

NAME BROADWAY EXTENSION

BOOK No 2

Class _____ Course _____ Party _____

Job # 88

B.M.S. (1963)

63

RAILROAD AVE.

FIELD NOTES

No. 403P

ESPECIALLY ADAPTED

TO THE USE OF

ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

San Diego - Lemon Grove
Survey
MICROFILMED

DEC 30 1964

BROADWAY EXTENSION

Book # 2

Property of
Watson, Valle & Gough,
508 Spreckles Bldg.,
San Diego.

BENCH LEVELS
BROADWAY EXTENSION

	Page.
CENTRAL AVE. X	1 - 3
LEMON GROVE RD. B.M.s	6 - 10
SAN DIEGO AVE. B.M.s	3 - 5
MASSACHUSETTS AVE B.M.s	11 - 12
Railroad Ave X + Topog.	13 - 16
" " X - Secs	17 - 21
Easement across RR	22
X - Secs for Same	26 - 32

	+	Hl.	-	61.
Btu				447.05
	4.08	451.13		
Btu#X			8.11	443.02
	6.64	449.66		
			4.49	445.17
	4.60	449.77		
			10.95	438.82
	0.23	439.05		
			8.18	430.87
	3.61	434.48		
Btu#0			3.16	431.32
	2.30	433.62		
			1.13	432.49
	8.56	441.05		
			0.02	441.03
	9.59	450.62		
			1.56	449.06
	5.79	454.85		
Btu#1			4.40	450.45
	8.02	458.47		
			4.29	454.18
	3.34	457.52		

Btu#24 Lemon Grove-La Mesa Highway
County Datum - U.S.G.S.

End of Curb S.W. Cor San Diego Ave.
Near Barber Shop -

1/8/26
Coote
losey
Heathcote

On South End of Lower Conc. Step to Lemon
Grove School N.W. Cor Central Ave & RR Ave.

Nail Cr. Return S.W. Cor. Buena Vista St.

(?)

	A57.54		
BW#2		4.72	A52.80
	0.64	A53.44	
		2.30	A51.14
	10.94	A62.08	
BW#3		2.78	A59.30
	2.11	A61.41	
		11.04	A50.37
	11.28	A61.65	
		4.14	A57.51
	0.10	A57.61	
		11.60	A46.01
	11.82	A57.83	
BW#4		6.29	A51.54
	7.83	A59.37	
		2.24	A57.13
	0.03	A57.16	
		9.40	A47.76
	6.75	A54.51	
BW#5		6.76	A47.75
	6.04	A53.79	
		2.65	A51.14
	6.99	A58.13	

2

Nail in Power Pole SW. Cor. Central &
New Jersey Sts.

Spk. in Post of Pepper Tree Pt. of \pm on
top of hill - top of hill -

Bent,
Nail in Gum Tree N.W. Cor. Central & Mass-
achusetts.

Bent Nail in Gum Tree So Side Street at
E. End Red Barn Murphy Ranch

	458.13		
	0.79	448.63	10.29 447.84
Btu#6	0.54	457.36	11.81 436.84
	0.05	425.81	11.60 425.76
	0.29	414.18	11.92 413.89
	0.15	402.72	11.91 402.27
	1.89	392.71	11.90 390.82
	1.02	381.70	12.03 380.68
	10.25	384.76	7.19 374.51
	11.88	396.63	0.01 384.75
	11.11	407.06	0.68 395.95
	5.40	411.78	0.18 406.38
Btu#6			2.28 409.50

Nail in Base of Gum Tree - Last tree of row on S. Side Central Ave.
 Lt. of Sta. 55+30

BM#7 San Diego Ave Survey
 El. = 379.97 1" Iron Pipe Lt Sta 58
 See Book#6, Pg. 22.

On 1" Pipe 25' Rt ± at End of San Diego St.

	411.78		
	0.00	404.87	6.91 404.87
	2.07	397.04	9.90 394.97
Btu #5			1.98 392.06
	8.64	400.70	
			2.27 398.43
	7.85	406.28	
Btu #4			3.62 402.66
	7.00	409.66	
			3.00 406.66
	7.27	413.93	
			1.87 412.06
	6.09	418.15	
Btu #3			5.12 413.03
	11.52	424.55	
			0.28 424.27
	10.94	435.21	
			0.85 434.36
	8.42	444.80	
Btu #2			1.39 441.41
	5.28	446.69	

2

Note
See X-See Book for further
description + location -

Nail in Tel Pole No. Side Street
24' Rt. 44+37

Top 1" Pipe S.E. Cor. Massachusetts St
20' Lt 36+02

Nail in back Tel Pole at bottom of Hill -
24' Rt. 24+08

Nail in Tel Pole N. side St. West of New Jersey
24' Rt 17+00

	446.69		
	2.65	447.78	6.56 440.13
Blu #1			5.71 437.07
	2.66	439.73	1.70 435.03
	6.85	441.88	2.49 439.39
	5.19	444.58	1.67 442.91
Blu X =			443.07
	8.20	451.24	4.19 447.03

5

(Bent)
 Nail in N. Side Gum Tree NW. Cor. Buena
 Vista St.

See Pg. 1 = Blu #0 San Diego Ave.
 County Bl. - See Pg. 1

Continued from Pg. 3

6

3tu#6 + Hl. = El. 436.82

0.28 437.10

11.93 425.17

0.18 425.35

11.98 413.37

0.59 413.96

10.66 403.30

0.42 403.72

11.48 392.44

0.40 392.64

11.93 380.71

0.90 380.61

11.92 369.69

0.68 370.37

10.32 360.05

1.37 361.42

2.75 358.67

3tu#7

3.60 362.27

8.89 353.38

1.54 354.92

7.36 349.56

2.24 349.80

3.19 346.31

3tu#8

12.20
15.5

102.71
37

See Pg. 3

A/19/26
Coote
Losey
Bell

102.71
12.20
90.51
436.82
346.31 ✓

Hub 18 West 65+49.03

Hub 10' Rt. 75+45

346.31

206 348.37

9.49 338.88

5.50 344.38

9.52 334.86

3.62 338.48

Blu# 9

4.95 333.53

2.03 335.56

5.89 329.67

6.10 335.77

9.67 326.10

0.58 326.68

7.72 318.96

3.28 322.24

Blu# 10

8.30 313.94

12.03 310.21

0.42 310.63

9.39 301.24

3.15 304.39

Blu# 11

2.52 301.87

2.33 304.20

6.78 297.42

2.47 299.89

31.54
34

86.26
465

Blu# 8 - See Pg. 6

Hub 50' Lt. 84+75

86.26
31.54
54.72
346.31
291.59
8.30
299.89

Hub 65' Rt. Sta. 94

Hub 35' Lt. Sta. 104+15

Blu# 12 299.89
 1.56 289.79
 4.95 285.55
 0.03 279.75
 Blu# 13 11.66 288.43
 9.19 280.60
 5.83 279.72
 10.54 269.41
 10.19 279.40
 4.25 275.15
 1.20 276.35
 8.02 268.33
 6.44 274.77
 Blu# 14 5.11 269.66

74.37
 74.60
 Contd on Pg. 9

Hub 40 Rt. Sta. 110+70
 City Datum = 282.11
 288.23
 6.12
 282.11
 54.60
 24.37
 30.43
 299.89
 469.66

Hub 50 Rt. Sta. 120+50
 City Datum = 263.09
 269.21
 6.12
 263.09

Hub 40 Lt. Sta. 130+76
 City Datum = 263.54
 + -
 24.37 54.60
 31.54 86.20
 12.20 102.71
 68.11 243.57
 68.11
 195.46
 436.82
 261.36
 8.30
 269.66

	+	H.	-	El.
Btu#14				269.66
	0.60	270.26		
			11.92	258.44
	0.32	258.76		
			11.66	247.10
	1.45	248.55		
Btu#15			2.21	246.34
	4.91	251.25		
			11.80	239.45
	0.49	239.94		
			5.75	234.19
	9.51	243.70		
			8.35	235.35
^{nd. rd} Btu#16	6.96	242.31		53.30
			1.71	240.60
	1.79	242.39		
			12.04	230.35
	0.83	231.18		
			8.77	222.41
	0.32	222.73		
			10.81	211.92
	2.65	214.57		
Btu#17			11.71	202.86

Cont'd from Pg. 8

9

See Page 8

4/28/26
Coote
Losey
Bell

On R.P. Hub 45' Rt. 136+60
City Datum = 240.22

246.30
- 6.12

240.22

On R.P. Hub 33' Rt. 148+35
City Datum = 234.48

- 53.30
- 29.26

269.66
- 110.60

159.06

246.30
- 6.12

240.22

On R.P. Hub 50' Lt. 158+19.86
City Datum = 196.74

Check Levels Btu# 17 to # 14

Btu# 17

207.86

See Pg. 9

11.71 214.57 1.41 213.16

9.20 222.36 0.15 222.21

6.52 228.73 1.07 227.66

8.37 236.03 2.51 233.52

8.32 241.84

1.22 240.62 240.60

6.00 235.84

7.80 243.64 7.87 235.77

4.31 240.08 0.62 239.46

8.52 247.98 1.63 246.35 246.34

4.73 243.25

8.21 251.46 0.26 251.20

10.22 261.42 0.27 261.15

9.95 271.10 1.45 269.65 269.66

Btu# 16, Pg. 9

Btu# 15, Pg. 9

Btu# 14, Pg. 9

	+	Hl.	-	Σl.
Btu#4 San Diego Ave. - 374#0				402.66
	8.09	410.75		
			0.92	409.83
	7.22	417.05		
			1.56	415.49
	9.12	424.61		
			0.31	424.30
	11.67	435.97		
			0.16	435.81
	11.91	447.72		
			0.18	447.54
	9.78	457.32		
B.M.#5			2.73	454.59
	1.10	455.69		
			3.23	452.46
	5.00	457.46		
			0.98	456.48
	7.69	464.17		
			2.51	461.66
	7.77	469.43		
Btu#4			5.34	464.09
	11.05	475.14		
			0.45	474.69
	11.50	486.19		

B.M.^s MASSACHUSETTS AVE (11)

Top 1" Pipe SE Cor Massachusetts &
San Diego Aves.

4/30/26
Cools
Losey
Bell

Nail in Power pole 24' Right Sta. 37+92

Hub 65' Pt. Sta. 26+50

486.19

0.08 486.11

12.08 498.19

0.18 498.01

Btu#3

4.37 502.38

11.78 490.60

0.82 491.42

11.85 479.57

0.97 480.54

8.97 471.57

Btu#2

1.44 473.01

12.00 461.01

0.01 461.02

3.62 457.40

4.90 462.30

6.63 455.67

Btu#1

0.36 456.03

12.00 444.03

0.18 444.21

11.57 432.64

0.63 433.27

11.19 422.08

0.22 422.32

1.36 420.96 420.98

Btu

Btu#0

6.31 416.01 416.00

On R.P. Hub 40' Rt. Sta. 18+60

On R.P. Hub 44' Lt. Sta. 11+24.45 P.I.

On R.P. Hub 40' Rt. Sta. 4+35

On Conc. Man at La Mesa City Limits
Nail in Tel. Pole 37' N.W. from 0+00

Sta. Dist.

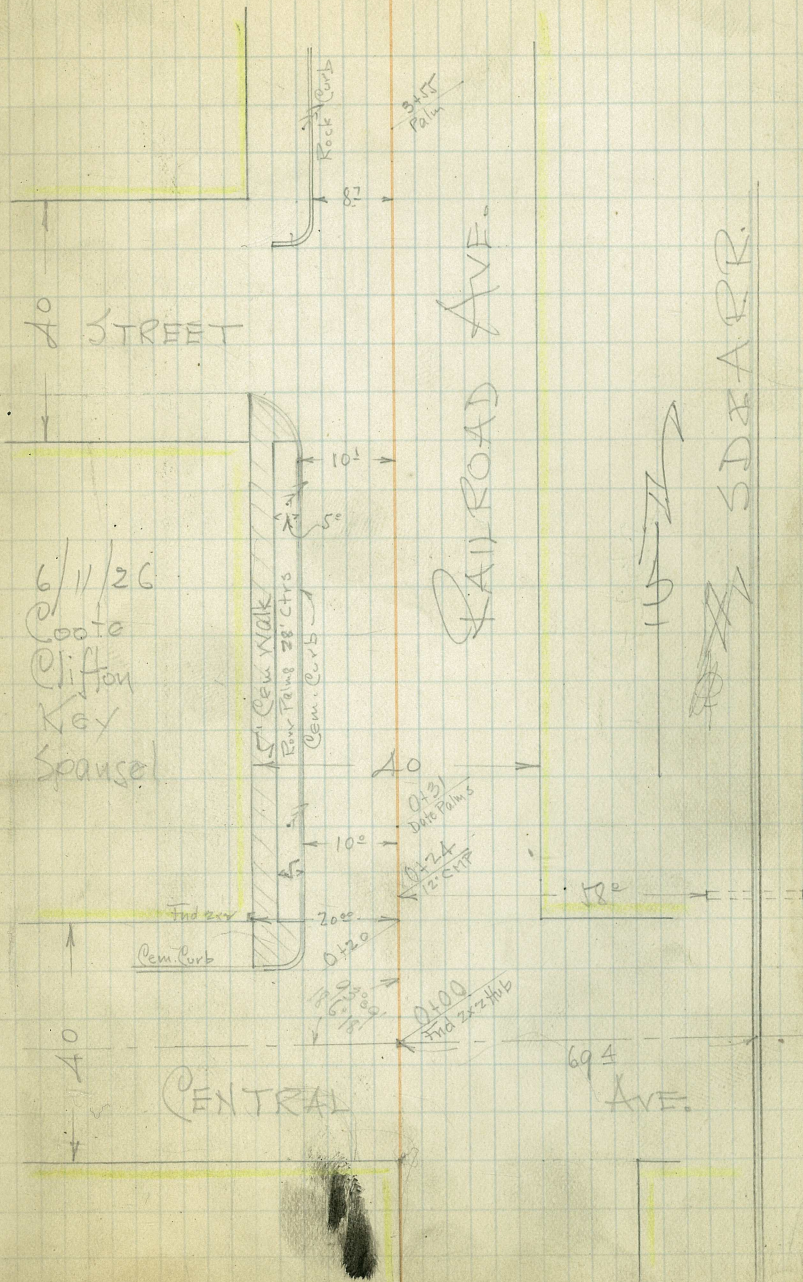
Angles

± Ties

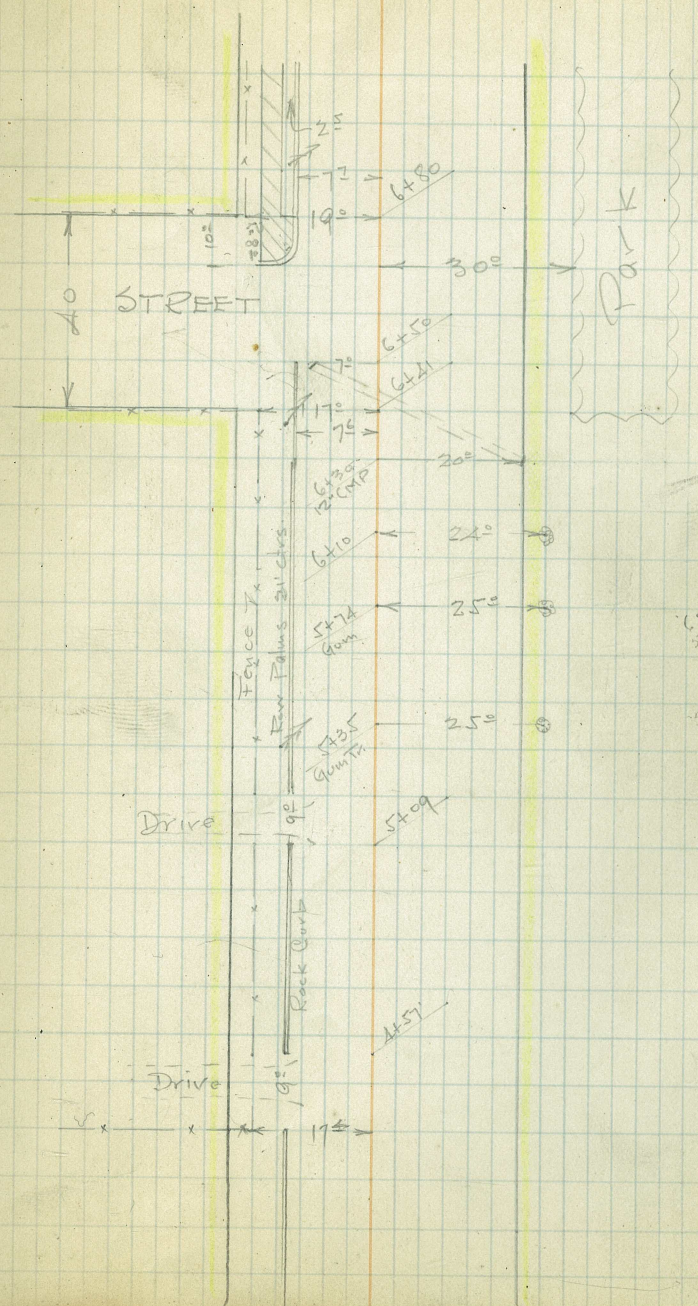
1347.95'

0+00

Survey of
RAILROAD AVENUE
Lemon Grove



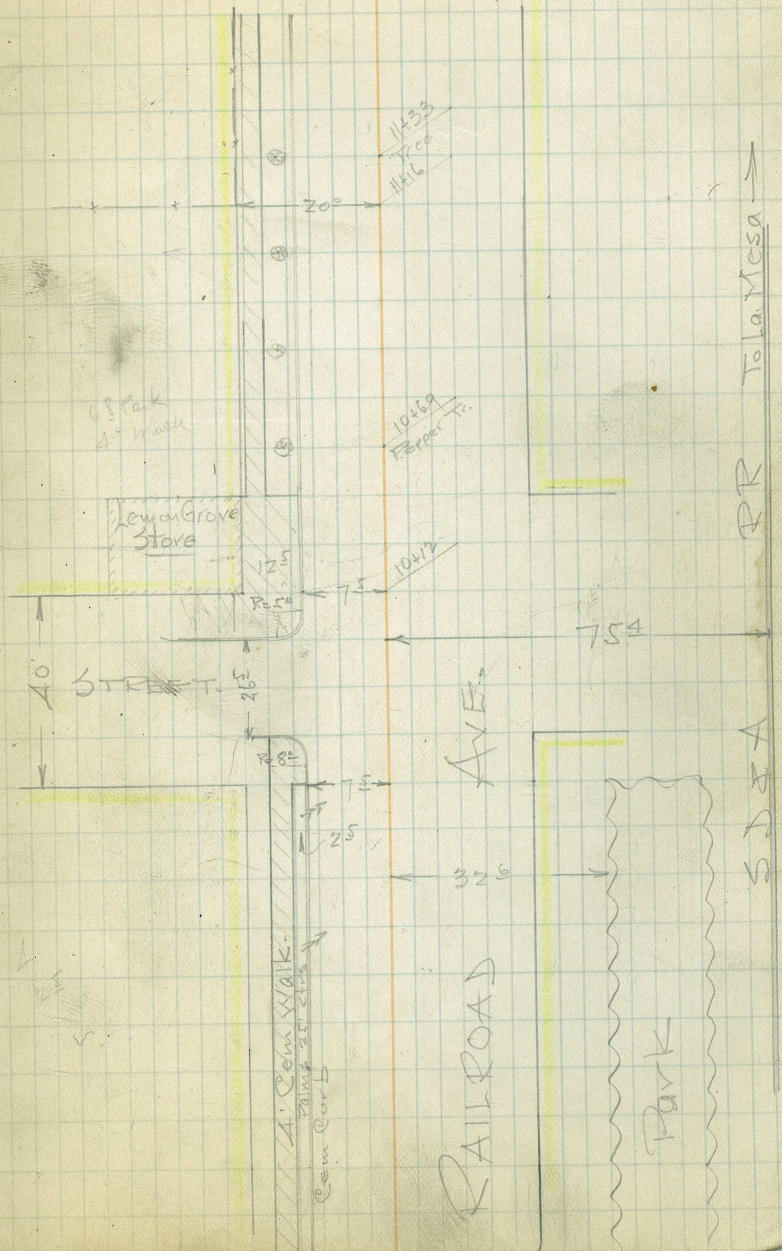
1347.95



14
5.09
13.2
5.74
5.35

8+10.56
P.O.T.

1347.95



Sta	Dist.	Angle	Def.	Ties
		Az.		

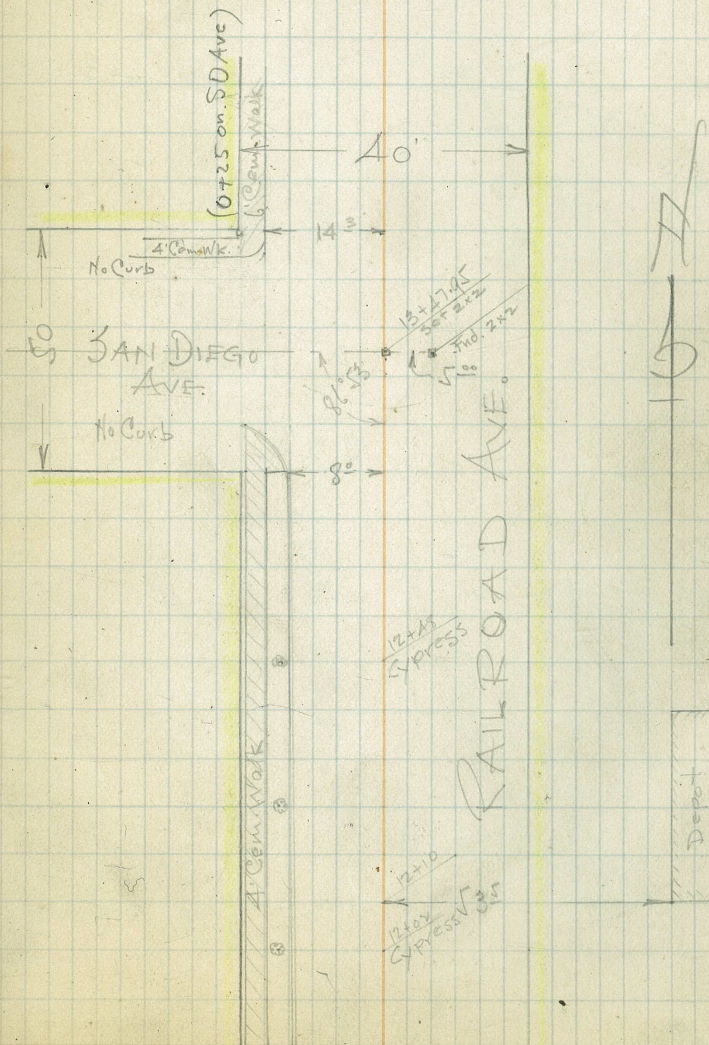
16

X-SECS on Pgs 17

13+47.95

Sec Bk S, Pal
for ties to point S.E.
Sta 13+47.95

1347.95



RAILROAD AVENUE.

CROSS SECTIONS. 17

Sta. + Hl. - El.-

6/11/26
Coote
Clifton
Key
Spansel.

Notes Pg. 13

BW
3.31 434.63

431.32 BW#0 Central Ave - See Pg 1, This book
Lt. Rt.

0

Hl. 434.63
30.2 29.9 29.1 28.5 28.3 29.19
4.4 4.7 5.5 6.1 6.3 5.44
5.0 2.0 1.8 3.0 6.7
en Rail

0-50
-100
-200
6.4 428.2
7.5 427.1
8.3 426.3

en RR Ave.-

0+24

29.6 29.3 29.4 29.4 29.7 28.0 26.0
5.00 5.29 5.8 5.7 4.9 6.6 8.6
20 10 10 7 26 58
Mark cur Flow line
18' emp
Under RR

+50
27.44 29.72 29.0 29.5 29.6 28.4 27.5
4.75 4.91 5.6 5.1 4.8 6.2 7.1
20 10 10 11 21 30
Wk. cur

1
30.63 30.43 29.63 30.2 30.0 29.4 28.4
4.00 4.20 5.0 4.4 4.6 5.2 6.2
20 10 10 11 18 30
Wk. cur

+

A34.63

+50

2.17 A32.46 ✓

7.25 A39.71

2

+50

3

+29

Approx # Street

+50

4

+50

H.I 434.63

31.71	31.53	30.6	31.2	31.1	30.7	29.6
$\frac{29.2}{20}$	$\frac{31.0}{10}$	$\frac{38}{10}$	$\frac{3.4}{-}$	$\frac{3.5}{11}$	$\frac{3.9}{16}$	$\frac{5.0}{30}$
WR	Curb					

H.I 439.71

32.94	32.82	32.1	32.4	32.6	32.0	31.0
$\frac{6.77}{20}$	$\frac{6.89}{10}$	$\frac{7.6}{10}$	$\frac{7.3}{-}$	$\frac{7.1}{11}$	$\frac{7.7}{16}$	$\frac{8.7}{30}$
WR	Curb					

34.21	33.90	32.9	33.7	33.9	33.1	33.6	32.2
$\frac{5.50}{20}$	$\frac{5.73}{10}$	$\frac{6.8}{10}$	$\frac{6.0}{-}$	$\frac{5.9}{10}$	$\frac{6.6}{16}$	$\frac{6.1}{17}$	$\frac{7.5}{30}$
WR	Curb						

35.52	35.16	35.6	34.6	34.2	34.2	34.5	32.9	32.8
$\frac{4.19}{20}$	$\frac{4.55}{10}$	$\frac{6.1}{10}$	$\frac{5.1}{-}$	$\frac{4.9}{11}$	$\frac{5.5}{17}$	$\frac{5.2}{18}$	$\frac{6.8}{24}$	$\frac{6.8}{30}$
WR	Curb							

37.2	36.2	35.7	34.9	35.1	35.1	34.5	35.0	33.6	33.1
$\frac{2.5}{100}$	$\frac{3.3}{50}$	$\frac{4.0}{20}$	$\frac{4.8}{6}$	$\frac{4.6}{-}$	$\frac{4.6}{11}$	$\frac{5.2}{17}$	$\frac{4.7}{18}$	$\frac{6.1}{24}$	$\frac{6.6}{30}$

35.6	35.10	35.0	35.3	35.3	34.2	35.2	33.7	33.4
$\frac{4.1}{20}$	$\frac{4.31}{9}$	$\frac{4.7}{9}$	$\frac{4.4}{-}$	$\frac{4.4}{11}$	$\frac{4.9}{17}$	$\frac{4.5}{18}$	$\frac{6.0}{24}$	$\frac{6.3}{30}$

36.4	36.3	35.7	35.9	35.9	36.6	36.0	36.79
$\frac{5.3}{20}$	$\frac{3.40}{9}$	$\frac{4.0}{9}$	$\frac{3.8}{-}$	$\frac{3.8}{17}$	$\frac{3.1}{20}$	$\frac{3.7}{30}$	$\frac{2.92}{70 \text{ on Rail}}$
	Curb						

37.4	36.5	36.8	37.0	36.6
$\frac{2.3}{20}$	$\frac{3.2}{9}$	$\frac{2.9}{-}$	$\frac{2.7}{19}$	$\frac{3.1}{30}$

✓
X

Lt.

Rt.

19

439.71

5

1.80 437.91

H.1 439.71

38.5	38.5	38.4	37.4	37.9	36.7	37.9	38.4	37.6
$\frac{1.2}{20}$	$\frac{1.7}{15}$	$\frac{1.3}{9}$	$\frac{2.3}{7}$	$\frac{1.8}{7}$	$\frac{1.5}{13}$	$\frac{1.8}{19}$	$\frac{1.3}{20}$	$\frac{2.1}{30}$
Curb								

+50 9.95 447.86

H.1 - 447.86

39.9	39.8	39.7	39.1	39.3	39.5	39.7	39.8	39.0
$\frac{8.0}{20}$	$\frac{8.1}{15}$	$\frac{8.2}{9}$	$\frac{8.5}{7}$	$\frac{8.6}{7}$	$\frac{8.4}{13}$	$\frac{8.7}{19}$	$\frac{8.1}{20}$	$\frac{8.9}{30}$
Curb								

6

41.4	41.3	41.2	40.7	40.6	40.9	40.4	40.5	40.6
$\frac{1.5}{20}$	$\frac{6.6}{15}$	$\frac{6.7}{7}$	$\frac{7.7}{7}$	$\frac{9.3}{7}$	$\frac{7.0}{13}$	$\frac{7.5}{15}$	$\frac{7.0}{20}$	$\frac{7.3}{30}$
Curb								

+30

40.1
4.8
 $\frac{4.8}{20}$ Flow line
12" CMP

+50

42.5	42.4	40.9	42.5	42.5	42.1	42.6	42.1
$\frac{5.4}{20}$	$\frac{5.5}{8}$	$\frac{7.0}{7}$	$\frac{5.4}{12}$	$\frac{5.8}{17}$	$\frac{5.3}{15}$	$\frac{5.3}{18}$	$\frac{5.5}{30}$
Curb							
Flow line 12" CMP							

+60

± Street

45.7	44.4	43.6	42.9
$\frac{2.2}{150}$	$\frac{3.5}{100}$	$\frac{4.3}{50}$	$\frac{5.0}{50}$

+80

44.25
36.3
Curb 7.5

7

44.9	44.81	44.61	43.9	44.3	43.9	43.9
$\frac{3.0}{20}$	$\frac{3.05}{14}$	$\frac{3.25}{7}$	$\frac{4.0}{7}$	$\frac{3.6}{7}$	$\frac{4.0}{18}$	$\frac{4.0}{30}$
Walk						
Curb						

✓

447.86

7+50

8

1.87 445.99 ✓

A.35 450.34

+50

9

+50

+90

* Street

10

+10

46.2	45.94	45.91	45.0	45.6	45.0	45.0
$\frac{17}{20}$	$\frac{19}{14}$	$\frac{2.05}{7}$	$\frac{29}{7}$	$\frac{23}{7}$	$\frac{29}{18}$	$\frac{29}{30}$
	NK	Conv				

46.9	46.63	46.60	45.7	46.0	46.1	45.7	45.9	44.51
$\frac{10}{20}$	$\frac{12.3}{14}$	$\frac{1.26}{7.5}$	$\frac{21}{7}$	$\frac{19}{7}$	$\frac{18}{15}$	$\frac{2.7}{19}$	$\frac{20}{30}$	$\frac{3.38}{73}$ on Rail
	NK	Conv						

46.6	46.39	46.29	45.8	46.2	46.3	46.5
$\frac{37}{20}$	$\frac{395}{14}$	$\frac{4.05}{7.5}$	$\frac{45}{7}$	$\frac{A.1}{7}$	$\frac{A.0}{20}$	$\frac{38}{30}$
	NK	Conv				

46.2	46.12	45.82	45.2	45.8	46.0	46.5
$\frac{A.1}{20}$	$\frac{A.2}{14}$	$\frac{A.52}{7.5}$	$\frac{5.1}{7}$	$\frac{A.5}{7}$	$\frac{A.3}{20}$	$\frac{38}{30}$
	NK	Conv				

45.0	45.54	45.4	44.7	45.3	45.7	45.4	45.9
$\frac{5.3}{20}$	$\frac{A.76}{14}$	$\frac{A.90}{7.5}$	$\frac{56}{7}$	$\frac{5.0}{7}$	$\frac{A.6}{13}$	$\frac{A.9}{28}$	$\frac{A.4}{30}$
	NK	Conv					

42.8	43.2	44.0	45.0
$\frac{7.5}{100}$	$\frac{7.1}{100}$	$\frac{6.8}{50}$	$\frac{5.3}{50}$

44.1	44.3	44.7	45.3	46.55
$\frac{6.2}{20}$	$\frac{6.0}{10}$	$\frac{5.6}{10}$	$\frac{5.0}{30}$	$\frac{279}{75}$ on Rail

43.85
$\frac{53.65}{6.49}$
$\frac{7.5}{7.5}$
Conv

+

450.34

10+50

5.98 AAA -36

3.19 147.85

11

+50

12

+50

13

+47.95

San Diego Ave.

+73

14+50

15+50

Byu*x

6.2 41.7
6.1 41.4
4.79 443.06 443.07

See Pg 1. for Description -

H.1 450.34

43.47	43.77	43.5	43.9	44.5	44.5
<u>6.87</u>	<u>6.57</u>	<u>6.2</u>	<u>6.4</u>	<u>5.8</u>	<u>5.8</u>
18	7.5	7		15	30
WK	Comb				

H.1. 447.85

43.76	43.60	43.1	43.5	44.2	44.2
<u>4.09</u>	<u>4.25</u>	<u>4.7</u>	<u>4.2</u>	<u>3.6</u>	<u>3.6</u>
19	7.5	7		13	30
WK	Comb				

43.59	43.45	42.8	43.4	43.8	43.8
<u>4.26</u>	<u>4.40</u>	<u>5.0</u>	<u>4.4</u>	<u>4.0</u>	<u>4.0</u>
19	9	8		9	30
WK	Comb				

43.80	43.29	42.6	43.3	43.8	43.4
<u>4.00</u>	<u>4.57</u>	<u>5.3</u>	<u>4.6</u>	<u>4.1</u>	<u>4.5</u>
19	8	8		10	30
WK	Comb				

43.29	43.15	42.6	43.3	43.5	43.1
<u>4.57</u>	<u>4.71</u>	<u>5.3</u>	<u>4.6</u>	<u>4.4</u>	<u>4.5</u>
19	8	8		25	30
WK	Comb				

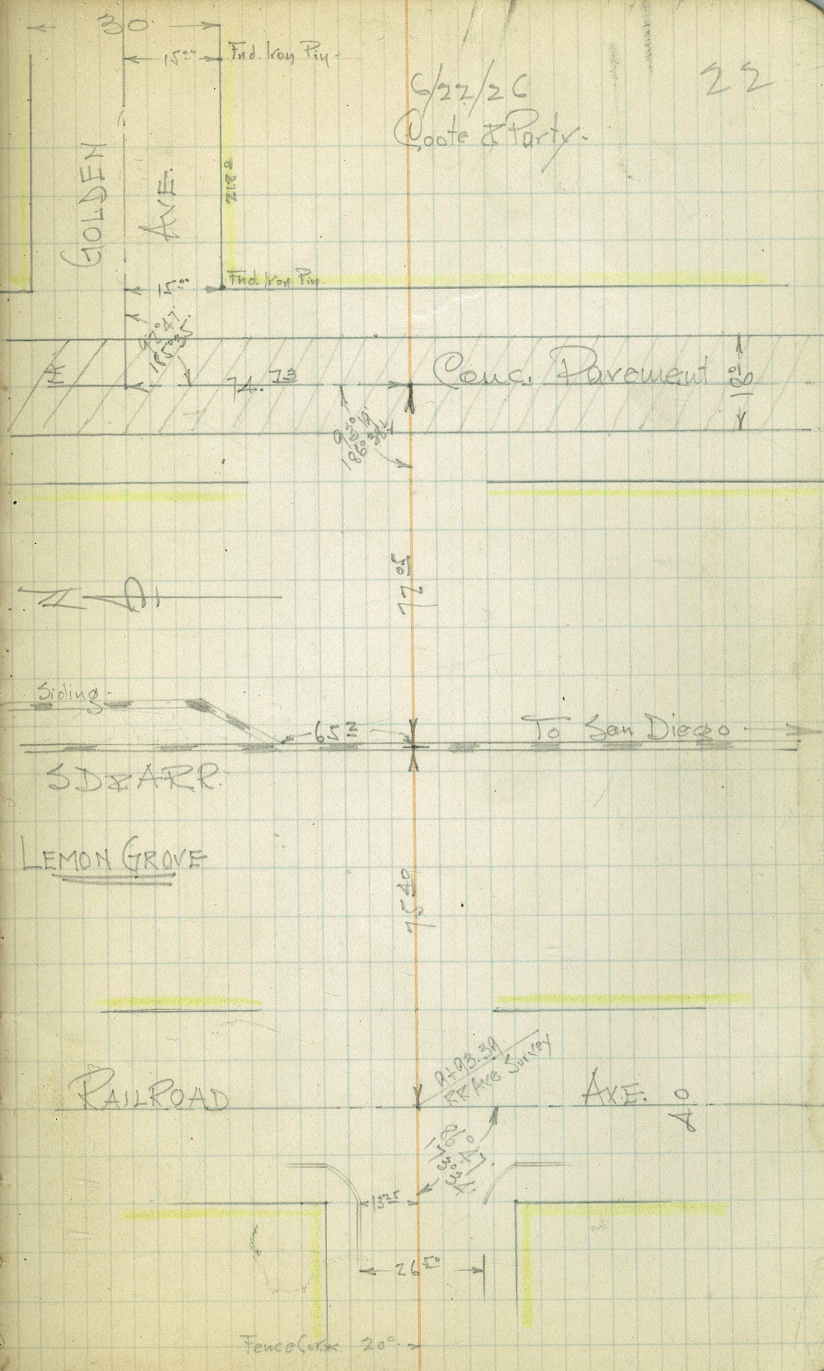
43.21	42.46	42.11	42.9	43.4	42.8
<u>4.65</u>	<u>4.88</u>	<u>5.5</u>	<u>5.0</u>	<u>4.5</u>	<u>5.1</u>
19	8.2	8		19	30
WK	Comb				

40.4	41.6	42.0	42.9	43.1	43.2	42.6	47.11
<u>7.5</u>	<u>6.3</u>	<u>5.9</u>	<u>5.0</u>	<u>4.8</u>	<u>4.7</u>	<u>5.3</u>	<u>0.75</u>
150	100	50	20		18	30	72 On Rail -

42.36	42.20	42.0	42.4	42.8	42.1	42.4	42.1
<u>5.27</u>	<u>5.65</u>	<u>5.9</u>	<u>5.5</u>	<u>5.1</u>	<u>5.8</u>	<u>5.5</u>	<u>5.8</u>
20	14	9		12	25	20	30
Walk	Walk						

6/27/20
Route & Party.

22



23

24

25

570 CENTRAL AVENUE

X-Sections from R.R. Ave. across
SD&ARR to County Blvd.

Lt.

Rt.

2C

Cootes & Party
7/6/26

B.M.

1.33 432.65

431.32 Blk # 0 Central Ave Survey
See Pg. 1, This book -

0

ctr. Central & RR.

$\frac{3.6}{30}$ $\frac{2.8}{14}$ $\frac{3.5}{8}$ $\frac{4.1}{8}$ $\frac{4.7}{30}$

+50

$\frac{2.8}{200}$ $\frac{5.1}{100}$ $\frac{6.7}{50}$ $\frac{5.8}{21}$ $\frac{4.6}{11}$ $\frac{4.4}{8}$ $\frac{4.9}{8}$ $\frac{6.8}{14}$ $\frac{6.3}{30}$ $\frac{6.3}{50}$ $\frac{7.3}{100}$ $\frac{9.0}{200}$

+67

on Rail

$\frac{12.4}{100}$ $\frac{2.97}{30}$ $\frac{3.49}{30}$ $\frac{4.08}{30}$ $\frac{5.35}{100}$

+72

"

$\frac{2.95}{30}$ $\frac{3.48}{30}$ $\frac{4.08}{30}$

+84

$\frac{6.7}{100}$ $\frac{8.0}{50}$ $\frac{8.0}{10}$ $\frac{4.7}{15}$ $\frac{6.0}{15}$ $\frac{7.6}{20}$ $\frac{8.7}{50}$ $\frac{9.3}{100}$

432.65

1+25

+35

116
35

+47

160
135

+54

2+51

3+00

£ Paved Highway

£ Drain

Lt.

Rt.

27

$\frac{9.0}{30}$

$\frac{10.0}{30}$

$\frac{10.0}{30}$

$\frac{7.28}{100}$

$\frac{8.70}{30}$

$\frac{9.30}{30}$

$\frac{9.56}{30}$

$\frac{11.25}{100}$

$\frac{8.9}{30}$

$\frac{9.6}{30}$

$\frac{10.1}{30}$

$\frac{8.5}{100}$

$\frac{10.0}{30}$

$\frac{10.6}{30}$

$\frac{10.8}{30}$

$\frac{12.0}{100}$

$\frac{16.7}{30}$

$\frac{15.0}{30}$

Cross Sections

From RR Ave across SD & A.R.R.
to County Blvd. & Golden Ave.

See Pg. 22 for Sketch

B.M.

6.48 449.50

443.02

B.M. #X - See Pg 1, This Book

0+00 =
9+93.39
RR Ave. Survey

+34

+73

on Rail

+31

1+47.45

± Pavement

2+22.18 = Golden By sketch Pg. 22

2+35

28

Lt.

Rt.

44.9
 $\frac{5.4}{30}$ $\frac{1.6}{30}$ $\frac{1.4}{30}$

45.2
 $\frac{5.6}{100}$ $\frac{5.1}{50}$ $\frac{4.8}{30}$ $\frac{1.3}{30}$ $\frac{4.2}{25}$

46.45
 $\frac{2.64}{100}$ $\frac{2.95}{30}$ $\frac{3.05}{30}$ $\frac{3.24}{30}$ $\frac{3.80}{100}$

47.3
 $\frac{2.5}{100}$ $\frac{2.3}{30}$ $\frac{2.1}{30}$ $\frac{2.5}{30}$ $\frac{2.5}{100}$

47.3
 $\frac{2.34}{105}$ $\frac{2.20}{100}$ $\frac{2.20}{75}$ $\frac{2.24}{30}$ $\frac{2.20}{30}$ $\frac{2.78}{30}$ $\frac{2.55}{100}$
± Golden

47.5
 $\frac{2.3}{100}$ $\frac{2.0}{30}$ $\frac{2.0}{30}$ $\frac{2.0}{30}$ $\frac{2.4}{150}$

2+50 449.50

3

1.05 448.45

4

6.64 455.09

5

6

+50

7

+50

$\frac{28}{25}$ $\frac{22}{18}$ $\frac{13}{7}$ $\frac{19}{20}$ $\frac{13}{30}$ $\frac{14}{30}$

1.0

$\frac{19}{13}$ $\frac{55}{10}$ $\frac{5.0}{8}$ $\frac{52}{8}$ $\frac{5.0}{12}$

38

2.3

7.0

3.4

5.1

Profile along Golden Ave

Cross Sections of
RAILROAD Ave & NORTH Ave.
from 13+47.95 to

30

H. R.
(± is 72± Left of west
rail of main line -)

Blu
3.35 446.37

443.02 Blu# X - See Pg 1, This Book -

14

42.2 42.1 41.8 41.5 42.4 41.6 41.9 41.7
 $\frac{42.0}{26}$ $\frac{42.3}{19}$ $\frac{41.6}{19}$ $\frac{41.9}{15}$ $\frac{42}{-}$ $\frac{41.9}{16}$ $\frac{41.5}{24}$ $\frac{41.7}{30+50}$

15

41.7 41.5 40.3 41.2 41.9 41.7 40.8 41.3 41.3
 $\frac{41.7}{30}$ $\frac{41.5}{16}$ $\frac{40.3}{13}$ $\frac{41.2}{12}$ $\frac{41.9}{-}$ $\frac{41.7}{11}$ $\frac{40.8}{14}$ $\frac{41.3}{15}$ $\frac{41.3}{30}$

16

41.7 41.7 41.5 42.4 41.9 41.7
 $\frac{41.7}{30}$ $\frac{41.7}{23}$ $\frac{41.5}{17}$ $\frac{42.4}{-}$ $\frac{41.9}{10}$ $\frac{41.7}{30}$

17

42.7 42.9 44.0 43.3 42.9
 $\frac{42.7}{30}$ $\frac{42.9}{14}$ $\frac{44.0}{-}$ $\frac{43.3}{11}$ $\frac{42.9}{30+40}$

3.07 443.30

9.35 452.65

18

45.7 35.7 44.9 45.8 45.1 45.6 45.2
 $\frac{45.7}{20}$ $\frac{35.7}{14}$ $\frac{44.9}{12}$ $\frac{45.8}{69}$ $\frac{45.1}{13}$ $\frac{45.6}{23}$ $\frac{45.2}{30}$

452.65

19

20

+62 ± North Ave - On split of angle -
0.42 452.23

21

7.18 459.41

+37

on Rail - on Line of track

+44

on Rail

+88

+22 + 28

± Pavement

12.10 447.01 447.05

23

24

48.02	48.01	48.1	47.7	48.1	47.1	47.5	47.5
463	464	40	50	45	56	52	52
22	15	12	9		14	17	30
on Rail							

50.6	50.2	49.7	50.2	50.3	49.5	50.0	50.0
21	24	30	25	24	32	27	27
24	16	14	10		17	20	30

52.4	52.0	52.3	52.3	52.0	51.0	50.4
03	07	06	04	07	17	23
20	15	12		20	30	50

53.3	52.9	53.1	51.6	50.8	50.3
61	65	63	78	91	91
30	21		17	27	30

58.13	57.92	56.44	55.8	55.09	54.48	53.32
128	249	277	360	432	493	609
100	50	30		30	50	100

55.52

384

53.6	54.0	53.5	53.7	52.0	50.6
48	54	59	57	74	88
50	15		12	24	50

54.48	53.98	53.29	52.46	51.94	50.84
493	543	616	695	747	857
50	30			50	100

64
66

4941

84 51.0
9.5 49.9

5.0 54.4
1.6 57.8

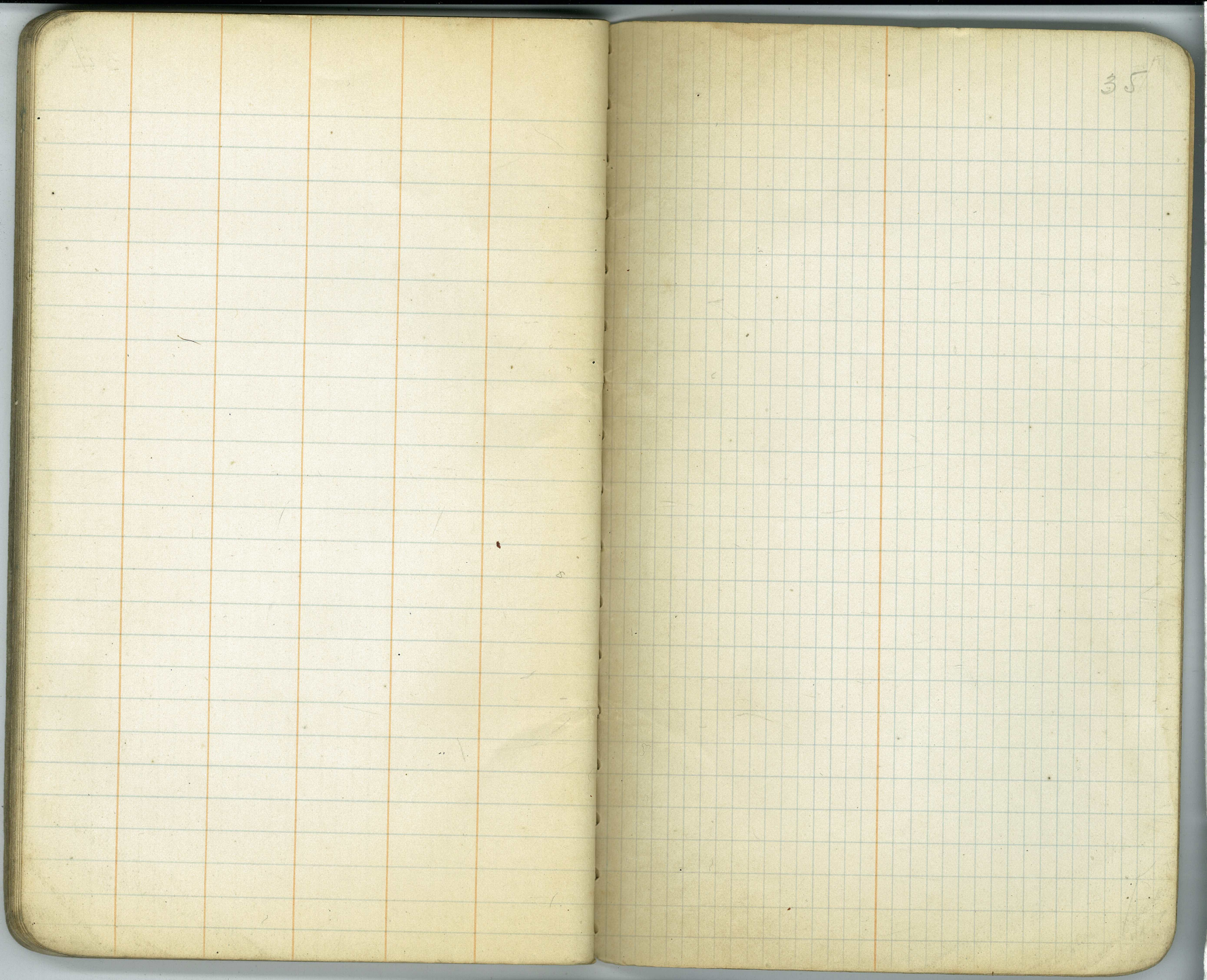
32

On North Ave. 100' West $\frac{1}{2}$ of RR
" 200' "

On RR Ave 100' North $\frac{1}{2}$ of North Ave
" 200' "

33

34



9193.39 86-47 SW4 C.U.
173-34

147.45
75.4
72.05

92-47
185-35

74.73

199.60
94.19
105.41

94-19
187-38 1/2

129.50
53.8

444.14 Elev of walk at Store Pdy

L = 38-38

R = 200

T = 70.10

L = 134.85

754
20
73.0

BC. 50 + 14.10

EC. 51 + 189.5 =

51 + 54.30

4 + 65.17

12.78

54.85

93-19
186-38

V
N

