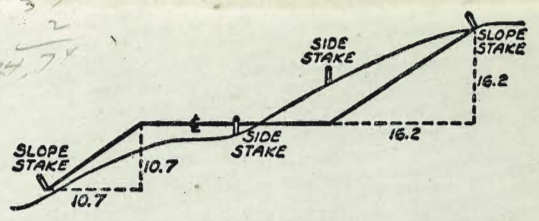






1237  
2  
24.7



G-386

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

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

MICROFILMED

APR 19 1955

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side of road or  
state for city which roadway slope 1% to 1  
If ground is level level the cut or fill is  
amount to cut or fill and this distance is

---

IMPROVED TABLES  
AND  
INFORMATION

---

TABLE No. VIII

To find Table for distance from stake to  
any other point divided by slope of road  
and correction found in column of correction  
Degrees of curve with a given slope may be found  
by dividing constant (in column) by slope  
given constant (or radius).

The distance from a point on the road to  
the curve is very nearly the square of the length  
length divided by twice the slope.

TABLE No. VII  
TABLE No. VI  
TABLE No. V



TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	.053
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	.977	1.07	1.18	1.29
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

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Pave AMALFI ST - Torrey Pines  
 DWG 3953-D - + A10 + B10 -  
 LT = NLY

Station	2T GOT	Rough grade	Top cb grade	Curb Stake
---------	-----------	----------------	-----------------	---------------

NLY catch Basin  
 1+70<sup>21</sup> = G

F108  
 84.42 85.50

ONSly -  
 1+62<sup>13</sup> = PC

85.90 C030  
 86.20

25' Rad  
 ONNLY  
 1+34<sup>57</sup> = PC

F126  
 85.04 86.30 C025  
 86.55

NLY curb -  
 Wly end of

F126  
 85.54 86.80

67.50 Rad  
 Curb Ret  
 SWly end

87.70

Road To Wly Line P.L. #1285  
 W O F 32223 - 6/12/57  
 Allen, Sisson, Powell, Evans  
 RT = SLY

Station	Rough Gr	Top cb grade	Obst K	RT = SLY GUT
---------	----------	-----------------	--------	-----------------

ON 15' RAD. PT.

93.66 F017  
 C-6.66 87.00 86.83

C830  
 96.10 87.00



Pave Amalfi

LT = NLY

Station	LT 90T	Rough Grade	Top 6 Grade	Ob Stake
2+80		3' BK PROP. 90.92 C-2.81	88.11	C032 88.43
2+60 = BVC		4' BK PROP. 90.13 C-2.64	87.49	C019 87.68 49
2+40		5' BK PROP. 89.86 C-2.85	87.01	F003 86.98
2+20		5' BK PROP. 88.40 C-1.87	86.53	F024 86.29
2+00		5' BK PROP. 86.08 C-0.03	86.05	F023 85.33

CONT

RT = SLY

2

Rough Grade	Top 6 Grade	cur's Stake
5' BK PROP. 99.77 C-10.98	88.79	C054 89.33
5' BK PROP. 98.12 C-9.87	88.25	C019 88.44
5' BK PROP. 95.90 C-2.09	87.81	C002 87.83
5' BK PROP. 94.00 C-6.64	87.36	F023 87.13
5' BK PROP. 94.18 C-7.27	86.91	F029 86.62

Basin  
Sly catch

1+7823 = d

5' BK  
93.12  
C 6.62 86.50



Pave AITIALFI  
LTENLY-

Station	LT 90T	Rough Grade	TSP. Cb Grade	Curbs & K
4+69.07		5' BK GR. 103.52 C048	103.04 102.48	F018 102.86
4+38.36		5' BK 100.12 F006	100.18 99.44	F010 100.08
(30.71) BC 4+07.65		5' BK PROP 98.92 C-1.60	97.32 96.40	F003 97.29
(15.28) 3+92.37=EG		5' BK PROP 97.41 C-1.51	95.90 94.87	C007 95.97
3+80=ERC		5' BK PROP 96.64 C-1.89	94.75	C011 94.86
3+60		5' BK PROP 94.60 C-1.68	92.92	C006 92.98
3+40		5' BK PROP 93.77 C-2.40	91.37	C012 91.49
3+20		3' BK PROP 92.88 C-2.83	90.05	C019 90.24
3+00		5' BK PROP CHISLE + 91.04 C-2.07	88.97	C019 89.76

CONT

RT=5/4

Rough grade	Topob grade	Curbs & K	RT 90T
5' BK GRADING 117.2 C-13.7-	103.54 102.98	C050 104.04	
5' BK GR. 115.4 C-14.7	100.68 99.94	C045 101.13	
5' BK GR. 110.47 C-12.65	97.82 96.90	C027 98.09	
5' BK GR. 109.68 C-13.28	96.40 95.38	C005 96.45	
5' BK GR. 109.45 C-14.19	95.26	C018 95.44	
5' BK GR. 107.12 C-13.66	93.46	C034 93.80 6	
5' BK PROP 105.10 C-13.19	91.91	C033 92.24	
5' BK PROP 103.20 C-12.60	90.60	C036 90.96	
5' BK PROP 100.45 C-10.89	89.56	C047 90.03	



PAVC FITTALFI  
LT = NLY

Top of pipe at  
SLY curb = 105.75

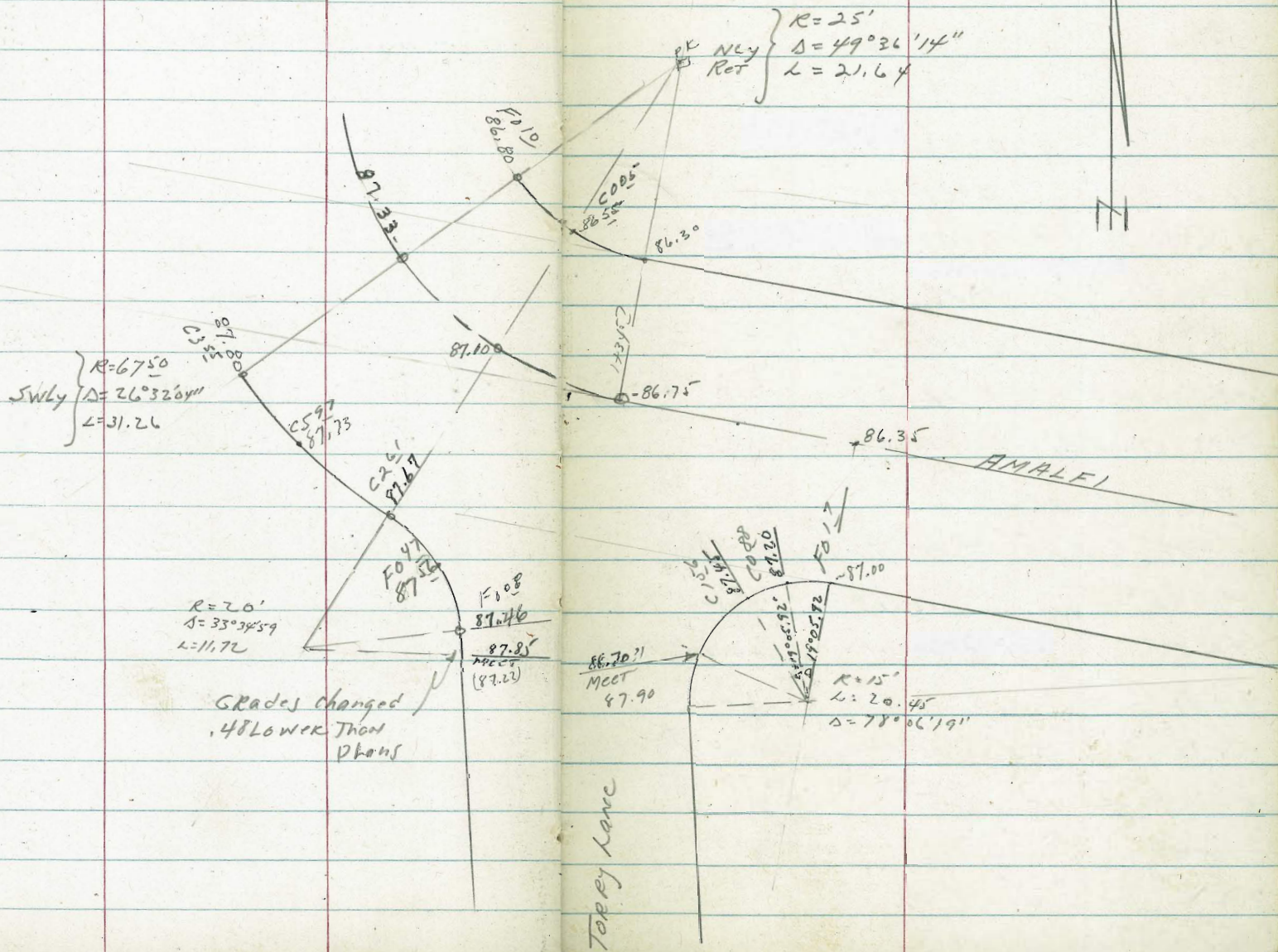
COAT  
RT = SLY

4

Station	LT 90T	Rough grade	Top cb grade	Curb Stake	q	Rough grade	Top cb grade	Curb Stake	RT 90T
End Project									
6+0532 =		5' BK GR 116.57 C-1.37	115.20	C143 116.63		5' BK GR 128.15 C-12.45	115.70	C008 115.78	
EVC 6+0120 =	OUT		114.92	C116 116.08		OUT	115.42	C010 115.52	
5+8120		46- 7' BK GR 113.10 F0.20	113.30	F015 113.15		5' BK GR 125.04 C-11.24	113.80	F001 113.79	
WRT 5+63							112.30		
+BVC 5+6120 = EC		2' BK GR 110.55 F 1.05	111.60	F080 110.80		5' BK GR 120.86 C 8.76	112.10	F006 112.04	
5+360W			109.26	F501 104.25					
5+3049		5' BK GR 103.97 F 4.79	108.26 108.50	C014 108.90		5' BK GR 108.30 F 0.96	109.26 109.06	C002 109.28	
WRT 5+0355									
4+9978		5' BK GR 103.47 F 2.43	105.90 105.52	GRADE 105.90		5' BK GR 107.08 C-0.68	106.82 106.40 106.02	F146 105.36 C065 107.05	



TORREY PINES Road





Deflections for curves on Annalfi  
Curves were Backed in due to Ties

Station	Deflection	Chord
2+20	4° 18.90'	20.00
2+40	3° 48.86'	20.00
2+60 = BVC	3° 18.82'	20.00
2+80	2° 48.78'	20.00
3+00	2° 18.74'	20.00
3+20	1° 48.70'	20.00
3+40	1° 18.66'	20.00
3+60	0° 48.62'	20.00
3+80 = EVC	0° 18.58'	12.37
3+92.37 = F.C.		1501.8946
		R = 1144.47 - Def per foot =

Tangent of 15.28

4+07 <sup>65</sup> = B.C.	8° 47.75'	30.70
4+38 <sup>36</sup>	7° 02.28'	30.70
4+69 <sup>07</sup>	5° 16.71'	30.70
4+99 <sup>78</sup>	3° 31.14'	30.70
5+30.49	1° 45.57'	30.70
5+61 <sup>20</sup> = BVC + F.C.	L = 153.55 - T = 77.37' R = 500', Δ = 17° 35' 30"	
5+81 <sup>20</sup>		
6+01 <sup>20</sup> = EVC.		
6+05.32 = end Project		

Deflections + chords Annalfi  
Cont

Note - Curves were Backed in  
from 5+61<sup>20</sup>

Station	Deflection	Chord
1+34.87 = Ch B.C.	6° 27.22'	27.56
(6° 06' 32") (13.78) 1+48 <sup>25</sup>		
15' Rad		
1+62 <sup>13</sup> = Ch B.C. S.Ly	5° 45.83'	8.08
TYPICAL - 4'		
1+70 <sup>21</sup> = d.Nly inlet	5° 33.81'	8.02
INLET		
1+78 <sup>23</sup> = d.Sly Type K	5° 21.64'	21.77
2+00	4° 48.94'	20.00



Stake alley BLK 4  
 Between Princeton & Montic - From Ticonderoga to B. Hill  
 LT = vily

American Park (Fork Looking)  
 6/20/57  
 Profile # 1005-A RT = vily  
 11/0 # 20006

Station	Profile	Grade	Stake	Profile	Grade	Stake
Bunker Hill = 5412 5+99.7		138.6			140.2	
5+60		135.1	134.92 - F0 <sup>2</sup>		138.4	137.32 - C1 <sup>9</sup>
5+20		131.5	F0 <sup>2</sup> 131.29		131.8	133.78 - C2 <sup>0</sup>
4+80		127.9	124.09 - C0 <sup>2</sup>		128.2	129.92 - C1 <sup>7</sup>
4+40		124.3	122.99 - F1 <sup>3</sup>		124.6	126.37 - C1 <sup>8</sup>
4+00	x'2' back	120.9	122.14 - C1 <sup>2</sup>		121.2	123.03 - C1 <sup>8</sup>
3+60	x'2' back on drive	117.1	118.13 - C1 <sup>0</sup>		117.4	119.36 - C2 <sup>0</sup>
3+20		113.5	F0 <sup>2</sup> 113.32 } Hook garage door		113.8	C2 <sup>1</sup> 115.9
2+80		109.9	C0 <sup>2</sup> 110.07		110 <sup>2</sup>	112.29 - C2 <sup>1</sup>
2+40	chisel x'3' bk	106.4	108.31 - C1 <sup>9</sup>		106 <sup>2</sup>	109.08 - C2 <sup>4</sup>
2+00		102.8	103.08 - C0 <sup>3</sup>		103 <sup>1</sup>	105.25 - C2 <sup>1</sup>
1+60		99.3	99.61 - C0 <sup>3</sup>		99 <sup>6</sup>	101.27 - C1 <sup>2</sup>
1+20	x' on conc drive	95.4	95.40 - Grade		95.7	98.07 - C2 <sup>4</sup>
1+00		94.0	94.79 - C0 <sup>8</sup>		94.3	96.44 - C2 <sup>1</sup>
0+80		92.1	93.69 - C1 <sup>6</sup>		92 <sup>4</sup>	95.44 - C3 <sup>0</sup>
0+60		90.4 - 3' bk	92.74 - C2 <sup>3</sup>		90.7	93.56 - C2 <sup>9</sup> 3' back
0+40		86.6 - 3' bk	90.39 - C3 <sup>1</sup>		87 <sup>1</sup>	92.03 - C4 <sup>9</sup> 3' bk
0+20		81.2 3' bk	88.16 - C7 <sup>0</sup>		82 <sup>0</sup>	90.02 - C8 <sup>0</sup> 3' back
Ticonderoga 0+00 - Nly Pl		Meet			Meet	



IMPROVE

LYTTON ST + CHATSWORTH

F13 2256-40

T.A.S.  
7-10-57

Station

1+97.33

Def 17° 37.53' - Chord 22.32'

1+74.97

Def 11° 45.02' - Chord 22.32

1+52.61

L = 22.36' - Chord = 22.32 - Def 5° 52.51'

L = 89.44'

Def Per Foot = 15.765141'

ΔC = 109.83 - Δ = 47°

1+30.25 = BC LT

1+00

LYTTON + EVERGREEN

21° RT = BC

0+85.80 NELY RT

0+60

0+35

0+17

TOSLY  
0+00 = EVERGREEN

BLVD - DWG 4/23-

D-WO# 2/366

6/25/57 - C ALLEN.

Grade	Top curb grade	Gutter grade	Rough grade
F038 4.32 64.70	6.68 66.97 F029	66.30	F192 65.05
F051 3.87 64.38 F049	6.28 66.68 F040	66.01	F101 65.67
F048 3.42 63.90 F040	5.44 65.97 F053	65.30	64.78-F119
F048 2.97 63.45 F045	4.867 64.97 F011	64.30	64.09-F088
F038 2.46 62.84	3.61 F037 63.92	63.31	F012 TC 63.86
F029 2.26 62.58	62.92 63.16 F024	62.49	C103 GUTTER 63.52 - C036 TC
		F070 1.06 61.76 21' RT	
		F032 60.74 61.06 21' RT	
		F005 60.55 60.60 21' RT	



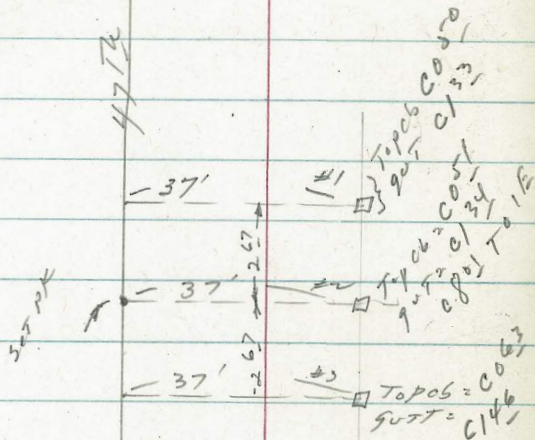
Station	± grade	Top of grade	gutter grade	Rough grade
(30°54') E.C. ONEVERgreen		60.95	60.44	C245 GUTTER 62.89-C184TC
3/4 (22°52'30")		61.10	60.60	C235 GUT 62.95-C185TC
1/2 (Det. 15° 01.30")		FO.27 39 61.62	60.95	C220 GUT. 63.15-C153TC
1/4 (Det = 7°11')	Chords are 15.69	3b 61.86 JTK	FO.44 66 62.30	C023 61.63 C179 GUTT 63.42-C113
B.C. on Lytton at 0+85.80		62.55	63.16	62.49
Staked 14' back face curb Return at EVERgreen + Lytton				C103 GUTT 63.52-C036TC
4+36.61 - end Job		FO 06 9.13 69.19		
Det 18° 32.89 - Chord 23.14'				



Stake 4' TYPE 'K' inlet  
 AT MARYLOU ROAD + 47TH  
 DWG 6454B  
 MAP # 2363

From Stake

To Flowline



231.50

FDLET

ONLY NINE

1 M16 PARK  
 MAP # 2363

329.4

4

FEDERAL



Grades Mt Hope Cemetery  
Hope Ave - Curbs on NLS

Station Top curb grade Stake

K. Solomon Ave  
NW 1/2 cor Hope +  
2+84<sup>00</sup> = CB EC

104.70

C053  
105.23

R = 10'  
Solomon Ave  
Hope Ave + King  
2+39<sup>00</sup> = CB BC

107.90

C058  
108.48

2+00

109.55

C038  
109.93

1+75

109.90

C025  
110.12

1+50

110.20

C009  
110.29

1+25

110.15

F016  
109.99

1+00

109.90

F002  
109.88

Const at curb  
0+84 = Begin

109.40

F018  
109.22

Imperial Ave  
walk on S of  
0+00 = L + T in

109.80

MASONIC SECTION - Dings 4493-D 12  
WOTH 20820 - 7-16-57  
ETAL  
ONLY

Station Top curb grade Stake

4+91<sup>05</sup>

87.40  
86.40

C0308  
87.78

Def = 1° 18.30'  
Chord = 6.68

CB R = 146.65

Δ = 16° 22'  
4+84<sup>37</sup> = BC

87.86  
86.86

C028  
88.14

4+65

89.20  
88.20

C137  
89.57

\* 730<sup>25</sup> = curb line  
4+34<sup>22</sup> = CB EC

91.40

C022  
91.67

HIRAM DRIVE  
SW 1/4 cor Hope +  
3+90<sup>25</sup> = CB BC

95.00

C019  
95.19

3+67<sup>62</sup>

96.85

C053  
97.38

3+45

98.70

C028  
98.98

3+22<sup>5</sup>

100.90

C056  
101.46

3+00

103.10

C038  
103.48

Grade change  
raised 1.66 to  
but in levels



Curb on Wly of Hope Ave  
Cont

(Gutter)  
Top curb  
grade lip stake

Station

Curve  
end curb on

5+21<sup>24</sup>

83.45

C0.26  
83.71

GREVILLE AVE  
Hope+

SWLY COR  
Cb-10' Rad

5+76<sup>00</sup> = PC

83.50  
82.50

C032  
83.82

5+55

84.15  
82.15

C Radcy  
84.15

5+26<sup>26</sup> = EC

85.20  
84.20

C026  
85.76

Chord = 15.20 - Def = 8°11'

5+11<sup>05</sup> = POC

86.13  
88.13

C016  
86.29

Def = 5°12.72  
Chord = 19.98



Pave HIRAM AVE IN MT

LT = 54

LT Lipot

HOPE CEMETERY-

RT = NLY.

RT Lipot

17

Station

GUTTER Grade Stake

GUTTER Grade Stake

$\Delta = 100^{\circ}34'30''$   
 $LR = 298.63$

1+50<sup>67</sup> = BC LT 94.25 C0.97  
 95.22

93.90 F007  
 93.83

1+25 94.16 C129  
 95.45

93.65 C015  
 93.80

1+00 94.07 C119  
 95.26

93.40 C010  
 93.50

0+75 93.98 C083  
 94.81

93.15 F002  
 93.13

0+50 93.89 C057  
 94.46

92.90 F016  
 92.74

ONLY  
 0+25<sup>50</sup> LT 93.80 C094  
 94.74

SWLY 50  
 0+20 = CB BC 93.60 C118  
 94.78

NWLY  
 0+19 = CB BC

92.60 C012  
 92.72

Ave + HIRAM  
 0+00 = 2 Hye



LT = sly Lip  
o.f

RT = Nly -  
Nly Lip  
of GUTTER  
grade

Station

GUTTER Grade

Stake

Stake

Beginning at This point each Curb

Ran individually - see page 16.

10' RT off = Curb line -

3+05.44 = B.C.

92.84

C003  
92.87

92.84

C097  
93.81

(3.33)

3+02.11 = E.C.

92.95

F004  
92.91

92.91

C098  
93.89

Def = 20° 25' - Chord = 23.06

2+78.93

93.70

C015  
93.85

93.38

C091  
94.29

Def = 13° 36' 40" - Chord = 23.06'

2+55.76

94.20

C071  
94.91

93.85

C078  
94.63

Def = 6° 48' 20" - Chord 23.06'

DPP = 17.66026'

$\Delta = 40^\circ 50'$   
LR = 97.33 }  $\Delta L = 69.52$

2+32.59 = B.C.

94.40

C050  
94.90

94.10

C076  
94.86

(26.77)

2+05.82 = E.C.

94.45

C063  
95.08

94.15

C064  
94.79

Def = 5° 17' 15" - Chord = 27.57

1+78.24

94.35

C083  
95.18

94.10

C015  
94.25

Def = 2° 38.69' - Chord = 27.56



Station RT=Nly LIP  
Gutter Grade Stake

Cont on page 17.

= P.C.C.

= 3+52.43 &

Curb = 3+47.31 Nly

3+55.33 on sky

91.33

F024

91.09

92.00 on Nly curb

(9.48 Tang cut)

3+45<sup>85</sup> = EC Sky Curb 91.54 - 91.17

F037

(20.21) def = 11°54'15" chord = 20.18'

3+25.64

92.19

F012

92.07

(20.20) def = 5°57.08' chord = 20.17'

D.P.P. = 17.67660'

Ch R = 97.24' Δ = 23°48'30" ΔL = 40.41 · D.P.P.

3+05<sup>44</sup> = BC

92.84

C003

92.87

LT = Sky Curb

3+47.31 = P.C.C.

92.00 - 92.86 - 0086

(20.94) def = 11°54'15" chord = 20.89'

3+26.37

92.42

C0.83

93.25

(20.93) def = 5°57.08' chord = 20.89'

Δ = 23°48'30"

Ch Rad = 100.75

3+05<sup>44</sup> = BC

92.84

Nly curb



Pave HIRAM Ave

LT = SLY  
SLY Lip GUTTER

CONT  
RT = NLY  
GRADE NLY  
LIP GUTTER

station	grade	Stake	Stake
5+24.51	85.50	C002 85.52	87.00 C128 88.28
def = 8°21'07" Chord = 29.05			
Δ = 33°24'30"			
LR = 100' - LL = 58.31			
4+95.36 = P.C.	87.15	F015 87.00	88.50 C154 90.04
4+60	88.60	F031 88.29	89.70 C090 90.60
4+40 <sup>33</sup> = E.C.	89.26	F030 88.91	90.11 C118 91.29
def 6°17.24' Chord 10.33'			
4+30	89.60	F021 89.39	90.32 C102 91.32
def 5°32.91' Chord 34.79			
3+95.21	90.30	C012 90.42	91.03 C112 92.15
def = 3°06.60' Chord 29.93			
3+65.28	90.90	F019 90.71	91.64 C104 92.68
def = 0°55.15' Chord 12.85			
Δ = 12°34'30"			
LL = 87.90			
LR = 400.50			
3+52.43 = P.C.C.	91.33	F024 91.09	92.00 C086 92.86



HIRA 77 AVE		
Station	LT Lip of GUTTER Grade	LT=517 Stake
7+69.41 = EC	67.20	F053 66.67
det = 6°21'45" Chord = 30.60		
7+38.81	69.51	F029 69.22
det = 4°46'18" Chord = 30.60		
7+08.22	71.82	F020 71.62
det = 3°10'52" - Chord = 30.60		
6+77.63	74.13	F024 73.89
det = 1°35'26" - Chord = 30.60		
XL = 122.37		
Δ = 12°43'30"		
LR = 551		
6+47.04 = BC	76.44	F042 76.02
6+25	78.11	F020 77.41
6+00	80.00	F060 79.40
(23.17)		
5+76.83	81.70	F049 81.21
(23.16)		
5+53.67 = EC	83.40	F013 83.27

det = 16°42'15" Chord = 29.05

CINT RT-NLY	
Lip of GUTTER GR	Stake
67.80	C103 68.83
70.19	C105 71.24
72.57	C106 73.63
74.95	C101 75.96
77.33	C111 78.44
79.05	C080 79.85
81.00	C085 81.85
82.85	C118 84.03
84.70	C097 85.67



HIRAM AVE

LT = SLY  
 LT Lip of  
 gutter grade

CONT

19

RT = NLY.  
 RT Lip of  
 gutter grade      Stake

Station

7  
 0  
 0  
 7  
 6  
 5  
 2  
 1  
 2  
 6  
 6  
 5  
 0

+ K. Solomon -  
 SELY COR HIRAM

R = 85' - ON

7 + 97 1/2' = cb PC

64.60

F042  
 64.18

K. Solomon  
 HIRAM +  
 S NELY COR

PC - 10' R

7 + 88 1/2' = cb

66.20

6119  
 67.39



Station	King Solomon LT = 51y LT Lip gutter grade	Stake
1+86 <sup>88</sup>	98.40	C103 99.43
det = 40°31'41" - chord = 31.50		
1+55 <sup>32</sup> = BC	100.60	C103 101.63
∠R = 199°6' Δ = 36°13'30" - ∠L = 126.24		
1+15 <sup>26</sup> = EC	102.80	C102 103.82
det 12°34' ch = 30.41		
0+84 <sup>84</sup>	103.90	C100 104.90
det 8°22'40" ch = 30.41		
0+54 <sup>43</sup>	105.00	C101 106.01
det 4°11'20" - chord 30.41		
LT (JW67) 0+28 = ch BC	106.25	C104 107.29
∠L = 91.24 Δ = 25°08'		
BC - ∠R = 208' 0+24, 02 = d	106.09	
0+13 <sup>50</sup> = ch BC RT		
+ K. Solomon 0+00 = E Hope Ave		

RT Lip GUTTER grade	Stake
97.70	C012 97.82
100.20	C059 100.79
102.50	C039 102.89
103.70	C033 104.03
104.50	C038 104.88
105.40	C023 105.62
105.40	C028 105.68

Ave - MT Hope Cemetery - 20

RT = NLY -



Curbs King Solomon

LT=5ly  
 LT=5ly edge  
 of gutter  
 grade

Station stake

CONT

RT=NLy -  
 RT=NLy Lip  
 of gutter grade stake

~~Run separate to 5+72.91~~

~~3+83.32 = curb 13C - NLy curb~~

~~(7.08)~~

~~Run separate~~

~~CONT in 100 NLy curb only -~~

Nly curb -  
 3+76.24 = FC

86.47 C110  
 87.57

22°45' - chord = 15.45

See page 27 for 15ly curb  
 in 5ly curb

3+60.72 = PRC 87.80 C045  
 88.25

87.19

def = 19°01'74" chkd = 16.02 (3°51.25)

3+44.68 88.60 C057  
 89.17

88.66 C030  
 88.96

def = 15°10' chord = 31.47

3+13.12 90.20 C063  
 90.83

90.13 C044  
 90.57

def = 7°35' chord = 31.47

2+81.56 = PRC 91.96 C054  
 92.50

91.60 C021  
 91.81

def = 18°06'45" chord 31.50

2+50.00 93.70 C028  
 93.98

93.40 F004  
 93.36

def 13°35'03" chord 31.50

2+28.44 96.05 C014  
 96.19

95.55 F016  
 95.39

def = 9°03'22" chord 31.50



Station	LT=skt Lip of skt GUTTER	Stake	RT=NLy RT=NLy lip of gutter grade	Stake	25 set RT from L to NLy curb Various
5+72.91 = EC	76.60	C068 77.28	76.72	C068 77.40	11.00
def = 17°30'	chord = 30.53				
5+42.36	78.00	C034 78.34	78.20	C096 79.16	10.66
def = 14°25'	chord = 30.53				
5+11.83	79.90	C064 80.54	79.90	C020 80.10	10.33
def = 11°40'	chord = 29.58'				
Drive BC on L Cypress	11° LT to curb - LT only	C023 82.13			
4+82.23 = curb	81.90				
def = 8°50'45"	chord = 0.95				
4+81.28			81.28	C067 81.95	10.00
def = 8°45'	chord = 30.53				
4+50.74			83.25	C048 83.70	9.66
def = 5°50'	chord = 30.53				
4+20.20			84.55	C086 85.41	9.33
def = 2°55'	chord = 30.53				
R = 300' D = 35°00' 2 BC + curb BC 3+89.65 =			85.85	C105 86.90	9.00



Curbs King Solomon

LT = sly  
 LT = sly lip  
 of gutter grade stake

Station

7+85 67.10 C061  
67.71

7+55.17 = EC 68.38 C0.41  
68.79

def = 9°32' chord = 33.23

7+21.91 69.82 C049  
70.31

def = 6°21'20" ch = 33.23

6+88.65 71.26 C0.37  
71.63

def 3°10'40" chord = 33.23

LR = 300' D = 19°04' - ΔL = 99.78

6+55.31 = BC 72.70 C062  
73.37

Spruce  
NW by cor

BC LT =  
6+43.39 = Curb 73.40 C053  
73.93

6+04.42 RT only

JW by cor Spruce  
BC on CT =

5+85.20 = cb 76.20 C020  
76.40

(12.29)

cont

RT = NCG -

23

Nly lip of  
gutter grade stake

67.37 C098  
68.35

68.52 C0.34  
68.86

69.80 C089  
70.69

71.20 C103  
72.23

72.78 C087  
73.65

73.35 C072  
74.07

75.20 C080  
76.00

76.12 C048  
76.60



Curbs King Solomon

LT=513

CONT

24

RT=NLG

Station  
513 Lipot  
gutter grade Stake

RT=NLG  
Lipot Gutter Stake

BC RT  
10+30.67=cb

58.80

60.80  
59.60

LT  
10+12.58=cb BC

59.45

C0.43  
59.88

10+10.17=FC

59.55

C0.36  
59.91

59.20

C0.57  
59.77

10°02'30"

9+78.03

60.37

C0.48  
60.80

60.27

C1.12  
61.39

8°22'05"

9+45.90

61.20

C0.34  
61.54

61.35

C0.68  
62.03

6°41'40"

9+13.77

62.30

C0.42  
62.72

62.45

C0.59  
63.04

5°01'15"

8+81.64

63.49

C0.31  
63.80

63.67

C0.75  
64.42

3°20'50"

8+49.51

64.67

C0.46  
65.13

64.90

C0.101  
65.91

det- 1°40'25" chord = 32.12

$\Delta = 20^{\circ}05'$

$R = 550'$   $SL = 192.79$

8+17.38=BC

65.85

C0.28  
66.13

66.13

C0.70  
66.83



## Stake Curbs cypress ST

Station	LT = NLY LIP of GUTTER grade	Stake
2+25	91.25	C008 91.33
2+00	91.60	C002 91.62
1+75	91.90	C014 92.04
1+50	92.20	F007 92.13
1+25	92.60	F007 92.53
1+00	93.00	F005 92.94
0+75	93.56	C004 93.60
0+50	94.12	C005 94.17
LT 0+24 = cb BC	94.70	F017 94.53

= cb BC on RT  
cypress + cedar  
0+00 = 2 PI

BM = 2" x 2" HUB AT 0+00 = 95.64

## MT Hope Cemetery

25

LIP of GUTTER grade	RT = SL Stake
91.69	C107 92.76
92.01	C092 92.93
92.33	C0189 93.22
92.65	C076 93.41
93.02	C072 93.74
93.40	C100 94.40
93.98	C113 95.11
94.55	C112 95.74
95.15	C105 96.20
95.70	C113 96.83



Station	LT = NLY LT = NLY CIP OF GUTTER	Pave cypress STAKE	RT = SLY - SLY CIP OF GUTTER grade	STAKE
CONTINUES RT CURB <sup>ON 2</sup>				
RT = SLY COR TO LFT 4+03.57 = BC ON			89.40	C121 90.41
ON LT = NEY COR 3+92.44 = CB BC	88.70	F015 88.55	89.51	
3+50	89.50	F033 89.17	90.09	C121 91.30
3+25	89.85	F054 89.31	90.41	C090 91.31
3+00	90.20	F036 89.84	90.73	C088 91.61
2+75	90.58	F026 90.29	91.05	C105 92.70
2+50	90.90	F009 90.81	91.37	C090 92.27



Pave Cypress Ave

LT=Hwy

cont

RT=517

27

RT Lipot  
GUTTER grade

Station

4 equal parts - Δ each = 32°37'30"

3+95.44 = BC

distances along curb line

Sly curb Return

87.80.

88<sup>25</sup> C04<sup>5</sup>

5+34.76 PRC

def = 23°30'

chord 27.25

5+07.4L

86.80

C091  
87.71  
6.80

def = 15°40'

chord 13.62

4+93.74

86.70

C094  
87.64  
6.80

def 11°45'

ch. 13.62

4+80.07

86.80

C100  
87.80

def = 7°50'

chord = 27.25

4+52.73 = BC

87.70

C092  
88.62

(9.26) TANGENT

4+43.47 = EC

88.15

C133  
89.48

def = 11°25'45"

chord = 19.91

4+23.52

89.00

C074  
89.74

def = 5°42'52"

chord = 19.91

4+03.57 = PC

distances along Δ

89.40

C121  
90.61



Pave cypress Ave  
LT = NLY

cont

28

page 22

4+82.23

= Station

$\Delta = 130^{\circ} 30'$

Part #4

81.90

0023

82.13

$\Delta = 97^{\circ} 52' 30''$

Part #3

83.56

0006  
83.56

$\Delta = 65^{\circ} 15'$

Part #2

85.30

0029  
85.59

$\Delta = 32^{\circ} 37' 30''$

Part #1

87.40

0002  
87.42

+ Cypress  
Curb Return at NWly King Solomon



Curbs in

CEDAR DRIVE

LT = WLY  
WLY LIP OF

GUTTER GRADE

STAKE

Station

MT HOPE CEMETERY -

RT = ELY -

ELY LIP OF  
GUTTER GRADE

STAKE

29

SWLY COR SPRUCE  
2+2988 = BC LT

87.80

C073  
88.53(RT)  
SELY COR SPRUCE  
2+2088 = ch BC

88.20

C090  
89.10

2+00

88.90

C061  
89.51

89.10

C081  
89.91

4 1+75

89.90

C058  
90.48

90.08

C059  
90.64D  
Pa 1+50

90.90

C039  
91.29

91.00

C040  
91.40D  
Pa 1+25

92.00

C053  
92.53

91.98

C039  
92.34Pa  
1+00

93.10

C077  
93.87

92.90

C072  
93.62A  
Pa ONRT 71 = ch BC  
0+78

94.79

94.30

C003  
94.33A  
Pa CEDAR  
CYPRESS  
ch BC LT  
0+54.71 = 2 PI

95.40

C073  
96.13



CURBS IN CEDAR DRIVE

LT = WLY

CONT

RT = ELY

30

4+8 3.44	66.00	F0 81 65.19	66.30	C-1.45 67.75 67
det = 2° 57' 30"	Ch = 25.78			
∠ R = 249.77	D = 23° 41'	∠ L = 103.24		
4+27 63 = BC	69.10	F1 18 67.92	69.50	C173 71.23
4+00	73.10	F2 17 70.93	73.25	C-1.62 74.87 75
3+77 52 = EC	75.99	F4 10 8 74.91	76.10	C-1.79 77.89 78
det = 13° 52'	Ch = 24.14			
3+23 30	79.10	C1 88 80.98	79.00	C174 80.74 79
Def = 90 14'	Chord = 24.14			
3+29 10	81.70	C1 10 82.80	81.25	C125 82.56 125
det = 4° 37'	Chord = 24.14			
∠ R = 150'	∠ L = 72.60	D = 27° 44'		
3+04 90 = BC	83.40	C1 31 84.71 34	83.20	C-1.16 84.36 30
Return spruce				
2+70 88 = BC NELY			85.70	C1 05 86.75
Return spruce				
2+68 88 = BC NWLY	85.90	C0 88 86.78		



Curbs in cedar drive

LT = WLY

LT Lip Gutter

Station

Grade

Stake

MT Hope Cont

31

RT = ELY

RT Lip

Gutter grade Stake

SELY cor K. Solomon

+ Ch MARK

5+30.87 = d.B.C

def = 11°50'30" Chord = 8.84

59.80

60.52  
60.32

K. Solomon -

LT (Swly)

5+22 = C6 BC

60.10

60.45  
60.55

def = 10°49' Ch = 16.94

5+05.06

61.20

60.57  
61.87

61.10

60.71  
61.81

8°52'30" Ch 25.78

4+79.25

63.20

60.31  
62.89

63.40

61.05  
64.41  
3.00

def = 5°55' Chord = 25.78



Pave	SPRUCE DRIVE	
Station	LT = NLY LIP & GUTTER GRADE	Stake F042 81.64
1+75	82.26	
1+50	83.14	F051 82.63
1+25	84.02	F054 83.48
1+00	84.90	F032 84.58
0+60	86.10	C040 86.50
SELY COR Cedar 0+24 = CB PC RT		
LT = NELY COR Cedar 0+23 = CB PC	86.75	C057 87.32
+ Cedar DRIVE 0+00 = 2 Spruce		
= NWLY COR 0-18 = CB PC	86.10	C094 87.04 6.10
SWLY COR 0-19 = CB PC		

MT Hope Cemetery -

32

RT = SLY	LIP & GUTTER GRADE	Stake
	82.93	C072 83.63
	83.72	C078 84.50
	84.51	C073 85.27
	85.30	C073 86.03
	86.60	C094 87.54 6.60
	87.30	C123 88.53 7.70
	88.00	C021 88.21



LT=ONLY.

RT=517.

Station	Lip of gutter grade	Stake	Lip of gutter grade	Stake
RT 3+53 <sup>76</sup> = ch. Bl			75.60	C066 76.26
3+40 RT only			76.00	C121 77.21
LT only 3+38 <sup>57</sup> = ch. Bl	75.60	F011 75.49		
3+00	77.50	F022 77.28	78.20	C122 79.42
2+75	78.55	C009 78.64	79.25	C125 80.50
2+50	79.60	F023 79.37	80.30	C110 81.40
2+25	80.50	F032 80.18	81.22	C107 82.29
2+00	81.38	F047 80.91	82.15	C082 82.97



Pave REVERE AVE - GLEN DORA T.

W 0 # 32448 - C. ALLEN, POWELL, EVANS,

LT = WLY

BM = NEELY MEN PAC  
Highway - Glendora  
Elev = 9.30

Bunker Hill - DWG 13042-2 8/6/57

Caddy - FB 2102-42

RT = eLy

34

Station	Rough Grade	TOP CB Grade	Curbs State	± grade	Rough grade	Top curb Grade	Curbs State
1+89 <sup>90</sup>	F024 14.11	14.35	C013 14.48		C165 16.71	15.05	F006 14.99
<del>1+55<sup>RT</sup></del>						<del>15.00</del>	
1+63 <sup>20</sup>	F010 14.00	14.10	C021 14.31		C190 16.70	14.80	F005 14.74
1+36 <sup>50</sup>	C022 14.07	13.85	C030 14.15		C184 16.39	14.55	F002 14.53
1+09 <sup>80</sup>	C063 14.23	13.60	F014 13.46		C230 16.60	14.30	C022 14.52
0+83 <sup>10</sup>	C045 13.81	13.35	F015 13.20		C229 16.34	14.05	C017 14.22
0+56 <sup>40</sup>	C030 13.40	13.10	C015 13.25		C228 16.08	13.80	C019 13.90
0+29 <sup>70</sup>	C012 12.97	12.85	Grade 12.85		C345 17.00	13.55	C025 13.80 F005
20' CB Kad 0+03 = BC.	F01 12.5	12.60	F035 12.25		C387 17.17	13.30	F004 13.26
Glendora ST 0+00 = NLY 12		12.57				13.27	



Station	Rough grade	Top of curb grade	Curb stake	
4' Rad LT only	C176			CO22 Yt
3+79 = Alley Rad PT	17.50	15.74	16.02	CO28 ST
3+70 = W RT				
4' Rad (LT) Nail on R	C196			CO14 A-
3+51 = Alley Rad PT	17.56	15.60	15.84	CO24
3+10 = EVC on R	CO40		F013	
	15.88	15.40	15.27	
2+90	F068		F052	
	14.60	15.28	14.76	
2+70 = BVC	F066		F006	
	14.45	15.11	15.05	
<del>OMIT</del> 2+45 = W LT		14.87		
2+43.30	F050		CO18	
	14.35	14.85	15.03	
2+16.60	F035		CO15	
	14.25	14.60	14.75	
<del>OMIT</del> 1+95 = W LT		14.40		

Rough grade	Top of curb grade	Curb stake	
C240		CO09	
18.84	16.44	16.52	
	16.39	C191	
		18.30	
C217		CO05	
18.47	16.30	16.55	
C144		CO05	
17.54	16.10	16.15	
C144		CO02	
17.42	15.98	16.00	
C144		F015	
17.25	15.81	15.66	
	us		
C129		F026	
16.84	15.55	15.29	
C159		F005	
16.89	15.30	16.25	



Station	Rough grade	Topcb grade	Curb Stake
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Rough grade	Topcb grade	Curb Stake
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BC-20' Rad - 4+94 <sup>0</sup> = curb	F007 16.25	16.32	F008 16.24
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C313/ 20.15	17.02	C009 17.11
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Grade 4+90 = Brk in	F015 16.15	16.30	F008 16.22
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C307 20.07	17.00	C015 17.15
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C250

4+70 = W RT

16.96 18.40

4+60	F034 15.81	16.15	Grade 16.15
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C303 19.88	16.85	C007 16.92
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4+30	F049 15.51	16.00	C019 16.19
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C282 19.52	16.70	C003 16.73
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C228

4+20 = W RT

16.65 18.93

4+00	C132 17.17	15.85	C026 16.11
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C250 19.05	16.55	C011 16.66
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Pave Del Rey ST - GLEN DORA to  
 W.O.# 32448 -

FR 2102 -  
 RT = WLY

Bunker Hill - DWG 13045-C - 8/16/57 37

Blue = water lateral.

RT = RLY

Station	Rough grade	Top of grade	cb Stake	Rough grade	Top of grade	curb Stake
1+52	F023 25.46	25.69	C0.22 25.91 19	C160 28.23	26.63	C0.19 26.82 20
1+20	F044 24.94	25.38	F003 5.35	C162 28.00	26.38	C008 26.46 51
0+90	F049 24.57	25.06	F004 25.02	C155 27.61	C10 26.06	F007 5.99
0+60 X05bk on wall	C260 27.33	24.73	C039 25.12	C174 27.47	25.73	C0.19 5.92 73
0+30 X05bk on wall	C271 27.11	24.40	C028 24.68	C212 27.57	25.40	C012 25.52
NWly cut 20' R - 0+03 = C6 B C X' 05 bk	C280 26.90	24.10	C043 24.53	C258 27.68	25.10	Grade 25.10
Glendonora 0+00 = Nly R		24.06			25.07	
0-27.5 = W RT					24.56	F001 24.55
0-35 = L Glendonora				C113 25.53	24.40	Grade 24.40
Glendonora ST 0-70 = Sly R		23.04		C131 25.05	23.74	C041 24.15



Station	Rough grade	Topob grade	Curv stake	Rough grade	Topob grade	Curv stake
8-15-57 greasy services <del>3+20=W LT</del>		<u>27.54</u>				
3+20	C009 27.63	27.54	F095 26.59	C246 20.70	28.24	C003 28.27
3+00	C007 27.27	27.20	C031 27.51	C241 20.31	27.90	C010 28.00
2+80=BVC	F004 26.90	26.94	C043 27.37	C256 20.20	27.64	C003 27.67
2+60 W RT					<u>27.48</u>	C0.16 27.64
2+48	C018 26.80	26.62	C0.28 L 90 2	C252 29.90	27.38	C034 27.72
2+16	F001 26.30	26.31	C0.26 26.57	x C222 29.35	27.13	C030 27.43
1+84	F025 25.64	26.00	C022 26.22	C290 29.78	26.88	C020 27.08
1+65=W LT		<u>25.82</u>	C025 26.07			
1+55=W RT					<u>26.66</u>	C008 26.74



Pave Del Rey  
LT = WLy.

Station	Rough grade	Top of curb grade	Curb stake
4+70 <sup>12</sup> W LT		<u>32.10</u>	C027 32.37
4+60	F187 29.88	31.75	C033 32.08
4+30	F109 29.62	30.71	C021 30.92
4+20 W LT		<u>30.37</u>	C026 30.63 87
4+00 = FVC	F061 29.07	29.68	C026 29.94
3+80 W RT			
3+80	F021 28.82	29.03	C041 29.44
3+70 W LT		<u>28.74</u>	C035 29.09
3+60	C004 28.50	28.46	C021 28.67
3+40	C019 28.15	27.96	C037 28.33

Cont  
RT = FLY

39

Rough grade	Top of curb grade	Curb stake
C267 35.12	32.45	F005 32.40
C375 35.16	31.41	C016 31.57
C296 33.34	30.38	C032 30.70 38
	<u>29.73</u>	C029 30.02
C271 32.44	29.72	C017 29.90 <sup>18</sup> 70
C222 31.38	29.16	C032 29.48 70
C241 31.07	28.66	C015 28.81



Pave Del Rey  
LT = wly -

cont  
RT = Fly -

40

Station	Rough grade	Top cb grade	Cb Stake
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Rough grade	Top cb grade	curb stake
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Bunker Hill

swly cor

4494<sup>5</sup> = Cb BC

F144

31.36

32.80

F061

32.19

4490 (LT only)

32.73

F036

32.41

4485 (LT only)

32.58

C008

32.66

end cb ret

33.40

F044

32.96

B. Hill

RT swly cor

4470<sup>1/2</sup> = Cb BC

F212

29.98

32.10

C033

32.43

C236

35.14

32.80

F013

32.67



8" Sewer Main in Del Rey St  
See DWG 13045.L. WO # 32448

Between Glendora & B Hill  
8-6-57

41

Laterals in red

Station	IE Main	Stake For Main	IE Lateral at Prop	Stake	Station	IE Main	Stake For Main	IE Lateral at Prop	Stake for Lat
2+35	20.61	C586 26.47							
2+00	20.19	C578 25.97							
1+90 #5 RT				C786 21.92 29.78					
1+65	19.76	C619 25.86							
1+45 #4 RT			C660 21.57	C664 28.21	#10 RT 4+30=			26.42	C920 35.62
1+30	19.33	C605 25.38							
1+05 #3 RT			C701 21.22	C701 28.23	MH #2 4+10=2	C719 22.75	29.94		
0+95	18.91	C598 24.89							
0+70 #2 RT				C707 20.81 27.88	3+25	22.32	C639 28.62		
0+60 = MH #1	18.48	C596 24.44							
0+45 #1 RT				C680 20.56 27.36	9 RT 3+65#			24.30	C755 31.85
0+26	18.07	C600 24.07			3+40	21.90	C571 27.61		
0-08	17.65	C599 23.64							
0-175 #11 RT				C618 19.74 25.92	8 RT 3+05#			22.97	C720 30.87
0-42	17.24	C590 23.14			3+05	21.47	C543 26.90		
0-76	16.82	C632 23.14							
For Main - (5 Pairs of 34')					RT 2+70 #7			22.55	C704 29.59
at Glendora St Connection 5/4					2+70	21.04	C565 26.69		
0-110 = Make	16.40	C639 22.70			6 RT 2+35 #			22.28	C771 29.99



Pave Glendora ST - Pacific Hwy  
8-7-57 LT=NLY

To DEL Rey - DWG 13043 - W64 32448  
RT=Sly.

42

Station	Rough Grade	Topch grade	ObstK	Rough Grade	Topch Grade	Obstake
NWLY COR Reverse D+73 <sup>32</sup> = cb BC	C067 12.47	11.80	F042 11.38	F003 11.07	11.10	
D+54 <sup>20</sup>	C054 11.87	11.33	F043 10.90	C006 10.72	10.66	F005 10.61
D+35 <sup>10</sup>	C044 11.30	10.86	F047 10.39	C031 10.54	10.23	Grade 10.23
D+16	C038 10.77	10.39	F055 9.84	C028 10.08	9.80	C015 9.95
ON S ELY COR D+12 <sup>37</sup> = cb BC				C026 9.99	9.72	C011 9.83
S ELY COR Pac. Hwy D+11 <sup>39</sup> = 90° to						
ELY A. Pac. Hwy - D+00 - 2 Glendora						
NLY COR D-05 <sup>86</sup> = en d (w/ly)	C018 10.13	9.95	F020 9.75			
COR Pacific Hwy D-11 <sup>39</sup> 90° to NELY						
6" A.C. Berm LT D-12 <sup>37</sup> = BC of	C026 9.96	9.70	F005 9.65			



Station	Rough Grade	Top of grade	Ob. Stake	Rough grade	Top of grade	Ob. Stake
BC'S ELY - 2495 <sup>22</sup> = alley	C074 19.74	19.00	C035 19.32 - C027 To alley	C118 19.48	18.30	C028 <sup>to street</sup> 18.58 C020 <sup>to</sup> alley
BC'S - 4' Rad 2467 <sup>22</sup> = alley	C146 19.46	18.00	C060 <sup>to street</sup> 18.60 - C052 <sup>to alley</sup>	C038 17.68	17.30	C097 <sup>to</sup> 17.39 C001 <sup>to</sup> alley
2443 <sup>64</sup>	C162 18.78	17.16	C072 17.88	C022 16.68	16.46	C014 16.60
2+2006	C186 18.18	16.32	C108 17.40	C016 15.78	15.62	C011 15.73
1496 <sup>48</sup>	C137 16.85	15.48	F002 15.46	C045 15.23	14.78	C014 14.92
1472 <sup>90</sup>	C15 16.10	14.64	F009 14.55	C111 15.05	13.94	C029 14.23
(5 Parts of 23.58) NEly COR Reverse 1449 <sup>32</sup> = Ob BC	C366 17.46	13.80	C066 14.46		13.10	
Reverse 1446 <sup>32</sup> = Ely R		13.69		C129 14.30	13.01	C033 13.34
Reverse (RT on N) 1411 <sup>32</sup> = E				C074 12.83	12.09	C011 12.20
Reverse 0476 <sup>32</sup> = WLY R		11.89			11.18	C019 11.29



Pave GLENDORA  
 LT=NLY-

CONT  
 RT=Sly-

44

Station	Rough grade	Topob grade	Ob Stake
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Rough grade	Topob grade	Ob Stake
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DeL Rey

4416<sup>13</sup> = Wly R

23.61

22.91-

4413<sup>13</sup> = Ob BCS  
ONR

C024  
 22.44

23.20

C057  
 23.77

F130  
 21.20

22.50

F004  
 22.46

3489<sup>54</sup> ONR

C038  
 22.74

22.36

C017  
 22.53

F051  
 21.15

21.66

F019  
 21.47

3465.96 ONR

C055  
 22.07

21.52

C041  
 21.93

C024  
 21.06

20.82

C002  
 20.84

3442.38 ONR

C095  
 21.63

20.68

C014  
 20.82

C104  
 21.02

19.98

C008  
 20.06

344880

C099  
 20.83

19.84

C011  
 19.95

C158  
 20.72

19.14

C015  
 19.29



PAVE BUNKER HILL Pacific Hiway  
 WO #324 48-8-7-57

To Del Rey ST

PLW 913044-L 45

Station	Rough grade	Top of Grade	Stake	Rough grade	Top of Grade	Stake
0+60 <sup>09</sup>	C138 12.98	11.60	C013 11.73	F072 10.48	11.20	F010 11.20
0+53 <sup>55</sup>					11.12	F010 11.62
0+40 <sup>09</sup> = BVC	C088 12.27	11.39	C022 11.61	F036 10.63	10.99	F006 10.93
0+14 <sup>36</sup>		11.32	F035 10.97		10.77	C028 11.05
Car Pacific Hiway 0+11 <sup>38</sup> = PVC SELY				F023 10.51	10.74	C027 11.01
SELY Prop cor 0+09 <sup>59</sup> - 90° + 0						
SELY PAC. Hiway. 0+00 - 2 PI B. Hill						
Wly and Wly cor 0-08 <sup>03</sup> 90° + 0	C010 11.20	11.10	F032 10.78			
Pacific Hiway. NELY Prop cor 0-12 <sup>85</sup> 90° + 0		10.94				
Pacific Hiway. NELY Rad PT at 0-14 <sup>54</sup> 90° + 0	C048 11.46	90° 10.92	F022 10.70			



Pave

Bun Ken Hill  
LT=NL4-

Station	Rough grade	Topob grade	cb stake
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SWLY Reverse  
2+55<sup>55</sup> = cb pc

2+38<sup>55</sup>2+17<sup>05</sup> ON R

C544	20.66	15.22	C022	15.44
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1+88<sup>55</sup>1+78<sup>57</sup>

C421	18.45	14.24	C001	14.25
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1+40<sup>09</sup>

C416	17.42	13.26	F003	13.23
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1+38<sup>55</sup>1+20<sup>09</sup> = EVC

C311	15.86	12.75	C003	12.78
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1+00<sup>09</sup>

C249	14.77	12.28	C002	12.30
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0+80<sup>09</sup>

C199	13.89	11.90	F001	11.83
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C04T  
RT=514-

46

Rough grade	Topob grade	cb stake
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C033	16.11	15.78	C013	15.91
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C046

	15.36	15.82		
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F016	14.66	14.82	F007	14.75
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C085

	14.09	14.94		
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C036	14.20	13.84	C022	14.06
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C023	13.09	12.86	F005	12.81
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	12.80	13.29	C049	
--	-------	-------	------	--

C003	12.38	12.35	C001	12.36
------	-------	-------	------	-------

ON R C032	12.20	11.88	C028	12.16
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F023	11.27	11.50	F026	11.24
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Have Bunker HILL  
LT=NLy

Station	Rough grade	Topob grade	Cb Stake
3+99 <sup>55</sup> ON R	C430 24.89	20.59	C0.28 20.87
3+79 <sup>55</sup> ON R	C539 25.06	19.67	C060 20.27
3+59 <sup>55</sup> ON R	C585 24.75	18.90	C065 19.55
3+39 <sup>55</sup> ON R =BVC	C620 24.51	18.31	C019 18.50
<sup>ELY</sup> 3+31 <sup>55</sup> COR Reverse =CB BC RT			
Reverse <sup>55</sup> ON R 3+28 <sup>55</sup> =FLY R (LT)	C643 24.47	18.05	F003 18.03
3+11 <sup>55</sup> LT		17.62	F004 17.58
2+93 <sup>55</sup> ON R LT- ✓	C656 23.72	17.16	C005 17.21
2+75 <sup>55</sup> LT only		16.70	C008 16.78
0 2+58 <sup>55</sup> ON R LT only	C573 22.00	16.27	C023 16.50

cont  
RT=513

47

Rough grade	Topob grade	Cb stake
C172 21.91	20.19	C0.18 20.37
C213 21.40	19.27	C033 19.60
C242 20.92	18.50	C022 18.72
C249 20.40	17.91	C014 18.05
C260 20.31	17.71	F006 17.65



PAVE Bunker Hill  
LT - Ncy -

CONT  
RT = Sly.

48

Station	Rough grade	TOPCB Grade	cb Stake	Rough grade	TOPCB grade	cb Stake
Station Nly curb <sup>to sidewalk</sup> 6+18.41 = end on R	F191 31.11	33.02	F030 32.72			
5+98.55 (LT on Ly)	F192 30.08	32.00	F003 31.97			
COR Del Rey (RT on Ly) 5+95.55 = Bc SWly				F075 31.15	31.90	F064 31.26
EXISTING A.C. 5+79.00 = Meet	F184 29.14	30.98	F011 30.27	F197 28.80	30.77	F008 30.62
5+59.00 = ON R	F093 28.97	29.90	F025 29.65	F092 28.58	29.50	C015 29.67
5+25.85 } ON R	C023 28.18	27.95	C015 28.10	C042 27.99	27.57	C0.32 27.89
4+92.70	C132 27.32	26.00	C014 26.14	C194 27.55	25.61	C031 25.92
SELY - 4' Rad 4+77.40 = alley BL				C065 25.37	24.71	C038 to A. 24.94 C023 to st.
4+59.55 EVC (LT only)	C175 25.20	24.05	C005 24.10			
ON SWly - 4+49.40 = alley BL				C030 23.35	23.05	F038 to A. 22.98 F007 to st
4+39.55 ON R	C291 25.78	22.87	C018 23.05	C055 23.02	22.47	F0.12 22.35
4+19.55 ON R = EVC	C373 25.42	21.69	C002 21.71	C113 22.42	21.29	F001 21.28



Pave alley BLK 12, La Mesa  
 8-12-57 - No # 32311 - M-17  
 LT = NLJ -

Colony - DWG # 4213-D  
 RT = SJ.

49

Station	RT edge Pave Grade	CO # stake	± grade	RT edge Pave Grade	stake
5 3+00	1' x 2' back 465.92 ✓	CO. 56 66.48		1' x 2' back 465.64 ✓	CO 15 65.79
5 2+80	1' x 2' back 465.78	CO. 60 66.38 (CO 23)		1' x 2' back 465.48	CO 23 65.71
5 2+40	465.36	CO. 29 465.65 ✓		Nail CO 56 back 465.06	CO 99 466.05 ✓
5 2+00	464.94	CO 66 65.60		464.64 ✓	CO 64 65.28
4 1+60	464.52 ✓	CO 56 5.08 ✓		464.22 ✓	CO 08 64.30 ✓
4 1+20	464.10	CO 18 64.28		Nail CO 208 BK 463.80	CO 102 464.82 ✓
4 0+80 (6 Pts of 40)	Nail 088 back 463.68	CO 69 to 2 Pave 64.37 ✓		463.38	CO 02 3.40
4 0+40	1' x 2' back 463.26	CO 105 to 4 IE 63.76 = CO 50 Pave	462.71	P.K. 462.96	CO 01 62.97
0+20	1' x 2' back 463.10	CO 92 to 2 63.54 CO 44	62.62	P.K. 462.78	CO 12 62.90
7073 ST 4 0+00 = Ely A	= NICE T 462.94		462.54	(NICE T) 462.60	



Alley 131K 12,  
LT = 11'ly  
LT edge

La Mesa

colony cont

RT = sly.

50

Station

Pave grade

stake

Grade

RT = sly Grade  
Pave edge

stake

6 R 715 I J T

5 6 + 20 = W 67

470.00

C 005 to 2 IE

470.00 Grade

469.95

470.00

470.24 - C 024 EP

C 029 & IE

5 5 5488

469.32

C 004  
69.36 C 004

469.32

C 0.26  
469.58

5 5 5456

468.64

F 027  
68.37

468.64

C 001  
68.60

5 5 5424

Nail 0 1/2 back  
467.96

C 073  
68.69

467.96

F 0 31  
467.65

4 4 492

467.28

C 0.167  
67.44

467.28

C 0.23  
467.51

4 4 60

466.60

C 043  
467.03

466.60

C 054  
467.14

C 027 TR EP  
466.63

4 4 40 = W LT

4 4 40

466.36

C 004  
466.40

466.34

C 002  
66.36

4 4 30 = SLA / LT

461.32 = IE

C 539  
466.71

4 4 12

466.28

F 023  
66.05

466.20

F 064  
465.56

3 4 84

466.19

F 029  
65.90

466.06

F 064  
465.42

3 4 56

TP.  
466.10

F 030  
465.80

Nail 0 1/8 back  
465.92

C 130  
67.22

3 4 28

466.01

C 001  
466.02

Nail 0 2/5 back  
465.78

C 144  
67.22



Pave		Pacific Beach		Dwg # 3853-AD- W 0 32619		51	
Alley 299-				8-25-57			
LT=NL				RT=ST			
Station	Mys edge Pave	Stake		± grade	Sty edge Pave grade	Stake	
2765	4.95	C127 6.22	Nail 1.16 bk		4.65	C023 4.88 65	'X' 2' back
2730	4.08	C009 4.17			3.78	F019 3.59	'X' 2' back
1795	3.21	C017 3.38 21			2.91	C001 2.92	
1760 = EVC	2.34	C008 2.42			2.04	C027 2.31	
1740	1.96	C026 2.22			1.66	F005 1.61	stob 1' bk
1720 °° BVC	1.75	C007 1.82			1.45	F022 1.23	
0+86.66	1.59	C008 1.67 51			1.29	F042 0.87	'X' 2' bk
0+53.33	1.44	C029 1.73	Nail 0.51 bk		1.14	F033 0.87	stob 1' bk
0+20	1.29	C047 1.76 29	Nail .61 bk	0.74	0.99	C005 1.04	C030 - T.O.D
DAVES ST 0+00 = FLY R	0.93	0.93		0.65	0.80		



Pave Alley BK 299

LT=NLY

LT=NLY

Station

edge pair

Stake

cont

RT= Sly-

52

Sly edge  
Pave Grade

Stake

ST  
R Events

4+9997=WLY

9.98

Meet

9.68

Meet

4+80

9.90

C148  
11.38

Nail  
.62BK

9.35

9.60

C019  
9.79

C04404  
X'2'6K

4+60

9.71

C022  
9.93

Nail  
04'6K

9.41

C027  
9.68

X'2'6K

4+40=BVC

9.30

C103  
10.33

Nail  
038BK

9.00

F027  
8.73

Nail  
182BK

4+05

8.43

C023  
8.66

8.13

F004  
8.09

X'2'6K

3+70

7.56

C017  
7.73

7.26

C020  
7.46

Nail  
197BK

3+35

6.69

C071  
7.40

0.40  
BK Nail

6.39

F015  
6.24

3'6K

3+00

5.82

C100  
6.82

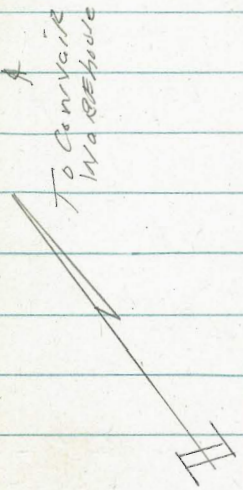
Nail  
045BK

5.52

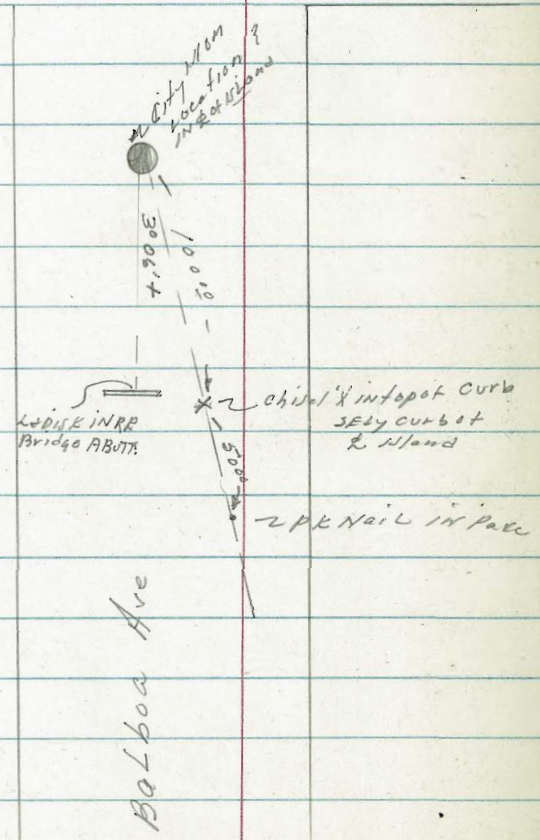
F015  
5.37



MON. Tie out at Morena +  
Balboa Ave



Morena  
Ave





Pave SANTA Fe ST Balboa To  
 Aug 30, 57 - ALLEN  
 LT. SWLY

NELY - Dwg# 3987 - D - Wot# 32404 54  
 RT = NELY.

Station	LT Edge Pave Grade	Stake	Grade	RT = NELY Edge Pave grade	Stake	Grade To L
Paradise A						
1+76 <sup>0</sup> = NLY of	52.15	F073 F085 51.43 51.30		52.46	F014 F027 52.30 52.19	
3/4 of Paradise A						
1+49 <sup>96</sup>	51.14	F129 F142 49.85 49.72		51.45	F029 F042 50.79 51.03	
1+29 <sup>53</sup>	50.03	F214 F222 47.89 47.76		50.37	C015 C012 50.62 50.49	
1+09 <sup>53</sup>	48.81	F113 F126 47.68 47.55		49.12	C073 C060 49.85 49.72	
0+89 <sup>53</sup>	47.47	F048 F061 46.99 46.86		47.72	C181 C168 49.53 49.40	
0+69 <sup>53</sup> = BVU	45.99	C105 47.04		46.15	C206 48.91	To here
0+44 <sup>53</sup>	PK - 3' back 43.97	C348 47.45		44.10	C480 48.90	
Balboa + Santa Fe 0+22.18 = NELY COR				41.63		
Santa Fe COR Balboa + 0+17 <sup>50</sup> = NWLY	41.88					

41.83



Pave Santa Fe St		cont		RT=NEUJ		55
Station	SW edge Pave grade	STAKE	Grade	Wey edge Pave grade		grade To L
441202	64.25	F021 F034 <del>64.04</del> 63.91		64.55	C075 C063 <del>65.34</del> 65.18	
348533	62.91	C056 C043 <del>63.47</del> 63.34		63.21	C144 C128 <del>64.62</del> 64.49	
345844	61.56	C065 C052 <del>62.21</del> 62.08		61.86	C209 C195 <del>63.95</del> 63.82	
343155	60.22	C118 C105 <del>61.40</del> 61.27		60.52	C348 C335 <del>64.00</del> 63.87	
340466	58.87	C154 C161 <del>60.44</del> 60.28		59.17	C306 C293 <del>62.23</del> 62.10	
247772	1' x 0.50 back Top wall 57.53	C295 C282 <del>60.78</del> 60.35		57.83	C336 C323 <del>61.19</del> 61.06	
245088	1' Top of wall - 0.50 10k 56.18	C233 C211 <del>58.20</del> 58.37		56.48	C307 C294 <del>59.53</del> 59.42	
242399	1' x 0.50 back 54.84	C202 C189 <del>56.86</del> 56.73		55.15 ✓	C103 C090 <del>56.18</del> 56.05	
149710	53.49	C012 F004 <del>53.61</del> 53.48		53.86 ✓	C023 C010 <del>54.03</del> 53.90	



Pave SANTA Fe ST

LT = SWly

LT = SWly

edge Pavé grade stake

Station

CONT  
RT = NEly

52

grade

NEly edge  
Pavé grade stake

C to  
grade

Homeland Villas

Nly Line

Project at  
5+76<sup>50'</sup> end

69.35

F003 F016  
69.32 69.19

69.52

69.70

C034 C021  
70.04 69.91

5+59"

69.28

F016 F029  
69.12 68.99

69.00

69.63

~~C034~~ C069  
70.45 70.32

5+39"

68.87

~~C046~~ C033  
69.33 69.20

69.22

~~C097~~ C084  
70.19 70.06

4+99"

67.86

C097 C084  
69.83 68.70

68.21

~~C067~~ C054  
68.88 68.75

4+69"

1' 2" back  
66.91

~~C055~~ C042  
67.46 67.33

67.26

~~C034~~ C021  
67.60 67.47

4+39"

65.60

F016 F023  
~~65.50~~ 65.37

65.95

C028 C015  
66.23 66.10

65.15



Stake drain in between lots 3 & 4  
 La Jolla Corona Estates - DWG 6707-13  
 C. Allen - OCT 8, 57 - W/O # 2163-8-12-12

station I.E. stake

Staked 10' W of E of pipe.

+ Headwall 1407 = end Pipe	416.34	C 12.75 429.09
1403	417.16	C 13.23 430.39
0+95	419.40	C 13.44 432.84
0+87	421.96	C 13.15 435.11
0+79	424.80	C 12.33 437.13
TYPE G C.O. 0+47 = 3' inside	Sly + Bottom of Box 437.50 - pipe to	444.27 <sup>C 77</sup> <sub>-6</sub>
TYPE G C.O. 0+44 = Nly inside	Pipe from Nly + Ely. 438.00	445.16 <sup>C 716</sup>
0+22	445.15	C 5.35 450.50
18" RCP IN LOT 4. 0+00 = exit Hdwall	452.31	Meet



Pave MALDEN ST - Collingwood to  
 Nov 7, 57 - C. Allen, P. Veech, Evans  
 LT = NLY.

Lamont - DWG # 126-D -  
 VVO # 32303 - RT = SLY -

58

Station	Rough grade	Tapc6 grade	Curb Stake	Rough grade	Tapc6 grade	Curb Stake
7' Part of 32.98						
1+66'9" - E.V.C.	C417 8.39	244.22	F002 44.20	C050 3.32	242.82	C040 43.22
1+55' W SLY		<del>244.73</del>			243.33	{C029 43.62}
1' X 5' bk 32.98 1+46'9"	C027 5.40	245.13	C007 45.20	F015 3.58	243.73	C014 43.87
1+26'9"	C26 48.3	245.66	C028 45.94	C032 4.58	244.26	C003 44.29
1+06'9"	C16 47.4	245.81	C034 46.15	F032 4.09	244.41	Grade 4.41
0+86'9"	C116 6.73	245.57	F021 45.36	F197 22.20	244.17	F011 44.06
0+66'9"	C055 5.50	244.95	F025 44.70	F130 42.25	243.52	C007 43.62
0+46'9"	C112 45.07	243.95	C004 43.99	omit in tree	242.55	F007 42.48
BVC 0+26.19	C216 44.73	242.57	C013 2.70	F021 40.46	241.17	C015 41.32
0+10 = Cb BC	C280 4.10	241.30	C026 41.52	F066ix 39.24	239.90	C017 40.07
Collingwood 0+00 = Ely R	C325 43.70	240.55		F020 238.90	239.10	



Pave MALDEN ST

RT=NLy

Station	Rough grade	Top of curb grade	Curb Stake
7			
12 Jewell 4+07 <sup>05</sup> = Wly	C 5.08 36.28	231.20	
B/C 20' Rad 3+94 <sup>05</sup> = Cb	011 back C 4.37 35.44	231.07	C 048 31.55
2 3+64 <sup>07</sup>	011 BK C 3.29 36.23	232.94	F 023 32.71
3+31 <sup>09</sup>	PK 13 PK C 2.50 37.32	234.82	F 031 34.51
2+98 <sup>11</sup>	PK 1.4 BK C 2.18 38.88	236.70	F 016 36.54
2+65 <sup>13</sup>	PK 0.30 BK C 2.01 40.59	238.58	C 002 38.60
2+32 <sup>15</sup>	41 BK C 3.59 44.05	240.46	C 015 40.61
2+05 (W) Sly		242.00	
1+99 <sup>17</sup>	X 51 BK C 2.34 4.68	242.34	C 011 42.45

COAT

RT=Sly

59

Station	Rough grade	Top of curb grade	Curb Stake
	F 14 27.2	228.60	
	F 217 27.50	229.67	F 01 29.66
	F 196 29.58	231.54	C 012 31.66
	F 15 31.9	233.42	C 009 33.51
	30 BK F 12 34.1	235.30	C 023 35.53
	F 112 6.06	237.18	C 036 37.54
	F 084 38.22	239.06	C 011 39.17
		240.60	C 030 40.90
	F 019 40.75	240.94	C 028 41.22



PAVE MALDEN ST  
LT=NLG

COHT  
RT=SLY-

60

Station	Rough grade	Top Cb grade	Curbs Stake
2+39 <sup>32</sup> =WLT		222.67	
2+18 <sup>29</sup>	C438 27.33	222.95	F0 <sup>27</sup> 22.68
5 PTS of 34 <sup>00</sup> '			
1+84 <sup>29</sup> =EVC	C250 25.90	223.40	F0 <sup>20</sup> 23.20
5 PTS of 34 <sup>00</sup> '			
1+64 <sup>29</sup> =FVC	PR ON H C278 25.89	223.71	F0 <sup>19</sup> 23.52
1+44 <sup>29</sup>	PR Nail 0.2m C202 26.30	224.28	F0 <sup>11</sup> 24.17
1+24 <sup>29</sup> =BVC	PR ON H C373 28.82	225.09	C0 <sup>23</sup> 25.32
0+96 <sup>46</sup>	PR ON H C266 29.05	226.39	F0 <sup>05</sup> 26.34
0+68 <sup>04</sup>	C298 30.66	227.68	C0 <sup>08</sup> 27.76
0+33 RT only			
0+40 8' L only	C573 34.70	228.97	F0 <sup>06</sup> 28.91
RT only - 15'			
0+23 <sup>27.82</sup>			
0+13=C6 BC	C566 35.92	230.26	C0 <sup>27</sup> 30.53
Jewell ST 0+00=ELY R	C586 36.86	231.00	

Rough grade	Top Cb grade	Curbs Stake
F571 16.25	221.96	C0 <sup>38</sup> 22.34
F599 216.56	222.40	F0 <sup>58</sup> 21.82
F676 15.95	222.71	C0 <sup>52</sup> 23.23
F468 218.60	223.28	C0 <sup>14</sup> 23.42
F529 218.80	224.09	C0 <sup>33</sup> 24.42
F564 219.75	225.39	F0 <sup>26</sup> 25.13
F478 21.90	226.68	C0 <sup>73</sup> 27.41
F489 23.44	228.33	F0 <sup>09</sup> 28.24
	228.65	F0 <sup>16</sup> 28.49
F497 23.73	228.70	F0 <sup>13</sup> 28.57
F322 24.83	228.05	



Pave		Malden ST	
		LT=NLy-	
Station	Rough grade	Top of cbgr	cb stake
3+99 <sup>29</sup>		222.31	
Kendall ST			
2+69 <sup>22</sup> = WLYK		221.30	
3+56 <sup>22</sup> SWLYCOK -cbpc			
NWLYCOK			
3+54 <sup>29</sup> = cbpc	C293 24.08	221.15	F039 20.76
3+41 <sup>23</sup> RTonly-			
3+20 <sup>29</sup>	C52 27.3	221.60	F013 21.47
2+86 <sup>29</sup>	PK 8.6K C515 27.20	222.05	C053 22.58
2+52 <sup>29</sup>	C434 26.84	222.50	C025 22.75
2+49 <sup>33</sup> #1LT		IE 217.5	C93 26.8

Co 4T		61	
		RT=Jly-	
Rough grade	Top of grade	cb stake	
F177 15.98	217.75		
XTW055K C187 21.37	219.50	C014 19.64	
XTW056K C099 21.36	220.37	C028 20.65	
XNTW15K 21.38	220.64	C006 20.70	
F402 17.06	221.08	C006 21.14	
XTOPW11 036K C033 21.85	221.52	C002 21.54	



Road Malden ST. Kendall To  
LT=NY

Emelene ST  
RT=NY

62

Station	Rough grade	Topcb grade	Cb Stake	Rough grade	Topcb grade	Cb Stake
1+48 <sup>66</sup>	4' back C3.30 15.04	211.74	C0 24 11.98	F320 07.54	210.74	C0 51 211.25
1+35 <sup>22</sup> - w sky					212.00	C0 55 212.55
1+24 <sup>33</sup> -	4' back # C2.75 16.87	214.12	C0 33 14.45	F417 08.95	213.12	C0 34 13.46
1+00 = EVC	4' back # C2.32 18.82	216.50	F0 49 216.01	F388 211.62	215.50	C0 09 15.59
0+80 w sky					<u>217.30</u>	C0 26 17.56
0+80	0' 3" back C2.34 20.64	218.30	F0 61 17.69	F526 212.04	217.30	C0 26 17.56
0+60	C2 45 22.15	219.70	F0 29 219.41	F507 13.63	218.70	C0 23 18.93
0+40	C2 6 23.3	220.70	F0 15 20.55	W/11 in fence 2' back C0 36 20.06	219.70	C0 41 20.11
0+20 = BVC	0' 2" back C3.37 24.77	221.40	F0 09 21.31	W/11 in fence 2' 5" back 20.46 - C0 06	220.40	C0 39 20.79
5 Ely cor Kendall 0+13 = Cb BVC				F350 16.95	220.45	C0 61 21.06
Kendall 0+00 = Ely R	C7 36 29.26	221.90	F0 10 21.80		219.60	







Pave MOLDEN ST  
RT. N.C.

EMELENE TO LANMONT  
RT. 54

64

Station	Rough grade	Topch grade	Ch Stake
2+138.5	C193 205.83	203.90	C016 204.06
1+82.52	C210 205.48	203.38	C0.31 203.69
1+57.28	OMIT	202.85	C011 202.96
1+20 = E.V.C.	x5back C176 204.08	202.32	C013 202.45
1+00	x5back C136 203.40	202.04	C009 202.13
0+80 = B.V.C.	x0.56 back C293 204.77	201.85	F0.14 201.71
0+60		201.65	F023 201.42
0+40	C130 202.75	201.45	F023 201.22
0+20	OMIT	201.25	F015 201.09
SELYCOR 0+13 = ch P.C. R EMELENE 0+00 = ELY	C234 203.79	201.45	C001 201.46

Rough grade	Topch grade	Curb Stake
C004 202.66	202.62	C0.17 202.79
C065 202.71	202.06	C023 202.29
C080 202.30	201.50	GRADE - 201.50
3back x C001 200.25	200.94	C011 201.00
	200.65	C0.14 200.79
1back F027 200.18	200.45	F0.14 200.31
	200.28	F028 200.00
F119 198.95	200.14	F023 199.91
	199.99	F0.35 99.64
F104 198.88	199.92	F049 199.43
	198.80	



PAVE MARDON  
JENLY

Station	Rough grade	Topob grade	cb stake
---------	----------------	----------------	----------

Emclene to Lammont  
RT=Sty.

65

Rough Grade	Topcb grade	cb Stake
----------------	----------------	----------

Lammont  
2+3488=wly

204.25

~~6033~~ C012

~~204.58~~

204.37

203.00

F020

~~202.80~~

202.46

F054



Pave Collingwood ST - Kendall  
 W 32303 - Nov 13, 57  
 LT=517

Station	Rough grade	Toprk grade	cb stake
RT only - 2+20 = BVC			
1+86 <sup>66 only</sup> - RT			
LT 1+54 <sup>2</sup> cb BC	F3.6 189.5	193.11	C028 193.39
1+20	F1.87 192.43	194.30	C014 194.44
0+90	F1.29 194.42	195.71	F010 95.61
0+60 = EVC	Cross 5' BK F0.46 196.66	197.12	F042 196.70
0+40	Cross 5' BK C0.06 197.76	197.70	F014 197.56
0+20 = BVC		197.68	C012 197.80
0+13 = ch BC	C0.27 197.77	197.50	C012
Kendall 0+00 = Wly R	C0.87 197.67	196.70	

To Loring - DWG #127-D total 68  
 C. ALLEN, Powell Evans Gaddy.  
 RT=NL-7

Rough grade	Toprk grade	cb stake
C6.82 198.64	191.82	C001 191.83
C4.67 197.67	193.00	F037 92.62
C3.80 197.92	194.12	F032 193.80
C3.90 199.20	195.30	C015 195.45
C3.49 200.20	196.71	C039 197.10
C4.59 202.71	198.12	C0.17 198.29
Wall 0.10 BK prep C3.76 202.46	198.70	F008 198.62
	198.68	C010 198.78
Stab 4' BK C3.68 202.18	198.50	C026 198.76
C3.12 201.54	198.42	



Pave Collingwood  
LT=517-

Station	Rough grade	Top of grade	cb stake
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3+61 <sup>80</sup> =LT only	F456 197.62	202.18	C004 202.22
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RT=20' rad.  
3+56<sup>80</sup>=CB BC

3+41 <sup>80</sup> ONLY - LT	F346 196.70	200.16	C021 200.37
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3+31 <sup>20</sup>	F2.76 196.22	198.98	C019 199.17
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3+05 <sup>60</sup>	F2.94 193.17	196.11	C043 196.54
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2+80 = EVC	F1.07 192.17	193.24	C008 193.32
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LT only - R=4.7 2+69 <sup>80</sup> =CB BC	B0.58 192.68	192.10	C050 192.60
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2+60			C6.72 199.22	192.50	C043 192.93
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2+40			C7.44 199.24	191.80	C029 192.09
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'X' gutter on NY -  
2+29<sup>80</sup>=28'

CONT

67

RT=NY

Station	Rough grade	Top of grade	cb stake
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	C411 206.91	202.80	F037 202.43
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	C443 204.36	199.93	F0.31 199.62
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	C581 202.89	197.08	F026 196.82
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	C628 200.48	194.20	C005 194.25
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	C6.72 199.22	192.50	C043 192.93
--	-----------------	--------	----------------

	C7.44 199.24	191.80	C029 192.09
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		191.60	C032 191.92
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Pave Colling wood  
LT=517-

CONT  
RT=1147.

68

Station	Rough grade	Top of Grade	Ob Stake	Rough grade	Top of Grade	Ob Stake
0700 ahead		206.10				
Jewell + -						
4+1980 WLY R	F626 199.84	206.10	F004 206.06			
4+0180 LT ONLY	F548 199.72	205.20	C031 205.51			
ONLY 3+8180 LT	F435 199.67	203.86	C002 203.88			
Jewell to NLY- 3+6980 FLY R				C37 208.3	204.58 204.58	



Page Collingwood RR

Station	Top of Grade Rough Grade	Rough Top of Grade (X)	Distance From L to Stake	Curve Stake
2+00 = Evc. 19	212.00	F359 208.41	11°	C019 212.19
1+80 19	211.12	F169 209.43	11°	C035 211.47
1+60 = Bvc. 19	210.46	PK 1110 F385 206.61	11°	C077 211.23
1+28 19	209.58	PK 1110 F284 206.74	11°	C039 209.97
+14' chs on stly. 6' chs on wly 1+22 = Begin (192)	209.42	PK 5000 F164 206.78	11° LT	C028 209.70
0+96 (18.04)	208.71	F181 206.90	11.96	C029 209.00
0+64 (16.87)	207.84	(X) F714 200.70	13.13	C033 208.17
0+32 (15.69)	206.97	(X) F623 200.74	14.31	C031 207.28
Variance Begin Curb NW 1/4 Sec Jewell 11S	206.45	(X) F575 200.70	15°	F007 206.78
Jewell 15 0+00 = Wly R	206.10		15°	

CONT  
RT = Nky

69

Rough grade	Top of grade	Curve Stake	Dist from L to R Nky Curve
C863 211.43	212.80	F003 12.77	" 19.00
C839 220.31	211.92	207.0 213.5 220.3	" 19.00
C816 219.42	211.26	C023 212.55	" 19.00
C809 218.47	210.38	F022 211.04	" 19.00
C800 218.32	210.32	C035 210.73	" 19.00
C837 217.88	209.51	C019 210.51	(11.55) RT 19.00
C819 216.83	208.64	C017 209.68	(11.56) 18.04
C743 215.20	207.77	C004 208.68	(13.13) 208.68
C681 214.06	207.25	F006 207.71	(14.31) 15.69
C32 209.9	206.95	F014 207.11	15° 15°



Pave Collingwood DR

LT = 514.

Station	Rough Grade	Topcb grade	Curve Stake	Dist From L To Stake
4+21.47 = EVC	1672 F473 20.75	224.98 225.48	C034 225.32	13.30
4+01.47	1718 F442 19.5	223.23 222.73	C040 223.63	12.82
3+81.47	1766 F291 19.26	221.67 222.17	C027 221.94	12.34
3+61.47	1814 F314 217.65	220.29 220.79	C056 220.85	11.86
3+41.47	1863 F369 15.91	219.10 219.60	C060 219.70	11.38
Variance + Begin curb R.C.	19	218.22	C064	
3+25.47 = Curb		218.72	18.86	11.00
+ BVC	19	218.00	C066	
3+21.47 = R.C.		215.24	218.66	11.00
2+91.11	19 F294 213.93	216.50 216.81	C063 217.13	11.00
2+60.74	19 F218 13.07	215.00 215.25	C044 215.44	11.00
2+31.90 = #10	RT			
2+30.37	19 F141 212.21	213.50 213.62	C022 213.72	11.00

CONT  
RT = NLY.

70

Rough Grade	Topcb grade	Curve Stake	Dist From L To Stake
C469 20.17	225.48	F043 25.05	13.30 16.70
C481 28.54	223.75	C012 23.85	12.82 17.18
C504 27.21	222.17	C057 22.74	12.34 17.66
C461 25.40	220.79	C081 21.60	11.86 18.14
C404 23.64	219.60	C040 20.00	11.38 18.62
C602 224.52	218.50	C032 219.04	11.00 19.00
C728 224.35	217.07	C052 217.59	11.00 19.00
C749 223.14	215.65	C029 215.94	11.00 19.00
C838 222.60	214.22	213.3 22.6 C002 14.24	11.00 19.00



Pave COLLINGWOOD PR

CONT

71

LT = Sly

RT = NLY

Station	Rough grade	Top pb grade	Ob Stake	DIST from & To stych	DIST from & To NLY curb	Rough grade	Top pb grade	Curbs take
R MALDEN 6+09 <sup>20</sup> = NLY	F010 40.90	241.00	C047 241.47				240.95	
ONLY 5+89 <sup>20</sup> LT		240.13	C020 240.33					
ONLY 5+69 <sup>20</sup> LT		238.88	F095 237.93					
12 Malden 5+59 <sup>20</sup> = Sly	F11 236.89	238.00	F038 237.62				238.10	
20' road Malden BC SBYCOR 5+49 <sup>20</sup> = cb		237.00	F073 237.23			C121 38.44	237.23	Meet 237.11
PK 5+2176	F246 3224	234.34 23470	C011 34.45			C100 235.7	234.64 234.70	C0.24 34.88 64
= E.C. cb & R 4+9432 15 <sup>00</sup>	F106 31.12	231.68 232.18	C053 232.21	(15 <sup>00</sup> ) 15 <sup>00</sup>	15 <sup>00</sup> (15 <sup>00</sup> )	C082 33.00	232.18	F001B 232.10
4+7610	F059 F082 29.68	230.00 230.50	C044 230.44	(15.43) 14.57	(14.57) 15.43	C192 32.42	230.50 230.50	C013 230.65
4+5789	F42 F467 24.16	228.33 228.83	C0.34 228.67	14.14	15.86	C269 21.52	228.83	F009 28.74
4+3968	F370 F440 22.75	226.60 227.75	C024 226.89	13.72	16.28	C365 230.80	227.15	F047 26.68



Pave Collingwood

LT = w/cy

Station	Rough grade	Top cb grade	Cb Stake
SWycor cont Tangier Loring SWycor 2+10 <sup>00</sup> = cb 13c	C072 41.12	240.40	F003 240.37
1+81 <sup>65</sup>	F013 40.46	240.57	F052 240.07
1+53 <sup>33</sup>	C087 41.66	240.79	C021 41.00
1+24 <sup>99</sup>	<sup>PK 5 BK 10</sup> C094 41.93	240.99	C049 241.48
0+96 <sup>66</sup>	<sup>PK 5 back</sup> C076 41.95	241.19	C014 41.33
0+68 <sup>33</sup>	C046 241.84	241.38	C070 42.08
0+40	C059 42.17	<sup>256</sup> 241.58	C098 42.56
0+20	C013 41.52	241.49	C053 42.02
NELycor Malden 0+10 = Cb 13c			
Malden 0+00 = NLYR	F062 40.90	241.00	C042 241.47

Cont  
RT = cly.

72

Rough grade	Top cb grade	curb stake
F034 40.39	240.73	F003 40.70
F073 40.15	240.88	F024 40.64
F072 40.30	241.02	C003 41.85
<sup>3 BK 10</sup> C119 42.95	241.16	C027 41.43
<sup>PK 5 back</sup> C113 42.43	241.30	C013 41.43
C296 44.40	241.44	C020 41.64
C31 44.7	241.58	C012 41.73
C282 44.31	241.49	F001 41.48
C285 44.05	241.20	Meet
C149 42.44	240.95	



Pave Collingwood

LT=vrly.

Rough Topcb

Station	grade	grade	Cb Stake
22° LT to RT	C232		C011
3+91.76 10' To ch	48.34	246.02	46.13

Chord = 21.79 - Def = 34° 15.97'

23° RT to PL LT	C179		C0.49
3+69.91 11' To ch	47.07	245.28	45.77

Chord = 21.79 - Def = 27° 00.62

24° LT to RT	C196		C0.27
3+48.06 6'	46.50	244.54	44.81

Chord = 21.79 Def = 19° 45.27'

3 Parts of 21.85 + 2 Parts of 21.86 - Chords = 21.79

Line to 12 } 15' To ch

25° LT Base	C123		F007
1/4 NWLY curb	45.03	243.80	43.73
3+26.21 = PRC			

Chord = 18.79 Def = 12° 29.92'

3+07.39

Δ = 97° 35' - L = 146.90 - Def per foot = 19.92896'  
Chord = 18.78 - Def = 6° 14.86' - Rad = 86.25

Base Line BC.

ON ELY

2+88.58 = Cb BC

2+65

2+45

= 8' X CUTTER

2+25 RT only

Cont  
RT=vrly.

23

Rough grade	Topcb grade	Cb Stake
C026		C0.26
45.95	245.69	45.95

C044		C017
45.48	245.04	45.21

C013		C0.13
44.52	244.39	44.52

F077		F016
42.97	243.74	43.58

F093		F010
41.89	242.82	43.72

F052		F016
291.38	241.90	41.74

C007		C025
241.12	241.05	41.27

C040		C016
241.15	240.75	240.91

C006		C020
40.71	240.65	40.90



Pave Collingwood DR

Station	Rough grade	LT	Obstacle
		TOP	

CONT 78

Rough grade	CONT	Curb Stake
	RT	

4+45.48	C192 50.02	248.10	C070 248.80
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(P) - Det = 2°47.66' Ch = 10.00

P.R.C. C214  
4+35.48 - 0°00'49.64 247.50

Curb

Road + Collingwood Drive - arc run along Long Curb Return on Nully Cor Los Altos

altas red + collingwood  
SWly cor Los  
R = 78.41484  
P.R.C. ON RT

4+71.05

Det 8°40.32' - chord = 14.78

4+56.26

Det 5°04' - Ch 20.76'

(RT county)

Above

LT See  
FOR CURB ON

208 LT RT TO R  
4+35.48 = P.R.C. C214  
49.64 247.50 C042  
47.92

Chord 21.79 - Det = 48°47'50'

21° LT RT TO R  
4+13.62 - 11° BK Ch  
49.11 246.76 C002  
46.83

Chord = 21.79 - Det = 41°31.52'

EC.  
MIDPT

ON PROP LINE

C236

55.46

ON PROP LINE

C324

254.99

ON PROP LINE

C367

54.07

2' IN STREET

F038

247.82

1' 3" BACK

248.20

C001  
53.11

253.10

251.75

250.40

C008  
50.48

F029  
47.91

F014

46.86

247.00

C060

47.66

C004

46.38

246.34

C048

46.82



Pave Collingwood Drive

Cont

75

Station	Rough grade	Top of grade	cb stake
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NW 4 <sup>th</sup> curb 5+19 <sup>57</sup> - end of	F263 54.87	257.50	F122 56.28
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(18.03) Det = 23°30' ch = 18°	F176 53.38	255.14	F006 55.08
5+01 <sup>54</sup>			

(18.03) Det = 18°27.58' - ch = 18°	F02 52.6	252.77	C055 53.32
4+83 <sup>51</sup>			

(18.03) - Det = 13°25.28' ch = 18°	C070 51.10	250.40	C077 51.17
4+65 <sup>48</sup>			

10' Det = 8°22.98' - ch 10°			C080 49.90
4+55 <sup>48</sup>		249.10	

10' Det = 5°35.32' - ch = 10°			
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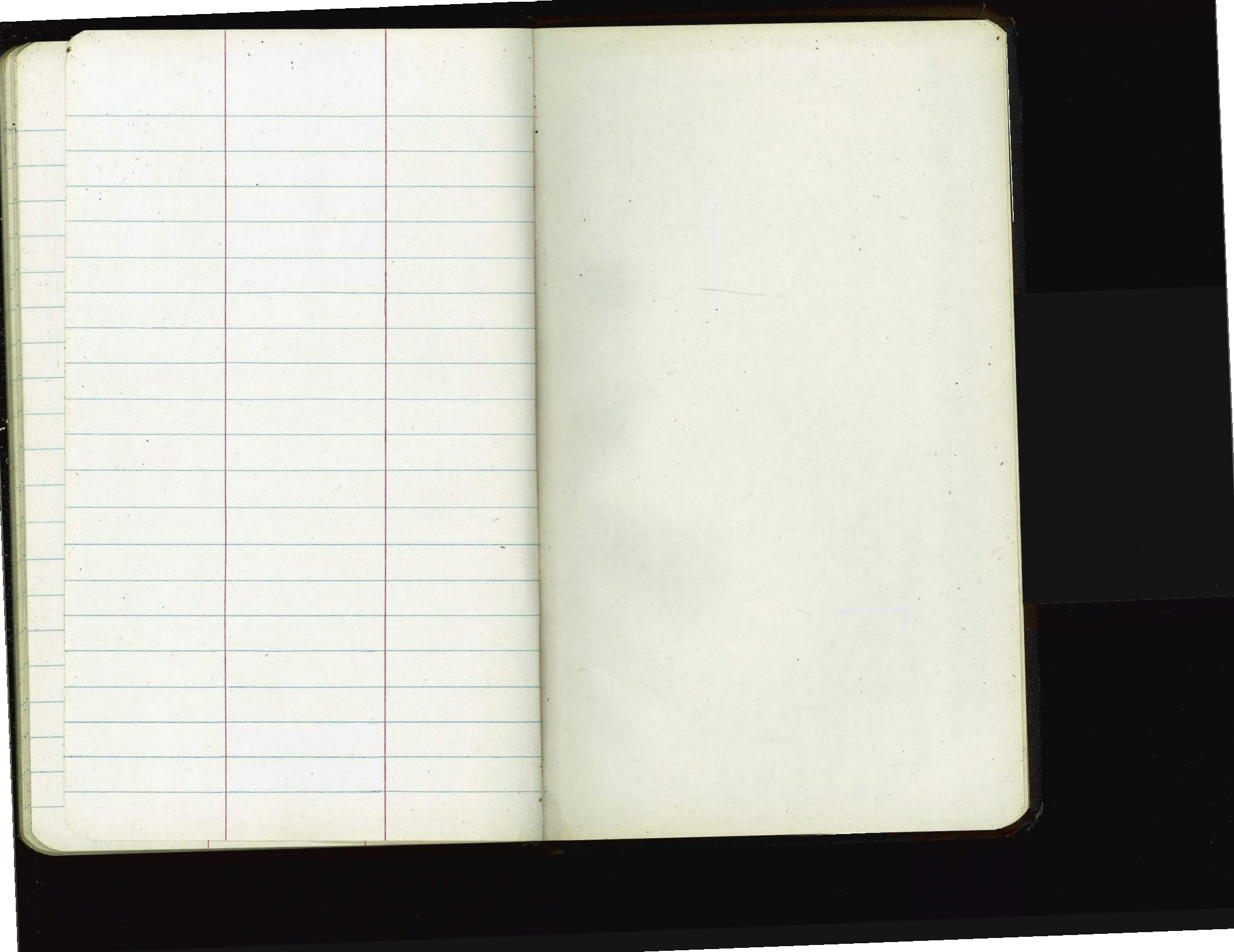






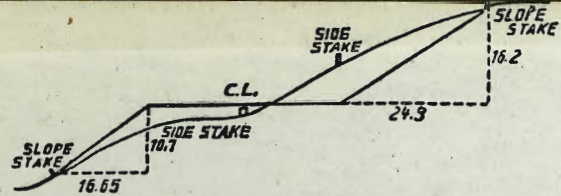








109.0  
1.3  
109.0  
2.4  
7



**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	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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