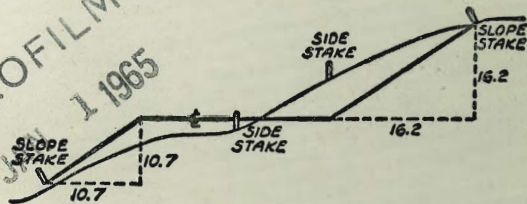


MICROFILMED
JUN 1 1965

2155



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

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

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.29	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.032	.037	.043	.049	.053	.057	.061
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.118	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

Pages

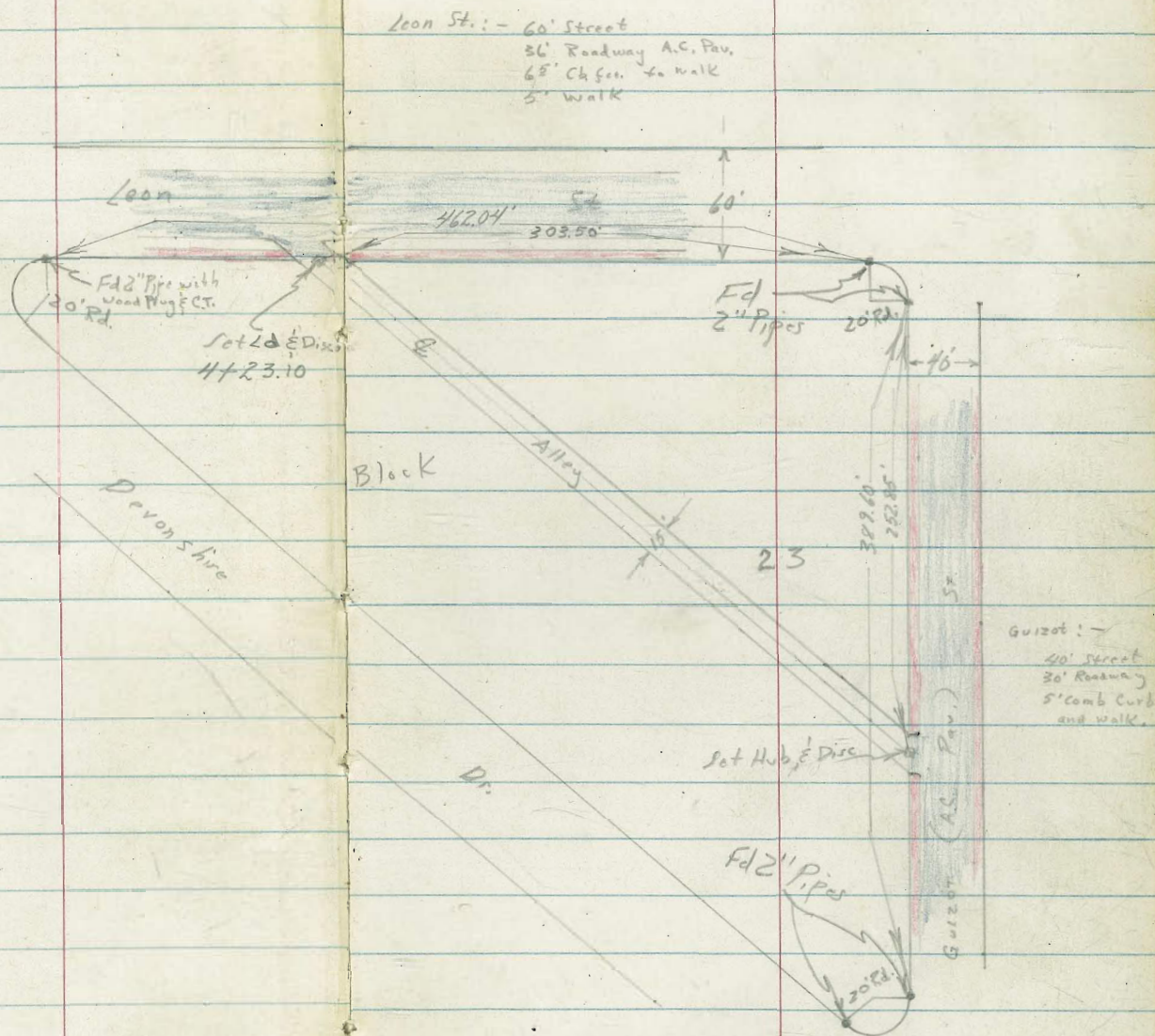
X Sec Alley ^{quincy to Leon sr.} Blk 23. Sunset Cliffs 1-6
 Cross Sec. Cottonwood Rigel to Uno 7-18
 " " Thor Main to Cottonwood 19-22
 " " Dalbergia Thor to Varta 22-28
 " " Uno Main to Cottonwood 29-31
 X Sec Reed's Ocean Front - Alley - Blk 1 32
 X Sec Alley Blk 194 Pac. Beach Mission Blvd to Bayview 36
 X Sec " " 127, SD Lund & Town 43
 Police Station. Proposed Parking Lot ^{add. notes 9-10-52} 49
 KETTNER - MKT. to HARBOUR + MKT. ST. Kettner to CALIF 53
 Van Dyke Thorn to Lexington 61
 X Sec Alley Blk 3 Alhambra Park ^{El Cajon + Monroe} 51st-52nd 68-70

Roberts
Cota
Moore
Piller
July 18, 1951
no 25020

X-section Alley Bk 23 Sunset Cliffs

Guizot to Leon St.

INDEXED
Law
JUL 20 1951



Contd From Page 2

LL

Q

R+

3

T.P. 337 76.24 \checkmark 12.85 7 2.87 \checkmark

1+88 8' Lt to Center P.Pole #PA1071

1+85 79' Lt END Conc Block Wall

76.1	70.7	71.2
9.6	15.0	14.5
79	72	79
TOP	FOOT	GRD

1+50

73.6	74.1	74.2	74.5	75.9
12.1	11.6	11.5	11.2	9.8
15	72		72	15

1+26 79' Lt Begin Conc. Block Wall

79.5	74.0	75.9
6.2	11.7	9.8
79	72	79
TOP	FOOT	GRD

1+00

77.2	78.2	77.8	78.6	82.6
8.5	7.5	7.9	7.1	3.1
15	75		72	15

0+68.5 8.5' Lt to Center P.Pole #PA1061

0+65 8.5' Lt to End 5' Board Fence

81.1	81.3	80.6	80.5	81.0	81.6	84.1	84.9
4.6	4.4	5.1	5.2	4.7	4.1	1.6	0.8
15	72	6		6	72	12	20

0+50 8' Lt to Deadman

85.72 \checkmark

85.72 \checkmark

Cont'd From Page 3

Lt

Rt

Rt

Rt

2+96 12² Lt Center Garage

68.42
7.82
10²
Floor

2+82 7⁴ Lt End Brick Wall Begin Conc.
Apron to Double Garage

12.4 68.8 69.69 70.0
3.8 7.4 6.55 6.2
7² 7² 7² 7²
Top Feet Apron Grd.

2+73 9⁹ Rt End Conc Apron

72.19
4.03
9²
Apron

2+69 20' Rt Center Garage

73.86
2.38
20
Floor

2+54 12' Rt Begin Conc Apron to Double Garage

72.43
3.81
12
Apron

2+45 7³ Lt to Plastered Brick Wall

69.9 72.7 69.2 70.8 71.4 72.1 72.8
6.3 3.5 7.0 5.4 4.8 4.1 3.4
15 7³ 7³ 7³ 7³ 7³ 15
Top Feet GRD

2+00

69.2 71.8 72.1 72.5 75.2
7.0 4.4 4.1 3.7 1.0
30 7² 7² 7² 30

76.24X

76.24X

T.P. 2.95 70.687 8.51 67.73

4+23.10 Southerly Prop. Line Leon

65.52 65.43 66.07 67.36 67.72
 10.72 10.81 10.17 8.88 8.52
 118 112
 cb Gut Gut cb

4+09 6' Lt to Center P. Pole # A 1091

67.3 67.8 67.4 67.8 69.0
 8.9 8.4 8.8 8.4 7.2
 15 75 75 15

3+65 72' Lt End Board begin chain link Fence

68.8 68.8 68.7 68.9 72.9
 7.4 7.4 7.5 7.3 3.3
 15 75 75 15

3+26 62' Lt to deadman

3+08 76' Lt to Center P. Pole # PA 1081

3+05 8' Lt Begin 4' Board Fence
 75' Lt End Apron

68.4 69.32 69.6 69.9 73.9
 7.8 6.92 6.6 6.3 2.3
 12 75 75 15
 Apron

76.247

76.247

Contd From Page 5

12

E

R2

6

Check

10.50 56.47 = 56.40

T.P.

2.99 66.97 12.71 63.98

J.P.

5.58 76.69 0.14 71.11

T.P.

12.97 71.25 12.40 58.28

9.9%

9.3%

58.31

63.26

67.91

£ Leon

12.37
20

7.42
14

2.77
50

60.36

59.79

63.68

63.08

64.38

66.28

66.84

69.10

69.73

Southerly Carb Line Leon

10.32

10.89

7.00

7.60

6.30

4.40

3.84

7.58

0.95

50

50

142

142

192

192

50

50

cb

gut

cb

gut

gut

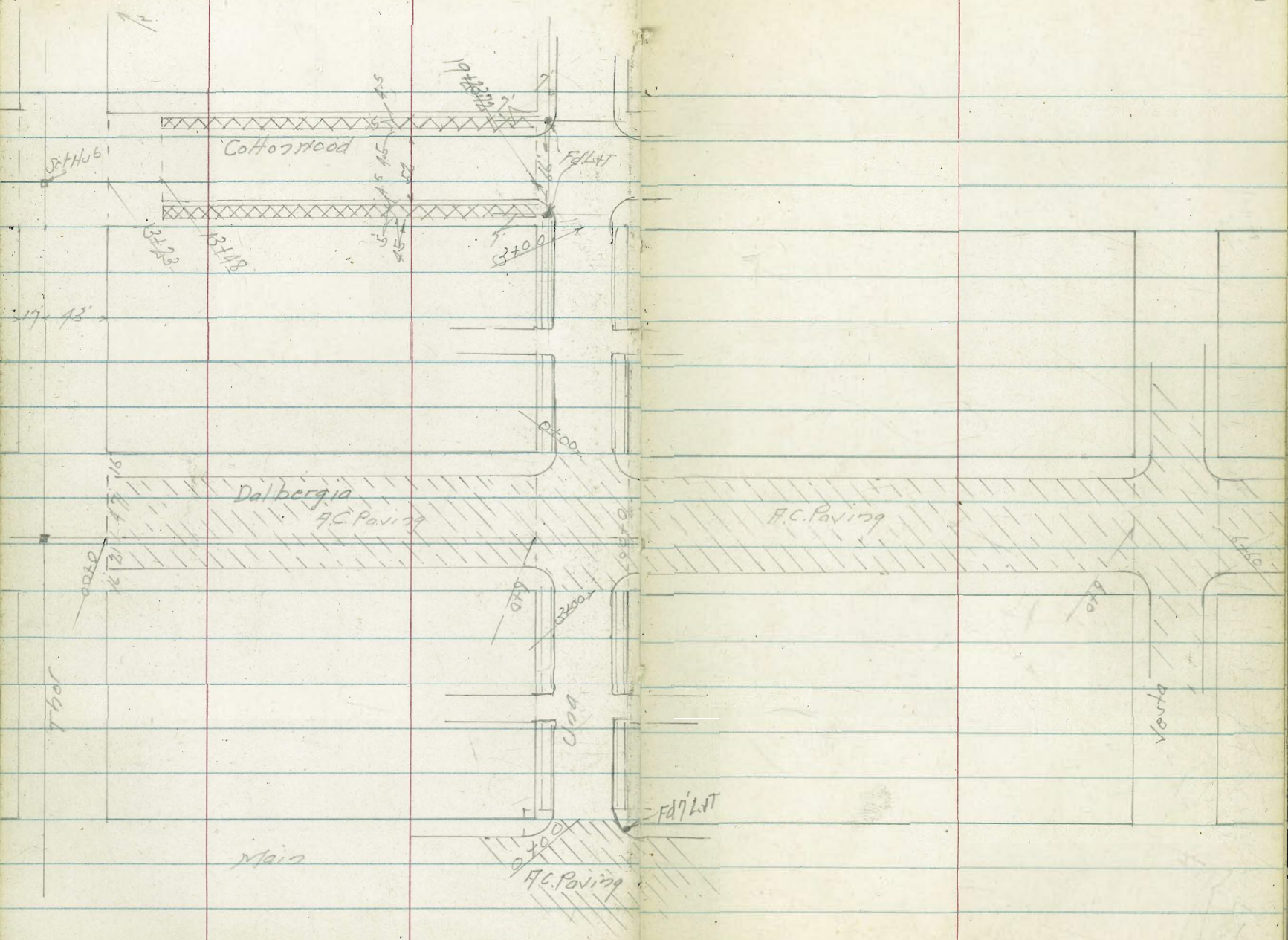
cb

gut

cb

70.68X

70.68X



Cross Section Cottonwood St.
Rigel to Cma

Sketch Page 7

+63

+16

+26

0+00 = East Line Rigel

0-30 = 2 Rigel

	7.41	2092	0.45	13.52	07.13 Mar. Cottonwood +5.10
TP	10.72	13.97	804	3.25	LT 47' Line Nail 78'
BM	6.34	11.29		4.95	142.510

Reduced & Plotted
by
H. M. 1/15
12-3-51

Lt = North

2

Rt = South 9

153

56

415

1224

3.89

408

1227

32

40

182

27

40

1708

285

40-H.C.

20.93

152

57

40

1224

3.89

408

1227

32

40

166

43

163

4

1534

389-H.C.

20.93

146

63

40

1224

3.89

408

1227

32

40

166

43

163

4

1534

389-H.C.

20.93

145

64

40

1224

3.89

408

1227

32

40

166

43

163

4

1534

389-H.C.

20.93

1603

190

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

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36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

1600

192

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

36-H.H.H.

Cottonwood

Lf

7

Rt

11

150

3.6
4.8
40

3.2
5.2

3.3
5.1
40

440

3.0
5.4
40

3.3
5.1

3.2
5.4
40

150

2.8
5.7
40

2.8
5.6

2.4
6.0
40

340

4.9
6.5
40

2.3
6.1

1.6
6.8
40

TP

472

843

988

371

8.43

180

4.6
4.0
40

4.4
7.2

3.9
9.7
40

2460

1.31
0.65
40

1.13
2.3

2.2
4.4
40

13.59

13.59

740

41
1.3
40

35
49

5.32
40

+63 = F-L Siva

32
1.6
40

32
46

5.32
40

+48

1.48
13: Top Sewer
Mid-Rim

36
1.8
40

33
51

5.28
40

+33 = 2 Siva

BM

5.18

3.25

18 Mon.
Cotton wood
+ Siva

35
1.9
40

34
50

5.28
40

6403 = 14.6 Siva

+50

32
5.2
40

33
51

5.33
40

540

37
1.7
40

36
48

5.34
40

8.43

8.43

Cottonwood

Lt.

St

Rt.

13

9+19 = Bottom Channel

0.5
100
40

0.5
100
40

0.5
100
40

+90 = Bottom Channel

0.4
99
40

0.4
101
40

0.7
98
40

+72 = Top Dyke

0.4
93
40

0.5
92
40

0.4
100
40

TP 588 10.48 583 4.60

10.48

+60

0.5
84
40

0.7
87
40

0.4
88
40

8+0

0.1
43
40

0.9
45
40

0.8
46
40

7+50

0.7
47
40

0.6
48
40

0.5
48
40

8.43

8.43

Δt

Δt

pk

14

+50

4.7
4.5
10

4.6
4.5

4.7
4.5
10

11-0

4.3
4.9
10

4.4
4.8

4.2
5.0
10

TP

4.47

9.20

5.75

4.73

9.20

+50

4.3
6.2
10

4.3
6.2

4.3
6.2
10

10+0

4.4
6.1
10

4.2
6.3

4.2
6.3
10

+41

3.3
7.0
10

3.2
7.3

3.0
7.5
10

9+33

- Top Dyke

5.5
10

5.5
8.0

5.2
5.0
10

10.48

10.48

Ch 10/17
N.W. Cb End
Cottonwood
& Thor

TP 10.13 11.48 2.85 6.35

+48 = N.W. Curb & S.W. RT + L

6.3	6.35	6.0	6.6	5.2	6.28	6.4
20	2.85	3.7	2.1	3.1	2.92	2.8
40	26.6	26.6		26.6	26.6	28

13+23 = E.L. Thor

5.1	5.2
4.1	3.1
40	40

+93 = S Thor

5.0	5.2
4.2	4.0
40	40

+63 = N.W. Thor

4.7	4.7
4.5	4.5
40	40

+50

4.6	4.6
4.6	4.6
40	40

12+0

4.0	4.0
5.7	5.2
40	40

TP 1.64 2735 166 2571

+40

250
24
40
2473
264
26-Cb
241
33
26-Gut
241
33
26-Gut
2464
273
26-Cb
254
20
20

16+0

226
18
20
2243
194
26
219
57
26
223
51
217
57
26
2245
199
26
220
44
20

+50

185
79
40
1922
815
26
186
88
26
182
82
182
97
26
1820
817
26
195
79
20

TP 11.12 2737 0.23 1625

50 Carb
15403

2737

15+0

165
0
40
161
04
26
152
13
26
158
07
150
15
26
1606
04
26
162
03
20

+50

130
35
40
1288
360
26
121
41
26
127
38
121
44
26
1281
367
26
122
33
20

14+0

97
68
40
966
682
26-Cb
89
76
26-Gutter
95
70
962
77
26-Gutter
962
686
26-Cb
97
68
20

Cottonwood

BM

L24

13.58

NW 7' Lx T
Cottonwood
4000
13.58

19+0

TP

4.08

19.82

11.61

15.74

+50

18+0

+60

17+20

16+80

2735

St.

S.

Rt.

17

150
19
401500
182
26-Cb144
54
26-Gut154
44156
12
26-Gut1624
358
26-Cb165
33
40

19.82

181
93
401797
938
26173
101
26182
92181
93
261896
845
26202
122
40213
61
402090
645
26243
71
26241
63209
65
262153
822
26228
16
40234
40
40236
419
26227
47
26232
42229
45
262361
871
26241
53
40257
17
402520
215
26246
28
26250
24248
26
262527
208
26260
14
40262
12
402585
150
26-Cb253
21
26-Gutter258
16253
21
26-Gutter2583
152
26-Cb267
07
40

2735

Lt. Lt. Rt.

+83.72 = East Wing U2a

7.5 40	12.3	7.6 26-Cb.	12.22	8.7 26-Gut	11.6	7.0	12.8	6.5 26	13.3	5.9 26-Cb.	13.86	5.4 40	14.4
-----------	------	---------------	-------	---------------	------	-----	------	-----------	------	---------------	-------	-----------	------

+73.72 = F.Cb

7.55 40-Cb.	12.27	8.3 40-Gut	11.5	7.7 26	12.1	6.6	13.2	6.2 26	13.6	6.1 40-Gut	13.7	5.78 40-Cb.	14.04
----------------	-------	---------------	------	-----------	------	-----	------	-----------	------	---------------	------	----------------	-------

+53.72 = d U2a

7.5 40	12.3	7.1 26	12.7	6.2	13.6	5.5 26	14.6	4.7 40	15.1
-----------	------	-----------	------	-----	------	-----------	------	-----------	------

+32.72 = 14 Cb

6.48 40-Cb.	13.34	7.3 40-Gut	12.5	7.0 26	12.8	5.8	14.0	5.5 26	14.5	5.0 40-Gut	14.8	4.8 40-Cb.	14.96
----------------	-------	---------------	------	-----------	------	-----	------	-----------	------	---------------	------	---------------	-------

19+23.72 = 14.1 Cb

6.1 40	13.7	6.15 26-Cb.	13.67	6.5 26-Gut	13.3	5.5	14.3	5.7 26-Gut	14.7	4.73 26-Cb.	15.09	4.5 40	15.3
-----------	------	----------------	-------	---------------	------	-----	------	---------------	------	----------------	-------	-----------	------

Cross Section Tbor St.
Mainst to Cottonwood
Sketch Page 8

+40 = Sky Flly on Rt

+40

INDEXED
Law
NOV 30 1951

+58 = Break 17 Curb Grade on Rt.

Reduced & Plotted
by
H.M. 1/13
12-3-51

+17

0+0 = North Line Mainst

BM 574 13.29 2.57 7.55

BM 617 11.42 5.27 4.95

BM 130 10.22 5.92

L+T N7
Mainst
N2 Side

L+T N7
Mainst
N2 Side

Chisel #
Schnarist
N2. Rip

L+T

L

R+L

19

533 395 30-7C	7.12 4.17 20-7C	8.83 1.16 18-EXH.	7.9 1.2	9.6 3.7 12-Gut	9.96 3.33 22-Cb.	8.6 3.5 30-Dirt	10.21 3.88 30-Cb.Fm
949 380 30-7C	7.19 4.10 20-7C	8.85 4.11 15-7C	8.9 4.4	9.3 1.9 20-Gut	11.05 5.34 20-Cb	13.12 2.6 30-7C	11.05 2.6 30-7C
124 29 30	8.9 1.1 20-7C	8.28 5.01 16-EXH.	8.6 4.7	8.9 4.4 20-Gut	9.85 3.44 20-Cb	10.35 2.94 30-Cb	10.35 2.94 30-Cb
	8.2 5.1 30	7.2 5.3 20-7C	7.5 5.8	7.8 5.45 20-Gut	8.57 4.7 20-Cb	11.1 4.1 30-7C	11.1 4.1 30-7C
	7.6 5.3 30	7.15 5.84 2.8	7.30 5.99	7.6 5.60 2.8-Gut	7.98 5.31 2.8-Cb	10.8 1.95 30-7C	10.8 1.95 30-7C
			13.29				

416.64 - S.C.B

5.2	5.2	1.2	2.2	5.1.5	14.2
1.9	1.9	1.3	1.8	2.21	1.50
30	20		30	30-6d	30-6d

3400.64 = S.L Dalbergia

9.8	8.2	8.2	8.2	9.1	
1.8	1.5	1.5	1.5	1.2	
30	20		30	30	

TP 3.64 10.39 6.54 6.75 ^{0.913/1097} Dalbergia +7465

10.39

+50

9.8	9.2	1.3	9.2	9.2	
1.39	1.8	4.2	4.3	3.7	
30-FL	30-EN/FL		30	30	

270

9.6	8.3	1.2	9.0	5.1.5	
1.23	4.45	4.2	4.3	3.8	
30-FL	30-EN/FL		30	30	

+90

9.2	1.1	9.2	9.1.5	9.1.1	
1.07	4.28	4.1	2.34	2.63	
30-FL	30-EN/FL		30-EN/FL	30-EN/FL	

1460 = NY Alley on RT

4.3	6.2	1.2	9.5	1.2	
4.05	4.50	4.2	2.8	2.6	
30-FL	30-EN/FL		30	30	

1329

1329

T. bor. St.

Lt

Δ

Rt

21

+50

4.9	5.2	5.4	5.8	6.5
5.5	5.7	5.8	4.6	5.9
30	20	30	20	30

+50

5.5	5.5	6.1	6.8	7.2
5.1	4.9	4.3	5.1	5.9
30	20	30	30	30

+50

5.6	6.0	6.7	7.6	7.9
4.8	4.1	5.7	2.8	2.5
30	20	30	30	30

4700.64 - N.L. Dalbergia

6.1	6.7	7.8	8.5	8.6
4.3	5.7	4.1	1.9	1.8
30	20	30	20	30

+84.64 - N.Cb

CURB

6.4	7.3	8.1	8.5	9.6	9.89
1.0	2.1	2.3	1.9	1.3	0.50
30	20	30	30	30	30=Cb

30=got.

3450.64 = Dalbergia

7.2	7.7	8.4	8.6	9.43
2.6	2.7	1.8	1.8	1.36
30	20	30	30	30=N.H.C

1039

1039

Lt

Lt

Rt

23

B.M.

4.05

6.34

Chisel A
N. 1/2 Sec 2 E
Cottonwood
T. 12 N. R. 15 E
635 Page 15

7+0.10 : South Line Cottonwood

4.8

4.7

4.9

5.0

4.9

5.6

5.7

5.5

5.4

5.5

4.6

5.1

4.7

4.4

4.2

7.50

5.8

5.0

5.7

6.0

6.2

6.40

6.7

5.3

5.1

4.4

4.9

1039

1039

Cross Section Dalbergia St.
Thor St. to Vista

Sketch Pages

TP - 8.33 - 2541 - 1.48 - 17.08

Nov 28-51
ASistort Lt = N.
Garber
Fritz

RT = 5

INDEXED
Law

NOV 30 1951

+50	179 50	1716 34-cb	1649 34-gut	1667 50	1556 34-gut	21618 34-cb	1610 50
2+0	170 50	1573 34	1509 34	1522 34	1411 34	1477 34	147 50
+50	145 50	1430 34	1359 34	1378 50	1262 34	1331 34	136 50
1+0	129 50	127 34	1220 34	1229 50	1116 34	1182 34	112.1 50
+50	113 50	1134 34	1063 34	1082 50	978 34	1036 34	104 50
0+00 = East line of Thor	96 50	991 34-cb	919 34-gutter	923 50	817 34-gutter	892 34-cb	813 50
BM	11.81	1856	6.75	1856			

Reduced & Plotted
H. Mills
12-3-51

13 Mon
Dalbergia
+ T 205
Page 20

47

48

49

24

5+0

4.3 50	2.11	4.86 34-cb	20.55	5.56 34=6ut	19.85	5.43	18.90 34=6ut	5.90 34-cb	19.57	6.4 50	19.2
-----------	------	---------------	-------	----------------	-------	------	-----------------	---------------	-------	-----------	------

+60

4.7 50	2.12	4.5 34	20.76	5.23 34	20.08	5.20	1.912 6.29 34	1.974 5.17 34	1.96	5.8 50	1.96
-----------	------	-----------	-------	------------	-------	------	---------------------	---------------------	------	-----------	------

1+20

4.2 50	2.12	4.23 34	20.68	5.26 34	20.05	5.25	1.907 6.34 34 Gult in Dist Acarb	5.198 5.0	1.98	5.8 50	1.98
-----------	------	------------	-------	------------	-------	------	--	--------------	------	-----------	------

+80

4.9 50	2.07	5.19 34	20.29	5.19 34	19.67	5.10	1.871 6.70 34	1.933 6.08 34	5.196 5.0	5.8 50	5.196
-----------	------	------------	-------	------------	-------	------	---------------------	---------------------	--------------	-----------	-------

+10

5.21 50	1.965	5.76 34	19.65	6.35 34	19.06	6.27	1.802 7.39 34	1.868 6.73 34	1.81 5.0	1.81 50	1.81
------------	-------	------------	-------	------------	-------	------	---------------------	---------------------	-------------	------------	------

2+0

6.4 50	1.90	6.77 34-cb	18.64	7.41 34-Gult in Dist	17.97	7.26	1.705 8.25 34=6ut	1.768 7.73 34-cb	1.81 5.0	1.81 50	1.81
-----------	------	---------------	-------	----------------------------	-------	------	-------------------------	------------------------	-------------	------------	------

25.41

25.41

Dalbergia St.

0 + 00 Head
6 + 60 = East Line Una

+ 50 = East Curb Line

+ 30 = 2 Una

+ 10 = West Curb Line

6 + 0 = N.L. Una

BY

TP

5 + 50

25.41

NE 1/4
Dalbergia
Una
32 7 1/2 ft
Dalbergia
+ Una

19/11
9258

19.2	1896	1842	1838	1744	1800	181
37	39	44	450	541	488	47
50	34-Cb	34-Gut		34-Gut	34-Cb	30
1895	1849	1845	1850	1762	1730	1802
393	439	443	438	576	558	586
50-Cb	50-Gut	34		34	50-Gut	50-Cb
	1831	1858	1868	1822	1798	
	105	430	430	46	490	
	50	34		34	50	
1941	1888	1870	1891	1815	1786	1848
247	400	418	397	473	502	440
50-Cb	50-Gut	34		34	50-Gut	50-Cb
178	1940	1875	1903	1802	1852	1815
31	248	413	385	486	426	44
50	34	34		34	34	50
			2288			
207	1992	1937	1949	1841	1895	181
47	549	604	592	700	646	66
50	34-Cb	34-Gut		34-Gut	34-Cb	50

25.41

750

310

750

210

750

170

0750

2288

55
50

55
50

55
50

56
50

50
50

50
50

50
50

566
34

558
34

576
34

592
34

567
34

570
34

579
34

623
34

580
34

592
34

542
34

521
34

594
34

579
34

596
34

571
34

576
34

529
34

577
34

490
34

441
34

566
34

550
34

529
34

619
34

596
34

581
34

577
34

601
34

583
34

576
34

527
34

542
34

527
34

508
34

555
50

551
50

574
50

553
50

541
50

491
50

501
50

Sx.7' 4+T
Dalbergia
+ Verta
16.27

B.M.

518

16.17

+10 = West Curb line

6+0 = W. Verta

+50

5+0

TP 481

21.35

6.34

16.54

+50

4+0

22.88

16.00	15.33	15.20	15.75	15.25	15.38	16.06
5.35 50'-cb	5.02 50'-cut	6.15 34'	5.60	6.10 34'	5.97 50'-cut	5.29 50'-cb
16.3	16.00	15.31	15.85	15.41	16.07	16.6
5.5 34'	5.35 34'-cb	6.04 34'-cut	5.50	5.94 34'-cut	5.88 34'-cb	4.8 50'
16.4	16.23	15.59	16.13	15.60	16.23	16.6
5.8 50'	5.13 34'	5.57 34'	5.22	5.75 34'	5.12 34'	4.8 50'
16.7	16.51	16.85	16.29	15.71	16.34	16.8
4.7 50'	4.84 34'	5.50 34'	5.06	5.64 34'	5.01 34'	4.6 50'
			21.35			
17.0	16.75	16.15	16.53	15.90	16.53	17.1
5.4 50'	6.13 34'	6.23 34'	6.35	6.98 34'	6.35 34'	5.8 50'
17.2	16.95	16.42	16.77	16.04	16.68	17.2
6.2 50'	5.90 34'-cb	6.46 34'-cut	6.11	6.84 34'-cut	6.70 34'-cut	5.7 50'
			22.88			

PK

54 2

+60 = Fast Line Verto

+50 = Fast Carb Line

+30 = 2 Verto

2135

65 15.7	5.88	6.15	6.40	5.78	5.56
50 15.02	37.26	34.64	34.94	34.06	30.82
55 15.14	14.12	14.85	14.92	15.57	15.33
50 15.36	5.99	6.22	6.13	6.31	5.82
55 15.46	15.06	15.33	15.06	15.50	15.35
55 15.82	5.82	6.19	6.29	6.85	6.85

2135

Cross Section Uno St.
Main St to Cottonwood.

Sketch Pages

Nov. 29. 51
H.S. Iron
Garter
Rorer
Fritz

Lt. West

Rt. East

29

+60 = North Line Alley

505 16.32
30-
End

517 16.3
30

517 16.20
21-C

517 16.0
21-Gut

517 15.7
30

515 15.9
21-Gut

522 16.4
21-C

51 16.3
30

508 16.35
30-Curb
End

+40 = South Line Alley Rt + Lt

510 15.97
30-Curb
End

515 15.9
30

515 15.57
21-C

517 15.5
21-Gut

61 15.3
30

518 15.6
21-Gut

518 15.89
21-Curb

51 16.0
30

530 16.07
30-Curb
End

+10

INDEXED
Fair
NOV 30 1951

Reduced & Plotted
by
H. Mills
12-3-51

515 15.5
30

617 15.16
20

617 14.7
30

67 14.7
30

67 14.7
30

606 15.31
30

615 15.4
30

+50

667 14.1
30-
End

686 14.57
20-C

722 14.2
20

74 14.0
30

73 14.1
30

672 14.65
20

666 14.8
30

+08 = Curb EQ Rt

717 13.7
30-
HC

713 13.5
40-
Drive

772 13.65
30

76 13.8
20-Gut

727 14.10
20-C

695 14.45
30 on Conc.

0+0 = North Line Main St

756 13.1
30 on Walk

716 13.72
21-Curb

828 13.17
21-Gutter

796 13.41
21-37

777 13.65
21-Gutter

788 14.15
21-Curb

709 14.28
30 on Walk

BM 2.35 2.37

1902
NE 9247
Dalbergia
+ Una
Page 25

Unst.

Lt

g

Rt

30

170

20.6	20.27	19.6	19.54	20.1
4.1	4.70	5.1	5.13	4.9
30	20:cb	20:gut	20:cb	30

150

20.2	18.96	19.4	19.5	19.67
4.8	5.1	5.6	5.5	5.1
30	20	20	20	30

0+0 = North Line Dalbergia

19.9	19.49	18.91	18.82	18.46	18.95	19.2
5.1	5.48	6.06	6.15	6.49	6.63	5.5
30	20:cb	20:gut	20:gut	20:gut	20:cb	30

TP 5.95 2497 235 1902

2497

3+0 = South Line Dalbergia

18.7	18.50	18.1	17.99	17.32	18.15	18.2
2.7	2.87	3.56	3.38	4.05	3.33	3.2
30	20:cb	20:gut	20:gut	20:gut	20:cb	30

+50

17.6	17.60	16.9	17.0	16.5	17.20	17.4
3.8	3.77	4.5	4.4	4.9	4.7	4.8
30	20	20	20	20	20	30

2+0

16.9	16.86	16.1	16.3	16.0	16.68	16.9
4.5	4.51	5.3	5.1	5.4	4.9	4.5
30	20:cb	20:gut	20:gut	20:gut	20:cb	30

21.37

21.37

Una St.

Lt

Rt

Rt

31

B.M.

1138

1359

Hwy 2 + T
Cotton Wood
+ Una
1358
Page 17

3+0

153
97
30

1500
997
20-cb

1419
101
20-gut

152
98

136
144
20-gut

1406
1091
20-cb

144
106
30

750

184
30

1900
697
20

173
77
20

173
77

163
87
20

170
80
20

174
76
30

270

214
16
30

1915
582
20

193
57
20

193
57

184
66
20

1906
59
20

194
56
30

+60 = North line of Hwy Rt + Lt

2083
111
30-cb

207
13
30-gut

207
132
20-cb

203
47
20-gut

198
58

194
56
22

1977
530
22-cb

196
51
30-gut

1991
506
30-cb

+140 = South line of Hwy Rt + Lt

2074
123
30-cb

207
13
30-gut

2055
147
20-cb

203
47
20-gut

198
57

195
55
22-gut

1975
521
22-cb

198
51
30

2000
197
30-cb

2497

2497

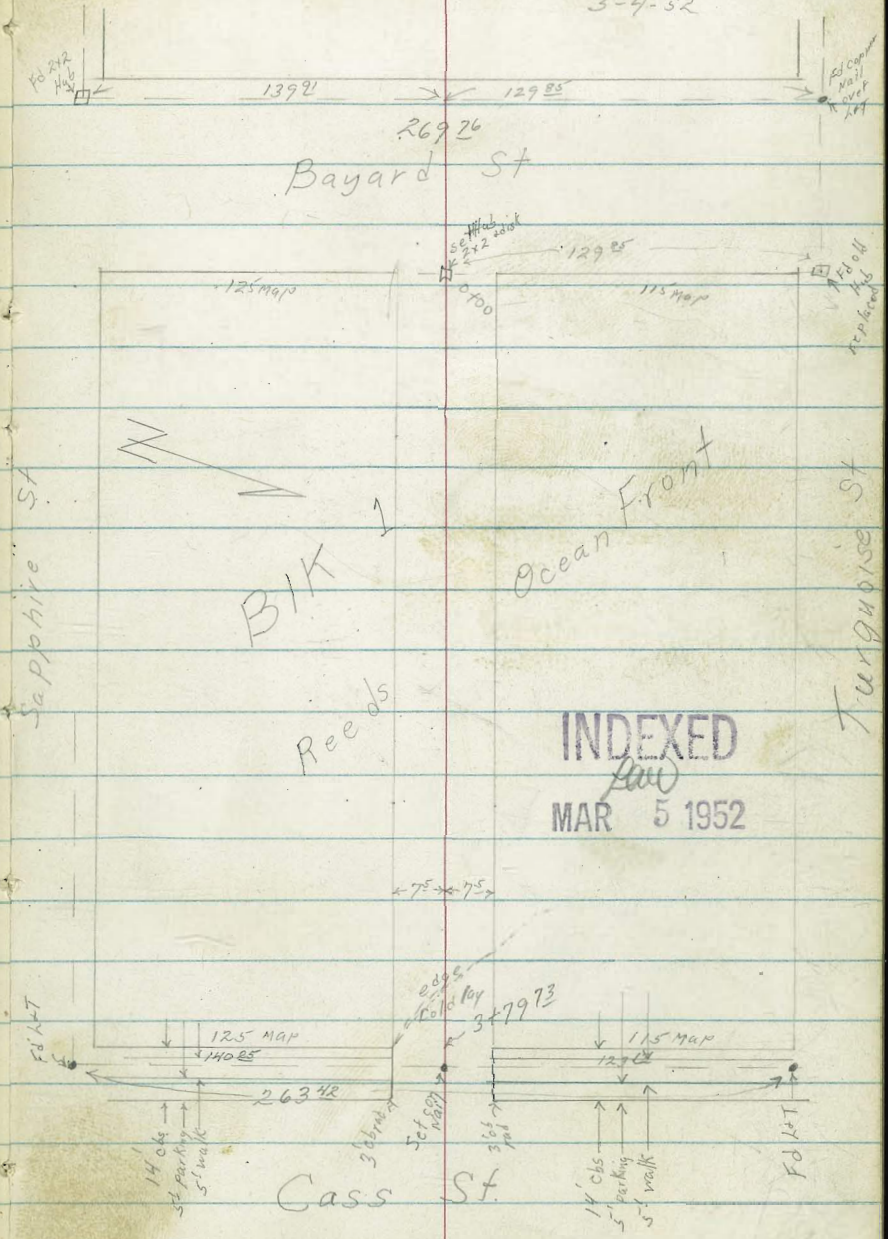
D. Smith
C. Allen
R. Taylor

Cross Sec Alley BIK 1

Reeds Ocean Front

WO# 25020
3-4-52

32



Lt. North E Pt = South

1498 6³ AT E Power Pole # PA 950

TP₂ 9⁵⁴ 133⁸⁶ 2⁴³ 124³²

1750

1400 5³ AT E Power pole # JPA 924

0750

0400 Ely Bayard

0-20 E Bayard

TP₁ 4²² 126⁷⁵ 12⁵⁶ 122⁵³

BM 6²⁴ 135⁰⁹ 134⁸⁵ SHBP Cass. Turquoise

Notes reduced by J.E. Grear
Plotted 3-11-52
3-25-52 H Mills

	124.6	123.8	122.7	122.5	121.56	120.6	122.8
↑	123.6	122.7	122.6	122.5	121.9	120.4	122.8
133 ⁸⁶	123.4	122.5	122.3	122.3	121.3	120.4	122.8
2L	3 ³	3 ²	4 ⁴	4 ⁴	5 ⁴	6 ³	3 ²
25	7 ⁵	7 ⁵	7 ⁵	7 ⁵	7 ⁵	7 ⁵	7 ⁵
	121.9	121.8	121.8	121.8	121.3	120.7	121.9
	4 ⁸	5 ⁵	5 ⁴	5 ⁴	6 ⁰	8 ²	4 ⁸
	25	25	25	20	20	50	25

126⁷⁵

3779²³ Wly Cass St. edge Ac Parking end cbs

Lt = North

3²¹ 129.95
6² 6²
66 94²

4¹⁹ 129.67

4¹⁵ 129.21

Rt = South

4⁵⁵ 129.31
8² 8²
94² 66
end

34

3753 E cross cold lay for parking on Lt.

129.7

129.4

129.2

128.7

128.5

3750

4²
25

4⁵
75

4²
75

5²
75

5²
25

3721 96⁶ ANE cor single garage ^{areas Easterly} con floor

128.5

128.1

127.7

128.1

127.7

3700 8² Rt E Power Pole # JPA 972

5⁴
25

5⁸
75

6²
75

5⁸
75

6²
25

2750

126.6

126.5

126.1

126.0

126.6

2715 10² Lt E cabinet shop Bldg con floor

7³
20

7⁴
75

7⁸
75

7²
75

7³
15

2700

10²
floor

125.1

124.5

124.3

123.7

8⁸
75

9⁴
75

9⁶
75

10²
20

133⁸⁶

Lt = North

2

Rt = South

35

BM starting

0²¹

134⁸⁵

134⁸⁵

TP₃

3⁵⁴

135⁵⁶

1⁸⁴

132⁰²

131.42

130.87

130.00

129.41

129.30

129.00

128.66

128.53

129.11

126.99

127.60

3493⁷³

W14

C6 Cass. St.

2⁴⁴

2⁹⁹

3⁸⁶

4⁴⁵

4⁵⁶

4⁸⁶

5²⁰

5³³

4²⁵

6⁸⁷

6²⁶

50.06

50.06

72.06

92.06

62.06

82.06

112.06

112.06

50.06

50.06

BC

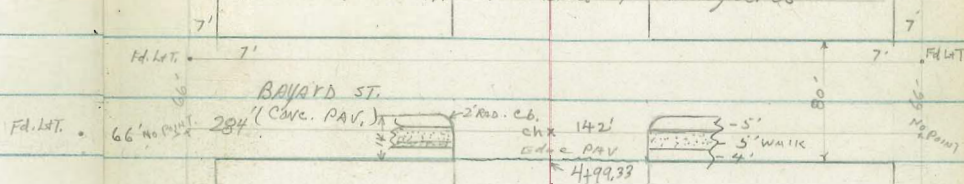
TI 133⁸⁶

Clark 4-23-52
Shephard W.O. 25020
Bruner
Bryson

Reduced & Plotted
4-25-52
H.M. 1/5

X-SECT. ALLEY B'K 194 Pac.

BEACH. MISSION Blvd. to Bayard

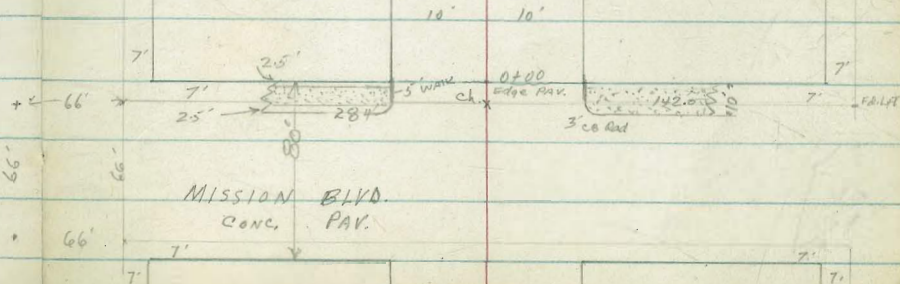


80' ← → 80'

Feldspar

INDEXED
APR 24 1952

Garnet



Notes: P. 37

FAL.T. 66'

X-Section ALLEY BIK 194 Pac. Beach

MISSION Blvd. to Bayard

1+00		12.3 3.7 15	17.1 3.9 10.	16.6 4.4	16.64 4.32 18 AC PAY	16.95 4.01 20 AC PAY.
0+59	10.7' LT END CONC BIK Bldg	16.2 7.8 10.7 B. FATH	16.8 4.2 10.7 Ground	16.2 4.8	16.36 4.60 10 AC	
0+50		17.5 3.5 10.7	17.4 3.6 10.	16.5 4.5 7.5	16.4 4.6 9.2 AC PAY	16.64 4.32 20 AC PAY
0+48	10.3' RT & WATER Meter					
0+47	9.0' RT & Pole J.P.A. 810					
0+41	9.9' RT & 3" x 3" steel guard post.					
0+27	9.0' RT & Deadman					

0+22	10' LT END AC Pav. 10.7' Bay. CONC BIK Bldg.	16.42 4.14 20 4C PAY	17.27 3.59 10.7 Floor	16.66 4.30 10.7 B. FATH	16.76 4.10 10 A.C PAY	16.3 4.7 9.7 A.C PAY	16.65 4.81 20 A.C	16.37 4.59 20 A.C				
0+00	E.H. MISSION Blvd - 10' RT Bay AC Pav (Service stations) 10' LT Bay AC Pav.	16.60 3.36 100 T.C.B	17.04 3.92 100 C	16.77 4.19 10.5 59h	16.65 4.31 10 T.C.B	16.43 4.53 10 G	15.99 4.97 E.H.C PAY	16.17 4.77 10 G	16.30 4.66 10 T.C.B	16.36 4.60 10.5 A.C PAY		
0-10	E.C.B.L MISSION Blvd	16.43 4.52 50 G. wire	16.54 4.42 13 T.C.B	16.03 4.99 13 G	15.96 5.00 10	15.83 5.13 10	15.73 5.24 13 G	15.72 5.24 13 T.C.B	16.16 5.41 20.50 T.C.B	15.71 5.50 20.50 G	15.36 5.60 100 G. wire	14.98 5.88
0-40	& MISSION Blvd	17.15 3.21 100	17.21 3.75 50	16.75 4.21 10	16.63 4.33	16.50 4.46 10	16.05 4.91 50	15.49 5.47 100				

6.88 20.96 14.08 BM 5/8 B.P. Garnet + MISSION Blvd 20.96

X-SECT ALLEY B'K. 194 (cont.)

2+50

♀ M.H.

2+49

9.9' RT END AC PAY

2+37

7.2 LT ♀ 3' WALK

2+25

2+25

10.1 LT ♀ WATER METER

2+00

T.P.

7.28

24.96

3.28 17.68

1+75

10.9' RT ♀ CLEAN-OUT VALVE

1+71

9.9' RT ♀ WATER-METER

1+50

9.3' RT ♀ PIPE II TPO 330

1+25

10.5' RT ♀ CLEAN-OUT VALVE

LT.

♀

RT.

14.4
6.2
15

19.0
6.0
10

14.46
6.50
RIM
M.H.

18.6
6.4
10

18.60
6.36
9.9

18.26
6.20
2.5

14.41
6.15
13.0

18.66
6.30
7.2

18.4
6.6
10

18.1
6.9

18.00
6.96
10
AC
PAY

17.90
7.06
15
AC
PAY

18.5
6.5
15

18.1
6.9
10

17.7
7.3

17.63
7.33
10
AC
PAY

17.46
7.50
2.5
AC
PAY

24.96

17.7
3.3
2.5

17.9
3.1
10

17.5
3.5
8

17.3
3.7

17.26
3.70
10
AC
PAY

17.24
3.72
15
AC
PAY

17.6
3.4
2.5

17.2
3.8
10

16.9
4.1

16.89
4.07
10
AC
PAY

17.02
3.94
20
AC
PAY

17.9
3.1
20

17.2
3.8
10

16.7
4.3

16.74
4.22
9.95
AC
PAY

17.01
3.95
20
AC
PAY

20.96

X-SECT Alley Blk 194 (CONT.)

3+29 } 10.1 RT Beg old Shed (Wood)
 3+29 } 9.6 RT END 6' Board Fence
 3+28 } 8.3' RT to 6" Tree ~~summers~~
 9.4' LT & WATER Meter
 3+25 }
 3+21 } 15' LT END 3-CAR GAR
 3+00 }
 2+93 } 15' LT Beg 3-Car GAR
 2+82 } 14.9' LT END 3-CAR GAR
 2+75 }
 2+71 } 10.2' RT. Beg 6' Board Fence
 2+63 } 12' RT. 1-CAR GAR CONC FLOOR
 2+60 } 10.2' LT & CLEANOUT Valve
 2+54 } 15' LT. Beg 3-CAR GAR CONC FLOOR
 No APRON

20.7	20.5	20.0	19.8	20.0	19.8
4.3	4.5	5.0	5.2	5.0	5.2
23	14	10		10	15

20.36	20.4				
4.60	4.6	19.9	19.5	19.7	19.3
15	15	10	5.5	5.3	5.7
CONC Floor	GROUND			10	15

20.40	19.8				
4.56	5.2				
15	15				
CONC Floor	GROUND				

20.08	19.6	19.1	19.3	19.0
4.88	5.4	5.4	5.9	5.7
15	15	10	10	15
CONC Floor	GROUND			

20.12	19.4			
4.84	5.6			
15	15			
FLOOR	GROUND			

19.26
5.90
12
Floor

24.96

X- Sect Alley BIK 194 (Cont.)

4+00

21.55
21.4
20.6
21.0
20.9
21.1
3.4
3.6
4.2
4.0
4.1
3.9
13.1
10
10
15
25
Apron

3+83

13.1 LT BIK in Apron grade

21.74
21.44
3.18
3.52
15 Floor
13.1 apron
3.58
21.3
13.1
Apron

3+79

15' LT Beg 4-car gar.
Conc Floor

13.1 LT Conc Apron

3+78

11.4' LT & water meter

3+71

15' LT END 4-Car gar

13.2 LT Apron

21.16
21.10
3.80
3.86
15 Floor
13.2
Apron

3+55

12.2' RT Single gar dirt Floor

20.4
4.6
12.2

3+50

21.97
20.6
20.2
20.4
3.99
4.4
4.8
4.6
12.9
10
10

3+48

9.8' RT END old Shed
8.9 RT & Pole JPA 870

3+46

10.2' LT END Conc Apron

20.75
4.21
10.2
20.58

3+34

10.2 LT Beg Conc Apron

21.16
4.38
10.3
20.73
3.80
4.73
15 Floor
12.9
Apron

3+32

15' LT Beg 4-car gar

Conc Floor 12.9 to Conc Apron

24.96

X-SECT ALLEY B/R 194

4+75

$\begin{matrix} 23.5 \\ 37 \\ 25 \end{matrix}$
 $\begin{matrix} 22.0 \\ 42 \\ 10 \end{matrix}$
 $\begin{matrix} 22.7 \\ 45 \end{matrix}$
 $\begin{matrix} 23.14 \\ 40.8 \\ 6.6 \\ \text{CONC} \end{matrix}$
 $\begin{matrix} 23.15 \\ 40.7 \\ 10 \\ \text{CONC} \end{matrix}$

T.P. 4+4 27.22 2.18 22.78

27.22
↑

$\begin{matrix} 23.13 \\ 1.83 \\ 6.6 \\ \text{CONC} \end{matrix}$

4+73

6.6' RT Beg 4' wide conc. WALK // to alley

4+71

10.1 RT Beg 2-story House
10' RT END 4' Board Fence

4+50

8.6' RT Pole # IPA 890

$\begin{matrix} 22.5 \\ 2.5 \\ 20 \end{matrix}$
 $\begin{matrix} 22.3 \\ 2.7 \\ 10 \end{matrix}$
 $\begin{matrix} 22.1 \\ 2.9 \end{matrix}$
 $\begin{matrix} 22.1 \\ 2.9 \\ 10 \end{matrix}$
 $\begin{matrix} 22.1 \\ 2.9 \\ 20 \end{matrix}$

4+48

9.8' RT Beg 4' Board Fence
9.8' RT END old wood Shed (lathe house)

4+30

8.3' RT Deadman

4+24

9.6' RT Beg old wooden Shed (lathe house)

4+21

15' LT END 4-car gar. 12.9' LT CONC APRON

$\begin{matrix} 21.77 \\ 3.19 \\ 15 \\ \text{CONC FLOOR} \end{matrix}$
 $\begin{matrix} 21.64 \\ 3.32 \\ 12.9 \end{matrix}$

24.96

X-SECT ALLEG BIR 194 (CONT.)

LT. S RT

Check: 220 25.02 = 25.05 1/1 W RP Feispar + Bayard

5+39.33

L Bayard

2411 2266 2331
3.11 3.56 3.91
100 50

5+13.33

W. CR. LINE Bayard

2361 2317 2313 2270 2286 2238 2234 2222 2217 2216 2206 2143 2223 2141 2178
3.61 4.65 4.08 4.52 4.36 4.84 4.88 5.00 5.05 5.04 4.56 5.39 4.99 5.81 5.44
100 100 50 50 12 12 10 10 10 12 12 50 50 100 100
CB G CB G TCB C

4+99.33

W. L. Bayard

2291 2271 2227 2200 2242 2265
4.31 4.51 4.95 4.62 4.80 4.57
10 10 10 10 10 10
T.CB G EDGE CON. G T.CB
PAR WALK

4+97

10.1 RT END 2-story house

4+88

234 230 227 2313 2326 2350
3.8 4.2 4.5 4.09 3.96 3.72
20 10 10 6.6 CONC 10 CONC 10.1
Floor House

27.22

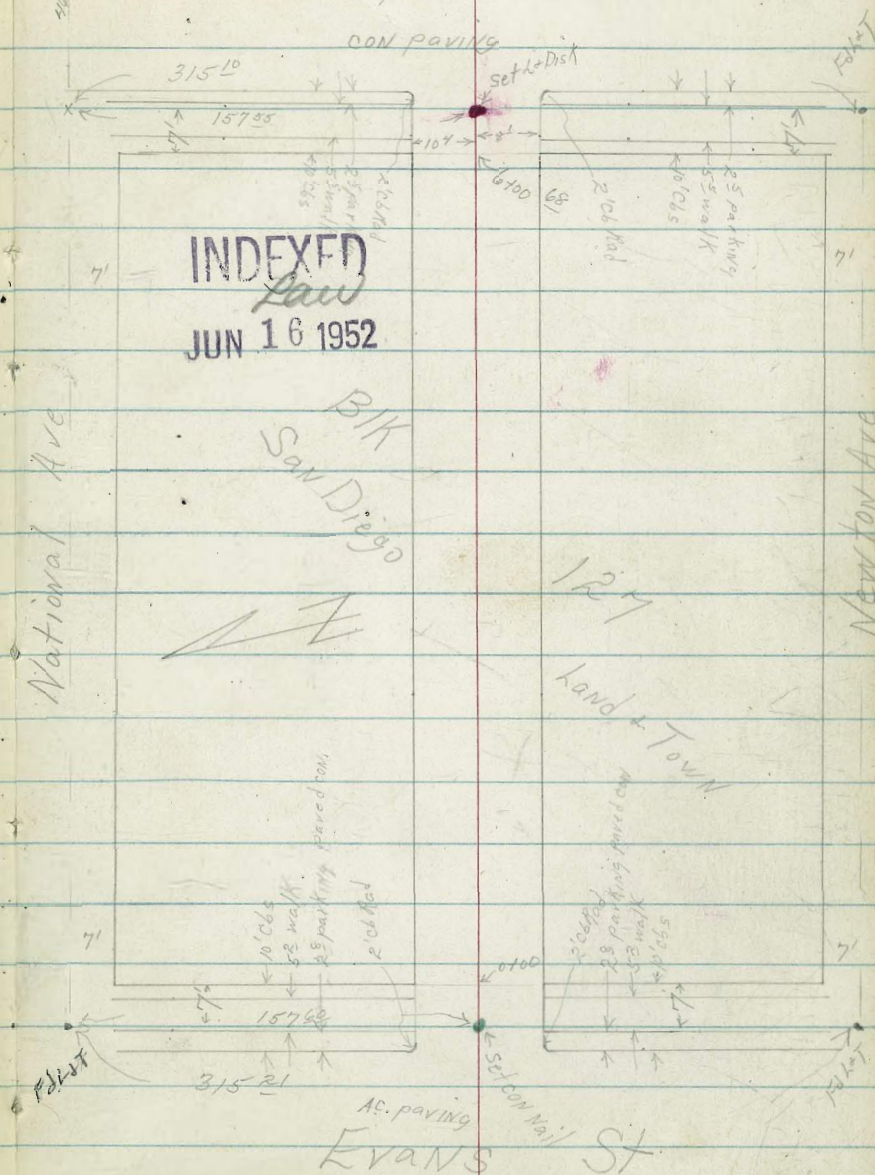
D. Smith
C. Allen
R. Taylor
R. Parks

Cross Sec Alley BIK 127
San Diego Land & Town

Fd 7X7 2+T
SE Cor
2 SET PKT 10 00 T
1012 3158
3.6.2

WO# 25020 43
6-13-52

Sampson St



Lt=North

46.1

45.9

45.4

45.3

45.2

44

32

32

42

42

43

20

10

10

20

45.8

32
Floor

45.8

32
Floor

0494 92^o Lt & single garage dirt floor

0481 12^o Rt & single garage dirt floor

0475 10^o Rt End Picket Fence

0453 8^o Rt & 14 Power Pole # A2104

0450

33

32

40

38

40

20

10

10

20

0412 8^o Lt 26" Tel Pole #412645H

10^o Rt + Lt Begin 6' Picket Fences

0400 Ely Line Evans St edge A.C. paving

46.30

44.92

42.42

44.32

44.51

42.0

45.8

5.08

5.18

4.92

10^o
06

10^o
94

10^o
94

10^o
06

47.04

46.37

44.17

44.41

44.32

43.94

43.62

43.44

44.18

41.43

42.18

2¹⁶

3¹³

4³³

5⁰⁹

5¹⁸

5⁵⁶

5⁸⁸

6⁰⁶

5³²

8⁰⁷

7³²

60
06

60
94

12
06

12
94

10

5

10

12
94

12
06

60
94

60
06

0-10 Ely Cb. Line Evans St

BM 12^o

49⁵⁰

37⁴⁰

SWBP
Evans J
New ton

49⁵⁰

Lt=North

Q

Rt=South

45

2469 10³ Lt 6" Tel Pole # SPA2155

44.6

2459 10² Rt Q single garage dirt floor

42

10²
Floor

45.2

44.9

44.6

2450 8² Rt Q 14" Power Pole no number

43

46

42

10

10

45.75

45.50

2446 9² Lt End 5 car garage cor floor + apron

375

420

10²9²

45.74

45.39

2405 9² Lt Begin 5 car garage cor floor + apron

376

411

10²
Floor9²
Apron

45.0

44.8

44.3

2400

45

47

52

10

10

1750 10⁴ Lt end fence1750 8² Lt Q 10" Tel Pole # SPA8227

45.3

44.9

45.2

1750 9² Rt Q 14" Power Pole # A2132

42

46

43

10

10

45.0

1740 14² Rt Q double garage dirt floor

45

49.50

14²

Floor

Lt= North

46.0

5^R

45.5

Rt= South

46

4700 10⁶ Lt E 6" Tel Pole # JPA 2161

4^R
10

5^R
3

45.7
51
10

44.9

45.7

3798 9² Rt Brq m 6' con block wall

5^R

5^R

9²
footing

9²

3795 15³ Lt E single garage dirt floor

46.3
4^R
15³
Floor

3784 15¹ Lt E single garage dirt floor

46.1

42

15¹
Floor

45.4

45.4

3784 10¹ Rt E single garage cor floor apron

5³⁸
10¹
apron

5³⁸
14¹
Floor

3776 8⁵ Lt E 16" Pole Power # AR180

46.3

3760 15⁴ Lt E double garage dirt floor

4^R
15⁴
Floor

46.1

45.6

45.4

3750

47

5^R

54

3740 11⁶ Lt E double garage dirt floor

46.0
4^R
11⁶
Floor

44.74

44.91

3712 17² Rt E double garage cor floor apron

6⁰⁵
17²
apron

5⁸⁸
27²
Floor

3700

45.6

45.6

45.6

TP 566 5079 437 4513

5^R
10

5^R
10

5^R
10

A 5079

5100 10^s Lt & 6" tel Pole

4194 10^s Rt & single garage dirt floor

4188 10² Rt End wire fence

4162 13⁴ Lt & single garage dirt floor

4150

4146 8⁸ Rt & 2' cow walk

4137 8⁶ Rt Begin 6' wire fence

4135 10^s Rt & 2' cow walk

4134 10⁶ Rt End 6' Corrigated fence

4133 9⁰ Rt & 18" Pepper Tree

4127 11² Lt & double garage dirt floor

4105 9^s Rt Begin 6' Corrigated fence

4105 9⁸ Rt End 6' cow block wall

Lt=North

Rt=South

47

45.5
53
10

45.1
52

44.7
61
10

44.7

61
10^s
floor

45.1

52
13⁴
floor

45.6

45.1

45.4

44.9

44.6

52
20

54
10

55

52
10

62
20

44.63

61
2' walk

44.66

613
10^s
walk

45.6

52
11²
floor

44.9

45.5

52
98
footing

53
96

π 50.79

BM

1153

36

✓
3697
93 SWBP
Sampson
Newton

Lts North

Rte South

48

48.44
47.84
46.06
45.54
45.38

44.87

44.49

44.39

44.88

41.84

42.40

6410⁶⁸ Wly Cb hwe Sampson St

0⁰² 0⁶² 2⁴⁰ 2⁹² 3⁰⁸
60 60 124 124 104
cb gut cb gut gut

3 59

3 97

4 07

3 58

6 62

6 06

81 102 102 60 60
gut cb gut cb

46.11
45.65

45.14

45.17

45.17

45.1

6400⁶⁸ Wly Sampson St edge comparing

2³⁵ 2²¹
104 104
cb gut

3 32

3 29

3 29

3 2

82 81
gut cb

10

5497 10⁴ Lt & 6" Tel Pole 84004H

45.63

5458 & SMH

45.82

111

5450

46.8
45.8
12 22 30
15 10 10

45.55

45.0

44.1

5412 14⁰ Lt & double garage dirt floor

45.9
26
140
Floor

TP₂ 3³⁰ 48⁴⁶ 563 4516

5401 8³ RT & 16" Power Pole # A2192

48⁴⁶

PROPOSED POLICE STATION

PARKING LOT.

CHS
B099
oltman
Johns

9-18-52 Market at Pacific Hy.

W.O. 11039

• Denotes Ed 7'x7' L+T.

Ely. line Pacific Hy. = 0100

Starting B.M. = S.E.B.R. G. St. + California EL: 0.43

Set. B.M. on S.W. 7' L+T. + California + Market EL: 0.92

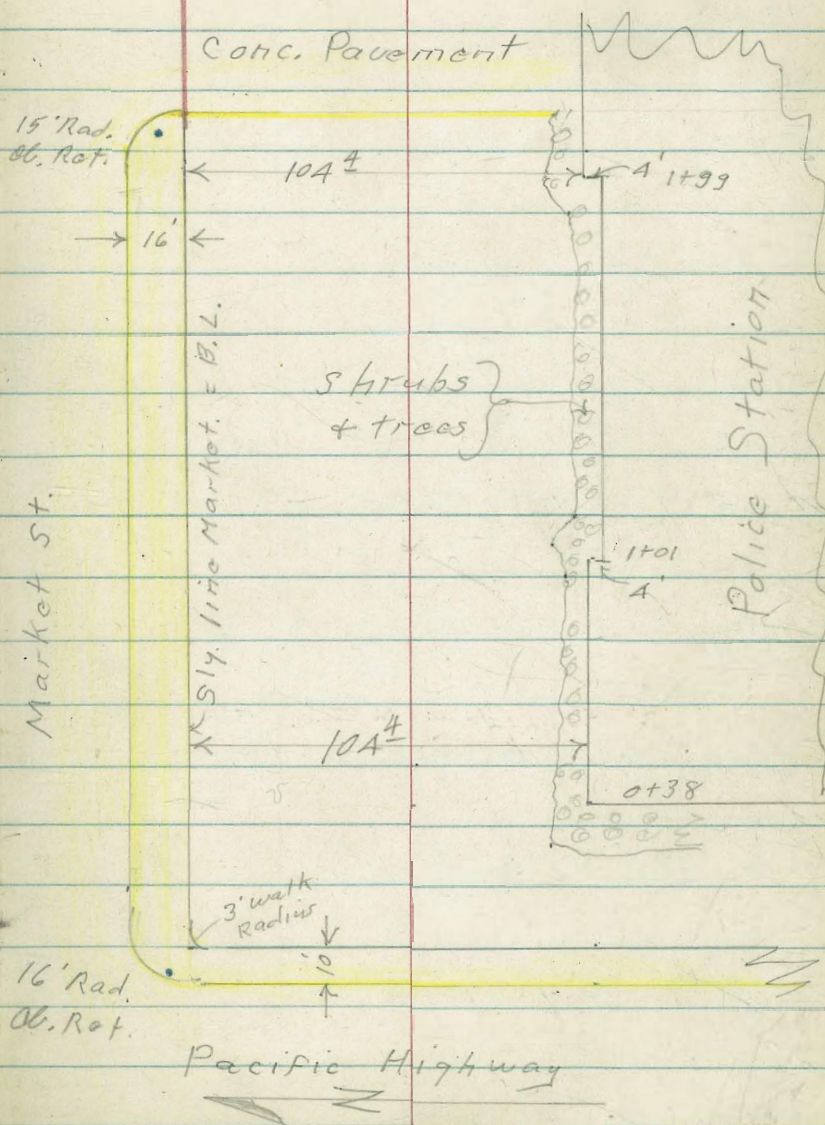
Set. B.M. on N.E. 7' L+T. + Pacific Hy. + Market EL: 3.24

Direct elevation rod used

2+13 = 91' RT. } Nly. side existing
1+98 - 93' RT } = bed of large
1+90 - 99' RT } shrubs + trees.
1+15 - 100' RT }
1+03 - 95' RT }
0+98 - 98' RT }
0+26 - 96' RT } = edge of shrubs

B.L. = sly line Market.

SEP 19 1952



9 v	1+00	1.32 16 G	1.92 16 G	2.20 1 G	2.3 50	4.1 90	5.4 97	5.4 97	5.2 104	
	0+75	1.68 16 G	2.22 16 G	2.61 1 G	2.6 50	4.2 90	5.3 97	5.3 97	5.1 104	
	0+50	1.90 16 G	2.60 16 G	2.92 1 G	3.1 50	4.1 90	5.1 97	5.0 97	5.0 104	
	0+25	2.17 16 G	2.84 16 G	3.17 1 G	3.3 50	4.1 90	4.7 97	4.9 97	4.9 100	
	0+08	106' Rt. = ctr. 36" diam palm.								
	0+06	16' Lt. = cb. Rot. E.C.								
	0+03	E.C. side walk - 3' Radius								
		3' Rt. = side walk B.C. - 3' Radius								
	0+00	Ely. line Pacific Hy.								
	0-10	Ely. cb. Pacific Hy.								
	0-10 ^{cl}	Ely gutter Pac. Hy.								
		2.44 16 G	3.11 16 G	3.38 1 G	3.7 25	3.9 50	4.1 75	4.3 100	4.4 110	
				3.42 E.C.						
					3.40 3	3.42 25	3.45 50	3.62 75	3.74 100	3.92 125
					3.27 25	3.33 50	3.50 75	3.62 100	3.79 125	3.90 125
		2.94 16		2.79 16	2.90 25	3.02 50	3.10 75	3.28 100	3.35 125	

9 v	1+00	1.32 16 G	1.92 16 G	2.20 1 G	2.3 50	4.1 90	5.4 97	5.4 104	5.2	
	0+75	1.68 16 G	2.22 16 G	2.61 1 G	2.6 50	4.2 90	5.3 97	5.3 104	5.1	
	0+50	1.90 16 G	2.60 16 G	2.92 1 G	3.1 50	4.1 90	5.1 97	5.0 104		
	0+25	2.17 16 G	2.84 16 G	3.17 1 G	3.3 50	4.1 90	4.7 97	4.9 100		
	0+08 106' Rt. = ctr. 36" diam palm.									
	0+06 - 16' Lt. = cb. Rot. E.C.	2.44 16 G	3.11 16 G	3.38 1 G	3.7 25	3.9 50	4.1 75	4.3 100	4.4 110	
	0+03 = E.C. side walk - 3' Radius			3.42 E.C.						
	3' Rt. = side walk B.C. - 3' Radius									
	0+00 = Ely. line Pacific Hy.				3.40 3	3.42 25	3.45 50	3.62 75	3.74 100	3.92 125
	0-10 = Ely. cb. Pacific Hy.				3.27 25	3.33 50	3.50 75	3.62 100	3.79 125	3.90
	0-10 ⁰¹ = Ely gutter Pac. Hy.	2.94 16		2.79 16	2.90 25	3.02 50	3.10 75	3.28 100	3.35 125	

stone slab
 2+13²¹ 875 Rt = sly edge Pavc. = start flag
 = start conc. pavement

5.21
 97
 on flag stone
 0.40 0.57 3.37 4.44 4.76 5.00 5.10
 16 50 68 76 83 87

Fly. face 6" wide ab.
 2+13²² 1147 = E.C. 15' ab. Ret.
 0.5 Rt. = Nly end Nts. ab. =

1.01 1.04 3.71 4.78 5.06 5.31 5.46
 1 50 68 76 83 91
 E.C.
 ab

91' Rt. = sly. end of same

2+12⁹ } 0.2 Rt. = Nly. end 2" pipe rail fence
 2' high.

2+12

1.01 1.11 3.5 4.8 5.2 5.2
 1 50 75 90 104

2+00

0.17 0.75 1.04 1.1 3.6 4.9 5.2 5.0
 158 158 1 50 75 93 104
 G ab

1+98² 16' Lt. = B.C. 15' Rad. ab. Ret.

0.25 0.76 1.06
 16 16
 G ab

2+00

~~16 16~~
~~G ab~~
 1.04

1+75

0.53 1.03 1.29 1.4 3.7 5.2 5.5 5.3
 16 16 1 50 90 102 104
 G ab

1+50

0.79 1.36 1.65 1.8 3.9 5.2 5.4 5.3
 16 16 1 50 90 100 104
 G ab

1+25

1.06 1.60 1.86 1.9 4.0 5.2 5.5 5.2
 16 16 1 50 90 101 104
 G ab

B.L.

52

2+30

0.17 pavement

0.60	0.85	3.45	4.51	4.90
16		50	68	76

5.04	5.08
83	872
	End pave.

LT C RT

0+69 26. LT Beg. Road CB
 0+61 37.5 LT & 15' Drive - ASPHALT Pav.

2.29
 7.63
 37.5
 ASPHALT

T.P. 6.49 9.92 3.77 3.43

9.92

0+50 26.1 LT END Comb CO / WALK ON LEFT

2.64 2.56 1.92
 4.56 4.64 5.28
 37.5 26.1 26.1
 BK WALK CB GUT

0+25

2.21 1.71
 4.99 5.49
 26.1 26.1
 CB GUTT

0+05

2.00 1.15
 5.14 6.05
 26.1 26.1
 CB GUTT

27.1 RT & Pole # 598

0+01

26.1 LT & 3.5x2.2 Box

0.95 -0.89
 6.25 8.09
 26 26
 TRCB FL. LINE

0+00 S/LY LINE MKT

END CB RT. Beg. ASPHALT. PKG Lot & ASP. WALK

2.06 0.95
 5.44 6.25
 26.1 26.1
 TRCB GUT

0-01 - CB B.C. Kettner

2.06 6.17 1.03
 5.15 26.1 26.1
 TRCB GUTT

0-03

26. RT & 3.5x2.2 MKT Box

2.05 1.55 1.93 1.56 1.60
 5.15 5.65 5.27 5.84 5.60
 100 100 405 405 25.5
 TRCB GUTT TRCB GUTT E-C MKT

0-16 = CB. LINE MKT

1.80 1.17
 5.40 6.03 6.29 5.82 6.47 6.02
 25.5 40.5 40.5 100 100
 GUTT TRCB GUTT TRCB

B.M. 4.78 7.20

2.42 S/LY B.P. INDIA & MARKET

7.20

LT.

E

RT

1+50

2.2	2.57	2.84	2.12	2.52	2.44	2.71	2.96	3.36
7.7	7.35	7.08	7.10	7.40	7.38	7.21	6.96	6.56
37.5	25.6	13		13	15	25.6	26.6	37.5
DIT								

1+40

39.5 LT. 24' Drive (Asphalt Pav.)
27.2 RT E Deadman

2.22
7.70
39.5
Asph.

1+31

27.2 Rd E Deadman

1+25

2.2	2.49	2.63	2.67	2.35	2.26	2.50	2.72	2.20
7.7	7.43	7.29	7.25	7.57	7.66	7.42	7.06	6.72
37.5	25.6	13		13	15	25.6	26.6	37.5
DIT	Edge				Low M		Asph. Walk	

1+03

27.2 RT E Pole # 560

1+00

2.0	2.25	2.43	2.46	2.18	2.15	2.40	2.87
7.9	7.67	7.49	7.46	7.74	7.77	7.52	7.05
37.5	25.5	13		13	15	25.6	37.5
DIT	Edge Pav.			Low			

0+91

25.6 RT By Wood CD

0+89

37.7 RT By 2' Conc. Ret Wall
37.5 RT END ASPHALT Pkg Lot - Cont. Asphalt Walk

2.0	2.08	2.35	2.23	2.71	3.00
7.9	7.84	7.57	7.69	7.21	6.92
37.5	25.5		26.1	37.5	47.5
DIT	Edge Pav				

0+75

2.5	1.98	2.27	2.27	2.04	2.17	2.46	2.94
7.4	7.94	7.65	7.65	7.88	7.75	7.46	6.98
37.5	25.3	13		13	26.1	37.5	47.5
DIT	Edge Pav					Asph.	

9.92

♀
Kettner

♀ Drive 2+28.5

St Lane Kettner

Comp. Drive

1/2 Book Way
Police Conv.

W. Lane Kettner

LT

♀

RT

2+28.5 ♀ Drive

2+20.5

2+10 26 RT Edge Conc Drive

2+06 25.6 RT Bq B.C. Conc Drive

T.P. 5.97 9.30 6.59 3.33

2+04 26.1 RT END Comb & CB + WALK

2+00 39.5 LT ♀ 24' Drive (Asphalt)

1+74 26.1 RT Bq. 8' Comb Conc. CB + WALK, 34' 1/2 BK WALK
END Wood Sp.

2.24 2.76 3.30 3.62 3.74 4.93 5.35
7.06 6.54 6.00 6.28 5.56 4.37 3.95
37.5 25.6 15 15 26 37.5 44
SIRT Edge Pav. A.C. Conc Drive Conc Floor Car

4.82
4.48
37.5
Edge Conc
At Drop

6.21
6.09
24
Edge Conc
At CB Drive

3.04 3.11
6.26 6.19
25.6 26.0
Edge Conc. Asphalt

9.30

3.00 3.32 3.38
6.92 6.59 6.54
28.1 26.1 34.1
GUT. CD BK WALK

2.20 2.2 2.83 3.07 3.13 2.90 2.76 2.87 3.27 3.33 3.49
7.72 7.7 7.09 6.85 6.79 7.02 7.16 7.05 6.65 6.59 6.43
39.5 37.5 25.5 13 13 16 26.1 26.1 34.1 37.5
Asph. Edge Pav. Low GUT CB BK ASPH WALK

2.2 2.76 2.99 2.72 3.07 3.22 3.26
7.7 7.16 6.93 7.20 6.85 6.80 6.66
37.5 25.0 26.1 26.1 34.1 37.5
SIRT Edge Pav. GUT. CD BK WALK ASPH

9.92

LT.

Σ

RT.

3463 40 LT & 24' Drive, Asph.

3.17
7.02
4.0
Asph.

3450

3.1

3.32

A.1A

4.0³ 4.3³ 4.44

7.1
37.5
Dirt

6.67
25.6
Edge
P.C.

6.05

6.16
25.6
A.C.

5.86
26.2
Asph.

5.75
27.5
Asph.

3432 27.3 RT & Pole = 540

T.P. 5.53 10.19 4.64 7.66

3400

3.4

3.45

3.56

10.19
3.67

3.56

3.78

4.21

5.9
37.5
Dirt

5.85
25.6

5.74
13

5.63

5.77
15
Low

5.52
26

5.09
37.5
Asph

2498 37.6 RT & 10 Asp. Drive

k.20

5.10
37.6
Asp. Drive

2474 40 LT & 24' DIRT Drive

2.7

6.6
40

2456 37.7 RT END Ret Wall Beg 9' x 12" WALL

2.42

3.01

3.39

3.21

3.37

3.60

3.67

2450.8 EC Drive At South

6.88
37.5

6.29
25.6
Edge
P.C.

5.91

6.09
15
Low

5.93
25.6
Edge
Conc

5.80
26
Asph.

5.43
37.5
Asph

2448

3.35

5.95
26
Edge
Conc

2436.3

A.87

4.42
37.5
Edge
Drive

9.30

(CONT. ON NEXT PAGE)

T.P. 2.15 6.56 5.78 4.41

413A 26.1 LT B.C. CB RT N/ELY Harbor + Kettner

3.49 5.62 5.04
6.70 4.57 5.15
37.5 26.1 26.1
DWT TPCB GUTT.

3494.91 46. RT = E.C. N/ELY Ret. Harbor + Kettner
(C.B. Line Harbor Dr.)

4.59 5.20
5.60 4.99
46. 46
GUTT CB

3487.91 = N/ELY LINE Harbor Dr. (STATE)

3.37 5.08 4.44 4.78
6.82 5.41 5.75 5.41
37.5 26.1 26.1
DWT CB GUTT

4.39 4.94 4.95 5.06
5.90 5.25 5.24 5.13
50.7 30.7 31.2 37.5 47
GUTT CB ASPH ASPH
Return

3474.6 Bay CB LT. 26.1
B.C. CB. RT. 26.1

3.27 4.90 4.57 4.42 4.64 4.71
0.92 5.29 6.02 5.77 5.65 5.78
37.5 26.1 26.1 13 13
DWT TPCB GUTT

4.23 4.89 4.79 4.96
5.96 5.30 5.40 5.23
26.1 26.1 26.6 37.5
GUTT TPCB ASPH ASPH

10.19

MARKET - KETTNER TO CALIF.

CT. S RT.

1+50

1.4
5.2 5.72 6.44
16' 16'
TPCB GOTT

1+30

145 RT, S Pole #6-727-R

1+13

146 RT S 1' x 1.5' TRAFFIC BOX Flush with BK Edge CB.

1.61 1.4
4.95 5.2 5.42 5.44 5.57 5.98
3 4.8 10 16
TPCB WALL MARK TPCB GOTT

1+00

0+50

1.5
5.1 5.34 5.81
16
TPCB GOTT

0+10

12 RT S 3' x 1.5' TRAFFIC CONTROL BOX

1.6 1.40 1.44 1.38 0.91
5.0 5.16 5.42 5.48 5.65
4.8 10 16 16
BK EXIST edge TPCB GOTT
5.2 WALL

0+03

opp. CB. IFC on MKT

0+01.7

14 RT S Signal STD. (3' x 2')

1.63 1.6 1.53 1.43 0.86
4.93 5.0 5.03 5.13 5.20
3 1.2 BK edge 15.6 GOTT
TPCB MARK AT RT. AT CB PL

0+00 = W. Line Kettner. B sq 3.5' high shrubs 1.0 IT Prop. Line

S/LY LINE MARKET = BASE LINE

6.56 (see Pg 58)
1

LT.

Q

RT.

check: 4.57 2.42-2.42 cal.

S/W B.P INDIAN MARKET.

T.P. 4.95 6.99 4.52 2.04

2+12.30

3' LT. END obwide CB Along PK&stnp.
CB FC. AT S/W Prop. Line MKT. ST.
END Shrobs 1.3 LT Prop. LINE

1.62 0.92 0.79
4.94 5.64 5.82
3 TPO 6
TPCB EC
END TPCB

2+02.21

-RG CB S/W Ret Calif +Kottner

0.86 0.27
5.70 6.29
16 16
B.C. TPO GUTT

2+00.21

E. LINE CALIF = BK WALK AT RT

1.59 1.3 0.96 0.94 0.86 0.29
4.97 5.3 5.60 5.62 5.68 6.27
3 TPCB 48 10 16 16
S. edge WALK 11. edge WALK TPCB GUTT

1496

14.0 RT Q Pole + Deadman # G-749-R

1494

15' RT Q 1.0 x 1.5 TRAFFIC Box Flush curb

1488

14' RT Q Pole # R-739-G

6.56
↑

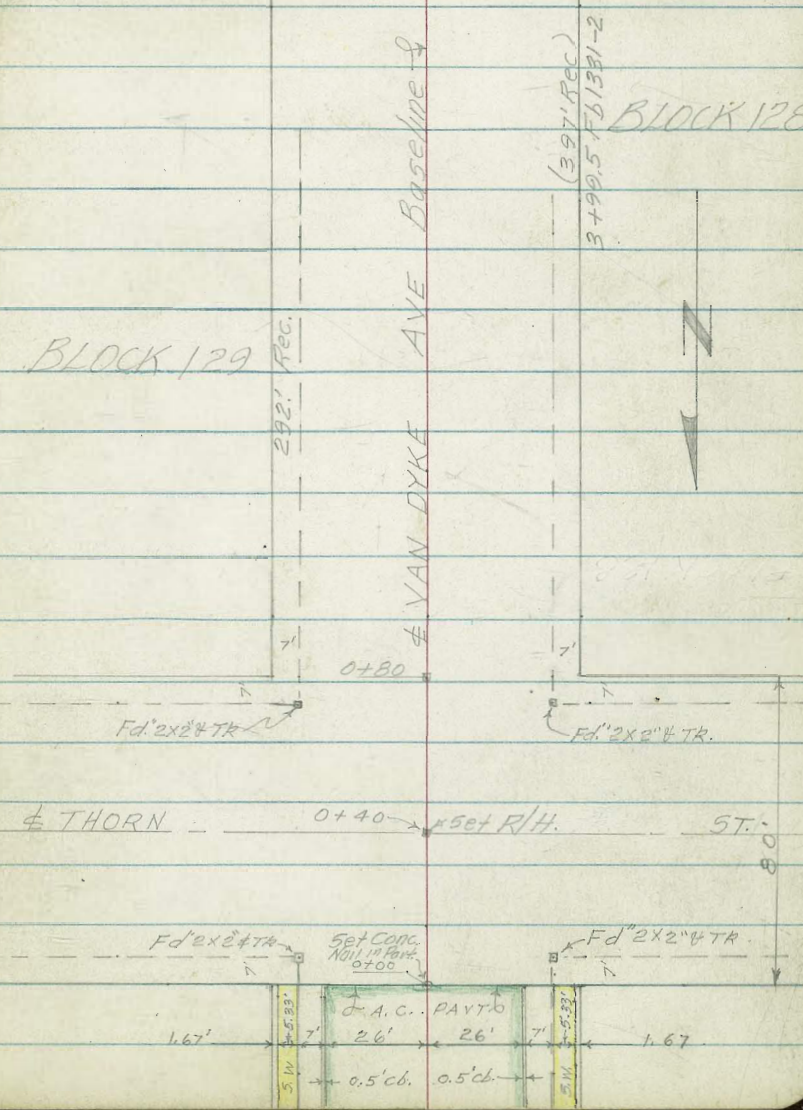
LAYOUT SKETCH FOR CROSS SECTIONS
OF VAN DYKE THORN TO LEXINGTON AVE

W.O. 25020
Ref File Map
No 1007
No 1696
Sheet 2

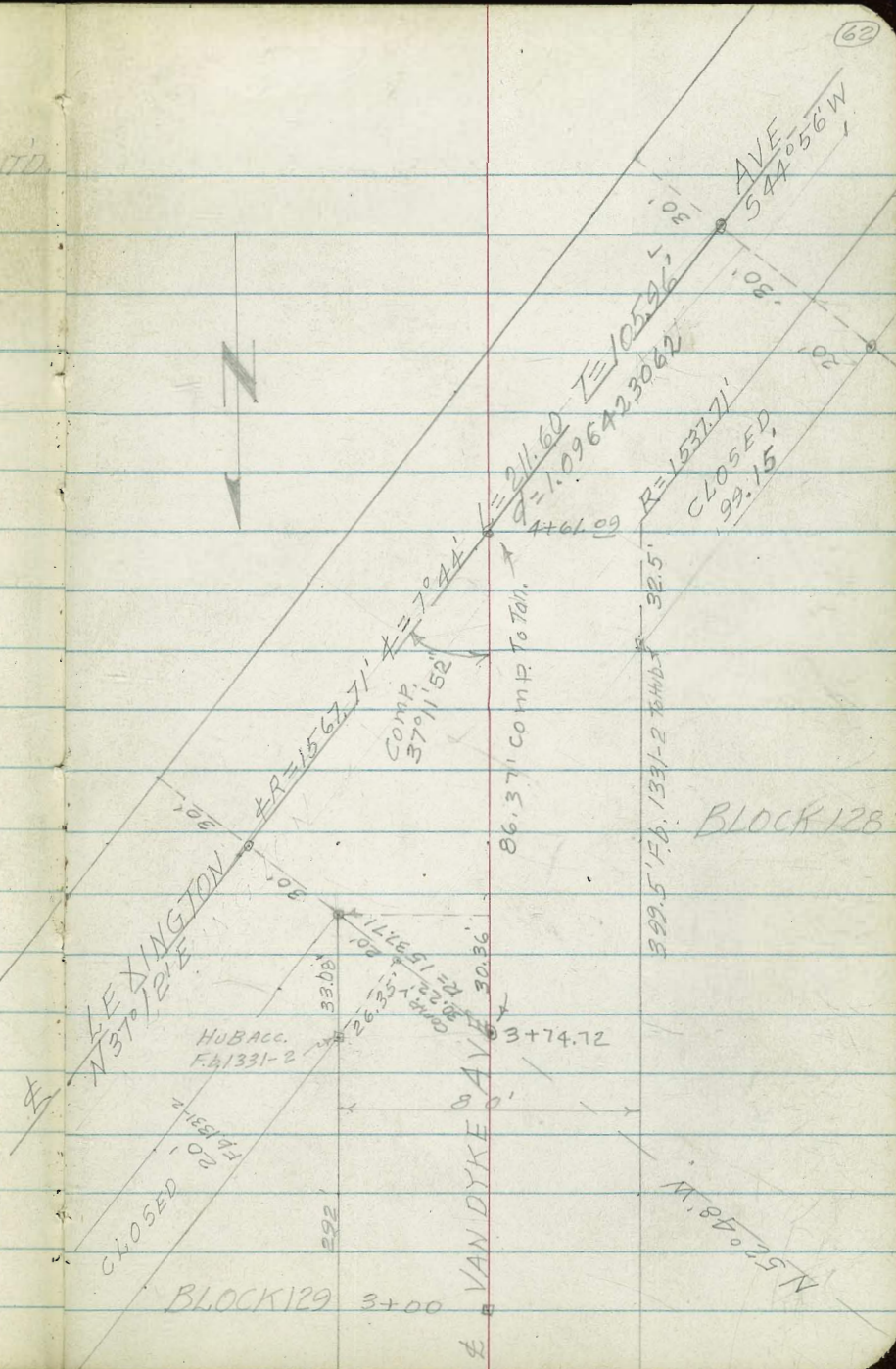
3+00.00

Stamper \square
Huffman ∇
Shorey \dagger
Sherry \dagger

WORK STOPPED FOR
HIGHER PRIORITIES



LAYOUT SKETCH FOR CROSS SECTIONS CONTD.



CROSS SECTIONS VANDYKE AVE FROM N.
PROP THORN TO LEXINGTON AVE

Sta.

B. M.

D. Smith
J. Porer
P. Taylor
B. Fish

INDEXED
JAN 6, 1954

WO # 31946
1-4-54

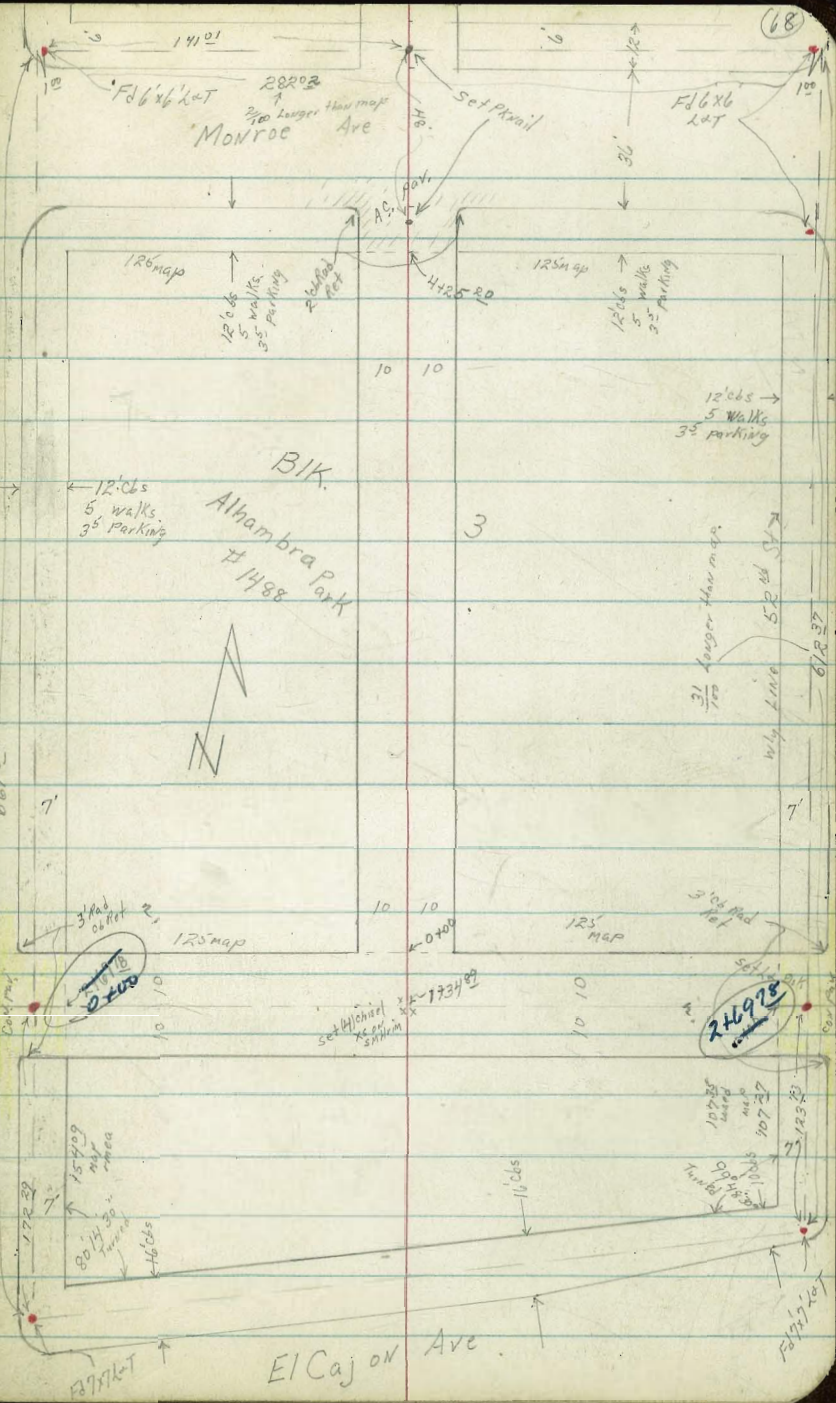
Cross Sec Alley BIK 3 Alhambra Park
btwn Monroe + El Cajon, 51st + 52nd

please Note cbs all around BIK are 8" thick

ref File Map # 1488

NOTES REDUCED BY RWB (1-11-54)

1/100 longer than map
51st St



X Sec E-W Alley BIK 3 Alhambra Park

Lt-Nly

♀

Rt-Sly

69

1+00

33 384.9
13
34 384.8
10
36 384.6
10
38 384.4
10
39 384.3
15

TP 300 388¹⁵ 5²² 385¹⁵

0+97 7° RT & deadman

0+75

55 385.5
13
58 385.2
10
60 385.0
10
55 385.5
10
388¹⁵

0+59 10° RT end 5' high con block wall

0+53 10° RT & G' body con slab for trash

41 386.03
10 386.03
con

51 385.9
10
98 385.3
10
Footing
42 386.1
15
52 385.8
10
54 385.6
10
42 386.3
10
44 386.6
15

0+50

4 386.9
20
42 386.8
11
45 386.5
10
48 386.2
10
48 386.1
10
45 386.5
13

0+25

10° RT begin 5' high 8" cor block wall

0+00 Fly 51st St end con paving & cbs

53 385.58
10
54 385.56
10
56 385.31
10
57 385.53
10
58 385.69
10
56 Footing
385.4

0-12 Fly c&h line 51st St.

385.60
537 385.18
50 579
25 385.56
25 541
25 586
13 385.11
13 536
21 385.61
21 583
21 385.14
10 586
10 385.11
10 385.12
10 385.08
13 589
13 385.12
13 585
28 385.92
28 551
25 385.01
25 585
25 385.94
105 384.92
105 544
30 385.33
30 544

BM 415 390⁹⁷

386⁸² SW/BP
51st & E/Cojou.

390⁹⁷

2+22 10² Lt end 5' high Board Fence

2+22 10² Rt Begin or NW cor con driveway

2+14 10² Rt & 8" tel Pole #594306H
(10² Lt Begin 5' high board fence)

2+03 12² Lt SE cor House

2+00

1+70 12² Lt SW cor House

1+46 13² Rt & garage door con floor

1+44⁸⁹ Ely of N+S Alley

1+34⁸⁹ E N+S Alley & SMH also

1+31 7⁵ Rt & 12" PP/ #PA5148

1+24⁸⁹ Wly of N+S Alley

1+16 13² Lt & double garage con floor

1+05 7⁰ Rt & 8" Anchor Pole

Lt = Nly

Rt = Sly

70

381.37
6 28
102
102
202
202
381.19

382.0
6 20
10

381.9
6 10
10

382.0
6 8
10

382.0
6 2
15

384.29
3²⁶
13²
Floor

383.9
4⁸
10

383.6
4⁶
10

383.3
4²
10

383.2
5⁰
15

384.60
3 5¹
15
132
con
Floor

384.2
4²
10

384.2
4⁰
10

384.4
3⁸
10

384.4
3⁸
12

384.4
3⁸
10

384.08
4⁰⁷
11M

384.2
4⁰
10

384.3
3²
12

384.6
3⁶
10

384.5
3⁷
10

384.2
4⁰
10

385.51
264
138
con
Floor

388¹⁵

Lt-Nly

2

Rt-Sly

71

TP2 6⁰¹ 391⁰⁸ 3⁰⁸ 385⁰⁷

Nail in pole #5148 143754T

372.36	376.99	377.05	376.65	376.84	376.34	376.34	376.14	376.02	375.98	376.48	375.83	376.29	375.34	375.86
10 ⁷⁹	11 ¹⁶	11 ¹⁰	11 ⁵⁹	11 ³¹	11 ²¹	11 ²²	12 ⁰¹	12 ¹³	12 ¹⁷	11 ⁶⁷	12 ³²	11 ⁸⁶	12 ⁸¹	12 ²⁹
50 28	50 9ut	28 06	28 9ut	13 28	13 9ut	10 28		10 13	13 9ut	13 06	25 9ut	25 06	50 9ut	50 06

R+81⁷⁸ Wly cb Lve 52nd St

R+69⁷⁸ Wly 52nd St begin cb - con paving

R+41⁵ 9² RT & 3' con walk

R+35

R+33 11² RT & single garage con floor

R+28 10² RT NE cor con driveway

376.94	376.66	376.34	376.96	374.56	379.02	379.02	379.02	379.02	379.02	379.02	379.02	379.02	379.02	379.02
11 ²¹	11 ⁴⁹	11 ⁵¹	11 ⁶⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹	11 ⁵⁹
10 06	10 9ut	10 06	10 9ut	10 06	10 06	10 06	10 06	10 06	10 06	10 06	10 06	10 06	10 06	10 06

X 388¹⁵

"X" Sec

N+S Alley

Blk 3

Alhambra Park

Lt. Wly

Q

Rt. Fly

72

1451 8³ Lt & 10" PPole # JPA4451

386.3

386.1

385.8

385.6

385.8

1450

48
15'

50
10

510
10

505
10

513
15'

1427 10⁰ Rt Begin 4' picket fence

1402 11⁴ SW cor single garage con floor opens Sky

386.3

386.0

385.8

385.6

1401 9⁴ Lt end 3⁵ board fence

1400.

48
10

51
10

513
10

515
10

0461 10⁴ Rt & single garage con floor apron

385.8

385.7

385.3

385.3

0450

513
20

54
10

518
10

518
10

0449 8² Lt Begin 3⁵ high board fence

0446 8⁰ Lt & 12" PPole # gone

0428 7⁰ Lt & deadman

0428 11³ Rt SW cor garage con floor open Sky

0425

385.9

385.7

384.7

384.7

0424 7⁰ Lt & deadman

0424 9¹ Lt NE cor garage

0404 9¹ Lt SE cor garage opens onto E+W Alley

0400 Nly Line of E+W Alley

385.6

384.3

384.1

65
10

68
10

70
10

385.56
5⁵²
11⁴
Floor

385.56
5⁵²
15⁶
Floor

385.91
5⁶⁷
10⁴
apron

385.10
5⁹⁸
11³
Floor

T 3/1/08

Lt. Wly

RT = Ely

2470 10³ RT & 3' con walk

2468 10³ RT begin 4' picket fence

2458 10² LLE single garage dirt floor

2453 9² RT & single garage con floor & apron

2450

2446 I & SMH

(S)

2445 10² RT end 4' picket fence

2418 9² Lt begin 4³ picket fence

2416 9² Lt & 2³ con walk

2407 9² Lt & garage open Wly

2404 10² RT & 2' con walk

2400 9⁴ Lt end 5' lath fence

1482 10⁴ RT & 12' x 12' con deck for bath house

↳ 10² RT Begin 5' picket fence at bath house

1476 9² RT end 4' picket fence

1451 9² Lt begin 5' lath fence

386.5

4/6
10⁰
Floor

386.4

386.4

386.3

386.4

42
15

47
10

48
386.39

47
10

468
Wly

386.48

4/6
9³
Wly

386.4

386.2

385.9

385.8

385.4

42
15

42
10

5²
10

5³
15

5⁷
15

385.43

385.67

544
10²
Wly

565
10⁴
con

382.02
4/6
10³
Wly

386.53

386.69

455
9²
apron

439
122
floor

π 391⁰⁸

LT = Wly
 389.36
 21²⁰
 92
 26
 92
 94

RT = Ely
 383.23
 5⁵³
 92
 94
 384.05
 5²
 92
 94
 384.31
 1²⁸
 92
 86

4125²⁰ Sly Monroe Ave begin cbs 2 A Spav.

4121 9⁵ RT end 3⁵ picket fence

4120

387.1
 20²²
 20
 26
 45
 44
 44
 26
 20
 12
 20

387.1
 386.7
 384.8
 385.2
 385.2
 386.7
 387.3
 387.4

TP3 5⁵⁰ 389²⁶ 7³² 383⁷⁶
 ON PK wall
 4131²⁰
 Sly 6' Wide Monroe St Alley

4400

3489 10² LT End 5' board fence

3487 9⁵ RT Begin 3⁵ picket fence

3484 10² LT & 10" P.Pole SPA4487

3478 10⁶ RT & single garage cov floor

3476 11² LT end cov wall but fence continues

3474 10⁷ RT end picket fences

3450

3446 10³ RT & 3' cov walk

3425 10⁴ LT end picket fence begin 5' board fence

3400

2475 9² LT & 10" P.Pole SPA4477

387.5
 36
 13

387.6
 34
 10

387.5
 6
 10

387.5
 3
 15

387.5
 3²⁹
 10⁶
 floor

387.71
 387.3
 387.5
 387.6
 387.5
 387.5
 387.5

332
 11²
 Top footing 9d

38
 11²

35
 11²

35
 10

36
 70

36
 70

35
 30

36
 10

39
 20

36
 10

31
 20

387.67
 386.9
 387.3

34
 104
 top wall

42
 104
 footing

300
 104
 9d.

387.1
 42
 20

386.9
 42
 10

386.9
 42
 20

386.8
 43
 10

386.8
 43
 20

387.97
 34
 103
 414

39108

Lt. Wly

£

Rt. Fly

75

BM starting

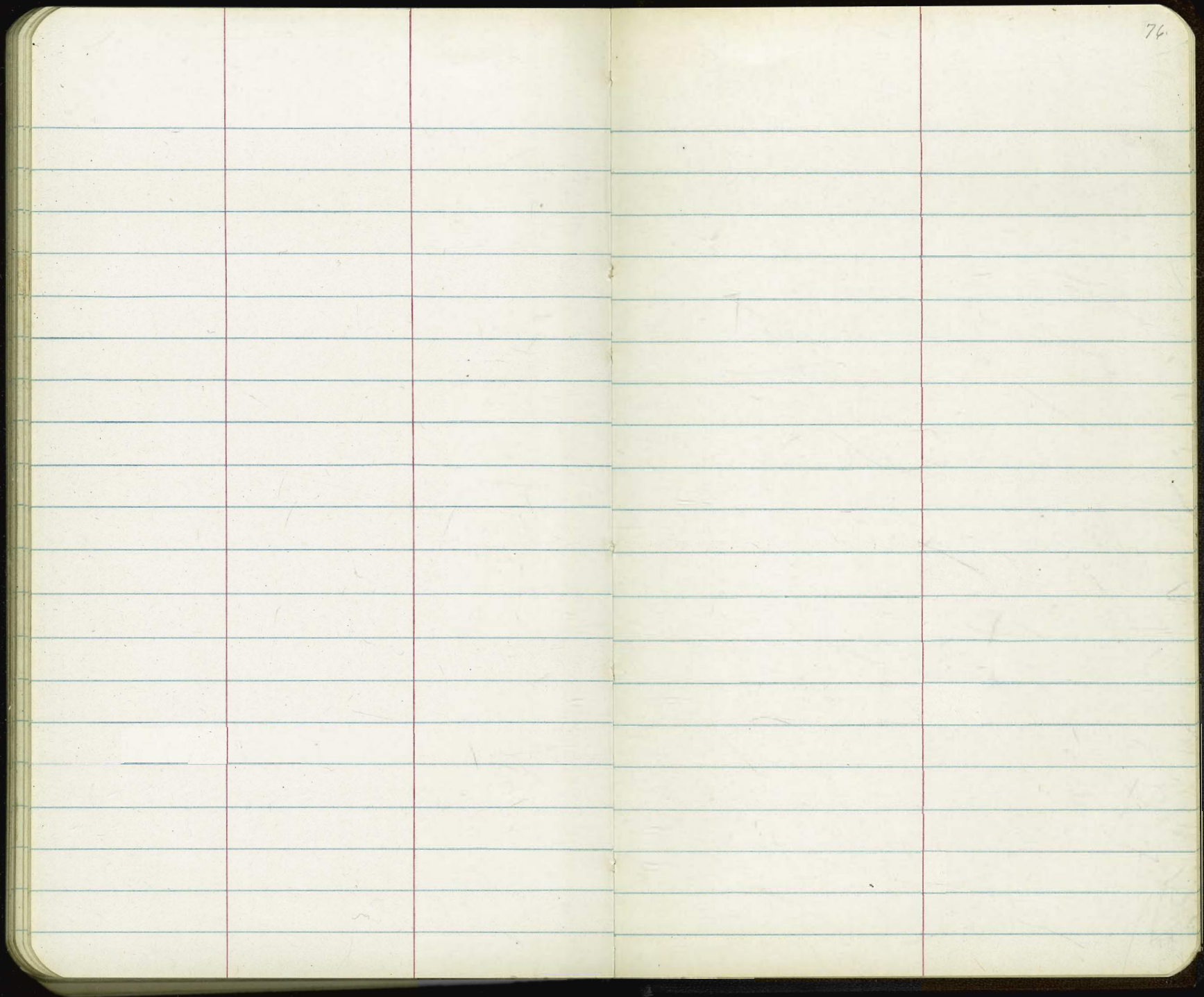
386⁸² ✓
#10610W
3⁴⁴ 386⁸² SWBP 51²⁴

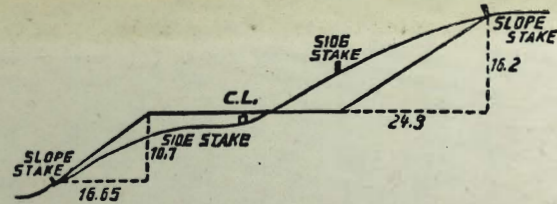
TP4 4²¹ 390²⁶ 3²¹ 386⁰⁵

44 37²⁰ Sly Ch Line Monroe Ave

387.03	383.67	384.16	383.76	384.17	383.78	383.76	383.71	383.82	383.85	384.25	383.94	384.31	384.02	384.35
5 ²³	5 ²⁹	5 ¹⁰	5 ⁵⁰	5 ⁰⁹	5 ¹⁸	5 ⁵⁰	5 ⁵⁵	5 ⁴⁴	5 ⁴¹	5 ⁰¹	5 ³²	4 ⁹⁵	5 ²⁴	4 ⁹⁹
06	9ut	06	9ut	06	9ut	10	10	10	13	13	13	9ut	9ut	06

389²⁶





DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

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