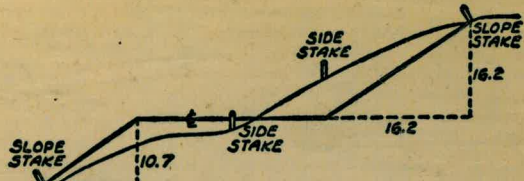


#769



MICROFILMED

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.

Kearney-Mesa P.L. Page
Prelim. Survey West City Dump ^{at}
across Murray Canyon 1-7 ✓
Alignment Kearney Mesa P.L. Sta. 0+00-12+71 ⁴²
8-21 ✓

Profile over E Kearney Mesa P.L. 24-61
Sta. 0+00-19+75 ^{at}

Realignment & Profile 109+62.9 - 122+37.95 ✓ 62-65 ^{msd}

Realignment & Reprofile ^{Kearney Mesa P.L.} Sta. 121+79.25 - 125+27.25

" " Sta. 27-46+74 ✓ 66-68
69-72 ^{msd}

WILBUR AVE, 6" TRANSITE PIPE LINE & SERVICES. 75-76 ^{msd.}

Kearney Mesa Pipe Line Ties in P.L. 1185 & 1186 77-78 ✓
alice

Kearney Mesa P.L.
Prelim. Survey - #1
Near City Dump

KING
Shipman
Adams
11-19-48

B.M.	2.20	502.20		520.00	on hub 0700 Line #1 - Assumed El.
T.P.	0.82	490.91	12.11	490.09	
T.P.	2.13	480.83	12.21	478.70	
B.M.			4.56	476.27	on gully - above Rd. on Line #2
T.P.	12.06	490.74	2.15	478.68	
T.P.	11.65	502.18	0.21	490.53	
B.M.			2.19	498.99	500.00
B.M.			6.91	495.27	across canyon on Path - gully

Profile Rt. #1
Near City Dump. 10' So.
Pueblo line

King 11-22-48
Shipman
Adams

2

B.M.			Assumed Elev.	
0.15	500.15		500.00	on hub 0+00
0+00		6.2	500.0	
0+50		8.4	491.8	
0+77		11.9	488.3	
T.P.	1.67	489.39	12.43	487.72
0+90		5.4	484.0	
1+00		10.7	478.7	
T.P.	0.44	478.20	11.63	477.76
T.P.	0.65	466.01	12.84	465.36
1+33		12.2	453.8	
1+50		10.3	455.7	
1+70		11.1	454.9	
T.P.	0.15	453.54	12.62	453.39
2+00		9.0	444.5	

← 10' → Conc. Man.

14+05.03 ← 10' → 2" Pipe

± P.L.

0+25 Fire guard

0+00 set hub & Tack

453.54

T.P. 0.78 442.64 11.68 441.86

2+32 11.3 431.3

2+50 15.1 427.5

T.P. 0.62 431.00 12.26 430.38

2+65 6.4 424.6

3+00 9.8 421.2

T.P. 0.85 420.42 11.43 419.57

3+50 3.5 416.9

4+00 6.5 413.9

4+25 8.4 412.0

T.P. 0.23 408.63 12.02 408.40

4+50 3.7 404.9

4+59 6.0 402.6

4+70 9.2 398.4

4

		408.63			
T.P.	1.34	396.97	13.00	395.63	
T.P.	0.91	385.34	12.54	384.43	
5400			3.2	382.1	
T.P.			12.04	373.30	
T.P.	0.41	373.71			
T.P.			12.48	361.23	
T.P.	.94	362.17			
5448			5.8	356.4	
T.P.	1.13	353.11	10.19	351.98	
5784			6.0	347.1	
T.P.	3.34	345.07	11.38	341.73	
5488			14.0	331.1	East side of excavation
6442			16.5	328.6	
6457			21.0	324.1	Bottom of creek
7442			21.1	324.0	West side of excavation
7448			5.3	339.8	
7456			4.6	340.5	
T.P.	12.04	356.70	0.41	349.66	

		356.70			
7+81			4.5	352.2	
8+11			2.6	354.1	
T.P.	12.94	368.87	0.77	355.93	
8+24			9.6	358.3	
8+46			5.5	363.4	
8+50	0.7		4.3	364.6	
T.P.	12.70	381.31	0.26	368.61	
8+65			12.0	369.3	
T.B.M.			6.82	374.49	At 8+65 = 20' - 1/2" Pipe
T.P.	11.47	392.43	0.35	380.96	
9+00			7.4	385.0	
T.P.	11.32	402.86	0.89	391.54	
T.P.	10.55	412.34	1.07	401.79	
9+50			6.5	405.8	
T.P.	11.14	422.40	1.08	411.26	
T.P.	12.81	434.84	0.37	422.03	
10+00			8.3	426.5	
T.P.	12.07	446.32	0.59	434.25	

		446.32			
T.P.	11.73	457.34	0.71	445.61	
10+50			11.5	445.8	
T.P.	12.76	469.95	0.15	457.19	
11+00			1.5	468.5	
T.P.	11.19	481.02	0.12	469.83	
11+23			2.3	479.7	
T.P.	12.43	492.45	1.00	480.02	
11+50			5.9	486.6	
T.P.	11.89	503.79	0.55	491.90	
12+00			14.7	492.1	
12+10			10.0	493.8	
12+50			3.8	500.0	
B.M. corrected			8.61	495.18	495.27 - see Page #1
	12.60	507.87		495.27	
12+60			2.7	505.2	
13+60			0.7	507.2	
T.P.	6.02	512.87	1.02	506.85	

5-12-25

13450

5.6 507.9

14400

4.5 508.4

T.B.M.

3.51 509.34

04.2" IRON Pipe 10' Rft. 14405-03

Reduced 11/30/48 R.M.

2+93³

Sewer Xing & M.H.

2+82⁴

Fence Xing

Δ 2+67⁹³

22° 30' Rt. Turn

2+66⁵

End CONC. Wall

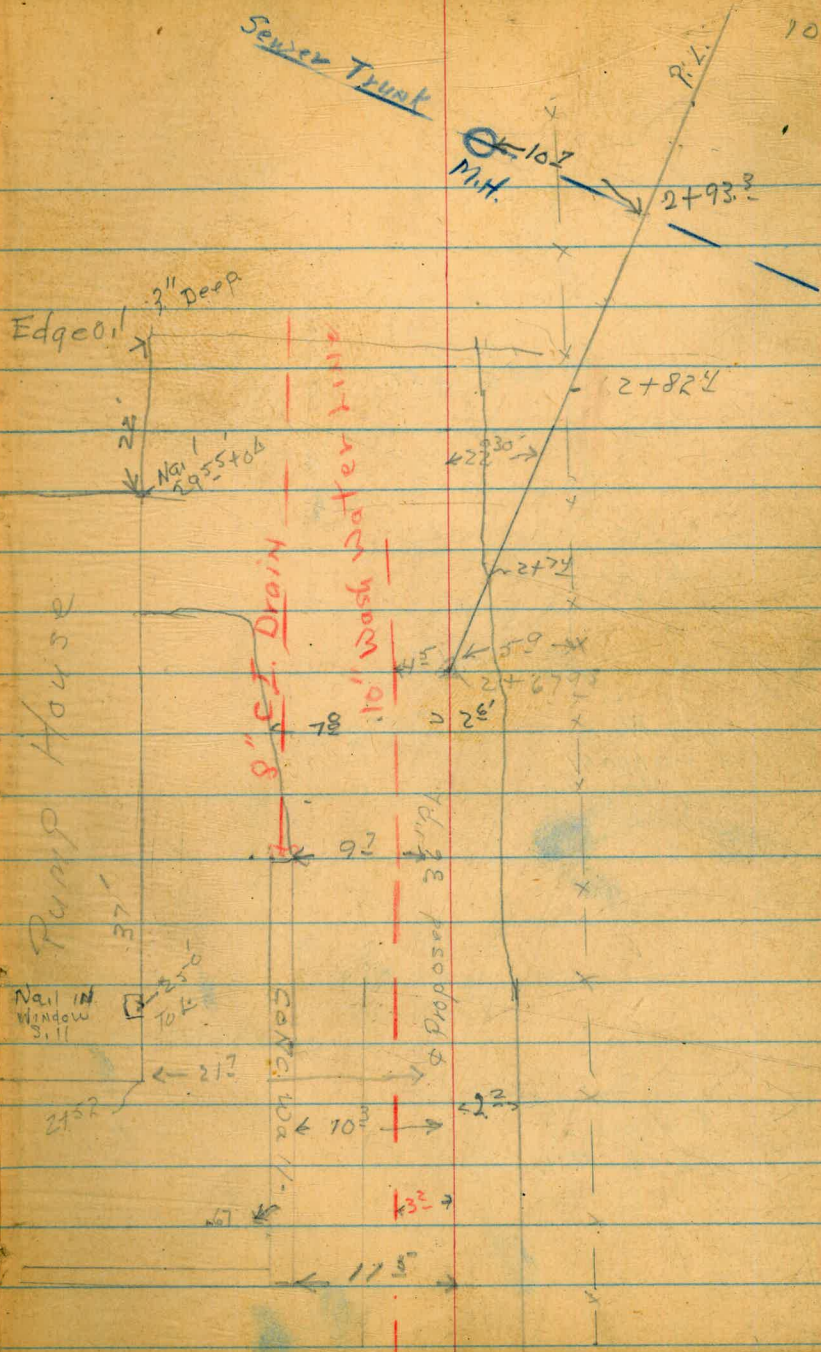
2+52

Pump House

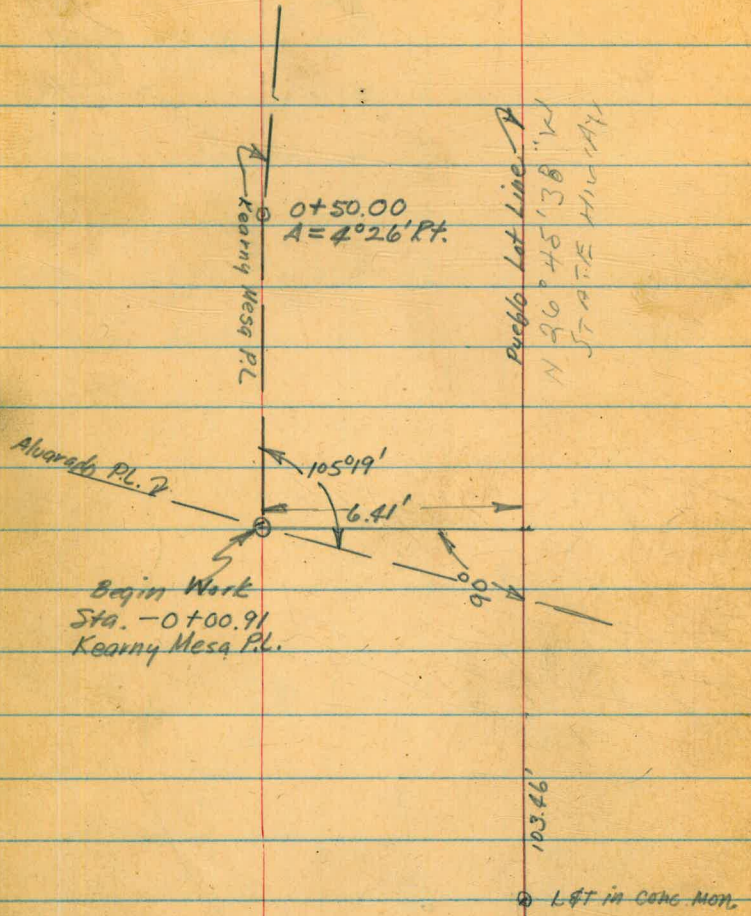
2+50

2+30

CONC. Wall

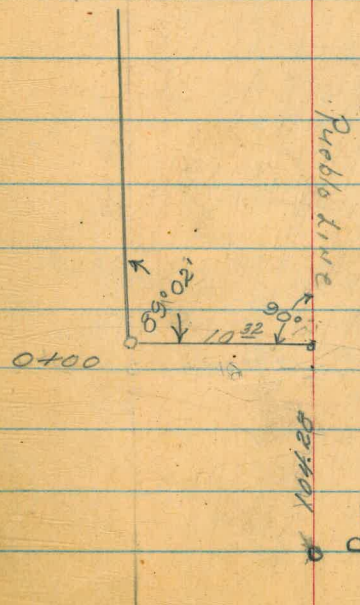


Tie-Begin of Kearney-Mesa Pipeline



Office calculated
Realignment
8-3-49 R.M.

See opposite page
for office realignment
8-3-49 R.M.

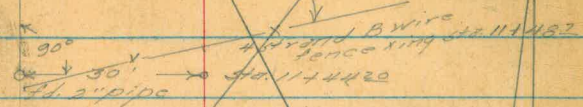


LET. IN
CONC. MON.

See F.B. 771 p. 35
Sta. 9+46.41 to
30+58.85
84.49 RM

Void!
RM

Note: fences
shown are approx
angle only unless
angle in minutes
due to irregular
alignment of fence

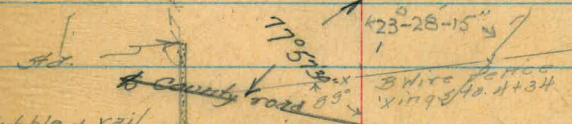
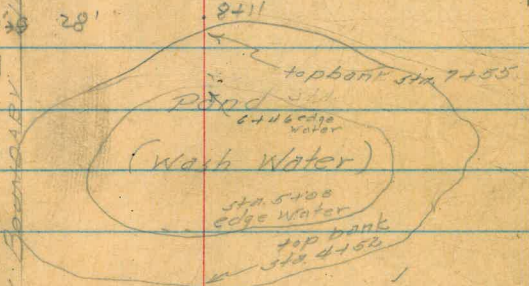


30' 11+12 P.P. #9636

30' 6" well casing sta 10+77

30' 10+36 P.P. #10511

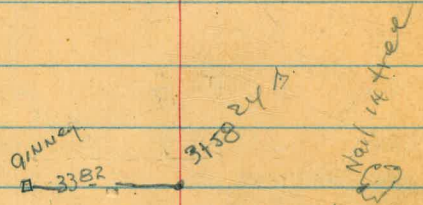
#9633 #1130 28'



Rubble + rail retaining wall Sta 4+22.22
96+85.00 Highway

13' 28" Cottonwood Sta 3+59
2 P.P. Sta 3+58.24
L. 23° 28' 15" Lt.

3 strand B wire fence xing sta 3+42



Dec. 28 1948 Rainey 13
King
Adams

Void

27488 P.P. 90641 RM

RAT 27+11.30

25+36

13' - 10' tree

→ 2

15' →

24+51

CONC
Ret. Wall

2 Pt. Sta 24+39.20
22+30' Rt

Wire fence King
Sta 24+17

2 Pt. Sta 24+00
22+30' Lt

29'

22+34 P.P. #90640

9x9 Pump House

#90639

P.P. 20+51

53' →

20+49

98°

Wire fence King
Sta. 20+49

0-5'
20+51 20+47

30'

4" pipe RE. 4847

30.50

Sta. 18+12.27

28'

16472 P.P. 90638

28'

13496 P.P. 90637

30' tree

11'

12+65

Sta. 21+00 to 26+60
16+72.60
19.49
RM

Sec. F.B. 77/99.35
Sta. 9+46.41
Sta. 20+58.85
RM

CITY BOUNDARY FENCE

SE COR PL. 1186
SW COR PL. 1185

D.M.
8' 16'

371.51 22°30' 14"
60+25.00

BC. 59+65.33 (RAM)

← 50' →

57+17

Q.P.P. 90016



Sta 59+68.35

62°59' 56.14 22°59'

FOR CHAINED

DISTANCES AND ANGLES

← 50.00 →

SE COR PL. 1185

ON PLS 1185-1186 SEE

LAST PAGE IN BOOK

Sta 49+61.00
50'

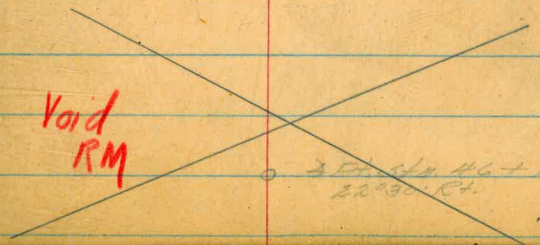
Ad 2' 10" Hub

CITY BOUNDARY LINE

(Cont. from FB 777 p 23)
8.4.49 RM

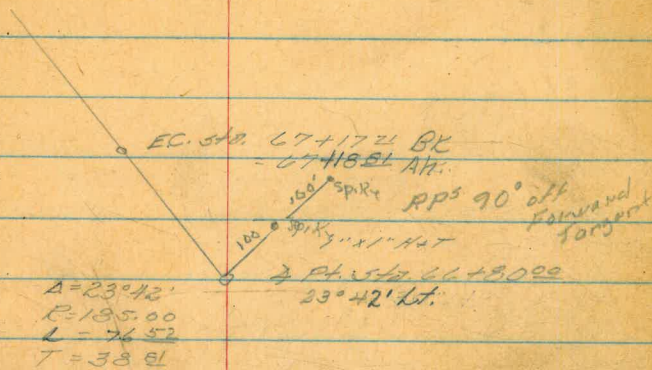
VOID
RM

371.51 22°30' 14"
60+25.00



Dec. 30, 1948 Rainey King Adams 17

	455	392.70	398.15
66+412 B.C.	6.3	386.4	
66+50	5.9	386.8	
66+68	5.7	387.0	
66+78	4.4	388.3	
67+00	4.1	388.6	
67+172 F.C.	4.6	388.1	



BC Sta. 66+412

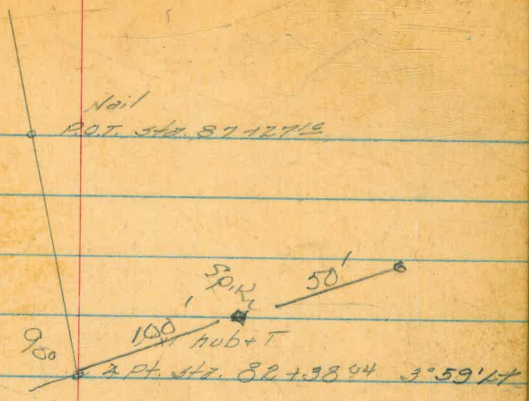
PC Sta. 64+533

EC Sta. 60+834 BC
 - 572.60+842 AR.

PC Sta. 60+250
 22°30' Lt.

A = 22°30'
 B = 300
 L = 117.81
 T = 53.47
 572.60

60+2500		302.79
	828	311.01
59+653 B.C.	16.6	294.4 284.4
60+00	11.4	299.6
60+50	4.4	306.6
60+834 F.C.	10.3	311.3



• 1 Pt. Sta. 66+80.00 •

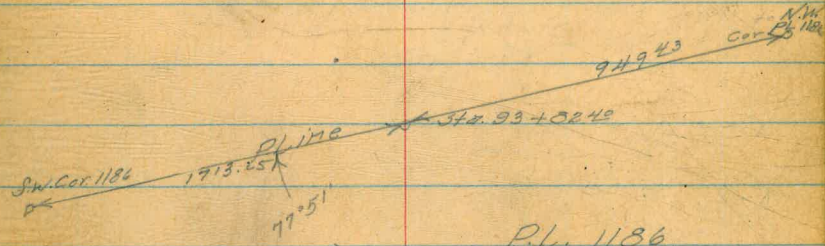
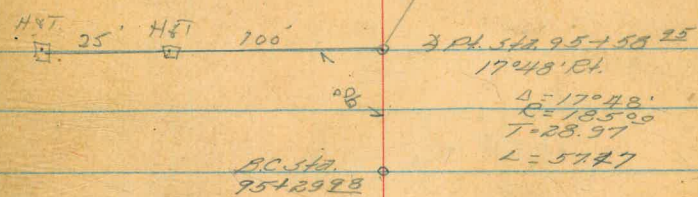
2662.68
 949.43
 1713.25

4.85 313.48 308.63

95+29.25 P.C. 6.0 307.5

95+50 5.1 308.4

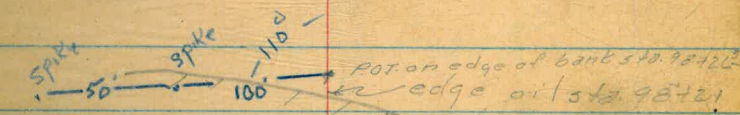
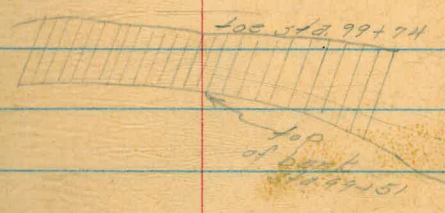
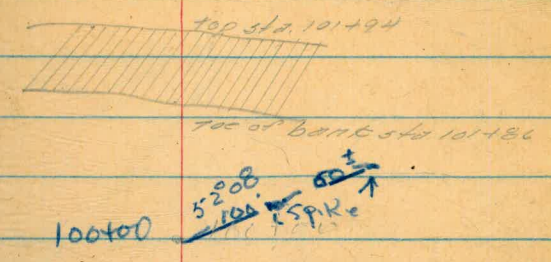
95+87.45 P.C. 7.3 306.2



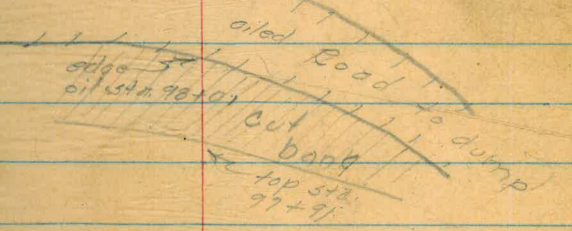
P.O.T. Sta. 97+27.6

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POT. Sta. 102+88.31 20



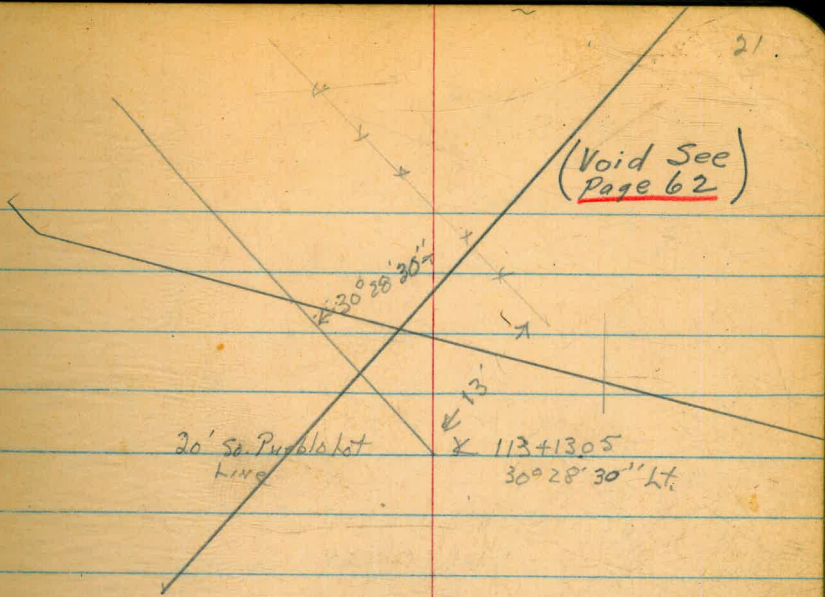
Del. to Rd.
 off 7th. Av.
 25' N 82° 00'
 50' N 92° 26'
 75' N 98° 50'
 100' N 106° 56'



50'S 125° 00'
 100'S 106° 30'

17° 45' E
 POT. Sta. 95+58.25

(Void Sec)
Page 62



20' S. Pueblo lot
line

113+1305
30° 28' 30" Lt.

P.O.T. 109+62⁸⁵ Top of Hill

P.O.T. 106+42⁸⁹

P.O.T. 104+3607

P.O.T. 102+8831

Grazing land

(Void See Page 62)

< 18' >

P.O.T. 120+64.04

Void

Top Steep Bank P.O.T. 118+65.72

Bottom Canyon 117+95

Bottom Canyon 117+08

Top Steep Bank P.O.T. 116+18.38

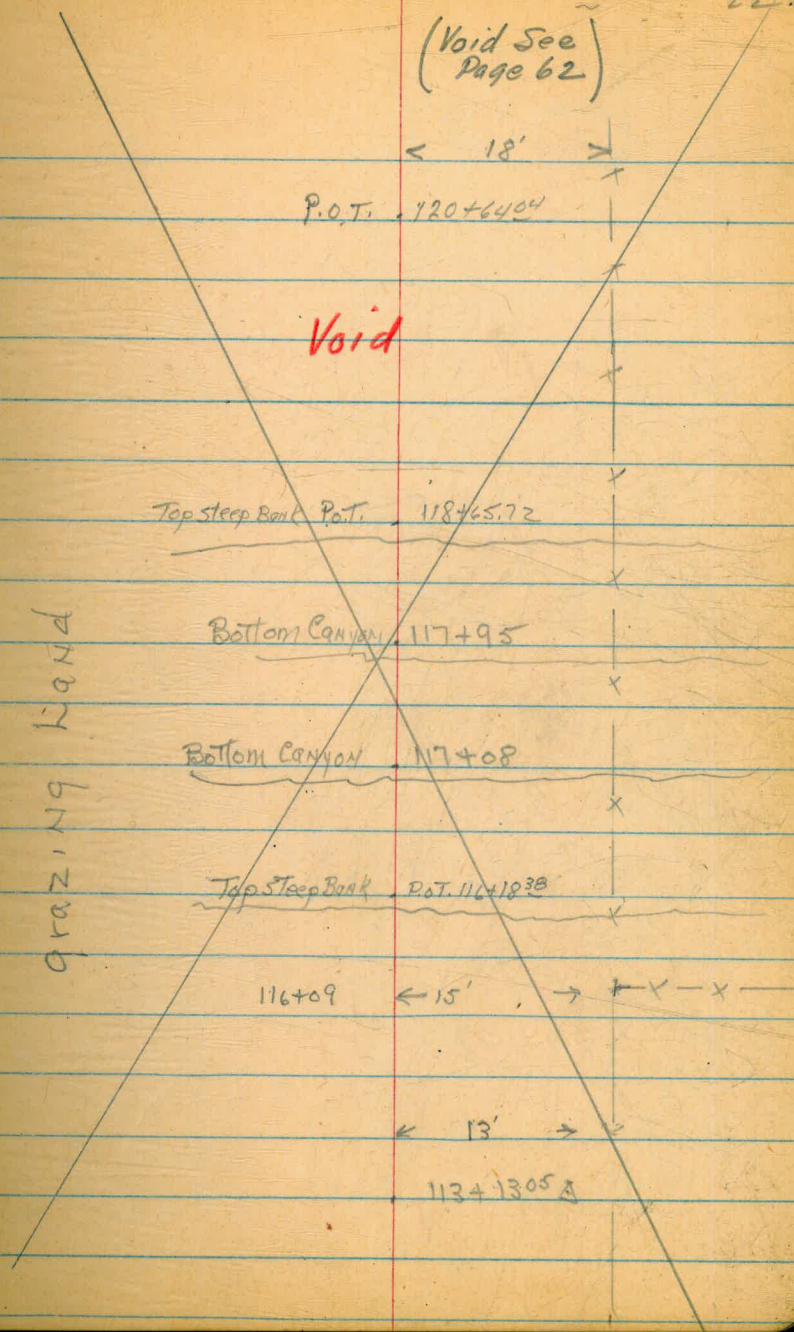
116+09

< 15' >

< 13' >

113+13.05

GRAZING LAND



(Void See Page 62)

Void

395 State Hwy.

CONC. MON

1198
1188
RE 2918
2904

121+7142 #head

122+7142

gp

CONC. MON Survey 1941

1198
1188
RE 2918
1187
1187
5611
8611

1181 1187
1181 1182
CONC. MON

POT 120+6404

9102

Profile of Proposed 36"
Kearney Mesa P.H.

1-20-1949

King-Notes
Shipman T
Adams P

- RAINING

24

66.90
63.79
3.1

B.M.	2.74	66.53	63.79	Top grate - 4x4 Bx
0+00		1.7	64.8	Edge of
0+27		2.0	64.5	" "
0+35.70		1.5	65.0	Top Co. Hdw/1
0+50		2.8	64.7	
0+65		2.1	64.4	Edge Oil
1+00		4.1	62.4	
1+10		4.4	62.1	Edge oil - Nuffs Drive
1+30		6.5	60.0	
2+00		11.3	55.2	
T.P.	0.72	54.41	12.84	53.69
2+50		5.1	49.3	
2+67.93		6.3	48.1	
2+93 - M.H.	10.7 H.	16.92 - Fk	37.49	
		80.2 Sewer	46.39	✓
3+06		9.0	45.4	
3+12		9.7	44.7	
3+15		12.6	41.8	
T.P.	4.05	48.20	10.26	44.15

48.20

3+26		7.3	40.9
3+34		6.0	42.2
3+51		10.2	38.0
A3+58 ²⁴		10.3	37.9
T.P.	9.33	47.17	10.36 37.84
4+00 TOP BANK		10.3	36.9
4+52		11.1	36.1
SE Dg & Water			
4+64 NE Dg		16.1	31.1
6+46 TOP BANK		16.1	31.1
7+55		9.9	37.3
8+00		9.1	38.1
8+50		9.9	37.3
8+90		9.8	37.4
8+81		4.5	42.7
9+00		5.6	41.6
9+50		6.5	40.7
10+00		6.5	40.7
10+50	Void RM	6.1	41.1

Top hub & 3+58²⁴

See F.B. 771, p. 46 for profile across
wash water pond (sounded 8-10-49)

(See ~~FB 771 pg. 41~~)
(8-4-49 RM)

	47.17			
11+00			6.0	41.2
11+50			6.9	40.3
12+00			6.6	40.6
12+50			7.4	39.8
13+00			6.6	40.6
T.P.	3.78	45.23	5.72	41.45
13+10			5.6	39.6
13+25			5.1	40.1
13+35			6.4	38.8
13+50	Void		5.4	39.8
13+75			4.0	41.2
14+00			4.3	40.9
14+50			5.1	40.1
15+00			4.3	40.9
15+50			4.4	40.8
16+00			4.2	41.0
16+50			4.6	40.6
17+00			5.7	39.5

(See FB 771 pg. 91)
8-4-99 RMD

39.0

45.23

17+50			6.1	39.1
18+00			6.2	39.0
18+50			8.5	36.7
19+00			8.7	36.5
19+50			6.8	38.4
T.P.	6.25	44.32	7.16	38.07
R0+00			7.1	37.2
R0+15			6.7	37.6
R0+24			5.0	39.3
R0+50	Void		4.7	39.6
R1+00			4.5	39.8
R1+50			4.7	39.6
R2+00			4.5	39.8
R2+50			4.7	39.6
R3+00			4.6	39.7
R3+50			4.5	39.8
L 24+00			4.5	39.8
24+39.20			3.5	40.8

Revised See FB 770 Pg 35

		44.32		
R4150			2.6	41.7
T.P.	11.04	55.07	0.29	44.03
R5100			10.2	44.9
R5150			4.9	50.2
T.P.	11.80	65.98	0.89	54.18
R6100			9.8	56.2
R6150			7.2	63.8
T.P.	11.20	76.77	0.91	65.07
R7100			6.0	70.8
R7150	Void		2.8	74.0
R8100			0.5	76.3
T.P.	10.17	86.66	0.28	76.49
R9150			9.5	77.2
R9100			8.6	78.1
R9150			7.4	79.3
30100			4.1	82.6
EDGE OF			3.0	83.7
301150				
SPICE 18.5700				
TRIP TBM	12.77	95.81	3.62	83.04
30150			11.2	84.6

~~Revised See FB 770 Pg. 35-36~~
Void

95.81

31400			5.9		89.9
31450			.00		95.8
E. END 36 R.P.D. FLOW LINE					
31450			7.3	88.5	88.5
W. END FLOW LINE					
31482			8.2	87.6	87.6
T.P.	12.75	108.56	0.00	95.81	
32400			6.9		101.8
32450			0.7		107.9
T.P.	12.13	120.41	0.28	108.28	
33400			6.9		113.5
33450			0.5		119.9
T.P.	12.91	132.73	0.59	119.82	
34400			6.8		125.8
34450			0.8		131.9
T.P.	12.89	144.90	0.92	132.01	
35400			7.0		137.9
35450			0.7		144.2
T.P.	12.92	157.04	0.58	144.32	
36400			7.1		149.9
36450			0.9		156.1

Void

~~Revised See F.B. 770 pg. 56-57~~

		157.04			
T.P.	12.84	169.42	0.46	156.88	
37+00			7.6		161.8
E END 36" Pipe					
37+10	FL.		13.4	156.0	156.0
W END					
37+23	FL.		11.6	157.8	157.8
37+50			1.5		167.9
T.P.	10.62	179.48	0.56	168.86	
38+00			3.7		173.8
38+50			0.00		179.5
T.P.	12.76	191.94	0.30	179.18	
39+00		Void	6.8		185.1
39+50			1.3		190.6
T.P.	12.08	203.78	0.24	191.70	
40+00			7.7		196.1
40+26	FL. Culv.		13.7	190.7	190.1
40+45	FL. 36" Pipe		11.2	192.6	192.6
40+50			2.5		201.3
T.P.	12.69	216.32	0.15	203.63	
41+00			9.4		206.9
41+50			3.9		212.4

~~Revised See FR 770 pp. 37-38~~

		216.32		
T.P.	12.71	228.39	0.64	215.68
42+00			10.2	218.2
42+50			4.6	223.8
T.P.	12.45	240.66	0.18	228.27
43+00			12.4	228.3
43+45	Edge of rd		6.7	234.0
43+57	Treebank		5.5	235.2
T.P.	12.18	252.08	0.76	239.96
B.M.	9.26	259.52	1.82	250.26
43+91			8.2	251.3
44+00			7.6	251.9
44+50			6.2	253.3
45+00			3.0	256.5
T.P.	12.32	270.97	6.87	258.65
45+50			9.7	261.3
46+00			3.4	267.6
46+19.85			1.21	268.8
T.P.	11.41	281.17	1.21	269.76

Spike pt. Sta 45+231 N gas Co. Fence Post - opposite
gravel Rd.
East side of rd

~~Revised See F.B. 770 pp. 38-39~~

(Cont. from FB 77p9.29)
8-4-49 RM

32

281.17

46+50		8.6	272.6	
47+00		4.1	277.1	
T.P.	12.47	293.50	0.14	281.03
47+50		10.9	282.6	
48+00		5.3	288.2	
T.P.	12.49	305.79	0.20	293.30
48+50		11.3	294.5	
49+00		3.2	302.6	
T.P.	4.69	309.47	1.01	304.78
49+37		2.9	306.6	
90+49+496'		4.1	305.4	
50+00		7.5	302.0	
50+50		10.0	299.5	
51+00		12.3	297.2	
T.P.	1.93	299.86	11.84	297.93
51+50		5.4	294.5	
52+00		9.6	290.3	
T.P.	1.87	298.44	13.02	286.84

	288.66			
52+24		1.4		287.3
52+50		1.9		286.8
53+00		6.8		281.9
53+50		12.2		276.5
T.P.	0.89 27833	11.20	277.46	
54+00		6.0		272.3
54+50		9.3		269.0
54+72		12.8		265.5
T.P.	0.97 268.22	10.88	267.45	
54+95		11.5		256.7
55+00		12.1		256.1
55+13		12.1		256.1
55+26		13.6		254.6
55+50		12.8		255.4
56+00		10.9		257.3
56+13		9.1		259.1
56+50		5.6		262.6
T.B.M.	1309 281.07	0.24	267.98	

Bottom Creek

No. 1 IN P.P. R. 57 + 25 H 90016

281.07

57+00			11.3	269.8
57+50			3.0	278.1
58+00			+1.0	280.1
58+22			1.1	280.0
58+50			6.2	274.9
58+62			8.9	272.2
T.P	12.20	R9246	0.81	280.26
59+00			10.1	282.4
59+50			0.2	292.3
T.P	12.69	30478	.37	292.09
60+00			5.3	299.5
60+25			1.99	302.8
T.P	11.36	315.60	0.54	304.24
60+50			9.4	306.2
61+00			2.4	313.2
T.P	12.38	322.68	.30	315.30
61+50			6.5	321.2
T.P	12.18	339.46	.40	329.28

302.79

		339.46		
62+00			9.5	330.0
62+50			0.5	339.0
T.P.	11.72	350.72	0.46	339.00
63+00			2.5	348.2
T.P.	12.54	362.91	0.35	350.37
63+50			4.6	358.3
T.P.	12.31	374.58	0.64	362.27
64+00			4.1	370.5
T.P.	11.25	385.83	0.00	374.58
64+50			4.6	381.2
65+00			3.0	382.8
65+50			1.4	384.4
T.P.	9.62	394.64	0.79	385.04
66+00			9.0	385.7
66+50			7.8	386.9
66+80			6.51	388.2
67+00			6.0	388.7
67+50			6.5	388.2
68+00			6.7	388.0

T.B.M. ON Q.IX. N. 1/4

394.66

68+50			6.5	388.2
69+50			7.0	387.7
69+12			7.1	387.6
69+30			5.0	389.7
69+50			6.3	388.4
70+00			7.1	387.6
70+50			7.3	387.4
71+00			7.6	387.1
71+50			7.6	387.1
72+00			6.3	388.4
T.P.	6.47	394.46	6.67	387.99
72+50			5.1	389.4
73+00			4.9	389.6
73+50			5.0	389.5
74+00			5.0	389.5
74+17			5.8	388.7
74+50			5.2	389.3
75+00			4.1	390.4
75+50			3.5	391.0

81
120

39446

76700			1.9	392.6
T.P.	4.88	397.17	2.17	392.29
76750			3.9	393.3
77700			3.9	393.3
77750			3.8	393.4
78700			4.0	393.2
78750			5.2	392.0
78775			6.3	390.9
79700			5.2	392.0
79730			7.1	390.1
79750			7.3	389.9
80700			9.9	387.5
80750			8.9	388.3
81			7.0	390.2
81750			3.7	393.5
T.P.	9.07	403.97	2.27	394.90
82700			8.0	396.0
82730			5.92	248.05 398.1
82750			6.3	397.7

403.97

82+68		6.5	397.5	
82+72		5.3	398.7	
83+00		5.6	398.4	
83+11		6.7	397.3	
83+50		7.3	396.7	
83+55		7.2	396.8	
83+66		6.1	397.9	
84+00		5.9	398.1	
84+50		6.6	397.4	
85+00		7.3	396.7	
85+50		8.8	395.2	
86+00		10.3	393.7	
T.P	2.51	396.40	10.08	393.89
86+50		3.2	393.2	
87+00		4.0	392.4	
87+50		7.0	389.4	
88+00		13.8	382.6	
T.P	1.27	385.24	12.43	383.97

		385.24		
88750			13.8	371.4
T.P.	0.61	372.81	13.04	372.20
88486			7.2	365.6
89100			10.0	362.8
T.P.	0.43	360.85	12.39	360.42
89450			7.0	353.9
T.P.	1.13	349.38	12.60	348.25
90+00			3.1	346.3
90+50			10.8	338.6
T.P.	0.33	336.76	12.95	334.43
91+00			4.4	332.4
91+50			9.7	327.1
T.P.	1.41	325.28	12.89	323.87
T.B.M1			5.32	319.96
92+00			3.0	322.3
92+50			7.4	317.9
93+00			10.3	315.0
T.P.	1.20	313.86	12.62	312.66

Top Hub 100' RT 9+50

313.86

93+50			7.4		312.5
94+00			3.3		310.6
94+24			4.6		309.3
94+41			3.2		310.7
94+50			3.5		310.1
94+66			5.4		308.5
95+00			5.9		308.0
95+37			6.5		307.4
Δ 95+58 ⁹⁵			5.23		308.7
95+80			7.4		306.5
96+00			6.9		307.0
96+16			7.7		306.2
T.P.	0.42	301.48	12.80	301.06	
96+50			1.4		300.1
96+92			6.1		295.4
97+00			8.4		293.1
T.P.	0.21	288.94	12.75	288.73	
97+34			4.5		284.4
97+50			11.7		277.2

288.94

T.P.	0.61	276.50	13.05	275.89	
T.P.	1.24	265.07	12.67	263.83	
97491	Top bank.		6.3		258.8
T.P.	0.82	253.13	12.76	252.31	
Set T.B.M.	0.69	246.86	6.96	246.17	Tel. Pole 4. 511. 100
Edgo Ford 98101			5.3		241.6
Edgo Ford 98121			4.2		242.7
98156			3.5		243.4
T.P.	1.01	234.98	12.89	233.97	
98150			6.8		228.2
T.P.	0.27	222.45	12.80	222.18	
T.P.	0.89	210.68	12.66	209.79	
99100			6.5		204.2
99114 T.P.	0.48	198.43	12.73	197.95	198.0
99137			10.9		187.5
99147 T.P.	0.34	185.70	13.07	185.36	185.4
TOP BANK 99151			1.7		184.0
T.P.	6.36	181.07	10.99	174.71	

1974
93
184.0

	181.07			
T.P.	1.15	169.64	12.58	168.49
99+56			74.0	165.6
99+74			8.7	160.9
100+00			10.1	159.5
100+50	Bottom Creek		12.6	157.0
101+00			11.3	158.3
101+50			10.7	158.9
101+75			11.8	157.8
101+86			8.2	161.4
T.B.M.	12.65	179.30	2.99	166.65
T.P.	9.52	188.12	0.90	178.60
101+94	Top Bank		11.7	176.4
102+00			10.0	178.1
T.P.	11.93	199.72	0.33	187.79
T.P.	12.98	212.39	0.31	199.41
T.P.	11.60	223.80	0.19	212.20
102+50			17.9	205.9
102+75			1.8	222.0

L41

RT

2x2 hub 100' Rt. Sta 101+50 IN BANK.

$$\begin{array}{r} 178.1 \\ 0.0 \quad 17 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 179.0 \\ 41.0 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 204.9 \\ -1.0 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 201.9 \\ -4.0 \\ \hline 10 \end{array}$$

		223.80			
T.P.	11.73	235.07	0.46	223.34	
103400			4.7	230.4	
T.P.	11.77	246.37	0.47	234.60	
103450			9.7	236.7	
103490			7.1	239.3	
104400			2.7	243.7	
T.P.	12.78	258.46	0.69	245.68	
104410			8.8	249.7	
104450			4.0	254.5	
T.P.	12.62	269.89	1.19	257.27	
105400			5.9	264.0	
T.P.	12.44	282.29	0.04	269.85	
105415			12.4	269.9	
105450			3.3	279.0	
T.P.	13.00	294.89	0.40	281.89	
106400			8.1	286.8	
T.P.	9.78	304.07	0.60	294.29	
106428			8.8	295.3	
106450			6.9	297.3	

L.T.

$$\begin{array}{r} 239.4 \\ + 9.0 \\ \hline 25 \end{array}$$

250.7

$$\begin{array}{r} + 14.0 \\ \hline 25 \end{array}$$

256.2

$$\begin{array}{r} + 12.5 \\ \hline 25 \end{array}$$

268.5

$$\begin{array}{r} + 14.0 \\ \hline 25 \end{array}$$

276.9

$$\begin{array}{r} + 12.9 \\ \hline 25 \end{array}$$

292.2

$$\begin{array}{r} + 13.2 \\ \hline 25 \end{array}$$

302.2

$$\begin{array}{r} + 15.5 \\ \hline 25 \end{array}$$

311.3

$$\begin{array}{r} + 14.0 \\ \hline 25 \end{array}$$

P4

219.4

$$\begin{array}{r} - 11.0 \\ \hline 20 \end{array}$$

225.2

$$\begin{array}{r} - 11.5 \\ \hline 20 \end{array}$$

230.7

$$\begin{array}{r} - 13.0 \\ \hline 21 \end{array}$$

240.5

$$\begin{array}{r} - 14.0 \\ \hline 25 \end{array}$$

250.0

$$\begin{array}{r} - 14.0 \\ \hline 25 \end{array}$$

266.0

$$\begin{array}{r} - 13.0 \\ \hline 23 \end{array}$$

273.7

$$\begin{array}{r} - 13.1 \\ \hline 24 \end{array}$$

284.7

$$\begin{array}{r} - 12.0 \\ \hline 25 \end{array}$$

Killed Rattlesnake here - 11/10. Long 8 rattles.

		304.07			
107700			2.7		301.4
T.P.	12.42	316.34	0.15		303.92
107+50			5.7		310.6
T.P.	12.53	328.43	0.44		315.90
108700			8.1		320.3
108+40			11.4		327.0
T.P.	11.46	339.21	0.68		327.75
T.P.	12.82	351.16	0.87		338.34
109+00			11.3		339.9
P. 67 109+62⁸⁹⁷			3.19		347.97
110+00			0.9		350.3
T.P.	9.20	358.11	2.25		348.91
110+50		Void	6.3		351.8
111+00			5.1		353.0
111+50			4.8		353.3
112+00			6.1		352.0
112+50			7.6		350.5

$$\begin{array}{r} 312.8 \\ + 13.4 \\ \hline 326.2 \end{array}$$

$$\begin{array}{r} 288.4 \\ - 13.0 \\ \hline 275.4 \end{array}$$

$$\begin{array}{r} 317.9 \\ + 7.3 \\ \hline 325.2 \end{array}$$

$$\begin{array}{r} 298.2 \\ - 12.4 \\ \hline 285.8 \end{array}$$

$$\begin{array}{r} 324.2 \\ + 3.8 \\ \hline 328.0 \end{array}$$

$$\begin{array}{r} 313.8 \\ - 6.5 \\ \hline 307.3 \end{array}$$

$$\begin{array}{r} 330.7 \\ + 3.7 \\ \hline 334.4 \end{array}$$

$$\begin{array}{r} 324.0 \\ - 3.0 \\ \hline 321.0 \end{array}$$

$$\begin{array}{r} 342.8 \\ + 2.9 \\ \hline 345.7 \end{array}$$

$$\begin{array}{r} 336.9 \\ - 3.0 \\ \hline 333.9 \end{array}$$

See Page 63

(See Page 63)
8-4-99 AM

358.11

113+00			9.2	348.9
Δ 113+130 ⁵	Top 9/11/11		9.84	348.3
T.P.	2.64	350.91	9.84	348.27
113+50			4.6	346.3
113+90			6.1	344.8
114+00			5.1	345.8
114+10			3.8	347.1
114+50			3.9	347.0
115+00			8.5	342.4
115+17			10.1	340.8
T.P.	0.86	339.12	12.65	338.26
115+50			6.2	332.9
T.B.M.			7.39	
T.P.	0.27	326.38	13.61	326.11
116+00			5.5	320.9
116+18			11.3	315.1
T.P.	1.18	314.70	12.84	313.53
T.P.	0.32	302.03	12.99	301.71

Void

2" pipe 10' R4 115+50

		302.03		
116+50			1.7	300.3
T.P.	1.28	290.56	12.75	289.28
117+00			8.6	282.0
117+33			14.9	275.7
117+36	Creek		16.4	274.2
117+40		Void	14.9	275.7
117+50			12.4	277.2
117+73			9.9	280.7
117+95			4.6	286.0
T.P.	12.37	302.91	0.02	290.54
T.P.	11.84	314.44	0.31	302.60
118+50			3.5	310.9
T.P.	11.36	325.18	0.62	313.82
118+75			8.8	316.4
119+00			7.5	317.7
119+30			3.8	321.4
119+50			0.2	325.0
T.P.	11.69	336.55	0.32	324.86
120			3.0	333.6

23.14
107
1244

336.55

T.P.	12.51	348.36	0.70	335.95
120+50			7.0	341.4
121+00			3.4	345.0
121+50			2.1	346.3
T.P.	9.24	355.26	2.34	346.02
122+00			7.3	348.0
122+50			5.3	350.0
121+71 ⁴² Hh. =122+71 ⁴² BK. B.M. SET			4.3	351.0
	0.40	351.58		
	1.91	345.52	7.97	343.61
State B.M. ON 395			12.80	332.72
				332.70
				332.52

Void

Checked & Reduced (pages 24 to 47)
1-28-49 P.M.

Top Williams Mon. -20' Rt 121+71⁴²

written on stake
Office Top Axle 75' Rt Sta. 158425 State Highway
Elev.

B.M.	1.45	352.63	351.18
122+00			2.8
+50		Void	3.9
122+69			6.0
122+86	oil		4.5
122+95.86	-Par.		4.11
123+21	10 Top Curb		3.50
123+30.00	Top Curb		3.58
123+54.00	Par.		4.30
123+73.00	oil		4.9
123+91			6.6
124			5.4
124+50			5.4
124+60.86	?		5.4
125			5.2
125+50			4.9
126			4.7
+50			5.1

Top Williams Mon. see page 47

See Page 66-68

(cont. from page 68)
8-4-49 RM

		352.63		
1	127+00		5.2	347.4
	127+50		5.3	347.3
	128+00		5.3	347.3
	128+50		4.5	348.1
1	129+00		3.5	349.1
10	129+50		3.0	349.6
1	T.P.	7.92	2.96	349.67
15	130+00		8.3	349.3
12	130+50		8.3	349.3
15	131+00		7.5	350.1
12	131+50		6.2	351.4
12	132+00		5.5	352.1
1	132+50		5.2	352.4
1	133+00		5.5	352.1
1	133+50		5.5	352.1
	134+00		5.9	351.7
1	134+40	oil	7.3	350.3
	134+60		7.0	350.6
	135+00		6.9	350.7

$$\begin{array}{r} 50.9 \\ 17 \\ \hline 33.9 \end{array}$$

		357.59		
135+50			6.9	350.7
136+00			7.2	350.4
136+50			6.9	350.7
T.B.M.	3.54	356.68	4.45	353.14
137+00			5.9	350.8
137+50			5.2	351.5
138+00			5.1	351.6
138+50			4.8	351.9
139+00			4.4	352.3
139+50			4.5	352.2
140+00			4.5	352.2
140+50			4.4	352.3
140+85			4.7	352.0
T.P.	5.12	357.33	4.47	352.21
141+00			6.3	351.0
141+02	0.1		6.6	350.7
141+17	Top Sewer min		6.41	350.92

R.R.
Spike in P.P. Rt 135+80

	357.33		
141426 Oil	6.7	350.6	
141443	5.1	352.2	
141450	5.2	352.1	
142400	5.1	352.2	
142450	5.1	352.2	
143400	4.8	352.5	
143450	5.0	352.3	
144400	5.4	351.9	
144450	5.4	351.9	
144457 Sidewalk	5.03	352.3	
144462 Top curb	5.03	352.30	
		352.3	
144462 Oil	5.73	351.6	
144483 - Conc.	5.42	351.9	
145408 ¹⁰ Conc.	5.39	351.9	
145422 ^{Edge} Oil	5.47	351.8	
145454 ¹ Conc. sidewalk	5.5	352.0	
T.P.	4.98	356.76	5.55 351.78
146400 †	6.1	350.7	
146470 †	6.1	350.7	

(See page 3 F.B. 770)
9.8.29 RM

	356.76		
146+50	6.3		350.5
147+00	6.7		350.1
147+27 Fl. Conc. Drain	7.4		349.4
147+27 - " "	6.9		349.9
147+37 sidewalk	5.51		351.3
147+44 Top Curb	5.51		351.3
147+44 - gutter	6.0		350.8
147+85 gutter	6.4		350.4
147+85 Top curb	5.94		350.9
147+92 sidewalk	5.94		350.9
148+00	6.6		350.2
148+63 - Fl. 12" drain	8.9		347.9
148+50	7.7		349.1
Drainage Ditch 7' x 1'	9.0	347.8	
149+00	8.1		348.7
O.D. ditch 7' x 1'	9.3	347.5	
149+50	8.5		348.3
Drain Ditch 7' x 1'	9.6	347.2	
150+00	8.6		348.2
Drain Ditch 7' x 1'	9.0	347.2	
150+50	8.4		348.4
150+50 Drain Ditch 7' x 1'	10.2	346.6	
151+00	8.6		348.2

FB. 770
(Cont. from page 3)
9849 RM

		356.76		
151460 Drain Ditch			10.2	346.6
T.P	2.09	350.63	8.22	348.54
151+50			2.7	347.9
Drain Ditch - 8' Ht.			4.4	346.2
152+00 -			3.4	347.2
Drain Ditch 10' Ht.			5.0	345.6
152+50			3.7	346.9
Edge Oil - 3' Ht.			3.7	346.9
Drain Ditch 10' Ht.			5.4	345.2
153+00			4.2	346.4
Drain Ditch 11' Ht.			6.2	344.4
Oil - 3' Ht. -			4.2	346.4
153+50			4.4	346.2
Drain Ditch 11' Ht.			6.3	344.3
Oil - 3' Ht.			4.3	346.3
153+81 ⁵ curb			4.73	345.9
153+81 ⁵ Oil			5.02	345.6
154+00 gutter			5.3	345.3
154+26 - Oil			5.3	345.3

350.63

154+26 Top curb & Side curb	4.86	345.7
154+50	5.5	345.1
155+00	6.3	344.3
155+50	6.7	343.9
155+73 Δ	7.0	343.6
156+00	6.2	344.4
156+50	7.8	342.8
156+62	8.9	341.7

B.M. 4.76 343.22 12.17 338.46

R.H. Nail in Floodgate P.P. Next to grate in Bail park

157+00	4.9	338.3
+50	5.1	338.1
158+00	5.1	338.1
158+50	5.2	338.0
159+00	5.4	337.8
159+50	5.4	337.8
160+00	5.4	337.8
160+50	5.0	338.2

		343.22		
161+00			5.1	338.1
161+50			5.1	338.1
T.P.	11.86	350.46	4.62	438.60
161+66			11.8	338.7
161+69			12.6	337.9
162+00			8.7	341.8
162+50			4.5	346.0
163+00			3.0	347.5
163+50			2.1	348.4
164+00			2.9	347.6
164+50			3.4	347.1
164+86			3.4	347.1
164+90			2.6	347.9
165+00			2.5	348.0
165+19 ⁸⁹ ♀			2.4	348.1
T.P.	5.28	353.45	2.29	348.17
165+50			5.3	348.2
166+00			5.2	348.3
166+50			5.2	348.3

Bottom Ditch ground ball park.

353.45

167+00		4.9	348.6
167+47	Top Curb + walk	3.1	350.4
167+48	O.I.	3.4	350.1
167+50	E.L. 24" drain	7.1	346.4
167+65	Top S.M.H.	3.44	350.01

B.M.	10.02	362.70	0.77	352.68
------	-------	--------	------	--------

Top F. Hyd. Rt 167+46

168+00		12.0	350.7
168+50		10.4	352.3
169+00		9.0	353.7
169+50		7.7	355.0
169+00		6.1	356.6
170+39	Top S.M.H.	5.0	357.7
170+50		4.7	358.0
171+00		4.2	358.5
171+50	B.C.	4.7	358.0
172+00		6.1	356.6
172+50		8.4	354.3

		362.70		
173400			11.3	351.4
T.P.	1.23	353.22	10.71	351.99
173408	Top 5 M.H.		2.08	351.14
173450			4.8	348.4
174400			7.9	345.3
174450			10.9	342.3
Ec. 174473 ⁰⁰			12.3	340.9
T.P.	2.13	342.84	12.51	340.71
175400			3.5	339.3
175427 ⁵	Drainout F.H.		6.8	336.0 336.0
175430 ⁵	" " W.L.		7.2	335.6 335.6
B.M.	0.44	338.68	4.63	338.21
175450			2.3	336.4
X 175464 ⁴⁰			2.8	335.9
175481	Top M.H.		3.01	335.64
176400			3.4	335.3
176450			8.4	330.3

Top F.H. White + osler

$$\begin{array}{r} 5.7 \\ 1.5 \\ \hline 7.2 \end{array}$$

		338.65			
177+00			12.5		326.2
T.P.	1.16	327.66	12.15	326.50	
177+21 ^{top} mH			2.22	325.44	
177+50			3.3		324.4
*178+00			4.1		323.6
178+31 ^{top} mH			4.40	323.26	
178+50			4.9		322.8
*178+70 ⁵⁸			5.3		322.4
179+00			5.9		321.8
179+50			6.7		321.0
179+72 ^{top} mH			7.1		320.6
180+00			7.6		320.1
180+50			8.4		319.3
180+81 ^{top} s mH			8.79	318.87	
*180+9.7 ⁵⁵			9.3		318.4
181+50			12.2		315.5
T.P.	0.27	315.72	12.21	315.45	
182+00			2.6		313.1
182+50			4.6		311.1

3.85

101.

315.72

187400			6.5	309.2
187450			8.3	307.4
18747860			9.4	306.3
183+84	M#		9.69	306.03
184+09	92 BC		9.1	306.62
T.P.	7.04	313.87	8.89	306.83
184+50		Void	6.5	
185+00			5.4	
185+42	M#		4.91	308.96
185+50			4.9	
186+00			5.1	
186+50			5.4	
186+93	92 BC		5.9	
187+07	M#		6.18	
4' H.P.			6.2	
187+50			6.7	
188+00			7.2	
4' LT			7.3	
188+50			8.0	

pages 48-59 checked & Reduced
2-21-49 R.M.

(see 18770 page 76)
8-4-49 R.M.)

L
10
P

		317.87		
189+00			8.6	
4' Rt. Conc.			8.7	
189+50			9.2	
EC. 189+94 ⁷³			9.9	
4' Rt. Conc.			10.0	
T.P.	3.21	307.77	9.31	304.56
189+88 ^{M.H.}			3.21	
190+50			5.0	
191+00			6.0	
4' Lt. Pav.			6.0	
191+50			7.2	
192+00			8.3	
4' Lt. Pav.			8.4	
192+39 ⁸² BC.			9.0	
192+50			9.3	
192+86 ^{M.H.}			9.90	
193+00			10.1	
4' Lt.			10.4	

Void

3008
132
287.5

307.77

193450			11.1	
194+00			11.7	
4' Lt. Pav.			11.9	
194+50			12.1	
195+00			12.4	
4' Lt. Pav.			12.6	
T. P.	4.56	307.28	10.05	297.72
195+28-curb			6.7	
195+50			7.0	300.77
195+51			6.6	
196+00			6.4	
4' Lt Pav.			6.7	
196+38 ⁸³ E.C.			6.2	
196+50			6.1	
197+00			5.8	
4' Lt.			6.1	
197+50 *			5.6	
B.M.			2.91	299.37

Void

Top F. H. E. Rhodes & Wheatstone

Re Alignment + Profile
Sta 109+62¹⁹ to 122+37.45
Kearney Mesa P.L.

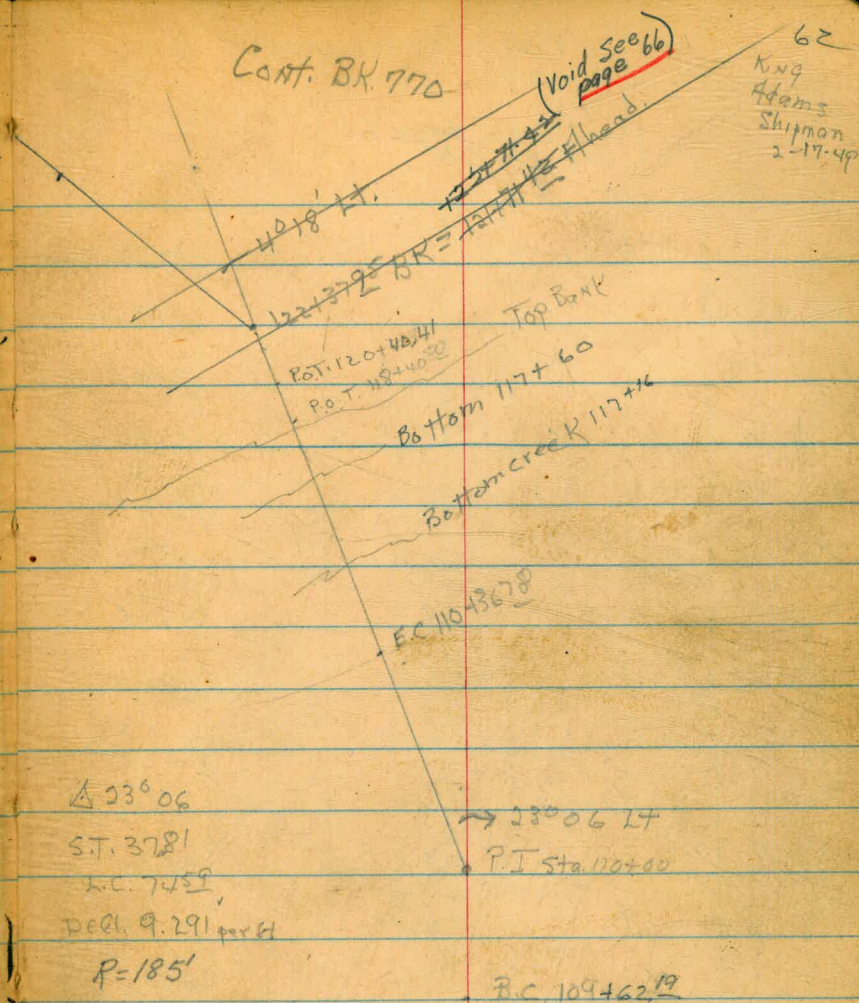
122+37.45 to 121+71.42¹⁹ 40' 18" LT. see page 23 + 41's BK

110+00 P.I. 23° 06' LT.

Δ 23° 06'
S.T. 3781
L.C. 7459
D.C. 9.291 per ft
R=185'

(Cont. from pg. 21)
8.4.49 RM

Cont. BK 770



(Void See page 66)

62
King
Adams
Shipman
2-17-49

Top Bank
Bottom 117+60
Bottom Creek 117+46

P.C. 110+36.28

→ 23° 06' LT
P.I. Sta. 110+00

B.C. 109+62.19

Profile on Realign ment
109+62 - 122+37.45

(cont. from page 44)
8-4-49 RM

KING 2-18-49
Edonis
Shipman

63

	9.32	357.29		347.97	Top of main 109+62 - Page 44
B.C. 109+62 ⁹			9.3	348.0	
110+00			6.9	350.4	
E.C. 109+32 ⁸			6.5	350.8	
110+50			6.0	351.3	
111+00			5.2	352.1	
111+50			4.7	352.6	
112+00			5.0	352.3	
112+50			6.0	351.3	
113+00			9.0	348.3	
113+46			9.3	348.0	
113+50			8.5	348.8	
114+00			9.3	348.0	
114+50			11.1	346.2	
114+65			12.9	344.4	
T.P.	0.46	345.23	12.52	344.77	
115+00			5.9	339.3	
115+38			12.9	332.3	
T.P.	0.59	332.96	12.86	332.37	

		332.96			
115+68			9.7		320.3
115 T.P.	0.30	326.74	12.52	320.44	
116+00			3.8		316.9
116+124			5.6		315.1
116+47			12.6		308.1
T.P.	2.17	310.09	12.82	302.92	
T.P.	0.93	298.70	12.32	297.77	
T.P.	0.54	286.56	12.68	286.02	
117+00			5.9		280.7
117+4			15.4	271.2	Creek
117+22			12.8		273.8
117+50			12.2		274.4
117+60			11.1		275.5
T.P.	12.69	298.10	1.15	285.41	
118+00			0.4		297.7
T.P.	12.36	310.45	0.01	298.09	
T.P.	12.39	322.36	0.48	309.97	
118+30			7.6		314.8
119+00			2.4		320.0

		322.36			
T.P.	12.59	334.95	0.00	322.36	
119425			9.7		325.3
119450			7.5		327.5
T.P.	11.71	346.18	0.48	334.47	
120400			10.1		336.1
120440			5.2		341.0
120460			1.5		344.7
T.P.	10.43	353.73	-2.88	343.30	
121400			8.2		345.5
121450			6.6		347.1
122400			4.2		349.5
122437.95			3.0		350.7
121471.42					
B.M.			2.54	351.19	351.18

Void

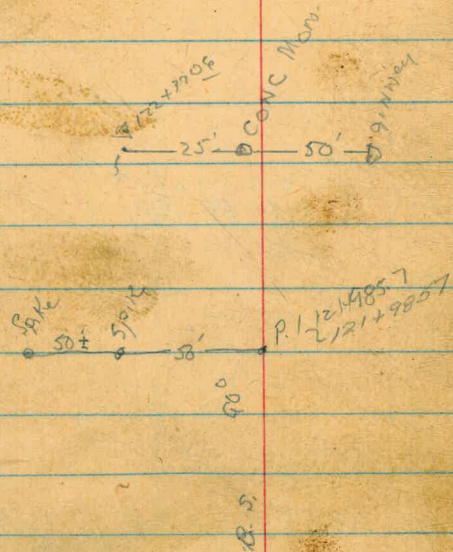
See page 66-68

(See page 67)
8-4-49 RM

B.M. Top Williams Man.

Page 63-65 Checked & Reduced
2-21-49 RM.

Realign ment Kearney Mesa
 Pipeline - Sta 121+7928 - 125+2728
 Across # 395

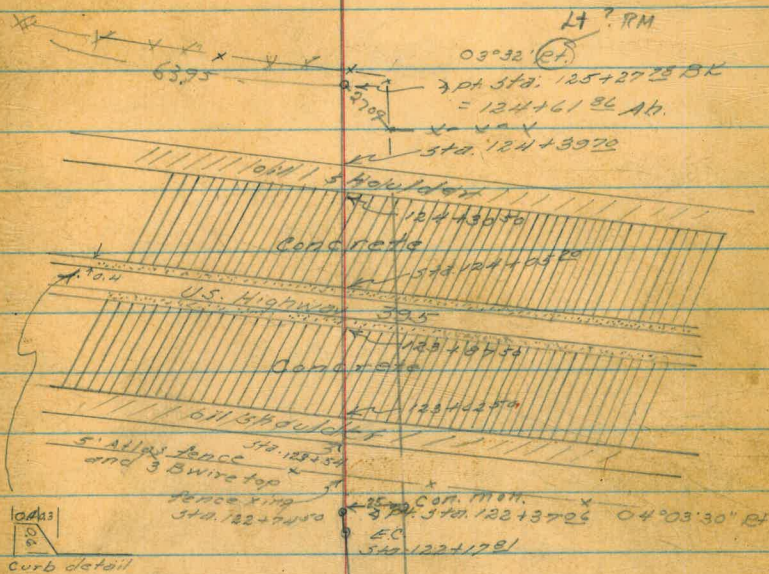


King
 Skipman
 Nest

3-3-49

66

(Cont. FB. 770 pg. 1)



$\Delta = 7921'30''$
 $R = 300$
 $L = 3883$
 $T = 1929$

(Cont. from pg. 62)
 84.49 RM

Pipeline

Profile Realignment Kearney
 Mesa P.d. Sta. 121+79.28 - 125+27.78
 (Cont. from page 65)
 8-4-49 RM

67

	2.72	353.90	351.18	
B.C. 121+79.28			5.5	348.4
122+00			4.4	349.5
122+17.81			3.8	350.1
Δ 122+37.06			3.5	350.4
122+50			4.1	349.8
123+00			5.3	348.6
123+25			5.4	348.5
123+40			7.3	346.6
123+54 0.1			5.8	348.1
123+62.50" Edge Pav.			5.41	348.49 348.51
123+87.50 Bottom curb			5.27	548.63 348.6
123+87.50 Top "			4.76	349.14 349.1
124+00			5.0	348.9
124+05.20 Top curb			4.83	349.07 349.1
124+05.20 Bottom "			5.34	348.6
124+30.50 Edge Pav.			5.57	348.3
124+39.70 " 0.1			6.1	347.8
124+58			7.6	346.3

353.90

124 764

6.6

347.3

125400

6.7

347.2

125427⁷⁸ 83 =

6.6

347.3

124761⁸⁶

Reduced & checked pg 67-68
3-8-49 RAM

(See page 48)
8-4-49 RM)

Kearney Mesa P.L.
 Realignment Sta. 21-467460
 (See pg. 13)

29+00 \pm 3°29' RT

28+00 \pm 3°29' LT

24+00.50 \pm 2°52' 30" RT

21+00 \pm 2°52' 30" LT

King
 Shipmoy
 West

3-11-49

59

Void
 RM

< 9' >

29+00 \pm 3°29' RT

28+00 \pm 3°29' LT

< 15' >

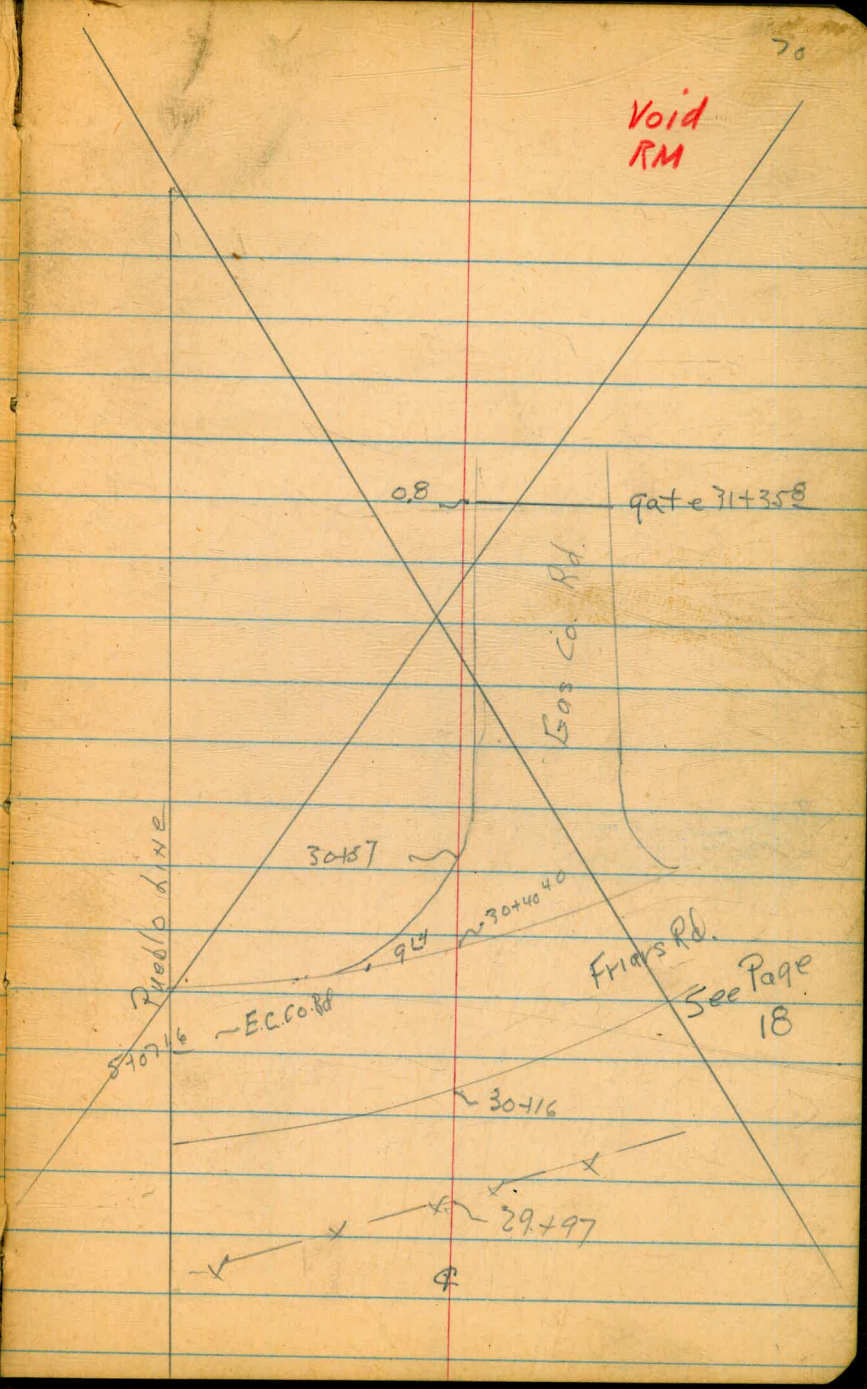
24+00.50 \pm 2°52' 30" RT

Pueblo Line

21+00 \pm 2°52' 30" LT

< 30' >

Void
RM



Void
RM

Point 43+91.17

43+43.20

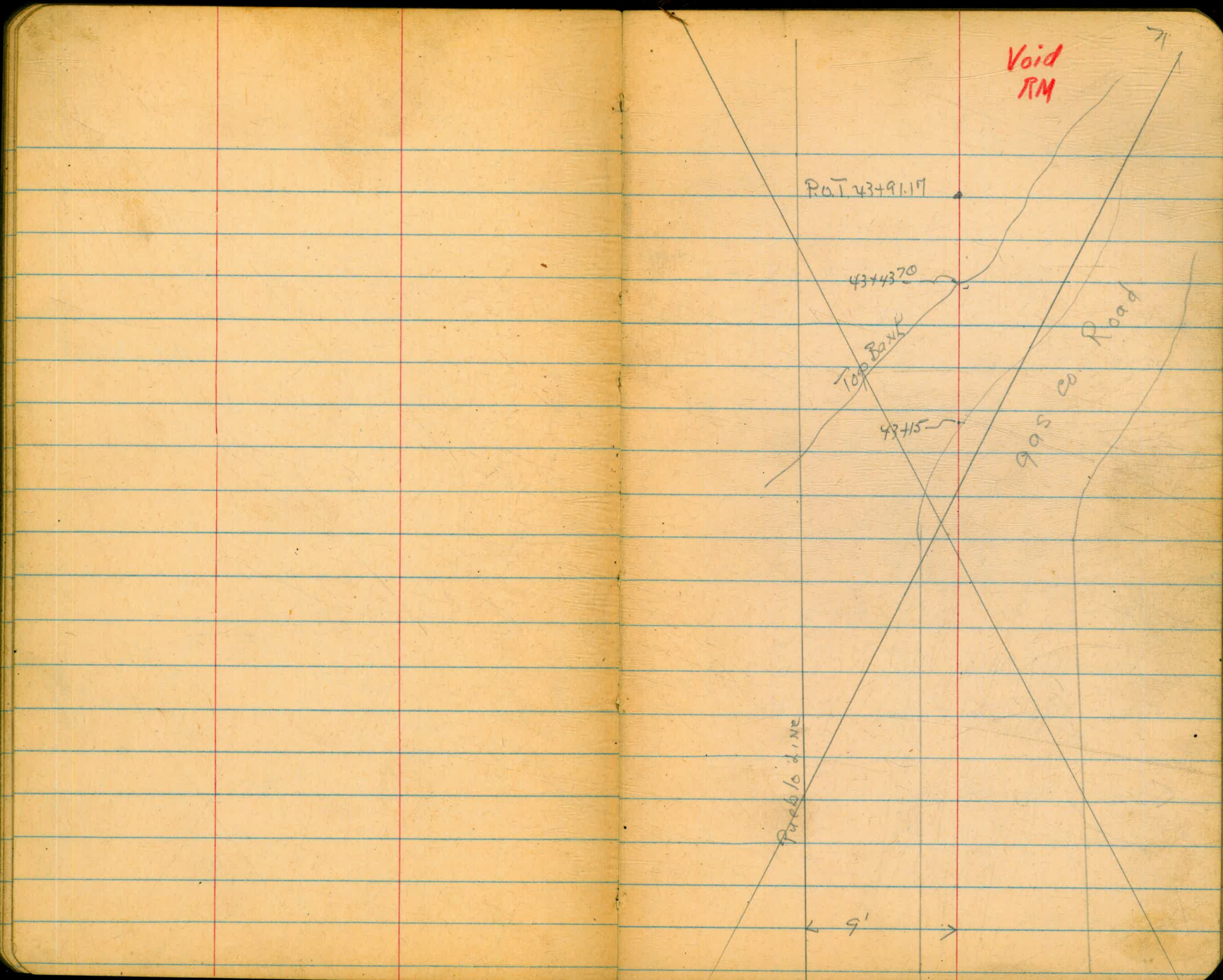
Top Bank

43+15

995 Co. Road

Property line

9'



Void
RM

(See pg. 16 for
Continuation)

↳ 50' ↳

Δ 22° 30'
R-300
T 5967
h.c. 117.81

46+795' Ah.
E.C. 46+7460 Back =

B.C. 45+579

E.C. 45+229

Δ 22° 30' LT
R-300'
T 5967
h.c. 117.81

B.C. 44+03 98'

Precedure

POT. 43+9117

↳ 9' ↳

MARCH 17, 1949.

LEONARD
PAYNE
CARVER

73

WILBUR AVE 6" TRANSITE WATER MAIN

CASS ST. EAST TO NORTH SHORE HIGHLANDS ^{LINE} SURON.

CHISELED SQUARE IN CURB RETURN, S.E. CORNER CASS ST. AND WILBUR AVE.	R.M. + 10.7R	92.54		81.82	
		GRADE	-	HUB ELEV.	CUT
TOP OF EXISTING PIPE, E. LINE CASS ST.	0+00		-12.91	79.65	PIPE, TOP EXISTING
LINE IS 10' S. OF CENTER LINE OF WILBUR AVE. CUT STAKES SET 4 FT. OFF.	0+50	79.25	-10.00	82.54	3.8
	1+00	79.90	-8.80	83.74	3.8
	1+50	80.55	-8.31	84.23	3.7
	2+00	81.20	-7.17	85.37	4.2
	2+50	81.85	-6.59	85.95	4.1
	3+00	82.50	-6.02	86.52	4.0
	3+50	83.20	-5.54	87.00	5.8
	4+00	84.25	-4.92	87.62	3.4
	4+50	85.75	-3.84	88.70	3.0
ON HOR AT 5+00.	5+00 T.P.	87.30	-1.67	90.87	3.6
	H.d. +10.25	101.12			
	5+50	88.65	-7.82	92.30	4.65
FIRE HYD. SET 22' S. OF C. OF ST. AT CURB GRADE.	5+87.9 F.P.	93.35	-6.22	94.90	1.55
	6+00	90.0	-6.60	94.52	-4.5
	6+50 T.P.	91.45	-5.74	95.38	-3.93
	H.d. +9.81	105.19			

6" WATER MAIN ON WILBUR AVE, CONT'D.

H.d.	105.19			
STA.	GRADE	-	HUB ELEV.	CVT.
7+00	92.90	-8.55	96.64	3.7
7+50	94.35	-7.25	97.94	3.6
8+00	95.80	-6.12	99.07	3.3
8+50	97.25	-4.36	100.83	3.6
9+00	98.70	-2.76	102.43	3.7
9+50	100.15	-1.35	103.84	3.7
END OF LINE. ON PYMT. 14'S. OF C.	9+92.4	-0.35	104.84	#
TOP OF EXISTING 6" PIPE. ON FLANGE	11	-2.32	102.86	TOP FLANGE ON EXIST. PIPE.
SET T.R.M. N.W. COR. CONC. DRIVEWAY OF 11.95 WILBUR AVE.	T.R.M.	-5.92	99.27	
	+0.04		99.31	
	T.P.	-12.28	87.03	
	+2.38		89.86	
CHECK R.M.		-8.02	81.84	= 81.82

NOTE: GRADE USED IS 3 FT. BELOW BUTTER
GRADE ON IMPROVEMENT PLAN, PER
CITY ENG'S DWG. 7352-L DATED NOV. 29, 1948.

MARCH 18, 1949

LEONARD
PAYNE
CARYER

75

WILBUR AVE WATER MAIN
GRADES FOR METER BOXES ON NORTH SIDE OF ST.

R.M. + 10.83	92.65		81.82		H.d.	104.86 GRADE ^{.72} 100.67		HOR ELEV.	CUT.
STA.	GRADE	-	HOR ELEV.	CUT					
0+10	82.85	-9.82	83.83	0.50	8+12.9	101.67 ^{.72}	-3.00	101.86	1.14 ^{.72} 1.14
0+59.7	83.53	-8.49	84.16	0.83	8+47.9	103.46 ^{.51}	-1.42	103.44	1.77 ^{.72} 0.95 1.0
SOUTH SIDE OF ST.									
0+76	82.56	-8.54	84.31	0.75	9+58	103.85	-0.15	104.71	0.86
1+42	84.49	-7.48	85.17	0.68	9+06	102.87	-1.72	103.13	0.76
1+88.5	85.15	-6.46	86.19	1.04	8+47.9	100.72	-3.36	101.50	0.78
2+38.5	86.12	-5.92	86.73	0.61	8+11	99.66	-4.59	100.27	0.61
2+76	86.65	-4.60	88.05	1.40	7+47.9	97.87	-6.02	98.84	0.97
3+45.6	87.64	-3.58	89.27	1.63	6+97.9	96.73	-7.12	97.74	1.01
3+95.5	88.55	-3.20	89.45	0.90	6+60.4	95.57	-8.12	96.74	1.37
4+35.5	89.84	-2.84	89.81	GRADE	CHECK T.B.M.		-5.59	99.27 = 99.27	
T.P.		-0.79	91.36	POCK.	6+35.4	94.66	-8.74	96.12	1.46
H.d. + 13.00	104.86				6+10.7	93.96	-9.46	95.40	1.44
5+87.9	94.28	-8.48	96.38	P.I.	T.P.		-12.88	91.98	HOR.
6+37.9	95.68 ^{.73}	-7.32	97.54	1.86 ^{.31}	H.d. + 2.12	94.10			
6+99.5	97.48 ^{.48}	-6.39	98.47	1.84 ^{.00}	4+82	90.24	-3.83	90.27	GRADE
7+47.5	98.30 ^{.85}	-5.66	99.20	0.40 ^{.35}	4+28.5	88.59	-5.49	88.61	GRADE
7+62.9	99.25 ^{.30}	-4.78	100.08	0.83 ^{.78}	3+70	87.08	-6.50	87.60	0.52

METER BOX ELEV'S. S. SIDE WILBOR AVE, CONT'D.

M.d.				CUT
P+06.3	86.14	-7.32	86.75	0.68
Z+66	85.51	-7.96	86.14	0.63
R+23.7	84.96	-8.48	85.62	0.66
1+84.0	84.44	-8.74	85.36	0.92
1+39.4	83.85	-9.77	84.33	0.48
1+09.5	83.47	-9.86	84.24	0.77
0+59.7	82.81	-11.32	82.78	GRADE F 0.03
0+10	82.15	-11.91	82.19	GRADE 0.04
CHECK B.M.		-12.27	81.88 = 81.82	

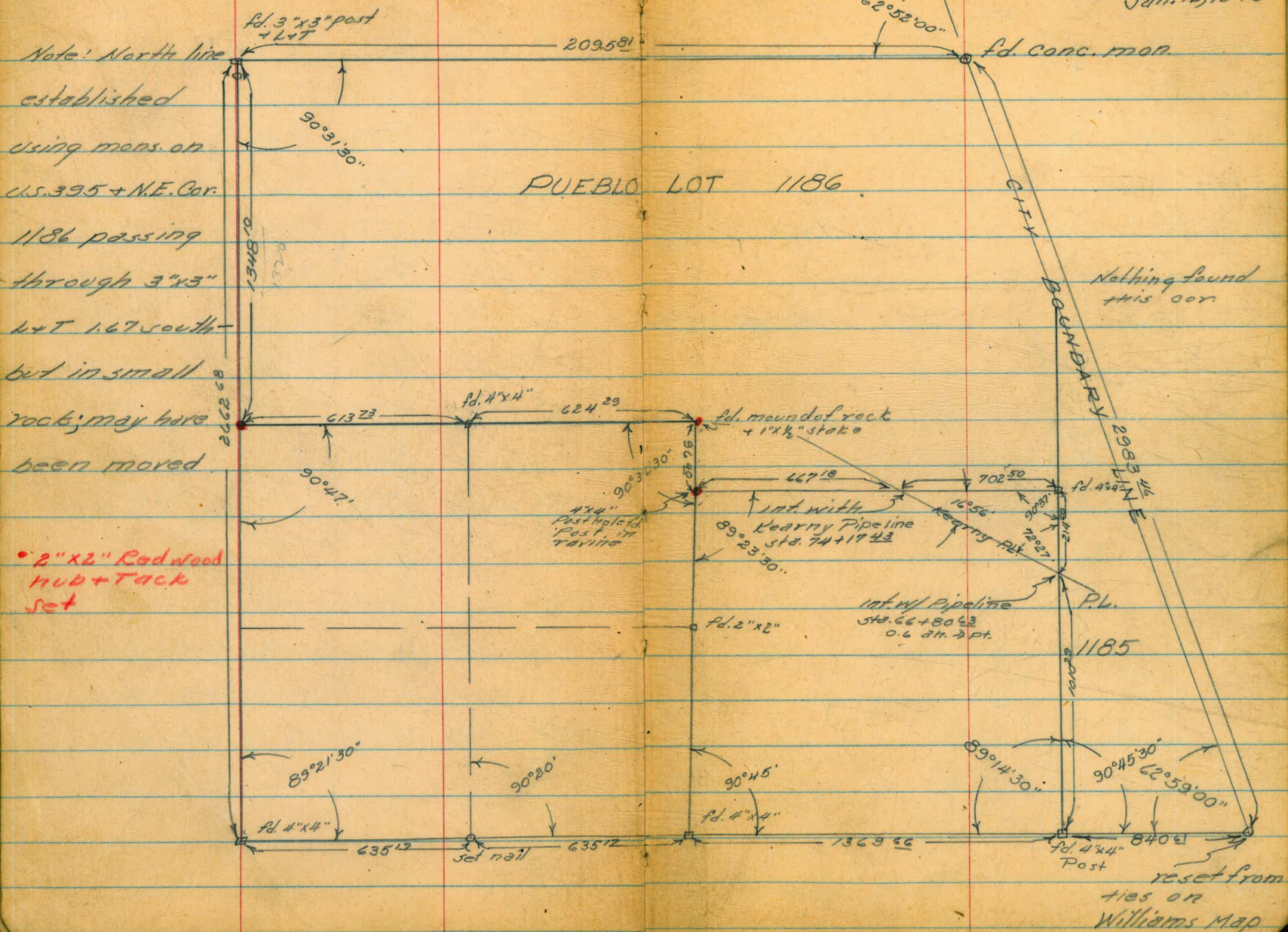
NOTE: 0+00 OF BOTH LINES IS THE EAST PROPERTY LINE OF CASS ST.

GRADE CALCULATED TO IMPROVED GRADE LINE PER CITY ENG'S DWG. 7352-L *total*

Nov. 29, 1948.

P.L. 1200

King Shipman Adams
Jan. 12, 1948



Note: North line established using mens. on U.S. 395 + N.E. Cor. 1186 passing through 3"x3" L+T 1.67 south - but in small rocks; may have been moved

2"x2" Red wood Hub + Tack set

Nothing found this cor

reset from 1185 on Williams Map

Ulric & Osler
Grades Top Box

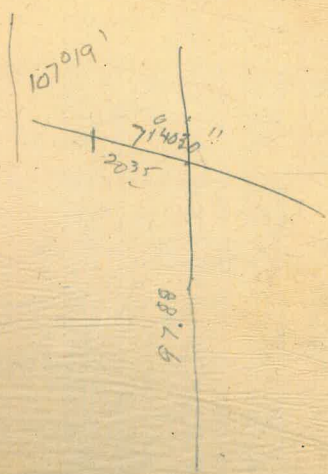
Notes

Line of	4.26	339.90			335.64
estab			4.23	35.67	335.50
using m			4.12	35.28	335.45
May 32			3.94	36.06	335.50
Cor. 118			4.01	35.89	335.57
through					
			4.33	35.57	

20.35



.17
2.2
.56
G.32



6219
109+3170
-3049
6219

4.26
1.62

1364

2-407-1

2520

50934
476.27

196.1

1986.05
1986.62
1987.43

35.07

350.03

39.91

100
59.70

18 - Mon.
12243706
1781
1929
1854
12443050
46250
68204041

1986.1
1184080

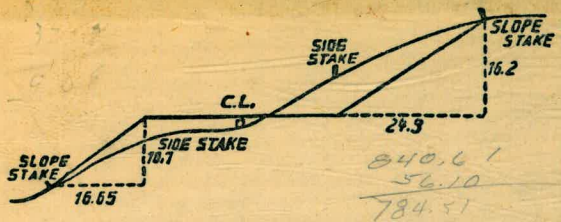
68204041

4041
3991
50

338.21
1300
9880
885373
85118
235
8053
30 MW
264853

Void

Chilled States



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

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

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NEW YORK CHICAGO BOSTON SAN FRANCISCO