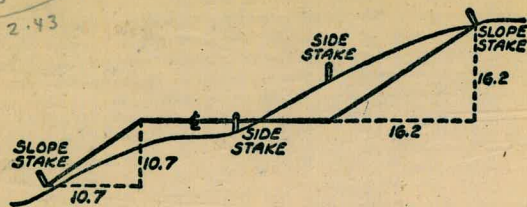




322.43
210
112.43



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 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.

West Aero Way
F.L Culvert — 400.66

East Aero Way
F.L. Culvert — 403.11

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TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.035	.039	.043	.047	.051	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.118	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.618	.707	.797	.877	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

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Profile Levels

Runway 'B'

from 45+00 to Canyon

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Cont. on Rt. Page

60+00		5.3	415.6
59+00		6.8	414.1
58+00		6.7	414.2
57+00		6.8	414.1
56+00		5.1	415.8
55+00		4.0	416.9
54+00		4.2	416.7
53+00		4.6	416.3
T.P.	577	420.92	3.80
52+00		3.9	415.0
51+00		4.1	414.8
50+00		4.8	414.1
49+00		3.9	415.0
48+00		4.7	414.2
47+00		6.1	412.8
46+00		6.5	412.4
45+00		5.8	413.1
	804	418.95	410.21

INDEXED
W.K.
JAN 3 1950

71+44	7.9	409.4
(71+10) 30' H	3.0	414.3
(71+10) 60' H	4.0	413.3
71+10 = Bottom Canyon	14.3	403.0
71+00	12.8	404.5
70+44 = Rim Small Canyon	4.8	412.5
70+00	3.7	413.6
T.P. 307	417.29	6.75
69+00	7.9	414.1
68+00	7.1	414.9
67+00	6.6	415.4
66+00	8.1	413.9
65+50	6.6	415.4
65+00	7.8	414.7
64+00	5.1	416.9
63+00	5.6	416.4
62+00	5.6	416.4
61+00	5.9	416.1
T.P. 578	421.97	4.73
		416.19
B.M. #6	420.92	

7P		9.1	413.18	Hub in Med. Rock
76+30 = Rim	Large Canyon	7.1	410.2	
75+30		6.1	411.2	
74+85 = Bottom		15.0	402.3	
74+47 = Rim	^{Small} Canyon	5.6	411.7	
(74+00)	Rim = 125' RT 100' wide 30 Deep			
74+00		4.5	412.8	
(73+00)	300' L	0.0	417.3	
(73+00)	300' R	3.0	414.3	
(73+00)	125' RT = Rim Canyon	^{South} 4.0	413.3	
(73+00)	75' RT = Bottom Canyon	^{Approx} 2.5	392.3	
(73+00)	40' RT = N. Rim Canyon	5.0	412.3	
73+00		4.8	412.5	
(72+00)	300' RT	3.5	413.8	
(72+00)	200' L	0.0	417.3	
(72+00)	30' L	4.0	413.3	
(72+00)	100' R	4.0	413.3	
(72+00)	40' RT = Bottom Canyon	^{Approx} 30.0	397.3	
72+00		9.3	408.0	

417.29

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Profile Levels Parallel to
Proposed Runway No 3 (FB 1750-53)
And 400 N.E. Ly.

Continon P. 4

Continon H. Page

INDEXED
W.K.
JAN 3 1950

				TP 510	420.69	9.56	415.59
34+00	52	414.5	34+00		10.0	415.2	
33+00	54	414.2	33+00		9.0	416.2	
22+00	4.8	414.9	32+10		9.8	415.4	
31+00	4.6	415.1	32+00		10.7	414.5	
20+00	5.2	414.5 ¹	31+71		8.2	417.0	
19+00	5.7	414.0	31+00		7.4	417.8	
18+00	7.0	412.7	30+00		6.5	418.7	
17+00	7.5	412.2	29+00		4.6	420.6	
TP	7.50	412.66	3.53	28+60		3.9	421.3
16+00	3.5	412.2		28+50		3.0	422.2
15+00	2.9	412.8		28+00		3.6	421.6
14+00	2.1	413.6		27+00		4.9	420.3
13+00	3.5	412.2		26+00		6.6	418.6
12+00	6.2	409.5		TP	7.34	425.15	1.85 417.81
11+00	7.0	408.7		25+00		2.9	417.3
10+00 = H to 10+00 No 3 Rwy E.	7.7	408.00				412.66	
	5.51	415.62	410.18	B.M. on L. Hub 10+00 Runway No 3 FB 1750 65			

E. Profile Levels 400' NELY of E
 Runway N 3
 Cont. from P. 3.

Cont. on Rt. P.

46+00		57	421.1
45+00		78	419.0
TP	2.37	426.84	3.22 417.47
44+00		37	417.0
43+50		40	416.7
43+00		61	414.6
+70		37	417.0
42+00		60	414.7
41+00		63	414.4
40+73		83	412.4
40+00		69	413.8
39+00		52	415.5
38+20		60	414.7
38+00		45	416.2
37+00		66	414.1
36+00		48	415.9
35+00		54	415.2

420.69
 7

Cont. P. 5

62+00	81	424.3
61+00	66	425.8
60+00	51	427.2
59+00	88	423.6
58+00	10.1	422.3
57+00	11.3	421.1
56+00	10.6	421.8
TP 10.04	432.35	45.3 422.31
55+00	50	421.8
54+00	36	423.2
53+00	28	424.0
52+00	35	423.3
51+00	41	422.7
50+00	46	422.2
49+15	= lot. Bdy. Fence	
49+00	51	421.7
48+00	50	421.8
47+00	50	421.8

426.84
 7

Profile - 400' NELY. of E. Runway 1103

Cont. on Rt. Page				(75' Lt. 88+75) Edge Bluff Set B.M. on Pot. Hub	8.56	419.43	
				88+84 = Edge 250 Bluff	10.0	417.99	
73+00		5.8	413.36	88+00	13.2	414.79	
72+00		7.2	411.96	87+00 = Bottom of Draw	18.8	409.19	
71+00		7.7	411.46	86+00	12.1	415.89	
+70 = Drainage Channel		10.2	408.96	85+00	10.8	417.19	
+55		7.2	411.96	84+00	13.3	414.69	
70+00		5.5	413.66	83+00	14.9	413.59	
T.P.	136	419.16	11.98	417.30	82+00	13.2	414.79
69+00		12.3	416.98	81+00	14.4	413.59	
68+00		8.3	420.98	80+00	12.4	415.59	
+20		7.9	421.38	Chk. (3000' ~) 5990 E)	67.1	421.28	
67+00		5.7	423.58	79+00	5.7	422.29	
+65		5.7	423.38	+80	5.0	422.99	
66+00		4.1	425.18	78+00	7.7	420.29	
65+50 = Bk on stub 65+00 &		1.5	427.78	T.P.	9.14	427.99	
T.P. = Pot. on stub	0.75	429.28	3.82	428.53	77+00	3.0	416.16
65+00 = Pot.		3.9	428.5	76+00	4.3	414.26	
64+00		6.6	425.8	75+00	4.3	414.86	
63+00		8.7	423.7	74+00	6.0	413.16	

432.35

41216

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Walker
Johnson

E Profile Runway No 3

5

Cont. Rl. Page

Cont. P-6

59+00	79	419.94
58+00	77	420.14
57+00	70	420.84
56+00	58	422.04
55+00	42	423.64
54+00	59	421.94
53+00	60	421.84
52+00	64	421.44
TP	553	427.84 2.77 422.31
51+00	28	422.28
50+00	26	422.48
49+00	38	421.28
48+00	53	419.78
47+00	67	418.38
46+00	96	415.48
45+00	103	414.78
44+15	108	414.28

939 425.08

415.69

71+00	66	413.75
70+40	57	414.65
TP	108	420.35 12.31 419.27
70+00	136	417.98
69+00	123	419.28
68+00	73	424.28
67+00	48	426.78
66+00	76	423.98
65+00	91	422.48
64+00	93	422.28
63+00	72	424.38
TP	589	431.58 2.13 425.71
62+00	21	425.74
61+00	37	424.14
60+00	62	420.94

427.84

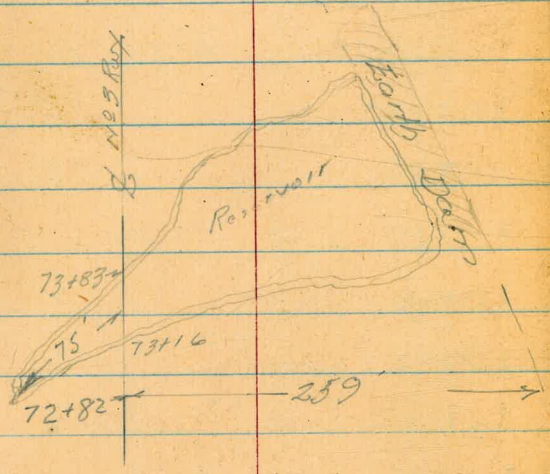
BM. on Hub 44+00 = E Runway No 3

FB 1750
69
65

Profile No 3 Rwy

Cont. on Rt. Page

TP	13.57	423.10	017	410.53
75+00			2.7	408.00
74+00			10.1	400.60
73+83	-Water Edge		13.1	397.60
73+50	-Approx Bottom	Reservoir	18.0	392.70
73+16	-Water Edge		13.1	397.60
73+00			9.6	401.10



TP	2.51	410.70	13.16	407.19
72+00			11.5	408.85
71+40			7.3	413.05

Cont. from P-5

420.35

TP 565	412.69	13.09	407.04
88+00		12.2	407.93
87+72		7.0	413.13
87+00		6.2	413.93
86+00		9.6	410.53
(84+80) Bottom Draw		16.6	403.53
85+00		13.8	406.33
84+00		9.7	410.43

TP 829	420.13	11.26	411.84
83+00		11.3	411.80
82+00		7.8	415.30
81+00		2.0	421.10
80+75		1.7	421.40
Chk Hub (3000 N / 5490 E)		17.7	421.33

80+00		4.1	419.00
79+00		6.7	416.40
78+00		8.6	414.50
77+00		9.6	413.50
76+00		10.5	412.60

423.10

			0.09	
			419.43	
		4.36	419.52	
92+55 =	Edge of MURPHY CANYON	5.4	418.48	
92+00		8.7	415.18	
T.P	11.74 423.88'	0.55	412.14	
91+00		8.4	404.29	
90+00		14.9	397.79	
89+40	- Int. Tel. line	20.3	392.39	
89+00	(Bottom DRAW)	20.3	392.39	
88+50	(BYK)	11.7	400.99	
	412.69			

1st Lt. Johnson
 Pope
 Kiley
 1-18-49

E Profile Runway 1193
 Across Graded Portions of
 Runway "A"

35+00	47	415.12
34+00	43	415.52
33+06 - edge paving	41	415.72
33+00 on paving	40	415.82
32+00 on Pav. "Approach 9th"	34	416.42
31+09 - 1/4 edge paving	44	415.42
31+00	46	415.22
30+00	56	414.22
29+00	64	413.42
28+99	66	413.22
28+68 - Drainage Ditch	94	410.42
28+61 - Drainage Ditch	94	410.42
28+18	18	418.02
28+00	24	417.42
27+00	46	415.22
26+00	679	413.01

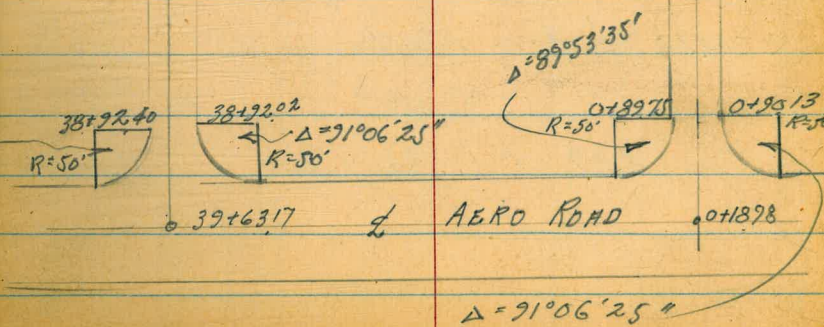
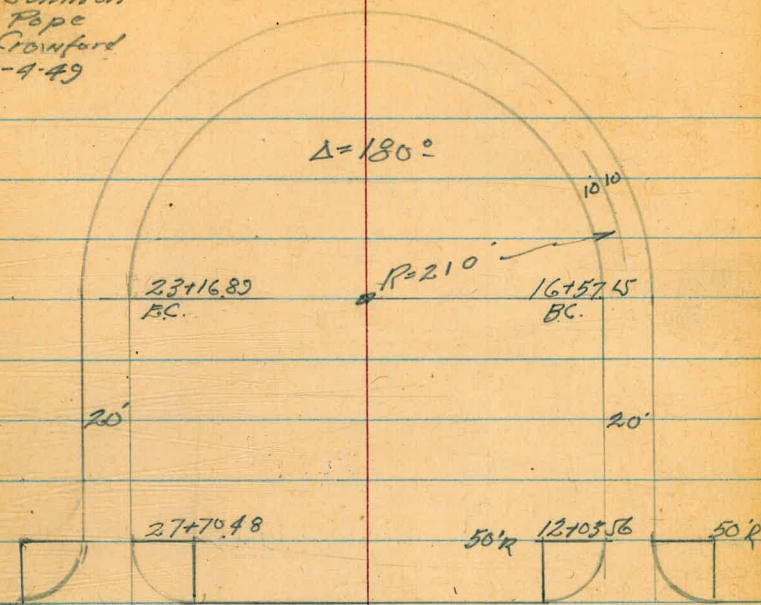
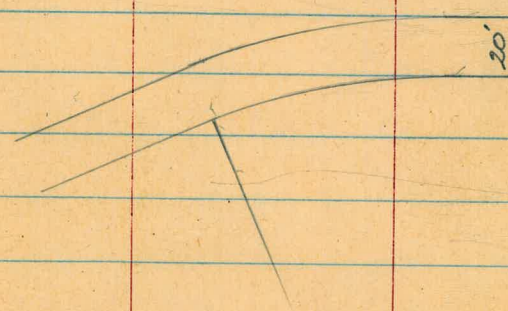
154 419.82 454 415.28
 246 419.80 417.34

B.M. Conc. Man 146+00 Runway "A"
 B.M. on slope Stake 139+50
 FB 1223
 13

~ CROSS SECTIONS ~
 on Portion Access Road
 to Parking Area
 ~ Gibbs Airport ~
 (To determine yardage for
 Drainage Ditches
 (Sections Pages 10-20))

INDEXED
 W.K.
 JAN 3 1950

Walker
 Johnson
 Pope
 Crawford
 3-4-49



Cont. from P. 9
 Sketch P. 9

2400

$\frac{E}{\text{ft.}}$
 206.25
 5.5 5.6 5.4 5.2 4.7
 15 35 38 41

1750

206.15
 5.6 5.7 5.2 4.3 4.3
 15 35 37 50

0190

206.05
 5.7 5.7 5.3 4.5 4.4
 15 34 40 50

0143

205.95
 5.8 5.6 5.7
 24 35
 206.18
 206.08

0+1898 = L. Aero Road

206.25
 5.5 5.3
 35
 411.78

489 411.78

406.89

B.M. Corner Men J.K. Co. Lot 24

Cont. from p-10

11

5100

106.65
51 50
15 35

4150

106.65
51 51
15 35

4100

106.07
52 51
15 35

3150

106.38
54 54
15 35

3100

106.38
54 54
15 35

2150

106.08
57 55
15 35

41178

Cont. from P-11

12

8+50

907.4
56

Rt.
56
50

54
35

8+00

907.1
59

57
15

54
35

7+50

907.00
60

59
15

58
35

T.P.

600 413.00 4.78 407.00

413.00

7+00

906.75
50

50
15

4.7
35

6+50

906.55
4.9

5.1
15

4.8
35

6+00

907.08
4.7

5.2
15

5.1
35

5+50

906.65
5.1

5.3
15

5.1
35

411.78

411.78

Cont. from P-12

11+83.36 = N.H. E & W Road

11+83.56 = S.H. E & W Road

10+83.56 = B.C. 50' Rad. Return

10+50

10+00

9+50

9+00

407.7 Ft. 13

407.7

53 52 54 48 47
15 35 50 75

407.8

52 52 52 49 47
15 35 50 75

407.6

54 51 48 48 47
15 35 50 75

407.5

55 53 50 49 48
15 35 50 75

407.3

57 54 51 49
15 35 50

407.4

56 54 52
15 35

407.3

57 56 56
15 35

41300

Cont. from P-13

Rt.

408.3

15+00

4.2 3.2 3.6
15 35

408.2

14+50

4.3 3.9 3.7
15 35

407.9

14+00

4.6 4.4 3.9
16 35

408.0

13+50

4.5 4.3 3.8
15 35

412.50

TP

461

412.50

511

407.89

407.8

13+00

5.1 5.2 4.7 4.6
15 35 50

407.8

12+50

5.2 5.1 4.5 4.6 4.6
15 35 50 75

407.8

12+03.56

5.2 5.1 4.8 4.9 4.6
15 35 50 75

413.00

413.00

Cont. from P 14

15

¢ A.

24+00

64
35 63
15 65

23+50

62
35 63
15 64

23+16.89 = F.C. 210' Radius.

62
35 63
15 63

↑
4-180°

16+57.15 B.C. Lt 210' Radius

4.10 3.6
15 3.4
35

16+00

4.1 3.9
15 3.6
35

15+50

4.1 3.9
15 3.4
35

412.50

412.50

Cont from p. 16

Lt.

L

17

30+50

5.2	5.2	4.7	4.6	5.2
50	35	32	16	

30+00

5.0	5.1	5.1	4.4	5.0
50	35	26	20	

29+50

4.8	4.8	4.9	4.3	4.8
75	50	35	15	

28+90.48 = E.C. 50' Radius Returns

4.5	4.7	5.1	4.3	4.8	4.8
75	50	24	21	15	

28+40.48 = S. line E+W Road

4.5	4.9	5.0	5.0	4.7
75	50	35	15	

409.91

T.P. 370 409.91 629 406.21

28+20.48 = N. line E+W Road

6.8	7.2	7.7	7.6	7.3
75	50	35	15	

27+70.48 = B.C. 50' Radius Returns

412.50

6.9	7.1	7.1	7.5	7.2
75	50	35	15	

412.50

Cont. from p. 17

18

34+00

62 63 57 57
50 35 16

33+50

60 61 60 57 57
50 35 24 16

33+00

60 60 57 55
50 35 15

32+50

59 60 56 56 56
50 35 21 15

32+00

58 60 55 54 56
50 35 25 15

31+50

57 51 51 54
35 21 14

31+00

54
35

55
27

48
24

48
19

54
15

52

407 91

37+50

5.8 5.9 6.2 6.6 6.9
50 35 21 15

37+00

6.6 6.6 6.7 6.7
50 35 15

36+50

6.9 6.9 6.8 6.4 6.4 6.8
50 35 26 24 15

36+00

7.1 7.1 7.1 6.5 6.5 6.6
50 35 25 22 14

35+50

6.9 6.9 6.3 6.5 6.4
50 35 21 15

410.46

TP 6.26 410.46 3.71 404.20

35+00

6.4 6.4 5.6 5.9 6.0
50 30 23 15

34+50

6.0 6.0 5.6 6.0
50 35 15

409.91

409.91

Cont. from P-19

chk starting B.M. Men ^{Cont.} 356 406.89
406.90

39+63.17 = 2 Aero. Road

Lt. 20
6.1 6.5 6.8 7.0 7.1 7.4 7.8
100 50 25 25 50 100

39+30 - Top Bank on Lt.

56 57 67 6.8 7.5 7.2 7.3
75 50 47 31 25 15

Existing
39+39 - Ditch here

6.5 7.0 7.1 7.1 7.2 7.3 7.7 8.0 8.1 8.7
125 75 50 25 15 15 35 50 100
Ditch Ditch Ditch Ditch Ditch Ditch

38+92.02 = BC. 50' Radius on Lt.

4.8 5.6 6.6 6.9 7.1
50 42 40 15

38+50

5.4 4.9 6.3 6.8 7.0
50 41 38 16

38+00

410.46

4.8 5.3 6.1 6.5 6.7 6.7
50 43 38 21 15 15
410.46

Roberts
Garber
Mason
Clark
4-24-50
W.O. 31681

X-Sect. Commercial St.

(30th to 31st St.)

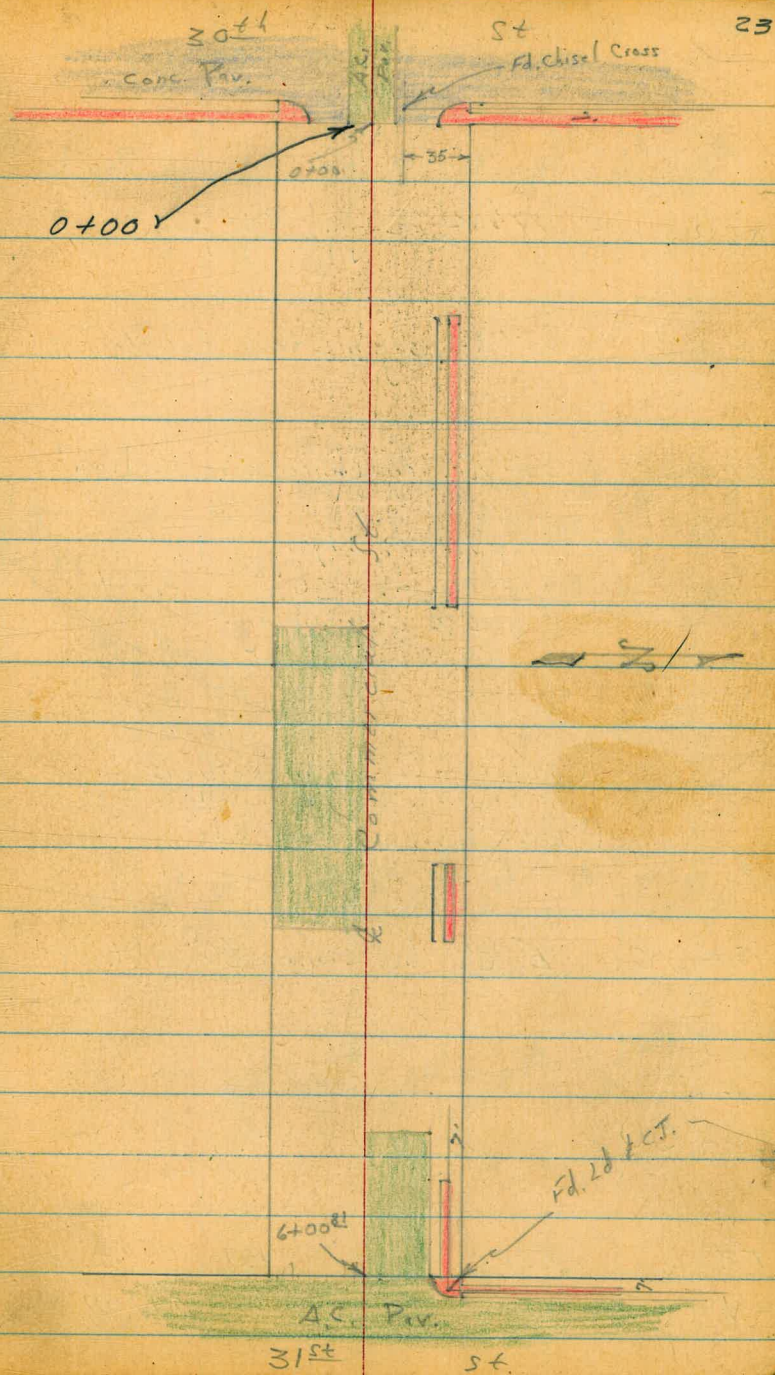
F.B. 1722 pg. 34

T.P. 149

INDEXED

N.K.

APR 25 1950



0+12 ✓ 44¹/₂ Rt. Begin Platform

73² 72⁶ 72³ 71³ 72.04 72.03 71.2 72.09 72.00 71.2 72⁶
 4.1 4.7 5.0 6.0 5.27 5.21 5.4 5.22 5.31 5.6 4.7
 75 50 35 32 -10.0 53 5.4 5.3 10.0 32 43
 Rail Rail Rail Rail

0+081 ✓ 45¹/₂ Rt. Begin Steps to Platform

0+025 ✓ 35⁸/₂ Rt. to Center Fire Hydrant

0+00 ✓ { Edge Paving
 E. Prop. 30th Street
 49¹/₂ Rt. Begin Bldg.

Reduced John Firebaugh April 25, 1956

72.31 72.04 71.39 71.70 72.02 71.98 71.98 72.01 71.98 72.00 71.96 71.75 71.43 71.99 72.31
 5.00 5.27 5.94 5.61 5.29 5.33 5.33 5.30 5.33 5.35 5.54 5.88 5.32 5.00
 50 Walk 34 cb 34 Gutt 25 12.11 Rail 533 514 Rail 533 515 Rail 535 522 Edge. Turn. 34 Gutt 34 cb 50 Walk
 33.7 actual 33.8 actual

{ Center of Curb Returns
 S.E. St. Drain Box Broken Badly on Top
 Inlet Boxes on Both Returns

0-10 ✓ E. Curb Line 30th St.

72.56 72.07 72.10 71.44 71.45 71.90 72.03 72.02 72.02 71.96 71.70 71.48 72.15
 4.75 5.24 5.21 5.87 5.86 5.41 5.21 5.29 5.27 5.35 5.61 5.83 5.16 4.99
 100 100 44 44 34 25 12 12 25 34 44 44 44 44
 cb Gutt cb Gutt Gutt cb Gutt cb

0-30 E. 30th St.

72.67 72.24 72.01 72.12 72.22 71.86 72.32
 4.64 5.07 5.30 5.19 5.09 71.86 72.32
 100 50 50 100

T.P. 2.88 77.31 437 74.43 77.31
 BM 3.83 78.80 74.97 NWBP 30th & Imperial

0+50

73 ²	73 ¹	72 ⁵	71 ³	72 ²	72 ¹	72 ²	71 ²	72 ²	73 ¹
3.4	4.2	4.8	6.0	5.3	5.2	5.1	5.4	4.4	4.2
75	50	33	32	21		24	32	43	49 ⁵

Bldg. ✓

0+44 ✓ 45⁴ Rt. End Steps to Platform

0+40⁵ ✓ 43² Rt End Platform

0+40 ✓ 42² Rt Edge Conc. Found. of Pier

0+34 ✓ 12² Rt & Conc. Leader for Mill

0+31 ✓ 42² Rt Edge Conc. Found. of Pier

0+28 ✓ ~~Rt Edge Conc. Found. of Pier~~
No Foundation

0+20 ✓ 42² Rt. Edge Conc. Found. of Pier

0+13⁵ ✓ 42² Rt Edge Conc. Found. of Pier

77.31
x

77.31
x

72.61
4.70
42²
conc.

71.14
6.17
44¹
conc.
top

71.06
6.25
12¹
conc.
top

72.57
4.74
42²
conc.

72.64
4.67
42²
conc.

72.59
4.72
42²
conc.

1753 ✓ 43^E Rt Center 40' Eucalyptus

1750 ✓ 49^E Rt ^{Begin Fence.} End Building

1726 ✓ 49^E Rt & Doorway

1710 ✓ Curb shot

1705 ✓ 33^L Lt & 9' Drive opening

1700 ✓ Lt. Begin Curb & Walk

0770 ✓ 49^E Rt & Doorway

0758^E ✓ 19^L Lt Center Manhole

72.71
4.60
4.5
Walk

72.66
4.15
10
Walk

72.56
4.75
34
cb

71.8
5.5
34
Gutt

72.3
5.0
23

72.5
4.8

72.1
4.7
25

72.0
5.3
33

72.1
4.6
36

72.8
4.5
49.6
Bldg

72.41
4.90
34
cb

71.85
5.46
34
LIP

73.3
4.0
75

72.6
4.7
30

72.60
4.71
45
Walk

72.48
4.8
40
Walk

72.34
4.77
34
cb

71.6
5.7
34
Gutt

72.1
5.2
22

72.41
4.9
5.6064
10.2

72.41
4.9
4.90484
10.2

72.4
4.9

72.31
5.0
10.2

72.30
5.1
10.2

72.3
5.0
26

72.1
5.2
32

72.8
4.5
49.2
Bldg

73.0
4.3
49.2
Dirt

72.18
5.13
19.2
Rim
MH

77.31

77.31

T.P. 5.54 78.43 4.42 72.89

2+59 ✓ Begin A.C. Pav. on Rt. half

73.1	73.4	73.0	72.2	72.8	72.88	72.61	72.26	73.06
42	3.9	43	5.1	4.5	4.13	4.70	5.05	4.25
75	50	36	33	25		22	33	50

2+50 ✓ End Curb & Walk

73.1	73.06	73.01	72.86	72.21	72.9	72.6	72.2	72.6	72.3	73.3
42	4.25	430	4.45	5.1	4.4	4.7	5.1	4.7	4.0	4.0
50	43	40	34	34		22	33	34	50	75
	Walk	Walk	cb	cut						
			33.9	Actual						

2+45 ✓ 339' Lt & 11' Drive Opening

72.26
5.05
34
Zip

2+31 ✓ 421 Rt & 3' Conc Walk

73.06
73.26
4.25
4.05
422
conc.
50
walk

2+00 ✓ 493 Rt End Conc. Steel fence } Begin wire fence

{ 561 Rt

73.0	72.96	72.86	72.71	72.9	72.4	72.84	72.83	72.6	72.75	72.71	72.4	72.2	72.2	73.0	73.0	
43	4.35	4.45	4.60	5.3	4.7	4.17	4.48	4.28	4.7	4.56	4.60	4.9	5.1	4.5	4.3	4.3
50	45	40	34	34	25	417	899	811		456	627	25	32	35	50	75
	Walk	Walk	cb	cut												
				33.9	Actual											

1+56 ✓ 339' Lt & 11' Drive Opening

72.01
5.30
34
Zip

77.31

77.31

Cont'd From Page 27

4451 | 442' Lt & 3' Conc. Walk

4426⁵ | 455' Lt. Begin Picket Fence
Lt. End Curb & Walk

4400

3492 | 339' Lt & 95' Drive Opening

3488 | 332' Lt Begin Curb & Walk

T.P. 5.60 79.22 4.81 73.62

3450

3400

78.43

LE

74.09	73.96	73.8	72.8	73.4	73.2	73.64	73.32	73.04	73.63	73.80
5.13	5.26	5.4	6.4	5.8	5.5	5.58	5.90	6.18	5.59	5.42
50	44	37	33	25		39	25	34	46	50
conc	conc.					Pa. Edge				

73.65	73.55	73.45	72.2	73.2	73.59	73.50	73.47	73.26	73.12	72.87	73.39	73.59
5.57	5.67	5.77	6.5	5.9	5.63	5.72	5.75	5.6	6.10	6.55	5.83	5.63
45	40	34	34	25	51.3	105	76.6	76.6	25	34	45	50
walk	walk	cb	Gutt		73.47	73.26	73.12	72.87	73.39	73.59		
12.78		33.4 actual										
6.44												
34												
lip												

73.59	73.47	73.42
5.63	5.75	5.80
45	40	34
walk	walk	cb

73.3	73.4	73.4	72.6	73.1	73.24	73.00	72.62	73.21	73.50
5.1	5.0	5.0	5.8	5.3	5.7	5.81	5.81	5.22	4.73
75	50	36	33	23	319	25	34	43	50
					Car On Track				
					72.81	11.91			
					320				
					71.91				
					73.16				
					5.38				
					73.05				
					73.13				
					5.98				
					72.45				
					72.92				
					73.15				
					5.0				
					75				
					5.2				
					50				
					35				
					33				
					25				
					5.6				
					6.2				
					5.2				
					73.4				
					73.16				
					5.27				
					37.1				
					74.2				
					78.43				

5780

52' Rt Doorway

74.6
76
52
conc.

5758

34' Lt 14' Drive Opening

73.48
574
34
41P

5750E

52' Rt Doorway
Lt Begin Walk

74.02 74.01 73.98 73.34 73.44 73.72 73.86 73.94 74.1 73.51 73.55 74.0 74.2 74.5
5.20 5.21 5.30 5.88 5.78 5.50 5.36 5.28 5.1 5.71 5.67 5.2 5.0 4.9
75 40 34 38 28 21 21 20 20 20 20 20 20 20
Cb 6.44

57258

Lt Begin Cb. & AC. Paving

74.6 74.6 73.83 73.21 73.38 73.69 73.9 73.3 73.4 74.3 74.6
4.1 4.6 5.39 6.01 5.74 5.53 5.3 5.9 5.8 4.9 4.1
75 50 34 34 23 23 29 35 40 44 50
Cb 6.44

5722

52' Rt Doorway

74.4
4.8
52
conc.

5700

528' Rt End Wire Fence

74.3 74.0 73.6 73.1 73.4 73.2 73.80 73.86 73.6 73.39 73.42 74.0
4.7 5.2 5.6 6.1 5.8 5.5 5.12 5.36 5.6 5.13 5.80 5.2
75 50 38 32 23 25 25 25 25 25 25 25
5142.54 Rail 536.9.28 Rail 5180.3400 Rail 5183.2930 Rail 5180.3400 Rail

4466

447' Lt End Picket Fence

74.1 74.1 73.7 72.5 73.4 73.72 73.72 73.72 73.40 73.36 73.14 73.57 73.79
5.1 5.1 5.5 6.4 5.8 5.50 5.50 5.50 5.82 5.86 6.08 5.65 5.43
65 50 37 32 25 22 22 22 25 25 25 25 25
Rail 2.58 Rail 5186.6230 Rail 5180.3400 Rail 5180.3400 Rail

44615

End AC. Pav. on Rt

79.22

79.22

check 5.14 74.08 =

74.10 NW, BP Commercial #31st

6730⁸¹ ← 31st Street

74.37 73.90 73.47 73.68 73.92 74.06 73.89 72.99
 4.85 5.32 5.75 5.54 5.30 5.16 5.93 6.23
 100 50 34 24 33 50 100

6710⁸¹ West Curb Line 31st

74.37 73.88 73.94 73.48 73.36 73.63 74.04 74.10 73.89 72.90
 4.85 5.34 5.28 5.74 5.26 5.57 5.18 5.12 5.34 6.42
 100 100 44 44 34 18 30 48 100
 cb Gutt cb Gutt No. cb. on Rt

Center of Curb Return

73.96 73.44
 5.26 5.78
 cb Gutt

6700⁸¹ / West Line 31st Street

74.15 74.08 74.04 73.39 73.46 73.96 73.93 73.96 74.10 73.79 73.84 73.99
 5.07 5.14 5.18 5.83 5.76 5.26 5.29 5.12 5.43 5.30 5.23 5.23
 45 40 34 34 23 529 4170 Rail 530 4170 Rail 530 4170 Rail 50
 walk walk cb Gutt " " " "

Robert
Cota
Moore
2-05-51
1951

X-sect Pasadena
Balboa to Del Rey
(for grade establishment)
See TP27 pg. 75

REDUCED
14 FEB 51
RYAN

Lt

Q

Rt

31

INDEXED

APR 8 1951

12.70 46.657 0.06 33.95

0+58

33.6 33.3 32.9 32.2 31.0 30.4
0.4 0.7 1.1 1.8 3.0 3.6
20 10 10 20 20 30

0+29.30 BC

27.0 27.4 30.8 30.4 30.2 30.3
7.0 6.6 3.2 3.6 3.8 3.7
30 22 10 10 20

0+60

Q Pasadena #N.L. Balboa

(Levels + to Q)

27.0 28.2 28.1 28.4 29.1
7.0 5.8 5.9 5.6 5.9
25 10 10 25

0-16

Approx. Gutter Line Balboa

24.86 25.96 27.40 28.65 29.78
9.15 8.05 6.61 5.36 4.23
100 50 50 100

0-35

Approx. Q Balboa

(Levels TP to Balboa)

25.08 26.26 27.42 28.71 29.89
8.93 7.75 6.59 5.30 4.12
100 50 50 100

BM

12.64 34.017

21.37 Chisel D

Island for Signal N.E. Cor Balboa & Del See FB2013 pg 15

34.017

Cont'd From Page 31

Lt

Q

R

32

2+00

47.6	47.5	47.2	47.7	43.7	37.1	32.8
9.2	9.3	9.6	9.1	13.1	19.7	24.0
20	10		5	10	20	22

T.P.

10.43

56.77A

0.31

46.34

56.77A

1470

45.8	45.0	44.2	44.0	44.0	44.2	43.7	40.8	36.3
0.9	1.7	2.5	2.7	2.7	2.5	3.0	5.7	10.4
20	16	15	10		10	15	20	27

1435

43.2	42.3	40.1	40.0	39.8	39.8	35.5	32.4	31.2
3.3	4.4	6.6	6.7	6.9	6.9	11.2	14.3	15.5
30	20	13	10		7	10	11	30

0+92.45 BC

0+87.67 EC

40.3	35.8	35.8	35.2	34.9	32.5	31.1
6.4	10.9	10.9	11.5	11.7	14.2	15.6
22	13	10		5	10	20

0+80

22' Lt to Garage

35.48

11.7

22

Floor

46.65A

46.65A

3+75

55.3	55.0	54.8	54.7	51.8	50.8
13	16	18	19	28	28
20	10		10	15	30

T.P. 4.40 59.56A 161 55.16

59.56A

3+43.47 BC

3+30.22 EC

56.8	56.6	55.3	55.3	54.8	54.5	53.2	49.5	39.1
0	0.2	1.5	1.5	2.0	2.3	3.6	7.3	17.7
20	12	12	10		8	10	20	40

2+75

54.1	53.8	53.5	53.1	51.5	46.4	39.7	34.7
2.7	3.0	3.3	3.7	5.3	10.4	18.1	22.1
20	10		5	10	20	38	48

Set TBM

2.28 54.49

Nail in P.Polo #2901

2+21.04 PRC

53.5	53.4	50.0	49.8	49.6	49.8	46.2	39.6	34.1
33	34	67	7.6	7.2	7.0	10.6	17.2	22.7
25	20	15	10		4	10	20	28

2+13 21' Lt @ Single Garage

48.97
7.80
21
Floor

56.77A

56.77A

4468.11 Opposite Intersection of { N.L. Del Rey
N.L. Pasadena

54.2	53.7	53.4	53.3	52.0	50.6	46.2
5.4	5.9	6.2	6.3	7.6	9.0	13.4
20	10		6	10	20	30

4443.41 F.C.

54.2	53.9	53.5	52.7	51.8	48.2
5.4	5.7	6.1	6.9	7.8	11.4
20	10		10	20	30

4710

57.4	54.8	54.4	54.7	54.3	53.6	51.1	50.3	49.8
22	48	5.2	4.9	5.3	6.0	8.5	9.3	9.8
33	26	20	10		10	13	25	35

Robert
2-05-51
No. 25020

X-sect DeSota
Pasadena to Sub. Line

See TP 27 pg 75

Lt

E

Rt

35

1428.08 EC.

This Section on Use E DeSota

55.4	55.3	55.7	57.2	57.6
3.5	3.6	3.2	1.7	1.3
15		15	16	25

1423

11.44

Q Garage

55.39

3.48

11

Floor

T.P.

3.36

58.87A

105 55.51

Y)

58.87A

0+90

56.1	55.8	55.2	55.4	55.4
3.5	3.1	4.4	4.2	4.2
20	10		10	20

0+60

55.6	55.5	53.9	53.9	54.1	54.2
4.0	4.1	5.7	5.7	3.5	5.4
20	10	5		10	20

0+00 = 2+110.4

(Use extension of Pasadena R to EC for Level Outs)

PRC (pg 34)

49.8	49.6	49.8	46.2
9.1	10.0	9.8	13.4
10		4	10

59.56A From Page 34

59.56A

2+50

52.7	52.9	53.5	54.1	54.7
6.2	6.0	5.4	4.8	4.2
25	15		15	25

2+00

53.7	53.7	54.2	55.1
5.2	5.2	4.7	3.8
25	15		15

1+99 15 Rt Q 12' Conc Drive

55.13	55.70	56.22
3.74	3.17	2.65
15	20	30
CONC		

1+77 15' Lt Q Garage

54.1
4.8
15
Floor

1+50

55.0	54.9	54.9	55.5	56.6
3.9	4.0	4.0	3.4	2.3
25	15		15	25

1+32 16 Lt Q Garage

55.40
3.47
16
Floor

58.87π

58.87π

Cont'd From Page 36

26

2

26

37

T.P. 0.53 40.36 $\bar{\Delta}$ 10.91 39.93 Meter Box

T.P. 0.18 50.64 8.41 50.46

3+27.81 Sub Line Accident V. Pos

52.7	52.9	53.1	53.5	54.5
6.2	6.0	5.8	5.4	4.4
25	15		15	25

3+00

52.7	52.9	53.2	53.7	54.2
6.2	6.0	5.7	5.2	4.7
25	15		15	25

58.87 $\bar{\Delta}$

58.87 $\bar{\Delta}$

Roberts

X-Sect Albuquerque St.

Pasadena to Sub. Line

2-9-51
w.o. 25020

See T.P. 27 pg 75

INDEXED

APR 1951

T.P. 74 836 75.17 ft 355 36.81

0+75

26.8	29.1	33.6	34.3	34.8	36.1	40.3
13.6	11.3	6.8	6.1	5.6	4.3	40.7
25	10	4		10	16	25

0+51.20 E.C.

27.6	31.8	33.2	33.4	33.9	34.4	35.8
12.8	8.6	7.2	7.0	6.5	6.0	4.6
22	10	8		10	16	20

0+48 23' Rt & Garage

35.39

4.97

23

Floor

0+25

26.8	27.0	28.5	32.1	32.1	32.8	33.5
13.6	13.4	11.9	8.3	8.3	7.5	6.9
40	28	20	10		10	20

0+00 BC = 0+29.20 (Pasadena X-Sect pg 31)

27.0	27.4	30.8	30.4	30.2	30.3
13.4	13.0	9.6	10.0	10.2	10.1
30	22	10		10	20

40.36 ft See pg 37

40.36 ft

Lt.

R

R

38

7 2+00

39.0	39.9	40.7	41.3	42.8	45.2	44.7
62	53	45	39	24	0	+0.5
255 14000	15		8	15	20	38

0 1781 19' Rt E Garage

42.41

2.76
19
Floor

1770

36.8	37.8	39.7	40.1	40.5	41.7	45.1	44.5
64	74	55	51	47	35	+0.1	+0.7
40	27	15	10		15	20	35

0 1739.73 EC

36.1	37.0	37.7	39.1	39.3	39.3	41.2	44.6	45.2
9.1	8.2	7.5	6.1	5.9	5.9	4.0	0.6	0.0
40 Rm	15	10	5		10	15	21	26

0 1720

26.9	27.4	33.7	38.0	38.3	38.5	44.5
18.3	17.8	11.5	7.2	6.7	6.7	0.7
40	25	10		10	15	25

0 17 01.74 BC

26.4	27.9	29.5	36.3	36.8	37.1	41.8	43.3	44.2
18.8	17.3	15.7	8.9	8.4	8.1	3.4	1.9	1.0
50	24	10		10	14	20	25	35

45.17 X

45.17 X

4+26.20

Sub Line Cleveland W. Ho.

4+00

3+50

3+28

17' RT @ 2 Ribbon Drive (15 Scrips (5' overall))

3+00

2+65

2+30

21' Lt. to NF Car. House

45.17A

Lt

Q

RT

40

21.5	28.6	34.4	37.3	41.2
23.0	16.6	10.8	7.9	4.0
50	15		15	35

22.7	26.2	33.4	37.6	37.6	38.7	40.5	42.5
28.5	19.0	14.1	7.6	7.6	6.5	4.7	2.7
50	30	15	2		15	30	40

26.7	32.4	39.1	39.1	39.3	41.9	43.2
18.5	12.8	6.1	6.1	5.9	3.3	2.0
40	15	2		15	25	35

40.32	42.17
4.85	3.00
17	30
conc.	conc.

26.8	29.3	34.6	40.1	40.1	40.8	43.1	43.8
18.4	15.9	10.6	5.1	5.1	4.4	2.1	1.4
50	30	15	4		15	30	40

34.8	38.4	40.3	40.4	41.0	41.7	43.7	44.4
10.4	6.8	4.9	4.8	4.2	3.5	1.5	0.8
30	15	7		12	15	22	32

39.52	39.9	40.5	40.9	41.9	45.2	40.2
5.65	5.3	4.7	4.3	3.3	0	1.0
21	15	10		15	30	40
Floor						

45.17A

check

1221 21.35 = 2137
wow!

Start. B.M. pg 31

T.P.

1274 33.56

1285 32.32

4+75

21.9	22.7	26.8	42.2	36.8	40.2
23.3	22.5	18.4	13.0	8.4	50
30	15		15	30	50

45.17X

45.17X

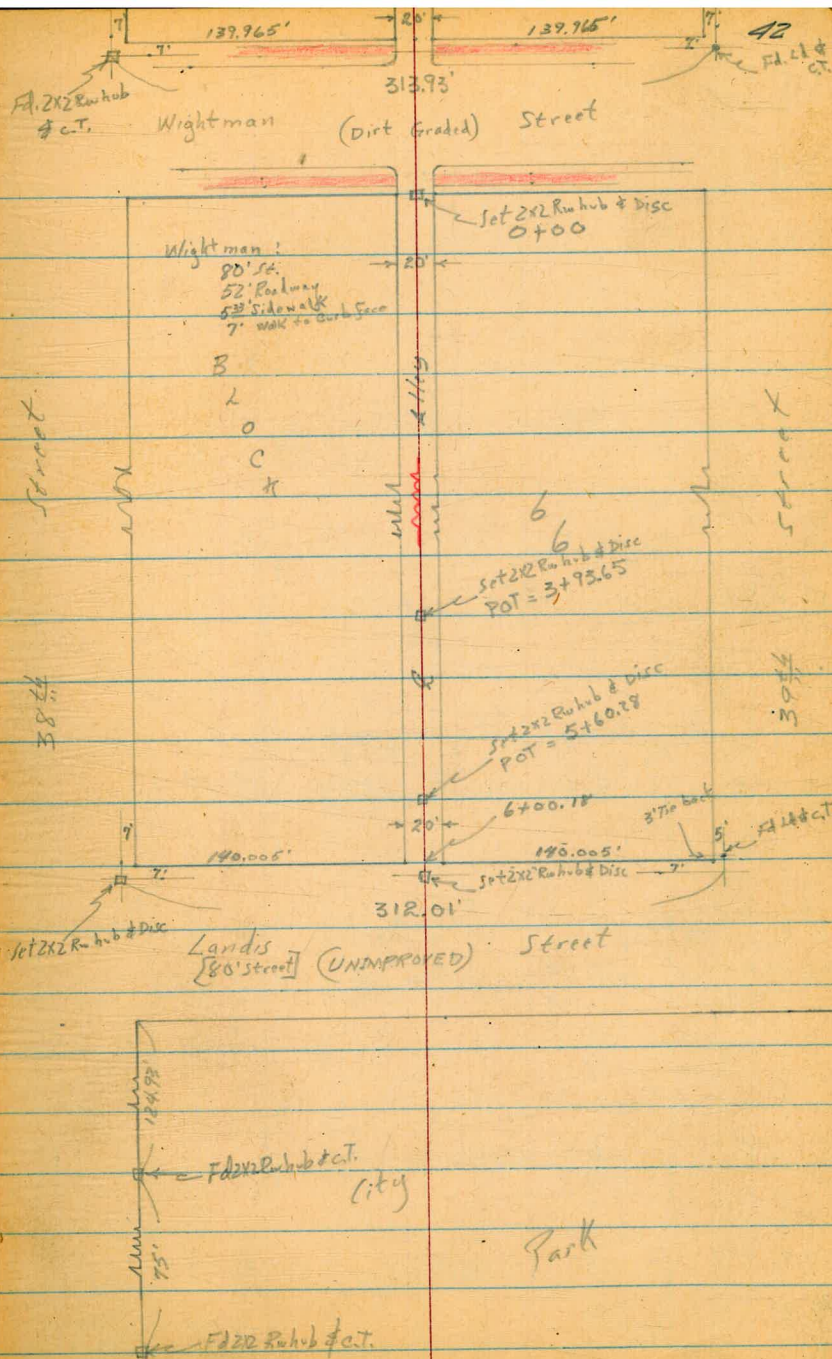
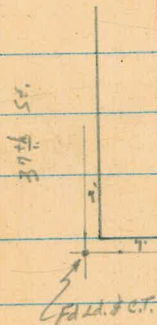
Roberts
Cota
Moore
Satterlee
3-31-51
W.O. 25020

X-Section Alley Bk 66 City Heights
Lands to Wightman
Between 38th & 39th

TP 5543

INDEXED
APR 8 1951

REDUCED
4-10-51
Ryan



T.P. 6.36 339.79x 1.56 333.43

0+42 92' Lt 12' wide Conc Apron

334.95
333.90
0.04
142 Floor 109
92 Conc

0+35 925 Lt & 43' Conc Walk

334.4
333.8
0.63
16 Conc 115
925 Conc

0+20 MH

333.4 333.1 323.2 331.91 331.8 330.9
16 19 2.8 3.04 3.2 7.1
17 10 5 MH 10 20

0+00 { 92' Rt to 8" Conc. Ret Wall 70' to Wightman
Parallel
↓
South line Wightman Street

329.71 320.6 328.4 329.5 328.9 329.52 320.26
5.28 4.45 5.5 6.1 6.47 4.73
92 cb 92 cut 70 cut 102 cb 92 Top Wall

0-14 So. Curb Line Wightman

331.78 331.2 329.56 329.00 328.8 328.3 327.5 327.4 327.9 325.2 325.8
3.21 3.8 5.43 6.0 6.2 6.7 7.5 7.6 7.11 9.8 9.21
50 cb 50 cut 12 cb 12 cut 10 10 13 cut 13 cb 48 cut 48 cb

0-40 E. Wightman

332.4 330.9 329.3 327.5 326.0
2.6 7.1 5.7 7.5 7.0
50 25 25 50

T.P. 6.47 334.99x 3.39 328.52

334.99x

BM 1221 331.91 319.70 NWBP

30th Wightman

Contd From Page 43

Lt

R

Rt

44

1+50

335.8

335.4

334.9

334.4

334.1

1.0
20

4.4
10

7.9

5.4
10

5.7
20

1+49

9' Lt Center 24" Euc

334.4

1+43

17' Rt & Single Garage

5.4
17'
Dirt

1+26

9' Rt to Center P. Pole #13713

335.57

1+22

11' Lt & Double Garage

4.2
11'
conc

1+00

335.6

335.00

334.5

334.8

333.8

1.2
20

4.8
10

5.3

5.5
10

6.1
20

0+59

16' Lt & Single Garage

334.6

5.20
16'
conc

0+50

334.3

333.9

333.3

333.1

332.6

5.5
15

5.9
10

6.5

6.7
10

7.2
20

339.79x

339.79x

3+00

334.6	334.5	334.3	334.3	333.8
52	5.3	5.5	5.5	6.0
20	10		10	20

2+94 14' Lt & Single Garage

334.85	334.67
4.96	5.12
142	92
Floor	Apron

2+61 14' Rt & Double Garage

334.97
4.82
148
conc.

2+50 9' Rt to Center P.Pole # PA3759

335.2	334.9	334.8	334.5	334.1
4.6	4.9	5.0	5.3	5.7
20	10		10	20

2+07 10' Lt & Single Garage

335.64
4.15
103
conc.

2+00

335.6	335.3	335.0	334.7	334.4
4.2	4.5	4.8	5.1	5.4
20	10		10	20

1+85 9' Lt & Single Garage

335.29
4.5
94
Dirt

339.99X

339.79X

4400

332.8	332.6	332.3	332.2	331.6
7.0	7.2	7.5	7.6	8.2
20	10		10	20

3+93⁶⁵ Set TBM on Hub 7.58 332.21

3+68 11' Lt R Single Garage

333.77	333.54
6.02	6.25
112	92
Floor	Apron

3+50 9' Rt to Center P.Pole #PA 3741

333.7	333.6	333.1	333.2	333.3
6.1	6.2	6.7	6.6	6.5
14	10		10	15

3+40 16' Rt R Double Garage

333.64	333.72
6.15	6.67
13.6	162
Apron	Floor

3+16 15' Rt R Single Garage

334.04
5.75
152
Floor

3+08 9' Lt R Single Garage

334.61
5.18
96
conc.

339.79X

339.79X

5+16

326.6	326.0	325.3	325.2	323.7	322.8
2.4	3.0	3.7	3.8	5.3	6.2
20	10		10	21	50

5+00

321.3	321.3	320.7	320.5	320.0	320.0
1.2	1.7	2.3	2.5	3.0	4.0
20	10		10	12	20

4+78 10' RT End House

4+64 9' RT Begin House

T.P. 0.36 327.03X 11.06 328.73

329.03X

4+51 9' RT to Center P.P. Pole # PA 3725

4+50

330.8	330.7	330.4	330.4	330.1
9.0	9.1	9.4	9.4	9.7
20	10		10	20

4+33 15' RT @ Single Garage

330.74	330.77
9.05	9.02
122	152
Apron	Floor

339.79X

339.79X

6740

296.7
201

6700.18 No. Line Landis Street

320.4	319.3	309.8	308.5	309.9	312.7	312.0	301.6
+3.6	+1.5	7.0	8.3	6.9	4.1	4.8	6.2
50	33	10		10	22	35	50

T.P. 0.50 316.76 π 12.77 316.26

316.76 π

5780

310.8	317.6	317.1	318.0	314.0
10.2	11.4	11.3	11.0	15.0
20	10		10	20

5773 10° Rt to Deadman

5768

320.7	320.4	320.1	319.1	318.5	314.0
8.3	8.6	8.9	7.9	10.5	15.0
20	10		10	16	17

5760.28 Set TBM on Hub 8.53 320.50
mm

5736 10° Rt to Center P. Pole # PA 3713

5725

324.5	324.3	323.7	323.0	314.4	313.8
4.5	4.7	5.3	6.0	14.6	15.2
	8	10	16	22	50

329.03 π

329.03 π

check 9.80 319.68 = 319.70 starting BM

TP 118 329.48 1136 328.30

T.P. 1125 339.66 0.29 328.41

T.P. 12.44 328.70 0.50 316.26

6+80

316.76 X

Canyon

296.1

26.7

316.76 X

Roberts
Cota
Moore
Tuller
Aug. 20, 1951
P.O. 20872

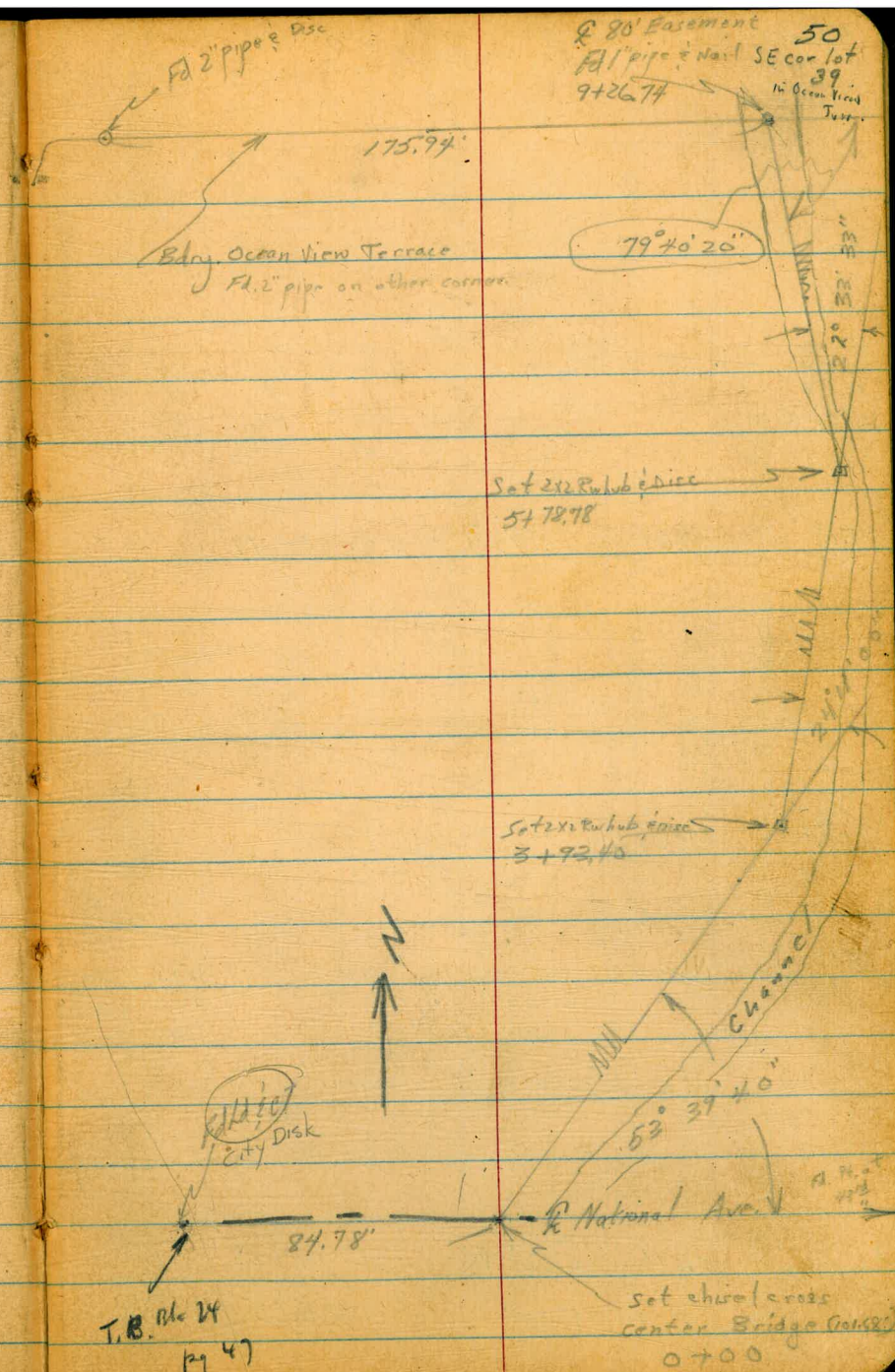
Survey for Charles Creek Channel
National Ave. Bridge (near 41st St) to channel
in Ocean View Terrace

Map 2641 sheet 3

INDEXED

AUG 22 1951

833.08
41.74
791.34



2+00

29.4	29.0	27.4	21.0	21.0	30.0
8.0	8.5	10.1	11.5	11.5	2.4
10	50		16	40	60

1+50

28.0	23.8	24.0	21.8	20.2	20.6	23.0	28.6	24.2
1.5	8.6	8.4	10.6	12.2	11.8	9.4	3.9	3.3
115	105	50		22	39	52	63	80

T.P.

968

32.45[✓] 3.06 22.77[✓]

32.45[✓]

0+85

R+L sect.

23.5	21.2	22.3	21.8	19.0	20.0	20.6	28.8
2.3	4.6	3.6	4.0	6.8	5.8	5.2	13.0
50	36	10		11	18	32	45

0+37.36 Most Nly. Edge of Bridge

Levels on line of Bridge

0+33.1

Nly. Face of Nly. Beam or Stringer

24.41	20.4	20.9	20.1	24.59	18.5	20.7	24.72
1.42	5.4	4.9	5.7	1.24	7.0	5.1	1.11
542	542	4	GRD	Both Beams	GRD	452	452
abutment		GRD				abutment	Both Beams

0+00 Center Bridge & National

See V-sec National For Bridge elev.

TP

1.71

25.83[✓] 11.22 24.12[✓]

25.83[✓]

BM

0.09

35.34[✓] 35.25 NWBP

41st & National

Cont'd From Page 51

T.P.
5+00

7.20

35.48x

4.17

28.28✓

7+50

90 ft

to Near Cor (NW) House

3+93.40 L.Lt

section on Split

3+60

From here on Fill is scattered piles.

3+28

3+00

2+50

32.45x

22

Rt

52

29.2	27.2	26.8	24.8	24.4	21.4	24.0	33.4
3.3	5.3	5.7	7.7	8.1	11.1	8.4	11.0
65	60	20	21	43	56	72	
29.4	23.6	21.0	25.0	24.6	22.0	22.4	35.8
3.1	4.9	5.5	7.5	7.9	10.5	10.1	13.3
87	75	35	15	28	54	73	
26.2	26.4	26.0	21.2	22.2	34.4		
6.2	6.0	6.4	11.3	10.2	12.0		
100	50	17	39	50			
29.2	26.6	26.2	25.8	21.0	25.8	23.0	21.2
2.3	5.9	6.2	6.6	5.4	6.6	9.4	11.3
125	118	100	56	22	10	25	35
				Edg Fill		Edg Fill	42
25.8	25.8	27.8	28.2	27.8	24.6	21.2	21.6
6.7	6.7	4.7	4.3	4.7	7.7	11.2	10.8
100	90	85	50	19	Edg Fill	21	44
	Edg Fill						55
28.2	26.4	24.8	23.0	23.2	23.0	21.2	21.2
4.3	6.0	7.7	9.4	9.2	9.5	11.2	11.3
77	50	35	10	92	8	18	40
		Edg Fill					55
							63
							71
							1.7
							24.6
							24.8
							34.8
28.2	24.2	23.0	24.2	24.6	22.4	21.4	22.0
4.2	8.2	9.4	8.3	7.9	10.0	11.7	10.5
144	133	96	50	23	23	45	60
							90
							10.3
							32.8
							30.8
							32.8

32.45x ✓

Gully
From East

7+44⁵⁵ Σ 6" CI pipe crossing channel
 Hung on wood piles.

7+00

31.2	30.2	29.2	27.5	26.6	25.1	24.5
4.3	5.3	11.3	12.0	8.9	7.4	7.0
60	37	22		24	50	75

6+50

31.0	30.0	27.1	22.8	22.8	25.2	26.7
4.5	5.5	8.4	12.7	12.7	10.3	8.8
60	36	26		10	28	60

6+00

30.5	30.0	26.6	26.5	23.9	22.4	24.1	25.3	27.8
5.0	5.5	8.9	9.0	11.6	13.1	11.4	10.2	7.7
60	38	32	11		15	24	50	75

5+78.78 Lt

69 Rt to SW cor. old decrepit shed
 Sect. on split

30.1	30.3	26.2	25.7	22.7	22.7	25.3	31.8
5.4	5.2	9.3	9.8	11.8	12.8	10.2	3.7
60	40	32	14		17	56	69

5+50

30.2	30.0	27.5	24.8	22.3	23.9	30.8
5.3	5.5	8.0	10.7	13.2	11.6	7.7
60	45	37		30	60	70

35.48X

35.48X ✓

Check 1.12 35.27 = 35.25

T.P. 722 36.36 395 29.14

T.P. 514 33.09 753 27.95

9+30 8" CI pipe crosses channel

35.8' culvert on Rt. 200 Sub. Line (18" Conc.)
Bdry Ocean View Terrace
sect on line of Sub. Bdry.

9+26.74

31.8	31.3	25.8	25.3	25.7	24.95	28.9	28.8
3.7	4.2	9.1	10.2	9.8	10.53	6.6	6.7
50	36	20		29	332	36	50
					INVERT		

8+50

31.1	31.0	25.1	24.9	25.3	25.3	29.3	30.5
4.4	4.5	10.4	11.1	10.2	10.2	6.2	5.0
60	43	32	15		8	26	50

8+00

31.5	31.3	23.9	24.6	29.9	30.1
4.0	4.2	11.6	10.9	6.1	5.4
75	45	32		29	50

7+50

31.0	31.0	23.5	24.6	28.3	28.6	29.1
4.5	4.5	12.0	10.9	7.2	6.9	6.4
75	46	30		20	50	75

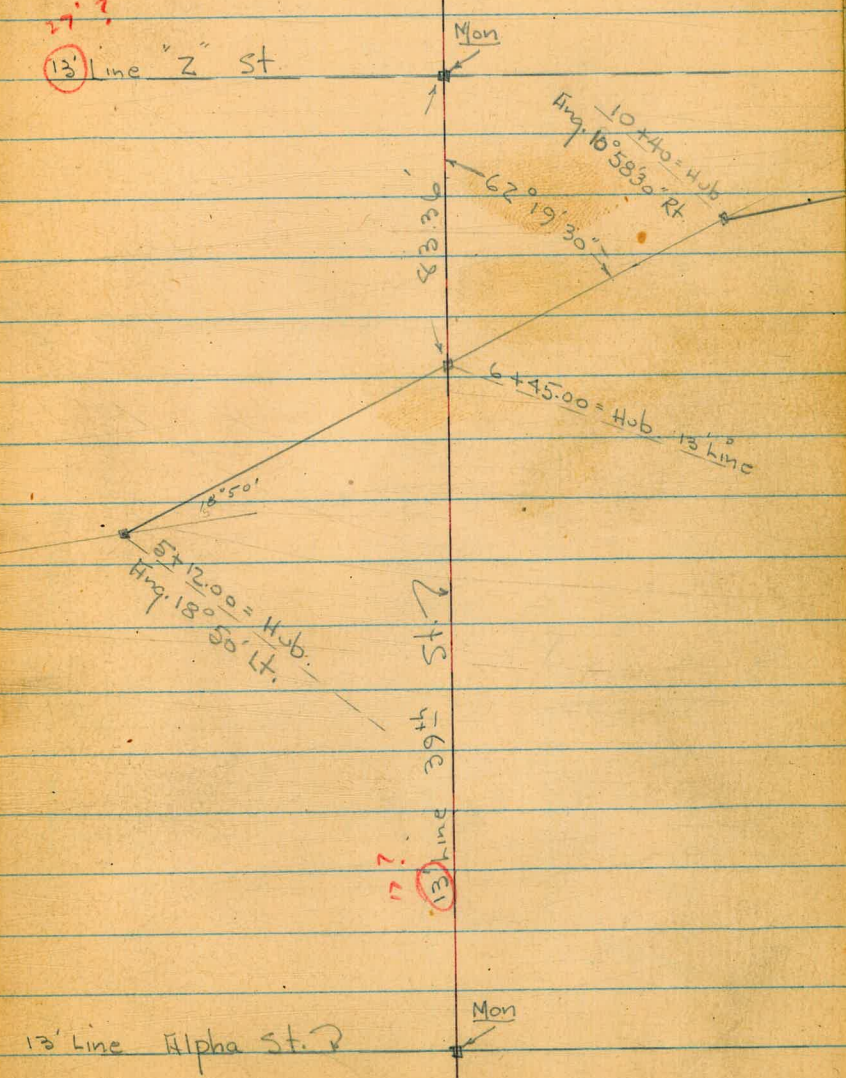
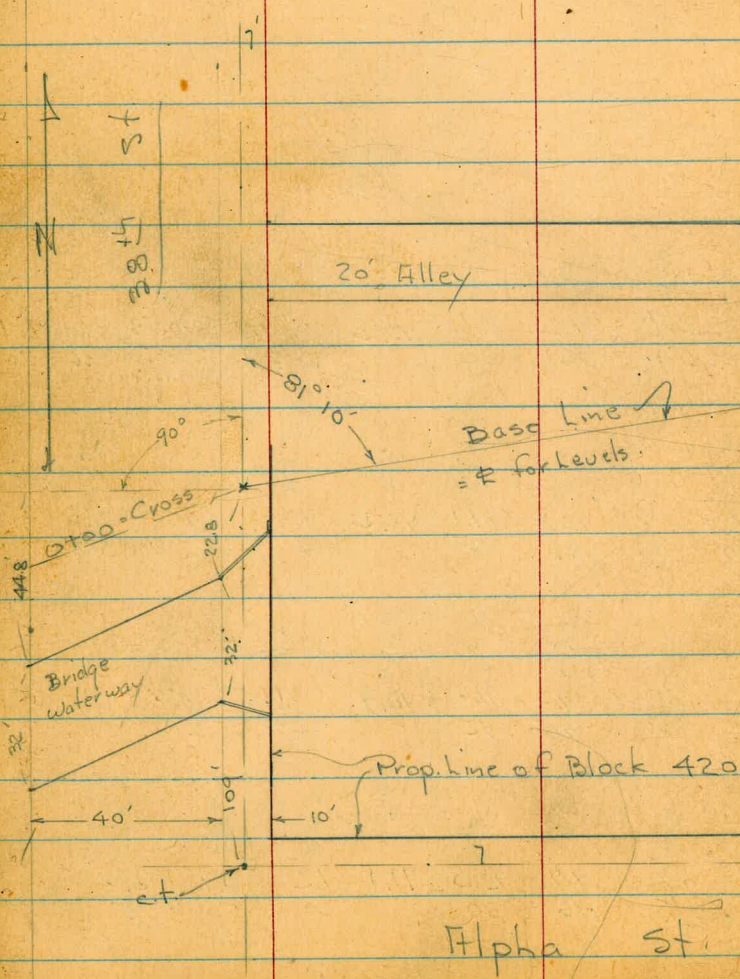
35.487

35.487

27.83
7.65
304
750

For Loc. Bldgs see Pg. 64

27' ?
13' line "Z" st



old Boundary

± of National Ave

city Disk - P. 50

86° 51'

30 + 42.00 = Cross = 72.00
on P. 50 - t of Bridge

13 Line Newton Ave

Mon

St

TP Sheet
(327.07)

41 St

110-43

73° 35'

Mon

Boston Ave

40.10

28 + 71.91 = Hub.
Ang. 69° 17' Lt.

40th St

East Line

Mon

73° 11'

139.34

14 + 13.19 = Hub.
Int. EL. of 40th St

353.07

Mon

13 Line "Z" St

13 Line

20 + 57.64 = Hub.
Int. 13 line of 41st

17'?

T.P. 7.36 27.64 2.98 20.28

16+00

Lt.	☉	Rt.
19.9	19.9	20.5
3.4	2.4	2.8
6.0	2.7	5.0
	5.0	8.5
	10.0	11.5
	13.0	13.5
	15.0	16.5
	17.0	18.5

15+00

19.3	16.6	15.0	13.0	10.5	20.4	20.5
4.0	6.7	8.3	10.3	12.8	2.9	2.8
7.5	3.0		2.3	3.8	7.0	12.0
T			C	T		

14+60 = ☉ channel

10.0
13.3

14+00

19.5	15.6	10.9	14.3	17.2	19.4	19.9
3.4	7.7	12.4	9.0	6.1	3.9	3.4
13.0	8.8	5.5	3.0		2.5	7.5
T		C			T	

13+00

18.6	14.2	11.1	17.2	18.3	18.3
4.7	9.1	12.2	6.1	5.0	5.0
17.5	13.0	8.2	3.0		5.0
T		C			

12+00

18.8	12.3	12.6	9.1	15.7	14.1	18.4	17.9
4.5	11.0	10.7	14.2	7.6	9.2	4.9	5.4
16.5	12.5	10.5	8.0	5.5	3.5	14.1	5.0
T			C			9.2	

11+20

18.6	12.7	8.9	12.6	18.6
4.7	10.6	14.4	10.7	4.7
4.5	2.7	C	3.0	6.0
T				

10+90 = ☉ channel

10+40.00 = Ang. Pt. - Sect. on split

17.3	15.5	11.7	8.3	11.5	12.9	16.8
6.0	7.7	11.6	15.2	11.8	10.4	6.5
10	4.0	2.4	3.5	4.3	8.0	11.0
			C			

T.P. 5.51 23.26 17.6 17.75 = Nail in fence cor.

23.26

10+31 - 5' Lt. = Cor. of Cor. Iron fence

16.5	13.0	11.9	10.3	10.7	10.5	13.1
3.0	5.9	7.6	9.2	8.77	9.0	6.4
14		4.5	5.6	7.1	8.0	9.5
			C	Top		

9+75 - 7' Rt. = Top of 3' Conc. Case for Sewer

19.51

Conc.

23+71.91 = Ang. Rt. - Sect. on split

24.4

5.5

120

24.3

5.6

100

23+00 = # Channel

T.P. 5.49 29.92 32.1 24.43

22+30

21+30 = 89' Rt. = Cyclone fence along Playground d.

20+85 = Top of Bank

Set B.M. = spike in Pole Below 3.21 24.43

20+69-2' Rt. = # Sewer M.H. - outs along # of Sewer

20+57-87' Rt. = # P. pole # C 1235 = also B.M.

20+00

19+00

18+00

17+00

	Lt.	#	Rt.
	24.4	19.6	16.7
	5.5	10.3	13.2
	120	95	80
		50	35
			10
			Hub.
			8 = fence
	24.4	19.9	16.2
	5.5	10.0	13.7
	100	73	60
		28	12
			C
			15
			30
			35 fence
			T
			29.92
	23.8	16.8	16.0
	3.8	10.8	11.6
	40	.24	18
	T		46
			57 = fence
	23.1	22.8	17.0
	4.5	4.8	10.6
	58	10	12.9
	Cov. of		13
	Shed		30
			40
			60
			76 T
			22.7
			4.9
	23.85	16.31	16.32
	3.79	11.33	11.32
			16 = Top
			C.P. pipe at
			Bank
			75
	22.8	22.9	22.6
	4.8	4.7	5.0
	50		11.6
			15.4
			12.2
			5.3
			18
			35
			55
			73
			91
			T
	22.5	22.8	21.9
	5.1	4.8	5.7
	25		14.6
			15.6
			13.3
			5.1
			52
			68
			87
			105
			120
			T
	21.6	21.5	21.6
	6.0	6.1	6.0
	25		12.0
			16.3
			12.2
			5.4
			58
			75
			100
			130
			150
			T
	20.4	20.0	21.3
	7.2	7.6	6.3
	25		13.6
			16.3
			12.8
			6.1
			61
			85
			110
			135
			170
			T

Lt. ‡ Rt.

T.P. 4.71 31.16 3.65 26.45

29+00	23.8	20.8	20.8	18.8	20.3	24.7	25.3	26.6
	6.3	9.3	9.3	11.3	9.8	5.4	4.8	3.5
	175	135	120	85	60	45		50
				C		T		

28+00	19.9	19.8	17.5	20.8	24.4	25.3	26.3
	10.2	10.3	12.6	9.3	5.7	4.8	3.8
	150	115	90	55	30		50
			C		T		

27+00 - 100 Lt. = ‡ 30' Aba Zaba Tree

T.P.	8.46	30.10	8.28	21.64	21.5	18.3	17.0	19.9	21.0	22.1	24.9
					8.6	11.8	13.1	10.2	9.1	8.0	5.2
					150	100	70	50	20		50
							C		T		

30.10

26+00	26.3	19.4	17.2	16.3	18.0	19.5	19.0	26.1
	3.6	10.5	12.7	13.6	11.9	10.4	10.9	3.8
	95	80	45	25		25	50	65=T
				C				

25+60 = ‡ channel

16.4
13.5
C

25+20	25.0	24.9	17.2	17.0	16.0	16.5	24.8	27.3
	4.9	5.0	12.7	12.9	13.9	13.4	5.1	2.6
	50	25	10		20	45	65	100
			T=fence		C		T	

24+50	24.5	20.8	18.4	15.2	15.9	28.1	28.1
	5.4	9.1	11.5	14.7	14.0	1.8	1.8
	58	45	25	C	30	45=T	75=
			T=fence				Road.

24+10 - Toe of ‡

29.92

Lt.

±

Rt.

check B.M. = NW. B.P. 41st Nat. 2.94 35.17 35.25 = P. 51
 T.P. 858 38.11 1.63 29.53

30+42.00 = end = Cross in ± of Bridge

28.0 ✓

31.4

30+20.2 = ± at sly. of Bridge

26.25

4.91 =
Bot. of
Bridge

20.8	19.8	18.3	26.39	19.1	21.2	26.50
10.4	11.4	12.9	4.77	12.1	10.0	4.66
66.2	30	12	Bot. of ground. Bridge.	36.5	at wing wall	Bot. of Bridge.
at wing wall		c	(not low stringer)	20.5		
				10.7		

29+95

29+75

21.2	20.0	18.1	20.3	26.0	27.3
10.0	11.2	13.1	10.9	5.2	3.9
100	70	45	20		50
		c			

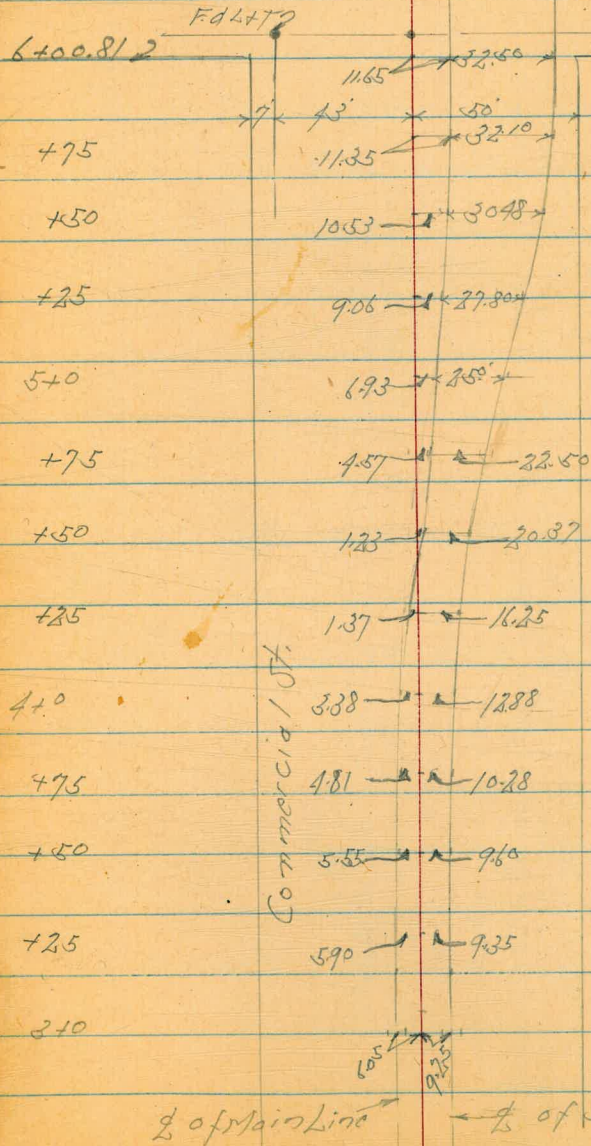
31.16

Location of Railroad Tracks
 Commercial St. Between 30th & 31st St.

For Levels See Page 27

April 17.52
 F. Sisson
 Garber
 Roger
 Fritz
 No. 31681

31st St



Clark
SHEPHERD
BRUNER
PERKINS
W.D. 20842
10-30-52

Loc. BLDG'S; COLLAS CHANNEL

LT.

BASE
LINE

RT.

WITHIN 50' EXIST. CHANNEL

(SEE SKETCH Pg. 55) STA. 0+00 to 30+42

BASE LINE SHOWN IN

Sketch Pg. 55 USED TO

LOCATE ALL BLDG'S.

1+38

17' LT. SW CORN. CHUTE CAFE PEN'S etc.

0+95

15' LT. SW CORN. SHED

0+86

83' RT. N.W. CORN. HOUSE

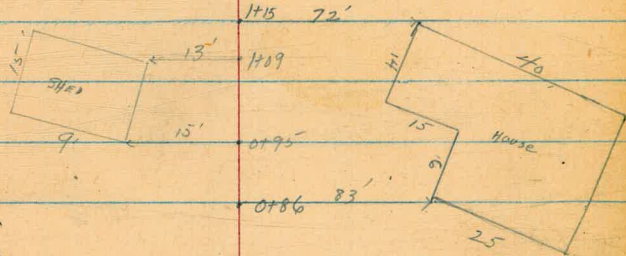
0+42.1

83' RT. To N.W. CORN. HOUSE

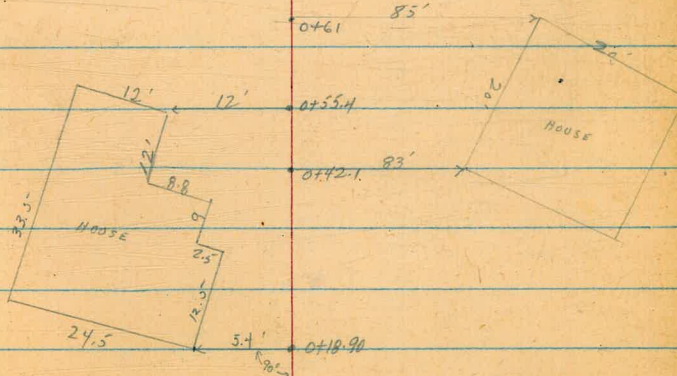
0+18.90

5.4' LT. SW CORN. HOUSE

0+00 = Ch. x, 7' Line on E. WALK
38th ST. 228' N.
(Sketch Pg. 55) OF BRIDGE



RECORDED
NOW
3-19-52

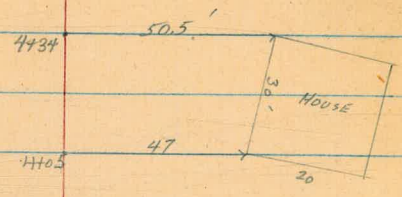


CH. x - 0+00

Loc. Bldgs. CHILLAS CHANNEL (Cont)

LT. BASE LINE RT.

4405 47' RT to N.W. Corn. House

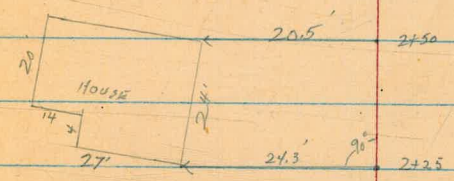


3460 21.5 LT SW Corn. House



2494 10 LT to SE Corn. SHED

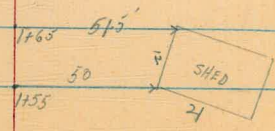
2483 13' LT to SW Corn. SHED



2425 24.3 LT SW Corn. House

2415 15 LT to S.E. Corn. Grude Pass etc.

1455 50 RT N.W. Corn. SHED



Loc. Blk. CHILLAS CHANNEL (CONT.)

LT.

BASE
LINE

RT.

5+67

81. RT NW CORN 911

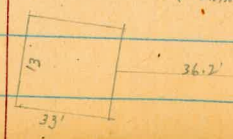
5+12 = 1/4 LT. 10° 50'

4+56

49.3 RT. to N.W. CORN SHED

4+17

36.2 LT of OLD House, partially destroyed by fire and uninhabited. See below

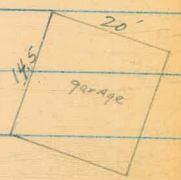


5+90

86'

5+67

81'



4+64

50.9'

4+56
9°

49.3



Loc. Bldgs CHOLLAS CHANNEL (CONT.)

LT.

BASE
LINE

RT.

23+71.91 Fd. 2x2 = \angle LT $69^{\circ}17'$

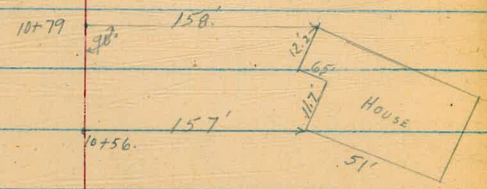
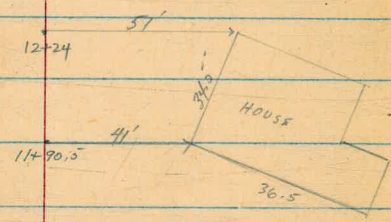
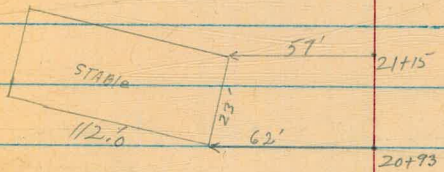
20+93 62.17 to S.W. CORN STABLE

11490.5

10+56

RT. to N.W. CORN HOUSE (within 50' old CHANNEL BANK)

10+40 Fd 2x2 A+B = \angle RT $10^{\circ}58'30''$



Clark
Shepherd
Singer

9-17-54

W.O. 20006

N-SECT. COMMERCIAL
31st to 32nd

Ref: T.R.s # 149
MAP # 135

INDEXED
M E R
SEP 21 1954

Note: See Pg 75 For Sketch Showing
LOC. EXIST. RR. TRACKS

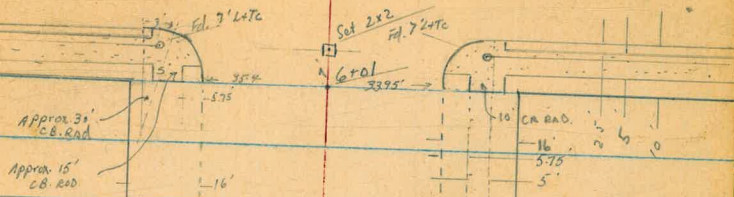
Note: Fd Hub on 32nd 7' Line by E
1-28-57
508
Fd PK on 31st 7' Line by E

IMPERIAL



32nd St.

68



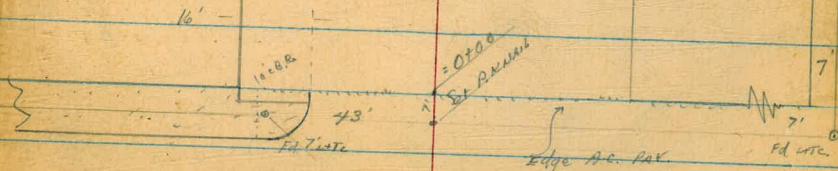
Commercial
Commercial

50'

50'

WEBSTER

31st St



N-SECT. COMMERCIAL: 31st to 32nd

(NLY) LT.

E

RT. (Sly) 69

0+72.2 44.5 RT Bag Conc. Loading-Pit
(grain cars unload into pit where conveyor picks up grain etc)

74.40
5.54
44.5
TR. Rm.
PIT

0+65.25 44.0 RT = grid area. Paved area

74.36
5.58
44

0+60.25 (unloading area)
44' RT Bag Conc. Pav. area (extends from outer rail track flush with Bldg) (4" thick base)

74.40
5.54
44

0+67 74.5 LT = 5 wly corn Palomar Bldg

74.27
3.67
74.5
Paved

T.P. 5.56 79.94 4.71 74.38

79.94

0+50

75.1
7.0
60
(unpaved
Paved area)

0+28 (to Nly edge)
-156 RT 4 x 4 Conc. Valve Box (5" walls) Steel Deck against Bldg
Note: conc. valve box is where oil is pumped from tank cars to Palomar Fds (Nly side ST) through 2" iron pipe. Approx. 1.5' to 2.0' below level of RR tracks. Under ST

74.27
4.82
46.5
edge conc
Box

0+00 = E line 31st (49.9 LT Bag 9' wood wire fence)
Rough edge Pav.
50.15 RT Bag Contng. Steel warehouse Bldg - mill - grain etc Raised Floor

74.5
4.6
50

mid RT Nely Pav CB L=16'

0-10 = CB line 31st (Nly) No CB sly (AC Pav extends Ely to Prop Line on 31st Sly of Commercial)

74.58
4.51
100
74.07
5.32
100
74.15
4.74
44
8.0
73.70
5.39
44
9.0
73.64
5.25
44
73.82
5.27
17
73.13
5.36
44
74.00
5.09
34

0-30 = E 31st (AC Surface)

74.28
4.91
100

B.M. 5.07 79.09

74.02 = N.W.B.P.
31st + Commercial

79.09

1484.7 33.0 LT END Conc. drive

16.34
3.60 3.44 5.14
60 50 33.0
ON DRIVE LIP

1467 74.54 END MAIN Bldg
33.6 LT Beg Conc. Drive - Palomar Fds

76.36
3.58 16.49 16.51 16.44 14.84
Elev. 351 3.43 350 5.10
60 50 336
ON DRIVE LIP

1454.2 (2 Steel CAV-STOPS EXTEND 30 BK along rails
6" wide)
41.45 RT (E) END SPUR TRACK

continues on see sket ch + notes pg 75

74.95 75.01
4.99 4.93
32.14 43.81
72 72

(+50) Section at 1450
1449.8 { 49.8 RT Beg 5' steel-wire Fence
50' RT END Warehouse Bldg (grains etc)

75.9 75.54 74.3 73.9 74.5
7.0 4.4 5.6 6.0 3.4
60 50 34 28

74.78 74.81 74.9 74.98 75.03 75.0
5.16 5.13 5.0 4.8 4.9 4.2 3.1
10.31 15.05 34 39.1 43.0 50 55
72 72 72 72 72 72

1449 30' LT END wood-wire Fence - Beg 9' Steel-wire Fence

1444 = E unpaired drive 50' RT (see below)

75.1 75.3
4.8 4.6
50 75

1437.9 50' RT END area of raised floor in warehouse
Beg 11' unpaired drive (still in ridge)

75.6 75.2 74.0
4.3 4.7 5.9
60 50 34

74.9 74.52 74.53 74.6 74.54 74.52 74.40 74.99
5.42 5.41 5.3 5.40 5.42 5.50 5.00
10.21 14.81 34 39.1 43 48 50 edge
72 72 72 72 72 72 72 Parthenon

1400 44.0 RT END paved area around Car-Loading Zone

74.40 74.78 75.01
5.50 5.16 4.93
44 46 50
on Pav Par

0492.5 = BK Conc. Pav.

0485 44.5 RT END Loading PIT

74.45 75.81
5.49 4.13
44.5 50
TR. RIM TR. RIM
15.0 PIT

3+31.85±

13.63 RT - E R.R. Track AT B.C. Track, Curve to LT

74.76	74.75
3.79	3.80
11.26	16.00
TP	TP
R	R

T.P.

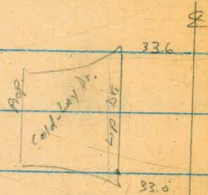
3.61 78.55

4.81 74.94

78.55

3+20.5

336 LT, END Cold-Lay Drive



3+12.5

50' LT Drive at Prop

3+00

4.8 RT to E B.C. begins Spur track

3+00

50' RT END 5' steel wire fence.

3.50	3.53	4.92
6.0	5.0	3.76
7.65	7.56	74.83
3.60	3.77	4.84
6.0	5.0	3.3
on Dr.	5.0	3.3
3.50	3.50	74.2
6.0	5.0	2.8

75.0	74.92	74.92	74.6	15.0	76.2	71.5	71.0
4.8	4.89	4.83	5.2	4.8	3.6	2.3	0.0
11.3	15.81	28	34	50	55	65	
TP	TP						
R	R						

2+95.5

50' LT - DIVERGE Prop LINE

2+87.5

330 LT Beg Cold-Lay Drive (Palomares)

76.4	74.98
3.4	4.77
6.0	3.3
76.4	4.1
3.4	75.1
6.0	74.4
5.4	74.9
2.7	

75.02	74.99	74.6	75.5	75.1	77.1	77.2
4.73	4.76	5.2	4.3	4.1	2.7	2.6
10.14	16.38	28	34	50	55	65
TP	TP					
R	R					

2+50

2+48.5

E 11.414.5' LT (water)

75.07
11.60
TP
R

T.P.

4.96 79.75

5.15 74.99

79.75

2+00

76.3	76.3	74.8	74.2	74.7	74.99	74.91	74.8	75.2	75.9	71.2	71.3
3.6	3.6	5.1	5.7	5.2	5.00	5.03	5.1	4.7	4.0	2.7	2.6
6.0	5.0	3.4	2.8	5.2	10.55	13.89	27	34	50	55	60
					TP	TP					
					R	R					

79.94

Commercial (Cont.)

4487 503 Lt & 3° cov walk

4490 = 9' NEW RAIL ST

4474 503 Lt end 8° steel fence + AS behind

4450 34 RT end Carb. CRT Con. Slab

4446 16⁸ RT to E spur track

4446 34 RT end Drive
499 RT end Bldg
334

4432 34 RT Beg Drive

4415 26¹ RT to E spur track

4415 499 RT Beg HARBARLITE Stucco Bldg

4408 34¹ Lt & 17⁵ wide AC drive
Fence now continues on

4412 501 Lt END steel-wire Fence

(Slab extends dx of ca to Bldg - Prop line)

4402 34 RT Beg. Com. 8" dia of Concr. Slab (Landing Deck For Harbarlite Storage Co.)
Note: 1ca (not sufficiently deep to comply with STS)

4400 34 72 35⁸ RT to E spur track

34 71.5 = E 447 RT edge 3' wide Concr. Steps
7 steps: { 0.6 Rise / 1.0 Depth } Per Step

3450

LT.

75.09

502

Wk

15.0 74.5 73.4 72.7
3.3 4.1 5.2 5.7
60 50 34 28

75.60 75.23 74.58 73.82
56 50 44 34
6k 1P

16.3 15.8 14.4 13.6 13.2
2.3 2.8 4.2 5.0 5.4
60 50 46 34 28

16.3 16.2 14.9 14.9 13.6
2.3 2.4 3.7 3.7 5.0
60 50 40 34 28

E

RT.

72

72.56
71.99
71.00L

73.36 73.51 73.3 73.6 73.1 73.8 73.6 73.9
519 504 53 50 483 467 50 507 110
71 78 28 34 34 47 50 55 65
R R 9th 6 8th 5th

73.7 73.3 73.86
4.9 5.20 4.69
30 31 38.8
2nd 4p

74.1 73.43 74.06 74.12
4.5 5.12 4.47 4.43
34 34 38.8 39
4th 4p 8th

77.69
0.86
49.9
Floor

74.5 74.33 73.34 74.37
4.1 4.22 5.21 4.18
34 34 31 38
74 70 68 58
ca ca 8th 8th

74.02 74.13 73.9 74.3 74.1 74.0 73.8 74.0
4.53 4.42 4.7 4.3 4.0 26.8 4.6
47 46 28 34 46 50 53 65
74 74 74 74 74 74 74 74
a b

75.86
2.68
47.7
Bot. Step

74.69 74.64 74.0 74.7 75.2 76.1 76.2 76.3
3.86 3.89 4.6 3.7 3.4 2.5 4.4 6.3
11.1 16.0 28 34 47 50 56 65
74 74 74 74 74 74 74 74
R R

78.55

CHK

9.55 67.03 - 67.03 = NW B.P. IMPERIAL 32nd

6+31 = E 32nd (AC SURFACE)

69.95
6.63
100
70.33
6.25
50
71.57
5.01
72.96
3.62
50
76.48
+0.10
100

(= Rough Edge Pav. 32nd - AC SURFACE)
6+11 = W 1/4 CB Line 32nd

70.30
6.28
100
CB
69.66
6.92
100
G
70.94
5.67
45
AC
CB
70.49
6.07
45
AC
CB
70.48
6.00
45
AC
CB
70.58
5.76
45
AC
CB
70.62
5.74
45
AC
CB
70.84
5.59
45
AC
CB
70.99
5.39
45
AC
CB
71.19
5.18
45
AC
CB
71.40
4.92
45
AC
CB
71.66
4.65
45
AC
CB
71.73
4.57
45
AC
CB
72.01
4.47
45
AC
CB
71.81
4.52
45
AC
CB
72.06
4.46
45
AC
CB
76.12
4.54
100
G
CB
76.04

Arkw-Bank Rd on LT (NW 1/4)
Mid-RT Ret's

71.00
5.58
G
CB
70.5
6.1
G
CB
(PRT)
71.8
4.8
G
(DRT)
71.98
4.60
G
CB

6+01 = W Line 32nd ST

71.2
5.74
60
71.3
5.3
50
71.22
5.36
44
AK
EDGE
71.24
5.34
37.7
44
AK
EDGE
71.08
5.50
35.4
44
AK
EDGE
70.70
6.0
35.4
44
AK
EDGE
71.0
5.76
28
71.02
5.56
26.8
71.0
5.6
71.4
5.2
38
71.4
4.9
33.75
G
71.7
4.55
33.75
END
CB
72.03
4.45
37.0
EDGE
72.13
4.38
44
AK
EDGE
72.22
4.28
50
60
72.4
4.27
50
60

5497 36' RT & Fire Hyd.

5296.5 49.5 RT = Nely Corn. Restaurant

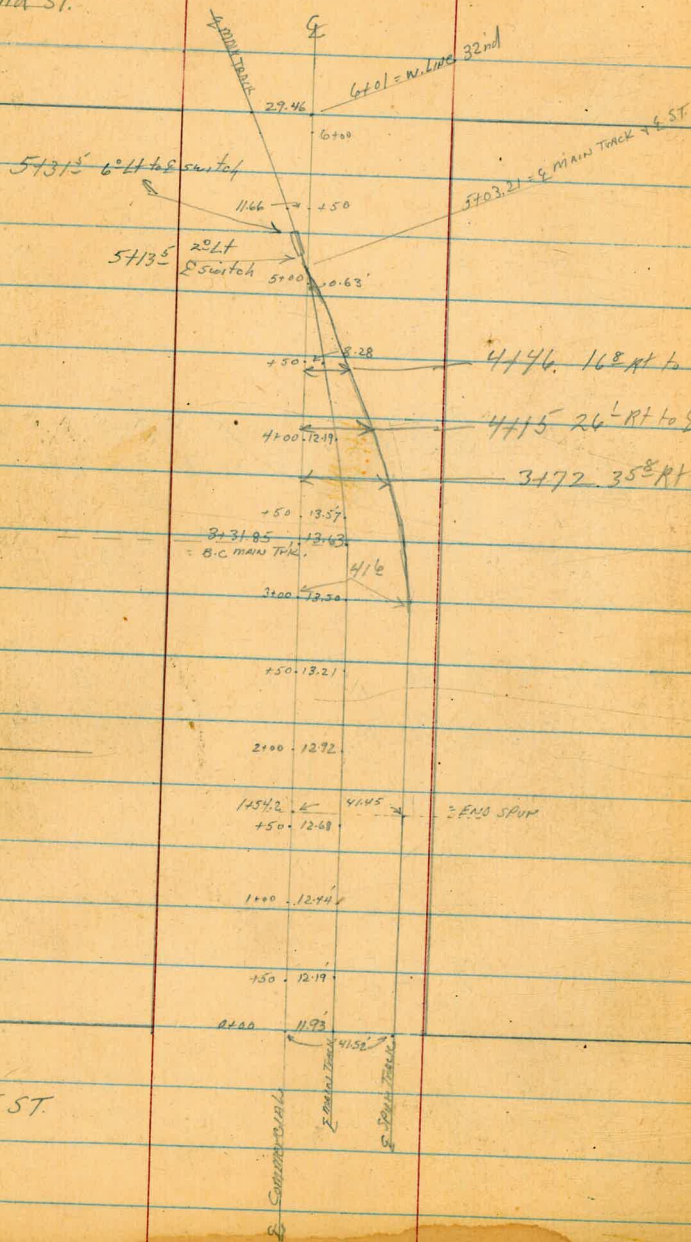
5495.5 = E 3.3' x 3.3' CONC. SLAB & PORTABLE PHONE Booth - 45.9 RT
(Note: 3' steel posts set in conc. to Nely Edge CONC. SLAB
at Nely & Wely Corn. Phone Booth)

13.55
5.03
40.5
F
72.86
3.72
45.9
conc.

COMMERCIAL (CONT.)

LOC. EXIST. R.R. LINES

32nd ST.



X-sec elev. on extended Spur Track

5713 & switch

72³⁹
20
21

4146 16² RT to S spur

4115 26⁴ RT to S spur

3172 35⁸ RT to S spur

4150

73⁵⁵ 73⁵⁵
135 188
N.R. S.R.

4100

73⁸⁴ 73⁸⁴
376 328
N.R. S.R.

276?

3150

74⁴⁴ 74⁴⁸
363 416
N.R. S.R.

3100

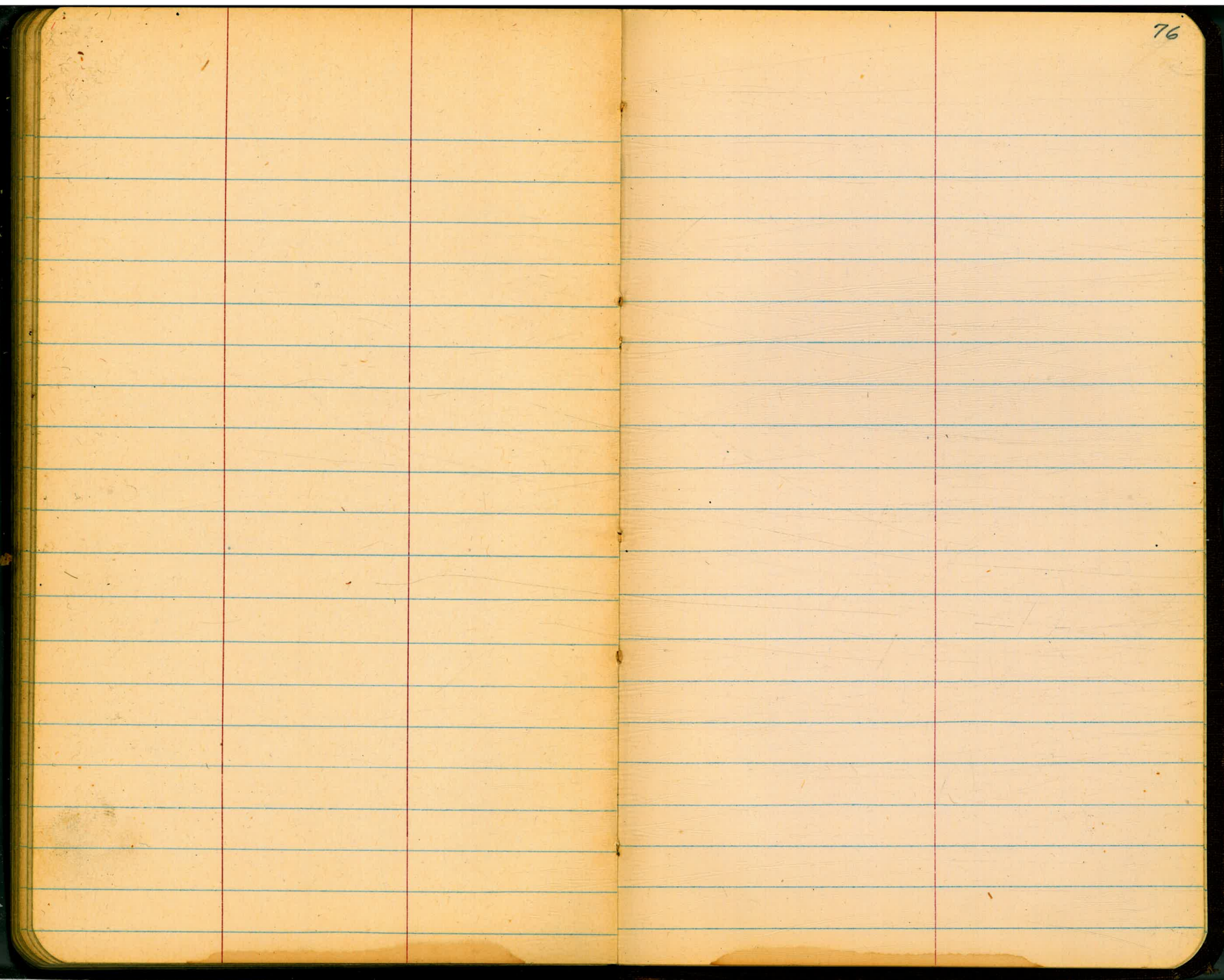
75³³ 75³¹
391 441
N.R. S.R.

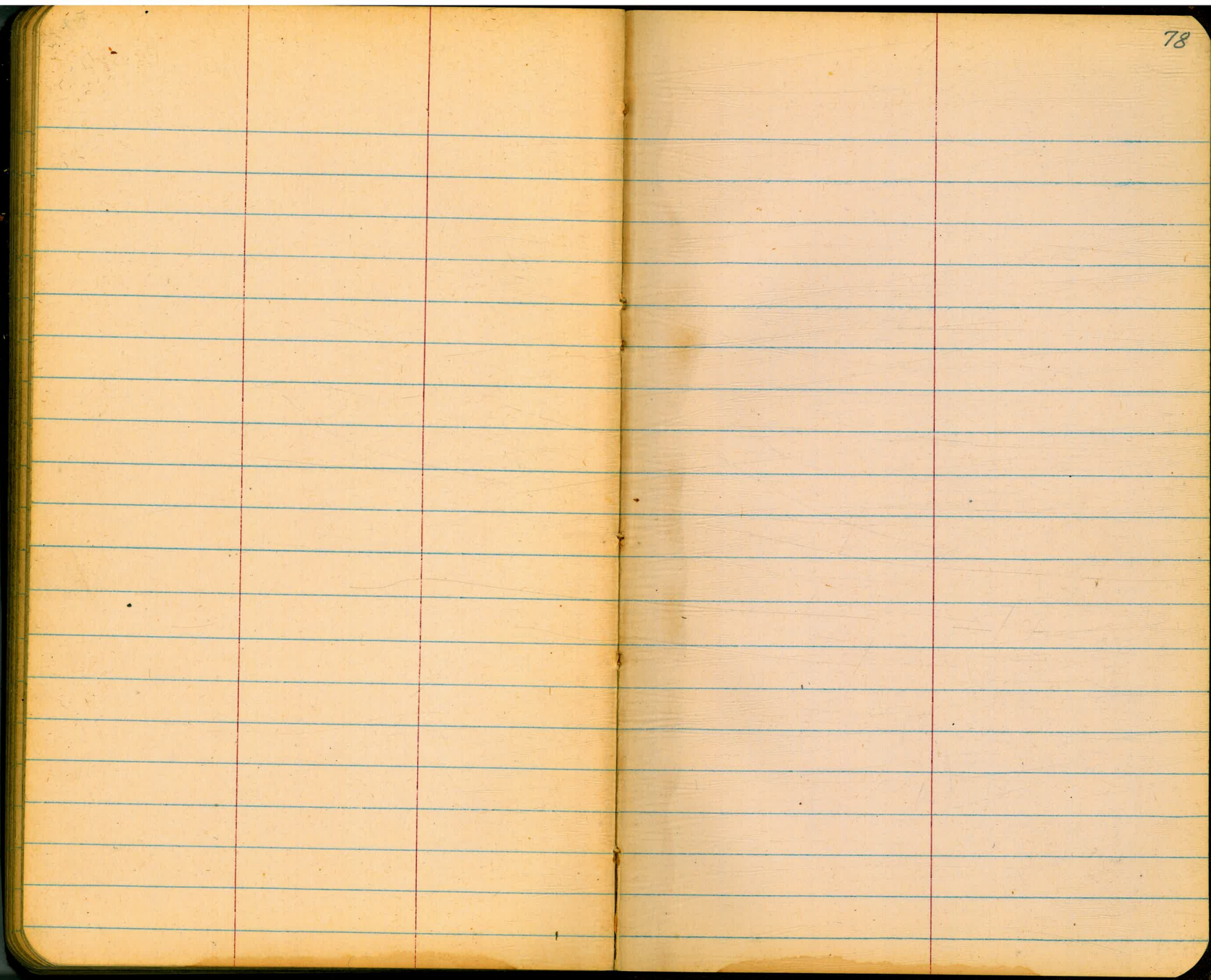
2150

75³³ 75³³
391 442
N.R. S.R.

2100

75¹⁸ 75¹⁹
392 442
N.R. S.R.

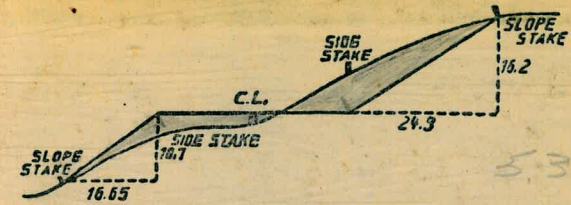




640.43
 300.72
 1221.79
 2206.9X
 1000
 32106.9V

5+12 = Ang. 18° 50' 14"

86° 51'



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
 SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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