

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

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

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

MICROFILMED

APR 14 1965

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder
stake for any width roadway, slope 1% to 4%
If ground is nearly level, the cut or fill on each

IMPROVED TABLES
AND
INFORMATION

TABLE No. VIII

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 T may be found
by dividing tangent (or external), opposite T 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.

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side
side
cut
If it

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE															
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°		
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020		
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051		
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083		
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135		
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188		
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264		
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341		
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445		
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550		
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700		
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851		
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01		
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17		
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39		
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62		
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91		
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20		
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58		
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96		
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96		
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32		

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Curb grades, Zoo Drive nr. Vet. Memor. Bldg	2
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(over)

#2

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Pgs

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Grades - Curb

300 Drive

Near Veterans Memorial Bld

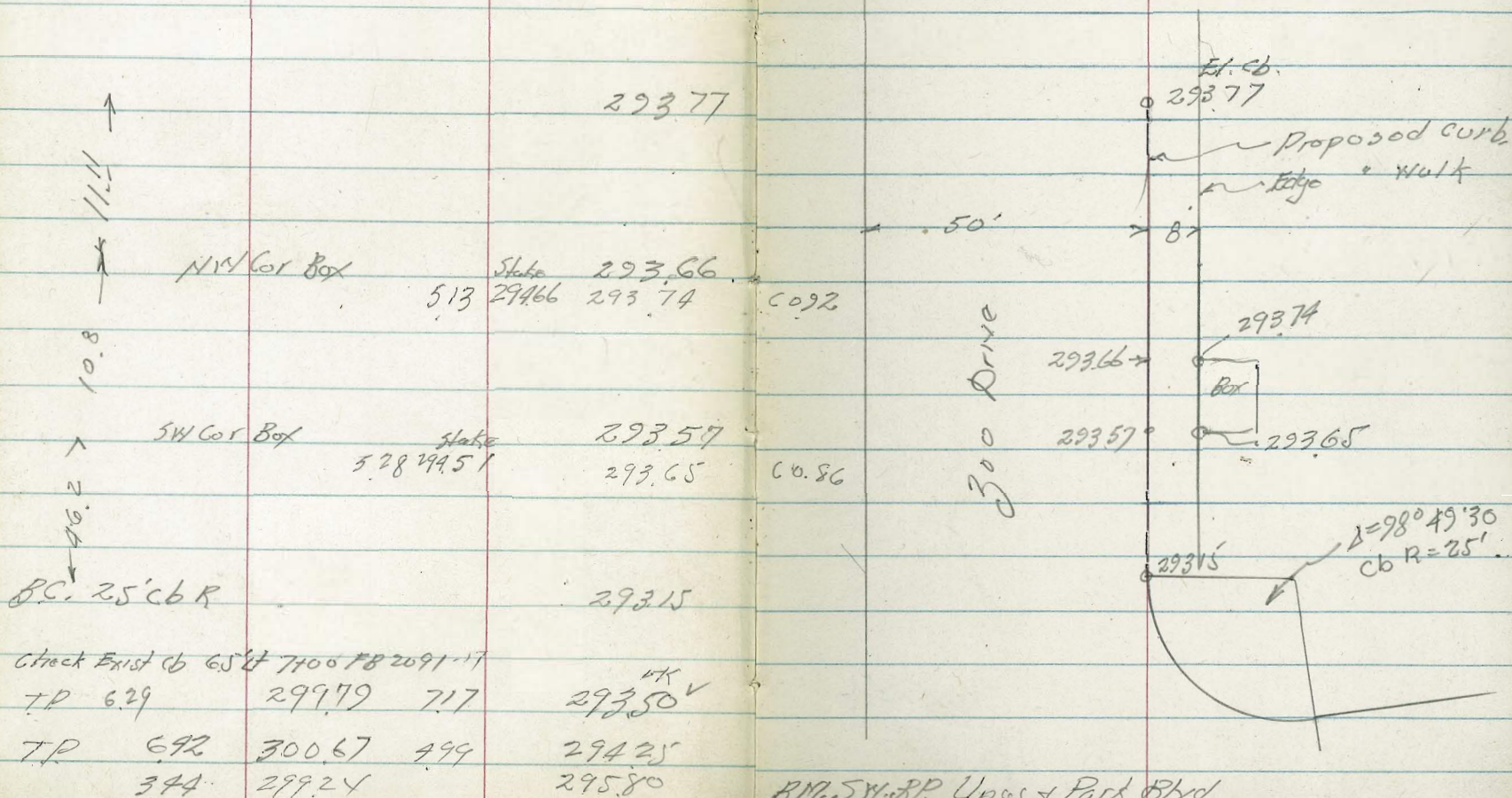
For Conduit Box.

Plan 8267-L

Walker
R. Sission
G. Pope
11-9-50

2

INDEXED
JUL 9 1952



Alley Block 2, & 11 City Hts. Annex #2 - #1

Between 49th and Highland
from Dwight to Landis

Water Meter Box - Grades

Plan # 7756-L

MO 60020

Walker
Pope
R. Sisson
11-10-50

Lt.
Elev. Poi.
183' E of W.L.

Rt.
Elev. Poi.
183' W of E.L.

1+259 Lt.

347.81

1+255 R

47.95

348.05

1+25

6014

48.93

6038

0+76.15 R

347.01

0+173

346.69

47.40

6039

0+15

46.57

6012

0+36.4 Rt.

346.16

0+24.2 Lt.

345.65

46.35

6019

45.74

6009

per fill 0.07

0+00 = N.L. DWIGHT

345.17

chk cut stake 0+66 on Lt.

346.50

346.53

353.59

B.M. NW 7' Tuck
Landis & Highland.

Alley Block 11 City Hts.

Annex #2

" #1

Lt
Elev. Pos.
183' East of v.l.

Rt
Elev. Pos.
183' West of Lt.

4

3+23.8 Lt

3+14.9 Rt

350.57
50.28
F0.29

350.73
51.01
C0.28

2+83.0 R

2+72.7 Lt

350.07
350.02
F0.05

350.42
350.17
F0.25

2+56.2 R

2+43.2 Lt

349.77
49.50
F0.27

350.16
350.08
F0.08

2+27.3 R

2+11.5 Lt

349.36
49.24
F0.12

349.82
48.56
F0.16

1+78.4 Lt

348.86
48.62
F0.29

1+53.75 R

348.64
48.78
C0.39

Alley Blk 2, 11
City Hts.

Grade Stakes

Lt
Elev. Pav.
183' East
of WL.

INDEXED

JUL 9 1952

5
Rt
Elev. Pav.
183' West
of Eline

5+43.0 R

5+24.25 Lt

35252

52.38
F914

35295
52.47
F948

4+84.5 R

4+73.8 H.

35203

51.35
F918

35238
52.08
F930

4+31.3 R

4+28.0 Lt

35158

52.02
C0.44

35186
51.23
F0.66

4+23.6 Lt

35154

51.15
F939

3+97.8 R

3+69.7 Lt

35102

351.25
C0.23

35154
51.32
F922

3+51.7 R

3+28.0 Lt

35061

50.52
F0.09

35109
351.09

Lt.

Rt. 6

002

CHK BM

353.59
353.61

TP

351.00

5+97.15 Lt

353.05 = Grade Post
352.63
F 0.42

5+69.15 R

Grade Post = 353.11
52.66
F 0.45

Walker
G. Pope
R. Sisson
11-13-50

MERLIN DRIVE

Jewier Grades

Plan # 8265-L 148 23570

Sl. Elev.
Stakes Invert

Cuts. Offsets

on stake 3+50
T.P. 10.89 244.09 0.51 233.20

3+50 $\Delta = 12^{\circ}45'RT$ 0.51 233.20 226.26 6.94' 5' RT.

3+01.0 = BM #1 3.06 230.65 224.00 6.65' "

2+50 5.55 228.16 220.79 7.37' "

2+00 8.40 225.31 217.61 7.70' "

1+50 12.12 221.59 214.43 7.16' "

T.P. 13.20 233.71 0.36 220.51

1+00 3.09 217.76 211.25 6.51' "

0+50 6.77 214.10 208.07 6.03' "

0+00 Sub. 9.97 210.90 204.90 6.00' "

0+00 Flow Line 15.97 204.90

0+00 Rim MH 10.26 210.61

T.P. 10.85 220.87 0.40 210.02

T.P. 13.30 210.42 0.70 197.12

T.P. 13.04 197.82 0.39 184.78'

T.P. 12.63 185.17 0.52 172.54

11.78 173.06 161.28

SW Top cb Kenwood & Merlin
S.M. B.P. Imp & Merlin E. cb & Bridge

INDEXED
JUL 9 1952

3+50 15'
3+01.0 35'
 $\Delta = 12^{\circ}45'RT$

Merlin Drive

0+00
Kenwood St.
2'44'

East Sewer

Merlin Dr. Sewer

			Elev. Invert	Cuts.	Offsets
11+00	193	265.84	259.40	6.44	5' RT
10+50	326	263.81	257.25	6.56	"
10+00	602	261.75	255.10	6.65	"
9+51 = MH#3	804	259.73	253.00	6.73	"
9+00	992	257.85	250.80	7.05	"
TP 11.71	267.77	0.05	256.06		"
8+50	0.05	256.06	248.65	7.41	"
8+00	197	254.14	246.50	7.64	"
7+50	397	252.14	244.34	7.80	"
7+00	633	249.78	242.19	7.59	"
6+50	885	247.26	240.04	7.22	"
6+26 = MH#2	993	246.18	239.00	7.18	"
6+00	1117	244.94	237.80	7.14	"
TP 12.47	256.11	0.45	243.64		"
5+50	170	242.39	235.50	6.89	"
5+00	403	240.06	233.19	6.87	"
4+50	621	237.88	230.88	7.00	"
4+00	842	235.67	228.57	7.10	"

244.09

MH#3
9+51
Δ 12°10' RT

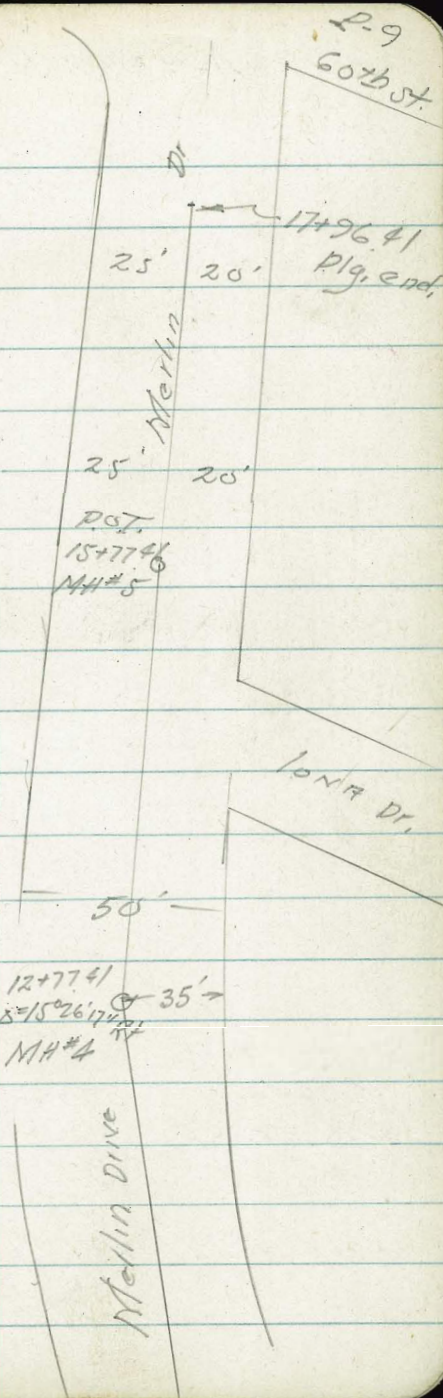
MH#2
6+26
Δ 11°15' RT

Merlin Dr.

Merlin Drive Sewer

TP		Elev.	Elev. Invert	Cuts.	Offsets.
17 + 26.41 = Plug end	5.70	284.44	277.10	7.10	5' R/L
17 + 50	5.14	285.00	276.86	8.14	"
17 + 00	4.29	285.85	276.61	9.24	"
16 + 50	4.19	285.95	276.36	9.59	"
16 + 00	4.36	285.78	276.11	9.67	"
15 + 77.41 = MH #5	4.57	285.57	276.00	9.57	"
15 + 50	4.86	285.28	275.18	10.10	"
15 + 00	6.07	284.67	273.68	10.39	"
14 + 50	7.59	282.55	272.18	10.37	"
14 + 00	9.94	280.20	270.68	9.52	"
TP 11.54	290.14	1.32	278.60		
13 + 50	3.02	277.90	269.15	8.75	"
13 + 00	4.62	275.30	267.68	7.62	"
12 + 77.41 = MH #4	5.65	274.27	267.00	7.27	"
12 + 50	6.90	273.02	265.85	7.17	"
12 + 00	9.51	270.41	263.70	6.71	"
11 + 50	11.86	268.06	261.55	6.51	"
TP 13.09	279.92	0.94	266.83		

267.77



Merlin Drive - Sewer

			0.03
Broadway & 60th			282.13
Chk J.K.B.P.	577		282.10
TR	3.44	287.87	5.71
			284.43
		290.14	

Merlin Drive-Sewer Laterals

21779
117
2662

11

Sewer Station	Lat. #	E. Invert Trunk Line	Elev Inv. 'y'	E. Lat. Invert	Elev. Stokes	
5+48	#17	235.18	235.98	235.92	242.29	6.37 ¹
4+89	#16	232.69	232.99	233.45	239.97	6.52
4+375	#15 = Last Lat. on Rt	230.31	230.61	231.15	238.53	7.38 East Side of St
4+35	#14	230.19	230.49	230.98	237.16	6.18 East Side of St
3+795	#12	227.63	227.93	228.51	235.79	7.28
3+77	#13	227.52	227.82	228.23	234.56	6.33 East Side of St
3+215	#11	224.95	225.25	225.91	233.00	7.91 East Side of St
3+19	#10	224.83	225.13	225.47	231.56	6.09
3+01 = 1/2 NH	#1	224.00				
2+76	#9	222.40	222.70	223.06	229.74	6.68
2+335	#7	219.71	220.4	220.55	228.78	8.23 East Side of St
2+31	#8	219.55	219.85	220.31	227.23	6.92
1+685	#6	215.58	215.88	216.34	224.08	7.74 East side of St
1+66	#5	215.42	215.72	216.26	222.97	6.71
1+125	#3	212.03	212.33	212.79	220.15	7.36 East Side of St
1+10	#4	211.87	212.17	212.71	219.35	6.64
0+645	#2 Rt.	208.99	209.29	209.73	216.62	6.89 East Side of St.
0+62	#1	208.83	209.13	209.69	216.39	6.70
0+00 = Existing MH		204.90				

E. Trunk Sewer = Stations	Lot #	Elev. at Trunk Line	Elev. "Y"	Elev. Lot	Elev. Stakes	Cuts
14+46.4	#32	272.07	272.37	272.87	282.12	9.25
13+89.4	#31	270.36	270.66	271.16	279.43	8.27
13+39.4	30	268.86	269.16	269.62	277.89	8.27
12+77.4	1/2 MH #4	267.00				
12+60.3	#29	266.30	266.60	266.94	273.52	6.58
12+05.3	#28	263.92	264.22	264.70	270.59	5.89
11+50.3	#27	261.56	261.86	262.38	268.11	5.73
10+95.3	#26	259.21	259.51	260.01	265.62	5.61
10+45.3	#25	257.06	257.36	257.84	263.66	5.82
9+90.3	#24	254.69	254.99	255.39	261.64	6.25
9+51	1/2 MH #3	253.00				
9+30.4	#23	252.13	252.43	252.87	259.18	6.31
8+75.4	#22	249.77	250.07	250.47	257.03	6.56
8+25.4	#21	247.62	247.92	248.36	255.03	6.67
7+75.4	#20	245.49	245.78	246.24	253.13	6.89
6+51	#19	240.08	240.38	240.74	247.55	6.81
6+26	1/2 MH #2	239.00				
5+97	#18	237.69	237.99	238.34	245.15	6.81

71.76 12
117
70.59

Mailin Drive
Sewer laterals
Stations
& Trunk Sewer lot. No.

Elev.
Invert
Trunk line

Elev.
"Y"

Elev.
Lot. of Prop.

Elev. stakes

Cuts

17+96.4 #39	277.10	277.40	277.90	283.23	5.33'
17+65.4 #38	276.94	277.24	277.74	284.45	6.71'
17+11.4 37	276.67	276.97	277.47	285.00	7.53'
16+58.4 #36	276.41	276.71	277.21	284.57	7.36'
16+05.4 = #35	276.14	276.44	276.94	284.92	7.98'
18+77.41 = MH #5	276.00				
18+52.4 #34	275.26	275.55	276.05	284.72	8.67'
14+99.4 = #33	273.66	273.96	274.46	287.84	9.38'

PAVING GRADES

Alley Bk. 51
Ocean Beach

Plan # 7951-L W.O. 31844

INDEXED

Rt. 14

JUL 9 1952

Lt.
Walker
G. Pope
R. Sission
11-16-50

1+16

2372
23.72
0.00 2' Back

2392
25.06
2' Back C 1.14

0+80=EVC

2338
23.59
C 0.21 5' Back

2358
25.58
0.11' in Alley C 2.00

TR

2358

0+60

2311
24.11 3.65' Back
C 1.00

2329
25.29
0.005' in Alley C 2.00

0+40

2267
24.67
C 2.00 3.58' Back

2282
24.25
0.3484 C 1.63

0+20

2207
23.17
C 1.04 2' Back

2215
23.65
1.0' Back C 1.50

0+00

2129 2' Back
21.90
C 0.61

2' Back 2131
22.28
C 0.97

S.F.
B.N. B.P. Niagara
+ Coble

1997

Alley Blk 51- Ocean Beach

Lt.

Rt.

Rt. 15

3+68

2613
~~26.66~~ 2'Back
C 0.53

2633
~~26.61~~
2'Back C 0.28

3+32

2579
~~25.75~~
C 0.16 1.50'Back

2599
~~26.08~~
2'Back C 0.09

2+96

2545
~~25.66~~
C 0.21 1'Back

2565
~~26.05~~
2'Back C 0.40

TP

2525

2+60

2510
~~26.10~~
C 1.00 0.51 in Alley

2530
~~26.17~~
1'Back C 0.87

2+24

2476
~~24.54~~
F 0.22 2'Back

2496
~~26.08~~
2'Back C 1.12

1+88

2441
~~24.77~~
C 0.36 3.10'Back

2461
~~26.61~~
0.08'Back C 2.00

1+52

2407
~~24.07~~
0.00 1'Back

2427
~~25.27~~
on line C 1.00

Alley Block 51-Ocean Beach

5+40

28.48
30.48
C 2.00

0.03 BK

28.55
Hail in Pav. 28.74
2' Back C 0.19

5+20

28.20
29.20
C 1.00

0.16 Back

28.28
29.28
3.41 BK. C 1.00

4+80

27.40
28.40
C 1.00

3.54 Back

27.56
on Pole 28.56
0.83 in Alley C 1.00

4+60

27.05
28.05
C 1.00

1.58 Back

27.25
28.28
2' Back C 1.03

TR

27.27

4+40-PVC

26.81
28.81
C 2.00

0.21 in Alley

27.01
28.01
2' Back C 1.00

4+04

26.47
28.47
C 2.00

0.76 in Alley

26.67
27.35
2' Back C 0.68

Alley Block 51 - Ocean Beach

6+00.29

27.94
27.94 = Amt.

28.28
28.28 28.24
= Pay
cut MV
on cb 0.00

T.P.

28.99

5+80

28.35
29.67
C 1.32 1' Back.

28.55
28.55
2.10 in Alley C 0.00

5+60

28.54
29.54
C 1.00 0.51 in Alley

28.64
28.88
C 0.24
2' Back

PAVING GRADES - ALLEY B.K.F.

Lt.

L

R

18

in South Lafolia

Between Nautilus & Mastbourne

from Lafolia Blvd - West

INDEXED

JUL 9 1952

Plan 7866-1 140 31662
 Station 1+10

offsets

offsets

2' Back

75.19
 75.19
 000

75.27
 75.70
 0043

2' Back

0+90

TR

7566 Rock

2' Back

75.75
 75.59
 0016

75.84
 76.19
 0035

2' Back

0+70

2' Back

76.34
 76.23
 0011

76.44
 76.20
 0046

0.5' Back

0+50 = P.V.C

2' Back

76.96
 76.88
 0008

77.07
 77.93
 0086

0.5' Back

0+30

2' Back

77.44
 77.46
 0018

77.75
 77.22
 0147

0.20 Back

144 Lafolia Blvd
 0+00

7834

7867

7880

N.Y.C.P. Westbourne of Lafolia Blvd
 Plan 7866-1

Alley Blk-F-Lafolla Park

Lt.

Rt.

19

	offsets	Elev. Fin Pav.	Elev. Fin Pav.	offsets
2+90	0.52' Back	70.62 <u>71.62</u> C 1.00	70.62 <u>71.17</u> C 0.55	2' Back
2+70	2' Back	71.05 <u>71.37</u> C 0.32	71.05 <u>71.62</u> C 0.57	2' Back
2+50	2' Back	71.52 <u>71.84</u> C 0.32	71.52 <u>72.18</u> C 0.66	2' Back
2+30	2' Back	72.00 <u>72.24</u> C 0.24	72.02 <u>72.51</u> C 0.51 C 0.49	2' Back
2+10	2' Back	72.53 <u>72.64</u> C 0.11	72.55 <u>72.73</u> C 0.18	2' Back
1+80	1' Back Christed cross	73.33 <u>73.69</u> C 0.36	73.35 <u>73.50</u> C 0.15	2' Back
1+45	2' Back	74.26 <u>74.32</u> C 0.06	74.28 <u>74.17</u> C 0.11	2' Back

Alley Blk-F-S-Loyola Park

Lt.

Rt 20

5+70

Offsets	Elv. Fin Pav	Elv. Fin Pav	Offsets
10' Back	64.73	64.73	007' Back
chisled cross	65.01	65.46	
	60.28	60.73	

5+30

2' Back	65.57	65.57	2' Back
	65.90	65.85	
	60.33	60.28	

4+90

2' Back	66.41	66.41	2' Back
	66.57	67.00	
	60.16	60.59	

4+50

2' Back	67.25	67.25	2' Back
	67.41	67.76	
	60.16	60.51	

T.P.

67.92

4+10

2' Back	68.09	68.09	1' Back
	67.92	68.69	chisled cross
	60.17	60.60	

3+70

1' Back	68.93	68.93	2' Back
	69.04	69.57	
	60.11	60.64	

3+30

2' Back	69.77	69.77	2' Back
	70.23	70.21	
	60.46	60.44	

Alley Bk. F - So. Lofillo Park

Lt.

Rt.

21

			offsets	Elev. Fin. Poi.	Elev. Fin. Poi.	offsets
7+70						
7+70			0.20 Back	60.86 61.60 C 0.74	60.86 61.49 C 0.63 ✓	0.02 in Alley Nail
7+25			5' Back	61.69 61.73 C 0.04 ✓	61.69 61.62 F 0.07 ✓	2' Back
6+80			2' Back	62.52 62.89 C 0.37 ✓	62.52 63.03 C 0.51 ✓	2' Back
6+60			2' Back	62.90 63.26 C 0.36 ✓	62.90 63.17 C 0.27 ✓	2' Back
6+40			2' Back	63.29 63.52 ✓ C 0.23 ✓	63.29 63.75 ✓ C 0.46 ✓	1' Back
6+20			2' Back	63.69 63.89 ✓ C 0.20 ✓	63.69 64.10 C 0.41 ✓	1' Back
6400 Nail Rt. T.R.		6503				
6+00			1.57 in Alley Nail Pole	64.10 65.13 C 1.03	64.10 65.03 C 0.93	0.17 Back

Alley Blk. E. So. Lafolla Park

Lt.

17

22

9+77.5

offsets	Elev. Fin. Pav.	Elev. Fin. Pav.	offsets
1' Back	56.11 56.24 C 0.13	56.11 56.34 C 0.23	0.5' Back

9+40

Abonkt. 9+40

TP

57.63

0.46 Back	57.25 58.32 C 1.07	57.25 57.63 C 0.38	0.5' Back
-----------	--------------------------	--------------------------	-----------

9+20

0.12 Back	57.83 58.58 C 0.75	57.83 58.01 C 0.18	0.5' Back
-----------	--------------------------	--------------------------	-----------

9+00

2' Back	58.33 58.47 C 0.14	58.33 58.41 C 0.08	0.6' Back
---------	--------------------------	--------------------------	-----------

8+80

2' Back	58.80 59.29 C 0.49	58.80 58.83 C 0.03	0.5' Back
---------	--------------------------	--------------------------	-----------

8+60

2' Back	59.20 59.41 C 0.21	59.20 59.09 F 0.11	0.60' Back
---------	--------------------------	--------------------------	------------

8+15

2' Back	60.03 60.06 C 0.03	60.03 60.06 C 0.03	2' Back
---------	--------------------------	--------------------------	---------

Alley Blk E - Siskiyaw Park

Lt.

Rt.

23

offsets	Lt. Fin Pos	Fin Pos. Elev.	offsets
---------	-------------	-------------------	---------

8C.
10 + 7559
Nail Pole
TP

52.51

51.65

51.65

0.5' Back

53.39

52.54

C 1.74 P38

C 0.89

10 + 55

1' Back

53.09

53.09

1' Back

53.66

53.69

C 0.57

C 0.60

10 + 35

1' Back

54.20

54.20

2' Back

54.36

54.41

C 0.16

C 0.21

10 + 15

1' Back

54.97

54.97

3' Back

55.24

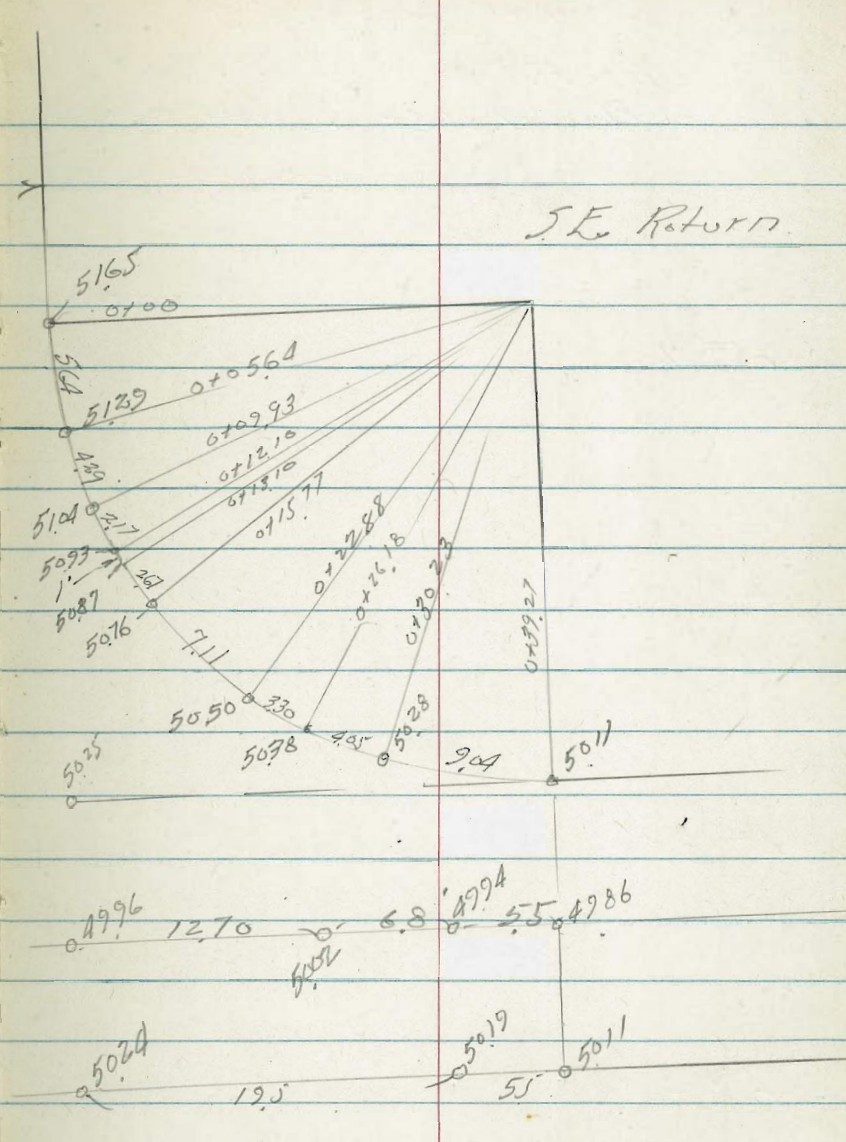
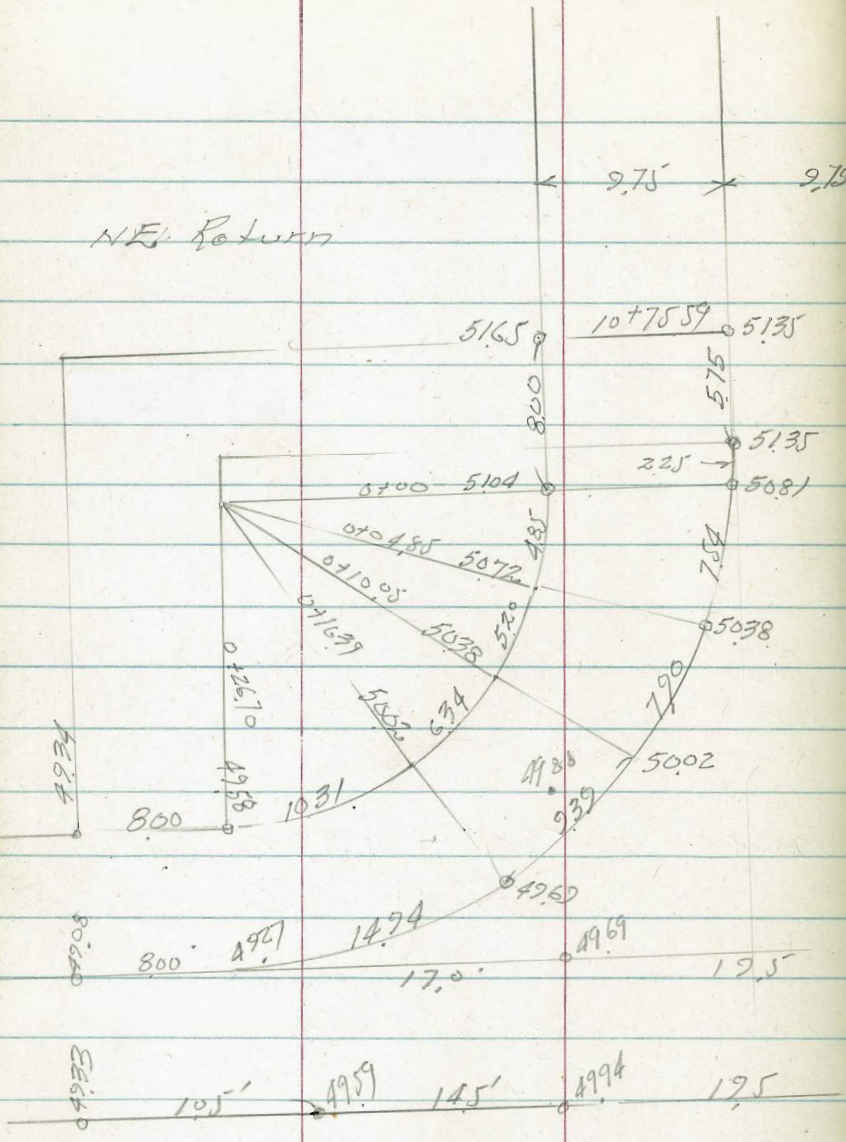
55.30

C 0.27

C 0.33

NE Return

SE Return



Jewer lateral's
Blk-F. So. Lofella Park
Plan 7865-L NO 31662

25

El.
E. l. invert stake

Lot # 1

4816 5360 544

Lot # 2

5111 5613 502 5'E

Lot # 3

5457 5975 C 518 5'E

Lot # 4

6301 6753 C 452 5'E

Grades Alley Block - B -
For - La Jolla Park

26

INDEXED

JUL 9 1952

1700.05

0.35' Back

50.11
51.11
C 1.00

50.11

0780 = 15

0.26' Back

49.87
50.87
C 1.00

49.88
52.38
C 2.50

4' Back

0760

0.09' Back

49.63
50.63
C 1.00

49.64
52.33
C 2.69

4' Back

0740

0.10' Back

49.40
50.40
C 1.00

49.41
51.90
C 2.49

0720

0.05' Back

49.16
50.16
1.00

49.26
52.27
C 3.01

4' Back

0710 = Bk. on Lt

0.18' Back

48.98
49.28
C 1.00

0700 = ~~Nautilus~~

0700 = N/A Nautilus.

48.60
48.62 = Park

49.40 ✓
49.40 = Existing Pave

1+62.5

2' Back 4933
 48.01
 F 1.32

4934
 51.55
 C 2.21

1+61.5 Bk on Rt

2' Back 4959
 48.48
 F 1.11

4958
 51.69 - P-32
 C 2.11

1+59 Bk on Lt

2' Back 4994
 48.41
 F 1.53

4988

1+44.5

2' Back 5024
 49.89
 F 0.35

5025

1+25

1+05.5 Bk. Ltⁱⁿ

0.25' Back 5019
 51.19
 C 1.90

1+00.05 - P.C. Ad. Rt

0.35' Back 5011
 51.11
 C 1.90

5011
 51.81 - P-31
 C 1.70

				Elev.			
				Post.			
2+60			46.68 Wall	46.18	1' Back	46.46	47.15 Wall
				44.25 2' Back		49.39	
				F 1.93		C 2.93	
2+50			Wall	47.37		47.09	47.65 Wall
				46.87	4' Back	49.96	
				46.87		C 2.87	
				0.00	0.12' Back		
2+40			Wall	47.79		47.49	47.99 Wall
				47.29		50.09	
				47.29	0.25' Back	C 2.60	
				0.00	0.5' Back		
2+20			0.30' Back	47.88		48.02	1' Back
				47.88		50.71	
				0.00		C 2.69	
2+00			0.31' Back	48.46		48.54	1' Back
				48.46		50.98	
				0.00		C 2.44	
set 8" M. Pipe TP		47.98					
1+80			2' Back	49.04		49.06	
				47.75		51.30	
				F 1.29		C 2.24	

2+80

Wall
43.3343.10
43.39
60.2444.40
44.44
60.04=Wall
45.00

2+70

Wall
45.4845.00
43.60
F 1.40
2' Back45.57
48.11
C 2.54
4' Back

46.48=Wall

Alley Returns
 Block F + B.
 S. Lapin Park
 Sketch - P-24
 S.E. Return

071577

50.76
~~52.61~~
 C185

071310

50.87
~~52.71~~
 C184

071210

50.93
~~52.82~~
 C189

070993

51.04
~~52.06~~
 C202

070564

51.29
~~53.15~~
 C186

0700

51.65
~~53.39~~
 C174

S.E. Return Cont.

E1700.05 P.27

0+3927=F.L.

5011

51.81

C 1.70

0+3023

5028

51.72

C 1.44

0+2618

5038

52.09

C 1.71

0+2288

5050

52.24

C 1.74

N.E. Return

32

-1+61.5 R27
0+26.70 = F.C.

49.58
51.69
C 2.11

0+16.39

50.02
51.74
C 1.72

0+10.05

50.38
51.74
C 1.36

0+0.485

50.72
51.79
C 1.07

0+0.0 = BC

51.04
52.11
C 1.07

Curb Returns

Grades

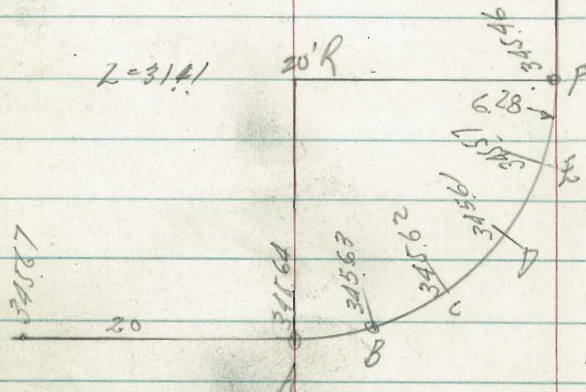
UNIV. 38th

NO 20659

34492

20'

38th Street



UNIV. AVE.

S.E. Return

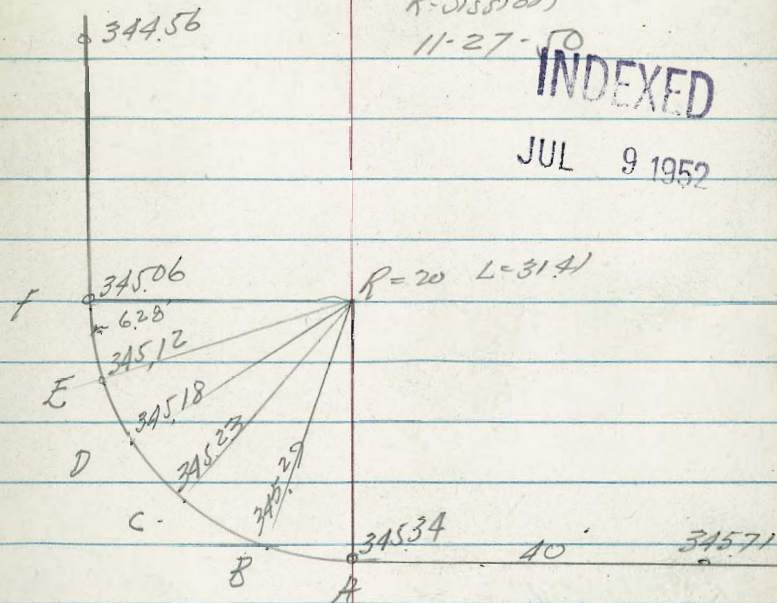
A	B	C	D	E	F
34564	34563	34562	34561	34557	34546
34570	4572	4578	4579	4583	
0.06	0.09	0.16	0.18	0.26	

Walker
Pope
R. Sisson
11-27-50

33

INDEXED

JUL 9 1952



A	B	C	D	E	F
34534	34529	34523	34518	34512	34506
4553	4545	4530	4535	4541	4541
0.19	0.16	0.07	0.17	0.29	0.35

Grades - Culvert Extensions

in Lot 39

39

North of Market

Between 25th & 26th

Plan 3965-B 140 20656

INDEXED

JUL 9 1952

Walker
Pope
R. Sisson
11-28-50

Stations	Elev. stakes	Elev. Invert	Cuts	offsets
----------	--------------	--------------	------	---------

1 + 04 = End.	121.13	112.43	1.70	
---------------	--------	--------	------	--

0 + 70	119.40	118.21	1.19	
--------	--------	--------	------	--

0 + 35	118.15	116.95	1.20	
--------	--------	--------	------	--

0 + 00 = North end Exist. Pipe		115.69		
--------------------------------	--	--------	--	--

115.69

North end
BM = Invert Existing 24" Conc. Pipe
Plan 3965-B

PAVING GRADES - ALLEY BLK. 13

Walker
Pope
R. Sisson
1-21-51

OCEAN BEACH

From Ebers to Sunset Cliffs Blvd.

Between Muir & Voltaire

Plan 8048-L NO 31892

INDEXED

JUL 9 1952

1+80

2897 2' Back
2945
C 048

2' Back 2897
2935
C 038

1+40

2936 2' Back
2923
C 051

2' Back 2936
2957
C 031

1+00

2976 0.50 in Alley
3109 Nail in Pipe
C 133

2' Back 2976
2992
C 016

0+60

3015 2' Back
3052
C 037

2' Back 3015
3015
0.00

0+20 Blk

3054
3154
C 100 0.29' Back

2' Back 3054
3058
C 004

0+00

3079'
Chisled MK
on curb

3074'
Chisled
Mk. on cb

B.M. SW BR. Voltaire
= Ebers.

3012

3+80 = PVC

T.P.

2763

$$\begin{array}{r} 27.27 \\ 27.70 \\ \hline 0.43 \end{array}$$
 002' Back

$$\begin{array}{r} 2' \text{ Back } 27.27 \\ 27.65 \\ \hline 0.38 \end{array}$$

3+60

$$\begin{array}{r} 27.38 \\ 27.85 \\ \hline 0.50 \end{array}$$
 028' Back

$$\begin{array}{r} 023' \text{ Back } 27.35 \\ 28.35 \\ \hline 1.00 \end{array}$$

3+40

$$\begin{array}{r} 27.47 \\ 27.84 \\ \hline 0.37 \end{array}$$
 037 2' Back

$$\begin{array}{r} 2' \text{ Back } 27.47 \\ 27.64 \\ \hline 0.17 \end{array}$$

3+30 - PVC

$$\begin{array}{r} 27.62 \\ 27.88 \\ \hline 0.26 \end{array}$$
 2' Back
 chisled MK
 on DRIVE

$$\begin{array}{r} 2' \text{ Back } 27.62 \\ 27.77 \\ \hline 0.15 \end{array}$$

3+00 = PVC

$$\begin{array}{r} 27.79 \\ 2.879 \\ \hline 0.100 \end{array}$$
 010' Back

$$\begin{array}{r} 2' \text{ Back } 27.79 \\ 27.95 \\ \hline 0.16 \end{array}$$

2+60

T.P. Nail in Pole

2953

$$\begin{array}{r} 28.18 \\ 28.12 \\ \hline 0.06 \end{array}$$
 2' Back

$$\begin{array}{r} 5' \text{ Back } 28.18 \\ 28.64 \\ \hline 0.46 \end{array}$$

2+30

$$\begin{array}{r} 28.58 \\ 28.85 \\ \hline 0.27 \end{array}$$

$$\begin{array}{r} 2' \text{ Back } 28.58 \\ 28.96 \\ \hline 0.38 \end{array}$$

Alley Blk 18 Ocean
Beach

37

6+00 = Skyline Sunsetcliffs Blvd.

Chk Pav West 26.55 OK

Per. OK
26.55 0.50 Back
26.67 Stake
C 0.12

Paving OK
0.50 Back 26.55
Stake 26.74
C 0.22

5+80 Blk.

26.62 2' Back
26.70
C 0.08

0.50' Back 26.62
Mk. on 26.68
Gas Meter Box C 1.46

5+40

26.75 0.07 in Alley
27.75 Nail in Fence
C 1.00

0.50' Back 26.75
27.04
C 0.29

5+00

26.88 1.43 in Alley
27.88 Nail in Pole
C 1.00

2' Back 26.88
27.88
C 1.00

4+60

27.01 5.0' Back
27.35
C 0.34

0.45' Back 27.01
28.01
C 0.40

4+20

27.14 0.55' Back
28.14
C 1.00

2' Back 27.14
Invert Lot #1 27.21
28.22
27.39
C 5.17 2' Back
on 1/2

4+15 = 2' Sewer Lot #1 on Rt.

~~3+80 = EVC~~

~~27.27~~

~~27.87~~

PAVING GRADES-ALLEYS BLK 187-188

Walker

Pope MISSION BEACH

R. Sisson 1-21-51 Plan 8068-L-NO 31604

Stations

1+00

106
179
285

2' Back 106
086
F020

0+92 = Sewer
L. Lot # 2

Invert = 0.01
2' Sewer 0.22
on 2 0.98

0+80 = Blk

179 2' Back
176
F009

2' Back 179
179
000

0+60 = Blk

285 2' Back
275
F010

2' Back 285
280
F005

0+40 = Blk

426 2' Back
465
039

426
2' BK 432
0106

TP

4.02

0+20 = Blk

584
684
012 1.09 BK

584
684
1.09 BK 012

0+00 = Front Strand Hwy

722
724

726

B.M. Brass Pkg. San Jose 7.08

O. Mission Beach Soc. Wall

INDEXED

38

JUL 9 1952

Block 188

Block 187 on P-40

1+80, 91 = Y/L. Mission Blvd.

1+60 = 84

1+20

Lt.

5

Rt. 39

✓ Pav. OK
0.15

0.23 407' Back
1.23
C1.00

0.67 2' Back
1.66
C0.99

FB 1759-27
FLY side
0.13 - Exst. Sewer NH Pav. OK ✓
Rim
-0.20 = Grade Proposed 0.10
Pav.

0.07 in Alley 0.23
on Blvd. 1.23
C1.00

on Line 0.67
on Blvd. 1.67
C1.00

Walker
Mission
Rope

Alley Pav.

40

1-21-51 Block 187 - Mission Beach

Plan 8068-L 140 3160A

1+30

-0.46 4' Back
-0.37
C 0.09

10' Back - 0.46
Christed - 0.35
MK
on beach C 0.11

1+00

-0.39 2' Back
-0.15 Nail
C 0.24 on board

0.17 in Alley - 0.39
Nail 0.61
Fence C 1.00

0+79.6 = 8th

-0.34 2' Back
-0.19
C 0.15

0.8' Back - 0.34
-0.66
C 1.00

0+59.6 = 8th

-0.35 1.50' Back
-0.35
C 0.00

0.80 Back - 0.35
+0.65
C 1.00

0+14.6 = 8th

-0.50 on line
+0.50
C 1.00

on line - 0.50
+0.50
C 1.00

0+00 = E. line Mission Blvd.

TP

-0.22

↓ Pav. ch.
-0.80

Christed - 0.80
MK on ch. - 0.80
0.00

Alley 187 - Mission Beach

Chk Pay. FB 1865
46 -087 ✓

2+08.45 = L. Jewel lot #1
8' North
F.L. Invert
- 42.8
- 0.52
C 3.76

2+23.76 = ^{Bk} 14th. Seaside base

- 0.70
- 0.76 = Post.
F 0.06
= Post. - 0.87
= Post. - 0.70
0.60

2+03.76 = ^{Bk} 14th. Seaside base

- 0.65 7.0' Back
- 0.71
F 0.06
1.0' Back - 0.65
Chisled Mark - 0.53
on Pav. Walk C 0.12

1+90

- 0.62 4' Back
- 0.68
F 0.06
0.5' Back - 0.62
- 0.32
C 0.30

T.P.

- 0.59

1+60

- 0.54 3' Back
- 0.53
F 0.01
2' Back - 0.54
- 0.59
F 0.05

DALBERGIA ST. - PAVING

from Thor to Una St.

Walker Plan 8042-L NO 31809

Pope
Shepherd
Rick. Tel
1-25-51

JUL 9 1952

42

	Ent.	1/4	1/2	3/4	Ent.
1+80	1457'	1484'	1477'	1436'	1360'
1+50	1370'	1397'	1390'	1349'	1272'
1+20	1282'	1309'	1302'	1261'	1184'
0+90	1195'	1221'	1215'	1174'	1097'
0+60	1107'	1134'	1127'	1086'	1009'
0+30	1020'	1047'	1040'	999'	921'
0+20 11 cb T.P.	991'	1018'	1011'	969'	892'
0+00 = EL Thor	933'	933'	917'	883'	833'

1051

54

Dalbergia St Poing

43

Cont. from P-42

4+00

Est	'4	'5	'4	Est
1994	2021	2013	1971	1896

3+80

1975	2002	1996	1955	1880
------	------	------	------	------

3+60

1948	1974	1966	1924	1848
------	------	------	------	------

3+40

1911	1937	1929	1887	1811
------	------	------	------	------

3+20

1863	1885	1881	1835	1763
------	------	------	------	------

TP

1791

3+00 = P.V.C

1807	1834	1827	1786	1711
------	------	------	------	------

T

2+70

1720	1747	1740	1699	1623
------	------	------	------	------

2+40

1632	1659	1652	1611	1536
------	------	------	------	------

2+10

1545	1572	1566	1524	1448
------	------	------	------	------

TP

1668

Dalbergia St - Paving

44

Cont. from P-43

Cont. 1/4 E 1/4 Cont.

Cont. P-45

6+00 = W/LY line Utra St

5+80

1886' 1910' 1912' 1878' 1805'

5+50

1939' 1967' 1962' 1923' 1850'

5+25

1965' 1992' 1986' 1946' 1872'

5+00 = EVC

1991' 2018' 2010' 1969' 1894'

4+80

2009' 2036' 2029' 1988' 1913'

4+60

2015' 2042' 2035' 1994' 1919'

4+40

2015' 2042' 2035' 1994' 1919'

4+20

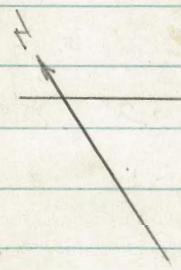
2011' 2038' 2030' 1988' 1913'

BM CT. NE 7' Utra & Dalbergia 1911

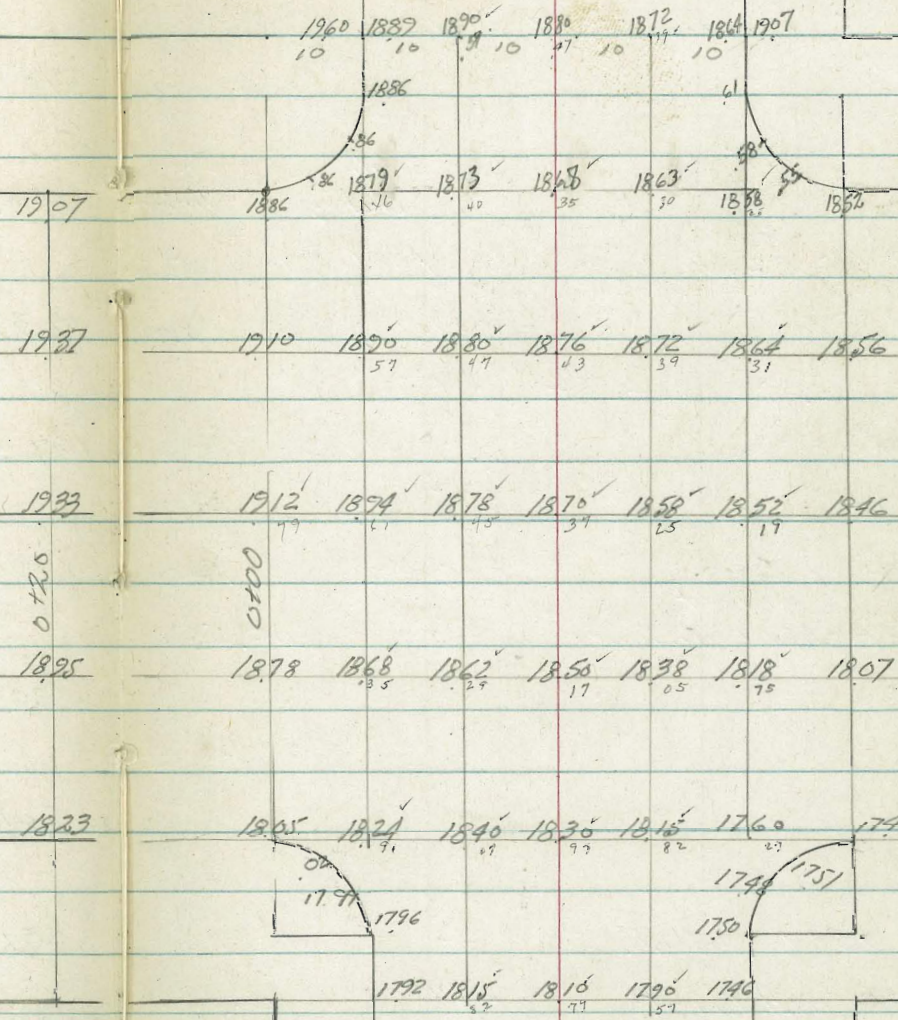
Dalbergia & Liriodendron
PAVING - NO 31809

ST

10



16
17
17
17
17
16



Dalbergia
Cont. on P 45

0120
0120

0100

ST

Sewer Grades - Extension 6"

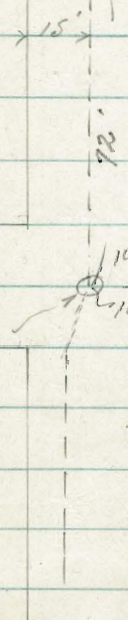
Sewer on Draper St.

Walker
Pipe
Clark
Tel. po. off.
2-5-51

NO 20009

	Stakes	El.	Invert	Cuts	offset
0+72 = D.F.	482	111.87	105.82	6.05	4' RT
0+36	482	111.87	105.46	6.41	"
0+00	536	111.32	105.10	6.22	"
0+00 on Invert	1164	105.05			
0+00 Pav.	536	111.33			

Prop. Line



11.10 116.69

105.59

B.M.
S.W. Bon Air
a Draper

Storm Drain Construction
 117 6th St Extension, in Washington
 St And Across lots 54 to 63 Block 1

DB WILLIAMS'S Subdivision

Plan 8604-L No 20755

Station		Elev. Stakes	Elev. Invert	Cuts	Offsets
Cont. P-49					
T.P. 0.50	215.34	12.52	214.84		
			215.47	6.62	
3+56.45=Bk	5.27	222.07	212.00	10.07	
			216.70	6.00	
3+48.45=Bk	4.66	222.70	212.92	9.78	
			217.93	4.90	
3+40.45=Bk	4.53	222.83	213.72	9.11	
			219.16	3.92	
3+32.45=EC	4.28	223.08	214.40	8.68	
			219.77	3.92	
3+17.27	3.67	223.69	215.68	8.01	
			220.73	4.93	
2+93.27	1.70	225.66	217.71	7.95	
			221.69	5.21	
2+69.27=BC H	0.46	226.90	219.75	7.15	
2+61.27=Bk	3.16	224.20	220.45	3.75	
2+53.27=Bk	3.26	224.10	221.01	3.09	
2+45.27=Bk	3.15	224.21	221.45	2.76	
2+37.27=Bk	3.85	224.51	221.77	2.74	
T.P. 2.95	227.36	11.16	224.41	3.94	
2+27.04=L Junction Box	8.25	227.32	222.08	5.24	10' R.
T.P. 0.63	225.57	12.29	224.94		
0.03	247.23		247.20		

Walker
 Pope
 Clark
 Huffman
 3-9-51

INDEXED

JUL 9 1952

15.350
To End

4

10' R.

B.M. CT. 1d Pky. E. 6th Ext. & Washington
 FB 20.77
 63

Storm Drain Cont. from P-48

FB. 2077-65				003
Chisled Cross				200.55
Chk B.M. on 12" Gas Main	6.78			200.58
5+04.16 = End	8.78	198.58	192.80	5.78
TP. 505	207.36	1303	202.31	5.78
			199.61	1.34
4+52.53 = L.C.	8.39	206.95	198.62	8.33
			203.26	1.79
4+35.83	10.29	205.05	201.69	3.36
			206.90	0.15
4+12.14	8.29	207.05	204.76	2.29
			210.55	0.63
3+88.45 = BC RA	4.16	211.18	207.83	3.35
	215.34			

215.34

Curb Grades For Water Main
 N.H. on 69th St.
 North of Motocrik St.

Walker
 Clark
 Pope
 3-14-51

Note: stakes set on ch
 line

0+60 463.68 463.08 C.O. 60

0+40 464.23 463.59 C.O. 64

BM
 S.W. B.P. El Cajon @ 69th 456.75

Saranac

INDEXED

50

JUL 1952

3+20 → 456.85 = cb.

3+10 → 456.75 = cb

10

69th St

0+60 ^{cb Grade} 463.08

30 > 20 > 10

0+40 ^{cb. Grade} 463.59

0+10 → 464.35 = cb grade
 0+00

30' 30'

Walker Grades for Sewer Stub
Huffman
3-18-51 on 54th St.

from Exist. MH

Plan 8540-L No 20682

INDEXED

JUL 9 1952

FB 1846-59
chk Rim MH.

002
347.12
521 347.10

El. Invert

0+15 817 344.4 34031 C 3.83 45' PL

0+60 =² Exist. MH 340.20

1211 352.31 34020

BM-

Flow Exist. MH

GRADES - STORM DRAIN
 LINA AND COTTONWOOD
 Drawing 6969-L NO 20517

Walker
 Pope
 Clark
 Huffman
 3-19-51

		Elev.	Elev. Invert.	Cuts.	
Sta. 2+87.58 = West inside Edge Box	6.59	10.39	6.62	3.77	
2+84.08 = East inside Gully Box	6.66	10.32	7.15	3.17	
2+48.33	5.81	11.17	7.52	3.65	
TP	6.57	16.98	11.43	10.47	
2+10.83 = Cleanout TYPE G	2.99	11.91	7.90	4.01	
1+72.63	9.74	12.16	8.27	3.89	2.5 ft. 10.03 11.87 cut 3.60
1+34.63	9.64	12.26	8.65	3.61	
0+96.63 = E.C.	8.78	12.12	9.03	4.09	
0+85.37 = CTR. OF CURVE	7.01	14.89	9.15	5.74	
0+74.12 = B.C.	7.55	14.35	9.26	5.09	
0+44.55	7.03	14.87	9.55	5.32	
0+17.01 = E.C.	7.06	14.97	9.55	5.42	
		14.84	9.83	5.01	
0+05.75 = B.C. RA	7.10	14.80	9.94	4.86	
0+00 = Type D Cleanout	6.90	15.90	10.00	5.90	
chk Hub at 00 = P.I. this line	7.50	14.34			
	11.43	21.90	10.47		B.M. Top cb & cb inlet FB 1744-45

INDEXED
 JUL 9 1952

Drain Const.
Cont. from P-53
Plat 416 B-110 20766

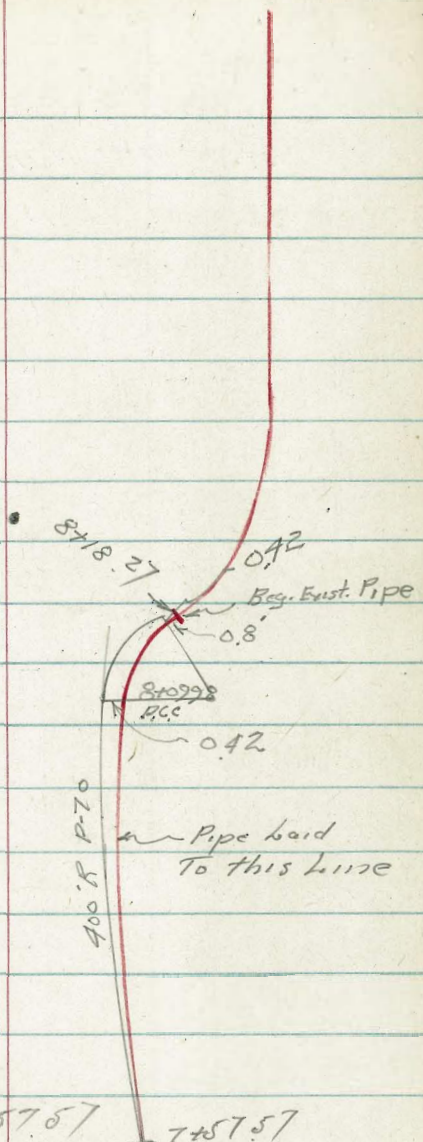
		Elev.	Elev. Invert	Cuts
5+92 = Exst. Box	11.26	$\frac{0.02}{5.70}$ 5.72	5.70	
5+79.8	7.39	9.59	5.74	3.85
5+68.15 = ctr. of curve	7.32	9.66	5.78	3.88
5+56.5 = B.C. Pt	7.23	9.75	5.81	3.94
5+19	4.92	12.06	5.92	6.14
4+89	4.50	12.48	6.01	6.47
4+59	3.65	13.33	6.10	7.23
4+51 = A Pt = g Cleanout	2.85	14.13	6.13	8.00
4+12 12' Lt.	3.76	13.22	6.25	6.97
3+82 12' Lt.	4.89	12.09	6.33	5.76
3+52 12' Lt.	5.84	11.14	6.42	4.72
10' Lt.				
3+20 = A Lt 20' Lt.	6.49	10.49	6.52	3.97

16.98

54" Outfall, Grades in Transit

Walker
 Pope
 Huffman
 5-19-52

		Elev Stake	Elev, Invert	Cuts	Offsets
8 + 18.27 = Exist Invert.	485	-6.70	-6.70	0	
8 + 09.98 = P.C.	0.88	-2.73	-6.42	3.69'	5.62' RL
7 + 93.57	1.10	-2.95	-6.37	3.42'	5.18' Lt.
7 + 85.78	0.83	-2.68	-6.35	3.67'	4.52' RL
7 + 81.51	0.40	-2.25	-6.34	4.09'	5.31' Lt.
7 + 72.53	1.15	-2.00	-6.32	3.32'	5.26' Lt.
+ 62.51	0.93	-2.78	-6.31	3.53'	5.27' Lt.
7 + 57.57	4.43 31.28		-6.28		Exist. Pipe Laid to here
T.P.	443	-1.85	21.28	-6.28	on Invert Exist. Pipe 7+57.57 on Conc. Slab SW cor.
	458	15.00		10.42	B.M. Quay Wall & Pier 5 NW Cor.
	443	-1.85			
	480	7.48		-6.28	B.M. Exist Invert 7+57.57

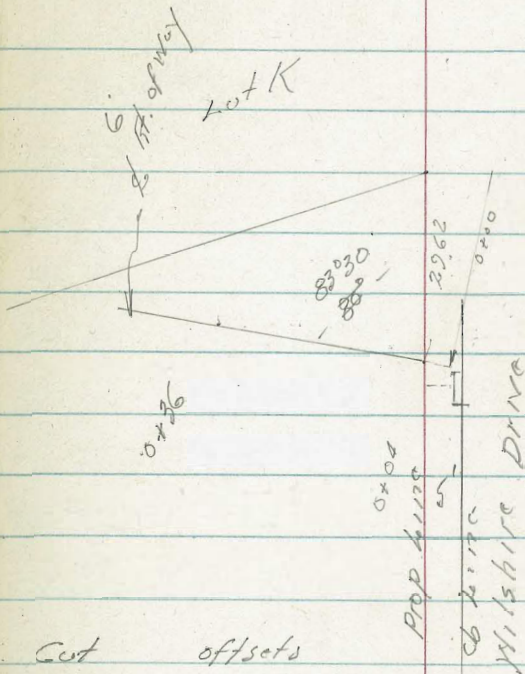


GRADES - DRAIN WILSHIRE DRIVE

Plan 4162-B NO 20766
 Rt. of Way Plan 4163-B

INDEXED

JUL 9 1952



			El. Invert	Cut	offsets
0+36	14.17	370.64	368.00	2.64	4" RT.
0+18	5.25	378.86	372.76	6.10	"
0+04	4.79	380.02	376.44	3.58	"
0+00 Flow	7.17	377.64	377.50		

511 384.81 379.7

B.M. Top cb = Plan 4162-B

Grades - Storm Drain

6th St. Extension & Washington St.

Pope
clerk
H. Hoffman
3-51
HO 20755

See also Pg 48

ok. C.T. & 6th Wash

022
247.20

596 247.22 Elev. Invert

Cuts

3+50.17

10.12 243.06 237.00

6.06'

3+25

8.22 244.96 239.90

5.06'

2+95.5

7.32 245.86 243.30

2.56'

2+87.5

5.78 247.40 244.22

3.18'

2+79.5

5.95 247.23 245.14

2.09'

T.P. on Hub. 2575

170

253.18

11.47 251.48 247.68

3.80'

INDEXED

2+27.5

9.58 253.37 250.23

3.14'

JUL 9 1952

1+97.5

7.97 254.98 252.78

2.20'

1+67.5

7.00 255.95 255.33

0.62'

1+50

3.55 259.40 256.82

2.58'

TP

105

262.95

1236 261.90

1+25

7.82 266.44 258.94

7.50'

1+00

6.72 267.54 261.07

6.47'

0+75

5.97 268.29 263.20

5.09'

0+50

4.46 269.80 265.33

4.47'

0+25

27093

294 271.32 267.46

3.47'

Reset

3.86'

T.P. collect
Headwall

2.23

274.26

12.13

272.03

269.57

2.46'

BM.

0.29

284.16

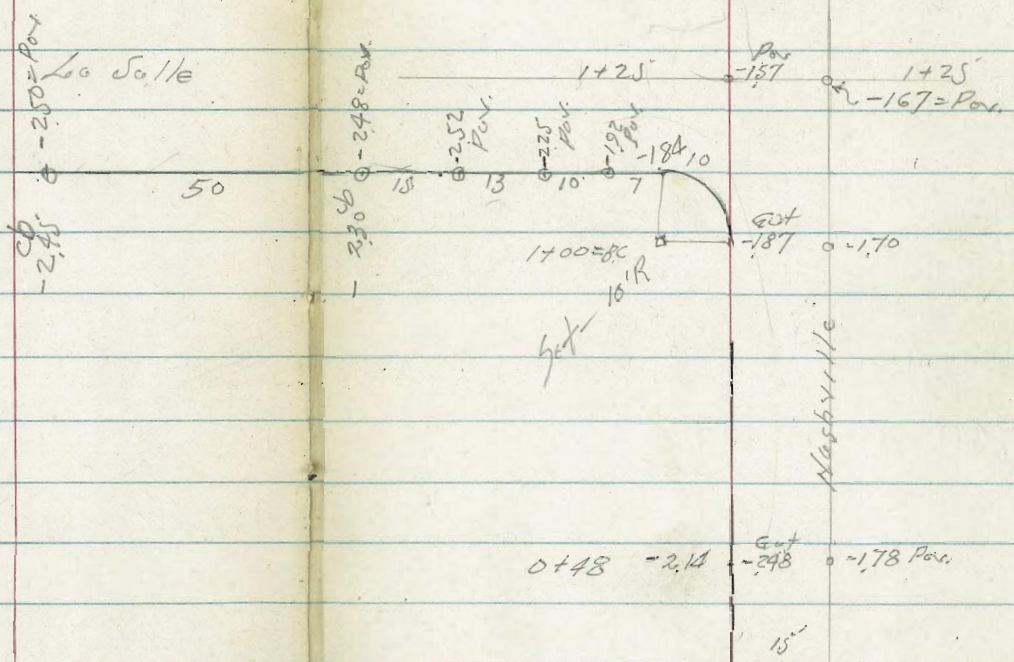
283.87

BM. - NW. B.P. 6th & Univ.

LEVELS EXISTING CURB & PAV.
ON LA SALLE AND NASHVILLE
To Determine Grades for
NW Return

Walker
Poppo
Clark
Huffman
5-11-51

INDEXED
JUL 9 1952



(Ply gone, used
concretor)

3.00

BM Hillwall old Box Culvert
0+00 -1.99 -2.17 Got.
W. H. Loma
Midway

Grades - Berm N. Side
 San Pasqual St.
 from S.H. Subd. Ocean View Terr.
 To Ocean View Blvd.

Plan 8948-L

60

Walker Pope Clark 11-2-51	Elistubas	El. Top Berm	
4+00 → cont. P-61	34.31	34.85	F054
3+80 PVC	34.38	35.00	F062
3+60	34.46	35.20	F074
3+20	35.76	36.40	F064
2+80	39.61	39.60	C001
2+40 E.V.C.	40.74	41.16	F042
2+20	41.10	41.60	F050
2+00	41.29	41.87	F058
1+80	41.38	42.02	F064
1+60	41.50	42.06	F056
1+40	41.53	41.95	F042
1+20	41.31	41.70	F039
0+80	40.58	41.20	F062
0+40	40.39	40.75	F036
0+00	39.80	40.30	F050

INDEXED

JUL 9 1952

1243

North Side Ocean View Blvd
 B.M. B.P. 112 Heli Wall 100' E San Miguel

Grades for Asphalt Paving
 San Pasqual St.
 from Shore Ocean View Terrace
 sub Map #2641

To Shore Ocean View Blvd.

Plan 8948-L (Cont. from P-60) 001

Walker

Pope

Clark

11.2.51

chk starting BM

22.46

42.43

N
 B.M. B.P. Hd. Wall 100' E San Miguel

	Elev. Stake	Li. Top Berm	
7+2689 = 86.	36.08		
6+80	35.50	36.20	F 0.70
6+40	35.36	35.96	F 0.60
6+00	35.06	35.70	F 0.64
5+60	35.02	35.45	F 0.43
5+20	34.63	35.20	F 0.57
4+80	34.75	34.45	C 0.30
4+85	34.69	34.26	C 0.43
4+45	34.53	34.18	C 0.35
4+65 Top Box Culvert	34.19		
4+65 invert	33.45		
4+60	34.28		
4+0	34.52	34.46	C 0.06
4+20	34.68	34.68	0.00

Cont. from P-60

N end Apron

S " "

GRADES For Reconstruction (18" Drain)

Adjacent to 54" Outfall Sewer

U.S. Naval Repair Base

Walker

Pope

Hoffman

Bishop 4-2-52

Plan 1868-D NO 20955

INDEXED

JUL 9 1952

	Elav. Stakes	Elav. Inverts	Cuts	offsets
3+50	11.16	4.61	6.55'	13' RT
4+25	11.23	4.66	6.57'	
3+00	11.12	4.71	6.43'	
2+75	11.02	4.76	6.26'	
2+50	10.80	4.81	5.99'	
2+25	10.65	4.86	5.79'	
2+00	10.36	4.91	5.45'	
1+75	10.35	4.96	5.39'	
1+50				
1+25	10.17	5.05	5.12'	
1+00	10.45	5.10	5.35'	
0+75	10.4	5.15		
0+50	10.22	5.19	5.80'	
0+25		5.24		
0+00 = Exst. M.H.	10.34	5.29	5.05'	
Direct Sbr. Rod used.	10.20		→ Invert Datum S.M. on Cut Mark 15' RT	4+1557 P. 72

Grades For 54" Outfall sewer

U.S. Naval Station (Repair Base)

W.O. 20955 From Junction Box No. 3 To Quay Wall

fr of 32 di

INDEXED

JUL 9 1952

2-11.52

Pope

Huffman

Bishop

Call. P. 67

15' ht.

Elev. stakes

Invert

Add 9.01 To All cuts
15' ht.

Cuts

Elev. stakes

Invert

Cuts

chk. & EC. FB. 2169

1.89

2+89.46

1.82

- 5.36

7.18 + 9.01 = 16.19

1.71

- 5.36

7.07

2+65.32

1.85

- 5.33

7.18

0.93

- 5.33

6.26

2+41.18

1.98

- 5.30

7.28

1.17

- 5.30

6.47

2+17.04

1.96

- 5.28

7.24

1.80

- 5.28

7.08

1+92.90

2.09

- 5.25

7.34

2.01

- 5.25

7.26

1+68.76

2.18

- 5.22

7.40

2.13

- 5.22

7.35

1+44.62

2.06

- 5.19

7.25

2.13

- 5.19

7.32

1+32

2.08

- 5.18

7.26

2.02

- 5.18

7.20

1+20

2.14

- 5.16

7.30

2.22

- 5.16

7.38

0+96

2.10

- 5.13

7.23

(20' ht.)

2.52

- 5.13

7.65

0+72

2.38

- 5.10

7.48

2.95

- 5.10

8.05

0+48

2.61

- 5.08

7.69

(11' ht.)

3.51

- 5.08

8.59

0+24

3.11

- 5.05

8.16

3.65

- 5.05

8.70

0+00

3.51

- 5.02

8.53

3.71

- 5.02

8.73

4.31

BM on R.P. chisel cross on "B" Ref. Mark

Direct Elev. Rod used

Grade Book 285
13

54" OUTFALL SEWER PROJECT.

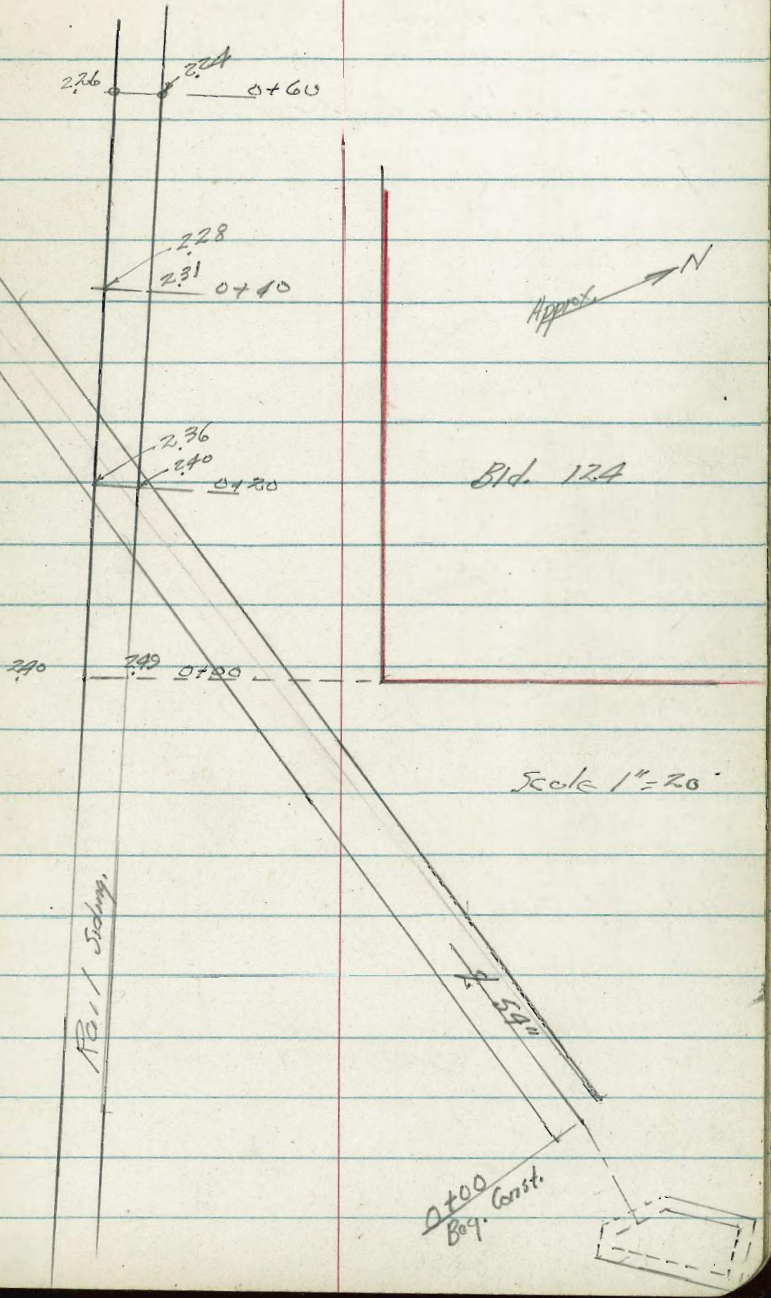
Elevations on Rails
For Reference And Replacement

of Same after Completion Ditch

Walker
Huffman
Bishop
2-18-52.

Datum = city

2 + 31.50
1 + 31.50
S.C.
- B.C.

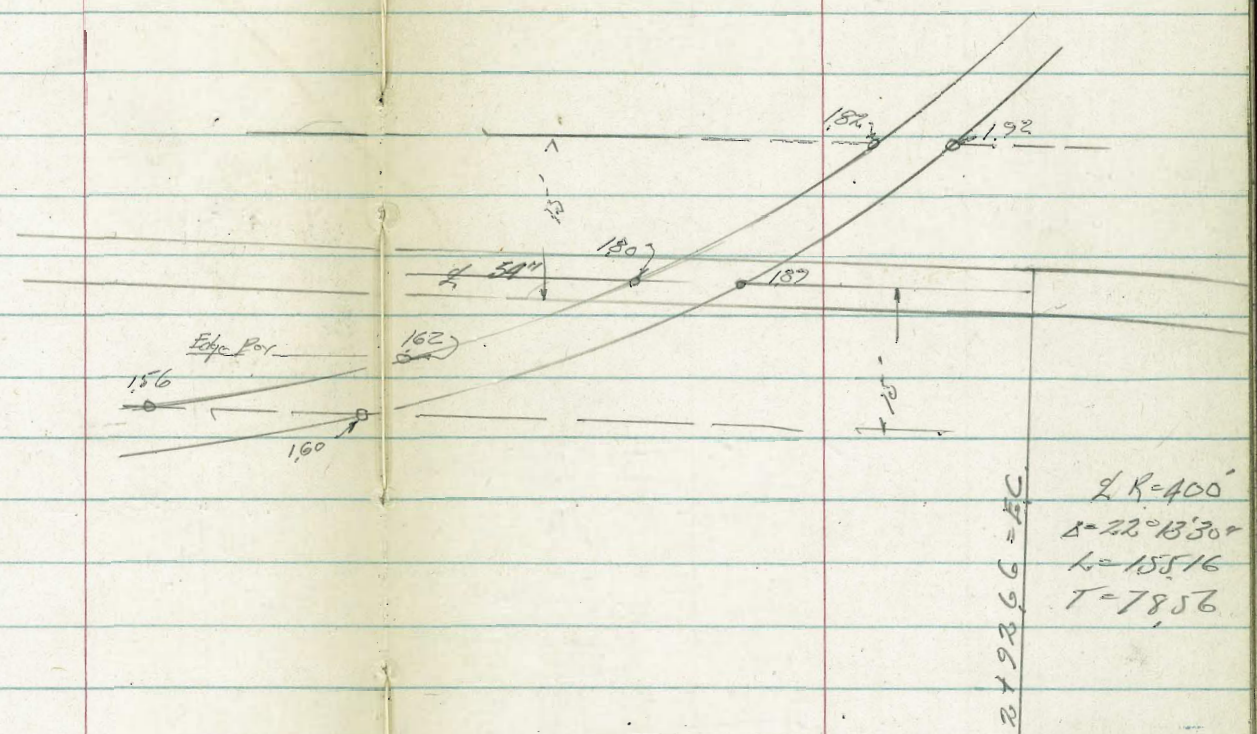


S.N. 20' RH 0+96 P. 63 2.52

3+01.57

54" OUTFALL SEWER

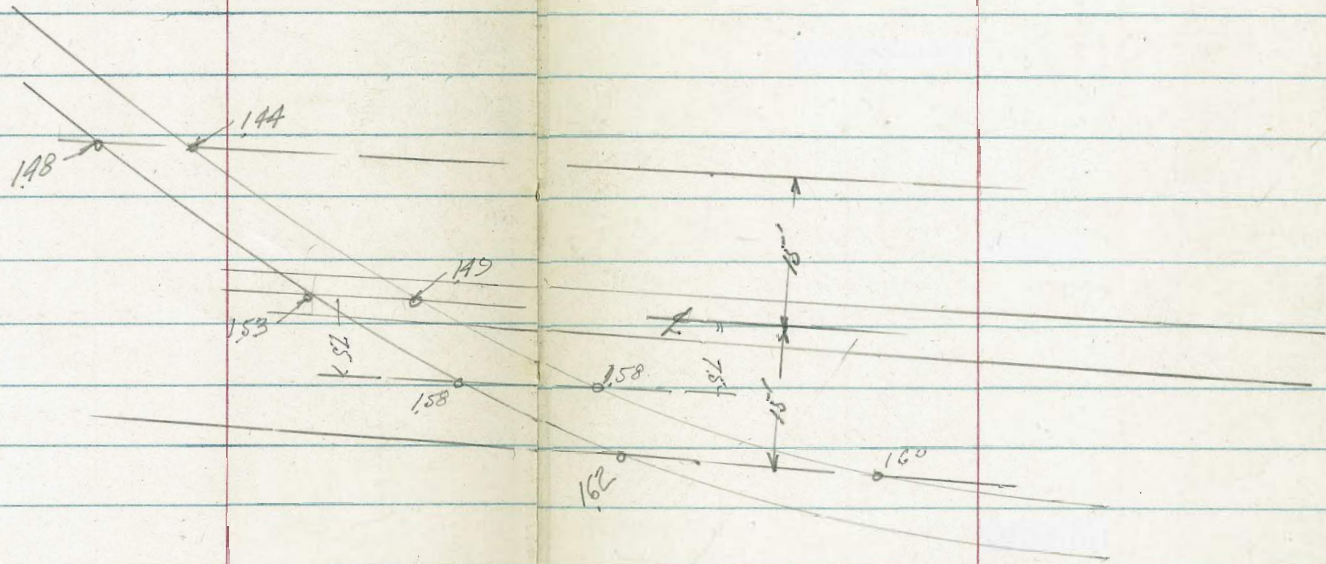
Elev. on Spur Track
for purpose of Replacement
after Const. of Sewer outfall



182

Bill on Christed Work
2789 ft 18' Lt.

54" Outfall
 Elev. Spur Tracks
 for Purpose Replacement.
 after 54" outfall is completed.



Checked Painted Mark on Cor. Conc. Stab.
 141 = City Datum for Navy BRL Elev. Quay Wall = 10.42 = NAVY.

54" Outfall Sewer

4
Elev.
Invert

	15' Lt.		15' Rt.
4+935'	560 159 7.19 9.01 C 16.20 ✓ -557	-560	560 139 6.99 9.01 C 16.00 ✓ -557
4+695'	163' 7.20 9.01 C 16.21 ✓ -558	-557	139 6.86 9.01 C 16.87 ✓ -558
4+455'	163' 7.18 9.01 C 16.19 ✓ -552	-558	119 6.74 9.01 16.75 ✓ 552
4+215'	158' 7.10 9.01 C 16.11 ✓ -549	-552	0.91 6.43 9.01 C 15.94 ✓ 549
3+975'	162 7.11 9.01 C 16.12 ✓ -546	-549	0.77 6.26 9.01 C 15.27 ✓ 546
3+735'	167 7.13 9.01 C 16.14 ✓ -543	-546	1.02 6.48 9.01 C 15.49 ✓ 543
3+61.27 = End Present Pipe as of 4-4-52	161 7.04 9.01 C 16.05 ✓ -540	-543	1.16 6.59 9.01 C 15.20 ✓ 540
3+495'	174 7.14 9.01 C 16.15 ✓ -537	-540	1.37 6.71 9.01 C 15.78 ✓ 537
3+255'	185 7.22 9.01 C 16.23 ✓ -537	-537	1.92 out 7.29 9.01 C 16.30
3+005'			
Cont. from P-63			

INFO. FOR JOINT STA. CHECK = 0.3' BEHIND STA.
Present Pipe as of 4-4-52

1.82

B.M. on Christed Mark
15' Lt. 3+89.96
P-63

54" Outfall Sewer

Invert
Elev.

Note: from 6+01.57
To 8+17.47, Grade Change.
See P. 76, 77 for
New Grades

7 + 09.57

5.86
1.71
7.57
9.01
C 16.58 ✓

-5.86

5.86
1.46
7.32
9.01
C 16.33 ✓

6 + 85.57

5.83
1.82
7.65
9.01
C 16.66 ✓

-5.83

5.83
0.92
6.75
9.01
C 15.76 ✓

6 + 61.57

5.80
1.64
7.44
9.01
C 16.45 ✓

-5.80

5.80
1.28
7.08
9.01
C 16.09 ✓

T.P.

1.62

6 + 37.57

5.77
1.62
7.39
9.01
16.40

-5.77

5.77
1.41
7.18
9.01
C 16.19 ✓

6 + 03.57

5.75
1.60
7.35
9.01
C 16.36 ✓

-5.75

5.75
1.43
7.18
9.01
16.19 ✓

6 + 01.57 = Bk. in Grade See P. 76

5 + 89.57

5.72
1.58
7.30
9.01
C 16.31 ✓

-5.72

5.72
1.52
7.24
9.01
C 16.25 ✓

5 + 65.57

5.69
1.56
7.25
9.01
C 16.26 ✓

-5.69

5.69
1.51
7.20
9.01
C 16.31 ✓

5 + 41.57

5.66
1.58
7.24
9.01
C 16.25 ✓

-5.66

5.66
1.60
7.26
9.01
C 16.27 ✓

5 + 17.57

5.63
1.61
7.24
9.01
C 16.25 ✓

-5.63

5.63
1.49
7.12
9.01
C 16.13 ✓

54" Outfall Sewer

Elev
invert

69

15' H

\$

15' R_H

chk B.M.

7+9357 ✓

7+8157

7+5757

7+3357

Grade Change:
See P. 76-77

0.01
1.41 10.92 = 11.33
1.42 B.M.

-5.96
1.22 ✓
7.18
9.01
C 16.19 ✓

-5.95
1.16 ✓
7.11
9.01
C 16.12 ✓

-5.92
1.37 ✓
7.29
9.01 ✓
C 16.30

-5.89
1.59 ✓
7.48
9.01
C 16.49 ✓

-5.96

-5.95

-5.92

-5.89

5.96
1.11 ✓
7.07
9.01
C 16.08 ✓

5.95
1.14 ✓
7.09
9.01 ✓
C 16.10 ✓

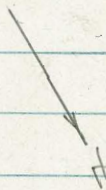
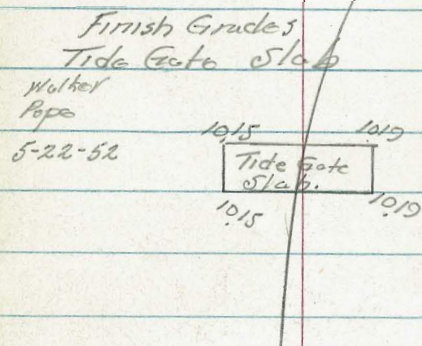
-5.92
1.42
7.34
9.01 ✓
C 16.35 ✓

-5.89
1.58 sub.
7.47
9.01
C 16.48

Curve Data for Line Change

Walker 54" Outfall Sewer
 Pope
 Huffman Plan = Blue line sketch from office.
 Bishop
 4-2-52

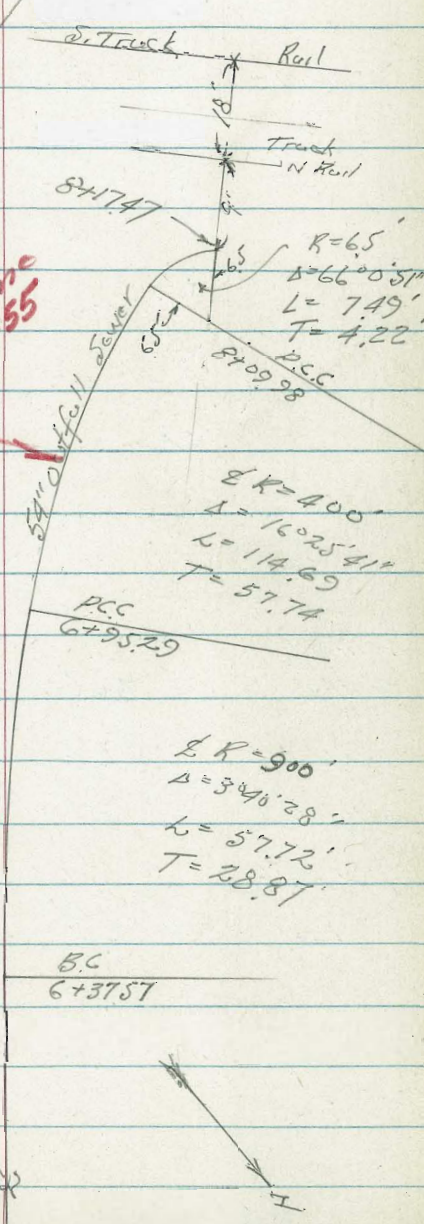
Grades on P-72, 73



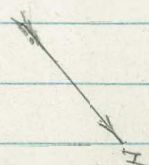
33
 5/12
 11/13

70

In order to meet
 Existing RPE at 8+18.47 P-55
 To 8+18.27
 P.P.C. Lead
 To Red line
 on P-55
 7+57.57



82

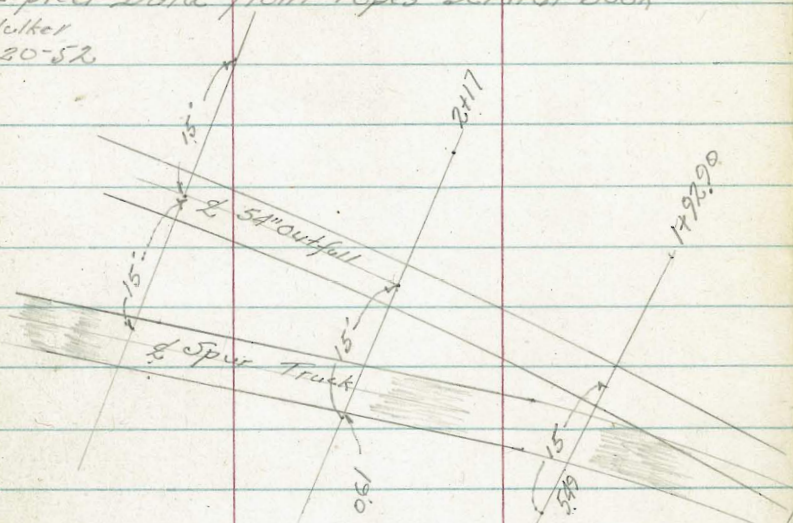


54" OUTFALL SEWER

LEVELS AND TIES TO SPUR TRACK
for Replacement after Outfall is Const.

Copied Data from Popes Scratch Book.

Walker
2-20-52

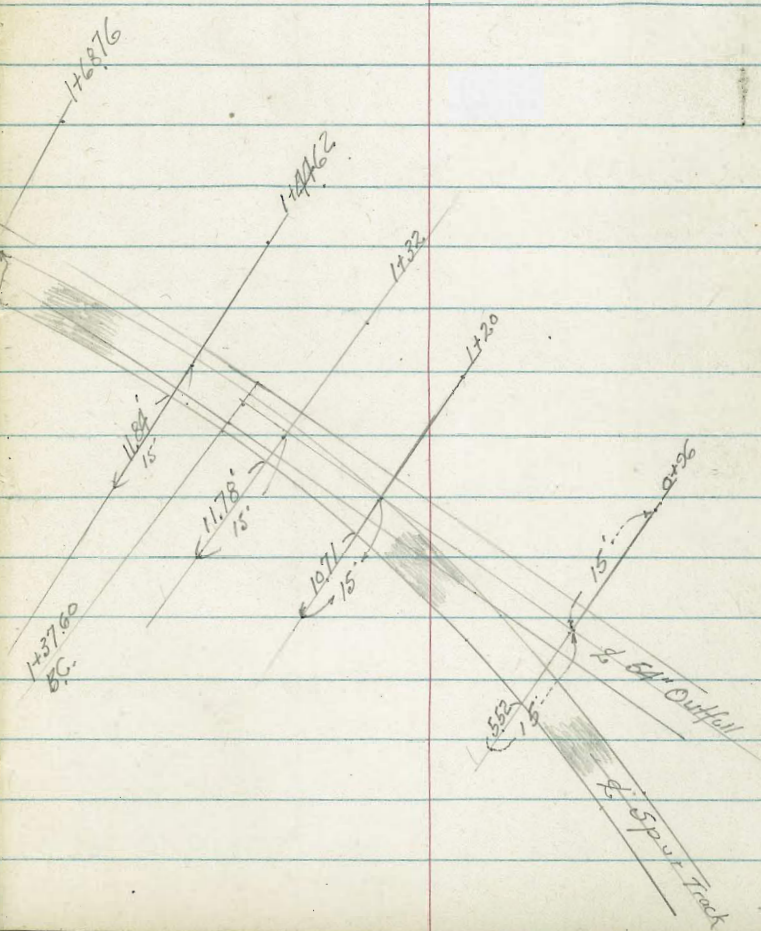


Outfall Station	Lt. Track Elev.	Rt. Track Elev.
	1.99	2.03
2+17	1.94	1.95
	2.19	2.26
1+92.9	2.10	2.16
	2.24	2.25
1+68.76	2.06	2.17
	2.22	2.24
1+446.2	2.09	2.17
	2.22	2.22
1+32	2.10	2.20
1+20	2.08	2.14
	2.26	2.25
0+96	2.03	2.08

BNI BC

2.20

(Ties are from 15' offset line on Lt. and are to Lt Gauge of Spur Track)



34" Outfall Sewer

Line Change from 6+37.57

To Existing Concrete M.H.

Walker
Pipe
Manufactured
Dissep 4-2-52

(Location sketch P. 70)

offset

7+33.57 2°43.4

-5.89

10.48

C 16.37

15' RT

7+09.57 1°00.2

-5.86

10.36

C 16.12

"

= 0.00' Ahead

6+95.29 = P.C.S 1°50.23

-5.84

10.48

C 16.52

"

9.56' chd 15' RT

ER = 900'

6+85.57 1°31.67

Δ = 3°40'28"

L = 57.72

T = 28.87'

-5.83

10.66

C 16.49

"

6+61.57 0°45.83

-5.80

10.81

C 16.61

16' RT

23.59' chd 15' RT

6+37.57 = B.C.

JOINT STA. CHECK @ 3+61.27 SHOWS JOINT
IS 0.3' BEHIND STA., SEE P. 67.

-5.77

10.41

C 16.18

15' RT

10.47 B.M.

7+09.47 15' RT. = Cut Mark U.S. 16 Datum
from Here to End.

Note:
Sta. 6+01.57 to Sta. 8+17.47
Grade Change, See P. 76-77

Σ
Elev
invert

54" Outfall Cont. from P-72

L
Takes
invert

73

Station

Def's

offsets

8+17.47-EG. 33°00.41

0°00' Ahead

8+09.98-PCG 8°12.8

4.20' chd 15' R/L

8+05.57 7°54.0

23.10' chd 15' R/L

L.R = 400'

$\Delta = 16^\circ 25' 41''$

L = 114.69'

T = 57.74'

7+81.57 6°10.8

7+71.75 = 2. Tide Gate

5°27.6

7+57.57 4°26.6

Cont. from P-72

Note: from Sta 6+01.57 to 8+17.47
Grade change. See P. 76-77
for New Grades

- 6.00
9.80
C 15.80 15' R/L

- 5.98
9.83
C 15.81

- 5.95
10.05
C 16.00 "

- 5.94
10.23
C 16.17 "

- 5.92
10.46
C 16.38 "

54" outfall Project.

74

Reconstruction District

Cont. from P-62

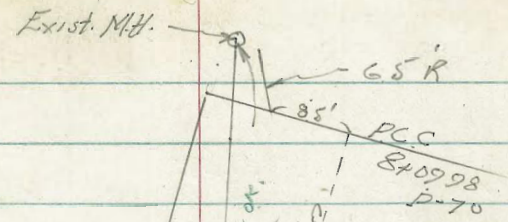
	Elev. Stakes	Elev. Invert	Cuts
6 + 00.5 = 1/2 Inlet Box.	9.97	4.11	
4 + 75	10.22	4.36	5.86'
4 + 50	10.81	4.41	6.40'
+ 25	10.91	4.46	6.45'
4 + 00	10.98	4.51	6.47'
3 + 75	11.04	4.56	6.48'

← Cont from P-62
y

54" Outfall

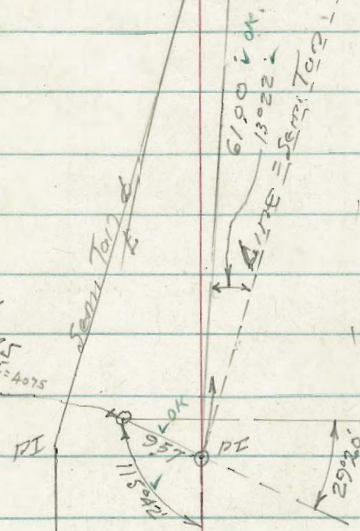
Ties To MH.

Walker And Coordinate Points
Rope
Huffman
4-4-52



USN
E 1745
S 7045-4075
Fd. Hd. Plg.

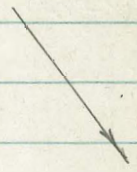
Fd.
Hd. Plg.
E 1745
S 4000
USN.



Semi Tan

Semi
Tang of
Offset

679529 PCC
P-70



34" Outfall

Grade Change from station

6+01.57 to 8+17.47

Cont P-77	Stake Elev	Elev. Invert	Cuts	Offsets
7+72.53 Tide Gate 5° 31.92 2.91' chd. 15' RT	1021	-6.23	16.44	15' RT
7+69.51 5° 18.94 1019	1027	-6.22	16.49	"
7+57.57 4° 27.60 1048 1046	1045	-6.19	16.64	"
7+45.57 3° 36.04 1041	1050	-6.155	16.65	"
7+33.57 2° 44.48 1044	1048	-6.12	16.60	"
7+21.57 1° 52.92 1155' chd. 15' RT	1043	-6.085	16.51	16' RT
7+09.57 1° 01.36 1373' chd. 15' RT P-70	1026	-6.05	16.31	15' RT.
6+95.29 B.C.C 1° 50.24 9.55' chd. 15' RT	1068	-5.98	16.66	"
6+85.57 1° 31.68	1066	-5.98	16.64	"
6+73.57 1° 08.76	1080	-5.945	16.74	16' RT
6+61.57 0° 45.84	1081	-5.91	16.72	16' RT
6+49.57 0° 22.92 P-70 11.80' 15' RT	1033	-5.875	16.20	
6+37.57 B.C.	1041	-5.84	16.25	
6+13.57	1044	-5.76	16.20	
6+01.57 Sta	1048	-5.73	16.18	

New Grades on P-55

Cont. from P-68

54" Outfall
Grade Change
Cont. from P-76

L. Point. POC
7+99.57 = 7°23.84

		Elev Stake	Elev Invert	Cuts	Offsets
8+17.47			-6.37		
8+09.98 = POC	8°12.9	9.80	-6.34	16.14	15' RT
18" dia. chd 15' dia	10°56				
7+93.57	7°02.34	9.92	-6.30	16.22	"
7.50' chd 15' dia					
7+85.78	6°28.84	9.98	-6.27	16.25	"
4'10" chd 15' dia			-6		
7+81.51	6°10.83	10.05	-6.26	16.31	"
8'6" chd.					

7+57.57 } Grades
 To 8+18.27 } were changed
 To meet existing
 Pipe at 8+18.27.
 See P-55
 for New Grades.

Grades for Sewer in ERIE ST.

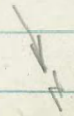
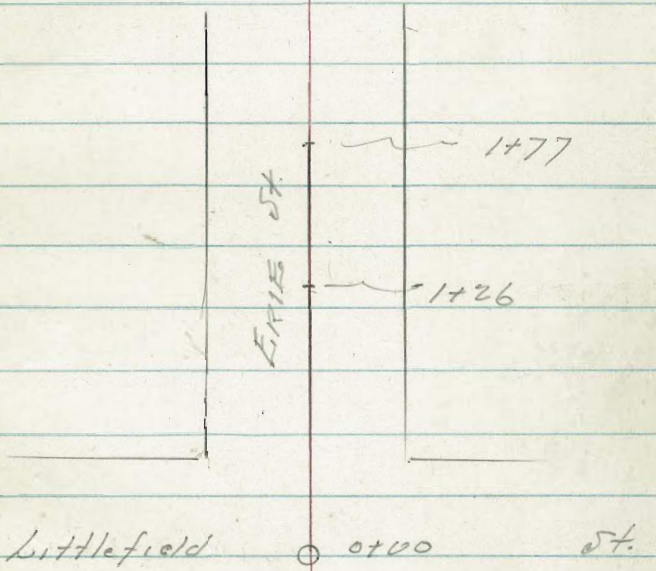
Walker
Pope
Hoffman
Bishop 2-25-52

INDEXED

MAY 9 1952

1+77 = End	7.30	204.64	201.61	3.03
1+52	6.68	205.25	201.38	3.88
1+26 = End Exst Sewer	10.80		201.14	

0+00	11.94	200.00		
		2.94		
11.94	211.94	200.00 Assumed		Flow
11	Assumed	11.94		



Chollas CREEK
GRADES FOR TIDE DAM

in Connection With Sewer Overflow
for Shut Down of TREATMENT
PLANT for Tie in 54" outfall

at 8+09.98 P.77
at Chl

Walker
Lopez
Huffman
5-7-52

1+

1+

1+

Rough Santa Fe	Sph. covered up.	0.44	
Chk Top Bridge Cyp	874	0.26	

540 360

of West side Chollas Creek
at Flow outlet Conc Bulkhead 871 0.29

TR 3.14 9.00 6.66 5.86

TR 0.91 12.52 6.07 12.11

TR 2.90 18.18 5.74 15.28

TR 5.91 16.02 4.19 10.11

5.30 14.30 2.00

INDEXED

JUL 9 1952

1756 (80)
117
1639

70	673
10.17	3+737
506	118
1523	3+621
2092	
569	

SANTAFE

Sph in Bridge West end FB 1527
38

chisled square
B.M. in Conc. Base Stack
TREATMENT PLANT.
- Grd. 285

60 X 14 Westburne

W
R
H
S

(NO 506)
23174
El Colito

592
451
141
343
385
241
71.26

12 1698
1126
5.72

117 330
56
1980
1650
18480

1185
827
3.60

949
494
1443

822
300
1.78

140
35
700
4200
4900

1206
755

1303
1490
495

8408
1083
7325

39
33
117

1191
799
2190

1300
822
478

90
38
52

29
52

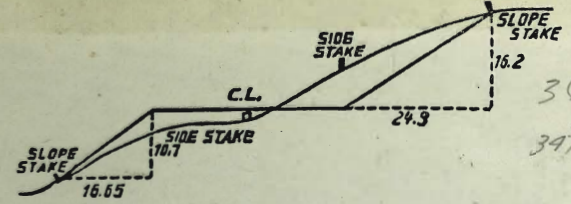
565
19
37.5
3

1125
6815
5650
1165
334
32
972

20
12

876

226
330
-104



3469X
6V
397.58

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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