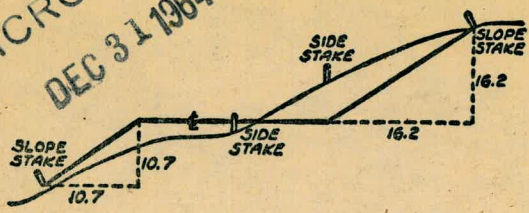


2060

1951

MICROFILM  
DEC 31 1964



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

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

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill 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.

-476

1.60  
13.34  
14.94

INDEXED  
to page #33

155.47  
40.82  

---

114.65

35.47  
43.92  

---

115.5

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 indicated by the double entry method.

IMPROVED TABLES  
AND  
INFORMATION

cut tangent. 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  $L$  may be found by dividing tangent (or external) - opposite 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 to well.

## INDEX

1

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Survey lot corners, Pacific Beach	27-
Curb levels Redwood - <sup>31<sup>st</sup> to Herman</sup> <sub>32<sup>nd</sup> to Bancroft</sub>	28-33
Check bench marks - Redwood St.	34-35
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Milton " " "	58-63
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First & Island, levelson paving N.E. Cor.	72
First & J " " "	73
X Sec Alley - Blk 127 Rhoades Add. <sup>32d to</sup> Walbank Freeway	74

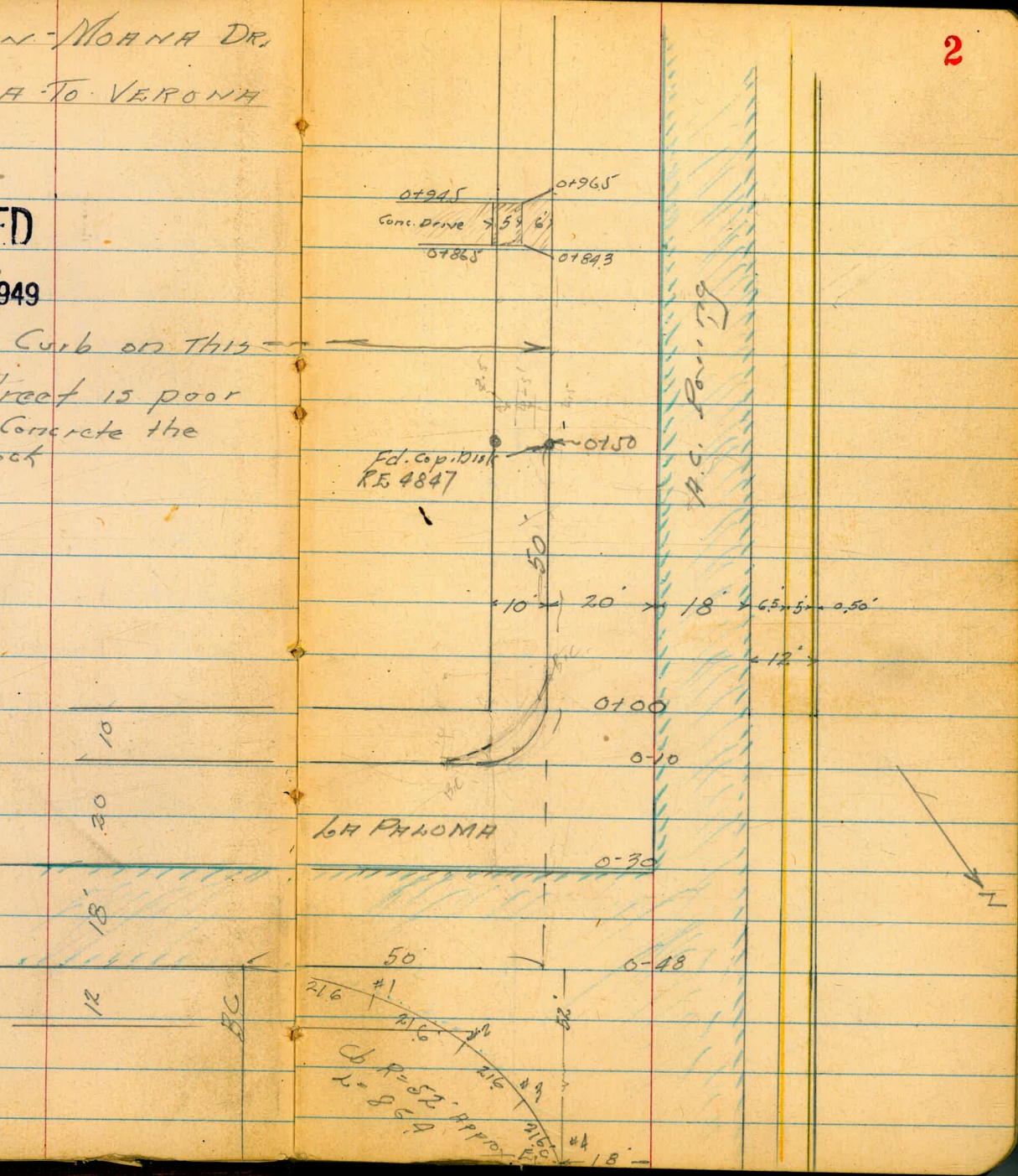
CROSS SECTION - MOHNA DR.

From L.H. PALOMA TO VERONA

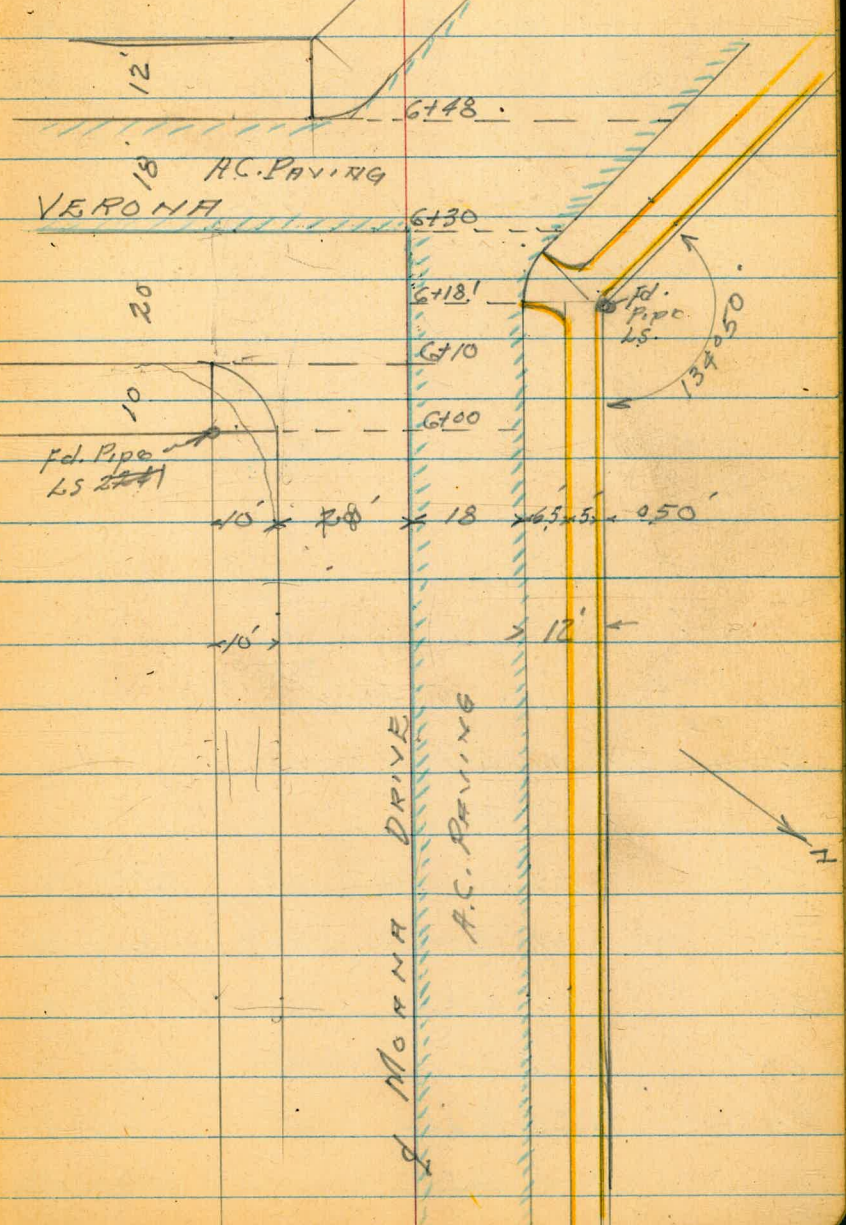
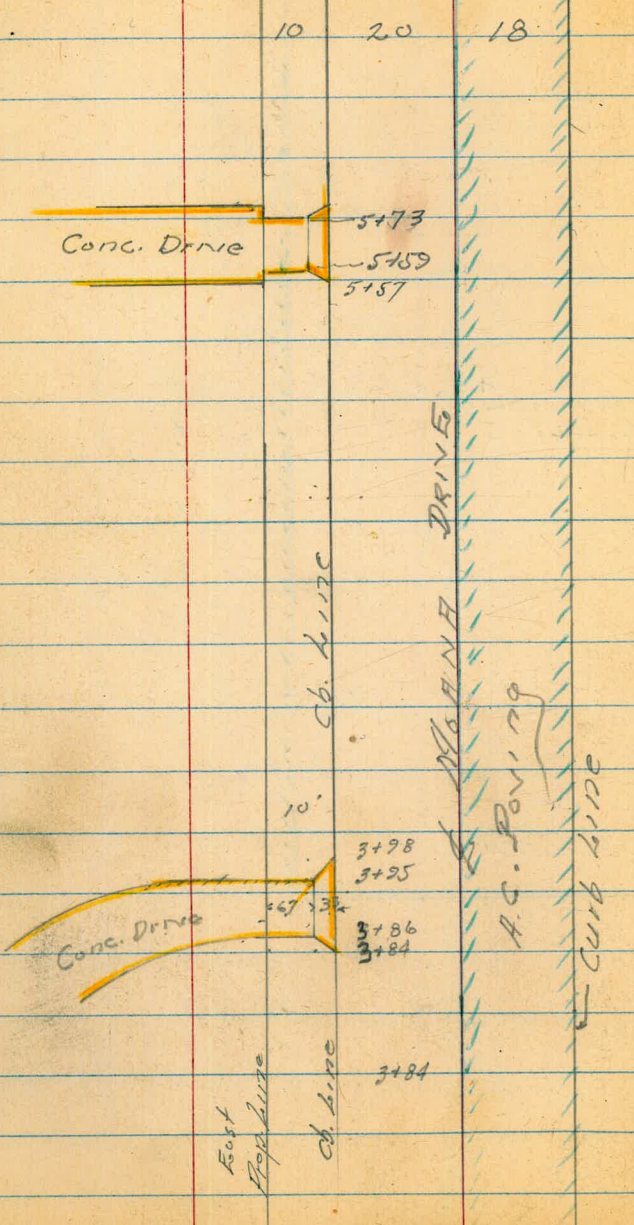
Walker  
F. Gregory  
Papa  
R. Sission  
11-29-49

**INDEXED**  
W.K.  
NOV 30 1949

Note: The Curb on this side of street is poor Grade of Concrete the entire block



216 #1  
216 #2  
216 #3  
216 #4  
216 #5  
216 #6  
216 #7  
216 #8  
216 #9  
216 #10  
216 #11  
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216 #38  
216 #39  
216 #40  
216 #41  
216 #42  
216 #43  
216 #44  
216 #45  
216 #46  
216 #47  
216 #48  
216 #49  
216 #50



Moana Drive Cross Sections

0-48

769	873	664	790	643	670	599	585	524	520	506
120	120	70	70	30	20		18	18	245	295
cb.	Gut	cb.	Gut	Par.	Par.	Par.	Gut	cb.	Walk	Walk

265.95	267.64	266.98	267.85	267.98	268.29	268.43	269.04	269.08	269.22
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------

Rt. 4

B.C. on Gut	Gut	266.98
		730
		267.64
B.C. on La Polizza	cb.	664
		267.13
# 1 on Gut		715
		267.74
# 1 cb		684
		267.37
# 2 Gut		691
		267.94
# 2 cb.		634
		267.55
# 3 Gut.		673
		268.16
# 3 cb.		612
# 4	Gut.	267.64
		664
# 4		
B.C. on Moana	cb.	598

274.28

NE Returns

TP	052	274.28	1082	273.76
TP	015	284.58	803	284.43
TP	545	292.46	040	287.0
TP	12.15	287.41	006	275.26
TP	13.25	275.32	043	262.07
	11.68	262.50		250.82

B.M. SW BR. CATALINA & VERONA FB1671

Moana Dr. Cross Sections

0+94.5

274.21 Lt 272.80  
 007 272.88  
 39 140 148 272.07  
 on Drive Walk Walk in Drive

0+86.5

274.15 272.5 272.4 271.77  
 013 177 186 251  
 39 31 26 20  
 on Drive on Drive Gut Drive

0+84.5

272.17  
 2.11  
 20  
 cb.

0+50

271.6 270.83 270.1 271.09 270.53 271.16 271.25 271.37  
 27 345 42 319 375 312 303 291  
 30 20 20 Pav 18 18 245 295  
 cb. Gut Pav Gut, Cb. Walk Walk

0+03 cb. on Rt.

474

0+00 to 0+40 (Replace cb on Lt.)

268.76 268.6 269.34 268.83 269.54 269.58  
 50 552 57 494 539 474 470  
 20 20 Pav 18 245 295  
 cb. Pav Gut Walk Walk  
 in Drive

0+00

L Ret SE

Gut

59

L Ret SE.

Cb.

550

0-10

52.0 269.08  
 120 cb.  
 6.1 268.18  
 120 Gut  
 480 269.48  
 35 cb.  
 5.8 268.48  
 95 Gut  
 Ground  
 477 269.51  
 70 cb.  
 5.7 268.58  
 70 Gut  
 Ground  
 558 268.73  
 30 cb.  
 6.1 268.2  
 30  
 5.8 268.5  
 20  
 5.8 269.10  
 Pav.  
 5.56 268.72  
 18 Pav.  
 in Drive  
 486 269.42  
 245 Walk  
 477 269.51  
 295 Walk

0-30

266.78 267.82 268.4 268.4 268.69 268.5 269.19 269.25 269.33  
 750 646 592 589 559 574 509 503 425  
 120 Pav. 70 30 20 Pav. 18 cb. 245 295  
 Pav. Pav Pav Pav Walk Walk

274.28



Moana Dr.

3+24 = beg. 3 Conc. Wolk

3+00

2+50

2+00

1+50

T.P 11.05 284.81 052 273.76

1+00

0+965 20 Lt. on cb. 126

27428

Lt. 2 ft.

6

	2814	281.1	280.4	280.99	280.53	281.18	281.22	281.30
	3.4	3.70	4.4	3.82	4.28	3.63	3.89	3.51
	30	20	20	Par.	18	18	24.5	29.5
		cb.			Par.	cb.	Wolk	Wolk
	279.5	279.03	278.2	279.03	278.51	279.16	279.20	279.32
	5.3	5.78	6.6	5.78	6.30	5.65	5.61	5.49
	30	20	20	Par.	18	18	24.5	29.5
		cb.			Gut.	cb.	Wolk	Wolk
	277.5	276.97	276.11	277.06	276.47	277.10	277.16	277.29
	7.3	7.84	8.7	7.75	8.34	7.71	7.65	7.62
	30	20	20	Par.	18	18	24.5	29.5
		cb.	Gut.		Gut.	cb.	Wolk	Wolk
	275.5	274.96	273.8	275.10	274.5	275.12	275.1	275.3
	9.3	9.81	11.0	9.71	10.70	9.69	9.66	9.55
	30	20	20	Par.	18	28	24.5	29.5
		cb.				cb.		
				284.81				
	273.0	272.86	272.1	273.07	272.52	273.13	273.18	273.33
	1.3	1.42	2.2	1.21	1.76	1.15	1.10	0.95
	30	20	20	Par.	18	18	24.5	29.5
		cb.			Gut.	cb.	Wolk	
				27428				

Moana Dr. Cross sections

4+25

65	752	85	762	804	740	752	724
30	20	20	Par	18	18	245	275
	cb.	cut		Gut.	cb.	Walk	Walk

4+20 30' Lt. = 2' 30" Euc Tree

4+00

83	826	91	846	893	827	826	820
30	20	20	Par	18	18	245	295
	cb.			Gut.	cb.	Walk	Walk

3+95

868	865	914
30	233	20
	8k.	17
	in Dr.	Dr

3  
3+86 = Beg Conc Drive

3  
3+84 20' Lt. on cb 887

890	885	947
30	233	20
Dr	8k. in Drive	in Drive

3+98 to 4+20 cb on Lt. Not Very Good

T.P. 260 29343 038 284.43

3+75

0.5	062	13	085	128	065	061	051
30	20	20	Par	18	18	245	295
	cb.			Gut.	cb.	Walk	Walk

3+50

12	158	24	187	232	165	158	150
30	20	20	Par	18	18	245	295
	cb.			Gut.	cb.	Walk	Walk

3+27 = End 3' Conc Walk on Lt.  
284.81

226	264
30	20
Walk	cb.
	= Walk

284.81

# Moana Drive Cross Section

				Lt.		Rt.	
6+00 = N. King Veranda				288.3	288.21	287.71	288.33
5+75 20' Lt. on cb	5.35			5.1	5.22	5.72	5.14
				30	20	18	24.5
					cb	cb	Wolk
							Below cb
5+73				289.97	289.28	288.10	288.29
				346	415	60	510
				55	415	20	18
				Garage Floor	Drive Dr	in Drive	
5+59				289.93	289.35	287.96	288.29
				350	408	547	613
				55	415	235	20
				Garage Floor	Drive	Wolk	in Drive
5+57 20' Lt. on cb	5.50			288.3	287.90	287.3	288.43
5+50				5.1	5.53	6.1	5.00
5+15 18" Euc Tree 30' Lt				30	20	20	24.5
					cb		Wolk
5+00				288.7	287.41	287.23	287.91
4+99 = 30" Euc Tree 25' Lt				4.7	5.4	6.20	5.52
4+75 to 5+24 Pool cb. on Lt				30	28	20	24.5
					cb		Wolk
4+75				287.8	287.2	287.13	287.47
				5.6	6.2	6.30	5.86
				30	27	20	29.5
					cb		Wolk
4+50				287.5	286.65	286.53	286.84
				5.9	6.6	6.90	6.50
				30	28	20	29.5
					cb		Wolk
						29.34.3	

88

Moana Dixie Cross Sections

Lt.

R

Rt.

9

chk.

0.05

FB 1843 P 285.36  
 Chk Hub & Alley 0100 717 285.41  
 T.R. 422 292.58 507 288.36

6+48 Cont.

558

287.22	288.43	287.81	288.43	287.80
62/ 5.00	5.62	5.00	5.63	
90 42	42	30	30	
cb	cut	cb	cut	

6+48 5 cb. varona on Lt.

288.22	287.60	288.13	287.54	287.49	287.03	286.27	285.47	286.08
52/ 5.83	5.30	5.82	5.94	6.40	7.16	7.96	7.33	
20 15	15	15	18	18	29	43.3	43.3	
cb	cut	cb	cut	Por.	Por.	cut	cb	

6+30

287.84	288.02	287.95	287.84	287.19	286.73	287.35
5.59	5.41	5.48	5.59	6.24	6.70	6.08
90	30	20	18	18	25	25
Por.	Por.	Por.	Por.	Por.	cut	cb

6+18.4 BC 10' R on Rt

287.90	287.5	288.09	287.87
5.53	5.97	5.34	5.56
18	18	18	29.5
Por.	Por.	cb	Walk

6+10

2.93.43

287.65	287.5	288.26	287.7	287.7	288.02	287.57	288.19	286.17	288.13
5.78	5.9	5.17	5.7	5.7	5.41	5.86	5.24	5.26	5.30
65	65	30	30	20	18	18	18	24.5	29.5
cb.	cb.	cb.	Por.	Por.	cut	cut	cb.	Walk	Walk

Cross Sec. for Paving

Alleys # 99 - #103 - #104 Mission Beach

Bk. 99

10

1-18-50

W.D.# 31690

Sommermeier  
McCoy  
Allen  
Fay

INDEXED

W.K.

JAN 20 1950

• = Foli. L+T. or disk

x = cut cross in Conc.

Yellow = Exist Pavc. & Cbs.

Map 1809 - sheet 5

Tie sheet # 1246

F.B. 1866

34 to 51

Soil samples to Lab. 1/21/50

Reduced - 8/1/50  
B.h.C.

Bayside lane

Alley is set  
on split of  
courts.

See F.B. 1866

34 to 39

Isthmus Ct.

Island Ct.

Soil  
Samples

1+50

sample # 1 = top fill 0.9 (average  
thickness)

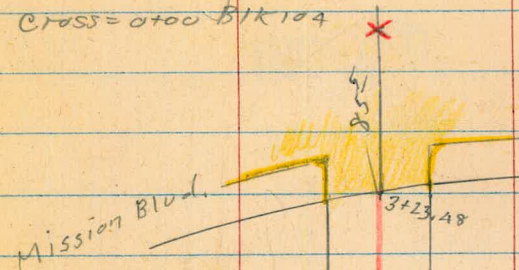
sample # 2 = original soil

Mission Blvd.

Alley BIK 103 Missio Beach

Levels - P. 12

Cross = 0400 BIK 104



• = Ed. Ltr. or disk

x = out cross

(W) = water meter

2 soil samples <sup>at</sup> 2+00

#1 = top 1 1/2'

#2 = between 1' below surface to 2' below surface

Soil samples to Lab. 1/21/50

Alley produced thru from strand way to Bayside Lane. Misses split of courts by 0.03 at Mission Blvd.

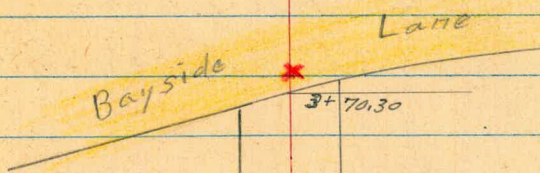
strand way 93.07

93.07

Alley BIK 104 M.B.

Levels - P 19

11



80'

Jamaica Ct.

at 1+50 2-soil samples

#1 = top 1'

#2 = 2nd 1'

Soil samples to Lab. 1/21/50

0400

Alley BIK. 103 M.B.  
 sketch P. 11 Lt.

1/18/50

12

11' Lt. = end garage

0+27 8<sup>8</sup> Lt. = end conc. Apron.

5.96	5.65
<u>2.38</u>	<u>2.66</u>
11.2	8.8
Car. floor	Apron

0+22 9<sup>E</sup> Rt. = (N)

0+10 8<sup>S</sup> Rt. = start conc. slab.

9.59

2.20  
8.0

11<sup>2</sup> Lt. = start double Car.

0+09 9<sup>1</sup> Lt. = start Conc. Apron.

6.11	6.00
<u>2.23</u>	<u>2.28</u>
11.2	9.2
Car. Floor	Apron

12<sup>2</sup> Rt. = house

0+05 - 8<sup>E</sup> Rt. = 7<sup>E</sup> wide steps to house

6.62	7.97
<u>1.72</u>	<u>0.37</u>
8.5	12.8
top of bottom step	top step at house

0+00 = Ely strand way = end pavement

6.59	6.23
<u>1.75</u>	<u>2.11</u>
8	8
6.60	1.74

- 0-10 4 Strand Way

5.24	6.32
<u>2.06</u>	<u>2.02</u>
8	8
8.34	2.02

T.P.	2.04	8.34	3.29	6.30
Santa Barbara Place				
+ seawall	2.56	9.59	—	7.03 S.M.B.P.

0+60 10<sup>L</sup> Rt. =  $\pm$  4' wide trash burner  
 (Brick)  
 # RA. 938

0+59 8' Rt. = Back edge pole

0+50<sup>L</sup> 7<sup>S</sup> Lt. = start conc. slab.

3.96  
 4.36  
 78

0+50 11<sup>L</sup> Lt. = end garage  
 7<sup>S</sup> Lt. = end Conc. Apron

4.33	4.00	3.95	4.8	4.0
4.01	4.34	4.36	4.8	4.3
112	8	78		8

0+31 11<sup>L</sup> Lt. = Car.  
 7<sup>S</sup> Lt. = start Apron to double Car.

4.57	4.31	4.50
3.97	4.03	3.84
112	102	72

0+30<sup>S</sup> 7<sup>S</sup> Lt. =  $\pm$  6" wide 1<sup>S</sup> high  
 N.S. Conc. wall.

0+30

4.6	4.7	4.8
3.7	3.6	3.5
8		8

0+29 8<sup>S</sup> Rt. = end Conc. Slab.

5.25  
 3.06  
 88

8.34



1+00

0+90: 9' Lt. = (W)

0+89 8<sup>2</sup> Lt. = E 3<sup>5</sup> wide conc. walk

0+88 7<sup>8</sup> Rt. End conc. Apron

0+87 8<sup>2</sup> Lt. = end conc. slab.

0+71 7<sup>2</sup> Rt. = Apron to double Gar.  
End conc. slab. + start

0+69 9' Rt. = (W)

0+65 7<sup>2</sup> Rt. = start conc. slab

0+64<sup>5</sup> { 9<sup>0</sup> Lt. = start stucco Apr.  
8<sup>2</sup> Lt. = start conc. slab  
8<sup>0</sup> Lt. = end conc. slab

7.1  
8

1.96  
6.38  
8<sup>2</sup>  
walk

7.01  
6.27  
8<sup>2</sup>

2.9  
5.4  
8

3.30  
5.04  
8<sup>2</sup>

7.2  
7.1

5.8

3.29  
5.05  
8

7.0  
8

1.93  
6.41  
7<sup>8</sup>  
Apron

2.59  
5.75  
7<sup>2</sup>

2.61  
5.93  
7<sup>2</sup>

14

2.67

5.67  
10<sup>2</sup>  
Gar. Floor

2.71  
5.63  
10<sup>2</sup>  
at Gar.

2.82  
5.52  
8

8.34

Alley B/K 103 M.B.

15

1+50

$\begin{array}{r} -0.6 \\ 8.9 \\ \hline 8 \end{array}$

$\begin{array}{r} -0.6 \\ 8.9 \\ \hline 8 \end{array}$

$\begin{array}{r} -0.5 \\ 8.8 \\ \hline 8 \end{array}$

1+49 9<sup>L</sup> Rt. = end 8' wide walk

$\begin{array}{r} -0.86 \\ 9.20 \\ \hline 9 \end{array}$

1+46 - 14<sup>o</sup> Lt. =  $\frac{1}{2}$  3' wide Conc. walk

$\begin{array}{r} -0.4 \\ 8.70 \\ \hline 14 \end{array}$

1+41 9<sup>L</sup> Rt. = start 8' wide *Conc. walk* Nuts.

$\begin{array}{r} -0.4 \\ 8.7 \\ \hline 9 \\ \text{Grid} \end{array}$       $\begin{array}{r} -0.6 \\ 9.00 \\ \hline 9 \end{array}$

1+40 9<sup>L</sup> Rt. = end double Gar.

$\begin{array}{r} -0.21 \\ 8.55 \\ \hline 9 \end{array}$   
Floor

*Conc. floor. No Apron*

1+38 - 14<sup>o</sup> Lt. =  $\frac{1}{2}$  Sing Gar.

$\begin{array}{r} -0.7 \\ 8.27 \\ \hline 14 \\ \text{Floor} \end{array}$

*Conc. floor. No Apron.*

1+22 9<sup>L</sup> Rt. = start double Gar.

$\begin{array}{r} -0.3 \\ 8.0 \\ \hline 8 \end{array}$

$\begin{array}{r} -0.2 \\ 8.1 \\ \hline 8 \end{array}$

$\begin{array}{r} -0.1 \\ 8.4 \\ \hline 8 \end{array}$       $\begin{array}{r} -0.15 \\ 8.52 \\ \hline 9 \end{array}$   
Floor

8.34

Alley BIK 103 M.B.

16

2+12 8' Lt. = start Conc. Apron to double Car.

-1.24  
5.17  
10  
Car.  
-1.39  
5.27  
8  
Apron

+11 - 8' Lt. = (W)

+10 - 9' Lt. = (W)

10<sup>2</sup> Lt. = 4' wide Conc. walk  
2+09 8<sup>2</sup> Lt. = End 2' wide E.+W. Conc. Walk

-1.11  
4.79  
10<sup>2</sup>  
-1.27  
5.15  
10<sup>2</sup>  
-1.27  
5.15  
8<sup>2</sup>

2+00

-1.4  
5.3  
8  
-1.6  
5.5  
-1.7  
5.6  
8  
-1.5  
5.4  
30

8<sup>3</sup> Lt.  
1+91 = start 2' wide E.+W. walk

-1.30  
5.18  
8<sup>3</sup>  
walk

T.P. 4.50 3.88 8.96 -0.62

3.88

1+73 8' Lt. = (W)

1+71 8<sup>5</sup> Lt. = end Conc. Car port

-0.66  
9.00  
8<sup>5</sup>

1+58 9<sup>2</sup> Rt. = back edge pole # P.A. 75A

1+54 - 8<sup>5</sup> Lt. = start Conc. Car port.

-0.54  
8.88

8.34

2+73 8<sup>2</sup> Rt. = back edge Pole P.A. 778  
 2+69 8<sup>2</sup> Lt. = End 2' wide walk

-1.12  
 5.00  
 8<sup>2</sup>

2+68 7' Lt. = (W)

-0.94  
 4.82  
 106  
 Car. floor

-1.10  
 4.98  
 8<sup>2</sup>  
 Apron + walk

Also = start 2' wide E+W. Conc. walk.  
 2+59 8<sup>2</sup> Lt. = End Conc. Apron

-0.93  
 4.81  
 106  
 Car. floor

-1.11  
 4.99  
 8<sup>2</sup>

double Car.  
 2+45 8<sup>2</sup> Lt. = start Conc. Apron to

2+42 8<sup>2</sup> Lt. = ± 2' wide Conc. walk

-1.22  
 5.10  
 8<sup>2</sup>  
 walk

-1.2  
 5.1  
 8

-1.4  
 5.3

-1.6  
 5.5  
 8

2+39 - 8<sup>2</sup> Lt. = end 2' wide E+W. Conc. walk.

-1.28  
 5.16  
 8<sup>2</sup>

2' wide E+W. Conc. walk.  
 2+28 8<sup>2</sup> Lt. = end Conc. Apron + start

-1.25  
 5.13  
 101  
 Car. floor

-1.31  
 5.19  
 8  
 Apron + walk

3.88

Alley Blk. 103 M.B.

4184 4.11 4.61 - 0.73 ✓

T.P. Chisel x 0100 Alley Blk 102

shots in gutter

3+35<sup>t</sup> = Gutter line Mission Blvd

3+24<sup>8</sup> 8' RT. = start cl. + pave.

3+23<sup>48</sup> start pavement

3  
2+21<sup>5</sup> 8' LT. = start cl. + paving

2+97 13' RT. = N.E. Cor. frame house

+82 10' RT. = (W)

2+80

18

4.11

$\begin{array}{r} -0.72 \\ 4.60 \\ \hline 4.88 \\ 8 \end{array}$	$\begin{array}{r} -0.97 \\ 4.85 \\ \hline 5.82 \\ 8 \end{array}$	$\begin{array}{r} -0.96 \\ 4.84 \\ \hline 5.80 \\ 8 \end{array}$	$\begin{array}{r} -0.93 \\ 4.81 \\ \hline 5.74 \\ 8 \end{array}$	$\begin{array}{r} -1.00 \\ 4.88 \\ \hline 5.88 \\ 8 \end{array}$
--	--	--	--	--

$\begin{array}{r} -0.49 \\ 4.37 \\ \hline 4.86 \\ 8 \end{array}$	$\begin{array}{r} -0.35 \\ 4.26 \\ \hline 4.61 \\ 8 \end{array}$
--	--

$\begin{array}{r} -0.47 \\ 4.35 \\ \hline 4.82 \\ 8 \end{array}$	$\begin{array}{r} -0.25 \\ 4.13 \\ \hline 4.38 \\ 8 \end{array}$
--	--

$\begin{array}{r} -0.30 \\ 4.18 \\ \hline 4.48 \\ 8 \end{array}$	$\begin{array}{r} -0.33 \\ 4.21 \\ \hline 4.54 \\ 8 \end{array}$	$\begin{array}{r} -0.50 \\ 4.38 \\ \hline 4.88 \\ 8 \end{array}$	$\begin{array}{r} -0.4 \\ 4.13 \\ \hline 4.53 \\ 8 \end{array}$
--	--	--	---

$\begin{array}{r} -1.10 \\ 4.9 \\ \hline 6.0 \\ 8 \end{array}$	$\begin{array}{r} -1.13 \\ 5.1 \\ \hline 6.23 \\ 8 \end{array}$	$\begin{array}{r} -1.1 \\ 5.0 \\ \hline 6.1 \\ 8 \end{array}$	$\begin{array}{r} -0.8 \\ 4.7 \\ \hline 5.5 \\ 8 \end{array}$
--	---	---	---

$\begin{array}{r} -1.2 \\ 5.1 \\ \hline 6.3 \\ 8 \end{array}$	$\begin{array}{r} -1.5 \\ 5.3 \\ \hline 6.8 \\ 8 \end{array}$	$\begin{array}{r} -1.2 \\ 5.1 \\ \hline 6.3 \\ 8 \end{array}$
---	---	---

Alley Bk. 104

0+24 8<sup>4</sup> Lt. = end conc. apron to double Gar.

$$\begin{array}{r} .051 \\ 4.62 \\ \hline 102 \\ \text{Gar.} \end{array}$$

$$\begin{array}{r} .063 \\ 4.74 \\ \hline 84 \\ \text{Apron} \end{array}$$

19

0+05 8<sup>6</sup> Lt. = start apron to double Gar.

$$\begin{array}{r} .050 \\ 4.61 \\ \hline 102 \\ \text{Gar. floor} \end{array}$$

$$\begin{array}{r} .068 \\ 4.77 \\ \hline 86 \end{array}$$

0+04 10<sup>2</sup> Lt. = 2' wide walk.

$$\begin{array}{r} .062 \\ 4.73 \\ \hline 102 \end{array}$$

0+01<sup>3</sup> 8' Rt. = end Cl. + Paving

$$\begin{array}{r} .074 \\ 4.88 \\ \hline 8 \end{array}$$

$$\begin{array}{r} .10 \\ 5.1 \end{array}$$

$$\begin{array}{r} .089 \\ 5.00 \\ \hline 8 \\ \text{G} \end{array}$$

$$\begin{array}{r} .079 \\ 4.90 \\ \hline 8 \\ \text{Cl.} \end{array}$$

0+00 = end pavement

$$\begin{array}{r} .06 \\ 4.7 \\ \hline 8 \end{array}$$

$$\begin{array}{r} .073 \\ 4.84 \end{array}$$

0-01<sup>E</sup> 8' Lt. = End Cl. + Pave

$$\begin{array}{r} .079 \\ 4.70 \\ \hline 8 \\ \text{Cl.} \end{array}$$

$$\begin{array}{r} .069 \\ 4.80 \\ \hline 8 \\ \text{Pave} \end{array}$$

0-10<sup>±</sup> = Gutter line Mission Blvd.

$$\begin{array}{r} .112 \\ 5.23 \\ \hline 48 \\ \text{G} \end{array}$$

$$\begin{array}{r} .115 \\ 5.26 \\ \hline 8 \\ \text{G} \end{array}$$

$$\begin{array}{r} .119 \\ 5.30 \end{array}$$

$$\begin{array}{r} .121 \\ 5.32 \\ \hline 8 \\ \text{G} \end{array}$$

$$\begin{array}{r} .131 \\ 5.42 \\ \hline 48 \\ \text{G} \end{array}$$

0+65<sup>E</sup> 8<sup>E</sup> Rt. = 2' wide conc. walk.

-1.13	-0.69	-0.49
5.24	4.80	4.60
8 <sup>E</sup>	11	20

0+65 { 10<sup>E</sup> Lt. = start Conc. Apron to  
9' Rt. = (W)

-0.22	-0.67
4.33	4.78
122	10.2
Bar.	Apron
Floor	

0+64<sup>E</sup> 10<sup>E</sup> Rt. = end Bar.  
8<sup>E</sup> Rt. = end Conc. Apron

-0.8	-1.3	-1.1	-1.10	-0.51
4.9	5.4	5.2	5.21	4.68
8		8	8 <sup>E</sup>	10 <sup>E</sup>
		Apron	Apron	Floor Level

0+52 10<sup>E</sup> = double Bar. + Apron  
8<sup>E</sup> Lt. = end apron to ~~Bar.~~  
former Bar.

-0.59	-1.10	-0.51
4.70	5.21	4.62
8 <sup>E</sup>	8 <sup>E</sup>	Floor of Bar
	Apron	

0+37 8<sup>E</sup> Rt. = start apron to double  
Bar.

-1.09	-0.66
5.20	4.77
8 <sup>E</sup>	10 <sup>E</sup>
Apron	At Bars

0+31 walled up. Garage now Apartment  
8<sup>E</sup> Lt. Also = Conc. Apron to EX. Bar.  
8<sup>E</sup> Lt. = End conc. slab.

-0.55	-0.7	-1.2	-1.1
4.69	4.8	5.3	5.2
8 <sup>E</sup>	8		8
slab			
+ Apron			

0+27 7' Lt. = (W)

0+25 9' Lt. = (W)

0+24<sup>L</sup> 8<sup>E</sup> Lt. = start conc. slab.

-0.44
4.55
8 <sup>E</sup>

1+34 8<sup>1</sup> Rt. = ± 4' Conc. walk

0.41  
4.48  
8<sup>1</sup>  
walk

1+33 Rt. = 7<sup>5</sup> Rt. = (W)

1+20 8<sup>5</sup> Lt. = start Conc. Apron to double Gar.

5.55  
4.62  
10<sup>2</sup>  
Floor  
-0.03  
4.70  
8<sup>5</sup>  
Apron

1+16 12<sup>2</sup> Rt. = ± Sing. Gar. Conc. floor.

-0.03  
4.90  
12<sup>2</sup>  
Floor

1+15 9 Rt. = (W)

1+00 12<sup>1</sup> Rt. = ± Sing. Gar. Conc. floor

-0.08  
4.9  
8  
-0.10  
5.1  
8  
-0.10  
4.91  
12<sup>1</sup>  
Floor

0+91 7<sup>2</sup> Rt. = Back edge Pole # A818

8<sup>5</sup> Lt. = (W)  
0+79 13<sup>5</sup> Lt. = ± Sing. Gar. dirt floor

-0.05  
4.6  
13<sup>5</sup>  
Floor  
4.97

TP 4.72 4.97 4.76 -0.65

0+75 10<sup>4</sup> Lt. = end Conc. Apron to Single Garage

-0.20  
4.36  
10<sup>4</sup>  
Garage  
Floor  
-0.11  
4.82  
10<sup>4</sup>  
conc



1+59 8<sup>0</sup> Lt. = End Conc. apron

-0.33  
4.40  
11  
Floor  
Gar

-0.11  
4.78  
8<sup>0</sup>  
Apron

1+58 9<sup>L</sup> Rt. = End Conc. Apron to  
Double Gar.

4.49  
4.56  
9<sup>L</sup>

4.17  
4.24  
11<sup>L</sup>  
Gar. Floor

1+50 8<sup>L</sup> Lt. = start Conc apron to  
Sing. Gar.

-0.23  
4.40  
11<sup>L</sup>  
Floor

-0.65  
4.72  
8<sup>L</sup>  
Apron

-0.5  
4.9  
8

-1.0  
5.1

-0.6  
4.7  
8

1+47 11<sup>L</sup> Lt. = 2' wide Conc. walk

-0.49  
4.56  
11<sup>L</sup>  
walk

1+46 10' Lt. = end Conc. slab.

-0.53  
4.60  
10

1+38 8<sup>L</sup> Lt. = (W)  
10' Lt. = start Conc. slab.  
Gar.

-0.62  
4.69  
10  
slab

-0.52  
4.59  
8<sup>L</sup>  
Apron

-0.15  
4.25  
10<sup>L</sup>  
Floor

1+36 8<sup>L</sup> Lt. = End Conc. Apron +  
Double Gar.

-0.78  
4.63  
10<sup>L</sup>  
Floor

-0.89  
4.96  
8<sup>L</sup>  
Apron

4.07

2+06 7<sup>3</sup> Lt. = end Conc. Apron to

-2.19

4.26	-0.51
10.2	7.2
Floor	Apron

2+04 8.14 RT = start Conc. Apron.  
8.6 RT = End board fence + tile base

-0.60	0.19
4.87	3.88
8.4	22.1
5 lab	Car. floor

2+00 7' RT = (W)

-0.51	-0.5	1.0	-0.7
4.58	4.9	5.1	4.8
7.2	7.2		8
on apron	end		

1+93 7<sup>3</sup> Lt. = Apron + garage

-0.18	-0.51
4.25	4.58
10.2	7.2
Floor	

1+88 - 8<sup>6</sup> RT = start board fence with  
1 tile high  
12"x12"x6" Hollow tile base.

1+79 7<sup>3</sup> Lt. = start Conc. apron to

-0.15	-0.46
4.25	4.53
10.2	7.2
Car. floor	Apron

1+77 8<sup>3</sup> Lt. = 3' wide Conc. walk  
9' Lt. = (W)

-0.17
4.62
8.2
walk

Alley Bk. 104 M.B.

±

24

Pole #RA 848 3.09 3.30 3.86 0.21 ✓  
T.P. Nail in N. side

2+65 7<sup>2</sup> Rt. = (W)

2+60 8<sup>2</sup> Rt. = end Conc. apron to  
single Bar.

-1.18  
5.25  
8 ±  
Apron  
-0.71  
4.78  
12 ±  
Floor

2+50

-0.5  
4.6  
8  
-0.5  
4.9  
-1.1  
5.2  
8

2+48 8<sup>2</sup> Rt. = end lath house  
8<sup>2</sup> Rt. also = start Conc. apron to  
single Bar.

-1.15  
5.25  
8 ±  
Apron  
-0.71  
4.78  
12 ±  
Bar, floor

2+41 8<sup>1</sup> Rt. = back edge pole #RA 848

-0.3  
4.2  
10 ±  
walk  
-0.5  
4.7  
10 ±  
Grd

2+35 10<sup>2</sup> Lt. = ± 2' wide flag stone walk

2+25 10<sup>2</sup> Lt. = ± single Bar dirt floor.

-1.1  
5.0  
10 ±

2+22 9<sup>1</sup> Lt. = (W)

2+18 8<sup>2</sup> Rt. = start lath house

2+15 8<sup>2</sup> Rt. = End Conc. apron  
10<sup>2</sup> Lt. = ± single Bar dirt floor.

-0.9  
5.0  
10 ±  
dirt floor  
-0.59  
4.94  
8 ±  
apron  
0.19  
3.88  
22 ±  
Bar, floor

4107

Alley Blk 104 MB.

€

25

+20 12.3 Rt End Conc. Apron Single Gar.

-1.00	7.19
4.30	14.2
12.3	Gar. Floor
Apron	

+11 12.4 Rt Begin Conc. Apron Single Car Gar

-1.02	7.08
4.32	14.2
12.4	Gar. Floor
Apron	

3 +08 11.7 Rt. End Conc. Apron Single Car Garage

-0.42	3.61
3.72	14.0
11.7	Gar. Floor

+9.6 11.6 Rt Begin Conc. Apron Single Car. Garage

-0.43	3.63
3.73	14.0
11.6	Gar. Floor
Apron	

+94 { 11.3 Lt ± 3' conc. Walk  
11.6 Rt ± 3' " "

-0.34	-0.49	-1.0	-0.7	-0.44
3.64	1.2	4.3	4.0	3.76
11.3	8		8	11.6
End Conc. Walk				End Conc. Walk

+88 8.9 Rt End Fence

+82.5 8.6 Lt End Conc. Apron Double Garage

-0.19	-0.74
3.49	4.04
11.7	8.6
Gar. Fl.	Apron

182 8.6 Lt 2 (W)

2+67 8.6 Lt Cor. Conc. Apron - Double Garage

-0.20	-0.57
3.50	3.87
11.6	8.6
Gar. Fl	

3.30

Alley Blk. 109. 17.B.

check 3+90  
Rim M.H. 1866 Elev -248

$\begin{array}{r} 7330 \\ 575 \\ \hline -275 \end{array}$

+80± & Bayside Lane - Section on & Lane

-1.69  
 $\frac{4.99}{40}$

-1.81  
 $\frac{5.11}{40}$   
Noline  
Alley

-1.84  
 $\frac{5.17}{40}$   
Soline  
of Alley

-1.88  
 $\frac{5.18}{40}$   
26

+74 8.0 Rt. Edge Paving

-1.61  
 $\frac{4.91}{8}$   
Paving

+70.30 & Begin Paving

-1.79  
 $\frac{5.09}{8}$   
Paving

-1.4  
 $\frac{4.7}{8}$

+68 8.3 Rt. End Board Fence

-1.4  
 $\frac{4.91}{8}$   
Paving

-1.4  
 $\frac{4.7}{8}$

+65.8 8.0 Lt Start Paving

-1.0  
 $\frac{4.3}{8}$

-1.3  
 $\frac{4.6}{8}$

-0.9  
 $\frac{4.5}{8}$

+51 9.6 Lt End Frame House

+34.5 8.5 Lt Gas Service and Meter

-1.0  
 $\frac{4.3}{8}$

-1.2  
 $\frac{4.5}{8}$

-0.5  
 $\frac{4.1}{8}$

+25 9.5 Lt Start Frame House

3+22 8.5 Rt Start Board Fence

5.30

Roberts  
Garber  
Moore  
Clark  
W.O. 27001  
W.O. 27067  
4-11-50

Survey Lot Corners  
of W. 165' of N. 310' of E 1/2  
of Lot 48  
Pacific Beach

TP 27?

GB 256

Map 1873 # 254

INDEXED

VRK  
APR 18 1950

~~27103~~  
27103

See 3963-B

□ = Set 2" x 2" Redwood Hub & Disc  
○ = Set Ld. plug & Disc  
Red = Proposed Dedication

Lamont & Chalcedony : -

Fd. Ld. & C.T. S.W. Cor 7' x 7'

Lamont & Missouri : -

Fd. Ld. & C.T. S.W. Cor 7' x 7'

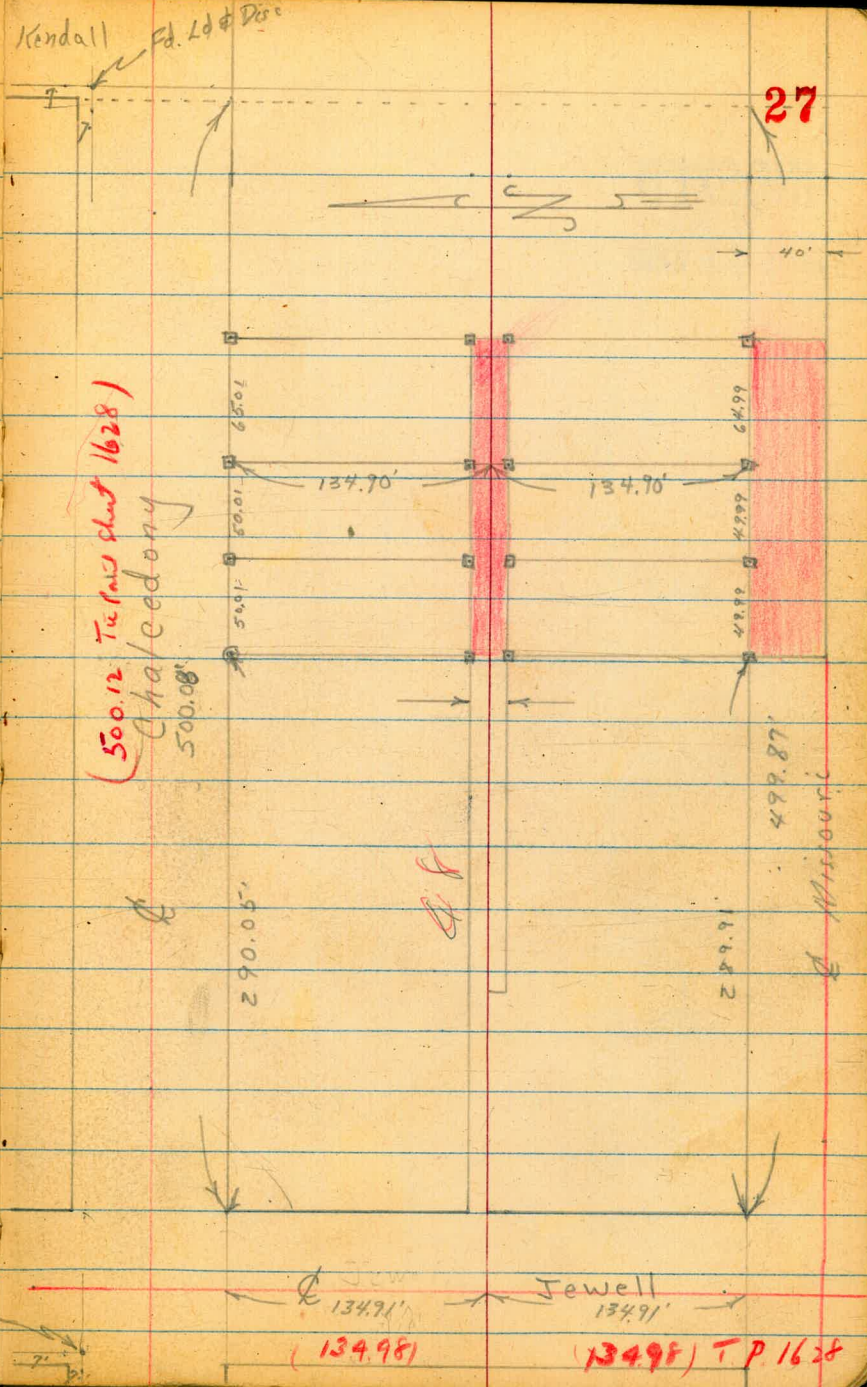
Jewell & Missouri : -

Fd. Ld. & C.T. 10' Tieback of 7' x 7'

Kendall  
Fd. Ld. & Disc

27

(500.12 Tieback about 1628)  
Chalcedony  
500.08



261  
265

Fd. Ld. & Disc

Jewell  
134.91'  
134.98'  
134.91'  
134.91' TP 1628

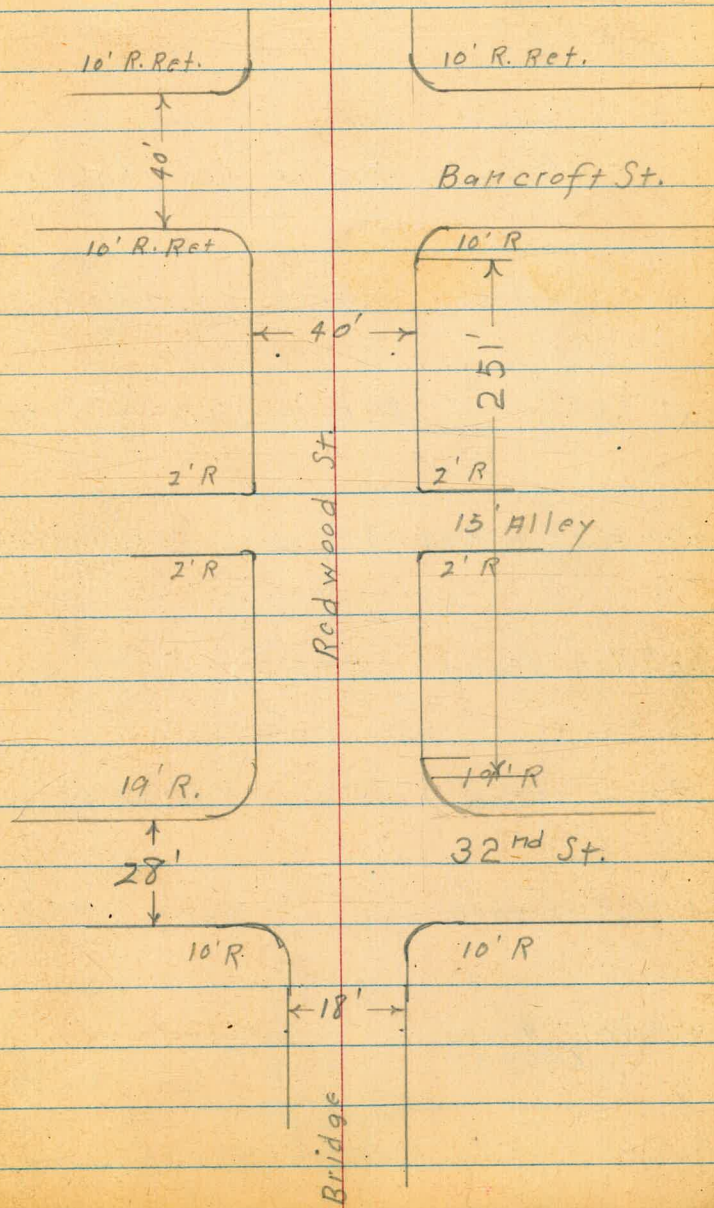
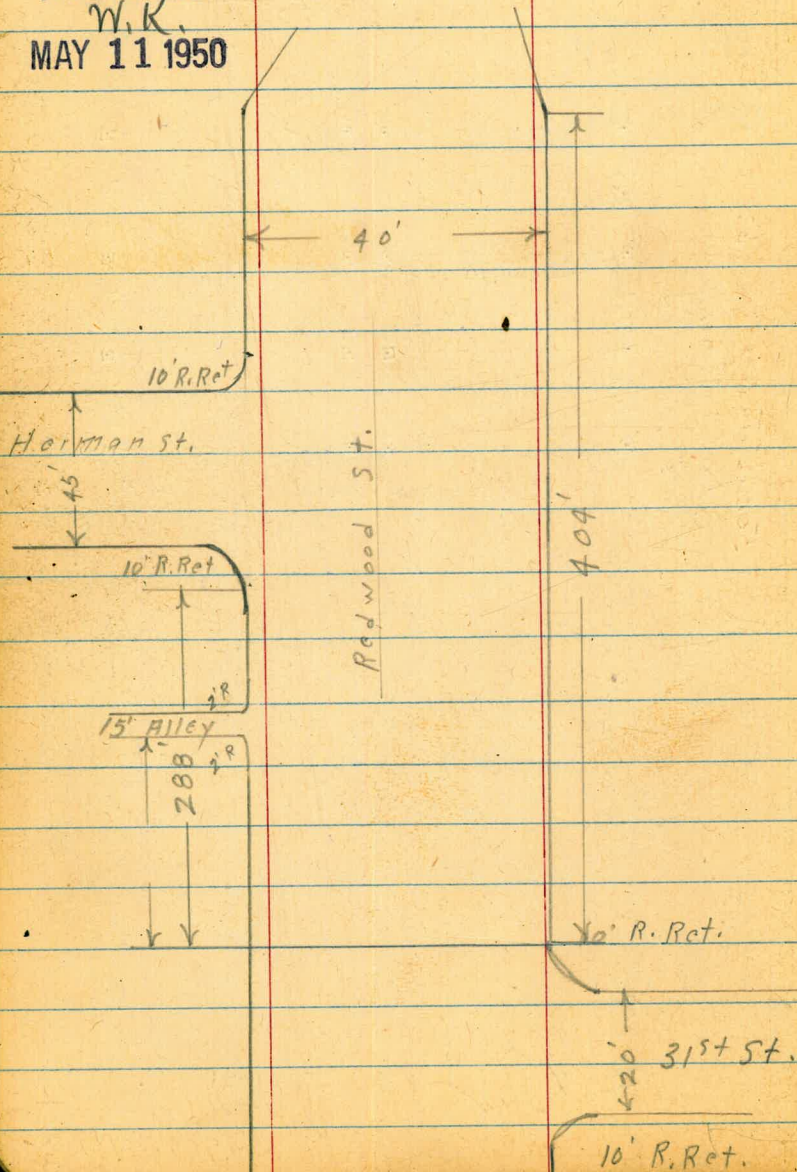
W.O. 25020

Curb Levels  
31st To Herman  
32nd To Bancroft  
o.n Redwood

5-10-50  
Osborne  
Hardin  
Hatch  
Sheppard.

INDEXED

W.K.  
MAY 11 1950



0 + 50

6.71  
S CB

8  
200.18  
5.77  
N. cb.

0 + 34

E. End cb. Inlet S. curb

6.91  
S. cb.

6.91  
S CB

0 + 20

W. End cb. inlet S. curb

6.79  
S CB

179.23  
6.72  
N CB

0 + 00 =

E. Prop Line 31<sup>st</sup> Redwood

6.71  
S CB

31.5' E. of W. Prop. 31<sup>st</sup>

E. End cb Inlet

6.71

199.02

199.04

S.E. 10' Ret 31<sup>st</sup> Redwood

6.79  
E. End Ret.

6.93  
E Ret.

6.91  
S. End Ret.

23' E. of W. Line 31<sup>st</sup> N side W End cb. Inlet

6.72

opposite curb

N side

6.23  
W

199.23

199.26

S.W. 10' Ret. 31<sup>st</sup> Redwood

S. Side

6.48

6.72  
E Ret

6.59  
S. End Ret. 20' S

see Page 34

W. End Ret.

305.86

B.M. 3.45 305.86

302.50

302.41

B.M. S.W. Fire Hd + 305.95 31<sup>st</sup> Redwood



2+40		295.49 7.46 S.c.b.	299.02 6.93 N.c.b.
2+25		299.16 6.79 S.c.b.	299.73 6.22 N.c.b.
2+00		298.48 5.97 S.c.b.	299.54 5.31 N.c.b.
1+75		298.46 5.49 S.c.b.	298.23 4.72 N.c.b.
1+63	E. Lime Alley	300.16 5.34 S.c.b.	301.54 4.31 10' N. End Ret.
1+48	W. Lime Alley	300.68 5.27 S.c.b.	301.70 4.25 10' N. End Ret
1+30		300.68 5.27 S.c.b.	301.63 4.32 N.c.b.
1+07 B.K.		300.49 5.46 S.c.b.	301.38 4.57 N.c.b.
1+00		300.34 5.61 S.c.b.	301.25 4.70 N.c.b.
		305.86 305.95	

N.W. Ret. 32<sup>nd</sup> Redwood  
N.W.

12.02 306.90 10.98 294.88

T.P.

305.86

4+16 = 2.5' Ret. = 16" Redwood Tree

4+00

N.E. 10 Ret. Redwood Herman.

3+53

E.

63

3+20.5

E Herman

2+88

W Line Herman

65

N.W. 10 Ret Redwood Herman

12.10	12.16	12.21	12.23	11.95
W End Ret.	E Ret.	SE End Ret	Prop	20' S Prop
12.10	12.11	12.16	12.21	12.70
W End Ret.	E Ret	N. End Ret	Prop	20' N Prop

306.90  
306.99

294.14

11.72

N. cb

11.18

E. End Ret.

10.97

E Ret

10.98

N. End Ret.

10.07

20' N

11.70

S. cb.

94.98

95.88

11.09

S cb

295.89

10.61

S. cb.

10.06

S. cb.

295.81

10.14

W End Ret.

295.85

10.10

E Ret.

295.98

9.97

NE End Ret.

11.76

9.24

20' N.

305.86 305.95

31

295.04

11.52    318.27    0.15    706.75  
306.90

1 + 32.5

1 + 17.5

Alley

1 + 00

0 + 50

0 + 09

P.c. Ret.

0 + 00

N.E. 10' Ret.

Redwood 32<sup>nd</sup>

S.E. 10' Ret.

Redwood 32<sup>nd</sup>

306.99    307.16    305.72    306.96

100    + 0.17    0.27    0.03

22'R.    N Prop    22'R.    S. Prop

1.57    1.71

N. Cb.    S. Cb.

300.53    300.48

6.46    6.51

N. Cb.    S. Cb.

296.21    296.16

10.78    10.83

N. Cb.    S. Cb.

294.38    294.54

11.61    11.45

N. Cb.    S. Cb.

296.16    295.18    295.09    294.88    294.48

10.83    11.61    11.81    11.90    12.13    12.51

P.C. Cb. Ret.    E Prop    2 Cb. Ret.    N. Prop    P.C.    20' N. Cb.    P.C.

296.21    295.54    295.41    295.39    295.29    295.19

10.78    11.45    11.58    11.61    11.50    11.25

P.C. 0 + 09    E Prop    2 Cb. Ret.    S. Prop.    P.C.    15' S. Cb.    P.C.

706.90    306.99

		6.73	311.54 311.61	B.M. N.W. B.P.	33' id	& Redwood
		318.27	-0.07			
S.E. 10' Ret	Redwood	Bancroft	3.87	3.88	3.81	4.00
			E Prop	♀ Ret.	S.P.C.	20' S.
N.E. 10' Ret.	Redwood	Bancroft	3.38	3.40	3.42	3.55
			E Prop.	♀ Ret.	N.P.C.	20' N
N.W. 10' Ret.	Redwood	Bancroft	3.95	4.05	4.03	4.11
			W Prop	H E Ret	N.P.C.	20' N.
S.W. 10' Ret.	Redwood	Bancroft	4.39	4.32	4.36	4.52
			W.P.C.	♀ Ret.	S.P.C.	20' S Ret.
Z+51.						4.39
						S.C.B.
Z+00						6.25
						S.C.B.
1+50						9.26
						S.C.B.
1+325	E. side Alley		10.07	10.00	10.32	10.27
			♀ N. Ret.	Prop.	Es. 2' Ret	S Prop
			Σ 318.27		318.36	

Check Bench Marks

on Redwood Street

Walker  
F. Gregory  
G. Pope  
5-18-50  
Between 331<sup>st</sup> & 30<sup>th</sup>  
To determine discrepancy  
as per FB 1762-70  
And this Book P-29-33

INDEXED

34

JUN 29 1951

Note: Looks like the curb with B.M.  
at S.W. Redwood & 30<sup>th</sup> has settled, and  
that the B.M. on Fire Hydr. Redwood & 31<sup>st</sup>  
was in error by 0.09

			0.00	
			311.82 =	Record.
CHKs B.M.	155	311.82		SE. B.P. Redwood & Dale

CHK B.M.	1142	301.88 =	(302.06	B.M.	FB 1762
			SW B.P. Redwood & 30 <sup>th</sup>		70

CHK T.P.	11.36	313.37	12.25	302.01
----------	-------	--------	-------	--------

TP	11.76	314.26	2.02	302.50 =	(302.41	P-29 this book	SW. Top. Fire Hydr.
							Redwood & 31 <sup>st</sup> St.

CHK. NE 7' lock		284	294.98	NE 7' lock	FB 1762 = 295.21
				Herman o Redwood	70

TP	9.56	304.52	12.25	294.96
----	------	--------	-------	--------

TP	0.97	307.21	13.06	306.74
----	------	--------	-------	--------

767	319.30	311.61	-	B.M. = Record
				NW. B.P. Redwood & 331 <sup>st</sup>

INDEXED

Prop  
Line

Ht

35

Redwood St.

Between Herman & 32<sup>ND</sup>

Walker Slope stakes on lots 7, 8, 9.

F. Gregory

G. Pope

5-18-50

Block 10 Frary Hts.

Purpose = Slope Hts.

Plan 7936-L

Slopes 1 1/2 : 1

Approx

1 + 25 = NE Cor Lot 7 Blk 10

Grid = 294.47

282.8

F 11.7

171

Approx

1400 = NW Cor Lot 7 "

Grid = 294.42

290.52

F 3.9

6.0

Approx

0 + 75 = NW Cor Lot 8 "

Grid = 294.47

291.31

F 3.16

4.8

Approx

0 + 50 = NW Cor Lot 9 - Blk 10

Grid = 294.60

23.7

F 9.9

17

0700 = E. Line Herman Ave.

190 296.88

294.98

B.M.

NE. 7' fact Redwood &amp; Herman P-34

Mendocino Blvd.

X-Sec.

INDEXED

MAY 3 1951

27-May '51.

Sommertmeyer  
Beeg  
R. Sisson  
Telpealgott.

B.C. Rt. 3+62

RE 153A

36

- = Fd. Conc. Mens.
- = Fd. L+t.
- = Fd. pipe
- ◻ = set 1/2" disk
- = set Nail in Pavc.

T. Pistheet 750

Map - 1078

FB 1505 - P1

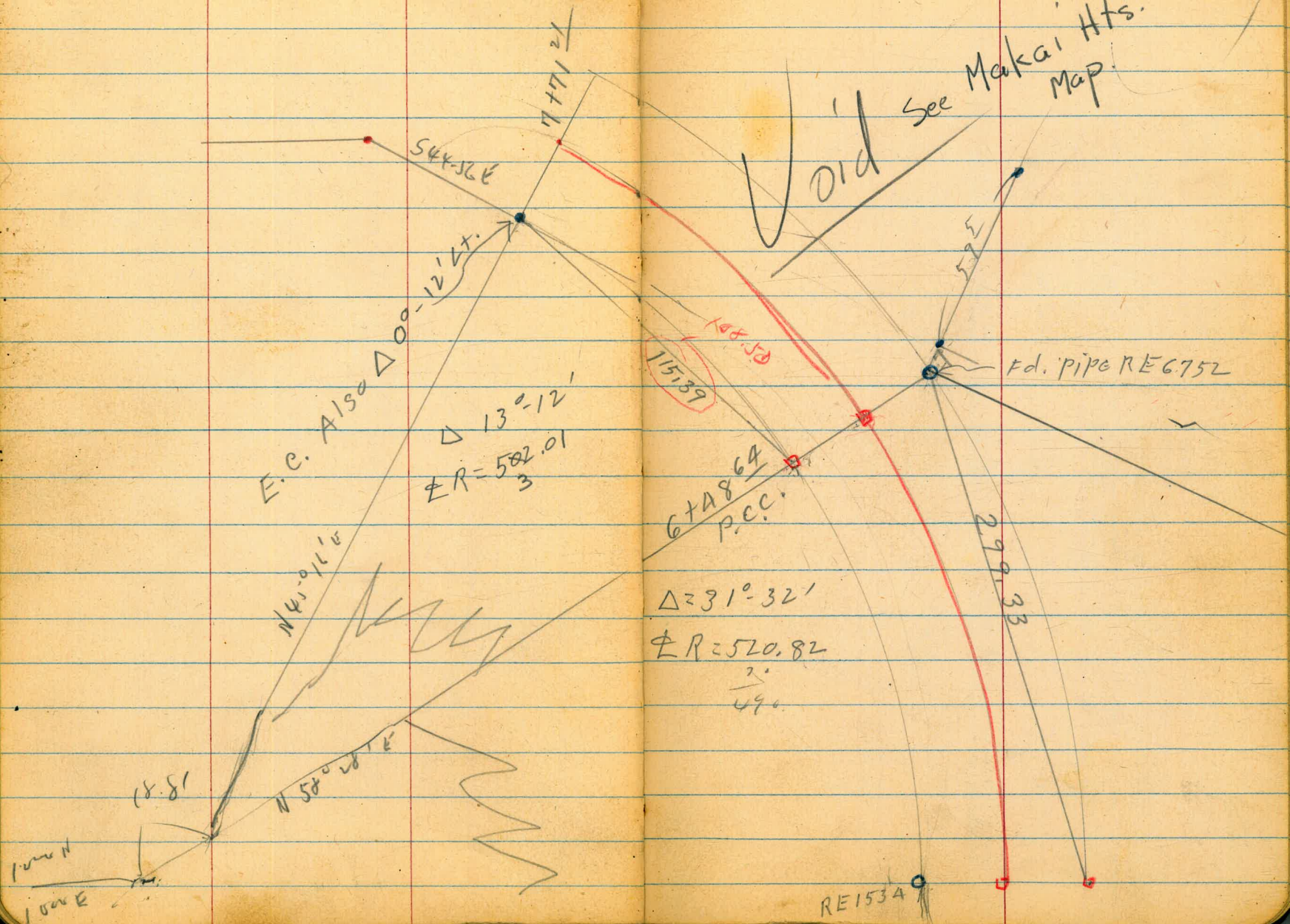
<30' > <30' >

Void

S.W. 1170  
P.L. 206

20' 10' 30'

Mendocino Blvd.





REDUCED  
5-4-51  
D.E. RYAN

Mendocino

±

38

0+73 60 Rt. = start frame dwelling

3.84 101.10 9.64 97.26

101.10

89.9  
11.2  
60  
End. at house

0+60 - 31<sup>E</sup> Rt. = 8" diam tree.

0+50

107.2 106.8 105.1 101.3 98.3 97.7 97.2 95.5 94.9  
+60 0.1 1.8 5.6 8.6 9.2 9.7 11.4 12.0  
40 32 30 24 14 19 30 40

0+35 30 Rt. = end frame shed

104.7 103.8 99.6 98.4 97.6 95.3 95.3  
2.2 3.1 7.3 8.5 9.3 11.6 11.6  
40 30 18 18 21 30  
at shed

0+19 30<sup>3</sup> Rt. = start frame shed

105.8 103.7 100.2<sup>4</sup> 101.1 100.1 96.3 95.3  
1.1 3.2 6.66 5.8 6.8 10.6 11.6  
40 30 10 10 30 40  
End Mon. End

0+00 = Nly line E+W. Alley

0-15 = Sly. line 15' E+W alley

105.0 100.4 96.8  
1.9 6.5 10.1  
30 30  
106.90

4.65 106.90

102.25

Mon. 30' Lt. 0+00

F.B. 1505

2+50 Cont.

115.0	116.0
+19	20.0
36	102
Top of bank.	End. wly. Cor. house

2+50 - 102' Rt. = wly cor. frame dwelling

95.8	93.1	91.7	91.8	91.8	92.7	83.4	80.9	76.0
0.2	2.9	4.3	4.2	4.2	3.3	12.6	15.1	20.0
30	26	9		30	45	65	87	90
				96.00				

T.P. 3.31 96.00 8.41 92.69

2+18 33<sup>d</sup> Rt. = ctr. 12" diam pepper tree

115.1	98.0	94.7	92.7	92.7	92.5	92.6
+14.0	3.1	6.4	8.4	8.4	8.6	8.5
36	30	24	8		30	40
Top of bank						

2+00 33<sup>e</sup> Rt. = ctr. 18" cypress

+82 32<sup>e</sup> Rt. = ctr. 8" diam. Acacia

1+67 32<sup>e</sup> Rt. = ctr. 12" diam pine

111.1	101.5	98.5	94.8	94.4	94.2	93.4
+10.0	+0.4	2.6	6.3	6.7	6.9	7.7
35	30	25	8		30	40
Top of bank						

1+50

1+41 31<sup>8</sup> Rt. = ctr. 14" diam pepper tree

1+29 60' Rt. = end frame dwelling

88.6  
12.5  
60  
End. at house

1+02 24' Rt. = ♀ 18" pepper tree stump

1+00 30' Rt. = ♀ west wall } 16' NTS  
8' Etw  
6' Etw Lath house.

112.1	104.1	98.8	96.0	95.6	95.6	94.7	94.2	93.9	94.4	94.4
+11.0	+3.0	2.3	5.1	5.3	5.5	6.4	6.9	7.2	11.7	12.4
44	30	25	10		23	25	30	47	49	59
Top of bank										

101.10

at house

# Mendocino

40

A+50 Cont.

106.8      89.7  
 +19.0      +1.9  
 33          30  
 Top of  
 bank

A+50 Radial

86.7 85.3 84.2 83.1 82.8 79.8 75.0 71.4 70.3  
 11 25 3.6 4.7 5.0 8.0 12.8 16.4 17.5  
 23 22 6 3 25 30 33 50

T.P. 3.53 87.81 11.72 84.28

87.81

A+00 Cont.

109.0  
 +13.0  
 35  
 top of bank

A+00 - Radial

92.9 98.6 86.7 86.4 85.4 82.8 82.0  
 3.1 7.4 7.3 7.6 10.6 13.2 14.0  
 30 22 21 3 30 50

3+62 B.C. Lt1

8.51 87.49  
 on 2446

114.0 99.0 94.5 90.4 88.5 87.9 87.1 85.0 85.3  
 +18.0 +3.0 1.5 5.6 7.5 8.1 8.9 11.0 10.7  
 40 37 30 20 16 4 30 50  
 Top of  
 bank

3+45

111.0 97.0 93.4 91.7 89.6 89.0 88.8 88.5  
 +15.0 +1.0 2.6 4.3 6.4 7.0 7.2 7.5  
 38 30 25 17 15 30 50  
 Top of  
 Bank

3+00

97.0 95.2 92.2 91.3 91.4 91.1 90.1  
 +1.0 0.8 3.8 4.7 4.6 4.9 5.9  
 30 28 14 12 8 30

96.00

# Mendocino

3.8  
30

41

6+00

85.5	77.4	76.2	75.0	75.0	74.1	71.0	70.2	69.6
+3.5	4.6	5.8	7.0	7.0	7.9	11.0	11.5	12.4
<u>23</u>	<u>17</u>	<u>10</u>	<u>9</u>		<u>15</u>	<u>20</u>	<u>30</u>	<u>40</u>

Top of bank

5+84 - 48' Rt. = Wly. Cor. lumber yard office Bldg.

T.P. 7.01 82.01 12.81 75.00

82.01

69.4  
12.6  
48  
End at Bldg

5+50 Cont.

92.8  
+5.0  
37  
Top of bank

5+50 Radial

85.8	82.3	79.8	79.2	80.2	79.2	79.3	71.4	69.2
2.0	5.5	8.0	8.6	7.5	8.5	8.5	16.4	18.6
<u>30</u>	<u>25</u>	<u>18</u>	<u>5</u>	<u>4</u>		<u>1</u>	<u>6</u>	<u>30</u>

5+25 - 39' Rt. = Wly. Cor. lumber shed Radial

91.8	90.8	84.9	82.4	81.7	75.9	71.4	69.5	69.3
+10.0	+3.0	2.9	5.4	6.1	11.9	16.4	18.3	18.5
<u>32</u>	<u>30</u>	<u>21</u>	<u>19</u>	<u>4</u>		<u>7</u>	<u>30</u>	<u>39</u>

Top of bank at Bldg.

5+00 - 40' Rt. = Face of shed Radial

101.3	94.0	82.9	82.0	82.0	71.7	69.5	69.3
+13.5	3.8	5.0	5.8	5.8	16.1	18.3	18.5
<u>30</u>	<u>20</u>	<u>4</u>		<u>2</u>	<u>7</u>	<u>30</u>	<u>40</u>

Top of bank at shed.

4+89 30' Rt. = Wly. Cor. lumber shed Radial

69.8  
18.0  
30  
End at shed

87.81

# Mendocino

6+75 - 12' RT = edge pave.

6+57 - 24' RT = start curb return

6+48 <sup>CA</sup> } = P.C.C.  
 RE. 6752  
 30' RT = Prop (3.67  
 2.44) )

T.P. 9.27 80.37 10.91 71.10

~~6+49<sup>B</sup> - 30' RT (Radial) = Prop. Cor. as per~~

Re-run to fit existing points

~~6+48<sup>8</sup> 29' (Radial) RT = start back edge curb walk~~

~~6+48<sup>7</sup> 29' RT (Radial) = 3/4" pipe R.E. 6752~~

6+30

77.4	77.9	75.6	74.7	72.0	71.80
3.0	2.5	4.8	5.7	8.4	8.57
60	30		7	11	12 <sup>2</sup>

75.7	71.0	70.84	71.35
4.7	7.4	9.53	9.02
	24	24 <sup>2</sup>	24 <sup>2</sup>
	Cur	G	CC

72.7	77.2	76.70	75.1	72.0	69.48
2.7	3.2	3.67	5.3	8.4	10.89
40	30	80.37	2	6	30
					Back of walk

RE 6752 2.51

Pipe R.E. 672 (29.92 RT. of Sta. 6+48<sup>2</sup>)

2.7	3.2	5.3	5.3	9.4	10.89	10.89
40	30		1	6	29	30
					edge	
					of walk	

~~10.89~~  
~~29~~  
~~Back of~~  
~~walk.~~

80.7	80.0	73.4	73.1	72.0	71.5
1.3	2.0	8.6	8.9	10.0	10.5
30	11		13	20	30

82.01

These stations fit existing points  
See revised tie point sheet # 750

5.17 75.20

E.C. L+T. 7+71.70  $\frac{1505}{8} = 75.25$

Also = L-0°-12' Lt. voltaire  
7+71.21 30' Lt. = E.C. also s.wly line

75.19 75.20  
5.18 5.17  
0.5 30  
Edge of walk 0+L+T.

7+39 20<sup>3</sup> Lt. = start curb & Pav.

4.5 14.10 75.59  
5.9 6.27 6.78  
30 20<sup>3</sup> 20<sup>3</sup>  
0 0 6

6+98 = edge A.C. Pav.

75.2 76.3 74.4 72.9 72.72  
5.2 4.1 6.0 7.5 7.65  
50 30 7 1

80.37

Walks + drives.

BIKs 1+2 Laurel Hgts

B.L.

44

Sommermeier

29-May 1951

INDEXED

R. Sisson X

Altman

Fritz

MAY 29 1951

B.M. = S.E. B.P

Boundary 4 +  
Laurel = 295.12

Base line = property edge of roll curb.

+62 end drive

292.65    292.89    293.20  
                    5            10

Line lots 1+2 +47' <sup>start.</sup> drive

292.90    293.02    293.25    293.66  
                    5            10            25

+31' walk

293.14    293.29  
                    5

Line Lots 1+2 +28' walk

293.20    293.37    293.70  
                    5            15

B.C. Lot #1 +23'

} walk. {

294.37    294.59  
                    5

B.C. Lot #1 +20' BIK 2

294.41    294.59    294.77  
                    5            20

Going south on Boundary

BIK. 2

B.L.

45

+47.5 end drive

289.14 289.67  
5

+37.5' Drive

289.38 289.94 290.88 291.09  
5 18 26

+19.5 start 45 sq. ft. Conc. walk  
to come out.

Garr.  
Floor

+19.1' end walk

289.70 290.47  
5

E.C. Lot #A +17.3' walk

Going Wly. on Laurel

289.72 290.42 291.10  
5 12

+31' end walk

291.10 291.40  
5

Line Lots 3+4 +28' walk

291.17 291.45 291.77  
5 15

+14' end walk

292.32 292.61  
5

Line Lots 2+3 #11 walk

292.38 292.65 292.96  
5 15



B/K 2

B.L.

46

+ 14 <sup>±</sup>	4 <sup>±</sup> Rt. = start 4" wide Nly. + Sly. Conc. wall.	287.4	288.80
		B.W. 4	T.W. 4
+ 14 <sup>±</sup>	End walk	286.91	287.14
			5
E.C. + 11.5'	walk	286.78	287.41
			5
			10
E.C. + 11.4	3.9 Rt. = end wall.	286.8	288.81
		B.W. 3.9	T.W. 4.0
E.C. + 2.5'	5' Rt. = face of wall.	286.48	287.4
			5
		B.W.	T.W.
	T.W. = top of wall		
	B.W. = base of wall		
E.C. Lot #5 +	5.4 Rt. = Face 4" wide N+Sly Conc. wall.	286.41	287.4
			5.4
		B.W.	T.W.
E.C. - 10' -	8' Rt. = face 4" conc. wall		
	Gaining Nly + Fly. on Commonwealth		
+ 36.5'	end drive	287.42	288.12
			5
Line lots 4+5 + 27'	drive	287.54	288.12
			5
			10
			27
			60
			floor

Bik. 2.

B. L.

47

+48 end walk

291.32 291.35  
5

+45 walk

291.26 291.29 291.39  
5 15

+17.5 end drive

290.39 290.60  
5

Line Lots 6+7+7' drive ✓

290.00 290.54 291.04  
5 30

+39 end walk

288.97 289.39  
5

+36 walk

288.90 289.36 289.97  
5 15

+9.5' end drive

288.09 288.50  
5

+0.5' drive

287.73 288.14 289.44  
5 30

Line Lots 5+6 4.5' Rt. = end 4" wide wall

288.0 288.85  
4 4  
B.W. T.W.

BIK. 2  
+ BIK. #1

B.L.

48

Line lots A8 + 47 + 1' drive

286.14    286.07    285.78  
15            5

+ 20' end walk

285.30    285.25  
5

E.C. Lot # 48 + 17' walk

285.37    285.10    285.16  
15            5

(13' is on curb arc.)

13' sly of ch. E.C. Lot. A8 = end drive

284.30    284.60    284.68  
25            5

(32' on curb arc.)

curb.

32' sly of E.C. Lot. # 48 BIK. # 1 = drive

284.42    284.50  
5

Nly. on commonwealth.

Start BIK # 1 Nly from Laurel.

+ 15' end drive

292.90    292.88  
5

Line Lots # 7 + # 1 + 35' drive

292.57    292.71    293.43  
5            37  
Gar. floor

+ 9<sup>2</sup>' end drive 288.86 288.74  
5

line lots 46+45 + 1' drive 289.40 288.72 288.51  
20 5

+ 28.5' end walk 288.01 287.87  
5

+ 25.5' walk 288.35 288.02 287.84  
15 5

+ 11' end drive 287.66 287.46  
5

line lots 47+46 + 2<sup>3</sup>' drive 287.50 287.65 287.45 287.20  
40 10 5

+ 21' end walk 286.53 286.35  
5

+ 18' walk 286.86 286.47 286.28  
15 5

line lots 48+47 + 9<sup>5</sup>' end drive 286.26 285.99  
5

BIK 1

B.L.

50

+39

end walk

292.50 292.38  
5

+36

walk

292.70 292.45 292.30  
15 5

+16'

end drive

291.84 291.71  
5

line lots 44+43 +4' drive

292.15 291.60 291.41  
30 5

+25

end walk

290.83 290.58  
5

+22

walk

291.31 290.77 290.50  
15 5+10<sup>3</sup>

end drive

290.59 290.21  
5

line lots 45+44

drive

291.30 290.91 290.39 289.95  
30 11 5

+36'

end walk

289.77 289.51  
5

line lots 46+45 +33' walk

290.32 289.74 289.45  
15 5

B.K. #1

B.L.

51

+12' end drive

295.10 294.97 294.44  
7 5

+3' drive

295.12 295.13 294.87 294.75  
30 7 5

Line lots 42+41 (B.C.)

+22 end walk

293.43 293.41  
5

+19 walk

293.40 293.36 293.33  
15 5

+9 end drive

293.04 292.94  
5

Line lots #43+42 +1' drive

293.17 292.84 292.78  
30 5

LEVELS IN GUTTER 11TH. & F  
 NORTH CB. LINE F = G  
 FROM EAST P.L. 11TH TO WEST P.L. 11TH.

INDEXED  
 JUN 29 1951

SOUTH

NORTH

52

G = NO. GUT. LINE F.

0+50

55.11	55.47	55.93	55.62	55.83
15	10		10	15

0+40

55.72	55.62	55.46	55.79	56.03
15	10		10	15

0+30

55.90	55.80	55.45	55.97	56.20
15	10		10	15

0+20

56.04	55.95	55.77	56.12	56.32
15	10		10	15

0+14 EAST CB. NINE 11TH.

56.06	55.90	56.35	57.08
10	GUT.	10	10
		GUT.	TOP CB.

0+00 EAST P.L. 11TH.

56.27	56.10	56.92
10	GUT.	TOP CB.

BM DIRECT ELEV. ROD

55.49 NW COR  
 11TH & F

LEVELS CROSS GUTTER 11<sup>TH</sup> F  
CONT. FROM PG. 52

53

SOUTH

NORTH

2 = NO. CB. LINE " "

CHECK B.M. 55.49 = 55.49 NW. BP 11<sup>TH</sup> S.F.

0+80 WEST PROP. LINE 11<sup>TH</sup>

55.23 55.07 54.75 55.04  
15 10 GUT. CB. TOP

55.51 55.20  
15 15  
CB. TOP GUT.

0+66 WEST CB. LINE 11<sup>TH</sup>

55.40 55.26 55.00 55.08 55.45  
15 10 10 10  
GUT. CB. TOP

0+60

55.47 55.34 55.13 55.33 55.49  
15 10 10 15

DIRECT ELEV. ROD



LEVELS IN CROSS GUTTER 11TH & B  
 NORTH CB. LINE B = 4  
 FROM EAST P.L. 11TH. TO WEST. P.L. 11TH.

INDEXED

JUN 29 1951

E. NO. CB. LINE B.

4

SOUTH

NORTH

0+40

84.04	83.86	83.57	83.68	83.77
15	10		10	15

0+30

84.33	84.15	83.80	83.91	84.05
15	10		10	15

0+20

84.58	84.42	84.06	84.11	84.24
15	10		10	15

0+14 EAST CB. LINE 11TH.

84.79	84.15	84.20	84.31	85.01	84.30
15	10		10	10 CB TOP	15 GUT.

0+00 EAST P.L. 11TH

85.35	85.20	84.58	85.00
15	10	GUT.	10 CB TOP

B.M.

DIRECT ELEV. ROD.

82.95 N.W. CP  
 11TH & B

LEVELS IN CROSS GUTTERS 11TH E'D  
CONT FROM PG. 54

55

SOUTH

NORTH

CB LINE 'D'

CHECK BM 82.95 = 82.95 N.W. C.P. 11TH E'B

0480 WEST PL. 11TH.

83.00	82.94	82.40	82.90
15	10	GUT	E CB TOP

0466 WEST CB. LINE 11TH.

83.39	83.25	82.47	82.10	82.90	82.59
15	10		10 GUT	10 TOP CB	15 GUT

0460

83.53	83.38	82.88	82.89	82.98
15	10		10	15

0450

83.80	83.65	83.26	83.32	83.38
15	10		10	15

DIRECT ELEV ROD

LEVELS IN CROSS GUTTER 11TH & A  
 SOUTH CB. LINE "A" = 4  
 FROM EAST PL. 11TH TO WEST PL. 11TH.

INDEXED  
 JUN 29 1951

0+50

84.84 84.77 84.69 84.92 85.03  
 15 10 10 15

0+40

85.27 85.14 84.99 85.20 85.33  
 15 10 10 15

0+30

85.53 85.38 85.30 85.46 85.59  
 15 10 10 15

0+20

85.63 85.54 85.38 85.64 85.73  
 15 10 10 15

0+14 EAST CB. LINE 11TH

85.84 86.47 85.80 85.64 85.83 85.92  
 15 10 10 10 15  
 GUT. TOP CB. GUT.

0+00 EAST PL. 11TH

86.40 86.10 86.29 86.50  
 10 15  
 CB. TOP

B.M.

DIRECT ELEV. ROD

82.95 NW. B.P.  
 11TH & B

ADD 0.1

SOUTH

NORTH

56

SOUTH CB. LINE "A"

LEVELS IN CROSS CUTTER 11TH. FA.  
CONT. FROM PG. 56

57

SOUTH

NORTH

4 = SOUTH CB LINE 4' ST

CHECK BM.  $82.85 = 82.90$

0+80 WEST PL. 11TH

8450	83.95	8430	8448
CB TOP	GUT	10	15

0+66 WEST CB LINE 11TH

8466	8422	8463	8473	8478	8460	8469
15	15	10	10		10	15
CB TOP	GUT	CB TOP	GUT			

0+60

8438	8437	8437	8467	8477
15	10		10	15

DIRECT ELEV. ROD

LEVELS ON MILTON ST IMPROVEMENTS  
 MERINO TO CHICAGO  
 EAST PROP. LINE MERINO = 0+00

LT.

RT.

58

Note  
 Also see  
 2144-1  
 1845-28

IMPROVED  
 JUN 20 1951

CHECK BM 321 20.82 @ MON. MILTON  
 & CHICAGO

2+58 29.3 RT. COB. CONC. SLAB USED FOR PATIO 10' X 7'

20.6  
 3.4 21.5 21.4  
 2.51 2.60  
 29.3 36.3  
 SLAB SLAB

2+48 29.3 RT. COB. CONC. SLAB USED FOR PATIO 10' X 7'

20.3  
 3.7 21.4 21.3  
 2.61 2.70  
 29.3 36.3  
 SLAB SLAB

2+19 20.4 LT. 20' WIDE DRIVEWAY STRIP

19.29 19.26 19.5  
 4.4 4.77 4.5  
 30.4 20.4  
 STRIP STRIP

2+14 20.4 LT. 20' WIDE DRIVEWAY STRIP

19.52 19.30 19.4  
 4.71 4.73 4.6  
 30.4 20.4  
 STRIP STRIP

0-15.9 EAST EDGE PAVE. MERINO

10.95  
 13.08  
 EP  
 24.03

BM 321 24.03 LT. 20.82 @ MON. CHICAGO  
 & MILTON

NOTE! NO IMPROVEMENTS ON MILTON  
BETWEEN CHICAGO & DENVER

LEVELS ON IMPROVEMENTS ON MILTON  
BETWEEN DENVER & ERIE  
EAST PROP. LINE DENVER 0+00

INDEXED  
JULY 23 1957

CHECK BM - SIDE SHOT

10.91 42.03 SWBP  
MILTON & ERIE

2492.0 WEST CB. LINE ERIE

41.9 42.02 41.51  
11.0 10.92 11.43  
57 57  
CB. TOP GUTTER

2462.7 END CURB 76A RT

41.2 40.75  
11.7 12.19  
26.4  
CB. TOP

BM.

10.91 52.94X

42.03 SWBP MILTON  
& ERIE.

LT.

¢

RT.

59

LEVELS ON IMPROVEMENTS MILTON ST  
 ERIE TO FRANKFORT  
 EAST LINE ERIE = 0+00

LT.

RT.

UU

CHECK BM. 10.91 42.03 S.W. RP. MILTON  
 ERIE

3402 275 RT. EDGE PAVING GOING UP FRANKFORT

2483.3 WEST CB. LINE FRANKFORT

2459 275 RT. PAVING HITS CURB. - SEE SKETCH ->

2449 END CB. 26° RT

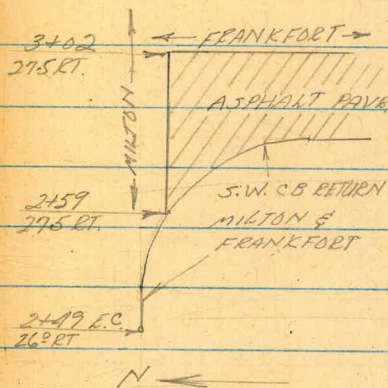
INDEXED  
 JUN 29 1951

0+75 42.6 RT. = CENTER 11° WIDE DRIVEWAY

0+13 END OF CURB 26° RT

0+22 EAST CB. LINE ERIE 1.2 RT

CONT. LEVELS FROM PG 59 52.94X



52.94	52.72	52.45
0.0	0.22	0.49
	27.5	42
52.7	52.13	52.46
0.2	0.81	0.50
	27.5	62
52.1	51.44	51.84
0.8	1.58	1.10
	27.5	62
	51.13	50.80
1.2	1.81	2.14
	26	27.5
		GUT.
		TOP CB.
	15.6	16.86
7.3	6.08	5.85
	42.6	48.4
		DRIVE DRIVE
43.7	43.42	
9.2	9.52	
	26	
		TOP CB.
42.9	42.32	41.79
10.0	10.62	14.5
	60.5	60.5
		TOP CB. GUT.

NOTE! NO IMPROVEMENTS MILTON ST.  
FRANKFORD TO HARTFORD

LEVELS ON IMPROVEMENTS MILTON ST.  
BETWEEN HARTFORD & ILLIAN  
STREET LOOKS AS IF IT HAS BEEN GRADED  
RECENTLY SO TOOK & PROFILE

JUN 23 1951

1400

4.0

145.9

0+50

136.9  
12.9

0+00 = EAST PROP. LINE HARTFORD

128.8  
21.0

T.P. 0+49 91.99 T 13.12 91.30

CHECK INTO N.E. PC → 452 99.90 = CURB TOP  
MILTON'S ILLIAN - ON MILTON  
SIDE SHOT.

T.B.M. 1+42 104.42 T 100.00

NO BENCH CLOSE SO TOOK CURB TOP (B.C. MILTON ST.)  
S.E. COR. MILTON'S & ILLIAN = 100.00



CONT. FROM PG. 61

3410 CENTER MANHOLE - ON E

3469.6 WEST POOP LINE ILLIAN

3700

1478 CORNER 18° WIDE DRIVEWAY 40.5 RT.

1460 40.5 RT. 18° WIDE DRIVEWAY - CORNER

1450

T.P. 13.24 103.71A 1.32 90.67

LT.

E

RT.

62

156.55

4.92

WEST EDGE MANHOLE

157.2

4.3

156.6

4.9

155.7

5.8

157.43

157.51

40.4  
40.5  
DRIVE

3.96  
4.9  
DRIVE

154.2

7.3

157.08

157.25

4.39  
40.5  
DRIVE

4.25  
4.9  
DRIVE

153.1

8.4

CONT. FROM PG. 62

LT.      \$      RT.

CHECK B.M

3.71 = 100.00 = ASSUME 'D ELEV

3427.4 EAST CREEK JULIAN

	157.16			
		157.67		
431	386	4.8	156.7	153.76
62	62		771	818
GUT. CB TOP			62	62
			TOP CB.	GUT
				153.29

Levels on Jellett st. Improvements  
 Morena Blvd. to Illinois

28-June '51  
 W.O. 25020

Sommermeier  
 Beeg  
 Sisson  
 Altman

Tie point Book = F.B. # 1502

64

0+00 = Ely line Chicago

12.3  
 29.5

41.79

T.P. 12.83 41.79 0.04 28.96

2+69.8± wly Chicago

3.0  
 26.0

2+00

5.2  
 25.8

1+00

8.7  
 20.3

0-00 = Ely line Morena

13.4  
 15.6

0-34± Ely ledge existing Morena Pavc.

13.60  
 15.4

0.04 29.00 — 28.96 FB. 214A

Spike pole # 3949 - Chicago + Jellett  
 S.Wly. Cor

INDEXED  
 JUN 21 1951

T.P. 12.84 67.33 0.33 54.49

1+00

0+51 - 23 Lt. = † 8' wide conc. apron.

62.34  
2.48 3.31 3.72  
53 Gar. floor 265 23  
51.51 APRON 51.10

53.9  
0.9

2+69 8t = Wly line Denver

Top. N.E. wall

Denver & Jellett

7.79 47.03 T. B.M.

F.B. 2144

~~46.72~~  
8.11 41.82  
13.0  
54.82

T.P. 13.06 54.82 0.03 41.76

2+00

1+52 Lt. = † 3' wide conc. walk.

38.04 37.93  
3.75 3.86  
41 at steps 37 walk

39.0  
2.8

36.6

5.2

1+00

34.1  
7.7

+75 23 Rt. = End conc. apron.

42.4 33.55  
9.4 8.24  
23  
Apron

0+56 23 Rt. = start conc. apron

31.9 33.28 33.79  
9.9 8.51 8.00  
23  
Apron Gar. floor

41.79

Jellett

1+50

T.P. 12.86 72.19 0.50 79.33

1+00

0+7A 45' Rt. =  $\pm$  double Bar. Conc. floor

0+00 = Ely, line Erie

T.P. 12.98 79.83 0.48 66.85

S.W. Erie & Jellett

spike pole 4149 0.48 66.85

2+69 8t 32' Lt. = end Conc. wall

2+1A 17' Lt. =  $\pm$  3' wide Conc. walk

1+97 31' Lt. = start.

1+77 43' Lt. =  $\pm$  2' wide Conc. walk

80.9

11.3

$\pm$

~~81.9~~  
72.19

76.3

3.5

74.1

5.7

69.4  
11.4

73.98

5.85

45  
Floor

79.83

F.R. 2144

66.84

63.93

63.13

63.43

3.40

4.2

3.9

62.9

32

32

32

top

base

end

61.59

61.33

60.3

5.74

6.00

7.0

37

17

61.00

60.5

60.9

59.5

6.33

6.8

6.5

7.8

31

31

31

top

base

end

60.05

60.05

58.5

7.28

7.28

8.8

53

43

walk

67.33

65

Jellett

2144

66

1+40

119.6  
9.2  
128.75

T.P. 12.26 128.75 0.77 116.49

1+00

114.9  
2.5

0+61 44' Rt. =  $\pm$  double Gan Conc. Floor

112.02  
5.24  
44  
Floor

109.7  
7.6

T.P. 12.66 117.26 0.45 104.60

117.26

0+00 = Ely line Frankfort.

102.4  
2.7

2+69  $\pm$  wly line Frankfort

93.7  
11.4

check nail in pole #4299

S.W. Frankfort + Jellett 11.74 93.31 (93.35) F.B. 2144

105.05

T.P. 13.34 105.05 0.48 91.71

2+36 42' Rt. =  $\pm$  3' wide conc. steps

89.7 88.37  
2.5 3.82  
42  
Bottom of steps

2+00

95.6  
6.6

92.19

Jellett

67

T.P. 1.17 121.34 11.35 120.15

1+35

1+00

T.P. 0.00 131.50 12.42 131.50

0+50

0+25

0+00 = Ely. Galveston

3.10 140.82

T.P. 4.79 143.92 1.20 139.13

2+692± = wly. Galveston

T.P. 12.37 140.33 0.79 127.96

2+00

4

126.6

4.9

128.7

2.8

131.50

137.8

6.1

141.4

2.5

141.2

2.7

143.92

Set. B.M. conc. Mon. & Jellett - Ely Galveston

133.6

6.7

140.33

125.1

3.1

128.75

Jellett

0+23

0+00 = Ely line Hartford

Set. B.M. Conc. Men.

T.P. 0.78 97.78 13.02 97.00 ± Hartford  
± Jellett

2+70 ± = wly line Hartford

2+52

2+48 ± N.Wly + S. Ely wash

2+43

2+25

T.P. 1.09 110.02 12.41 108.93

2+00

±

27.4  
8.7

94.6  
3.2

97.78

94.4  
15.6

94.5  
15.5

92.9  
17.1  
wash

96.0  
14.0

100.5  
9.5  
110.02

110.0  
11.3

121.34

08



Jellett

69

2+00

116.0  
6.9

T.P. 12.43 122.86 0.04 110.43

122.86

1+75

109.8  
0.7

1+50

104.5

T.P. 12.82 110.47 0.13 97.65

6.0  
110.47

1+25

97.3  
0.5

1+00

92.3  
5.5

0+70

89.2  
8.6

0+58 = 1/2 N.Y. + sky wash

80.8  
17.0

0+46

88.9  
9.0

97.78

Jellett

±

70

Mon. Galveston & Jellett (P67)

Apr 27 road 0.11 14.80 140.7± 140.82

3+50±

1.22

Set B.M. on Mon. & Jellett Ely. Illion

154.25

154.3  
1.2

T.P. 8.55 155.47 0.76 146.92

155.47

3+10± - ± Illion

144.8  
2.9

T.P. 12.32 147.68 0.01 135.36

147.68

2+70± Wly. line Illion

134.8  
0.6

T.P. 12.84 135.37 0.33 122.53

135.37

2+25

121.6  
1.3

122.86

Lister  
Denver to Eric

28 June 51

W.O. 25020

INDEXED

71

Sommertmeyer

Bc99

R. Sisson

ditman

1123

51.21

orig. B.M.

51.19

(51.20)

2+69.8± = Wiy. Eric

48.4

47.9

51.0

47.4

47.6

4.0

4.5

5.0

4.8

60

40

52.44

40

60

TIP. 8.92 52.44 0.02 43.52

111.

2+00

45.1

44.6

51.5

43.2

43.2

+1.6

+1.1

0.0

+0.3

+0.3

60

40

40

60

1+00

40.5

40.1

51.4

48.5

48.3

3.0

3.4

5.1

5.0

5.2

60

40

40

60

0+68 46' RT. = E Sing. Bar. Conc. floor

36.8

36.6

0+62 46' RT. = end Conc. slab + walk

36.6

7.44

7.40

0+47 46' RT. = start Conc. slab + walk

36.9

36.9

35.9

36.09

36.14

6.6

6.6

7.6

7.45

7.39

50

40

46

51

0+00 = Ely line Denver

35.3

33.1

33.3

8.2

9.8

10.2

40

43.54

40

TIP 2.09 43.54 10.99 41.45

1.24 52.44 — 51.20

spike in pole S.W. cor. Eric + Lister FR 2144 19

FIRST AND ISLAND

8-20-51

INDEXED

AUG 21 1951

72

LEVELS ON PAVING NE COR.

and LOCATION EXIST. FIRE HYDR.

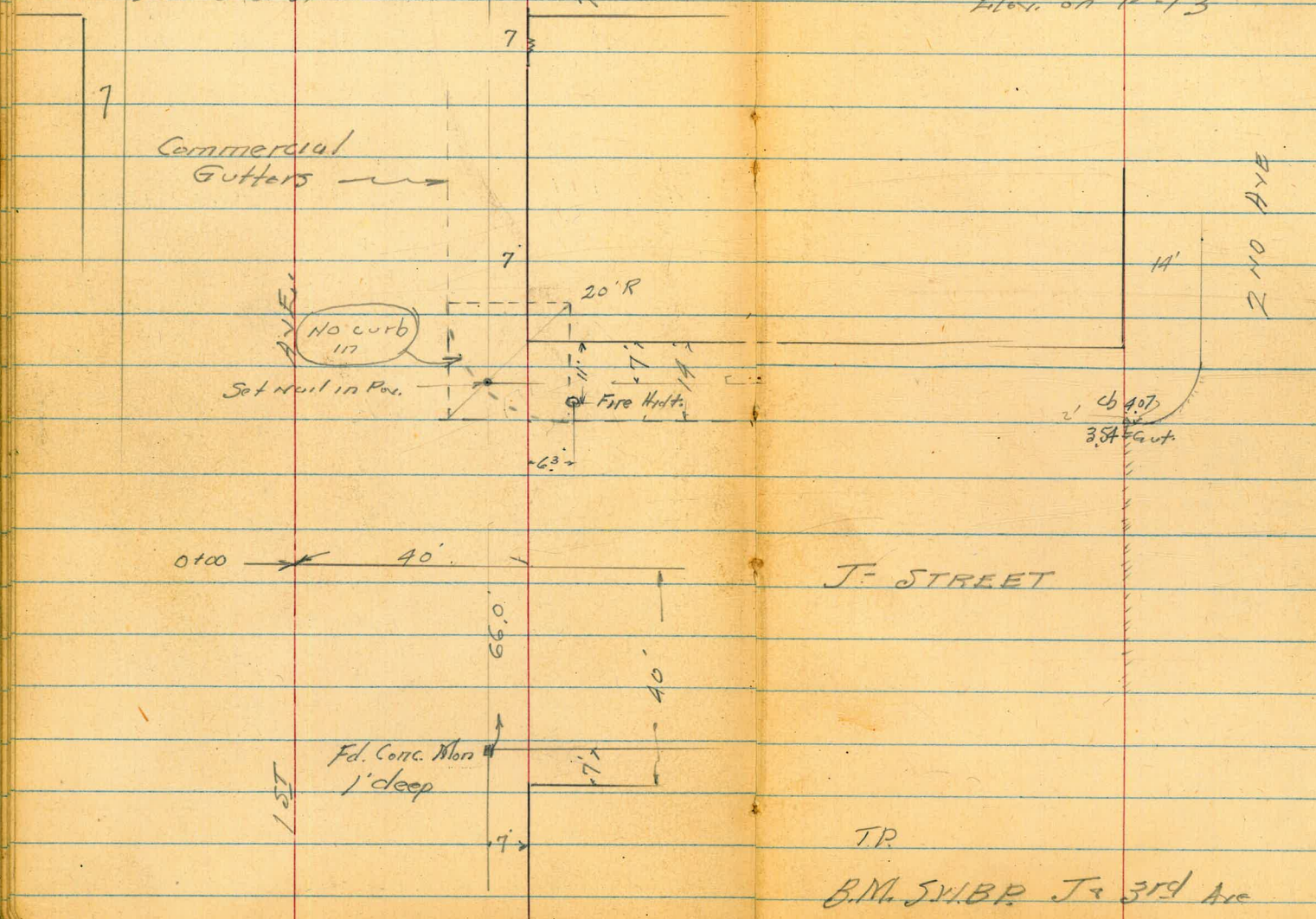
Walker  
x Clark Fd. Ct. W. Plg  
Huffman  
Pearson 8-20-51

No 20005

Fd. Nail

Direct Elev. Rod Used

Elev. on P-73



TR	342
B.M. SW. BR. J. 3rd Ave	148

Locals - Parking  
1st & J-st.

# INDEXED

AUG 21 1951

L  
1st  
St.

Rt.

73

chk starting P.M.  
00/  
148  
147

TR  
3.42  
348

0+82

367 363 344 358  
373 367 350 364  
27 33 40  
ERail

0+46

306 295 297  
312 301 303  
26 28 40  
Low Point

0+40

308 329 320 306 290 291  
314 325 326 312 296 297  
163 22 26 33 40  
WRail ERail

0+26 =

308 308 302 280 284  
314 314 308 286 290  
334 39 40 46.6  
WRail ERail  
End  
Pay

0+13

294 271 296  
300 297 302  
26 40 31  
End  
Pay

0+00 - L 1st & J-st

CROSS SECTION ALLEY BLK. 127

CHOATES ADDITION  
Between F- and G- Sts.

from 32ND to THROUGH FREEWAY

Walker  
Pope  
Huffman  
9-25-51

NO 25020

INDEXED  
Law  
SEP 28 1951

5+2510 Set Hub

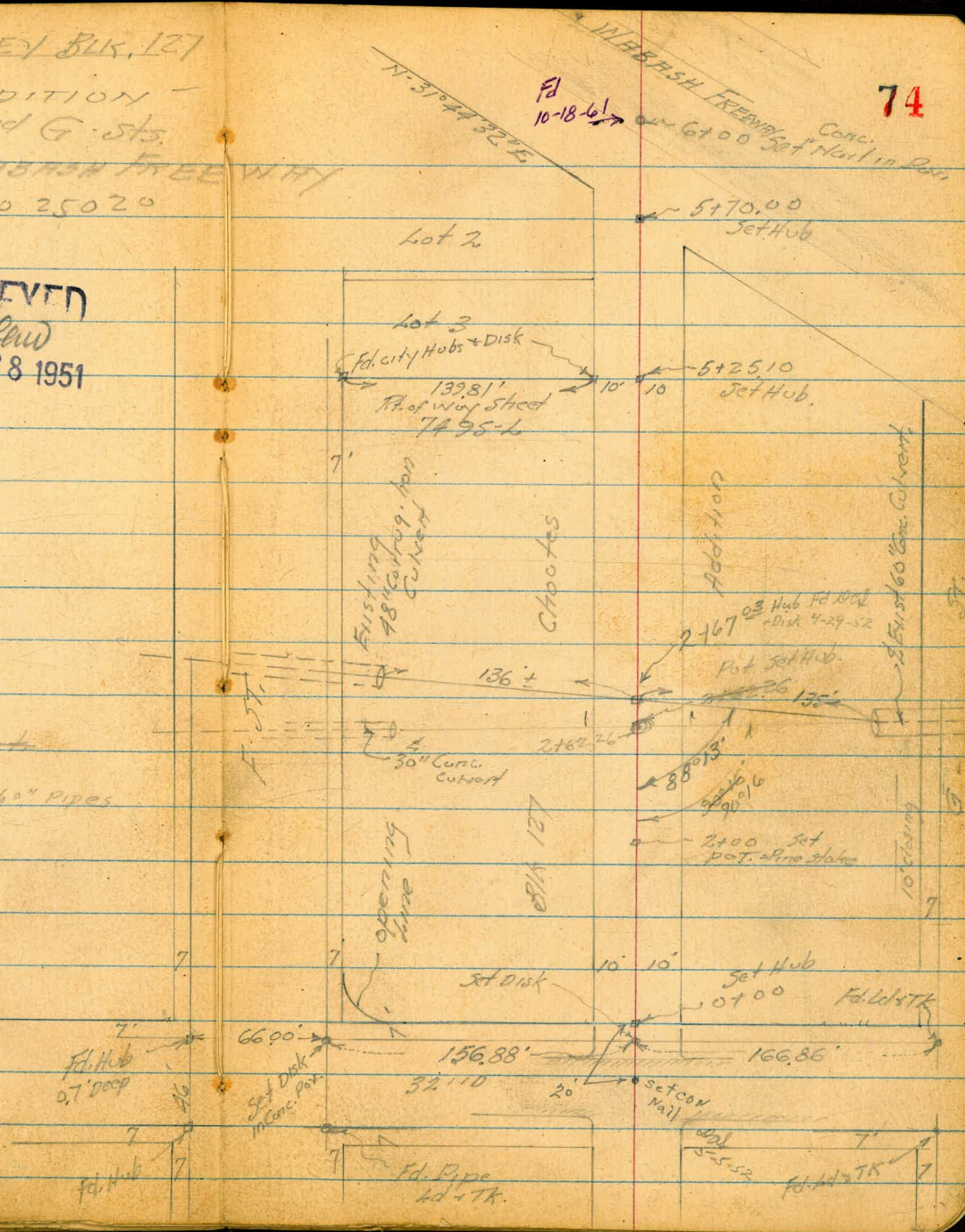
Reduced by  
R.W.L.  
9-28-51

2+67.03 = Int. E. Proposed Culvert  
Diag. Section

2+62.26 = Pot. = Int. Proposed Culvert  
Int.

2+62.26 = Line between 30" & 60" Pipes

0+00 = E. Line 32ND



FD  
10-18-61

74

Alley 315 127 Charters Add.

0+50

Lt.			Rt.	
81.0	81.0	80.9	81.1	81.2 <b>15</b>
5.8	5.8	5.9	5.7	5.6
15	10		10	15

0+15

82.5	82.1	81.9	82.1	82.5	82.1
4.3	4.7	4.9	4.7	4.3	4.7
15	10		8	10	5
Lawn					

0+00 = F. line 32ND

82.24	81.9	81.8	81.50	81.7	81.26
4.55	4.9	5.0	5.29	5.1	4.83
10	10	0	on Hub	10	10
cb		Ground		cb.	cb.

0-08 = E.C. 2' Rad

82.09	81.83
4.70	4.96
20	10
cb	cb.

0-10 = E. Gut 32ND = Fast edge East Paving

83.88	84.40	82.09	82.14	82.00	81.74	81.46	81.46	81.83	80.79	81.16
2.91	2.39	4.70	4.61	4.79	5.05	5.33	5.33	4.96	6.00	5.63
50	50	12	12	10	10	12	12	17	50	50
Gut	cb.	Gut	cb			Gut	cb.	Gut	cb	cb
		St. Rad.								

0-30 = E. 32ND on East Paving

85.13	83.41	83.08	82.78	81.86
1.66	3.38	3.71	4.01	4.93
50	10		10	50
		86.79		
		86.89		

TP 7.34 86.79 6.09 7.9.45

3.25 85.54 81.59

SE 7' tack G. 32ND

B.M. SE 7' tack Market & 32ND

Alley 81K 127 - Choctaw Add.

2+35

66.5	66.6	73.1	72.8	72.8	73.6	73.9
10.0	99	3.4	3.7	3.7	2.9	2.6
40	30	17	10	Rubble	Rubble	20
		Rubble	Rubble		10	Rubble

2+25

66.7	67.2	73.7	73.7	74.4	74.8	74.4
9.8	9.3	2.8	2.8	2.1	1.7	2.1
45	32	21	10	Rubble	10	20
			Rubble	Fill		

2+25 = 1/2 Tel Pole #4 541471 9' Lt

2+00

68.0	68.0	74.7	75.2	75.30	74.8	74.6
8.5	8.5	1.8	1.3	1.23	1.7	1.9
40	29	17	10	10	10	20
			Rubble	Fill		

TR 123 53 76.63 1149 75.40

1+62 = Ford 4.5' Picket Fence 26 Lt

1+50

77.6	76.6	76.4	76.6	77.3	77.6
9.2	10.2	10.7	10.2	9.5	9.2
20	9.6		5	10	20
	at fence				

1+25

79.6	79.1	78.5	78.3	78.0
7.2	7.7	8.3	8.5	8.8
20	10		10	20

1+10 = 1/2 Tel Pole 92' Lt # H-412435

1+00

77.1	80.9	80.3	80.1	79.8
9.7	5.9	6.5	6.7	7.0
15	9.7		10	15
	at fence			

0+84 = 1/2 Pole 95' Rt # PA 5210

0+75 = 1/2 Reg. 4.5' Picket Fence 97 Lt

0+69 = 1/2 Garage, Dirt Floor

80.7	80.87
6.1	5.92
13	11
	Top 4"
	Scrub
	Cleanout
	86.89
	79

79 86.89

76



Alley Blk 127 - Chootes Add.

Find 4' lath fence 96' Lt = Bay 3' Wood fence 96' Lt # H

3+70 = 2 Tel Pole 84' Lt 596413

3+47.5 = 2 Elec Pole # R 3260 1.5' RH

3+30 = Bay Fence 97' Lt Not Ground

3+29 = 2 MH

TP 749 31 84.71 7029 76.72 82

3+05

2+85

2+71

2+67.03 = 2 Proposed Cabinet, Diag Sec

2+62.23

2+54.5 = 2 East Sewer MH

53  
76 83

Lt.

R

RH

79.7 46 20	79.7 46 10	79.4 4.9	79.3 5.0 10	79.0 5.3 20
78.9 5.4 10	78.9 5.4 10	79.2 5.1	78.8 5.5 10	78.8 5.5 20
75.0 15 30 Rubble	74.8 17 10 Rubble	77.2 53 Rubble	71.7 48 10 Rubble	69.9 6.6 25
67.9 86 30	68.5 80 10 Rubble	70.4 61 Rubble	70.9 56 10 Rubble	69.5 7.0 30 Rubble
65.8 107 35	64.9 116 10	63.9 126	64.3 122 10	62.9 136 35
67.74 87 131	69.16 737 136	67.9 86 100	65.7 108 50	64.08 1245
65.4 111 35	64.1 124 10	64.9 116 0	64.87 666 53 76 53 Rubble	63.2 133 50
			67.0 95 10 Rubble	61.2 153 100
				58.93 17.60 135 17' vert 60" Pipe

Alley Blk 127 - Chaates Add.

5+875 diag Sec. on Shoulder Par 179

5+85

5+825 diag Sec. Parallel to Freeway

5+70 = Main Rd of Way diag.

5+50

5+25 = Beg 5' Picket Fence 7.4' Lt.

5+245 = Tel Pole # 4 9' Lt

5+18 = Pole Anchor 1' Lt.

5+00 = Pole A 3280 1' Lt.

4+76 = End Fence 7.9' Lt.

4+50 Fence 7.8' Lt.

4+00

31  
84

Lt.

Rt

Rt

77.41  
690  
30  
Po.

77.69  
75  
30

77.5  
68  
30

77.1  
7.2  
30

77.0  
7.3  
15

77.1  
7.2  
80

diag  
= cut fence

77.14  
7.7  
antub

77.1  
7.2  
15

77.0  
7.3  
30

77.3  
7.0  
20

77.3  
7.0  
10

77.2  
7.1  
10

77.2  
7.1  
10

77.1  
7.2  
20

78.1  
6.2  
20

78.2  
6.1  
10

78.3  
6.0  
10

77.6  
6.7  
10

77.0  
7.3  
20

77.2  
5.7  
20

78.7  
5.6  
10

78.2  
6.1  
10

78.1  
6.2  
10

77.8  
6.5  
20

77.75  
4.56  
91  
Walk

77.4  
4.9  
88  
at fence

77.2  
5.1  
31  
at fence

77.0  
5.3  
10

78.6  
5.7  
20

10

Alley BK 127 - Chootes Add.

5+

5+

5+

5+

003

~~007~~

Chk. Starting BM

3.08

81.59

81.56

5+

TR 767

GA  
84.74

734

76.97

~~77.07~~

5+

5

at diag. Sec.

5 6+2.6.5 = Int. Gut. Safety Island

5+

76.80	76.33	77.34	77.84	76.39	76.86
551	598	627	647	792	745
30	30	Gut	G.	Gut	G.
Sp	Gut		Cb.	30	30

4+

4+ 6+12.3 diag. Sec.

76.01	77.11	76.22
6.30	7.20	8.09
		30

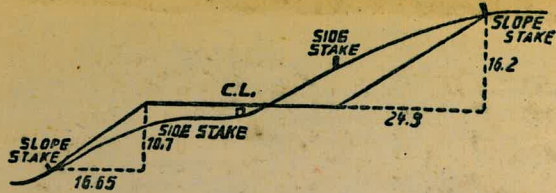
31  
~~84.41~~

4+0

84.31  
~~84.41~~

305.86  
 10.98  
 294.88

318.27  
 11.20  
 307.07  
 308.72  
 32



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

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

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