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except pages #1, 2,

1749

| | |
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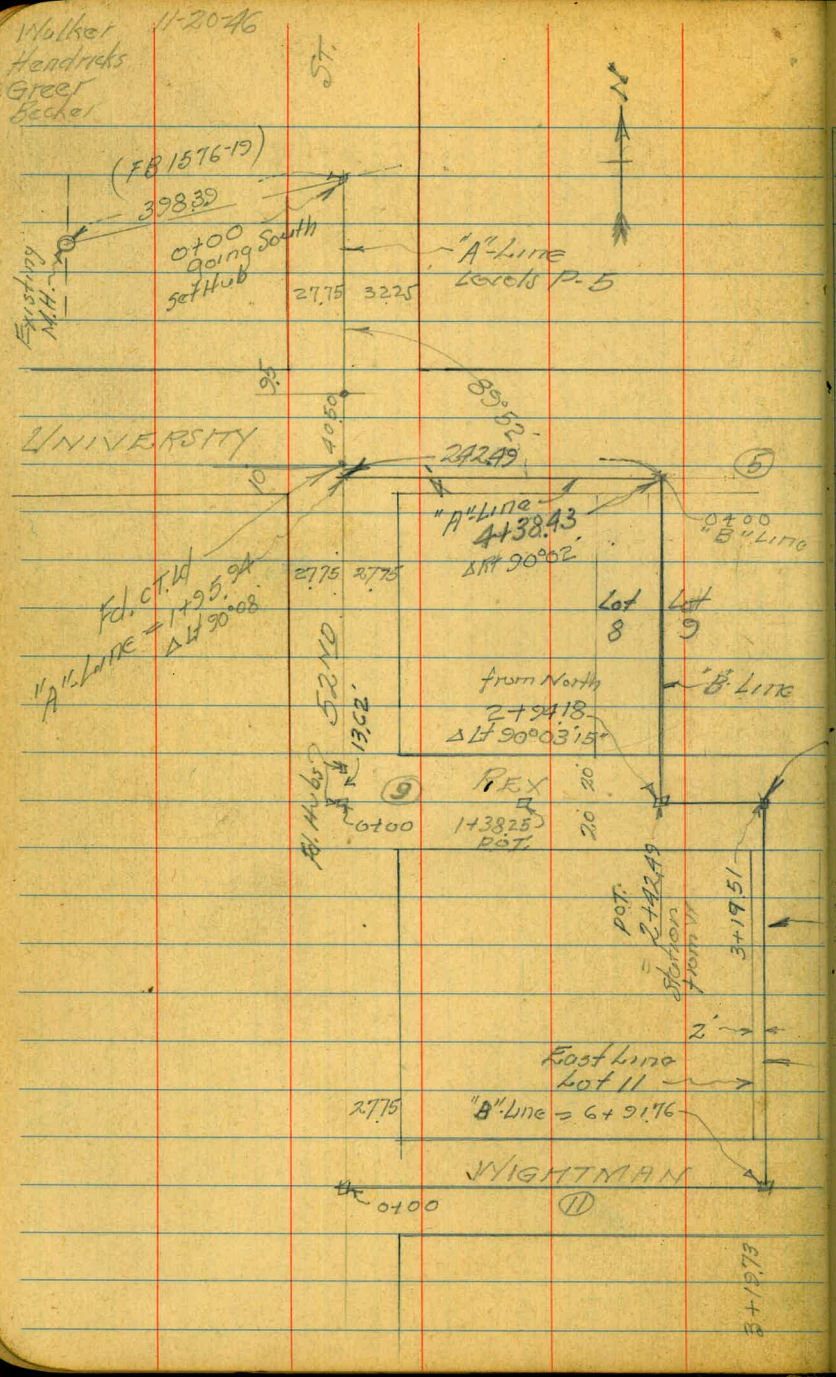
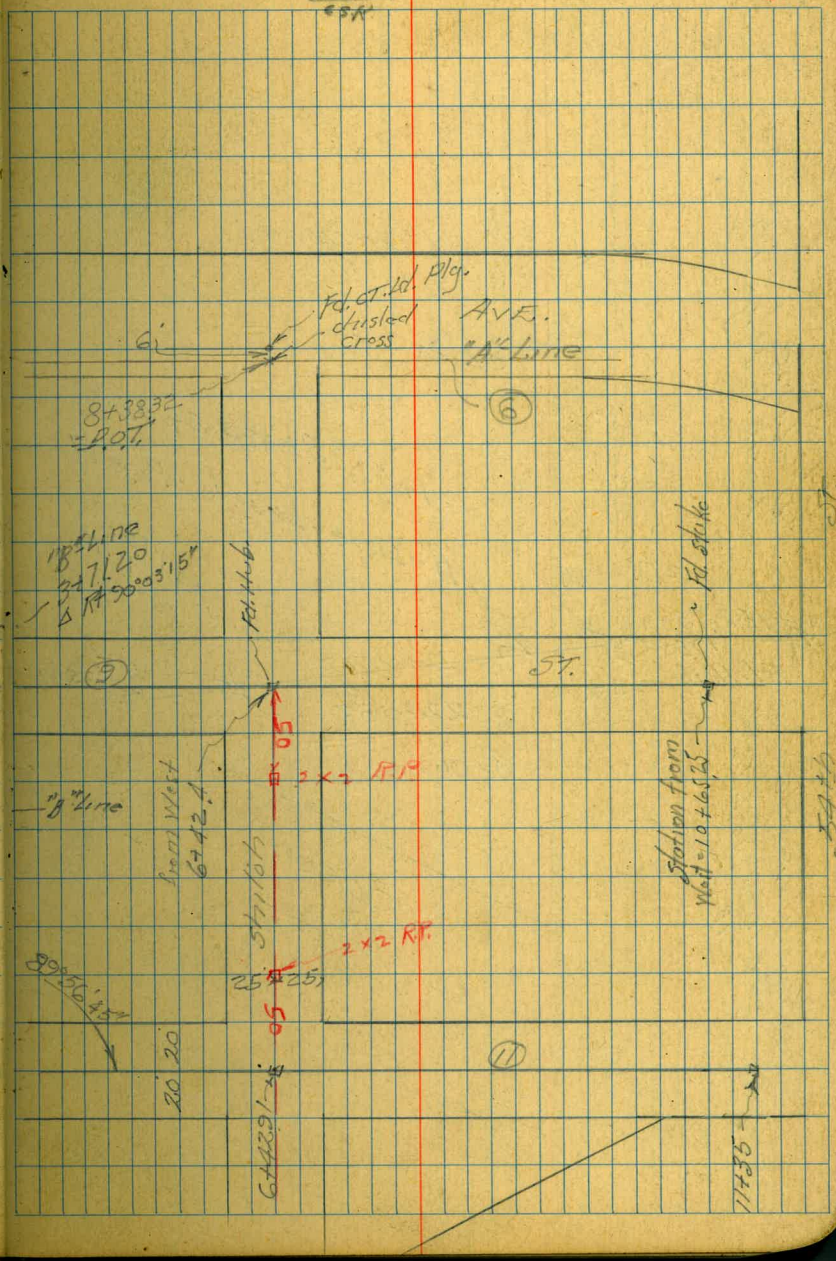
| 1-22 | Berkeley Hts. Sewers |
| 23-27 | Cross Sec. Russell St. Locust to Evergreen |
| 28-32 | " " Del Rey St. Baxter Hills to Rosewood St. |
| 33-40 | " " Plymouth Dr. Panorama Hts. |
| 41-43 | " " Standish Dr. " " |
| 44 | " Nozzle, Moore to La Jolla Ave |
| 48 | " alley → 11th P.B. 48 |
| 73-75 | Pavement cut. P.B. storm drain |
| 57-72 | Laveta - Sequoia St. Pac. Beach |

Walker Hendricks Greer Becker 11-20-46



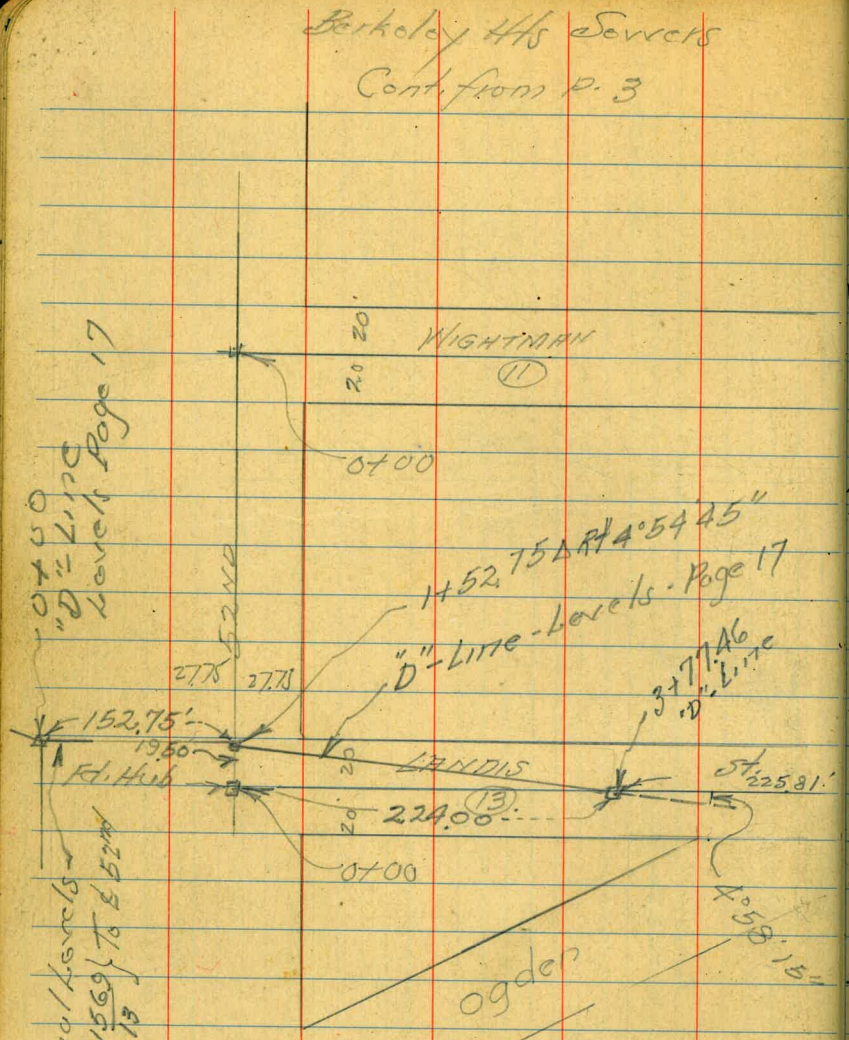

Proposed Sewer - Berkeley Hts.

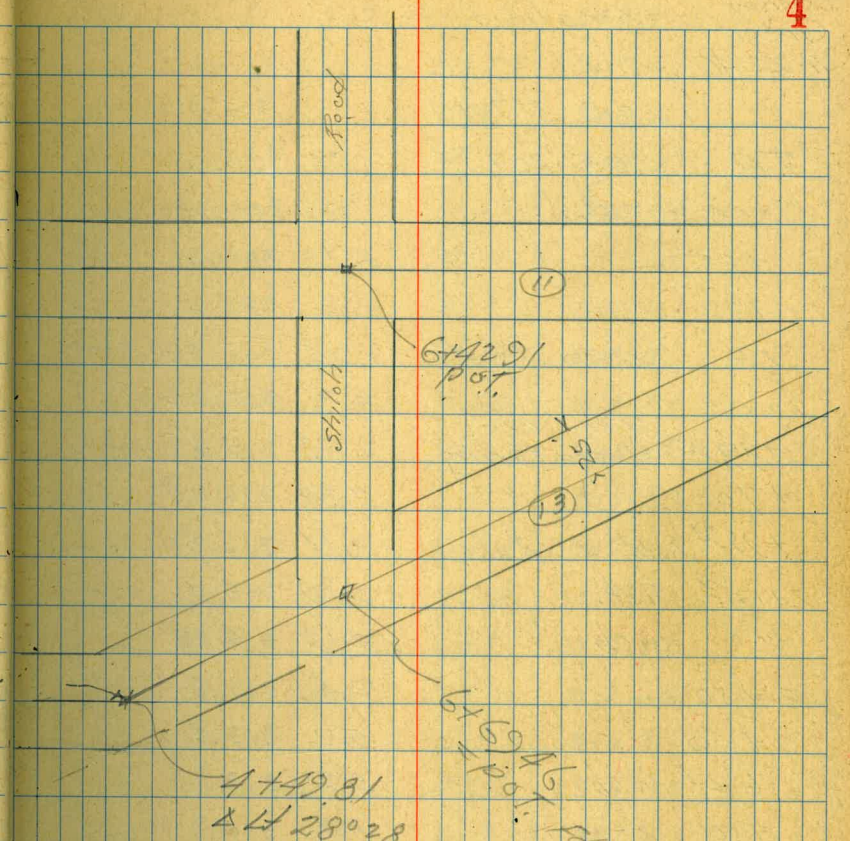
3



Berkeley Hills Sewers

Cont. from p. 3



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Greer
11-22-46

Berkeley Hts. - Levels - Proposed Sewer "A" Line
Location P-3

| | | | | |
|---|---|---|---|---|
| | | | ? where | |
| | 1.60 | 317.17 | | 315.57 |
| T.P. | 1.95 | 307.75 | 11.37 | 305.80 |
| 0+00 | on Hub | | 7.44 | 300.31 |
| +25 | | | 6.1 | 301.7 |
| +50 | | | 4.2 | 303.6 |
| T.P. | 12.60 | 318.40 | 1.95 | 305.80 |
| 1+00 | | | 8.3 | 310.1 |
| +39.24 | 4 min. Arc = N. edge Paving | | 2.83 | 315.57 |
| +70 = ℄ | " | | 2.34 | 316.06 |
| +95.24 | Δ Lt 90°08' | | 2.11 | 316.29 |
| 2+12.3 | Gut. | | 2.69 | 315.71 |
| " | on cb | | 2.17 | 316.23 |
| 2+50 | | | 2.6 | 315.8 |
| 3+00 | | | 5.2 | 313.2 |
| 6' Lt. | on cb | | 5.29 | 313.11 |
| +50 | | | 8.3 | 310.1 |
| 4+00 | | | 10.4 | 308.0 |
| 6' Lt | on cb | | 10.55 | 307.95 |
| 4+38.43 | = P.O.T. Hub | | 10.97 | 307.43 |
| 4+15.7 | 6' Lt on cb | | 10.96 | 307.44 |
| " | " " " ℄ Grating | | 11.76 | 306.64 |
| " | " " on Flow 42" Culvert | | 7/8 19.06 | 299.34 |
| 4+28.7 | 18 Rt " 42" " | | 18.50 | 299.90 |

31840 "A" Line

5

| | | | |
|---|---|---|---|
| 5+00 | | 10.5 | 307.9 |
| 6' Lt on cb | | 10.79 | 307.61 |
| 5+50 | | 9.4 | 309.0 |
| 6+00 | | 7.7 | 310.7 |
| 6' Lt on cb | | 7.77 | 310.63 |
| T.P. | 13.01 32.3.65 | 7.76 | 310.64 |
| 6+50 | | 11.3 | 312.4 |
| 7+00 | | 9.8 | 313.9 |
| 6' Lt on cb. | | 9.84 | 313.81 |
| 7+50 | | 8.2 | 315.5 |
| 8+00 | | 6.5 | 317.2 |
| 6' Lt on cb | | 6.54 | 317.11 |
| 8+22.7 " | " | 5.94 | 317.71 |
| " | " Gut Conc. Pav | 6.58 | 317.07 |
| 8+38.32 = ℄ Shiloh | | 5.60 | 318.05 on Pav |
| +56.0 = Gut | | 5.4 | 318.3 |
| " | on cb | 4.85 | 318.80 |
| 9+00 | | 2.3 | 321.4 |
| 6' Lt on cb | | 2.16 | 321.49 |
| T.P. | 10.91 333.15 | 1.41 | 322.24 |
| 9+50 | | 8.3 | 324.9 |
| 10+00 | | 5.1 | 328.1 |
| 6' Lt on cb | | 5.61 | 327.54 |
| 10+50 | | 3.5 | 329.6 |
| 11+00 | | 3.3 | 329.9 |
| 6' Lt on cb | | 3.76 | 329.39 |

| | | |
|---|---|---|
| 33315 | | |
| 11+50 | 4.2 | 329.0 |
| 6' Lt on cb | 4.64 | 328.51 |
| 12+00 | 6.7 | 326.5 |
| 6' Lt " " | 6.79 | 326.36 |
| 12+10.5± = B.C. Lt. | 7.4 | 325.8 |
| +50 | 10.0 | 323.2 |
| 13+00 | 12.9 | 320.3 |
| 6' Lt on cb | 13.15 | 320.00 |
| (Chk Hub on N.L. B.C. 10+14.27 F.B.) | 6.89 | 326.26 |

Location South edge Poles South side Univ on "A" Line

| | | |
|---|---|---|
| 8+65 | 3.7' Lt. | = South edge Pole |
| 7+08 | 3.5 " | = " " " |
| 5+08 | 3.1 " | = " " " |
| 3+59 | 2.9 " | = " " " |
| 2+40 | 2.3 " | = " " " |

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# Berkeley Hts. - Lewis Proposed Sewer - "B" Line

12.12

| | | | | |
|---|---|---|---|---|
| 2+38.43 "A" Line | 319.55 | | 307.43 | BM. Hub A 13843 P-5 |
| = 0+00 This Line - "B" Line | | | | |
| 0+18 = opp end 42" Culvert | | 11.7 | 307.9 | |
| 3' Rt = Top Fill | | 11.7 | 307.9 | |
| 13' Rt = ℄ 42" Culvert = Southend. El P-5 | | | | |
| 0+45 | | 14.9 | 304.7 | |
| 5' Rt | | 16.6 | 303.0 | |
| 0+55 | | 13.7 | 305.9 | |
| 10' Rt | | 13.7 | 305.9 | |
| 10' Lt | | 13.7 | 305.9 | |
| 1+00 | | 12.2 | 307.4 | |
| +50 | | 11.8 | 307.8 | |
| +63 | | 10.5 | 309.1 | |
| +73 | | 8.3 | 311.3 | |
| 2+00 | | 4.9 | 314.7 | |
| 17' Lt. = ℄ Ditch | | 9.1 | 310.5 | |
| 2+35 | | 4.1 | 315.5 | |
| 12' Lt " " | | 6.7 | 312.9 | |
| 2+60 = " " | | 5.7 | 313.9 | |
| +75 | | 3.7 | 315.9 | |
| +87 TP | 12.65 331.75 | 0.5 | 319.1 | |
| 2+94.18 = Δ Lt 90°03'15" | | 0.45 | 319.10 | on Hub |
| 3+07 | | 13.1 | 318.7 | |
| 10' Lt. on Flow Line 24" Iron Pipe Culvert | | 16.6 | 315.2 | |

33175

7

| | | | |
|---|---|---|---|
| 3+16 | | 13.1 | 318.7 |
| 7 Rt = End 24" Pipe | | 13.7 | 316.1 |
| 3+35 | | 12.6 | 319.2 |
| 3+71.20 △ Rt 90°03'15" | 9.35 | | 322.40 on Hub |
| +76 | | 9.3 | 322.5 |
| +78 | | 8.4 | 323.4 |
| 4+00 | | 9.7 | 322.1 |
| 4+07 | | 9.8 | 322.0 |
| 42' Rt = N.E. Cor House Ground Floor | | 10.2 | 321.6 |
| 18.5 Rt = N.W. " | | | |
| 4+50 | | 9.0 | 322.8 |
| 4.7' | | 9.3 | 322.5 |
| 6' Rt = 4" S.L. "B" Line | | 9.7 | 322.1 on Ground |
| 5+00 | | 5.3 | 326.5 |
| +10 | | 3.5 | 328.3 |
| TP 11.08 | 341.84 | 0.99 | 330.76 |
| +38 = Elec Pole 12' Rt = East edge | | | |
| 5+50 | | 11.5 | 330.3 |
| +89 | | 9.7 | 332.1 |
| 6+00 | | 8.0 | 333.8 |
| +34 | | 2.8 | 339.0 |
| TP 11.07 | 352.37 | 0.54 | 341.30 |
| 6+60 | | 7.6 | 344.8 |
| +72 | | 5.9 | 346.5 |
| 6+91.72 = ℄ Wightman Court Rt. 8 | | 4.80 | 347.57 End "B" Line |

"B" Line Cont. from P-7

352.37

| | | | | |
|---|---|---|---|---|
| T.P. | 8.91 | 356.57 | 4.71 | 347.66 |
| Chk. Hub 6+42.99 | | | 4.01 | 352.56 |
| F.B. 1576 37 | | | | 352.55 |
| | | | | 0.01 |

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Levels - Proposed Sewer
in Rex Ct.
from 52nd East.

Location D-3

| | | | | |
|---|---|---|---|---|
| BM on Hub 3+71.20 | 11.26 | 333.66 | 322.40 | Page 7. |
| 0+00 on Hub | | 0.92 | 332.74 | |
| +50 | | 1.1 | 332.6 | |
| 1+00 | | 1.3 | 332.4 | |
| (1+25) 63' Lt. = NW Cor House | | 0.5 | 333.2 | |
| 1+38.25 = P.O.T. Hub | | 1.41 | 332.25 | |
| +65 | | 3.3 | 330.4 | |
| +90 | | 7.1 | 326.6 | |
| 76' Lt. = ℄ East edge House | | 13.7 | 320.0 | |
| Soil Line Approx 2' Below Above Flat. | | | | |
| 2+42.49 = Int. "B" Line | | 14.57 | 319.09 | |
| +80 | | 14.8 | 318.9 | |
| 3+00 | | 13.2 | 320.5 | |
| 3+19.51 Hub | | 11.26 | 322.40 | |
| +50 | | 7.6 | 326.1 | |
| 70' Rt | | 6.6 | 327.1 | |
| 3+82 | | 4.1 | 329.6 | |
| 70' Rt = SW Cor House | | 4.1 | 329.6 | |
| 4+00 | | 2.9 | 330.8 | |
| 3+20 | | | | |
| 83' Lt. 20' E = Laundry Basement | | 10.1 | 323.6 | |
| 3+20 { 124' Lt & 20' E on 4" Soil | | 11.4 | 322.3 | |
| { Above SE. Cor Rear House on Alley | | | | |

33366

9

| | | | | |
|---|---|---|---|---|
| TP 1210 344.75 | | 1.01 | 332.65 | |
| 4+30 | | 12.3 | 332.5 | |
| 67' Lt = NW Cor House | | | | |
| 94' Lt = Front Garage | | 13.1 | 331.7 | Ground |
| " " " " | | 12.95 | 331.80 | Floor |
| 4+50 | | 11.2 | 333.7 | |
| 5+00 | | 8.6 | 336.2 | |
| +50 | | 7.3 | 337.5 | |
| +74 | | 7.8 | 337.5 | |
| 61' Lt. = NW Cor House | | 11.8 | 333.5 | Ground |
| 6+00 | | 6.8 | 338.0 | |
| +424 = ℄ Shubb Rd | | 4.38 | 340.37 | |
| 6+75 | | 1.7 | 343.1 | |
| 62' Lt. = NW Cor House | | 6.8 | 338.0 | Ground |
| " Floor | | 5.6 | 340.2 | |
| 100' Lt. | | 10.5 | 334.3 | |
| TP 13.08 336.23 | | 1.60 | 344.15 | |
| 7+00 | | 11.5 | 344.3 | |
| +50 | | 8.6 | 347.6 | |
| (7+40) 55' Lt | | 16.8 | 339.4 | |
| 7+69 | | 7.9 | 348.3 | |
| 55' Lt Conc. Basement | | 5.6 | 350.6 | NW Cor |
| | | 13.5 | 342.7 | House |
| 8+00 | | 6.5 | 349.7 | |
| +21 | | 5.6 | 350.6 | |
| 67' Lt. = NW Cor House | | 11.7 | 345.0 | Ground |

Cont. P-10

35623 Rex St.

| | | |
|---|---|---|
| 8+50 | 4.8 | 351.4 |
| +75 | 4.4 | 351.8 |
| 75 Lt | 7.1 | 349.1 |
| 9+00 | 4.1 | 352.1 |
| +50 | 3.2 | 353.0 |
| 75 Lt | 5.1 | 351.1 |
| 10+00 | 3.5 | 352.7 |
| +35 | 4.5 | 351.7 |
| 75 Lt | 6.8 | 349.4 |
| 10+65 on Stake | 6.35 | 349.88 |
| FB 1576 P. 33 | | 349.85 |
| | | .03 |
| (10+65) 70 Lt. | 9.3 | 346.9 |
| 11+08 | 9.1 | 347.1 |
| 70 Lt. | 14.7 | 341.5 |
| 11+40 | 16.1 | 340.1 |
| 70 Lt. | 21.0 | 335.2 |

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Wightman - St. - Levels
Proposed Sewer
from 52nd St East.
Location P-3

| | | | | |
|---|---|---|---|---|
| ~~B.M. on Hub~~ 6+91.76 "B" Line P-7 | | | | |
| ℄ 52nd St. | 1.73 | 349.30 | 347.57 | |
| = 0+00 on Hub ? | | 15.15 | 334.15 | 333.43 Hub |
| +25 | | 14.2 | 335.1 | |
| +50 | | 11.9 | 337.4 | |
| +80 | | 9.1 | 338.2 | |
| 78' Lt = South Side House | on Ground | 14.3 | 335.0 | on Ground |
| 1+00 | | 7.4 | 341.9 | |
| +25 | | 5.6 | 343.7 | |
| 80' Lt | | 12.6 | 336.7 | |
| 1+71 | | 2.8 | 346.5 | |
| 62 Lt = 2½" Soil Line | | 8.9 | 340.4 | on Ground |
| 82' Lt N.W. Cor House | | 11.7 | 337.6 | " " |
| 2+00 | | 1.7 | 347.6 | |
| +25 | | 1.5 | 347.8 | |
| 80 Lt. | | 10.0 | 339.3 | |
| 2+70 | | 1.8 | 347.5 | |
| 35' Lt | | 5.6 | 343.7 | |
| 81' Lt | | 10.6 | 338.7 | |
| 3+00 | | 1.6 | 347.7 | |
| +19.73 on Hub | | 1.73 | 347.57 | |
| +40 | | 1.8 | 347.5 | |
| +50 | | 2.3 | 347.0 | |
| 40' Lt | | 9.5 | 339.8 | |
| 80' Lt | | 12.8 | 336.5 | |

349.30



| | | | | |
|---|---|---|---|---|
| 3+80 | | 5.0 | 344.3 | |
| 4+00 | | 5.6 | 343.7 | outs Above ℄ |
| +50 | | 3.4 | 345.9 | |
| T.P. 12.04 | 359.70 | 1.64 | 347.66 | |
| 5+00 | | 10.0 | 349.7 | outs Above ℄ |
| +47 | | 8.8 | 350.9 | |
| 69' Lt N.E. Cor House | | 8.4 | 351.3 | |
| 6+00 | | 7.9 | 351.8 | |
| +42.91 = ℄ Shiloh | | 7.13 | 352.57 | B 1576 / 37 |
| 7+00 | | 6.9 | 352.8 | |
| 75' Lt | | 7.4 | 352.3 | |
| 7+50 | | 5.7 | 354.0 | |
| 8+00 | | 4.9 | 354.8 | |
| +17 | | 4.3 | 355.4 | |
| 130' Lt = N.W. Cor House | | 5.4 | 354.3 | on Ground |
| 8+50 | | 4.8 | 354.9 | |
| 9+00 | | 4.1 | 355.6 | 817 |
| +50 | | 3.4 | 356.3 | 643 |
| +75 | | 4.5 | 355.2 | 174 |
| 10+00 | | 4.5 | 355.2 | |
| +40 | | 3.5 | 356.2 | |
| +55 | | 4.5 | 355.2 | |
| 10+81 | | 4.7 | 355.0 | |
| 78' Lt = N.W. Cor House | | 4.7 | 355.0 | |
| 11+00 | | 5.4 | 354.3 | |

35970

| | | | | |
|---|---|---|---|---|
| 11+35 | | 7.1 | 352.6 | on Rt Above ℄ |
| | cuts on ℄ Level | | | |
| 11+75 | | 13.0 | 346.7 | |
| +89 | Sharp Brk to 54th from here | 15.6 | 344.1 | |

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Levels - Proposed Sewer on Landis from 52nd to Ogden st. And on Ogden st from Landis to Wightman

Location P-4 ✓

| | | | | |
|---|---|---|---|---|
| ~~BM~~ on Hub | | | | 0+00 |
| ℄ 52nd | 4.38 338.53 | | 334.15 | Page 11 |
| = 0+00 on Hub | | 13.52 | 325.01 | |
| +50 | | 11.2 | 327.3 | |
| 20' Lt in Hole | | 15.4 | 323.1 | |
| 65' Lt | | 11.5 | 327.0 | |
| 1+00 | | 8.8 | 329.7 | outs Above ℄ |
| +50 | | 5.7 | 332.8 | |
| 2+00 | | 0.8 | 337.7 | |
| 50' Lt | | 3.0 | 335.5 | |
| 90' Lt | | 0.6 | 337.9 | |
| T.P. | 12.42 350.94 | 0.01 | 338.52 | |
| 2+50 | | 9.6 | 341.3 | |
| +60 | | 8.9 | 342.0 | |
| 75' Lt = NW Cor House | | 8.7 | 342.2 | |
| 3+00 | | 5.8 | 345.1 | Lts. Above ℄ |
| 80' Rt | | 10.5 | 340.4 | |
| 3+19.5 on Stub | | 4.69 | 346.25 | |
| 3+32 | | 4.5 | 346.4 | |
| +50 | | 5.1 | 345.8 | |
| 57' Rt | | 10.2 | 340.7 | |
| 90' Rt | | 15.1 | 335.8 | |

350.94

13

| | | | |
|---|---|---|---|
| 4+00 | 6.6 | 344.3 | |
| 10' Rt | 7.6 | 343.3 | |
| 40' Rt | 13.5 | 337.4 | |
| 4+49.81 ∆ Lt 28°28' | 5.7 | 345.2 | on Ground Fill |
| Nat. Ground | 8.7 | 342.2 | |
| 25' Rt = Toe Fill | 14.3 | 336.6 | |
| T.P. 10.58 360.41 | 1.11 | 349.83 | |
| 4+81 Natl. Ground | 13.1 | 347.3 | |
| 30' " " | 15.5 | 344.9 | |
| 5+25 | 8.4 | 352.0 | |
| 50' Rt | 10.3 | 350.1 | |
| 5+70 | 7.3 | 353.1 | |
| 6+00 | 6.7 | 353.7 | |
| 80' Rt | 8.0 | 352.4 | |
| 6+69.46 = ℄ Shiloh | 6.46 | 353.95 | FB 15 76 / 41 |
| 7+00 | 5.9 | 354.5 | |
| +20 | 5.2 | 355.2 | |
| +50 | 5.5 | 354.9 | |
| 8+00 | 5.3 | 355.1 | |
| +50 | 5.0 | 355.4 | |
| 9+00 | 5.0 | 355.4 | |
| +50 | 4.0 | 356.4 | |
| 10+00 | 4.7 | 355.7 | |
| +50 | 5.5 | 354.9 | |
| 11+22 = Int ℄ Wightman | 4.3 | 355.1 | |
| = 10+40 on Wightman | | | |

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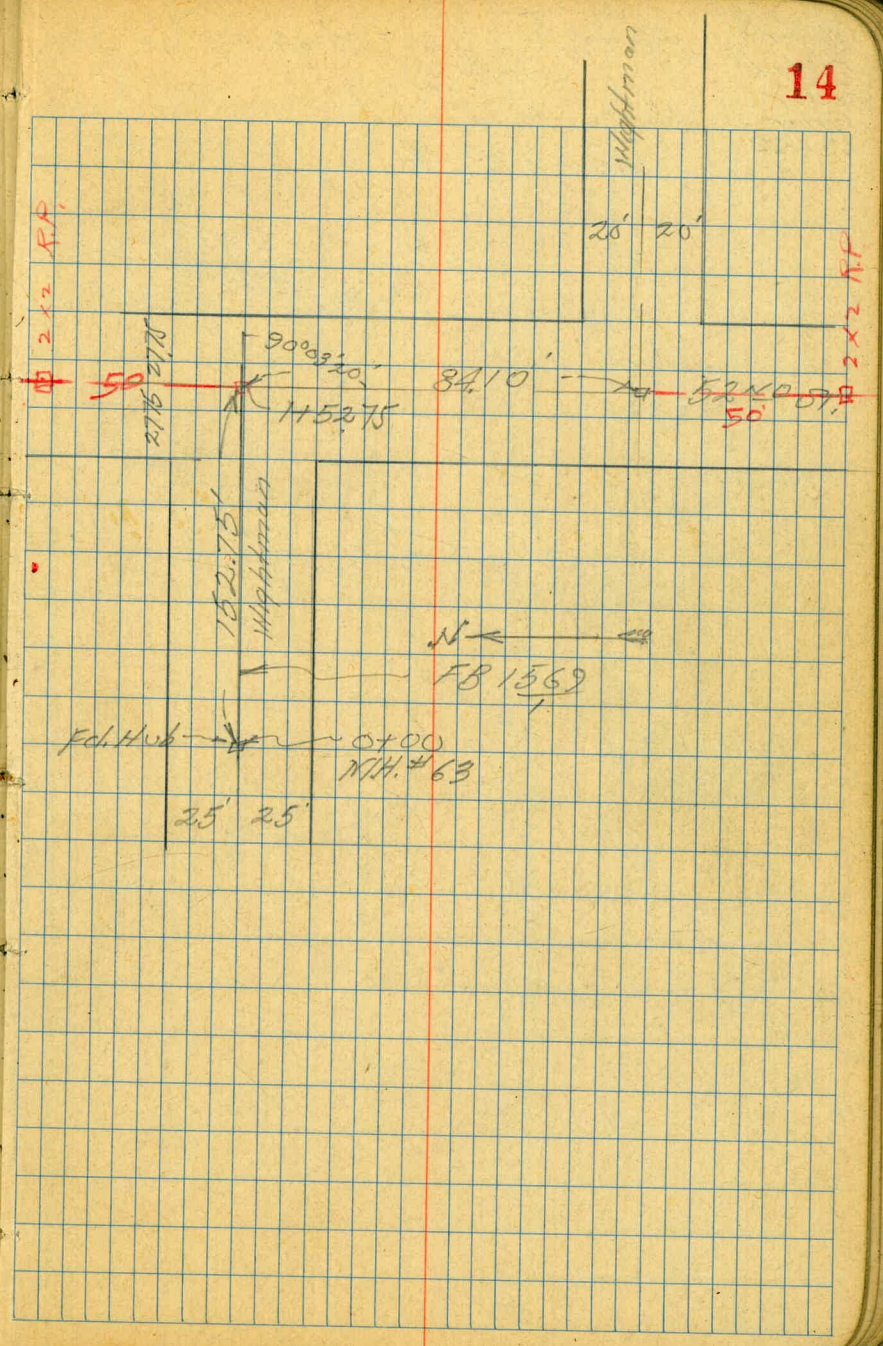
Wightman St - Levels for Proposed Sewer as per Sketch

| | | | | |
|---|---|---|---|---|
| | | | | BM Hub P-13 |
| | 2.27 | 336.42 | | 334.15 |
| 0+00 | | | 12.98 | 323.44 |
| +50 | | | 9.7 | 326.7 |
| 1+00 | | | 6.9 | 329.5 |
| +33 | | | 4.7 | 331.7 |
| +52.75 △ RT 90°03'20" | | | 4.4 | 332.0 |
| 2+00 | | | 3.5 | 332.9 |
| | | | 2.27 | 334.15 |

+36.85 = Ø Wightman to East



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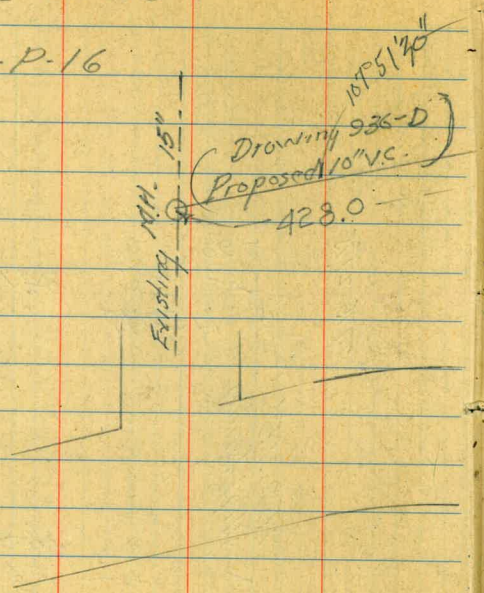
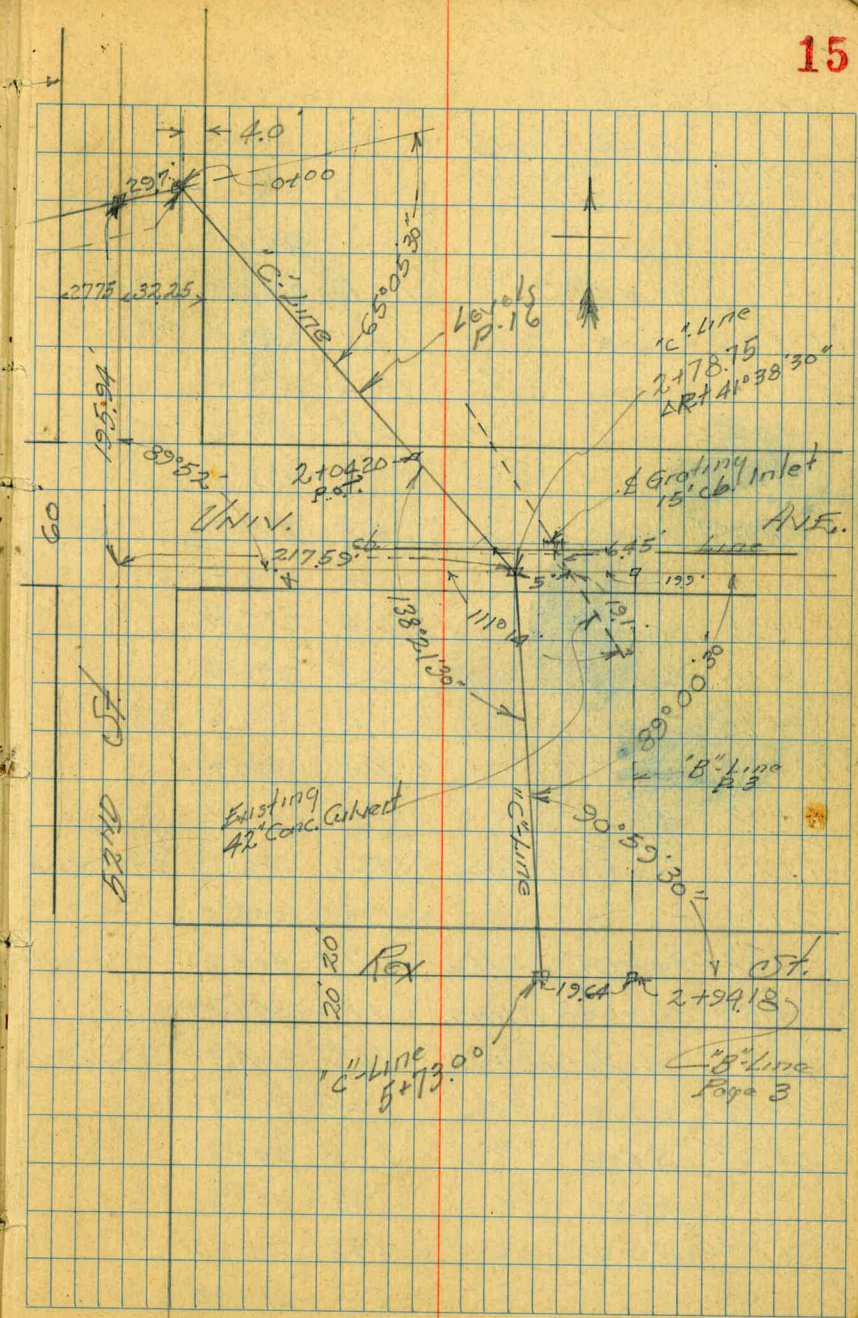
# Berkeley Hts. - Proposed Sewer "C" Line

Levels - P-16



# Levels "C" Line
## Location P-15

| | | | |
|---|---|---|---|
| | 8.68 | 308.99 | 300.31 |
| 0-29.7 on Line Proposed Sewer to West | 8.68 | | 300.31 |
| 0-19 " " " | 8.1 | | 300.9 |
| 0-7 " " " | 16.1 | | 292.9 |
| 0+00 | 16.1 | | 292.9 |
| +11 | 15.6 | | 293.4 |
| +28 | 12.8 | | 296.2 |
| +50 | 13.7 | | 295.3 |
| +70 | 14.3 | | 294.7 |
| 1+00 | 12.6 | | 296.4 |
| +25 | 11.6 | | 297.4 |
| +40 = Beginning Wash | 12.5 | | 296.5 |
| +70 = End Wash | 11.4 | | 297.6 = Toe Fill |
| +83 on Fill | 8.6 | | 300.4 |
| 1+93 " " | 4.0 | | 305.0 |
| 16.6' Lt. | | | |
| (1+93) on Flow Line | 13.26 | | 295.73 North end 42" Culvert |
| 2+01 | 1.0 | | 308.0 |
| +04.20 = P.O.T. on Hub | 0.78 | | 308.21 |
| +15.9 = on N cb. Univ. | 1.10 | | 307.89 |
| " " Gut. Conc. Pav. | 1.59 | | 307.40 |
| 2+43.7 ℄ " " | 1.23 | | 307.76 |
| 2+70.45 = S. Gut. " " | 2.18 | | 306.81 |
| " on cb | 1.38 | | 307.61 |
| (2+70.45) 7.5' Lt. on Grating | 2.36 | | 306.63 |
| " " " " cb | 1.56 | | 307.43 |
| " " " " | 9.62 | | 299.37 |

308.99

| | | | |
|---|---|---|---|
| 2+78.75 = Δ 41°38'30" Rt. | | 1.17 | 307.82 |
| TP 8.88 | 316.70 | 1.17 | 307.82 |
| 2+88 | | 9.1 | 307.6 |
| 3+00 | | 9.7 | 307.0 |
| 8' Lt. Drainage Basin | | 14.8 | 301.9 |
| 3+25 | | 10.2 | 306.5 |
| 10' Lt. Ditch | | 11.8 | 304.9 |
| 3+50 | | 9.2 | 307.5 |
| 10' Lt " | | 10.9 | 305.8 |
| 4+00 | | 8.1 | 308.6 |
| 10' Lt " | | 9.9 | 306.8 |
| 4+15 | | 6.3 | 310.4 |
| +18 | | 7.1 | 309.6 |
| +50 | | 6.4 | 310.3 |
| 7' Lt. Ditch | | 8.0 | 308.7 |
| 4+58 = West edge Ditch | | 7.7 | 309.0 |
| +75 - " " " | | 6.0 | 310.7 |
| TP 10.73 | 326.45 | 0.98 | 315.72 |
| 5+00 | | 12.7 | 313.8 |
| 6' Lt. Ditch | | 14.5 | 312.0 |
| 5+28 | | 10.2 | 316.3 |
| +37 | | 8.5 | 318.0 |
| +56 | | 6.3 | 320.2 |
| +60 | | 5.6 | 320.9 |
| 5+73.0 on Hub | | 5.42 | 321.03 |
| Ctr. Hub 2+94.18 | | 7.35 | 319.10 |

Walker Berkeley Hts. - Proposed Sewer
Hendricks Levels - "D" Line
Becker Location, Page 4
Greer
12-6-46

| | | | | |
|---|---|---|---|---|
| | 4.93 | 329.94 | 325.01 | B.M. on Hub 0+00 P.13 |
| 0+00 | | 17.0 | 312.9 | |
| +30 | | 15.0 | 314.9 | |
| +50 | | 13.8 | 316.1 | |
| +78 | | 13.4 | 316.5 | |
| 18' Rt = Ditch | | 17.0 | 312.9 | |
| 1+11 = Toe Slope | | 10.5 | 319.4 | |
| 13' Rt = Ditch | | 13.0 | 316.9 | |
| 1+25 | | 5.1 | 324.8 | |
| +52.75 = Δ Rt 4°54'46" | | 4.6 | 325.3 | |
| +64 | | 4.4 | 325.5 | |
| +70 | | 7.9 | 322.0 | |
| 2+00 Drainage hole | | 6.8 | 323.1 | |
| +18 " " | | 6.1 | 323.8 | |
| T.P. | 12.73 | 341.97 | 0.70 329.24 | |
| 5' Rt = Top Bank | | 13.6 | 328.4 | |
| 2+42 Ditch | | 16.0 | 326.0 | |
| +65 = edge Road | | 12.0 | 330.0 | |
| 3+00 | | 9.4 | 332.6 | |
| +50 | | 4.7 | 338.3 | |
| +77.46 | | 2.28 | 339.69 | |
| chk 2+00 P.13 | Ground. | 4.3 | 337.67 | ✓ |

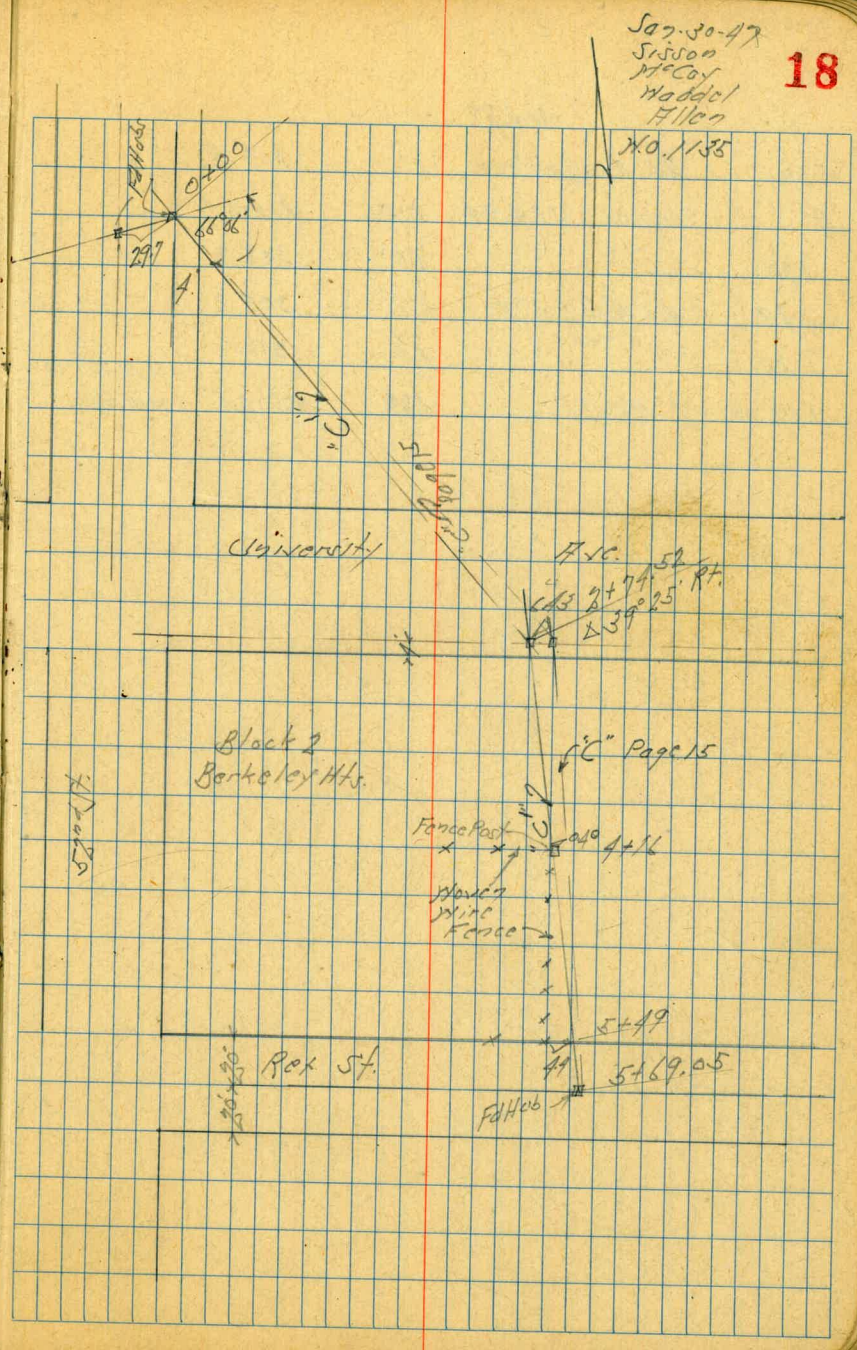
385 50%

Proposed Sewer C' Line
Berkeley Heights

| | | | | | |
|---|---|---|---|---|---|
| BM | 6.55 | 306.86 | | 300.31 | on Hub 0-29.7 "C" Page 16 |
| 0+0 | = F4 Line 52nd St. | | 14.0 | 292.9 | |
| +30 | | | 11.4 | 295.5 | |
| +50 | | | 11.8 | 295.1 | |
| 1+0 | | | 10.8 | 296.1 | |
| +15 | | | 9.8 | 297.1 | |
| +35 | | | 10.8 | 296.1 | |
| +50 | | | 10.0 | 296.9 | |
| +70 | = Toe Fill | | 9.4 | 297.5 | |
| TP | 9.70 | 314.89 | 1.67 | 305.19 | |
| +97 | | | 6.6 | 308.3 | |
| 2+12 | = N Cb Univ. Ave | | 6.80 | 308.09 | |
| " | Gutter on Paving | | 7.24 | 307.65 | |
| +39.5 | " " | | 6.88 | 308.01 | |
| +66.7 | Gutter " " | | 7.79 | 307.10 | |
| " | S Cb Univ Ave | | 7.08 | 307.81 | |
| +74.52 | = Δ 39° 25' Rt | | 6.97 | 307.92 | on Stub |
| 3+0 | | | 6.8 | 308.1 | |
| +20 | | | 7.7 | 307.2 | |
| +50 | | | 7.0 | 307.9 | |
| 4+0 | | | 5.6 | 309.3 | |
| +16 | 0.4' Lt of ℄ Fence = N Fly | | 3.2 | 311.7 | |
| +33 | | | 2.5 | 312.4 | |
| " | 10' Lt of ℄ | | 6.3 | 308.6 | |
| +50 | = Fence Line | | 4.6 | 310.3 | |

San. 30-47
Sisson
McCoy
Waddel
Allen
N.O. 1135





| | | | | | |
|---|---|---|---|---|---|
| | | 314.89 | | | |
| 570 | 23' Rt of ℄ = Fence | | 1.1 | 313.8 | |
| TP | 10.60 | 324.94 | 0.55 | 314.84 | |
| +30 | | | 6.7 | 308.2 | |
| +49 | 4.4' Rt of ℄ = SE ly Fence | | 5.1 | 309.8 | |
| +56 | | | 4.0 | 310.9 | |
| +69.05 | ℄ Rd x St | | 3.89 | 321.05 | 321.05 P-16 on Hub |

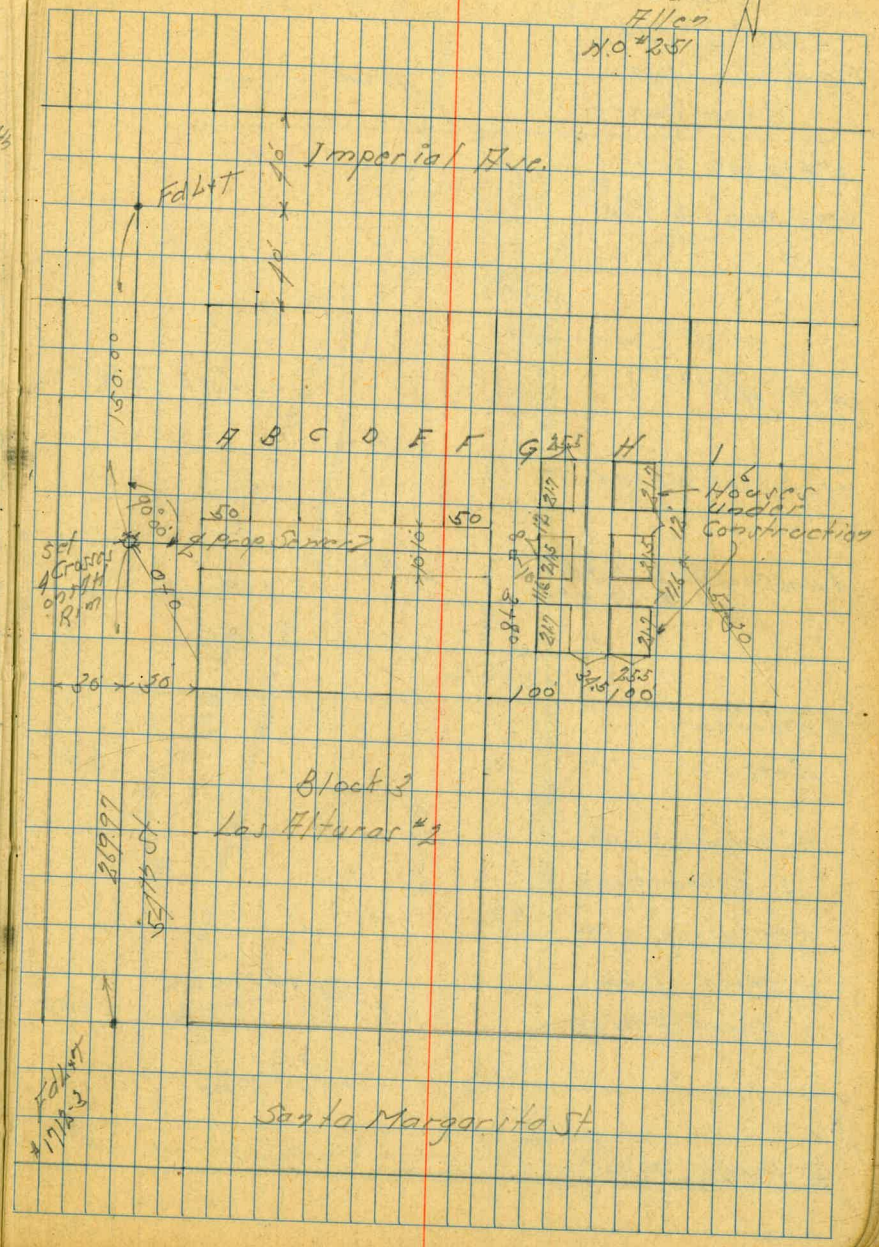
Proposed Sewer Block 3 Las Alturas #2
East of 54th St. Between Imperial Ave + Santa Margarita St.

| | | | | | |
|---|---|---|---|---|---|
| BM | 5.81 | 160.80 | | 154.99 | ℄ L+T Imperial + 53rd St. 1712-24 |
| TP | 6.49 | 165.69 | 1.60 | 159.20 | ℄ L+T Imperial + 54th |
| 0+0 | = Exist Sewer MH | | 5.82 | 159.87 | on Rim |
| " | Flow Line N+S | | 11.98 | 153.71 | |
| +15 | = Ely Conc Paving | | 5.85 | 159.84 | |
| +50 | | | 5.3 | 160.4 | |
| 1+0 | | | 4.9 | 160.8 | |
| +50 | | | 5.0 | 160.7 | |
| 2+0 | | | 5.0 | 160.7 | |
| +50 | | | 4.0 | 161.7 | |
| 3+0 | | | 4.1 | 161.6 | |
| +50 | | | 4.3 | 161.4 | |
| +80 | P.O.T | | 4.39 | 161.30 | on Stub |
| +90 | = Wly House | | 3.19 | 162.50 | on Conc Floor |
| " | 20' Lt of ℄ House = SW Cor. | | 4.01 | 161.68 | " " " |
| " | 25' R of ℄ House = NW Cor | | 2.26 | 163.43 | " " " |
| TP | 4.19 | 167.06 | 2.82 | 162.87 | |
| 4+30 | | | 5.6 | 161.5 | |
| +49.7 | = Wly House | | 4.49 | 162.57 | on Conc Floor |
| " | 20' Lt of ℄ SW Cor. Ho. | | 5.29 | 161.77 | " " " |
| " | 25' Rt of ℄ NW Cor Ho. | | 3.57 | 163.49 | " " " |
| +80 | | | 5.3 | 161.8 | |
| 5+30 | | | 4.7 | 162.4 | |
| " | 50' Lt of ℄ | | 5.0 | 162.1 | |
| " | 50' Rt of ℄ | | 3.5 | 163.6 | |

Indexed
C.S.K.

Jan. 30-47
Sisson
McCoy
Waddel
Allen
N.O. #251



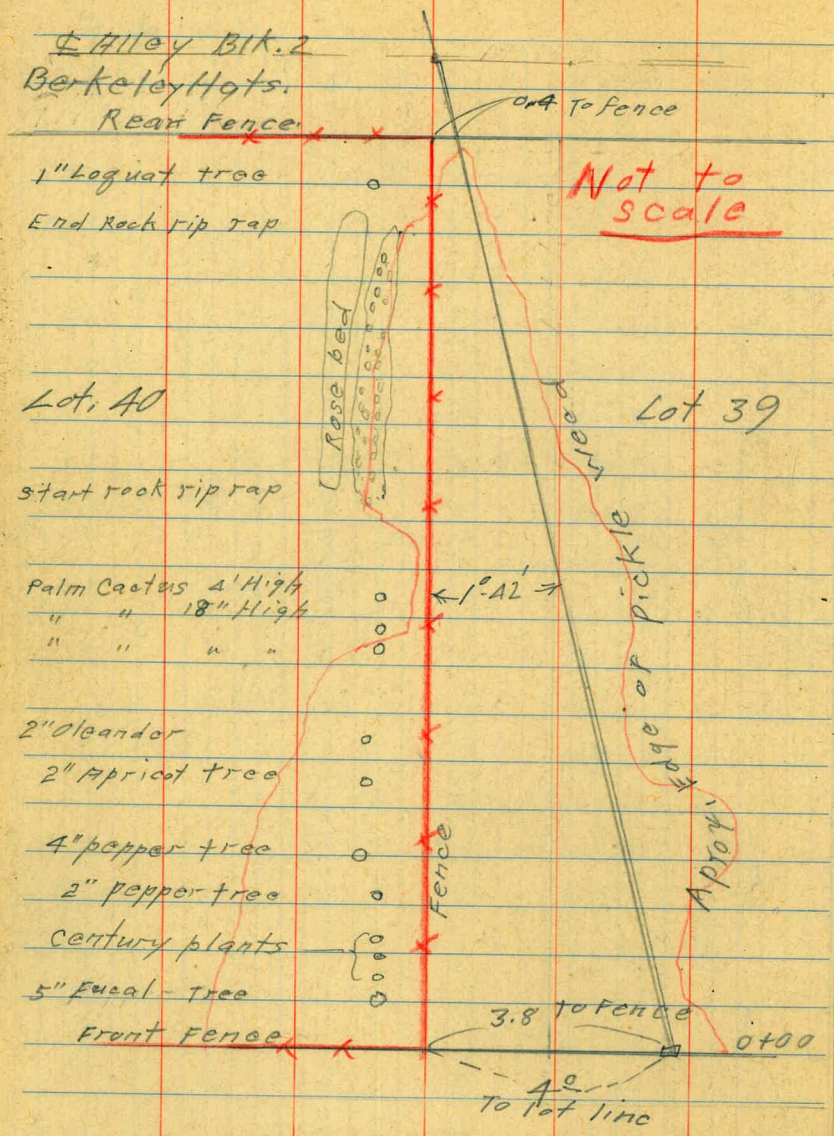


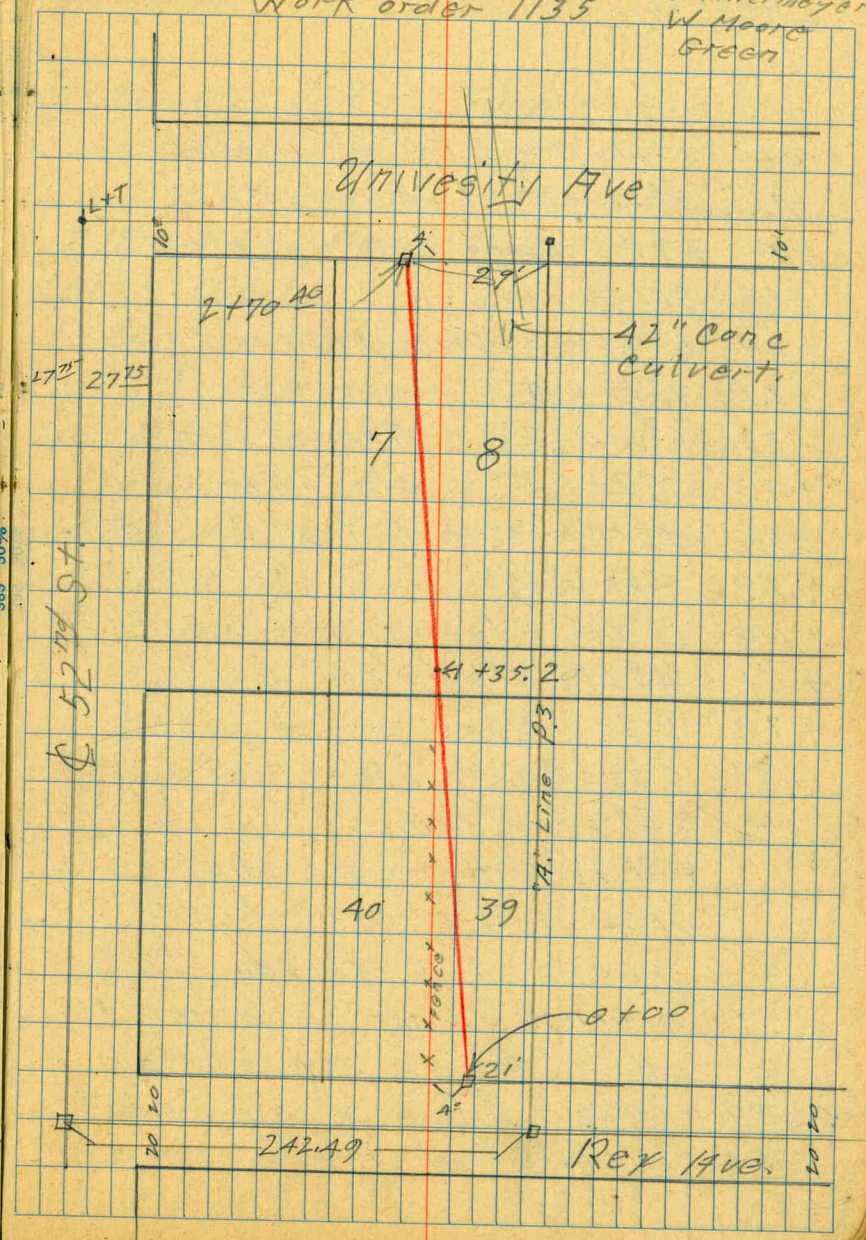
Locate Proposed Sewer Easement Blk 2 Berkeley Hgts. 20-Feb 1947



Work order 1135

Sommermeyer
W Moore
Green



Location trees etc. Proposed Easement Blk 2 Berkeley Hgts.

0+00 3½ Lt = Start Fence (Wood Post + Rail - Woven Wire)
+08 5½ Lt. = ctr 8" Eucalyptus
+10 5½ Lt = Young century plant
+15 5' Lt " " "
+20 6¾ Lt = 2" Diam Pepper tree
+27 7° Lt = 4" " " "
+33 6½ Lt = 2" " Apricot tree
+43 7° Lt = 1" " Oleander
+56 4½ Lt = 18" High "Pad" Cactus
+59 4° Lt = 18" " " "
+60 10' Lt = Edge pickle weed
+61 4½ Lt = 4' High "Pad" Cactus
+72 2' Lt = Edge pickle weed
+83 6' Lt = Base - Start Rock rip rap
" 8' Lt = top same.
Fill from here to station 1+36 is dirt + rock to prevent erosion. This is what owner is worried about having replaced.
0+83 10' Lt = Edge pickle weed
+84 11' Lt = Start row of roses

1+06 4' Lt End rock rip rap - bottom
" 5' Lt " " " " " Top
1+10 5' Lt End row of roses (End pickle weed on Lt.)
+13 - 6' Lt = 1' High loquat tree
1+33½ - 0.4 Lt = End of line fence
1+36 End rock + dirt fill.
Pickle weed over portion of Easement as shown by lightred line - Page 22.
2+54 - 16' Rt. = ℄ - End 42" culvert
2+70.4 = S. Line University Ave

X-Sect. Russell St. - from W.L. Evergreen to W.L. Locust.

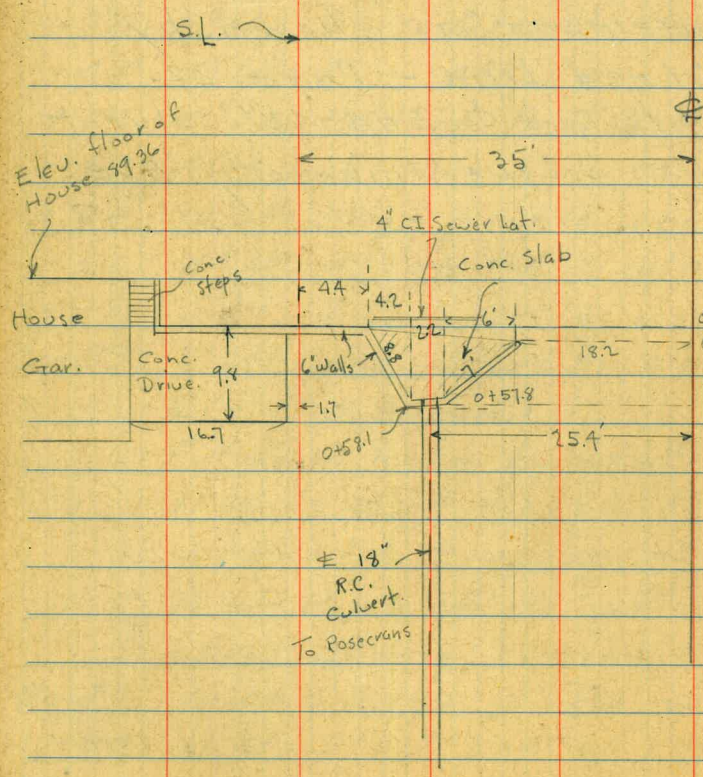
# 894

W.O. 230

3-26-47

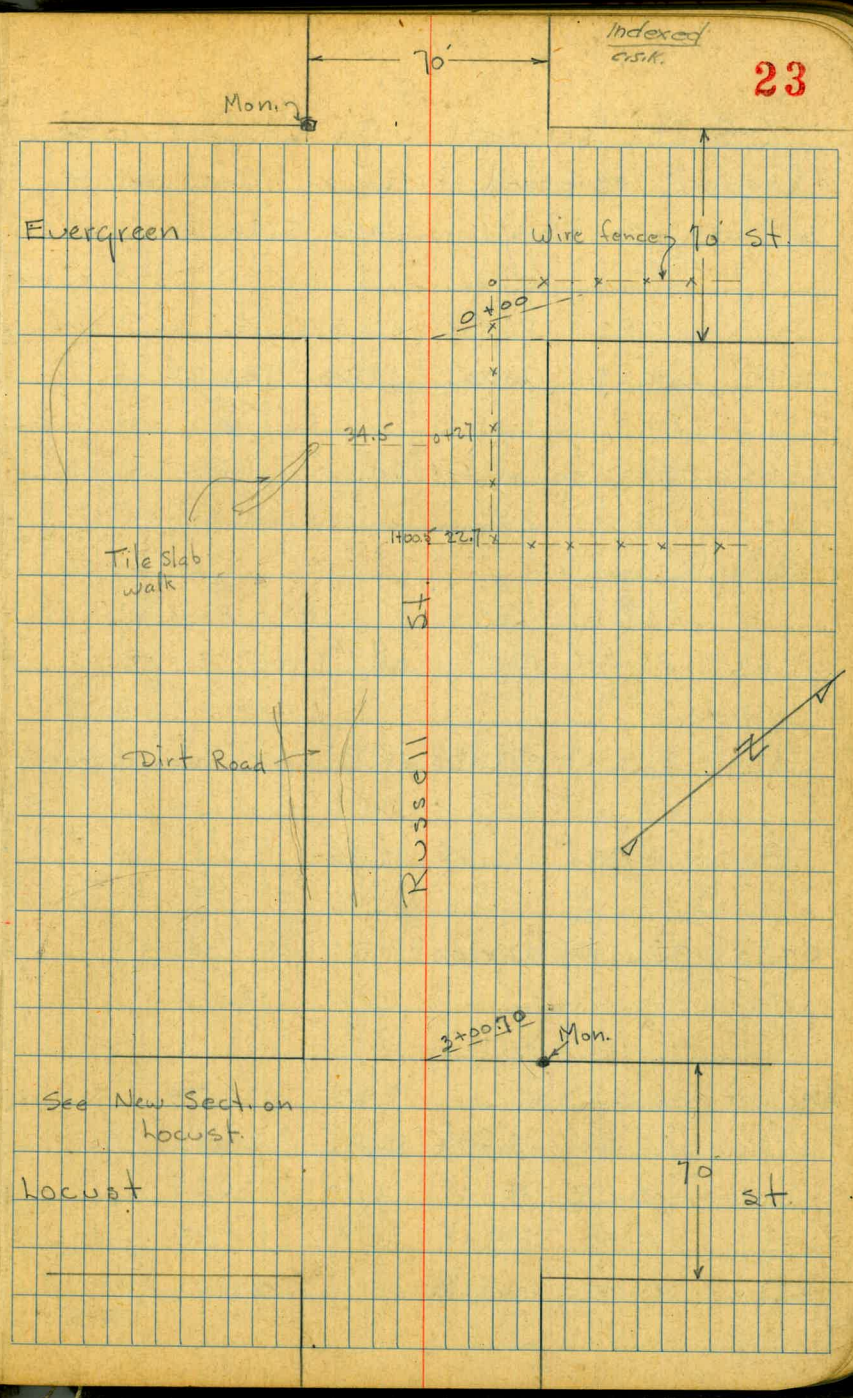
Osborne
Hardin
Smith
Worrell

Detail of Inlet & Conc. Wing Walls.



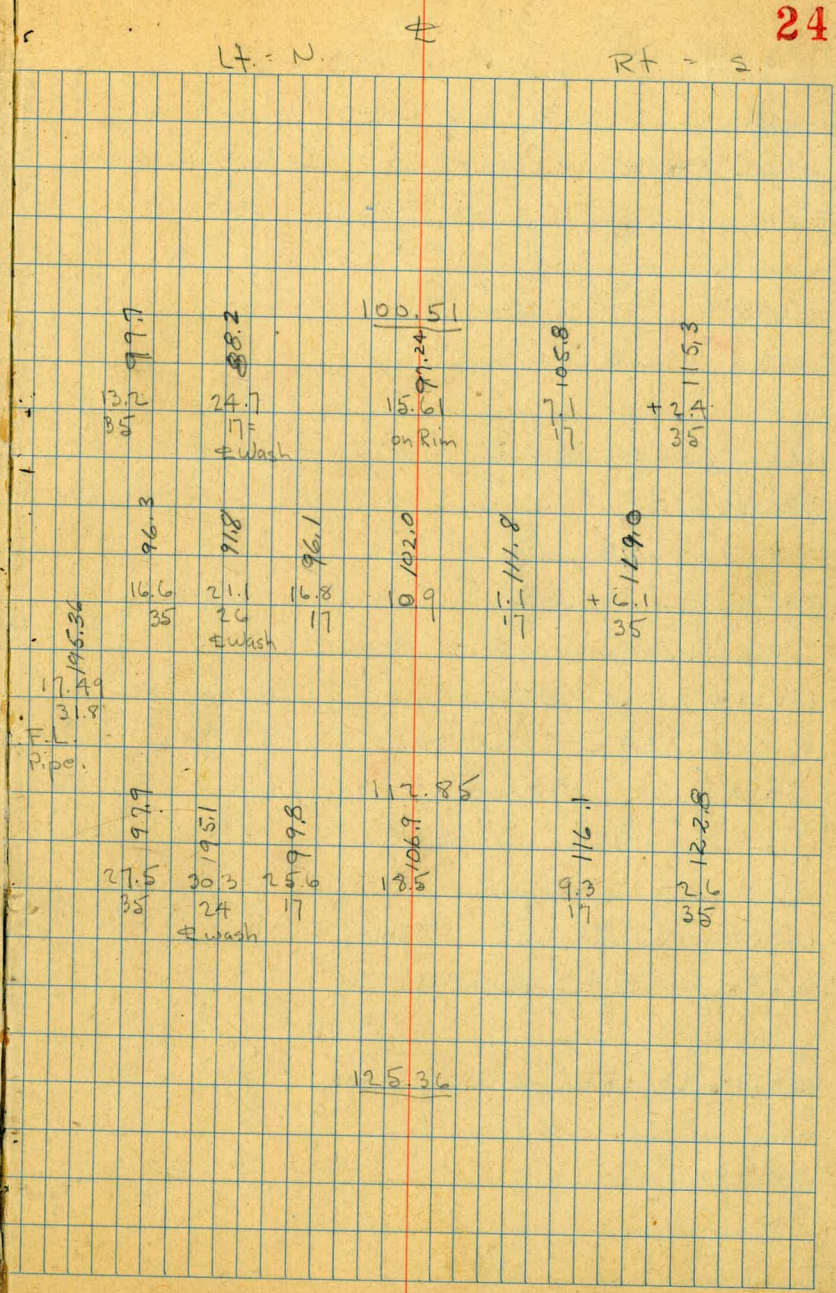

Indexed
C.S.K.





X-Sect Russell - 70' St. 18' cbs. = Regular, Proposed - Level Section - 6' cbs. +20' Rdwy. on each side

| | | | | |
|---|---|---|---|---|
| I.P. | 0.29 | 100.51 | 12.63 | 100.22 |
| 0-35 = ℄ = on Sewer M.H | | | | |
| 0-52 = W. cb. | | | | |
| 0-64.7 = 31.8 Lt = Outlet of 12" Corr. Iron culvert | | | | |
| I.P. | 0.34 | 112.85 | 12.85 | 112.51 |
| 0-70 = W.L. Evergreen | | | | |
| B.M. Set - on S.W. Mon. | | | 2.63 | 122.73 |
| | 0.53 | 125.36 | 12.35 | 124.83 |
| | 0.93 | 137.18 | 12.93 | 136.25 |
| | 0.40 | 149.18 | 12.96 | 148.78 |
| B.M. | 0.41 | 161.74 | | 41.39 NW. Mon. Russell + Locust |



0+51 - 35.5 Lt. = ℄ 6" Euc.

0+49 - 24 Rt. = 4" Sewer Lat. C.I. Exposed over wash

| | | | | |
|---|---|---|---|---|
| T.P. | 0.06 | 85.09 | 12.85 | 85.03 |

0+45

0+30 - 36.2 Lt. = ℄ 8" Euc.

0+21 - 36 Lt. = ℄ 6" Euc.

0+35

0+14 - 36.7 Lt. = ℄ 4" Euc.

0+27 - 34.5 Rt. = end 1.5' Tile slab walk

0+08 - 37.5 Lt. = ℄ 2" Euc.

0+01 - 37' Lt. = ℄ 10" Euc.

0+01 - 33.4 Lt. = ℄ 8" Euc.

0+10

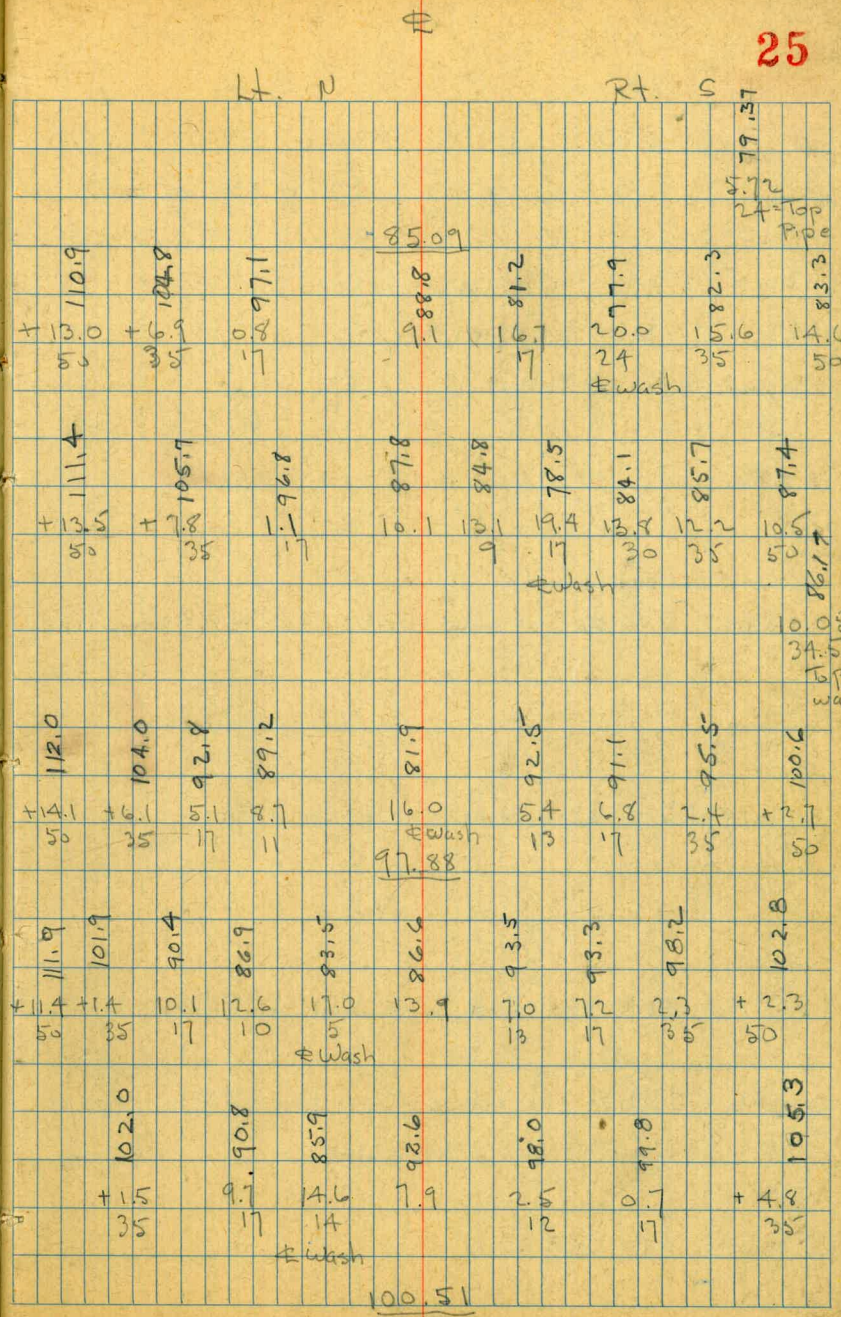
| | | | | |
|---|---|---|---|---|
| T.P. = Nail in Pole | 4.23 | 97.88 | 6.86 | 93.65 |

0+00 - 18.7 Rt. = ℄ P. pole

0+00 = E.L. Evergreen

0-17 - 23' Lt. = Cor. wire fence

0-18



T.P. 0.50 72.58 13.01 72.08

1+10

1+00.5 22.7 Lt. = Cor. Wire fence

0+97 - 37.3 Lt. = ± 6" Euc. tree

0+95.6 = ± Sewer M.H. 0.62 on Rim

0+85

0+59.8 = E. side of Conc. Drive to Grar. (Conc. floor)

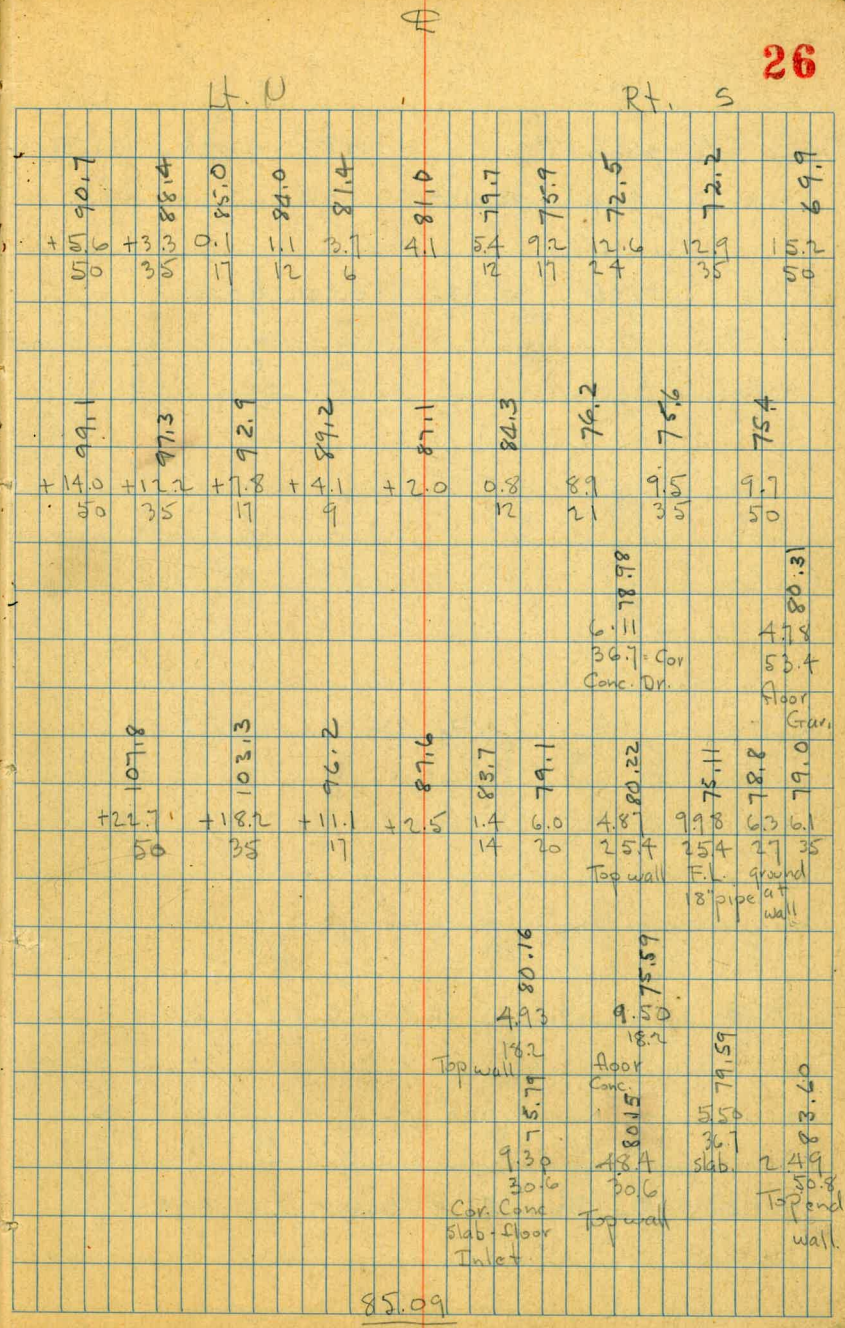
0+57 = 25.4 Rt. = Inlet at 18" Culvert

0+53.8 = 18.2 Rt. = End. Wing wall to Inlet.

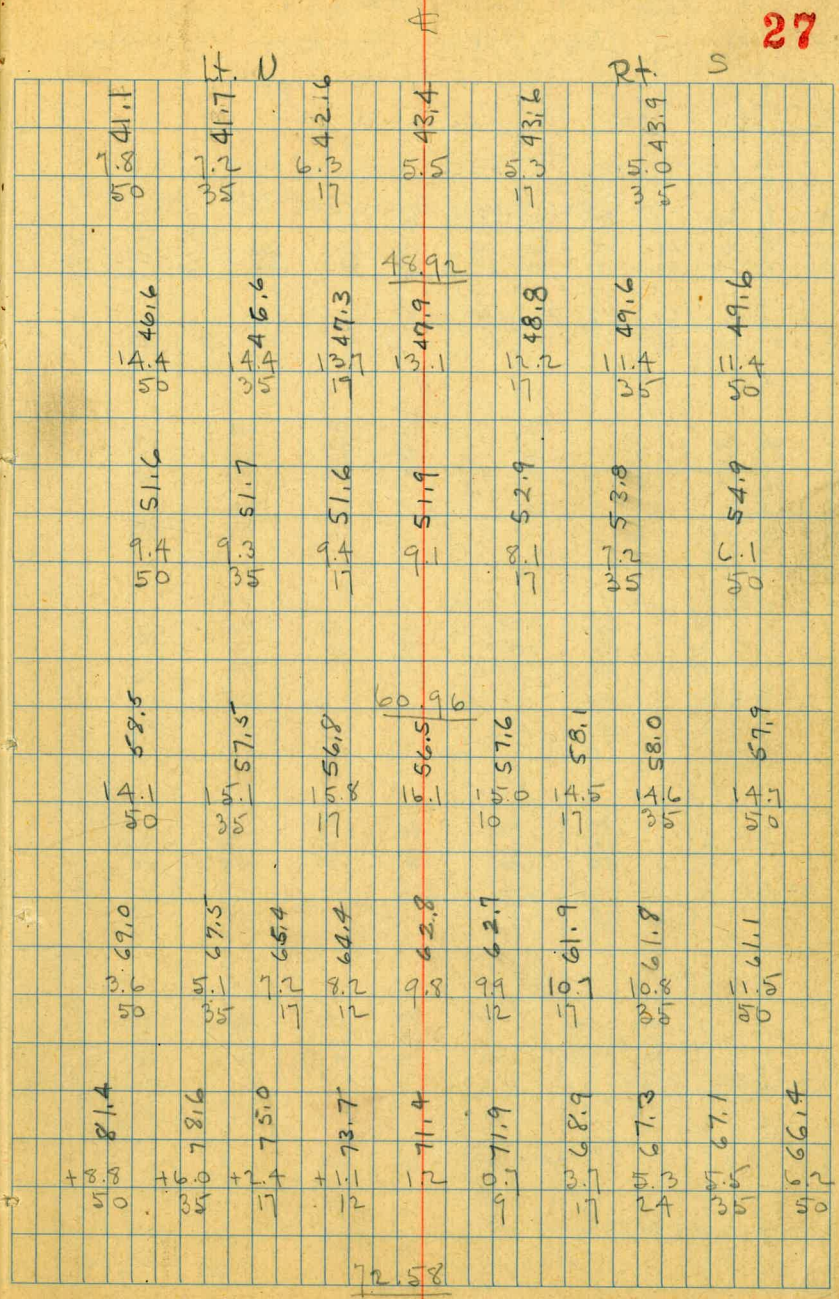
0+50.5 - 36.7 Rt. = W. side of Conc. Dr. to Grar. - base of wall.

0+50 - 30.6 Rt. = Cor. 6" Conc. wall

0+54 - 35.4 Lt. = ± 6" Euc.



| | | | | |
|---|---|---|---|---|
| Check B.M. - N.W. Mon. | | 7.48 | 41.44 | 41.39 |
| 3+00.70 = W.L. locust | | | | |
| T.P. | 0.86 | 48.92 | 12.90 | 48.06 |
| 2+60 | | | | |
| 2+30 | | | | |
| T.P. | 1.19 | 60.96 | 12.81 | 59.77 |
| 2+00 | | | | |
| 1+70 | | | | |
| 1+40 - 18.5 Rt. = ℄ P pole | | | | |



Walker
Hendricks
Becker
Johnson
5-22-47

# Cross Sections
## Del Rey Street 70' wide
from Bunker Hill st
to Rosewood st

Sketch and X Sections of other sts
in Stephen's Add. - see FB 1735-P-35

Indexed

C.S.K.



Each right-page entry below is written as elevation (rod reading / distance from ℄).

| Sta. | Lt | | | | | ℄ | Rt | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1+76 | 30.8 (5.4/50) | 30.5 (5.7/35) | 30.0 (6.2/30) | 28.8 (7.4/26) | 28.2 (8.0/17) | 27.2 (9.0) | 27.4 (8.8/6) | 28.3 (7.9/9) | 27.6 (8.6/17) | 27.0 (9.2/35) | 26.2 (10.0/46) | 23.7 (12.5/61) | 25.4 (10.8/68) |
| 1+64 | 31.1 (5.1/50) | 30.4 (5.8/35) | 29.8 (6.4/17) | | | 29.2 (7.0) | 25.8 (10.4/17) | 25.0 (11.2/35) | 24.8 (11.4/47) | 26.4 (9.8/50) | 26.1 (10.1/60) | | |
| 1+58 | 31.3 (4.9/50) | 30.7 (5.5/35) | 30.0 (6.2/17) | | | 29.2 (7.0) | 28.0 (8.2/17) | 27.2 (9.0/35) | 26.5 (9.7/50) | | | | |
| 1+00 | 33.7 (2.5/50) | 33.1 (3.1/35) | 32.2 (4.0/17) | | | 31.4 (4.8) | 30.2 (6.0/17) | 29.3 (6.9/35) | 28.7 (7.5/50) | | | | |
| 0+50 | 35.3 (0.9/50) | 34.4 (1.8/35) | 33.5 (2.7/17) | | | 32.8 (3.4) | 32.0 (4.2/17) | 31.6 (4.6/35) | 31.2 (5.0/50) | | | | |
| 0+00 = ELY Line | 36.1 (0.1/35) | 35.3 (0.9/17) | | | | 34.4 (1.8) | 33.7 (2.5/17) | 33.4 (2.8/35) | | | | | |

2.76 36.20 33.44 B.M. Conc. Mon. Del Rey & Bunker Hill FB 1735-50

36.20

DEL REY STREET

X SECTIONS

INDEXED



| | Lt | | | | ℄ | | | | Rt. |
|---|---|---|---|---|---|---|---|---|---|
| 4+00 | 30.9 | 30.3 | 29.5 | 28.8 | 28.1 | 27.5 | 26.9 | 26.1 | 24.1 |
| 3+50 | 30.2 | 29.7 | 29.4 | 28.1 | 27.9 | 27.4 | 26.7 | 26.1 | 24.9 |
| 3+00 | 29.4 | 29.0 | 27.7 | 27.0 | 27.0 | 26.0 | 25.6 | 25.0 | 24.6 |
| 2+50 | 29.1 | 28.3 | 27.3 | 27.0 | 26.1 | 25.4 | 25.4 | 24.9 | 24.6 |
| 2+15 | 28.3 | 27.6 | 26.7 | 26.0 | 25.2 | 24.6 | 24.6 | 24.1 | 24.1 |
| 1+80 | 36.20 | | | | | | | | |

# Del Rey St.

## X Sections

| | | | | |
|---|---|---|---|---|
| 7+00 | | | | |
| 6+70.5 | to 7+69 | Wire Fence on Lt on Line | | |
| 6+50 | | | | |
| 6+00 | | | | |
| 5+69.95 = ELY Line Glendora St. | | | | |
| | X Section this Intersection FB 1735-42 | | | |
| SWLY Cor Glendora & Del Rey | | | | 23.94 = F.B. 1735-43 |
| T.P. | 3.22 | 27.14 | 12.28 | 23.92 on Conc Mon |
| 4+99.95 = NWLY Line Glendora | | | | |
| 4+50 | | | | |
| | | 36.20 | | |

| Lt. | | | ℄ | | | Rt. |
|---|---|---|---|---|---|---|
| 23.7 / 3.4 / 50 | 23.3 / 3.8 / 35 | 22.9 / 4.2 / 17 | 22.5 / 4.6 | 21.3 / 5.8 / 17 | 21.1 / 6.0 / 35 | 20.7 / 6.4 / 50 |
| 24.8 / 2.3 / 50 | 24.1 / 3.0 / 35 | 23.4 / 3.7 / 17 | 23.2 / 3.9 | 22.1 / 5.0 / 17 | 21.7 / 5.4 / 35 | 21.3 / 5.8 / 50 |
| 25.7 / 1.4 / 50 | 25.3 / 1.8 / 35 | 24.1 / 3.0 / 17 | 23.7 / 3.4 | 22.7 / 4.4 / 17 | 22.2 / 4.9 / 35 | 21.7 / 5.4 / 50 |
| 25.9 / 1.2 / 50 | 25.3 / 1.8 / 35 | 24.4 / 2.7 / 17 | 24.1 / 3.0 | 23.1 / 4.0 / 17 | 22.6 / 4.5 / 35 | 22.2 / 4.9 / 50 |
| | | | 27.14 | | | |
| | 26.1 / 10.1 / 35 | 25.5 / 10.7 / 17 | 25.1 / 11.1 | 24.4 / 11.8 / 17 | 23.92 / 12.28 / 35 on Conc. Mon | |
| 27.9 / 8.3 / 50 | 27.1 / 9.1 / 35 | 26.1 / 10.1 / 17 | 25.7 / 10.5 | 24.6 / 11.6 / 17 | 24.0 / 12.2 / 35 | 23.5 / 12.7 / 50 |
| | | | 36.20 | | | |

# DEL REY ST.

## X SECTIONS

8+45 to Sta 10+00 = Pickett Fence on Lt 1.0' in st

| Sta. | Lt. | | | | ℄ | | | Rt. |
|---|---|---|---|---|---|---|---|---|
| 10+00 | | 5.5/35 21.6 | 5.74/27 21.40 | 6.3/17 20.8 | 6.8 20.3 | 7.0/17 20.1 | 7.6/35 19.5 | 8.4/50 18.7 |
| 9+50 | 4.6/50 22.5 | 4.8/35 22.3 | 5.0/34 22.1 | 5.6/17 21.5 | 6.3 20.8 | 6.8/17 20.3 | 7.4/35 19.7 | 8.0/50 19.1 |
| 9+00 | 4.6/50 22.5 | 4.8/35 22.3 | 5.3/34 21.8 | 6.1/17 21.0 | 6.1 21.0 | 6.6/17 20.5 | 7.3/35 19.8 | 7.7/50 19.4 |
| 8+50 | 5.0/50 22.1 | 5.1/35 22.0 | 5.4/34 21.7 | 5.7/17 21.4 | 6.5 20.6 | 6.8/17 20.3 | 7.5/35 19.6 | 8.1/50 19.0 |
| 8+00 | 4.3/50 22.8 | 4.8/35 22.3 | | 5.6/17 21.5 | 6.3 20.8 | 6.8/17 20.3 | 7.2/35 19.9 | 7.8/50 19.3 |
| 7+50 | 3.6/50 23.5 | 4.2/35 22.9 | | 4.8/17 22.8 | 5.2 21.9 | 6.1/17 21.0 | 6.1/35 21.0 | 6.9/50 20.2 |

Asphalt Drive

27.4

# DEL REY STREET

## X SECTIONS

NELY Cor Pacific & Rosecrans st

| | | | | |
|---|---|---|---|---|
| | | | | 0.02 |
| Chk BM on Mon. | | | 9.51 | 10.09 = FB 1735-31 |
| | | | | 10.07 |
| T.P. | 2.15 | 19.58 | 9.71 | 17.43 |

10+70

10+35

10+22 = End thin Asphalt Pav. on Lt

10+13 = ℄ Dble Garage 49' Lt. Thin Asphalt Pav. Approx 1½" thick

27.14

Completed 5-22-47

| Sta. | Lt | | | ℄ | | | | Rt |
|---|---|---|---|---|---|---|---|---|
| 10+70 | 21.1 / 6.0 / 40 | 21.1 / 6.0 / 35 | 20.4 / 6.7 / 17 | 19.8 / 7.3 | 19.4 / 7.7 / 17 | 18.9 / 8.2 / 35 | 17.89 / 9.25 / 35 on Conc. Mon | 18.44 / 8.7 / 50 |
| 10+35 | 21.9 / 5.2 / 50 | 21.5 / 5.6 / 35 | 20.7 / 6.4 / 17 | 20.0 / 7.1 | 19.8 / 7.3 / 17 | 19.2 / 7.9 / 35 | 18.3 / 8.8 / 50 | |
| 10+22 | 22.20 / 4.94 / 49 Pav | 21.63 / 5.51 / 34 Pav | 21.29 / 5.85 / 29 Pav | | | | | |
| 10+13 | 22.14 / 5.00 / 49 Pav | 21.65 / 5.49 / 34 Pav | 21.23 / 5.91 / 29 Pav | | | | | |

27.14

Alignment Plymouth Dr. And Standish Dr. Panorama Hts.

Aug. 25-47
Sisson
McCoy
Allen
W.O. 25001

| | | |
|---|---|---|
| 7+66.85 | E.C. | |
| 7+52.56 | B.C. Rt. | |
| 6+86.56 | E.C. | 25°05' |
| +61.23 | | 16°43.33' |
| +35.90 | | 8°21.67' |
| 6+10.57 | B.C. Lt. | |
| | | |
| +44.63 | E.C. | 13°45' |
| 5+13.44 | | 12°04' |
| +82.25 | | 10°23' |
| +50 | | 8°38.56' |
| +20.64 | | 7°03.5' |
| 4+0 | | 5°56.66' |
| +75 | | 4°35.71' |
| +50 | | 3°14.76' |
| +25 | | 1°53.81' |
| 3+0 | | 0°32.86' |
| 2+89.85 | P.R.C. | 54°15.50' |
| 2+65.24 | | 40°41.62' |
| 2+40.62 | | 27°07.75' |
| 2+16 | | 13°33.87' |
| 1+91.38 | B.C. Lt. | |
| | | |
| 0+0 | = W.L. Panorama Hts. | |

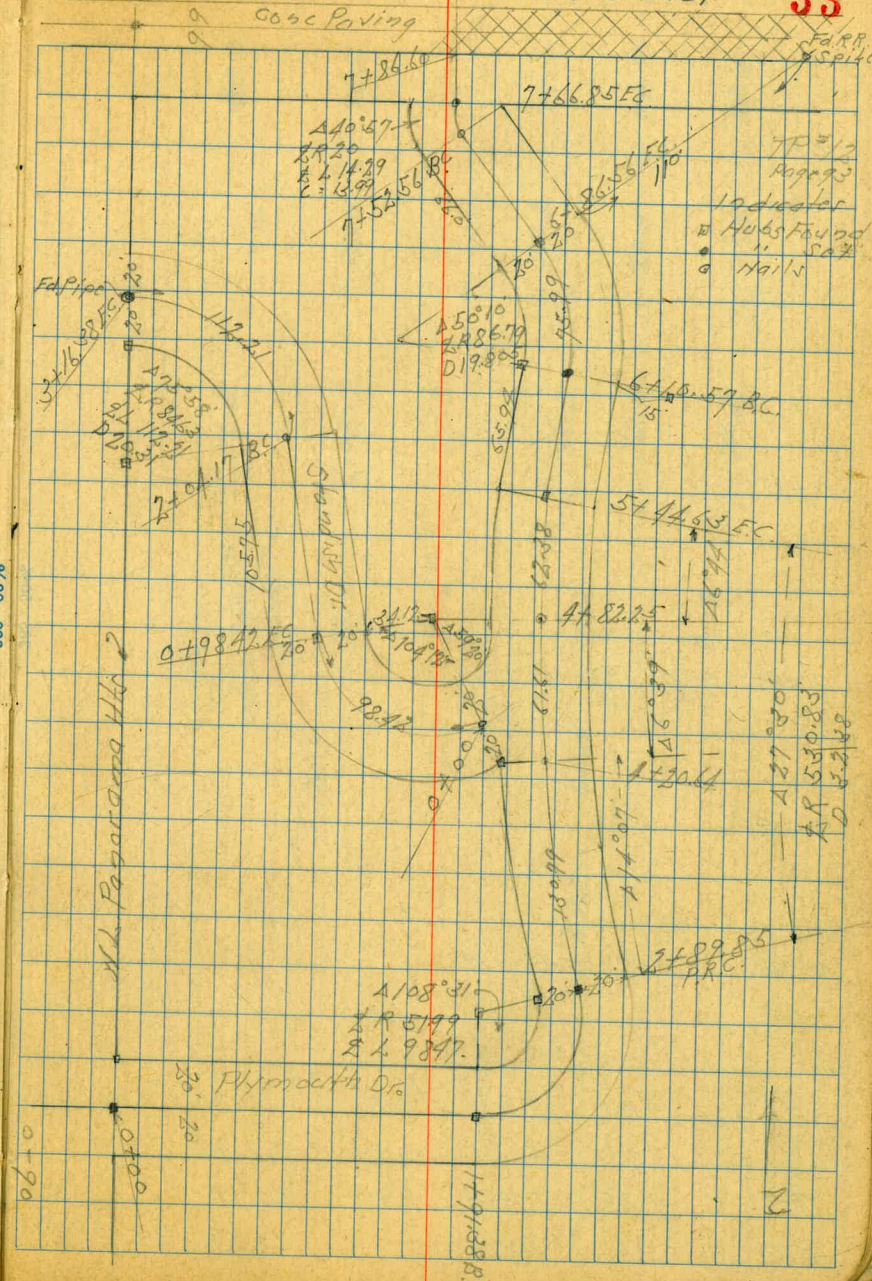
385 50%

Indexed

Imperial Ave.

C.S.K.
Plotted T.P.S 3437

33



Cross Section Plymouth Drive
South West End to Imperial Ave

Indexed
C.S.K.

Sketch Page 33

| | | | | | |
|---|---|---|---|---|---|
| 0+75 | | | | | |
| 0+50 | | | | | |
| 0+25 | | | | | |
| 0+0 | = N.L. Panoramatts. | | | | |
| 0-45 | | | | | |
| 0-90 | = Bottom Draw | | | | |
| TP | 13.02 | 78.66 | 0.21 | 65.64 | |
| TP | 12.93 | 65.85 | 0.06 | 52.92 | |
| TP | 12.33 | 52.98 | 1.99 | 40.65 | |
| BM | 0.21 | 42.64 | | 42.43 | N.E.B.P. Ocean View & Culvertion of San Miguel |

Plotted Oct. 1947

Lt: N ℄ Rt: S



| | | | | | |
|---|---|---|---|---|---|
| 80.0 +1.3 20 | 76.2 2.5 4 | 76.1 2.6 | 75.6 3.1 17 | 74.4 4.3 20 | 71.8 6.9 30 |
| 78.6 0.1 20 | 75.4 3.3 4 | 74.9 3.8 | 74.3 4.4 17 | 73.5 5.2 20 | 71.5 7.2 30 |
| 76.5 2.2 20 | 75.2 3.5 8 | 73.5 5.2 | 73.3 5.4 16 | 72.6 6.1 20 | 71.2 7.5 30 |
| 74.2 4.5 20 | 73.0 5.7 8 | 71.69 6.97 on Hub | 71.2 7.5 20 | 70.2 8.5 30 | |
| 70.7 8.0 20 | 69.3 9.4 | 68.0 10.7 20 | | | |
| 67.3 11.4 20 | 65.5 13.2 | 64.3 14.4 20 | | | |

78.66

Plymouth Drive

Lt. | ℄ | Rt.

| | | | | |
|---|---|---|---|---|
| 2+16 | | | | |
| | Note:- All Sections on Curves Taken Radial | | | |
| +91.38 | B.C. Lt. | | | |
| +75 | | | | |
| +50 | | | | |
| +25 | | | | |
| TP | 11.81 | 90.39 | 0.18 | 78.48 |
| 1+0 | | | | |
| | | 78.66 | | |

| Lt. | | | ℄ | | | Rt. |
|---|---|---|---|---|---|---|
| 87.4 | 85.2 | 84.3 | 83.7 | 83.7 | 82.6 | |
| 2.9 / 20 | 5.1 / 20 | 6.0 / 20 | 6.6 / 20 | 6.6 / 20 | +3.9 / 20 | |
| 87.3 | 84.4 | 83.4 | 82.6 | 81.2 | 77.4 | |
| 3.0 / 15 | 5.9 / 16 | 7.9 / 14 | 7.7 / 13 | 9.1 / 6 | 1.3 / 4 | |
| 85.5 | 83.8 | 82.7 | 81.1 | 79.1 | 77.2 | |
| 4.8 / 10 | 6.5 / 0.0 | 7.6 | 9.2 / 8 | 11.2 / 4 | 1.5 | 90.39 |
| 85.5 | 83.00 | 82.7 | 81.0 | 79.2 | 77.2 | |
| 4.8 | 7.21 on H46 | 7.6 | 9.3 | 11.1 | 1.5 | 78.66 |
| 85.3 | 82.7 | 81.9 | 80.4 | 78.9 | 77.2 | |
| 5.0 / 17 | 7.6 / 15 | 8.1 / 15 | 9.9 / 16 | 11.4 / 17 | 1.5 / 17 | |
| 84.6 | 80.4 | 80.5 | 78.9 | 77.6 | 76.0 | |
| 5.7 / 20 | 9.9 / 20 | 9.8 / 20 | 11.4 / 20 | 12.7 / 20 | 1.7 / 20 | |
| 84.1 | 78.6 | 78.2 | 76.7 | 75.3 | 73.4 | |
| 6.2 / 30 | 14.7 / 30 | 13.1 / 30 | 13.6 / 30 | 15.0 / 30 | 5.3 / 30 | |

| | | | | |
|---|---|---|---|---|
| 1+50 | | | | |
| 1+25 | | | | |
| 1+0 | | | | |
| 2+89.85 PRC. | | | | |
| TP | 11.62 | 101.80 | 0.11 | 90.18 |
| 1+65.24 | | | | |
| 2+40.62 | | | | |
| | | 90.29 | | |

| Lt | | | |

Plymouth Drive

| Station | | | | |
|---|---|---|---|---|
| +50 | | | | |
| +42 | | | | |
| +27 | | | | |
| +20.64 | = S.L. Standish Dr. on Lt. | | | |
| TP | 12.59 | 112.97 | 1.42 | 100.38 |
| 4+0 | | | | |
| 3+75 | | | | |
| | | 101.80 | | |



| Station | | Lt=N | | | ℄ | | Rt=E | |
|---|---|---|---|---|---|---|---|---|
| +50 | | 105.7 (7.3/20) | 103.0 (10.0/12) | | 102.5 (10.5) | 101.4 (11.6/16) | 100.9 (12.1/20) | 96.7 (16.3/30) |
| +42 | | 103.2 (9.8/20) | 102.8 (10.2/10) | | 102.2 (10.8) | 101.0 (12.0/17) | 100.0 (13.0/20) | 95.7 (17.3/30) |
| +27 | | 103.1 (9.9/20) | 102.3 (10.7/10) | | 101.5 (11.5) | 100.2 (12.8/17) | 100.3 (12.7/20) | 94.6 (18.4/30) |
| +20.64 | 104.19 (8.78/20 on Hub) | 105.5 (7.5/17) | 103.8 (9.2/7) | 101.2 (11.8/3) | 101.1 (11.9) | 99.7 (13.3/17) | 99.8 (13.2/20) | 94.6 (18.4/30) |
| TP | | | | | 112.97 | | | |
| 4+0 | | 105.5 (+3.7/20) | 104.1 (+2.3/8) | 100.0 (1.8/4) | 99.6 (2.2) | 98.6 (3.2/18) | 99.1 (2.7/20) | 94.8 (7.0/30) |
| 3+75 | | 105.3 (+3.5/20) | 104.0 (+2.2/8) | 98.2 (3.6/4) | 97.9 (3.9) | 96.8 (5.0/20) | 97.3 (4.5/22) | 94.4 (7.4/30) |
| | | | | | 101.80 | | | |

6+35.90

6+10.57 BC Lt

5+77

| TP | 7.54 | 119.33 | 1.18 | 111.79 |
|---|---|---|---|---|

5+44.65 EC

5+13.44

4+82.25 = PRC on Lt

112.97



Lt = W | ℄ | Rt = E

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6+35.90 | 115.0 (4.3/20) | 111.9 (7.4/9) | 106.0 (13.3) | 106.2 (13.1/16) | 104.6 (14.7/20) | 97.3 (22.0/35) | |
| 6+10.57 | 114.2 (5.1/20) | 111.5 (7.8/12) | 105.8 (13.5) | 105.9 (13.4/16) | 104.2 (15.1/20) | (22.0/35) | |
| 5+77 | 115.8 (3.5/20) | 112.5 (6.8/8) | 106.5 (12.8) | 105.7 (13.6/6) | 105.5 (13.8/20) | 101.2 (18.1/30) | |
| TP 119.33 | 115.1 (4.21/20) | 111.2 (8/7) | 105.9 (7.1/0.0) | 105.35 (7.62 on H-[illegible]) | 104.8 (8.3/6.3) | 105.0 (8.0/20) | 101.4 (11.6/30) |
| 5+13.44 | 114.0 (+1.0/20) | 109.7 (3.3/3.3) | 107.1 (5.9) | 104.0 (9.0/4) | 104.0 (9.0/20) | 101.5 (11.5/30) | |
| 4+82.25 | 109.1 (3.9/20) | 106.1 (6.9/7) | 103.4 (9.6/2) | 103.3 (9.7) | 103.1 (9.9/18) | 102.7 (10.3/20) | 97.5 (15.5/30) |

112.97

Plymouth Drive

| | | | | |
|---|---|---|---|---|
| TP | 5.33 | 114.57 | 10.09 | 109.24 |
| 7+66.85 | EC | | | |
| 7+52.56 | BC Rt | | | |
| 7+20 | | | | |
| 6+91 | | | | |
| 6+86.56 | EC | | | |
| 6+61.23 | | | | |
| | | 119.33 | | |

| Lt. | | ℄ | | Rt. |
|---|---|---|---|---|
| 112.9 | 110.2 | 109.4 | 110.6 | 117.0 |
| 6.4 | 9.1 | 9.9 | 8.7 | 2.3 |
| 30 | 20 | 20 | 20 | 20 |
| 111.4 | 109.2 | 109.2 | 113.3 | 113.8 |
| 7.9 | 10.1 | 10.1 | 6.0 | 5.5 |
| 20 | 10 | 10 | 10 | 10 |
| 108.6 | 108.2 | 107.2 | 107.2 | 106.4 |
| 10.7 | 11.1 | 12.1 | 12.1 | 12.9 |
| | | | 12.35 | |
| 107.7 | 107.1 | 107.1 | 107.0 | 106.7 |
| 11.6 | 12.2 | 12.2 | 12.3 | 12.6 |
| 20 | 20 | 20 | 20 | 17 |
| 106.9 | 106.9 | 107.2 | 107.1 | 105.6 |
| 12.4 | 13.4 | 13.1 | 13.2 | 13.7 |
| 30 | 30 | 27 | 25 | 20 |
| 107.7 | 107.0 | 103.1 | | 99.4 |
| 11.6 | 13.2 | 16.2 | | 19.9 |
| 20 | 30 | 35 | | 35 |
| 108.6 | 109.3 | 110.9 | 112.1 | |
| 10.7 | 10.0 | 8.4 | 7.2 | |
| 13 | | 20 | 30 | |

119.33

| | | | | | |
|---|---|---|---|---|---|
| BM | | | 5.55 | 114.98 | on Lt T ℄ Imperial Pav. W.L. Panorama Hts |
| TP | 6.78 | 120.53 | 0.82 | 113.75 | |
| 7+95.6 = ℄ Conc. Strip Paving | | | | | |
| 7+86.6 = South Edge Conc Paving on Imperial Ave | | | | | |
| 7+76 | | | | | |
| | | 114.57 | | | |

| Lt. | ℄ | Rt. |
|---|---|---|
| 112.31 | 110.63 | 108.93 | 108.12 | 106.86 | 105.62 | 103.92 |
| 2.26 / 100 | 3.94 / 60 | 5.64 | 6.45 | 7.71 / 20 | 8.95 / 60 | 10.65 / 100 |
| 112.16 | 110.48 | 108.76 | 108.00 | 107.14 | 105.53 | 103.76 |
| 2.41 / 100 | 4.09 / 60 | 5.81 / 20 | 6.57 | 7.43 / 20 | 9.04 / 60 | 10.81 / 100 |
| | 109.1 | 108.6 | 108.0 | 107.2 | 106.8 | |
| | 5.5 / 30 | 6.0 / 20 | 6.6 | 7.4 / 20 | 7.8 / 30 | |
| | | | 114.57 | | | |

Cross Section Standish Drive
From Plymouth Drive to West Line of
Panorama Hts  Sketch Page 33

| | | | | |
|---|---|---|---|---|
| TP | 10.62 | 121.94 | 4.52 | 111.32 |
| 1+25 | | | | |
| 0+98.42 | E.C. | | | |
| 0+65.62 | | | | |
| 0+32.81 | | | | |
| 0+0 | = SW Standish & Plymouth | | | |
| BM | 14.65 | 115.87 | 104.19 | on Hub 20 ft. At 20.6 Rt. Plymouth Page 37 |

Indexed C.S.K.

41

Aug 26-47 Simon McCoy Rifco

| Sta | Lt. | | | | ℄ | | | | Rt. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 107.5 | | | | 112.1 | 115.4 |
| | | | | | 8.3 | | | | 3.7 | 0.4 |
| | | | | | | | | | 7 | 20 |
| | | 101.5 | | 106.1 | 107.6 | | | | | |
| | | 14.3 | | 9.7 | 8.2 | | | | | |
| | | 30 | | 20 | 16 | | | | | |
| | 100.8 | | 104.4 | | 105.9 | | 106.7 | 106.34 | 106.7 | 109.8 |
| | 15.0 | | 11.4 | | 9.9 | | 9.1 | 9.50 on Hub | 9.1 | 6.0 |
| | 30 | | 20 | | 15 | | 6.0 | | 6 | 20 |
| | | | 104.0 | | 105.8 | | 105.5 | | 105.4 | 108.0 | 109.0 |
| | | | 11.8 | | 10.0 | | 10.3 | | 10.4 | 9.8 | 6.8 |
| | | | 30 | | 20 | | | | 3 | 7 | 20 |
| | | | 103.7 | | 103.9 | | 104.3 | | 104.4 | 107.7 | 108.8 |
| | | | 12.1 | | 11.9 | | 11.5 | | 11.4 | 8.1 | 7.0 |
| | | | 30 | | 20 | | | | 3 | 9 | 20 |
| | 105.2 | 106.0 | 104.7 | 103.1 | | 103.2 | | 107.3 | 108.1 | 108.8 | |
| | 10.6 | 9.8 | 11.1 | 12.7 | | 12.6 | | 8.5 | 7.7 | 7.0 | |
| | 30 | 27 | 20 | 17 | | | | 8 | 20 | 20 | |
| | | | | | 115.84 | | | | | | |

Standish Drive

| Station | Angle |
|---|---|
| 2+88.32 | 28°29.25' |
| 2+60.27 | 18°59.5' |
| 2+32.22 | 9°29.75' |
| | C=27.92 |
| 2+04.17 = BC Lt. | |
| 1+75 | |
| 1+50 | |
| | 121.94 |



| Lt. | | | | ℄ | | | Rt. |
|---|---|---|---|---|---|---|---|
| 109.4 | 112.4 | 112.3 | | 114.4 | 118.0 | 118.4 | |
| 12.5 / 35 | 9.5 / 25 | 9.6 / 20 | | 7.5 | 3.9 / 16 | 3.5 / 20 | |
| 107.1 | 112.4 | 112.4 | | 113.3 | 119.9 | 116.4 | |
| 14.8 / 40 | 9.5 / 25 | 9.5 / 20 | | 8.6 | 2.0 / 11 | 5.6 / 20 | |
| 105.7 | 111.9 | 111.9 | 112.2 | 113.6 | 117.0 | 116.4 | |
| 16.2 / 38 | 10.0 / 25 | 10.0 / 20 | 9.7 / 5 | 8.3 | 4.9 / 8 | 5.5 / 20 | |
| 105.3 | 111.1 | 111.1 | 111.3 | 115.4 | 117.2 | 117.7 | |
| 16.6 / 35 | 10.8 / 23 | 10.8 / 20 | 10.6 / 7 | 6.5 | 4.7 / 6 | 4.2 / 20 | |
| 103.3 | 108.8 | 110.0 | 109.9 | 111.3 | 120.5 | 123.4 | 126.9 |
| 18.6 / 35 | 13.1 / 20 | 11.9 / 17 | 12.0 / 3 | 10.6 | 1.4 / 13 | +1.5 / 20 | +5.0 / 30 |
| 102.8 | 107.4 | 108.7 | 108.9 | 110.2 | 117.5 | 120.9 | |
| 19.1 / 30 | 14.5 / 20 | 13.2 / 15 | 13.0 / 3 | 11.8 | 4.4 / 10 | 1.0 / 20 | |

121.94

| | | | | | |
|---|---|---|---|---|---|
| BM | | | 8.89 | 118.48 | S.E. B.P. Imperial + 39th St. 118.38 |
| TP | 10.52 | 127.37 | 0.63 | 116.85 | |
| TP | 10.96 | 117.48 | 5.52 | 106.52 | |
| TP | 4.49 | 112.04 | 3.02 | 107.55 | |
| TP | 0.27 | 110.57 | 13.27 | 110.30 | |
| BM | | | 8.58 | 114.99 | on L+T ℄ Imperial Pav. + W.L. Panorama 114.98 Pa 9040 |
| TP | 5.34 | 123.57 | 3.71 | 118.23 | |

37°59'

3+16.38 = FC = W.L. Panorama Hts

121.94

Lt. ℄ Rt.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 110.6 | 113.6 | 115.0 | 116.2 | 115.97 | 116.4 | 120.1 | 120.9 |
| 11.3 | 8.3 | 6.9 | 5.7 | 5.97 | 5.5 | 1.8 | 1.0 |
| 35 | 20 | 15 | 0.0 | 0.7 P.P. | 3 | 12 | 20 |

121.94

Indexed
c.s.k.

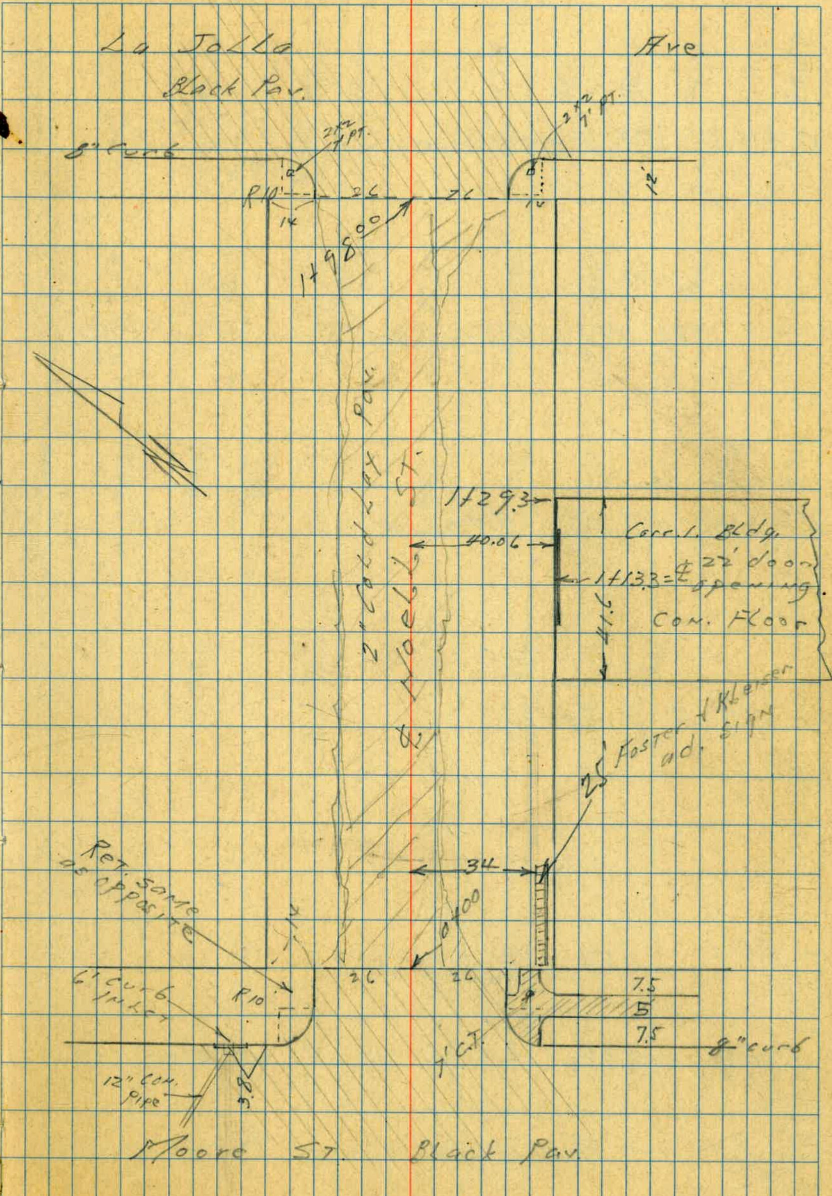
Isec Noell St.
Moore St to La Jolla Ave

Moore
Begg
Green
Roberts

W.O. 25001

10-31-47





| | B.S. + | H.I | F.S. − | El. |
|---|---|---|---|---|
| Xsec | Noell | | | |

Note! E.P. = edge Cold Lay Pav.

0+00 Ely Moore — Here Cold Lay is Higher than Orig. Pav.

0-7 Beg. Cold Lay Pav. over orig. Pav.

0-20 Ely cb. Moore

0-37.5 ℄ Moore

| | | | | |
|---|---|---|---|---|
| T.P. | 0.53 | 52.63 | 10.76 | 52.10 |
| T.P. | 0.86 | 62.86 | 12.53 | 62.00 |
| N.E.B.P. BM. | 0.38 | 74.53 | | 74.15 |

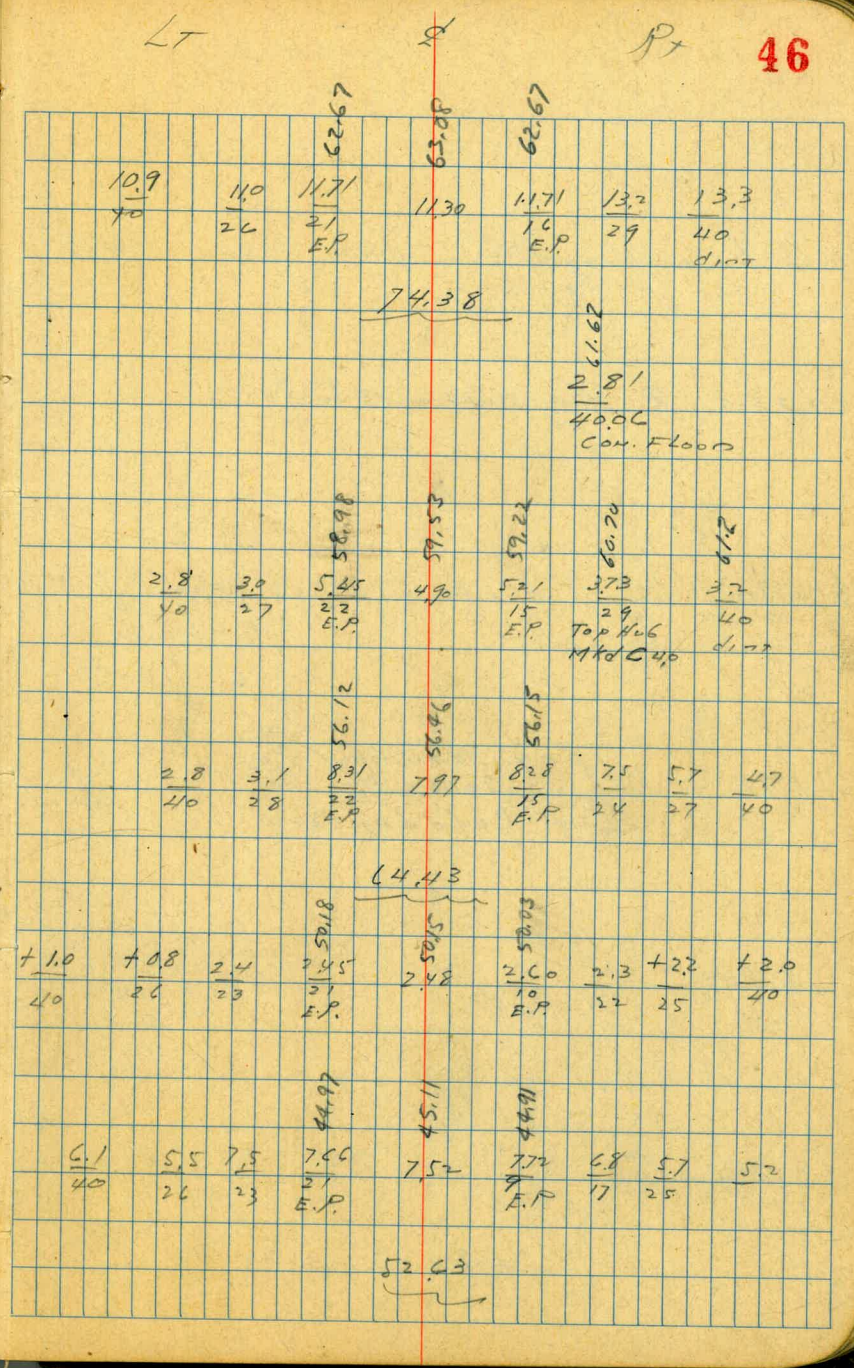
Lt ℄ Rt

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 42.63 | 42.21 | 43.43 | 43.49 | 43.51 | 43.19 | 42.31 | 42.69 | 44.73 | 44.53 |
| 9.1 / 40 | 8.3 / 27 | 10.00 / 26 cb | 10.42 / 26 gt | 9.2 / 20 E.P. | 9.14 / 13 | 9.12 | 9.44 / 13 E.P. | 10.32 / 26 gt | 9.94 / 26 cb | 7.9 / 27 | 8.1 / 40 |
| dirt | | | | | | | | | | dirt | |
| | 42.58 | 42.15 | | 42.47 | | 42.59 | 42.40 | 42.26 | | 42.62 | |
| | 10.05 / 26 cb | 10.48 / 26 gt | | 10.16 / 13 | | 10.04 | 10.23 / 13 | 10.37 / 26 gt | | 10.01 / 26 cb | |
| 43.04 | 42.61 | 42.48 | 41.69 | 41.82 | | 41.95 | 42.14 | 42.27 | 42.68 | 42.72 | 43.12 |
| 9.59 / 90 cb | 10.02 / 90 gt | 10.15 / 40 cb | 10.94 / 40 gt | 10.81 / 26 | | 10.68 | 10.49 / 26 | 10.36 / 40 gt | 9.95 / 40 cb | 9.91 / 77 gt | 9.51 / 77 cb |
| | | 43.11 | | 42.73 | | 42.61 | 42.78 | | 43.28 | | |
| | | 9.52 / 90 | | 9.90 / 40 | | 10.02 | 9.85 / 40 | | 9.35 / 90 | | |

52.63

Noell & La Jolla Ave

| | | | | |
|---|---|---|---|---|
| 1+25 | | | | |
| T.P. | 10.00 | 74.38 | 0.05 | 64.38 |
| 1+13.3 | E 22' door | Con. Floor | | |
| 1+00 | | | | |
| 0+80 | | | | |
| T.P. | 12.33 | 64.43 | 0.53 | 52.10 |
| 0+40 | | | | |
| 0+10 | | | | |
| | | 52.63 | | |



| | | | | | |
|---|---|---|---|---|---|
| | | Noell St. | | | |
| Check to Starting BM | | 0.23 | 74.15 | 74.15 | |
| 2+35.5 | ℄ La Jolla Ave | | | | |
| 2+10 | Wly curb La Jolla Ave. | | | | |
| 1+98 | = Beg. Standard Par Wly La Jolla Ave. End Cold Lay Par. | | | | |
| 1+86 | | | | | |
| 1+44 | | | | | |
| | | 74.38 | | | |

| Lt | | | | | ℄ | | | | Rt | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | 73.46 | 73.00 | 72.42 | | | | | |
| | | | | 0.92 / 40 | 1.38 | 1.96 / 40 | | | | | |
| | | 72.15 | | 71.66 | 71.28 | | | | 71.12 | | |
| 1.78 / 90 | 2.17 / 90 gt | 2.23 / 40 cb | 2.65 / 40 gt | 2.72 / 26 | 3.10 | 3.44 / 26 | 3.64 / 40 gt. | 3.26 / 40 cb | 4.35 / 90 gt | 3.98 / 90 cb | |
| | | 72.16 | 71.52 | | 71.56 | | | 71.03 | | | |
| 2.1 / 40 dirt | | 2.22 / 26 cb | 2.86 / 26 gt | 2.70 / 13 | 2.82 | 3.17 / 13 | 3.71 / 26 gt | 3.35 / 26 cb | 3.2 / 40 | | |
| | | | | 70.66 | 70.79 | 70.02 | | | | | |
| | 2.9 / 40 | 2.7 / 26 | | 3.72 / 20 E.P. | 3.59 | 4.36 / 20 E.P. | 3.8 / 27 | 4.2 / 40 | | | |
| | | | | 64.90 | 65.69 65.59 | 65.19 | | | | | |
| | | 9.7 / 40 | | 9.48 / 23 E.P. | 8.79 | 9.19 / 16 EP | 9.5 / 26 | 10.7 / 40 | | | |
| | | | | | 74.38 | | | | | | |

Indexed

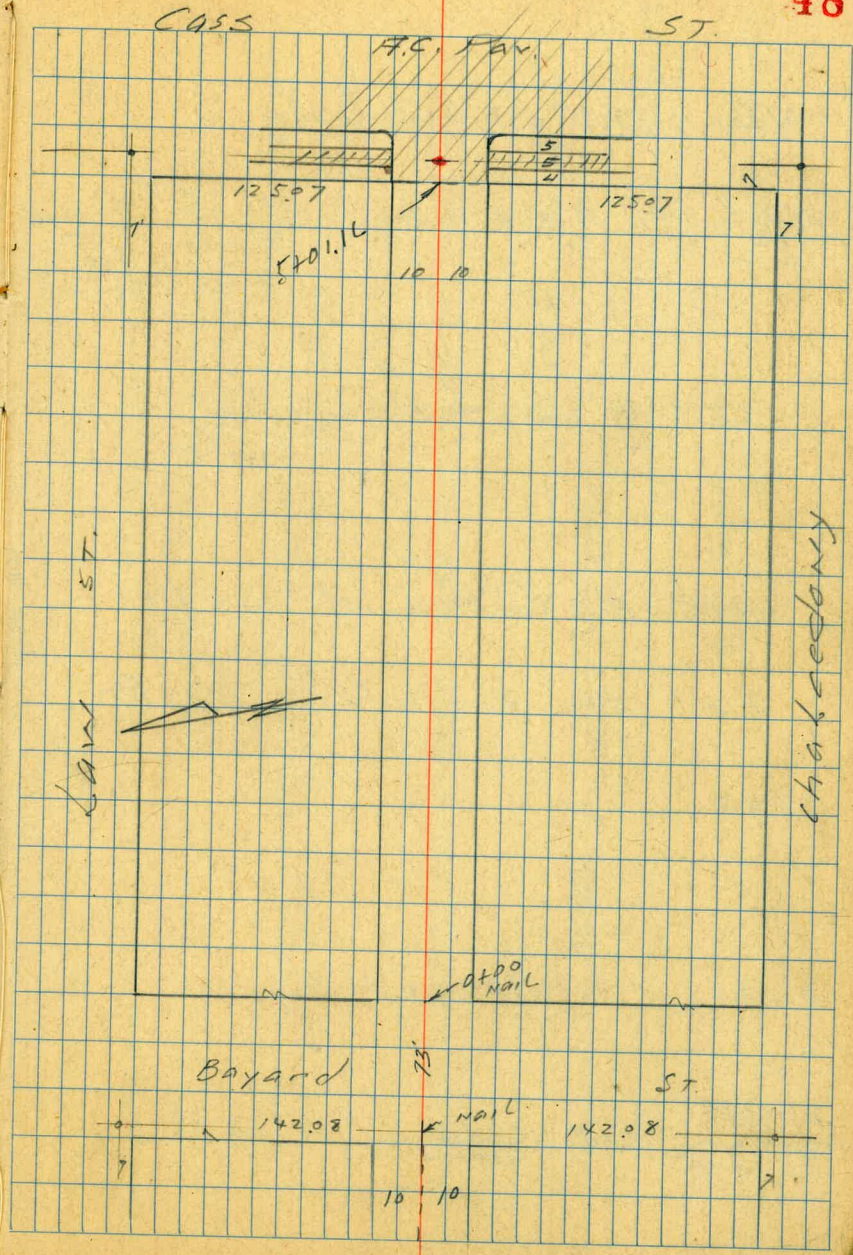
Xsec of 20' alley

Blk 114 Pacific Beach

W.O. 2500,

Moore
Begg
Green
Roberts
4-9-48

- Fd. Ld.C.T. 7' pts
- Set City Cap. disks



1+01.5 10.3 R ℄ 3' walk conc

1+00 P.P. A 918 9' Rt, end Top wall also Beg. Bd. Fence

+68 ℄ gate + 4' con walk

+49.5 Beg. Con. Ret. wall 10.2 Lt.

+31 Beg. Picket fence 9.8 Rt

0+25

0+00 E.L. Bayard

N.W.B.P. Law and Bayard 3.18 62.03 58.85

385 50%

Lt ℄ Rt

57.60

4.43 / 10.3 walk

58.98 58.03 57.93 57.63 57.73 57.53

3.05 / 10.2 4.0 / 10 4.1 / 7 4.4 / 7 4.3 4.5 / 10 end Picket fence / 10.1

58.84 58.33 57.53 57.43 57.13 57.03

3.19 / 10.2 Top wall 3.7 / 10 4.5 / 7 4.6 4.9 / 10 5.0 / 25

58.57 57.73 57.13 57.03 56.93

3.46 / 10.2 Top wall 4.3 / 10 4.9 5.0 / 10 5.1 / 25

57.03 56.83 56.63

5.0 / 10 5.2 5.4 / 10

56.73 56.43 56.23

5.3 / 10 5.6 5.8 / 10

62.03

1+55 Beg. Con. apron + 4 Car. garage on Rt.

1+52 ℄ 4' Con walk on Lt

1+49.5 End Bd. + Beg Picket fence on Lt.

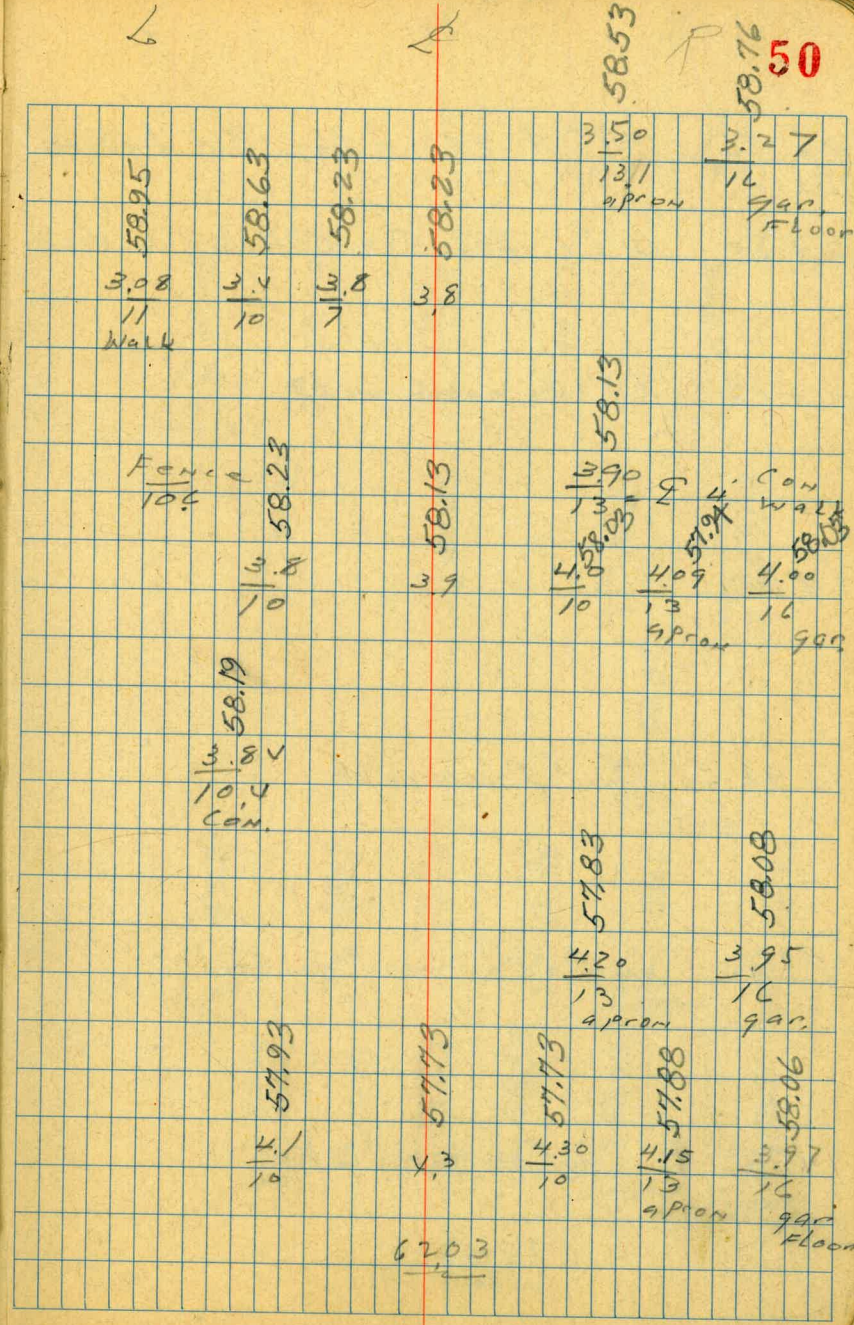
1+45 end apron + 4 Car. gar.

1+28 ℄ 2' Con. walk

1+26.5 ℄ 4 Car gar. Con Fl.

1+08 W. edge Con. apron + 4 Car. garage on Rt

L.V. 0.3



2+52 P.P. A 950 + Beg. Bd fence

2+50 10' Lt Beg. Con. Blk wall 5' High

2+48 ℄ 3' Con walk on Lt

2+10

1+98.5 ℄ 3' Con walk

1+92 end 4 Car gar. on Rt

1+74 ℄ 4 Car gar. on Rt

6203



L ℄ R

on Rt

P.P. 8.9

Fence 9.3 6' High

60.23 1.80 10.5 walk

59.93 2.1 10

59.93 2.1

59.53 2.5 10

59.43 2.6 25

59.43 2.6 10

59.23 2.8

58.83 3.2 10

58.63 3.4 25

58.57 3.46 10.2 walk

59.33 2.7 10

59.13 2.9 8

58.93 3.1

58.73 3.3 10

58.66 3.37 13.1 apron

58.80 3.23 16 gar. floor

58.93 3.1 10

58.73 3.3 7

58.63 3.4

58.53 3.5 10

58.63 3.40 13.1 apron

58.81 3.22 16 gar. floor

6203

3 + 74.5 ℄ 4 Car gar. Con

3 + 55 Beg. 4 Car gar + Con. apron on LT.

3 + 50.5 ℄ 2.5 Con. walk

3 + 27 end Bd. Fence on Rt

3 + 01 end Con. Blk. wall on LT.

2 + 76 ℄ gate + 1.5 Con walk

T.P. 6.19 66.20 2.02 60.01

62.03

| L | | ℄ | | Rt | |
|---|---|---|---|---|---|
| 62.11 | 61.62 | 61.60 | 61.50 | 61.10 | 61.00 |
| 4.09 / 13.6 gar. | 4.58 / 9.8 apron | 4.6 / 9 | 4.7 | 5.1 / 10 | 5.2 / 20 |
| 62.10 | 61.36 | 61.40 | 61.20 | 61.00 | 60.80 |
| 4.10 / 13.6 gar Floor | 4.84 / 9.8 apron | 4.8 / 9 | 5.0 | 5.2 / 10 | 5.4 / 25 |
| | 61.56 | 61.40 | 61.10 | 60.90 | 60.70 |
| | 4.64 / 11.8 walk | 4.8 / 10 | 5.1 | 5.3 / 10 | 5.5 / 25 |
| | | | | | Fence / 9.4 |
| | | 60.70 | 60.50 | 60.50 | |
| | End wall / 9.9 | 5.5 / 9 | 5.7 | 5.7 / 9.6 against Fence | |
| 60.74 | 60.40 | 60.30 | 60.20 | 60.20 | |
| 5.46 / 9.9 walk | 5.80 / 9.9 outlet dirt of 1" drain | 5.9 / 9.9 | 6.0 | 6.0 / 9.3 agains Fence | |

66.20

check to orig. BM
NW BP Law & Bayard 5.85 58.85 58.85
0.00

T.P. 3.14 64.70 7.26 61.56
Fd. S.W.B.P. Law and Cass St. 2.46 68.82 3.28 66.36 66.40 --
0.04

℄ Cass = 80' wide & 14' cbs

W cb Cass

5+01.16 WL Cass St

4+90

T.P. 6.12 69.64 2.68 63.52

4+50

4+01 PP 9.6 Rt # 976

3+95.5 end 4 Car gar

66.20
62.20

385 50%

Lt ℄ Rt

53

G.Bk. 143-27

65.00 4.64 50
63.92 5.72 M.H. Rim & Pav.
62.95 6.69 50

64.82 4.82 50 cb
64.40 5.24 50 Pav
64.10 5.50 13 cb
63.74 5.90 13 Pav
63.39 6.25 Pav
63.12 6.52 13 Pav.
63.57 6.13 13 cb
62.39 7.25 Pav
62.75 6.89 cb

64.11 5.53 10.02 cb
64.03 5.61 10 Pav
63.54 6.10 Pav.
63.66 5.98 9.9 Pav.
63.68 5.96 9.95 cb

63.64 6.0 10
63.44 6.2
63.54 6.1 10

69.64

62.80 3.4 10
62.70 3.5
62.60 3.6 10
62.40 3.8 20

62.18 4.02 13.8 gar.
61.87 4.33 9.9 apron
61.90 4.3 9
61.80 4.4
61.60 4.6 10
61.50 4.7 20

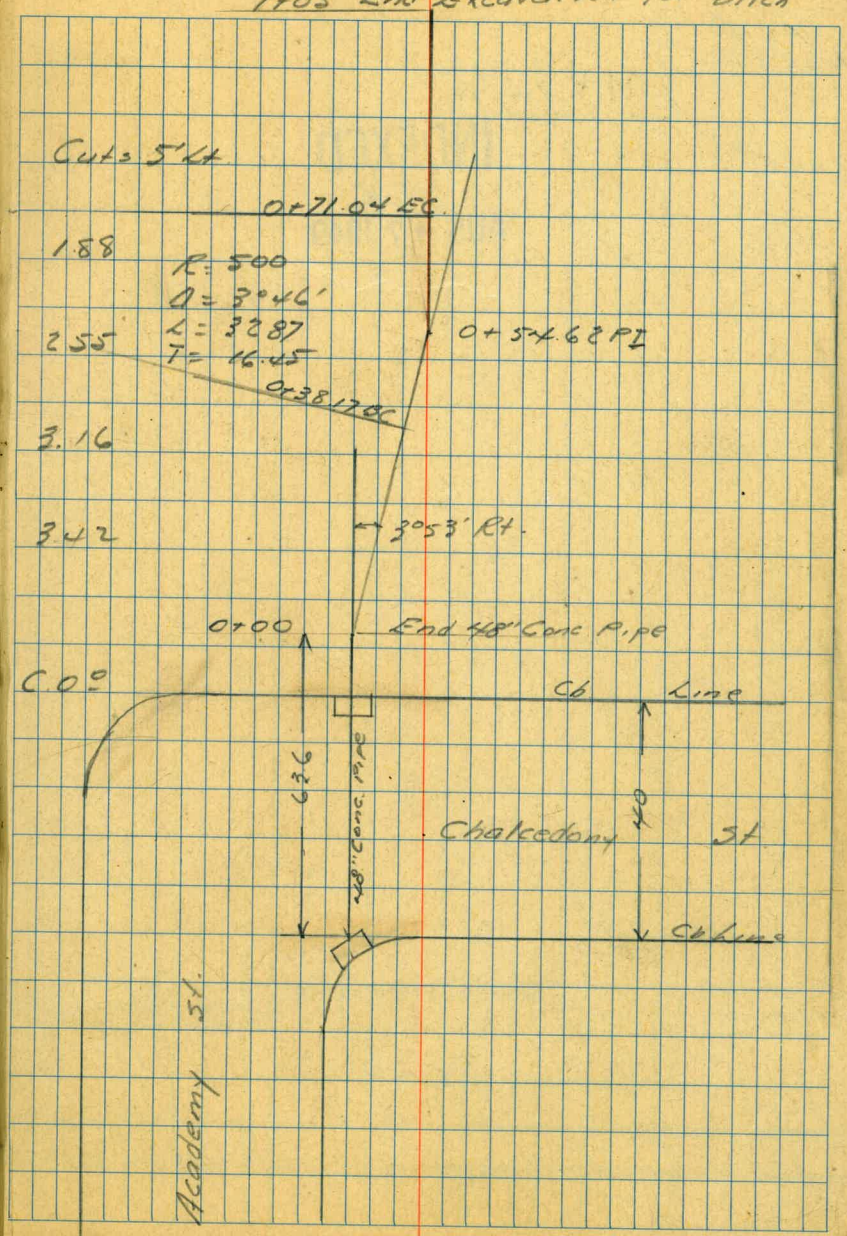
66.20
62.20

6-9-48 Location & Grades for
Hendricks Outlet Ditch So. of Chalcedony
Roberts at Academy St.
Greer
Rohr.

INDEXED
W. K.
AUG 17 1949

| Sta. | + | H.I. | − | Elev Rakes | Elev Grade |
|---|---|---|---|---|---|
| 1+05 | End Excavation | 10.25 | 100.60 | 98.72 | |
| 0+71.04 | EC | | 9.40 | 101.45 | 98.90 |
| 0+54.60 | | | 8.71 | 102.14 | 98.98 |
| 0+38.17 | BC | | 8.37 | 102.48 | 99.06 |
| 0+00 | End Pipe Beg. Excavation | | 11.60 | 99.25 | 99.25 |
| | | 10.85 | 110.85 | | |
| 0-63.6 | Inlet 48" Pipe | | | | 100.00 (Assumed) |



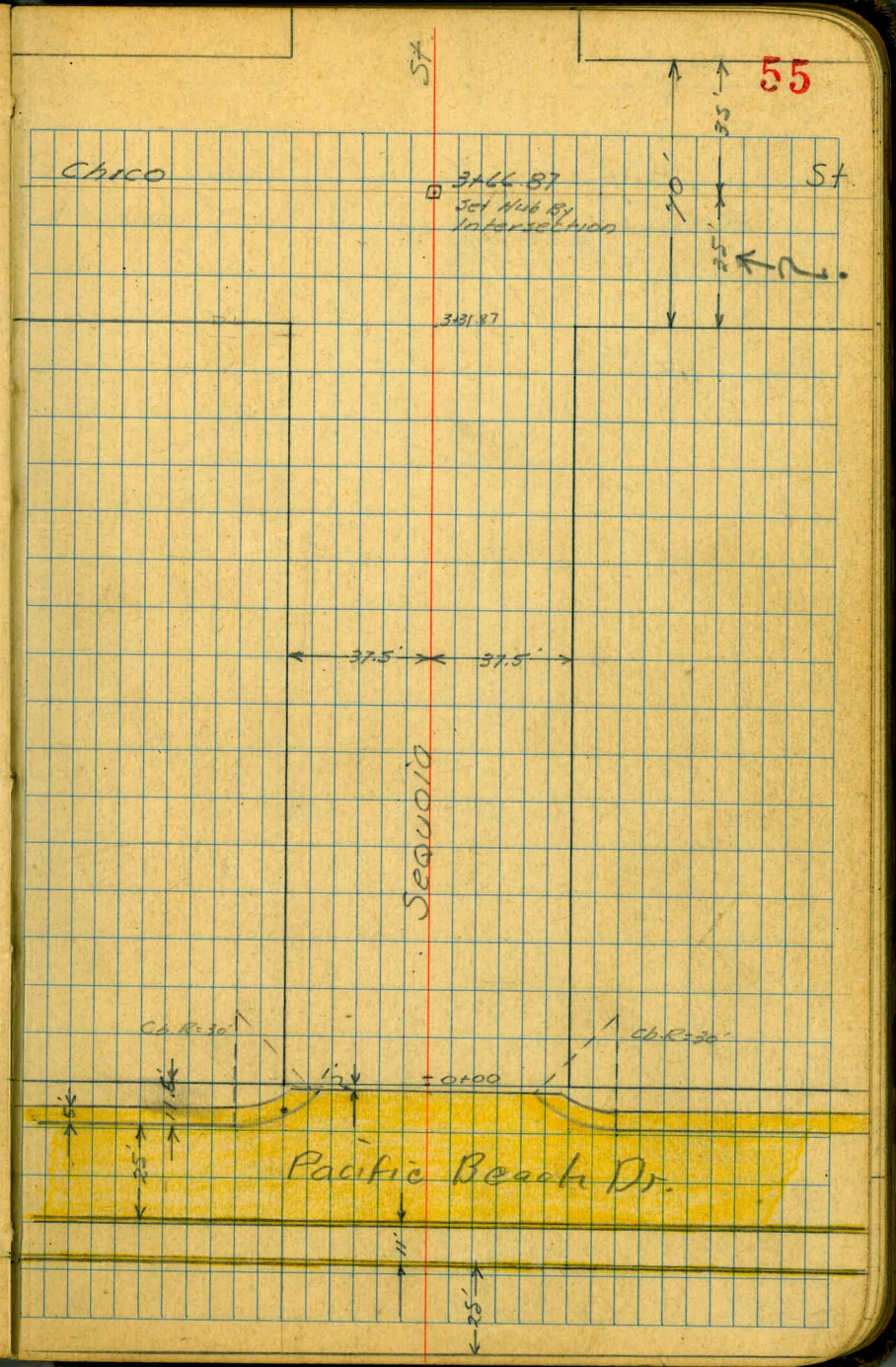


8-16-49
Hendricks
Bunch
Gregory
Shepard
WO # 31582

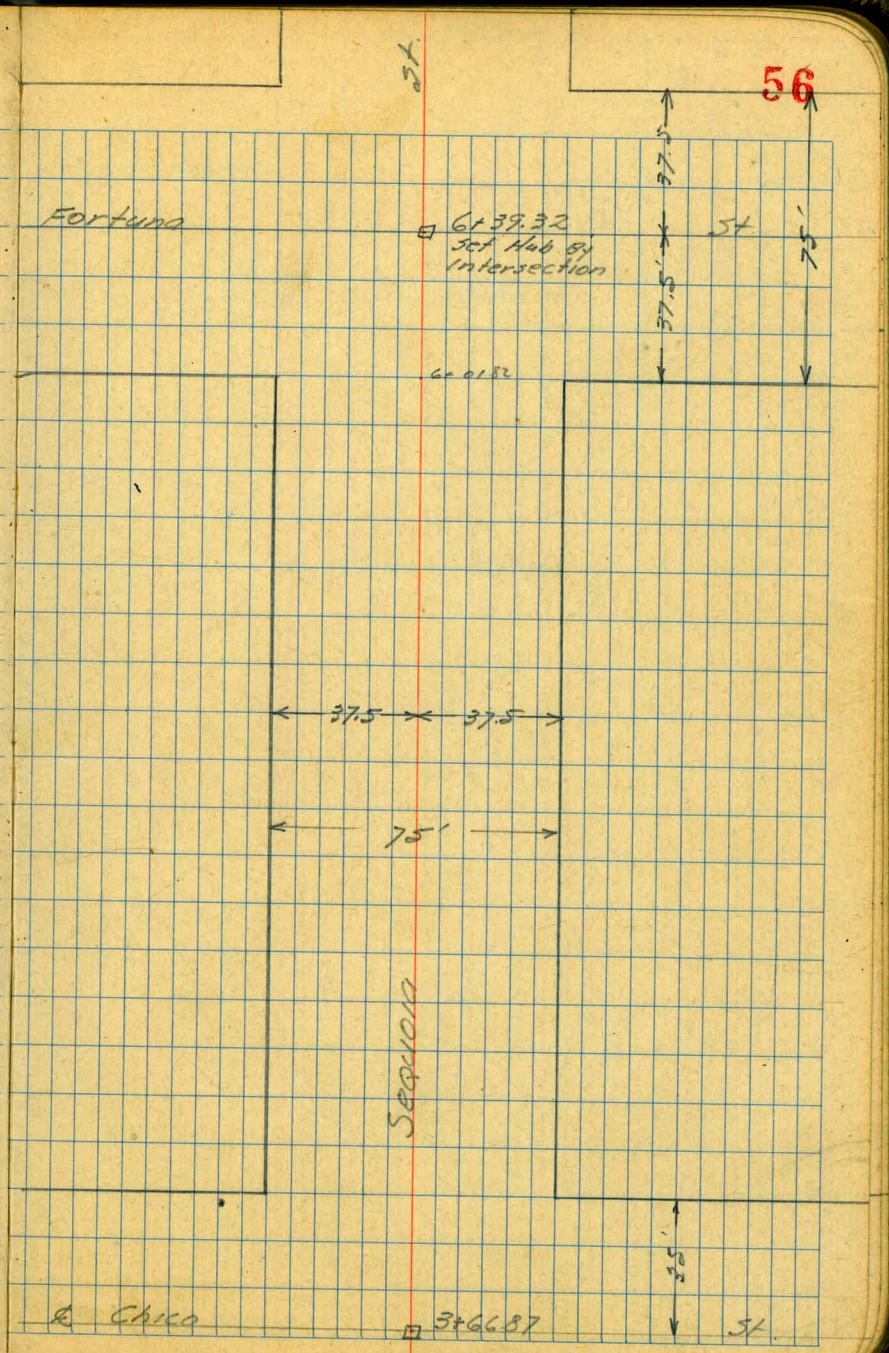
X Section Sequoia St
Pacific Beach Dr to Crown Pt Dr

INDEXED
W.I.K.
AUG 17 1949

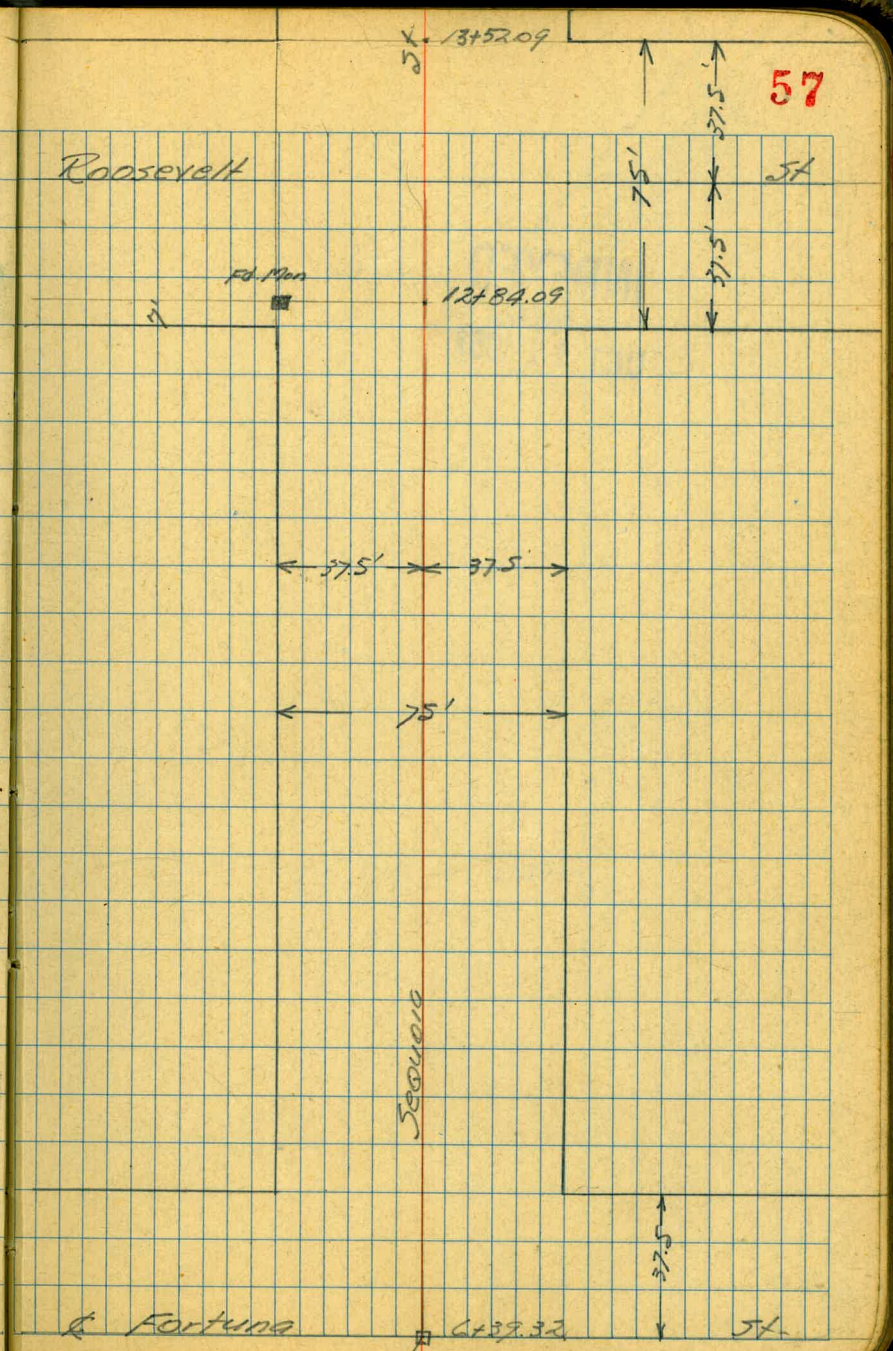




639.32
3 66.87
272 45

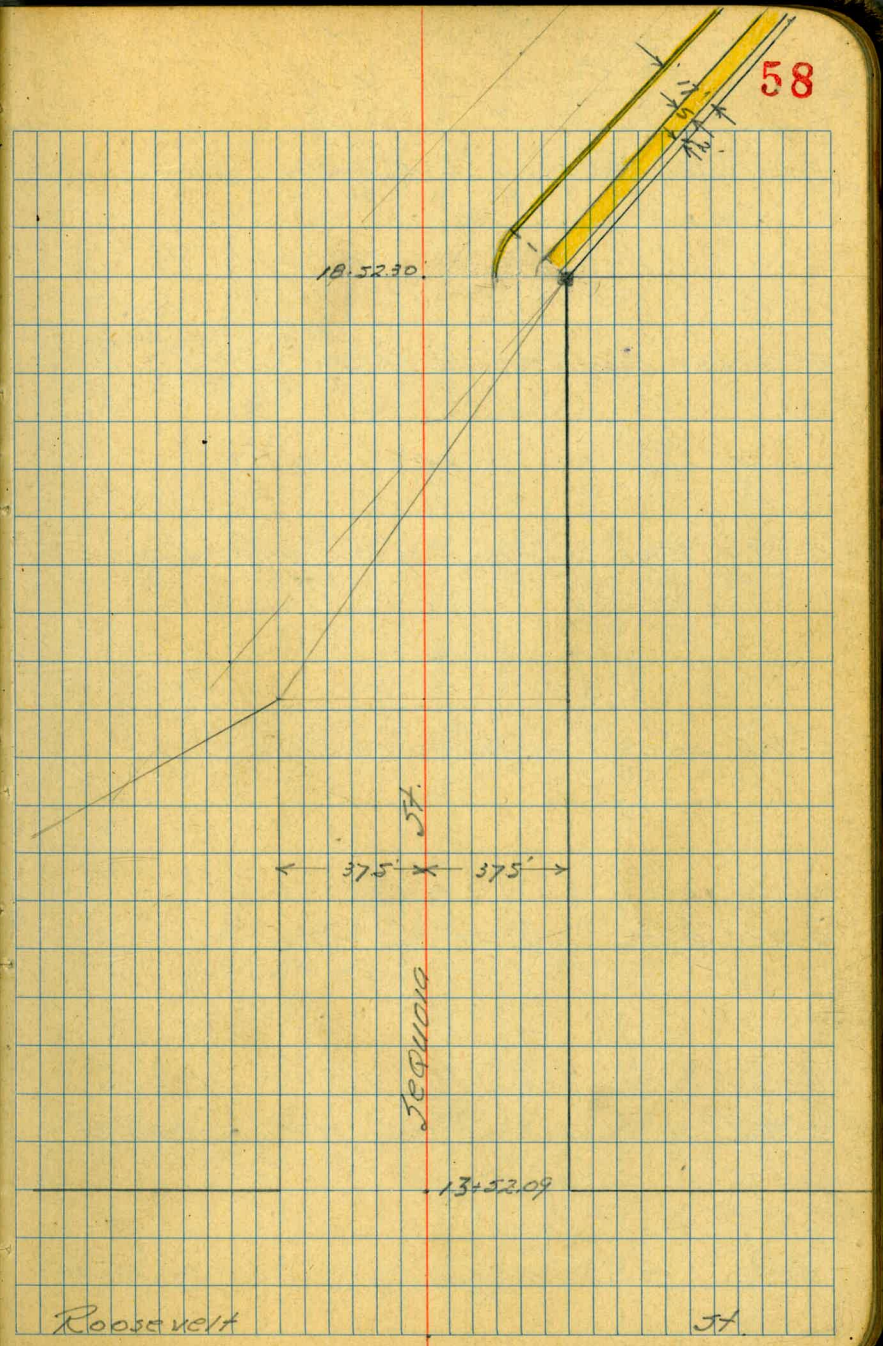


12 84.09
6 39.32
6 44.77



INDEXED
Rec
OCT 17 1951





Ind. 10-17-51

Levels Sequoia St Pacific Beach Dr to Crown Pt. Dr.

SW Cb Ret. Pac. Beach Dr. & Sequoia (3 parts) — BC on Pacific Beach

SE Cb Ret. Pacific Beach Dr. & Sequoia (3 parts) — BC on Pac Beach

0-01 Edge Conc Paving & End Cbs & S.W.

0-11.5 So Cb Line Pacific Beach Dr.

0-24 ℄ So. Strip of Conc Paving

0-36.5 So. Cb. Line of Island Pacific Beach Dr.

BM 8.53 43.63 35.10



℄

40.24 40.88 40.08 40.76 39.99 40.68 40.03 40.63

3.39 2.75 3.55 2.87 3.64 2.95 3.60 3.00

G Cb G Cb G Cb G Cb

BC ① ② EC

39.56 39.00 39.48 38.93 39.39 38.79 39.32 38.63

4.07 4.63 4.15 4.70 4.24 4.84 4.31 5.00

Cb G Cb G Cb G Cb G

EC ② ① BC

39.62 39.56 39.00 39.42 39.68 39.81 40.03 40.63 40.87

4.01 4.07 4.63 4.21 3.95 3.82 3.60 3.00 2.76

36.3 27.7 27.7 15 15 27.6 27.6 36.1

SW Cb. G G Cb.

38.72 38.08 39.32 38.63 39.22 39.54 39.78 40.24 40.88 40.81 41.42

4.91 5.55 4.31 5.00 4.41 4.09 3.85 3.39 2.75 2.82 2.21

75 75 50 50 20 20 50 50 75 75

Cb. G Cb G G Cb. G Cb

38.46 39.18 39.45 39.81 40.13 40.36 41.15

5.17 4.45 4.18 3.82 3.50 3.27 2.48

75 37.5 20 20 37.5 75

38.74 38.16 39.53 38.41 39.75 39.19 40.03 39.43 39.76 40.27 39.95 40.51 40.87 41.44

3.60 Cb ℄

4.89 5.47 4.10 4.72 3.88 4.44 4.28 3.87 3.36 3.68 3.12 2.76 2.19

75 75 37.5 37.5 20 20 G ℄ 20 20 37.5 37.5 75 75

Cb G Cb G Cb G 43.63 G Cb G Cb G Cb

HE 7' L&T Pacific & Lamont

Suárez - 8-26-49

Sequoia St Contd.

1+10 ℄ 9' Conc. Dr. 37.5' Lt.

1+03 ℄ 3' Conc S.W. 37.5' Lt.

1+00

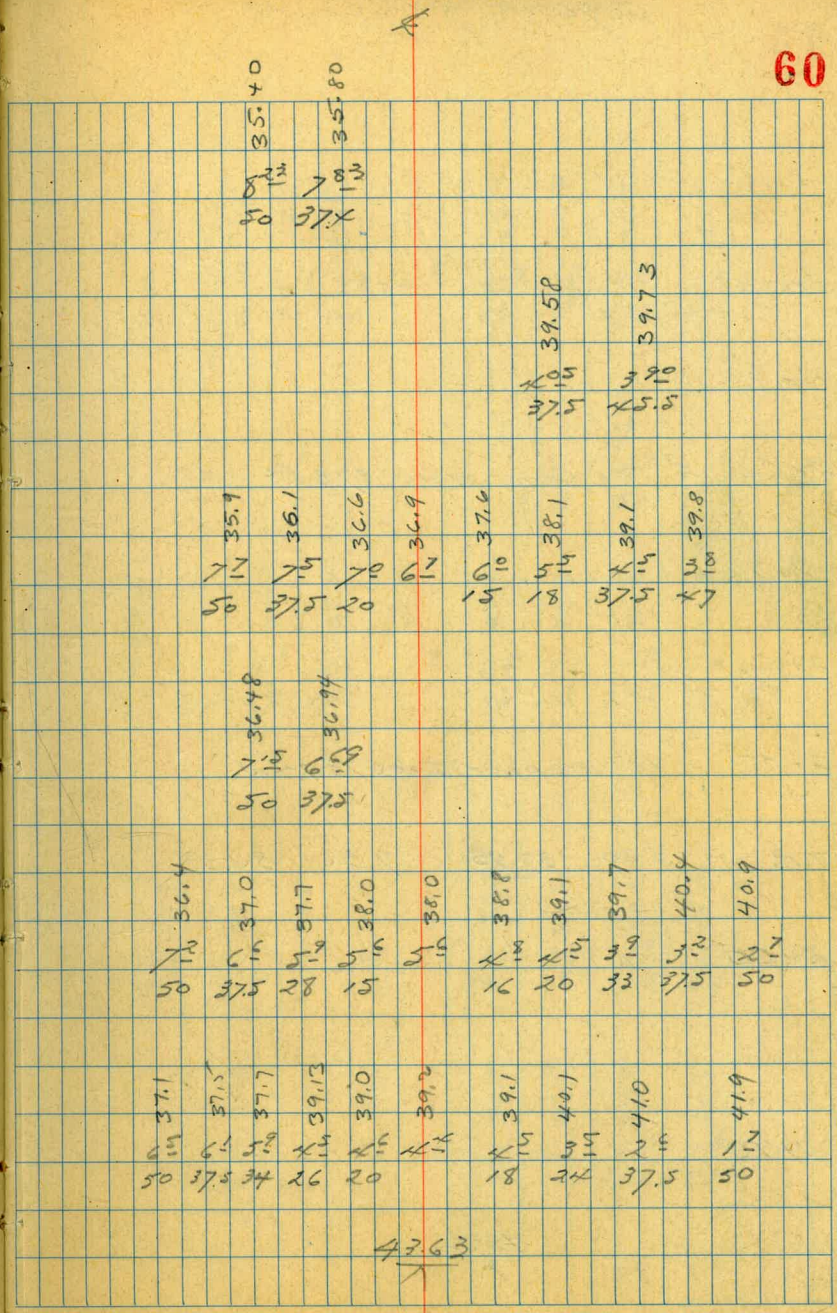
0+63 ℄ 7.5 Conc Drive 37.5' Lt.

0+50

0+15

43.63





Sequoia St. Cont'd

3+00

2+64 ℄ 4' Conc. Walk 37.3 Rt

2+50

2+25 10" Pepper Tree 3.7 Lt. 0.1

T.P. 3.20 37.53 9.30 34.33

2+00

1+50

4363

37.53

43.63

Sequoia St. Cont'd

3+00

2+64 ℄ 4' Conc. walk 37.3 Rt

2+50

2+25 10" Pepper Tree 3.7 Lt. O.K.

| | | | | |
|---|---|---|---|---|
| T.P. | 3.20 | 37.53 | 9.30 | 34.33 |

2+00

1+50

43.63



℄

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 31.3 | 31.7 | 32.7 | 32.5 | 32.7 | 33.2 | 33.8 | 34.7 | 35.1 | | |
| 6.3 | 5.18 | 4.8 | 5.0 | 4.8 | 4.32 | 3.7 | 2.18 | 2.14 | | |
| 50 | 37.5 | 20 | 14 | | 13 | 19 | 37.5 | 50 | | |
| | | | | | 35.92 | | 36.44 | | | |
| | | | | | 1.61 | | 1.09 | | | |
| | | | | | 37.3 | | 50 | | | |
| 32.4 | 33.0 | 34.0 | 33.4 | 33.8 | 34.0 | 34.8 | 35.6 | 36.3 | 36.4 | |
| 5.1 | 4.5 | 3.5 | 4.1 | 3.7 | 3.15 | 2.7 | 1.9 | 1.12 | 1.1 | |
| 48 | 37.5 | 19 | 15 | | 15 | 18 | 37.5 | 39 | 50 | |

37.53

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 33.9 | 33.9 | 34.7 | 34.5 | 34.8 | 35.3 | 36.2 | 37.1 | 37.5 |
| 9.7 | 9.7 | 8.9 | 9.1 | 8.8 | 8.32 | 7.4 | 6.45 | 6.1 |
| 50 | 37.5 | 19 | 12 | | 14 | 18 | 37.5 | 50 |
| | 35.3 | 35.4 | 35.8 | 35.9 | 36.5 | 37.5 | 37.8 | 38.3 |
| | 8.3 | 8.2 | 7.8 | 7.7 | 7.1 | 6.1 | 5.8 | 5.3 |
| | 50 | 37.5 | 17 | | 14 | 22 | 37.5 | 50 |

43.63

Sequoia St. Cont'd

4+50

4+41 24" Palm 25.7 Rt — Remove

4+14 12" Palm Tree 24.6' Rt

4+11 F. Hydt. 20.8' Lt

4+01.87 So. Line Chico

3+78

3+46

3+31.87 No. Line Chico

37.53

Sequoia St Contd

5+50 So. Edge 8' Conc Dr. 42.3

5+22 ℄ 4' Conc. Walk 42.5 Lt.

5+00

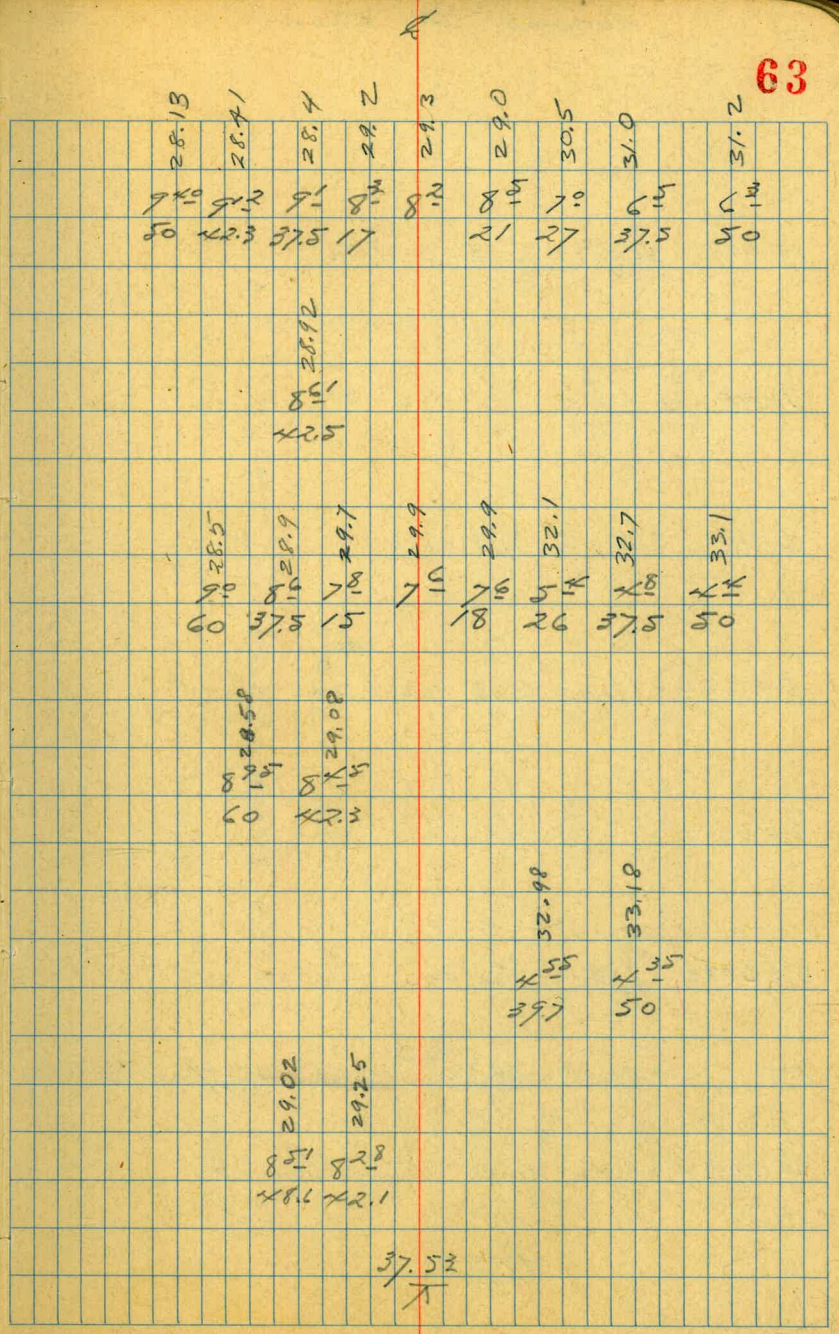
4+98 ℄ 8' Conc Dr. 42.3 Lt.

4+95 ℄ 8' Conc Dr. 39.7 Rt

4+75 ℄ 4' Conc. Walk 42.1 Lt.

37.5 ℄





Sequoia St. Contd.

7+47 37' Rt ℄ 3' Walk

7+00

6+94 37.8' Lt ℄ 3' Walk

6+76.82 So. Line Fortuna

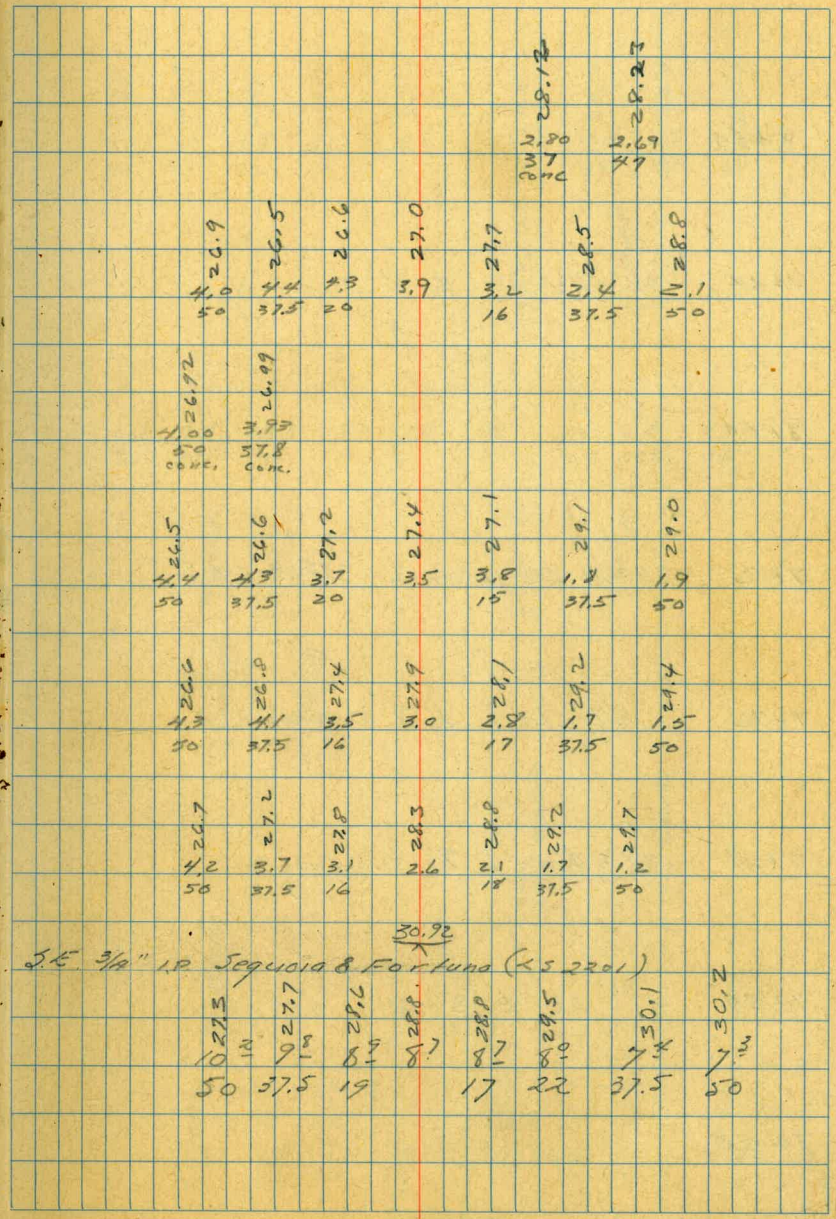
6+60

6+38.32 ℄ Fortuna

T.P. 4.20 30.92 10.81 26.72

6+01.82 No Line Fortuna St.

37.53



Sequoia St Cont'd

| | |
|---|---|
| 8+50 | |
| 8+34 | 38' Rt ℄ 8' Driveway |
| 8+00 | |
| 7+82 | 37.6' Lt ℄ 8' Driveway 37.5 Rt ℄ 8' Drive |
| 7+72 | 37.1' Lt ℄ 8' Driveway |
| 7+67 | 37.2 Rt ℄ 7' Driveway |
| 7+54 | 37.3 Lt ℄ 3' Walk |
| 7+50 | |

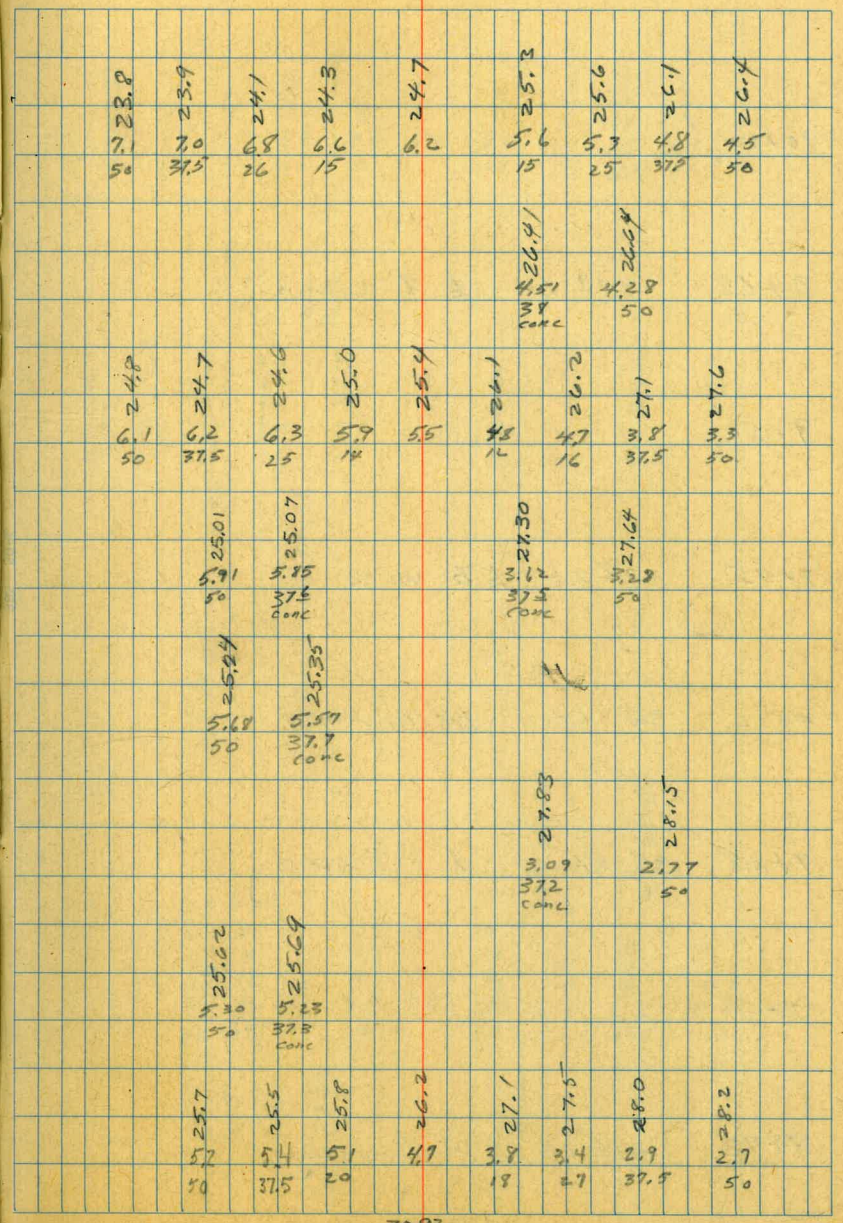
30.92

385 50%



Lt ℄ Rt

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 23.8<br>7.1<br>50 | 23.9<br>7.0<br>37.5 | 24.1<br>6.8<br>26 | 24.3<br>6.6<br>15 | 24.7<br>6.2 | 25.3<br>5.6<br>15 | 25.6<br>5.3<br>25 | 26.1<br>4.8<br>37.5 | 26.4<br>4.5<br>50 |
| | | | | | 26.41<br>4.51<br>38<br>conc | 26.64<br>4.28<br>50 | | |
| 24.8<br>6.1<br>50 | 24.7<br>6.2<br>37.5 | 24.6<br>6.3<br>25 | 25.0<br>5.9<br>14 | 25.4<br>5.5 | 26.1<br>4.8<br>12 | 26.2<br>4.7<br>16 | 27.1<br>3.8<br>37.5 | 27.6<br>3.3<br>50 |
| | 25.01<br>5.91<br>50 | 25.07<br>5.85<br>37.6<br>conc | | | 27.30<br>3.62<br>37.5<br>conc | 27.64<br>3.28<br>50 | | |
| | 25.24<br>5.68<br>50 | 25.35<br>5.57<br>37.7<br>conc | | | | | | |
| | | | | | 27.83<br>3.09<br>37.2<br>conc | 28.15<br>2.77<br>50 | | |
| | 25.62<br>5.30<br>50 | 25.69<br>5.23<br>37.3<br>conc | | | | | | |
| | 25.7<br>5.2<br>50 | 25.5<br>5.4<br>37.5 | 25.8<br>5.1<br>20 | 26.2<br>4.7 | 27.1<br>3.8<br>18 | 27.5<br>3.4<br>27 | 28.0<br>2.9<br>37.5 | 28.2<br>2.7<br>50 |



30.92

Sequoia St. Cont'd

| | | |
|---|---|---|
| 10+00 | | |
| 9+68 | 37.9' Lt | ℄ 8' Driveway |
| 9+50 | | |
| 9+45 | 37.5 Lt | ℄ 3' Walk |
| 9+22 | 36' Lt | ℄ 8' Driveway |
| 9+08 | 36' Rt | ℄ 8' Driveway |
| 9+00 | | |
| 8+72 | 37.6 Lt | ℄ 8' Driveway |

30.92



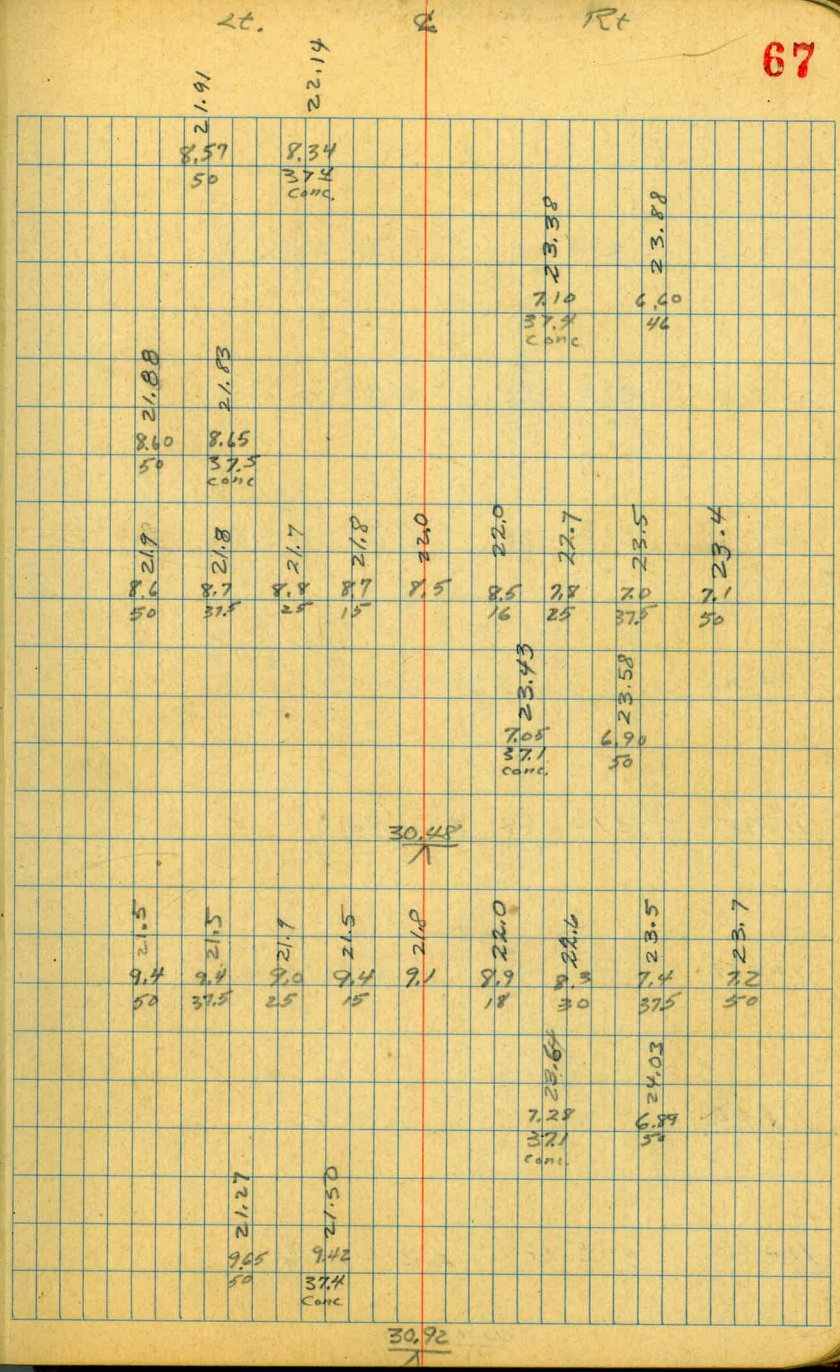
Lt. ℄ Rt

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 21.3 | 21.6 | 22.2 | 22.1 | 21.9 | 22.1 | 22.4 | 23.1 | 23.6 | 24.0 |
| 9.6 | 9.3 | 8.7 | 8.8 | 9.0 | 8.8 | 8.5 | 7.8 | 7.3 | 6.9 |
| 50 | 37.5 | 35 | 28 | 16 | | 18 | 25 | 37.5 | 50 |
| | | 21.75 | 22.07 | | | | | | |
| | | 9.17 | 8.85 | | | | | | |
| | | 50 | 37.9 conc | | | | | | |
| 22.2 | 22.3 | 23.2 | 22.9 | 22.9 | 23.0 | 23.1 | 23.6 | 24.2 | 25.0 |
| 8.7 | 8.6 | 7.7 | 8.0 | 8.0 | 7.9 | 7.8 | 7.3 | 6.7 | 5.9 |
| 50 | 37.5 | 36 | 25 | 16 | | 16 | 28 | 37.5 | 50 |
| | | 22.26 | 22.31 | | | | | | |
| | | 8.66 | 8.61 | | | | | | |
| | | 50 | 37.5 conc | | | | | | |
| | | 22.99 | 23.13 | | | | | | |
| | | 7.93 | 7.79 | | | | | | |
| | | 50 | 36 conc | | | | | | |
| | | | | | | | 24.90 | 25.42 | |
| | | | | | | | 6.02 | 5.50 | |
| | | | | | | | 36 conc | 50 | |
| | | 23.1 | 23.3 | 23.6 | 23.5 | 23.6 | 23.9 | 24.5 | 24.9 | 25.2 |
| | | 7.8 | 7.6 | 7.3 | 7.4 | 7.3 | 7.0 | 6.4 | 6.0 | 5.7 |
| | | 50 | 37.5 | 29 | 16 | | 17 | 26 | 37.5 | 50 |
| | | 23.3 | 23.72 | | | | | | |
| | | 7.61 | 7.20 | | | | | | |
| | | 50 | 37.6 conc. | | | | | | |

30.92

Sequoia St. Cont'd

| | | | | |
|---|---|---|---|---|
| 11+21 | 37½' | Lt | ℄ | 8' Driveway |
| 11+07 | 37½' | Rt | ℄ | 25' Walk |
| 11+01 | 37½' | Lt | ℄ | 25' Walk |
| 11+00 | | | | |
| 10+85 | 37½' | Rt | ℄ | 8' Driveway |
| T.P. | 6.84 | 30.48 | 7.28 | 23.64 |
| 10+50 | | | | |
| 10+33 | 37½' | Lt | ℄ | 8' Driveway |
| 10+21 | 37½' | Lt | ℄ | 10' Driveway |
| | | 30.92 | | |



Sequoia St. Cont'd

| | | | |
|---|---|---|---|
| 12+40 | 37.5' | Lt | ℄ 3.5' Walk |
| 12+22 | 37.5' | Rt | ℄ 10.5' Driveway |
| 12+10 | 36.3' | Lt | ℄ 16' Driveway |
| 12+00 | | | |
| 11+95 | 37.6' | Rt | ℄ 3' Walk |
| 11+72 | 37.5' | Lt. | ℄ 8' Driveway |
| 11+50 | | | |
| 11+48 | 37.5' | Lt | ℄ 2.5' Walk |

30.48

Lt. ℄ Rt



| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 24.63<br>5.85<br>48 | 24.63<br>5.85<br>37.5<br>conc | | | | | | |
| | | | | | | 24.33<br>6.15<br>37.5<br>conc. | 24.33<br>6.15<br>50 | | |
| 24.61<br>5.87<br>50 | 24.33<br>6.15<br>38 | 24.20<br>6.28<br>36.3<br>conc. | | | | | | | |
| 24.5<br>6.0<br>50 | 24.2<br>6.3<br>37.5 | 23.9<br>6.6<br>29 | 23.4<br>7.1<br>16 | 23.6<br>6.9 | 23.6<br>6.9<br>18 | 24.1<br>6.4<br>37.5 | 24.3<br>6.2<br>50 | | |
| | | | | | | 24.07<br>6.41<br>37.6<br>conc | 24.31<br>6.17<br>50 | | |
| | 23.18<br>7.30<br>50 | 23.19<br>7.29<br>37.5<br>conc | | | | | | | |
| 22.5<br>8.0<br>50 | 22.5<br>8.0<br>37.5 | 22.6<br>7.9<br>25 | 22.3<br>8.2<br>16 | 22.6<br>7.9 | 22.7<br>7.8<br>18 | 23.1<br>7.4<br>28 | 23.5<br>7.0<br>37.5 | 23.6<br>6.9<br>50 | |
| | 22.52<br>7.92<br>50 | 22.47<br>8.01<br>37.5<br>conc | | | | | | | |

30.48

Sequoia St. Cont'd

13+52.09 So. Line Roosevelt

13+35

13+30

13+14.59 ℄ Roosevelt

13+03

12+97

12+77.09 No. Line Roosevelt

12+50

30.48

Lt ℄ Rt

69

385 50%

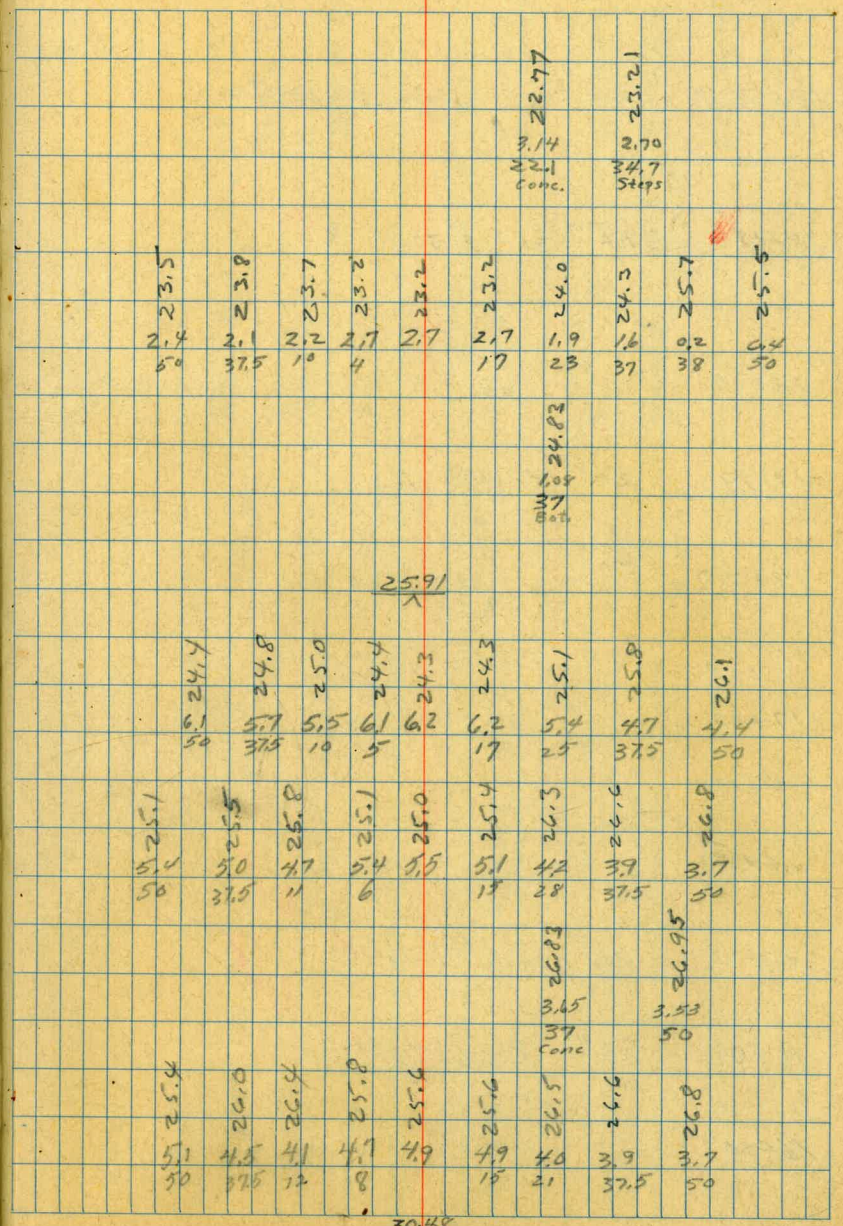
30.48

Segovia St. Cont'd

| | | | | |
|---|---|---|---|---|
| 15+96 | 25.5' | Rt | 6" Tree | Remove |
| 15+90 | 22.1' | Rt | ℄ 2.5' Walk | |
| 15+83 | 25.5' | Rt | 6" Tree | Remove |
| 15+50 | | | | |
| 15+36 | 37' | Rt | ℄ 5.5' Brick Steps | |
| T.P. | 1.23 | 25.91 | 5.80 | 24.68 |
| 15+00 | | | | |
| 14+50 | | | | |
| 14+12 | 37' | Rt | ℄ 8' Driveway | |
| 14+00 | | | | |

30.48

Lt ℄ Rt



Sequoia St. Cont'd

| | |
|---|---|
| 18+52.30 | No. Line Crown Point Dr |
| 18+18 | 37.5 Rt ℄ 3' walk |
| 18+00 | |
| 17+79 | 20.8' Lt Fire plug |
| 17+50 | |
| 17+00 | |
| 16+50 | |
| 16+21 | 26' Rt 6" Tree — Out |
| 16+09 | 25.5' Rt 6" Tree — Out |
| 16+00 | |

25.91

Lt. ℄ Rt



| Station | Lt. | | | | ℄ | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 20.0 / 5.9 / 37.5 / Fire Hydrant | 20.27 / 5.64 / 21 / Edge Pav. | 20.52 / 5.39 / 10 / Pav. | 20.45 / 5.46 / Pav. | 20.35 / 5.54 / 5 / Edge Pav. | 20.0 / 5.9 / 18 | 20.3 / 5.6 / 20 / Gutt | 20.87 / 5.04 / 20 / Cb | 21.2 / 4.7 / 37.5 | 21.6 / 4.3 / 50 |
| | | | | | | | 21.48 / 4.43 / 37.5 / Conc. | | 21.99 / 3.92 / 50 | | | |
| | 20.08 / 5.83 / 50 / Pav. | 19.82 / 6.09 / 41 / Edge Pav. | 19.9 / 6.0 / 35 | 20.1 / 5.8 / 33 | 20.4 / 5.5 / 12 | 19.8 / 6.1 | 19.4 / 6.5 / 21 | 21.1 / 4.8 / 37.5 | 21.8 / 4.1 / 50 | | | |
| | | | 20.0 / 5.9 / 50 | 20.4 / 5.5 / 37.5 | 20.6 / 5.3 / 11 | 20.1 / 5.8 / 4 | 19.9 / 6.0 | 19.8 / 6.1 / 18 | 19.9 / 6.0 / 25 | 22.2 / 3.7 / 37.5 | 22.7 / 3.2 / 50 | |
| | | | 20.8 / 5.1 / 50 | 20.7 / 5.2 / 37.5 | 21.0 / 4.9 / 12 | 20.6 / 5.3 / 4 | 20.4 / 5.5 | 20.4 / 5.5 / 19 | 22.6 / 3.3 / 37.5 | 23.4 / 2.5 / 50 | | |
| | 22.0 / 3.9 / 50 | 22.1 / 3.8 / 37.5 | 21.7 / 4.2 / 25 | 21.8 / 4.1 / 8 | 21.4 / 4.5 / 3 | 21.4 / 4.5 | 21.3 / 4.6 / 18 | 22.4 / 3.5 / 25 | 23.2 / 2.7 / 37.5 | 23.9 / 2.0 / 50 | | |
| | 22.7 / 3.2 / 50 | 23.0 / 2.9 / 37.5 | 22.5 / 3.4 / 25 | 22.5 / 3.4 / 8 | 22.2 / 3.7 / 3 | 22.1 / 3.8 | 22.2 / 3.7 / 16 | 23.3 / 2.6 / 31 | 25.0 / 0.9 / 37.5 | 25.1 / 0.8 / 50 | | |

25.91

Sequoia St Cont'd

Lt & Rt



Check 5.13 20.78 = 20.77

18 + 82

25.91

See G.B. 218 Pg. 70

Conc. Mon. N.W. Cor. Crown Point Dr. & Sequoia

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 19.8 | 1.02 | 18.02 | 26.02 | 32.02 | 4.02 | 5.02 | 42.12 | | | | | 34.12 |
| 6.1 | 5.8 | 5.10 | 4.93 | 5.18 | 5.5 | 5.4 | 4.67 | 4.45 | | | | |
| 29 | 16 | Edge Pav. | 15 Pav. | 17 Edge Pav. | 28 | 39 Gate | 58 CB | 52 Walk | | | | |
| Edge Pav. | | | | | | | | | | | | |

25.91

# Bacon St. Paving check

5-July 1951

Check amt. of pavement cut out
for O.B. Storm drain

Figures = # feet off ℄ to edge of Pave.

| | |
|---|---|
| 14+00 | |
| 13+00 | 100 |
| 12+05.7A | 44 = C.O. #2 |
| 12+00 | 6 |
| 11+00 | 100 |
| 10+00 | 100 |
| = 9+68.95<br>9+72.12 | 31<br>Δ 0°-41' Lt. |
| 9+00 | 72 |
| +48 | 52 |
| +43 | 5 |
| 8+28 | 15 |
| 8+25 | 3 |
| 7+85 | 40 - 15 |
| 7+70 | 70 |
| 7+00 | 52 43 = C.O. #1 |
| 6+56.91 | |
| 6+41 | 16 |
| 6+30 | 9 " |
| 6+18 | 12 |

cuts marked with question mark (?) are estimated because of coverage with dirt.

Not worth the time it would take to excavate.

℄

73

| | | | |
|---|---|---|---|
| 1650 (1750) | 8. | ? | 16.5 17.0 |
| 1600 ✓ | 8.5 | 9.5 ? | 17.0 18.0 |
| 96 ✓ | 8. | 8.? | 16.0 16.0 |
| 1630 ✓ | 8. | 8.? | 16.0 16.0 |
| 1620 ✓ | 8.5 | 8.? | 16.3 16.5 |
| 527 ✓ | 8. | 8.? | 16.2 16.0 |
| 1281 ✓ | 9. | | 17.0 18.0 |
| 869 ✓ | 8. | 9.5 | 17.8 17.5 |
| 72 ✓ | 7. | 9. | 16.7 16.0 |
| 220 ✓ | 5. | 8. | 14.5 13.0 |
| 53 (43) | 8.5 | 7.8 | 14.65 16.3 |
| 520 ✓ | 4.7 | 7.8 | 14.4 12.5 |
| 177 ✓ | 7.4 start ties | 6. | 13.0 13.4 |
| 104 ✓ | 4. | 6.3 | 11.8 10.3 |
| 109 (532) | 4.8 | 5 | 10.05 9.8 |
| 232 ✓ | 7. | 8. | 12.4 15.0 |
| 166 (203) | 6. | 8. | 14.5 14.0 |
| 224 ✓ | 15. ? | 8. | 18.5 23.0 |
| | 6.6 | 8. | 18.7 14.4 |

~~7010~~ 12300

Bacon St.

| | |
|---|---|
| 28+00 | |
| 27+85 | 15 |
| 27+62.39 = Δ 0°54'-30" Lt. | 23 |
| +80 | 82 |
| +50 | 30 |
| 26+00 | 50 |
| 25+80 | 20 |
| 25+00 | 80 |
| 24+45 | 55 |
| 24+40 | 5 |
| 24+25 | 15 |
| 24+00 | 25 |
| 23+00 | 100 |
| 22+00 | 100 |
| 21+00 | 100 |
| 20+70 | 30 |
| 20+00 | 70 |
| 19+00 | 100 |
| 18+50 | 50 |
| 17+91.4 = C.O. #1 = Δ 0°-39' Rt. | 59 |
| 17+00 | 91 |
| 16+00 | 100 |
| 15+26.59 = C.O. #3 | 84 74 |
| 15+00 | 26 |

| | | | | | |
|---|---|---|---|---|---|
| 105 ✓ | 3 | | 4 | 7.0 | 7 |
| 260 ✓ | 3 | | 4 | | 7 |
| 1168 ✓ | 10. | End of Tie | 5.5 | 11.3 | 15.5 |
| 420 ✓ | 10. | | 3 | 14.2 | 13 |
| 244 (815) | 9.5 | | 5.5 | 14.0 | 15.0 |
| 284 ✓ | 9 | | 8.5 | 16.3 | 17.5 |
| 840 ✓ | 7 | | 4 | 14.2 | 11 |
| 622 ✓ | 5.5 | | 4.5 | 10.5 | 10.0 |
| 76 ✓ | 6 | | 6.5 | 11.3 | 12.5 |
| 240 ✓ | 8.5 | | 9.5 | 15.2 | 18 |
| 300 ✓ | 6 | | 9 | 16 | 14 |
| 1000 ✓ | 6 | | 4 | 12 | 10 |
| 980 ✓ | 6 | | 4 | 10.0 | 10.0 |
| 1000 ✓ | 5.5 | | 4 | 9.8 | 9.5 |
| 336 ✓ | 6 | | 4.5 | 10.0 | 10.5 |
| 742 ✓ | 7.5 | | 5.5 | 11.2 | 12.0 |
| 950 ✓ | 6. | | 8.5 | 10.6 | 9.5 |
| 475 ✓ | 5.5 | | 4 | 9.5 | 9.5 |
| 602 ✓ | 6. | | 3.5 | 9.5 | 9.5 |
| 1046 ✓ | 6. | | 5. | 10.2 | 11 |
| 1200 ✓ | 6.5 | | 5.5 | 11.5 | 12.0 |
| 1092 (962) | 7. | | 4.5 | 12 | 12.0 |
| 390 ✓ | 8. | | 6. | 13 | 14 |
| | 8.5 | | 7.5 | 15 | 16.0 |

~~4372~~ 14813

Bacon St.

5'1 wide cut from here to end.

| | |
|---|---|
| 35+00 | 130 |
| 34+00 | 100 |
| 33+00 | 100 |
| 32+00 | 100 |
| 31+00 | 100 |
| 30+00 | 100 |
| 29+00 | 100 |

3720
650
14813
12300
31483

$\frac{31483 \times 12^{\#} \times 7.50}{2000} = \$2010$

| | | | |
|---|---|---|---|
| 650 ✓ | 2 | 2.5 | 5 4.5 |
| 520 ✓ | 3 | 3 | 5.2 6 |
| 650 ✓ | 3.5 | 3.5 | 6.5 7 |
| 650 ✓ | 3 | 3 | 6.5 6 |
| 670 ✓ | 3.5 | 4 ? | 6.7 7.5 |
| 650 ✓ | 3 | 2.5 | 6.5 5.5 |
| 680 ✓ | 3 | 3 | 5.8 6.0 |
| 3720 | | | |

650
7050
14372
3720
25140
25142

$$\frac{25140 \times 17}{2000} \times 9.00 = \$1918$$

$$\frac{25790 \times 17 \times 9.00}{2000} = \$1975$$

385 50%

# IMPROVED TABLES AND INFORMATION

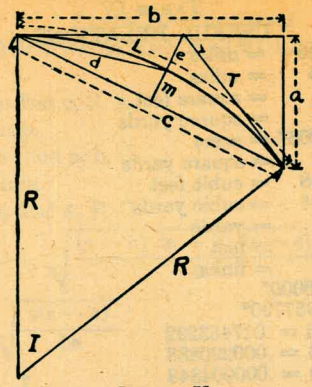
138
1
157

## 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 |




15275
8410
23685

## Table V

### CURVE FORMULAE FOR SIMPLE CURVES

Compiled by J. Calvin Locke, C.E.

(1) $c = \sqrt{2Ra}$ (2) $c = \sqrt{a^2+b^2}$

(3) $c = \sqrt{2R\,(R-\sqrt{(R+b)\,(R-b)}} = \sqrt{2R(R-\sqrt{R^2-b^2})}$

(4) $c = 2\sqrt{m\,(2R-m)}$

(5) $c = 2R \sin \frac{1}{2} I$ (6) $c = 2T \cos \frac{1}{2} I$

(7) $e = R \operatorname{exsec} \frac{1}{2} I$

(8) $e = R \tan \frac{1}{2} I \tan \frac{1}{4} I$ (9) $e = T \tan \frac{1}{4} I$

(10) $b = \sqrt{a\,(2R-a)}$

(11) $b = \sqrt{\left(c+\frac{c^2}{2R}\right)\left(c-\frac{c^2}{2R}\right)} = \sqrt{c^2-\frac{c^4}{4R^2}}$

(12) $b = R \sin I$ (13) $b = a \cot \frac{1}{2} I$

(14) $R = \frac{a^2+b^2}{2a} = \frac{c^2}{2a}$ (15) $R = \frac{d^2}{2m} = \frac{c^2+4m^2}{8m}$

(16) $d = \sqrt{R\,(2R-\sqrt{(2R+c)\,(2R-c)}} = \sqrt{R(2R-\sqrt{4R^2-c^2})}$

(17) $d = \sqrt{2Rm}$ (18) $d = 2R \sin \frac{1}{4} I$ (19) $m = \frac{d^2}{2R}$

(20) $m = R \mp \sqrt{\left(R+\frac{c}{2}\right)\left(R-\frac{c}{2}\right)} = R \mp \sqrt{R^2-\frac{c^2}{4}}$

(21) $m = R \operatorname{vers} \frac{1}{2} I$ (22) $m = R \sin \frac{1}{2} I \tan \frac{1}{4} I$ (23) $m = \frac{1}{2} c \tan \frac{1}{4} I$

(24) $a = \frac{c^2}{2R}$ (25) $a = R - \sqrt{(R+b)\,(R-b)} = R - \sqrt{R^2-b^2}$

(26) $a = 2R\,(\sin^2 \frac{1}{2} I)^2$ (27) $a = R \operatorname{vers} I$ (28) $a = R \sin I \tan \frac{1}{2}$

(29) $a = b \tan \frac{1}{2} I$ (30) $a = T \sin I$ (31) $T = R \tan \frac{1}{2} I$

(32) $I = \frac{L}{R} \times 57.295780$ (33) $R = \frac{L}{I} \times 57.295780$

(34) $L = IR \times 0.01745329$ (35) $L = \frac{8d-c}{3}$

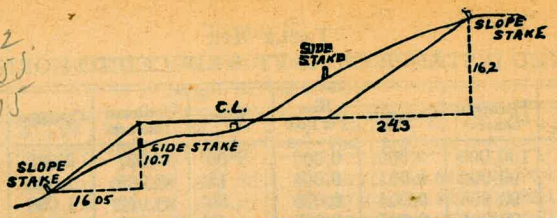
(36) Area Seg. $= \frac{I.R - R^2 \operatorname{Sin} I}{2} = \frac{LR - Rb}{2}$

## Table VI

### SINES, COSINES, TANGENTS, COTANGENTS

| deg. | sin 0′ | tan 0′ | sin 10′ | tan 10′ | sin 20′ | tan 20′ | sin 30′ | tan 30′ | sin 40′ | tan 40′ | sin 50′ | tan 50′ | deg. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0000 | 0000 | 0029 | 0029 | 0058 | 0058 | 0087 | 0087 | 0116 | 0116 | 0145 | 0145 | 89 |
| 1 | 175 | 0175 | 0204 | 0204 | 0233 | 0233 | 0262 | 262 | 291 | 291 | 320 | 320 | 88 |
| 2 | 349 | 349 | 378 | 378 | 407 | 407 | 436 | 437 | 465 | 466 | 494 | 495 | 87 |
| 3 | 523 | 524 | 552 | 553 | 581 | 582 | 610 | 612 | 640 | 641 | 669 | 670 | 86 |
| 4 | 698 | 699 | 727 | 729 | 756 | 758 | 785 | 787 | 814 | 816 | 843 | 864 | 85 |
| 5 | 872 | 875 | 901 | 904 | 929 | 934 | 958 | 963 | 987 | 992 | 1016 | 1022 | 84 |
| 6 | 1045 | 1051 | 1074 | 1080 | 1103 | 1110 | 1132 | 1139 | 1161 | 1169 | 190 | 198 | 83 |
| 7 | 219 | 228 | 248 | 257 | 279 | 287 | 305 | 317 | 334 | 346 | 363 | 376 | 82 |
| 8 | 392 | 405 | 421 | 435 | 449 | 465 | 478 | 495 | 507 | 524 | 536 | 554 | 81 |
| 9 | 564 | 584 | 593 | 614 | 622 | 644 | 650 | 673 | 679 | 703 | 708 | 733 | 80 |
| 10 | 736 | 763 | 765 | 793 | 794 | 823 | 822 | 853 | 851 | 883 | 880 | 914 | 79 |
| 11 | 908 | 944 | 937 | 974 | 965 | 2004 | 994 | 2035 | 2022 | 2065 | 2051 | 2095 | 78 |
| 12 | 2079 | 2126 | 2108 | 2156 | 2136 | 186 | 2164 | 217 | 193 | 247 | 221 | 278 | 77 |
| 13 | 250 | 309 | 278 | 339 | 306 | 370 | 334 | 401 | 363 | 432 | 391 | 462 | 76 |
| 14 | 419 | 493 | 447 | 524 | 476 | 555 | 504 | 586 | 532 | 617 | 560 | 648 | 75 |
| 15 | 588 | 679 | 616 | 711 | 644 | 742 | 672 | 773 | 700 | 805 | 728 | 836 | 74 |
| 16 | 756 | 867 | 784 | 899 | 812 | 931 | 840 | 962 | 868 | 994 | 896 | 3026 | 73 |
| 17 | 924 | 3057 | 952 | 3089 | 939 | 3121 | 3007 | 3153 | 3035 | 3185 | 3062 | 217 | 72 |
| 18 | 3090 | 249 | 3118 | 281 | 3145 | 314 | 173 | 346 | 201 | 378 | 228 | 411 | 71 |
| 19 | 256 | 443 | 283 | 476 | 311 | 508 | 338 | 541 | 365 | 574 | 393 | 607 | 70 |
| 20 | 420 | 640 | 448 | 673 | 475 | 706 | 502 | 739 | 529 | 772 | 557 | 805 | 69 |
| 21 | 584 | 839 | 611 | 872 | 638 | 906 | 665 | 939 | 692 | 973 | 719 | 4006 | 68 |
| 22 | 746 | 4040 | 773 | 4074 | 800 | 4108 | 827 | 4142 | 854 | 4176 | 881 | 210 | 67 |
| 23 | 907 | 245 | 934 | 279 | 961 | 314 | 987 | 348 | 4014 | 383 | 4041 | 417 | 66 |
| 24 | 4067 | 452 | 4094 | 487 | 4120 | 522 | 4147 | 557 | 173 | 592 | 200 | 628 | 65 |
| 25 | 226 | 663 | 253 | 699 | 279 | 734 | 305 | 770 | 331 | 806 | 358 | 841 | 64 |
| 26 | 384 | 877 | 410 | 913 | 436 | 950 | 4462 | 986 | 488 | 5022 | 514 | 5059 | 63 |
| 27 | 540 | 5095 | 566 | 5132 | 592 | 5169 | 617 | 5206 | 643 | 243 | 669 | 280 | 62 |
| 28 | 695 | 317 | 720 | 354 | 746 | 392 | 772 | 430 | 797 | 467 | 823 | 505 | 61 |
| 29 | 848 | 543 | 874 | 581 | 899 | 619 | 924 | 658 | 950 | 696 | 975 | 735 | 60 |
| 30 | 5000 | 774 | 5025 | 5812 | 5050 | 851 | 5075 | 890 | 5100 | 930 | 5125 | 969 | 59 |
| 31 | 150 | 6009 | 175 | 6048 | 200 | 6088 | 225 | 6128 | 250 | 6168 | 275 | 6208 | 58 |
| 32 | 299 | 249 | 324 | 289 | 348 | 330 | 5373 | 371 | 398 | 412 | 422 | 453 | 57 |
| 33 | 446 | 494 | 471 | 536 | 495 | 577 | 519 | 619 | 544 | 661 | 568 | 703 | 56 |
| 34 | 592 | 745 | 616 | 787 | 640 | 830 | 664 | 873 | 688 | 916 | 712 | 959 | 55 |
| 35 | 736 | 7002 | 760 | 7046 | 783 | 7089 | 807 | 7133 | 831 | 7177 | 854 | 7221 | 54 |
| 36 | 878 | 265 | 901 | 310 | 925 | 355 | 948 | 400 | 972 | 445 | 995 | 490 | 53 |
| 37 | 6018 | 536 | 6041 | 581 | 6065 | 627 | 6088 | 673 | 6111 | 720 | 6134 | 766 | 52 |
| 38 | 157 | 813 | 180 | 860 | 202 | 907 | 225 | 954 | 248 | 8002 | 271 | 8050 | 51 |
| 39 | 293 | 8098 | 316 | 8146 | 338 | 8195 | 361 | 8243 | 383 | 292 | 406 | 342 | 50 |
| 40 | 428 | 391 | 450 | 441 | 472 | 491 | 494 | 541 | 517 | 591 | 539 | 642 | 49 |
| 41 | 561 | 693 | 583 | 744 | 604 | 796 | 626 | 847 | 648 | 899 | 670 | 952 | 48 |
| 42 | 691 | 9004 | 713 | 9057 | 734 | 9110 | 756 | 9163 | 777 | 9217 | 799 | 9271 | 47 |
| 43 | 820 | 325 | 841 | 380 | 862 | 435 | 884 | 490 | 905 | 545 | 926 | 601 | 46 |
| 44 | 947 | 657 | 967 | 713 | 988 | 770 | 7009 | 827 | 7030 | 884 | 7050 | 942 | 45 |
| 45 | 7071 | 1.0000 | 7092 | 1.0058 | 7112 | 1.0117 | 133 | 1.0176 | 153 | 1.0235 | 173 | 1.0295 | 44 |
| deg. | 60′ cos | 60′ cot | 50′ cos | 50′ cot | 40′ cos | 40′ cot | 30′ cos | 30′ cot | 20′ cos | 20 cot | 10′ cos | 10′ cot | deg. |

+95
20 x 2
74.55
2478.75




## 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.

419
330
232

975
35
1326

6.57
.32
6.25

5.73
5 41
32

17.7
10

11.7
2.83
14.87