

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

MICROFILMED

APR 13 1965

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Walker Set cb Grade For Five Hyd.  
Johnson S.E. Alpha & 4319  
Pope  
Crowford  
8-19-49

INDEXED  
MAY 29 1951

2

		Level Top cb	Cut	offset
0 + 0.50 N.N.L. Alpha on E. cb 4319	523 9073	89.03	1.70	7' East.

5.80 9896

90.16

B.M. SW Chisel Mark Cb. Return  
Alpha & 4319

Wülker  
Johnson  
Rope  
Crawford  
8-19-49

Grades Curb Returns

J.E. Cor 43rd & Beta

INDEXED

JUN 1 1951

3

chk starting B.M. 191 <sup>001</sup>  
90.16  
90.17

Elev.  
Top cb

Cuts & Fills

53° 08' - 1st Prop line	463	86.95	87.70	F075	Stake set on	cb. line
41° 49.08' = 8th	458	87.00	87.60	F060	" "	" "
31° 21.8' ③	442	87.16	87.53	F037	" "	" "
20° 54.5' ②	465	86.93	87.47	F054	" "	" "
10° 27.27' ①	468	86.90	87.41	F051	" "	" "
B.C. on 43rd	488	86.70	87.35	F065	" "	" "

TR 382 91.58 714 8776

4.74 9490 90.16

B.M. P-2

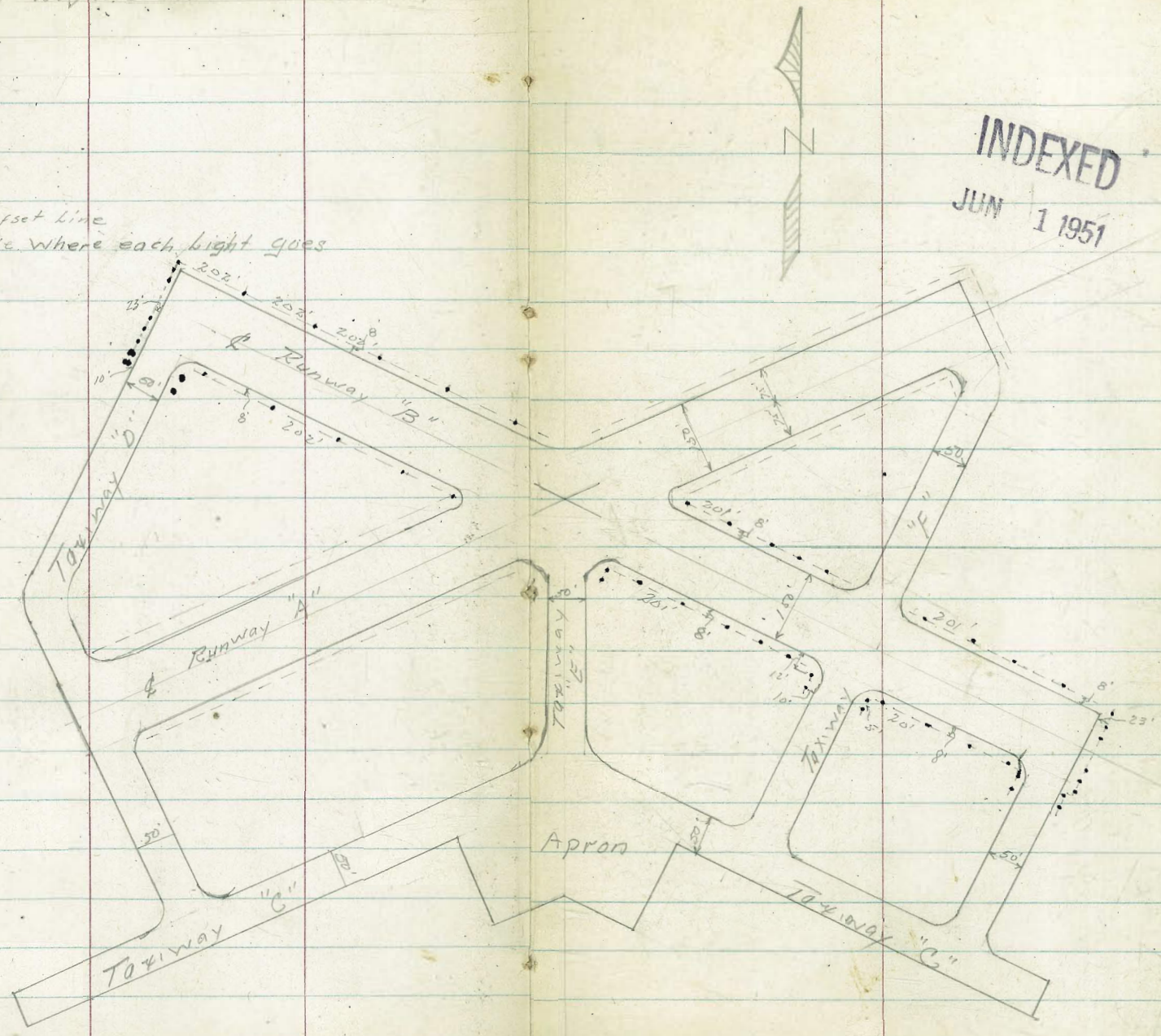
Staking lights At Gibbs Airport

Johnson  
Pope  
Cravford  
9-9-49  
W.O. 26105

Legend:

- - - - - 2' offset line
- . - . - stake where each light goes

INDEXED  
JUN 1 1951





Imperial Ave. Grades

Sewer Construction

from 531<sup>st</sup> St East

Walker  
F. Gregory Plan 1425-D - Profile 1426-D

G. Pope  
R. Dission  
2-24-50

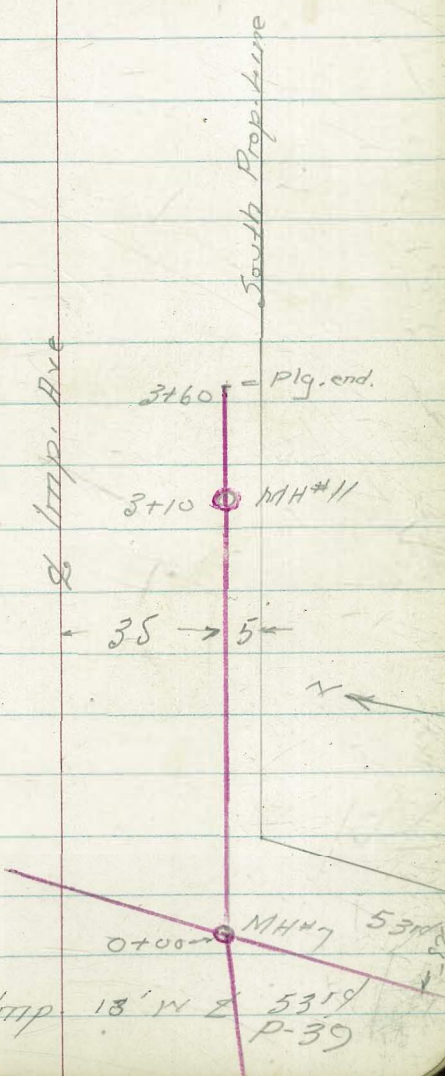
Stations	Stakes	Elev.	Elev.	Cuts	offsets
			Invert		
		602			
		154.83			
7+10 P-40	533	154.81			
chk. stake	599	154.15			
3+60 = Plg. end	360	156.54	149.99	6.55"	5' RT.
P.O.T.					
3+10 = 2 MH #11	408	156.06	149.62	6.44"	"
3+00	325	156.19	149.55	6.64"	"
2+50	406	156.08	149.20	6.88"	"
2+00	428	155.86	148.85	7.01"	"
1+50	455	155.59	148.50	7.09"	"
1+00	489	155.25	148.15	7.10"	"
0+50	489	155.25	147.80	7.45"	"
0+00 = 2 MH #7	587	154.27	147.45	6.82"	"
5.15	160.14	154.99			

B.M. on Cop. Disk & Imp 18' W of 531<sup>st</sup> P-39

INDEVENT

JUN 1 1951

6





Location & Grades for  
Culvert #3 on Aero Drive

Johnson  
Pope  
Crawford  
9-20-49  
W.O. 20133

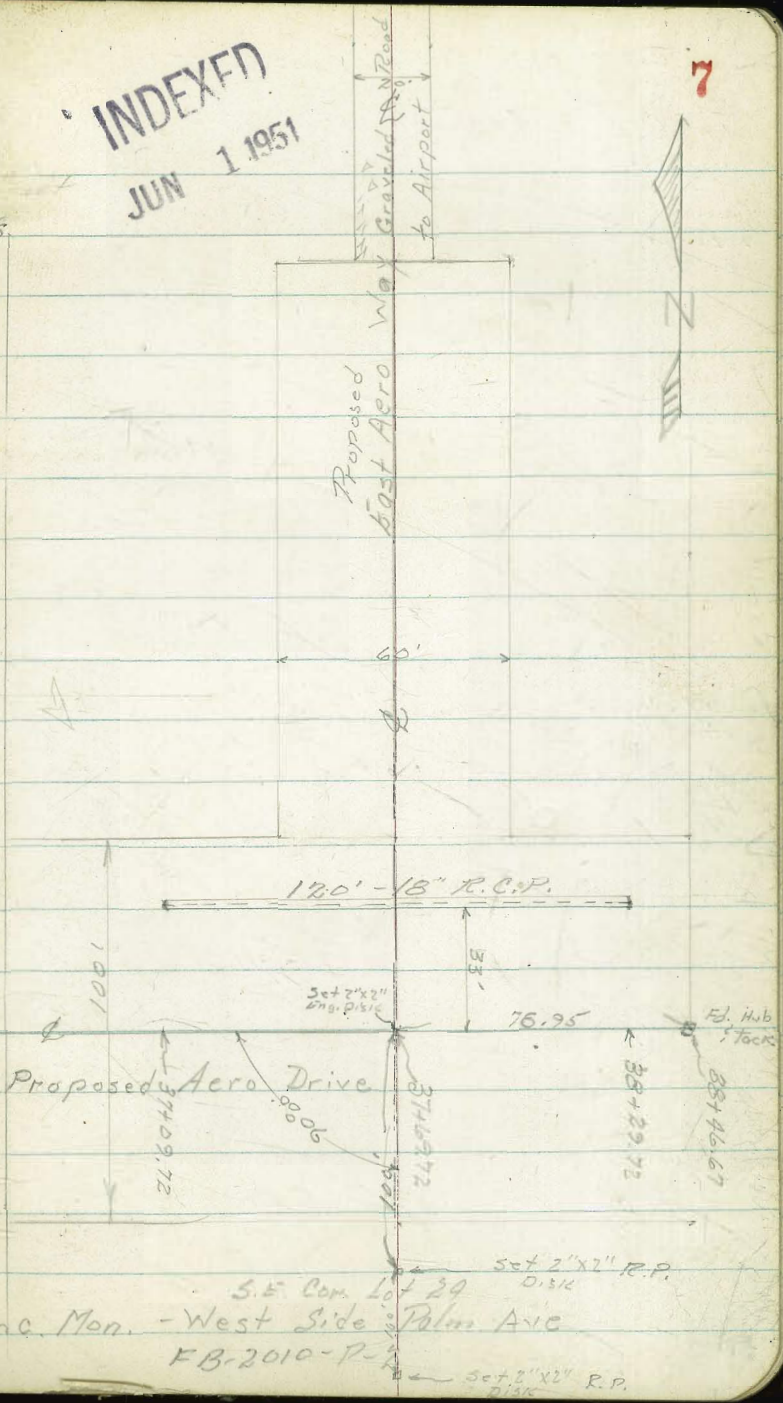
Flow  
Line  
Elev.

10' R.P.  
offset  
cuts

INDEXED  
JUN 1 1951

(Cont. Page 8)

Station	Flow Line Elev.	10' R.P. offset	Grades	Cuts
TP	5.22 409.95	6.46	404.73	
38+29.72 = End 18" R.C.P.	403.11	6.20	404.99	1.88
37+99.72	402.96	4.78	406.41	3.45
37+69.72	402.81	4.98	406.21	3.40
37+39.72	402.66	5.37	405.82	3.16
37+09.72 = Start 18" R.C.P.	402.51	5.90	405.29	2.78
B.M.	4.30 411.19	406.89		



INDEXED

Location & Grades for  
Culvert #2 on Aero Drive

Johnson  
Pope  
Crainford  
9-20-49  
W.D. 20133

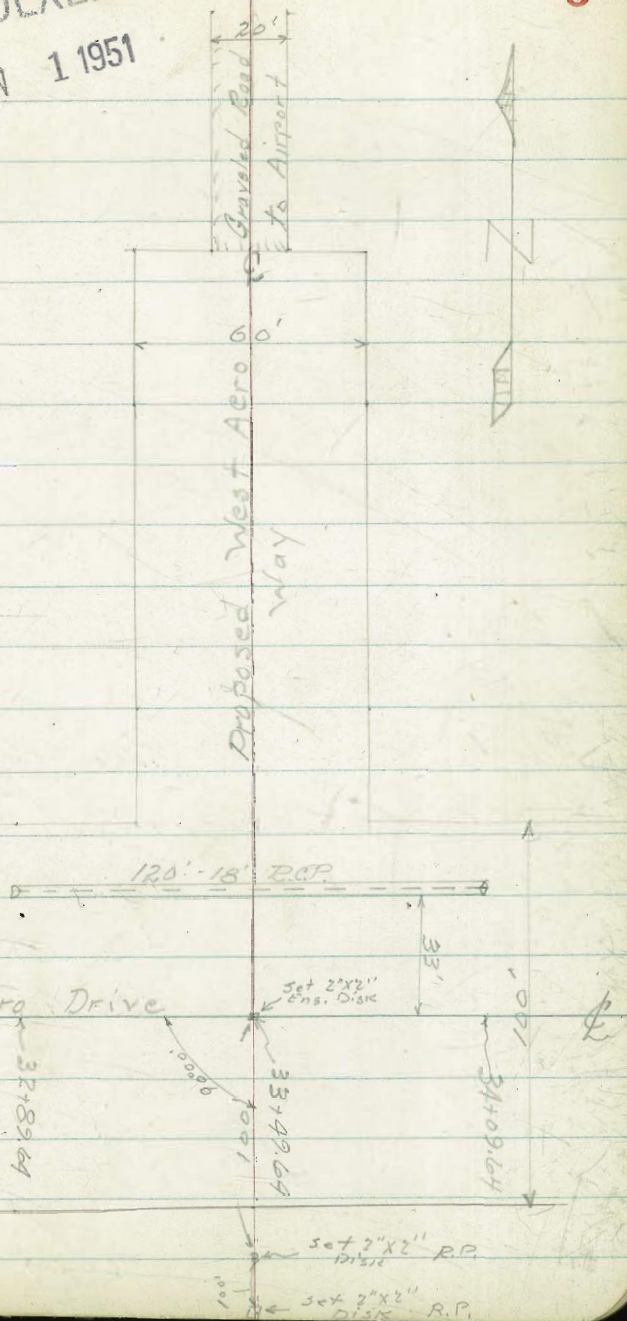
10' Rt.  
offset  
Flow Line  
Elevation  
Cuts

JUN 1 1951

(Cont. P. 7)

Station	Flow Line Elevation	Cuts	Grades
34+09.64 = End 18" R.C.P.	6.35	403.60 400.66	2.94
33+79.64	6.76	403.19 400.44	2.75
33+49.64	6.91	403.54 400.21	3.33
33+19.64	6.86	403.09 399.98	3.11
32+89.64 = Start 18" R.C.P.	7.48	402.47 399.75	2.72

(Cont. from P. 7) 409.95



Location & Grades for  
 Drainage Ditch Sta. 34+09.64 to  
 Sta. 37+09.72

10' RT  
 Offset Flow  
 Elev

Cuts

Start of  
 18" R.C.P. →

← 37+09.72

9

INDEXED

1111 1 1951

Station	10' RT Offset	Flow Elev	Cuts	Remarks
		0.00		
37+09.72 = Start 18" R.C.P.	4.66	405.29	402.51	2.78 ✓
37+00	4.78	405.17	402.46	2.71 ✓
36+50	4.82	405.13	402.15	2.98 ✓
36+00	4.83	405.12	401.84	3.28 ✓
35+50	5.26	404.69	401.53	3.16 ✓
35+00	5.25	404.70	401.22	3.48 ✓
34+50	5.29	404.66	400.91	3.75 ✓
34+09.64 = End 18" R.C.P.	6.35	403.60	400.66	2.94 ✓

409.95

End of  
 18" R.C.P. →

← 34+09.64

Drainage Ditch

Edge Ditch

Aero Drive

100'

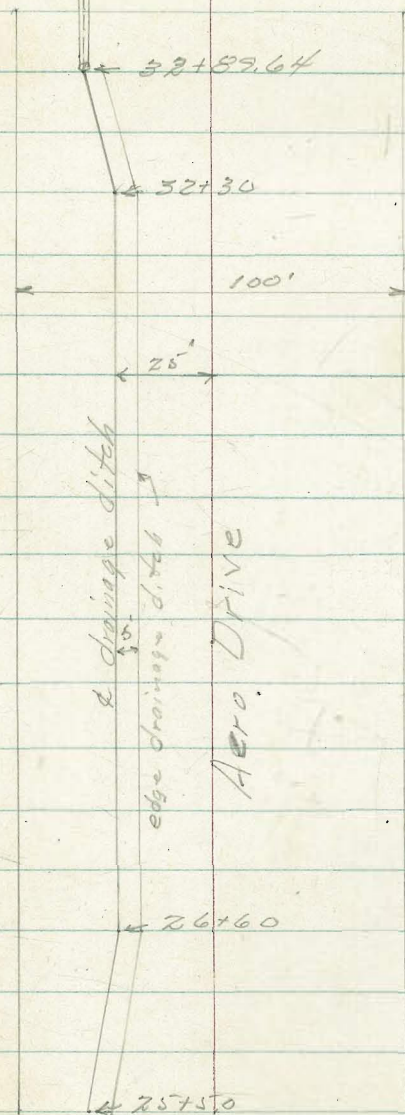
58'

Location & Grades for Drainage  
Ditch - Station 25+50 to  
Station 32+89.64

10

	10' RT. offset	Flow Line Elevs.	Cuts
(Cont. page 11)			
31+50	4.36	401.81 399.09	2.72
31+00	4.90	401.27 398.86	2.41
30+50	5.21	400.96 398.64	2.32
30+00	5.50	400.67 398.41	2.26
29+50	5.89	400.28 398.19	2.09
29+00	6.29	399.88 397.96	1.92
T.P.	6.55	406.17 3.11 399.62	
28+50	3.11	399.62 397.74	1.88
28+00	3.66	399.07 397.52	1.55
27+50	4.04	398.69 397.30	1.39
27+00	4.35	398.38 397.10	1.28
26+60 - forward tang ΔLT	4.57	398.16 396.89	1.27
26+60 = 6° 17' 30" = BK-Tang.	4.50	398.23 396.89	1.34
26+05	4.97	397.76 396.65	1.11
25+50 = start ditch	6.66	396.07 396.40	F 0.33

(Cont. from P. 12) A 02.73



Location & Grades for Drainage  
 Ditch - Station 25+50 to  
 Station 32+89.64

10' Rth Flow  
 Line  
 Offset Elevs.

Cuts.

Check - 32+89.64 - stub	3.69	402.47	402.48	
32+30 = forward tang	3.56	402.61	399.44	3.17
32+30 = Δ Lt Back tangent	3.59	402.58	399.44	3.14
32+00	3.85	402.32	399.31	3.01

406.14

Location & Grades for Pipe &  
Drainage Ditch at station  
23+40.20

12

Cuts

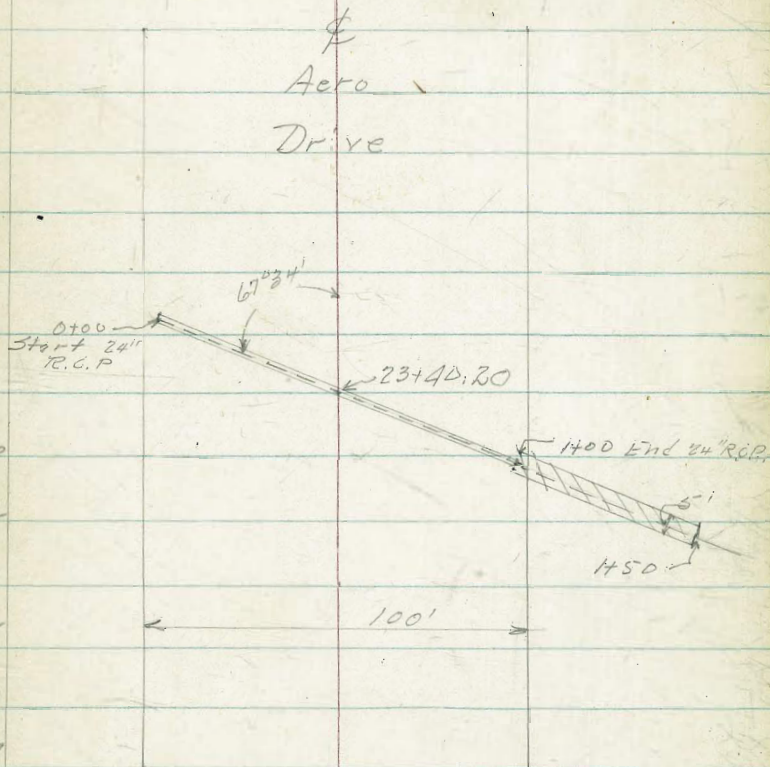
10' Lt Flow  
Offset Line  
Elev

1+50 - End Drainage Ditch	9.97	392.76	392.30	0.46
1+00 - End 24" R.C.P.	10.01	392.72	392.40	0.32
0+75	8.93	393.80	392.48	1.32
0+50	6.93	395.80	392.55	3.25
0+25	6.80	395.93	392.63	3.30
0+00 - Start 24" R.C.P.	9.66	393.07	392.70	0.37

3.18 402.73 6.29 399.55

B.M. 3.37 405.84 402.47

32+89.64 - stub 10' R.C.P. pipe



Subgrade Stakes - AERO DR.

From Freeway

To Palm Ave.

Note: These Subgrades are 0.17 below Finish - grades

2400 0°36.8

1475 = 0°19.6

1464.44 = B.C. H.

1425.01 = B.K.

0487.98

0700 = 1/2 Freeway

Note: The Paying of this Road was done by City Crews, who followed the ground base of existing Road and these grades were not followed. C.B. W.

Walker  
Pope  
Crawford  
Dec 12-49

Subgrades

13

INDEXED

JUN 7 1950

388.18

388.99

389.76

390.24

390.73

## Aero. Drive

14

3750

3750 2°20'

3725 2°02.8'

3700 1°45.6'

3675 1°28.4'

3650 1°11.2'

3625 0°54.0'

381.80

382.74

383.80

384.99'

386.18'

387.24



Area Drive

15

5125 4°20.4'

378.66'

5100 4°03.2'

378.745'

4175 3°46.0'

378.94'

4150 3°28.8'

379.26'

4125 3°11.6'

379.71'

4100 2°54.4'

380.28'

3175 2°37.7'

380.78'

## Aero Drive

7+00 6°20.8'

381.52

6°03.6'

6+75 Bk-FYC

380.79

6+50 5°46.4'

380.13

6+25 5°29.2'

379.59

6+00 5°12.0'

379.17

5+75 4°54.8'

378.88

5+50 4°37.6'

378.71

Aero Drive

17

9+00

387.31

8+50

385.87

7+30  
8+00, 74-ESC

384.45

7+75 7°12.4'

383.70

7+50 6°55.2'

382.98

7+25 6°38.0'

382.25

Aero. Drive

18

10+75 1°11.58'

392.39

10+50 0°54.38'

391.67

10+25 0°37.18'

390.94

10+00 0°20.0'

390.22

9+70.96 = B.C. Pt.

389.38

9+35

388.33

## Aero Dive

Subgrade

19

12+0 3°12.0'

396.78

12+25 2°54.8'

396.26

12+00 2°37.6'

395.71

11+75 2°20.4'

395.12

11+50 2°03.2'

394.59

11+25 1°46.0'

393.81

1°28.78'

11+00 = PNC

393.12

## Aero Drive

Subgrade

20

14+25

399.28

5.47'

5.38'

5.47'

14+00

399.04

5.71'

5.62'

5.71'

13+75

398.76

5.99'

5.90'

5.99'

4°24.0'  
13+54.93-E.C.

404.66 X R. 29

6.24' Rod

398.51

404.66

6.24' Rod

13+25 4°03.6'

398.09

13+00 3°46.4'

397.69

12+75 3°29.1'

397.26

## Aero Drive

## Subgrades

21

16+00

399.91

484'

4.75'

484'

15+75

399.93

482'

4.73'

482'

15+50

399.92

483'

4.74'

483'

15+25

399.87

488'

4.79'

488'

15+00

399.78

497'

4.88'

497'

14+75

399.65

510'

5.01'

510'

14+50

399.49

526'

5.17'

526'

404.66

404.66

Aero Drive

Lt  
Rods

Subgrade

Ht  
Rods

22

18+50

306'

398.22

2.97'

306'

401.19 P. 29

401.19

18+00

613'

398.62

6.04'

613'

17+50

573'

399.02

8.64'

573'

17+00 = ENC

533'

399.42

5.24'

533'

16+75

515'

399.60

5.06'

515'

16+50

501'

399.74

4.92'

501'

16+25

490'

399.86

4.81'

490'

404.66



Hero Drive

Subgrades

23

22+00

395.86

5.42'

5.33'

5.42'

21+50

396.02

5.26'

5.17'

5.26'

21+00 = Bit = PVC

396.27

5.01'

4.92'

5.01'

20+50 = Bit

396.62

4.66'

4.57'

4.66'

20+00

397.02

4.26'

4.17'

4.26'

19+50

397.42

3.86'

3.77'

3.86'

19+00

397.82

3.46'

3.37'

3.46'

401.19

401.19

## Aero Drive

## Subgrades

24

25+50

397.30

5.04'

4.95'

5.04'

25+00 ETC.

396.92

5.42'

5.33'

5.42'

24+50 Bk. ETC

396.54

5.80'

5.71'

5.80'

24+00 "

396.21

6.13'

6.04'

6.13'

23+50 "

395.98

6.36'

6.27'

6.36'

TP 6.50 402.25 544 395.75

402.25

23+00 "

395.84

5.44'

5.35'

5.44'

22+50

401.19

395.80

5.48'

5.39'

5.48'

401.19X

Aero Drive

Lt  
Rods

£  
Subgrades

Rt.  
Rods

25

29+00

399.96

28+50

399.58

28+00

399.20

T.P. on Sub  
Approx 25 Rt. of £ 27+50

279 399.46

27+50

398.82

3.52'

3.43'

3.52'

27+00

398.44

3.90'

3.81'

3.90'

26+50

398.06

4.28'

4.19'

4.28'

26+00

402.25

4.66'

397.68

4.57'  
402.25

4.66'

Hero Drive

~~2~~  
Subgrades

26

32+50

402.62

32+00

402.24

31+50

401.86

31+00

401.48

30+50

401.10

30+00

400.72

29+50

400.34

Aero Drive

$\frac{2}{10}$   
Subgrades

27

35+50

404.96

35+00

404.52

34+50

404.14

34+00

403.76

0.76 %  
+

33+50

403.38

33+00 = ~~403.00~~

403.00

Aero Drive

\$  
Subgrades.

28

38+46.67 = W. Palm Ave

106.48

38+00

106.34

37+50

106.19

37+00

106.04

36+50

105.66

36+00

105.28

T.P.		547	395.75	
			<u>0.01</u>	
	convert state		392.76	
check	1450 P12	842	592.77	
TP	266	401.19	613	398.53
			444	400.22
T.P.	6.07	404.66	155	398.59
T.P.	10.14	400.14	034	390.00
T.P.	10.20	390.34	1267	380.14
TP	0.90			
0416	cross Pav.	392.81	029	391.91
TP	9.58	392.20	4.76	382.65
	6.56	387.41		380.85

13+54.93 100' L4. on Sub RR TIC out

BM on Hd. Wall A 16+18 Cabrillo Freeway

Sewer Const. Grades in  
 Block 3 Overlook Heights.  
 Plan 3833-B

Walker  
 Gregory  
 Pope  
 R. Sisson  
 11-21-49

30

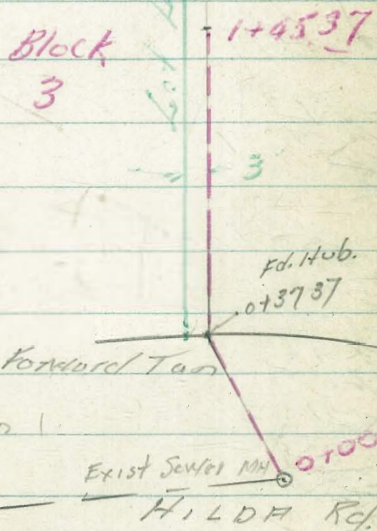
FELLSWORTH ST.

NO 20595

Preliminary Survey in FB 2011-36

INDEXED  
 MAY 29 10 57

	0+0	Inv. Elev.		
1+05 = 3.5 Lt FB 2011-38		120.06		
chk conc. Walk	1148	120.16		
	<del>1184</del>	<del>119.80</del>		
1+95.37 = End	385	127.79	123.24	4.55 3' Lt.
1+17.87	664	125.00	119.91	5.09 "
0+90.37 = "4"4"	1067	120.97	116.58	4.39 "
TP 12.87	131.64	0.54	118.77	
0+67.37 = Brk	123	118.08	113.80	4.28 "
0+37.37 } Brk	980	109.51	105.01	4.50 32+ R/A to Forward Tan
0+37.37 } Brk	1073	108.58	105.01	3.57 = 3' Lt = R/A to Back Tan
0+00 3' Lt	1286	106.45	98.00	8.45



12.86 119.31

106.45

0+00  
 B.M. Rem MH. FB 2011-37



GRADES: SEWER PIPES

Walker  
F. Gregory  
Re-sission  
11-23-49  
in Encasement Block 17  
Los Altos  
East of Euclid <sup>And</sup> South of  
Groveland Plan 1425-D Profile 1426-D  
140 31129

INDEXED  
JUN 1 1951

				Cuts & Fills	offsets
4+19	546	136.80	134.03	C 2.77	10' R
4+01	11.15	131.11	133.81	F 2.70	"
3+83	14.67	127.59	133.60	F 6.01	"
3+65	15.91	126.35	133.38	F 7.03	"
3+47	16.11	126.15	133.17	F 7.02	"
3+29	12.97	129.29	132.95	F 3.66	"
3+05 = MH#29	3.43	138.83	132.66	C 6.17	"
0+02.5 Exist. MH	14.94	129.12	129.12	-	-
chk Floor 8" 0+00	14.60	128.86	128.84	-	-
TP ch	4.63	143.46	343 138.83		
			141.39 = 006		
0.81	142.26	1189	141.45		
0.20	153.34		153.14		

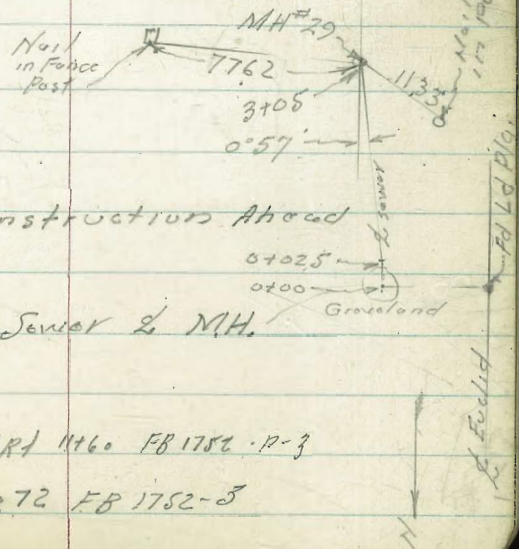
Use 129.12 in Constructions Ahead

→ 129.00 = Plan

→ Plan Existing 8" Sewer & MH.

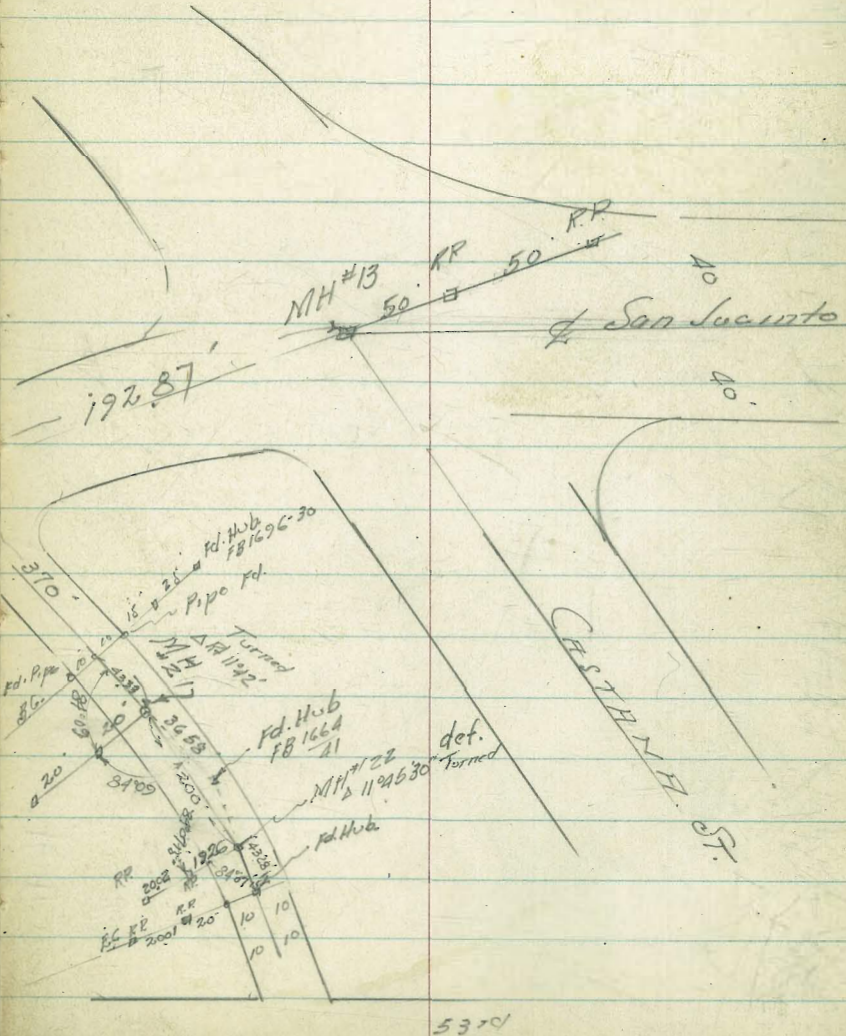
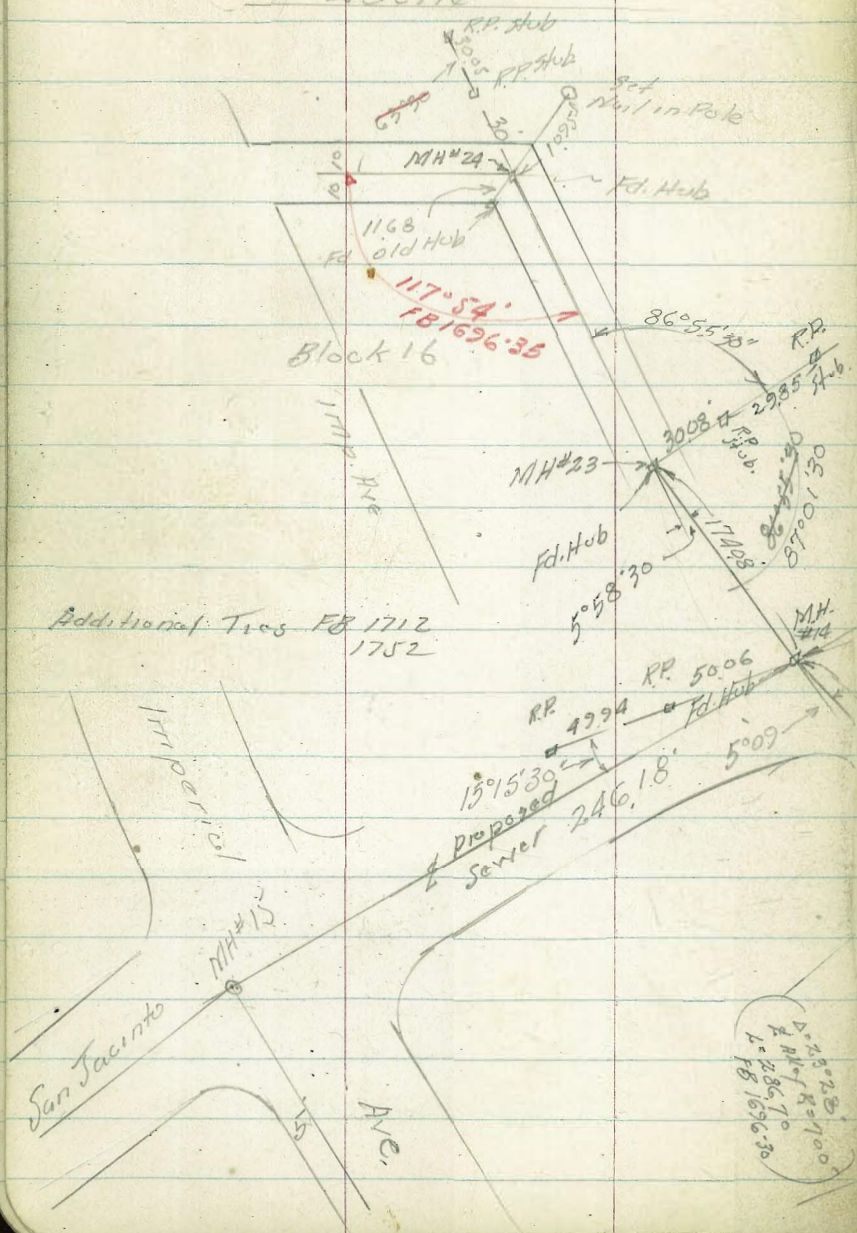
check Top Conc. Wall 3' R of 1460 FB 1752-P-3

BM on Hub. 15+82.72 FB 1752-S



Reference Ties To Sewer  
in Las Alturas  
Euclid

Walker  
F. Gregory  
G. Pope  
R. Sission  
11-28-49



Ties - Sewer Const.  
in Los Altos

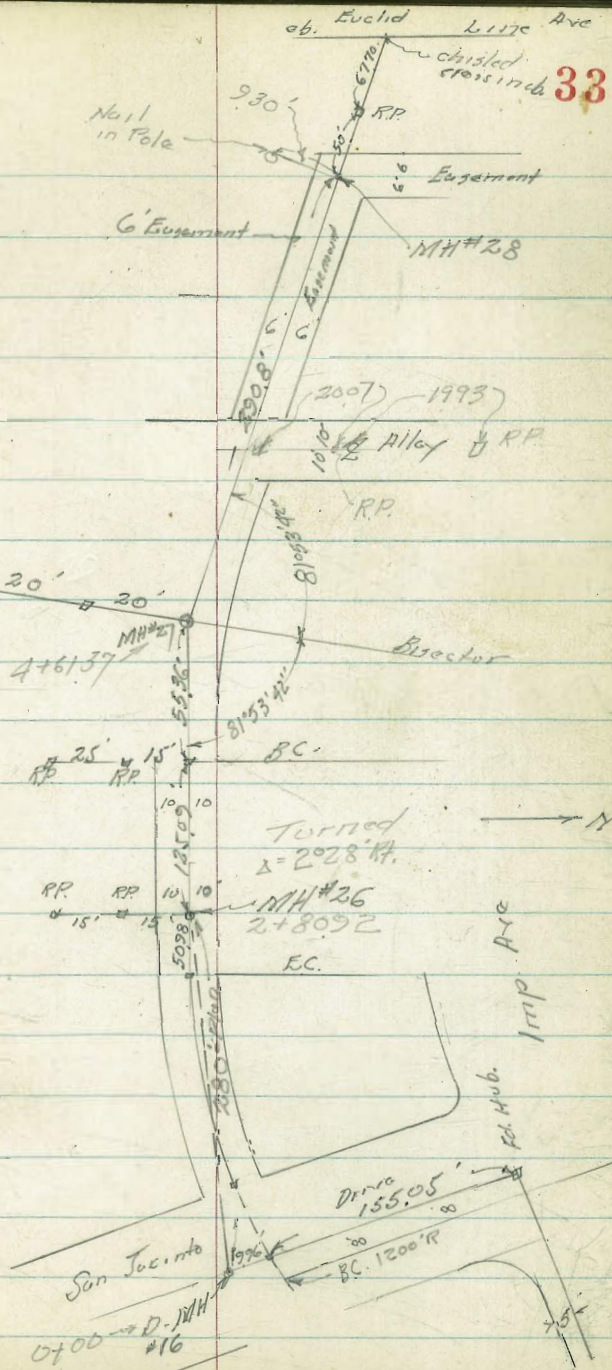
Plan 1425-D

Additional Ties FB = 1712  
1752

INDEXED

JUN 1 1951

$81^{\circ}53'42''$   
 $163' 17.24'$   
 $16^{\circ} 12' 36''$





## NARANJA ST. - SEWER CONST.

From Euclid Ave  
To 53rd St

Walker

F. Gregory

G. Pope

R-8, 55107

1-31-50

Plan 425-D V10 31129

INDEXED  
JUN 1 1951

## Stations

Cont. P. 96

Elev.  
StakesElev.  
Invert

TP 1246	128.21	0.39	112.75		
3+60		0.39	112.75	104.76	10.99
3+20		1.54	114.60	104.19	10.41
2+80		2.39	113.75	103.63	10.12
2+40		2.52	112.62	103.06	9.56
2+00		4.46	111.68	102.50	9.18
1+60		5.50	110.64	101.93	8.71
1+20		7.47	108.67	101.37	7.30
0+80		9.13	107.01	100.80	6.21
0+40		10.22	105.92	100.24	5.68
0+05		9.69	106.45	99.75	6.70
0+03 on stub end	1642	99.72	99.72		
0+00 = <sup>2</sup> / <sub>2</sub> Exist. MH					

9.66

116.14

106.48

B.M. Hd. Pky. E. Naranja &amp; Euclid

FB 1152

4

Naranja St. Sewer

Stations

9+60	166	133.82	124.34	9.48'
9+15 = L.M.H.#3	2.89	132.59	123.78	8.61'
8+80	3.74	131.74	123.49	8.25'
8+40	4.61	130.87	122.93	7.94'
8+00	5.30	130.18	122.37	7.81'
7+60	5.87	129.61	121.81	7.80'
7+20	6.41	129.07	121.25	7.82'
6+80	6.80	128.68	120.69	7.99'
6+40	7.10	128.38	120.13	8.25'
T.P. 742	135.48	0.15	128.06	
6+00	0.15	128.06	119.57	8.49'
5+60	0.73	127.48	119.01	8.47'
5+35 = L.M.H.#2	1.35	126.86	118.66	8.20'
5+20	1.98	126.23	117.71	8.52'
4+80	4.52	123.69	115.19	8.50'
4+40	8.23	119.98	112.67	7.32' 3/
4+00	10.84	117.37	110.15	7.22'
3+75 = L.M.H.#1	11.93	116.28	108.58 = E	7.70'
			104.98	11.30'

Cont. from P. 35 128.21

Naranja St. Sewer

		Elev. Stakes	Elev. Invert	
		0.01		
FB 1752-5		134.37		
Check & Hub 1143021	6.66	134.38		
14+14.2 = Pk end	1.87	132.17	132.03	7.14'
13+74.2	3.35	137.69	130.30	7.39'
13+32.2	4.69	136.35	128.80	7.55'
13+09.2	6.21	134.83	127.51	7.32'
13+04.2 = MH #4	6.42	134.62	127.30 E	7.32'
			127.10 W	7.52'
12+99.2	6.59	134.45	127.06	7.39'
12+80	7.32	133.72	126.90	6.82'
12+40	8.05	132.99	126.58	6.41'
12+00	7.54	133.50	126.26	7.24'
11+60	6.78	134.26	125.94	8.32'
11+20	6.05	134.99	125.62	9.37'
10+80	5.86	135.18	125.30	9.88'
TP 5.96	41.04	0.40	135.08	
10+40	0.40	135.08	124.98	10.10'
10+00	0.91	134.57	124.66	9.91'

135.48

53rd Street - Sewer Const.

From Narainja  
To Imperial Ave

INDEXED

JUN 1 1951

Station

3+28.98 = M.H. #5

139.50

Cont. on P. 40

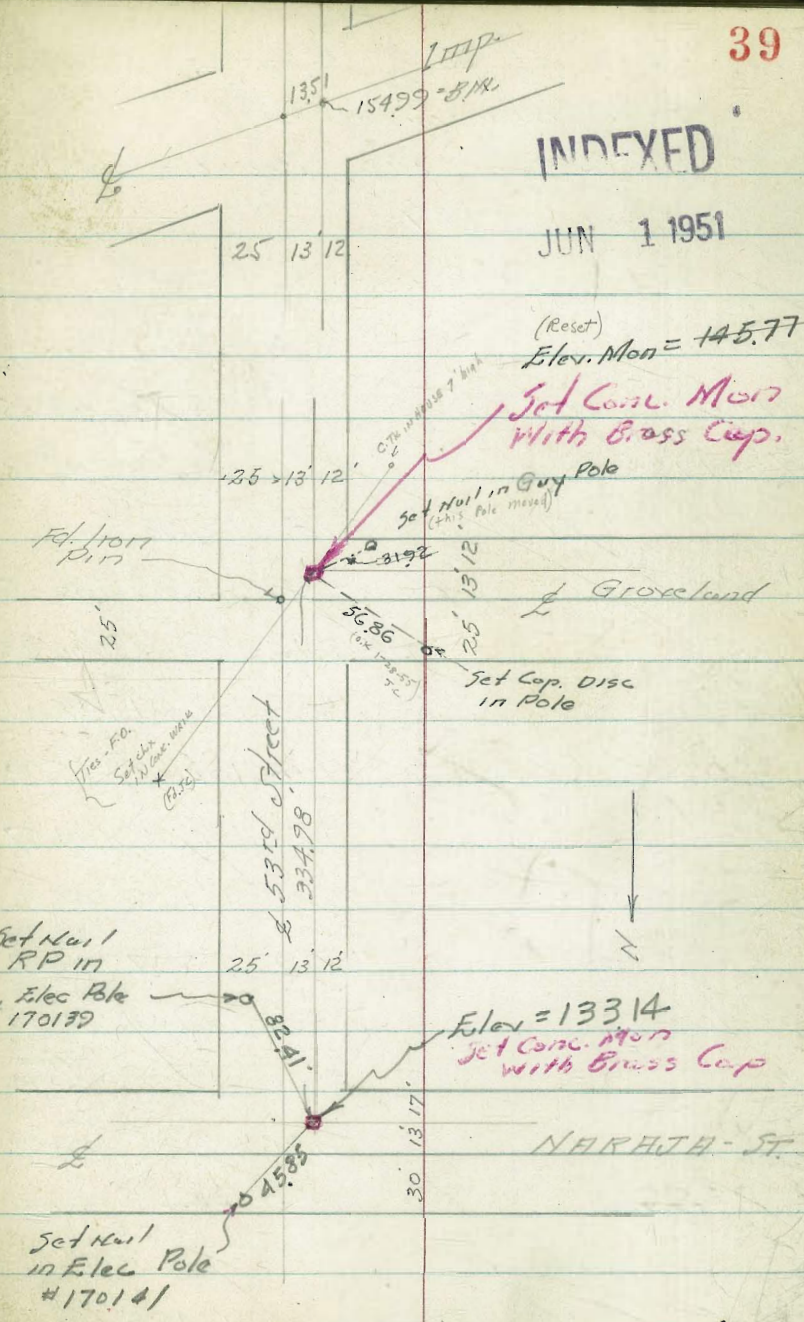
		154.94 = $\frac{781752}{8}$		
Check Ld. Pk. 2 Imp. Ave	148	154.98 Plan 1426-D	154.95	
T.P. 7.32	157.43	144	150.11	
3+20.98 <del>2.11</del>	5.53	146.02	139.20 139.50	6.82 ✓ 6.52
2+80	7.16	144.39	137.67 137.94	6.78 ✓ 6.45 ✓
2+40	9.42	142.13	136.19 136.42	5.94 5.71
T.P. 10.88	151.55	937	140.67	
2+00	130	139.74	134.71 134.90	5.03 ✓ 4.84 ✓
1+60	378	137.86	133.23 133.38	4.63 ✓ 4.48 ✓
1+20	4.94	136.10	131.75 131.86	4.35 ✓ 4.24 ✓
0+80	5.89	135.15	130.27 130.34	4.88 ✓ 4.81 ✓
0+40	6.56	134.48	128.79 128.82	5.69 ✓ 5.66 ✓
0+05 = <sup>same stake</sup> 0512+999 P37	6.59	134.45	127.49 127.49	6.96 ✓
0+00 = <sup>2</sup> M.H.			127.30	
	141.04 = H.I. from P37			



Monuments Set for Ties  
 in Las Alturas  
 on account Sewer Construction  
 which will destroy original  
 & Points

Walker  
 F. Gregory  
 G. Pope  
 R. Sisson  
 2-1-50

on Disc of Imperial #13' Line 535	6.68	154.90	
	161.67	HT from Pg. 45	
13' on Conc. Mon.	5.26	145.77	Elev. stake 342098 P 38
501	151.03	146.02	
on 13' Mon	6.15	133.14	
B.M. on Hub 11730.2 / FB 1752-5 P-37 this book	4.72	139.29	134.37



INDEXED

JUN 1 1951

(Reset)  
 Elev. Mon = 145.77

Set Conc. Mon  
 with Brass Cap.

Set Nail in Guy Pole  
 (this pole moved)

Groveland

Set Cap. Disc  
 in Pole

Elev = 133.14  
 Set Conc. Mon  
 with Brass Cap

NARAJA ST.

53rd Street Sewer Construction  
 From Groveland Ave  
 To Santa Margarita  
 Cont. from p-37

INDEXED  
 JUN 1 1954

Station		Rod	Elev. Stakes	Invert Elev.	
7+56.16	M.H. #7	6.48	154.23	147.25	6.98 ✓
7+51.16		6.50	154.21	147.18	7.03 ✓
T.P.	5.73	<u>160.71</u>	1.78	154.98	
7+10		1.93	154.83	146.65	8.18
+70		3.18	153.58	146.13	7.45 ✓
6+29.2		3.85	152.91	145.61	7.30 ✓
6+30					
+90		4.48	152.28	145.09	7.19 ✓
+50		4.76	152.00	144.57	7.43 ✓
5+10.98	M.H. #6	5.05	151.71	144.06	7.65 ✓
+80		5.79	150.97	143.32	7.69 ✓
+40		6.85	149.91	142.36	7.63 ✓
4+00		8.00	148.76	141.40	7.55 ✓
3+60		9.21	147.55	140.44	7.48 ✓
3+25.98		10.59	146.17	139.62	7.36 ✓
					7.27 ✓
					7.11 ✓
					6.55 ✓
		1.78	<u>156.76</u>	154.98	

0.81%  
 P-58  
 1.30%

147 & Imperial #53rd

535<sup>th</sup> Street Sewer Construction

Cont. from P. 40

INDEX  
JUN 1 1951

Stations		Elev. Stakes	Invert Elev	
----------	--	--------------	-------------	--

Cont. Pg. 42

10+49.32	M.H. #8	2.06	158.65	151.06	7.59
+45.32		2.26	158.45	151.01	7.44
10+00		3.22	157.49	150.43	7.06
+60		4.82	155.89	149.91	5.98
9+20		5.54	155.17	149.39	5.78
+80		5.93	154.78	148.87	5.91
+40		6.06	154.65	148.35	6.30
8+00		6.16	154.55	147.83	6.72
7+61.16		6.39	154.32	147.31	7.01

160.71  
2

## Santa Margarita St. - Sewer Const.

Going East from 53rd St.

Continued From Pg. 41

Stations	Rod	Elev. Invert Stakes Elev.	Invert Elev.	
Cont. Pg. 43 4+99.14 MH #10	3.22	161.52	156.19	5.33 ✓
+80	3.34	161.40	156.00	5.40 ✓ Knocked out by Grader
+40	3.75	160.99	155.60	5.39 ✓
4+00	4.25	160.49	155.20	5.29 ✓
+60	4.62	160.12	154.80	5.32 ✓
3+20	4.93	159.81	154.40	5.41 ✓
+80	5.13	159.61	154.00	5.61 ✓
+41			153.61	5.93 ✓
+40	5.20	159.54	153.60	5.94 ✓
2+00	5.16	159.58	153.20	6.38 ✓
R+D to East	5.16	159.58		6.49 ✓
1+89.14 MH #9 R+D to West	5.31	159.43	153.09	6.34 ✓
+60	5.38	159.36	152.80	6.56 ✓
T.P.	5.48	<u>160.74</u>	1.45 159.26 X	
1+20		1.45	159.26 152.40	6.86 ✓
+80		2.60	158.11 152.00	6.11 ✓
+40		2.70	158.01 151.60	6.41 ✓
0+05		2.76	157.95 151.25	6.70 ✓
0+00 MH #8	2.03	158.68	151.20	7.48 ✓

160.71  
H2 Cont. from  
Pg. 41

INDEXED  
JUN 1 1971

Santa Margarita St. - Sewer Const.

43

Cont. from Pg. 42

INDEXED  
JUN 1 1957

Stations	Rod	Stake Elev.	Invert Elev.
----------	-----	----------------	-----------------

Check To TP. Sta 1420	Pg. 42	5.48	$\frac{0.00}{159.26}$		
5+7A.1A Plug.		2.33	162.11	156.09	5.47
5+40		2.82	161.92	156.60	5.32
	<u>164.74</u>				

## Santa Margarita St. - Sewer Const.

Going West from 53<sup>rd</sup> St.

Cont. from Pg. 43

Stations

Rod

Elev.

Stakes

Elev.

Stakes

Invert

Elev.

INDEXED

JUN 1 1951

Stations	Rod	Elev.	Stakes	Invert	Elev.
		0.02	154.98		
	12.32	155.00	Ck.	To B.M. & Imperial @ 53 <sup>rd</sup> St. (See Pg. 40)	
T.P.	0.14	167.32	12.93	167.18	
2+00 Plug		3.68	176.43	168.20	8.23'
1+50		8.18	171.93	163.95	7.98'
T.P.	11.02	<u>180.11</u>	0.55	169.09	
1+00		2.45	167.19	159.70	7.49'
+60		6.80	162.84	156.30	6.54'
+30		8.23	161.41	153.75	7.66'
0+05		10.71	158.93	151.63	7.30'
0+00 M.H. # 8		11.47	158.17	151.20	6.97'
	10.38	<u>169.64</u>	159.26	1+20	Pg. 42

## Imperial Ave - Sewer Const.

West from 53<sup>rd</sup> St.INDEXED  
JUN 1 1954

Stations	Rod	Elev. Stakes	Invert Elev.	
	7.45	154.23 154.22	ck. on M.H. # 7	Sta 7+56.16 Pg. 40
2+28 Plug	3.41	158.26	150.87	7.39'
2+00	3.44	158.23	150.45	7.78'
1+50.	5.20	156.47	149.70	6.77'
1+00	6.47	155.20	148.95	6.25'
0+50	6.74	154.93	148.20	6.73'
0+05	7.32	154.35	147.53	6.82'
0+00			147.45	
	6.69	<u>161.67</u>	154.98	B.M. @ Imperial @ 53 <sup>rd</sup> St.

## GROVELAND ST. SEWER CONST.

From 53rd St. East

Walker  
F. Gregory  
G. Pope  
P. Sisson  
2-3-50Plan 1425-D Profile 1426-D  
No 31129

Location P-48

INDICATED

	Elev. Stakes	Elev. Invert	Cuts.	offsets
2+05 = Plg. end	4.74	150.09	141.75	8.34" 5' RT
1+80	5.71	142.12	141.50	7.62" "
1+42.25 = 2' MH		141.12		
1+37.25	6.46	148.37	141.07	7.30" "
1+25	6.45	148.38	140.95	7.43" "
0+85	7.57	147.26	140.55	6.71" "
0+45	8.88	145.95	140.15	5.80" "
0+05	8.60	146.23	139.75	6.48" "
0+00 3128.98 53rd St MH	8.60	146.23	139.70	6.53" 5' West.

881 154.83

146.02

B.M. on stake 312098 P. 38



## SEWER CONST. IN EASEMENT

Block 1 - Los Altos # 2

Walker Plan 1425-D Profile 1426-D

F. Gregory

G. Pope

R. Sissler

2-3-50

V.O. 3/1/29

Location P-48

INDEXED

JUN 1 1951

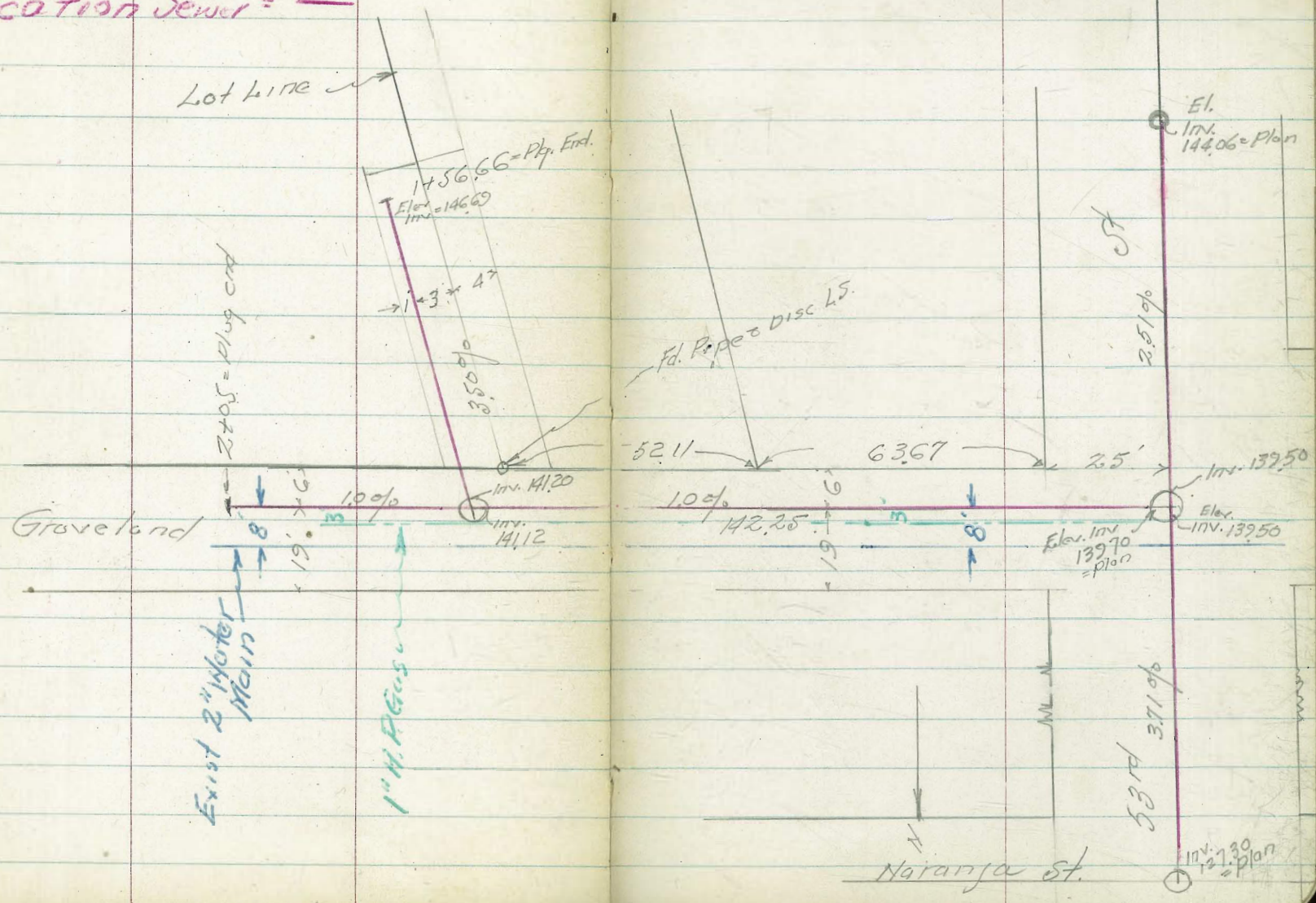
	Elev. Stakes	Elev. Invert	Cuts	offsets
Check Stake 2180 P-38	1044	14439		
1+56.66 = P <sub>1</sub> end	155	153.28	146.69	6.59' 5'ft
1+05	3.76	151.67	144.88	6.79' "
0+55	4.50	150.33	143.13	7.20' "
0+05	6.25	148.58	141.38	7.20' "
0+00 E.M.H.			141.20	

15483 T from P-46

Re-location Sewer  
 on Graveland  
 and in Easement Block 1  
 Los Altos No 2  
 Location Sewer = —

Walker  
 F. Gregory  
 G. Pope  
 R. Sission  
 2-3-50

INDEXED  
 JUN 1 1951



SAN JACINTO ST. -

SEWER CONST.

from Castana

To Churchward NO 31129

Plan 1425-D - Profile 1426-D

Stations	Sta. Station	Elev. Invert.	Cuts, offsets
3+20	766 147.70	141.51	6.19'
2+90.20	864 146.72	140.77	5.95'
2+85.90 = 1/2 MH #14	865 146.71	140.64	6.07'
2+85.90 = 1/2 MH #14	859 146.77	140.54'	6.23'
2+80.90	849 146.87	140.49'	6.38'
2+40	820 147.16	140.08'	7.08'
1+90	824 147.12	139.58	7.54'
1+40	966 146.70	139.08	7.62'
0+98.03	1056 144.86	138.66	6.14'
0+93.03 = 1/2 MH #13	1070 144.66	138.61	6.05'
0+93.03 = 1/2 MH #13	1076 144.60	138.61	5.99'
0+88.03	1085 144.51	138.56	5.95'
0+46.51	1094 144.42	138.15	6.27'
0+00 = End of Existing Sewer	1049 144.87	137.68	7.19'
0.09	155.36	155.27	

Walker  
F. Gregory  
G. Pope  
R. Sission  
2-6-50

INDEXED  
JUN 1 1951

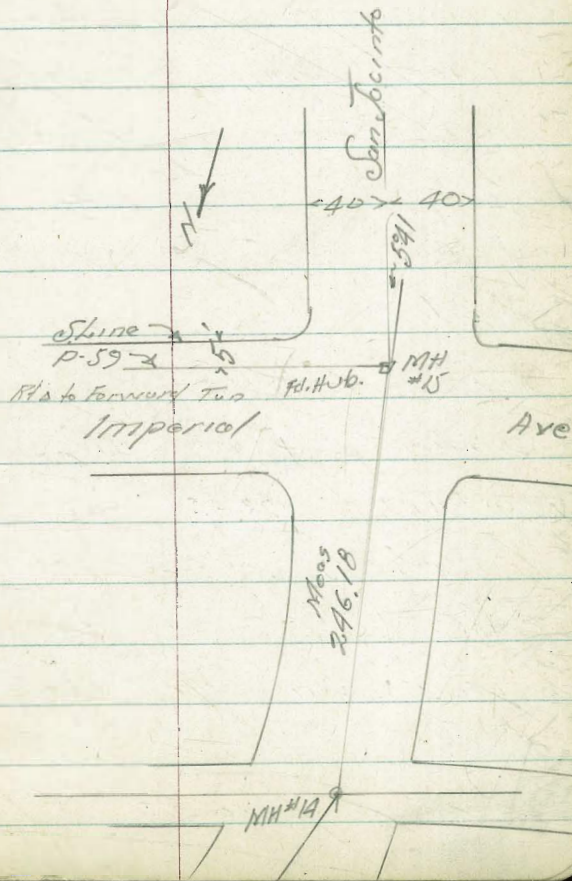
B.M. on C.T. of Imp. Ave 80' E of 1/2 San Jacinto  
FB 1712 - P-11

## San Jacinto Street

Sewer Const. Cont. from 1049

Station	El.	Stake	El. invert	Cuts	offsets.
8+50		7.61	172.94	164.76	8.18 <sup>v</sup>
8+00		11.28	169.27	161.51 <sup>v</sup>	7.76 <sup>v</sup>
TP 1248	180.55	0.22	168.07		
7+50		2.46	168.83	158.26	7.57 <sup>v</sup>
7+05.91		5.08	163.21	155.33	7.88 <sup>v</sup>
7+00.91 = L.M.H. #6	P.O.T. Drop	5.42	162.87	151.02 <sup>v</sup>	155.00 <sup>v</sup> = South 7.87 <sup>v</sup> = North 11.85 <sup>v</sup>
6+25.91		5.71	162.58	150.90	11.68 <sup>v</sup>
6+40		8.52	159.77	149.52	10.15 <sup>v</sup>
5+90		10.67	157.62	148.27	9.35 <sup>v</sup>
5+40.9		12.07	156.22	147.02	9.20 <sup>v</sup>
= 5+35.9 = Ahead	} $\Delta = 5^{\circ}41'14"$ M.H. #15	12.14	156.15	146.89	9.26 <sup>v</sup>
5+32.08 = Back					
5+27.08		12.26	156.03	146.77	9.26 <sup>v</sup>
5+00		13.05	155.24	146.09	9.15 <sup>v</sup>
TP 1302	168.29	0.09	155.27		
4+50		1.20	154.16	144.82	9.34 <sup>v</sup>
4+00		4.71	150.65	143.54	7.11 <sup>v</sup>
3+50		7.16	148.20	142.27	5.93 <sup>v</sup>

155.36



Walker  
F. Gregory  
G. Pope  
K. Sisson  
2-9-50

San Jacinto St.

Sewer Const. Cont. from P. 50

Stations		St. stakes	Elev. Invert	Cuts.	Offsets
Cont. on P. 52					
T.P. 1276	202.27	2.94	189.51		
11+67.29 on Churchwood St.	2.54	189.91	185.30	4.61	5' Rt.
181712-15 E. San Jacinto		189.45			
Check B.M. C.T. E. Churchwood	2.94	189.51			
11+62.29-MH#18	2.77	189.68	185.10	4.58	5' Rt = R/S to Forward Turn
11+62.29-MH#18	3.04	189.41	185.00	4.41	5' Rt = R/S to Back Turn
11+57.29	2.27	189.18	184.67	4.51	
11+20	3.28	189.17	182.30	6.84	
10+70	4.69	187.76	179.05	8.71	
10+20	8.06	184.39	175.80	8.51	
9+70	11.69	180.76	172.55	8.21	
T.P. 11.97	192.45	0.07	180.48		
7+20	3.55	177.00	169.30	7.70	
8+75.95	5.82	174.73	166.38	8.35	
8+70.25-MH#17	6.00	174.55	166.05	8.50	
8+65.95	6.49	174.06	165.72	8.34	
	180.55				

CHURCHWARD ST. SEWER CONST.

Walker  
 F. Gregory  
 G. Pope  
 R. Sisson  
 2-9-50

Cont. from P-51

From San Jacinto, East

Plan 1425-D  
 Profile 1426-D

Stations		Elev. Stakes	Elev. Invert	Cuts	offsets
17+00		295210.63	205.67	4.96'	
16+50		4.58 202.00	204.02	4.98'	
16+00		6.19 207.39	202.37	5.02'	
15+67 <sup>29</sup>		7.15 206.43	201.26	5.17'	
15+62 <sup>29</sup> = 1/2 MH #19	P.O.T.	7.29 206.29	201.10	5.19'	
15+57 <sup>29</sup>		7.43 206.15	200.90	5.25'	
15+30		8.39 205.19	199.84	5.35'	
15+00		9.35 204.23	198.64	5.59'	
14+50		11.19 202.39	196.64	5.75'	
T.P. 11.91					
14+50	213.58	0.60 201.67			
14+00		1.94 200.33	194.64	5.69'	
13+50		4.34 197.93	192.64	5.29'	
13+00		6.76 195.51	190.64	4.87'	
12+50		8.96 193.31	188.64	4.67'	
12+00		10.99 191.28	186.64	4.64'	

11+62<sup>29</sup> = MH #18 - P-51

Stations carried  
 Through from  
 San Jacinto - P-51

202.27 x P-51

INDEXED

JUN 7 1951

CHURCHWARD ST. SEWER CONST.

Cont. from P. 52

Station		Elev. Stake	Elev. Invert.	Cuts	offsets
Check Tack P. 51		P-51 = 189.51 808 189.51			
T.P. 046	197.59	1268 197.13			
T.P. 020	209.81	1298 209.61			
21+32.29 = Plug end		075 221.84	216.00	5.84	
21+00		101 221.58	215.69	5.89'	
20+50		161 220.98	215.19	5.79'	
20+00		243 220.16	214.69	5.47'	
19+67.29		313 219.46	214.35	5.11'	
19+62.29 = L.M.H. #20		327 219.32	214.30	5.02'	
19+57.29		340 219.19	214.14	5.05'	
19+30		430 218.29	213.26	5.03'	
19+00		533 217.26	212.29	4.99'	
18+50		699 215.60	210.62	4.98'	
18+00		866 213.23	208.97	4.96'	
T.P. 944	222.59	043 213.15			
17+50		134 212.24	207.32	4.92'	

213.58 x Cont from P. 52

GRADES-SEWER CONST.

in Easement Block 17

Los Altos Sub.

East of Euclid and South  
of Groveland

Plan 1425-D

Profile 1426-D

W.P. 31129

Walker  
F. Gregory  
G. Pope  
R. Dission  
2-15-50

54

INDEXED  
JUN 1 1951

Station	Elev. Stake	Elev. Invert	Cuts	Offsets
Cont. P-55				
1+05	6.23 137.28	130.32	6.96'	10' 4"
0+55	7.34 136.87	129.73	7.14'	10' 4"
0+05	6.87 137.34	129.15	8.19'	10' 4"
0+02.5 = 6" stub	15.14 129.07	129.12		
0+00 Rim	6.86 137.35			
0+00 Flow	15.14			

5.38 144.21 138.83 B.M.

Check Piers #419 Page 31

" 4101 "	8.48 133.68			
3+83 "	8.70 133.46			
3+65 "	8.93 133.23			
3+47 "	9.08 133.08			
chk Pier 3+29 "	9.19 132.97			

3.33 142.16 138.83 B.M. on Stake 3+05 P-31



SEWER CONSTRUCTION  
 in Encasement Block 17  
 Los Alamos  
 Cont. from P-54

Walker  
 Gregory  
 Pope  
 R-Dission  
 2-10-50

Stake	P-31 =	<sup>001</sup> 136.80	Elev
chk 4+19 P-31	3.30	136.81	Invert
4+01	6.30	133.81	
3+83	6.51	133.60	
3+65	6.73	133.38	
3+47	6.94	133.17	
3+29	7.16	132.95	

Set checked Marks to Invert Grade  
 on "Face Existing  
 Concrete Piers

128 140.11 138.83 BM on stake 3+05 P-31

			Elev	
			Invert	
3+05	4.27	139.94	132.66	7.28
3+00	3.61	140.60	132.60	8.00
2+55	3.21	141.00	132.07	8.93
2+05	4.44	139.77	131.49	8.28
1+55	4.66	139.55	130.90	8.65

144.21

# SANTA MARGARITA

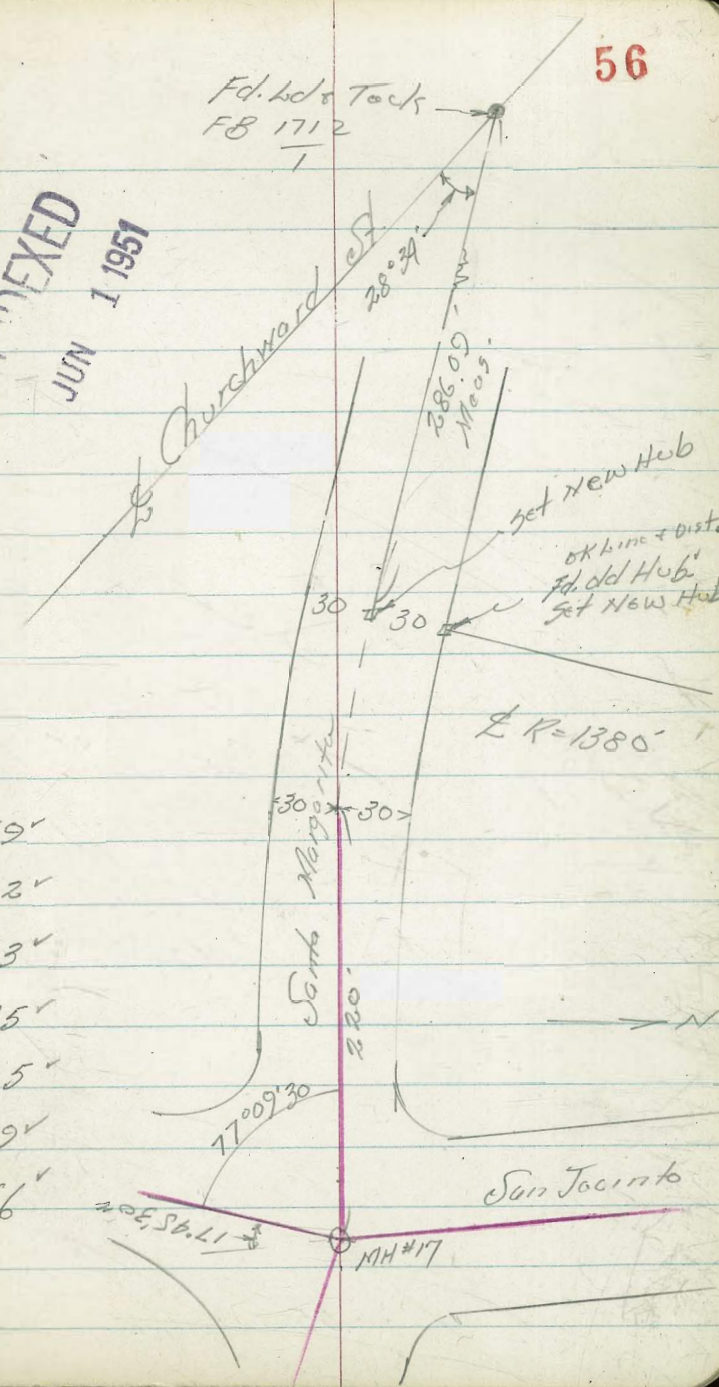
SEWER CONST.  
from San Jacinto West

Walker  
F. Gregory  
G. Pope  
R. Sissler

Fd. hds Tack  
FB 1712  
1

56

INDEXED  
JUN 1 1951



2+20 = Plug.	922	171.33	167.74	3.59'
1+80	847	172.08	167.46	4.62'
1+45	770	172.85	167.22	5.63'
1+10	743	173.12	166.97	6.15'
0+75	747	173.08	166.73	6.35'
0+40	688	173.67	166.48	7.19'
0+05	665	173.90	166.24	7.66'
0+00 L.M.H.#17			166.20	

180.55 x P-51

SANTA MARGARITA SEWER CONST.

From San Jacinto, East.

57

1+20 - Plug end	11.05	181.40	171.00	10.40 <sup>v</sup>
T.P. 11.97	192.45	0.07	180.48	171.00
0+80	1.35	179.20	169.40	9.80 <sup>v</sup>
0+40	3.44	177.11	167.80	9.31 <sup>v</sup>
0+05	5.36	175.19	166.40	8.79 <sup>v</sup>
0+00 L.M.H. #17			166.20	

180.55 T.P. 56

53rd Street Sewer Const.  
at Imperial Ave.  
Grade Change to Clear

Exist. 36" Water Main

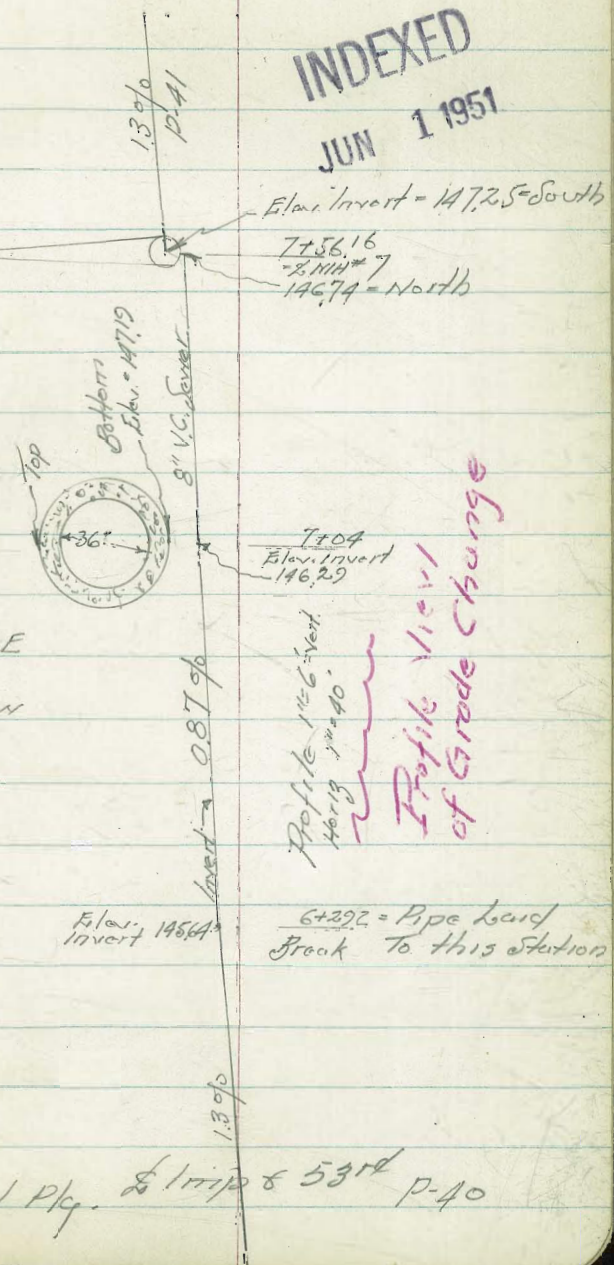
7+56.16 = 1st MH #7		147.45 = East & West.
7+56.16 = 2nd MH #7	P-40 154.23	147.25 - South 146.74 = North 7.49
7+51.16	P-40 154.21	146.70 7.51
7+10	P-40 154.83	146.34 8.49
Existing 36" Water Main 1136 = 7+04 on Bottom 36" Pipe	147.19	146.29 0.90
7+01	3.92 154.63	146.27 8.36 5'E
6+70	P-40 153.58	146.00 7.58 5'W
on Floor 6+29.2 = End Exist Pipe	12.91 145.64	145.64
check stub 7+10 P-40	3.72 154.83	
6+00 P-40	3.57 158.55	154.98

Walker  
F. Gregory  
G. Pope  
R. Sisson  
3-10-50

Grade change ord. by  
Phone per Harvey Cole

58

INDEXED  
JUN 1 1951



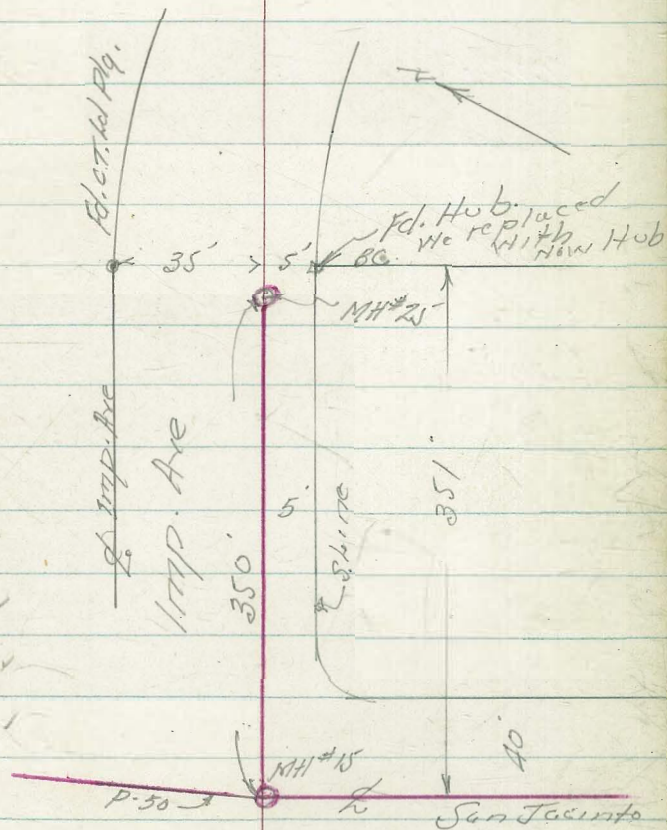
Imperial Ave - SEWER CONST.  
From San Jacinto - East

Walker Plan 1425-D

Figgey Profik 1426-D

R. Sisson  
2-16-50 NO. 31129

			Elev.	Invert	Cuts
		0.01			
chk stake 2+28-P.45	488	158.27	158.26		
3+50 1/2 MH #25	349	152.66	152.45	7.21'	
3+05	357	152.58	151.78	7.80'	
2+55	450	158.65	151.03	7.62'	
2+05	412	159.03	150.28	8.75'	
1+55	540	157.75	149.53	8.22'	
1+05	669	156.46	148.78	7.68'	
0+55	692	156.23	148.03	8.20'	
0+05	709	156.06	147.28	8.78'	
0+00 1/2 MH #15			147.20		
check 5+32.08-P.50	703	156.12			
7.88	163.15	155.27			



B.M. C.T. Hd. Pkg. 8' E. of San Jacinto P. 49

INDEXED  
JULY 11 1951

Engement Blk 16, 17 SEWER CONST.  
Between Euclid & San Jacinto  
2-20-50

V. Walker Plan 1425-D  
F. Gregory Profile 1426-D  
G. G. Pope H.D. 31129  
R. R. Dission

INDEXED  
JUN 1 1951

		El. Stakes	El. Invert	Cuts
Cont. P-61				
G+33.5		725 146.13	136.59	9.54'
G+00		723 146.15	136.20	9.25'
TP 912	15338	2.95 144.26	136.00	
5+50		2.95 144.26	135.60	8.66'
5+00		4.59 142.62	125.00	7.62'
4+50		5.87 141.34	134.40	6.94'
4+19		12.00 135.21	134.03	1.18' 10' Lt.
3105				
chk 3165 P-55		13.83	133.38	
chk 3183 P-55		13.61	133.60	
chk 4101 P-55		13.40	133.81	
1041	147.21	136.80		BM on stake 10' RA 4+19 P-31

↑  
109231

SEWER CONST.

in Easement

Block 16, 17

Cont. from P 60

	Elev. Stakes	Elev. Invert	Cuts	
7+92.5 = Pkg. end	6.06	147.32	140.65	6.67'
7+42.5	3.30	150.08	139.40	10.68'
6+92.5	4.32	149.06	138.15	10.91'
6+47.5	7.12	146.26	137.03	9.23'
6+42.5 = 2' MH # 30			136.90	
			136.70	

15338

CASTANIA ST. - SEWER CONST.

Between Euclid & San Jacinto

Walker Plan 1425-D

F. Gregory Profile 1426-D

G. Pope

R. Sission

2-20-50

WP 31129

INDEXED  
JUN 1 1951

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	El. Stakes	El. Invert	Cuts
--	------------	------------	------

		000		
0-29.5 FB		1405.2		
chk. <sup>East</sup> Edge Pav. Euclid & Castana	1290	1404.8		
1+95 = Pkg. end	972	143.66	138.85	4.81'
1+50	918	144.20	138.40	5.80'
1+00	845	144.93	137.90	7.03'
0+50	767	145.71	137.40	8.31'
0+05	710	146.28	136.95	9.33'
0+00 = <sup>2</sup> / <sub>1</sub> MIH #30			136.90	
				153.38



## SEWER GRADES

in Alley Block 13-  
Las Alturas No 1  
Between Imperial Ave.  
& Santa Margarita  
From San Jacinto, West.

Walker Plan 1425-D - Profile 1426-D

F. Gregory

G. Pope

R. Sission

2-20-50

Stations

Cont. P64

Elev.  
StakesElev.  
Invert

Cuts

Offsets

T.P. 9.17

171.20'

6.12 162.03

Δ # 2-23 Turned

153.18-W

6.59 = West

2+80.92 = MH #26

8.38 159.77 153.08-E

6.69 = East

2+50

7.08 161.07 152.87

8.20

2+00

6.05 162.10 152.52

9.58

1+50

5.83 162.32 152.17

10.15

1+00

4.47 163.68 151.82

11.86

0+50

4.04 164.11 151.47

12.64

0+05

4.73 163.42 151.16

12.26

0+00 = Drop  
L. MH #16

151.12

P-50

CHK 6+95.91

5.57 162.58

5.28 163.15

162.87

B.M. on Stake 7+00.91 P-50

INDEXED

JUN 1 1951

Sewer Grades - Blk. 13

Los Altos No 1

Cont. from P-63

Completed Job  
2-24-50

6+78.08 P-69

Chk. stake 1517

183.60

0.02

54

168.41

168.43

	Stakes	El.	El. Invert	Cuts	
7+52.17-MH#28	165	181.95	170.83	11.12	10' Lt.
7+15	138	182.22	169.57	12.65	"
6+75	235	181.25	168.21	13.04	"
6+25	523	178.37	166.51	11.86	"
5+75	707	176.53	164.81	11.72	"
5+50	732	176.28	163.96	12.32	"
5+00	818	175.42	162.26	13.16	"
4+61.37-MH#27	727	176.33	160.94	15.39	10' Lt. R $\Delta$ to Forward Turn.
T.P.	7.86	183.60	3.54	175.74	
		0.02			
Chk. Stake 2+20-P-56		171.33			
$\Delta$ R $\Delta$ 16° 12' 36"	7.97	171.31			
4+61.37 MH#27	3.54	175.74	160.94	14.80	10' Lt = R $\Delta$ to Back Turn.
T.P.	10.57	179.28	2.49	168.71	
4+00	2.49	168.71	158.30	10.41	
3+50	8.51	162.69	156.15	6.54	
3+00	10.70	160.50	154.00	6.50	

171.20

from P-63

7+

## SEWER GRADES ALLEY BLK 15

Walker Los Altos No 1  
 F. Gregory  
 G. Pope Plan 1425-D Profile 1426-D  
 R. Sisson  
 2-24-50

Stations		Elev.	Invert	Cuts	
5+20		500	149.58	144.38	5.20'
4+70		503	149.55	144.03	5.52'
4+20		503	149.55	143.68	5.87'
T.P. 4+70	154.58	629	149.88		
3+75		629	149.88	143.37	6.51'
3+70	△ RT. 11°42' L. MH#21			143.33	
3+65		629	149.88	143.30	6.58'
3+25		653	149.64	143.02	6.62'
3+00		667	149.50	142.84	6.66'
2+50		603	150.14	142.49	7.65'
2+00		579	150.38	142.14	8.24'
1+50		628	149.89	141.79	8.10'
1+00		717	149.00	141.44	7.56'
0+50		811	148.06	141.09	6.97'
0+05		864	147.53	140.78	6.75'
0+00	L. MH#14			140.74	
0.90	156.17		155.27		

B.M. C.T. Id. Plg. Limp. Ave 8' East of San Jacinto  
 P-49

66

INDEXED  
 JUN 7 1951

Alley Block 15; Sewer Grades

Cont. from 10-66

Elev.  
Invert. Cuts.

L Imp. Arc 13' W E 53' 80  
 Chk Cop. Disc. 5.04 154.99  
 155.00

T.P. 5.67 160.04 0.21 154.37

6+50 3.75 150.83 145.29 5.54'

6+10 4.23 150.35 145.01 5.34'

5+75 4.90 149.68 144.77 4.91'

5+70 - 8' MH #22  $\Delta$  R<sub>1</sub> 11° 45' 30" 144.73

5+65 5.12 149.46 144.70 4.76'

154.58

## SEWER GRADES

68

Alley Block - 16

Walker Las Alvaras No. 1.

F. Gray

G. Pope Plan 1425-D Profile 1426-D

R. Sisson

2-21-56

Station		Elev. Stakes	Elev. Invert.	Cuts		
4+50		6.93	153.79	144.17	2.62 ✓	
4+00		5.62	155.03	143.77	11.26 ✓	
TP 6.55	160.72	0.46	154.17			
3+50		1.18	153.48	143.37	10.08 ✓	
3+00		2.96	151.67	142.97	8.70 ✓	
2+50		4.47	150.16	142.57	7.59 ✓	
2+00		4.47	150.16	142.17	7.99 ✓	
1+74.08 =	MH # 23	4.92	149.71	141.96	7.75 ✓	Rt. to Forward Turn
1+74.08 =		4.91	149.72	141.96	7.76 ✓	Rt. " " Back
1+35		7.58	147.05	141.69	5.36 ✓	
1+00		8.58	146.05	141.44	4.61 ✓	
	= end Conc.					
0+55	Encasement	10.96	143.67	141.13	2.54 ✓	
	= beg. Conc.					
0+35	encasement	9.71	144.92	140.99	3.93 ✓	
0+05		7.53	147.10	140.78	6.32 ✓	
0+00 =	MH # 14	7.48	147.15	140.74	6.41 ✓	
7.19	154.63	147.53				8M. on Stake 0+05 p. 66

INDEXED  
JUN 1 1951

Sewer Grades Alley Block 16  
 Los Altos No 1  
 Cont. from p. 68

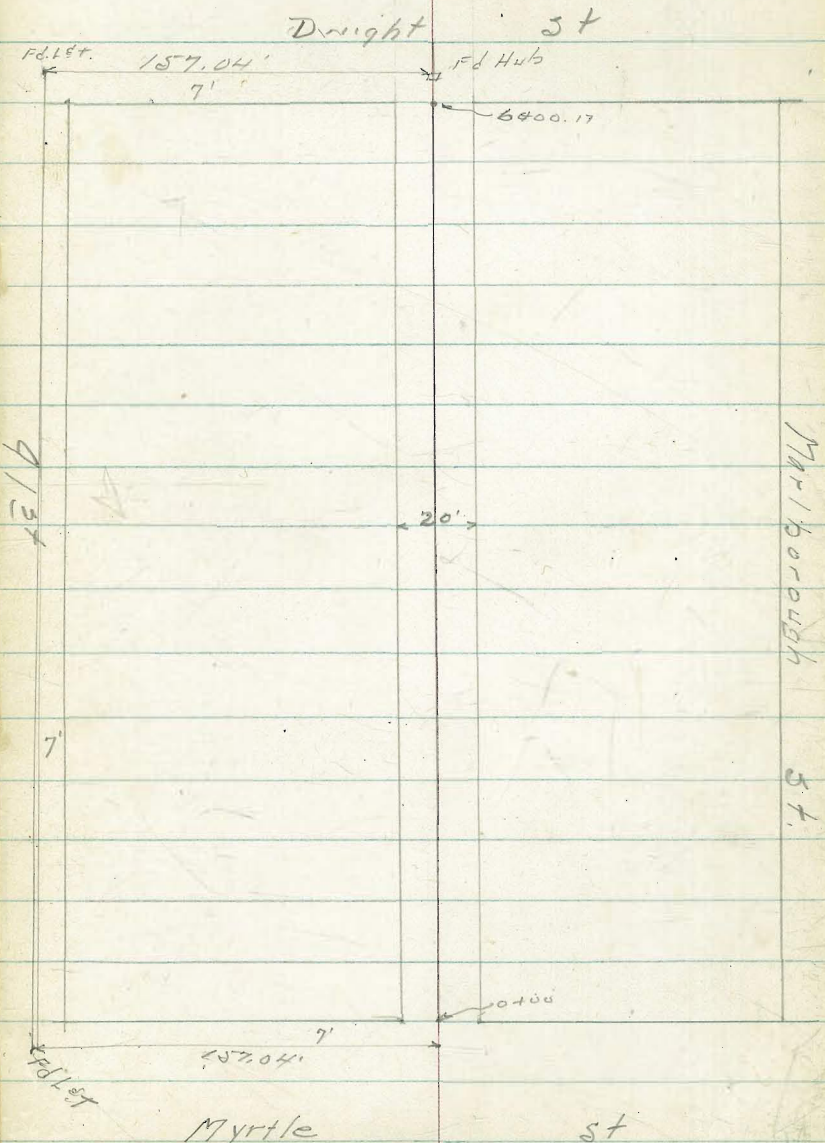
Stations			Elev.	Invert
		0.03		
Block 13-P-49		168.71		
check stake 4100	349	168.68	160.00	
6+78.08 = Plg. end.	3.76	168.41	160.00	8.41 <sup>v</sup>
6+28.08	9.76	152.41	155.00	7.41 <sup>v</sup>
T.P. 1217	172.17	0.72	160.00	
5+78.08	5.08	155.64	150.00	5.64 <sup>v</sup>
5+33.08	8.50	152.22	145.50	6.72 <sup>v</sup>
5+28.08			145.00 =	
62°06' Lt			South	
MH #2A			144.79 = East	
5+23.08	8.48	152.24	144.75	7.49 <sup>v</sup>
4+25	9.55	151.17	144.53	6.64 <sup>v</sup>
	160.72			

Grades for Alley in  
 9-21-49 Block 97 City Heights  
 Johnson  
 Pope  
 Cranford  
 W. U. 31543

70

6400.17 = P.L. Dwight

INDEXED  
 JUN 1 1951



6040.00 = P.L. Myrtle

Myrtle St



Finish Grades for Alley in Block 97 City Heights

INDEXED  
MAY 29 1951

2+00

1+50

T.P. 8.87 328.89 4.91 320.02

1+00

0+80 = Brk.

0+60 = Brk.

0+40 = Brk.

0+20 = Brk.

0+00

T.P. 3.53 324.93 9.88 321.40

B.M. 0.73 331.28 334.55 N.W. B.P. 41st & Dwight St

10'  
Lt. 0.71  
321.67  
322.38  
6.51  
C.O. 55  
320.65  
321.20  
7.69  
C.I. 56  
319.63  
321.19  
3.74  
C.O. 05  
319.22  
321.27  
3.66  
C.O. 46  
318.69  
321.15  
3.78  
C.O. 56  
317.90  
320.46  
4.47  
C.O. 52  
316.88  
319.40  
5.53  
315.60  
Grade  
9.33

¢

328.89

318.26

317.45

316.46

315.10

324.93

10' 71  
Rt. C.O. 45  
321.50  
321.95  
6.94  
E.O. 17  
320.46  
320.29  
8.60  
E.O. 31  
319.42  
319.11  
5.82  
C.O. 35  
319.00  
319.35  
5.58  
C.O. 61  
318.43  
319.04  
5.89  
C.O. 87  
317.60  
318.47  
6.46  
C.O. 98  
316.53  
319.51  
5.42  
315.20  
Grade  
9.73

206%

208%

Finish Grades for Alley in  
Block 97 City Heights

					10' Lt		10' Rt	72
T.P.	5.73	335.33	2.88	329.60	<u>F0.52</u>		<u>F0.28</u>	
5+80 = Brk					329.40	329.10	329.39	
					328.88		329.11	
					3.60		3.37	
					<u>C0.21</u>		<u>F0.31</u>	
5+60 = Brk					328.99	328.69	328.99	
					329.20		328.68	
					3.28		3.80	
					<u>F0.44</u>		<u>F1.20</u>	
5+30					328.39		328.38	
					327.95		327.18	
					4.53		5.30	
T.P.	3.58	332.48	3.11	328.90	<u>F0.60</u>	332.48	<u>F1.65</u>	
5+00					327.79		327.74	
					327.19		326.09	
					4.82		5.92	
					<u>C0.34</u>		<u>F0.14</u>	
					326.77		326.70	
4+50					327.11		326.56	
					4.90		5.45	
					<u>C0.88</u>		<u>C0.28</u>	
					325.75		325.66	
4+00					326.63		325.94	
					5.38		6.07	
T.P.	4.95	332.01	1.83	327.06	<u>C1.24</u>	332.01	<u>C0.81</u>	
3+50					324.73		324.62	
					325.97		325.43	
					2.92		3.46	
					<u>C1.26</u>		<u>C0.86</u>	
					323.71		323.58	
3+00					324.97		324.44	
					3.92		4.45	
					<u>C1.26</u>		<u>C0.83</u>	
					322.69		322.54	
2+50					323.95		323.37	
					4.94		5.52	

328.89

Finish Grades for Alley in  
Block 97 City Heights

10'  
Lt

R

10' 73  
Rt

Check

4.77

<sup>00</sup>  
330.55  
330.56

N.W.B.P. - Dwight & 91st

Check

4.29

331.04

N.W.B.P. - Dwight & Marlborough

20.25  
329.80  
330.05  
5.28

329.55

20.16  
329.80  
329.96  
5.37

6100.17 = P.L. Dwight

335.33

Finish Curb Grades

Scott St.

April 1950

- Walker
- F. Gregory
- G. Pope
- R. Sisson

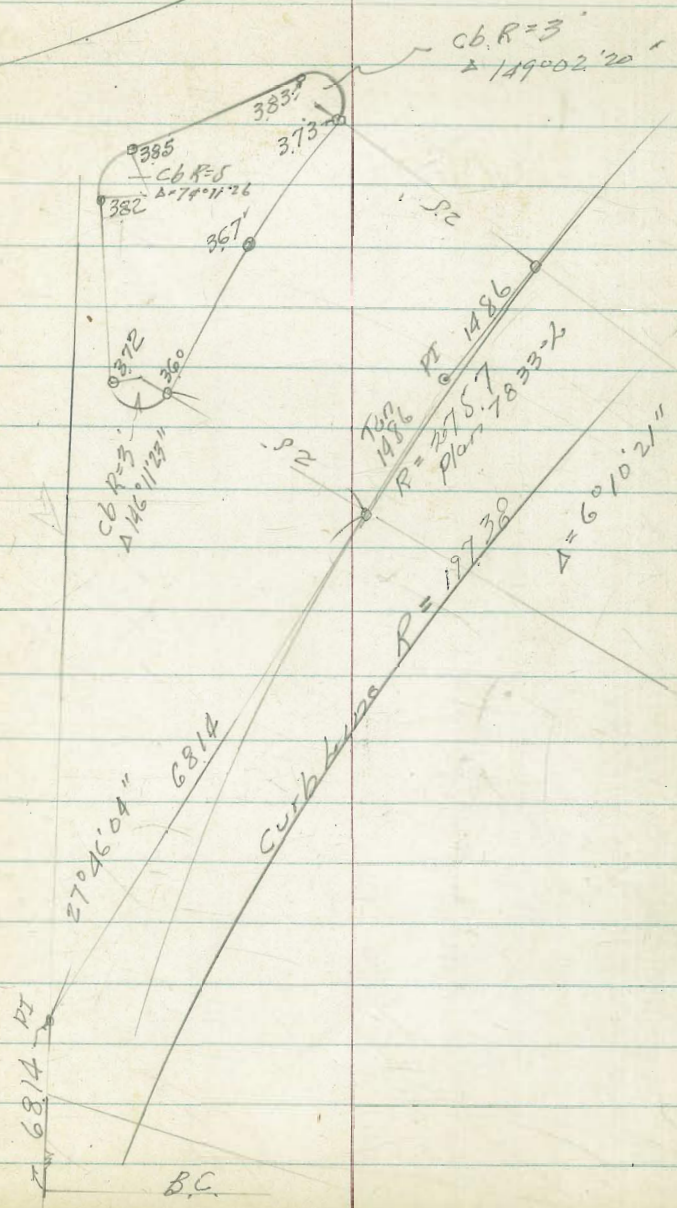
INDEXED

JUN 1 1951

31/4 edge paving

Harbor Dr.

SCOTT ST.



Curb Grades - SCOTT ST.  
from Emerson to Harbor Dr.

INDEXED

JUN 1 1951

75

Station	Lt Prop line	Lt Curb	Lt Gut	Lt Grade	Rt. Gutter	Rt. cb	Rt. Prop
Bk. on Rt 1+67.86						0.21	
2 cb. Inlets 1+67.5						0.22'	
1+80					Bk	0.31'	
1+17 = 2 Inlets 5' Rt. of 4				Pav. Grade 0.27 = 5' Rt			
1+05						0.56'	
0+65						0.78'	
0+25						1.00'	
EC. 25' cb R on Rt. 0+05						1.14	
N.Y. 6.110 Emerson = 0+00							

SCOTT St. Cont. from P75

76

Stations	Lt. Prop.	Lt. curb	Lt. Gut	ℓ	Rt. Gut	Rtcb	Rt. Prop.
50-25' cb. R. 00 R						1.50	
4+45.25						1.31	
4+10						1.10	
3+70						0.89'	
3+30						0.71'	
2+95						0.60	
HL7 Lime Favelon						0.44'	
2+70 Brk						0.28'	
3+35						0.23'	
HL7 Lime Favelon							
2+100 Brk							
1+75							

SCOTT STREET - Curbs - Cont from P-76  
from Garrison to Harbor

Plan 7833-1

77

Station	Lt. curb	Lt. Gut	ℓ	Rt. Gut	Rt. Curb	Rt. Prop.
GARRISON NLY Side						
<p>MAY 1951 JUN 1 1951</p>						
84°15' E.C. on Prop 16.72 from E.C. Ahead Plan 7833-1 Sheet 1	3.51			250' NLY of B.C. = Lot Line		1.87
46°41' B.C. 20' cb R 1+77.15 =	3.44'			+ 25' = B.C. on Garrison		
	3.32'			67.54 from E.C. on Scott		1.77
				12.68		
				54.86 from E.C. on Scott		1.74
1+40	2.95'			40.86 from E.C. on Scott		1.73 = Lower 1/2 Page
1+00	2.55'					
81° Bk 0+52.13	2.07'					
13° cb R 0+25 = E.C.	1.80'					
12.68 from E.C.	1.71'					
26.68 from E.C. on Lt	1.72'					
49.86 from E.C.	1.73'					
0+00 = NLY Line Garrison						
0-15 = E.C. 25' cb R. on Rt						
				152-8M on Cop Disc opp 43' cb R. SWLY Garrison & Scott St.		

Scott Street on Rt.  
Curb Grades

Plan 7833-L

78

Garrison to Harbor

Rt. Curb

Station def Δ

Cont. on P-79

2+09.59	22°46.7			2.30
1+86.8	19°28.2	M <sub>0</sub> =0.33		2.40
1+66.8	16°34'	M <sub>0</sub> =0.25		2.45
1+46.8	13°39.8	M <sub>0</sub> =0.25		2.50
1+26.80	10°45.6	M <sub>0</sub> =0.25 M <sub>0</sub> =0.25	CBR=19738 CbL=18825	2.44
1+06.80	7°51.38'	M <sub>0</sub> .33		2.32
0+84.01=8k	4°32.88'	M <sub>0</sub> .16		2.20
0+68.33	2°16.44'	M <sub>0</sub> .16		2.14
0+52.68=80.CBR				2.07
0+25				1.80
0+00 NLY to Garrison				1.76 left out
0-15=E.C. exist. 66 Rt				1.74

152

SM P.77



Harbor Drive Curbs.

79

7+38.2 = EC. 2' R  
Exist. cb.

7+00

6+60

6+19.78 Brk

5+99.78 "

5+72.78 = Brk

5+50

5+10

4+70

4+30

TP on stake

3+90

173

3+50

3+08.76 = 15' 2. cb inlet

2+80

2+52.54 = Prop. EC

2+40.93 = EC. 54° 19.75  
cb.

2+25.34 25° 03.14

Cont. from P-78

Rt. Curb

1.71

1.83'

1.95'

2.08'

2.12'

2.10'

2.04'

1.96'

1.88'

1.81'

1.73'

1.66'

1.57'

1.77'

1.96'

2.04'

2.17'

80

Grades - Jewer MH 3.  
in Scott St  
Grades are Finish Paving.

Walker

L

7+3

El.

Emerson

7+0

El 117

1.21

02

0.3

Elev 115

118 Elev

6+6

+03

6+12

+8.0

5+99

5+75

5+50

5+10

4+70

010

0.16

Fennelon

4+30

12

0.2

L

T.P.

013

0.17

3+90

+08

3+50

+8.5

3+08

2+80

2+52

2+10

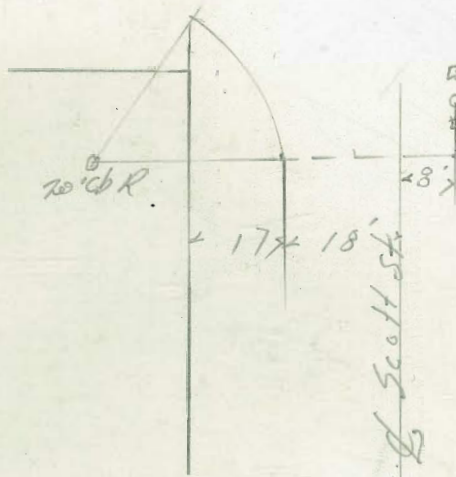
Garrison

2+25

Cont.

INDEVT  
JUN 1 1951

Harbor Drive

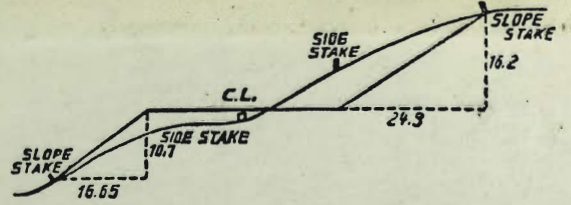


7+0  
 7+0  
 6+6  
 6+19  
 5+99  
 5+75  
 5+50  
 5+10  
 4+70  
 4+30  
 3+90  
 3+50  
 3+08  
 2+80  
 2+52  
 2+40  
 2+25  
 Cont.

56  
 52330  
 33

164  
 8798  
 5866

161.67  
 7.45  
 54.22



**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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