

1758



1758

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Book, Right Hand Page 4x4
to the inch, Center Line Red.
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BOOK. Left Hand Page as in this
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to the inch, Center Line Red.
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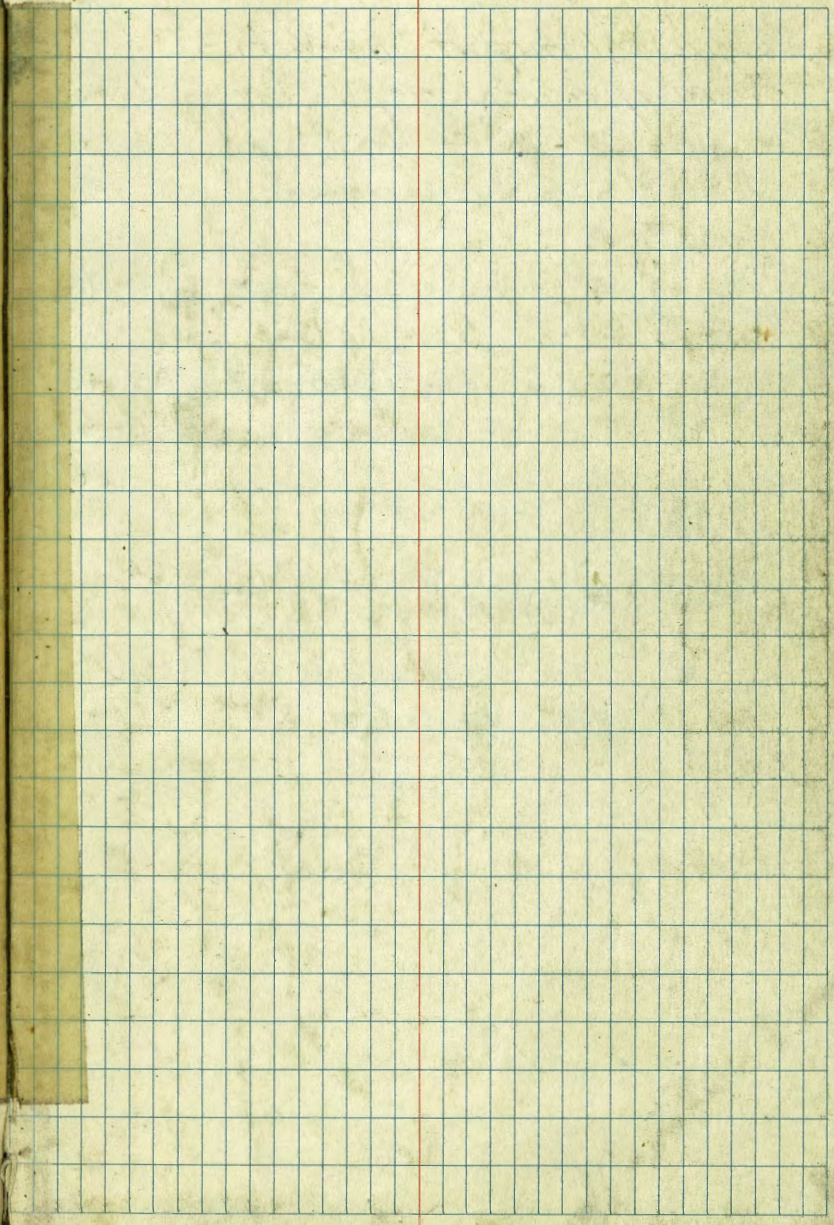
P. O. Box 803

CHICAGO

INDEXED

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except page # 23, 29,

1758



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Dec.
1946
Walker
Hendricks
Becker
Greer

Boundary Line Survey
Proposed Airport
New Riverside, Rosedale Sub.
The Highlands.
Traverse Line

7+30.47 = P.O.T. Nail

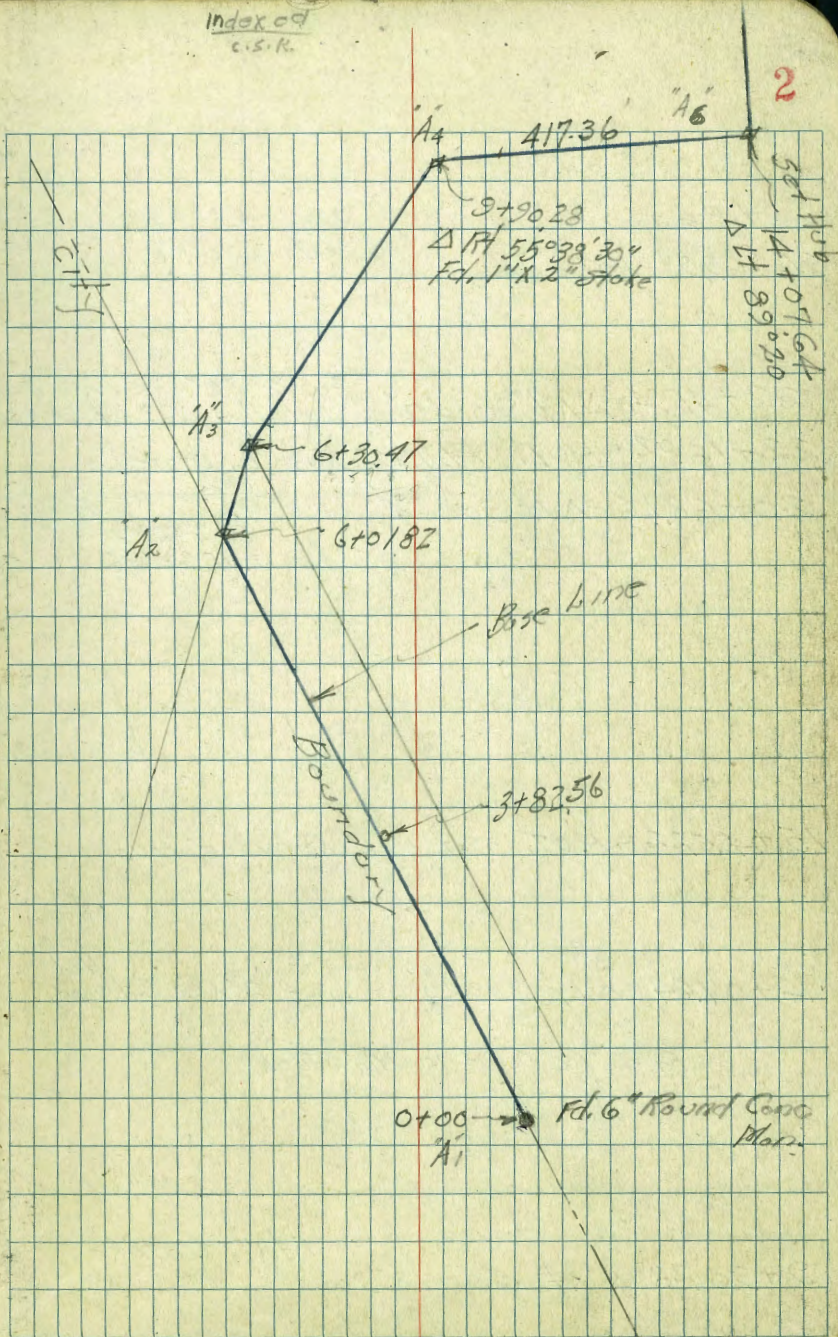
6+30.47 = Δ Rt $16^{\circ}24'25''$ Fd. 1" x 2" stake set by state Highway

6+01.82 = Δ Rt $44^{\circ}20'30''$ Fd. 1" x 2" stake by state marked (RW) L

3+82.56 = P.O.T. Fd. 3/4" Iron Pipe 097 Rt.

0+00 Fd. 6" Round Conc. Man.

Index 09
C.S.R.



Cont P. 4

$$26 + 69.93 = P.O.T. = Nail$$

$$22 + 45.94 = \Delta Rt \ 90^\circ 40' \quad \text{(Fd. 2" x 2" Tack, State Hub 203 2 ft. back)}$$

$$22 + 16.02 = P.O.T. \text{ Fd. 1" x 2" Stake (by State)}$$

$$20 + 68.16 = \Delta Lt \ 90^\circ 44'$$

Fd. 2" x 2" Hub
= NE Cor. Lot 6

$$15 + 45.22 = P.O.T. \text{ Set 1" x 2" Redwood Hub}$$

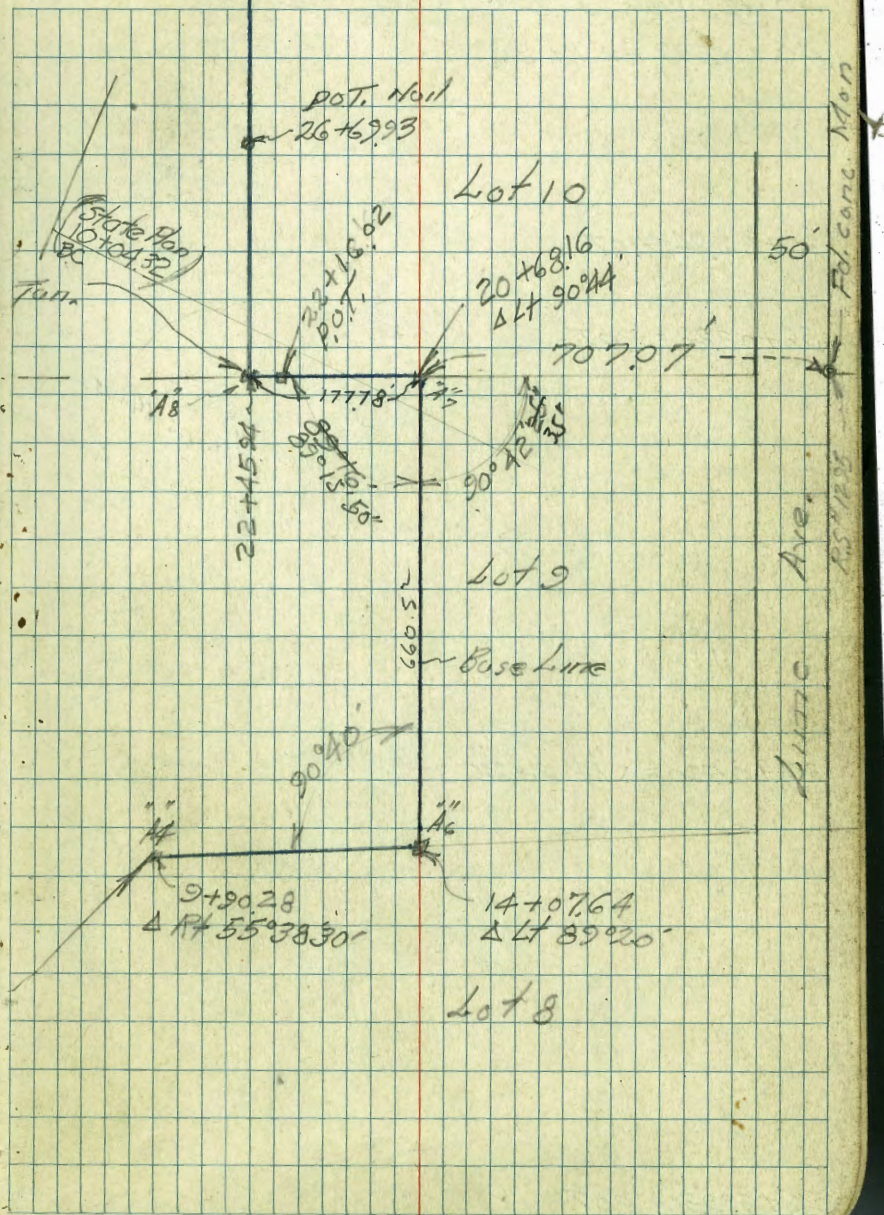
$$14 + 07.64 = \Delta Lt \ 89^\circ 20' \quad \text{Hub Set 2" x 2" Redwood}$$

$$13 + 27.2 \quad \text{Fd. 2" x 2" Set in Mid Rock}$$

12" Lt

$$9 + 90.28 \Delta Rt \ 55^\circ 38' 30''$$

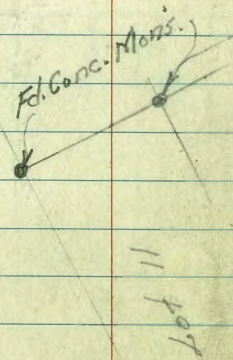
Fd. 1" x 2" Stake
& Tack



$40+05.92 = \text{Ahead}$
 $40+12.20 = \text{Back}$ } Equation Δ $89^{\circ}40'30''$
 $40+05.92 = \Delta$ Rt $90^{\circ}0'$

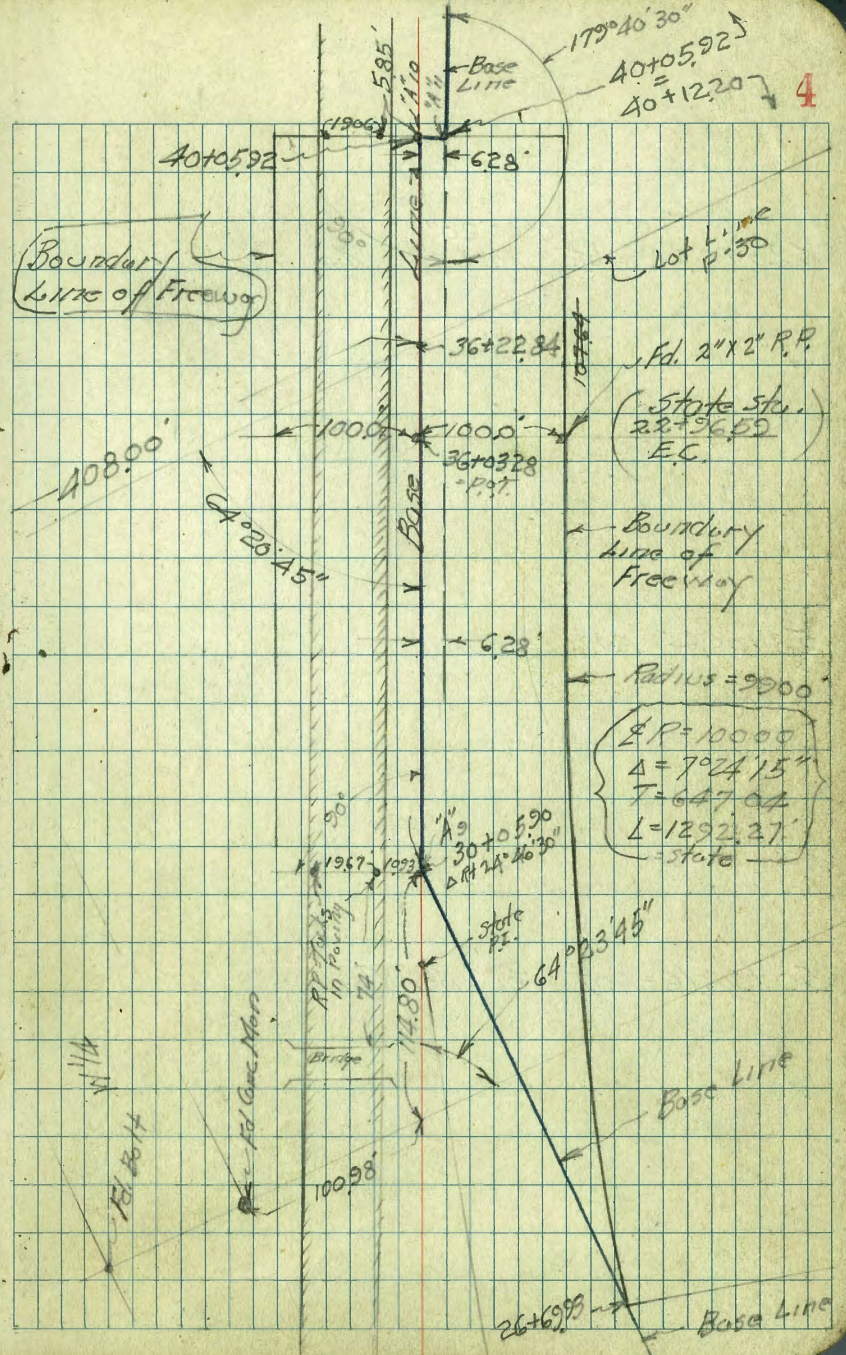
$36+22.84 = \text{P.O.T.}$

$36+03.28 = \text{P.O.T.}$



$30+05.90 = \Delta$ Rt $24^{\circ}46'30''$

$26+69.93 = \text{P.O.T.}$
 Cont. from P. 3



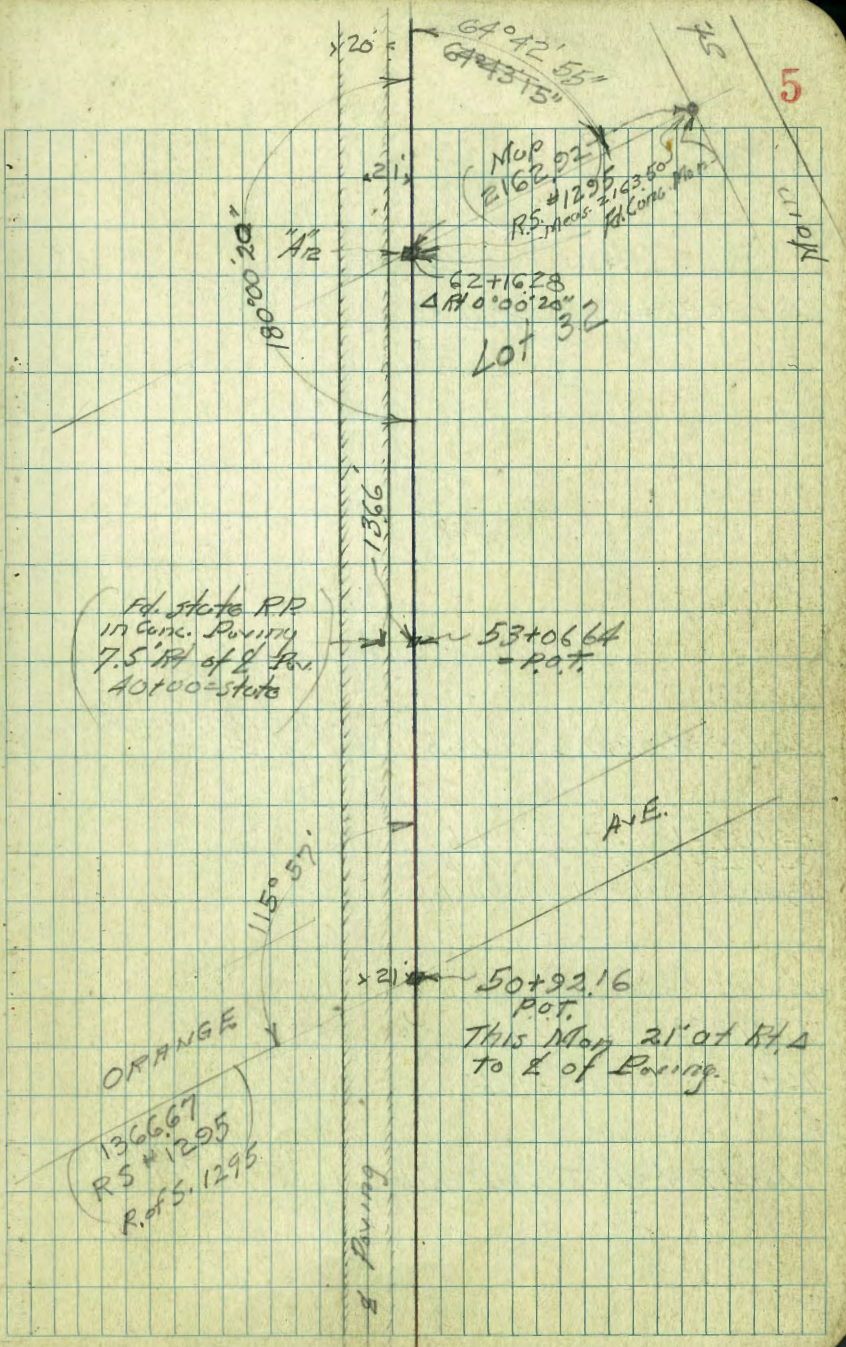
62+16.28 = Δ Pt. 0°00'20" Fd. Conc. Mon

53+06.64 = P.O.T. set Hub

50+92.16 = P.O.T. Fd. Conc. Mon

Fd. Conc. Mon.

385 50%



98+86.86 = Δ R7 C4°35

92+99.64 = POT. Set Hub

84+37.21 = POT. Set Hub
84+25.41 = POT. Set Hub
83+46.5 = N end Hd Wall

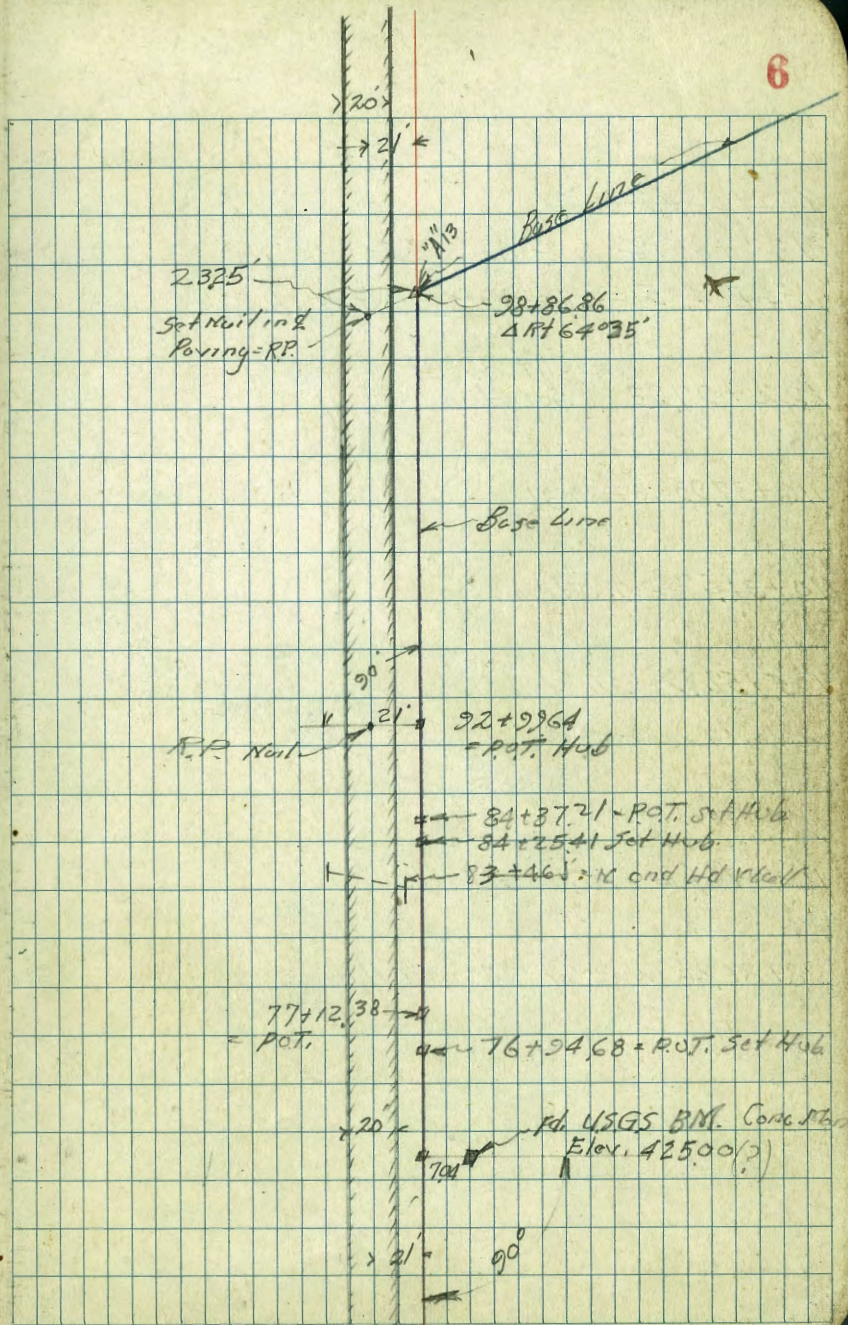
77+12.38 = POT. Set Hub

76+94.68 = POT. Set Hub

71+47.41 = POT. Set Hub

(Set Nail in Poring)
21' Lt

(Pd. USGS B.M. Conc.
7.04 R)



Traverse Proposed Airport
Cont on p. 10

Cont. Page 10

140+58.45 = ΔH

133+85.54 ΔH 89°32'30"

134+04.05 = ΔH 89°23' set Hub.

= ΔH 89°31'

122+97.93 set Hub.

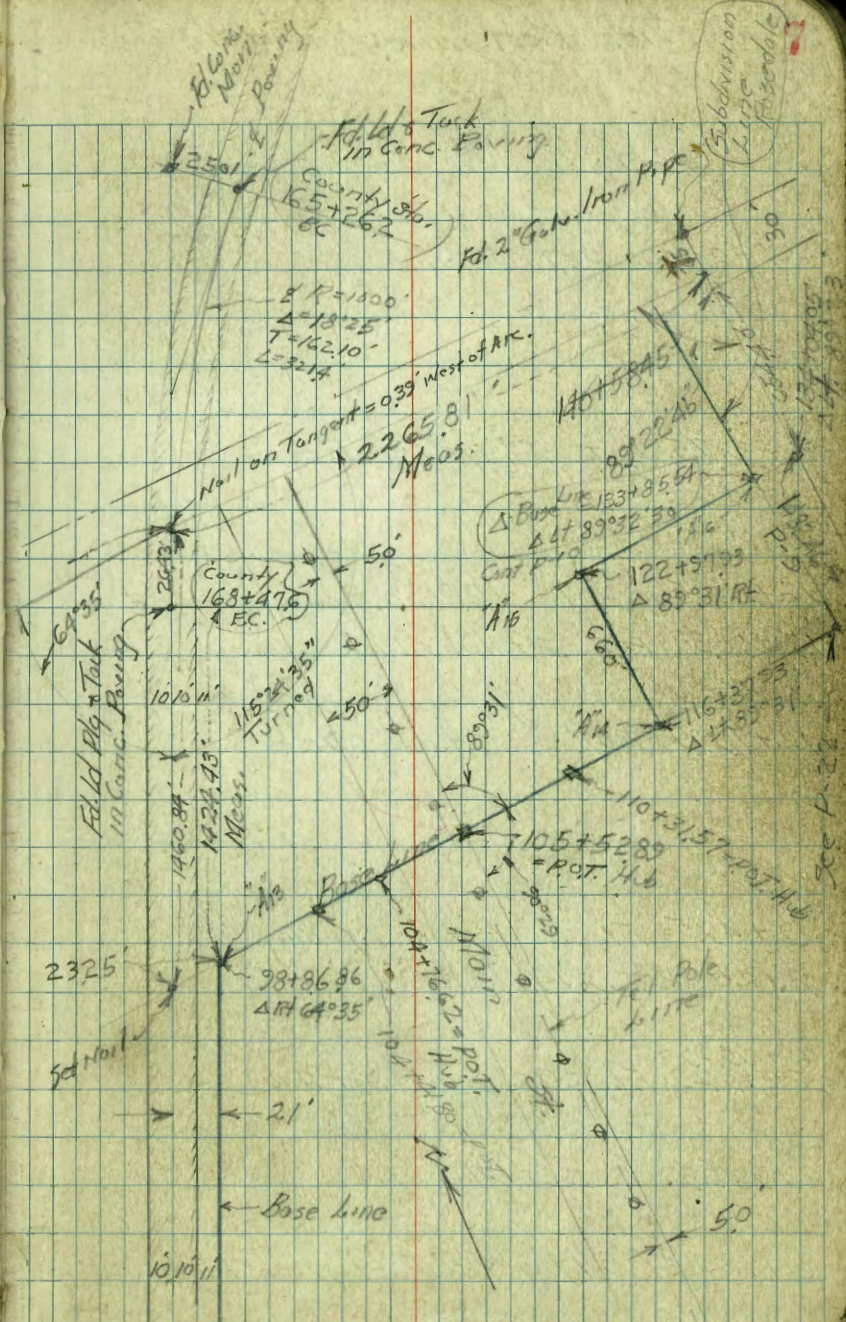
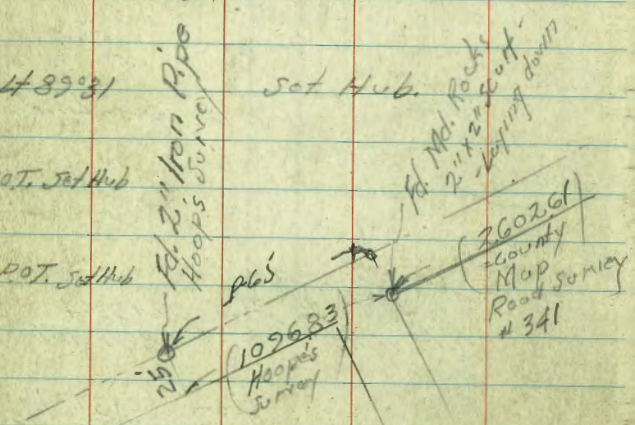
116+37.99 = ΔH 89°31' set Hub.

110+31.57 = P.O.T. set Hub.

105+52.89 = P.O.T. set Hub.

104+76.62 = P.O.T. set Hub.

98+86.86 = ΔH 64°35' set Hub.



Cont. P. 9

24 + 60.30 = P.O.T. Set Hub

19 + 38.15 = P.O.T. Fd. 3/4" Iron Pipe

16 + 08.51 = P.O.T. Fd. 2" x 2" Scarf And 3/4" Iron Pipe

13 + 90.33 = P.O.T. Set Hub & Disk

12 + 79.09 = P.O.T. Fd. 2" x 2" Scarf Set Hub & Disk

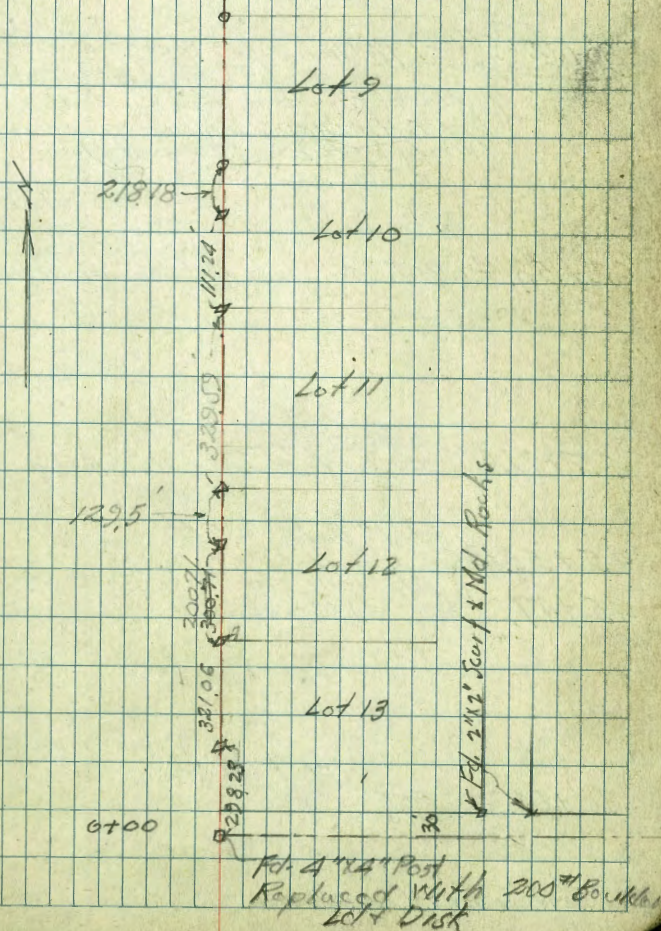
9 + 49.5 = Fd. Scarf Stake Leaning Nothing Set

8 + 20 = P.O.T. Set Hub

6 + 19.29 Fd. 2" x 2" Scarf Set Hub

2 + 98.73 = P.O.T. Set Hub & Disk

0 + 00 Fd. old 4" x 4" Post With Tack



West Boundary Rosedale Subdivision
Cont. from P-8

30+32.65 Fd. 1/2" Iron Pipe (recent Survey)
30+33.10 Fd. 1/2" Iron Pipe (recent Survey)
Marked SW Cor. B/K 1
(Note: the Above Pipe Was pulled out later
by R.E. HAZARD'S Engineer as being set
Wrong by Him in the first place.)

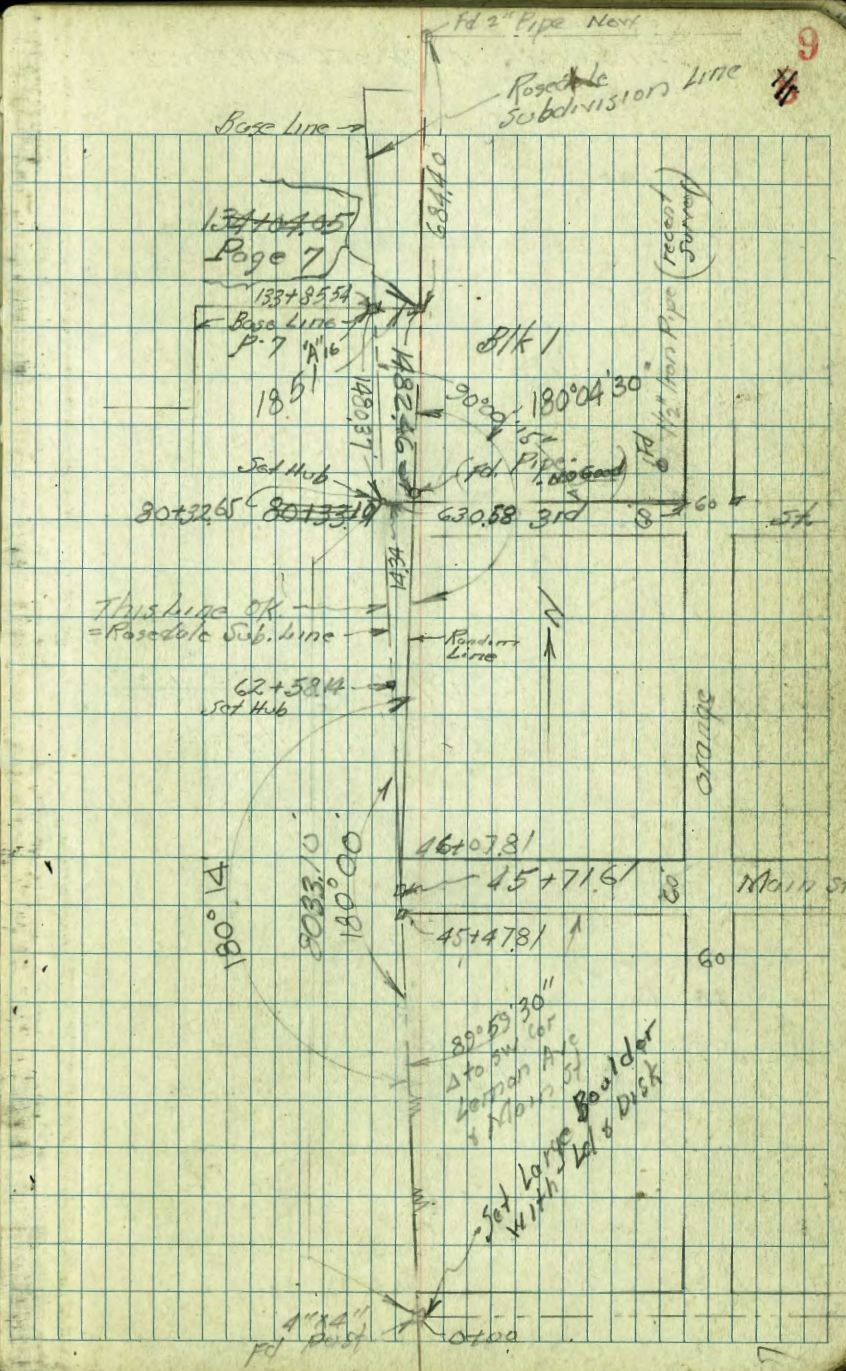
62+58.4 = P.O.T. Set Hub on Subdivision Line

45+71.61 = ~~P.O.T.~~ P.O.T. Subline Nail = 0.06' Lt
Fd. old Stake & Nail in Top

45+53.13 Fd. 1" Bolt 0.5' Lt
Mid of Rock
45+47.81 Fd. Very old Stake (looks original)
0.1' Lt of line

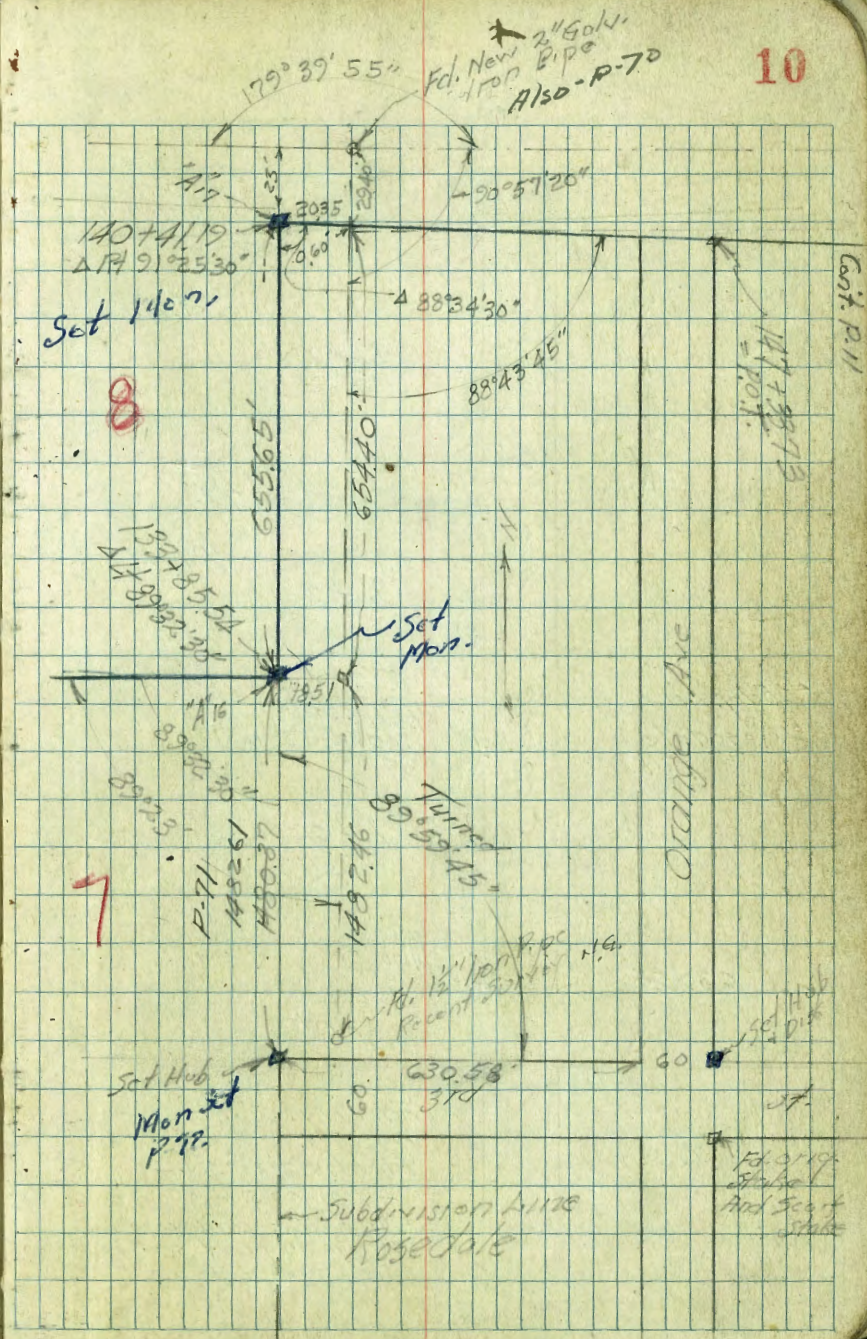
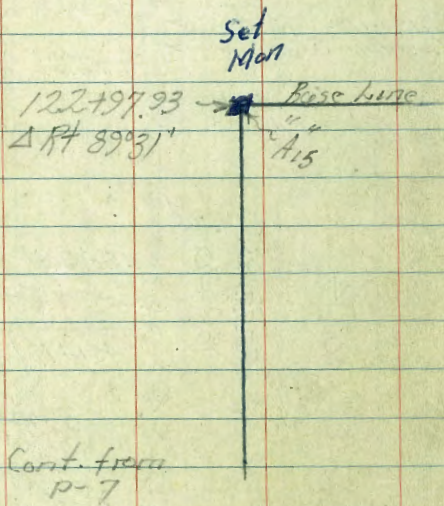
30+64.20 = P.O.T. Fd. 1" x 2" Stake
& Tack

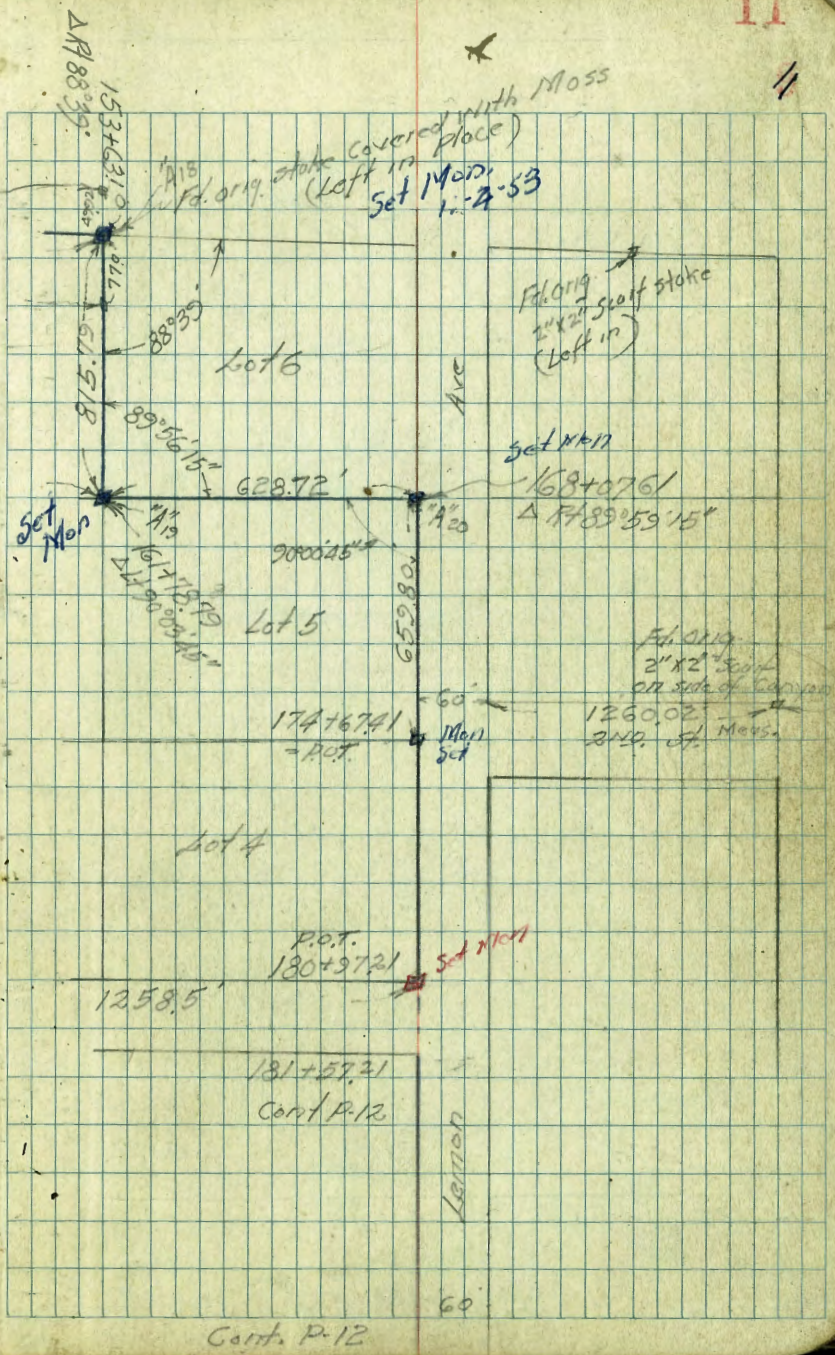
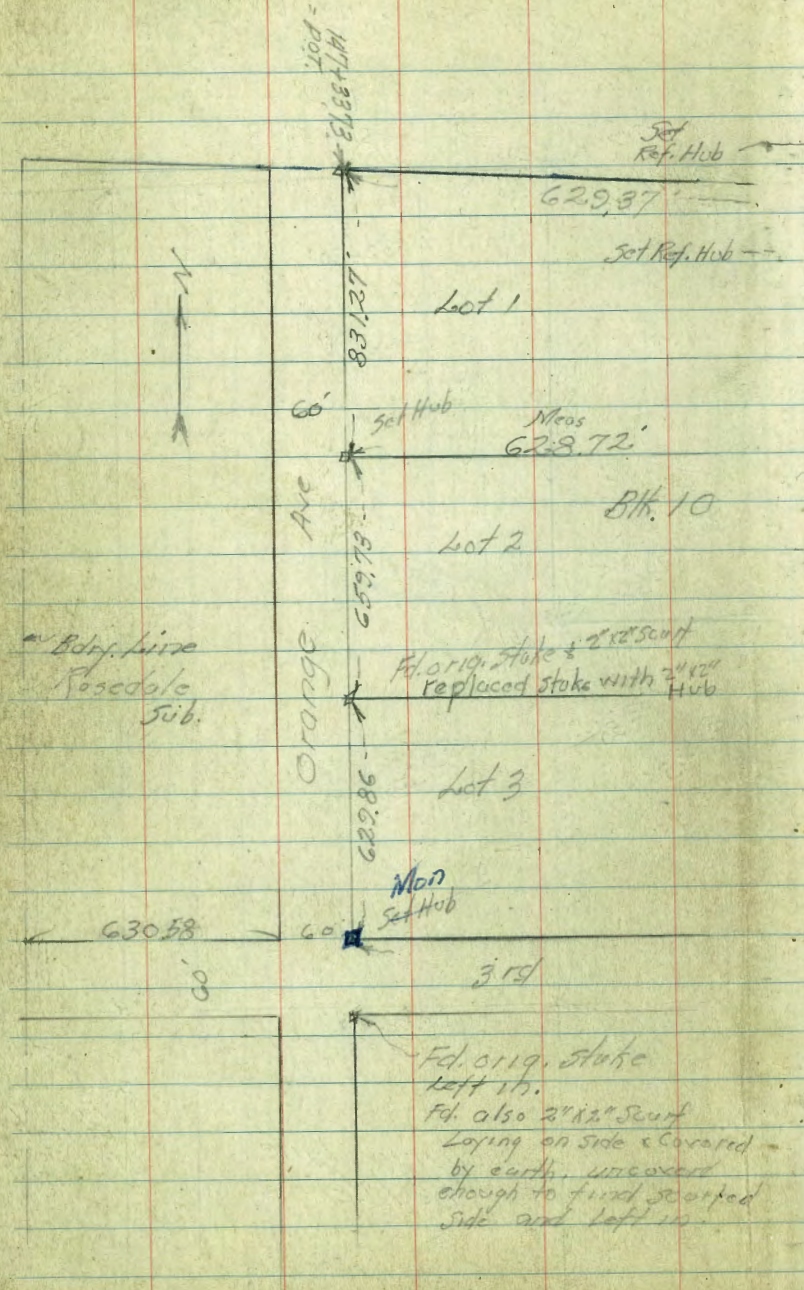
Cont. from P-8



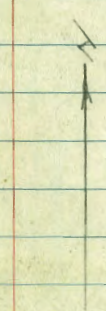
TRAVERSE - PROPOSED AIRPORT

Cont. from Page 7





Cont. P-12



Ave

Orange

Lot 1

Lot 2

Lot 3

Lot 4

Lot 5

4TH

Cont. from P-11

180+97.21
POT.

3rd St.

182+46.00
POT.

Lot 10

Ave

Lot 2

187+87.00

Lot 2 2 1/2"
Scout 0.5'E

Bk. 9

190+24.74
POT.

Lot 3

Lot 9

194+46.56

Lot 2 1/2" Scout
0.5 East

Lot 8

POT.
201+06.37

Lot 2 1/2" Scout
0.5 East

Lot 6

POT.
201+24.34

SECTION

Lot 7
203+06.36
POT.

Lot 2 1/2" Scout
0.5 East

Lot 21
207+35.49

Lot 2 1/2" Scout
0.5 East

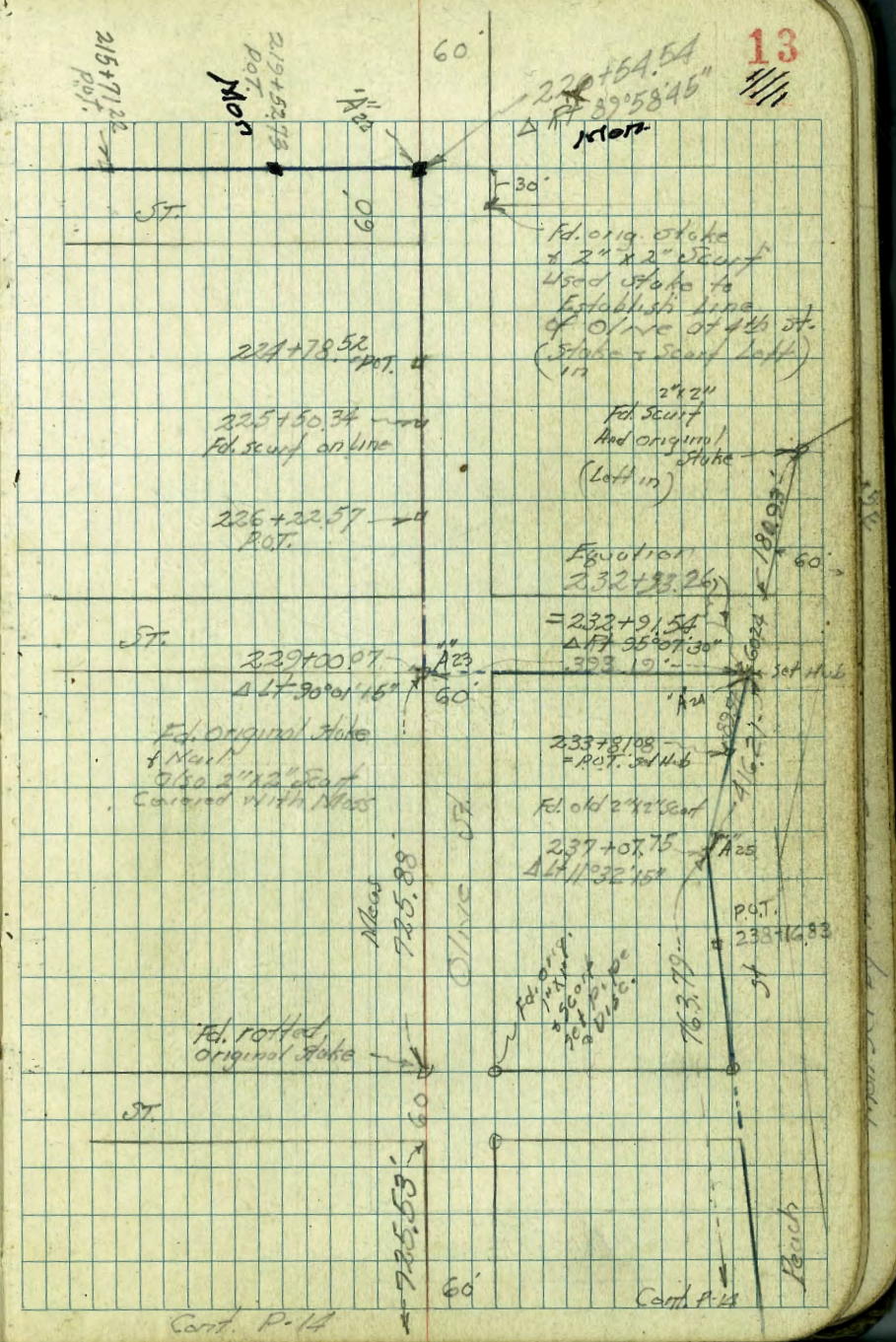
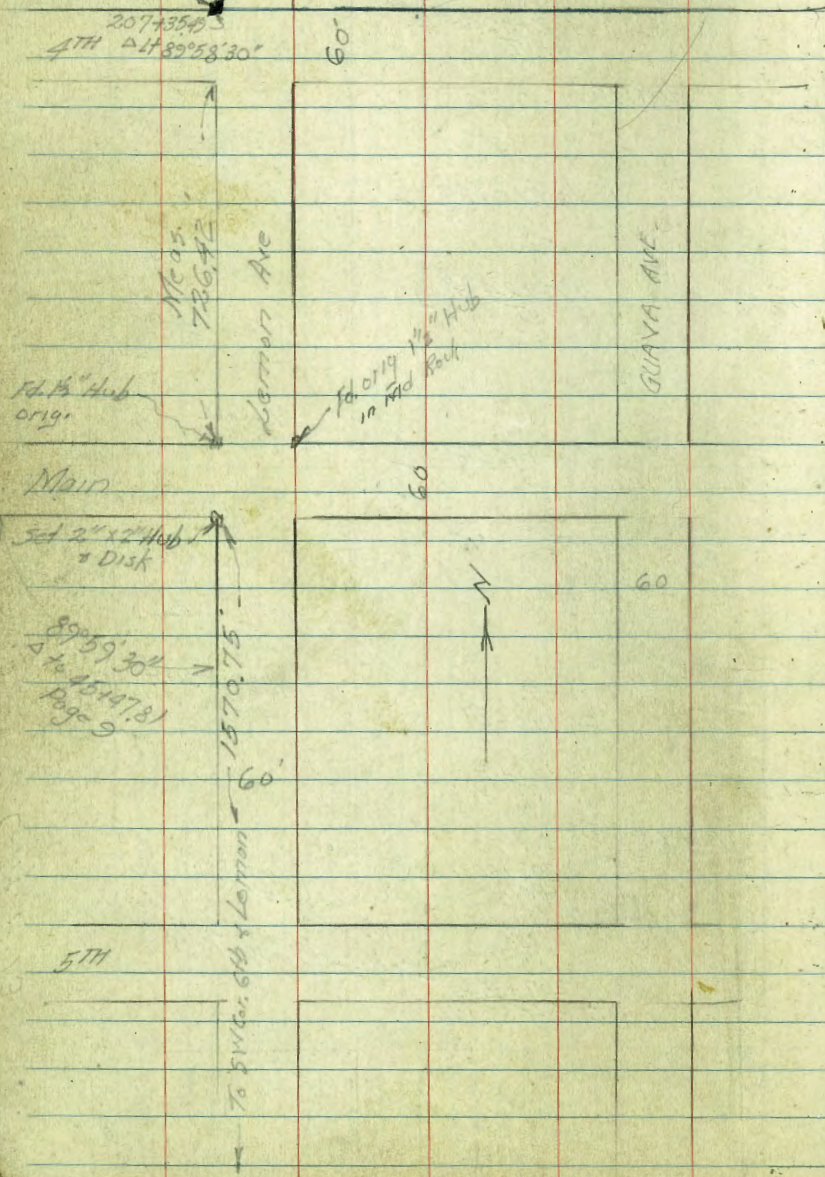
St. 4
207+35.49
POT.

12



Cont. P-13

Jan. 1947
Walker
Hermanns
Greer
Becker



13

Cont. P-14

Cont. P-13

Cont. P. 13

Fd. 2" x 2" Scott
Fd. orig. 1 1/2"
2nd 1 1/2" 17" Pipe
Redwood Disc.

Fd. rotted
original stake

725.88

60

5TH

60

725.53

Rd. Mt.
Rocks

FD

2 1/2" x 2"
Fd. Scott
And remains
of orig. stake

89° 58'

1 1/2"

252+92.02
6TH Δ R. 89° 58'

Fd. 2" x 2" Scott
in Mt. Rocks

60

780 93 192 33
725.88
725.53
PEACH 7-1-65

O I I N E

Fd. 2" x 2" Scott
And 1 1/2" stake.
replaced stake
with 2" x 2" Redwood Hub
And Disc.

1 1/2"

260+97.25
7TH Δ R. 89° 58' 15"

Cont. P. 15

GUAVA

Cont. from P. 13

14

Fd. 2" x 2" Stake
Fd. orig. stake
with pipe
We replace with
1 1/2" 18" Redwood
with Redwood
and Disc.

331.26
N. 7005.

83° 34' 30"

Angle
To Point

70

162.79

450.37

PEACH AVE.

P.O.T.
244+71.84

near
420.99

248+11.93
Δ R. 96° 25' 30"

83° 34' 30"

340.37

Fd. 2" x 2" Scott
And remains of
old 1 1/2" 18" stake.
We replace with 2" x 2"
Redwood + Disc.

Fd. orig. stake

60.38
60.10

2nd Hub
+ Disc

17310°
Fd. orig. stake
And 2" x 2" Scott

60

PEACH AVE.

44-451.81

7TH

60' A28

Mon

Bottom
Fd 2" x 2" Scort
Fd orig. 1" stake.
replaced with
2" x 2" Hub. & Disk
273+36.29
Lt 90°00'30"

118

Fd. 2" x 2" scort
in Md. Rock

Fd 2" x 2" Scort
in Md Rock
Set Hub & Disk
280+25.62
Lt 89°58'45"

180°0'

Fd. 2" x 2" Scort

Fd. orig. stake
in Md Rocks

LEMON AVE.

60'

Fd 2" x 2" scort stake

GUARD ST

Fd Md Rock

90°01'45"

260+17.95
Lt 89°58'15"

Cont. from
p. 14

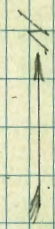
267+36.50

ST.

A28

Fd. 2" x 2" Scort
And original stake
in Md Rock
Replaced stake
with 2" x 2" Redwood Hub
And Disk.

ST.



60'

OLIVE

8TH

ST.

P-27

180 → 60

Fd. org. stake
in Md. Rock

Lot 8

Lot 9

Fd. 2" x 2" Scuf
And 3/4" Iron Pipe
Used Pipe for line
and distance

Fd 3/4" Iron Pipe

291 + 69.24
Post Set Hd

300 + 82.43
ΔH 85° 56' 45"

293 + 92.83
ΔH 90° 03' 30"

293 + 44.83
ΔH 20° 02' 30"

Fd 1 1/2" Pipe
Set Redwood Plg.
And Disk in Same

Lot 10

P.O.T.
303 + 00.61

298 + 72.17 = Post

304 + 44.85
P.O.T.

Lot 11

307 + 41.44
P.O.T.

308 + 70.24
P.O.T.

Lot 12

310 + 71.65

311 + 81.65
P.O.T.

ORANGE AVE.

ORANGE AVE.

Lot 13

313 + 92.71

316 + 90.94

ΔH 90° 33' 30"

Cont. P-17

Fd. 4" x 4" Post (very old)
in Md. Rock.
Fd → Tack in Post which we
used for LINE

60

Fd. 2" x 2"
Scuf stake
in Md. Rock

7TH

ST.

280 + 25.52
ΔH 89° 53' 45"

N

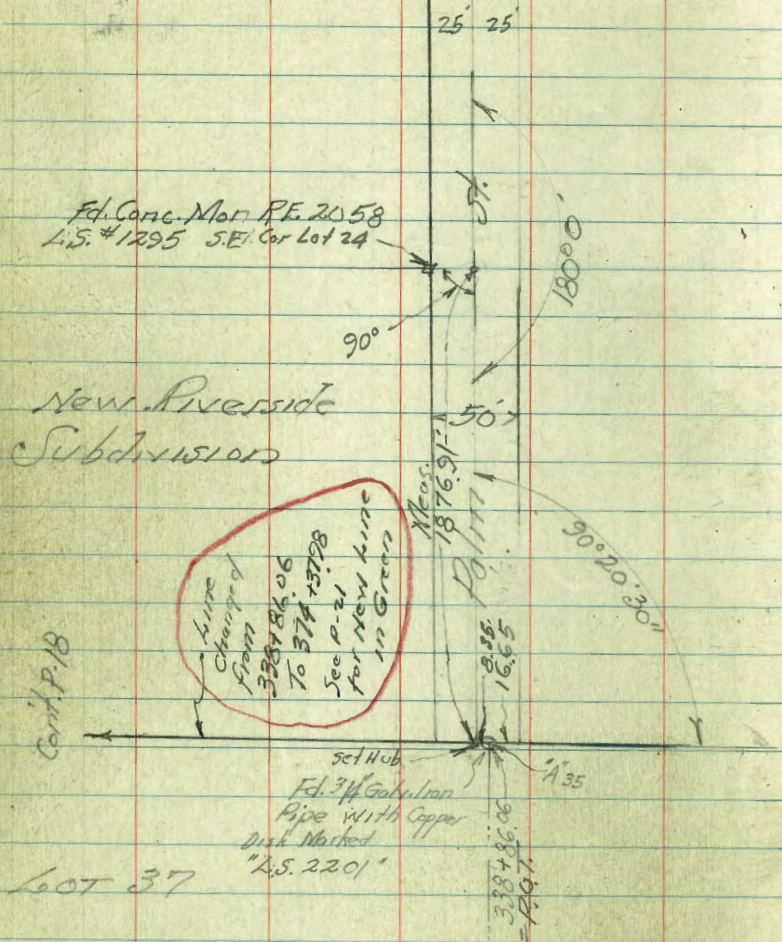
Cont. P-15

8TH

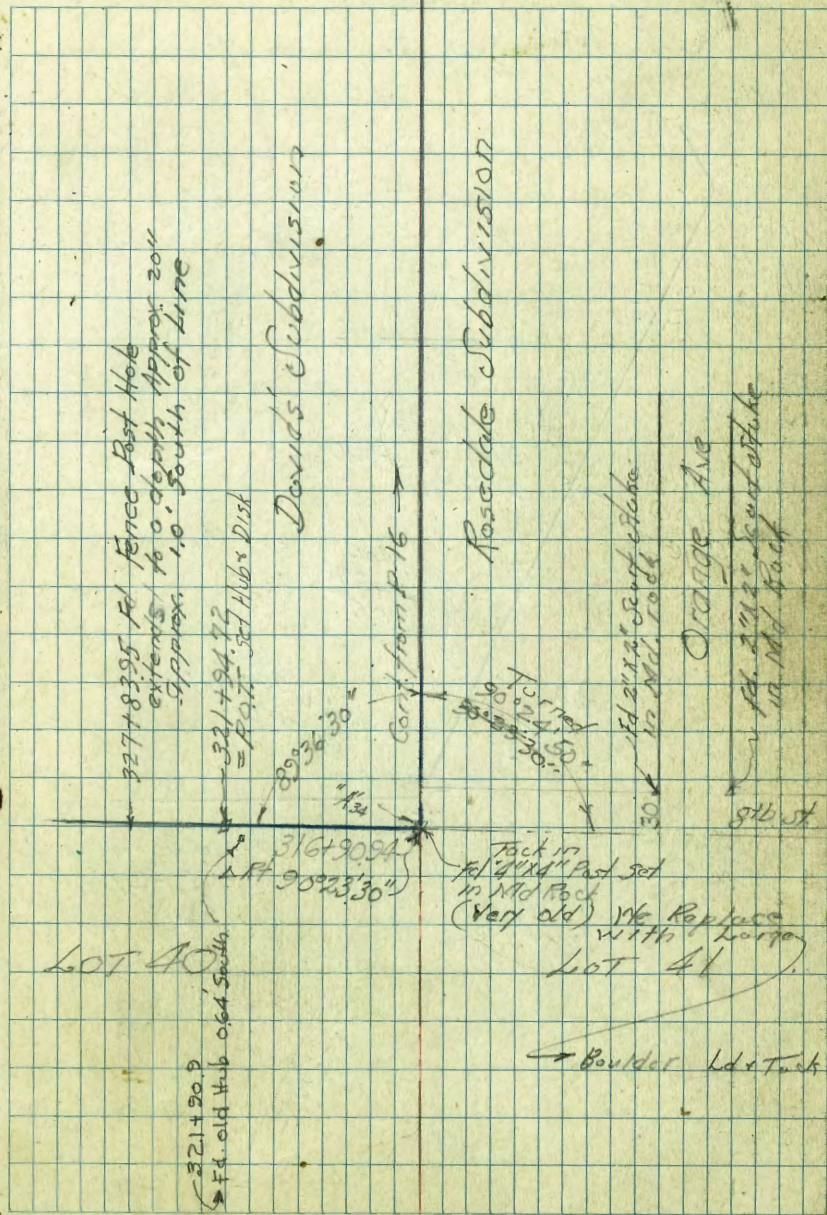
ST.

Fd. 2" x 2"
Scuf

Fd. Conc. Mon
L.S. #1295 NE. Cor. Lot 17

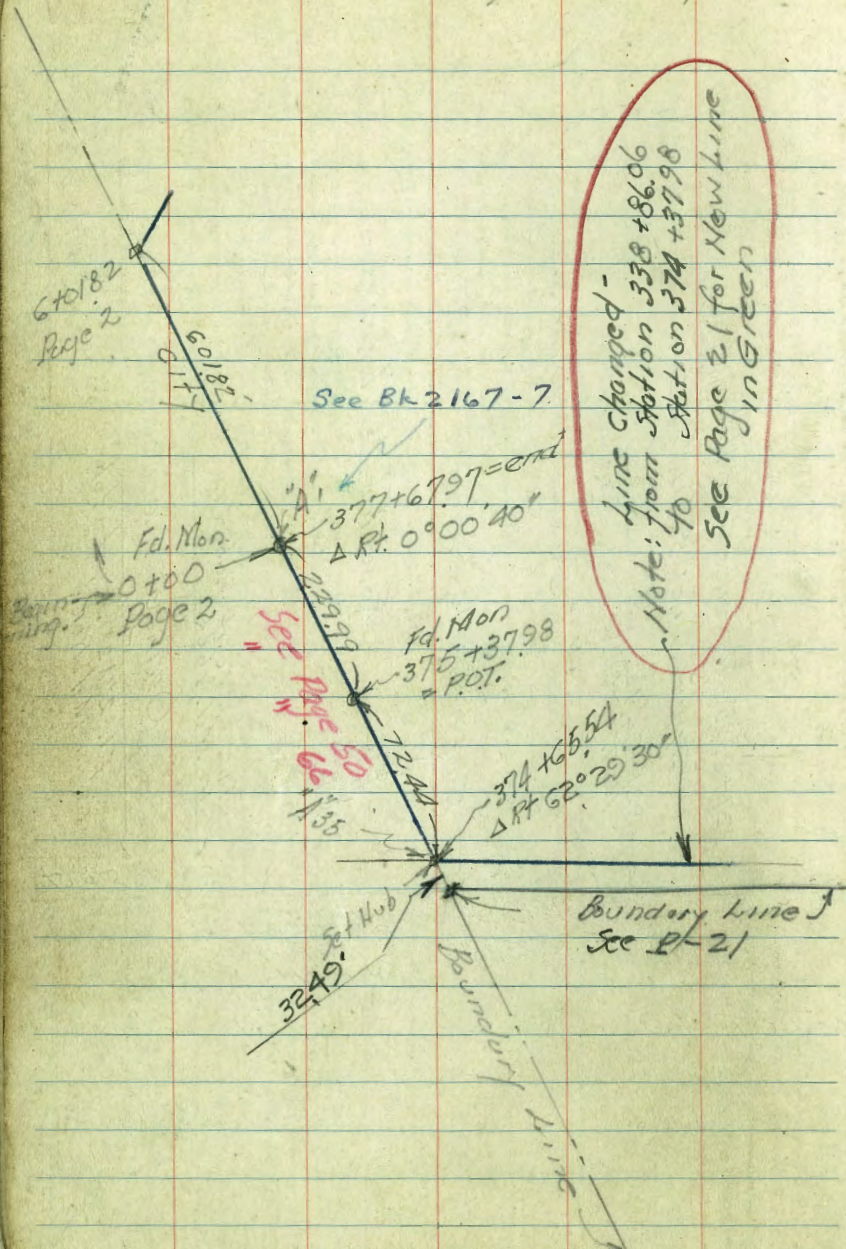


385 . 50%



L.S. 2201

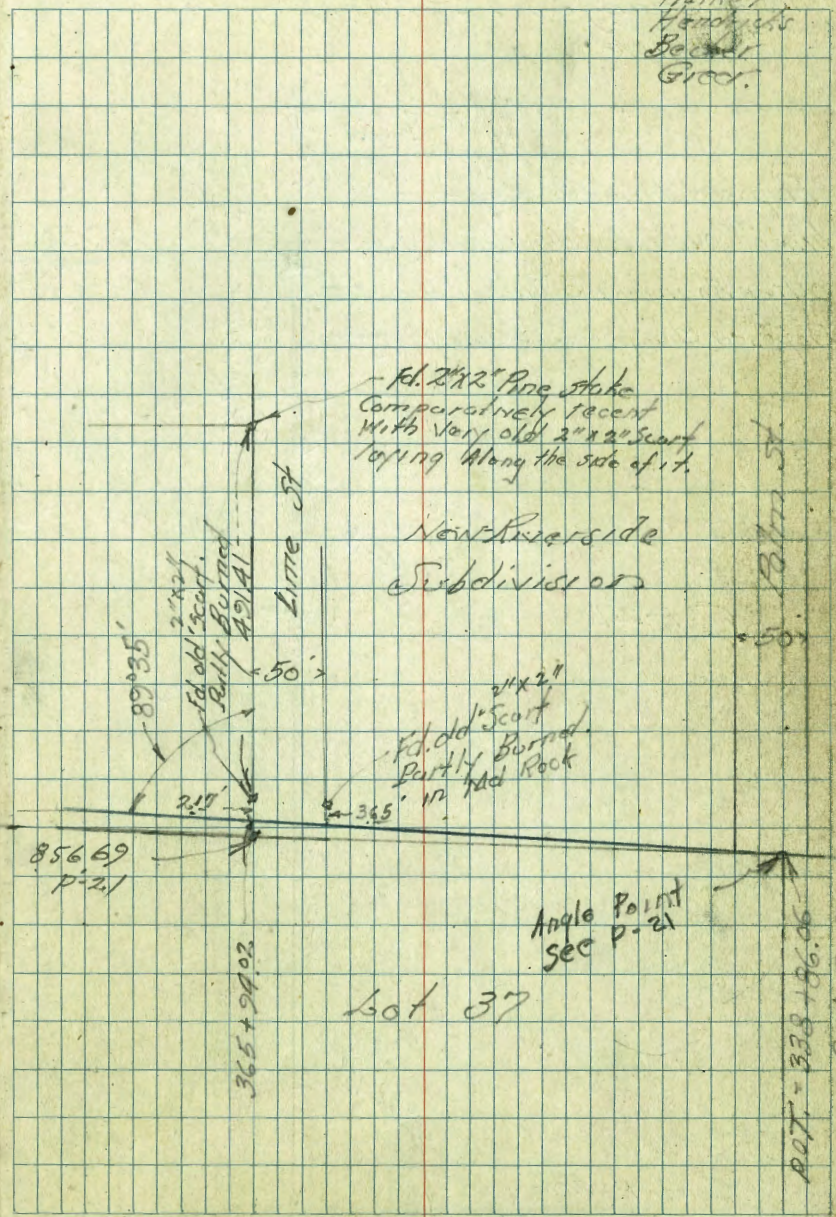
TRAVERSE - Proposed Airport



Note: Line changed -
 Station 338+86.06
 Station 374+3798
 See Page 21 for New Line
 J in Green

Completed -
 Jan. 31-47 18

Walker
 Hendricks
 Beal
 Groer.



Fd. 2 1/2" Pine Stake
 Compared with recent
 With very old 2" x 2" stake
 Lying along the side of it.

Northwestside
 Subdivision

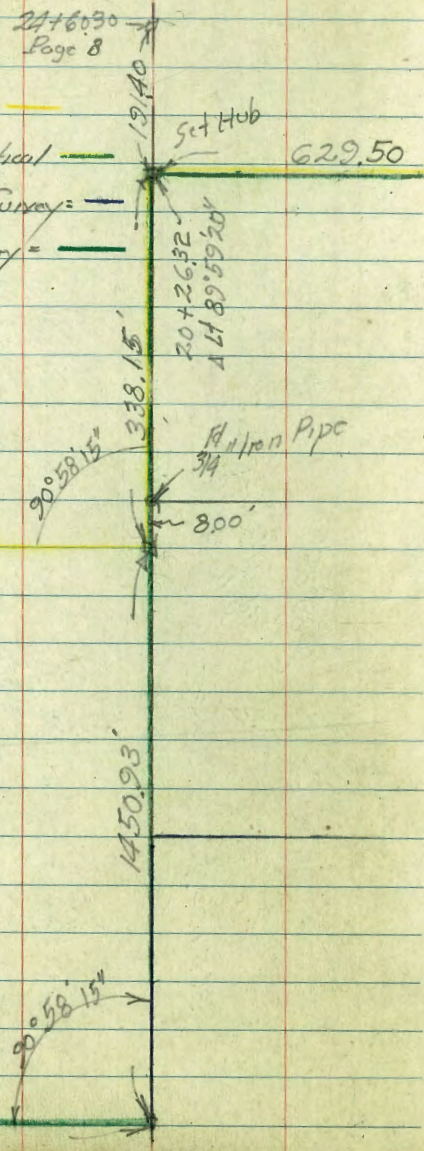
2 1/2" x 2"
 Fd. old stake
 Partly Burned
 in Red Rock

Angle Point
 See P-21

Lot 37

P.O.T. = 338+86.06
 Cont. P. 17

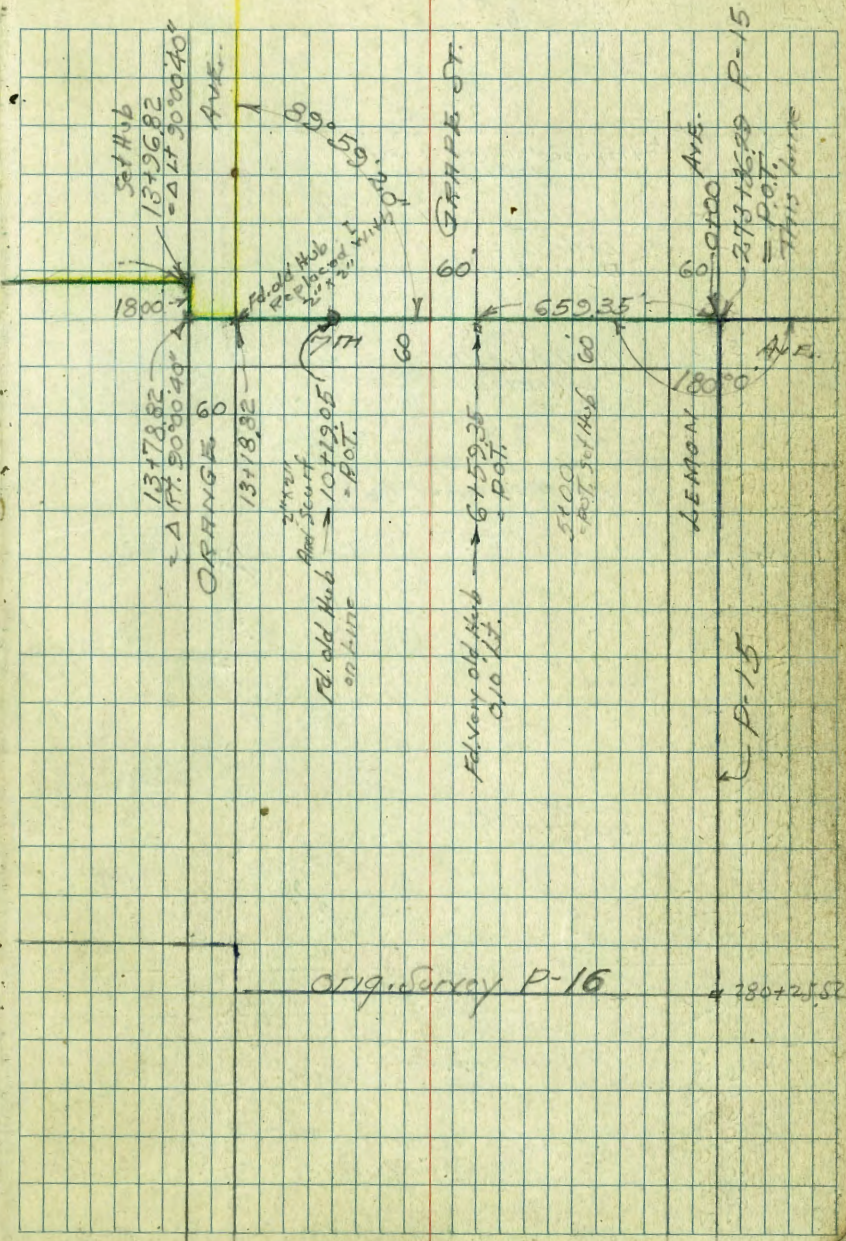
Walker Gibbs Municipal Airport
 Hendricks
 Becker Survey for Proposed
 Johnson Change in Portion of Boundary
 6-24-47
 L.H.C.



Proposed Inner Boundary = —
 Inner ^{And} Outer Boundary Identical = —
 Outer Boundary original Survey = —
 Proposed Change Outer Boundary = —

P-27

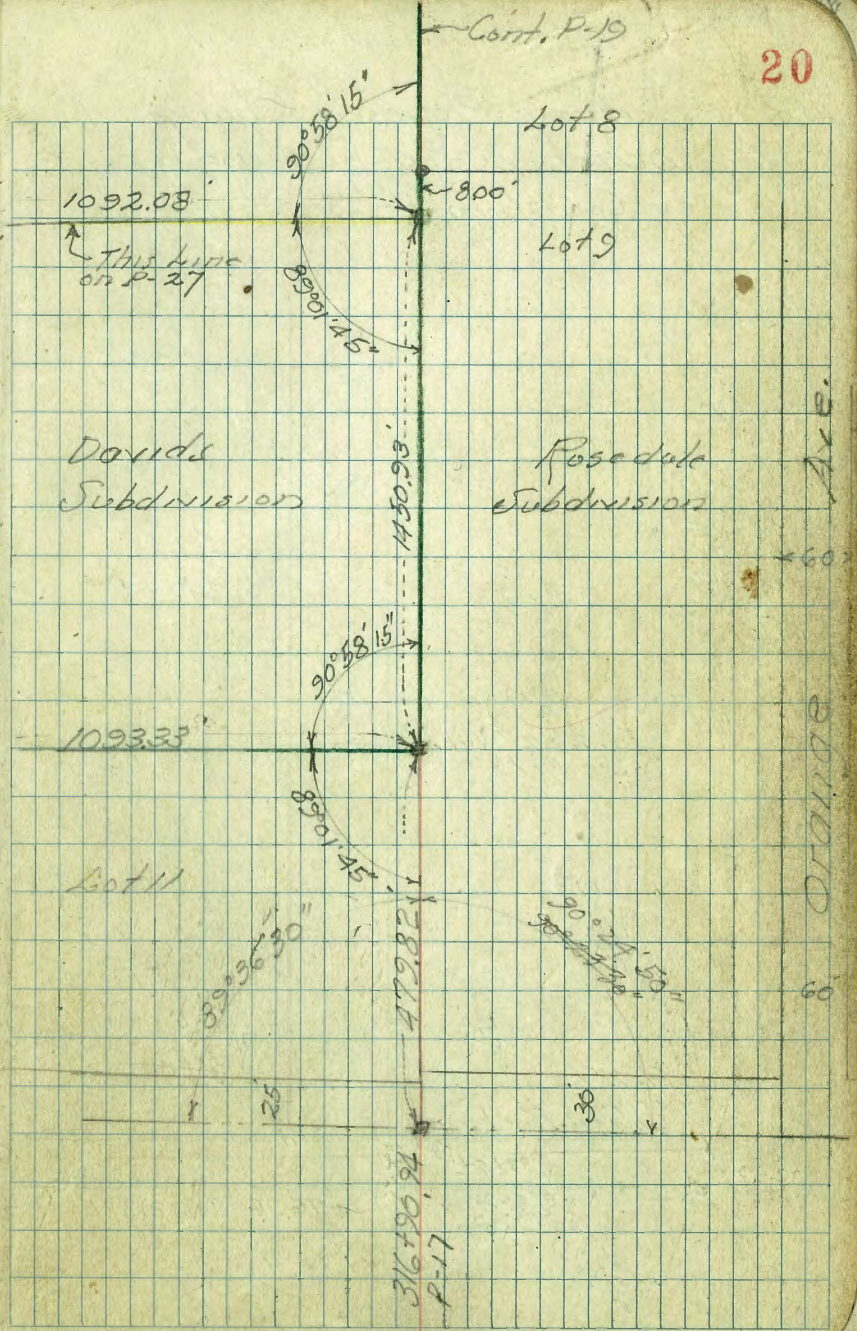
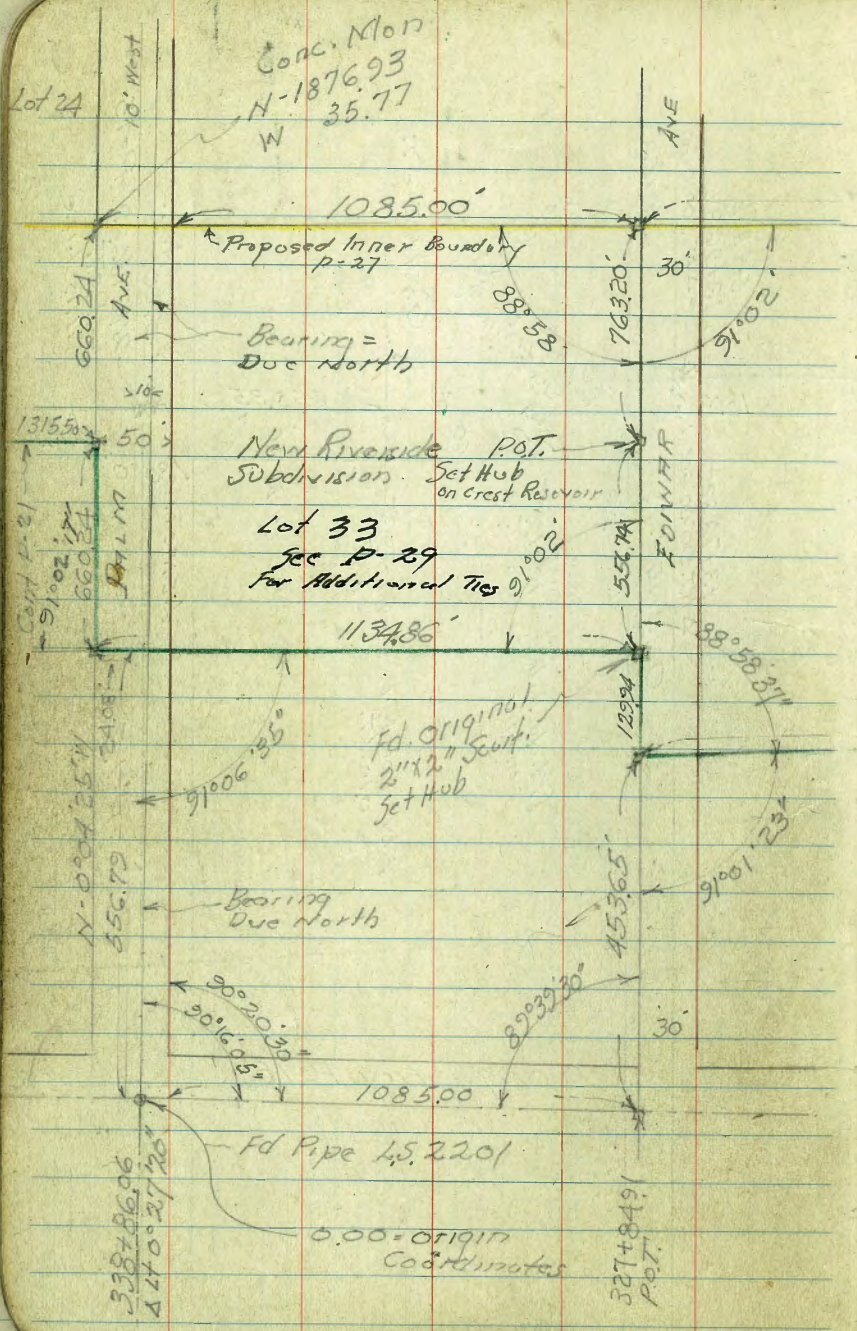
Cont. P-20
 1098.33



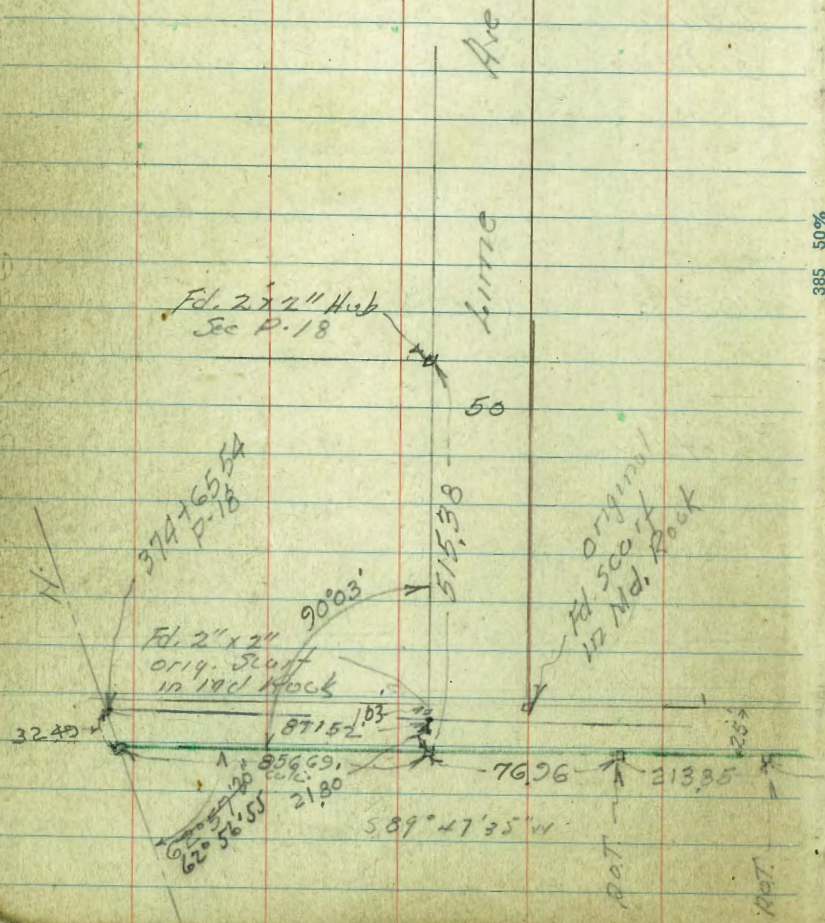
Orig. Survey P-16

4280+25.52

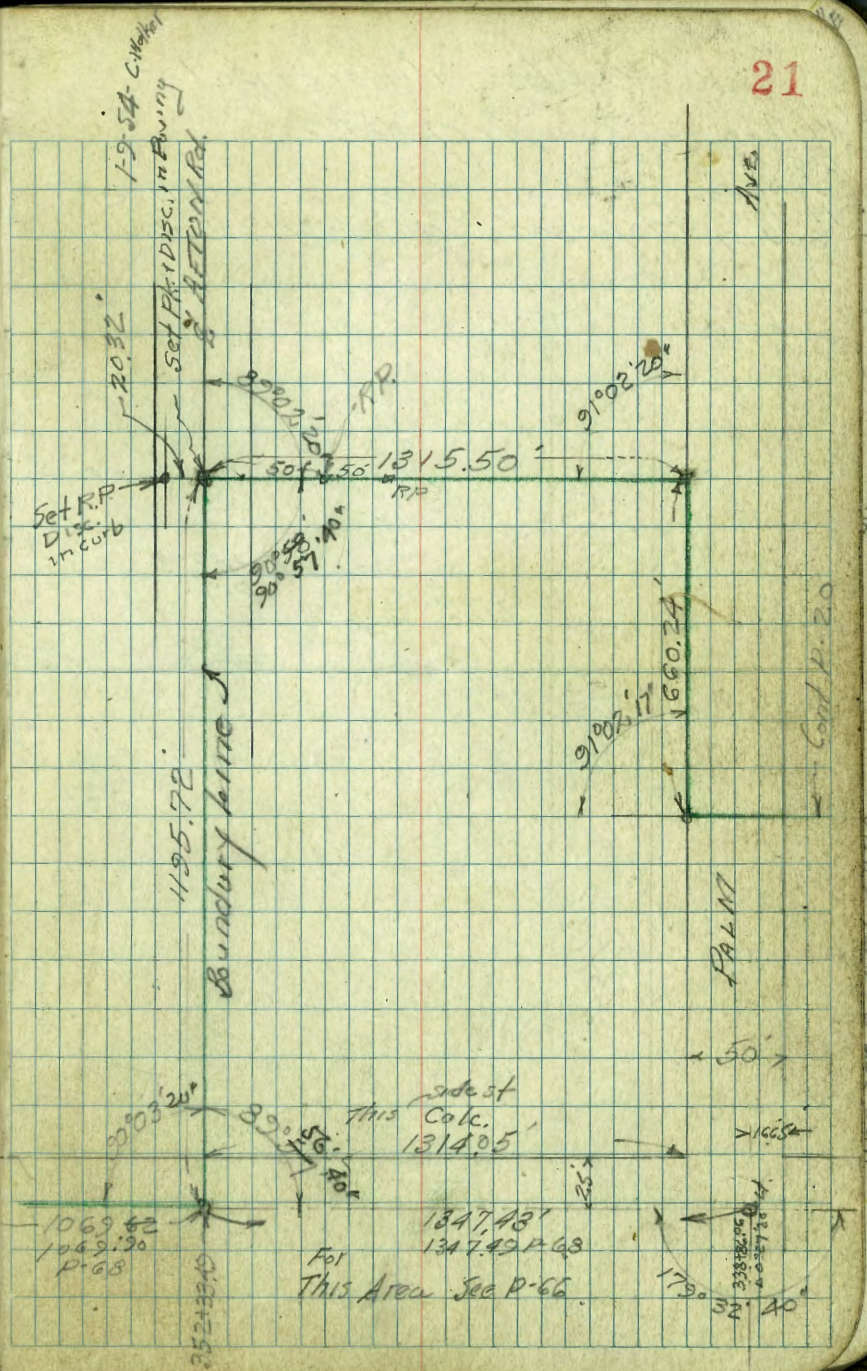
1150 SET BY THE...



Gibbs Municipal Airport
 Survey - Proposed Change of
 Outer Boundary Line
 Cont. from P-20



385 50%

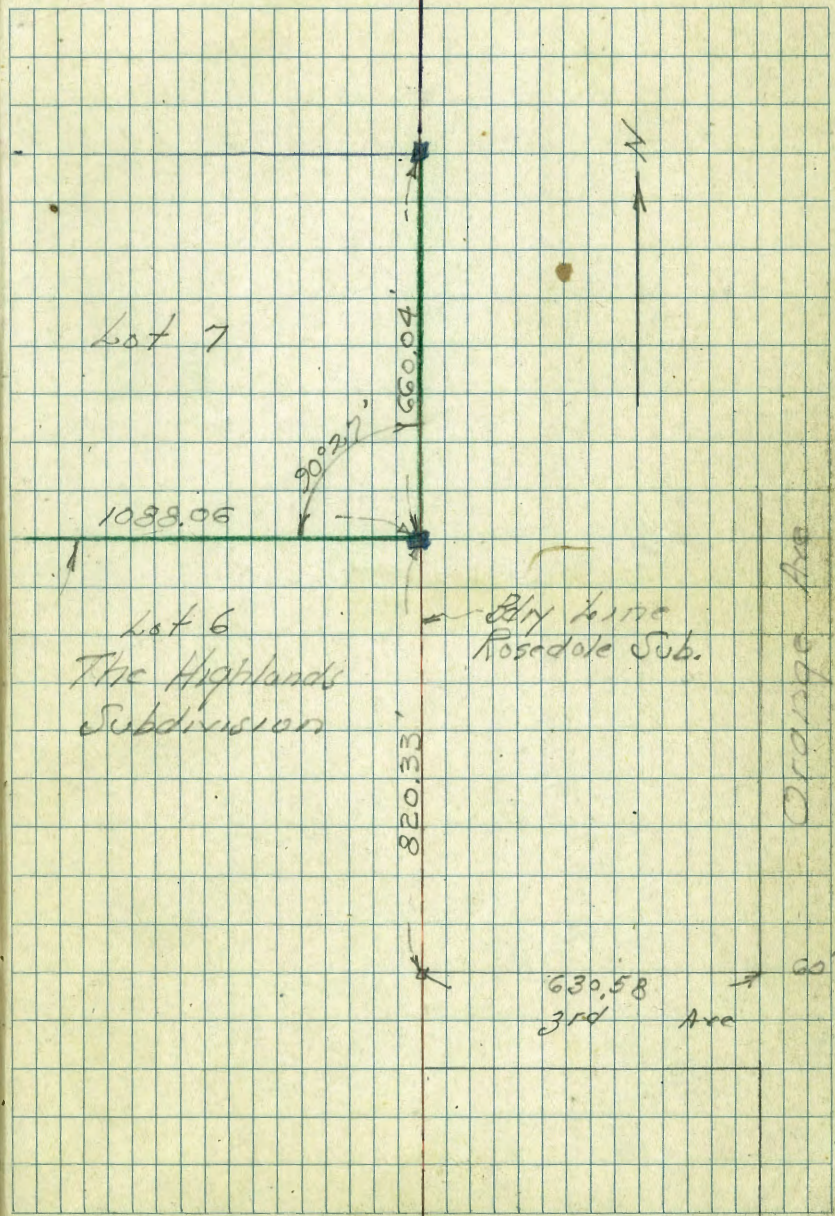
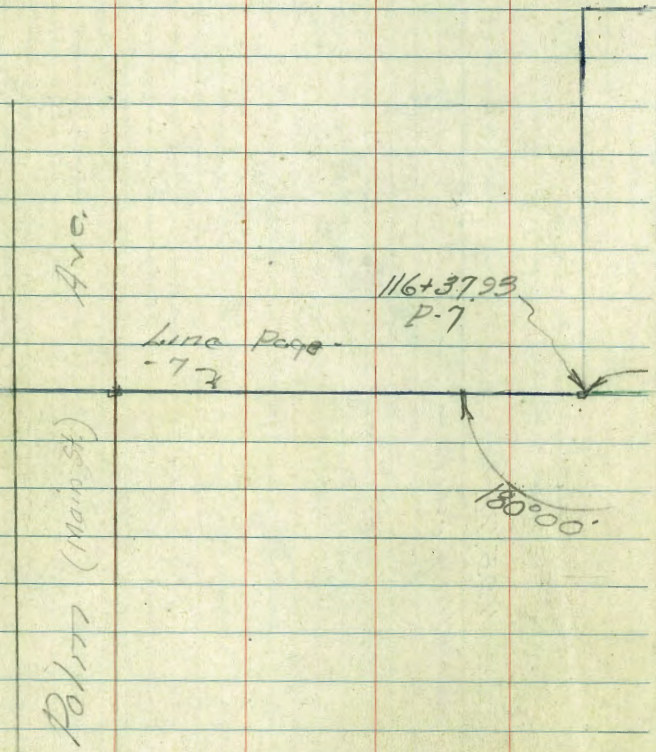


Cont. P-20
 1160 SET BY C-1011

Gibbs Municipal -
Airport.

Mulker
Becker
Johnson
Mellon
8-14-47

Outer
Proposed change in Boundary



1160 SET BY 11/12/1947

1160 set by 1160 2000

Walker
Bosher
Johnson

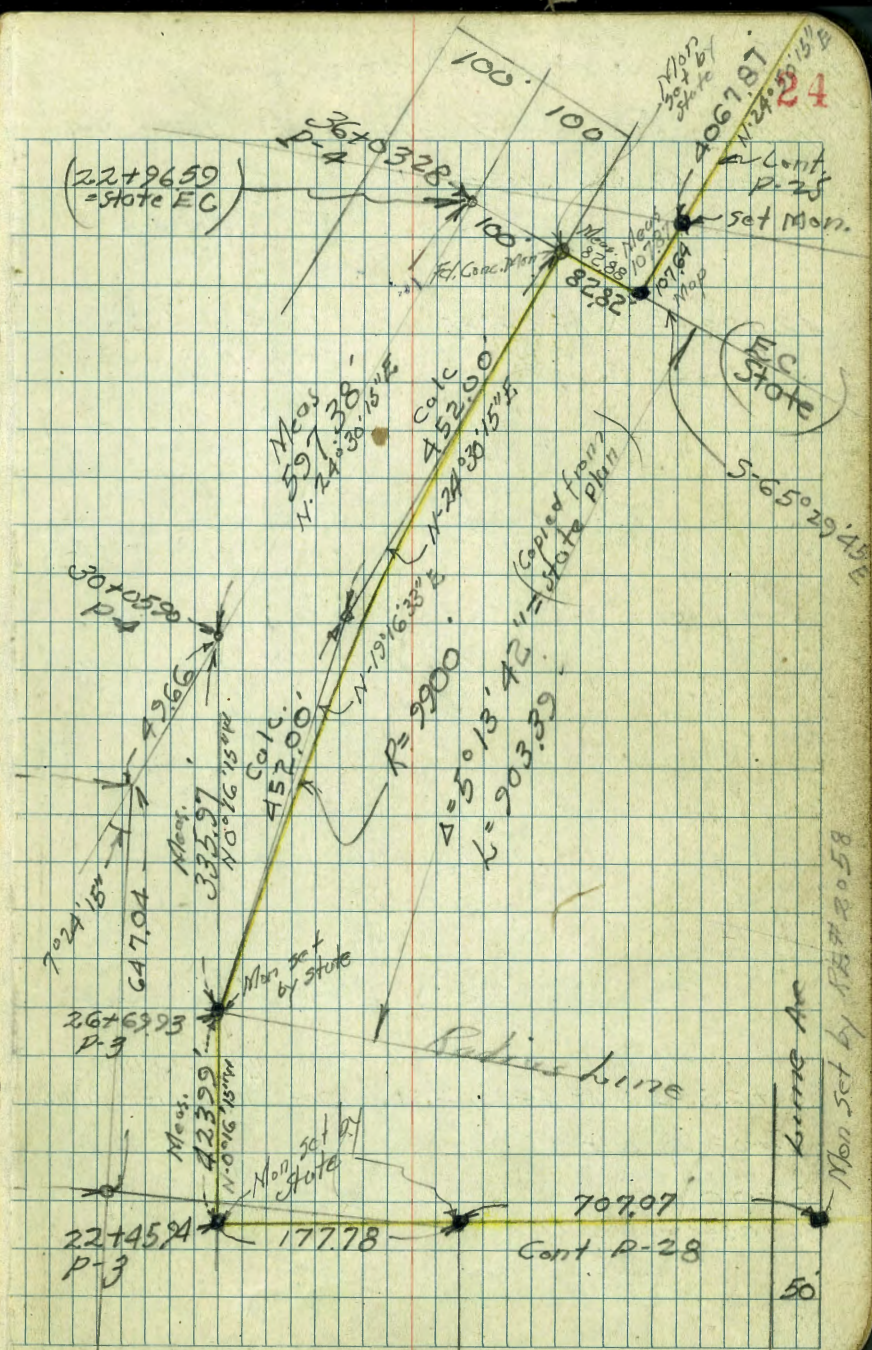
Gibbs Airport

July 1947 Survey Proposed Inner Boundary
of Airport.

Concrete Mon. = •

State PI

1040432
State BC



Walker
Becker
Johnson
July 1947
INNER =
Boundary Line Survey of
Proposed Airport Gibbs Field

49+56.62 Δ Rt 64°35'

42+92.32 Δ Rt 64°35'

0+25.52 Δ Rt 64°01'45" Set 3/4" Pipe + Disk
Set in Concrete Mon.

0+03.98 Δ Lt

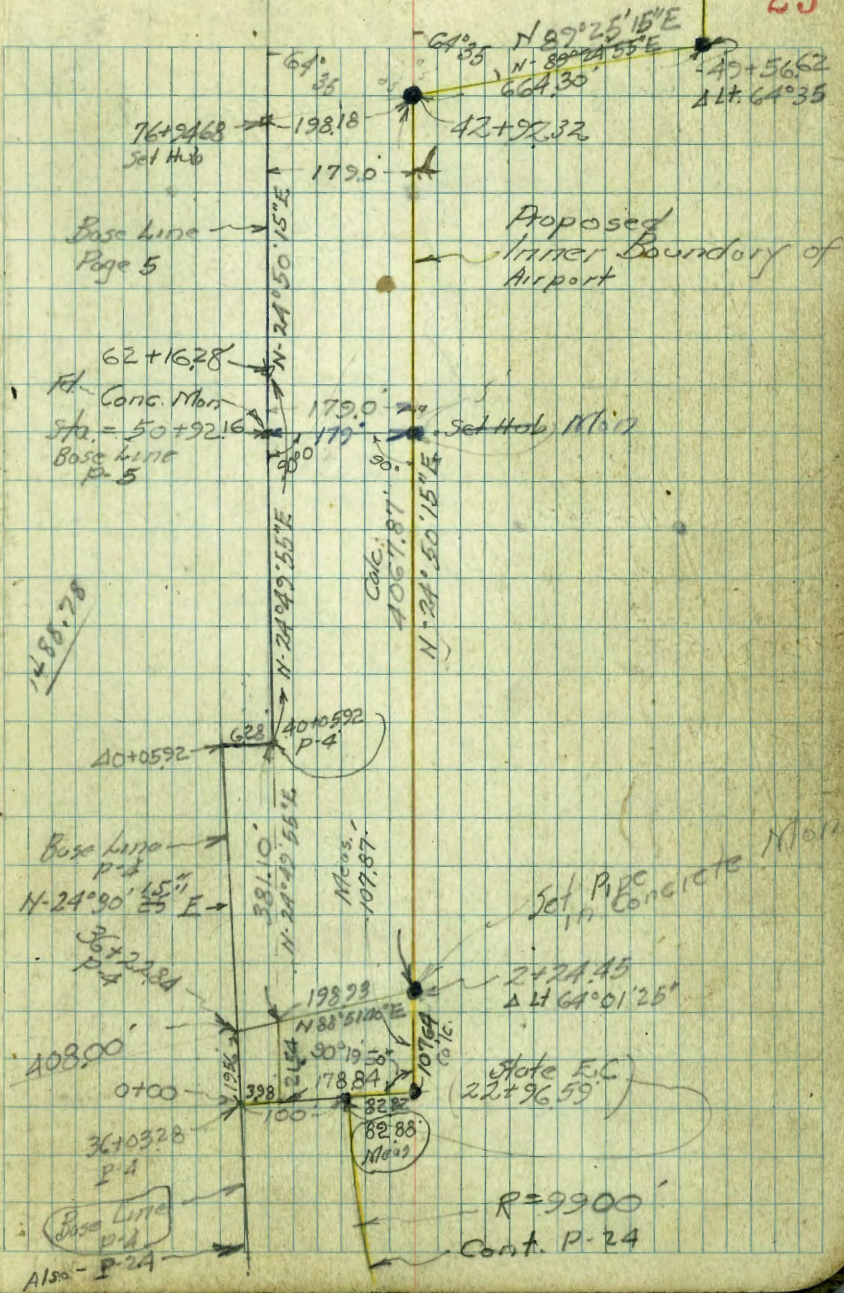
0+00

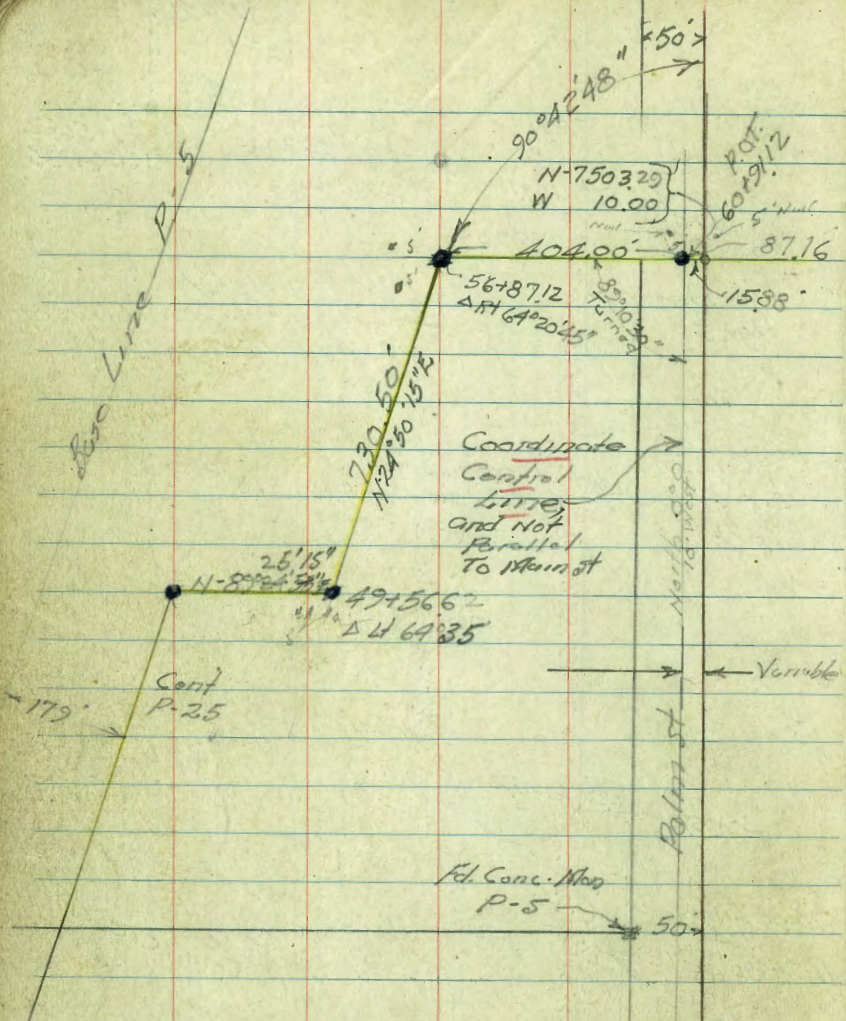
36+03.28 on Base Line

Fch. Conc. Mon.
P-2

Cont. P. 26

25





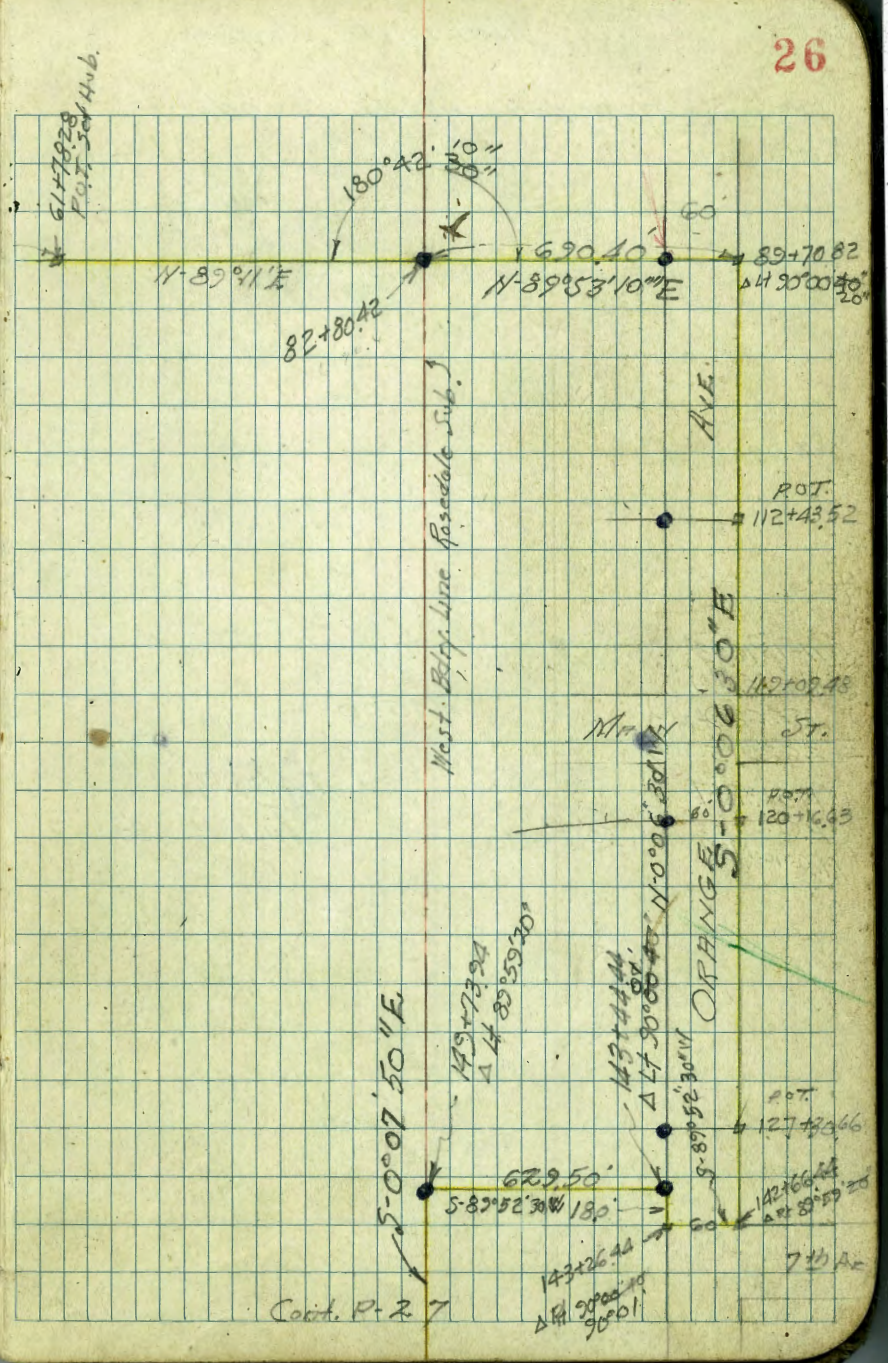
Gibbs Municipal Airport
 Proposed Inner Boundary =

Base Line
 Coordinate Control

Let 24
 p-20

Let 27
 p-20

N-187693
 W 35.71 p.20

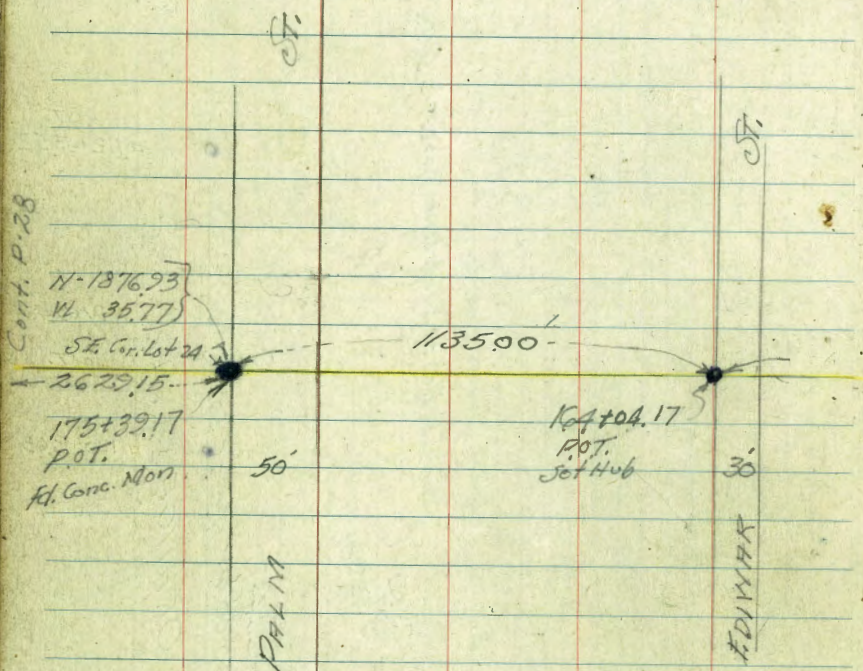


Coast. P-27

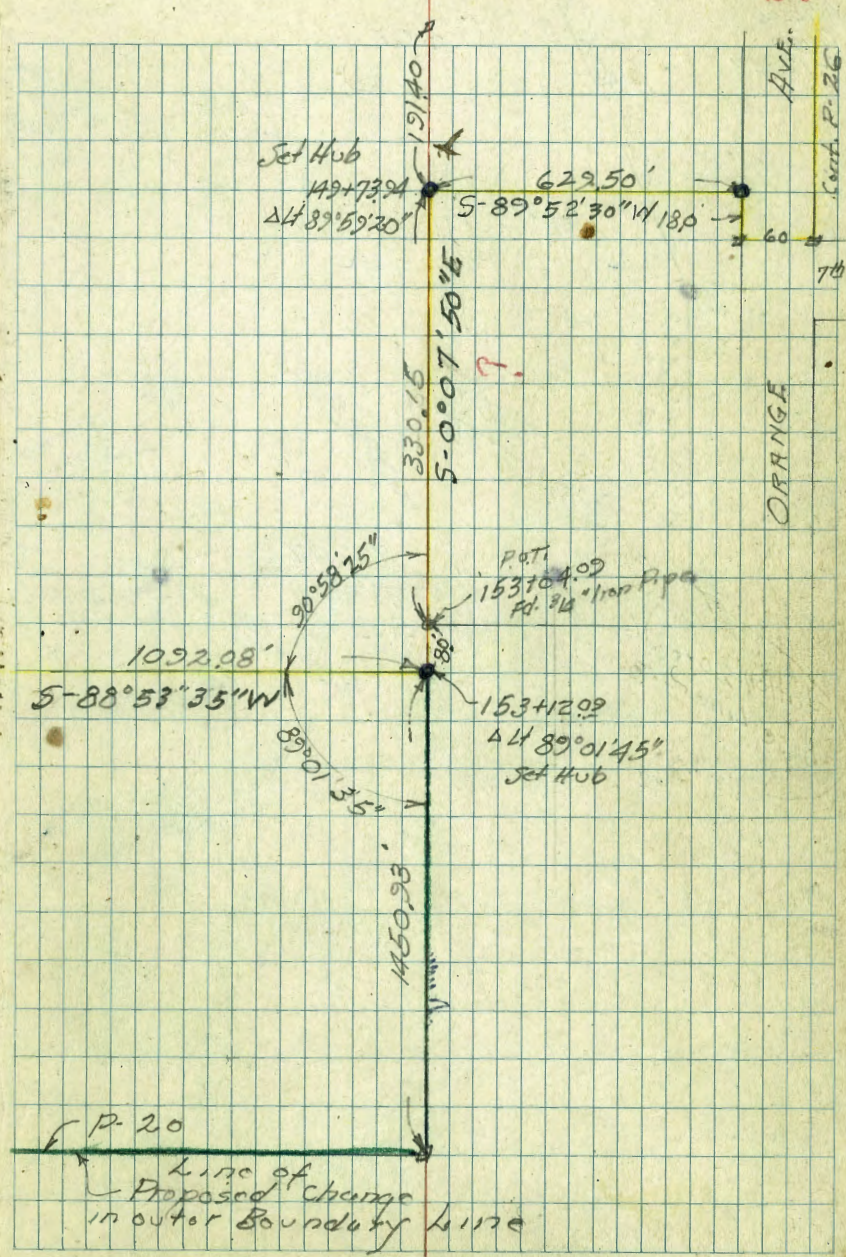
Gibbs Municipal Airport

Proposed Inner Boundary

Cont. P. 28



West Boundary Line
Rosedale Subdiv 257



Walker
Becker
Johnson
Nitter
8-12-47

Lot 11

330.2' →
Cont. P-30

Fd. Conc. Mon
6/25/64
BEATTY

H. 24° 20' 15" E
Mon set by state

Cont. P-24
N-0° 18' 55" W
N-0° 16' 15" W

Lot 10

S-89° 03' 45" W
S-87° 06' 05" W

S-89° 05' 20" W

659.02
659.17
Ave
Meas.

Turned
89° 08'

177.78

707.07

S-87° 01' 48" W
208+75.35

Fd. Conc. Mon

Station 20+68.16
- Base Line P-3
Mon set by
state

201+68.35

180° 11' 45"

LINE

Lot 17

Lot 24

N-0° 04' 25" W
Palm St.

Meas.
2629.15'

509.20
Foot

S-88° 55' 55" W - Calc
(S-88° 53' 35" W)
= corrected

175+32.17
ROT. Mon
Fd. Conc. Lot 24
See Cor. Lot 24
N-1876.93
W-35.77

Lot 18

Lot 23

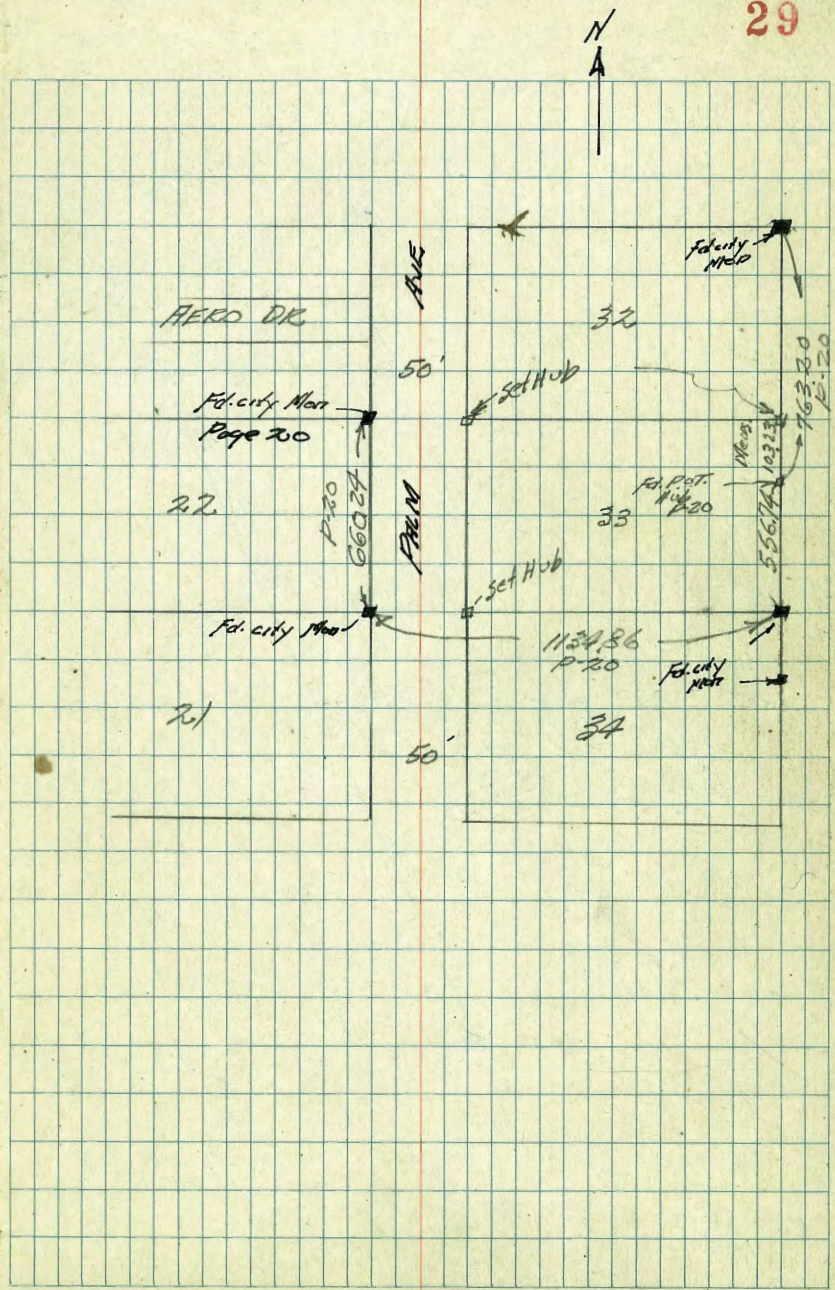
Cont. P-27

Proposed
INNER Boundary Line =

Gibbs Municipal Airport

Walker
Hamilton
O'Neil
1-9-57

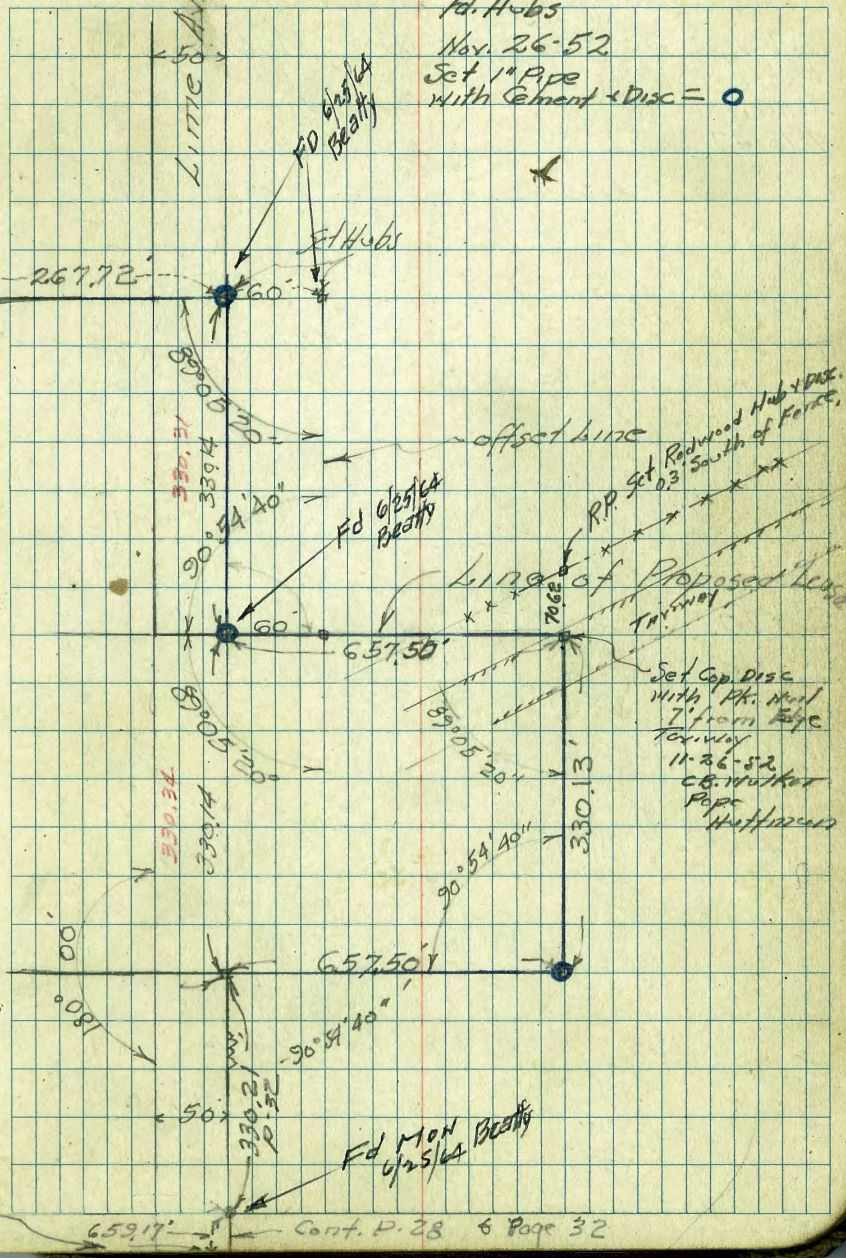
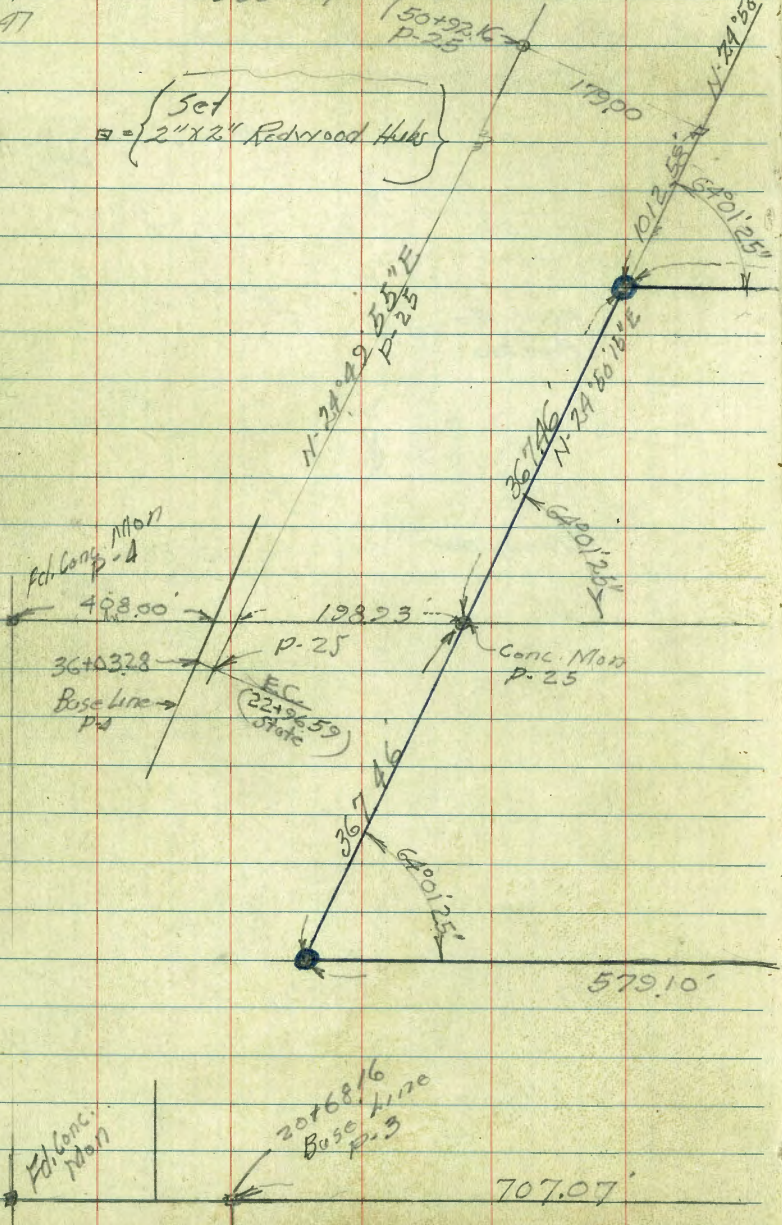
LOT 33 - NEW RIVERSIDE
Set Hubs as shown
for Corners. MO 2006
(Survey for Request Prop. Dept.)
PLAT # 3173-B



Walker
 Becker
 Johnson
 Miller
 8-11-47

Gibbs Municipal Airport

Survey for Proposed Lease
 To Gibbs Flying Service

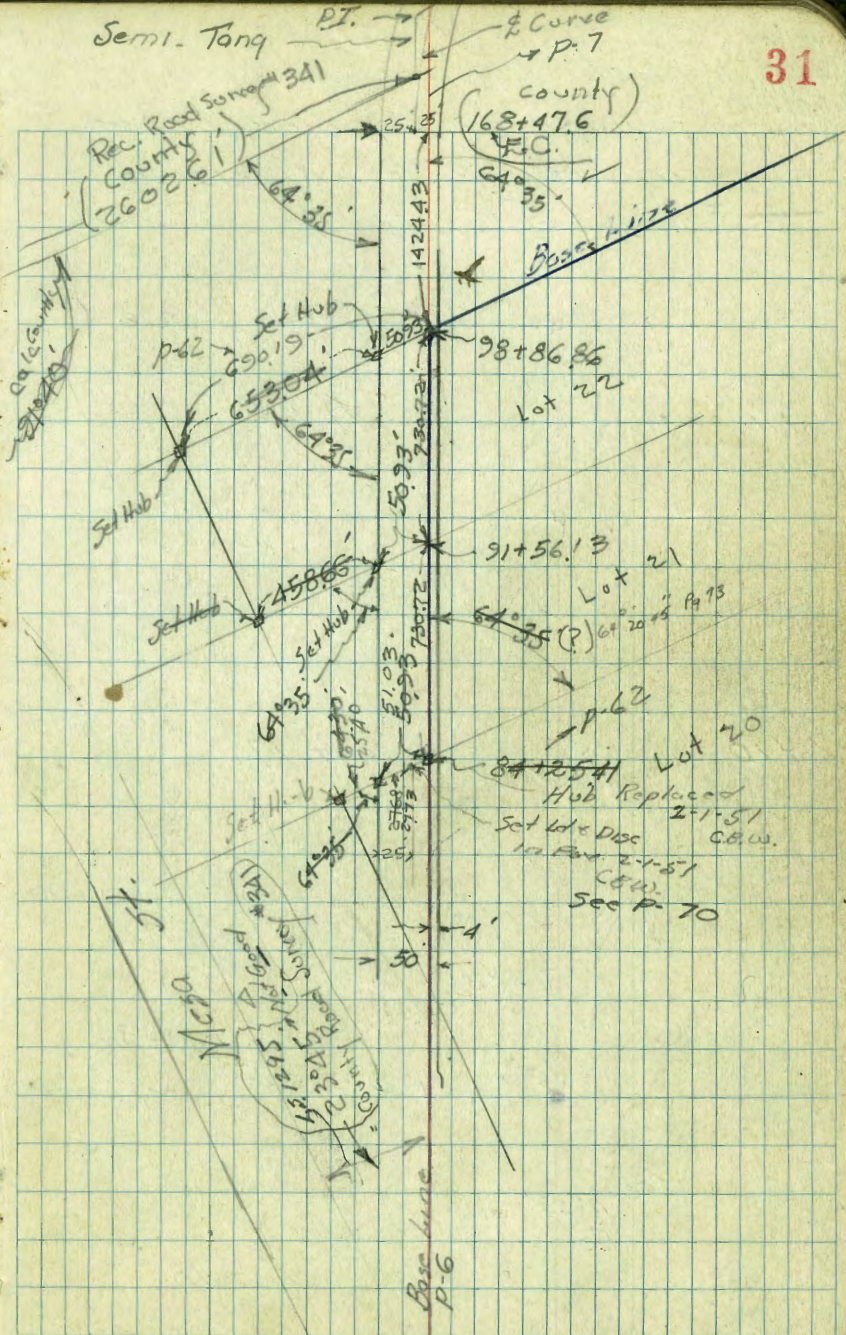
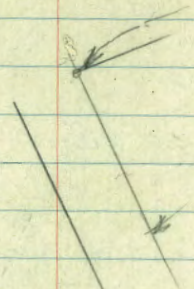


Gibbs Municipal Airport

Location West line of Lots

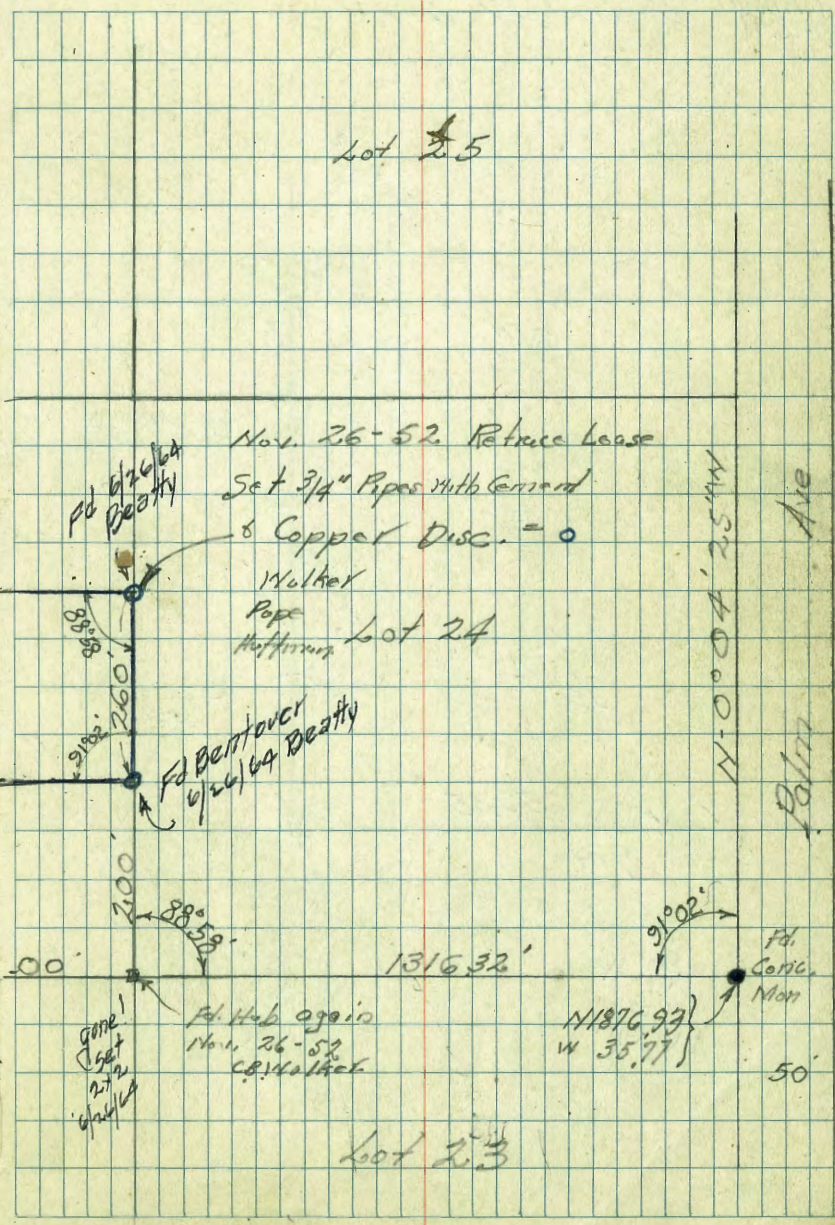
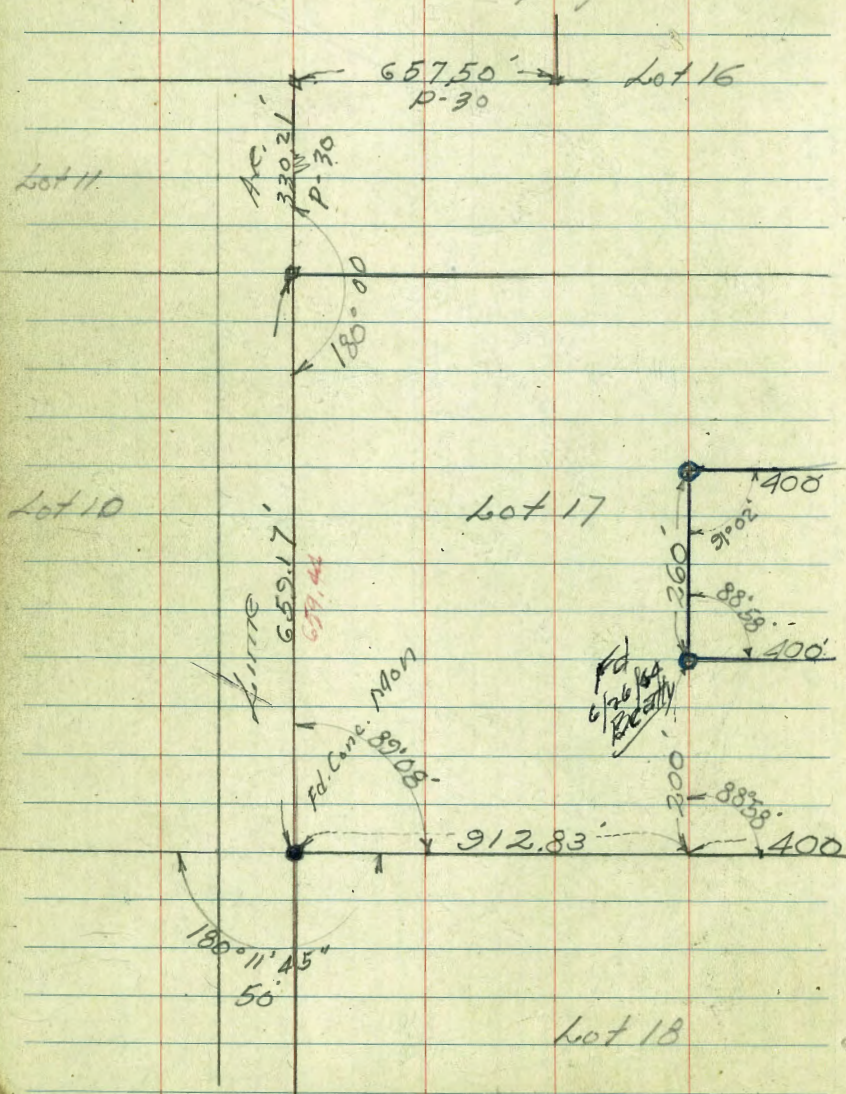
Walker
Becker
binson
7-18-47

20, 21, 22, - The Highlands Sub.



Walker
Baker
Johnson
Milton
3-11-47

Gibbs Municipal Airport Survey for Proposed Lease in Lot 17 New Riverside. Lease to Gibbs Flying Service



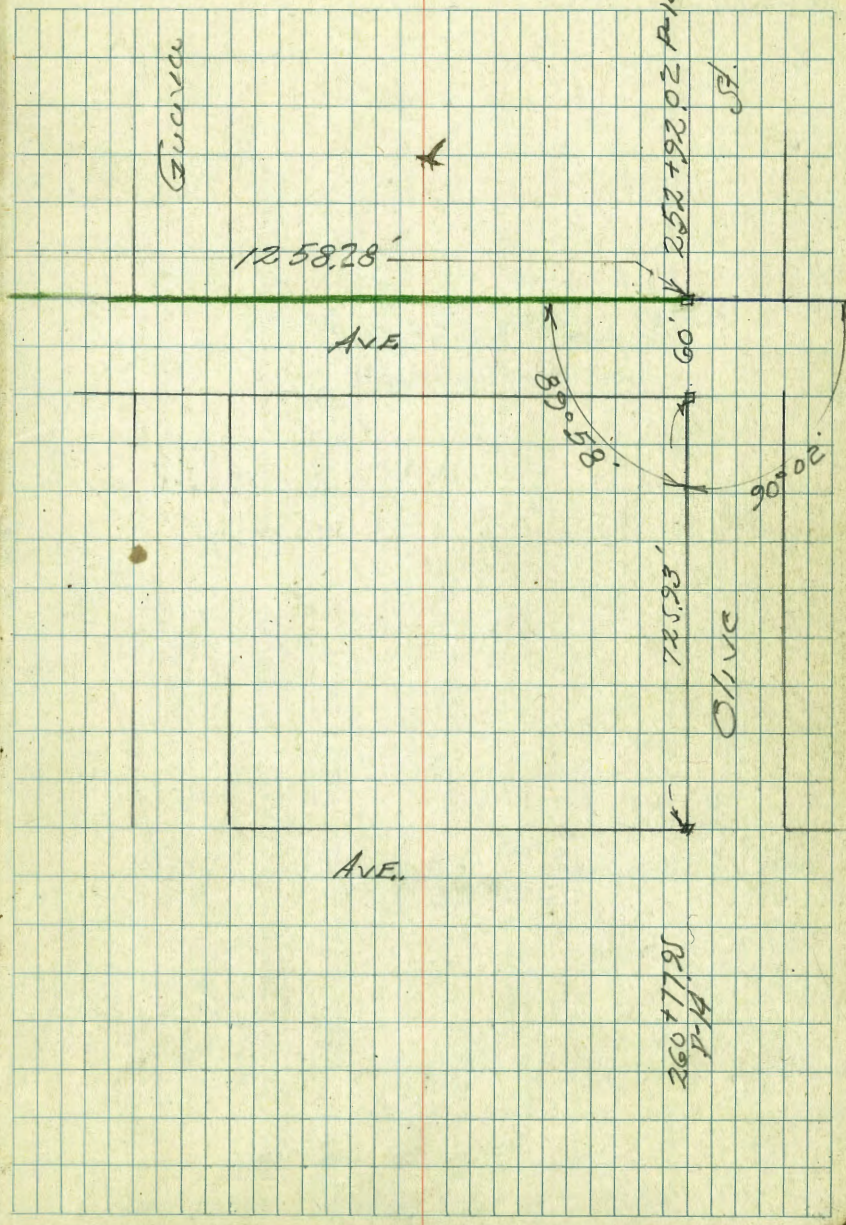
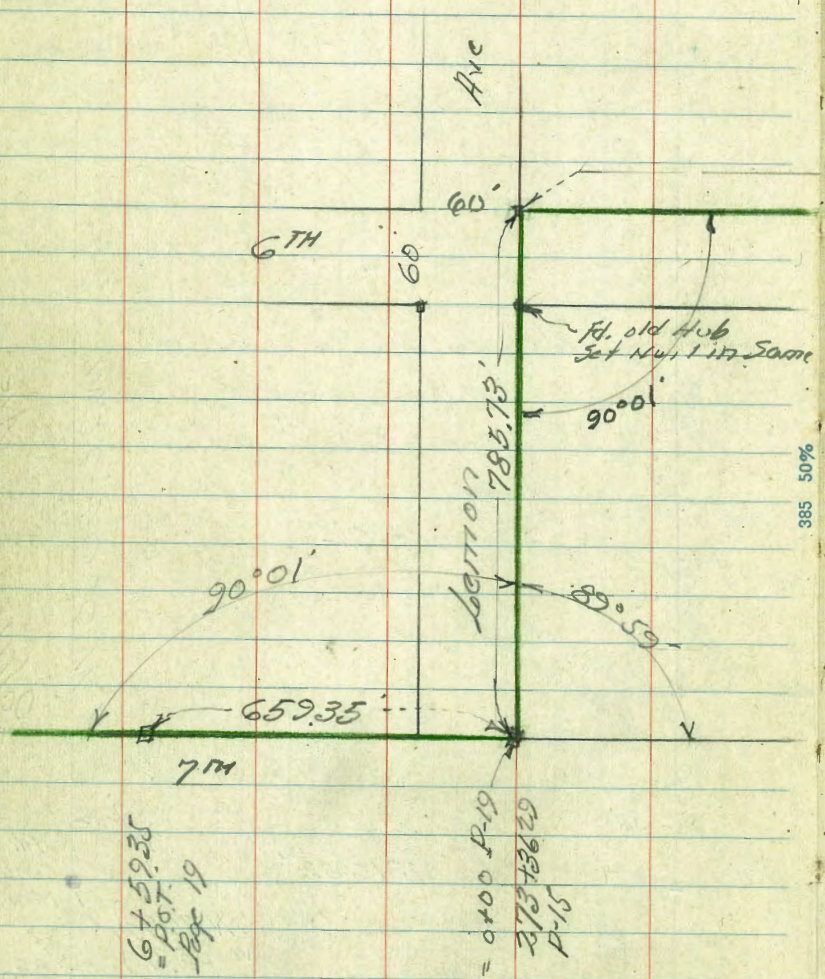
Nov. 26-52. Retrace Lease
Set 3/4" Pipes with Cement
& Copper Disc. = 0
Walker
Rope
Muffins Lot 24

Fd. Hub again
Nov. 26-52
C.B. Walker

N 187° 53'
W 55' 77"

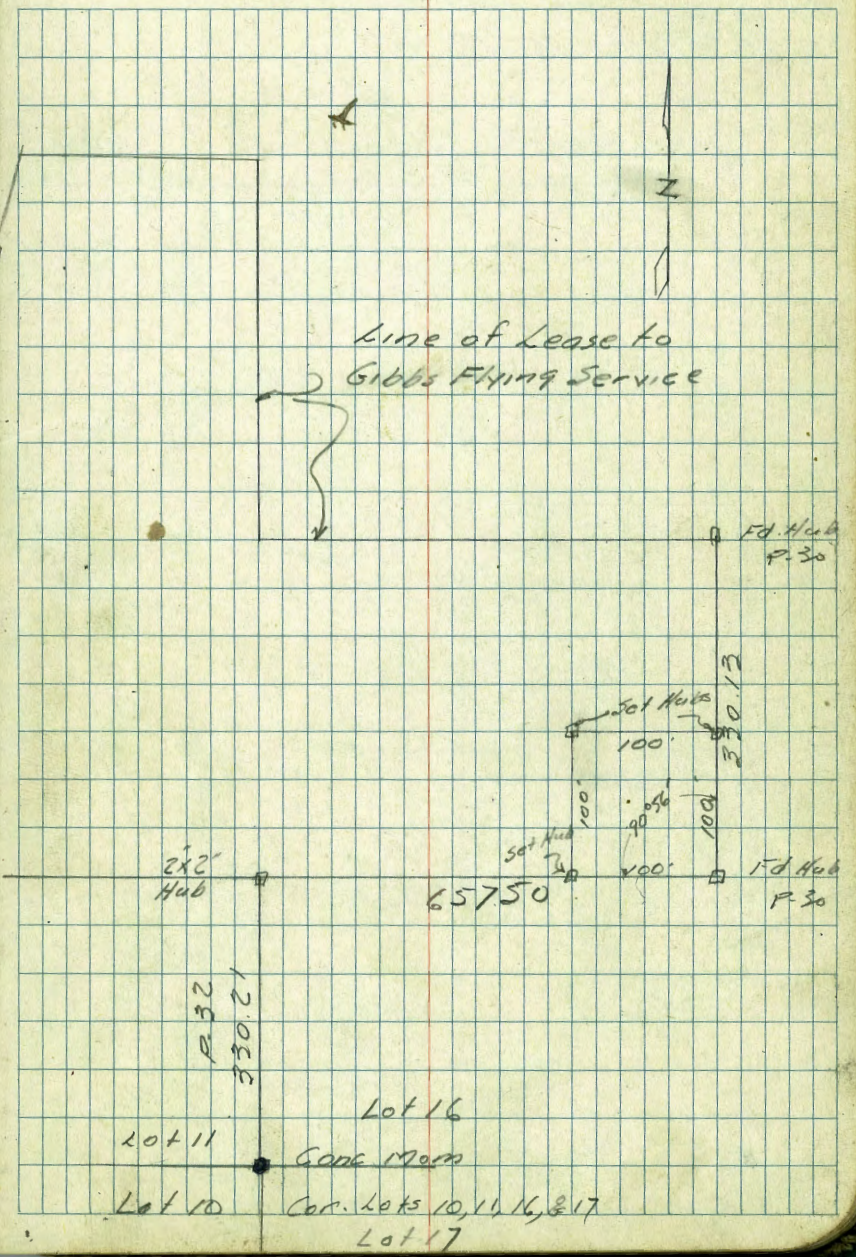
Walker
Hendricks
Becker
Johnson
9-23-47

Gibbs Airport - Survey of Proposed
Change in Portion of Outer
Boundary Line



1-20-48
Hendricks
Becker
Johnson

Gibbs Municipal Airport
Survey for Proposed Lease
in Block 16 New Riverside

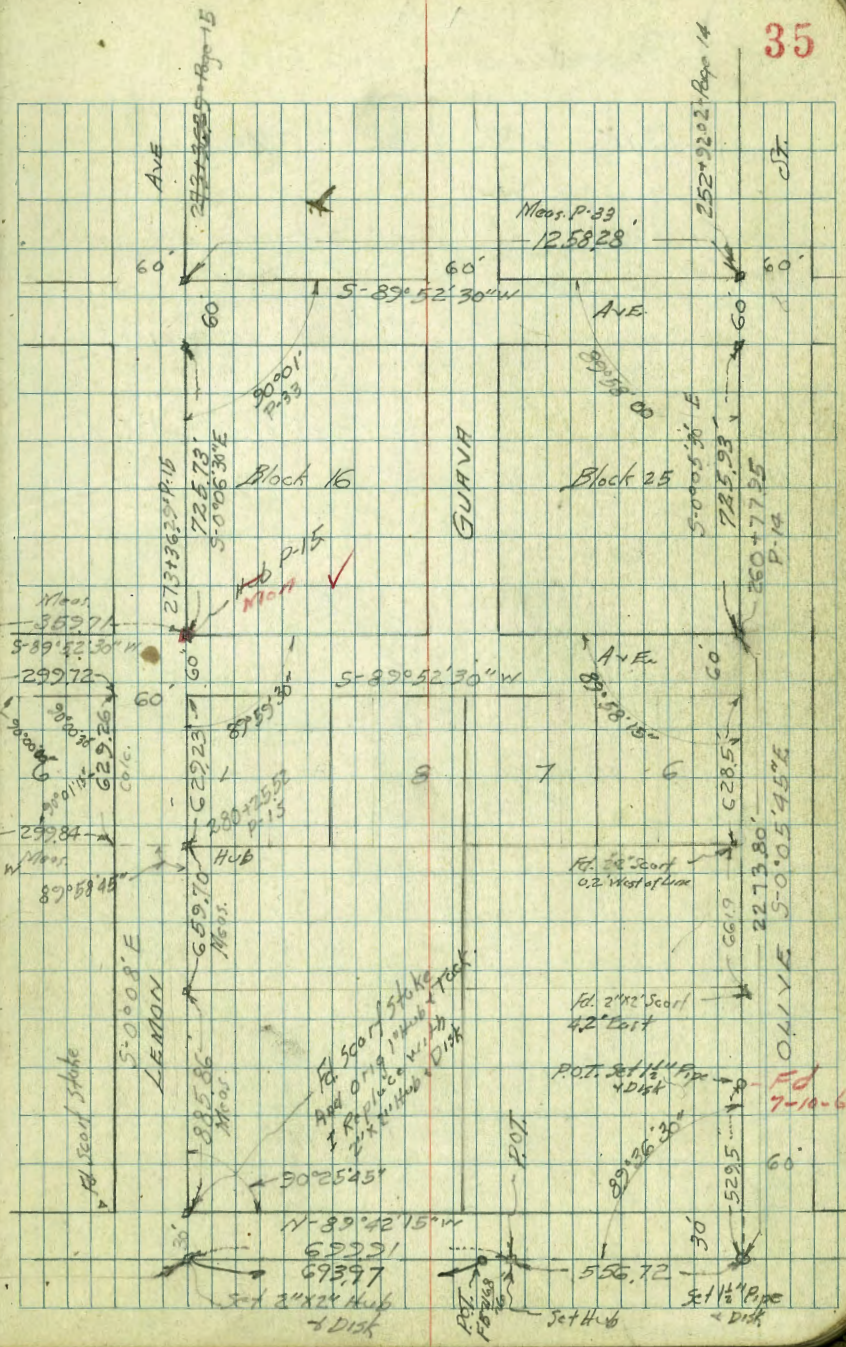
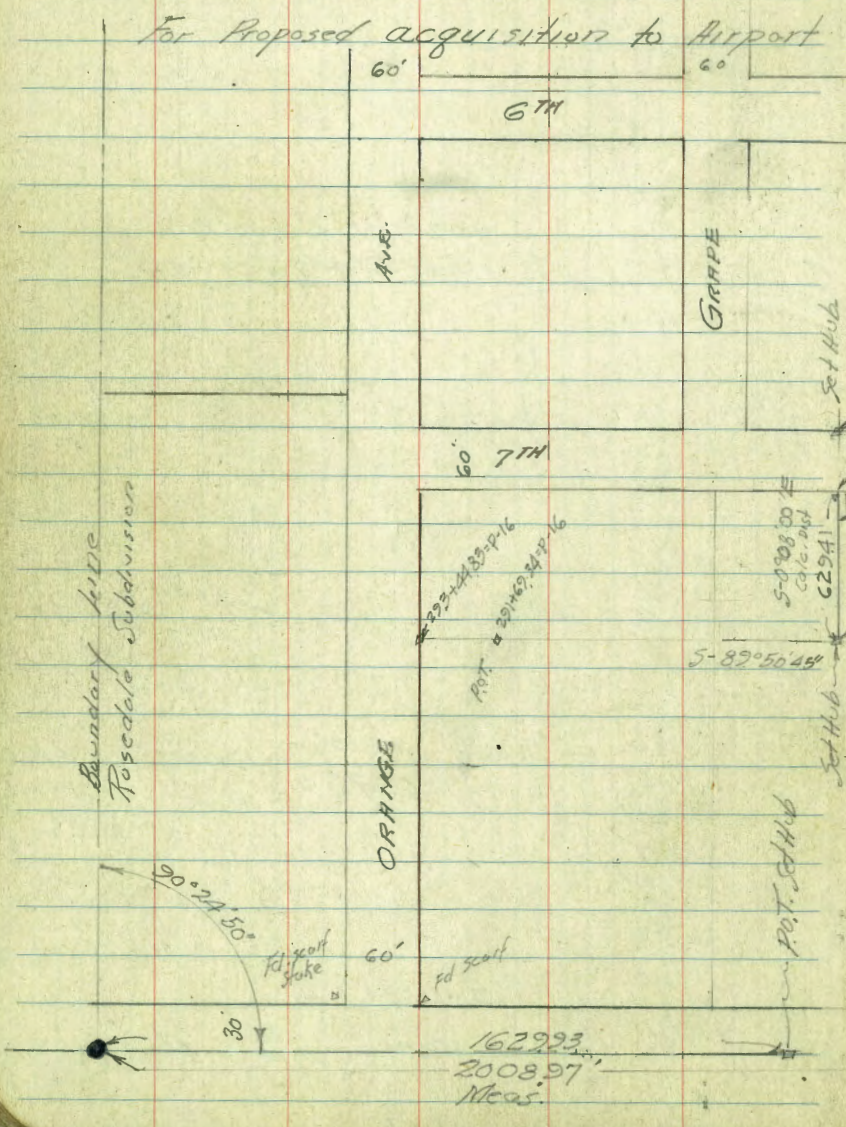


R 32
12.055
Lot 11
Lot 16
Cone Mark
Lot 10
Cor. Lots 10, 11, 16, & 17
Lot 17

GIBBS MUNICIPAL AIRPORT
 Walker
 Hendricks
 Becker
 Williams
 4-21-48 Blocks 16, 25, 15,

SURVEY BOUNDARY LINE.

And Lot 6 in Block 4
 For Proposed acquisition to Airport



PROPOSED SEWER.

Bk. 120 La Playa

5-4-48

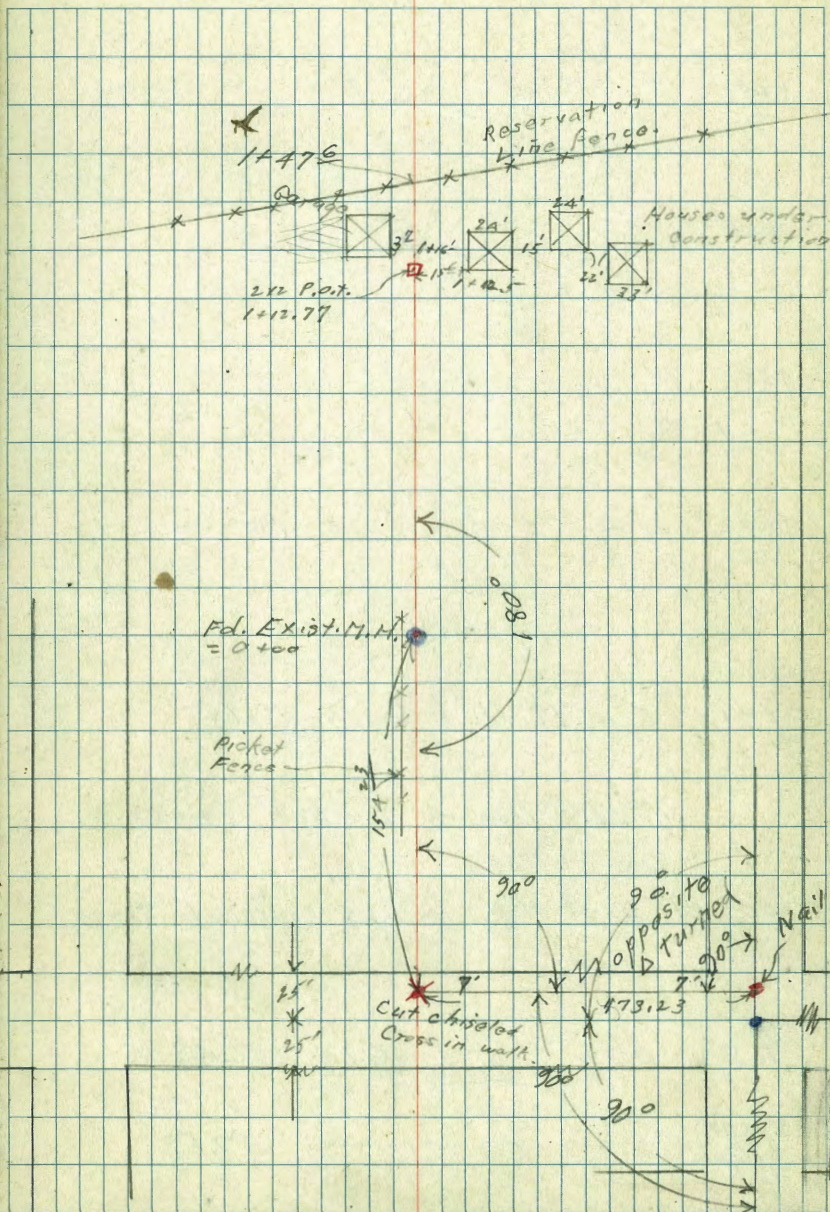
W.O. # 60136

Sommermeier
McCoy.
W Moore
Sherman.

Note

Man hole in ctr. Kelley (if any) is paved over. Did not locate.

Indexed
JG



4 E Kelley + San Fernando L.V.T. Found.

Lawrence & San Elito

Levels. Blk. 120 La Playa
Prop. Sewer Profile

±

37

+65

448
12.0
35

46.9
9.9

49.3
7.5
35

+50

47.7
9.1

+25

47.8
7.0

0+02¹ 1⁵Lt. = End picket fence.

48.8
8.0

0+01 = Rim. M. H. (South side)

48.88
7.74
Rim

1⁵Lt. = line of picket fence.
line Kellog.

0+00 = Ctr. Exist M.H. 147.23 south of South

44.62
12.20
INVERT
M.H.

T.P. 0.39 56.82 6.14 56.43

56.82

B.M. SW. BR.
SAN ELIJAS 2.99 62.57 — 59.58
Kellog

385 50%

BIK 120 - La Playa.
Prop. sewer.

orig. B.M.			4.07	57.57	0.01 (57.58)
T.P.	8.52	63.66	1.01	55.14	
T.P.	11.97	56.15	2.42	44.18	
N.E. B.P. Roseoans + Kallag	13.07	46.60	6.53	33.53	N.E.B.P. (33.50)
T.P.	5.54	40.06	10.98	34.52	
T.P.	0.67	45.50	11.99	44.83	

1+47^S Reservation fence line

47.5
9.3

1+16^L 3rd Lt. = N.W. Cor. Gar. Conc. floor

47	46.7	46.9	47.7	52.0
9.7	10.1	9.9	9.1	4.8
3.7	3.5		10	15.6
Approx Floor EL.				At. Future House

1+12^{II} 2nd Lt. + disk P.O.T.

49.11
9.71
on dist

Lowest of the 3 houses

under construction, this is

1+12^E 15th Lt. = N.E. Cor. 1st of 3 Houses

47.2	48.0	52.2
9.6	8.8	4.6
	15.6	15.6
	Grd. at. Cor. Proposed House	Level Prop. Floor.

1+10^E 2nd Lt. = 10" diam. tree.

1+00

56.82

46.8
10.0
56.82

Walker
 McCoy
 Pope
 Crawford
 10-25-49

Gibbs Airport
 Survey Fly end Proposed
 Runway No 3 No. 26102

67+49.74 = P.O.T. on Random Line - Set Hub

51+02.44 = P.O.T. = 1st Inner Bdry. Line Set Hub

50+49.94 = P.O.T. on Random Line Set Hub

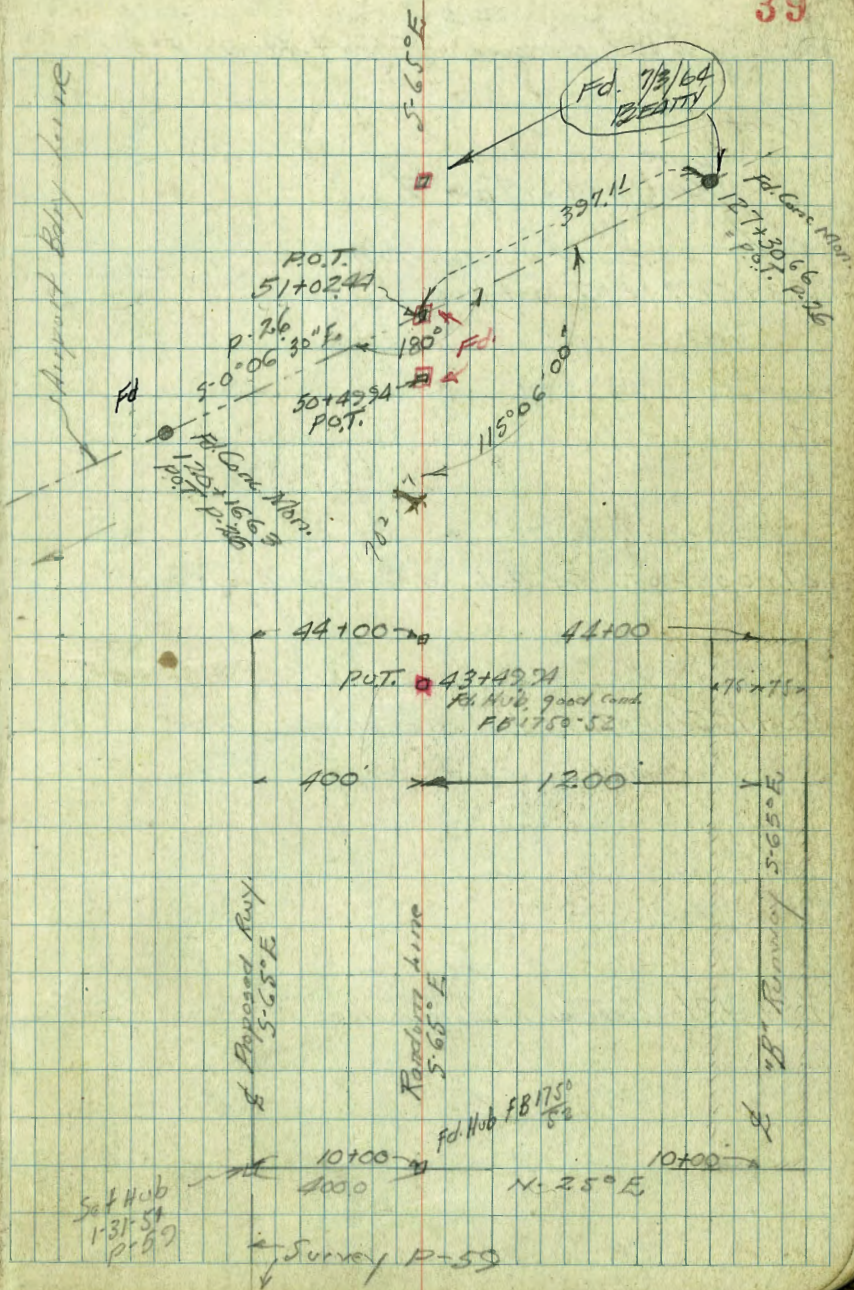
INDEXED

W.K.

OCT 28 1949

43+42.94 = P.O.T. on Random Line - Fd. Hub $\frac{1750}{52}$

39



Gibbs Airport
Survey F.S. and Proposed
Runway Cont. from P. 39

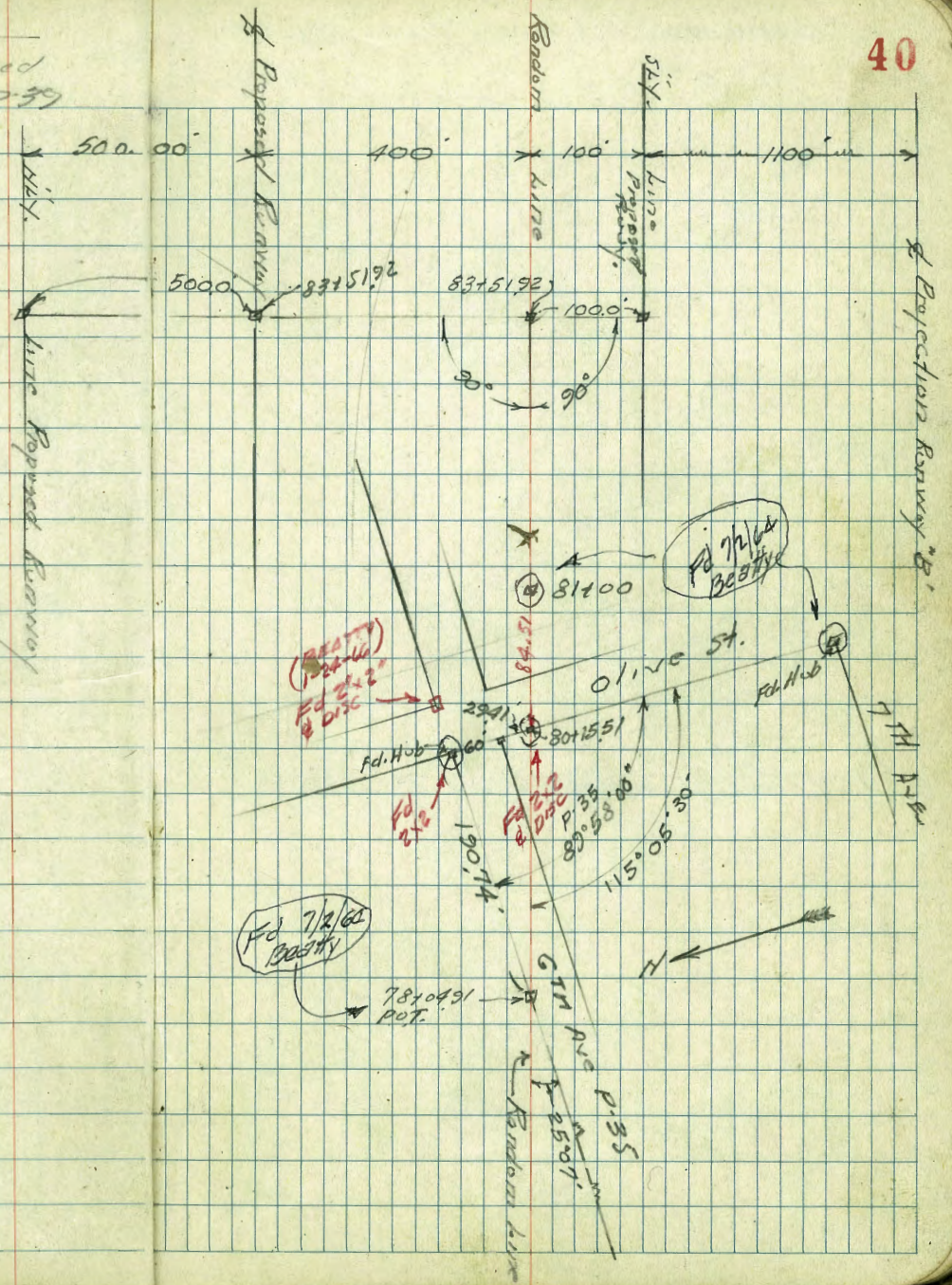
Cont PA1
line
Continued on Tric 2.

End of Random line
83751.92 = P.O.T. set Hub

81700 = P.O.T. set Hub on Random line

80715.51 = P.O.T. set Hub on Random line

78704.97 = P.O.T. on Random line

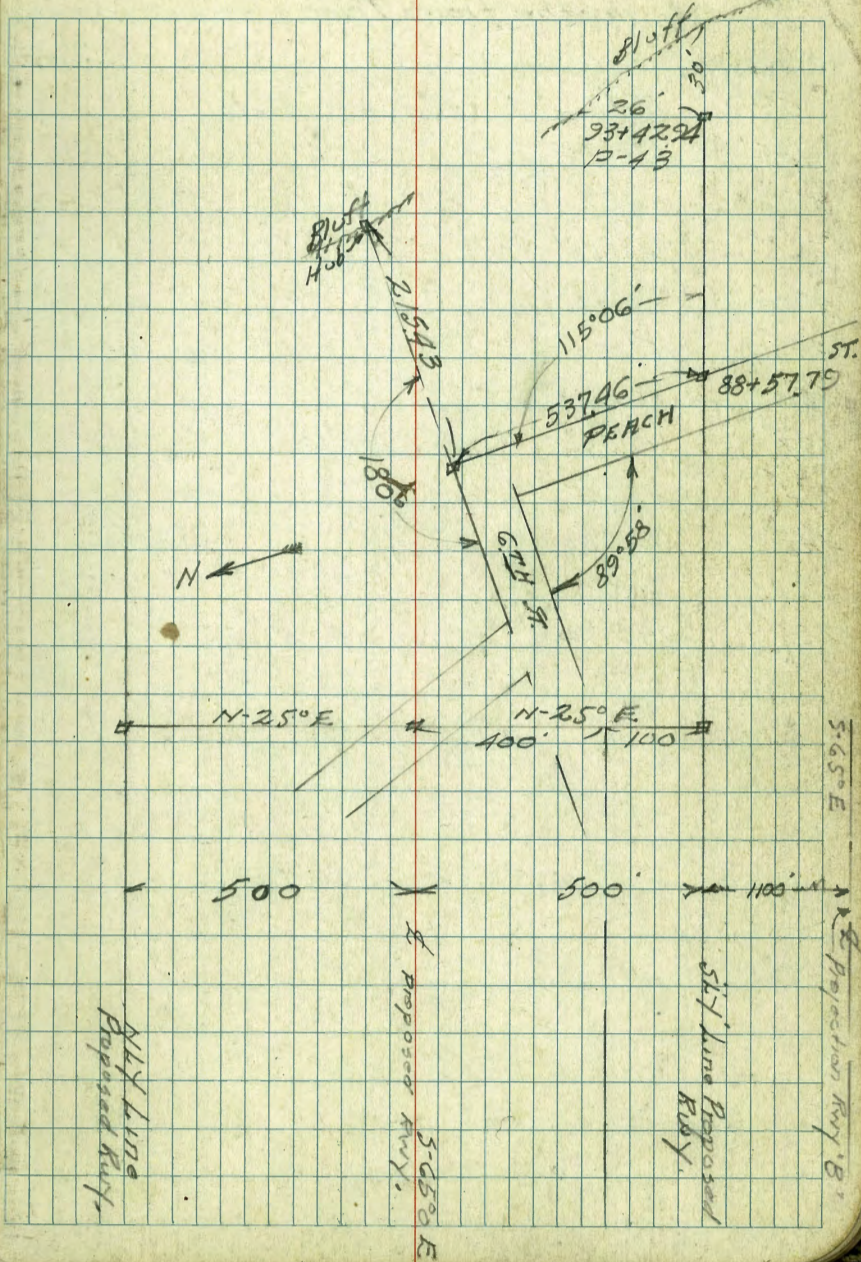


Proposed Runway - Gibbs Airport

Cont. from p. 40

88+57.79

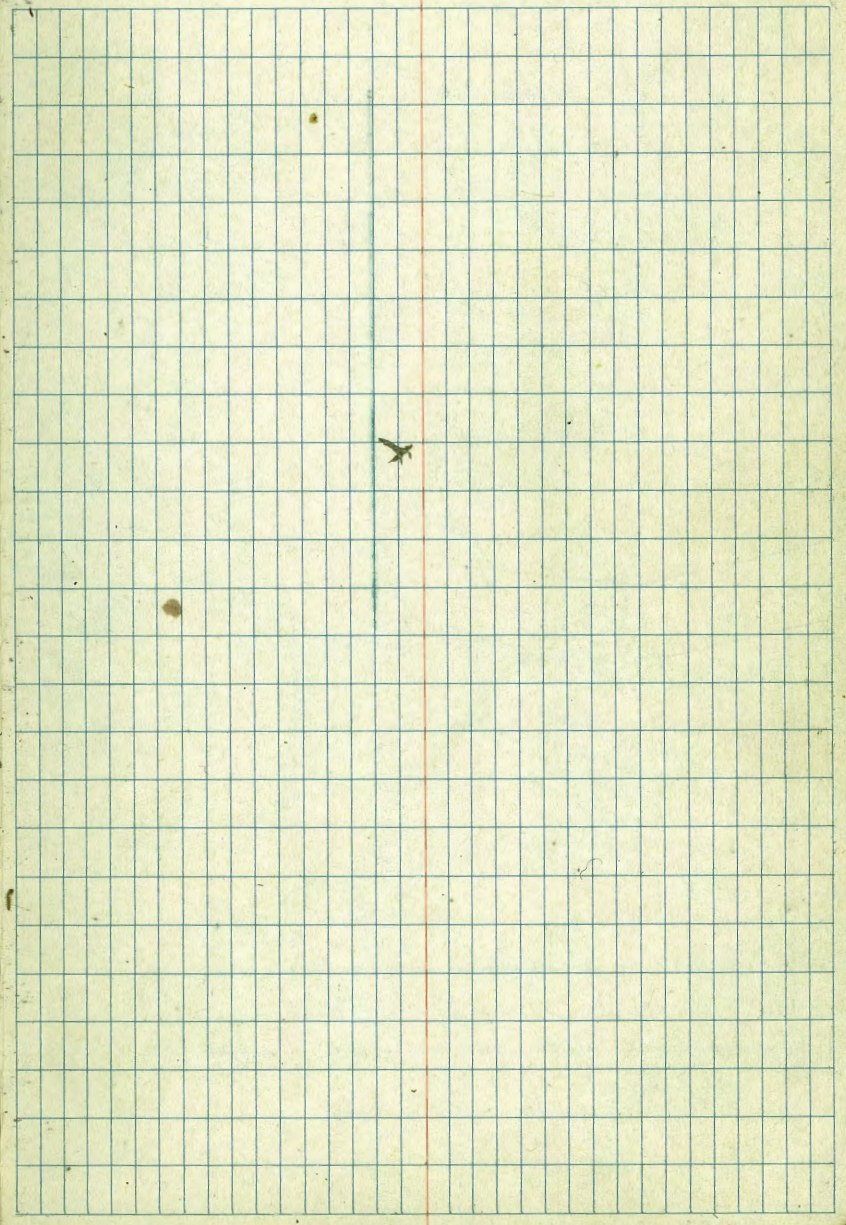
83+51.92 = P.O.T. of Proposed Runway



Walker Gibbs Airport
 11567 * Station locations Edge of Bluff — in Lot 4
 Pope S.E. of 88+75°2-P43
 Crawford Azimuths from True North clockwise
 10-26-49

Stadion			
86'	154°	Rim of Bluff	
185'	134°30'	" " "	
260'	142°	" " "	
360'	140°50'	" " "	
430'	145°40'	" " "	
448'	153°50'	" " "	
550'	161°10'	" " "	
137'	149°55'	Tel Pole	# 4528½
274'	185°25'	" "	# 4529
443'	125°50'	" "	4529½
652'	200°50'	" "	
255'	343°20'	Rim of Bluff	

"A" Bluff on P43 - uniform site



NEly. Line cherry
= 0+00 ahead.
Fd. Hub in Φ

56' Cherry St.

2+59.60

25 25

St.

Pine St

25
25

1+14.63 = Φ Pine

Riley

0+62.49

0+41.03

Marena

Blud.

HC. Paue

28° 16'

2227

0+00

Fd. Disk on Φ Riley
B. 2031 - P. 26

City Mon.

Pipe - Jaeger

4+51.87

Mon. - ?

P.L. Line

St.

0+78.44 = Mon. on S.L.

Riley

Napa St.

25
25

1+30.86

25 x 25

0+02

Napa St

2+99.87 = Hub over Mon.

B. 2031 - P. 27

NEly. Line cherry
= 0+00 ahead.
Fd. Hub in Φ

50' Cherry St.

2+59.60

25 25

St.

1+14.63 Φ Pine

Pine St

25
25

Riley

0+62.49

0+41.03

Morena

Blud.

HC Pave

18.16
20.16

0+00

22.27

Fd. Disk on Φ Riley
D. 2031 - P. 26

City Mon.

Pipe - Jaeger

4+51.87

Mon. - ?

P.L. Line

St.

0+78.44 - Mon. on S.L.

0+00

Napa St.

25
25

1+30.86

25 x 25

0+02

Napa St

2+99.87 - Hub over Mon.

B. 2031 - P. 27

X- Sect. Riley St. - from Pine to
NEly. end.

4112

12-12-49

W.O. 25020

Osborne
Hardin
Hatch
Shepard

INDEXED
W.K.
DEC 14 1949

1+00

0+86 - 20.3 Rt = end-Cor shed

0+66 - 16.5 Rt = Cor shed 8' wide

0+66.3 - Barb wire fence Normal to Morena
Riley)

0+62.49 = opp. Prop. Cor. on Lt. (sect. Normal to

outs along Line of Morena

0+47.03 = \pm Riley at NEly. of Morena = \pm Bank
Toe of

0+27 = Top bank

0+19 = NEly. Edge of \pm C. pave

outs are Normal to Morena

0+00 = \pm Morena Blvd. - used Block Meas. for
location

B.M. 10.51 18.26

7.75 = H.b. 17+68.25

B. 2031-P 48

18.26

45

	Lt	Rt.
	4.76 13.5 3.5	4.16 13.5 2.5
	4.36 13.9 2.5	4.26 14.0 1.0
	4.36 13.9 +0	4.16 14.0 0
	13.06 13.2 4.0	4.36 13.0 0.0
	13.70 13.5 10.0	4.16 13.0 0.1
	14.29 13.9 10.0	13.36 13.0 0.0
	13.89 13.7 10.0	13.25 13.0 0.4
	13.54 13.2 10.0	13.66 13.0 0.6
		13.76 13.0 0.5
		12.74 12.0 0.2
		13.20 13.0 0.6

= 0+00 ahead.
50' ahead = NEly. Line of Napa to Lt.
46' ahead - 18' Rt. = \pm P. pole # 4573
5' ahead = Cross wire fence
1+30.86 = SWly. Line of Napa to Lt.

1+00

T.P. = B.M. 3.86 15.03 3.16 11.17 = ^{spike in} pole # 4551

0+50

0+01-17 Rt = \pm P. pole # 4551
50' ahead = NEly. Line of Napa = 0+00 ahead

2+99.87 = SWly. Line of Napa to Rt

2+50

2+00

11.13	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
11.13	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
10.43	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
10.43	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
10.23	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
10.23	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
9.63	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
9.63	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
11.53	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
11.53	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
9.73	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
9.73	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
14.33	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
14.33	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
25.90 fence	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
25.90 fence	9.13	9.53	9.73	9.73	9.93	9.63	9.33
2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5

3+50

3+00

2+70

2+51- 39' Rt. = end of fence - Bull Ring

2+35

2+20- 48' Rt. = fence (Bull ring)

2+00

1+95- 172' Rt. = ± P. pole # 4599 - fence

1+91- 34.5' Rt. = Beg. Bull Ring - 7' High

T.P. 10.79 22.26 3.56 11.47

1+50

1+00

0+84 = Cross wire fence. (to Cor.)

0+75 = 255' Rt. = end wire fence

0+50

3+50	+ 5.0	17.26	+	5.0	17.26	+	5.0	17.26
3+00	+ 2.0	18.26	+	2.0	18.26	+	2.0	18.26
2+70	+ 2.8	20.46	+	2.8	20.46	+	2.8	20.46
2+51- 39'	0.22.26	15.16	+	0.22.26	15.16	+	0.22.26	15.16
2+35	0.35.0	10.26	+	0.35.0	10.26	+	0.35.0	10.26
2+20- 48'	0.21.06	16.96	+	0.21.06	16.96	+	0.21.06	16.96
2+00	0.21.06	10.16	+	0.21.06	10.16	+	0.21.06	10.16
1+95- 172'	0.21.06	8.46	+	0.21.06	8.46	+	0.21.06	8.46
1+91- 34.5'	0.21.06	8.86	+	0.21.06	8.86	+	0.21.06	8.86
T.P.	10.79	22.26	3.56	11.47				
1+50	0.14.83	11.33	+	0.14.83	11.33	+	0.14.83	11.33
1+00	0.12.53	13.13	+	0.12.53	13.13	+	0.12.53	13.13
0+84	0.10.73	10.63	+	0.10.73	10.63	+	0.10.73	10.63
0+75	0.09.33	9.33	+	0.09.33	9.33	+	0.09.33	9.33
0+50	0.09.13	9.13	+	0.09.13	9.13	+	0.09.13	9.13
	0.09.53	9.53	+	0.09.53	9.53	+	0.09.53	9.53

stable yard

385 50%

13.66	14.36	15.46	18.06	18.06	12.26	11.96	11.66
+ 8.6	+ 7.9	+ 5.28	+ 2	+ 2	0	0	0
14.16	16.46	18.66	18.66	12.44	12.26	11.96	11.56
42	25	23	25	25	0	25	25
	14.46	17.26	18.56	21.06	12.36	11.76	11.26
42	25	25	25	6	9	25	25
	16.76	21.86	19.96	13.26	12.16	11.36	11.06
35	31	25	25	15	22	25	35

4+51.87 = end at P.L. on Diag. - Sect. along P.L. on Diag.

4+30

4+10

sect. of dirt - left. with pole

4+03 - 16.8 Rt. = P. pole 4645 - in 9x14 x 6.5

4+00

Walker
F. Gregory
G. Pope
R. Sisson

Montgomery Field.
GIBBS AIRPORT

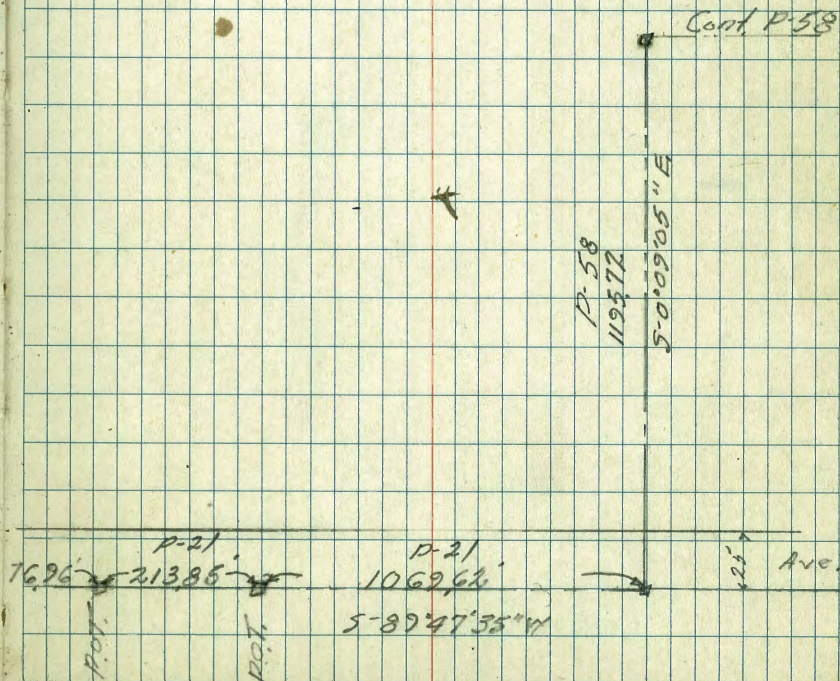
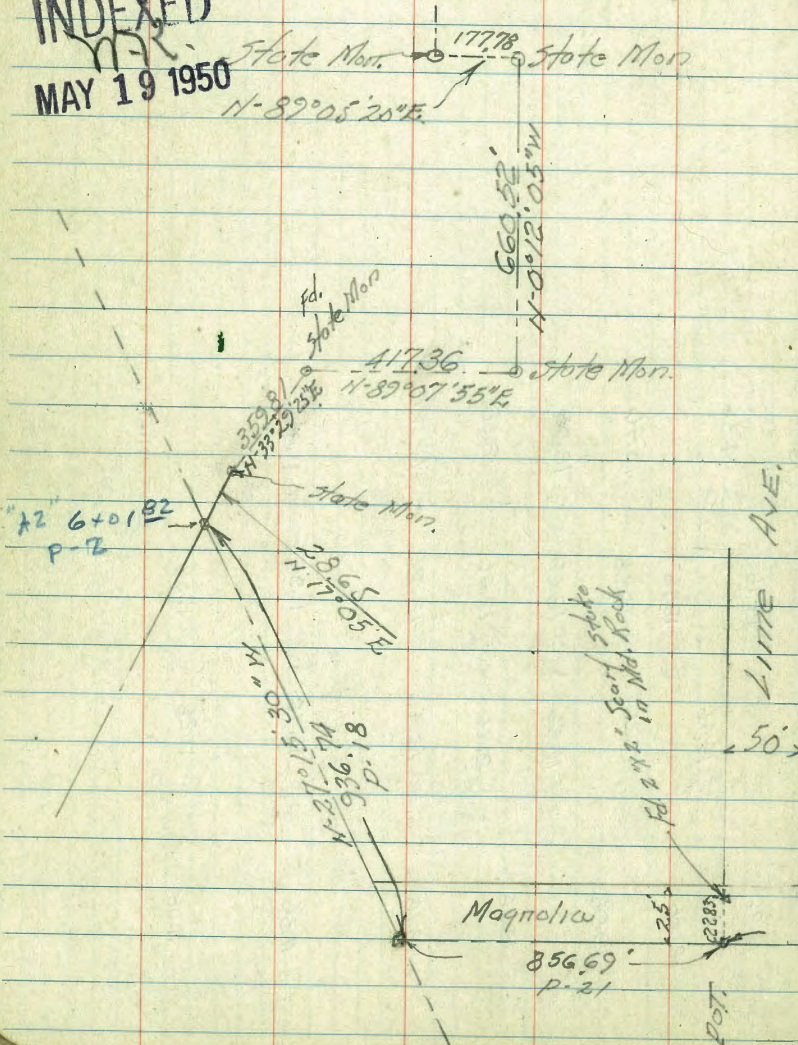
OUTER BOUNDARY LINE

1-23-50 sketch showing Concrete Monuments set.

Note: Distances and Angles shown in this sketch were copied from other Parts of this book; And Map of Lot Layout Plan.

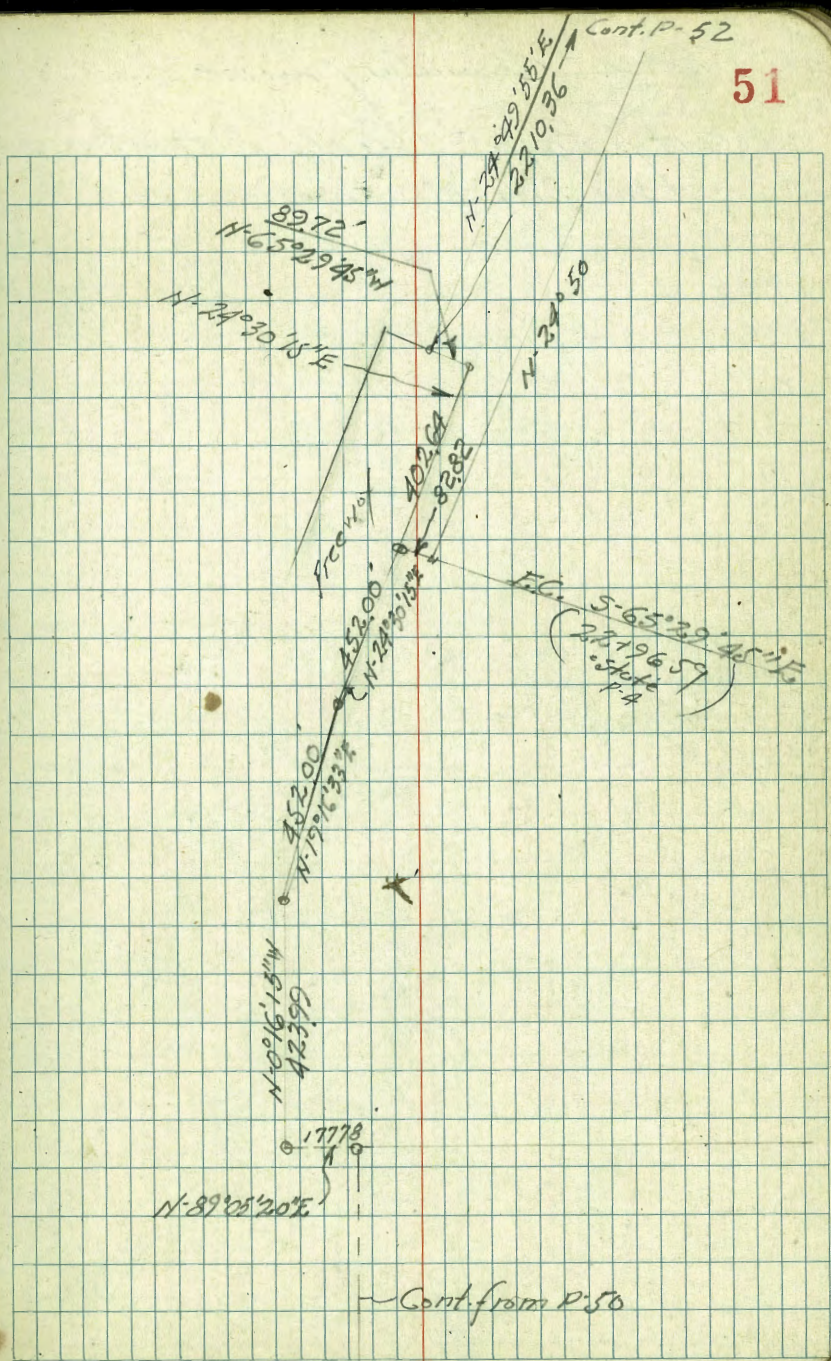
INDEXED

MAY 19 1950



Sketch - Boundary Lure City Prop.

Gibbs Airport
Cont. from P-50

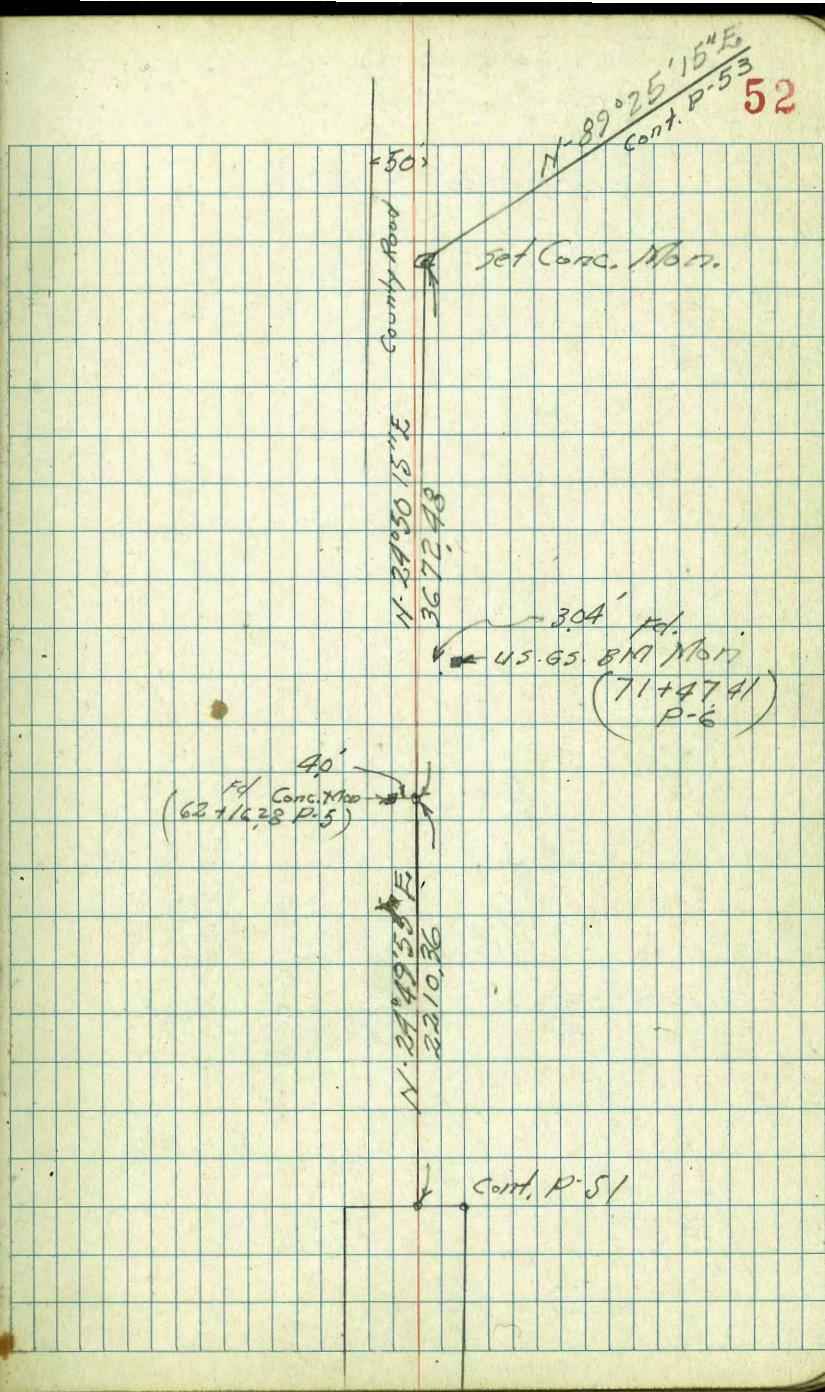


Sketch - Boundary Line

City Prop. - Gibbs Airport

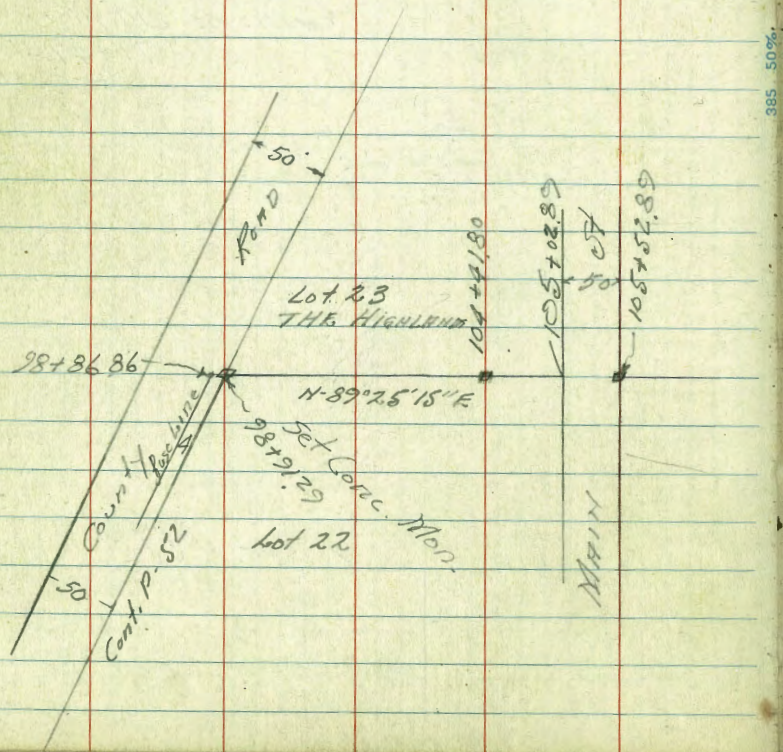
Showing Monuments Set
or Found

Cont. from P. 51

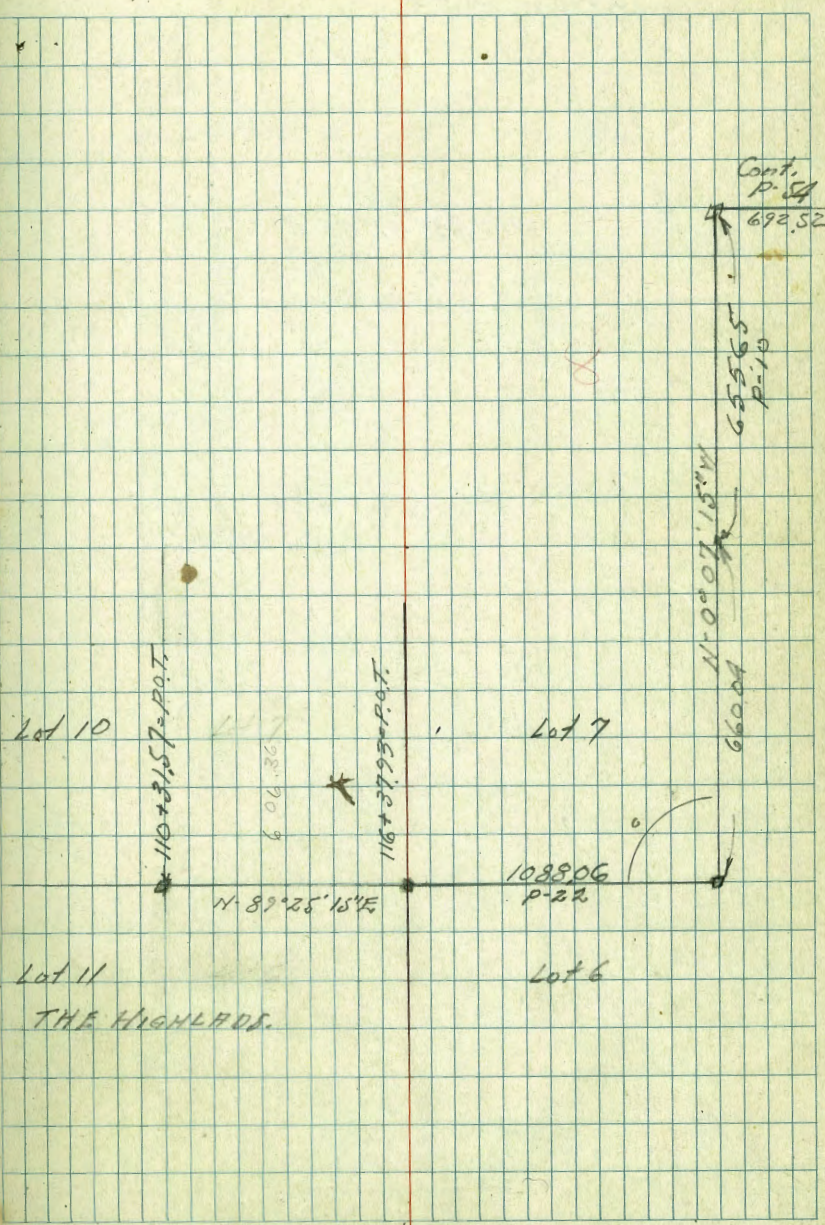


Sketch Showing Map set
on City Edg. Gibbs Airport

Cont. from P 52



385 50%



Cont. P. 54
692.52

655.65
P-10

660.04
N-0°00'15\"/>

Lot 10
110+3157=P.O.T.
606.36

116+3795=P.O.T.

Lot 7
108806
P-22

Lot 11
THE HIGHLANDS.

Lot 6

Sketch - Showing Mon. Set
 on City Bdry. - Gibbs Airport
 Cont. from P. 53

140+41.19 P-10

P.O.T.
 147+337.3
 P-10

N-88°41'45"E

60

Orange Ave

153+463.70
 P-11

815.79'
 S-0°02'46"E

Lot 6

Ave

623.72
 N-89°53'30"E

168+07.61
 P-11

161+78.79

Lot 5

174+64.71
 = P.O.T.
 P-11

2nd St

5-0°07'15"E
 Lemon

180+97.21
 P.O.T. P-11
 3rd Ave

60

Cont. P. 55

Cont. from
P-54

Sketch - Showing Mon.
Set on City Side
Gibbs Airport

55

P.O.T.
180+27.21
3rd Ave

P.O.T.
170+24.74

5-0007' 15" E

203+06.38
P.O.T.

Ave

N-87° 54' 15" E

207+35.49

4th Ave

60'

Samon

P.O.T.
219+52.73
Mon.

A

220+54.54

Mon. St

224+73.52
P.O.T.

5-0007' 00" E
Olive St

222+28.2

BEACH ST

Main
223+00.07

393.19
N-89° 51' 45" E

Sketch - Showing Mon. Set
on City Bdry.

Gibbs Airport
Cont. from P-55

Lemon Ave

P-33
78573
E 106.2005
S 0° 06' 30" E

P-33
1258.28

ROT. P-14-P-33

252+92.02

Olive St

S-89° 52' 30" W 6TH

56

Mon. St

N-89° 51' 45" E 232+91.54

S-4° 59' 15" W

237+07.75

238+16.83
POT.
P-13

S-06° 33' 00" E

Pipe P-14

5TH ST

244+71.84
POT.
P-14

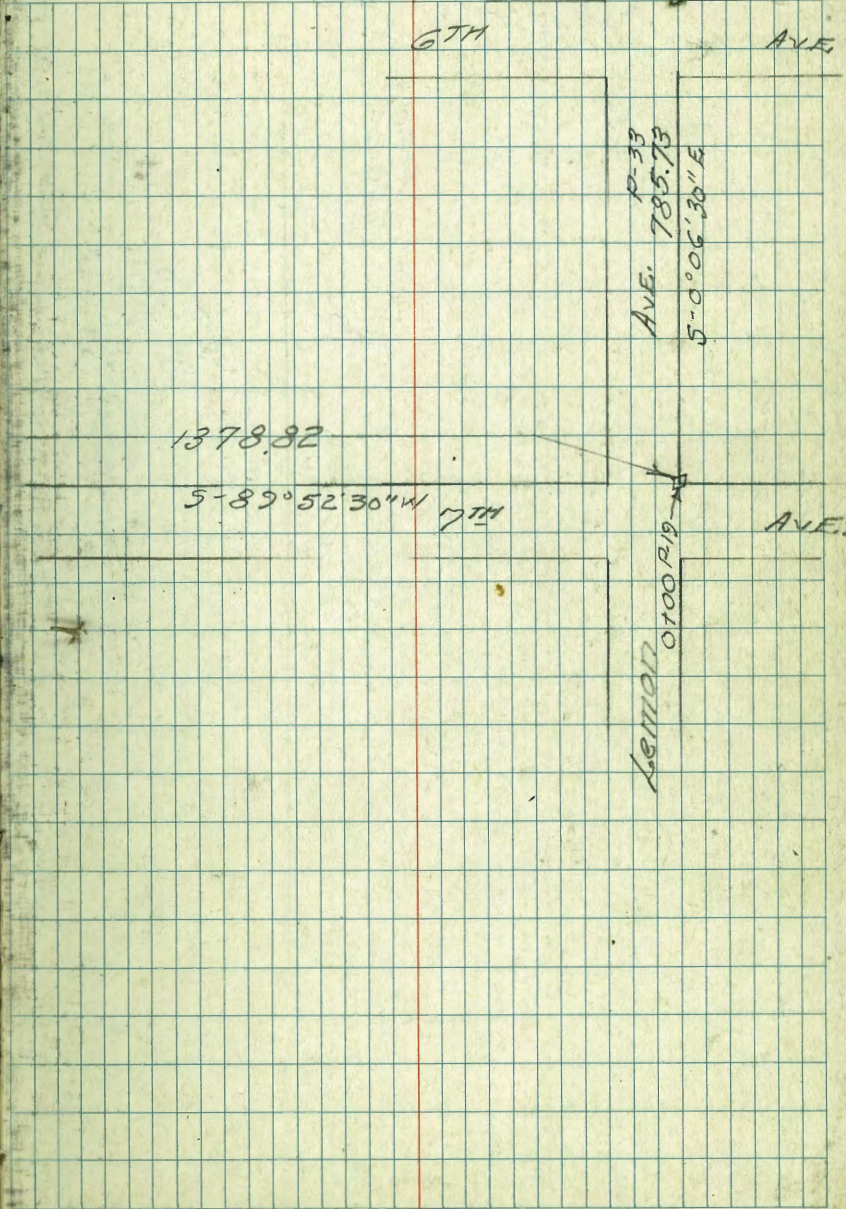
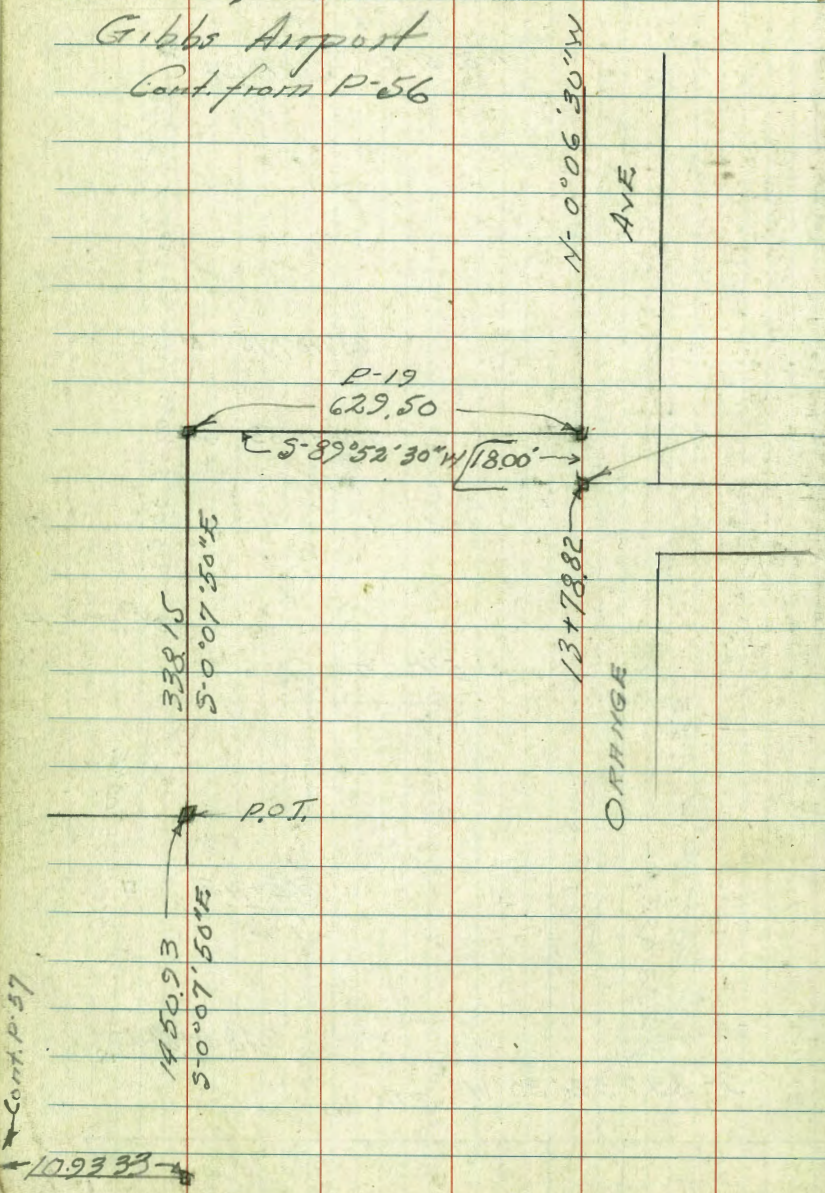
S-06° 33' 00" E

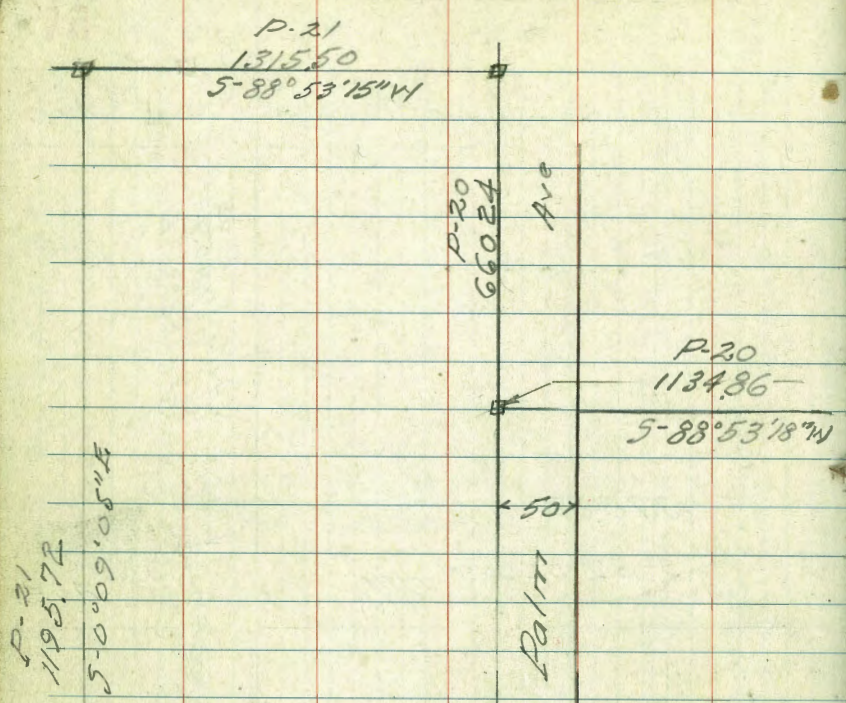
248+11.93

Sketch - Showing Mon. Set
on City Edg.

Gibbs Airport
Cont. from P-56

Cont. P-57



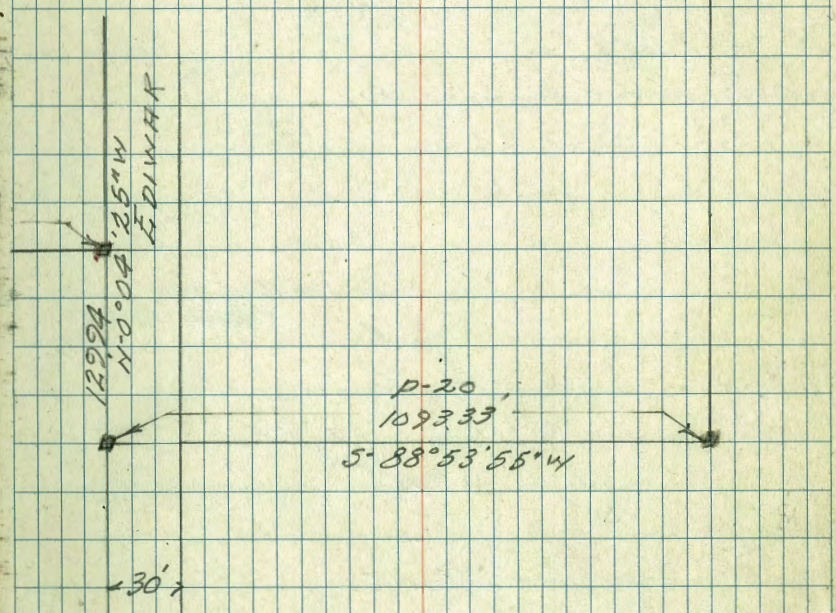


P-21
119572
5-0°09'05"E

Cont. P-50

Sketch Showing Mon. Set
on City Bdry.
Gibbs Airport
Cont. from P-57

58



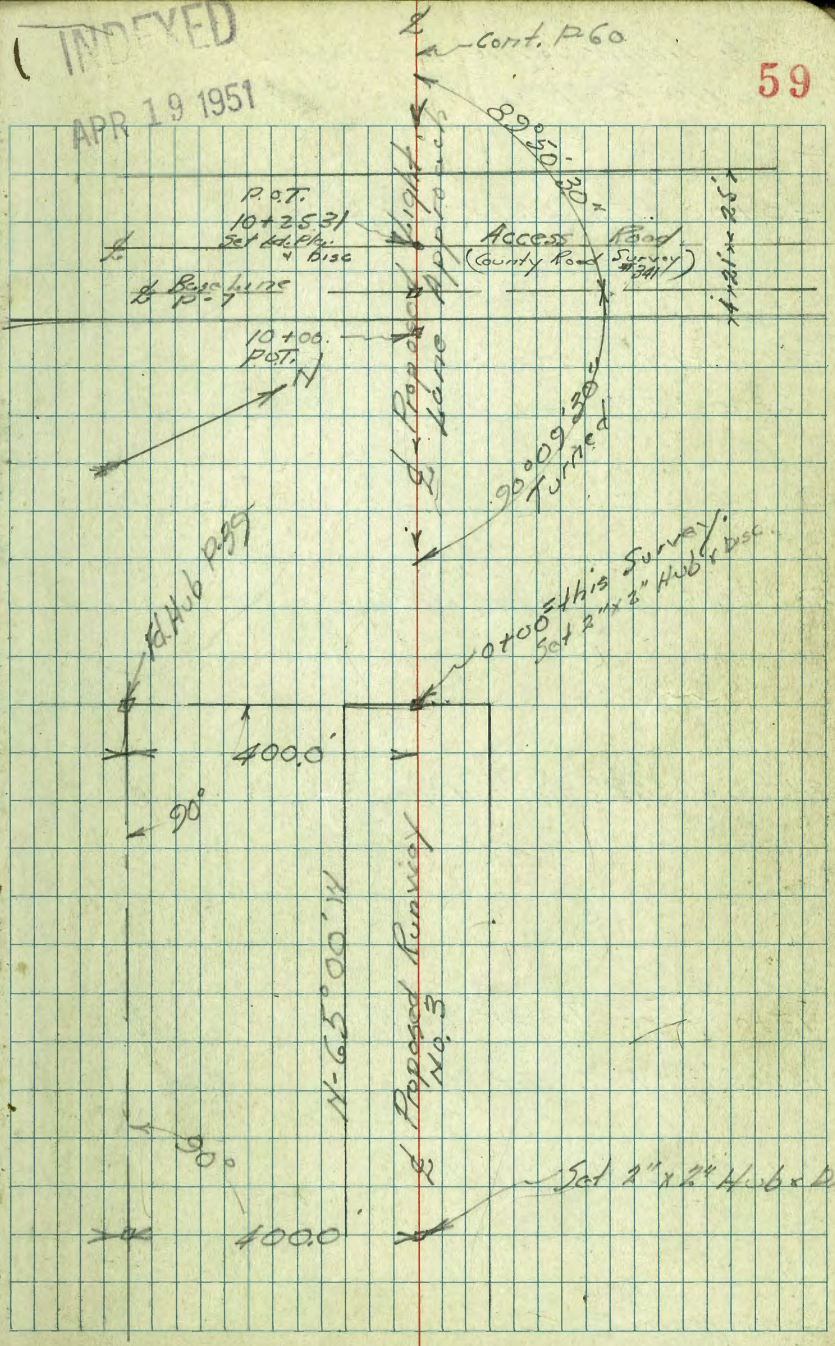
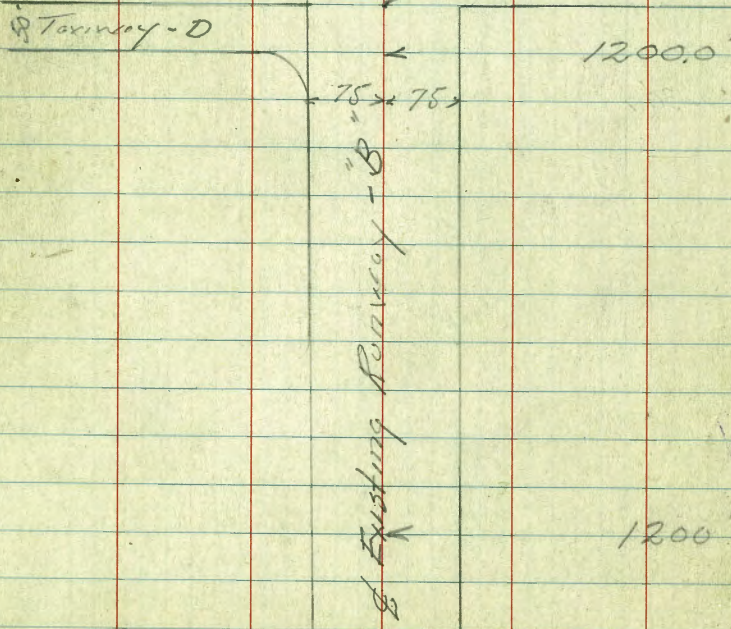
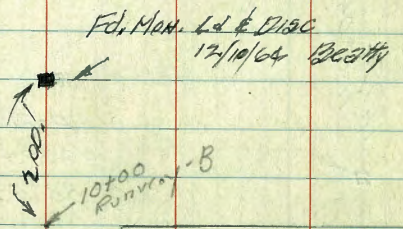
Gibbs Airport - Montgomery Airport -
SURVEY - Light base Approach

Walker
Pope
Clark
Tel. 0099 off
1-31-51

for Proposed No 3 Runway

NO 20006

10+25.31 = P.O.T. set rd P₁₉ & Disc.
P.O.T.
10+04.31 = Int. Sgn. line P.7
10+00 = P.O.T. set Hub



Light Lane Approaches
No 3 Runway

40+00 = End of line, Set Hub

36+38.27 - P.O.T. Set Hub Int. Lot 37
West line

36+00 = P.O.T. Set Hub

30+00 = P.O.T. Set Hub

P.O.T. Set Hub
28+34.44 - Int. Near Lot 36

21+31.30 = P.O.T. = Int. East line Mesa St.

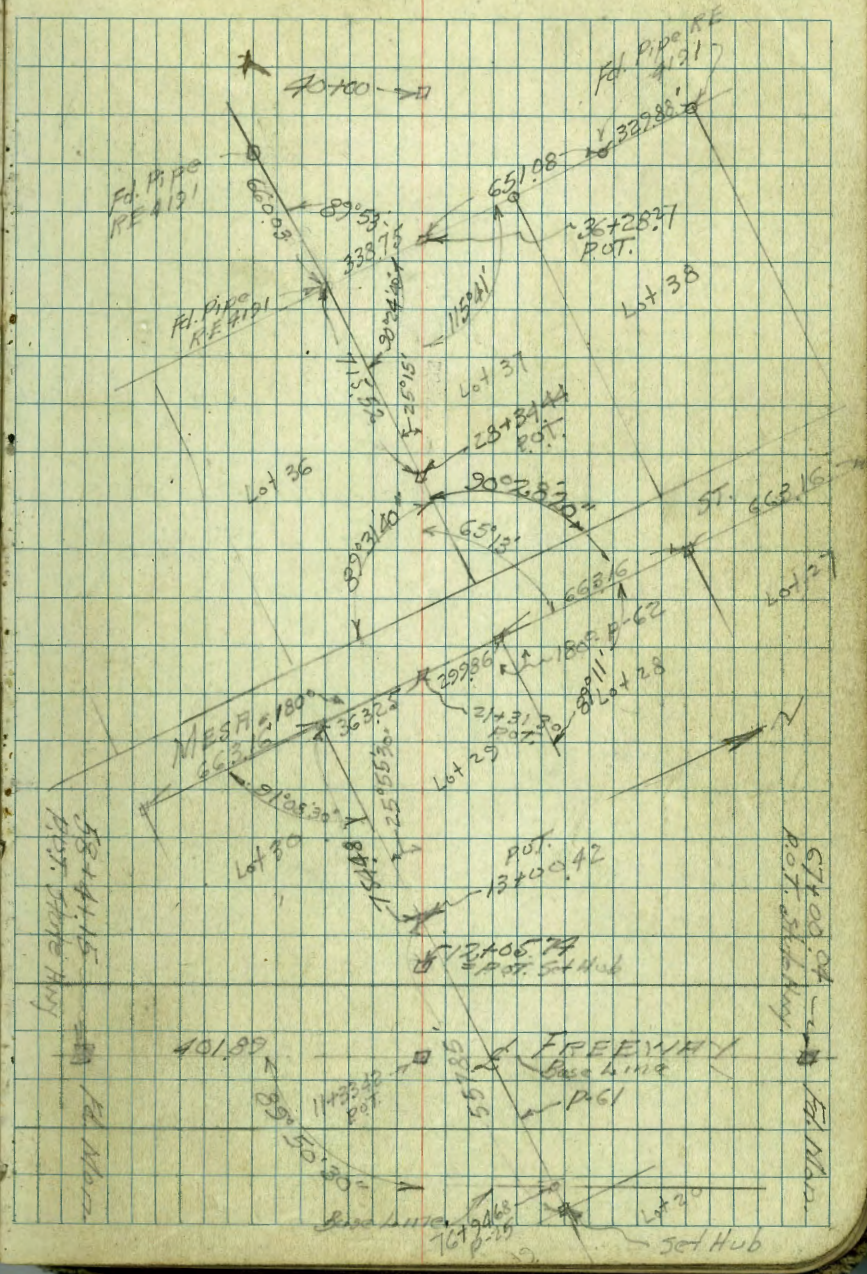
13+00.42 = P.O.T. = Int. Lot line 30-29 Set Hub

12+05.74 = P.O.T. Set Hub

11+33.42 = P.O.T. Set Hub

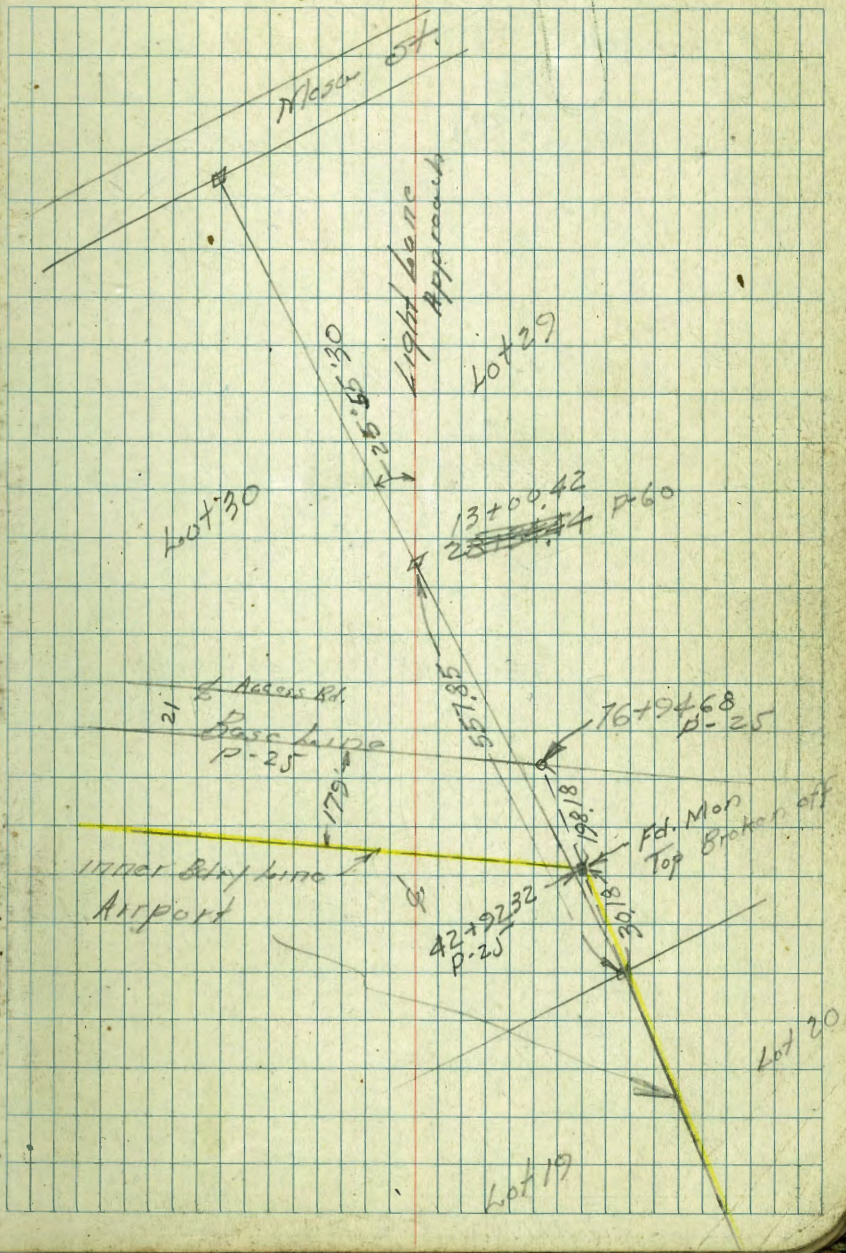
Cont. from P-59

Light Lane Approaches 60



33+44.15
 P.O.T. Set Hub
 Fd. Pipe
 RE 4191

61+00.04
 P.O.T. Set Hub
 Fd. Pipe
 RE 4191

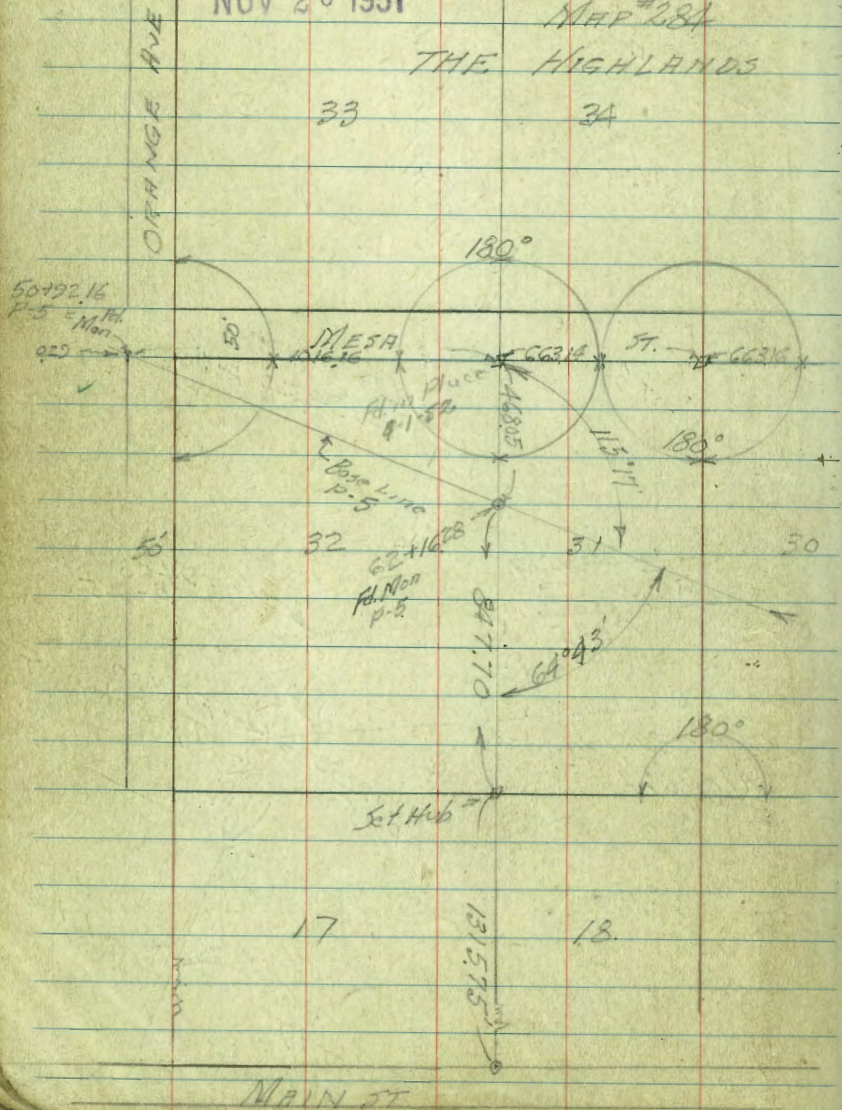


Ties in The Highlands Sub. Map #284
For Light base Approach

INDEXED

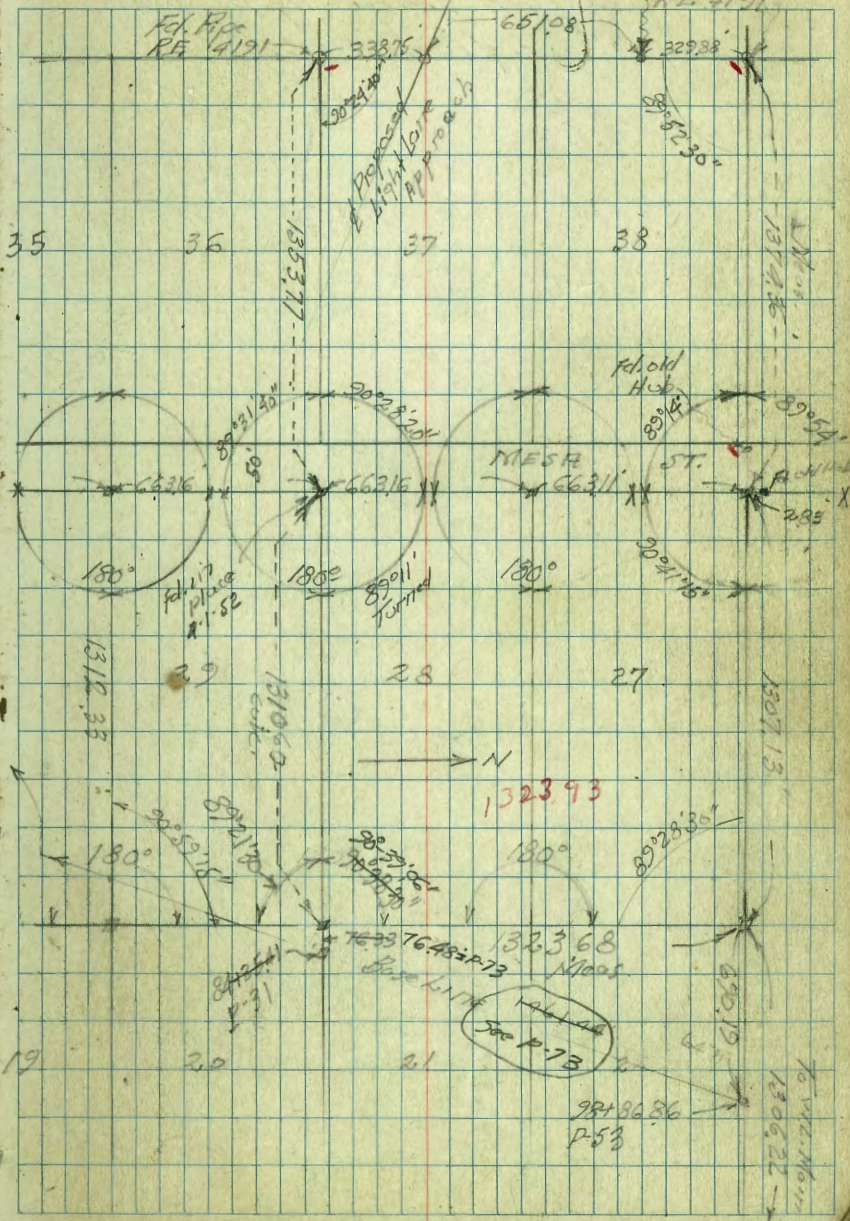
NOV 26 1951

MAP #284
THE HIGHLANDS



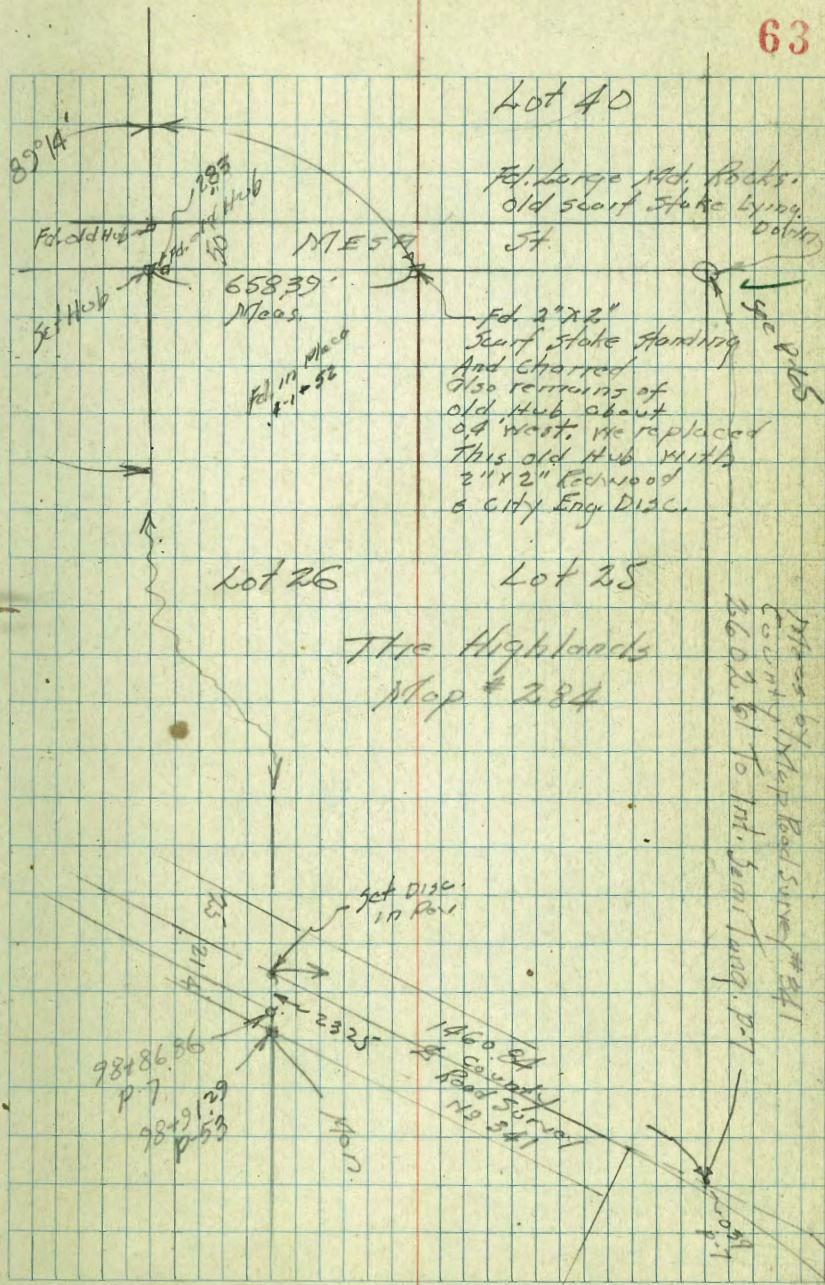
Montgomery Air Field

Fd. Pipe 62
(RE 4191)

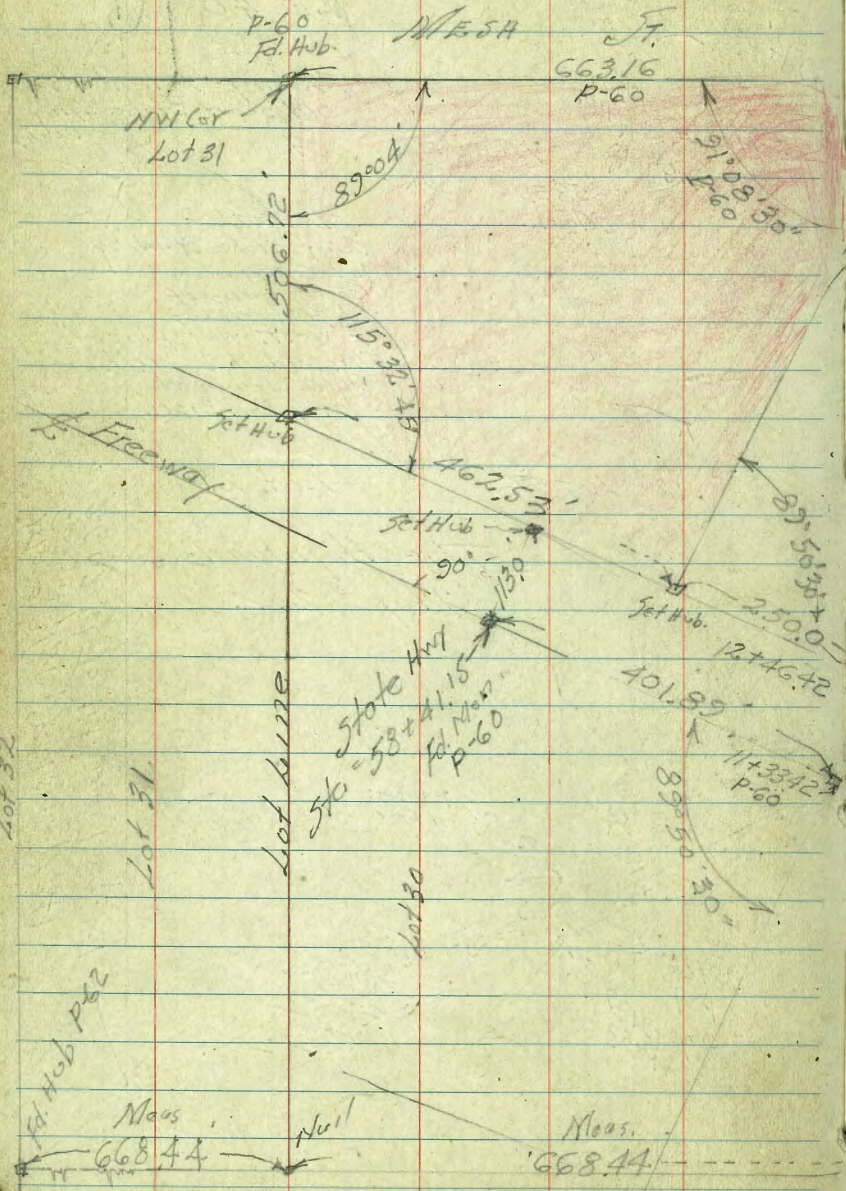


Ties Light Lane Approach
Cent. from P-62

89°14'
60°41'15"
Rope 62



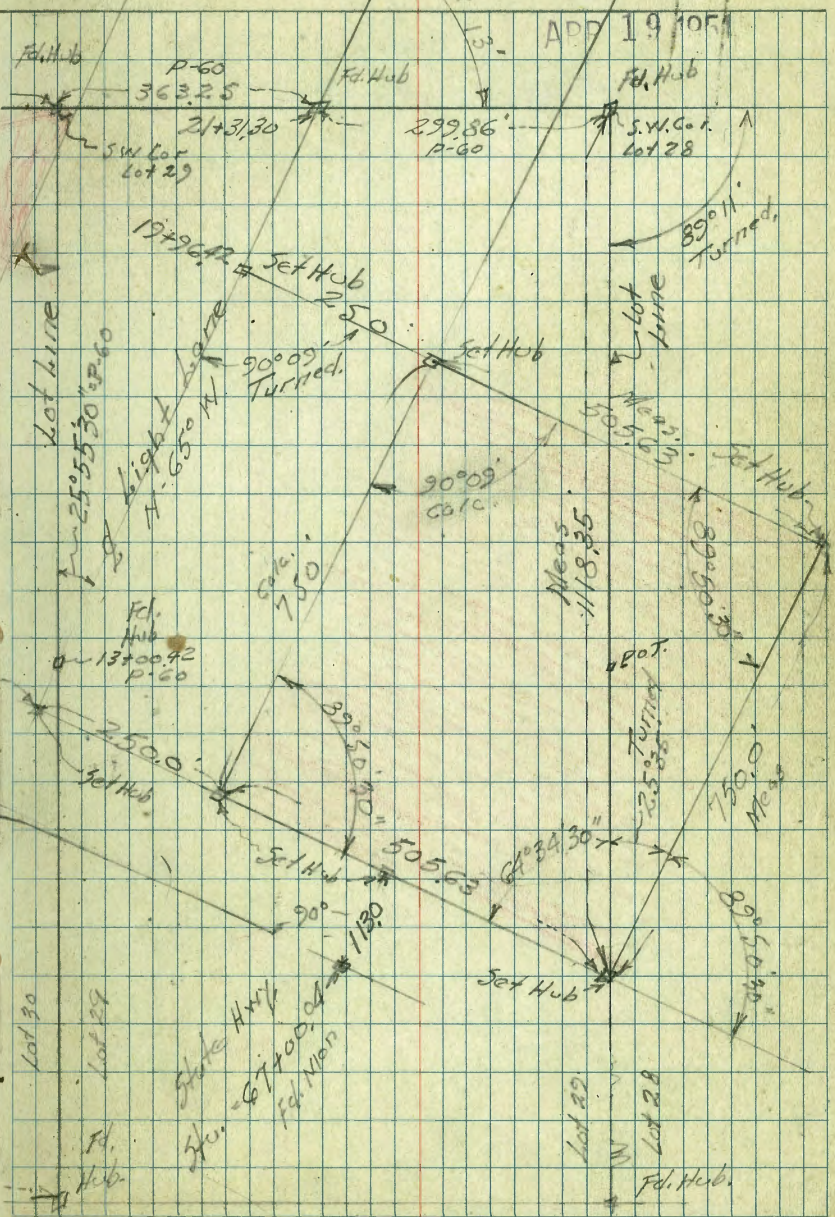
MONTGOMERY AIRPORT
Proposed Lands for Light House



Walker 4-14-51
Pope
Clark
Huffman Y1020006

INDEXED 64

APR 19 1951



Sec. Line

2 1/2" 100' Pipe
Randa
Pipe
Mississ.
Co. T. R.O.S #211
#FB2407-12
Meas. twice
453.60
~~453.83~~

Walker
Pipe
Pulled
Work

695.19

25

25

Dist.?

Sec. Cor.

WEST ST

Set Mark. on Cor.
Fid. old Hub
Approx. 1/2 mi. S. of Cor.

385 50%

TIES - THE HIGHLANDS

Nov. 1953

Additional
Data FB2407
13

Set back R.O. Survey
Map #211

Page 70

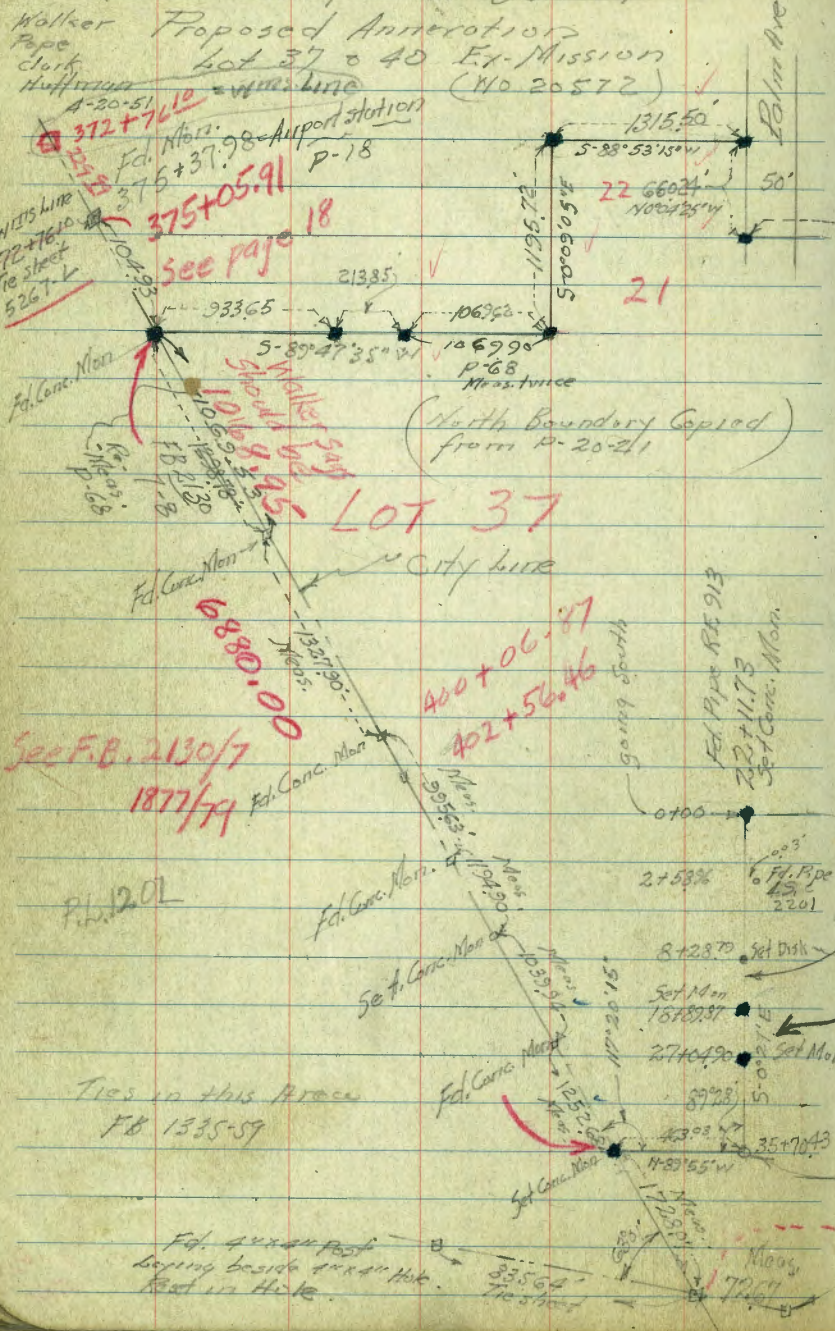
UNAMED ST.

25

THE HIGHLANDS

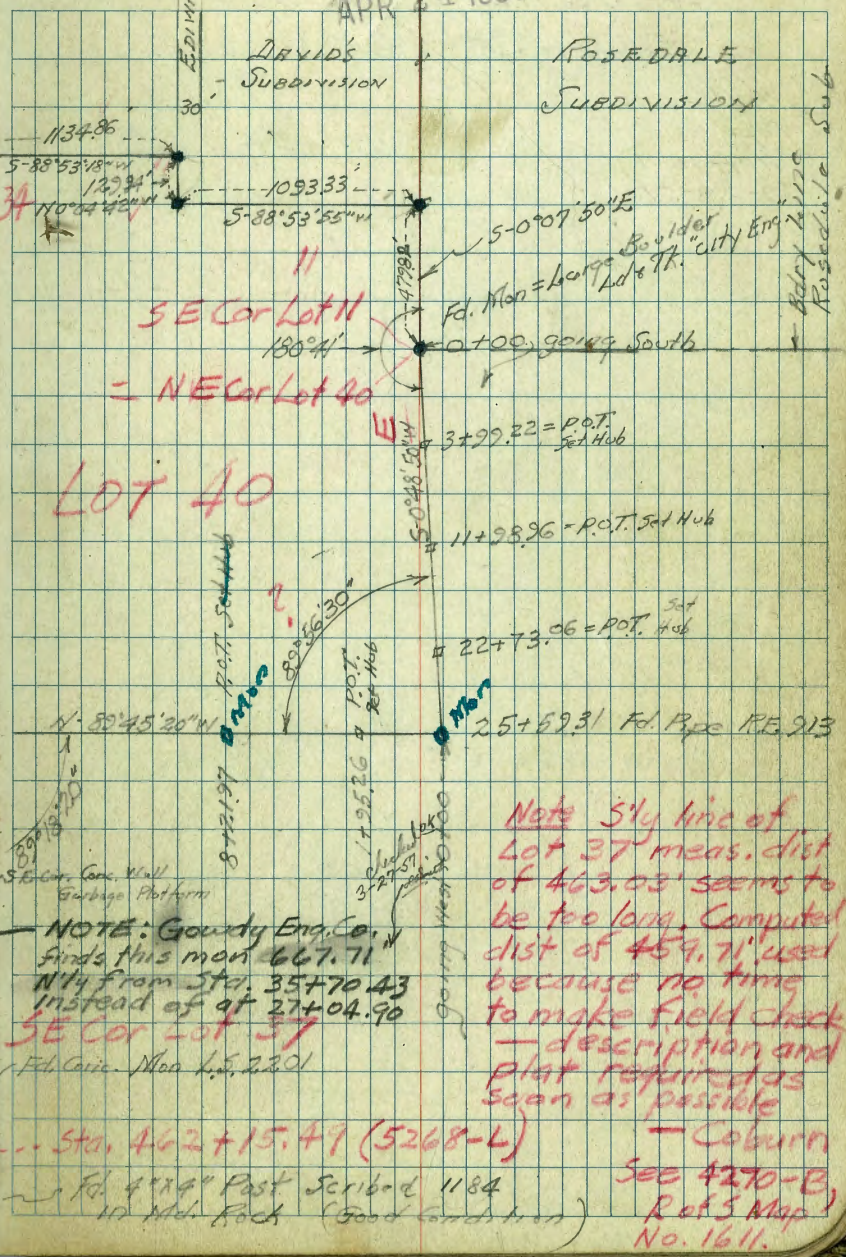
MAIN ST.

BOUNDARY LINE - SURVEY



INDEXED

APR 24 1951



NOTE: Gowdy Eng. Co. finds this mon 667.71 Nty from Sta. 35+70.43 instead of at 27+04.90 SE Cor Lot 37
Fol. Conc. Mon. L.S. 2201

Note 5'ly line of Lot 37 meas. dist of 463.03' seems to be too long. Computed dist of 459.71' used because no time to make field check - description and plat required as soon as possible

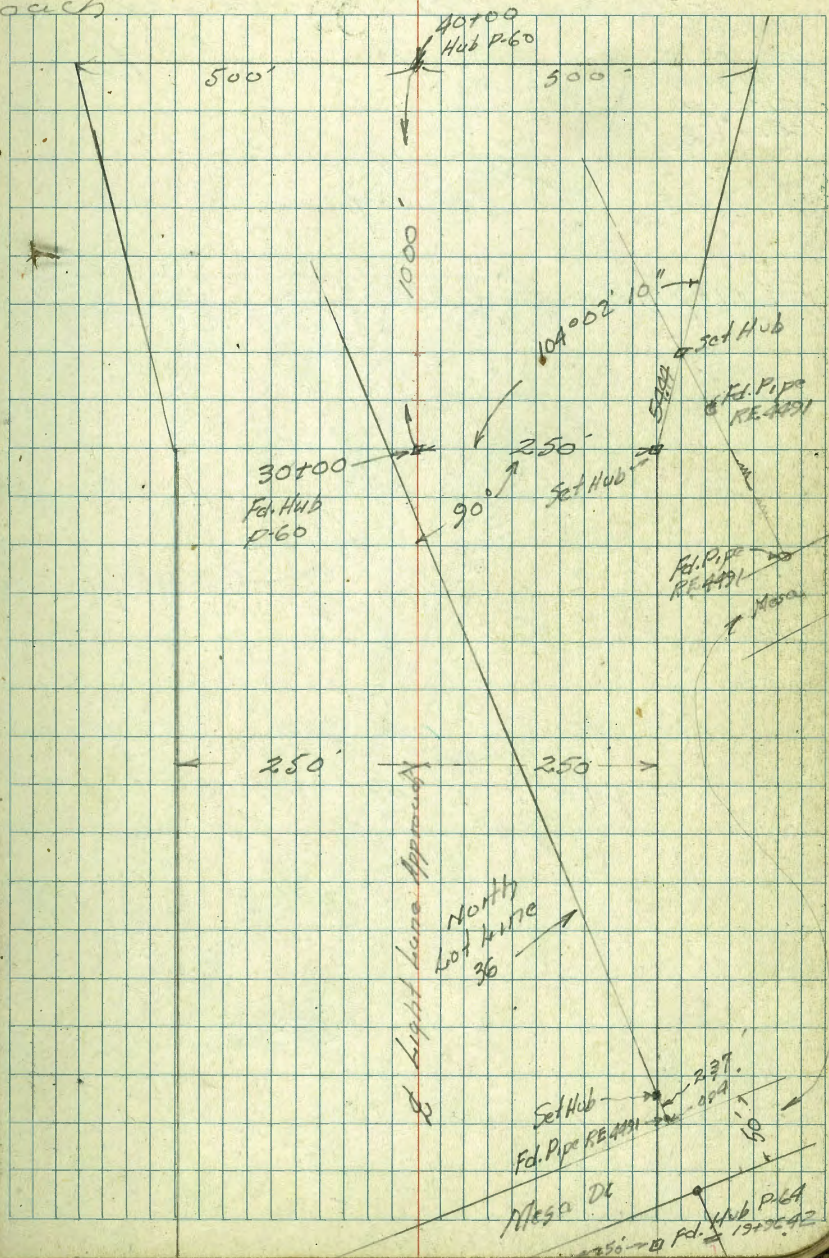
STO. 462+15.49 (5268-L)
Fol. 4"x4" Past Scribbled 1184
10' Min. Back (Good Condition)

- Coburn
See 4270-B,
Ref S Map
No. 1611.

Montgomery Field
 Ties to N44 line Light Lane Approach
 Exhibit B Plan 8762-L

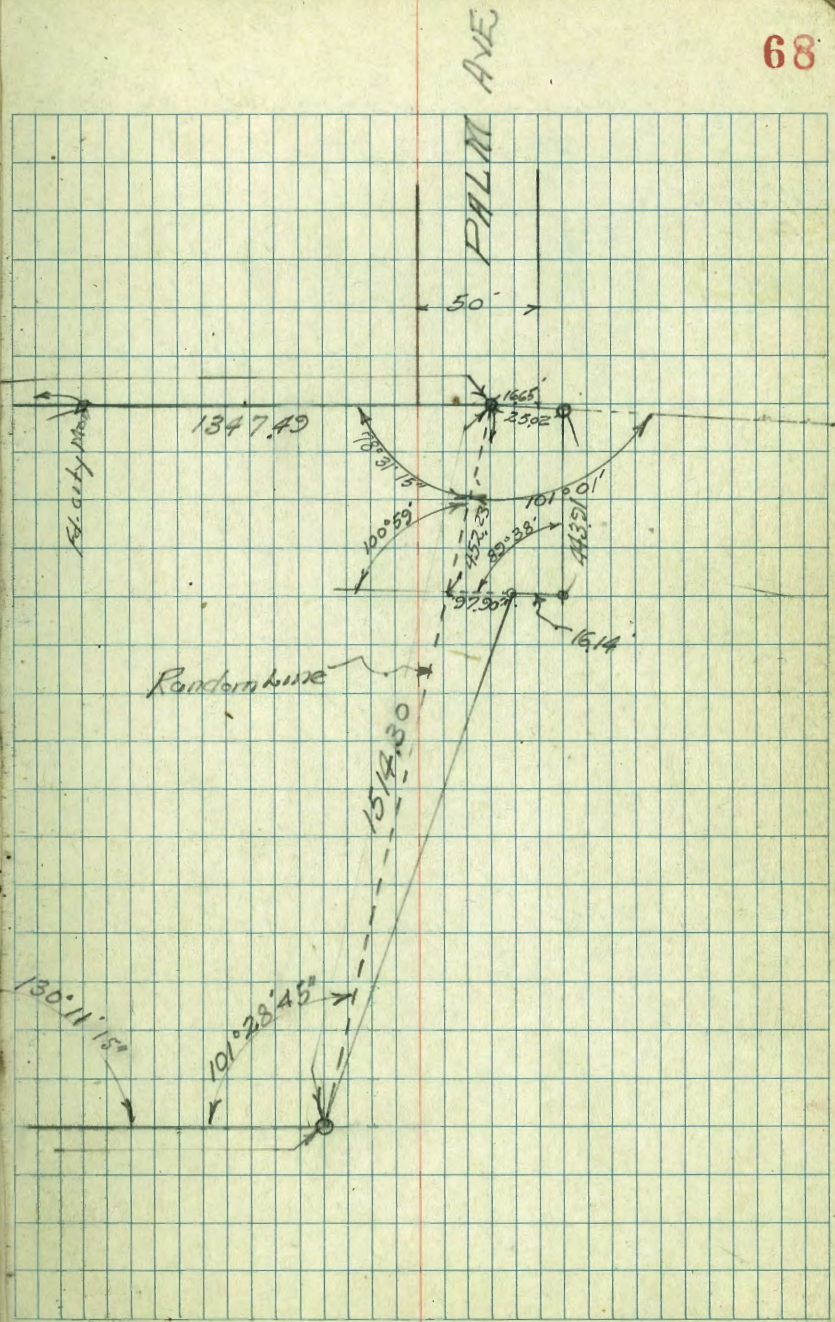
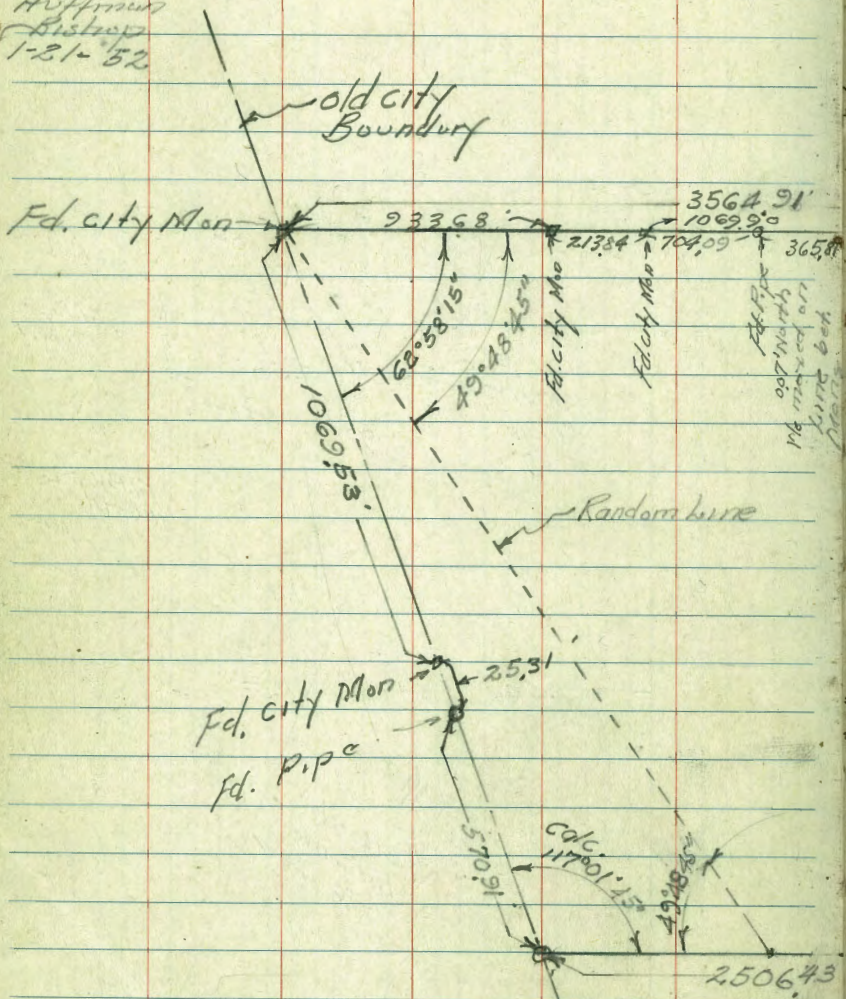
Walker
 Pope
 Huffman
 9-28-51

140 26108



Wherry Housing Project
 Check outer Boundary

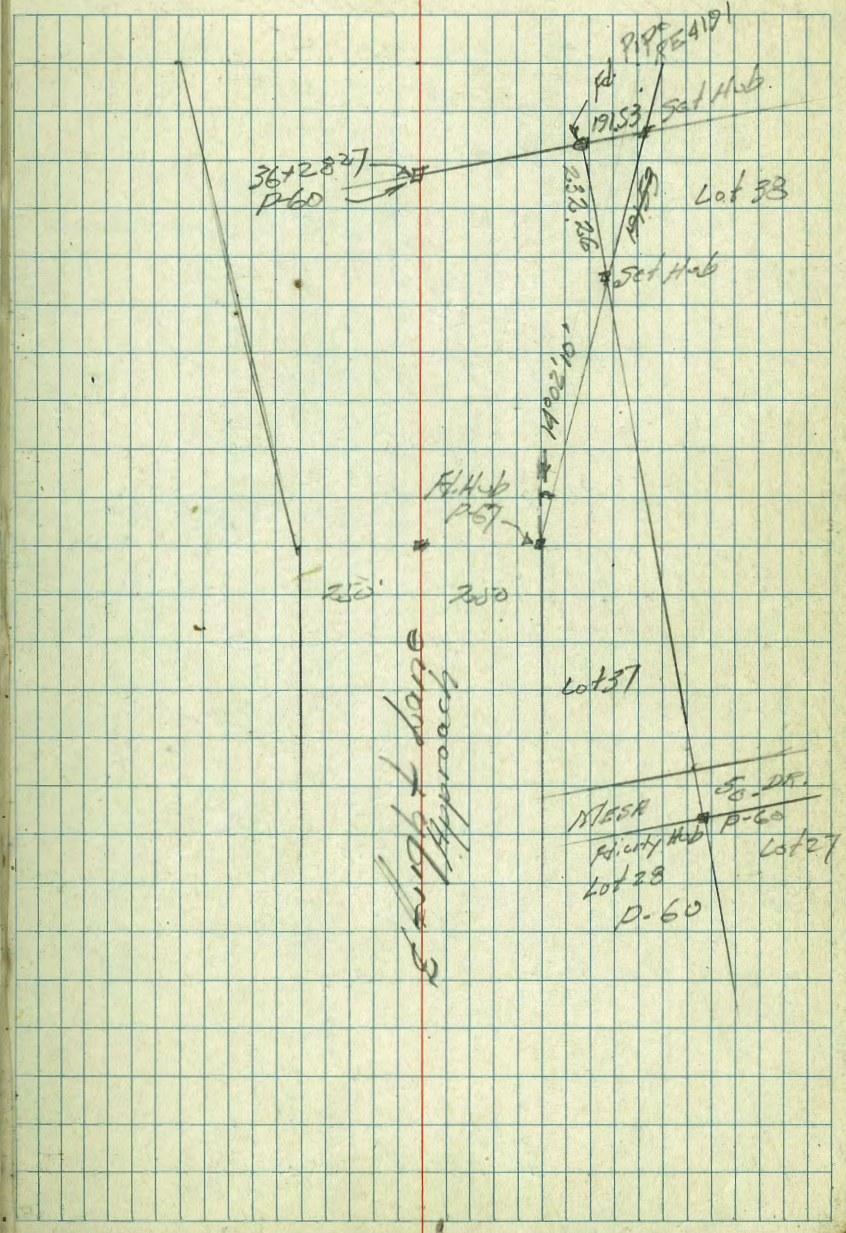
Walker
 Pope
 Hoffmann
 Bishop
 1-21-52



Montgomery Field
 Light Lease Approach R/W
 Plan 8762-L

Walked
 Rope
 Run
 2-9-53

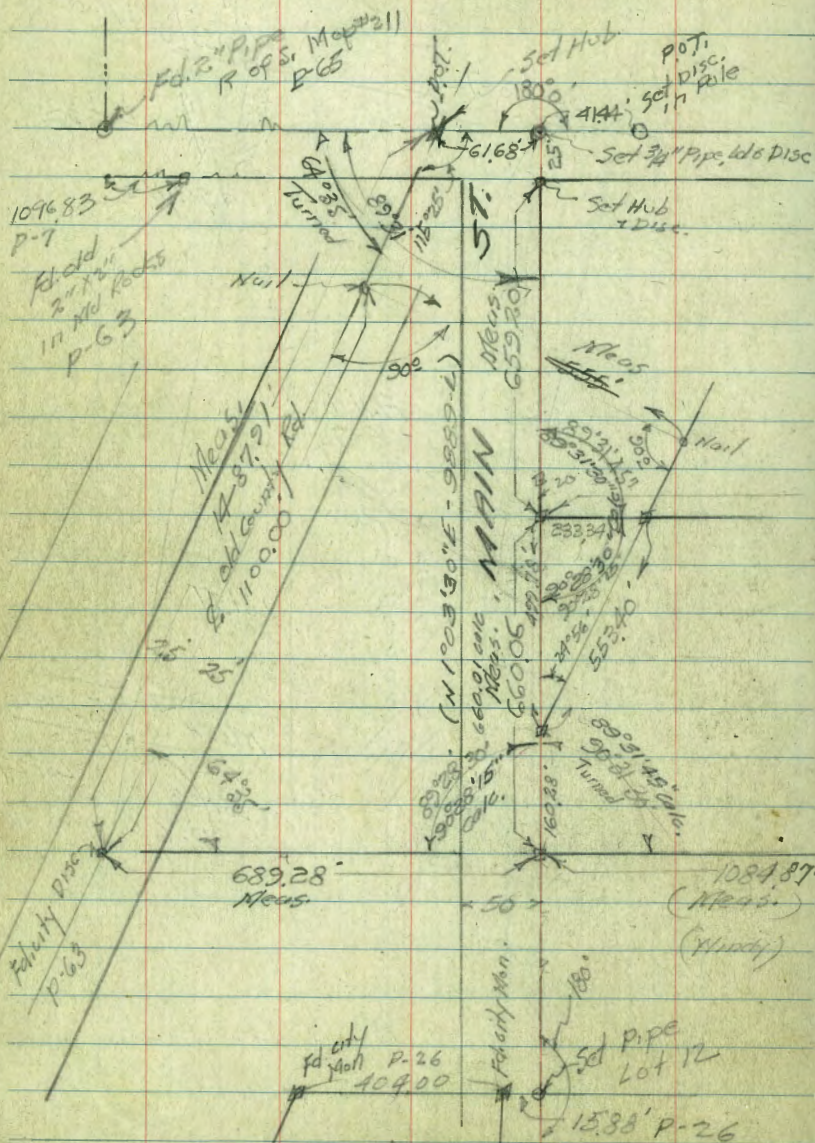
385 50%



INDEXED

OCT 14 1953

THE POINTS SET
IN THE HIGHLANDS, MAP No 234
FOR HIGHWAY PURPOSES



Mulker
Pope
Pollen
Olson

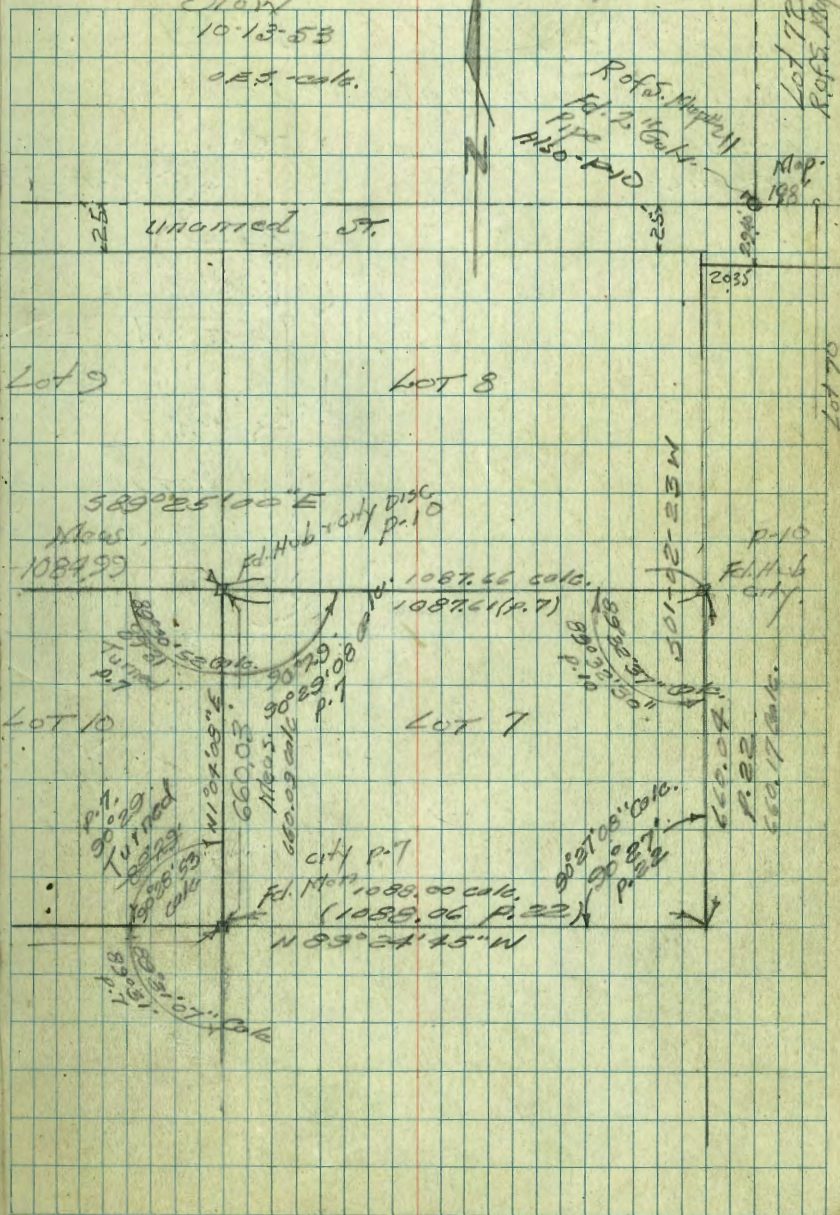
Cont.
P-71

H-12

70

10-13-53

C.E.S. Calc.



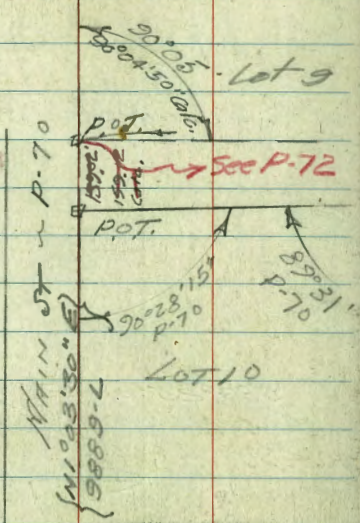
TIES ~ THE HIGHLANDS

And ROSEDALE SUB.

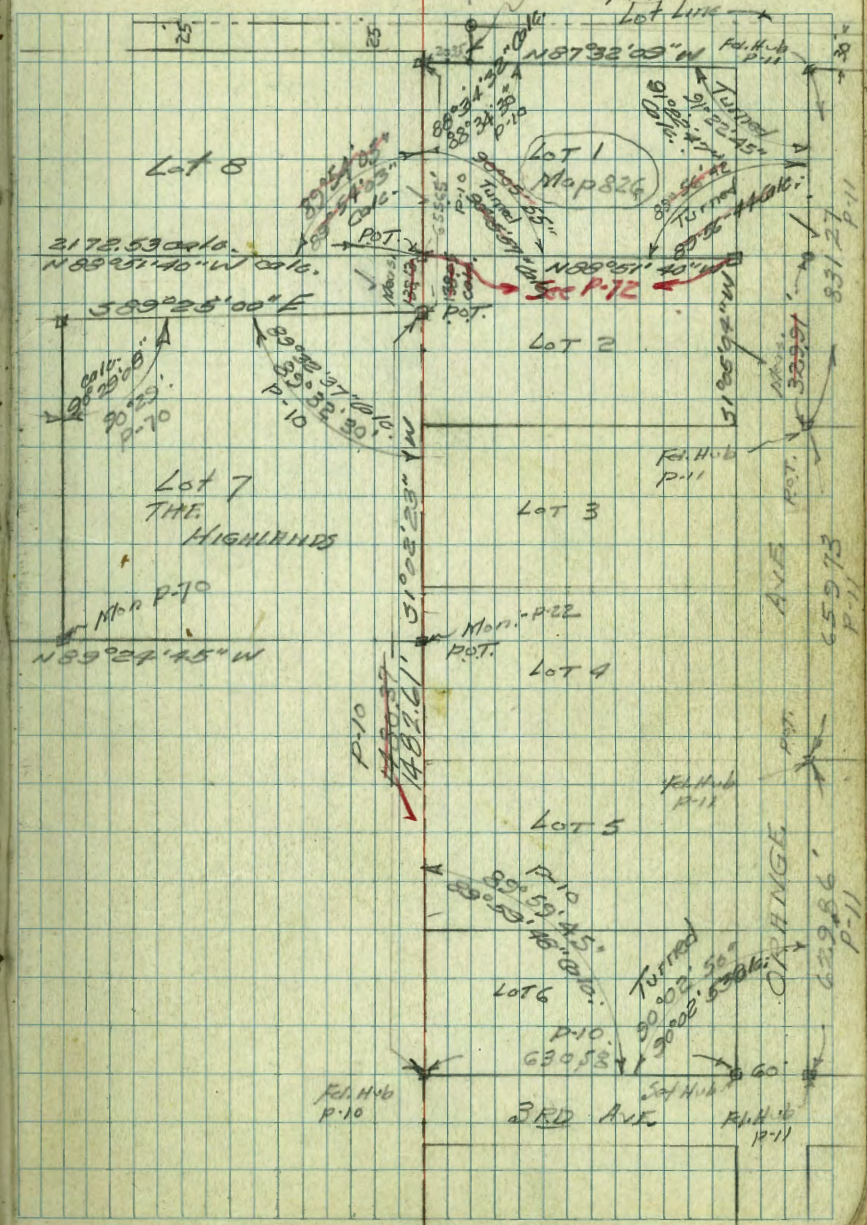
For Highway Purposes

Mulker
Pope
Pullen
Olary
10-12-59
C.F.S. Calk.

Cont. from P-70

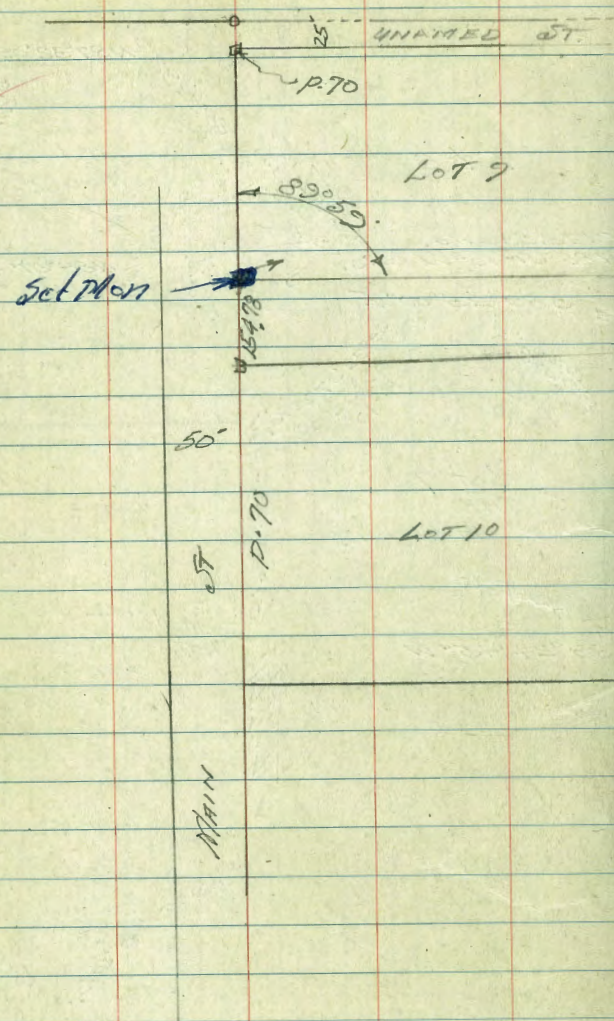


81



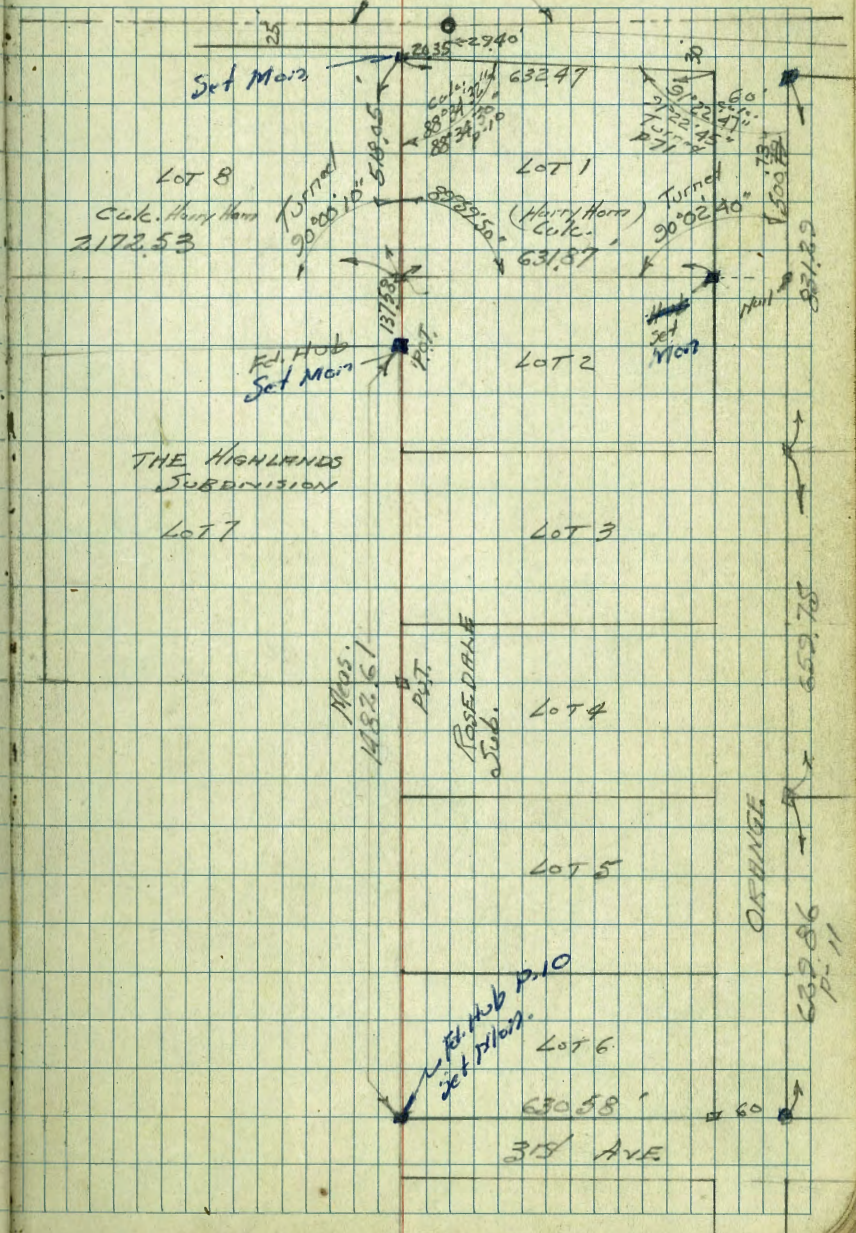
TILES THE HIGHLANDS
AND ROSEDALE SUB.

Walker
Pope
Pulley
Olson
11-2-53



P. 10
177°39'55"

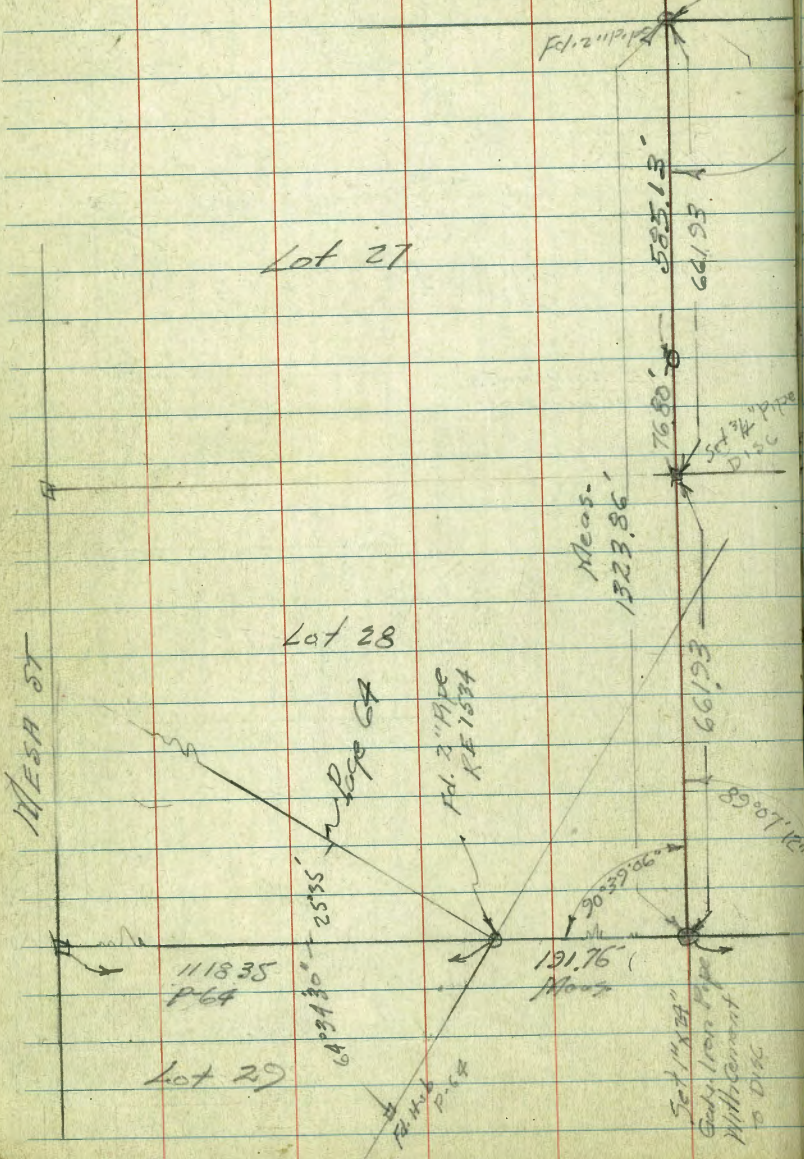
72



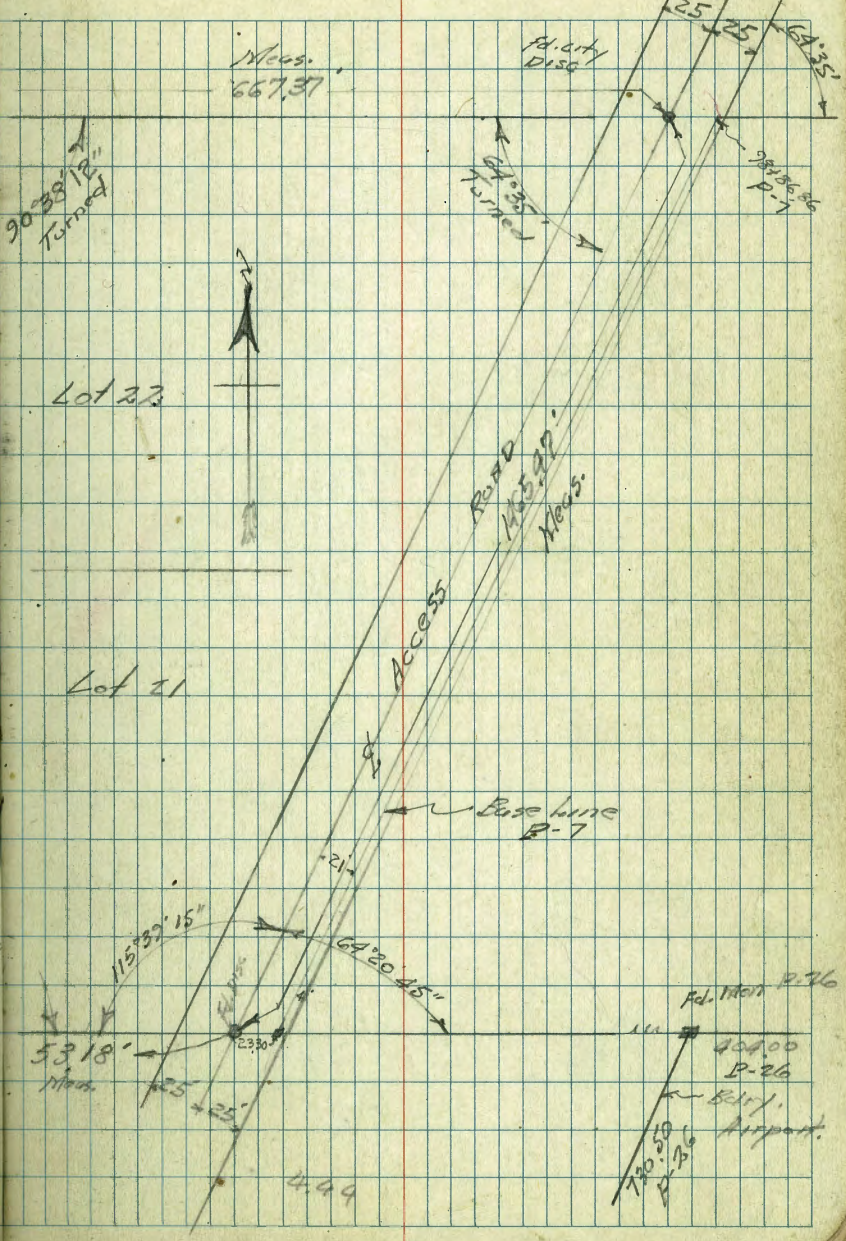
Set Mon P. 10
set Mon.

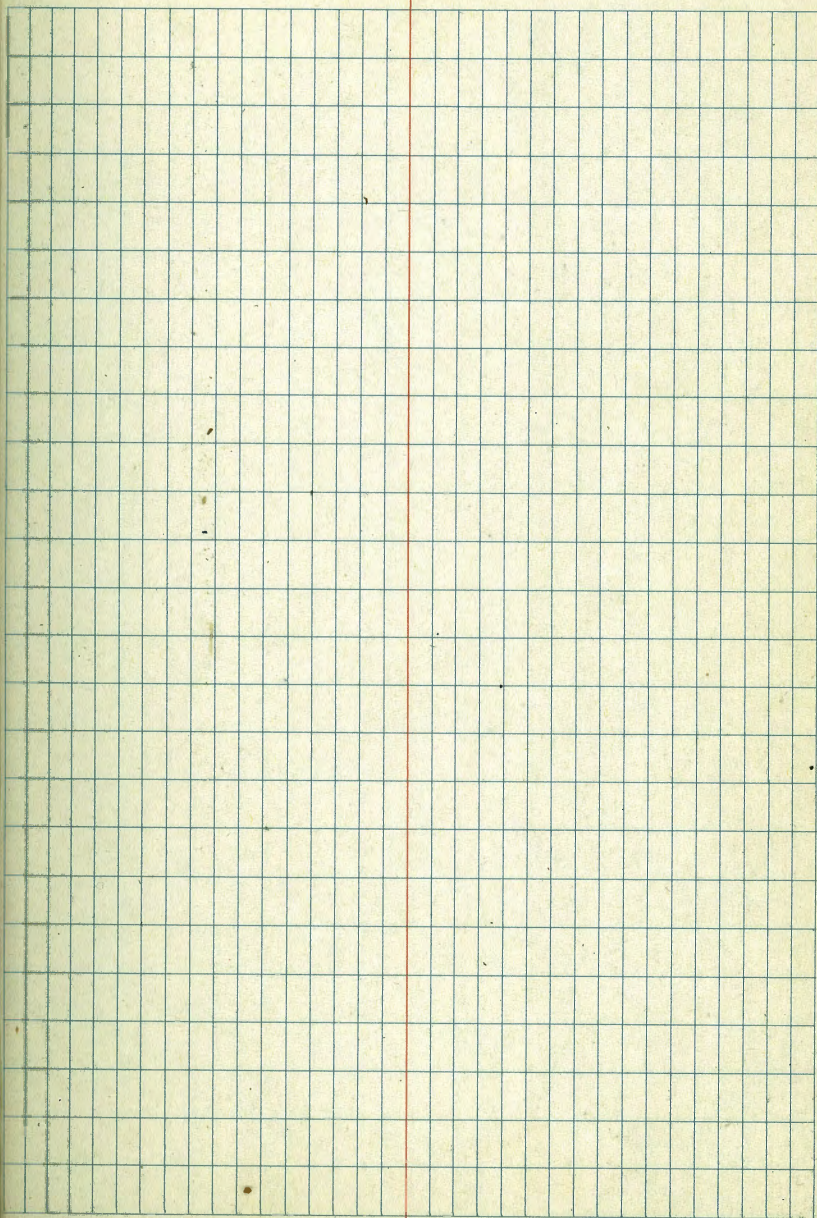
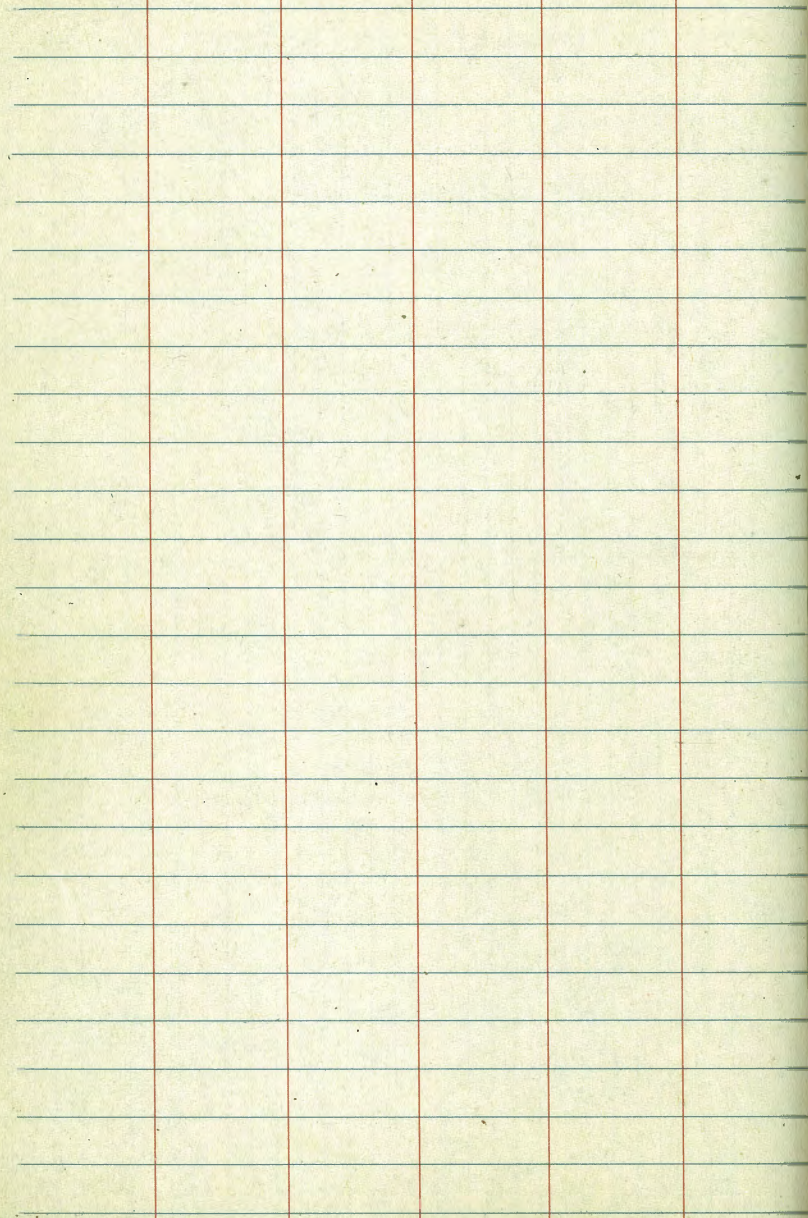
13

THE HIGHLANDS
Check BOUNDARY LINE
on Portion Lots 21, 22.



73





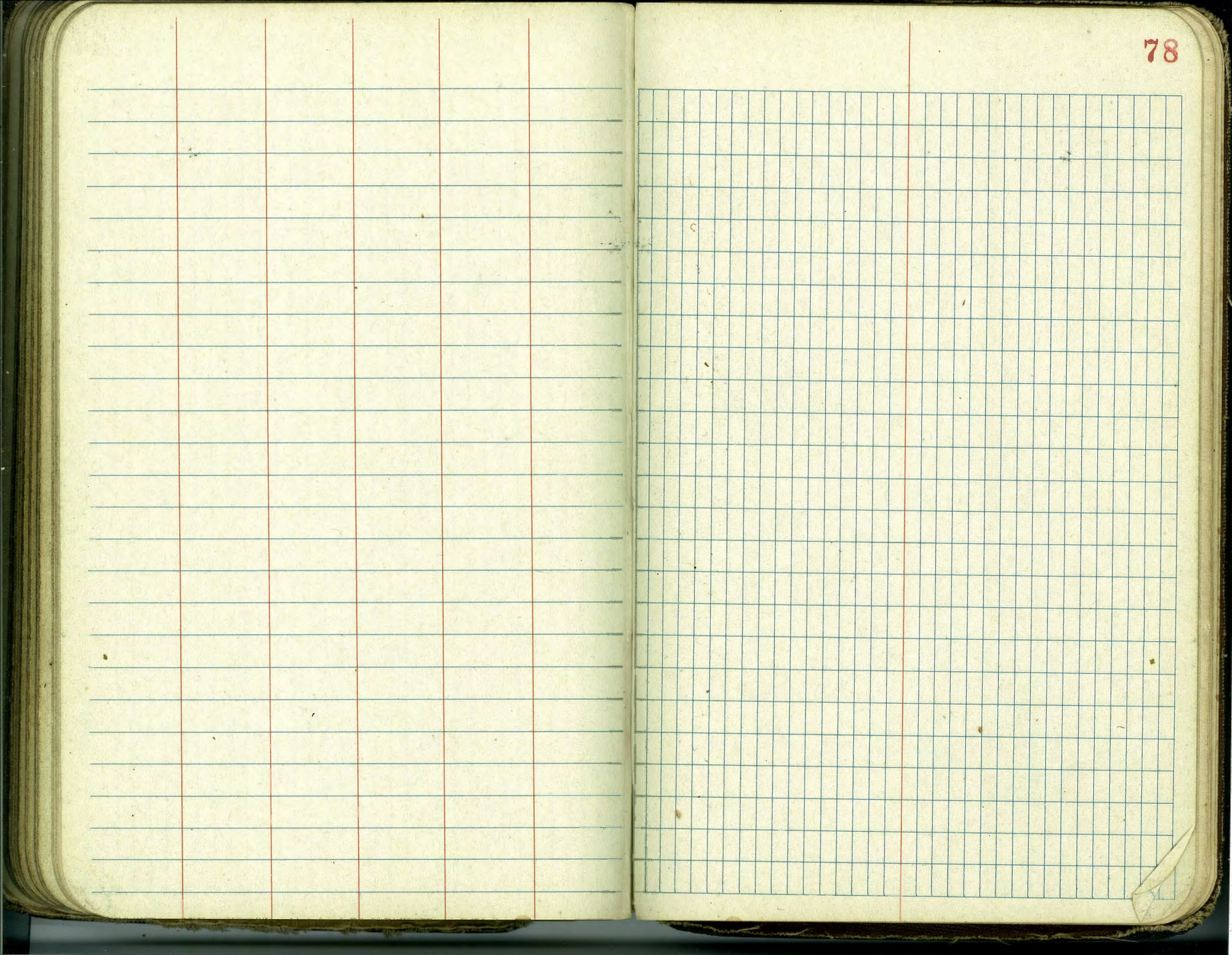
A table with 6 columns and 20 rows. The columns are defined by vertical red lines, and the rows are defined by horizontal blue lines. The table is currently empty.

A table with 1 column and 20 rows. The rows are defined by horizontal blue lines. The table is currently empty.

This page features horizontal blue lines for writing. It is divided into four vertical columns by red lines, with a margin on the left and three columns of varying widths on the right.

This page features a grid pattern of blue lines. A single vertical red line is positioned on the right side, creating a margin. The grid covers the majority of the page area.

385 50%



This page is a ledger-style page with horizontal blue lines and four vertical red margin lines. The margins are located at approximately 10%, 15%, 25%, and 35% from the left edge of the page. The page is otherwise blank.

This page is a ledger-style page with horizontal blue lines and a vertical red margin line at approximately 10% from the left edge. The page is filled with a grid of vertical blue lines, creating narrow columns for data entry. The page is otherwise blank.

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

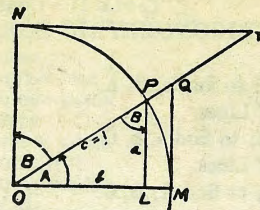


TABLE II
TRIGONOMETRIC FORMULÆ.

$$\angle A = \angle MOP \quad \angle B = \angle PON = \angle OPL$$

$$R = OB = c = 1$$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$$

$$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B \#$$

$$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

$$\sin \frac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$$

$$\sin 2A = 2 \sin A \cos A \quad \cos 2A = \cos^2 A - \sin^2 A$$

$$\text{Law of Lines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)}$$

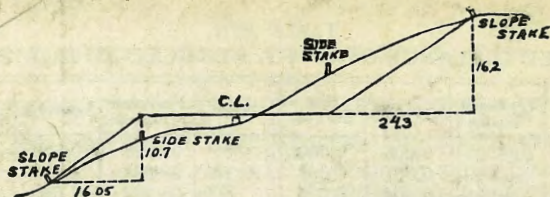
33
66
198
198
778

7662
3482
4180

5093
2325
2768

5308
2325
7633

1055289
1047662
7627



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/4 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.

44079

61729
77782
139.41

2260

635.96
715.52
1351.48

90°20'30"

W.O. 211

16210
2643.
73567.

2591



624304
75763
700067

584115
40187
624304
220
6493 OK
6706
207

1746

1093
1967
3060
7700
464