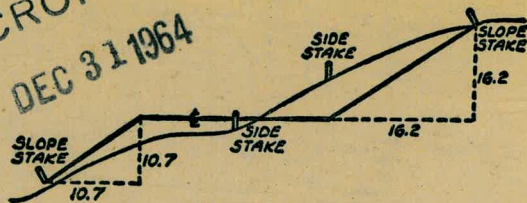


2029

TRANSIT BOOK



MICROFILMED  
DEC 31 1964



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.

INDEXED  
through page 51A





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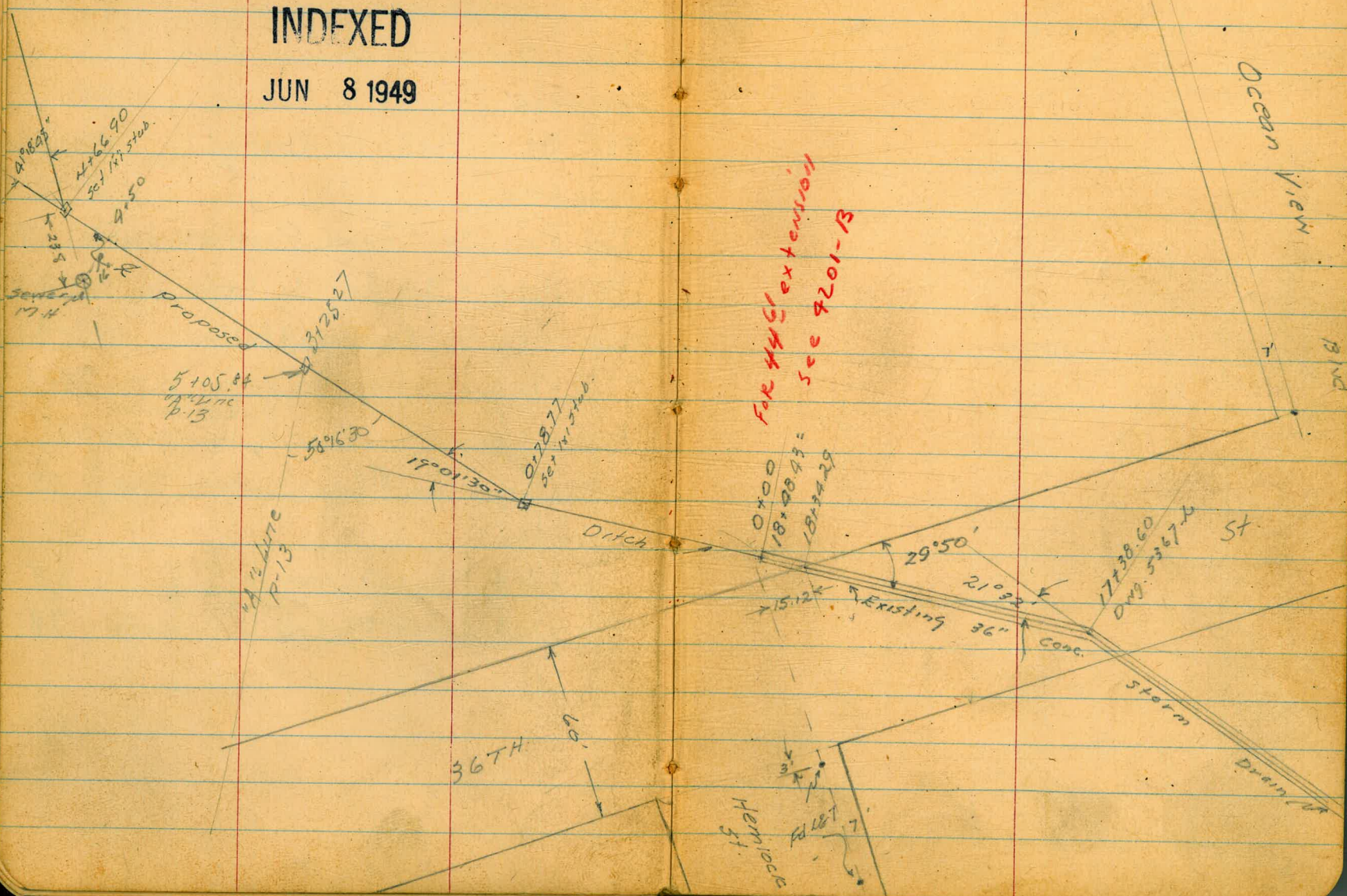
6-3-49  
Hendricks  
Roberts  
Greer  
Korer  
W.O. 60369

Proposed Drainage Ditch  
36th to 35th Sts  
south of Ocean View Blvd.  
(Ref. DWG 5367-L FB 1505)

2

INDEXED

JUN 8 1949

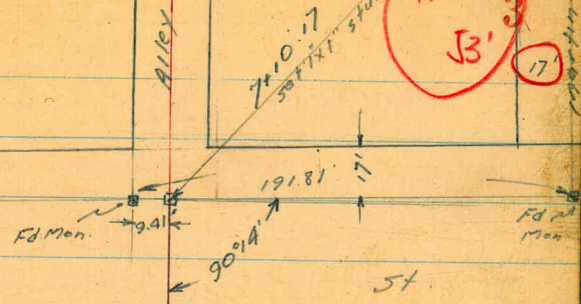




Drainage Ditch Cont'd from P. 2

35th

Proposed Drainage Ditch



$21^{\circ}18'45''$

416690  $\angle$  RT



Levels Proposed Drainage Ditch  
 36th to 35th  
 So. of Ocean View Blvd.

4

1+00

35.7 34.7 34.0 32.9  
 5.5 5.5 6.2 7.3  
 50 39 50

0+78.77 L RT (RT's to back Tangent)

35.4 34.71 23.3 33.2  
 5.0 5.48 6.9 7.0  
 50 40 40 50

0+22

40.4 35.9 37.4 37.5 35.0  
 0.0 4.2 3.0 2.7 5.2  
 50 35 20 50

0+00 End Ex 36" Conc. Pipe

34.06 6.3 Flow Line  
 37.2 2.9 Ground

T.P. 5.61 40.19 6.77 34.58

40.19

T.P. 0.37 41.35 12.62 40.98

BM 2.80 53.60 50.80

NWBT 35th & Florence



Contd from P4

5

3+50

30.3	28.5	29.0	29.4	31.0
99	117	113	108	63
50	40		25	50

3+00

28.6	29.2	30.2	30.6	32.8
115	110	100	96	74
50	16		33	50

2+26

29.8	30.2	30.8	30.7	31.0
104	100	94	95	93
50	10		14	50

2+00

32.4	31.0	32.5	31.3	31.3
78	92	77	89	89
50	24		50	65

1+63

31.2	31.1	32.1	31.7	31.7
50	35	75	85	85
			50	70

40.19  
1

40.19  
1



Contd from P 5

6

5+40

26.3	26.1	26.1	26.3	27.0	27.1
67	69	69	57	50	28
50	25		6	13	21

5+00

26.6	26.2	26.0	26.0	26.8
54	58	60	60	33
60	25		10	24
700				

4+66.90 L.R.

(Section Taken @ 1/2 to Back Line)

27.1	27.0	26.40	26.4	29.0
12	50	562	55	30
57	47	Hub	18	35
		3202		

TP 485  $\frac{3202}{11}$  19.02 27.17

Rim Sewer MH 16' 41 4+50

4+50 Sewer MH 16' 41

13.02	27.17
16	
Rim	

4+00

29.3	27.7	26.0	28.6	33.0
10.9	12.5	12.2	11.6	7.2
50	37		20	41

$\frac{40.19}{1}$

$\frac{40.19}{1}$



Contd. From P.C

7+2717 W line 35th St

6+75

6+25

6+00

5+65

3202  
✓

7

	21.8	21.0	21.5	23.5
10 <sup>2</sup>	11 <sup>2</sup>	10 <sup>5</sup>	8 <sup>5</sup>	
20		10	25	

21.8	21.9	22.0	22.4	27.3
10 <sup>2</sup>	10 <sup>1</sup>	10 <sup>2</sup>	9 <sup>5</sup>	4 <sup>2</sup>
50	25		22	50

22.3	22.4	23.5	24.8	21.1
8 <sup>2</sup>	8 <sup>5</sup>	8 <sup>5</sup>	7 <sup>2</sup>	4 <sup>2</sup>
50	25		13	30

23.8	23.9	25.0	25.9	29.6
8 <sup>2</sup>	8 <sup>1</sup>	4 <sup>2</sup>	6 <sup>1</sup>	2 <sup>2</sup>
50	8		8	26

24.6	24.3	25.8	27.4	28.4	29.8
7 <sup>4</sup>	7 <sup>2</sup>	6 <sup>2</sup>	4 <sup>5</sup>	3 <sup>5</sup>	2 <sup>2</sup>
50	12		7	12	20

32.021  
✓



Cont'd. from P. 7

8

~~8~~

Notes Reduced. 6-8-99

B.M.		0.56	50.78	50.80	N.W.B.R. 35th & Florence
T.P.	11.67	51.34	3.90	39.67	
T.P.	12.15	43.57	0.60	31.42	

71.77

$\frac{32.02}{1}$

	20 <sup>11</sup>	20 <sup>11</sup>	20 <sup>13</sup>	20 <sup>14</sup>	21 <sup>9</sup>
:	112	112	112	115	105
	30	10		17	35

32.02 ✓



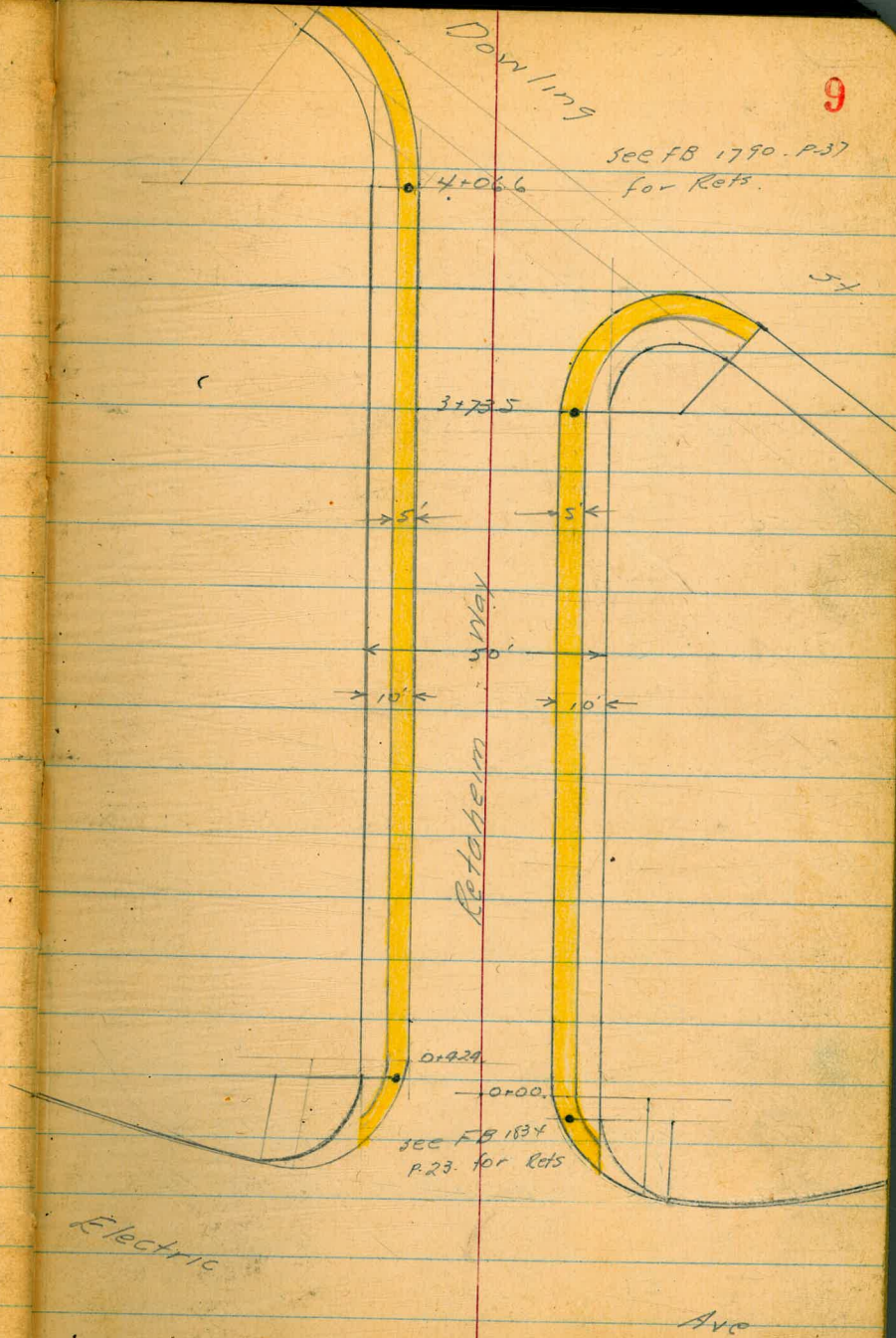
7-18-49  
Hendricks  
Roberts  
Greer  
Rorer  
WO# 31410

X Sect. Retalheim Way  
Electric to Dowling

INDEXED

W.K.  
JUL 19 1949

406.60  
4.24  
402.36





1+00

86.62	86.1	86.8	86.5
15	15	15	15
6	6	6	6

0+50

86.10	85.4	86.1	86.0
15	15	15	15
6	6	6	6

0+4.24 EC Cb Ret. 11.

85.62	84.9
15	15
6	6

0+00 EC Cb Ret R1.

85.4	85.5	86.12
15	15	15
6	6	6

T.P. 4.17 92.12 8.35 87.95

BM 1.45 96.30 94.85

92.12

358P Dowling & Retoheim



Levels Retabern Way

3+14

2 89.90  
15 89.1  
Cb 90.0

3+00

3 88.3  
15 88.7  
Cb 89.5

2+80

3 88.72  
15 88.4  
Cb 89.17

2+50

3 88.25  
15 87.9  
Cb 88.76

2+00

4 87.60  
15 87.3  
Cb 87.7

1+50

4 87.16  
15 86.6  
Cb 87.3

92.12  
X

92.12



B17

3.67 9484 9485

SEBP Retzheim & Dowling

4106.6+ BC CL Ret on Lt

4103 93.68  
15 5.7  
Cb 6

4101 93.7

92.77

92.0

92.5

92.2

93.3.6

3173.5+ BC CL Ret on Rt

574

6.5

6.10

6.14

5.15

15 15

6 6

15 15

6 6

6 6

92.51

91.8

92.3

92.1

93.15

578

6.7

6.10

6.14

5.15

15 15

6 6

15 15

6 6

6 6

91.36

90.6

91.2

90.9

91.56

0.16

1.5

0.8

1.2

0.16

15 15

6 6

15 15

6 6

15 15

T.P. 792 98.51 1.53 90.59

92.12

3+44

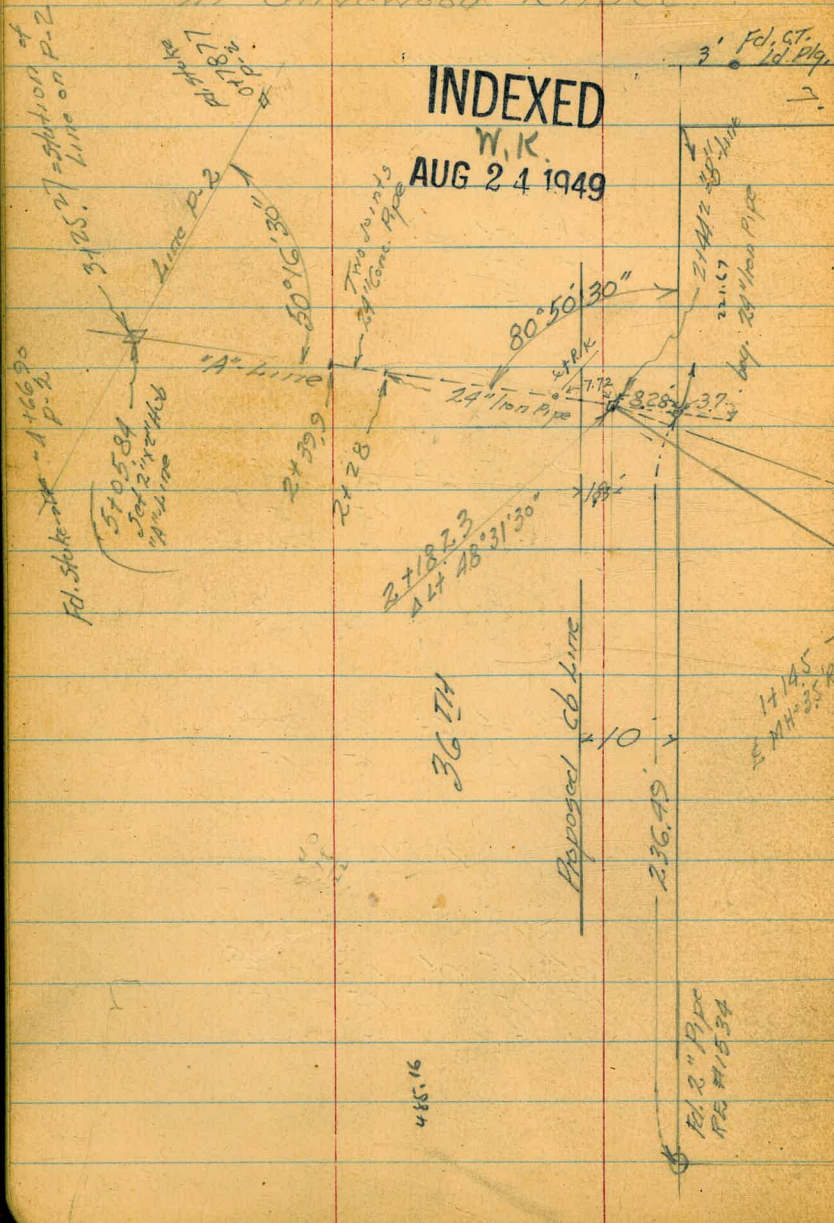
98.51



LOCATION EXISTING STORM DRAIN  
And Proposed Drain  
in Silverwood Terrace

INDEXED

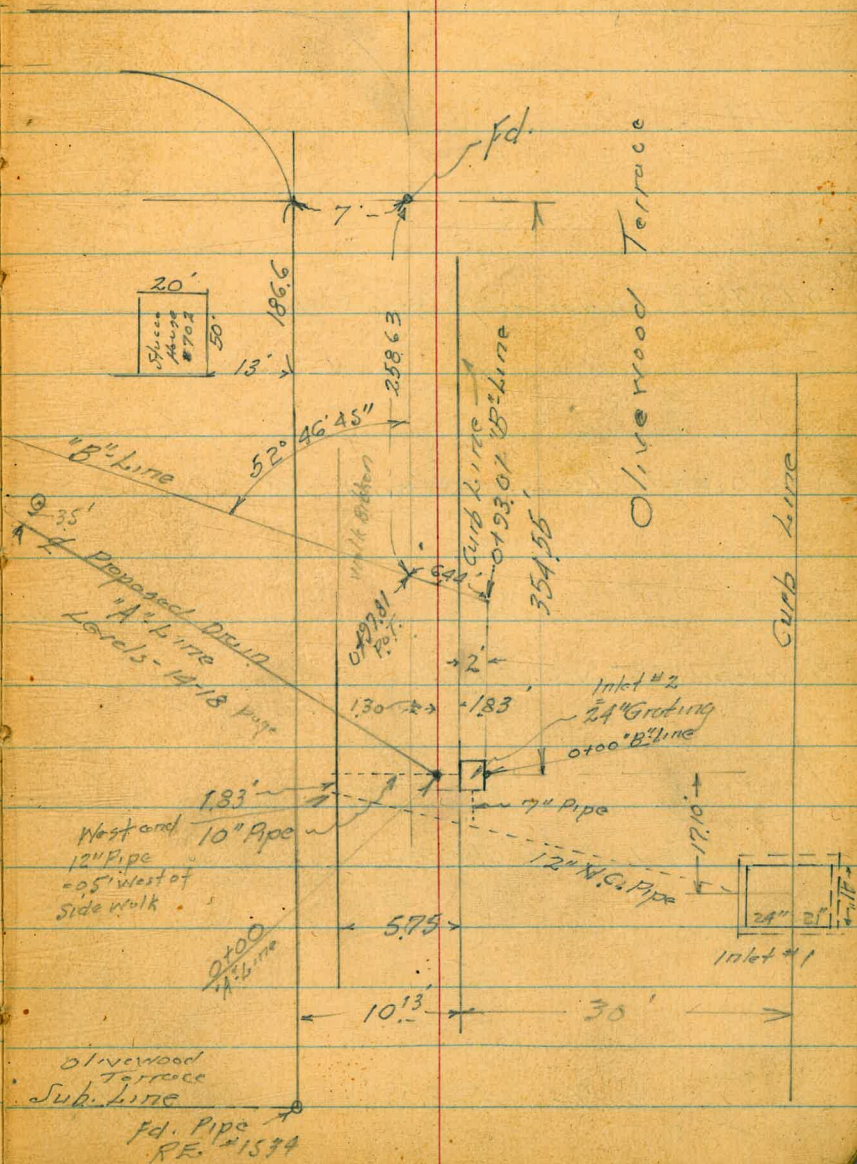
W.K.  
AUG 24 1949



NO. 20566

Walker  
Johnson  
Pope 13  
Crowford  
8-17-49

Hemlock





Levels - Proposed Drain  
 "A" Line  
 Location P-13

Lt.

Rt.

Rt.

14

0+12

23

44.2

0+07.3 ± = West edge sidewalk

47.0  
 79.5  
 13

41.6  
 48  
 7

43.14  
 331

0+00 = Chisled Cross on Walk

40.95 ↓  
 3.50  
 on walk

West end 12" V.C. Pipe

40.53  
 5.92  
 Flow line

Inlet No 1 on cb.

41.80  
 465  
 Flow  
 Line Box

43.23  
 322  
 on curb  
 at cb.

43.32  
 313  
 on curb  
 West edge

43.74  
 2.71  
 3 ±  
 on curb

46.45 ↓

11.74 46.45 ↓

34.71

B.M. on Hub 0+7877 Page 4



Levels "A" Line  
Proposed Drain

Lt

R

Rt

15

1+39

73  
39.2

1+18

40.0  
6.5  
41.2  
5.8  
17  
38.6  
7.9  
20  
2 Ditch  
Δ Lt

1+14.5 = 2 MH 3.5'R

40.39  
6.06  
2.5  
Perm MH

1+40

42.0  
4.5  
15  
40.4  
6.1  
4  
40.6  
5.8  
14  
41.4  
5.1  
17  
2 Ditch  
39.8  
6.7  
21  
42.0  
4.5

0+49

45.8  
0.6  
5  
43.6  
2.8  
6  
44.0  
2.5  
5  
40.6  
5.8  
12  
2 Ditch  
44.8  
3.7  
14  
43.0  
3.4

0+27

45.4  
0.6  
15  
45.0  
0.5  
9  
44.6  
1.9  
2 Ditch  
45.0  
1.6  
5  
43.2  
3.2  
12  
46.95  
1.7



Levels - "A" Line  
Proposed Drain

2+00

1+98

1+96 = ~~g~~ ditch

1+93

1+65

1+47

1+43 Int of ditch

Lt.

Rt.

16

89 <sup>37.6</sup>

93 <sup>37.2</sup>

10.5 <sup>36.0</sup>

89 <sup>37.6</sup>

83 <sup>38.2</sup>  
10

10.0 <sup>36.4</sup>  
14  
Ditch

86 <sup>37.8</sup>  
13  
~~#~~

72 <sup>39.2</sup>

51 <sup>41.4</sup>  
15  
17 NEW  
FILL

76 <sup>38.8</sup>

91 <sup>37.4</sup>  
Ditch.

46.45 ✓



Levels "A" - Line  
Proposed Drain

3+50

Lt.	S	Rt.
16.6 15	30.0 16.5	29.8 16.7 15

17

3+00

12.4 15	34.0 14.4 7	31.8 14.6	32.0 14.5 15
------------	-------------------	--------------	--------------------

2+56

9.9 15	32.6 12.2 5 Top Not. Bank	34.4 12.1	34.6 11.9 10	32.6 9.9 15
-----------	---------------------------------------	--------------	--------------------	-------------------

2+39.9

7.9 15	38.6	34.38 12.07 on Floor 24" Conc. Pipe	37.4 9.0 15
-----------	------	--	-------------------

2+35

7.9 15	38.6	38.4	38.4 8.0
-----------	------	------	-------------

11.98 East of 2+1893 = Box 24" Iron Pipe

34.95  
11.50  
on Floor  
24" Pipe

2+1823 = A H 48° 31' 30"

Section R1 Δ  
To Forward Turn

7.6 15	38.8 7.97	38.6 7.9 15
-----------	--------------	-------------------

4645



Levels "A" Line

Proposed drain

Location P-13

Lt.

L.

Rt.

18

Check Ground 3400 P-5

30.2 ✓

16.2

5705.84 - End

29.4  
17.0  
15

29.85  
16.60  
on Hub

30.2  
16.2  
15

4750

28.6  
17.00  
15

29.0  
17.5

29.0  
17.4  
15

4700

33.0  
18.5

26.6  
17.8

29.0  
17.4  
15

46.45



CB line

Lt.

E

Rt.

19

1719

40.8  
57  
15

40.4  
60  
7

41.0  
55

42.2  
42  
7  
Toe

45.2  
12  
15  
Shoulder

1706

41.4  
50  
20

40.8  
56  
15

44.6  
19

45.2  
12  
4  
on Walk

Toe Beat

079552 = Int cb line

diag. sec.  
on cb line

43.8  
260  
15

44.2  
224  
15  
on walk,  
cb broken

44.8  
160  
cb

44.43  
292  
cut  
0

45.44  
101  
15  
on cb

45.00  
145  
15  
cut.

079301

44.54  
191

0754

43.60  
285  
2  
on cb

43.14  
331  
2  
cut

43.32  
313

0700

41.21  
524  
Flour  
Box

42.90  
355  
cb

42.26  
419  
Gating  
at ch

43.27  
418

46.45 = X from P. 18



2+24

87.6  
8.8

2+19

	37.8	35.8	37.6	37.8	36.6	40.6
	8.7	10.7	8.9	8.7	7.9	5.9
	16	14	11			
	to Ditch					

2+00

	36.4	41.0	41.6
	5.0	5.5	4.8
			1.5

1+80

38' RT Basement Doorway

to 2 silverwood

41.71  
4.74  
38  
conc. Floor Basement

1+57

42.0  
4.4  
0.5  
How  
Fill

1+53

= Beg. How Fill

	40.7	40.0	40.6	41.8	47.1
	6.2	6.5	5.9	4.6	40.6
	18	12		10	51

46.45



Levels Proposed Drain

"B" line

Acquisition 12-13

2+44.20 = End "B" line

2+34

2+29 L ditch

Lt

L

Pt

21



Notes Reduced 8-26-29

38.48

797  
on Hub

80 36.4

106 35.8

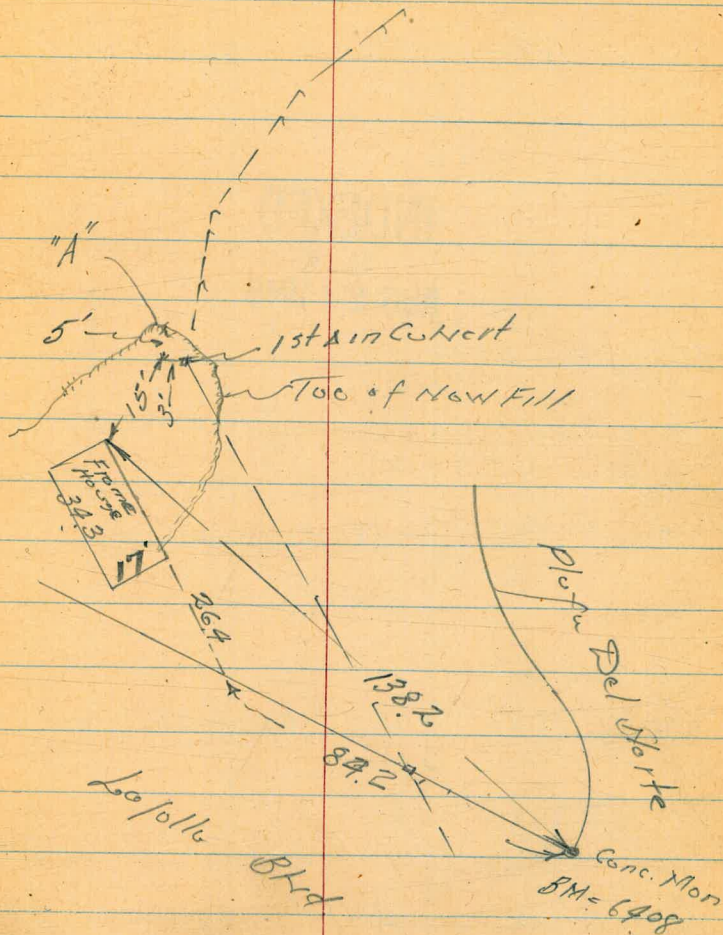
4645 ↓



Walker  
Johnson  
Pope  
Crawford  
8-17-49

Location House  
And Elev. Basement  
Near Drain  
Playa Del Norte

22



"A" Toe of New Fill	10.8	52.7
Basement Dirt Floor	9.3	54.2
T.P.	0.9	63.5
	4.52	68.6
	6.0	63.6
		64.08

Hand Level

B.M. Mon



CROSS SECTION Olivehood Terrace

For Drainage Study  
 P-13 = sketch Proposed Drain

INDEXED

W.K.

AUG 24 1949

on Rt. 1713 to 2100 cb. should be rebuilt.

on Rt. 1745 to 1765 Walk poor on Rt.

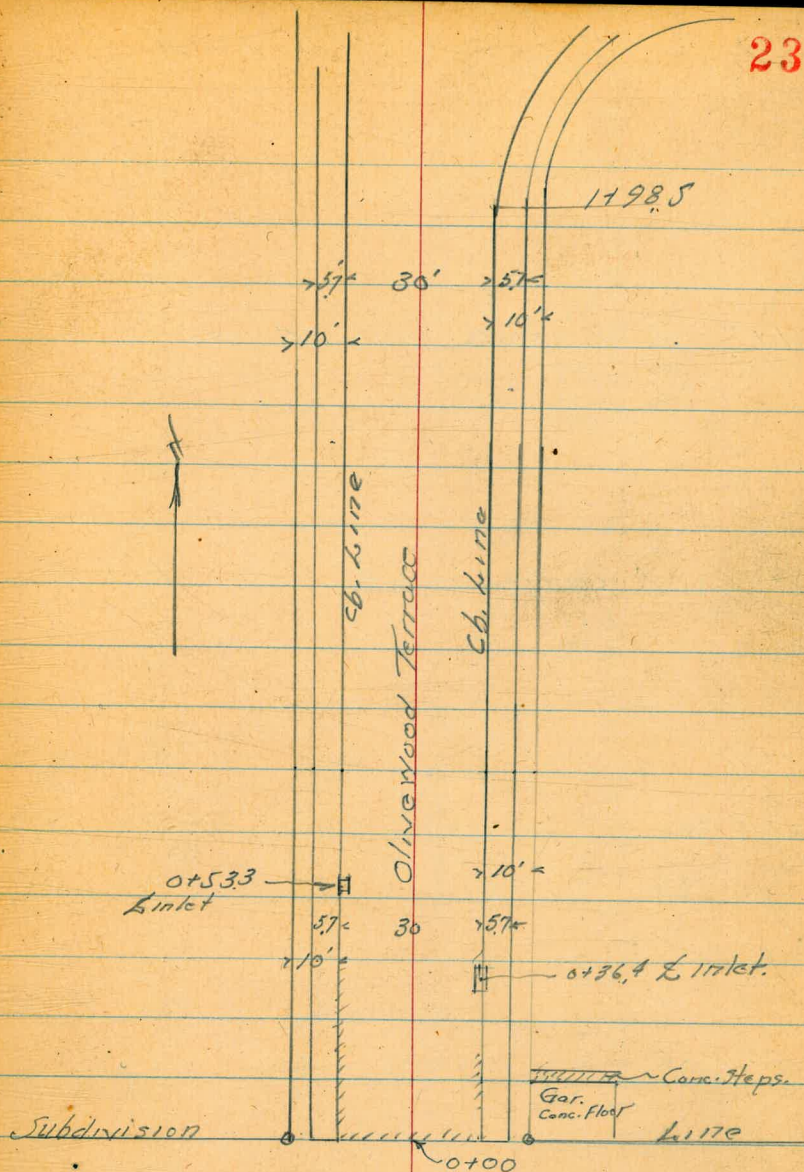
on Lt. 1700 to 2125 Walk poor Condition

X-Sections P-24-27

7.98

50.93

42.95



B.M. = chisled Cross on Walk 0700 - P. 14



0+13 = 2' Conc. walk on Rt

+3.94	+4.34	+5.01	+6.63
701	655	592	430
20.7	245	245	275
Walk	Bottom stop	Top stop	Top stop

0+06 = 1/2 Garage on Rt Conc. Floor

+3.90	+4.00	+4.61
703	693	632
15.0	287	248
15	Walk	Gar. Floor

0+00

+7.9	+7.94	+3.38	+3.35	+3.25	+3.20	+4.44	+3.86	+3.90	+4.06	+4.17
3.0	4.99	7.55	7.88	7.68	7.73	6.49	7.07	7.03	6.87	6.2
30	25	20.7 on Walk	15.7	15 Cb.	15 Gut.	07 For	15 Gut	15 Gut	287 Walk	25

0-50'

+4.6	+5.7	+4.3	+4.2	+6.8
2.6	5.2	4.6	4.7	4.1
25	20		20	25

0-100'

51.2	49.9	50.3	51.1
10.3	1.0	0.6	10.2
25	20		25

5093!

5093!



Olivewood Terrace

25

0+75

45.7	41.6	45.1	43.26	43.04	42.02	44.16	43.63	44.14	44.35	45.1
52	93	58	767	789	837	677	730	679	658	58
40	30	25	207	15	15		15	15	207	25
			Walk	cb	Gut.		Gut.	cb	Walk	

0+53.3 = inlet on Lt.

43.06	42.90	42.25	43.81	43.59	43.86	44.06	45.1
787	803	868	712	754	705	689	5.8
207	15	15		15	15	207	25
Walk	cb	Gut.	Grating	Gut.	cb	Walk	

0+36.4 L Inlet #2

43.82	43.22	43.25
711	771	718
Par.	15	cb
	Grating	15

0+27 Cont.

44.07	44.61	47.45	47.45
686	632	348	348
22.5	22.5	28	31
Landings	on stop	Top stop	Walk
= footstep stop			

0+27

45.7	45.2	42.94	42.77	42.40	43.91	43.46	43.74	43.57
52	57	799	816	853	702	747	719	706
30	25	207	15	15	Par.	15	15	20.7
		Walk.	cb	Gut		Gut.	cb	Walk

5093

5093



Olivehood Terrace

X-Section

Lt.

R

Rt. 26

1+75

41.7	41.0	41.88	41.7	41.37	41.66	41.54	41.14	41.07	41.8
92	59	505	502	556	4.27	439	379	341	31
	25	207	15	15		15	15	207	25
			cb				cb	Walk	

1+50

41.2	43.3	44.72	44.50	44.52	44.84	45.46	45.96	46.06	46.1
97	76	621	603	637	509	547	497	443	43
33	25	207	15	15		15	15	207	25
		Walk	cb	Gut.		Gut.	cb	Walk	Low

1+25 = 2' 6" Conc. Walk on Rt

42.1	43.4	43.89	43.50	43.45	44.22	44.95	45.19	45.46	45.88
88	75	704	703	744	572	598	574	547	485
30	25	207	15	15		15	15	207	375
		Walk	cb	Gut		Gut	cb	Walk	Walk

1+06 = 2' Broken Conc. Ribbon Drive on Rt

45.5	47.11
34	38
25	45

1+00

43.1	43.7	43.60	43.47	42.98	44.71	44.26	44.72	44.93	45.3
78	72	733	746	795	622	667	621	600	56
30	25	207	15	15		15	15	207	25
		Walk	cb	Gut.			cb		

5093



Olivehood Terrace

Lt.

B

Rt.

27

L Hub  
chk. 2+18.23 P-17 12.45 38.48<sup>v</sup>

2+75<sup>v</sup>

2+50

2+47.5 L-4 Conc. Walk on Lt

2+25

1+98.5 B.S. Return

5093

Ⓞ

Notes Reduced 8-26-89

48.19 49.53 49.53 50.31 51.64  
20 140 140 062 029  
15 15 0 15 25  
Gut cb. Pav. Pav.

48.9 48.90 48.70 48.17 48.81 49.57 50.93  
20 203 223 286 212 136 000  
25 207 15 15 15 33.5  
Lawn Walk cb Gut Pav. Pav.

48.23 48.79 49.57 49.02  
220 214 231 291  
31 207 15 15  
Walk Walk cb Gut

47.7 47.7 47.65 47.55 47.19 48.21 48.77 49.97  
32 32 328 338 374 272 216 096  
30 25 Walk 15 15 15 37  
Lawn Lawn 207 cb Gut Pav.

46.7 46.6 46.5 46.45 46.20 47.67 47.43 48.04 48.45 48.8  
42 43 442 425 473 346 350 289 241 21  
30 25 207 15 15 15 15 207 25  
Walk cb. Walk

5093!



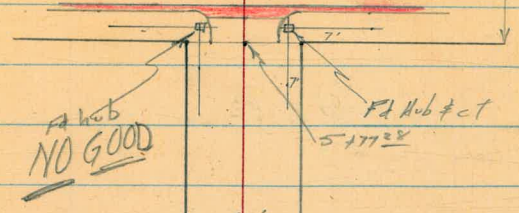
Roberts  
Garber  
Moore  
Clark  
5-15-50  
V.O. 31503

X-Section 51<sup>st</sup> Street

Polk to Orange

FB2001 pg 56 & pg 62  
TP2663

INDEXED  
MAY 16 1950



Orange Ave. — ← 60' — 51<sup>st</sup> Street: —

- 80' Street
- 50' Roadway
- No Sidewalks
- 32' Conc. Gutter
- 6' Conc. Gutter in intersection
- 10' Cb. radius

- 60' Street
- 36' Roadway

51<sup>st</sup> Street

F1 Hub & Disc

F1 Old Hub  
No C.T. Set C.T.

Polk

0700 Ave.



0+71 29' R & 35' Conc. Walk

321.30  
10.84  
29' Walk  
321.65  
10.49  
40  
Walk

0+50

322.0 321.9 320.8 320.8 320.5 320.9 320.7 320.7  
9.3 10.2 11.3 11.3 11.6 11.2 11.4 11.2  
50 30 17 14 18 30 45

0+38 29' R & 3' Conc. Walk

319.94  
12.20  
29.5  
Walk  
320.01  
12.15  
40  
Walk

TP 10.86 332.14 5.64 321.28 (411) So. Cor. Walk

332.14

0+00 No. Line Polk

326.9 325.9 324.6 323.1 322.0 321.2 319.6 319.7 319.3 319.5  
00 1.0 2.3 3.8 4.9 5.7 7.3 7.2 7.6 7.4  
100 70 50 30 21 18 30 50 100

0-20 ℓ Polk

327.2 326.3 325.1 321.73 319.0 318.7  
+0.3 0.6 1.4 5.19 7.9 8.2  
100 70 50 Rm. M. 50 100

BM 7.25 326.92

319.67 1/4 Cor. W. No. 52nd & Polk

326.92



Cont'd From Page 29

24

£

Rt 30

2+21

29<sup>8</sup> Rt £ 3<sup>5</sup> Conc. Walk

326.45	326.81
5.69	5.53
29 <sup>8</sup>	41 <sup>2</sup>
Conc.	Conc.

2+10

30<sup>1</sup> H. £ 8' Conc. Drive

323.32	323.67
8.82	8.47
53 <sup>5</sup>	30 <sup>2</sup>
Floor	Conc.

2+00

323.4	323.7	324.0	323.9	324.4	324.5	325.9	326.1
8.7	8.4	8.1	8.2	7.7	7.6	6.2	6.0
50	50	17	14		12	30	40

1+50

322.9	323.2	323.1	322.7	323.3	323.1	324.1	324.5
9.2	8.9	9.0	9.4	8.8	9.0	8.0	7.6
40	30	20	15	8.8	14	50	50

1+00

322.0	321.8	321.9	321.6	322.3	322.7	322.7
10.1	10.3	10.2	10.5	9.8	9.4	9.4
50	30		14	19	30	50

0+90

29<sup>8</sup> Rt £ 8' Conc. Drive

322.06	322.24
10.04	9.90
29 <sup>8</sup>	53.3
Conc.	Floor

332.14

332.14



Cont'd From Page 30

3+07 22' R Begin Lathe Fence

3+00

2+84

This walk ← to Property & on 3+80  
14' R & 2' Conc. Walk

2+80

30' L & 3' Conc Walk

2+63

30' R & 8' Conc Drive

2+59

30' L & 8' Conc Drive

2+50

2+40

29' R & 8' Conc Drive

2+29

30' L & 3' Conc. Walk

332.14

Lt

E

R

31

325.0	326.2	327.0	326.4	326.9	327.0	328.3	329.6	330.6
7.1	5.9	5.1	5.7	5.2	5.1	3.8	2.5	1.5
50	30	15	13		13	17	30	50

324.59	325.37
7.55	6.77
50' Walk	30' Walk

327.61	328.61	329.45
4.53	3.53	2.69
14' Walk	30 Walk	4' E

327.55	329.46
4.59	2.68
30' Conc	5' E Floor

324.09	324.78
8.05	7.36
44.8 Floor	30' Conc

324.2	324.6	325.2	324.9	325.3	325.5	326.9	328.0
7.9	7.5	6.7	7.2	6.8	6.6	5.2	4.1
45	30	18	15		12	30	50

327.08	328.24
5.06	3.90
29' Conc	53' Floor

323.96	324.16
8.18	7.78
43' Walk	30' Walk

332.14



3+60 30' R. & 8' Conc. Drive

3+50

3+56 32' L. & 10'x9' Conc. Slab

T.P. 756 336.34 336 328.78

3+41 30' R & 8' Conc. Drive

3+35 23' R. End. Lath. Fence

3+29 30' L. & 3' Conc. Walk

3+22 29' R. & 3' Conc. Walk

3+11 30' L. & 8' Conc. Drive

332.14



327.7 328.3 328.7 328.3 328.5 328.8 331.4 333.4  
 8.6 8.0 7.6 8.0 7.8 7.5 7.9 2.9  
 45 30 15 12 12 30 35

328.21 328.29  
 8.13 8.05  
 42' Conc. 32' Conc.

332.34

331.85 335.21  
 4.49 1.18  
 30' Conc. 53' Floor

331.54 332.44  
 0.60 +0.30  
 30' Conc. 53' Floor

326.73 327.43  
 5.77 4.71  
 44' Walk 30' Walk

330.91 331.47  
 1.23 0.67  
 29' Conc. 42' Conc.

327.14 326.57  
 7.00 5.57  
 54 Floor 30' Conc.

332.14



5700

4+85 30<sup>3</sup> Lt. & 8' Conc. Drive

4+56 30<sup>2</sup> Lt & 3<sup>5</sup>' Conc. Walk

4+50

4+34 30<sup>2</sup> Lt & 8' Conc. Drive

4+00

3+90 29<sup>0</sup> Lt & 2' Conc. Walk

336.34

330.3 330.5 330.3 329.6 330.1 330.0 333.1 342.8 33  
60 58 60 67 62 63 3.2+6.5 +8.2 344.5  
25 30 20 15 15 26 30 40

329.29 330.50  
705 584  
22.6 Floor Conc

329.88 330.50  
646 584  
518 Conc. 30<sup>1</sup> Conc.

329.9 330.3 330.2 329.7 330.0 329.8 332.2 340.1 342.0  
64 60 61 66 63 65 4.1 +3.8 +5.7  
25 30 19 14 15 25 30 40

329.75 330.36  
659 591  
45<sup>2</sup> Floor Conc

328.2 328.0 330.0 329.8 329.3 329.8 329.7 331.6 334.6 336.3  
81 83 63 65 70 65 6.6 4.7 1.7 0.0  
25 30 27 17 14 14 27 30 40

328.14 327.99  
820 835  
44 Walk 29 Walk

336.34



5+891 Edge Conc. Gutter

329.83  
7.65 8.12 7.77 7.64 6.20 331.28  
212 212 212 212  
cb gutt gutt cb

5+82<sup>28</sup> BC Curb Returns

328.9 330.0 329.2 329.8 330.1 331.05 333.2  
8.6 7.50 8.3 7.7 7.4 6.43 7.3  
30 18 18 18 18 18 30  
cb gutt gutt cb

5+77<sup>28</sup> So. Line Orange End Curb

325.9 329.4 330.04 329.3 329.8 330.1 331.04 332.2 334.3 335.7 335.7  
11.6 8.1 7.44 8.2 7.7 7.4 6.44 5.3 3.2 1.8 1.8  
50 30 18 18 18 18 18 25 30 35 40  
cb gutt gutt cb

5+70

327.1 329.5 329.7 330.0 329.3 329.9 330.0 331.3 334.78 341.5 342.0  
10.4 8.0 7.8 7.5 8.2 7.6 7.5 6.2 2.7 +4.0 +4.5  
45 35 30 20 17 15 19 30 34 40

T.P

751

337.48

637

329.97

337.48

5+40

329.5 330.2 330.2 329.4 329.9 329.8 333.3 342.3 343.8  
6.8 6.1 6.1 6.9 6.4 6.5 3.0 +6.0 +7.5  
45 30 19 17 15 29 30 40

5+04

30<sup>2</sup> Lt & 3<sup>5</sup> Conc. Walk

330.42 330.47  
5.92 5.87  
45 30  
conc conc

336.34

336.34



check			4.57	319.66 = 319.67	Start BM
T.P.	2.57	328.88	8.24	321.31	
T.P.	0.16	329.55	8.09	329.39	

6+1728 & Orange Avenue

321.2	324.7	328.0	329.2	329.9	331.7	333.9	337.4
16.3	12.8	9.5	8.3	7.6	5.8	3.6	0.1
80	53	30	18		30	49	67

5+953 Edge Conc. Gutter

324.10	328.47	329.00	329.67	330.42	331.04	336.33
13.38	9.01	8.48	7.81	7.06	6.44	1.15
54	28	18		18	28	58

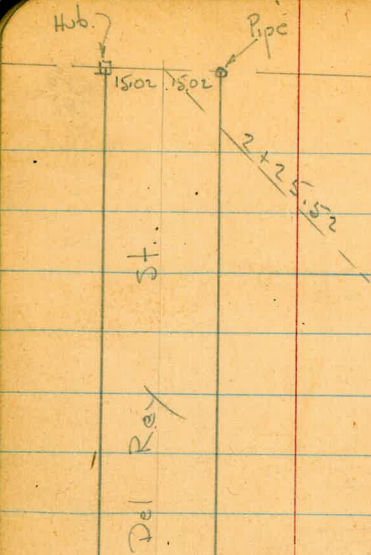
5+923 So. Curb Line Orange

323.92	324.72	329.27	328.31	328.83	329.51	330.19	330.86	331.71	336.15	337.03
13.56	12.76	8.21	9.17	8.65	7.97	7.29	6.62	5.71	1.33	0.45
54	54	28	28	18		18	28	28	58	58
Gutt	cb	cb	Gutt			Gutt	cb	Gutt	cb	cb

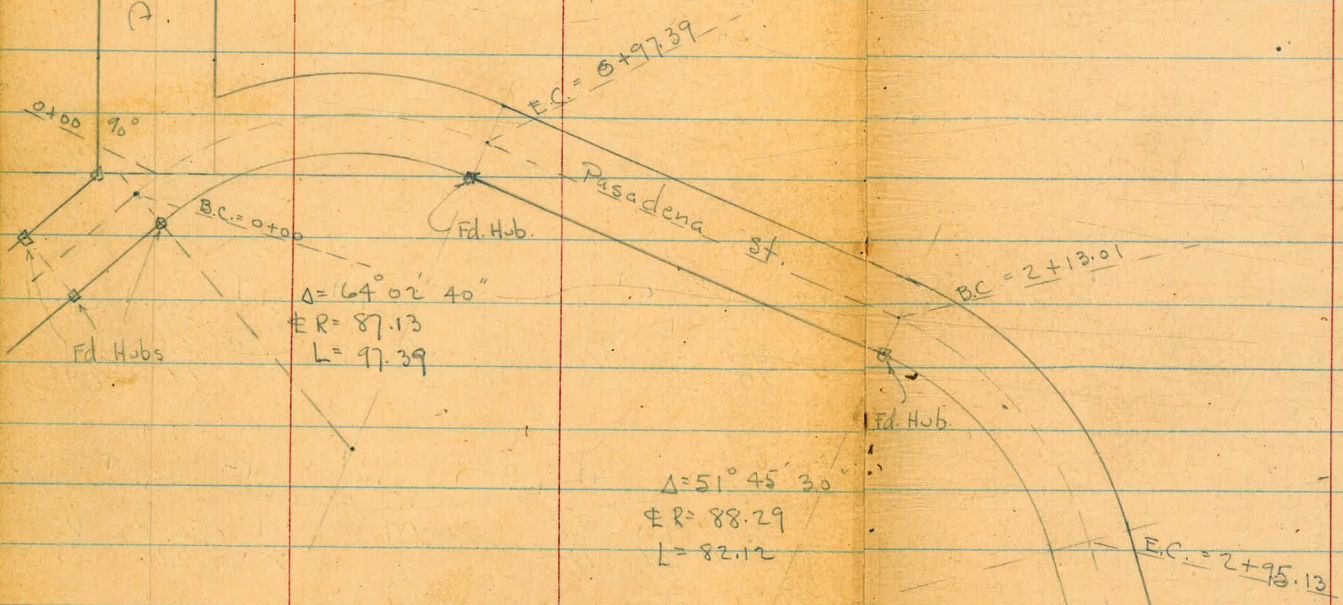
337.48

337.48





INDEXED  
MK.  
DEC 7 1950



$\Delta = 64^{\circ} 02' 40''$   
 $R = 87.13$   
 $L = 97.39$

$\Delta = 51^{\circ} 45' 30''$   
 $R = 88.29$   
 $L = 82.12$

See P. 37



Cont. from P. 36

E.C. 2+95.13

B.C. 3+50.13

$$\Delta = 66^{\circ} 50'$$

$$\pm R = 78.89$$

$$L = 91.80$$

Pasadena

St.

E.C. 4+41.93

Fd. Hubs

4+86.97 = w.L.

Fue

Santa Fe

INDEXED  
MK

DEC 7 1950



7- Sect Del Rey St. - from Pasadena  
N. to Sub. Line

# 4889

12-5-50

W.O. 25020

7.0.

1+50

1+00

0+50

0+20

0+00 = opp. N.W. Prop. Cor.

10.04 64.07 3.42 54.02 - Nail

B.M. 10.60 57.45 46.85 - Cross

INDEXED

MR

DEC 7 1950

Lt.

#

Rt.

38

$\frac{61.1}{3.0}$	$\frac{60.1}{3.4}$	$\frac{60.0}{4.1}$	$\frac{59.3}{4.8}$	$\frac{59.3}{4.8}$
$\frac{25}{15}$	$\frac{15}{15}$		$\frac{15}{15}$	$\frac{25}{25}$

$\frac{60.2}{3.9}$	$\frac{59.6}{4.6}$	$\frac{58.8}{5.3}$	$\frac{58.0}{6.1}$	$\frac{58.0}{6.1}$
$\frac{25}{15}$	$\frac{15}{15}$		$\frac{15}{15}$	$\frac{25}{25}$

on Graded Bldg Site

$\frac{58.1}{5.7}$	$\frac{57.6}{6.5}$	$\frac{55.1}{8.4}$	$\frac{54.9}{9.2}$	$\frac{54.5}{9.6}$
$\frac{25}{15}$	$\frac{15}{15}$		$\frac{15}{15}$	$\frac{25}{25}$

$\frac{54.1}{9.4}$	$\frac{54.1}{10.0}$	$\frac{54.0}{10.1}$	$\frac{53.6}{10.5}$
$\frac{25}{15}$	$\frac{15}{15}$		$\frac{15}{15}$

$\frac{53.6}{10.5}$	$\frac{53.6}{10.6}$	$\frac{52.6}{11.5}$
$\frac{25}{15}$		$\frac{15}{15}$

64.07 ✓

in Pole - S.W. Del Rey + Pasadena

on Bell MH. - Balboa + Santa Fe

INDEXED



Lt.

±

Rt

39

2+45 = down Bank onto level Graded lot.

$\frac{56.6}{7.5}$	$\frac{56.6}{7.5}$	$\frac{56.8}{7.3}$	$\frac{56.7}{7.4}$	$\frac{56.6}{7.5}$
25	15		15	25

2+25.52 = Nly of Sub. = end

$\frac{59.8}{4.3}$	$\frac{60.0}{4.1}$	$\frac{60.9}{3.2}$	$\frac{61.6}{2.5}$	$\frac{61.3}{2.8}$
25	15		15	25
			Nly. Graded Lot.	

1+90

$\frac{60.0}{4.1}$	$\frac{60.4}{3.7}$	$\frac{60.3}{3.8}$	$\frac{60.4}{3.7}$	$\frac{60.3}{3.8}$
25	15	64.07 ✓	15	25



Req. X-Sections of Pasadena St. - from  
Del Rey to Santa Fe.

1+45

6+97.39 = F.C

INDEXED

DEC 7 1950

0+73.05

0+48.70

0+24.35 - Sect. Radial

← parts

0+00 - B.C. of Curve at Del Rey.

B.M.

3.88

57.91

54.03

Lt.

±

Rt.

40

Level	Top	Bank	±	±	±
51.1	50.2	51.1	50.2	48.4	
0.2	4.7	6.2	7.7	9.5	
18 =	10	10	10	20	
51.1	51.1	51.1	51.1	49.8	
0.2	3.5	4.2	6.5	8.1	
20	10	10	10	20	
on Graded					
Lot					
50.6	50.1	50.1	50.1	50.5	
4.3	4.2	4.5	5.8	7.6	
20	10	10	10	20	
53.6	51.1	51.1	51.8	50.8	
4.3	4.5	4.5	5.1	7.1	
20	10	10	10	20	
53.5	53.3	53.0	51.2		
4.4	4.6	4.9	6.7		
10	10	10	20		
53.5	53.5	51.8	50.2		
4.4	4.4	6.1	7.7		
10	10	10	20		

57.91



Lt. # Rt.

3+20

$\frac{52.6}{5.4}$	$\frac{50.7}{7.2}$	$\frac{50.4}{7.5}$	$\frac{50.4}{7.5}$	$\frac{49.0}{8.9}$	$\frac{47.3}{10.6}$
30	10		7	10	15

3+00 - 16.5' Rt. = Near Cor. of Mach. Shop

<del>44.2</del>	<del>44.24</del>
13.7	13.67
16.5	Floor.
ground.	

2+95 .13 = E.C.

$\frac{57.9}{0.0}$	$\frac{54.6}{3.3}$	$\frac{50.4}{7.5}$	$\frac{50.2}{7.7}$	$\frac{50.4}{7.5}$	$\frac{44.1}{13.8}$
16	10	3		10	26
Top.					along shop

2+67.75

$\frac{56.4}{1.5}$	$\frac{50.7}{7.2}$	$\frac{50.2}{7.7}$	$\frac{49.3}{8.6}$	$\frac{47.8}{10.1}$	$\frac{44.1}{13.2}$	$\frac{44.0}{13.9}$
25	10		7	10	16	30
edge of Graded Lot.					Toe	shop yard

2+40.38

$\frac{53.6}{4.3}$	$\frac{52.6}{5.3}$	$\frac{50.5}{7.4}$	$\frac{50.3}{7.6}$	$\frac{47.8}{10.1}$	$\frac{44.1}{13.2}$	$\frac{44.1}{13.8}$
20	15	10		10	15	25
					Toe	

Sect. Radial - 3 parts

2+13.01 = B.C.

$\frac{50.1}{3.7}$	$\frac{53.1}{4.2}$	$\frac{51.9}{6.0}$	$\frac{50.1}{7.2}$	$\frac{50.1}{7.8}$	$\frac{59.0}{8.9}$	$\frac{46.6}{11.3}$	$\frac{44.6}{13.3}$	$\frac{43.9}{14.0}$
20	15	10	8		7	10	16	25
							Toe	

1+75

$\frac{58.6}{+0.6}$	$\frac{52.8}{5.1}$	$\frac{50.1}{7.2}$	$\frac{49.1}{9.8}$	$\frac{43.9}{14.0}$
18	10		10	23-Toe
Top Bank				
		57.91		



check starting B.M.

12.13 46.84

Sec Santa Fe Sections

4+86.93 = w.l. Santa Fe. sect. along w.l.

4+41.93 = E.C.

4+11.33

3+80.73

3+59.4 - 11.3 Lt. = Cor. Conc. Slab.

sect. Radial - 3 parts

3+50.13 = B.C. - 9.8 Rt. = along Rough Shed.

T.P. 7.60 58.97 6.54 51.37

3+26 - 12 Lt. = Cor. Conc. Bldg. Slab.

46.85

$\frac{55.1}{3.9}$	Lt.	$\frac{51.9}{7.1}$	$\frac{50.8}{8.2}$	$\frac{50.7}{8.3}$	Rt.	42
50		10.1		10.1	9.9	
					50 = in Roadway	

$\frac{51.4}{7.6}$		$\frac{51.1}{7.9}$	$\frac{50.8}{8.2}$	$\frac{50.6}{8.4}$	$\frac{45.9}{9.1}$
20		10		10	20

$\frac{51.0}{7.8}$	$\frac{51.0}{8.0}$	$\frac{50.8}{8.2}$	$\frac{50.8}{8.2}$	$\frac{49.6}{9.4}$	$\frac{45.7}{13.3}$
20	10		7	10	18
					Toe

$\frac{51.4}{7.6}$	$\frac{51.2}{7.8}$	$\frac{50.9}{8.1}$	$\frac{51.1}{7.9}$	$\frac{47.8}{11.2}$	$\frac{45.7}{13.2}$	$\frac{45.26}{13.71}$
20	10		3	10	15	29.5
					Toe	floor of shop (Conc.)

$\frac{55.04}{3.93}$	$\frac{51.2}{7.8}$
11.3	11.3 ground
Top Conc. slab.	

$\frac{55.04}{3.93}$	$\frac{51.1}{7.9}$	$\frac{50.9}{8.1}$	$\frac{50.3}{8.7}$	$\frac{50.4}{8.6}$	$\frac{46.8}{12.2}$	$\frac{45.5}{13.5}$
12	12	10		3	9.8 = at shed.	20
Top slab.						in yard.

$\frac{55.07}{2.84}$	$\frac{51.3}{6.6}$	58.97
12	12	
Top slab.	ground	57.91

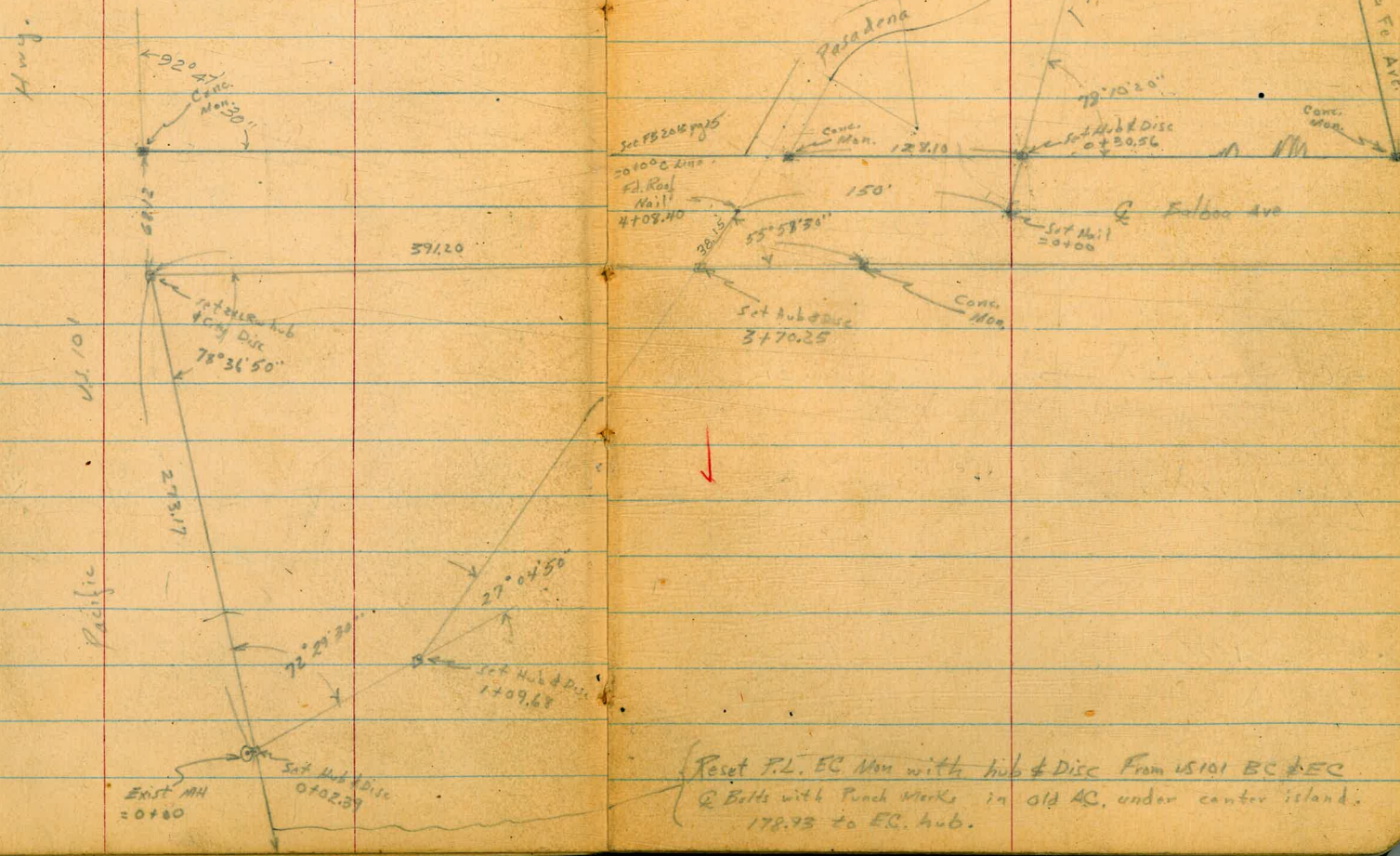


Roberts  
 City  
 1-2-51  
 22976

Survey for Lower Line at  
 Balboa & Pacific and Pasadena & Balboa

7P27 FB2013  
 Pg 25 Pg 25

INDEXED  
 MK  
 JAN 23 1951



See FB2013 Pg 25  
 2+25.25 D.Lin. **43**  
 Reset Hub & Disc  
 Ad. Stub topped  
 2+22.73

Reset P.L. EC Mon with hub & Disc From US101 BC & EC  
 & Balbs with Punch Works in old AC, under center island.  
 178.93 to EC. hub.



0+71 1' Rt to Hybrid Flagpole

0+65

5.9  
2.84.9  
2

3.0

24.0

2.3  
10.

24.7

0.3  
20

0+62.40 Line Crosses Fence

0+55

28 Lt Begin Lath fence  
113 Lt to SE Corner Store Bldg.5.9  
11.25.4  
51.6  
2

4.6

22.4

4.2  
10

22.8

0+47

63' Lt to End Conc Apron  
7 wide on west & south

5.51

6.18

5.9

13<sup>2</sup>  
Floor63  
Conc

21.1

0+36

17' Lt to S.W. Cor. Grocery 50' x 21'

0+26

13' Lt to Conc Apron

6.26  
13  
conc6.8  
137.6  
10

7.7

19.3

0+00 = MH Existing

BM

9.23

26.99  
↑

17.76 Riv. MH = 0+00 See FB2013 page 14







1+95 24' Lt 10" Tree

1+83 44' Lt Center Tree (6' Trunks?)

1+60 38' Lt End Lath Fence

7.2	6.7	5.8	25.3	7.6
50	25			3.5
				25

T.P. 6.16 31.09 12.39 21.93

31.09

1+46

15.1	14.2		12.4	10.2	27.1	33.9
65	45	29	20		3.4	
		Fence			23	Rm

1+43 24' Lt Center Tree 10"

1+24 27<sup>E</sup> Lt to NE Cor House

15.4	15.9	11.6	7.7	8.3	5.1	32.2	33.9
50	30	27	18	8		3.4	
						15	

1+16<sup>68</sup> Line Hts to Fence TP 10011+14 7<sup>R</sup> Lt Center 8" Eve1+09<sup>68</sup> L. Lt Levels on Split of angle

11.8	11.4	7.9	7.9	5.62	31.80	32.8	34.0
19	13	11	6	40.6		4.5	3.3
						5.6	25
						Fence	

3732X

3732X



Cont'd from Page 46

4408/40 = 0+000 Line by FO

3+76



3+74

Levels TP to Balboa

3+35

3+00

2+50

2+00

31.09X

ht.

27.42  
3.67  
Roof  
Nail

47

5.6  
25

26.2  
3.9

26.9  
4.2  
25

4.6  
25

27.2  
3.9

27.4  
3.3  
25

4.0  
25

27.6  
3.5

4.6  
25

26.3  
4.8

6.3  
25

25.4  
5.7

7.2  
50  
6.5  
25

24.7  
6.4

31.09X



Cont'd From Page 47

Lt

E

Rt

48

T.P. 12.58 52.76 0.16 40.18

0+85 Toe of Slope

0.4 6.6 7.9 8.5  
36 14 162  
515

0+56 22<sup>E</sup> Pt to SW Cor. Bldg. 32' X 56'  
Balboa Overhead Door Co.

9.8 9.7 8.4  
25 222

0+28 19' Pt Center P.P. 1/6 # JP3020

0+20

31.4  
8.7

0+18 25<sup>E</sup> Pt Center 3' Euc

0+17 Edge A.C.

30.6  
7.0

0+00 150' E on E Balboa from 4+08 <sup>40</sup>/<sub>100</sub>

31.10  
7.24  
14.1

T.P. 12.72 40.34 3.67 27.42

Keel Nail  
4+0840

40.34  
1

31.09X



Cont'd From Page 48

26

E

R7

49

check

9.21

43.55 = 43.53

11750 stub  
FB 2/12 pg 29

2+28.73

53.8  
+1.0

2+00

Rim

1.0 1.2 1.6 2.9 12.6  
14 4 7 32

1+74

2.9 8.9 16.0 18.7 18.7  
Rim 14 16 30

43.9

1+40

6.3 12.3 15.2 19.3 19.5  
Rim 7 5 6 25

40.50

1+10

113' Lt to NW cor Bldg

1+04

145' Lt Center P Pole # 2885'

1+03

10' Lt to Dead man

0+97

9.6 10.4 14.1 19.8  
20 7 142  
Bldg

38.7

52.76  
↑

52.76  
↑



X-Sect 53<sup>rd</sup> St. from Imperial to  
Naranja St.

# 5452

3-28-51 - 7.0

W.O. 25020 - Sketch-Book 1712 - P. 4  
Sections - Imp. to Groveland

1+00

5.6	5.5	6.5	5.2	5.2	5.3	5.3
35	28	25	20		25	35
		± Ditch				

0+40

Drain Ditch on Lt. side.

Culvert shown in B. 1712 - P. 26

0+09.5 - N. edge Conc. Pave

4.3	5.4	4.0	4.2	3.9	3.9
35	25	21		25	35
	± Ditch				

3.19	3.33	3.38	3.37	3.37
75	25		25	75

0+00 = ± Imperial - Sect. along ± of Imperial  
see old Sect. 1712 To South

3.20 158.15 8.16 154.95 = B'Disk -

B.M. 7.84 163.11 155.27 = B'hd

3.07	3.16	3.23	3.26	3.22
75	25		25	75

158.15

± Imperial

+ c.t. - Imperial + San Jacinto.  
B. 1712 - P. 11

INDEXED Lt.  
MAR 28 1951

RT. 50



4+09.80 = N.L. Groveland

Lt.	☐	Rt.
3.7 35	4.0 25	4.3 17
		4.1
		4.3 10
		4.4 25
		4.0 35

3+84.80 = ±

3.5 75	3.5 25	3.4	3.8 25	3.2 75
		149.77	S. edge of Graded Road.	

T.P. 3.47 149.77 11.85 146.30 Cross in

→ Side

Run of Sewer M.H. - ☐ 53<sup>rd</sup> + Groveland.3+59.80 = S.L. Grove land st.  
84.10

9.7 35	10.1 29	11.1 23	11.0 20	11.0	10.3 25	10.1 35
		☐ Ditch				

3+00

8.5 35	8.6 29	9.3 23	8.7 19	8.9	8.3 25	8.4 35
		☐ Ditch				

2+50

6.6 35	6.4 27	7.3 22	6.9 20	7.3	6.8 25	6.7 35
		☐ Ditch				

2+00

5.8 35	5.9 26	6.6 22	6.0 18	6.3	6.3 25	6.3 35
		☐ Ditch				

1+50

5.9 35	5.7 27	6.6 22	5.6 17	5.7	5.7 25	5.7 35
		☐ Ditch		158.15		



Set B.M. - spike - N.E. Pole

404

136.86

- End.

7+19.80 = ± Sewer M.H.

6+89.80 = Sk. Naranja St.

7+19.80

6+50

6+18.28.2 Rt. = S.W. Cor. Gar. - opens South  
- Conc. floor.

T.P. 442

140.90

13.29

136.48

6+00

5+50

5+00

4+50

51A

75 6.9  
25 ± M.H. Lid. 6.38 5.0 2.8  
25 25 75

6.7 7.1 7.1 6.2 4.6 4.1  
35 25 20 25 35

4.2 5.6 6.4 6.1 4.4 2.1  
35 25 17 25 35

140.90 1.8 1.38  
28.2 floor  
ground Grav.

9.6 12.9 13.4 12.3 10.5  
35 25 25 35

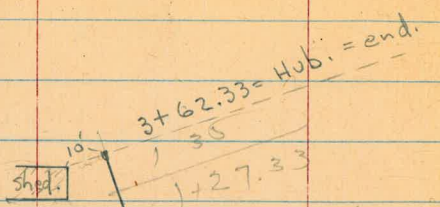
8.0 10.6 11.2 11.5 10.8 9.2  
35 25 22 25 35

5.9 8.5 9.0 9.0 8.9 9.2 7.7 7.4  
35 25 23 7 20 25 35

4.1 6.3 7.3 5.9 6.2 6.5 6.1 5.5  
35 25 22 18 6 25 35.5  
± Ditch 149.77 along House



INDEXED  
MAY 1 1951



1+35 = Set Nail  
Ang.  $70^{\circ}24'30''$  Rt.

$109^{\circ}35'30''$   
31.84

150.85

0+00

Rasadena St

22.95

Conc. Mon.

Fd. Nail

Balboa Ave

150'

P. 43

Fd. Nail

See sketch P. 43



Levels along  $\pm$  Prop. Sewer Behind  
Sheldons Coffee Shop - N. of Balboa.  
Sketch - P. 52

# 4281

W.O. 31706

1+58.

1+54 = edge Pav

1+35 = Ang.  $70^{\circ} 24' 30''$  Rt.

1+00

0+50

0+00 = Nail =

B.M.

2.69

30.11

27.42 - Nail =

0+00 = 4+08.40 - P. 43 - + P. 47

Lt.

$\pm$

Rt.

53

INDEXED

JUL 6 1951

5.0<sup>25.1</sup>

6.53<sup>23.6</sup>

5.92<sup>24.2</sup>

5.00<sup>25.1</sup>

3.87<sup>26.2</sup>

2.69<sup>27.4</sup>

30.11



Lt.

±

Rt.

54

3+62.33 = end. - 10' Lt. = Near Cor. of shed.

21.1  
8.96  
on HJb.

3+00

22.2  
7.9

2+73 - 8' Lt. = ± Pipe pole #C-2936

2+50

23.2  
6.9

2+00

24.6  
5.8

30.11



D. Smith  
C. Allen  
D. Sheppard  
McK

# Cross Sec, San Elijo

# Jenkins through Nicholas

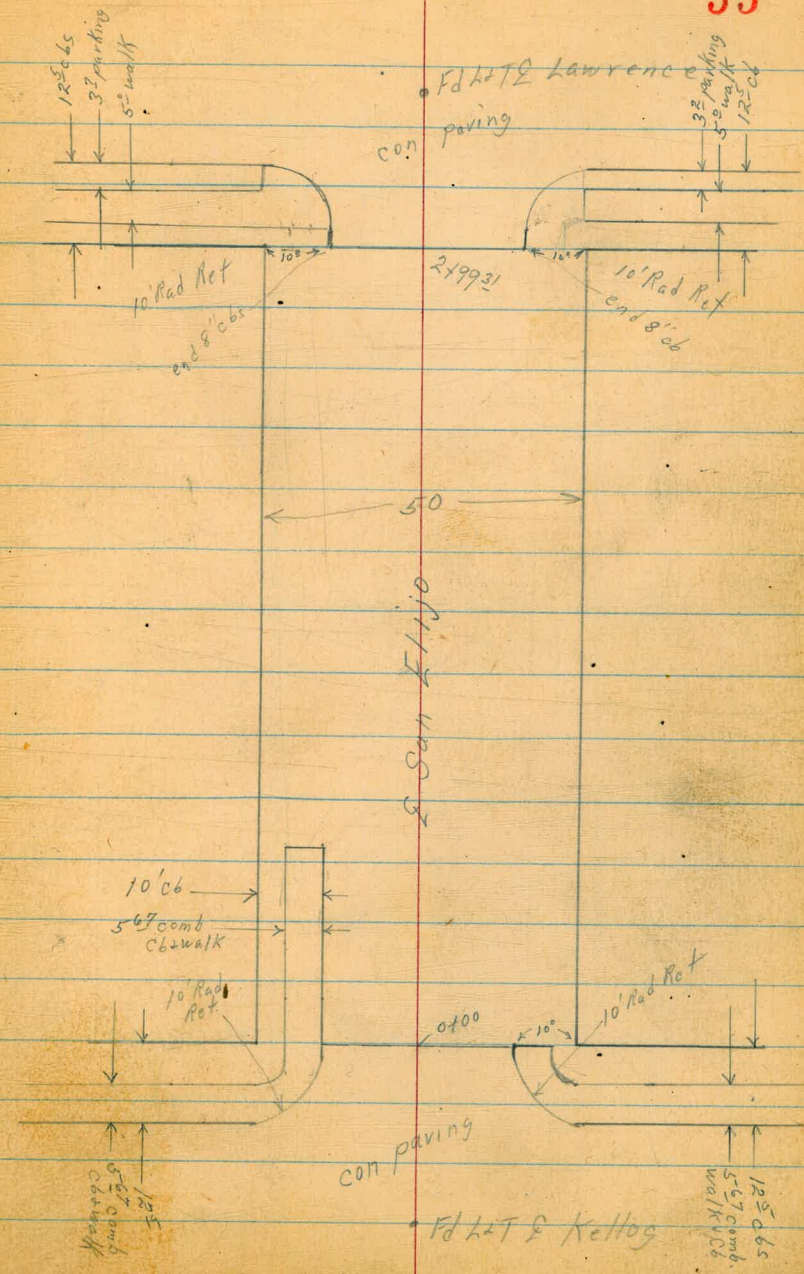
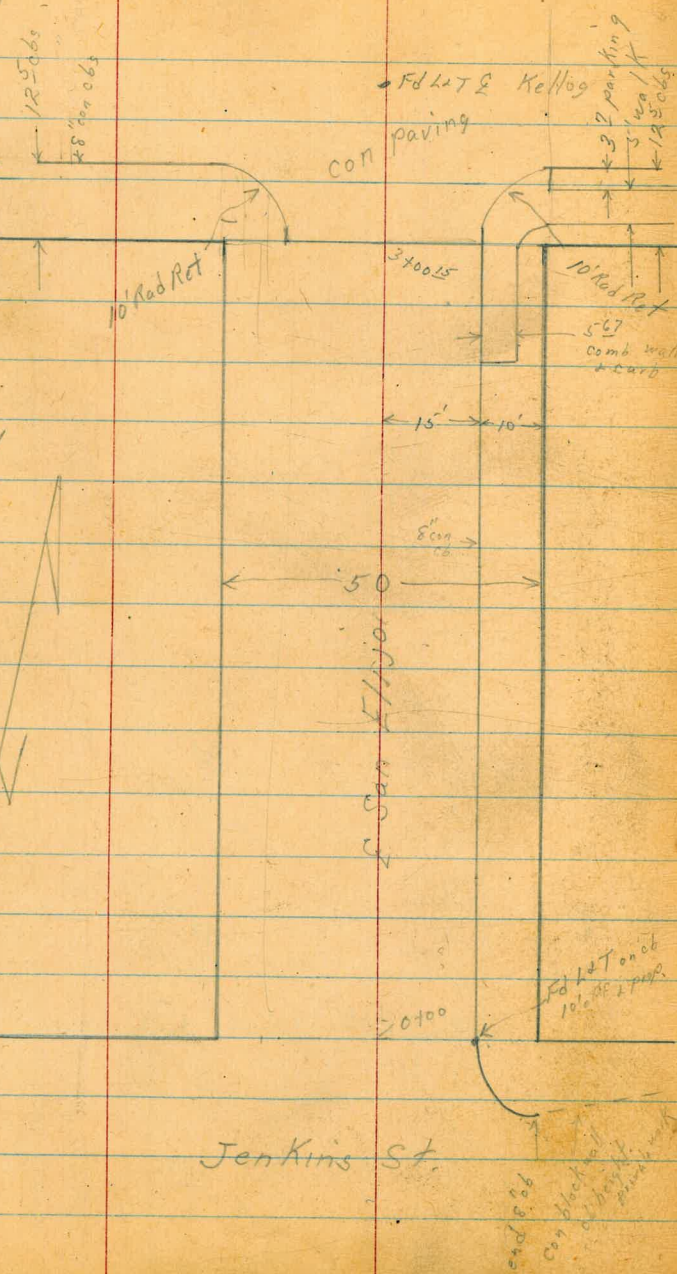
WB# 31170  
7-5-51

55

INDEXED

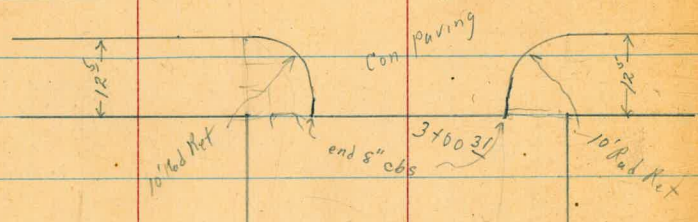
JUL 8 1951

Reduced  
7-12-51  
Ryan



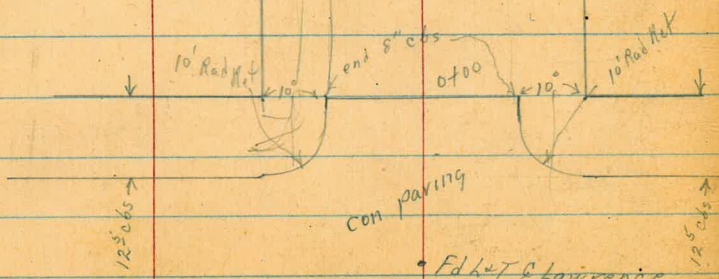


Fd. H. T. & McCall



San Elijo

50



Fd. H. T. & Lawrence

Nichols St Roughly oiled rdwy.

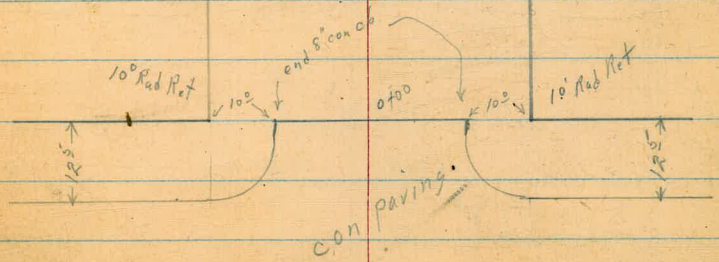
Fd. Con Mon

3400 RL



San Elijo

50



Fd. H. T. & McCall



Allen  
Telegraph  
Shaped  
SMITH

X Sec San Elijo  
Indexed

Jen Kins St through Nicholas

19. + East = 57

1400

Lt-West				19. + East				
61.4	60.0	58.7	57.9	57.6	57.0	57.55	56.8	55.1
21	36	48	56	52	65	59.2	62	82
50E	25E	15E	7E		150	150	25E	50E
					GUT	Ob		

0+50.17° LT & 10" Power pole # 314

61.4	60.0	59.5	57.7	57.1	56.7	57.34	57.2	56.4
21	35	42	58	64	68	63	63	81
50E	25E	15E	8E		150	150	250	500
					GUT	Ob		

0+41.14° RT & 10' wide drive

66.75	57.19	56.5
622	628	720
148	245.84	343
drive	on drive	on drive

0+00 = North prop line Jenkins

61.5	59.3	58.1	57.4	56.6	57.12	56.6	55.1
30	42	52	61	69	635	62	84
50E	25E	150		150	150	250	50E
				GUT	Ob		

0-05

59.0	58.4	57.4	56.4	54.87	55.48	
45	51	61	71	639	86	792
250	150		162	162	462	462
			GUT	Tap off	GUT	Tap

0-10 - FC Corb return along Jenkins

59.3	58.3	57.3	56.4	56.1	57.12
42	52	62	71	74	635
250	150		152	252	252
				EC	EC
				RET	RET TO
				GUT	East

0-25 = & Jenkins

61.4	59.6	58.6	57.3	56.3	55.9	55.4
21	32	42	62	72	76	81
50E	25E	15E		15E	25E	43E

62.47 X

TP, 5.57    63.47    5.02    57.90

BM 327    62.92  
X

5965  
SWBP  
San Elijo  
Kellog



Lt = West

Rt = East

58

2400

62.9	61.8	61.0	60.6	59.7	58.2	57.8	58.13	58.0	57.5
05	12	25	29	48	53	57	534	55	60
500	250	150	80	40		150	150	250	350
						GUT	CB		

1487 15° RT = 16' wide drive way

57.67	58.14	57.56
500	533	591
150	335	350
	AK	

1468 15' RT = 3.5' wide Conc walk

57.95	67.89
552	558
150	250
	WK

1451 15° RT = West<sup>end</sup> of 8" Conc brick Wall 4' high

62.17	56.0	62.2
130	75	130
152	157	250
TOP	BOTTOM	TOP
Wall	OF	Wall
	Footings	

1450-173 LT &amp; 12" Power Pole # P334

62.5	60.9	60.4	59.2	58.1	57.9	57.6	57.9	57.8	56.8
10	26	51	43	54	56	52	541	57	67
500	250	150	70	40		150	150	250	500
						GUT	CB		

1426 17° RT = Deadman

63.47X



3409-

3400<sup>15</sup> 22<sup>1/2</sup> LT = \$ 20" Pepper Tree.

3400<sup>15</sup> South prop line Kellogg - Edge pvt.

2463 - 16<sup>1/2</sup> LT = \$ 18" Pepper Tree.

2450 - Begin 5' sidewalk on Right.

2436 - 17<sup>1/2</sup> LT = \$ 6" Pepper Tree.

2430 - 15<sup>0</sup> RT = \$ 24' driveway

TP<sub>2</sub> 5.27

63.40A

5.34

58.13

LT = West

RT = East

59

59.69  
37  
173  
TOP

59.25  
45  
173  
OUT

58.89  
41  
175  
GUT

58.24  
516  
175  
GUT

58.55  
485  
175  
Cb.

60.6  
28  
250

59.72  
368  
149  
TOP  
Cb

59.99  
44  
142  
GUT  
CONC

58.69  
42  
150  
GUT  
CONC

58.12  
528  
150  
GUT  
CONC

58.59  
482  
150  
TOP  
Cb.

58.76  
464  
200  
BK.WK.

59.7  
42  
250

60.8  
36  
250

60.4  
30  
142

59.00  
42  
70

59.40  
50

57.8  
56  
150  
GUT

58.36  
504  
150  
Cb

58.47  
493  
200  
BK.WK.

59.2  
50  
250

57.68  
572  
150

58.37  
503  
200  
BK

57.84  
556  
300

63.40A

63.47A



Lt-West

Rt-East

60

3437<sup>65</sup> North Curb Line Kellogg ST

60.92	60.50	59.95	59.47	59.06	58.84	58.45	58.24	58.95	56.28	56.98
248	222	345	393	434	448	495	516	445	712	642
432	432	350	250	150	150	250	250	250	500	500
cb	GUT	cb	GUT			GUT	cb	GUT	cb	cb

3432

61.15	59.89	59.53	57.23	58.89	58.61	56.72
225	351	327	412	451	479	668
500	250	150	150	150	250	500

3425<sup>15</sup> K Kellogg ST

61.51	60.02	59.63	59.34	59.04	58.70	56.79
189	338	327	406	436	420	661
500	250	150	150	150	150	500

3418

61.15	59.54	59.28	58.91	58.60	58.32	56.40
225	326	413	449	480	508	700
500	250	150	150	150	250	500

3414

59.43	59.04	58.77	58.44	58.11	57.80
327	436	463	496	529	560
330	250	150	150	150	150

3412<sup>65</sup> South Curb Line Kellogg ST

61.29	60.58	59.64	59.27	58.95	58.60	58.22	57.88	58.57	55.85	56.65
211	282	376	413	445	480	518	552	483	755	675
500	500	250	250	150	150	250	250	250	500	500
cb	GUT	cb	GUT			GUT	GUT	TRCB	GUT	TRCB

63.40 T



S E Ret. Kellog & San Elijon  
10' Rad 15<sup>6</sup> Length 3 parts 5<sup>2</sup> ea

South Prop Kellog  
58.17  
528  
GUT  
58.18  
482  
cb

South BC  
58.24  
523  
GUT  
58.24  
482  
cb

1/3  
58.13  
516  
GUT  
58.13  
485  
cb

2/3  
57.90  
522  
GUT  
57.90  
486  
cb

E E.C. on Kellog  
57.90  
530  
GUT  
57.90  
483  
cb

SW Ret 10' Rad 15<sup>6</sup> Length 3 parts 5<sup>2</sup> ea

South Prop Kellog  
59.26  
414  
GUT  
59.26  
328  
cb

South B.C.  
59.17  
414  
GUT  
59.17  
324  
cb

1/3  
59.00  
423  
GUT  
59.00  
321  
cb

2/3  
59.01  
440  
GUT  
59.01  
320  
cb

West E.C. on Kellog  
59.01  
439  
GUT  
59.01  
366  
cb

T 63 40

NE Return  
10' Rad 15<sup>6</sup> Length 3 parts 5<sup>2</sup> ea

North Prop Kellog  
58.61  
472  
GUT  
58.59  
437  
cb

North BC  
58.50  
481  
GUT  
58.50  
438  
cb

1/3  
58.38  
490  
GUT  
58.38  
438  
cb

2/3  
58.23  
502  
GUT  
58.23  
442  
cb

E E.C. Kellog  
58.23  
512  
GUT  
58.23  
445  
cb

NW Return 10' Rad 15<sup>6</sup> Length 3 parts 5<sup>2</sup> ea

North Prop Kellog  
60.11  
59.27  
GUT  
60.11  
328  
cb

North B.C.  
60.13  
413  
GUT  
60.13  
327  
cb

1/3  
60.09  
413  
GUT  
60.09  
331  
cb

2/3  
59.99  
418  
GUT  
59.99  
341  
cb

West E.C. on Kellog  
59.95  
393  
GUT  
59.95  
345  
cb

T 63 40



Lt = West

Q

RT = East

62

0+67 - 15° LT Westcky end 3" drain pipe in cb

59.65  
375  
150  
1.5

0+58 - 15° LT = R 14" driveway.

61.20 60.52 59.88  
220 288 352  
307 2047 150

0+50

60.88 60.44 60.31 59.9 59.7 59.0 58.4 57.5  
252 296 308 35 42 42 50 52  
252 2047 BK.WE. 150 cb 150 GUT 100 150 250

0+33 - 25° RT begin AC parking Area

57.8 57.94  
560 546  
252 32

0+30 - 21° RT - end hedge -

0+03 21° RT begin 1' high hedge

0+00 = North Prop Line Kellogg - Edg. Pvc

60.4 60.28 60.12 59.27 59.12 58.60 59.05 59.07 58.6  
30 313 328 43 428 480 435 433 48  
252 2047 BK.WE. 150 cb 150 GUT 150 GUT 150 2047 BK.WE. 250

63.40 T



Lt=West

Rt=East

63

1463-25° LT & 3' Conc Walk

61.09  
23'  
25°

1461-17 1/2° LT & 10" Power pole # P374

1450 End A.C. Parking Area.

61.5 60.5 68.8 58.0 57.7 56.9 56.56  
19 22 46 54 57 650 684  
50° 55° 130° 150° 245° 345°  
A.C.

1416-21 1/2° LT & 9' driveway

62.50 61.15 60.59 61.37  
0° 227 281  
35° 25° 21.7  
dr. dr. drive  
203  
25°  
wk.

1405 25° LT & 2' Conc. Walk.

1400.

60.9 54.2 58.5 58.4 57.7 57.2  
25 42 49 50 57 62  
25° 70° 100° 180° 25°

0475-15° LT End Curb + sidewalk

62.2 61.5 60.68 60.51 59.9 59.0 58.9 58.2 57.7 57.5 57.40 57.16  
12 12 272 289 35 44 45 52 52 52 60 574  
50° 25° 2067 15° 15° 100° 150° 180° 250° 250° 350°  
BK. WK. TDP CUT. A.C.

63.40 = π



LT = West

RT = East

64

2+33-27<sup>4</sup> RT =  $\phi$  15' drive

2+20-26<sup>0</sup> RT =  $\phi$  8' drive

2+00

1+91-24<sup>3</sup> LT  $\phi$  16' Conc drive

1+83-14<sup>2</sup> RT  $\phi$  3' conc. walk

1+64-15<sup>0</sup> RT =  $\phi$  17' conc drive

58.02  
 $\frac{538}{272}$   
 272

57.96  
 $\frac{544}{302}$   
 302

57.9  
 $\frac{550}{262}$   
 262 dr

59.05  
 $\frac{534}{305}$   
 305 Gan floor

62.40  
 $\frac{102}{502}$   
 502

60.7  
 $\frac{22}{252}$   
 252

59.4  
 $\frac{42}{132}$   
 132

58.6  
 $\frac{42}{152}$   
 152

58.0  
 $\frac{52}{252}$   
 252

57.5  
 $\frac{62}{352}$   
 352

62.39  
 $\frac{101}{342}$   
 342 dr

61.20  
 $\frac{520}{242}$   
 242 dr

57.00  
 $\frac{140}{250}$   
 250

57.72  
 $\frac{568}{145}$   
 145

→

56.81  
 $\frac{659}{292}$   
 292 dr

57.08  
 $\frac{632}{250}$   
 250 dr

57.66  
 $\frac{574}{150}$   
 150 dr

→

63.40  $\uparrow$



3416 -

63.40	61.33	61.04	60.78	60.40	60.12	58.10
281	488	517	513	521	609	811
502	252	152		152	252	502

3412.50 South curb line Lawrence

63.78	63.05	61.61	60.97	60.61	60.33	59.97	59.79	60.43	57.70	58.38
243	316	460	524	560	588	624	642	572	811	783
502	502	252	252	152		152	252	252	502	502
cb	GUT	TOP	GUT			GUT	GUT	cb	GUT	cb

2499<sup>31</sup> = South Prop line Lawrence ST- Edge PIT.

61.9	61.55	60.79	60.46	60.18	60.58	60.3
43	466	542	555	603	563	52
252	152	152		152	152	252
	cb	GUT		GUT	cb	

2463 - 16<sup>2</sup> RT & 1" avacado

2459 16<sup>2</sup> RT & 1" avacado

2454 - 16<sup>2</sup> RT & 1" avacado

TP<sub>3</sub>      5.82      66.21      3.01      60.39

66.21

2450

61.8	60.6	59.8	54.5	59.0
16	28	36	39	42
252	132		152	252

63.40



3426.81 North Curb Line Lawrence

192	265	413	480	515	540	576	588	512	795	723
500 cb	500 GUT	250 cb	250 GUT	150		150	250 GUT	250 cb	500 GUT	500 cb
	64.29	63.56	62.09	61.41	61.06	60.81	60.45	60.33	61.07	58.26

3430.

223	419	457	483	514	549	5879
500	250	150		150	250	500
	63.98	62.02	61.64	61.38	61.07	60.72

3424.21 = R Lawrence ST

215	414	451	429	513	549	736
500	250	150		150	250	500
	64.06	62.05	61.70	61.47	61.09	60.72

66.21 - A



S. E. Return San Eli Jo + Lawrence  
 10' Rad - 15' Length - 3 parts 52ca-

So. Prop Lawrence	60.17 604 GUT	563.66 <sup>58</sup> Cb
So. B.C.	60.13 608 GUT	60.56 565 Cb
1/3	59.98 623 GUT	60.56 565 Cb
2/3	59.86 635 GUT	60.50 571 Cb
F.C. on Lawrence	59.50 641 GUT	60.41 580 Cb

S. W. Return - 10' Rad - 15' Length - 3 parts 52

So prop Lawrence	60.79 542 GUT	61.58 466 Cb
So. B.C.	60.82 539 GUT	61.54 467 Cb
1/3	60.75 546 GUT	61.51 470 Cb
2/3	60.81 540 GUT	61.52 469 Cb
West E.C. on Lawrence	60.91 524 GUT	61.61 460 Cb

N. E Return San Eli Jo + Lawrence

No. prop Lawrence	60.62 559 GUT	61.08 513 Cb	67
No. B.C.	60.59 562 GUT	61.05 516 Cb	66.21 T
1/3	60.47 574 GUT	61.00 521 Cb	
2/3	60.37 584 GUT	60.99 522 Cb	
E. E.C. Lawrence	584 GUT	61.01 520 Cb	

N. W. Return 10' Rad - 15' Length - 3 parts 52 each

No. Prop Lawrence	61.30 491 GUT	62.07 414 Cb	
No. B.C. San Eli Jo	61.29 492 GUT	62.01 420 Cb	
1/3	61.21 500 GUT	62.02 418 Cb	
2/3	61.25 496 GUT	61.98 423 Cb	
West E.C. Lawrence	61.40 481 GUT	62.07 414 Cb	
	66.21 T		



LT = West

RT = East

68

0+77 - 17° RT = φ 12" Palm

0+70 - 17° RT = φ 2" Tree

0+61 - 17° RT = φ 11" Palm

0+60 - 17° LT = φ 12" Palm

0+50 - 17° RT = φ 2" Tree

	62.8	62.3	60.8	60.4	59.6	59.4
34	39	54	58	66	68	
25°	17°	9°		15°	25°	

0+45 - 17° φ 18" Palm

0+41 - 17° RT = φ 12" Palm

0+31 - 16° RT = φ 2" Tree

0+21 - 17° LT = φ 10" Palm

0+21 - 17° RT = φ 5" Palm

0+14 - 16° LT = φ Dead Man

0+10 - 17° RT = φ 2" Tree

0+03 - 17° LT = φ 9" Palm

0+02 - 17° RT = φ 8" Palm

62.6	62.07	61.30	61.23	60.62	61.08	60.7
36	41.4	49.1	49.8	5.12	5.13	5.5
25°	15° cb	15° Gor		15° Gor	15° TOP cb	25°

0+00 = North prop line Lawrance ST (Edg. Pit)

66.21 π



1750 - 17° LT =  $\phi$  12" Palm Tree.

1746 - 17° RT =  $\phi$  13" Palm Tree.

1733 - 17° LT =  $\phi$  10' Palm

1725 - 17° RT =  $\phi$  12" Palm

1720 23° RT. begin shrub plantings.

1715 - 17° LT =  $\phi$  12" Palm Tree.

1712 - 25° RT =  $\phi$  16' driveway

1700.

0798 - 17° LT =  $\phi$  12" Palm Tree

0792 - 17° RT =  $\phi$  8" Palm Tree

0785 - 17° RT =  $\phi$  2" Tree

0779 - 17° LT =  $\phi$  12" Palm Tree

LT = West

63.3	63.1	62.4
29	31	38
25°	15°	7°

$\phi$  - RT = East

61.9	61.7	60.5	59.0
43	50	57	72
15°	25°	35°	

69

59.56  
59.50

66.5	67.1
25°	35°
dr.	dr.

64.5	63.0	62.7	61.5	61.1	60.7	59.8	59.1
17	32	35	42	51	55	64	74
35°	25°	16°	10°		15°	25°	35°

66.217







3437 8' No. Curb Line McCall

71

RT West					RT East				
192	270	480	557	592	620	659	674	699	823
500	500	250	250	150	150	250	250	500	500
Cb	GUT	CL	GUT	150	Cb	GUT	Cb	GUT	Cb

3433 - Break

250	529	565	591	625	659	824
500	250	150	150	150	250	500

3425 3'  $\phi$  McCall

238	516	554	589	627	657	851
50	250	150	150	150	250	500

3419 - Break

275	553	594	631	669	691	895
500	250	150	150	150	250	500

3412 8' So. Curb Line McCall

292	357	595	651	680	715	751	767	695	980	911
500	500	250	250	150	150	250	250	500	500	500
Cb	GUT	Cb	GUT	150	150	GUT	Cb	GUT	Cb	Cb

3400 3' South proph line McCall

40	520	670	680	733	693	68
250	153	253	150	142	142	250
	Cb	GUT		GUT	Cb	

2475-

23	32	51	52	64	71	82
350	250	170	150	250	350	

70 04



S.E. Return San ELIJO + McCall ST.  
 10' Rad. 156 length - 3 parts 52 each.

So prop McCall -  $\frac{62.71}{733}$   $\frac{63.12}{692}$   
 GUT Cb.

So BC San ELIJO  $\frac{62.67}{737}$   $\frac{63.10}{694}$   
 GUT Cb.

$\frac{1}{3}$   $\frac{62.52}{752}$   $\frac{63.08}{696}$   
 GUT Cb.

$\frac{2}{3}$   $\frac{62.46}{758}$   $\frac{63.09}{696}$   
 GUT Cb.

E. EC. McCall  $\frac{62.36}{768}$   $\frac{63.09}{695}$   
 GUT Cb.

10' Rad - 156 L. 3 parts 52 each.

S.W. Return San ELIJO + McCall.

So Prop McCall -  $\frac{63.24}{670}$   $\frac{64.15}{589}$   
 GUT Cb.

So BC San ELIJO -  $\frac{63.38}{666}$   $\frac{64.12}{592}$   
 GUT Cb.

$\frac{1}{3}$   $\frac{63.36}{668}$   $\frac{64.12}{592}$   
 GUT Cb.

$\frac{2}{3}$   $\frac{63.37}{667}$   $\frac{64.11}{593}$   
 GUT Cb.

West EC. McCall -  $\frac{63.63}{651}$   $\frac{64.09}{595}$   
 GUT Cb.

N.E. Return San ELIJO + McCall.  
 10' Rad. 156 L. 3 parts 52 ea.

No. prop McCall  $\frac{63.67}{637}$   $\frac{64.12}{592}$   $\frac{70.04}{K}$   
 GUT Cb.

NO. BC. San ELIJO  $\frac{63.62}{642}$   $\frac{64.09}{595}$   
 GUT Cb.

$\frac{1}{3}$   $\frac{63.56}{648}$   $\frac{64.01}{603}$   
 GUT Cb.

$\frac{2}{3}$   $\frac{63.58}{666}$   $\frac{63.99}{605}$   
 GUT Cb.

Esly EC. on McCall.  $\frac{63.31}{673}$   $\frac{63.95}{609}$   
 GUT Cb.

10' Rad - L = 156 3 parts - 52 ea.

M.W. Return San ELIJO + McCall.

No. prop McCall -  $\frac{64.32}{572}$   $\frac{65.11}{493}$   
 GUT Cb.

NO. BC San ELIJO  $\frac{64.29}{575}$   $\frac{65.09}{495}$   
 GUT Cb.

$\frac{1}{3}$   $\frac{64.31}{573}$   $\frac{65.06}{498}$   
 GUT Cb.

$\frac{2}{3}$   $\frac{64.26}{578}$   $\frac{65.04}{500}$   
 GUT Cb.

West EC. McCall -  $\frac{64.15}{559}$   $\frac{65.12}{492}$   
 GUT Cb.

70.04 K



1750

LT = West       $\Phi$       RT = East      73

71.2	70.2	68.6	68.1	67.9	67.7	67.0	66.7
10 <sup>1</sup>	11 <sup>1</sup>	12 <sup>2</sup>	13 <sup>2</sup>	13 <sup>4</sup>	13 <sup>6</sup>	14 <sup>3</sup>	14 <sup>6</sup>
35 <sup>0</sup>	25 <sup>0</sup>	11 <sup>0</sup>	6 <sup>0</sup>		12 <sup>0</sup>	25 <sup>0</sup>	35 <sup>0</sup>

1729- 25° RT  $\Phi$  3' Conc WR

66.47  
1486  
25<sup>0</sup>  
WR

1400

10 <sup>1</sup>	69.9	67.1	66.8	66.4	66.1
11 <sup>3</sup>	11 <sup>4</sup>	14 <sup>2</sup>	14 <sup>5</sup>	14 <sup>5</sup>	15 <sup>3</sup>
35 <sup>0</sup>	31 <sup>0</sup>	5 <sup>0</sup>		13 <sup>0</sup>	25 <sup>0</sup>

TP5

1231

8133

0.92

Top wall on left

69.12

8133

0450

69.4	67.9	66.0	65.9	65.6	66.3	65.0	64.9
0 <sup>6</sup>	2 <sup>1</sup>	4 <sup>0</sup>	4 <sup>1</sup>	4 <sup>4</sup>	3 <sup>2</sup>	5 <sup>0</sup>	5 <sup>3</sup>
25 <sup>0</sup>	15 <sup>0</sup>	4 <sup>0</sup>		13 <sup>0</sup>	15 <sup>0</sup>	20 <sup>0</sup>	25 <sup>0</sup>

0425

69.5	67.2	65.1	65.0	64.9	65.7	64.6
0 <sup>5</sup>	2 <sup>8</sup>	4 <sup>2</sup>	5 <sup>0</sup>	5 <sup>1</sup>	4 <sup>3</sup>	5 <sup>4</sup>
25 <sup>0</sup>	15 <sup>0</sup>	4 <sup>0</sup>		13 <sup>0</sup>	15 <sup>0</sup>	25 <sup>0</sup>

0409 - 23' LT = begin shrub plantings

0400 = No. Prep line N<sup>o</sup> call. (Edge RT)

66.6	65.11	64.32	64.34	63.37	61.2	63.9
3 <sup>4</sup>	4 <sup>9</sup>	5 <sup>7</sup>	5 <sup>7</sup>	6 <sup>3</sup>	5 <sup>9</sup>	6 <sup>1</sup>
25 <sup>0</sup>	15 <sup>3</sup> Cb	15 <sup>3</sup> GUT		14 <sup>2</sup> GUT	14 <sup>2</sup> Cb	25 <sup>0</sup>

7004



LT = West

RT = East 74

2450-

16.0	75.8	75.0	72.0	71.9	71.1	71.0	70.9
53	55	63	93	94	102	103	114
35.2	25.2	22.2	11.2		10.2	25.2	

2444- 27° RT = begin & 7.5', 12' high cypress hedge

2443- 23° RT = end 8' board fence.

2443- 18° RT = end 8" loose brick wall.

2434- 18° RT = begin 8" loose brick wall.

2434- 23° RT begin 7' board fence.

2426- 17° RT & 16' conc drive

70.07	70.09
1126	1124
176	252
Drive	Gar floor

2408- 19° RT = & 12" pepper tree.

2400- 18° LT = & 10" pole # 474.

71.3	71.0	69.7	69.7	69.0	67.2
102	103	116	116	123	141
35.2	25.2	13.2		13.2	25.2

1474- 24° RT & 15' Conc drive

67.15	66.98
1418	1435
24.2	35.1
Dr.	Dr.

81 33 1



LT = West -

⊙

RT = East 75

3417

79.7	77.3	75.8	75.2	73.7	73.0	70.8
$\frac{16}{50^{\circ}}$	$\frac{40}{25^{\circ}}$	$\frac{55}{7^{\circ}}$	$\frac{61}{20^{\circ}}$	$\frac{76}{25^{\circ}}$	$\frac{83}{25^{\circ}}$	$\frac{105}{50^{\circ}}$

3416

80.1	78.1	75.8	75.2	73.7	73.3	71.8
$\frac{1^{\circ}}{50^{\circ}}$	$\frac{3^{\circ}}{25^{\circ}}$	$\frac{55}{7^{\circ}}$	$\frac{61}{20^{\circ}}$	$\frac{76}{25^{\circ}}$	$\frac{80}{25^{\circ}}$	$\frac{95}{50^{\circ}}$

3405 - 25<sup>3</sup> LT ⊙ 10" power pole # 3101

3400<sup>26</sup> So. prop line Nichols ST.

79.7	77.9	76.8	74.7	74.2	73.6	73.5	71.7
$\frac{16}{50^{\circ}}$	$\frac{35}{25^{\circ}}$	$\frac{45}{16^{\circ}}$	$\frac{60}{9^{\circ}}$	$\frac{71}{15^{\circ}}$	$\frac{72}{25^{\circ}}$	$\frac{78}{25^{\circ}}$	$\frac{96}{50^{\circ}}$

2495 - 25<sup>3</sup> LT = ⊙ Dead Mart.

2486 - 27<sup>0</sup> RT = end ⊙ 7.5' wide 12' high exp. bed

2475

76.6	75.5	73.4	73.1	72.1	72.1	69.9
$\frac{42}{25^{\circ}}$	$\frac{58}{16^{\circ}}$	$\frac{72}{11^{\circ}}$	$\frac{8^{\circ}}{12^{\circ}}$	$\frac{9^{\circ}}{25^{\circ}}$	$\frac{9^{\circ}}{25^{\circ}}$	$\frac{11^{\circ}}{35^{\circ}}$

81  $\frac{33}{1}$



LT = West

RT = East 76.

Note: 0.2 off  
P. Ryan

BM starting		387	5968	5965 SWBP San Eliaso Kellog
TP <sub>13</sub>	379	63 <sup>55</sup>	264	5926 <sup>4</sup>
TP <sub>12</sub>	13 <sup>16</sup>	62 <sup>40-38</sup>	022	4924 <sup>-2</sup>
TP <sub>11</sub>	12 <sup>60</sup>	49 <sup>44</sup>	5 <sup>44</sup>	3684
TP <sub>10</sub>	43 <sup>0</sup>	42 <sup>38</sup>	8 <sup>00</sup>	3798
TP <sub>9</sub>	422	45 <sup>28</sup>	5 <sup>51</sup>	4176
TP <sub>8</sub>	06 <sup>0</sup>	47 <sup>27</sup>	10 <sup>74</sup>	4667
TP <sub>7</sub>	059	57 <sup>41</sup>	12 <sup>25</sup>	5682
TP <sub>6</sub>	021	69 <sup>77</sup>	11 <sup>77</sup>	69 <sup>56</sup>

4163 NEBP  
Nicholas  
Basecross

3450<sup>25</sup> = North prop. Nichols St.

3425<sup>26</sup> = E Nichols St.

92.0	79.4	77.7	76.8	75.7	75.0	73.3
102	12	36	45	56	63	80
50°	25°	10°		15°	25°	50°

90.2	79.2	77.2	75.9	74.6	73.7	71.4
11	31	41	54	67	76	92
50°	25°	15°		15°	25°	50°

81 <sup>33</sup> / T



Roberts  
Cota  
Moore  
Pullen  
Sept 20, 1957  
W.O. 31190

Elevations & Location of Walls  
in San Elijo  
McCall to Nichols  
See pg 73 this F.B.

Lt

E

Rt

77

1+00 258' Rt Begin Conc. Block wall  
26' Rt END Conc Block wall

64.2	66.3	69.0	65.5	66.5	66.66
10.1	8.0	5.3	8.8	7.8	5.61
25 <sup>2</sup>	25 <sup>2</sup>	25 <sup>2</sup>	26	26	26
Foot	Grd	Top	Foot	Grd	Top

0+78 Break in Wall on left (stepped on top)

75.1	69.7	69.5
+0.8	4.6	5.8
25 <sup>2</sup>	25 <sup>2</sup>	25 <sup>2</sup>
Top	Grd.	Foot

0+32.5 Break in Wall on left (stepped on top)

74.5	68.7	67.8
+0.2	5.6	6.5
25 <sup>2</sup>	25 <sup>2</sup>	25 <sup>2</sup>
Top	Grd	Foot

0+25 26' Rt Begin Conc Block wall.

63.9	64.2	68.72
10.4	9.7	5.61
26 <sup>2</sup>	26 <sup>2</sup>	26 <sup>2</sup>
Foot	Grd.	Top

252' Lt Begin Conc. Block wall

71.82	66.6	65.6
2.51	7.7	8.7
25 <sup>2</sup>	25 <sup>2</sup>	25 <sup>2</sup>
Top	Grd.	Foot

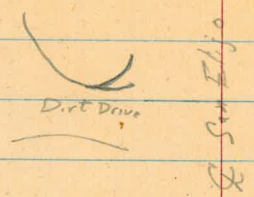
0+00 } No Prop. Line McCall

BM 922 74.33A

65.11 Top Curb

74.33A  
END Curb on left See pg 73 (0+00, 15' left)





INDEXED  
*filed*  
 SEP 21 1951

2714 26.9' Lt End 6" ornament conc wall.

72.4	71.9	71.1
1.9	2.4	3.2
26.2	26.2	26.9
Top	Grd.	Foot

1499E 25.4' Rt End Conc Block wall

66.2	67.5	68.7
8.1	6.8	5.6
25.4	25.2	25.4
Foot	Grd.	Top

1496 26.3' Lt End 6" Conc Curb on dirt Drive

71.08	70.3	69.8
3.25	4.0	4.5
26.2	26.2	26.2
Top	Grd.	Foot

1481 27.1' Lt End 6" Conc. Curb on dirt Drive

70.8	70.5	70.2
3.5	3.8	4.1
27.2	27.2	27.2
Top	Grd.	Foot

1450 25.5' Lt. End Conc Block wall

75.2	70.3	69.0
+0.9	4.0	5.3
26.2	25.2	25.2
Top	Grd.	Foot

7433K



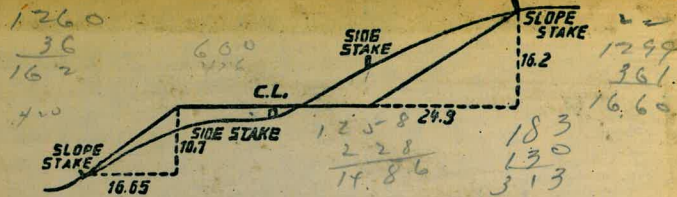
Rose crane  
 West Nicholas

4163

2669  
 078.8  
 368.1

2499 31  
 37  
 3436 81

53672



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
 SLOPE 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	71.20	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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