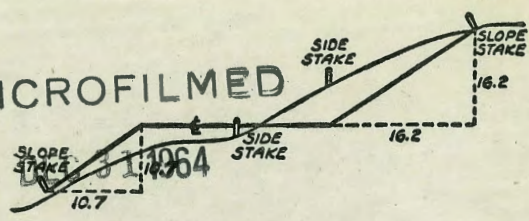


2098

X-SECT.

MICROFILMED



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

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

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

INDEXED

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Felspar Morrel to Noyes 2-15

Proposed Drain Blk 57 Pacific Beach 16-22
(Bet Morrel & Noyes Diamond to Chalcedony)

Proposed Drain Lots 18-19 Blk 7 Valencia Park 23

Turquoise & Alta Vista St, stake lot corners 24

Alley Blk 81 Pt. Loma Hqts. ^{Quizot to Santa Barbara}
^{Bet. orchard & Del Monte} 25

X-sec Teak St - 39th to 40th 32

Locate Mon. S.W. cor 22d & G 38

X-sec Olive - 54th to 55th 39

X-sec ^{Blakton Dr.} Handlery. Balboa Vista
to Laurel 44

X-sec Balboa Vista Dr. Faulconer to
Laurel 47

" Alley Blk F. Balboa Vista 52

X-sec ^{56th} Fuerte Drive ^{Balboa Vista Dr}
to Laurel St 57

X-alleys E & W & N & S. ^{Blk G - 8th} Balboa Vista 64

X-SECT AREA North ^{Pipe Storage yard}
^{CHINAS STATION} 69

2165-

Felspar - Cross section

Morrel to Noyes

4-11-50

Sommermeier

Allen
Sherman

INDEXED

N.Y.

APR 17 1950

■ = Fd. Mon

□ = Fd. 1/4 hub

yellow indicates concrete

Red " Brick.

(W) indicates Ctr. water meter box.

Cb. = Top of Cb.

G = pauc. in gutter

T.P.	10.43	88.32	(88.19)
0.64	98.75	7.94	98.11
SS	6.78	99.27	
0.02	106.05	-	106.03

REDUCED 4-17-50

PALMER SMITH

used as 88.19 so as to conform to $\frac{FB1816}{3A}$

(shown in F.B. 1206 as 88.0A)

N.E. 7' LT. Felspar & Lamont. (shown in $\frac{FB1816}{3A}$ as 88.19)

S.E. 7' LT. Emerald & Lamont (shown as 98.99 in $\frac{FB1701}{47}$)

S.W. 13. P. Diamond & Lamont { shown in FB1701-R49 as 105.96 and as 105.95 }

2' Ribbon Dr. → ← 24' → 2+42
 → ← 24' → 2+37E

4' Diam. palm → 23 → 2+04
 → 20' → 1+99

Brick wall

3' conc. walk → ← 19' →

Ribbon Drive → ← 20' → 1+62
 → ← 40' → 1+60
 → ← 40' → 1+56
 → ← 43' → 1+48
 → ← 43' → 1+41

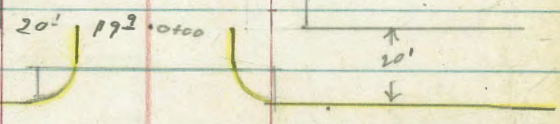
Drive → ← 43' → 1+41

3' conc. walk → ← 1425 → 397
 → ← 419 → 1+24

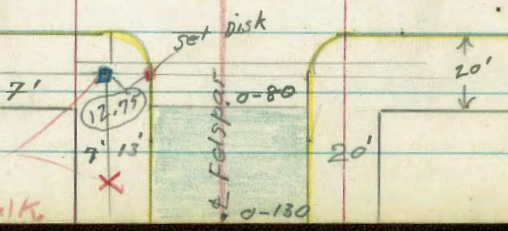
old 7' x 10' conc. slab, to come out → ← 19' → 0+90
 → ← 40' → 0+86

3' walk → ← 0+75 → 398

conc Dr. → ← 16.4 → 0+48
 → ← 0+46 → 393
 → ← 26' → 0+33



0-40 Φ Marrel



25-00
 cut across
 in walk

Φ Noyas

5+20 ← 247 → Pole # 4598

2' wide conc. walk → ← 392 → 4+95

3' wide Conc. Walk → ← 398 → 4+58

3' wide Conc. walk → ← 398 → 4+41

2' wide conc. walk → ← 397 → 4+04

2' wide conc walk → ← 398 → 3+90

3+85E ← 40' → 2' wide
 3+81 ← 40' → conc. Ribbons

→ ← 40' → 3+88

3' walk → ← 3+48.5 → 398
 → ← 40' → 3+44
 → ← 3+38 → 398

3+19 ← 398 → 3' walk

2' conc. Walk → ← 40' → 3+04

2' conc. drive Ribbons → ← 38E → 2+93
 → ← 38E → 2+88

2+80 398 → 3' walk

2+62 ← 40' → 2' Conc
 2+56E ← 40' → Ribbons
 Drive.

Felspar

FELSPAR.

0-60 Cont.

71.43	76.3	73.56	73.0	71.1	71.91	69.8	67.84
2.35	3.5	6.23	6.8	8.7	7.87	10.8	7.84
140	140	40	40	40	40	140	140
cl.	Ord.	cl.			cl.	Ord.	cl.

30' Lt } = E.C. 10' Rad. cl. return.
 30' Rt }
 0-60 = wly. cl. line Marcell

73.41	72.8	72.6	72.5	72	72	71.7	71.4	72.07
6.37	7.0	7.2	7.3	7.4	7.7	8.1	8.4	7.71
30	30	20	10		10	20	30	30
cl. E.C.								cl. E.C.

20' Lt } = B.C. 10' Rad. cl. Return.
 20' Rt }

73.35	72.47
6.43	7.31
20	20
cl. B.C.	B.C. cl.

Also = End A.C. Pave.
 0-80 = wly line Marcell

73.59	72.97	72.86	72.77	72.47	72.13	72.76
4.19	6.81	6.92	7.07	7.31	7.65	7.62
20	20	10		10	19.2	17.2
cl.	cl.			cl.	cl.	cl.

0-105

75.05	74.85	74.45	74.30	74.01	73.64	74.02
4.73	5.33	5.33	5.48	5.77	6.14	5.76
20	20	10		10	20	20
cl.	cl.			cl.	cl.	cl.

0-130 Felspar ad roadway, A.C. Pave.

76.42	75.80	75.76	75.62	75.26	74.85	75.31
3.36	3.98	4.02	4.10	4.55	4.93	4.47
20	20	10		10	20	20
cl.	cl.			cl.	cl.	cl.

T.P. 0.53. 79.78 9.19 79.25

0.25 88.44 - 88.19 N.E. 7' Lt.

Felspar & Lament

FB 1816 (Bench book shows
 34 at El. = 88.32 see
 page 2)

Felspar

Set B.M. #1 = 2:17 75.62 C.33 73.45 = City disk in NW ch. Ret. Morrell a Felspar. a Nly 19²⁵' line Felspar. 07 Wly 7' line Morrell

- 0+32 21' Lt. = (W)
- 0+16 39² Rt. = end Picket Fence.
- 0+02 22' Rt. = Ctr. Fire Hydt.
- 0+01 39' Lt. = ± 4' wide hedge

39² Rt. = start picket fence
 19⁹ Lt. }
 20¹ Rt. } = End Exist curb.

0+00 - Ely line Morrell

0-03 - 22' Rt. = (W)

$\frac{75}{13}$	$\frac{73}{13}$	$\frac{72.33}{12}$	$\frac{71.6}{11}$	$\frac{71.3}{11}$	$\frac{71.0}{11}$	$\frac{71.01}{11}$	$\frac{70.8}{10}$	$\frac{70}{10}$
<u>5.9</u>	<u>6.7</u>	<u>7.45</u>	<u>8.2</u>	8.5	8.8	8.77	9.0	9.2
60	40	20	20		20	20	40	60

0-10 { 19⁹ Lt }
 { 20¹ Rt } = E.C. 10' Rad. Ch. Ret.

$\frac{72.27}{12}$
7.51
 19⁹
 Ch. E.C.

$\frac{70.88}{10}$
8.80
 20¹
 Ch. E.C.

0-20 Cont.

$\frac{76.90}{16}$	$\frac{76}{16}$	$\frac{72.55}{12}$	$\frac{72}{12}$	$\frac{70.2}{10}$	$\frac{70.97}{10}$	$\frac{68.1}{10}$	$\frac{68.80}{10}$
<u>2.88</u>	<u>3.6</u>	<u>7.23</u>	<u>7.6</u>	8.6	8.81	11.7	11.60
140	140	40	40	40	40	140	140
Ch.		Ch.			Ch.		Ch.

30' Lt } = B.C. 10' Rad. Ch. return.
 30' Rt }

0-20 = Ely ch. line Morrell

$\frac{72.28}{12}$	$\frac{72}{12}$	$\frac{72}{12}$	$\frac{71.8}{11}$	$\frac{71.5}{11}$	$\frac{71.2}{11}$	$\frac{71.2}{11}$	$\frac{70.6}{10}$	$\frac{70.99}{10}$
<u>7.50</u>	<u>7.8</u>	<u>7.8</u>	<u>8.0</u>	8.3	8.6	8.8	9.2	8.79
30	30	20	10		10	20	30	30
Ch. B.C.								Ch. B.C.

0-40 = ± Morrell

$\frac{76}{16}$	$\frac{73}{13}$	$\frac{72}{12}$	$\frac{72}{12}$	$\frac{71.5}{11}$	$\frac{71}{11}$	$\frac{69.2}{10}$
<u>3.0</u>	<u>6.6</u>	<u>7.2</u>	7.8	8.3	8.7	10.6
140	40	20		20	40	140

79.78

Felspar

0+75 - Cont.

also = Ely face. N.T.S. conc. wall.

0+75 = 39⁴ Rt. = face of E+W, conc. wall

0+50 40' Lt. = start rail fence

0+48 - 26⁴ Lt. = End end Conc. Dr.

(B.W. = base of wall)

also = Ely face N.T.S. Conc wall.

0+46 39⁴ Lt. = start 6" wide Conc. wall

0+45

0+33 - 26⁴ Lt. = start Conc. Dr.

71 ⁰	69 ²	69 ¹	6
46	6.4	6.5	
394	40	55	
top of wall			

4	2	5	3	2	8	3	1	6
13	13	12	11	71	70	70	70	68
2.2	2.4	3.1	4.3	4.4	4.8	5.3	4.9	7.0
55	40	30	15	15	22	394	394	394
								B.W.

74.46	73.01	72.20
1.15	2.61	3.42
68	40	264
Car	on drive	

13.00	5	2	3	1	1
13	71	70	68	70	68
2.62	4.1	5.4	7.3	4.9	6.9
40	15	394	394	394	40
on drive			B.W.	top of wall	

13.00	12.20	3	1	8	3	6
13	12	71	71	70	70	69
2.62	3.42	4.7	4.5	4.8	5.3	6.0
40	264	15	20	40	40	50
on drive	on drive					

74.46	73.08	72.26
1.15	2.54	3.36
68	40	264
at Car		

75.62

Felspar

1+26

74 ¹	73 ⁸	71 ⁷
<u>1.5</u>	<u>1.8</u>	<u>3.9</u>
50	40	19

7

71 ⁵	71 ⁰	71 ²	71 ³	71 ³
4.1	4.6	4.4	4.3	4.3
	<u>12</u>	<u>25</u>	<u>40</u>	<u>55</u>
	69 ⁹	69 ⁸		
	<u>3.7</u>	<u>5.8</u>		
	40	55		

also = Wly face N+S conc. wall.
1+25 - 39⁷ Rt. = End E+W conc. wall

74 ¹	73 ⁸	71 ⁷	71 ⁵	71 ⁰	71 ¹	71 ²	69 ⁶	71 ⁷
1.5	1.8	3.9	4.1	4.6	4.5	4.4	6.0	3.9
50	40	18		<u>12</u>	<u>25</u>	<u>39</u>	<u>39</u>	<u>7</u>
							B.W.	Top wall

1+24 - 41² Lt. = 3' wide conc. walk

74.14	74.04
<u>1.48</u>	<u>1.58</u>
50	41
on walk	walk

1+16 - 22' Rt. = (W)

Top of wall.

1+01 - 39⁶ Rt. = 3' wide steps down from

1+00 - 40' Lt. = end rail fence

71.00	69 ²
4.62	6.4
<u>395</u>	<u>43</u>
Top of	End. at bottom
Top step +	of steps
wall	

0+90 - 29' Lt. = 7'x10' Conc. slab to come out.

0+86 - 40' Lt. = 3' Flag stone walk.

0+78 - 22' Lt. = (W)

73.24	73.10
<u>2.38</u>	<u>2.52</u>
45	40
on walk	

Felspar

1+62 - 20' Lt. = start 2" wide brick wall

4	3	3
13	12	12
2.8	3.9	3.9
20	20	20
Top	Base	Ord.
wall		

1+61 - 22' Lt. = (W)

9	13	12	11.8	3	6	7
13	13	12	11	7	7	7
2.3	3.1	4.1	4.4	4.9	4.6	4.5
40	25	18	10	18	40	40

1+60⁵ - 10' Lt. = 2" wide Conc. ribbon drive

14.13	13.87
1.43	2.29
67	40
Gar. floor	

1+56 40' Lt. = 2" wide Conc. Ribbon drive

14.13	13.87	71.52	71.56
1.43	2.29	4.64	4.60
67	40	403	50
Gar. floor			

1+50 22' Lt. = (W)

1+48 43' Lt. = end drive

14.16	13.95
1.40	2.21
80	43
on drive	

1+41 - 43' Lt. start Conc. drive

14.16	13.96
1.40	2.20
80	43
on drive	

1+32 - 22' Lt. = (W)

T.P. 3.06 76.16 252 73.10
75.62

76.16

FELSPAR

2+42 24' Lt. = 2' wide conc. ribbon drive

13.72 13.20 12.88
 $\frac{2.44}{58} \quad \frac{2.96}{40} \quad \frac{3.28}{24}$

2+40

15¹ 12⁸ 11⁹ 11⁹ 11⁵ 11⁸ 10⁹ 6⁴
 $\frac{3.1}{40} \quad \frac{3.4}{24} \quad \frac{4.3}{12} \quad 4.3 \quad \frac{4.7}{10} \quad \frac{4.4}{18} \quad \frac{6.2}{25} \quad \frac{6.8}{40} \quad \frac{8.0}{75}$

2+37^E 24' Lt. = 2' wide conc. Ribbon drive

14.18 13.68 13.25 12.82
 $\frac{1.98}{60} \quad \frac{2.48}{38} \quad \frac{2.91}{40} \quad \frac{3.34}{24}$
 Car floor

2+14 22' Lt. = (W)

12⁹ 12⁵ 12⁰ 11⁹ 11³ 11² 11¹ 11⁹ 11⁵
 $\frac{3.3}{40} \quad \frac{3.7}{22} \quad \frac{4.2}{16} \quad 4.3 \quad \frac{4.9}{10} \quad \frac{5.0}{15} \quad \frac{3.5}{17} \quad \frac{3.5}{30} \quad \frac{4.3}{40} \quad \frac{5.7}{75}$

2+06

2+04 - 23' Lt. = Ctr. 4' diam palm.

13⁴ 13¹ 13¹ 12² 12⁰ 11⁹ 11² 13⁰ 13⁴ 12¹ 10⁸
 $\frac{2.8}{40} \quad \frac{3.1}{21} \quad \frac{3.1}{20} \quad \frac{4.0}{20} \quad \frac{4.2}{17} \quad 4.3 \quad \frac{5.0}{15} \quad \frac{3.2}{17} \quad \frac{2.8}{30} \quad \frac{3.5}{40} \quad \frac{5.4}{75}$
 top of wall
 Ord

1+99 - 20' Lt. = end brick wall

1+94 - 39' Lt. = 5' diam clearer

1+83 - 23' Lt. = 3" diam bottle brush bush
 20' Lt. = 2 3' wide conc. walk

1+77 19' Lt. = 4' wide conc. stop

14.19 13.79 13.62 13.04 12³ 11⁹ 11³ 12⁸ 13² 12¹ 11¹
 $\frac{1.97}{50} \quad \frac{2.37}{40} \quad \frac{2.54}{20} \quad \frac{3.12}{19} \quad \frac{3.9}{19} \quad 4.3 \quad \frac{4.9}{12} \quad \frac{3.4}{14} \quad \frac{3.0}{20} \quad \frac{3.5}{40} \quad \frac{5.1}{75}$
 on walk on walk on top of stop
 Ord

1+72 20' Lt. = face brick wall

13⁸ 13³ 12⁴ 11⁹ 11⁴ 11⁶ 11¹
 $\frac{2.4}{40} \quad \frac{2.9}{20} \quad \frac{3.8}{20} \quad 4.3 \quad \frac{4.8}{12} \quad \frac{4.6}{18} \quad \frac{4.5}{40}$
 top wall + a d.
 at wall

76.16

2+93 - 38² Lt. = 2' wide Conc. ribbon Dr.

^{14.86}	^{14.98}	^{13.78}	^{13.74}
1.30	1.68	2.38	2.42
64	60	40	38 ²
Car. Floor			

2+88 38² Lt. = 2' wide Conc. ribbon Dr.

^{14.85}	^{14.97}	^{13.84}	^{13.74}
1.31	1.69	2.32	2.42
64	60	40	38 ²
Car. Floor			

2+80 39² Rt. = 3' wide Conc. walk.

^{71.71}	^{71.70}	^{71.56}
4.45	4.46	4.60
39 ²	40	50
on walk		

2+73 22' Rt. = (W)

2+67 - 21' Lt. = (W)

2+62 40' Rt. = 2' wide Conc. drive.

^{71.14}	^{70.45}	^{70.61}
5.02	5.71	5.55
40	59	67
Car floor		

2+56 - 40' Rt. = 2' wide Conc. ribbon drive

^{71.10}	^{70.34}	^{70.54}
5.06	5.82	5.62
40	59	67
Car floor		

2+50

^{13.6}	^{13.5}	^{12.8}	^{11.9}	^{11.5}	^{12.4}	^{11.2}	¹¹	^{11.3}
2.6	2.7	4.2	4.3	4.7	3.8	4.3	5.1	7.9
40	22	15	10	20	30	40	75	68

76.16

Felspar

T.P 3.05 73.92 5.29 70.87

3+43^E 39^E Rt. = \pm 2' Conc. ribbon Dr.

3+41- 40' Lt. = \pm 3' Conc. walk

3+38 - 39^E Rt. = \pm 2' Conc. ribbon drive

3+26 22' Lt. = (W)

3+20 - 22' Rt. = (W)

3+19 39^E Rt. = \pm 3' wide Conc. walk

3+04- 40' Lt. = 2' wide conc walk

3+00

\pm

11

71.70
 $\frac{4.46}{398}$ $\frac{4.46}{40}$ $\frac{4.35}{63}$
 on drive

71.90
 $\frac{4.26}{50}$ $\frac{4.39}{40}$

71.75 71.76 71.95
 $\frac{4.41}{398}$ $\frac{4.40}{40}$ $\frac{4.21}{63}$
 on drive

$\frac{75^1}{40}$ $\frac{72^6}{24}$ $\frac{72^0}{20}$ $\frac{72^1}{10}$ $\frac{71^9}{4.3}$ $\frac{71^1}{4.5}$ $\frac{72^0}{25}$ $\frac{72^1}{40}$

72.05 72.04 72.17
 $\frac{4.11}{398}$ $\frac{4.12}{40}$ $\frac{3.99}{50}$

73.80 73.72
 $\frac{2.36}{55}$ $\frac{2.44}{40}$
 on walk

$\frac{75^8}{40}$ $\frac{73^4}{23}$ $\frac{72^4}{18}$ $\frac{72^0}{4.2}$ $\frac{71^1}{4.5}$ $\frac{72^1}{16}$ $\frac{72^3}{25}$ $\frac{72^2}{40}$ $\frac{72^1}{50}$

76.16

28' RT = ϕ small palm t 3' high)3+96 - 39' LT = ϕ 2' wide Conc. walk

71.03	10.86	10.86
2.89	3.00	3.00
50	40	39.8
	on walk	

3+87 - 2.6' = start 18" wide hedge

3+85^E 40' RT = ϕ 2' Conc. ribbon drive

68.72	68.52	
5.20	5.40	
40	30	
	on drive	

3+81 - 40' RT = ϕ 2' Conc. ribbon drive

68.71	68.56	
5.21	5.36	
40	30	
	on drive	

3+78

26' RT = ϕ 18" wide N+S. hedge.3+76 22' LT = ϕ

also = line N+S. picket fence.

3+75 25' RT = start picket fence

3+88 40' LT = ϕ 3' Conc. walk

71.0	A	69.8	70.0	69.7	69.4	68.9	68.6
2.9	3.5	4.1	3.9	4.2	4.5	5.0	5.3
40	21	18	15		17	40	50

71.53	71.35	
2.39	2.57	
50	40	
	on walk	

3+50

71.5	71.1	70.6	70.8	10.8	10.6	71.4	71.5	71.3
2.4	2.8	3.3	3.1	3.1	3.3	2.5	2.4	2.6
40	23	20	10		15	25	40	50

73.92

4+76 - 22' Lt. = (W)

4+58 - 39^E Lt. = ± 3' conc. walk

^{69.85}	^{69.62}	^{69.61}
4.07	4.30	4.31
50	40	39 ^E
on walk		

4+50

^{69.1}	^{69.2}	^{68.5}	^{68.4}	^{68.2}	^{67.5}	^{67.3}
4.2	4.7	5.4	5.5	5.7	6.4	6.6
40	22	18		15	20	30

4+41 39^E Lt. = ± 3' conc. walk

^{70.30}	^{70.07}	^{70.06}
3.62	3.85	3.86
50	40	39 ^E
on walk		

4+26 - 22' Lt. = (W)

4+25

^{70.2}	^{69.5}	^{68.8}	^{69.0}	^{68.6}	^{68.4}	^{67.9}	^{67.8}
3.7	4.4	5.1	4.7	5.3	5.5	6.0	6.1
40	22	18	14		17	40	30

4+23 25^E Rt. = end picket fence

4+22 - 26' Rt. = end hedge

4+10 - 28' Rt. = ± small palm (2' high)

4+04 - 39^E Lt. = ± 2' conc. walk

^{70.94}	^{70.75}	^{70.74}
2.98	3.17	3.18
50	40	39 ^E
on walk		

4+00 - 21' Rt. = (W)

^{70.8}	^{70.0}	^{69.3}	^{69.5}	^{69.1}	^{68.8}	^{68.6}	^{68.6}
3.1	3.7	4.5	4.4	4.8	5.1	5.3	5.3
40	22	20	18		17	40	30

73.92

5+22

$\frac{66^1}{5.8}$	$\frac{66^2}{7.0}$	$\frac{66^3}{7.6}$	$\frac{66^0}{7.7}$	$\frac{65^5}{8.4}$	$\frac{64^8}{7.1}$	$\frac{63^3}{10.6}$
<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
100	40	20	12	40	100	100

5+20 - 24' Rt. = Pole # 4598

5+18

$\frac{69^1}{4.2}$	$\frac{68^4}{5.5}$	$\frac{68^1}{5.8}$	$\frac{66^1}{7.2}$	$\frac{66^3}{7.6}$	$\frac{65^9}{8.0}$	$\frac{66^0}{7.7}$	$\frac{65^8}{7.1}$	$\frac{66^0}{7.9}$	$\frac{64^5}{9.4}$
<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
100	40	24	20	12	15	25	40	100	100

4+99⁶⁵ = wly line Noyes

$\frac{68^2}{5.0}$	$\frac{68^2}{5.7}$	$\frac{67^4}{6.5}$	$\frac{67^6}{6.3}$	$\frac{67^1}{6.8}$	$\frac{66^5}{7.4}$	$\frac{67^2}{6.7}$	$\frac{66^9}{7.0}$	$\frac{66^1}{7.2}$
<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
40	21	19	15	12	14	40	50	50

4+99 - 22' Rt. = (W)

4+98 - 21' Lt. = (W)

4+96⁵ = 21' Lt. = (W)

21' Lt. = (W)

4+95 - 39² Lt. = 2' Conc. walk.

$\frac{67^21}{4.71}$	$\frac{68^92}{5.00}$	$\frac{68^91}{5.01}$
<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
50	40	39 ²
on walk		

}	22' Rt. = (W)
4+94	
4+92 ⁵	
4+91	

4+80

$\frac{69^2}{4.7}$	$\frac{68^6}{5.3}$	$\frac{67^3}{6.1}$	$\frac{67^6}{6.8}$	$\frac{67^6}{6.3}$	$\frac{66^9}{7.0}$	$\frac{66^6}{7.2}$
<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>	<hr style="width: 100%;"/>
40	22	15	15	40	50	50

73.92

Felspar

15

N.E. 7' L+T.
Lamont + Felspar 0.69 $\frac{0.01}{88.18}$ (88)

Orig B.M. EL=88.19 from FB 1816
34

T.P. 7.56 88.87 2.93 81.31

T.P. 9.25 84.24 0.90 74.99

S.S. 2.44 73.45

= B.M. #1 - Page 5 (73.45) ^{EL.}

T.P. 3.89 75.89 1.92 72.00

T.P. 9.72 73.92 2.24 64.20

SS 4.30 62.14 (62.02)

N.W.B.P. Garnet + Noyes Bench book EL=62.02

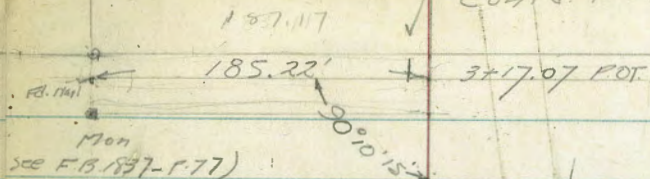
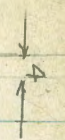
T.P. 3.82 66.44 11.30 62.62

5+39.66 = \neq Noyes un-improved street.

$\frac{69.6}{4.3}$	$\frac{67.2}{6.7}$	$\frac{66.2}{7.2}$	$\frac{65.2}{7.7}$	$\frac{65.8}{8.1}$	$\frac{65.4}{8.5}$	$\frac{63.2}{10.7}$
740	40	20		20	40	140

73.92

7-13-50 Proposed Drain
 Hendricks B/K 51
 Johnson Pacific Beach
 Greer
 Crawford
 Wom 31584
 MISSOURI ST

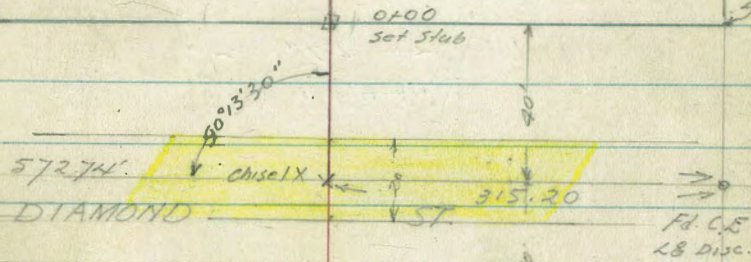


Cont'd. P. 17

(16)

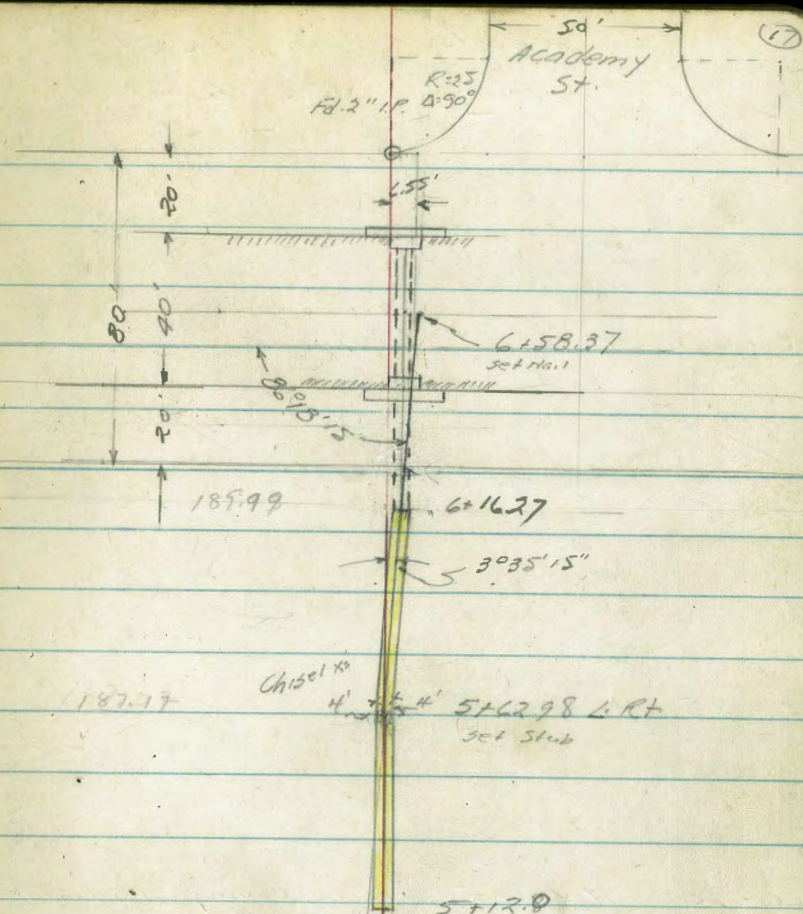
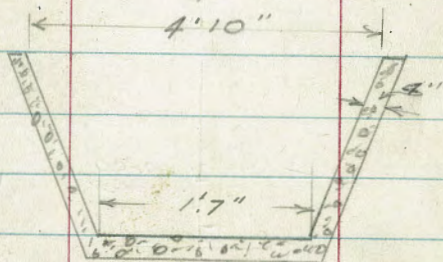
INDEXED
 JUL 14 1950

West Line Noyes



Marrell
 ST

Section of Conc Ditch



3+17.07 P.O.T
 (Cont'd from p. 16)

Levels Drain B1051
Pacific Beach

0+00 N. line Diamond
 92.0 91.8 90.7 91.9 92.0
 5³ 5⁴ 6⁵ 5³ 5³
 10 4 5 10

0+18
 91.9 91.2 89.9 91.1 91.8
 5³ 6⁰ 7³ 6¹ 5²
 10 3 3 10

0+25
 91.4 91.1 91.1 91.0
 5³ 6¹ 7³ 6¹ 6³
 10 3 6 10

0+30 North Edge Conc Paving Diamond
 91.23 90.64 90.17
 6⁰ 6⁰ 7⁰
 25 25

0+40 * Diamond
 91.27 90.64 90.12
 5⁹ 6⁰ 7³
 25 25

BM 0.31 97.24
 96.93 SE. Top Hydt
 Diamond & Morrell
 97.24

Drain Block 51 Cont'd

3+06.5 Reg. Rock & Conc. Drain

2+50

2+00

1+50

1+00

T.P. 8.38 103.00 2.62 94.62

0+50

97.24

4

(179)

100.1 100.1 96.6 96.6 96.6 99.7 99.6
2⁹ 28 6⁴ 6⁴ 6⁴ 3³ 3⁴
10 2 1.5 1.5 2 10

97.9 97.5 96.1 97.8 97.5
5¹ 5⁵ 7⁸ 5⁴ 5⁵
10 5 3 10

96.4 96.0 94.7 95.4 96.2
6⁵ 7⁰ 8³ 7⁰ 6⁸
10 5 3 10

102.9 99.3 ^{92.9} 94.8 95.00
8¹ 8² 10¹ 8⁴ 8⁰
10 4 4 10

93.2 92.8 92.1 93.7 93.9
9⁸ 10² 10⁹ 9⁵ 9³
10 4 4 10

103.00

92.2 92.2 91.3 92.6 92.7
5⁰ 5⁰ 5⁹ 4⁶ 4⁵
10 3 4 10

97.24

4+00

103.0	103.0	100.5	100.8	102.2	102.4
8 ²	8 ²	11 ²	10 ²	9 ⁵	9 ³
10	6	2		3	10

TP. 11.31 114.67 2.64 100.36

114.67

100.4

3+57.5 stop up

2.6

3+57.5 End Rock & Conc Drain

101.5	101.0	98.8	98.8	98.8	100.9	101.0
1 ⁵	2 ⁰	4 ²	4 ²	4 ²	2 ¹	2 ⁰
10	2	1.5		1.5	2	10

3+20

100.6	100.4	98.1	98.1	98.1	100.1	100.2
2 ²	2 ⁶	4 ²	4 ²	4 ²	2 ⁹	2 ⁸
10	2	1.5		1.5	2	7

3+13

98.2

4²

3+11

96.7

6²

102.00
^

102.00
^

Drain BIK 51 Contd

(27)

6+16.27 Top H.W.

109.14

2.52

6+16.27 Beg 48" Conc Pipe & Pipe 0.3 Rt.
End Conc Drain

108.5 108.66 108.78 109.28 109.28 108.17 108.9

3.2 3.2 7.39 7.37 7.39 3.00 2.8

10 2.4 2 FL 2 2.4 10

5+62.98 L. 3° 35' 15" Rt.

107.1 107.1 103.97 103.97 103.97 103.11 107.1
4.5 4.57 7.70 7.70 7.70 4.57 4.4
10 2.3 0.7 0.9 2.5 10

5+12.0 Beg Conc Drain

105.8 105.65 103.52 103.52 103.52 105.62 105.7

5.9 6.02 8.15 8.15 8.15 6.05 6.0

10 2.4 0.8 0.8 2.4 10

5+00

105.5 105.5 103.2 105.5 105.4

6.2 6.2 8.5 6.2 6.2

10 4 3 10

4+50

109.2 109.2 106 107.0 103.8 103.9

7.5 7.5 10.1 9.7 7.9 7.8

10 4 1 3 10

111.67

T

111.67

T

Drain B1051 Contd.

(22)

BM 4.99 126.14 126.03 5E 7' L&T Lamont & Chalcedony

T.P. 7.11 131.13 0.31 124.02

T.P. 12.99 124.33 0.33 111.34

Reduced A.T. Lamore

111.20

6+58.37 L Chalcedony

0.43

6+38.39 50. Ch. Line Chalcedony
 & 48" Conc Pipe 1.15' Lt.

104.61 110.57 111.32

7.06 1.15 0.35

1.15 1.15 0.6

FL. Grate

48" Conc. Pipe

110.4 110.7 111.3

1.3 1.0 0.4

12 15

6+23

111.67

111.67

Proposed Storm Drain
 Lots 18 + 19 Block 3 Valencia Park Unit #1

INDEXED

July 19-51 (23)
 F. Sisson
 Garber
 Rorer
 Bertalucci
 No 20832

JUL 20 1951 224.86

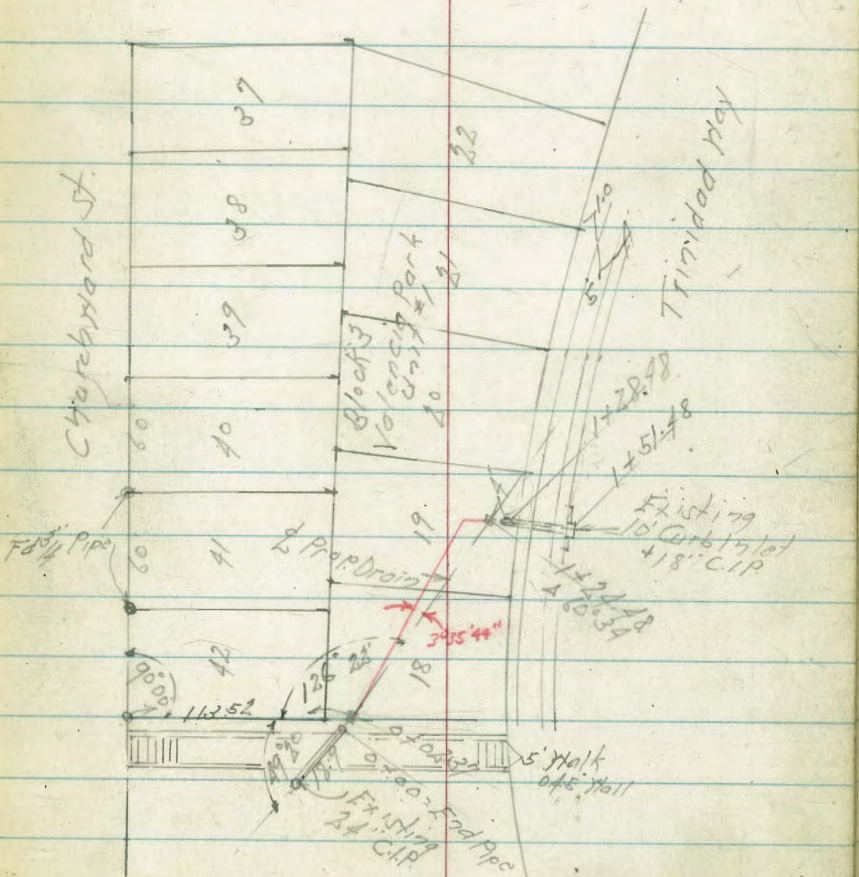
B.M.	2.61	192.06 ✓	189.45	24+7 Churchward + San Jacinto
	8.00	187.91 ✓	12.15	179.91 ✓
	11.70	199.58 ✓	0.03	187.88 ✓
	9.34	208.42 ✓	0.50	199.08 ✓
	10.54	213.54 ✓	5.42	203.00 ✓
0-18.7 = Outlet			15.28	198.16 Invert
24" C.I.P.			14.58	198.96
0+0 = Inlet 24" C.I.P.			13.46	200.08 outlet
+02.37			11.4	202.1
+25			10.4	203.1
+50			9.8	203.7
+75			7.7	205.8
+100			6.9	206.6
+125			8.20	205.34
+140			7.2	206.3
+155			4.58	208.96
+170 = Outlet 24" C.I.P.			11.50	224.86 ✓
			0.18	212.36 ✓
+151.48 = Existing Inlet			4.89	219.97 Top Curb
"			5.95	218.91 07 Ground
"			11.14	213.72 Bottom

B.M.

1.28

Chas. R. ...
 2 Walker Street

Reduced By Lockhead
 7-23-51



INDEXED

AUG 16 1951

(24)

Alta Vista St.

Por. of P.L. lot
1785

Stake Opening Lines as shown

5602 - 8-15-51

W.O. 20006 7.0

T.P. 27-P.5

4351-B

R.S. 691

Set Hubs + Disk
as shown

Turquoise St.

Soledad Road.

349.81
(T.P. 27-P.5)

checks Loc. of Pipe

Fd. 3/4 pipe - 2' High

May have been Moved.

o = Fd. Conc. Man.

RE. 469

Per. R.S. 691

St.

40' 5'

Alta Vista

100'

97° 48'

46.02

125'

5'

30'

30'

Used. Man. for
Sty. Line

Alley BIK. 81 Pt. Loma Hqts.

X-sec. for grade Estmt. only

8-24-51
W.O. 25020

INDEXED

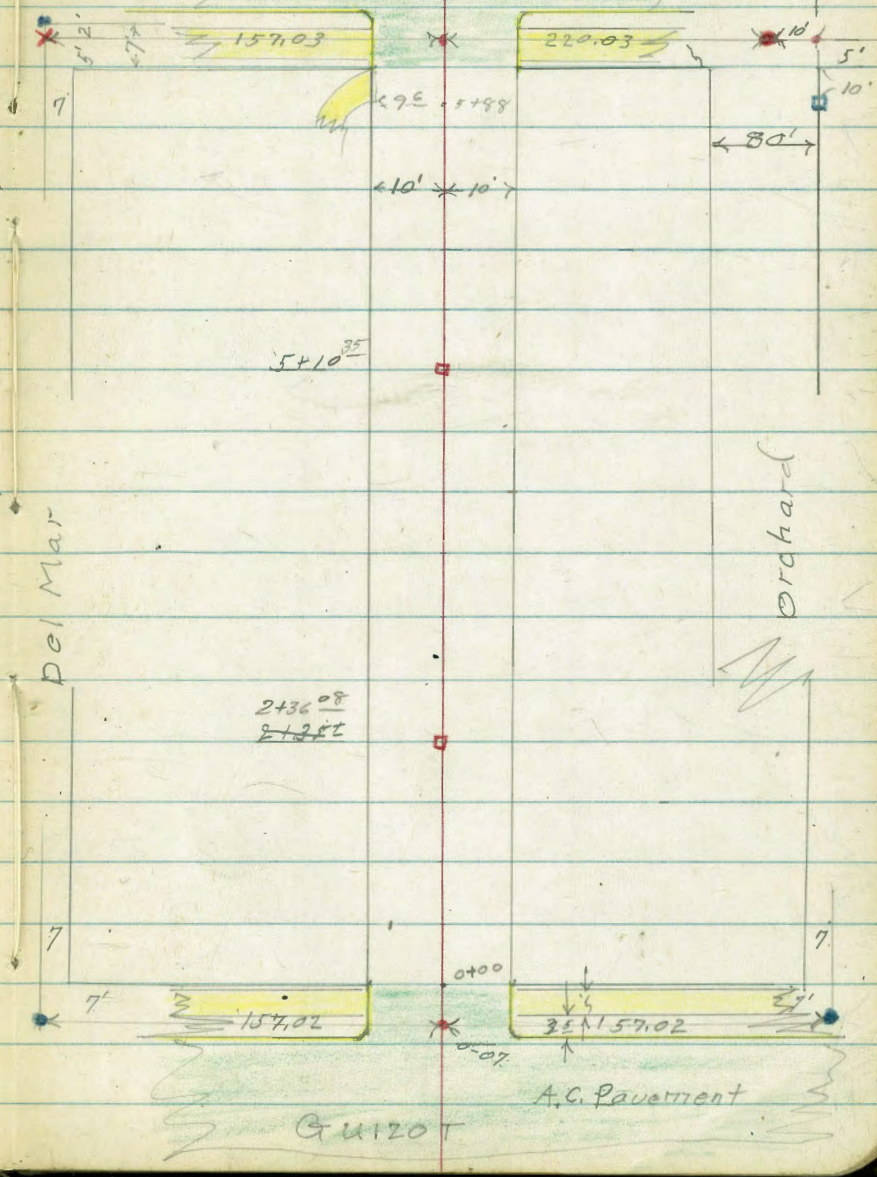
AUG 27 1951

Santa Barbara

A.C. Pavement

Sommermeier
Begg
e. Ford

T.P. Book 2C-P34
Map 1106



- = Fd. L&T.
 - = Fd. 10' prop. R.P. = 20' dl. Rad. set during paving
 - = set nail
 - ◻ = set 1/2 disk post.
 - = set Lead & disk.
 - X = cut cross in conc.
- of Santa Barbara.

Reduced by
P. McHale
8-30-51

0+06

194.1
5.4
20

193.1
6.4
10

189.7
7.8
6

189.1
10.4

189.0
10.5
5

191.6
7.9
10

193.2
6.3
14

193.5
6.0
20

T.P. 10.36 199.52 3.67 189.16

199.52

0+00⁹ 9⁸ Lt. { end curb.
end A.C. pave

188.86
3.97 3.56
9⁸ 9⁸
G OC

0+00⁴ - end A.C. pave on 4

187.95
4.88

0+00 = Ely line Guizot 9⁸ Lt. = end cl. + Pave

190.2
2.6 3.2 3.57 3.95 4.91

189.6
15 10 9⁸ 9⁸ G

189.24
OC G

188.88
OC G

187.92
5.50 5.41 5.0 5.4

187.33
9⁸ 9⁸ 10 15

187.42
G OC

187.8
OC

187.4
15

13' Lt. } = B.C. 3' Rad. alley Ret.
13' Lt. }

0-12 = Ely cl. line Guizot.

192.59
0.24 0.80 3.47 4.50 5.24

192.03
50 50 13 13

189.56
OC G

188.83
OC G

187.59
6.28 5.82 7.60 9.02

186.55
13 13 50 50

187.01
G OC G OC

183.23
G OC

183.81
OC

cl. = curb.
G = gutter.

192.83

T.P. 3.67 192.83 12.36 189.16 = B.M. #2

RE #4847 - Dist. 9⁸ Lt. of sta. 0-07

T.P. 0.72 201.52 12.17 200.80 B.M. #1

W. Ly 7' Lt. Guizot + Del Mar.

T.P. 1.51 212.97 11.38 211.46

T.P. 0.75 222.84 12.36 222.09

1.35 234.45 - 233.10

S.E.B.P. Guizot + Coronado

Nail in Pole # P. 4470

224.03

T.P. 12.26 224.03 0.44 211.77

0+00 10¹ Lt. = start conc. wall

212.6	206.2	206.4	203.5	205.0	204.3
+0.4	6.0	5.8	6.7	7.2	7.9
10 ¹	10 ¹	10		10	20
T.W.	B.W.				

0+97 10³ Lt. = end conc. wall

208.2	205.1	206.0
4.0	7.1	6.2
T.W.	B.W.	Grd.

0+94 12² Rt. = end stucco house

0+75 12² Rt. = start stucco house

203.1	203.2	202.4	202.7
9.1	9.0	9.8	9.5
10		10	12.3

0+51^E 13^E Rt. = end conc. block shed

199.4	197.11
14.8	15.1
136	136
Grd.	B.W.

212.21

T.P. 13.31 212.21 0.62 198.90

0+51 -10² Lt. = start Conc. wall.

206.0	199.4	199.2
+5.5	1.1	0.3
10 ²	10 ³	10
T.W.	B.W.	

T.W. = top of wall

B.W. = base of wall or footings shed.

0+43 13^E Rt. = start conc. block

199.3	198.6	197.4	197.0	196.7	194.7	195.2
0.2	0.9	2.1	2.5	2.8	4.8	4.3
15	10		10	13	136	136
					B.W.	Grd.

199.52

246.84

T.P. 12.96 246.84 1.56 233.88

2+73 11' Rt = \pm 2⁵ wide Conc walk.

2+52

2+45

2+36.08 = $\frac{1}{2}$ P.O.T.

4.80

2+05

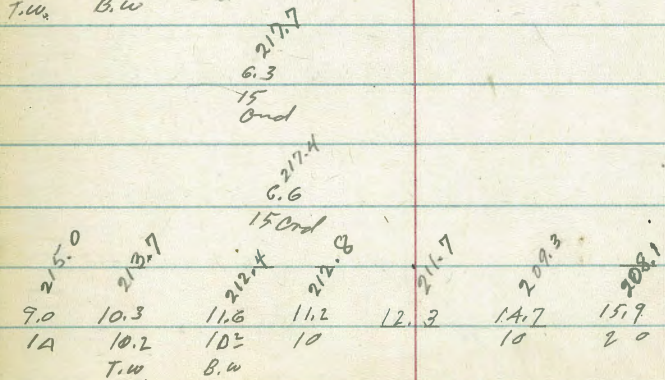
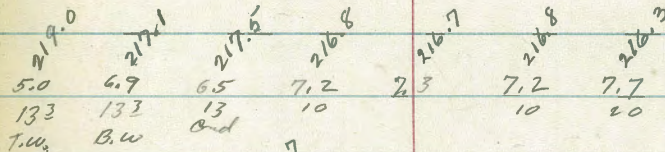
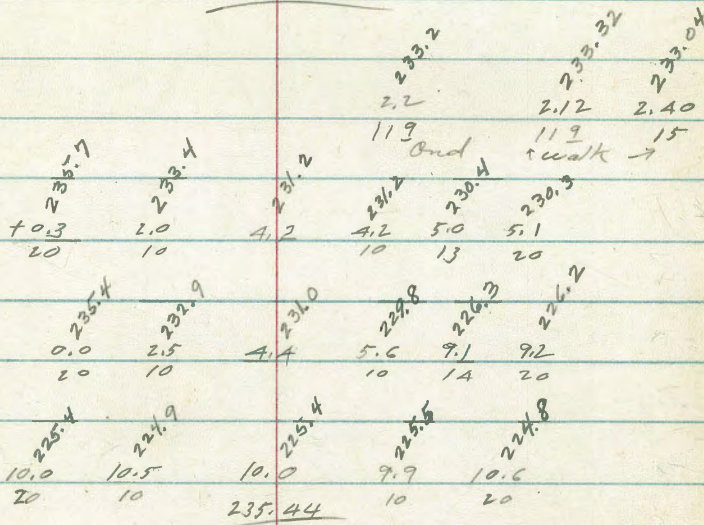
T.P. 11.95 235.44 0.54 223.49

1+77 13² Lt = \pm 6' wide N+S. conc. wall.

1+73 15' Lt = S. Ely. cor. Gar. Nly. front.

1+53- 15' Lt = South Wly. cor Gar. N. front

1+47 10² Lt = and Conc. wall



224.03

5+00

A+96- 8³ Lt. = start conc. apron to car.

conc. floor

257.19
1.24
252
Gar. floor
254.73
3.70
10
on apron
256.57
1.86
20
254.48
3.95
10
APR 077
254.38
4.05
83
253.4
5.0
253.2
5.2
10
253.0
5.4
20

4+50

4+00

4+00

T.P. 13.20 258.43 1.61 245.23

3+55

3+50

3+03

2+98

2

252.1
6.3
20
248.2
10.2
20
251.7
6.7
10
248.0
10.4
10
251.2
7.2
246.4
12.0
250.3
8.1
10
249.4
9.0
20
245.8
12.6
10
245.2
13.2
20
258.43
244.7
2.1
20
243.8
3.0
10
240.8
6.0
7
240.7
6.1
240.8
6.0
7
241.7
5.1
10
241.6
5.2
20
244.6
2.2
20
243.8
3.0
10
240.2
6.6
7
240.2
6.6
240.1
6.7
10
239.3
7.5
20
240.1
6.7
20
238.9
7.9
10
236.7
10.1
237.5
9.3
10
237.0
9.8
20
239.8
7.0
20
238.5
8.3
10
236.2
10.6
236.4
10.4
10
233.7
13.1
13
233.4
13.4
20

2461 84

5+88 } 20' Lt. = Nly side ramp
 Cor. at 5+68
 95' Lt. start conc. ramp. to

257.55
 3.97 5180 5.99 6.6 6.0 5.5
 20 10 95 10 20

5+68 16' Lt. = Ely. front conc. floor
 S. Ely. Cor. stucco Cor.

260.66
 0.86 0.89 1.8
 21 175 10
 door Sly edge End at
 Ramp Cor

5+52 94' Rt. = end footing
 98' Rt. = end conc. block wall

256.2
 5.3 5.8 0.5
 94 94 98
 top of footing B.W. T.W.

5+46 16' Lt. = Ely. front
 S.Wly. Cor. stucco Cor.

260.3
 1.12 1.12 4.0 5.0 4.8
 16 14 10 92
 at Cor.

5+10³⁵ = 1/4 P.O.T. 7.56

T.P. 4.89 261.52 1.80 256.63

261.52

5+10 } 95' Rt. = footing per wall
 99' Rt. = start conc. block wall.

259.8
 4.6 5.3 4.8 +2.4
 95 95 95 99
 End. B.W. top. T.W.
 at
 6.50

5+05⁵ 83' Lt. = end conc. apron

257.20
 1.23 1.90 3.73 3.87
 252 20 10 83
 Cor on apron
 floor

258.43

check	B.M.		4.73	252.27	(252.31)
B.P.		7.13	257.00	9.14	249.87
T.P.		7.61	259.01	10.12	251.40

12' Rt. } - F.C. 2' Rad. cl. Ret.
 12' Lt. }
 6+10 = why cl. line Santa Barbara

5+99² = why line Santa Barbara
 10' Rt. = start alley cl.
 99 Lt. = start alley cl.
 5+99² = start A.C. Pave.

Top of cl. = EL. 252.27 plug probably about 0.02 higher
 - Taken on curb over hole. B.P. is gone
 S.E. 1/4 B.P. Orchard + Santa Barbara

253.22	252.54	254.32	253.24	253.39	253.32	254.08	253.82	253.49
8.30	8.98	7.20	8.18	8.13	8.20	7.44	8.70	8.03
50	50	12	12		12	12	50	50
cl.	G	cl.	G		G	cl.	G	cl.

254.45	253.96	253.65	253.70	254.29
7.07	7.56	7.87	7.82	7.23
99	99		10	10
cl.	G		G	cl.

261.52

X-sec Teak St.
39th to 40th

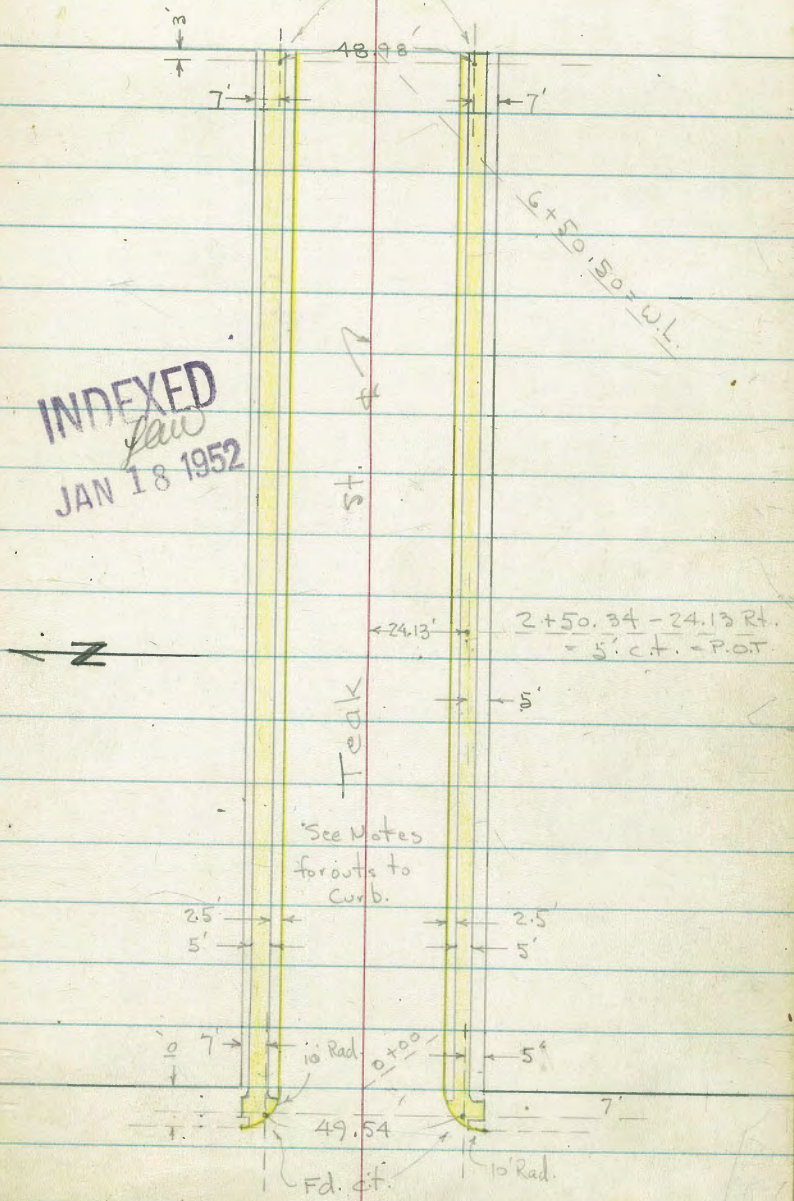
See also notes
F.B.K. 1189 - page 1

49.54
12
61.54
30.73

40th

Fd. 7' + 3' c.t.s

St. 32



39th

St.

Lt. = N.

Rt. = S.

33

X-Sect. Teak St. from 39th to 40th

odd width st. - 10' curbs + walks in

See sketch - P. 32

#

1-17-52 7.0.

w.o. 31729

of variable width st.

0+00 = E.L. of 39th

79.68	79.3	79.2	79.0	78.4	77.5	78.24
6.28	6.6	6.7	6.9	7.5	8.4	7.72
Top = P.C.	20.7 gut.	10		10	21.4 gut.	Top = P.C.

Middle of Returns

79.62	79.2		77.0	77.58
6.34	6.7	NE Ret.	8.9	8.38 = SE Ret.
Top	gut.		gut.	Top

0-10 = E. cb.

84.8	80.12	79.6	79.2	78.7	78.4	77.8	76.7	76.1	76.95	74.3
1.1	5.84	6.3	6.7	7.2	7.5	8.1	9.2	9.8	9.01	11.6
60	Top	30.5	20.8	10		10	21.5	31.3	Top = 60	end.
	end.	gut.						gut.		

0-30 = ± 39th

82.8	79.9		77.7	75.7	74.0
3.1	6.0		8.2	10.2	11.9
60	30			30	60

Set B.M. = S.W. 7' ct. 39th & Teak 8.45 77.51

T.P. 0.25 85.96 12.88 85.71

T.P. 0.33 98.59 12.66 98.76

B.M. 0.46 110.92 110.46 - U.W. B.P.

Ocean View + 39th

8590

Teak

Lt.

=

Rt.

34

2+40				96.06 2.16 20.8 Top	95.4 2.8 gut	95.5 2.7 10	95.3 2.9 10	94.9 3.3 10	94.5 2.7 gut	21.5 gut	94.90 3.32 Top
2+20				95.70 2.52 Top	95.0 3.2 20.7 gut	95.1 3.1 10	94.8 3.4	94.4 3.8 10	93.9 4.3 21.5 gut	21.5 gut	94.48 3.74 Top
2+00				95.00 3.22 Top	94.2 4.0 20.7 gut	94.2 4.0 10	94.1 4.1	93.7 4.5 10	93.2 5.0 21.5 gut	21.5 gut	93.79 4.43 Top
1+80				94.00 4.22 Top	93.4 4.8 20.7 gut	93.1 5.1 10	93.1 5.1	92.6 5.6 10	92.9 5.9 21.5 gut	21.5 gut	92.92 5.30 Top
1+60				92.72 5.50 Top	92.0 6.2 20.7 gut	92.0 6.2 10	91.8 6.4	91.5 6.7 10	91.1 7.1 21.4 gut	21.4 gut	91.80 6.42 Top
1+40				91.37 6.85 Top	90.7 7.5 20.7 gut	90.4 7.8 10	90.4 7.8	90.0 8.2 10	88.9 8.3 21.4 gut	21.4 gut	90.41 7.81 Top
1+20				89.60 8.62 Top	88.8 9.4 20.7 gut	88.7 9.5 10	88.8 9.4	88.5 9.7 10	88.0 10.2 21.3 gut	21.3 gut	88.68 9.54 Top
T.P.	13.01	98.22	0.75	85.21			98.22				
0+80				86.04 +0.08 Top	85.1 0.8 20.7 gut	85.3 0.6 10	85.3 0.6	85.0 0.9 10	84.5 1.4 21.3 gut	21.3 gut	85.19 0.77 Top
0+40				82.54 3.42 Top	81.8 4.1 20.7 gut	81.8 4.1 10	81.7 4.2	81.4 4.5 10	81.1 4.8 21.3 gut	21.3 gut	81.60 4.36 Top

Teak

4+91 = ± 12' Conc. Dr. on Rt.

4+86 = ± 10' Conc. Dr. on Lt.

4+50

4+00 = on 13' Dr. on Lt. = Ely.

3+60 = E.U.C.

3+40

3+20

3+10 = ± 13' Conc. Dr. on Lt.

3+00

2+80

2+60 = on Conc. Dr. on Rt.

Lt. ± Rt.

84.82
13.40
21.5 = Dr.
85.27
12.95
24.1
= walk

86.42
11.80
23.7
walk
85.76
12.46
21.1 = Dr.

88.41 87.9 88.2 88.1 87.5 86.7 87.50
9.81 10.3 10.0 10.1 10.7 11.5 10.72
Top 21.1 10 10 21.4 10.72
-gut -gut Top

91.39 90.63 90.8 90.8 90.2 89.6 90.11
6.83 7.59 7.4 7.4 8.0 8.6 8.11
23.6 20.1 10 10 21.5 21.5
walk Dr. gut. Top.

93.51 92.8 92.9 92.8 92.2 91.7 92.34
4.71 5.4 5.3 5.4 6.0 6.5 5.88
Top 20.9 10 10 21.5 21.5
gut. gut. Top.

94.44 93.9 93.8 93.7 93.2 92.9 93.40
3.78 4.3 4.4 4.5 5.0 5.3 4.82
Top 20.9 10 10 21.5 21.5
gut. gut. Top

95.22 94.7 94.6 94.5 93.9 93.5 94.12
3.00 3.5 3.6 3.7 4.3 4.7 4.10
Top 20.9 10 10 21.5 21.5
gut. gut. Top

95.58 94.90
2.64 3.32
25.2 20.9 = Dr.

95.76 95.1 95.1 95.0 94.6 94.1 94.73
2.46 3.1 3.1 3.2 3.6 4.1 3.49
Top 21 10 10 21.5 21.5
gut. gut. Top

96.06 95.5 95.5 95.3 95.0 94.7 95.02
2.16 2.7 2.7 2.9 3.2 3.5 3.20
Top 21 10 10 21.5 21.5
gut. gut. Top

96.22 95.5 95.6 95.4 95.1 94.45 95.09
2.00 2.7 2.6 2.8 3.1 3.77 3.13
Top 20.8 10 10 21.5-gut. 24 =
gut. = Dr. walk

98.22

Teak

See R 37 for

check

Lt.

±

Rt.

36

40th + Ocean View
check B.M. = N.W. 7' ct.

190

82.12

82.18 - Book

40th + Teak

6.85 84.02

Set. B.M. = N.W. B.P.

8.87

77.17

6+80.5 = end.

75.6	75.6	75.3	74.8	74.0
10.4	10.4	10.7	11.2	12.0
60	30		30	60

6+62.5 = Exist Dirt Gut.

76.1	76.4	76.2	76.2	75.7	75.5	74.7
9.9	9.6	9.8	9.5	10.3	10.5	11.1
60	31.5	21.5	9.5	21.5	21.5	60

6+50.50 = w.L. of 40th + end obs. + walk

77.25	77.15	77.09	76.7	76.7	76.8	76.6	76.1	76.21	76.51	76.12
88.1	88.9	89.5	9.3	9.3	9.2	9.4	9.9	9.83	9.71	9.62
28.9	23.9	Top	21.4	10		10	21.5	Top	24.1	29.1
walk	end.	cb.					gut.	endcb.		walk

6+08 = ± 14' Conc. Dr. on Lt.

79.61	78.97
6.43	7.07
23.9	21.1
walk	Dr.

6+00

80.02	79.3	79.6	79.7	79.3	78.7	78.99
6.02	6.7	6.4	6.3	6.7	7.3	7.05
Top	21.1	10		10	21.5	Top
	gut.				gut.	

5+50

82.66	82.2	82.6	82.5	82.1	81.3	81.79
3.38	3.8	3.4	3.5	3.9	4.7	4.25
Top	21.1	10		10	21.5	Top
	gut.				gut.	

5+40 = ± 13' Conc. Dr. on Rt.

81.82	82.40
4.22	3.64
21.5	24
Dr.	walk

5+09 = ± 13' Conc. Dr. on Lt.

85.08	84.46
0.96	1.58
23.7	21.1
walk	Dr.

5+00

85.54	84.9	85.4	85.4	84.8	84.0	84.59
0.50	1.1	0.6	0.6	1.2	2.0	1.5
Top	21.1	10		10	21.5	Top
	gut.				gut.	

T.P.

0.51

86.04

12.69

85.53

86.04

98.22

check B.M.			12.23	83.66	= S.E. Top Hyd. - 38 th + Ocean View
T.P.	0.25	95.89	12.03	95.64	
T.P.	1.23	107.67	5.92	106.44	
T.P.	1.90	112.36		110.46	
check B.M.			2.71	110.45	110.46 = Starting B.M. = N.W. B.P. 39 th + Ocean View
T.P.	6.99	113.16	1.10	106.20	
T.P.	12.66	107.30	0.61	94.64	
B.M.	13.13	95.25		82.12	= N.W. 7 ct.

South West Cor. 9 + 22nd.

R.P. For 7 Point

May 7-52 38

H. S. Sisson

Garber

Perer

9 St.

Fd. Granite

7th St. NW

7th St. NW

Market St

INDEXED
Lew

JUN 18 1952

7th St.

Olive St.

St. N.

St. South

40

+28

22' Lt of 2 18" Palm Tree
110' Lt of 2 10" Palm Tree

+20

+75

+50

+29

JP

1709

11.81

296.82

0.52

285.91

284.05

283.8

283.1

282.83

282.95

283.58

283.47

284.04

284.29

318
40

305
30

316
15

40
40

404
10

367
11

414
30

37
30

34
40

58
40

85
30

60
15

61
40

633
10

600
12

656
30

558
30

553
40

77
40

77
30

78
15

81
40

782
10

800
20

77
30

69
40

98
40

97
30

97
15

97
30

100
10

962
10

991
20

933
30

89
40

1129
30

121
30

121
15

116
10

121
10

1147
10

1164
20

107
30

280.53

128
30
Top 8'
Control

220
15
Top 10'
Control

195
10
18'
Control

153
20
15'
Control

131
15
15'
Control

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

1-1/2" NY Oil
10'

Olive St.

+70 21.8 Rt of L -> Porter Pak #P170666

+50

+25

TP 12.46 321.62 0.10 309.16

40

BM 396 305.30

+15.25

3+10.30: Blackton Dr to Sand's

TP 13.02 309.26 0.58 296.24

+56 263 Rt of L -> Porter Pak #P170666

296.82

144 40	137 30	130 31	97 9	97	10.21 4.5-11/10/01	99.5 14	10.15 21-5/10/01	98 30	82 40	307.2	307.9	308.6	311.9	311.41	311.67	311.47	312.6	513.4	
161 40	154 30	145 15	143 8	124	12.6 4.5-11/10/01	12.25 14	12.61 21-5/10/01	118 30	113 30	305.57	306.2	307.1	309.2	308.96	309.37	309.01	309.8	312.3	314.0
57 40	49 30	40 15	27	27	22.162 3.6-11/10/01	18.5 14	20.9 25-5/10/01	13 37	9.8 30	303.4	304.4	305.3	306.6	306.99	307.41	307.17	308.0	308.57	309.3
82 40	74 30	66 15	56	56	2165 Page 50	51.3 14	47.3 23-5/10/01	41 30	37 30	301.1	301.9	302.7	303.7	304.13	304.53	304.20	305.2	305.7	305.6
117 40	114 30	107 15	101 15	102	297.6	9.93 11	10.30 14	9.9 30	9.2 40	297.6	297.9	298.6	299.7	299.53	299.06	299.4	299.4	300.0	300.0
151 36	136 30	138 30	115 15	116	297.6	9.93 11	10.30 14	9.9 30	9.2 40	295.31	294.8	295.0	295.3	295.18	295.54	294.87	295.4	295.3	295.3

Olive St.

TP 9.23 342.60 0.21 332.67

PK Mail
2 Olive
+55.24

Lot 21

Rt. 5

42

+95.30

+75

+50

+25

560	321.6	321.7
500	321.4	321.3
500	321.1	321.8
714	321.4	322.1
65	327.0	330.1
715	320.33	348.88
667	326.81	229.47
683	326.65	329.59
680	329.6	332.5
700	330.5	353.2
125	321.0	
800	320.5	
183	320.2	
129	320.6	
96	323.9	
1038	323.10	
1011	323.37	
1023	323.25	
368	326.7	
40	328.5	
137	319.8	
30	319.1	
150	318.5	
151	218.4	
130	320.5	
1369	319.79	
1339	320.09	
1360	319.88	
116	321.9	
109	322.6	
98	323.7	

TP 12.29 333.48 0.43 321.19

5+0

+95

4+75

268 Rt. 5 of Anchor Pole

321.62

40	309.3	311.7
30	310.1	315.2
27	310.5	317.7
74	314.2	
77	313.9	316.6
79.5	313.67	317.01
75.5	314.07	
77.7	313.12	317.67
77	314.9	
80	315.7	
83	314.3	

Cross Section - Ramblas St.
 South line Balboa Vista to Laurel St.

June 21-52
 F.S. Mason Lt-W
 Garber
 Parer
 Pope

pt-E 44

INDEXED

Law

JUL 27 1952

TP 0.27 297.49 1298 297.22

+50 150 40 127 20 132 15 179.2 65 179.2 15 179.2 15 179.2 15 179.2

1+0 96 40 90 30 78 15 79 79 78 15 70 60 70 60 70 60

+50 100 40 29 30 150 30 100 17 100 30 100 30 100 30

TP 0.31 310.20 1301 309.89

+20 107 40 105 30 107 25 111 18 104 104 99 98 97 97

0+0 = South line Balboa Vista

Redwood C.P. 11/20/52
 Plotted

B.M. 9.50 312.40 2 Ramblas St

TP 0.26 322.90 12.4 322.64

B.M. 0.10 334.78 334.68 2165-80

310.20

322.90

Randley J.

Lt

S

Rt

15

+51.05 = Prop. B.C. 07/11

4+0

7P

0.66

285.60

12.55

284.94

285.60

x50

3+0

x50

2+0

297.49

297.49

7 282.7 10	7 282.7 30	8 282.7 15	5 282.7 1	5 282.7 15	8 282.7 30	15 282.7 15
11 281.2 10	10 281.1 30	12 282.2 15	11 282.2 1	11 282.6 17	10 285.4 30	10 285.6 10
13 283.8 10	13 284.5 30	13 283.9 14	12 284.5 14	12 285.0 15	11 287.6 30	11 289.1 10
11 286.4 10	10 287.0 30	10 287.4 15	10 287.5 10	9 288.0 15	7 290.1 30	5 291.7 10
8 288.6 10	8 289.3 30	7 290.4 15	7 290.8 17	6 290.9 15	4 292.7 30	4 294.1 10
11 291.7 10	10 292.6 30	11 293.2 15	11 293.2 13	11 293.4 15	10 295.5 30	10 297.2 10

Rand low St.

Lt.

Z

Rt.

46

BM

5.94

269.08

SET OFF SHD
LAUREL 1954/5
269.09
2165.19

TP

0.70

275.02

1128

274.32

4 + 82.85 = Prop. BC on RT

9/10 276.5

8/30 276.8

7/15 277.8

6/1 279.5

5/15 279.9

4/30 283.0

3/10 289.0

28560

28560

Cross Section Balboa Vista Drive
 Faulconer to Laurel St.
 Alignment #2155-4

+60	21° 49.15'			
2+20	19° 42.58'			
+80	14° 38'			
+40	9° 32' 10"			
TP	12.10	370.45	0.04	358.35
1+0	1° 26.85'			
0+65.07 B.C.Lt				
B.M.	9.45	358.39		348.94

5m Top
 Fossiliferous
 Faulconer
 + Timon
 #2155-13

June 28-52
 H. Simon
 Garber
 Rorer
 Pope
 Offman

Lt = next

11	369.4	17	368.8	1.5	369.0
25	369.4	14	368.8	1.5	369.0
11	368.8	17	368.8	1.5	368.5
25	368.8	14	368.8	1.5	368.5
11	366.7	17	367.3	1.5	366.9
25	366.7	14	367.3	1.5	366.9
11	364.1	17	364.2	1.5	363.4
25	364.1	14	364.2	1.5	363.4
11	364.1	17	364.3	1.5	363.3
25	364.1	14	364.3	1.5	363.3
11	364.1	17	364.1	1.5	364.1
25	364.1	14	364.1	1.5	364.1
11	359.2	17	358.7	1.5	359.1
25	359.2	14	358.7	1.5	359.1
11	358.7	17	359.2	1.5	358.9
25	358.7	14	359.2	1.5	358.9
11	354.8	17	354.4	1.5	354.4
25	354.8	14	354.4	1.5	354.4
11	353.8	17	352.0	1.5	351.8
25	353.8	14	352.0	1.5	351.8
11	352.0	17	351.4	1.5	351.4
25	352.0	14	351.4	1.5	351.4
11	351.4	17	350.2	1.5	350.2
25	351.4	14	350.2	1.5	350.2
11	348.9	17	348.9	1.5	348.9
25	348.9	14	348.9	1.5	348.9

INDEXED Rt. East 47
 PAID
 JUL 7 1952

TP 1.02 358.12 12.78 457.10

+80.17 12° 15.35'

+40.17 9° 12'

+100.17 6° 08.66'

+60.17 3° 05.32'

TP 2.41 369.88 2.98 367.47

+19.74 PRC 37° 25.50'

340 29° 54.73'

370.45

3574.1

3575.2

3555.4

3555.4

3555.4

3555.8

3558.4

360.2

360.9

3588.8

359.4

359.6

359.6

359.9

362.9

364.3

365.1

365.1

362.8

363.0

363.2

363.1

363.3

366.8

368.1

368.9

365.3

365.6

365.6

365.8

366.1

368.1

371.0

0.746
3419.74
PRC

367.5

367.8

367.5

367.7

368.1

369.7

372.4

3678

368.4

368.0

368.2

369.1

370.5

368.1

370.45

44

2

81

48

Balboa Vista Drive

				47	48	49
7+20.17	30° 25.41			331.2	332.4	336.5
7+80.17	27° 32.07			330.8	332.5	338.0
7+40.17	24° 28.72			331.9	333.2	340.1
6+00.17	21° 25.38			335.1	334.6	342.8
TP	1.10	346.22	1300	345.12		
7+60.17	18° 22.04			341.9	348.5	344.6
5+20.17	15° 18.69			346.7	347.9	350.4
	358.12					
						358.12

TP 3.44 329.79 11.84 326.55

+27

9+0

+50

8+0

+75

+89

TP 0.89

7+44.18 F.C.

346.22

17.5 H of 2-2 Power Pole # 276276

338.19 892 387.30 7+44.18

32° 25' 50"

329 35
317.3

325 35
224.1

322 35
325.2

317 35
325.2

312 35
326.2

307 35
326.9

302 35
327.5

297 35
330.2

292 35
334.5

287 35
332.9

325 35
324.9

320 35
326.0

315 35
327.1

310 35
328.1

305 35
328.7

300 35
329.3

295 35
333.1

290 35
333.5

285 35
335.3

325 35
328.3

320 35
329.6

315 35
331.2

310 35
332.3

305 35
332.0

300 35
332.8

295 35
338.0

290 35
338.2

285 35
340.3

325 35
329.8

320 35
331.2

315 35
331.9

310 35
333.5

305 35
334.7

300 35
335.1

295 35
340.2

290 35
340.2

285 35
342.2

325 35
330.2

320 35
331.6

315 35
332.2

310 35
335.6

305 35
335.8

300 35
335.8

295 35
339.8

290 35
340.5

285 35
342.6

Lt.

Lt.

Ft.

50

338.19

346.22

Balboa Vista Drive

4x

2

pt.

51

B.M

594. 316.02

SF Co. D
Con C Drive
Loure/1351/3
3/11/00
42165-7

TP

282

321.96

11.65

318.14

10+00.20

+72

9+50

329.79

317.4

223.4

324.0

325.0

325.7

326.4

327.6

328.8

330.1

317.8

323.4

325.4

325.4

326.1

323.2

329.3

319.5

320.8

324.4

326.8

327.6

328.7

329.79

Cross Section 46 Alloy Bk F
Balboa Vista

Alignment #2165-4

July 1-52
H. Simon
Garber
Rorer

N.O. 81973

Lt. So

*

Rt. N

52

INDEXED
JUL 7 1952
PAW

+86

5.5 376.8
20
7.1 375.2
20
8.4 373.9

6.5 375.9
20
5.0 376.5
20

TP 162 382.33 107 375.71

382.33

+80

6.0 376.8
20
4.4 374.4
20
5.0 371.8
20
5.0 371.8

6.7 376.1
20
5.0 375.5
20
0.7 376.7

+74 30' Lt of S - S 1' Blow off Valve

+50

4.4 372.4
20
1.8 372.0
20
5.9 370.9

4.3 372.4
20
6.7 376.7
20
3.0 374.4

Notes - 12-1-52
C.P.

+25

Takes 98 to Alloy Pipe

5.8 371.0
20
2.2 369.2
20
9.1 367.7

7.0 369.8
20
5.8 371.0
20
3.0 372.6

0+00

Takes on line of sub.

12.4 364.4
30
14.7 365.1
30
12.5 364.3
7
11.5 365.3

6.9 369.9
20
6.9 371.1
20

TP 225 376.78 12.00 374.58

376.78

BM 177 387.53 385.76
on 4" pipe
S.P. for
#2165-15

4

2

pt.

53

+50

15° 10.48'

30 376.3
 20 374.9
 11 372.8
 10 372.2
 5.9 372.8
 2.8 379.5
 20 379.5
 0.2 379.9

2+0

8° 00.76'
 215° Pt of S. Haycock Wire Fence

30 378.0
 20 377.2
 14 374.1
 9.2 373.1
 8.7 373.6
 14 399.0
 20 380.5
 17 380.6

+75

4° 25.90'

30 378.0
 20 378.0
 10 373.2
 9.3 373.0
 4.8 373.5
 14 380.2
 20 380.7
 19 380.4

+50

0° 51.05'
 216° Pt of S. Fly Haycock Wire Fence

30 379.4
 20 378.2
 10 374.8
 9.4 372.7
 9.4 372.7
 8.9 373.4
 13 379.7
 20 379.7
 28 379.5

+1106 BCR1

0° 00'

+07

30 377.7
 10 375.8
 9.4 372.9
 10.2 372.1
 10 378.3
 26 377.2
 28 377.5

1+0

30 375.7
 20 375.2
 8.0 374.3
 5.9 376.4
 5.4 377.1

382.33

382.33

Alley Block "F" Balboa Vista

TP 190 369.85 12.77 367.95

+25

30 361.6
30 361.8
4 363.1
30 366.7

+08 210 Rt of L: N.Y. Moxon Fire Fence

510

30 364.0
30 365.1
14.8 365.9
10.3 370.4

+50 10.7 Lt of L: 2 1/2' 8' below of valve

30 366.4
30 367.0
130 367.7
58 374.9

+1128 E.C. 38° 16.56'

410 21.5 Rt of L: Moxon Fire Fence

30 362.8
30 365.0
140 366.7
9.9 370.8

TP 609 380.72 7.70 374.63

+50

29° 29.90'

30 364.5
30 366.7
14 368.0
30 369.0

310 21.8 Rt of L: Moxon Fire Fence

30 372.0
30 371.9
4 370.0
116 370.7

382.22

382.22

+87 = Bottom Wash to West

$\begin{array}{r} 190 \\ 30 \\ \hline 329.2 \end{array}$
 $\begin{array}{r} 175 \\ 30 \\ \hline 340.7 \end{array}$
 $\begin{array}{r} 146 \\ 30 \\ \hline 340.9 \end{array}$
 $\begin{array}{r} 992 \\ 550 \\ \hline 344.0 \end{array}$
 $\begin{array}{r} 99 \\ 30 \\ \hline 344.2 \end{array}$
 $\begin{array}{r} 66 \\ 14 \\ \hline 341.6 \end{array}$
 $\begin{array}{r} 41 \\ 30 \\ \hline 344.1 \end{array}$
 $\begin{array}{r} 60 \\ 30 \\ \hline 345.2 \end{array}$

+75

TP 2.71 348.18 1293 345.17

+35

$\begin{array}{r} 100 \\ 30 \\ \hline 345.1 \end{array}$
 $\begin{array}{r} 123 \\ 30 \\ \hline 346.0 \end{array}$
 $\begin{array}{r} 116 \\ 30 \\ \hline 344.8 \end{array}$
 $\begin{array}{r} 106 \\ 30 \\ \hline 347.8 \end{array}$
 $\begin{array}{r} 88 \\ 30 \\ \hline 350.0 \end{array}$
 $\begin{array}{r} 72 \\ 30 \\ \hline 351.1 \end{array}$

+05

TP 1.34 358.40 1279 357.06

+75

$\begin{array}{r} 100 \\ 30 \\ \hline 356.3 \end{array}$
 $\begin{array}{r} 132 \\ 30 \\ \hline 356.7 \end{array}$
 $\begin{array}{r} 107 \\ 30 \\ \hline 356.2 \end{array}$
 $\begin{array}{r} 125 \\ 30 \\ \hline 357.4 \end{array}$
 $\begin{array}{r} 100 \\ 30 \\ \hline 359.8 \end{array}$
 $\begin{array}{r} 99 \\ 30 \\ \hline 360.8 \end{array}$

+45

369.85

369.85

Alley Block F Balboa Vista

Lt

Z

Rt

56

BM

8.52

341.29

0052709
F.C. 00191
11+0001
2165-38
84127

+73.60 = South line Laurel taken on Diag

90
86

8.3397
15

8.3397
5

8.3418
6

8.3447
18

TP

10.45

349.81

8.22

339.36

+50

8.3395
60

8.3406
10

8.3410
2

8.3434
8

8.3465
17

8.3482
19

+33

3/4 off 1/2 = 1/4 1" Blow off Valve

8.3376
106

8.3389
9

8.3391
10

8.3403
79

8.3446
16

8.3464
18

8.3482
30

+10

8.3365
60

8.3379
108

8.3411
71

8.3439
13

8.3463
60

34818

34818

Cross Section Fuerte Drive
East Line Balboavista to Laurel St.

Alignment #215-1

+25 17° 02.62'

TP 860 399.68 180 391.08

170 12° 34.05'

+79.5 25.7 170/1.5 by Wrenvine Fence

+75 8° 05.47'

+50 2° 36.90'

Reduced Height
C.P.

+29.8 B.C. Pt.

Taken Normal

0+0 = Footline of Sub Taken on Diag.

BM 712 392.88

385.76

and 10 ft
set to 10 ft
#215-15

Lt. SW

L

pt. NE 57

INDEXED

JUL 18 1952
P. 21
P. 25
P. 31

92.7
95
93.9
92.5
92.8
92.2

92.7
92.5
92.8
92.2

92.8
92.5
92.8
92.2

92.7
92.5
92.8
92.2

92.5
92.6
92.8
92.4

92.3
92.5
92.8
92.9

392.88

92.7
92.5
92.8
92.2

92.8
92.5
92.8
92.2

92.7
92.5
92.8
92.2

92.5
92.6
92.8
92.4

92.3
92.5
92.8
92.9

340

25	77	379.5
25	66	380.9
25	56	380
25	46	381.1
25	36	381.2
25	26	381.3
25	16	381.9
25	6	381.7
25	0	381.9

TP

0.65 387.24 1309 386.59

387.24

+51.66 = FC

256 Lt of S. Stevensville fence
39° 43.37'

25	12	386.1
25	11	387.1
25	10	387.8
25	9	387.4
25	8	387.3
25	7	387.9
25	6	388.0
25	5	388.8

+25

34° 56.91'

25	9	390.8
25	8	391.2
25	7	391.7
25	6	390.6
25	5	390.1
25	4	390.7
25	3	391.3
25	2	391.5
25	1	391.3

+0

30° 28.34'

25	7	391.9
25	6	392.4
25	5	392.1
25	4	391.8
25	3	391.4
25	2	391.8
25	1	391.7
25	0	391.9
25	0	392.0

+75

25° 59.26'

25	7	392.3
25	6	392.2
25	5	392.8
25	4	392.8
25	3	392.2
25	2	392.7
25	1	392.5
25	0	392.7
25	0	392.5

+50

257 Lt of S. Stevensville Fence
21° 31.19'

399.68

25	7	392.0
25	6	392.3
25	5	392.4
25	4	392.4
25	3	391.8
25	2	392.0
25	1	392.5
25	0	392.5
25	0	392.4

399.68

Fuente Drive

+50
 TP 6.91 385.47 0.06 328.56

540

+50

440

+58

TP 4.30 378.62 12.92 374.32

3425

387.24

N=14 2 NPT-2 59

169 3696
 25
 157 3698
 25
 159 3696
 12
 153 3697
 8
 119 3726
 16
 128 3711
 25
 125 3797
 25

385.97

111 3670
 25
 97 3689
 25
 93 3696
 20
 89 3703
 20
 87 3719
 23
 87 3729
 23
 85 3741
 25
 80 3784
 25

101 3698
 25
 85 3699
 25
 91 3695
 15
 76 3710
 14
 67 3719
 18
 93 3693
 25
 79 3707
 25
 85 3727
 25

130 3585
 40
 192 3593
 25
 164 3612
 25
 79 3707
 14
 69 3717
 15
 62 3723
 15
 114 3672
 25
 98 3688
 25
 93 3693
 25

112 3654
 25
 110 3656
 25
 110 3676
 25
 77 3714
 19
 68 3718
 15
 63 3723
 15
 57 3730
 15
 57 3728
 20
 41 3738
 25
 38 3753
 25

378.52

165 3717
 35
 132 3720
 25
 118 3754
 25
 111 3761
 11
 108 3766
 26
 96 3776
 12
 80 3792
 21
 57 3813
 25
 56 3827
 25

387.24

Fuerte Drive

W. West

2

Rt. East.

60

BM

3.31

38216

S.F. Prop Pipe
Elev. to East
Liquor /
Fuerte
38214
#2165-14

+79.06

12.373.4
25

10.374.7
25

10.376.9
25

10.376.6
25

10.380.0
25

10.382.3
25

+50

16.369.5
25

14.371.1
25

13.372.3
25

12.374.1
25

10.372.0
25

10.372.9
25

10.374.7
25

10.380.9
25

+0

17.367.6
25

15.369.7
25

15.372.3
25

15.370.0
25

15.370.0
25

17.371.8
25

16.379.5
25

5+8657

18.365.9
25

16.369.2
25

15.369.9
25

15.368.6
25

15.370.0
25

17.378.4
25

15.378.9
25

38547

38547

Re Cross Section Alley Block H
Balboa Vista From Faulconer to Laurel

Indexed
7-7-52

2+0

+50

1+0

TP 388 316.48 12.23 312.80

+50

+18

0+00: South Line Sub.

B.M. 1223 325.63

312.40
* 54.06
Faulconer
& Randall
Page 44

Lt. West

pt. E July 13-52 61
F. J. Garber
Rorer

12.3037
20
14.5
10
305.0
11.1
10.9
10
305.6

11.3051
20
10.3059
10
10.3065
9.8
10
10.3073
10.8
10
10.3077
11.7
10
11.2
10
314.8

11.3091
20
10.3095
10
10.3095
10
10.3142
10
10.3158
10

316.48

11.3144
20
10.3151
10
10.3155
10
10.3167
10
10.3194
10

11.3190
20
10.3207
10
10.3212
10
10.3217
10
10.3231
10

10.3217
10
10.3226
10
10.3234
10

325.63

570

12 293.7
20

10 294.6
20

11 295.1
20

10 295.7
20

9 297.0
20

5 301.5
18

450

10 298.3
20

10 299.0
20

10 299.6
20

10 302.6
20

10 305.1
20

TP

3.07

306.62

129.3

302.55

306.62

470

10 301.1
20

10 302.0
20

10 303.6
20

10 308.7
20

10 309.9
20

10 309.9
20

450

10 303.5
20

10 304.5
20

10 304.8
20

10 307.8
20

10 312.3
20

10 313.7
20

10 313.8
20

370

10 303.7
20

10 305.1
20

10 306.0
20

10 307.1
20

10 313.1
20

10 315.3
20

10 315.3
20

2450

10 304.0
20

10 304.6
20

10 305.4
20

10 306.7
20

10 308.8
20

10 314.3
20

316.48

316.48

Alley Block "H" Balboa Vista

4+ 2- RT 63

BM 4.34 295.95
 Nail Post
 14" W. 5+8 ft
 Laurel St
 295.92

+49.20 = 2 Alley South Line Laurel
 Taken 90° to Alley

x25

TP 401 300.39 10.34 296.28

6+0

x85

+66

5+50

306.62

306.62

292.3	292.2	292.7	292.6
80/10	7/1	86/10	92/20
292.6	294.0	295.2	297.7
7.7/20	6.3	5.7/10	5.1/20
300.29			
292.7	294.3	296.0	296.9
15.4/20	10.1/10	10.6/10	10.7/10
292.3	299.5	296.0	298.7
14.3/20	7.7/10	10.6/10	7.7/10
291.6	293.4	294.6	299.1
15.0/20	12.0/10	12.0/10	7.4/19
291.3	292.7	294.0	299.3
15.2/20	13.9/10	13.6/10	7.2/19

Cross Section East & West Alley
Block "G" Balboa Vista

Sketch #2165-4

Lt. North

Rt. South 64

INDEXED

ALL

JUL 7 1952

B.M. 6.92 350.35 1+25th N&S Alley

+25 = West line N&S Alley

9.3478
20
8.8348.5
8.0
349.3

7.65
10.0
349.8
350.3
350.0

+0

12.9
20
12.1
10
11.6
11.3
344.4
345.2
345.7

11.3
10.0
346.0
346.6
10.7
20

TP 1234 357.27 0.43 344.93 357.27

+50

6.0
10.0
6.1
10.0
6.0
6.0
339.1
339.5
340.1

5.6
10.0
340.6
341.0

+25

6.0
10.0
7.0
7.0
336.9
337.3
337.5

6.0
10.0
337.9
338.0

+06

9.6
10.0
9.3
9.7
334.5
335.1
335.4

9.6
10.0
335.4
335.6

0+0 = East line of 55th St

12.1
10.0
11.6
11.4
333.0
333.5
333.7

11.4
10.0
333.7

B.M. 10.38 345.06 334.68 X 0.14 R.M. Falconer + 55th St

345.06

Reduced 1/25
1952
C.P.

4.1.17

2

St. Sout's 65

+50

~~10~~ 3659

~~10~~ 3650

~~10~~ 3645

~~10~~ 3639

~~10~~ 3627

~~10~~ 3624

310

~~10~~ 3630

~~10~~ 3622

~~10~~ 3618

~~10~~ 3609

~~10~~ 3597

~~10~~ 3592

+50

~~10~~ 3598

~~10~~ 3591

~~10~~ 3587

~~10~~ 3583

~~10~~ 3569

~~10~~ 3569

TP

12.50

369.55

0.22

357.05

369.55

210

~~10~~ 3558

~~10~~ 3553

~~10~~ 3564

~~10~~ 3556

~~10~~ 3548

~~10~~ 3550

+75

~~10~~ 3535

~~10~~ 3540

~~10~~ 3543

~~10~~ 3545

~~10~~ 3537

~~10~~ 3540

1+45: Eastline N45 W 1/4

357.27

357.27

47

2

pt

66

TP 88

12.45

357.10

+42.89 - Nestler Balboa Vista Drive Take 7.02 Diag.

4+0

569.55

10	10	10	10	10
367.8	367.5	366.5	365.7	364.6
10	10	10	10	10
368.3	368.2	367.2	366.5	365.7

369.55

Cross Section Norths + Souths Alley
Block "S" Balboa Vista

Sketch # 3165-1

Δt = 21

Σ

Rt = F

67

INDEXED

JUL 7 1952

2+0

11.0
10.0

9.0
10.0

7.9
7.9

6.5
10.0

5.0
10.0

+5893.1

Rt

Taken on split of Δ

12.1
10.0

10.6
10.0

9.0
9.0

8.4
10.0

7.7
10.0

+45

10.5
10.0

9.5
10.0

7.9
7.9

7.7
10.0

7.0
10.0

1+0

10.7
10.0

8.4
10.0

7.6
7.6

5.0
10.0

4.1
10.0

+50

9.9
10.0

7.8
10.0

6.5
6.5

5.0
10.0

4.0
10.0

0+0

= Norths line East + West Alley

10.0
10.0

8.1
8.1

7.0
10.0

BM

3.27

350.62

350.35

at Hub
F + 17116
Page 64

350.62

Reduced - 1/24/52
Plotted C.D.

BM

6.70

348.90

SM Top F.H. Id
Faulconer
Timothy
34899
*2165-13

TP

464

355.60

11.82

353.96

8.67

357.11

07 TP 28
Page 66
357.11

TP

12.34

365.78

0.18

353.44

+39

= Top of New Fill

349.1
10

350.0
10

350.9
27

352.2
10

353.1
10

2+35

= Top of New Fill

346.4
10

347.6
10

349.0
4

350.4
10

351.9
10

353.62

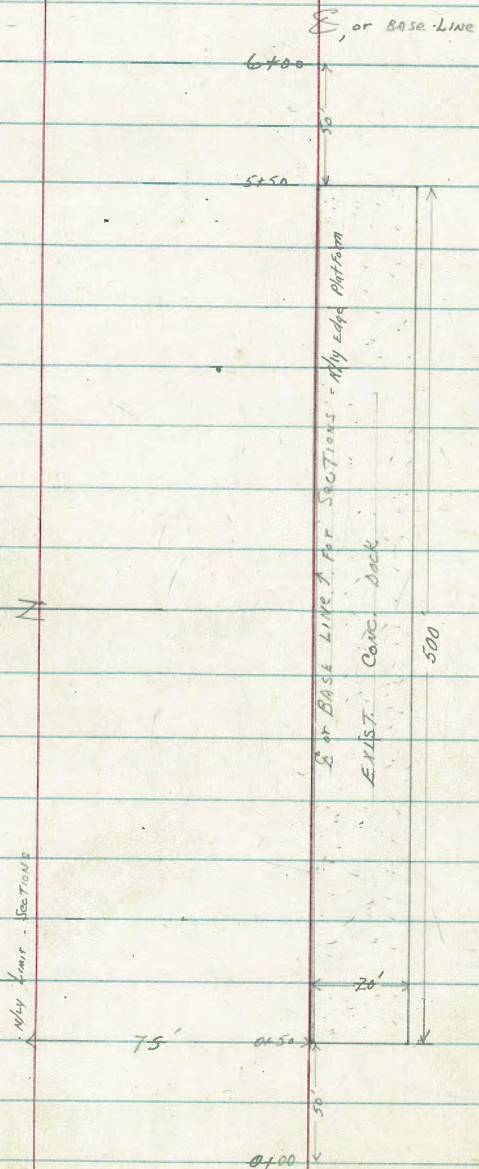
353.62

Clark
Shepherd
Bruner
Perkins

W.O. 21045
10-6-52

X-SECT AREA North Pipe

STORAGE Yd; CHOLLAS STATION



INDEXED

OCT 8 1952

X-SECT. AREA NORTH Pipe-yard
HOLLAS. STATION

LT.

E

RT

or Base-Line =
8 1/4 Edge Plat Form

3+00

64.8	60.3	56.7	55.3	53.0	53.0
+0.8	4.4	8.0	7.4	11.7	11.56
75	41	37	15	13	Conc
	Brow	Toe	Brow	Toe	

T.P. 11.89 364.66 11.25 352.77

364.66

2+50

68.5	62.5	56.5	54.7	62.7	52.60
+4.5	6.5	7.5	7.3	11.3	11.42
75	42	34	15	12	Conc
	Brow	Toe	Brow	Toe	

2+00

68.3	62.0	66.0	54.6	62.4	62.32
+4.3	1.4	8.0	9.4	11.6	11.70
75	41.5	33.5	15	12	Conc Edge
	Brow	Toe	Brow	Toe	

T.P. 11.95 364.02 11.05 352.07

364.02

1+50

67.0	62.4	60.0	54.5	62.5	62.33
+3.9	0.7	7.1	8.6	10.6	10.79
75	41	33	15	12	Conc
	Brow	Toe	Brow	Toe	

1+00

67.5	61.2	65.3	54.2	62.19	62.00
+4.4	1.7	7.8	8.9	10.3	11.2
75	44	33	15	12	(Conc)
	Brow	Toe	Brow	Toe	

0+50 W/y Edge Conc. Storage Platform

66.0	69.1	65.6	54.5	61.9	61.80
+2.9	3.4	7.5	8.6	11.2	11.26
75	46	35	15	12	(Edge Conc Plat.)
	Brow	Toe	Brow	Toe	

0+00 50' West of W/y END Platform

64.1	60.5	65.5	54.5	52.5	62.1	51.0	16.82
+1.0	1.3	7.6	8.6	10.6	11.0	12.1	16.3
75	43	39	15	10	8	8	20
	Brow	Toe	Brow	Toe	Brow	Toe	Road Level

B.M. 11.62 363.12

351.50 = Elev. S/W
Cov. Platform - Plan. File # 5328. Sect 1

363.12

X SECT. N. CHOLLAS STATION (Cont.)

OR DATE LINE
= NLY Edge PLATFORM

Checks: 11.67 352.10 = 352.00

= Elev S/E Corner Conc Deck : PLAN : File # 5328 - Sheet 1

6+00

- Fence Line
So. N. Ely Edge PLATFORM

60.1 59.7 57.4 53.5 52.6 49.0
3.1 4.1 6.4 10.3 11.2 14.8
75 80w 70e 130w 20 22
70e 130w 70e = Road-cty.

5+50

Ely Edge Conc. PLATFORM

60.6 60.1 57.6 54.6 52.5 52.3
3.2 3.7 6.2 9.2 11.3 11.40
75 80w 70e 130w 7e Conc.

5+00

60.5 59.9 56.1 54.1 53.1 52.56
3.3 3.9 7.7 9.1 10.7 11.19
75 80w 70e 130w 7e Conc.

4+62

60.4 59.8 56.5 54.7 52.9 52.7
3.0 4.0 7.3 9.1 10.9 11.00
75 80w 70e 130w 12 70e Conc.

T.P.

5.30 363.77 6.19 358.47

363.77

4+50

60.2 55.9 54.76 52.96 52.84
4.5 8.8 9.9 11.7 11.82
75 70 70 130w 7e Conc.

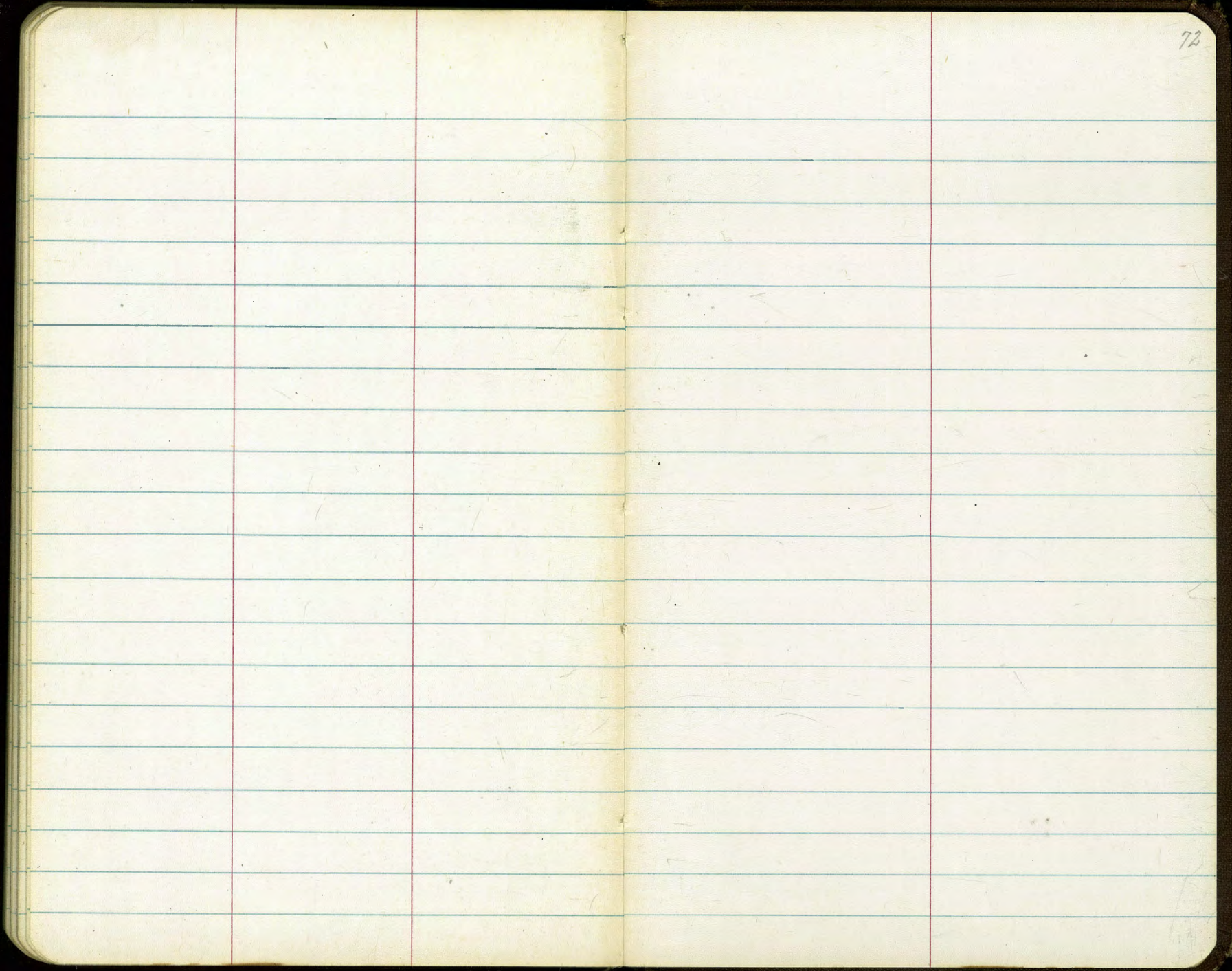
4+00

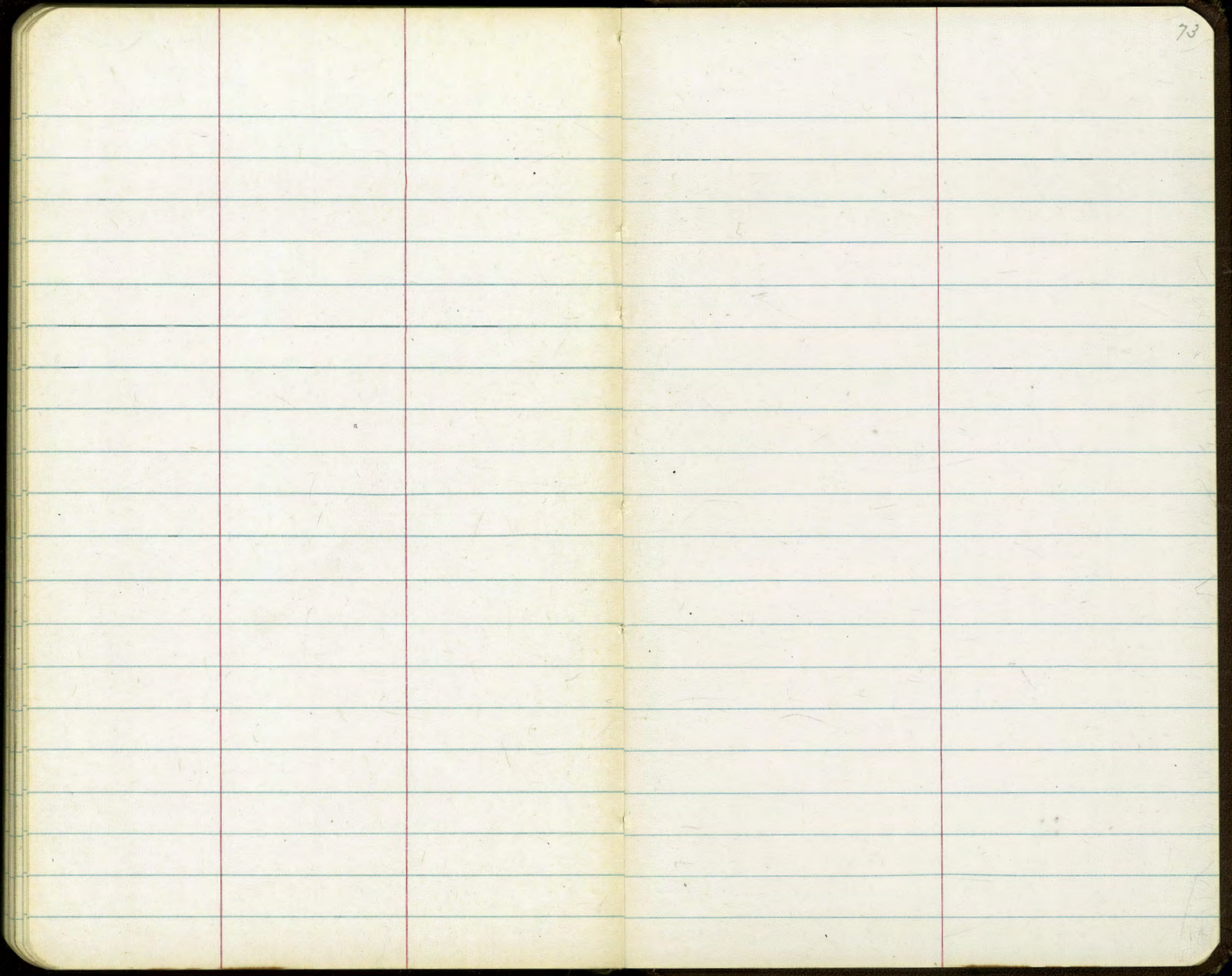
62.2 57.8 56.4 55.3 52.8 53.11
2.5 6.9 8.3 9.7 11.9 11.55
75 41 39 130w 12 70e Conc.

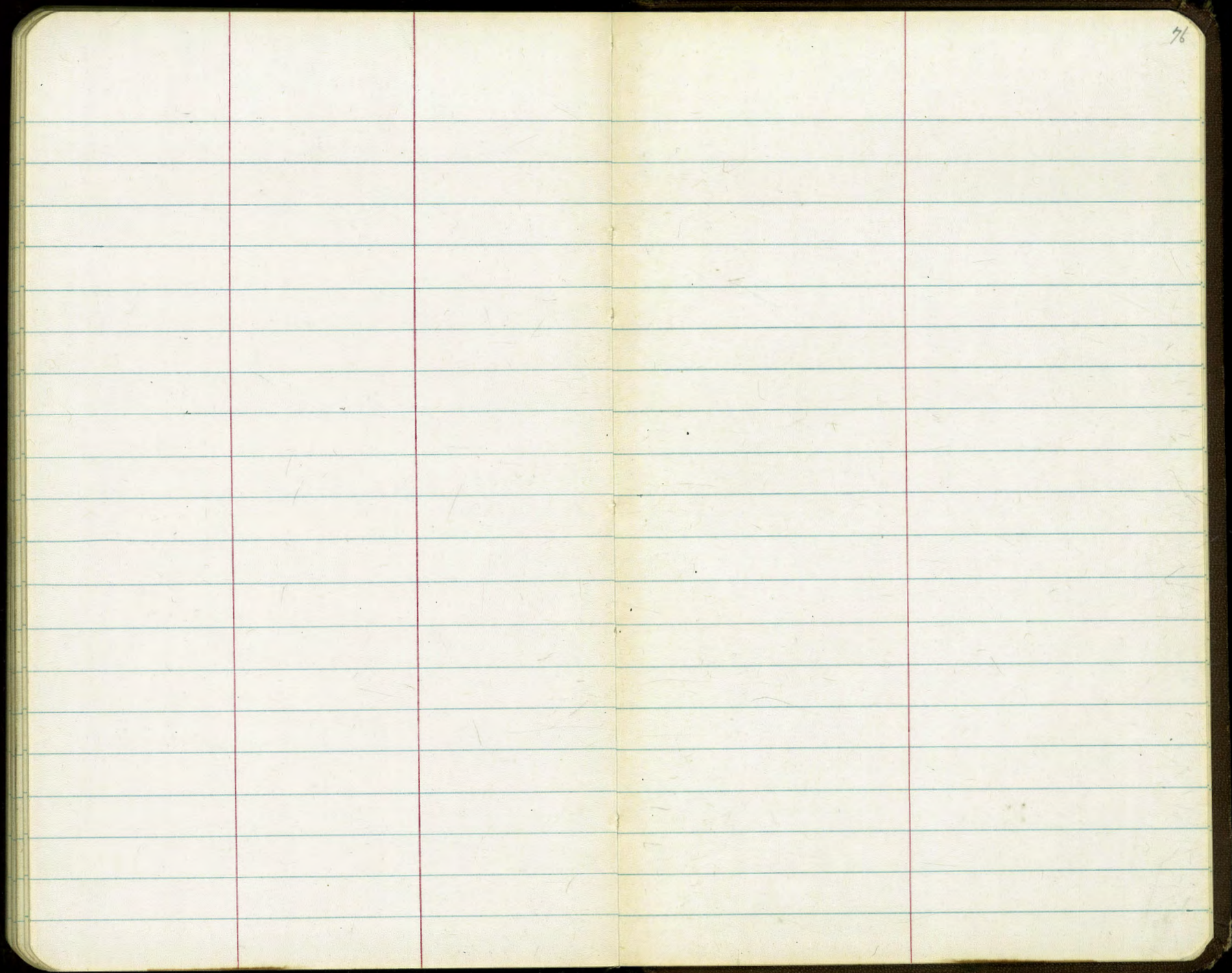
3+50

64.1 59.5 56.5 55.1 53.16 53.42
0.7 5.2 8.2 9.6 11.5 11.24
75 42 59 130w 13 70e Edge Conc.

367.66





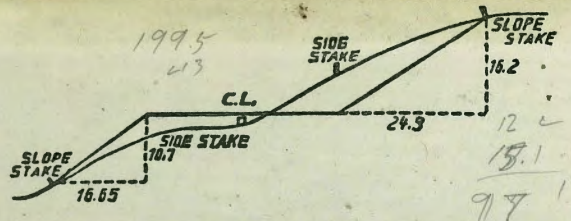


86 18 25 West 4.50
 5 1/2 7 3 1/2 473

6 1/2 2030 R
 1.15 H
 6 r

126.03

7 89-09-30 H
 5 2



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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