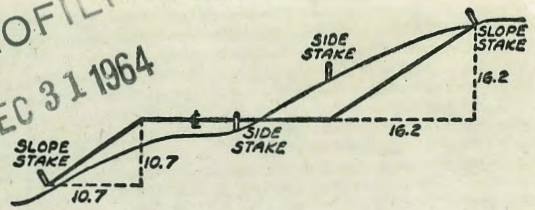
2038



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.

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	.70	.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	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

INDEX

Sec Ashton St.
Morena Blvd to Frankfort
Between Existing Curbs
Per Order

Moore
Begg
Sisson

7-15-49

2342

W.O. 31510

0-15 Beg. 3" ± Black Pav.

See Maps 2209 for Points

Rod = El. 7.76 / 11.50 Fl. Box

11.91 / 12.04 7.22 8.05 grate

NE Ret. P 35 ? 4 parts

11.86 7.40 8.10

11.76 7.50

11.84 7.50 8.20

8.50

8.30

7.70 7.08 12.18

SE Ret. 4 pts.

7.7 12.09

7.75 7.3 12.03

7.80 7.15 12.11 12.23

7.86 7.70

BM
NWBP 15 1926 1770
Napier
Chicago

Chicago 2+80
35° 29' 30" Rt. Fd Hub

1

N

Mark

2+40

1+50

12 28 28 12

10' Cb. 1% Lot

0+20

Cb 3.5? See Plan

Fd. Hub

0+00

2 x 3 Grating

46

0-15

0-25 ± 20' Conc. 3" W.S.

37'-12" Con. Flow drain

30" Conc. I.P.

Outlet covered

Morena Blvd.

Ashton

Lt ℄ Rt

0+50

0+20

0+00 E.L. Blvd

0-12

0-15

0-35 W/ edge Pav.

1926

12.94 / 6.32 / 28 / C6

12.3 / 7.0 / 28 / ST

12.3 / 7.0 / 14

12.7 / 6.6

12.8 / 6.5 / 14

12.4 / 6.9 / 28 / ST

13.07 / 6.19 / 28 / C6

11.7 / 7.6 / 14

11.7 / 7.6

11.8 / 7.5 / 14

11.96 / 8.20 / 28

11.26 / 8.00 / 14

11.36 / 7.90

11.46 / 7.80 / 14

11.5 / 7.8 / 28

7.56 / 11.70 — 37' W/ of Box → Outlet 12" Conc. Pipe

8.96 / 10.30 / 45 / Bot. Box 12" Inlet

11.78 / 7.48 / 45 / C6

10.69 / 8.57 / 45 / Grate C.B.

11.84 / 7.42 / 60 / C6

10.96 / 8.30 / 60

10.96 / 8.30 / 28

11.2 / 8.1

11.36 / 7.90 / 28

11.56 / 7.70 / 60

12.23 / 7.03 / 60

10.8 / 8.5 / 100

11.2 / 8.1

11.6 / 7.7 / 100

1926

Ashton

				L			℄			R			
2+40				10.14	19.96		9.82		9.68	9.65			
				28	14				14	28			
T.P.	98.4	28.07	101	18.25									
							28.07						
2+30±	C6	BC									18.63		
							1.15		1.08	1.27	0.63		
									14	28	28		
2+20±	C6	BC	See other Bk. for Returns on Chicago			17.96						18.24	
						1.30	1.97	1.65	1.45	1.45	1.75	1.02	
						28	28	14		14	28	28	
2+00						17.37						17.71	
						1.89	2.56	2.15	2.00	1.95	2.33	1.55	
						28	28	14		14	28	28	
1+50						15.90						16.13	
						3.36	4.06	3.68	3.58	3.44	3.75	3.13	
						28	28	14		14	28	28	
1+00						14.43						14.61	
						4.83	5.52	5.20	5.04	5.05	5.32	4.75	
						28	28	14		14	28	28 C6	
		1926											
							1926						

Ashton

L & R

4+15 ℄ Dr.

4+13 ℄ driveway

4

3+Cv.6± c6 B.C. Rt

3+25± c6 BC Lt

2+80 Δ ℄ Chicago

28.07

4.80 5.11/10 5.51/20 5.35/20 dr. 4.67/25 dr.

4.20 4.95/20 5.05/20 4.87/10 4.85

2.5 drive

23.19 4.88/20 5.16/20 5.30/10 5.18 5.49/10 5.86/20 22.84 5.23/20

22.11 5.96/20 6.57/20 6.38/10 6.43 6.57/10 7.10/20 21.63 6.44/20

20.85 7.22/20 c6. 8.00/20 7.61/10 7.50 7.50/10 20.44 7.63/20 6

8.96/28 8.95/10 8.88 8.78/10 8.66/28

28.07

Ashton.

Sec. at 90°

6+30.5 ℄ Goldfield ∆ 10°05' Lt

6+03 ± c6 BC on Rt

5+45 ± c6 BC on Lt

5+00

T.P. 9.81 35.79 2.09 25.98

4+72 Dr. way on Lt

4+50

2807

L	℄	R
29.75		
6.04	6.08	6.14
20	10	M.H. RM
		6.33
		10
		29.39
		6.40
		20
29.06		
6.73	6.84	6.80
20	10	
		6.92
		10
		7.28
		20
		29.74
		6.54
		20 c6
27.80		
7.99	8.61	8.57
20 c6	20	10
		8.45
		8.62
		10.
		8.87
		20
		27.54
		8.25
		20
26.47		
9.32	9.90	9.85
20	20	10
		9.81
		10.00
		10
		10.34
		20
		26.09
		9.70
		20
		35.79
2.05	3.13	3.16
30	20	20
drive		
		3.02
		10
		3.00
24.82		
3.25	3.85	3.72
20 c6	20	10
		3.72
		3.97
		10
		4.22
		20
		24.42
		3.65
		20 c6
		2807

Ashton

8+43.7 ± c6 BC. Lt

+.P. 9.05 44.15 0.69 35.10

8+00

7+77 ℄ dr. on Lt.

7+49 ℄ dr. on Rt

6+96 ± c6 BC. Rt

6+63.7 ± c6 BC. Lt.

35.79

L ℄ Rt

6

35.50

7.65 8.24 8.10 8.05 8.38 8.78 8.00 36.15

20 20 10 20 10 20 20

c6

44.15

35.21

0.58 1.20 0.98 0.95 1.17 1.65 1.03 34.76

20 20 10 10 20 20

1.85 1.91 1.87 1.70 1.90 2.44 1.81 33.98

20 20 10 10 20 20

drive 9t.

33.61

2.18 2.47 2.55 2.53 2.75 3.16 3.13 3.00

20 20 10 10 20 20 30

9t dr. dr.

31.95

3.84 4.45 4.33 4.24 4.54 4.95 4.22 31.57

20 20 10 10 20 20

c6 c6

31.07

4.72 5.29 5.29 5.22 5.51 5.81 (av 29.98)

20 20 10 10 20

c6

35.79

Ashton

7

10+00

40.45
3.70 20 | 4.25 20 | 3.90 10 | 3.53 | 3.74 10 | 3.93 20 | 3.32 20 40.83

9+62.5 ± C6 BC on Rt

39.45
4.70 20 C6 | 5.31 20 | 4.90 10 | 4.70 | 4.85 10 | 4.90 20 | 4.34 20 C6 39.81

9+53.3 ± C6 BC on Lt.

39.14
5.01 20 C6 | 5.50 20 | 5.20 10 | 5.07 | 5.15 10 | 5.25 20

See other Book

9+10.68 E Denver Sec. at 90°
12°13'30" Lt.

6.49 20 | 6.34 10 | 6.34 MH RIM | 6.31 10 | 6.28 20

8+76 ± B.C. C6 on Rt

37.09
7.32 20 | 7.30 10 | 7.25 | 7.58 10 | 7.87 20 | 7.06 20 C6
9T Line

8+60 E.D.C. on R

7.65 | 8.00 10 | 8.24 20 9T | 8.07 20 dr | 7.47 22

4415

4415

Ashton

Returns see other Bk.

11+74.6 Δ 2°14' Lt ℄ Erie St.

11+39± BC c6 on Rt

11+15.3± BC c6 on Lt

11 +00

T.P. Nail 8.52 52.53 0.14 44.01
Pole 10+50

10+50 Stop 7-15-49

10+25 ℄ dr. on Lt.

44.15

L ℄ R

8

44.52
8.01 7.65 7.37 7.xx 45.02 7.51
20 10 M.H. 10 20
P.IM

44.45 44.78
8.28 8.67 8.40 8.13 8.25 8.40 7.75
20 20 10 10 20 20

43.71 44.13
8.82 9.40 9.05 8.70 8.78 9.0x 8.40
20 20 10 10 20 20

43.27 43.68
9.26 9.86 9.47 9.05 9.25 9.50 8.85
20 20 10 10 20 20
c6

52.53

41.95 41.32
2.20 2.84 2.43 2.05 2.27 2.32 1.83
20 20 10 10 20 20
c6

2.68 3.36 3.36 3.10 2.70
30 20 20 10

X44.15

Ashton

13 + 50

13 + 00

12 + 88 ℄ Con dr. on Lt

12 + 49.6 B.C Lt and Rt.

12 + 32 ± .6 B.C on Rt

T.P. Nail 3.99 55.19 1.33 51.20
PP. 13 + 00

12 + 21 ± .6 B.C Lt.

52.53

L ℄ R

9

51.86 51.68

3.33 4.00 3.72 3.66 3.90 4.20 3.51
20 20 10 10 20 20

49.57 49.69

5.62 6.11 5.90 5.58 5.68 6.22 5.50
20 20 10 10 20 20

49.17

4.82 6.76 6.54 6.15 6.32 6.70 6.02
30 20 drive 10 10 20 20
97.

47.35 47.75

7.82 8.32 7.97 7.69 7.77 8.12 7.42
20 20 10 10 20 20

46.57 47.17

8.62 9.07 8.62 8.33 8.47 8.72 8.02
20 20 10 10 20 20
C6

55.19

46.11

6.42 6.95 6.36 6.12 6.17 6.45
20 20 10 10 20 20
C6 97.

52.53

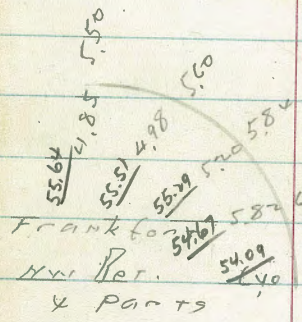
Ashton

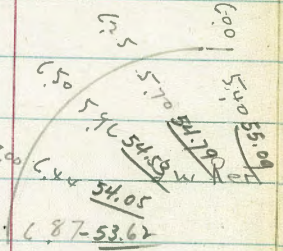
L & R

10

Check BM BP NW Cor 4.85 55.64 55.63
0.01

Frankfort





14+19± W.L Frankfort

14+01 ± (B.C. Lt + Rt (?))

T.P. 6.90 60.49 1.60 53.59
55.19

Ashton & Frankfort

6.08 6.06 6.14 6.38 6.60
20 10 10 20 C.L.
Curb Line

54.09
6.40 7.06 6.90 7.00 7.15 7.50 6.87 53.62
20 20 10 10 20 20

60.49

Xsec Napier St.
Betw. Curbs
Morena Blvd to Frankfort

0-15 Beg. 3"± Black Pav.

NE Ret
4 parts

SE Ret
4 pts.

BM BP 1.77 19.47 17.70
NW Napier
Chicago

Chicago

Fd Hub 2+80 27°30' Lt

12 28 28 12

8" cmp

10' c.b. inlet

Fd. spike

0+20

0+00

Fd. Hub

0-15

0-25

0-35

grate

MORENA 20' Con. 3" x 1.5 Blvd

OUTLET 30" Corr. PIPE drain

INV. EL. = 3.70

L.T. ℄ R.T.

0+23

11.85 10.57
7.62 8.90
28 28
CG grate

0+20

11.81 7.5W 10.89
7.66 11.95 8.58 7.82 7.85 7.95 8.25 11.79 7.68
28 28 28 14 14 28 28
CG Bot. grate
Box

0+00 E.L. Morena

11.05 11.14
8.42 8.32 8.33 8.3W 8.44 11.03
28 14 14 28
Pav Pav

0-15 E CG Line Morena

11.79 11.22 10.89 10.90 10.97 10.97 10.87 10.96 11.47
7.68 8.25 8.58 8.57 8.50 8.50 8.60 8.51 8.05
CG CG 28 14 14 28 CO CO
CG gr grate gr. CG

0-25 ℄ 20' Pav

11.23 11.15 11.07 11.02 10.98
8.2X 8.32 8.40 8.45 8.49
75 28 2.8 75

0-35 Val. edge 20' Pav

11.02 10.82 10.79 10.71 10.77 10.77 10.67
8.45 8.65 8.70 8.76 8.70 8.70 8.80
75 28 14 14 28 75

1947

1947

Napier

L & P

2 + 30.5 ± cb BC on Lt.

2 + 20 ± cb BC on Rt. See other Book for Returns on Ch.

2 + 00

1 + 50

1 + 00

0 + 50

1947

17.73
2.24 2.87 2.50 2.20 2.15 2.10
28 28 14 14 28 Par.

16.97 17.67
2.55 3.15 2.82 2.45 2.34 2.52 1.80
28 28 14 28 28

16.37 16.97
3.10 3.55 3.33 2.95 2.90 3.20 2.50
28 28 14 28 28

15.11 15.58
4.36 4.95 4.55 4.27 4.33 4.46 3.89
28 28 14 14 28 28

13.83 14.13
5.64 6.28 5.87 5.65 5.78 6.05 5.34
28 28 14 14 28 28

12.63 12.83
6.84 7.45 7.25 7.05 7.10 7.20 6.64
28 28 14 14 28 28
cb 9t. 9t. cb.

1947

Napier

3+88 driveway on Lt.

3+51.8± c6 EC on Lt

3+22.4± c6 EC on Rt

TP 9.90 27.60 17.70 17.70 B.M.

3+00

2+80 27° 30' Lt & Chicago

2+40

1947

L & R

6.32 7.60 7.21 7.00
30 20 10
drive gut drive

19.54 20.0
8.06 8.53 8.18 8.00 7.98 8.22 7.58
20 20 10 10 20 20
c6 c6

19.45
8.90 8.75 8.75 8.75 8.85 8.35
20 10 10 20 20
Pav. gut. c6

27.60

1.12 1.12 1.20 1.22 1.28
20 10 10 20

1.50 1.48 1.50 1.37 1.36
28 14 14 28

2.60 2.27 2.00 1.90 1.92
28 14 14 28
Pav Pav

1947

Napier

				L	℄	R
6+50	drive way Lt & Rt	8.60 27.	9.28 drive way	9.34 9 20	8.90 10	8.62 8.51 10 8.73 20 9 8.15 28.7 CC
T.P.	9.03 36.38	0.25	27.35		36.38	
5+98±	Curb E.C. on Rt			26.37 1.28 20	1.87 20 1.45 10	1.15 1.05 10 1.38 20 26.78 0.82 20 CC
5+60.3	E Gold field Ld to Rt.			2.55 30 IN drive	3.00 20 2.55 10 9T. IN drive	2.15 1.93 10 2.10 20
4+98.2 ±	CC BCon Rt			23.45 4.15 20	4.76 20 4.20 10	3.81 3.74 10 4.00 20 24.24 3.36 20
4+50				22.20 5.40 20	5.94 20 5.52 10	5.16 5.15 10 5.44 20 22.79 4.81 20
4+00				20.90 6.70 20 CC.	7.20 20 9T. 6.84 10	6.57 6.63 10 6.74 20 9T. 21.48 6.17 20 CC
	27.60				27.60	

Napier

8 + 40.03 L 0°56 Rt ℄ Denver.

8 01.5 ± cb BC Lt

7 + 78.6 ± cb BC Rt

7 + 50

7 + 0

6 + 78

36.38

L & R

4.15 4.00 3.90 3.86 3.88
20 10 10 20
pav

31.83
4.55 5.25 4.92 4.80 4.70 4.60
cb 20 9 10 10 20
pav

31.16 31.76
5.22 5.82 5.37 5.30 5.35 3.31 4.62
cb 20.9 10 10 9 20 cb

30.42 30.98
5.96 6.59 6.22 5.96 5.86 6.01 5.40
cb 9 10 10 9 20 cb
20

29.03 29.52
7.35 7.96 7.61 7.34 7.26 7.51 6.86
cb 9 10 10 9 20 cb
20

7.74 8.55 8.18 7.98 7.80 8.10 7.33
~~cb~~ 20 10 10 20 drive
27 9 27
drive

36.38

	Napier		L	℄	R
9 50			35.82 / 9.45 cb 10.04 20 9 9.59 10	9 30	9.26 10 9.54 9 20 36.36 / 8.91 cb
T.P.	9.60 45.27	0.71 35.67		45.27	
9+36 Drive Rt & Lt			0.88 25 drive 1.54 9 20 1.09 10	0.85	0.85 10 1.18 20 9 1.12 20. drive 0.40 26 drive
8+98.6± B.C. Lt (c.b.)			33.94 / 2.44 cb 20 2.94 9 2.39 10	2.28	2.28 10 2.45 9 20 34.44 / 1.94 cb
8+77.50± B.C. Rt (cb)			cb 3.48 pav 3.10 10	2.96	2.94 10 3.28 9 20 33.77 / 2.61 cb
	36.38			36.38	

Napier

L ℄ R

11 + 14.5 ± BC cb ℄

41.68
3.59 4.24 3.88 3.69 3.76 3.89
cb 20 9 10 10 20 par

10 + 85 ± cb BC R

40.50
4.77 5.37 4.98 4.78 4.65 4.65 41.78 4.09
cb 20 9 10 10 9 20 cb

10 + 50

39.87
5.90 6.57 6.14 5.94 5.84 6.00 39.91 5.36
cb 20 9 10 10 9 20 cb

10 + 19 drive R & L

7.14 7.64 7.22 6.98 6.92 7.10 6.64
225 20 10 10 20 24
drive drive

10 + 00 ~~drive L~~

37.65
7.62 8.25 7.79 7.56 7.54 7.73 38.17 7.10
cb 20 10 10 9 20 cb

45.27 45.37

Napier

37.89 on map

12 + 47.3 BC ℄ curve Rt.

12 + 30 Drive Rt.

12 + 14 ± cb BC Lt.

T.P.	12 04	56.13	1.18	44.09

11 84 5 ± cb BC Rt

11 + 48 88 ℄ Erie

45.27

45.99

10.14	10.13	10.31	10.20	10.33	10.62	10.60
cb 20	9	10		10	9 20	cb

46.13

45.66

10.47	11.06	6.66	10.55	10.66	10.89	10.57	10
cb	20 9	10		10	20	drive	

44.94

11.19	11.81	11.36	11.20	11.33	11.60	10.93
cb	20 9	10		10	20 9	20 cb

45.20

56.13

1.74	1.58	1.43	1.62	2.12	1.49	
20 par	10		10	9 20	cb	

43.78

2.88	2.67	2.57	2.79	2.94
20	10		10	20

45.27

Napier

L C R

14 + 11.5 ± BC cb Rt

54.13
2.00 2.61 2.39 2.35 2.46 2.85 2.33 53.86
cb 20 9 10 10 9 20 cb

14 + 00

53.66
2.47 3.05 2.86 2.92 3.07 3.41 2.88 53.75
cb 20 9 10 10 9 20 cb

13 + 50

51.38
4.75 5.36 5.14 5.25 5.33 5.68 5.06 51.07
cb 20 9 10 10 9 20 cb

13 + 45 Drive Lt

4.83
29

554 562 5.40 5.45 5.50 5.85 5.26 50.87
drive 20 9 20 10 10 9 20 cb

13 + 0

48.98
7.15 7.71 7.54 7.38 7.48 7.87 7.23 48.90
cb 20 9 10 10 9 20 cb

12 + 50

46.60
9.53 10.10 9.68 9.60 9.72 10.10 9.47 46.66
cb 20 9 10 10 9 20 cb

5C.13
~~45.27~~

5C.13
~~45.27~~

BM. 6.95 55.14 BM
55.16 —

14+33 ± WL Frankfort

TP 8.18 62.09 7.22 53.91

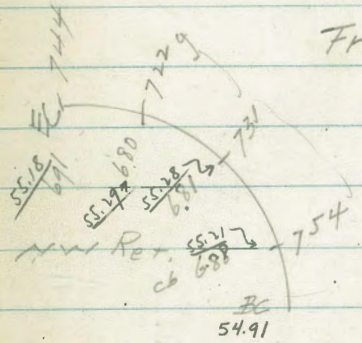
14+23 3 ± BC Lt

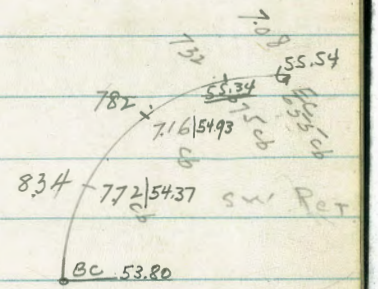
56.13
~~55.27~~

Lt ℄ R

NWBP Frankfort & Napier
other Book

Frankfort





7.47 7.35 7.39 7.47 7.58
20 10 10 20
Par par

62.09

54.91
1.22 1.92 1.76 1.76 1.95 2.24
cb 9 10 10 par
20 20

56.13
~~55.27~~

Ashton Frankfort to Galveston

Begg
Sherman
Sisler

8/25/49 Map 2209 Sheet 5

BM. 55.63 Ashton & Frankfort p 10

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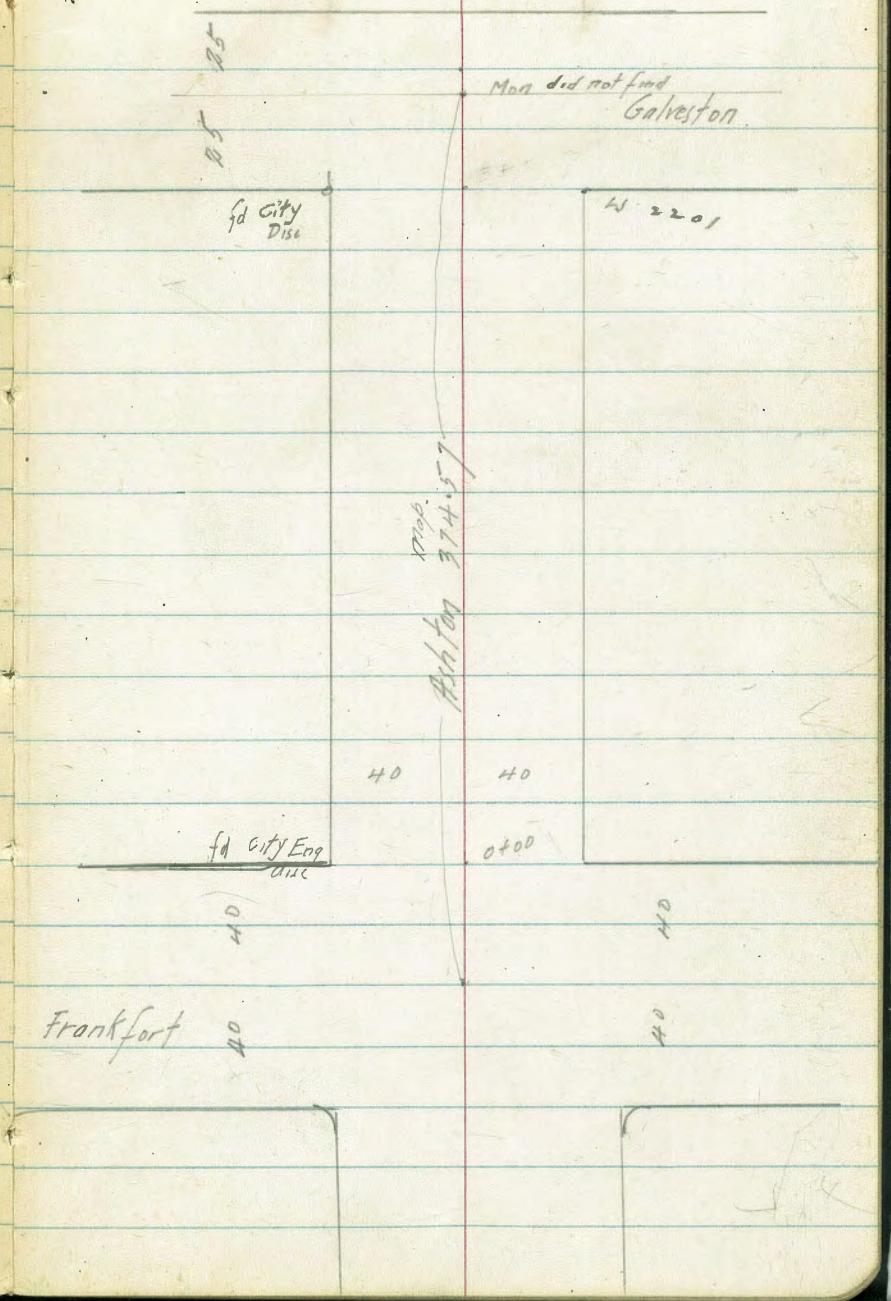
W.K.
AUG 29 1949



Ashton

1+91	℄ conc wlk 5 wide) 17 Lt	Step 21 Lt 3 wide		
1+50				
TP	12.30	78.37	0.70	66.07
1+43	P Pole	BL5	PH349	
1+00				
0+50				
0+24	P Pole	AJ2412 H	23 Rt.	
0+00	E line Frankfort			
BM	11 14	66.77	55.63	BP NW

71.67	71.49		70.83	68.7	70.0	69.4	70.6	70.5	71.7
6.70	6.88		7.54	8.7	8.4	9.0	7.8	7.9	7.7
40	21		17	13		13	15	38	40
	Step		Walk						

68.7	68.6		67.9	67.7	67.1	66.8	67.1	68.1	68.4
9.7	9.8		10.5	11.2	11.3	11.6	11.3	10.3	10.0
40	25		15	13		13	15	25	40

78.37

64.3	64.3		63.5	63.6	63.7	63.3	63.5	63.9	64.0	64.9	64.5
2.5	2.5		3.3	3.2	3.6	3.5	4.3	2.9	2.8	1.9	2.3
50	40		38	15	13		13	15	38	40	50

61.0	60.4	60.5	60.1	60.1	59.6	60.9	60.4	60.9	61.6
5.8	6.4	6.3	6.7	6.7	7.2	6.1	6.4	6.1	5.7
40	25	15	13		13	15	25	38	40

59.1	59.7	59.9	59.3	59.4	59.7	59.9	59.9	58.6
7.7	9.1	8.9	9.5	9.4	9.6	8.9	8.9	8.3
40	25	15	13		13	15	25	40

66.77

Ashton

Walker

check on Pipe N W cor. Ashton Galveston	2.33	81.96	81.95
3+59 51	E line Galveston		
3+34 57	℄ galveston		
3+09 57	West line Galveston		
3+00			
TP	634	84.29	0.42 77.95
2+50			
2+00			

78.37

83.7 84.9 82.1 81.8 80.3
0.6 1.4 2.2 2.5 4.0
40 13 13 40

84.4 81.7 80.8 80.3 79.6
1.9 2.6 3.5 4.0 4.8
40 13 13 40

81.5 80.6 80.3 79.5 79.2 78.2 78.3 79.3
2.8 3.7 4.0 4.8 5.0 5.6 5.0 5.0
40 38 18 13 13 18 40

80.6 79.9 79.5 78.5 78.6 77.7 78.1 78.7 79.4
3.7 4.4 4.8 5.8 5.7 6.6 5.2 5.6 4.9
40 38 16 13 13 16 38 40

84.29

76.9 75.2 75.4 74.2 74.4 75.3 75.4 76.5 76.5
1.5 2.7 3.0 4.2 4.0 3.1 3.0 1.9 1.9
40 38 16 13 13.7 4.7 15 38 40 50
13

76.8
16
50

77.0 71.9 70.5 70.7 70.4 71.2 71.1 71.8 72.4
6.4 6.7 7.9 7.7 8.4 7.2 7.3 6.6 6.3
40 16 13 13 15 38 40 50

78.37

X-Sect. Camino Del Oro

From La Jolla Shores Drive Easterly.

12-16-49
Roberts
Garber
Moore
Clark
W.O.# 25020

T.B. 2078 #-79

3482B

F.B. 2007 pg. 576

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W.K
JAN 4 1950

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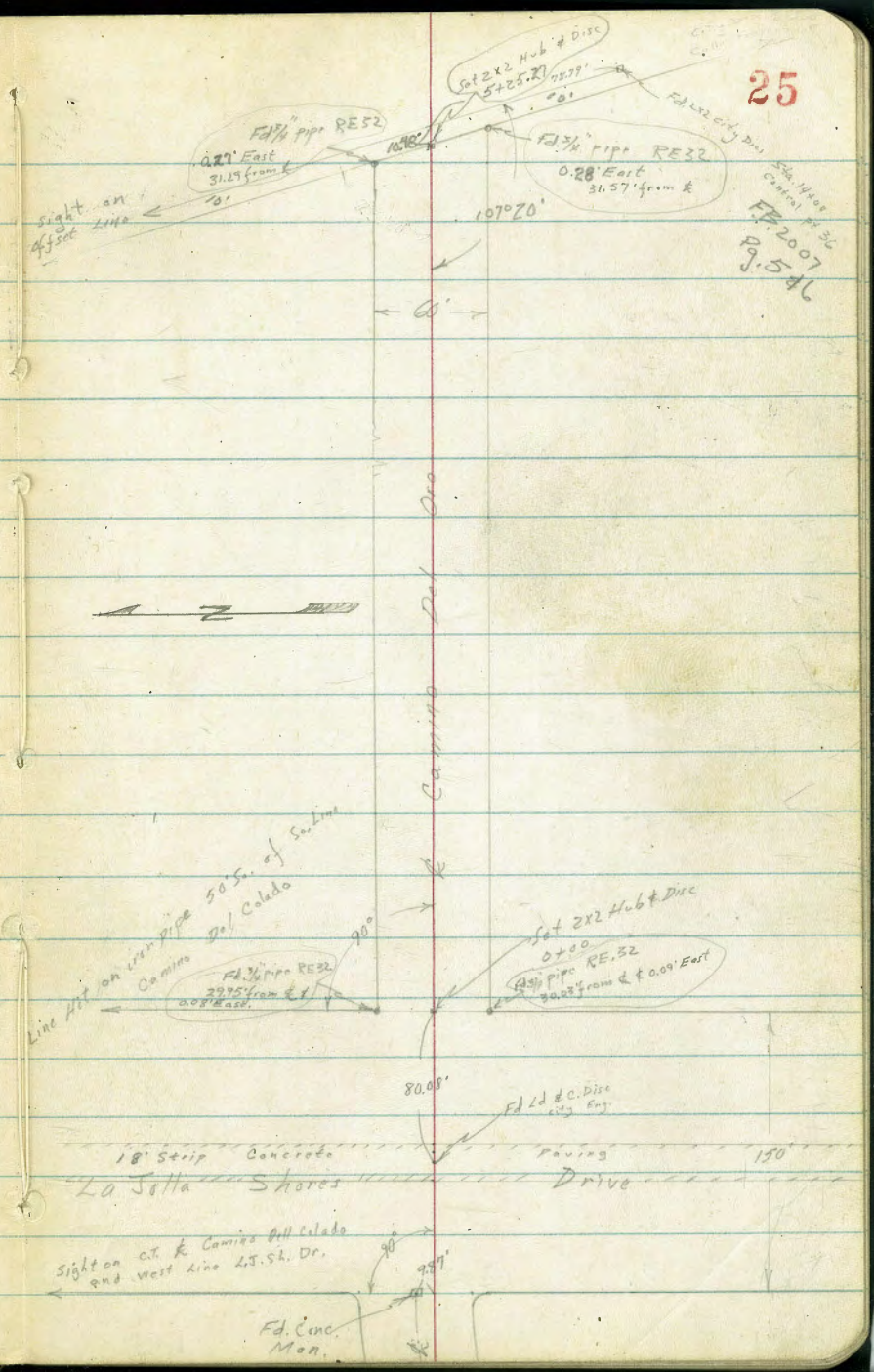

Cont'd From Page 25

	Lt	℄	Rt
0-52	28.8 5.3 50	29.2 4.9 30	29.3 4.8	28.7 5.4 30	29.4 5.7 50
0-60	28.4 5.7 50	29.1 5.0 30	29.2 4.9	29.4 4.7 30	29.4 4.7 50
0-71.1± East Edge Conc. Pav. La Jolla Shores Dr.	28.94 5.12 100	28.84 5.22 50	29.17 4.89	29.44 4.64 50	29.56 4.50 100
0-80.1± ℄ Con. Pav. La Jolla Shores Drive	29.13 4.93 100	29.02 5.04 50	29.27 4.79	29.50 4.56 50	29.61 4.45 100
0-89.1± W. Edge Conc. Pav. La Jolla Shores Dr.	28.94 5.12 100	28.90 5.16 50	29.18 4.88	29.38 4.68 50	29.49 4.57 100

Set BM			4.79	29.27	City Disc ℄ 18' Strip Conc. Pav. L.J. Shores Dr. & ℄ Camino Del Oro E.
T.P.	12.47	34.06	0.20	21.59	34.06
T.P.	12.81	21.79	0.23	8.98	
T.P.	6.66	9.21	4.67	2.55	
B.M.	3.71	7.22		3.51	La Jolla Shores Sea Wall ℄ 2nd St. No. Avenida de la Playa (Better check office Bench Book)
	+	H.I.	−		

Cont'd From Page 26

T.P.	12.58	45.26	1.38	32.68	E.Cor. Apron
0+68	29.8' Lt. End Conc. Apron				
0+52	29.8' Lt. Begin Conc. Apron				
0+50					
0+22	30.2' Lt & 4' Conc. Walk				
0+00	East Line La Jolla Shores Drive				
0-17.5	22.5' Lt to Center T. Pole # 51859904				
0-45					
		34.01			

Lt	℄	Rt
33.09	32.68	
0.97	1.38	
44.8 Floor	29.8 Apron	
33.03	32.16	
1.03	1.90	
44.8 Floor	29.8 Apron	
32.5	31.7	31.4
1.6	2.4	2.7
40	30	16
34.25	31.41	
1.81	2.65	
48	30.2 Walk	
30.3	30.4	30.1
3.8	3.7	4.0
50	30	
28.9	29.1	29.4
5.2	5.0	4.7
50	30	
		34.06

Rt			
31.2	31.5	31.7	31.8
12.9	2.6	2.4	2.3
5	7	30	50
30.1	30.1		
4.0	4.0		
30	50		
29.1	29.1		
5.0	5.0		
30	50		

Cont'd From Page 27

		Lt	℄	Rt
			44.81	
			0.45	
			64 Floor	
2+71	64' Lt. ℄ 2 Car Garage			
		42.2	41.5	41.2 41.3
		3.1	3.8	4.1 4.0
2+50		50	30	20
				40.8 41.5 41.4 41.6
				4.5 3.8 3.9 3.7
				5 7 30 50
		39.8	39.4	40.0 38.9
		5.5	5.9	6.3 6.4
2+00		50	30	18
				38.4 39.1 38.8 38.7
				6.9 6.2 6.5 6.6
				5 7 30 50
		36.6	36.6	36.4 36.4
		8.7	8.7	8.9 8.9
1+50		50	30	17
				37.1 36.5 36.1 36.1
				9.2 8.8 9.2 9.2
				5 7 30 50
1+20	21.5' Lt. to Center P.P.& # P61613			
		34.3	34.0	33.6 33.8
		11.0	11.3	11.7 11.5
1+00		50	30	17
				33.4 33.9 33.9 33.8
				11.9 11.4 11.4 11.5
				5 7 30 50
0+95	22' Lt. to deadman			

45.26 X

45.26 X

Cont'd From Page 28

3+70			
3+60			
3+50			
3+00			
T.P.	12.66	57.22	0.70 44.56
2+96	21.6'	Lt. Deadman	
2+81	21.7'	Lt to Center P. Pole # P61612	
		45.26	

Lt				℄			Rt	
							50±	50±
52±	52±	50±	50±	50±				
4.8	4.7	6.5	7.1	6.8			6.8	6.8
50	40	35	30				30	50
48.8	49.2	49.3	49.5				49±	49.7
8.4	8.0	7.9	7.7				7.8	7.5
50	39	30					30	50
		48.3	48.5	48±			48±	48.5
		8.9	8.7	8.8			8.8	8.7
		50	30				30	50
44.8	44.6	44.5	44.5	44.5	44.7	44.5	44.5	
12.4	12.6	12.7	12.7	13.0	12.5	12.7	12.7	
30	30	16		5	7	30	50	

57.22

Cont'd From Page 29

					Lt		Rt
5425.37							
5425.2	End of Camino Del Oro						
					64.8 2.6 50	65.3 2.1 30	66.6 0.8 12
					66.21 1.20 46	65.2 1.5 18	66.3 1.1 30
							67.9 0.5 50
5+17					63.4 4.0 50	64.3 3.1 30	65.3 2.1 13
					64.1 3.0	65.4 2.0 30	65.4 2.0 50
5+00					62.1 4.7	62.1 5.3 30	62.1 5.3 50
						63.8 3.6 30	64.1 3.3 50
4+52					57.2 9.2	57.5 9.9 30	57.2 10.2 40
						58.5 8.5 30	58.1 8.3 50
4+47					57.6 9.2	56.8 10.6 30	56.9 10.5 36
						58.2 9.2 30	58.3 9.1 50
T.P.	10.77	67.41	0.58	56.64	67.41		
					52.8 4.4	52.7 4.5 38	54.2 3.0 42
						53.1 4.1 30	56.6 3.6 50
4+00							54.2 3.0 50
		57.22			57.22		

Cont'd From Page 30

				Lt	Rt
Check			3.61	3.50 = 3.51	Starting BM
T.P.	4.57	7.11	6.61	2.54	
T.P.	0.16	9.15	12.66	8.99	
T.P.	0.05	21.65	12.48	21.60	
T.P.	1.39	34.08	12.37	32.69	
T.P.	0.49	45.06	12.28	44.57	
T.P.	0.14	56.85	10.70	56.71	
5+35				65.8 / 1.6 / 50	66.5 / 0.9 / 30
		67.41		67.01 / 0.4	67.7 / +0.3 / 30
				67.41	67.4 / 0.0 / 50

Johnson
Greer
Bunch
3-30-50
W.O. 31796

X-section - Alley Block 175
Sampson to Evans.
Btwn Logan & Kearny
San Diego Land & Town Co. Add.

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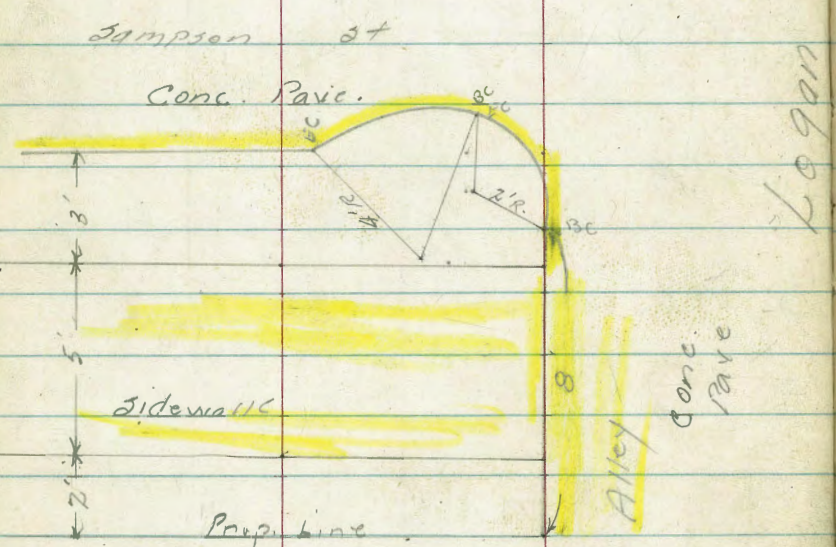
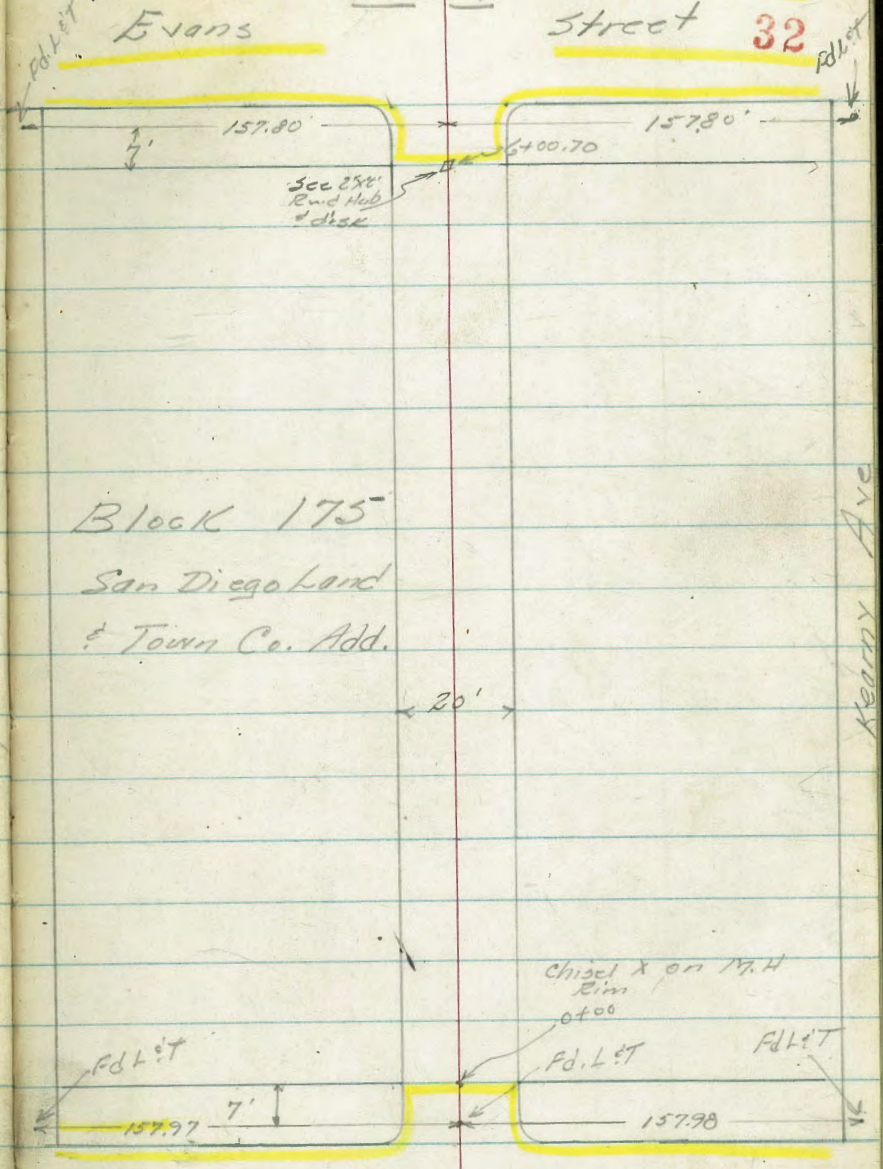
W.K.
APR 3 1950

REDUCED 4-3-50



Sketch (See P-33 for Elevations)

Black Top
Evans
Street
32



Y-section Alley Block 17 Sampson to Evans.

0+50				
T.P.	5.09	72.79	4.70	67.70

(See Sketch P-32)

North West Curb Return Combination Radius 2' & 4'

South west Curb Return = 1' Radius

0+00 = West P.L. Sampson St

Curbs are 20.9 apart

0-10 = West Curb line Sampson St

0-30 = ℄ Sampson Street

T.P.	4.51	72.40	2.73	67.89
B.M.	6.13	70.62		64.49

B.M. N.E.B.P. Logan & Sampson

Lt.	℄	Rt.
66.8 6.0 25	67.1 5.7 10	67.7 5.1 10 / 67.7 5.1 10 / 67.9 4.9 25
	72.79	

67.32 5.08 G — 67.89 4.53 Cb — 2' Radius BC in Alley

67.23 5.17 G — 67.83 4.57 Cb — E.C. of 2' Rad. B.C. of 4' Rad. on Sampson

67.26 5.14 G — 67.89 4.53 Cb — E.C. 4' Rad. on Sampson

66.89 5.51 G — 67.27 5.13 Cb — BC. in Alley

66.64 5.76 G — 67.22 5.18 Cb. — E.C. on Sampson St.

67.57 4.83 Cb — 67.53 4.87 G — 67.26 5.14 G on M.H. Elm — 67.74 4.66 G — 67.89 4.51 Cb — 10'

66.45 5.95 Cb — 50 — 65.91 6.49 G — 67.22 5.18 Cb — 66.64 5.76 G — 11.0 — 66.94 5.46 G — 67.20 5.20 G — 10' — 67.81 4.59 Cb — 67.29 5.11 G — 67.92 4.48 Cb — 18 — 67.78 4.50 G — 50 — 68.42 3.88 Cb

66.25 6.15 — 50 — 67.09 5.31 — 10 — 67.26 5.14 — 67.49 4.91 — 10 — 68.24 4.16 — 50

72.40

1+81 = ℄ Single garage 12.6' to Floor Rt 11.0' to ramp

1+66 = ℄ 2 car garage 12.3' Rt conc. floor

1+61 = Power Pole 8.5' Lt # (Gone)

1+50 =

1+13 = End Conc. found. 4" wide 9.1' to Top 8.8' Lt to footing

9' wide start Conc. found. 8.9' Lt to Footing; 9.2' to Top found.
1+00 = Power Pole 9.3' Rt #490700 H

0+94 = ℄ Single Car garage 13' wide 11.2' to Floor 9' to Ramp Lt

0+69 = 2 Power Poles 9.6' Rt #JPA2181 #915639 H

0+67 = Power Pole 8.2' Lt #A2180

Lt ℄ Rt

67.99 67.75 67.87
4 8° 5 0.4 11° 4 9.2 12.6
12.3'

66.7 67.9 67.5 67.1 67.8
6 4 9 5 2 5 1 5 0
30 10 10 20

68.13 67.48
4 6.6 5 3.1
9.1 8.8'
Top Footing

68.10 67.3 67.4 67.9 67.5
4 6.9 5 5 5 4 4 2 5 3
9.2 8 9 10' 20
Top Found Footing

67.25 67.18
5 5.4 5 6.1
11.2 9
Floor Ramp

77.79

2+87 = ℄ single car garage 10.5 Rt dirt floor

2+83 = End picket fence 10.5' Rt

2+75 = Start barn & Garage 10.2' Lt

2+70 = Power Pole 8.7' Lt #A 2148

2+50 = ℄ 2' conc. walk 10.5' Rt

start 5' Picket fence 9.8' Rt
2+41 = End shed 9.8' Rt

2+32 = ℄ single car garage 13.6' Lt Dirt

2+25 = Start shed 9.6' Rt

2+24 = End House 9.5' Rt

2+12 = Power Pole 8' Rt #D 11396 +

2+10 = Start House 9.7' Rt End Picket fence

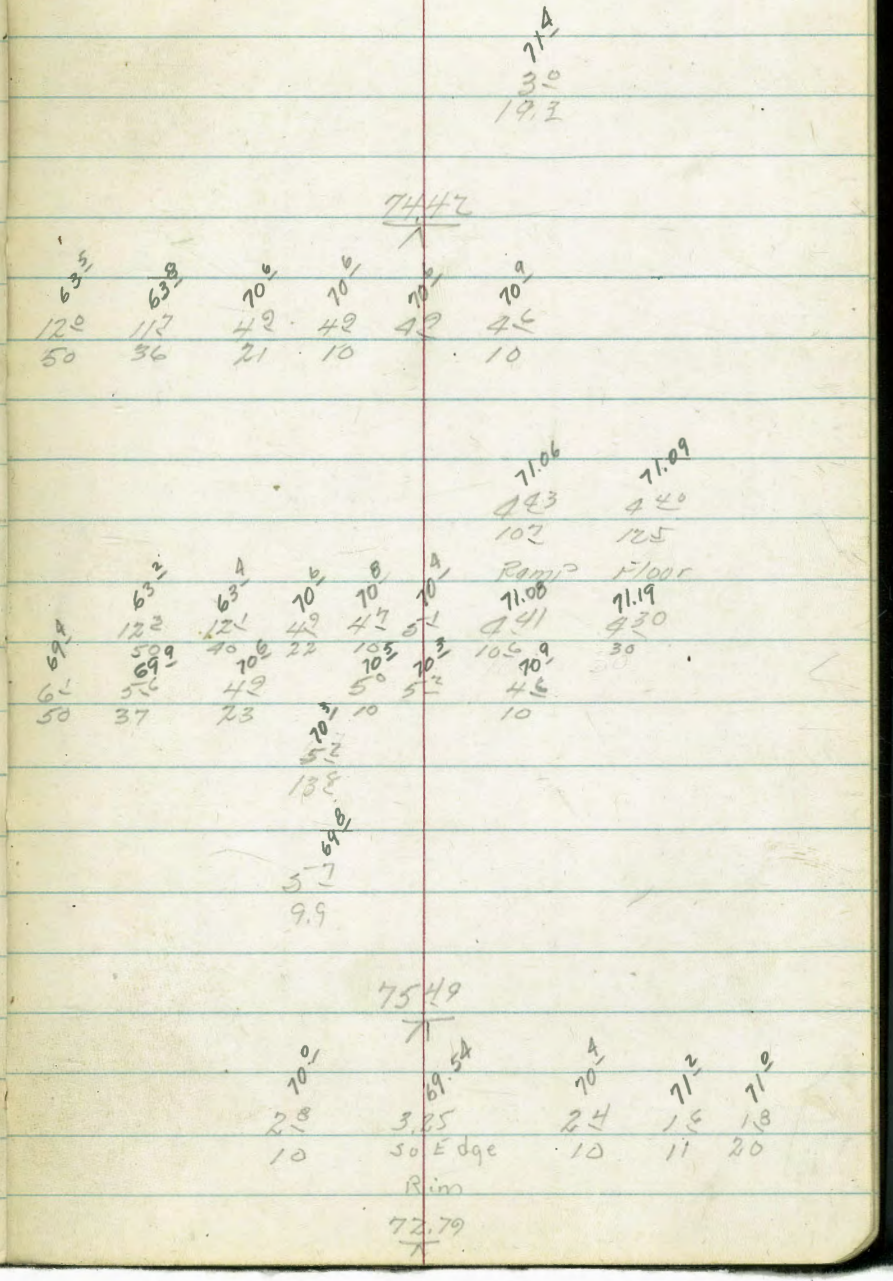
2+10 = [illegible] Pole 8' Rt

2+00

1+96 = 9' Picket fence 9.6' Rt

Lt	℄	Rt
		70.4 / Rt / 10.5 / dirt Floor
69.0 / 3.8 / 10.2 / dirt floor		
67.8 / 5.0 / 30	68.3 / 4.5 / 10	68.3 / 4.5	68.5 / 4.4 / 10.5	68.8 / 4.0 / 20
67.8 / 5.0 / 13.6		
		68.62 / 9.17 / 9.5 / Floor
		68.62 / 9.0 / 9.7 / Floor
66.8 / 6.0 / 30	67.8 / 5.6 / 10	68.1 / 4.7 / 10	68.0 / 4.8	67.7 / 5.1 / 10	68.2 / 4.6 / 20
		72.79

3+93 = ℄ single car garage		dirt floor 19.3' Rt		
3+75 = Power Pole - 7.5' Lt				
T.P.	2.55	74.42	3.62	71.87
3+50 = Power Pole 9.3' Rt #D11245 T.				
3+44 = ℄ single car garage		12.5 Floor Rt 10.9 Ramp Rt		
3+32 = ℄ 9' conc. walk 10.6' Rt				
3+27				
3+18 = ℄ single car garage 13.8' Lt dirt floor				
3+02 = End combination barn & garage 9.9 Lt				
T.P.	5.45	75.49	2.75	70.04
3+00 = M.H.				



4+88 - ℄ Single car garage		14.9' Lt to Floor 8.4' Lt to ramp
4+83 = ℄ Single car garage	12' wide	14.3' Floor 5.7' Rt to Ramp
4+73 = ℄ 5.5'	conc. walk	10' Rt
4+68 = Teler Pole 9.1 Rt #541540 H		
4+58		
4+43 = ℄ Single car garage		12' Rt dirt floor
4+00		

Lt.	℄	Rt
69.31 / 5.9 / 14.9 / Floor	69.24 / 5.18 / 8.4 / Ramp	
		69.47 / 4.95 / 5.7 / Ramp 70.50 / 3.22 / 14.3 / Floor
		70.55 / 3.87 / 10 71.70 / 3.72 / 14.3
69.1 / 5.2 / 50	69.1 / 5.3 / 31 69.4 / 5.0 / 18 69.4 / 5.0 / 10	69.4 / 5.0 70.3 / 4.2 / 10 70.6 / 3.8 / 19 Floor of House
63.5 / 10.2 / 50	63.4 / 11.0 / 35 69.5 / 4.2 / 18 69.5 / 4.2 / 10	69.6 / 4.8 70.4 / 4.0 / 10 70.4 / 4.0 / 14
		70.31 / 4.1 / 12
63.5 / 10.2 / 50	63.5 / 10.2 / 30 70.4 / 4.0 / 17 70.4 / 4.0 / 10	70.4 / 4.0 70.7 / 3.7 / 10 71.7 / 2.7 / 19
		74.42 / 1.7

6+00.70 = East P.L. of Evans.

T.P. 6.87 73.29 8.00 66.42

5+97 = Telephone Pole 9.2' Rt #415636H

5+86 = 2' Pepper tree 9.7' Lt to center

5+50

5+41 = ℄ single car garage dirt Floor 15.7 Lt

5+12 = ℄ single car garage 15' Lt dirt floor

5+00 = Power Pole 8.6' Lt #A2114

4+95 = ℄ drive 11.7' Rt 10.5 wide

Lt.	℄	Rt.
66.89	66.64	66.51
6.40	6.69	6.68
CB 10.5 G		G 10.5 CB

			66.99	67.55
			6.30	5.24
			G 10.5	CB

on Hub on P.L. Station 6+00.70

73.29

68.41	68.51	68.41	68.61	69.71
6.0	5.9	6.0	5.8	4.7
16	10		10	30

68.91
5.5
15.7

69.01
5.4
15.1

69.51	69.51	69.11	69.41	70.31
4.9	4.9	5.3	5.0	4.1
15	10		10	20

69.81	70.20
4.55	4.22
11.7	20.

74.42

			Lt.	℄	Rt.
		O.L. 63.02	N.W.B.P. Logan & Evans		
	10.38	62.91	66.60 / 6.69 G	37.34 / 5.95 BC Cb in Alley	66.60 / 6.69 G	67.30 / 5.93 Cb EC
Northeast Curb Return - 2' Return (Curb is Broken)			66.17 / 7.12 G	66.80 / 6.49 Cb BC in Alley	66.06 / 7.23 G	66.74 / 6.55 Cb EC on Evans
Southeast Curb Return - 2' Radius						
6+30 = ℄ Evans St.			65.77 / 7.52 50	67.10 / 6.19	68.40 / 4.89 50
6+20 = East quarter Evans			65.57 / 7.72 50	66.93 / 6.36	68.27 / 5.02 50
6+10 = East Cb. Line of Evans			65.66 / 7.63 Cb 50	65.09 / 8.20 G	66.74 / 6.55 Cb 125	66.06 / 7.23 G	66.30 / 6.99 G	66.60 / 6.69 G 125	67.36 / 5.93 Cb	67.67 / 5.62 G 50	68.31 / 4.98 Cb
6+02 = East Edge pave-			66.87 / 6.42 Cb 105	66.40 / 6.89 G	66.48 / 6.81 G	66.73 / 6.56 G 105	67.51 / 5.78 Cb
				73.29							

Walker
F. Gregory
G. Pope
R. Sission
5-24-50

Wabash Blvd. Freeway

Federal Blvd. Overcrossing

Cross Section - Bents

0+91.75 Bent #3

0 +81.75

0+61.32 ℄ Col "D"

0+40.88 Col "C"

0+20.44 = ℄ Col B

0+00 = ℄ Col A

0 -10

Self Reading Rod used in Cross Sections

Chk cut Stake Culvert 100' 54.28 ok

T.P. #1 9.39 64.30 2.99 54.91

3.30 57.40 54.10

54.91

Lt	℄	Rt
Cross Sections		

(Note: Other Bridges in FB 2091)

58.6	58.5	58.5
57.9/10	57.8	58.1
57.4/10	57.3	57.5
57.0/10	56.8	57.0/10
56.5/10	56.3	56.8/10
56.5/10	56.1	56.4/10
56.4/10	56.1	56.6/10

= BM on TP #1

on Lt 41+46.86

Brass Pkg in Conc Mon. FB. 2070
BM W.L. 35th Steve Broadway

Federal Blvd. Overcrossing
Cross Sections - Bent #4

	Lt	℄	Rt
T.P.		57.23	
		on R.R. Stake ℄ Col "A" Bent #4	
0+91.75		40' South	
	58.0 (10)	58.1 (3) Toe Slope	75.5 (14) 74.7
0+81.75 ℄ Col E			
	57.8 (10)	57.8 (4) Toe Slope ← uniform →	76.3 (14) 75.8 (21)
0+61.32 ℄ Col D			
	57.4 (10)	57.4 (5) Toe Slope ← Slope uniform →	74.0 (12) 74.5 (17)
0+40.88 ℄ Col C			
	57.1 (10)	57.1 (5) Toe Slope 61.9	62.4 (9) 71.7 (14)
0+20.44 ℄ Col B			
	56.8 (10)	56.8 (5) Toe Slope 62.2	64.6 (3) 63.8 (10)
0+00 ℄ Col A			
	56.7 (10)	56.7 (5) Toe Slope 60.5	62.8 (9) 63.0 (8) 62.3 (10)
0-10			
	56.7 (10)	56.9	59.3 (10) 57.1 (20)

Elev. Con't. From Pg. 40

Walker Federal Blvd

Overcrossing

Cross Sections Bent #2

				Lt.	℄	Rt.	42
		0.01					
		54.10					
		54.11					
T.P.		61.23					
T.P.		60.62	Rock				
0+91.75							
				684 18	68.6 14	58.5 3	58.4
0+81.75 = ℄ Col E							58.2 10
				679 15	67.7 11	58.2 2	58.2
0+61.32 = ℄ Col "D"							58.0 10
				67.5 10	67.2 8	59.7	57.9 1
0+40.88 = ℄ Col "C"							57.7 10
				666 10	66.3 7	55.2 5	61.3
0+20.44 = ℄ Col B							57.4 4
				65.0 10	64.4 4	61.5	56.2 3
0+00 = ℄ Col A							56.8 10
				64.0 10	63.3 4	61.2	56.4 4
0-10							56.3 10
				63.1 10	62.5 4	57.7	56.0 4
		57.23					56.0 10

BM. R.P. P-41

Federal Blvd
overcrossing

X-Section Bent #1

	Lt.	℄	Rt.
0+92	65.0	66.7	68.1
0+81.9 ± ℄ Col F.	69.8 / 10	66.7	67.8 / 10
0+54.7 ℄ Col	64.0 / 10	65.7	66.9 / 10
0+41.00	65.1 / 10	66.8	66.3 / 10
0+27 ± ℄ Col	62.8 / 10	64.1	65.1 / 10
0+00 = ℄ Col A	61.1 / 10	61.9	62.9 / 10
0-10	60.0 / 10	61.1	62.0 / 10

Federal Blvd - Overcrossing

Bent # 5 - Cross Sections

℄ Federal 81.18 Rt ℄ Wabash

		Lt.	℄	Rt
Check cut stake	68.83			
	58.08 = Grd			
0+92	C 10.75			
	C 10.8 = Stake			
		76.2	75.9	74.1
0+81.75				
		75.1	73.8	73.2
		10		10
0+65				
		75.4	74.6	72.7 71.2
		10		3 10
T.P.	71.09			
		74.3	72.9	70.3
		10		10
0+54.5 = ℄ Co1				
		72.4	70.4	68.4
0+40.8				
		66.8	67.0	65.0
		10		10
0+27.4 ℄ Co1				
T.P.	65.78			
		63.7	63.6	63.0
0+19				10
		60.2	59.1	58.1
0+00 = ℄ Co1 "A"		10		10
0-10		57.7	56.9	56.0
				10
	57.23			

BM on RP Hub
Grn 270-66

L Levels - Dupont St.

from Catalina

To Wk. Subdivision

Walker
Pope
A. Sission 7-10-50

L Stations (Note: Distances are from Sub. Maps Revised to 3-30-50)

Cont. on Rt. Page		
1+00		306.3
0+50		303.3
T.P. on Rock & Dupont = 0+00 Ahead		301.45
2+24 = Wk. Savoy		300.4
1+99 = L Savoy St.		299.1
1+74 = E.k. Savoy St.		297.9
1+50		297.0
1+00		295.7
0+50		295.2
0+00 = Wk. Dupont St.		295.4
0-55 = W edge Paving		295.93
0-65 = L Catalina		296.07
T.P.		296.53
T.P.		300.96
		306.50

Note: Discrepancy in B.M.'s on P-47

	0.01
	306.50
Chk Starting B.M.	306.51
T.P.	300.29
Chk Disc. LS 2412	296.53
T.P. L Catalina & S.L. Dupont	296.52
Chk Rock & Dupont	
T.P. opp Page	301.44
T.P. Wk. Dupont	309.66
on 1"x1" E.C. on Taranto	313.85
0+99 = Wk. Sub.	318.7
0+50 = 0+00 Ahead	317.0
2+27 = Wk. Taranto	314.3
2+02 = L Taranto	312.7
1+77 = Wk. Taranto	311.2
T.P.	309.67
1+50	302.6
on Rock & Disc LS 2412	L. Catalina And Sk. Dupont
B.M. on Large Spk &	L Catalina & Rosecroft St.

Levels on CATALINA Blvd.
12.5' East of West Prop. Line
from E. Dupont

Stations			
6+00		67	268.11
+50		59	268.91
5+00		44	270.41
4+50		22	272.61
T.P. 1.16	274.81	12.97	273.65
4+00		11.8	274.82
3+50		9.3	277.32
3+00		6.8	279.82
2+50		4.5	282.12
2+00		2.1	284.52
T.P. 0.39	286.62	12.95	286.23
1+50		12.3	286.88
1+00		9.8	289.38
0+50		7.2	291.98
0+00 = Nl. Dupont		5.0	294.18
0-30 = ℄ Dupont		3.8	295.38
2.65	299.18		296.53

Cont. on p-47

4+73 = opp 20' R on ℄		57	260.24
4+50		56	260.34
4+00		50	260.94
3+50		44	261.54
3+00		39	262.04
2+50		35	262.44
TP 2.46	265.94	11.33	263.48
2+00		11.7	263.11
1+50		11.1	263.71
1+00		10.7	264.11
0+50		9.7	265.11
0+20 opp E.C. on ℄ = 0+00 Ahead		9.2	265.61
6+70.76 = Nl. Temple		8.7	266.11
6+65.76 = ℄ Temple		8.5	266.31
6+23.76 Rim MH 45' Rt.		6.72	268.09 MH. Not
~~6+23.76 45' Rt. on Rim Sewer MH. under Const. complete~~			
6+20.76		7.4	267.41
	274.81		

BM on L.S. Disc ℄ Dupont old ℄ Catalina
P-45

CATALINA BLVD

Levels 12.5' East of West Line

Cont. from P- 46

Stations			
Cont. on Rt. Page			
T.P. 4.58	255.27	4.36	250.69
4+23 Rt cb on Top.		4.52	250.53
4+23 Lt. cb on Top		4.90	250.15
3+73 7.5' Lt. on Exist cb.		4.39	250.66
3+73 = N.L. Sub.	12.5' Rt. on Exist cb	4.07	250.98
3+00		4.8	250.25
2+50		3.4	251.65
T.P. 1.91	255.05	12.80	253.14
2+00		12.8	253.14
+50		11.9	254.04
1+00		10.5	255.44
0+50		7.8	258.14
0+20 E.C. 20' R on Lt.		7.8	258.14
0+00		7.0	258.94
↑ L. Wilcox		6.9	259.04
1+93 = S. Line Wilcox		6.0	259.94
	265.94		
	π from P-46		

Sommermeyer's

S.M. Brass Plg West side Catalina approx L Talbot			0.00
			261.80
chk. S.M. Conc. Mon	1.73		261.80
Mon # 8062-L			0.25 = diff.
N.Y.L.C. Return Catalina + Santa Barbara			260.68
chk. Brass Plg.	2.60		260.93
T.P. 8.96	263.53	0.70	254.57
	25527		

℄ Levels - Wilcox St.
from Catalina
To Sub. Line West of Toronto St.

Walker
Pope
K. Session
7-10-50

℄ Stations	Cont. Rt. Page		
1+80 = ~~E. Line~~ Toronto	1.8	273.73	
1+50	43	271.23	
1+00	8.4	267.13	
T.P. 12.50 275.53	0.53	263.03	
0+50	0.0	263.56	
= 0+00 Ahead			
2+30 = Mk. ~~Savoy~~ Temple	3.1	260.46	
2+05 = ℄ ~~Savoy~~ "	4.2	259.36	
1+80 = E. Line ~~Savoy~~ "	4.6	258.96	
1+50	5.4	258.16	
1+00	5.5	258.06	
0+50	5.3	258.26	
0+00	4.7	258.86	
0-55 = W. Edge Pav.	3.00	260.56	
0-65 = old ℄ Catalina	2.90	260.66	
12.90 263.56		250.66	

			0.01
on Peg S.E. Wilcox & Toronto (Poor)	11.48	276.71	276.70 = P-50
1+60 on Pav. (Poor)	+.73	295.49	
1+35 = East Pav.	+4.8	292.99	
0+90 = Sub. Line	1.8	286.39	
0+50	6.2	281.99	
-0+00			
2+30 = Mk. Toronto	10.0	278.19	
2+05 = ℄ Toronto Or.	12.2	275.99	
T.P. 12.92 288.19	0.26	275.27	
275.53			

B.M. on cb. 7.5 Lt 3+53 - P-47

Levels - Toronto Drive
from Dupont to Eglinton
Sub. Woodland Terrace
& Stations

Cont. on Rt. Page

5+20.59=PRC		11.5	282.39
5+00		10.8	283.09
4+50		8.2	285.69
4+00		5.5	288.39
T.P. 1.86	293.89	12.58	292.03
3+50		13.4	291.21
2+91.86=BC	647.35'R	10.6	294.01
2+50		8.1	296.51
2+00		5.3	299.31
1+50		2.8	301.81
T.P. 0.28	304.61	12.56	304.33
1+00		12.3	304.59
0+50		8.9	307.99
0+26		5.1	311.79
0+00 = Nth. Dupont		4.4	312.49
3.04	316.89		313.85

Cont. P-50

11+75.7=PC 20'R upp		10.3	277.15
11+50		9.1	278.35
11+00		6.3	281.15
10+50		3.3	284.15
T.P. 0.51	287.45	6.95	286.94
10+00		8.0	285.89
9+50		7.0	286.89
9+00		6.0	287.89
8+62.72=E.C.		5.2	288.7
8+00		7.9	285.99
7+50		9.1	284.79
7+00.76=PRC		10.1	283.8
6+50		11.3	282.59
6+00		12.6	281.29
5+50		12.2	281.69
	293.89		

S.M. on 1"x1" N.E. Dupont & Toronto Pts

Toronto Drive

Cont. from P-49

3+76.59 L		12	264.49
3+76.59 on Top Lt. cb.		11.00	265.59
on Top Rt cb.			
3+76.59 = Sub. Line		11.57	265.02
3+68.27 = E.C.		12.0	264.59
3+00		11.3	265.29
2+50		10.1	266.49
2+26.07 = B.C. Lt.		9.4	267.19
2+00		8.5	268.09
1+50		7.0	269.59
1+00		4.8	271.79
Nail in Pole			
T.P. 0.84	276.59	11.7	275.75
0+50		13.5	273.95
0+20		12.5	274.95
0+00 = N. Line Wilcox		11.3	276.15
			0.01
P-48			276.71
Chk Stake SE Wilcox x Toronto		10.75	276.70
11+25.72 = S Line Wilcox		11.2	276.25
	287.45		

SE Wilcox x Toronto P-48

Chk. Stake		4.76	276.70
TP 5.71	281.46	0.84	275.75
4+18.27 Rt curb		11.09	265.50
4+34.91 Lt curb		10.35	266.24
	276.59		

0.01

276.71

℄ Levels - Temple St. Walker Pope R. Session 7-11-50

from Mk Catalina

To Mky Termination

℄ Stations

6+43.6 = Shine Wilcox	10.4		260.08
6+00	9.9		260.58
5+50	9.0		261.48
5+00	8.6		261.88
4+50	8.0		262.48
4+00	7.0		263.48
3+50 on Stake W Prop Line 3+10.60	5.7		264.78
T.P. 3.22	2.70.48	5.82	267.26
3+10.60 = E.C.	8.3		264.78
2+50	8.4		264.68
2+00	8.0		265.08
1+50	7.6		265.48
1+00	7.1		265.98
0+50	6.7		266.38
0+20 = P.C.C.	6.7		266.38
0+00 = Mk. Catalina	6.6		266.48
4.29	273.08		268.09

INDEXED
W.K.
OCT 20 1950

			0.03
		P-47 →	250.66
Chk Top cb 3+73 on Lt		6.45	250.69
T.P. 1.97	257.14	6.55	255.17
2+83.88		7.2	254.52
(2+43.88) 40 Rt.		6.8	254.92
(2+43.88) 30 Lt		7.0	254.72
2+43.88 = ℄ Banjo		7.3	254.42
2+00		6.4	255.32
1+50		5.3	256.42
1+00		4.5	257.22
T.P. 3.33	261.72	12.09	258.39
0+50		12.6	2,577.88
0+20		11.0	259.48
0+00 Ahead = 6+83.6 = Mk. Wilcox 7+23.60		10.3	260.18
	270.48		

BM Rim MH 6+23.76 P-46

Lo Levels - Savoy St.

from Dupont
To Toronto

Walker
Pope
R-Sission
7-11-50

Stations

Cont. on Rt Page

5+69.47 = PRC	9.5	277.20
5+00	11.6	275.10
4+50	12.1	274.60
4+00	11.4	275.30
3+50	9.7	277.00
3+35.92 = BC Lt	9.2	277.50
3+00	7.6	279.10
2+50	5.4	281.30
2+00	3.1	283.60
T.P. 0.32 286.70	12.7	286.38
1+50	12.6	286.05
1+00	10.0	288.65
0+50	6.6	292.05
0+20	3.5	295.15
0+00 = Nly Dupont	1.4	297.25
2.12 298.65		296.53

284.05 ± ER

Chk Starting BM

T.P. 12.49 298.87

= 7+00.76 on Toronto P-49

7+54.75 = P.O.C

		0.00
	2.34	296.53
7+00	0.32	286.38
6+50		Ground Chk 0.1
6+00		P-49 → 283.8
286.70	3.0	283.7
	4.6	282.10
	6.5	280.20
	8.6	278.10

B.M. on Disc L.S. 2.12

Add Catalina
S.W. Dupont,
P-45

X-Sec. For grade Estab't.

Alley Blk 8 La Jolla Shores Unit # 1

10-19-50
W.O. # 25020

Sommermeyer
Begg
Allen

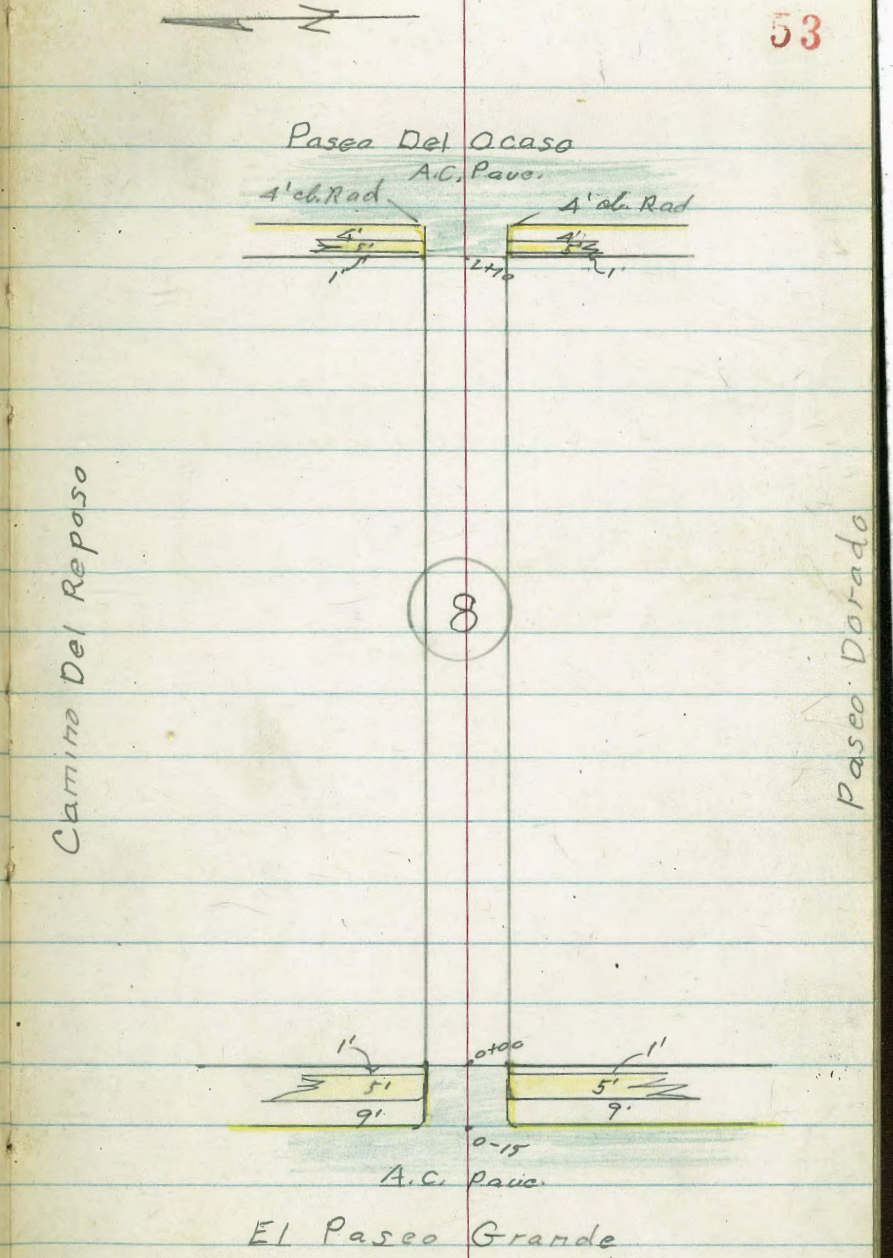
INDEXED
YK.
OCT 20 1950

Used split of curbs for base line.

For work in this Area: See 1564-P17
1285-A60

Reduced and plotted by P. Horn

53



Alley Blk 8 - 10-19-50

La Jolla Shores Unit #1

0+39 17' Lt. = ℄ 7' wide Conc. Apron to Sing Gar.

0+35

0+20 - 24' Rt. = ℄ Sing Gar. Conc. floor

0+00 = End A.C. Pavement
10' Rt. } : end of alley curbs
10' Lt. }
Ely line Paseo Grande

0-11 10' Rt. } : E.C. Alley Ct. Ret.
10' Lt. }

14' Rt. }
14' Lt. } = B.C. 4' Rad alley Ct. Ret.

0-15 = Carb line El Paseo Grande
77' Lt. = B.C. Ct. Ret. Into Camino Del Reposo

Temp. B.M.	3.71	13.05	6.00	9.34
T.P.	4.38	15.34	5.29	10.96
B.M.	8.58	16.25	—	7.67

N ℄ S

54

12.33 / 0.72 / 20' / Gar. floor.

12.09 / 0.96 / 17' / Apron

12.1 / 1.0 / 10

10.5 / 2.6

10.4 / 2.7 / 10

11.6 / 1.5 / 20

11.3 / 1.8 / 10

9.8 / 3.3 / 8

9.6 / 3.5

9.7 / 3.4 / 10

12.22 / 0.83 / 24' / Gar. floor

8.98 / 4.07 / 10 / Ct. end

8.71 / 4.34 / 10 / G

8.67 / 4.38

9.07 / 3.98 / G

9.33 / 3.72 / 10 / end Ct

8.81 / 4.24 / 10 / Ct. E.C.

8.18 / 4.67 / 10 / G

4.32 / 10 / G

3.82 / 10 / Ct. E.C.

4.10 / 5.35 / 77 / Ct

4.13 / 5.92 / 77 / G

8.70 / 4.35 / 14 / Ct. B.C.

8.04 / 4.96 / 14 / G

8.18 / 4.87 / 10

8.39 / 4.66 / 10 / 13.05 ✓

8.53 / 4.52 / 10

8.53 / 4.52 / 14 / G

9.14 / 3.91 / 14 / Ct. B.C.

9.17 / 3.88 / 60 / G

9.15 / 3.30 / 60 / Ct

curb end. 10' Rt of 0+00 - P.53

N.E.B.P. Calle de la Plata & Paseo Dorado

FB 2019
2

Alley Blk 8 La Jolla Shores #1

℄

N S

2+00

15.4 15.4 15.6
3.2 3.2 3.0
10

1+50

14.1 14.6 14.0 14.3 16.2
4.5 4.0 4.6 4.3 2.4
50 10 10 50

1+00

12.9 13.1 12.8 12.9 14.1 14.6
5.7 5.5 5.8 5.7 4.5 4.0
20 10 10 13 30

0+94 - 12' Lt. = end double Garr.

13.56
5.07
122
Floor

0+76 - 12' Lt. = Start double Gar. Conc. Floor.

13.53 13.72 13.4 12.1 13.6 14.1
5.10 5.4 6.2 6.5 5.0 4.5
12 10 10 14 30
Floor

No Floor poured as yet.

0+60 - 14' Lt. = ℄ double Gar. (Under Const.)

13.03
5.60
14
Top of
Conc. foundation

T.P. 7.31 18.63 1.73 11.32

18.63

Alley Blk. 8 - La Jolla Shores Unit #1

Check Orig B.M.	P.5A		8.27	7.67 ✓ (7.67)
T.P.	3.65	15.94	2.71	12.29
T.P.	7.06	15.00	8.22	7.94
Set B.M.	3.48	16.16	5.92	12.68

2+20 Cont.

14' Rt. } = E.C. 4' Rad Cb. Rct.
14' Lt. }

2+20 = Wly. Cb. line Paseo del Ocaso

T.P.	3.47	18.60	3.50	15.13

99 Rt. }
2+16 99 Lt. } = B.C. 4' Rad Alley Cb. Rct.

99 Rt. }
99 Lt. } = Start Alley curbs.

2+10 = Start A.C. Pave. = Approx. Wly line Paseo Del Ocaso.

+ Paseo del Ocaso

Chiseled □ - ctr. S.E. Cb. Rct. Avenida de la Playa

14.05	13.39				16.66	17.20	17.77	
4.58	5.24				1.97	1.43	0.86	
74	74				50	100	100	
Cb. B.C.	G				CL	G	CL	

+ Alto Camino del Reposo

15.19	14.60	14.76	15.03	15.22	15.32	15.98	16.09	
3.44	4.03	3.87	3.60	3.41	3.31	2.75	2.54	
14	14	10		10	14	14	50	
CL E.C.	G		18.60 ✓		G	E.C. CL	G	

15.40	14.99		15.39	15.94
3.23	3.64		3.24	2.79
99	99		99	99
CL B.C.	G		G	CL B.C.

15.65	15.40	15.28	15.10	15.92	
2.98	3.23	3.35	2.93	2.71	
99	99		99	99	
CL	G		G	CL	

18.63

X-Sec. 55th St.

Redlands Dr. - North

Sammermeyer
Beggs
Allen
Bunch

5th Jan 1951
W.O. 25020

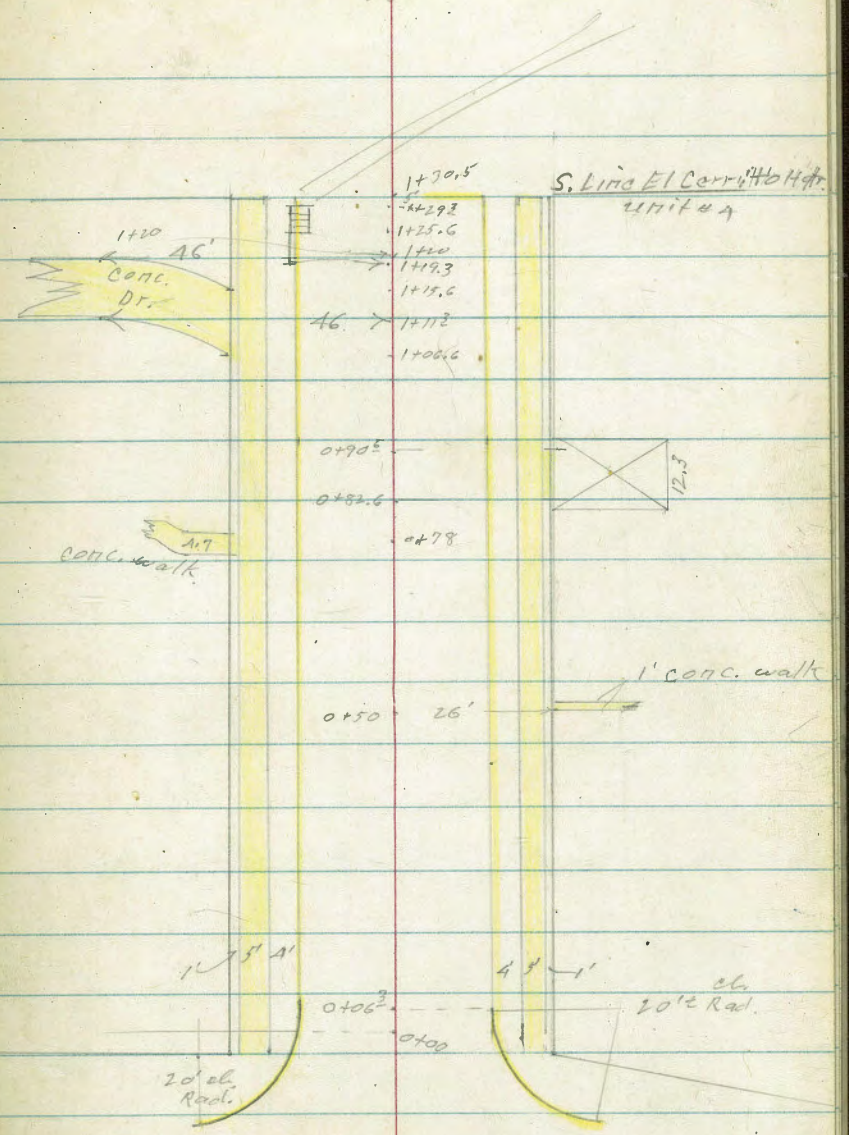
Ref: Sheet 2 Map (No number)
El Cerrito Hgts. Unit "A

0+00 = E.C. N.wly. 20' Rad. ch. Ret.

E.W. = edge of walk.

T.W. = Top of wall.

(W) = Ctr. water meter box



Redlands Dr. Conc. Pave

55th

0+46 - 17' Rt. = small tree

0+37 - 17' Lt. = 10' high tree

0+27.5 17' Rt. = ± 6" diam palm. 4' high

0+20 Cont

0+20 24' Rt. = Line of cobble wall

0+14 17' Rt. = dead man.

0+10.7 17' Lt. = Ctr. 10' high tree

0+09 17' Rt. = Guy pole for poles to south

0+06.3 15' Rt = E.C. 20' Rad. Cb. Ret.

0+05 17' Rt. = Ctr. 6" diam palm.

25' Rt. = line of cobble wall

0+00. 15' Lt. = E.C. 20' Rad. Cb. Ret.

24.5 Lt. = line of 2'± high wood fence.

3.14 439.68 — 436.54

4

		436.1	435.9	435.90		438.0	439.0			
		3.6 / 35	3.8 / 25	3.78 / 24 E.W.		1.7 / 25 T.W.	0.7 / 35			
435.93	435.77	435.72	435.59	435.54	435.84	435.70	436.17	436.19	436.30	
3.85 / 19 E.W.	3.91 / 15 Cb.	4.36 / 15 G	4.09 / 7±	3.84	3.84 / 7±	3.98 / 15 G	3.56 / 15 Cb.	3.49 / 19 E.W.	3.38 / 24 E.W.	
						436.38	436.79			
						3.30 / 15 G	2.89 / 15 Cb.			
436.7	436.50	436.15	436.45	436.74	436.77	436.58	437.17	437.78		
3.0 / 25	3.12 / 15 Cb	3.53 / 15 G	3.23 / 7±	2.94	2.91 / 7±	3.10 / 16 G	2.55 / 16 Cb	2.20 / 25		

439.68

N.W.B.R Redlands Dr. + 55th

55th

0+96 - 17' Rt. = 7" diam. tree

0+90⁶ - 26' Rt. = end Gar. door.

0+90 17' Lt. = 12' high tree

0+82⁶ - 24' Rt. = start Conc. Apron.

17' Rt. = 9" diam tree

0+78 - 24' Lt. = ± 4' wide Conc. walk

0+64 17' Lt. = 10' high tree

0+61 - 17' Rt. = small tree 4' high

0+50 Cent

0+50. Cent

26' Rt. = ± 1' wide Conc. walk.

0+50 16' Lt. = (VN)

4

431.54
8.14
24
Apron
+ E.W.

431.52
8.16
25

431.74
7.94
26
Gar.
Floor

432.0
7.7
46
Back
of
Gar

431.98
7.70
24
Apron.
+ E.W.

431.78
7.90
25

431.8
7.9
26
Gar. Floor

432.96
6.72
31
Δ in
walk.

432.48
7.20
25

432.56
7.32
24
± walk

435.1
4.6
35

434.3
5.4
25

434.02
5.66
24
E.W.

433.94
5.74
19
E.W.

433.91
5.77
15
Ø

433.49
6.19
15
G

433.71
5.91
15

434.01
5.67

434.33
5.35
24
E.W.

435.1
4.6
25

435.60
4.00
26
± walk

435.88
3.80
36
on walk

433.96
5.72
75

433.81
5.87
15
G

434.19
5.49
15
Ø

434.21
5.47
19
E.W.

439.68

55th

1+20 46' Lt. = E.C. on Nly edge Conc. Dr.

1+19.3 15' Lt. = start throat of catch basin

1+15.6 24' Lt. = N.Ely. Cor. Conc. drive

See sketch

1+11.3 46' Lt. = E.C. on Sly edge drive

24' Lt. = end wood fence.

1+06.6 24' Lt. = S.Ely. Cor. Conc. drive

1+00 Cont.

1+00

		433.71	433.35											
		5.97 / 56	6.33 / 46 E.C. on drive											
	423.73	423.38	432.81	429.94										
	5.95 / 56	6.30 / 46	6.87 / 38	9.72 / 24 on drive										
423.74	423.40	432.60	430.24											
5.94 / 56	6.28 / 46 E.C.	6.88 / 38 on drive	9.44 / 24											
			430.50											
			9.18 / 24											
	422.8	431.1	430.95								430.87	430.8	429.0	
	6.9 / 35	8.16 / 25	8.73 / 24 E.W.								8.81 / 24 E.W.	8.8 / 25	10.7 / 40	
430.89	430.94	430.14	430.38	430.58							430.65	430.55	430.08	430.94
8.79 / 19 E.W.	8.76 / 15 ol	9.54 / 15 G	9.30 / 75	9.10							9.03 / 75	9.13 / 15 G	8.80 / 15 ol	8.74 / 19 E.W.

439.68 ✓

55th

2+00

approx. ℄ unfinished road way

1+50 Rod from here on arc on

1+30.5 Cont.

1+30.5 Cont.

5' Rt. = wly end cross curb.

1+30.5E = end Conc. Pave + curbs + walks

T.P. 5.86 434.65 10.89 428.79

15' Lt.
= end throat of catch basin

1+29.3 = end grate

17' Rt. = 5' high tree

1+25.6 = Sly line grate

430.5 ℄

4.1

428.7

5.9

433.0 — 1.6 / 50

428.1 — 6.5 / 29

425.2 — 9.4 / 33

423.0 — 11.6 / 55

431.6	429.6	429.07	429.00		428.41	428.70	428.74	428.81	428.81
3.0 / 30	5.0 / 25	5.56 / 24 E.W.	5.65 / 19 E.W.		6.24 / 15 G	5.95 / 15 cc. Int.	5.91 / 19 E.W.	5.74 / 24 E.W.	5.8 / 25

429.01	428.41	428.20	428.11		428.22	428.79	428.28	428.68	
5.64 / 15 cc. end	6.24 / 15 G	6.45 / 7.5	6.54	434.65	6.43 / 5 Pave	5.86 / 5 cc	6.37 / 7.5 G	5.97 / 7.5 top. E+W cc	

423.14	427.07	428.38
16.54 / 15 Bottom of box	10.61 / 15 cc	11.30 / 15 grate

429.28	428.22
10.40 / 15 cc	11.46 / 15 grate

439.68

55th St.

Reduced By
C.R. Lockhead

3+00

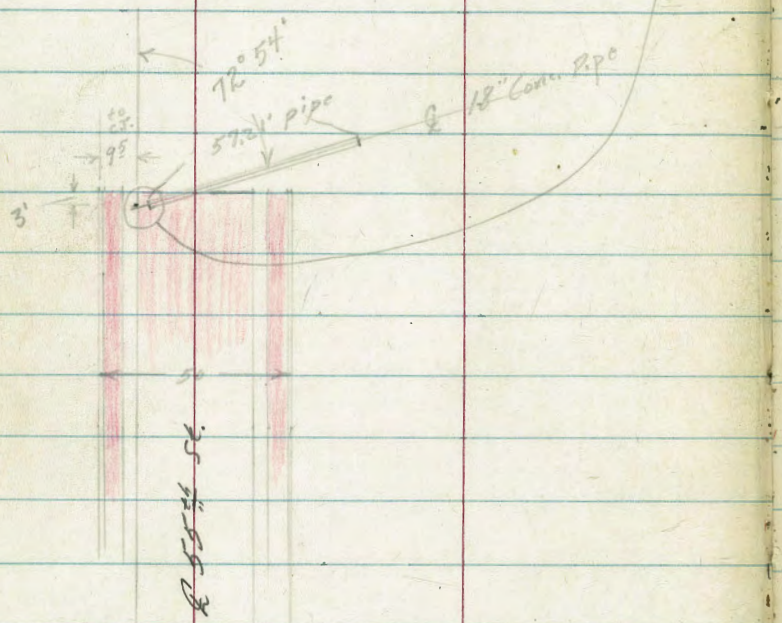
2+50

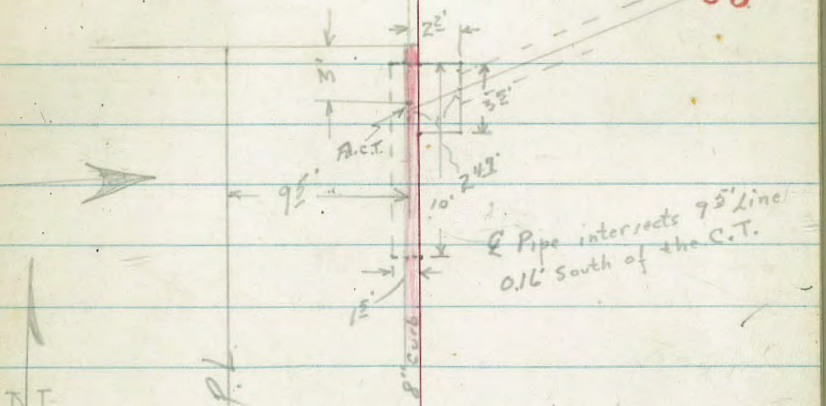
437.0
+0.6
432.9
1.7
434.65

Roberts
Cota
Moore
Clerk
1-12-51
W.O. 25020

Location Storm Drain at End of Conc. Pav. North of Redlands Dr.

INDEXED
JAN 15 1951





N

check			0.90	436.55 = 436.54
T.P.	11.75	437.45	0.81	425.70
				415.64
INVERT EASTERLY END CULVERT				10.52
T.P.	1.30	426.61	12.28	425.21
				422.24
INVERT WESTERLY END CULVERT				14.23
BM	0.95	437.49		436.54

NWBP
Redlands Dr.
℄ - 55.4 Pt.

Roberts
Cota
Moore
Clark
1-12-51
W.O. 25020

X-Sect Redlands Drive
55th St. to Westly. Line
Redlands Gardens
(To Establish Grade)

Lt | C | Rt

0+50

0+00 W.P.2 55th
Pav. Edge 0.15 short (Levels on Pav. Edge)

Center Exist. Curb Return

0-10 W. Curb Line 55th

0-25 C 55th

BN 5.62 4421.6 436.54 NW13 P Redlands & 55th 442.16

	Lt	C	Rt
0+50	433.4	433.0	432.4
	8.8 25	9.2 15	9.8 13
0+00	437.65	437.30	436.74	436.83	436.86
	4.53 242 Bk. Edge walk	4.86 172 cb	5.37 172 Gut	5.33 72	5.30
Center	437.59	437.25
	4.57 cb	4.91 Gut
0-10	438.19	437.74	437.76	437.39	437.30	437.27	437.07
	3.97 100 cb	4.42 100 Gut	4.70 35 cb	4.77 35 Gut	4.86 25	4.94 15	5.09
0-25	438.35	438.07	437.91	437.81	437.68
	3.83 100	4.09 50	4.25 25	4.35 15	4.48

	Lt	C	Rt
0+50	432.5	434.6	435.0	435.1
	9.7 14	7.6 17	7.2 25	7.1 35
0+00	436.67	436.31	436.18	436.19
	5.51 72	5.45 172 Gut	5.38 172 cb	5.20 242 3K Edge walk
Center	436.36	436.73
	5.80 Gut	5.41 cb
0-10	436.67	436.40	436.19	436.56	435.60	436.02	432.66	433.08
	5.49 15	5.76 25	5.97 35 Gut	5.60 35 cb	6.56 50 Gut	4.14 50 cb	9.50 100 Gut	9.08 100 cb
0-25	437.33	437.04	436.12	433.10
	4.83 15	5.12 25	6.04 50	9.06 100

Cont'd From Page 64

					Lt							Rt	
					424.6	425.6	426.5	426.1	426.5	426.4	428.0	429.3	430.3
					8.2	7.2	6.3	6.7	6.5	6.4	4.0	3.5	2.5
					35	25	15	14		15	18	35	35
1+50													
											431.69		
1+13	35' Rt w. Side Garage										1.06		
											35' Floor		
T.P.	3.46	432.75	12.87	429.29					433.75				
					428.6	429.1	429.4	429.5	429.5	429.3	431.6	431.57	
1+00	35' Rt E. Side Edg Garage				13.6	13.1	13.0	13.7	13.0	12.9	10.6	10.57	
					35	25	14	13		15	25	35' Floor	
					430.2	430.1	429.6	429.0		429.8	433.2	433.1	433.8
0+90					12.0	12.1	12.6	12.2		12.4	9.0	8.5	8.4
					25	13	12			15	19	25	35
						432.30							
0+71	28' Lt to W. Side Garage					7.86							
						28' Floor							
						432.23							
0+56	28' Lt to E. Side Garage					9.93							
						28' Floor							
		442.16							442.16				

Cont'd From Page 65

Check		429	436.54 = 436.54	
T.P.	8.72	440.83	0.64	432.11
3+00	Our Line Produced Sta. Ahead			
2+50	on our Line			
2+048				
1+64	15.3 Rt & 3' Conc. Walk & Steps			

432.75

Lt	℄	Rt
	422.6	
	10.2	
	424.0	
	8.8	
425.3	424.8	424.5
9.5	8.0	8.3
35		15
424.1	425.0	421.3
8.7	7.8	5.5
25	14	18
426.54		427.9
6.21		4.19
15 Batt. Step		25
428.35		428.86
4.40		4.12
18 Top Step		35
428.99		429.85
3.76		2.90
25 conc		35 conc

Reduced By C.R. Lochhead

432.75

Newell St.

INDEXED
APR 3 1951

Clove to Wabaska
X-Sec. for grade Est.

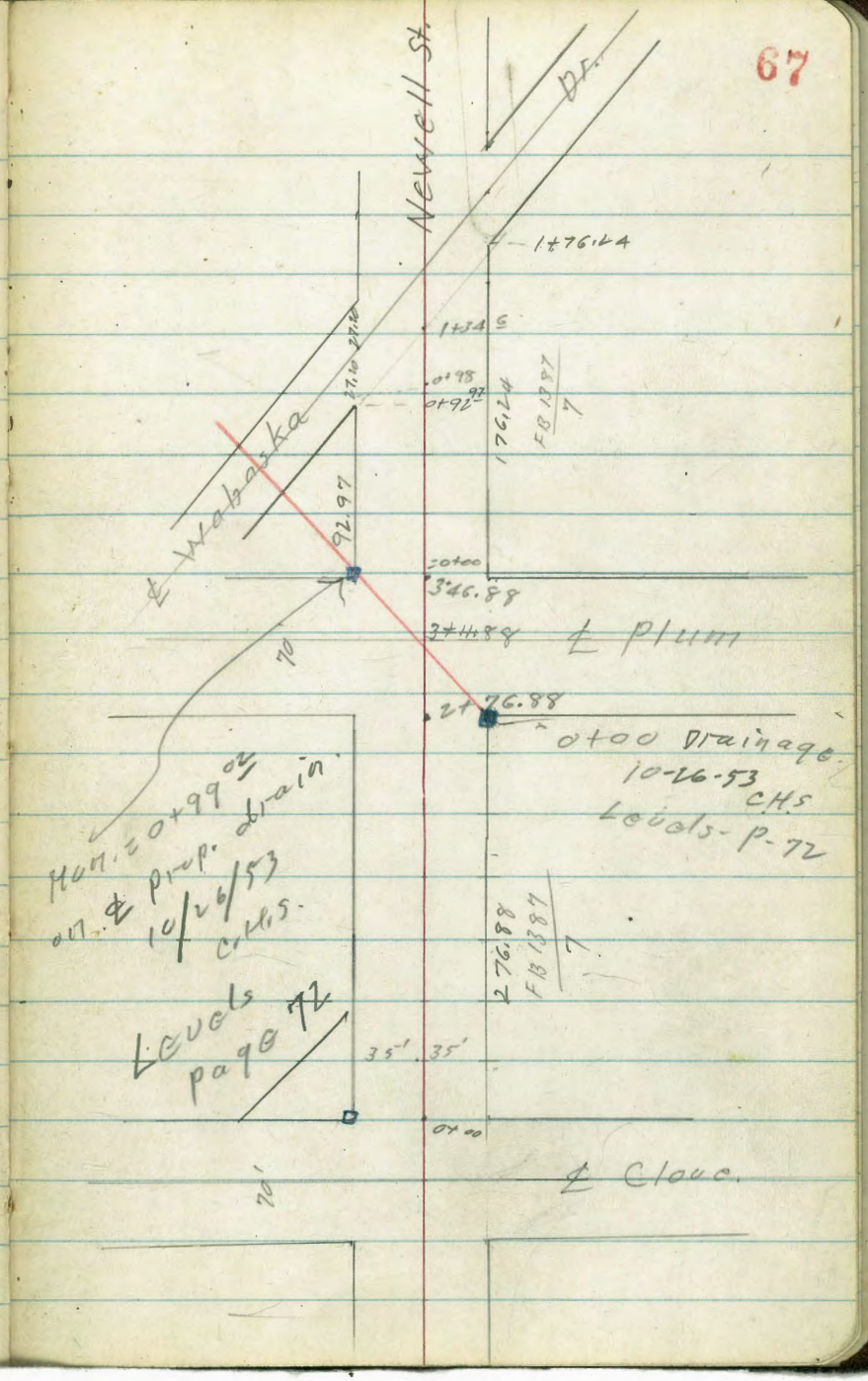
Sommermeyer
Begg
Wierciszewski
Welker

■ = Fd Mon
□ = Fd. ½ Hub.

2-Apr.-1951
W.A. 25426

F.B. 1387-7
1803-A
T.P. Book 26

Reduced 12-1951
RW Daily



Newell

T.P.	1.93	103.51	13.02	101.58
1+38	1' Rt. = ℄ 2' wide Conc. walk			
1+16 - 0⁴ Rt. = ℄ 2' wide Conc. walk				
1+00				
0+78⁵ - 36' Lt. = end Conc. Dr.				
0+70⁵ 36' Lt. = start Conc Drive				
0+50				
0+00 = Ely. Line Clove.				
T.P.	7.52	114.60	0.71	107.08
T.P.	11.34	107.79	1.85	96.45
B.M.	12.28	98.30	—	86.02

℄

104.13 — 10.17 / 1 — 104.40 — 10.20 / 11

105.91 — 8.69 / 04 — 106.03 — 8.57 / 10 9

104.99 — 9.6 / 35 — 106.9 — 7.7 — 107.8 — 6.8 / 35

107.59 — 7.01 / 36

106.50 — 8.10 / 35 — 107.91 — 6.69 / 36

108.6 — 6.0 / 35 — 109.5 — 5.1 — 110.6 — 4.0 / 35

108.8 — 5.8 / 35 — 110.6 — 4.0 — 112.2 — 2.4 / 35

114.60

Wly. X. - M.H. ℄ Oliphant & Clove

1803 / 13

Newall St.

0+00

3+46.88 = Ely. Plum.

40' Rt. → Start 6" Conc. wall.

3+37 - 39.5 Rt. → Start conc. Dr. (East + west.)

Set B.M. S.W. Prop. Mon.	1.24	90.85	Plum + Newall	
3+11.88 ℄ Plum.				
2+76.88 Ely. Plum				
T.P.	1.24	92.09	12.66	90.85
2+50				
2+00				
1+69 - 35' Rt. = ℄ double Gar.			dirt floor.	
1+56 49' Lt. = ℄ 5' wide walk or			conc. slab.	
1+50				

699 — 22.2/35

76.7 ℄ — 15.4

82.7 — 9.4/35

82.2 — 9.9/395 B. wall.

85.3 — 6.8/395 top

84.75 — 7.34/40 drive

84.87 — 7.22/56 S.W. cor drive

77.5 — 14.6/35

84.6 — 7.5

87.1 — 5.0/35

84.6 — 7.5/35

88.1 — 4.0

92.09

91.3 — 0.8/35

86.7 — 16.8/35

90.9 — 12.6

94.3 — 9.2/35

94.4 — 9.1/35

97.1 — 6.4

99.3 — 4.2/35

1000 — 2.5/35

100.34 — 3.17/59

100.21 — 3.30/49

100.1 — 3.4/35

101.5 — 2.0

103.51

102.4 — 1.1/35

Newell

T.P.	7.15	62.50	11.91	55.35
1+34.6	℄ intersect { s.wly. line Wabaska. Edge Pave.			
0+92.97	38' Lt. = wly edge wabaska Pave. Wabaska on left			
T.P.	0.38	67.26	13.10	66.88
0+50				
0+34	39.5 Rt. = end house			
T.P.	0.81	79.98	12.92	79.17
0+12	40' Rt. = end drive at gar. west ent. / 39.5 Rt. { Also = start stucco house & Gar / & end 6" conc. wall			

℄

43.3 — 24.0 Pave

45.3 — 22 / 3

55.5 — 11.8 / 35

~~24.0 / 5 Pave.~~ ~~℄ End~~

43.8 — 23.5 / 38 Pave.

44.4 — 22.9 / 35

54.7 — 12.6

62.7 — 4.6 / 35

67.26

57.2 — 22.8 / 35

66.0 — 14

71.1 — 8.9 / 35

76.3 — 3.7 / 39.5 End.

79.98

81.0 — 11.1 / 39 End.

79.4 — 12.7 / 39.5 Base wall

85.2 — 6.9 / 39.5 top wall

84.69 — 7.40 / Ac drive & Gar.

92.09

Newell

4.38 $\frac{0.03}{58.12}$

for grade, etc. Wabaska.
See new Wabaska. plans

35' Rt. = Intersect. s.wly. Wabaska
1+76 24 32 Rt. = edge pave

0 1+58± 35' Rt = 1 1/4" pipe R.E. 913

(58.15) N.W. Prop. Mon. Newell + Willow.

41.8 43.6
20.7 18.9
32 35
Ond.

52.8 52.88
9.7 9.62
35 pipe
Ond.

62.50

Proposed Drain
Newell & Plum. 10/26/53
W.O.# 31738

C.H.S.
Begg
Oltman
Scholin

Sketch on Page 67

Por. of block north of Newell St. & East of Plum St. has been closed.

This line follows most direct route to present ~~wash~~ existing wash & probable future drain. See the Wabaska free way plans.

0 + 03

0 + 00 = S.Wly. Cor. Plum & Newell

0.46 91.31 — 90.85

91.0
0.3

91.7
0.2
91.31

Mon S.Wly. Prop. Plum & Newell
Page 69

T.P. 1.76 69.68 12.45 67.92

1+07

0+99.02 = ½ = Ely cor. Plum + Nowo"

0+85

T.P. 0.30 80.37 11.24 80.07

0+70

0+60

0+40

0+04

½

68.4 68.9 68.7

12.0 11.5 11.7
10

76.4 74.5 74.1

6.0 5.6 6.3
10

80.37

78.6 79.9 79.9

12.7 11.4 11.4
10

81.4 81.5 81.3

9.9 9.8 10.0
10

87.8 87.4 87.7

3.5 3.9 3.6
10

89.8 89.6 89.7

1.5 1.7 1.6
10

91.31

℄

1+64 = - intersect A.C. Pave.

1+63

T.P. 2.66 49.80 13.21 47.14

1+50

1+46

T.P. 2.81 60.35 12.14 57.54

1+40

45 58 | 45 40 | 45 19

4.22 | 4.40 | 4.61
10 | | 10

46 6 | 46 4 | 46 2

3.2 | 3.4 | 3.6
10 | | 10

49.80

53 9 | 52 7 | 47 0

6.5 | 7.7 | 13.4
10 | | 10

55 4

5.0

60.35

57 0 | 57 2 | 58 6

12.7 | 12.0 | 11.1
10 | | 10

69.68

		36.6	36.4	36.1
2+17		13.2	13.4	13.7
		10		10
		34.2	34.1	34.1
2+12	= Bottom of wash	15.6	15.7	15.7
		10		10
		39.2	39.5	41.0
2+06		10.6	10.3	8.8
		10		10
		46.0	45.9	45.8
1+94		3.8	3.9	4.0
		10		10
		45.92	45.77	45.42
1+84	= Leave Pave.	3.88	4.03	4.38
		10		10
		46.0	45.72	45.52
1+74	= ± Pave.	3.80	4.08	4.28
		10		10
			49.80	

55.63 mini Ashtown Kw.ft.

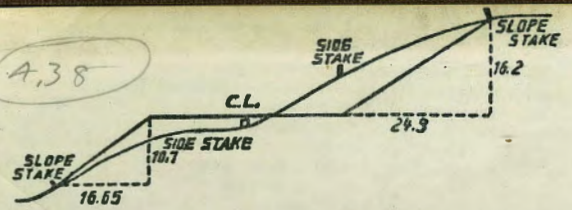
5516 " Kapier "

5513 Walker "

18.74
9.37
5516
5525.37

22873
29196
5120.59 E.C. P.R.C.
180.17
7+00.76 P.R.C.
1.61.96
8+62.72 P.R.C.
1+19.72
11+9

(4.38)



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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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