29	C1.04	C0.8

0+91

135.4	135.44	136.24	136.2
	<u>35.29</u>	<u>37.21</u>	
	F0.15	C0.97	

0+71

134.9	134.86	135.66	135.7
<u>36.5</u>	<u>34.50</u>	<u>36.56</u>	<u>36.7</u>
C1.6	F0.36	C0.90	C1.0

0+61 (W) 134.46

0+51

134.1	134.06	134.86	134.9
	<u>35.84</u>	<u>35.91</u>	
	C1.38	C1.05	

0+36 (S) #3 128.24

0+31

133.0	133.02	133.82	133.8
<u>35.7</u>	<u>32.63</u>	<u>34.97</u>	<u>35.0</u>
C2.7	F0.39	C1.15	C1.2

0+11

131.5	131.50	132.56	132.6
	<u>31.72</u>	<u>34.39</u>	
	C0.22	C1.83	

0+00 = Begin Cbs and Pav. ~ 24' East of N.L. Euclid and 14' East S.L.

130.65	130.65	131.80	131.8
<u>36.1</u>	<u>32.14</u>	<u>34.04</u>	<u>34.2</u>
5.4	C1.49	C2.24	C2.4

Euclid.

End Cb. 31.87

Groveland St.
(continued)

Euclid To San Jacinto 30.
North South

Rough Curbs Curbs Rough

1+54

136.23

137.00 137.0

37.65 37.8

C0.65 C0.8

1+50 = E.C. alley 4' Rad.

136.3 136.17

39.17 38.25

C2.9 C2.08

B.C. in alley - gut.

135.77

38.25

C2.48

1+46 = Eastly alley line = B.C. Top

136.21

38.25

C2.04

N.E. Return gut

135.87

39.12

C3.25

N.E. end of alley return Top

136.27

39.12

C2.85

N.W. ret. Top

136.07

37.51

C1.44

N.W. end alley return gut

135.87

37.51

C1.64

E.C. in alley Top

136.0

136.01

35.47

F0.54

1+26 = Westly line alley = E.C. gut

135.68

35.47

F0.21

Groveland St.
(continued)

5+58 = E.C. s.e. cor San Jacinto
 5+16 = E San Jacinto Produced
 left side only
 4+74 = B.C. of Curb on South
 (W) 4+15
 4+34
 (S) #4
 3+94
 3+54
 3+14
 2+74
 B.M. Nail in Pole 2+60
 2+34
 1+94

138.98
 38.17
 F0.81
 133.56
 38.12
 C4.56

139.24

North		South	
Rough	Curb	Curb	Rough
140.4 41.6 C1.2	140.44 40.22 F0.22	140.92	42.2
140.0 40.8 C0.8	140.02 39.59 F0.43		
139.6 39.9 C0.3	139.58 39.87 C0.29	140.12 40.10 F0.02	140.1 40.8 C0.7
139.2 38.9 F0.3	139.16 38.94 F0.22	139.72 39.37 F0.35	139.7 40.5 C0.8
138.7 37.6 F1.1	138.73 37.93 F0.80	139.34 38.80 F0.54	139.3 39.5 C0.2
138.3 38.5 C0.2	138.31 37.95 F0.36	138.95 38.56 F0.39	138.95 39.5 C0.5
137.9 39.2 C1.3	137.88 37.52 F0.36	138.56 38.84 C0.28	138.6 39.6 C1.0
137.5 39.5 C2.0	137.46 37.97 C0.51	138.17 38.34 C0.17	138.2 39.4 C1.2
137.0 39.5 C2.5	137.03 36.88 F0.15	137.78 38.20 C0.42	137.8 38.6 C0.8
136.6 38.6 C2.0	136.61 36.40 F0.21	137.39 37.80 C0.41	137.4 38.3 C0.9

Groveland St Stakes
San Jacinto to 53rd

B.M. 40' E.P. cross E.S.J. 140.92

B.M. Spike in Pole
and Castana
North

Rough Curbs

N.W. Cor. Groveland
144.97 32

South
Curbs Rough

3+24.26		143.4	143.44		
		<u>44.4</u>	<u>43.50</u>		
		C1.0	C0.06		
2+88.81		143.1	143.12		
35.85	(North only)	<u>44.1</u>	<u>43.11</u>		
		C1.0	F0.01		
2+52.96	= B.C. Curb at Castana	142.8	142.80	143.56	143.6
		<u>44.8</u>	<u>42.62</u>	<u>44.54</u>	<u>44.9</u>
		C2.0	F0.18	C0.98	C1.3
2+16.84		142.5	142.48	143.22	143.2
		<u>44.5</u>	<u>42.50</u>	<u>44.36</u>	<u>44.6</u>
		C2.0	C0.02	C1.14	C1.4
1+80.70		142.2	142.16	142.86	142.9
		<u>44.3</u>	<u>42.48</u>	<u>44.05</u>	<u>44.3</u>
		C2.1	C0.32	C1.19	C1.4
1+44.56		141.8	141.84	142.50	142.5
		<u>44.0</u>	<u>42.24</u>	<u>43.50</u>	<u>44.3</u>
		C2.2	C0.40	C1.00	C1.8
1+08.42		141.5	141.52	142.14	142.1
36.14		<u>43.8</u>	<u>41.89</u>	<u>42.79</u>	<u>43.9</u>
		C2.3	C0.37	C0.65	C1.8
0+72.28		141.2	141.20	141.78	141.8
		<u>43.0</u>	<u>41.22</u>	<u>42.81</u>	<u>43.6</u>
		C1.8	C0.02	C1.03	C1.8
0+36.14		140.9	140.88	141.42	141.4
		<u>43.1</u>	<u>40.90</u>	<u>42.42</u>	<u>43.2</u>
		C2.2	C0.02	C1.00	C1.8
5+71	= East Prop E.C. of San	140.6	140.56	141.06	141.1
Jacinto = 0+00		<u>41.6</u>	<u>40.32</u>	<u>40.84</u>	<u>42.7</u>
		C1.0	F0.24	F0.22	C1.6

Groveland St.
San Jacinto to 53rd
(continued)

		North		South	
		Rough	Curbs	Curbs	Rough
6+33.5			145.95 45.76 F0.19		146.45 47.19 C0.74
6+10		145.9 46.4 C0.5	145.87 45.60 F0.27		146.37 47.12 C0.75
5+90			145.78 45.57 F0.21		146.28 46.81 C0.53
5+70		145.6 46.3 C0.7	145.63 45.21 F0.42		146.13 46.40 C0.27
34.73 (W) 5+13	145.12 45.94 C0.82				146.1 47.7 C1.6
5+35.28		145.3 46.3 C1.0	145.32 45.20 F0.12		145.83 45.98 C0.15
(S) #2 ~ 4+93	139.74 45.97 C6.23				145.8 47.5 C1.7
5700.55		145.0 45.7 C0.7	145.01 44.85 F0.16		145.53 45.76 C0.23
(W) 4+46	144.53 45.81 C1.28				145.5 46.8 C1.3
4+65.82		144.7 46.0 C1.3	144.70 44.67 F0.03		145.23 44.94 F0.29
(S) #1 4+36	139.50 45.74 C6.24				145.2 46.0 C0.8
4+31.09		144.4 45.5 C1.1	144.39 44.09 F0.30		144.93 44.88 F0.05
34.73					144.9 45.7 C0.8
3+96.37 = Curb E.C. S.E. cor		144.1 45.3 C1.2	144.08 43.80 F0.28		144.63 44.62 F0.01
Castana St.					144.6 45.1 C0.5
3+60.51		143.8 44.8 C1.0	143.76 43.74 F0.02		

Groveland St.

53rd St.

B.M. Nail in N.W. Pole 53rd Groveland

146.91

34

North

South

Rough Curbs

Curbs Rough

E.C. 44.62 | 44.63 F0.01

#6 44.40 | 44.50 F0.10

#5 44.54 | 44.40 C0.14

#4 44.96 | 44.40 C 0.56

#3 44.44 | 44.65 F0.21

#2 44.28 | 44.85 F0.57

#1 44.74 | 45.08 F0.34

P.R.C. 45.31 | 45.28 C0.03

S.E. Return Castana at Groveland

End of Returns 6+70 = West

line of 53rd

6+57 = Cb. B.C. at 53rd St.

146.12 | 146.20
45.7 | 45.82
F0.5 | F0.38

146.0 | 146.02
46.4 | 45.76
C0.4 | F0.26

146.70 | 146.7
47.53 | 48.1
C0.83 | C1.4

146.52 | 146.5
47.59 | 48.1
C1.07 | C2.2

Castana St. Stakes
Euclid to San Jacinto

North
Rough Curbs

South 35
Curbs Rough

1+25			145.79		146.75	
			<u>45.52</u>		<u>46.82</u>	
			F0.27		C0.07	
1+05	8° 07'	145.5	145.53	146.47	146.5	
		<u>46.5</u>	<u>44.83</u>	<u>46.23</u>	<u>48.6</u>	
		C1.0	F0.70	F0.24	C2.1	
+85			144.93	145.83		
			<u>44.28</u>	<u>45.74</u>		
			F0.65	F0.09		
0+65	5° 01' 30"	144.0	143.97	144.83	144.8	
		<u>45.7</u>	<u>43.63</u>	<u>45.06</u>	<u>47.0</u>	
		C1.7	F0.34	C0.23	C2.2	
0+32.5	Δ = 2° 30' 45"	142.3	142.27	142.91	142.9	
		<u>44.4</u>	<u>42.13</u>	<u>42.97</u>	<u>44.4</u>	
		C2.1	F0.14	C0.06	C1.5	
0+06.50 =	Curb B.C. on North		140.94			
			<u>40.78</u>			
			F0.16			
0+05.70 =	Curb B.C. on South			141.29		
				<u>42.12</u>		
				C0.83		
0+00 =	Eastly Prop. line E.C.	140.6			141.0	
		<u>43.4</u>			<u>43.3</u>	
		C2.8			C2.3	
1/2			140.42	140.60		
			<u>40.05</u>	<u>41.39</u>		
			F0.37	C0.79		
End Returns at Euclid Ave.		40.3	140.26	140.75	40.8	
9 def. = 4.638		<u>42.7</u>	<u>42.61</u>	<u>42.16</u>	<u>42.9</u>	
140.54 = E L&T Euclid		C2.4	C2.35	C1.41	C2.1	

Castana stakes
Euclid To San Jacinto
(continued)

North

South 36

		Rough	Curbs		Curbs	Rough
4+10			142.24		143.75	
			<u>41.20</u>		<u>43.98</u>	
			F1.04		C0.73	
3+95		142.4	142.39		143.40	143.4
22.65		<u>40.6</u>	<u>42.34</u>		<u>44.08</u>	<u>45.2</u>
		F1.8	F0.05		C0.68	C1.8
3+72.35 = B.C.		142.7	142.68		143.70	143.7
31.88		<u>42.0</u>	<u>42.64</u>		<u>44.23</u>	<u>45.5</u>
		F0.7	F0.04		C0.53	C1.8
3+40.47		143.1	143.10		144.11	144.1
		<u>43.3</u>	<u>43.01</u>		<u>44.33</u>	<u>45.0</u>
		C0.2	F0.09		C0.22	C0.9
3+08.47		143.5	143.52		144.52	144.5
		<u>43.6</u>	<u>43.34</u>		<u>44.40</u>	<u>44.9</u>
		C0.1	F0.18		F0.12	C0.4
2+76.47		143.9	143.94		144.93	144.9
		<u>43.6</u>	<u>43.47</u>		<u>44.56</u>	<u>46.0</u>
		F0.3	F0.47		F0.37	C1.1
2+44.47		144.4	144.37		145.34	145.3
		<u>44.1</u>	<u>43.85</u>		<u>45.01</u>	<u>46.2</u>
		F0.3	F0.52		F0.33	C0.9
2+12.47		144.8	144.80		145.75	145.75
32.00		<u>45.1</u>	<u>44.16</u>		<u>45.49</u>	<u>47.1</u>
		C0.3	F0.64		F0.26	C1.3
1+80.47 = E.C.	13° 57'	145.2	145.24		146.18	146.2
35.17		<u>45.4</u>	<u>44.78</u>		<u>46.29</u>	<u>47.6</u>
		C0.2	F0.46		C0.11	C1.4
1+45	11° 12' 30	145.7	145.69		146.66	146.7
		<u>45.9</u>	<u>45.68</u>		<u>46.67</u>	<u>47.3</u>
		C0.2	F0.01		C0.01	C0.6

Castana St. Stakes
Euclid to San Jacinto
(continued)

North
BM = 144.64 = Pole - 4 + 48 - 5.
Rough Curbs

South 37
Curbs Rough

S.W. Return

P.R.C.	46.36	145.50	C0.86
3/4	46.05	145.12	C0.93
1/2	45.24	144.74	C0.50
1/4	44.90	144.37	C0.53

Sewer Lat. #5

139.78
43.61

C3.83

5+00 = (W)

143.07
43.03

F0.04

4+94.79 = E.C and B.C. on

143.0 143.00
 43.07

C0.07

N.W. Cor. San Jacinto

4+75
= P.R.C. on South

142.70
42.72

C0.02

144.00
42.55

F1.45

4+55

(W)

143.49
42.18

F1.31

142.4 142.43
36.8 40.31

F5.6 F2.12

143.49 143.5
42.63 42.1

F0.86 F1.4

4+40

142.27
39.92

F2.35

143.31
43.55

C0.24

4+25 E Inlets

142.2 142.20
36.8 41.56

F5.4 F0.64

143.22 143.2
42.34 44.6

F0.88 C1.4

Stake 24" Drain on San
From alley to N.W.

Jacinto ~
Cor. of Castana

38

1-9-56

W.

E.

2+13.88 = E.C.
44.18
136.63
C7.55

Top Cb. E A2 Inlet

142.20
38.63
F3.57

142.22
41.16
F1.06
12' Ent

1+95.02
45.35
136.80
C8.55

Top Cb. E Inlet "K"

143.22
43.68
C0.46

43.21
44.21
C1.00

1+76.16
45.89
136.96
C8.93

Top Cb.

C0.46

18.86 = 3 parts
46.40
137.13
C9.47

Type A2 Inlet

41.62
136.60
C5.02

38.62
136.60
C2.02

1+57.30 = B.C.
46.98
137.47
C9.51

North Curb

C5.02

C2.02

Stakes 8' W & E.

Type K Inlet

43.69
137.30
C6.39

43.82
137.30
C6.52

1+18.35
46.93
137.81
C9.12

South Curb

C6.39

C6.52

0+79.40
47.02
138.15
C8.87

3+14.47 = E.C. and end

36.15
135.73
C0.42

24" Pipe

0+40.45
47.71
138.50
C9.21

3+02.48 = 18" Pipe Int. 36.61

1. E. 18" 136.11
C0.50

36.61
135.86
C0.75

0+01.50 = Begin 24"
Pipe

2+89.85 = B.C.

37.57
135.97
C1.60

0+00 = E Type "G"
Clean out

2+51.88

43.00
136.30
C6.70

38

N.W. Cor. Return
Castana and San Jacinto

N.E. Cor. Return 39
Castana and San Jacinto

	rods	grade		E.C.			
				46.8	146.1	CO.7	
				3/4	46.7	145.7	C1.0
				1/2	46.4	145.4	C1.0
				1/4	46.3	145.0	C1.3
				B.C.	46.2	144.6	C1.6
2480.40 = E.C.	44.52	144.05	CO.47	Some return (Rough grades)			
cb. E.C.		144.05					
6/7	44.18	144.14	CO.04	E.C. = 0-03.75	45.57	146.10	FO.53
app. P.L. P.C.	44.1	144.1	G				
5/7	43.94	144.14	FO.20	4/5	45.47	145.81	FO.34
3/4 = r.g.	44.1	144.1	G				
4/7	43.92	144.00	FO.08	3/5	44.95	145.52	FO.57
3/7	43.75	143.75	Grade				
1/2 = r.g.	43.7	143.7	G	2/5	44.77	145.22	FO.45
2/7	43.77	143.50	CO.27				
1/4 = rough grade	43.6	143.4	CO.2	1/5	44.42	144.93	FO.51
1/7	43.44	143.25	CO.19				
B.C. = 4+94.79		143.00		B.C. = 2431.35	44.00	144.64	FO.64
B.C. = r.g.	42.9	143.0	FO.1	on San Jacinto			

San Jacinto Dr.
Groveland to Castana

B.M. crossin walk 40' to E Groveland
on E San Jacinto 140.92

Rough Curbs

Curbs Rough

2+80.40 = B.C. on Rt.

144.05
44.52
C0.47

2+31.35 = B.C. on left.

144.6
46.2
C1.6

144.64
44.00
F0.64

143.84
43.99
C0.15

143.8
45.0
C1.2

1+88.17

144.5
45.6
C1.1

144.46
44.09
F0.37

143.66
44.09
C0.43

143.7
44.5
C0.8

1+45

144.3
45.4
C1.1

144.28
44.09
F0.19

143.48
43.51
C0.03

143.5
44.0
C0.5

1+25

144.08
43.87
F0.21

143.28
43.21
F0.07

1+05

143.7
45.1
C1.4

143.65
43.89
C0.24

142.85
43.00
C0.15

142.9
43.2
C0.3

0+60

142.4
44.2
C1.8

142.43
43.07
C0.64

141.63
41.72
C0.09

141.6
42.4
C0.8

0+15 = C6 P.C. also prop.
P.C.

141.2
42.6
C1.4

141.20
41.70
C0.50

140.40
40.38
F0.02

140.4
40.8
C0.4

0+00 = South P.L. Groveland

Castana St. San Jacinto

To Groveland St. 41

North

South

Rough

Curbs

Curbs Rough

1+10

146.84
46.85
C0.01

147.34
46.95
F0.39

0+95

146.9
47.1
C0.2

146.90
47.03
C0.13

147.40
46.92
F0.43

147.4
47.9
C0.5

0+80

146.90
46.90
Grade

147.40
47.02
F0.38

0+65

146.8
47.1
C0.3

146.84
47.07
C0.23

147.34
46.99
F0.35

147.3
47.9
C0.6

0+32.5

146.5
47.0
C0.5

146.49
46.77
C0.28

147.17
47.08
F0.09

147.2
48.1
C0.9

0+00 = North Prop line E.C.

147.0
47.8
C0.8

0-03.75 = Cb. E.C. on N.e.

146.1
45.57
F0.53

146.96
47.23
C0.27

cor. San Jacinto Dr.

0-45.66

46.43
47.47
C1.04

(W) 0-66.24

146.62
47.08
C0.46

146.6
48.2
C1.6

0-87.57 = Cb. E.C. s.e. return

at San Jacinto Dr.

146.25
45.88
F0.37

146.3

Costana St.
San Jacinto to Grove

North
land (continued)
Rough Curbs

South 42

SPIKE IN POLE 1475 on Costana 148.58

1/3 44.57 143.72 C0.85

2/3 44.47 143.85 C0.62

E.C.

144.0 144.00
45.0 44.05
C1.0 C0.05

1/2

Ch dist. 37.81

144.30 144.30
43.93 43.93
F0.37 F0.37

3+20.37 = P.C.C on left and P.R.C.
on Rt. 15° 20' 24

144.6 144.60
45.6 43.88
C1.0 F0.72

145.28 145.3
45.31 45.7
C0.03 C0.4

2+90 & def. = 10° 13' 36

145.0 145.00
45.8 44.36
C0.8 F0.64

145.62 145.6
45.39 46.1
F0.23 C0.5

(W) = 2+39 146.20
7.14

2+59.68 & def. 5° 16' 48" C0.94

145.4 145.40
46.0 44.74
C0.6 F0.66

145.96 146.0
46.00 47.0
C0.04 C1.0

30.34 & ch. = 30.30

2+29.34 = B.C.

145.8 145.80
46.2 46.57
C0.4 C0.77

146.30 146.3
45.90 47.3
F0.40 C1.0

1+94.56

146.1 146.11
46.5 46.22
C0.4 C0.11

146.61 146.6
46.20 47.7
F0.41 C1.1

1+59.78

146.4 146.42
46.8 46.46
C0.4 C0.04

146.92 146.9
46.40 48.7
F0.52 C1.2

34.78

1+25

146.7 146.74
47.0 46.68
C0.3 F0.06

147.24 147.2
46.75 47.9
F0.49 C0.7

S.W. Castana and Groveland St.

S.E. Return ~ Castana and San Jacinto

93

S.E. Ret. Groveland & S.J.

Curbs

Rough

5159-E.C. 41.25 140.92 C.O.33

$\frac{2}{3}$ 41.18 140.80 C.O.38

$\frac{1}{3}$ 41.36 140.95 C.O.41

0415-B.C. 41.70 141.20 C.O.50

S.W. Return Groveland & S. Jacinto

P.L. E.C.

146.3

0415-E.C. 40.38 140.40 F.O.02

47.2

C.O.9

$\frac{2}{3}$ 40.59 140.30 C.O.29

Cb. E.C. Castana =

146.25

45.88

F.O.37

$\frac{1}{3}$ 40.30 140.21 C.O.09

0-87.57

417A-B.C. 40.10 140.12 F.O.02

$\frac{4}{5}$

146.17

45.51

F.O.66

S.W. Return Castana & Groveland

$\frac{3}{5}$

146.09

$\frac{1}{2}$

146.1

45.51

47.0

F.O.58

C.O.9

Cb. E.C. 45.1 144.6 C.O.5

$\frac{2}{5}$

146.01

45.18

F.O.83

$\frac{3}{4}$ 45.3 144.4 C.O.9

$\frac{1}{2}$ 45.2 144.6 C.O.6

$\frac{1}{5}$

145.92

45.34

F.O.58

$\frac{1}{4}$ 45.5 144.9 C.O.6

B.C. Cb. on 45.7 145.3 C.O.4

Cb. B.C. San J.

146.00

146.0

45.64

47.6

F.O.36

C.I.6

Castana S.E. Cor

San Jacinto
Castana To Imperial

1401.54 = B.C. S.E. alley

0+97.65 = End return S.E. alley
line

0+97.15 = End ret. N.W. alley line

0+91.82 = E.C. N.W. alley

0+89.82 = B.C. of Cb. N.W. alley

0+75.51 = End of Return N.E. Cor.

0+75.51 = alley E.C. and alley
line radially. N.E. Cor.

0+71.51 = 4' Rad. N.E. cor alley
BC.

0+37.75 = 1/2 on east

0+00 = Cb. E.C. on S.W. Cor.

Castana and San Jacinto

(continued on Page 46) 44

Left		Rt.	
Rough	Curbs	Curbs	Rough
	147.19		
	48.05		
	<u>Co.86</u>		
147.5	147.51		
48.3	48.28		
<u>Co.8</u>	<u>Co.77</u>		
			146.8
			45.9
		146.81	<u>F0.9</u>
		<u>45.90</u>	
		F0.91	
		146.50	
		146.36	
147.4	147.37		
48.5	48.51		
<u>C1.1</u>	<u>C1.14</u>		
	147.05		
	46.73		
	<u>F0.32</u>		
	146.94	146.22	
	46.73		
	<u>F0.21</u>		
146.8	146.72	145.86 ³⁶	
50.5	46.55	45.77	
<u>C3.7</u>	<u>F0.17</u>	<u>F0.09</u>	
146.5	146.50	145.50 ³⁶	145.8
49.1	46.39	46.36	
<u>C2.6</u>	<u>F0.11</u>	<u>Co.86</u>	
		146.25	
		45.78	
		<u>F0.47</u>	

Stake 18" drain on 52nd St
 From Inlet between OTTalie Pl.
 and University Ave. 1-13-55

Curb Stakes ⁴⁵
 Logan Ave. at Gwen St.
 W.O. 21452 4-10-56

W.O. 21446

Plan 5917-B

South

North

		164.29 Existing	164.29		
	04.48	CO.65 63.88	163.73	163.23	63.09 FO.14
	300.90	C1.35 63.61	162.26	162.26	62.04 FO.22
	<u>03.58</u>	CO.68 61.98	161.30	161.23	61.09 FO.14
0+72 = End Pipe and Head wall			161.25	160.16	59.87 FO.29
				159.18	
0+48	05.66				
	<u>298.66</u>				
	C7.00				
0+24	03.77				
	<u>296.43</u>				
	C7.34				
0+00	301.03				
	<u>294.20</u>				
	C6.83				
0+00 = Begin 18" Pipe at Inlet					

San Jacinto St.
Castana to Imperial
(continued from 44)

Left

Rt 46

1793 on Lt. (W) . 150.11
50.69
Co.58

1787.64

1772.64

1757.64

1742.64

1727.64 = Brk.

1721.70 = E.C. S.W. alley return

1717.70 = S.W. B.C.

end

1717.70 = S.W. rct. at alley line

1705.54 = E.C. S.E. alley return

Rough	Curbs	Curbs	Rough
149.7	149.71	149.29	149.3
50.4	49.16	49.16	49.5
Co.7	Co.55	Co.13	Co.2
	148.73	148.27	
	48.55	48.65	
	Co.18	Co.38	
148.0	148.00	147.50	147.5
48.7	48.10	48.37	48.7
Co.7	Co.10	Co.87	Co.2
	147.53	146.99	4' Brk.
	47.89	48.63	
	Co.36	Co.64	
147.3	147.31	146.72	146.7
48.7	47.72	46.65	
Co.4	Co.41	Co.07	
		146.69	
		47.21	
		Co.52	
		146.73	
		47.21	
		Co.48	147.1
		147.05	46.6
		46.94	Co.5
		Co.11	
	147.16		
	48.05		
	Co.89		

Stake San Jacinto
Castana to Imperial

Left

Right ²⁷

Rough Curbs

Curbs Rough

	Left		Right	
	Rough	Curbs	Curbs	Rough
				54.94 Stub
E.C. of both Returns on Imperial	156.0 53.4 <u>F2.6</u>	156.00 54.66 <u>F1.34</u>	155.67 .63 <u>end Conc.</u>	155.7 54.3 <u>F1.4</u>
4/5		155.80 54.32 <u>F1.48</u>	155.50 54.64 <u>F0.86</u>	
3/5		155.30 53.83 <u>F1.47</u>	155.10 54.43 <u>F0.67</u>	
2/5		154.50 53.12 <u>F1.38</u>	154.50 53.53 <u>F0.97</u>	
1/5		153.75 52.24 <u>F1.51</u>	153.75 52.74 <u>F1.01</u>	
2+36.80 = Cb. B.C. on Rt.			153.00 52.15 <u>F0.85</u>	153.0 53.2 <u>C0.2</u>
2+31.08 = Cb. B.C. on left	153.0 52.6 <u>F0.4</u>	153.00 51.07 <u>F1.93</u>		
2+09.36		151.36 50.07 <u>F1.29</u>	151.14 50.37 <u>F0.77</u>	

Stake Horizon Way
S. E. A. Sub

1-26-56

Sub map
3014

Plan 12642 L

P62127

SPIKE IN POLE ON HORIZON 362.47

End Cb. 71.47 371.82 F0.35

$\frac{2}{3}$ 71.31 371.87 F0.56

$\frac{1}{3}$ 70.83 371.55 F0.72

P.C.C. 70.33 371.10 F0.77

$\frac{3}{4}$ 69.89 369.79 F0.90

$\frac{1}{2}$ 69.13 368.48 F0.35

$\frac{1}{4}$ 67.14 367.17 F0.03

2 + 46.76 = B.C 66.12 365.86 C0.26

2 + 09 63.81 363.98 F0.17

1 + 69 61.77 361.75 C0.02

1 + 29 59.41 359.48 F0.07

+ 89 57.17 357.23 F0.06

+ 49 55.05 354.98 C0.07

+ 29 53.97 354.10 F0.13

+ 14.5 53.48 353.60 F0.12

0 + 00 353.20

Stake 18" Drain

48

Avenida Mirola south
of Nautilus
Map 3081

5942-B

2-15-56

Hatch
Pope
Schelin
Flora
Edwards

0 + 56 = End

0 + 40

0 + 24

0 + 08

0 + 00 = Head wall

I.E. 239.11

34.92
233.80
C1.12

37.88
235.30
C2.58

40.68
236.80
C3.88

42.67
238.30
C4.37

Stake Alley Blk 217 P.B. Ingraham to Jewell South of Garnet			North	South		
1-30-56		stakes	G	G	stakes	
2' bk unless noted						
4+00		CO.30 67.94	67.64	67.64	67.33	FO.31
+80	chisel - 0.65	in CO.67 68.64	67.97	67.97	67.90	FO.07
+40	stab 1' bk.	CO.22 68.73	68.51	68.51	68.53	CO.02
3+00		CO.35 69.40	69.05	69.05	69.23	CO.18 ^{1'} bk.
+60		CO.13 69.72	69.59	69.59	69.10	FO.49 ^{2'} bk.
+20		FO.65 69.48	70.13	70.13	70.09	FO.04
2+00		FO.50 69.67	70.17	70.17	70.06	FO.11
80		FO.42 69.35	69.77	69.77	69.91	CO.14
1+50 ~ edge apron				68.82	69.86	C1.04 ^{0.87} bk.
+40		CO.30 68.81	68.51	68.51	69.22	CO.71 ^{2'} bk.
1+00		CO.09 67.35	67.26	67.26	68.11	CO.85 ^{2'} bk.
+80		G. 66.50	66.51	66.51	67.20	CO.69 ^{0.40} bk.
+60		CO.37 65.90	65.53	65.53	66.72	C1.19
+40	chisel ~ .15 bk.	CO.83 65.15	64.32	64.32	66.36	C2.04
0+20	chisel ~ .15 bk.	C1.14 64.01	62.87	62.87	65.45	C2.58
0+00 = E.L. Ingraham Co.			61.71	61.52		
	gut.		61.50	61.30	set chisel	cut
S.M.						

North

South

Sta.

G.

G

Stakes

E of Pavc.

64.91 ✓

T. Co.

65.82 ✓

65.39 ✓

A + 99.34 = W. L. Jewell⁹⁰⁺

65.38 ✓

65.00⁰⁹

+60

C0.53 66.81

66.28

66.10

66.81

C0.71

H + 20

Nail 0.70 bk.

C1.38 68.57

67.19

67.19

67.02

F0.17^{3'} bk

Stake Alley Bk. 19
Farvel to Gresham
South of Loring

2-16-56

B.M. 7' chisel cross E alley 51
at Farvel 129.81

Lt.

Rt.

1+10

134.60
35.98
C1.38

34.30
35.42
C1.12

0+80

134.48
36.21
C1.73

34.18
35.28
C1.10

0+60

134.40
34.48
dr. C0.08

134.10
33.64
dr. F0.46

0+50

134.24
35.07
C0.83

.65 BK. 133.94
34.36
C0.42

0+40

133.85 1' BK.
33.63
dr. F0.22

.65 BK. 133.55
33.68
C0.23

0+30

133.22 1' BK.
33.63
dr. C0.41

1' BK. 132.92
32.66
F0.26

0+20

132.35 .70 BK.
33.54
C1.19

.75 BK. 132.05
32.94
C0.89

0+10

131.36 .65 BK.
32.86
C1.50

.85 BK. 131.06
31.99
C0.93

0+00 = East prop line Farvel

130.38 129.87

130.00

Stake Ailey
 BIK 19
 P.B.
 (continued)

B.M. SPIKE IN Pole 3400 52
 136.31
 Lt. Rt.

3480			135.68	135.38
	dr. + 60	135.30	36.94	35.61
		35.77	C1.26	C0.23
3450		C0.47	135.56	135.26
			37.06	35.53
			C1.50	C0.27
3420			135.44	135.14
			37.20	35.10
			C1.76	F0.04
+90			135.32	135.02
			36.84	35.83
			C1.52	C0.81
+60			135.20	134.90
			37.14	35.94
			C1.94	C1.04
+30			135.08	134.78
			37.20	35.85
			C2.12	C1.07
2 -			134.96	134.66
			36.43	35.44
			C1.47	C0.78
1470			134.84	134.54
			37.68	35.31
			C2.84	C0.77
1440			134.72	134.42
			37.38	35.42
			C2.66	C1.00

Stake Alley
Bk. 19 P.B.

(continued)

B.M. = 7' chisel cross E. alley 53
at Gresham 135.70

Lt.

Rt.

See Next Page for
Grade Changes

4+49.28 = West Prop line
Gresham St.

136.¹⁷16

135.86

4+70

136.04

135.74

38.93

38.18

62.89

62.44

4+40

135.92

dr.

135.62

38.24

36.66

62.32

61.04

4+10

135.80

135.50

38.48

37.25

62.68

61.75

Grade Changes in
 Alley BIK. 19 P.B.
 3+40 East To Gresham 2-21-56

	North	South	North	South
4+70	136.43 <u>38.91</u> C2.48	136.13 <u>38.15</u> C2.02		
4+60	136.52 <u>38.93</u> C2.41	136.22 <u>38.11</u> C1.89		
4+50	136.61 <u>38.38</u> C1.77	136.31 <u>37.53</u> C1.22		
4+40	136.70 <u>38.22</u> C1.52	136.40 <u>36.65</u> C0.25		
4+30	136.60 <u>38.05</u> C1.45	136.30 <u>36.53</u> C0.23		
4+10	136.36 <u>38.48</u> C2.12	136.06 <u>37.25</u> C1.19		
3+80	136.00 <u>36.94</u> C0.94	135.70 <u>35.60</u> F0.10	E grade	135.80 <u>38.45</u> C2.65
3+60	135.76 <u>37.65</u> C1.89	135.46 <u>35.81</u> C0.35	4+90	136.25 <u>38.45</u> C2.20
3+40	135.58 <u>37.20</u> C1.62	135.28 <u>35.10</u> F0.18	4+80	136.34 <u>38.12</u> C1.78
				135.94 <u>37.81</u> C1.87
				136.04 <u>37.08</u> C1.04

Stake Valle St.
 35th to Wabash Access Rd.
 Hatch
 Pope
 Flora
 Edmonds
 3-16-56
 N.O. 31160

B.M. = 1/2" Prop. pipe 2+00 on South SS
 59.26

		South		North	
		Stakes	Grades	Grades	Stakes
End of Returns		17.97	Map 17.99	Map 18.98	18.94
5+19.08 = B.C. Stn.	F0.5	17.8	18.33		
5+10.76 = B.C. Nth.				19.18	18.6 F0.6
+80	F0.4	19.8	20.21	20.71	20.4 F0.3
+40	F1.0	22.3	23.29	23.79	26.2 C2.4
H~	F2.3	25.4	27.72	28.22	30.1 C1.9
+60	F3.1	30.5	33.59	34.09	35.2 C1.1
3+20	F0.2	39.9	40.12	40.64	43.6 C3.0
+80	C0.59	47.25	46.66	47.19	50.6 C3.4
+40	C0.1	53.3	53.20	53.73	56.4 C2.7
2+00	F0.2	58.4	58.55	59.05	59.5 C0.4
+60	Stake on prop. C0.1	61.6	61.45	61.95	62.3 C0.3
1+10	F0.2	63.3	63.55	64.05	64.5 C0.4
+60	G.	65.7	65.65	66.15	67.7 C1.5
0+10 = B.C.	G.	67.8	67.75	68.25	69.9 C1.6
0+00 = W.L. 35 th St.	C0.2	68.2	68.00	68.70	70.0 C1.3

Stake Valle St.
35th to Wabash Access Rd.
Curb Stakes South
Stakes

S.W. P.K. in Pole 35th + Valle
68.97

56

			Grades	Grades	North Stakes	
4+00	F0.20	27.52	27.72	28.22	27.87	F0.35
+80	F0.24	30.26	30.50	31.00	30.57	F0.43
+60	F0.19	33.40	33.59	34.09	33.59	F0.50
+30	F0.01	38.48	38.49	39.00	38.30	F0.70
3+00	F0.45	42.94	43.39	43.91	43.35	F0.56
+70	C0.46	48.75	48.29	48.82	48.87	C0.05
+40	C0.68	53.88	53.20	53.73	53.64	F0.09
+20	C0.14	56.34	56.20	56.70	56.42	F0.28
2+00	C0.19	58.74	58.55	59.05	58.66	F0.39
+80	C0.12	60.43	60.31	60.81	60.26	F0.55
+60	F0.03	61.42	61.45	61.95	61.43	F0.52
+30	F0.15	62.56	62.71	63.21	62.69	F0.52
1+00	F0.34	63.63	63.97	64.47	64.24	F0.23
0+70	F0.20	65.03	65.23	65.73	65.80	C0.07
0+40	F0.06	66.43	66.49	66.99	67.06	C0.07
0+10 = B.C.'s	F0.03	67.72	67.75	68.25	67.87	F0.38
0+00 = Ends Cbs	C0.18	68.18	68.00	68.70	68.24	F0.46

Curb Stake Valle St.
35th to Wabash

57

Stakes

Grades

Grades

Stakes

5+19.08=B.C. SM.	F0.68	17.65	18.33			
5+10.76=B.C. NTH.				19.18	18.86	F0.32
5~	C0.40	19.60	19.20	19.70	19.45	F0.25
+80	F0.01	20.20	20.21	20.71	20.72	C0.01
+60	F0.14	21.44	21.58	22.08	22.05	F0.03
+40	F0.21	23.08	23.29	23.79	23.64	F0.15
4+20	F0.31	25.03	25.34	25.84	25.64	F0.20

Stake Drain 12"
4th and Palm

6039 B

3/22/56

1+48.5 = End

82.80
180.20
C 2.60

1+19.25

91.82
189.08
C 2.74

0+90

98.62
197.95
C 0.67

0+60

209.65
08.21
F 1.44

0+30

22.03
221.35
C 0.68

0+00

37.07
236.35
C 0.72

Stake 30" Drain 58
Vista Grande & Relondo Blvd.

W.O. 21306

3-30-56

B.M.

337.75 = I.E. Box Culvert

0+00 = Existing Pipe 338.29 = Meet

0+24 = B.C. 338.25 41.85 C 3.60

0+31.68 = E.C. 338.24 41.24 C 3.00

0+48 = End 338.22 39.24 C 1.02

Slope Stakes Chollas
Creek N.

Meet 0+00 S. Culvert

5' R.P. 45.9 0+39.62 45.5 5' R.P.

+1.7 37.9 37.9 G.

C 8.0 C 7.6

4. 3.8

12.0 11.4

+0.1 48.9 0+79.24 45.4 -0.1

38.1 38.1

C 10.8 C 7.3

5.4 3.7

16.2 11.0

Slope Stakes (continued)
Vista Grande and Relondo Blvd.

Curb Stakes
Thorn St. 42nd to
Van Dyke
W.O. 25007
4-10-56

59

S.R.P.

+0.6 50.7
38.2
C12.5
6.3
188

1+18.86

E Wash
No stakes

G.

52.0
38.5
C13.5
6.7
20.2

1+36.31 = B.C. 47.5
38.5 -0.1
C9.0
4.5
13.5

52.6
38.8
13.8
6.9
20.7

1+50.04 47.4
38.8
C8.6
4.3
12.9
47.5
39.5
C.8.0
4.0
12.0

No 39.5
R.P. 39.5
Grade

1+87.5

41.5
40.2 +1.6
C1.3
7
2.0

No 40.7
R.P. 40.2
C0.5
7

2+25

308.72 N.E.B.P. Van Dyke & Thorn St

0+00 = W.L. Van Dyke 307.50 07.23 F0.27

+35 306.42 06.33 F0.09

+70 305.34 05.44 C0.10

1+05 304.26 04.82 C0.56

1+35.04 = B.C. alley 303.34 04.19 C0.85

E.C. east side 303.30 04.19 C0.89

East end return 303.50 04.86 C1.36

West end return 302.88 03.51 C0.63

B.C. West side 302.68 03.13 C0.45

1+63.04 = E.C. 302.50 03.13 C0.63

1+98.04 301.70 02.36 C0.66

2+33.04 300.90 01.08 C0.18

2+68.04 300.09 99.63 F0.46

2+98.08 = Meet 299.40 98.69 F0.71

Topend Cb 98.89

Stake 45" Storm Drain
Mission Valley Inn

60

5-23-56

12833 L

B.M. = Top Head wall 0+00	19.95	5+50	25.23	30.06	4.83		
stakes are 10' rt.		+75.5 = Vert.	26.00	30.87	4.87		
		+83.5	26.34	31.19	4.85		
0+64.50 = Beginning	17.49	2024	2.75	+91.5	26.80	35.71	8.91
1+00	17.67	21.52	3.85	+99.5	27.38	36.13	8.75
+35	17.85	21.00	3.15	6+07.5	28.07	36.36	8.29
+70	18.02	21.40	3.38	+15.5	28.87	36.64	7.77
2+05	18.20	22.25	4.05	+23.5	29.78	37.04	7.26
+40	18.37	23.00	4.63	+31.5 = Headwall	30.80	38.90	8.10
+75	18.55	23.94	5.39				
3+00 = Break	18.68	25.05	6.37	3+20.25	18.95	25.91	6.96
+40.53 = B.C.	19.22	26.84	7.22				
+53.31 = 1/3	19.51	27.16	7.65				
+66.09 = 2/3	19.80	27.58	7.78				
3+78.88 = E.C.	20.10	27.59	7.49				
4+10	21.03	28.27	7.24				
+45	22.08	28.17	6.09				
+80	23.13	28.28	5.15				
5+15	24.18	29.31	5.13				

SPIKE IN Stake 46TH St.
 B.M. = Wsly. 46TH and Quince 305.03
 guide pole

QUINCE To Redwood

West

East

R

Curbs

E

Curbs 5-28-56

2+26

309.79 ✓ 310.22 310.73
 9.93
 C0.14
 10.38
 F0.35 ✓

2+06

309.1 ✓ 309.12 309.57 310.10 310.1
 07.2 9.26 ✓ 9.71 11.5
 F1.9 C0.14 F0.39 ✓ C1.4 ✓

1+86

308.41 ✓ 308.87 309.41
 8.56 ✓ 8.89
 C0.15 F0.52 ✓

1+66

307.7 ✓ 307.66 308.12 308.66 308.7
 06.3 7.72 ✓ 8.27 09.7 ✓
 F1.4 C0.06 F0.39 ✓ C1.0 ✓

1+28

306.1 ✓ 306.12 306.62 307.12 307.1
 03.5 6.52 7.05 08.6
 F2.6 C0.40 ✓ F0.07 ✓ C1.5

0+88

304.5 ✓ 304.48 304.98 305.48 305.5
 01.6 4.99 5.03 07.8
 F2.9 C0.51 ✓ F0.45 ✓ C2.3 ✓

0+48

302.8 302.84 303.34 303.84 303.8
 01.5 ✓ 3.37 3.66 06.9
 F1.3 C0.53 ✓ F0.18 ✓ C3.1 ✓

0+08 = E.C.

301.2 301.20 301.66 302.20 302.2
 1.67 2.32
 C0.47 ✓ C0.12 ✓

0+00 = Ends Returns N.L. Quince

301.0 300.75 301.40 301.90 302.0 ✓
 301.1 ✓ 1.43 2.33 02.2
 C0.1 C0.68 ✓ C0.43 ✓ C0.2

N.W. 20' Curb Rad.
Redwood + 46th St.

319.12

West

East

R. Curbs E Curbs R.

4468+ = B.C. of Curb	316.0 <u>17.0</u> C1.0	316.05 <u>16.15</u> C0.10		316.05 <u>6.14</u> C0.09	316.0 <u>17.1</u> C1.1
4466+ = S.L. Redwood	316.0	316.00	315.80	316.00	316.0
4456+ = Break Redwood	315.8 <u>16.8</u> C1.0	315.75 <u>15.82</u> C0.07		315.79 <u>15.78</u> F0.01	315.8 <u>16.8</u> C1.0
4413.5	prop. 314.7 <u>16.0</u> C1.3	314.68 <u>14.68</u> 6		314.90 <u>15.01</u> C0.11	314.9 <u>16.0</u> C1.1
3471	prop. 313.6 <u>15.5</u> C1.9	313.62 <u>13.76</u> C0.14		314.02 <u>13.92</u> F0.10	314.0 <u>15.3</u> C1.3
3428.5	312.6 <u>13.1</u> C0.5	312.56 <u>12.70</u> C0.14		313.14 <u>13.08</u> F0.06	313.1 <u>14.7</u> C1.6
2486	311.5 <u>10.6</u> F0.9	311.50 <u>11.60</u> C0.10	311.84	312.26 <u>12.32</u> C0.06	312.3 <u>13.4</u> C1.1
2466		310.98 <u>1.02</u> C0.04	311.35	311.81 <u>11.77</u> F0.04	
2446	310.4 <u>09.2</u> F1.2	310.41 <u>10.54</u> C0.13	310.82	311.30 <u>11.13</u> F0.17	311.3 <u>12.6</u> C1.3

Stake 46TH St.N.E. Cor. Conc. Porch - 3214-46TH 326.99

.0056

Meat

4+60

4+40

4+20

3+80

+40

3+00

2+60

2+20

1+80

1+60

Redwood to Thorn St.

R

Curb

E

Curb

R

322.5	322.48	321.94	321.48	321.5
<u>25.3</u>	<u>2.15</u>		<u>21.21</u>	<u>21.3</u>
C2.8	F0.33		F0.27	F0.2
	322.50	321.96	321.50	
	<u>2.15</u>		<u>21.16</u>	
	F0.35		F0.34	
322.4	322.44	321.90	321.44	321.4
<u>25.2</u>	<u>22.09</u>		<u>21.18</u>	<u>21.5</u>
C2.8	F0.35		F0.26	C0.1
				prop.
322.2	322.23	321.69	321.23	321.2
<u>24.4</u>	<u>21.96</u>		<u>21.19</u>	<u>21.1</u>
C2.2	F0.27		F0.04	F0.1
322.0	322.03	321.49	321.03	321.0
<u>24.1</u>	<u>21.76</u>		<u>20.83</u>	<u>20.6</u>
C2.1	F0.27		F0.20	F0.4
321.8	321.82	321.28	320.82	320.8
<u>23.7</u>	<u>21.75</u>		<u>20.56</u>	<u>20.6</u>
C1.9	F0.07		F0.26	F0.2
321.6	321.62	321.08	320.62	320.6
<u>23.6</u>	<u>21.55</u>		<u>20.53</u>	<u>20.3</u>
C2.0	F0.07		F0.09	F0.3
321.4	321.41	320.87	320.41	320.4
<u>22.8</u>	<u>21.31</u>		<u>20.56</u>	<u>20.0</u>
C1.4	F0.10		C0.15	F0.4
321.2	321.21	320.67	320.21	320.2
<u>22.7</u>	<u>20.85</u>		<u>20.21</u>	<u>19.7</u>
C1.5	F0.36		G	F0.5
321.1	321.07		320.08	320.1
<u>22.9</u>	<u>20.65</u>		<u>20.11</u>	<u>19.7</u>
C1.8	F0.42		C0.03	F0.4

Thorn St. Stake 46TH St.
 46TH S.W. Rad Hub 46TH Thorn
 325.99

Redwood to Thorn St.
 West East

R Curb E Curb R

6+02 = Cb. B.C. East

320.67 320.67
 19.73 ✓
 C0.28
 21.0
 C0.3

6+00 = S.L. Thorn 321.70

320.45 319.70 319.55

5+94 = Cb. B.C. West 321.74

320.6 320.61 320.7
 25.8 20.70 ✓
 C5.2 C0.09

20.74
 319.60

5+67 321.89

321.1 321.72 320.58
 26.0 20.82
 C4.9 F0.30

20.89
 320.12 320.89
 20.39 21.0
 C0.27 C0.1

5+40 322.03

321.6 321.63 321.09
 25.7 21.06
 C4.1 F0.57

21.03
 320.63 321.03
 20.85 21.1
 C0.22 C0.1

5+20 322.15

321.96 321.42
 21.40 21.03
 F0.56 C0.07

21.15
 320.96 321.15
 21.03
 C0.07

5+00 322.26

322.2 322.22 321.68
 25.8 21.65
 C3.6 F0.57

26
 321.22 321.2
 21.05 21.5
 F0.17 C0.3

4+80 322.37

322.39 321.85
 21.72 21.31
 F0.67 F0.08

37
 321.39 321.39
 21.31
 F0.08

19.41 Stake 46TH ST. Thorn St. to Myrtle St.

R Curb E Curb 5-28-56

2+40

320.4	320.36	319.36	319.4
<u>22.6</u>	<u>20.30</u>	<u>19.18</u>	<u>19.2</u>
C2.2	F0.06	F0.18	F0.2

2+00

320.2	320.24	319.24	319.2
<u>23.4</u>	<u>20.24</u>	<u>19.48</u>	<u>19.2</u>
C3.2	Grade	C0.24	G

1+60

^{prop} 320.1	320.11	319.11	319.1
<u>23.2</u>	<u>20.15</u>	<u>19.34</u>	<u>17.2</u>
C3.1	C0.04	C0.23	F1.9

1+20

^{prop} 320.0	319.95	318.98	^{5'in} 319.0
<u>23.6</u>	<u>20.03</u>	<u>19.10</u>	<u>19.9</u>
C3.6	C0.08	C0.17	C0.9

0+80

319.9	319.85	318.85	318.9
<u>23.9</u>	<u>19.91</u>	<u>19.02</u>	<u>18.4</u>
C4.0	C0.06	C0.17	F0.5

0+40

319.7	319.73	318.73	^{prop} 318.7
<u>24.5</u>	<u>19.82</u>	<u>18.89</u>	<u>20.0</u>
C4.8	C0.09	C0.16	C1.3

0+06 = Westly E.C.

319.6	319.60	319.08	318.58	318.6
<u>24.7</u>	<u>19.62</u>	<u>19.03</u>	<u>19.03</u>	
C5.1	C0.02	C0.45		

0+00 = N.L. Thorn St.

319.6	319.60	318.80	318.60	318.6
-------	--------	--------	--------	-------

0-02 = Eastly E.C.

318.6
<u>17.2</u>
F1.4

Stake 46TH ST. Thorn to Myrtle St.
 3+20 on left cross on Wall
 by Steps 3352-46TH ST. 322.98

	R	Curb	E	Curb	R
5+00		323.30 <u>22.64</u> F0.66		322.30 <u>22.38</u> C0.08	
+80	322.6 <u>22.5</u> F0.1	322.60 <u>22.10</u> F0.50		321.60 <u>21.71</u> C0.11	321.6 <u>22.8</u> C1.2
+60		321.89 <u>21.54</u> F0.35		320.89 <u>20.78</u> F0.11	
+40	321.4 <u>20.4</u> F1.0	321.37 <u>21.15</u> F0.22		320.37 <u>20.73</u> F0.14	320.4 <u>20.2</u> F0.2
+20		321.03 <u>20.91</u> F0.12		320.03 <u>19.88</u> F0.15	
4+00	320.9 <u>21.8</u> C0.9	320.87 <u>20.84</u> F0.03		319.87 <u>19.63</u> F0.24	319.9 <u>18.6</u> F1.3
3+60	320.7 <u>21.5</u> C0.8	320.74 <u>20.54</u> F0.20		319.74 <u>19.46</u> F0.28	319.7 <u>18.9</u> F0.8
3+20	320.6 <u>22.98</u> C2.4	320.62 <u>20.34</u> F0.28		319.62 <u>19.54</u> F0.08	319.6 <u>19.1</u> F0.5
2+80	320.5 <u>21.4</u> C0.9	320.49 <u>20.25</u> F0.24		319.49 <u>19.38</u> F0.11	319.5 <u>19.2</u> F0.3

Stake 46TH ST. THOEN
 N.W. 20' Rad. Hub 46TH and Myrtle.
 326.93

TO MYRTLE

	R	Curb	ℙ	Curb	R
6+80 = N.L. Myrtle	322.3 <u>27.2</u> C4.9	322.25 <u>27.2</u>		320.50 <u>21.00</u> C0.50	320.5 <u>18.3</u> F2.2
6+55 = E.C. on East				321.40 <u>21.56</u> C0.16	321.4 <u>19.7</u> F1.7
6+00 = S.L. Myrtle St.		323.70		322.70	322.7 <u>22.9</u> C0.2
5+94 = Westly B.C.	323.8 <u>27.1</u> C0.3	323.80 <u>24.36</u> C0.56			
5+85 = Eastly B.C.				322.95 <u>22.86</u> F0.09	
+80		324.03		323.03	
+60	324.2 <u>26.2</u> C2.0	324.16 <u>23.93</u> F0.23		323.16 <u>23.05</u> F0.11	323.2 <u>24.9</u> C1.7
+40		324.07 <u>23.59</u> F0.48		323.07 <u>23.02</u> F0.05	
5+20	323.8 <u>23.5</u> F0.3	323.78 <u>23.03</u> F0.75		322.78 <u>22.70</u> F0.08	322.8 <u>25.8</u> C3.0

Stake Thorn St. Westly

line Alley To 46th St.

North

South

R

Curb

E

Curb 5-29-56

1+45 = W.L. 46th ST.

320.3
24.3
C4.0

320.25

320.40

320.85

320.8
25.3
C4.5

1+37 = Cb. B.C.'s

320.9
24.9
C4.0

320.90
20.96
C0.06

321.27

321.40
21.03
F0.37

322.20
26.0
C3.8

0+95

325.4
27.8
C2.4

325.40
25.28
F0.12

325.52

325.40
25.46
C0.06

325.53^{P.L.}
27.9
C2.4

0+75

327.11
26.82
F0.29

327.23

327.11
27.28
C0.17

0+55

328.4
29.8
C1.4

328.43
28.01
F0.42

328.55

328.43
28.37
F0.06

328.4
29.4
C1.0

0+35

329.36
28.88
F0.48

329.48

329.36
29.20
F0.16

E.C. Alley = 0+02

329.74
29.34
F0.40

329.74
29.38
F0.36

B.C. Alley = 0+00

329.8
31.0
C1.2

329.84
29.34
F0.50

329.70

329.84
29.38
F0.46

329.8
30.3
C0.5

End Returns = 0+00

40
Cb.
F.

330.10
30.72
C0.62

330.10
30.08
F0.02

40
Cb.
F.

Stake Myrtle St.

Chamoune to 46th St.

North

South

R.

Cbs.

E

Cbs. 5-31-56

2+62.20 = P.C.

325.0	325.00
<u>27.1</u>	<u>24.96</u>
C2.1	F0.04

325.00	325.0
<u>24.98</u>	<u>27.3</u>
F0.02	C2.3

3'out

2+40

326.10
<u>26.15</u>
C0.05

325.88
<u>25.97</u>
C0.09

2+20

327.1	327.14
<u>29.2</u>	<u>27.10</u>
C2.1	F0.04

326.70	326.7
<u>26.64</u>	<u>27.6</u>
F0.06	C0.9

3'out

2+00

328.06
<u>27.90</u>
F0.16

327.44
<u>27.30</u>
F0.14

1+80

328.9	328.86
<u>29.8</u>	<u>28.67</u>
C0.9	F0.19

328.10	328.1
<u>28.12</u>	<u>28.7</u>
C0.02	C0.6

1+60

329.54
<u>29.43</u>
F0.11

328.68
<u>29.02</u>
C0.34

1+47 = E.C. alley

330.01
<u>30.00</u>
F0.01

329.06
<u>29.24</u>
C0.18

1+45 = B.C. alley

330.1	330.13
<u>31.4</u>	<u>30.00</u>
C1.3	F0.13

329.16	329.1
<u>29.24</u>	<u>29.5</u>
C0.08	C0.4

1+45 = E.L. alley End Cbs.

330.37
<u>31.11</u>
C0.74

329.40
<u>29.65</u>
C0.25

Stake Thorn St.
 1+23 SPIKE IN POLE AT ALLEY ON
 THORN ST. 46TH To Menlo 307.64

46TH To Menlo

North

South

6-4-56

1+45 = End of Return (East)

No Cb
 302.90
02.96
 C006

No Cb.
 302.90
03.64
 C0.74

1+25 = End of Return (West)

.50 curb
 304.60
04.35
 F0.25

.50 Curb
 304.60
06.86
 C2.26

1+25 = E.C. of alley

304.1
02.7
 F1.4

304.15
03.61
 F0.54

304.15 304.1
04.08 05.0
 F0.07 C0.9

1+23 = B.C. of alley

304.30
03.61
 F0.69

304.30
04.08
 F0.22

1+10

305.57
05.55
 F0.02

305.53 305.57
05.82
 C0.25

0+90

307.7
08.4
 C0.7

307.72 307.68
07.59
 F0.13

307.72 308.0
07.78 11.0
 C0.00 C3.0

0+49

312.4
13.4
 C1.0

312.36 312.34
12.14
 F0.22

312.36 313.0
12.66 19.3
 C0.30 C6.3

0+08 = E.C.

317.0
19.9
 C2.9

317.00 316.96
17.31
 C0.31

317.00 317.0
17.45 21.3
 C0.15 C4.3

0+00 = E.L. 46TH ST.

318.0
20.0
 C2.0

317.85 317.50
18.55

317.85 318.0
21.6
 C3.6

Stake Thorn St.
 S.E. SPIKE IN POLE Menlo and
 Thorn 299.59
 T.P. on 2" Pipe 282.66

46TH To Menlo
 (continued)
 North South

2770 = N.L. of Menlo		298.0	298.00	297.70	298.00	298.0
		<u>99.9</u>				
		31.9				
2762 = B.C. of Curb			298.05	298.01	298.05	
			<u>97.90</u>		<u>97.43</u>	
			F0.15		F0.62	
2750			298.12	298.08	298.12	
			<u>98.14</u>		<u>97.47</u>	
			C0.02		F0.65	
2730	5' B.P.	298.8	298.3	298.37	298.33	298.3
	+ 0.2	<u>92.8</u>		<u>98.68</u>		<u>84.8</u>
		F6.0		C0.31		F14.0
		<u>3.0</u>				<u>7</u>
		9.0		298.90	298.86	298.90
2710			<u>99.70</u>		<u>99.40</u>	<u>21.0</u>
			C0.80		C0.50	
1790		301.2	301.2 = Hinge			10 BK
		<u>90.0</u>	299.7	299.70	299.66	299.7
		<u>11.2</u>		<u>300.68</u>		<u>99.0</u>
		<u>5.6</u>		C0.98		F0.3
		F11.2:16.8				
1770			300.76	300.72	300.76	
			<u>1.63</u>		<u>01.68</u>	
			C0.87		C0.92	
1747 = E.C. of alley			302.28		302.28	
			<u>01.36</u>		<u>02.27</u>	
			F0.92		F0.01	
1745 = B.C. of alley (East)		302.4	302.45	302.35	302.45	302.4
		<u>00.0</u>			<u>02.27</u>	<u>04.1</u>
		F2.4	F1.09		F0.18	C1.7

Stake Thorn St.

Menlo to End

North

South

E

Curb

E

6-4-56

.60 Cb.Fc.

.50 Cb.F.

1425 = End of Return (Westly)

298.40	297.20	299.00
<u>98.59</u>		<u>00.42</u>
C0.19		C1.42

1425 = Alley E.C. To Alley

298.2	298.24	298.60	298.6
<u>98.9</u>	<u>98.26</u>	<u>98.45</u>	<u>300.2</u>
C0.7	C0.02	F0.15	C1.6

1423 = Alley S.C. To St.

298.38	298.71
<u>98.26</u>	<u>98.45</u>
F0.12	F0.26

1~

300.00	299.96	300.00
<u>99.82</u>		<u>0.15</u>
F0.18		C0.15

0+80

300.8	300.75	300.71	300.75	300.8
<u>02.8</u>	<u>00.56</u>		<u>00.96</u>	<u>01.4</u>
C2.0	F0.19		C0.21	C0.6

0+60

300.90	300.86	300.90
<u>0.69</u>		<u>01.05</u>
F0.21		C0.15

0+40

300.5	300.47	300.43	300.47	300.5
<u>04.2</u>	<u>00.45</u>		<u>00.81</u>	<u>99.9</u>
C3.7	F0.02		C0.34	F0.6

0+08 = Curb E.C.

299.29	299.25	299.29
<u>9.61</u>		
C0.32		

0+00 = E.L. Menlo St.

299.1	299.10	298.60	298.95	299.0
<u>303.4</u>				<u>97.2</u>
C4.3				F1.8

Stake Thorn St.
SPIKE IN POLE AT ALLEY ON
THORN - EAST OF MENLO 300.81

Menlo To End.
(continued)
North

South 6-4-56

2+05 = End grading on Rt.

290.0
94.1
C4.1

1+90 Lt. only

290.0

1+85 = End Cb. on Rt.

291.00 291.0
2.12 96.5
C1.12 C5.5

1+80 Rt. only

292.12 292.1
2.39
C0.27

1+60 Rt. only

295.22 295.2
94.92
F0.30

1+55 = End Cb. on Lt.

294.7 294.70
94.8 95.00
C0.1 C0.30

1+47 = Alley E.C. To St.

295.82 296.63
25.85 96.41
C0.13 F0.22

1+45 = Alley B.C. To Alley

296.20 296.90
95.95 96.41
F0.75 F0.49

1+45 = End of Return

296.1 296.60 297.20 297.35 296.9
95.9 96.02 98.76 99.3
F0.2 F0.58 C1.41 C2.4

(Eastly)

Stake 18" Storm Drain
From Alley BIK. 7

To Lot 8 East of Menlo

+80	81.69 276.92 C4.77 ✓	Type B2 Inlet	3+88 = End ^{Lt. 46.70} ^{Rt. 45.95} 265.00 265.00 6-11-56 C1.70 ✓ C0.95 ✓
+70	82.63 278.04 C4.59 ✓	6' South end Wing.	+55.5 -
+40	85.80 281.72 C4.08 ✓	282.78 79.21 F3.57	+23 = Outlet ^{Lt.} 270.00 ^{Rt.} 270.00 Top Cb. 76.75 78.40 C6.75 ✓ C8.40 ✓
+10	88.68 285.40 C3.28 ✓	10' North end Box	3+20 = Inlet 76.70 8.54 271.00 271.00 282.87 C5.70 ✓ 7.54 ✓
1+00	89.73 286.60 C2.63 ✓	282.87 77.12 F5.75	+94.33 77.62 271.92 C5.70 ✓
+90	92.71 287.55 C5.16 ✓		+68.0 77.86 272.84 C5.02 ✓
+80	93.82 288.25 C5.57 ✓		+42 = E.C. 78.86 273.76 5.10 ✓
+56	95.50 289.50 C6.00		+34 79.30 274.05 5.25 ✓
0+28	90.40 290.94 F0.54		+26 = Mid Pt. 79.70 274.34 C5.36 ✓
0+00	91.59 292.40 F0.81 ✓	Rt. 292.40 96.15 C3.75	+18 79.96 274.63 C5.33 ✓
			+10 = B.C. 80.45 274.92 C5.53 ✓
			+00 80.83 275.38 C5.45 ✓
			+90 81.12 276.06 C5.06 ✓

Stake Menlo Ave
N.L. Thorn to End

West

East

249.69 = P.E.C.

309.7
12.2
C2.5
2.7 BK

309.68
10.53
C0.85

306.78
06.97
C0.19

P.L.
306.8
06.7
F0.1

1780 = B.C.

308.5
10.7
C2.2
2.9 BK

308.54
08.45
F0.09

306.58
6.80
C0.22

306.6
06.1
F0.5

1760

308.0
10.3
C2.3

307.95
08.02
C0.07

306.42
6.69
C0.27

P.L.
306.4
06.3
F0.1

740

307.37
7.60
C0.23

306.08
06.33
C0.25

306.8
08.5
C1.7

306.79
06.85
C0.06

305.74
5.86
C0.12

305.7
06.3
C0.6

1720

306.21
05.97
F0.24

305.18
05.50
C0.32

305.6
06.0
C0.4

305.63
05.42
F0.21

304.63
04.84
C0.21

304.6
06.2
C1.6

0780

0760

303.5
03.9
C0.4

303.54
3.47
F0.07

303.12
02.67
F0.11

302.78
05.0
C2.2

0740

0720

301.76
02.44
C0.68

301.49
00.83
F0.47

301.30
03.91
C0.01

301.30
03.91
C0.01

0700 = N.L. Thorn St

299.5
96.3
F3.2

299.50
02.44
C0.68

299.46
00.83
F0.47

299.5
03.0
C3.5

0702

West

East

4+00

$$\begin{array}{r} 306.0 \\ 08.4 \\ \hline 314.4 \end{array}$$

$$\begin{array}{r} 299.0 \\ 300.0 \\ \hline 301.0 \end{array}$$

291.6

3+80

308.0

308.0

295.0

3+65

$$\begin{array}{r} 309.0 \\ 10.5 \\ \hline 319.5 \end{array}$$

$$\begin{array}{r} 309.0 \\ 296.0 \\ 92.9 \\ \hline 301.9 \end{array}$$

F3.1

3+44

309.3

309.3

301.0

3+33.38 = End Pavc

$$\begin{array}{r} 309.6 \\ 11.0 \\ \hline 320.6 \end{array}$$

309.55

309.55

309.6

2+99.38 = B.C. & E.C.

$$\begin{array}{r} 311.4 \\ 11.8 \\ \hline 323.2 \end{array}$$

311.40

$$\begin{array}{r} 307.40 \\ 06.99 \\ \hline 314.39 \end{array}$$

307.4

03.0

F0.41

F4.4

2+79.38 = 1/2

$$\begin{array}{r} 311.40 \\ 12.85 \\ \hline 324.25 \end{array}$$

$$\begin{array}{r} 307.08 \\ 07.51 \\ \hline 314.59 \end{array}$$

C0.43

2+59.38 = E.C.

$$\begin{array}{r} 311.0 \\ 12.6 \\ \hline 323.6 \end{array}$$

310.95

$$\begin{array}{r} 306.98 \\ 7.26 \\ \hline 314.24 \end{array}$$

307.0

05.6

C0.28

F1.4

Stake Open Ditch

Juniper at Wabash

12394-L	Grade	Rod	Cut
+65	157.5	66.9	C9.4
+35	162.0	68.9	C6.9
+30 = Apt.	162.4	70.6	C8.2
4~	164.3	71.2	C6.9
+75	165.8	71.7	C5.9
+50 = <small>Begin Conc. Line</small>	166.8	72.5	C5.7
3+75	167.4	72.3	C4.9
2+88.30 = Apt.	167.6	74.7	C7.1
+50	167.9	75.9	C8.0
2+15	168.1	76.9	C8.8
+80	168.3	76.5	C8.2
+95	168.5	75.1	C6.6
1+10	168.7	74.7	C6.0
0+75	168.9	73.7	C4.8
0+50	169.1	73.4	C4.3
0+25 = Y angle	169.2	74.2	C5.0
0+00 = E. end Y	169.64	✓	Meet
0-10 = W. end Y	170.0	73.3	C3.3

6-8-56

	Grade	Rod	Cut
7+10 = End	148.5	51.7	C3.2
+80	149.8	53.5	C3.7
+50 = Apt	151.0	55.6	C4.6
+25	151.4	58.0	C6.6
6+00 = Apt.	151.7	58.7	C7.0
+66.6	152.1	58.1	C6.0
+33.3	152.5	60.6	C8.1
5+00 = Apt	152.9	62.8	C9.9
4+95	153.0	63.3	C10.3

937 Stake Sewer Line Geddes and Kam- 6117-B	for Cadman School 100p W.O. 62478	5-31-56
1450 = End at Prop.	^{16.78} 295.60	316.78 C21.18
1422 = Connection	295.00	
1420 = M.H. 10' R.P.	^{17.03} 294.74	317.03 C22.29
1420 = M.H. No. 1 at 90°	^{16.61} 294.74	316.61 C21.87
0491.5	^{15.47} 294.45	315.47 C21.02
0463	^{14.29} 294.17	314.29 C20.12
0434.5	^{13.12} 293.88	313.12 C19.24
0406 = Drop Connection - Encasement	^{12.94} 293.60	312.94 C19.34
0400 = Existing M.H. No. 22	287.18	

Rough Grade Stakes
Redwood St.
Alley to W.L. Menlo

S		N
08.6		11.5
<u>308.5</u>	0+00	<u>310.6</u>
C0.1		C0.9

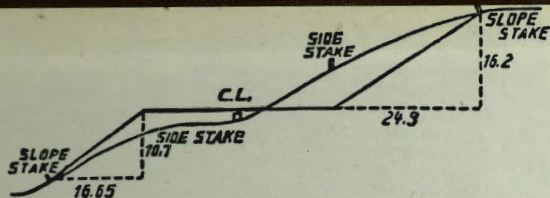
05.4		09.1
<u>304.5</u>	+36.8	<u>305.9</u>
C0.9		C3.2

01.9		03.4
<u>300.4</u>	+73.6	<u>301.3</u>
C1.5		C2.1

00.4		02.8
<u>296.4</u>	+10.5	<u>296.6</u>
C4.0		C6.2

97.1		99.5
<u>294.8</u>	+25	<u>294.8</u>
C2.3		C4.7

46.62



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