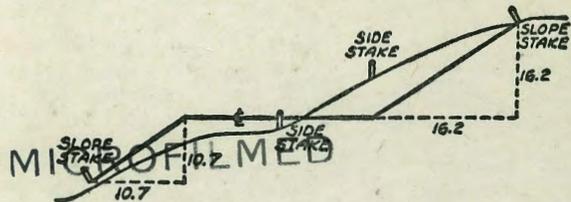


2125

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MIKROFILMED

DEC 31 1964

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

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

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

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Florence St } Ties 76 ✓

Wellington St. Ties 77 ✓

Levels Martin Ave.

4

(3)

0+15

12⁴ 12⁶ 12⁵ 11⁶ 12⁰ 11⁶ 12² 11¹
50 30 19 15 20 29 50

0+02

12¹ 12¹ 11³ 11⁵ 10⁹ 11⁰
50 30 24 30 50

0+00 East Line 34th St.

11¹ 11² 11⁴ 10⁹ 11⁰
50 30 30 50

0-23.57 & 34th St.

10⁸ 10⁷ 10⁷ 10⁴ 10⁴
50 30 30 50

T.B.M. 4.71 10.63

On Conc Men North 7' Line Martin Ave East Line 34th

T.P. 1.46 15.34 12.99 13.88

T.P. 0.41 26.87 13.22 26.46

TP 0.56 39.68 12.45 39.12

B.M. 0.77 51.57 50.80

N.W. B.P. Florence & 35th St.

Martin Ave. Contd.

£

(4)

1+00 £ 8' Conc Drive 30' Lt.

15¹⁸ 15⁶⁰ 15² 14⁹ 15⁰ 15¹ 15³ 15² 15²
45 30 15 12 11 14 30 40

0+87 £ 30" Pepper Tree 26' Rt.

0+84 £ 3' Conc. Walk 30' Lt.

15¹⁶ 15³
45 30

0+75 £ 3' Brick Walk 36' Rt.

14⁵⁵ 14⁴²
36 50

0+68 £ 24" Pepper Tree 26' Rt.

0+53 £ 24" Pepper Tree 26' Rt.

0+50

13⁹ 13⁹ 13⁷ 13¹ 13¹ 13⁰ 13³ 13⁵ 13⁴ 13⁰
50 30 15 12 7 12 24 30 50

0+20 £ 4' Pepper Tree 27' Rt.

Martin Ave. Cont'd.

1889 (5)

TP

18.89

(Nail in Pole # P 3435 Sta. 1+67)

1+85

20⁸ 20² 19⁸ 19⁰ 19⁴ 19⁴ 19⁸ 19⁸ 20²
40 30 20 9 14 16 30 40

1+66 \$ 3' Conc Walk 29.8 Lt.

19⁴ 19⁰
40 29.8

1+67 Power Pole # P 3435 25.5' Bl

1+50

17² 17⁵ 17¹ 16⁸ 17¹ 17² 17⁵ 17⁰ 17⁰ 16²
50 30 10 8 7 13 25 30 40

1+41 \$ 42" Pepper Tree 26 Rt.

1+34 \$ 4.5' Conc Walk 37.1 Rt.

16²⁵
37.1

1+22 \$ 3' Conc Walk 29.8 Lt.

16⁴ 16¹
40 29.8

Martin Ave. Contd.

4

2+21 End Conc. & Cobble wall

25-51

Gr. & Wall

2+20 18" Palm tree 21' Lt.

2+19 Top Stairway

25-43 25-28

28.1 25.1

2+15 Beg. Stairway 25.2
Beg. Conc. & Cobble Ret. Wall. 29.6 Lt.

20
21
22
23
24

21 25.5 22.6 22.5 22.49
29.6 29.6 28.2 25.2
Gr.

2+09 Beg. Conc. Walk on Lt.

21.80 22.10

40 25.2

2+00

21.0 20.9 20.7 20.3 20.8 20.9 21.3 21.7 21.7
40 30 17 9 14 22 30 40

1+91 & 2 Ribbon Drive 33.9' Rt

20.55
33.9
East

Martin Ave Cont'd.

(7)

2+94 End Stairway 1327 6" Conc. Ret
Wall 30' Rt.

33⁶⁵ 33⁶⁵
30 34

2+90 Beg Stairway on Rt.

31⁷⁵ 31⁷¹
30 34

2+85

35⁵ 35² 34² 32⁶ 31⁷ 31⁶ 32⁶ 32⁴ 32³ 32³ 32⁰ 32⁰ 31⁹ M
40 30 13 3 2 13 19 20 (28.4 29.2 30) 30.1 34.1
Gutter 54

2+63 Beg. Conc. Walk on Rt. 30.1'

29⁸⁰ 29⁴⁵
30 1 34.1

TP.

2730

2+51 Beg. Woven Wire Fence 30' Rt.
Beg. Conc. Gutter on Rt.

26⁷ 26⁶ 27⁶ 27⁴ 26⁹ 27² 28¹ 27⁸ 28² 28⁵ 28⁴ 27⁷
40 30 16 6 5 11 18 19 28.8 30 40
Gutter

2+44 & 48" Palm Tree 21' Lt.

2+37 End S.V. on Lt.

26⁵ 25²⁰
35 249

Martin Ave Contd.

(8)

35.2
40

3+60 End Conc Ret Wall RT 29.4
End Woven Wire fence 29.4 RT

46⁶ 45¹ 44⁰ 41⁹ 38⁷ 37⁰ 36⁸ 36⁵ 35²⁷ 35²¹ 34¹³
40 30 20 8 2 13 23 (278 284 294)
Gutter wall

3+40 & 3' Conc. Wall 25.4 RT

35.56 35.57
25.4 30

T.P.

36.04

3+34

43² 42⁷ 41³ 37⁹ 35⁶ 35⁶ 35⁴ 35⁹ 34¹⁹ 35²² 34¹
40 30 15 1 13 26 (281 287 290) 40
Gutter wall

3+21

41² 41⁵ 39⁷ 35⁷ 34⁸ 35¹ 35² 34⁹ 34⁶ 35²³ 34⁰
40 30 10 1 13 23 (281 287 290) 40
Gutter wall

3+18 & 3' Conc. Wall 25.4 RT

34.90 34.23
(25.4 296)
30

3+00

39¹ 38⁴ 36⁹ 34³ 33³ 33² 32⁹ 34⁰ 33⁹ 33¹⁰ 34⁰ 33⁵
40 30 13 2 1 15 20 (283 292 30) 40
Gutter Ret wall

Martin Ave Cont'd

⑨

4+56

50°	50°	47 ⁷	47 ³	45 ⁴	44 ⁰	40 ⁴	40 ³	39 ⁹	40 ³	38 ²	37 ⁸	35 ⁸
40	30	26	21	20	6	10	18	19	24	30	40	

4+50

49°	47 ⁷	46 ²	44 ⁰	40 ⁴	40 ¹	39 ⁷	39 ⁹	37 ⁷	36 ⁰
40	30	21	6		11	19	20	30	40

4+23 End Conc Ret Wall 29.7 Rt.

38°	38 ³⁷
29.7	29.7
Gr	Wall

4+00

49 ¹	47 ⁵	44 ³	43 ⁸	39 ⁴	39 ⁹	38 ⁵	38 ⁷	38 ⁰	36 ⁰	35 ⁶
40	30	21	5		12	19	21	29.5	30	40
									Gr	Gr Wall

Power Pole # P3465 24.6 Rt.

Beq⁶ Conc Ret Wall 29.6 Rt.

3+74 End Conc Gutter 27.9 Rt.

36 ²⁰	36 ⁰⁵	36 ³³	36 ⁸	37 ⁴⁰
27.9	28.4	29	29.6	29.6
				Gr. Wall

3+66 & 11' Conc Dr

36 ⁰²	36 ³¹	36 ¹⁵	35 ⁵⁴
27.9	28.4	29	38.8
Gutter			floor

6+11

54° 51' 50° 48' 47' 46' 43' 42' 38°
45 30 27 12 6 17 30 50

6+00.67 W. Line 35th.

53' 52' 50' 48' 46' 46° 45' 43' 41' 37'
50 40 30 12 10 10 19 30 50

5+50

49° 47' 44' 43' 42' 41' 39' 38' 36'
40 30 7 2 18 23 30 40

5+00

49' 47' 45' 43' 41' 41' 39' 37' 36°
40 30 20 4 10 18 23 30 40

4+95

49' 48' 47' 43' 41' 41' 41' 39' 37' 36'
40 30 17 4 10 18 19 24 30 40

4+83

51' 50' 48' 48' 45' 44' 41' 41' 40' 39' 38' 36'
40 30 25 22 20 6 10 19 20 23 30 40

Martin Ave Cont'd

¢

(11)

BM 11.09 50.79 - 50.80
 T.B.M. 17.70 61.88 44.18
 C.C. starting B.M.

N.W. B.P. Florence & 35th

Nail in pole Rt. 6+09

BM 8.86 68.11 68.38
 T.P. 8.26 76.97 0.69 68.71
 T.P. 12.69 69.40 0.60 56.71
 6.90 50.21
 T.P. 13.13 57.31 44.18

SE. Top Hydt. 35th & Ocean View.

N.W. Conc Mon 35th & Martin

Nail in Pole #704 Rt Sta 6+09

6+20

54⁷ 51⁷ 49⁸ 48⁷ 46⁸ 44⁸ 42⁷ 38³
 50 30 15 8 19 30 50

0-49 So Cb Line Florence

49.06	48.4	51.36	50.73	51.63	52.43	52.4	51.8	50.7	51.2
537	60	307	32	28	20	20	25	37	33
80	80	30	30	18	4		15	30	50
	G	Cb	G	Pay	Pay.				

TP 3.63 54.43 9.41 50.80

54.43

7

0-60 South Line Florence

50.4	51.6	52.8	52.21	52.81	52.81	52.4	51.6	51.7
95	85	74	80	74	74	78	85	85
50	30	22	13	1		15	30	50
			Pay		Pay			

-100'

56.4	56.2	54.81	54.81	54.61	54.7	56.8	55.9
38	40	54	54	55	55	44	43
40	30	7		10	28	30	50
		Pay		Pay.			

-140'

57.1	56.9	56.31	56.31	56.41	56.4	56.4
31	33	39	39	38	38	39
50	30	8		14	30	40
		Pay		Pay.		

-185'

54.5	54.5	54.51	55.91	56.51	57.2	56.9
57	57	57	43	37	30	33
40	30	22	60.21	15	30	50
		Pay		Pay		

B.M. 9.41 60.31

50.80

NWAP Florence E 35th

35th St. Cont'd

14

1+00

50.6	50.2	48.7	48.0	46.6	43.0	40.0	36.2
38	42	52	64	78	114	144	182
50	30	26	15		15	30	50

0+65

51.0	50.8	49.2	47.7	43.8	45.9
34	35	52	62	105	85
50	30	15		30	50

0+50

51.0	50.9	49.5	47.8	44.7	45.9
34	35	42	66	92	85
40	30	15		30	50

0+00 North Line Florence

51.18	50.7	51.13	51.1	50.3	49.9	47.7	47.3
425	37	30	32	41	45	67	71
50	50	30	30	15		30	50

0-11 North Ch Line Florence

49.54	46.0	50.89	50.4	50.8	50.5	48.5	47.7
58	64	25	42	35	32	59	62
80	80	30	30	15		30	50
Ch	G	Ch	G				

0-30 & Florence

48.6	50.8	51.4	49.8	49.1
58	36	50	45	52
80	30		30	50

54.43

⌋

54.43

⌋

3+00

	21.1	21.7	21.5	22.4	23.0
	11 ¹	10 ⁵	10 ⁷	9 ⁸	9 ²
	50	30		30	50

2+55

27.3	26.9	25.8	22.8	21.7	22.4	22.9
4 ⁹	5 ⁹	6 ⁴	9 ⁴	10 ⁵	9 ⁸	9 ³
50	30	24	14		30	50

T.P. 372 32.26 12.88 28.54

2+00

	35.4	34.9	34.3	32.26	26.3	24.6	24.6
	5 ⁶	6 ⁵	7 ¹	11 ⁹	15 ¹	16 ⁸	16 ⁸
	40	30	22		10	30	50

T.P. 6.12 41.42 13.13 41.30

1+50

	46.8	44.5	40.2	36.8	34.3	32.4	29.2
	7 ⁶	9 ⁹	14 ²	17 ⁶	20 ¹	22 ⁰	25 ²
	50	30	15		15	30	50

1+10

50.2	49.2	48.0	47.5	46.6	41.2	40.5	39.6	35.9
4 ²	5 ²	6 ⁴	6 ⁹	7 ⁸	13 ²	13 ⁹	14 ⁸	18 ⁵
50	30	27	15		15	26	30	50

54.43

54.43

35th St Cont'd

£

16

T.P. 805 64.76 0.58 56.71

52.8	53.1	56.9	57.7
64	X	03	105
30		30	50

5602.91 North Line Martin

46.1	48.8	51.1	51.8
11	84	6	54
30		30	50

4172.91 E Martin

57.29

TP 12.65 57.29 0.38 44.64

41.6	43.9	44.6	45.0
34	12	04	00
30		30	50

4442.91 South Line Martin

33.0	32.8	32.4	34.2	34.0
12	12	11	10	11
50	30		30	50

4100

4100

TP 12.95 45.02 0.19 32.07

21.9	24.9	24.8	23.4	45.02	23.3	24.8	26.4
10	7	7	8	8	7	5	5
50	30	24	17		30	50	

34 50

32.26
71

32.26
71

35th St. Contd.

R

17

B.M.

14.36 50.40 50.41

H.W. CONC Mon. 35th & Martin R11
(this BK)

6+00

61.8	61.6	62.3	62.1	62.7	63.0	65.1	65.9
29	31	24	26	20	17	40	12
50	20	11	8		10	30	50

5+50

57.0	57.5	49.2	58.6	59.7	60.8	61.9	62.9	63.8
77	73	55	61	50	39	28	18	09
50	20	11	9		12	15	30	50

64.70

64.76

2-3-51

Hendricks
Pope
Hatch
Shepard
W.O.# 31719

X Sect. Florence St
from 450' West of W. Line 35th
to Wly Line 34th.

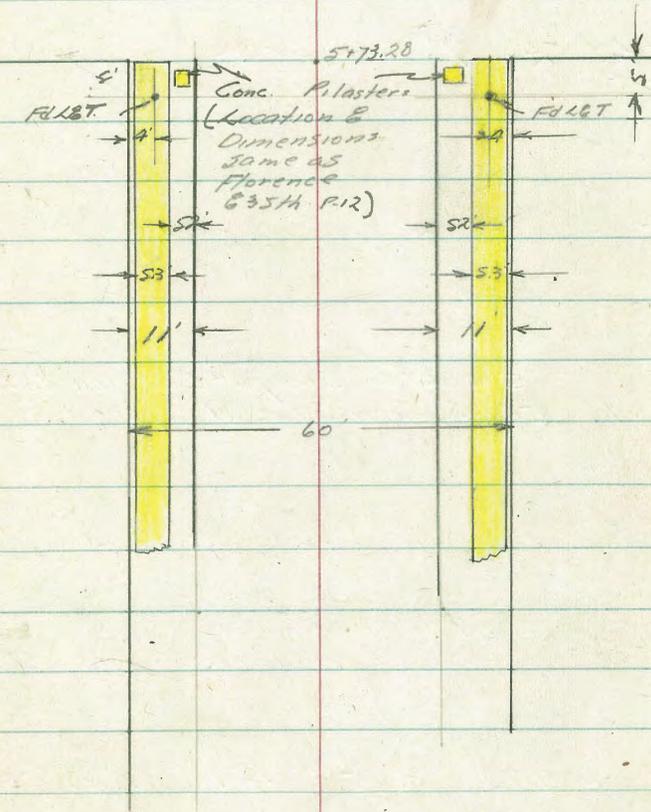
See Page 76 for Tie outs

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APR 23 1951

34th

51



Levels Florence St

5+27 Beg 8" Conc. Ret Wall 29.8 Rt.

5+24 7' Conc. Drive on Rt.

5+00 4' Conc. Stairway on Rt.

4+89 End 12" Conc. Beg 6" Conc. Wall on Lt.
End 6" Conc. Wall on Rt.

4+52 15" Cypress tree 22.3' Lt.

4+50 Beg 12" Wall on Lt.
Conc. Ret. Walls Rt & Lt 6" on Rt.

TP. 11.79 26.25 1.59 14.46

BM 5.42 16.05 10.63

21.60
4.65
29.8
top
Wall
18.17 18.93
8.08 7.32
19 24.2
Drive

28.0 25.19 20.83 20.68 20.50 19.6 20.0 20.2 20.2 19.9 20.70 20.86 21.00 21.5 21.6
+1.8 1.05 5.42 5.57 5.75 6.6 6.2 6.0 6.3 5.55 5.37 5.25 12 16
40 30 29.5 24.2 19 19 11 10 19 19 24.2 29.5 36 41
top wall SW SW Cb Cb SW SW

26.13 21.66 21.86 24.81
0.12 90.53 4.39 14.4
30 30 29.5 29.5 29.5
top top SW top
Wall Wall SW Wall & Ground
West East

32.4 31.65 24.93 24.83 24.70 24.0 24.4 24.6 24.4 24.75 24.91 24.97 25.82 24.9 25.0
+6 15 1.32 1.42 1.55 2.3 1.8 1.6 1.8 1.50 1.34 1.25 10.57 10.7 11.25
40 30 29.5 24.2 19 19 12 19 19 24.2 29.5 29.5 40 40
top wall SW SW Cb SW SW top & Wall

26.25

Conc. Mon. North 7' Lime Mortar East 3.446
(P. 3 this Book)

6+52

Florence St.

CK

11.46 14.79 (14.80)

End. Cb on Rt. N. Line 34th. (F-13 577 P-13)

6+33.28

West Line 34th.

6+15

6+15

5+8.7

9.48 16.0 40	8.9 17.3 19	9.1 17.1 19	9.2 17.1 19	9.48 16.1 40	20
10.2 16.0 40	10.2 15.7 19	9.9 16.1 19	10.2 16.0 40	10.2 16.0 40	
11.6 14.5 40	11.8 14.5 19	12.3 13.2 19	12.5 13.7 19	11.8 14.5 40	
12.7 13.5 40	13.2 13.0 19	13.8 12.5 19	13.3 12.9 19	13.0 13.3 40	

5+73.28 East Line 34th. End. Cb & SW. LTR

End Conc. Ret Walls Rt. & Lt.

16.2 10.0 40	17.5 8.0 40	15.2 11.0 30	17.68 11.5 30	14.59 11.4 29.5	14.99 11.7 24.2	14.28 11.2 19	12.0 11.2 19	14.3 12.0 10	14.2 13.0 19	13.9 11.8 19	14.79 11.5 24.2	14.92 11.3 29.5	15.11 11.4 29.8	18.7 10.0 30	18.78 10.0 34.8
Gr. Wall to West	Gr. Wall to East	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West

5+64 Fire Hydr. 20' Lt.

5+50

23.1 3.1 40	19.58 6.7 30	16.55 9.2 29.5	16.98 9.7 24.2	16.18 10.2 19	15.3 10.2 19	15.9 10.2 19	15.9 10.2 19	16.74 9.5 19	16.94 9.3 19	17.05 9.2 24.2	20.02 6.3 29.5	21.2 5.3 30	21.2 5.3 40
Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West	Gr. Wall to West

5+33 Power Pole # P3405 20' Lt.

5+30 Conc. Ret Wall steps down on Lt.

21.25 5.00 30	22.61 3.64 30
Wall to West	Wall to East

26.25

26.25

April 26-51 Survey for Proposed Bridge Site
 Hendricks and Approaches
 Allen
 Shepard
 Bruner
 No# 22054

INDEXED

MAY 4 1951

(Cont'd. P. 22)

CAMINO DEL RIO

CHESTNUT

TAYLOR

349.96

ROSECRANS

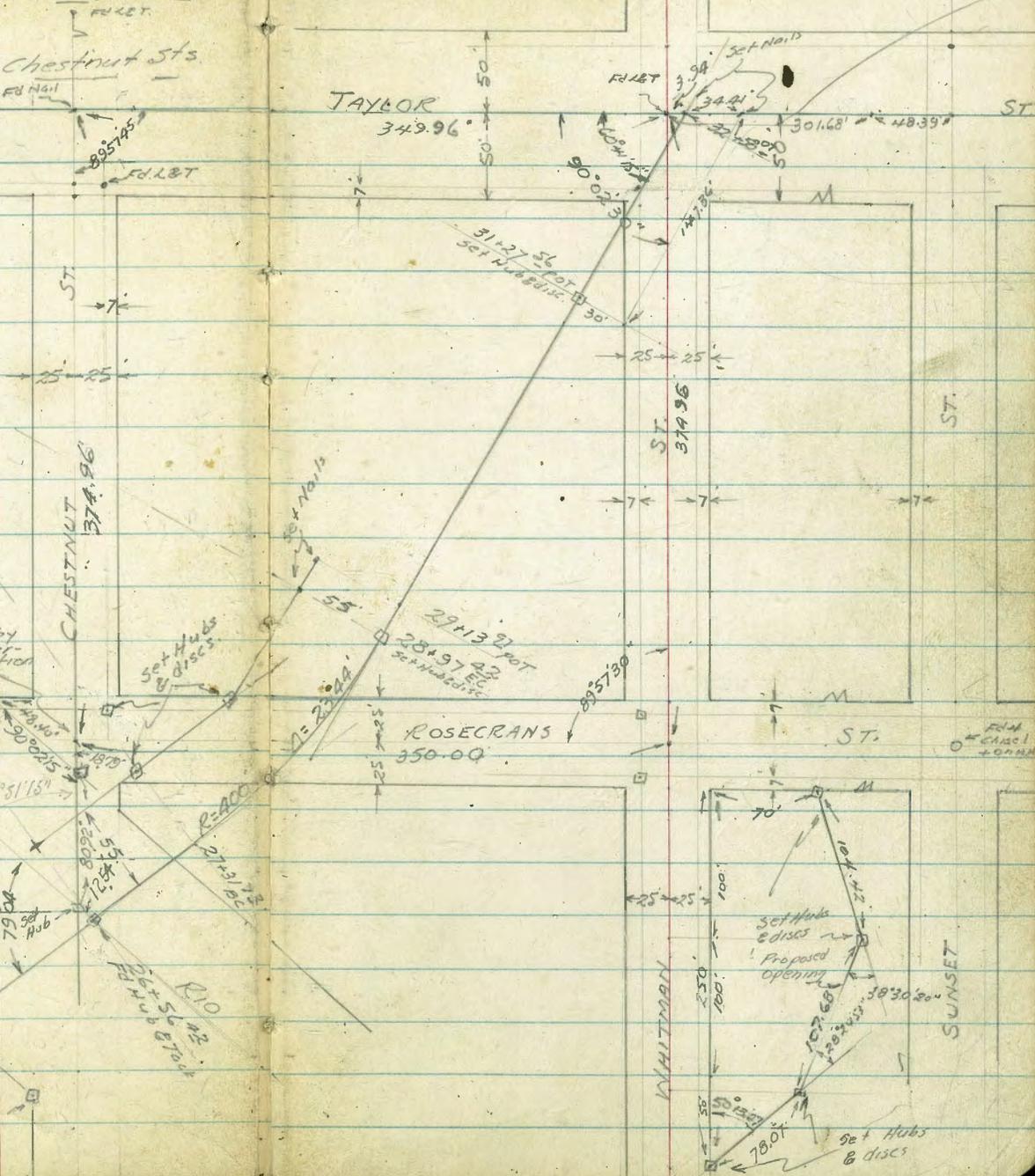
350.00

WHITMAN

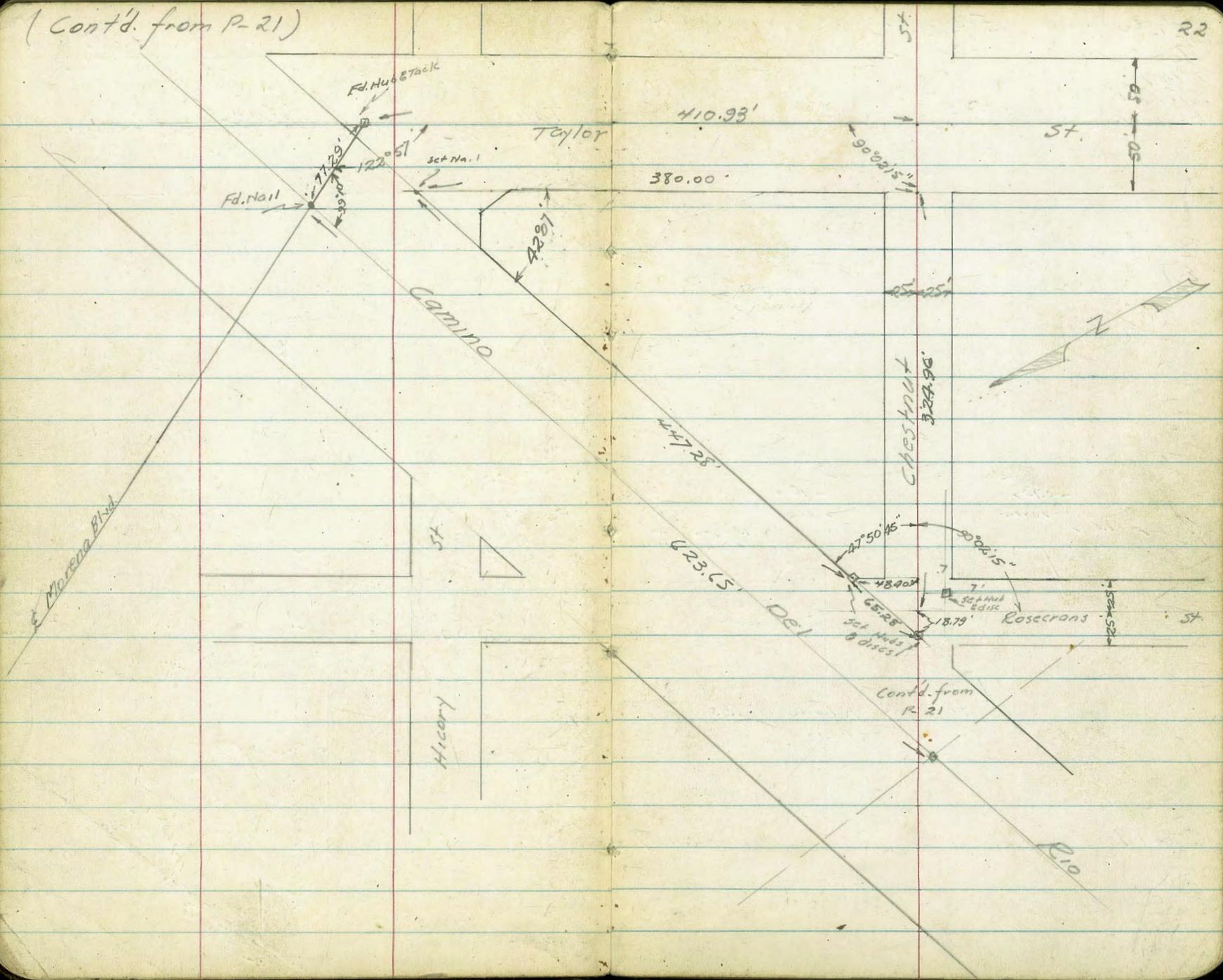
SUNSET

Base Line
 Mission Bay
 Project

1 Men
 out



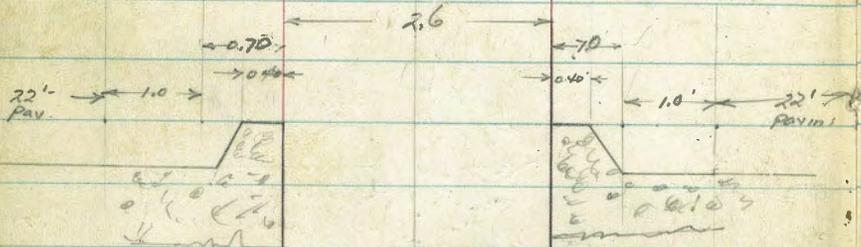
(Cont'd. from P-21)



5-1-50
Hendricks
Allen
Shepard
Bruner

INDEXED
MAY 4 1951

Elevs. along Camino Del Rio
for Proposed Over pass



section of Island & Cbs.
Camino Del Rio.

BM

20.07

5th BP in walk of Bridge
(Moreno Blvd & Taylor St)
F.B. 1636

89.60
77.14

10.56

N 78° 14' E

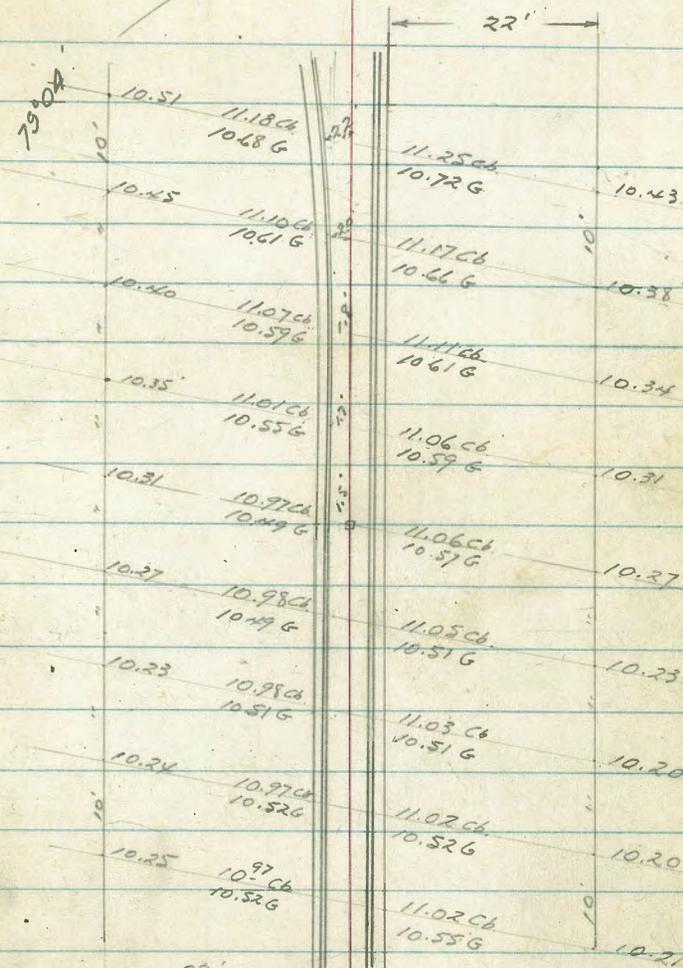
11° 46'

1.92

0.40

1.8
1.35
3.15

23



5-2-51

Allen
Shepard

Levels for Topography
Morena Bridge &
Approaches

24

INDEXED
MAY 4 1951

		2.95	20.06	SW BP in walk of Bridge Taylor + Morena
7.20	23.01	2.03	15.81	
10.83	17.84	4.97	7.01	SE 7'x7' Redwood hub Rosecrans + Chestnut
6.10	11.98	5.03	5.88	NW 7'x7' Redwood hub - Rosecrans + Whitman
4.06	10.91	5.41	6.85	NW 7'x7' Taylor + Whitman
4.49	12.26	6.02	7.77	SE BP Taylor + Chestnut
3.55	13.79	12.00	10.24	
B.M.	2.17	22.24	20.07	(SW BP in walk of Bridge Taylor & Morena Blvd)

CROSS SECTIONS - MORENA BLVD
from a point near Cushman St
To LINDA VISTA RD

W-7A
Fl. steel
4149.97

SHERMAN

INDEXED
RLL
MAR 12 1952

N. 23° 07' 20" W

CUSHMAN ST.

Red bed Pk. in Pos.
0.10' below No. 2
Pos. Surface

2328 = Mission Bay Engrs.
Datum.

B.M. 1427 = City Datum

BLVD

229.38

Fld. Tr.

Turned.

21°17'26"

21°20'30"

21°18'45"

P-42

S. 06°30'00" E

See P-42

P-42
46.57
45.57
24.8

8+8066

8+8106

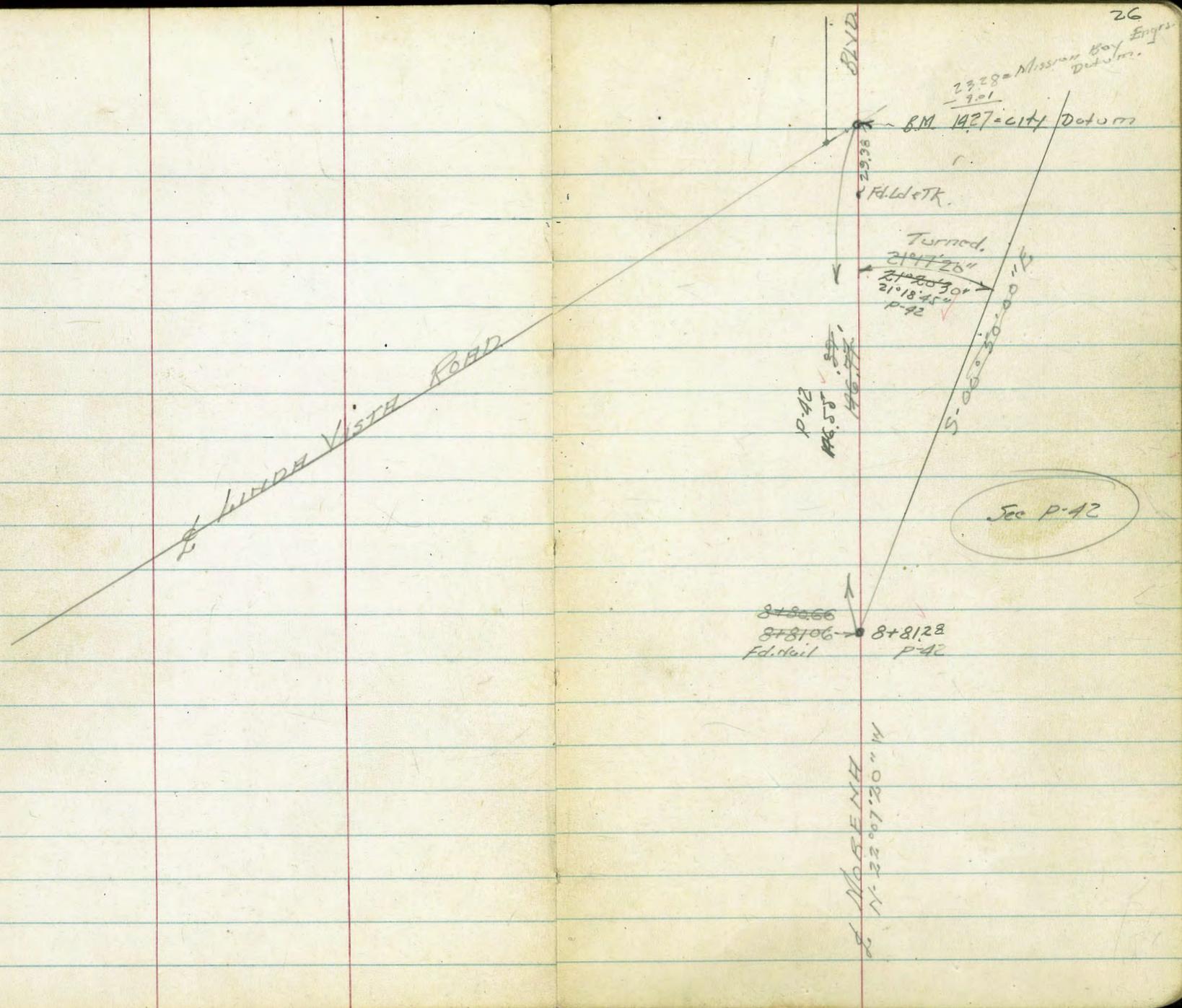
Fd. Nail

8+8128

P-42

N. 02°10'25" W
N. 32°07'30" W

LILDA VISTA ROAD

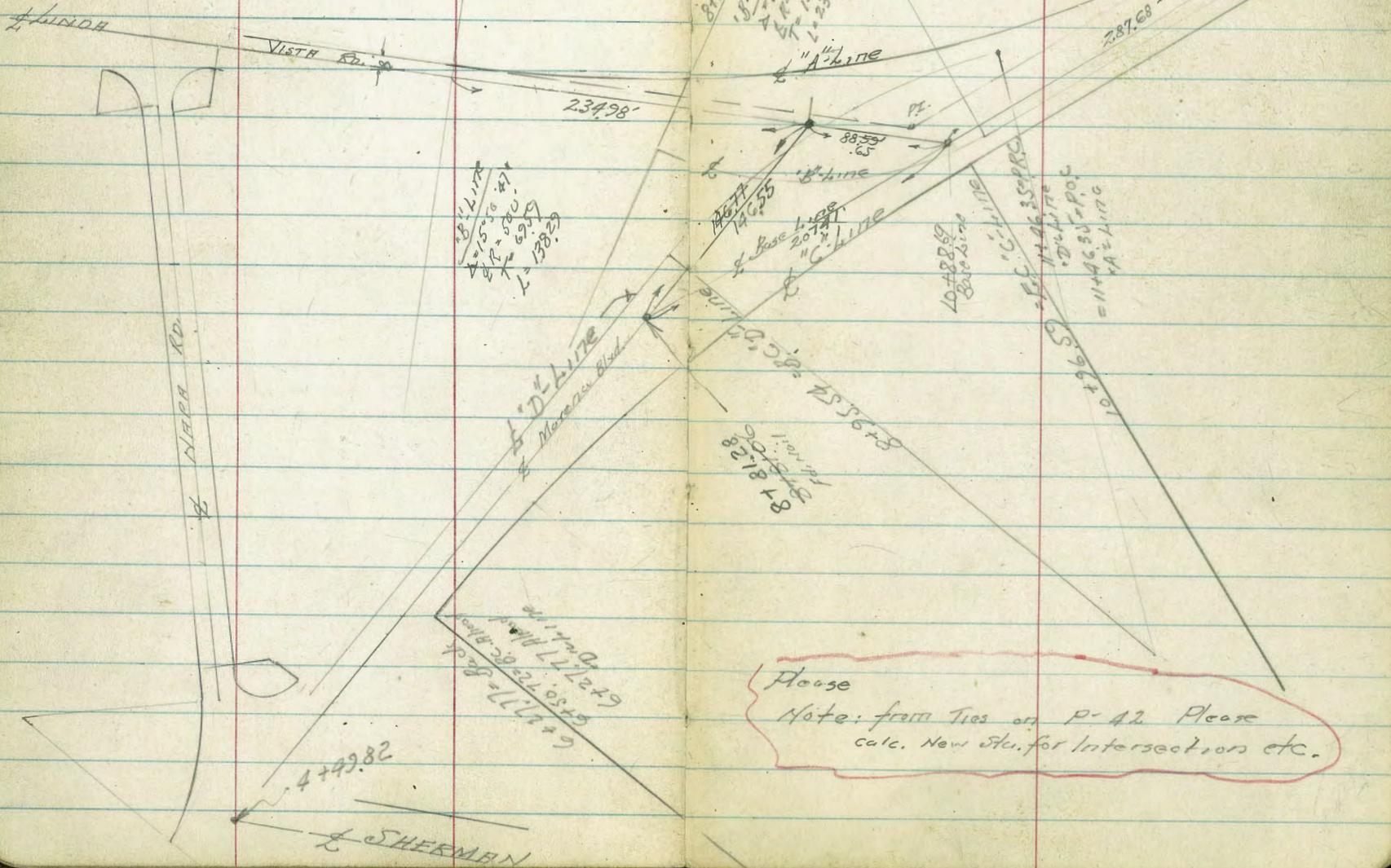


LINDA VISTA RD
& MORENA BLVD. INTERSECTION

7457.35 Back
= 7 + 9542 = 8041 Line
7457.35 BC Along
"B" Line

"A" Line
 $\Delta 36^\circ 58' 40''$
ER = 900
T = 700.94
L = 580.85
Ext = 48.99

27
13 + 131
12.16
"A" Line
Back
L = 2.16



House
Note: from ties on p-42. Please
calc. New Sta. for intersections etc.

MORENA BLVD CROSS SECTIONS

Lt. R 28

0 - 100'

69	12.8	7.3	6.91	6.78	6.92	7.3	5.7	6.0
50	26	19	130		8.0	17	20	50
New Sand			EP		EP			

0 - 150

70	70	10.2	6.7	6.46	6.29	6.51	6.7	6.0	5.6
50	42	26	18	121		7.9	17	15	50
Sand	Sand			EP		EP			

0 - 159' 31.8' Lt. Pole # 4834

Elec. Pole # 4834

0 - 176' 26.3' Lt. Pole # 415080-H

Tel. Pole # 415080-H

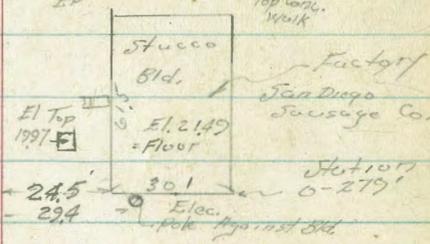
0 - 200

7.2	7.2	6.2	6.05	5.86	6.07	6.6	6.0	5.9
50	31	20	121		7.8	18	22	50
			EP		EP			

0 - 250'

6.2	5.5	6.2	5.75	5.57	5.82	6.1	4.92	
50	21	20	122		80	17	20.5	
			EP		EP			

0 - 269' = L. Gas MH 3' x 3' Inside dia. 12.7' Lt.



0 - 279'

0 - 300'

5.1	4.7	6.1	5.62	5.37	5.60	6.0	4.5	4.1
50	23	22	122		7.9	17	16	50
			Edge Pole		Edge Pole			

TP 6.34 2.572 316 19.38

TP 8.00 2.254 446 14.54

4.73 19.00 14.27

BIM Ld ~ TK Sketch p 26

Morena Blvd. - Cross Sections

0+65 = Bag 7' chain wire fence 25.3' Rt

0+50

0+29

0+13 = P.C. to Drive way on Rt

TP 346 21.38 780 17.92

0-30 = 4' Tel Pole 25.9 ft #415081

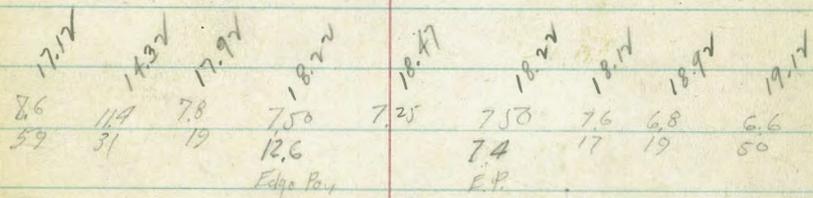
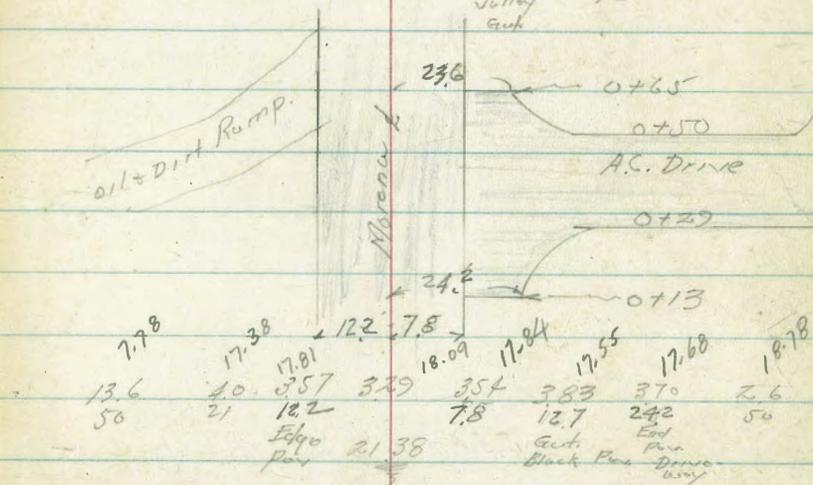
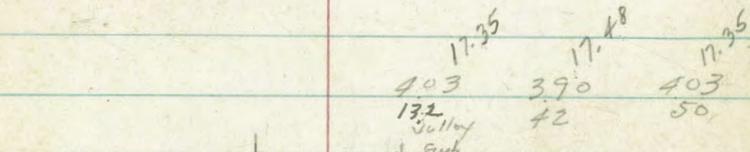
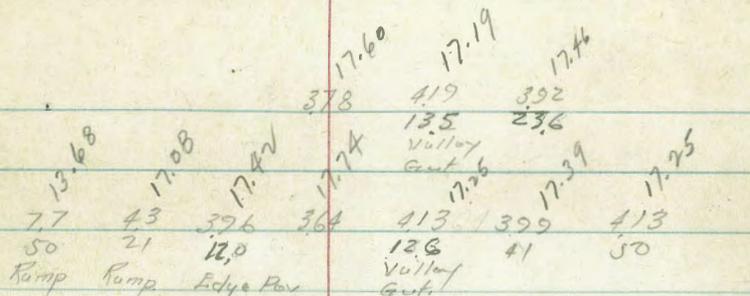
0-31 = 4' Pole 31.8 Rt #4764

0-50

0-94' = 2' 2'x2' Insd. dia Gas MH

25.72

Lt. E. Rt. 29



25.72
13.3
0+13 G.C.
21.4

Morona Blvd - Cross sections

3+00

2+50

2+46

2+41

2+15

2+00

1+75 = End 7' wire fence on RT

1+50 Cont.

TR 1.64

1+50

1+01 = 26.2' H = Tel Pole

1+00

0+89 34.0' RT = Elec Pole #736

2138

* Tel Pole

26.7' LT = 46.9195-H

21.5' LT = Motor Meter Box

" Elec Pole

29.5' RT = 4704

23.5' RT = 6'x6' Conc Box Water Dept

on River Cross Mill Water

LT RT 30

14.08 15.13 15.28 15.08 14.58 12.48 11.08 9.68
 50 395 380 400 45 66 80 94
 50 115 7.8 18 24 44 60
 in yard to field store Edge P
 10.98 11.98 15.18 15.44 15.84 15.63 15.18 16.78 15.88 15.08
 87 71 35 344 324 345 39 23 32 40
 80 55 19 122 7.8 16 18 43 60
 Ramp. Ramp Ramp Box Edge P
 54 Side NW Edge

12.28 5.78 15.48 14.13 16.37 16.17 15.38 14.08 16.68 16.18
 48 133 36 295 271 291 37 30 24 29
 80 43 24 121 7.9 16 18 38 50
 Edge Box Edge P

5.08 7.78 16.28 16.59 16.81 16.58 16.18 12.28
 16.0 113 28 242 227 250 29 19
 80 50 23 122 7.8 16 18
 Edge P

16.98
 44 50 6.0 75 15.38

6.18 16.58 17.38 14.78 17.06 17.28 17.03 14.38 17.18 17.68 17.18
 152 48 40 46 492 410 435 50 42 37 42
 70 39 22 20 122 7.8 17 19 25 51
 Edge Box Edge P

2138

Moreau Blvd. - Cross Section 1908

5+30 = 2 Tel Pole #415085 27.8 ft.

5+00

T.P. 492 19.11 489 14.19

4+65

4+57 = 2 Tel Pole #935608 53.9 ft.

4+50

4+46 - Pole Anchor 35.3 ft.

4+37 = Elec Pole #4644 30.6 ft.

4+06 = Tel Pole 26.9 ft # JP4643

4+00

3+50

3+39 = 2 Elec Pole 28.8 ft # 4674

3+16 = Reg. Feed Store Bld.

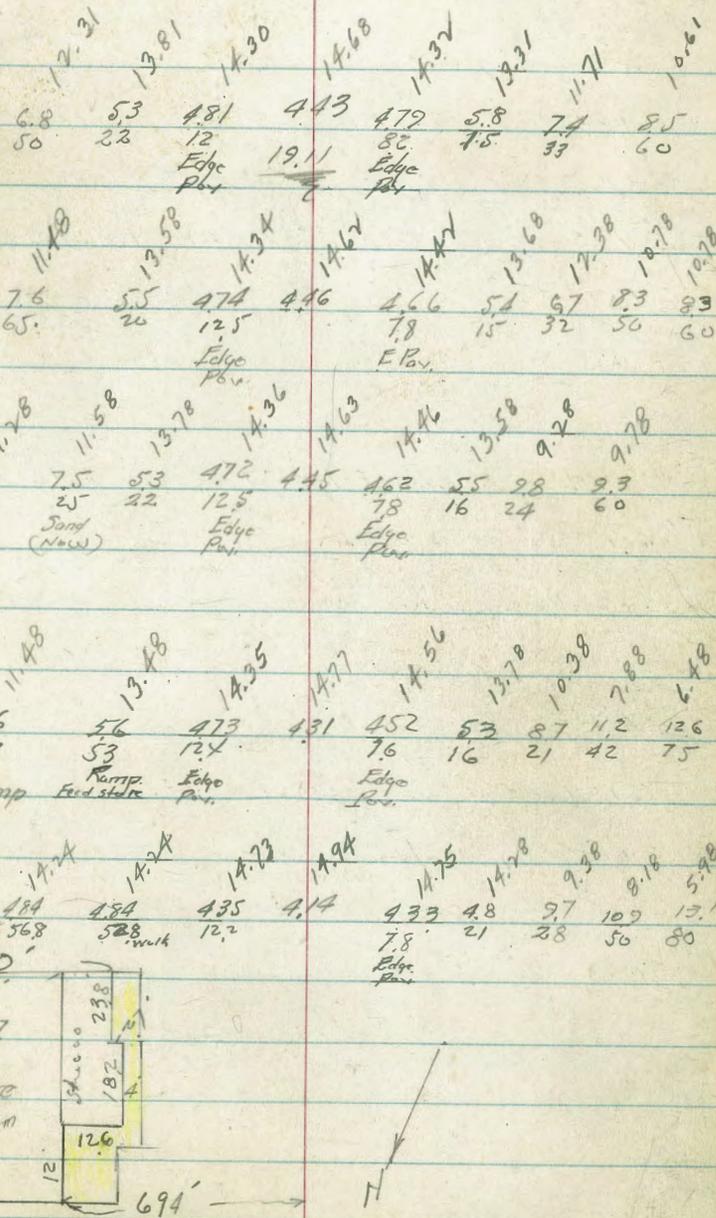
1908

ft.

ft.

ft.

31



1908

Moreau Blvd. - Cross Sections

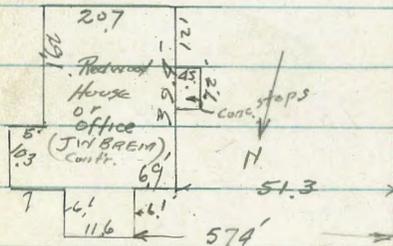
Lt. 2 Rt. 32

chk Starting BM 486
 6+83 = L Tel Guy Pole 28.2' Rt 6+83
 6+76 = Pole Anchor 28' Rt
 6+80 = Tel Pole # 4150 26.6' Lt.
 6+50

502
 1427-BM
 1425

6+83
 397' Rt = Pole Anchor

13.41 14.21 14.36 14.20 13.81 10.11 7.01 7.01
 57 4.90 4.75 4.91 5.3 9.0 12.1 12.1
 51 12.2 7.8 15 22 41 70
 Edge Pole
 17
 lumber yard



6+42 = 2 Elec Pole 26.7' Rt # 4614

6+28 38' Lt L (W)

6+25.5 = Beg House

13.01 14.29 14.49 14.27 14.11 9.21 8.21 6.71 6.71
 61 4.82 4.62 4.84 5.0 2.9 10.9 12.1 12.4
 60 12.1 7.8 15 22 31 48 70
 Edge Pole

6+27 = End Cur. Wall 41' Lt. 8"

6+24 = Beg Wall 1/2 Drive

6+06 = End Wall

Not Connected

5+88 = Beg 3.5' Cur. Block Wall 41' Lt. 8"

5+50

12.21 13.11 11.81 13.71 14.32 14.61 14.36 14.01 9.71 6.81 7.31
 69 60 73 54 4.79 4.50 4.75 5.1 2.4 12.3 11.8
 60 32 26 22 12 8 15 23 33 70
 Edge P Edge P

5+15

12.71 13.81 14.30 14.65 14.79 13.31 7.91 7.01 7.61
 64 53 4.81 4.46 4.82 5.8 11.8 12.1 11.5
 60 22 12 8 17 33 52 60
 F.P. 19.11 Edge Pole

Morena Blvd. - Cross Sections

8+55 cont

8+55

8+40

8+50 = 2' Tol MH 14.5' R Ref=559

File

8+47 = 2' Pole 27.8' R #4554

8+18 = 6' Pole 35.1' Lt. Tol Pole 4.58068 - H

8+00

7+70

7+41 = Bag Asphalt Pav. to Service Sta. on Lt

7+00

5,200

19.97

14.27

π corrected.

Lt.	L	11.6	12.0	33
14.06	14.29	14.35	13.96	14.33
541	518	512	551	514
70	205	205	191	552
Por. Gus. Sta.	Por. Gus. Sta.	Berm	Gut	11
				5.0
				14
				16
				26
				30
				36
				46
				57
				9.77
				11.07
				11.37

14.33	14.07	13.77	7.47	7.57
514	545	57	12.5	11.9
11	59	70	70	95
or	Loose	Not		
Shoulder	Fill	Ground		

14.41	15.03	14.33	13.91	14.07	7.47	7.57
506	544	514	556	54	12.0	11.9
60	193		11	20	72	95
Por. Gus. Sta.	Por. Gus. Sta.		or	Loose	Not	
			Shoulder	Fill	Ground	

13.86	14.15	14.08	14.31	14.08	13.47	13.97	7.47	7.57
561	532	537	516	539	60	55	11.8	11.9
635	50	18	7.6	20	39	58	80	
Edge Por. Gus. Sta.	Por. Gus. Sta.	Por. Gus. Sta.	E. Por.		Loose	Fill		

17.67	13.07	13.97	14.23	14.28	14.03	13.27	9.87	7.47	7.67
6.8	64	55	524	519	544	62	96	12.0	11.8
60	42	33	11.5		7.6	16	24	42	70
			Por.						

17.77	14.19	14.29	14.11	13.77	9.87	6.97	7.87
67	528	518	536	57	96	15.5	11.5
60	11.5		7.6	15	33	38	65
	Edge Por.	19.47	E. Por.				

B.M. Ld + TR = starting B.M.

Morawa Blvd - Cross Sections

St.

E.

Rt.

34

10+68 28.2' Rt = E Pole #4516

10+50

13.47 13.97 14.18 13.92 14.40 14.28 12.83 14.28 13.97 13.77
 55 50 479 505 457 469 514 469 50 52
 90 41 Berm 37 Gut 12 136 145 64 104
 = Edge Pav. = Edge Pav. Conc. Slop. Berm Conc. Edge Fill-Top.
 Valve Box.

10+47 12.2' Rt = MH = Water Dept Valve Box.

3- 2" x 6" Spliced + 8" x 8" Posts.

10+06 = Beg. Guard Rail 16.2' Rt. to 12+06 = End

TP 4.70 18.97 520 14.27

10+00

13.82 14.27 14.37 15.09 15.08 14.49 14.32 13.82 14.32 14.32 13.97
 565 520 510 438 439 498 515 565 515 515 55
 78 47 29 27 27 26 131 14 16 87
 Gut. S.E. Turnout. Gut. Berm Berm Gut. Berm Top Fill

9+84 = 1/2 3' x 5.7' 10.4' Rt

Tel.

9+67 = 1/2 Pole 34.5' Lt. P-4533 in Island.

9+50

13.84 14.02 14.34 14.92 14.41 14.33 14.38 14.08 14.03
 563 545 513 455 508 514 507 550 503 500 51 58 118 113
 100 50 23 26 24 185 130 144 16 17 75 85 120
 Pav. Gut. Berm Gut. at island Gut. Berm Sand. Nat.

9+62 = Pole Anchor 38.5' Lt.

9+00

14.02 14.16 13.87 14.26 14.26 13.85 14.33 13.91 14.37 14.37 13.97 13.07 7.87 7.67
 545 531 56 521 521 562 514 556 51 51 55 54 116 118
 80 71 30 28 27 26 Pav. Pav. Berm Berm
 Pav. Pav. Dirt Berm Gut. Pav. Pav. Berm Berm

8+81 35.6' Lt = 1/2 Tel Pole P-4553

8+70 Starts Rt of Pav. New Sand Fill from here on Ahead.

19.47

14.10 14.33 13.97 14.37 14.37 13.98 14.30 13.88 14.27 14.27 12.87 11.57
 534 518 55 510 510 549 517 559 52 52 66 79 118 90
 70 35 23 22 21 20.9 19.47 Pav. Pav. Berm Berm
 Pav. sto. Pav. Dirt. Berm

chk B.M (Starting) 470 1427 ✓

12+06 = End Guard Rail 18' Rt.

12+00

13.97	13.49	14.13	14.30	14.74	14.17	13.97	14.37	9.07	15.07	15.87
50	548	484	467	523	480	50	86	29	31	21
75	24	15		10.5	16.5	19	28	50	64	85
	Edge Pav.			Gut	Berm					

11+55

14.31	13.88	14.28	14.07	14.27	14.07	14.87	15.07
4.66	509	469	49	87	41	39	
	15	16	18	28	40	85	
	Gut.						

11+50

13.57	14.06	13.90	14.15	14.28	13.90	14.27	14.57	15.07
54	491	507	482	4.69	507	465	44	39
80	27.6	25.7	23.5	14.5	16	32	80	
	Berm	Gut.		Gut.	Berm			

11+45 34.3' W = 1/2 Tel Pole # 91509-H

11+00

14.07	14.16	14.02	14.36	14.37	13.95	14.38	14.38	14.27	14.37
47	481	495	4.61	460	502	454	459	46	16
31	36	27.3	15	13	14	15	65	16	25
	Berm			Gut.	Berm	Berm			
	Edge Pav			18.57					

18.97

LINDA VISTA RD - Cross Sections

L
= Linda Vista Rd.

1+35 34.3 RT = Pole Anchor.
1+00

28.20
03 01 8.2 8.39 7.85 7.65 7.85 8.42 8.59 19.91 29.10 28.00
50 34 21 19 10 10 192 213 6ut. 31 50

0+53 30.4 LT = Elec Pole # 4797
0+50

29.70
+1.2 10.9 5.8 7.2 7.05 6.53 6.40 6.58 7.20 7.4 5.7 0.0 +1.1
50 33 24 21 19 10 10 19.3 21 24 31 40
6ut.

0+00
0-11 34.1 RT Tol Pole # 458066-H

30.30 29.90 27.70 21.30 21.45 21.97 27.10 21.92 21.30 21.10 22.80 28.50 29.60
+1.8 +1.4 6.1 5.96 5.25 5.10 5.26 5.65 5.9 7.15 +1.5
50 32 23 20 10 10 19 21.5 32 50
6ut.

0-87 29.3 LT Elec Pole # 4825
0-50

30.70 30.30
+2.2 +1.8
50 31
24.40 23.80 23.94 24.44 25.70 25.38 24.99 25.00 30.60 31.00
41 47 456 406 280 317 351 35 +21 +25
24 187 176 104 19 21 22 31 50
6ut.

0-100'

30.50 30.50
+2.0 +2.0
50 30
25.50 25.00 25.39 25.74 25.90 25.54 25.98 26.30 30.50 31.10
3.0 3.8 3.11 2.76 2.60 2.96 3.12 2.2 2.0 +2.6
22 20 17 15 10 17.6 20 28 31.0 80
Per Per

TP 7.16 28.50 0.21 21.34
TP 8.80 21.55 6.22 12.75
4.70 18.97 14.27

28.50

LINDA VISTA RD - Cross Section 10725

Lt

Linda Vista Rd

Rt

37

3+50

13.84
4.6 46
50 31

13.24
14.69
14.69
14.22
14.68
14.77

52 375 375 422 376 357
25 21 18.5 17.5 10 10

Berm

14.64
14.37
14.90
14.92
13.34
12.34

380 412 354 352 51 61
10 18 19 21 27 50

Gut Berm

3+29

Tel Pole # 39' RT # 422600-H

14.54
15.64
15.64
15.17
15.44

39 280 280 327 300
50 21 18 17 10

Berm

14.60
15.14
14.84

384 332 36
22 31 50

Edge Drive

3+00 Cont.

TR 286 18.44 1292 15.58

3+00

2+98 28' RT - (LD)

2+50

17.90
17.40
16.80
16.34
16.78
16.96

106 111 117 1216 1172 1154 1172 1231 1250 1218 125
50 28 19 17.5 10 10 10 19 22 31.4 50

Gut Edge Drive AC. Pav.

2+37

29.1' Lt Elec. Pole # 4733

2+31 = Drive way to Nursery AC. Pav.

19.20
19.00
17.00
16.94
17.31
17.45

93 95 115 115 119 1105 1122 1168 1205 108 1033
50 27 21 19 10 10 10 18 23 29 50

2+00

22.20
16.3 80

22.00
17.90
17.64
18.12
18.27
18.14
17.59
17.34
21.00
20.70

65 106 1086 1038 10 23 1036 1091 1116 25 78
29 21 18.3 10 10 10 133 21 29 50

1+57

34.3 RT = Tel Pole # 309540-H

1+50

38.50

25.30
26.00
18.90
18.80
19.34
19.54
19.35
18.81
18.54
25.80
25.30

32 25 96 270 914 896 915 969 296 27 32
50 33 21 19 10 22.50 10 187 213 34 50

Gut

LINDA VISTA RD. - Cross Sections.

9+19 14.2' Lt = 8' Pole Elec. # 4531 22.5' Lt = Anchor
 9+00 43' Rt = (W)
 8+88 = 46.5' Rt = Pole Anchor.
 8+77 40' Rt = Tel Pole # 407090-H
 8+50

7+95.42 = Ahead This Section
 7+53.35 = Back B.C. Lt. on "A" Line E

Sections Cont on "A" Line E = 8' Lt this dir

7+03 = Seg Drive G.S. Sta.

7+00

13.29 13.79 13.86 13.40 13.60 13.99 13.86 13.54 14.03 13.89
 54 49 483 529 509 470 483 515 466 48
 27 24 45 35 13 24 38 39 80
 at both house Barm Gut Gut Barm

13.19 13.71 13.28 13.62 13.79 13.65 13.48 14.05 14.47 13.83
 55 498 541 507 490 504 521 464 522 486
 31 87 75 95 188 266 285 33 50
 at both house Barm Gut Barm Drive Drive

13.39 13.53 13.04 13.47 13.56 13.37 13.04 13.63 13.67
 53 576 565 522 513 532 581 506 502
 50 103 92 8 18 252 267 50
 Barm Gut Gut Barm Drive

12.79
 520
 175

12.59 13.37 12.87 13.21 13.37 13.12 12.78 12.79
 61 532 582 548 532 557 591 59
 50 185 175 10 10 18 50
 Barm Gut

18.69

LINDA VISTA Rd. - "A" Line - Cross Sections

LINE

70

Cont Page 52

chk starting BM P28 441 $\frac{0.01}{14.27}$
1428

10+85.85

14.01 14.14 14.36 14.96 14.18
168 455 433 473 4.51
53 51 22 2
Cut Berm Cut

10+50

13.29 14.22 13.95 14.25 14.40 14.37 13.83 14.18
54 447 474 444 429 432 486 451
80 29 257 19 10 30 31
Berm Cut Berm Cut Berm

10+00

13.19 14.10 13.80 14.19 14.20 14.33 14.03 14.50
52 459 489 450 449 436 466 419
50 39 60 9 257 61.5 81 83
Berm Cut Berm Cut Berm

9+50 Cont.

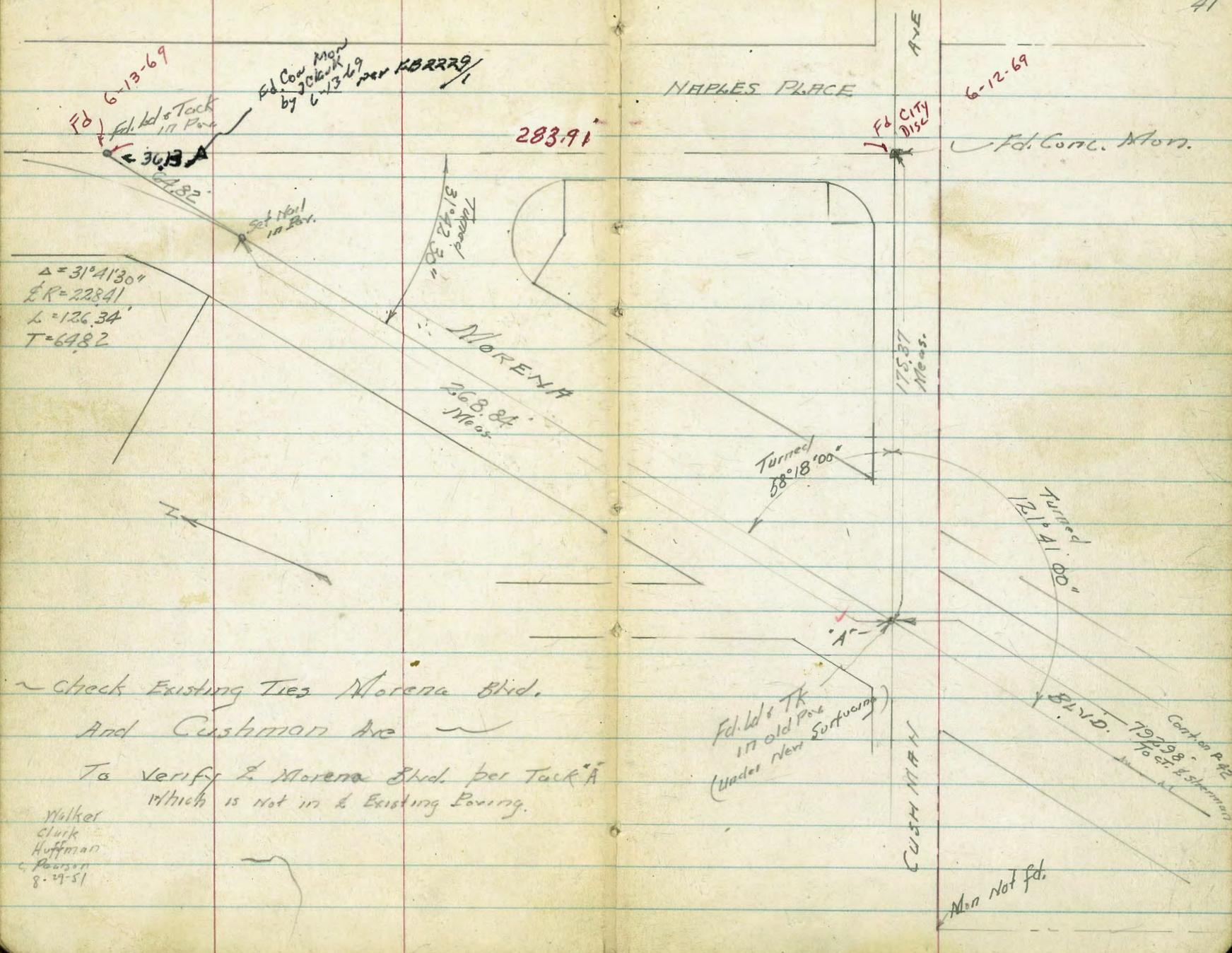
14.86 14.29 14.21
383 440 148
592 631 85
Berm Cut Hill Forward

9+50

13.39 14.98 14.11 13.80 14.07 14.11 14.71
53 471 458 489 462 458 398
50 15 37 12 331 346
Berm Cut Berm Cut Berm
at Island.

9+20 = (W) 9.564
18.67

18.69



6-13-69

Fd. Com. Mon
by 6-13-69 per KBRRZ

283.91

6-12-69

Fd. Com. Mon.

$\Delta = 31^{\circ}41'30''$
 $R = 228.41$
 $L = 126.34'$
 $T = 64.82$

Set Nail
in Post.

31.18
meas.

175.87
Meas.

Turned
58°18'00"

Turned
51°11'00"

~ Check Existing Ties Morena Blvd.
And Cushman Ave ~

To Verify Δ Morena Blvd. per Task A
Which is Not in Existing Paving.

Walker
Clark
Huffman
C. Pearson
8-27-51

Fd. Com. TK
in old Post
(Under New Surfacing)

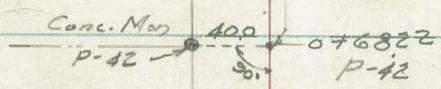
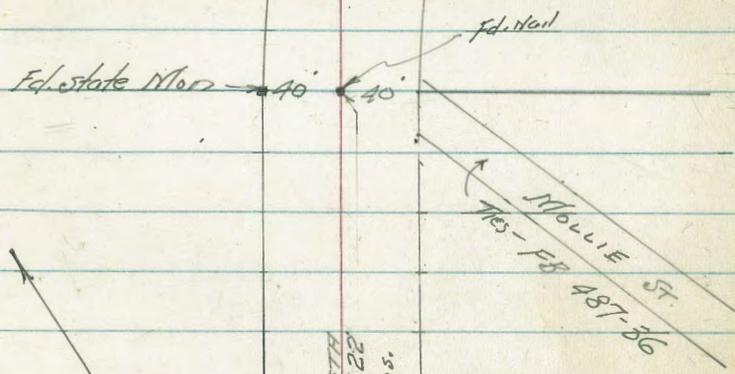
CUSHMAN

Continue P 42
792.98
to st. of Skimmer

Mon Not fd.

~ Tres-LINDA VISTA RD. ~

Marcia Bridge Approach



Alignment Morana Blvd & Linda Vista Road.
"A" Line

45

+76.03 EC	18° 28.50'	
+50	17° 38.77'	
13+0	16° 03.28'	1147 31' 58.40"
+50	14° 27.79'	A 36° 57'
12+0	12° 52.30' ✓	R 900'
+50	11° 16.81' ✓	T 300.70
+11.35	11° 09.84'	L 580.41
11+0	9° 41.32' ✓	F 4890
+85.82 POC	9° 14.21' ✓	D, 19098
+50	8° 05.82' ✓	
10+0	6° 20.33' ✓	
+50	4° 54.84' ✓	
9+0	3° 19.85' ✓	
+50	1° 43.86' ✓	
8+0	0° 08.37' ✓	
7+95.62 = B.C. Lt.		
7+53.55 Back		

B Line

46

+22.13 FC	26° 21.73'	
11+0	23° 52.58'	Δ 52° 49' 27"
+75	21° 00.69'	∠ 8 250'
+50	18° 08' 80"	T 124.17
+25	15° 16.92'	L 230.49
10+0	12° 25.03'	D ₁ 6.8755
+75	9° 23.14'	
+50	6° 41.25'	
+25	3° 49.37'	
9+0	0° 57.48'	
+91.64 P.R.C.	0° 00' 7° 55.39'	
+75	6° 58.19'	Δ 15° 50' 47"
+50	5° 32.25'	∠ 8 500'
+25	4° 06.31'	T 69.59
8+0	2° 40.37'	L 138.29
+75	1° 14.43'	D ₁ 3.4377
7+52.35 BC PK		

C Line

47

+96.79 FC	10° 39.25'	
+75	10° 08.04'	
+50	9° 32.23'	
+25	8° 56.42'	
10+0	8° 20.61' ✓	Plan Δ 21° 17' 20"
+75	7° 44.80'	Δ 21° 18' 30"
+50	7° 08.99' ✓	q R 1200'
+25	6° 33.18'	T 225.75
9+0	5° 57.37' ✓	L 446.28
+73.65	5° 19.62' ✓	F 21.05
+50	4° 45.75' ✓	D ₁ 1.4324
+25	4° 09.94'	
8+0	3° 34.13' ✓	
+75	2° 58.32'	
+50	2° 22.51' ✓	
+25	1° 46.70'	
7+0	1° 10.89' ✓	
+75	0° 55.08'	

L + 50 57' BC Rt
L + 27.567

D" Line

48

Cross Section Morona Blvd.

Sketch Page 27

Lt. East

8

Rt. West 47

16+0

Reduced
9/51 Udove

14.27 14.24 13.68 14.12 13.97 12.67 13.57 8.97 7.97
 4.10 4.13 4.19 4.25 4.4 4.7 4.8 10.0 10.4
 170-FLC 150-FLC 32-FLC 30-Berm 26 18 50 75

+50

14.59 14.46 14.01 14.25 14.25 13.87 13.47 12.37 7.57 8.07
 3.98 2.93 4.26 4.12 4.5 4.5 4.5 10.8 10.3
 73-Berm 55-Berm 50 12-FLC 10-Top Berm 25 20 55 75

+25

13.77 13.84 14.02 14.25 13.82 14.21 13.97 12.77 12.97 7.37 7.47
 4.60 4.53 4.35 4.12 4.55 4.6 4.5 5.6 5.4 11.0 10.9
 70-FLC 75 45 30-FLC 3-FLC 1-Top Berm 25 50 80

9+0

13.47 13.57 14.02 13.54 14.20 14.04 13.77 14.19 12.27 11.07 7.57 7.27
 4.9 4.8 4.35 4.83 4.17 4.33 4.5 4.21 4.25 7.3 10.8 11.0
 100 80 75-FLC 26-FLC 8-Top Berm 25 50 80

8+81.28 L 21° 19' Rt

Take 2 as split off

12.27 13.98 14.07 13.77 14.17 13.74 14.14 13.68 14.12 13.17 9.97 9.57 8.67 8.37
 4.45 4.37 4.3 4.6 4.20 4.63 4.25 4.68 4.25 5.2 8.4 9.0 10.7 11.0
 100 57 58 27 30 30 30 130-FLC 150-Berm 50 40 50 75 100
 0.11 0.11 0.11 250-Berm

BM

4+0

18.37

14.27

Sketch
Page 26
bedrock

18.37

Morena Blvd.

13+0

+50

12+0

+50

+31

37.7 Rt. of Base Line = $\frac{1}{2}$ Flancher Pole * 1490

11+0

10+50

1837

Lt.

Rt.

Rt.

50

	16.07	15.77	15.27	12.07	8.97	8.77
23	26	21	23	26	26	26
25			10	26	26	26

	16.17	15.57	15.27	8.57	8.37
22	28	26	28	28	28
25		26	22	20	20

	15.67	14.87	14.27	8.67	8.17
27	25	26	27	29	20
26					

	14.67	13.97	13.57	13.27	8.17	7.87
27	24	28	26	28	28	28
26						

	14.17	13.77	13.57	13.67	8.57	9.27
22	26	26	28	27	28	26
26						

	13.68	14.17	14.27	13.87	13.67	14.97	8.37	8.87
19	45	41	45	47	44	48	48	45
20	25	25	25	26	25	25	25	20

1837

Marens Blvd.

LT

LB

RT

51

14+0

	15.77	16.07	15.87	14.57	7.87	7.37
$\frac{26}{95}$		$\frac{26}{95}$	$\frac{25}{95}$	$\frac{38}{95}$	$\frac{105}{70}$	$\frac{110}{90}$

13+50

	16.27	16.37	15.37	15.87	7.07	7.67
$\frac{26}{95}$		$\frac{26}{95}$	$\frac{30}{95}$	$\frac{25}{95}$	$\frac{118}{80}$	$\frac{107}{75}$

1837

1867

Cross Section Linda Vista Road

"A" Line

St. E

St.

Pt. 11

52

+75

11.28
 $\frac{21}{50}$ 14.18
 $\frac{28}{25}$ 15.88
 $\frac{2}{25}$ 15.88

12+0

10.58
 $\frac{24}{50}$ 10.88
 $\frac{43}{34}$ 15.98
 $\frac{28}{25}$ 16.18
 $\frac{22}{25}$ 15.68

+50

9.28
 $\frac{27}{50}$ 9.18
 $\frac{28}{30}$ 16.18
 $\frac{29}{25}$ 16.28
 $\frac{23}{25}$ 15.68

12+0

9.78
 $\frac{27}{50}$ 9.18
 $\frac{28}{30}$ 15.98
 $\frac{29}{25}$ 15.68
 $\frac{23}{25}$ 15.28

+50

13.68
 $\frac{20}{48}$ 14.28
 $\frac{15}{34}$ 10.88
 $\frac{21}{27}$ 9.28
 $\frac{14}{19}$ 14.58
 $\frac{40}{25}$ 14.18
 $\frac{15}{25}$ 14.48

11+0

13.72
 $\frac{21}{45}$ 14.21
 $\frac{27}{30}$ 13.79
 $\frac{16}{25}$ 14.26
 $\frac{17}{35}$ 14.28
 $\frac{18}{35}$ 14.18

RM

471

1898

14.27

Sketch
 Page 26

1898

SEC 9 P 40

"H" Line

Lt

Z

H

53

1410

8.4 50	10.58	8.5 35	10.48	8.1 33	15.88	8.1 33	15.88	8.1 33	15.88
-----------	-------	-----------	-------	-----------	-------	-----------	-------	-----------	-------

7608 E.C.

8.2 58	10.78	8.1 34	10.88	8.8 38	16.18	8.1 33	16.38	8.1 33	16.68
-----------	-------	-----------	-------	-----------	-------	-----------	-------	-----------	-------

1375000

8.3 50	10.68	7.1 36	11.58	8.7 38	16.28	8.6 36	16.38	8.5 35	16.48
-----------	-------	-----------	-------	-----------	-------	-----------	-------	-----------	-------

1898

1898

Cross Section Maps
 Morena Blvd. to Linda Vista Road

Indexed

Sept. 17, 51
 Mission Lt.
 Clark
 PORG'S
 FITZ

81 51

3+0

10.86
 $\frac{51}{50}$
 11.56
 $\frac{47}{25}$
 11.46
 48
 11.86
 $\frac{44}{25}$
 12.06
 $\frac{43}{50}$

4+0

10.56
 $\frac{57}{50}$
 11.26
 $\frac{45}{25}$
 11.56
 47
 11.96
 $\frac{42}{25}$
 12.56
 $\frac{37}{50}$

1+0

10.36
 $\frac{59}{50}$
 11.26
 $\frac{45}{25}$
 12.26
 45
 12.76
 $\frac{35}{25}$
 13.36
 $\frac{39}{50}$

1+82.32

10.86
 $\frac{5}{50}$
 11.26
 $\frac{50}{25}$
 12.46
 38
 13.06
 $\frac{32}{25}$
 12.46
 $\frac{38}{28}$
 10.96
 $\frac{45}{25}$
 12.46
 $\frac{31}{50}$

4+0

11.26
 $\frac{50}{50}$
 12.06
 $\frac{42}{25}$
 12.56
 37
 13.66
 $\frac{26}{22}$
 14.12
 $\frac{31}{22}$
 FH
 72

0+0

14.46
 18
 16.26
 16.26
 16.26

TP	412	16.26	558	1214	Sketch Page 26
BM	345	17.72		14.27	

Hapa

Lt.

Z

Rt

65

x81

$\frac{12.27}{50}$ $\frac{12.77}{35}$ $\frac{12.17}{49}$ $\frac{11.57}{55}$ $\frac{12.87}{43}$ $\frac{12.27}{980}$ $\frac{12.56}{451}$
 $\frac{12.27}{1500795}$

x50

$\frac{11.07}{50}$ $\frac{10.77}{63}$ $\frac{11.57}{55}$ $\frac{11.97}{51}$ $\frac{11.87}{53}$ $\frac{12.27}{50}$

440

$\frac{8.67}{84}$ $\frac{8.17}{89}$ $\frac{11.07}{50}$ $\frac{11.87}{57}$ $\frac{11.87}{52}$ $\frac{11.67}{51}$

x50

$\frac{8.67}{84}$ $\frac{9.37}{77}$ $\frac{11.47}{56}$ $\frac{11.77}{53}$ $\frac{11.77}{50}$ $\frac{11.47}{56}$

TP 4.57 17.07 376 12.50

17.07

340

$\frac{9.26}{70}$ $\frac{9.26}{70}$ $\frac{11.26}{50}$ $\frac{11.36}{49}$ $\frac{11.56}{47}$ $\frac{11.66}{46}$ $\frac{11.66}{46}$

2750

$\frac{10.86}{54}$ $\frac{11.56}{47}$ $\frac{11.66}{44}$ $\frac{11.46}{48}$ $\frac{11.86}{44}$

1626

1626

Hopa

52

8

TP

2.81

1426

8/11
Shake
Page 26

5-106.14 = 5464057

1707

13.08

3.99
Dolphin
Park

1707

Fd Hub
Page 21
18.77

Chestnut

25.25

Fd Nail

10+00.8

07.0

7+00.4

rd hitting rd

Fd Nail

Fd Hub

6+59.14

50 x 50

7+18.25

50

3+50.11

Sunset

Fd Nail

Crosses
on Mill

2+50.11

Reservoir

Taylor
Site 2138-6

Fd Hub

07.0

Scout St.

25.18

Crosses
on Mill

Fd Nail

Cross Section Rosecrans St.
 Swan St to Chestnut

Indexed

TP 550 1093 452 543

2+0

+50

1+0

+50

0+0 = N. 1/2 Swan St

0-25 = 1/2 Swan St

BRJ 5.83 9.95
 ✓ SEBP
 4.78 Swan St
 Taylor

Lt. SW 1/4 2 RT. NW 1/4 58

6.2 6.2 6.0 6.6 6.4
 $\frac{48}{35}$ $\frac{18}{15}$ 4.7 $\frac{14}{15}$ $\frac{16}{35}$

6.0 6.0 6.1 6.1 6.2
 $\frac{50}{35}$ $\frac{52}{15}$ 4.9 $\frac{42}{15}$ $\frac{48}{35}$

6.2 6.9 6.1 6.6 6.7
 $\frac{48}{35}$ $\frac{51}{15}$ 4.9 $\frac{45}{15}$ $\frac{43}{35}$

6.9 6.9 6.1 6.1 6.4
 $\frac{51}{35}$ $\frac{51}{15}$ 4.9 $\frac{42}{15}$ $\frac{46}{35}$

6.1 6.9 6.1 6.0 6.1
 $\frac{49}{35}$ $\frac{51}{15}$ 4.9 $\frac{52}{15}$ $\frac{49}{35}$

5.34 5.28 5.32 5.42 6.21 5.22 5.06
 461 467 467 453 444 473 487
 1000' FC 500' FC 2500' FC 1500' FC 1500' FC 1000' FC

9.95

Roscorans St.

H. 2 Pt. 57

150

b.6	b.8	b.9	b.9	b.9
$\frac{53}{25}$	$\frac{57}{15}$	50	$\frac{50}{15}$	$\frac{50}{25}$

410

b.6	b.4	b.6	b.8	b.6
$\frac{53}{25}$	$\frac{55}{15}$	53	$\frac{51}{15}$	$\frac{53}{25}$

3750.11 = N.L. Sunset

b.5	b.8	b.6	b.6	b.8
$\frac{54}{25}$	$\frac{56}{15}$	53	$\frac{54}{15}$	$\frac{51}{25}$

3725.11 = S. Sunset

b.5	b.5	b.60	b.5	b.5	b.4
54	$\frac{54}{15}$	5.33 1.44 1.44	$\frac{54}{15}$	$\frac{54}{25}$	$\frac{52}{25}$

3700.11 = S.L. Sunset

b.4	b.5	b.4	b.5	b.4
$\frac{55}{25}$	$\frac{56}{15}$	57	$\frac{54}{15}$	$\frac{55}{25}$

2750

b.6	b.5	b.5	b.6	b.5
$\frac{53}{25}$	$\frac{54}{15}$	54	$\frac{53}{15}$	$\frac{51}{25}$

10.93

10.93

7+00.11 = N6

6.8	6.6	1.0	6.8	6.1
$\frac{4.7}{25}$	$\frac{4.3}{15}$	3.7	$\frac{4.1}{15}$	$\frac{4.2}{25}$

7+75.14 = Z

WHITMAN

6.9	6.9	1.0	1.0	6.9
$\frac{1.0}{25}$	$\frac{4.0}{15}$	3.9	$\frac{3.9}{15}$	$\frac{4.0}{25}$

+50.14 = S.L.

WHITMAN

6.8	6.6	6.8	6.8	6.8
$\frac{4.4}{25}$	$\frac{4.3}{15}$	4.1	$\frac{4.1}{15}$	$\frac{4.1}{25}$

640

6.6	6.5	6.8	6.8	6.8
$\frac{4.3}{25}$	$\frac{4.1}{15}$	4.1	$\frac{4.1}{15}$	$\frac{4.1}{25}$

+50

6.4	6.3	6.6	6.7	6.6
$\frac{4.5}{25}$	$\frac{4.6}{15}$	4.3	$\frac{4.3}{15}$	$\frac{4.3}{25}$

570

6.4	6.1	6.3	6.2	6.4
$\frac{4.7}{25}$	$\frac{4.8}{15}$	4.6	$\frac{4.7}{15}$	$\frac{4.7}{25}$

10.93

10.93

Rosecrans St.

Lt

Z

pt

61

10+00.18 - 5.2 Chestnut

1.5	1.6	1.6	1.1	1.1
4.9	4.9	4.9	5.3	5.3
2.5	1.5		1.5	2.5

+50

1.4	1.4	1.6	1.4	1.4
5.0	5.0	4.9	5.1	5.1
2.5	1.5		1.5	2.5

9+0

1.2	1.1	1.4	1.1	1.2
5.3	5.3	5.2	5.3	5.2
2.5	1.5		1.5	2.5

+50

1.2	1.0	1.1	1.1	1.1
5.2	5.4	5.2	5.3	5.3
2.5	1.5		1.5	2.5

8+0

1.2	6.9	1.1	1.1	6.1
5.2	5.5	5.2	5.3	5.7
2.5	1.5		1.5	2.5

TP

491

1242

342

7.51

12.42

7+50

1.0	6.8	6.1	1.0	6.9
3.9	4.1	4.0	3.9	4.0
2.5	1.5		1.5	2.5

10.93

1092

Rosecrans St.

62

St.

St.

St.

11 + 50/8 = 11.6

10 + 25/18 = ~~11~~ Chart out

12.42

10.4	1.1	1.0	1.0	1.0
2.0	4.7	5.1	5.1	1.9
2.5	1.1		1.5	2.5
STOPPED				
DORIS				
1.4	1.4	1.0	1.4	1.0
5.0	5.0	5.1	5.1	5.1
2.5	1.5		1.5	2.5

12.42

Cross Section Charfnut St.
Roscreans to Taylor.

Indexed

L.N.W.

2

Rt. SF 4 62

+50

1.3 1.1 1.3 1.3 1.5
5.5 5.5 5.5 5.5 5.5
25 25 25 25 25

TP 571 12.81 5.32 7.10

12.81

2+0

1.5 1.9 1.3 1.0 1.0
4.9 5.5 5.1 5.4 5.4
25 25 25 25 25

+50

1.0 1.3 1.1 1.1 1.4
5.4 5.1 5.3 5.3 5.3
25 25 25 25 25

1+0

1.3 1.4 1.4 1.4 1.1
5.1 5.2 5.2 5.2 5.3
25 25 25 25 25

+50

1.5 1.3 1.4 1.4 1.4
4.9 5.1 5.2 5.2 5.0
25 25 25 25 25

0+0 = East Line Roscreans

1.5 1.1 1.3 1.4 1.1
4.9 5.3 5.1 5.2 5.3
25 25 25 25 25

12.42

12.42

B.M. 3.63 20.18 ✓ SW 1/4 Taylor St
 + SP River
 Bridge
 20.67

TP 11.86 23.81 0.86 11.95

310 = SW 1/4 Taylor St

1281

4.9 7.87 7.88 7.32 7.67 7.90
 49 4.91 4.93 5.49 5.14 4.71
 25 4.8 1.75
 1.75
 12.81 ✓

Survey Parcel 20 Block 393

Old Town

Cor Chestnut & Roscorans

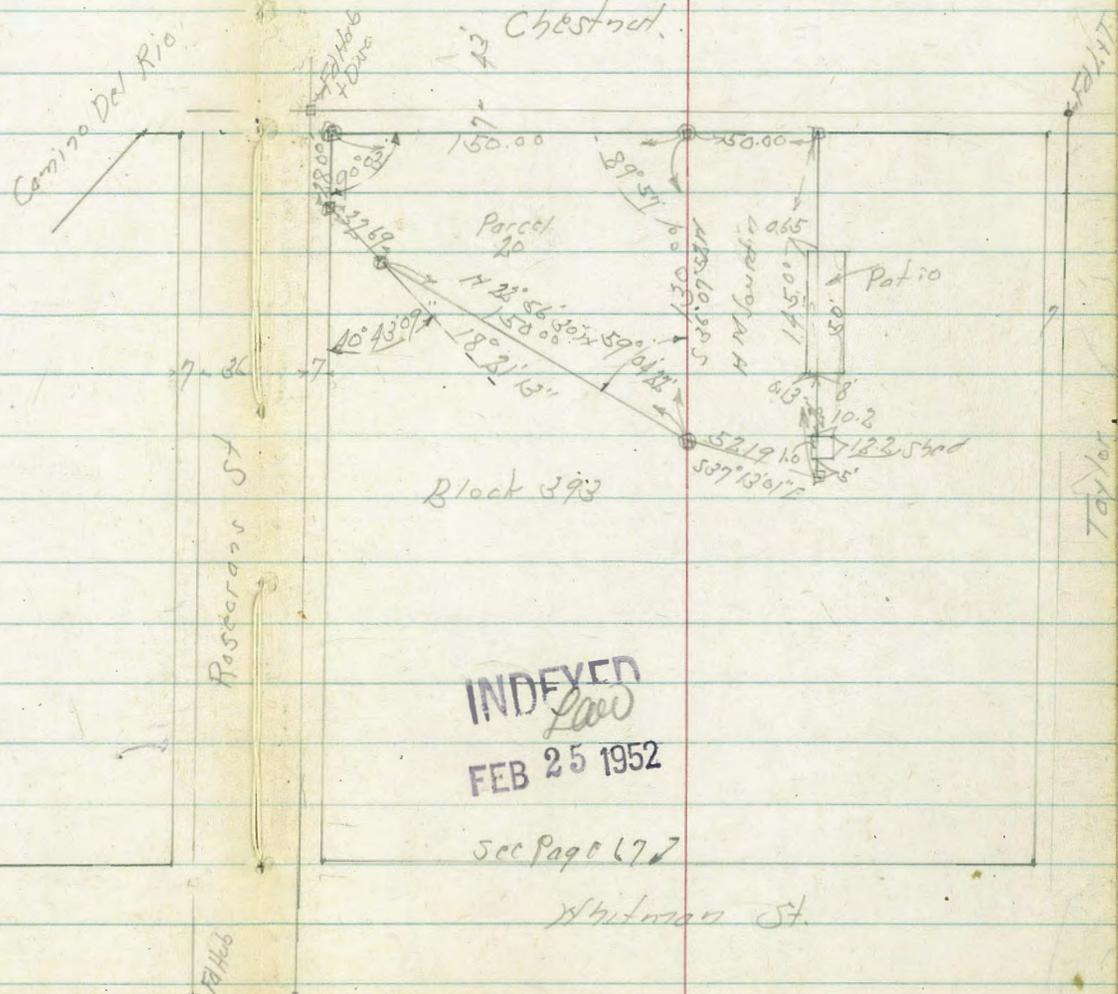
Sec 2305 L. #150. 8841 L

Jan. 10-52

H. Sisson
Garber
Rorer
Fritz

65

Denote
Hub + One Set B
2" P.P.C. Case Filled
+ City Desc.



INDEXED
LAW
FEB 25 1952

See Page 67

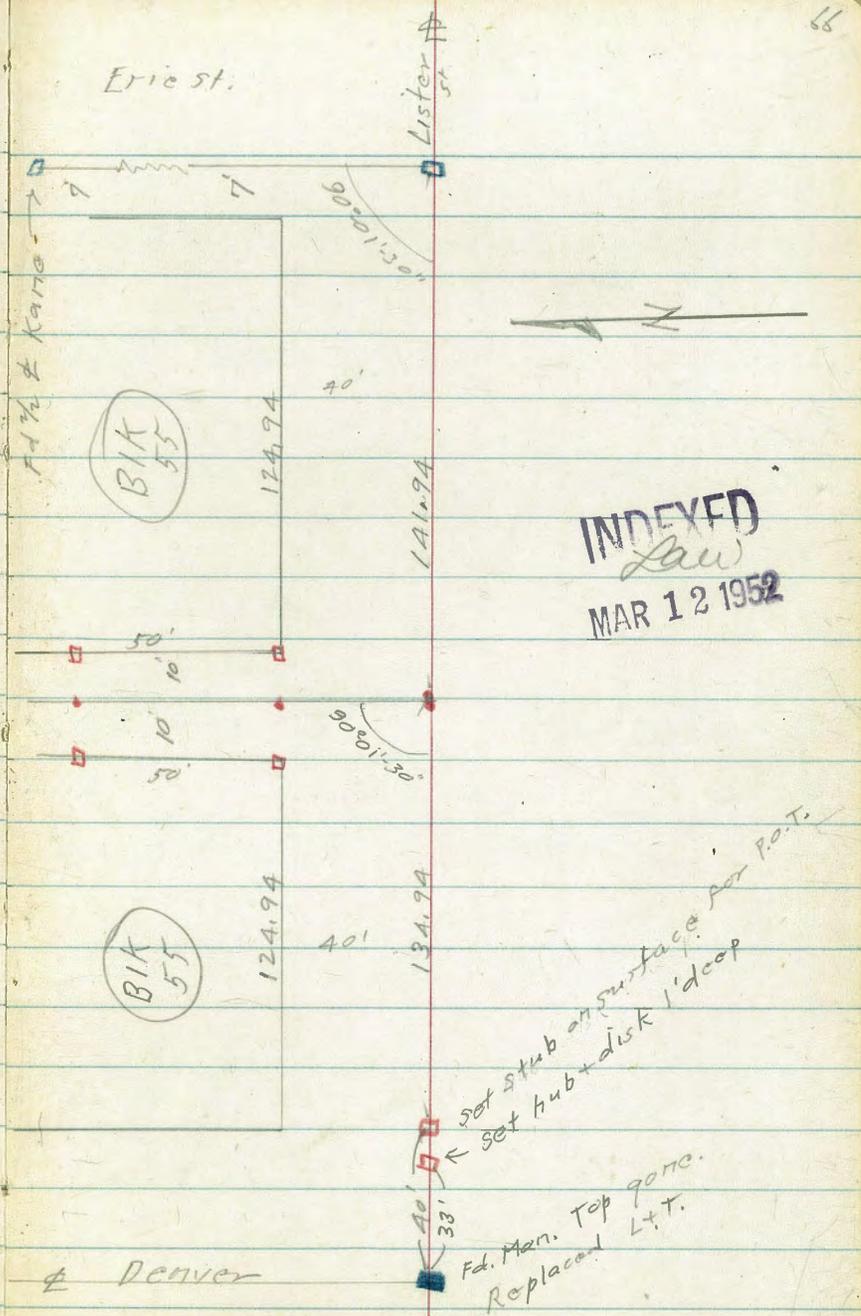
Whitman St.

BIK. 55 Mörena
Stake Alley Closing.

Sommermeier
Be99
altman

Mar. 11, 52
W.O. #27456

Staked as per sheet 4391-B.



INDEXED
Law
MAR 12 1952

Moreno Blvd. South Approach
 Right of Way Block 393 + 394 Old Town

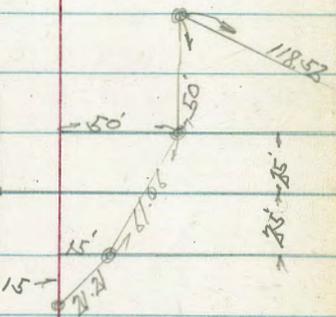
Indicators
 © 2" Pipe Conc Filled
 + Disc

May 9-52
 H.S. Sisson
 Garber
 Fritz
 W.O. 22051

67

Whitman St.

Fd. Conc
 7507



Block 393
 See Page 65

N 28° 57' 52" W
 118.53

Fd. L+T

553° 55' 08" E

conc and ft
 foundation

H 551 1/2 ft

Block 394

553° 07' 52" W

Taylor St.

INDEXED
 law
 DEC 22 1952

Reverend St.

553° 07' 52" W

25 x 25

7 x 13 x 50

Sunset St.

118.53

Fd L+T

Final Cross Section. Area Between
Camino Del Rio + San Diego River Dyke
East of Santa Fe R.R. Sec 2138 Page 22

Original Sections + Base Line Sec 2138 Page 19-21-22

70+0 18.2 10.6
 8.9 8.5
 300 362

4.2 4.4 4.3 3.8 3.2 5.2 5.4 9.9
 119 147 148 153 159 139 137 92
 350 300 330 300 84 86 98 37

+50

17.4 5.0 4.3 4.0 3.0 4.8 4.9 5.1 6.8
 17 141 148 151 161 143 142 134 12.8
 300 255 300 150 100 83 80 18 8.0

69+0

Taken 90° to Base

15.8 7.0 5.8 4.0 3.4 3.9 4.3 5.6
 33 115 133 151 157 152 148 12.5
 300 272 330 200 150 100 80 80

+89 Sec B

Taken on Diag

17.6 15.1 8.9 7.2 4.2 4.0 3.7 4.1 5.2
 15 40 123 117 147 151 154 150 139
 330 300 280 250 300 150 100.6 50 80

68+66 Sec H = Original Ground Taken on Diag

15.7 16.1 16.1 15.7 14.9 14.5 14.1 13.9
 34 80 80 34 43 46 50 57
 300 250 300 150 100.6 50 25 80

TP 0.52 19.06 265 18.54
 BM 10.65 21.19 10.54 Camino Del Rio
 + Moreno 8th

19.06

July 10. 1906

Foster

Hoffman

Kelley

110.22051 left part

Base line

88

Rt. 2138

TP 0.56 19.44 4.51 18.88 ^{5/4 6 Top} 27.70+50
Dyke

Left = North

73+0
18.8
16
280
220 = Top

10.7 5.1 4.9 4.9 4.1 5.9 8.6 17.9
127 183 185 185 193 175 148 55
223 209 200 150 100 48 31 230 = Slope
220 = Top

+50
17.9 9.2 5.4 5.2 5.1 4.6 5.4 6.7 9.4
55 142 180 182 188 188 180 167 140
239 230 204 200 150 100 52 45 35 = Top
Dyke

18.4 8.8 5.9 5.5 5.0 4.8 4.6 6.2 10.2
50 146 175 179 184 186 188 172 133
270 270 230 200 150 100 73 50 38
Top
Dyke

+50
18.1
52
282

13.2 8.6 5.6 5.6 5.7 4.9 5.2 8.6
102 148 178 178 177 185 182 148
267 244 232 200 150 100 59 45 59
Top
Dyke

TP 10.76 23.39 6.42 12.63

23.39

71+0
18.1 14.7 9.8
10 14 10.1
292 273 247
Top
Dyke

5.1 5.7 6.6 4.5 5 5.3 7.8 7.9
124 131 125 146 146 182 143 113
270 200 184 130 100 81 53 38
Top
Dyke

70+50
17.9 16.3
62 38
300 = Top
Dyke

10.0 5.2 5.4 4.9 3.4 6.6 8.9 9.0
91 129 137 146 157 189 102 101
276 253 200 150 100 84 54 44
Top
Dyke

76+0

17.9	12.7	12.6
15	67	68
202	187	175

+50

18.0
14
207

75+0

18.0
14
211

+50

74+0

18.2
12
237

73+50

18.5	142
0.9	52
248	235

19.44

Jan. 12. 53

70

Lt = North

3
A

10.9	10.9	6.4	4.9	4.6	4.9	9.0	10.3	16.6
8.5	8.5	130	145	148	146	101	91	38
170	158	143	100	75	48	43	27	28

16.9	130	6.5	5.0	4.9	4.7	5.6	16.5
25	14	129	136	145	147	135	29
300	180	155. Tor	145	100	70	40 = Tor	22 = High

15.8	11.7	5.1	5.0	4.6	5.0	5.9	7.1	17.1
36	77	137	144	149	144	125	147	23
200	186	165	150	100	85	40	31 = Tor	15 = High

17.9	12.1	6.0	4.8	5.4	5.1	7.2	20.0
45	47	134	146	140	57	122	+46
216	200	173	150	100	50	25 = Tor	10 = High

16.5	11.6	6.4	4.4	4.7	5.5	8.3	22.2
29	78	133	150	147	139	111	+38
222	206	193	150	100	58	39	8 = High

9.9	4.4	4.6	4.3	4.8	6.9	9.2	24.6
25	150	148	151	146	126	102	+52
213	195	150	100	87	44	30 = Tor	6 = High

19.44

BM 10.59 10.54
 TP 399 2113 5.70 17.14

* Mo?
 Camino Del Rio
 * Morona
 (10.84)

+50

78+20

+75

+50

TP 5.70 22.84 230 17.14

77+0

76+50

19.44

Lt. North

B

71

18.2 14.4 13.0 16.8 18.4 26.0
 16 8.4 9.8 10 1.1 +3.2
 147 142 134 100 90 77
 5.70
 1.70
 1.70

18.6 10.8 8.7 8.9 11.9 15.4 24.2
 12 12.0 14.1 13.9 12.9 7.4 +3.1
 153 140 133 106 92 76 38

11.4 9.7 18 1.7 7.6 10.3 17.6 23.2
 11.4 13.1 15.0 15.6 15.3 12.5 5.3 +0.4
 148 142 129 100 74 71 52 17
 11.70

10.8 10.8 9.8 7.6 7.0 7.2 10.9 18.4
 120 120 130 152 158 156 119 4.4
 152 144 139 134 100 70 64 45
 11.70

22.84

18.6 11.4 11.1 6.5 6.4 6.4 9.6 20.4
 9.8 8.0 8.5 12.9 13.0 13.0 9.8 +1.0
 173 156 140 126 100 81 55 40

18.0 15.3 14.6 11.9 6.1 5.6 6.4 10.1 18.1
 14 4.1 4.8 7.5 13.3 13.8 13.0 9.3 1.3
 177 184 170 158 131 100 53 48 35
 11.70

19.44

Cross Section Debris North

Sta. 70+50 - 71+55

Trees + earth left in bottom of Barrow Pit.

Subtract this Quantity

\$

+35 = Fly Debris

59	70	58	50
6.9	5.8	7.0	7.8
187	183	165	143.54

+20

60	75	72	69
6.8	5.0	5.6	7.9
186	183	158	137.54

71+0

63	77	90	85	60	5
6.5	5.1	3.8	4.3	6.8	8.3
184	181	173	166	157	137.54

+75

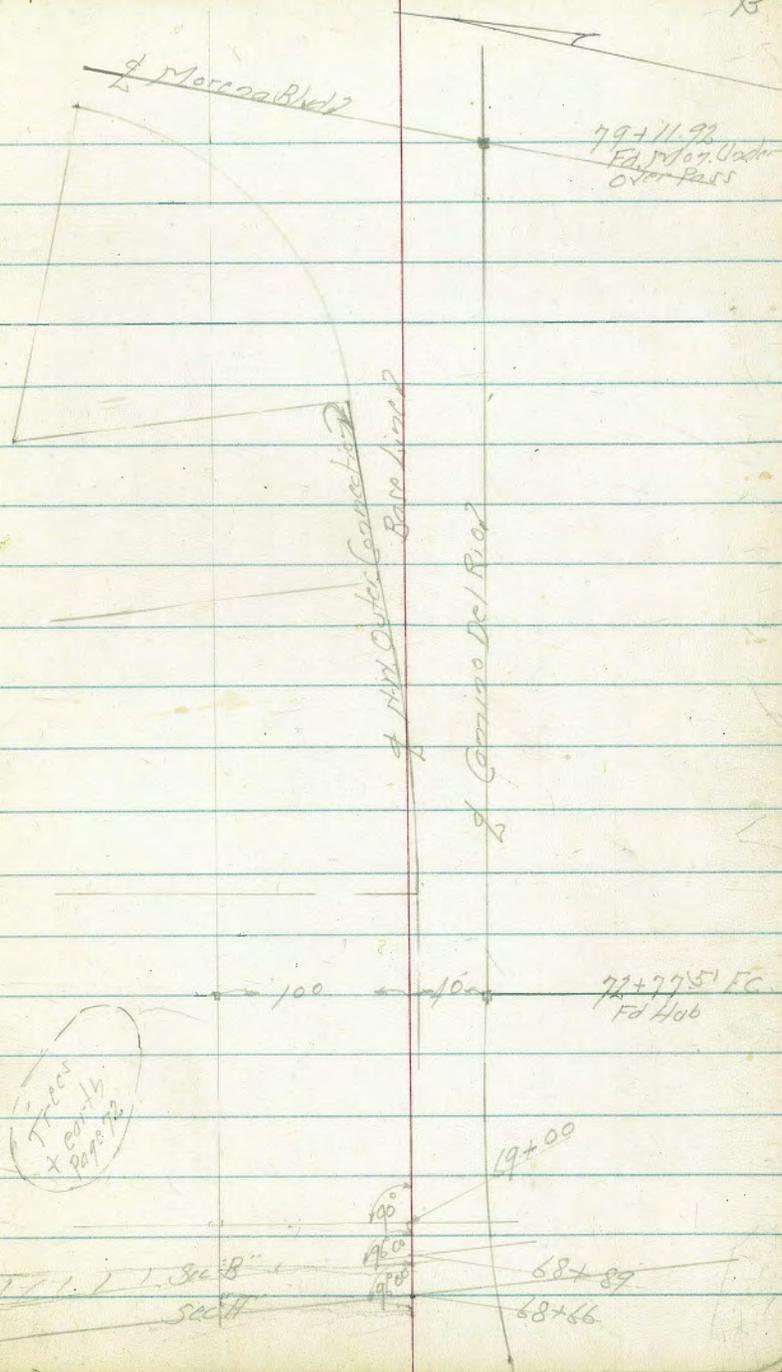
63	86	97	55	7
6.5	1.2	3.1	7.9	8.1
189	182	167	162	142.54

70+50 = Fly Debris

59	58	5
7.8	7.5	8.2
192	173	147.54

128.5

Sketch Area Between Camino Del Rio
 And San Diego River Dyke
 East of Santa Fe RR.



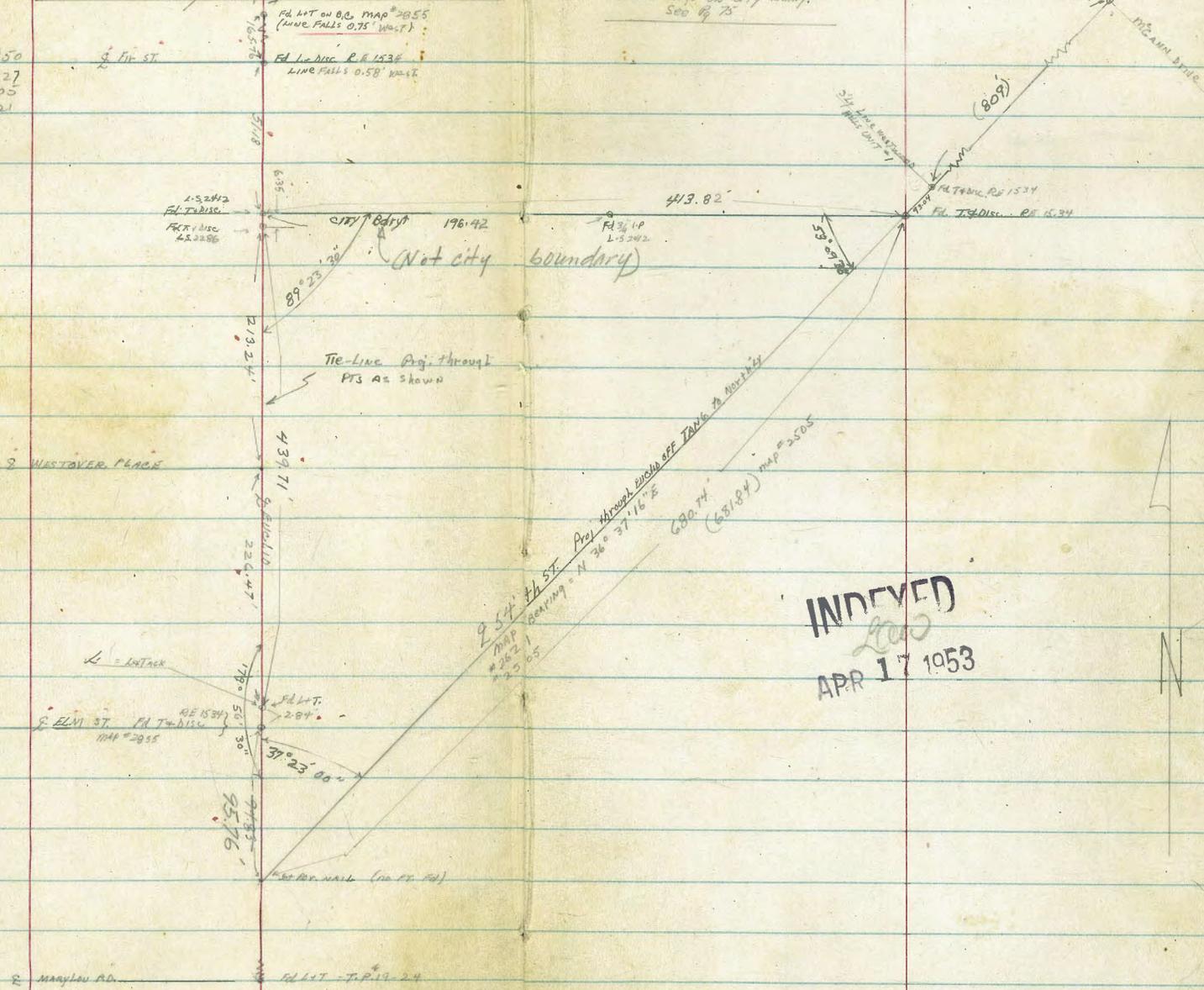
Clark
Shepherd
Owner
O'Neil
W.O. 22048
4-16-53

DATA: MAP 2850
" #2827
" #2505
" #2621
T.P. # 19-24

CHK: TRAVERSE: 54th, EUCLID +
CITY Bndry

Sketch Not to scale;

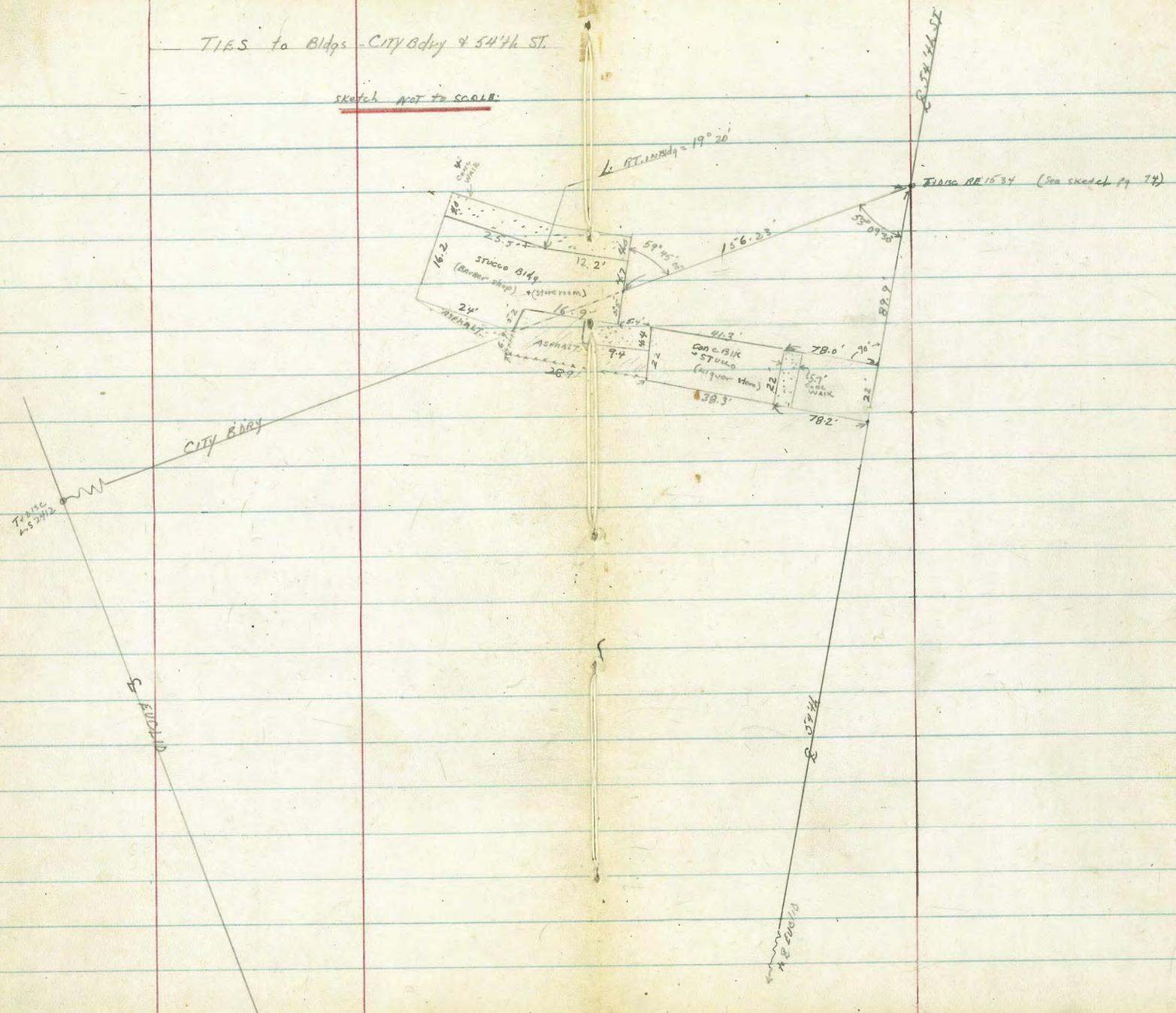
NOTE: For loc. bldgs on city Bndry.
See pg 75



See F.B. 2190-23

TIES to Bldgs - City Bdry & 54th St.

sketch NOT TO SCALE:



Wellington Street Ties

C.H.S.

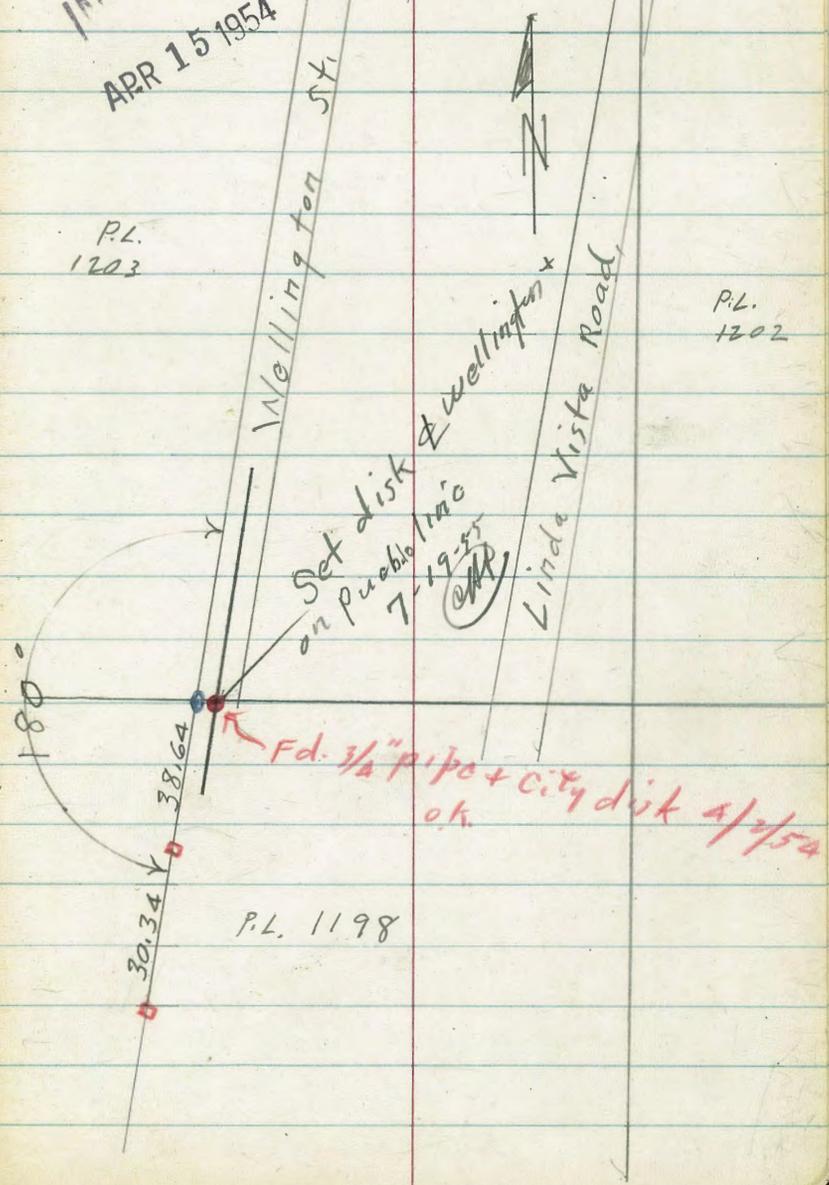
Ref. sheet 4362-B.

- o = Fd Prop. pipe
- = Set R.W. 1/2

IMPROVED
 APR 15 1954

P.L. 1203

P.L. 1202



P.L. 1198

Fd. 3/4" pipe + city disk 4/2/54
ok.

Set disk & Wellington
on Pueblo 7-19-55
@ [Signature]

180°

Wellington St.

Linda Vista Road

Tie Points
Broadway at 15th

Nov. 1953

C.H.S.
Boyg
Altman
Schelin

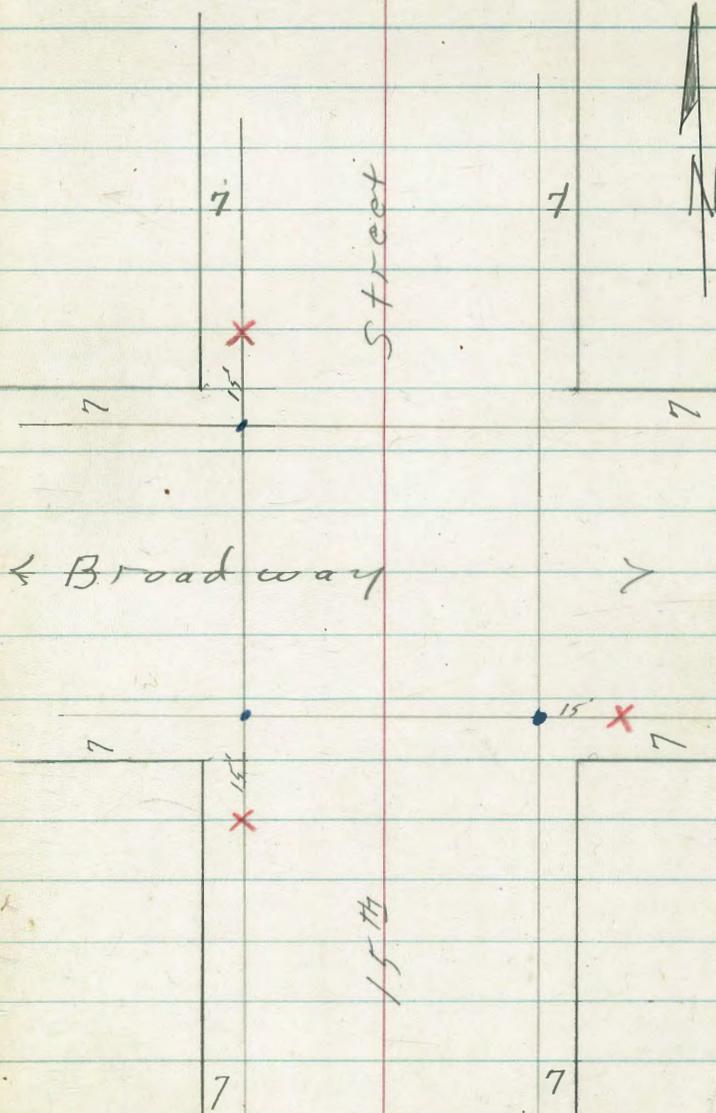
- denotes Fd. Lgt.
- X " cut 15' R.P. cross to 7' Lgt.

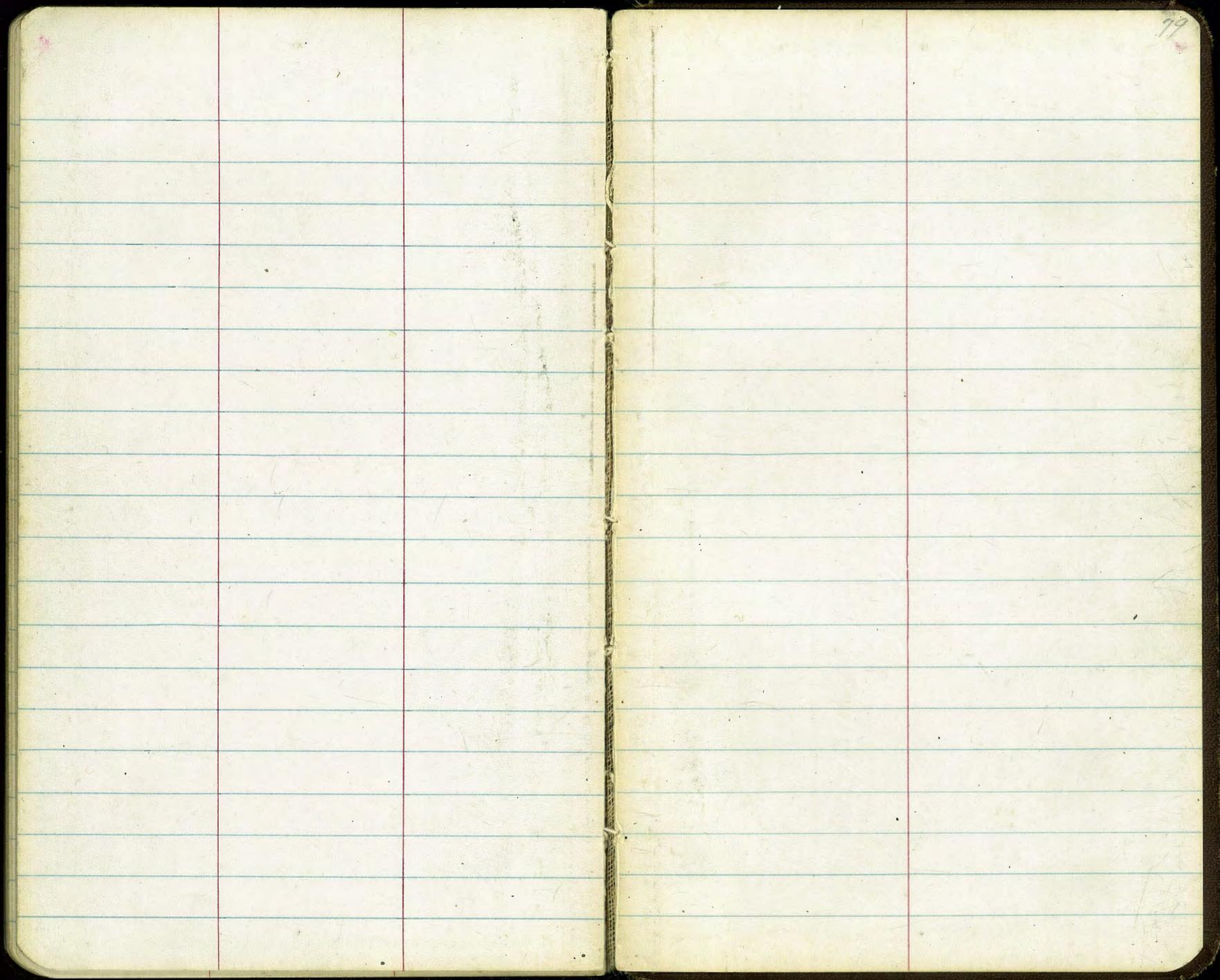
INDEXED

APR 15 1954

T.P. 87
7-2-54 M.C.

78





79

28 97 42
1655

29 1397

516828

547328

400029
00007
535

2625

000
40029
00725

2900

35700
6822

42522

5729
 487
 5042
 5041

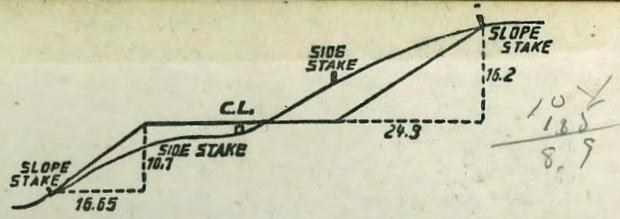
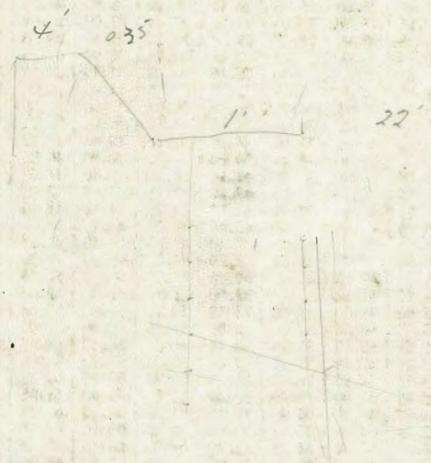
117535
 T
 802745

228
 108
 1436

291396
 21360
 32756

79542
 29042
 108585

254
 5356
 474



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
 SLOPE 1 1/4 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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