

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-377

26.00
12425
151.79

1422
1352
70

MICROFILMED

APR 16 1965

INDEX

1

BOYD ST ~

WATER SERVICES

Lt.
PLAN 3236-D
NO 32583
Gpde
Elev. curb

Rt. 2

STATIONS	Stakes	Grade Elev. curb	Stakes	Grade Elev. curb	
11+49.92 = SL. BOYD AVE					
11 + 10.92 = (W) on Rt.			10 30	10.44	F0.14
10 + 02.92 = (W) on Rt.			8 70	8.51	C0.19
9 + 48.92 = (W) on Rt.			7.80	7.75	C0.05
8+77.65 = NL. FIGUEROA BLVD. on Lt.			10+56.92	9.38	9.27 C0.11
7+199.06 = SL. FIGUEROA on Rt.					
7 + 89.06 = (W) on Rt. omit					6.03
6+50 = NL. Magnolia on Lt.					
5+90 SL Magnolia on Lt.					
5+05 = (W) on Lt.	4 30	4.75			F0.45
4+55 = (W) Lt & Rt.	4.62	4.60			C0.02
3+40 = NL. HORNBLEND					
2+80 = SL. HORNBLEND					
2+39 = (W) Rt.			1 21	4.16	F2.35
1+83 = (W) "			5 07	4.39	C0.68
1+27 = (W) "			3 92	4.61	F0.69
0+71 = (W) "			2 24	4.84	F2.60
0+15 = (W) "			2 35	6.13	F3.78
0+00 = NL. GRAND AVE					

BOND ST.

3

SEWER Lot #1

	Center Elev. Stake	Prop Elev	Elev Invert	Elev. offset stake	Cuts	dist. offset
7+79.06 = E Lot #1	6.82 5.99	6.70	0.99	6.82	5.83	5'

HORN BLEND - ST.

Water Services

Lt

Rt

Rt

A

STATIONS

Elev

Cuts

Elev
Ct.

Curb

Cont. P-5

7+26.88 (W) Lt 4.76 4.90 0.06

6+76.88 (W) Lt + Rt 4.76 4.76 Grade 5.03 5.26 FO²³

4+01.88 = E. WHITE BOND ST.

2+16.88 = (W) on Lt. omit 4.84

1+16.88 = (W) on Lt. 5.78 5.24 0.54

0+00 = W. FIGUEROA BLVD

S.W. Spike in Pole Bond St.
and Hornblend 3.51

HORNBLEND ST -
WATER SERVICES

20' Cb. Rad Hub 4+95 on Rt.
End of Hornblend St. 5.81 5

Elev
Top cb.

9+76.88 = (W) Lt.

4.31 568

F1²²

8+76.88 = (W) Lt.

4.97 535

F0³⁸

8+76.88 (W) Lt.

5.02 520

F0¹⁸

7+76.88 = (W) Lt.

4.94 505

F0¹⁴

HORN BLEND

SEWER LATERALS

STATIONS

1+61.88 = ^{5.08=cb} Sewer Lat # 27 *Omit* 0.00

1+46.88 = E Sewer Lat. 5.34 0.00 C 5.3

0+86.88 = ^{5.36=cb} Sewer Lat # 28 *Omit* 0.36

0+00 = ML. FIGUERUA. BLVD.

MAGNOLIA AVE.

SEVIER LATERALS

PLAN 3238-D

STATIONS

	Elei. stakes	Elei. Invert	Cuts	
12+97.23 = Lot #18	722	1.80	C 5.42	✓
11+32.23 = Lot #19	omit	1.25		
10+42.23 = Lot #20	omit	0.98		
9+42.23 = Lot #21	omit	0.70		
5+92.23 = Lot #22	690	1.50	C 5.40	✓
(4+58.23) = Lot #23	omit	8.60	3.30	C 5.6
4+52.23 = Lot #24	omit	3.10		
4+12.23 = Lot #25	omit	3.60		
3+87.23 = Lot #26	10.62	3.91-invert	C 6.71	✓
2+30.56 = Lot #29 on Lt.	13.46	5.71-invert	C 7.75	✓
	6.33		Temp BM NW cb Red.	BOND & MAGNOLIA
	10.67		B.M. Conc. Mon. N.E. LY Cor MAGNOLIA & SEVIER	
0+00 = HL. PACIFIC				
	4.02		B.M. 5" LY Conc. Mon BOND & MAGNOLIA	

FIGUEROA BLVD

SEWER LATERALS

SPIKE IN POLE AT ALLEY FIGUEROA
 BLVD. HOBLEND AND GRAND 8
 4.65

	Elev STAKES	Elev. INVERT	Cuts
Lot #31		3.3	
Lot #2	7.59	4.2 3.4	6.39 ✓ 4.25
Lot #3	7.58	3.2	4.38 ✓
Lot #6	7.24	3.1	4.14 ✓
Lot #7	7.24	2.9	4.34 ✓
Lot #11	7.25	2.0	C 5.25 ✓
Lot #13	9.37	3.6	5.8 ✓
Lot #14	10.00	3.8	6.2 ✓
Lot #15	11.30	4.4	C 6.9 ✓
Lot #25	3.63 - 04		C 4.0 ✓

6.33

BOND
 Temp BM, NW 20' cb Rad. 4 Magalia
 P-7

FIGUEROA BIND
WATER LATERALS

E STAS.

Top Cb.

Cots

5700 = (W) Rt.

7.45 7.66

F0.21

0735 = (W) Lt.

5.88 5.90

F0.02

0700 = W.L. Bond St.

Lot # 21

9.17 9.12

C0.05

Lot # 20

9.75 9.38

C0.37

Lot # 19

10.17 9.50

C0.67

7791.47 = P.R.C. at Magnolia

24" STORM DRAIN
BOND ST. AND GRAND

	Stakes	I.E.	Cuts
10' on diagonal	T.B.M. on P.K. 7.03	-0.44	C 7.47
3+11.40 = E Cleanout 5' et.	6.50	-0.44	C 6.94
+90	4.12	-0.35	C 4.47
+50	3.71	-0.18	C 3.89
2+10	2.51	-0.01	C 2.52
+70	2.83	0.16	C 2.67
1+30	3.58	0.33	C 3.25
+90	4.06	0.50	C 3.56
0+55.95 = E.C.	3.49	0.64	C 2.85
0+44.17 = End Inlet and B.C.	3.25	0.69	C 2.56
TOP CURB	3.60	4.05	F 1.19
TOP GRATE	3.60	3.22	F 0.36
0+40 = WEST CURB I.E.	3.60	0.74	C 2.86
TOP CURB	3.10	4.05	F 0.95
TOP GRATE	3.10	3.22	F 0.12
0+00 = EAST Cb. I.E. PIPE	3.10	0.94	C 2.16

9-19-56

3.18 11

STORM DRAIN - GRAND

BOND ST. TO PICO

STAKES GRADE CUTS

8+41.40 =	EXISTING 24" PIPE	3.03	- 2.40	C 5.43	
8+10		2.25	- 2.29	C 5.04	
+70		3.01	- 2.15	C 5.16	
7+30		3.52	- 2.01	C 5.53	
+90		5.20	- 1.87	C 7.07	
+50		T.P.	3.21	- 1.73	C 4.94
6+10		2.25	- 1.59	C 4.54	
+70		3.04	- 1.45	C 4.49	
5+30		2.85	- 1.31	C 4.16	
4+90		3.18	- 1.17	C 4.35	
	TOP GRATE	3.05	2.80	C 0.25	
+51.40 =	E TYPE "D" BASIN I.E.	3.05	- 1.04	C 4.09	
4+20		3.47	- 0.91	C 4.38	
3+80		3.35	- 0.74	C 4.09	
	Inlet of 12"		2.50		
	Outlet of 12"		0.44		
3+41.40 =	Lug I.E. 24" PIPE	3.56	- 0.58	C 4.14	

BOND ST. STAKING
GRAND AVE. TO Hornblend

Lt.

Rt. 12

		Grade	Rod		Grade	Rod	
	1+55	4.5	4.3	F0.2	4.5	4.7	C0.2
1+55		4.50	4.46	F0.04	4.50	4.43	F0.07
	1+20	4.6	4.9	C0.3	4.6	4.6	G
1+20		4.64	4.46	F0.18	4.64	4.64	G
	0+85	4.8	3.7	F1.1	4.8	4.8	G
0+85		4.78	4.79	C0.01	4.78	4.60	F0.18
	0+50	4.9	3.6	F1.3	4.9	4.5	F0.4
0+50		4.92	4.80	F0.12	4.92	4.90	F0.02
	0+40	5.05	4.86	F0.19	5.05	5.02	F0.03
	0+30	5.3			5.3		
0+30		5.34	5.17	F0.17	5.34	5.31	F0.03
		5.8	5.0	F0.8	5.8	4.0	F1.8
0+20		5.81	5.50	F0.31	5.81	5.87	F0.44
	0+10	6.44	6.03	F0.41	6.44	5.93	F0.51
	0+00 R	7.2	5.9	F1.3	7.2	2.0	F5.2
0+00 = N.L. Grand Ave		7.16	6.59	F0.57	7.16	7.14	F0.02

B.M. = S.W. SPIKE IN POLE
HORNBLEND AND BOND. 3.51

BOND ST. STAKING
GRAND TO HORNBLEND
(CONTINUED)

Lt.

E

Rt.

	Grade	Rod		Grade	Rod	
	4.13					
	4.09					
	4.06					
2+80 = S.L. Hornblend	4.0	3.7	F0.3	4.0	4.3	C0.3
Top Cb.	4.03	2.80	F1.23	4.03	3.20	F0.83
2+72 = N ¹ / ₄ Inlet & B.C. gut.	3.20	2.80	F0.40	3.20	3.20	Grade
Top Cb.	4.06	1.55	F2.51	4.06	3.05	F1.01
2+63.66 = S ¹ / ₄ Inlet gut.	3.23	1.55	F1.68	3.23	3.05	F0.18
	4.1	3.6	F0.5	4.1	4.6	C0.5
		P.L.				
2+58.66	4.08	3.64	F0.44	4.08	3.90	F0.18
		P.L.				
2+25	4.2	3.9	F0.3	4.2	4.8	C0.6
2+25	4.21	4.14	F0.07	4.21	4.29	C0.08
		P.L.				
1+90	4.4	4.0	F0.4	4.4	4.9	C0.5
1+90	4.35	4.29	F0.06	4.35	4.36	C0.01

Bond St. Hornblend
 To Magnolia Ave

Lt. $\text{\textcircled{E}}$ Rt.

2+00	10-15-56	4.8 <u>6.6</u> C1.8	4.85 <u>4.63</u> F0.22	5.04 <u>5.42</u> C0.38	5.0 <u>5.7</u> C0.7
1+60		4.7 <u>7.0</u> C2.3	4.73 <u>4.48</u> F0.25	4.88 <u>4.75</u> F0.13	4.9 <u>5.7</u> C0.8
1+20		4.6 <u>6.2</u> C1.6	4.61 <u>4.67</u> C0.06	4.72 <u>4.86</u> C0.14	4.7 <u>5.0</u> C0.3
0+80		4.5 <u>5.7</u> C1.2	4.49 <u>4.44</u> F0.05	4.56 <u>4.27</u> F0.29	4.6 <u>5.3</u> C0.7
0+40		p.t. 4.4 <u>4.2</u> F0.2	4.37 <u>4.26</u> F0.11	4.40 <u>4.24</u> F0.16	4.4 <u>4.8</u> C0.4
0+08 = Cb. E.C.			4.27 <u>3.89</u> F0.38	4.27 <u>4.25</u> F0.02	
0+00 = N.L. Hornblend St.		p.t. 4.2 <u>4.0</u> F0.2			4.2 <u>4.1</u> F0.1

Bond St. Hornblend
to Magnolia St. (cont.)
10-15-56

Lt. ~~4~~ Rt.
B.M. = S.W. 7' Mon. Magnolia & Bond 4.02
B.M. = N.W. 20' End Hub " " 6.33

2/3						
				5.17		5.50
				<u>5.15</u>		<u>5.55</u>
				F0.02		C0.05
1/3				5.15		5.53
				<u>4.98</u>		<u>5.48</u>
				F0.17		F0.05
B.C. on Magnolia St. 2+10				5.13		5.60
				<u>5.36</u>		<u>5.46</u>
				C0.23		F0.14
E.C. on Magnolia St.				5.13		5.60
				<u>5.15</u>		<u>5.75</u>
				C0.02		C0.15
2/3				5.07		5.47
				<u>5.02</u>		<u>5.65</u>
				F0.05		C0.18
1/3				5.02		5.34
				<u>4.89</u>		<u>5.11</u>
				F0.13		F0.23
2+50 = S.L. Magnolia St.			5.0			5.2
			<u>5.8</u>			<u>6.0</u>
			C0.8			C0.8
2+42 = Cb. B.C.				4.97		5.21
				<u>4.67</u>		<u>5.11</u>
				4.9		F0.10
				<u>6.0</u>		5.1
2+25 Rough grade only				C1.1		<u>6.0</u>
						C0.9

Bond St. Magnolia St.

To Figueroa Blvd.
1+50.35 = B.C. on Lt.

Lt. ⚡ Rt.
B.M. = S.W. spike in Pole Bond and
Figueroa Blvd. 7.35

	5.6	5.62		6.1
		5.89		
		<u>60.27</u>		

1+48.35 = S.L. Figueroa and B.C. on Rt.

	5.6	5.59		6.07	6.1
	<u>6.6</u>			<u>6.15</u>	<u>7.0</u>
	C1.0			<u>60.08</u>	<u>60.9</u>

1+20

	5.5	5.54		5.96	6.0
	<u>7.1</u>	<u>5.96</u>		<u>5.73</u>	<u>6.9</u>
	C1.6	C0.42		F0.23	C0.9

0+80

	5.4	5.42		5.80	5.8
	<u>6.6</u>	<u>5.62</u>		<u>5.85</u>	<u>6.7</u>
	C1.2	C0.20		C0.05	C0.9

0+40

	5.3	5.30		5.64	5.6
	<u>6.3</u>	<u>5.35</u>		<u>5.52</u>	<u>7.0</u>
	C1.0	C0.05		F0.12	C1.4

0+08 = Cb. E.C.

	5.20	5.51
	<u>5.15</u>	<u>5.37</u>
	F0.05	F0.14

0+00 = N.L. Magnolia St.

	5.2	5.5
	<u>5.9</u>	<u>6.9</u>
	C0.7	C1.4

Bond St. ^{N^{ly} and} S^{ly} Returns and
 Figueroa Blvd. To Balboa.
 10-15-56

Lt.

±

Rt.

2/3

6.20
 6.08
FO.12

6.66
 6.85
CO.19

1/3

6.27
 6.07
FO.20

6.68
 6.77
CO.09

B.C.'s on Figueroa Blvd.

Existing
 Curb

6.30
 6.32

6.78
 6.92
CO.14

E.C.'s on Figueroa Blvd.

existing
 Cb.

5.80
 5.76

6.28
 6.12
FO.16

2/3

5.72
 5.53
FO.19

6.16
 6.08
FO.08

1/3

5.68
 5.82
CO.14

6.10
 6.06
FO.04

Bond St. Figueroa Blvd.

Lt.

±

Rt.

To Balboa Ave

10-15-56

1+60

$\begin{array}{r} 8.9 \\ 9.4 \\ \hline C0.5 \end{array}$

$\begin{array}{r} 8.89 \\ 8.94 \\ \hline C0.05 \end{array}$

$\begin{array}{r} 9.01 \\ 9.02 \\ \hline \text{Grade} \end{array}$

$\begin{array}{r} 9.0 \\ 9.0 \\ \hline G \end{array}$

1+20

$\begin{array}{r} 8.2 \\ 9.0 \\ \hline C0.8 \end{array}$

$\begin{array}{r} 8.21 \\ 8.18 \\ \hline F0.03 \end{array}$

$\begin{array}{r} 8.45 \\ 8.51 \\ \hline C0.06 \end{array}$

$\begin{array}{r} 8.5 \\ 9.0 \\ \hline C0.5 \end{array}$

0+80

$\begin{array}{r} p.v. \\ 7.5 \\ 11.3 \\ \hline C3.8 \end{array}$

$\begin{array}{r} 7.53 \\ 7.65 \\ \hline C0.12 \end{array}$

$\begin{array}{r} 7.89 \\ 7.88 \\ \hline \text{Grade} \end{array}$

$\begin{array}{r} 7.9 \\ 7.9 \\ \hline G \end{array}$

0+40

$\begin{array}{r} 6.9 \\ 7.6 \\ \hline C0.7 \end{array}$

$\begin{array}{r} 6.85 \\ 7.04 \\ \hline C0.19 \end{array}$

$\begin{array}{r} 7.33 \\ 7.04 \\ \hline F0.29 \end{array}$

$\begin{array}{r} 7.3 \text{ T.B.M.} \\ 8.06 \text{ cross} \\ \hline C0.8 \text{ dr.} \end{array}$

0+20 Lt. only

$\begin{array}{r} 6.5 \\ 6.75 \\ \hline C0.24 \end{array}$

0+00 = N.L. Figueroa and E.C. Rt.

$\begin{array}{r} 6.3 \\ 7.0 \\ \hline C0.7 \end{array}$

$\begin{array}{r} 6.77 \\ 6.88 \\ \hline C0.11 \end{array}$

$\begin{array}{r} 6.8 \\ 7.3 \\ \hline C0.5 \end{array}$

0-02 = E.C. on Lt.

$\begin{array}{r} 6.33 \\ 6.32 \\ \hline \text{Grade} \end{array}$

Bond St. Figueroa
 Blvd. To Balboa Ave (Cont.)
 10-15-56

Lt. \$ Rt.
 B.M. = SPIKE IN S.W. POLE BOND ST.
 AND BALBOA AVE. 12.91

2+71.67 = S.L. Balboa Ave

12.6	12.63	12.63	12.6
12.1	12.15	13.14	13.6
<u>F0.5</u>	<u>F0.48</u>	<u>C0.51</u>	<u>C1.0</u>

+40

10.8	10.77	10.77	10.8
10.4	10.51	10.75	10.3
<u>F0.4</u>	<u>F0.26</u>	<u>F0.02</u>	<u>F0.5</u>

+30

10.36	10.36
10.32	10.13
<u>F0.04</u>	<u>F0.23</u>

+20

10.0	10.02	10.02	10.0
10.2	10.15	9.91	9.9
<u>C0.2</u>	<u>C0.13</u>	<u>F0.11</u>	<u>F0.1</u>

+10

9.76	9.76
9.96	9.72
<u>C0.20</u>	<u>F0.04</u>

2+00

9.6	9.57	9.57	9.6
9.6	9.66	9.55	9.5
<u>G</u>	<u>C0.09</u>	<u>F0.02</u>	<u>F0.1</u>

Hornblend St. Figueroa

To Bond St.

10-16-56

1+10

Lt. ~~E~~ Rt.
B.M. = SPIKE IN S.W. POLE. HORNBLEND
and Figueroa Blvd. 6.62

p.v.

5.3 5.30
5.7 5.62

C0.4 C0.32

5.80 5.8
5.91 8.7

C0.11 C2.9

0+70

5.5 5.47
6.1 5.65

C0.6 C0.18

5.97 6.0
6.07 9.4

C0.10 C3.4

0+30

5.6 5.64
6.0 5.67

C0.4 C0.03

6.15 6.1
6.24 9.4

C0.09 C3.3

0+13.36 = E.C. on Rt.

6.22
6.27

C0.05

0+10.24 = North Prop

5.7 5.72
6.1 5.78

C0.4 C0.06

5.94

6.2
8.4

C2.2

0+00 = Split of Prop. Lines

0-10.24 = South Prop.

5.6
5.8

C0.2

0-15.24 = E.C. on Lt.

5.60
5.75

C0.15

Hornblend St. Figueroa
To Bond St.

2+73.88 = 2' alley E.C.

4.61
4.79
C0.18

5.11
5.07
F0.04

2+71.88 = B.C. and alley line

4.86
5.16
C0.30

4.66
4.79
C0.13

5.16
5.07
F0.09

5.36
5.24
F0.12

End Ret.

End Ret.

2+51.88 = E.C. and alley line.

4.94
5.05
C0.11

4.74
4.95
C0.21

5.24
5.00
F0.24

5.44
5.41
F0.03

2+49.88 = 2' Alley B.C.

4.71
4.95
C0.24

5.21
5.00
F0.21

2+20

4.8
5.0
C0.2

4.79
4.88
C0.09

5.29
5.40
C0.11

5.3
6.0
C0.7

1+90

1' BK. cross
5.0
8.1
C3.1

4.96
4.80
F0.16

5.46
5.59
C0.13

5.5
5.9
C0.4

1+50

2' BK. cross
5.1
8.2
C3.1

5.13
5.19
C0.06

5.63
5.78
C0.15

5.6
7.4
C1.8

Hornblond St.
 Figueroa To Bond St.

Lt.

±

Et.

E.C.3 on Bond St.

4.03

4.27

4.25

F0.02

2/3

4.07
~~3.79~~
 F0.28

4.07
3.77
 F0.30

4.23

4.24

C0.01

4+21.88 = E.L. Bond also 1/3
 on Return.

4.11 4.1
~~3.88~~
 F0.13 4.3
 C0.2

4.11
3.44
 F0.67

4.33

4.4

4.49

4.4

C0.16

G.

3+91.88 = Cb. B.C.

4.14
4.05
 F0.09

4.11

4.47

4.39

F0.08

3+71.88

4.2
5.1
 C0.9

4.22
4.47
 C0.25

4.43

4.72

4.7

4.65

4.7

F0.07

G

3+38.54

4.4
5.2
 C0.8

4.35
4.14
 F0.21

4.85

4.9^{1'8k}

4.74

4.9

F0.11

G.

3+05.21

4.5
4.7
 C0.2

4.48
4.53
 C0.05

4.98

5.0

4.93

5.2

F0.05

C0.2

Horn blend St. Bond
St. To Cul-de-Sac

Lt.

£

Rt.

4.4
4.8
C0.4

4.9
5.3
C0.4

0+90

4.3
4.6
C0.3

4.29
4.43
C0.14

4.61
4.59
F0.02

4.8
5.3
C0.5

0+50

4.2
4.5
C0.3

4.21
4.30
C0.09

4.53
4.87
C0.34

^{P.L.}
4.7
4.9
C0.2

0+10 = Cb. B.C.

4.13
3.77
F0.36

4.10

4.45
3.90
F0.55

2/3 also West P.L. Bond St.

4.1
3.9
F0.2

4.10
4.13
C0.03

4.33
4.32
F0.01

4.3
4.1
F0.2

1/3

4.06
3.69
F0.37

4.23
4.18
F0.05

B.C. on Bond St.

4.03
16

4.27
3.90
F0.37

Hornblend St. Bond

Lt.

£

Rt.

To Dead End

1490

4.7

4.49

4.81

5.2

4.34.755.145.0

F0.4

C0.26

C0.33

F0.2

1452 = 2' Alley E.C.

4.41

4.73

5.034.96

C0.62

F0.27

1450 = Alley B.C. and Alley
Line

4.6

4.45

4.77

5.1

4.05.034.964.5

F0.6

C0.58

F0.31

F0.6

End of Return on West

4.66

4.99

4.624.80

F0.04

F0.19

End of Return on East

4.61

4.93

4.704.99

C0.09

C0.06

1430 = E.C. and Alley Line

4.5

4.41

4.73

5.0

4.54.374.485.1

G

F0.04

F0.25

C0.1

1428 = 2' Alley B.C.'s

4.37

4.69

4.374.48

Grade

F0.21

Horn blend St. Bond Lt. £ Rt.

To Cul-de-Sac

4+30

5.4 4.97
4.5 5.54
 F0.9 C0.57

5.29 5.9
5.97 5.6
 C0.68 F0.3

3+90

5.3 4.89
4.9 5.48
 F0.4 C0.59

5.21 5.8
5.77 5.2
 C0.56 F0.6

3+50

5.2 4.81
4.6 5.26
 F0.6 C0.45

5.13 5.6
5.56 5.0
 C0.43 F0.6

3+10

T.P. 5.0 4.73
4.95 5.04
 G C0.31

5.05 5.5
5.52 5.2
 C0.47 F0.3

2+70

4.9 4.65
4.9 5.05
 G C0.40

4.97 5.4
5.34 5.3
 C0.37 F0.1

2+30

4.8 4.57
5.0 4.93
 C0.2 C0.36

4.89 5.3
5.30 5.3
 C0.41 G

Hornblend St. Bond St.
 To Cul-de-Sac 10-16-56
 † Hornblend at End
 127° 39' 30"

Lt. † Rt.
 B.M. = Rad. Hub on Rt. † 95 on
 Hornblend St at Cul-de-Sac 5.81

5.9 5.26
 4.4 6.03
 F1.5 C0.77

2/3 85° 06' 20" 5.8 5.22 5.33 6.0
 5.50 6.28
 C0.28 C0.95

1/3 42° 33' 10" from P.C.C. 5.7 5.18 5.39 6.1
 4.1 5.69 5.90 5.2
 F1.6 C0.51 C0.51 F0.9

5+24.33 = † Rad. 5.36

5+07.22 = P.R.C. 5.6 5.14 5.46 6.1
 4.4 5.73 6.50 5.9
 F1.2 C0.59 C1.04 F0.2

† 95 = Cb. B.C. 5.6 5.10 5.26 5.42 6.1
 4.5 5.55 6.13 5.8
 F1.1 C0.43 C0.71 F0.3

† 70 5.5 5.05 5.37 6.0
 4.6 5.46 6.03 5.9
 F0.9 C0.41 C0.66 F0.1

Magnolia St 101 Hwy.
 To Figueroa Blvd.
 10-17-56

Lt.

±

Rt.

1+26.75 = Alley P.L. on South

12.7	12.69
<u>13.1</u>	<u>12.75</u>
C0.4	C0.06

also Cb. E.C.

1+24.75 = Alley B.C. on South

13.41	12.69
<u>12.69</u>	<u>12.75</u>
C0.72	C0.06

37.80

0+86.95

13.1	13.10
<u>12.4</u>	<u>13.15</u>
F0.7	C0.05

13.44	13.4
<u>13.42</u>	<u>13.4</u>
F0.02	G.

0+46.95

13.5	13.53
<u>12.3</u>	<u>13.57</u>
F1.2	C0.04

14.20	14.2
<u>13.98</u>	<u>14.0</u>
F0.22	F0.2

0+06.95 = P.L. To N and begin Cb.

14.0	13.96	14.46
	<u>13.64</u>	
	F0.32	

14.96	15.0
<u>o.k.</u>	<u>15.3</u>
	C0.3

0+00 = Split of P.L.

14.1	14.48
<u>12.7</u>	
F1.4	

0-06.95 = S. P.L.

14.1	14.11
<u>12.8</u>	<u>13.39</u>
F1.3	F0.72

Magnolia St. 101 Hwy
To Figueroa Blvd. (Cont.)

1451.19 = Cb. E.C. on S.W. 10-17-56

12.22	12.22
<u>11.54</u>	<u>12.78</u>
FD.68	Co.06

1749.19 = Alley B.C. on S.W.

12.28	12.28
<u>11.54</u>	<u>12.28</u>
FD.74	Grade

1747.30 = P.L. and End Cb. on Lt.

12.3	12.51
<u>13.5</u>	<u>13.22</u>
C1.2	Co.71

1738 = P.L. and End Cb. on Rt.

12.68	12.5
<u>12.89</u>	<u>12.5</u>
Co.21	G.

1734.28 = Alley E.C. on Rt.

12.56
<u>12.61</u>
Co.05

1732.70 = Alley B.C. on Rt.

12.55
<u>12.61</u>
Co.06

End of Return on South 1726.75

12.88
<u>12.79</u>
FD.09

Magnolia St. 101 Hwy.
To Figueroa Blvd. (Cont.)

2760.50

10.2 10.15
13.7 11.24
C3.5 C1.09

10.2
11.9
C1.7

2750.50 Lt. only

10.3 10.33
 10.85
 C0.57

10.33 10.3
10.47
C0.14

+25

10.8 10.82
13.8 10.99
C3.0 C0.17

10.81 10.8
10.83 12.0
C0.02 C1.2

2700

11.3 11.30
13.9 11.42
C2.6 C0.12

11.30 11.3
11.29 12.3
F0.01 C1.0

+75 Lt. only

1761.45 = Alley E.C. on N.W.

11.76
11.57
F0.19

12.02
11.75
F0.27

1759.45 = Alley B.C. on N.W.

12.01

12.08
11.75
F0.33

1759.45 = Alley P.L. and End
Curb on N.W.

12.3

12.26 12.1
12.71 12.5
C0.45 C0.4

Magnolia St. 101. Hwy
To Figueroa Blvd. (Cont.)

Lt.

£.

Rt.

E.C.'s on Figueroa Blvd.

9.86
10.07
C0.21

9.38
9.91
C0.53

$\frac{2}{3}$

$\frac{3}{4}$

9.89
9.96
C0.07

9.33
9.80
C0.47

$\frac{1}{3}$

$\frac{1}{2}$

9.93
10.25
C0.32

9.38
9.90
C0.52

2+96.17 = Cb. B.C. on Rt.

$\frac{1}{4}$

9.96
10.34
C0.38

9.47
9.89
C0.42

2+93.34 = P.L. on Rt.

9.52

9.5
11.3
C1.8

2+80.50 = P.L. and Cb. B.C. on Lt.

10.0
13.5
C3.5

10.00
10.37
C0.37

9.76

9.76
9.97
C0.21

9.8

2+70.50

10.04
10.63
C0.59

Magnolia St. Figueroa
To Bond St

10-19-56

1+30

$\begin{array}{r} 7.6 \\ 8.0 \\ \hline 15.6 \\ 10.4 \end{array}$

$\begin{array}{r} 7.60 \\ 7.64 \\ \hline 15.24 \\ 10.04 \end{array}$

$\begin{array}{r} 7.60 \\ 7.73 \\ \hline 15.33 \\ 10.13 \end{array}$

$\begin{array}{r} 7.6 \\ 8.2 \\ \hline 15.8 \\ 10.6 \end{array}$

0+90

$\begin{array}{r} 8.1 \\ 8.8 \\ \hline 16.9 \\ 10.7 \end{array}$

$\begin{array}{r} 8.10 \\ 8.18 \\ \hline 16.28 \\ 10.08 \end{array}$

$\begin{array}{r} 8.10 \\ 8.46 \\ \hline 16.56 \\ 10.36 \end{array}$

$\begin{array}{r} 8.1 \\ 8.7 \\ \hline 16.8 \\ 10.6 \end{array}$

0+50

$\begin{array}{r} 8.6 \\ 10.3 \\ \hline 18.9 \\ 11.7 \end{array}$

$\begin{array}{r} 8.60 \\ 8.83 \\ \hline 17.43 \\ 10.23 \end{array}$

$\begin{array}{r} 8.60 \\ 8.75 \\ \hline 17.35 \\ 10.15 \end{array}$

$\begin{array}{r} 8.6 \\ 9.3 \\ \hline 17.9 \\ 10.7 \end{array}$
P.L.

0+18.05 = B.C. To North

$\begin{array}{r} 8.99 \\ 9.12 \\ \hline 18.11 \\ 10.13 \end{array}$

0+14.93 = P.L. To North

9.0

$\begin{array}{r} 9.03 \\ 9.34 \\ \hline 18.37 \\ 10.31 \end{array}$

$\begin{array}{r} 9.0 \\ 9.7 \\ \hline 18.7 \\ 10.7 \end{array}$

1+00 = P.L. To South

$\begin{array}{r} 9.2 \\ 11.0 \\ \hline 20.2 \\ 11.8 \end{array}$

0-03.70 = B.C. To South

$\begin{array}{r} 9.25 \\ 9.53 \\ \hline 18.78 \\ 10.28 \end{array}$

Lt.

£

Et.

1495 = P.L. To South and
End of Curb

6.9	7.09
<u>6.9</u>	<u>6.91</u>
G	F0.18

1490 = End of Curb North
East

7.14
<u>7.54</u>
C0.40

1490 = P.L. To North and E.C.

6.94	6.9
<u>6.53</u>	<u>7.7</u>
F0.41	C0.8

1488 = Alley B.C. To North

6.93
<u>6.53</u>
F0.40

1475 = End of Curb South

7.29
<u>7.59</u>
C0.30

1475 = Alley P.L. To South
and E.C.

7.1	7.09
<u>7.6</u>	<u>7.02</u>
C0.5	F0.07

7.05	7.1
<u>7.18</u>	<u>7.8</u>
C0.13	C0.7

1473 = Alley B.C. To South

7.08
<u>7.02</u>
F0.06

Lt.

±

Rt.

2+45

P.L.

6.3	6.34
<u>6.6</u>	<u>6.34</u>
C0.3	Grade

6.34	6.3
<u>6.31</u>	<u>7.0</u>
F0.03	C0.7

2+12 = E.C. of Alley To North
West

6.68
<u>6.18</u>
F0.50

2+10 = B.C. of Alley to North
West

6.74
<u>6.18</u>
F0.56

2+10 = End of Curb To
North. also P.L.

6.94	6.7
<u>7.23</u>	<u>7.2</u>
C0.29	C0.5

1+97 = E.C. To South

6.83
<u>6.72</u>
F0.11

1+95 = B.C. To South

6.89
<u>6.72</u>
F0.17

L.T.

E

R.T.

3+25 = East Line of Bond

$$\begin{array}{r} 5.5 \\ 5.7 \\ \hline 11.2 \\ 0.2 \end{array}$$

$$\begin{array}{r} 5.5 \\ 7.0 \\ \hline 12.5 \\ 1.5 \end{array}$$

3+15 = Cb. B.C.

$$\begin{array}{r} 5.60 \\ 5.75 \\ \hline 11.35 \\ 0.15 \end{array}$$

$$\begin{array}{r} 5.60 \\ 5.46 \\ \hline 11.06 \\ 0.14 \end{array}$$

2+80

pl

$$\begin{array}{r} 5.9 \\ 6.1 \\ \hline 12.0 \\ 0.2 \end{array}$$

$$\begin{array}{r} 5.97 \\ 5.86 \\ \hline 11.83 \\ 0.11 \end{array}$$

$$\begin{array}{r} 5.97 \\ 5.93 \\ \hline 11.90 \\ 0.04 \end{array}$$

$$\begin{array}{r} 5.9 \\ 7.0 \\ \hline 12.9 \\ 1.1 \end{array}$$

Magnolia St. Bond St.

Lt.

\$

Rt.

To Cul-de-Sac

10-18-56

End of Curb on South

5.73
6.40
00.67

1430 = Alley E.C. and P.L.

5.5
6.5
01.0

5.53
5.14
F0.39

5.49
5.90
00.41

5.5
6.7
01.2

1428 = Alley B.C. To S.

5.48
5.14
F0.34

0490

5.4
6.7
01.3

5.37
5.37
Grade

5.37
5.43
00.06

5.4
6.9
01.5

0450

5.3
6.3
01.0

5.25
5.34
00.09

5.25
5.97
00.22

5.3
6.5
01.2

0410 = Cb. E.C.'s

PL

5.1
6.1
01.0

5.13
5.15
00.02

5.13
5.36
00.23

5.1
6.3
01.2

0400 = W.L. Bond St.

5.1
5.9
00.8

5.1
5.8
00.7

Magnolia St. Bond
To Cul-de-Sac.

Lt.

£

Rt.

ALBK

3+10

6.0
6.3
C0.3

6.03
6.73
C0.20

6.03
6.39
C0.36

6.0
6.9
C0.9

2+70

5.9
6.5
C0.6

5.91
6.04
C0.13

5.91
6.21
C0.30

5.9
7.1
C1.2

2+30

5.8
6.4
C0.6

5.79
6.01
C0.22

5.79
5.83
C0.04

5.8
7.1
C1.3

1+90

5.7
6.7
C1.0

5.67
5.93
C0.26

5.67
5.69
C0.02

5.7
7.0
C1.3

1+52 = Alley E.C.

5.56
5.61
C0.05

1+50 = Alley B.C. and P.L

5.6
6.9
C1.3

5.59
5.61
C0.02

5.55
5.82
C0.27

5.6
6.9
C1.3

End of Curb on South

5.79
6.71
C0.92

Magnolia St. Bond To
Cul-de-Sac.

Lt.

£

Et.

5+40 = B.C. To Cul-de-Sac.

6.7
6.6
F0.1

6.72
6.56
F0.16

6.72
6.67
F0.05

6.7
7.2
C0.5

5+10

6.6
6.6
G

6.63
6.61
F0.02

6.63
6.67
C0.04

6.6
7.2
C0.6

4+70

6.5
6.4
F0.1

6.51
6.65
C0.14

6.51
6.55
C0.04

6.5
7.1
C0.6

4+30

6.4
6.7
C0.3

6.39
6.42
C0.03

6.39
6.45
C0.06

6.4
7.0
C0.6

3+90

6.3
6.4
C0.1

6.27
6.33
C0.06

6.27
6.40
C0.13

6.3
7.0
C0.7

3+50

6.2
6.5
C0.3

6.15
6.31
C0.16

6.15
6.57
C0.42

T.P.
6.2
7.15
C1.0

Magnolia St. Bond To
Cul-de-Sac

10-18-56

Lt.

±

Rt.

6.73 40' R.P. cross in drive on
Magnolia St.

End of Cul-de-Sac

7.0 7.01
5.9 5.78

FLIF.23

2/3

	6.92	6.92	
	<u>5.27</u>	<u>6.05</u>	
	F1.65	F0.87	6.9
6.9			<u>7.0</u>
<u>6.3</u>			CO.1
F0.6			

1/3

	6.84	6.84	
	<u>7.65</u>	<u>7.00</u>	
	CO.81	CO.16	

P.R.C

6.8	6.76	6.76	6.8
<u>6.5</u>	<u>6.76</u>	<u>6.69</u>	<u>7.2</u>
F0.3	Grade	F0.07	CO.4

Figueroa Blvd. Grand To
Magnolia Rough Grades Only!

10-22-56

6+10.85
+60.85
5+10.85 N.L. Hornblend
+79.80
A+48.73 = S.L. Hornblend
A+14.28
+79.28
3+39.28
2+99.28
+59.28
2+19.28
+79.28 = E.C.
1+33.95
+88.35 = P.C.C.
+74.54 = Begin Cb. on Lt.
+58.19 = 2' Cb B.C.
0+29.63 = E.C. on Lt
0+00 = P.L. B.C.

Lt. Rt.
B.M. = N.W spike in Pole at Alley
Figueroa St. Grand To Hornblend 4.65
Stake Grades Grades Stake

C2.8	10.5	7.7	8.2	11.6	C3.4
PL C2.9	9.9	7.0	7.5	8.9	C1.4
C1.9	8.2	6.3	6.8	7.8	C1.0
			6.4	7.3	C0.9
C0.4	5.9	5.5	6.0	6.6	C0.6
C0.4	5.8	5.4	5.9	6.5	C0.6
G	5.3	5.3	5.8	5.7	F0.1
F0.4	4.7	5.1	5.6	5.8	C0.2
F0.9	4.0	4.9	5.4	6.8	C1.4
F0.8	3.9	4.7	5.2	6.7	C1.5
F0.4	4.1	4.5	5.0	6.3	C1.3
2' BK F.03	4.0	4.3	4.8	4.7	F0.1
G	4.1	4.1	4.6	5.8	C1.2
F0.2	3.7	3.9	4.4	6.2	C1.8
F0.5	3.3	3.8			
			5.0	4.3	F0.7
			6.1	3.2	F2.9

Figueroa Blvd. Magnolia		Lt.			Rt.	
To Bond St. Rough Grades						
4+37.8 = E.L. Bond St.		C0.6	6.8	6.2	6.7	7.4 C0.7
+94.4		C0.4	7.0	6.6	7.1	7.9 C0.8 ^{PL.}
3+51.00 = E.C.		C0.5	7.5	7.0	7.5	8.7 C1.2
3+20		C0.4	7.6	7.2	7.7	7.9 C0.2
2+80		C0.8	8.2	7.4	7.9	8.9 C1.0
+40		C0.7	8.4	7.7	8.1	9.0 C0.9
2+00		C0.7	8.6	7.9	8.4	9.4 C1.0
+60		C0.3	8.5	8.2	8.6	9.2 C0.6
1+20		C0.2	8.6	8.4	8.9	9.8 C0.9
+80		C0.3	8.9	8.6	9.1	10.0 C0.9
+40		C0.7	9.5	8.8	9.4	10.5 C1.1
0+14.6 = Brk. on Rt.				9.5	11.3	C1.8
0+00 = N.L. Magnolia St.		C0.9	9.9	9.0	9.3	11.5 C2.2
= S.L. Magnolia on Lt.		^{PL.} C1.4	10.6	9.2		
= S.L. Magnolia on Rt.					9.8	13.4 C3.6 ^{PL.}
+35.35		^{PL.} C1.4	11.0	9.6		
+25.35					9.8	13.8 C4.0
7+05.35		^{PL.} C2.0	11.1	9.1	9.6	14.2 C4.6
6+60.35		C2.3	10.7	8.4	8.9	13.2 C4.3

Figueras St. Bond St.

To Cal-de-Sac

10-22-56

Lt.

£

Rt.

1+60

Rough

Curbs

Curbs

Rough

6.2	6.21
8.0	6.38
<u> </u>	<u> </u>
C1.8	C0.17

6.75	6.8
	7.4
	<u> </u>
	C0.6

1+54 = Alley E.C.

6.74
<u>6.71</u>
F0.03

1+50 = End Curb and alley B.C.

B.C.	6.80	End.R. 7.16
	<u>6.71</u>	<u>7.06</u>
	F0.09	F0.10

1+30 = Alley E.C. and end Cb.

E.C.	6.74	End.R. 7.10
	<u>6.50</u>	<u>6.97</u>
	F0.24	F0.13

1+26 = Alley B.C. on Rt

6.64
<u>6.50</u>
F0.14

1+20

6.1	6.10
7.5	<u>6.11</u>
<u> </u>	C0.01
C1.4	

6.60	6.6
	<u>7.9</u>
	C1.3

0+80

6.0	5.99
7.6	<u>6.24</u>
<u> </u>	C0.25
C1.6	

6.49	6.5
<u>6.50</u>	<u>7.4</u>
C0.01	C0.9

0+40

5.9	5.88
7.0	<u>5.96</u>
<u> </u>	C0.08
C1.1	

6.38	6.4
<u>6.29</u>	<u>7.5</u>
F0.09	C1.1

0+10 = Cb. B.C.

5.80
<u>5.79</u>
F0.01

6.36
<u>6.06</u>
F0.24

0+00 = W.L. Bond St.

5.8
<u>6.9</u>
C1.1

6.3
<u>7.2</u>
C0.9

Figueras St. Bond to Cul-
de-Sac.

Lt.

£

Rt.

10-23-56

P.R.C.

2'84

7.3

7.25

7.75

7.8

7.5

7.52

7.70

C0.27

F0.05

5417.35 = Cul-de-Sac B.C.

7.2

7.20

7.70

7.7

7.5

7.33

7.54

7.9

C0.3

C0.13

F0.16

C0.2

+80

7.1

7.09

7.60

7.6

7.6

6.92

7.44

7.9

C0.5

F0.17

F0.16

C0.3

+40

7.0

6.98

7.50

7.5

7.4

6.96

7.57

7.6

C0.4

F0.02

C0.07

C0.1

4100

6.9

6.87

7.39

7.4

7.2

6.92

7.40

7.7

C0.3

C0.05

C0.01

C0.3

+60

6.8

6.76

7.28

7.3

7.4

6.87

7.23

7.6

C0.6

C0.11

F0.05

C0.3

3420

6.7

6.65

7.18

7.2

7.3

6.76

7.15

8.0

C0.6

C0.11

F0.03

C0.8

+80

6.5

6.54

7.07

7.1

7.6

6.64

7.26

7.9

C1.1

C0.10

C0.19

C0.8

+40

6.4

6.43

6.96

7.0

7.7

6.33

7.18

7.8

C1.3

F0.10

C0.22

C0.8

2400

6.3

6.32

6.85

6.9

8.0

6.39

6.98

7.5

C1.7

C0.07

C0.13

C0.6

lt. ϕ et.

Pico St. 6402.35

8.0
7.8
 F0.2

8.6
5.2
 F2.8

End of Cut de Sac

7.99 8.0
7.99
 Grade

2/3

7.6 7.75
8.0 7.52
 C0.4 F0.23

7.91 7.9
7.77 8.2
 F0.14 C0.3

1/3

7.50
7.68
 C0.18

7.83
7.87
 C0.04

6400

Figueroa Blvd. Grand
to Magnolia Blvd.

Lt.

+

Rt.

1+79.28 = B.C. Also 0+100 on
East

4.26
4.03
F0.23

4.76
3.56
F1.20

2/3 = d.c.

4.15
3.22
F0.93

1/2

4.66
3.52
F1.14

1/3

4.05
3.48
F0.57

P.E.C. Rt.

4.56
3.96
F0.60

P.E.C. on Lt.

3.95
2.62
F1.33

1/2

4.48
3.81
F0.67

1/2 on Rt.

0+88.35 = P.C.C.

3.90
2.37
F1.53

4.40
4.16
F0.24

0+74.54 = Begin Cb on Lt.

3.85
2.23
F1.62

4.80
4.36
F0.44

0+58.19 = 2' Cb. Rad at +

2'E.C. 4.65
3.93
F0.72

2'B.C. 4.76
3.93
F0.77

5.20
4.55
F0.65

0+45.93 = brk. on Rt.

1/2 4.42
3.23
F1.19

5.55
4.90
F0.65

0+29.62 = P.C.C. Rt. side

End Cb. 4.20
2.63
F1.57

6.00 6.49
5.46
F0.54

5.76
5.76
F0.73

0+18.77 = Existing End Cb.

6.59 7.04

Figueroa Blvd. Grand Ave.

To Magnolia St.

Grades Rods Cuts

Rf.

E.C. on Hornblend	5.60	5.75	C0.15	+25	5.84
$\frac{2}{3}$	5.57	5.70	C0.13		<u>6.22</u>
					C0.38
$\frac{1}{3}$	5.53	5.59	C0.06	2-	5.72
2161.94 = Cb. B.C.	5.49	5.66	C0.17		<u>5.88</u>
					C0.16
+33	5.35	5.40	C0.05	+75	5.60
					<u>5.62</u>
2108	5.22	5.20	F0.02		C0.02
+83	5.10	5.02	F0.08	+50	5.48
					<u>5.45</u>
+58	4.99	4.75	F0.24		F0.03
1433.51 = Alley E.C.	4.88	5.17	C0.29	+25	5.36
					<u>5.45</u>
Alley B.C.	4.94	5.17	C0.23		C0.09
End Ret. N.	5.30	4.22	F1.08	1-	5.24
					<u>5.23</u>
End Ret. S.	5.20	3.86	F1.34		F0.01
Alley E.C.	4.80	4.80	Grade	+75	5.12
					<u>4.99</u>
+95.34 = Alley B.C.	4.71	4.80	C0.09		F0.13
+75	4.62	4.68	C0.06	+50	5.00
					<u>4.81</u>
+50	4.50	4.57	C0.07		F0.19
+25	4.38	4.30	F0.08	+25	4.88
					<u>4.34</u>
0100 = B.C.	4.26	4.03	F0.23		F0.54
				0100	4.76
					<u>3.56</u>
					F1.20

				5+00		9.30
						9.37
				+75		<u>8.07</u>
						8.95
						9.04
						<u>C0.09</u>
	E.C.	9.25	9.53	C0.28		
	1/3	9.31	9.69	C0.38	+50	8.60
	1/3	9.35	9.91	C0.56		<u>8.74</u>
						C0.14
	5+82.01=Cb.B.C.	9.30	9.88	C0.58	+25	8.24
	+73.01=Cb.B.C.	9.46	9.76	C0.30		<u>8.38</u>
						C0.14
	+61	9.57	9.70	C0.13	A-	7.88
	+30	9.12	9.38	C0.26		<u>8.00</u>
						C0.12
	5+10	8.83	9.20	C0.37	+75	7.52
	+90	8.54	8.83	C0.29		<u>7.82</u>
						C0.30
	+65	8.18	8.26	C0.08	+50	7.16
	+40	7.82	7.96	C0.14		<u>7.68</u>
						C0.52
	4+15	7.47	7.55	C0.08	3+28.11	6.84
	+90	7.12	7.02	F0.10		<u>7.17</u>
						C0.33
	+65	6.77	6.60	F0.17	+97.23	6.43
						<u>6.85</u>
	3+41.66=Cb.EC.	6.44	6.26	F0.18		<u>C0.42</u>
	3/4	6.38	6.24	F0.14	+66.36=S.L. Hornblend	6.03
	1/4	6.33	6.16	F0.17		<u>6.23</u>
						C0.20
	1/4	6.27	5.92	F0.35	+50	5.96
	B.C. Hornblend	6.22	6.27	C0.05		<u>5.98</u>
						C0.02

Figueroa Blvd. Grand
Ave. to Magnolia St.

Rt.

Lt.	Grades	Rods	Stakes		Grades	Rods	Stakes
Alley B.C.	7.26	7.21	F0.05	+28.14 = Alley B.C.	7.79	7.92	C0.13
End Ret. West	7.63	7.42	F0.21	3+15	7.85	7.90	C0.05
End Ret. East	7.78	8.00	C0.22	+90	7.99	8.04	C0.05
Alley E.C.	7.41	7.40	F0.01	+65	8.13	8.17	C0.04
+43.67 = alley BC	7.36	7.40	C0.04	+40	8.37	8.36	F0.01
+25	7.46	7.46	Grade	2+15	8.41	8.44	C0.03
2+00	7.63	7.78	C0.15	+90	8.55	8.46	F0.09
+75	7.80	7.85	C0.05	+65	8.69	8.62	F0.07
+50	7.97	8.20	C0.23	+40	8.83	8.93	C0.10
+25	8.14	8.19	C0.05	1+15	8.97	9.04	C0.07
1+00	8.31	8.29	F0.02	+90	9.11	8.94	F0.17
+75	8.48	8.48	Grade	+65	9.25	9.24	F0.01
+50	8.65	8.65	Grade	+40	9.39	9.35	F0.04
+25	8.81	8.94	C0.13	+17.72	9.51	9.60	C0.09
0+00 = Cb. B.C.	8.97	9.08	C0.11	0+00 = Cb B.C.	9.38	9.91	C0.53
3/4	9.03	9.30	C0.27	5+53.13 = Cb. B.C.	9.86	10.07	C0.21
1/2	9.04	9.19	C0.15	5+43	9.81	9.84	C0.03
1/4	9.00	9.29	C0.29	5+33	9.77	9.77	Grade
				5+23	9.62	9.62	Grade

Figueroa - Magnolia to Bond.

Cont.

Lt.

Grades Rods St.

Rt.

Grades Rods Stakes

	Grades	Rods	St.		Grades	Rods	Stakes
				Ch. B.C. Bond	6.78	6.92	C0.14
				1/2 3+89	7.13	7.06	F0.07
				E.C. of Curve	7.49	7.36	F0.13
				Alley E.C.	7.63	7.72	C0.09
Ch. B.C. at Bond St.	6.78	6.12	F0.16	Alley B.C.	7.73	7.72	F0.01
1/2 3+89	6.63	6.72	C0.09	End Ret. West	8.10	8.55	C0.45
E.C. of Curve	6.99	7.00	F0.01	End Ret. East	8.22	8.58	C0.36
Alley E.C.	7.14	7.21	C0.07	Alley E.C.	7.84	7.92	C0.08

Ch. B.C. at Bond St.

6.78

6.12

F0.16

Alley B.C.

7.73

7.72

F0.01

1/2 3+89

6.63

6.72

C0.09

End Ret. West

8.10

8.55

C0.45

E.C. of Curve

6.99

7.00

F0.01

End Ret. East

8.22

8.58

C0.36

Alley E.C.

7.14

7.21

C0.07

Alley E.C.

7.84

7.92

C0.08

Bond St. Curb Returns
At Grand

EC
667
7.34
F0.67

2/3
686
7.38
F0.52

1/3
678
7.35
F0.57

CB BC on Lt. = 0-04
678
7.24
F0.46

CB EC
696
7.00
F0.04

1/2
7.06
7.20
F0.14

CB BC = 0+00 Bond St. on Rt. 7.16 meet

Cross Gutter

Grand & Figueroa

Lip Ely. Gutter Figueroa Elev. 3.41

Lip Wly. Gutter = 3.04

Dist. across 63.7

Sub Grade stakes

0+16 290 274 F0.16

0+32 281 ✓

0+48 272 ✓

Curb stakes - N.W. Cor.
 Elm and Euclid Ave
 Leo J. Demers

End of existing Cb. 25' $\begin{matrix} 3-27.57 \\ 247.28 \\ 247.08 \\ \underline{6.29} \\ F0.79 \end{matrix}$
 End = 40'

$\frac{1}{2}$ = 20' .70% $\begin{matrix} 246.92 \\ \underline{5.82} \\ F1.10 \end{matrix}$

E.C. 30' cb. rad. $\begin{matrix} 246.76 \\ \underline{5.60} \\ F1.16 \end{matrix}$

$\frac{3}{4}$ $\begin{matrix} 246.62 \\ \underline{5.25} \\ F1.37 \end{matrix}$

$\frac{1}{2}$ $\begin{matrix} 246.38 \\ \underline{4.41} \\ F1.97 \end{matrix}$

$\frac{1}{4}$ $\begin{matrix} 246.00 \\ \underline{4.10} \\ F1.90 \end{matrix}$

0+46 = Cb. B.C. $\begin{matrix} 245.54 \\ \underline{4.26} \\ F1.28 \end{matrix}$

$\frac{1}{2}$ = 23' .80% $\begin{matrix} 244.63 \\ \underline{4.22} \\ F0.41 \end{matrix}$

Existing Cb. on Elm St. 243.71

CURB STAKES
 S.E. COR. INGRAHAM & REED
 Profile 5. #1203
 9022L

Grade = 1.252

At Oliver. 47.64 Top Cb.

1+35 = End	46.20	46.24	C0.04
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1+13.75	45.81	45.89	C0.08
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0+72.50	45.42	45.58	C0.16
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0+41.25	45.03	44.95	F0.08
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0+10 = E.C.	44.64	44.90	C0.26
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0+00 = S.L.	44. ¹³ 51	Meet	
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Reed Ave

B.M. = S.E. Top Hyd Ingraham
 and Reed Ave 46.92

Stake Storm Drains

12-4-56

W.O. 21538

Pacific Hiway & Grand Ave Drawing No. 13063-L

BM = SPIKE in Pole 2841 Sly. Grand Ave. El. 955

36" Pipe stakes 6' Lt. Rds cuts

0+00	0.19	6.19	C 6.00
0+34	0.31	3.22	C 2.91
0+68 BC	0.43	1.06	C 0.63
0+75.85 Mid Pt.	0.46	1.07	C 0.61
0+83.7 EC	0.49	1.12	C 0.63
1+12.7	0.59	1.43	C 0.84
1+41.7	0.69	1.74	C 1.05
1+70.7	0.79	2.05	C 1.26
1+99.7 End Pipe	0.89	2.13	1.24

30" Pipe stakes 6' Rt.

0+00	0.19	6.15	C 5.96
0+21.4	1.05	3.69	C 2.64
0+42.8 BC	1.90	2.43	C 0.53
0+52.95 Mid Pt.	2.30	2.71	C 0.41
0+63.10 EC	2.70	3.69	C 0.99
0+82.5 End.	3.50	4.19	3.69

18" Pipe To North

0+00	3.50		
0+35	5.33	10.97	C 5.64
0+70	7.17	10.85	3.68

18" Pipe To South

0+00	3.50		
0+20	4.90	10.75	C 5.85
0+41.7	6.47	10.07	3.60

Stake Alley Blk 368 B.M. = ϵ Spike Riley and
 Old Town Congress 4.39
 Riley and Congress Lt. ϵ Rt.
 6323 B 3-28-57

Grade percentage = .307%

3+00 = S.L. Riley St.	4.43			4.18			4.54
2+90	4.30	5.33	C 1.03	4.15	C 0.40	5.00	4.60
2+60	4.22	5.33	C 1.11		C 0.59	5.11	4.52
2+30	4.13	3.83	F 0.30		C 0.02	4.45	4.43
1+95	4.02	3.86	F 0.16		F 0.27	4.05	4.32
1+60	3.91	4.21	C 0.30		C 0.51	4.72	4.21
1+25	3.80	3.94	C 0.14		F 0.14	3.96	4.10
0+90	3.69	3.63	F 0.06		C 1.24	5.23	3.99
0+55	3.58	3.32	F 0.26		C 0.83	4.71	3.88
0+20 = Brk	3.47	3.27	F 0.20	3.32	C 0.98	4.75	3.77
0+00 = N.L. Gaines	3.25			3.26			3.26

PECK PLACE
COLLEGE AVE.

12-17-57
4453 D

Hatch
Sisson
Newbern
Durham

ROUGH GRADES

457.00 10' rad. on pt.

END		457.08	56.98	F0.1
E.C.		457.07	57.00	G.
2+14.51 = B.C. (5TH.)		457.00	57.00	G.
END	LT.	457.83	58.42	C0.59
E.C.	LT.	457.81	58.28	C0.47
2+09.18 = B.C.	LT.	457.75	58.28	C0.53
1+85.1	BT.	456.90	56.80	F0.1
1+80.9	LT.	457.41	57.90	C0.5
1+45.6	LT.	457.55	59.39	C1.84
1+22.6	LT.	458.36	60.33	C2.0
0+91.83 = E.C.	LT.	461.00	62.98	C2.0
+68.53 = B.C.	LT.	462.06	62.90	C0.8
+34.27	LT.	462.26	63.09	C0.8
0+00 = P.L. NORTH		462.47		
B.M. = ϕ P.K. at College Ave.				
0+00		461.64		

CURB
PECKSTAKES
PLACE

1-16-58

NORTH

SOUTH

G

G

Nly.				3' BK.	457.86	59.51	C1.65
				2.25	457.49	58.96	C1.47
15.45				2.18	457.29	57.72	C0.43
Sly. end East Curb Line				1.92	457.11	57.24	C0.13
End Curbs N. & S.		C0.62	58.45	457.83	457.08	56.78	F0.30
E.C.'s N. & S.		C0.45	58.26	457.81	457.07	57.17	C0.10
1/2		C0.34	58.12	457.78	457.04	57.19	C0.15
2 + 13.48 = B.C. South					457.00	57.23	C0.23
2 + 09.15 = B.C. North		C0.19	57.94	457.75			
1 + 75.61		C0.11	57.75	457.64	456.93	57.06	C0.13
1 + 45.61 = P.L. Line		C0.84	58.39	457.55	456.80		
1 + 42.61		C1.32	58.87	457.55			
1 + 32.61		C1.61	59.34	457.73			
1 + 22.61		C1.48	59.84	458.36			
0 + 91.83 = E.C.		C1.58	62.58	461.00			
0 + 80.18 = 1/2		C1.08	62.85	461.77			
0 + 68.53 = B.C.		C0.66	62.72	462.06			
0 + 34.27		C0.56	62.82	462.26			
0 + 01.53		C0.22	62.77	462.55			
0 + 00 = P.L. To North				462.58			

EVELYN COURT SEWER
 SOUTH MONTEZUMA RD.
 WEST FAIRMOUNT AVE.
 5' RT.
 stubs 8' LT.

4522-D 1-3-58
 B.M. = N.Y. CHISEL
 Rim. M.H. #21

CROSS ON
233.34'

HATCH
 Sisson
 DURHAM
 NEWBORN

W.O. 32852

9.94
~~5.92~~
 5.86

		5' RT.	283.46	90.10	C6.64
		8' LT.	283.46	91.48	C8.02
0+75 = Plug			280.48	93.40	C9.94
0+40			277.08	88.33	C7.85
0+81.96 = M.H. #4		For. Tang.	277.08	89.75	C7.37
		Back Tang.	277.08	84.96	C7.88
0+40			273.72	85.29	C8.21
1+89.48 = M.H. #3 & 0+00 ahead			270.52	79.94	C6.22
			270.52	79.73	C6.21
+60	F.T.	C6.74	267.57	76.68	C6.16
1+20			263.57	80.75	C7.23
+80			259.57	74.06	C6.49
0+40			255.57	76.20	C8.63
1+94.11 = M.H. #2 & 0+00 ahead			251.57	69.95	C6.38
			251.57	72.84	C9.27
+60	F.T.	C7.91	249.01	67.42	C7.85
1+20			246.01	66.50	C6.93
+80			243.01	63.74	C8.17
0+40			240.01	62.47	C6.96
+61.80 = M.H. #1 & 0+00 ahead			237.01	59.45	C7.88
1+20			234.08	59.49	C7.92
+80			231.28	56.79	C7.78
+40			228.48	56.94	C7.97
0+00 = M.H. #21			225.68	53.88	C7.87
				53.75	C7.74
				51.68	C8.67
				50.57	C7.56
				47.83	C7.82
				47.50	C7.49
				44.75	C7.74
				45.85	C8.84
				41.46	C7.38
				39.75	C8.47
				35.06	C6.58
				31.42	C5.74

1-20-58 ALLEY - BLK. 32

LA JOLLA PARK

5+00.66 = S.L. Silverado

+80 89.66 90.20 C0.54

+60

+40

+20

4+00.66

+70

+35

3~

+65

2+30

+95

+60

+40

+20

1~

+80

+60

+40

+20

0+00 = N.L. Kline St.

S. E. B.P. Kline & Draper 86.04

KLINE TO SILVERADO

13229-L

W.O. 32177

50	CO.29	90.20	89.91	90.21	90.57	C0.36
45	CO.62	90.86	90.74	90.54	90.84	C0.30
50	C1.02	91.53	90.51	90.81	91.14	C0.33
46	C1.14	91.83	90.69	90.99	91.39	C0.40
52	C1.77	92.00	90.81	91.11	91.71	C0.60
54	CO.64	92.58	90.94	91.24	92.85	C1.61
56	CO.47	91.56	91.09	91.39	92.22	C0.83
	CO.46	91.69	91.23	91.53	92.62	C1.09
	CO.44	91.82	91.38	91.68	92.17	C0.49
1,13	C1.19	92.71	91.52	91.82	92.63	C0.81
1,15	C1.08	92.74	91.66	91.97	92.51	C0.54
30	CO.94	92.75	91.81	92.11	92.59	C0.48
0.30	CO.86	92.70	91.84	92.14	92.71	C0.57
1.25	CO.67	92.45	91.78	92.08	92.33	C0.25
1'	CO.79	92.41	91.62	91.92	92.49	C0.57
1'	CO.66	92.02	91.36	91.66	91.88	C0.22
1'	CO.56	91.57	91.01	91.31	91.75	C0.44
39	CO.32	90.88	90.56	90.86	91.01	C0.15
36	CO.46	90.48	90.02	90.32	90.54	C0.22
			89.34	89.56		

STAKE 18" STORM DRAIN
STA. 11+45

LAJOLLA MESA DRIVE
5007-D

1+56 = End at Headwall

+44

+33

+24 = Brk.

1+20 = Cut off Wall

1+04

+90 = Cut off Wall

+84

+75

+65

+32.5

1+00 = Begin Pipe

STAKES 8' BT

1-21-58

226.53

30.25 C3.72

228.53

30.25 C1.72

229.35

32.50 C3.15

231.15

36.24 C5.09

234.91

41.34 C6.43

245.91

53.45 C7.54

262.60 T.P.

256.91

67.00 C10.09

260.67

72.17 C11.50

262.47

74.42 C11.95

264.63

70.33 C5.70

266.80

69.10 C2.30

13' BT

73.99

262.47

C11.52

LA JOLLA MESA DRIVE
CURB STAKES

1-21-58

CURB E. Pave.

4+41.53 = CURB E.C.	F0.31	01.56	201.87			
1/2						
END CURB			200.19			
GUT. AT K1 INLET	C6.39	204.95	198.36			
I. E. BOX	C9.44	204.95	195.51			
GUT. AT K1 INLET.	C3.56	202.06	198.50			
END CURB (4+30 on E.P.)			199.42	200.60 ^{.76}	00.90	CO.14
4+15.51 = B.C. at 2' Rad.	F1.22	98.00	199.22			
3+93 = CURB E.C. & E.C.	F0.56	96.36	196.92	196.87 ^{97.10}	97.24	CO.14
+55	F1.60	91.67	193.27	193.85 ^{.31}	99.39	CO.08
3+15	F1.98	87.49	189.47	189.13 ^{.26}	89.34	CO.08
+75	F0.87	84.80	185.67	185.25	85.35	CO.10
+46 ± = CURB B.C.	C0.37	83.29	182.92	182.46 ^{83.17}	82.48	CO.02
2+00	F0.78	77.78	178.56	178.03	77.98	F0.05
+75	F1.09	75.11	176.20	175.65	75.59	F0.06
+50	F0.75	73.21	173.96	173.70	73.28	F0.42
+25	F0.93	71.11	172.04	171.70	71.28	F0.42
1+15 = EXISTING END CURB	Gut.	70.74	171.24			

LA JOLLA MESA DRIVE
CURB STAKES

(CONTINUED)

4' BK. CURB

CURB E. PAVE

11+30	Edge Pave Only.					269. ^{.57} 53	69.90 CO.33
11+21.77				FO.42	67.36	267.78	
26.18				FO.33	65.18	265.51	265. ^{.76} 73 65.88 CO.12
10+95.59 = B.C.	(10+90) E.P.			FO.50	61.71	262.21	
38.09				FO.61	58.30	258.91	
+57.50				FO.46	55.74	256.20	262. ^{.150} 10 61.97 FO.13
38.08				FO.57	53.03	253.60	257. ^{.00} 70 57.23 FO.47
10+19.42 = E.C. (Curb Sta.)	11° 46' 34"			FO.50	50.50	251.00	254. ^{.40} 20 53.58 FO.62
31.27				FO.14	48.26	248.40	250. ^{.40} 60 49.94 FO.66
+88.15	9° 44' 40"			FO.33	45.49	245.80	246. ^{.8+80 40} 75 46.30 FO.45
30				FO.60	42.60	243.20	247. ^{.42 46} 94 42.50 CO.06
+58.15	7° 47' 40"			FO.02	39.05	240.07	238.98 38.65 FO.33
30				CO.04	34.29	234.25	233. ^{.79} 68 33.62 FO.17
9+28.15	5° 51'			FO.12	28.78	228.90	228. ^{.60} 46 28.51 FO.09
30				CO.41	23.88	223.47	223. ^{.40} 30 23.41 Grade
+98.15	3° 54'			CO.26	18.53	218.27	218.08 18.15 CO.07
30				FO.02	13.05	213.07	212. ^{.88} 80 12.92 CO.04
+68.15	1° 57'			FO.37	07.50	207.87	207.70 07.79 CO.09
30				FO.53	03.74	204.27	204. ^{.21} 15 04.26 CO.05
+38.15 = CURB B.C.							
8 ~							
+50							
7 ~							
+50							
6 ~							
+50							
5 ~							
4+65							

5.6
8.25
3
28.19
40.07
34.25
74.32
37.16

LA JOLLA DRIVE MESA
CURB STAKES

(CONTINUED)

1-22-58

1.35
9.82

301.12 = Chisel \square S.W. Cor
LA JOLLA MESA & SKYLARK

CURB E. Pavé

14+70.78 = Meet Curb		301.05 ^v			
8.03 14+62.75 = New B.C. 14.60 R.		CO.09 300.49	300.40		
+ 49.45		FO.54 98.68	299.22	298.60	
34.50 14+14.95	4.63	FO.50 94.82	295.32	295.10 ^{96.10}	96.21 CO.11
+ 70		CO.14 90.56	290.42	291.00 ⁵¹	92.04 CO.53
13+30		FO.24 86.53	286.77	287.49	88.28 CO.78
+ 90		FO.11 82.83	282.94	283.80 ⁸⁶	84.46 CO.60
+ 50		FO.12 79.35	279.47	280.30	80.74 CO.44
12+10		CO.03 76.05	276.02	276.82	77.27 CO.45
11+70		FI.20 71.35	272.55	273.15 ^{.20}	73.70 CO.50 ^{72.55}
1/2		FO.86 70.76	71.62		143.23 71.62
Top end Curb			70.68 270.74		
Gut. Nly.		CI.51 71.33	269.82		
£ Box I.E.		C3.74 70.54	266.80		
Gut. Sly.		CI.13 70.27	269.14		
Top end Curb			69.95 270.06		
11+46.16 = opp. 2' Road		FI.77 68.13	69.90 270.02		

18" Storm Drain

Copeland Ave. at
Copeland Place

6467 B

Loose Leaf J18

2-6-58

EXISTING PIPE

344.10 ✓

1+38.55

P.K. 5' 344.13 46.95 C2.82

18" x 18" Hole in "D" Basin

P.K. 6' 344.50 47.12 C2.62

1+17.45 = Top Grate

346.50 47.12 C0.62

1+17.45 = $\frac{1}{2}$ "D" Catch Basin

344.21 47.12 C2.91

1+93.50

344.30 46.22 C1.92

1+69.55 = E.C.

344.40 46.76 C2.36

1+61.69 = $\frac{1}{2}$

344.43 46.71 C2.28

7.86
1+53.83 = B.C.

344.46 49.17 C4.71

1+49.83 = Break

344.48 48.93 C4.45

1+24.96

346.00 49.75 C3.75

1+00 = Begin Pipe

347.50 53.15 C5.65

18" x 18" Hole to South "D"

344.50

Type K Inlet Gut.

352.33 54.25 C1.92

Type K Inlet Top

353.50 54.25 C0.75

STAKE 7 SEWER
LATERALS (12) Thru (18)
W.D. 20020

STAKE 5' BK. P.L. ON E.

5+00 = W. L. Noyes St.

4+74	# 12	-3.9	2.4	C6.3
4+20	# 13	-3.5	3.7	C7.2
3+72	# 14	-1.6	5.3	C6.9
3+20	# 15	0.6	7.2	C6.6
2+72	# 16	2.4	9.0	C6.6
2+20	# 17	4.6	9.8	C5.2
1+72	# 18	6.6	12.2	C5.6

0+00 = E. L. Morrell St.

B.M. = N.E. B.P. Morrell &
Oliver St. 16.28

L.L. # C14
Alley Bk. 308
Morrell south
of Oliver St.

P.L. Grade

2-10-58
P.B. 13533-L
HATCH
SISSON
NEWBORN
DURHAM

STAKE SEWER
GALVESTON & LITTLEFIELD

W.O. 20009

7364-L

2-13-58

CURB STAKES
TALBOT ST. EAST OF AKRON

3-13-58

STAKES 6' LT.

Grade is 0.40%

1+10

30.09 40.85 C10.76

14.40 West = 102.12 102.33 C 0.21
Wly. Cor. Lot 14

0+ 82.5

29.98 39.97 C10.00

33.83 West 101.26 101.28 C 0.02

0+ 55

29.87 39.19 C9.32

Ely. Cor

Lot # 14 99.33 99.06 F 0.27

0+ 27.5

29.76 38.94 C9.18

B.M. = N.W. 7' L & T Leroy
& Talbot 75.42

0+ 00 = M.H. #9 29.65 = existing
Map 29.5 F.L.

B.M. N.W. B.P. Evergreen
and Talbot 51.77

B.M. = S.W. Top Hydrant
GALVESTON & LITTLEFIELD
36.85

LA JOLLA HERMOSA DRAIN
 FEB. 17, 1958
 P.K. IN POLE - CAMINO DE LA COSTA
 LA CANADA 64.78

W.O. 21229
 PLANS 5175-D

HATCH
 SLOSSON
 NEWBORN
 DURHAM

		GRADES	OFFSET X	CUTS
7+15		49.12	58.77	C9.65
6+80.61 = E.C.		8'L 48.40	58.06	C9.66
+70		8'L 48.17	57.85	C9.68
+60 = END VERTICAL		8'L 47.96	57.83	C9.87
6+50.63 = B.C.		10'R 47.63	57.70	C10.07
+40		10'R 46.86	58.11	C11.25
+30	42.4 7.4	10'R 45.80	57.06	C11.26
+20	35.7	10'R 44.40	56.02	C11.62
+10		10'R 42.66	54.19	C11.53
6+00	51.4 10.6 C10.8	12'R 40.58	52.15	C11.57
5+70	39.1 33.9 55.2 55.7	12'R 33.88	43.88	C10.00
5+50	29.7 33.2 33.6	15'L 29.68	40.99	C11.31
5+30	26.6 C6.6	15'L 26.56	40.45	C13.89
5+05	28.4 22.3 C6.1	12'R 22.31	32.98	C10.67
5+00	29.0 20.8 C8.2	12'R 20.76	33.93	C13.17
4+95 = CURTAIN WALL	24.4 17.7 C6.7	15'L 17.70	31.17	C13.47
+84.50 = CURTAIN WALL	25.5 9.7 C15.8	15'L 9.66	22.83	C13.17
4+74.50 = OUTLET AT OCEAN		2.80 ft. 2.00	12.73	C10.73
		16' Lt. 2.00	12.18	C10.18
B.M. = N.Ely. B.P. La Jolla Blvd. E La Canada	<u>76.78</u>			

LA JOLLA HERMOSA DRAIN

(CONTINUED)

VISTA DE LA MESA

	GRADES	OFFSET	CUTS
+70	58.66	70.65	C11.99
+35	58.36	70.38	C12.02
12+00	58.06	70.02	C11.96
+65	57.76	69.63	C11.87
+30	57.46	69.24	C11.78
11+00	57.11	68.84	C11.73
+70	56.57	68.48	C11.91
10+30	55.73	67.62	C11.89
9+90	54.89	66.56	C11.67
56.68 = Curve B.C. + 54.23 = E TYPE "B" C.O.	diag. 54.14	65.86	C11.72
9+24.48	53.52	64.89	C11.37
29.75 8+94.73 = Conc. Lug	52.89	64.26	C11.37
19.81 8+74.92 = E.C.	52.47	64.12	C11.65
9.38 8+66.54 = MID PT.	52.30	63.93	C11.63
8.38 8+58.16 = B.C.	52.12	63.78	C11.66
8+20	51.32	62.88	C11.56
+85	50.59	61.53	C10.94
7+50	49.85	60.10	C10.25

LA JOLLA HERMOSA DRAIN

(CONTINUED)

VISTA DE LA MESA

B.M. = S. E. LETACK MIRA MONTE = 15+00
AND VISTA DE LA MESA 73.17

GRADES

OFFSET X

CUTS

17+43.48 = E.C.	61.26	78.34	C17.08
17+36.75 = B.C.	61.24	78.18	C16.94
17+02.68 = E.C.	61.14	77.58	C16.44
+75	61.06	76.83	C15.77
+40	60.95	75.90	C14.95
16+05	60.85	74.56	C13.71
+70	60.74	74.33	C13.59
+35	60.64	73.68	C13.04
15+00	60.53	73.18	C12.65
14+81.48 = ϕ 4' Box	60.47	72.03	C11.56
14+72.06 = E.C.	60.39	71.71	C11.32
+59.22 = $\frac{2}{3}$	60.28	71.47	C11.19
+46.39 = $\frac{1}{3}$	60.17	71.70	C11.53
^{12.83} 14+33.56 = B.C.	8' RT. 60.06 8' LT. 60.06	71.77 71.43	C11.71 C11.37
14+14.30	59.90	71.39	C11.49
+75	59.56	71.17	C11.61
+40	59.26	71.16	C11.90
13+05	58.96	71.00	C12.04

LA JOLLA HERMOSA DRAIN

(CONTINUED)

83.65

S.E. 11' L&Tack LA JOLLA HERMOSA
AND MIRA MONTE (Wly.) 83.65

+57.32 = E.C.	79.33	90.01	C10.68
+51.43 = 1/2	79.22	90.02	C10.80
+45.54 = B.C.	79.10	90.05	C10.95
^{31.40} 21 + 14.14 = "D" C. Basin	78.47	89.68	C11.21
+84.68	76.89	91.93	C15.04
^{29.46} 20 + 35.22	75.30	85.21	C9.91
^{29.46} 20 + 25.76 = E.C.	73.71	83.59	C9.88
+17.90 = 1/2	73.28	83.45	C10.17
^{7.85} 20 + 10.05 = B.C.	72.84	83.35	C10.51
+75	70.85	82.79	C11.94
+45	69.17	82.37	C13.20
19 + 15	67.49	81.99	C14.50
+85	65.81	81.13	C15.32
+55	64.13	80.40	C16.27
+25	62.45	79.57	C17.12
18 + 09	61.70	78.85	C17.15
17 + 98.47 = d "B" C.O.	61.42	78.66	C17.24
17 + 70.98	61.34	78.98	C17.64

LA UDLLA HERMOSA
DRAIN
MIRA MONTE

(CONTINUED)

N. E. CHISEL D MIRA MONTE
and BEAUMONT 92.72

25+ 67.96 = Type "F" C.O. + 40	94.40	B.M. 105.28	C10.88
25+ 10 + 75	93.19 91.90	103.94 102.45	C10.75 C10.55
24+ 40.00 ^{33.71}	90.40	100.63	C10.23
24+ 06.29 = B.C. + 71.60	88.90	98.74	C9.84
^{34.69} + 36.91 = E.C. + 30.04 = 1/2	87.46	T.P. 97.16	C9.70
^{6.78} 23+ 23.17 = B.C.	85.92	95.56	C9.64
^{6.78} 23+ 21.41 = Type K1 Inlet + 80 + 70	84.38 84.09 83.80	94.08 93.87 93.65	C9.70 C9.78 C9.85
22+ 60 ^{41.30}	83.80	93.56	C9.76
22+ 18.70 ^{41.31}	82.02	91.85	C9.83
21+ 77.39 = 4 "F" C.O.	81.65	91.77	C10.12
	81.39	91.69	C10.30
	80.56	90.70	C10.14
	8 ^{1/4} 79.74	89.41	C9.67

LA JOLLA HERMOSA DRAIN
18" Pipe & INLETS

2-24-58

1+00 = Nly. edge Box ^{20'} B2	68.99	78.71	C9.72
0+66.67	66.46	78.67	C12.21
0+33.33	63.94	78.56	C14.62
17+98.47 = ϕ "B" C.O.	61.42	78.66	C17.24
0+25.04 = ϕ "K" Inlet	67.73	73.21	C5.48
14+81.48 = ϕ "B" Cleanout "I.E. 18"	62.72	72.03	C9.31
7" BK. "K" Inlet Easterly	60.57	66.98	C6.41
7" BK. "K" Inlet Westly	60.35	66.20	C5.85
9+54.23 = ϕ "B" Cleanout "I.E. 18"	56.40	65.86	C9.46
8" BK. 0+27.73 = Type K Inlet I.E.	56.90	64.13	C7.23
8" BK. 0+97.05 = Type K1 Inlet I.E.	56.62	65.29	C8.67
0+60	55.62	64.58	C8.96
0+30	54.81	64.47	C9.66
8+94.73 = LUG I.E. 18"	54.00	64.26	C10.26

LA JOLLA HERMOSA DRAIN
18" PIPE & INLETS

(CONTINUED)

1. E. 4' "K" Inlet 28.19W	88.15	93.82	C5.67
1. E. 18" Pipe at Box	85.05	93.56	C8.51
23 + 21.41 = £ 4' K 1 Inlet	83.80	93.56	C9.76
1. E. 7' K Inlet 21.40 South	84.33	89.78	C5.45
1. E. 18" Pipe at Box	80.99	89.41	C8.42
21 + 77.39 = £ "F" C.O.	79.74	89.41	C9.67

LA JOLLA HERMOSA
(CONTINUED)
WAVERLY AVE.

DRAIN
Chisel \square NTH SIDE ST. Waverly
Ave. opp. 41+32.24 P.R.C.
117.17

3-13-58

+ 32.24 = P.R.C.	107. ⁵⁶ 68	117.00	C9.32
41+	105. ⁹⁷ 71	115.25	C9.54
+70	103.88	113.92	C10.04
+40	102.05	112.91	C10.86
+30	101.52	112.44	C10.92
40+20	101.14	112.00	C10.86
+90	100. ⁹² 17	110.60	C10.43
+60	99.25	108.93	C9.68
+30	98.33	107.96	C9.63
39 -	97.41	106.68	C9.27
^{27.81} 38+72.19 = P.R.C.	96.56	106.02	C9.46
^{5.76} 38+66.43 = 1/2	96.38	105.93	C9.55
^{5.76} 38+60.67 = B.C.	96.20	105.83	C9.63
7" K Inlet 28.78 to East.	99.46	106.24	C6.78
1. E. 18" Pipe at box	97.45	105.83	C8.38
38+58.67 = $\frac{1}{2}$ K 1 Inlet	96.20	105.83	C9.63
38+28.87	95.30	104.66	C9.36
^{29.80} 37+99.07 TO NORTH	94.40		
25+67.96 = $\frac{1}{2}$ "F" C.O.	94.40	105.28	C10.88
S.E. 14' LET. Waverly and Mira Monte 105.28			

Chisel & Return N.E. Cor.
Via Del Norte & Waverly

122.33

+74.57 = $\frac{1}{2}$ "G" C.O.		149.47	159.96 C10.49
+ ^{29.43} 45		144.44	155.67 C11.23
45+15		139.34	151.02 C11.68
+85		134.24	146.87 C12.63
+55		129.14	141.62 C12.48
44+25		124.04	137.35 C13.31
+95.57 = B.C.		119.04	132.14 C13.10
+75		115.96	128.01 C12.05
+55		113.81	124.39 C10.58
+30 = $\frac{1}{2}$ "G" C.O.		111.64	121.50 C9.86
43+16.10 = E.C.		111.36	120.56 C9.20
43+07.03 = $\frac{1}{3}$	7'LT.	111.18	120.09 C8.91
+98.03 = $\frac{1}{3}$	7'LT.	111.00	120.03 C9.03
42+89.00 = B.C.	7'LT.	110.82 ¹⁸	120.25 C9.43
+ ⁴ 65	7'LT.	110.33 ⁴⁸	121.20 C10.87
42+ ^{22.71} 42.29 = E.C.		109.88 ⁴⁵	120.88 C11.00
42+20		109.44 ⁴⁰	120.32 C10.88
+90		108.84	119.20 C10.36
41+60		108.24	118.12 C9.88
27.76			

Nth. end of Waverly St.
 Improvements . East side 4 1/2'
 Tack 164.15

" " "	18' Sly.	196.00	203.00	C 7.00
48+55.54 = 4 in Spillway	18' Nly.	196.00	204.98	C 8.98
Top Intake	18' Sly.	193.00	200.75	C 7.75
Top Intake	18' Nly	193.00	202.07	C 9.07
+ 40.54 = E.C. end PIPE		186.98	193.95	C 6.97
+ 35.63 = Mid Pt.		186.41	193.92	C 7.51
+ 30.72 = B.C.		185.84	193.11	C 7.27
48+00		182.28	190.09	C 7.81
+ 70		178.80	186.25	C 7.45
+ 40		175.32	184.00	C 8.68
47+10		171.84	182.07	C 10.23
+ 80		168.36	175.94	C 7.58
+ 60		165.65	173.01	C 7.36
+ 40		162.16	170.48	C 8.32
46+15		157.31	165.26	C 7.95
45+90.72 = E.C.		152.60	162.76	C 10.16
+ 83.64 = 1/2		151.23	161.36	C 10.13
45+76.57 = P.C.C.		149.86	160.22	C 10.36

LA JOLLA SHORES DR.

Inlets

S.W. CHISEL IN 4/23/58

RETURN - PASEO

DORADO & L.S. SHORES 29.58

Stakes	5' end of box "	Gut.	31.37	31.73	CO.36
	5' Ely.	Top Cb.	32.20	31.73	FO.47
	5' Wly.	I.E. Box	26.86	31.78	C4.92
	5' Wly.	Gut.	31.37	31.78	CO.41
SOUTH SIDE	5' Wly.	Top Cb.	32.20	31.78	FO.42
NORTH SIDE	5' Ely.	Gut.	30.13	30.71	CO.58
"	"	Top Cb.	30.96	30.71	FO.25
"	"	I.E. Box	26.76	30.76	C 4.00
"	"	Gut.	30.17	30.76	CO.59
NORTH SIDE	5' Wly.	Top Cb.	31.00	30.76	FO.24
	PASEO		DORADO		
SOUTH SIDE	"K" 5' Ely.	Gut.	18.57	19.46	CO.89
	5' Ely.	Top Cb.	19.40	19.46	CO.06
	5' Wly.	I.E. Box	13.07	19.58	C6.51
	5' Wly.	Gut.	18.57	19.58	C1.01
South side	"K" Inlet 5' Wly.	Top Cb.	19.40	19.58	CO.18
	5' Wly	I.E. Box	12.89	18.60	C5.71
	5' Wly	Gut.	18.07	18.60	CO.53
Nth. side	Wly. edge box	Top Cb.	18.90	18.60	FO.30
Avenida De La Playa	Ely.	Top Cb.	19.02	18.88	FO.14
	5' Ely.	Gut.	18.19	18.88	CO.69

H.
S.
N.
D.

LA JOLLA SHORES DRIVE

3/24/58

OFFSETS 6' RT.

36" DRAIN

S.W. Chisel □ in E Return
Vallecitas and L.S. Shores Dr.

11.51

8th

Cb.
gut

14.00 12.98 F1.02
13.17 12.98 F0.19

+55	10.17	15.39	C5.21	32.5 Nly.	1. E. Box	11.57	12.98	C1.41
4+20	10.34	14.90	C4.62	8 th	1. E. 18"	11.47	14.63	C3.16
+85	10.50	15.90	C5.40	58' Nly.	gut	9.68	14.63	C4.95
+50	10.67	15.94	C5.27	10 th	Cb.	13.18	14.63	C1.45
3+15	10.83	15.23	C4.40	1. E. Box	Gut.	14.01	14.63	C0.62
+80	11.00	15.71	C4.71	37.7 Wly.	Inlet Cb.	9.18	12.03	C2.85
+45	11.16	15.74	C4.58	10 th	Gut.	11.77	12.03	C0.26
2+10	11.33	16.18	C4.85	Inlet Cb.	12.60	12.03	F0.57	
+75	11.49	17.17	C5.68	Top Cb.	Inlet	9.33	13.42	C4.09
+40	11.65	18.19	C6.54	+37.97-End 36"	9.33	13.50	C4.17	
+05	11.82	18.43	C6.61	+27.50 = 2/3	9.38	12.10	C2.72	
+70	11.98	17.75	C5.77	+17.02 = 1/3	9.42	13.10	C3.68	
0+35	12.15	18.95	C6.80	6+06.55 = B.C.	9.46	14.13	C4.57	
0+06.39 = End Conc.	16.57			+83	9.57	13.90	C4.33	
0+00. = Begin Pipe	12.31	18.72	C6.41	+60	9.68	14.32	C4.64	
0-01 = Brk.	12.36			5+25	9.84	13.93	C4.09	
0-19 Begin Intake	18.36			4+90	10.00	15.25	C5.25	

Chisel □ S.W. Ret. Wly. B.C.
De La Playa & L.S. Shores 16.90

LA JOLLA SHORES DR.

SEWER & INLETS 3/25/58

5' East of Inlet	Nly.	14.10	14.03	F0.07
7.75 Wly.	Nly.	13.90	13.42	F0.48
5' East of Inlet	Sly.	14.14	13.98	F0.16
7.75 Inlets at Vallecitos	Sly.	14.01	13.48	F0.53

Elev. at main	5' Wly.	17.34	25.08	C7.74
Sewer Lat #1	32+93.40	23.30	27.85	C4.55
	$\frac{-16}{32+77.40}$			

0+58.20 =	B2 Curb Inlet	9.68	14.61	C4.93
0+26.20 =	E.C.	9.48	14.45	C4.97
0+17.46 =	$\frac{2}{3}$	9.43	13.08	C3.65
0+08.73 =	$\frac{1}{3}$	9.38	13.91	C3.93
0+00 =	K1 Inlet	9.33		

58'-18" Pipe S.E. Cor.
Vallecitos

HATCH
SISSON
NEWBORN
DURHAM

STAKE LA PLAYA

13307-L

W.O. 32618

AVE RIVIERA TO HAINES

ROUGH GRADES

3/19/58

NORTH

SOUTH

STAKES ON P.L. UNLESS NOTED

27.3 27.3 Grade

3.8k

2+12 Lt. 6' 2+12.5 pt = B.C.S 26.4 27.3 C0.9 26.0 26.38 C0.4

1+72.5 24.7 25.4 C0.7 24.3 25.8 C1.5

1+30 ^{1.9} 22.8 24.1 C1.3 22.4 23.7 C1.3

1+15 = E.L. Alley 22.2 23.2 C1.0 21.8 23.9 C2.1

1+00 = W.L. Alley 21.8 23.7 C1.9 21.4 22.5 C1.1

0+60 21.0 23.0 C2.0 20.6 21.2 C0.6

0+20 NTH 0+16 STH 20.1 21.6 C1.5 19.7 20.6 C0.9

0+00 = E.L. Riviera Ave 19.6 ✓ 19.4 ✓

B.M. = N.E. B.P. Riviera 6'
La Playa Ave. 19.45

STAKE LA PLAYA AVE.

CURB STAKES

5' Ely. M.H. 22.75 21.42 F1.33
 5' Wly. M.H. 22.69 21.27 F1.42

Riviera To HAINES

S.W. Cor. P.K. in Pole
 Haines & La Playa 26.96

P.L. LA Playa	28.35	28.75				C0.40
E.C.	28.32	28.73				C0.41
1/2	28.20	28.99				C0.79
B.C. N.E. Cor.	28.52	Mect				✓
P.L. N.W. Cor.	27.31	26.80				F0.51
1/2	26.87	25.94				F0.93
2+12.5 = B.C. LT.	26.44	26.37				F0.07
2+12 = B.C. Rt.				26.08	25.97	F0.11
1+70	24.56	24.79	C0.23	24.17	24.09	F0.08
1+30 = Brk.	22.79	22.91	C0.12	22.35	22.24	F0.11
1+19 = Alley E.C.'s	22.33	22.15	F0.18	21.93	22.01	C0.08
1+15 = Alley B.C.'s	22.25	22.15	F0.10	21.85	22.01	C0.16
End Cb. Ely. ^{50cb- F.}	22.51	23.32	C0.81	22.12	23.43	C1.31
End Cb. Wly. ^{2/8L 30cb.F.}	22.10	23.77	C1.67 ³⁰	21.73	22.42	C0.69
1+00 = Alley E.C.	21.84	21.89	C0.05	21.46	21.32	F0.14
0+96 = Alley B.C.	21.67	21.89	C0.22	21.31	21.32	C0.01
0+56	20.83	21.13	C0.30	20.53	20.30	F0.23
0+16 = Cb. E.C. Rt.				19.75	19.56	F0.19
0+10 = Cb. E.C. Lt.	19.86	19.93	C0.07			
0+00 = E.L. Riviera Ave.	19.70	✓				

AROSA ST.
AT COLLEGE AVE.

3+08.15 = $\frac{1}{2}$ P.K.

4870-D

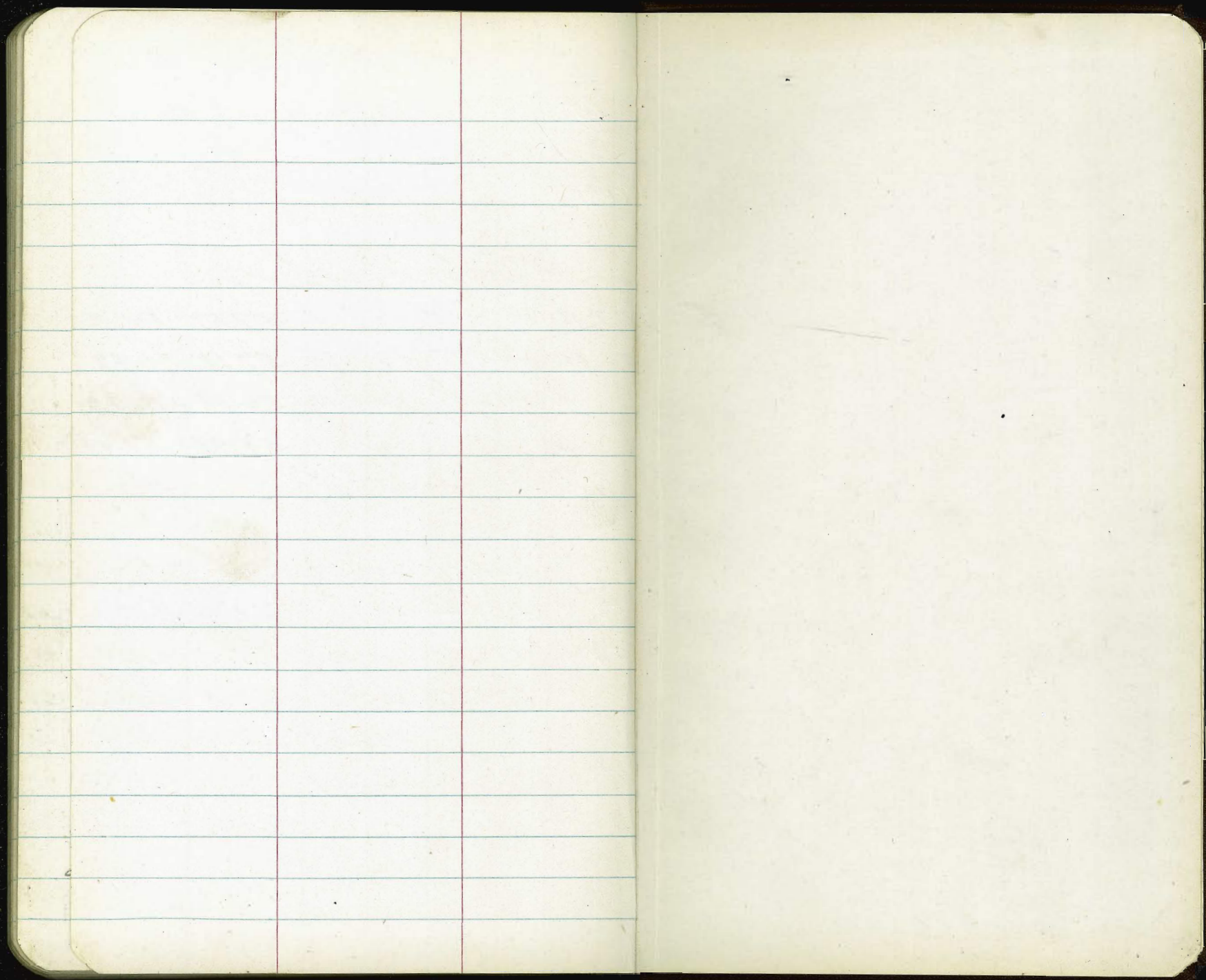
3-3-58

STAKING

Lt.

Rt.

3+02 = Curbs			457.91	458.49		
2+64	F0.27	57.18	457.45	458.05	57.59	F0.46
2+24	F0.13	56.85	456.98	457.58	57.09	F0.49
1+84 = End Cb. Lt.			456.51	457.11	56.38	F0.73
1+49.5 = Rt. only				456.39	55.95	F0.44
1+15 = End Cb. Rt.				455.67		
3+02 = EXISTING CB			457.91	458.49		
2+64	C1.0	58.5	457.45	458.05	60.6	C2.6
2+24	C0.5	57.5	456.98	457.58	61.0	C3.4
1+84 = End Cb. on Lt.			456.51	457.11	59.3	C2.2
1+49.5 = Rt. only				456.39	58.2	C1.8
1+15 = End Cb. on Rt.				455.67		
0+10 = Cb. E.C.						
0+00 = E.L. College						
P.K. in Pole 1+15 on Rt.						
			457.01			



$$\begin{array}{r} 64 \overline{) 0.0058} \\ \underline{320} \\ 500 \\ \underline{420} \\ 800 \\ \underline{800} \\ 0 \end{array}$$

$$\begin{array}{r} 058 \overline{) 44} \\ \underline{16} \\ 348 \\ \underline{58} \\ 928 \end{array}$$

$$\begin{array}{r} 3.41 \\ \underline{09} \\ 3.32 \\ \underline{42} \\ 046 \overline{) 290} \\ 0432 \overline{) 281} \\ 048 \overline{) 272} \end{array}$$

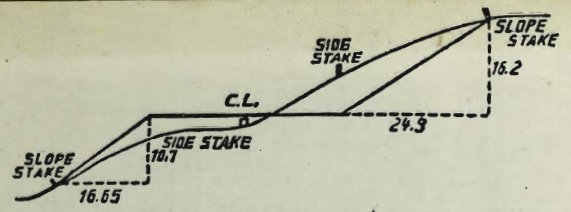
$$\begin{array}{r} 92321 \\ \underline{37} \\ 64647 \\ \underline{176963} \\ 3415877 \end{array}$$

$$\begin{array}{r} 1.75 \\ \underline{67} \\ 058 \overline{) 44} \\ \underline{16} \\ 348 \\ \underline{58} \\ 928 \end{array}$$

$$\begin{array}{r} 1.58 \\ \underline{4.83} \\ 6.41 \end{array}$$

$$\begin{array}{r} 3.50 \\ \underline{1.33} \\ 4.83 \end{array}$$

$$\begin{array}{r} 140.57 \\ \underline{34.16} \\ 1.40 \\ \underline{176.13} \end{array}$$



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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