

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.

G-375

11.88  
4.00  
-----  
77.88

MICROFILMED

APR 19 1965

0	0
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16
17	17
18	18
19	19
20	20
21	21
22	22
23	23
24	24
25	25
26	26
27	27
28	28
29	29
30	30
31	31
32	32
33	33
34	34
35	35
36	36
37	37
38	38
39	39
40	40
41	41
42	42
43	43
44	44
45	45
46	46
47	47
48	48
49	49
50	50

Distance  
ground is in  
column and  
side stake to  
side stake at  
cut or fill at  
If it does not

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder  
stake for any width roadway, slope 1 1/2 to 1.  
Assumed to exactly level the cut or fill at the  
stake.

IMPROVED TABLES  
AND  
INFORMATION

TABLE No. VIII

To find Tangent and Chord for curve in  
any other degree, divide by degree of curve and  
add correction found in column of correction.  
Degree of curve with a given Tangent, find  
by dividing tangent (or external) opposite T by  
given tangent (or external) (see Table No. VII).  
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.

# Grade Changes

S.W. Corner  
46<sup>th</sup> and Thorn St  
7-6-56

O.K.'d by Gibson, Berry.

~~Vaid!~~

E.C.	321.70	21.03	F0.67
3/4	321.15	20.66	F 0.49
1/2	320.80	20.61	F0.19
1/4	320.75	20.65	F0.10
5+94 = B.C.	320.91	20.70	F0.21
5+67	321.27		
5+40	321.63		Meet

Stake Returns  
Redwood and

46<sup>TH</sup> St.  
Quince

46<sup>TH</sup> & Redwood St.

N.W. Cor.

N.E. Cor.

7-9-56

0-02 = E.C.

Cross  
N.W. gut.

316.92

316.92

316.04

$\frac{7.11}{Co.19}$

$\frac{17.03}{Co.11}$

1/2

$\frac{6.05}{Co.01}$

316.70

316.45

$\frac{7.01}{Co.31}$

$\frac{6.90}{Co.45}$

P.L.

Cross  
S.W. gut.

316.70

315.90

315.56

$\frac{7.02}{Co.32}$

$\frac{7.01}{Co.11}$

P.L.

$\frac{5.71}{Co.15}$

S.W. Cor.

S.E. Cor.

316.20

315.50

$\frac{7.02}{Co.82}$

$\frac{7.10}{Co.10}$

1/2

316.15

315.95

$\frac{6.52}{Co.37}$

$\frac{6.12}{Co.17}$

4+68 = B.C.

.65 Ob.

316.05

316.05

$\frac{6.15}{Co.10}$

$\frac{6.14}{Co.09}$

46<sup>TH</sup> and  
N.W. Cor.

Quince St.  
N.E. Cor.

End Return

300.75

301.90

0+08 = E.C.

301.20

302.20

## Curb Returns

## Menlo and Thorn St.

0-02 = E.C. on Menlo at Thorn

$$\begin{array}{r} 299.35 \\ 98.49 \\ \hline F0.86 \end{array}$$

= E.C.

7-13-56

N.E. Cor.

$$\begin{array}{r} 299.39 \\ 99.59 \\ \hline C0.70 \end{array}$$

$$\begin{array}{r} 298.35 \\ 98.70 \\ \hline F0.15 \end{array}$$

$$\begin{array}{r} 299.10 \\ 99.32 \\ \hline C0.22 \end{array}$$

$$\begin{array}{r} 298.00 \\ 97.97 \\ \hline F0.13 \end{array}$$

$$\begin{array}{r} 299.10 \\ 99.44 \\ \hline C0.34 \end{array}$$

B.C. on Thorn at Menlo 2+62

$$\begin{array}{r} 298.05 \\ 97.90 \\ \hline F0.15 \end{array}$$

= B.C.

$$\begin{array}{r} 299.29 \\ 99.61 \\ \hline C0.32 \end{array}$$

S.W. Cor.

S.E. Cor.

B.C. on Thorn Menlo 2+62

$$\begin{array}{r} 298.05 \\ 97.43 \\ \hline F0.62 \end{array}$$

= B.C.

$$\begin{array}{r} 299.29 \\ 99.45 \\ \hline C0.16 \end{array}$$

$$\begin{array}{r} 298.00 \\ 97.35 \\ \hline F0.65 \end{array}$$

$$\begin{array}{r} 298.95 \\ 99.17 \\ \hline C0.22 \end{array}$$

$$\begin{array}{r} 297.55 \\ 97.00 \\ \hline F0.55 \end{array}$$

$$\begin{array}{r} 298.75 \\ 98.76 \\ \hline C0.01 \end{array}$$

6+02 = E.C. at Thorn St.

$$\begin{array}{r} 296.73 \\ 96.24 \\ \hline F0.49 \end{array}$$

$$\begin{array}{r} 297.24 \\ 96.84 \\ \hline F0.40 \end{array}$$

Curb Stakes  
Diamond St. Noyes  
100' West  
7-23-56 11955-4

0+00 = P.L. 87.57

0+10 = E.C. 87.60  
7.00  
F0.60

0+40 87.83  
8.30  
C0.47

0+70 88.06  
8.73  
C0.67

1+00 = Existing Cb. 88.28

2+00 on Cb.

Poe St. Willow to Westly end Cul-de-Sac  
 W.O. 32123 7-25-56

Also in Book 2350716

Lt. = Sly  
 Rough Curbs Rt. Nly.  
 Curbs Rough

1730 = E.V.C.			71.97 170.17 <u>C1.80</u> ✓		170.95 <u>71.07</u> C0.12 ✓
1710			173.40 73.07 <u>F0.33</u> ✓		174.32 ✓ 73.95 <u>F0.37</u>
0790			175.74 <u>75.97</u> C0.23 ✓		176.69 ✓ <u>76.34</u> F0.35
0770			177.20 <u>77.43</u> C0.23 ✓		178.20 ✓ <u>77.80</u> F0.40
0750			177.80 <u>77.85</u> C0.05 ✓		178.80 ✓ <u>78.56</u> F0.24 ✓
0734.36 = E.C.	17° 46' 27"	chd. 11.37 484.	177.90 <u>77.58</u> F0.32 ✓		178.92 ✓ <u>78.80</u> F0.12 ✓
2/3	11° 50' 58"		177.99 <u>77.76</u> F0.23		179.02 <u>78.42</u> F0.60
1/3	5° 55' 29"		178.10 <u>77.96</u> F0.14		179.10 <u>79.13</u> C0.03
0750 = W. Prop. line Willow			Meet 178.15		179.18 Meet
B.M.	177.79 S.W.B.P. Willow & Poe St.		77.38	7826	78.44



Poe St.  
(continued)

Lt. = 514.

Rt. = N14.

Rough Curbs

3<sup>rd</sup> PK  
Curbs Rough

# 2

155.33  
3.96  
F137

5.40  
155.40  
Grade

# 1

155.84  
4.51  
F133

6.09  
155.95  
C014

P.R.C.

156.70  
4.64  
F206

9.67 2.03 04  
156.65  
C302

Mid Pt.

157.55  
5.33  
F223

157.47  
7.04  
F043

2404 = B.C. Rt.

158.30  
57.85  
F045 ✓

1798.40 = B.C. on Lt.

158.40  
58.21  
F019 ✓

1790

159.50  
59.07  
F043

160.00  
59.71  
F029 ✓

1770

63.77  
162.85  
C092 ✓

63.90  
163.40  
C050 ✓

1750

68.66  
166.51  
C215 ✓

67.60  
167.18  
C042 ✓

Poe St.

(continued)

Chisel □ at end of Wall  
#3 on Rt. 155.84

Lt. = 514

Rt. = N14

Rough Curbs

&

Curbs Rough

0+55 = End 15" pipe

122.60

0+27 = Cutoff Wall

136.55

0+00

150.00

Type K Curb Inet

154.40

3 14  
154.43  
F127

154.45

#6

154.42  
3 28  
F114

#5

154.49  
3 53  
F094

154.55  
3 08  
F147

#4

154.62  
3 37  
F125

154.72  
3 60  
F112

#3

154.92  
3 63  
F129

155.00  
4 66  
F034

CHOLLAS CREEK  
7'x7' Box Culvert

W.D. 32580

8-1-56

306.47 = Chisel  $\square$  in Conc. Head-Wall

0+28 on Lt.

311.52 spike in Pole at 0+00

Rough	Finish	Stakes	Rough
01.81 297.55 C4.26	297.55	96.27	F1.28
02.58 298.01 C4.57	298.01	97.17	F0.84
03.27 298.46 C4.81	298.46	97.60	F0.86
3.80 298.92 C4.88	298.92	97.95	F0.97
04.48 299.25 C5.23	299.25	98.55	F0.70
05.45 299.67 C5.78	299.67	99.08	F0.59
06.51 300.08 C6.43	300.08	99.04	F1.04
06.05 300.49 C5.56	300.49	99.91	F0.58
06.88 300.89 C5.99	300.89	99.93	F0.96

3+20

+80

Type "A"

+40

2+00

1+70.31 = E.C.

9° 17' .15

1+34.49

7° 14' .01

20' offset 34.39

0+98.67 E chd. = 35.77

5° 10' .87

0+62.85

3° 07' .73

35.82 @ 4 parts

0+27.03 = End Spillway

1° 04' .60

chd. = 18.76

0+08.24 = B.C.

d = 3.4377

CHOLLAS CREEK  
CULVERT

Rough Finish Stakes

7+00 = Manhole Top = 308.70

+80

97.74			
293.45	293.45	92.29	F1.16
<u>C4.26</u>			

+40

97.55			
293.90	293.90	92.60	F1.30
<u>C3.65</u>			

6+00 Begin Type "B"

+60

97.93			
294.36	294.36	92.72	F1.64
<u>C3.57</u>			

5+20

98.76			
294.82	294.82	93.70	F1.12
<u>C3.94</u>			

+80

98.92			
295.27	295.27	94.06	F1.21
<u>C3.65</u>			

+40

99.31			
295.73	295.73	94.12	F1.61
<u>C3.58</u>			

4+00

99.82			
296.18	296.18	94.59	F1.59
<u>C3.64</u>			

3+60

10.39			
296.64	296.64	94.99	F1.65
<u>C3.75</u>			

01.08			
297.10	297.10	95.91	F1.39
<u>C3.98</u>			

88.33 2"x2" R.P. Hub  
8453.15 307.77

C HOLLAS CREEK  
CULVERT

				stakes	
+80			94.29 <u>288.89</u>	288.89	87.02 F1.87
			C5.40		
+40			96.59 <u>289.34</u>	289.34	87.40 F1.94
			C7.25		
10+00		T.P.	00.51 <u>289.80</u>	289.80	87.68 F2.12
			C10.71		
+60			01.02 <u>290.26</u>	290.26	88.47 F1.79
			C10.76		
9+20			01.25 <u>290.71</u>	290.71	89.44 F1.27
			C10.54		
+80			07.23 <u>291.17</u>	291.17	90.39 F0.78
			C16.06		
+40			02.34 <u>291.62</u>	291.62	90.97 F0.65
			C10.72		
8+00		T.P.	99.14 <u>292.08</u>	292.08	91.18 F0.90
			C7.06		
+60			98.63 <u>292.54</u>	292.54	91.46 F1.08
			C6.09		
7+20			98.36 <u>292.99</u>	292.99	92.13 F0.86
			C5.37		

CHOLLAS CREEK

CULVERT <sup>22 BK outside edge</sup>

Rough Finish Wly 5ly

+ 40		96.03			400	328
		284.78	284.78	283.90	Co <sup>10</sup>	FO <sup>22</sup>
		C 11.25				
14+00		96.75	T.P.		<sup>108K</sup> 481	328
		285.24	285.24	284.36	FO <sup>05</sup>	FO <sup>38</sup>
		C 11.51				
+ 60		97.99			440	465
		285.70	285.70	284.82	FO <sup>42</sup>	FO <sup>12</sup>
		C 12.29				
13+20		99.50			515	521
		286.15	286.15	285.27	FO <sup>2</sup>	FO <sup>06</sup>
		C 13.35				
13+00 -	E Catch Basin	299.70				
+ 80		99.05			461	535
		286.61	286.61	285.73	F1 <sup>2</sup>	FO <sup>38</sup>
		C 12.44				
+ 40		96.57			523	584
		287.06	287.06	286.18	FO <sup>25</sup>	FO <sup>34</sup>
		C 9.51				
12+00		94.65			527	658
		287.52	287.52	286.64	FO <sup>65</sup>	FO <sup>06</sup>
		C 7.13				
+ 60		93.87			623	685
		287.98	287.98	287.10	FO <sup>12</sup>	FO <sup>25</sup>
		C 5.89				
11+ 20		95.17				
		288.43	288.43	86.96	F 1.47	
		C 6.74				

11+ 00 USE Type "C"

CHOLLAS CREEK

CULVERT

2° BK outside edge

	Rough	Finish		N <sub>4</sub>	S <sub>4</sub>
18+00	93.00 280.68 C12.32	280.68	279 <sup>80</sup>	930 F050	924 F054
+60	93.18 281.14 C12.04	281.14	280 <sup>26</sup>	971 F049	952 F074
17+20	94.00 281.59 C12.41	281.59	280 <sup>71</sup>	047 F034	032 F039
17+00 Change type C to D			280 <sup>94</sup>	007 F027	001 F033
+80	96.89 282.05 C14.84	282.05	281 <sup>17</sup>	098 F02	076 F021
+40	99.3 282.50 C16.8	282.50	281 <sup>62</sup>	144 F018	162 Sub Grade
16+00	98.10 282.96 C15.14	282.96	282 <sup>08</sup>	176 F032	218 C010
+60	97.64 283.41 C14.23	283.41	282 <sup>53</sup>	203 F050	280 C027
15+20	96.60 283.87 C12.73	283.87	282 <sup>99</sup>	290 F059	272 F027
14+80	95.97 284.33 C11.64	284.33	283 <sup>45</sup>	321 F024	382 C032

CHOLLAS CREEK

CULVERT

2" <sup>AK outside edge</sup>  
My 5/9

Rough Finish

d = 5.7296

↑ 20+74.78 = B.C.

277.65 277.65

20+74.40 = Existing Cul. (West)

277.65 277.65

19+94.40 = Existing Cul. (East)

278.46 278.46

TYPE A

93.95  
19+72.95 = E.C. 20 21' 12"

278.48 278.48

73.41  
19+72.41 = Mid Pt. 10 10' 36"

90.82  
278.71 278.71 277.79 <sup>789</sup> Co<sup>20</sup> 865 Co<sup>89</sup>  
C 12.11

20.54 chd. = 20.51

52.87  
19+51.87 = B.C. d = 3.4377

90.33  
278.95 278.95 278.03 <sup>783</sup> FO<sup>19</sup> 860 Co<sup>07</sup>  
C 11.38

↓ + 22 = Type A .96  
19+20 290.50

91.86  
279.31 279.33 278.41 <sup>866</sup> FO<sup>25</sup> 865 FO<sup>26</sup>  
C 12.55

+ 80

92.26  
279.77 279.77 278.89 <sup>862</sup> FO<sup>27</sup> 861 FO<sup>28</sup>  
C 12.43

18+40

T.P. 92.38  
280.22 280.22 279.34 <sup>863</sup> FO<sup>31</sup> 862 FO<sup>36</sup>  
C 12.16



CHOLLAS CREEK  
CULVERT

Rough Finish

+50			82.45		
			<u>272.01</u>	272.01	271.13 ✓
			C10.44		
23+00			82.98		
			<u>273.34</u>	273.34	272.46 ✓
			C9.64		
+50			83.44		
			<u>274.59</u>	274.59	273.71 ✓
			C8.85		
22+31.86	E.C.	15° 00'	T.P. 85.64		
	chd.	-31.84	<u>274.98</u>	274.98	274.10 ✓
			C10.66		
22+00		11° 57' 30"	88.42		
			<u>275.67</u>	275.67	274.79 ✓
			C12.75		
+75		9° 34' 15"	92.79		
			<u>276.12</u>	276.12	275.24 ✓
			C16.67	.88	
+50		7° 11'	89.90		
			<u>276.58</u>	276.58	275.66 ✓
			C13.32	<u>-.92</u>	
				275.66	
+25		4° 47' 45"	85.54		
			<u>276.95</u>	276.95	276.03 ✓
	chd.	=24.99	C8.59	276.03	
21+00		2° 24' 30"	84.91		
			<u>277.32</u>	277.32	276.40 ✓
	chd.	=25.21	C7.59	<u>-.92</u>	
				276.40	

# CHOLLAS CREEK CULVERT

Rough      Finish

+75			265.95	265.95	265.07 ✓
+50			$\begin{array}{r} 73.70 \\ 266.33 \\ \hline 197.63 \end{array}$	266.33	265.45 ✓
26+23.43			$\begin{array}{r} 73.37 \\ 266.73 \end{array}$	266.73	265.85 ✓
25+96.86 = B.C.			$\begin{array}{r} 74.28 \\ 267.13 \\ \hline 192.85 \end{array}$	267.13	266.25 ✓
+50			$\begin{array}{r} T.P. 78.89 \\ 267.83 \end{array}$	267.83	266.95 ✓
	5' East		C11.06	5' West.	
	Top Grate	INVERT	Top Grate	INVERT	INVERT AT CUL.
Catch Basin	480.00	477.00	480.00	477.00	272.90
	81.74	81.74	80.29	80.29	
	<u>C1.74</u>	<u>C4.74</u>	<u>C0.29</u>	<u>C3.29</u>	
25+00			$\begin{array}{r} 79.51 \\ 268.65 \\ \hline 189.14 \end{array}$	268.65	267.77 ✓
+85 = 30" Pipe I.E.	272.60		$\begin{array}{r} 80.47 \\ 269.63 \\ \hline 189.16 \end{array}$	269.63	268.75 ✓
+50			$\begin{array}{r} 81.37 \\ 270.74 \\ \hline 189.37 \end{array}$	270.74	269.86 ✓
24+00			$\begin{array}{r} C10.63 \end{array}$		

60' R.P. Hub to P. I. 273.24  
 Gray  
 Chisel mark in Garage By South  
 Drain 100' West 30" Drain 282.19

CHOLLAS CREEK  
 CULVERT

			Rough	Finish		
23+00	" "	N <sup>1</sup> / <sub>4</sub> Wall				
12+33	" "	N <sup>1</sup> / <sub>4</sub> Wall	+29.25	272.30		Meet
11+41	" "	S <sup>1</sup> / <sub>4</sub> Wall	2+00	273.22	274.83	C1.61
9+71	" "	North Side	+60	274.48	278.35	C3.87
5+63	" "	Both Sides	1+20	275.75	278.44	C2.69
1+13.59	24" x 24"	S <sup>1</sup> / <sub>4</sub> Wall	+80	277.01	279.40	C2.39
			+40	278.28	280.80	C2.52
SPECIAL OPENINGS IN WALL			0+00	279.55		Meet
9-20-56						
			69.97			
		+63.78 = End Spillway	265.00	265.00	264.33	
			C4.97			
			70.97			
		+38.78 = End Culvert	265.00	265.00	264.12	✓
			C5.97		264.33	✓
		+25	70.60			
		27+00	265.58	265.58	264.70	✓
			C5.02			

Stake Alley	274.48	
Bk. 128 City Hts	N.W. Cor	
	Porch 4135	
	on Lt.	
W.O. 32153 Lt.	Et.	
+85	292.46	292.16
	<u>94.49</u>	<u>92.24</u>
	C2.03	C0.08
+60 = E.V.C.	295.27	294.97
	<u>95.91</u>	<u>93.99</u> <i>next</i>
	C0.64	F0.98
+40	297.34	297.04
	<u>97.75</u>	<u>95.80</u>
	C0.41	F1.24
+20	299.08	298.78
	<u>99.77</u> <i>next</i>	<u>97.28</u>
	C0.69	F1.50
	C0.61 <i>next</i>	
+100	300.47	300.17
	<u>0.40</u>	<u>99.80</u>
	F0.07	F0.37
+80	301.52	301.22
	<u>2.10</u>	<u>1.16</u>
	C0.58	F0.06
+60	302.23	301.93
	<u>3.07</u>	<u>2.11</u>
	C0.84	C0.18
+40 = B.V.C.	302.60	302.30
	<u>3.98</u>	<u>2.78</u>
	C1.38	C0.48
End Ret 1353		<sup>297</sup>
0700 = S.L. Thorn	303.00	302.70
	<u>3.77</u>	<u>2.99</u> <i>next</i>
	C0.77	C0.29
		<sup>297</sup>
		<sup>290</sup>

353  
303  
 C0.50

South of Thorn St.		
Van Dyke to 42nd St.	268.67	268.37
+35 = End	<u>72.17</u>	
	C3.50	
	269.42	269.12
	<u>72.18</u>	
	C2.76	
+25 = E		
+96.66	271.54	271.24
	<u>74.41</u>	
	C2.87	
+68.33	273.67	273.37
	<u>77.42</u> <i>next</i>	<u>77.92</u>
	C.3.75	C4.25
+40 = E.V.C.	275.80	275.50
	<u>79.08</u>	<u>76.40</u>
	C3.28	C0.90
+20	277.49	277.19
	<u>79.88</u>	<u>79.33</u>
	C2.39	C2.14
+3+100	279.55	279.25
	<u>81.38</u>	<u>79.04</u>
	C1.83	F0.21
+80	281.79	281.49
	<u>83.39</u>	<u>82.07</u>
	C1.60	C0.58
+60 = B.V.C.	284.03	283.73
	<u>86.32</u>	<u>84.19</u>
	C2.29	C0.45
+35	286.84	286.54
	<u>89.98</u>	<u>87.37</u>
	C3.14	C0.83
+2+20	90.00	
	<u>88.23</u>	
	1.77	
+10	289.65	289.35
	<u>91.80</u>	<u>90.08</u>
	C2.15	C0.73

Hatch  
Pope  
Moore  
Newbern

Stake Alley. BIK 14  
Bird Rock 8-22-56

SPIKE IN POLE 3+89  
83.59

+ 77	83.85 83.91 C0.06 ✓	83.85 84.16 C0.31 ✓	+92	81.59 81.80 C0.21 ✓	81.59 82.74 ✓ C1.15
+ 57	83.80 83.80 6 ✓	83.80 84.40 C0.60 ✓	+57	81.84 82.14 C0.30 ✓	81.84 83.47 C1.63 ✓
+ 37	83.74 ✓ 83.76 C0.02 ✓	83.74 84.45 C0.71 ✓	4+22	82.09 82.74 C0.65 ✓	82.09 82.56 C0.47 ✓
1+04.66	83.27 3.30 ✓ C0.03	83.27 83.54 C0.27 ✓	+87	82.34 C4.81 C2.47 ✓	82.34 3.17 C0.83 ✓
+72.33	82.84 2.52 F0.29 ✓	82.81 2.62 F0.13 ✓	+52	82.59 81.72 ✓ F0.87	82.59 3.55 ✓ C0.66
0+40	82.35 82.58 ✓ C0.23	82.35 2.62 ✓ C0.27	3+17	82.84 81.83 F1.01 ✓	82.84 82.96 C0.12 ✓
0+20	82.10 82.59 ✓ C0.49	82.07 82.36 ✓ C0.29	+82	83.09 82.29 F0.80 ✓	83.09 3.69 C0.60 ✓
End Ret.	got 81.85 81.73 F0.12 ✓	Top 81.90 1.73 F0.17 ✓			
Alley E.C.	2' Rad 81.50 81.48 ✓ F0.02	5' R.P. cross 81.84 81.92 ✓ C0.08	+47	83.34 3.30 F0.04 ✓	83.34 3.70 C0.36 ✓
Alley B.C.			2+12	83.59 3.84 ✓ C0.25	83.59 85.22 ✓ C1.63

7+01.50	80.45	81.30
	<u>79.68</u> ✓	<u>79.80</u> ✓
	CO.77	C1.50

6+81.50	80.85	81.33
	<u>80.10</u> ✓	<u>80.40</u>
	CO.75	CO.93

6+61.50	80.70	80.93
	<u>80.35</u> ✓	<u>80.50</u> ✓
	CO.35	CO.43

6+30.50 = APT.	81.02	81.48
	<u>80.57</u> ✓	<u>80.66</u> ✓
	CO.45 ✓	CO.82

4 PT. 7+01.78 = Lt.	80.79	
	<u>80.63</u> ✓	
	FO.16	

6+00 = APT. E

7+53.78 = End Lt. 78.20 ✓

7+51.50 = E 78.45 ✓

5+98.22 = APT. Rt.	81.80	
	<u>80.82</u>	
	CO.98 ✓	

7+99.72 = End Rt. 78.37 ✓

+62	81.07	81.09
	<u>81.37</u> ✓	<u>82.46</u> ✓
	CO.30	C1.37

5+27	81.33	81.34
	<u>81.44</u> ✓	<u>82.71</u> ✓
	CO.11	C1.37

7+26.50	80.10	81.20
	<u>78.94</u>	<u>79.08</u> ✓
	C1.16 ✓	C2.12 ✓

set PK.  
50  
set PK. in Parking Lot.  
25  
6+00 & Hub on P.L. Line

Stake Alley BIK 1  
La Jolla

8-23-56

Lt.

E

Rt.

1+00 = Existing Pavc

100.92      .74      1.01  
100.62      100.62      100.92

0+60

100.22      99.92      .30 Dip      100.22  
00.08  
                                          00.18  
F0.14                F0.04

0+40

99.61      99.32      .27 Dip      99.59  
99.40  
                                          99.68  
F0.21                C0.09

0+20

98.69      98.38      .20 Dip      98.58  
100.05  
                                          8.69  
C1.36                C0.11

0+00

97.45      97.12      97.21  
                 .09

10-3-56

B.M. 206.04 .STUB 20' LT. E

42° Storm Drain  
La Jolla Mesa Dr. + Linda Rosa

5+13		204.70	05.78	C1.08 ✓
+90		203.21	04.77	C1.56 ✓
+55		<sup>228</sup> 200.93	03.25	C2.32 ✓
4+20		<sup>227</sup> 198.66	200.34	C1.68 ✓
+85		<sup>228</sup> 196.38	97.77	C1.39 ✓
+50		<sup>227</sup> 194.11	96.00	C1.89 ✓
3+15		<sup>228</sup> 191.83	93.68	C1.85 ✓
+80		<sup>227</sup> 189.56	91.08	C1.52 ✓
+45		<sup>228</sup> 187.28	91.11	C3.83 ✓
2+10		<sup>227</sup> 185.01	88.37	C3.36 ✓
+75		182.73	87.67	C4.94 ✓
+40		<sup>227</sup> 180.46	85.22	C4.76 ✓
1+08		<sup>208</sup> 178.38	82.18	C3.80 ✓
+98		177.60	81.07	C3.47 ✓
+88		176.69	80.11	C3.42 ✓
+74.8 = E.C.		175.34	78.88	C3.54 ✓
+63.9 = Mid Pt.		174.33	78.14	C3.81 ✓
+53 = B.C.		173.33	77.08	C3.75 ✓
+20		169.77	73.57	C3.80 ✓
+10		168.90	73.68	C4.78 ✓
0+00 = Existing Pipe		168.20		



Lomita Village Playground  
Norm and Leucadia

3603-D

10-4-56

1+50.53 = S.L. Leucadia

1+41.27 = B.C.

1+30.53

1+00.53

0+50.53

0+07.42

0+00 = E.C. 15' Rad Access Rd

0-13

0-23 = W.L. Norm and End

Returns

Access Road

B.M. Spike in S.W. Pole  
Norm and Leucadia 438.15  
Hinge 10' on cuts Hinge 11' on Fills

Lt.                      Et.

$\frac{37.5}{5.5 @ 8.2}$                       32.0                       $\frac{32.8}{0.08 @ 1.2}$

$\frac{35.6}{3.2 @ 4.8}$                       32.4                       $\frac{32.9}{0.5 @ .75}$

$\frac{35.7}{2.8 @ 4.2}$                       32.9                       $\frac{32.9}{\text{Grade } 10' \text{ over}}$

$\frac{37.35}{3.7 @ 5.5}$                       33.65                       $\frac{33.00}{F0.65 @ 1.0}$

$\frac{36.6}{1.7 @ 2.6}$                       34.9                       $\frac{33.3}{F1.6 @ 2.4}$

$\frac{37.15}{1.2 @ 1.8}$                       35.95                       $\frac{37.15}{C1.2 @ 1.8}$

36.05

36.25

$\frac{36.37}{7.13}$                       36.25                       $\frac{36.13}{37.00}$   
C0.76                                           C0.87

36.87 Top  
6.40 gut.

36.63 Top  
36.18 gut

Lomita Village (Cont.)  
Playground Access Rd

Lt.

Rt.

Rt.

3+59.16 = End Access Rd.

18.7

3+03.76

19.45

2+90.53

19.6

2+70.53

20.3

2+61.79 = E.C.

21.0

2+50.53

21.9

2+25.53

24.65

2+00.53

27.4

1+70.53

30.4

Lemita Village Playground

15" Concrete Pipe

10-15-56

B.M. = Spike in Pole  
and Leucadia St.

Norm St.  
438.15

Top grate

416.70

16.66

F0.04

1+60+10 $\frac{1}{2}$ " =  $\frac{1}{2}$ " D Basin I.E.

412.20

16.66

C4.46

1+20

412.60

16.81

C4.21

0+80

413.00

16.76

C3.76

0+40

413.40

17.54

C4.14

0-10 $\frac{1}{2}$ " =  $\frac{1}{2}$ " D Basin I.E.

413.80

18.22

C4.42

Top grate

417.80

18.22

C0.42

Stake Sewer Kettner St.  
at Nutmeg

B.M. = S.E. B.P. Kettner and Nutmeg  
45.49

12375-L

11-8-56

All Stakes 4' Rt.

+26.61 = M. H. No. 3	46.27	51.48	C5.21
1400	45.87	51.41	C5.54
+75	45.50	52.55	C7.05
+50	45.12	51.75	C6.63
+25	44.75	54.17	C9.42
0+00 = M. H. No. 2 4' Rt.	44.37	52.84	C8.47
1406.51 = M. H. No. 2 4' Rt.	44.37	49.79	C5.42
+79.86	43.39	49.15	C5.76
+53.24	42.40	48.80	C6.40
+26.62	41.41	48.46	C7.05
0+00 = M. H. No. 1 Kettner Blvd	40.43	47.05	C6.62

Stake 30" Storm Drain  
Landis and Mississippi

6283-B

Nov. 21, 1956

End Existing Box Culvert	250.91		
1+15.56 - Westly edge Box	250.78	254.33	C 3.55
1+07.26	250.43	253.15	C 2.72
0+98.96 = $\frac{1}{3}$	250.08	252.49	C 2.41
0+90.66 = B.C.	249.73	252.27	C 2.54
0+60	248.43	252.06	C 3.63
0+30	247.16	250.16	C 3.00
0+17 = Top of Sewer Lat	246.61	247.45	
0+00 = Existing end of 30" Pipe	245.89		

## Stake Alley BK. 1

## Ocean Front Addition P.B.

	Lt.	Rt.		Lt.	Rt.
+ 80	24.47 124.06 C 0.41	23.60 123.81 F 0.21			
+ 60	23.77 123.59 C 0.18	23.22 123.34 F 0.12	29.90		
+ 40	23.67 123.24 C 0.43	22.73 122.99 F 0.26	+ 79.2	29.99 129.67 C 0.32	29.26 129.31 F 0.05
+ 20	23.02 122.98 C 0.04	22.25 122.73 F 0.48	+ 60	29.50 129.48 C 0.02	29.70 129.16 F 0.46
+ 90	22.76 122.67 C 0.09	22.11 122.42 F 0.31	+ 40	29.41 129.21 C 0.20	28.50 128.92 F 0.42
+ 60	22.69 122.36 C 0.33	21.90 122.11 F 0.21	+ 20	30.14 128.75 C 1.39	28.29 128.50 F 0.31
+ 40	22.60 122.06 C 0.54	21.93 121.79 C 0.14	3+00	28.74 128.13 C 0.61	28.58 127.88 C 0.70
D+20 sewer lat. #1	22.24 116.58 C 5.66	21.79 121.79 C 0.14	+ 60	27.56 126.70 C 0.86	26.49 126.45 C 0.04
+ 20	22.17 121.58 C 0.59	21.62 121.26 C 0.36	+ 20	25.69 125.28 C 0.41	24.63 125.03 F 0.40
+ 00	22.06 120.90 C - 1.16	21.28 120.50 C 0.78	2+00	25.09 124.62 C 0.47	24.05 124.37 F 0.32

(Curb Stakes) W.O. 21438

12-10-56

Castellana Ely. Crespo

Stake 30" Conc. Drain

60<sup>TH</sup> and University

1-2-57

stakes 3'8k.	Lt.	Rt.
1+28 Endcb.	291.95 291.95 Grade <sup>0.00</sup>	93.64 291.75 C-1.89
1+16.44 EC	91.31 291.50 F0.19	91.77 291.80 F0.03
0+92.04	90.72 291.00 F0.28	91.14 291.45 F0.31
0+67.64	91.03 290.50 C0.53	90.56 291.10 F0.54
0+43.44 Begin cb.	90.53 290.17 C0.36	91.92 290.79 C-1.13

0+00	304.17	08.38	C4.21
+35	305.12	03.11	F2.01
+70	306.07	05.02	F1.05
1+05	307.02	04.95	F2.07
+40	307.97	05.48	F2.49
+75	308.92	08.30	F0.62
2+10	309.87	13.78	C3.91
+34.6	310.54	18.91	C8.37

4" Water Main  
Nashville and Lapwai St.

1-16-57

B.M. = Nail in Pole - Nashville +

3.00  
Lapwai

0+00 = 25+50 on Survey	Line	-1.1	3.2	C 4.3
+50		0.0	2.6	C 2.6
1+00		0.3	2.7	C 2.4
+50		0.6	3.9	C 3.3
2+00		0.9	4.5	C 3.6
+50		1.2	4.6	C 3.4
3+00		1.5	5.5	C 4.0
+32 = B.C.		1.6	5.7	C 4.1
+70.40 = M.P.		1.8	5.4	C 3.6
4+08.8 = P.B.C.		2.0	6.0	C 4.0
4+47.2 = M.P.		2.2	5.8	C 3.6
4+85.6 = E.C.		2.4	6.0	C 3.6
End by Pump Sta.		2.6	5.5	C 2.9



Stake Curbs ~ Estudillo  
Pacific Hwy to

St.  
Kurtz St.

Plan 12830-L

Loose Leaf E19

1-22-57

		Grade	Rod	Cuts	Cuts	Rod	Grade
2+65.5 =	P.L. Kurtz St.	9.50	9.73	C0.23	C0.20	10.20	10.00
+40.5		8.71	8.79	C0.08	C0.33	9.54	9.21
2+15.5		7.94	8.02	C0.08	C0.23	8.67	8.44
+95.5		7.33	7.26	F0.07	C0.42	8.25	7.83
+75.5		6.72	6.50	F0.22	C0.65	7.87	7.22
+55.5	+50.5 on Rt.	6.11	5.95	F0.16	C0.72	7.17	6.45
+35.5		5.50	5.64	C0.14	C0.63	6.63	6.00
1+15.5		4.89	5.21	C0.32	C0.66	6.15	5.39
0+95.5		4.41	4.77	C0.36	C0.49	5.38	4.89
0+75.5		4.20	4.44	C0.24	C0.40	5.00	4.60
0+37.75		4.05	4.07	C0.02	F0.11	4.14	4.25
0+00 = Begin Curb		3.90	3.74	F0.16	F0.12	3.78	3.90

3.84

Rough Grades - Van Dyke - Thorn - to S.  
 Plan - 3339-D - w.o. 32372 1-25-57

B.M. = N.E.B.P. Van Dyke  
 and Thorn St. 388.72  
 60' R.P. at 3+11

Hub = 288.69  
 Rt.

Lt.

0-40		7.9	8.2	F0.3			
cb. at Gr		6.9	7.4	F0.5			
0+00 = S.L. Thorn		6.9	6.7	C0.2	7.7	6.7	C1.0
+50		4.3	2.9	C1.4	5.9	2.9	C3.0
1 ~		98.7	99.0	F0.3	01.6	99.0	C2.6
+50		96.6	95.2	C1.4	97.0	95.2	C1.8
2 ~		89.5	91.3	F1.8	92.0	91.3	C0.7
+50		85.8	87.5	F1.7	88.5	87.5	C1.0
+72.26			85.8	$\frac{79.0}{F6.9} - \frac{2.1}{5}$ $\frac{10.4}{10.4}$	87.8	85.8	C2.0
3+11 = & 30' Rad.	$\frac{+0.7}{10} \frac{60.0}{F22.2}$ $\frac{33.3}{33.3}$		82.2		86.5	82.8	C3.7
+59.19 = end			79.1	$\frac{65.3}{F13.8} - \frac{1.5}{5}$ $\frac{20.7}{20.7}$	83.4	79.1	C4.3
+96.84 = end on Rt.					77.2	76.2	C1.0
1/4	$\frac{-1.5}{5} \frac{73.6}{F9.9}$ $\frac{14.9}{14.9}$		83.5				
3/4	$\frac{even}{5} \frac{58.7}{F22.5}$ $\frac{33.7}{33.7}$		81.2				

Curb stakes Van Dyke  
at Thorn St 2-14-57

Lt.

Grade Rod

3+59.18=End East	279.08	79.39	C0.31
3+44 = E.C. <sup>3' B&amp;B both ways</sup>	280.48	79.75	F0.73
3/4	281.59	80.86	F0.73
1/2	282.70	82.05	F0.65
1/4	283.81	83.03	F0.78
P.B.C.	284.91	84.91	G
Mid Pt.	285.34	85.02	F0.32
2+72.26 = B.C.	285.80	85.29	F0.51
+40	288.78	87.96	F0.32
2+00	291.35	91.05	F0.30
1+60	294.42	94.20	F0.22
+20	297.49	97.29	F0.20
0+80	300.56	300.05	F0.51
+40	303.63	13.39	F0.24
0+00 = P.L.	306.70	05.86	F0.84
0-04 = E.C.	307.10	06.05	F1.05
Mid. Pt.	307.35	06.43	F0.92
B.C.	307.40	06.44	F0.96

Rt.

0+88	286.70	90.27	C0.57
0+66	290.77	98.67	C7.90
0+44	294.85	05.94	C11.09
0+22	298.92	07.30	C8.38
0+00 gut.	306.57	07.29	C0.72
Type T'R' Inlet I.E.	303.00	07.29	C4.29
3+96.84 = End	276.23	76.25	C0.02
+60	279.06	78.65	F0.41
3+20	282.13	81.70	F0.43
+80	285.20	84.78	F0.42
2+40	288.27	87.80	F0.47
2~	291.34	91.20	F0.14
+60	294.41	94.18	F0.23
+20	297.48	97.22	F0.26
0+80	300.55	300.24	F0.31
+40	303.82	03.39	F0.43
0+00	307.10	06.43	F0.67
0-04	307.20	06.81	F0.39
Mid Pt.	307.35	07.19	F0.16
End Cb.	307.53	Meet	

5 Take 48" Concrete Drain  
Gwen and Olivera Ave.

B.M. = B.P. = Ch. By Inlet Gwen  
and Olivera 139.38

13064-L

2-4-57

H21 = Existing Pipe

132.60

1+01.27

132.75

39.25 C6.50

0+81.55

132.89

39.32 C6.43

0+61.83

133.03

39.86 C6.83

0+52.46 = Mid Pt.

133.10

39.93 C6.83

9.37

0+43.09 = B.C.

133.17

39.98 C6.81

0+21.54

133.32

39.45 C6.13

0+00 = Begin 48" Pipe

133.48

139.47 C6.00

0+00 ~ 12.5 ft. = 36" Stub

133.98

139.53 C5.55

Stake 80' storm Drain  
Boston and 39th St.

Hatch 3-13-57

Sisson  
Newbern. Loose Leaf I 24

Durham 6413 B

46.25 = Ely. Rim N.H. at End of Alley

0+80 = End  
6.43  
45.20  

---

C 1.23

0+60  
5.87  
44.25.20  

---

C 1.62

0+40  
5.07  
43.46.21  

---

C 1.86

0+20  
3.94  
42.57.22  

---

C 1.77

0+00 = Existing 41.72.23  
End 18" Pipe

Stake Type "K" Inlet  
and 8' of 15" Concrete Pipe

12931-L 5-14-57

Top Cb Inlet

5' <sup>35.15</sup> 234.57 235.15 C 0.58  
10' <sup>35.89</sup> 234.57 235.89 C 1.32

Top grate

5' <sup>35.15</sup> 233.74 235.15 C 1.41  
10' <sup>35.89</sup> 233.74 235.89 C 2.15

I.E. Pipe at Box

5' <sup>35.15</sup> 231.57 235.15 C 3.58  
10' <sup>35.89</sup> 231.57 235.89 C 4.32

I.E. Pipe at end.

<sup>31.64</sup> 230.91 231.64 C 0.73

Bangor St. Sewer.

T.P. 149.35

12932-L

Hatch

Powell

Newbern

Durham

Talbot St. To Harbor View

B.M. = Sly. cross in M.H. Rim &  
Bangor and Harbor View Dr.

254.99

5-14-57

	Grade	Stake	Cuts
8' 5 3+00 = Plug	<sup>44.28</sup> 235.00	244.28	C 9.28
8' 5 +66.6	<sup>41.48</sup> 233.00	241.48	C 8.48
8' 5 +33.3	<sup>38.35</sup> 231.00	238.35	C 7.35
<sup>10'420</sup> P.K. 45° 2+00 at end of Cul-de-Sac	<sup>35.90</sup> 229.00	235.90	C 6.90
<sup>1480</sup> 6' 1+75	<sup>20.30</sup> 213.90	220.30	C 6.40
<sup>1460</sup> 6' 1+50	<sup>23.85</sup> 198.80	203.85	C 5.05
<sup>1440</sup> 7' 1+28	<sup>89.29</sup> 183.73	189.29	C 5.56
<sup>1420</sup> 8' 1+06	<sup>159.67</sup> 168.66	174.30	C 5.64
<sup>1400</sup> 8' 0+94	<sup>59.67</sup> 156.00	159.67	C 3.67
8' 0+82	147.50	152.90	C 5.40
<sup>0480</sup> 8' 0+70	142.13	145.61	C 3.48
8' 0+58 = brk	139.40	144.17	C 4.77
7' 0+29	135.86	142.39	C 6.53
<sup>6412</sup> P.K. 0+00 = M.H. No. 1 at Talbot St.	<sup>3.54</sup> 132.32	139.60	C 7.28

B.M. = P.K. in Pole Bangor  
and Talbot St. 143.25

Alvarado & Fairmount  
Sewer 24"

6-7-57  
Hatch  
Pope  
Newbern  
Durham

No. 21569

Grade	Stake	cut
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1+9257 = M.H. #6 I.E.

69.48	78.05	8.57
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1+84.57

69.49	81.54	12.05
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1+62

69.51	81.86	12.35
-------	-------	-------

1+27

69.55	81.37	11.82
-------	-------	-------

0+85

69.59	82.45	12.86
-------	-------	-------

0+48

69.63	82.32	12.69
-------	-------	-------

0+00

69.68		
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B.M. =

W.O. 21037  
Hatch  
Pipe  
Newbern  
Durham

Stake Drain in  
Blk. 23 Fairmount Addn.

6-12-57

Grade Stakes Cut

1+01.97	298.26	I.E. Existing 42" Pipe
0+72.97	297.84	98.56 C-0.72
0+43.97	297.42	98.52 C-1.10
0+22	296.87	97.90 C-1.03
0+00	296.32	I.E. Existing 42" Pipe

6-13-57 Stake Drains  
Blk. 128 Choates Add.

W.O. 21579

Hatch  
Pipe  
Newbern  
Durham

	Grade	Stake	Cut
+83.04 <sup>connect</sup> TO 45" PIPE	54.30	56.90	2.60
+59.04	55.00	57.25	2.25
+35.04 = EL	55.70	59.60	3.90
0+2352	56.04	64.20	8.16
0+12 = BL	56.38	64.03	7.65
0+00	56.73	Make con. TO EXIST. BOX	
		24" PIPE	
2+20.30	51.24	Meet EXIST. PIPE	
Stake Mid Pt.	51.36	59.00	7.64
2+10.55 = RC	51.48	58.31	6.83
1+75	52.27	56.70	4.43
1+40	53.06	57.18	4.12
1+05	53.85	57.51	3.66
0+70	54.64	58.41	3.77
0+35	55.43	59.41	3.98
0+00	56.22	connect TO EXIST.	
		45" Drain	
			60" PIPE



W.O. 21569

## ALVARADO &amp; FAIRMOUNT SEWER - 15"

6-14-57

Hatch

Pope  
Newbern  
Durham

	Grade	Stake	Cut	Sta.	Grade	Stake	Cuts
		90° To Back Tang.		5+35.44 = MH #4	69.42	75.13	C 5.71
				+29.43 = EC.	69.55	74.17	C 4.62
A+0286 = MH #1	<del>74.24</del> <sup>70</sup>	84.13	<del>C 9.89</del> <sup>C 9.43</sup>	5+09.81	69.69	74.65	C 4.96
3+61.36	<del>74.62</del> <sup>75</sup>	84.05	<del>C 9.43</del> <sup>C 9.10</sup>	+90.19	69.83	74.53	C 4.70
3+19.86	<del>75.20</del> <sup>20</sup>	84.34	<del>C 9.35</del> <sup>C 9.14</sup>	+55.19	70.14	75.89	C 5.75
+99.86 Brk.	<del>75.20</del> <sup>40</sup>	84.95	<del>C 9.70</del> <sup>C 9.55</sup>	4+20.19	70.46	76.13	C 5.67
+79.86 16' Rt.	75.65	86.02	C 10.37	+85.19	70.77	77.05	C 6.28
+59.86 14' Rt.	76.15	86.41	C 10.26	+50.19	71.09	78.74	C 7.65
+39.86 Brk.	76.80	86.68	C 9.88	3+15.19	71.40	79.47	C 8.07
2+10	77.88	87.38	C 9.50	+80.19	71.72	79.72	C 8.00
+75	79.15	88.29	C 9.14	+45.19	72.03	80.26	C 8.23
+40	80.42	89.21	C 8.79	2+10.19	72.35	80.32	C 7.97
1+05	81.69	90.07	C 8.38	+75.19	72.66	81.28	C 8.62
0+70	82.96	90.82	C 7.86	1+40.19	72.98	80.16	C 7.18
0+35	84.23	91.64	C 7.41	1+05.19	73.29	80.92	C 7.63
0+00 = Exist. M.H. #71	<del>85.50</del> <sup>85.50</sup>	92.33	C 6.83	0+70.19	<del>73.67</del> <sup>85</sup>	81.43	<del>C 7.82</del> <sup>C 7.58</sup>
				0+35.19 = B.C.	<del>73.92</del> <sup>74.41</sup>	82.71	<del>C 8.77</del> <sup>C 8.30</sup>
				0+00 = MH #1	<del>74.24</del> <sup>70</sup>	84.13	<del>C 9.89</del> <sup>C 9.43</sup>

# ALVARADO & FAIRMOUNT SEWER

Grade Stake cut

stakes 10' et.

+ 73.71 = MH #5	68.99	72.48	C 3.49
+ 50	69.05	66.92	F 2.13
+ 25	69.11	75.73	C 6.62
1+00	69.17	76.27	C 7.10
+ 75	69.23	76.23	C 7.00
750	69.30	75.76	C 6.46
0+25	69.36	73.77	C 4.41
0+00 = MH #4	69.42	74.13	C 4.71

90° To Forward Tang.

6-25-57 Bangor St. (Rough Grades)  
 Hatch stakes set on P.L.  
 Pipe  
 Newbern Grades are Top cb.  
 Durham

Lt.

¢

Rt.

WD. 32691

	Grade	stake	cut	Grade	stake	cut
1+90.02 TOP cb. AT Inlet						
1+70.02 cb. BC. Lt.	236.01	35.3	F 0.7	235.69	37.7	C 2.0
1+50.44 Grd. Brk. Lt.	237.72	40.3	C-2.6			
1+41.74 = cb. B.C. Rt.	238.63	41.8	C 3.2	238.63	41.9	C 3.3
0+95.87	243.45	44.9	C 1.4	243.45	43.8	C-0.4
0+50	248.26	50.5	C 2.2	248.26	46.9	F 1.4
0+30	250.25	51.3	C-1.0	250.35	51.0	C-0.7
0+0 = Nly. Line Harbor View Dr.				254.57	235.57	C 1.0

6-27-57  
Hatch  
Pope  
Newbern  
Durham  
W.D. 21569

Alvarado &

Fairmount Sewer 8"

S.M. at M.H. #3  
33.2 R.P. 5th  
167.12

Grade stake cut

Grade stake cut

15" pipe

8' West.

74.70 81.52 C6.82

+60.49  
1/16 C.I. Curve  
+38.83

170.34 69.19 F1.15

165.29 61.97 F3.32

3+08.73 = M.H. #2 79.21 88.75 C9.54

+27.49

161.13 60.18 F0.95

+80 78.83 83.03 C4.20

+12.49

157.31 56.11 C4.80

+45 78.36 85.86 C7.03

+97.49

141.49 45.59 C6.10

2+10 77.89 82.05 C3.69

+82.49

131.67 39.85 C2.18

+70 77.35 82.74 C4.38

+67.49

121.85 24.48 C2.63

+40 76.95 81.35 C4.40

+52.49

112.03 14.78 C2.75

1+05 76.48 80.96 C4.48

+37.49

102.21 06.19 C3.98

0+70 P.K. 76.07 85.22 C9.17

0+17.49

89.11 95.17 C6.06

0+35 75.54 84.67 C9.05

1/16 C.I. Curve  
0+03.33

79.84 88.99 C9.15

8' West  
0+00 = M.H. #1 I.E. 8' 20  
= 75.07 81.52 C6.32

0+00 = M.H. #2

79.21 89.14 C9.93

75.20 84.13 C8.93

Ampudia St. Whitman n. To Boyd

Rough Grades

	Lh.			Rt.		
	Grade	Rod	Cuts	Grade	Rod	Cuts
3+00 = Nly. Line Boyd	183.2			182.8		
+50	186.2	95.1	C-8.9	185.8	84.0	F-1.8
2+10	192.0	201.4	C-9.4	191.6	91.4	F-0.2
+70	197.8	212.1	C-14.3	197.4	94.7	F-2.7
1+30	203.7	208.4	C-4.7	203.3	87.1	F-16.2
+90	211.2	17.0	C-5.8	210.8	97.8	F-13.0
0+50	218.7	21.0	C-1.3	218.3	19.5	C-1.2
0+00 = Sly. Line Whitman	223.0	223.0	C-0.0	222.0		
BM = NEly. Top cb. EC, 223.90 F.B. 1789-31						

ALVARADO & FAIRMOUNT  
SEWER 24"

7507

	Grades	Stake	cut
4+07.03 = M.H. #6	I.E. 69.48	78.05	8.57
+85	69.45	79.45	10.00
+50	69.42	76.44	7.02
3+15	69.38	74.73	5.35
+80	69.34	74.91	5.57
+45	69.31	76.10 P.K.	6.79
2+10	69.27	76.61 P.K.	7.34
+75	69.23	77.32	8.09
+40	69.20	77.65	8.45
1+05	69.16	75.77	6.61
+70	69.12	74.70	5.58
0+35	69.09	73.92	4.83
0+00 = EXISTING M.H. #68 I.E.	69.05	73.19	4.14
BM = chisel $\square$ fly, Rim M.H. #68	74.99		

Curb stakes  
Bangor St.

Hatch  
Sisson  
Newbern  
Durham

8-5-57

P.R.C.

# 5

# 4

# 3

# 2

# 1

1+70 - B.C. on Lt.

1+50.44 - Brk. Lt.

P.R.C. Rt. only

1+20.7 = 1/2

1+41.74 = B.C. Rt.

0+90.87

0+50

0+30

0+18.5 = End Cb. Lt.

0+10 = B.C. Rt.

0+00 = Nly P.L. Harbor

View Dr.

237.23 37.97 CO.24

235.98 36.15 CO.17

234.92 34.93 Grade

234.60 35.47 CO.87

234.57 .13 low

234.57<sup>31</sup> .06 low

234.60 34.81 CO.21

234.92 34.21 FO.71

236.01 36.24 CO.23

237.72<sub>3.13</sub> 37.82 CO.10

240.85 41.40 CO.55 CO.15 38.78 238.63

CO.30 41.59 241.29

243.97 44.00 CO.03 FO.06 43.89 243.95

248.26 48.27 CO.01 FO.79 47.45 248.24

250.25 50.14 FO.11 FO.49 49.85 250.34<sup>15</sup>

252.07 252.45

Grade Stake  
Lt.

Stake Grade  
Rt.

P.R.C.  
237.23  
1+41.7  
1+16.3

Stake sewer  
Guy mon st at Euclid

Hatch  
Sisson  
Newbern  
Durham

8-13-57  
4274-D

Stakes 7' Lt.

+14 = Plug	119.50	24.46	C4.96
(3+08 = M.H. #2	116.38	23.69	C7.31
+80	115.28	21.81	C6.53
+45	113.91	119.27	C5.36
2+10	112.54	116.90	C4.36
+75	111.17	115.10	C3.93
+40	109.80	113.66	C3.86
1+05	108.43	112.72	C4.29
+70	107.06	112.41	C5.35
+35	105.69	112.28	C6.59
0+00 = M.H. #1	104.32	112.70	C8.38

B. M. = Disc at Bridge on  
Euclid St. 114.26



Stake sewer  
Onstad St. at

Everview Rd.

1350-D

Hatch

8-15-57

Sxsson

Newbern

Durham

1+07.80 = Existing Plug

160.49 167.87 C 7.38

0+70

163.94 171.47 C 7.53

0+35

167.14 174.81 C 7.67

0+00 = M.H. # 78

170.34 177.46 C 7.12

Ely. 25' Mon. 13.60  
 Rough Grades  
 Jelleff St. Moreno Blvd. To  
 S.M. = Nail in Pole 19.80  
 0+69 23' Lt. by Moreno.

Denver St.  
 Hatch  
 Sisson  
 Newbern  
 Durham  
 Lt.

8-16-57  
 4158 D  
 Rt.

chisel # in end S.E. Return Chicago  
 8' Jelleff 29.00  
 1 spike in S.W. Pole. Denver 6'  
 Jelleff 44.07

+70 = W. L. Denver St.			42.5	42.7		
2+30	C1.0	41.4	40.4	41.1	41.4	C0.3
+90	C0.9	39.5	38.6	39.7	39.3	C0.1
+15 = E. L. alley	C1.3	37.8	36.5	37.0	37.2	C0.2 3' in St.
1+25 = N. L. alley	C1.6	37.2	35.6	36.0	36.4	C0.4
+85	C2.2	36.0	33.8	34.1	34.4	C0.3 2' in St.
+45	C2.2	34.1	31.9	32.7	32.6	C0.4
0+00 = E. L. Chicago	C2.2	32.2	30.02	30.11	30.7	C0.6
+70 = W. L. Chicago	G.	27.5	27.57	27.18	27.1	G
2+30	G.	25.8	25.8	25.4	25.4	G.
+90 =	C0.6	24.6	24.0	23.6	23.8	C0.2
1+45 = E. L. alley	C1.7	23.6	21.9	21.5	22.5	C1.0
1+25 = N. L. alley	C2.0	23.0	21.0	20.6	21.5	C0.9
+90	F0.9	18.6	19.5	19.0	19.5	C0.5
+55	C0.2	18.1	17.9	17.5		
0+20 = Ch. E.C.'s			16.30	15.90		
0+00 = E. L. Moreno Blvd.						

Hatch Rough Grade Stake  
 5x5507  
 Newbern  
 Durham  
 8-19-57

Kane St.  
 Moreno Blvd. To Denver

Lt.

Rt.

+70° N.L. Denver			39.4	38.9		
2+30	C1.4	38.4	37.0	36.5	36.9	C0.4
+90	C1.1	35.7	34.6	34.1	34.4	P.L. C0.3
+45 = E.L.	C0.6	32.5	31.9	31.4	31.2	F0.2
1+25 = W.L. alley	C1.4	32.0	30.6	30.1	30.2	C0.1
+85	C1.6	29.8	28.7	27.7	28.0	C0.3
+45	P.L. C1.6	27.4	25.8	25.3	25.4	C0.1
0+00 = E.L. Chicago			23.1	22.6		
+70° W.L. Chicago			20.3	19.8		
2+30	F0.2	18.2	18.4	17.9	19.3	C1.4
+90	C0.8	17.2	16.4	15.9	17.3	C1.4
+45 = E.L. alley	C1.3	15.5	14.2	13.7	15.5	C1.8
1+25 = W.L. alley	C0.9	14.4	13.5	13.0	14.2	C1.2
+85	C0.7	13.2	12.5	12.0	12.6	C0.6
+45	C0.6	12.2	11.6	11.1	11.6	C0.5
0+00 = E.L. Moreno Blvd.			10.1	10.0		

Curb Grades  
Kane St. Moreno

To Chicago St.

8-19-57

ft.

ft.

2+70 = E.L. Chicago St.	<sup>.05</sup> High	20.25	20.30	19.75	19.74	✓
2+60 = B.C.	Grade	19.88	19.89	19.39	19.35	F0.04
2+23	F0.15	17.92	18.07	17.57	17.65	C0.08
1+86	F0.06	16.21	16.27	15.77	15.94	C0.17
1+49 = alley E.C.	C0.05	14.52	14.47	13.97	14.46	C0.49
1+45 = alley B.C.	C0.21	14.52	14.31	13.81	14.46	C0.65
Ely. end Return	<sup>.68</sup> C0.61	<sup>.35</sup> 15.26	14.65	14.15	15.52	<sup>.55</sup> C1.37
Wly. end Return	<sup>.25</sup> C0.50	14.42	13.92	13.42	13.94	<sup>.25</sup> C0.52
1+25 = alley E.C.	F0.25	13.33	13.58	13.08	13.25	C0.17
1+21 = alley B.C.	F0.08	13.33	13.41	12.91	13.25	C0.34
+87.3	F0.11	12.48	12.59	12.09	12.07	F0.02
+59.6	F0.19	11.58	11.77	11.27	11.13	F0.14
0+20 = E.C.'s	F0.04	10.91	10.95	10.45	10.20	F0.25
1/2	C0.19	10.83	<sup>.64</sup> 10.52	10.23	10.38	C0.15
0+00 = E.L. Moreno Blvd.	7.0.	10.32	10.10	10.00	10.02	7.0.

Curb Grades  
Moreno Blvd. To

Jellett St.  
Chicago St.

8-19-57

Lt.

Rt.

Meet existing Curbs.	F0.48	27.82	28.30	27.86	27.83	✓
<sup>3/4</sup>	F0.95	27.21	28.16	27.70	27.39	F0.31
<sup>1/2</sup>	F0.90	27.04	27.94	27.47 <sup>35</sup>	26.65	F0.82
<sup>1/4</sup>	F0.59	27.09	27.68	27.18	26.55	F0.63
2+62 = Cb. B.C. Lt.	F0.56	26.68	27.24			
2+60 = Cb. B.C. Rt.				26.75 <sup>18</sup>	25.82	F0.93
2+23	F0.05	25.42	25.47	25.07	24.94	F0.13
1+86	C0.08	23.88	23.80	23.40	23.70	C0.30
1+49 = Alley E.C.	C 0.21	22.34	22.13	21.73	22.33 <sup>21</sup>	C0.60
1+45 = Alley B.C.	C 0.31	22.34	22.03	21.63 <sup>27</sup>	22.33	C0.70
Ely. end Alley Return	C 1.12 <sup>.67</sup>	23.49	22.37	21.97	22.47	C0.50 <sup>.62</sup>
Wly. end Alley Return	C 1.14 <sup>.25</sup>	22.61	21.47	21.07	21.00	F0.07 <sup>.17</sup>
1+25 = Alley E.C.	C0.51	21.64	21.13	20.73 <sup>27</sup>	21.18	C0.45
1+21 = Alley B.C.	C0.77	21.64	20.87	20.47	21.18 <sup>53</sup>	C0.71
0+90.5 <sup>30.5</sup>	F0.39	19.10	19.49	19.09	19.03	F0.06
0+60 = Begin Curb Rt.	C0.09	18.20	18.11	17.71		
0+25.34 = Begin on Lt.			16.54			
0+00 = E.L. Moreno Blvd.						

Curb Grades  
Chicago St. to

Jellett St.  
Denver St.

8-19-57

			lt.		rt.	
2+72.17 = P.L. on Lt.			42.50	42.99		
2+60 = B.C. on Rt.				42.52	42.57	CO.05
2+49.20 = 1/2 Lt.	7° 44'		CO.35	41.77	41.42	-
2+26.23 = B.C. on Lt.	chd. = 22.00		CO.31	40.66	40.35	40.90 40.65 FO.25
1+87.61	<sup>38.62</sup>		CO.20	38.77	38.57	39.03 38.46 FO.57
1+49 = Alley E.C.	<sup>38.61</sup>		FO.13	36.67	36.80	37.17 36.71 FO.46
1+45 = Alley B.C.			FO.03	36.67	36.70	37.06 36.71 FO.35
Ely. end Alley Return			CO. <sup>.67</sup> 95	37.99	37.04	37.40 37.56 CO. <sup>.67</sup> 16
Wly. end Alley Return			CO. <sup>.25</sup> 38	36.51	36.13	36.44 36.19 FO. <sup>.25</sup> 25
1+25 = Alley E.C.			FO.22	35.58	35.80	36.10 35.80 FO.30
1+21 = Alley B.C.			CO.06	35.58	35.52	35.82 35.80 FO.02
0+84			CO.06	33.89	33.83	34.04 34.10 CO.06
0+47			FO.07	32.07	32.14	32.26 32.55 CO.29
0+10 = B.C. on Rt.					30.48	30.95 CO.47
0+08 = B.C. on Lt.			CO.02	30.37	30.35	
3/4			CO.39	30.24	29.85	30.00 30.58 CO.58
1/2			CO.72	30.22	29.50	29.60 30.06 CO.46
1/4			CO.90	30.25	29.35	29.27 29.28 CO.01
Meet existing Curbs			CO.84	30.25	29.41	29.01 Meet

Curb 5 stakes  
Kone St. Chicago

To Denver

9-16-57

			Lt.			Rt.		
+70	= Existing	Curbs	<sup>.08</sup> high	39.48	39.40	38.85	38.95	<sup>.10</sup> high
2 + 60	=	cb. B.C.	CO.24	39.06	38.82	38.32	38.25	FO.07
2 + 23			CO.22	36.80	36.58	36.08	36.38	CO.30
+ 86			Grade	34.34	34.34	33.84	33.86	CO.02
+ 49	=	Alley E.C.	FO.25	31.85	32.10	31.60	30.82	FO.78
1 + 45	=	Alley B.C.	FO.09	31.85	31.94	<sup>.18</sup> 31.44	30.82	FO.62
Ely. end	Return		<sup>.67</sup> CO.57	32.85	32.28	31.78	31.74	<sup>.50</sup> FO.04
Wly. end	Return		<sup>.25</sup> CO.40	31.46	31.06	30.56	30.24	<sup>.25</sup> FO.32
1 + 25	=	Alley E.C.	FO.72	30.00	30.72	30.22	29.43	FO.79
1 + 21	=	Alley B.C.	FO.40	30.00	30.40	29.90	29.43	FO.47
0 + 84			FO.06	28.10	28.16	27.66	27.42	FO.24
+ 47			CO.15	26.07	25.92	25.42	25.50	CO.08
0 + 10	=	E.C.	FO.04	23.64	23.68	23.18	23.23	CO.05
0 + 00	=	Existing end	<sup>.04</sup> low	23.06	23.10	22.60	22.52	<sup>.08</sup> low

STORM DRAIN  
GUYMON ST.

B.M. = Chisel □ in  
Walk 130.40

8-22-57

Nly. "K" Inlet			Sly "K" Inlet		
15" I.E.	I.E. Box	Top cb.	Top cb.	I.E. Box	
112.58	112.58	112.58	112.49	112.49	
109.80	107.50	113.08	113.20	107.00	
<u>C 2.78</u>	<u>C 5.08</u>	<u>F 0.50</u>	<u>F 0.71</u>	<u>C 5.49</u>	

0+64 =	End of 18" at 42" Pipe	131.00	116.77	C 14.23
0+32		129.34	120.88	C 8.46
0+00 =	Beginning of 18" Pipe To West	128.94	125.00	C 3.94
	El. of Type K Inlet	128.70	125.00	C 3.70
	Plug at $\phi$ of St.	128.48	125.25	C 3.23

18" Pipe at end of Paving

End of 18" Pipe at Head-wall		111.01	106.00	C 5.01	
	$\phi$ Sly. Box	112.52	107.00	C 5.52	
	$\phi$ STREET	112.49	107.25	C 5.24	
	Nly. Inlet	EL. 18" Pipe	112.63	107.50	C 5.13
TYPE K INLET AT 0+22.66		EL. 15" Pipe	112.63	109.80	C 2.83



STAKE WATER LINE  
132.32 Chisel  $\square$  in Conc.  
Dr. opposite 7+00

GUYMON ST.

8-23-57

7+28 = End	128.3	131.4	C3.1
+87	128.6	131.7	C3.1
+48	129.0	132.3	C3.3
6+09 = B.C.	129.4	132.7	C3.3
+68	130.0	132.8	C2.8
5+18	130.1	132.8	C2.7
+68	129.0	131.9	C2.9
4+18 = E.C.	126.8	130.2	C3.4
+70	124.3	127.7	C3.4
3+20	121.3	124.6	C3.3
+70	118.3	121.3	C3.0
2+20 = B.C.	115.3	118.4	C3.1
+65	112.5	115.0	C2.5
1+15	110.7	113.2	C2.5
+65	110.0	112.6	C2.6
0+15 = Cb. E.C.'s	109.3		
0+00 = Wly. Line Euclid			

Stake Alley Bk. 269  
 12977-L P.K. in Pole 1450  
 on Lt. = 51.42

Haines To Ingraham Hatch  
 North of Reed Ave Sisson  
 Newbern  
 Durham  
 8-26-57

			Lt.		£		Rt.	
E.C. To St.						46.54	46.40	F0.14
S.C. To alley						46.67	46.40	F0.27
Top Curb Rt. only						46.93	48.00	C1.07
4+99.70 = W.L. Ingraham			set	46.90		46.60	48.00	C1.40
+90			C0.67	48.63	47.96	47.66	48.51	C0.88
+70			F0.08	49.50	49.58	49.28	48.55	F0.73
+50			C0.76	50.41	50.15	49.85	49.65	F0.20
4+20			C1.48	51.70	50.22	49.92	50.43	C0.51
+80			C1.19	51.80	50.31	50.01	50.71	C0.70
+40			C1.34	51.75	50.41	50.11	50.90	C0.79
3+00			C0.88	51.38	50.50	50.20	50.76	C0.56
+60			C0.63	51.22	50.59	50.29	50.48	C0.19
2+20			C0.19	50.87	50.68	50.38	49.99	F0.39
+80			F0.16	50.61	50.77	50.47	50.51	C0.04 .55 BK
+40			C0.15	51.02	50.87	50.57	50.27	F0.30 .55 BK
1+00			F0.37	50.59	50.96	50.66	50.90	C0.24 .25 BK
+60			C0.39	51.44	51.05	50.75	51.52	C0.77 .25 BK
+40	51.71		C0.80	51.78	50.98	50.68	52.02	C1.34 .18 BK
+20	50.13							
	C1.58		C1.05	51.71	50.66	50.13	50.39	52.00 1 BK C1.61
0+00 = E.L. Haines St.				50.22	49.95	49.98		

Curb stakes Guymon St.

9-12-57

Hatch  
515501  
Newbern  
Durham

2+99	11° 18.87	F0.61	123.13	123.74	124.74	123.63	F1.11
+72.66	7° 32.58	F0.78	121.38	122.16	123.16	122.43	F0.73
+46.33	3° 46.29	F0.79	119.79	120.58	121.58	120.77	F0.81
26.33	chd = 26.30	F0.65	118.35	119.00	120.00	118.91	F1.09
2+20 = B.C.		F0.87	116.80	117.67	118.33	117.40	F0.93
1+95		F0.89	115.79	116.68	117.10	116.12	F0.98
+75		F0.91	114.92	115.83	116.08	115.21	F0.87
+55		F0.81	114.33	115.14	115.25	114.76	F0.99
+35		F0.71	113.90	114.61	114.63	113.65	F0.98
1+15		F0.86	113.36	114.22	114.22	113.27	F0.95
0+95		F1.02	112.73	113.75	113.75	112.72	F1.03
0+65		F0.25	113.03	113.28	113.28	112.86	F0.42
0+35		✓	113.20	113.20	113.12	113.09	low
Wly. end Inlets = 0+25		C0.48	113.68	113.20	113.06	112.64	F0.42
E.C. 3 = 0+15		F0.49	112.92	113.41	113.12	112.64	F0.49
3/4		F0.42	113.20	113.62	113.18	113.00	F0.18
1/2		F1.11	112.73	113.84	113.24	113.22	F0.02
1/4		F0.85	113.20	114.05	113.30	113.25	F0.25
Curb B.C. 3 on Euclid.							

Curb stakes  
GUYMON ST.

9-12-57

17 50  
30

+32.94	14° 10.85			132.94 <sup>.72</sup>	131.94	131.19	F0.53	
7+08.19	11° 20.68	F3.84	129.34	133.18	132.18			
+83.44	8° 30.51	F0.91	132.52	133.43 <sup>.28</sup>	132.48	131.51	F0.77 F0.92	
+58.69	5° 40.34	F0.78	132.90	133.68 <sup>.53</sup>	132.68	131.63	F0.90 F1.05	
6+33.94	2° 50.17	F0.41	133.52	133.93 <sup>.83</sup>	132.93	131.89	F0.94 F1.04	
6+09.19 = B.C.	chd. 24.71	F0.50	133.67	134.17	133.17	132.45	F0.72	
5+78.05		F0.34	133.98	134.32	133.64			
+58.		F0.51	133.80	134.31	133.90			
+38		F0.62	133.59	134.21 <sup>.90</sup>	133.99	133.13	F0.86 F0.77	
5+18		F0.68	133.27	133.95 <sup>.85</sup>	133.95	133.08	F0.87	
+98		F0.82	132.74	133.56 <sup>.6</sup>	133.76	132.99	F0.77	
+78		F0.41	132.62	133.03	133.43	132.69	F0.74	
+58		F0.58	131.78	132.36	132.96	131.90	F1.06	
+38		F0.55	130.97	131.52	132.38	132.07	F0.31	
4+18.05 = E.C.	28° 21.52	F0.89	129.71	130.60	131.60	131.48	F0.12	
+98	25° 29.63	chd. 19.99	F0.57	129.03	129.60	130.60	130.30	F0.30
+78	22° 37.74		F0.44	128.04	128.48	129.48 <sup>.7</sup>	128.63	F0.85
+51.66	18° 51.45		F0.54	126.36	126.90	127.90	126.75	F1.15
3+25.33	15° 05.16		F0.45	124.87	125.32	126.32	125.25	F1.07

Curb stakes  
GURMON ST.

9-12-57

10+63.80 = End Project		129.54 <sup>24</sup>	128.76	F0.78
+51.14 = Inlet		129.46	✓	
+31.14		129.54	129.11	F0.43
10+06.14		129.77	128.95	F0.82
9+81.14		130.00	129.08	F0.92
+56.14		130.14 <sup>67</sup>	129.38	F0.76
+31.14		130.28 <sup>45</sup>	129.55	F0.73
9+06.14		130.42 <sup>70</sup>	129.66	F0.76
8+81.14 <sup>25'</sup>		130.56 <sup>45</sup>	129.55	F1.01
8+56.69 = E.C. 28° 21.69 <sup>24.45</sup>		131.70	130.70	129.80 F0.90
+31.94	25° 31.52	131.95	130.95	130.15 F0.80
8+07.19	22° 41.35	132.19	131.19	130.50 F0.69
+82.44	19° 51.18	132.44	131.44 <sup>40</sup>	130.86 F0.54
7+57.69	17° 01.01	132.69	131.69 <sup>54</sup>	130.99 F0.55

Curb stakes  
Widening 56<sup>TH</sup> ST.

422.45 N.E. 7' L&T Meade  
and 56<sup>TH</sup> ST. 9-23-57  
Meade to Adelaide

Lt.

Rt.

+47 - Alley E.C.			423.31	23.05	FO.26
1+45 = Alley B.C.			423.34	23.05	FO.29
1+35 Lt. only	CO.29	23.05	422.76		
End Return (N.E.)			423.40	23.64	CO.24
End Return (S.E.)			423.28	24.12	CO.84
+25 - Alley E.C. " "			423.22	23.74	CO.52
+23 = Alley B.C. Rt. only			423.17	23.51	CO.34
1+20 = Lt. only	CO.20	22.92	422.72		
+95	CO.30	22.90	422.60	423.02	23.71 CO.69
0+70	CO.31	22.79	422.48	422.88	23.09 CO.21
+45 Rt. only			422.75	22.87	CO.12
0+30 Lt. only	CO.54	22.69	422.15		
0+20 Rt. only			422.62	22.80	CO.18
0+00 = N.L. Meade Curb E.C.			422.52	22.75	CO.23
1/2 Return on Rt.			422.57		
0-10 Lt. = B.C. on Rt.	CO.43	22.25	421.82	422.75	✓
0-50.50 = End Curb Lt.	CO.64	22.13	421.49		

B.M. = N.E. 7' L&T. Adelaide &  
56<sup>TH</sup> ST. 425.47

Curb stakes  
56<sup>th</sup> St. (cont.)

Meade To Adelaide

		Lt.			Rt.	
E.C. on	Rt.				424.78	✓ Meet
1/2 on	Rt.				424.32	
End Return	Lt.	FO.22		.85		
		FO.22	23.63	423.65		
+70 =	B.C. Rt.				423.96	24.61 CO.65
+67.81 =	B.C. Lt. (Curb)	FO.20	23.48	423.68		
2+50.83	Lt. only - P.L. B.C.	FO.32	23.11	423.43		
+45	Rt. only				423.85	24.49 CO.64
+35	Lt. only	FO.18	23.05	423.23		
2+20		CO.17	23.29	423.12	423.74	24.38 CO.64
+91.6	Lt. only	CO.22	23.22	423.00		
+82.5	Rt. only				423.52	23.34 FO.18
1+63.3	Lt. only	FO.15	22.73	422.88		

Curb stakes  
ADELAIDE TO EL

56<sup>TH</sup> ST.  
CANON

				LT.			RT.		
1+55		Rt.					432.35	32.51	CO.16
1+53.86		Lt.		F0.25	31.41	431.66			
1+25.62	Lt. E'	1+47	Rt. = E.C.'s	F0.32	30.13	430.45	431.99	31.87	F0.12
	Alley	B.C.'s		F0.26	30.13	430.39	431.94	31.87	F0.07
	Nly. end	Curbs		F0.15	30.30	430.45	432.00	32.33	CO.33
	Sly. end.	Curbs		F0.38	29.20	429.58	431.19	31.63	CO.44
	Alley	E.C.'s		F0.28	29.24	429.52	431.13 <sup>1.7596</sup>	31.23	CO.10
1+23	= 2' Rad.	Rt. B.C.					430.99 <sup>0.9286</sup>	31.50	CO.51
1+01.31	= 2' Rad	Lt. B.C.		F0.15	29.24	429.39			
+90		Rt.					429.44	29.97	CO.53
+70.69		Lt.		Grade	28.11	428.12			
+65		Rt.					428.32	28.98	CO.66
+55.69		Lt.		F0.10	27.33	427.43			
0+40	Lt.	0+40.69	Rt.	CO.05	26.71	426.66	427.19	27.95	CO.76
+25.69		Lt.		CO.16	26.13	425.97			
+10.69		Lt.		CO.11	25.51	425.40			
0+00 =		C. Lt. and Rt.		CO.15	25.20	425.05	425.45	25.87	CO.92
1/2		Rt. only					425.55		
0-10 =	B.C.	Rt. end Curb Lt.		F0.11	24.54	424.45 <sup>.65</sup>	425.95	5.96	✓



		Lt.		Rt.	
E.C.	Lt.	✓	9.26 <sup>14</sup>	433.22	
3/4	Lt.	F0.12	33.60	433.72	
1/2	Lt.	C0.02	34.05	434.03	
1/4		C0.27	34.44	434.15	
E.C.	Rt.			436.90	6.92 ✓
1/2	Rt.			436.40	
2+30.98 = B.C.	Rt.			435.94	36.48 C0.54
2+10.34 = B.C.	Lt.	Grade	34.10	434.09	
+95	Rt.			434.11	34.35 C0.24
1+82.10	Lt.	Grade	32.87	432.87	

Stake 24" Concrete  
 Frontier & Rosecrans St.

Drain

1.2  
 24  
 5  
 140

9-30-56  
 Hatch  
 Sisson  
 Newbern  
 Durham

13330 - L

Stakes 6' Lt.

- 0.30

				7+45 Hub = 2.50			
5+31 = B.C.	-3.53	3.38	C6.91				
	3.41						
Top Inlet	2.96	3.36	F0.06				
	52		6.88				
5+25.5 = C.O. I.E.	-3.81	3.36	C7.17	7+92.52	-4.05	1.17	C5.22
	40		6.20				
+80	-3.70	2.80	C6.50	7+65	-4.01	2.12	C6.13
	32		5.90				
+40	-3.60	2.58	C6.18	7+55	-3.99	2.56	C6.55
	24		5.82				
4+00	-3.51	2.58	C6.09	7+45	-3.97	3.01	C6.98
	16		5.77				
+60	-3.41	2.61	C6.02	6+87.27 = Jack	-3.85	3.51	C7.36
	07		5.68				
3+20	-3.31	2.61	C5.91	6+80.52 = E.C.	-3.84	3.60	C7.44
	00		5.62				
+80	-3.22	2.62	C5.84	6+76.60 = 1/2	-3.83	3.57	C7.40
	2.92		5.77				
+40	-3.12	2.85	C5.97	6+72.67 = B.C.	-3.82	3.52	C7.34
	2.84		5.65				
2+00	-3.02	2.81	C5.83	6+38.36 = E.C.	-3.75	3.67	C7.42
	76		5.76				
+60	-2.94	3.00	C5.94	6+18.47 = 1/2	-3.71	3.70	C7.41
	68		5.40				
1+20	-2.83	2.72	C5.55	5+98.57 = B.C.	-3.67	3.78	C7.45
	60		5.31				
+80	-2.73	2.71	C5.44	+62.76 = E.C.	-3.60	3.45	C7.05
	52		5.41				
+40	-2.64	2.89	C5.53	5+46.88 = 1/2	-3.56	3.35	C6.91
	44		5.46				
0+00 = Headwall	-2.54	3.02	C5.56				

Torrey Pines Golf  
Plan 4969-D

B.M. =  
3+08.53 stub 352.47

Course Drain  
18" Pipe

10-11-57  
Hatch  
Sisson  
Newbern  
Durham

+45.2	15' Lt.	319.56	37.86	C 18.30
3+37.2 = E.C.		322.20	35.98	C 13.78
+32.3 = Mid Pt.		324.36	36.18	C 11.82
+27.4 = B.C.		326.52	36.24	C 9.72
+19.4		329.16	36.24	C 7.09
+11.4		331.08	36.10	C 5.03
3+03.4 = Begin Vert.		332.28	36.15	C 3.87
2+61.7		334.36	37.10	C 2.74
2+20 = Brk.		336.44	43.85	C 7.41
+84		338.37	44.05	C 5.68
1+46.75 = $\frac{1}{2}$ "J" Inlet		I.E. 340.30	44.26	C 3.96
		gut. 343.40	44.26	C 0.86
1+20		Top 344.23	44.26	C 0.03
+90		341.74	45.75	C 4.01
+60		343.35	48.31	C 4.96
+30		344.96	50.30	C 5.34
0+00 = $\frac{1}{2}$ Type "K" Inlet I.E.		346.57	51.43	C 4.86
		348.20	52.30	C 4.10
	Gutter	351.30	52.30	C 1.00
	Top Curb	352.13	52.30	C 0.17

V  
5'  
Horn

	Gut. 84.90	85.33	C0.43
Stake 5' from outside edge	Top 85.73	85.33	F0.40
	82.80	85.33	C2.53

	Gut. 84.90	85.26	C0.36
Stake 15 from outside edge	Top 85.73	85.26	F0.47
	82.80	85.26	C2.46

	Top Inlet	385.60	
0+82 - Sly. end of Type "K"		382.80	85.49 C2.69
0+41		382.40	85.46 C3.06
0+00 = Existing Box		382.00	84.04 C2.04

Stake 82' of 18" Pipe

	10' Lt.	312.84	21.285	C8.44
3+97.2 = Head wall	15' Lt.	312.84	22.75	C10.11
+61.2	15' Lt.	316.44	16.84	C10.40
+53.2	15' Lt.	317.64	1.32.58	C14.94

Void Horn

Stake Storm Drain  
Torrey Pines Golf Course

356.4

Stakes 6' Et.

5+10  
+79  
+59  
+30  
356.5  
356.8

4+00

+70

+40

3-

+70

+40

2+10

+80

1+50

1+20

+90

+60

+30

0+00 = 4 "J" Inlet Top

I.E.

Hole #9 5th Course 10-15-57

Hath  
Gisson  
Newbern  
Durham

6' Et. 353.00 53.55 C0.55

6' Et. 353.00 54.76 C1.76

354.80 57.42 C2.62

~~355.08~~ 57.50 ~~C2.70~~

355.08 57.35 C2.27

355.86 57.71 C2.25

356.24 59.78 C3.54

357.02 60.72 C3.70

357.80 61.65 C3.85

359.84 63.22 C3.38

361.37 64.83 C3.46

362.90 66.22 C3.32

364.43 67.73 C3.30

365.96 69.59 C3.63

367.50 71.21 C3.71

369.40 73.47 C4.07

371.30 75.24 C3.94

373.20 77.75 C4.55

375.10 80.06 C4.96

6' Et. 382.00 82.39 C0.39

377.00 82.39 C5.39

6' Et. 382.00 82.09 C0.09

377.00 82.09 C5.09

5 Stake 36" Storm Drain  
Convair Astronautics

Kearny Villa Road  
Plant

10-30-57

1+85 = Face Headwall 12' Lt.			396.56	99.51	C 2.95
1+85 = Face Headwall 6' Rt.			396.56	99.84	C 3.28
1+51 = 6' Rt.			396.70	00.98	C 4.28
1+26 = 6' Rt.			396.79	02.45	C 5.66
1+26 = $\frac{1}{2}$ stub			396.79		
1+16 = Line Only				03.55	
0+90 = $\frac{1}{2}$ P.K.			396.92	04.06	C 7.14
0+82 = $\frac{1}{2}$ stub			396.95	03.48	C 6.53
0+56 = $\frac{1}{2}$ stub			397.05	03.43	C 6.38
0+48 = $\frac{1}{2}$ P.K.			397.08	03.90	C 6.82
0+20 = 6' Rt.			397.18	03.33	C 6.15
0+20 = $\frac{1}{2}$ P.K.			397.18	03.31	C 6.13
0+02 = Begin 36" Pipe		I.E.	397.25	01.06	C 3.81
0+00 = "J" Inlet 10 Rt.		Top	401.50	99.54	F 1.96
0+00 = $\frac{1}{2}$ "J" Inlet 10' Rt.		I.E.	397.25	99.54	C 2.29
0+00 12' Lt		Top	401.50	99.21	F 2.29
0+00 = $\frac{1}{2}$ "J" Inlet 12' Lt.		I.E.	397.25	99.21	C 1.96

Stake Storm Drain  
Kearney Villa Rd.

5 Stakes 6' Pt.

+44  
3+09  
+74.15 = Nly. "F" C.O.  
+72.15 =  $\frac{1}{2}$ "  
+72.15 =  $\frac{1}{2}$ " "F" C.O.  
2+70.15 =  $\frac{3}{4}$ " "F" C.O.  
+40.65  
2+05.65  
+70.65  
+35.65  
1+00.65 = Begin 36" Pipe  
+97.15  
+97.15  
+97.15 =  $\frac{1}{2}$ " Type K1 Inlet  
+93.65 = Nly. end of 24" Pipe  
+60  
+30  
0+00 = Headwall

Astronomics Plant

4215-D

10-14-57

Loose Leaf. H-12

400.84 = City Mon. at Beginning

Hatch  
Sisson  
Newberry  
Durham

	398.07	03.64	C5.57
	397.79	03.78	C5.99
	397.50		
Top	403.42	03.44	C0.02
I.E.	397.50	03.44	C5.94
	397.50	03.53	C6.03
	397.59	03.36	C5.77
	397.69	02.82	C5.13
	397.79	02.55	C4.76
	397.90	02.46	C4.56
	398.00	02.30	C4.30
15'S	402.82	03.11	C0.29
Top Cb. 15N	402.84	01.83	F1.01
gut.	401.99	02.34	C0.35
I.E.	398.00	02.34	C4.34
	398.00	02.24	C4.24
	398.18	01.99	C3.81
	398.34	01.78	C3.44
	398.50	01.71	C3.21

5 Stake 5 Term Drains  
Kearney Villa Rd.

(continued)

10-14-57

8.50  
1.17  
97.33

	Top	401.50	01.75	C 0.25
+ 80.5 = $\frac{1}{2}$ " Inlet	Existing I.E.	97.33 397.25	01.75	C 4.50
+ 58.5		397.32	02.91	C 5.59
0 + 36.5 = New $\frac{1}{2}$ "		397.39	02.86	C 5.47
3 + 72.15 = 0 + 100 To West		397.50		

Top of Cleanout.	Top	404.75	05.09	C 0.34
6 + 66 = $\frac{1}{2}$ " "G" C.O.	I.E.	400.71		
6 + 24		400.36	04.81	C 4.45
+ 89		400.07	03.98	C 3.91
+ 54		399.79	03.78	C 3.99
5 + 19		399.50	03.68	C 4.18
+ 84		399.22	03.83	C 4.61
+ 49		398.93	03.80	C 4.87
4 + 14		398.64	03.85	C 5.21
3 + 79		398.36	03.66	C 5.30



Storm Drain  
 Revised by Hedtke  
 & Horn

Torrey Pines

Golf Course  
 10-17-57

+75				334.52	35.94	C1.42
+39				336.76	39.54	C2.78
2+03 =	1.E. Pipe	a head		339.00	42.35	C3.35
2+03 =	Nly. edge	"J" Box	Top Cb.	342.77	42.44	F0.33
2+03 =	Nly. edge	"J" Box	Gutter	341.94	42.44	C0.50
2+00 =	On line with	Box	1.E. Box	339.00	42.61	C3.61
2+00 =	Sly. edge	3' Box "J"	1.E. Pipe	339.00	42.68	C3.68
+70.6				340.05	43.57	C3.52
+41.3				341.10	44.65	C3.55
1+12 =	Brk			342.17	46.35	C4.18
+90				343.35	48.31	C4.96
+60				344.96	50.30	C5.34
+30				346.57	51.43	C4.86
0+00			1.E.	348.20	52.30	C4.10
			Gutter	351.30	52.30	C1.00
0+00 =	1/2	Type "K" Inlet.	Top Cb.	352.13	52.30	C0.17

Torrey Pines Golf

Course Storm Drain  
(Continued)

10-17-57

	10' Lt.	(312.84	20.03	C7.19
A+10.70 = Head wall	15' Lt.	(312.84	21.94	C9.10
+74.70	15' Lt.	316.44	26.29	C9.85
+66.70	15' Lt.	(317.64	(31.54	C13.90
+58.70	10	319.56	(34.94	C15.38
+50.70 = E.C.		322.20	(35.89	C13.69
+42.85 = Mid Pt.		324.36	36.15	C11.79
+35.00 = B.C.		326.52	36.23	C9.71
+27		329.16	(35.89	C6.73
+19		331.08	35.40	C4.32
(3+11		332.28	(35.58	C3.30

Stake 54" Storm Drain  
Montezuma and El Cajon

11-13-57 6540-B

B.M. = S.W.B.P. 69th El Cajon

453.73

0+72 = End 408.63 09.91 C1.28

0+48 408.87 10.06 C1.19

0+24 409.11 11.20 C2.09

0+00 = Begin Pipe 409.35 13.54 C4.19

0+00 = Existing end Culvert 409.60  
I.E.

KEARNY VILLA ROAD  
ATLAS PLANT  
CONCRETE CROSS-GUTS.  
(GUTTER GRADES)

#2 To #3

#2 403.83 03.87<sup>16</sup> 03.56 F0.27

± 404.00.03 03.56 F0.47

#3 404.17 04.20

#4 To #5

#4 405.06 05.11<sup>18</sup>

± 405.23 05.03 05.29 F0.26

#5 405.41 05.47

#6 To #7

#6 406.43 06.50

± 406.85<sub>.41</sub> 06.90 07.85 C0.95

#7 407.26 07.30

KEARNY VILLA  
ATLAS  
Curb Stakes

ROAD 4215-D  
PLANT  
B.M. = 35' Rad Hub # 2  
404.28

Hatch  
Sisson  
Kelley  
Durham

11-15-57

#2 +26.17 = E.C. & Curve			
77+20.23 = Cb. B.C. 35' Rad.			
+80	404.50	04.26	F0.74
+90	404.35	04.12	F0.74
76~	404.23	03.55	F0.68
75+60	404.09	03.74	F0.35
32.24	403.96	03.66	F0.30
+27.76 = B.C. & Curve	403.85	03.74	F0.11
75~	403.76	03.48	F0.28
+60	403.63	03.39	F0.74
74+20	403.49	03.08	F0.41
+80	403.35	03.15	F0.21
+40	403.23	03.13	F0.10
73~	403.09	03.13	C0.04
40	402.96	02.78	F0.18
72+60	402.84	02.79	
37.02	402.84	02.79	
72+22.98 = Cb. E.C.	403.02	02.66	F0.36
3/3	403.21	02.44	F0.77
#1 1/3	403.40	02.69	F0.71
End Curb Access Road			
B.M. = chisel □ in Headwall at Beginning	(402.75		

KEARNY VILLA ROAD  
CURB STAKES  
(CONT.)

11-15-57

Set B.M. on 35' Rad. HUB #5 405.68

	End Curb	62° 24' 49"		405.95	05.84	FO.11
#4	1/3	41° 36' 32"		405.87	05.81	FO.06
	1/3	20° 48' 16"		405.80	05.52	FO.28
	80+87.92 = Cb. B.C.		T.P.	405.73	404.94	FO.79
	+60			405.64	05.07	FO.57
	80+20			405.50	05.04	FO.46
	+80			405.36	04.61	FO.75
	+40			405.22	05.04	FO.18
	79~			405.09	05.00	FO.09
	78 + <sup>58</sup> 60			404.96	05.14	CO.18
	78 + <sup>32.90</sup> 24.10 = Cb. E.C.			404.84	05.27 <sup>16</sup>	CO.43
#3	1/3	35° 44' .18		404.84	04.79	FO.05
	1/3	76° 39' .18		405.06	04.51	FO.55
	End Curb	117° 35' 11"	16 BK.	405.27	04.77	FO.50
	End Curb	62° 24' 49"	9 BK.	404.73	04.29	FO.44
#2	1/3	41° 36' 32"	8 BK.	404.66	04.18	FO.48
	1/3	20° 48' 16"		404.58	04.22	FO.36

KEARNY VILLA

ROAD

11-15-57

CURB STAKES

Set B.M. on 40' Rad. Hub

(CONTINUED)

# 7 408.53

End Curb	117° 35' 12"	407.93	08.80	C0.87
3/4	88° 11' 24"	407.90	08.67	C0.77
1/2	58° 47' 36"	407.96	07.19	F0.77
1/4	29° 23' 48"	408.20	07.53	F0.67
Begin Curb		408.59	07.99	F0.60
End Curb		407.63	07.26	F0.94
#6 2/3		407.46	06.83	F0.83
1/3		407.28	06.50	F0.78
84+95.20 = Cb. B.C.		407.10	06.59	F0.51
+70		407.01	06.10	F0.91
84+30		406.88	05.70	F1.18
+90		406.74	05.34	F1.40
+50		406.60	04.76	F1.84
83+10		406.47	04.55	F1.92
+70		406.34	04.47	F1.87
82+30		406.21	04.37	F1.84
81+91.72 = Cb. E.C.		406.08	04.66	F1.42
#5 2/3	117° 35' 11"	406.08	05.29	F0.79
1/3	81° 51' .18	406.48	06.04	F0.44
End Curb	40° 55' .18	406.88	06.41	F0.47

47.84  
37  
3/110  
7  
20

Pave 08.07  
Pave 08.20  
07.70

.84

.47

.37

.30

KEARNY VILLA ROAD  
Grade Stakes

West Side Only

11-25-57

Rough Grades Finished

			Rough	Grades	Finished
+50			C0.5	T.P. 04.75	404.25 04.12 F0.13
78~			F0.1	04.0	404.09 03.73 F0.36
+50			F0.6	03.3	403.92 03.62 F0.30
+26.17 = E.C.					403.84
77~			F1.2	02.6	403.75 03.06 F0.69
+50			F1.5	02.1	403.58 <sup>14</sup> 02.86 F0.72
76~			F1.5	01.9	403.42 03.10 F0.32
+50			F1.6	01.7	403.25
+27.76 = B.C.	01.5		F0.13	03.05	403.18
75~			F0.29	02.79	403.08
+50			F0.51	02.41	402.92
74~			F2.15	00.60	402.75
+50			F1.10	01.48	402.58
73~			F1.40	01.01	402.41
+50			F1.71	00.54	402.25
72~			F1.01	01.07	402.08
71+38			F1.56	00.31	401.87

KEARNY VILLA RD.  
(CONTINUED)

West Side Only

			Rough	Grades	Finished	
+93.46						
+75.61			F0.7	06.0	406.70	07.20 C0.50
+50			F1.5	05.1	406.60	06.66 C0.06
85~			F1.8	04.6	406.42	06.24 F0.18
+50			F2.5	03.8	406.26	05.95 F0.31
84~			F2.5	03.6	406.09	05.91 F0.18
+50			F2.5	03.4	405.92	05.21 F0.71
83~			F2.6	03.2	405.76	05.50 F0.26
+50			F2.1	03.5	405.59	05.30 F0.29
82~			F1.2	04.2	405.42	05.09 F0.33
+50			F0.6	04.7	405.26	04.81 F0.45
81~			F0.1	05.0	405.09	04.81 F0.28
+50			C0.3	05.2	404.92	04.70 F0.22
80~			C1.0	05.8	404.75	04.59 F0.16
+50			C1.3	05.9	404.59	04.37 F0.22
79~			C0.5	04.9	404.42	04.34 F0.08



# KEARNY VILLA ROAD

# GRADE STAKES

± ONLY

End 407.54 07.15 F0.4  
Sta. Grade

Sta.	Grade			End 407.54	07.15	F0.4
				Sta.	Grade	
76~	404.20	03.80	F0.40	+50	407.31	07.4 C0.1
+60	404.07	03.68	F0.39	85~	407.15	06.7 F0.5
+27.76 = B.C.	403.96	03.52	F0.44	+50	406.98	05.7 F1.3
75~	403.86	03.45	F0.41	84~	406.81	04.8 F2.0
+50	403.70	03.27	F0.43	+50	406.65	T.P. 04.22 F2.43
74~	403.53	02.95	F0.58	83~	406.48	04.1 F2.4
+50	403.36	02.81	F0.55	+50	406.31	04.5 F1.8
73~	403.19 <sup>36</sup>	02.64	F0.55	82~	406.15	04.4 F1.7
+50	403.03	02.49	F0.54	+50	405.98	05.7 F0.3
72~	402.86	02.36	F0.50	81~	405.81	04.7 F1.1
+38 ~ 44' et.	401.85	02.20	C0.35	+50	405.65	05.4 F0.2
71+38 ~ 12' et.	402.38	01.31	F1.07	80~	405.48	05.3 F0.2
+38 ~ 4	402.65	02.12	F0.53	+50	405.31	05.2 F0.1
+70	402.42	01.85	F0.57	79~	405.14	04.7 F0.4
+35	402.41	01.87	F0.54	+50	404.98	04.1 F0.9
70~	402.40	01.99	F0.41	78~	404.81	04.0 F0.8
+50	402.38	02.20	F0.18	77+26.17	404.56	04.03 F0.53
69~	ave 02.44			+80	404.47	03.97 F0.50
66+88	402.36	Meet.		76+40	404.34	03.96 F0.38
71+00	02.53	01.95	F0.58			

## SEWER STAKES

W.O. 20009

1-31-58

5122B

3152D

B.M. = N.E.B.P. BOSTON & 44<sup>TH</sup> 79.26B.M. = N.W.B.P. GAMMA & 43<sup>RD</sup> 77.95

63.33      66.38      C 3.05

1+20 = NEW  
Dead End.

• 1+00

63.19      66.70      C 3.51

0+80

63.05      67.02      C 3.97

0+60

<sup>14</sup>  
62.91      67.28      C 4.37

0+40

<sup>14</sup>  
62.77'      67.47      C 4.70

0+20

<sup>14</sup>  
62.63'      67.40      C 4.77

-0+00

<sup>14</sup>  
62.49

212' To Dead End

M.H. # 1

61.01

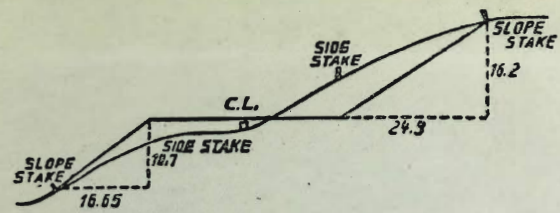
82.2  
 62.7  
 19.5  
 97  
 29.2

10.87  
 9886

71

83.9

820  
 7.42  
 84  
 42



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

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

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