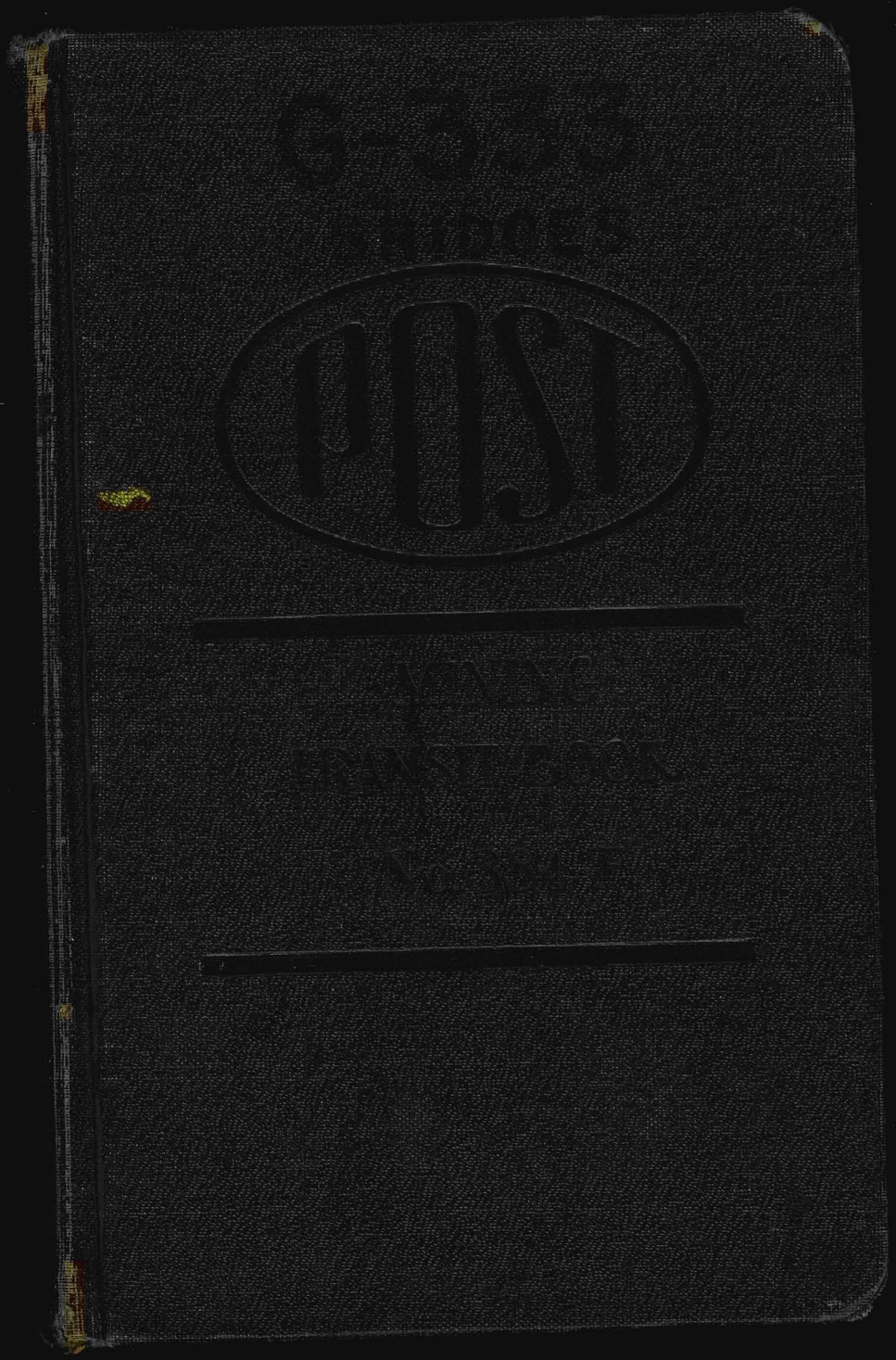

POST

INDEXED
completely
DEC 8 1954

MICROFILMED

APR 16 1965

Las Cholles Creek Channel

Walker Restake - Portion
(Original Stakeing)
FB 2281

Pope
Pattison
Bertolucci
7-23-53

				Elev. Top Dyke	5' R.P.
31+00				14.84	4.56 4.56 0.0
+50				14.66	
30+29.49 BC Lt.				14.58	5.02 5.22 — 0.2
29+72.62 EC				14.37	5.63 5.63 0.0
+50				14.29	5.51 5.41 + 0.1
29+00				14.11	8.99 8.49 + 0.5
+50				13.93	5.27 4.87 + 0.4
28+10.36 BC, Rt.				13.79	5.1 5.1 0.0
TP	4.99	20.00	5.10	15.01	
B.M.	0.13	20.11		19.98	BM #76

Lt. Top Dyke 12+1	Lt. Toe Channel 12+1	℄ Flow	Rt. Toe Chan. 12+1	Rt. Top Dyke 12+1	5' R.P.
	17.16 4.56 C 12.6 28.9		17.16 5.76 C 11.40 27.1	5.16 5.76 F 0.60 34.9	5.76 5.76 0.0
	17.34		17.34		
	17.42 5.02 C-12.4 28.6		17.42 5.02 C-12.4 28.6		5.02 5.52 — 0.5
	17.63 5.63 C- 12.0 27.0		17.63 7.43 C-10.20	5.63 8.93 F 3.3 39.9	8.93 9.03 — 0.1
	17.71 5.51 C-12.2 27.3		17.71 10.01 C-7.7 21.6	5.71 6.71 F 1.0 35.5	6.7 6.1 + 0.6
8.99 5.89 +3.10 38.6	17.89 10.09 C-7.80 21.7		17.89 4.79 C 13.1 29.7		4.79 4.89 — 0.1
	18.07 5.27 C-12.8 29.2		18.07 5.27 C-12.80 29.2		5.27 5.37 — 0.1
	18.21 5.10 C-13.1 29.7		18.21 5.21 C-13.0 29.5		5.2 4.9 + 0.3

2281
P. 61

				Elev. Top Dyke	5' RP
35+00				16.29	
34+50				16.11	
T.P.	5.50	19.60	5.21	14.19 = Top	Hub 32.64 33+91.97
33+91.97 BC. Rt.				15.89	
33+58.48 EC.				15.77	
33+00				15.56	4.04 3.84 +0.2
32+50				15.38	4.0 3.3 +0.7
T.P.	5.32	19.40	5.92	14.08	
32+00				15.20	
31+50				15.02	5.28 5.68 −0.4
		20.00			

2

Lt. Top Dyke	Lt. Toe Channel	℄ Flow	Rt. Toe Channel	Rt. Top Dyke	5' RP
3.40	15.40		15.40 7.8 C 7.6 21.4	3.40 6.6 F 3.2 38.8	6.6 5.8 +0.8
3.58	15.58		15.58 7.7 C 7.9 21.7	3.58 7.0 F 3.4 39.1	7.0 6.4 +0.4
3.51 ✓	15.51		15.51 5.71 C 9.8 24.7	3.51	
3.63 ✓	15.63		15.63 5.43 C 10.2 25.3	3.63 5.43 F 1.80 37.7	5.43 7.63 −2.2
3.84 4.04 F 0.2 34.7	15.84 4.4 C 11.7 27.6		15.84 6.4 9.40	3.84 6.54 2.70	6.54 6.54 +0.5
	16.02 4.02 C 12.0 28.0		16.02 6.02 C 10.0 25.0	4.02 6.12 F 2.1 37.2	6.12 6.12 0.0
	16.80 4.30 C 12.5 28.		16.80 6.00 C 10.8 26.2	4.80 3.70 F 0.90 35.4	5.7 5.5 +0.2
	16.98 5.28 C 11.7 27.6		16.98 4.98 C 12.0 26.0		4.98 5.28 −0.3

Las Challas Creek Channel

		Elev. Top Dyke	5' R.P.	Lt. Top Dyke	Lt. Toe 1½:1
36+75					
36+50		16.83			
36+25					
35+97.5 = F.C.		16.64	3.65 3.55 +0.1	3.05 3.65 +0.6 3.4	15.05 4.25 C 10.8 26.2
35+50		16.47			
35+25					
		17.69			

Elev Flow		Lt. Toe ½:1	Rt. Top 1½:1	5' R.P.
4.83		14.86 7.06 C 7.8 21.7	2.86 5.76 F 2.9 38.4	5.76 4.66 +1.1
4.64		15.05 7.45 C 7.6 21.4	3.05 6.05 F 3.0 38.5	6.05 5.25 +0.8
4.47		15.22 7.82 C 7.4 21.1	3.22 6.32 F 3.1 38.7	6.32 5.42 +0.9

	Elev. Top Dyke	5' RP.	Lt. Top Dyke 1½:1	Lt. Toe 1½:1 ch.
39+50				
39+00	17.74			
38+50	17.56			
38+00	17.37			
0+00 Imp Turnout 37+50 w/bush RP Line only on Lt. T.P.			1.95	17.74
37+50	17.19	2.50 2.50 0.00	2.50 2.69 0.00 3.40	14.50 2.30 C-12.20 28.3
37+00	17.01			
	19.69			

Elev. Flow		Lt. Toe 1½:1 ch.	Rt. Top Dyke 1½:1	5' RP
53.7				
51.9		14.50 6.40 C-8.10 22.2	2.50 5.20 F 2.70 38.1	5.20 5.30 - 0.1
50.1		14.68 6.58 C 8.1 22.2	2.68 5.88 F 3.2 38.8	5.88 5.18 +0.7

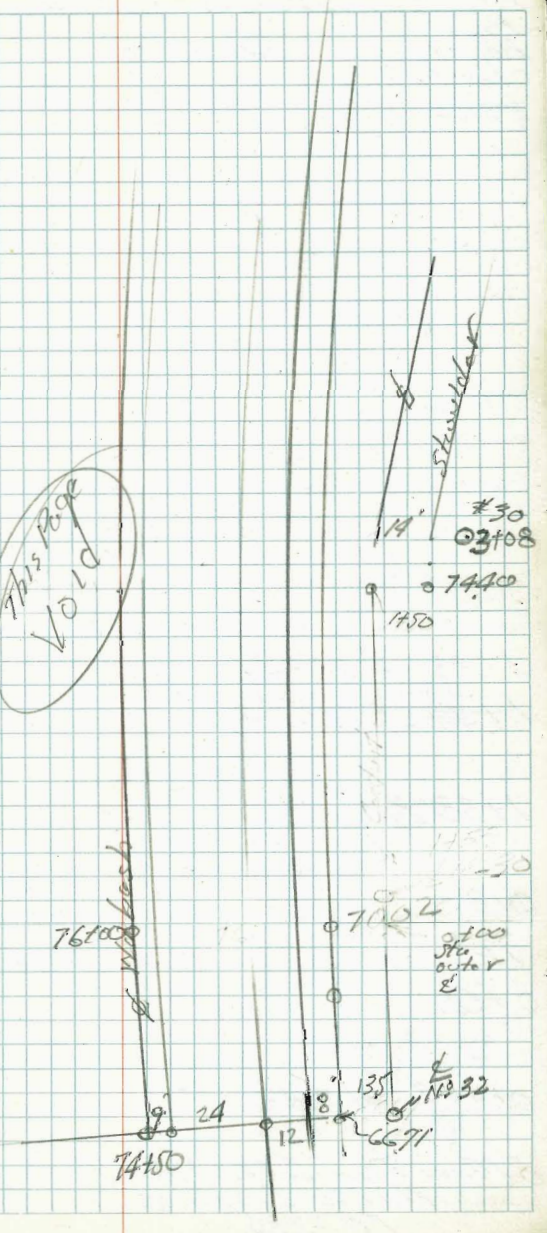
Wabash Blvd - Sec. 5
Grades for Elec. Conduits

This Page Void

1+53 - ℄ Std. No 30

0+80 6'14

℄ Std. No 32. 57.5' Rt.
0+00 74+50 ℄ Wabash



Wabash Freeway Sec. "B"
Walker
Pope
Powell
Olson
3-9-54

Elec. Conduits
Grades
Int. Francis & Tompkins st.

		Elev. Stake	Elev. Bot. Trench	
1+43 = ℄ Sta #47				
~~1+43 = ℄ Sta. #47~~			~~49.00~~ Exist. Trench 47.42	
1+33 = Brk		48.62	47.60	C 1.2
0+80		46.70	44.00	C 2.70
T.P.	45.98			
0+35		43.7	40.90	C 2.8
0+00 ℄ Sta #46		41.99	38.60	3.39
BM. on Pipe ℄ S.D.&A.R.R. Track W W Cb Francis FB 2285 18		37.55		

Finish 40.27
El. Stake = 41.91
C 1.64

Wabash Blvd. Sec. "B"
Elec. Conduits
Plan 2238-D

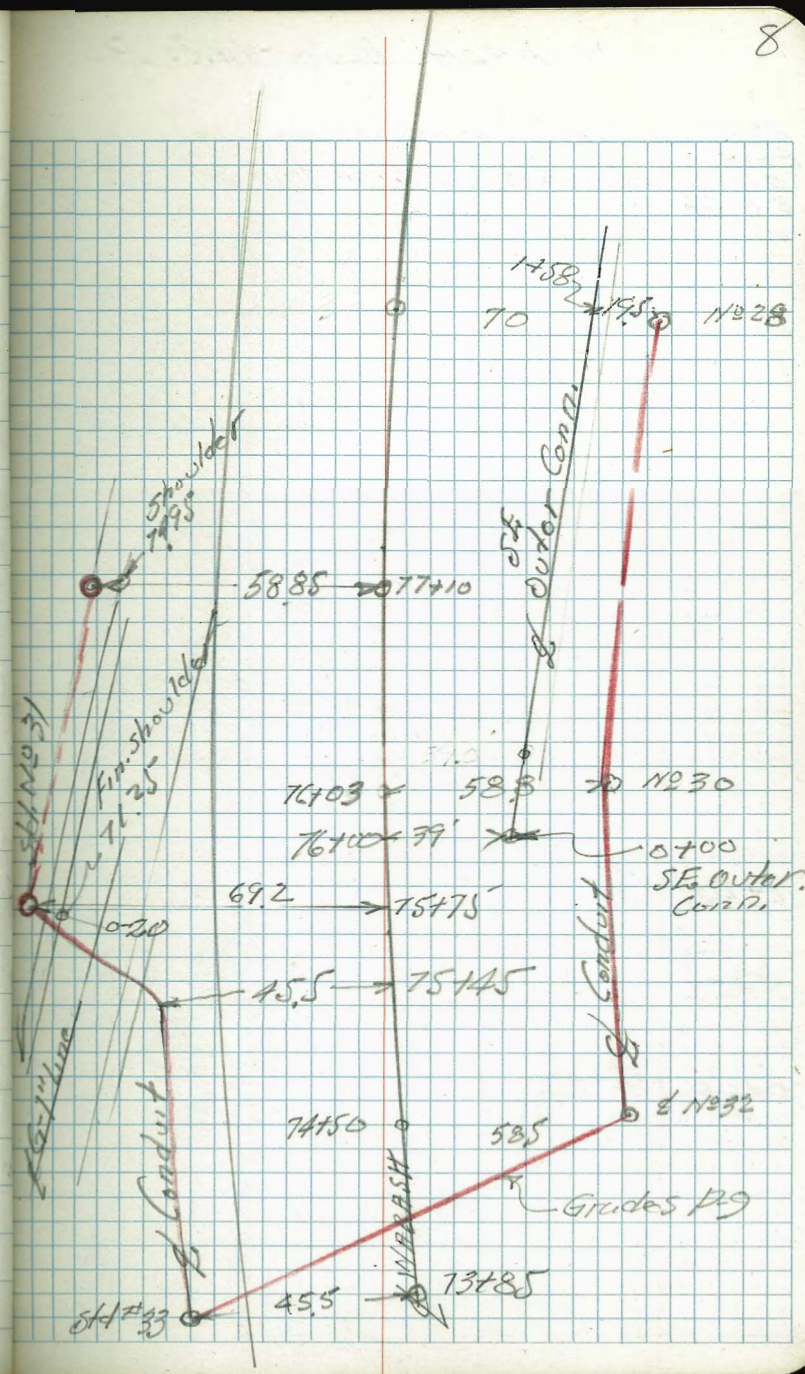
Walker
Pope
O'Day
3-10-54

	Elev. Stake	Elev. Trench	
1+~~95~~ 90 = End - ℄ Stk. #34	73.66	69.50	C 4.1
1+45 Brk	71.10	69.00	C 2.1
1+13 Brk	64.90	63.30	C 1.6
0+63.5 Brk = ℄ Wabash ℄	65.11	64.01	C 1.1
0+00 = ℄ Stk #35	64.27	66.24	F 1.97
(BM. By division on 0+63.5)	→ 65.11		

WABASH BLVD SEC. B

— = Elec Conduit

Wabash Station	Grades For Shoulder Sta. SE Outer Connection	Fin Hinge on Lt.	Rockway Finish Elev. Shoulder, Rt.
	1+58		74.69
77+10		74.95	
76+00	0+00		70.02
75+75	69.8'±	71.10	
75+50		70.09	
75+00		69.09	
74+50		68.16	66.71
73+85		67.28	



WABASH BLVD - SEC. "B"

Walker
Pope
Blow
3-10-54

Elec. Conduit
Grades on Line from Std. #32 - #33

		Elev. Stakes	Elev. Bottom Trench
1+20	Std. #32		64.5
0+53			65.0
0+00	Std #33		65.4

Wabash Blvd. ~ Sec. "B"

Elec. Conduit.

Finish Grades on Rt.

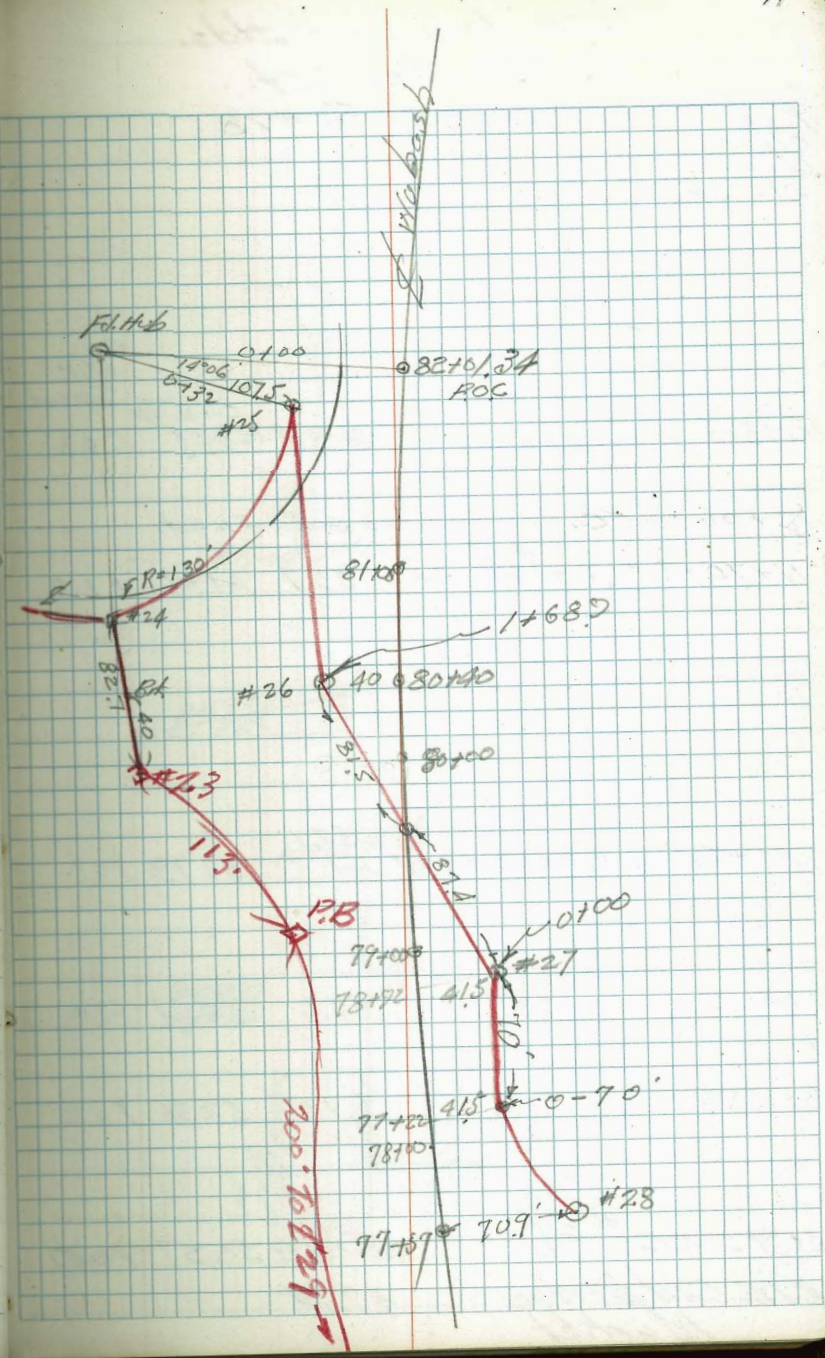
	Elev. Stake	Elev. Shoulder	
9+34.32	76.85	15.14 Rt. 79.33	F 2.48
9+00	77.25	16' Rt 79.88	F 2.63
8+50	77.50	16' Rt 80.46	F 2.96
8+00	77.45	16' Rt 80.12	F 2.67
7+48.77 = B.C. Rt.	76.27	16' Rt 78.85	F 2.58

Wabash Blvd. Sec. "B"

3-12-54 Elec. Conduits & Lights

Walker
Pope
Altmeyer
Doir

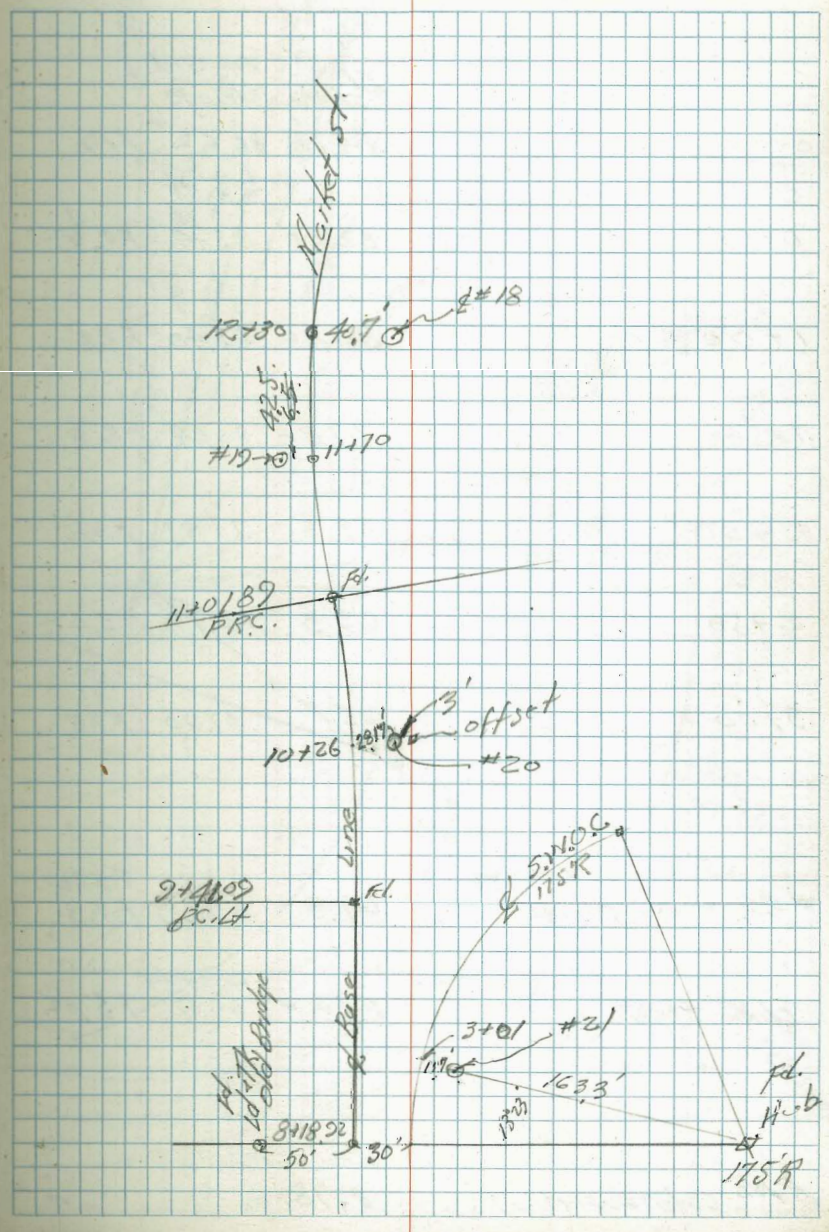
	El. Stakes	Elev. Bot. Trench	
0+82.75 = ℄ #24	73.4	71.3 F4.9	
0+40 = Brk.	74.8	77.0 F2.2	
0+00 ℄ 23	76.6	77.2 F0.6	
1+68.9 ℄ #26	78.6	83.00	F4.4
0+87.4 = ℄ Wabash (int)	80.5	80.0	C0.5
0+00 = ℄ #27	79.8	78.6	C1.2
0-70 - Δ Pl.	77.9	75.7	C2.2
"			
# 28		73.00	



Walker
Pope
Oltman
Olow
3-12-54

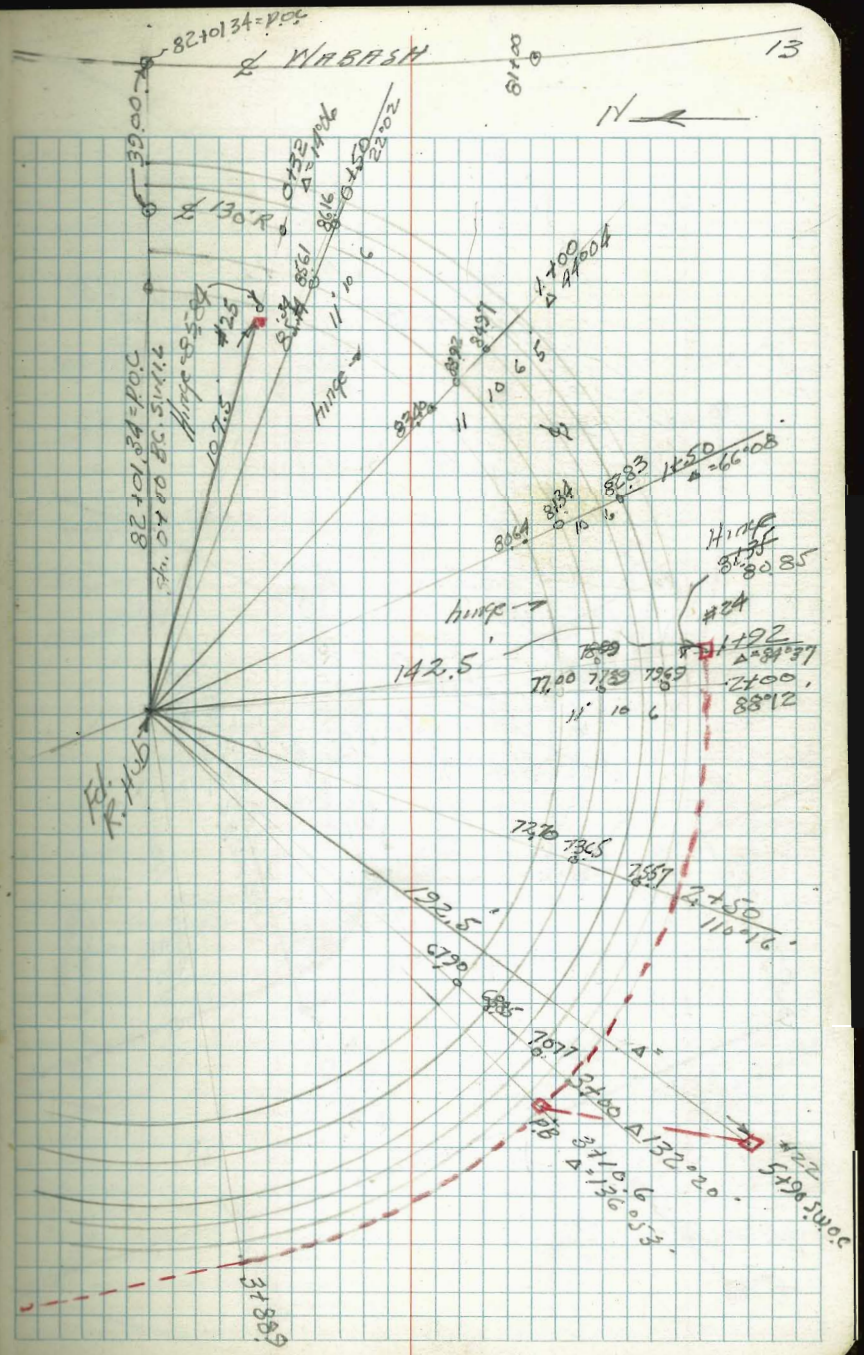
Conduits & Light Stds.
on Market St.
From Std #21 To #18

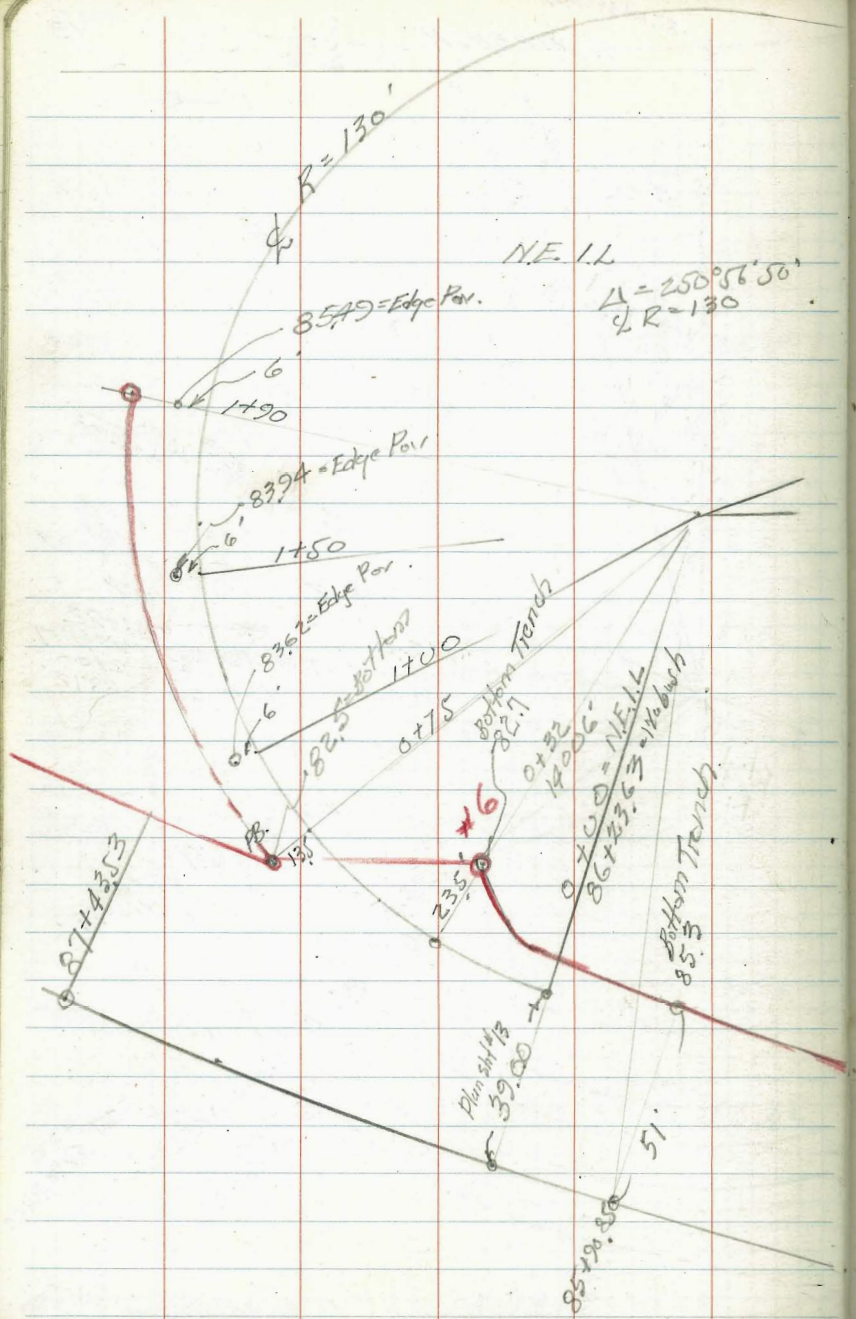
				Curb Top	Cuts & Fill Top curb
12+30			63.8	63.55	C 0.3
12+06 = ℄ PB.	6.7' Lt = 1.3' South of N Gut.				
11+70 = ℄ #19 =	4.25' / 6.5' Lt.		59.7	61.62	F 1.9
10+26 = ℄ #20 =	28.17' Rt		57.1	57.73	F 0.6
9+41.09			54.2	54.61	F 0.40
8+89.92			51.6	52.36	F 0.76
3+01 SWOC	#21		50.10	50.57	F 0.47
B.M. Old Bridge Market			47.74		

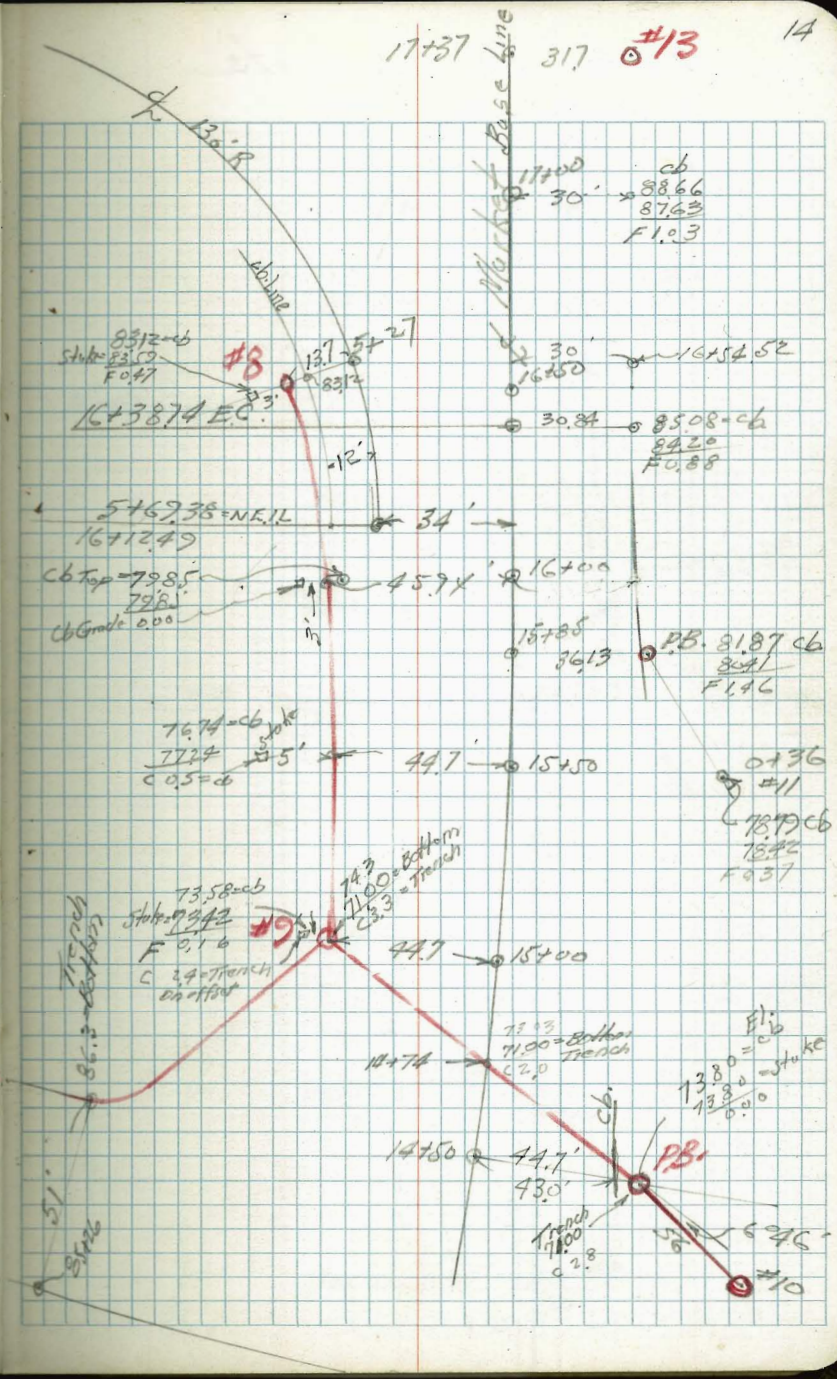


SYLL Loop.

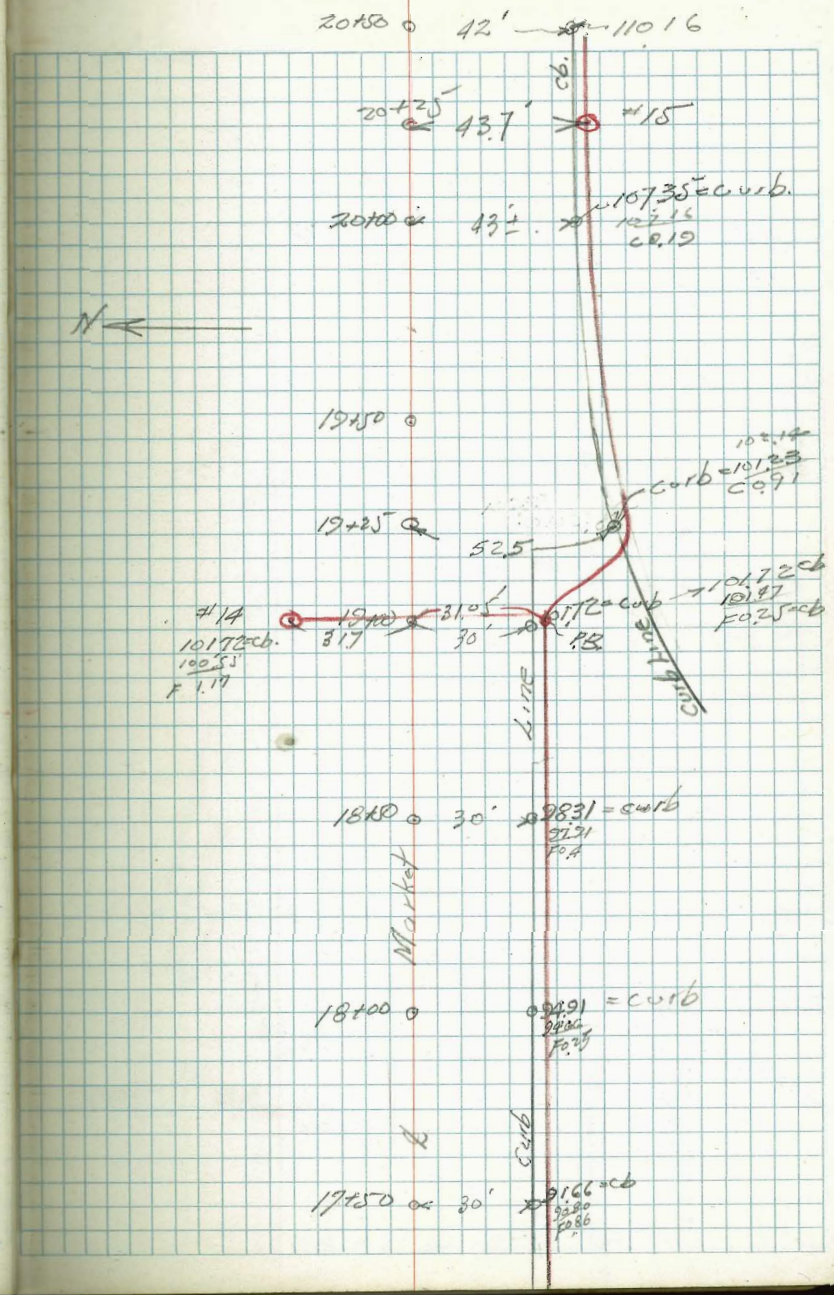
	El. Stake	Fin. Grd. hinge	
0+00	84.7	86.62	F1.9
0+27			
0+32		85.84	
0+50	82.60	85.14	F2.5
1+00	80.60	83.40	F2.8
1+50	77.80	80.64	F2.8
2+00	73.8	77.00	F3.2
2+50	69.3	72.7	F3.4
3+00	65.1	67.90	F2.8
2.5' offset of ℄ #22 #22 = 5+90 SW.O.C.	67.8	69.09	Top Cb. F1.3
Chk 3+88.9	57.5	shoulder 62.57	F5.02
8 Pl. Catch Basin	80.78		




R=130'
N.E. I.L
Δ = 250°56'50"
L R=130
85.49=Edge Pav.
83.94=Edge Pav.
83.62=Edge Pav.
1+90
1+50
1+00
0+75
Bottom Trench
#6
0+32
14.06'
0+00
86+43.63=N.E.I.L.
Bottom Trench
87+43.53
Plan Sht #13
39.00
85+90.85

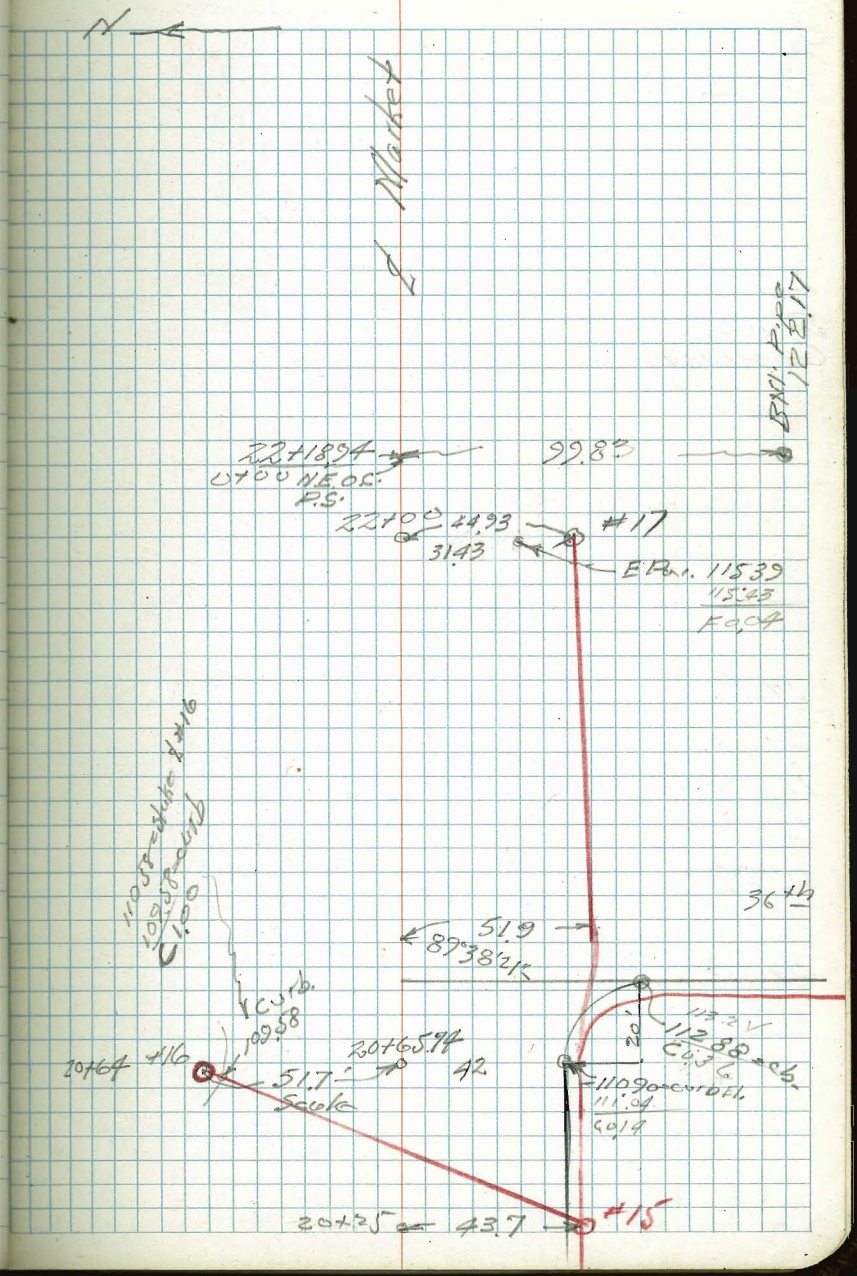

17+37
31.7
#13
Base Line
R=130'
17+00
30'
cb
88.66
87.63
F1.03
cb line
83.12=cb
Stake 83.59
F0.47
#8
13.7
83.12
16+50
16+54.52
16+38.74 E.C.
30.84
85.08=cb
84.20
F0.88
5+67.38=N.E.I.L
16+12.49
34'
Cb Top=79.85
79.85
Cb Grade 0.00
45.94'
16+00
15+85
36.13
P.B. 81.87 cb
81.41
F1.46
76.74=cb
77.24
C0.5=cb
5'
44.7
15+50
0+36
#11
78.79 cb
78.42
F0.37
73.58=cb
Stake 73.42
F0.16
C 3.4=Trench
On Offset
#9
71.00=Bottom Trench
C3.3
44.7
15+00
Trench Bottom
73.23
71.90=Bottom Trench
C2.0
10+74
Fl.=cb
13.80
13.80
0.00
=Stake
14+50
44.7'
43.0'
P.B.
Trench
71.00
C2.8
6.46'
#10

Market St Conduits



BM.
TP.

12.217


N
℄ Market
BM. Pipe
12.217
22+18.94
U+00 N.E.O.C.
P.S.
99.85
22+00
24.93
31.43
#17
E Rim. 115.39
115.43
F.O.G.
36 ±
51.9
89°38½'
113.21
112.88
C.O.G.
C.B.
110.90 curb El.
111.94
C.O.G.
20+64
#16
51.7
Scale
22+65.94
42.
20+25
43.7
#15

Grades - Conduit

Walker
Pope
Atkinson
Clovl
5-18-54

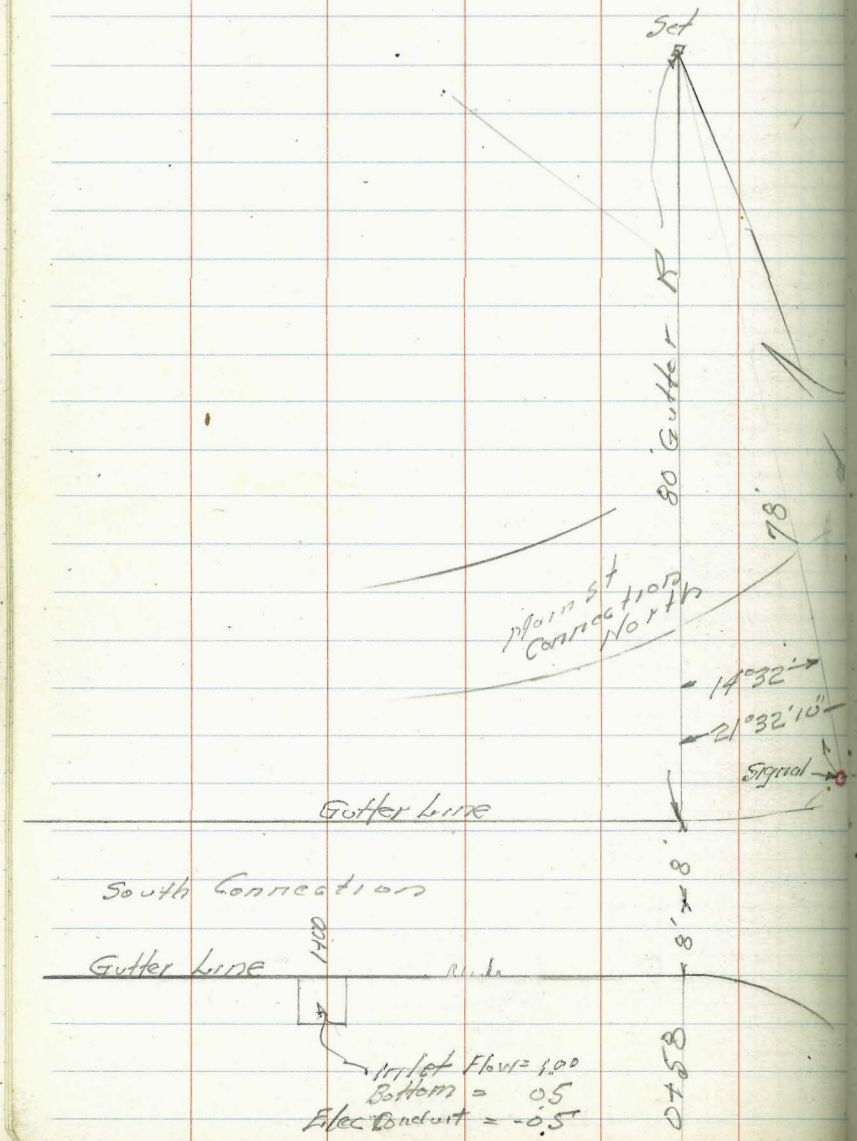
Main Street Connection

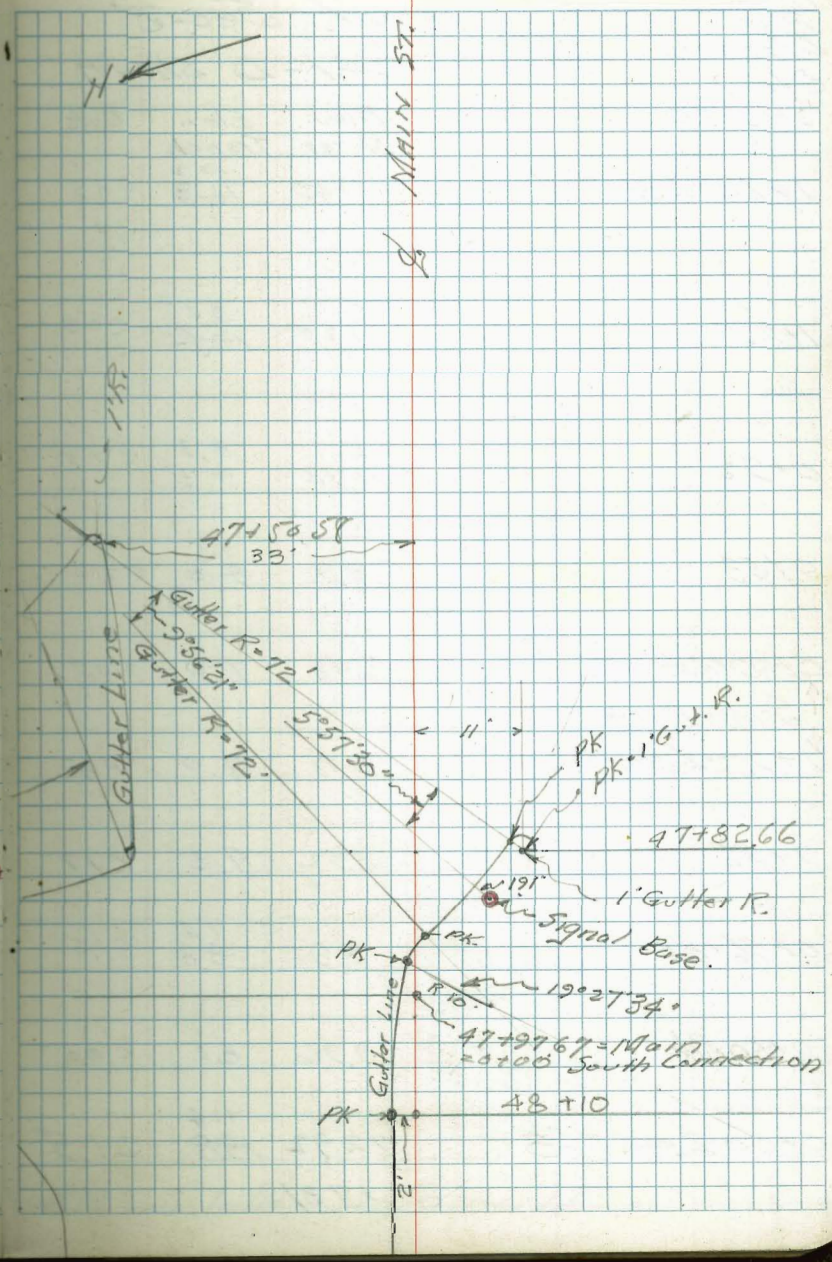
To clear Inlet Bottom
at 1+00

℄ Station South Connection	Elev. Bottom Trench
1+10	-0.50
1+00 = ℄ Inlet. Flow = 1.00	
0+93	-0.50
0+00	

South.

Ltg. Standard & Signals
Main St. & Wabash - Sec "B"





Grades Bottom Trench

Light Standards Conduits

Walker
Pope
Pittman
Olson

Wabash Std. Sec. "B"

Plan # 2241-D Sheet 7

3-17-54

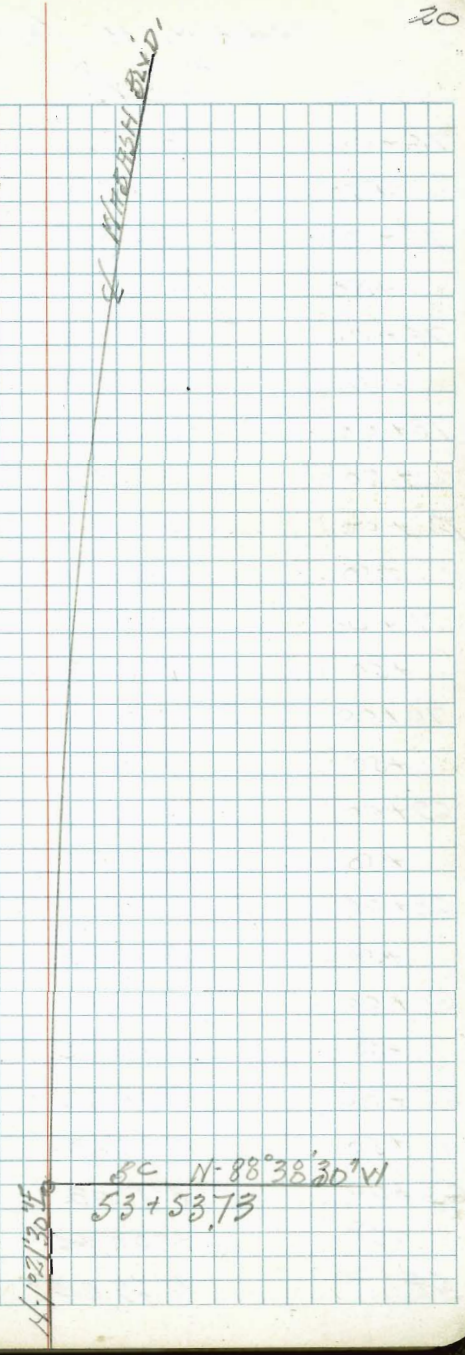
	Elev. Stakes	Elev. Trench	Cuts
1+78 = ℄ std #61	11.69	~~11.3~~ 10.2	C 1.5
1+29	12.0	~~10.6~~ 9.1	C 2.9
0+92	10.12	~~9.5~~ 8.3	C 1.8
0+53	8.9	~~9.0~~ 7.5	C 1.4
0+00 = ℄ std #62	6.98	7.0	F 0.5
↑ Same Point ↓			
1+95 = ℄ std. #62	6.98	7.0	-F 0.5
1+45	8.92	7.2	C 1.7
0+86 = Bk	8.91	~~8.8~~ 7.4	C 1.5
0+50 Bk	9.96	8.0	C 2.0
0+00 = ℄ std. #63	12.92	~~13.8~~ 11.4	C 1.5
	17.31		

B.M. on Inld 14+00 on Lt.

WABASH FREEWAY SEC. "B"

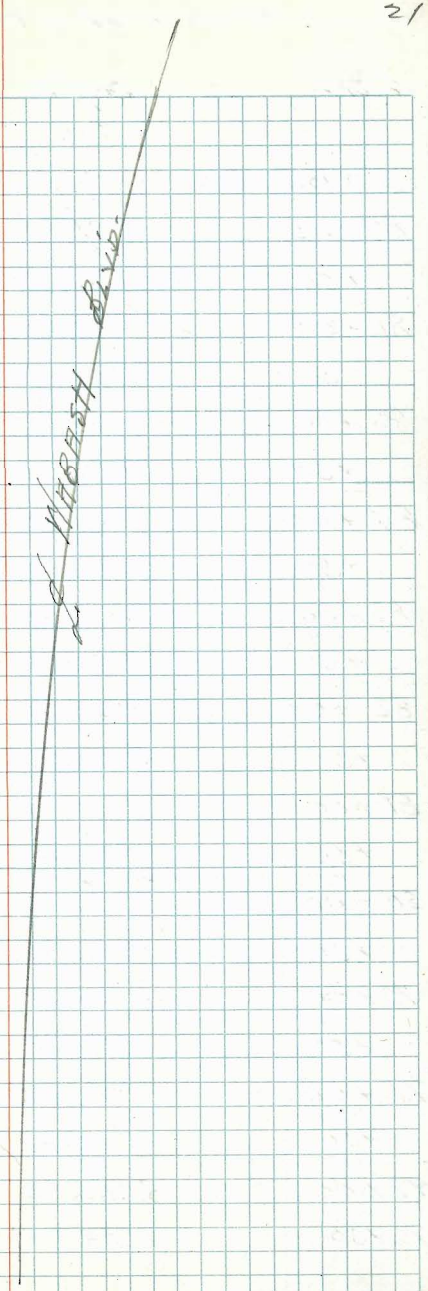
Deflections from Sta 53+53.73
To Sta 87+43.53

Station	Def Δ
Cont. P21	
+50	2°51.25'
63+00	2°42.66'
+50	2°34.06'
62+00	2°25.47'
+50	2°16.87'
61+00	2°08.28'
60+90=P.O.S.	2°06.56'
+50	1°59.68'
60+00	1°51.09'
+50	1°42.49'
59+00	1°33.9'
+50	1°25.31'
58+00	1°16.72'
+50	1°08.12'
57+21.40=P.O.C.	1°03.2' ~ Christed Cross Inlet
57+00	0°59.52'
+50	0°50.93'
56+00	0°42.33'
+50	0°33.74'
55+00	0°25.15'
+50	0°16.55'
54+00	0°07.96'
53+53.73=B.C. Rt.	



WABASH FREEWAY SEC. "B"

℄ Sta.	Def Angles Def Δ	Cont from P.
76+00	6°26.11'	
+50	6°17.51'	
75+00	6°08.92'	
+50	6°00.33'	
74+00	5°51.73'	
+50	5°43.14'	
73+00	5°34.54'	
+50	5°25.95'	
72+00	5°17.35'	
+50	5°08.76'	
71+00	5°00.16'	
+50	4°51.57'	
70+00	4°42.98'	
+50	4°34.38'	
69+00	4°25.79'	
+50	4°17.19'	
+20	4°12.04' = opp. Light stch	
68+00	4°08.6'	
+50	4°00.45'	
67+00	3°51.41'	
+50	3°42.82'	
66+00	3°34.22'	
+50	3°25.63'	
65+00	3°17.03'	
+50	3°08.44'	
64+00	2°59.84'	



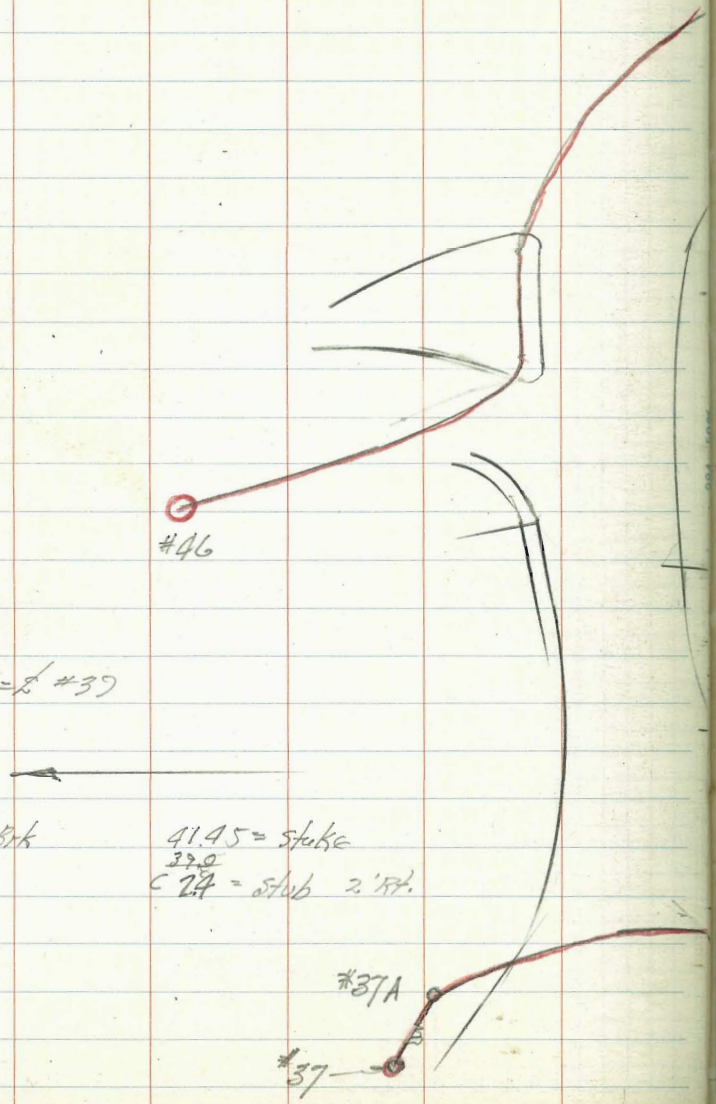
Wabash Freeway Sec. "B"

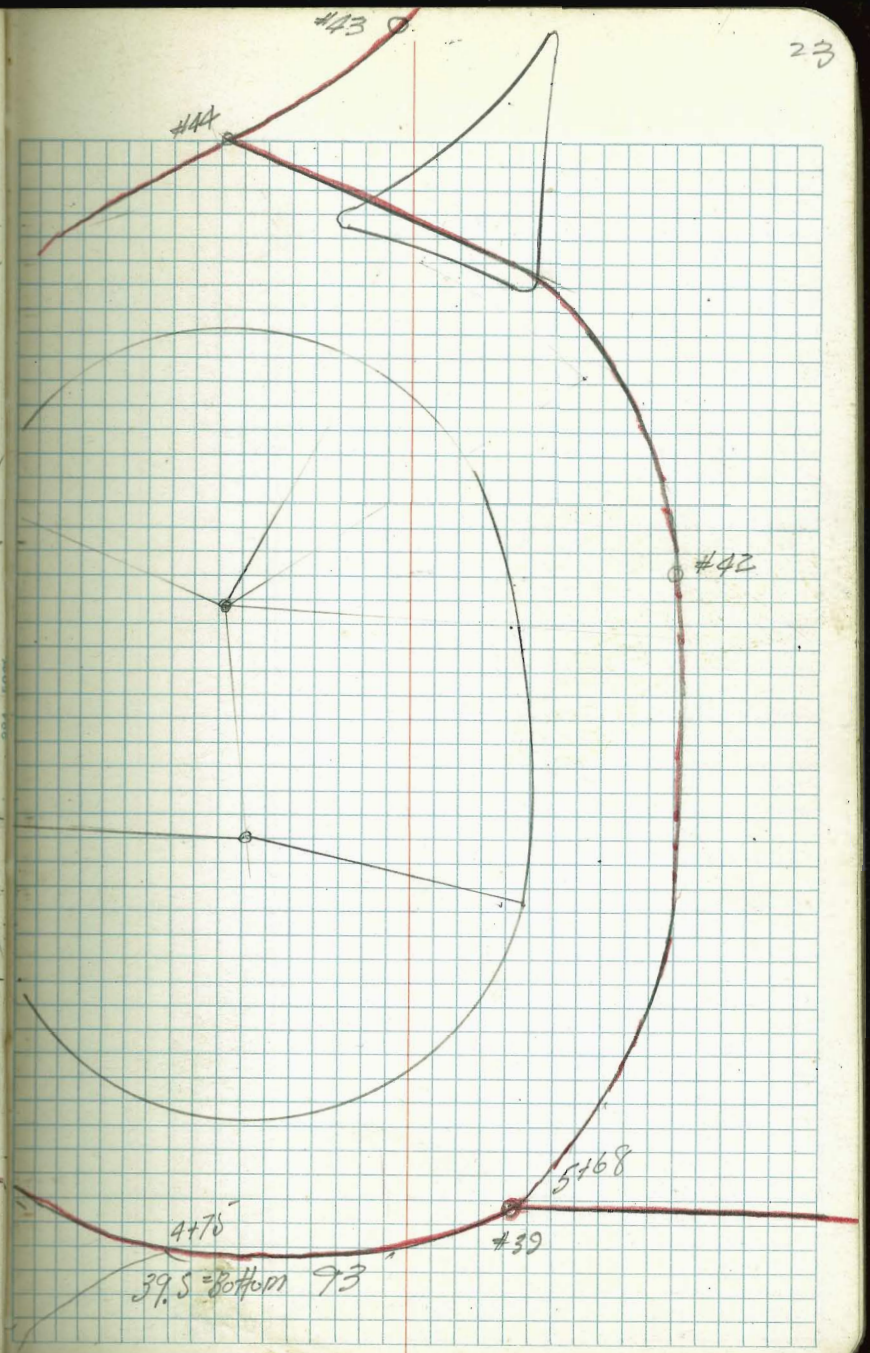
L. Sta.	Def ∠
87+43.53 = E.C.	9°43.667
87+00	9°35.185
+50	9°26.59
86+00	9°17.996
+50	9°09.402
85+00	9°00.807
+50	8°52.213
84+00	8°43.618
+50	8°35.02
83+00	8°26.43
+50	8°17.84
82+00	8°09.24
+50	8°00.65
81+00	7°52.05
+50	7°43.46
+40	7° 41.76
80+00	7°34.86
+50	7°26.27
79+00	7°17.67
+92	7 16 27
+50	7°09.08
78+00	7°00.482
+57	6° 59.17
+50	6°51.892
+10	6° 48
77+00	6°43.30
76+50	6°34.7

Light Standards

"Imp. Arc Rotary"

Walker
Pope
Oltmann
Olow
4-1-54





37.55

B.M. 1" Pipe & 5DIA. West of Francis

WABASH FREEWAY SEC. "B"
Grades For Conduits

Walker
Pope-Ottman
O'Neil
4-1-54

From Std. #41 to #39

W.O. 22091

E. Rim MH.		41.64		
T.P.		El. Stakes	El. Bottom Trench	
4+03 = ℄ Std. #39		38.12		
3+50		41.20		
3+00	T.P. on stub.	42.10		
2+50		44.14		
2+00 = Std. #40		47.04 / 44.68	48.00	F 1.0
1+92		43.96	42.8	C 1.2
1+67		42.72	42.8	C 0.2
1+35 = Angle		42.56	43.0	F 1.4
1+00		42.59		
0+50		41.79		
0+00 = ℄ Std. #41		40.16 / 40.14	40.3	F 0.1
T.P.		36.55		
Imp. + Cholla Bridge				
B.M. B.P.		22.57		

60± W. New Bridge

Spk. S. Rail SD+A	36.80
B.M.	22.57

4+19 = ℄ std.	
3+650 = 4'5.5 Rod	
460	37.86
3+186	36.45
375	
2+81	36.43
2+63	36.22
2+42	35.90
55	
1+82	35.88
1+42 = ℄ std. #49	35.90
1+22 = P.C.	35.46
0+98	33.54
0+50 = P.C.	31.90
0+00 = ℄ std #43	35.54

ALVARADO CANYON RD.

+25

42+00

41+50

40+90.31 = E.C. Rt. Lane 0°49.04

+50 0°42.0

8.5

40+00 0°33.52 = opp 2' cb R - 2' Lt.

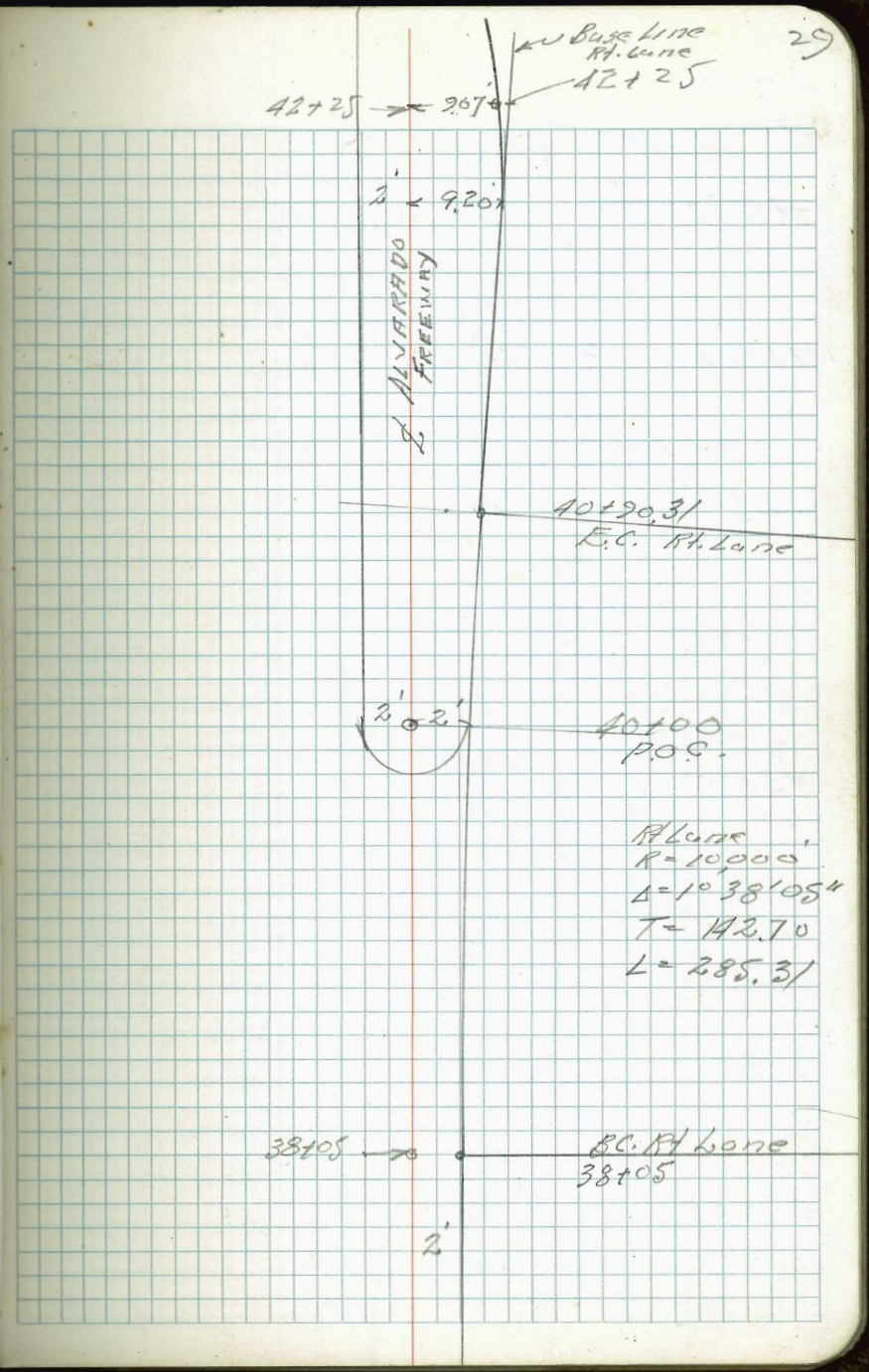
+50 0°24.92

39+00 0°16.33

8.16

39+50 = 0°08.16

38+05 = B.C. Rt Lane



Rt.
LANE
Sta.
→ Cont. P-34

~~44+48.48 = BC~~

44+00

+50

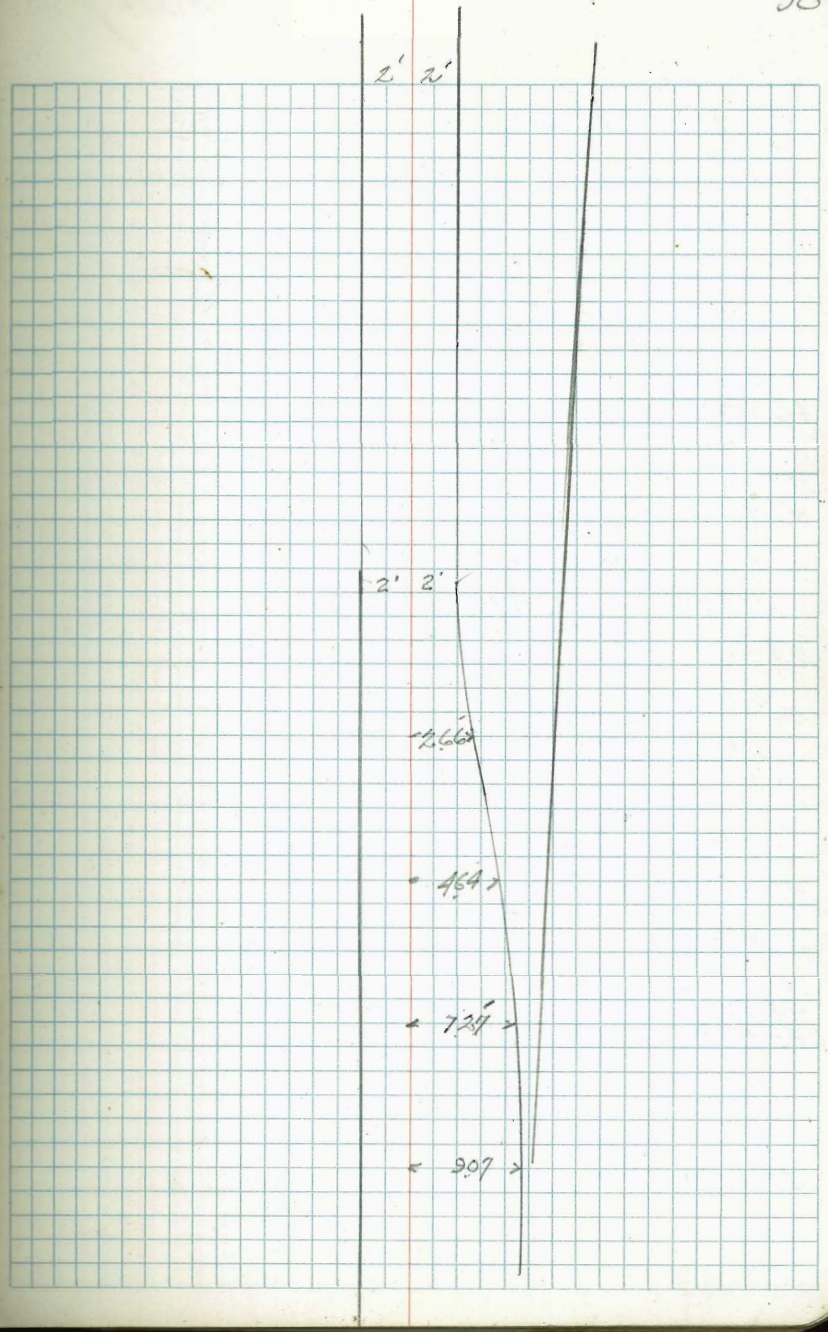
+25

43+00

+75

+50

42+25



℄ Alvarado Freeway
℄ Data

Station

47+00 1°48'14

1°41.69 1°41.69
+85 = 2' R ℄ Hwy.

+50 1°26.64

34.26 1°19.87 1°18.87
46+~~26~~ = ℄ Warning Rd.

46+00 1°05.14

0°56 1°00.84
+90 = 1' R 1' Lt. of ℄ Hwy

45+80 0°56.54

+50 0°43.64

+16.99 0°29.45

45+00 0°22.14

~~+16.99~~

44+75
~~45+00~~ 0°11.4

44+50.88 = B.C. State = New sta. B.C.
by state.

ALVARADO FREEWAY
℄ Data

50+00	3°56'57.03
+75	3°45'46.29
+50	3°34'35.55
+25	3°23'24.81
49+00	3°13'14.07
+75	3°02'03.33
+50	2°51'52.59
+25	2°40'41.85
48+00	2°30'31.11
+75	2°19'20.37
+45.36	2°06'07.63
47+25	1°57'58.88

ALVARADO FREEWAY

56+03.31 = E.C. 8°15.85 = by state

52+78 5°55.5

52+74.25 = 5°54.04 = P.O.C. Fd. Spot.

52+00 5°22

51+90 5°17.7

+75 5°11.22

+50 5°00.48

+25 4°49.74

51+00 4°39

~~50+90 4°39.7~~

+75 4°28.25

+50 4°17.51

50+25 4°06.77

RT. LANE ~ ALVARADO

+75	~~0°34'45~~ ~~0°20'13~~ 0°20'13
+50	0°05.8 ~~0°20'13~~
47+39.25 = B.C. Rt.	
47+00	
+50	
46+00	
+50	
45+00	

Cont. from P-30

RT. LANE

50 +75	3°11.98'
+50	2°57.66'
+25	2°43.34'
50 +00	2°29.02'
+75	2°14.70'
+50	2°00.38'
+25	1°46.06'
49 +00	1°31.74'
+75	1°17.42'
+50	1°03.10'
+25	0°48.77'
48 +00	0°34.45'

POC ℄

~~7425~~ ft Rt Lane: ~~5°07.34~~ 5°03'

52+~~76.39~~ = EC ~~5°07.34~~ ~~5°54.01~~ "Tunnel

52+76.39 ↑

+50	4°52.22
+25	4°37.9
52+00	4°23.58
+ 75	4°09.26
+50	3°54.94
51+25	3°40.62
51+00	3°26.3

Alvarado Canyon Rd.

Rt. Lane ~ Grades

from 38+05

	℄ Base	11.5'	Right 23	34' Hinge	5' RP
40+50	87.53	87.40	87.27 86.95	86.72 83.02 F3.7 5.6	83.02 83.2 C 0.2
40+00	87.22	87.12	87.02 86.69	86.47 82.87 F3.6 54	82.87 83.1 C 0.2
+50	87.01	86.96	86.91 86.49	86.36 86.36 0.00	86.36 87.46 F 1.7
39+08 = Low Point ~ Place Down Drain				86.20 82.4 F3.3	82.9 83.6 C 0.7
39+00	86.93	86.87	86.81 End 86.40	86.26	
38+50	87.06	86.97	86.88 86.57	86.33 86.33 00	86.32 85.00 F 1.33
3					
38+05 = Begin Project.	87.45	87.37	87.29 86.78 - End	86.74	

Direct Elev. used for Const.

B.M. 2.6-A P-12 8447

Rt. Lane

T.P. = ℄ Nail 43+00 L.A"		89.64
43+00		
TP		85.03
+50		
42+00		
41+50		
41+00		
40		
40+90.31 = ~~B.C.~~ E.C. Rt		

Rt Lane ℄ Base	Rt. 11.5	23'	Hinge 34	R.P. 5'
89.52	89.23	88.94	88.39 85.79 F3.6 3.9	85.79 85.59 F0.2
89.16	88.86	88.56	88.01 85.11 F2.9 4.5	85.11 85.01 F0.1
88.75	88.46	88.17 87.92 F0.35	87.62 83.92 F3.7 5.6	83.92 84.16 C0.2
88.27	88.03	87.79 87.44 F0.35	87.24 82.94 F4.3 6.5	82.94 83.14 C0.2
87.84	87.66	87.48 87.16 F0.32	86.93 83.13 F3.8 5.7	83.13 83.4 C0.3

	Rt. Lane										
46+00											
+50											
45+00											
+50	88-BC Q "A"										
44+00											
43+50											

Base	11.5'	Right 23-5%=34'	Hinge	5' R.P.
92.20	91.72	91.24	90.69 84.29 F6.4 9.6	84.29 83.89 F0.4
91.75	91.27 ~~91.22~~	90.79	90.24 86.34 F3.9 5.9	86.34 85.9 F0.9
91.37	90.80	90.23	89.68 86.88 F2.8 4.2	86.88 86.28 F0.6
90.93	90.35	89.77	89.22 86.12 F3.1 4.7	86.12 85.5 C0.4
90.47	89.91	89.35	88.80 85.80 F3.0 4.5	85.80 56 F0.2
89.98	89.60	89.22	88.67 85.77 F2.9 4.4	85.77 6.07 C0.3

Rt. Lane

					Base	11.5'	23'	34 Hinge	5' R.P.
4	49+00				96.07	95.67	95.27	94.72 89.62 F 5.1 7.7	89.62 89.65 0.0
	+50				95.52	95.10	94.68	94.13 8.7 F 5.4 81	8.7 7.6 F 0.1
	T.P.			87.96					
4	48+00				94.95	94.48	94.01	93.46 87.96 F 5.5 83	87.96 7.66 F 0.3
	T.P.			95.22					
	+50				94.22	93.69	93.16	92.61 87.1 F 5.5 83	87.1 8.65 F 0.6
	+39.85 = B.C. Rt								
4	47+00				93.45	92.91	92.37	91.82 86.12 F 5.7 86	86.12 8.6.12 C 0.4
4	46+50				92.76	92.32	91.88	91.33 85.43 F 5.9 90	85.43 85.43 0.0

Rt. Lane

52+72.8 - POC 2' Rt L							
52+00							
+50	99.42	99.15	98.68 98.67 F 0.06	98.13			11.4 98.62 98.13 C 0.49
51+00	98.86	98.41	97.96 97.93 F 0.03	97.41			11.4 97.93 97.91 C 0.02
+50	98.17	97.66	97.14 97.10 F 0.04	96.59 96.75			11.4 97.10 96.59 C 0.51
50+00	97.52	97.06	96.60	96.05 98.26 C 2.2 1:1 2.2	98.25 100.9 C 1.7		
T.P.						94.76	
49+50	96.78	96.40	96.04	95.47 94.77 F 0.7 1.1	94.77 93.33 F 1.4		

Slope 1½:1

				84.47
				0.004
	FB 2390			84.467
check BM #26-A			3.118	84.471
TP#6	2.949	92.589	6.821	89.640
TP#5	4.031	96.461	5.556	92.430
TP#4	4.791	97.986	3.178	93.195
TP#3	4.525	96.373	10.210	91.848
TP#2	0.396	102.058	12.993	101.662
TP#1	5.029	114.655	3.140	109.626
	0.614	112.766		112.152

BM #26-A

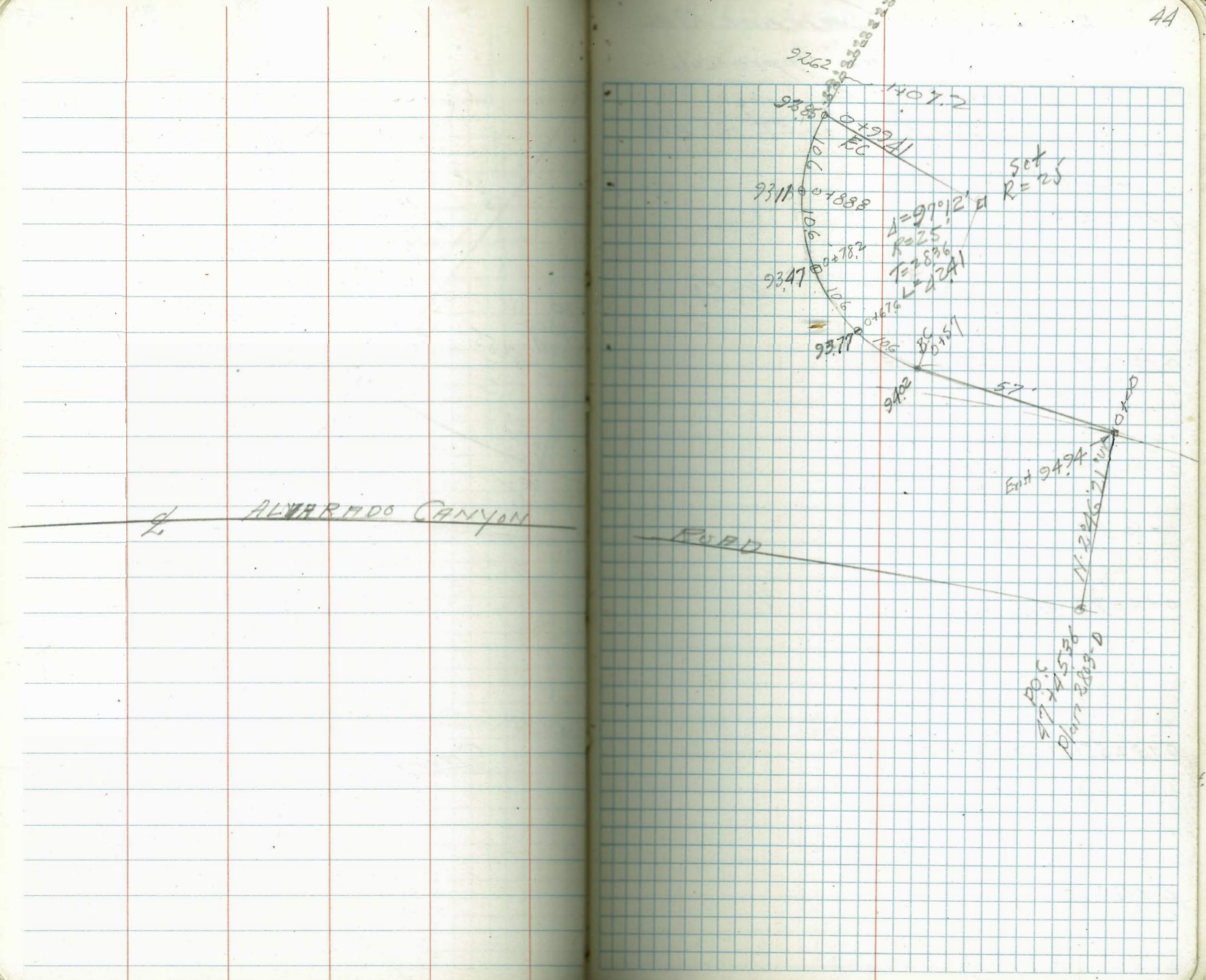
TEMP. BM #3 = 8 Nail 43+00 "A" line

Temp BM #2 = 1"X1" stub South Beam over Inlet

Temp BM #1 = Rock ELY Hdwall

B.M. B.P. Vale Box, Pumping Plant

Bridge
Culvert
MARINA ROAD
Cable Hwy of Bridge
Set
H=11.79
Δ=40°
R=30'
T=10.92
L=20.95
0+87.10
0+30.34
93.08
93.19
1400.32
R=120
Δ=29°00'
T=27.81
L=56.55
0+60.82
93.20
93.26
1+24
0+32.55
Exist. 92.97
Pot.
0+00
S 80°40'22"W
32.55
93°17'
93.80
S 6°02'37"E
ALVARADO
CANYON
ROAD
R=4000'
BC.
447+50.88
Stake
457+16.99
POC


ALVARADO CANYON
ROAD
9262
1401.2
9288
0+39.41
EC
Set
R=25
9311
0+88.8
Δ=97°12'
R=25
T=28.36
L=42.41
9347
0+78.2
9377
0+67.6
0+57
9402
57
0+00
Est 9494
N 24°46'21" W
POS
47+45.36
Plan 2003-D

ALVARADO CANYON ROAD
MARING ROAD Approach
Grades ~ Paving
Left side - sketch stu. P.43

→ Cont. P. 46

1+00.82

T.R. 89.54

0+90.34 = B.C. 30'/25' R Lt.

0+89.10 = E.C. 120' R

0+80 Brk

0+60.82 = ctr. Curve

0+32.55 = B.C. Lt 120' R

4. 0+00

5' R.P. To Hinge	3' Lt. = Hinge	Base
	93.19	93.19
	93.27	93.27
	93.28	93.28
		93.28
	93.10 92.5 F 0.6 0.9	93.10
3' R.P. 92.1 ✓	92.80 92.1 F 0.7 1.1	92.80
	92.37	92.37

Left side Cont. from P. 45

1+11.29 = E.C. 30' R

3' Lt. Base
= Hinge

23.08 23.08

ALVARADO CANYON RD.
WARING ROAD Approach
Rt. Side
Sta See sketch P-44

Cont. P-48

	Base	1½:1 3' Rt. Hinge	5' RP
0+88.8	93.11	93.11	
0+78.2	93.47	93.47	
0+67.6	93.77	93.77	
0+57	94.02	94.02 94.02 00	94.02 94.12 C0.1
+28.5	94.48	94.48 4.18 F0.3 0.5	94.18 4.38 C0.2
0+00	94.94 = Exist. Pav't		

Rt. side Cont. from P. 47

0+99.41 = E.C

~~3' Rt~~ ~~Hr~~ Buss	~~Buss~~ Hinge 3' Rt	5' RP.
92.85	92.85	87.75
~~87.75~~	~~87.75~~	~~87.45~~
F 5.1	F 5.1	F 0.3
7.7	7.7	

~ ORANGE AVE ~

CURB GRADES
FROM ESTRELLA TO 49th
NO 32.53

℄ STATIONS

BC. + 14.12 / 33 — 40°30 Total Angle — N.E. Curb Return

BC + 5.05 = 8th — 14°30 = Total Angle

BC. 20' cb R on Estrella

~~0+00 = Edge Estrella~~

0-12

0-30 = ℄ ESTRELLA

0-48 = W cb

- 60' = W.L. Estrella

Walker
Taylor
Johns
Elmore

Lt ℄ Rt. 49

2-24-1956

346.45
46.12
F0.33

346.40
46.07
F0.33

346.33
345.89
F0.44

40'	25'		25'	40'
345.80	346.15	346.35	345.60	345.20
346.17	346.12	346.30	345.62	345.38
40' W.L.	25'		25'	54' = 46' Rt.
345.57	345.92	346.20	345.46	345.06
	25'			
	345.80 = Gt	346.08		345.32 = Gt

ORANGE AVE
Cont. From P-49

℄ Station				Lt cb	℄	Rt cb.	50
1+25.10 = W.L. Alley	343.92 / 343.30 / F0.5	343.82 / 343.3 / F0.3		40' cb 343.92 / 44.03 / C0.11	40' 343.32 Gut.	28' c.o. 343.68 = cb / 43.45 / F0.23	28' 343.78 / 343.84 = Exist cb / 343.24
1+22.10 = B.C. 3' Alley Radius						343.80 / 43.45 / F0.35	343.94	343.94 Exist. cb / 343.83 / 343.33
0+90				345.10 / 345.18 / C0.5		345.10 / 44.95 / F0.15	345.14	345.09 Exist. cb / 344.99 / 344.50
0+60				345.75 / 346.36 / C0.6		345.75 / 45.69 / F0.06	345.72	345.56 Exist cb / 345.50 / 345.00 Gut
0+34				346.08 / 346.00 / C0.1		346.08 / 46.12 / C0.04	346.00	345.70 Exist cb / 345.73 / 345.20 Gut
0+08 ORANGE Sta. E.C. 90°				346.40 / 346.51 / C0.10		35' 346.40 / 46.17 / F0.23	346.26	345.93
0+00 = Elmo Estrella			348.45	346.50 / 46.18 / F0.32			
B.C. +23.79 = Bk 66° 90							
cont. from P 49							

ORANGE AVE

Cont. from P-50

℄ STATIONS

2+70.20 = NL. 49 ft

2+62.20 = B.C. 20' cb R

TP — 340.39 Rock

2+34

T.P. — 341.03 Rock

2+07

1+80

1+48.10 = E.C. 3' curb R. Alley Rt + Lt.

1+45.10 = E. line Alley (scb. 342.60, 345.51, C 2.9 / sline 342.90, 345.51, C 2.6)

1+35.10 = ℄ Alley

NL 342.69 NG 342.[illegible] 41.99 41.[illegible] F .07 F .04

Lt curb | ℄ | Rt curb

Cb. 332.86 = plan, 331.89 - Existcb

332.71

Cb. 21 plan 333.00, Exist. cb. 333.25

25' 332.69, 333.15, C 0.46

332.69, 333.25, F 0.14

332.26

25 333.64, 334.35, C 0.71

25' 335.12, 335.43, C 0.31

335.12, 334.73, F 0.6

335.93

335.87, 335.83, F 0.04

335.87, 341.59, C 5.7

337.45, 337.47, C 0.02

337.45, 376.9, F 0.55

338.51

338.04, 37.95, F 0.09

338.04, 342.60, C 4.6

339.80, 339.60, F 0.20

339.80, 339.05, F 0.8

340.10

340.20, 39.87, F 0.33

340.20, 344.50, C 4.3

25' 342.25, 42.02, F 0.23

342.46

25 342.46, 42.30, F 0.16

40' 342.69 ± Cut, 41.89, F 0.80

28' BC 342.45, 42.02, F 0.43

28' BC 342.66, 42.30, F 0.36

40 cut 342.85

40 cb. 342.90, 44.25, C 1.35

40' 342.60 = Pav.

40 342.70 = Pav.

15'
25
25
15'
12'
36
12'
8'
15'
25
25
15'
12'

GRADES FOR CLEANOUT

Walker
Taylor
Preslar
Lofgren

OVER STORM DRAIN

at Alley on ROSECRANS St.

Between MOORE & HANCOCK

NO 21573 PLAN 6316-B

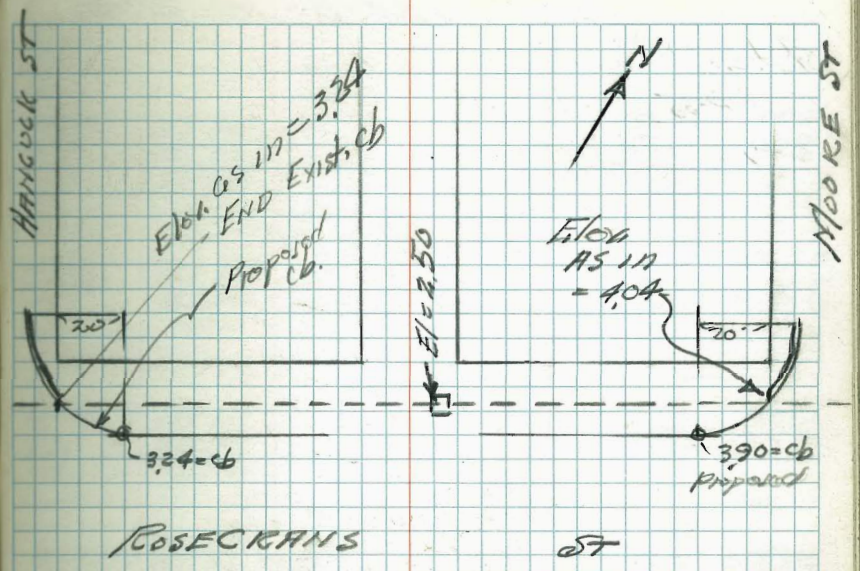
	F.I. Stake	F.I. Grade
	~~3.04~~ 2.02	2.50
T.P.	4.44	
T.P.	5.91	
	4.72 =	
	~~3.74~~ = Plan	
	= 3.40	

chk. Curb N.E. Cb Rot Rosecrans & Hancock

4.04 = Exist.
3.90 = F.C. Proposed

Direct El Rod used

10-30-56



ca ~~.39~~ C 0.52

BM. S.E. BP
Taylor & Jaun St.

BM. = F.C. Cb Rot. N.W. Rosecrans & Moore

GRADE ~ CABRILLO AVE.
FROM PEARL AVE TO - RHODA DRIVE
PLAN-3454-D - W.O. 31940

Station				
Cont. P-55				
0+90	157.80 16.38 C 0.0 28	157.80 157.57 F 0.23	156.80 156.47 F 0.33	156.80 156.99 C 0.2 30
0+60	157.53 164.20 C 6.7 28 on wall	157.53 157.43 F 0.10	156.53 156.17 F 0.36	156.53 156.69 C 0.16 27
0+30	157.27 162.17 C 4.9 28	157.27 156.93 F 0.34	156.27 155.99 F 0.28	156.27 156.45 C 0.18 30
0+06 = ④ = E.C. on CABRILLO AVE	157.05 159.87 C 2.8 28	157.05 156.55 = stake F 0.50	156.05 155.83 F 0.22	156.05 155.98 F 0.07 30
TR.				155.96
③	156.93	156.93 156.52 = stake F 0.41	155.83 155.50 = stake F 0.33	155.98
②	156.86	156.86 156.45 = stake F 0.41	155.50 155.65 = stake C 0.15	155.96
①	156.75	156.97 157.05 = stake C 0.08	155.65 155.43 C 0.38	155.94
				First cb 159.31 45
B.C. cb Ret. on PEARL				
			155.0	B.M.

Lt. ℄ Rt 54

157.42 = Existing
157.30

(cb 153.39 50 14 — Exist cb. 155.27 58 14)

~~155.92~~
Exist 154.60
39 14

NW 1" Tack PEARL & Cabrillo
Field Notes by Hatch.

CHERILLO AVE.

Station	Lt	℄	Rt
2+70 = EVC.	162.90 166.24 = T.P. C3.34 28	162.90 167.51 F0.39	161.90 161.44 F0.46
2+50 Brk.	161.40 163.80 C2.4 on wall 30	161.40 160.91 F0.49	T.P. → 160.40 160.12 F0.28
2+30 Brk	160.30 165.35 C5.05 30	160.30 160.01 F0.29	159.30 159.06 F0.24
2+10 Brk.	159.40 165.83 C6.43 30	159.40 159.43 C0.03	158.40 158.17 F0.23
1+90 Brk	158.80 164.09 C5.29 30 Brk. on Wall	158.80 159.21 C0.41	157.80 157.69 F0.11
1+70 = EVC	158.50 162.45 C3.95 28	158.50 158.49 F0.01	157.50 157.28 F0.22
1+50	158.33 162.79 C4.46 30	158.33 157.95 F0.38	157.33 157.09 F0.24
1+20	158.06 = TP 160.00 C1.94 28	158.06 157.92 F0.14	157.06 156.82 F0.24

Station	Lt	℄	Rt
			161.90 161.09 F0.90 28
			160.40 158.29 F2.11 28
			159.30 157.6 F1.7 28
			158.40 157.61 F0.8 28
			157.80 156.27 F1.53 28
			157.50 157.27 F0.23 28
			157.33 158.08 C0.75 25.2 = Wall Fence
			157.06 156.99 F0.07 28 = X on Wall

Cont. P-54

CABRILLO AVE

4+12.52 B.C. 10' cb R on Lt.

3+99 on Rt.

~~3+99 on R~~

3+89

3+69

3+49

3+39

3+14.5

2+90 on Rt.

2+88.21 on Lt.

174.00 182.1 C8.7 28	174.00 174.62 C0.62	173.00 172.12 F0.88	173.00 170.57 F2.43
172.96	172.96 173.60 - stake C0.64	171.93 171.10 F0.83	172.00
172.14 180.37 C8.2 28	172.14 172.67 C0.53	171.14 170.70 F0.44	171.55 169.12 F2.43 26
170.56 179.26 C3.7 26	170.56 170.69 C0.13	169.56 169.63 C0.07	170.35 169.79 F2.56 26
168.98 172.52 C3.54 26.2	168.98 169.02 - TP. C0.04	167.98 167.78 F0.20 TP 169.78	168.85 169.55 F4.3 28
168.18 172.4 C4.22 25.6	168.18 167.83 F0.35	167.19 167.15 F0.04	166.00 164.24 F3.76 26
166.25 169.39 C3.14 26	166.25 165.86 F0.39	165.25 165.06 F0.19	165.63 162.91 F2.7 26
164.18 168.87 C4.2 25	164.18 164.10 F0.08	163.30 163.04 F0.26	163.30 162.11 F1.2 26

CABRILLO AVE

2"x2" St.

Chk BM. 5+12.69 Field Notes Stn 4 Index A-10 — 179.08 = ours, 179.03, 0.05 diff

④ = End cb — 115°40'47" = Total Central Δ

15.28' ← ③ on Rt. 86°29'20" " "

15.28' ← ② = Brk. on Rt. 57°18 " "

15' ← ① on Rt. 28°39' " " — 175.64 = TP on cut stake on Rt

15' ← on cb line

4+56.36 = B.C. 30' cb R. on Rt.

4+34.44 on Rt.

E.C. 10' cb R on Lt.

①

Lt. ℄ Rt. 57

177.75 — 176.75
177.37 = stake — 181.85
F 0.38 — C 5.1 — 7' Back of cb.

177.55 — 176.55
177.25 = stake — 178.87
F 0.30 — C 3.3 — 7' Back of cb.

177.15 — 176.35
176.77 = stake — 176.79
F 0.38 — C 0.44 — 7' Back of cb

176.60 — 175.92
175.46 = stake — 175.64
F 1.14 — F 0.28 — 7' Back of cb

175.85 — 175.50
174.60 = stake — 173.57
F 1.25 — F 2.0 — 9' Back of cb

174.50 — 174.40
173.61 = stake
F 0.89

175.60 — 175.60, 180.13, C 4.53

174.80 — 174.80, 174.64, F 0.16

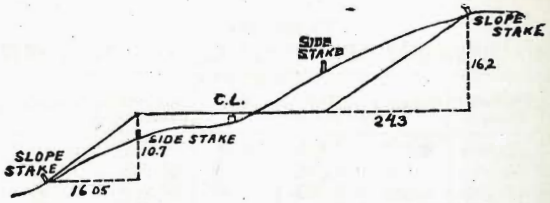
IMPROVED TABLES
AND
INFORMATION

HORIZONTAL STADIA CORRECTIONS

2°—00′	—	0.1	21°—00′	—	12.8	33°—00′	—	29.7
3°—00′	—	0.3	21°—30′	—	13.4	33°—15′	—	30.1
4°—00′	—	0.5	22°—00′	—	14.0	33°—30′	—	30.5
5°—00′	—	0.8	22°—30′	—	14.7	33°—45′	—	30.9
6°—00′	—	1.1	23°—00′	—	15.3	34°—00′	—	31.3
7°—00′	—	1.5	23°—30′	—	15.9	34°—15′	—	31.7
8°—00′	—	1.9	24°—00′	—	16.5	34°—30′	—	32.1
9°—00′	—	2.5	24°—30′	—	17.2	34°—45′	—	32.5
10°—00′	—	3.0	25°—00′	—	17.9	35°—00′	—	32.9
10°—30′	—	3.3	25°—30′	—	18.6	35°—15′	—	33.3
11°—00′	—	3.6	26°—00′	—	19.2	35°—30′	—	33.7
11°—30′	—	4.0	26°—30′	—	19.9	35°—45′	—	34.1
12°—00′	—	4.3	27°—00′	—	20.6	36°—00′	—	34.6
12°—30′	—	4.7	27°—30′	—	21.3	36°—15′	—	35.0
13°—00′	—	5.1	28°—00′	—	22.0	36°—30′	—	35.4
13°—30′	—	5.5	28°—30′	—	22.8	36°—45′	—	35.8
14°—00′	—	5.9	29°—00′	—	23.5	37°—00′	—	36.2
14°—30′	—	6.3	29°—30′	—	24.3	37°—15′	—	36.6
15°—00′	—	6.7	30°—00′	—	25.0	37°—30′	—	37.1
15°—30′	—	7.2	30°—15′	—	25.4	37°—45′	—	37.5
16°—00′	—	7.6	30°—30′	—	25.8	38°—00′	—	37.9
16°—30′	—	8.1	30°—45′	—	26.2	38°—15′	—	38.3
17°—00′	—	8.5	31°—00′	—	26.5	38°—30′	—	38.7
17°—30′	—	9.0	31°—15′	—	26.9	38°—45′	—	39.1
18°—00′	—	9.5	31°—30′	—	27.3	39°—00′	—	39.6
18°—30′	—	10.1	31°—45′	—	27.7	39°—15′	—	40.0
19°—00′	—	10.6	32°—00′	—	28.1	39°—30′	—	40.5
19°—30′	—	11.2	32°—15′	—	28.5			
20°—00′	—	11.7	32°—30′	—	28.9			
20°—30′	—	12.3	32°—45′	—	29.3			

Chains to Feet	
1	66
2	132
3	198
4	264
5	330
6	396
7	462
8	528
9	594
10	660

Feet to Chains	
100	1.515
200	3.030
300	4.545
400	6.060
500	7.575
600	9.090
700	10.606
800	12.121
900	13.636
1,000	15.151



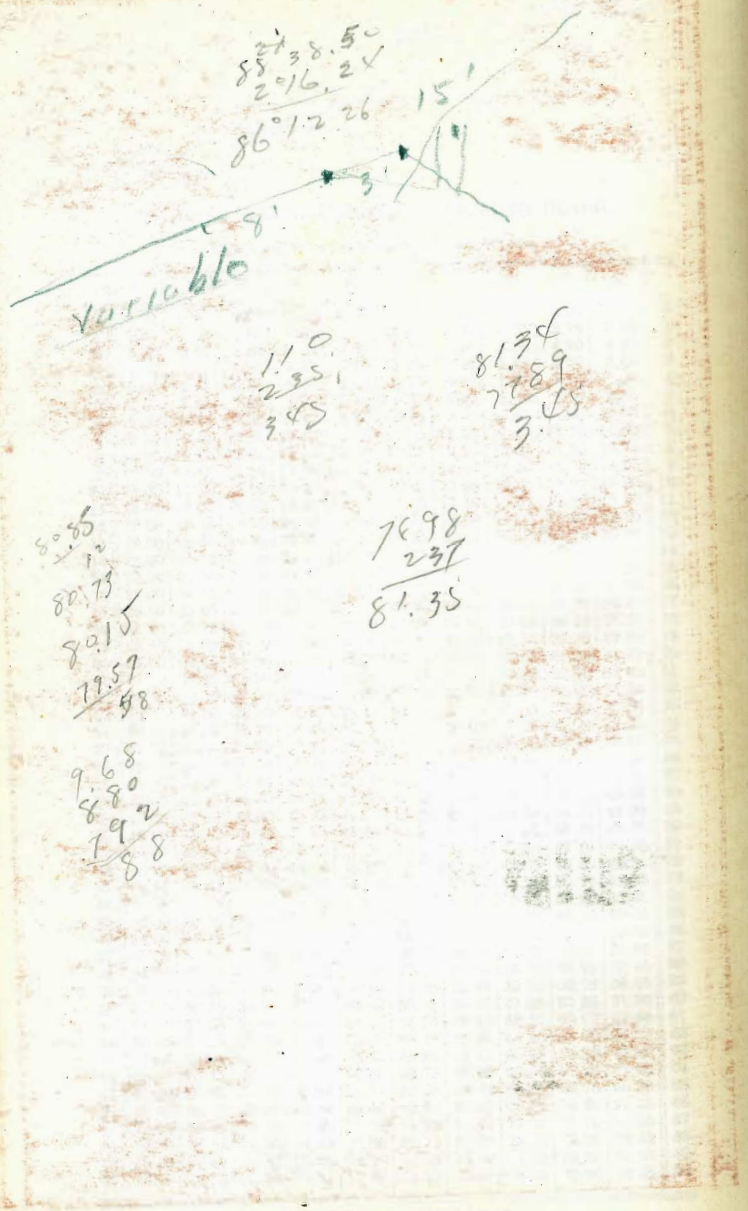
DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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

Computed by L. Leland Locke.

77.89
79
78.68



The FINEST in the FIELD...

POST EQUIPMENT

for ENGINEERS AND ARCHITECTS