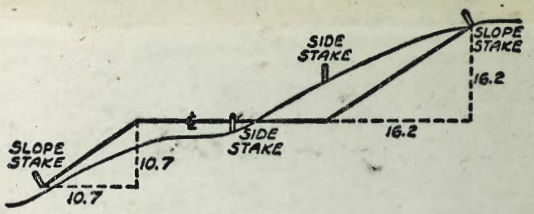


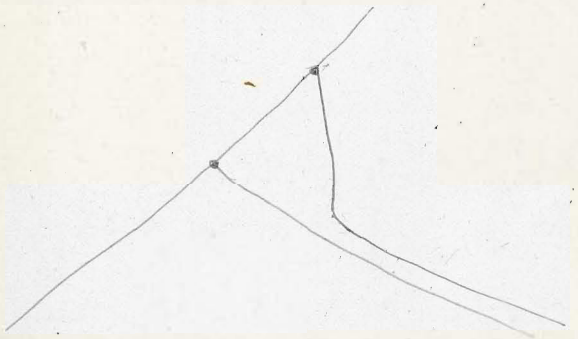
Distances from Side Stakes for Cross-Sectioning

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-385



IMPROVED TABLES AND INFORMATION

386.00

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Ref DWG 4189-D
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4-26-57 ①

PAVING GRADES AERO COURT RESEARCH PARK W.O. 24785

NOTE: Stakes 3' bk. E.P. or Curb.

	E.P.				H₂O Line	E.P. Stamper Blunt Kelley Wentworth	
						F1 69	F2 55
P.O.C.						9.40	9.85
Δ = 120° ④						401.09	401.09
						F1 36	F2 39
P.O.C.						9.78	9.75
Δ = 90° ③						401.14	401.14
						F1 02	F2 01
P.O.C.						0005	9.06
Δ = 70° 08' 33" ②						401.07	401.07
					C1 4.0		
					400 40	F1 14	F1 51
P.R.C.					86.00	9.87	9.50
Δ = 50° 17' 06" ①					Sewer MH. 5' R.P.R.L.	401.01	401.01
0° 00' = North Along ℄ Azim Clockwise							
L = 172.06'					C3 10		
↑ @ Ctr. E.P.R = 38' Δ = 259° 25' 48"				.90	400 40		
0+00 = ℄ Cul-De-Sac.	400.54	400.54	400.88	400.88	397.30	401.14	401.14
(Inst 3" H_2O B.O.)					H_2O		
B.M.		399.74	0+00 Hub (G-13 Sht. 17)				

EP

Lt

℄

Rt

EP.

2

GRADES AERO COURT

P.O.C.
4 = 289°51'27" (10)

P.O.C.
4 = 270° (9)

P.O.C.
4 = 240° (8)

P.O.C.
4 = 210° (7)

P.O.C.
4 = 180° (6)

P.O.C.
4 = 150° (5)

C1 07	CO 38
1 55 400.48	00 86 400.48
CO 49	CO 23
1.03 400.54	00 77 400.54
CO 59	FO 40
1.29 400.70	00.30 400.70
F1 25	F1 01
9 60 400.85	99 84 400.85
FO 70	F1 83
00 30 401.00	99.17 401.00
FO 75	F2 37
00 30 401.05	98.68 401.05

GRADES AERO COURT

	Lt E.P. Rough		℄		Rt ③ H2O Line		E.P. Rough
	C2 29	CO 63			C3 20	CO 02	CO 24
1+50 V	2.34 400.05	0.68 400.05		400.42	40000 39680 H2O	0.68 400.66	090 400.66
	C2 08	CO 73			C3 04	FO 17	FO 34
1+00 V	2.29 400.21	0.94 400.21		400.57	40004 397.00 H2O	0.64 400.81	0.47 400.81
30'	C1 44	CO 91					FO 88
0+70	1.75 400.31	1.22 400.31		400.67		FO 91 00 00 400.91	00.03 400.91
28.47		CO 54			FO 84	C3 16	C3 00 CO 25
0+56.53 = F. Hyd. 10' Rt. Δ = 19°51'27"	400.41	0095 400.41	C4 70		0011 400.95	40026 397.10	40010 397.10 RP. 5' bk. & F. Hyd. H2O	40010 400.95 bot. flange H2O
RP. 5' bk. Ft. -0+46.53 = W. Lat 40' Lt.			401.40 396.70 RP. 5' bk. Ft. H2O			H2O 397.00		
	CO 66	CO 55						F1 28
Pvt. R = 27' Δ = 39°42'54" 0+41.53 = E.C. Lt + Rt. V	1.06 400.40	0.95 400.40	C4 24	396.70	400.76	397.00	F1 18 9.83 401.00 S.W. Cor. Lt. - H	99.72 401.00
0+10 = H2O Lat Lt. 58' 4121°30' Lt.	CO 55	CO 83	0124 397.00 H2O RP. 6' Lt. @ 90° To H2O Line					
P.R.C. (11) Δ = 309°42'54	0097 400.42	1.25 400.42						
TBM.	401.85		Ctr 0+41.53 Rad. Lt (W/y)					
TBM	398.99		" " " Rt (E'ly)					

GRADES AERO COURT

	Lt EP			Rt EP		
				H2O Line		
	C1 84	FO 12		C3 00	FO 09	CO 97
	0.94	8.98		98.90	9.67 TP.	0.67
4+50 ✓	399.10	399.10	399.46	395.90	399.70	399.70
	C1 20	FO 04		C3 00	CO 21	C1 29
	0.46	9.22		99.00	007	115
4+00 ✓	399.26	399.26	399.62	396.00	399.86	399.86
	C1 36	CO 20		C2 92	CO 58	C1 47
	0078	9.62		9912	060	149
3+50 ✓	399.42	399.42	399.78	396.20	400.02	400.02
	C1 78	CO 34		C3 20	C5 92	C1 97
3+01.80 = W. Lat Rt. (20')	136	992		9950	402 42	215
3+00 (Inst. 8"X8"X6" Tee)	399.58	399.58	C1 87 / 2 17 / 400.30	396.30 H2O	396.50 RP 5 BK.	400.18
					CO 42	
2+61.80 = N.W. Cor Lot H				C3 14	0.60 400.18	C2 01
	C2 04	CO 52		9964	CO 59 / 93	235
2+50	1.78 399.74	0.26 399.74	400.10	396.50	400.34	400.34
	C2 46	CO 75		C2 84	CO 26	C1 12
	2.36	0.65		9954	0.76	162
2+00	399.90	399.90	400.26	396.70 H2O	400.50	400.50

GRADES AERO COURT

Lt

EP Rough

	CO 03	FO 26
6+60	8.25 398.22	7.96 398.22
	CO 56	FO 03
6+40 V	8.96 398.40	8.37 398.40
	C1 60	CO 14
6+20	0.15 398.55	8.69 398.55
	C2 00	CO 56
6+00 V V	0.63 398.63	9.19 398.63
	C1 28	CO 59
5+50	0.77 398.79	9.38 398.79
	C1 35	CO 30
5+00	0.30 398.95	9.25 398.95

℄

398.60			
	C2 74	CO 18	C1 22
398.77	7.94 395.20 H2O	9.20 399.02	0.24 399.02
		CO 45	C1 88
398.91		9.60 399.15	1.03 399.15
	C2 92	CO 36	C2 05
399.00	8.32 395.40	9.59 399.23	1.28 399.23
	C3 08	CO 36	C1 89
399.15	8.68 395.60	9.75 399.39	1.28 399.39
	C3 06	CO 07	C1 25
399.31	8.76 395.70 H2O	9.62 399.55	0.80 399.55

Rt ⑤

H2O Line

EP Rough

FO 11	CO 63
8.75 398.86	9.49 398.86

GRADES AERO COURT

	Curb		Lt Curb Rough	Lt Gut	℄ EP. Rough		Rt EP. Rough	Rt Gut	Rt Curb
	C1.22		C1.26						
P.O.C.	8.30		8.34						
Δ = 15° 28' 12"	397.08		397.08						
8.64'	CO.68		CO.68		CO.98				
P.T.	8.05		8.05		8.05				
E.C. 90°	397.37		397.37		397.07				
	CO.52	C1.02							
2-d = 107.42958	7.72	7.72	C1.06	C1.56					
L = 23.22' R R = 20'	397.20	396.70	8.26	8.26					
Δ = 41° 34' 24" R = 32'	Cb	Gut	397.20	396.70					
7+53.79 = P.C.C. Cb. Ret Lt.	Δ = 90°			Gut	E.P.			397.00 Gut	398.00
	R = 5'								
	L = 7.85								
25.39				C1.17	C1.30		CO.09	C1.51	C2.82
				8.47	8.60		8.19	9.61	6.92
7+28.40				397.30	397.30		398.10	398.10	394.10
				EP					H2O
				CO.19	CO.23		FO.19	C1.43	C2.50
				7.91	7.95		8.23	9.85	7.10
7+00				397.72	397.72		398.42	398.42	394.60
				EP					H2O
				CO.03	CO.09		FO.27	CO.47	C2.60
				8.00	8.06		8.38	9.12	7.40
6+80				397.97	397.97		398.65	398.65	394.80
				EP					H2O
TBM.			398.38		Top 32' Rad Hub 7+53.79			LT (W/4)	

GRADES AERO COURT

	Lt Curb Rough	Lt EP	Gut ℄	℄ Gut	Rt EP	Rt Curb	Rt Curb Rough
				CO 24		FO 12	C1 44
E.C. End Curb				7.80		7.80	9.36
Δ = 3.80 7'35" (℄ Sta. 7+75.83)			397.08	397.56	397.92	397.92	397.92
						Gut	
10.65'						C1 01	C1 01
POC.						8.91	8.91
Δ = 19° 03' 47"						397.90	397.90
10.64					CO 97	CO 67	CO 65
R.					8.83	8.83	8.81
EC. Δ = 90°					397.86	398.16	398.16
2-d =					CO 07	FO 43	Grade
L = 21.29' R R = 20'					7.57	7.57	8.00
Δ = 38° 07'35" Cb. R = 32'					397.50	398.00	398.00
7+56.80 = P.C.C. Cb. Ret Rt. Δ = 90° R = 5' L = 7.85'							
51.25							

	Curb	E.P.			
	C1 24		C1 95		C1 53
POC. P.L.	8.13		8.84		8.13
Δ = 41° 34' 24"	396.89	396.89	396.89	396.89	396.60
5.93'	C1 94		C1 93		
Δ = 30° 57' 30"	8.90		8.89		
	396.96		396.96		
8.65					
TBM.			399.22		Top 32' Rad Hub 7+56.80 Rt (E) 4

Lt

GRADES AERO COURT	E.P. Rough	Gut
(Make Connection To Existing 10" Line) 8+15.83 = End Line H_2O		
7+75.83 = ℄ Sta @ R. Aero Drive ✓		
8+15.50 Meet Existing Pav't.	395.95 ✓ Exist	
	CO 30	
8+05.15 = (Gut. Line)	6.15 395.85	396.31
	C1 80	
7+85.33	8.17 396.37	7.78 396.45

℄

	C1 21
	7.06 395.85 E.P.
	C1 41
	7.78 396.37 E.P.

Rt ②

	Gut	E.P. Rough
	H_2O	
	C3 20	
	6.80 393.60 H_2O	
	Gut	E.P.
		398.06 ✓ Existing on P.K.
CO 51		CO 51
7.11 396.60 RP. Fl'El'y on ℄ Gut.	396.89 ✓	7.86 397.29
		7.80 397.29
	CO 88	C1 44
396.84	397.22	8.48 397.60
		9.04 397.60

SEWER GRADES RESEARCH PARK

1+25

1+00

0+75

0+73.62 = Hub & Col-de-Sac.

0+50

2.10 BC

0+25

0+00 = End of Lime Plug

TBM.	403.99
TP.	403.94
BM.	394.55

Ref DWG 4415-D &
544.3

NOTE: Stakes
= Set 10' Rt.

C 8 69
02 06
393.37

C 9 57
03.47
393.90

C 9 45
03.87
394.42

C 9 62
04 57
394.95

C 9 38
04 86
395.48

C 8 95
04.95
396.00 RP 20' Rt

2x2 Hub 0+73.62 SE Cor. Lot B. Research Park.

8+00 (G-13; 11-7-56)

SEWER GRADES RESEARCH PARK

2+50

2+25

5.60 ft

2+00

1+90 = ℄ M H. № 10

1+75

TP. 399.44

2.10 ft

1+50

℄ (10)

C 7 18
95 83
388.65

C 6 32
6 37
390.05

C 5 97
7 42
391.45

C 5 77
7 78
392.01 RP 10 +20'

C 6 42
8.74
392.32

C 7 52
0.37
392.85

SEWER GRADES RESEARCH PARK

℄

4+00

C 15 36
95 61
380.25

3+75

C 13 83
95.48
381.65

3+50

C 11 45
94.50
383.05

5.60%

3+25

C 10 00
94.45
384.45

3+00

C 7 62
93 47
385.85

2+75

C 8 22
95 47
387.25

SEWER GRADES RESEARCH PARK

TBM. RP. M.H. N° 8 Stub. N.W. 383.06

5+40 = ℄ M.H. N° 8 = (22+80.29 Main Line)

TBM. 24+45.03 P.O.T. Hub Orig Notes G-13; 1-16-57 Sht 13 390.69

5+25

5+00

TP. 383.59

4+75 5.60 08

TP. 391.94

4+50

4+25

390.69

C 8 04
80 45
372.41 RP. 10'+20' Rt.

C 6 17
9.42
373.25

C 4 58
79.23
374.65

C 10 87
86 92
376.05

C 15 52
92 97
377.45

C 16 28
95.13
378.85

NOTE: Ref 10' Lt ℄

SEWER GRADES RESEARCH PARK

0+70 = ℄ C.O. Wall		C 4 92 48 68 343.76
		C 5 83 46 05 340.22
0+60		
		C 7 42 44 40 336.98
0+50		
		C 8 13 42 16 334.03
0+40		
TP	348.15	
0+35 = ℄ C.O. Wall		C 8 33 37 05 328.72
0+20		
TP	339.20	
		C 7 61 31 08 323.41
0+00 = ℄ M.H. No 3		
TBM RP 44.13 Elv	331.98	
TBM 30.68' RP W/4	330.81	
B.M.	330.60	(Conc Hub ℄ 1. 9+39.47 G-13, Sht 17)

SEWER GRADES RESEARCH PARK

1+60		
T.P. (382.34) POT HOLE	383.47	
1+40 = ℄ M.H. N° 11		
T.P.	374.74	
1+20		
T.P.	366.00	
1+15 = ℄ C.O. Wall		
1+00		
T.P.	356.875	
0+90 = ℄ C.O. Wall		
0+80		

℄

C 9 05
84 81
375.76

C 6 85
81 85
375.00 RP. 20'
RP. 10'

C 7 52
73 09
365.57

C 8 03
64.17
356.14

C 7 49
9.21
351.72

C 6 38
53 97
347.59

SEWER GRADES RESEARCH PARK

3+00		
2+75		
TP	392.27	
2+50		
2+25	3.19	90
2+00		
1+80		

C 15 42
96 48
381.06

C 14 95
95 07
380.12

C 14 03
93 20
379.17

C 12 61
90 83
378.22

C 11 28
88 55
377.27

C 10 47
86 99
376.52

B.M.

SEWER GRADES RESEARCH PARK

4+81.55 = End Plug

4+56.55

4+71.55 = Sewer Lat N° 1 Lt.

4+31.55 = ℄ M.H. N° 12 ℄ Cul-De-Sac
Aero Ct.

4+00

3+75

3+50

3+25

399.74

C 13 93
400 99
387.06
R.P. 10'5 Lt.
Lat.

3.79 00

(Pg. 1)

C 13 87
00.07
386.20

C 14 63
00.83
386.20

C 13 97
00.07
386.10

C 14 27
00.32
386.10

C 14 15
00.15
386.00

C 14 00
400.00
386.00

C 15 49
400 34
384.85

C 14 87
99.72
384.85

C 15 08
98.99
383.91

C 15 34
98.30
382.96

C 15 77
97.78
382.01

(16)

GRADES 8" SEWER RESEARCH PARK

NOTE: Stakes 10 ℄ ℄ 5-07-57

1+25

C 7 09
03 00
295.91

C 6 94
02.07
295.13

1+00

C 6 59
30 94
294.35

0+75

C 5 34
98.90
293.56

0+50

3.13 C/O

C 4 95
97 73
292.78

0+25

4 = 57°25'37" Rt

0+00 = ℄ Existing M.H. N°2

292.00

B.M. 300.75 Chisled Top S/y Rim M.H. N°2

SEWER GRADES RESEARCH PARK

2+75

2+50

2+25

2+00

1+75

3,130

1+50

℄ 5-07-57

(16)

C 8 11
08 72
300.61

C 8 54
08 36
299.82

C 8 57
07 61
299.04

C 8 66
TP. 06.92
298.26

C 7 47
04.95
297.48

C 7 19
03.89
296.70

SEWER GRADES RESEARCH PARK

4+25

3.34 D/O

4+00

3+75

3+50 = ℄ M.H. No 1

3+25

3.13 D/O

3+00

C 6 63
12.07
305.44

C 6 76
11.37
304.61

C 8 15
11.92
303.77

C 9 85
12.79
302.94 R.P. 26' ℄

C 8 58
10.75
302.17

C 8 19
09.58
301.39

SEWER GRADES RESEARCH PARK

5+75

5+50

5+25

5+00

3.34 D/D

4+75

4+50

C 6 02
16 42
310. 45

C 6 99
16. 61
309. 62

C 7 03
TP. 15 81
308. 78

C 6 27
14 22
307. 95

C 5. 38
12 49
307. 11

C 6 21
12 49
306. 28

SEWER GRADES RESEARCH PARK

7+25

3.37 ⌀

7+00 = ℄ M.H. №2 ∠ = 2°12'43" Rt

6+75

6+50

3.34 ⌀

6+25

6+00

C 6 95
22.42
315.47

C 8 02
22.63
314.63 RP. 20' Rt

C 7 00
20.79
313.79

C 7 ~~97~~ 97
20.23
312.96

C 6 29
18.41
312.12

C 5 35
16.64
311.29

SEWER GRADES RESEARCH PARK

8+75

8+50

8+25

8+00

3.37 %

7+75

7+50

C 6 87
27 40
320.53

C 7.35
27 03
319.68

C 7 14
+ 25.98
318.84

C 6 90
TP. 24.90
318.00

C 7 19
24 35
317.16

C 7 02
23 33
316.31

SEWER GRADES RESEARCH PARK

10+00

3.34 00

9+80

9+60.28 = ℄ M.H. N° 3 ℄ = 25°44'40" Rt.

9+50

3.37 46

9+25

9+00

℄

C 5 84
30 59
329.75

C 5 96
30.04 V
324.08

C 6 09
29.50
323.41

C 5 97
29.02
323.05

C 5 84
28 05
322.21

C 6 25
27.62
321.57

SEWER GRADES RESEARCH PARK

11+50

C 8 71
38.47
329.76

11+25

C 9 12
38.04 ✓
328.92

11+00

C 7 61
33.70 ✓
328.09

10+75

3.34 BD

C 6 17
33.42
327.25

10+50

C 5 76
32.18 ✓
326.42

10+25

C 6 14 ✓
31.72
325.58

SEWER GRADES RESEARCH PARK

13+00

3.34 DD

12+75

1972

12+55.28 = ℄ M.H. No 4

27.64

12+27.64

27.64

12+00

3.34 DD

11+75

℄

C 11 05
45 80
334.75

C 10 35
44 27 ✓
333.92

C 9 21
42 47 ✓
333.26

C 8 13
40 48 ✓
332.35

C 7 58
39 01 ✓
331.43

C 7 11
38 30 ✓
330.59

SEWER GRADES RESEARCH PARK

14+50		C 7 03 46 79 L 339 76
14+25		C 7 87 46 80 L 338. 93
14+00		C 8 65 46 75 L 338. 10
13+75	3.34 o/o	C 10 00 47 26 337. 26
13+50		C 10 76 47 18 L 336. 42
13+25		C 11 56 47 15 L 335. 59

SEWER GRADES RESEARCH PARK

15+80

4.20 %

15+60

17.72

15+42.28 = ℄ M.H. N°5 ∠ = 47° Lt

17.28

15+25

15+00

3.34 %

14+75

℄

C 9 19
53.62
344.43

C 9 71
53.30
343.59 L

C 10 19
53.04
342.85 L

C 9 35
51.68
342.27 L

C 7 37
48.80 L
341.43

C 6 51
47.11 L
340.60

SEWER GRADES RESEARCH PARK

17+25

C 9 68
60 20
350.52

17+00

C 9 36
58 83
349.47

16+75

C 8 48
56.90
348.42

16+50

N 20 00 W

C 8 71
56 08
347.37

16+25

C 8 84
55 16
346.32

16+00

C 8 93
54 20
345.27

SEWER GRADES RESEARCH PARK

18+50

18+25

18+00

4.20 00

17+85

14.74

17+70.26 = ℄ N.H. № 6

20.26

17+50

4.20 96

℄

℄ 7 90
6.3 68
355.78

℄ 7 79
62.52
354.73

℄ 8 35
62.23
353.68

℄ 9 38
62.43
353.05

℄ 9 59
62.02
352.43

℄ 9 93
61.50
351.57

SEWER GRADES RESEARCH PARK

T.B.M. N W R.P. M.H. 7	376.95
19+98.90 = ℄ M.H. No 7	℄ = 20°09'14" Lt
T.B.M. S.W. R.P. M.H. 7	376.27
23.90	
19+75	
TP	379.37
19+50	
19+25	
19+00	
18+75	

℄ 5-03-57 (30)

℄ 8 67	℄ 10 97	℄ 9 36
70 70	73.00	71.39
362.03	362.03	362.03
RP 15' Lt 10' Rt	10' Lt	10' Rt
Line @ 90° bk Tan.		

℄ 7 82	℄ 8 10
68.85	68.13
361.03	361.03

℄ 7 30	℄ 7 79
67.29	67.27
359.98	359.98

℄ 7 60	℄ 7 57
66 53	66.50
358.93	358.93

℄ 8 20	℄ 8 19
66 08	66.07
357.88	357.88

℄ 8 33
65 16
356.83

SEWER GRADES RESEARCH PARK

21+50

21+25

TP. 378.70

21+00

20+75 3.69 90

20+50

20+25

26.10

~~5-03-57~~

Re-set - 8-12-57

Stakes 10' Lt

C 11 76 / 79 36 ✓ / 367.60 7' Lt.

C 12 05 / 79 65 / 367.60

C 12 02 / 78 70 ✓ / 366.68 7' Lt

C 11 85 / 78.53 ✓ / 366.68

C 11 94 / 77 60 ✓ / 365.76 7' Lt

C 11 94 / 77.70 ✓ / 365.76

C 11 71 / 76 55 ✓ / 364.84 7' Lt

C 11.39 TP / 76.23 / 364.84

C 11 03 / 74 94 ✓ / 363.91 7' Lt

C 11 21 / 75.12 / 363.91

C 12 73 / 75.73 ✓ / 363.00 10' Lt

C 9 93 / 72 93 / 363.00

NOTE! ~~Stakes 10' Lt ℄ or Wly.~~
10' Rt 8-12-57

5-01-57
5-03-57
8-12-57 Re-set

SEWER GRADES RESEARCH PARK

TBM.	(See Pg. 12)	383.06
22+80.29 = ℄ M.H. No 8 ℄ =	1°13'29" Lt	
T.B.M.		382.67
15.29		
22+65		
22+50		
22+25	3.69 %	
22+00		
21+75		

Set Chisl □ Wly Side Top M.H. No 8

C 8 07 — 80.43 — 372.41 — 372.41

C 8 83 — 80.68 — 371.85 — 371.85 ✓

C 10 12 — 81.42 — 371.30

C 9 56 — 80.86 — 371.30 ✓

C 8 96 — 79.33 — 370.37

C 10 18 — 80.55 — 370.37 ✓

C 11 14 — 80.59 — 369.45

C 10 91 — 80.36 — 369.45 ✓

C 12 01 — 80.54 — 368.53

C 11 67 — 80.20 — 368.53 ✓

SEWER GRADES RESEARCH PARK.

24+25.

24+00

TP 390.32

23+75

23+50

5.37 06

23+25

23+00

19.71

C 10 81
90 99
380.18

C 11 07
89 91
378.84

C 11 38
88.88
377.50

C 9 61
85 76
376.15

C 6 62
381.43
374.81

373.47

SEWER GRADES RESEARCH PARK

C 3 | 27
7 | 35
384.08 RP. 20' Rt.

24+97.74 = End = ℄ M.H. № 9
(Make Connection Exist 8" Sewer)

25'

C 6 | 46
9. | 2.0
382.74

24+72.74 Begin Conc. Enc.

22.74 5.378

C 10 | 18.
9 | 1.70
381.52

24+50

Stamper
Blunt
Kelley
Wentworth

Lt

Ref L. Leaf H-23
11 April 1956
Dwg 3935-D

Rt
6-18-57

GRADES ALLEY BLK 318 REED & DALEYS ADD'N.

0+60	W032155		CO 55 / 163 81.08	CO 59 / 197 81.38
0+35			CO 53 / 133 80.80	CO 93 / 214 81.21
0+10			CO 22 / 80 75 80.53 / 15 bk.	CI 05 / 210 81.05
0+00		FO 27 80 39 80.66 Cb	CO 09 / 80 39 80.30 G	80.95
0-08		80 40 80.40 Cb Alley	CO 50 / 80 40 79.90 G Alley	

0-08-12' Lt = Ct. 2' Cb. Ret Rad (Street)
0+00 = E.L. 28-th St.

Meet

B.M. 80.14 0+00 Hub

ALLEY BLK. 318

6-18-57

	Lt	℄	Rt
2+40	FO 38 3 76 84.14		C 2 38 6 78 84.44 0.05' Inside Alley Nail in Wall
2+20	FO 10 3.80 83.90 1¢ bk.		C 2 42 6 62 84.20 0.17' Inside Alley Nail in Bldg
2+00	CO 05 3 62 83.57 1.50 bk.		C 2 40 6 27 83.87 1¢ Inside Alley Nail in P.P.
1+50	FO 29 2 34 82.63		C 1 30 4.23 82.93
1+00	CO 04 1 72 81.68		CO 91 2.95 81.98
0+80	CO 22 1.57 81.35		CO 67 2.32 81.65

ALLEY BLK. 318

6-18-57

		Lt.	℄	Rt.
3+75		CO 18 4 00 83.82		C1 39 5.51 84.12 0.24' Inside Alley Nail in frame bldg
		FO 59 3 42 84.01		CO 88 5 19 84.31
3+50				
TP.	84.00			
		F1 22 3 02 84.24		C2 00 6.54 84.54 0.22' bk. Nail in Wall
3+20				
		FO 92 3 43 84.35		C1 92 6 57 84.65 0.05' bk. Nail in Wall
3+00				
		FO 97 3 40 84.37		C2 03 6.70 84.67 0.006 ft. Nail in Wall
2+80				
		CO 26 4 56 84.30 Chisl +		CO 82 5 52 84.70 0.25' Inside Chisl +
2+60				

ALLEY BLK. 318

5+25

5+00

4+75

4+50

4+25

4+00

Lt ℄ Rt

6-18-57

CO 66
333
82.67
chisl ⊕

CO 75
3.61
82.86

FO 36
269 ✓
83.05

CO 46
371
83.25
1.25'bk

FO 15
329
83.44
P.K.

CO 05
368
83.63
1.25bk. P.K.

0.76 + 0.20

CO 33
3.30
82.97

CO 78
394
83.16
chisl+

CO 40
3.75
83.35
chisl+

CO 31
386
83.55
chisl ⊕

CO 31
4.05
83.74
2.25'bk. chisl+

CO 29
422
83.93

ALLEY BLK. 318

TBM.

82.32 – 82.32 Rim Sewer M.H. Ely Rim.

6+07 78

6+07 78 – 12' Rt = Ctr 2' cb. Ref. P.K. P.P.

5+99 78 = W.L. 29 – Ctr. St.

5+75

5+50

6-18-57

Lt	℄	Rt
		CO 12 / 2.74 / 82.02 / Gut / Street
		CO 04 / 2.74 / 82.70 / Cb / Street
	E.O. Street	
		CO 11 / 2.74 / 82.03 / Gut / Alley
		CO 14 / 2.74 / 82.60 / Cb / Alley
		CO 29 / 2.69 / 82.40 / Gut
		FO.11 / 2.69 / 82.80 / Cb
82.10		
CO 06 / 2.35 / 82.29 / 0.75 bk.		CO 69 / 3.28 / 82.59 / 1' bk.
CO 17 / 2.65 / 82.48 / 0.75' bk.		C 1 32 / 4.10 / 82.78

GRADES STORM DRAIN THROUGH LOTS 8, 9, & 10
BLK. H. SILVER TERRACE W.O. 21610

1+08 = End.

1+00

+75

+50

6.94

+25

0+00 = ℄ Curtain Wall

B.M. 54.65

Ref Dwg 6535-B
(Loose Leaf E-17 3-21-57)

6-25-57

(40)

C1 09
54 54
53.50

C1 12
54.06
52.94

CO 50
51 70
51.20

CO 51
49.98
49.47

C1 00
48.73
47.73

C1 27
47.27
46.00

℄ Hub Laurel Ln & Benicia

Ref Dwg 3472-D Shts 10 & 11
(Loose Leaf J-20,21 8-8-55)
7-16-57

Stamper
Gisson
Kelley
Elmore

SEWER GRADES JUNIPER ST FROM
SUMAC DRIVE TO FAIRMOUNT AVE

	Lt	℄	Rt
Moved To 0+75 Sumac St. (P95)			
~~0+63 = S. Lat N° 22 Lt 30'~~			
		6 26	
		9.66	
		253.40	
		C 24 70	
		59 24 ✓	
0+50		234.54	
		C 24 26	
		58 90 ✓	
0+25		234.64	
		C 8 17	
		59 87	
4 El4 To 3|4. 100° 50'		251.70	
0+18 = S. Lat N° 20 - 30' Rt			
(See P.O.T., Tie P9.44)			
4 N14 To El4 = 74° 11' 45"			
Conc. Mon. 25.98' W'ly of ℄ Sumac.			
0+00 = ℄ Juniper & Sumac = ℄ M.H. N° 6		234.74	
NOTE: Stakes Set 6' Rt.			
B.M.		252.84	
Mon. ℄ Juniper & W'ly Line Sumac. Drive			

JUNIPER ST. SEWER

1+50

1+35 (Moved)
1+31 = S. Lat № 23 - 30' Lt

1+25

0+80 (by Parsons Moved)
1+07 = S. Lat № 24 - 30' Rt
18 51 from ℄
27 80

1+00

0+75

Lt ℄ Rt

C 26 64
60 78 ✓
234.14

C 5 46
62.16
256.70

C 25 94
60 18 ✓
234.24

C 6 52 ~~C 6 52~~
58 52 + 58 52
252.00 252.00

C 25 41 ✓
59 75
234.34

C 24 98
59 49 ✓
234.44

Lt ℄ Rt

JUNIPER ST. SEWER

2+53.50 = ℄ M.H. N°5

C 28 13
61 86 TP
233.73 ✓
6' Rt

C 6 80
6460 ✓
257.80

2+46 = S. Lat N°26 - 30' Lt

C 27 62
61 46
233.84 ✓

2+25

C 27 36
61 30 ✓
233.94

0.4 80

2+00

C 27 13
61 17
234.04

1+75

C 6 15
6345
257.30 ✓

1+61 = S. Lat N°25 - 30' Lt

JUNIPER ST. SEWER

		Lt	℄	Rt
3+50 ± Chisl + Conc. & Brick Wall 30.20 Lt. 45 = Stub (Line)			C 29	43
			62	77 ✓
			233.	34
TBM. Top Chisl +	266.24			
			C 29	83
			63	27 ✓
3+25			233	44
			C 29	38
			62.	92 ✓
3+00			233.	54
		C 6	60	
		64.70 ✓		
2+86 = 5. Lat N° 28 – 30' Lt.		258.10		
			C 28	72
			62	36 ✓
2+75 TP.	261.86		233.	64
				C 12 26
				61.06 ✓
2+72 = 5. Lat N° 27 – 30' Rt				248.80

JUNIPER ST. SEWER

4+25 TP.

4+00

3+91 = 5. Lat N° 31 - 30' Lt

3+75

3+69 = 5. Lat N° 30 - 30' Lt.

3+59 = 5. Lat N° 29 - 30' Rt

Lt. ℄ Rt (45)

C 24 20
57 24 TP.
233.04

C 25 93
59 07
233.14

C 7 44
62 74
255.30

C 27 70
60 94
233.24

C 9 56
65 96
256.40

C 5 94
61 84
255.90

JUNIPER ST. SEWER

5+63.50 Begin Conc. Enc.

~~13.5~~

5+50

0.4 Ø

5+25

def 4 1°08' Lt. Ahead (see Mon. Ties Pg. 48)

5+13.28 @ 90° bk. Tan. = 23' Rt.; 37.47' Rt. = Hubs.

21.5 R.P. 20' S'ly & Modesto Line RP 45' ± on & Prod. - from & Juniper
4 W'ly To N'ly 77° 32'15"

5+03.44 = & M.H. No 4 & Modesto St.
Sewer ∠ def Lt. = 1°07'00"

27.5

4+76

26

0.4 Ø

4+50

Lt.	&	Rt.	(46)
C 21	12		
	53.66		
	232.54 ✓		
C 20	86		
	53.50		
	232.64 ✓		
C 20	59		
	53.32		
	232.73 ✓		
C 21	.45		
	54.29		
	232.84 ✓		
C 22	79		
	53.73		
	232.94 ✓		

JUNIPER ST. SEWER

	Lt.	℄	Rt
7+00	24 31 56 25 231. 94		
6+75	23 17 57 21 232. 04		
6+50	23 75 57 89 232. 14		
6+25	24 53 56 77 232. 24		
6+00	23 18 55 52 232. 34		
5+75	22 16 54 60 232. 44		

JUNIPER ST. SEWER

35.73 ℄

8+25

22.30

def ∢ Rt = 6°06'47"
8+02.70 = ℄ M.H. No 3

22.70

7+80

16.50 (Set Hubs) Elev. 60' R.P. 248.99
7+63 36 R.P. 30' & 60' Rt ℄ Elev. 30' R.P. = 248.56
7+63.50 End Conc. Enc.

13.50

20.40 ℄

7+50 TP. 251.80

7+25

7+03 ± P.O.T. RP 30' & 50' ± Rt.

(48)

Lt.	℄	Rt
	C 5 39	
	28 97	
	223.58	
	C 3 57	
	35 10	243.18
	231.53	15 R.P.
15' R.P. Lime	6' Lt	Lime
	C 10 00	
	41 62	
	231.62	
	C 14 66	
	46 33 ✓	
	231.69	
	C 17 63	
	49 37 ✓	
	231.74	
	C 21 91	
	53.75 ✓	
	231.84	

JUNIPER ST. SEWER

9+33

17.80

9+15.20 = ℄ C.O. Wall

15.20

9+00

22.30

8+77.70 = ℄ C.O. Wall

35.73 ?

17.70'

8+60

19.80

8+40.20 = ℄ C.O. Wall (Set Stks 6' Lt)

15.20

Lt. ℄ Rt.

C 7 81
92 81
185.00

C 9 08
200 43
191.35

C 8 88
205 66
196.78

C 9 28
14 03
204.75

C 8 35
19 42
211.07

C 6 62
24 77
218.15

JUNIPER ST. SEWER

14.4'

10+42.47 = ℄ Conc. Pier

17.7'

10+24.77 = ℄ Conc. Pier

17.9'

10+06.87 = ℄ Conc. Pier

18.4'

9+88.47 = ℄ Conc. Pier

0.7/8 00

16.2'

9+72.70 = ℄ Conc. Pier

19.57

def ∠ = 4° 35' Lt.

9+52.70 = ℄ N.H.N° 2 (Stakes 6' Lt)

(Begin. Cast. Iron Pipe)

19.70

35.73 00

Lt.	℄	Rt
	C6 41	
	83.71	
	177.30	
	C6 29	
	83.72	
	177.43	
	6 17	
	83.73	
	177.56	
	C6 00	
	83.69	
	177.69	
	C4 00	
	181.81	
	177.81	
	C7 40 ✓	
	85.35	
184.97	177.95	
15' Lt.	6' Lt.	

JUNIPER ST. SEWER

			℄	R℄
T.B.M.		186.81	PP Nº 2298 W. Side Fairmount	
11+11.47 = End = ℄ M.H. Nº 1 (Make Connection)				176.81
11.47				
11+00				176.89
10+7.5		0.16		177.07
18.13		0.78	C 6	56
10+56.87 = ℄ Conc. Pier		0.	83	76
			177.	20

Ref Dwgs 3472-3 D & Rt
Lt.
See Sht. 3, Laterals

7-16-57

SEWER GRADES MODESTO ST. FROM
JUNIPER TO SUMAC. W.O. 32138

1+25

22 3/4

1+02 7/8 = S. Lat No. 47 - 25' Rt.

TP. 0+94 - 4. Nail Mail Box Post 259-68-72 — T.A.S.

26 1/2

0+76

26'

0+50

0.4 %

0+25

℄ = 77°33' W. To N.

0+00 = ℄ M.H. No. 4 (See Pg. 46)

Stakes 6' Rt

Laterals 5' bk. ℄

B.M.

C 16 33
59 63
243.30

C 15 57
58 78
243.21 ✓

C 7 98
59 38
251.40 ✓

C 14 44
57 54 ✓
243.10

C 13 25
56 25 ✓
243.00

C 12 16
55.06
242.90 ✓

C 10 52
253.32
242.80 = Drop Inlet

MODESTO ST. SEWER

2+35 = S. Lat N° 43 - 25' Lt

16 5/5

2+18 5/5 = S. Lat N° 44 - 25' Rt

23 5/5

1+95 = S. Lat N° 45 - 25' Lt.

1+81 = S. Lat N° 46 - 25' Rt.

1+75

1+50

Lt	℄	Rt
C 8 52	C 16 08	
62 32	59 82 TP.	
253.80	243.74	
	C 16 47	C 11 95
	60.14	58 65
	243.67	246.70
C 8 96	C 16 77	
62 46	60 35	
253.50	243.58	
		C 4 88
		59 68
		254.80
	C 16 98	
	60 48	
	243.50	
	C 16 79	
	60 19	
	243.40	

Lt ℄ Rt

MODESTO ST. SEWER

3+38.5 = 5. Lat N° 38 - 25' Rt

C 14 79
58 94
244.15 ✓

C 7 90
55 10
247.20

C 8 80
63 00
254.20

3+37.5 = 5. Lat N° 39 - 25' Lt

C 14 93
59 00
244.07

3+18.5

20'

2+98.5 = 5. Lat N° 40 - 25' Rt

C 14 98
58.98
244.00 ✓

C 8 53
53 53
247.00

22.5

C 8 04
61 92
253.90 ✓

C 15 32
59 22
243.90

253.90

2+76 = 5. Lat N° 41 - 25' Lt.

17.5

C 15 57
59 40
243.83

C 9 88
56 78
246.90 ✓

2+58.5 = 5. Lat N° 42 - 25' Rt.

23.5

MODESTO ST. SEWER

4+58 5 = S. Lat № 35 - 25' Rt

20'

4+38 5 -

opp. House №2420 Modesto st.

TBM. 4+40 + Set chis/# NW Cor Walk 263.14

20'

4+18 5 = S. Lat № 36 - 25' Rt

20'

3+98 5

20'

3+78 5 = S. Lat. № 37 - 25' Rt

28 5

3+50 = ℄ M.H. № 9

11 5

Lt.	℄	Rt.
C 14 21		C 6 96
58 84		54 56
244.63 ✓		247.60
C 14 36		
58 91		
244.55 ✓		
C 14 58		C 7 65
59.05		55 15 ✓
244.47		247.50
C 14 59		
58 98		
244.39 ✓		
C 14 62		C 8 00
58.93		55 30
244.31 ✓		247.30
C 14 72		
58 92		
244.20		

6+02.89 ℄ Modesto

MODESTO ST. SEWER

5+91.82 = (5+83.53 ℄ Sta = 5. Lat N° 32 - 25' Rt)

5+70

Def 4 = 36°42'30" Rt. = 6" Lateral To R

5+50 = End 8" Line Plug.

5+38.5 = 5. Lat N° 33 - 25' Rt.

TBM. 5+19 - 18' Rt. P.K. Pole N° 577302 258.61 — (258.55)

20

5+18.5

20'

4+98.5 = 5. Lat N° 34 - 25' Rt

20'

4+78.5

20

Lt ℄ Rt

RP. Hub

40'± — 40' ±

900

chisl + Top brick wall Line Pt.

C 10 65
56 85
246.2

C 11 66
57 39
245.73 ✓

C 14 24
59 24
245.00

C 14 16
59 11
244.95 ✓

C 9 05
56 05
247.00 ✓

C 14 17
59 04
244.87 ✓

C 14 23
59 02 ✓
244.79

C 7 00
57 80
247.80 ✓

C 14 17
58 88 ✓
244.71

SEWER GRADES SUMAC. DRIVE; JUNIPER ST. N'LY. W.O. 32138

0+75 = S. Lat N° 22-25' Rt.

26

0+49 02 = S. Lat N° 18-25' Lt

24

0+25

0.4%

0+08 5 = S. Lat N° 19-25' Lt

0+00 = ℄ M.H. N° 6 = Sumac & Juniper
25.98' Ely of ℄ Mon.

B.M. 252.84

Lt ℄ Rt

7-18-57

C 19 33
54 37
235.04

C 5 32
58 32
253.00

C 13 25
50 95
237.70

C 20 26
55 20
234.94

C 21 76
56.60
234.84

C 14 26
51 66
237.40

C 21 37
56 11
234.74
RP. 15' RP. 6' Wly.

Mon. & Juniper & Wly Line Sumac

SUMAG DRIVE SEWER

2+09 = S. Lat. Nº 14 - 25' Lt

25'

1+84 = S. Lat. Nº 15 - 25' Lt.

28

1+56

27

1+29 = S. Lat Nº 16 - 25' Lt.

20'

1+09

20

0+89 = S. Lat Nº 17 - 25' Lt

14

Lt.	℄	Rt	(58)

℄ 16 55	℄ 17 12	
50.05	52.70	
238.50 ✓	235.58 ✓	
℄ 10 90	℄ 17 12	
49.10	52.60 ✓	
238.20	235.48	
	℄ 17 46	
	52.82 ✓	
	235.36	
℄ 12 40	℄ 17 98	
50.50 ✓	53.24 ✓	
238.10	235.26	
	℄ 18 47	
	53.65 ✓	
	235.18	
℄ 13 05	℄ 19 03	
50.25	54.13 ✓	
238.20 ✓	235.10 ✓	

SUMAC DRIVE SEWER

2+86 5 = 5. Lat Nº 11 - 25' Lt

18 5

2+68

18

2+50

11.80

2+48 = 5. Lat Nº 12 - 25' Lt.

4 = 6° 35' Rt

2+38 2 = Sewer M.H. Nº 7

17 2

2+21 = 5. Lat. Nº 13 - 25' Rt

12'

0.4 60

Lt | ℄ | Rt.

C 10 90
49 80
238.90

C 18 12
54 00 ✓
235.88 ✓

238.90

C 17 69
53 50
235.81 ✓

C 17 31
53 11
235.74 ✓

C 11 85
50.55 ✓
238.70

C 17 25
52 94
235.69 ✓
6' Rt @ 90° bk Tan 15' Rt RP.

C 17 12
52 74 ✓
235.62

C 9 30
55 50 ✓
246.20

SUMAC DRIVE SEWER

4+06 5 = S. Lat N° 6-25' Lt.

4+00 = S. Lat N° 7-25' Rt

3+75

22

3+53 = S. Lat N° 8-25' Rt.

26 5

3+26 5 = S. Lat N° 9-25' Lt.

19 5

3+07 = S. Lat N° 10-25' Rt

20 5

Lt. ℄ Rt (60)

C 13 60
52.80
239.20

C 20 90
57 24
236.34

C 10 85
62 55
251.70

C 20 28
56 52
236.24

C 19 75
55 90
236.15

C 10 70
60.90
250.20

C 12 60
51 30
238.70

C 19 08
55 12
236.04

C 18 66
54 62
235.96

C 11 50
59 20
247.70

SUMAC DRIVE SEWER

5+26 5/= = 5. Lat N°-4-25' Lt

5+00

4+75

4+65 = 5. Lat N°-5- 25' Rt.

4+50

4+25

0.4 00

Lt.	℄	Rt.
	C 15 78	C 23 94
	55 28	60 78
	239.50	236.84
	C 23 44	
	60.18	
	236.74	
	C 22 76	
	59.40 TP	
	236.64	
		C 10 60
		64 40
		253.80
	C 22 29	
	58.83	
	236.54	
	C 21 56	
	58 00	
	236.44	

SUMAC DRIVE SEWER

6+36 5 = 5. Lat. N° 2 - 25' Lt.

16 5

6+20

23 5

5+96 5 = 5. Lat N° 3 - 25' Lt.

21 5

5+75

8 5

5+66 5 = ℄ M.H. N° 8 - Set 8" Lat 25' Lt. + Plug.
℄ Tuberose Lane

16 5

5+50

23 5

3.09 ℄

0.4 ℄

Lt.	℄	Rt
C16 4 2	C24 22	
58 32	63.38	
241.90	239.16 ✓	
	C24 36	
	63 01 ✓	
	238.65 ✓	
C16 46	C24 67	
57.56 ✓	62 60 ✓	
241.10	237.93	
	C24 82	
	62 08	
	237.26	
C19 77	C24 90	
56 87	61 90	
237.10 ✓	237.00 ✓	
25'		
	C24 49	
	61 43	
	236.94 ✓	

SUMAC. DRIVE SEWER

Lt. & Rt

TBM. 260.17 PK. PR. No. SP 2457 NE Cor Modesto & Sumac.

J.B.M. 262.34 — Set Chis/D in Conc Drive S/y Side 2'± Ely of Garage fce. On S/y Side @ House No. 2448 Sumac Dr.

TP.

C 18 35
60 25 ✓
241.90

def 4 = 25° 04' 30" Lt. 9.84' = S. Lat No. 1

9.84'

6+63 50 = End 8" Line Plug

C 22 21
62 21
240.06

13.5

6+50

C 24 00
63 58 ✓
239.58

13 5

3.09 ℄

Lt. ℄ Rt

SEWER LATERALS VARIOUS STREETS

2+41.33 = End Lateral No 48 Rt ℄ Columbine

C 2 37
82.77
280.40

C 4 04
84 54
280.50

2+00 5 - 23' Lt. = S. Lat No 49 (Sht 8)

1+85 52 = ℄ B.C. Rt. RP - 40' Lt. ±68 10 Lt

C 3 21
83 81
280.60

1+37 - 25' Lt = S. Lat. No 50 (see Sht No 8)

0+00 = ℄ Columbine & W.L. Fairmount

B.M. 288.17

Fairmount & Columbine
N.W. 7'x9" Lt. ✓

C 5 70
6400
258.30

def 4 = 20° 20' 24"
2+13 P.O.C. = S. Lat. No 51 - 25' Lt. (Sht #7)

C = 208.55'

℄ R = 300 d = 5.729578/ft.
0+00 = W.L. Fairmount & ℄ Laurel = B.C. Rt.

T.B.M. 268.14 Set Chis/D on Conc Walk. opp House #4320 N.W. Cor Laurel St.

B.M. 280.17 NW BP Sumac & Fairmount Maple ✓

18" STORM DRAIN SUMAC. DRIVE

0+98.51 = End Pipe + 1.88 = fce Wing Type Hdwall

8.84'

0+89.73 P.O.C. Mid. Pt.

8.83'

T = 9.24'

0+80.90 = B.C. Lt. Δ = 45° R = 22.5' L = 17.67'

NOTE: Stakes 20' Rt

20.90

0+60

22.92

20

0+40

19.10

0+20.90 = Inside fce Type K Inlet No. 5

0+00 18" Drain = ℄ B.C. Sumac Dr. Sta. 1+62.45 (See G-389 Pg. 4)
@ 90° To ℄ Thence W'ly.

B.M. 252.84

Lt	℄	Rt
	C5 20	
	30.20	
1+00.45 Fce. Wall.	225.00	
	C5 80	
	31.00	
	225.20	
	C7 94	
	35.16	
	227.22	
	C9 24	
	38.49	
	229.25	
	C9 46	
	43.50	
	234.04	
	C9 69	
	48.31	
	238.62	
	C8 17	
	51.17	
	243.00	

Not ℄ Juniper & W'ly Line Sumac

GRADES ACCESS ROAD MISSION BAY

W0 64501

211.81' N87+98.07		10.00
207.762 N86+00		10.41
N84+00		10.82
N82+00		11.23
N80+00		11.65
N78+00		12.06
N76+00		12.47
209.786 N74+00		12.88
56.822 N7345.83		13.00
TBM.		13.79

7-19-57 Stamper Blunt Kelley Elmore (66)

Δ = 29°47'
R = 2430'
L = 1263.16
d = 2°35'55" 1°11'

N. 3,400
W. 7182.76

724.39'

176.32'

Sta. 122+20.05

N 9217.59 B.C.
W 7125.00

170'

13°64'

0.2198 %
440.55

N. 9,000

N 87.98.07
W 6992.15

E1. 10.0

170'

B/W. 50' W. & H = 1'-0"

80' Access Rd.

837.12'

N 17°34'14" W

N. 8,000
W. 6739.45

178.32'

N. 8,000
W. 6561.13

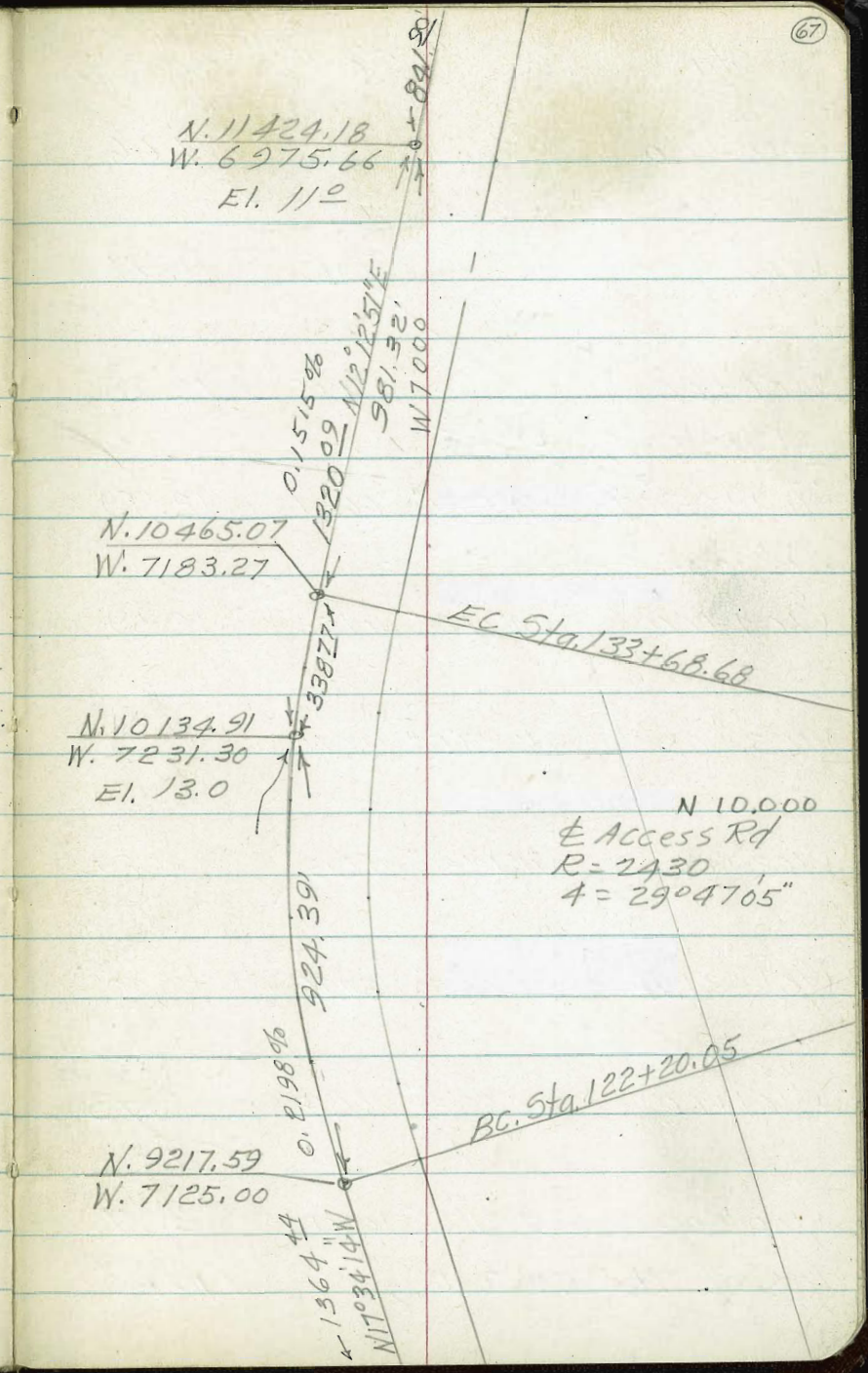
0.1969 %
686.78'

N. 7345.83
W 6532.31

E1. 13.0

BP. & E. Bridge Hdwall Br. No 57-144
& Hi-Way Sta. 113+50

Sta	Def ∠	Chord	Grade
			Grade
			12.49
N 99+00	8°11'06"	100.08	12.49
			C 2°
			14 27
N 98+00	7°00'07"	100.34	12.27
			C 3°
			5 05
N 97+00	5°49'08"	100.77	12.05
			C 3°
			4 03
N 96+00	4°37'50"	101.38	11.83
N 95+25 ± TBM. P.K. Gd. Rail Elev. 13.90			C 2°
			13 61
N 95+00	3°26'07"	102.20	11.61
TBM. Elev. 13.01			C 3°
24.44 Grd. R.P. Ely			14 38
N 94+00	2°13'49"	103.19	11.38
		103.19	C 4°
			15 16
N 93+00	1°00'49"	85.97	11.16
℄ R = 2430'			C 4°
B.C. Rt. 4 = 29°47'			14.97
N 92+17 59			10.97
18.45'			
N 92+00			10.93
209.786'			C 5°
N 90+00 TBM. P.K. Nail, 20' R.P. @ 96° To B.L.		11.81	15.46
			10.46
211.81			



N16098.48
W 7158.66

Sta	Def. ∠	Chord	Grade
N110+00		209.63	11.66
N108+00		209.63	11.97
N106+00		138.05	12.28
N12°12'51"E	N15675.40 W 8701.71		
E.C. N104+65.07	14°53'30"	66.37	12.49
N104+00	14°06'37"	101.38	12.59
N103+00	12°54'54"	100.74	12.74
N102+00	11°43'38"	100.19	12.89
N101+34.91	10°58'56"	137.16	13.00
N101+00	10°32'39"	100.08	12.93
N100+00	9°21'51"	100.01	12.71
TBM. RP. P.I. P.K.	W.7040		14.29

0.1515 %

N12°12'51"E

E.C. Sta. 185+93.95

220'

N. 15466.02
W. 6790.34

2738.83'

N15207.17
W 6702.41
El. 11.0

0.2543.90
0.2585.90

N. 14632.84
W. 6573.39
El. 12.5

PACIFIC HIGHWAY

0.3077.90
0.5844.92'

℄ Access Road

N14698.12
W7434.86

Δ = 32°36'30"
R = 4280' ℄ 80' Access Rd
℄L = 2435.85
d = .40160593

N. 14050.53
W. 6523.23
El. 10.7

0.2632.90
4993.85'

N13557.35
W 6543.02
El. 12.0

0.2632.90
4993.85'

N13069.74
W. 6619.45
El. 10.7

220'

B.C. Sta. 160+33.56

N12°12'51"E

(68)

Sta	Defl	Chord	Grade
N126+00		204.63	12.01
N124+00	0.2732%	156.52	12.57
N122+47.02		48.11	13.00
N122+00		204.63	12.88
N120+00		204.63	12.40
N118+00		204.63	11.91
N116+00	0.2375%	179.89	11.43
N114+24.18		24.74	11.00
N114+00		204.63	11.04
N112+00.18	0.1515%	204.63	11.35

Sta.	Def. ∠	Chord	Elev.
N136+00	3°35'31"	42.83	11.89
N135+57.35	3°18'20"	57.68	12.00
N135+00	2°55'09"	100.76	11.85
N134+00	2°14'41"	101.05	11.58
N133+00	1°34'06"	101.42	11.32
N132+00	0°53'22"	101.96	11.05
N131+00	0°12'25"	30.92	10.78
R=4280' Δ=32°36'30" BC. Lt. N130+69.74		71.35	10.70
N130+00		204.63	10.89
N128+00		204.63	11.45

0.2 @ 2.06

0.2 @ 1.32

Sta.	Def. ∠	Chord		Grade
N145+00	9°37'42"	100.63		12.09
N144+00	8°57'17"	100.39		11.78
N143+00	8°16'58"	100.22	0.3077 ft	11.47
N142+00	7°36'43"	100.10		11.16
N141+00	6°56'31"	49.47		10.85
N140+50.53	6°36'40"	50.55	+	10.70
N.140+00	6°16'21"	100.01		10.83
N139+00	5°36'11"	100.01	0.2632 ft	11.10
N138+00	4°56'01"	100.14		11.36
N137+00	4°15'48"	100.30		11.62

Sta	Def ∠	Chord		Grade
E.C. N154+66.02	16°18'15"	70.22		
N154+00	15°49'44"	105.57		
N153+00	15°07'20"	97.27		
N152+07.17	14°28'16"	111.47		11.00
N151+00	13°43'30"	103.33		11.28
N150+00	13°02'00"	102.71		11.54
N149+00	12°20'45"	102.17		11.81
N148+00	11°39'43"	101.67	0.254 D/D	12.06
N147+00	10°58'53"	68.06		12.32
N146+32.84	10°31'33"	33.24		12.50
N146+00	10°18'13"	100.88	0.3077 D/D	12.40

Ref Dwg 3478-X-D Sht 9

8-7-57

Stamper
Blunt
Stuckey
Wentworth

(73)

18" STORM DRAIN NLY FROM NAPIER ST. ALONG ELY SIDE OF MORENA BLVD

W.O. 22054

Note: Stakes 6' ef.

C4 91
12 01
7.10

1+00

C5 10
12 05
6.95

0+75

C5 23
12.03
6.80

0+50

0.6027 Ac

C5 38
12.03
6.65

0+25

6.50
I.E.
Meet

0+00 = NELY Inlet Type K. Morena & Napier St.

B.M. 12.06

Chis/D Ely End Inlet N.E. Morena & Napier.

Level Book Morena. (Osborne)

18" DRAIN MORENA BLVD

RP 10' N14 & Box

2+49.72 5.75 Rt = End 4'-18" Stub. RP. 5' @ 10' Bk (End Pipe)

NOTE: Outside Fce Box Set @ Pt.

21" X 35

2+48.85 = 5 Lt Inside Fce Type D-C. Basin

2+25

2+00

1+75

1+50

1+25

FO 95
11.48
12.43
Top Box

C 3 40
11 48
8.08
End 4' Stub

C 3.48
11 48
8.00

C 4 06
11 92
7.86

7.86

C 3 98
11 68
7.70

7.70

C 4 49
12 04
7.55

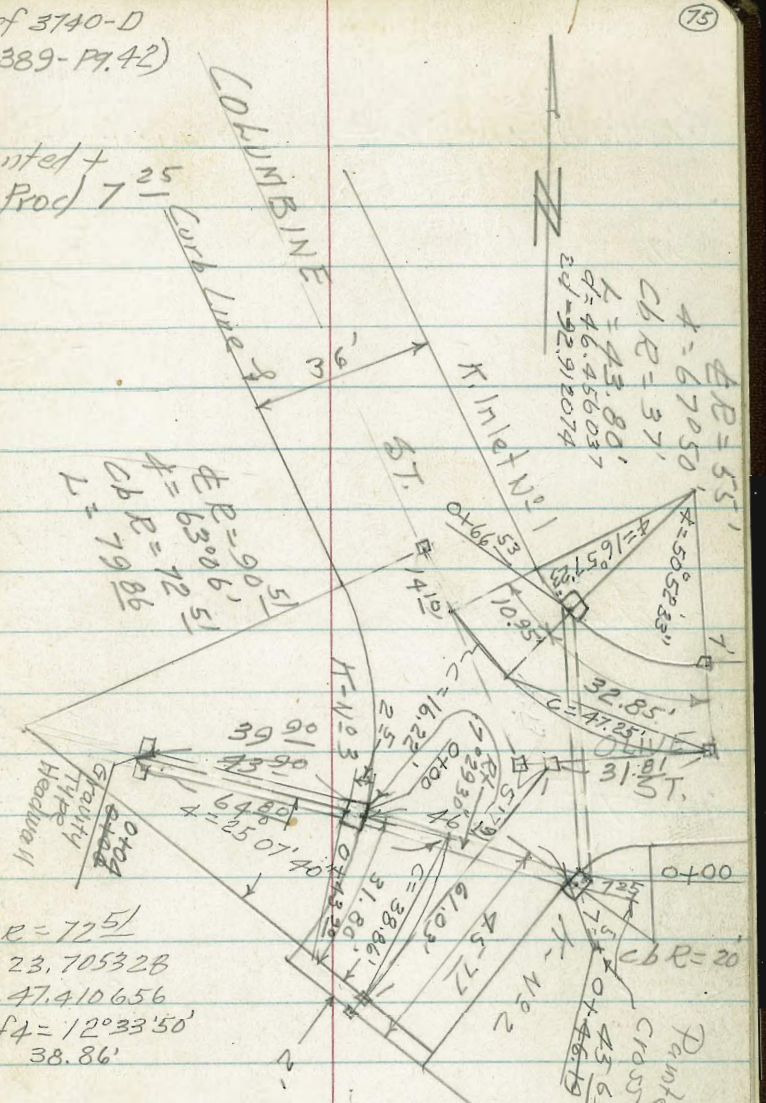
C 4 60
12 00
7.40

C 4 65
11 90
7.25

Ref 3740-D
(G-389-Pg.42)

GRADES STORM DRAINS OLIVE & COLUMBINE STS.

	11 90 = Painted + R.P. & Prod) 7 25
	87 90
0+45 63	276.00
0+46 17 = End Pipe Inside Box W'ly	
	C 10 28
	85 53
0+23 10	275.25
	C 9 53
	89 03
0+00 = Inside Box E'ly.	274.50
	C
2.5	9 33
	83 83
0+43 20 = End Pipe Inside Box W'ly.	274.50
	C 4 83
21 9	7 96
0+22	273.13
6.26 d'o	
	C 6 08
18	8.08
0+00 = W'ly f'ce Headwall	272.00
BM.	288.17



Type K. Inlets 2.5 x 4.0 Inside
With 8" Walls

NW 7'X9.5 Lot. Columbine & Fairmount (Pg. 64

STORM DRAIN OLIVE & COLUMBINE CONT'D.

B.M.

C7 51

8551
278.00

5626
0+66.53 = End Pipe Inside face Box
5'/y K-No 1

18 76

C8 84

8617
277.33

0+37 5

18 75

C9 37

8604
276.67

0+18 75

18.75

C11 64

8764
276.00 =

0+00 = Inside face K-No 2 N'ly.

Rt. 7 5 S'ly & Prod.

9-13-57 Stamper, Blunt, Elmore, Wentworth

GRADE STAKES ALONG ELY SIDE OF MIDWAY DRIVE FOR LEVEE LINE

⑨	NOTE: Stakes Set @ 100' Intervals	14.28
⑧		14.14
⑦		14.00
⑥		13.90
⑤		13.80
④	(℄ Sunset Cliffs Blvd Rod. Ely.)	13.72
③		13.64
②		13.56
①	Thence S'ly Opp. Pipeline X-ing	13.48
	A = N'ly. (See Pg. 78)	
	B.M.	12.61

⑲	16.0	@ Levee & Rd. Embankment
⑱	15.8	
⑰	15.6	
⑯	15.4	
⑮	15.2	
⑭	15.00	
⑬	14.85	
⑫	14.70	(Pcl.)
⑪	14.56	
⑩	14.42	

Ref. Dwg. Sheet 3 of 5
Corps of Engrs US Army
Jan. 1957
Mission Bay
Disposal Area "X"

GRADES ELY SIDE MIDWAY CONT'D.

NOTE: Stakes Set @ 100' Intervals

J	12.64		
I	12.72		
H	12.80	R	12.00
G	12.90	Q	12.08
F	13.00	P	12.16
E	13.08	O	12.24
D	13.16	N	12.32
C	13.24	M	12.40
		Staked to L only	
B	13.32	L	12.48
A	13.40	K	12.56

GRAD

NOTE:

J

I

H

G

F

E

D

C

B

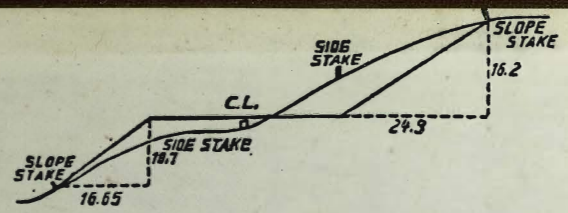
A

(I)

359 - 59 - 60
1 - 13 - 30

358 - 46 - 30
180

178 -



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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	71.20	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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