

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 15 1965

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PAVING GRADES ELCARMEL POINT

W.O. 64064

Ref Dwg's 2188-89 D  
F.B.M.B. N<sup>o</sup> 84

8-4-53  
T. A. Stamper

Type "G" Curb on Rt. @ Sta  
1+96.78

5" Soil/Cement Base 1 1/2" Ac. Surface = 0.54

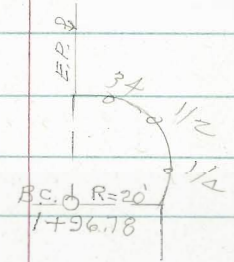
|                                   | E.P. | E.P.                        | ± | ±    | E.P. | Curb                        | Curb |
|-----------------------------------|------|-----------------------------|---|------|------|-----------------------------|------|
| 1+50                              |      | F0.52<br>9.31<br>9.83       |   | 9.43 |      | C0.04<br>9.87<br>9.83       |      |
| 13.20<br>B.G.Lt.<br>1+36.80       |      | F0.38<br>9.27<br>9.65<br>12 |   | 9.25 |      | C0.14<br>9.79<br>9.65<br>12 |      |
| 24.30<br>1+10.50                  |      | F0.35<br>8.90<br>9.25<br>12 |   | 8.85 |      | C0.12<br>9.37<br>9.25<br>12 |      |
| 26.30<br>0+84.20 Match Point Sec. |      | 8.51                        |   | 8.45 | 8.48 | 8.18                        |      |
| B.M.                              |      | 8.50                        |   |      |      |                             |      |

City Engr Disk Bayside Walk & El Carmel Place

FB 84  
3

8-4-53

PAVING GRADES EL CARMEL PT. CONTD.

| Sta.                                 |   | E.P.    | ±     | E.P.    | Curb    | Curb |
|--------------------------------------|---|---------|-------|---------|---------|------|
|                                      |   | F0.35 ✓ |       |         |         |      |
| 1/2                                  |   | 10.40   |       |         |         |      |
|                                      |   | 10.75   |       |         |         |      |
|                                      |  |         |       |         |         |      |
| 1/4                                  |   | 10.61   |       |         |         |      |
|                                      |   | F0.54 ✓ |       |         | F0.49 ✓ |      |
| B.C. Lt. E.P. $\Delta=90^\circ$ R=20 | Beginchp  | 995     |       |         | 10.00   |      |
| 1+96.78                              | L=31.42   | 10.49   |       | 10.49   | 10.49   |      |
|                                      |   | 12      |       | 12      | 12      |      |
|                                      |   | F0.55 ✓ |       | F0.55 ✓ |         |      |
| E.C.                                 |   | 987     |       | 987     |         |      |
| 1+91.78                              |   | 10.42   | 10.02 | 10.42   |         |      |
|                                      |   | 12      |       | 12      |         |      |
|                                      |   | F0.66 ✓ |       | F0.47 ✓ |         |      |
|                                      |   | 962     |       | 981     |         |      |
| 1+75                                 |   | 10.28   | 9.78  | 10.28   |         |      |
|                                      |   | 12      |       | 12      |         |      |

8-4-53

PAVING GRADES EL CARMEL PT. CONTD

|           |                  | E.P.                            | E.P.         | ±     | E.P.         | Curb                             | Curb |
|-----------|------------------|---------------------------------|--------------|-------|--------------|----------------------------------|------|
|           |                  | F0.38 ✓                         |              |       |              | F0.64 ✓                          |      |
| 2740      |                  | 10.58<br>10.96<br>32            | 10.76<br>12  | 10.60 | 10.65        | 10.51<br>11.15                   |      |
| 2720      |                  |                                 | 10.81<br>12' | 10.41 | 10.81<br>12' | F0.98 ✓<br>10.33<br>11.31<br>12' |      |
| 2706.78   | Normal Curb Sec. |                                 |              |       | 10.63<br>12' | F1.05 ✓<br>10.08<br>11.13<br>12' |      |
| E.C. NERT |                  | F0.66 ✓<br>10.31<br>10.97<br>32 |              |       |              |                                  |      |
| 3/4       |                  |                                 | 10.87        |       |              |                                  |      |

8-4-53

PAVING GRADES ELCARMEI PT. CONTD

|  | E.P.                              |              | ±     | E.P.         |                                   | Curb                              | Curb |
|--|-----------------------------------|--------------|-------|--------------|-----------------------------------|-----------------------------------|------|
|  |                                   |              |       |              |                                   |                                   |      |
| B.C. South E.P. R=18.5 $\phi=90^\circ$<br>L=28.06<br>3+20.28 |                                   |              |       |              | 10.25<br>12'                      | F 0.09 ✓<br>10.66<br>10.75<br>12' |      |
| 3+0.5  | C 0.02 ✓<br>10.77<br>10.75<br>32' | 10.55<br>12' | 10.43 | 10.31<br>12' | F 0.08 ✓<br>10.73<br>10.81<br>12' |                                   |      |
| 2+82.5   | F 0.09 ✓<br>10.75<br>10.84        | 10.64        | 10.52 | 10.40        | F 0.27 ✓<br>10.63<br>10.90        |                                   |      |
| 2+60   | F 0.13 ✓<br>10.80<br>10.92<br>32' | 10.72<br>12' | 10.61 | 10.49<br>12' | F 0.39 ✓<br>10.60<br>10.99<br>12' |                                   |      |

8-9-53

PAVING GRADES ELCARMEI PT. CONTD.

E.P.

±

E.P.

Curb

Curb

Top 5' from E.C.  
4.5' To End Curb

~~C0.66~~ C0.16 ✓  
10.60 10.60  
9.94 10.44  
35 35'

E.C.

~~C0.81~~ C0.31 ✓  
10.80 10.80  
9.99 10.49  
30.5' 30.5'

3/4

~~C0.48~~ F0.10 ✓  
10.46 10.46  
10.06 10.56

1/2

~~C0.48~~ C0.08 ✓  
10.70 10.70  
10.12 10.62

1/4

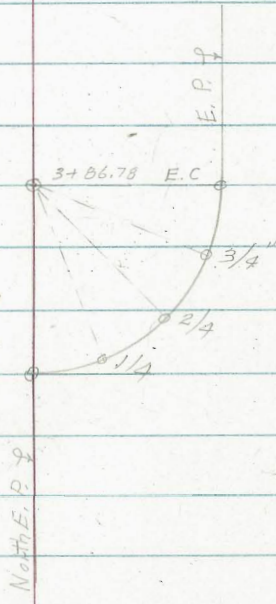
~~C0.51~~ C0.01 ✓  
10.70 10.70  
10.19 10.69





PAVING GRADES EL CARMEL PT. CONTD.

| Sta   | E.P.                               | E.P.    | + | E.P. | Curb | Curb |
|---|------------------------------------|---------|---|------|------|------|
|   |                                    | CO.04 ✓ |   |      |      |      |
| E.C.<br>3+86.78 TP                                      |                                    | 10.76   |   |      |      |      |
|   |                                    | 10.72   |   |      |      |      |
|   |                                    | 12      |   |      |      |      |
| 3/4   |                                    | 10.75   |   |      |      |      |
|   |                                    | CO.26 ✓ |   |      |      |      |
| 1/2   |                                    | 11.04   |   |      |      |      |
|   |                                    | 10.78 " |   |      |      |      |
| 1/4   |                                    | 10.81   |   |      |      |      |
|   |                                    | CO.41 ✓ |   |      |      |      |
| B.C. Lt. E.P. Set C+20' E<br>concave to West<br>3+66.78 | R=20' $\Delta=90^\circ$<br>L=31.42 | 11.25   |   |      |      |      |
|   |                                    | 10.84   |   |      |      |      |
|   |                                    | 32      |   |      |      |      |



PAVING GRADES EL CARMEL PT. CONTD.

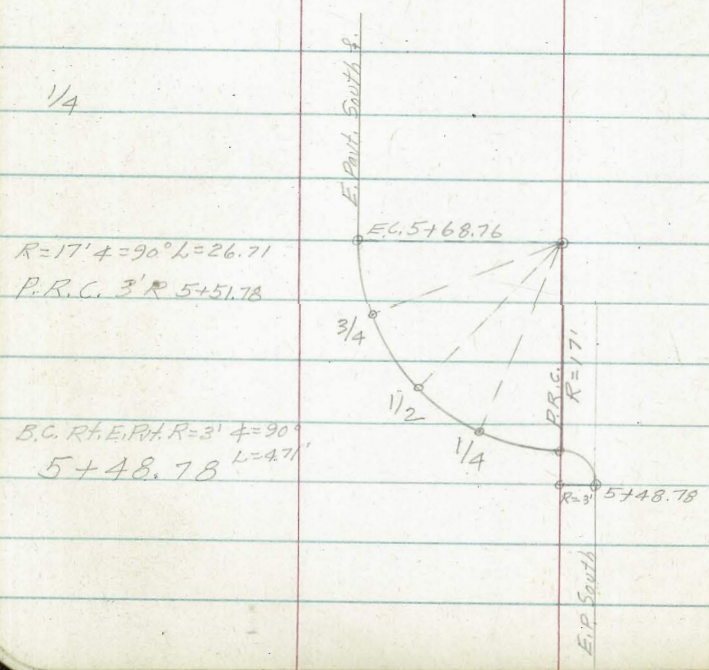
| Sta. | E.P.   | ±     | F.P.         | Curb         | Curb   |
|------|--|-------|--------------|--------------|--|
|      | <p>B.C. E.P. Lt. <math>R=20'</math> <math>\angle=90'</math><br/> <math>L=31.42'</math><br/> <math>5+26.78</math></p> |       |              |              |  |
|      | $14$ ✓<br>$C0.87$<br>$11.42$<br>$11.28$<br>$12'$   |       |              |              |  |
| 5+00 | $18$ ✓<br>$C0.88$<br>$11.2535$<br>$11.17$<br>$12'$   | 11.05 | 10.93<br>12' | 10.73<br>32' | $0.59$ ✓<br>$F0.62$<br>$10.5464$<br>$11.23$<br>$32'$ |
| 4+50 | $18$ ✓<br>$C0.45$<br>$11.37$<br>$10.97$<br>$12'$   | 10.85 | 10.73<br>12' | 10.53<br>32' | $58$ ✓<br>$F0.69$<br>$10.3445$<br>$11.03$<br>$32'$   |
| 4+00 | $10$ ✓<br>$C0.10$<br>$10.87$<br>$10.76$<br>$12'$   | 10.65 | 10.53<br>12' | 10.33<br>32' | $56$ ✓<br>$F0.56$<br>$10.27$<br>$10.83$<br>$32'$     |

PAYING GRADES ELCARMEH PT. CONT'D.

|                        | E.P.                             | £          |              | E.P.         | Curb                            | Curb |
|------------------------|----------------------------------|------------|--------------|--------------|---------------------------------|------|
|                        |                                  |            |              |              |                                 |      |
| 5+30                   |                                  | 11.17<br>0 | 11.05<br>12' | 10.85<br>32' | FO. 82<br>10.93<br>11.35<br>32' |      |
| E.C. LT. EP<br>5+46.78 | FO. 28 ✓<br>11.23<br>11.51<br>32 |            |              |              |                                 |      |
| 3/4                    | 11.43                            |            |              |              |                                 |      |
| 1/2                    | CO. 21 ✓<br>11.257<br>11.36      |            |              |              |                                 |      |
| 1/4                    | 11.30                            |            |              |              |                                 |      |

PAVING GRADES ELCARMELO PT. CONTD.

| Sta.                          | ±    | E.P.  | Curb    | Curb |
|-------------------------------|------|-------|---------|------|
| E.C. E.P.R=17' RT.<br>5+68.78 |      |       | F0.88 ✓ |      |
|                               | chis | 11.02 | 11.24   |      |
|                               |      | 12'   | 11.52   |      |
| 3/4                           |      |       | 44 ✓    |      |
|                               |      |       | F0.54 ✓ |      |
|                               |      |       | 11.56   |      |
|                               |      |       | 11.96   |      |
|                               |      | 11.00 | 11.50   |      |
|                               |      |       | 6 ✓     |      |
|                               |      |       | F0.77 ✓ |      |
| 1/2                           |      |       | 10.80   |      |
|                               |      | 10.97 | 11.47   |      |
|                               |      |       | 6 ✓     |      |
|                               |      |       | F1.05 ✓ |      |
| 1/4                           |      |       | 10.39   |      |
|                               |      | 10.94 | 11.44   |      |
|                               |      |       | 14 ✓    |      |
|                               |      |       | F1.24 ✓ |      |
|                               |      |       | 10.27   |      |
|                               |      | 10.91 | 11.41   |      |
|                               |      | 29'   | 29'     |      |
|                               |      |       | 7.8 ✓   |      |
|                               |      |       | F0.88 ✓ |      |
|                               |      |       | 10.50   |      |
|                               |      | 10.88 | 11.38   |      |
|                               |      | 32'   | 32'     |      |

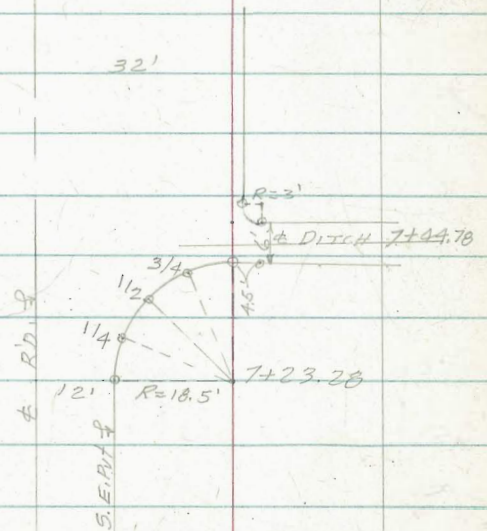


PAVING GRADES ELCARMEL PT. CONTD.

| Sta. | E.P.  |              | ±     | E.P.         |              | Curb   | Curb |
|------|---|--------------|-------|--------------|--------------|--|------|
| 6+50 | F0.03 <sup>✓</sup><br>10.84<br>10.97<br>32  | 10.77<br>12' | 10.65 | 10.53<br>12' |              | F0.07 <sup>✓</sup><br>11.80<br>11.03                 |      |
| 6+00 | F0.04 <sup>✓</sup><br>11.83<br>11.27<br>32' | 11.07<br>12' | 10.95 | 10.83<br>12' | 11.53<br>12' | F0.02 <sup>✓</sup><br>10.91<br>11.01<br>11.33<br>12' |      |
| 5+70 | F0.05 <sup>✓</sup><br>11.80<br>11.45<br>32' | 11.25<br>12' | 11.13 |              |              |  |      |
| 5+50 |   | 11.32<br>12' | 11.20 |              |              |  |      |

PAVING GRADES ELCARMEI PT. CONT'D.

| Sta.                              | E.P.    | ±     | E.P.  | Curb       | Curb  |
|-----------------------------------|---------|-------|-------|------------|-------|
|                                   |         |       |       | 60.08 ✓    |       |
| 3/4                               |         |       | 9.87  | 10.45      | 10.37 |
|                                   | 32'     |       |       | 60.08 ✓    |       |
| 1/4                               |         |       | 9.94  | 10.42      | 10.44 |
|                                   |         |       |       | 69' ✓      |       |
| 1/4                               |         |       | 10.01 | 60.52      | 11.20 |
|                                   |         |       |       | 10.51      |       |
|                                   |         |       |       | 40' ✓      |       |
|                                   |         |       |       | 60.80      |       |
|                                   |         |       |       | TP + 10.88 |       |
|                                   |         |       | 10.08 | 10.58      |       |
|                                   |         |       | 12'   | 12'        |       |
|                                   |         |       |       | 18' ✓      |       |
|                                   |         |       |       | 60.88      |       |
|                                   |         |       |       | 10.71      |       |
| 7+28.65 Set chisla on M.H. W. Rim | 60.13 ✓ |       |       | 10.73      |       |
|                                   | 10.80   |       |       | 12'        |       |
| 7+00                              | 10.67   | 10.47 | 10.35 |            |       |
|                                   | 32'     | 12'   |       |            |       |



PAYING GRADES ELCARMELO PT. CONTD.

|  | E.P.                  | \$    | E.P. | E.P.          | Curb                     | Curb          |
|--|-----------------------|-------|------|---------------|--------------------------|---------------|
|  | 52<br>C0.42           |       |      |               |                          |               |
| 7+50   | 10.89<br>10.42<br>32' | 10.10 |      |               |                          |               |
|  | 50<br>C0.42           |       |      |               |                          |               |
| 7+30   | 10.89<br>10.49<br>32' |       |      |               |                          |               |
| END CURB RETURNS ON RT.                              |                       |       |      |               |                          |               |
|  |                       |       |      |               | 56<br>C0.46              | ?             |
| E.C. 3' R. ON RT.<br>7+50.78                         |                       |       |      | 9.72          | 10.88<br>10.22           |               |
|  |                       |       |      |               | 68 <sup>v</sup><br>C0.58 | 3' R<br>10.88 |
| B.C. E. Side Ditch, R=3' A=90°<br>L=4.71'<br>7+47.78 |                       |       |      | 9.60          | 10.88<br>10.10           |               |
|  |                       |       |      |               | 45 <sup>v</sup><br>C0.35 |               |
| 7+41.78  |                       |       |      | 9.60<br>35    | 10.85<br>10.10<br>35     |               |
|  |                       |       |      |               | 61 <sup>v</sup><br>C0.51 |               |
| E.C. 18.5' R.<br>7+41.78                             |                       |       |      | 9.79<br>30.5' | 10.80<br>10.29<br>30.5   |               |

1160





PAVING GRADES ELCARMEI PT. CONTD.

| Sta. | E.P.                   | €     | E.P.         | Curb                   | Curb                  |
|------|------------------------|-------|--------------|------------------------|-----------------------|
|      | <sup>15</sup><br>C0.85 |       |              | <sup>72</sup><br>F0.82 |                       |
| 9+50 | 11.02<br>10.97         | 10.85 | 10.73<br>12' | 10.53<br>32'           | 11.03<br>32'          |
|      | <sup>26</sup><br>C0.76 |       |              | <sup>41</sup><br>F0.51 |                       |
| 9+00 | 11.03<br>10.77<br>12   | 10.65 | 10.53<br>12' | 10.33<br>32'           | 10.83<br>32'          |
|      | <sup>49</sup><br>C0.82 |       |              | <sup>15</sup><br>C0.85 |                       |
| 8+50 | 11.06<br>10.57<br>12'  | 10.45 | 10.33<br>12' | 10.13<br>32'           | 10.78<br>10.63<br>32' |
|      | <sup>71</sup><br>C0.81 |       |              | <sup>20</sup><br>F0.30 |                       |
| 8+00 | 11.08<br>10.37<br>12   | 10.25 | 10.13<br>12  | 9.93<br>32'            | 10.23<br>10.43<br>32' |

PAVING GRADES ELCARMEI, PT. CONTD.

| Sta.  | E.P.          | ±     | E.P.  | Curb           | Curb |
|---|---------------|-------|-------|----------------|------|
|   | 0.07<br>F0.17 |       |       | 10<br>F0.20    |      |
| P.C.C. + B.C. Lt. E.P. $\Delta = 32^\circ 01' 20''$ Begin A.C. Berm | 11.92         |       |       | 11.25          |      |
| 9+79.32 R=171.88' L=26.06" End Curb on Rt.                          | 11.09<br>12'  | 10.97 | 10.85 | 11.35<br>12'   |      |
| TP. S.W. Coy. W. Comp. Slab @ Sta. <sup>comfort</sup>               | 11.63         |       |       | 10<br>F0.20    |      |
| 3/4   |               |       | 10.79 | 11.19<br>11.29 |      |
|   |               |       |       | 08<br>F0.18    |      |
| 2/4   |               |       | 10.73 | 11.43<br>11.23 |      |
|   |               |       |       | 12<br>F0.22    |      |
| 1/4   |               |       | 10.67 | 11.05<br>11.17 |      |
|   |               |       |       | 15<br>F0.25    |      |
| P.R.C. R=171' $\Delta = 90^\circ$                                   |               |       |       | 10.96          |      |
| 9+62.32 L=26.71'  |               |       | 10.61 | 11.11<br>29'   |      |
|   |               |       | 29'   | 29'            |      |
|   |               |       |       | 66<br>F0.76    |      |
| B.C. 3' R. Rt. E.P. $\Delta = 90^\circ$                             |               |       |       | 10.41          |      |
| 9+59.32 L=4.71'   |               |       | 10.57 | 11.07          |      |
|   |               |       | 32'   | 32'            |      |

PAVING GRADES ELCARMEL PT. CONTD

Sta

±

11+39.32 End

11.61

R=45'  $\Delta=244^{\circ}02'40''$  L=191.67

10+94.32

11.43

10+50

11.25

10+00

11.05

PAVING GRADES ELCARMELO PT. CONT'D,  
Sta Def A Chord

E.P. CURB CURB

|                                |           |              |       |  |                        |       |
|--------------------------------|-----------|--------------|-------|--|------------------------|-------|
| $\pi$ @ Center                 |           |              |       |  | <sup>34</sup><br>F0.44 |       |
| 11+23.29 <sup>1</sup> End Berm |           |              | 11.20 |  | 11.36                  |       |
|                                |           |              |       |  | 11.70                  |       |
| 10+99.33                       |           |              | 11.13 |  | <sup>59</sup><br>F0.69 |       |
|                                |           |              |       |  | 11.04                  |       |
| $\pi$ 5' offset RT             |           | 5' offset RT |       |  | 11.63                  |       |
| P.R.C.<br>10+75.38             | 16°00'40" | 23.28        | 11.06 |  | <sup>89</sup><br>F0.99 |       |
|                                |           |              |       |  | 10.67                  |       |
|                                |           |              |       |  | 11.56                  |       |
|                                |           |              |       |  | <sup>65</sup><br>F0.75 |       |
| 10+51.36                       | 12°00'    | 23.28        | 11.00 |  | 10.85                  |       |
|                                |           |              |       |  | 11.50                  |       |
|                                |           |              |       |  | <sup>61</sup><br>F0.71 |       |
| 10+27.35                       | 8°00'     | 23.28        | 10.95 |  | 10.84                  |       |
|                                |           |              |       |  | 11.45                  |       |
| Curb Chord = 23.98'            |           |              |       |  | <sup>12</sup><br>F0.22 |       |
| 10+03.33                       | 4°00'     | 23.28        | 10.90 |  | 11.28                  |       |
|                                |           |              |       |  | 11.40                  |       |
| $\Delta = 32°01'20"$           |           |              |       |  |                        |       |
| $R = 171.88'$                  |           |              |       |  |                        |       |
| $L = 96.06'$                   |           |              |       |  |                        |       |
| 9+79.32 B.C. RT. CURB          |           |              | 10.85 |  |                        | 11.35 |

| Sta.  | Def $\Delta$              | Chord |
|---|---------------------------|-------|
| 10+99.33                                      | $30^{\circ}30'20''$       |       |
| $\Delta$ @ Center                             | $\uparrow 0^{\circ}00' =$ |       |
| P.R.C.  |                           |       |
| 10+75.38                                      | $16^{\circ}00'40''$       |       |
| 10+51.36                                      | $12^{\circ}00'20''$       |       |
| 10+27.35                                      | $8^{\circ}00'$            |       |
| 10+03.33                                      | $4^{\circ}00'$            |       |
| $\Delta = 32^{\circ}01'20''$ R=171.88 L=96.06 |                           |       |
| 9+79.32 B.C. Lt. E. Part.                     |                           |       |
| $\Delta$ @ B.C. Lt. Edge Part (offset ')      |                           |       |

| E | E.P.         |
|---|--------------|
|   | $F0.26^{16}$ |
|   | 11.57        |
|   | 11.73        |
|   | $F0.26^{16}$ |
|   | 11.50        |
|   | 11.66        |
|   | $F0.40^{14}$ |
|   | 11.40        |
|   | 11.51        |
|   | $F0.36^{26}$ |
|   | 11.41        |
|   | 11.37        |
|   | $F0.43^{33}$ |
|   | 10.80        |
|   | 11.23        |
|   | $F0.78^{08}$ |
|   | 11.01        |
|   | 11.09        |

| Sta                              | Def $\angle$ | Chord | E.P.   | Curb                    |
|----------------------------------|--------------|-------|--|-------------------------|
| 11+23.29 End Berm<br>12+19.13 =  | 183° 02'     |       | 11.20  | F0.34<br>11.36<br>11.70 |
| 11+95.17                         | 152° 31' 40" |       | Co. 16"<br><del>Co. 06</del><br>11.56<br>11.40 |                         |
| 11+71.21                         | 122° 01' 20" |       | Co. 19"<br>11.71<br>11.61                      | 5.17' B.R.              |
| 11+47.25                         | 91° 31'      |       | Graded<br>F0.10<br>11.70<br>11.70              |                         |
| 11+23.29 End Asphalt Berm on Lt. | 61° 00' 40"  |       | F0.27<br>11.53<br>11.80                        |                         |

CENTERLINE PROFILE OF DRAINAGE

SPILLWAY No 1 EL CARMEL POINT AT

LRD STA. 3+41.78 W.O. 64064

0+00 of Spillway = 30.5' Sly of LRD

El Carmel Point.

8-11-53

Stampel

Nuffman

Sherry

Morales

Less

| Sta.                     | Elev. | Grade | Cut            |
|--------------------------|-------|-------|----------------|
| End Ditch                |       |       |                |
| 0+64.24                  | 4.97  | 4.00  | 0.97 ✓         |
| <sup>21.74'</sup> 0+42.5 | 7.06  | 5.50  | 1.56 ✓         |
| <sup>18'</sup> 0+24.5    | 9.25  | 8.42  | 0.83 ✓         |
| <sup>10'</sup> 0+14.5    | 9.63  | 9.28  | 0.35 ✓         |
| <sup>10'</sup> 0+04.5    | 9.47  | 9.44  |                |
| <sup>4.5</sup> 0+00      |       | 10.12 |                |
| B.M.                     |       | 8.50  | (see Pg. No 1) |

End Ditch

0+64.24

4.97

4.00

0.97 ✓

<sup>21.74'</sup>

0+42.5

7.06

5.50

1.56 ✓

<sup>18'</sup>

0+24.5

9.25

8.42

0.83 ✓

<sup>10'</sup>

0+14.5

9.63

9.28

0.35 ✓

<sup>10'</sup>

0+04.5

9.47

9.44

<sup>4.5</sup>

0+00

10.12

B.M.

8.50

(see Pg. No 1)



CENTERLINE PROFILE OF DRAINAGE

8-11-53

SPILLWAY N<sup>o</sup> 2 EL CARMEL POINT AT

± RD. STA. 7+44.78 W/O. 64064

0+00 of Spillway = 30.5' S<sup>1</sup>/<sub>4</sub> of ± Rd.

El Carmel Point

| Sta.                        | Elev. | Grade | Cut                        |
|-----------------------------|-------|-------|----------------------------|
| End of Ditch                |       |       |                            |
| 0+73.77                     | 3.98  | 4.00  | F 0.02                     |
| <sup>26.14</sup><br>0+47.63 | 6.84  | 6.46  | 0.38 <sup>v</sup>          |
| <sup>26.13</sup><br>0+21.5  | 8.16  | 8.93  | F 0.77 <sup>v</sup>        |
| <sup>17'</sup><br>0+04.5    | 9.35  | 9.10  |                            |
| <sup>4.5'</sup><br>0+00     |       | 9.95  |                            |
| B.M.                        |       | 8.50  | (See Pg. N <sup>o</sup> 1) |

SEWER EXTENSION EL. CARMEL PT.

8-10-53

0+00 = ~~4~~ Existing M.H. See 2189-D

| Sta. | Elev. | Grade | Cut |
|------|-------|-------|-----|
|------|-------|-------|-----|

|      |       |      |      |                        |
|------|-------|------|------|------------------------|
| 0+50 | 11.65 | 7.70 | 3.95 | Set R.P. 6' Bk. of End |
|------|-------|------|------|------------------------|

|      |  |      |  |  |
|------|--|------|--|--|
| 0+25 |  | 7.60 |  |  |
|------|--|------|--|--|

|      |  |      |  |  |
|------|--|------|--|--|
| 0+00 |  | 7.50 |  |  |
|------|--|------|--|--|

|      |  |       |                 |  |
|------|--|-------|-----------------|--|
| B.M. |  | 11.71 | (See Pg. No 20) |  |
|------|--|-------|-----------------|--|

Ref F.B. M.B. 81  
47  
Ref Dwg's 52192-3-D

Stampel  
Huffman  
& Morales  
& Less

(24)

GRADES OF AREA TO BE RIP-RAPPED

ON SUNSET POINT W.O. 64075

Sta.

Lt.

Rt.

NOTE: Set & Grades

4+00

23

10.0  
0

8.0  
5  
R-R

2.0  
24  
Toe

3+50

11

10.0  
0

8.0  
18  
R-R

2.0  
36  
Toe

3+00

12

10.0  
0

24  
R-R

42  
Toe

2+50

10.0  
18

10.0  
0

8.0  
7  
R-R

2.0  
23'  
Toe

2+30 = 0+00 Sec.

10.0  
0

B.M.

11.63

Top L. & T. Elec. M.H. W. Side Causeway @ 5. End

RIP-RAP GRADES CONT'D.

Lt      ±      Rt

Sta

5+50

10.0  
27

8.0  
0  
R.R.

2.0  
21  
Toe

5+25

10.0  
38

8.0  
0  
R.R.

2.0  
24  
Toe

5+00

11.0  
55

8.0  
0  
R.R.

2.0  
18  
Toe

4+75

8.0  
0  
R.R.

2.0  
15  
Toe

4+50

10.0  
43

8.0  
0  
R.R.

2.0  
15  
Toe

B.C. Lt.  $\Delta = 140^{\circ}01'30''$   
4+38.42 R=100' L=192.03'

10.0  
40

8.0  
0  
R.R.

2.0  
18  
Toe

RIP-RAP GRADES CONT'D.

| Sta                          | Lt.        | C                          | Rt.                         |
|------------------------------|------------|----------------------------|-----------------------------|
| 35+67 Meet Existing Rip-Rap  |            | F 1.0                      |                             |
| 35+60                        | 10.0<br>6  | 8.0<br>2.0<br>R-R          | 5.0<br>3.0<br>1.4<br>Bottom |
| 35+00                        | 10.0<br>6  | F 1.4<br>7.1<br>8.5<br>R-R | 6.5<br>4.5<br>8<br>Bottom   |
| 34+90 Begin Sand Fill        |            |                            |                             |
| 6+50 End Sand Fill           |            | 10.0<br>0                  |                             |
| E.C. End. Rip-Rap<br>6+30.45 | 10.0<br>15 | 8.0<br>0<br>R-R            | 2.0<br>1.8<br>Toe           |
| 6+00                         | 10.0<br>20 | 8.0<br>5<br>R-R            | 2.0<br>2.0<br>Toe           |
| 5+75                         | 10.0<br>24 | 8.0<br>0<br>R-R<br>F 2.0   | 2.0<br>1.9<br>Toe           |
| 35+30                        |            | 6.8<br>8.75<br>0           |                             |
| B.M.                         | 10.90      |                            |                             |

Top 2x2 Sta

Ref DWG 2192-3-D  
 F.B.M. Bay 81  
 47

~~Stamped~~ (27)  
~~Huffman~~  
~~Morales~~  
~~Less~~

8-5-53

DRAINAGE DITCH GRADES SUNSET PT.

W.O. 64075

| Sta.                   | Elev. | Grade        | Cut.         | Fill |
|------------------------|-------|--------------|--------------|------|
| 19+00                  | 9.73  | 9.45         | 0.28         |      |
| 18+50                  | 9.82  | 9.60         | 0.22         |      |
| 18+00                  | 9.82  | 9.75         | 0.07         |      |
| 17+50                  | 10.09 | 9.90         | 0.19         |      |
| High Point<br>17+00    | 10.37 | 10.05        | 0.32         |      |
| T.P.<br>16+50          | 10.38 | 8.55<br>9.90 | 0.48         |      |
| 16+00                  | 10.39 | 9.75         | 0.64         |      |
| 15+50                  | 11.12 | 9.60         | 1.52         |      |
| 15+00                  | 10.08 | 9.45         | 0.63         |      |
| 14+50                  | 9.95  | 9.30         | 0.65         |      |
| 14+00                  | 9.57  | 9.15         | 0.42         |      |
| Spillway No 1<br>13+50 | 9.67  | 9.00         | 0.67         |      |
| 13+00                  | 9.21  | 9.15         | 0.06         |      |
| 12+50                  | 9.17  | 9.30         |              | 0.13 |
| 12+00                  | 9.31  | 9.45         |              | 0.14 |
| 11+50                  | 9.51  | 9.60         |              | 0.09 |
| B.M.                   |       | 11.63        | (See Pg. 24) |      |

Top Hub B/L Sta 17+00

DRAINAGE DITCH GRADES CONT'D.

8-5-53

| Sta.                  | Elev.          | Grade | Cut          | Fill |
|-----------------------|----------------|-------|--------------|------|
| EC.<br>26+69.88       | 9.50           | 9.10  | 0.40         |      |
| ± Spillway No 4 26+50 | 9.11           | 8.95  | 0.16         |      |
| 26+25                 | 9.21           | 8.80  | 0.41         |      |
| 26+00                 | 9.28           | 8.95  | 0.33         |      |
| 25+75                 | 9.18           | 9.10  | 0.08         |      |
| 25+50                 | 9.44           | 9.21  | 0.23         |      |
| 25+25                 | 9.63           | 9.32  | 0.31         |      |
| BC. 24+83.13          | 9.48           | 9.25  | 0.23         |      |
| 24+50                 | 9.75           | 9.15  | 0.60         |      |
| 24+00                 | 9.36           | 9.00  | 0.36         |      |
| ± Spillway No 3       |                |       |              |      |
| EC. 23+73.13          | 9.32           | 8.85  | 0.47         |      |
| 23+50                 | 9.21           | 9.00  | 0.21         |      |
| 23+00                 | 9.40           | 9.15  | 0.25         |      |
| 22+50                 | 9.55           | 9.30  | 0.25         |      |
| 22+00                 | 9.82           | 9.45  | 0.37         |      |
| 21+50                 | 9.97           | 9.60  | 0.37         |      |
| TP.<br>21+00          | 9.42           | 9.75  |              | 0.33 |
| 20+50                 | 9.66           | 9.60  | 0.06         |      |
| 20+00                 | 10.04          | 9.45  | 0.59         |      |
| ± Spillway No 2       |                |       |              |      |
| 19+50                 | 10.15<br>10.28 | 9.30  | 0.85<br>0.98 |      |
| B.M.                  |                | 9.23  |              |      |

L & T. S. Co Launching Ramp 81  
 M. Bay 52

DRAINAGE DITCH GRADES CONT'D

8-5-53

| Sta                    | Elev           | Grade          | Cut   |                                      |
|------------------------|----------------|----------------|-------|--------------------------------------|
| 35+00                  | 11.34<br>10.90 | 11.35<br>10.90 | Grade | Sta 36+00 81<br>54                   |
| 34+50                  | 11.14          | 10.75          | 0.39  |                                      |
| 34+00                  | 10.68          | 10.60          | 0.08  | Offsets 7' Bayward<br>from the Ditch |
| 33+50                  | 10.63          | 10.45          | 0.18  |                                      |
| 33+00                  | 10.46          | 10.30          | 0.16  |                                      |
| 32+50                  | 10.60          | 10.15          | 0.45  |                                      |
| 32+00                  | 10.66          | 10.00          | 0.66  |                                      |
| 31+50                  | 10.45          | 9.85           | 0.60  |                                      |
| Spillway No 5<br>31+00 | 10.08          | 9.55           | 0.53  |                                      |
| TP<br>30+50            | 9.80           | 9.70           | 0.10  |                                      |
| 30+00                  | 9.78           | 9.85           |       | 0.07                                 |
| 29+50                  | 10.00          | 10.00          | Grade |                                      |
| 29+00                  | 10.04          | 9.85           | 0.19  |                                      |
| 28+50                  | 9.93           | 9.70           | 0.23  |                                      |
| 28+00                  | 9.79           | 9.55           | 0.24  |                                      |
| 27+50                  | 10.00          | 9.40           | 0.60  |                                      |
| 27+00                  | 9.85           | 9.25           | 0.60  |                                      |



SUNSET PT.

PROFILE GRADES OF SPILLWAY CHUTES

8-12-53

Stampfer  
Huffman  
Moralez  
Sherry  
Less

SPILLWAY No 1 & 2

| Sta | Elev. | Grade | Cut |
|-----|-------|-------|-----|
|-----|-------|-------|-----|

19+50 = Spillway No 2

0+44      4.41      4.00      0.41

0+25      7.60      8.20      F0.60

0+03           9.10

0+00           9.30

13+50 = Spillway No 1

End

0+56      4.68      4.00      0.68

0+38      6.22      5.80      0.42

0+20      8.12      7.60      0.52

0+16      8.73      8.00      0.73

0+03           8.80

& Ditch

0+00           9.70

B.M.

NOTE:

Ref. Hubs Set

7' Rt. of  $\phi$

Ref Pts. Set 50-100

Inland from all

Spillways

SUNSET PT.  
SPILLWAY GRADES. CONTD

8-12-53

| Sta | Elev | Grade | Cut |
|-----|------|-------|-----|
|-----|------|-------|-----|

26+25 = Spillway N<sup>o</sup> 4

|      |      |      |      |
|------|------|------|------|
| 0+47 | 5.05 | 4.00 | 1.05 |
| 0+25 | 7.80 | 6.30 | 1.50 |
| 0+03 |      | 8.60 |      |
| 0+00 |      | 8.80 |      |

23+73.13 = Spillway N<sup>o</sup> 3

|      |                         |      |                         |
|------|-------------------------|------|-------------------------|
| 0+53 | <del>5.54</del><br>4.66 | 4.00 | 1.54<br><del>0.66</del> |
| 0+40 | 6.87                    | 6.60 | 0.27                    |
| 0+25 | 7.99                    | 7.90 | 0.09                    |
| 0+03 |                         | 8.65 |                         |
| 0+00 |                         | 8.85 |                         |

B. M.

SUNSET PT.

SPILLWAY GRADES CONTD

8-12-53

| Sta | Elev | Grade | Cut |
|-----|------|-------|-----|
|-----|------|-------|-----|

31+00 = Spillway No 5

|      |                    |      |              |                      |
|------|--------------------|------|--------------|----------------------|
| 0+58 | 4.56 <sup>82</sup> | 4.00 | 0.82<br>0.56 | Ref Hubs Set T' Rt & |
| 0+35 | 6.46               | 6.52 | F0.06        |                      |
| 0+12 | 9.40<br>9.56       | 9.05 | 0.35<br>0.51 |                      |
| 0+03 |                    | 9.35 |              |                      |
| 0+00 |                    | 9.55 |              |                      |

Ref DWG 10987-L  
F.B. 2172

Stampert  
Huffman  
Moralez  
Less

(33)

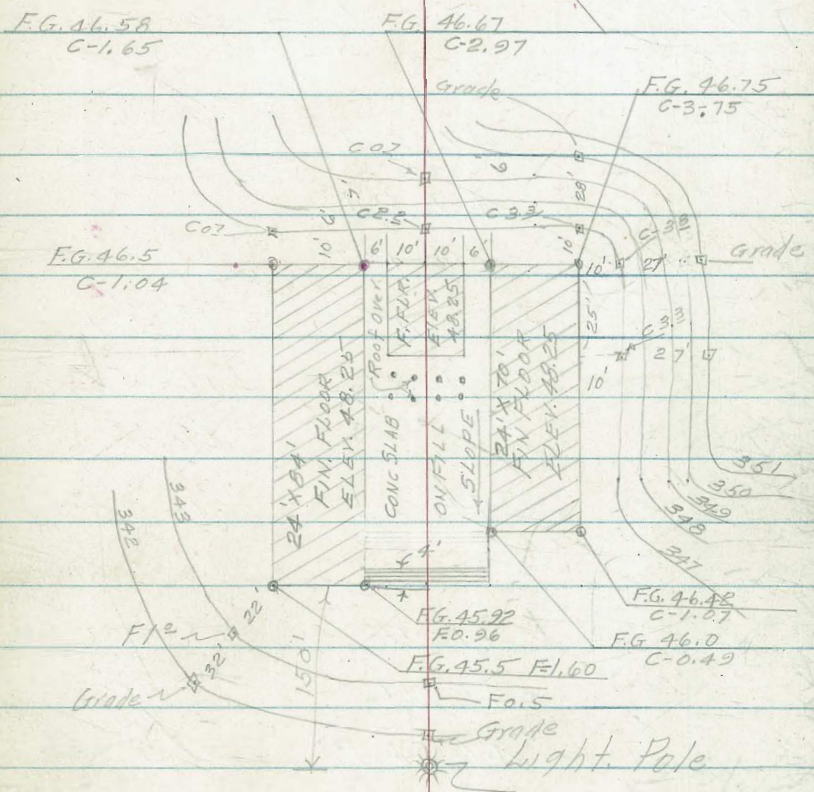
8-5-53

BLDG'S LAYOUT & ELEV'S TOPO FOR  
LANDSCAPING LINDAVISTA REC. AREA

W.O. 20637

FG = Finish Grade

| Sta                     | Elev  | Grade          | Cut  | Fill         |
|-------------------------|-------|----------------|------|--------------|
| S. Ely Cor. Wly. Bldg.  | 44.96 | 48.25<br>45.92 | -6   | 3.29<br>0.96 |
| S. Wly. Cor. Wly. Bldg. | 43.90 | 48.25<br>45.50 |      | 4.35<br>1.60 |
| N. Wly. Cor. Wly. Bldg. | 47.54 | 48.25<br>46.50 | 1.04 | 0.71         |
| N. Ely. Cor. Wly. Bldg. | 48.23 | 48.25<br>46.58 | 1.65 | 0.02         |
| N. Wly. Cor. Ely. Bldg. | 49.64 | 48.25<br>46.67 | 2.97 | 1.39         |
| N. Ely. Cor. Ely. Bldg. | 50.50 | 48.25<br>46.75 | 3.75 | 2.25         |
| S. Ely. Cor. Ely. Bldg. | 47.49 | 48.25<br>46.42 | 1.07 | 0.24         |
| S. Wly. Cor. Ely. Bldg. | 46.49 | 48.25<br>46.00 | 0.49 | 1.           |



NOTE: Elev's taken with direct Reading Rod

B.M. 351.77  $\frac{2172}{38}$

Top Hub & Disk Sta. 3+58.80

Baseline

Home Plate  
Baseball Diamond

8-10-53

Stampex  
Hoffmann  
Sherry  
less

(34)

## LINDA VISTA REC BLDG'S CONTD.

| Sta    | Elev           | Grade        | Cut    | Fill |                   |
|--------|----------------|--------------|--------|------|-------------------|
| B.M.   | 351.77         | (see Pg. 33) |        |      | N                 |
| ✓46.87 | 48.25<br>46.75 |              | 0.06 L | 1.38 | NEly Cor Ely Bldg |
| ✓47.27 | 48.25<br>46.75 |              | 0.52 V | 0.98 | " " " " RP 10'    |
| ✓47.13 | 48.25<br>46.67 |              | 0.46 V | 1.12 | NWly Cor Ely Bldg |
| ✓47.19 | 48.25<br>46.67 |              | 0.52 V | 1.06 | " " " " RP 10'    |
| ✓47.26 | 48.25<br>46.58 |              | 0.68 L | 0.99 | NEly Cor Wly Bldg |
| ✓47.24 | 48.25<br>46.58 |              | 0.66 L | 1.01 | " " " RP 10'      |
| ✓46.79 | 48.25<br>46.50 |              | 0.29 V | 1.46 | NWly Cor Wly Bldg |
| ✓46.67 | 48.25<br>46.50 |              | 0.17 V | 1.58 | " " " RP 10'      |
| ✓46.16 | 48.25<br>45.50 |              | 0.66 V | 2.09 | SWly Cor Wly Bldg |
| ✓45.96 | 48.25<br>45.50 |              | 0.46 V | 2.29 | " " " RP 10'      |
| ✓46.41 | 48.25<br>45.92 |              | 0.49 L | 1.84 | SEly Cor Wly Bldg |
| ✓46.57 | 48.25<br>45.92 |              | 0.65 L | 1.68 | " " " RP 10'      |
| ✓46.79 | 48.25<br>46.00 |              | 0.79 V | 1.46 | SWly Cor Ely Bldg |
| ✓46.71 | 48.25<br>46.00 |              | 0.71 V | 1.54 | " " " RP 10'      |
| ✓46.97 | 48.25<br>46.42 |              | 0.55 V | 1.28 | SEly Cor Ely Bldg |
| ✓46.81 | 48.25<br>46.42 |              | 0.39 V | 1.44 | " " " RP 10'      |

Stampert  
Hoffman  
& Sherry

GRADES OF PROPOSED SEWER SERVICE  
LINDA VISTA REC. BLDGS. W.O. 20637

| Sta    | Elev   | Grade    | Cut        |
|--------|--------|----------|------------|
| +32.25 |        | 346.33 ✓ |            |
| +25    | 347.61 | 346.22   | 1.39       |
| 1+00   | 350.62 | 345.83   | 4.79       |
| +75    | 350.58 | 345.44   | 5.14       |
| +50    | 349.57 | 345.05   | 4.52       |
| +25    | 348.64 | 344.66   | 3.98       |
| 0+00   |        | 344.27   |            |
| B.M.   | 351.77 |          | See Pg. 33 |

95%  
+1

NOTE: Hubs Offset 5' RT

NOTE:  
F.L. 6" V.C.P. for Sketch See 2272  
5

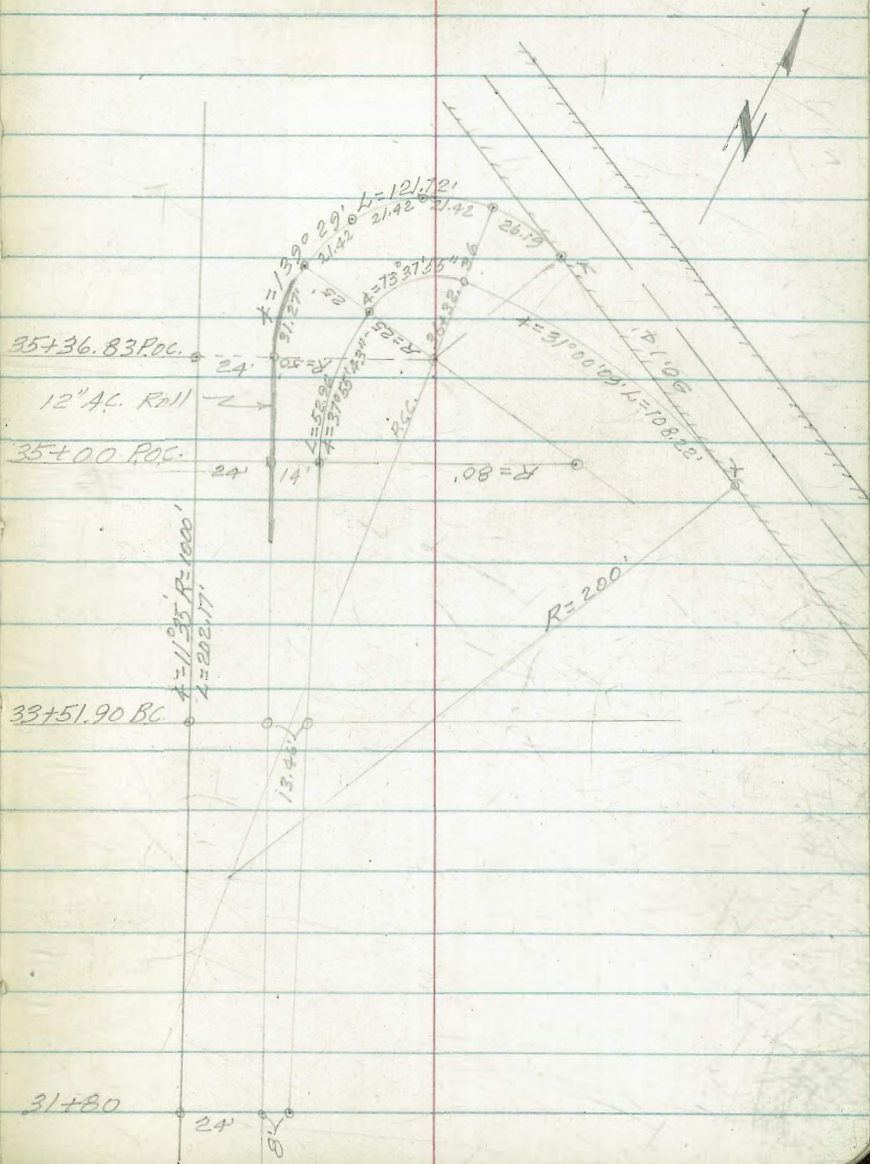
8-24-53

36

DECELERATION LANE & ACCESS RD. TO  
SANITARY FILL MISSION BAY AREA  
W.O. 21135

Stamped  
Huffman  
Sherry

REVISED  
SEE P. 53



8-25-53  Stamped (37)  
 Hoffman  
 New & Sherry

DECELERATION RD. CONTD.

E.P.  
Grade  
Existing

Elev.

E.P.  
Grade

Elev.

Cut

CURVE DATA

| Sta               | Def $\angle$  | Chord | E.P. Grade Existing | Elev.     | E.P. Grade | Elev.  | Cut  |
|-------------------|---|-------|---------------------|-----------|------------|--------|------|
| 31+80             | TAN   | 0.0   | 12.72               |           | 12.72      | 12.90  | 0.18 |
| 32+00             | "   | 20.00 | 12.33               |           | 12.11      | 12.33  | 0.22 |
| +50               | "   | 50.00 | 10.74               |           | 10.44      | 10.88  | 0.44 |
| 33+00             | "   | 50.00 | 9.08                |           | 8.61       | 9.23   | 0.62 |
| B.C. +51.90       | $\Delta = 11^{\circ} 35'$ $R = 976'$ $L =$<br>$d = 1.76114$       | 51.90 | 7.47                |           | 6.65       | 7.57   | 0.92 |
| 34+00             | $1^{\circ} 24' 43''$  | 48.10 | 6.28                |           | 5.23       | 6.50   | 1.27 |
| +50               | $2^{\circ} 52' 46''$  | 50.00 | 5.39                |           | 4.27       | 5.40   | 1.13 |
| Setup 94' ctr BOR |   |       |                     |           |            |        |      |
| 35+00.00          | $4^{\circ} 20' 50''$  | 50.00 | 4.89                |           | 3.77       | 4.89   | 1.12 |
| P.O.C. =          |   |       |                     |           |            |        |      |
| P.C.C. +36.83     | $5^{\circ} 25' 41''$  | 36.83 | 4.79                |           |            |        |      |
|                   | $\Delta = 139^{\circ} 29'$ $R = 50'$ $L = 121.72'$ $d = 34.37747$ |       |                     |           |            |        |      |
| 31.27             |   |       |                     |           |            |        |      |
| 35+68.10          | $17^{\circ} 54' 58''$   |       | 4.35                |           | 2.35       |        |      |
| 21.42             |   |       |                     |           |            |        |      |
| +89.52            | $30^{\circ} 11' 21''$   |       | 3.53                |           | 1.53       |        |      |
| 21.42'            |   |       |                     |           |            |        |      |
| 36+10.94          | $42^{\circ} 27' 43''$   |       | 2.46                |           | 0.60       |        |      |
| 21.42             |   |       |                     |           |            |        |      |
| 36+32.36          | $54^{\circ} 44' 05''$   |       | 1.69                |           | 0.05       |        |      |
| 26.19             |   |       |                     |           |            |        |      |
| 36+58.55          | Match Point.<br>$69^{\circ} 44' 30''$                             |       |                     |           |            |        |      |
| B.M.              |   | 4.89  |                     |           |            |        |      |
|                   |   |       |                     | Sta 35+00 |            | Rt. EP |      |



8-25-53

DECELERATION RD. CONTD

| Sta  | Def $\angle$                 | Chord          | NEW E.P.<br>Grade |
|--|------------------------------|----------------|-------------------|
| B.C. 14' RT. E.P. $d = 21.48592$                   |                              |                |                   |
| 35+00  | $\Delta = 37^{\circ}55'43''$ | $R = 80$       | $L = 52.96$       |
| +26.48   | $9^{\circ}28'57''$           |                | 3.77              |
| +26.48   |                              |                | 3.36              |
| +52.96 =   | $18^{\circ}57'53''$          |                | 2.35              |
| +68.10   |                              |                |                   |
| P.C.C. RT. $\Delta = 31^{\circ}00'09''$ $R = 200'$ |                              |                |                   |
| 36+32.36   | Inner E.P. $L = 108.22$      | $d = 8.594367$ |                   |
| +45.89   | $1^{\circ}56'17''$           | 13.53          | 0.05              |
| +59.42   | $3^{\circ}52'35''$           | "              | 0.00              |
| +72.95   | $5^{\circ}48'53''$           | "              | 0.35              |
| +86.48   | $7^{\circ}45'07''$           | 13.53          | 0.70              |
| +86.48   |                              |                | 0.91              |
| 37+13.53   | $11^{\circ}37'36''$          | 27.05          | 1.10              |
| +40.58   | $15^{\circ}30'04''$          | 27.05          | 1.10              |

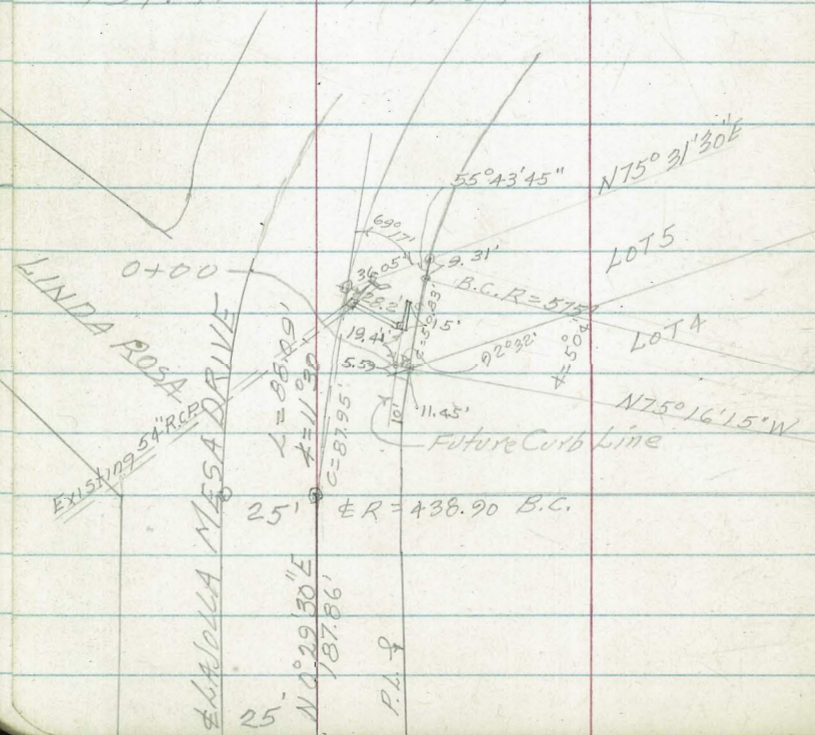
GRADES FOR CURB INLET & SURFACING OF  
 LAJOLLA MESA DRIVE AT LINDA ROSA  
 AVE W.O. 21122

Ref. DWG 2798 - 4256-B  
 McFellars Sub  
 F.B.  $\frac{2122}{52}$  ;  $\frac{2209}{33}$

Stampex  
 Hoffmann  
 Sherry

Def/A.R = 585' = 2.9382

| Sta    | Def $\angle$ | Chord  |
|--------|--------------|--------|
| 0+00   |              |        |
| +19.41 | 0° 57'       | 19.41' |
| +39.41 | 1° 41' 04"   |        |



CURB/INLET GRADES CONTD

8-24-53

| Sta | Elev. | Grade | Cut |
|-----|-------|-------|-----|
|-----|-------|-------|-----|

Set Ref Pts 5'  
Back of Curb Face

N/4 Gutter 168.94 167.87 1.07

N/4 Curb Face 168.94 168.70 0.24

F.L. 18" R.C.P. 168.45 163.67 4.78

S/4 Gutter 168.45 166.67 1.78

S/4 Curb face 168.45 167.50 0.95

B.M. 164.31

End  
2122 Top Curb @ Colima of Luanda Basin  
52

Ref DW 9-9138-4  
 F.B. 2140  
 13

9-2-53

T.A. Stampfer (4)  
 R.E. Sisson  
 J. Huffman  
 F. Nordahl  
 A. Sherry

PAVING GRADES 51-57 ST. STRET; TROJAN TO

ELCAJON BLVD. W.O. 31320

Numerators = Elevs  
 Denominators = Grades

| Sta.                              | RP 3' BK<br>Curb | LT.<br>Gut. | Elev.                       | ±                  |                                   | Gut.   | RP 3' BK<br>Curb |
|-----------------------------------|------------------|-------------|-----------------------------|--------------------|-----------------------------------|--------|------------------|
| T.B.M.<br>0+80 - 35' RT. TOP STUB |                  |             | 370.68                      |                    |                                   |        |                  |
|                                   | F0.82            |             |                             | F0.75              |                                   |        | C1.49            |
| 0+75                              | 367.47<br>368.29 | 367.62      | 10-8-53<br>365.73<br>363.87 | 367.08<br>367.83   |                                   | 367.32 | 369.48<br>367.99 |
| T.P.                              |                  |             |                             | F1.01              |                                   |        |                  |
|                                   | F1.98            |             |                             | 362.35<br>F0.80    | Hubs knocked out<br>Reset 10-8-53 |        | C0.78            |
| 0+50                              | 361.84<br>363.82 | 363.15      |                             | 362.56<br>363.36   |                                   | 362.85 | 364.30<br>363.52 |
| 0+30 - 35' RT.                    |                  |             | 363.69                      | F1.10              |                                   |        |                  |
| " " 50' "                         | F1.17            |             | 363.57                      | 357.79<br>F0.16    |                                   |        | F0.94            |
| 0+25                              | 358.18<br>359.35 | 358.68      |                             | 358.73<br>358.89   |                                   | 358.38 | 358.11<br>359.05 |
| House 5094 on Lt.                 |                  |             |                             |                    |                                   |        |                  |
| T.B.M. Set chst + S.E. Cor. S.W.  |                  |             | 363.34                      |                    |                                   |        |                  |
|                                   | F1.53            |             |                             | C0.56              |                                   |        | F0.98            |
| cb. B.C. R=20'                    | 354.78           |             |                             | 356.41             |                                   |        | 355.03           |
| 0+08                              | 356.31           | 355.64      |                             | 355.85             |                                   | 355.34 | 356.01           |
| Prop 4 = 23° 34' 45"              |                  |             |                             |                    |                                   |        |                  |
|                                   | C0.76            |             |                             | C0.98              |                                   |        | F0.75            |
| 0+00                              | 355.64<br>354.88 | 354.25      |                             | 355.41<br>354.49   |                                   | 354.01 | 353.83<br>354.58 |
| B.M.                              |                  |             | 378.77                      | x in Drive 11' RT. | Sta 1+00 Alley B/R 42             |        | G-306<br>64      |

373.39  
7.5  
372.64  
9-3-53

PAVING GRADES 51-ST. ST. CONT'D.

| Sta.                 | RR 3' BR<br>Curb | Lt.<br>Gut<br>Chis'l on cb. |                    | ±                          | Rt.<br>Chis'l on<br>Gut | RR 3' BR<br>Curb |
|----------------------|------------------|-----------------------------|--------------------|----------------------------|-------------------------|------------------|
|                      |                  |                             |                    |                            |                         |                  |
| 2+00                 | 383.85           | 3.04<br>382.94              |                    | F0.91<br>382.36<br>383.27  |                         | 382.88 383.50    |
| TP                   |                  |                             | 380.525            | F1.03<br>380.48<br>F0.99   |                         |                  |
| +75                  | 382.00           | 381.28                      |                    | 380.52<br>381.51           |                         | 381.03 381.70    |
| cb.<br>+60 Match Lt. | C 0.09           |                             | 81.12              | F 0.86<br>378.24<br>F 0.72 |                         | C 0.29<br>379.55 |
| +50                  | 379.65<br>379.56 | 378.89                      |                    | 378.38<br>379.10           |                         | 378.59 379.26    |
| cb.<br>+49 Match Rt. |                  |                             | 79.44              | F 1.82<br>374.74<br>F 0.87 |                         | F 0.56<br>375.66 |
| TP                   | C 0.26           |                             | 379.06             | 375.19<br>376.06           |                         | 375.55 376.22    |
| +25                  | 376.78<br>376.52 | 375.85                      | 110-8-53<br>373.65 |                            |                         |                  |
| TP                   |                  |                             | 372.71             |                            |                         |                  |
|                      | F 0.06           |                             |                    | F 1.02                     |                         | F 0.39           |
| 1+00                 | 372.70<br>372.76 | 372.09                      |                    | 371.28<br>372.30           |                         | 372.07 372.46    |
| TP                   |                  |                             | 371.32             |                            |                         |                  |

9-3-53

PAVING GRADES 51-57.5T. CONTD.

| Sta. | R.P.3'BR<br>Curb | Lt.<br>Gut<br>Set Chisl<br>Top Ch. | ±                | Rt. | Gut<br>Set Chisl<br>Top Ch. | R.P.3'BR<br>Curb |
|------|------------------|------------------------------------|------------------|-----|-----------------------------|------------------|
|      |                  |                                    | F0.49            |     |                             |                  |
| +25  | 387.75           | 15<br>387.05                       | 386.75<br>387.24 |     | 9<br>386.74                 | 387.40           |
|      |                  |                                    | F0.53            |     |                             |                  |
| 3+00 | 387.95           | 386.85                             | 386.45<br>387.00 |     | 52<br>386.42                | 387.00           |
|      |                  |                                    | F0.66            |     |                             |                  |
| 2+75 | 386.90           | 386.32                             | 385.83<br>386.49 |     | 6.03<br>385.93              | 386.60           |
|      |                  |                                    | F0.78            |     |                             |                  |
| 2+50 | 386.10           | 385.46                             | 384.91<br>385.69 |     | 40<br>385.29                | 385.95           |
|      |                  |                                    | F0.69            |     |                             |                  |
| 2+25 | 385.19           | 41<br>389.31                       | 383.92<br>384.61 |     | 48<br>384.20                | 384.95           |

9-3-53

PAVING GRADES 51-5T-5T CONT'D.

| Sta.           | RP 3' BK.<br>Curb | Lt.<br>Gut<br>Set Chisl<br>Non Ch. | ±   | Rt.<br>Gut<br>Set Chisl<br>Non Ch. | RP 3' BK.<br>Curb |
|----------------|-------------------|------------------------------------|---|------------------------------------|-------------------|
| stake → Co. 04 |                   |                                    | F0.95 ✓                                   |                                    |                   |
| 4+50           | 388.30<br>388.26  | 387.55                             | 386.81<br>387.76                          | 37 ✓<br>387.27                     | 387.98            |
| 4+25           | 388.21 ✓          | 387.47 ✓                           | F0.58 ✓<br>387.11 ✓<br>387.69             | 387.20 ✓                           | 387.93            |
| 4+00           | 388.16 ✓          | 387.40 ✓                           | F0.82 ✓<br>386.80 ✓<br>387.62             | 23 ✓<br>387.72                     | 387.89            |
| TP<br>3+75     | 388.10 ✓          | 387.32 ✓                           | 387.00 ✓<br>F0.67 ✓<br>386.88 ✓<br>387.55 | 27 ✓<br>387.27                     | 387.84            |
| 3+50           | 388.05 ✓          | 387.25 ✓                           | F0.53 ✓<br>386.95 ✓<br>387.48             | 7.20 ✓<br>387.00                   | 387.80            |

9-3-53

PAVING GRADES 51-ST. ST CONT'D.

| Sta  | RR 3' BK.           |                      | L <sup>t</sup> | ±                          | RT. | RR 3' BK.            |                     |
|------|---------------------|----------------------|----------------|----------------------------|-----|----------------------|---------------------|
|      | Curb                | Gut                  |                |                            |     | Gut                  | Curb                |
|      |                     | Set Chisl<br>Top Ch. |                |                            |     | Set Chisl<br>Top Ch. |                     |
| 5+75 | 388.60 <sup>v</sup> | 387.90 <sup>v</sup>  |                | F 1.30<br>386.71<br>388.01 |     | 387.40 <sup>v</sup>  | 388.07 <sup>v</sup> |
| 5+50 | 388.55 <sup>v</sup> | 387.85 <sup>v</sup>  |                | F 0.98<br>387.02<br>388.00 |     | 387.43 <sup>v</sup>  | 388.10 <sup>v</sup> |
| 5+25 | 388.45 <sup>v</sup> | 387.78 <sup>v</sup>  |                | F 1.05<br>386.92<br>387.97 |     | 387.44 <sup>v</sup>  | 388.11 <sup>v</sup> |
| 5+00 | 388.37 <sup>v</sup> | 387.70 <sup>v</sup>  |                | F 1.04<br>386.87<br>387.91 |     | 387.42 <sup>v</sup>  | 388.07 <sup>v</sup> |
| 4+75 | 388.32 <sup>v</sup> | 387.62 <sup>v</sup>  |                | F 0.80<br>387.03<br>387.83 |     | 387.33 <sup>v</sup>  | 388.02 <sup>v</sup> |



9-3-53

PAVING GRADES 51-5T. ST. CONTD.

| Sta. | R.P.3'BR  |           | ±                | Rt. | R.P.3'BR. |        |
|------|-----------|-----------|------------------|-----|-----------|--------|
|      | Curb      | Gut       |                  |     | Gut       | Curb   |
|      | Set Chisl | Set Chisl |                  |     | Set Chisl | Top cb |
|      |           |           |                  |     |           |        |
|      |           |           | F0.93            |     |           |        |
| 7+00 | 387.15    | 386.50    | 385.65<br>386.58 |     | 385.95    | 386.55 |
|      |           |           | F1.29            |     |           |        |
| 6+75 | 387.57    | 386.90    | 385.66<br>386.95 |     | 386.28    | 386.95 |
|      |           |           | F 1.18           |     |           |        |
| 6+50 | 387.90    | 387.27    | 386.15<br>387.33 |     | 386.68    | 387.40 |
|      |           |           | F 1.43           |     |           |        |
| 6+25 | 388.25    | 387.63    | 386.27<br>387.70 |     | 387.05    | 387.72 |
|      |           |           | F 1.20           |     |           |        |
| 6+00 | 388.50    | 387.83    | 386.70<br>387.90 |     | 387.25    | 387.80 |

9-3-53

PAVING GRADES 51-ST. ST. CONTD.

| Sta.                                 | R.P. 3' BR. |        | ±      | R.P. 3' BR. |                                    |
|--------------------------------------|-------------|--------|--------|-------------|------------------------------------|
|                                      | Curb        | Gut    |        | Gut         | Curb                               |
|                                      | Set. Chsl   | on cb. |        | Set. Chsl   | on cb.                             |
| Water<br>6+20                        |             |        | 388.46 | 388.29      |                                    |
|                                      |             |        | 50     | 35          |                                    |
| Water<br>0+80                        |             |        | 375.43 | 375.16      | 370.68 370.65                      |
|                                      |             |        | 50     | 35          | 35 50                              |
| Water<br>0+30                        |             |        | 360    | 35          | 363.69 363.57                      |
|                                      |             |        |        |             | 35 50                              |
| B.M.                                 |             |        |        |             | 386.82 S.W. B.P. 51-ST. # El Cajon |
| 7+28.35 ± PK.<br>Rt. P.L.<br>7+26.44 |             |        |        |             | 385.73 386.26                      |
| ±<br>7+21.20                         | P.L.        |        |        |             | 386.32<br>386.30                   |
| Lt. P.L.<br>7+15.97                  | 386.92      | 386.30 |        |             |                                    |

SEWER & WATER STAKES VISTA DEL MAR

W.O. 32076

Sta. Elev. Grade Cut

NOTE: Direct Rod Used

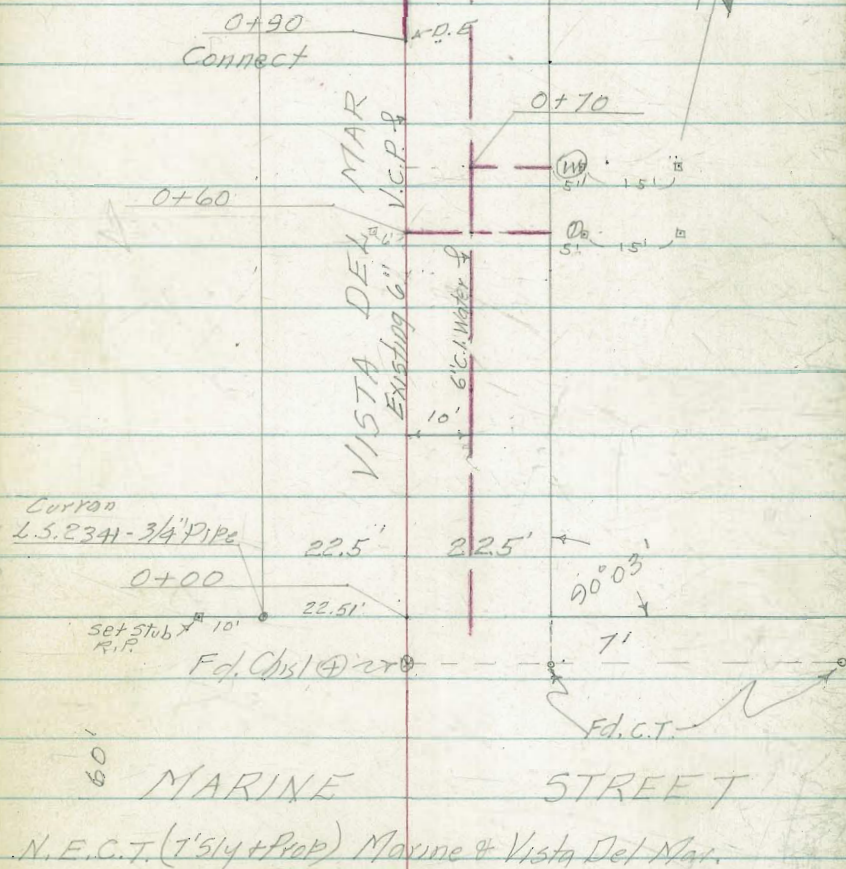
0.33%

WATER LINE

|                          |       |       |       |
|--------------------------|-------|-------|-------|
| 1+35                     | 23.45 | 20.28 | 3.17  |
| 1+25                     | 23.37 | 20.25 | 3.12  |
| 20' R.P. BK,<br>PROP     |       |       |       |
| 1+10                     | 31.05 | 20.20 | 10.85 |
| Lat. 5' BK<br>PROP       |       |       |       |
| 1+10                     | 29.00 | 20.20 | 8.80  |
| 1+00                     | 23.74 | 20.17 | 3.57  |
| +75                      | 23.71 | 20.08 | 3.63  |
| Lat. 20' BK<br>PROP R.P. |       |       |       |
| 0+70                     | 25.42 | 20.00 | 5.42  |
| Lat. 5' BK<br>PROP R.P.  |       |       |       |
| +70                      | 24.87 | 20.00 | 4.87  |
| +50                      | 23.74 | 20.00 | 3.74  |
| +25                      | 23.58 | 19.92 | 3.66  |
| 0+00                     |       | 19.84 |       |
| B.M.                     |       |       | 23.89 |

T. Stampfer  
J. Huffman  
R. Sisson  
F. Nordahl  
9-10-53  
Ref. Dwg. 9936-L  
F.B. 2223

NOTE: Cut Stakes  
Set 6' RT. ONLY  
Grades are F.L.



9-10-53

SEWER STAKES VISTA DEL MAR

| Sta. | Elev. | Grade | Cut. |
|------|-------|-------|------|
|------|-------|-------|------|

Offsets for Cuts 6' Rt. or Ely.

SEWER MAIN

|      |                    |       |       |
|------|--------------------|-------|-------|
| 1+35 | 23.24 <sup>v</sup> | 12.35 | 10.89 |
| 1+25 | 23.46 <sup>v</sup> | 12.31 | 11.15 |
| 1+00 | 23.72 <sup>v</sup> | 12.23 | 11.49 |
| 0+90 | 23.68              | 12.20 | 11.48 |

R.P. 6' Rt. of Prop.

R.P. 6' Rt. Prop.

R.P. 6' Rt. + D.F. 5' Min.

SEWER LATERAL No 2

|      |                    |       |       |
|------|--------------------|-------|-------|
| 1+05 | 31.78              | 19.00 | 12.78 |
| 1+05 | 29.85              | 19.00 | 10.85 |
| 1+05 | 23.18 <sup>v</sup> | 18.50 | 4.68  |

Set R.P. 20' Back of Prop.

Set R.P. 5' Back of Prop.

Set R.P. 6' Lt. of & St.

SEWER LATERAL No 1

|      |       |       |      |
|------|-------|-------|------|
| 0+60 | 25.43 | 19.00 | 6.43 |
| 0+60 | 25.19 | 19.00 | 6.19 |
| 0+60 | 23.33 | 18.50 | 4.83 |

Set R.P. 20' Back of Prop.

Set R.P. 5' Back of Prop.

Set R.P. 6' Lt. of & St.

PAVING GRADES VISTA DEL MAR AVENUE

W.O. 32076

35' Curb to Curb Type "G" 0.5' Gutter  
 5" Conc. Pavt.  
 Ref DW 9936-L 10-16-53  
 F.B. 2223  
 Stamper   
 Hoffman   
 Nordahl   
 Sherry  (50)

| Sta. | Curb                                   | RT. Gut.                   | RT. Curb   |
|------|--|----------------------------|--|
| 1+00 | Co. 32 ✓<br>23.33<br>23.01             | F 0.66 ✓<br>23.20<br>23.86 | G 1.84 ✓<br>25.59<br>23.75<br>C 1.38 ✓<br>25.59<br>24.21 |
| 0+75 | Co. 40 ✓<br>23.33<br>22.93             | F 0.75 ✓<br>23.02<br>23.77 | G 0.70 ✓<br>24.35<br>23.65<br>C 0.27 ✓<br>24.35<br>24.08 |
| 0+50 | Co. 69 ✓<br>23.55<br>22.86             | F 0.73 ✓<br>22.95<br>23.68 | G 0.95 ✓<br>24.50<br>23.55<br>C 0.54 ✓<br>24.50<br>23.96 |
| 0+25 | 0.304 20<br>Co. 64 ✓<br>23.42<br>22.78 | F 0.80 ✓<br>22.79<br>23.59 | G 0.57 ✓<br>24.02<br>23.45<br>C 0.19 ✓<br>24.02<br>23.83 |
| 0+10 | Co. 50<br>23.21                        | F 0.89 ✓<br>22.65<br>23.54 |  |
| 0+00 | 22.71                                  | 22.91                      | 23.73<br>23.71   |
| B.M. |  | 23.89                      | N.E. C.T. Marine & Vista Del Mar                         |

10-16-53

PAVING GRADES VISTA DEL MAR CONTD.

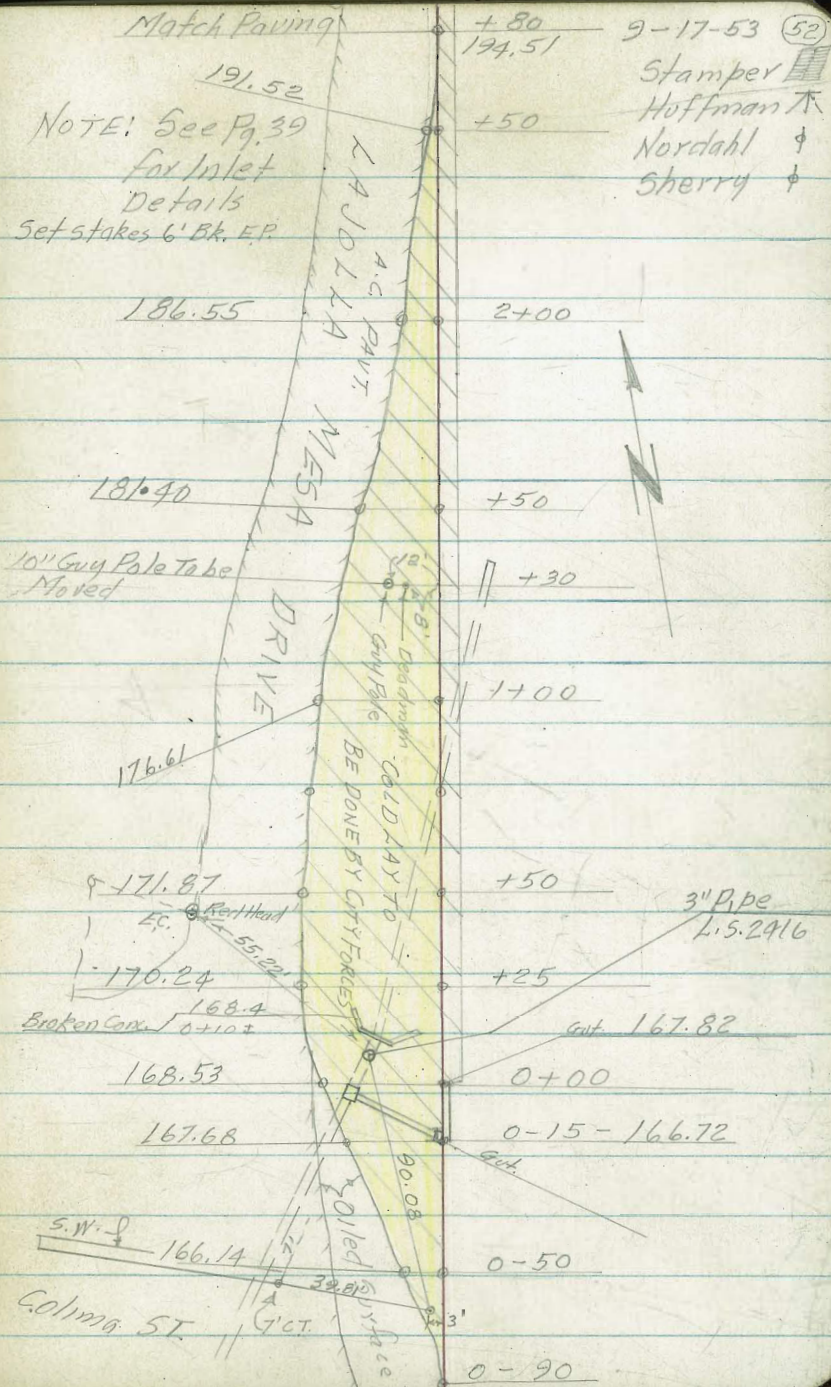
| Sta.             | LT.                | RT.                                   |
|------------------|--------------------|---------------------------------------|
|                  | Curb               | Curb                                  |
| N.W. Curb Return |                    |                                       |
| Marine St.       | 22.62              |                                       |
|                  | C0.19              |                                       |
| Mid-Point        | 22.85<br>22.66     | Set R.P. 7'                           |
|                  | C0.50              |                                       |
| Vista Del Mar    | 23.21<br>22.71     | Set R.P. 7'                           |
|                  | F0.33 <sup>✓</sup> | F0.69 <sup>✓</sup>                    |
| 1+35             | 22.79<br>23.12     | 23.29<br>23.98                        |
|                  |                    | C2.83 <sup>✓</sup> C2.33 <sup>✓</sup> |
|                  |                    | 26.72 26.72<br>23.89 24.39            |
|                  | F0.10 <sup>✓</sup> | F0.70 <sup>✓</sup>                    |
| 1+25             | 22.98<br>23.08     | 23.24<br>23.94                        |
|                  |                    | C2.34 <sup>✓</sup> C1.86 <sup>✓</sup> |
|                  |                    | 26.19 26.19<br>23.85 24.33            |

PAVT. GRADES WIDENING AREA LAJOLLA MESA

# LINDA ROSA AVENUE W.O. 21122

| Sta  | Elev   | Grade  | Cut  | Fill |
|------|--------|--------|------|------|
| 2+80 | 194.51 | 194.51 | 0.0  |      |
| 2+50 | 191.40 | 191.40 | 0.0  |      |
| TR.  | 188.67 |        |      |      |
| 2+00 | 187.53 | 186.45 | 1.08 |      |
| 1+50 | 178.72 | 181.20 |      | 2.48 |
| TR.  | 179.64 |        |      |      |
| 1+00 | 177.89 | 176.35 | 1.54 |      |
| 0+50 | 173.35 | 171.60 | 1.75 |      |
| TR.  |        |        |      |      |
| 0+25 | 171.30 | 170.00 | 1.30 |      |
| 0+00 |        | 167.82 |      |      |
| 0-50 | 165.83 | 166.00 |      | 0.17 |
| 0-90 |        | 163.68 | 0.0  |      |
| B.M. |        | 164.31 |      |      |

NOTE: See Pg. 39  
for Inlet  
Details  
Set stakes 6' Bk. E.P.



T.A. Stamper

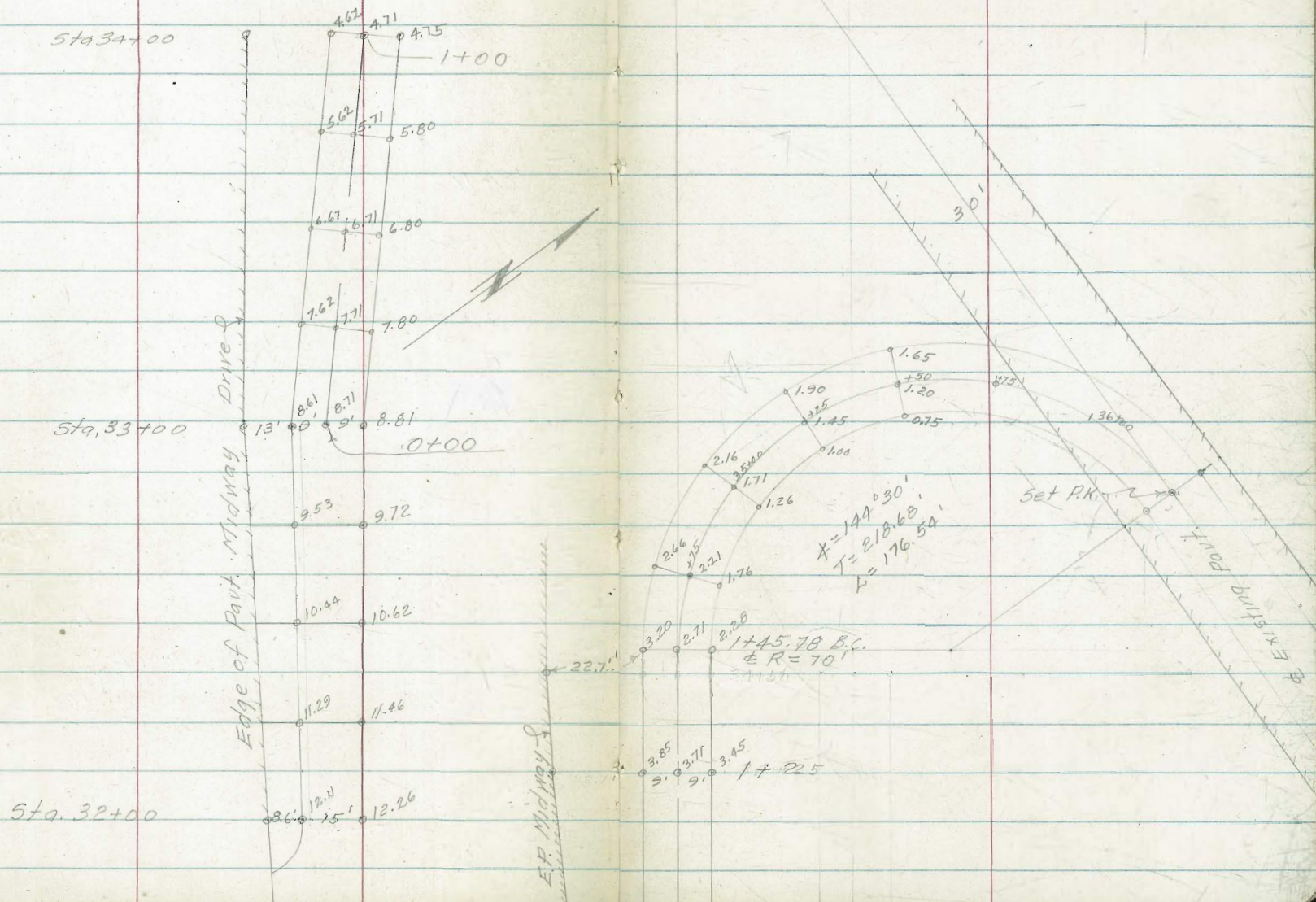
(53)

9-24-53

GRADE STAKES DECELERATION RD TO SANITARY FILL

FROM MIDWAY DRIVE W.O. 21135

R = 70'  
Def/St. = 24.55533





Stampers (54)

9-24-53

Huffman  
 Nordahl  
 Sherry

GRADES DECELERATION LANE & ACCESS RD.

Lt.

±

Rt.

TO SANITARY FILL FROM MIDWAY DRIVE W.O. 21135

Sta.

33+00 =  
 0+00 of Access Rd.

F0.41<sup>v</sup>

8.20

8.61

1'BR

8.71

F2.36<sup>v</sup>

6.45

8.81

1'BR

+75

C0.25<sup>v</sup>

9.78

9.53

5'BR

9.62

F2.45<sup>v</sup>

7.27

9.72

1'BR

TP

8.50

C0.23<sup>v</sup>

10.67

10.44

5'BR

10.50

F2.12<sup>v</sup>

8.50

10.62

1'BR

+50

C0.14<sup>v</sup>

11.43

11.29

5'BR

11.37

F2.01<sup>v</sup>

9.45

11.46

1'BR

+25

C0.09<sup>v</sup>

12.20

12.11

5'BR

12.18

F1.74<sup>v</sup>

10.52

12.26

1'BR

32+00

B.M.

4.89

Rt. Edge Pavt Sta. 35+00 Top P.K.

9-24-53

## SANITARY RD. GRADES CONTD.

| Sta      | Def $\angle$                       | Chord |
|----------|------------------------------------|-------|
| B.C. Rt. | $\angle = 144^\circ 30'$           |       |
| 1+45.78  | $R=70' L=176.54$<br>$d=24.55533/H$ | 20.78 |

Lt.                      €                      Rt.

|         |      |         |
|---------|------|---------|
| C1.20 ✓ |      | C0.45 ✓ |
| 4.40    |      | 2.73    |
| 3.20    | 2.71 | 2.28    |
| 5'BR    |      | 5'BR    |

|         |      |         |
|---------|------|---------|
| C0.89 ✓ |      | F0.49 ✓ |
| 4.74    |      | 2.96    |
| 3.85    | 3.71 | 3.45    |
| 5'BR    |      | 5'BR    |

|         |      |         |
|---------|------|---------|
| C0.68 ✓ |      | F1.34 ✓ |
| 5.30    |      | 3.41    |
| 4.62    | 4.71 | 4.75    |
| 5'BR    |      | 4'BR    |

|         |      |         |
|---------|------|---------|
| C0.19 ✓ |      | F2.37 ✓ |
| 5.81    |      | 3.43    |
| 5.62    | 5.71 | 5.80    |
| 5'BR    |      | 4'BR    |

|         |      |         |
|---------|------|---------|
| F0.17 ✓ |      | F2.22 ✓ |
| 6.45    |      | 4.58    |
| 6.62    | 6.71 | 6.80    |
| 5'BR    |      | 3'BR    |

|         |      |         |
|---------|------|---------|
| F0.36 ✓ |      | F2.22 ✓ |
| 7.26    |      | 5.58    |
| 7.62    | 7.71 | 7.80    |
| 3'BR    |      | 2'BR    |

0+25

9-24-53

Lt.

+

Rt.

SANITARY RD. GRADES CONT'D.

| Sta          | Def $\angle$ | Chord |
|--------------|--------------|-------|
| EC<br>+22.32 | 72°15'00"    | 22.22 |
| 3+00         | 63°06'55"    | 24.87 |
| +75          | 52°53'02"    | 24.87 |
| 2+50         | 42°29'10"    | 24.87 |

F0.51 ✓  
1.14  
1.65  
5'BR

1.20

F0.38  
0.37  
0.75 ✓ Set RP  
5'BR 28'RH

|      |           |       |
|------|-----------|-------|
| 2+25 | 32°25'16" | 24.87 |
|------|-----------|-------|

F0.50 ✓  
1.40  
1.90  
5'BR

1.45

F0.53 ✓  
0.47  
1.00  
5'BR

|      |           |       |
|------|-----------|-------|
| 2+00 | 22°11'21" | 24.87 |
|------|-----------|-------|

C0.43 ✓  
2.59  
2.16  
5'BR

1.71

C0.02 ✓  
1.28  
1.26  
5'BR

|      |           |       |
|------|-----------|-------|
| 1+75 | 11°57'30" | 29.00 |
|------|-----------|-------|

C1.06 ✓  
3.72  
2.66  
5'BR

2.21

C0.44 ✓  
2.17  
1.76  
5'BR

FINGERGRADES 43-RD & NEWTON STS.

Sta

W.O. 32133

0+9.55 Ely BC Alley

0+91.15

0+61.15

0+50

0+18

0+00

B.M.

65.58

NEBP 43-rd & Newton

Ref DWG 10075-9-25-53

Stamped  
K Huffman  
& Nordahl  
& Sherry

Lt. Wly

(Gut.) K Chis. on Ch.

62.57<sup>v</sup>

62.74<sup>v</sup>

64.07<sup>v</sup>

64.51<sup>v</sup>

65.80<sup>v</sup>

Read (66.55)

66.37

9-25-53

FINGRADES 43-RD # NEWTON CONTD

Lt.

E

Pt.

2400

59.50V

1781.15

59.77V

1761.15

60.31V

1741.15

60.60V

1721.15

61.42

1720

61.47V

FIN GRADES 43-RD & NEWTON CONTD

3+56.95

3+25

3+00

2+76

TP

2+50

2+25

9-25-53

(59)

Lt.

+

Rt.

TOP 57.735  
57.23<sup>v</sup>

57.69<sup>v</sup>

58.05<sup>v</sup>

58.42<sup>v</sup>

59.87

58.78<sup>v</sup>

59.14<sup>v</sup>

CURB STAKES WLY SIDE OF CAMINO  
DE LA COSTA THROUGH LOT N<sup>o</sup> 13 BLK 2-a

| Sta. | Elev. | Grade | Cut | Fill |
|------|-------|-------|-----|------|
|------|-------|-------|-----|------|

NOTE: Grades Raked in To Meet  
Existing Curbs.

|         |                  |      |      |       |      |
|---------|------------------|------|------|-------|------|
| 2+80.54 | <sup>56.37</sup> |      | 4.95 | Match |      |
| 2+60    | 56.52            | 5.45 | 4.95 |       | 0.50 |
| 2+40    | 56.66            | 5.57 | 4.95 |       | 0.62 |
|         | <sup>54.80</sup> |      |      |       |      |
| 2+20    | 56.80            | 5.86 | 4.95 |       | 0.91 |
| 2+03.54 | 57.05            |      | 4.95 | Match |      |

B.M. 75.84

9-30-53

Stampen

Huffman

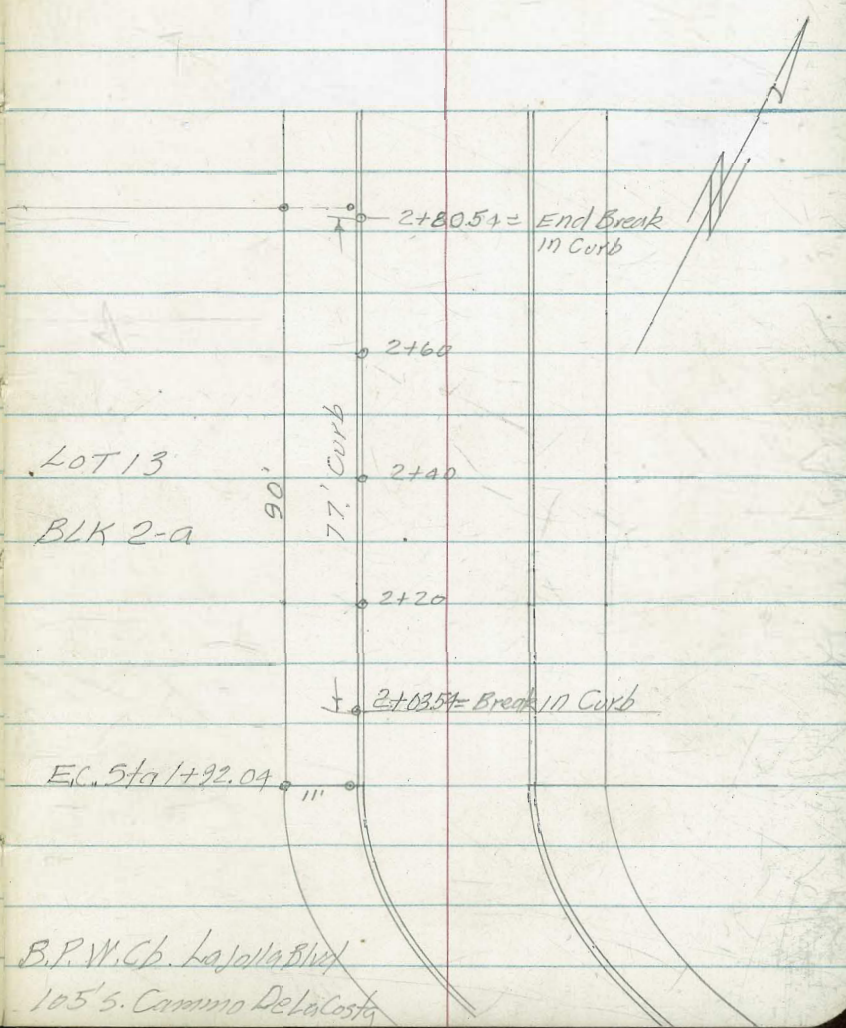
Nordahl

Sherry

Ref Map 1810

F. Book 1645

"

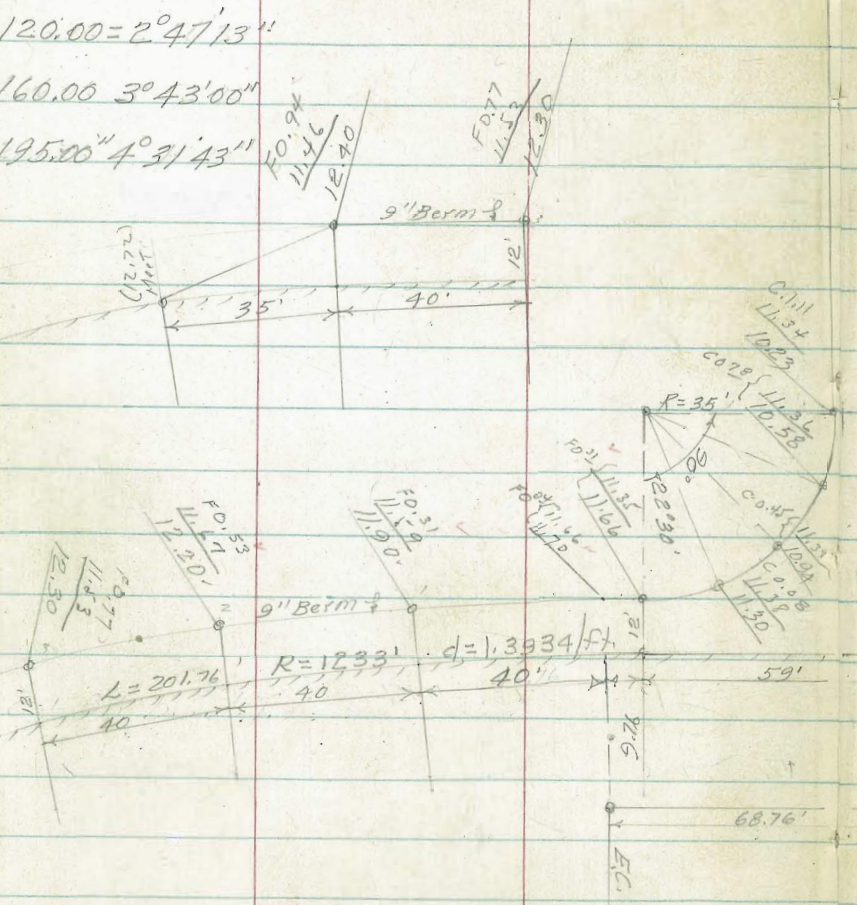


B.P.M. Ch. La Jolla Blvd  
105' S. Camino De La Costa

10-30-53 T.A. Stamped

PAVING GRADES GLEASON ROAD

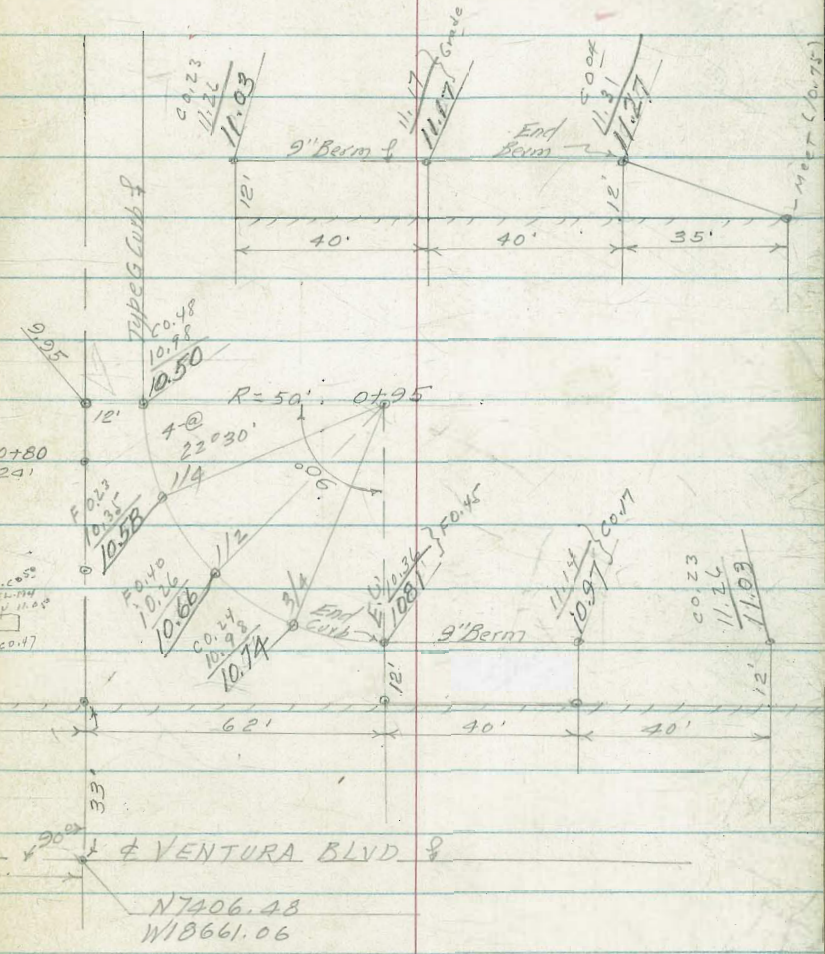
$\theta = 9^{\circ}03'26''$  W.O. 64026  $d = 1.3934$   
 $R = 1233'$   $L = 195.00'$   
 $40.00 = 0^{\circ}55'44''$  Also See G-307  
 $80.00 = 1^{\circ}51'28''$   
 $120.00 = 2^{\circ}47'13''$   
 $160.00 = 3^{\circ}43'00''$   
 $195.00 = 4^{\circ}31'43''$



B.M.

11.07

NOTE: 8" Curbs, 9" Berm x 2A" Wide  
 Offsets Set 5' Back of Curb & E. Pavt.  
 Exc. as otherwise Noted.

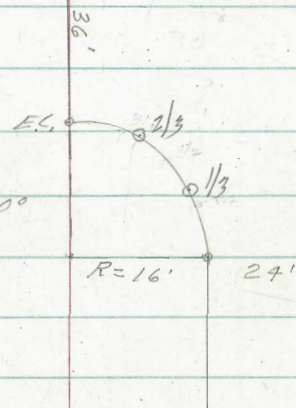


Top of R.H. of Ventura Blvd Sta 14+62.89 =  
 0+00 Gleason Rd.



10-30-53

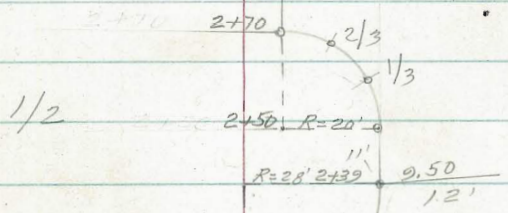
PAVING GRADES GLEASON PT. CONTD.

|   | Lt.            | 24                         | 15              | €    | 12'        | Rt.         |                 |
|---|----------------|----------------------------|-----------------|------|------------|-------------|-----------------|
|   |                |                            |                 |      |            |             | Curb            |
| EC.   | 10.00 -<br>40' | CO.99<br>10.99             |                 |      |            |             |                 |
| 3/4   |                |                            |                 |      |            |             |                 |
| 3/4   | 9.90<br>3/4    |                            |                 |      |            |             |                 |
| 2/3   |                | 9.97<br>2/3<br>9.97<br>1/2 | C-1.19<br>11.16 |      |            |             |                 |
| 1/3   |                | 9.95<br>1/3                | C-1.60<br>11.55 |      |            |             |                 |
|  <p>B.C.Lt. <math>\Delta = 90^\circ</math><br/>1+59<br/>R=16'<br/>24'</p> |                | 9.93<br>24                 | C-1.50<br>11.43 |      |            |             |                 |
| 1+50  |                | C-1.59<br>11.54<br>9.95    |                 | 9.73 | 9.61<br>12 | 10.28<br>12 | C-1.07<br>11.35 |
| 1+00  |                | C-1.31<br>11.46<br>10.15   |                 |      |            |             |                 |

LT  
 E.C. C=0.86  
 10.86  
 10.00

±  
 12'  
 Cut Corb  
 Rt.

3/4 C=1.56  
 11.32  
 9.77



C=1.90  
 11.56  
 9.66  
 P.O.C.

1/4 C=2.05  
 11.62  
 9.57  
 P.O.C.

BC, Lt. R=28'  
 2+39 ±=90°  
 C=2.17  
 11.67  
 9.50  
 12

2+00

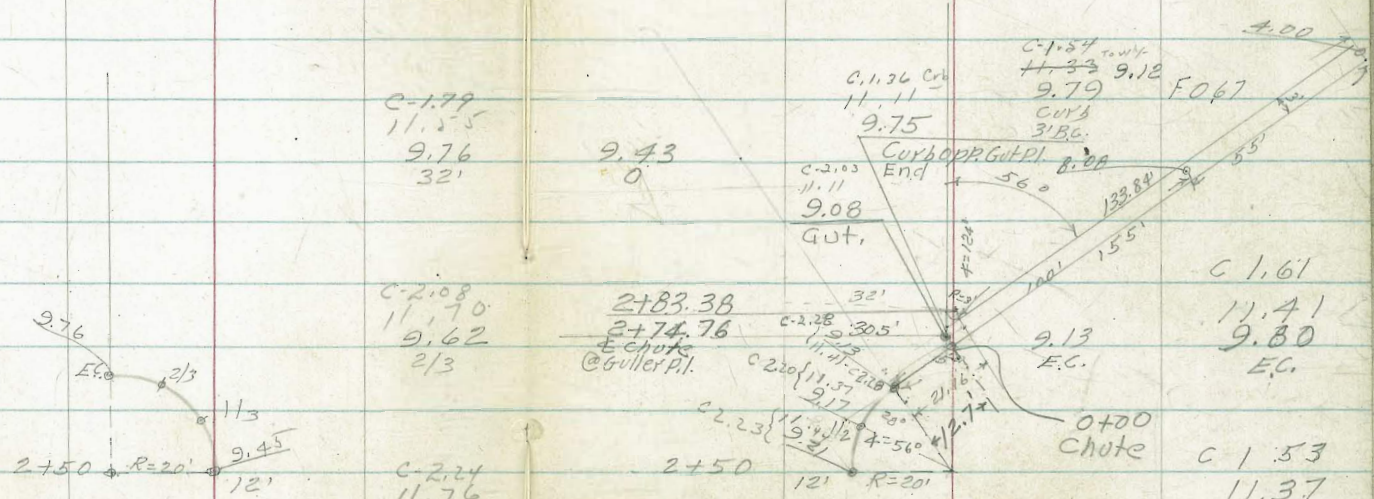
9.65  
 12

9.53

9.41  
 12'

C=1.14  
 11.22  
 10.08  
 12

|                    | Lt.                                       | ±                              | Got  | Rt.  | Got                           | Curb                            |
|--------------------|---|--------------------------------|--|--|-------------------------------|---------------------------------|
| 3+00               | C-1.61<br>11.60<br>9.99<br>32'            | 9.66                           | 9.33<br>32                                     | C-1.46<br>11.46<br>10.00<br>32   |                               |                                 |
| FC 2+70            | C-1.79<br>11.55<br>9.76<br>32'            | 9.43<br>0                      |  | C-1.84<br>11.33<br>9.79<br>Curb<br>31.86<br>FO&T<br>8.08<br>56°<br>133.84<br>155'                          |                               |                                 |
| 2/3 P.O.C.         | 2+76<br>E.C.<br>2/3<br>113<br>9.45<br>12' | C-2.08<br>11.70<br>9.62<br>2/3 | 2+83.38<br>2+74.76<br>E chute<br>@ Gutter P.I. | C-2.03<br>11.11<br>9.08<br>Gut.<br>C-2.28<br>11.57<br>9.17<br>C-2.20<br>11.57<br>9.17<br>2+50<br>12' R=20' | 9.13<br>E.C.<br>0+00<br>Chute | C 1.61<br>11.41<br>9.80<br>E.C. |
| 1/3 P.O.C.         | 2+50<br>R=20'<br>12'                      | C-2.24<br>11.76<br>9.52<br>113 | 2+50<br>12' R=20'                              | 9.17<br>1/2  |                               | C 1.53<br>11.37<br>9.84<br>1/2  |
| B.C. RT+LT<br>2+50 | C-2.26<br>11.71<br>9.45<br>12             | 9.33<br>0                      | 9.21<br>12                                     |  |                               | C 1.56<br>11.44<br>9.88<br>12   |



Lt.

±

Rt.

P.O.C.

4+30

10.16  
11.4

10.52  
32 2

Curb

11.69C 0.47  
11.22  
32

4+00 = B.C. (Rec)

C-1.33  
12.05  
10.72  
12'

4+28

40'

P.O.C.

C-1.31  
12.02  
10.71  
11/3

R=28' 4+00  
R=20'  
3@30°

C-1.34  
11.99  
10.65  
2/3

B.C. Lt.  $\Delta=90^\circ$   
4+00

E.C.

11.99  
10.76  
C-1.23

C-1.23  
11.97  
10.76  
32

10.60  
0

10.27  
32

C-1.60  
11.54  
10.94  
32

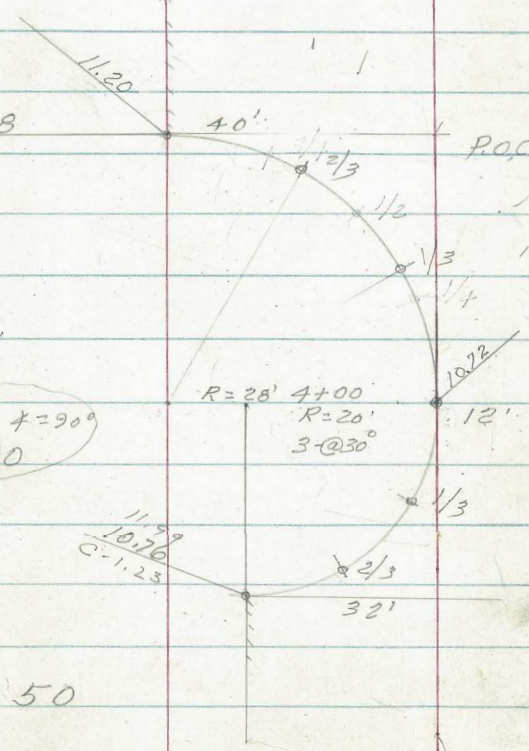
3+50

C-1.47  
11.93  
10.46  
32

10.14  
0

9.81  
32

C-1.02  
11.50  
10.48  
32



Lt.

£

Rt.

Curb

4+50

10.96

10.63  
32

C-0.72  
12.03  
11.30  
32

4+28 E.C.

C-0.88  
12.08  
11.20  
40'

10.87

10.54  
32

11.21  
32

P.O.C.

C-1.24  
12.22  
10.98  
2/3

P.O.C.

C-1.34  
12.16  
10.82  
1/3

Lt

±

Rt

Curb

$\Delta = 90^\circ$   $R = 28'$   
4+96 B.C.

c 0.96  
12.22  
11.26  
12

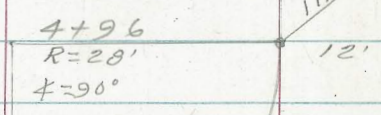
11.14  
0

10.81  
32

c 0.52  
12.00  
11.48 (S+00)  
32

c 0.98  
12.22  
11.24  
2/3

c 0.92  
12.22  
11.30  
1/3

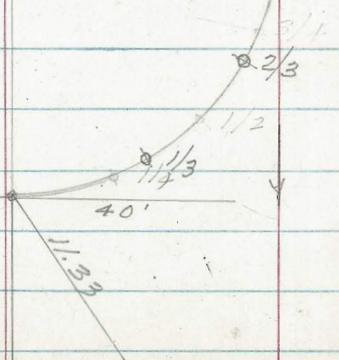


11.33  
1/4

c 0.87  
12.20  
11.33  
40'

4+68

4+96  
 $R = 28'$   
 $\Delta = 90^\circ$



Lt.

E

Rt.

Curve

6+00

1°40'08"

Co. 30  
12.19  
11.89  
32

11.56

11.23  
32

Co. 22  
12.12  
11.90  
32

BC,  $\Delta = 65^\circ 16'$   $R = 745'$   $L = 848.64'$   
5+56.60  $d = 2.30721261$

Co. 63  
12.34  
11.71  
32

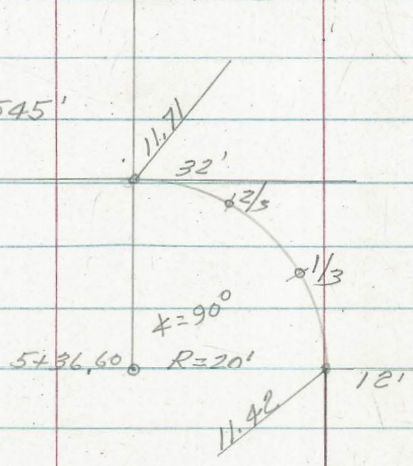
11.38  
0

11.05  
32

Co. 06  
11.78  
11.72  
32

$L = 848.64'$   $d = 2.$   
 $\Delta = 65^\circ 16'$   $R = 545'$   
B.C. Lt.  
5+56.60

Co. 74  
12.33  
11.59  
2/3



B.C. Lt.  $\Delta = 90^\circ$   $R = 20'$   
5+36.60

Co. 89  
12.31  
11.42  
12

TR 12.59. = 12.55 LT  
7+40 7°03'08"

C 0.31  
12.55  
12.24  
~~12.41~~ P  
12

12.12

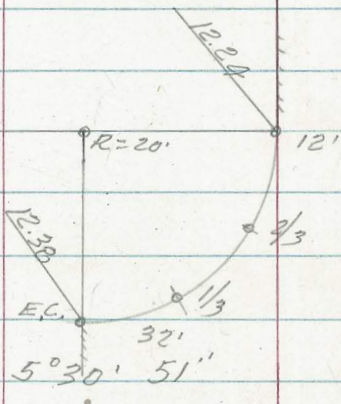
Rt.

Curb

C 0.33  
12.55  
12.22  
2/3

C 0.22  
12.50  
12.28  
1/3

B.C.Lt.  $\Delta = 90^\circ 48' 13''$   
 $R = 20' L = 31.70$   
7+40



C 0.07  
12.42  
12.38  
32'

C 0.11  
12.40  
12.29  
32

7+00

5°30'51"

11.96  
0

11.63  
32

F 0.23  
12.07  
12.30  
32

6+50

3°35'30"

C 0.25  
12.34  
12.09  
32

11.76  
0

11.43  
32

F 0.17  
11.92  
12.10  
32



Lt.

E

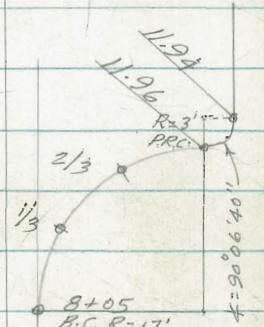
Rt.

Curb

P.O.C. 1/3

12.19  
1/3

F0.55  
12.31  
12.86  
1/3



B.C.R.L. EP  $\Delta = 89^\circ 22' 15''$   
R=17' L=26.52'

C0.14  
1260  
12.46  
12

9°33'07"

12.34  
0

12.22  
12

F0.53  
12.36  
12.89  
12

8+05  
B.C.R.=17'

B.C.R.L. EP  $\Delta = 89^\circ 22' 15''$   
R=17' L=26.52'

C-0.34  
12.55  
12.21  
12

8°12'22"

12.09

11.97  
12

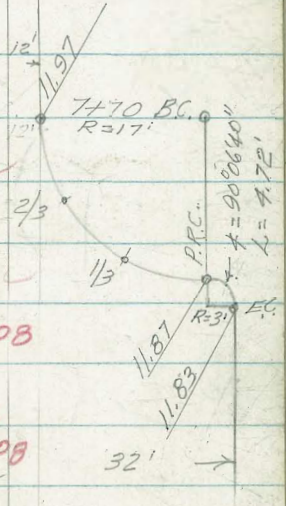
F0.31  
12.33  
12.64  
12

7+70 B.C.  
R=17'

2/3

11.91  
2/3

F0.60  
~~11.98~~  
12.58  
2/3



1/3

11.79  
1/3

F0.38  
~~11.98~~  
12.46  
1/3

3'R.  
P.R.C.

11.87  
2/3

F0.46  
12.54  
2/3

32'

E.C.3R

11.83  
3E

F0.47  
12.03  
12.50  
3E

L

E

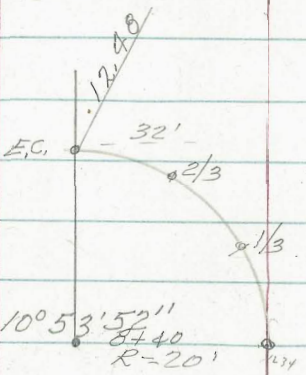
R

Curb

2/3

Co. 30  
12.68  
12.38  
2/3

1/3



Co. 30  
12.64  
12.34  
1/3

B.C.L. E.P.A. = 90° 48' 13"  
R = 20' L = 21.70'  
B+40

Co. 32  
12.66  
12.34  
12'

12.22  
0

11.89  
32'

12.56  
32

E.C. 3'R.

11.94  
32

F0.78  
11.83  
12.61  
32

P.R.C. 3'R.

11.96  
29

F0.51  
12.12  
12.63  
29

2/3

12.05  
2/3

F0.45  
12.27  
12.72  
2/3

Lt.

±

Rt.

|       |           |                                |            |       |                                   |
|-------|-----------|--------------------------------|------------|-------|-----------------------------------|
| 10+00 | 17°03'00" | Co. 59<br>12.58<br>11.99<br>32 | 11.66<br>0 | 11.33 | Corb.<br>2-0.41<br>12.41<br>12.00 |
|-------|-----------|--------------------------------|------------|-------|-----------------------------------|

|      |           |                                |            |             |                                |
|------|-----------|--------------------------------|------------|-------------|--------------------------------|
| 9+50 | 15°07'40" | Co. 55<br>12.72<br>12.17<br>32 | 11.84<br>0 | 11.51<br>32 | F 0.08<br>12.10<br>12.18<br>32 |
|------|-----------|--------------------------------|------------|-------------|--------------------------------|

|      |           |                                |            |             |                                |
|------|-----------|--------------------------------|------------|-------------|--------------------------------|
| 9+00 | 13°12'18" | Co. 20<br>12.54<br>12.34<br>32 | 12.01<br>0 | 11.68<br>32 | F 0.34<br>12.01<br>12.35<br>32 |
|------|-----------|--------------------------------|------------|-------------|--------------------------------|

|      |           |  |            |             |                                |
|------|-----------|--|------------|-------------|--------------------------------|
| 8+50 | 11°16'56" |  | 12.18<br>0 | 11.85<br>32 | F 0.85<br>11.67<br>12.52<br>32 |
|------|-----------|--|------------|-------------|--------------------------------|

|      |  |                                |  |  |  |
|------|--|--------------------------------|--|--|--|
| E.C. |  | C-0.25<br>12.73<br>12.48<br>32 |  |  |  |
|------|--|--------------------------------|--|--|--|

lt E Rt Curb

11+50 22° 49' 06" Co. 76 12.98 12.22 32 11.89 0 11.56 32 Co. 49 12.72 12.23 32

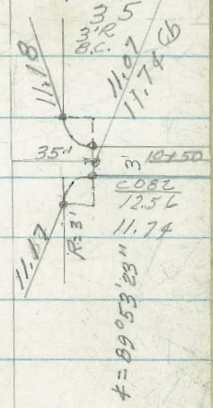
11+00 20° 53' 44" Co. 33 12.30 12.02 32 11.69 0 11.36 32 Co. 47 12.52 12.03 32

E.C. 3'R. Nly

Co. 70 12.55 11.85 32 Co. 81 12.55 11.74 35

B.C. 3'R. Sly

Co. 72 12.56 11.84 32 35' 10+50 Co. 82 12.56 11.74



10+50 18° 58' 23" E Drain Chute No. 2 C Co. 69 12.51 11.82 11.49 0 11.16 30.5 Gut. 11.74 35' B.C. RT/PT. 4.5'

Lt.

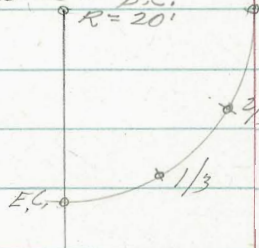
€

Rt. Curb

B.C.L.T.P.  $\theta = 90^\circ 48' 13''$

12+45

$26^\circ 28' 17''$  B.C.  
 $R = 20'$



2/3

Co. 57  
12.96  
12.39  
12

12.26  
0

11.92  
32

Co. 05  
12.64  
12.59  
32

Co. 67  
13.05  
12.38  
2/3

1/3

Co. 69  
13.11  
12.42  
1/3

E.C.

Co. 53  
13.05  
12.52  
32

12+00

$24^\circ 44' 28''$

Co. 357  
12.77  
12.42  
32

12.09  
0

11.76  
32'

Co. 24  
12.67  
12.43  
32'



Lt.                      E                      Rt      Curb

E.C. 3'R.

12.11  
32

F0.55  
12.23  
12.78  
32

P.R.C. 3'R.

12.15  
29

F0.58  
12.24  
12.82  
29

2/3

12.24  
2/3

F0.67  
12.24  
12.91

1/3

12.32  
1/3

F0.71  
12.28  
12.99

$\Delta = 90^{\circ}06'40''$   
R=31'

B.C. RTER  $\Delta = 89^{\circ}22'15''$   
R=17' L=26.52  
13+36

$29^{\circ}58'14''$

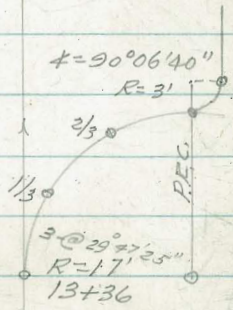
12.63  
12

12.51  
0

12.39  
12

F0.71  
12.35  
13.06  
12

$3 \times 29^{\circ}27'25''$   
R=17'  
13+36



17-

±

Rt.

Curve

14+50

F0.13  
12.23  
12.36  
32

12.03

11.70  
32

F0.41  
11.96  
12.37  
32

E.C.  
14+05.24

32° 38' 00"

F0.27  
12.27  
12.54  
32

12.21  
0

11.88  
32

F0.69  
11.86  
12.55  
32

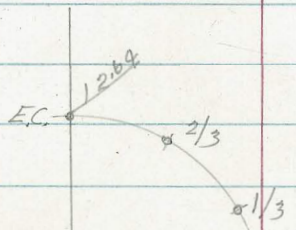
E.C.

F0.03  
12.61  
12.64  
32

2/3

F0.10  
12.44  
12.54  
2/3

1/3



F0.05  
12.45  
12.50  
1/3

B.C. I.P.  $\Delta = 90^\circ 48' 13''$   
 $R = 20'$   $L = 31.70'$   
13+60

30° 53' 37"  
R=20'

F0.04  
12.47  
12.51  
12

12.39  
0



Contd in G-307

|  | Lt.                            | ±          | 61          | Rt. Curb                                 |
|--|--------------------------------|------------|-------------|--|
| B.M.<br>B.C.Lt. $\angle = 125^{\circ}05'04''$ $L = 425.71'$<br>17+10.55 $d = 8.81473538$ | 13.44 = 13.44                  | 10.99<br>0 | 10.66<br>32 | Co.09<br><del>11.27</del><br>11.33<br>32 |
| B.C.Lt.<br>16+90.55  | 11.40<br>32                    | 11.01<br>0 | 10.69       | Co.09<br>11.27<br>11.36                  |
| 16+50  | Co.113<br>12.71<br>11.58<br>32 | 11.23<br>0 | 10.90<br>32 | Co.31<br>11.26<br>11.57<br>32            |
| 16+00  | Co.93<br>12.69<br>11.76<br>32  | 11.43<br>0 | 11.10<br>32 | Co.35<br>12.12<br>11.77                  |
| 15+50  | Co.32<br>12.28<br>11.96<br>32  | 11.63<br>0 | 11.30<br>32 | Co.09<br>12.06<br>11.97<br>32            |
| 15+00  | Grade<br>12.16<br>12.16<br>32  | 11.83<br>0 | 11.50<br>32 | Co.09<br>12.26<br>12.17<br>32            |

CONT'D IN - G-307  
 REVISED GRADES GLEASON ROAD &  
 ENTRANCE WIDENING W.O. 64026

| Sta  | Elev  | Grade                        | Cut  | Fill   |
|------|-------|------------------------------|------|--------|
| B.M. | 12.20 | Top Stub.<br>E.C. Sta. 4+68. |      | L.H.P. |
| ①    | 11.92 | 10.70                        | 1.22 |        |
| ②    | 11.89 | 10.60                        | 1.29 |        |
| ③    | 12.07 | 10.55                        | 1.52 |        |
| ④    | 12.00 | 10.54                        | 1.46 |        |
| ⑤    | 11.97 | 10.61                        | 1.36 |        |
| ⑥    | 12.03 | 10.68                        | 1.35 |        |
| ⑦    | 11.85 | 11.15                        | 0.70 |        |
| ⑧    | 12.39 | 11.24                        | 1.15 |        |

B.M. 13.1

11-4-53

T. A. Stampfer  
 J. Huffman  
 F. Nordahl  
 A. Sherry

