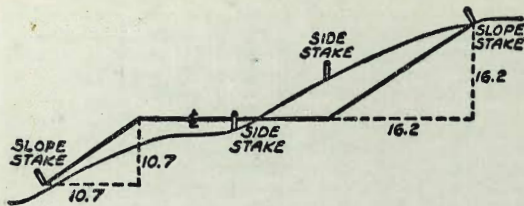






9-307



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.

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APR 15 1965





598.20  
P. 3

## DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder stake for any width roadway, slope  $1\frac{1}{2}$  to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 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 I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

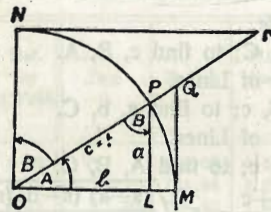


TABLE II  
TRIGONOMETRIC FORMULÆ.

$$\angle A = \angle MOP \quad \angle B = \angle PON = \angle OPL$$

$$R = OB = c = 1$$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$$

$$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B = \text{vers } B$$

$$\text{covers } A = \frac{OP-LP}{OP} = OP-LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

$$\sin \frac{1}{2} A = \sqrt{\frac{1-\cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1+\cos A}{2}}$$

$$\sin 2 A = 2 \sin A \cos A \quad \cos 2 A = \cos^2 A - \sin^2 A$$

$$\text{Law of Lines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2 ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \frac{1}{2} (A+B)}{\tan \frac{1}{2} (A-B)}$$



743  
59  
202

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.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



PAGES	INDEX	DATE
	Contd on Pg. 9	
1	Sewer Grade Stakes Pac. & Balboa	2-16-53
2-4	Sewer Pump Sta. Druckers Sub. Blk 3 1/2	2-17-53
9-10		
5-8	Grade Stakes Alley Blks. 3-6 Ocean View Frouden Guizot	2-20-53
9-18	Sewer Grades Balboa & Pacific Fly Laterals N.Y.	2-24-53
(19-31)(40-41)	Paving Grades, Alley Blk 195 City Hts.	5-4-53
(55-59)		
32-37	PAVING GRADES ELM. ST. 31-5T. TO GROVE	5-28-53
38	SEWER GRADES 42-ND & BROADWAY	5-28-53
39	Storm Drain Ext. Lots 28-31 Blk 457	6-9-53
42	Sewer Grades Cushman & Morena Blvd.	6-10-53
43-46	Curb Stakes Arista St. Jefferson to Moore (For School Landscaping Etc)	6-10-53
47	Curb Stakes Jefferson St. Ampudia-Cande	6-17-53
48	Curb Stakes Sunny Slope Terrace	6-18-53
49-53	Paving Grades Lajolla Homes; La Canada To Miramonte	6-22-53
54	Storm Drain Grades Lots 34-35 C.H. Tinsley Sub. 43-nd & Meade	6-23-53
58	Curb Stakes 40th & Newton	7-10-53
60	Sewer Grades Galveston & Milton	7-24-53
	(Also See G-316)	
61-78	PAVING GRADES GLEASON ROAD	10-30-53



2.69  
 .10  
 2.690

GRADE STAKES SEWER LINE  
 AT BALBOA & PACIFIC HI-WAY

Sta	Def	Chord	GRADE
3+13.25	± M.H.		
3+125	6°39"	11.25	8.47
3+00	5°08"	25.00	8.41
2+75	1°50'34"	13.83	8.29
B.C. RT	R=217.67		
2+61.17	±=13°18'12"		8.23
	L=50°08'		
+50	q=7.8981		8.17
+25			8.05
2+00			7.93
+75			7.81
+50			7.69
+25			7.57
1+00			7.45
+75			7.33
+50			7.21
+25			7.09
0+00			6.97
Stub @ M.H.	End of Stub		8.74
B.M.	Outlet @ M.H.		8.47
	F.B. 2013-15		21.37

W.O. 20961

2-16-53

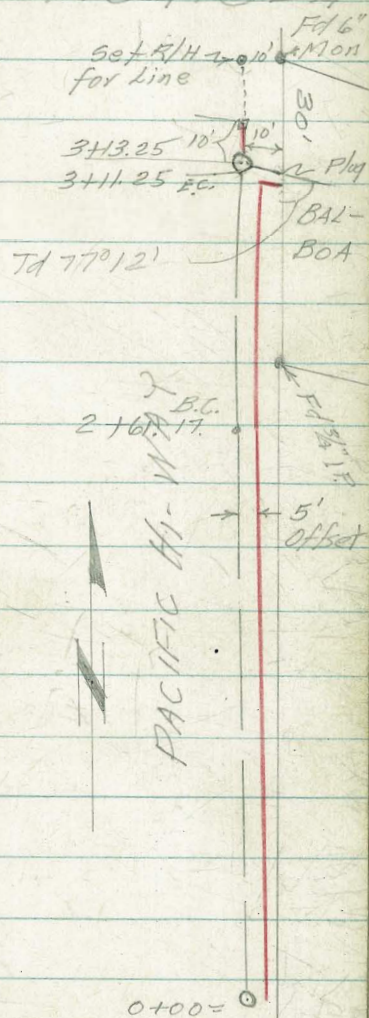
Ref. F.B. 2013-15  
 Dwg. 4485-B  
 Stub Elev. @ M.H. = 8.74

Stamper  
 Huffman  
 Sherry  
 Sherry

2.69% x 10' = 0.27 F.L. 8.47 @ END

ELEV. CUT

19.32	10.85 ✓
19.16	10.75 ✓
19.25	10.96 ✓
19.04	10.81 ✓
19.03	10.86 ✓
19.79	11.74 ✓
19.00	11.07 ✓
18.86	11.05 ✓
19.12	11.43 ✓
19.00	11.43 ✓
18.75	11.30 ✓
17.95	10.62 ✓
18.02	10.81 ✓
18.30	11.21 ✓
17.96	10.99 ✓
19.32	10.58 ✓
19.52	11.05 ✓



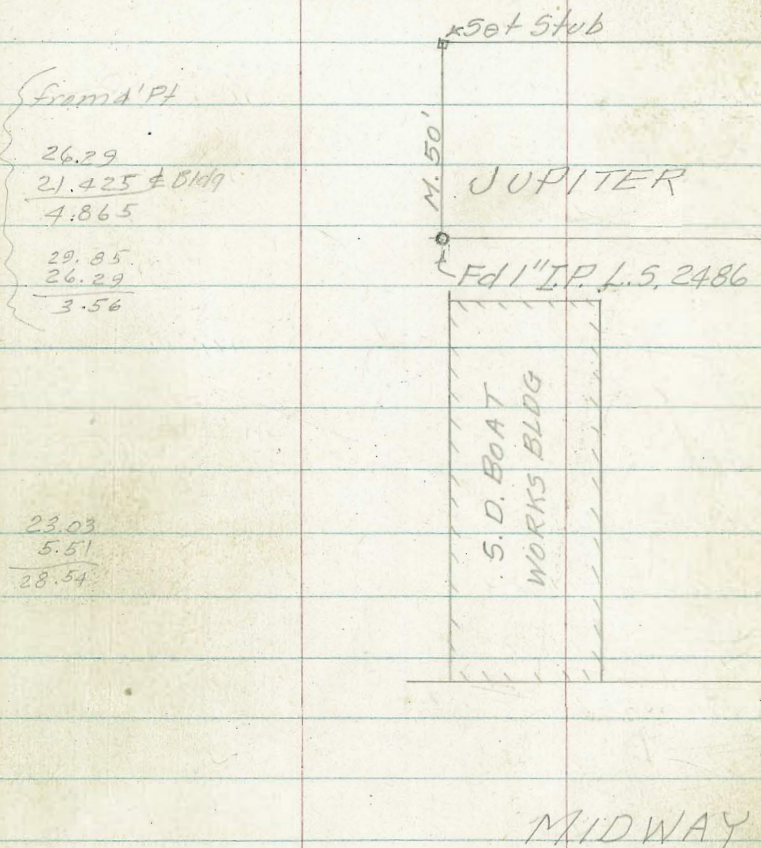
N.E. Cor Island for Signal Post Balboa & Pacific Hi-way  
 Chas. H. in Care



SEWAGE PUMP STATION DRUCKERS

SUBDIVISION BLOCK N<sup>o</sup> 3 LOT N<sup>o</sup> 12

BASE LAYOUT PLAN

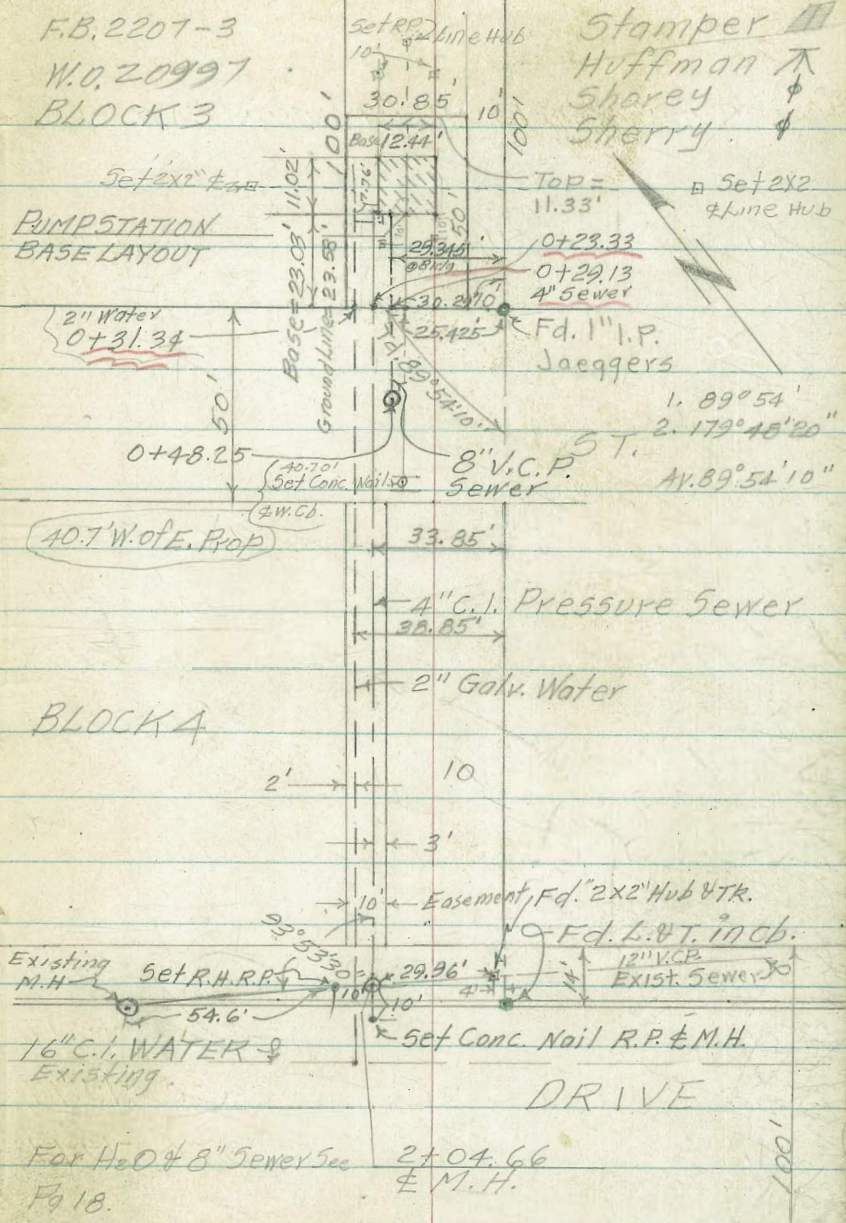


Frame Pt  
 26.29  
 21.425 ± Bldg  
 4.865  
 29.85  
 26.29  
 3.56

23.03  
 5.51  
 28.54

Ref. DWG 2125-D  
 F.B. 2207-3  
 W.O. 20997  
 BLOCK 3

12 2-17-53 2



Stamper  
 Huffman  
 Sharey  
 Sherry

1. 89° 54'  
 2. 179° 45' 20"  
 11. 89° 54' 10"

For H<sub>2</sub>O & 8" Sewer See Pg 18.  
 2 ± 04.66  
 ± M.H.

100'



2-17-53

## SEWAGE PUMP STATION LAYOUT

CONTD.

Sta	+	H.I.	-	Elev.	Grade	Cut	
R.P. 10'							
W. COR.				2.05	-19.17	21.22	
R.P. 10'							
E. COR.				2.14	-19.17	21.31	
R.P. 10'							
S. COR.				2.01	-19.17	21.18	
R.P. 10'							
N. COR.				2.31	-19.17	21.48	
B.M.				0.135			Top 1" I.P. S.E. LY. Cor. Lt. 12. Block 3 of Druckers Subdivision (see sketch) <sup>pg. 2</sup>
W. COR.				2.20	-19.17	21.37	Pump Sta. Sub grade Elev.
E. COR.				<sup>22</sup> 2.28	-19.17	<sup>39</sup> 21.45	" " " "
S. COR.				<sup>14</sup> 2.20	-19.17	<sup>1</sup> 21.37	" " " "
N. COR.				2.80	-19.17	21.97	" " " "
B.M.				2.35			Nashville & Midway Drive chis/ x in cb. on E. side of Midway in front of Liquor Store 2207-4



SEWAGE PUMP PLANT  
4" PRESSURE SEWER GRADES

1000  
609  
-3.91

4-23-53

NOTE: See sketch Pg. 2

4.57  
3.91  
-8.50

Sta + H. to - Elev. Grade Cut

R.P. 10'					
North			3.64	-5.70	9.34
R.P. 10'					± M.H. R.P. N. 10'
West			3.45	-5.70	9.15
End					" " " W. 10'
2+04.66 ✓				-5.70	± of Proposed M.H.
+75			2.97	-6.07	9.04 ✓
+50			2.36	-6.47	8.77 ✓
+25			1.46	-6.74	8.20 ✓
1+00	1.338%		10.54	-7.08	7.62 ✓
+75			-0.23	-7.41	7.18 ✓
+50			-0.53	-7.75	7.22 ✓
+25			-1.76	-8.08	6.32 ✓
0+00				-8.50 + -8.42	
B.M.			6.81		2207-4 B.P. N.W. Traffic Island W. Pt. Loma & Midway



INDEXED

GRADE STAKES ALLEY BLOCKS 3-6  
OCEAN VIEW FROUDE TO GUIZOT

+50

TP.  
1+25

53.26

0+98.80

0+75

0+50

0+25

0+10

0+00 = Prop Match Paving

TP.

B.M.

TOP  
49.595 ch. Ret  
Colins Fords. W.  
59.52

Ref. Dwg's 9735-6 2-20-53  
F.b. 2142-49  
N.O. 32050  
Lt

Stamped  
Huffman  
Shorey  
Sherry  
RT.

5

✓ C.O. 24

54.33

54.09

9.5

✓ E.O. 01

53.26

53.27

8.0

✓ C.O. 35

52.16

52.41

8.0

✓ C.O. 18

51.81

51.63

8.0

✓ C.O. 21

51.02

50.81

8.5

✓ C.O. 22

50.21

49.99

8.5

✓ C.O. 59

50.09

49.50

9.5

49.40

49.40

9.5

2-20-53  
4

C.O. 40 ✓

54.74

54.34

7.5

C.O. 49 ✓

54.01

53.52

9.5

C.O. 99 ✓

53.65

52.66

9.5

C.O. 37 ✓

52.25

51.88

7.5

C.O. 20 ✓

51.26

51.06

7.5

C.O. 28 ✓

50.52

50.24

9.5

C.O. 25 ✓

50.00

49.76

9.5

19.28

0

49.23

49.23

0

49.42

49.42

7.5

N.W. B.P. Froude & Brighton



2-20-53

Lt.

\$

Rt

GRADES ALLEY BLOCKS 3-6 CONT'D

FROUDE TO GUIZOT STREET

+40

+20

3+00

+80

TR 2+68 ~~on Lt.~~

+60

+40

+20

2+00

1+75

Top conc. step  
59.50

c 0.01	c 0.82
<u>62.51</u>	<u>63.60</u>
62.50	62.78
9.0	9.5
c 0.10	c 1.04
<u>61.42</u>	<u>62.61</u>
61.32	61.57
9.5	9.5
c 0.99 ✓	c 1.61
<u>61.10</u>	<u>61.97</u>
60.11	60.36
christ+inWall 7.50	christ+inWall 7.94
c 1.28 ✓	c 1.30
<u>60.26</u>	<u>60.53</u>
58.98	59.23
christ+inWall 7.54	7.98 @Wall
✓ c 0.70	✓ c 0.45 ✓
<u>58.67</u>	<u>58.67</u>
57.97	58.22
7.7	9.5
Nail	
✓ c 0.32	✓ c 0.58
<u>57.42</u>	<u>57.93</u>
57.10	57.35
7.5	9.5
✓ c 1.20	✓ c 0.49
<u>57.50</u>	<u>57.12</u>
56.38	56.63
7.5	9.5
Nail	
✓ c 0.11	✓ c 0.22
<u>55.84</u>	<u>56.20</u>
55.73	55.98
9.5	9.5
✓ F 0.23	✓ c 0.15
<u>54.68</u>	<u>55.31</u>
54.91	55.16
9.5	7.5

3.275 96

3.275 96



## GRADES ALLEY BLOCKS 3-6 CONTD.

FROUDE TO GUILZOT STREET

+ 20

5+00

TP Top Conc. Beg. Ramp RT + 8.3' 73.935

+ 80

+ 60

+ 40

Ramp Not in

4+26.5 End 2-Car Garage 15' Lt. To Floor.

+ 23 Exception Begins. (Should At 30)

TP + 20 67.05

NOTE:

Ramp Not in

4+10.5 Begin (New) 2-Car Gar 15' Lt. To Floor Elev.

4+00

+ 80

3+60

Lt.

±

Rt

F 0.30 V

76.37

76.67

EXC. 7.0' 0.1' in Alley

F 0.05 V

74.74

74.79

(2) 9.1

C 0.19 L

73.16

72.97

(0) 7.1

C 0.38 U

71.57

71.19

7.02 (orig) in

F 0.27 L

69.14

69.41

0.4 7.5'

66.38 F 1.25 V

15 66.44

Top Floor 67.69

9.5

66.39 F 0.55 L

15 65.69

Top Floor 66.84

9.5

C 0.34 V

65.28

64.94

Nail in Wall 7.45

F 0.07 V

63.66

63.73

8.5

C 0.61 L

77.53

76.92

9.5

C 2.31 V

77.35

75.04

10.5

C 0.22 L

73.44

73.22

9.5

C 0.12 L

71.56

71.44

8.0

C 0.051 L

69.71

69.66

9.5

C 0.64 L

68.58

67.94

9.5

C 0.75 L

67.24

66.49

9.5

C 1.11 L

66.30

65.19

9.5

C 0.56 L

64.54

63.98

8.5



GRADES ALLEY BLOCKS 3 &amp; 6 OCEAN VIEW

FROUD TO GINZOT STREET CONT'D.

Lt

Rt.

B.M.

91.64 = 91.64 2142-58 S.E. 7' L &amp; T. Long Branch &amp; Ginzot

5+98.20 Match Line Part.

83.98  
83.9883.90  
83.9084.30  
84.30

5+93.20

83.40

+80

C 0.40 ✓  
82.75  
82.35C 1.80 ✓  
84.42  
82.629.5  
C 0.78 ✓7.74 chst + in  
wall  
C 1.33 ✓81.31  
80.5382.11  
80.78Set nail in  
Tree Thru  
Hedge → 8.0  
F 0.33 ✓7.76 ✓  
C 0.17 ✓79.27  
78.6079.02  
78.85

7.1

8.5

TP + 60

81.21

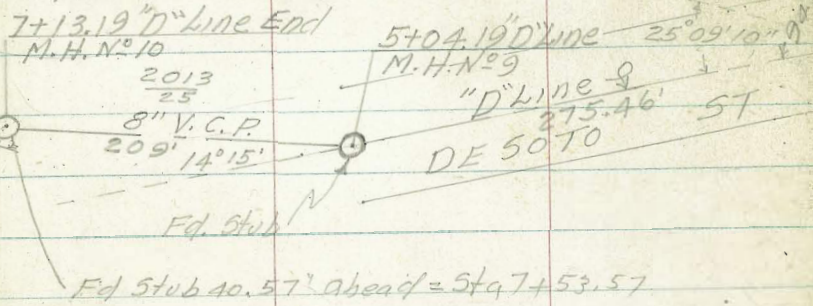
5+56 END EXCEPTION

0.88 7.18' Set nail  
in Wall

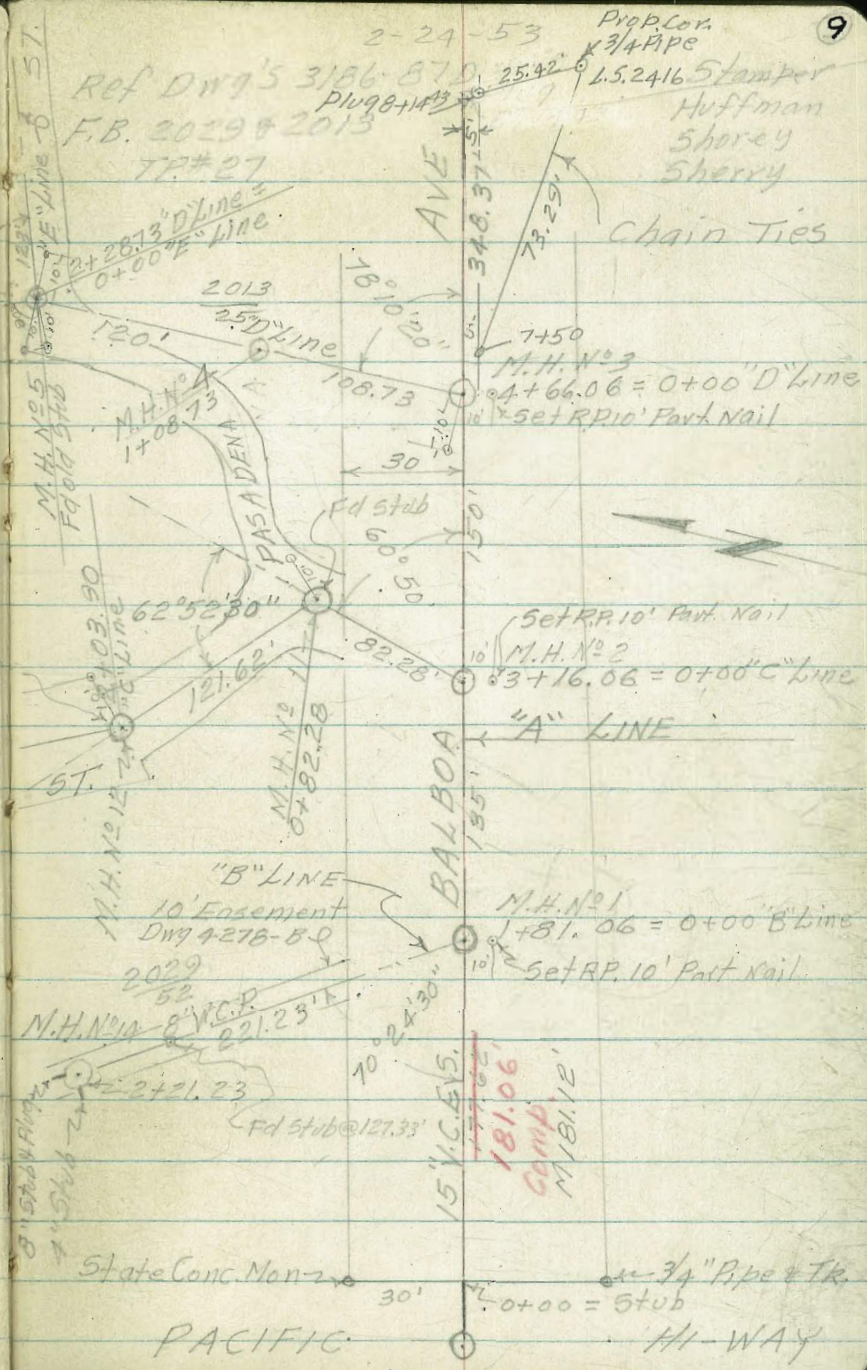
5+40



SEWERGRADES ALONG BALBOA ELY OF  
PACIFIC HI-WAY W.O. 31706



NOTE: Set offsets 5' Rt. for Cuts



2-24-53  
Ref DWG'S 3186-870  
F.B. 2029 & 2013  
TP# 27  
25.42' 25.42' 25.42'  
L.S. 2416  
Stamp  
Huffman  
Shorey  
Sherry  
Chain Ties

15" V.C.P.S.  
181.06'  
Comp.  
M/B. 1/2'

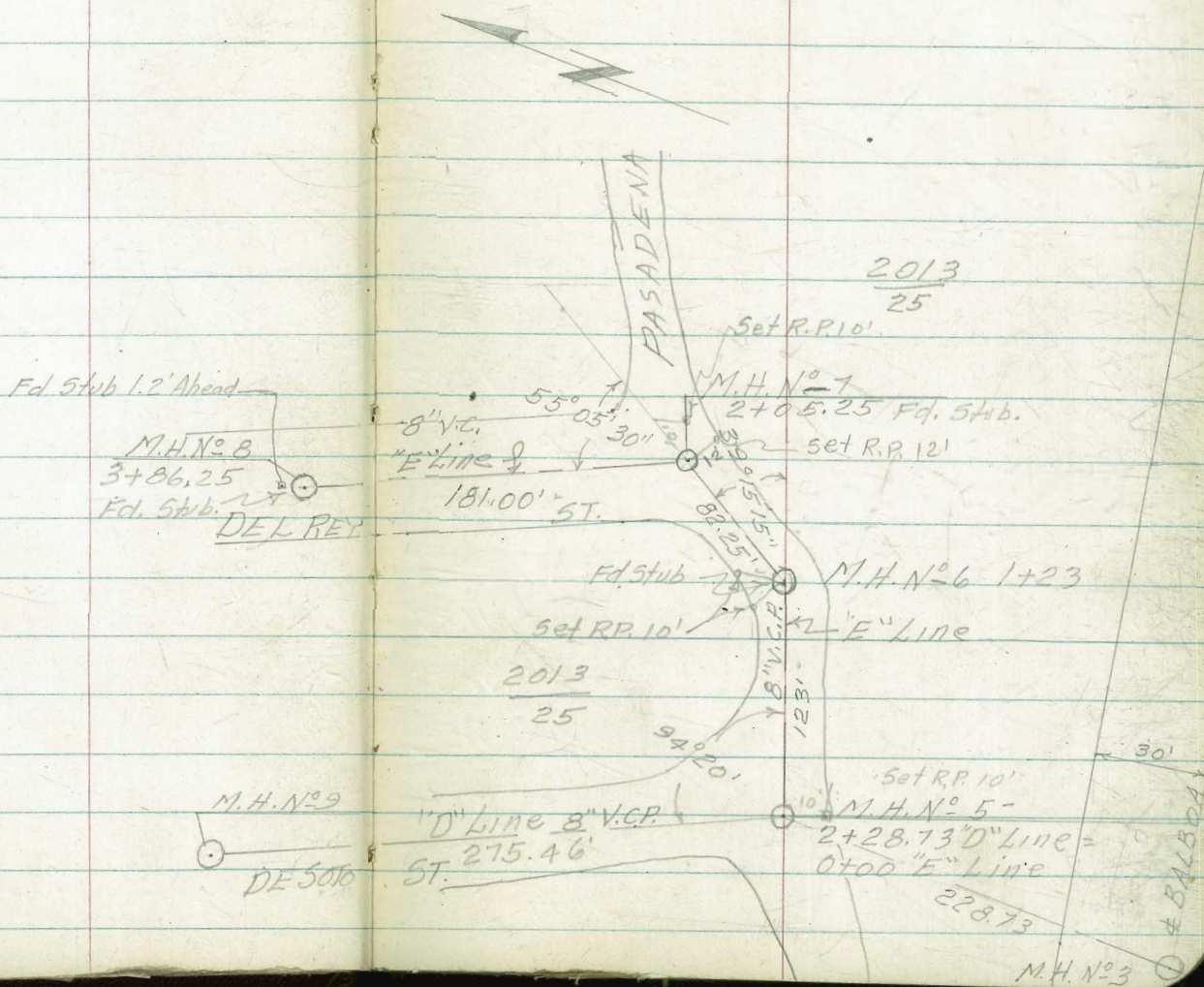
State Conc. Man. 30' 30' 30'  
PACIFIC HI-WAY  
0+00 = Stub  
3/4" Pipe & Tr.



2-24-53

10

# SEWER GRADE STAKES CONT'D.





W.O. 3/706 2-24-53  
Ref. Dwg's. 1686-7D  
F.b. 2013-2029  
T.P. No 27

Stamper  
K Huffman  
& Shorey  
& Sherry

SEWER GRADES CONTD "A" LINE

Sta.	+ H.I.	-	Elev.	Grade	Cut
3+00				16.50	
+75				16.50	
+50				16.50	
M.H. No 2 3+1608	+ 1.5%				
	150'				
3+00			27.35	15.53	11.82 ✓
			27.45	15.53	11.92 ✓
+75			27.11	15.27	11.84 ✓ 5' RT
+50			26.50	14.90	11.60 ✓ "
+25			25.91	14.53	11.38 ✓ "
	+ 1.5%		25.35	14.16	11.19 ✓ "
	135'				
2+00			24.74	13.78	10.96 ✓
M.H. No 1 1+8106			24.23	13.50	10.73 ✓
			24.23	13.50	10.73 ✓ "
+50			23.44	12.69	10.75 ✓ "
+25			22.85	12.03	10.82 ✓ "
1+00			22.25	11.37	10.88 ✓ "
+75			21.66	10.72	10.94 ✓ "
+50			21.09	10.06	11.03 ✓ "
+25			20.40	9.40	11.00 ✓ "
0+00				8.74	
B.M.			21.37	No 1	

NOTE: Levels are run with a  
direct Reading Rod

Offsets are 5' Rt. Unless otherwise Noted



2-25-53

## "A" LINE SEWER GRADES CONTD.

Sta	+	H.I.	-	Elev	Grade	Cut
7+00	+			36.80	21.29	15.51 ✓ 5' RT.
TP +75				36.205	20.92	15.28 V "
+50				35.56	20.54	15.02 ✓ "
+25				34.90	20.17	14.73 ✓ "
6+00				34.25	19.80	14.45 ✓ "
+75				33.67	19.42	14.25 ✓ "
+50				33.09	19.04	14.05 ✓ "
+25				32.52	18.67	13.85 ✓ "
5+00				31.91	18.30	13.61 ✓ "
+75				31.29	17.92	13.37 ✓ "
M.H. N° 3			(10)	30.94	17.78	13.16 ✓ "
4+66.06			(5)	31.05	17.78	13.27 ✓ "
+50				30.64	17.54	13.10 ✓ "
+25				30.06	17.17	12.89 ✓ "
4+00				29.46	16.80	12.66 ✓ "
+75				28.88	16.42	12.46 ✓ "
+50				28.31	16.04	12.27 ✓ "
TP						
3+25				27.70	15.67	12.03 "
M.H. N° 5						
3+16.06						

+ 1.5 %  
348.37'+ 1.5 %  
150'



2-27-53

"A" LINE SEWER GRADES - CONTD.

"B" LINE SEWER GRADES SHOWN HERE

Sta	+	H.I.	-	Elev.	Grade	Cut
				21.27	14.41	6.86 <sup>v</sup> 9' LT.
				21.14	14.41	6.73 <sup>v</sup> 10' N
M.H. N <sup>o</sup> 14				21.46	14.41	7.05 <sup>v</sup> 10' RT
2+21.23				22.01	14.30	7.71 <sup>v</sup> 5'
2+00				21.99	14.20	7.79 <sup>v</sup> "
+75				22.65	14.10	8.55 <sup>v</sup> "
+50				23.05	14.00	9.05 <sup>v</sup> "
+25				23.64	13.90	9.74 <sup>v</sup> "
1+00				24.40	13.80	10.60 <sup>v</sup> "
+75				25.16	13.70	11.46 <sup>v</sup> "
+50				25.62	13.60	12.02 <sup>v</sup> 5'
+25				24.38	13.50	10.88 <sup>v</sup> 10' RT Beginning of "B" Line
0+00 B Line				39.56	23.01	16.55 <sup>v</sup> 5' RT End of "A" Line
1+31.06 A Line = PIV				39.23	22.80	16.43 <sup>v</sup> "
8+14.93 End "A" Line				38.57	22.42	16.15 <sup>v</sup> "
8+00				37.97	22.04	15.93 <sup>v</sup> "
+75				37.37	21.67	15.70 <sup>v</sup> 5' RA
+50						
+25						

+0.4%  
221.23'

+1.5%  
348.37'

Check Elev. FB 2013. Sta 5160 to pt bar  
22 #2926  
Bldg 49 ft. Balboa Ave  
Elev. 33.39 = 33.39



3-9-53

"C" LINE SEWER GRADES

Sta	+	H.I	-	Elev.	Grade	Cut.
4+28.90	M.H. N° 13	End of "C" line		38.88	30.40	8.48 ✓ RT 10' Ft Line Hub Rt. 10' ±
4+00				39.51	30.28	9.23 ✓
+75				40.00	30.18	9.82 ✓
+50				40.41	30.08	10.33 ✓
+25				40.76	29.98	10.77 ✓
3+00				40.99	29.88	11.11 ✓
+75				40.95	29.78	11.17 ✓
+50				40.99	29.68	11.31 ✓
+25				40.35	29.58	10.77 ✓
M.H. N° 12				39.27	29.50	9.77 ✓ 10' RT For Tan
2+03.90				39.60	29.50	10.10 ✓ 10' RT. TP 2+03.90 on 5' to 6' El. 39.17 = 39.15 B. Tan
+75				37.34	28.11	9.23 ✓ " checked El.
TP				35.11	26.91	8.20 ✓ "
+50				33.55	25.71	7.84 ✓ "
+25				32.82	24.51	8.31 ✓ "
1+00				32.76	23.66	9.10 ✓ RT 10' For. Tan
M.H. N° 11				31.61	23.66	7.95 ✓ RT 10' Back Tan
0+82.28				31.16	22.94	8.22 ✓ "
+75				29.06	20.47	8.59 ✓ "
+50				27.86	18.00	9.86 ✓ RT 5'
+25				27.67	15.53	12.14 ✓ RT 10'
0+00 "C" line						
3+16.06 "A" line =						

225'

4.8%  
121.62'

9.88%  
82.28'

2013  
27



SEWER GRADES CONTD "D" LINE

3-16-53

Sta	+	H.I	-	Elev	Grade	Cut
4+00				54.01	45.03	8.98 ✓ 5' RT
+75				54.40	47.83	9.57 ✓ "
+50				54.72	44.63	10.09 ✓ "
+25				55.11	44.43	10.68 ✓ "
3+00				55.44	44.23	11.21 ✓ "
+75				55.49	44.03	11.46 ✓ "
+50				54.92	43.83	11.09 ✓ "
M.H. N <sup>o</sup> 5				53.49	43.66	9.83 10' Lt. For Tan.
2+28.73				53.73	43.66	10.07 ✓ Top of 5' Hub 2+28.73 =
T.P.			53.16 =	53.16		10' Lt. back Tan.
2+00				51.78	40.04	11.74 ✓ 10' Lt.
+75				49.92	36.88	13.04 ✓ 3/11 12' Lt
+50				48.05	33.73	14.32 ✓ 1/2' Lt
T.P.				47.98		
+25				46.35	30.58	15.77 ✓ "
M.H. N <sup>o</sup> 4				44.14	28.53	15.61 ✓ Lt. 10'
1+08.73				43.04	27.67	15.37 ✓ "
T.P.				36.99		
+75				31.64	25.20	6.44 ✓ "
+50				30.46	22.72	7.74 ✓ "
+25				30.92	20.25	10.67 ✓ "
0+00 "D" Line				30.89	17.78	13.11 ✓ Lt 10'
4+66 "A" Line =						

275.96'  
+ 0.80%

120'  
+ 12.61%

108.73'  
+ 9.89%

2013  
25  
2+35.25 Elev. 53.73  
Hub Replaced  
Checked Elev. 53.63



SEWER GRADES CONTD. "D" LINE

3-16-53

Sta.	H.I.	Elev.	Grade	Cut
T.B.M.				
M.H.N. 910 7+13.19	End of "D" Line	55.63	47.53	8.10 - RT 10' RD. 20'
7+00		55.43	47.43	8.00 - RT 5'
+75		55.28	47.23	8.05 ✓ "
+50		54.77	47.03	7.74 ✓ "
+25		54.35	46.83	7.52 ✓ "
6+00		53.91	46.63	7.28 ✓ "
+75		53.76	46.43	7.33 ✓ "
TP +50		53.47	46.23	7.24 ✓ "
+25		53.33	46.03	7.30 ✓ 5' RT
M.H.N. 919 5+04.19		53.56	45.86	7.70 ✓ 10' B. TAN
		53.54	45.86	7.68 ✓ 10' For Tan. 5+04.19 = 5+10.71 Elev. Top Stub 53.04
+75		53.25	45.63	7.62 ✓ 5' RT
+50		53.40	45.43	7.97 ✓ "
4+25		53.63	45.23	8.40 ✓ 5' RT.

+0.8%  
 209'  
 +0.8%  
 275.46'

2013  
 25  
 2013  
 30  
 SPIKE IN P.P. No 484236-H on Rt. of  
 Sta 5+10.71 Elev. 54.55 =  
 2013  
 31 Checked 54.56



3-25-53

SEWER GRADES CONTD "E" LINE

Sta	+ H.I. -	Elev.	Grade	Cut	
3+86.25 = M.H.N. #8 @ End of "E" Line		60.35	52.62	7.73	10' RT & R.P. Line
+75		60.10	52.22	7.88	5' RT.
+50		59.73	51.35	8.38	"
TP. +25		59.14	50.47	8.67	"
3+00		58.22	49.60	8.62	"
+75		56.79	48.72	8.07	"
+50		55.08	47.85	7.23	"
+25		53.90	46.97	6.93	5' RT.
M.H.N. #7		53.40	46.28	7.12	10' RT For Tan
2+05.25		52.33	46.28	6.05	12' RT Back Tan
+75		53.00	45.90	7.10	5' RT 1+896.25 = Nail in Pole on RT. El. 54.78?
+50		53.70	45.58	8.12	5' RT checked El. 54.03
M.H.N. #6		54.50	45.23	9.27	10' LT For Tan Pole Seems to have been
1+23		54.45	45.23	9.22	10' LT B. Tan Moved 15' Now on RT.
1+00		54.49	44.94	9.55	5' RT
TP. +75		54.43	44.62	9.81	"
+50		54.26	44.30	9.96	"
+25		53.86	43.98	9.88	5' RT.
0+00 "E" Line @ M.H.N. #5		53.15	43.66	9.49	20' RT For Tan
2+28.73 "D" Line =		53.14	43.66	9.48	10' RT For Tan 20' R.P. 20' For Tan
B.M.		54.55	31		

+ 3.5%  
181'

+ 1.20%  
82.25'

+ 1.20%  
123'

2013  
33



GRADES 2" GALV. H<sub>2</sub>O DRUCKERS

SUBDIVISION BLOCK N<sup>o</sup> 3-A, LOTS 10-12

NOTE: See Sketch Pg. 2







5-5-53

ALLEY GRADES CONT'D

WLY

ELY

Lt.

Rt.

1+00

C 5.75  
336.86  
331.11  
14'

C 5.09  
336.18  
331.09  
14'

0+80

330.24

330.16

T.P.

335.02

0+60

C 0.15  
329.64  
329.49  
14'

C 5.73  
335.05  
329.32  
9.75' chst +  
vert in wall

0+40

328.86

328.55

0+10

C 1.81  
329.61  
327.80  
14'

C 2.18  
329.78  
327.60  
10.0' chst +  
vert in wall

0+00

327.72  
12

327.10

B.M.

333.44

N.W. B.P. University & Boundary



5-5-53

ALLEY GRADES CONTD

W/4

E

E/4

• Lt.

Rt.

+ 2.5

333.87

333.87

2+00

C 3.13  
337.13  
334.00  
12'

C 0.74  
334.74  
334.00  
14'

+ 80

C 3.33  
337.28  
333.95  
12'

C 1.87  
335.82  
333.95  
14'

+ 60

333.62

333.62

+ 40

C 4.35  
337.36  
333.01  
14'

C 2.58  
335.59  
333.01  
14'

1+20

332.10

332.10



5-5-53

## ALLEY GRADES CONTD

W/4	¢	E/4
Lt.		Rt.

+50

2081

332.39

332.39

T.P.

$$\begin{array}{r} 2081 \\ \underline{54} \\ 334.56 - 334.57 \end{array}$$

+30

C0.82

333.76

332.94

12' TR.

C0.36

333.30

332.94

12' TR.

3+10

333.32

333.32

+90

C1.06

334.57

333.51

12' chis/ + in Conc.

C0.38

333.80

333.51

12' chis/ + in  
conc

+75

333.60

333.60

2+50

C1.32

335.05

333.73

12'

C0.08

333.81

333.73

12' chis/ (A)

1 in Conc



5-5-53

## ALLEY GRADES CONTD.

Wly

±

Ely

Lt.

Rt.

Top Chisel in  
S. Rim M. H.

T.P. Sta 5+00 ± Alley

332.36

4+70

330.71

330.71

+50

C 1.05

F 2.60

331.21

327.56

330.16

330.16

Nail in Post 15'

14'

+30

330.00

330.00

4+10

C 1.20

F 2.40

331.43

327.83

330.23

330.23

14'

14'

3+93' in Alley (Garage)

+90

330.85

330.85

3+70

C 1.45

F 3.68

333.11

327.98

331.66

331.66

12'

16'



ALLEY GRADES CONTD

5-5-53

24

WLY

~~E~~

Ely

Lt -

Rt,

T.P.

CBG. Rt.  
336.46 336.47

2081  
60

+81.26

335.71

+75.66

336.12

+70

C 1.12  
336.96  
335.84  
TR 12'

C 1.00  
337.08  
336.08  
12' TR

+60

335.64

335.64

+30

C 2.54  
336.47  
333.93  
14'

C 2.88  
336.81  
333.93  
14'

5+10

332.79

332.79

4+90

F 0.54  
331.11  
331.65

F 7.08  
324.57  
331.65  
18'

Set Chis+ in Conc. 15'  
Ref. Wall



5/19/53

Huffman  
Shores  
Sherry

8-7-53 FINISH

25

FINE GRADES ALLEY BLOCK 195 CITY HTS

L + R +

		Fin	Rough	Fin	Rough
1+00		C 0.74	C 0.24	F 0.05	C 3.30
		331.85	331.35	331.04	334.39
		331.11	331.11	331.09	331.09
		12'	11'	10'	12'
TP	329.87	C 0.21	F 0.37	F 0.25	F 0.25
0+80		330.45	329.87	329.91	329.91
		330.24	330.24	330.16	330.16
		12'	12'	10.71'	10.65'
0+60		C 0.41	C 0.42	C 2.35	C 2.35
		329.90	329.91	331.67	331.67
		329.49	329.49	329.32	329.32
		12	12'	9.67	9.67
TP		C 0.87	C 0.88	C 1.94	C 1.94
0+40 Top 5th	329.73	329.73	329.74	330.49	330.49
		328.86	328.86	328.55	328.55
		12	12'	9.85	9.85
0+10		C 1.86	C 1.96	C 2.18	C 2.19
		329.66	329.76	329.78	329.79
		327.80	327.80	327.60	327.60
		12	12'	10	10'
0+00		C 0.66	C 0.93	C 0.17	C 0.17
Check B. M. 12' RT	327.26	328.38	328.65	327.27	327.27
0+00		327.72	327.72	327.10	327.10
		12'	12'	chisel 12'	
B. M. - N.W. B.P. Univ. Bldg	333.44				
	See Pg 20				



8-7-53

## GRADES ALLEY BLK 195 CONTD.

Lt.                      C                      Rt.

			C 2.17	C 2.43	✓	F 0.02	C 0.01	✓
			336.04	336.30		333.85	333.88	
TP			333.87	333.87		333.87	333.87	
2+25	Top Stub on Rt	333.85	11.5	11.5'		12'	12'	
			C 3.05	C 3.14	✓	C 0.91	C 0.92	✓
			337.05	337.14		334.91	334.92	
2+00			334.00	334.00		334.00	334.00	
			11.30	12'		12'	12'	
			Top Pipe					
			C 3.34	C 3.34	✓	C 1.87	C 1.88	✓
			337.29	337.29		335.02	335.83	
1+80			333.95	333.95		333.95	333.95	
			12	12'		12	12'	
			C 4.40	C 4.40	✓	C 2.14 <sup>13</sup>	C 2.14	✓
			338.02	338.02		335.75	335.76	
1+60			333.62	333.62		333.62	333.62	
			10.93	Noil in Garage 10.93		12'	12'	
			C 4.25	C 4.26	✓	C 3.00	C 3.02	✓
			337.26	337.27		336.01	336.03	
1+40			333.01	333.01		333.01	333.01	
			12	12'		11.5	11.5'	
			C 0.76	F 0.06	✓	C 4.16	C 4.16	✓
			332.86	332.04		336.26	336.26	
1+20			332.10	332.10		332.10	332.10	
			12'	10.40		12	12'	



8-7-53

## GRADES ALLEY BLK 195 CONT'D.

L.                      R.

		C 1.22	C 1.34	C 0.92	C 0.91
3+50		333.61	333.73	333.31	333.30
		332.39	332.39	332.39	332.39
		13'	13'	12'	12'
T.P.	333.31	C 0.82	C 0.82	C 0.31	C 0.37
3+30		333.76	333.76	333.25	333.31
		332.94	332.94	332.94	332.94
		12'	12'	12'	12'
		C 0.61	C 0.62	C 0.72	C 0.72
3+10		333.93	333.94	334.04	334.04
		333.32	333.32	333.32	333.32
		12'	12'	12' Chis'l'x"	12'
		C 1.07	C 1.08	C 0.39	C 0.38
2+90		334.58	334.59	333.90	333.89
		333.51	333.51	333.51	333.51
		12'	Chis'l'x" 12'	Chis'l'x" 12'	12'
		C 1.65	C 1.65	C 0.23	C 0.24
2+75		335.25	335.25	333.83	333.84
		333.60	333.60	333.60	333.60
		12'	12'	12' Chis'l'x"	12'
		C 1.59	C 1.33	C 0.07	C 0.09
2+50		333.532	333.06	333.80	333.82
		333.73	333.73	333.73	333.73
		12'	12'	12' Chis'l'x"	12'



8-7-53

## GRADES ALLEY BLK 195 CONTD.

Lt.                      Rt.

			F0.63	F 0.62 ✓	F0.44	F 0.66 ✓
			330.08	330.09	330.27	330.08
			330.71	330.71	330.71	330.71
			12'	12'	10'	10'
4+70						
			F0.30	F0.27 ✓	F0.13	F 2.59 ✓
			329.86	329.89	330.03	327.57
			330.16	330.16	330.16	330.16
			12'	12'	10"	14"
4+50						
			Grade	C 0.08 ✓	F2.70	F 2.68 ✓
			330.00	330.08	327.30	327.32
			330.00	330.00	330.00	330.00
			12'	12'	14.00	14'
4+30						
TP. 4+30 Lt. 12'		330.00				
			<del>C 1.20</del>	C 1.21 ✓	F2.26	F 2.41 ✓
			331.43	331.44	327.97	327.82
			330.23	330.23	330.23	330.23
			14	14'	14'15"	14'
4+10						
			C0.70	F 0.47 ✓	F3.17	F 3.16 ✓
			331.55	330.38	327.68	327.89
			330.85	330.85	330.85	330.85
			<sup>11</sup> Setchuslo	9.10'	14'	14'
3+90						
			C1.45	C 1.45 ✓	F3.70	F 3.68 ✓
			333.11	333.11	327.96	327.98
			331.66	331.66	331.66	331.66
			12	12	16	16
3+70						



## GRADES ALLEY BLK 195 CONTD

5+81.26

Co.25 Lt. 10.18 ✓

Rt.

335.96 335.89

335.71 335.71

10' 11'

5+75.66

Co.15 Co.17 ✓

336.27 336.29

336.12 336.12

11' 11'

5+70

C1.52 C1.13 ✓

Co.95 C1.01 ✓

337.36 336.97

337.03 337.09

335.84 335.84

336.08 336.08

15' 12'

12' 12'

5+60

C1.85 C1.89 ✓

C1.67 C1.35 ✓

337.49 337.53

337.32 337.00

335.64 335.64

335.65 335.65

13' 12'

12' 12'

5+30

F0.59 F0.14 ✓

C3.01 C2.89 ✓

333.34 333.79

336.94 336.82

333.93 333.93

333.93 333.93

11' 11'

13' 14'

5+10

C2.86 F0.47 ✓

F0.51 C0.02 ✓

335.63 332.32

332.28 332.81

332.79 332.79

332.79 332.79

14' 11.5'

12' 12'

4+90

F0.68 F0.67 ✓

F1.18 F0.58 ✓

330.97 330.98

330.47 331.07

331.65 331.65

331.65 331.65

12' 12'

11' 11'



15" R.C.P. ALLEY B/LK 195 CITY HTS. DWG. 9908L

Sta	Elev	Grade	Cut.	R.P. =	
				Top M.H.	
±60" R.C.P. 2+07.5		324.00			
E.C. 2+04.75	7°40'46"	336.74	324.02	C-12.72 ✓	6' Lt
1+90	3°19'48"	336.61	324.16	C-12.45 ✓	"
B.C.Rt	R=91' Δ=15°21'32"				
1+80.36	T=12.27 L=24.39'	336.21	324.26	C-11.95 ✓	"
1+50	d=18.888/ft.	335.89	324.56	C-11.33 ✓	"
1+25		335.20	324.81	C-10.39 ✓	"
1+00		333.50	325.06	C-8.44 ✓	"
0+75		331.90	325.31	C-6.59 ✓	"
0+50		330.37	325.56	C-4.81 ✓	"
E.C. 0+38.10	5°10'17"	330.03	325.68	C-4.35 ✓	"
0+20.5	2°51'53"	329.80	325.86	C-3.94 ✓	"
B.C.Rt	Δ=10°20'35" R=200'				
0+02	T=18.08' L=36.10'	329.68	326.06	C-3.62 ✓	Inv. @ Outlet
0+00 = B/L	d=8.594367/ft.	329.72		C-0.22 ✓	7' Lt
4+29.73		330.16	329.50	C-0.66 ✓	15' Lt. Top Box
B.M. = chisel 'X' in S. Rim M.H. Sta 5100 <sup>±</sup> See Pg 23		332.36			



## SEWER &amp; WATER LINES ALLEY BLK 195

Sta		Elev.	Grade	Cut.	R.P.
5+60	Water Service	337.69	332.69	50	5' Offset West
5+55	Sewer Lateral #1	337.54	330.36	C 7.18	5' S. on Prop
1+10	Water Service	329.70	325.70	4'	5' Offset West
1+05	Sewer Lateral #2	331.93	324.34	C 7.59	5' S. on Prop
0+35	Water Service	329.77	325.77	C 4.0	5' Offset West



TRANSFER OF S.W.B.P. ELM # 31-ST.

5-27-53

Sta.

Elev

B.M.

$$226.16 \frac{2209}{13}$$

S.W.B.P. Elm # 31-st.

B.M.

224.54

S.E. C.T. 31-st. # Elm St.







GRADES OF 36" R.C.P. ELM ST. BETWEEN (see Pg 55) 6-19-53

31-ST. & GROVE STREETS W.O. 21013

Stampel  
Huffman  
Shorey  
Sherry

Sta.	+	H.I.	-	Elev.	Grade	Cut.
+56				201.63	200.78	0.85 ✓ 10'
End						
+56				202.13	200.78	1.35 ✓ 5'
+25				204.81	200.63	4.18 ✓
+100				203.98	199.25	4.73 ✓
+75				203.45	197.88	5.57 ✓
+50		7.5%		202.65	196.51	6.14 ✓
+25				201.97	195.13	6.84 ✓
0+00				196.28	193.76	2.52 ✓ 5' RT offsets

B.M.

224.54

S.E. 10' C.T. 31-St. & Elm. Sts.



PAVING GRADES ELM ST. BETWEEN  
31-ST. & GROVE STS. W.O. 21013  
SLOPE STAKES

5th 192.38  
B.M. 211.26 N.E. Cor. Abut. Wall  
On N. Side Canyon Grove St. 35  
Stampen  
K. Huffman  
& Sherey  
& Sherry P. +  
5-28-53  
Lt. &

Ref FB 2209 - 1276  
TR #9 70  
TR Sheet 159

1+00

F24.2 ✓  
203.24 227.84 227.59<sup>v</sup> 227.90 F11.10  
61.3 25 216.80  
Hinge Hinge 41.6

0+75

F20.3 ✓  
207.14 227.44 227.20<sup>v</sup> 227.53 F0.8  
55.4 25 226.78  
Hinge Hinge 26.2

0+52<sup>1</sup>

C 3.34

F10.3 ✓  
216.79 226.89 226.78 227.01  
40.4 25  
cb Hinge Hinge

0+47<sup>2</sup>

230.14  
226.80

cb

0+22<sup>1</sup>

226.41<sup>v</sup> 226.19 226.76<sup>v</sup>  
15  
cb 15  
cb

0+02<sup>1</sup>

226.09<sup>v</sup> 226.19 226.70<sup>v</sup>  
15  
cb 15  
cb

B.M.

- 0.39

234.77

Top S.E. Cor. Gor.  
Fto. on N. Side Grove  
opp Sta 2155  
See Sketch

See

B.M.

2.00

235.16

226.16 P. 32



5-28-53

## SLOPE STAKES ELM ST. CONTD.

Lt.

±

Rt.

TBM. -14.65 211.22

211.26 Marked

TP. 6.80 225.87 219.07

2+09 217.50

F10.8

219.40

41.2

230.20<sup>v</sup>

25

Hinge

230.15

230.70<sup>v</sup>

25

Hinge

F14.1

216.6

46.1

2+04.95

230.07<sup>v</sup>

25

Hinge

230.00

230.50<sup>v</sup>

25

Hinge

1+89

204.92

F19.2

210.34

53.8

229.54<sup>v</sup>

25

Hinge

229.36

229.77

25

Hinge

F21.7

208.07

57.5

TP.

204.52 F19.

1+69

F26.5

202.52

64.7

229.02<sup>v</sup>

25

Hinge

228.75

229.08

25

Hinge

F26.2

202.88

64.3

1+49

198.55

F32.1

196.52

73.1

228.62<sup>v</sup>

25

Hinge

228.34

228.65

25

Hinge

F24.5

204.15

62.7

1+25

F25.0

203.24

62.5

228.24<sup>v</sup>

25

Hinge

227.97<sup>v</sup>

228.29

25

Hinge

F24.0

204.29

61.0



SLOPE STAKES ELM ST. CONTD.

5-28-53 Lt. &amp; Rt.

Sta

Elev.

2+65

-2+69 End S. Curb

232.33<sup>v</sup>

cb.

2+54.95

231.69<sup>v</sup> 232.12<sup>v</sup> 233.00<sup>v</sup>

cb

cb

2+52

231.58 232.00<sup>v</sup> 232.84<sup>v</sup>

cb

cb

2+25

- 5.50

229.66

TOP

XIII

±

F.I. 2

230.1

26.8

Hinge

22.7

231.30 230.84<sup>v</sup>

25

0

Hinge

F.I. 2

231.58

25

230.38

26.8

235.16



SEWER GRADES 42-ND & BROADWAY

Sta.	Elev.	Grade	Cut
	001		
Check B.M.	152.94 152.93		
T.P.	155.64		
T.P. Nail in pole	164.08		
T.P.	169.16		
	168.85		
End			
+90	175.37	164.48	10.89
+75	174.61	163.68	10.93
+50	173.40	162.37	11.03
T.P.	172.85		
+25	172.06	161.05	11.01
+00	170.60	159.74	10.86
+75	169.17	158.42	10.75
+50	167.71	157.11	10.60
+25	166.39	155.79	10.60
0+00	10.40 154.48	154.48	
0+00	164.88		
T.B.M.	0.28 164.08		
B.M. H. 42	164.36	152.94	

5.26%

W.O. 2009 5-28-53  
 Ref F.B. 2075  
 Dwg. 8889-1

Stamp ✓  
 T. Huffman  
 + Shorey  
 + Sherry  
 NOTE: Levels Run With  
 direct Reading Rod

ALLEY

BLOCK N° 1

BUENA VISTA

Low spot in Alley

5' RT Hills

BROADWAY  
 To M.H. #4 360'

M.H. #3 Inlet El.  
 = M.H. #3 Top Rim

Set spike in W. side gully Pole # 589 6484

S.W.B.P. Hill top & 42-nd

ST.

6" V.C.P. SEWER 42-ND

190'

90° 00' 30"

M.H. N° 3

2.5%

To M.H. #2 297.66'





INDEXED

6-9-53

39

STORM DRAIN EXTENSIONS IN LOTS  
28-31 BLOCK 457 TORRENCE & REYNARD  
WAY WLY THEREOF. W.O. 21099

REF F.B. 1777 1644 G-306  
60 59 48  
Dwg. 4878-B

T. Stamper  
J. Huffman  
R. Shorey  
A. Sherry

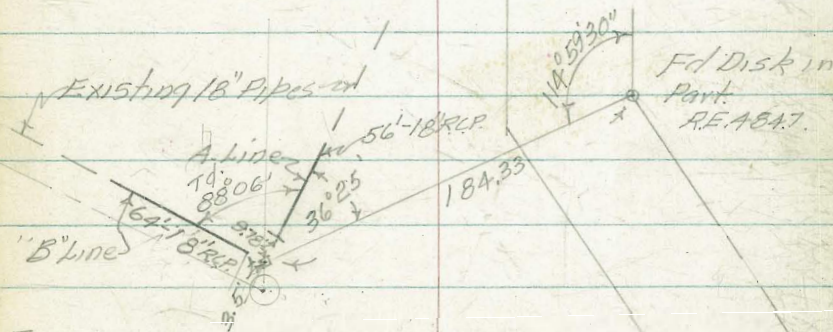
Sta	Elev	Grade	Cut
B.M.			171.59
+ 64	<del>171.87</del>	<del>170.14</del>	<del>1.73</del>
+ 50	<del>169.92</del>	<del>169.14</del>	<del>0.78</del>
+ 25	<del>169.55</del>	<del>168.14</del>	<del>1.41</del>
0+00			
"A" - LINE			
+ 56	180.79	172.43	8.36
+ 50	176.49	172.03	4.46
+ 25	172.15	170.34	1.81
0+00	169.82	168.66	1.16
B.M.	+7.34		164.25

NOTE: M.H.

has been Raised

Top Rim M.H.

Existing Sewer



F.L.M.H. 1777  
62



## WATERLINE GRADES ALLEY BLK

6-10-53

Stamper  
Huffman  
Shorey  
Sherry

195 CITY HEIGHTS W.O. 31107

Stakes offset

Sta.	Elev	Grade	Cut.
3+10	332.60	<del>330.62</del> <sup>29</sup>	2.98
+90	332.90	<del>330.81</del> <sup>29</sup>	3.09 ✓
+75	333.04	<del>330.90</del> <sup>29</sup>	3.14 ✓
+50	333.23	<del>331.05</del> <sup>0</sup>	3.18 ✓
+25	333.55	<del>331.17</del> <sup>0</sup>	3.38 ✓
2+00	333.43	<del>331.30</del> <sup>0</sup>	3.13 ✓
+80	333.30	<del>331.25</del> <sup>30</sup>	3.05 ✓
+60	333.00	<del>330.92</del> <sup>29</sup>	3.08 ✓
+40	332.65	<del>330.31</del> <sup>29</sup>	3.34 ✓
+20	332.01	<del>329.30</del> <sup>8</sup>	3.71 ✓
1+00	331.03	<del>328.39</del> <sup>7</sup>	3.64 ✓
0+80	330.32	<del>328.46</del> <sup>6</sup>	3.86 ✓
0+60	329.70	<del>328.62</del> <sup>5</sup>	4.08 ✓
0+40	328.90	<del>325.85</del> <sup>4</sup>	4.05 ✓
0+10	327.77	<del>324.90</del> <sup>3</sup>	3.87 ✓
0+00	327.30	<del>323.40</del> <sup>3</sup>	3.90 ✓
B.M.			329.79

5' Lt.

Min Cover 36"

Cuts to F.L.

N.Y. Prof. University Ave

Vert + in Wall Sta 0+10 to 10' (see Pg 23)



## WATERLINE GRADES ALLEY BIK 195

6-10-53

CONTD.

Sta Elev Grade Cut.

5+77.26	335.78	<sup>2</sup> 332.42	3.36
+70	335.50	<sup>2</sup> 332.38	3.12
+60	335.08	<sup>1</sup> 332.95	3.13
+30	333.35	<sup>0</sup> 332.23	3.12
5+10	332.25	<sup>29</sup> 330.09	3.16
+90	331.00	<sup>7</sup> 328.95	3.05
+70	330.20	<sup>7</sup> 328.01	3.19
+50	329.87	<sup>6</sup> 327.46	3.41
+30	329.65	<sup>6</sup> 327.30	3.35
4+10	329.80	<sup>6</sup> 327.53	3.27 ✓
+90	330.24	<sup>7</sup> 328.15	3.09 ✓
+70	331.04	<sup>7</sup> 328.96	3.08 ✓
+50	331.92	<sup>8</sup> 329.69	3.23 ✓
3+30	332.27	<sup>29</sup> 330.24	3.03 ✓

5LY PROP LINCOLN

offset 5' lit



6-10-53

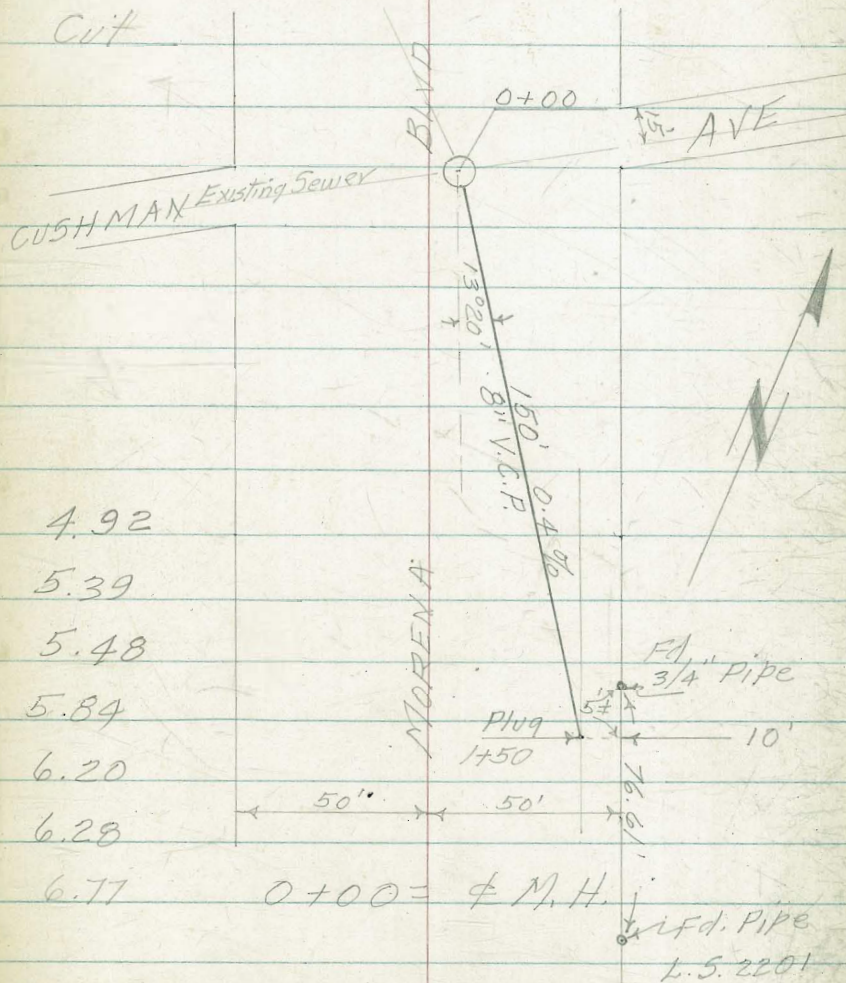
42

Ref DWG 4974-B T. Stampel  
 F.B. 2273 J. Huffman  
 R. Shorey  
 A. Sherry

SANITARY SEWER GRADES CUSHMAN &  
 MORENA BLVD W/O.L.N.º

5ct R.P.H. 10' Lt.

Sta.	Elev	Grade	Cut
End			
1+50	19.17	14.25	4.92
+25	19.44	14.15	5.39
1+00	19.53	14.05	5.48
+75	19.79	13.95	5.84
+50	20.05	13.85	6.20
+25	20.03	13.75	6.28
0+00	20.42	13.65	6.77
B.M.		20.61	Rim Existing M.H. 2273



0+00 = φ M.H.

φ 12" Pipe  
 L.S. 2201

2.



CURB STAKE 5 ARISTA ST BETWEEN  
MOORE & JEFFERSON STS. NO. 32015

Ref Dwg. 9778-L

6-10-53

Stamp  
Huffman  
Shorey  
Sherry

Lt. & Rt.

50'-St.; 30' Curbs Type "G" Cb. R=20'

0+00 = N. 1/4 Line Moore St.

A = 30°

L = 10.47'

0+80

C 0.57  
19.44  
18.87  
18

F 0.04  
19.33  
19.37  
18

0+45

C 0.52  
21.85  
21.33

F 0.32  
22.15  
21.83

0+10

C 0.51  
24.31  
23.80  
18

F 0.05  
24.25  
24.30  
18

B.M.

20.21

Arista Jefferson  
W. 1/4 R. M.H. C 1.37  
Elev. 25.57

C 0.40  
25.10

0+00

Grade 24.20

24.70

S.E.B.P. P.L.

P.L.

B.M.

35.48

La Jolla Blvd & Arista  
(San Diego Ave)



6-10-53

CURB STAKES ARISTA ST. CONTD.

Lt.                      &amp;                      Rt.

1 + 80.5 &amp; Inlet (Installed)

 $\frac{15.17}{15.10}$  $\frac{15.64}{15.60}$ 

+ 60

 $\frac{F.0.06 \checkmark}{15.24}$   
15.30 $\frac{F.0.31 \checkmark}{15.49}$   
15.80

+ 40

 $\frac{F.0.31}{15.49}$   
15.80 $\frac{F.0.45 \checkmark}{15.85}$   
16.30

+ 20

 $\frac{C.0.23}{16.81}$   
16.58 $\frac{F.0.46 \checkmark}{16.62}$   
17.08

1 + 00

 $\frac{C.0.44 \checkmark}{18.04}$   
17.60 $\frac{F.0.16 \checkmark}{17.94}$   
18.10



6-10-53

CURB STAKES ARISTA ST. CONTD.

L.                      \$                      R.

+80

$$\begin{array}{r} F0.23 \\ 17.29 \\ \hline 17.52 \end{array}$$

$$\begin{array}{r} C0.16 \\ 18.18 \\ \hline 18.02 \end{array}$$

+60

$$\begin{array}{r} F0.35 \\ 16.23 \\ \hline 16.58 \end{array}$$

$$\begin{array}{r} C0.11 \\ 17.19 \\ \hline 17.08 \end{array}$$

+40

$$\begin{array}{r} F0.17 \\ 15.73 \\ \hline 15.90 \end{array}$$

$$\begin{array}{r} C0.03 \\ 16.43 \\ \hline 16.40 \end{array}$$

+20

$$\begin{array}{r} C0.11 \\ 15.60 \\ \hline 15.49 \end{array}$$

$$\begin{array}{r} F0.13 \\ 15.86 \\ \hline 15.99 \end{array}$$

2+00

$$\begin{array}{r} F0.15 \\ 15.10 \\ \hline 15.25 \end{array}$$

$$\begin{array}{r} C0.02 \\ 15.77 \\ \hline 15.75 \end{array}$$



6-10-53

CURB STAKES ARISTA ST. CONTD.

Lt.                      &                      Rt.

B.M.

20.21-2021 (see Pg 43)

3+00

C0.26 ✓  
18.58 ✓  
18.32  
P.L.  
P.O.C.

F.030 ✓  
18.92  
19.22  
P.L.  
P.O.C.

2+90

F0.30  
17.76  
18.08

F0.05  
18.53  
18.58



CURB GRADES JEFFERSON ST. FROM  
AMPUDIA TO CONDE ST. W.O. 20006

Stamped  
6-17-53 Huffman  
Sherry

Sta	Elev	Grade	Cut	
1+50	25.48	22.51	2.97	
1+20	24.05	21.17	2.88	
1+10	23.36	20.80	2.56	Sly line Arista
0+90	22.29	20.18	2.11	
0+80	21.94	19.80	2.14	
0+60	21.70	18.85	2.85	Nly line of Arista
0+50	21.37	18.24	3.13	
0+25	19.08	16.58	2.50	
10+00	16.40	14.92	1.48	pt 60' Nly of Nly Prop Arista St.
B.M.		20.21	See Pg. 93	



CURB GRADES SUNNY SLOPE TERRACE

ADAMS AVE W.O. 23811

Sta Elev Grade Cut

6-18-53

Stamper  
Huffman  
Shorey  
Sherry

Dwg 10340-L

Rev-4-21-53

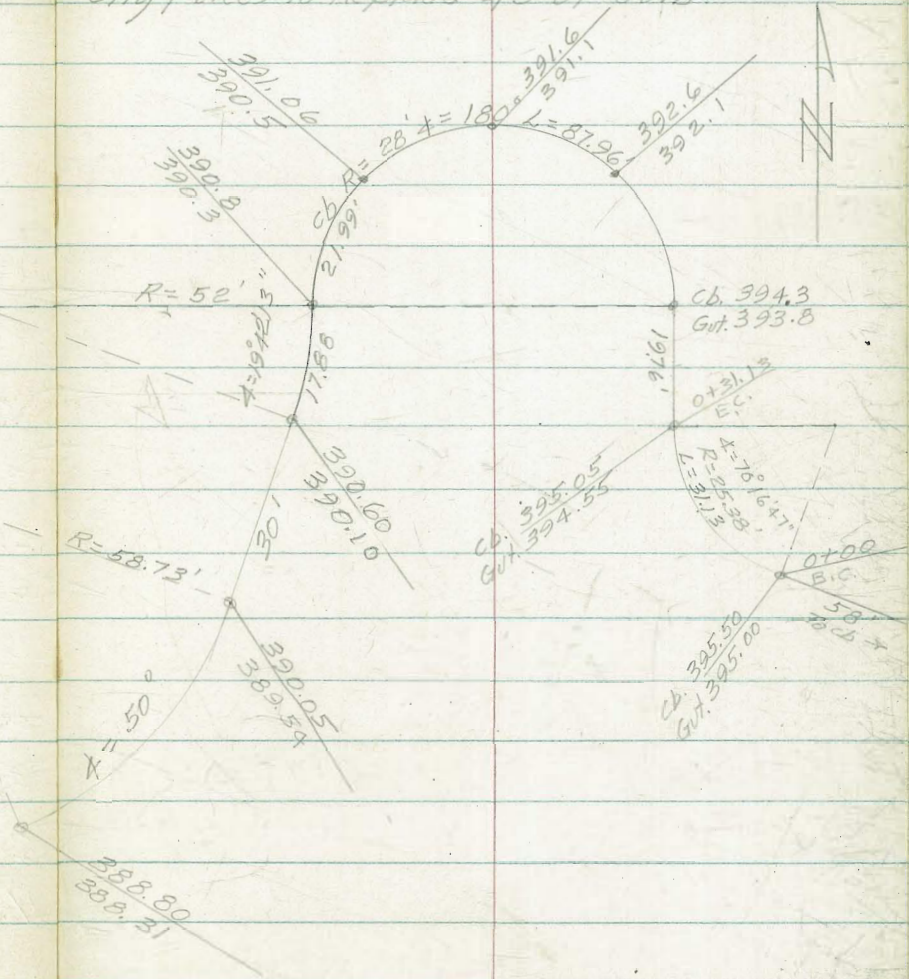
City Forces To Replace 45' of Curb

0+45	394.61	Checked 63 394.52	8.09	cb
0+45		394.02		Gut
E.C.				
0+31.13	395.38	395.05	0.33	cb
E.C.				
0+31.13		394.55		Gut
P.O.C.				
0+15.56	396.00	395.87	0.73	cb
P.O.C.				
0+15.56		394.77		Gut
B.C.				
0+00	395.61	395.50	0.11	cb
B.C.				
0+00		395.00		Gut

B.M

413.40

N.E.B.P. 54th. & Adams





6-22-53  Stamper  
 Huffman  
 Shorey  
 Sherry

PAVING GRADES LA JOLLA HERMOSA AVE DWG. 10670-L

BETWEEN LA CANADA & MIRAMANTE W.O. 62323

0+00 = NLY PROP LA CANADA

Wly Lt.                      &                      Rt. Fly

Sta

Elev

0+75

Stakes 3' Lt & F0.24  
 83.89 C0.47  
 84.59  
 ✓ on Cb. 84.13 84.25 84.12  
    1/4                      21

0+50

F0.11  
 84.10  
 84.21 84.205 84.20  
    1/4                      21

0+29

F0.13  
 84.16  
 84.29 84.29 84.29  
    1/4                      21

0+08

83.96 83.52 84.37 84.375 84.38  
    21                      21  
 -cb cut

0+00

84.00 83.52 84.27 84.38  
    21                      21  
 -cb cut

B.M.

- 3.36 84.95 N.E.C.T. La Jolla Mesa

B.M. +11.89

88.31 76.42

N.E. B.P. La Jolla Blvd & La Canada  
 Camino La Costa



6-22-53

PAVING GRADES LAJOLLA HERMOSA CONTD

Lt

±

Rt.

2+00

F0.59

83.17

83.76

83.755

83.75

1/4

21

T.P.

83.17

Top hub 3' W Sta 2+00  
±

F0.55

83.28

83.83

83.825

83.82

1/4

21

+ 75

+ 50

F0.41

83.50

83.91

83.905

83.90

1/4

21

+ 25

F0.32

83.66

83.98

83.975

83.97

1/4

21

1+00

F0.33

83.73

84.06

84.055

84.05

84.05

1/4

21



6-22-53

PAVING GRADES LA SOLLA HERMOZA CONTD

LH.

±

RH.

3+25

FO.63

82.75

83.38

0

83.375

✓

83.37

21

1/4

3+00

FO.68

82.78

83.46

0

83.955

✓

83.45

21

1/4

+75

FO.66

82.87

83.53

0

83.525

✓

83.52

21

1/4

+50

FO.59

83.02

83.61

0

83.605

✓

83.60

21

1/4

2+25

FO.56

83.12

83.68

0

83.675

✓

83.67

21

1/4



6-22-53

PAVING GRADES LAJOLLA HERMOSA CONTD.

4+50

$$\begin{array}{r} \checkmark \\ 82.10 \\ - 21 \\ \hline \end{array}$$

$$\begin{array}{r} F0.67 \\ 82.34 \\ \hline 83.01 \\ 0 \end{array}$$

$$\begin{array}{r} \checkmark \\ 83.005 \\ \hline 83.00 \\ 21 \\ \hline \end{array}$$

+25

$$\begin{array}{r} F0.74 \\ 82.34 \\ \hline 83.08 \\ 0 \end{array}$$

$$\begin{array}{r} \checkmark \\ 83.075 \\ \hline 83.07 \\ 21 \\ \hline \end{array}$$

4+00

$$\begin{array}{r} F0.83 \\ 82.32 \\ \hline 83.15 \\ 0 \end{array}$$

$$\begin{array}{r} \checkmark \\ 83.145 \\ \hline 83.14 \\ 21 \\ \hline \end{array}$$

3+75

$$\begin{array}{r} F0.78 \\ 82.45 \\ \hline 83.23 \\ 0 \end{array}$$

$$\begin{array}{r} \checkmark \\ 83.225 \\ \hline 83.22 \\ 21 \\ \hline \end{array}$$

3+50

$$\begin{array}{r} F0.69 \\ 82.62 \\ \hline 83.31 \\ 0 \end{array}$$

$$\begin{array}{r} \checkmark \\ 83.305 \\ \hline 83.30 \\ 21 \\ \hline \end{array}$$



6-22-53

PAVING GRADES LAJOLLA HERMOSA CONTD.

LT

C

RT

B.M.

76.40 = 76.42 (see Pg. 49)

T.P.

84.25

54 07.3

chk

$$\begin{array}{r} 81.99 \\ 81.90 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 82.11 \\ 82.27 \\ \hline 0.14 \end{array}$$

$$\begin{array}{r} 82.65 \\ 82.65 \\ \hline 21 \end{array}$$
changed T.A.S.  
6-22-53

47 78.65

Raised  
0.05
$$\begin{array}{r} 82.05 \\ \hline 21 \end{array}$$

$$\begin{array}{r} F0.56 \\ 82.30 \\ \hline 82.86 \end{array}$$

$$\begin{array}{r} 82.73 \\ 82.82 \\ \hline 21 \end{array}$$







PAVING ELM ST. GRADES, 31-ST. TO GROVE

W.O. 21013 (See Pg. 33)

Sta.

1+00

0+75

T.P.

0+52.7

0+22.7

0+02.7 Wly Prop 31-st.

B.M.

31-ST. TO GROVE

(See Pg. 33)

232.25

224.54

Lt.

NOTE: (See Pg. 33)

Set Stakes 33' out from &

Corb Rough	Corb Fin	Corb Fin	Corb Rough
---------------	-------------	-------------	---------------

F 2.52	F 0.10	F 0.09	F 0.86
225.12	27.54	7.61	226.84
227.64	227.64	227.70	227.70

cb

227.17

cb

F 1.01	F 0.29	F 0.07	C 0.95
225.23	26.95	7.26	228.28
227.24	227.24	227.33	227.33

cb

226.78

cb

	F 0.69	C 0.09	C 3.82
	26.20	7.10	230.83
226.89	226.89	227.01	227.01

cb

226.36

cb

C 2.99	F 0.11	F 0.03	C 4.54
229.40	26.30	6.73	231.30
226.41	226.41	226.76	226.76

cb

C 1.55	F 0.20	F 0.19	C 4.46
227.64	25.89	6.51	231.16
226.09	226.09	226.70	226.70

cb

1/4

cb

S.E.C.T. 31-st. & Elm St.

7-6-53

Stampker  
515300  
Palmer  
Sherry  
R.F.

55



8-3-53

## PAVING GRADES ELM ST. CONTD.

	Lt.		±	Rt.	
	Curb Rough	Curb fm.		Curb fm	Curb Rough
2+09		F0.03 2997 230.00	230.15	F0.30 30.20 230.50	230.50
			229.73 ✓		
2+04.95		F1.17 228.70 229.87	230.00	F0.18 30.12 230.30	F1.03 229.27 230.30
			229.58 ✓		
1+89		F1.42 227.92 229.34	229.36	F0.09 9.48 229.57	F1.39 228.18 229.57
			228.94 ✓		
1+69		F1.86 226.96 228.82	228.75	F0.10 8.78 228.88	F1.41 227.47 228.88
			228.33 ✓		
1+49		F2.04 226.38 228.42	228.34	F0.20 8.25 228.45	F1.09 227.36 228.45
			227.92 ✓		
1+25		F2.41 225.63 228.04	227.97	F0.25 7.84 228.09	F1.31 226.78 228.09
			227.55 ✓		



8-3-53

## PAVING GRADES ELM ST. CONTD.

LT.

¢

RT.

3+02 Set P.K. &amp; Pavt. (see Pg. 33)

Curb  
RoughFin.  
CurbFin  
CurbCurb  
Rough

c6.40

238.73

232.33

232.33

2+69 End 5. Curb

cb

c5.82

237.51

231.69

231.69

232.12

234.78

c. 1.78

234.78

233.00

2+54.95 Match Paving Sec.

cb

231.70

cb

2+52

F0.02 ✓

F0.60 ✓

231.58

31.56

231.58

232.00

2.24

232.84

232.84

cb

cb

F0.16

F0.42 ✓

F0.41 ✓

C0.02

230.84

30.56

231.00

231.00

230.84

30.97

231.38

231.40

231.38

2+25

cb

230.42 ✓

cb



CURB STAKES 40TH & NEWTON

W.O. 62336

NOTE: 0+00 = 148.43 South of  
Curb B.C. S.W. Ref @ 40th &  
Newton

Sta	+ H.I	-	Elev Rod	Grade Rod	Fill
<del>+48</del>			5.30	4.98	F0.32
<del>+40</del>	+79 <sup>5</sup>	End. Curb	5.37	4.98	F0.39
<del>+30</del>	+70		5.28	4.98	F0.30
<del>+20</del>	+61	Driveway	5.30	4.98	F0.32
<del>+10</del>	+48	Driveway	5.43	4.98	F0.45
0+00	+40		5.13	4.98	F0.15
	+30				
	+20				
	+10				
	0+00	Begin Curb			

Ref Dwg 7392-L

~~7-10-53~~  
8-20-53  
7393-L

Stampery 58  
Sisson  
Palmer  
Sherry

Line Used Match Existing Curbs

NOTE: Grades Raked in To Existing  
Curb R = 27.56'

~~Grade Rod = -4.98~~

Authorized by Geo. Gilson  
Grade Rod = 5.20

Elev. Grade Fill

Elev.	Grade	Fill
5.56	5.20	0.36 <sup>L</sup>
5.70	5.20	0.50 <sup>L</sup>
5.56	5.20	0.36 <sup>L</sup>
5.69	5.20	0.49 <sup>L</sup>
5.60	5.28	0.40 <sup>L</sup>
5.64	5.20	0.44 <sup>L</sup>
5.81	5.20	0.61
5.55	5.20	0.35



CONC RET. WALL ELM ST

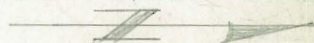
W.D 21013

 Stamped  
 Smith  
 Taylor  
 Sherry

Sta

Grade

Stakes @ 5' Inside



29.75 0+56.7

0+45.7

29.75

30'

30'

0+00

Elev Grade F.L.L

0+56.7

222.65

224.60

F 1.95

0+45.7

227.56

224.60

C 2.96

31.5T.

5T.

B.M.

224.54

See Pg 32



Stampert  
K. Huffman  
& Schelin

SEWER GRADES GALVESTON & MILTON

7-24-53

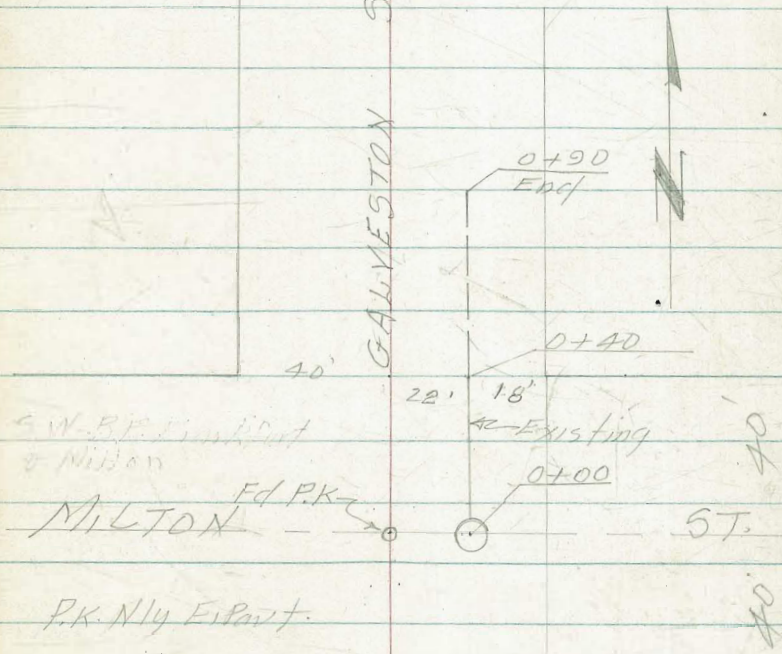
W.O. 20009

NOTE: Levels taken with direct-Rod

Sta	Elev	Grade	Cut
0+90	77.41	70.36	7.05
0+65	77.25	70.26	6.99
0+40		70.20 70.16	
0+00		70.00	
B.M.			52.70
TP		1.14	72.15
	10.57	73.29	
B.M.			62.72

Set Stakes 5' Lt.

GALVESTON ST



S.W. B.P. E Part  
& Milton

MILTON Ed PKL

P.K. N/4 E Part.

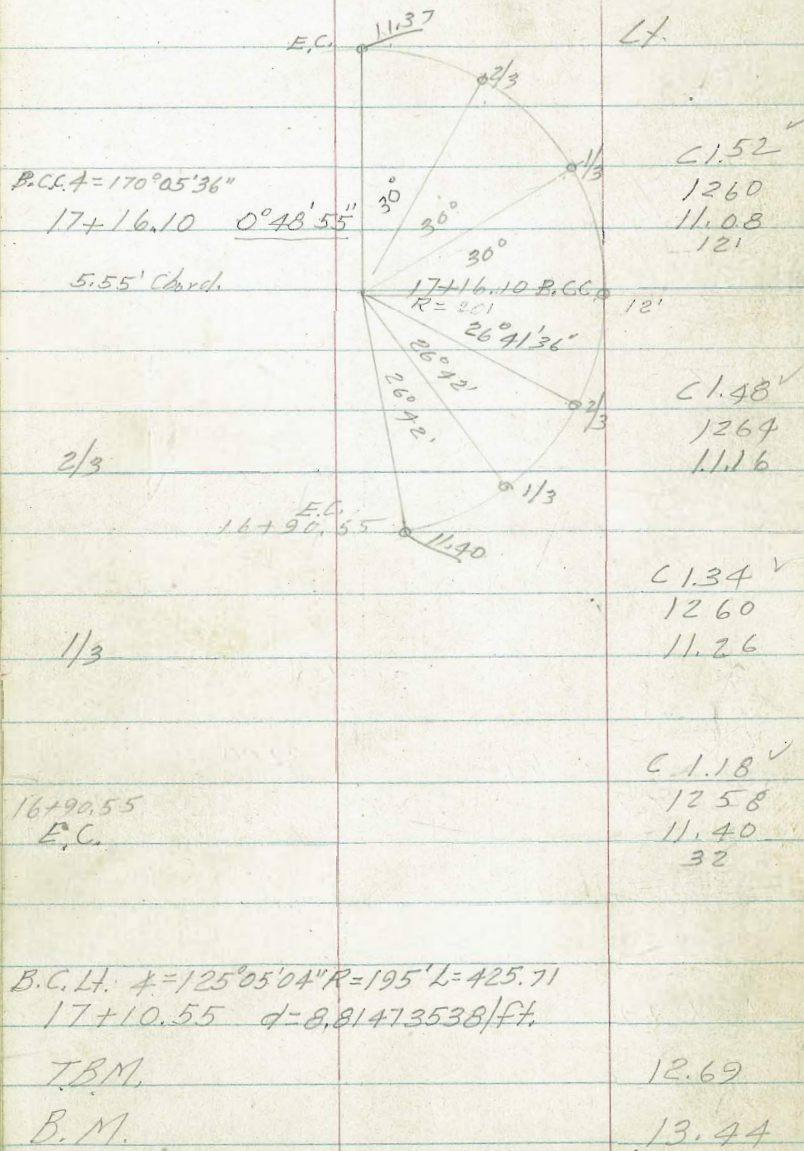
P.P.N. 4349



Contd. from G-312  
 Ref DWG 2163-4 D 78

Stampers 61  
 Hoffman  
 Nordahl  
 Sherry

PAVING GRADES GLEASON RD CONTD.



Lt.

d.

Rt. Curb

C 0.08

(Timing Device)



## GLEASON RD. GRADES

62

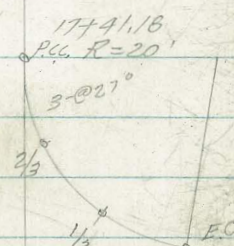
10-30-53

	Lt.	±	El.	curb
2/3			10.77	C0.86 <sup>✓</sup> 12.30 11.44
1/3			10.67	C0.85 <sup>✓</sup> 12.19 11.34
E.C.	1		10.57	C0.70 <sup>✓</sup> 11.94 11.24
E.C.	C1.47 <sup>✓</sup> 12.84 11.37		C1.20 <sup>✓</sup> 11.76 10.56	C0.53 <sup>✓</sup> 11.76 11.23 End Curbed Chute
2/3	C1.25 <sup>✓</sup> 12.54 11.29			C0.32 <sup>✓</sup> 11.57 11.25 3'R W/4
1/3	C1.42 <sup>✓</sup> 12.57 11.15			C0.40 <sup>✓</sup> 11.57 11.17 3'R W/4



## GLEASON RD GRADES

	Lt	E	Rt.	Curb
see sketch 58° 24' Rt. Next Pp.	C 1.03 ✓ 12.49 11.46 P.C. ③			
23.24' Lt, EP, R=20' $\Delta$ =300°19'05" 18+01.76 P.C.C.	13° 24' ✓ C 1.20 ✓ 12.56 11.36 ✓ ③ 12'	11.24	11.12 12	C 0.43 ✓ 12.22 11.79 12
26.73				
17+75	19° 28' 07" ✓	11.13	11.01	C 0.60 ✓ 12.28 11.68
24.98				
17+50	5° 47' 45" ✓	11.03	10.91 12	C 0.75 ✓ 12.33 11.58 12
8.82'				
Rt, EP, $\Delta$ =81° R=20' L=28.37 P.C.C. 17+41.18	4° 30' ✓		10.87 12	C 0.73 ✓ 12.27 11.54 12





## GLEASON RD GRADES

Lt.

±

Rt.

Curb

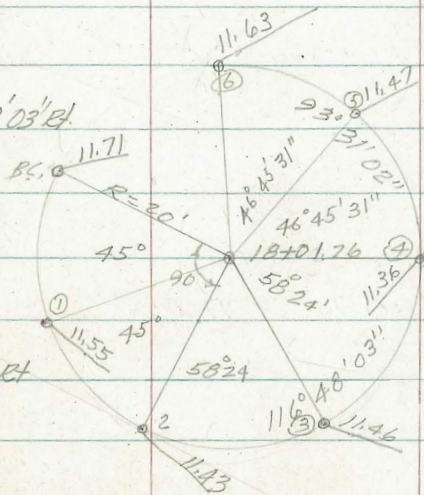
93° 31' 02" Lt.

C 0.96 ✓  
 12.59  
 11.63  
 ①

46° 45' 31" Lt.

C 1.14 ✓  
 12.61  
 11.47  
 ③

206° 48' 03" Rt.



C 0.86 ✓  
 12.37 ✓  
 11.71  
 B.C.

161° 48' Rt.

C 1.16 ✓  
 12.71 ✓  
 11.55  
 ①

116° 48' Rt.

C 1.25 ✓  
 12.68  
 11.43  
 ②



10-30-53

Lt

E

Rt. curb

$\Delta = 87^\circ 28' 31''$   $R = 20'$   $L = 30.53'$

19+00 P.C.C. R.H.P.  $27^\circ 49' 57''$

C0.64 ✓

1260

11.96

32

11.76

12

11.64

0

11.51

12

C0.39 ✓

12.57

12.18

12



24.98

18+75

$24^\circ 09' 35''$

C0.74 ✓

1260

11.86

11.66

11.54

0

11.41

12

C0.27 ✓

12.35

12.08

12

24.96

18+50

$20^\circ 29' 13''$

C0.91 ✓

1266

11.75

32

11.55

12

11.43

0

11.31

12

C0.18 ✓

12.16

11.98

24.98

18+25 P.C.C.

$16^\circ 48' 51''$

~~11.65~~

~~32~~

~~11.45~~

~~12~~

~~11.33~~

~~0~~

11.21

12

C0.33 ✓

12.21

11.88

23.24







10-30-53

67

		L. Curb		E.	Rt.	Curb
		F0.85				F0.88
P.C. Point 10-30-53 21+36.26 P.C.C.	62°32'32"	12.50 13.35 12	12.68 12	12.56 0	12.44 12	12.23 13.11 12
36.21		F0.68 <sup>v</sup>				F0.53 <sup>v</sup>
21+00	57°12'54"	12.08 12.76 32 E.P.	12.55 12	12.43 0	12.31 12	11.98 12.51 32 E.P.
24.98		F0.25 <sup>v</sup>				F0.49 <sup>v</sup>
20+75	53°32'32"	12.41 12.66 32	12.45 12	12.33 0	12.21 12	11.92 12.41 32
24.98		F0.25 <sup>v</sup>				F0.17 <sup>v</sup>
20+50	49°52'10"	12.31 12.56 32	12.35 12	12.23 0	12.11 12	12.14 12.31 32
24.98		F0.18 <sup>v</sup>				F0.36 <sup>v</sup>
20+25	46°11'48"	12.28 12.46 32	12.25 12	12.13 0	12.01 12	11.85 12.21 32
24.98		F0.10 <sup>v</sup>				F0.11 <sup>v</sup>
20+00	42°31'26"	12.26 12.36 32	12.15 12	12.03 0	11.91 12	12.00 12.11 32
24.98						



10-30-53

Lt.

±

Rt.

Curb

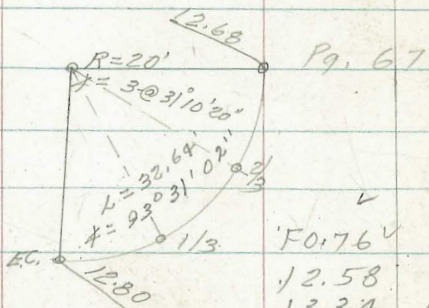
Curb

21+50

13.67'

P.C.C.

21+36.26



Pg. 67

F0.76<sup>v</sup>

12.58  
13.34  
2/3 12.67  
2/3

2/3

F0.75<sup>v</sup>

12.63  
13.38  
1/3 12.71  
1/3

1/3

F1.01<sup>v</sup>

12.46  
13.47  
32 12.80  
32

Lt. & Rt.  
E.C. Begin Type G Curb

F0.87

12.23  
13.10

12.43

F0.89<sup>v</sup>

12.25  
13.14

12.47

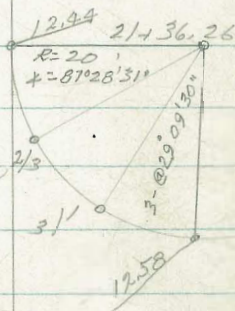
F1.34<sup>v</sup>

12.11  
13.45  
32

12.58  
32

F1.14

12.11  
13.25



12.58

F0.87

12.23  
13.10

12.43

F0.89<sup>v</sup>

12.25  
13.14

12.47

F1.34<sup>v</sup>

12.11  
13.45  
32

12.58  
32

F1.14

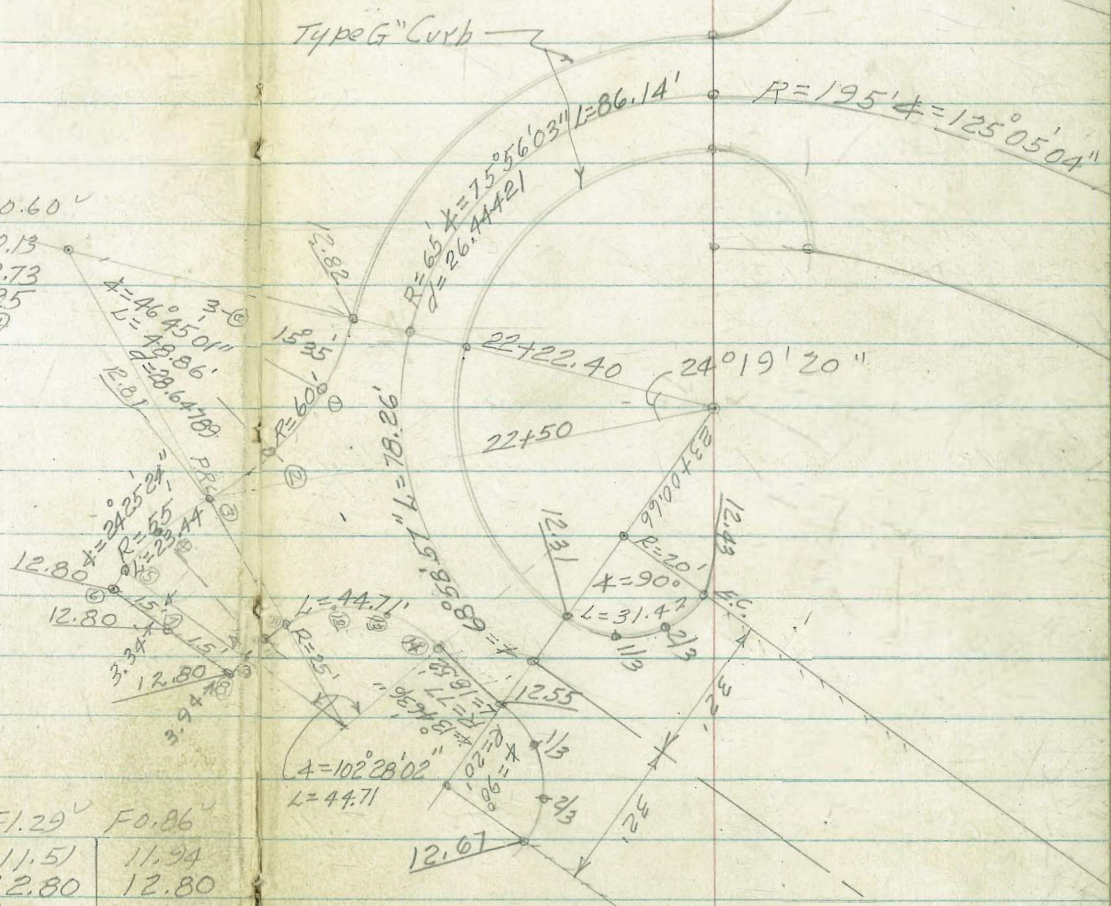
12.11  
13.25



10-30-53

21736.26

	F0.90 <sup>v</sup>		F1.40 <sup>v</sup>
①	11.85		11.40
24°25'24" Lt.	12.75	12.75	12.80
	20'	40'	60
	③	⊕ R.I.	③
	F0.71 <sup>v</sup>	F1.16 <sup>v</sup>	
②	12.03	11.64	
12°12'42" Lt.	12.74	12.80	
	20'	60	
	⑩	⊕	
↗ @ Center 55' R.	F0.86 <sup>v</sup>		F0.60 <sup>v</sup>
P.R.C. ③	11.95		12.13
46°45' Rt.	12.81	12.73	12.73
	55'	75'	25
	③	⊕ R.I.	④
②	F0.50 <sup>v</sup>		
31°10' Rt.	12.32		
	12.82	13.44	
	55'		
①	F0.38 <sup>v</sup>		
15°35' Rt.	12.44		
	12.82	13.44	
	55'		
↖ Center 60' R.		F1.48 <sup>v</sup>	F1.29 <sup>v</sup>
B.C. Rt. E.P.		11.32	11.51
22+22.40		12.80	12.80
		W.E.P.	E.E.P.
		④	⑦





10-30-53

Lt.

C

Rt.

F0.22<sup>✓</sup>

12.43

52° Rt. (13)

12.65

20'

F0.05<sup>✓</sup>

12.64

426° Rt. (12)

12.69

(Object. Ctr. 60'R.

20'

At 25'R' Center

Curb

Curb

See Sketch

Contd P9.71.

00Rt. 4

F0.86<sup>✓</sup>F1.09<sup>✓</sup>

P.C.C. Rt. E.P.

End Typ P.C.C. Curb

12.54

12.40

22+22.40

37° 58' 02"

13.40

12.73

12.77

12.82

13.49

12

12

0

12

12

22.29'

F0.92<sup>✓</sup>F1.26<sup>✓</sup>

12.58

12.24

22+00

28° 05' 33"

13.50

12.83

12.83

12.83

13.50

12

12

0

12

12

24.845

F1.01<sup>✓</sup>F1.09<sup>✓</sup>

12.45

12.25

21+75

17° 04' 26"

13.46

12.79

12.73

12.67

13.34

12

12

0

12

12

24.845'

F0.98<sup>✓</sup>F1.08<sup>✓</sup>

12.44

12.10

21+50

6° 03' 20"

13.42

12.75

12.63

12.51

13.18

12

12

0

12

12

13.67

At P.C.C. 21+36.26



Corb Lt. E Rt.

F0.42 ✓

C0.30 ✓

12.59

12.88

2/3

13.01 12.34

12.58

F0.43 ✓

C0.45 ✓

12.54

12.75

1/3

12.97 12.30

12.30

F0.43 ✓

F0.09 ✓

12.55

12.46

$\phi = 90^\circ$   $P = 20'$   $L = 31.42$   
P.C.C. 17.8 Rt. E.P.

12.98 12.31

12.43

12

12

0

12.55

12

23+00.66

72°27'30"

25.51'

F0.63 ✓

12.45

13.08 12.41

12.53

22+75

61°08'52"

12

12

0

24.845

F0.74 ✓

12.44

13.18 12.51

12.63

22+50

50°07'46"

12

12

0

27.39'

F0.14 ✓

12.46

12.60

20'

78°03'38" Rt. (14)



Lt.      ♄      Rt.

E.P.      Gut.

1/3

Co. 44

12.71

12.27

E.C.

Co. 62

12.94

12.32

32

Co. 56<sup>✓</sup>

12.67

12.11

32

11.91

12

12.03

0

24+00

Co. 42<sup>✓</sup>

12.73

12.31

32

12.11

12

12.23

0

12.35

12

Co. 08

12.63

12.55

32

23+50

49.34'

Curb<sup>✓</sup>Co. 42<sup>✓</sup>

12.68

13.10

32

12.43

32

Co. 16<sup>✓</sup>

12.83

12.67

32

E.C. End Type G<sup>1/2</sup> Curb Lt.



Lt.

C

Rt.

E.C.

$\checkmark$   
 Co. 59    Co. 36  
 12.74    12.56  
 12.15    12.20  
           7.60  
           TAM

2/3

$\checkmark$   
 Co. 47  
 12.59  
 12.18

1/3

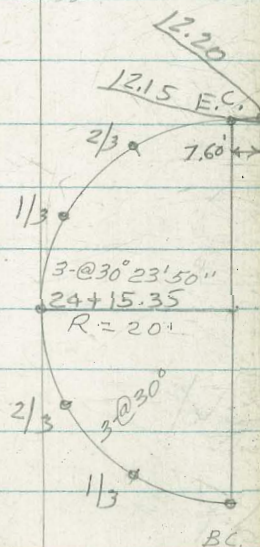
$\checkmark$   
 Co. 63  
 12.72  
 12.09

$L = 31.81'$   
 $\Delta = 91^\circ 08' 30''$   
 $B.C. 24 + 15.35$   $R = 20'$   
 $\Delta = 90^\circ$   $L = 31.42'$

$\checkmark$   
 Co. 75  
 12.85  
 12.10  
 12'

2/3

$\checkmark$   
 Co. 85  
 13.02  
 12.17  
 2/3





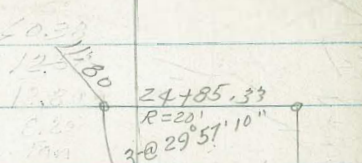
Lt.

Ct.

Rt.

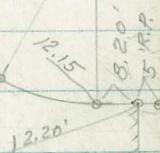
24+85.33  $\phi = 89^{\circ}51'30''$   
 B.C. R=20 L=31.02

CO.78<sup>v</sup>  
 12.58  
 11.80  
 12'



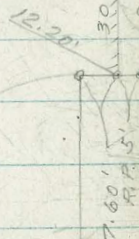
2/3

CO.46<sup>v</sup>  
 12.33  
 11.87



1/3

CO.54<sup>v</sup>  
 12.54  
 12.00



E.C.

CO.37<sup>v</sup>  
 12.52  
 12.15

CO.35<sup>v</sup>  
 24+15.35  
 12.55  
 12.20  
 8.20  
 Turn

CO.86<sup>v</sup>  
 12.77  
 11.91  
 32

11.71  
 12

11.83  
 0

CO.56<sup>v</sup>  
 12.51  
 11.95  
 12

CO.36<sup>v</sup>  
 12.54  
 12.15  
 40.1  
 E.P.

CO.31  
 12.51  
 12.20  
 40.1  
 E.P.

24+50



Lt.

C

Rt.

B.M.

(see pg. 61)  
 13.44 = 1344 Base Conc. Block L. & Rk. in Top W. Side  
 Race Course Control Pt. on Gleason Pt.

25+65 13 End

25+00

(omit) 11.71  
 32

11.51  
 12

11.63

10.87 ✓  
 12.62  
 11.75  
 12

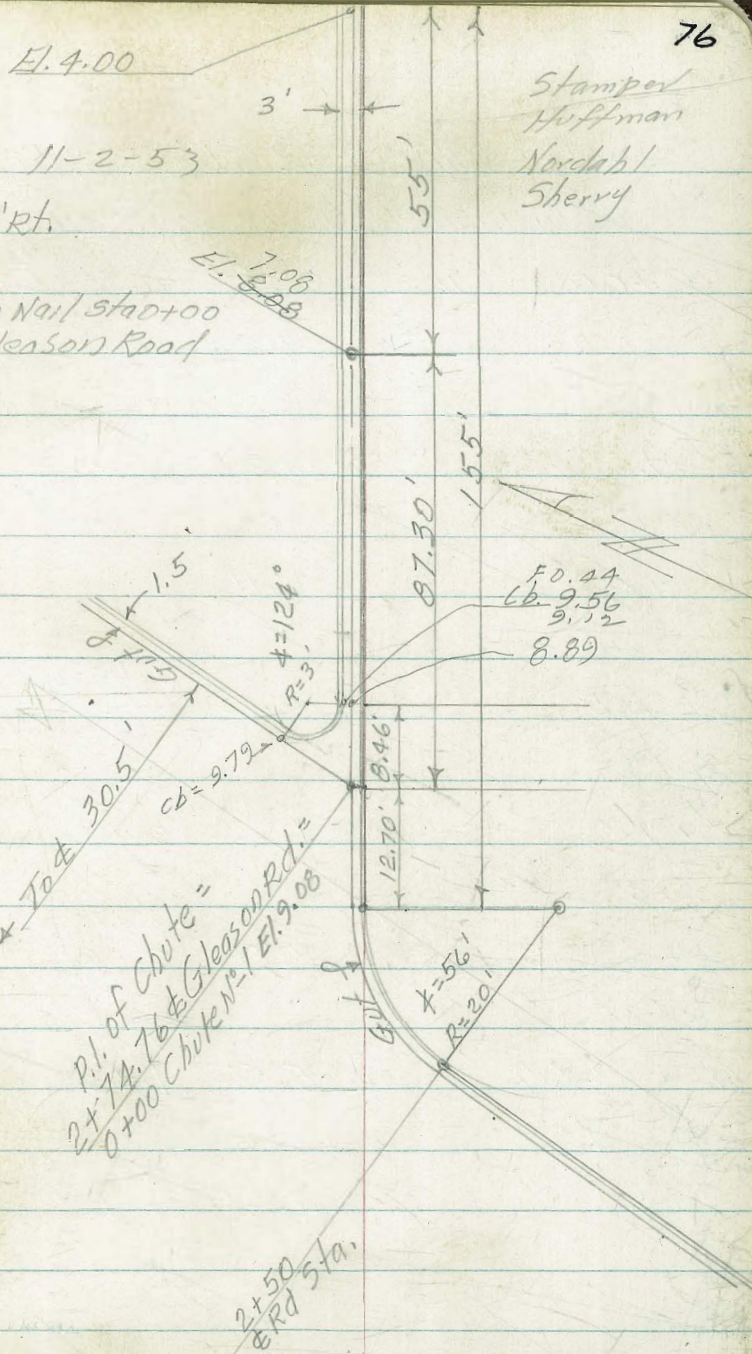


# DRAINAGE CHUTES GLEASON P.T.

Sta  
 Drain Chute No 1 0+00=2+74.76 & Rd 30.5' Rt.

Sta	Elev.	Grade	Cut
B.M.	11.07		
0+00	11.11	9.08	2.03
29.10			
0+29.10	9.12	<del>10.90</del> 8.41	<del>2.49</del> 0.71
29.10			
0+58.20	10.58	7.74	2.84
29.10			
0+87.30	6.28	<del>6.2</del> 7.08	F1.17 0.37
27.50			
1+14.80	5.28	5.54	F0.26 0.43
27.50			
End 1+42.30	4.83	4.00	0.83

NOTE: Offsets are 5' Rt. of & of Chute





DRAINAGE CHUTE N<sup>o</sup> 2 GLEASON ROAD

11-2-53

See DWG. 2164-D for Location

0+00 of Chute =  $\frac{1}{2}$  Rd. Sta. 10+50 Corb.  
 = 32' Ely of  $\frac{1}{2}$  Rd.  
 Radially to Elev.

Sta. Elev. Grade Cut

	12.55	= N14 3' E.	
		Top Stub BC. 3' R. 514	
B.M.	12.56	Side of Chute	

0+00		11.16	
------	--	-------	--

23.50

0+23.50	11.87	1.18 <sup>v</sup>	
	<del>12.44</del>	10.69	<del>1.75</del>

23.50

Break	10.51	0.29 <sup>v</sup>	
0+47	<del>10.26</del>	10.22	<del>0.74</del>

22.33

0+69.33	8.71	F0.17 <sup>v</sup>	
	<del>8.80</del>	7.88	<del>0.92</del>

22.33

0+91.66	6.58	1.03	
	<del>6.58</del>	5.55	<del>1.03</del>

22.34

END	3.80	3.22	0.58	10' R+E
1+14	3.66 <sup>v</sup>	3.22	0.44	5' L+E

NOTE: Offset Stakes Set <sup>10' R+E</sup> 5' L+E  
 of  $\frac{1}{2}$  of Chute



CONTD - G-312  
11-2-53

DRAINAGE CHUTE N° 3 GLEASON ROAD

Tan produced from  
0+00 = & Rd. Sta. 17+24.56 = B.C. Sta. 17+10.55 & Rd.

0+00 of Chute = Ely Curb face 32' RT. of & Rd.

See Dwg. 2164-D

Sta.	Elev.	Grade	Cut (see p. 63) Top stub Sta. 17+41.18 5' RT. of RT. Curb
B.M.	12.27		
0+00	11.76	10.56	
35'			
	9.36		0.36
0+35 Break	9.40	9.00	0.40
32.5			
	7.19		1.19
0+67.5	6.62	6.00	0.62
32.5			
	3.47	3.00	0.47
1+00	3.25	3.00	0.25 5' Lt

NOTE: Offset stakes set 5' Lt. of &  
of chute

442  
1.17  

---

3.25

0+21.26 22' 2" depth  
2.7

11.58  
1.15  

---

3.66



9-307

450 (21.21)

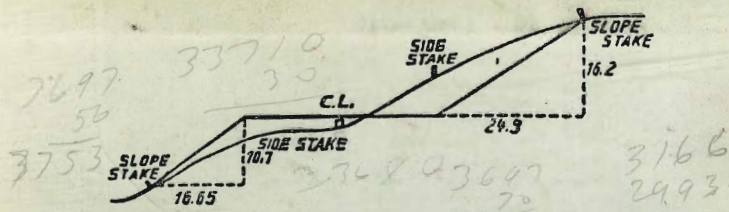
9420  
250910  
423) 900  
844

69 100  
2.69  
27  
424 } 5600

8.74  
27  
8.47

101/01

87.50  
24 92  
179 23



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	71.20	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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