





DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder  
to be set for any width roadway, slope 1 1/2 to 1  
If roadway is to be cut on the side of a hill  
it should be set on the side of the hill

IMPROVED TABLES  
AND  
INFORMATION

cut stake. If it does not make the right  
junction necessary.

TABLE No. XIII

To find tangent and distance to curve  
for any other degree, divide by degree of curve, and  
add correction found in column of corrections.  
Degree of curve with a given tangent, multiply  
tangent by 100 (or 1000 for centesimal), and  
divide by the tangent for centesimal.  
The distance from a point on the tangent to  
the curve is very nearly the square of the tangent  
length divided by twice the degree.

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12-4-57

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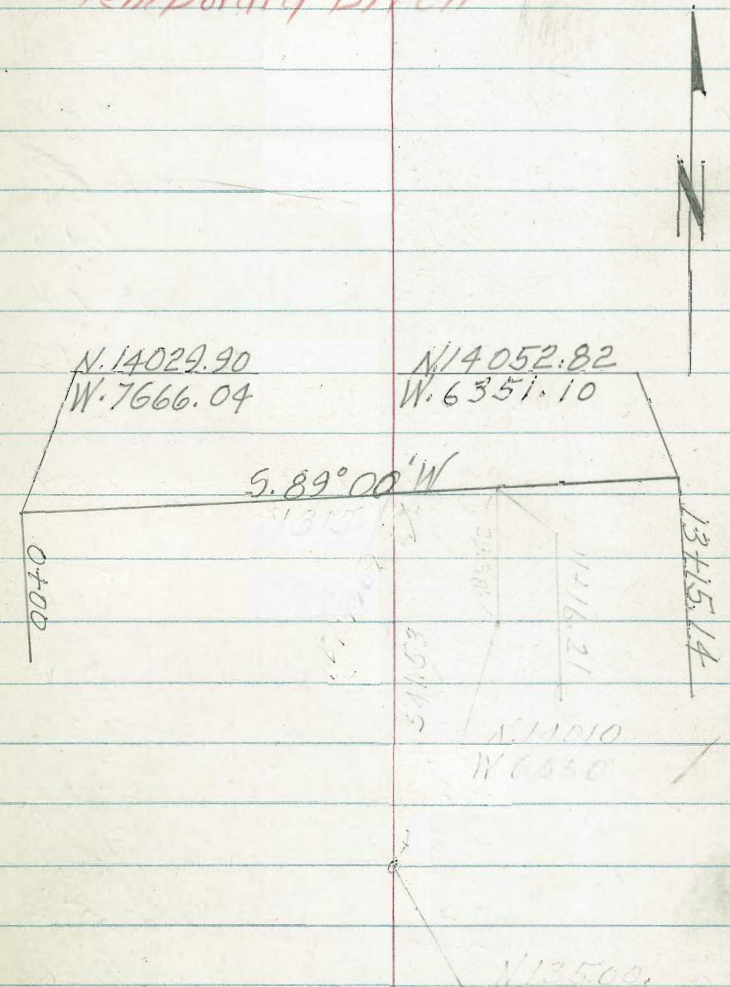
TEMPORARY DRAINAGE DITCHES WLY SIDE OF  
HI-WAY 101 MISSION BAY W.O. 64141

	St		BT	
	C-61		C-68	
+50	13.32		14.02	
	7.22	7.22	7.22	
	@ 12.2		@ 13.6	
	C-59	C-56	C-67	
3	13.09	12.79	13.89	
	7.19	7.19	7.19	6.9
	@ 11.8	@ 11.2	@ 13.4	
	C-53		C-57	
+50	12.46		12.86	
	7.16	7.16	7.16	
	@ 10.6		@ 11.4	
	C-48	C-45	C-49	
	11.93	11.63	12.03	
2	7.13	7.13	7.13	6.0
	@ 9.6	@ 9.2	@ 9.8	
	C-43	C-42	C-46	
+50	11.40	11.10	11.70	
	7.10	7.10	7.10	
	@ 8.6	@ 8.2	@ 9.2	
	C-34	C-32	C-44	
1+00	10.46	10.33	11.46	
	7.06	7.06	7.06	5.2
	@ 6.8	25' BK	@ 8.8	
	C-36	C-35	C-31	
+50	10.63	10.18	10.13	
	7.03	7.03	7.03	
	@ 7.2	25' BK	@ 6.2	
		F 3.5		
0+00	7.00	3.50	7.00	3.6
		7.00		
		C 4		
B.M.			11.64	
T.B.M. P.K. PR SEC Cov Seltett @ Hi-way 101			15.08	

11-14-57

Stampel  
Blunt  
Elmore  
Wentworth  
Maker

NOTE: Elev's in Red  
Indicate as dug  
Temporary Ditch



bolt & Washer B.M. N° 19a State Hi-way & E.  
Hdwall Hi-way Sta. 160+75 (M.B. N° 90 Pg. 12)

LT.	±	RT	±	RT	±	RT
				END 13+15.14 NOTE: RP.3' 5' Top on N. Side 13+00	7.85 7.85 7.84 7.84	7.85 7.84 7.80 7.80 7.77 7.74 7.74 7.71 7.68 7.68 7.65 7.61 7.61 7.58 7.55 7.55
8			7.7		10.2	10.2
+50				12	7.7	
7	T.P.		8.0			
+50				11	6.5	
6	0.0646 of		8.4	10+100 To 11+00 10 bwp tan		
+50				10	7.0	
5			8.1			
+50				9+00	7.1	
4+00			7.1			

L+

±

et  
NLY

③

GRADES FOR CONSTRUCTION OF N. LEVEE  
MISSION BAY FLOOD CHANNEL

214+50 Undisturbed Sec.

26.66

26.66

F 0 8

26.0

26.8

@ 1 5

F 3 8

23.16

26.96

@ 7 5

F 3 6

23.5

27.1

@ 7 2

F 0 8

26.46

27.26

@ 1 5

F 0 2

27.2

27.4

@ 0 4

215+00

215+50

216+00

216+50

217+04 Meet Existing Ground

217+00

217+26.75 E.C.

13+

B.M.

29.98

Top 2" Pipe ± Levee Sta. 217+26.75

12-4-57  
 Stakes Set are Marked  
 C 1° or as indicated  
 in Book

Stamp  
 Blunt  
 Elmore  
 Maker

GRADES & ALIGNMENT OF ACCESS ROAD

ELY SHORE MISSION BAY W.O. 64501

N.	W.	Dist	Bearing	
N8700		104.893	N17°34'14"W	10.20
N8600		"	"	10.41
N8500		"	"	10.61
N8400		"	"	10.82
N8300		"	"	11.03
N8200		"	"	11.24
N8100		"	"	11.44
N8000		"	"	11.65
N7900		"	"	11.86
N7800		"	"	12.06
N7700		"	"	12.27
N7600		"	"	12.47
N7500		104.893	"	12.68
N7400		56.82	"	12.90
N7345.83	W6532.31		N17°34'14"W	13.00

0.19693%



Chord Def 4

E.C.				
N10465.07	W7183.27	66.37	14°53'30"	12.49
N10400		101.38	14°06'20"	12.59
N10300		100.74	12°54'37"	12.74
N10200		69.97	11°43'22"	12.89
N10134.91	W7231.30	30.37	10°53'52"	13.00
N101	894.02	100.08	10°32'23"	12.93
N100		100.01	9°21'36"	12.71
N99		100.08	8°10'52"	12.49
N9800	59385	100.34	7°00'07"	12.27
N9700		100.77	5°49'08"	12.05
N9600		101.38	4°37'50"	11.83
N9500		102.20	3°26'07"	11.61
N9400		103.19	2°13'49"	11.38
N9300		85.97	1°00'49"	11.16
B.C. R+ER=2430	4=29°47' L=1263.16	d=7073553		
N9217.59	W.17125.00	18.45	N17°34'4W	10.97
N9200		104.893	"	10.93
N9100		"	"	10.70
N9000		104.893	"	10.46
N.8900		106.92	"	10.23
N.8798.07	W.6992.15	103.92	"	10.00

0.1575%

0.220%

N12247.02	W6797.54	48.11		13.00
N12200		102316		12.88
N12100		"		12.64
N12000		"		12.40
N11900		"		12.16
N11800		"		11.91
N11700		"		11.67
N11600		102316		11.43
N11500		.77.57		11.18
N11424.18	W6975.66	2474		11.00
N11400		102316		11.04
N11300		"		11.19
N11200		"		11.35
N11100		"		11.50
N11000		"		11.66
N10900		"		11.81
N10800		"		11.97
N10700		"		12.12
N10600		102316		12.28
N10500		3574		12.43

0.2375070

0.1515070

N14050.53	W6523.23	50.55	6°36'39"		10.70	Grade	
N14000		100.01	6°16'21"		10.83		
N13900		100.01	5°36'11"		11.10	C-2°	
N13800		100.14	4°56'01"		11.36		
N13700		100.30	4°15'48"		11.62		
N13600		42.83	3°35'31"		11.89		
N13557.35	W6543.02	57.68	3°18'19"		12.00		
N13500	T.P. Top 14.81	100.76	2°55'09"		11.85		
N13400		101.05	2°14'41"		11.58		
N13300		101.42	1°34'06"		11.32		
N13200		101.96	0°53'22"		11.05		
N13100		30.92	0°12'25"		10.78		
B.C. Lt. ER = 4280' = 32°36'30" L = 2435.85 d = 4016.0593							
N13069.74	W6619.45	71.35	N.12°12'51"E		10.70	C-3°	
N13000		102.316	"		10.89		
N12900		"	"		11.17		
N12800		"	"		11.45		
N12700		"	"		11.73		
N12600		"	"		12.01	Grade	
N12500		"	"		12.29		
N12400		102.316	"		12.57		
N12300		54.21	N12°12'51"E		12.85		

0.2632  
 X  
 0.2632  
 X  
 0.2732 90

N16098.48		105.05		11.00	
N16000		106.671		11.00	
N15900		"		11.00	
N15800		"		11.00	
N15700		"	N20°22'51"W	11.00	
N15600		106.671	"	11.00	
N15500		3625	"	11.00	
EC. N15466.02	W6790.34	70.22	16°18'15"	11.00	
N15400		105.57	15°49'44"	11.00	
N15300		97.27	15°07'20"	11.00	
N15207.17	W6702.41	111.47	14°28'16"	11.00	C-2°
N15100		103.33	13°43'30"	11.29	
N15000		102.71	13°02'00"	11.55	
N14900		102.17	12°20'45"	11.81	
N14800		101.67	11°39'43"	12.07	Grade
N14700		6806	10°58'53"	12.33	"
N14632.84	W6573.39	33.24	10°31'33"	12.50	"
N14600		100.88	10°18'13"	12.40	"
N14500		100.63	9°37'42"	12.09	"
N14400		100.39	8°57'17"	11.78	
N14300		100.22	8°16'58"	11.47	
N14200		100.10	7°36'43"	11.16	
N14100		49.47	6°56'31"	10.85	

0.2540%

0.3077%

SEWER GRADES FIRE STA KEARNEY VILLARD.

W.O. 20017

~~1100~~

= 5' inside Prot.

0+88 = End of Line Plug

0+85 = 4" Chimney

0+75

0+50

0+25

(See 4785-D, Sheet No 1)  
0+00 = Existing M.H. No 9 ↓

B.M.

393.53

NOTE: Stakes Set @  
10' Rt

12-31-57

(4.8)

~~C 15 89  
88 12  
372 23~~

C 17 74

R.P. 10' Lt.

88 11  
370 37

R.P. 10' Rt.

C 17 76

87 88  
370 12

C 17 75

87 37  
369 62

C 18 16

87 28  
369 12

368.61  
F.L.

P.K. & Disk. 5'4" R & of Kearney Villa Rd.  
(See Looseleaf Notes 8-13, 9-24-56)

SEWER GRADES CONTD.

⊕

~~1750 = C.O.~~

~~1725~~

OMIT

~~C 9 11  
380.00 RP. 20' RT.  
RP. 10' RT.~~

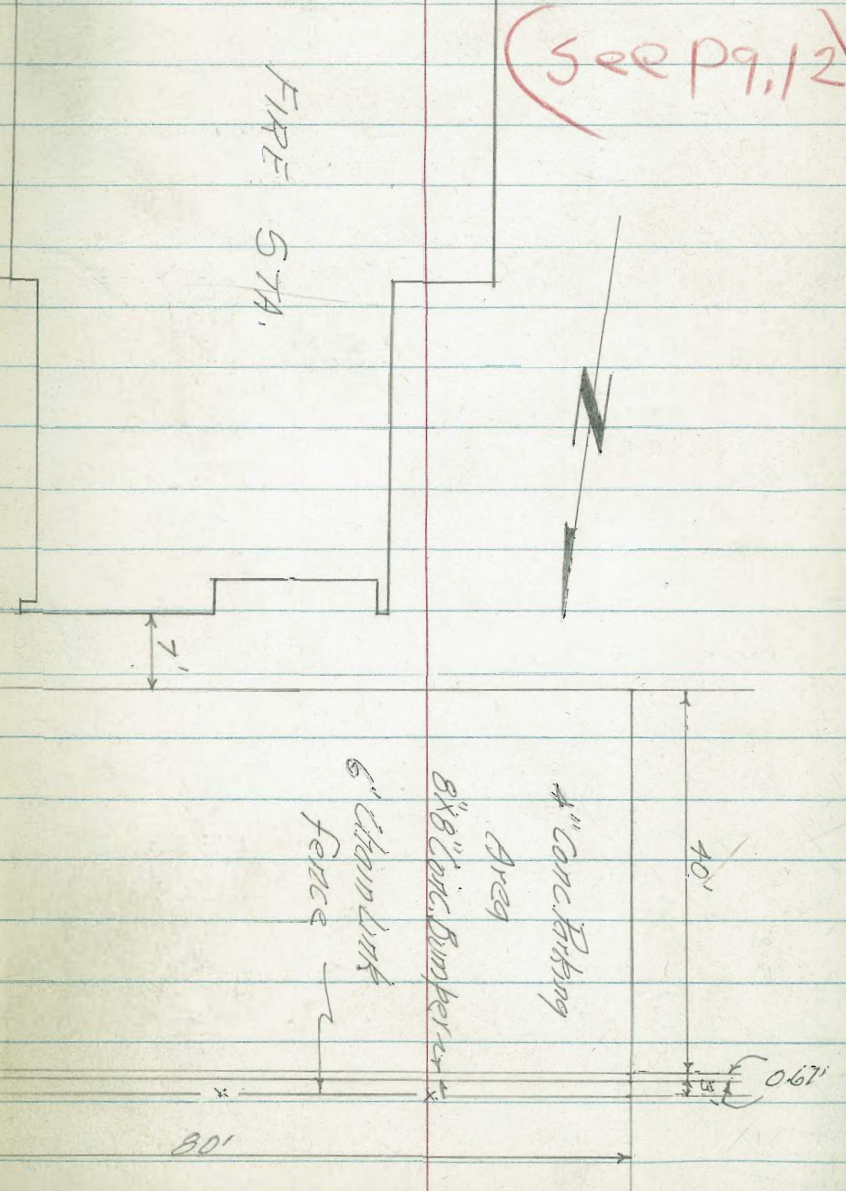
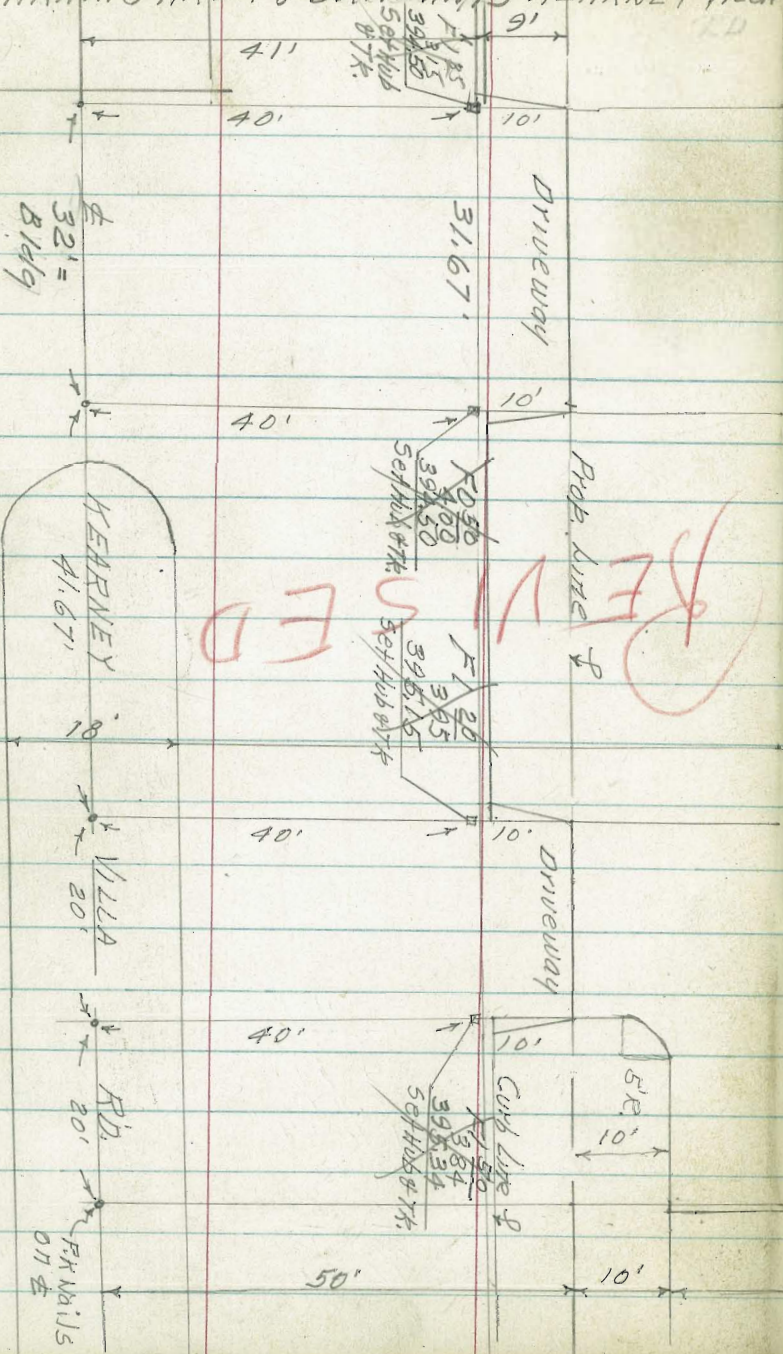
~~C 12 33  
28.43  
376.10~~

PARKING AREA & DRIVEWAYS KEARNEY VILLA

FIRE STA SITE  
NO. 20017

12-31-57

(1)



(See p 9, 12)

LAYOUT OF DRIVEWAYS & WATER

SERVICE KEARNEY VILLA FIRE STA

2+37.5 = 6" F.H. RP 7'11"

F1 70  
91.56  
393.26  
F1 02  
2.27  
93.26

TOP OF BOT. FLANGE

C 3 85  
93.63  
389.78

1+80 = F.H. 12" = 12" X 8" Tee

C 1 23

1+68 = 1" Service 65' Lt. RP 7 5/8"

123  
390.00  
C 3 85  
93.45  
389.60

1+50

C 3 91  
93.21  
389.30

1+00

C 3 98  
92.98  
389.00

0+50

C 3 96  
92.68  
388.70

0+00 12" Water 92.68

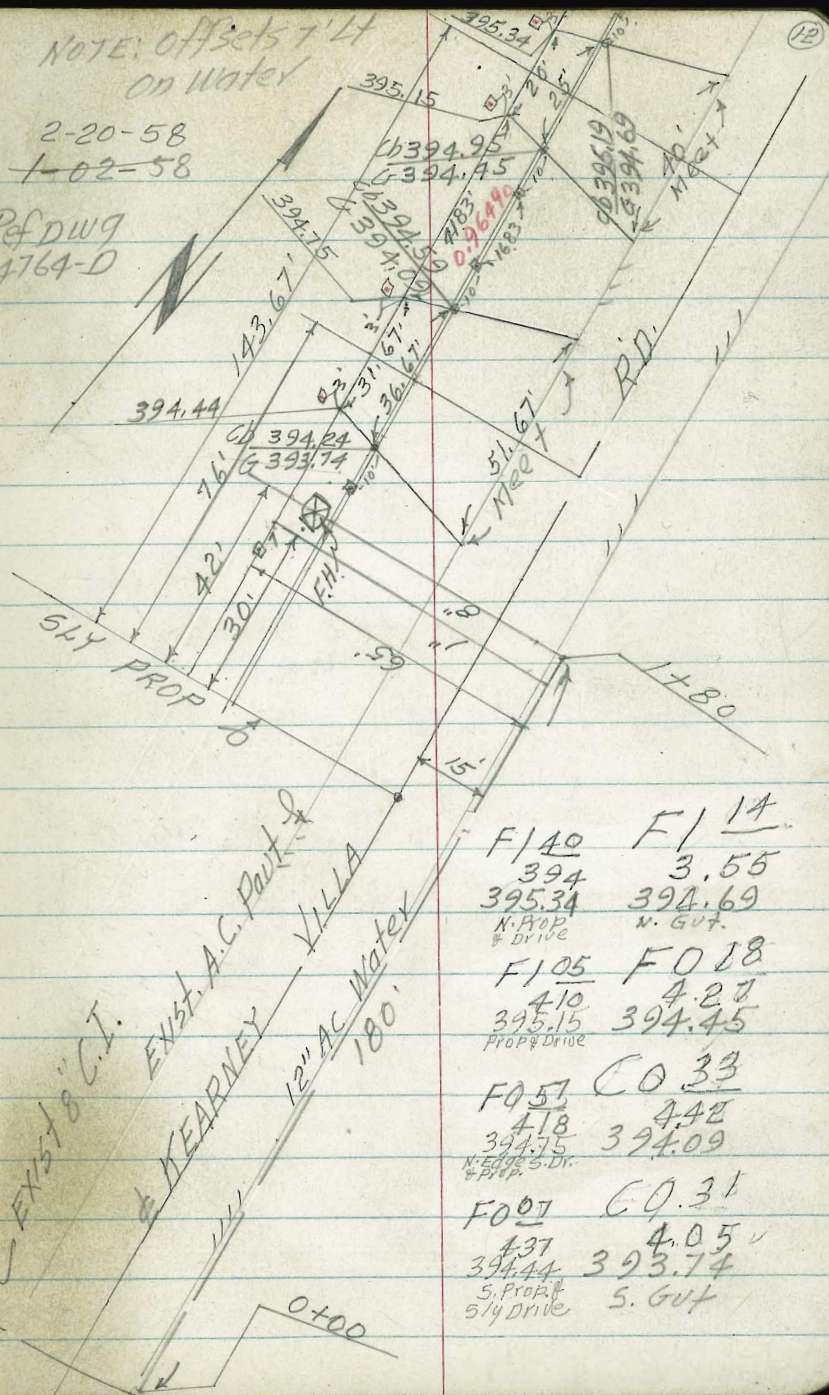
B.M.

393.53

NOTE: OFFSETS 7' LT ON WATER

2-20-58  
1-02-58

REF DWG  
4764-D



F1 40 394 395.34 N. PROP & DRIVE	F1 14 3.55 394.69 N. GUT.
F1 05 410 395.15 PROP & DRIVE	F0 18 4.27 394.45
F0 57 418 394.75 N. PROP & DRIVE	C0 33 4.42 394.09
F0 07 437 394.44 S. PROP & DRIVE	C0 31 4.05 393.74 S. GUT

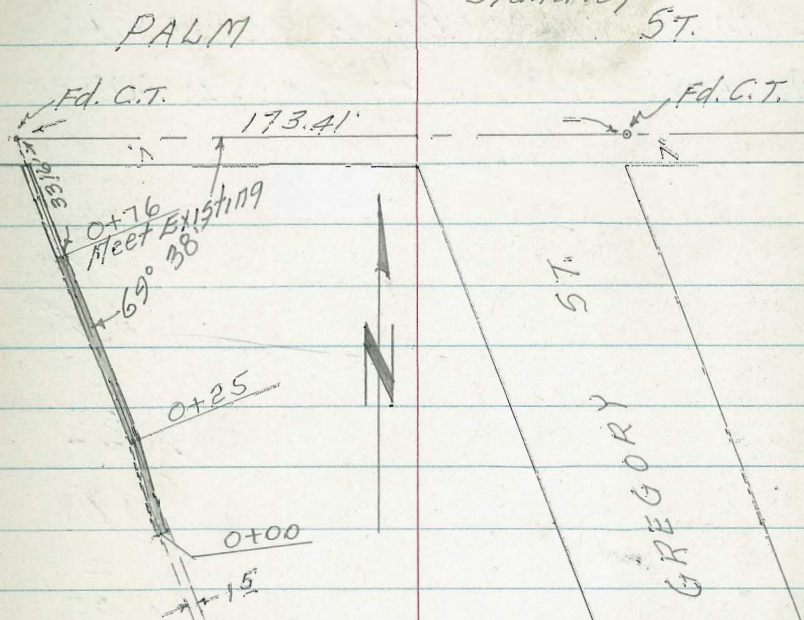


3-3-58

Stampney  
Blunt  
Elmore  
Standley ST.

(13)

GRADES STORM DRAIN EXTENSION @ PALM  
ST. WLY. OF GREGORY ST. W.O. 20809.



0+76

280.03

C 2 30  
81.30  
279.00

0+50

C 0 62  
862  
278.00

0+25

C 1 21  
8.21  
277.00

0+00

NOTE: Stakes Set 5' Lt.

Ref. Fb 2027  
54  
DWG 4236-B

B.M.

305.64

SWTC.T. Felton & Palm

NOTE: Stakes set 4' W/4.  
 of W. Top Shldr. of  
 Drain Ditch; Slope 1.3  $\frac{3}{1}$   
 NO. 64140  
 Ref. DW 9,483-D

4-4-58

Stampel (24)  
 Blunt  
 Elmore  
 Petropolis

GRADES DRAIN DITCH E. SIDE OF  
 ACCESS RD. MISSION BAY ELY INGRAHAM

15

C164 ✓  
 10.44  
 8.80  
 88

12

C187 ✓

10.82  
 8.95  
 (92)

+50

C193 ✓

10.75  
 8.82  
 92

+50

C164 ✓

10.61  
 8.97  
 88

14

C181 ✓

10.66  
 8.85  
 94

11+00

C134 ✓

10.30  
 9.00  
 72

+50

C229 ✓

11.16  
 8.87  
 102

50

C126 ✓

10.28  
 9.02  
 72

13

C22 ✓

11.10  
 8.90  
 106

10+00

C134 ✓

10.35  
 9.05  
 @ 72

+50

C21 ✓

11.02  
 8.92  
 (10.3)

B.M.

12.20

B.P. Cabin Hd wall N. Br. Over Flood Chgr. On E. Side Midway

B.M.

12.61

15LE

GRADES DRAIN DITCH

18  
 C 214 V  
 10.79  
 8.65  
 10.3

21

C 149 V  
 9.99  
 8.50  
 8.5

+50  
 C 196 V  
 10.63  
 8.67  
 10.0

+50

C 172 V  
 10.24  
 8.52  
 9.2

17  
 TR  
 C 187 V  
 10.57  
 8.70  
 9.2

20+00

C 196 V  
 10.51  
 8.55  
 10.0

+50  
 C 17 V  
 10.42  
 8.72  
 9.2

+50

C 127 V  
 10.34  
 8.57  
 9.2

16  
 C 184 V  
 10.59  
 8.75  
 9.2

19

C 209 V  
 10.64  
 8.60  
 10.0

+50  
 C 163 V  
 10.40  
 8.77  
 8.0

+50

C 218 V  
 10.80  
 8.62  
 10.0

GRADES DRAIN DITCH

24

C165V

10.00  
8.35  
88

27

C213V

10.33  
8.20  
103

+50

C143V

9.80  
8.37  
82

+50

C203V

10.27  
8.22  
100

23

C157V

9.97  
8.40  
88

26

C178V

10.03  
8.25  
94

+50

C206V

10.48  
8.42  
103

+50

C18V

10.07  
8.27  
94

22

C178V

10.23  
8.45  
94

25

C146V

9.76  
8.30  
85

TP.

+50

C184V

10.31  
8.47  
~~9.81~~  
94

+50

C137V

9.69  
8.32  
82

GRADES DRAIN DITCH

17

30	C 297 ✓ 11.02 8.05 13.0	33	C 238 ✓ 10.26 7.88 @ 11.2
+50	C 297 ✓ 11.04 8.07 13.0	+50	C 252 ✓ 10.43 7.91 @ 11.3
29	C 256 ✓ 10.66 8.10 11.8	32	C 275 ✓ 10.69 7.94 @ 12.1
+50	C 226 ✓ 10.38 8.12 10.9	+50	C 272 ✓ 10.69 7.97 @ 12.1
TBM, Chris 14 Lt. Pole N <sup>o</sup> 4547	11.68 ✓ C 245 ✓ 11.64 ✓ 10.60 8.05 11.2	31	C 305 ✓ 11.05 8.00 13.0
28	C 218 ✓ 10.35 8.17 10.6	+50	C 293 ✓ 10.95 8.02 12.7

Typ. Sec.  
Out To Bay

EXIST  
Ditch Ground

EXIST  
Ditch Ground

			C230
			10.04
+57 <sup>5</sup> P.I.	9.3	10.1	7.74
			8.6

			C239
			10.12
+50			7.73
			38
			7.2
			10.1
			@108
			@112

			C232
			10.08
35+			7.76
			@109

			C208
			9.87
+50			7.79
			@103

			C213 ✓
			9.95
34			7.82
			@103

			C224 ✓
			10.09
+50			7.85
			@84
			@106
			E14

			C250
			10.08
			7.58
			@90

			C34
			11.01
			7.61
			@108

			C35 ✓
			11.14
			7.64
			@110

			C32 ✓
			10.87
			7.67
			@104

			C29
			10.60 ✓
			@7.70
			@98

Ref DWG 5039-D  
 Notes E-13; 3-20-57  
 Points set 3' b/c of cb. fee

E-5-58 (19)

CURB STAKES ELY SIDE OF MODOC ST.

Curb

W.O. 62946 <sup>cb</sup>FO<sup>18</sup> Gut

CO<sup>10</sup>

0+50

1.27  
301.45

+50

4.33  
304.23

FO<sup>22</sup>

CO<sup>13</sup>

EC = 0+15 def  $\Delta = 44^\circ 56' 40''$

0.98  
301.20 300.70

3+00

3.77  
303.64

FO<sup>03</sup> CO<sup>45</sup>

CO<sup>12</sup>

3/4 P.O.C. def  $\Delta = 33^\circ 42' 30''$

1.09 1.09  
301.12 300.64

+50

3.21  
303.09

CO<sup>05</sup> CO<sup>61</sup>

CO<sup>10</sup>

1/2 P.O.C. def  $\Delta = 22^\circ 28' 20''$

1.18 1.18  
301.15 300.57

2+00

2.74  
302.64

CO<sup>21</sup> CO<sup>68</sup>

CO<sup>10</sup>

1/4 P.O.C. def  $\Delta = 11^\circ 14' 10''$

1.18 1.18  
300.97 300.50

+50

2.29  
302.19

C-3' b/c cb = 8.583'

$\Delta = 89^\circ 53' 20''$  cb. R = 25' 10' x 10' R.

0-10 = B.C. NE cb. Ref ~~Meet~~ Exist. 300.90

1+00

CO<sup>10</sup>

1.90  
301.80

B.M.

301.35

Chisla Top NE Alley R. & Ute St.

MODOC ST. GRADES

Corb

Corb <sup>(20)</sup>

7+00  
CO<sup>10</sup>  
7.19  
307.09

TBN.

306.69 ~ 306.71  
EC. Alley ch.  
ret

+50  
CO<sup>13</sup>  
7.19  
307.06

45°  
EC. Balboa Meet Existing 306.68  
opp. Dr. wy

FO<sup>11</sup>  
6.57  
306.68

6+00  
CO<sup>14</sup>  
6.76  
306.65

3/4 33° 45'

FO<sup>14</sup>  
6.57  
306.71

+50 TP  
CO<sup>10</sup>  
6.38  
306.28

1/2 22° 30'

CO<sup>01</sup>  
6.75  
306.74

5+00  
CO<sup>12</sup>  
5.86  
305.74

1/4 11° 15'

FO<sup>10</sup>  
6.67  
306.77

C = 3' br. Ch = 8.583'

+50  
CO<sup>13</sup>  
5.38  
305.25

Ch. R = 25' 4" = 90°  
7+86<sup>08</sup> = BC SE Ch. Ret  
Modoc & Balboa Ave

FO<sup>18</sup>  
6.62  
306.80

4+00  
CO<sup>12</sup>  
7.84  
304.72

7+50

FO<sup>16</sup>  
6.76  
306.92



Ref Dwg 4825-D  
Loose Leaf Notes B.C. 18

5-13-58

(21)

SEWER GRADES O. BEACH ATHLETIC AREA

W.O. 64181

NOTE: Stakes 5' pt.

1+25

C 6 74  
13 41  
8. 67

1+00

C 6 97  
13 54  
8. 57

0+75

C 7 07  
15 54  
8. 47

0+50

0.4 9/10

C 7 76  
16 13  
8. 37

0+25

C 9 22  
17 49  
8. 27

0+00 =  $\phi$  Existing M.H. N<sup>o</sup> 41

C 12.83 C 10 91  
21.00 19 08  
8.17 8.17  
5'

B.M.

21.00

Top Nly Rim M.H. N<sup>o</sup> 41

3+00

C6 40  
1577  
9.37

2+75

C6 38  
1565  
9.27

2+50

C6 42  
1559  
9.17

2+25

C6 65  
1572  
9.07

2+00

C6 61  
1538  
8.97

1+75

C6 70  
1557  
8.87

1+50

C6 71  
1548  
8.77

4+75

~~€ 84~~  
C 3  
1391  
10.07

4+50

C 6 00  
15.98  
9.97

4+25

C 6 09  
15.96  
9.87

4+00

C 6 09  
15.86  
9.77

3+75

C 6 83  
16.50  
9.67

3+50

TP, C 6 41  
15.98  
9.57

3+20 = E.N.H. N° 1 RP. 5+10' R+.

C 6 39  
15.84  
9.45

6+40 = E.M.H. N° 2  $\alpha = 90^\circ$  Lt. 85 Stubboobleton Prod

5-10  
C 5-10  
1383  
10.73

(24)  
C 509  
1588  
10.76 = 85 Stub

6+20

C 545  
1610  
10.65

6+00

C 574  
1631  
10.57

5+75

C 562  
1609  
10.47

5+50

C 560  
1597  
10.37

5+25

C 567  
1594  
10.27

5+00

C 573  
1590  
10.17

€

C 4 16

1543

11.27

7+75

C 4 40

1537

11.17

7+50

C 4 61

1568

11.07

7+25

C 4 86

1583

10.97

7+00

C 4 89

1578

10.89

6+80

C 4 92

1573

10.81

6+60

9+50 =  $\phi$  MH. N<sup>o</sup> 3

9+25

9+00

8+75

8+50

8+25

8+00

8+00

②⑥  
 $\phi$  530  
C 1727  
11.97

C 3 85  
1572  
11.87

C 3 45  
13.22  
11.77

C 3 43  
1510  
11.67

C 3 58  
1565  
11.57

C 3 80  
1527  
11.47

C 4 10  
1547  
11.37

SEWER GRADES

10+88<sup>60</sup> = End of Line Plug.

10+70

10+50

10+25

10+00

9+75

27  
C 5 24  
17.76  
12.52

C 5 19  
17.64  
12.45

C 5 24  
17.61  
12.37

C 5 33  
17.60  
12.27

C 5 40  
17.57  
12.17

C 5 30  
17.37  
12.07

GRADES WATER SERVICE D.B. ATH. AREA

1+60 = End of 6" AC.

1+40

1+20

0+80

0+40

def  $\Delta = 89^{\circ} 18' 52''$   $C = 28.94$

0+00 = 50' SELY (radially) of  $\Delta$  Sta 3+77.84

Chord from BC = 28.94 Along H<sub>2</sub>O line = 10' Ely of  $\Delta$  Rd

B.M. 13.80

Stakes 5' Rt.

Extend 2" Copper @ 50' }  
 0+80 }  
 5+62.63; 0+100 = 200' Rt }  
 $\Delta 2.68$   
 $C 12.68$   
 $\rightarrow 10.00$

C 274  
 1274 5' Rt  
 10.00 Stakes  
 0+30

(23)

C 3 25

13 25  
 10.00

C 3 16

13 16  
 10.00

C 3 10

13 10  
 10.00

C 3 13

13 13  
 10.00

C 3 06

13 06  
 10.00

C 2 88

12 88  
 10.00

P.K. AC Pav't RP. Storm Drain G-364  
 50



9+50 def 4/7 = 8°35'10"

50'0 C = 49.94'

9+00 def 4/7 = 3°34'30"

35.67 C = 35.65'

d = 6.0134'  
A = 57°16'30" ER = 295.84', H<sub>2</sub>O R = 285.84' L = 255.44'  
8+64.33 = EBC Rt.

8+30

8+00

7+50

7+15.68 = Existing H<sub>2</sub>O Main  
Begin Main

Stakes 5' Lt. C 2 92  
1458  
11.61

1.88  
C 2 94  
1361  
10.67

C 3 20  
1380  
10.00

C 2 87  
1274  
9.87

0.67  
C 2 97  
1264  
9.67

C 3 03  
1237  
9.34

C 3 25  
1223  
9.00

13+00

12+50

12+00

11+50

11+19.77 = EC def  $\Delta = 25^{\circ} 38' 15''$

19.77' C = 19.77'

11+00 def  $\Delta = 23^{\circ} 37' 11''$

18.38

10+50 def  $\Delta = 18^{\circ} 36' 30''$

C =

10+00 def  $\Delta = 13^{\circ} 35' 50''$

NOTE: H<sub>2</sub>O Line is 20'  
5/4 @ Levee

C 3 25  
16.99      16.6  
13.74

C 3 36  
16.93      16.7  
13.57

C 3 33  
16.73  
13.40      16.2

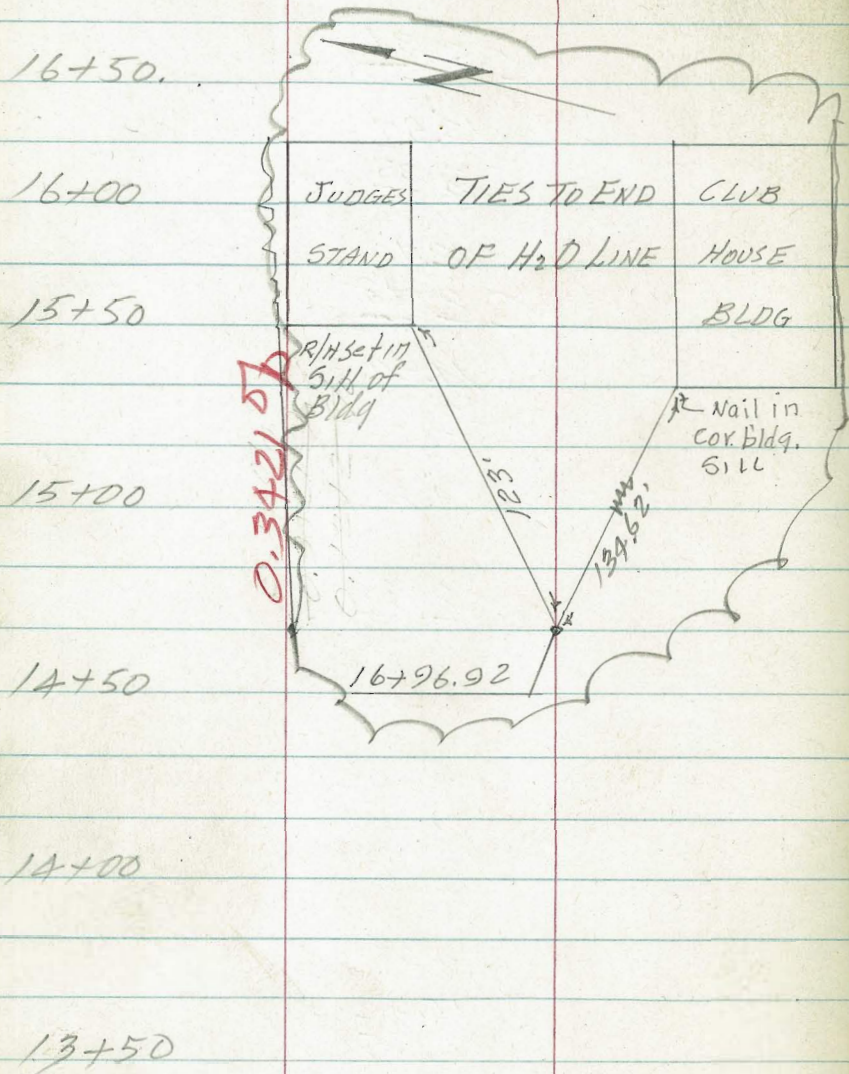
~~C 2 98  
17.25      17.4  
14.27~~  
C 2 48  
17.28  
14.80

C 2 82  
17.25  
14.43

C 3 92  
16.91  
13.49

TP.  $\rightarrow$  C 3 37  
15.92  
12.55

16+96.92 = End of Line



C 2 76  
17.86  
15.10 16.9

C 2 95  
17.89  
14.94 17.0

C 3 12  
17.89  
14.77 17.6

C 2 78  
17.38  
14.60 17.4

C 3 31  
17.74  
14.43 17.4

C 3 33  
17.58  
14.25 17.2

C 3 45  
17.53  
14.08 17.2

C 3 30  
17.21  
13.91 16.8

GRADES PARK RD. O. BEACH REC. AREA

cb

Lt

RT.  
cb, R = 316  
d-319'R = 5.388317  
21' = 1°53'10"  
42' = 3°46'19"

6-25-58 Rt

cb (32)

cb

52

BC+142' → 15.60

W.O. 64/B (need)  
4 = 83°09'46"  
B/C W. Pt. Loma.

FO 27  
4.50  
15.27

FO 37  
5.17  
BC+21 15.54.37  
cb

FO 12  
5.36  
15.48

3/4 4 = 62°22'20"

FO 77  
4.53  
15.30

FO 20  
5.24  
15.44

1/2 4 = 41°34'53"

FO 42  
4.92  
15.34

FO 20  
5.21  
15.41

1/4 4 = 20°47'26"

FO 36  
01  
15.37

FO 13  
5.24  
15.37

4 = 83°09'46" cb, R = 20'  
0+43.6 = EC cb, Ret's Lt + Rt.

FO 42  
4.98  
15.40

15.20

FO 01  
5.33  
15.34

0+00 = E. W. Pt. Loma + Park Rd

BM.

12.25

Top Wily L & D. disk & inlets Park Rd  
Sta. 5+75 68

Corb Lt  
G

E

Bt G cb

PARK ROAD

F108

2/3

3.67  
14.75

FD34

1/3

4.36  
14.70

FD42

$\Delta = 105^{\circ}00'45''$  R=10'  
1+36.89 = B.C. S.W. Alley Ch. Ref.

4.23  
14.65 14.15

14.66

FD06

4.60  
14.66

3328

FD27

1+03.61

4.63  
14.90

14.90

FD21

4.69  
14.90

FD48

0+83.61

4.70  
15.18

15.10

FD06

5.10  
15.16

FD46

0+63.61

4.86  
15.32

15.21

FD50

4.75  
15.25

lt  
Curb

E.

rt

(34)  
Curb

PARK ROAD

B.C.

FO 40  
4 13  
14.55 14.05

POC. 2/3

FO 27  
4 24  
14.51

4 =  
P.O.C. 1/3

FO 21  
4 26  
14.47

$A = 74^{\circ} 58' 15''$   $R = 10'$   
1+78 = E.C. NW Alley Cb Ret.

FO 42  
4 01  
14.43

13.39

CO 02  
4 37  
14.35

Alley 4 R

FO 66 FO 26  
4 29 4 29  
14.95 14.55  
E

+767

F 113

E.C.

3 68  
14.81 14.31

Curb Lt  
Gut

±

Rt.

(35)

Curb

PARK ROAD

1/2  $\phi = 45^\circ$

FO<sup>07</sup>  
3.68  
13.75  
?

1/4  $\phi = 22^\circ 30'$

FO<sup>27</sup>  
3.52  
13.79  
?

$\phi = 90^\circ R = 20'$   
2 + 61 <sup>33</sup> = BC. S.W. Cb. Ret  
Access Rd. To Parking Area

FO<sup>25</sup>  
3.58  
13.83

16'

FO<sup>02</sup>  
3.84  
13.86

13.86

FO<sup>07</sup>  
3.79  
13.86

2 + 45.33

33 <sup>51</sup>

FO<sup>15</sup>  
3.99  
14.14

14.12

CO<sup>10</sup>  
4.20  
14.10

2 + 11.82

33 <sup>51</sup>

F124 FO<sup>94</sup>  
3.71 3.71  
14.95 14.65

NW Alley & Rd.

BC + 13.04

PARK ROAD

Corb Lt

E

Rt

Corb (36)

$L=145.12$   $\angle T=74.67$

$\angle \phi = 33^{\circ}15'30''$   $R=250'$   $d=6.875493$

$= \phi$  BC Lt. = BC. 5 E Cb. Rt. 29.64

$3+05.33$   $cb. \phi = 87^{\circ}52'44''$   $R=10'$   
 $T=9.64$

FO 21

3.29

13.50

13.50

FO 10

3.43

13.53

2+85.33 (Lt. only)

FO 23

3.37

13.60

2+65.33 (Lt. only)

FO 16

3.55

13.71

EC + 25' = End Curb

FO 47

13.27

13.74

EC.  $90^{\circ}$

FO 13

3.53

13.66

$3/4 \phi = 67^{\circ}30''$

FO 10

3.60

13.70



PARK ROAD

LT  
CURB

±

RT

(37)

CURB

3+75 def 4 = 7° 59' 01" FD 41  
266  
13.07

13.07

FD 34  
273  
13.07

3+50 def 4 = 5° 07' 08" FD 48  
274  
13.22

13.22

FD 06  
316  
13.22

± 3+25 def 4 = 2° 15' 08" FD 32  
306  
13.38

13.38

FD 05  
333  
13.38

19.67

B.C. 4 = 87° 52' 44"

FD 15  
330  
13.45

1/3 POC. 4 = 58° 35'

FD 06  
342  
13.48

2/3 POC. 4 = 29° 17' 30"  
cb. R. SE.

FD 03  
347  
13.50

PARK ROAD

LT  
Curb

€

RT

(38)  
Curb

FO<sup>08</sup>  
2.35  
12.38

FO<sup>10</sup>  
2.35  
12.45

FO<sup>13</sup>  
2.40  
12.53

FO<sup>19</sup>  
2.41  
12.60

FO<sup>29</sup>  
2.47  
12.76

FO<sup>21</sup>  
2.70  
12.91

12.38

12.45

12.53

12.60

12.76

12.91

FO<sup>07</sup>  
2.31  
12.38

FO<sup>02</sup>  
2.43  
12.45

FO<sup>23</sup>  
2.30  
12.53

FO<sup>13</sup>  
2.47  
12.60

FO<sup>09</sup>  
2.67  
12.76

FO<sup>10</sup>  
2.81  
12.91

5+25

5+00

4+75

29.55

EEC  
4+50.45 def4 = 16°37'45"

4+25.4 def4 = 13°42'47"

4+00 def4 = 10°50'54"

PARK ROAD

LT  
Curb

E

RT  
Curb (39)

$2/34 = 60^\circ$

CO<sup>10</sup>  
2.68  
12.58

$1/3 \phi = 30^\circ$

CO<sup>09</sup>  
2.64  
12.55

$\phi = 90^\circ R = 10'$

6 + 31.34 = B.C. SW. Cb. Ret. Access Rd

CO<sup>01</sup>  
2.52  
12.51

12.51

CO<sup>14</sup>  
2.66  
12.52

31.34

FO<sup>05</sup>  
2.30  
12.35

6 + 00

CO<sup>01</sup>  
12.39  
12.38

24.32

Set. R.P.L + DIST 20.25 L.H. B.P. E  
5 + 75 = 68 = E EXISTING INLETS

12.24  
12.23

12.23

12.24  
12.23

5 + 50

FO<sup>09</sup>  
2.21  
12.30

12.30

FO<sup>34</sup>  
11.96  
12.30

B.M.

CO<sup>03</sup>  
2.30  
12.25

Top w/ly Disk to Inlets Park Rd Sta. 5 + 75 = 68

PARK ROAD

Curb Lt

E

Rt

40

Curb

$3/4 \Delta = 67^{\circ}30'$

FD<sup>08</sup>  
2.66  
12.74

$1/2 \Delta = 45^{\circ}$

Grade  
2.76  
12.76

$1/4 \Delta = 22^{\circ}30'$

CD<sup>06</sup>  
2.94  
12.78

$\Delta = 90^{\circ}$  cb. R = 20'

FD<sup>22</sup>  
2.58  
12.80

$6 + 85.34 = \text{EC. 5E cb. Rt + Access Rd}$

12.80

FD<sup>01</sup>  
2.79  
12.80

27

FD<sup>08</sup>  
2.57  
12.65

$6 + 58.34$  (Lt. only)

12.65

27'

FD<sup>02</sup>  
2.58  
12.60

EC.  $\Delta = 90^{\circ}$

PARK ROAD

LT  
curb

€

RT  
curb

8+00	<u>FD 52</u> 1284 13.36	13.36	<u>FD 23</u> 314 13.37
7+75	<u>FD 26</u> 298 13.24	13.24	<u>FD 24</u> 300 13.24
7+50	<u>FD 27</u> 284 13.11	13.11	<u>FD 36</u> 276 13.12
7+25	<u>FD 19</u> 280 12.99	12.99	<u>FD 18</u> 1282 13.00
7+00	<u>FD 23</u> 263 12.86	12.86	<u>FD 16</u> 271 12.87
14.66			<u>FD 31</u> 244 12.75
BC 4 = 90°			

# PARK ROAD

LT  
Curb

±

RT. (42)  
Curb

FO<sup>02</sup>

9+39.84 def. RT. 7°41'41"  
9+47.73 def. LT. 7°41'41"

3.45  
15.47

14.68

CO<sup>08</sup>

4.88  
14.80

CO<sup>28</sup>

9+14.67 def. RT. 5°07'44"  
9+19.93 def. LT. 5°07'48"

4.93  
14.65

14.06

FO<sup>08</sup>

4.19  
14.27

CO<sup>21</sup>

8+89.50 def. RT. 2°33'52"  
8+92.13 def. LT. 2°33'54"

4.39  
14.18

13.88

FO<sup>02</sup>

3.97  
13.99

25.17 ch. C-3' bk = 24.90'  
27.8' ch. C-3' bk = 28.06'  
S. cb. d = 5.810145 L = 264.84  
S. cb. d = 6.113071 L = 251.72  
N. cb. d = 5.535824 L = 277.97  
S. cb. R = 281.18' ± = 51°16'30"  
N. cb. R = 310.5 ± R = 295.84  
8+64.33 = ± BC. RT.

CO<sup>16</sup>

3.86  
13.70

13.70

CO<sup>04</sup>

3.74  
13.70

25

FO<sup>12</sup>

8+39.33

3.45  
13.57

13.57

FO<sup>10</sup>

3.47  
13.57

25

FO<sup>45</sup>

8+14.83

2.99  
13.44

13.44

FO<sup>25</sup>

3.19  
13.44

# PARK ROAD

Lt

€

Rt

(23)

EC. 11+16.05 def. Rt. 25°38'15" <sup>curb</sup> F1 85  
 EC. 11+42.30 def. Lt. 25°38'15" 6.65  
 18.50

18.30

curb  
 FO 19  
 8.31  
 18.50

25.19 Rt C = 24.92'  
 = 7.77 Lt C = 28.03'  
 10+90.86 def. Rt 23°05'04" 6.27  
 11+14.53 def. Lt 23°05'04" 18.50

F2 23

18.09

FO 37  
 7.92  
 18.29

10+65.69 def. Rt 20°31'10" 7.40  
 10+86.73 def. Lt 20°31'10" 18.50

F1 10

17.89

FO 36  
 7.72  
 18.08

10+40.52 def. Rt 17°57'16" 7.47  
 10+58.93 def. Lt 17°57'16" 18.25

FO 78

17.40

CO 12  
 7.58  
 17.46

10+15.35 def. Rt 15°23'22" 7.20  
 10+31.13 def. Lt 15°23'22" 18.00

FO 80

16.92

CO 20  
 7.04  
 16.84

9+90.18 def. Rt 12°49'29" 6.94  
 10+03.33 def. Lt 12°49'29" 17.14

FO 20

16.11

CO 04  
 6.13  
 16.09

9+65.01 def. Rt 10°15'35" 6.31  
 9+75.53 def. Lt 10°15'35" 16.28

CO 03

15.30

CO 26  
 5.59  
 15.33

SLY. ACCESS RD PARKING AREA

6-25-58

(44)

cb Gut

Gut. cb

1+10<sup>74</sup> = End cb. on Lt.   
 FD<sup>65</sup>   
 3.09   
 13.74 13.24

13.24

2<sup>33</sup>   
 1+08<sup>41</sup> = EC. 4 = 26°58'33"   
 FD<sup>63</sup>   
 3.11   
 13.74

60<sup>02</sup>

3.26   
 13.24

10.05   
 = 4 BC. 4 = 26°58'33" R = 22.17' L = 10.05'   
 0+98.36 = BC. cb. Lt. (24' rd. way)   
 FD<sup>61</sup>   
 3.12   
 13.73

FD<sup>04</sup>

3.20   
 13.24

33<sup>36</sup>   
 0+65 = End cb. on Rt.   
 FD<sup>38</sup>   
 3.25   
 13.63

13.24 13.74   
 Gut.

25   
 0+40 = EC. cb. on Rt.   
 13.56

13.66

0+00 = Park Rd. Sta. 2+93.33

BM. 12.25



ACCESS RD. 5LY

LT  
EP.

1+76.74 = End Access Rd.

34.16

1+42.58

31.87

FD<sup>06</sup>  
3.19  
13.25

FD<sup>03</sup>  
3.21  
13.24

E

RT

(75)

EP.

CO<sup>05</sup>  
3.30  
13.25

CO<sup>03</sup>  
3.27  
13.24

Ref Dwg. 5039A-D cb. 5-16-58  
 66.49 6.93  
 306.24  
 307.60

GRADES S.W. CB RETS MONDO & BALBOA

P.C.C.R. def  $\angle = 8^{\circ}51'30''$  307.10

WO. 62946 FO<sup>43</sup>

BC 15' Rad.  $\angle = 90^{\circ}$  L = 23.56 307.33

+13.92

FO<sup>65</sup>  
 306.50  
 307.55

+8' TAN

FO<sup>58</sup> FO<sup>08</sup>

C-3' bk. ch. = 13.44'

E.C.  $\angle = 90^{\circ}$

6.71 6.71  
 307.39 306.79

+13.92  
 22-3' bk. = 17.4'

FO<sup>49</sup>  
 307.00  
 307.49

L = 27.84  
 BC. 90' Cb. R.  $\angle = 17^{\circ}43'$

FO<sup>42</sup> CO<sup>11</sup>

3/4  $\angle = 67^{\circ}30'$

6.87 6.87  
 307.29 306.76

+17.46

FO<sup>38</sup>  
 7.04  
 307.42

E.C. 15' R  $\angle = 90^{\circ}$

FO<sup>30</sup> CO<sup>27</sup>

1/2  $\angle = 45^{\circ}$

6.98 6.98  
 307.28 306.71

FO<sup>28</sup>  
 7.14  
 307.40

3/4  $\angle = 67^{\circ}30'$

FO<sup>16</sup> CO<sup>45</sup>

1/4  $\angle = 22^{\circ}30'$

7.12 7.12  
 307.28 306.67

1/2  $\angle = 45^{\circ}$

FO<sup>33</sup>  
 7.04  
 307.37

$\angle = 90^{\circ}$  L = 39.27'  
 BC. Balboa Cb. R = 25'

FO<sup>15</sup> CO<sup>13</sup>

7.12 7.12  
 307.27 306.64

1/4  $\angle = 22^{\circ}30'$

FO<sup>61</sup>  
 6.74  
 307.35

B.M.

304.72 (P9.20)

ACCESS RD NLY.

curb

LT  
E.P.

6-25-58 €

RT. (27)  
E.P. CURB

FD<sup>03</sup>

2.57  
12.60

1+57.54 = End Access Rd

CO<sup>03</sup>

2.63  
12.60

33'

FD<sup>10</sup>

2.40  
12.50

1+24.54

CO<sup>10</sup>

2.54  
12.44

33'

FD<sup>61</sup>

2.29  
12.90

0+91.54 = End Cbs. Lt + Rt.

FD<sup>43</sup>

2.35  
12.78

FD<sup>38</sup>

2.43  
12.81

0+60.29 = € EC.  $\Delta = 60'18''15''$

FD<sup>28</sup>

2.41  
12.69

€ T = 34'

FD<sup>36</sup>

2.43  
12.79

€ R = 62'  $\Delta = 60'18''15''$  L = 6.82'  
0+53.47 = € BC Rt. (24' Rd. Wly)

FD<sup>16</sup>

2.31  
12.67

0+00 = 6+53.34 € Park Rd.

B.M.

12.27

Top WLY. Disk Inlet Sta. 5+75.66 (Pg. 39)

PARKING AREA GRADES W.D. GAIBI LT

NOTE: Stakes Set 3' bk E.P.  
Lt + Rt.

E.P. S.G.R.

Stamper  
Shorey  
Blunt  
Elmore  
Standley

±  
7-7-58

RT (18)  
S.G.R. E.P.

		E.P.	S.G.R.				
2+36		CO <sup>14</sup> 3.51 13.37	13.25			13.34	CO <sup>22</sup> 3.68 13.46
2+00		CO <sup>14</sup> 3.61 13.50	13.38			13.45	CO <sup>30</sup> 3.87 13.57
1+50		CO <sup>05</sup> 3.73 13.68	13.56			13.61	CO <sup>30</sup> 4.03 13.73
1+00	0.349290	CO <sup>10</sup> 3.95 13.85	13.73			13.77	CO <sup>31</sup> 4.20 13.89
0+50		CO <sup>05</sup> 4.07 14.02	13.90			13.92	CO <sup>16</sup> 4.20 14.04
0+00		FO <sup>24</sup> 3.96 14.20	14.08			14.08	CO <sup>23</sup> 4.43 14.20

65' wide

0+00 = 20' 5/4 & 5/4 Access Rd. & 32' RT.

B.M.

12.25

Top Wly Lt Disk & Inlets Park Rd.

PARKING AREA

	EP. FO	LT 5.6R	±	Rt 5.6R.	EP.09 CO
4+50	2.82 12.97	12.85		12.79	3.00 12.91
4+00	CO <sup>02</sup> 3.08 13.06	12.94		12.91	CO <sup>02</sup> 3.05 13.03
3+50	FO <sup>07</sup> 3.08 13.15	13.03		13.02	CO <sup>05</sup> 3.19 15.14
27	FO <sup>08</sup> 3.12 13.20	13.08		13.09	FO <sup>01</sup> 3.20 13.21
271	FO <sup>03</sup> 3.22 13.25	13.13		13.15	CO <sup>04</sup> 3.31 13.27
2+96					
10 <sup>5</sup>					
2+85 <sup>5</sup> (Rt.)				13.18	CO <sup>04</sup> 3.34 13.30
13 <sup>5</sup>					
2+72	CO <sup>05</sup> 3.30 13.25	13.13		13.23	CO <sup>10</sup> 3.45 13.35
36					

EP. L+  
5.GR

±

RT (50)  
5.GR. E.P.

PARKING AREA

6+50	FO <sup>10</sup> 2.54 12.64	12.52	12.61	CO <sup>01</sup> 2.74 12.73
6+00	FO <sup>14</sup> 2.58 12.72	12.60	12.63	CO <sup>11</sup> 2.86 12.75
5+50	FO <sup>29</sup> 2.51 12.80	12.68	12.66	FO <sup>06</sup> 2.72 12.78
46 <sup>5</sup>	FO <sup>51</sup> 2.36 12.87	12.75	12.68	CO <sup>01</sup> 2.81 12.80
5+03 <sup>5</sup>				
4+94 <sup>5</sup> (RT)			12.68	CO <sup>10</sup> 2.90 12.80
4+87	FO <sup>40</sup> 2.50 12.90	12.78	12.70	CO <sup>11</sup> 2.98 12.82
37				

PARKING AREA OCEAN BEACH 4

E.P. 5.GR

€

RT (51)  
5.GR E.P.

8+38<sup>50</sup> = E114

CO<sup>32</sup>  
3.22  
12.90 12.78

CO<sup>23</sup>  
3.18  
12.95

12.88 CO<sup>25</sup>  
3.25  
13.00

8+00

CO<sup>25</sup>  
3.06  
12.81 12.69

12.79 CO<sup>19</sup>  
3.10  
12.91

7+50

Grade  
2.70  
12.70 12.58

12.68 CO<sup>19</sup>  
2.99  
12.80

47<sup>5</sup>

7+02<sup>5</sup>

Grade  
2.60  
12.60 12.48

12.58 CO<sup>12</sup>  
2.84  
12.70

6+78<sup>5</sup>

Grade  
2.60  
12.60 12.48

12.59 CO<sup>09</sup>  
2.80  
12.71

NOTE: Elev's Refer To Top of  
= Conc. Encasement

(52)

6-19-58

GRADES FIBER DUCT LINE O. BEACH REC. AREA

W.O. 64181

2+50

C3 05  
12 53  
9. 50

NOTE: Stakes 6' Lt.

2+00

C3 51  
13 01  
9. 50

1+50

C3 48  
12 73  
9. 25

1+00

C4 05  
13 05  
9. 00

0+50

C3 93  
13 13  
9. 20

0+00 = Begin Duct Line @ Service Pole

C5 04  
14 44  
9. 40  
Top Conc.

B.M.

12.25  
(Pg. 32)



6-19-58

GRADES FIBER DUCT LINE

4+70<sup>24</sup> = End of Duct Line

C 3 38  
12 38  
19.50  
9.50

4+50

C 3 32  
12 82  
9.50

4+00

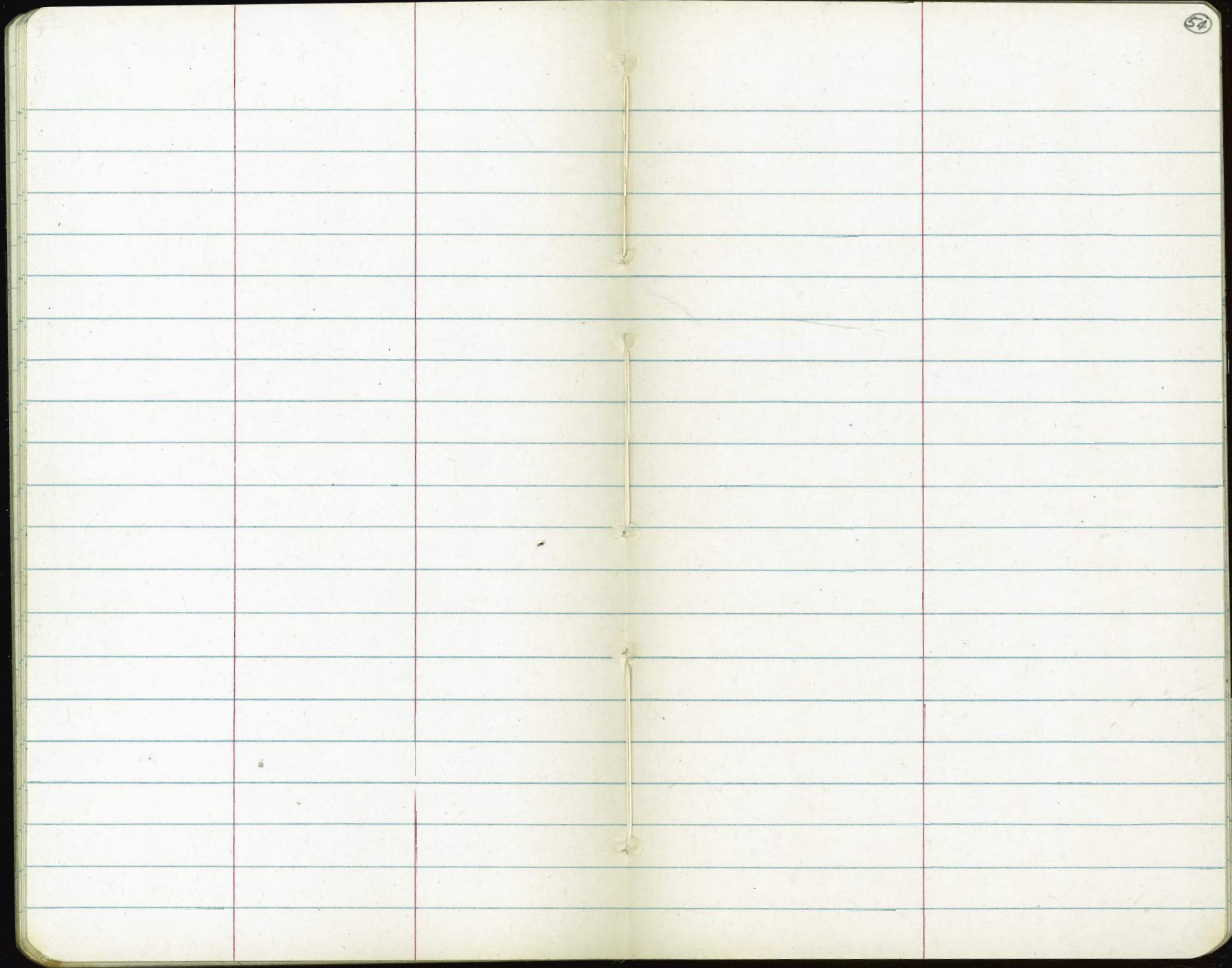
C 3 13  
12 63  
9.50

3+50

9.  
C 3 12  
12 62  
9.50

3+00

C 3 00  
12 50  
9.50









CURB GRADES N. SIDE VARONA, FROM MOANA  
DR. TO CATALINA BLVD W.O. 31598  
CURB NLY. LT

cb. R = 4'  $\Delta$  = 90°  
+21 BCNW Alley Ret

CO<sup>12</sup>  
5.60  
285.48

+100

CO<sup>08</sup>  
6.47  
286.39

+75

FO<sup>13</sup>  
7.14  
287.27

+50

FO<sup>09</sup>  
7.74  
287.78

+25

FO<sup>08</sup>  
7.94  
288.02

0+00 = E. Lite Moana Dr.

CO<sup>08</sup>  
8.34  
288.26

B.M.

290.40

Ref DWG 5130-D  
Loose Leaf B-21 5-22-58

NLY LT. cb (58)

2+70 = Wly Line Savoy St. (Meet.)

2+35

2+00

NE Alley & PE

+175

+6'

BC Alley

cb. R = 4'  $\Delta$  = 90°  
+49 = EC NE Alley Ret

NW PE & Alley

+6'

EC Alley

TOP NE E. Hyd. Varona & Moana Dr.

CO<sup>07</sup>  
9.09  
279.02

CO<sup>38</sup>  
0.92  
280.54

CO<sup>11</sup>  
2.16  
282.05

TD 83.50 C<sup>280</sup>  
GUT 7.14  
C<sup>250</sup>  
284.64

CO<sup>28</sup>  
4.80  
281.52

CO<sup>54</sup>  
4.80  
284.26

CO<sup>44</sup>  
5.95  
285.51

CO<sup>21</sup>  
60  
285.39

VARONA ST. SAVOY TO CATALINA  
CURB LT NLY

5-22-58

LT NLY. CURB (59)

Ch. R = 4'  $\angle$  = 90°  
1+49 = EC. NE Alley Ret

CO<sup>17</sup> CO<sup>51</sup>  
2.60  
262.43

5WLY BP Catalina  
& Varona. BM.

250.82-250.85

NW. Alley & Pl

CO<sup>57</sup> CI<sup>07</sup>  
5.68  
265.11

TP. 52.96

+6'

EC. Alley

CO<sup>46</sup>  
5.45  
264.99

2+70 = W. Line Catalina

CO<sup>10</sup>  
0.30  
250.20

Ch. R = 4'  $\angle$  = 90°  
1+21 = BC NW Alley Ret

CO<sup>13</sup>  
5.45  
265.32

2+35

CO<sup>06</sup>  
3.80  
253.74

1+00

10.0419

23  
CO<sup>16</sup>  
7.66  
267.50  
43

2+00 - Meet

FO<sup>07</sup>  
7.20  
257.27

0+50

TP 6935

04  
FO<sup>26</sup>  
2.41  
272.67  
45

TP 260.98  
(Take out. (Meet)  
(Line from curb))  
Alley & Pl. 0.6 bk. of  
Cb. Line

CO<sup>23</sup> FO<sup>07</sup>  
2.97 2.97  
262.74 263.04

0+00 = E. Line Savoy St.

FO<sup>43</sup>  
7.42  
277.85  
.47

+6'  
EC. Alley

FO<sup>32</sup>  
2.60  
262.92

10.1074

18"  
GRADES STORM DRAIN AUBURN DRIVE

W.O. 21663

0+57<sup>5</sup>

C 4 51  
61.98  
257.47

0+49<sup>5</sup>

C 3 66  
60.83  
257.17

0+41<sup>5</sup>

C 3 42  
60.34  
256.96

0+17<sup>5</sup> (End Inlet Structure)

C 1 73  
8.46  
256.73

0+00 (Begin Inlet Structure)

256.55

B.M.

257.22

Ref. DWG 6913-B 6-2-58

" " J-19

Stakes 5' Et. or N.Y.

Stamper<sup>(60)</sup>  
Blunt  
Wentworth  
Standley

1+37<sup>5</sup> = End

1+19<sup>5</sup>

1+01<sup>5</sup>

0+83<sup>5</sup>

0+65<sup>5</sup>

Chis/ + or Ch. = 0+00 Drain

C 2 23  
64.48  
262.25

C 3 02  
64.17  
261.15

C 4 23  
64.29  
260.06

C 3 78  
62.74  
258.96

C 7 25  
65.12  
257.87

6.083 9/10



LT

6-2-58 &  
DWG 5129-D  
NOTES J-20

Stamped &  
Blunt  
Westworth  
Standley Gut Curb

(6)

PAVING GRADES THORN ST. MARLBOROUGH

TO VANDYKE AVE W.O. 32746  
CB Gut.

1+00

300.63

FO 47  
99.82  
300.09

0+75

300.72

CO 01  
0.27  
300.20

0+50

300.82

CO 19  
0.50  
300.31

0+30

300.90 300.40

300.77

CO 48  
00.88  
300.40

0+00 = E. Line Marlborough

301.02 300.52

300.53  
meet

BM.

301.82

NWBP Marlborough & Thorn

MARLBOROUGH TO  
VAN DYKE

curb Lt  
Gut

€

RT Gut Curb

Alley & A.	CO <sup>01</sup> 0.69 300.68	CO <sup>44</sup> 69 300.35					FO <sup>35</sup> 99.73 (Meet) 300.08
------------	------------------------------------	----------------------------------	--	--	--	--	--

+10'	CO <sup>27</sup> 75						FO <sup>19</sup> 9.69
BC Alley	300.48	299.98				299.38	299.88

k=90° cb.R=4' 1+62' = EC Alley Ret. Lt & Rt	CO <sup>38</sup> 075 300.37						FO <sup>08</sup> 9.69 299.77
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Alley & A.	300.76	300.26					FO <sup>92</sup> 99.28 (Meet) 300.20
------------	--------	--------	--	--	--	--	--

+10' RT +11' Lt.							FO <sup>28</sup> 9.72
EC Alley	300.54	300.04				299.50	300.00

k=90° cb.R=4' 1+34' = BC Alley Ret. RT 1+35' = BC Alley Ret Lt							FO <sup>22</sup> 9.72
	300.49					299.44	299.94

MARLBOROUGH To  
VAN DYKE

LT  
Curb Gut

±

RT  
Gut Curb (83)

2+96<sup>35</sup> = W. Line 42-nd St.

299.54  
(Mass)

299.00

CO<sup>46</sup>  
9.39  
298.93

2+66<sup>35</sup>

CO<sup>34</sup>  
0.07  
299.73

299.55

CO<sup>48</sup>  
9.61  
299.13

2+50

CO<sup>32</sup>  
0.15  
299.83

CO<sup>28</sup>  
9.31  
299.23

2+25

CO<sup>21</sup>  
0.20  
299.99

CO<sup>23</sup>  
9.62  
299.39

2+00

CO<sup>24</sup>  
0.38  
300.14

FO<sup>02</sup>  
9.32  
299.54

1+75

CO<sup>60</sup>  
0.89  
300.29  
Chris+

FO<sup>24</sup>  
9.46  
299.70

12<sup>83</sup>

GRADES THORN ST 42-ND CURB <sup>Lt</sup> GUT

E 52-2-58

Rt GUT CURB <sup>69</sup>

TO VANDYKE AVE

C1.36  
5.09  
303.73 303.23

EC. Alley

302.23 302.73

$\Delta = 90^\circ$  CBP = 4'

1+35<sup>16</sup> = BC Alley Ret's Lt+Rt

C154  
5.09  
303.55

302.05 302.55

1+00

C063  
336  
302.71

301.21 301.71

0+75

TP.

C091  
302  
302.11

300.61 301.11

0+50

C095  
243  
301.52

300.02 300.52

0+30

F020  
084  
301.04

300.66

299.54 300.04

0+00 = E.L. 42-nd St.

299.76

298.87

298.85 299.35

THORN ST. 42. ND. TO  
VAN DYKE

LT  
Curb Gut

±

RT (65)  
Gut Curb

2+00

F0 21  
5.29  
305.50

304.00 304.50

1+75

C0 16  
4.90  
304.74

303.24 303.74

11 84

4' 5/4" R on Lt =  
End. Cb.

C2 23 276  
6.68 6.68  
304.45 303.92

Meet 303.45

+6' = End Cb.

C0 64  
4.97  
304.33 303.83

302.23 302.73

± = 90° Cb. R = 4'  
1+63' = EC. Alley Ret's Lt + Rt

C0 60  
4.97  
304.37

302.87 303.37

4' 5/4" R = End cbs  
on Lt.

C2 46 C2 84  
6.31 6.31  
303.85 303.47

Meet. 302.93  
R

EC + 6' = End Cb

303.55

THORN ST. 42-ND. TO  
VAN DYKE

L+

E

RT

(66)

B.P. Ely Co.  
B.M. Van Dyke & Thorn 308.70 ~ 308.70

Curb GUT

GUT Curb

2+98<sup>33</sup> = W.L. Van Dyke Ave

308.70  
Cmeet

308.22

307.03 307.53

FD<sup>72</sup>

2+78<sup>33</sup>

720  
307.92

307.54

306.42 306.92

FD<sup>36</sup>

2+50

649  
307.05

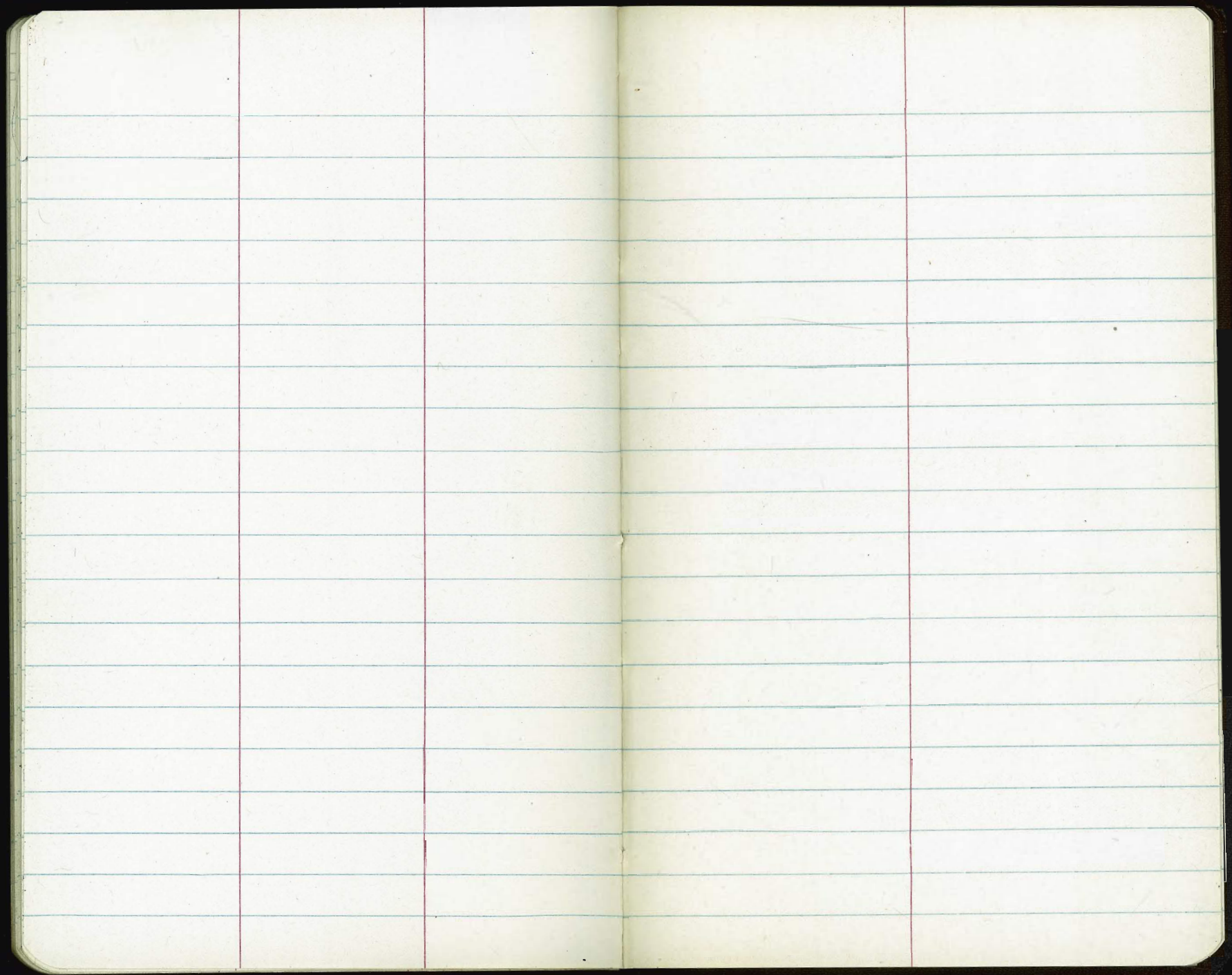
305.55 306.05

FD<sup>09</sup>

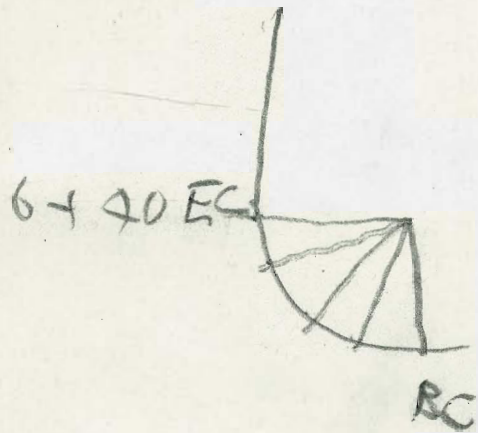
2+25

619  
306.28

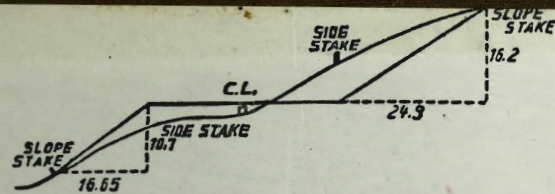
304.78 305.28



FO 45







**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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