

G-197

POSTS

FIELD BOOK

No. 385

$$\begin{array}{r}
 865 \\
 840 \\
 160 \overline{) 25000} \quad 156 \\
 \underline{160} \\
 900 \\
 \underline{800} \\
 1000 \\
 \underline{960}
 \end{array}$$

$$\begin{array}{r}
 .00156 \\
 \underline{.0025} \\
 780 \\
 \underline{312} \\
 .03900
 \end{array}$$

$$7 + 25 = 8.61$$

$$+ 50 = 8.57$$

$$+ 75 = 8.53$$

$$+ 92 = 8.50$$

$$+ 30 = 8.44$$

$$+ 50 = 8.40$$

$$\begin{array}{r}
 00156 \\
 \underline{38} \\
 1238 \\
 \underline{268} \\
 5918
 \end{array}$$

Marker ROUGH-TRADES-CABRILLO ST.

From PEARL ST. to OLIVET.

Note: Grades are top of cb. Prop Grade a/h light

Station (Profile #2642) FB 1574

Station	WL Grade	Bl. Grade
0+00	155.00	156.00
+10 - Bk	154.80	155.70
+30 "	154.10	154.90
+50 "	153.10	153.60
+70 "	151.70	152.05
+90 "	149.70	150.20
1+20	146.50	147.00
+50 - PVC	143.30	143.80
+70 - Bk	141.40	141.90
+90 - "	139.70	140.20
2+10 - "	138.30	138.80
+30 - "	137.20	137.70
+50 - "	136.50	137.00
+70 - "	135.25	136.45
3+10	135.28	135.78
+50 - PVC	134.60	135.10
+70 - Bk	134.40	134.90
+90 - "	134.40	134.90
4+10 - "	134.35	135.05
+30 - "	135.10	135.60
4+70 - "	136.40	136.90
4+90.10 - Bk	137.20	137.70

INDEXED

WK.
OCT 21 1948

155.02 = elev. W. top of Pearl-Cabrillo Book W79-46

Station	WL Grade	Bl. Grade
151.05 - TP. W	155.00	154.80
151.16 - T	153.10	154.10
152.45 - TP	151.70	152.70
141.68 - T	149.70	150.20
137.05 -	146.50	147.00

Station	WL Grade	Bl. Grade
143.30	141.40	139.70
138.30	137.20	136.50
138.80	137.70	137.00
135.28	135.78	135.20
134.60	135.10	134.40
134.40	134.90	134.40
134.35	135.05	134.30
135.10	135.60	134.90
136.40	136.90	136.40
137.20	137.70	137.20

Station	WL Grade	Bl. Grade
143.30	141.40	139.70
138.30	137.20	136.50
138.80	137.70	137.00
135.28	135.78	135.20
134.60	135.10	134.40
134.40	134.90	134.40
134.35	135.05	134.30
135.10	135.60	134.90
136.40	136.90	136.40
137.20	137.70	137.20

Station	WL Grade	Bl. Grade
135.28	134.60	134.40
134.60	134.40	134.40
134.40	134.90	134.40
134.35	135.05	134.30
135.10	135.60	134.90
136.40	136.90	136.40
137.20	137.70	137.20

Station	WL Grade	Bl. Grade
135.28	134.60	134.40
134.60	134.40	134.40
134.40	134.90	134.40
134.35	135.05	134.30
135.10	135.60	134.90
136.40	136.90	136.40
137.20	137.70	137.20

Station	WL Grade	Bl. Grade
135.28	134.60	134.40
134.60	134.40	134.40
134.40	134.90	134.40
134.35	135.05	134.30
135.10	135.60	134.90
136.40	136.90	136.40
137.20	137.70	137.20

Walker
Bliss
Isbell
10-21-40

SIESTA DRIVE
CASON WAY
MADISON AVE.

Indexed
②

FB. 1571-67

B.M. = S.E. top Hydr. Siesta & Cason Way = 421.81

GRADES for SEWER LATERALS

LAT.	↑	Elev. Floor. at Property	Cuts	Offsets
LAT. #1	423.28	5.12	418.16	414.94 +3.22 5'N
LAT. #2		4.72	418.56	413.40 +5.16 5'N
LAT. #3		6.76	416.52	410.30 +6.22 5'N
LAT. #4		9.98	413.30	408.40 +4.90 5'N
LAT. #5		5.50	417.78	412.00 +5.78 5'N
LAT. #6	422.59	5.70	415.89	413.10 +2.79 5'N
" " 39' East 1/2 way to MH		5.94	416.65	412.30 +4.35 5'N
LAT. #7		2.83	419.76	413.90 +5.86 5' South
LAT. #8	423.28	3.80	419.48	414.10 +5.38 5'E
LAT. #9	423.28	3.67	419.61	413.60 +6.01 5'E

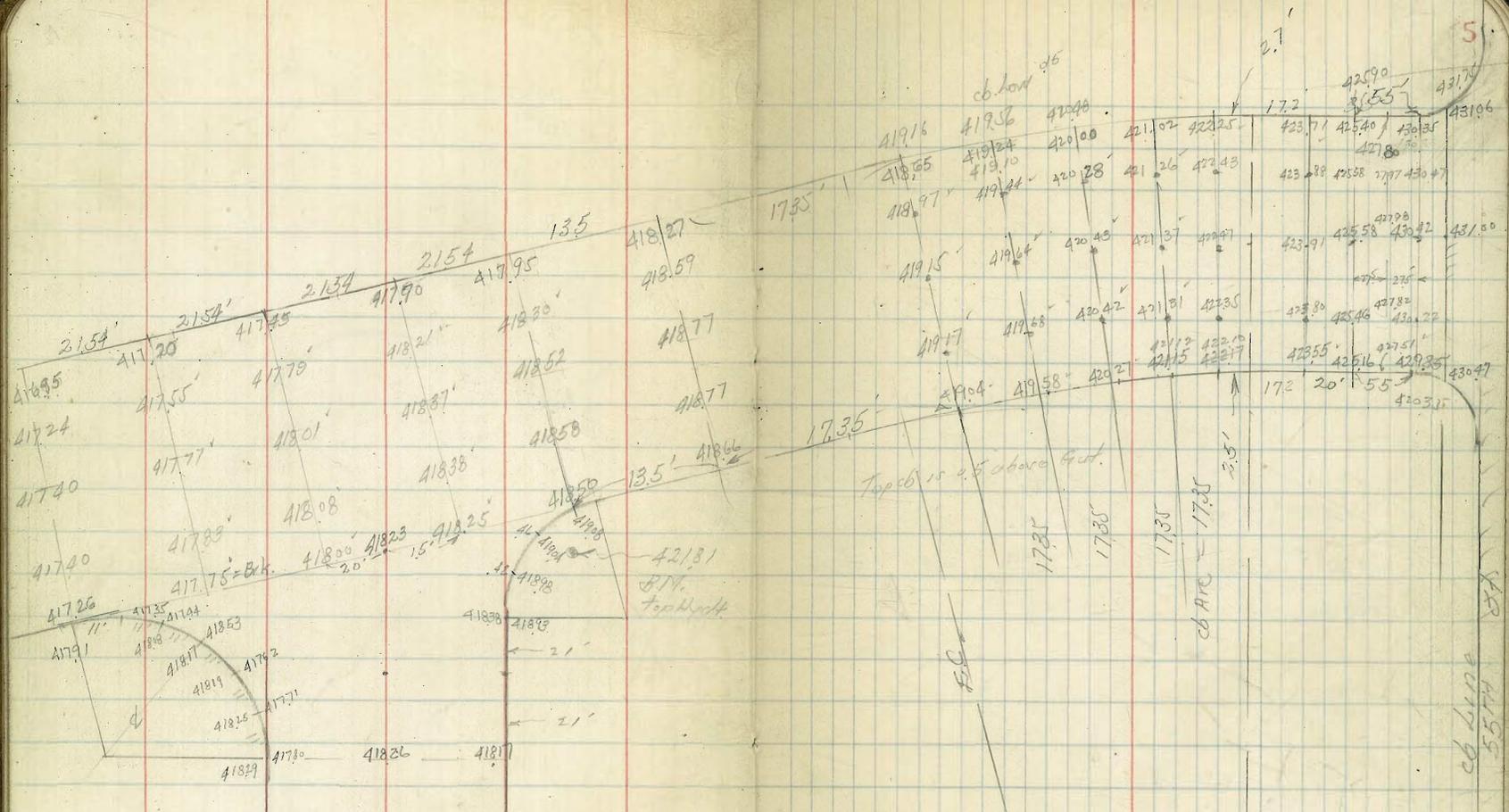
CH
BLK. 21588
86. on Cason Way
North of Madison.

1571-67

= 421.81
1.47
423.28
5.59

= 417.69 ✓
4.90 ✓
422.59 ✓

Carson W/FY



5

2.7

cb low 2.5

425.90

431.70

17.35

13.5

21.54

21.34

21.54

21.54

17.35

13.5

15.9

15.9

11.7

11.7

Top of ... is 2.5 above ...

cb ...

cb ...

5.5

17.35

17.35

17.35

17.35

2.5

17.2

20

1.55

420.35

423.91

425.58

427.25

428.92

430.59

432.26

433.93

435.60

437.27

438.94

440.61

442.28

443.95

445.62

447.29

448.96

450.63

452.30

453.97

455.64

457.31

458.98

460.65

462.32

463.99

465.66

467.33

468.99

470.66

472.33

473.99

475.66

477.33

478.99

480.66

482.33

483.99

485.66

487.33

488.99

490.66

492.33

493.99

495.66

497.33

498.99

500.66

502.33

503.99

505.66

507.33

508.99

510.66

512.33

513.99

515.66

517.33

518.99

520.66

522.33

523.99

525.66

527.33

528.99

530.66

532.33

533.99

535.66

537.33

538.99

540.66

542.33

543.99

545.66

547.33

548.99

550.66

552.33

553.99

555.66

557.33

558.99

560.66

562.33

563.99

565.66

567.33

568.99

570.66

572.33

573.99

575.66

577.33

578.99

580.66

582.33

583.99

585.66

587.33

588.99

590.66

592.33

593.99

595.66

597.33

598.99

600.66

602.33

603.99

605.66

607.33

608.99

610.66

612.33

613.99

615.66

617.33

618.99

620.66

622.33

623.99

625.66

627.33

628.99

630.66

632.33

633.99

635.66

637.33

638.99

640.66

642.33

643.99

645.66

647.33

648.99

650.66

652.33

653.99

655.66

657.33

658.99

660.66

662.33

663.99

665.66

667.33

668.99

670.66

672.33

673.99

675.66

677.33

678.99

680.66

682.33

683.99

685.66

687.33

688.99

690.66

692.33

693.99

695.66

697.33

698.99

700.66

702.33

703.99

705.66

707.33

708.99

710.66

712.33

713.99

715.66

717.33

718.99

720.66

722.33

723.99

725.66

727.33

728.99

730.66

732.33

733.99

735.66

737.33

738.99

740.66

742.33

743.99

745.66

747.33

748.99

750.66

752.33

753.99

755.66

757.33

758.99

760.66

762.33

763.99

765.66

767.33

768.99

770.66

772.33

773.99

775.66

777.33

778.99

780.66

782.33

783.99

785.66

787.33

788.99

790.66

792.33

793.99

795.66

797.33

798.99

800.66

802.33

803.99

805.66

807.33

808.99

810.66

812.33

813.99

815.66

817.33

818.99

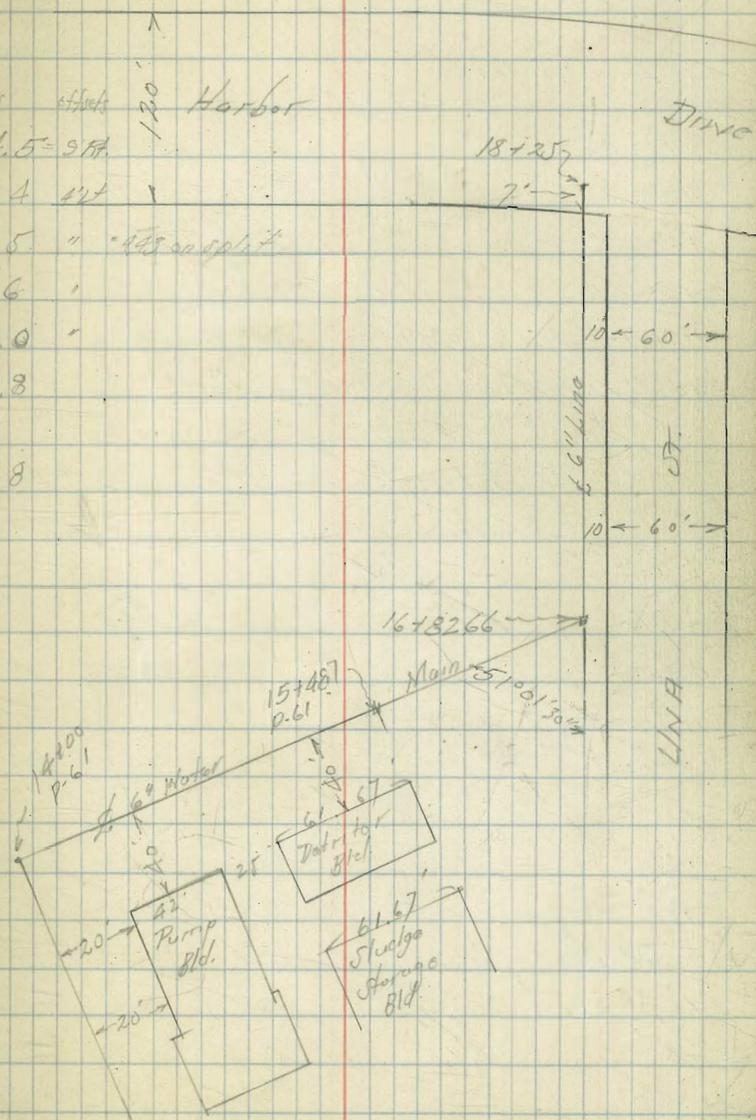
Walker
Harden
Wirt
10-26-42

Disposal Plant
Location for 6" Water Main
Cont. from P-61

Indexed
JB

6

Station	Elev	Side	Station	Elev	Side	Dist	Notes
BM #2	463	14.63		10.20			
15+48.7				5.7	Cuts	120	Harbor
16+00	339	14.01	401	10.62	6.1	+4.5 = 9.6	
16+51				1.15	9.86	6.5	+3.4
16+82.6	= Δ 1151° of 30'			4.81	9.20	6.7	+2.5 " 4.8 on split
17+00				4.70	9.31	6.7	+2.6
+50				4.36	9.65	7.1	+3.0
18+00				4.50	9.51	7.4	+2.8
18+25 = 7' N of S of Harbor				4.56	9.45	7.5	+2.8
CHK 8129 Fence Grades				4.12	9.89		
					9.88		
					0.01 Error		



Water Main Const.
 1^{1/2} Galesboro St
 Bet. Superior & Ashboro
 Cont. from P. 7

M

88.54

			Elev Bot. d.c.tn		
7+40	5.6	82.9	80.5	+1.4	4 West
8+00 = PVC.	4.1	84.0	81.2	+3.2	" "
740 = Bk	3.3	85.2	81.4	+3.8	" "
780 = "	2.4	86.1	81.4	+4.7	" "
9+20 = "	2.3	86.2	81.1	+5.1	" "
+60 = "	2.8	85.7	80.6	+5.1	" "
10+00 = " EVC	5.0	83.5	79.7	+3.8	" "
+20 = Bk opp PC. ch on W			79.3	out	
10+ ⁸⁰ ₁₅ = 12 South of X Ashboro	7.7	81.8	77.8	+4.0	" "
Note 2" line in Ashboro = 12 South of X					
11+42 = opp ch PC			76.2		
12+00			71.7		
13+00			63.9		
14+12.57 = opp ch PC on			55.2		

~~Indexed~~
 10

8

Chk. B.M. Iron Pipe
 N.W. Ashboro & Galesboro
 Book 1570 - 13

88.541
 6.61
 81.93
 = 81.95
 0.02 Error

abandoned
 line in Ashboro
 by water main Dept. House

Walker
Bliss
Isbell
11-19-40

DATE Street PAVING
from Granada to DALE ST.

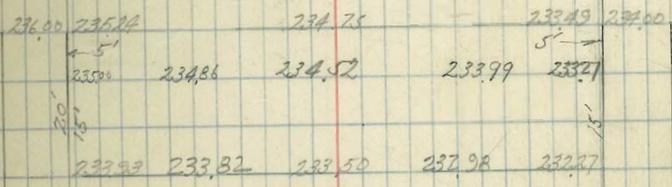
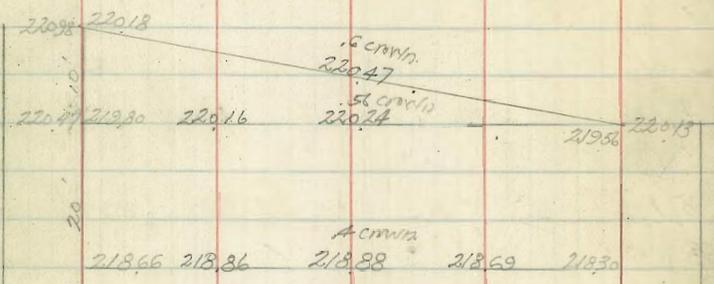
DALE

Indexed
98

ST. →

29TH

STREET



Granada Date
 207.95 - NW BR
 6/14
 217.09
 9/14
 213.95 TP
 11/25
 205.90
 0/14
 216.74
 11/2
 213.8 x
 0/22
 215.811 ch
 Date + Date N.E.S.P.
 0/25

DATE ST.

South St.

ST.

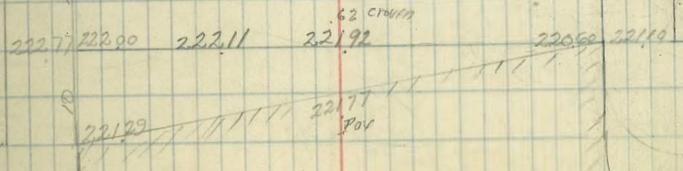
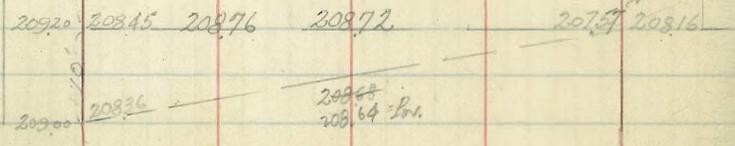
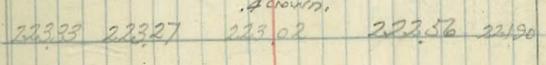
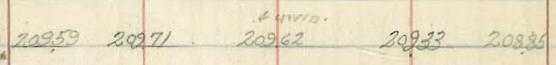
N.P.L.

N.Ch

DATE

South St.

N.P.L.



GRANADA →

29TH

ST. →

Walker.
Bliss
Isbell
11-25-40

PAVING GRADES

Alley Blk. 1, CARMEL Hts.

Bet. 32nd and Bancroft.

From N.L. Palm to St. Redwood

Drawing 5891-L Sketch Ties P-10

Station
N.L. Palm
= 0+00

W.L.
Grade

E.L.
Grade

304.50' 304.55'

+20 = Blk.

305.00' 305.05'

+40 = Blk.

305.40' 305.60'

+60 = "

305.80' 306.00'

+80 = " - E.V.C.

306.00' 306.20'

1+20

306.31' 306.51'

+60

306.63' 306.83'

2+00

306.94' 307.14'

+40

307.26' 307.46'

+80

307.57' 307.77'

3+20

307.89' 308.09'

+60

308.20' 308.40'

4+00

308.52' 308.72'

+40

308.83' 309.03'

+80 - E.V.C.

309.15' 309.35'

5+00 = Blk

309.20' 309.40'

+20 = "

309.10' 309.30'

+40 = "

308.90' 309.10'

+60 = "

308.50' 308.70'

+80 = "

307.90' 308.10'

+90 = "

307.60' 307.80'

+95 = Blk on W.L.

307.30'

5+99 = St. Redwood

306.85' 307.60'

Indexed
off

Inv. = 11.5
V.I.D.

304.00 N.E. BR Palm + 32nd FB 585-57

309.19
2.70
306.4970
6.301 W 304.50 305.00 305.40 305.80 306.00 306.31 306.63
312.797
4.69 4.19 3.79 3.29 2.19 6.48 6.16
4.66 2.70 2.75 2.73 2.19 5.22 5.16
308.5770
3.91 7
6.03 +1.49 +1.62 +0.56 +1.00 +1.00 +1.00
312.607
4.43 = 4.43
FB 585-57

308.17 = 309.55 305.05 305.60 306.00 306.20 306.51 306.83
4.64 4.14 3.59 3.19 2.90 2.68 2.92
308.15 4.62 2.90 2.80 2.23 2.20 1.68 2.26
0.02 Error +1.24 +0.79 +0.94 +0.79 +1.00 +1.00

312.60
W 306.94 307.26 307.57 307.89 308.20 308.52 308.83
5.85 5.53 5.22 4.90 4.59 4.08 3.77
5.75 4.33 4.22 4.40 4.31 3.51 3.28
+0.10 +1.00 +1.00 +0.50 +0.28 +0.57 +0.29

E 307.14 307.46 307.77 308.09 308.40 308.72 309.03
5.65 5.83 5.02 4.70 4.39 4.07 3.57
4.65 4.33 4.02 3.70 3.39 3.07 2.57
+1.00 +1.00 +1.00 +2.00 +3.00 +1.00 +1.00

W 309.15 309.20 309.10 308.90 308.50 307.90 307.60
3.45 3.40 3.50 3.70 4.10 4.70 5.00
3.65 3.35 3.35 3.55 3.02 3.13 3.42
-0.15 -0.23 -0.35 +0.15 +1.08 +1.57 +1.58

E 309.25 309.40 309.30 309.10 308.70 308.10 307.80
3.25 3.20 3.30 3.50 3.90 4.50 4.80
3.30 3.20 3.17 3.02 2.85 2.37 2.25
+0.90 +1.00 +1.13 +1.08 +1.95 +2.13 +2.35

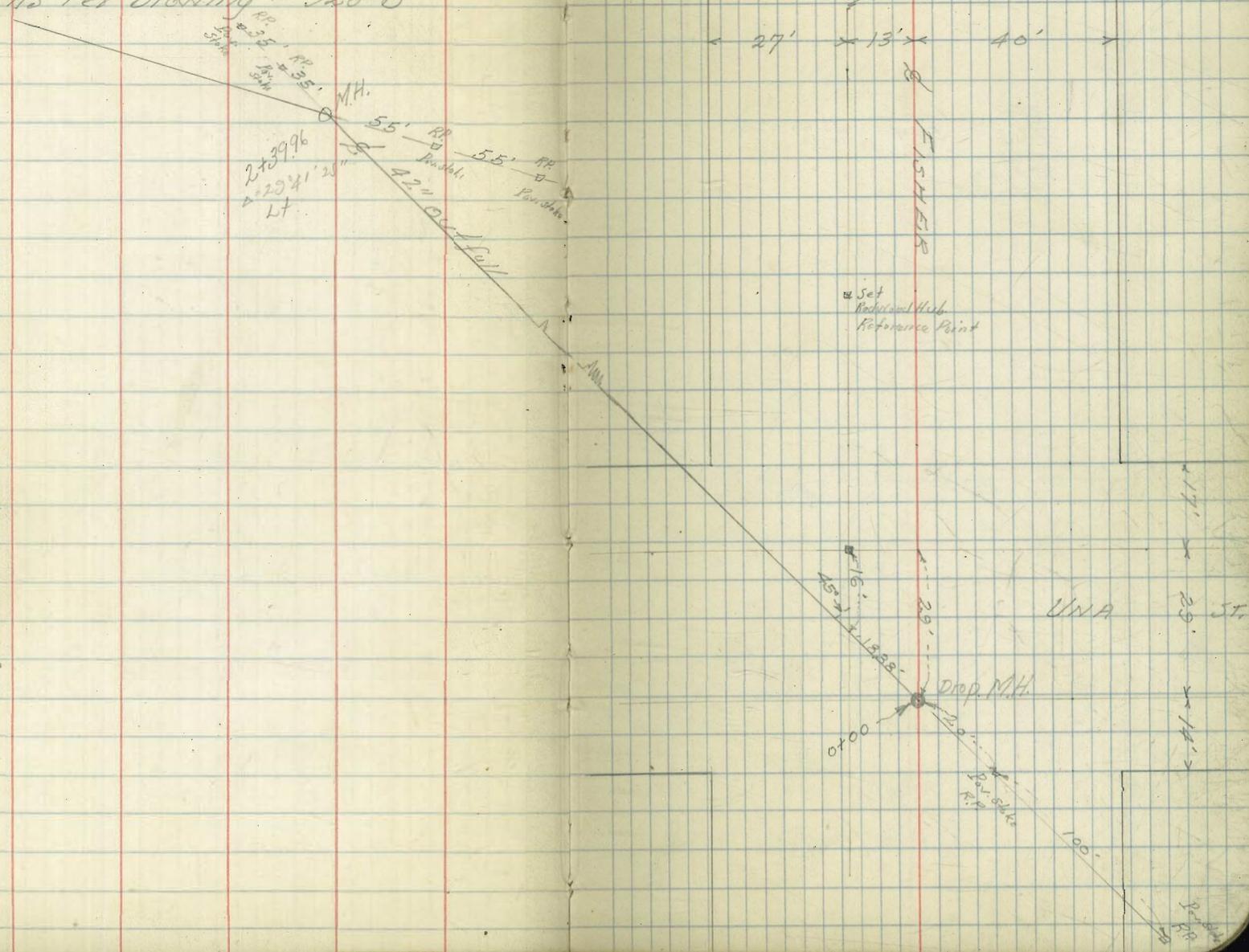
W 307.30 306.85
5.30 5.75
3.57 3.73
41.73 500 2 feet

E 307.60
5.00 5.02
-0.02 = 1.04
Lateral #1
303.30
8.80
2.13
+6.67

U.S. Destroyer Base
 Walker 42" Outfall Sewer
 Bliss from Una & Fisher Streets.
 Isbell
 12-19-40 As Per Drawing # 928-D

Indexed
 8

WLY 17' Line Thor 13

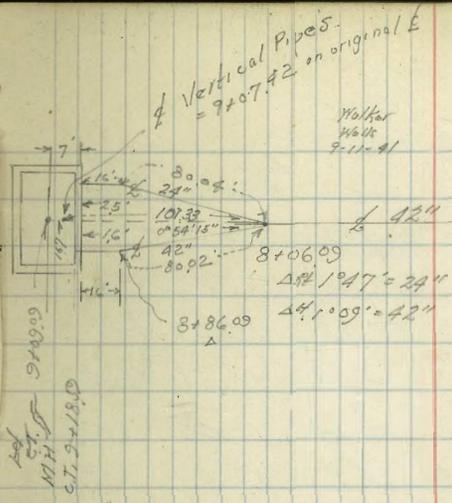


Walker
Bliss
Tobell
12-20-40

42" Sewer Outfall
Destroyer Base
from Fisher & Urra Streets
Cont. from P-13

9.65 = B.M.
6.00
15.65 =

842 1021
7.23 544 = cross on W. P/c
cross
E. P/c
7' from



Walker
Walker
9-11-41

WELL

B.M. on C.T. = 9.65 USC & G S Datum

Set ct. hd Plug
117 Conc. Well

MANHOLE

9+08.90 = Plug
9+09.09 = Meas.

669.09 = Meas.
668.94 = floor
42" line

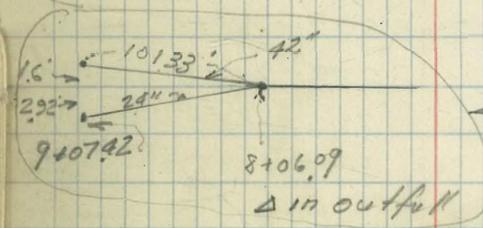
MANHOLE
Δ = 2.92125"
L.T.

Setting stakes
5.5' 5.5'

Box

FACE of QUAY

9.09
9.50
9+18.59 = C.T.



changed location of Pipes
see sketch top of page

8+06.09
Δ in outfall

Note: 24" line is on top
of 42" line from sta 8+00 P-13
to 8+16.09 =

Walker
Bliss K
Isbell Recd
12-20-40

GRADES for 42" outfall sewer.
from Uno & Fisher across
U.S. Destroyer Base
Drawing # 928-0

Station Elev. Stake Elev. Invert

U.S.C. & G.S. Datum

Cuts offsets

0+00 Existing 36" Sewer. Drop M.H. -0.65

0+00 = 42" 18.94 3.48 15.46 -5.00 +20.46

+50 4.38 14.56 -5.05 +19.61

1+00 5.14 13.80 -5.10 +18.90

+50 5.50 13.44 -5.15 +18.59

2+00 6.42 12.52 -5.20 +17.72

+50 M.H. 739.96 = Δ Lt 29°41'25" 6.09 12.85 -5.24 +18.09

3+00 17.47 5.06 12.41 -5.30 +17.71

+50 17.16 6.10 11.06 -5.35 +16.41

4+00 5.47 11.69 -5.40 +17.09

+50 6.70 10.46 -5.45 +15.91

5+00 6.61 10.55 -5.50 +16.05

+50 6.59 10.57 -5.55 +16.12

6+00 5.75 11.41 -5.60 +17.01

+50 5.84 11.32 -5.65 +16.97

7+00 6.17 10.99 -5.70 +16.69

+50 6.87 10.29 -5.75 +16.04

8+00 7.08 10.08 -5.80 +15.88

+50 7.26 9.90 -5.85 +15.75

9+08.90 Drop M.H. 7.39 9.77 -5.95 +16.72

9+08.90 " " 7.39 9.77 -39.00 +48.77

9+08.9 7.51 9.65 -39.00 +148.65

check levels P-16

Book 1574 P-7
S.M. 13 Mar. Uno & Fisher city Datum = 5.83
+ 9.01

U.S.C. & G.S. Datum = 14.84
4.10 +

18947
6.09 -

12.85
4.62 -

17.47
6.70 -

on Crut. Curb
2' South of S Rail
Approx 5+30 9' Lt

10.77 7.0
6.39 +

17.16
- 7.51

on Cr. Lid Plug.
P-14

9.65

High line cuts
P-68

Grade changed from 4+05.7 to end of line to fit Pipe as constructed

New Grades P-68 1/2

Cross in Rowing.

" " "

" " "

" " "

on Cr. 9.50 South of M.H.

Waltham.

Bliss Rod

Isbell-K

12-20-40

-- Check levels --

42" Sewer Outfall

from Una & Fisher, Across DESTROYER Cove

USCGS DATUM

~~Indexed~~

	2.81	17.65	14.84	
0+00		2.19	15.46	
+50		3.09	14.56	
1+00		3.85	13.80	
+50		4.21	13.44	
2+00		5.13	12.52	
+39.96 = Δ NH		4.81	12.84	
3+00		5.25	12.40	
+50		6.59	11.06	
4+00		5.96	11.69	
+50		7.19	10.46	
5+00		7.11	10.54	
TP	4.28	15.04	6.89	10.76
5+50		4.48	10.56	
6+00		3.64	11.40	
+50		3.73	11.31	
7+00.		4.06	10.98	
+50		4.76	10.28	
8+00		4.97	10.07	
+50		5.14	9.90	
9+08.9		5.28	9.76	
9+08.9 on et. Id Plug		5.40	9.64	
			9.65 P 15	
			0.01 = Error.	

on emb. b.
p-15

Walker
Bliss
Isbell
1-2-41

Grades 6" Water Main (10' south of)
on GAMA ST.
from S.L. 38th to 42nd St.

M
Indexed
of

Station	EL. 38th	EL. Stake	EL. Bottom Ditch	Cuts	Effects	FB. 1521-43	
= 0+00	T 23.31	12.51	12.80	9.9	+2.9	4' RT B.M. 56 Spike	39+60mmen = 517.6
+50 T.P.	12.52	35.56	4.27	23.04	13.9	"	595+ 5771 X
+100	T.P. 11.77	46.57	1.65	33.9	17.9	"	1144-
+50			0.76	34.80		"	4627-TP
			8.2	38.4	21.9	"	030+
+200			8.66	37.9	25.9	"	4657 X
+50			9.20	37.4	29.9	"	11.77-
+3+20 = P.V.C.			5.10	41.5	35.5	"	3980 TP
+60 = B.H.			3.08	43.5	38.4	"	076+
+400	" T.P. 11.44	57.71	0.30	46.27	40.8	"	35.56 X
+40	"		10.69	47.02	42.7	"	12.52-
+80	" = E.V.C.		9.20	48.5	44.1	"	2304 TP
+5+20			8.75	49.0	45.4	"	027+
+60			7.79	49.9	46.7	"	2331 X
+6+100 = W.L. 39th			7.14	50.6	48.0	"	
+6+60 = E.L. 39th			6.23	51.5	48.5	"	5771 X
+7+00			5.0	52.7	50.0	"	009-
+50			3.2	54.5	52.0	"	5762 TP
+8+00	T.P. 12.26	69.88	1.5	56.2	53.9	"	1226+
+50			0.09	57.62		"	6888 X
+9+20 = P.V.C.			11.6	58.3	55.9	"	054-
+60 = B.H.			7.44	62.44	58.6	"	6934 TP
+10+00			5.13	64.75	60.5	"	1274+
+70	" T.P. 12.74	82.08	3.08	66.85	62.8	"	82.08 X
+10+80	"		0.54	69.34		"	
			12.1	70.0	65.7	"	
			7.65	74.43	69.0	"	

Cont. P-18

Gamma 5th Water Main
Cont. from P-17

18

Station		El. Stake	El. Bottom Ditch	Cut	Notes
11+40		82.98	1.0 81.1	74.40	+6.7 ✓ 4' Rft.
12+00	T.P. 1197	93.60	0.45 81.63 3.2 84.4	79.7	+4.7 ✓ " "
+60	= W.L. 40th		6.1 87.5	85.12	+2.4 ✓ " "
13+20	= E.L. 40th		4.2 89.4	86.1	+3.3 ✓ " "
+70			5.3 88.3	85.4	+2.9 ✓ " "
14+40			6.2 87.4	84.3 87.6	+3.1 ✓ " "
+70			5.9 87.7	83.9	+3.8 ✓ " "
15+20	= P.V.C.		5.2 88.4	83.1	+5.3 ✓ " "
+60	Bk.		4.4 89.2	82.40	+6.8 ✓ " "
16+00	"		5.5 88.1	81.50	+6.6 ✓ " "
+40	"		7.2 86.4	80.5	+5.9 ✓ " "
+80	" E.V.C.		8.2 85.4	79.2	+6.2 ✓ " "
17+50			11.5 82.1	76.9	+5.2 ✓ " "
18+00	T.P. 113	81.82	12.91 80.69 2.23 79.0	75.3	+4.4 43' ✓ " "
+50			5.7 76.1	73.6	+2.5 25' ✓ " "
19+20	= W.L. 41st		7.0 74.8	71.3	+3.5 35' ✓ " "
+80	T.P. 598	81.59	6.21 75.61	71.4	out ✓ " "
+10	= E.L. 41st = 0+00		6.8 74.8	71.5	+3.3 ✓ " "
+50	Bk.		5.9 75.7	71.8	+3.9 left out ✓ " "
1+00			5.9 75.7	72.2	+3.5 ✓ 9Rft
+50				72.6	out ✓ " "
2+00			5.8 75.8	72.9	+2.9 ✓ " "
+50				73.3	out ✓ " "
3+00			5.0 76.6	73.6	+3.0 ✓ " "

F.B. 1521-42
S.V. 41 Gamma
chk Nail Data

81.82 T
6.21
75.61 = TP
75.51
.04
75.61 = TP
5.98 +
81.59 X

Cont. P-19

Gamma St. Water Main
Cont. from P-18

Station	El. Stakes	El. Bottoms	Cuts	offsets	
3+50	81.59	74.0			81.59 T 3.08 - 78.51 TP 1.92 + 80.43 T 2.79 - 77.94
4+00	37 77.9	74.3	+3.6 v	4' RT	
+50		74.6			
5+00	3.4 78.2	74.9	+3.3 v	"	Set B.M. Conc. Man 4 2nd + Gamma see correction below
+90 = BK		75.7			80.43 T 12.85 - 67.58 TP 8.61 + 81.9 T 7.98 P = 4.56 - 56.63
6+00 = BK = W.L. 42nd	3.4 78.2	75.8	+2.4 v	"	
6+40 = Existing Pipe		76.0			
6+60 EL. 42nd	3.2 78.4	76.2	+2.4 v	"	
Walker Eckert D. Parrott (6-18-9)	RE-STAKE WATER LINE From 38th to 39th				
	El. Stakes	El. Bottoms	Cuts	offsets	chk NW. BR. Hd. Wall Delta +43.5
0+00 = EL. 38th	26.07 13.27	12.90 9.9	+2.9	4 RT	54.60 - 8.1 P 0.03 Error
+50	6.6 19.42	13.9	+5.6	"	
1+00	38.59 10.9	27.7 17.9	+9.8	"	2.11 Correction 13 Mar 4 2nd + Gamma
+50	3.55 33.04	21.9	+11.14	"	
2+00	3.50 35.1	25.9	+9.2	"	
+50	1.96 36.63	29.9	+6.7	"	El. Stake 0+00 P-17 = 12.80 13.27 26.07 A 9.69 7.98 = 25.47 13.12 - 38.59 T 9.94 - 37.65 TP 12.68 50.33 T 3.30
3+20 = P.V.C.	50.33 9.85	40.48 35.5	+5.0	"	
+60	7.95 42.38	38.4	+4.0	"	
4+00	4.35 45.93	40.8	+5.18	"	
+40	3.30 47.03	42.7	+4.3	"	
+80		44.1			
5+20		45.4			
+60		46.7			
6+00 = W.L. 39th		48.0			

these stakes
were found in
see P-18 for cuts

4+10 P-18
chk stake = 47.03
stake = 47.02
0.01 Error

Walker
Shoss
Isbell
3-10-41

Construction, Sewer
in E. Elizabeth St.
from Ocean View Blvd.

To D.F. 610' South.

M
Indexed
90

FB. 1574-14
B.M. C.T. Id. in Paving
W. E. Elizabeth
& Ocean View

6874
831.1
7725.7

Stationing	Plan # 5825-L	Elev. Stk	El. Flow	Dist.	Remarks
= 0+00	77.25	14.01	63.24	63.24	Flow to South
+50		7.24	70.01	63.56	+6.45' 6'E
1+00		6.85	70.40	63.88	+6.52' "
+50		6.46	70.79	64.20	+6.59' "
2+00		6.09	71.16	64.52	+6.64' "
+50		5.53	71.72	64.84	+6.98' "
3+00		5.24	72.01	65.16	+6.85' "
+50 = S.M. #1		5.14	72.11	65.48	+6.63' "
4+00		4.74	72.51	65.83	+6.68' "
+50		3.97	73.28	66.18	+7.10' "
5+00		2.98	74.27	66.53	+7.74' "
+50		2.15	75.10	66.88	+8.22' "
+80		1.53	75.72	67.09	+8.63' "
6+10 = D.F.		0.69	76.56	67.30	+9.26' "

Note: Grade Const. Notes for Sewer in Ocean View Blvd.
See Grade Book 125-3 pgs 5

Walker
Wells
Form 11-25-41

Check levels on D.F. 6110

B.M. C.T. Id. in Paving
to West
FB. 1574-14
Also Grad. Book 125-3

TP	0.32	85.76	3.94	75.82	
				68.74 B.M.	
			7.62	68.75	0.01 Error
TP	8.35	80.47	4.25	72.12	
chk. Top Pipe 6110		12.34		68.13	
				56	
				67.57 = Flow	
chk. E.C. CARTERS	4.24	76.23		67.30	

Should be 67.30
8.93
8.91 - cut by Carters.
0.02 Error

Indexed
B

Walker
Bliss
Isbell
1-10-41

Jewell Construction
"M.L. College Way
from E. Estelle St.
325' North

Station	Fl. Existing	Fl. Stake	Fl. Flow	Cuts	offsets
= 0+00	433.07	11.83	421.24 421.24	W.E.	6' East
+50		3.80	429.27 421.60	+7.67	"
1+00		5.21	427.86 421.95	+5.91	"
+35		5.40	427.67 422.18	+5.49	"
+50 culminated			422.05		"
2+00		4.91	428.16 422.65	+5.51	"
+50 - S. NH ² & Bradford.		3.61	429.46 423.00	+6.46	"
+87.5		2.88	430.19 424.87	+5.32	"
3+25 = D.F.		1.10	431.97 426.75	5.22	"

N.V. B.P. E/Cyran College	465.27
	2.97 +
	467.34 +
	12.91 -
	459.35 = TP
	0.45 +
	454.80 +
	12.23 -
	442.57 TP
	6.11 +
	442.68 +
	10.71 -
	431.97 TP
	1.01 +
	433.07 +
	0.58 -
	432.49 TP
	9.50 +
	441.99 +
	4.09 -
	437.90
	487.88
	0.02 diff

Walker
Wells
Farrow
10-14-41

Extension Above line Oct. 1941

Station	Fl. Stake	Fl. Flow	Cuts	offsets
3+25 = Above D.E.	437.51		426.75	
+75	3.70	433.81	429.25	+4.56 6' RT
+85 = D.F.	3.11	434.40	429.75	+4.65 " "

check stub
N.V. B.P. E/Cyran
+ 6.02

2nd Extension Above line, March 20th 1942

See p. 79 for EXT.
WY from M.H. # -
hence Low by 0.6

See Drawing # 6139-L

3+85 = Above D.E.	443.59	11.02	434.57 429.55	+4.92	6' RT.
4+43		7.08	438.51 432.55	+5.96	"
5+01 = NH ²		3.50	442.09 435.45	6.64	"
5+44.5	455.51	11.47	444.04 437.62	+6.42	"
880		3.47	446.4 439.79	+6.25	"
1+31.5		7.02	448.49 441.96	+6.53	"
1+75.0 = D.F.		3.59	451.92 444.15	+7.77	"

N.V. B.P. E/Cyran College	465.27
	16.1 +
	466.88 +
	12.18 -
	454.70 TP
	0.81 +
	455.51 +
	11.47 -
	444.04 TP
	1.55 -
	445.59 +

Walker,
Bliss
Isbell

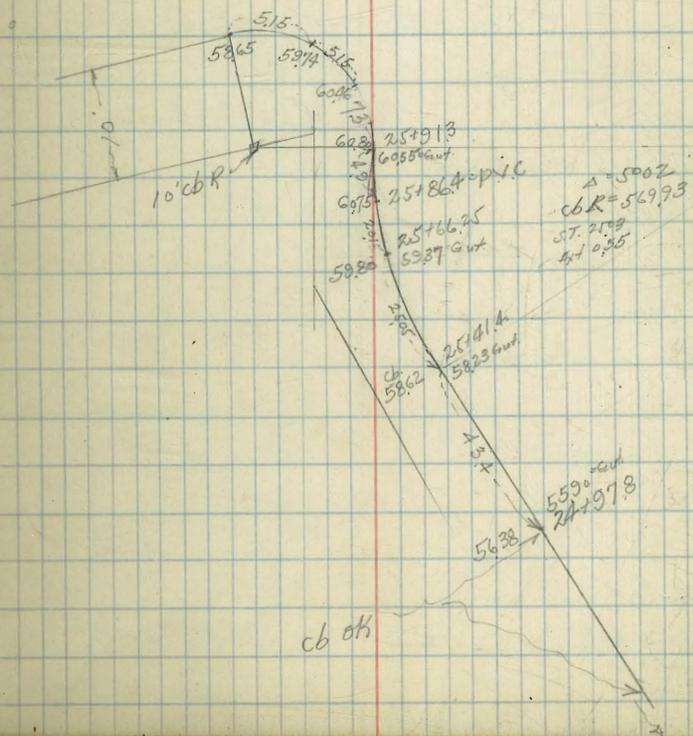
Resections & Quailtrough
Grades for Return N.E. Cor.

Indexed
83

FB. 1294-56
B.M. Cross Plug
61.92

Station			Elev.	
SE Quailtrough			Curb.	
B.M. BP	4.24	66.16	61.92	B.M.
24 + 97.8 = Beginning New Curb.	9.80	56.36	56.38	+0.02
25 + 41.4 = B.C. 569936 R	7.13	59.03	58.62	+0.41
+ 66.25 = P.C. curve	5.76	60.40	59.80	+0.60
+ 86.40 = P.I.C	5.41	60.75	60.75	✓
+ 91.30 = P.R.C. 10' R	5.36	60.80	60.80	✓
P.R.C. + 7.3	5.35	60.81	60.46	+0.35
" + 12.45	6.15	60.01	59.74	+0.27
" + 17.60 = E.C. Return.	7.51	58.65	58.65	0.00

Note the Above Elevations were reduced
 from H.T. = 81.11 - 61.92 which should be 61.80^{BR}
 by Miller Book 1524-32 = 61.80
 Therefore All grades shown on Both Pages
 Above and on sketch are .12 High.
 56.38 for instance = 56.26



2-5-41

Walker
Bliss
Isbell

Rosecrans Street Paving -
of unpaved portion
from Talbot St. to U.S. Reservation line
Levels over existing paving to determine
Grade for unpaved portion

Sketch P-40-48

Temp
point
100 cb SW
Talbot
& Rosecrans

6.18 29.24 23.06
This section taken over. See opp page
Section Diag. 817 existing paving.

W Gut on Paving.	6.71	22.53
+12.4 " "	6.38	22.86
+25 " W edge Pav.	6.53	22.71
+45 " E " "	7.31	21.93
+69 " Pav at cb	7.75	21.49
+69 E top cb	7.32	21.92

See Notes
on Rt Page
This Section

0+00 - Pt. A to SW Cor.

E edge Paving.	6.91	22.38
5' W	6.68	22.56
20' W - W edge Paving.	6.35	22.89
W top cb	6.17	23.07

0+55.3 = end existing cb on East

W top cb	5.57	23.67
W edge Paving - hgt.	5.86	23.38
+15 on "	6.22	23.02
+20 - E edge Paving	6.46	22.78
+25 = E top cb	6.21	23.03

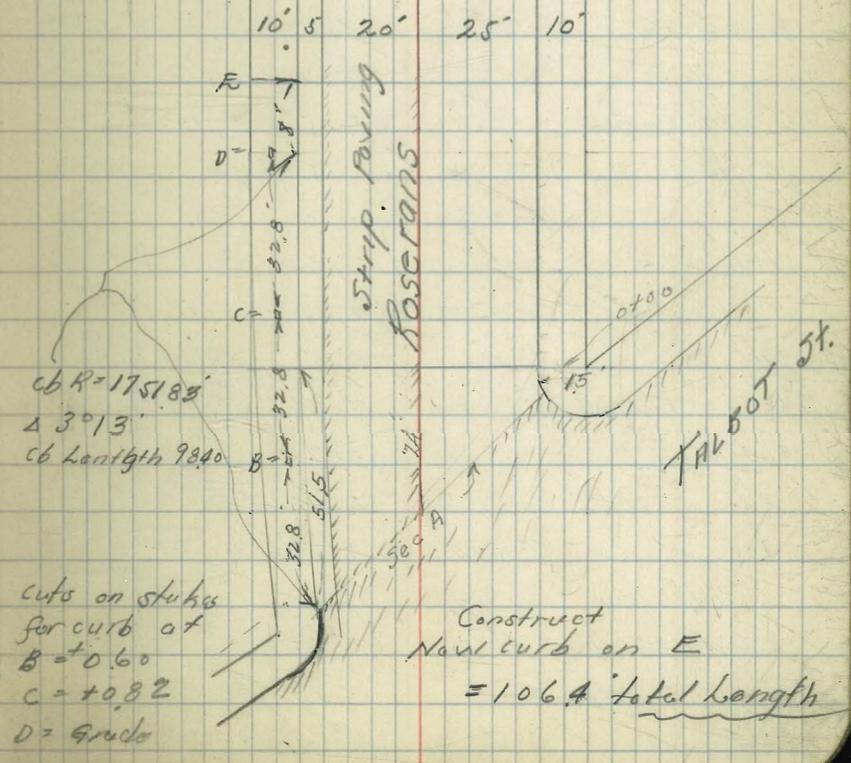
1+00

E top cb	5.84	23.40
+5' = E edge Pav.	6.03	23.21
+10 on "	5.76	23.48

Indexed

New levels on Sec A

Talbot			
+ Rosecrans 468	27.74	23.06	Temp BM. SW top cb
W Gut. on Conc Paving	5.25	22.49	
+12.4 " " "	5.02	22.72	
+27.5 " " "	4.81	22.93	This Hump at old St Car Track
+32.5 = West edge Strip Paving	5.08	22.66	on Conc. Pav.
+38.5 = E edge Strip Pav	5.86	21.88	" " "
+69 on E Gut Pav.	6.25	21.49	" " "
+69 " E top cb	5.83	21.91	



29.24

st E-W edge Pav.	547	23.77		
W cb.	516	24.08		
	2+00			
W cb.	423	25.01		
W edge Pav.	462	24.62		
+15 on "	497	24.27		
+20 S edge "	520	24.04		
W cb.	499	24.25		
	3+00			
E cb.	417	25.07		
E edge Pav.	434	24.90		
+5' on "	412	25.12		
+20 W edge Pav.	375	25.49		
W cb.	325	25.99		
	4+00			
W cb.	237	26.87		
W edge Pav.	288	26.36		
+15' on "	323	26.21		
+20 " E edge Pav.	346	25.78		
E top cb.	334	25.90		
T.R.	10.55	37.55	2.24	27.00
	5+14	PG. Ret. on E		
E cb.	10.75	26.80		
Gut. on Pav.	11.23	26.32		
+5 " edge	10.90	26.65		
+10	10.63	26.92		

37.55

24

W edge Pav.	10.20	27.35		
W cb.	9.84	27.71		
	5+32.09	= 86. Ret NW. Bessemer		
W cb.	9.63	27.92		
W edge Pav.	10.04	27.51		
E " " Conc.	10.69	26.86		
+5 on Pav. (Black)	10.98	26.57		
	542.09	= Ncb Bessemer on W		
E cb. on Pav. Black	10.81	26.74		
+5 " E edge Conc.	10.55	27.00		
E on Pav. "	9.91	27.62		
W.L. Bessemer on cb Return	9.54	28.01		
	5+62.09	= Bessemer on W		
W edge Pav. Conc.	9.61	27.94		
E " " "	10.24	27.31		
+5 on " Black	10.43	27.12		
	5+82.09	= South cb. Bessemer on W		
E cb. on Black	10.12	27.43		
+5 "	10.00	27.55		
E - W edge Conc.	9.27	28.28		
W top cb Return	8.63	28.92		
	5+92.09	= Shine Bessemer on W		
W cb.	8.66	28.89		
W edge Pav. - S. St.	9.04	28.51		
E " Conc Pav.	9.74	27.81		
+5 " Black Pav. (cobble)	9.81	27.67		

3755

End Block

6+232 = B.C. Cb. Return Basement on E

E top cb	8.35	29.20
Gut on Black	8.88	28.67
+5 " E edge Conc. Par.	8.40	29.15
" " " "	7.70	29.85
W Cb.	7.19	30.36
7+00 in Drive on W		
W Cb. on Rate	3.90	33.65
Gut. on Conc Drive	4.21	33.34
+14 = toe " "	4.41	33.14
W edge Par. Conc.	4.27	33.28
+15 on " "	4.67	32.88
+20 " E edge "	4.97	32.58
E Cb.	5.03	32.52
8+00		
E Cb.	0.44	37.11
" E edge Par.	0.52	37.03
+5	0.26	37.29
T.P. 12.99	49.91	0.63
W edge Spring	12.22	37.69
W Cb.	11.72	38.19
9+00		
W Cb. on Rate	7.20	42.71
" edge Par.	7.78	42.13
+15 on "	8.14	41.77
E edge Par.	8.40	41.51
" top cb	8.32	41.59

4991

25

9+84.1 = N end Full Par. on E.

E top cb	4.47	45.44
" Gut. Conc. Par.	5.08	44.83
+5 " " edge to N	4.69	45.22
W edge	4.03	45.89
W Gut. in Drive	4.00	45.91
W Cb. on Rate	3.94	46.41 OK
9+75 on W Cb		45.97
T.P. 9.08	57.73	1.26
10+53		
W edge	8.79	48.94
+20	9.26	48.17
+31.4 = E Gut. Par.	9.96	47.77
" E top cb.	9.35	48.38
10+74		
E Cb.	8.83	48.90
" Gut. Conc.	9.44	48.29
+14	8.72	49.01
+33.8 = W edge Par.	8.19	49.54
10+95		
W top cb	6.95	50.78
+28.5 on W edge Par.	7.69	50.04
+48.2 " "	8.30	49.43
+63.9 = E Gut.	8.97	48.76
" E Cb.	8.34	49.39
11+16.3		
E top cb.	7.84	49.89

E Gut on Conc Pav	848	49.25
+17	791	49.82
+37 Wedge "	718	50.55
+70 = W cb.	642	51.31
11+28.7		
W top cb.	593	51.80
" Gut. Conc. Drive	654	51.19
11+38		
N edge Alley		
W cb. Gut. in Conc. Drive Alley	638	51.35
+33.9 on W edge Pav.	666	51.07
+53.9 " "	743	50.30
+70.9 " "	797	49.76
" on cb. E	734	50.39
11+51.8 = S edge Alley on W		
W top cb.	553	52.20
" Gut. Paving Alley	619	51.54
11+59.6		
E cb.	686	50.87
" Gut. Conc. Pav.	748	50.25
+16 " "	691	50.82
+36 " " W edge	623	51.50
+64.9 = W cb.	537	52.36
11+40.7		
W cb.	485	52.88
+26.1 = W edge Pav.	532	52.11
+46	647	51.26

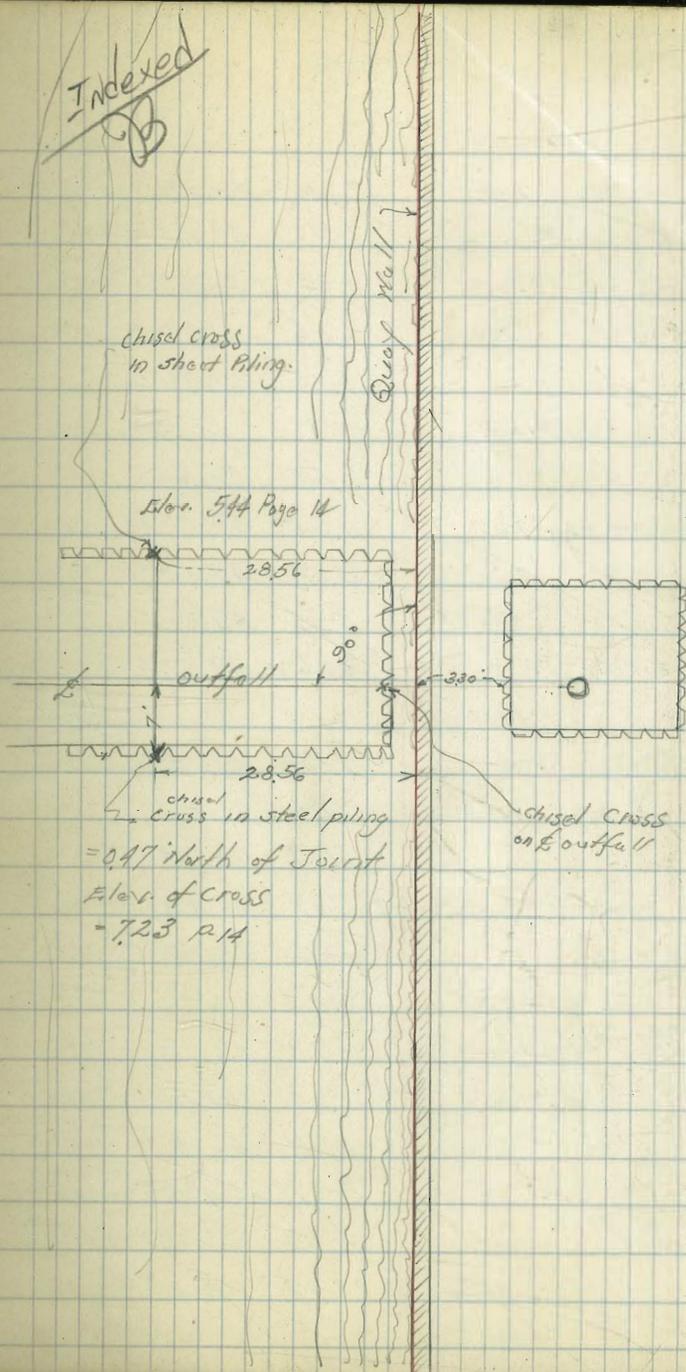
+60.3 = E Gut. Conc	712	50.61
" " E cb.	653	51.20
12+100.9 = EC. Pav. Wedge		
E cb.	610	51.63
" Gut Pav.	670	51.09
+12 "	597	51.76
+32 = W edge Pav.	512	52.61
+56.9 = W top cb.	446	53.27
12+25		
W cb.	433	53.40
+25 = W edge Pav.	498	52.75
+45 on "	572	52.01
+53 " Gut at cb.	613	51.60
" " cb.	553	52.20
12+50		
E cb.	560	52.13
" Gut. Conc.	624	51.49
+57 "	583	51.90
+45.7 = W edge Pav.	505	52.68
+50.7 = W cb.	460	53.13
12+74.2 = end Full Pav on E EC cb. on E		
W cb.	518	52.55
+25 on W edge Conc. Pav.	568	52.05
+45 "	638	51.35
+50 " Pav. at cb.	692	50.81
" " cb.	627	51.46

Walker,
Wells,
D. Farroy
11-14-71

Outfall at Destroyer Base
from box north of Quay Wall
to a point South
other Grades & Line P-14

~~Indexed~~
B

27



	13+00		
E. cb.	7.20	50.53'	
* cut E. edge Par.	7.31	50.42'	
+5' on E. edge Par.	7.04	50.69'	
+25 " W "	6.66	51.07'	
+50 " W cb.	6.15	51.58'	

	13+25		
W cb.	7.13	50.60'	
+25 on W edge Par.	7.66	50.07'	
+40 " "	8.14	49.59'	
+45 " E. " "	8.31	49.38'	
+50 on cb. E.	8.16	49.57'	

	13+50		
E. cut in Conc Drive	9.55	48.18'	
+5 on E. edge Conc. Par.	9.31	48.42'	
+10 " " "	9.08	48.65'	
+25 " W " "	8.63	49.10'	
+50 " W cb.	8.16	49.57'	

	14+00		
W top cb.	10.13	47.60'	
+25 on Paring Wedge	10.62	47.11'	
+40 " "	11.06	46.67'	
+45 " E. edge P.	11.29	46.44'	
+50 " E. cb.	11.13	46.60'	
T.P.	11.2	45.93	12.92 44.81'

15+00

E. cb.	3.34	42.59'
+5 on Par. E. edge	3.50	42.43'
+10	3.21	42.72'
+25" Wedge Par.	2.80	43.13'
+50 " W cb.	2.28	43.65'

	16+00		
W cb. on Rate	6.30	39.63'	
+25 on Wedge Par.	6.82	39.11'	
+40 " "	7.21	38.72'	
+45 " E. " "	7.54	38.39'	
+50 " " cb.	7.50	38.43'	

	17+00		
E. top cb.	11.42	34.51'	
" +5 on E. edge Par.	11.57	34.36'	
+10 " "	11.31	34.62'	
+25 " W " "	10.77	35.16'	
+50 " W cb.	10.28	35.65'	
T.P.	9.52	42.58	12.87 33.06'

	17+63.5 = 18+00		
W cb.	9.22	33.36'	
+23.4 on W edge Par.	9.76	32.82'	
+45 " E. " "	10.35	31.73'	
+50 " cb. " "	11.12	31.46'	
E. cb.	10.69	31.89'	

42.58

17+79.5 = 2 incb on Both sides.

E cb.	11.10	31.48
" Gut	11.45	31.13
5' E of Wedge Par.	10.40	32.18
W " "	10.26	32.32
+27.1 = W top cb.	9.69	32.89
18+00		

W cb.	10.12	32.46
+28.1 = W edge Paring	10.71	31.87
+33.1 on Par.	10.90	31.68
+49 " "	11.74	30.84
" " cb.	11.30	31.28
18+26.7 on W	18+25.5	

E cb.	11.25	31.33
" Gut. cb. inlet	12.26	30.32

18+45.5 = South end inlet on East

E cb.	12.35	30.23
" Gut inlet	11.36	31.22

18+26.7

E top cb.	11.77	
" Gut Par.	12.27	
+14.5 on Par.	11.18	
+19.5 " W	10.97	
+49 = W inlet	10.40	

TP	10.83	43.05	10.36	32.22
18+29 = W end inlet on W				

cb.	10.89	32.16
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43.05

29

18+29. Cont from opposite Bottom Page

W Gut	11.91	31.14
+29.5 = Wedge Par.	11.42	31.63
+34.5	11.64	31.41
+49 = E Gut. Par. inlet	12.75	30.30
" E cb.	11.74	31.31

18+40

E cb.	11.79	31.26
" Gut.	12.80	30.25
+14.5	11.59	31.46
+19.5	11.44	31.61
+49 W Gut. inlet	11.88	31.17
" " cb.	10.87	32.18

18+50

W cb.	10.91	32.14
+29.5 = Wedge Par.	11.38	31.67
+34.5	11.56	31.49
+49 = E Gut "	12.42	30.63

" E. cb. ^(no cb.) _{river conc.}

18+75

E cb.	11.69	31.36
" Gut.	12.05	31.00
+14.5 on Par.	11.37	31.68
+19.5 " Wedge Par.	11.20	31.85
49 on W cb.	10.62	32.43

43.05

19+00

W cb.	10.11	32.94'
+29.5 = W edge Pav.	10.60	32.45'
+34.5 on "	10.81	32.24'
+49 Ecb. in Drive	11.58	31.47'

19+25

Ecb.	10.39	32.66'
" Gut.	10.74	32.31'
+14.5 on Pav.	9.97	33.08'
+19.5 " W edge Pav.	9.78	33.27'
+49 = W cb.	9.33	33.72'

19+50

W cb.	8.44	34.61'
+29.5 on W edge Pav.	8.88	34.17'
+34.5 " "	9.06	33.99'
+49 = E Gut. " (Drive)	9.87	33.18'

19+75

Ecb.	8.54	34.51'
" Gut. Pav.	8.85	34.20'
+14.5 on Pav.	8.11	34.94'
+19.5 = W edge Pav.	7.93	35.12'
+49 = W cb.	7.51	35.54'

20+00

W edge Pav	6.96	36.09'
+5 E	7.11	35.94'
+19.5 E Gut. in Drive	7.90	35.15'

43.05

30

20+17 = N edge Private Drive on W ^{23' wide}

E top cb Gut ^{no cb.} on Pav	7.23	35.82'
+14.5 on Pav	6.44	36.61'
+19.5 " " W edge	6.29	36.76'
+49 on Paving Driveway	6.15	36.90'
+55 " " " "	5.33	37.72'
+61 " " " "	4.27	38.78'
+67 " " " "	3.27	39.78'

20+28.5 = E Drive on

-18 on Drive	3.33	39.72'
-12 " "	4.27	38.78'
-6 " "	4.96	38.09'
W cb " "	5.46	37.59'
+29.5 " W edge Paving	5.82	37.23'
+34.5 on " "	5.97	37.08'
+49 " E Gut "	6.69	36.36'
" " Ecb.	6.37	36.68'

20+40 = South edge Drive on W

Ecb.	5.98	37.07'
" Gut. Paving	6.34	36.71'
+14.5 on " "	5.60	37.45'
+19.5 " W edge	5.43	37.62'
+49 " Pav in Drive	5.36	37.69'
+55 " " " "	4.57	38.48'
+61 " " " "	3.63	39.42'
+67 " " " "	2.70	40.35'

4305
20+86 on ^Wcb.

	3.07	39.98 ✓
21+00		
W cb.	2.51	40.54 ✓
+29.5 on W edge Par.	3.07	39.98 ✓
+34.5 " "	3.19	39.86 ✓
+49 " Par. E Gut.	4.03	39.02 ✓
" " " cb.	3.49	39.56 ✓
21+31 on W cb.	1.35	41.70 ✓
21+50		
W edge Par.	1.12	41.93 ✓
+5 " on "	1.29	41.76 ✓
+19.5 " Par. E Gut.	2.02	41.03 ✓
" " E top cb.	1.61	41.44 ✓
T.P. 13.06 35.92	0.19	42.86 ✓
22+00		
W edge Par.	11.98	43.94 ✓
+5 on Par.	12.15	43.77 ✓
+19.5 " "	12.90	43.02 ✓
E cb.	12.44	43.48 ✓
22+05.5 on W end cb.	11.39	44.53 ✓
22+38 " Δ in cb on E.		45.97 ok.
W top cb.	9.92	46.22 ✓
" edge Par.	10.48	45.44 ✓
+5	10.64	45.28 ✓
E Gut.	11.43	44.49 ✓
" top cb.	10.95	44.97 ✓

5592

22+44 W cb.	9.70	46.22 ok ✓
22+50		
W edge Par. Conc.	10.18	45.74 ✓
+5 " "	10.36	45.56 ✓
+19.5 " " E edge	11.19	44.73 ✓
+20.1 " E Gut.	11.15 ✓	44.75 ✓
" " E cb.	10.80	45.12 ✓
	10.50	45.13 ✓ ok.
	10.36	45.56 ✓
22+75		
E cb.	10.35	45.57 ✓
+35 " E edge Par.	10.58	45.34 ✓
5' E W " "	9.84	46.08 ✓
W " "	9.71	46.21 ✓
22+91		
W edge Par. ✓	9.40	46.52 ✓
+5	9.49	46.43 ✓
E " "	10.23	45.69 ✓
+5 on cb.	10.11	45.81 ✓
22+97.4 " Eo cb Ret. 5' W. Repairs " E inlet on W.		
W top cb.	8.70	47.22 ✓
" Gut inlet Grating	9.40	46.52 ✓
+25 " W edge Par.	9.18	46.74 ✓
+30 " on "	9.31	46.61 ✓
+40 " " "	9.75	46.17 ✓
+45 " E " "	10.01	45.91 ✓
+50	9.88	46.04 ✓

23+25

E Gut Drive	8.73	47.19 ✓
+5 E edge Paring	8.60	47.32 ✓
+10	8.31	47.61 ✓
+20 on "	7.91	48.01 ✓
15' " " "	7.79	48.13 ✓
W " cb.	7.38	48.54 ✓

23+50

W cb.	6.15	49.77 ✓
L on Par = W edge	6.53	49.39 ✓
+75 " " = E "	6.99	48.93 ✓
20 " "	7.24	48.68 ✓
25 = E cb.	7.04	48.88 ✓
22+48 = Drive on E.	7.59	48.33 ✓

23+78 = N edge Drive on E

cb-5 on Drive Conc.	5.88	50.04 ✓
cb " " "	5.95	49.97 ✓
+2.5 " " "	6.19	49.73 ✓
+5 " " + Paring E edge	6.11	49.81 ✓

23+91 = South edge Above Drive on E ?

cb-5	5.25	50.67 ✓
cb on Drive	4.91	51.01 ✓
+25 " "	5.42	50.50 ✓
+5 " " = E edge Par.	5.19	50.73 ✓

24+00

E cb.	4.51	51.41 ✓
+5 = E edge Par.	4.69	51.23 ✓
+10 = on "	4.44	51.48 ✓

L on Par.	4.02	51.90 ✓
+25 = W cb.	3.61	52.31 ✓

24+50

W cb.	1.20	54.72 ✓
+25 = E = W edge Par.	1.51	54.37 ✓
+40	2.00	53.92 ✓
+45 = E edge "	2.26	53.66 ✓
E top cb.	2.12	53.80 ✓
T.D. 10.12	65.89	0.15
		55.77 ✓

25+00

W cb.	8.64	57.25 ✓
L = W edge Par.	9.00	56.89 ✓
+15 on Paring	9.57	56.32 ✓
+20 " E edge Paring	9.81	56.04 ✓
	9.71	56.18 ✓
24+97.8 = End existing cb on E		

chk S.E.B.P. Quailtrough 416 61.73 ✓
 Transfer 819 to 62.03
 Copper Dist. to Quailtrough 04 E of W edge 61.80 = Book 1524-32
 Strip Paring 0.07 Error
 or diff.

25+43.5 = N edge Drive on E

E edge Par = top Drive	7.51	58.38 ✓
+5 on cb base on Drive	7.08	58.81 ✓

25+50

E top Drive	6.90	58.99 ✓
+6.9 = E edge Par.	7.19	58.70 ✓
+12.6	6.87	59.02 ✓
W edge Par	6.49	59.40 ✓
W top cb	6.15	59.74 ✓

$25+64.6 = \Delta$ in cb on W = ⁵⁰Sec A P-44

W top cb.	5.46	60.43
+2.3 - W edge Pav.	5.73	60.16
+3.8 on "	6.26	59.63
4.3 "E" "	6.49	59.40

 $25+60.6 =$ Conc Drive on E

E edge Paving.	6.71	59.18
E cb. on "	6.45	59.44
5' W of E edge Paving	6.52	59.37

 $25+64.6 =$ Sec B P-44

7' W of ECB.	6.37	59.52
= E edge Pav.	5.98	59.91
+7' W on "	5.62	60.27

 $25+91.3$

W cb.	4.10	61.79
W edge Paving.	4.40	61.49
+1.5 on "	4.79	61.10
+2.0 " E edge Paving.	5.00	60.89

 $26+00$

E edge Paving	4.85	61.04
+5' W on "	4.62	61.27
W edge "	4.24	61.65
W top cb.	3.73	62.16

 $26+25$

W edge Pav.	3.72	62.17
+1.5 on "	4.11	61.78
E edge "	4.36	61.53

 $26+42.5 =$ N edge Conc Drive on E

 4.29 61.60

 $26+50 =$ PC. Ret. SW. Drive through

E on Conc. Gutter.	4.23	61.66
+5' on Paving	3.85	62.04
+10' " "	3.63	62.26
+25' " "	3.26	62.63
W top cb.	2.76	63.13

 $27+00$

W cb.	2.45	63.44
E St. +2.5 - W edge Pav.	2.93	62.96
+1.5	3.33	62.56
+2.0 = E edge "	3.55	62.34
E top cb.	3.17	62.72

 $26+89.3 =$ ^{South} End Conc Drive on E

E cb.	4.18	61.71	
" Gut in Drive	3.81	62.08	
TP 57.3	68.04	3.58	62.31

 $27+50$

E cb.	5.36	62.68
" edge Pav.	5.39	62.65
+5 on "	5.15	62.89
W edge Pav.	4.79	63.25
W cb.	4.25	63.79

28+00

W cb.	3.94	64.10 ✓
W edge Pav.	4.33	63.71 ✓
+15	4.82	63.22 ✓
20' on E edge Pav	5.04	63.00 ✓
E top cb.	4.93	63.11 ✓

28+50

E cb.	4.57	63.47 ✓
+5 on Paving	4.71	63.33 ✓
+10' " "	4.45	63.59 ✓
+25' " " - 1st	4.08	63.96 ✓
W on cb.	3.58	64.46 ✓

29+00

W " "	3.28	64.76 ✓
W edge Pav - 1st	3.72	64.32 ✓
+15 on "	4.11	63.93 ✓
+20 " E edge Pav.	4.33	63.71 ✓
E top cb.	4.22	63.82 ✓

29+44.2

E cb.	3.98	64.06 ✓
+5 on Pav.	3.96	64.08 ✓
+10 " "	3.76	64.28 ✓
+25 " W edge Pav.	3.41	64.63 ✓
W on cb.	2.96	65.08 ✓

29+70

W edge Pav.	3.42	64.62 ✓
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+13.2	3.62	64.42 ✓
+20 = E edge	3.85	64.19 ✓
+26.8 = E end proposed Pav.	Levels from Above H.I. Cont P-35	
5.06	69.65 ✓	3.45
	29+55	64.59 ✓

1/4" up E Perry
4.5' East
of Wedge Pav.

W top cb.	4.52	65.13 ✓
+25' W edge Paving.	5.00	64.65 ✓
+41.2	5.17	64.48 ✓
+50 = E edge "	5.51	64.14 ✓
A on NW Return Perry	4.99	65.16 ✓
(W cb station)	29+97.4 = 29+88.7 W cb and E cb station.	

W	4.50	65.15 ✓
+28 = W edge Pav.	5.10	64.51 ✓
+46.2 = on "	5.80	63.85 ✓
+47.8 = E edge "	5.85	63.80 ✓
+48.8 on E cb.	5.63	64.02 ✓

29+97

E cb.	5.64	64.01 ✓
+1.9 on E edge Pav.	6.13	63.52 ✓
+3.8 " Pav.	6.02	63.63 ✓
+21.9 = Wedge Paving	5.24	64.41 ✓
+27 = top cb.	4.63	65.02 ✓

Cont P-35

Note the Above Elev. were taken after the levels on P-35 as the curb was covered hence different H.I. CBIX.

68.04 = T from P-34

35

Cont. from upper Rt P 34

30+25

E cb.	593	62.61 ✓
+39 in. Par.	563	62.41 ✓
+18 " "	540	62.64 ✓
+24 W. edge Par. - 2 st.	486	63.18 ✓
+49 = W cb.	436	63.68 ✓

30+50

W cb.	552	62.52 ✓
+24.5 = W edge Par.	608	61.96 ✓
+40 = on "	663	61.41 ✓
+44.5 = E edge "	686	61.18 ✓
E cb.	667	61.37 ✓

31+00

E cb. ^{conc.} Drive Way	957	58.47 ✓
+45 on E edge Par.	936	58.68 ✓
+9 " "	912	58.92 ✓
+24.5 " W " "	858	59.46 ✓
W on cb.	807	59.97 ✓

31+50

W cb.	1054	57.50 ✓
W edge Par. - 2 st.	1103	57.01 ✓
+15.5 on "	1158	56.49 ✓
+20 " E edge Par.	1181	56.23 ✓
E top cb.	1167	56.37 ✓
T.P. 0.62 55.62 ✓	1304	55.00 ✓ on cb.

68.04 = \bar{x} from P. 34

35

Cont. from upper Rt P. 34

30+25

Ecb.	543	62.61 ✓
+39 in. Par.	563	62.41 ✓
+7.8 " "	540	62.64 ✓
+24 = W. edge Par. - L. St.	486	63.18 ✓
+49 = W. Cb.	436	63.68 ✓

30+50

Wcb	552	62.52 ✓
+245 = W. edge Par.	608	61.96 ✓
+40 = on "	663	61.41 ✓
+445 = E. edge "	686	61.18 ✓
E. cb.	667	61.37 ✓

31+00

Cont.

E. cb. DRIVE WAY	957	58.47 ✓
+45 on E. edge Par.	936	58.68 ✓
+9 " "	912	58.92 ✓
+245 " W " "	858	59.46 ✓
W on cb.	807	59.97 ✓

31+50

W. cb.	1054	57.50 ✓
W. edge Par. - L. St.	1103	57.01 ✓
+155 on "	1158	56.49 ✓
+20 " E. edge Par.	1181	56.23 ✓
E. top cb.	1167	56.37 ✓
T.P. 0.62 55.62 ✓	1304	55.00 ✓ on cb.

55.62

32+00

Ecb.	1.78	53.84
+4.5 on E edge Pav.	1.93	53.69
+9 " " "	1.67	53.95
+24.5 " W " "	1.13	54.49
+49 " Wcb.	0.66	54.96

32+50

Wcb.	3.16	52.46
+24.5 = W edge Pav.	3.67	51.95
+4.0	4.15	51.47
+44.5 = E. "	4.40	51.22
+49 " cb.	4.21	51.41

32+75

Ecb.	5.40	50.22
+4.5 = E edge Pav.	5.59	50.03
+9 on " "	5.37	50.25
+24.5 " W " "	4.89	50.73
+49 on Wcb.	4.41	51.21
T.P. NE Hyd. ^{Top 115} 52.65	7.12	51.50

32+82

W top cb.	1.77	50.88
^{street} L on W edge Pav.	2.24	50.41
+10 = L 20' strip.	2.48	50.17
E edge "	2.97	49.68
+15 on Ecb.	2.81	49.84

32+87

Ecb.	3.07	49.58
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52.65

36

E edge Pav.	3.21	49.44
+10 on " ^{20'} E strip	2.69	49.96
W edge paving	2.50	50.15
W top cb.	2.03	50.62

32+92 = N edge toe Flow

W top cb.	2.26	50.39
" Gut Concrete Inlet	3.12	49.53
+3' on E edge "	3.06	49.59
+3' " " " ^{well} top Conc.	2.94	49.71
E st. on W edge Pav.	2.80	49.85
+10 " L 20' strip Pav.	2.99	49.66
E edge " " "	3.40	49.25
+1.9 top wing wall	4.06	48.59
+1.9 on Flow Gut ^{curb} inlet	4.15	48.51
Ecb on Conc. Gut "	4.40	48.45
E top cb.	3.33	49.32

32+97 = N.L. DIVERSION

E top cb.	3.56	49.09
" Gut on Conc. Gut inlet	4.60	48.05
+1.6 on W edge inlet.	4.60	48.05
+1.6 " top wing wall	3.63	49.02
E edge Pav.	3.49	49.16
+10 = L 20' strip	3.24	49.41
W edge " "	3.07	49.58
Wcb - 1.5 on top Hdwall	2.52	50.13
" - 1.5 " Flow inlet.	2.48	50.17

	Cons.	h.	
Wcb on Floor inlet	248	50.17	^a
W top cb.	250	50.15	^a
33+10.6 = 2' Cleanout NW Owens 1' E of Wcb.			
top cleavert	2.80	49.85	
Floor "	5.45	47.20	^a
33+06.8 = 2' Cleanout NE Owens 1' W of Ecb			
on Cleanout	4.34	48.31	
Floor "	6.40	46.25	

33+47

Wcb.	3.59	49.06	
Lst. = Wedge Paving	4.35	48.30	
+10 = 2' 20' Strip	4.59	48.06	
E edge " "	5.14	47.51	
" top cb.	4.60	48.05	
cbk. SF BP Owens	4.66	47.99	

33+52

Ecb.	4.73	47.92	
E edge Paving	5.02	47.63	
+10 = 2' Strip	4.52	48.13	
W edge "	4.27	48.38	
W top cb.	3.71	48.94	

33+57

W top cb.	3.80	48.85	
W edge Pav.	4.29	48.39	
+10 = 2' Strip Pav.	4.54	48.11	

E edge Pav.	4.99	47.66	
E top cb.	4.80	47.85	
33+62			
E top cb.	4.93	47.72	
E edge Strip Pav.	5.09	47.56	
E Strip Pav.	4.60	48.05	
W edge "	4.39	48.16	
W top cb.	3.88	48.77	

33+75 = Guck in 20' Strip Pav.

W top cb.	4.13	48.52	
W edge Pav.	4.63	48.02	
+10 = 2' 20'	4.88	47.77	
E edge Conc Pav.	5.37	47.28	
E top cb.	5.21	47.44	

34+00

E top cb.	5.70	46.95	
E Edge Pav.	5.92	46.73	
+10 = 2' "	5.93	47.22	
W edge "	5.17	47.48	
W top cb.	4.69	47.96	

34+50

W top cb.	5.77	46.88	
W edge Pav.	6.25	46.40	
+10 = 2' "	6.50	46.15	
E edge "	6.99	45.66	
" top cb.	6.77	45.88	

34+756 Wcb.	6.34	46.21
" W Gut in Driv.	6.86	45.79
34+917 = " " " "	7.27	45.38
" = W top cb.	6.70	45.95
35+00		
E cb.	7.90	44.75
E edge Pav.	8.06	44.59
+10 = L 20' "	7.58	45.07
W edge "	7.36	45.29
W top cb.	6.87	45.78
35+50		
W cb.	7.92	44.73
W edge Pav.	8.41	44.24
+10 = L 20' "	8.68	43.97
E edge "	7.12	43.53
E top cb.	8.98	43.67
36+00		
E top cb.	10.04	42.63
E edge Pav.	10.22	42.43
+10 = L 20' Pav.	9.70	42.95
W edge "	9.43	43.22
W top cb.	9.00	43.65
chk. N.E.B.P. Nichols	11.00	41.65
No correction made in HI		41.63 = 8P
		0.02 Above 8P
T.P.	2.36	44.01
	11.00	41.65

36+22		
W top cb.	0.87	43.14
" edge 20' Strip Pav.	1.32	42.59
+10 = L " " "	1.61	42.40
E edge "	2.08	41.93
E top cb.	1.88	42.13
36+32		
E top cb.	2.05	41.96
E Pav.	2.28	41.73
+10 = L 20' Pav. only	1.84	42.17
W edge " "	1.54	42.47
W top cb.	1.07	42.94
36+37		
N.L. Nichols		
W top cb.	1.18	42.83
W edge Pav.	1.65	42.36
+10 = L 20' "	1.93	42.08
E edge "	2.40	41.61
E top cb.	2.17	41.84
36+42		
E cb.	2.28	41.73
E edge Pav.	2.98	41.53
+10 = L " "	2.03	41.98
W edge "	1.73	42.28
W top cb.	1.27	42.74
36+47		
W top cb.	1.34	42.67

4401

W edge Pav.	180	42.21
+10 = 20' Strip Pav.	211	41.90
E edge	255	41.46
E cb. on full Pav on E	288	41.13
E top cb.	238	41.63

36+97 - S.L. Nichols

E top cb.	291	41.10
" cb. on Conc. Gut	341	40.60
E edge Pav.	314	40.87
+10 on E W Pav.	267	41.34
W edge "	241	41.60
W top cb.	192	42.09

37+02

W top cb.	198	42.03
" edge Pav.	250	41.51
+10 = 20' Pav.	273	41.28
E edge " "	321	40.80
E cb.	297	41.04

37+07

E cb.	303	40.98
E Pav.	329	40.72
+10 = 20' Pav.	282	41.19
W edge "	256	41.45
W cb.	203	41.98

37+12

W cb.	208	41.93
-------	-----	-------

4401

39

W edge Pav.	262	41.39
+10 = 20' Pav.	288	41.13
E edge Pav.	335	40.66
E cb.	308	40.93

37+25

E cb.	327	40.74
E Pav.	352	40.49
+10 = 20' Pav.	305	40.96
W edge "	279	41.22
W top cb.	225	41.76

37+50

W cb.	209	41.42
W Pav.	312	40.89
+10 = 20' Pav.	342	40.59
E edge Pav.	389	40.12
E cb.	362	40.39

38+00

E cb.	425	39.76
E Pav.	450	39.51
+10 = 20' Pav.	404	39.97
W Pav.	376	40.25
W top cb.	328	40.73

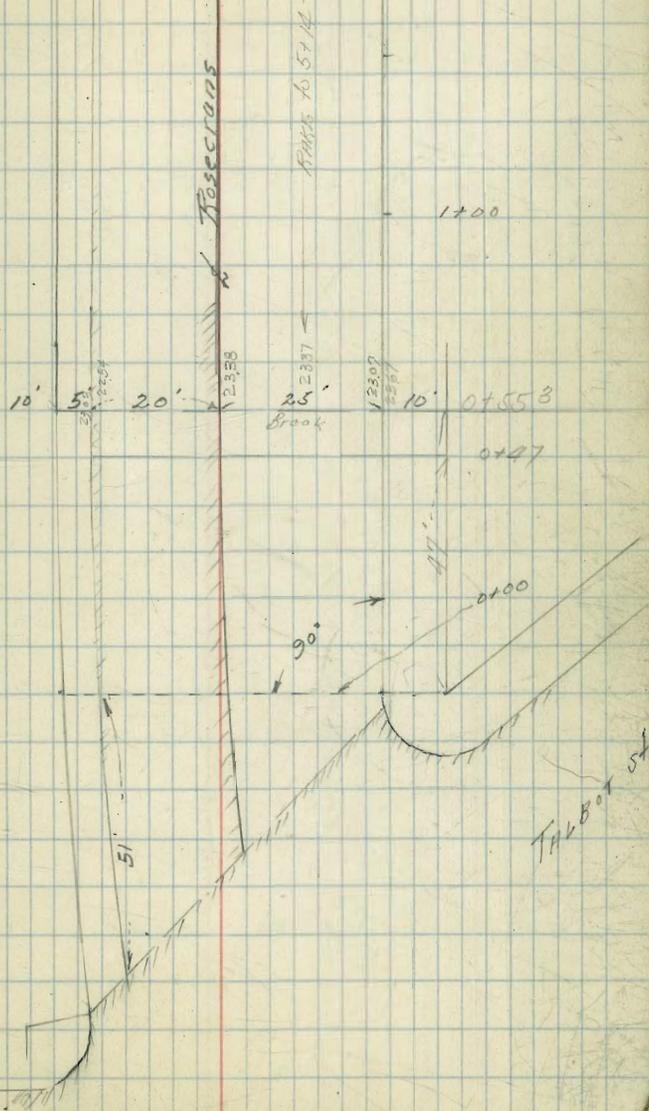
38+50

W cb. in Ditch	447	39.54
W Pav.	448	39.53
+10 = 20' Pav.	473	39.28

44.01

E edge Pav.	5.15	38.86
" cb.	4.93	39.08
38+06 = Drive on Ecb.	4.82	39.19
39+00		
E cb.	5.59	38.42
E Pav.	5.92	38.09
+10 on E 20' Pav.	5.43	38.58
W edge Pav.	5.18	38.83
Wcb. on top.	4.58	39.43
39+50		
Wcb	5.24	38.77
W edge Pav	5.83	38.18
+10' - 6" "	6.11	37.90
E edge "	6.59	37.42
E top cb.	6.29	37.72
39+29.5 = Conc Dr	6.35	37.66
chk. NW. B.P. McCaill	5.83	38.18
		38.14 = 14.111
		0.04
No Correction made in H.I.		
T.P.	3.21	41.39
	5.83	38.18
39+75		
E top cb.	4.04	37.35
E Pav.	4.33	37.06
+10' - 6" Pav.	3.87	37.52
W edge Pav.	3.61	37.78

Cont. P-49



64232 2869

2885 2925 2975 3025

64232

9484

4550

9484

41

2851 2859 2871 2889
constructed
a. 18 14 42

6400

5492.09

2828 2880 2820 2892
2845

5482.09

2838

2791 2809 2790 2800 2820
Edg. MH.

5462.09

2793

2764 2757 2764

5442.09

2753 2763 2745 2792

5432.09

2735 2745 2770

5414.66

5400

TRANS FROM 64232 TO 9484 TO 5117 4915.98 ABOVE

Bessemer

5414

2632

positions.

SMALL

FRAME

4100

positions

TRANS FROM 64232 TO 10753

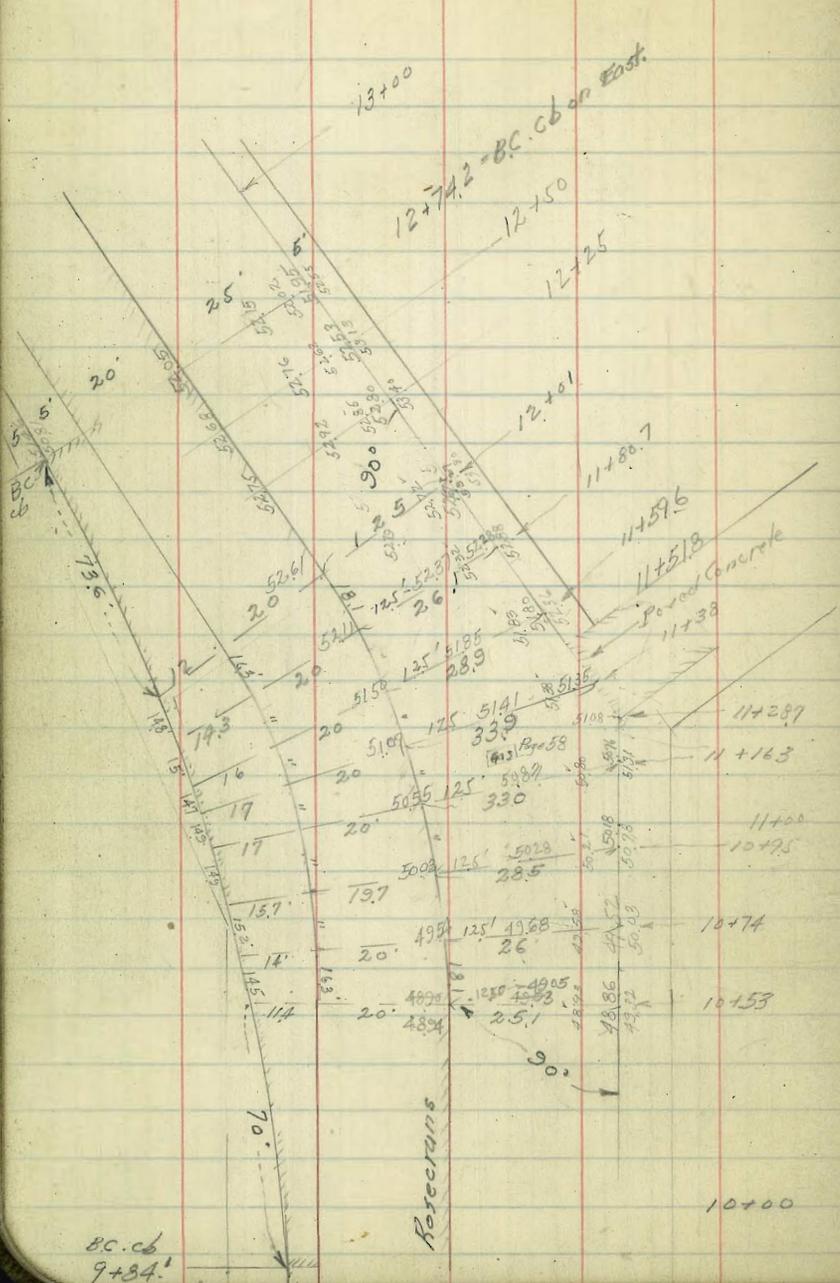
8400

7400

5 20' 25' 10'

3400

10' 5 20' 25' 10'



1075.8 to 1279.2 stakes 10' from party
 10+53 10+74 10+95 11+163 11+289 11+518 11+596 11+80.7 12+01 12+25 12+50 12+74.2

5' 5' 20' 25' 5'

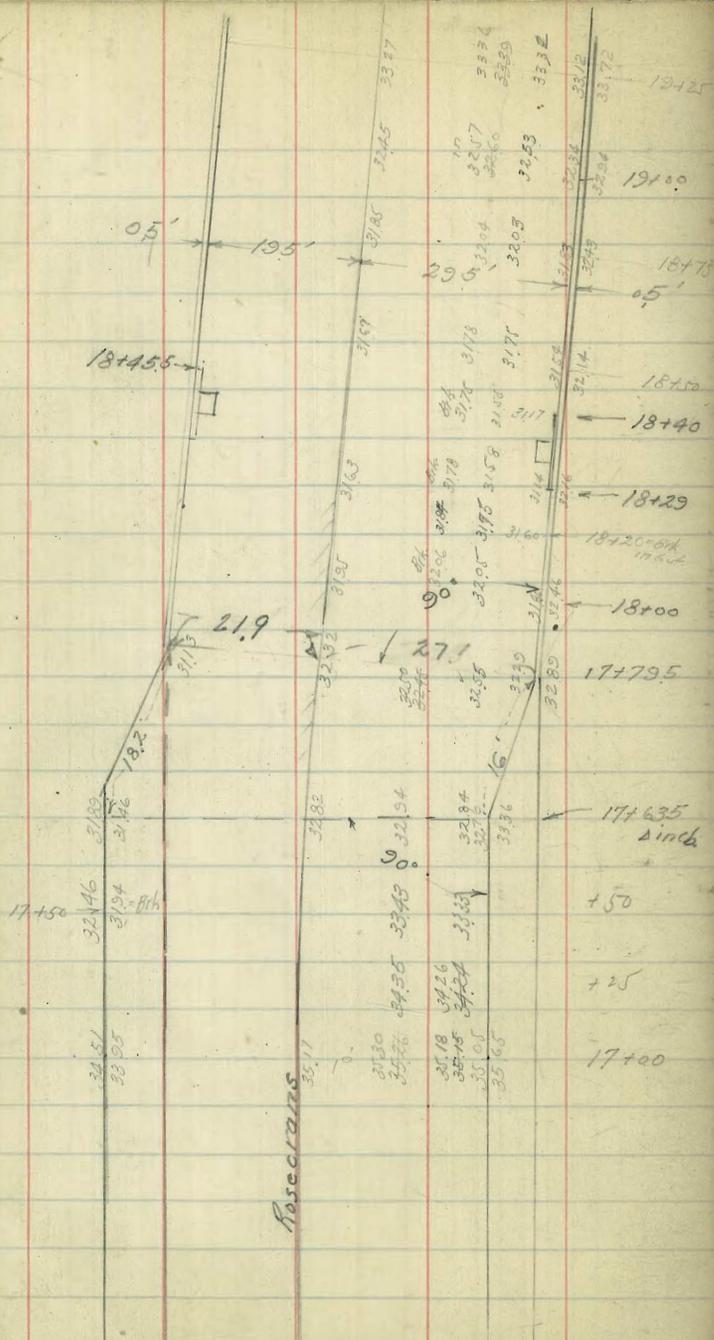
Rasecrans

16+00

15+00

14+00

5115
 5005
 5119
 5008
 5158
 511 13+00



Rose crans

Rose crans

3417 2512

16

- 3428 2512
- 10
- 3423 2517
- 101
- 3401 2432
- 3461
- 35158 car 14

19+50

19+75

20+00

21+00

22+00

FAIR to 22+38

4139
Cont from P.40

W top cb.	299	38.40
39+82.3		
W top cb.	311	38.28
W Pav.	368	37.71
+10	394	37.45
E Pav.	445	36.94
E cb.	420	37.19
39+87.3		
E cb.	433	37.06
E Pav.	448	36.91
+10	398	37.41
W Pav.	374	37.65
W top cb.	316	38.23
39+92.3		
W top cb.	322	38.17
" Gut. = Floor Cont. Inlet	407	37.32
+29 = " " "	397	37.42
+29 on Hd. Wall	393	37.46
W. edge Pav.	379	37.60
+10	398	37.41
E edge Pav.	447	36.97
" " +15 on Hd. Wall	505	36.34
" " " " Floor Inlet	520	36.19
E cb. " " "	527	36.12
E top cb.	445	36.94

4139

49

39+97.3 = N.L. McColl St.		
E top cb.	452	36.87
E Gut on Inlet	563	35.76
+15 " "	562	35.77
+15 " top Hd. Wall	444	36.95
E cb +45	428	37.11
E 20' strip	401	37.38
W edge "	386	37.43
+23 on Hd. Wall Inlet	327	38.12
" " Floor "	427	37.12
W cb " " "	427	37.12
W top cb.	325	38.14
4+07.7 = E Cleanout N.W. McColl 1" W of E cb.		
on top Cleanout.	347	37.92
" Floor "	614	35.25
4+10.8 = E Cleanout N.W. McColl 1" E of W cb.		
on top Cleanout	518	36.21
" Floor "	726	34.13
40+47.3 = S.L. McColl St.		
W top cb.	379	37.60
" Gut on Pav.	466	36.73
+5 " "	429	37.10
+13 " "	416	37.23
Wedge Strip	434	37.05
+10	470	36.69
E edge "	525	36.14

4139

E cb on Conc. Gutter	5.75	35.64
E top cb.	4.86	36.53
40+52.3		
E top cb.	4.86	36.53
E Pav. Strip	5.10	36.29
+10 on Pav.	4.58	36.81
W edge " Strip	4.26	37.13
W top cb.	3.85	37.54
40+57.3		
W cb.	3.85	37.54
W edge Strip Pav.	4.25	37.14
+10 = E " "	4.48	36.91
E edge " "	4.93	36.46
E top cb.	4.90	36.49
40+62.3		
E top cb.	4.94	36.45
E edge Strip Pav.	4.99	36.40
+10 = E " "	4.50	36.89
W " " "	4.26	37.13
W top cb.	3.86	37.53
40+66.3 = West edge Exp Joint	4.29	37.10
E strip	4.52	36.87
40+68 = E edge Pav at " "	5.04	36.35
40+75		
W cb. on top.	3.89	37.50
W " Pav. Strip	4.35	37.04

4139

50

L strip Pav	4.61	36.78
E edge Pav	5.10	36.29
E top cb	4.99	36.40
41+00		
E cb top	5.12	36.27
E edge 20' Pav.	5.24	36.15
E " " "	4.77	36.62
W " " "	4.50	36.89
W top cb.	4.03	37.36
41+04 = Conc. Drive ^{on W}	4.42	36.97
41+50		
W top cb.	4.33	37.06
W edge 20' Strip Pav.	4.76	36.63
E " " "	5.03	36.36
E " " "	5.50	35.89
E top cb.	5.42	35.97
42+00		
E " "	5.63	35.76
E edge Conc. Pav.	5.74	35.65
E " " "	5.29	36.10
W " " "	5.03	36.36
W top cb.	4.57	36.82
41+92 = Conc. Drive ^{on W}	5.04	36.35
42+11 = " " ^{on E}	6.02	35.37
4395 = " " ^{on W}	5.15	36.24

41.39

42+50

W top cb.	4.88	36.51
W edge 20' Pav.	5.27	36.12
L " "	5.52	35.87
E edge " "	6.01	35.38
" top cb.	5.95	35.44
42+63 L Conc. Drive on E	6.34	35.05

43+00

E top cb.	6.20	35.19
E edge 20' Pav	6.33	35.06
L " "	5.84	35.55
W " " "	5.58	35.81
W top cb.	5.06	36.33

43+25

W top cb.	5.17	36.22
W edge 20' Strip Pav	5.72	35.67
L " " "	5.95	35.44
E " " " "	6.41	34.98
E top cb.	6.25	35.14
T.P. 5.09 40.12	6.36	35.03

43+32.6

E top cb.	4.98	35.14
E edge 20' Pav	5.15	34.97
L " " "	4.72	35.40
W " " "	4.47	35.65
W top cb.	3.93	36.19

40.12

51

43+37.6

W top cb.	3.99	36.13
W edge 20' Pav	4.48	35.64
L " " "	4.70	35.42
E " " "	5.17	34.95
E top cb.	4.99	35.13

43+42.6

L " "	5.04	35.08
E Gut. Inlet	5.86	34.26
+2.75 F "	5.79	34.33
2.75 on Hd	5.74	34.38
E edge Pav.	5.08	35.04
d " "	4.67	35.45
W " "	4.52	35.60
+2.15 on Hd wall inlet	4.65	35.47
" " Flow "	4.69	35.43
W cb " " "	4.83	35.29
W top cb.	4.03	36.09

43+47.6 N.L. Lawrence St.

W top cb.	4.04	36.08
" Gut Inlet	4.99	35.13
+1.5 on "	5.01	35.11
" " Hd wall	4.06	36.06
W edge Pav.	4.58	35.62
d " Strip.	4.66	35.46
E edge Strip.	4.85	35.27

+ 15 on Hd Wall Inlet	5.11	3501
" " Floor	6.08	3404
E cb on Flow	6.10	3402
E top cb.	5.09	3503
43+57.6 = L Cleanout on E 1' W of E cb.		NE Lawrence
on top Box	5.56	3456
" Flow "	7.70	3242
43+59.1 = L Cleanout on NW Lawrence		
on top Box	4.14	3598
" Flow	6.47	3365
43+97.6 = SW Lawrence		
W top cb.	4.04	3608
" Gut. on Pav	4.90	3522
+ 5 " "	4.60	3552
+ 13 " "	4.55	3551
W edge 20' Strip	4.70	3542
L " "	4.98	3514
E " " "	5.47	3470
E Gut on Pav	5.88	3424
E top cb.	5.07	3505
44+02.6		
E top cb.	5.07	3505
E edge 20' Pav	5.35	3477
L " "	4.96	3516
W " " "	4.66	3546
W top cb.	4.08	3604

44+07.6		
W top cb.	4.10	3602
W edge 20' Pav.	4.64	3548
L " "	4.87	3525
E " " "	5.27	3485
E top cb.	5.08	3504
44+12.6		
E top cb.	5.10	3502
E edge 20' Pav.	5.26	3486
L " "	4.84	3528
W " " "	4.63	3549
W top cb.	4.14	3598
44+25		
W top cb.	4.19	3593
W edge 20' Pav.	4.70	3542
L " "	4.94	3518
E " " "	5.38	3474
E top cb.	5.18	3494
44+50		
E top cb.	5.34	3478
E edge 20' Pav.	5.50	3462
L " "	5.06	3506
W " " "	4.82	3530
W top cb.	4.29	3583
Cont P-53		

45+100

W top cb.	456	35 56
W edge 20' Pav.	506	35 06
L " " "	530	34 82
E " " "	578	34 34
E top cb.	561	34 51

45+50

E top cb.	586	34 26
E edge 20' Pav.	597	34 15
L " " "	555	34 57
W " " "	533	34 79
W cb top.	482	35 30

45+99 = L Conc Drive on W	557	34 55
45+92 = L " " " E	661	33 51

46+100

W top cb.	506	35 06
W edge 20' Pav.	560	34 52
L " " "	585	34 27
E " " "	631	33 81
E top cb.	615	33 97
46+08 = L Conc. Drive on W	580	34 32
46+61 = L " " " E	625	33 17

46+50

E top cb.	638	33 74
E edge 20' Pav.	653	33 59
L " " "	604	34 08
W " " "	585	34 27

W top cb.	535	34 77
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46+75

W top cb.	550	34 62
W edge 20' Pav.	599	34 13
L " " "	615	33 97
E " " "	661	33 51

E top cb.	645	33 67
chk. NEBP	659	33 53

Rosescraps
+ Killogg.33 53 = 877
000

TP 379	39 32	659	33 53	Above W.M.
--------	-------	-----	-------	---------------

46+82

E top cb.	567	33 65
E edge Conc. Pav.	582	33 50
L 20' "	539	33 93
W " " "	523	34 09
W top cb.	471	34 61

46+87

W top cb.	473	34 59
W edge 20' Pav.	525	34 07
L " " "	541	33 91
E " " "	583	33 49
E top cb.	571	33 61

46+92

E top cb.	575	33 57
" Gut. on Flow inlet	658	32 74

E Gut +29 = on Flow Inlet	6.42	32.90	
" " Hd Wall "	6.37	32.95	
E edge 20' Pav.	5.74	33.58	
L " " "	5.41	33.91	
W " " "	5.32	34.00	
+21.6 = E edge Inlet Flow	5.46	33.86	Hd Wall same
W Gut. on " "	5.59	33.73	
W top cb	4.76	34.56	
46+97 = NL Kellogg			
W top cb	4.80	34.52	
" Gut on Flow	5.97	33.35	
+1.5 " " "	5.96	33.36	
" " Hd Wall	4.82	34.50	
W edge Pav 20' strip	5.23	34.09	
L " " "	5.50	33.82	
E " " "	5.68	33.64	
+3' on Hd Wall Inlet	5.80	33.50	
+3' " Flow "	6.78	32.54	
E cb " "	6.79	32.53	
E top cb	5.75	33.57	
47+87 = 1/2 Cleanout NE Kellogg ^{W of} Ecb			
top Box	6.18	33.14	
Flow	8.64	30.68	
47+105 = 1/2 Cleanout NW Kellogg ^{E of} Wcb			
top Box	4.96	34.56	
Flow "	7.51	31.81	

47+366 = 1/2 Cleanout SE Kellogg			1' W of Ecb
Top Box	6.28		33.04
Flow	8.60		30.72
TP 1081	44.34	6.79	33.53 on B.P.
47+335 = 1/2 Cleanout SW Kellogg ^{1' E of} Wcb			
Top Box		9.85	34.49
Flow "		12.68	31.64
47+47 = SW Kellogg St			
W top cb		9.80	34.54
" Gut. on Flow Inlet		10.89	33.45
+1.5 " " "		10.86	33.48
" " Hd Wall		9.84	34.50
+5' on Pav		10.07	34.27
W edge 20' Pav		10.31	34.03
do " "		10.56	33.78
E " " "		10.75	33.59
+3' on Hd Wall		10.81	33.53
" " Flow Inlet		11.85	32.49
Ecb " "		11.87	32.47
E top cb		10.93	33.41
47+52			
E top cb		10.83	33.51
E edge Flow Inlet		11.63	32.71
+2.9 on " "		11.53	32.81
+2.9 " Hd Wall "		11.48	32.86
E edge 20' Pav		10.85	33.49

E 20' Pav.	1050	33.84
W edge 20' Pav.	1026	34.08
+21'6 on Hd Wall inlet	1044	33.90
" " " Floor Inlet	1047	33.87
W cb " "	1057	33.77
W top cb.	979	34.55
47+57		
W top cb	972	34.62
W edge 20' Strip Pav	1022	34.12
L " " " "	1050	33.84
E " " " "	1093	33.41
E top cb	1084	33.58 ✓ 33.50
47+62		
E top cb	1076	33.64 ✓ 33.58
E edge 20' Pav	1087	33.47
L " " "	1043	33.91
W " " "	1018	34.16
W top cb.	970	34.64
47+75		
W top cb.	963	34.71
W edge 20' Strip Pav	1014	34.20
L " " " "	1040	33.94
E " " " "	1030	33.54
E cb. top.	1071	33.74 ✓ 33.63
48+00		
E cb. no. Drive	1083	33.51

E edge 20' Pav	1064	33.70
L " " "	1021	34.13
W " " "	1001	34.33
W top cb	946	34.88
48+50		
W top cb.	916	35.28
W edge 20' Strip Pav	967	34.67
L " " " "	996	34.40
E " " " "	1040	33.94
E top cb.	1020	34.14
This Section Diagonal of Existing Parking		
→ 48+97 on E cb and 48+96 on W cb.		
E top cb.	984	34.50
" cb on Gut on Conc Pav	1036	33.98
45 on Pav	1007	34.27
L 20' Strip	964	34.70
W edge 20' Strip Pav	942	34.92
+10' on " to South.	948	34.86
W cb. on Conc. Pav.	974	34.60
" top cb.	889	35.45
49+25 = Beginning Full Width Pav		
W top cb.	873	35.61
" Gut. on Pav	953	34.81
+14.5 " "	923	35.11
+14.6	921	35.13
+24.5 = Wedge 20' Strip.	925	35.09

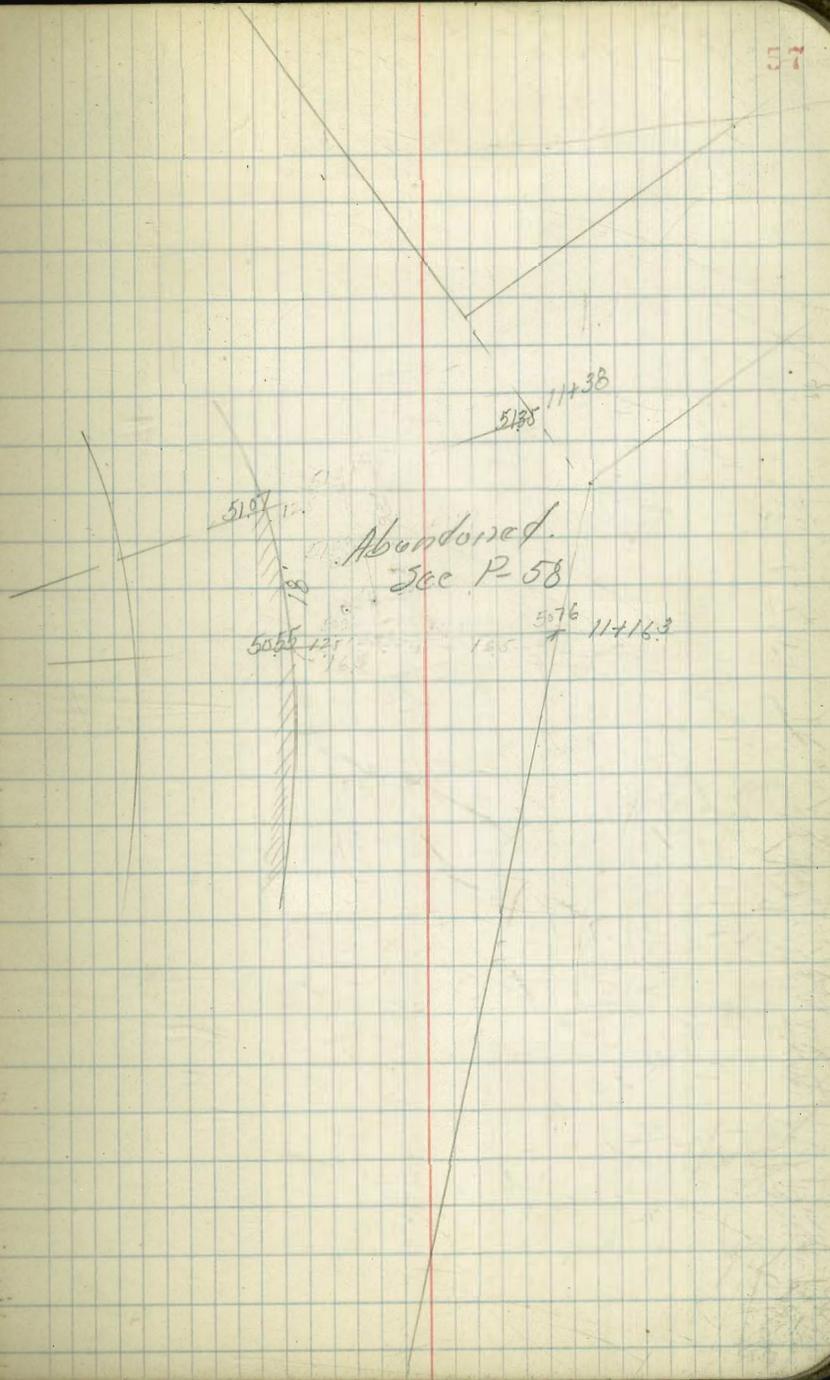
L. 20' strip to N.	9.54	34.80
E. cb. on Conc Pav.	10.18	34.16
E. top cb.	9.70	34.64
chk BM NE Kellogg	10.81	33.53 ✓

Approx 6' x 10' has been filled in
by Private Party. Hence does not
check plus 3523 x 10.

Grades for Gris Co. M.H.
on Rosecrans St.

Abandoned see P-58

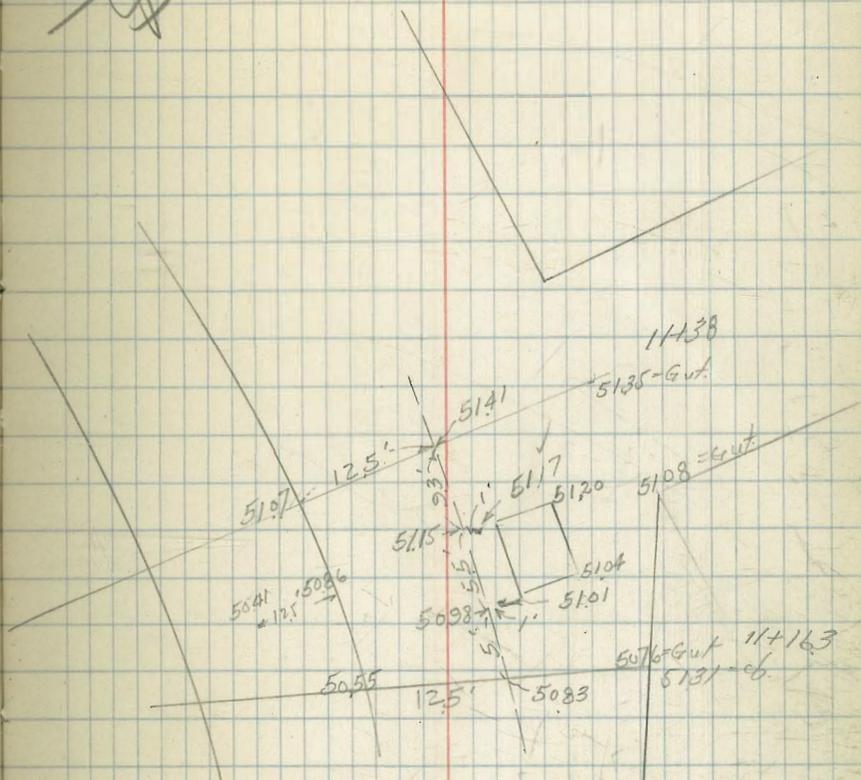
57



Walker
Bliss
Isbell
3-10-41

Grades for Gus M.H.
Rosecrans St.
from Grades P-42 This Book.

~~Indexed~~



B.M. 114163
50.76 = Gut. on W
5.894
36.657

W

THOR ST.

~~Indexed~~

Walker
Bliss
Isbell
3-22-41

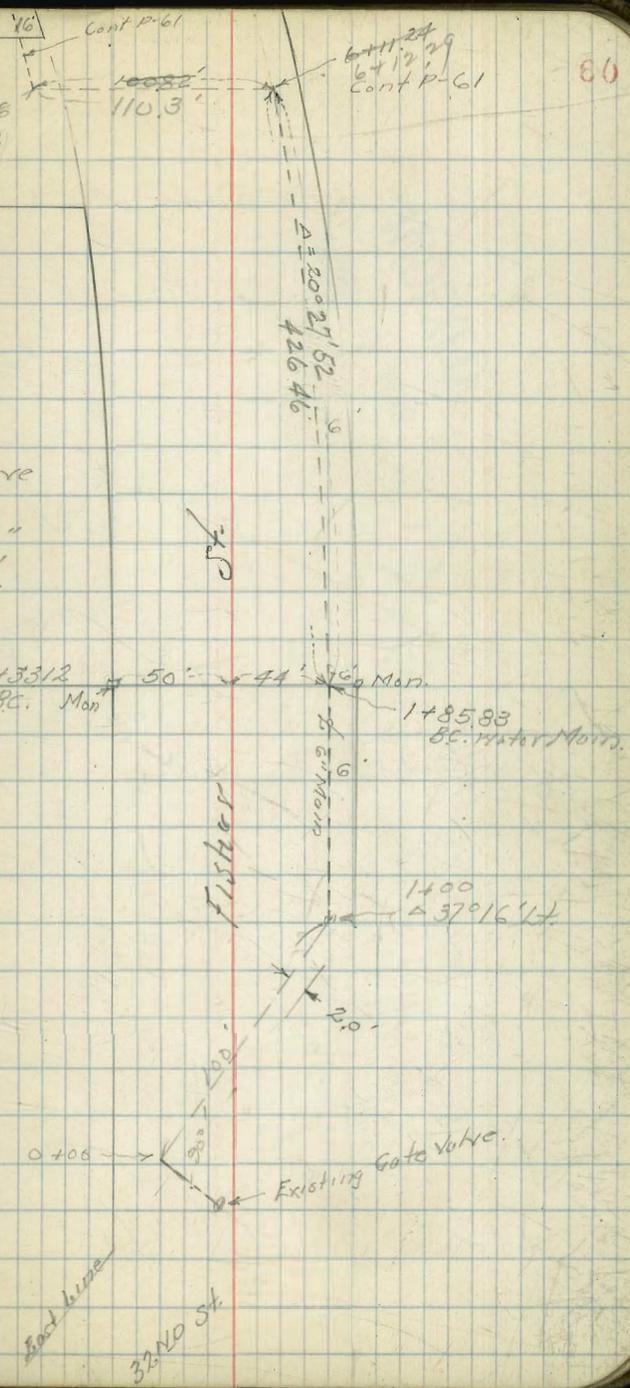
Location Proposed Water Main
in Harbor Drive
from 32ND ST. to Treatment Plant.

Construction Notes on P-62

- 1+85.33 = B.C. Pipe - L R 1124
- 2+50 1°33'
- 3+00 2°45'
- +50 3°57'
- 4+00 5°09'
- +50 6°20.9'
- 5+00 7°32.57'
- +50 8°45'
- 6+12.24 = B.C. 10°13.8'
- 7+23.2 = B.C. 10°N
- 7+50 0°42.34'
- 8+00 2°01.34'
- +50 3°20'
- 179.12 = E.C. 4°00'

E Harbor Drive
L R = 1150
L A = 29°11'20"
L T = 299.43'
L L = 585.86'

17+33.12
B.C. Man

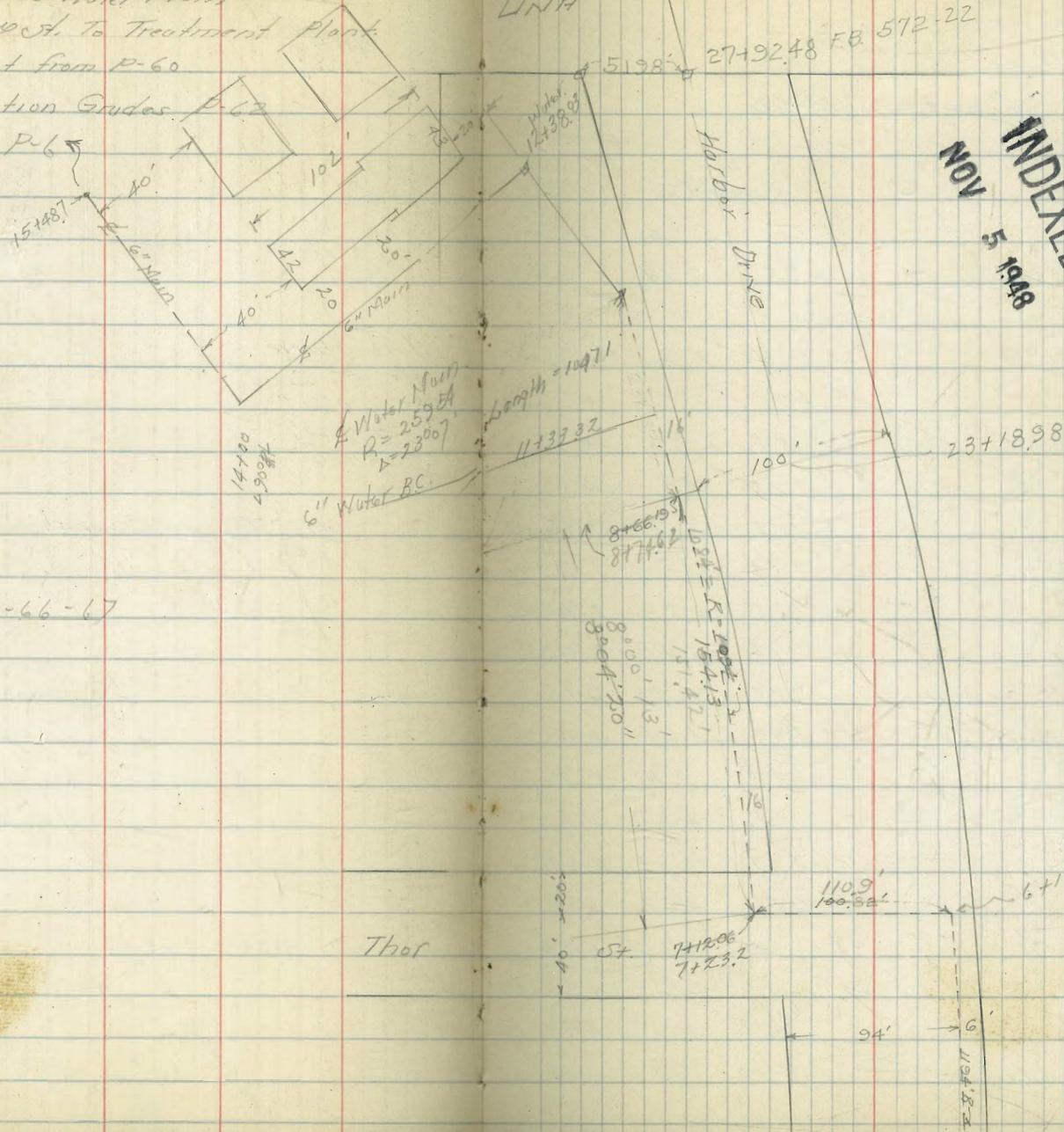


Walker
Plus
Isbell
Fosterly
5-5-41

Location for Construction of
Proposed 6" Water Main
from 32nd St. To Treatment Plant
Cont from P-60

Construction Grades P-63

Note: sketch Cont: P-6



INDEXED
NOV 5 1948

Grades P-66-67

Walker, Construction Grades
Bliss for Water Mains
Isbell in Harbor Drive
3-22-41 from SAND to Treatment Plant.

Location P-60

(change) New Grades p. 66

	10.54	El. Stakes	El. Bottom of Ditch	Cuts	Offsets
0+00		5.50	5.04	-1.50	+6.5
1+00	437'16" Lt.	8.35	2.19	-0.8	+8.0 ✓ 6' Rt
1+50					" "
1+85.83	BC Lt.	7.74	2.80	-0.23	+3.0 ✓ " "
2+50		8.25	2.29	0.20	+2.1 ✓ " "
3+00		7.57	2.97	0.55	+2.4 ✓ " "
+50		7.25	3.3	0.90	+2.4 ✓ " "
4+00		7.56	2.98	1.25	+1.73 ✓ " "
+50		7.34	3.20	1.60	+1.6 ✓ " "
5+00		7.25	3.29	1.95	+1.34 ✓ " "
+50		7.14	3.40	2.30	+1.1 ✓ " "
6+11.24	2 Lt. see sketch	6.05	4.49	2.75	+1.74 ✓ 6' S on Thor.
7+12.06	BC. Pipe	5.93	4.61	3.50	+1.1 ✓ 6' N on Thor.
+50	11.28	6.17	5.11	3.62	+1.5 ✓
8+00		6.61	4.67	3.77	+0.90 ✓ 6' Rt
+66.19	EC	2.67	8.61	3.98	+4.63 ✓ 6' Rt
9+50		6.86	4.42	4.24	+0.2 ✓ 6' Rt
10+10		6.57	4.74	4.43	+0.3 ✓ 6' Rt
10+50		6.50	4.78	4.58	+0.2 ✓ 6' Rt
11+00		4.61	6.67	4.73	+1.9 ✓ 6' Rt
+52.06	End Line	5.28	6.00	4.88	+1.1 ✓ 6' Rt

2d Pkg. &
S.M. Copper Disk 1357 North of E
60" Sewer F.B. (Grid) #198-10 = El. 2.15

El. 8.39
10.54
5.91
T.P. - 4.63
6.65
11.28
5.60
5.68
5.73
0.95 Error

60" Sewer Cut
Grid 198-8 5410

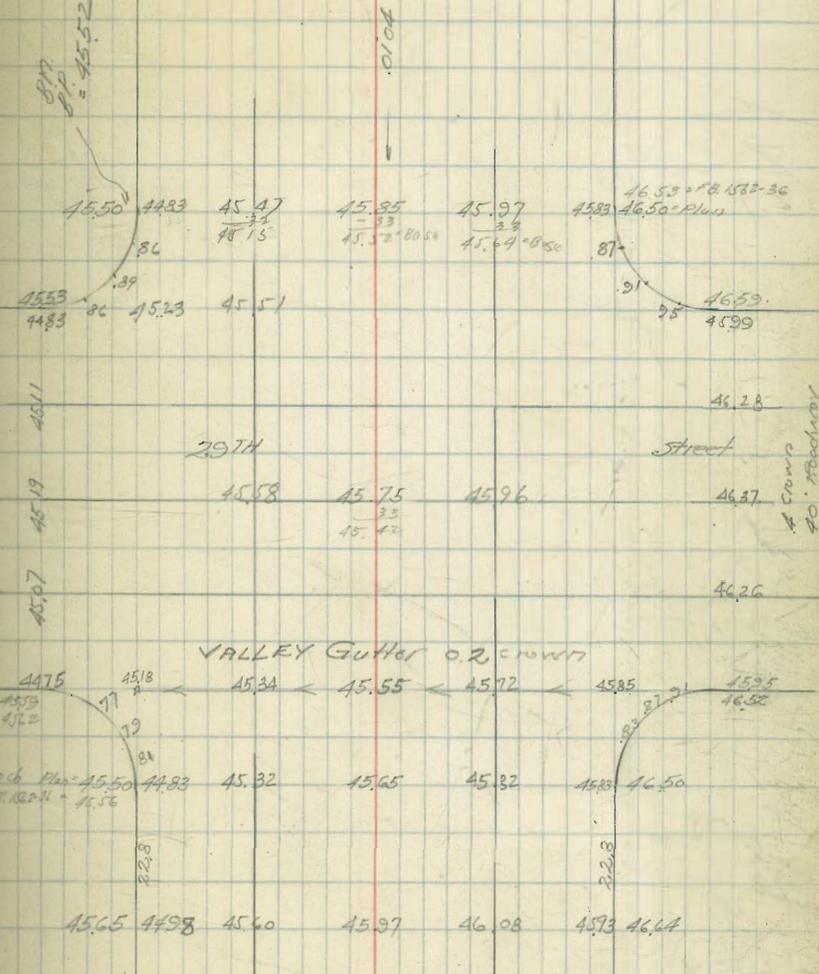
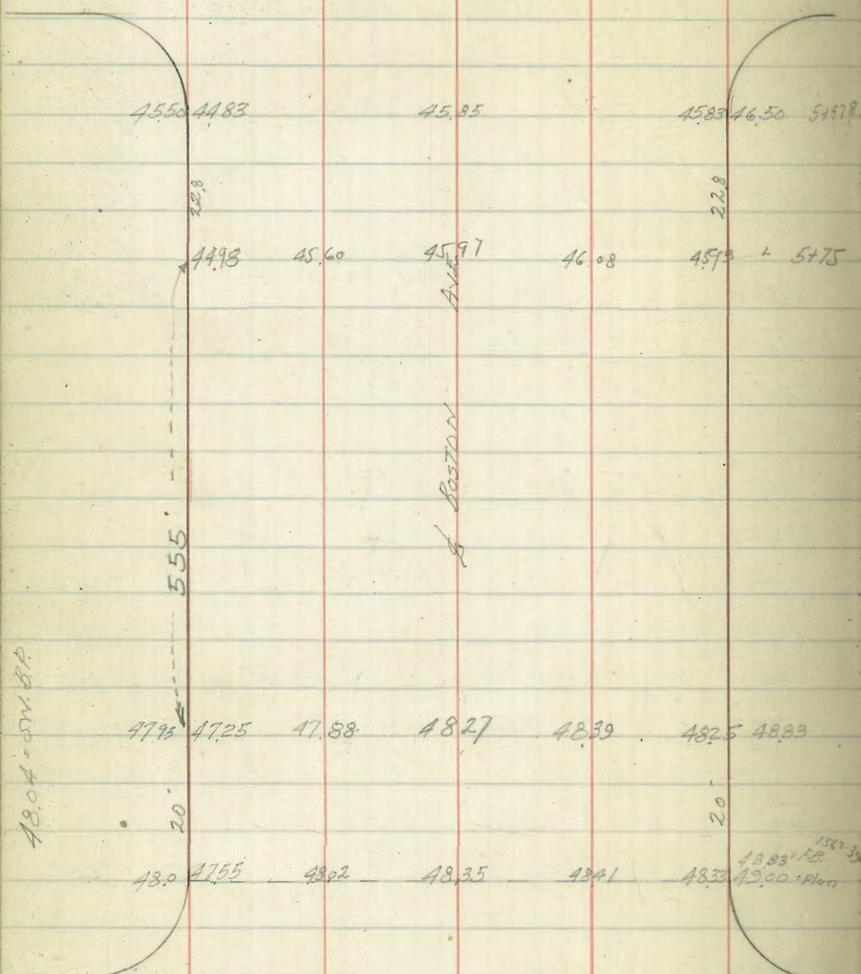
29TH

PAVING GRADES
Boston Ave
from 30th to 28th
See Drawing # 5947-L F.B. 1582-34

Walker
81.05
15h.11
5-8-41
Street

Indexed
81.05
81.05
81.05
81.05
81.05

63



30TH

Street

Boston Ave

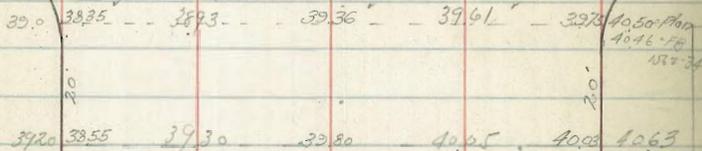
28th

40.43 BP BXI NW

Street

Boston Ave Ferrisg
from 30th to 28th St.
Cont from P-63

Walker
Chas
Isbell 64
1-8-41



Cont from P-63

Walker
Blow
Fosterly
4-28-41

SEWER CONSTRUCTION
IN DAWSON AVE.
from Trojan to DE. South of E/Cayan Blvd.

Indexed
B

65

Station	El. Suber Foot	El. Flow Line	Cuts	Offsets		
0+00 = E. End MH in Dawson	340.11 12.68	319.07 320.00	17.93	6' W	Existing RM. Rinn MH Trojan & Dawson	= 327.43 12.68 + 340.117 0.50 - 339.617P 12.851 352.467 0.00 - 352.467P 12.941 365.407 0.36 - 365.047P 13.041 378.087 0.41 - 377.677P 11.50 + 388.977 2.25 - 386.027 - ct. 386.007 - ct. 0.02 Error
+50	12.42	327.69	322.00	+5.69	" "	
1+00	10.98	329.13	324.00	+5.13	" "	
+50	9.48	330.63	326.00	+4.63	" "	
2+00	7.62	332.49	328.00	+4.49	" "	
+50	4.55	335.56	330.00	+5.56	" "	
3+00 = MH #1	1.38	338.73	332.00	+6.73	" "	
+50	352.46 10.41	342.05	335.85	+6.20	" "	
4+00	6.85	345.61	339.70	+5.91	" "	
+50	3.24	349.22	343.55	+5.67	" "	chk. at 4 line E/Cayan Ehr. Dostberg
5+00	365.40 12.50	352.90	347.40	+5.50	" "	
+50	8.47	356.93	351.25	+5.68	" "	
6+00 = MH #2	4.48	360.92	355.10	+5.82	" "	
+50	0.36	365.04	358.95	+6.09	" "	
7+00	378.98 8.79	369.29	362.80	+6.49	" "	
+50	4.53	373.55	366.65	+6.90	" "	
8+00	0.41	377.67	370.50	+7.17	" "	
+20 = DE. Approx	388.97 960 61.652	379.37 E/Cayan Blvd.	372.04	+7.33	" "	

Walker
Bliss
Isbell
Tousley
5-

Re Stake Water Main
Harbor Drive, Location P-60-61
from 32ND St. to Treatment Plant

~~Indexed~~

66

32nd P 62

BM. CT 13.57' N of E corner

Station	733	Elev. Stake	Ditch Bottom	Cuts	offsets	1024 162	
0+00	2.30	5.03	-1.5	+6.5	6' Lt.		2.15 518.7 7.33 114 6.1970 705.7
1+00 = 86.6	5.20	2.13	-1.1	+3.2	6' Rt.		10.247 3.57
+50			-0.77				670.70
+85.83 = 86.14	4.70	2.63	-0.53	+3.16	6' Rt.		596.7
2+50	5.0	2.3	-0.1	+2.4	" "		1266.7
3+00	4.6	2.7	0.23	+2.5	" "		443
+50	4.1	3.2	0.56	+2.6	" "		823
4+00	4.1	3.2	0.9	+2.3	" "		824
+50	10.24	6.8	3.4	1.23	" "		0.01 Error
5+00	7.0	3.2	1.56	+1.6	" "		
+50	6.7	3.5	1.9	+1.6	" "		
6+12.24 = A Lt. 500 Stake	5.7	4.5	2.33	+2.2	" "		
7+23.24 = A	5.3	4.9	3.00	+1.9	10' N on Ther.		
+50	3.2	7.0	3.1	+3.9	6' Rt.		
8+00	3.1	7.1	3.5	+3.6	6' Rt.		
+50	3.0	7.2	3.7	+3.5	6' Rt.		
+74.62 = EIC	2.9	7.3	3.8	+3.5	6' Rt.		
9+00	3.1	7.1	3.9	+3.2	6' Rt.		
+50	4.0	6.2	4.0	+2.2	6' Rt.		
10+00	3.1	7.1	4.1	+3.0	6' Rt.		
+50	3.54	6.70	4.3	+2.4	6' Rt.		
11+00	12.66	5.9	6.7	4.5	+2.2	6' Rt.	

Cont P-67

Harbor Drive Water Main
Cont. from p. 66

Station	12.66	Bl. Stake	Bl. Bottom Ditch	Cuts	Offsets
11+33.32 = B.C. Water	6.7	6.0	4.6	+1.4	6' RL
11+50	7.1	5.6	4.7	+0.9	6' RL
12+00	4.8	7.9	4.8	+3.1	6' RL
12+38.03 = 24'	4.1	8.6	5.0	+3.6	6' RL

Walker
Hurdap
Wirt

Grades for Water Line Cont.

9-2-42

Location - see sketch p-61

#2 Cont. 201-15
B.M. on tank. 10.00
4.59+
14.59

Station	14.59	5.62	8.97	5.0	+4.0	4' Lt. = stake
12+42	14.59	5.62	8.97	5.0	+4.0	4' Lt. = stake
13+00		4.70	9.89	5.25	+4.64	" " "
+50		5.02	9.67	5.47	+4.1	" " "
14+00 = Δ 20' 8"		4.74	9.85	5.7	4.2	" " "
+23		3.89	10.70	5.7	+5.0	1.50' Lt. = Cross in Tank
+83		3.89	10.70	5.7	+5.0	1.53' Lt. " " "
15+48.7 = End = opposite	Temp	4.56	10.03	5.7	+4.3	4' Lt. = stake
Fire Hyd		5.27				

Walker
Isbell
Busterly
Ferry 5-12-41

Outfall Sewer Grades
for High Line

Station

Elev.
Nails Elev
Floor

Cuts

9+08.9
= 9+09.09 Drop MW 15

8+50

8+00

7+50

7+00

6+50

6+00

5+50

+13 = Nail

1537

2.88

12.42

-551

+18.00

BY CT 4-14

= 965

4+59 = Nail

2.83

12.54

-546

+18.00

572+

15.37+

+50

5.05

10.32

-545

+15.77

3.98-

4+05.7

2.78

12.59

-541

+18.00

TR = 1139

543+

1683+

572

1110

see p. 68 1/2

Original cuts
see P-15 68

Mulker.
Isbell
Eastport
Ful. 5-12-41

New Grades on ~~4~~ out for
Made to fit flow of pipe
at sta 4+05.7 which was put in
0.24 lower than Grade Line

by Kennedy
W.P.A. Engineer

68 1/2

B.M. C.T. 9+18.59 P-14

= 9.65
7.07 +
16.72 x

Station	Reck	Elev Nails	Elev. Flow Line	cuts	offsets	
4+05.7 - Brk	16.72	4.37	12.35	-5.65	+18.00	BM 9.65
+50				-5.71		5.77 + 16.42 x
+59 - Nail		4.44	12.28	-5.72	+18.00	"
5+13 - Nail		4.49	12.23	-5.77	+18.00	"
+50				-5.81		9.65 BM 6.52 + 16.17 x
6+00				-5.86		
+50				-5.91		BM 9.65 6.31 + 16.46 x
7+00				-5.96		
+50				-6.01		
8+00				-6.06		
+50				-6.11		
9+00				-6.16		
10+09.9 - F.M.				-6.17		
5+12	16.42	4.19	12.23	-5.77	+18.00	"
+54		4.23	12.19	-5.81	+18.00	"
+72		4.25	12.17	-5.83	+18.00	"
6+03	16.17	4.03	12.14	-5.86	+18.00	
+26		4.05	12.12	-5.88	+18.00	
+47	16.46	4.37	12.09	-5.91		
+68		4.39	12.07	-5.93		
+84	15.43	3.37	12.06	-5.94	+18	B.M. of C.T. 9+18.59
7+00		3.39	12.04	-5.96	+18	

0.10

Cont. P-78

El. 9.65
5.78 +
15.43 x

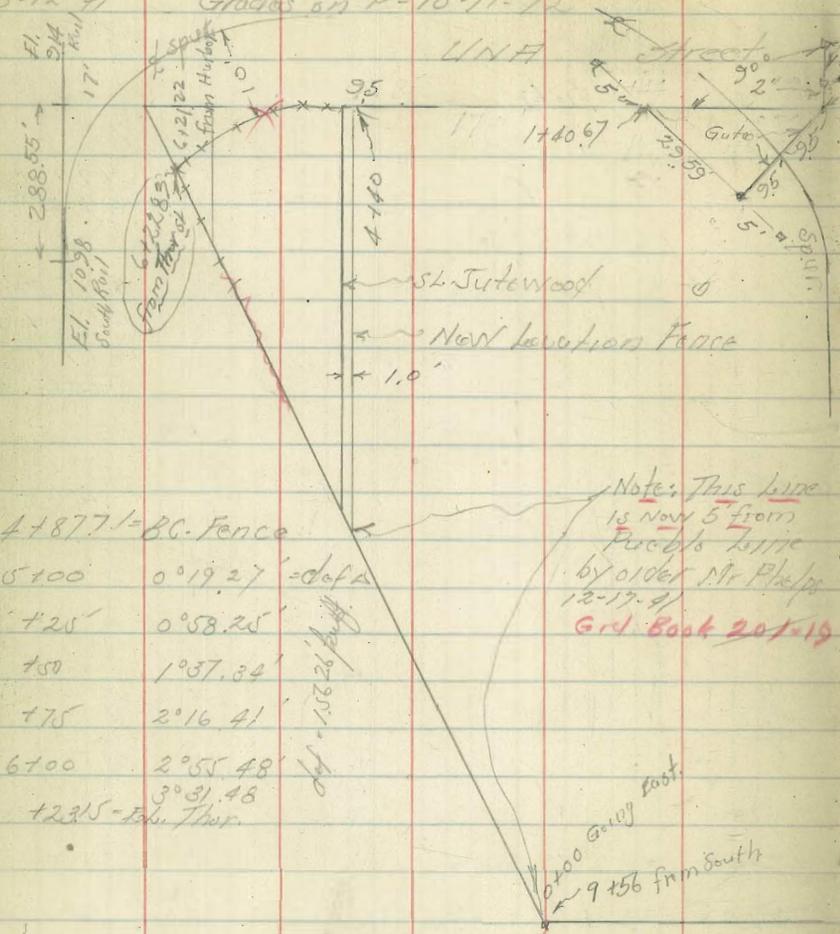
Isbell
Eastport
Maine
July 16-1941

Walker
Isbill
Easterly
Furrow
5-12-41

TREATMENT PLANT

GRADES for FENCE

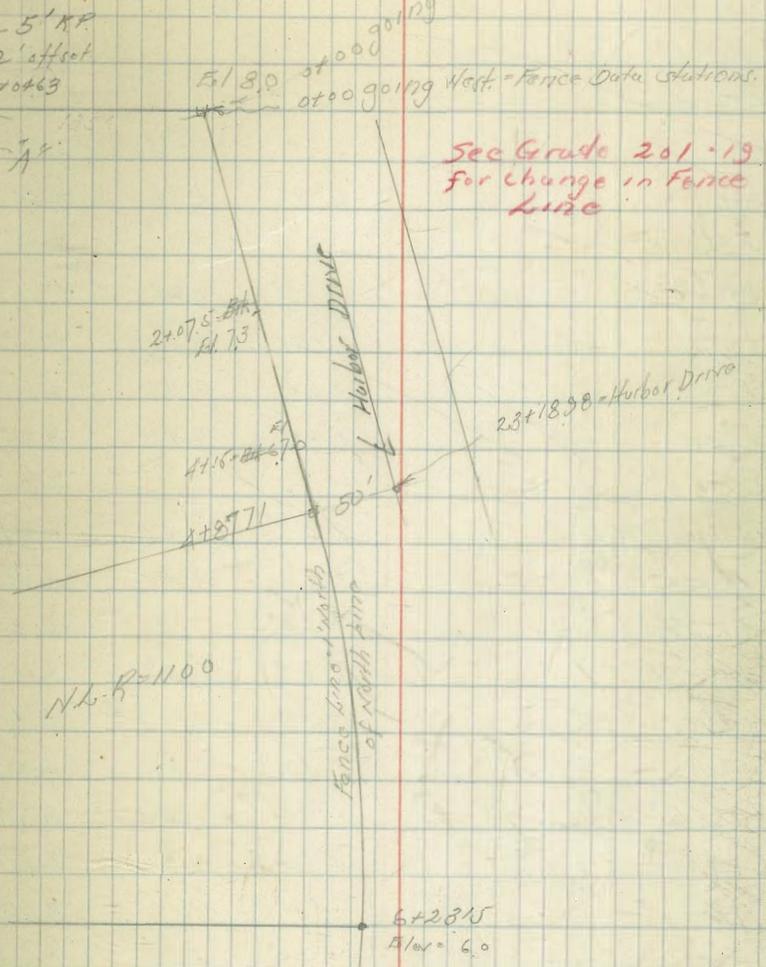
Stakes set on lines of st, etc.
Grades on P-70-71-72



Note: This line
is now 5' from
Fuchs' Line
by order Mr Phelps
12-17-41
Grid Book 201-19

Indexed

Fence is 10' from line of st. etc.



See Grade 201-19
for change in Fence
Line

THOR.

Mulher.
Jabell
Faculty
Furrow 5-12-41

Treatment Plant. Elev. Top Fence
= 10' Above Finish Grade
Grades for Fence Line on Harbor Drive
Sketch P. 69

Station	Elev. Stake	Elev. Finish Grade	Cuts	affects.	
0+00-144	1057	8.00			
723.02	2.63	7.94	+0.04'	1.24'	
750	2.41	8.16	7.83	+0.33'	
1+00	2.22	8.35	7.67	+0.68'	
750	2.81	7.76	7.50	+0.26'	
2+07			7.31	out	
757.94	3.95	6.62	7.17	-0.55'	
2166.1	3.27	7.30	7.12	+0.18'	
3+00	4.10	6.47	7.01	-0.54'	
750	3.61	6.96	6.85	+0.11'	
4+00	3.86	6.71	6.67	+0.04'	
750			6.50	out	
+8771-863.0	3.21	7.36	6.38	+0.98'	
5+00	3.21	7.36	6.33	+1.03'	
725	3.44	7.13	6.25	+0.88'	
750	3.65	6.92	6.17	+0.75'	
775	3.51	7.06	6.10	+0.96'	
6+00	3.73	6.84	6.03	+0.81'	
723.15 = Refuse Thor.	5.61	4.96	6.00	-1.04'	
7+00	4.64	5.93	6.70	-0.87'	
750			7.15		
8+00	1277	5.39	7.38	7.60	-0.22'
750			8.05		
8+90	4.85	7.92	8.45	-0.53'	
9+56	3.96	8.81	9.0	-0.19'	

UNH st.
↑

0.33%
↓

0.9%
↓

51°00'20" RT.
Cont. P. 71

BM. Mort. Univ. & Burwood = 82.1

2.33
10.57
3.47
TP 7.10
5.67
12.77
2.77
TP 10.00
3.35
Grid 128-18
chk. stake 8
4.25
9.80
3.29
0.01 = Error

13.35

S. Rail 2.37
P.C. Spur 10.98

Walker & Isbell
 Eastern
 Farrow
 5.12

TREATMENT PLANT
 FENCE GRADES
 Cont. from p. 70

Station	+	-	Est. Station	Est. Finish Grade		
7+00				6.7		
+50				7.15		
8+00				7.60		
+50				8.05		
9+00				8.50		
+56 = $4.5 \times 200 \times 20\% = 0.100$		6.35	8.80	9.0	-0.20	
9+56 = 0.4×600						
0+50		5.99	9.16	9.23	-0.07	
1+00		5.78	9.37	9.47	-0.10	
+50		5.34	^{9.81} 9.71	9.70	+0.11 +0.01	
2+00		4.68	10.47	9.93	+0.54	
+50		4.84	10.31	10.17	+0.14	
3+00		4.55	10.60	10.40	+0.20	
+50		3.88	11.27	10.63	+0.64	
4+00		4.42	^{10.73} 10.63	10.87	-0.14 -0.24	
+24.46 = $8 \times \frac{1}{2} \times 4.72$		15.15	10.43	11.00	-0.57	
+50		3.54	10.28	10.87	-0.59	
5+00		3.46	10.36	10.61	-0.25	
+50		4.53	9.27	10.35	-1.08	
6+00		13.82	5.01	8.81	10.09	-1.28
+22.83 = $10' \text{ to } \text{Spur Track 5.16}$			8.66	10.00	-1.34	
= $6 \times 2.122 \text{ p. 76}$						

offsets

-0.20 Check 1' West of N & S Fence 5' N of E & W Fence
 -0.07 3' North
 -0.10 3' N

New Cuts see Guide Book 201-19-20

0.47%

6.2%

Walker
Easterly
D. Farrow
6-23-41

TREATMENT PLANT
FENCE LINE GRADES on UINA ST.
Cont. from p. 71

Station	15.20	El. Stakes	El. Finish Grade	Grades	Offsets
0+00 - W. Harbor	7.37	7.83 7.93	8.00	-0.17	
+50	7.84	7.86	8.19	-0.33	
1+00	6.69	8.51	8.37	+0.14	
+50	5.93	9.27	8.56	+0.71	
2+00	5.53	9.67	8.74	+0.93	
+35	5.71	9.49	8.87	+0.62	
+70 - St.	6.14	9.06	9.00	+0.06	
3+00	6.68	8.52	8.91	-0.39	
+50	7.40	7.80	8.76	-0.96	
4+00	6.27	8.93	8.62	+0.31	
+10 - St. Inwood	6.34	8.86	8.50	+0.36	

Uina
Kingwood
874.13' W.P.

= 8.24
6.86
15.20

this Page
Void

These Grades Void.

See New Grades p. 76

Mulkey
Eostery
D. Furton
6-23-41
Grades for Spar Truck
to Treatment Plant
(Alignment P-73)

Station	Def ^s	Non-Cuts Elev. of Top Truck	5% Top Truck
0-15.63 = B.C. Pt.			
0+00	0°44.57'		
+20	1°41.6'		
+40	2°38.6'		
+59.72 = E.C.	3°39.5'		
0+75.87 = B.C. Pt. = P.V.C.	ch's. 10.41 E 10.84 10.70 24.10 2.310	10.38	14.06 = T
+90 = B.C. m. grid	10.20.8		
1+00	8 ch. 2°18'	10.31	10.44
+25	8 ch. 4°41'	10.24	10.36
+50 = New 8 ch. Vertex	7°04'	10.15	10.08
+75	8 ch. 9°27'	10.05	10.24
2+00	" 11°50'	9.97	10.17
+25	E.C. 14°13'	9.89	10.11
+50	16°36'	9.83	10.05
+75	18°59'	9.76 9.77	9.99
3+00	21°22'	9.70	9.92
+25	23°45'	9.63	9.86
+50	26°08'	9.57	9.80
+75	28°31'	9.50 9.51	9.74
4+00	30°54'	9.44	9.67
+25	33°17'	9.37 9.38	9.61
+50	35°40'	9.31 9.32	9.55
+75	38°03'	9.24 9.27	9.49

These Grades Abandon
in this Column.

Penca Station
B.M. on Stake 4+20 P-73 = 8.86
5.20 +
14.06 T
5.20 -
8.86 TP
5.55
14.41

0+90

10.44	10.42	10.36	10.30	10.24	10.17	10.11	10.05	9.99
3.62	3.64	3.70	3.76	3.82	3.89	3.95	4.01	4.07
3.00	1.41							
9.92	9.81	9.80	9.74	9.67	9.61	9.55	9.49	
4.14	4.53	4.61	4.67	4.74	4.80	4.86	4.92	

14.12 = T

New Grades

B.C.								
10.38	10.31	10.24	10.15	10.05	9.97	9.89	9.83	9.77
3.74	3.81	3.88	3.97	4.07	4.15	4.23	4.29	4.35
9.70	9.63	9.57	9.51	9.44	9.38	9.32	9.27	
4.42	4.79	4.55	4.61	4.68	4.74	4.80	4.85	

Bastha

Cont. P-75

Spur Track

Cont. from p 74

Station	Def A	Rel. Top Truck	Rel. Top Truck
570+1017		9.18	
5+00	40°26'	9.20	9.42
+10.14 = PCC	41°25.5'	9.15	9.40
+25	1°04.19'	9.11	9.36
+50	2°52.19'	9.05	9.30
5+71.27 = EC	4°24'	9.00	9.25
+80.18 = RC Pt.		8.97	9.23
6+00	1°58.28'	8.92	9.17
+25	4°27.18'	8.86	9.11
+50	6°56.68'	8.79	9.05
+75	9°25.88'	8.73	8.99
7+00 = Bk	11°55.08'	8.78	8.92
+25	14°24.28'	8.65	8.86
+50	16°53.48'	8.61	8.80
+75	19°22.68'	8.57	8.74
7+92.34 = EC	21°06.5'	8.53	8.69
8+30		8.50	8.60
+60 = End		8.44	8.50

1441 N P-74	ACC	5+50	50.	80	90	100	110	120	130	140
534-	942	940	936	930	925	923	917	911		
907 TP	939	501		511	516	518	524	530		
528				592		597				
1435	1441	1435		1435		1435				
611	905	899	892	886	880	874	869	860	850	
824 OK	5.36	5.36	5.43	5.49	5.55	5.61	5.66		5.85	
		4.97			4.85	4.81	4.91		7.48	
					4.70	4.68	4.65		16.3	

ch 6.8M. 13' Mon Unit (Kingwood).

1412 P-74	New Grades	5+00	13.45	13.45	13.45	13.45	13.45	13.45	13.45	13.45
498-		920	918	914	908	902	901	896	889	887
914 TP		492	494	498	4.37	4.43	4.44	4.49	4.56	4.62
491		13.45					1.92	1.91	1.91	1.91
13.45		13.45					1.92	1.91	1.91	1.91
521		8.65	8.63	8.60	8.58	8.51	8.53	8.50		
824		4.80	4.82	4.85	4.87	4.89	4.92	4.95		
Mon		5.54	5.97	4.15	4.33	4.69				
Unk. King		+0.85	+0.70	+0.54	+0.20					

7-1-01 - Conc. Mon Unit + Kingwood.

824-8M	82-0.60 E	5+10.14	7+92.34	8.40	8.44
6.02		8.50	8.53	8.57	8.61
14.26		5.76	5.73	5.69	5.65
		5.81	5.83	5.87	5.91
		5.97	9.00	9.05	9.11
		5.29	5.26	5.21	5.15
				5.11	5.08

Reset Grade Stakes from 7+92.34 to 8+60

Walker	8-15-41	π
824-8M	8.50	8.44
820	5.74	5.80
14.24	5.49	5.84
5.86	-0.25	-0.02
8.40-TP		
3.63		
12.09		

Mulker
Easterly
D. Farmer

TREATMENT PLANT
FENCE GRADES Along ^{W. line} Uru St.
from Harbor Drive to Ruelle line

76

S.M. 13' Mon Uru & Kingwood = 8.24

Stations N.W. Harbor		Stake	El. Finish Grade	Cuts.	offsets.	
=0400	14.41	6.57	7.84	8.0	-0.16	1' RT.
+50		6.55	7.86	8.47	-0.61	" "
+85		5.90	8.51	8.80	-0.29	out
1+04.63		5.62	8.79	8.85	-0.06	2' RT.
		5.08	9.33	8.85	1.048	5' W on Production Gate. Sketch P-69
1440		5.27	9.14	9.00	1.014	5' RT. NE.
1+50		5.14	9.27	9.02	+0.25	" "
2+00		4.73	9.68	9.1	1.058	1' RT.
+35		4.72	9.49	9.16	+0.33	" "
470		5.37	9.04	9.22	-0.18	" "
3+00	14.00	5.50	8.50	9.26	-0.76	" "
+50		6.21	7.79	9.35	-1.56	" "
4+00		5.07	8.93	9.43	-0.50	" "
+10		5.15	8.35	9.50	-0.65	
153.33		4.90	9.70	9.57	-0.47	
4+55	3+49 RR Spur	4.91	9.09	9.57	-0.48	
+79.37	13.82	4.85	8.97	9.63	-0.66	
5+04.37		4.95	8.87	9.70	-0.83	
+29.37		5.10	8.72	9.76	-1.04	
+54.37		4.98	8.84	9.83	-0.99	
+79.37		5.01	8.81	9.89	-1.08	
6+04.37		4.77	9.05	9.96	-0.91	
+21.22	-6+2283 P-71	5.16	8.66	10.00	-1.34	

6.17+
1441π
5.37-
9.84
4.96+
14.00π
5.15-
TR 4+40 → 8.85 TD
8.97+
13.82 π

Grades 42" Outfall

Cont from p. 68 1/2

Station	π	Rods	Elev. Marks on Staking	Elev. Flow line	Cuts
7+00				-5.96	
+22	15.52	3.50	12.02	-5.98	+18.00
+40.6		3.52	12.00	-6.00	+18.00

BM CT P. 68 1/2 = 9.65
 5.87
 15.527

Walker
 Easterly
 Wells
 Farrow
 8-15-41

GRADES for Highline 42" Outfall
 from Station 7+25 To Sta. 9+08.9

Note Grades changed on account of
 settlement at Sta 7+25 and to
 meet grade of -5.95 at Sta 9+08.9
 (8-15-41) as per instruction: Phelps & Hoyle.

Station	π	Rods	Elev. Marks on Staking	Elev. Flow	Cuts
7+25 = Pipe	14.89	20.90		-6.01	
+40.6		2.89	12.00	-6.00	+18.00
+57		2.89	12.00	-6.00	+18.00
+69.2		2.89	12.00	-6.00	+18.00
7+82	15.44	3.43	12.01	-5.99	+18.00
8+15		3.43	12.01	-5.99	+18.00
+33	14.82	2.80	12.02	-5.98	
+42		2.79	12.03	-5.97	
+72	14.99	2.95	12.04	-5.96	
+9.8		2.95	12.04	-5.96	

BM CT P. 68 1/2 = 9.65
 5.227
 14.877

Above
 BM = 9.65
 5.79 =
 15.447

9-2-41
 Above BM = 9.65
 5.171
 14.827

BM = 9.65
 5.84 =
 14.997

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ 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.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

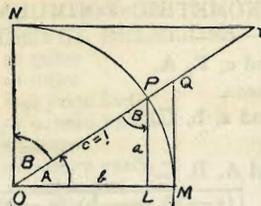
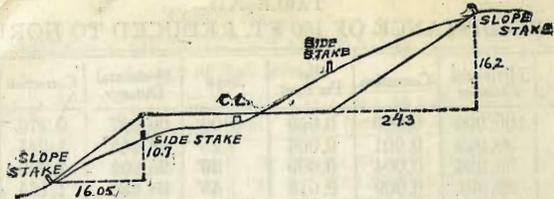


TABLE II
TRIGONOMETRIC FORMULÆ.

$$\begin{aligned} \angle A &= \angle MOP & \angle B &= \angle PON = \angle OPL \\ R &= OB = c = 1 \\ \sin A &= \frac{a}{c} = \frac{a}{1} = a = \cos B = LP \\ \cos A &= \frac{b}{c} = \frac{b}{1} = b = \sin B = OL \\ \tan A &= \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ \\ \cot A &= \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT \\ \sec A &= \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ \\ \csc A &= \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT \\ \text{vers } A &= \frac{LM}{OP} = LM = \text{covers } B \# \\ \text{covers } A &= \frac{OP - LP}{OP} = OP - LP = \text{vers } B \\ \text{exsec } A &= PQ = \text{coexsec } B \\ \text{coexsec } A &= PT = \text{exsec } B \\ \sin \frac{1}{2} A &= \sqrt{\frac{1 - \cos A}{2}} & \cos \frac{1}{2} A &= \sqrt{\frac{1 + \cos A}{2}} \\ \sin 2A &= 2 \sin A \cos A & \cos 2A &= \cos^2 A - \sin^2 A \\ \text{Law of Sines} & \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C} \\ \text{Law of Cosines} & c^2 = a^2 + b^2 - 2ab \cos C \\ \text{Law of Tangents} & \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)} \end{aligned}$$

Handwritten calculations:
 0.09956
 27
 34693
 9912
 133812

 25912
 6779
 158
 60.85
 59.85



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

Computed by L. Leland Locke.

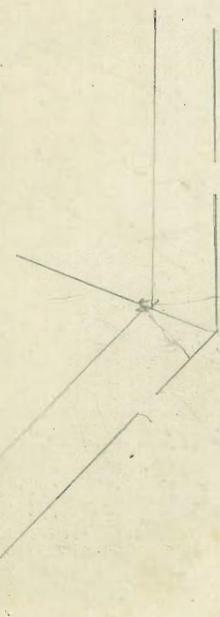
25390
13280
12186

60) 1.000
60
200
10.38
28
10.10
-1
9.10

.0166
17
1162
166
2822

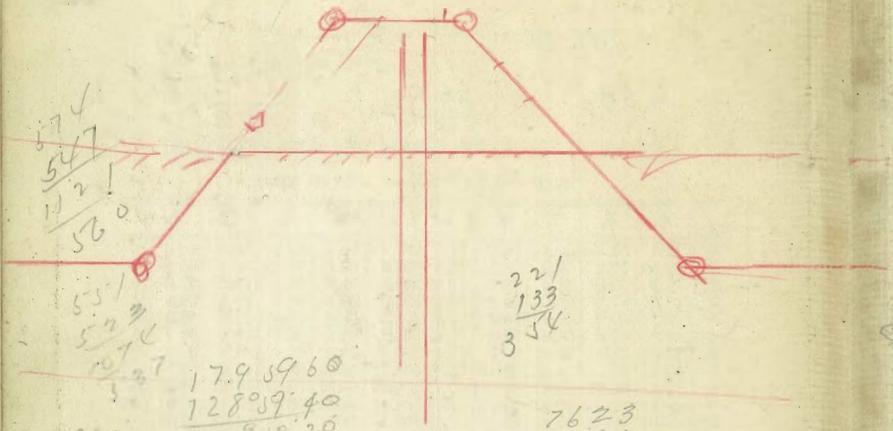
82 x = 87
5.19
13.13
3.80
9.59

140
53
202.10



784 28

688
163
525



$$\begin{array}{r} 57 \\ 547 \\ \hline 112 \\ \hline 560 \end{array}$$

$$\begin{array}{r} 531 \\ 522 \\ \hline 1053 \end{array}$$

$$\begin{array}{r} 17.95960 \\ 128.9940 \\ \hline 51.0020 \end{array}$$

$$\begin{array}{r} 221 \\ 133 \\ \hline 354 \end{array}$$

$$\begin{array}{r} 7623 \\ 891 \\ \hline 6732 \end{array}$$

$$\begin{array}{r} 918 \\ 441 \\ \hline 1359 \\ 914 \\ \hline 245 \end{array}$$

$$\begin{array}{r} 908 \\ 451 \\ \hline \end{array}$$

$$\begin{array}{r} 5150 \\ 5562 \\ 647 \\ \hline 4915 \end{array}$$

-El. flow N.W. cutroad

$$\begin{array}{r} 512 \\ 0088 \\ 4096 \\ \hline 44056 \end{array}$$

$$\begin{array}{r} 592 \\ 55 \\ \hline 457 \\ 0089 \\ \hline 3656 \\ 3656 \\ \hline 40216 \end{array}$$

$$\begin{array}{r} 077 \\ 20 \\ \hline 1540 \end{array}$$

$$\begin{array}{r} 510.00 \\ 272.33 \\ \hline 237.67 \end{array}$$

$$\begin{array}{r} 279248 \\ 221898 \\ \hline 47350 \\ 237.67 \\ \hline 235.83 \end{array}$$

cbd - 15088
19810

$$\begin{array}{r} 515 \\ 55 \\ 46 \\ 081 \\ \hline 368 \\ 368 \\ \hline 1088 \end{array}$$

90096

$$\begin{array}{r} 1054 \\ 87 \\ \hline 1.8 \\ 10 \\ \hline 2.8 \end{array}$$

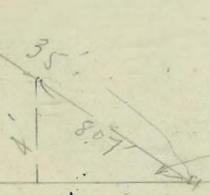
$$\begin{array}{r} 4131 \\ 4115 \\ \hline 16 \\ 8 \end{array}$$

40166.3
40168.0 - ONE
17

$$\begin{array}{r} 39973 \\ 125 \\ \hline 40098 \\ 21 \\ \hline 40077 \end{array}$$

39497.3
135
40108 - E. elevation
1. Ec. NW 1/4

$$\begin{array}{r} 2541 \\ 301 \\ \hline 23909 \\ 25868 \\ \hline 4.3 \end{array}$$


$$\begin{array}{r} 824 \\ 520 \\ \hline 1344 \\ 918 \\ \hline 426 \end{array}$$


$$\begin{array}{r} 895960 \\ 294125 \\ \hline 601835 \end{array}$$

$$\begin{array}{r} 1345 \\ 914 \end{array}$$

$$\begin{array}{r} 61229 \\ 11091 \\ \hline 7232 \end{array}$$

$$\begin{array}{r} 1.01834 \\ 4 \\ \hline 4.07336 \\ 4 \\ \hline 8.07 \end{array}$$

$$\begin{array}{r} 860 \\ 90 \\ \hline 770 \\ 0025 \\ \hline 3875 \\ 1550 \\ \hline 19375 \end{array}$$

$$\begin{array}{r} 10VV \\ 113 \\ \hline 8.5 \\ 0025 \\ 25 \\ \hline 0625 \end{array}$$

$$\begin{array}{r} 3875 \\ 1550 \\ \hline 19375 \end{array}$$

435
1774