

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.

2013

Sewer jobs only

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except page # 13

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	4.95	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	.029	.032	.035	.039	.043	.047	.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	.116	.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	.286	.383	.480	.578	.678	.777	.877	.977	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	.885	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

X-^{1st} Sec. 33rd St. Ocean View Blvd. So. 48-

Preliminary Survey and Line
Change for Sewer to Serve
Victory Manor Sub.

Roberts

W. Moore

Clark

3-1-49

W.O. 31527

F.B. 1660 Pg. 59-62

Map: 1118-D, 1005-D, 2276, 348, 1551, 3340

INDEXED

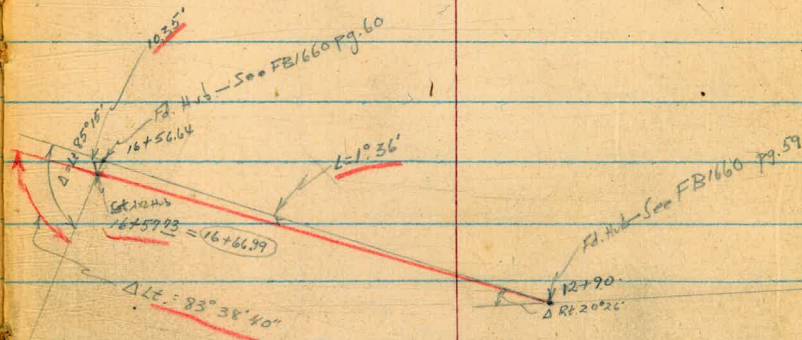
NK

MAR 9 1949

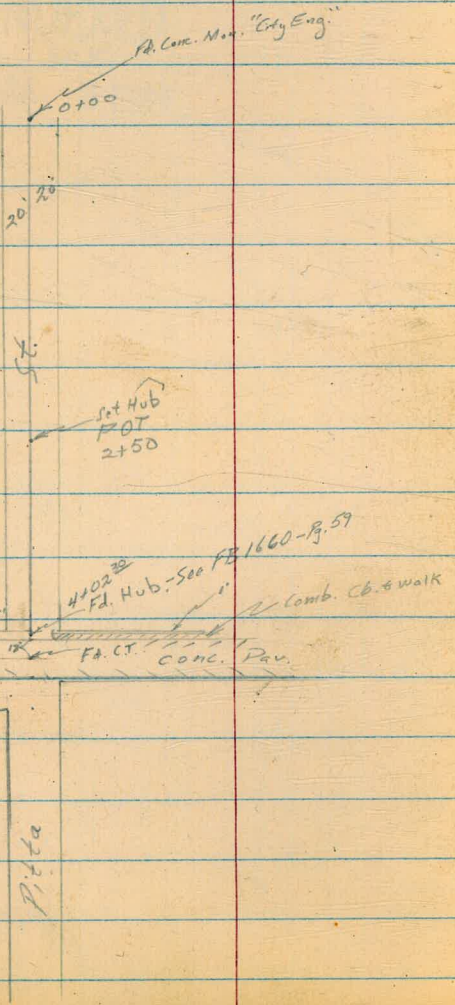
M.H. #6

Fd. Chisel
on M.H. #6

1949



Cont'd From Page 1



Location of New Improvements
4+57 to 12+90

3

Cont'd From Page 2

12+79 7' Lt. Begin 6" Conc. Ret. Wall

12+10 End Conc. Walk 6" Conc. Ret. Wall

12+06 5" Conc. Ret. Wall { ^{22' Lt}
8' Rt. End 4" Cb. Begin Walk

12+01⁶ End 2' Conc. Walk 0.2' Lt to 4" Cb.

11+79[±] Begin 2' Conc. Walk with 4" Cb. 2' Lt

11+69[±] 6" Conc. Ret. Wall 8' Rt. + 5' Lt.

11+03⁶ 6" Conc. Wall + wire Fence (N+S)

10+30⁶ 6" Conc. Wall + wire Fence (Running N+S)

6+38⁶ - Line 0.3' From So. Edge of ^{Fish Pond} ± 10' Dia.

12+90 0.5' Lt. 6" Conc. Ret. Wall

Levels on Sewer Running
North on Pitta From Market.

Lt.

⊕

Rt

4

Cont'd From Page 3

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WK

MAR 9 1949

2400

$\frac{13.2}{25}$

$\frac{11.6}{13}$

11.7

202.1

203.7

203.6

1450

201.2

207.9

209.7

210.0

1400

$\frac{7.4}{25}$

$\frac{5.9}{13}$

5.3

0450

Canyon

212.1

3.2

Higher
Ground

0400

On Mon.

211.1

215.3

$\frac{4.2}{25}$

0.0

Mon.

L. Pitta.

0.86

215.29

0.85

214.43

215.29

T.P.

9.06

215.28

0.22

206.22

T.P.

12.24

206.94

0.20

194.20

B.M.

12.57 194.40

181.83

SEBP

Pitta & Market

Cont'd From Page 4

3+85

185.0
6.6

3+70

187.1
7.5

T.P.

1.04

191.61
3

12.46

190.57

191.61
3

3+50

188.5
13.5

3+60

	193.1	195.0	199.0
<u>9.9</u>	<u>8.0</u>	<u>8.1</u>	
40	21		

199.1

3.9

2+50

Canyon

T.P.

0.55

203.03
3

12.81

202.48

215.29
3203.03
3

Cont'd From Page 5

6

Check

9.79

181.82

START B.M.
= 181.83

4402³⁰

191.61

182.7

8.9

191.61

Levels on Line change

12+90 to 16+57.3 = 16+66.99

Improvements 11+69± to 12+10

Cont'd From Page 6

Lt.

±

Rt.

7

12+06 Ret. Wall

	153.6	156.51	156.51
	2.2	4.26	
	3.0	2.7	4.26
INSIDE	Pit	Wall	Wall
Shed			

12+00

156.33
4.44
walk

11+79±

walk

Ret. Wall TP to ±
has a shed built
on it. wall foundation for
North wall of shed.

	156.50	156.42
	4.19	
	4.7	4.35
conc.	Ret. wall	walk

11+69±

conc. Ret. Wall

	159.5	156.62	156.66
	6.3	4.15	
	6.0	5.8	4.11
Dir		Wall	Wall

11+67

153.7
7.1

T.P.	0.95	160.77	12.76	159.82	
------	------	--------	-------	--------	--

160.77
±

T.P.	0.70	172.58	12.78	171.88	
------	------	--------	-------	--------	--

B.M.	2.83	184.66		181.83	
------	------	--------	--	--------	--

SEBY
Pit + Mark

Cont'd From Page 7

12+91⁹

Conc. Ret. Wall + Steps

150.85	151.54
9.92	9.23
step	wall

12+90

150.2	151.56	151.6
10.6	9.21	9.2
1	2.5	Dirt
Dirt	wall	Dirt

12+13

156.0
4.8
Dirt

12+10

wall

155.2	157.09	157.09
5.8	3.68	3.68
2.6	2.5	wall
Dirt	wall	wall

12+10

walk

159.50
5.27
walk

12+06⁴

walk

155.62
5.15
walk

160.77160.77

Cont'd From Page 8

13+50

22 Lt 3" Conc. Ret. Wall TP to E

Begin 4" Conc. Ret. Wall

13+22 I

End Conc. Storm Drain

13+21 E

Drain

13+20 E

Rough Conc. Open Storm drain Trough

13+17 E

4 E Rt End. Conc. Ret. Wall

12+95 E

Steps - conc. Ret. wall

160.77

Lt.

E

Rt.

9

149.8

11.0

148.2

12.6

3.1

Dirt

149.79

10.98

2.9

wall

150.04

14.78

wall

148.55

12.22

149.05

11.72

149.0

11.8

149.5

11.3

4.6

wall

151.51

9.26

4.6

wall

150.1

10.7

0.1

Dirt

151.51

9.23

wall

150.80

9.97

Steps

151.6

9.2

1

Dirt

160.77

Lt.

£

Rt.

10

Cont'd From Page 9

15+00

145.3
5.5T.P. 2.59 150.80 12.56 148.21150.80

14+50

147.4
13.4

14+00

148.3
12.513+59⁶ 6" Apricot tree on £

13+57³ { 12' Lt. End 3" Conc. Ret. Wall TP to £
 { 6" Conc. Ret. Wall { 5² Lt.
 { 6⁵ Rt.

147.5 149.82 149.75
 13.3 10.95 11.02
 Dnt wall Wall

160.77160.77

Cont'd From Page 10

Lt.

¢

Rt.

11

check

4.32

See FE 1660
16756.64
on Hub
146.48 = 146.46

16757.73

New Angle Point

145.5
5.3

16700

146.0
4.8

15750

145.5
5.3

150.80

150.80

5+54.31=Hub.
Ang. 2°44' Rt.
4' at 90° To Mon.
B.C.

See T.P. 27-P-76 + 1762-P.62
for Record of Ties

X
3
I

Prop. Sewer
"A" Line

2+42.19=4' Rt.
at 90° Mon.

3+12.35=Mail
Ang. 8°53'30" Rt.

2+81.9
0.65 Lt at 90° pipe

0+00=MH.

Pacific

10
5

W.
Channel

15+00=Stub
End. 12

1
3
I

11+38.77=Hub.
Ang. 42°19' Rt.

Bridge

E. channel

8+97.72=Hub.
Ang. 6°46' Rt.

Pacific

5+54.31

W.O. 31706-②
3735

7-21-49.
7.0

L. # RT 14

Levels along Prop. Sewer on E. side
of Pac. Hwy. + Balboa. = "H" Line

INDEXED
W.K.
JUL 26 1949

2+00

1+50 - 8.7 Rt. = Cor. Conc. Slab

+ Beg. Cold Lay
1+30 - 5.4 Rt. = Cor. Conc. Slab. to Rest Room

1+00

0+50

0+00 = + Exist. M.H. on Trunk Sewer.

7.25 24.27 14.8 17.02

5.42 18.50 4.97 13.08

B.M. 4.33 18.05 13.72 —

= B.P. in S.E. Bridge - Balboa + Rose Canyon Creek

18.85
5.42
10
H.C.

18.30
5.97
10
on H.C.

19.05
5.22
H.C.

19.20
5.07
on H.C.

19.09
5.18
10
H.C.

20.62
3.65
8.7 = Cor. Conc.

20.80
3.47
5.4 = Cor. Conc.

20.82
3.45
16.7 = Cor. Rest Room (conc)

11.6
6.7
10

10.8
5.5

11.6
7.7
10

17.5
6.8

11.76
6.51
on Rim

19.1
4.6
10

18.7
5.6
10

5.97
18.30
F.L.

24.27

N.E. Cor. 2.96 24.33
Island for Signal Post.

Set B.M. = in Conc. 290 21.37

3+12.35 = ± Balboa - M.H. Ang 8° 53' 30" Rt.

3+00

2+87.9 = curb.

2+86 - 1.3' Rt. = ± Signal Post.

2+81.9 = 0.65' Lt. = Prop. pipe

2+76 - 0.5' Lt. = 4" x 4" Sign Post.

2+66

2+33 - 1' Lt. = P.C. of Island cb.

2+32 - 3.1' Rt. = Cor. Conc.

1.5' Rt. = Cor. Conc. slab.

2+16 - 0.5' Lt. = P.C. of cb. to Flower Island.

19.38
4.89

19.32
4.95

19.22
4.35 Top
4.99 gut
19.28

19.32
4.95

19.77
4.50
1. Top
19.21
5.06
1. gut.

19.17
5.10
19.19
5.09
3.1 = Cor.
Conc.

19.81
4.46
0.5' Top
ch
19.24
5.03
0.5' gut
19.17
5.10
19.17
5.10
F.S. =
Cor.
Conc.
19.24
5.03
9.8
Conc.
24.27

"A" Line

Lt.

±

Rt.

16

7+00

4.5
17

19.8

10.4
4
±

13.9

8.2

14.1

6.1
10

18.2

6+50

4.4
17

19.9

9.9
6
±

14.4

7.0

17.3

6.0
10

18.3

6+00

5.4
16

18.9

9.3
7

15.0

5.4

18.9

4.8
10

19.5

2.9

21.4

shoulder

± Wash

255 = Bottom of Bank

5+77 - 2.5' Lt. = ± Tel pole - No #

5+60 - 1.9' Lt. = ± Deadman

5+55 - 3.2' Lt. = ± Deadman

5+54.18 - 4' Rt at 90° = State Mon.

17.40
6.84
on Hub.

Line to 5+54.31 = 5+54.18 in 1762

Use Notes in 1762 - P-66 + 67 for

3+51.9 - 4' Lt. = ± 8" Signal Post with 3x2
conc. base

3+44 - 8.8 Rt = ± 6" Sign Post.

3+42.19 - 4' Rt at 90° = Conc. Mon.

3+

3+34.1 = cb. = 3+33.9 - B 1762 - P. 66

24.33

"A" Line

Lt.

±

Rt.

17

16" Steel Gas Line Hung on Bridge

9+14.1 = Face of Headwall - 1.87 Lt - ± of

19.55	18.45	11.9
2.40	3.50	10.1
Top wall	Top of 16" Pipe	Ground.

9+12.7 = Beg. Bridge = Back of 14" Headwall

20.49	19.55
1.46	2.40
Top wall	Top of Headwall

9+03.8 = Beg. Conc. walk to Bridge

20.24
1.51 = Conc.

Line thru ± of Conc. Rail on E. of Bridge

8+97.72 = Ang. 6° 46' Rt

20.0	19.80	20.6	1.3	15.0
2.0	2.15	1.4	14.7	7.0
10	on Hub edge + shoulder.	6	22	40
A.C.			±	

8+50

19.8	19.4	9.5	5.8	16.2
2.2	2.6	12.5	5.8	20 = Top.
10		12		
		±		

T.P. 2.14 21.95 4.52 19.81

21.95

8+00

19.8	15.8	13.0	18.1	2.1
4.5	8.5	11.3	6.2	2.1
11		5	14	190
		±		Toe

7+50

19.7	13.3	18.1
4.6	11.0	6.2
15	± Wash	8

24.33

H Line

11+62 - 2.8' Rt. = ± P. pole # J.P. 60985'

11+60

11+38.77 = Ang. 42° 19' Rt.

11+21.6 = end of Conc walk

T.P. 9.29 24.99 6.25 15.70

11+23 = Back of Headwall = end of Bridge

11+21.6 = face of Head wall

11+00

10+55 - 150 Rt. = ± of E. channel

10+50

10+00

9+45 = River Bottom

Lt.

±

Rt.

188
128
376

18

4.5^{20.49}

4.25^{20.74}

on Hub.

4.01^{20.98}

24.99

2.08^{19.87}
Top Heddwall ground

11.7^{10.3}

13.9^{18.1}

13.9^{18.1}

15.0^{7.0}
ground

15.2^{6.8}

21.95

11.3^{13.1}

10-on split

3.16^{18.19}
= Top of 16" Pipe

9'
12.9
150

14.0
8.0
90
Top
Bank

"H" Line

15+00 = end

14+50

14+00 - Level field

13+50

13+00

W. channel Cont. along Highway

12+75 - edge

12+35 = channel - edge

12+00

11+80

Lt

+

Rt

19

16.0
9.0
50

16.40
8.59
on stub.

15.3
9.7
75

15.8
9.2

15.4
9.6

13.0
12.0
10

13.3
11.7

14.0 1.5 3
11.0 7.5 18.7
10 13.0 16.5
Bank \pm 0.4
E. channel

9.8
15.2

8.2
14.8

11.1
17.3

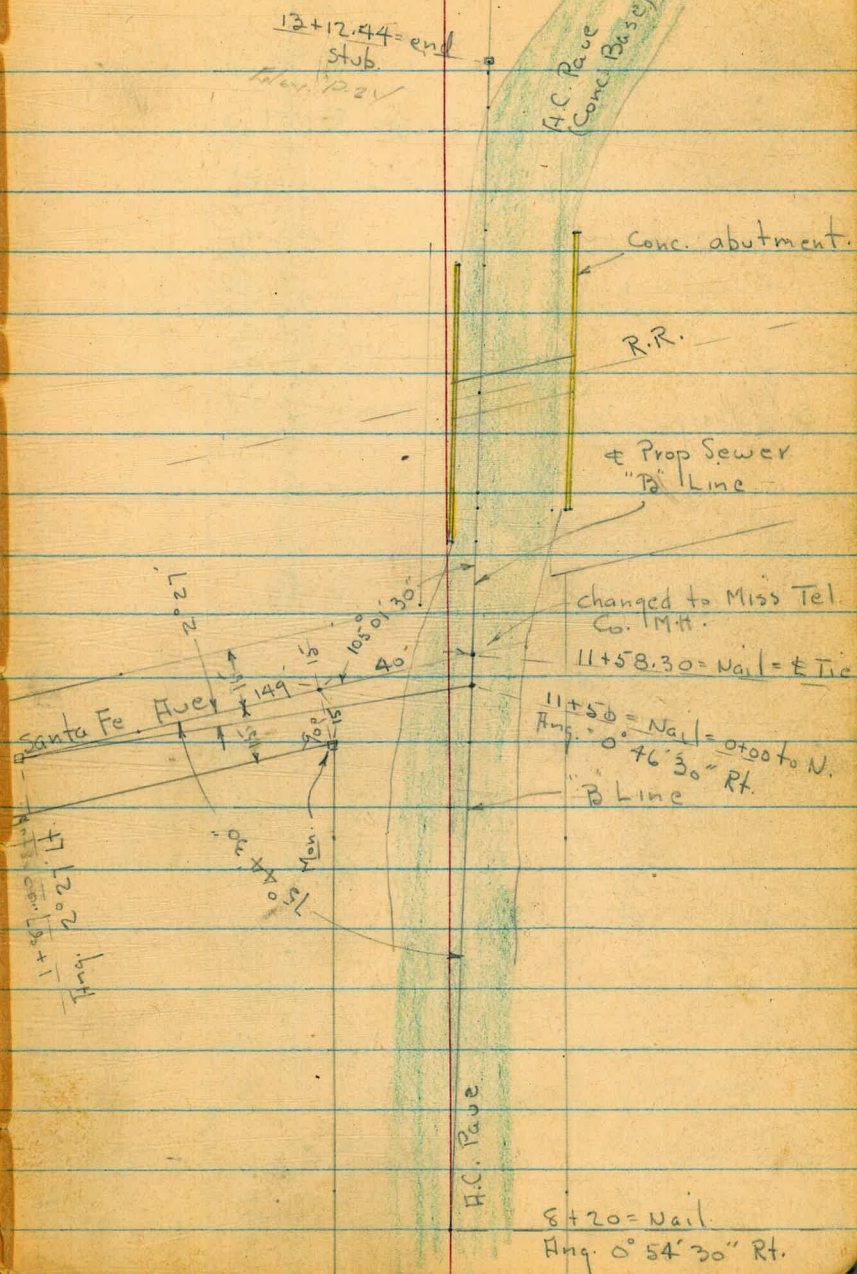
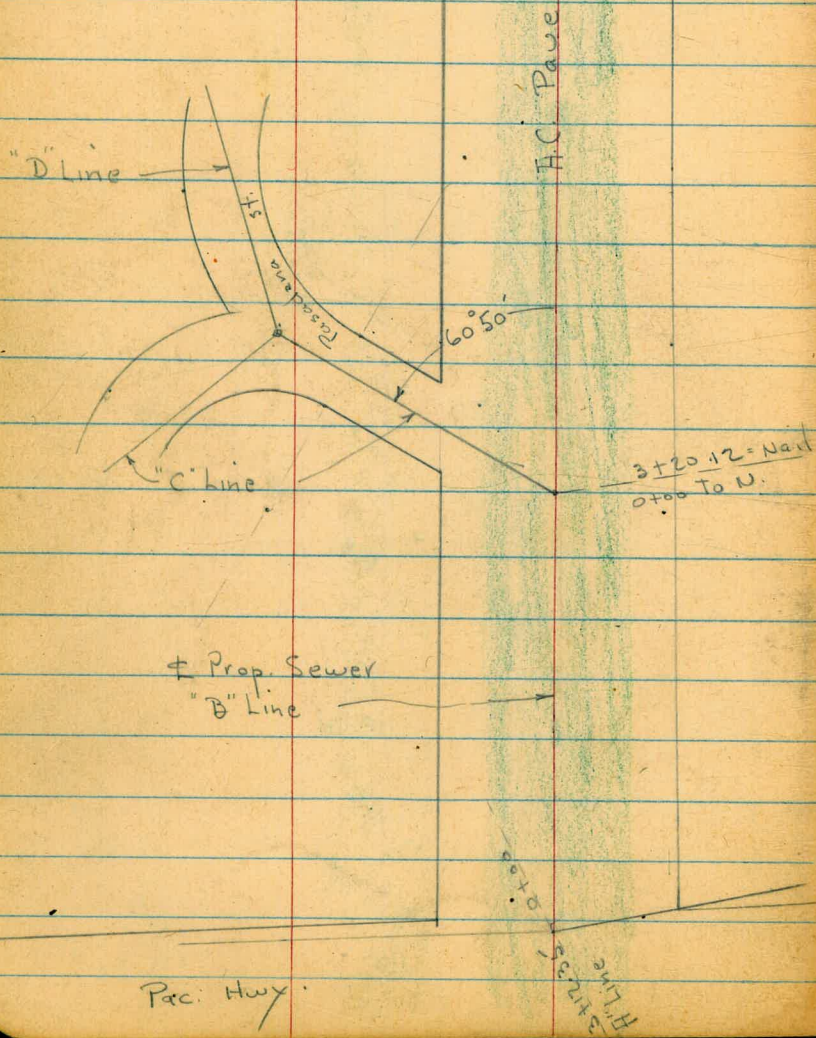
11.5
13.5

19.8
5.2
10

11.3
13.7
24.99

10.8
14.2
10

See T.P. 27-P. 75
for Record of Ties



= "B" Line

Levels along \pm of Prop. Sewer Along
Balboa Ave - Pac Hwy E Thru R.R.

Set B.M. on Hinge of Gar. Door \checkmark 2.14 36.18

3+20.12 = 0+00 to N.

T.P. 10.56 38.32 0.54 27.76

3+00

2+50

2+00

1+50

1+46 - 1.6 Lt. = Control box \pm + Sly. of 2' Conc. Traffic

1+00

0+50

on H.C. Pavic

0+00 = 3+12.35 - on "A" Line

B.M. 6.93 28.30 21.37 - P. 15

21 A 2
10.90 = Nail

38.32

26.75
1.58
10

26.95
1.35
10

26.9
1.40
10

25.82
2.48

24.30
3.92
10

24.56
3.74
10

24.63
3.67
10

24.5
3.8
150 - Vac.
lot

23.31
4.99

23.20
5.10
1.6
Top
Box

22.11
6.19
10

22.13
6.17
10

22.12
6.18
10

20.90
7.32

19.39
8.91

28.30

B Line

23

11+00

10+50

10+00

9+50 - 121' Lt. = steel Bldg.

9+00 - 172' Lt. = Bldg. (steel)

8+50

8+20 = Ang. 0° 54' 30" Rt.

8+00 - ground in Golf course, is higher ^{on Rt.}

7+50

7+15 - 49 ft. - New Bldg.

Lt

±

Rt

46.50

46.32

45.99

1.49
10

1.67

2.00
10

19.0
+ 1.0
150 =
Vac. Lot

45.18
2.81

43.90
4.09
10

43.90
4.09

43.55
4.44
10

45.61
2.38
121 = floor

44.8
3.2
121 = ground.

42.74
5.25

44.21
3.72
172
floor

43.9
4.1
172
ground.

41.41
6.58
10

41.54
6.45

41.29
6.70
10

40.30
7.69

39.64
8.35
on Nail

38.93
9.06
10

39.15
8.84

38.97
9.02
10

37.94
10.05

38.41
9.58
49
floor.

37.3
10.7
49 = ground.

37.08
10.99
47.99

B. Line

13+12.44 = end.

13+00 = Nly of Conc. Pave

12+68.2 - 22.7' Rt. = end Conc. Abut.

12+59.2 - 6.2' Lt. = end Conc. Abut.

12+26.1 = \pm of R.R. Bridge

R.R. Bridge

11+96.5 - 22.6' Rt. = Beg. 18" Conc. - Sly. of abut. - R.R.

11+87.4 - 6.2' Lt. = Beg. face of 18" Conc. Bridge

9.65 56.50

T.P. = Crossin Rim of Tel. MH. 11.4 46.85

Tie to \pm of Santa Fe

11+58.30 - Ang. $0^{\circ}46'$ Rt.

11+50 = Ang. $0^{\circ}46'30''$ Rt.

	Lt.	\pm	Rt.	24
49.4				
2.1	47.8	49.53	49.09	
15	5	6.97	7.41	
		on Stob.	9.3 = edge of Pave	
	49.0	10.42		
	7.5	8.08	48.58	
	10	edge Conc.	7.92	
			10	

		46.75	46.38	46.06
47.09	46.50	9.75	10.12	9.64
9.41	9.92	10.00	22.7	23.7
6.2	6.2		Pave	Top Conc.
Top Conc.	Pave.			
		46.13	60.04	
		10.37	+ 3.54	
		Pave	Bottom of Bridge = clearance	

		46.15	46.85	45.81
		10.35	9.65	10.69
			22.6	22.6 = Pave
			Top Conc.	
47.14	46.35			
9.36	10.15	46.26		
6.2	6.2 =	10.24		
Top Conc.	Pave			
		56.50		

46.72

12.7

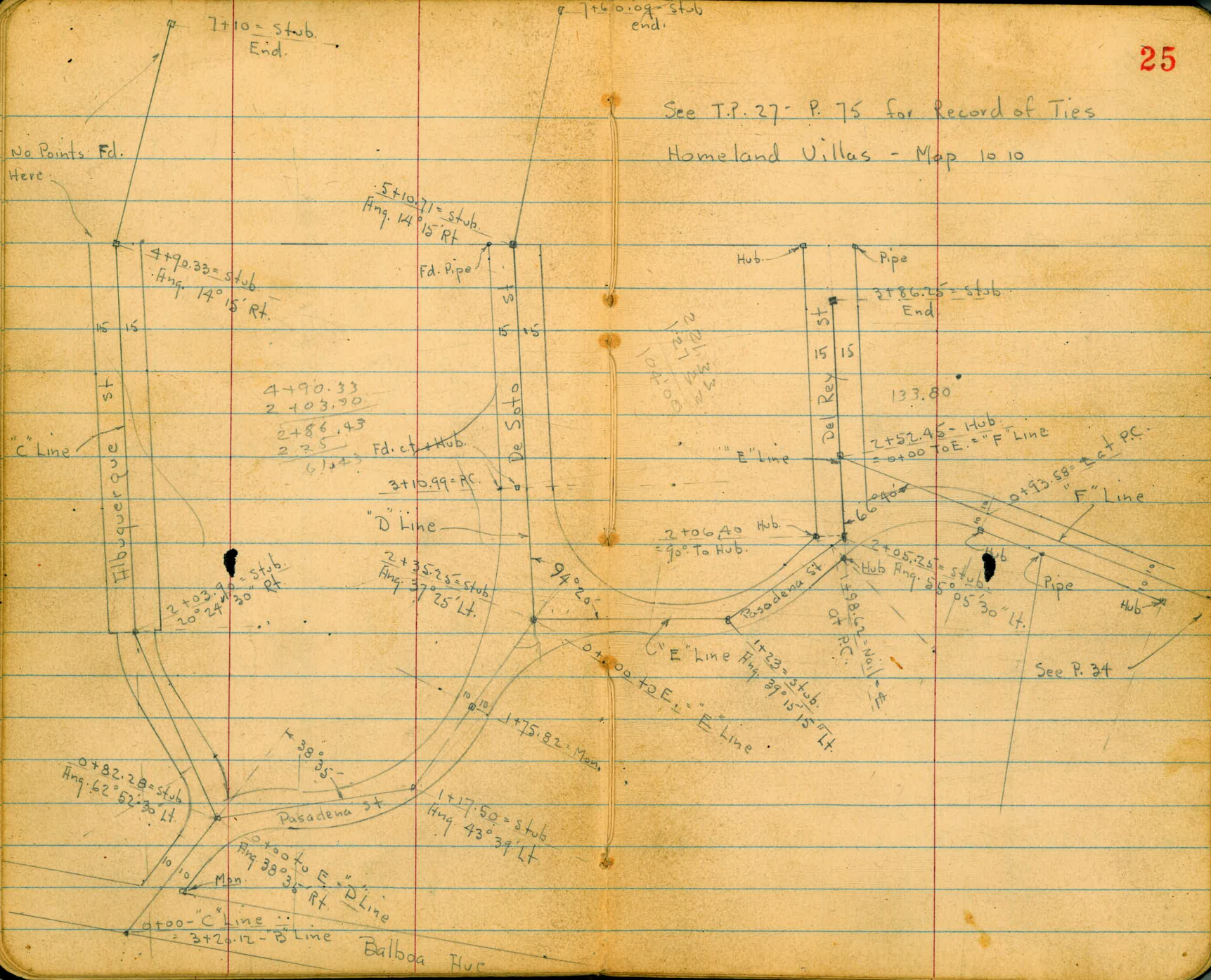
46.81 ^{pp Nail}

47.99

see P. 38 for elev.

See T.P. 27 - P. 75 for Record of Ties
Homeland Villas - Map 10 10

No Points Fd.
Here



Begin Levels along \pm of "C" line

See Sketch - P. 25

0+80				
T.P.	7.89	45.94	0.73	38.05

1+50

1+15 - Court on Rt. is High

0+90 = edge of oil

0+82.28 = Ang. $62^{\circ}52'30"$ Lt. = 0+00 of "D" line to F.

0+30 = end of Pavc - Beg. Very rough oil Pavc.

0+17 = gut.

0+00 = 3+20.12 on "B" Line in Balboa Ave

B.M.	2.60	38.78	36.18	
on Hinge				
P. 21				

Lt. \pm Rt.

	27.2	37.1	37.9	37.8
	18.7	8.2	8.0	8.1
23		4		9 = edge
Toe		edge Road.	45.94	Road

	27.5	35.0	35.1	35.4
	11.3	3.8	3.7	3.4
18		1		Road
Toe				11"

	27.6	33.1	33.3	33.5
	11.2	5.7	5.5	5.3
17		4		10
Level hot. Toe				

32.08
6.7

31.92
6.86
on Stub.

21.86
10.92
A.C.

21.78
11.40
A.C.

11.37
Nail = on F.C.

38.78

T.P. 11.79 45.90 11.83 34.11 = stub. 4+90.33

4+90.33 = Ang 14° 15' Rt. - Used scaled Ang -
No Points found to define Road. to N.

4+80

4+50 - 12.2 Lt. = E Pole P4660

4+00

3+50

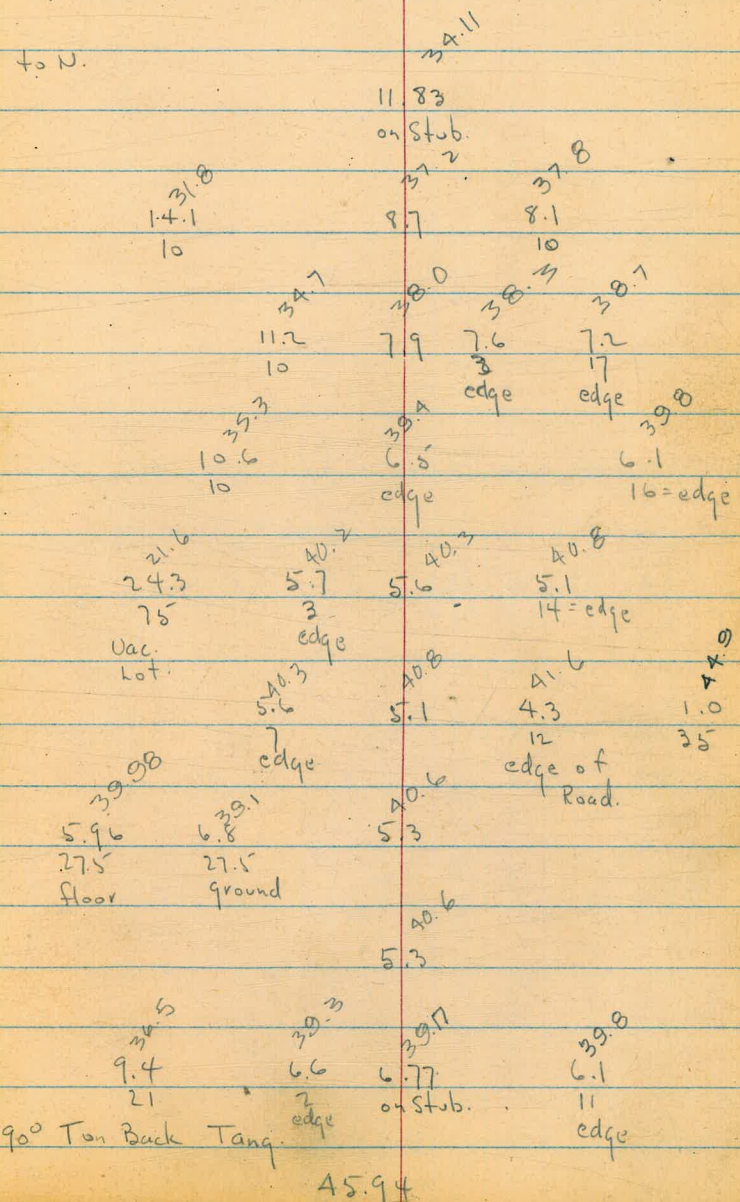
3+00 - ground + Houses on Rt. are High

2+65 - 27.5 Lt. = House

2+50

= Albuquerque st.

2+03.90 = Ang 20° 24' 30" Rt.



T.P. on Rock - for check

0.45 45.45

7+10= stub= end on top of bank above
Creek Channel

← goes down
to channel

34.2

35.96

43.7

11.7

9.94

2.2

10

40

30.9

33.9

37.0

15.0

12.0

8.9

10

10

29.1

32.0

30.5

16.8

13.9

10.4

10

10

27.9

31.0

31.6

18.0

14.5

11.3

10

10

20.8

32.2

38.1

25.1

13.7

7.2

50

vac. lot.

45.90

25.

6+50

6+100

5+100 - everything on Rt. still High - No Houses

Req. levels along ± of "D" Line - See sketch - P. 25

2+00

1+50 - 23.3' Lt. ± House (in Court)

T.P. 13.13 56.66 1.38 43.53

1+17.80 = Hing. 43° 39' Lt. Sect. on split

0+80

0+40

Court on Lt. is High

0+26 = edge oil Pavc

Poor oil Pavc

0+00 = Stub. 0+82.28 on "C" line

B.M. 8.73 44.91 36.18

53.6	51.4	51.3	51.3	51.2
3.1	5.3	5.4	5.4	5.5
18	11	2		3 - Top bank
19.01	47.7	47.6	47.5	47
76.5	9.0	9.1	9.2	9.0
23.3	23.3	8	4	9
floor	ground	edge oil	edge	Top bank

56.66

43.6	43.53	43.5	42.2
1.3	1.38	1.4	Tel Pole
9	on Stub.	3	127
edge		edge oil	25
			Top bank
41.9	39.0	39.0	39.1
3.0	5.9	5.9	5.8
12	4	8	12
	edge	edge oil	26

35.6	35.1	35.1	31.7
9.3	9.8	9.8	13.2
13	edge oil	2	13
edge oil			

34.0
10.9

31.92
12.99
on Stub.

44.91

on Hinge
P. 21

D Line

5+10.71 = Ang. 14° 15' Rt.

5+00

4+50

4+00

3+50 - 485 It = ± House

Houses on Rt. are High

3+23 = end of oil Pave

T.P. 2.12 57.56 122 55.44

3+00

2+60

2+35.25 = Ang. 37° 25' Lt. - Sect. 90° to back

Lt. \$ Rt. 30

53.04
4.52

on stub.

53.3

4.3

10

52.3

4.3

52.9

3.7

54.3

3.3

10

52.9

3.2

52.9

2.5

55.1

2.5

50.8
6.8
50
Jac. Lot

52.9
4.7
10

53.3
4.3
10

51.8
5.8
50
Jac. Lot

53.8
3.8
10

54.3
3.3
10

54.36
3.20
48.5
floor

53.1
3.5
48.5
ground

52.9
3.2
55.1

57.56

55.4
1.3
10
edge oil

55.5
1.2
54.9

55.6
1.1
10 = edge

54.8
1.9
10
edge

54.9
1.8

55.1
1.6
10 = edge oil

54.5
2.2
20
edge
oil

53.9
2.8
4
edge
oil

53.73
2.93
a stub

53.5
3.2
17 Top
Bank

56.66

Ground beyond drops to channel

7+60.09 = end - 16.5' Lt. = end of Bldg.

7+00

6+50

6+00 - 17' Lt. = Beg. Large Steel Bldg.

5+50

set B.M. spike in Pole

opp 5+10.71

3.01 54.55

55.6	55.3	55.63	56.3	55.8
2.00	2.3	1.93	1.3	0.8
16.5	16.5	on Stab	10	100
floor	ground.			Vac Lot
	2.9	2.5	2.0	
	10	10	10	

50.4	54.51	53.2	53.3	53.6	54.1	54.8
7.2	3.05	4.4	4.3	4.0	3.5	2.8
97	17	17	10	10	10	50
ground	floor	ground				Vac Lot
at Back of Bldg.				4.3		

57.56

"E" Line

Lt.

±

Rt.

33

3+86.25 = stub = end.

60.4	60.21	60.3	59.6
2.6	2.77	2.7	4.4
10	on Stub.	7	50-Low
edge		edge	Point in Vac.

3+35 - 39.2 Lt = ± House

62.86	61.0	60.2	59.7	59.4	
1.12	3.0	2.8	4.3	4.6	
39.2	39.2	9		8	
floor	ground	edge		edge	
		49	58.5	58.3	56.0
		9	5.2	5.7	8.0
		edge		8	8.0
				edge	low in
					Vac Lot.
		55.3	55.2	55.1	
		8.7	8.8	8.9	
		8		7	
		edge		edge	

3+00

2+50

= Nail in Pole - 1+89

T.P. 9.20 63.98 4.99 54.78

63.98

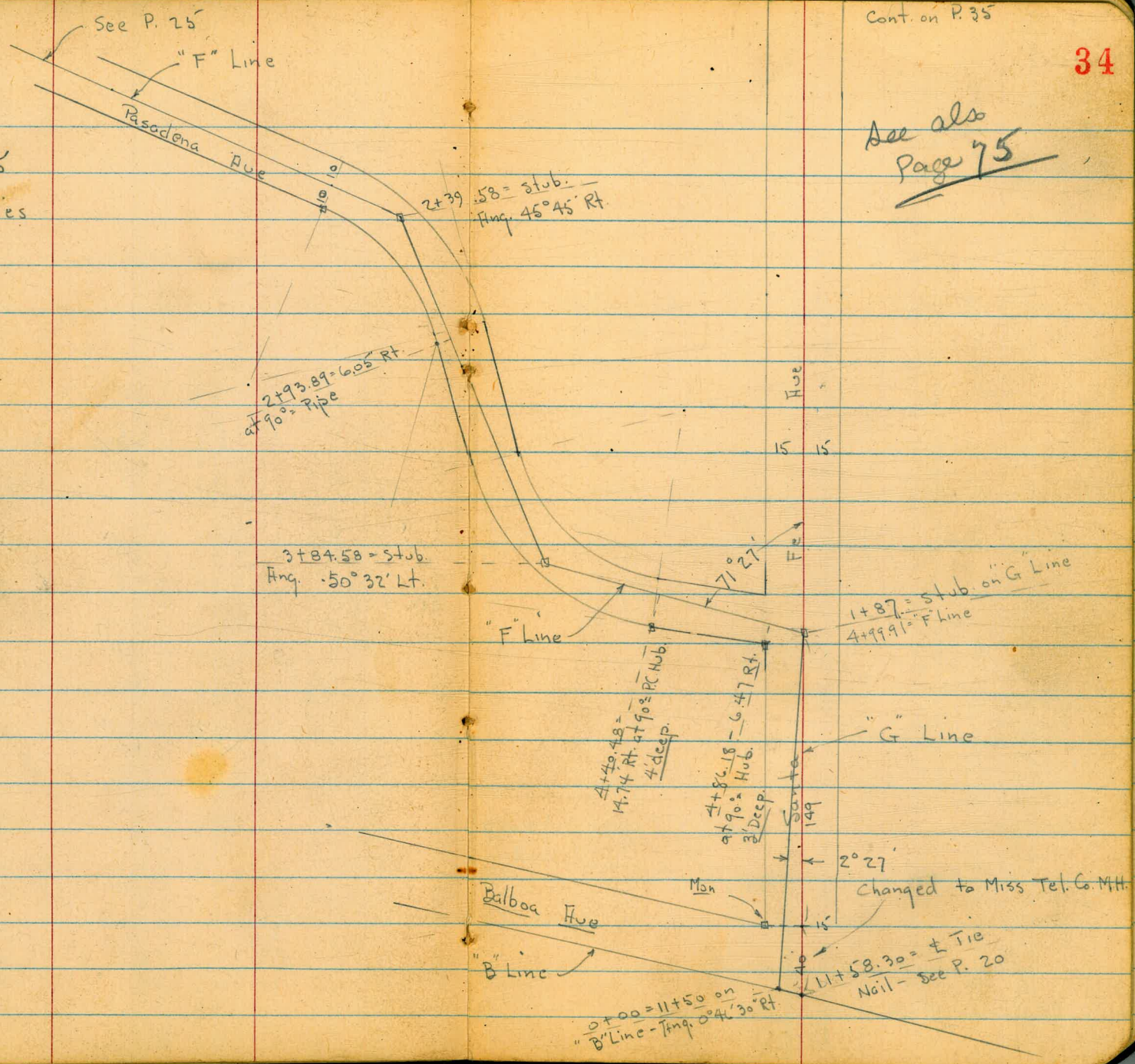
2+25

54.0	54.1	53.5
5.8	5.7	6.3
14-edge		10

59.77

See also
Page 75

See T.P. 27- P. 75
for Record of Ties



About 200' ahead = Summit

8+98 = stub.
= End.

R.R. Row.

"G" Line

N.L. of Homeland Villas
Map 1010

Mon

15 15

6+12.13 = stub.
90° To Mon.

Cont. from P. 34

Req. Levels along ± of "F" line - in
Pasadena Ave - Del Rey to Santa Fe

2+95 - 12.5 Rt. - N.E. Cor. of Mach. Shop - shown
from Balboa

2+50

2+39.58 = Ang. 45° 45' Rt.

2+00

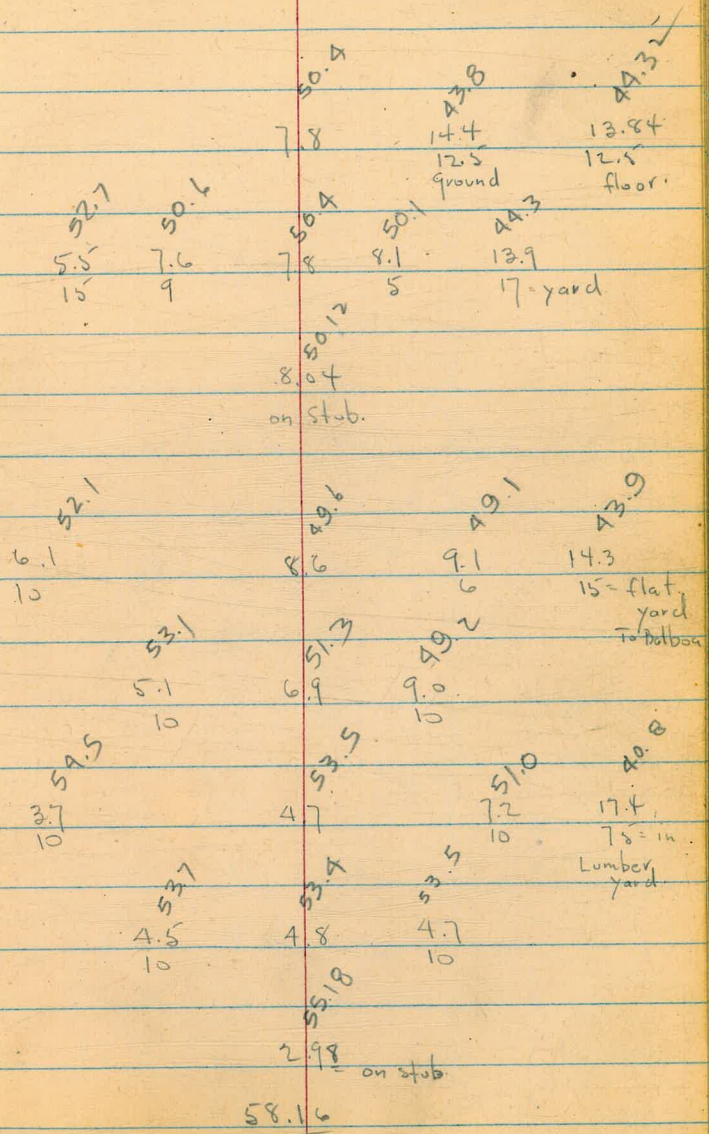
1+50

1+00

0+50 - Ground on Lt. is High - all the way.
St. not Graded.

0+00 = 2+52.45 on "E" Line

B.M. 3.38 58.16 54.78
Nail in Pole - P. 33



Req. Levels along \pm of "G" Line - along \pm
of Santa Fe - from Balboa Ave - N.

1+87 = Hng. 2° 27' Lt. = 4+99.91 on "F" Line

1+45

1+00

0+50

0+20.1 = end of A.C. Pav^{nt}

0+17.3 = Cross assumed \pm of Tel. Conduit

0+10.5 = 7.2 Rt. = Near Cor. of Inside of Conc. Box

0+09.5 = 12.2 Rt. = \pm of Lid to Tel. Co. M.H.

0+00 = 11+50 = on "B" Line

B.M. = 12.04 58.89 46.85
Cross in M.H. - P. 24

Lt. \pm Rt. 38

50.7
8.20
on stub. 51.4
7.5
14 = edge

9.8 49.1

48.0
10.9
edge 48.0
10.9 48.5
10.4
14 edge

47.3
11.6
5
edge Rd. 47.5
11.4 48.2
10.7
10
edge Rd. (Traveled Road)

47.24
11.65

47.19 41.6
11.70 17.3 = estimated Bottom
of Tile Cond.

46.98
11.91 46.85
12.04
12.2
Rim of
M.H.

H.C. Pav^{nt}
46.81
12.08
on Nail

58.89

G Line

5+50

T.P. 6.19 74.97 0.97 69.78

5+00

4+50

4+30 - 40' Lt. - Cabinet Shop.

4+00

3+50

3+00

T.P. 11.88 69.75 1.02 57.87

2+50

Lt. ± Rt.

39

70.2
4.8

74.97

66.5
3.3
11
edge

66.5
3.3
66.38
0

67.0
2.8
10
edge

63.4
6.36
40=floor

63.0
6.8
40=ground

62.9
6.9

62.1
7.7
11
edge

62.7
5
61.2
8.6

62.0
6.9
13=edge

55.1
14.7
70
Vac. Lot.

58.5
11.3
10
edge

59.0
10.8

59.0
10.8
13=edge

69.75

55.1
3.8

58.89

"G" Line

check stub 3+86.25 on E. Line 14.77 60.20

8+98 = end - Rises to Summit about 200' N.

8+50

8+00

7+50

7+00

6+50

B.M. on Mon. at Cor. 4.57 70.40

6+12.13 Tie to N.E. Cor. Homeland Villas

6+00

5+75

Lt. Rt. 40

60.21 = P. 33

65.5	67.32	67.2	68.4	70.0
9.5	7.65	7.8	6.6	5.0
40	on stub.	3	2.6	31 = fence along RR. - R. bar.

62.4
12.6
100
Lowest spot.
Rises from Here
to N.

66.6	66.8	67.4
8.4	8.2	7.6
5		18
edge		edge

67.2	
7.8	

67.6	67.8	68.3
7.4	7.2	6.7
9		13
edge		edge

68.9	
6.1	

66.9	70.4	69.9	71.2
8.1	4.6	5.04	3.8
75	11	on stub.	12 = edge
Jac Lot	edge	20.5	

71.1
3.9

74.97

Drainage Survey

From Inlet W. Pt. Loma Blvd. & Castellar St.

12-6-49 Easterly to Culvert.

Roberts
Garber
Moore
Clark
No. 20613

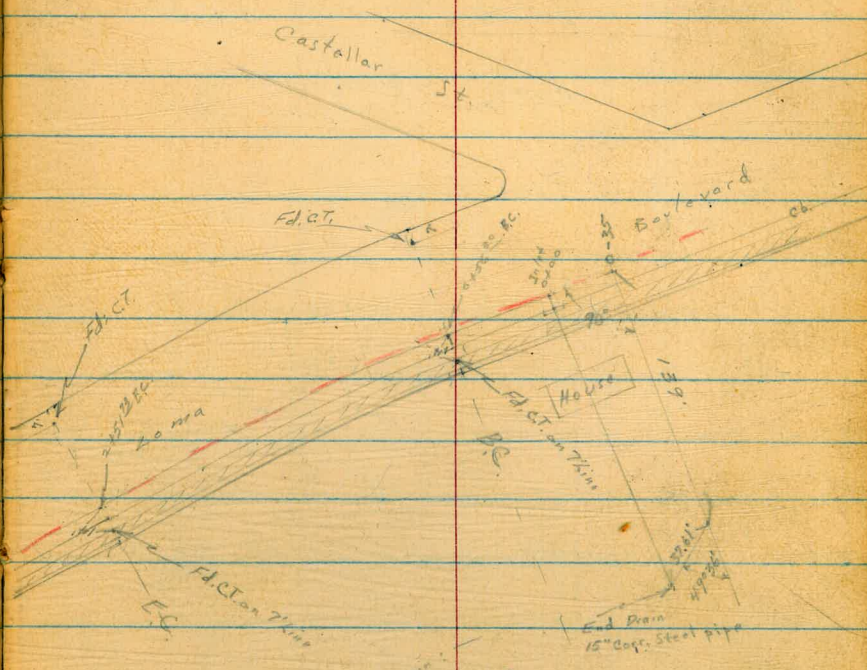
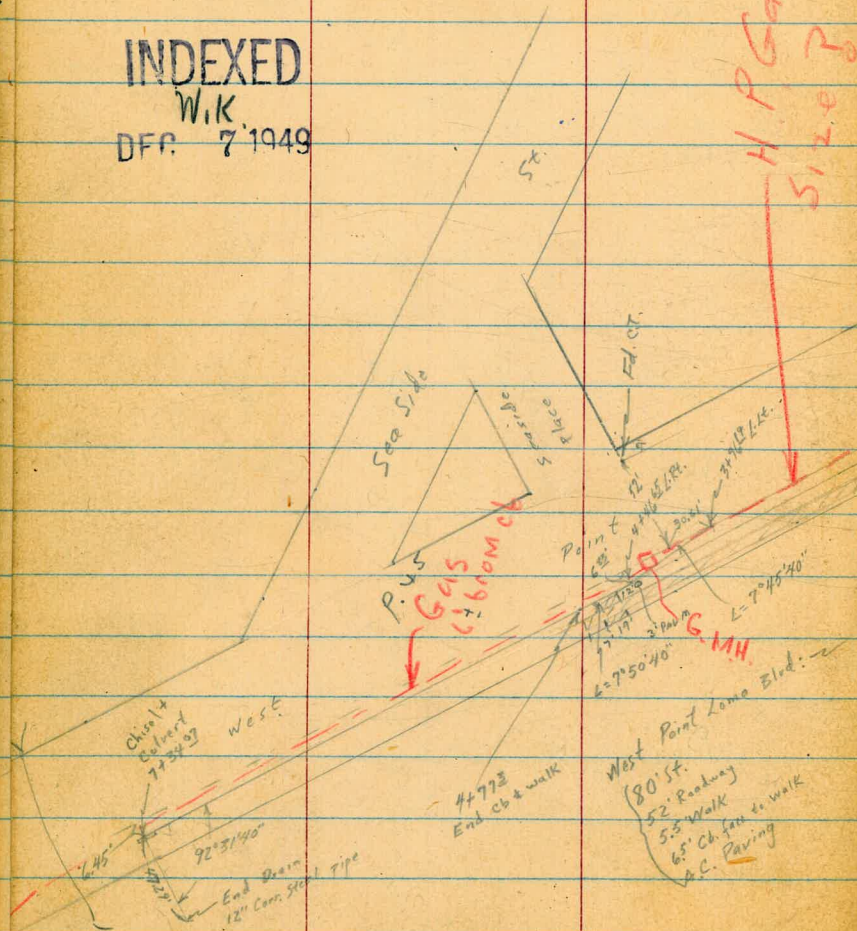
Map 1217 & 1167

TR. 667, 669A & 69C

INDEXED

W.K.

DFC. 7-1949

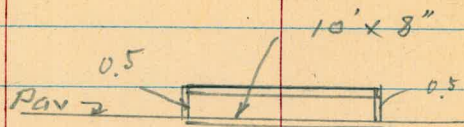


Proposed Drain:
 $\Delta = 90^\circ$
 $R = 12353'$
 $L = 195.43'$
 19656'

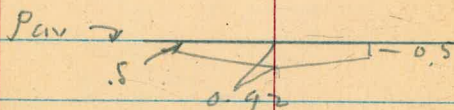


Cont'd From Page 41

1+50



1+00



0+56³⁰ BC

NO grate
10" Black iron
ST. DEPT.
CALMAM
Water Pipe

0+00

10' opening on storm drain

off T.P. #1

7.75

34.78 ✓

27.03

Invert of End of Drain opposite 0+00

T.P. 3

2.25

7.06 ✓

12.07

4.81

T.P. 2

0.77

16.88

12.05

16.11

T.P. 1

1.13

28.16

7.31 ✓

27.03

BM

4.02

34.34

30.32

Lt

Rt

42

28.93	28.29	29.60	28.81
5.85	6.49	6.18	5.97
cb	cut		5-

28.25	27.44	27.93	28.13
6.53	7.16	6.85	6.65
cb	cut		5-

27.56	26.93	27.24	27.78
7.22	7.85	7.54	7.30
cb	cut		5-

24.87	26.97	25.88	26.38	26.68
9.91	7.71	8.90	8.40	8.10
Invert	cb	cut		5-

34.78 ✓

-2.07

7.07
Invert

7.06 ✓

SE.B.P.

Not in Bench Book

W.P. Lamo Bld. & Ebers

See Pg. 46

Cont'd From Page 42

Lt

Rt

43

T.P. 1.46 29.31 6.93 27.85

3496¹⁶ L Lt.

29.12 29.44 27.68 27.85
6.66 7.34 7.10 6.93
Cb. Gut. 5

3750

29.25 28.62 28.89 29.04
5.53 6.16 5.89 5.74
Cb. Gut. 5

3700

29.60 28.92 29.22 29.44
5.18 5.86 5.56 5.34
Cb. Gut. 5

2151¹³ EC

29.64 28.96 29.29 29.47
5.10 5.82 5.49 5.31
Cb. Gut. 5

2700

29.44 28.79 29.04 29.22
5.34 5.99 5.74 5.56
Cb. Gut. 5

1758² 34' Rt to Center Sewer M.H.

34.78

34.78

6+50

15.7
3.4
13
Edge Bank

16.0
3.1
1

14.9
4.2

15.17
3.76
5

T.P. 0

2.33

19.13
1

12.51

16.80

19.13 ✓
1

6+00

17.9
11.4
13
Edge Bank

17.8
11.5
1

17.6
12.13

17.37
11.92
5

5+50

19.9
9.4
14
Edge Bank

20.3
9.0
1

19.76
9.55

20.16
9.15
5

5+00

23.7
5.6
5

23.31
6.10

23.73
5.57
5

4+46⁶⁵ L Rt. 5.3' Rt. Center Ditch New Gas Main

26.7
2.6
5

25.93
3.58
Gutter Cb

26.57
2.72

26.17
3.14
5

4+41 7.8' Rt to Center Gas Co. MH

4+09 21.8' Rt to Center Sewer M.H.

29.31
1

29.31 ✓

BM Check 662 2425 ✓ SWBP W. Pt. Loma & Sunset Cliffs (Walker's Datum)

T.P. 4.63 30.87 7.55 26.24

TP 3.47 33.79 ✓ 30.32

Check 4.22 30.32

T.P. 6.45 34.54 ✓ 5.75 28.09

T.P. 4.94 33.84 ✓ 1.76 28.90

T.P. 12.67 3.066 ✓ 1.14 19.99

SEBP W. Pt. Loma & E bars
Starting BM ↗

7+478 End Curb on Storm Inlet

13.01
6.12
Gutt
13.82
5.31
cb

5.2' Rt. to Center Ditch New Gas Main

7+3401 Storm Drain Inlet 6' Opening x .83

3.6
14.0
14.4
11.51
12.12
B.P.C.
13.20
22.7
5.1
4.9
7.62
6.61
5.58
5.93
47.09
Edge Bank
2
Invert
Gutt
cb.
5
End of pipe badly rusted.

7+21 Begin curb on storm Inlet

12.63
6.50
Gutt.
13.45
5.68
cb

7+00

14.0
5.1
12
Edge Bank
14.4
4.7
1
13.42
5.91
13.46
5.67
3

19.13
X

19.13 ✓
X

Notes Reduced. 12-7-89

Contd From Page 45

EL. of 4' Con. Pipe

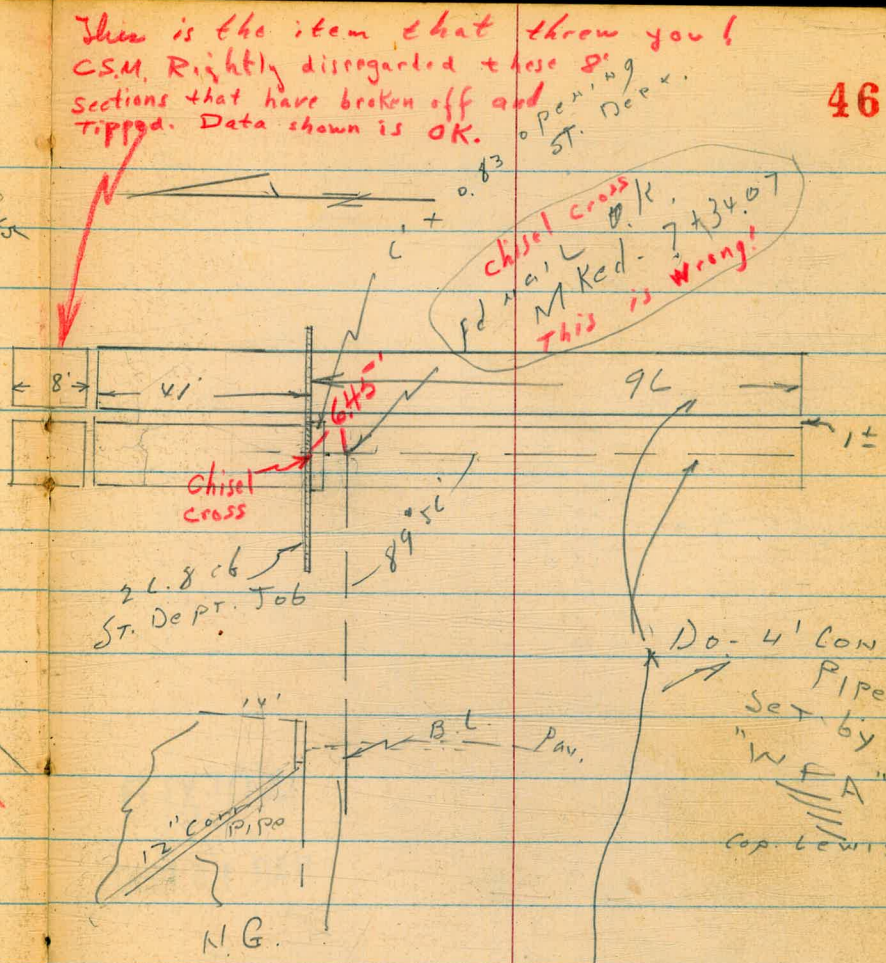
Top of	198	1553	1355	0.83
7+34.07				
INV. on N		2097	- 5.44	
" "		2086	- 5.33	

ALL Bluff

TOP SOIL
dirt
2' of GORROWED
FROM STS IN LOMA
ALTA
BY

Blow sand from
ocean beach

Bay Mud



BM			3.49	30.32	✓
T.P.	7.70	33.81	4.84	26.03	✓
BM	662	30.87		24.25	

SE. BP. W.P. Loma & Ebers

SWBP N.P. Loma & Sunset Cliffs

Set on wood cradles on driven piles

Do. 4' Con. Pipes
Set by
"WFA"
Cap. Lewis

Cross Sec. 33rd St.
 Ocean View Blvd. South to Pueblo Line
 Sommermeyer 2-20-50
 McCoy W.O.#
 Allen
 Bunch

• = Fd. L&T. (Tie sheets 350+351)

INDEXED

W.K.
 MAR 15 1950

See P. 54 for B.M.#4

S.W.L+ 33 rd + Gillette	4.68	20.95 20.65	(20.83)
T.P.	5.29	25.33	3.52 20.04
T.P.	5.67	23.56	2.26 17.89
T.P.	7.68	20.15	5.87 12.47
	3.72	18.34	14.92 14.62
S.E.B.P. 33 rd + Ocean View Blvd.	9.92	14.92 14.62	Set B.M.#3
T.P.	0.48	24.54	12.88 24.06
S.E. 7 th L+ Bancroft + Ocean View	5.48	31.76 31.46	Set B.M.#2
T.P.	0.81	36.94	13.12 36.13
T.P.	1.55	49.25	12.64 47.70
S.E. 7 th L+ 32 nd + Ocean View	5.5	2.64	58.00 57.70
T.P.	5.17	60.34	2.10 55.17
N.W.B.P. 31 st + Ocean View	8.96	57.27	48.81 48.61

Martin Ave

6+11
5+87

6+25.7

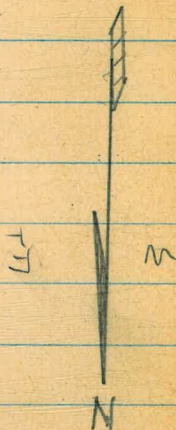
5+75.7±

50'

48

From survey points
 found it looks
 as tho. 33rd had
 been closed 10'
 on each side
 leaving 60' wide
 street.
 Check this.

CHP



575.7

20 20 20 20

0+00

conc. Pav.
 Ocean View Blvd.

Pueblo

19.5 40.5 20

line
2+86.75 = P.L.

L+T. 3+55.07

EL. 7.97

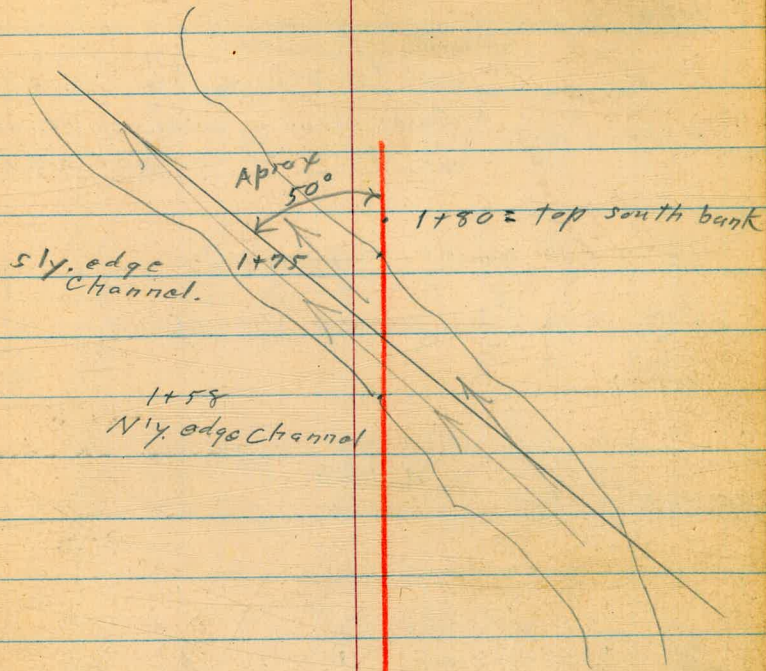
= 0+00
3+68.07

80 Greeley Ave.

↓ 2+88.07

= 0+00
6+25.7

Martin Ave.



Pueblo line

19



20 20 20 20

33rd St. Levels
 Ocean View Blvd. - South 2/21/50

Note

Roadway width runs from
 40' to 39' Average width = 40'
 Curbs shown as 20' Lt. + 20' Rt. of R
 Cl. = Top of Conc. curb

= End walks + Pavement.

0+00 = Sly. line Ocean View Blvd

0-04 } = cl. Ret. E.C.
 20' Lt. }
 20' Rt. }

0-14 = Sly curb line } = cl. Ret. B.C.
 10' Rad. Ret. }
 30' Lt. }
 30' Rt. }

0-14' = Sly gutter line

0-40 = t Ocean View Blvd

SE.B.P. 33rd

BM #3 6.18 20.80 - 14.62
 P.48

14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87	14.87 14.87
5.89	6.17	6.86	6.52	6.49	6.79	7.37	6.59	6.29	
295	20	20	10		10	20	20	275	
S.E. Cor	Cl.	G			G	G	G	S.W. Cor	walk
walk									
15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87	15.21 14.87
6.13	6.82	6.50	6.49	6.71	7.31	6.54			
20	20	10		10	20	20			
Cl	G				G	G			
15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49	15.79 15.49
5.31	5.72	6.14	6.16	6.64	6.61	4.18	1.92		
140	90	40	30	30	40	90	140		
			B.C.	B.C.					
			Cl. Ret.	Cl. Ret.					
14.87 15.19	14.87 14.77	14.87 14.70	14.87 14.72	14.87 14.67	14.87 14.65	14.87 14.57	14.87 14.50	14.87 14.50	14.87 14.50
5.91	6.33	6.70	6.68	6.43	6.45	6.57	7.02	7.11	4.77
140	90	40	20	10		10	20	40	90
15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82	15.54 15.82
5.23	5.70	6.12	6.50	6.55	6.43	7.20	1.62	1.92	1.92
140	70	40		32	40	90	140	140	140

21.10
~~20.80~~

2+00

0+86 20' Lt. = \pm driveway cut out.

1+50

T.P. 3.48 17.00 7.28 13.52

1+00

+95 20' Rt. = \pm driveway cut out0+58 20' Lt. = \pm Drive way Cut out.otherwise noted,
driveway outcuts are 13^E long unless

0+50

$\frac{12.7}{13.0}$	$\frac{12.7}{13.0}$	$\frac{12.86}{13.16}$	$\frac{12.2}{12.1}$	$\frac{12.4}{12.7}$	$\frac{12.5}{12.8}$	$\frac{12.5}{12.6}$	$\frac{11.8}{12.1}$	$\frac{12.58}{12.58}$	$\frac{12.5}{12.8}$	$\frac{12.1}{12.4}$
4.3	4.3	4.14	4.8	4.6	4.5	4.7	5.2	4.42	4.5	4.9
40	30	66	20	10		10	20	66	30	40

 $\frac{12.83}{12.63}$
4.67
20

$\frac{12.8}{13.1}$	$\frac{13.0}{13.3}$	$\frac{13.84}{13.14}$	$\frac{13.5}{13.8}$	$\frac{12.9}{13.2}$	$\frac{13.0}{13.3}$	$\frac{12.7}{13.0}$	$\frac{12.4}{12.7}$	$\frac{12.7}{13.0}$	$\frac{12.7}{13.0}$	$\frac{12.7}{13.0}$	$\frac{12.6}{12.9}$
4.2	4.0	3.66	4.5	4.1	4.0	4.3	4.6	4.01	4.1	4.1	4.1
40	30	66	20	10		10	20	66	30	40	40

17.30

$\frac{12.6}{12.9}$	$\frac{12.8}{13.3}$	$\frac{13.72}{14.02}$	$\frac{12.9}{13.2}$	$\frac{13.3}{13.6}$	$\frac{13.1}{13.4}$	$\frac{13.1}{13.4}$	$\frac{12.6}{12.9}$	$\frac{13.6}{13.6}$	$\frac{13.2}{13.5}$	$\frac{13.2}{13.5}$	$\frac{12.9}{13.2}$
8.2	7.8	7.08	7.9	7.5	7.4	7.7	8.2	7.44	7.6	7.9	7.9
40	30	66	20	10		10	20	66	30	40	40

 $\frac{15.05}{12.75}$
8.05
20

 $\frac{13.75}{13.45}$
7.35
20

$\frac{13.2}{13.7}$	$\frac{13.7}{14.2}$	$\frac{14.17}{14.47}$	$\frac{13.7}{14.2}$	$\frac{13.7}{14.2}$	$\frac{13.8}{14.3}$	$\frac{13.8}{14.3}$	$\frac{13.7}{14.2}$	$\frac{13.7}{14.2}$	$\frac{13.82}{14.1}$	$\frac{13.7}{14.2}$	$\frac{13.5}{13.8}$
7.9	6.9	6.63	7.4	7.0	7.0	7.0	7.4	7.9	6.98	7.1	7.6
40	30	66	20	10		10	20	20	66	30	40

21.10
20.80

3+09 20' Lt. = \pm driveway out out.

3+00

2+79 20' Lt. = \pm driveway cut. out.

2+76 20' Rt. = driveway out out.

2+60 = \pm 13' long driveway cut out to be replaced with curb.

+50

2+40 - 20' Rt. = \pm driveway out out.

12.2 5.1 40	12.2 5.1 30	12.06 4.94 06	12.36 5.6 20	11.4 5.4 10	11.9 5.3 10	12.0 5.5 10	11.8 5.8 20	12.3 5.17 06	11.9 5.1 30	12.2 4.9 40
------------------------------	------------------------------	--------------------------------	-------------------------------	------------------------------	------------------------------	------------------------------	------------------------------	-------------------------------	------------------------------	------------------------------

~~11.75~~
~~14.25~~
5.25
20

~~11.30~~
5.80
20

~~11.70~~
5.60
20

12.1 4.9 40	12.4 4.6 30	12.45 4.55 06	12.75 5.3 20	11.7 5.0 10	12.0 5.0 10	14.3 5.2 10	11.8 5.7 10	11.6 4.78 06	12.2 4.8 30	12.7 4.6 40
------------------------------	------------------------------	--------------------------------	-------------------------------	------------------------------	------------------------------	------------------------------	------------------------------	-------------------------------	------------------------------	------------------------------

~~11.58~~
5.42
20

17,30
17,00

replaced with curb.

A+95 20' Lt. = \pm 13⁵ driveway cutout to be

T.P. 3.90 14.36 6.54 10.46

A+50

A+27 20' Lt. = \pm driveway cutout

A+00

+88 20' Rt. = \pm driveway cutout.

3+85- 20' = driveway cut out.

3+50

10.8 10.8	10.8 10.8	10.70 10.70	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00	10.00 10.00
6.2	6.2	6.30	7.0	6.6	6.6	6.9	7.0	6.33	6.2	6.0			
40	30	06	20	10	10	20	20	06	30	40			

10.80
6.61
20

11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2	11.2 11.2
5.8	5.8	5.82	6.5	6.2	6.1	6.5	6.6	5.98	5.8	5.7			
40	30	06	20	10	10	20	20	06	30	40			

6.60
0.00
20

10.50
6.41
20

11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8	11.8 11.8
5.2	5.3	5.36	6.6	5.8	5.7	5.9	6.2	5.55	5.5	5.4			
40	30	06	20	10	10	20	20	06	30	40			

17.30
17.00

Set B.M. on 7' Lt.
S.W. Cor. Martin + 33rd

14.66
4.93
9.73
2.43 = B.M. #4

6+00[±] Cont.

8.9	9.2	10.9	8.8
5.5	5.2	3.5	5.6
200	150	200	300

6+00[±] - ϕ Martin Ave.

9.1	9.2	9.3	9.3	9.5	9.9	9.1	9.1	9.7	10.0	10.7
5.3	5.2	5.1	5.1	4.9	5.0	5.3	5.3	4.7	3.7	3.7
90	40	30	20	10	10	20	40	90	150	110

5+87 - 20' Lt. = End. existing conc. curb.

9.61
4.75
20

5+85[±] = 30' Rt. = end curb return.

~~9.9~~
4.77
30
ob. end

20' Rt. = B.C. 10' Rad. curb. Rot.

5+75[±] North line Martin Ave.

9.8	9.7	9.6	9.2	9.6	9.4	9.4	9.2	9.6	9.8	9.8
4.6	4.7	4.68	5.2	4.8	4.8	5.0	5.2	4.7	4.8	4.6
40	30	06	20	10	10	10	20	06	30	40

5+50

10.4	9.9	9.8	9.5	9.7	9.8	9.6	9.2	9.8	10.0	10.2
4.3	4.5	4.49	4.9	4.7	4.6	4.8	5.2	4.48	4.4	4.2
40	30	06	20	10	10	10	20	06	30	40

Top of curb now partly broken off.

To be put in

5+08 - 20' Lt. = ϕ of driveway cut out

9.98
4.38
20
Top broken off ob.

5+00

10.1	10.5	10.17	10.5	10.7	10.5	10.4	10.2	10.1	10.18	10.2	10.6	10.7
3.7	4.1	4.79	4.7	4.4	4.3	4.5	4.6	4.12	4.1	4.0	4.0	4.0
40	30	20	20	10	10	10	20	06	30	40	40	40

14.66
14.36

1+46 20' Rt. = ~~±~~ driveway cutout
$$\begin{array}{r} 8.41 \\ 8.11 \\ \hline 6.25 \\ 20 \end{array}$$
1+40 20' Lt. = ~~±~~ driveway cutout
$$\begin{array}{r} 5.50 \\ 8.20 \\ \hline 6.16 \\ 20 \end{array}$$
1+30 ^{Rt.} 20' = ~~±~~ driveway cutout
$$\begin{array}{r} 8.48 \\ 8.18 \\ \hline 6.18 \\ 20 \end{array}$$

1+00

$\begin{array}{r} 2.4 \\ 9.1 \\ \hline 5.3 \\ 40 \end{array}$	$\begin{array}{r} 2.5 \\ 9.2 \\ \hline 5.2 \\ 30 \end{array}$	$\begin{array}{r} 2.35 \\ 9.0 \\ \hline 5.32 \\ 26 \end{array}$	$\begin{array}{r} 2.7 \\ 8.4 \\ \hline 6.0 \\ 20 \end{array}$	$\begin{array}{r} 2.1 \\ 8.8 \\ \hline 5.6 \\ 10 \end{array}$	$\begin{array}{r} 2.3 \\ 9.0 \\ \hline 5.4 \\ 10 \end{array}$	$\begin{array}{r} 2.0 \\ 8.7 \\ \hline 5.7 \\ 10 \end{array}$	$\begin{array}{r} 2.6 \\ 8.3 \\ \hline 6.1 \\ 20 \end{array}$	$\begin{array}{r} 2.30 \\ 9.0 \\ \hline 5.36 \\ 26 \end{array}$	$\begin{array}{r} 2.2 \\ 9.2 \\ \hline 5.2 \\ 30 \end{array}$	$\begin{array}{r} 2.6 \\ 9.5 \\ \hline 5.1 \\ 40 \end{array}$
---	---	---	---	---	---	---	---	---	---	---

0+50

$\begin{array}{r} 2.5 \\ 9.2 \\ \hline 5.2 \\ 40 \end{array}$	$\begin{array}{r} 2.6 \\ 9.3 \\ \hline 5.1 \\ 30 \end{array}$	$\begin{array}{r} 2.50 \\ 9.20 \\ \hline 5.16 \\ 26 \end{array}$	$\begin{array}{r} 2.0 \\ 8.7 \\ \hline 5.7 \\ 20 \end{array}$	$\begin{array}{r} 2.1 \\ 9.1 \\ \hline 5.3 \\ 10 \end{array}$	$\begin{array}{r} 2.5 \\ 9.2 \\ \hline 5.2 \\ 10 \end{array}$	$\begin{array}{r} 2.1 \\ 8.8 \\ \hline 5.6 \\ 10 \end{array}$	$\begin{array}{r} 2.4 \\ 8.6 \\ \hline 5.8 \\ 20 \end{array}$	$\begin{array}{r} 2.5 \\ 9.2 \\ \hline 5.12 \\ 26 \end{array}$	$\begin{array}{r} 2.5 \\ 9.5 \\ \hline 4.9 \\ 30 \end{array}$	$\begin{array}{r} 2.6 \\ 9.5 \\ \hline 4.9 \\ 40 \end{array}$
---	---	--	---	---	---	---	---	--	---	---

= 0+00 = E.C. curb return.

6+25³ = sly line Martin Avc.

$\begin{array}{r} 2.8 \\ 9.0 \\ \hline 4.8 \\ 40 \end{array}$	$\begin{array}{r} 2.9 \\ 9.0 \\ \hline 4.8 \\ 30 \end{array}$	$\begin{array}{r} 2.57 \\ 9.51 \\ \hline 4.85 \\ 26 \end{array}$	$\begin{array}{r} 2.0 \\ 9.3 \\ \hline 5.4 \\ 20 \end{array}$	$\begin{array}{r} 2.5 \\ 9.6 \\ \hline 5.1 \\ 10 \end{array}$	$\begin{array}{r} 2.8 \\ 9.6 \\ \hline 5.1 \\ 10 \end{array}$	$\begin{array}{r} 2.6 \\ 9.0 \\ \hline 5.4 \\ 10 \end{array}$	$\begin{array}{r} 2.8 \\ 9.1 \\ \hline 5.6 \\ 20 \end{array}$	$\begin{array}{r} 2.75 \\ 9.75 \\ \hline 4.91 \\ 26 \end{array}$	$\begin{array}{r} 2.5 \\ 9.5 \\ \hline 4.9 \\ 30 \end{array}$	$\begin{array}{r} 2.9 \\ 9.6 \\ \hline 4.8 \\ 40 \end{array}$
---	---	--	---	---	---	---	---	--	---	---

6+15² 30' Rt. = B.C. - 10' Rad. Curb. Ret.
$$\begin{array}{r} 2.74 \\ 9.24 \\ \hline 4.92 \\ 30 \\ \hline 20 \\ \hline 2.6 \end{array}$$

6+11 20' Lt. = start conc. cb.

$$\begin{array}{r} 2.84 \\ 9.54 \\ \hline 4.82 \\ 20 \\ \hline \text{start cb} \end{array}$$

$$\begin{array}{r} 14.66 \\ \hline 14.36 \end{array}$$

cutout.
should be made into standard drive
about 2' broken of top of this curb.

2+65 - 20' Lt. = 87d same

2+56 - 20' Lt. = start broken top curb.

2+50

8.7 4.2	8.7 4.2	8.2 4.23	8.1 4.8	8.1 4.5	8.1 4.3	8.3 4.6	8.1 4.8	8.3 4.36	8.7 3.9	8.3 3.6
40	30	66	20	10	4.3	10	20	66	30	40

2+45 20' Rt. = $\frac{1}{2}$ driveway cutout

12.93
~~12.63~~

$\frac{7.65}{20}$
5.00

T.P. 401 12.63 5.74 8.62

2+00

8.7 6.0	8.5 5.9	8.1 5.75	8.3 6.4	8.7 6.0	8.7 6.0	8.5 6.2	8.2 6.5	8.2 6.45	8.4 6.0	8.9 5.8
40	30	66	20	10	6.0	10	20	66	30	40

+ 95 20' Rt. = $\frac{1}{2}$ driveway cutout

$\frac{8.23}{20}$
6.43

cutout only 8' long.
1+72 20' Lt. = $\frac{1}{2}$ driveway cutout

$\frac{8.37}{20}$
6.29

1+50

9.0 5.7	8.8 5.6	8.8 5.55	8.2 6.2	8.7 6.0	8.8 5.8	8.8 6.1	8.7 6.3	8.2 5.64	8.7 5.5	8.1 5.6
40	30	66	20	10	5.8	10	20	66	30	40

14.66
~~14.36~~

N.W. B.P. 31st
 + Ocean View
 = Orig. B.M.P. 48

33rd

		0.24	48.32	(48.31)
T.P.	10.26	48.56	1.52	38.30
T.P.	11.92	39.82	2.21	27.90
T.P.	10.61	30.11	4.14	19.50
T.P.	12.68	23.64	1.57	10.96
S.W. B.P. 33 rd				0.3
+ National	55	1.19	11.34	(11.64)
T.P.	8.07	12.53	7.62	4.46

T.P.	5.38	12.09	5.61	6.70
------	------	-------	------	------

X 02 to p. 59

20' Lt. } = end of curb
 20' Rt. }

2+86⁷⁵ = Sly End. 33rd = Pueblo line

2+50

2+00

1+50

7.2	7.2	6.97	2.5	7.7	7.7	7.6	7.4	7.00	7.4	7.5
5.1	5.1	5.64	5.1	4.9	4.9	5.0	5.2	5.61	4.9	5.0
40	30	CL	20	10	9	10	20	CL	30	40
7.6	7.2	7.02	7.1	7.3	7.1	7.1	7.0	7.09	7.4	7.4
5.0	5.1	5.59	5.5	5.3	5.5	5.5	5.6	5.52	5.2	5.2
40	30	CL	20	10	5	10	20	CL	30	40
7.8	7.2	7.26	7.5	7.1	7.2	7.1	7.1	7.32	7.2	7.8
4.8	5.1	5.35	5.1	5.1	5.3	5.5	5.5	5.29	5.1	4.8
40	30	CL	20	10	10	20	CL	30	40	40
7.8	7.5	7.57	7.8	7.6	7.4	7.2	7.1	7.52	7.4	7.9
4.8	4.8	5.06	4.8	5.2	5.2	5.4	5.5	5.09	4.9	4.7
40	30	CL	20	10	10	20	CL	30	40	40
						12.61				
						12.31				

1+80 = top south bank
 1+75 sly. edge channel
 1+58 Nly. edge channel
 1+57
 1+40 Top North bank
 1+00
 0+50
 0+05
 0+01 = Cross rail fence
 0+00 = 1' East of end of Nly. Ch. 33rd st.

~~2.6~~
~~2.0~~
~~2.0~~
 9.8

~~-1.5~~
~~-1.8~~
 12.9

~~-1.3~~
~~-1.6~~
 12.7

~~2.00~~
~~1.70~~
 10.4

~~7.7~~
~~7.7~~
 4.7

~~7.7~~
~~7.7~~
 4.7

~~7.7~~
~~7.7~~
 4.7

~~8.0~~
~~8.0~~
 4.1

~~7.9~~
~~7.9~~
 3.5

~~7.6~~
~~7.6~~
 4.8

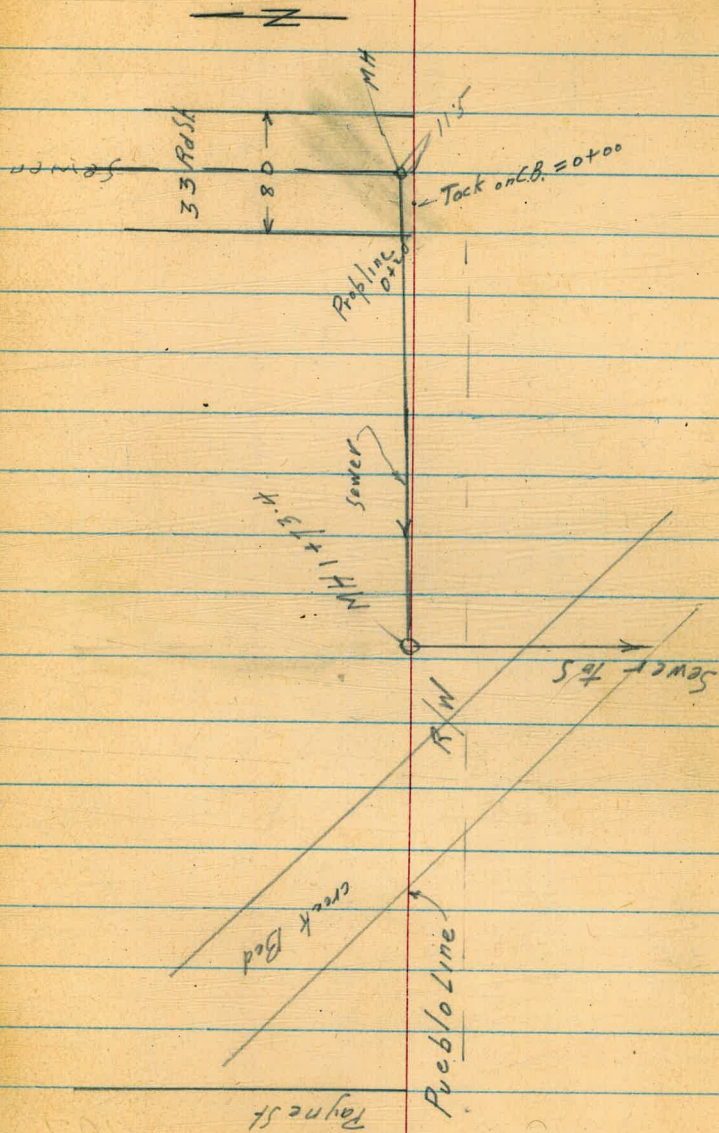
12.38
~~12.00~~

Proposed Drainage Structure
at S end of 33rd St at PL 1161 to Creek

Moore
Begg
Sherman
Crawford

3/14/50

WD 31088



0+00-0+10

3.4.2

1162
m

on Pueblo Line

0+30

6.2	6.4	7.5	7.7	7.7	7.0
5.7	5.5	7.3	4.2	4.2	4.9
30	24	18	10		15

0+22 end of Rail Fence

end of fence
1.5

0+30 W. Prop Line

6.2	6.2	7.9	7.0
3.7	3.7	4.0	4.9
30	5		15

0+00

7.7	7.9	7.9	7.0
4.2	4.0	4.0	4.0
30	5.0	2.0	curb

Rail fence

~~6.74~~
~~6.44~~
1.35
1.05

0-20

5.18 10.57
11.5 11.5
M.H. rim Rowline

B.M. 3.65
TACK ON
E. Ch. Sec R. 49
3+5527

11.62

7.97

~~11.62~~
11.92

1 + 73.4 MH

3.3
~~2.2~~
 6.4
 58
 Rim of
 Creek
 W. Bottom
 3.3
 5.0
 8.6
 46

1 + 50

5.0
~~5.9~~
 6.5
 W. Rim
 5
 2.2
 4.2
 9.4
 58
 west
 bottom

1 + 26

13.0
 45
 creek bottom

1 + 00

2.57
~~2.77~~
 9.35
 30
 on CI Pipe
 top
 2.13
~~2.10~~
 9.6
 50
 5.4
~~6.5~~
 5.1
 6.7
 5.7
~~6.4~~
 6.2
 30
 2.7
~~2.4~~
 9.2
 7
 on CI pipe
 top
 4.71
~~4.4~~
 7.2
 12
 E. Rim of
 Creek
 5.2
~~4.9~~
 6.7
 5
 5.9
~~5.16~~
 6.0
 15
 6.8
~~6.6~~
 5.1
 15
 7.8
~~7.5~~
 4.1
 5
 7.1
~~6.8~~
 4.8
 15
 Don Pueblo line
 0.30
 0.60
 11.32
 6.5
 15
 ground Rim
 MH Invert
 9.2
~~8.9~~
 6.3
 15
 6.2
~~5.9~~
 6.3
~~5.6~~
 5.7
 15
 5.0
 15

0 + 92

5.8
~~6.5~~
 6.1
 30
 5.3
~~6.6~~
 6.9
 15
 2.7
~~2.1~~
 2.3
 9
 5
 9.6
~~9.3~~
 2.3
 5
 7.8
~~7.5~~
 4.1
 5
 6.6
~~6.3~~
 5.3
 15
 5.3
~~6.0~~
 6.1
 15
 6.8
~~6.5~~
 9.3
 9.0
 2.7
~~2.4~~
 2.3
 5
 7.8
~~7.5~~
 4.1
 5
 7.1
~~6.8~~
 4.8
 15

0 + 50

11.62

11.92

Lt.

S

Pt.

63

2 + 20

1 + 84

11.62

7.4

4.5

19
W Bank

3.1

8.8
Creek

2.2

1.9
F Bottom

4.2

7.7
E Bank

6.4

5.5

4.8
Rim of
Creek

5.3

8.6

36

Bottom Creek

2.3

9.6

50

4

9.5

Creek bottom

5.3

6.6

1.5
E. Rim Creek~~11.62~~

11.92

NE curb & return

0 + 00	}	3.70	465.33
		no curb	
0 + 50 BC	}	g 4.46	464.57
		cb 3.89	465.14
0 + 58	}	g 4.56	464.47
		cb 3.99	465.04
0 + 66 EC	}	g 4.55	464.98
		cb 3.97	465.07
0 + 70	}	g 4.55	464.98
		cb 3.97	465.06
1 + 16		3.20	465.83
1 + 16		2.58	466.45

Reduced

H.T. Lamore

2+96.61

Gravilla st.

INDEXED

NOV 27 1950

La Jolla Blvd.

La Jolla Blvd.

La Jolla Blvd.

Playa del Sur

A+ 53.73
Ang. 27° 14' Rt.

Fd. ct.

La Jolla Blvd.

Kolmar st.

0+00

2+96.61

534

(43°)

7ct.
Gravilla st.

Bonair st. c.t.

9+13.15
90°

Alley - 10'

10' Alley

913.15
453.73
459.42

67

X-Sect. Roadway of La Jolla Blvd.

4863

11-16-50

W.O. 25010

7.0.

1+30.5 - 24.5' Lt. = Sewer M.H. 598 on Rim

1+19.5 = P.C. Alley Ret. on Lt - 2' Rad.

1+00

INDEXED
NOV 27 1950

0+50

0+19 = N.L. at cb.

0+00 = E + E Kolmar Prod.

B.M.

323

78.13

74.90 = S.W. Bl.

Kolmar + La Jolla Blvd.

Lt

E

Rt.

72.62	72.78	72.67	72.21
5.51	5.35	5.46	5.92
gut. Top		Top	gut.
end Ret. at Prop.			

72.99	72.59	73.28	73.80	74.01	74.03	74.82
5.14	5.86	4.85	4.33	4.12	4.10	3.31
Top	30	15		15	29.9	Top
	gut.				gut.	

73.84	73.46	74.15	74.71	75.01	75.07
4.29	4.67	3.98	3.42	3.12	3.06
Top	29.9	15		15	30
	gut.				gut. in Dr.

74.40	73.97	74.76	75.30
3.73	4.16	3.37	2.83
Top	29.9	15	
	gut.		

74.58	75.15	75.59	76.05	76.15	77.04
3.55	2.98	2.54	2.08	1.98	1.09
30	14		15	30	
		78.13		gut. Top	

Check SE B.P. 6.70 71.43

1+53.6 = PC 10' Rad. Ret. on Rt.

Extra Rods around S.W. Ret. - Cravilla

1+38 = 7 PC 10' Rad. Ret. on Lt.

1+20

1+80

1+50 = 7' Dr. on Rt. - 2 - 18" Conc. Strips

1+38 = P.C. 2' Rad. Ret. on Lt.

68.65	68.47	69.28	69.98	70.45	70.73	71.43
9.481	9.66	8.90	8.15	7.68	7.43	6.70
40	30	15	15	15	30	Top
					9.4	PC

68.94	68.24	68.95	68.39	68.98	68.43
9.19	9.89	9.18	9.74	9.15	9.70
Top	24.4 = w.L. 9.4	Top	15 Ground = EC. 9.4	Top	7.5 Ground 9.4

68.97	68.52
9.16	9.61
Top	30.1
PC	9.4

69.59	68.99	69.97	70.71	71.14	71.36	72.09
8.54	9.14	8.16	7.42	6.99	6.77	6.04
Top	30	15		15	30	Top
	9.4				9.4	

70.97	70.84	71.18	71.76	72.17	72.29	73.02
7.16	7.79	6.95	6.37	5.96	5.84	5.11
Top	30	15	6	15	30	Top
	9.4				9.4	

72.41	72.37	72.25	71.69	72.41	72.92	73.02	73.26
5.72	5.76	5.88	6.44	5.72	5.21	4.94	4.17
Top	9.4	Top	30	15	5.21	15	30
end Ret.		PC	9.4				43.6 - walk
on Prop.							

78.13

4+00

3+77 = P.C. curb on Rt. NL

T.P. 3.67 70.73 11.07 67.06

3+50

3+03.6 = ^{Gravilla} NL + P.C. on Rt.

2+93.6 = N. cb. on Rt.

2+80

2+65

63.90	64.05	64.11	65.16	65.76	66.01	66.09	66.76	70
6.83	6.68	6.32	5.57	7.97	4.72	4.44	3.97	
44.6	40	30	15	15	30.7	9.4	Top	
Conc.								

64.77	64.90	65.30	66.11	66.69	66.94	66.93	67.59	
5.96	5.83	5.43	4.62	4.04	3.79	3.80	3.14	
46.2	40	30	15	15	30	9.4	Top	
edge cont. Pavc								

66.64	65.96	66.37	67.15	67.71	69.96	67.99	68.77	
14.49	12.17	11.76	10.98	10.42	10.17	10.14	9.36	
Top	40.6	30	15	15	29.9	9.4	Top	
gut.								

67.90	68.73	69.33	69.63	69.79	70.53
10.23	9.40	8.80	8.50	8.34	7.60
30.5	15	15	15	29.9	Top = PC
gut. in Dr.					

68.77	68.13	68.88	69.48	69.88	70.17	70.49	71.06
9.36	10.00	9.25	8.65	8.25	7.96	7.64	7.07
44	30.3	15	15	15	30	40	Top
Dr. gut. in Dr. PCP							

68.89	68.23	68.23	68.95	69.66	70.07	70.56	70.99
9.24	9.90	9.90	9.18	8.47	8.06	7.57	7.14
Top	34	30	15	15	30	40	
gut.							

68.62	68.40	69.10	69.85	70.31	70.68	70.79	71.36
9.51	9.73	9.03	8.28	7.82	7.45	7.34	6.77
40	30	15	15	15	30	40	Top
Crosscut 78.13							

5+54.5 = P.C. curb on Lt.

5+23.5 = E.C. curb on Rt.

5+00

4+75

4+63 = P.C. curb on Lt.

4+53.73 = Ang. Pt. - Sect. on split

4+25

	Lt.				Rt.		
	63.90	63.91	64.31	64.84	64.81	64.56	65.18
	6.83	7.32	6.42	5.89	5.92	6.17	5.55
Top	30.3	15		15	30		
Rt.	gut.				gut.	Top.	
	64.03	63.39	64.05	64.45	64.56	64.62	65.24
	6.70	7.36	6.68	6.28	6.17	6.11	5.49
Top	30.3	15		15	30.1		Top-EC.
		gut.			gut.		
	63.9A	63.25	63.74	64.20	64.30	64.38	65.07
	6.79	7.48	6.99	6.53	6.43	6.35	5.66
Top	30.3	15		15	31.3		Top
		gut.			gut.		
	63.73	62.95	63.60	64.10	64.36	64.66	65.33
	7.00	7.78	7.13	6.63	6.37	6.07	5.40
Top	30.1	15		15	34.9		Top
		gut.			gut.		
	63.67	62.86					
	7.06	7.87					
Top	30.4	30.4					
		gut.					
	63.48	62.58	63.52	64.07	64.55	64.82	64.84
	7.25	8.15	7.21	6.66	6.18	5.91	5.89
Top	32.6	15		15	30	38.9	Top
		gut.			gut.		
	63.15	63.67	64.40	64.97	65.17	65.10	65.88
	7.58	7.06	6.33	5.76	5.56	5.55	4.85
Top	43.1	30	15	70.73	15	33.6	Top
	conc.					gut.	

7+25

7+21 = PC 2' Rad. Alley Ref. on Rt.

7+00

6+82.5 = PC 2' Alley Rad. on Rt.

6+50

T.P.

8.27

74.37

4.63

66.10

6+00

5+75

65.94 65.27 66.38 66.97 67.41 67.62 68.07
 8.43 9.10 7.99 7.46 6.96 6.75 6.89 6.30
 Top 41.7 25 15 15 15 30.1 Top
 gut. 16.1 gut. Top

65.11 64.45 65.47 66.04 66.58 67.00 67.19 67.37 67.35
 9.26 9.92 8.90 8.33 7.79 7.37 7.20 7.20 7.02
 Top 52.4 35 25 15 37 15 30 50-edge
 gut. A.C. in Alley

63.35 62.77 64.19 64.82 65.24 65.65 66.14 66.28 66.17 66.82
 11.02 11.60 10.18 9.55 9.13 8.72 8.23 8.09 8.20 7.55
 Top 74 80 35 25 15 15 30 30 74.37 Top
 gut. (on Ang.) at EL

63.49 64.09 64.23 64.54 65.22 65.36 65.09 65.68
 7.24 6.64 6.50 6.19 5.51 5.37 5.64 5.05
 35 25 15 15 30 30 Top
 cross Top

63.85 63.32 63.86 64.51 65.01 64.98 64.72 65.32
 6.88 7.41 6.87 6.22 5.72 5.75 6.01 5.41
 Top 41.3 30 15 15 30 30 5.41
 on Ref. gut. Top 70.73 Top

Lt. Rt.

8+50

8+44.5 = 15.5' Rt. = Sewer M.H. 4.40 on Rio

8+16 = P.C. 2' Rad. Ret. - on Lt. = end on Sect. Below

8+00

7+82.5 = P.C. 2' Rad. Alley Ret. on Lt.

7+78 = P.C. cb. on Lt. - end of Dr. on Rt.

7+50

7+27.5 = sly. of Conc. Dr. to Market

69.87 69.13 69.79 70.11 70.15 69.93 70.57

4.50 5.24 4.58 4.26 4.74 4.44 3.80

Top 30 15 15 9.0 30 = Top cb.

9.0

68.97

5.40 6.11

Top 30.1

= P.C. 9.0

68.69 68.28 67.73 68.47 68.92 69.03 68.81 69.47

5.68 6.09 6.63 5.90 5.45 5.34 5.56 4.90

Top = 50 30 15 15 30 30 Top

end Ret. 9.0 9.0 9.0 9.0 9.0 9.0 9.0

(Moved s.t. Reach)

68.26 67.03 68.03 67.36

6.11 6.33 6.34 7.01

Top 9.0 9.0 9.0 9.0

end Ret. = walk P.C. 9.0

67.88 67.17 67.91 68.46 68.56 68.35 69.07

6.49 7.20 6.46 5.91 5.81 6.02 5.30

Top 29.9 15 15 30.1 37.7

= E.C. 9.0 9.0 9.0 9.0 9.0 9.0

in Dr. walk

66.78 66.17 66.81 67.37 67.92 68.07 67.54

7.55 8.20 7.56 7.00 6.45 6.30 6.83

Top 33.7 25 15 15 30.1

9.0 9.0 9.0 9.0 9.0 9.0

9.0 in Dr.

67.37 67.87

7.00 6.50

30.1 37.6

9.0 in Dr. walk

74.37

check S.W. B.P. Bonair

2.39

71.98 ✓

71.98

9+21 = Most Nly. of Ret on Lt. = end.

9+13.15 = 90° to Prop. Cor. on Lt.

9+00 = approx. RC. 20' Rad. on Lt.

8+75

8+64 = RC. 2' Rad at Circular Dr. to Market

72.02	71.42	71.21	71.59	71.80	72.02	72.13	72.42	72.66
2.35	2.95	3.06	2.79	2.57	2.35	2.24	1.95	1.71
Top 50	36.8	25	15		15	30	50	
9+1. edge Conc.								

71.22	70.63	71.27	71.49	71.58	71.66	71.81
3.15	3.74	3.10	2.88	2.79	2.71	2.56
Top 30	30	15		15	30	50
RC. 1' 9+1.						

70.55	69.82	70.51	70.84	70.80	70.52	71.23
3.82	4.52	3.88	3.53	3.57	3.85	3.14
Top 30	30	15		15	32.4	44.9
9+1. edge Conc. Dr.						

70.20	70.85
4.17	3.52
30	Top
9+1.	

74.37

New Profile along Prop. Sewer
From M.H. at 2+39.58 on "F" Line
P. 36 to 3+86.25 on "E" Line - P. 25
4278

W.O. 31706 4-5-51 - 7.0

1+80

	55.3	55.8	
8.3	6.2	5.7	5.4
15	10		15
Toe	Top fill		

1+30

	50.9	50.0	
10.6	5.5	4.9	
10		15 = on fill	
Toe	Top fill		

0+75

	48.6	51.2	
12.9	10.3	4.7	
10		10 = Top fill	
	Toe fill		

0+35 = Toe fill

	49.8		
11.7	7.2	Top fill	
	17		

0+00 = Stub - 2+39.58 on "F" Line

	50.13	50.12
	11.34	P. 36

B.M. 7.44 61.47

54.03 = Nail in S.W. Pole - Pasadena + Del Rey
Book 2029 - P. 38

3+73.38 = end = 3+86.25 on "E" line

1.1
10

60.3
1.2
1.1
10

3+35

59.9
1.6

3+00

1.6
10

59.1
2.4
2.4
10

2+60

3.7
10

57.0
4.5
4.7
10

2+39.58 = Ang. 66° 40' Rt. - (from P. 25)
= ± Del Rey

55.4
6.1

2+20

54.4
7.1
10

54.8
6.7
6.1
10

61.47

77

6.91

2454
773

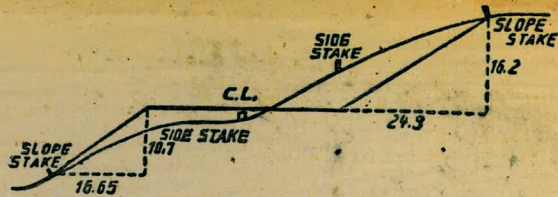
1681

15248
20525

4120

6500
2336

63



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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