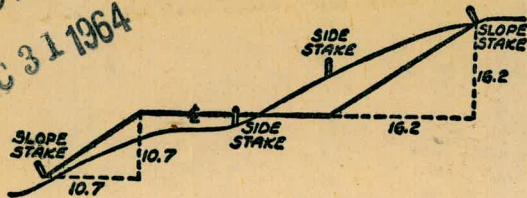


2062

DATE BOX

MICROFILMED
DEC 31 1964

FB #1758



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.

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.
It should be nearly level, the cut or fill at side
stake is located by the double entry distance

IMPROVED TABLES
AND
INFORMATION

cut target. If it does not make the slight ad-
justment 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 (external) opposite L by
given tangent (external).
The distance from the tangent to
the curve is very nearly $\frac{1}{2}$ of the tangent
length divided by two.

Alley 1 43
Fairmount Add

TABLE IX
MIDDLE ORDINATES OF RAILS
Length of Rail (feet)

C o'	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch	C o	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch
0-20	17189	.08	.07	.06	.05	.04	.03	8	716.8	1.88	1.64	1.42	1.20	1.01	.84
0-40	8594	.16	.14	.12	.10	.08	.07	9	637.3	2.12	1.84	1.60	1.35	1.14	.94
1-0	5730	.24	.20	.18	.15	.13	.10	10	573.7	2.36	2.05	1.78	1.50	1.27	1.04
1-20	4297	.31	.27	.23	.20	.17	.13	11	521.7	2.59	2.26	1.95	1.65	1.39	1.15
1-40	3438	.39	.34	.29	.25	.21	.17	12	478.3	3.83	2.47	2.15	1.81	1.54	1.26
2-0	2865	.47	.41	.35	.30	.25	.20	13	441.7	3.05	2.66	2.30	1.96	1.66	1.36
2-20	2456	.55	.48	.41	.35	.29	.23	14	410.3	3.30	2.87	2.48	2.10	1.78	1.46
2-40	2149	.63	.55	.47	.40	.33	.27	15	383.1	3.54	3.08	2.68	2.26	1.91	1.57
3-0	1910	.71	.62	.53	.45	.38	.31	16	359.3	3.76	3.28	2.83	2.40	2.04	1.67
3-20	1719	.78	.68	.59	.50	.42	.35	17	338.3	4.00	3.48	3.02	2.57	2.16	1.78
3-40	1563	.86	.75	.65	.55	.46	.38	18	319.6	4.21	3.67	3.18	2.70	2.28	1.87
4-0	1433	.94	.82	.71	.60	.50	.42	19	302.9	4.45	3.89	3.36	2.86	2.41	1.98
4-20	1323	1.02	.89	.77	.65	.55	.45	20	287.9	4.70	4.09	3.55	3.00	2.54	2.09
4-40	1228	1.10	.96	.83	.70	.59	.48	22	262.0	5.16	4.44	3.84	3.30	2.80	2.29
5	1146	1.18	1.03	.89	.75	.63	.52	24	240.5	5.64	4.92	4.20	3.59	3.04	2.50
6	955.3	1.41	1.23	1.06	.90	.76	.62	26	222.3	6.07	5.29	4.58	3.88	3.29	2.70
7	819.0	1.65	1.44	1.24	1.05	.89	.73								

TABLE X
SHORT RADIUS CURVES

Radius Feet	Chord Feet	Central Angle	Deflection Angle	Deflection for 1 Foot
35	10	16-26	8-13	49.3
45	10	12-46	6-23	38.3
50	15	17-16	8-38	34.5
60	15	14-22	7-11	28.8
75	15	11-30	5-45	23.0
100	20	11-30	5-45	17.3
120	20	9-34	4-47	14.3
150	20	7-39	3-49	11.5
190	25	7-32	3-46	9.15
200	25	7-10	3-35	8.6
225	25	6-25	3-12	7.7
240	25	5-58	2-59	7.2
250	25	5-44	2-52	6.9
275	25	5-12	2-36	6.2
288	50	9-58	4-59	6.0
300	50	9-32	4-46	5.7
350	50	8-12	4-06	4.9
376	50	7-40	3-50	4.6
400	50	7-10	3-35	4.3
410	50	7-00	3-30	4.2

To find length of curve divide angle from P. C. to P. T. by central angle of chord, and multiply by length of chord.

Pages

Magnolia Ave - X-Sec. & Topog.
Old City Boundary to Rosedale Sub.

1-27

Survey School Site Lot 19, 20 - ^{new} Riverside

28

X-Sec. 50th Orange to Canyon

37-42

X-Sec. - Alton Rd. - Magnolia to
Acco Drive

31

X-Sec. Sta Cruz Ave - Redondo to
Dixon Place and

43

" Dixon Pl. - Warrington to Chatsworth

"

Add'l Notes - Alton Drive Hurlbut
to Acco

52

X-SECT. 50th ST. ORANGE to TROJAN

59

Add'l Notes X-SEC 50th W. NONE - -

65

CROSS SECTIONS MAGNOLIA AVE.

from old city Boundary

To Rosedale Subdivision

Hulker
Pope ~ Alignment ~ 140 250 20
Huffman
12-4-51

11 + 53.88 = P.O.T. set Hub on 2.

9 + 40.03 = P.O.T. set Hub on 2.

0 + 06.38 = P.O.T. at Pt to SW Cor.

0 + 00 = Int. City Line

0 + 06.38

0 + 00

P.O.T.
9 + 40.03

125.125'

933.65'

Hard Copy

62° 56' 55"

Fd. City Mon.

Fd. City Mon.

213.85'

1069.62'

Cont. P-3

MAGNOLIA AVE

INDEXED

DEC 12 1951

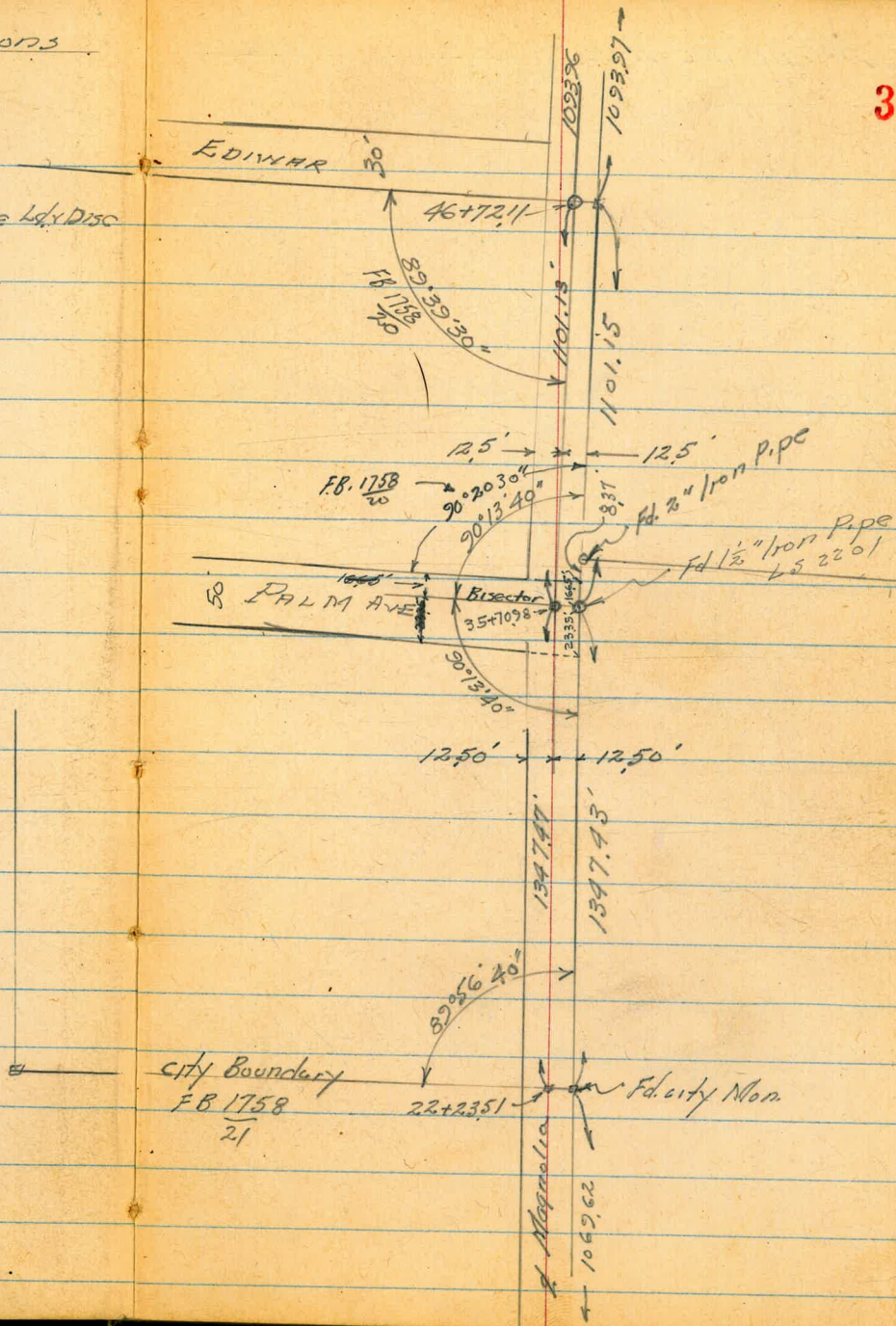
2

Magnolia Ave. ~ Cross Sections ~ Alignment ~

46+72.11 = P.O.T. Set 3/4" X 18" Sub. Iron Pipe Ld. Disc

35+70.98 = Δ Rt 0°27'20" Set Hub on Δ

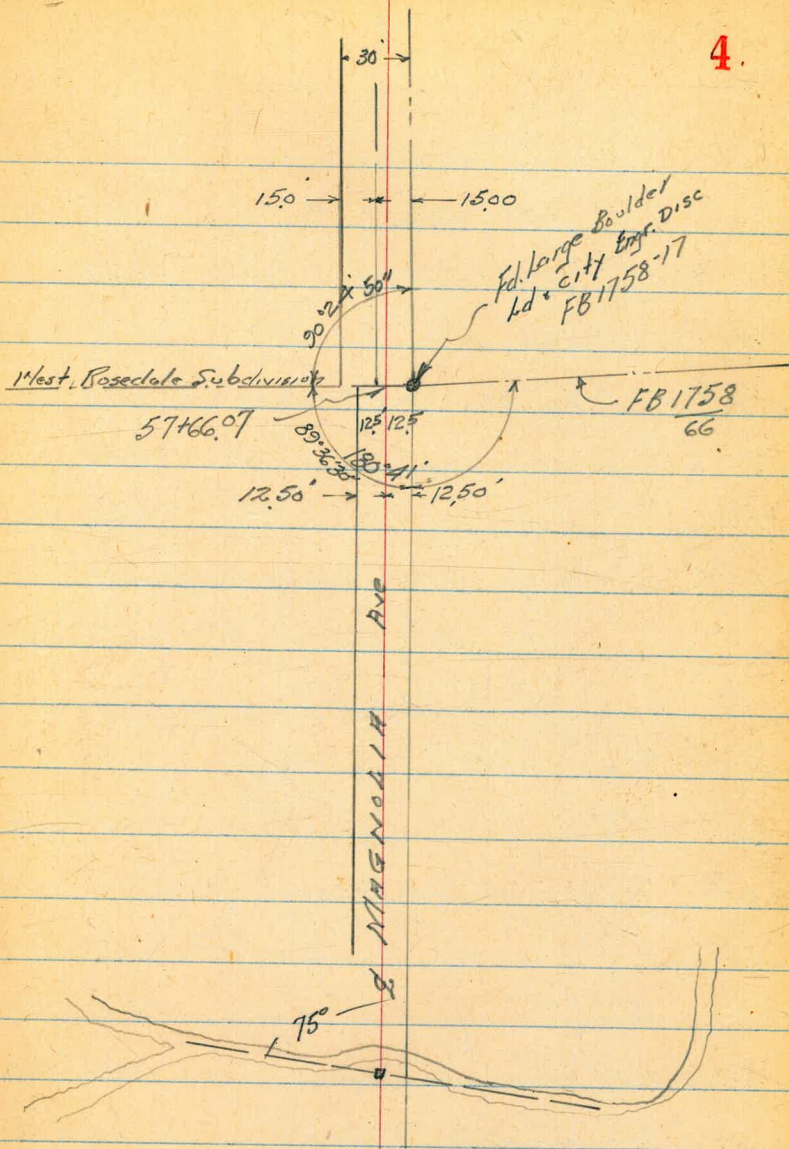
22+23.51 = P.O.T. Set Hub on Δ



Magnolia Ave ~ Cross Sections
 ~ Alignment ~

57+66.07

50+42 = location Proposed 24" Drain



Magnolia Ave - Cross Sections

1 B.M. Cont. P. 26

TP # 7	11.31	405.56	283	374.25'	on Mon 12.5' Rt 9+40.03
TP # 6	2.86	404.08	392	401.22'	on Mon 12.5' Rt 11+53.88
TP # 5	11.68	405.14	503	393.46'	on Peg
TP # 4	5.29	398.49	1074	393.20'	on city Mon 12.5' Rt 22+23.51
TP # 3	4.23	403.94	734	399.71'	on Peg.
TP # 2	3.19	407.05	647	403.86'	on Peg.
TP # 1	6.00	410.33	622	404.33'	on Mon West Palm Ave
	3.66	410.55		406.89	B.M. Mon SE Cor lot 24

Inst. corrected for Adjustment

TP # 9 ^A - chk on TP # 5				399.80	from TP # 1 A To TP # 9 A
TP # 8 ^A				393.63	Abandoned.
TP # 7 ^A				385.20	Instrument on High Part of Tack Copper disc in large Boulder 12.5' Rt 57+66.07
TP # 6 ^A				393.50	slightly Nail in Pole
TP # 5 ^A				399.84	on 1/2 Pipe 46+72.11
TP # 4 ^A				405.71	Nail in Pole 42+00
TP # 3 ^A				404.52	on Iron Pipe 12.5' Rt 35+70.98 P. 4
TP # 2 ^A				406.00	
TP # 1 ^A				404.32	on Mon

Direct Rod Used

406.89

B.M. Cont. Mon SE Cor lot 24 New Riverside Location FB. 1758-28 FB. 1750-2

11700

8.1
50

397.5

7.5
30

398.1

6.6
30

399.0

5.8
30

399.8

5.6
50

400.0

10750

10.3
50

395.6

10.9
30

396.7

7.7
30

397.7

6.0
30

398.7

6.5
50

399.1

10400

12.8
50

392.8

10.1
30

395.5

8.6
30

397.0

7.8
30

397.8

7.5
50

398.1

Rim Canyon

9440.03

37.3
60

398.3

29.1
40

396.5

25.5
30

390.1

21.0
20

394.6

13.6
405.56

392.0

10.8
13

394.8

10.2
30

395.4

9.4
50

396.2

Magnolia Ave

14+50

73
50
398.3

67
30
398.9

58
30
399.8

58
30
399.8

55
30
400.1

14+00

56
50
400.0

49
30
400.7

50
30
400.0

52
30
400.4

49
50
400.7

13+50

61
50
399.5

61
30
399.5

60
30
399.7

49
30
400.7

51
50
400.5

13+00

67
50
398.9

66
30
399.0

62
30
399.4

58
30
399.8

52
50
400.4

12+50

56
50
400.0

50
30
400.7

48
30
401.3

44
30
401.2

41
50
401.5

12+00

46
50
401.0

42
30
401.4

38
30
401.8

37
30
401.9

35
50
402.1

11+59.88

chk Mon 12.5' Rt

4.35

11+50

65
50
399.1

59
30
399.7

50
30
400.6

44
30
401.2

43
50
401.3

105.56

405.56

Magnolia Ave ~ Cross Sections

18+00				
17+50				
17+00				
16+50				
16+00				
15+50				
15+00				
T.P.#8	2.68	398.26	2.98	395.58
		405.56		

	Lt.	L.	Rt.	8
5.7 30	5.9 30	5.7 30	5.7 30	5.7 30
6.3 50	6.8 30	7.3 30	7.2 30	7.2 50
7.0 50	7.0 30	6.4 30	7.2 30	7.3 50
6.8 50	6.6 30	6.2 30	5.3 30	5.8 50
6.8 50	5.8 30	6.1 30	4.9 30	5.5 50
5.1 50	4.3 30	3.7 30	3.9 30	3.8 50
2.6 50	1.8 30	1.7 30	1.5 30	1.5 50

Magnolia Ave - Cross Sections

21+50

54 395.0
50

Lt
63 394.1
30

Rt
66 393.8
30

73 393.1
30

9
74 393.0
50

21+00

62 394.2
50

69 393.5
30

77 392.7
30

85 391.9
30

89 391.5
50

20+50

64 394.0
50

64 394.0
30

71 392.3
30

76 392.8
30

81 392.3
50

20+00

54 395.0
50

58 394.6
30

62 394.2
30

67 393.7
30

70 393.4
50

19+50

61 395.3
50

52 395.2
30

55 394.9
30

64 394.0
30

65 393.9
50

on Page

TP#7 6.34 400.45 4.15 394.11 1

19+00

30 395.3
30

33 395.0
30

100.45
30 394.7
30

43 394.1
30

47 393.6
50

18+50

43 394.0
50

48 393.8
30

46 393.7
30

58 393.0
30

52 393.1
50

398.26

398.26

Magnolia Ave ~ Cross Sections

25+00				
TP#10 670	406.60	0.55	399.90	1
24+50				
24+00				
23+50				
23+00				
22+50				
12.8' RH 22 123.51				
Chk. on Man	7.26		393.19	1
22+00				

40045

	Lt.	Rt.	Rt.	10
65 50	400.1	7.0 30	399.6	6.3 50
398.8 16 50	398.8	1.4 30	399.0	1.7 50
397.7 2.7 50	397.7	2.7 30	397.6	3.0 50
397.0 3.4 50	396.5	3.9 30	395.6	4.7 50
395.0 1.5 50	395.9	4.9 30	394.0	5.5 50
395.0 5.4 50	394.4	6.0 30	392.8	7.0 50
394.7 5.7 50	394.5	5.9 30	392.9	6.3 50

40045

Magnolia Ave - Cross Sections

28+50

28+00

27+50

27+00

26+50

26+00

25+50

402.1
4.5
50

401.7
4.9
50

401.4
5.2
50

401.9
4.7
50

401.3
5.3
50

401.3
5.3
50

400.9
5.7
50

Lt.

402.0
4.6
30

401.6
5.0
30

402.0
4.6
30

401.1
5.5
30

401.3
5.3
30

401.3
5.3
30

400.8
5.8
30

2
402.1
4.5

401.3
5.3

401.2
5.4

401.2
5.4

401.3
5.3

401.5
5.1

400.6
6.0

406.60

Rt.

401.6
5.0
30

401.7
4.9
30

401.2
5.4
30

401.2
5.4
30

401.5
5.3
30

401.2
5.4
30

400.7
5.9
30

11

401.3
5.3
50

401.4
5.2
50

400.8
5.8
50

400.7
5.9
50

401.2
5.4
50

401.2
5.4
50

400.8
5.8
50

MAGNOLIA RIE - CROSS SECTIONS

					Lt.	Rt.			
32+00					404.3 5.7 50	404.2 5.8 30	405.6 4.4 210.041	405.2 4.8 30	404.0 6.0 50
32+11 3.71	410.04	0.27	406.33		404.4 2.2 50	404.1 2.5 30	404.0 2.6	403.7 2.7 30	404.7 1.9 50
31+50					403.6 3.0 50	403.3 3.3 30	404.2 2.0	404.2 2.4 30	404.8 1.8 50
31+00					402.9 3.7 50	402.8 3.8 30	403.4 3.2	402.8 3.8 30	402.7 3.9 50
30+50					403.6 3.0 50	404.0 2.6 30	403.3 3.3	403.8 2.8 30	403.2 3.4 50
30+00					403.2 3.4 50	403.5 3.1 30	402.6 4.0	402.9 3.7 30	402.6 4.0 50
29+50					402.2 4.4 50	402.7 3.9 30	402.2 4.4	403.1 3.5 30	402.1 4.5 50
29+00	406.60						406.60		

35 + L. Palm

405.6
4.4
200

35 + 40 Pole Anchor 26 RT

35 + 00

404.6
5.4
50

404.1
5.9
50

34 + 00

403.6
6.4
50

403.7
6.3
50

33 + 00

403.8
6.2
50

32 + 50

404.3
5.7
50

Lt.
405.2
4.8
100

404.7
5.3
50

404.2
5.8
30

404.3
5.7
30

404.0
6.0
30

404.2
5.8
30

403.7
6.3
30

404.6
5.4
30

Rt.
404.4
5.6

404.2
5.8

404.3
5.7

403.5
6.5

403.3
6.7

404.8
5.2

405.2
4.8

404.0
6.0
100

403.9
6.1
30

405.6
4.4
30

403.5
6.5
30

403.5
6.5
30

403.8
6.2
30

404.6
5.4
30

Rt.

13
404.0
6.0
200

404.0
6.0
50

405.3
4.7
50

403.2
6.8
50

403.3
6.7
50

403.9
6.1
50

405.2
4.8
50

410.04

Magnolia Ave - Cross Sections

38+00

404.0
5.0
50

404.3
4.7
30

403.7
5.3
~~109.02~~ 1

404.1
4.4
30

14
404.0
5.0
50

TR#12 446 409.02 / 548 404.56

37+50

404.0
6.0
50

404.5
5.5
30

405.3
4.7

405.2
4.8
30

405.6
4.4
50

37+00

405.7
4.3

406.2
3.8
30

405.7
4.3

406.0
4.0
30

406.3
3.7
50

36+87 = Tel Pole # 4560 17.4 Rt

36+80

405.6
4.4
50

406.0
4.0
30

406.0
4.0

405.6
4.4
30

405.7
4.3
50

36+00

405.4
4.6
50

405.0
5.0
30

405.9
4.1

405.6
4.4
30

405.1
4.9
50

35+94 = Pole Anchor 17.9 Lt

Guy
35+94 = Pole Anchor 7.5 Lt

35+94 = Tel Pole 17.8 Rt # 4561

+ 84.5 = Tel Pole 27.5 Rt # 4562

35+83 Pole Anchor 8 Rt

35+79 Pole Anchor 17.5 Rt

35+51 = Guy Pole 26 Rt = 4562-1

on Pipe 12.5 Rt.

chk 35+70.98 P-5

553 404.51

410.04

Magnolia Ave Cross Sections

Station	Notes	405.1 Lt	404.9	405.1	404.7	15 Rt
41 + 50		3.9 50	4.1 30	3.9 50	4.3 30	4.7 50
41 + 00		3.1 50	3.4 30	3.9 50	4.0 30	4.6 50
40 + 50		3.9 50	4.0 30	4.1 50	4.5 30	5.0 50
40 + 29	#4548					
40 + 00	175'R	4.0 50	3.9 30	4.4 50	4.4 30	4.6 50
39 + 50		4.2 50	4.6 30	4.4 50	4.2 30	4.6 50
39 + 00		3.6 50	3.6 30	3.8 50	3.8 30	4.1 50
38 + 50		3.4 50	2.8 30	4.0 50	4.2 30	4.7 50
38 + 57	Tel Pole #4557					

402.02

Magnolia Ave Cross Sections

16

45+00

401.7
73
50

402.7
63
30

402.1
69

401.5
75
50

401.3
77
50

44+50

402.1
69
50

402.5
65
30

402.2
68

402.0
70
50

402.0
70
50

44+00

403.4
66
50

403.1
69
30

402.7
63

403.5
65
30

402.2
60
50

+70 = Tel Pole # 4556 17.5' Ht

43+50

403.5
65
50

403.1
69
30

402.4
66

402.1
69
50

402.3
67
50

43+00

403.6
69
50

403.5
65
30

402.9
61

402.6
69
30

402.4
69
50

42+50

403.7
63
50

403.7
63
30

403.4
66

404.0
69
30

403.1
69
50

chk TP#4A P-5 331 405.71'

42+02 = Tel Pole # 4557 17.5'

42+00

404.4
76
50

404.4
76
30

404.1
79

404.1
79
30

404.0
79
50

409.02

409.02

Magnolia Ave - Cross Sections

17

48+50

Lt. Rt.
 391.3 391.3 390.8 389.7 389.8
 27 27 102 11.3 11.2
 50 30 30 30 50

48+00

393.4 393.2 393.1 392.5 392.3
 7.6 7.8 7.9 8.5 8.7
 50 30 30 30 30

47+50

395.8 395.7 394.8 394.7 394.8
 5.2 5.3 6.2 6.3 6.2
 50 30 30 30 50

+11 Tel Pole # 455A 17.2 Rt.

47+00

398.9 398.1 398.2 397.4 397.5
 2.1 2.0 2.8 3.6 3.5
 50 30 30 30 50

46+72.11 118
 T.P. #13 on L. Pipe

401.05 - 215 399.87'

46+50

401.6 401.2 401.2 401.3 401.0
 7.4 7.8 7.8 7.7 8.0
 50 30 30 30 50

46+00

403.5 402.3 402.5 401.6 402.0
 5.5 5.7 6.5 7.4 7.0
 50 30 30 30 50

45+50

403.0 402.6 402.0 401.8 401.6
 6.0 6.4 7.0 7.2 7.4
 50 30 30 30 50

45+42 - Tel Pole 455B

17.5' Rt.

409.02

409.02

Magnolia Ave - Cross Sections

Lt.

Rt.

Rt.

18

TP 15 9.97 401.041 0.92 391.57

51+13 Tel Pole #4552 17.5' RT

51+00

387.3	386.7	386.1	386.5	385.9	385.8
5.2	5.8	6.4	6.0	6.6	6.7
50	30		30	50	60

50+50

382.8	382.5	382.3	380.4	379.9	381.6	381.1
9.7	10.0	10.2	12.1	12.6	10.9	11.4
65	50	30		30	50	75

Sketch P-4

50+42 = Proposed Culvert = Diag. Section

383.7	382.0	382.3	381.7	378.7	375.5
8.8	10.5	10.2	10.8	13.8	17.0
85	50	30		40	88

50+00

387.0	387.6	384.5	383.2	381.3	379.4
5.5	4.9	6.0	9.3	11.2	13.1
50	30		30	50	75

49+50

390.4	389.8	388.9	384.7	382.0	378.6
2.1	2.7	3.6	7.8	10.5	13.2
50	30		30	50	75

49+10 Tel Pole #4553 17.5' RT

TP #14 3.92 392.491 12.48 388.57

49+00

390.8	390.0	388.3	386.0	384.4
10.2	11.0	12.7	15.0	16.6
50	30		30	50

401.05

401.05

Magnolia Ave ~ Cross Sections

54 + 50

	Lt.	C.	Rt.	19
	392.3	392.4	392.2	391.3
	8.7	8.6	8.8	9.7
	50	30	30	50

54 + 00

	394.8	394.1	392.9	392.8
	6.2	6.4	9.1	8.0
	50	30	30	50

+24 = Tel Pole # 4550 17.5' Rt

53 + 50

	396.6	396.2	395.7	394.5
	4.4	4.8	5.3	6.2
	50	30	30	50

53 + 00

	397.6	397.4	396.8	396.0
	3.9	3.6	4.2	5.0
	50	30	30	50

52 + 50

	397.0	397.0	396.7	396.4
	4.0	4.0	4.3	4.6
	50	30	30	50

+23 = Tel Pole # 4551 17.5' Rt

52 + 00

	396.7	396.5	396.5	395.8
	4.3	4.5	4.5	5.2
	50	30	30	50

51 + 50

	394.0	393.8	394.5	392.8
	7.0	7.2	6.5	8.2
	50	30	30	50

401.04'

401.04'

Magnolia Ave - Cross Sections

Lt.

Rt.

Rt.

20

57+66.07 Cont.

388.3
5.6
200'

390.1
3.8
200'

chk Tack
57+66.07 on in Mon 12.5 ft 8.67 385.261
57+66.07 = Sub. Line Rosedale

8.6	19.5	25.6	13.7	9.0	6.6	4.7	2.5
93	50	33	125	22	45	150	
		Bottom Wash					

57+00

391.1
2.2
100

390.6
3.3
80

8.8	14.9	17.1	11.2	7.8	5.7	4.0
50	30	18	10	30	50	
		Bottom Wash				

56+50

4.5	7.9	13.2	12.2	6.7	5.6	4.5
50	30	5	17	30	50	
		Bottom Wash				

56+00

3.2	3.8	4.2	7.9	8.2	4.5	3.5
50	30	26	8	27	43	50

+6A - Tel Pole #4549 17.5 ft

55+50

3.0	3.9	3.4	3.2	3.0
50	30	393.93	30	50

Nail in Pole # TP#6A P-5
JP#16 0.39 393.93 / 7.50 393.541

chk TP # 8-A P-5 7.36 393.681

55+00

2.5	9.1	9.3	9.9	9.3
50	30	30	30	50

54+81.7 = Int. High Pressure Gas
401.04

401.04

Magnolia Ave.

21

chk starting B.M. P-5	4.84	406.89	✓	
TP# 23	5.08	411.73	5.66	406.65
TP# 22	4.88	412.31	3.76	407.43
TP# 21	6.77	411.19	6.19	404.42
TP# 20	4.90	410.61	1.50	405.71
TP# 20		2.78	404.45	
	4.07	21 = corrected	399.87	
TP# 19	7.34	407.23	3.23	399.89
TP# 18	11.85	403.12	8.53	391.77
TP# 17	6.62	400.30	0.25	393.68

393.93

✓

Nail in Pole

Nail in Pole

chk on to Pipe 46+7211-TP#13 P-17

on Peg

on Peg

Magnolia Ave
 Stadia Topog. from
 0+00 to 2+40

Azinuths are Rt or Lt of Sine

Magnolia from 9+40 to 0+00

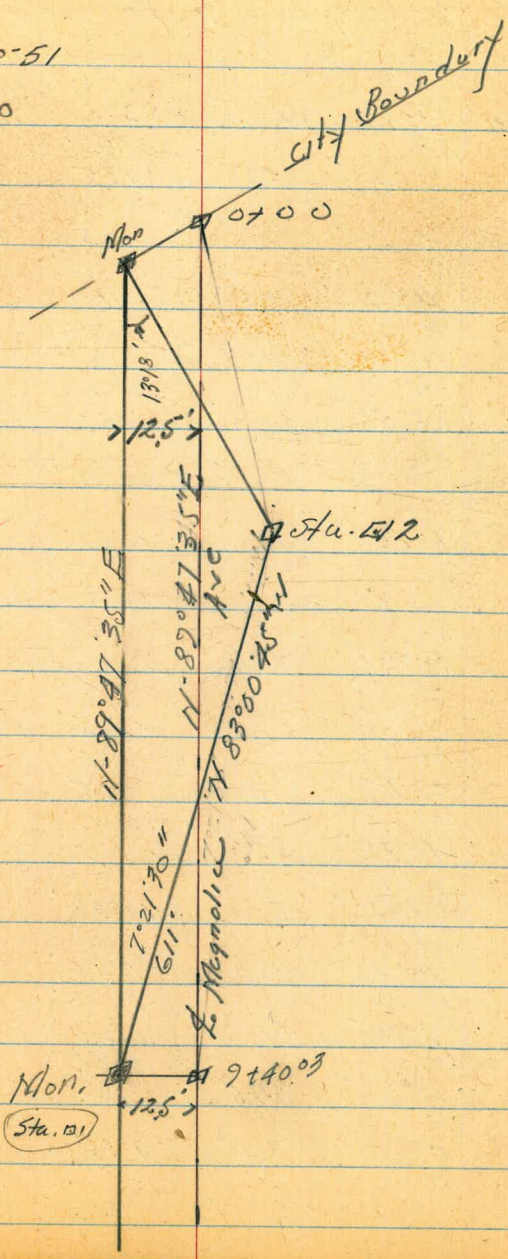
Base line = Sine Magnolia

Walker
 Pope &
 Huffman
 Bishop 12-10-51

140,250.20

Reading from Δ 1 - Elev. 394.5 H. 55.5

Station	Azi.	Stadia	VA	Diff.	Horiz	True Elev
Rim Canyon	Lt. 42°38'	92'	5.3	+ 0.2	92	394.5 ✓
	Lt. 32°29'	97'	7.2	- 3.7	97	390.6 ✓
Rim	Lt. 35°16'	106'	6.0	- 0.5	106	393.8 ✓
	Lt. 28°29'	207'	10.7	- 5.2	207	389.1 ✓
	Lt. 23°44'	480'	10.5	- 13.4	480	380.9 ✓
Rim	Lt. 27°05'	370'	12.2	- 6.7	370	387.6 ✓
Rim	Lt. 19°37'	417'	-1°36'	- 11.6	417	382.6 ✓
"	Lt. 22°53'	363'	0°14.0	- 8.5	363	385.8 ✓
"	Rt. 142°18'	64'	0°	+ 0.9	64	395.2 ✓
	Lt. 1°04'	125'	-14°10'	- 29.8	117	364.5 ✓
	Rt. 87°44'	142'	-16°39'	- 38.7	131	355.6 ✓
	Lt. 15°42'	225'	- 6°23'	- 24.8	222	369.5 ✓
	Rt. 85°53'	200'	-14°49'	- 49.6	187	344.7 ✓
	Lt. 21°33'	212'	- 3°14'	- 12.0	211	382.3 ✓



Stadia Topog. - Portion Magnolia Ave

23

Reading from Sta 10 Elev 374.25 HI=55

Station	Ang.	Stadia	VA	Diff Elev.	Horiz	True Elev
	Rt. 36°40'	125'	-18°43' on 12.5	-46.0	113	348.3 ✓
	Rt. 4°39'	196'	-12°03' on 12.5	-47.0	187	347.3 ✓
	Rt. 16°02'	190'	-14°46' on 11.5	-52.6	178	341.7 ✓
	Rt. 14°37'	195'	-14°47' on 10.5	-53.3	182	341.0 ✓
	Rt. 18°07'	206'	-13°40' on 12.5	-55.1	194	339.2 ✓
Creek	Rt. 82°36'	325'	-12°38'	-68.9	309	325.4 ✓
Ridge	Rt. 0°06'	270'	-10°49'	-49.7	260	344.6 ✓
Ridge	Rt. 0°06'	306'	-10°30'	-54.7	296	339.6 ✓
Creek	Rt. 38°26'	272'	-15°39' on 10.5	-75.9	252	318.4 ✓
	Rt. 0°04'	325'	-10°04' on 12.5	-74.9	383	319.4 ✓
	Rt. 0°04'	420'	-10°55' on 11.5	-83.8	405	310.5 ✓
Creek	Rt. 14°32'	335'	-13°29' on 10.5	-80.9	317	313.4 ✓
Side Hill	Rt. 24°42'	370'	-10°38'	-66.8	357	327.5 ✓
" "	Rt. 10°46'	510'	-7°06'	-62.3	506	332.0 ✓
" "	Rt. 3°10'	475'	-9°20' on 12.5	-83.0	468	311.3 ✓
	Lt. 10°30'	275'	-5°59' on 12.5	-35.6	272	358.7 ✓
chk Mon 125' with at 00	0°	934'	-0°55'30"	-15.1	937	379.2 → 379.28 P-26
Sta. # 2	Rt. 7°21'30"	615'	-4°43'	-50.3	611	344.0

Magnolia Ave - Topog.

24

Reading from 02 Elev. 344.0 H_A = 5.2

Azimuths from True North Diff.

Station	Az.	Stadia VA	Horiz	True Elev.
7+40	96°59'15"	615	+4°44' + 50.3	394.3 ✓
West Rim	275°	287'	+5°08' + 25.6	369.6 ✓
	270°27'	340'	+8°47' + 34.0	378.0 ✓
East Rim	156°44'	327'	+4°40' + 26.6	370.6 ✓
	259°55'	357'	+6°23' + 39.4	383.4 ✓
	179°47'	310'	-8°02' - 27.0	317.0 ✓
	250°55'	412'	+5°53' + 41.8	385.8 ✓
	241°35'	420'	+5°46' + 42.0	386.0 ✓
Toe	192°	285'	-8°02' on 13.2 - 47.2	296.8 ✓
	235°02'	407'	+5°53' + 41.2	385.2 ✓
	232°07'	362'	+5°06' + 32.0	376.0 ✓
Toe	161°33'	206'	-9°14' - 32.6	311.4 ✓
	240°24'	345'	+4°39' + 27.8	371.8 ✓
Toe	111°42'	215'	-9°32' - 35.0	309.0 ✓
Top of Drowl	246°44'	368'	+5°02' + 32.0	376.0 ✓
	253°45'	325'	+5°25' + 30.5	374.5 ✓
Bank of Wash	126°45'	200'	-7°20' - 25.3	318.7 ✓
Toe	124°12'	195'	-10°58' - 36.5	307.5 ✓
Rim	260°30'	280'	+5°40' + 27.5	371.5 ✓

Magnolia Ave. - Topog.

Reading from \square 2. Elev. 344. H.T. 5.2
Azimuth Clockwise from True North

Sta	Az	Stadia	VA	Diff	Height	True Elev
Cont on 12.2	258°35'	232'	-0°22'	-1.5	232	342.5 ✓
Side Hill	148°43'	227'	-3°31'	-13.9	226	330.1 ✓
Ridge	250°10'	237'	0° on 11.6	-6.4	237	337.6 ✓
Bottom Draw	243°22'	260'	-2°49'	-12.8	259	331.2 ✓
Side Hill	125°52'	225'	-3°27'	-13.6	224	330.4 ✓
	237°12'	267'	-1°25'	-6.6	267	337.4 ✓
Ridge	232°55'	275'	-0°58'	-4.6	275	339.4 ✓
Side Hill	224°	293'	-2°05'	-10.3	293	333.7 ✓
Bottom	201°10'	207'	-12°53'	-45.0	197	299.0 ✓
Toe	210°35'	250'	-9°51'	-42.1	243	301.9 ✓
	222°04'	212'	-9°03' on 12.2	-39.8	207	304.2 ✓
	170°09'	183'	-11°11' on 12.2	-41.6	176	302.4 ✓
	236°25'	187'	-9°38' on 12.2	-37.7	182	306.3 ✓
	246°49'	182'	-10°22' on 12.2	-39.2	176	304.8 ✓
	24°02'	110'	+8°33'	+16.2	108	360.2 ✓
Toe	275°26'	160'	-14°36'	-39.0	150	305.0 ✓
	55°45'	147'	+5°01' on 10.2	+7.8	146	351.8 ✓
Toe	302°17'	227'	-8°19' on 8.2	-35.3	223	308.7 ✓
	351°06'	95'	+6°37' on 8.2	+7.9	94	351.9 ✓

Magnolia Ave Bench Marks

						0.05
Prov. FB1798-10						391.91
chk 011540		4.28				391.86
TP #29	1.57	396.14	5.16			394.57
TP #28	1.41	399.73	12.86			398.32
TP #27	6.34	411.18	0.53			404.84
TP #26	12.60	405.37	0.19			392.77
TP #25	13.68	392.96	5.44			379.28
TP #24	2.45	384.72	14.52			382.27
	2.54	396.79				394.25

Nail in Guard Post S.E. Freeway & Aero Dr.

by - 379.2 - Station P-23 on Mon + City Bdry. Sh Magnolia

B.M. on Conc. Mon 13.5 ft. 394.03
P-5

Magnolia Ave Topog.
 Reading from B 2, Elev. 344.0 H.I. = 5.2
 Azimuth clockwise from True North

Station	Az	Stadia	V. Δ	Diff	Horiz	True Elev.
	310°24'	117'	-11°50'	- 31.4	112	312.6 ✓ ✓
	275°07'	103'	on 13.2 -16°11'	- 35.6	95'	308.4 ✓ ✓
	270°31'	18'	on 8.4 0°	- 3.2	18	340.8 ✓ ✓
	95°25'	34'	on 8.0 -3°49'	- 2.8	34	341.2 ✓ ✓
	211°03'	55'	on 12.2 -4°07'	- 10.8	55	333.2 ✓ ✓
	173°30'	53'	on 13.2 -14°48'	- 11.8	53	332.2 ✓ ✓
	235°59'	140'	on 13.2 -12°39'	- 42.7	131	301.3 ✓ ✓
	197°14'	72'	on 11.2 -3°32'	- 21.4	68'	322.6 ✓ ✓
	179°52'	165'	on 13.2	- 18.2	164	325.8 ✓ ✓
	102°40'	183'	-10°34'	- 32.9	177	311.1 ✓ ✓
	74°44'	277'	-2°02'	- 16.8	277	327.2 ✓ ✓
	85°04'	280'	-6°00'	- 29.1	277	314.9 ✓ ✓
chk Mor 125' South of 0+00	256°21'	341'	+5°58'	+35.3	338'	379.3 ✓ ✓

Cont. from P-25

INDEXED
 Low
 DEC 12 1951

27

SURVEY - PROPOSED SCHOOL SITE
IN NEW RIVERSIDE.

Walker Lots 19-20 No 20856
Pope
Huffman
Bishop
1-4-52

Elev. Hub
386.07

Elev. Hub
384.58

Elev. Hub
386.07

Arbitrary Adjustments
made
180.30' 189.64'

For Closure

162° 04' 10"
For Closure

Proposed
School Site

INDEXED
JAN 8 1952

South line New Riverside
Proposed E. Magnolia Ave

chisled cross in curb

chisled cross in curb

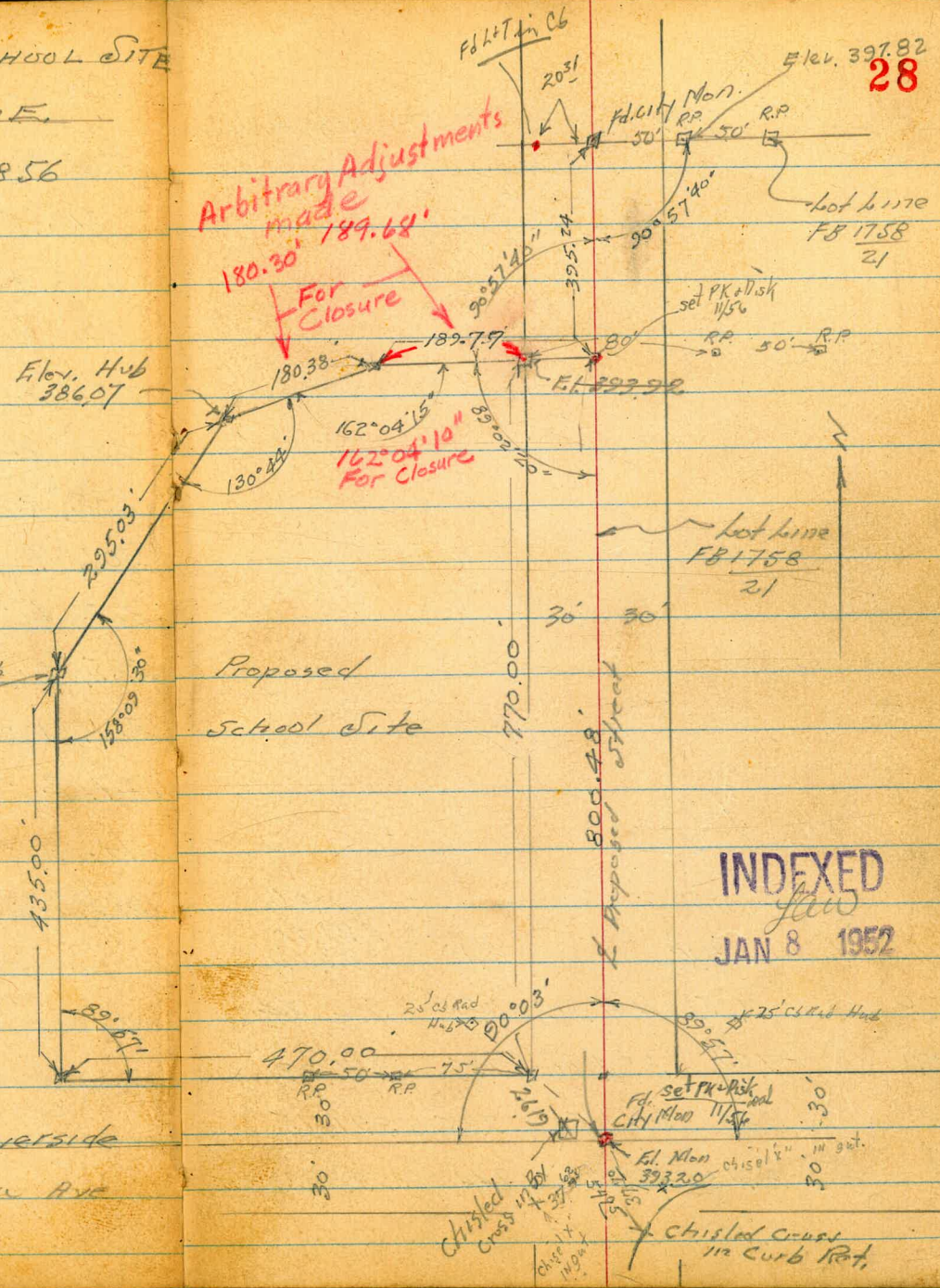
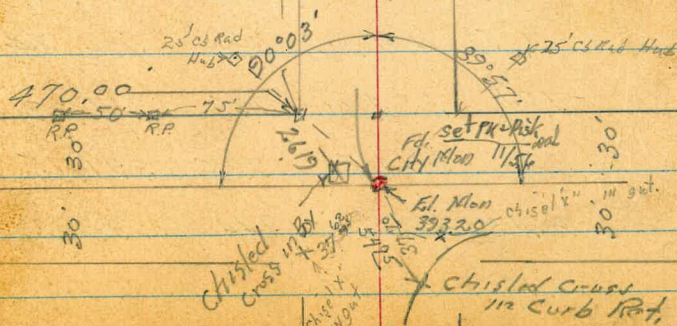
28

Elev. 397.82

lot line
FB 1758
21

lot line
FB 1758
21

Proposed Street



B.M.s. on Control Points
for Topog. School Site Sketch P-28

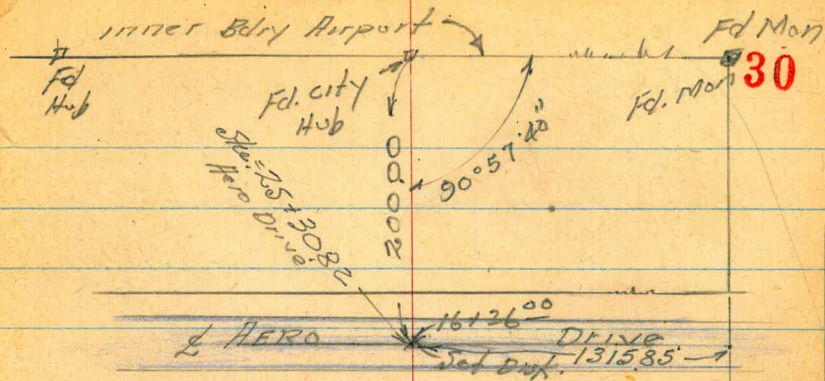
29

				<u>001</u>	
chk. Starting B.M.		810		393.20	
				393.19	
T.P.	705	401.29	020	394.24	
T.P.	721	394.44	735	387.23	
T.P.	343	394.58	925	391.15	
T.P.	648	400.40	744	393.92	
	816	401.36		393.20	

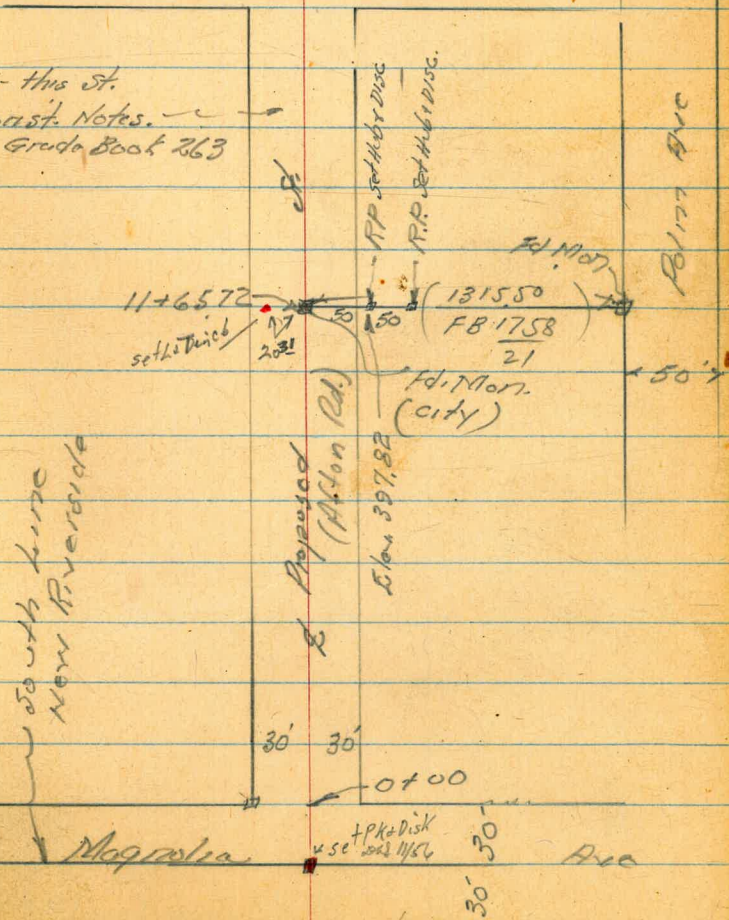
on Hub NE Cor. School Site

B.M. on Mon 22 + 2351 P-5

CROSS SECTIONS - PROPOSED ST.
(AFTON RD.)



for this st.
Const. Notes.
in Grade Book 263



Cross Sections Proposed street
In New Riverside (Afton Rd.)

Pope W.O. 20856
Huffman

Bishop From Magnolia Ave
1-7-52 To Hero Drive, sketch
2+00 p-30.

INDEXED
Lew
APR 29 1952

31

1+50

3960	3980	3960	3960	3970
5.6	5.3	4.4	4.3	3.6
50	30		30	50

1+00

3960	3980	3960	3960	3970
5.6	5.3	4.8	4.4	3.5
50	30		30	50

0+50

3940	3980	3960	3960	3960
5.2	5.3	4.8	4.6	3.7
50	30		30	50

0+00

3940	3980	3960	3960	3960
5.7	5.2	5.5	5.0	4.8
50	30		30	50

0-30

3940	3940	3960	3960	3960
5.9	6.3	5.6	5.4	5.6
50	30		30	50

B.M.

7.41

40061

39320

B.M. Conc. Man. 22+23.51 P-5

7 400.61

3930	3930		3930	3940
7.4	7.1		7.3	6.4
50	30		30	50

Cross Sections - Proposed Street
(Acton Rd)

5+50

3945
60 5.6 5.3 5.0 4.7
50 30 30 30 50

5+00

3942
5.9 5.6 5.0 4.7 4.5
50 30 50 30 50

4+50

3939
5.6 5.3 4.9 4.6 4.4
50 30 30 30 50

4+00

3942
4.9 5.0 4.7 4.4 4.1
50 50 30 30 50

3+50

3942
5.4 5.1 4.5 4.2 4.0
50 30 30 30 50

3+00

3942
5.4 5.0 4.4 4.2 4.1
50 30 30 30 50

2+50

3943
5.4 4.9 4.8 4.1 4.0
50 30 30 30 50
400.61

Cross Sections - Proposed Street
(Afton Rd)

8+50 Bottom Draw

3922	3922	3965	3920	3951
17.1	16.6	13.0	9.7	6.4
50	30		30	50
Bottom			side	TOP

8+15 South Edge Draw

3922	3905	3912	3922	3920	3925
10.3	8.7	7.8	6.6	6.7	6.0
50	30	20		30	50

8+00

3922	3925	3922	3925	3920
7.3	7.0	6.3	6.0	5.7
50	30		30	50

TP

557 399.53 6.65 39396

399.53

7+50

3946	3941	3944	3940	3942
6.6	6.5	6.0	5.6	5.7

7+00

3942	3942	3952	3944	3945
5.6	5.7	5.3	5.2	5.0
50	30		30	40

6+50

3942	3944	3952	3942	3952
5.8	5.2	5.4	5.0	4.9
50	30		30	50

6+00

400.61

3946	3940	3953	3945	3948
6.0	5.6	5.1	5.1	4.8
50	30		30	50

400.61

Cross Sections - Proposed Street
(Acton Rd)

34

12+00

395.2	396.2	396.8	397.1	397.6
6.2	6.3	5.7	5.4	4.9
50	30		30	50

11+50

	396.4	396.6	397.0	
6.6	6.1	5.9	5.5	4.9
50	30		30	50

TP Mon. 11+65.72 555 A02.45 263 396.90

402.45

11+00

396.0	396.2	396.5	397.1	397.4
3.5	3.3	2.8	2.4	2.1
50	30		30	50

10+50

396.1	396.2	396.4	397.1	396.8
6.4	3.3	3.1	2.4	2.7
50	30		30	50

10+00

394.8	395.4	396.0	395.8	396.4
4.7	4.1	3.5	3.7	3.1
50	30		30	50

9+50

394.4	394.5	394.2	395.1	395.2
5.1	5.0	4.6	4.4	4.3
50	30		30	50

8+90 North Edge Draw

399.53

398.4	398.6	398.0	398.6	398.4
7.1	6.8	6.5	5.9	5.4
50	30	399.53	30	50

Cross Sections - Proposed Street
(Afton Rd)

35

15+50

³⁹⁶⁴ 6.4 50	³⁹⁶⁶ 6.9 30	³⁹⁶⁰ 6.5	³⁹⁴¹ 6.4 30	³⁹⁶² 5.7 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

15+00

³⁹⁶⁴ 5.9 50	³⁹⁷² 5.3 30	³⁹⁷³ 5.3	³⁹⁷⁹ 4.6 30	³⁹²⁵ 5.0 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

14+50

³⁹⁷⁰ 5.5 50	³⁹⁷³ 5.2 30	³⁹⁷⁴ 5.1	³⁹⁶¹ 4.4 30	³⁹⁸³ 4.3 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

14+00

³⁹⁶² 5.8 50	³⁹⁶² 5.6 30	³⁹⁷¹ 5.3	³⁹⁶⁰ 4.5 30	³⁹⁸³ 4.3 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

13+50

³⁹⁶⁰ 6.5 50	³⁹⁶⁵ 6.0 30	³⁹⁹⁰ 5.5	³⁹⁷² 4.6 30	³⁹⁶² 4.2 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

13+00

³⁹⁶² 6.6 50	³⁹⁶⁵ 6.0 30	³⁹⁷³ 5.2	³⁹⁶¹ 4.4 30	³⁹⁸³ 4.2 50
------------------------------	------------------------------	------------------------	------------------------------	------------------------------

12+50

³⁹⁷² 6.6 50	³⁹⁷⁴ 6.1 30	³⁹⁷⁰ 5.5 102.45	³⁹⁷² 4.6 30	³⁹⁷² 4.6 50
------------------------------	------------------------------	----------------------------------	------------------------------	------------------------------

Cross Sections - Proposed Street
(Afton Rd)

CHK. B.M. Mon. SE Cor. Lot 24 New Riverside 1.67 406.92
 0.03
 406.89

T.P. 962 408.59 348 398.97

16+26 1/2 Aero Drive

397.46	398.29	397.18	397.18	397.21	397.21	398.20
5.84	5.46	5.27	4.97	4.74	4.54	4.05
100	50	30		30	50	100

16+14 1/2 So. Edge Paving

396.20	396.43	396.46	397.03	397.22	397.50	398.45
6.25	5.82	5.63	5.42	5.13	4.92	4.33
100	50	30		30	50	100

16+02 Edge Rd.

396.2	396.3	396.5	397.0	397.2
6.2	6.2	6.0	5.5	5.2
50	30		30	50

15+95 = Toe Shldr. Aero Drive

394.5	394.2	394.2	395.2	394.3
8.0	7.8	7.3	6.7	6.2
50	30		30	50

402.45

402.45

D. Smith
C. Allen
R. Taylor

Cross Sec 50th St

Orange South to Canyon

W.O. # 32031

2-15-52

Fd. Hub.

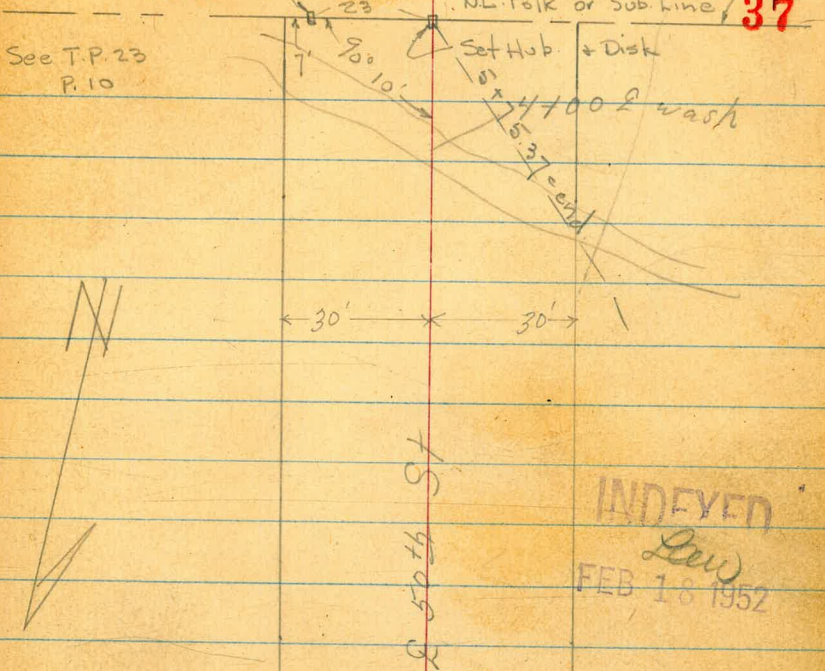
N.L. Polk or Sub. line? **37**

See T.P. 23
P. 10

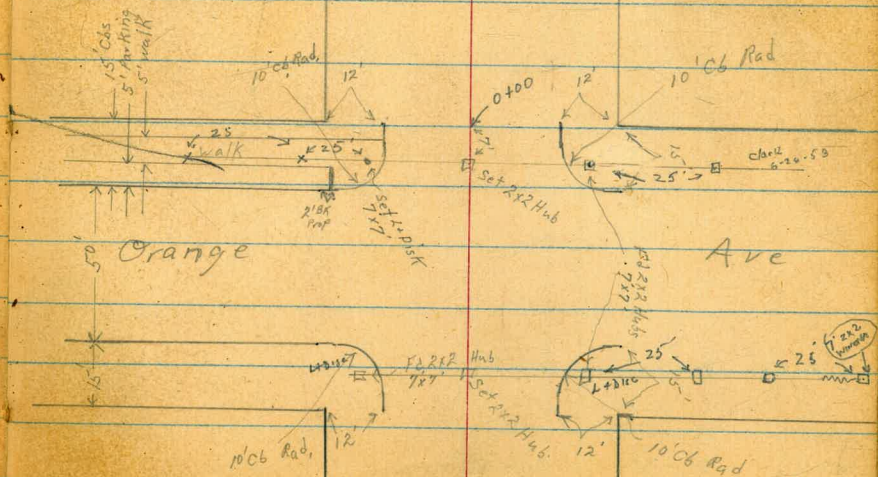
5+75.37

Note soil sample taken on south Prop
Orange 10' west of L

For add. Notes see P. 71



INDEXED
Lev
FEB 18 1952



0750

0705

0700 End Cbs Sly Orange Ave

E Returns

0-15 South Cb Line Orange

0-40 E Orange

TP₂ BM 506 326¹⁸ 821 321¹²

TP₁ 223 329⁸² 762 327⁴⁰

BM 122 334²² 332²⁵

SE 1/4 Dist
Orange

SE 1/4 Orange
4974

Lt-East

3212
5¹⁰
50
3217
4⁵
30
3224
2¹⁰
16
3224
3¹⁰
30

3214
5⁸
50
3213
4²
30
3216
4⁶
19
3209
5³
16
3212
5⁰
50

3211
5¹
30
3214
5⁰⁴
178
cb end
3206
5⁶
178
out
3211
5¹
30

10.56

3221
6²⁷
ob
30
318.3
318.3
7²
out
80
319.9
6²⁰
cb
30
319.8
6²¹
out
30
320.3
5⁹
18

3191
7¹
80
3208
5⁴
30
3210
5²
18
3215
4²
30

Rt-West

3228
3⁴
13
3239
2³
20
3243
1²
30
3242
2⁰
50

3215
4²
14
3242
2⁰
21
3248
1⁴
30
3250
1²
50

3213
4²
181
out
3214
4⁸
out
3212
4¹⁶
181
cb end
3225
3⁷
30

3210
5²
18
3212
5⁰
18
3213
4⁹
30
out
3221
4⁰⁰
30
ob
3221
4¹
80

3219
4³
18
3221
4¹
30
3231
3¹
80

X 326¹⁸

38

1715 29° RT & 4' walk

1711 30° LT & 8' con drive

1709 20° RT & 14" Acacia tree

TP₃ 150 324⁸⁶ 2⁸² 323³⁶

1700 30° LT & 3' walk

0795 30° RT & 3' walk

0783 22° RT & 6" Acacia tree

0775

0754 23° RT & 8" Acacia tree

0752 28° LT & 4' walk

Lt = East

Rt = West

323.72

14

40

drive

323.82

104

30

323.05

181

292

walk

323.07

179

40

321.20

498

40

walk

321.50

468

30

walk

323.2

30

14

324⁸⁶

323.3

22

2

323.1

31

18

323.3

22

30

323.1

31

50

323.45

220

30

walk

323.35

280

40

walk

321.4

48

50

321.7

45

30

322.6

36

16

323.0

32

3

323.2

30

14

323.8

24

18

323.7

25

30

323.8

24

50

321.36

482

40

walk

321.67

451

30

walk

321.73

445

280

walk

326¹⁸

2100

1793 30° Lt E 8 con ribbon drive 2³ ea

1775

1770 30° Rt E 4° walk

1750

1731 30° Lt E 3⁵ walk

1725

Lt-East

E

Rt-West

322.5

24

50

321.9

30

30

320.4

45

16

320.3

46

16

319.8

51

11

320.1

48

22

320.1

48

30

319.2

52

43

40

317.1

78

50

322.48

2³⁸

40°

322.36

2⁵⁰

drive 30°

323.1

18

50

322.5

24

30

321.2

32

17

321.3

36

16

320.9

40

11

321.2

32

23

321.2

37

30

320.9

40

50

321.43

343

30°

321.46

340

40°

walk

323.6

13

50

322.9

20

30

322.8

21

26

321.9

30

16

322.0

29

16

321.7

32

13

321.8

31

30

321.9

30

50

323.71

15

40

323.62

124

walk 30°

324.0

09

50

323.5

14

30

323.4

15

24

322.6

23

15

322.7

22

16

322.3

26

15

322.7

23

30

322.9

20

50

T 324/86

2+66 24° RT End 6" con wall
start of
with con blocks

2+50

2+41 30° LT & 8' drive

2+40 23° RT & 2' walk

2+31 29° LT & 3" Tree

2+27 24° RT Begin 6" Con retaining wall

2+25

2+22 25° LT & 4" walk

Lt = East & Rt = West

Station	Angle	Distance	Point	Elevation
2+66	24° RT	End 6" con wall	Footing	317.2
2+50			Top	317.68
2+41	30° LT	8' drive	Footing	313.9
2+41	30° LT	8' drive	Top	318.34
2+40	23° RT	2' walk	Footing	317.3
2+40	23° RT	2' walk	Top	317.9
2+31	29° LT	3" Tree	Footing	317.7
2+31	29° LT	3" Tree	Top	317.8
2+27	24° RT	Begin 6" Con retaining wall	Footing	317.80
2+27	24° RT	Begin 6" Con retaining wall	Top	317.76
2+25			Footing	317.7
2+25			Top	317.96
2+22	25° LT	4" walk	Footing	318.5
2+22	25° LT	4" walk	Top	318.7
2+22	25° LT	4" walk	Footing	318.0
2+22	25° LT	4" walk	Top	318.1

324⁸⁶

Lt = East

Rt = West

42

BM starting

021

332²⁷ ✓ 332²⁸TP₆7²⁸333²⁴

020

325²⁶TP₅12³⁴326¹⁶

028

313⁸²

4700 2 int 2 wash

3074	303.5	298.3	292.7	298.2	299.1	299.6	301.9	300.1
62	106	158	164	152	150	145	122	140
50	30	14		16	20	27	30	40

3175

308.7	306.3	303.2	302.7	303.1	304.3	314.0	300.6	300.1	299.3
5 ⁴	7 ⁸	10 ²	11 ²	11 ⁰	9 ⁸	10 ¹	13 ⁵	14 ⁰	14 ⁸
50	30	19		7	10	16	23	30	38

3150

310.7	307.6	306.3	306.3	306.3	302.0	301.9	300.8	299.4
34	65	78	78	78	124	122	133	142
50	30	22		18	28	30	50	60

TP₄

176

314¹⁰12⁵²312³⁴314¹⁰

3100

316.4	315.0	314.4	313.1	312.5	312.4	308.4	306.3
85	92	105	118	124	125	165	186
50	30	19	11	12	12	25	30

2170

318.7	318.2	316.4	315.8	315.5	315.7	312.9	306.6
62	62	85	91	94	90	120	163
50	30	14		9	21	30	50

324⁸⁶

Santa Cruz Ave

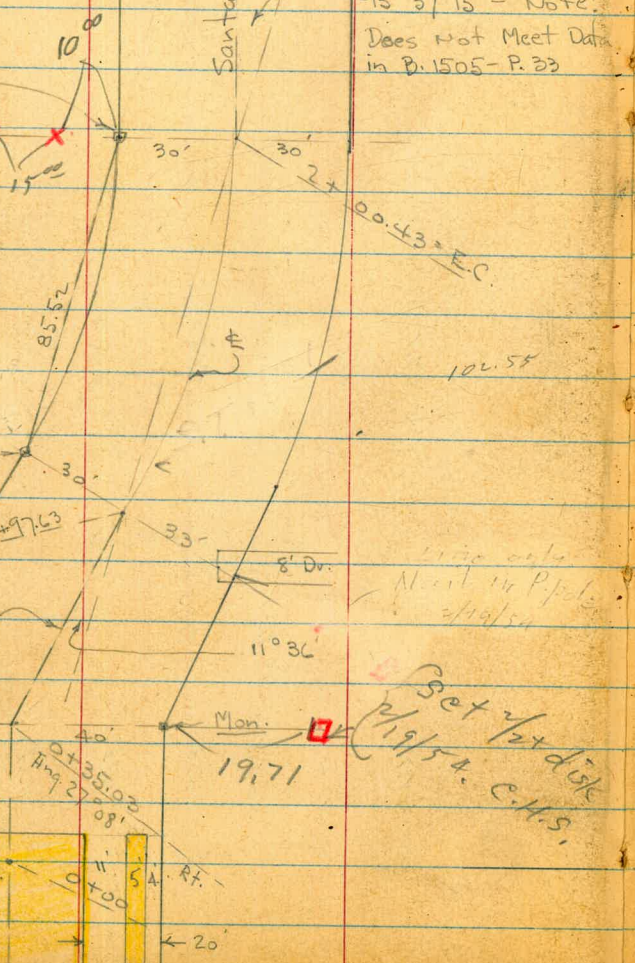
Mon gone -
Reset Hub.

$\Delta = 31^\circ$
 $R = 190$
 $L = 102.80$
 $d = 3^\circ 52' 30''$
 $ch = 25.67$
P.I.L.

~~W.R. P. 1011~~
Mon.

Cross in walk
7/19/54
C.H.S.

Redondo St.
Conc. Pavc



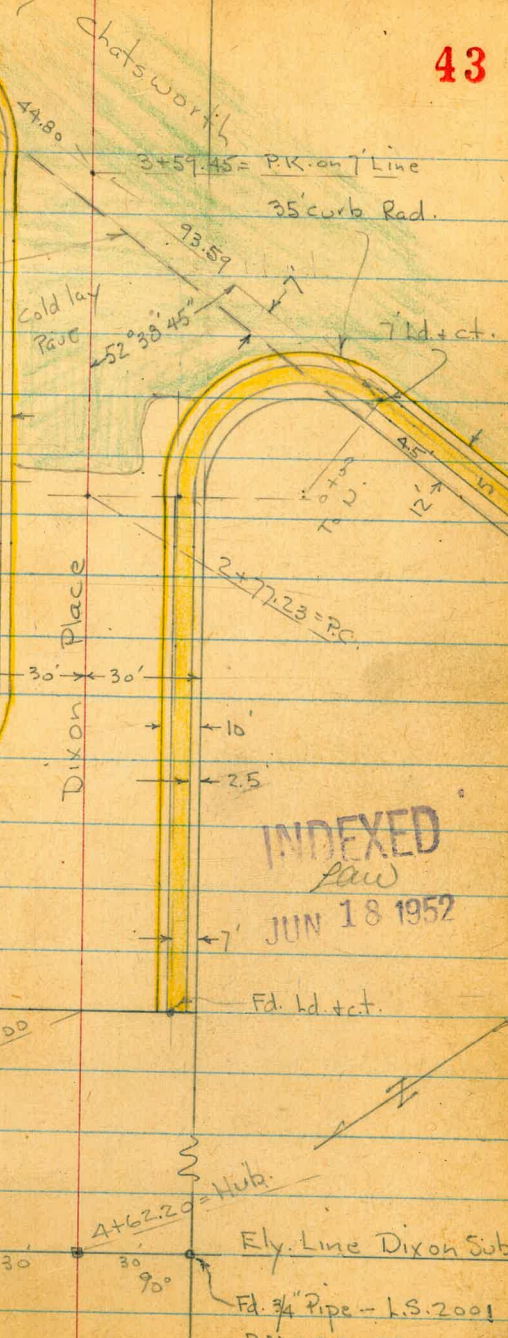
W.L. = Base Line for
Chatsworth Sections

7' Id. ct.

35' curb Rad.

Warrington St.

Fd. Nothing on this Line
used 90° Tie to pipe



Lt.

±

Rt.

X-Sect. Santa Cruz Ave. - from Redondo

st. to Ely of Sub. - Sketch - P. 43

6403

6-16-52 - 70.

W.O. 32048

INDEXED
6-18-52

0+33.5 - 22.5 Rt. = ± P. pole # 4055

0+33 - 22.5 Lt. = ± Guy Pole

T.P. = spike in Pole - 0+33.5 186.71

0+15

49.6 88.2 85.4 84.8 82.9 83.6 83.7 84.9 85.3 87.7 89.3
50 40 35 21 18 18 24 33 40 50

and walks.

0+07.2 = Edge of Conc. pave + end of curbs. 86.1
40

82.92 82.84 82.60 82.13 82.62 82.90 83.07 83.09 83.63 83.70 83.79 86.4
36.2 31.2 Top = 22.1 10 10 20 Top = 31 36 40
end walk end cb. gut. gut. end end walk

0+00 = E.L. Redondo

82.51 82.26 81.64 82.29 82.50 82.65 82.61 83.20 83.27 83.27
40 Top 27 10 10 20 Top 31 36
walk cb. gut. gut. Top walk

0+05 - 28.4 Lt. = ± 12" Acacia

N.E. 4-parts.

Rods around Ret. - 23' around.

N. end = PC. 82.47 81.85 1/4
Top gut.

82.30 81.69 1/2 82.21 81.58 3/4 82.37 81.77 (end) 82.61 82.13
Top gut. Top gut. Top gut. Top gut. Top gut.

0-05 = E. cb. Line

84.47

82.80 82.47 81.85 81.60 81.78 82.30 82.36 82.99 83.10 83.11
70 40 30 20 20 gut. Top 31 36
gut. Top gut. 100 Elev. Not Noted. walk

B.M. = R - NW. Cor.

181.61

Top
cb.

Redondo + Santa Cruz - B. 1505 - P. 33

Actual Elev. Shown.

Santa Cruz

Soil Sample Taken

Lt.

E

Rt.

45

2+00.43 = EC. = 1' E. of Wly. of 8' Conc. Dr. left

02.41	02.30	02.0	00.7	01.1	00.8	01.3	01.0	02.89	02.4
45	31.3	30	18		15	20	30	30.7	40
	Dr.							Top Conc. well	

1+94 - 30.5' Rt. = E Conc. Dr.

20076 00.26
30.5 Dr. 45

1+74.73

01.5	200.3	98.4	98.8	98.5	98.9	99.7	99.7
40	30	19		15	25	31	40

1+49.03

97.1	96.8	96.4	96.4	95.9	95.6	95.6
40	30	15		16	32	40

1+43 - 31.3' Lt. = E 8' Conc. Dr. = Normal to lat - ✓
outs along E - from end.

97.42 96.78
30 N. 200 = 31.3 = Dr.

1+23.33 = Sect. Radial

96.1	95.1	94.1	94.0	93.8	93.6	93.8	93.93
36	30	21		10 in gravel	20	32	48 = floor gravel

to N.L. - See sketch for loc. of Dr. on Rt.

0+97.63 = BC. - Note: Back Tang. is not Normal
sect. is Radial

95.3	93.7	93.3	91.7	91.6	91.3	91.58	91.61	91.99
40	30	25	19		15	28.6	33-15 S. along	Dr.
					E Conc. Dr.	Dr.		

0+65

93.3	92.8	92.5	90.7	88.7	88.6	88.3	89.0	89.4	90.4	90.3
50	40	34	25	18		13	15	25	40	50

0+36 - 34.4' Lt. = E 8' Conc. Dr.

92.33 91.40 89.40
53 floor. Gravel. 42 Dr. 34.4

0+35.03 = Ang Pt. - Sect. 90° to Back Tang.

90.3	89.7	88.0	87.0	84.9	85.5	85.6	87.2	87.7	90.0	90.1
50	40	36	16	12		20	24	31	40	50

Santa Cruz

Lt. ± Rt.

46

4+00 - 1' w. of ± of 8' Conc. Dr.

16.7 16.7 16.3 16.2 15.8 15.35 15.30
40 30 15 15 15 30 45
Dr.

3+71 - 16' Lt. = ± 8' Rough Conc. Dr. - 29.9' Lt. = Beg. Reg. Conc. Dr.

16.08 15.30 13.92
45 29.9 = 16 = Rough
Reg. Conc. Dr. Cond

3+61 - 22.5' Rt. = ± P. Pole # 4001 - spike = 213.66

3+54.5 - 28.8' Lt. = ± 8' Conc. Dr.

13.65 13.58
45 Dr. 28.8

3+50

13.7 13.5 12.1 12.3 11.8 12.1 12.1
40 30 15 17 30 40

3+16 - 30.1' Rt. = ± 8' Conc. Dr.

10.75 11.41
30.1 Dr. 45

3+04 - 29.4' Lt. = ± 8' Conc. Dr.

11.28 10.84
50 Dr. 29.4

3+00 - 2' w. of Ely. of 8' Conc. Dr.

10.8 10.6 08.5 08.7 08.2 09.18 09.47
40 30 15 16 30.3 50
Dr.

2+55 - 29.8' Lt. = ± 8' Conc. Dr.

06.75 06.29
50 Dr. 29.8

2+50

06.4 06.0 04.6 05.0 04.5 05.3 05.5
40 30 17 16 30 40

2+44 - 28.6' Rt. = ± 8' Conc. Dr.

05.44 05.62
28.6 45
Dr.

2+02 - 22' Rt. = ± P. pole # 4045

Santa Cruz

Lt.

±

Rt.

47

Set B.M. on Prop. pipe on Rt.

220.58

Profile - to E.

4+75 - for Profile - Sec. B. 1505 - P. 36 - for

23.3
30

22.3
15

22.1

21.6
15

21.5
30

4+63.6 - 20.8' Lt. = Cor. of lath fence

4+62.20 = End. at Sub. Line - Poor Guard Rail

21.2
40

21.0
30

21.3
15

21.1

20.6
15

20.9
30

20.4
40

4+60 - ± of shrub hedge - 15' Lt. + 15' Rt.

4+59.5 - 17.8' Lt. = ± 4" C.I. Sewer clean out.

21.61

17.8 = Top of plug.

4+56 - 30' Rt. = ± 8' Conc. Dr.

20.74
30

20.21
50

4+53 - 28.5' Lt. = ± 8' Conc. Dr.

20.90 20.78

50 - Dr. - 28.5

4+25

20.2
40

19.7
30

19.0
20

18.1
10

18.2

17.5
20

18.3
30

18.3
40

Indexed
6-18-52

X-Sect. Dixon Place - from Warrington
to Chatsworth

W.O. 32048

6-17-52 - 7.0

0+60 = E.L.

10.07	08.2	08.7	08.9	08.8	10.25
Top	30.4	20		20.1	Top = Blk
	gut.			gut.	

55.2 around - 4 parts
Rods around NE Ret.

N. end = P.C.	10.83	09.6	10.50	09.1	10.04	08.3	09.34	07.6	E.C.	08.19	06.9
	Top	gut	Top	gut	Top	gut	Top	gut		Top	gut

0+50

11.77	10.83	09.7	09.0	09.3	09.5	09.3	09.4	10.62
Top	Top	55	30	20		10	20	Top
	gut.	= P.C.	gut			gut.	gut.	

0+30 = #

11.6	10.3	10.0	10.1	10.72 = M. Rim	10.4	10.5	11.28
100	50	30	20	on Sewer M.H.	10	20	Top
					gut.	gut.	

0+10

11.4	10.6	10.8	10.9	11.3	11.3	11.31	12.05
100	50	30	20		10	20	22.5
					gut. in Dr.		walk

0+00 = W.L. Warrington - Beg. curb & walk on Rt.

14.0	12.1	11.4	11.2	11.8	11.7	12.0	12.30	12.37	12.46
100	50	30	20		10	20.1	Top	22.6	27.6
					gut.	gut.	chl.	walk	walk

0-01 - 21.5 Rt. = # Pipe # J.P. 3901

0-20 - for profile

13.6	13.1	12.8	13.4	14.7	16.8
30	20		20	27	30

Warrington + Dixon Pl.

Set B.M. Spike in Pole - Sew. Cor.

212.75

200 Elev. Not Noted.

B.M. = Pipe - P. 47

220.58

Actual Elev. Shown

Dixon Pl.

2+80.4 = opp. P.C. on Rt. - as built - 35' Rad.

2+65 = ± 11' Conc. Dr. on Lt.

2+50

2+20 = ± 12' Conc. Dr. on Lt.

2+13 = ± 19' Conc. Dr. on Rt.

Soil Sample taken

2+00 = ± 12' Conc. Dr. on Lt.

1+65

1+54 = ± 10' Conc. Dr. on Rt.

1+34 = ± 10' Conc. Dr. on Rt.

1+25

0+85 = opp. E.C. of 35' Rad. Ret. on Lt.

Lt.

±

Rt.

49

94.99	94.3	95.1	95.5	98.8	95.7	96.19
Top	20 gut.	10		10	20 gut.	Top = P.C.

96.08	95.42
22.5 walk	19.9 = Dr.

96.93	96.3	96.6	96.9	97.1	96.8	97.45
Top	19.9 gut.	10		10	20.1 gut.	Top

98.79	98.14
22.4 walk	19.9 = Dr.

98.73	99.43
20 = gut. in Dr.	22.5 walk

99.97	99.33	99.1	99.6	99.7	99.5	00.16
22.4 walk	19.9 = Dr.	19.9 = gut.		10	20 gut.	Top

02.16	01.1	01.4	01.7	01.8	01.4	02.22
Top	20 gut.	10		10	20.1 gut.	Top

02.42	02.98
20.1 Dr.	22.6 walk
03.87	04.41
20 gut. in Dr.	22.6 = walk

05.10	03.9	04.3	04.3	05.08
Top	19.9 gut.		20.1 gut.	Top

08.19	06.9	07.3	07.1	08.31
Top = E.C.	19.9 gut.		20 gut.	Top

Dixon PL

0+51 = Approx. S.L. Dixon PL

0+28.3 = w.L. of cb.

0+01.8 = opp. cb. E.C.

Base line is w.L. of Chatsworth

0+00 = S.W. prop. P.C. = c.t. - Sec sketch - P. A3

Beq. Sections Normal to Chatsworth

77 ft around - 4 parts.

Rods around S.W. Ret. - w. end P.C. 96.19 95.7 (1/4) Top gut.

3+64 = opp. P.C. on Lt.

3+35 - Note - Here Cold Lay is only about 1/2" Thick

3+00

2+86 = Beq. A.C. pave. - Start. Rough Cold Lay for

Lt. 50

Base = w.L.

94.98 94.94 95.05 95.65 95.87
5 12 25.3 35
edge ±

96.84 96.11 96.10 96.68 96.98
Top gut 12. 25.2 35
edge ±

97.62 97.01 97.95 98.27
12.1 9.7 25.1 35.1
Top gut edge of strip ± of strip

96.15 95.3 (1/2) 96.60 95.87 3/4 97.02 96.32 E.C. 97.62 97.01
Top gut Top gut = Top gut Top gut
c.l. c.l.

90.92 90.32 91.41 92.20 93.09 93.89 94.26 94.60
Top 20 10 10 20 24.4 30
gut. edge of strip

92.17 91.63 92.75 93.43 93.99 94.25 94.73
Top 20 10 10 20 30
gut.

94.01 93.41 94.39 94.88 95.25 95.3 96.17
Top 19.9 10 10 26.2 30
gut. on Top
c.l. No c.l.

Basecut

RT.

51

Dixon + Chatsworth
check B.M. = S.W. B.P.

✓
197.65 - 197.67 = Book

30.9' around - 4 parts.
Rods around NW Ret.

P.C. = W. end. 90.92 90.32
Top gut

1/4) 90.49 89.96
Top gut

1/2) 90.00 89.52
Top gut

3/4) 89.64 89.20 E.C. 89.23 88.72
Top gut Top gut

1 + 38.5 = opp. E.C. = + 7 ct. for Prop. P.C.

89.23 88.72 89.73 90.08
12 9+ 25.2 35.1
Top edge ±

1 + 13.3 = W.L. at cb.

90.80 90.25 90.87 91.79 92.01
Top gut 12 25.2 35.1
edge ±

0 + 88.6 = ± Dixon

92.86 92.79 92.83 93.59 93.77
10 12 25.3 35.1
edge ±

0 + 65

94.16 94.16 94.35 94.85 95.06
6 12 25.3 35
edge ±

Roberts
Cota
Moore
Patten
7-21-52
W.O. 20856

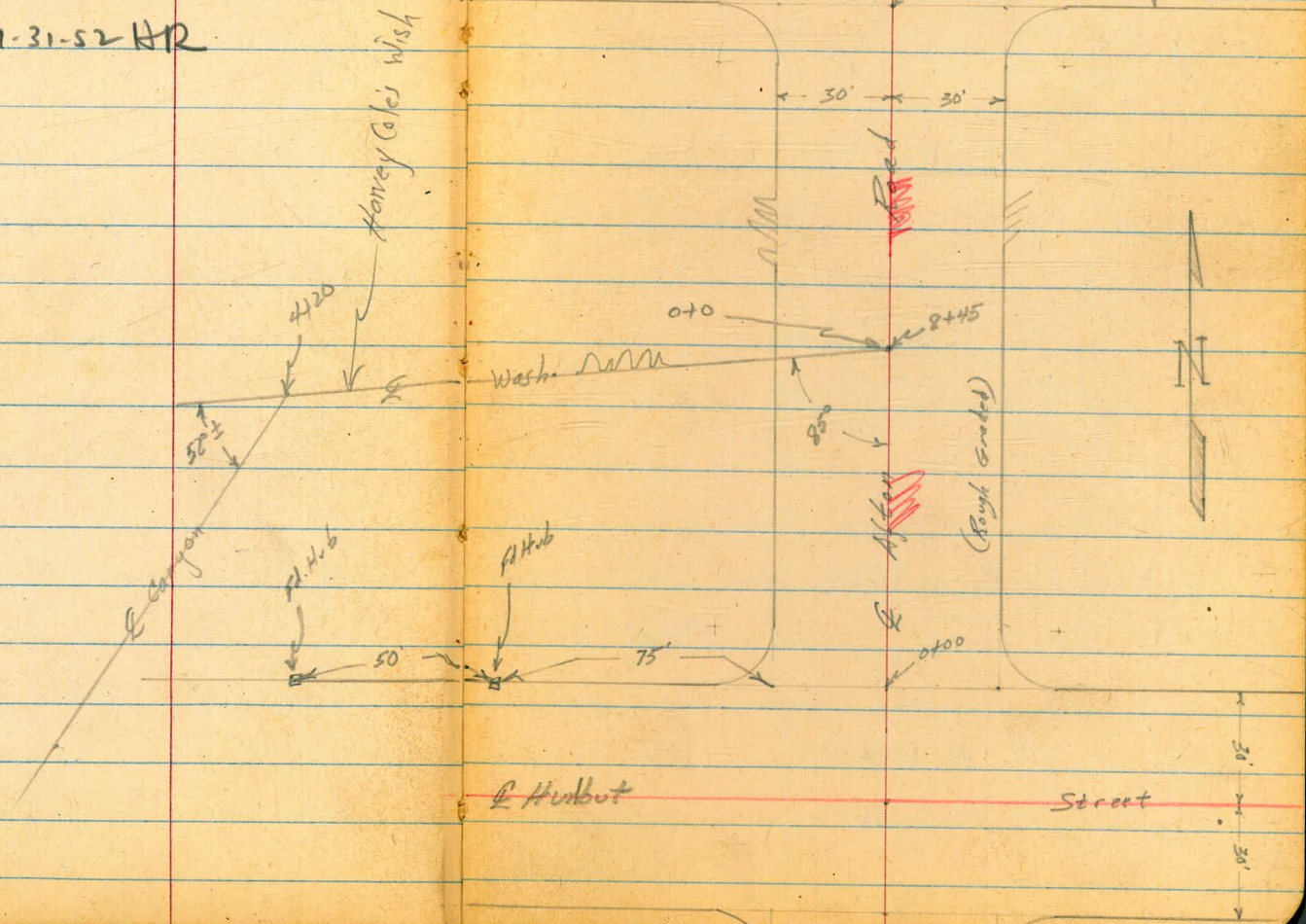
V-Section Afton Road
Hurlbut St. to Aero Drive

see Pages 28 & 30 this F.B.

INDEXED

JUL 22 1952

Notes Reduced 7-31-52 HR



Cont'd From Page 52

Lt

E

Rt

53

T.P. 422 399.91 X 5.41 395.69

3+00

395.8	395.7	394.8	395.1	394.9	395.9	395.6
5.3	5.4	6.3	6.0	6.2	5.2	5.5
30	22	20		20	22	30

2+00

396.1	396.5	395.0	395.4	395.1	396.2	396.1
5.0	4.6	6.1	5.7	6.0	4.9	5.0
30	22	20		20	22	30

1+00

396.4	396.3	394.9	395.2	395.0	396.1	396.0
4.7	4.8	6.2	5.9	6.1	5.0	5.1
30	22	20		19	22	30

0+00 North Line Hurlbut

395.1	395.1	394.2	394.6	395.3
6.0	6.0	6.9	6.5	5.8
30	23	21		30

section at 0+0 is estimate due to spail from ditches. Anything so. in Alton or in Hurlbut would be estimates due to open ditches.

Set T.B.M.

7.41 393.69 R.P. Hsb North line Hurlbut.

T.P.

6.16 401.10 X 394.94

401.10 X

set with direct elevation Rod

BM

397.48 City Disc

E Area & Alton See pg. 36

Contd From Page 55

28

£

27

54

8445 = 0+00 Line for Harvey Cole

393.3

54

8+00

393.5	394.1	393.0	393.3	393.2	393.9	394.0
5.2	4.6	5.7	5.4	5.5	4.8	4.7
30	22	20		20	22	30

T.P.

468 398.67K 592 393.99

398.67K

7+00

394.3	394.1	392.8	393.2	392.7	394.1	393.9
5.6	5.8	7.1	6.7	7.2	5.8	6.0
30	24	22		20	22	30

6+00

394.7	394.6	393.2	393.7	393.3	394.1	394.4
5.2	5.3	6.7	6.2	6.6	5.8	5.5
30	24	23		20	22	30

5+00

394.6	394.6	393.7	394.4	393.5	394.6	394.6
5.3	5.3	6.2	5.5	6.4	5.3	5.3
30	24	22		20	22	30

4+00

395.1	395.6	394.3	394.9	394.1	395.4	395.1
4.8	4.3	5.6	5.0	5.8	4.5	4.8
30	22	20		20	22	30

399.91K

399.91K

Cont'd From Page 54

Lt

Q

R

55

1450

387.0

11.7

1400

389.1

7.6

0750

391.7

7.0

0737

392.3

6.4

0733

393.9

4.8

0723

Cole's Line

393.7

5.0

0719

Harvey's Line

392.8

5.9

390.67A

390.67A

Contd From Page 55

Lt

£

Rt

56

3+30

370.1	375.0	375.7
16.7	11.8	11.1
38		10

3+00

374.2	379.8	383.2
12.6	7.0	3.6
18		10

2+55

375.2	375.2	376.5	380.4
11.6	11.6	10.3	6.4
10	5		10

2+33

375.8	375.4	379.4
11.0	11.4	7.4
12		10

2+18 Top of Fill

377.7
9.1

T.P. 0.62 386.77T 12.52 386.15

386.77T

2+02 Top of Hill on Harvey line.

386.1
12.6

398.67T

398.67T

Cont'd From Page 56

T.P. 5.15 401.00 $\bar{\pi}$ 2.52 395.85

11+00

10+00

9+00 Back to Afton Road

T.P. 16.54 398.37 $\bar{\pi}$ 0.94 385.83

4+20

3+60

3+50 Harvey's Line

386.77 $\bar{\pi}$

26

27

28

395.3 395.4 394.1 394.7

31 3.0 4.3 3.7
30 23 21 20

394.8 394.9 393.5 394.2

3.6 3.5 4.9 4.2
30 24 22 22

393.9 394.0 393.2 393.7 393.4 394.5 394.2

4.5 4.4 5.2 4.7 5.0 3.9 4.2
30 23 21 21 23 30

398.37 $\bar{\pi}$

366.8 365.6 367.4 369.2 370.7

20.0 21.2 19.4 17.6 16.1
30 17 10 10

364.8 368.7 369.1

2.0 18.1 17.7
24 10

367.6 368.1 368.0

19.2 18.7 18.8
10 10

386.77 $\bar{\pi}$

57

397.9 395.0 395.1

4.5 3.4 3.3
20 22 30

393.6 394.6 394.4

4.8 3.8 4.0
22 24 30

Cont'd From Page 57

check

3.90 397.41 = 397.48

No charge from here on. See pg 36!

15476 South line Aero Drive

T.P. 3.74 401.31A 3.43 397.57

15400

14400

13400

12401

401.00A

Lt

E

FF

58

395.7	395.5	396.0
5.6	5.8	5.3
30		30

401.31A

397.0	397.2	395.5	396.1	395.6	396.9	396.9
4.0	3.8	5.5	4.9	5.4	4.1	4.1
30	25	24		21	23	30

396.6	396.6	395.5	396.2	395.5	396.6	397.0
4.4	4.4	5.5	4.8	5.5	4.4	4.0
30	24	23		23	24	30

395.9	395.9	394.6	395.8	395.1	396.3	396.4
5.1	5.1	6.4	5.2	5.9	4.7	4.6
30	24	23		22	24	30

395.5	395.7	394.3	395.4	394.5	395.7	395.9
5.5	5.3	6.7	5.6	6.5	5.3	5.1
30	24	22		23	24	30

401.00A

Clark
Shepherd
Bruner
Bryson

X-SECT. 50th ORANGE to

TROJAN

8-6-52
W.O. 32031

Data: T.R. 3674
FA: 2062

Notes: Pg 60

NOTE: Rodsman took off S/E Brass plug, instead of S/E 7' L+DISC
AT 50th + ORANGE
Elev. of S/E 7' L+DISC = 321.12
" " " B.P. = 320.87
Hence all Elev. are off 0.25'

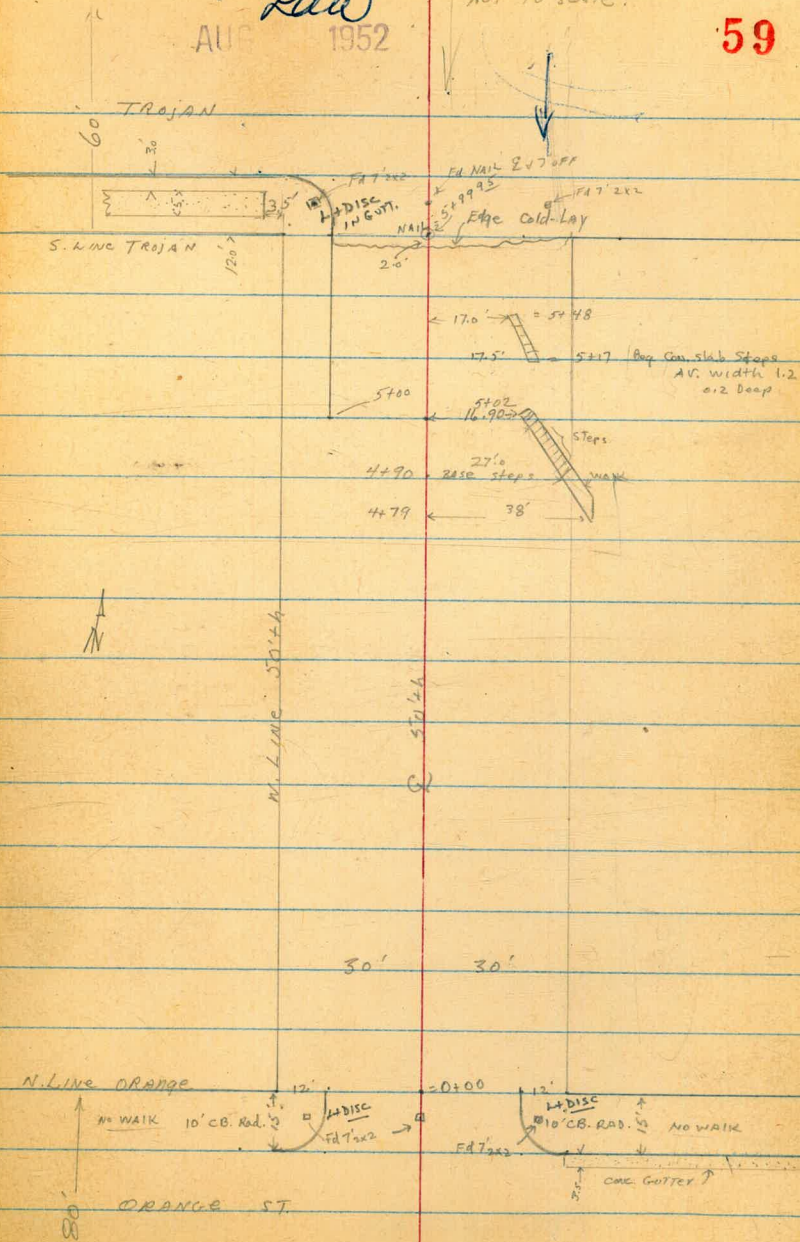
INDEXED

Law

AUG 1952

Not to scale:

59



X-SECT. 50th, ORANGE

to TROJAN

LT.

E

RT.

60

0+67

30' RT & 8.0 Conc DRIVE; 47' RT to Flow gate

0+46

30' RTE 4.4 Conc WALK

0+25

0+24

20' LT & 12' Eucalyptus

0+00

N.A. ORANGE

0-05

CB BC.

Mid. PT. OF RETURNS (10' CB RAD.)

0-15

N. CB Line ORANGE

0-40 = G

ORANGE

326.7	326.4	325.1	325.5	325.99	324.09
2.2 40	2.5 30	2.8 10	5.4	2.94 30 50 p	2.84 47 100v
326.0	326.2	325.6	325.0	325.94	324.07
2.3 50	2.7 34	3.3 30 PL	5.84 18 18 END DNT	2.99 30 LIP	2.86 40 WARR
326.6	326.2	325.09	322.4	322.0	322.0
2.3 50	3.4	6.6 18 DNT	6.5	7.3 18 DNT	6.73 18 END FWD
325.13	322.1	322.1	321.5	321.5	322.13
5.80 78 TRAD	6.8 18 G.DNT	6.7 6 DNT	7.4 18 DNT	7.5 18 DNT	6.80 18 PL
323.0	322.2	322.0	321.3	322.02	322.02
5.90 30 CP	6.7 6 DNT	6.7 6 DNT	7.5 18 DNT	6.91 30 TR CP	6.91 30 TR CP
322.96	322.97	322.0	321.9	321.5	321.13
5.91 30 TR CB	5.9 58 TR CB	6.9 28 C	7.0 18	7.6 18	7.6 28 C PL
323.4	322.4	321.9	321.5	321.5	321.5
5.5 100	6.0 50	7.0 18	7.4	7.6 18	7.6 28 C PL
323.3	322.4	321.9	321.5	321.5	321.5
5.5 100	6.0 50	7.0 18	7.4	7.6 18	7.6 28 C PL
328.93	328.93	328.93	328.93	328.93	328.93
8.06	8.06	8.06	8.06	8.06	8.06

B.M.

8.06
~~8.06~~
H1

328.93
~~327.18~~
H1

FS

320.87 5F Brass Plug

~~321.12~~ 5/8"

at base 50th + ORANGE
See Pg 38

328.93
~~329.18~~
H1

H1

LT. E RT

50th (cont.)

T.P.	12.07	360.78 361.03	1.15	348.71 348.96		340.78 361.03
4+00						
3+50						
3+10						

350.9
 348.9
 346.1
 344.9
 343.7
 343.1
 342.3
 341.9
 342.9
 342.6
 338.9
 335.3

+1.0
 1.0
 3.8
 5.0
 6.2
 6.8
 7.6
 8.0
 7.0
 7.3
 11.0
 14.6

50
 36
 30
 26
 17
 15
 16
 4
 6
 8
 30
 75

356.5
 351.7
 350.4
 347.9
 347.7
 346.16
 347.5
 344.4
 339.0
 338.0

6.7
 1.9
 0.5
 2.0
 2.1
 1.7
 2.4
 5.5
 10.9
 11.9

11
 30
 18
 18
 2
 3
 4
 30
 65
 100

2.63
 1.2
 Floor
 5.61
 3.70
 1.17
 6.1
 10.79
 1.3
 1.4

18' LT E 8' Conclay Dr, 39' LT E 10' Conc. Dr, 62' H Floor gas

T.P.	12.00	349.86 350.41	0.25	337.86 338.11		349.86 350.11
3+02						
3+00						
2+12						
2+50						
2+10						

349.86
 350.41
 344.6
 341.2
 338.6
 337.4
 336.6
 334.4
 333.7
 331.7
 328.4

+1.5
 +3.1
 0.1
 0.7
 0.8
 0.1
 0.1
 2.4
 3.7
 5.6

50
 30
 13
 7
 9
 13
 17
 30
 50

337.23
 337.25
 339.07
 337.70
 335.89
 334.89
 332.5

2.63
 1.2
 Floor
 5.61
 3.70
 1.17
 6.1
 10.79
 1.3
 1.4

0.4
 13
 Top
 1st Step
 2.22
 18
 To Bottom
 Step
 334.4
 10' Walk
 5.72
 31
 5.0
 11.0
 on 1.0
 wall

339.0
 338.5
 336.1
 335.1
 333.9
 333.9
 332.6
 334.4
 333.7
 331.7
 328.4

+0.9
 +0.4
 2.0
 3.0
 4.2
 4.2
 4.5
 3.7
 5.4
 6.4
 7.7

50
 42
 30
 14
 12
 12
 8
 10
 15
 30
 50

332.58
 332.58
 332.4

11.52
 92
 Lip
 11.53
 98
 Floor

338.11
 338.36

32' RT E 1.0' Conc. Walk
18' RT E 2.5' Conc. Steps (8 steps)

19' RT 12" Palm

98' RT S Sincalagar 92' RT to Lip Conc. apron

504 (Cont.)

LT. E RT.

Check: 11.52 363.22 - 362.89 = 11/ W. B. P WINONA & TRAJAN { See Note Pg 59.

T.P. 0.13 374.49 374.36
374.74 5.99 374.61

6+29.95 = 8 Trojan

6+11.95 S.C.B. LINE

6+03.95 S. Edge 5' WALK 33.5 LT.

Mid PT. Ret (CB, 10 RAD.)

6+01.95 18 LT CB BC

5+99.95 30' RT. END Ret. wall
S. LINE Trojan

5+98 Edge Cold LAY (10' reg. on RT)

T.P. 9.16 380.35 371.19
380.60 0.56 371.44

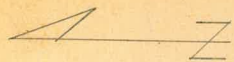
5+50 30' LT Bay Ret wall, Conc.

374.55	5.32	375.03	375.17	375.24	375.30	375.55	374.19	372.4	369.4
100	100	100	100	100	100	100	30	50	100
5.90	5.20	4.29	4.84	4.76	4.80	6.16	10.0	11.0	
375.15	375.42	375.74	376.04	375.58	375.12	374.34	373.5	372.3	365.65
30	30	30	30	30	30	30	30	30	100
4.22	4.95	4.95	5.16	5.23	6.01	6.6	8.1	14.7	
33.5	376.40	376.40	375.19	375.19	375.12	374.34	373.5	372.3	365.65
5. edge	TP	TP	CB	CB	CB	CB	CB	CB	CB
376.17	376.40	376.40	375.19	375.19	375.12	374.34	373.5	372.3	365.65
376.06	374.9	375.9	374.71	374.53	374.74	374.61	374.4	374.0	373.6
4.29	5.5	4.5	5.64	5.82	5.61	5.74	6.6	6.4	6.8
30	30	30	30	30	30	30	30	30	30
TP WALL	FINL WALL	DVT	TP	TP	TP	TP	DVT	DVT	DVT
375.7	374.60	374.29	374.61	374.41	374.41	374.24	374.0	373.8	373.6
4.7	5.75	6.06	5.74	5.94	6.11	6.4	6.7	6.7	6.7
30	30	30	30	30	30	30	30	30	30
TP	TP	TP	TP	TP	TP	TP	TP	TP	TP
375.2	371.52	370.85	371.1	370.5	370.3	371.0	366.4	366.7	359.2
4.34	0.43	7.82	0.61	0.7	1.3	1.6	0.8	2.4	5.1
30	30	30	30	30	30	30	30	30	30
TP WALL	FINL WALL	DVT	TP	TP	TP	TP	TP	TP	TP
371.75	372.00								

Additional Notes for Pave 50th St
WO # 35031-10-2952 - See page 59.
X-SECT TROTAN

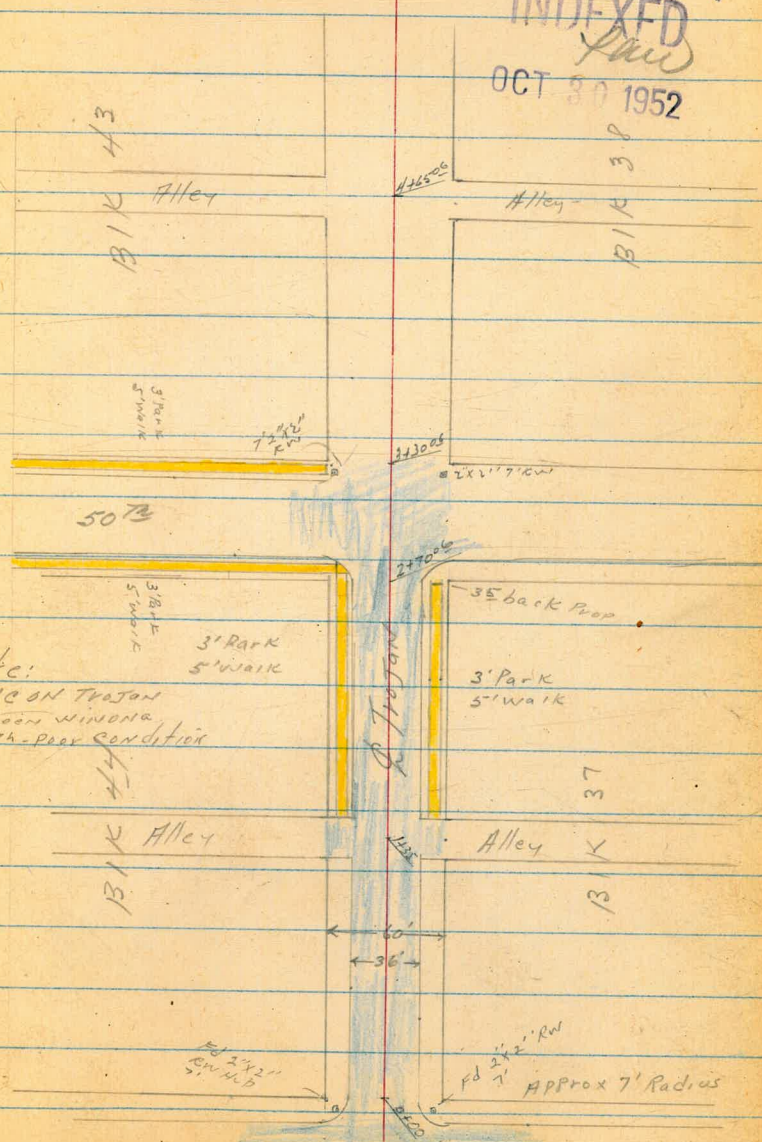
Allen
Parks
Taylor

65



INDEXED
file

OCT 30 1952



Note:
24 AC ON TROTAN
between WINONA
& 50th - Poor Condition

Winona St
Catach Basin

Lt = North

℄ Lt = South

66

TP, 9.50 378.26 265 368.76

378.267

0450

368.9	368.57	367.8	368.3	368.5	369.13	369.7
25	280	36	31	29	228	17 1/2
30	178	178	6	178	178	30 80
	cb	G		G	cb	

0+00 - Ely Line Winona Ave

365.4	365.15	364.31	365.47	365.60	366.46	366.8
60	625	710	594	581	495	45
30	178	178	178	178	178	30
	cb	G	G	G	cb	

2" Cold lay on Trojan Ave. in Poor Condition

361.58	360.97	361.24	360.61	360.75	361.50	360.76	361.31
983	1044	1017	1080	266	191	265	210
200	200	145	175	150	150	200	200
cb	G	cb	G	G	cb	G	cb

0-12 Ely Curb Line Winona Ave

363.30	363.19	363.71	364.87	365.04	365.26	366.15	367.60	368.24
Trees	84	822	720	637	615	526	381	317
100	100	30	30	175	300	30	100	100
cb	G	cb	G	G	G	cb	G	cb

0-30 = ℄ Winona

360.91	360.48	361.22	363.04	363.04	364.09	364.34	364.86	367.39	368.60	368.63
1050	1093	1019	837	837	722	707	655	402	281	278
200	150	100	30	175	175	300	300	100	150	200

and continues up to El Cajon

BM. 9.52 371.41

NW BP. WINONA
+
362.89 Trojan

371.41

Lt = North

Rt = South

67

TP₂ 4.42 2.96 375.30

379.72

2+35

2 ¹	250	265	34	32	34	220	264	24
30	WK	CB	G	G	G	CB	WK	30
376.7	375.96	375.61	374.9	375.1	374.9	375.46	375.6	375.9

2+00

31	319	344	39	38	39	335	313	27
30	WK	CB	G	G	G	CB	WK	30
375.7	375.07	374.85	374.4	374.5	374.4	374.71	375.13	375.6

1+65

42	412	435	52	46	42	388	362	33
30	WK	CB	G	G	G	CB	WK	30
374.3	374.11	373.91	373.3	373.7	373.6	374.38	374.64	375.0

1+35 @ N+S Alley BLK 44 Lt + BIK 37 Rt

10L	105	93	54	56	55	54	47	36	41	50
200	150	100	30	18	55	54	30	100	150	200
UP TO EL COJON										DOWN TO OKAMP
368.2	367.8	369.0	372.9	372.7	372.8	372.9	373.6	374.7	374.2	373.3

1+00

82	68	620	76	74	71	71	656	54	43
80	30	18	18	G	G	G	CB	30	85
369.4	371.5	371.36	370.7	371.2	371.2	371.70	372.9	374.0	

378.26

377.92
 180
 200
 cb

377.14
 258
 200
 G

377.36
 236
 150
 cb

376.53
 319
 150
 G

376.72
 30
 100
 cb

375.86
 328
 100
 G

Lt = North Rt = South

3+18- Ely Curb line 50th

376.03
 369
 50
 cb

375.18
 454
 50
 G

375.11
 401
 30
 cb

374.97
 475
 30
 G

374.5
 52
 182

373.8
 59
 30

369
 128
 100

3+00^{cb} = E 50th St.

377.47
 225
 200

376.67
 305
 150

376.09
 364
 100

375.62
 410
 50

375.20
 452
 30

374.9
 48
 182

375.4
 43

374.3
 54
 30

361.6
 121
 100

377.00
 272
 200
 cb

376.27
 350
 200
 G

376.31
 341
 150
 cb

375.81
 391
 150
 G

2+92^{cb} Wly Curb line 50th St

376.05
 367
 100
 cb

375.62
 410
 100
 G

375.90
 382
 50
 cb

375.07
 425
 50
 G

376.03
 349
 30
 cb

375.37
 435
 30
 G

375.6
 42

374.7
 55
 30
 G

374.44
 524
 30
 cb

368.7
 110
 100
 G

369.07
 1070
 100
 cb

2+70^{cb} Wly line 50th St

376.9
 28
 200

376.5
 32
 150

376.3
 34
 100

376.8
 29
 50

376.7
 30
 30

376.17
 355
 182
 cb

375.3
 44
 182
 G

375.6
 41

375.13
 44
 172
 G

375.98
 374
 172
 cb

375.7
 40
 30

374.3
 54
 50

370.1
 96
 100

379.72
 r

Lt = North

Rt = South

69

TP₃ 1167 380.69 10.70 369.02

38069

4405 - 40' Rt = end 12" cone pipe drain
Running from North to South

355.4
243
I.E.

4400 section on South is down canyon bottom

370.3	369.4	369.1	368.6	359.2	352.7	348.6
92	102	106	112	225	270	312
30	18	10	10	25	75	125

3785 Low Shots on North Section
are in yard, deeply excavated
and walled

373.7	371.4	368.4	367.1	371.4	370.0	369.7	369.7	361.1	359.1
60	82	112	126	82	92	100	100	186	206
130	90	70	31	30 wall	18	10	10	50	80

3730⁰⁵ Fly line 50' st.

379.22	377.5	376.7	376.0	375.9	374.1	374.1	373.7	364.3
15	22	30	37	32	56	56	60	152
200	150	100	50	30	18	5	30	100

379 72 *

Lt = North

Rt = South

70

NW B.P. WINONA
+ Trojan Ave

Starting B.M.		7.59		362.89
TP5	3.26	370.48	9.86	367.22
TP4	6.40	377.08	10.01	370.68

4+85 ⁰⁶	Low side booted with Transit	381.2 +05 200	379.4 13 150	375.5 52 100	372.3 84 50	371.7 92 30	112 112	369.7 115 30	369.7 133 50	367.4 219 100
--------------------	------------------------------------	---------------------	--------------------	--------------------	-------------------	-------------------	------------	--------------------	--------------------	---------------------

4+75 ⁰⁶ = Ely line Alley		380.3 04 200	378.3 24 150	375.3 54 100	371.8 82 50	371.2 95 30	112 112	369.7 115 30	369.4 134 50	367.7 232 100
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4+65 ⁰⁶ & Alley		379.4 13 200	377.8 29 150	374.8 59 100	371.6 93 50	370.5 102 30	112 112	369.5 115 30	369.2 143 50	366.4 235 100
----------------------------	--	--------------------	--------------------	--------------------	-------------------	--------------------	------------	--------------------	--------------------	---------------------

4+55 ⁰⁶ = Wly line Alley		379.7 10 200	377.1 36 150	373.9 69 100	371.6 91 50	370.9 98 30	112 112	369.3 118 30	368.9 143 50	366.4 256 100
-------------------------------------	--	--------------------	--------------------	--------------------	-------------------	-------------------	------------	--------------------	--------------------	---------------------

4+35		378.4 29 200	376.5 42 150	374.0 69 100	371.3 94 50	370.6 101 30	112 112	369.0 113 30	369.0 163 50	364.4 281 100
------	--	--------------------	--------------------	--------------------	-------------------	--------------------	------------	--------------------	--------------------	---------------------

38069

Lt.

←

Rt.

71

Add. Sections on 50th - S. of 4th
to N.E. of Polk or Sub. Line - See sketch

P. 37 11-26-52 7.0

5+75.37 = end.

332.00 = Hub.

20.3	26.2	29.6	332.00	34.1	37.1	39.1
50	30	15	on Hub.	15	30	40

5+45

13.8	20.0	23.7	26.7	27.3	30.4	34.0
50	30	15		15	30	40

5+15

04.9	10.1	14.4	16.5	20.0	20.1	24.4
50	30	15		15	30	40

4+85

98.9	01.1	02.8	05.1	08.3	14.0	14.9	15.7
50	30	15		13	23	30	40

4+60

98.8	99.5	00.4	01.8	03.0	09.0	08.1
50	30	15		12	30	40

4+25

302.1	96.5	99.4	300.3	02.2	04.7	07.0
50	30	15		15	30	50

4+10-4' Rt. = t. Sewer M.H. 299.90 on Rim

+ wash

B.M.

321.12

INDEXED
DEC 5 1952

Actual Elev. Shown

Warrington
Dixon Place - Aly

C.H.S.
Begg
Altman
Whipple

W.O. 320A8

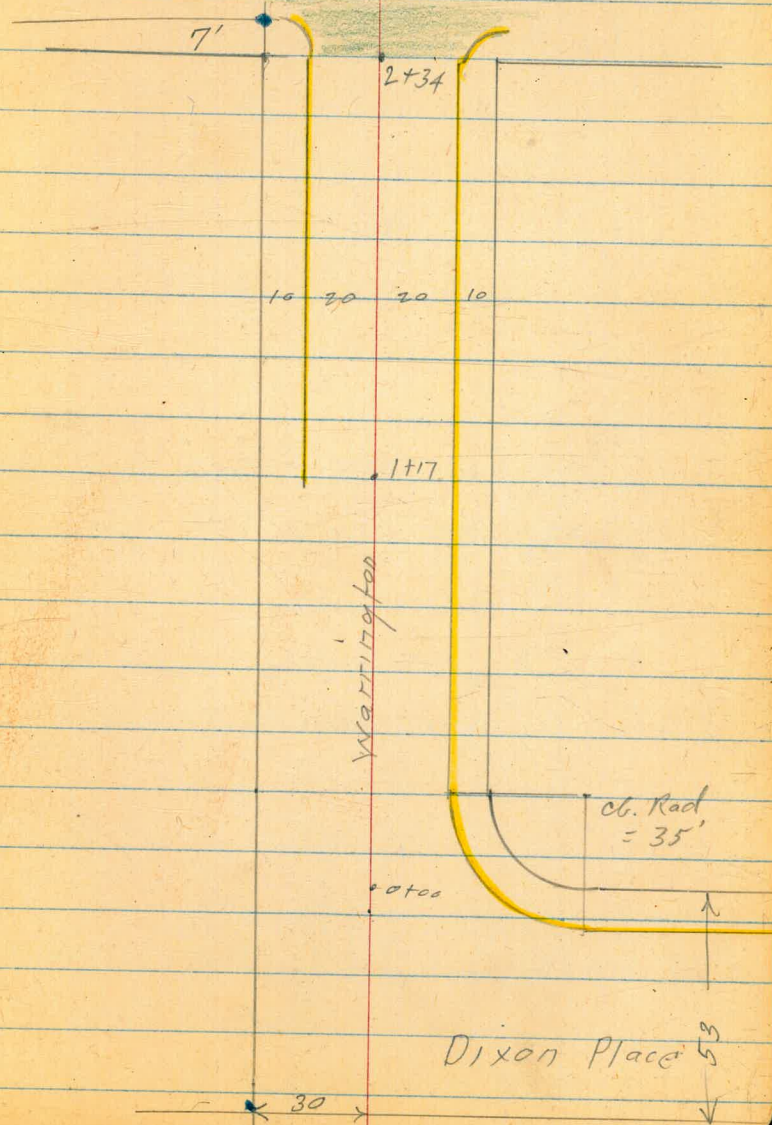
• denotes Fd. Ltt.

see also F.B. 1284/57

INDEXED
Law
MAR 9 1953

72

Wildwood. (A.C. Pauc.)



Warrington

73

T.P. 5.00 217.54 2.57 212.48

1+00 215.05
2.57
.48

215.3 214.3 212.7 212.3 211.6 211.8
+ 0.3 0.7 2.3 2.7 3.4 3.20
40 30 19 20 20
drive.

0+50

213.4 212.8 212.1 211.1 211.00 210.3 211.31
1.6 2.2 2.9 3.9 4.0 4.7 3.74
40 30 23 21 20 20
ca

See page 48 for cb. Rot. X-sec.

0+25- 20' RA = E.C. 35' cb. Rot.

213.5 212.1 210.6 210.4 209.6 210.83
1.5 2.9 4.4 4.6 5.4 4.22
40 30 22 20 20
cb-E.C.

0+00 = N. Fly line Dixon place.

212.4 211.5 211.0 210.0 208.7 208.3
2.6 3.5 4.0 5.0 6.3 6.7
40 30 27 20 30

215.05

2.30 215.05 - 212.75

Set B.M. on L+t. wly. line Warrington
sly 7' line Dixon Place.

Spike in S.W. pole Warrington
& Dixon Pl. - (Page 48)

Warrington

±

74

	4.78	212.76
Set. B.M.	5.11	212.43

Sta 7' line Wild wood
L+T. Wly line Warrington

2+34 = start A.C. Pauc

212.32	211.77	211.74	211.10	211.74
5.22	5.77	5.80	6.44	5.80
20	20		20	20
cc	G		G	cc

2+26

211.94
5.60
20
top. cc.

From Sta. 2+34^E to Sta. 2+26
should come out
also = start. no good curb.

2+34^E 20' Rt. = end of good curb

17E RT } = start no good conc. gutter
17E Lt }

From Sta. 1+17 to Sta. 2+34,
no good. should be replaced.

1+17 20' Lt. 2 Start conc. curb

213.88	213.1	212.7	212.0	212.79
3.66	4.4	4.8	5.5	4.75
20	20		20	20
cc				cc

217.5	217.2
0.0	0.2
45	40

214.6	214.09	213.0	212.6	211.9	212.75
2.9	3.45	4.5	4.9	5.6	4.79
30	20	20		20	20
cc				cc	cc

217.54

Thomas Ave -
Profile for drain, west
of Olney St.

cut stake 0317
B.M. = 2100 Lt. $\frac{17}{17}$ EL = 27.87

C.H.S. 2-23-54
Beag w.o. 20006
Schelin 21226
Pullen

Would suggest putting
pick up risers at
0+89 and 1+25.

Start drain at 0+50
and let property owners
top drain so as to
take care of drainage as
it is blocked by walls
built on Prop. lines.

INDEXED
Law
MAR 12 1954

B.L.

75

Olney St.

Thomas Ave

Sly line Thomas

0+00

(Put on lot line)
1+25 ± = spot for riser.

23.5 23.5 21.9 21.8 21.4 21.1
5 3 5 15 50

1+24

23.6 23.6 23.0 22.90 22.6
5 3 5 20

~~1+23~~ = spot for riser

1+07 0.2' RT. = ϕ 3' walk

23.26 23.32
0.2 5

1+00

24.2 24.2 23.4 23.6
5 3 5

0+89 = spot for riser.

0+80 0' RT. = ϕ 3' walk

24.08 24.17
0' 5'

0+55 25' RT. = 4" drain (flows north)

24.77
concr. slab + drain
2' 14' take

0+50 (start drain)

25.8 25.8 24.8 25.0
5 3 5

0+29⁵ 0' RT. = ϕ 3' walk

25.30 25.44
5

0+25

26.3 25.5 25.5
5 5

0+24⁵ also = Fly facc. N. & S. wall.
0.5 RT. = end of wall.

26.4 25.5 25.5 28.0 28.1
5 0.5 0.5 5
Top. =

0+00 - 0⁵ RT. = start conc. wall.

27.0 27.2 27.2 28.02 28.4
5 0.5 0.5 5
Top of wall

Paoc.

2+52⁺ = Wly edge existing A.C.

18.86	18.75	18.67
$\frac{5}{A.C.}$	$\frac{5}{A.C.}$	$\frac{5}{A.C.}$

2+44⁵ = Prop. ob. line Olney

19.2	19.0	18.8
$\frac{5}{5}$		$\frac{5}{5}$

2+24⁵ = Wly Olney

20.8	20.6	20.3
$\frac{5}{5}$		$\frac{5}{5}$

Ret. under Const.

2+14⁵ - 20' Ltr = B.C. of 30' Rad

21.2	21.2	20.8	20.5
$\frac{5}{5}$	$\frac{1}{1}$		$\frac{5}{5}$

2+00

brick walk.

21.6	21.6	21.0	20.9
$\frac{5}{5}$	$\frac{3}{3}$		$\frac{5}{5}$

1+97 = cross 3' wide loose

1+75 1' RT = ϕ 4' high H edge

1+70

22.4	22.4	21.3	21.1
$\frac{5}{5}$	$\frac{4}{4}$		$\frac{5}{5}$

1+33 = 0⁴ RT = ϕ 3' walk

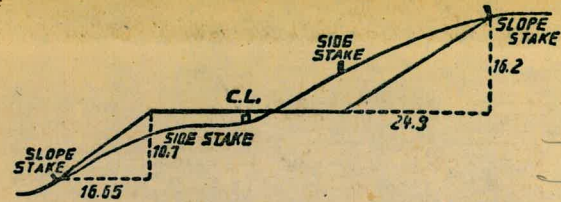
22.10	21.93
	$\frac{10}{10}$

78

20

26
115
145

37320
241
40081
665
37376
557
37953
263
37690
37585
40245
368
37897
962
40859



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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