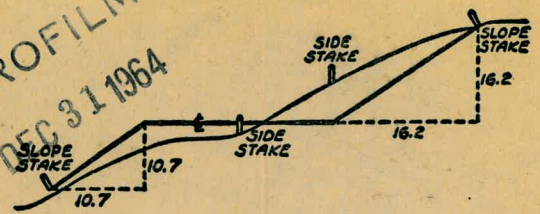


2036

TRAVEL BOOK

MICROFILMED
DEC 31 1964

2036



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

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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.

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

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

TABLE No. VIII

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

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

3768
2738

440
27
16

43

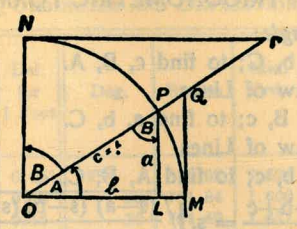


TABLE II
TRIGONOMETRIC FORMULÆ.

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

$$R = OB = c = 1$$

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.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	1.78	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

Aero Drive
Zeller

13-25
26-34

Beaumont - Midway to Forward 35-45

Euclid and 50th 46-52

V-Sec. Poe } Locust to }
" " Oliphant } Rosecrans } 53-69
" " Locust Oliphant to Poe }

Alley, Blk. 24 Bird Rock Add. - 70

TRUNK SEWER No 1 LORING ST. TO TORREY PINES ROAD

Check Levels

MH#28 to MH#33

T.P.	2.11	72.66	5.35	70.55
153+35 ⁶⁸ = MH#31			5.35	70.55
153+00			5.71	70.19
+65			6.19	69.71
152+30			6.38	69.52
151+86 ⁴⁹ = MH#30			8.16	67.74
+60			6.95	68.95
151+30			7.22	68.67
+95			7.40	68.50
+60			7.89	68.01
150+25			8.50	67.40
+90			8.71	67.19
+55			8.84	67.06
149+20			8.74	67.16
148+82 ⁶⁷ = MH#29			9.02	66.88
+60			8.83	67.07
148+25			8.55	67.35
147+91 ³⁰ = MH#28			8.78	67.12
1.49	75.90	12.61	74.91	

0.99 87.02

8 86.53

Check Levels

MH#28 to MH#33

T.P.	9.28	72.59	9.35	63.31
158+85			9.35	63.31
+55			8.47	64.19
158+15			8.25	64.41
+80			8.00	64.66
+45			7.57	65.09
157+10			6.89	65.77
+75			6.57	66.09
156+38 ⁰⁶ = MH#32			6.22	66.44
156+17 ¹⁸			5.77	66.89
+82 ¹⁸			5.04	67.62
+47 ¹⁸			4.50	68.16
155+12 ¹⁸			3.75	68.91
+77 ¹⁸			3.06	69.60
154+42 ¹⁸			2.65	70.01
154+07 ¹⁸			2.32	70.34
153+72 ¹⁸			2.33	70.33

72.66

1

Check Levels

MH#28 to MH#33

Check 0+40	6.56	66.03
161+53 ²³ = MH#33	10.92	61.67
161+21	10.59	62.00
160+25	10.37	62.22
+60	10.40	62.19
160+25	10.33	62.26
+90	10.71	61.88
+55	10.42	62.17
159+20	9.57	63.02

72.59

Check Levels

MH#33 to MH#35

2

167+15	2.04	65.80
+80	2.55	65.29
+45	3.49	64.35
166+10	4.10	63.74
+80	3.98	63.86
+40	4.59	63.25
165+05	5.14	62.70
+70	5.72	62.12
+35	6.09	61.75
164+00	5.97	61.87
+65	6.02	61.82
163+30	6.10	61.74
+95	6.17	61.67
+60	6.02	61.82
162+25	6.14	61.70
161+90	6.21	61.63
B.M.	6.16	67.89
		61.68

B.M. = MH#33 = 161+53²³

Check Levels
MH#33 to MH#35

Ch. B.M. Colima & La Solla Blvd	1.27	78.08
170+75 ⁰⁹ = MH#35	8.70	70.65
+65	9.19	70.16
+40	10.14	69.21
170+05	13.87	65.48
+70	14.87	64.48
+35	12.86	66.49
169+00	13.01	66.34
+65	13.11	66.24
168+30	13.08	66.27
167+96 ³⁸ = MH#34	12.75	66.60
T.P.	12.79	79.35
+75	1.28	66.56
167+50	1.28	66.56
	1.65	66.19
		67.84

Check Levels
MH#35 to MH#40

33

T.P.	176+15	7.75	76.22	12.90	68.48
+80				11.14	70.24
+45				10.14	71.24
175+10				8.97	72.41
+75				7.44	73.94
+40				6.81	74.57
174+05				5.95	75.43
+70				5.02	76.36
+35				4.29	77.09
173+00				3.66	77.72
172+70 ¹⁵ = MH#36				3.56	77.82
+50				3.51	77.87
172+15				4.03	77.35
+80				5.10	76.28
+45				6.55	74.83
171+10				7.58	73.00
				3.31	81.38
					78.07
					B.M. Colima & La Solla Blvd

Check Levels
MH#35 to MH#40

T.P.	6.00	79.35	72.88	72.35
+55			0.71	75.52
181+20			1.11	75.12
+85			2.25	73.98
+50			2.87	73.36
180+15			3.72	72.50
179+87 ⁶⁵ = MH#38	10.50 Lt 8.90 Lt		4.31	71.92
			4.28	71.95
+70			5.02	71.21
+45			4.61	71.62
179+10			5.37	70.86
+75			6.96	69.27
+40			9.12	67.11
178+05			11.16	65.07
+70			12.81	62.42
+35			12.12	64.11
177+00			11.78	64.45
176+71 ⁴¹ = MH#37			12.36	63.87
176+50			10.98	65.25

76.73

Check Levels
MH#35 to MH#40

4

			+55	5.33	76.09
			187+25 T.P.	5.58	75.84
			+90	5.40	81.42
				3.33	76.02
			+55	3.21	76.14
			186+20	3.18	76.17
			+85	3.43	75.92
			+50	3.67	75.68
			185+15	3.67	75.68
			184+80 ⁸⁷ = MH#39	4.50	74.85
			+65	4.55	74.80
			+35	3.95	75.40
			184+00	3.83	75.52
			+65	3.24	76.11
			183+30	3.38	75.97
			+95	3.39	75.96
			+60	4.98	74.37
			182+25	5.43	73.92
			181+90	5.36	73.99

79.35

Check levels

MH#35 to MH#40

La Jolla Blvd &
Ck. B.P. Bird Rock Ave

192+75.74 = MH#40

192+03

+80

+45

191+10

+75

+40

190+05

+75

+35

189+00

+65

188+30

187+95

81.42

≡

0.00
79.12
79.12

2.30 79.23

2.32 79.10

2.23 79.14

2.82 78.60

3.12 78.30

3.58 77.84

3.84 77.58

4.39 77.03

4.48 76.94

4.90 76.52

5.08 76.34

5.17 76.25

4.87 76.55

5.10 76.32

Check levels

MH#40 to MH#42

5
5

+40 -8'Lt

+40 -8'RT

+05 -8'Lt

195+05 -8'RT

+70 -8'Lt

+70 -8'RT

T.P. 4.32 84.30

+35 -8'Lt

+35 -8'RT

194+00 -8'Lt

194+00 -8'RT

+65 -8'Lt

193+65 -8'RT

+30 8'Lt

193+30 -8'RT

+95

192+60

7.51 86.63

S.W.B.P.

B.M. La Jolla Blvd & Bird Rock Ave.

4.76 79.54

3.95 80.35

3.84 80.46

2.89 81.41

4.10 80.20

3.00 81.30

6.65 79.98

6.15 80.48

5.14 81.49

5.76 80.87

5.03 81.60

5.05 81.58

4.28 82.35

5.03 81.60

4.82 81.81

5.67 80.96

6.15 80.48

79.12

Check Levels

MH#40 to MH#42

198+55	3.07	77.91
+20 -8'lt	3.34	77.14
198+20 -8'lt	2.18	78.30
+85 -8'lt	2.71	77.77
+85 -8'rt	1.56	78.92
+50 -8'lt	2.79	77.74
+50 -8'rt	1.12	79.36
T.P.	3.13	80.48
+15 -8'lt	5.13	77.35
197+15 -8'rt	4.54	79.17
+80 -8'lt	5.92	79.76
196+80 -8'rt	4.61	78.38
+45 -8'lt	5.49	79.69
196+45 -8'rt	4.48	78.81
+10 -8'lt	5.49	79.82
196+10 -8'rt	4.72	78.81
+75 -8'lt	5.21	79.58
195+75 -8'rt	4.21	79.09
		80.09

89.30

Check Levels

MH#40 to MH#42

6②

203+20 -8'rt	4.74	73.96
+85 "	5.26	73.44
+50 "	5.70	73.00
202+15 "	5.68	73.02
+80 "	5.65	73.05
201+45 -8'rt	5.25	73.45
T.P.	3.55	78.70
B.P. West side		
CK: Ladelle Blvd-	4.54	75.15
201+10 -8'rt	5.33	75.94
200+75 -8'rt	5.69	75.15
-8'lt = MH#41	6.73	74.79
200+20 -8'lt	6.46	73.75
199+94 -8'lt	5.83	74.02
199+94 -8'rt	4.77	74.65
+60 -8'lt	5.33	75.71
+60 -8'rt	3.56	75.15
199+25	3.74	76.92
198+90	2.40	76.74
		78.08

80.48

Check Levels

MH#40 to MH#42

+45 - 8'LT			3.14	77.57
208+10 - 8'LT			3.51	77.20
+75 - 8'LT			3.92	76.79
+40 - 8'RT			2.64	78.07
207+05 - 8'RT			3.15	77.56
+70 - 8'RT			3.45	77.26
T.P.	5.22	80.71	3.72	75.49
+35 - 8'LT			3.85	75.36
+35 - 8'RT			2.36	76.85
206+00 - 8'RT			2.96	76.25
T.P.	4.87	79.21	4.36	74.34
+65 - 8'RT			4.45	74.25
205+30 - 8'LT			4.53	74.17
+95 - 8'LT			4.44	74.26
+60 - 8'LT			4.77	73.93
204+25 - 8'LT			5.10	73.60
+90 - 8'LT			5.25	73.45
203+55 - 8'LT			5.78	72.92

78.70

Check Levels

MH#40 to MH#42

77

N.S.B.P.				
CK. La Jolla Blvd to Canada	4.19			76.52
+82.49 = MH#42 - 8'LT	4.19			76.52
+66.49 - 8'LT	4.40			76.31
209+43.49 - 8'LT	3.90			76.81
209+15 - 8'LT	3.11			77.60
208+80 - 8'LT	3.48			77.23

80.71

8

8

Check Levels
M.H. #45 To #46

99

232 + 16 chk.	5.52	83.16 ✓
232 + 05	5.34	83.34 ✓
+ 70	4.88	83.80 ✓
+ 35	4.65	84.03 ✓
231 + 00	4.73	83.95
+ 65	4.97	83.71
230 + 30	5.13	83.55
+ 95	5.28	83.40
+ 60	5.50	83.18
229 + 25	5.82	82.86
+ 90	6.21	82.47
+ 55	6.43	82.25
228 + 20 TP	6.58 88.68	3.87 82.10
+ 85		4.10 81.87
+ 50		4.17 81.80
227 + 15		4.66 81.31
226 + 84		4.69 81.29

BM = BP NW Cor.

Via Del Norte

6.41 85.97

79.56

D. Smith
W. Moore
J. Clark
F. Acuna

Levels on North Carb University
from Park Blvd to Center St.

May 19, 1949 ⁽¹⁰⁾ 10

VO #25001

0+55 E 1d Drive

285
TC

344
947

2+00

555
TC

640
947

0+50

INDEXED
WK
MAY 23 1949

327
947

252
Southerly
walk
947

1+75

502
TC

591
947

0+25

220
947

192
Southerly
walk
947

1+50

451
TC

538
947

6+14 Begin Drive

127
TC

243
947

1+25

410
TC

486
947

0+00 W prop Park Blvd North carb Univ

155
TC

227
947

1+00

347
TC

432
947

0-10 EC, NW curb return 10' Rad

145
TC

207
947

0+75

300
TC

374
947

B.M. 09L 3/6 93

3/6 02

SE 1/4 lot
Univ. Park Blvd
FB. 1689-21

3/6 93

cont

2775

733
TC

834
947

4725

1030
TC

1099
947

2786 Westerly EC return 3' curb rad.

663
TC

754
947

4715 End Broken curb

4700

978
TC

1046
947

3789 Begin Broken curb

2745^L Westerly Alley

747
947

3775

927
TC

1007
947

2735^L E Alley

739
947

3750

880
TC

920
947

2725^L Easterly of Alley

706
947

3725

818
TC

905
947

2722^L Easterly BC return curb 3' rad (Alley)

601
TC

627
947

3700

769
TC

862
947

316⁹³

316⁹³

cont

BM

618 303²² NWBP center
303⁸⁸ Univ Ave

5411³ BC carb Return 10' Red NE cor Univ. center
522 581
TC 941

5401³ East Propline Centerst 515 568
TC 941

4775 463 528
TC 941

4150 406 478
TC 941

T.P. 241 310¹⁰ 924 307⁶²

Walker
Pope
Oswiford
10-13-49

AERO DRIVE - LEVELS

To determine proposed
New Grades - from Freeway
TO PALM AVE

3+00

1+75

1+4644 = B.C.

1+2501

0+8798

0+38.96 = East edge Porring = diag. Section

1.46

393.37
3

391.91

1' West
B.M. Chisled Cross
0+15.40
FB 1798-10

12' Lt.

2

12' Rt

13

388.3

5.1

389.2

4.2

390.2

3.2

390.7

2.7

391.22

391.18

2.19

388.35

388.1

5.3

389.16

389.2

4.2

389.93

390.2

3.2

390.9

2.5

391.61

176
oiled
Road

391.54

1.83

388.3

5.1

389.2

4.2

390.3

3.1

391.1

2.3

391.52

1.85
oiled
Rd

391.23

1.44

393.37
3

Aero Drive

12'4

2

12'4 14

5+00

		378.88	
	378.6	378.9	378.6
	6.6	6.3	6.6

4+50

		379.43	
	379.2	379.5	379.4
	6.0	5.7	5.8

4+00

		380.45	
	380.2	380.6	380.2
	5.0	4.6	5.0

T.P. 338

385.23 11.52 381.85

		385.23	
		381.97	
	381.7	382.1	381.9

3+50

		383.97	
	383.47	383.87	383.77
	9.9	9.5	9.6

3+00

		386.35	
	385.97	386.07	385.97

2+50

		74	73	74
--	--	----	----	----

393.37

393.37

Heru Drive

12.4

L

12.44

15

TP 11.37 396.15 - 0.45 384.78

384.4 383.7
384.6 384.1

8+00.96 = E.C.

0.8 0.6 1.1

7+50

383.0 383.2
383.2 382.8

2.2 2.0 2.4

7+00

381.3 381.78
381.8 381.3

3.9 3.4 3.9

6+50

379.9 380.38
380.5 380.1

5.3 4.7 5.1

6+00

378.9 379.38
379.4 379.5

6.3 5.8 5.7

5+50

378.6 378.90
378.8 378.7

6.6 6.4 6.5

385.23

385.23

Hero Drive

11+00

10+50

10+00

9+70.96-EG

9+35

9+00

8+50

use
Established
Grade

12' 4"

393.2

3.0

391.7

4.5

390.0

6.2

389.1

7.1

388.0

8.2

387.1

9.1

385.7

10.5

8

393.32

393.6

2.6

391.87

392.1

4.1

390.40

390.5

5.7

389.55

389.5

6.7

388.60

388.30

7.9

387.62

387.4

8.8

~~386.1~~

386.1

10.1

396.15

12' 17"

393.1

3.1

391.7

4.5

390.1

6.1

389.1

7.1

387.8

8.4

386.9

9.3

385.6

10.6

16

Aero Drive

Very
Saturated
angle
↓

14100

13754.93 - EC

13100

12750

12100

TP 806 403.57 064 395.51

11750

396.15

12' Lt.

2

12' Rk

17

399.0

46

398.3

5.3

397.5

6.1

396.6

7.0

395.8

7.8

394.6

16

399 21

399.2

398 68

398.7

398 26

397.9

397 43

397.0

396 43

396.0

7.6

395 29

395.0

393 28

396.15

399.0

46

398.4

5.2

397.5

6.1

396.6

7.0

395.5

8.1

394.6

16

403.57

Aero Drive

17+50

17+00

TP 3.80

16+50

16+00

15+50

15+00

14+50

403.50

3.87

399.70

403.57

use
Galadulato
Grade.



12.4

399.2

4.3

399.6

3.9

399.9

3.7

400.0

3.6

399.9

3.7

399.7

3.9

399.3

4.3

12.4

399.19

399.4

4.1

399.59

399.7

3.8

403.50

399.91

400.1

3.5

400.08

400.3

3.3

400.09

400.2

3.4

399.95

400.0

3.6

399.66

399.5

4.1

403.57

12.4

399.2

4.3

399.4

4.1

399.8

3.8

399.8

3.8

399.7

3.5

399.6

4.0

399.2

4.4

18

Aero Drive

use
Established
Grade
↓

21+00

20+50

20+00

19+50

19+00

18+50

18+00

403.50

12' H.

~~2~~

12' H.

396.2

7.3

396.4

7.1

396.8

6.7

397.1

6.4

397.8

5.7

397.6

5.2

398.9

4.6

^{396.4}

396.3

7.2

^{396.8}

396.5

7.0

^{397.2}

397.1

6.4

^{399.6}

397.5

6.0

^{398.0}

398.1

5.4

^{399.39}

398.8

4.7

^{398.79}

399.1

4.4

403.50

396.1

7.4

399.5

7.0

397.0

6.5

397.4

6.1

397.9

5.6

398.8

4.7

398.9

4.6

19

Aero Drive

12th

Z

12th 20

24+50

396.5
4.3

396.71
396.6
4.2

396.4
4.4

24+00

396.1
4.7

396.38
396.3
4.5

396.1
4.7

23+50

395.9
4.9

396.15
395.9
4.9

395.8
5.0

23+00

395.7
5.1

396.01
395.8
5.0

395.7
5.1

22+50

395.6
5.2

395.97
395.6
5.2

395.4
5.4

22+00

395.7
5.1

396.03
395.7
5.1

395.6
5.2

T.P. 184

400.81 753 395.97

400.81

21+50

395.8
7.7

396.19
396.0
7.5

395.8
7.7

403.50

403.50

Aero Drive

Grd. Surf. 262.25
 Check on stub. 35' Rt 27+50 535

⁰⁰⁰
 399.46
 399.50

27+50

27+00

T.P. 685 404.85 2.81 398.00

Ground Very Hard

26+50 Be sure to meet ground at this Sec.

26+00

25+50

25+00

400.81

12' H.

E

12' Rt 21

398.9

6.0

398.5

6.4

398.3

2.5

397.7

3.1

397.2

3.6

396.9

3.9

399.09

399.0

5.9

398.81

398.8

6.1

404.85

398.43

398.5

2.3

397.95

397.9

2.9

397.47

397.4

3.4

397.09

397.0

3.8

400.81

398.8

6.1

398.6

6.3

398.4

2.4

397.8

3.0

397.2

3.6

396.8

4.0

Aero Drive

	Lt.	L	Rt. 22
	12'		12'
	401.4	401.65 401.7	401.6
31+00	3.5	3.2	3.3
	401.1	401.27 401.2	400.9
30+50	3.8	3.7	4.0
	400.8	400.89 401.0	400.7
30+00	4.1	3.9	4.2
	400.4	400.51 400.5	400.4
29+50	4.5	4.4	4.5
	400.0	400.13 400.1	400.0
29+00	4.9	4.8	4.9
	399.7	399.75 399.8	399.6
28+50	5.2	5.1	5.3
	399.2	399.37 399.4	399.1
28+00	409.85 5.7	5.5 409.85	5.8

Aero Drive

23

34+50

Lt.	L	Rt.
12'	404.31	12'
404.2	404.3	404.3
4.5	4.4	4.4
12		12

34+00

403.8	404.03 404.0	404.1
4.9	4.7	4.6
12		

33+49.6 1/2 West Aero Section Diag.

404.04	403.9	403.7	403.6	403.5	403.4	403.6	403.6
463	48	5.0	5.1	5.3	5.1	5.1	5.1
196	140	90	90	12	0	12	12
on Pacing South end							

33+00

403.1	403.27 403.3	403.1
5.6	5.7	5.6
12'		

32+50

402.8	402.89 402.8	402.6
5.9	5.9	6.1
12'		

32+00

402.4	402.51 402.5	402.2
6.3	6.2	6.5
12'		

TR 6.57 408.67 2.75 402.10

31+50

404.85

401.9	408.67 402.13 402.2	402.0
3.0	2.7	2.9
12'	404.85	

				Lt. 12'	R.	Rt. 12'
				406.3	406.3	406.1
37+50				50	50	5.2
					406.21	
				405.9	406.1	406.0
37+00				54	52	5.3
					405.83	
				405.6	405.8	405.8
36+50				5.7	5.5	5.5
					411.29	
TP 576	411.29	314	405.53			
				405.4	405.45	405.3
36+00				3.3	3.2	3.4
					405.07	
				404.9	405.0	404.9
35+50				3.8	3.7	3.8
					404.69	
				404.6	404.7	404.5
35+00				4.1	4.0	4.2
	408.67				408.67	

$\frac{0.04}{406.89}$
 S.E. Cor Lot 24
 Chk. B.M. Cor. Man 4.36 406.93

38+46.67 = Wh. Palm Ave

38+00

37+69.72 = East Aero Dr. Diag. Sec

	406.5		406.6		406.5
	4.8		4.7		4.8
	12				
	406.4		406.6		406.6
	4.9		4.7		4.7
	12				12
406.7			406.4		406.4
463	5.0	5.0	5.0	5.0	4.9
190	140	90	40	12	12

411.29

411.29

X Section Zeller
Klauber to Gibson

Begg
Doyle
Greer

W 25020

Finished 11/7/49

INDEXED

M.K.
DEC 5 1949

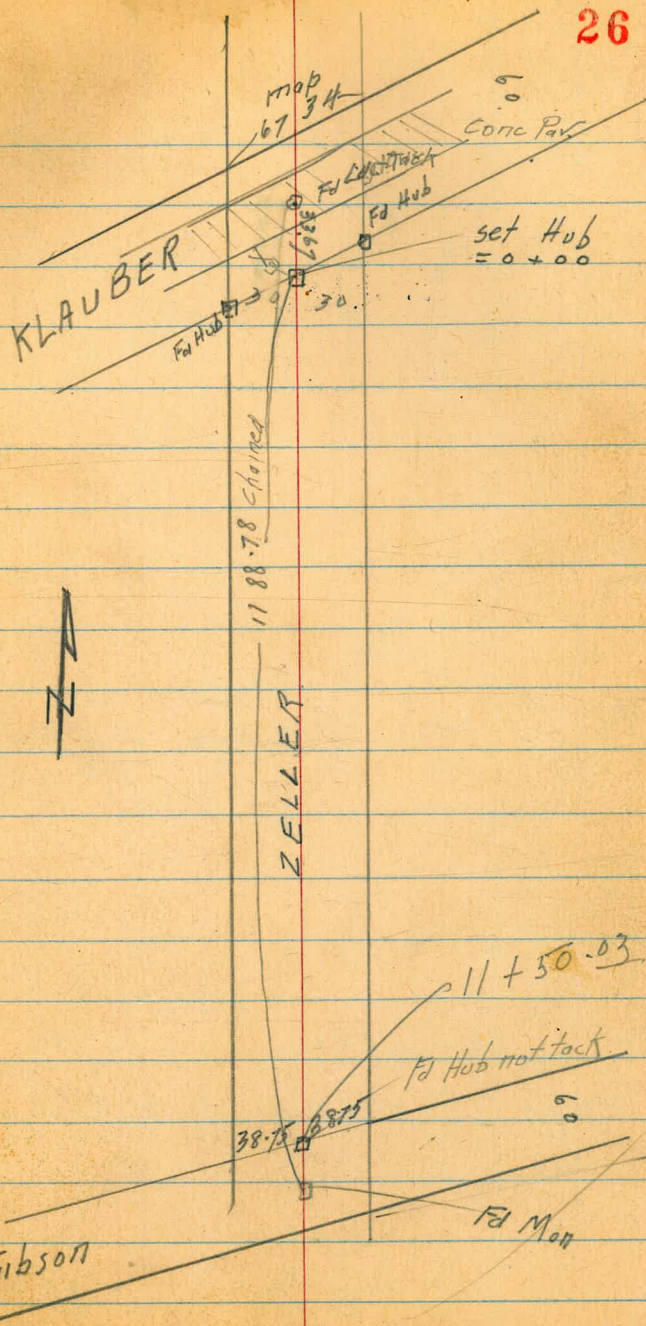
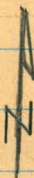
NE Blk cor Sec

NE 440.43 ZELLER

= SW cor of intersection Zeller &
Klauber

NW Blk cor Zeller 363.35
& Gibson

1188.78
38.25
1150.53



X Sec Zeller

- 14

// Klauber

444.9	441.4	440.2	439.4	438.8	438.2	437.8	438.5	27	440.5	439.9
+0.4	2.2	2.7	4.2	4.1	4.9	4.4	5.0		36.37	44.50
50	33.67	23	18		18	33.67	39			

- 17

// Klauber

440.8	439.8	439.2	438.7	438.4	438.1	438.2	438.5
2.8	3.8	4.4	4.9	5.2	5.5	5.4	5.1
50	33.67	20		16	28	33.67	50

- 22 45 edge of Paring

// to Klauber

443.38	441.38	440.19	439.49	438.51	438.21	439.16	438.47
0.29	2.24	3.43	4.13	5.11	5.41	4.46	5.15
75	50	33.67	23		20	33.67	50

+40.91
2.71
100 ←

440.72
439.37
2.90
100
73 ←

- 33 67 of Klauber // to Klauber

443.6	441.92	440.72	439.71	438.95	438.42	438.19	438.23
0.0	1.70	2.90	3.91	4.67	5.20	5.43	5.39
70	50	33.67 Prop	18	Tack	19	33.67 Prop	43

319 443.62

440 43

443.62

Zeller

1+00

434 ²	434 ¹	432 ¹	432 ²	432 ¹	433 ⁵	435 ²	436 ³	437 ¹	28	442 ⁵
88	87	115	112	115	101	84	73	63		11
50	42	28	21	3		20	30	39		59

82

437 ⁵	437 ⁵	435 ³	435 ³	435 ⁰	434 ¹	436 ¹	436 ⁵	437 ²	439 ⁵	442 ³	442 ³
61	61	83	87	86	95	75	71	63	40	13	13
50	36	27	20	4		3	11	19	30	42	50

19

+63

439 ⁵	439 ⁰	439 ⁰	437 ¹	436 ²	438 ¹	437 ⁵	443 ¹	442 ⁵
41	46	46	59	6	7	61	05	14
50	30	20	14	6	7	3	14	28
						69		50

0+42

441 ⁵	441 ³	440 ²	439 ²	438 ²	438 ²	438 ²	442 ⁵	442 ¹
20	23	32	42	4	8	52	47	10
50	30	15	19			9	16	27
								50

0+0

Sayth Prop Line Klauber

// Klauber

-4.22

439.40 Hubs Line

443.62

Klauber of Zeller

442 ²	442 ³	441 ¹	440 ³	439 ²	439 ²	441 ¹	442 ⁰	442 ²
08	13	19	33	4	8	44	25	16
50	33	19	14			24	33	36
	57					67		50

443.62

Zeller

3+00

22.4
50

401 ⁰	403 ⁵	403 ⁵	406 ⁴	407 ³	412 ⁻	415 ⁰	419 ²	421 ⁸ 29
18.8	16.3	16.6	13.4	12.5	7.7	4.8	0.6	+2.0
27	23	9	8		19	30	42	50

TP

1.39

~~419.75~~
421.14 13.18 418.36 ✓

~~419.75~~
421.14

5+50

29.3 27.0
50 35

407 ⁻	410 ⁴	409 ²	412 ⁻	414 ⁵	419 ⁴	423 ⁵	427 ⁴
24.4	21.1	21.8	18.8	17.0	12.1	7.9	4.1
28	23	9	8		16	30	50

2+00

409 ⁵	413 ⁻	415 ⁵	415 ⁴	424 ⁵	420 ⁵	427 ⁴	428 ⁻
22.0	18.4	16.0	16.1	7.0	10.9	4.1	3.4
5	27	22	8	6		34	30

1+65

417 ⁵	420 ²	422 ⁻	422 ⁰	424 ³	423 ⁻	425 ³	428 ⁵	431.5	433.8
14.0	11.2	9.4	9.5	7.2	7.8	6.2	2.9	0.0	+2.3
50	27	23	6	5	7	7	20	30	50

1+30

11 14
50 46

425 ⁸	426 ⁻	426 ⁵	428 ⁵	429.0	430 ⁴	432 ⁵	433 ⁵	436 ⁰
5.7	5.4	4.5	5.0	2.9	1.1	+1.0	+2.0	+4.5
34	25	22	5	3	11	21	30	50

TP

0.33

431.54 12.41 431.21

443.62

431 54

443 62

5+00

375 ⁰	377 ⁰	379 ⁰	379 ²	380 ⁰	380 ⁰	380 ²	383 ²	30
11.4	9.6	8.2	7.3	7.7	7.2	6.3	4.0	1.0
50	30	12	8		5	6	30	50

TP 0.13 387.20 -12.96 387.07

387.20

4+50

381 ⁰	382 ⁰	384 ⁰	385 ²	385 ⁰	385 ⁰	386 ⁰	388 ²	390 ²
19.0	17.2	16.0	14.3	14.5	14.5	13.7	11.3	9.8
0	30	13	8		6	7	30	50

4+00

385 ⁰	388 ⁰	391 ²	391 ²	391 ⁰	393 ²	397 ²	399 ⁰
14.2	11.9	8.3	8.8	8.8	6.8	2.8	0.4
50	30	14		2	3	30	50

4.98 400.03

400.03

T.P. 12.47 395.15

3/4" Pipe 30ft. 3+50

+ 0.76 402.62

- 12.89 406.86

3+50

395 ⁰	396 ⁰	396 ⁰	397 ⁰	399 ⁰	400 ⁰	404 ⁰	407 ⁰	410 ⁰
27.7	24.2	23.0	22.7	20.0	19.0	15.5	12.7	9.8
50	30	25	22	6	5	16	30	50

419.75
421.14

419.75
421.14

7+50

7+00

6+50

6+47 24.5 ft 18" Euc

6+00

5+99 23.5 ft 18" Euc

5+50 25.5 ft Euc 24"

387.20

16.0	13.3	10.9	8.0	8.0	8.0	6.0	2.5	11.2
50	30	14	8		7	8	30	50

14.365-	11.5	9.8	7.4	7.4	7.4	6.0	2.0	11.2
50	30	12	8	7	7	8	30	50

13.5	11.3	8.9	7.3	7.4	7.4	6.1	3.0	0.0
50	30	10	8	7	7	8	30	50

10.4	8.4	7.6	6.4	6.4	6.4	5.6	2.8	0.1
50	30	10	8		7	8	30	50

15.3	13.5	11.7	11.1	11.6	11.6	10.2	8.2	6.0
50	30	10	8		6	8	30	50

387.20

10+00

TP

271

~~777~~

372.82 9.70

370.11

9+50

9+00

8+50

8+00

379.81

359.8	363.1	367.1	369.4	369.4	369.4	371.5	377.9	385.5
13.0	9.7	5.7	3.4	3.4	3.4	1.3	+5.1	+12.7
50	30	10	7		8	11	30	50

360.6	363.4	367.4	369.9	370.82	370.3	370.3	373.2	380.2	386.2
14.2	16.4	12.4	9.9	9.5	9.5	6.1	+0.4	+6.4	
50	30	12	7		8	10	30	50	

361.6	364.1	367.4	370.0	370.2	370.2	372.4	379.8	386.8
18.2	15.5	12.5	9.8	9.6	9.6	7.4	0.0	+7.0
50	30	12	7		8	10	30	50

362.0	365.1	367.1	370.1	370.9	370.9	373.0	377.4	384.4
17.8	14.7	12.1	9.1	8.9	8.9	6.9	2.4	+4.8
50	30	14	7		7	9	30	50

361.8	365.3	368.9	371.5	371.1	371.1	372.8	377.1	382.6
18.0	14.5	11.0	8.9	8.1	8.1	7.0	2.1	+2.8
50	30	15	7		7	8	30	50

379.81

12+27.53

atrt angles

347.3	349.6	354.2	358.4	359.8	360.2	363.8
25.5	23.2	17.9	14.4	13.0	11.9	9
<u>50</u>	<u>30</u>		<u>20</u>	<u>30</u>	<u>39</u>	<u>50</u>

11+88.78

38 75

f Gibson all at rt Angles

349.8	352.6	355.2	357.3	357.4	357.6	359.3	363.5	367.4
23.0	20.2	17.6	15.5	15.2	15.2	13.5	9.3	5.4
<u>50</u>	<u>30</u>	<u>12</u>	<u>7</u>		<u>8</u>	<u>9</u>	<u>30</u>	<u>50</u>

11+50.03

38 75

N. Line Gibson ok Rt Angles

357.4	357.5	358.1	360.0	360.2	360.3	362.1	367.1	372.8
21.4	18.3	14.7	12.8	12.5	12.5	10.7	5.7	0.0
<u>50</u>	<u>30</u>	<u>12</u>	<u>8</u>		<u>7</u>	<u>8</u>	<u>30</u>	<u>50</u>

11+00

354.2	358.1	359.5	363.5	363.8	363.8	365.9	373.4	380.4
18.6	14.7	13.3	9.3	9.0	9.0	6.9	4.0.6	7.6
<u>50</u>	<u>30</u>	<u>18</u>	<u>9</u>		<u>9</u>	<u>10</u>	<u>30</u>	<u>50</u>

10+50

358.6	361.4	365.2	367.3	367.2	367.2	370.4	378.2	384.4
14.2	11.4	7.8	5.5	5.1	5.1	2.4	15.4	11.3
<u>80</u>	<u>30</u>	<u>11</u>	<u>6</u>		<u>9</u>	<u>10</u>	<u>30</u>	<u>50</u>

372.82

372.82

4.79 43 8.9'

438.95 to Klauber & Zeller Lead & Tack

6.99 ~~443.70~~ 3.30 440.40

440.43 NE of Block at Zeller

12.62. 436.84 0.13 436.71

TP 12.01 424.59 0.37 424.22

TP 12.55 412.68 0.10 412.58

TP 13.11 40 0.39 0.46 400.13

5.30 $\begin{array}{r} 395 \quad 15 \\ 395 \quad 09 \\ \hline .06 \end{array}$ Turn on Pipe

TP 13.15 387.46 0.18 387.28

TP 10.35 375.11 0.80 374.31

TP 8.06 364.76

Hub - N.W. Cor. Zeller Gibson

372.82

X-Sect. Beaumont Ave
Midway to Forward

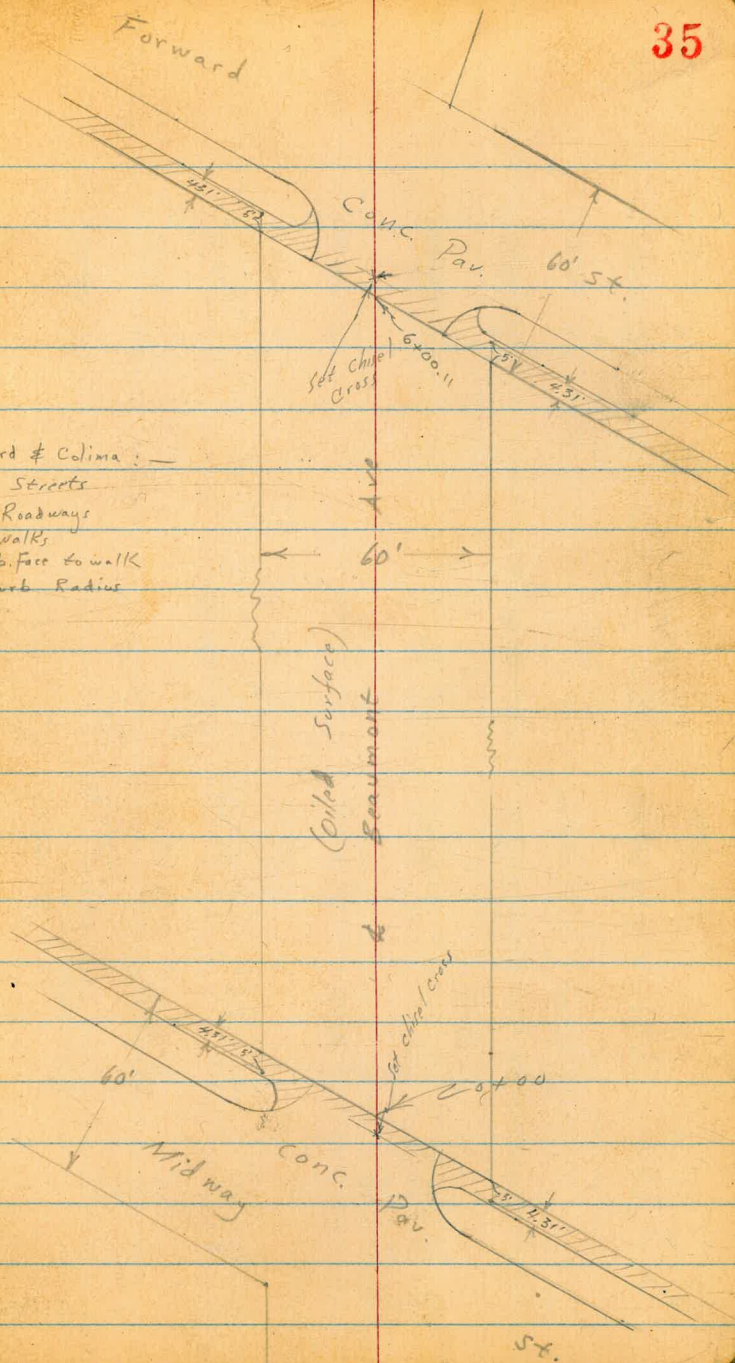
12-14-49
Roberts
Garber
Moore
Clark
W.P. #25020

T.P. 1707; 06 & 17

T.P. 30

INDEXED
W.K.
DEC 19 1949

Forward & Colima : —
60' Streets
30' Roadways
5' Walks
10' Ob. face to walk
15' Curb Radius



0+33 215' Lt. Center 16" Palm

96.88	97.38	96.18	97.68	98.48	99.1	99.38	99.98	100.18	100.68
71/40	6.6/30	5.2/17	6.3/15	5.5	4.9/13	4.6/18	4.0/20	3.8/30	3.3/40

0+30

0+28.5 20.5' Rt. Center 18" Euc. Tree

0+08 21' Rt to Center 2' Palm

0+00 No. Prop. Line Midway Edge. Pav.

97.00	97.27	96.68	97.18	97.45	97.60	97.70	98.27	99.06
6.78/34.8 Walk	6.71/19.85 Cb	7.30/17.85 Gutt	6.83/8.7	6.53	6.38/8.7	6.28/17.4 Gutt	5.71/17.4 Cb	4.92/34.8 Walk

0-1739 Curb Line Midway

Levels taken on line of Midway

94.26	93.91	96.67	95.93	96.28	96.77	97.29	97.81	98.15	98.78	98.41	99.04
9.72/100 Cb	10.37/100 Gutt	7.31/45.3 Cb	8.05/43.3 Gutt	7.70/34.8	7.21/17.4	6.67	6.17/17.4	5.85/26.2 Gutt	5.20/26.2 Cb	5.67/34.8 Gutt	4.94/34.8 Cb
94.04	95.82	96.91		98.18		99.18		99.44			
9.94/100	8.16/60	7.67/34.8		5.80		4.80/34.8		4.54/13			

0-34.79 Lt Midway St.

T.P. 11.10 103.98 93.3 92.88

T.P. 13.01 93.21 92.3 80.20

BM 8.37 80.43

72.86 NEBP Midway & La Jolla

103.98

1+04 Lt. 28.9' E 4.4' Conc Walk

97.93
6.65
10.0
= 20

97.72
6.26
24.9
walk

1+00

97.40
6.5
40

97.70
6.2
30

98.88
5.1
18

98.48
5.5
16

99.38
4.6
12

99.78
4.2
12

100.58
3.4
20

100.88
3.1
30

101.58
2.4
40

0+86 20' Rt Center 18" Palm

0+74 299' Lt Begin Board Fence

0+67 20.5' Rt Center 18" Euc. Tree

0+52 21' Lt. Center 30" Euc. Tree

0+49 1/2 End Curb & Walk

97.48
6.5
30

98.40
5.5
17.5

97.98
6.0
15

98.68
5.3
12

99.08
4.9
12

99.38
4.6
17

100.21
3.77
19

100.47
3.51
30

0+39 Begin Curb & Walk

97.38
6.6
30

98.38
5.6
18

97.78
6.2
15

98.58
5.4
15

99.58
4.8
15

99.38
4.6
19

100.07
3.91
19

100.27
3.71
30

103.98
A

103.98
A

1772 21' Lt Center 30" Euc. Tree

1765 26.7' Rt. Center 18" Palm

1752 21.5' Lt. Center 24" Palm

1750

1745 20.3' Rt Center 6" Euc. Tree

1733 21.2' Lt. Center 20" Euc. Tree

1728 30' Lt. & Conc. Drive 9' Wide

1726 20.5' Rt Center 24" Palm

1724 30' Lt. End Board Fence

1707 20.3' Rt Center 12" Euc. Tree

103.98
/

98.08	98.36	99.58	99.48	100.08	100.68	101.98	102.98
5.9 40	5.6 30	4.4 17	4.5 17	3.9	3.3 17	2.0 30	1.0 40

97.58	98.12
6.40 45 Garage	5.86 30 Drive

103.98
/

T.P. 5.79 108.17 160 102.38

on. Rib
W. Edge MH Rim 2+65.2

2+31 21.5' Lt. Center 18" Palm

2+24 20.8' Rt. Center 36" Euc. Tree

2+11 20.3' Lt. Center 24" Euc. Tree

2+07 16.4' Lt End Conc. Walk

100.56
3.42 3.38
18.4 16.4
walk walk

2+03 20.5' Rt. Center 18" Palm

fence on Rt. 05 Back

2+00 16.3' Lt. Begin Conc. Walk



99.88 99.89 100.44 100.38 100.88 101.58 102.46 103.68
4.1 4.09 3.54 3.6 3.1 2.4 1.5 0.3
40 30 16.3 15 17 30 40
walk walk walk

1+91 21' Lt. Center 18" Palm

1+84 21.2' Rt. Center 36" Euc. Tree

103.98
7

103.98
7

Cont'd From Page 39

Lt

Rt

Rt

40

2793 21' Lt. Center 12" Euc. Tree

2786 20.7' Rt. Center 18" Palm

2772 21.5' Lt. Center 18" Palm

2765.2 N.H.

2764 20.5' Rt. Center 36" Euc. Tree

2754 50.5' Lt & Garage ←

2751 21.5' Lt. Center 30" Euc. Tree

2750 26.5' Lt. End Conc. Drive
29.9' Rt. to Picket Fence on line of
Midway

2744 20.7' Rt. Center 24" Palm

2738 29.5' Lt. Begin 12' Conc. Drive

108.17
x

102.38

5.79
Rt
N.H.

99.32

8.8
50.5
Floor

100.26

19
30

100.50

7.67
26.5
conc

101.17

7.0
16

100.87

7.3
14

101.87

3

102.47

5.7
18

103.67

4.5
30

104.67

3.5
40

100.16

80.1
29.5
conc

108.17
x

Contd From Page 40.

3+46 32.5' Lt. Conc. Drive 7' wide
on line Midway

3+40

3+36 28' Lt. to ^{End} Conc. Block Ret. Wall
on line Midway

3+32 21.3' Lt. Center 30" Euc Tree

3+27 20.5' Rt. Center 24" Palm

3+15 30' Lt. 3' Conc. Walk
Line of Midway

3+13 20.8' Lt. Center 16" Palm

3+07 { 16.9' Rt. Begin Cobble Wall
20.6' Rt. Center 18" Euc Tree

3+00 29.7' Lt. to Picket Fence

108.17
1

Lt

739
100.70
Back Edge

6.58
101.29
32.5
conc

99.07	101.21	101.37	101.67	102.07	102.87	103.17	104.17	105.11
9.1	6.96	6.8	6.3	6.1	5.3	5.0	4.0	3.6
40	38.8 wall	30	22	13		16	17 wall	30

99.15	100.77	101.53	100.87	101.77	102.07	102.87	103.17	104.37	104.57	105.17
9.2	7.4	6.4	7.3	6.4	6.1	5.3	5.0	3.8	3.6	3.0
40	30	28 conc.	28	22	9		16	17 wall	30	40

98.70

100.99

9.44
47
conc.

7.18
30
conc.

99.97	100.77	102.17	101.87	102.57	103.07	103.77	104.17	104.27	105.17
8.2	7.4	6.6	6.3	5.6	5.1	4.4	4.0	3.9	3.0
40	30	21	11		17	17.5 wall	22	30	40

99.97	100.77	101.57	101.77	102.57	103.07	103.77	104.17	105.17
8.2	7.4	6.6	6.4	5.6	5.1	4.4	4.0	3.0
40	30	21	11		17	21	30	40

109.17
1

Rt

41

5+02 30.3 Rt. End Picket Fence

4+94 20.7 Lt. Center 18" Ev. Tree

T.P. 5.58 $\frac{109.90}{\wedge}$ 3.85 10+32

4+72 21.5 Lt. Center 18" Palm

4+60 30.7 Lt & 3.5' Conc. Walk on Line of Midway

4+52 21.2 Lt Center 14" Palm

4+50 29.8 Rt. to Fence

4+47 19.6 Rt Center 18" Palm

4+32 21.5 Lt. Center 24" Palm

4+29 16.4 Rt End Cobble Wall

$\frac{108.17}{\wedge}$

102.58
5.59
10' Back Edge

102.68
5.49
30.7 conc

102.17
6.0
40

102.87
5.3
30

103.47
4.7
16

103.27
4.9
13

103.97
4.2

104.57
3.6
18

105.57
2.6
20

106.57
1.6
30

107.27
0.9
40

101.67
6.5
40

102.17
6.0
30

103.17
5.0
15

102.97
5.2
14

103.77
4.4
108.17
 \wedge

104.47
3.7
16.4

105.37
2.8
17
Wall

105.77
2.4
30

106.77
1.4
40

Check 5.33 75.29 = 75.33 S.W. B.P. Forward @ La Jolla Blvd.

T.P. 150 80.62 12.50 79.12

T.P. 009 91.68 12.82 91.57

T.P. 010 104.91 5.59 104.31

C.T. SW. Cor. For. E. Brav

6+34.9 @ Forward

6+17.5 Curb Line Forward

6+00.11 { 24' Lt Center 14" Eve. Tree
So. Prop Line Forward Pav. Edge

5+91 21' Lt Center 18" Palm

5+67 20.7' Rt Center 18" Palm

Levels taken on
Line of Forward

	102.06	101.46	104.32	103.54	103.85	104.31	104.65	104.91	105.09	105.69	106.05
	7.8x 60 cb	8.44 60 Gute	5.54 26 cb	6.36 26 Gute	6.05 17.4	5.59	5.25 17.4	4.99 34.8	4.81 33.1 Gute	4.21 43.1 cb	3.85 34.8 Walk
	5.34 34.8	5.04 17.4 cb	5.74 17.4 Gute		5.33 8.7	5.09	4.94 8.7	4.87 19.7 Gute	4.21 19.7 cb	3.85 34.8 Walk	
	104.00	104.80	105.50	105.30	106.00	106.40	106.90	107.30	107.90		
	5.9 40	5.1 30	4.4 19	4.6 15	3.9	3.5 15	3.0 19	2.6 30	2.0 40		
					109.90						

99.22
102.24
104.37
106.19
109.12

109.23
108.53
108.17
107.80
107.48
107.15

109.90
11

109.90
11

4+31.29
2" Pipe

30' 30'

3/4" Pipe
2+65.64

50' st.

1+00
2" Pipe

0+00

2" pipe

ct.

P.C. See B. 120
for data.

4+31.50

± Fir St.

ct.

2+65.75

10' 10'
Tue.

30'

2" pipe

ct.

1+00

Euclid

0+00

Lt. = W

#

Levels along Euclid St. - W. side
Both Sides of Fir St. - See Plan + Book
120 - (Private)

4942
W.O. 20006

3-21-50
7.0.

2+00

248.1	248.4	248.0	248.05	248.17
4.7	4.4	4.8	4.71	4.59
40	30	18	10.2	
		sh.	edge	

1+50

INDEXED
WK
APR 3 1950

248.7	248.3	248.47	248.57
4.1	4.5	4.29	4.19
30	17	19.2	
	sh.	edge	

1+00 = S.L. of Tract. (S.E. Cor.)

248.6	248.7	248.3	248.56	248.67
4.2	4.1	4.5	4.20	4.09
40	30	17	10.2	
		sh.	edge	

0+50

248.3	248.1	248.59	248.49
4.5	4.7	4.37	4.27
30	15	10.2	
	c.L.	edge	

0+00 = 100' S. of S.E. Cor. of Sunrise Tract.

247.2	247.5	247.77	247.93
5.6	5.3	4.99	4.83
30	16	10.2	
	edge	edge	edge
	c.L. shoulder	edge	edge

B.M. 4.10 252.76

248.66 = Id. + ct = S.E. Cor. of Tract. 252.76

4+65 - Sect Radial

Lt.
 $\frac{6.246.7}{30}$ $\frac{7.245.7}{sh.}$ $\frac{7.245.75}{10}$ $\frac{5.246.20}{56}$

= P.C. of Curve

4+31.5 = N.E. Cor. of Tract.

$\frac{5.246.3}{30}$ $\frac{6.244.0}{sh.}$ $\frac{6.3246.37}{10}$ $\frac{6.246.71}{6.05 = 246.71 = B.M.}$
 (Book 120)

4+00

$\frac{5.247.2}{40}$ $\frac{5.247.1}{30}$ $\frac{6.3246.40}{sh.}$ $\frac{6.246.70}{10}$ $\frac{5.246.35}{81}$

3+50

$\frac{5.247.6}{30}$ $\frac{5.246.7}{sh.}$ $\frac{5.6247.13}{10.1}$ $\frac{5.247.29}{47}$

2+95.75 = N.L. Fir.

$\frac{5.247.7}{30}$ $\frac{5.247.5}{sh.}$ $\frac{5.247.48}{10.1}$ $\frac{5.247.59}{5.17}$

2+65.75 = E. Fir.

$\frac{5.247.6}{30}$ $\frac{5.247.5}{sh.}$ $\frac{5.247.67}{10.1}$ $\frac{247.80}{4.96}$

2+35.75 = S.L. Fir.

$\frac{4.248.2}{30}$ $\frac{5.247.7}{sh.}$ $\frac{4.94}{10.1}$ $\frac{247.97}{4.79}$

252.76

Lt.

R

5+70 = end

7.8	9.5	8.9	8.244.24
30	55	10	52
		edge	

5+35

7.245.3	8.243.9	8.244.59	7.244.96
30	55	10	80
		edge	

5+00

6.246.0	8.244.6	7.58	7.245.59
30	18	10	17
	55	edge	252.76

X-Sect. 50th st. = along W. Boundary
of Sunrise Tract. - w.l. = Base Line = \pm
of Prop. 60' st.

2+00

1+50

1+00 = S.W. Cor. of Tract

0+50

0+00 - See sketch - P. 46

8.64 237.84

229.20 = $\frac{3}{4}$ Pipe

w.l. + \pm of Fir.
Book 120

Lt. = W. \pm

Rt. = E.

8.6
30
239.4

8.3
30
230.5

8.2
40
239.6

8.7
30
229.1

8.6
30
229.2

7.6
15
230.2

7.9
15
229.9

8.5
15
229.3

8.5
15
229.3

6.3
30
231.5

7.2
15
230.6

6.1
20
231.7

4.0
15
229.8

7.2
15
230.6

5.6
15
232.2

6.6
20
231.2

8.7
15
229.4

7.7
15
230.1

6.6
30
231.2

6.1
30
231.7

7.1
30
230.7

7.3
30
230.5

7.2
30
231.6

237.84

4+31.29 = N.W. Cor.

4+00

3+65

3+30

2+95.64 = N.W.

2+65.64 = + Fir

2+35.64 = S.L. Fir

9.228.0
30

9.228.0
30

9.228.3
30

9.228.4
30

9.228.5
30

9.228.5
30

7.230.3
30

9.228.8
15

9.228.9
15

9.228.7
11

9.228.8
0

1.230.0
15

9.229.0
15

9.229.2
16

1.230.0
8

7.230.4
30

7.230.0
0

7.229.9
30

8.229.3
30

7.229.9
30

7.229.9
30

7.230.4
30

Rt.

51

237.84

4+80 = end - in. Plowed field

9.8
30

9.29.1
7

7.7
30

237.84

Cross section for Imp.

Poe - Locust To Rosecrans 3-30-50
Oliphant " " " W.O. 31233

Locust - Oliphant to Poe

Sommermeier
Allen
Shepard

INDEXED

APR 3 1950

- = Fd. Conc. Men. (L. & T.)
- = Fd. pipe (w/ disk)
- = Fd. 3/4" pipe - no disk
- = Set Disk in Lead.
- = " 1/2 R.W. hub with disk
- = Nail
- ⊙ = water meter box

Reduced
4-5-50 IHR

Soil sample from 20' Lt. of
Sta. 0450 on Oliphant St.

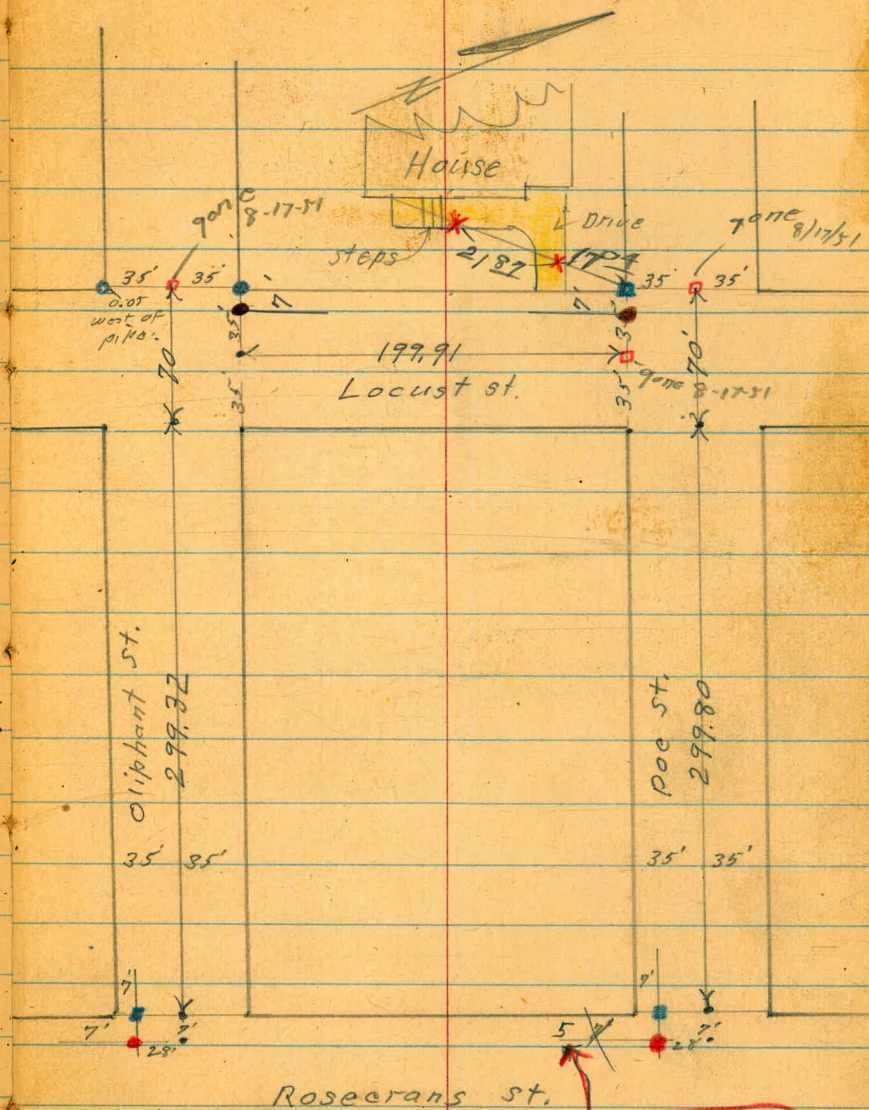
Soil on all 3 blocks is similar.

Note please plot on tie sheet.

● = Disk in lead set 8-17-51

My prop w/ wly 7' lines Oliphant + Locust
Sly " " " " Poe + "
see sketch

Ties Oliphant + Poe Streets
At Locust + Rosecrans streets 53



Rosecrans st.

Note

Changed to
5' + 7'

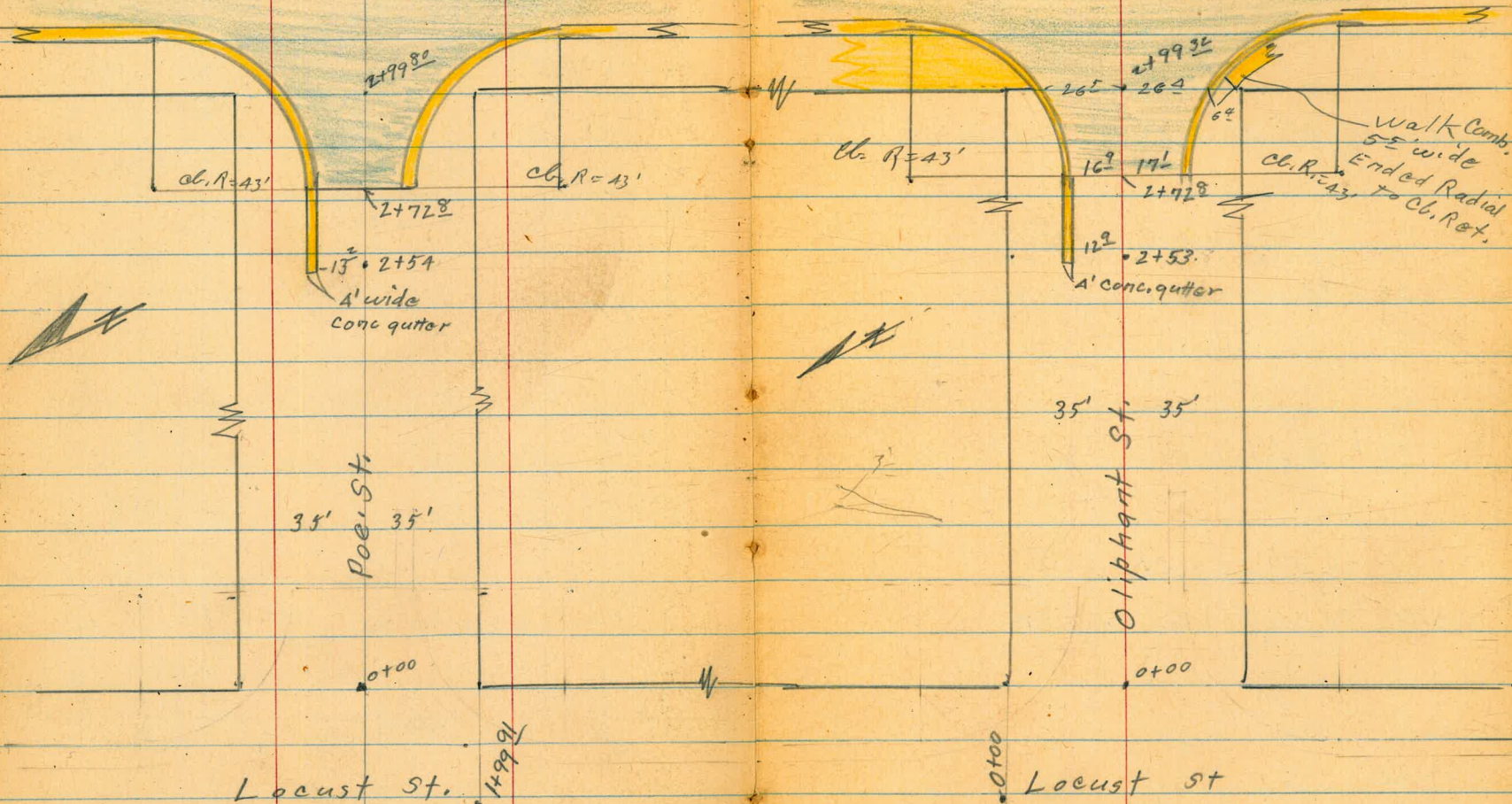
Poe St.

OLIPHANT St.

54

Rosecrans St. A.C. Pave.

Rosecrans St. A.C. Pave.



0+25 24' Rt. = (W)

0+23 33' Lt. = ± 3' wide Conc. walk

13.06 13.03
 $\frac{6.07}{35}$ $\frac{6.10}{33}$
 walk



0+19 35' Rt. = ± 3' wide Conc. walk

13.47
 $\frac{5.66}{35.2}$

34' Lt. = start picket fence

35' Rt. = start picket fence.

0+00 = Ely line Locust St.

12.9 12.6 13.2 13.0 12.6 13.4
 $\frac{6.2}{35}$ $\frac{6.5}{20}$ 5.9 $\frac{6.1}{14}$ $\frac{5.5}{15}$ $\frac{5.7}{35}$

0-35 = ± Locust

13.0 14.1 13.9 15.2
 $\frac{6.1}{35}$ 5.0 $\frac{5.2}{35}$ $\frac{3.9}{100}$

0-67 27' Lt. = Ctr. 2 (W)

0+70 = Wly. line Locust

14.3 14.1 14.6 14.7 15.5 15.7
 $\frac{4.8}{35}$ $\frac{5.0}{20}$ 4.5 $\frac{4.4}{17}$ $\frac{3.6}{35}$ $\frac{3.4}{50}$

0-120

16.0 15.7 16.2 16.0 16.7
 $\frac{3.1}{35}$ $\frac{3.4}{20}$ 2.9 $\frac{3.1}{20}$ $\frac{2.4}{35}$
 19.13

4.70 19.13 — 14.43

S.W. Prop. Mon. Locust + Poe F.B. 1740
 32

0+90 31^z Rt. = start Conc. drive

11.85	12.26	12.61
<u>7.28</u>	<u>6.87</u>	<u>6.52</u>
31 ^z	35	45
		on drive

0+81 35^z Rt. = £ 3' wide Conc. walk

12.42
<u>6.71</u>
35 ^z

0+76 34[£] Lt. = £ 3' wide Conc. walk

11.53	11.51
<u>7.60</u>	<u>7.62</u>
35	34 [£]

0+70 27' Lt. = (W)

0+62 - 24' Rt. = (W)

0+50

11.8	11.4	11.7	11.7	12.5
<u>7.3</u>	<u>7.7</u>	7.4	<u>7.4</u>	<u>6.6</u>
35	20		14	35

0+44 35^z Rt. = End Conc. drive

12.90	13.43
<u>6.23</u>	<u>5.70</u>
35 ^z	66
	@ 1st floor

0+37 35^z Rt. = start Conc. drive

13.05
<u>6.08</u>
35 ^z

0+36 - 26' Lt. = (W)

OLIPHANT

57

1+45^E - 34² Lt. = end Conc. drive

10.19
8.94
34.9

1+37 - 34³ Lt. = start Conc. drive

10.6	10.13
8.5	9.00
10.5	34.9
at Car.	

1+23 34³ Lt. = 3' wide Conc. walk

10.57	10.57
8.56	8.56
35	34.8

1+15 24' Lt. = (W)

1+00 { 35³ Lt. = end picket fence
26^E Rt. = Ctr. pole # 3067

10.7	10.3	10.9	10.9	11.4	11.5
8.4	8.8	8.2	8.2	7.7	7.6
35	18		14	15	35

0+99^E 34³ Lt. = End Conc. Dr.

11.03	10.99	10.99
8.10	8.14	8.14
50	35	34.2

0+98 31² Rt. = End Conc. Dr.

11.59	12.28	13.1
7.54	6.85	6.0
31.2	35	7.8
		Car. floor

0+93 34³ Lt. = start Conc. drive

11.09	11.09	11.09
8.04	8.04	8.04
30	35	34.2
on drive		

19,13

2+30 - 31' Lt. = end 18" wide 3' high hedge.

2+21 - 39² Rt. = End garage

9.41

 $\frac{2.70}{392}$ 2+13 37² = ± Bottom step to stoop. (3'x3' Conc.)

10.4	9.71
1.7	2.40
42	37
Stoop at house	Top of bottom step

2+04 - 38² Rt. = Start Gar. Conc. floor.

9.71

 $\frac{2.70}{382}$

2+03 - 31' Lt. = start 18" wide 3' high hedge

T.P. 2.67 12.11 9.69 9.4412.11

2+00

9.1	9.1	8.7	9.4	9.2	9.6	9.6
$\frac{10.0}{35}$	$\frac{10.0}{30}$	$\frac{10.4}{18}$	9.7	$\frac{9.9}{14}$	$\frac{9.5}{15}$	$\frac{9.5}{35}$

1+98 27 Rt. = pole # P-3025

1+94 24' Lt. = (W)

1+87 42' Lt. = ± 3' wide Conc. walk.

9.27
7.86
42

1+50

9.9	9.8	10.2	10.2	10.7	10.8
$\frac{7.2}{35}$	$\frac{7.3}{20}$	8.7	$\frac{8.9}{12}$	$\frac{8.4}{14}$	$\frac{8.3}{35}$

1+49 - 34² Lt. = end picket fence.1+48 33² Lt. = ctr. pole # 435019H

19.13

2+69^E { 19⁴ Lt. = end 2' wide walk
16⁸ Lt. = end throat to cl. inlet
14² Lt. = end grate

1.12	1.69	6.98	7.13	7.12
<u>4.37</u>	<u>4.42</u>	<u>5.13</u>	<u>4.98</u>	<u>4.99</u>
19 ⁴	16 ⁸	16 ⁸	14 ³	12 ⁸
End of walk	cl.	G	End grate	Edge gutter

2+66 also start of 2⁵ long x 3' wide grate
16⁸ Lt. = low point curb inlet

1.14	6.65	6.79	7.15
<u>4.37</u>	<u>5.46</u>	<u>5.32</u>	<u>4.96</u>
16.8	16.8	14 ³	12 ⁸
cl.	G	grate	Edge of gutter

2+59 - 16² Lt. = start of throat to curb inlet.

1.81	6.80	7.27
<u>4.30</u>	<u>5.31</u>	<u>4.84</u>
16.9	16.9	12.9
cl.	G.	Edge gutter

2+58^E { 2' wide conc walk = top of inlet box
17⁴ Lt. = back of cl. = start of

1.87	7.82
<u>4.24</u>	<u>4.29</u>
19 ⁴	16.9
Back of walk	cl.

2+58 - 34^E Rt. = end post & wire fence.

cl. = rod on top of curb.
G = rod in gutter at base of cl.

2+53 { 16.9 Lt. = start conc. cl.
12.9 Lt. = start conc. gutter

1.89	7.21	7.35
<u>4.22</u>	<u>4.90</u>	<u>4.76</u>
16.2	16.2	12.9
cl.	G	Edge Conc. gutter

2+50

8.1	7.9	7.5	8.2	8.0	8.5	8.6
<u>4.0</u>	<u>4.2</u>	<u>4.6</u>	<u>3.9</u>	<u>4.1</u>	<u>3.6</u>	<u>3.5</u>
35	17	15	14	16	35	

2+39 34^E Rt. = start post & wire fence.

OLIPHANT ST

60

Check. orig. B.M. 1.80 14.42 - (14143) = B.M.#3
 T.P. 10.19 16.22 5.84 6.03
 Pac + Rosecrans
 Set B.M. s.w. 7' disk 5.84 6.03 B.M.#2

T.P. 5.09 11.87 5.33 6.78

Oliphant + Rosecrans.

Set B.M. s.w. 7' disk 5.33 6.78 = B.M.#1

2+99³² Cont.27² Lt = start cor. walk (see P. 54)26⁵ Lt = face of cl.32⁸ Rt = back cor. walk (see P. 54)26⁴ Rt = face of cl.2+99³² = wly line Rosecrans

7.47	7.8
<u>4.64</u>	<u>4.3</u>
328	35
Back	
cor. walk.	

7.71	7.16	6.58	6.91	6.93	6.95	6.76	7.39
<u>4.80</u>	<u>4.95</u>	<u>5.53</u>	<u>5.20</u>		<u>5.16</u>	<u>5.35</u>	<u>4.72</u>
35	265	265	85	5.18	85	269	269
walk	cl	G				G	cl

2+72⁸ Cont.

7.7	7.7	7.60	8.4	8.2
<u>4.4</u>	<u>4.4</u>	<u>4.51</u>	<u>3.7</u>	<u>3.9</u>
35	20	162	20	35
		cl.		

2+72⁸ = { 17² Rt = start cl. at B.C. 43' rad
 16² Lt = + cl. B.C. - 43' Rad.
 Start A.C. pave.
 34¹ Rt = 12" diam tree
 25¹ Rt = Fire Hydr.

7.05	7.06	7.15	7.29	7.28	7.13	7.76
<u>5.06</u>	<u>5.05</u>	<u>4.96</u>	<u>4.82</u>	<u>4.83</u>	<u>4.98</u>	<u>4.35</u>
162	129	85		85	171	171
G					G	cl.

12, 11

0+51 35' Rt = start 18" wide 3' high hedge

0+50 { 35' Lt = £ 4' wide 6' high hedge
37' Rt = End hedge

0+36 24' Rt = (W)

0+24 - 35' Rt = £ 3' wide Concr walk

345 Lt = £ 3' wide Concr walk

0+19 24.7 Rt = Ctr. Fire Hydr.

0

0+18 - 24' Lt = (W)

36' Rt = start 18" wide 3' high hedge

0+00 = Ely line Locust.

0-31 - 30' Rt = pole # 1898

0-35 = £ Locust

no good so not noted.

some oiled road on Poe St.

0-68 { 27' Rt £ (W)
27' Lt £ (W)

0-70 = Wly. line Locust.

0-120 =

6.03 20.46 — 14.43

13.6	13.0	12.1	12.1	11.8	11.7
6.9	7.5	8.4	8.4	8.7	8.8
35	17	11		15	35

12.27
8.19
358

15.41	15.39
5.05	5.07
35	345

15.2	14.0	13.3	12.7
7	6.5	7.2	7.8
35	15	35	35

(train green prohibe)

19.0	16.5	15.1	13.6
1.5	4.0	5.4	6.9
85	35		35

17.7	16.5	16.4	14.9
2.8	4.0	4.1	5.6
35	15		35

14.6	18.4	17.0
0.9	2.1	3.5
35		35

20.46

S.W. Mon. Poe + Locust 1240
32

0+98 35^e Lt. = \pm 2' wide Conc. drive ribbon

12.66	11.88
<u>7.80</u>	<u>8.58</u>
60	35 ^e

0+96 35^a Rt. = \pm 2' wide Conc. drive ribbon

10.66	10.66
<u>9.80</u>	<u>9.80</u>
35 ^a	50

0+93 35^e Lt. = \pm 2' wide Conc. drive ribbon

12.69	12.08
<u>7.67</u>	<u>8.38</u>
60	35 ^e

0+91 35^a Rt. = \pm 2' wide Conc. drive ribbon

10.76	10.66
<u>9.70</u>	<u>9.80</u>
35 ^a	50

0+92 35' Rt. = end hedge.

0+76 35' Rt. = \pm 3' wide Conc. walk

10.91
<u>9.55</u>
35

0+71 35^g Lt. = \pm 3' wide Conc. walk.

12.92
<u>7.54</u>
35 ^g

0+68 35^g Lt. = \pm hedge = end of hedge

0+65 - 24' Rt. = (W)

0+57 23' Lt. = (W)

1+44E-36⁴ Lt = start Conc. drive

11.12	11.06
9.34	9.40
55	36 ⁴

1+44 35² Lt = End Conc. wall

13.7	10.0	10.9
7.0	10.5	9.6
35 ²	35 ²	35
Top	base	End
wall		

1+40 - 33² Rt = ± 2' wide Conc. drive ribbon

9.52	9.53	9.51
10.94	10.93	10.95
33 ²	35	60

1+38 - 36' Rt = ± end of Hedge.

1+29 - 24' Rt = (W)

1+19 34² Rt = ± 3' wide Conc. walk

10.14	10.14
10.32	10.32
34 ²	35

1+04³ - 35² Lt = start 6" wide Conc. wall,

13.5	10.0	11.7
7.0	10.5	8.8
35 ²	35 ²	35
Top of	Base of	End
wall	wall	

1+03 - 35² Lt = ± 2⁵' wide conc. walk

12.06
8.40
35 ²

1+00 36' Rt = start 2' wide 2¹' high hedge.

11.9	10.8	10.3	10.5	10.1	10.5
8.6	9.7	10.2	10.0	10.4	10.0
35	17	13		15	35

0+99 25' Rt = ± pole # P3049

20.46

Joe

1+94^E 35³ Lt. = end conc. wall footing

8.5	8.9
<u>3.5</u>	<u>3.1</u>
353	35
Base	End

1+92 34¹ Rt. = 2 3' wide Conc. drive ribbon

8.63	8.63	8.52
<u>3.33</u>	<u>3.33</u>	<u>3.44</u>
341	35	80

T.P. 3.26 11.96 11.76 8.70

11.96

1+86 25' Lt. = (W)

(Now under construction)

1+53^E - 35³ Lt. = start Conc. footing for wall

9.5	10.4
<u>11.0</u>	<u>10.1</u>
353	35
Base	End

1+55-36^E Lt. = end conc. drive

11.07
<u>9.39</u>
365

1+50

11.1	9.2	9.1	8.9	8.9
<u>9.4</u>	<u>11.3</u>	<u>11.4</u>	<u>11.6</u>	<u>11.6</u>
35	12		17	35

1+45 33² Rt. = 2' wide Conc. drive ribbon

9.69	9.50	9.51
<u>10.97</u>	<u>10.96</u>	<u>10.85</u>
337	35	60

20.46

walk is cover for curb inlet box
 2+59⁵ - 17⁷ Lt = start 2' wide walk.

7.28	7.25	6.26	6.76
<u>4.68</u>	<u>4.71</u>	<u>5.70</u>	<u>5.20</u>
197	17 ²	17 ²	13 ²
Backot		G	
Walk			

17² Lt = start cl.
 2+54 13² Lt = start 4' wide conc. gutter

7.50	6.84	6.99
<u>4.46</u>	<u>5.12</u>	<u>4.97</u>
17 ²	17 ²	13 ²
cl	G	Edge conc.
		gutter

2+50

+49 18² Rt = pole # P3015

2+39 24' Lt = (W)

7.2	7.4	7.0	7.0	7.1	7.1
<u>4.8</u>	<u>4.6</u>	<u>5.0</u>	<u>5.0</u>	<u>4.9</u>	<u>4.9</u>
35	17	15		17	35

2+00 - 35² Lt = start picket fence1+97 34² Rt = 2' wide Conc. drive ribbon

8.68	8.68	8.56
<u>3.28</u>	<u>3.28</u>	<u>3.40</u>
34 ²	35	80

1+96 35² Lt = 2' wide Conc. walk

8.92
<u>3.04</u>
35

11.96

BM#2-P.60

5.92 6.04 (6.03)

cont.

2+99⁸⁰ } 26' Rt = face of cb.
 26' Lt = face of cb.
 35' Lt = end picket fence.
 E/Wly. line Rose crans

										7.1
										4.9
										<u>35</u>
6.5	6.31	5.86	6.16	6.18	6.19	6.10	5.94	6.59		
<u>3.5</u>	<u>5.65</u>	<u>6.10</u>	<u>5.80</u>	<u>5.78</u>	<u>5.77</u>	<u>5.86</u>	<u>6.02</u>	<u>5.37</u>		
35	26 ^e cb	26 ^e G	8 ^e		8 ^e	21 ^e	26 ^e G	26 ^e cb		

2+72⁸ } 17' Rt. = start cb. = B.C. 43' Rad Ret.
 17' Lt. = cb. B.C. curb. 43' Rad Ret.
 = start A.C. pave.
 13' Lt. = edge conc. gutter

6.6	6.63	6.19	6.24	6.33	6.31	6.27	6.17	6.19	7.1
<u>5.2</u>	<u>5.33</u>	<u>5.77</u>	<u>5.72</u>	<u>5.63</u>	<u>5.65</u>	<u>5.69</u>	<u>5.79</u>	<u>5.17</u>	<u>4.9</u>
35	17	17	13	8 ^e		8 ^e	17	17	35
	00	G					G	00	

2+70^e } 17^e Lt. = end 2' wide slab walk
 over cb. inlet box

6.75	6.71	6.04	6.31
<u>5.21</u>	<u>5.25</u>	<u>5.92</u>	<u>5.62</u>
19 ^e	17	17	13 ^e
Back of walk	00	G	

2+67^e } 14^e Lt. = start grate also = low point
 of inlet throat.

6.87	5.90	6.03	6.45
<u>5.09</u>	<u>6.06</u>	<u>5.93</u>	<u>5.51</u>
17	17	14 ^e grate	13 ^e Edge conc. gutter
00	G		

2+60 = 17^e Lt. = start cb inlet throat

11.96

Locust St.
OLIPHANT to POE

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±

67

0+83 = 35' Rt. = end picket fence.

0+66 31' Lt. = End conc. drive

$$\begin{array}{r} 13.90 \\ 4.05 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.62 \\ 4.13 \\ \hline 31.2 \end{array}$$

0+51 31' Lt. = start Conc. drive

$$\begin{array}{r} 14.78 \\ 3.17 \\ \hline 59 \\ \text{Bar. flow} \end{array} \quad \begin{array}{r} 13.84 \\ 4.11 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.73 \\ 4.22 \\ \hline 31.9 \end{array}$$

0+50 20' Lt. = soil sample.

$$\begin{array}{r} 14.0 \\ 4.0 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.1 \\ 4.9 \\ \hline 24 \end{array} \quad \begin{array}{r} 12.7 \\ 5.3 \\ \hline 2 \end{array} \quad \begin{array}{r} 12.8 \\ 5.2 \end{array} \quad \begin{array}{r} 12.4 \\ 5.6 \\ \hline 17 \end{array} \quad \begin{array}{r} 12.4 \\ 5.6 \\ \hline 35 \end{array}$$

0+05 8' Rt. = ctr. pole # 406786H

$$\begin{array}{r} 14.7 \\ 3.7 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.5 \\ 4.5 \\ \hline 20 \end{array} \quad \begin{array}{r} 13.2 \\ 4.8 \end{array} \quad \begin{array}{r} 13.4 \\ 4.6 \\ \hline 5 \end{array} \quad \begin{array}{r} 12.8 \\ 5.2 \\ \hline 17 \end{array} \quad \begin{array}{r} 12.7 \\ 5.3 \\ \hline 35 \end{array}$$

35' Rt. = start picket fence
0+00 = Nly. line Oliphant

$$\begin{array}{r} 14.2 \\ 3.8 \\ \hline 35 \end{array} \quad \begin{array}{r} 13.2 \\ 4.8 \end{array} \quad \begin{array}{r} 12.8 \\ 5.2 \\ \hline 35 \end{array}$$

17.95

3.52 17.95 — 14.43

S.W. Mon. Poe & Locust FB 1740
32

1+48 - 35² Rt. = 3' wide Conc. walk.

12.00
5.95
35²

1+33 - 35² Rt. = end Conc. drive

11.73 11.77
6.22 6.18
35² 47

1+24 - 35² Rt. = start Conc. drive

11.77 11.77
6.18 6.18
35² 47
Bas. floor

1+21 - 35' Rt. = end lath fence

35² Rt. = start lath fence
1+00 31' Lt. = ctr. pole # 1876

17.4	12.6	12.6	12.7	12.4	12.0
4.6	5.4	5.4	5.3	5.6	6.0
35	25	5		17	35

0+96 = 36² Rt. = End conc. drive

12.06 12.45
5.89 5.50
36² 46

0+88 - 36² Rt. = start Conc. drive

12.07 12.45
5.88 5.50
36² 46
Garage
floors

17.95

Locust St.

±

69

orig B.M. P. 55

3.52

14.43 ✓

1+99^u = Sly. line Poe

14.8

13.5

12.7

$\frac{3.2}{35}$

4.5

$\frac{5.3}{35}$

1+95^L = Sly. Poe

14.6

14.0

13.5

13.4

13.9

13.3

12.6

$\frac{3.4}{35}$

$\frac{4.0}{17}$

4.5

$\frac{4.6}{3}$

$\frac{4.1}{6}$

$\frac{4.7}{17}$

$\frac{5.4}{35}$

1+50

13.9

13.3

13.0

13.3

12.3

12.1

$\frac{4.1}{35}$

$\frac{4.7}{22}$

$\frac{5.0}{2}$

4.7

$\frac{5.7}{17}$

$\frac{5.9}{35}$

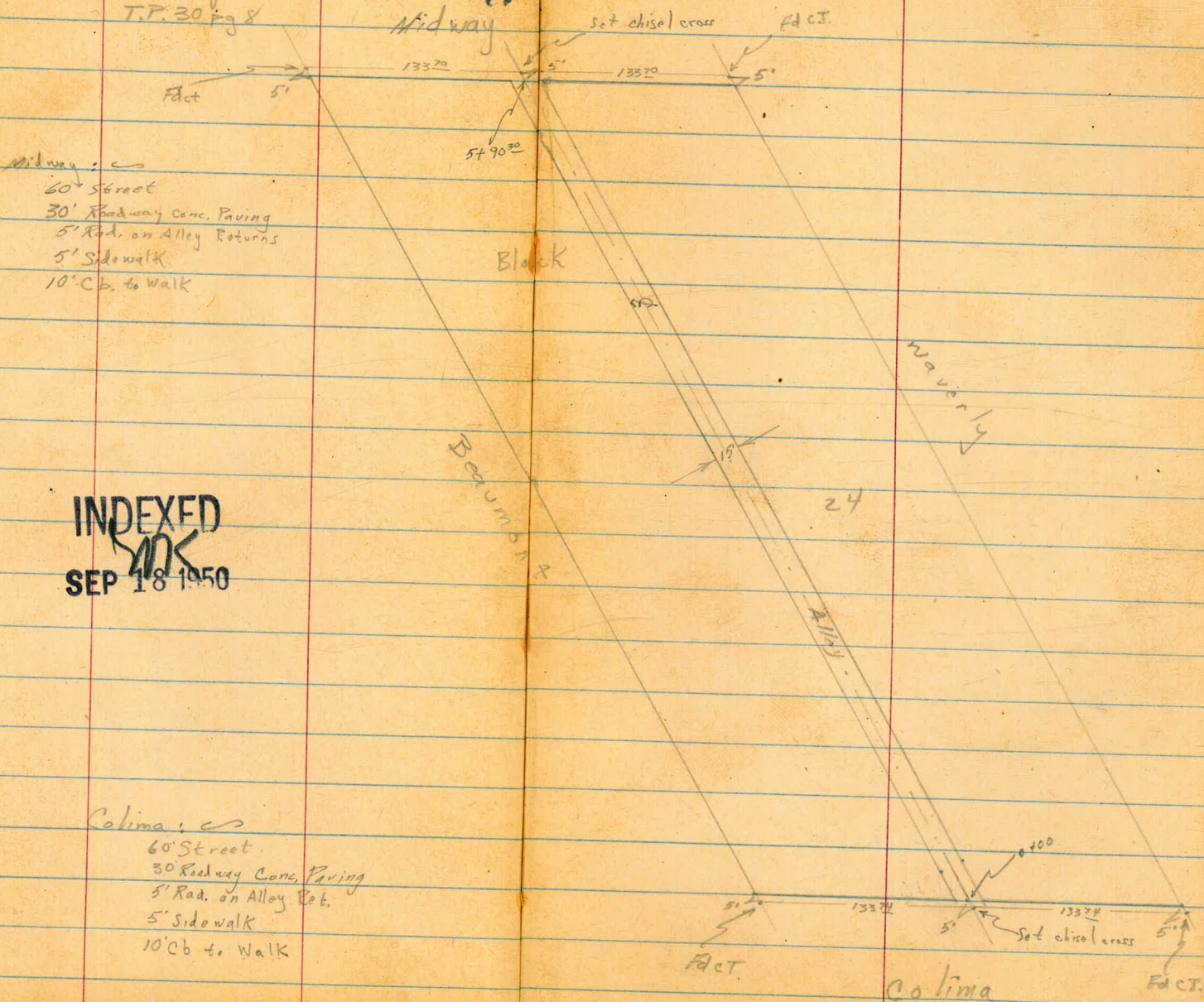
17.95

Roberts
Moore
Clark
9-15-50
NO 25020

X-Sub Alley BIK 24
From Colima to Midway
Between Waverly & Beaumont
T.P. 30 Pg 8

Bird Rock
Add.

70



INDEXED
SEP 18 1950

Cont'd From Page 70

0+25 73' 4" to Conto P. P. 1/2 # JPA5403

0+06 73' 4" to Deadman

0+00 End Conc Pavment
No. Prop. Line Colima

EC. Cb Ret. in Alley

0-19.90 No. Curb Line Colima

0-29.80 Colima

Levels
taken
on
Line
of
C
O
L
I
M
A

Set TBM	5.30	104.00	2.46	98.70	Chisel Cross
TP	9.70	101.16	8.39	91.46	
TP	2.27	99.85	10.75	97.58	
BM	4.02	108.33		104.31	SW C.T.

Forward # Beaumont See page 45 this F.B.

96.61	97.24	98.26	98.64	98.38	98.77	99.14	99.90	99.28	101.52	100.88
7.37 5.0 Gutt	6.76 5.0 cb	5.77 17.4 Gutt	5.36 17.4 cb, Ret	5.62 8.7 PI cb	5.23	4.86 8.7 PI cb	4.10 11.2 cb, Gutt	4.72 11.8 Gutt, Ret	2.47 5.0 cb	3.12 5.0 Gutt
98.90	98.43	98.84	98.70	98.67	99.13	99.14	99.13	99.14	99.80	99.80
5.16 8.1 cb	5.30 8.7 Gutt	5.33	5.33	4.87 8.7 Gutt	4.39 8.7 cb	4.86 Gutt	4.20 cb	4.86 Gutt	4.20 cb	4.20 cb
98.4	98.4	99.2	99.5	100.1	100.5	99.2	99.5	100.1	100.5	71
5.6 15	5.0 7.2	4.8	4.5 6	3.9 7.2	3.5 12	4.5 6	3.9 7.2	3.9 7.2	3.5 12	3.5 12

1+50

1+12

T.P.

1+00

0+88

0+78

0+65

0+55

0+45

7³ Lt to Center P. Pole # 745413

5.98 104.97 π 5.01 98.99

Built TP to Colima opens East
10⁵ Lt & Single Garage (Floor?)

7⁶ Lt End Fence

7⁴ Lt Begin 7' Lattice Fence

7⁶ Rt to 2' Conc. Walk

104.00 π

Lt

98.9

6.1
12

99.0

6.0
72

99.1

5.9

99.3

5.7
72

Rt

100.3

4.7
25

72

104.97 π

98.5

5.5
20

98.8

5.2
72

98.8

5.2

99.0

5.0
6

99.8

4.2
72

100.2

3.8
20

99.0

5.0
106
Floor

99.2

4.8
20

99.4

4.6
72

98.7

5.3
6

98.8

5.2

98.9

5.1
6

99.4

4.6
72

99.9

4.1
20

99.85

4.5
76
Walk

104.00 π

Cont'd From Page 72

2760 92' Lt to Garage (Same Sta. 1755)

2757 65' Lt to 2" Cypress Tree

2750

2743 { 18' Rt & Single Garage
5' Conc. Apron
Built 11' to Colima
Opens West

2734 68' Lt to Center P. Pole # PA5429

2706 99' Lt Garage (Same as Sta. 1755)

2700

1755 { 10' Lt to E. Edge ^{15'} Door of Double garage
Garage Pts Colima Opens on North
3' Conc Apron

104.977K

Lt

Rt

Rt

73

99.62

99.64

5.35 5.33
14.2 9.2
conc. conc.
Floor Floor

99.6

99.6

99.6

100.1

100.1

5.4
12

5.4
7.5

5.4

4.9
7.2

4.3
1.5

100.60

101.23

4.37 3.74
Apron 1.82
& Floor

99.33

99.32

5.64 5.65
24.2 9.9
conc. conc.
Floor Floor

99.4

99.3

99.4

99.7

100.7

5.6
12

5.7
7.5

5.6

5.3
7.5

4.3
2.5

99.16

99.17

5.81 5.80
17.2 10'
conc. conc.
Floor Floor

104.977K

3+86 7¹/₂ Lt End Apron

100.61
436
7¹/₂
conc.
Apron

100.54

100.55

3+66 } 7¹/₂ Lt to Conc. Apron, Single Garage
B. with TP to Colina. Opens North
~~to Apron thus~~

443
2
Garage
Floor

442
7¹/₂
conc
Apron

3+65 7¹/₂ Lt End Fence



3+63 6¹/₂ Lt to Center P.P. Pole # PA5453

3+52 6³/₄ Lt Center 10" Pepper Tree

99.72

100.1

100.3

100.5

101.4

3+50

5.8
20

4.9
7.5

4.7

4.5
7.8

3.6
20

3+00

99.6

100.1

100.0

100.3

100.7

5.4
20

4.9
7.5

5.0

4.7
7.8

4.3
15

2+85 7¹/₂ Lt Begin Board Fence

2+84 7¹/₂ Lt to End Conc. Blk. Wall TP to Colina

104.977

104.977

5415 72' Lt End Fence

T.P. 6.02 108.65 $\sqrt{2.34}$ 102.63

102.1
102.3
102.6
104.6

5400 74' Rt Begin Lath Fence

$\frac{2.9}{75}$ 27 $\frac{2.4}{72}$ 20

4485 63' Lt to Center P. Pole # PA5477

104.14
104.67

4480 } 20' Rt to Double Garage
Built TP to Colima Opks West
4' Conc. Apron

0.83 0.30
conc. 20'
Apron conc.
Floor

4466 68' Lt to Center 4" Rose Vine

4458 74' Lt Begin Fence & Lath House

101.0
101.3
101.6
102.6

4450

$\frac{4.0}{75}$ 37 $\frac{3.4}{72}$ 24

99.7 100.1 100.8 101.0 101.5

4400

$\frac{5.3}{20}$ $\frac{4.3}{75}$ 42 $\frac{4.0}{72}$ 3.5
20

104.97 $\sqrt{}$

104.97 $\sqrt{}$

Contd From Page 75

5+90³⁰

Edge Conc. Pavement
South Prop. Line Midway

Levels
on
Line
of
Midway

104.16
4.49
88
cb

103.82
4.83
88
Gutt

103.74

104.09

4.91
85
Gutt

4.00
85
cb

76

5+71

20' Lt. & Double Garage
Built IP to Colina Opening East
4' Conc. Apron

102.94
5.71
conc
Apron
&

102.71
5.74
20'
conc
Floor

5+58

7 1/2' Lt. End Apron

103.55
5.10
7 1/2'
conc

5+50

103.29
5.36
7 1/2'
conc

103.2
5.5
7 1/2'

103.5

103.8

104.9

5.2
7 1/2'

4.9
7 1/2'

3.8
20

5+24

Lt. Apron 7 1/2' Lt

102.53
6.12
7 1/2'
conc

102.20

5+17

10' Lt to Apron Double Garage Same Sta.
1+55
Alley

102.14
6.51
25'
conc

6.45
10'
conc
Apron

108.65

108.65

Cont'd From Page 76

Lt.

£

77

check 2.87 104.33 = 104.31
 TP 10.62 108.20 11.07 97.58
 set TBM 4.96 103.69

Starting Bench Mark

chisel cross 5' Midway & Alley

£ Midway

South Curb Line Midway

BC Curb Returns

Levels

taken
 on
 line
 of
 M
 I
 D
 W
 A
 Y

	102.23	101.65	103.58	102.98	103.07	103.42	103.66	103.95	104.58	105.05	105.68
	6.42	7.00	5.07	5.67	5.58	5.23	4.99	4.70	4.07	3.61	2.97
	50	50	116	116	83		82	172	173	50	50
	Cb	Gutt	Cb	Gutt	PI		PI	Gutt	Cb	Gutt	Cb
			EC Ret		cb		cb	EC Ret			
		103.75		103.20			103.91		104.48		
		4.90		5.39			4.74		4.17		
		Cb		Gutt			Gutt		Cb		

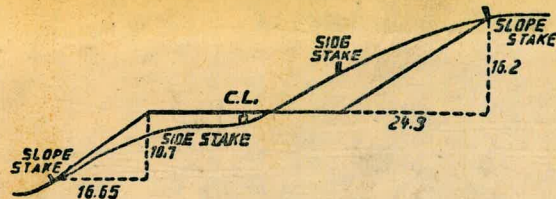
108.65

108.65

78

$$\begin{array}{r} 99.56 \\ 6.41 \\ \hline 85.97 \end{array}$$

SWBP
 75.33
 Forward & C.S.



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	71.25	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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