

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.

G-347

MICROFILMED

APR 16 1965

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder stake for any width roadway, slope 1X to 1. If ground is nearly level, the cut or fill is the

IMPROVED TABLES
AND
INFORMATION

TABLE No. VIII

To find Tangent and External for curve of any other degree, divide by degree of curve and add constant found in column of constants. Degree of curve with a given L may be found by dividing tangent (or external) opposite L by given tangent (or external).

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

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54	CURB STAKES THROUGH LOTS 41, 42, 43, 52-NDST. ^{BLK No 47}	12-0
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69-70	18" STORM DRAIN CROWN PT. DR. & FORTUNA 1-	
71-74	GRADES ALLEY BLK. 201- PACIFIC BEACH	
75	INTERSECTION GRADES GALVESTON & URTEN	

08
0
79.34
7
79.27
58
79.85

0+52
88.45

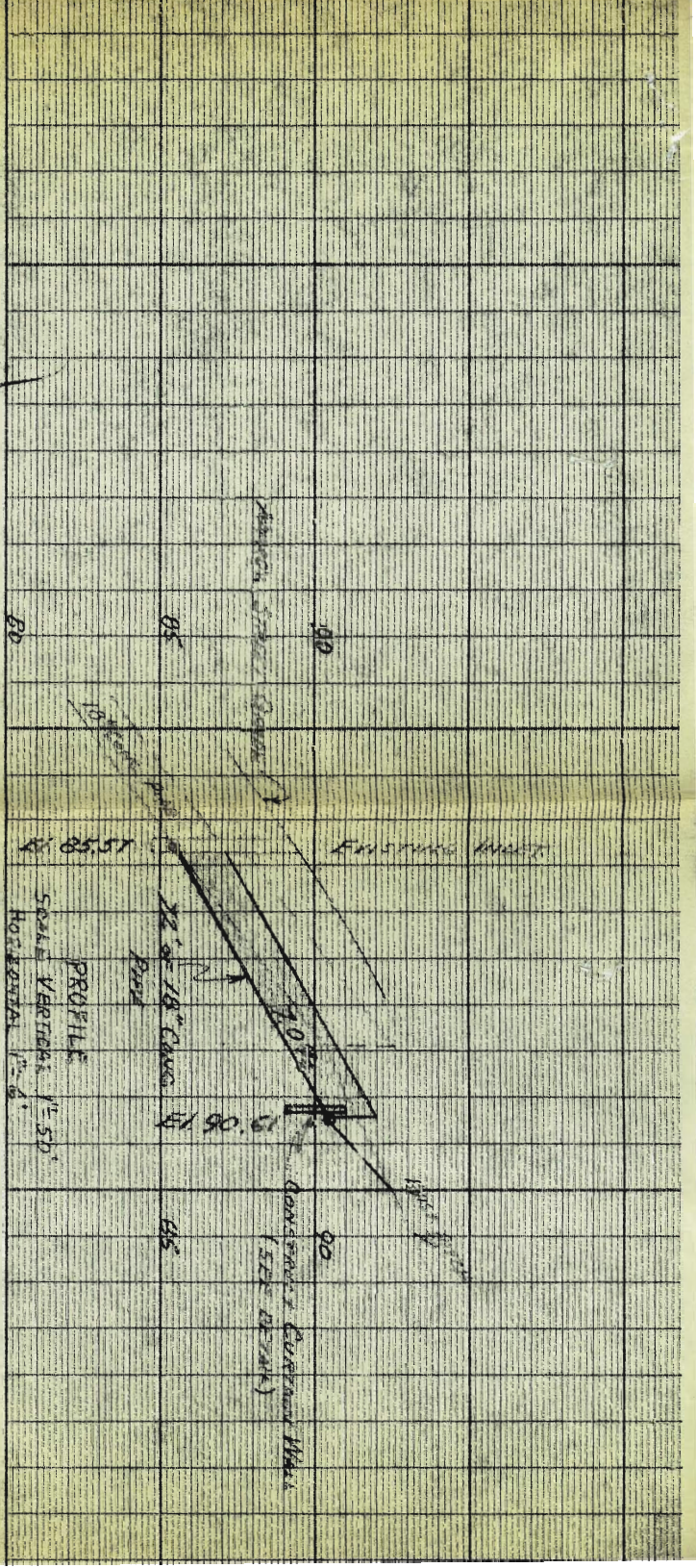
89.72

GALVASTON

ST.

SCALE

1" = 50'



ORTEN

18" CONCRETE PIPE

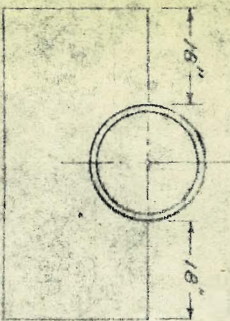
TYPE 1 CURB INLET

Traced from Dwg. 12095-2

MAGDALENE WAY

EXIST. DITCH

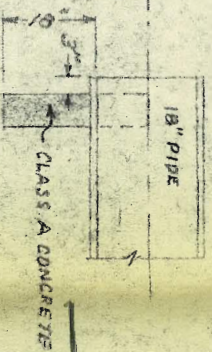
REMOVE 5.3' OF EXISTING 24" IRON PIPE
INSTALL 72' OF 18" CONCRETE PIPE



ELEVATION

DETAIL OF CURTAIN WALL

NO. SCALE



SECTION

CLASS A CONCRETE

OFFICE OF CITY ENGINEER

W.D.N. 24525

LOCKHEAD 1-18-56

Place on same alignment
as existing pipe. Use
grade shown hereon.

79.34
79.42

08
0

79.34
79.27
58
79.85

89.72

0+52 88.45

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PAVING GRADES DUDLEY ST.

	Rough Curb	Curb	Lt	t	Rt Curb	Rough Curb	
2+00	C0 ¹⁶ 635	286.25	286.25	6 ²⁰ F0 ⁰⁵	286.61	7 ¹² C0 ¹⁴	C0.37 762 287.05 287.05 1'bk
1+75		284.56		4 ⁷⁸ C0 ²²	284.92	5 ⁴⁰ C0 ⁰⁴	285.36
1+50	C034 320	282.86	282.86	3 ³⁵ C0 ⁴⁸	283.22	4 ²⁰ C0 ⁰⁴	C1.47 5.13 283.66 283.66 7'bk
1+25		281.16		1 ⁴⁴ C0 ²⁸	281.52	2 ²⁷ C0 ⁰¹	281.96
TP. 82.68							
1+00	C1 ⁰³ 050	279.47	279.47	9 ⁷⁹ C0 ³²	279.83	0 ⁵⁷ C0 ²⁰	C1.73 200 280.27 280.27
0+75		277.77		8 ⁴⁶ C0 ⁰⁹	278.13	80 ²¹ C1 ⁰⁴	278.57

PAVING GRADES DUDLEY ST.

	Rough Curb	Curb	Lt	t	Rt	Curb	Rough Curb
	F 1.39						C 0.83
3+40	4.36 295.75	295.75	61 CO 36	296.11	688 CO 33	296.55	738 296.55
3+20		294.39	480 CO 41	294.75	588 CO 69	295.19	
3+00	CO 15 3.18 293.03	293.03	326 CO 23	293.40	454 CO 71	293.83	C 1.73 556 293.83
2+75		291.34	192 CO 58	291.70	287 CO 73	292.14	
2+50	CO 46 0.10 289.64	289.64	979 CO 15	290.00	183 CO 75	290.44	C 1.39 183 290.44
2+25		287.95	812 CO 17	288.31	981 CO 26	288.75	

TP 200.71

PAVING GRADES DUDLEY ST

	Rough Curb	Curb	Lt	¢	Rt	Curb	④ Rough Curb
4+70		303.17	319 Co ²²	303.32	383 Co ²⁷	303.56	
4+40	F0.18 147	301.65	145 Fo ²⁰	301.88	230 Co ²⁴	302.19	Co.43 262 302.19
4+20		300.60	034 Fo ²⁶	300.88	146 Co ²²	301.24	
4+00	F0.16 9.32	299.48	953 Co ²⁵	299.79	046 Co ²⁷	300.19	Co.63 082 300.19
3+80		298.30	874 Co ²⁴	298.65	902 Fo ²⁴	299.06	
3+60		297.06	745 Co ²⁹	297.40	788 Co ²⁴	297.85	
T.B.M.		299.24					

Top upper Step Conc blk Wall
Sta 3+51 - Lt. Set Chis 1 □

		curb	Rough Curb	Lt	€	Rt	curb	Rough Curb
PAVING GRADES DUDLEY ST.								
6+10			308.62	872 C010		853 C011	308.47	308.39
5+90		Grade 832 308.32	308.32	827 F005		821 C006	308.19	308.15
								C047 8.62 308.15
5+70			307.82	784 C002		770 F003	307.73	307.73
TOP P.O.T. P. Hub 6+00€	307.65	C010						F002
5+50		721 307.11	307.11	714 C003		690 F002	307.07	307.12
								710 307.12
5+30			306.20	682 C062		653 C027	306.21	306.30
5+00		C010 478 304.68	304.68	492 C024		519 C026	304.77	304.93
								C044 537 304.93

	Rough Curb	Curb	+	+	+	Rt Curb	② Rough Curb
PAVING GRADES DUDLEY ST.							
7+30		306.06	6 ⁶⁷ 60 ⁶¹		305.77	5 ²³ 60 ²⁶	305.57
7+10	C0 ⁸⁰ 80	307.00	7 ²⁸ 60 ²⁸		306.73	6 ²² 60 ²⁸	C0 ³⁸ 6 ⁹² 306.54
6+90		307.73	8 ¹³ 60 ⁴⁰		307.48	7 ²⁴ 60 ⁴⁴	307.30
6+70	C0 ⁴⁴ 8 ⁷²	308.28	8 ⁴⁸ 60 ²⁰		308.04	8 ⁰⁹ 60 ¹⁹	C0 ¹⁸ 8 ⁰⁸ 307.90
6+50		308.59	8 ⁹⁴ 60 ³⁶		308.37	8 ⁶¹ 60 ³⁷	308.24
6+30	C0 ³⁸ 9 ⁰⁹	308.71	8 ⁹³ 60 ²²		308.52	8 ⁶⁸ 60 ²⁷	C0 ¹² 8 ⁵³ 308.41 7'bk
T.B.M.			311.15	Top Wall Sta. 7+17 - 25' - 17.	2178	58	

	Rough Curb	Curb	Lt	±	Rt	Curb	Rough Curb
PAVING GRADES DUDLEY ST.							
B.M.	C 3.07	295.22	295.22				C 3.10
	962		953		844		905
8+66.45 = W14 # Silver Gate	296.55	296.55	C 3.00	296.15	C 2.42	295.95	295.95
$\Delta Rt = 33^\circ 27' 38" L = 11.68'$ $CbR = 20' \Delta Lt = 33^\circ 25' 55" L = 11.67'$							
8+55.45 = BC Ch Rets Lt + Rt	297.30	297.30	997 C 2.67	297.01	731 C 0.51	296.80	296.80
Set Line R.P. 3' & 8' on Lt.							
25.45							
8+30		299.16	301.58 C 2.42	298.87	984 C 1.18	298.66	
	C 2.40						C 1.71
	376		367		238		257
8+00.	301.36	301.36	C 2.21	301.06	C 1.52	300.86	300.86
	0.0						2' bk
TP 304.27							
7+70		303.55	522 C 1.67	303.26	412 C 1.14	303.05	
	C 1.04						C 0.67
	595		596		507		508
7+50	304.91	304.91	C 1.05	304.62	C 0.66	304.41	304.41
	0.06k						
B.M.			292.70	B.P. in Ely Ch Silver Gate & Charles St. Produced			

PAVING GRADES LITTLEFIELD ST.

Lt. E
 NOTE: See Sheets 17-18
 Et.

(3)

Curb
 Rough Curb

Curb
 Rough

8.80'

P.O.C. $\Delta = 18^{\circ}40'27''$

$\frac{5}{100}$ face 5.83
 15.50
 00.33

8.79

$\Delta = 66^{\circ}33'22''$ cb. R = 27' L = 31.37'

0+42.68 = E.C. SE (Ch. Ref. Morena)

16.11

$\frac{5}{100}$ face 5.82 5.97
 15.81 15.81
 00.01 00.03

0+25 Δ

15.50

(cb. R = 34.42')

0+00.19 = E.C. N.E. (Ch. Ref. Morena)

0+00 = 28.20 E. Δ Morena

14.64

B.M.

PAVING GRADES LITTLEFIELD ST.

	Curb Rough	Curb	Lt	±	Rt	Curb	Curb Rough
--	---------------	------	----	---	----	------	---------------

1+25

18.94

8.57
18.58
Foot

1+00

18.08

7.52
17.74
Foot

7.60
17.74
Foot

0+75

17.22

6.99
16.90
Foot

0+50

16.36

6.01
16.06
Foot

P.O.C. $\theta = 66^\circ 34' 10''$

13.78'

$\frac{58}{100}$ c/s face

5.69
15.04
Foot

5.97
15.04
Foot

P.O.C. $\theta = 37^\circ 20' 54''$

$\frac{54}{100}$ c/s face

5.60
15.25
Foot

PAVING GRADES LITTLEFIELD ST.

Curb
Rough

Curb

Lt

€

Rt.
Curb

⑩
Curb
Rough

2+75

23.74

3 70
23.64
C006

2+50

23.05

3 05
22.80
C025

2 97
22.80
C02

2+25

22.36

2 11
21.95
C06

2+00

21.52

1 56
21.11
C045

1 54
21.11
C07

1+75

20.66

1 03
20.27
C076

1+50

19.80

0 01
19.43
C0 58

0 25
19.43
C08

Curb
Rough

Curb

Lt.

¢

Rt.
CurbCurb
Rough

PAVING GRADES LITTLEFIELD ST.

3+59.30 ¢ only 1/4" N° 24
25' Lt.21.80
25

26.27

19'

3+40.30 = ¢ Goldfield St. ^{5/4}

25.60

12.84

(cb. R = 24.50)
3+27.46 = F.C. NE cb. Chicago

25.11

P.O.C. R ¢ = 45° 29' 34"

5.40'

5 17
25.02
60 154 45
25.02
F06

P.O.C. ¢ = 30° 01' 23"

10.48'

5 43
24.90
60 53

cb. R = 20' ¢ = 45° 29' 34" L = 15.88'

3+02.30 B.C. S.W. cb Ref.
Littlefield & Goldfield

24.46

5 15
24.56
60 594 45
24.56
F01

27.30

	Curb Rough	Curb	Lt	€	Rt Curb	(12) Curb Rough
PAVING GRADES LITTLEFIELD ST.						
0+33.26				27.76	8.55 27.44 C11	
P.O.C. $\Delta = 45^\circ 44'$					7.15 26.05 C10	7.77 26.05 C12
5.52'						
P.O.C. $\Delta = 30^\circ 01' 23''$					7.42 26.30 C12	
Cb. R = 20' $\Delta = 45^\circ 44'$ L = 15.99'						
0+13 = E.C. SE. Ch. Ref. Goldfield				26.99	7.69 26.68 C10	7.77 26.68 C12
3+65.30 = 0+00 = E. Line Goldfield				26.51	26.05	26.05
3+61.77 = 5. Lat. N ^o 24-25' Lt.		IN 21.80		19.00		

	Curb Rough	Curb	Lt.	£	Rt. Curb	(13) Curb Rough
PAVING GRADES LITTLEFIELD ST.						
1+50				32.26	143 32.01 F038	083 32.01 F12
1+25				31.29	003 31.03 F100	31.03
1+00				30.33	962 30.05 F043	925 30.05 F02
0+75				29.37	910 29.07 C003	
0+71.26 = S. Lat. N ^o 25-25' Rt.				22.29	in 23.90	
0+50				28.40	865 28.09 C056	829 28.09 C02
16.74						

PAVING GRADES LITTLEFIELD ST.

	Curb ROUGH	Curb	Lt	¢	et Curb	(14) Curb ROUGH
2+75	37.54 meet for high water 9.08 37.54 C-1.52 C-1.72	37.36		37.00	7.78 36.90 C-0.88	
21.77						
2+53.23 = Begin Cb. on Lt.	Built wrong checks starting side exists 36.89 C Meet.	36.49		36.18	6.82 36.05 C-0.77	6.80 36.05 C-0.80
28.23						
2+25				35.13	5.84 34.95 C-0.89	
2+14.70 = & Goldfield St. Nly				34.75		
2+00				34.18	4.52 33.97 C-0.52	3.82 33.97 F-0.3
1+75				33.22	3.22 32.99 C-0.23	

PAVING GRADES LITTLEFIELD ST.

	Curb Rough	Curb	Lt	E	Et	Curb Rough	Curb Rough ⁽¹⁵⁾
4+25		431 43.37 C-094		42.71		369 42.78 C-091	
4+00	354 42.37 C-12	364 42.37 C-127		41.76		267 41.80 C-087	276 41.80 C-12
3+75		278 41.37 C-141		40.81		223 40.82 C-141	
3+50	210 40.37 C-12	225 40.37 C-188		39.86		153 39.84 C-169	4129 39.84 C-15
3+25		102 39.36 C-166		38.90		067 38.86 C-181	
3+00	4016 38.36 C-12	005 38.36 C-169		37.95		838 37.88 C-050	835 37.88 C-05

PAVING GRADES LITTLEFIELD ST.

P.O.C. 4 = 24° 24' 29"

8.52

cb. R = 20' ϕ = 48° 48' 58" L = 17.04'
 5 + 17.03 = B.C. 5 W. 66 Ref.
 Lieta St.

570

4 + 94.94

21.85

4 + 73.09

11.24'

4 + 61.85 End (Meet) cb. on Lt.

4 + 50

BM

Curb
Rough

Curb

Lt

ct

Rt

Curb
Rough

(16)
Curb

⁵⁸¹
45.90
^{F009}

45.92

⁵⁸⁹ 45.82 ⁵⁸⁷ 45.82
^{F023} ⁸⁰¹

45.33

⁵⁸³ 45.47
⁵⁷³ 45.37 ⁸⁰⁴
⁸⁰³⁶

44.54

⁵¹⁶ 44.65
⁸⁰⁵¹

44.11

⁵¹² 44.21
⁸⁰⁹¹

43.66

⁴⁹⁹ 43.75 ⁴⁵¹⁰ 43.75
⁸¹²⁴ ⁸¹⁴

4668

NEBP
Denver
Littlefield

Curb
Rough

Curb

Lt

±

±
Curb

(17)
Curb
Rough

PAVING GRADES LITTLEFIELD ST.

P.O.C. $\Delta = 24^{\circ}27'03''$

8.54

7.77
47.55
C042

cb, B = 20' $\Delta = 48^{\circ}54'07''$ L = 17.07'
0+13 = E.C. 5E cb, Ref. Lieta

48.08

7.13
47.84
C129
49.15
47.84
C13

0+12.21 = Begin Curb on Lt.

48.25
(Meet)

5+80.03 = 0+00 Ahead =
Elly R Lieta St.

47.69

47.25 47.25

5+55.03 = ± Lieta St.

46.93

5+30

46.26

P.O.C. R. $\Delta = 48^{\circ}48'58''$ (Meet)

45.99

8.52

PAVING GRADES LITTLEFIELD ST.

1+21 = S. Lat N^o 26 Lt.

E.C. Alley

Curb
Rough

Curb

Lt.

E

Rt.

Curb

(18)
Curb
Rough

44.560
51.9
C41

41 wly 5384
C664
51.96

5' Ely
53 49
47.20
25'
C623

46.20

104
51.46
F042

5'070
51.42
F02

CBR = 4' 4 = 90° L = 6.28

1+08 7/8 = B.C.S.W. Alley Ch. Ret.

51.72

2.14
51.72
C042

51.43

104
51.23
F019

0.22 IN

0+75

51.75
50.51
C12

0.81
50.51
C020

0.08
50.03
C005

49.94
50.03
F02

0+50

50.69
49.64
C12

0.12
49.64
C048

9.45
49.14
C031

9.27
49.14
C05

0+25

9.51
48.77
C024

9.15
48.26
C082

P.O.C. A. $\phi = 48^{\circ}54'07''$ (Meat)

47.25

8.53

PAVING GRADES LITTLEFIELD ST.

Curb
Rough

Curb

LT

E

ET

Curb
600
56.18
C062

(19)
Curb
Rough
2100

1+78.42

542
55.62
F020

55.15

574
54.76
C028

1+58.42

54.26
411
54.26
F010

53.86

359
53.55
C009

354
53.55
G

SE #4 Alley

246
52.15
C031

B.G. Alley

232
52.09
C023

cb. R = 4' $\phi = 90^\circ$ L = 6.28'
1+31.73 = E.C. SE. Alley Ch. Ret.

025' W
312
52.75
C037

277
C002

52.43

232
52.20
C018

236
52.28
C01

SW #4 Alley

52.03

078
51.52
F077

EC + 3.04 = SW #4 Alley

Curb
Rough

Curb

Lt

C

Rt

Curb

②
Curb
Rough

PAVING GRADES LITTLEFIELD ST.

2+90.23=0+00=E. Line of
Morenci St.

61.98

Set P.K. 38' Rt. Set Line P.K. Lt. 30' ±

2+65.23 = E Morenci St.

60.81

P.O.C. $\phi = 50^{\circ}23'20''$ (Meet)

59.59

^{53'}
58.58

8.80'

P.O.C. $\phi = 25^{\circ}11'40''$ ^{8.65'}
58.21
_{60.44}

8.79'

Cb. R = 20' $\phi = 50^{\circ}23'30''$ L = 17.592+27.23 = B.C. SW. Cb. Ref
Morenci St.

58.37

^{8.44'}
57.77
_{60.67}

2+06.27 = End Cb. on Lt. (Meet)

57.65

57.04

	Curb Rough	Curb	Lit	€	Rt Curb	(2) Curb Rough
PAVING GRADES LITTLEFIELD ST.						
0+42.38		6.43 65.07				3.04
0+37.38	7.82 65.06 C.2.8	65.05 C.1.36		64.08	6.71 63.54 C.3.17	6.48 63.54 C.2.9
10' 0+32.38		6.09 64.94				
0+27.38		64.83 C.1.5			5.87 63.29 C.2.58 ✓	
10' 0+22.38		6.04 64.56				
0+17.38		64.29 C.1.48		63.35	3.92 62.59 C.1.33	
4.38'						
P.O.C. $\phi = 50^{\circ} 28' 40''$					86 60.89	
8.81'						
P.O.C. $\phi = 25^{\circ} 14' 20''$					2.20 61.42 C.0.78	
8.81'						
Ch. R = 20' $\phi = 50^{\circ} 28' 40''$						
0+13 = E.C. 5 E. Ch. Ret. Morenci St.				63.16	3.02 62.18 C.0.84	4.43 62.18 C.2.3
0+10.67 = Begin Ch. on Lt (Meet)		64.13 Meet				

Curb
ROUGH

Curb

Lt

E

Rt Curb

Curb
ROUGH

(22)

PAVING GRADES LITTLEFIELD ST.

1+77			531 65.40			
1+72			65.48 F009		65.03	
1+57			523 65.57			
1+52		933 65.60 C-37	65.60 F034		65.07	
1+30			552 65.49			
1+25		7174 65.47 C63	65.47 C003		64.87	
1+10			534 65.39			
1+05			65.37 F005		64.73	
0+90			581 65.30			
0+86.57 = End Cb on Rt						
0+85		7224 65.28 C-70	65.28 C051		64.59	375 63.82 (Meet)
0+70			548 65.20			
0+65			65.18 C025		64.45	5.74 63.70 C-208 6366
27.62						

Curb
ROUGH

Curb

Lt

€

Rt

Curb

(23)

Curb
ROUGH

PAVING GRADES LITTLEFIELD ST.

64.12 N.W. BP. Frankfort & Gardena

2+97.94 = € FRANKFORT.

45.12'

2+52.82 (Match Point)

64.75

2+36.44 €

64.80

2+11.31 = End Cb on Lt. (Meet)
see G-32

64.80
Meet

2+06.79 End Cb on Lt. (Meet)

64.90
509
6019

64.90

2+00

65.00 65.00

64.92

1+90

65.17
530

1+85

65.26
624
619
6013

64.98

13

SEWER GRADES TALBOT ST. FROM 350' SELY,
OF SCOTT ST. TO HARBOR VIEW DRIVE

W.O. 21318

Ref DW 93009-D

" F.B. 2354 10-03-55

Stamper
Huffman
Kelley
Blunt (24)

NOTE: stakes set 10' RT to M.H.N. 4
Then 5' RT. or as Noted
set P.K. Nails or Part Nails

1+00

C 11.03
3.56
- 7.47

0+75

C 10.93 v
3.35
- 7.58

0+50

C 10.84 v
3.13
- 7.69

0+25

0.43%

C 10.86 v
3.06
- 7.80

Make Connection
0+00 = EXISTING M.H.

C 10.92
3.01
- 7.91

TP.

-12.78

10.73

NELY 7' Disk Scott & Talbot

TP. +1.54

23.51 - 7.65

21.97

P.K. SELY P.P. Talbot & Rosecrans

B.M. +1.57

29.62

28.05

N.W.B.P. Bessemer & Rosecrans

SEWER GRADES TALBOT ST.

2+50

17. 2 et (25)
C13.06
6.23
-6.83

2+25

C12.46 v
5.52
-6.94

2+00

C12.09 v
5.04
-7.05

1+75

0.43%

C11.69 v
4.54
-7.15

1+50

C11.41 v
4.13
-7.26

1+25

C11.19 v
3.82
-7.37

SEWER GRADES TALBOT ST.

4+00

C/4.54
10.48
- 4.06

3+75

4.67%

C/4.97
9.74
- 5.23

4 = 0° 25' Lt.
3+50 = $\frac{1}{2}$ M.H.N. 4 Scott St.

C/5.46 C/5.70
9.06 9.30
- 6.40 - 6.40
10' 20'

3+25

C/4.76^L
8.25
- 6.51

3+00

0.43%

C/4.21
7.60
- 6.61

2+75

C/3.60
6.88
- 6.72

SEWER GRADES TALBOT ST.

5+50

C12.364
13 30
2.94

5+25

C12.664
14 43
1.77

5+00

C12.914
13.52
0.61

4+75

4.67%

C13.184
12 62
- 0.56

4+50

C13.514
11 78
- 1.73

4+25

C14.034
11 13
- 2.90

T.P.

10.73

SEWER GRADES TALBOT ST.

$\Delta = 22^\circ 39' 24'' \Delta$
 $6+92.50 = \Delta M.H.N^\circ 3$

6+75

T.P.

6+50

6+25

4.67%

6+00

5+75

19.42

Lt

±

Rt

(28)

C/11.54 C/11.20 C/11.62
 21.14v 20.80 21.22
 9.60 2.60 9.60 9.60 9.60 9.60
 10' bet. 20' 5' 10'
 bet. bet. for. T. for.

C/11.72v
 20.50
 8.78

C/11.81v
 19.42
 7.61

C/11.70v
 18.13
 6.45

C/11.75v
 17.03
 5.28

C/12.05v
 16.16
 4.11

SEWER GRADES TALBOT ST.

8+25

C 6.97 ✓
23.74
16.77

8+00

C 7.34 ✓
22.75
15.41

7+75

C 8.28 ✓
22.34
14.06

7+50

5.41 %

C 10.03 ✓
22.74
12.71

7+25

C 10.67 ✓
22.03
11.36

7+00

C 11.41 ✓
21.41
10.00

SEWER GRADES TALBOT ST.

9+75

C 8.34 ✓
 33.22
 24.88

9+50

C 8.10 ✓
 31.63
 23.53

9+25

C 7.85 ✓
 30.03
 22.18

TP

5.41 9/10

28.43

C 7.63 ✓
 28.45
 20.82

9+00

8+75

C 7.39 ✓
 26.86
 19.47

8+50

C 7.16 ✓
 25.28
 18.12

4

E

RT

(31)

SEWER GRADES TALBOT ST.

11+00

C 9.26 ✓
41.47
32.21

10+75

7.33%

C 9.73 ✓
40.11
30.38

10+69.78 = ~~E~~ Drop M.H. N°2

C 9.77 C 9.69
39.77 39.69
30.00 30.00
5' 10'

10+50

C 9.49 ✓
38.43
28.94

T.P.

5.41%

37.73

10+25

C 9.05 ✓
36.64
27.59

10+00

C 8.68 ✓
34.91
26.23

SEWER GRADES TALBOT ST.

12+50

C 7.50
50.71
43.21

12+25

C 8.05 v
49.43
41.38

12+00

C 8.11 v
47.65
39.54

TP

47.01

11+75

7.33 06

C 8.15 v
45.86
37.71

11+50

C 8.32 v
44.20
35.88

11+25

C 8.70 v
42.73
34.05

SEWER GRADES TALBOT ST.

4 Pt. = 11°00'42"
 13+94.76 = E.M.H. No 1

13+75

13+50

T.P.

13+25

0/0
 33
 7

56.15

13+00

12+75

Lt.

±

Rt

(33)

C 7.47	C 7.47	C 7.37
61.27	61.27	61.17
53.80	53.80	53.80 ✓
5'	10'	5'
bkt.	bkt.	fort.

C 7.13
 59.52 ✓
 52.37

C 6.70 ✓
 57.24
 50.54

C 6.27 ✓
 54.98
 48.71

C 6.10 ✓
 52.97
 46.87

C 6.34 ✓
 51.58
 45.04

SEWER GRADES TALBOT ST.

Lt.

±

Rt

(39)

10-03-55

B.M.

52.02

- 51.99 N.W. B.P. Evergreen & Talbot

T.P.

60.56

Make Connection
14+84.76 = ± Existing M.H.

C 3.79

68.86

65.07

14+75

C 4.96 ✓

68.81

63.85

14+50

C 5.22 ✓

65.94

60.72

T.P.

65.06

14+25

12.5290

C 6.26 ✓

63.79

57.59

14+00

C 7.14 ✓

61.60

54.46

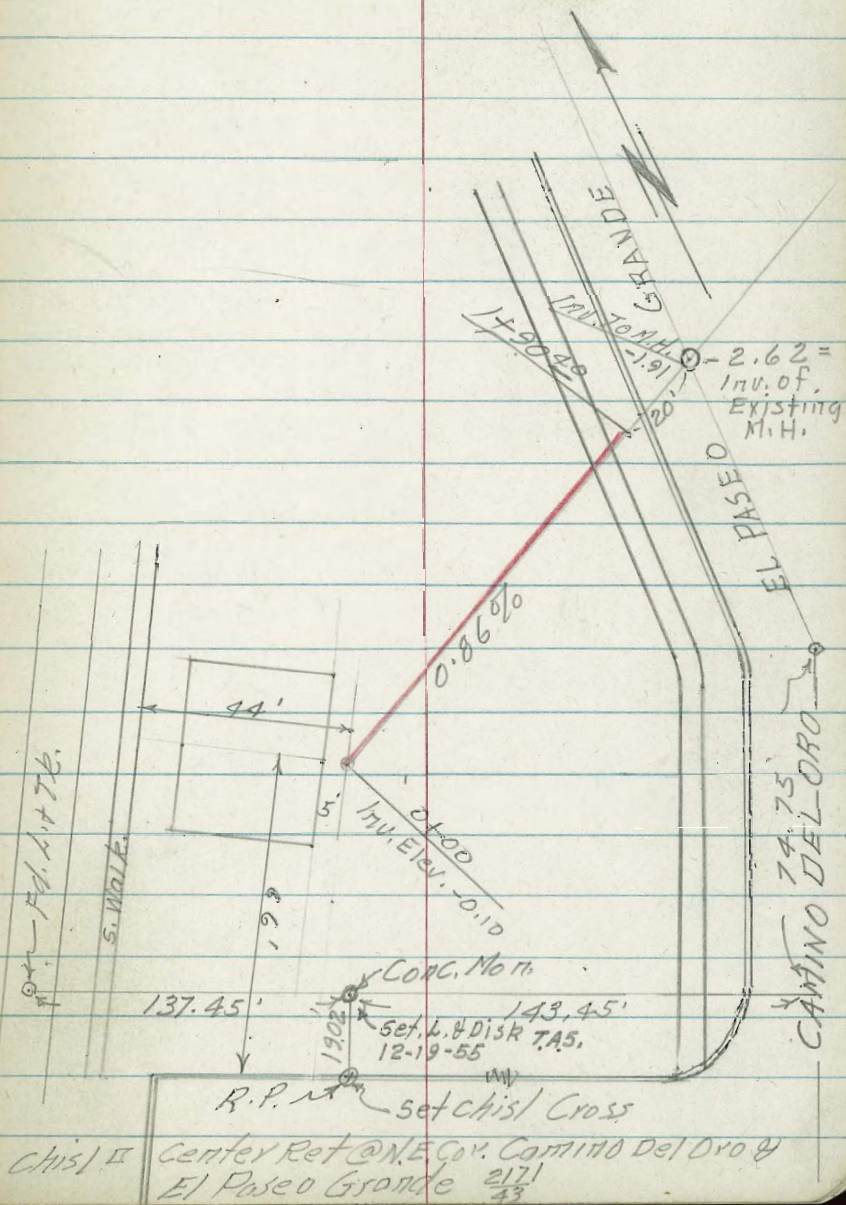
DWG 2828GD

10-25-55

Stamper (35)
Hoffman
Kelley
Blunt

SEWER GRADES FOR PROPOSED SEWER

KELLOGG PARK. W020426	C 4.04
	2.30
1+90 ⁹⁰ End of Line	-1.74
	C 3.94
	2.34
1+75	-1.60
	C 3.71
	2.32
1+50	-1.39
	C 3.29
	2.12
1+25	-1.17
	C 3.21
	2.25
1+00	-0.96
	C 3.23
	2.48
0+75	-0.75
	C 2.93
	2.40
0+50	-0.53
	C 2.93
	2.12
0+25	-0.31
	C 1.82
	1.72
0+00	-0.10
B.M.	3.02



Ref DW 9 11875-L-11-30-55

(36)

Fb 2260

Lt.

+

Rt

Stamper
Huffman
Blunt
Kelley

GRADES ALLEY BLK 22 LA JOLLA PARK

W.O. 31489

0+83.50

C 0.34^v

91.43

91.09^v

□ 0.60 BK

C 1.10^v

92.49

91.39^v

0+63.50

C 0.87^v

91.67

90.80^v

C 1.26^v

92.36

91.10^v

0+43.58

C 0.86^v

91.47

90.61^v

C 1.52^v

92.43

90.91^v

0+23.50

C 1.62^v

92.15

90.53^v

C 1.34^v

92.17

90.83^v

0+00 Meet Existing Pmt.

90.56^v

90.39^v

C 0.13^v

91.02

90.89^v

B.M.

90.39

± L. & TR. 0+00 2260

68

(90.96)
Ext. Pmt.

PAVING GRADES ALLEY BIK 22 LAJOLLA PARK

3+00

T.P. chsl 'x' Sta 3+00 Lt. 97.00

2+50

2+00

1+50

26.5

1+23.50

1+03.50

Lt.

±

Rt

(37)

C 0.06^v

97.00

96.94

'x' 2' BK

C 0.58^v

96.12

95.54

C 0.15^v

94.29

94.14

C 0.49^v

93.23

92.74

Nail 0.65 BK

F 0.30^v

91.70

92.00^v

C 2.00^v

93.49

91.49^v

Nail 0.53 BK

C 0.60

7.84

97.24

F 0.15

5.69

95.84

chsl 10

C 0.59^v

95.03

94.44

C 0.60^v

93.64

93.04

C 0.43^v

92.73

92.30^v

C 0.77^v

92.56

91.79^v

PAVING GRADES ALLEY BLK. 22 LASOLLA PARK

4+13.50

Lt. 1.46
10073
99.27
1' bk. Nail

RT (38)
C O. 73
10030
99.57
0.06 bk. Nail

3+93.50

F O. 41
860
99.01

C O. 13
944
99.31

3+73.50

F O. 3 2
837
98.69

F O. 10
889
98.99

3+53.50

F O. 41
789
98.30

C O. 20
880
98.60

3+33.50

Grade
7.85
97.85

C O. 31
846
98.15

3+13.50

C O. 02
734
97.32
Chisel ⊕

C O. 44
806
97.62

PAVING GRADES ALLEY BLK. 22 LAJOLLA PARK.

B.M.

99.42 - 99.44 L. & TR. & Alley & 5/4 Line Kline St. 2260
76

4+53.53 = 5/4 Line Kline St.

4+33.50

9.59
99.61 99.47 9.88
99.90

C 1.27
100.72
99.45 99.31 C 0.33
100.08
0.60 bk.
cut in vert
wall 99.75
bb. 0.46 Nail

Ref DWG 11874-L 12-01-55
F.B. 2313

Stamper
Huffman
Blunt
Kelley
RT (40)

PAVING GRADES ALLEY BLK 23 LAJOLLA
PARK W.O. 31489

Lt. £

1+00

C 0.63
494
104.31
Chis! @ 1.5066

C 1.01
532
104.31

0+73.75

C 1.03
482
103.79
Nail 1.1566

C 0.85
464
103.79

0+53.75

C 0.97
414
103.17
Chis! @

C 0.52
369
103.17

0+33.75

F 0.78
130
102.08
Chis! @

C 0.04
212
102.08

= 8.32' Nly of 7' Chis! Cross.
0+00 = £ Alley & Nly Line Torrey Pines Rd.

9.53
99.53
P.L.
0-06.43

99.72

00.28
100.29
P.L. 0+6.43

B.M.

99.36

Chis! Cross & Alley & Nly 7' Line Torrey Pines Rd.

2313
41

PAVING GRADES ALLEY BIK 23 LA JOLLA PARK

3+72.20

3+46.75

T.P. Stub on Pt.

108.44

3+00

2+50

2+00

1+50

1+32.64 = Sewer lat on Rt. N^o 1

Lt.

±

Rt

(4)

CO.34

9.75

109.41

Chis/D 250

FO⁰²

9.51

109.53

CO.02

110.20

109.18

P.K.W

FO⁰²

9.16

109.18

FO²¹

8.05

108.26

CO.19

8.45

108.26

FO⁰⁶

7.21

107.27

CO.26

7.53

107.27

CO⁰²

6.32

106.28

Chis/D

CO.68

6.96

106.28

CO.67

5.97

105.30

CO.88

6.18

105.30

C 7.84

106.84

199.00

12-01-55
Lt. ~~E~~ Rt

(42)

PAVING GRADES ALLEY BIK 23, LAJOLLA PARK

B. M. 109.45 ~ 109.45 Chis/Cross Sly 7' Line Kline St.

23/3

41

3 + 97.64 = Sly Line Kline St.

^{9.63}
109.65 109.48 109.⁹¹89

SIDEWALK GRADES KELLOGG PARK

W.O. 20426

0+80 P.O.C. $\Delta = 21^{\circ} 49' 37''$

0+60 $\Delta = 10^{\circ} 54' 49''$

Δ @ Center $\Delta R = 105'$ $\Delta = 59^{\circ} 10'$
 0+40 = B.C. Lt. $L = 108.43'$ $d = 16.370222 \times 2 =$
 32.74044

0+20

0+00 = Pt. 25' Nly of Sly Cb. face & Fly Edge of
 Fly Walk Line Fly of Sea Wall Kellogg Park

B.M.

3.02

Chisla Center NE Ret Camino Del Oro & Casa Grande

$\frac{2171}{43}$

12-05-55

Ref DW 92827-D
 F.B. 2181-27

Stamper (43)
 Hoffman
 Blunt
 Kelley

FO 11
 $\frac{214}{2.25}$

CO 02
 $\frac{214}{2.12}$

FO 05
 $\frac{1.95}{2.00}$

$\frac{1.96}{1.96}$

$\frac{1.91}{1.91}$

SIDEWALK GRADES KELLOGG PARK

1+80 P.O.C. $\Delta = 19^{\circ} 00' 37''$

FO 22
2 36
2 58

1+60 P.O.C. $\Delta = 6^{\circ} 56' 52''$

CO 11
2 70
2 59

11.52

~~X @ ctr. $\Delta = 35^{\circ} 17'$ $\Delta R = 95'$ $L = 58.50$
1+48.48 = P.R.C. $\Delta = 59^{\circ} 10'$ $d = 18.093404 \times 2$
 $\Delta R = 36.18681$~~

CO 15
2 75
2 60

1+40 P.O.C. $\Delta = 54^{\circ} 34' 03''$

CO 15
2 72
2 57

1+19.93 $\Delta = 43^{\circ} 36' 51''$

FO 10
2 40
2 50

1+00 P.O.C. $\Delta = 32^{\circ} 44' 26''$

FO 13
2 24
2 37

0%

.048

X

.35%

X

.625%

SIDEWALK GRADES KELLOGG PARK.

2+50.83 = Match Existing

2.56
2.55

2+29

FO. 17
2.39
2.56

2+06.93 = E.C. $\Delta = 35^{\circ} 17'$

0.48 %

FO. 23
34
2.57

2+00 P.O.C. $\Delta = 31^{\circ} 04' 21''$

FO. 26
2.31
2.57

SIDEWALK GRADES KELLOGG PARK

0+55.12 = I+19.93 $\Delta = 25^{\circ}09'03''$
C = 34.84'

2.50

= Mid. Pt.

F0.03

0+37.56 = P.O.C. $\Delta = 12^{\circ}34'31''$

2.25
2.28

$\Delta R = 80'$
 $\Delta = 25^{\circ}09'03''$

L0.02

0+20 = B.C.Lt. L = 35.12'

1.23
1.23

2.09
2.07

0+00 = Pt. 120' Ely of Ely Edge S.W. Line & Cb Face
@ SWly Cor. Kellogg Park

1.78
1.82

SIDEWALK GRADES KELLOGG PARK

0+89 = End Walk bk. cb.

5.75

NOTE: Stakes Set 2' N.E.P.

± S.W.
@ bk. cb.

15'

F 0.61

0+74 = Wly R El Paseo Grande

4.49

5.10

15'

0+59 = BC. cb on Rt

F 0.11

4.35

4.46

0+40

0%

C 0.16

3.80

3.64

4.3

0+20

C 0.54

3.32

2.78

0+00 = S.W. End. Sly cb. Calle Opima & 12' Nly

Meet. → 1.92

= ± Proposed New S.W. To Ely cb Line
El Paseo Grande

B.M.

3.62

Top Brass Plug N.W. Cor Sea Wall

SIDEWALK GRADES KELLOGG PARK

0+39 = Meet. E. + W. Walk

0+20

F 0.72
4.32
5.04

0+00 = B.C. S.W. Cb. Ret. El Paseo Grande &
Calle Opima @ S.W. 5' wide

4.85
Meet Exist.
Foot.

CURB GRADES KELLOGG PARK.

NOTE: Set P.K. Nails 3' Ely.
of Cb. face

0+47

F0.31
5.57
5.88

0+37

F0.41
5.22
5.63

0+30

F0.45
5.01
5.46

0+15

F0.45
4.64
5.09

0+00 = BC. S-W Cb Ret El Paseo Grande &

Meet 4.73

Calle Opima

CURB GRADES KELLOGG PARK

B.M.

3.62 ~ 3.62 (see Pg. 47)

0+90.55 = E.C. (Match Existing)

cb. 7.13

6.69
Gut.

cb R=20.4 = 18°30'30"

0+84.09 = B.C.Pt. L=6.46 T= 3.26'

F 0.34

6 60
6 94

0+65

F 0.27

6 13
6 40

Ref Loose leaf Dwg.
Index location J-16

12-07-55

Stamper
Huffman
Blunt
Kelley

GRADES FOR CORRECTING DRAINAGE

CONDITIONS EAST PALISADES ROAD

2+00 W02008

1+15

CO. 60
7 35
76.75

1+05

CO. 67
7 37
76.70

0+95

CO. 66
7 32
76.66

0+85

0+45 20

CO. 13
6 74
76.61
2' bk.

0+75

Meet. 76.57

B.M.

381.11

SEBP. E. End Cb. Ref. Palisades & Marlborough

GRADES LOWERING GUTTER E. PALISADES RD.

1+80

C 0.52
7.56
77.04

1+70

C 0.55
7.55
77.00

1+60

C 0.47
7.42
76.95

1+50

C 0.41
7.32
76.91

1+40

C 0.38
7.24
76.86

1+30

C 0.23
7.05
76.82
2' bk.

GRADES LOWERING GUTTER E. PALISADES RD.

2+00 Meet Existing

77.13

1+90

C O 53

7.61

77.08

Ref F.B. 2358
Dwg 3149-D

12-07-55

Stamped
Huffman
Blunt
Kelley

(59)

CURB STAKES @ 4340-52 ND ST.

W.O. 20006 Bk N^o 41

Through Lots 41, 42, 43 Lemon Villa

3+50

C 2.61
62.58
359.97

3+25

C 6.62
66.27
359.65

3+00

C 8.01
67.10
359.09

2+75

C 7.54
65.75
358.21

NOTE: Fd. Stub 2+43.77 15.34' Ely of Wly #.
Moved 7.34' Wly for ch. stakes.

T.B.M.

374.12

Chis Cross 2.25' W. S.W. Ch. Ref. 52-nd / El Cajon

B.M.

386.82

SWBP El Cajon # 51-5f 2358
7

CURB GRADES SANTA CLARA POINT NLY.
EDGE PAVT. ELY FROM BAYSIDE WALK

W.O. 20370

0+68.18

0+46.72 = E.C. $\angle = 28^{\circ} 21' 30''$

0+28.16 P.O.C. $\angle = 14^{\circ} 10' 45''$

$\angle = 28^{\circ} 21' 30''$
0+09.60 = B.C. Lt. CbR = 75' L = 37.12'

0+00 = Ely Side Bayside Walk

T.B.M.

7.38

B.M.

11.66

Ref DWG 12598-L 12-12-55

Loose Leaf B-15

Lt

E

NOTE: Offset States Set
= 3' bk. of cb. face

Stamper
Huffman
Blunt
Kelley

(53)

F0.27

8.66

8.93

F0.32

8.43

8.75

F0.35

8.15

8.50

F0.56

7.43

7.99

F0.53

7.29

7.77

Lt & Tck Santa Clara & Wly Side Bayside Walk

L. & T. N.E. Cor. Sidewalk @ S.E. Cor. of Mast Nly

Bldg. Santa Clara Pt. U.S.C. & G.S. Datum

CURB GRADES SANTA CLARA POINT

1+78

LT ♂

F0.64
 9.25
 9.89

1+53

F0.76
 8.90
 9.66

10.45

F0.73
 8.80
 9.53

1+39.55 = End Feathered Edge Pavt.

19.55

F0.75
 8.62
 9.37

1+23

0.9462%

20.45

F0.53
 8.62
 9.15

0+99.55 = E.C. $\Delta = 28^{\circ} 21' 30''$

$\Delta = 28^{\circ} 21' 30''$

0+89.65 = B.C. Rt. Ch. R=20' L=9.90

F0.38
 8.72
 9.10

CURB GRADES SANTA CLARA POINT

3+27.46 P.O.C. def $\angle = 2^{\circ} 32' 43''$

Chord = 24.727'
 $d = 6.108292 / ft.$ $\angle = 30^{\circ} 22' 28''$
 3+02.46 = B.C.L. \angle Ch. $R = 281.40'$ $L = 149.18'$

27.46

2+78

2+58

2+28

2+03

Lt.

4

(57)

F0.66
 10.64
 11.30

F0.67
 10.40
 11.07

F0.89
 10.00
 10.84

F0.71
 9.89
 10.60

F0.82
 9.55
 10.37

F0.76
 9.37
 10.13

Lt. E

CURB GRADES SANTA CLARA POINT

B.M. 11.66 ~ 11.66 (Starting Bench)

(Meet Existing Curb)
4+51.64 = End New cb defl = 15° 11' 14"

L = 24.18

Chord = 23.91

4+27.46 P.O.C. defl = 12° 43' 32"

4+02.46 P.O.C. defl = 10° 10' 50"

3+77.46 P.O.C. defl = 7° 38' 07"

3+52.46 P.O.C. defl = 5° 05' 25"

12.30
12.30

F.O. 74
1128
12.02

F.O. 76
1111
11.87

F.O. 69
1097
11.66

F.O. 71
1075
11.46

Ref DWG 12643-L
Loose leaf F-19

Stampen
Huffman
Blunt
Kelley

(59)

12-14-55

C SEWER GRADES REYNARD WAY &
FALCON ST. TO SERVE LOTS 12 & 13 IN
OSBORNE HILL W.O. 62443

NOTE: Offset Stakes Set 5' Rt.

C 6.43

51.83
145.40

0+75

C 7.86

57.08
149.22

C TP 157.08

0+50

C 6.70

59.74
153.04

0+25

15.3%

C 5.49

62.36
156.87

C 5.64

62.51
156.87

0+00 = & M.H. N° 1

5' Rt.

10' Rt.

T.B.M.

138.56

Top 2x2" Hub Stal + 97.02 Original Notes

SEWER GRADES REYNARD WAY

1+75

C 4.75

134.85

130.10

1+50

C 4.11

38.03

133.92

12.59

1+37.41 = E.C. def $\Delta = 7^{\circ} 43' 30''$

C 4.00

9.85

135.85

C = 11.15'

Mid. Pt.
1+26.26 P.O.C. def $\Delta = 3^{\circ} 51' 45''$

C 3.50

41.05

137.55

C = 11.15'

$A = 15^{\circ} 27'$
1+15.11 = B.C. Rt. $R = 82.70'$
 $L = 22.30'$
 $T = 11.88'$

C 2.96

42.22

139.26

1+00

C 3.41

4.98

141.57

TP

144.98

SEWER GRADES REYNARD WAY

B.M.

1+94 = ϕ Existing M.H.

127.19

Ref DWG 12346-L
15

Stamped (62)
Hoffman
Blunt
Kelley

12-27-55

CURB STAKES @ SELV ALLEY RET. @

WELLINGTON & LEVANT W.D. 23928

NOTE: Used P.K. Nail & Linda Vista Rd
& Levant St. & P.K. &

B.C. NE Ch. Ret Levant
& Wellington

350.52

350.65

E.C. Levant.

F 0.25

50.14

350.39

$\angle = 90^\circ$
Alley B.C. & Ch.R.

F 0.46

50.14

350.60

514 ft Levant & Ely Line Alley

F 0.72

50.04

350.76

353.08

344.10

B.M.

347.78

Lead Plug NE Ch Ret @ Linda Vista Rd
& Ulrich St. (1/2 P.C.R)

Ref DWg 12391-L
Loose Leaf D-17

Stampel (63)
Huffman
Blunt
Kelley

GRADES PROPOSED DRAINAGE DITCHES
THROUGH OLD S.D. RIVER LEVEE

1-10-56

W.O. 21014

Ditch "A"

1+00

F0.49^v
-0.61
-0.12

F 1.15^v
-1.27
-0.12

0+75

C0.83^v
0.74
-0.09

C0.51^v
0.42
-0.09

0+50

C6.95^v
6.89
-0.06

C6.67^v
6.61
-0.06

0+25

C5.06^v
5.03
-0.03

C4.80^v
4.77
-0.03

0+00 = 3+11.50 Orig. Sta.

C0.17^v
0.17
0.00

C0.57^v
0.57
0.00

T.B.M.

2.89

Top of Stub Orig Sta's. 2+50

-0.125526

1-10-56

DITCH "A"

2+39

$$\begin{array}{r} C 0.10 \checkmark \\ -0.20 \\ -0.30 \end{array}$$

$$\begin{array}{r} C 0.47 \checkmark \\ 0.17 \\ -0.30 \end{array}$$

2+25

$$\begin{array}{r} C 0.80 \checkmark \\ 0.52 \\ -0.28 \end{array}$$

$$\begin{array}{r} C 0.83 \checkmark \\ 0.55 \\ -0.28 \end{array}$$

2+00

$$\begin{array}{r} C 2.76 \checkmark \\ 2.51 \\ -0.25 \end{array}$$

$$\begin{array}{r} C 2.78 \checkmark \\ 2.53 \\ -0.25 \end{array}$$

1+75

$$\begin{array}{r} C 1.55 \checkmark \\ 1.33 \\ -0.22 \end{array}$$

$$\begin{array}{r} C 2.61 \checkmark \\ 2.39 \\ -0.22 \end{array}$$

1+50

$$\begin{array}{r} C 0.47 \checkmark \\ 0.28 \\ -0.19 \end{array}$$

$$\begin{array}{r} C 1.80 \checkmark \\ 1.61 \\ -0.19 \end{array}$$

1+25

$$\begin{array}{r} C 0.29 \checkmark \\ 0.13 \\ -0.16 \end{array}$$

$$\begin{array}{r} C 0.37 \checkmark \\ 0.21 \\ -0.16 \end{array}$$

1-10-56

GRADES DRAINAGE DITCH B

1+20

C 0.04
1.14
1.10

C 0.20
1.30
1.10

1+00

C 2.05
3.35
1.30

C 2.76
4.06
1.30

0+75

C 7.32
8.87
1.55

C 6.80
8.35
1.55

0+50

C 5.70
7.50
1.80

C 7.15
8.95
1.80

0+25

1.00%

C 0.63
2.68
2.05

Grd.
2.05
2.05

0+00=3+58 original Sta.

F 3.86
-1.56
2.30

2:30

F 0.45
1.85
2.30

B.M.

3.89

P.K. S. Side P.P. No PC-3765
Sheet No 5 (Loose leaf D-17)

Lt £ Rt (66)

1-10-56

GRADES DITCH "C"

1+25

C 1.92
2.16
0.24

C 2.22
2.46
0.24

1+00

C 2.12
2.36
0.24

C 1.69
1.93
0.24

0+75

C 2.69
2.93
0.24

C 1.72
1.96
0.24

0+50

C 2.15
2.39
0.24

C 1.14
1.38
0.24

0+25

C 1.16
1.40
0.24

C 0.90
1.14
0.24

0+00 = 0+13

C 0.23
0.47
0.24

0.24

C 0.47
0.71
0.24

B.M.

3.53

P.R.P.P.N. 3862
(See Sheet N^o 7 Loose Leaf D-17)

DITCH "C"

2+75

Lt
E
1-10-56
C 9.56
8.80
0.24

RT (67)
C 9.47
9.71
0.24

2+50

C 9.04
9.28
0.24

C 10.18
10.42
0.24

2+25

C 1.56
1.80
0.24

C 1.82
2.06
0.24

2+00

C 1.75
1.99
0.24

C 1.77
2.01
0.24

1+75

C 1.65
1.89
0.24

C 1.80
2.04
0.24

1+50

C 1.78
2.02
0.24

C 2.52
2.76
0.24

GRADES DITCH "C"

Lt

±

Rt

(68)

1-10-56

B.M.

3.53 - 3.53 Starting Bench

3+37

0.48
0.72
0.24

0.21
0.45
0.24

3+25

0.93
1.17
0.24

0.53
0.77
0.24

3+00

3.19
3.43
0.24

3.68
3.92
0.24

Ref. F.B. 2201
DWG 5174-B
TP. 1290

Stamper
Huffman
Blunt
Kelley

(69)

1-16-56

GRADES 18" STORM DRAIN CROWN PT.
DRIVE NLY. OF FORTUNA AVE

W.O. 21104

1+00

C6.53
9.88 ✓
3.35

0+75

C7.08 ✓
10.30
3.22

0+50

C7.51
10.61 ✓
3.10

0+25

C8.04
11.01 ✓
2.97

End Existing Nly of Fortuna & Wly
0+00 = 18" Pipe } 7' Lite Crown Pt Drive =
Wly. cb. Line

C8.63
11.48
2.85

T.B.M.

11.30

B.M.

15.10

Out

2201-32
SE Cor Conc floor 2-car gar Sta 4+02

N.E. 7' Mon. Morrell & Fortuna

2201
29

GRADES 18" STORM DRAIN

RP 10' bk. Inlet outside face N/4 End
E/4 cb.

C 1.77
11.20
9.43
TOP CB

RP 10' bk cb. Inlet outside face S/4 End
E/4 cb.

C 1.21
10.64 ✓
9.43
TOP CB

$d B = 3^{\circ} 34' 52''$ $c = 7.995$

cb. R = 64' ($d = 26.857396$)

E/4 cb. Line

1+58.16 = $\frac{1}{2}$ Type A 2 Cb. Inlet Crown Ft. Dr.
(15') (Re-Surf R=12')

C 1.45 C 7.06 ✓
10.88 10.88
9.43 3.82
cb. F.L.

R.P. 10' Rk
cb face

C 5.97

9.61

3.64

R.P. 10' Lt.

1+40.16 = $\frac{1}{2}$ Crown Ft. Drive

C 0.55

10.05

9.50

TOP

cb

R.P. 10'

Lt.

C 0.51 C 6.55 ✓

10.04 10.01 ✓

9.50 3.46

TOP F.L.

cb

R.P. 10' Lt.

C 6.58 ✓

9.97

3.39

1+30.16 = def $\Delta = 6^{\circ} 32' 15''$ = End Inlet

C = 8.00

P.O.C. Int \angle Lt. $85^{\circ} 45' 15''$ def $\Delta = 4^{\circ} 14' 45''$

1+22.16 = $\frac{1}{2}$ Type A 2 Cb. Inlet. (15')

Def Δ Rt = $4^{\circ} 14' 45''$ (Re-Surf R=12')

L = 14.82 C = 14.81

$\Delta = 16^{\circ} 59'$ Cb. R = 100' L = 29.64' $d = 17.188734$

1+07.34 = BC. Rt. T = 14.93

C 0.54

10.04

9.50

L = 6.82'

P.O.C.

1+14.16 = def $\Delta = 1^{\circ} 57' 20''$

Ref FB 2144
DW9 11998-L

1-18-55

Stamper
Huffman
Blunt
Kelley

(71)

GRADES ALLEY B/H 201 PACIFIC BEACH

W.O. 32097

1+00

FO.20
9.15
69.35

FO.29
8.79 ✓
69.08

0+50

FO.22
9.38
69.60
1.00
bk

FO.99
8.34
69.33

0+30

CO.04
9.74
69.70
0.87'
bk

FO.88
8.56
69.44

0+10

FO.01
9.79
69.80
1.06'
bk

CO.99
0.53 ✓
69.54
0.80
IN

0+00 = Ely Line Haines

69.82
69.85

69.40

69.59

T.B.M.

69.68

Pole # A-1550 - 9' rt. Sta. 2+50

B.M.

63.20

N.W. 7' C.T. Ingraham & Garnet

2309
55

0.511590

0.262
0.496

ALLEY BLK. 201

4+50

LT

C 0.39
6.31
65.92

±

RT

(73)

Grade

5.62
65.62

4+00

1.833%

C 0.07

6.90
66.83

C 0.20

6.73
66.53
P.K.A.C.

3+80

↓

C 0.12

67.73
Floor
7.32 ✓
67.20

F 0.07

6.83 ✓
66.90
P.K.A.C.

3+60

F 0.09

7.49
67.53

C 0.35

7.58 ✓
67.23
1.20
6R

3+40

C 0.08

7.86
67.78

F 0.42

7.06
67.48

3+20

C 0.43

8.39
67.96

F 0.10

7.56
67.66

⊕ CONC
Walk

ALLEY BLK 201

B.M. 63.20 ~ 63.20 (Starting Bench)

5+15.93 - 14' Rt = 4'R.

CO ⁵⁰
 64.90
 64.40
 cb Gut

5+08.93 - 14' Lt. ± 4'R.

64.85
 Meet Lip.

4+99.93 = Wly. Line Ingraham

CO ⁵⁰
 5.56 5.50 64.55
 65.00 64.13
 S.G.

CO ⁵⁰ 5.26
 65.20
 64.70 ✓

4+80.

↑
 1.833%

CO.45
 5.82
 65.37

C 1 21
 6.28
 65.07
 0.37 ✓
 bk

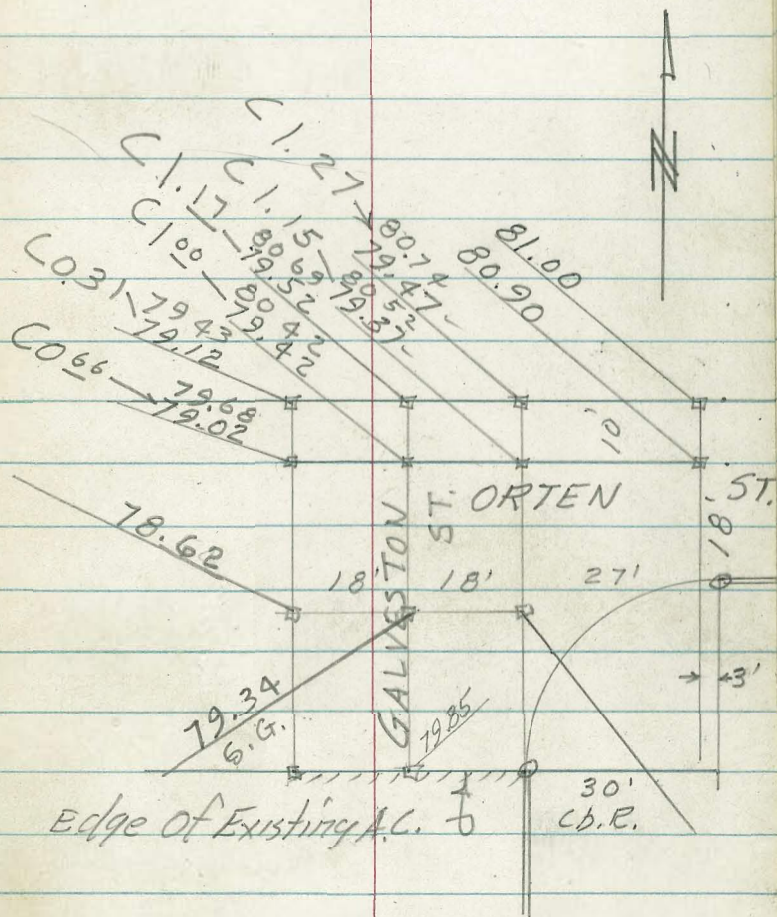
GRADES INTERSECTION ORTEN
 & GALVESTON STS. NO 24525
 Ref G-328

Ref DW912095-L

(75)

1-18-56

NOTE: Elev's shown
 below are Subgrade



0+00 = Edge Pavt Galveston St

Edge of Existing A.C. 6' 30' C.B.E.

B.M.

57.01

P.K. PPN# 2852 Frankfort & Orten

2223
 29

GRADES 18" R.C.P. ORTEN & MAGDALENE
WAY W.O. 24525

NOTE: Pipe Placed in Same
= Alignment as Original
Ref dug 12095-L

(76)

Stamper
Huffman
Blunt
Kelley

C 1. 73

0+72 = End

91.29
89.56 ✓

C 2. 18

0+54

90.74
88.56 ✓

C 2. 18

0+36

89.74
87.56

90
5.54

C 2. 53

0+18

89.10
86.57

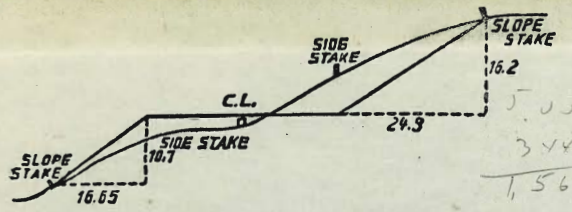
0+00 = Existing cb. Inlet @ S.W. Cb. Ret
Orten & Magdalene Way

85.57

B.M.

79.85

(See Sketch Pg. 75) & AC Paul Galveston
opposite SE Cb. Ret Orten St.



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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