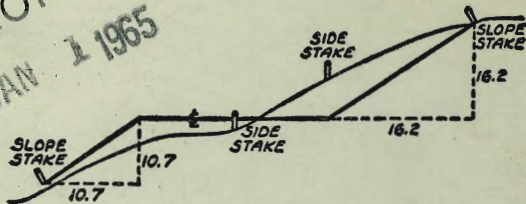


MICROFILMED
 JAN 1 1965

2160



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.

Handwritten notes and calculations on the right page, including a vertical list of numbers (815, 119, 148, 153, 159) and a small diagram or calculation involving the number 8.

DIRECTIONS FOR USE OF TABLES

89.68

210 94

TABLE No. XIV

72062

35028

107090

IMPROVED TABLES
AND
INFORMATION

TABLE No. VII

To find Tangent and External for curve of
any other degree, divide by degree of curve and
add correction found in column of correction.
Curve of curve with a given f may be found
by dividing tangent (or external), opposite f by
given tangent (or external).
The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

DIRECTIONS FOR USE OF TABLES

TABLE No. XIV

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is 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 No. VIII

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

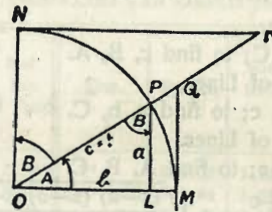


TABLE II
TRIGONOMETRIC FORMULÆ.

$$\angle A = \angle MOP \quad \angle B = \angle PON = \angle OPL$$

$$R = OB = c = 1$$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \text{cos } B = LP$$

$$\text{cos } A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B = \text{vers } B$$

$$\text{covers } A = \frac{OP-LP}{OP} = OP-LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

$$\sin \frac{1}{2} A = \sqrt{\frac{1-\cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1+\cos A}{2}}$$

$$\sin 2 A = 2 \sin A \cos A \quad \cos 2 A = \cos^2 A - \sin^2 A$$

$$\text{Law of Lines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2 ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \frac{1}{2} (A+B)}{\tan \frac{1}{2} (A-B)}$$

Index

Key Map FB 2149 - P. 2
Continued from F.B. 2149

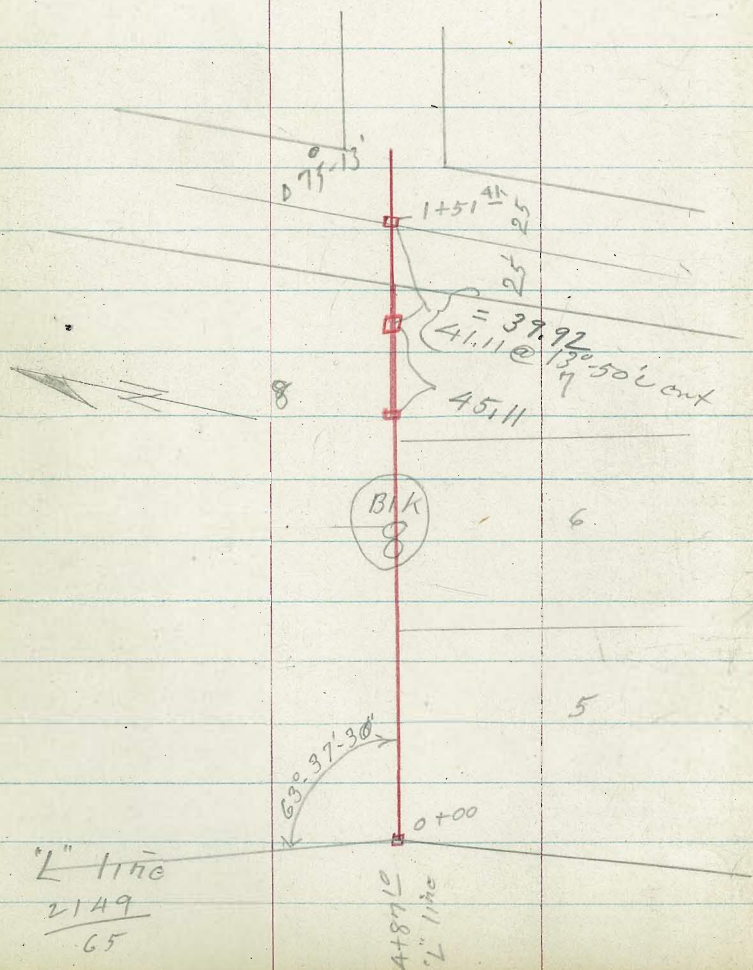
"N" line =	Alleys BIKs. 8-7+6	Silver Terrace	3-8
"O" " =	Mildred - East of Brunner	st.	9-15
"P" " =	BIK. 13 + Alley BIK 14	Silver Terrace	16-19
"Q" " =	Alley BIK. 12	Silver Terrace	20-24
"R" " =	Josephine St. Mildred	to Brunner	25-31
"S" " =	Azusa - Gaines to Laurate		32-36
"T" " =	{ BIKs 352-357 + 358 - Gaines St. Napa to Colusa	Old Town	} 37-48
"U" " =	Gaines to Andrade	thru. P.L. #1101	
"V" =	{ Riley St. Pine to Napa Napa St. Riley to Gaines		} 54-58
"W" " =	Thru. BIK 354 Riley to	Greenwood	
"X" " =	{ Riley, Napa to Mollie MOLLIE - Riley to Greenwood		} 61-66
"Y" line =	Alley BIK. 10 Addition to	Silver Terrace	
"Z" " =	Mildred - & Greenwood	to Brunner	69-

Alley in Bks. 6-7-8
Silver Terrace sub.
"N" line

- = Fd 2" pipe
- = Set 1/2 hub
- = Nail

10-26-51
C.H.S.
B 099
Allan
R Sisson
altman.

F.B. 1630-1



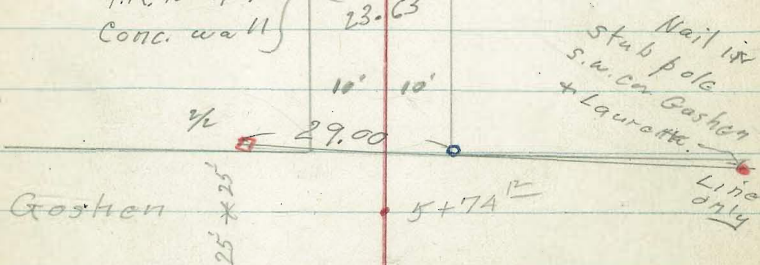
TPS 1124-1135
11-21-51 - M.O.Q

Huerfeme

10498.36
Fd. 2" pipe
R.E. 469

10448.36

Cross on
drive } 27.63
P.K Nail in }
Conc. wall } 23.63



INDEXED

JAN 7 1954

Nail in
stub pole
s.w. cor. Goshen
+ Laurette.

INDEXED
Nov 20 1951
all of this book

Eureka

1757 41

"N" line

TP 12.30 131.51 0.21 119.21

1 + 56 41 of Eureka

1 + 50

TP 11.29 119.42 0.35 108.13

1 + 00

0 + 50

TP 12.25 108.48 0.08 96.23

0 + 33

0 + 00 = (4 + 87¹⁰ FB. 2149P - 65)

See page #8 for rods back of 0 + 00

12.61 96.31 - 83.70

4

4

0.0 119.4

1.1 118.3

2.1 106.4
75

0.9 107.6

50 108.5
50

1.1 107.4

9.3 99.2

0.2 96.1

4.0 92.3
75

12.6 83.7

4 + 87¹⁰ FB 2149
65 + 69

"N"

5

4+55

NW cor House 74 R

150.1
5.4 143.9
11.6 10.2
74 floor
95

4+03

NW cor House 57 R

147.2
8.3 142.8
12.7 9.7
57 ground floor
145.8

3+50

143.8
11.7

TP 12.40 155.530 .19 143.13

3+18

NW cor House 65 R

141.3
8.0 135.9
7.4 4.2
65 floor
139.1

3+00

139.3
4.0 132.7
10.6
75

3+50

134.2
9.1

TP 12.48 143.330 .67 130.84

3+00

126.8
4.7 123.1
8.4
75

131.51

"N" line

T.P. 13.06 181.40 0.06 168.34

7+50

7+00

6+50

6+00

5+74^{1/2} = ϕ Goshen

T.P. 13.06 168.40 0.19 155.34

5+50

+ 12

N.W. cor. House.

5+0

155.53

166.4
2.0

161.8
6.6

152.4
16.0
7.5

161.8
6.6

158.1
10.3

149.0
19.4
7.5

155.9
12.5

168.40

0.2 156.3

2.5 153.0

146.2
9.3

146.7
8.8

152.7
2.6

7.1
Ground floor
145.0
10.5
7.5

"N" line

7

T.P. 7.17 210.82 1.03 203.35

10+50

10+00

T.P. 12.24 204.38 0.66 192.14

9+80

9+50

9+00

T.P. 12.22 192.80 0.82 180.58

8+50

8+00

±

202.7
1.7

194.4
10.0
24.6
75

204.38

191.8
1.0

187.2
5.6

182.8
10.0
166.5
26.3
75

192.80

177.6
3.8

176.4
5.0
161.0
20.4
75

181.40

"N" line

±

8

continued on p. 4.

0 + 00

83.70 = Elev.

0 - 12^E

76.6 = Elev. in wash

0 - 25^E

80.0 = Elevation

0 + 00 Elev. = 83.7

83.7 = Elevation

9.49 181.27 (181.30)

= B.M. # 12 $\frac{F.B. 249}{12}$

T.P. 2.02 190.76 9.50 188.74

T.P. 0.75 198.24 13.33 197.49

Temp. B.M.

1.72 209.10

10 + 98 ³⁶ = 2" pipe R.E. 469 = Elev. line
Hueneville

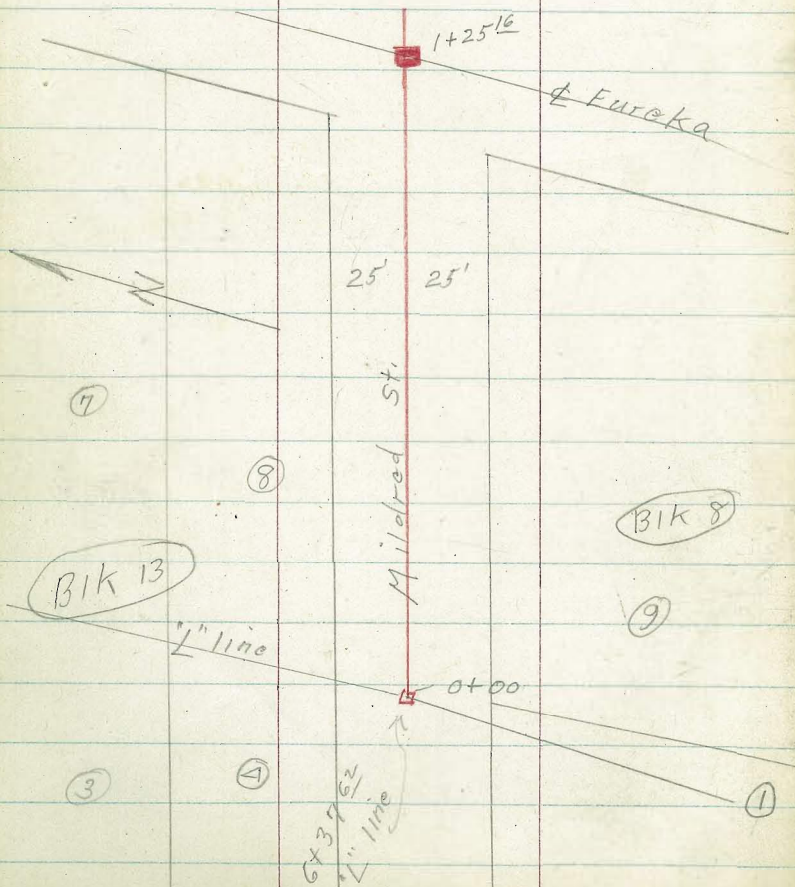
209.10
1.72 194.0
16.8
75

210.82

"O" line
East of Mildred
Brunner st.

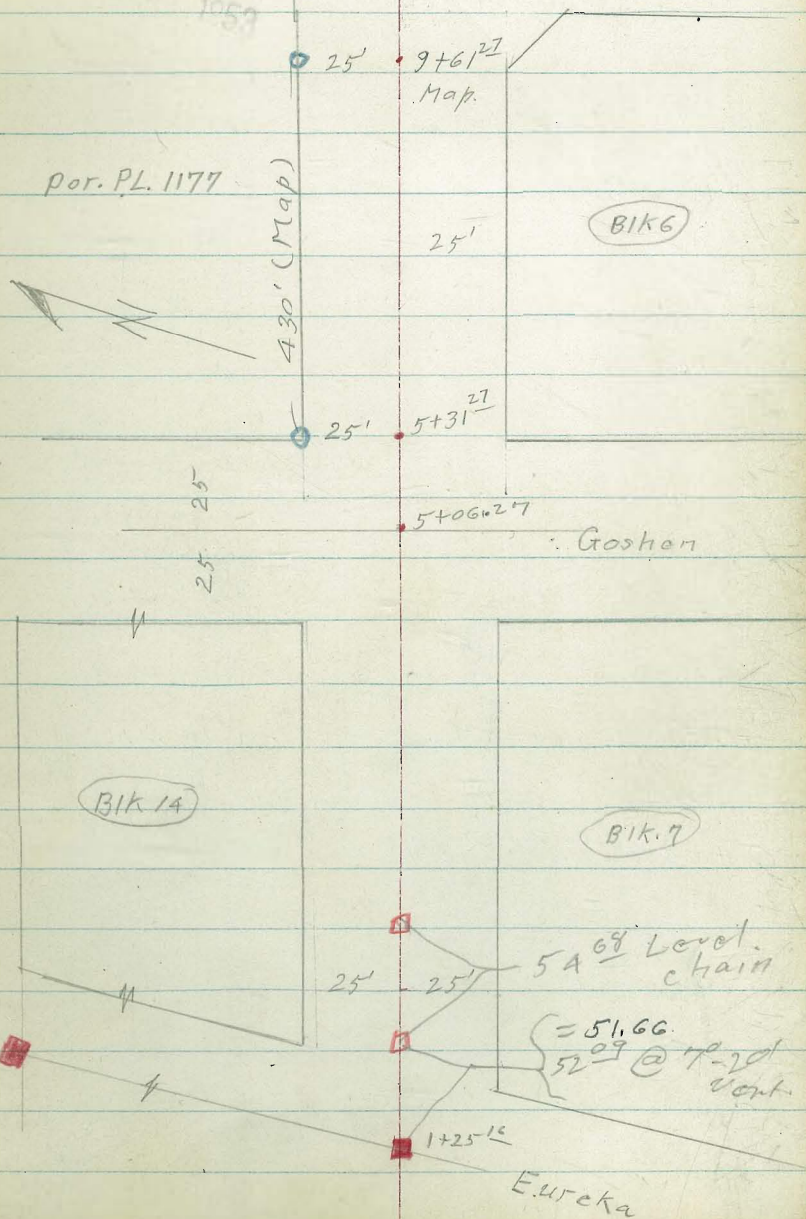
- = Fd. 2" pipe RE. 469
- = Set Conc. Man.
- = set 1/2 hub
- = nail

FB 1630-1
1643-20



INDEXED
JAN 7 1957

9
Huenebene st.



0" line
Mildred
East of Brunner

2

10

T.P. 12.65 124.66 0.04 112.01

0+50

112.1
0.0

0+41

109.9
2.2

0+32¹⁶ = 1/2 P.O.T. 6.95

0+30

104.8
7.3

112.05

T.P. 11.94 112.05 0.44 100.11

0+05 17 wash

88.1
12.5

0+00

92.46
8.09

T.P. 8.09 100.55 - 92.46

100.55

0+00 = 6+37.62 $\frac{F.B. 2149}{65}$ El. = 92.46
 $\frac{2149}{70}$

"O" line

3+00

T.P. 11.22 159.99 0.62 149.77

152.9
7.1 11.3
159.99 75

2+50

148.6
0.8

2+33³⁹ 1/2 P.O.T. 2.59

146.8
2.6

2+00.

T.P. 12.17 149.39 0.13 137.22

143.2 139.7
6.2 9.7
149.39 75

1+50

134.2
3.2

1+25¹⁶ ± Eureka

Set B.M. #22 on Mon. 8.60 128.75

129.1
8.3

137.35

T.P. 12.73 137.35 0.04 124.62

1+00

122.9 122.3
1.8 2.4
75

124.66

"O" line

£

12

T.P. 8.95 184.10 175.15

Set B.M. #23

25 ft. of 5+31.27 3.62 175.15

5+30

T.P. 6.73 178.77 0.29 172.04

5+06.27 = £ Goshen (rail)

5+00

4+70

4+50

4+00

T.P. 12.86 172.33 0.52 159.47

3+50

172.7

6.1

178.77

170.5

1.8

163.1
9.2
75

170.7

1.6

169.1

3.2

167.1

5.2

162.2

10.1

156.3
16.0
75

172.33

156.9

3.1

159.99

"0" line

4

13

T.P. 12.14 219.43 0.41 207.29

7+50

207.6
6.1

T.P. 12.89 207.70 0.58 194.81

207.70

7+25

194.4
1.0

7+00

189.7
5.5 178.6
16.8
75

T.P. 12.12 195.39 0.83 183.27

195.39

6+50

181.9
2.2

6+21 69 RT. = S.E. Cor. House

178.4
5.7 172.5
11.6 172.7
69 Floor level

6+00

176.6
7.5

5+50

173.4
10.7

184.10

"0" line

±

14

10+02 t = cross fence

T.P. 10.96 241.99 0.31 231.03

10+00

230.5
0.8
219.3
12.0
75
214.5
16.8
100

Set B.M. #24

1.10 230.24

9+61.27 (Map. Dist) 25' Lt. = 2" Iron pipe

225.7
5.6

9+40

223.3
8.0

9+00

219.9
11.4
215.9
15.4
32
205.3
26.0
75

T.P. 12.96 231.34 1.05 218.38

231.34

8+50

217.5
1.9

8+30

215.8
3.6

8+00

210.3
9.1
190.4
29.0
75

219.43

"0" line

15

6.34 181.32

= B.M. #12 $\frac{2149}{12}$ 181.30

T.P. 1.34 187.66 10.85 186.32

T.P. 0.17 197.17 12.70 197.00

T.P. 0.57 209.70 10.72 209.13 -

209.10 = Temp B.M. = 10 + 98³⁵ - 10 - 8

T.P. 0.06 219.85 12.76 219.79

T.P. 2.31 232.55 11.75 230.24 = B.M. 24

11+50

238.6
3.4

10+90

237.5
4.5

10+30

234.1
7.9

241.99

BIK 13 and } "P" line
 Alley BIK 14 } Silver Terrace.

10-29-51

C.H.S.
 Be99
 Allen
 Altman

F.B. 1630-1

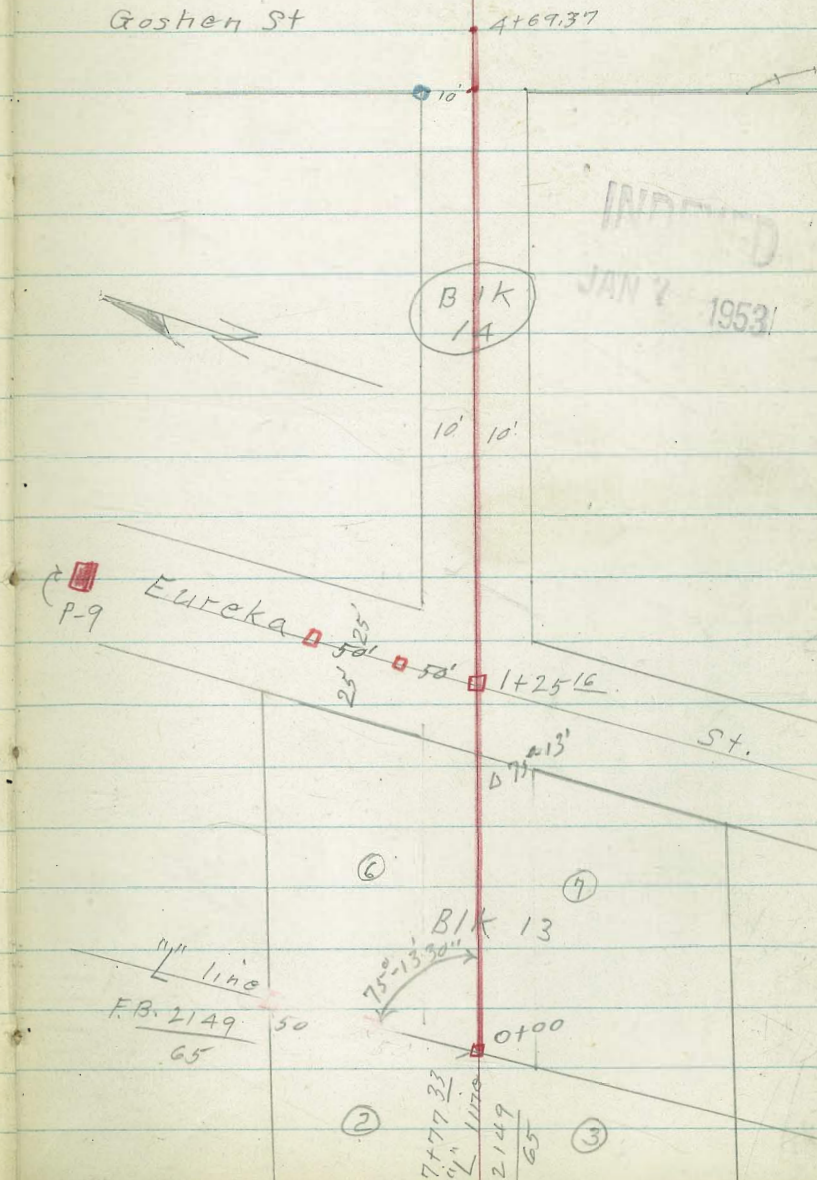
- = Set. Conc. Mon.
- = 1 1/2" Hub
- = Nail
- = Fd. pipe RE.469

TPS-1185
 11-21-51-MQ

16

Goshen St

4+69.37



"R" line

BIK 13 } Silver Terrace.
Alley BIK 14 }

T.P. 12.78 155.29 0.49 142.51

1+25' = P.O.T. 1/2 = ~~Eureka~~

1+00

T.P. 12.30 143.00 0.05 130.70

0+50

T.P. 12.93 130.75 0.32 117.82

0+16

0+00 = 7+77³³ 2149₇₀

0-8'

0-15'

12.61 118.14 — 105.53

#

139.24
3.76
4.26

132.0 134.9 134.2 133.0
11.0 8.1 8.8 10.0
100 70 143.00 75

123.5 120.8
7.3 10.0
130.75 75

112.6
5.5

105.53
12.61

99.5
18.6
W

105.3
12.8
118.14

Temp. B.M. 7+77³³ 2149₇₀ = 0+00 this line

"P." line

18

3+85

173.7
6.3

3+50

167.8
12.2

T.P. 13.13 180.04 0.33 166.91

180.04

3+00

162.7
4.5
159.6
7.6
75

2+50

157.2
10.0

T.P. 12.60 167.24 0.65 154.64

167.24

2+25

154.7
0.6

1+90

150.3
5.0
75
150.3
7.1
75
148.2

1+50

144.0
11.3

155.29

"P" line

check

9.56 175.12

175.15

= BM #23 - 19.12

4+69³⁷ = ϕ Goshen

11.8

182.9

176.5
8.2
75

4+52 5² 4¹ ctr. pole # 2150

2.9

181.8

4+45

184.68

T.P. 5.17 184.68 0.53 179.51

0.3

179.7

4+25

3.1

176.9

170.0
10.0
75

4+00

180.04

"Q" line

Bik. 12. - Silver Terrace. 10-30-51

C.H.S.
Bepp.
R. Sisson
oltman

FB 1630-1

- = Conc. Mon.
- = set Hub
- = Nail

W = 17 wash

wall goes into ground
0+94 - 3' RT.

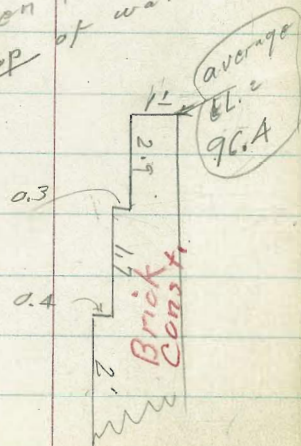
0+88 - 12' RT

0+85 - 24' RT

0+77 - 7' RT

0+72 - 13' RT

5/20/52
outs taken to near
pace top of wall.



Cross sec. of wall

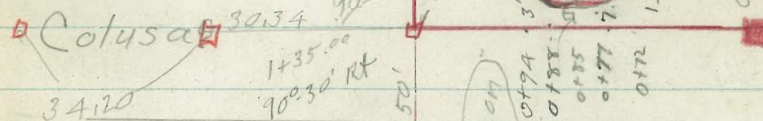
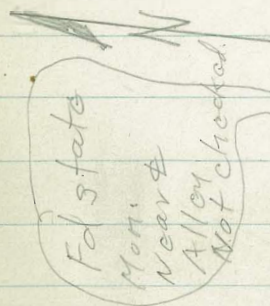
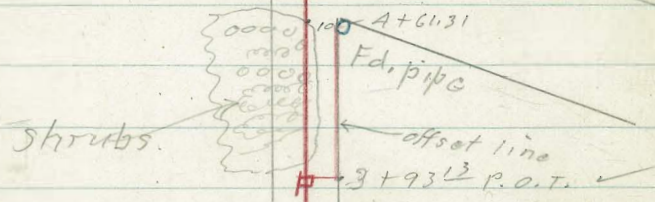
TPS-1135-1136

20

INDEXED

JAN 7 1953

Brunner



1/2 dist
R.P.

3 Hubs + Man
on tang.
Produced
Thru Man
& Hubs
Sta. 1+35

old dam.
No good.
5/19/52

Mildred

0+00

"Q" line

B.K. 12 - Silver Terrace

TIP 10.97 10-30-51

Sketch - P. 20

0+76 water line
10' Rt. = end of exposed 6"

0+69

0+60

0+50 6" water line
10' Rt. = start exposed portion of

0+35

0+00 = \pm Mildred + \pm Colusa

Set. B.M. #25	10.84	<u>107.91</u>	2.34	97.07
TIP	5.66	99.41	0.49	93.75
TIP	12.76	94.24	0.28	81.48
B.M. #19	12.28	81.76	-	69.48

93.8
14.1
10

89.1
18.8
7
w

83.7
24.2
33
w

19.5
w

10.8

14.7

13.5

91.8
10.1
End.
107.91

94.2
13.7
10
Top of pipe

93.9
14.0
10

91.1

93.2

94.2
13.7
10
Top of pipe

94.4

Conc Mon. \pm Mildred + Colusa

$\frac{1}{2}$ \pm Laurretta + Colusa

"Q" line

2+93

2+77

T.P. 13.08 120.48 0.51 107.40

2+50 = leave wash

2+00 = enter wash

1+60

1+35 = Δ 90°-30' Rt. 5.53 102.38
Hub

1+00

0+84

±

111.8
8.7

109.0
11.5
40
w

110.3
10.2

120.48

104.7
3.2
10

103.9
4.0

104.9
3.0
15

101.9
6.0
10

100.1
7.8
w

100.1
7.8
10

103.0
4.9
60

101.9
6.0

102.4
5.5

97.0
14.7
25

96.9
11.0

96.8
11.1
30
w

94.8
13.1

107.91

4+40

132.5
0.4

4+10 = start jungle of shrubs

129.7
3.2
40. 130.0
2.7

3+97 - 12' Lt. = Ctr. Calif. Holley

3+93 B = 1/2 P.O.T. 5.33

3+90

122.4
10.5
45 127.1
5.8

3+60

122.9
10.0

T.P.

12.56 132.92 0.12 120.36132.92

3+40

115.0
5.5
50 116.7
3.8

3+00

111.2
9.3

2+95

109.2
11.3120.48

"Q" line

±

2.4

Set. B.M.# 26

7.56 119.98

± Mon. Mildred + Brunner to north

T.P.

4.90 127.54 111.38 122.64

5+70

115.6
18.4

5+10

127.9
6.1

A+90

131.4
2.6

A+76- 14' Rt. = ctr. A'XA' Gas, & Elec. Co. Man hole.

131.6
2.4
10

131.6
2.4

131.6
2.4
14
top of box

A+61.31

132.6
1.4

A

134.02

T.P.

1.35 134.02 0.25 132.67

= 3/4" pipe 10' Rt. A+61.31

132.92

TPS-1135-1136
11-21-51-N7-Q

JAN 7 1953

"R" line
Josephine st.
& Alley B.K.C. S.Tex. 10-30-51
C.H.S.
Begg
Oltman

F.B. 574-952
" 1629-52
" 1630-1
" 1767-59
" 1777-53+57

- = Fd. Conc. Mon.
- = Fd. Hub
- = Fd. pipe
- = Set Conc. Mon
- = " hub + disk.

4113.71
 $\Delta 67^{\circ}58' RT.$
= E alley produced.
= 25' west of East line Josephine.

2+94.64
 $\Delta 22^{\circ}28'30" RT.$

Ties to Mon. 7-20-53
(initials)

Mildred

Josephine

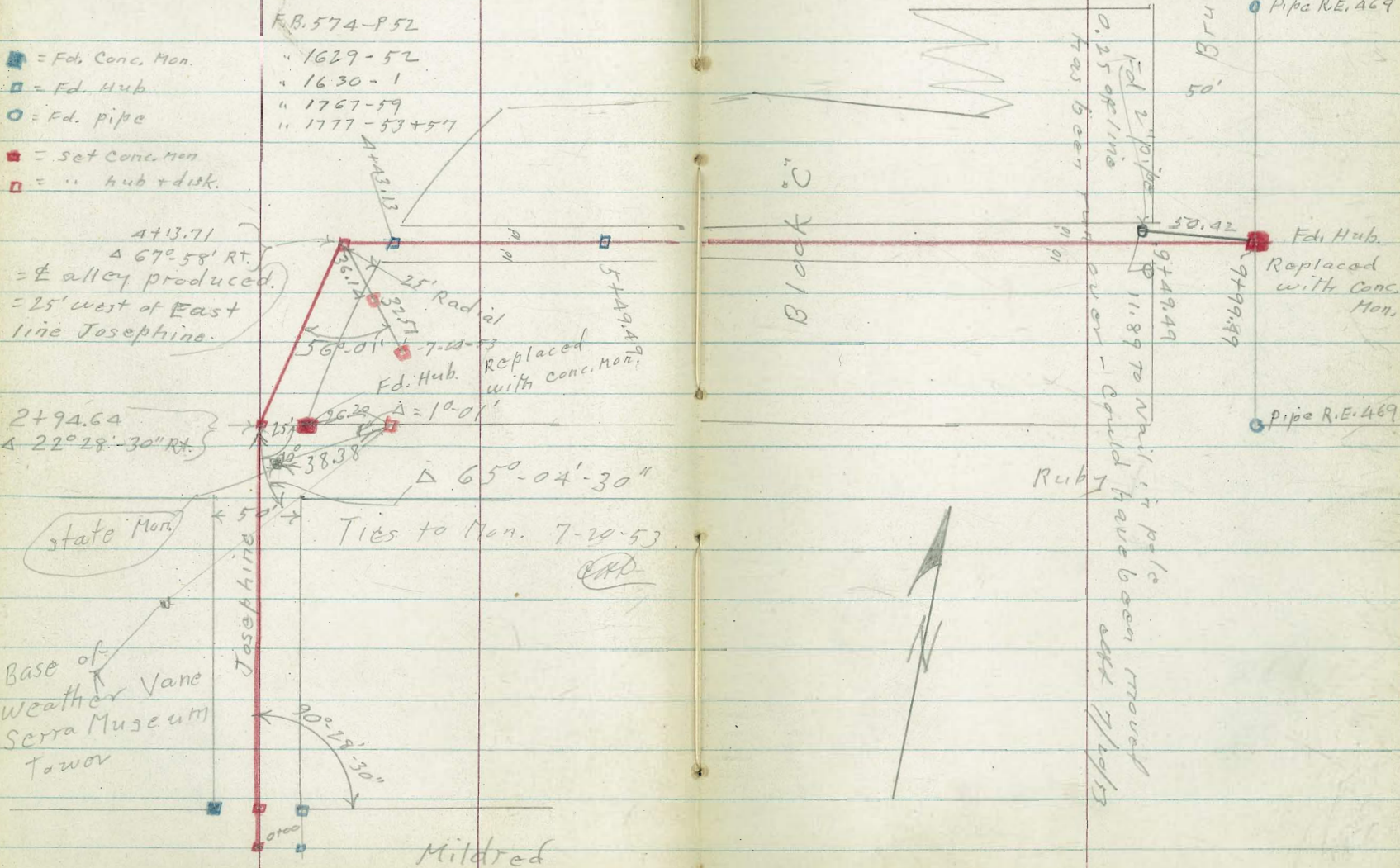
Block "C"

Ruby

Blunner

Has been
0.25 op line

11.89 to Nail it pipe
could have been moved
abt 7/20/53



"R" line

Josephine St.

+ Alley BIK. "C" - Silver Terrace.

T.P. 12.35 102.61 0.25 90.26

0+90

0+56

0+47

0+30

0+25 = 1/2 p.o.t.

0+00 = Mildred

Set B.M. #30 S.S. 10.91 79.60

T.P. 0.65 90.51 13.24 89.86

0.72 103.10 102.38

~~97.07~~

26

±

89.4
1.1

79.2
11.3
75

86.7
3.8

83.5
7.0

82.3
8.2

95.1
7.4

81.49
9.02
stub

90.51

N.W. Prop. Mon. Mildred & Josephine

1+35 - Page 22

~~B.M. #25 - page 21~~

"R" line

27

2+41 12' Rt. = dead man

104.7
8.1

2+28

99.4

2+20

13.4

99.9

2+18 = End Linda Vista Rd. Pav.

12.9

101.0

1+99 on pavement

11.8

112.78

T.P. 11.04 112.78 0.87 101.74

= start Linda Vista Rd. Pav.

1+80 = End Rock & oil ramp.

1.6
14
E.R.

101.7
0.9

100.5
0.1
10
E.R.

1+65

100.5
2.1
8
E.R.

100.7
1.9

100.9
1.7
8
E.R.

E.R. = edge of ramp.

1+33 = start rock & oil ramp

94.5
8.1
2
E.R.

94.7
7.9

95.4
7.2
9
E.R.

looks like a church.

1+15 39' Lt. = Bldg. under Const.

86.4
16.2
3.9
Floor

100.9
1.7
3.9

92.3
10.3

102.61

"R." line

T.P. 12.46 134.42 0.09 121.96

3+80

94.1
28.0 12.3 109.8
.50 35 2.5 119.6

3+45

93.1
29.0 15.6 106.5
50 37 6.7 115.4

3+00

110.2
11.9

122.05

Set. B.M. # 35, 7.80 114.25

Prop. Mer. N. line Ruby Fly. line Josephine

T.P. 12.72 122.05 3.45 109.33

2+94 ⁶⁴ = Δ 22°-28'-30" RT. on Hub

89.8 99.7 109.7
23.0 13.1 3.1
40 30

2+75

108.2
4.6

2+67

108.8
4.0

2+58

106.6
6.2

112.78

"R" line

4

29

T.P. 9.25 152.42 0.69 143.17

7+00

143.1
0.8
132.5
11.4
75
~~142.7~~
~~134.7~~
8.2

6+50. 9' Lt. = Pole J.P.A. 5636

6+00

142.5
1.4
132.1
11.8
75

5+50

141.6
2.3

5+49.49 = P.O.T.

5+00 = start $\frac{1}{4}$ " thick oil coat on alley.

138.4
5.5

4+64

131.7
134.1
134.1
12.7 9.8 9.8 129.8
50 33 75
143.86

T.P. 9.78 143.86 0.34 134.08

4+61 9' Lt. = Pole J.P. 5603

4+45

130.1
3.7

A+43.13 = P.O.T. 4.00

A+13.71 = A 67° 58' Rt.

98.4
36.0
50
115.0
19.4
31
on split
123.40
11.02
H=6

134.42

"R" line

30

9+97

4.1 148.3

9+86

151.9
0.5
40

8.1 144.3

139.4
13.0
40

9+68

7.6 144.8

9+60

8' Rt. = Pole #. P 2174

5.9 146.5

9+50

7.7 147.7

145.1
7.3
35

9+00

other tab gone.

8+55

9' Lt. = pole # O-T-2-7

5.1 147.3

8+50

6.1 146.3

139.6
12.8
50

8+00

7+58

16⁵ Rt = N. Wly Cor House

7.8 144.6

139.5
12.9

34 lower floors
plumbing at
this level

7+50

8.2 144.2
152.42

"R" line

132.67

2.79 132.67 check

T.P. on pipe 10' N of 4+61 ³¹ Page 24

T.P. 3.91 135.48 9.37 131.57

sta 9+99.49

31⁴⁵ N. of

0.13

T.P. Chisel Cross 140.94 11.91 140.51

10+50

Set B.M. #

4.23

151.4		145.3	143.8
1.0	7.1	8.6	
10		30	

Mon. & Alley ^{B.K.C.} Ely, line Brunner sec 9-25

152.42

"S" line = Azusa
Gaines to Laurotta

11-1-51
C.H.S.
Beeg
R Sisson
oltman

F.B. 2149-
39452

(W) = Ctr. water meter box.

⊕ = 6' East of wly. line Azusa.

TPS-1137

F.B. 2149-P 52

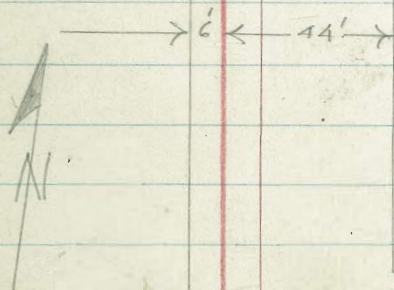
32

Laurotta

25'

INDEXED

JAN 7 1953



6' ← → 44'

Riley

F.B. 2149
39

25'

Cross in stop
Pound office
7-20-53

279-14'

See S.D. Gas & Elec. Co.
Sheet A-4639
for under ground

S.D.G. & E. Co.
old town
sub station

22'
0+22
51.23
0+09.50
0+00

Cross in
pole base
= B.M. #2-P33
Gaines

22'

S
line

2+17

= start. std. curb.
2+36 - 4' RT. = end cb. inlet & also

2+35⁵ - 4' RT. = end throat to cb. inlet

2+33 12 Lt. = 6" Diam. Acacia

also = intersect 2' diam. Conc. drain.
35 N + 5 x 35 E + W. Inside measurement
2+28 } 2' RT. = west face cb. inlet box

2+20⁵ = start throat to curb cb. inlet

2+20 - 4' RT. = start curb inlet

5127 - 32.28 7.01 27.01

2+18 1' RT. = (W)

2+08 - 2⁵ RT. = Pole # 559623 H

2+00

34

27.03
5125
4
cb

27.03 26.00
5125 6.28
4
cb. Throat

16.03
16.05
122
I.E.
outlet

26.8 20.53 26.94 26.03
5.5 11.75 5130 6.25
Curb. 25 4 4
I.E. cb. grate

26.8 27.01 25.98
5.5 5127 6.30
cb. 4
Throat

26.8 27.01
5.5 5.27
4
cb

232.28

23.8
1012
75

26.5
7.5

34.02

"S"
line

(2x2 = 3+40.33)

T.P. 6.86 234.69 4.45 227.83

3+50 6⁹ Lt. = end block wall + fence.

3+37 6⁶ Lt. = 5' wide conc. walk

3+25 1' Lt. = (W)
wall is 3 blocks high
on top of block wall.
5⁸ Lt. = start 3' high fence.

3+22 1.7 Rt. = pole # 1938

3+14 3⁸ Rt. = end conc. cb.

3+07^E 2' Rt. = (W)

3+06 1' Lt. = 2' wide conc. walk

3+03^E 3² Lt. = end 3" conc wall

3+00

3² Lt. = start 3" conc wall
1⁸ Rt. = Guy pole for pole # 1938

22.3 27.7 26.6 26.9 27.4 27.58
10.0 4.6 5.7 5.4 4.9 4.90
75 3² 3² 3 4
T.W. B.W. cb

32.28

28.3
4.0

28.92
3.36
6.6
walk

26.9
5.4
75 4.7 27.9

28.2 27.99
4.1 4.29
3.8
cb

28.03 28.00 28.0
4.25 4.28 4.3
6 1
walk walk

27.8 27.78
4.5 4.50
4
cb

"S"

line

check to 4+4.12 ^{FB 2149} ~~55~~ 2.00 32.69

6+12.23

= ± Lauretta.

6+10.23 = P.O. 1/2 2.71 32.98

6+00

5+80

5+00

rt

50' ± = inlet same

4+89 on line = I.E. outlet 24" iron culvert

4+67 1st Rt. = pole # P.1948

4+50

4+43 1st Rt. = deadman

4+30 0th Rt. = deadman

4+10

3+69

3+68

36

±

32.3

2.4

31.6

3.1

4.0

31.8

2.9

31.9

2.8

8

30.1

4.0

6.0

26.3

8.4

5.0

29.0

5.7

4

31.7

3.0

4

31.7

3.0

8

21.0

13.7

5.0

23.9

10.8

4

26.7

8.5

5

29.8

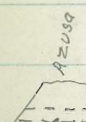
4.9

5

29.8

4.9

8



21.69

13.0

7

20.54

14.15

I.E.

25.69

9.0

1

18.7

16.0

8.0

21.4

13.3

9

26.6

8.1

3

29.1

5.6

3

29.1

5.6

8

18.2

16.5

8.0

25.6

9.1

5.0

31.2

3.5

1.0

31.6

3.1

1

30.1

4.6

7

28.7

6.0

7

23.7

11.0

8.0

28.8

5.9

5.0

30.1

4.6

1.0

30.3

4.4

7

29.0

6.7

7

28.6

6.1

34.69

Ties for "T" line
 thru Blks. 352-357 + 358 old town
 Also Gains St. Napa to Colusa.

Ties at Morena Blvd for
 "T" line and

F.B. 2125
 sheet 9087-L.
 T.P. #1
 F.B. 871

Note. $\Delta 96^\circ-58'$ turned at sta.
 13+43.17 Morena Approach, is shown
 on sheet 9087-L as $96^\circ-43'-40''$.

Δ of $96^\circ-59'$ misses sewer
 sta 13+98.06 (sheet 9087 L) by 0.32'
 to north but intersects \pm
 of Pine St. + \pm of Riley St.

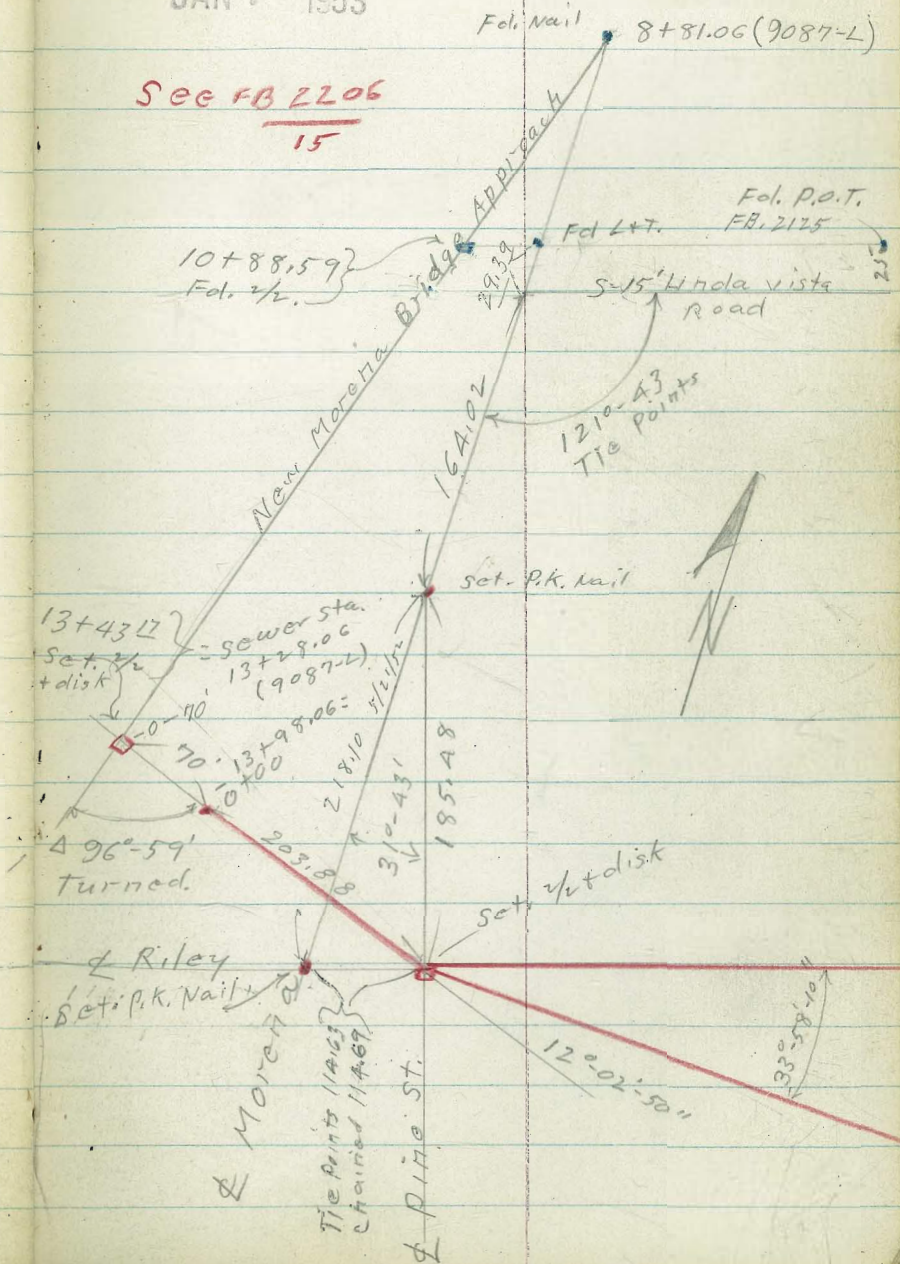
These lines run from
 data on tie sheets and
 9087-L. suggest $\Delta 96^\circ-59'$
 be used in construction.

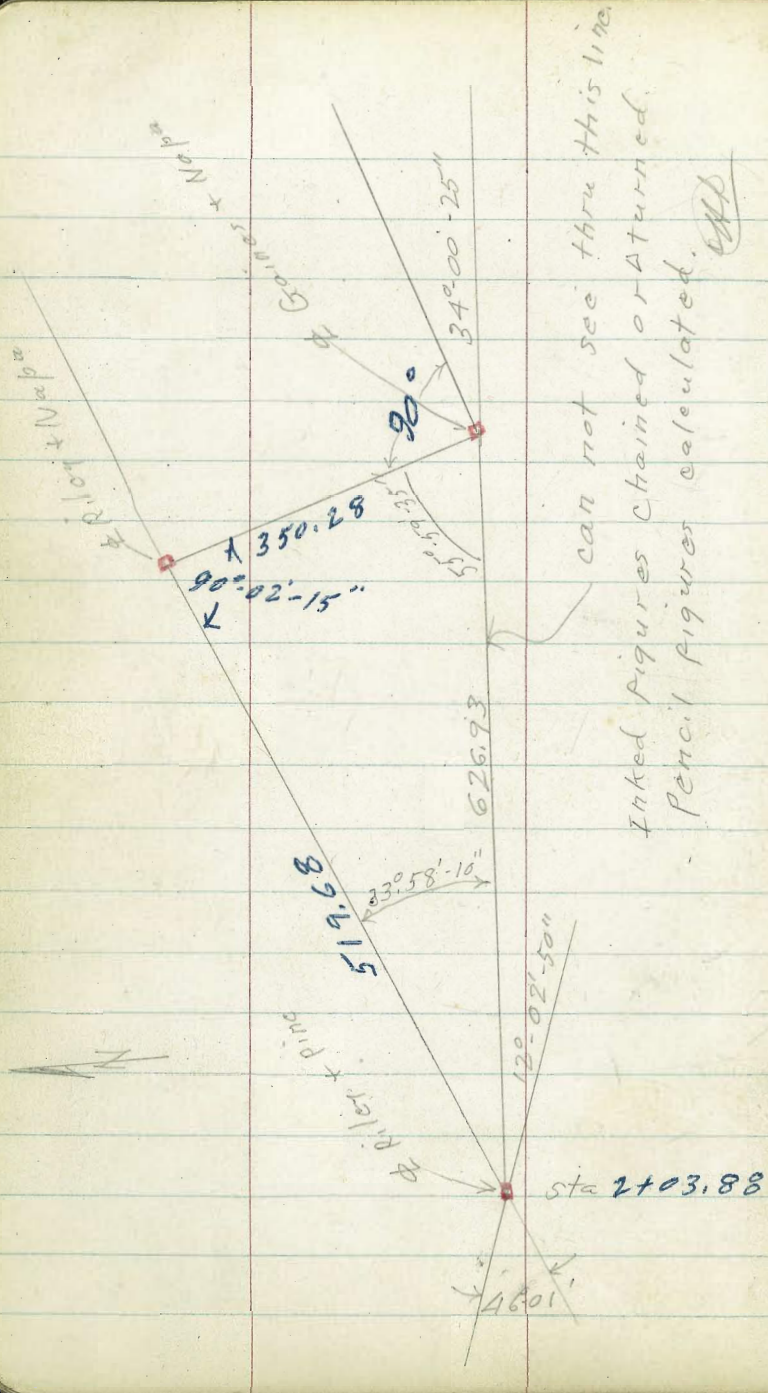
INDEXED

37

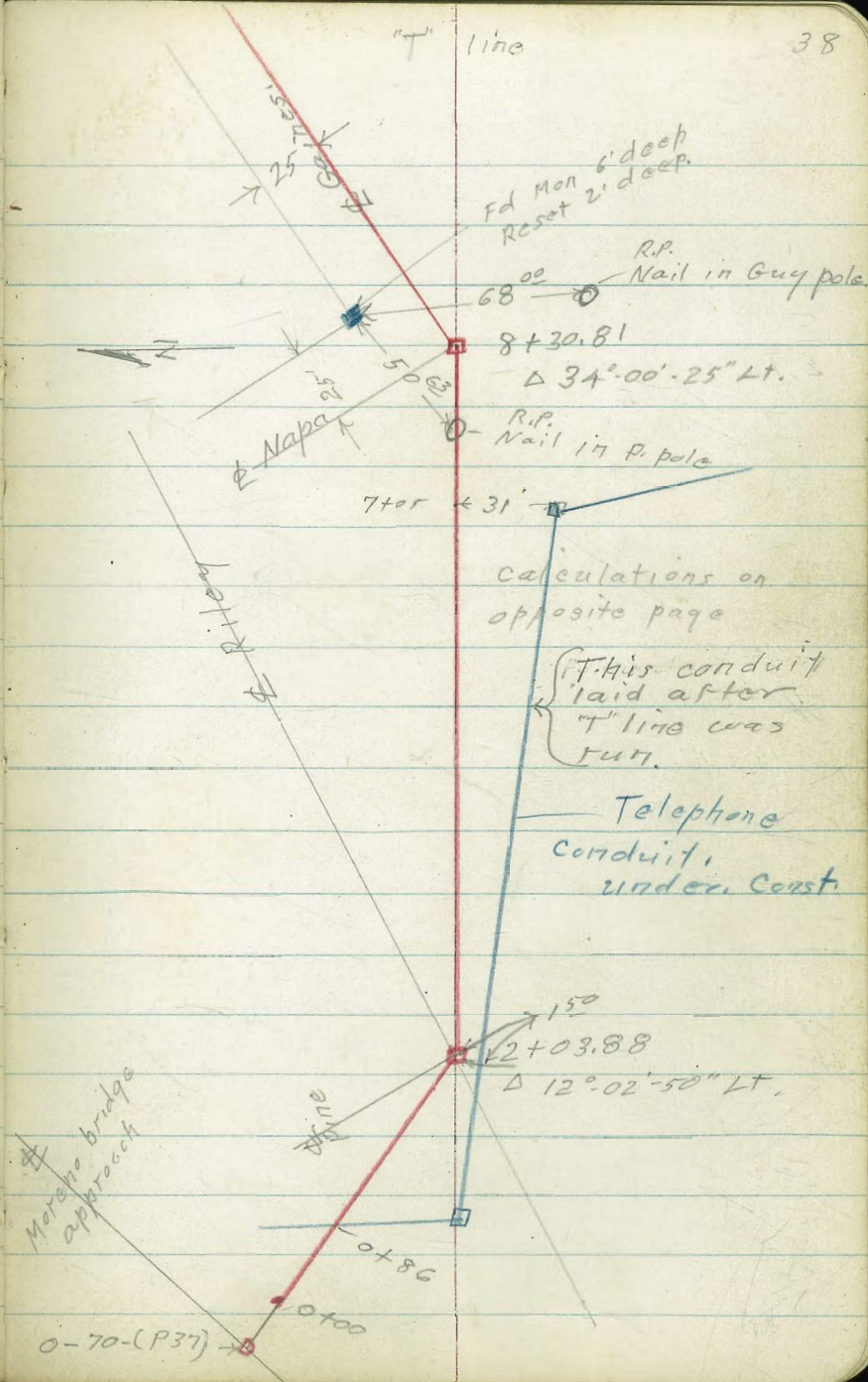
JAN 7 1953

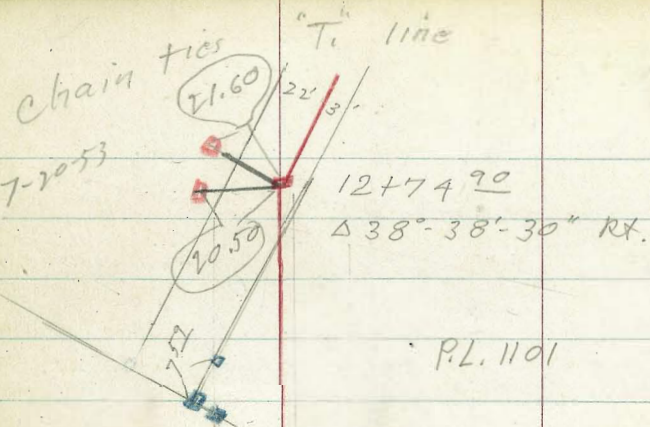
See FB 2206
 15





can not see thru this line.
 Inked figures chained or returned.
 Pencil figures calculated. *OK*





12+74.90
 $\Delta 38^\circ-38'-30''$ RT.

P.L. 1101

387

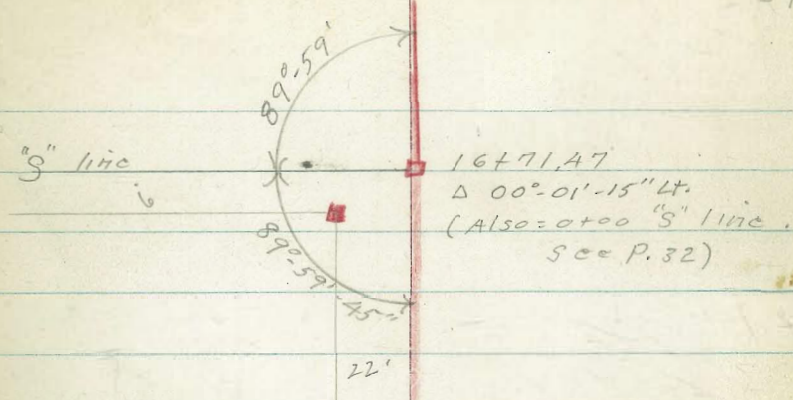
10+75.93
 10+73.54

"21" line

25' 25"

8+30.81 - 10-38
 $\Delta 34^\circ 00' 25''$ Lt.

"T" line 0+00 to 8+30.81 to be changed. Run on "V" line

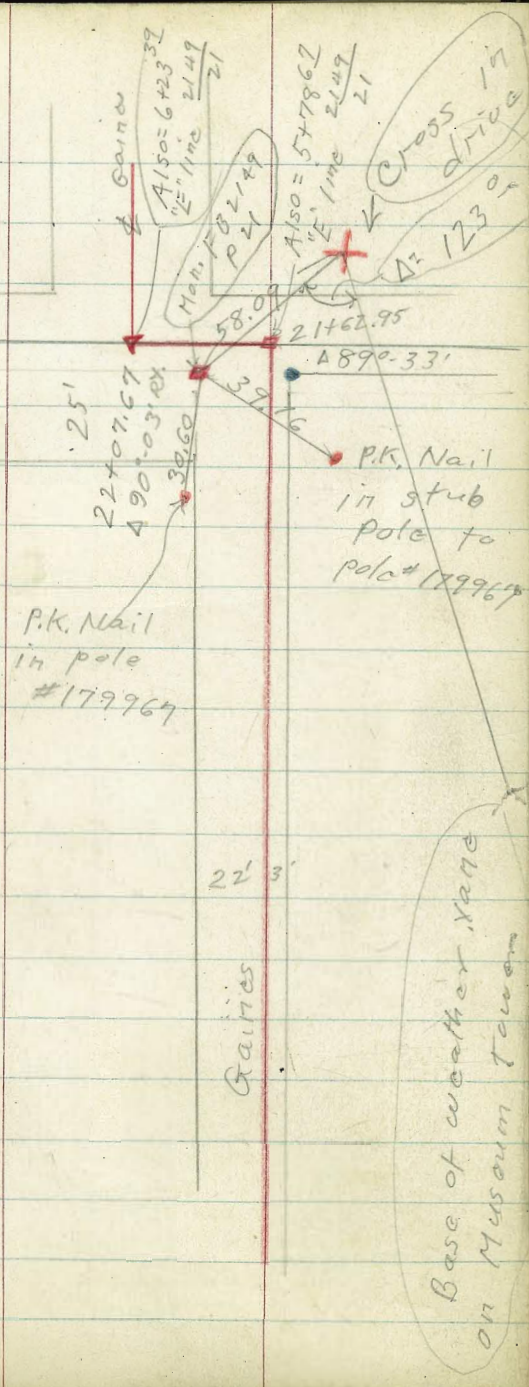


16+71.17
 $\Delta 00^\circ-01'-15''$ Lt.
 (Also = 0+00 "S" line.
 See P. 32)

12+74.90

"T" line

"F" line
(see 2149/21)
Benecia



P.K. Nail
in pole
#179967

P.K. Nail
in stub
pole to
pole #179967

Base of weather vane
on Museum Tower

"T" line

40

Colusa

"D" line
2149-P20

26+62.62
"D" line 2149/20

25' 25'

Gaines

22+07.67
490°03' Rt.

"T" line
Levels
Sketch - P37-40

0+82^E start. A.C. Pauc. (Morano Blvd)

13.9

4.1

0+80

14.3
3.7

0+70

13.0
5.0

0+50

11.8
6.2

0+00 - see P. 37+38

12.3
5.7

0-30

16.7
1.3

see P 37
0-70' = sta 13+43¹² Morano approach

16.48
4.47

Hub

17.95

T.P. 1.47 17.95 2.58 16.48

T.P. 8.07 19.06 2.46 10.99

Nail in pole # 4483 11' W. of 2+50

T.P. 3.44 13.45 7.41 10.01

T.P. 6.29 17.42 3.46 11.13

B.M. #1 2.93 14.59 - 11.61

Pole #4650 - Gaines East of Napa St. sheet
9103-L

FB2149

7

"T" line

42

4+00

1.9
6.3

T.P. 3.22 14.20 2.63 10.98

14.20

3+00

8.2
5.4

2+50

7.4
6.2

To be aprox. 2' So. of our line
New telephone conduit appears

2+03 ⁸⁸ = Δ 12°-02'-50" Lt.

8.87
4.74
Hub.

1+37

8.6
5.0
13.61

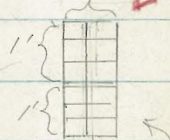
3.01 13.61 7.35 10.60

1+26

13.1
4.9

1+22 end Moreno Pauc.

Note ↓



For Telephone Co.
14' Rt. = Tile Conduit.

2" "6 place" tile
placed as
shown

1+02 Aprox. & Pauc.

13.7
4.3

0+86 = Cross telephone conduit

14.4
3.6 14.2 7.8 5.8
pave 3.8 10.2 12.2
1a 1.4 1.4
pave 1a Top of Bottom
tile of tile

"T" line

43

9+00

6.2

10.5

8+30.81 $\Delta 34^{\circ}-00'-25''$ Lt.

5.54

11.12

Hub.

8+00 0.5 Lt. = Ctr. #45.98
16" diam pole

7+80

7.1

9.6

7+70

3.9

12.8

Cover in N.E. Cor. M.H.

7+05 31' Rt. = Ctr. Telephone Co. M.H. Cover

4.49

31

M.H. Cover

7+00

3.8

12.9

T.P. 4.49 16.66 2.03 12.17

16.66

6+00

3.5

10.7

5+00

4.7

9.5

14.20

"T" line

12+80 = leave Pauc.

15.8
11.5
27.28 11.2
16.1
7.5

T.P. 11.57 27.28 1.55 15.71

on hub

12+74⁹⁰ 19' Lt (on split.) = Pole # 5310
Δ 38°-38'-30" RT

15.71
1.55
Hub

12+40

13.1
4.2

12+00

11.4
5.9

11+25

10.3
7.0

10+89

7.5
9.8

10+75⁹³ = 3/4 P.O.T.

8.0
9.29

10+55 17' Lt. = pole # 4650

17 Lt 10+55

T.P. 5.65 17.26 5.05 11.61

9.8
8.1
17.26

10+00 Start Pauc. along Gaiter
10' wide cold lay

9.4
7.3
16.66

"T" line

45

Set B.M. # 27 5.90 30.64

Com. Mon. N.W. Cor. Gaines & Azusa.

Check B.M. # 2 $\frac{2149}{4}$ 4.98 31.56 (31.56)

T.P. 5.05 36.54 2.86 31.49

Hub
↓

16+71⁴⁷ (P-39) = Δ 00°-01'-15" Lt.

31.6
2.8

16+22 1⁵ Rt. = end post + wire fence.

16+16 19' Lt. = Pole 5388

16+00

30.3
4.1

28.4
6.0
75

15+00

28.9
5.5

26.9
7.5
50

14+67 21' Lt. = Pole # 5360

34.1 35

T.P. 8.17 34.35 1.10 26.18

26.2

14+50

1.7

14+29 1' Lt. = start post + wire fence.

14+00

23.1
4.2

19.3
8.0
75

13+25 10' H. = end pave.

19.3
8.0
10
Pave

18.5
8.8

27.28

'T' line

20+00

24.2
8.2

T.P. 5.60 32.40 9.74 26.80

32.40

19+60

25.8
11.3

19+36 21' Lt = Pole # 5A56

19+17 21' Lt = Pole # 5A50

19+16 2' Rt = end corral

31.0
5.5

19+00

31.4
5.1
10

32.4
4.1

18+83 15' Rt = start plank rail corral

32.4
4.1

18+00

32.2
4.3

17+65 20' Lt = Pole # 5A12

17+16 18' Lt = Pole # 5A00

17+00 1' Lt = (W)

32.1
4.4

16+94.5 75' Lt = Ctr. Elec. Co. M.H.

31.19
4.75
75
M.H.
Cover

36.54

"T₁" line

4

47

Also = 6 + 23.39 "E" line $\frac{2149}{21}$
22+07.67 = Δ 90° 03' RT.

33.70
7.48
R.R. spike

21+84.95 = (6+00.67 "E" line)

34.6
6.6

= Start oil pipe

Also = 5 + 7867 FB. $\frac{2147}{21}$ = "E" line
21+62.95 Δ 89° 33' Lt. 6.76
Hub

34.6
6.6

Wire fence

21+58 2⁵' RT. = Nly. end N+S. Post +

21+37 2' RT. = pole # 82687 H

21+26 2' RT. = Guy pole for pole 179967

T.P. 10.77 41.17 2.00 30.00

32.2
9.0
41.17

21+19 2' RT. = dead man

21+00

27.1
5.3

20+94 = 12' RT. = dead man

20+75

25.4
7.0

20+34 30' Lt. = intake 24" culvert

17.34
1504
30
I.E.

24.6
7.8

(sly end culvert buried)

20+26 = intersect 24" Conc. culvert

24.6
7.8

32.40

T. Line

check 6+35.92 $\frac{2149}{28}$ 3.37 42.74 (42.72)

also = 6+35.92 "D" line. $\frac{2149}{20}$
26+62.62 = \neq Colusa

26+00

42.74
3.37

25+00

42.6
3.5

T.P. 6.56 46.11 1.62 39.55

41.3
4.8

24+00

46.11

39.6
1.6
36.0
5.0
75

23+00

37.8
3.4

22+60

37.1
4.1

22+40

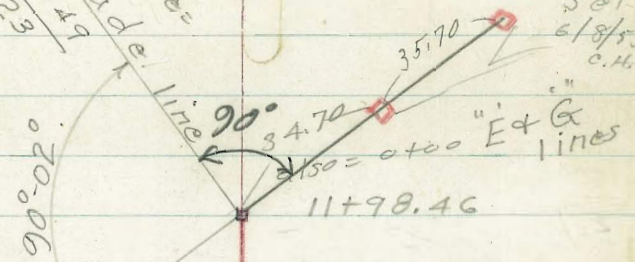
36.4
4.8

41.17

G line
Andrade line
F.B. 2149
23

Set
6/8/53
C.H.S.

E line
Benecia line
F.B. 2149
21



11+98.46

75.08



2+36.61 = P.O.T.

"U" line Levels

Thru P.L. 1101

From Gains to Andrade.

2+20

2+15⁰⁶ = Δ 49⁰⁶ Lt.

T.P. 4.98 11.29 8.25 6.31

2+13⁵⁶ = end 14" C.I. pipe

1+04² Cont.

1+04² start, existing C.I. (14")

0+50

0+00 = 10+73.54 - P-39

B.M.#1 2.95 14.56 — 11.61

±

-0.2

11.5

-0.2

11.5

11.29

RECEIVED
JAN 7 1953

0.23

14.13

F.E. pipe

0.23

14.33

I.E. pipe

6.1

7.9

End.

8.3

6.3

8.2

6.4

14.56

2149
4 spike in pole #4650

"21"
1170

52

8+00

4
9.9
4.9

7+00

9.7
5.1

T.P.

6.12

14.80

2.81

8.68

14.80

6+00

8.7
2.8

5+00

7.9
3.6

4+00

6.5
5.0

3+00

6.2
5.3

2+97 = Cross barb wire fence

11.49

T.P.

5.08

11.49

4.88

6.41

(P.O.T.)
2+36.61

6.41
4.88
Hub

2+36.61

2+33

6.7
4.6
11.29

"U" line

53

check 0100 "E" line EL 10.86 536 0.03 10.89

2149 2149
21 23

11+98 ⁴⁶ = End. Ass = 0100 on "E" & "G" lines

11.0
5.3

11+96 = cross hog wire fence

11+90

10.9
5.4

11+30 = cross hog wire fence

11+00

11.3
5.0

16.25

T.P. 5.63 16.25 11.8 10.62

10+00

10.6
4.2

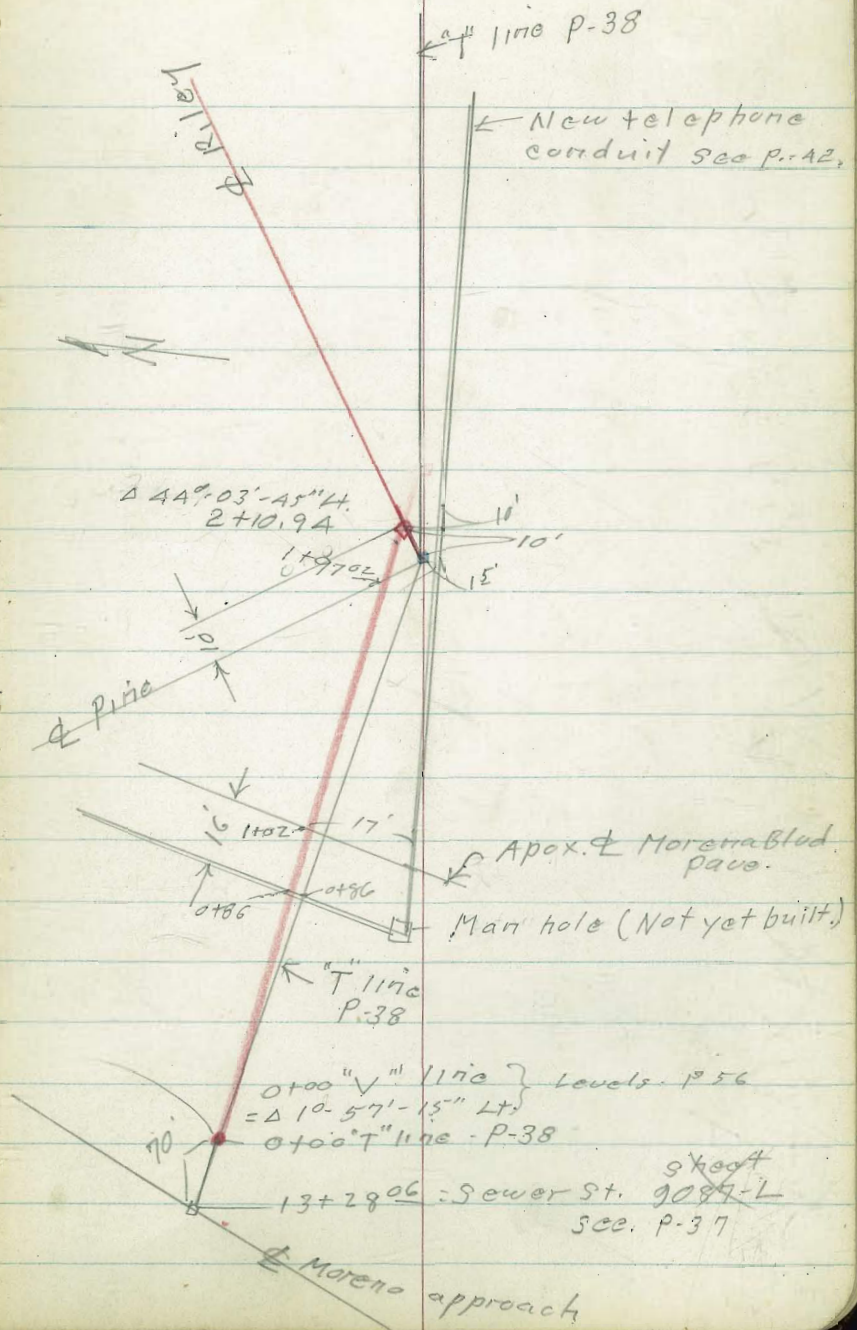
9+00

10.4
4.4

14.80

V" line
Morena Bridge approach via Riley + Napa
to Napa + Gains.

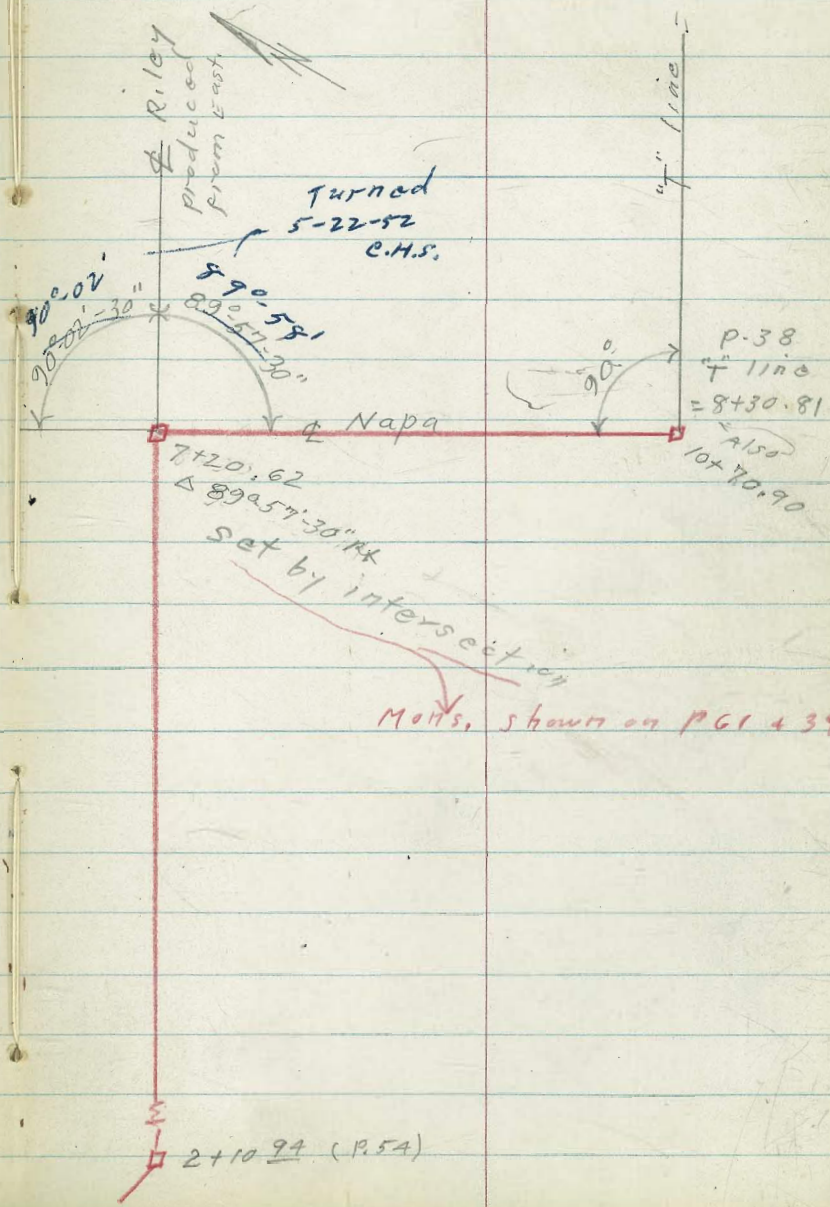
INDEXED
JAN 7 1953
Law



"V" line

TP. 504

55



"V" line

56

1+26

13.1
4.9

1+22 = leave Moreno Pave

13.7
4.3

(see P 42 + 54)
17' RT. = Telephone Conduit

1+02 = Approx. ϕ Moreno Pave.

14.4
3.6
14.2
3.8
1.4
5.4
10.2
12.2
14
14
Top
of
Tile
Bottom
of
Tile

0+86 cross Tel. Conduit (under Const.)
P-54

0+82^E start A.C. Pave. Moreno Blvd.

13.9
4.1

0+80

12.3
5.7

0+70

13.0
5.0

0+50

11.8
6.7

0+00 = $\Delta 1^{\circ} 57' 15''$ Lt = 13+98⁰⁰ sheet
9087-L

12.3
5.7

17.95

T. Prout P 41.

17.95

"V" line

T.P. 4.21 17.39 0.53 13.18

4+97- 17' Rt. = pole # 4517

4+00

10.6
3.1

3+00

10.0
3.7

2+50

8.4
5.3

2+44 18' Rt. = Pole # 4483

T.P. Nail
Pole
44832.72 13.71 2.62 10.99 B.M. # 2913.71

10' Rt. = Telephone Conduit

2+10⁹⁹ = Δ 44°-03'-15" Lt. = E Riley St8.9
4.71+97⁰² = E Pine9.0
4.6

1+37

8.6
5.0

T.P. 3.01 13.61 7.35 10.60

13.61

"V" line

EL. = 11.12

check 8+30.81 "T" line P-43 6.25 11.14

10+70.90 = 8+30.81 - P. 38 on "T" line

10+52

10+48

10+00

9+00

8+00

7+20 $\frac{62}{2} = \Delta$ Napa } = Δ 89°-54'-30" RT.
Riley }

7+00

6+00

5+00

11.14
6.25
Hub.11.1
6.312.1
5.313.0
4.413.7
3.713.1
4.312.9
4.50
Hub13.0
4.412.5
4.913.1
4.3
17.39

W. line
Thru BIK # 354 Riley to Greenwood

□ = 1/2 hub & disk

3+50.30 = ϕ Greenwood.

54.20' line Greenwood.
3+30.30

3+18.49 = 1/2 P.O.T.

0+00 = ϕ Riley

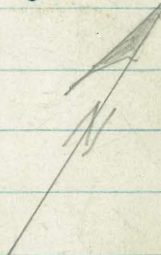
"V" line

6.38 •
Fol. Nail
Marked
"Napa"
Sta. 5+06.14

89°59'20"
X ok
5/22/52
CH3

90°02'
90°02' "X" line
90°02'30"

ϕ Napa



"W." line

4

60

B.M.#

4.30 12.89

1/2 E Riley & E Napa to south

3+50³⁰ = E Greenwood on Pavc.

13.39
3.80

3+32⁷ = start Greenwood A.C. Pavc.

12.79
4.40

3+30.30 = 1/2 = Sky, 20' line Greenwood

13.18
4.01

3+18.49 = 1/2 P.O.T.

13.07
4.12

3+00

13.0
4.2

2+00

12.9
4.3

1+00

12.9
4.3

on V line + 0+00 "X" line.
0+00 = 1/2 E Riley + Napa also = 7+20⁶²

12.89
4.30

T.P. 4.30 17.19 4.50 12.89

17.19

17.39

X From P-58

"X" line
 Riley - Napa to Mollie
 Mollie - Riley to Greenwood

C.H.S.
 11-1457

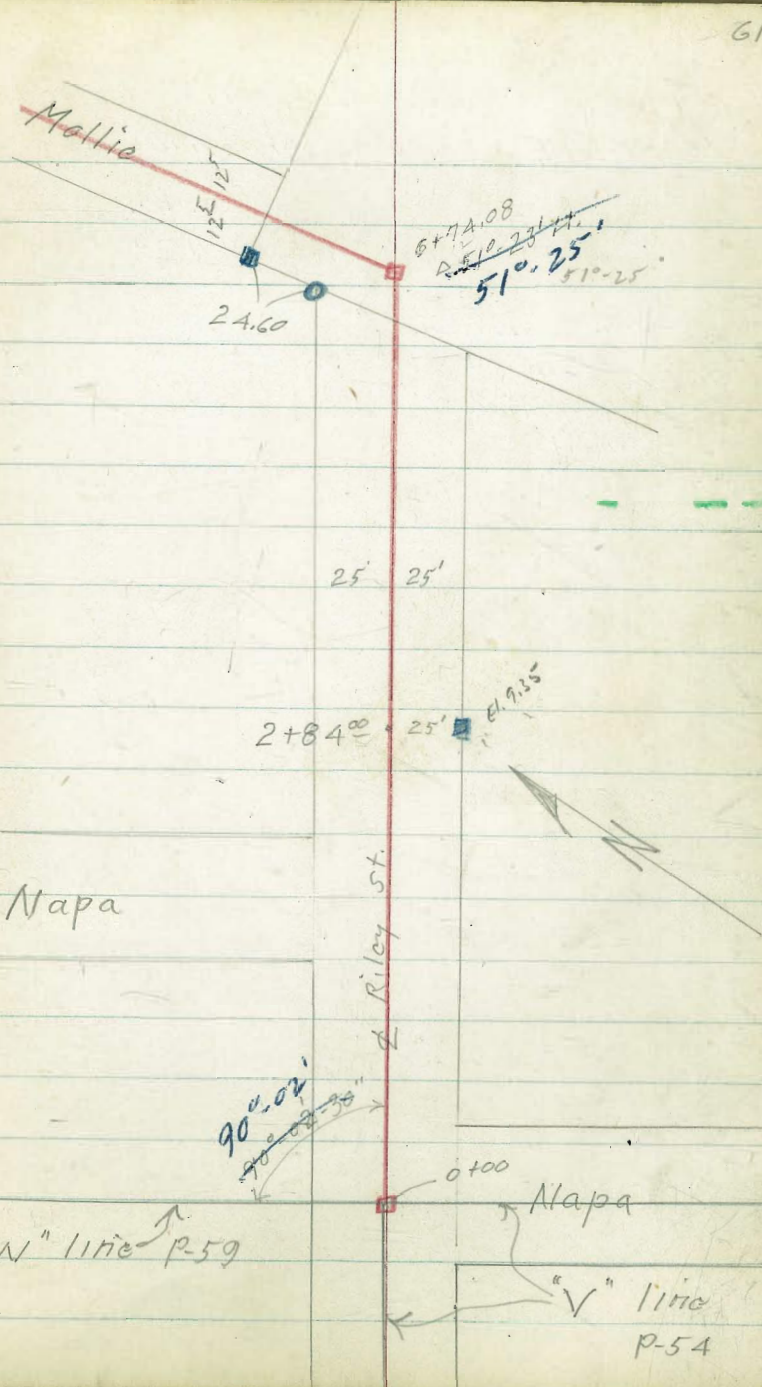
- = Fd. Conc. Mon.
- = Fd. Pipe - City disk
- = Set 1/2" disk
- = Nail

— denotes 8" H.P. Gas line

Δ in ink 5/22/52

375/30
 330
 2/1/51
 329/6

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 JAN 1953



"K" line
 RILEY - Napa to Mollie
 MOLLIE - Riley to Greenwood

C.H.S.
 11-14-51

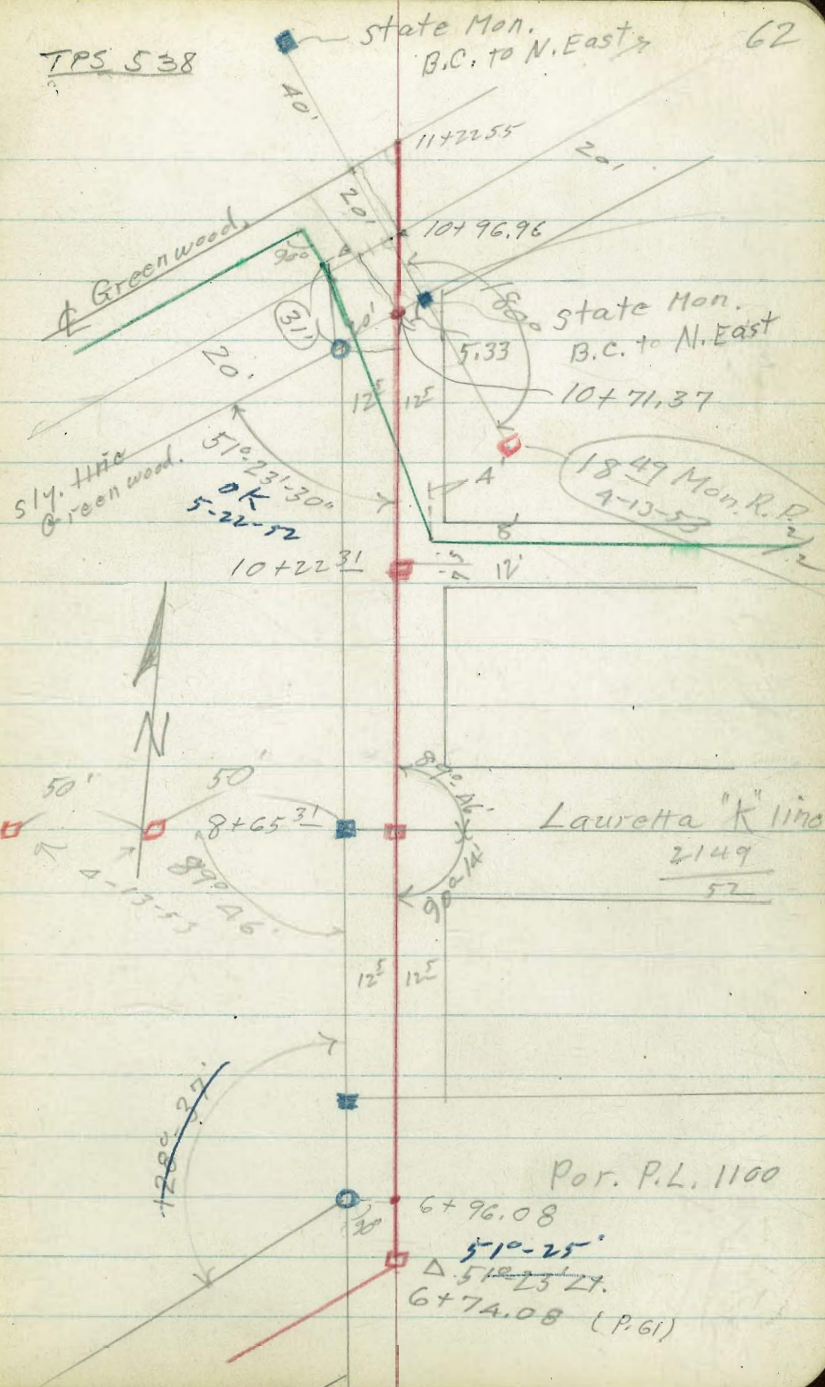
- = Fd. Conc. Mon
- = Fd. Pipe + city disk
- = 1/2" disk
- = Nail

— Denotes 8" H.P. Gas line.

96.96
 714.37
 25.59

Cont. from
 p. 61

INDEXED
 JAN 7 1953



"X" line
Levels

T.P. 7.21 16.80 7.29 9.59
old isolation hospital
3+50 ± 116 Rt = N.W. Cor. Main Bldg.

10.0
6.9 9.0
7.7
116

3+15 69' Rt = N.W. Cor. stables

10.5
6.4 9.5
7.4
69

3+00

11.0
5.9

2+90 = cross barb wire fence.

Set B.M. on Conc. Man.

25' Rt 7.53

10.3
6.6

2+85

Set B.M. on Conc. Man.

25' Rt 2+84.90 7.53 9.35

12.5
4.4

2+80

2+01 - 18' Rt = pole # 4573

11.8
5.1

2+00

1+00

13.3
3.6

0+25 - 17' Rt = Pole # 4551

13.9

0+00 = ~~Riley~~ Riley + Napa to south

3.0
16.88

3.99 16.88 - 12.89

B.M. P-60

"X" line

#

64

T.P. 10.39 32.90 2.05 22.51

6+83

2.0

22.6

T.P. 9.55 24.56 1.79 15.01

24.56

6+7A 08 = $\frac{1}{2}$ = Δ Mollie + \pm Riley

1.79

15.01

6+50

3.9

12.9

Pole set on 8' high mound.
12' diam.

6+13 17' Rt. Pole #4645

6+00

4.8

12.0

5+00

5.8

11.0

4+31 31' Rt. horse training ring
Center point of 50' diam.

4+00 17⁵ Rt. pole # 4599

6.5

10.3

16.80

"X" line

65

9+50

32.2
4.9

9+00

32.3
4.8

5.52 31.61

31.61

12.5' Lt. = Cono. Mon.

8+65³¹ = 2/2 = ϕ Laura Ha

32.30
4.83

8+47 { 12' Lt. = dead man
10' Lt. = dead man
12' Rt. = pole # 5301

31.9

8+00

5.2

7+70 11' Rt. = Pole # 1951

31.7

7+50

5.4

7+44 11' Rt. = dead man

7+21 = cross hog wire fence

30.3

7+00

6.8

6+85

29.4
7.7

37.13

6.66 37.13 2.43 30.47

32.90

Set. B.M. - 2" pipe wly. line Mollie
Nly line Riley

"X" line

#

66

11+22.55

± Greenwood produced

34.9
2.20

4.43 32.70

32.70

10+96.96 = Sly. 20' line Greenwood

4.43
on pair

10+95 = sly. edge Linda Vista Rd. Pave.

32.58
4.55

33.0

10+93

4.1

10+89 9³ Rt. = pole # 4901

(See Linda Vista Rd. Cross sections)

into Mollie St.

also = S. Ely. cor. Paved ramp

10+71.37 = sly. Greenwood

33.2
3.7

32.8

10+50

4.3

10+29 10⁴ Lt. = deadman

32.6

10+22³¹ = P.O.T.

4.65 32.48

4.5

on hub

10+14-

7' Lt. = pole # A 4857

32.5

10+00

4.65

37.13

"Y" line
Alley BIK. "D" Addition to
Silver Terrace

11-1551

C.H.S.

Boggs

R. Sisson

Oltman

• = 1/2" disk

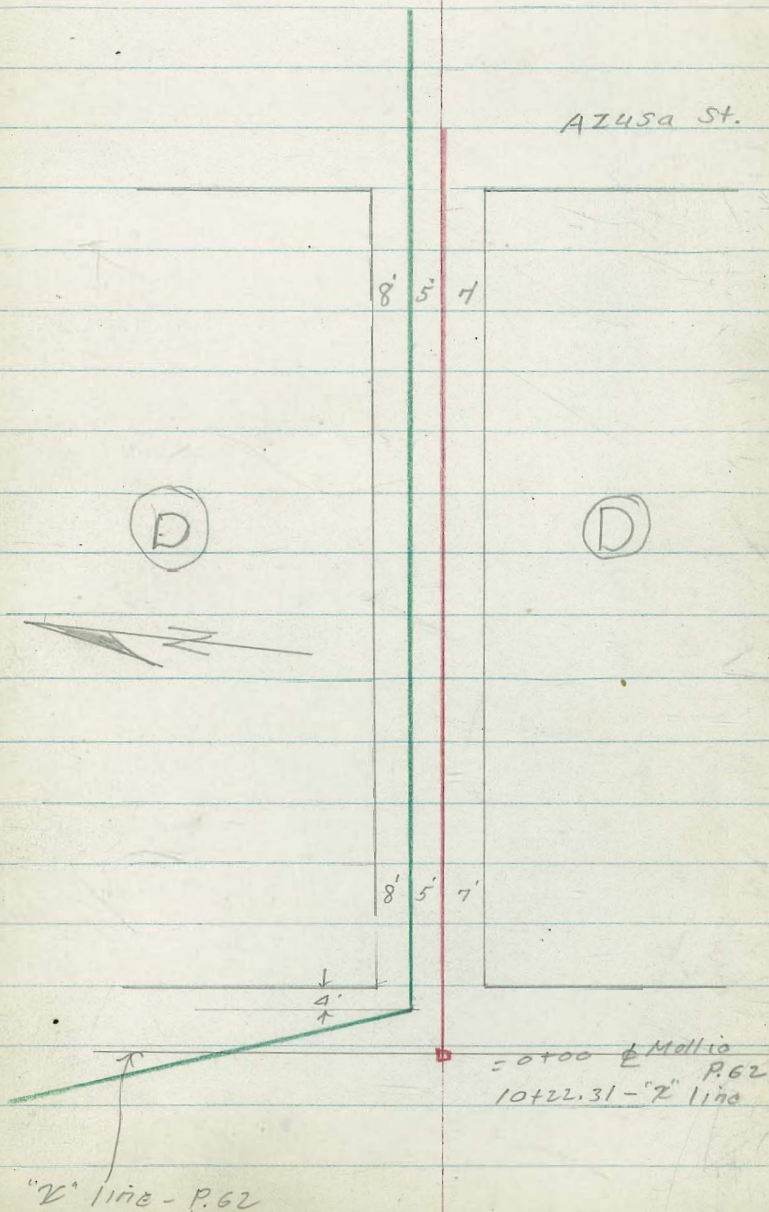
— denotes 8" H.P. Gas line

INDEXED
JAN 6 1953

FPS-1137
11-21-51-M'Q

67

AZUSA St.



"Y" line

4+43 = Wly edge Azusa Pave.

4+37 8' Rt. = pole # P 2049

4+33 7⁴ Rt. = pole # P 2048

4+25

4+00

3+41 6' Rt. = pole # P.A. 5360

T.P. 7.72 47.04 0.70 39.32

3+00

2+21 6' Rt. = pole # P.A. 5350

2+00

1+00

0+98 6' Rt. = pole # A 4725

0+78 6⁵ Rt. = dead man

0+12^E

0+00

7.54 40.02

-

32.48

10122.81
P 66

40.4
6.6

35.4
11.6
75

42.3
4.7

42.4
4.6
47.04

39.3
7.7
75

39.1
0.9

36.1
3.9

36.1
3.9
75

34.2
5.8

32.7
7.3

32.6
7.4

"Z" line
Mildred St.

From Greenwood to Brunner

11-15-51

C.H.S.

Begg

R. Sisson

Oltman

T.P. sheets

▼ = Fd. R.R. spike

■ = Fd. Conc Mon.

□ = Fd. $\frac{1}{2}$

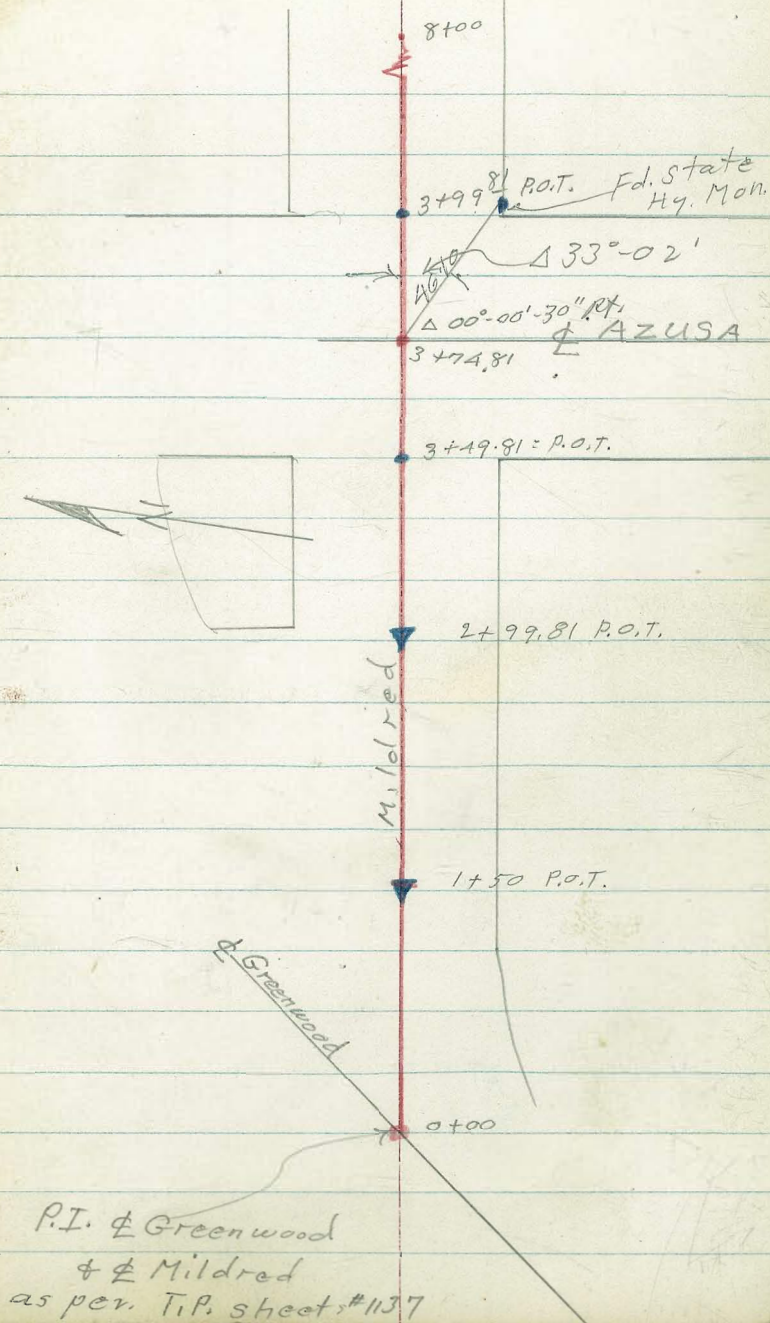
• = Nail - Fd.

▣ = set $\frac{1}{2}$ + disk

• = " Nail

W = wash

INDEXED
Law
JAN 6 1953



P.I. of Greenwood
& Mildred
as per T.P. sheet #1137

"Z" line
Mildred st.

$\Delta 0^{\circ} 06' Lt.$
13+55.21

70

PK Nail in pole
4-18-53

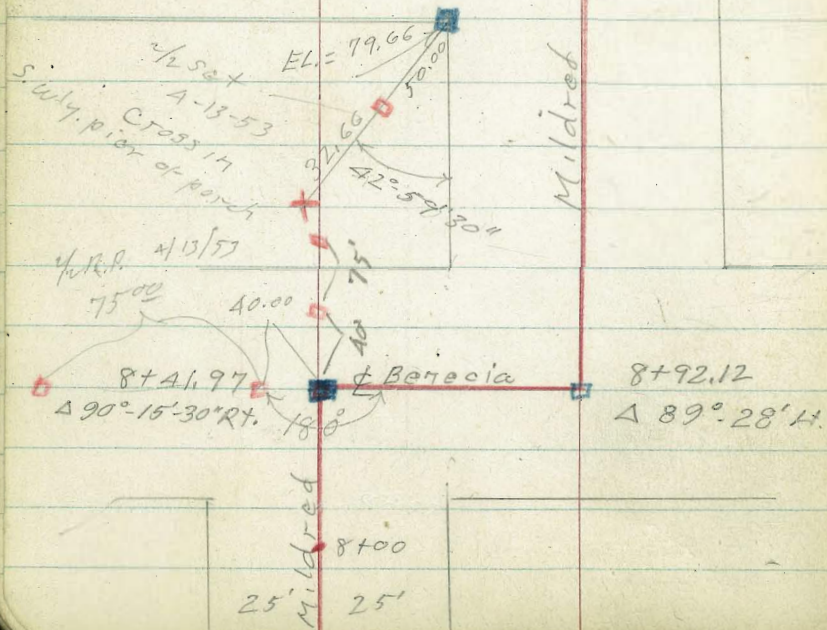
25' 25'

25' 25'

25' 25'

Josephine
"R" line - P.25

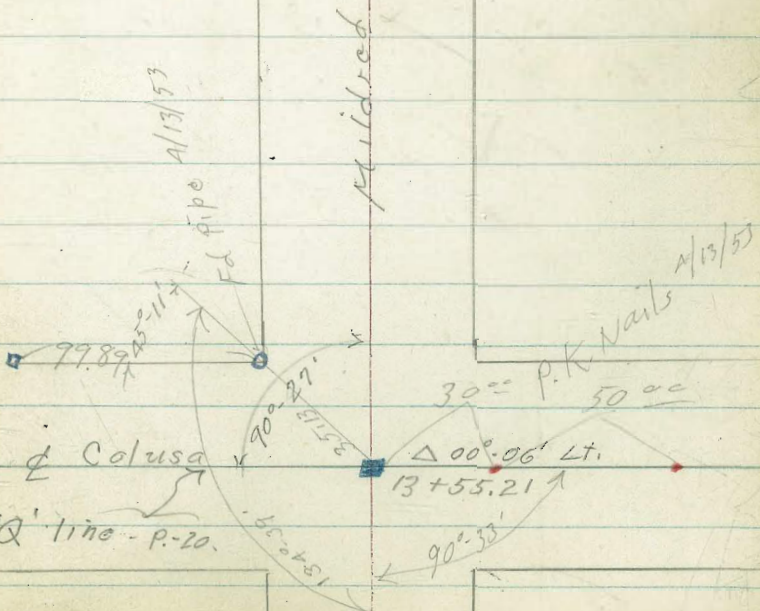
1.1+48.63
P.O.T.



25' 25'

25' 25'

25' 25'



"Z" line levels.

71

2+00

10.71

44.06

1+75

11.70

43.07

T.P.

12.58

54.77

1.85

42.19

R.R. Spike
1+50

54.77

1+16^E start A.C. Paue on Mildred

2.85

41.19

1+16 = Cross woven wire guard fence

1+00

3.4

40.6

0+63 end gutter + Paue

4.50

39.54

0+60

{ 17' gutter
edge of Paue
3.20 = Gate cap.
17' At. = Fire Hydr.

4.97

39.07

0+50

4.85

39.19

2x2 disk
0+00 = P.I. & Greenwood + & Mildred

4.21

39.83

11.34 44.04

— 32.70

44.04

10+98.96 Mail P 66

"Z" liria
Mildred

72

T.P. 12120 66.42 0.55 54.22

5+00

53.9
0.9

4+50

54.2
0.6
49.6
57.2
58
46.6
8.2
100

4+09 = Ely. edge gutter

53.35
1.42

4+00 Low point gutter

52.11
2.06

3+91 = wly edge cold lay gutter

53.6
1.2

3+70 = leave A.C. Pav

53.26
1.51

3+49.81 = wly Azusa

52.1
2.70

3+00

49.31
5.46

2+99.81 P.O.T. 5.46 49.31

2+50

46.54
8.23
42.6
12.2
100

54.77

"Z" line

Mildred

±

73

10+25 16⁵ Lt. = Pole # 4926

10+17 6' Rt. = dead man

10+00

T.P. 10.80 78.35 4.60 67.55

69.6
8.8
78.35

9+60

58.2
11.0
57.6
11.6

00
50

07. Hub 11.94

8+92' = ± Bennecia + Mildred to East
Δ 89°-28' Left

04. Mon. 3.20

8+41.97 = ± Bennecia + Mildred to west
Δ 90°-15'-30" Rt

66.5
2.7

T.P. 8.24 69.15 5.51 60.91

69.15

7+50

65.8 57.6 50.1
0.6 8.8 16.3
50 100

7+00

61.1
5.3

6+00

53.0
13.4

5+50

53.2 64.2
13.2 2.2
66.42 100

'Z' line

Mildred

12+10

85.7
3.6 82.1 72.9
72 16.4
60 75
w

12+02

83.6
5.7
w

12+00

N.W. Prop. Josephine + Mildred

BM #30 on conc. Mon. 9.68 79.66 (79.60) P.26

also at 00 "R" 1172 - P.25

11+48.63 = ~~z~~ Josephine = P.O.T. stub

84.7
4.6

81.55
7.79

11+14

79.9 74.7
9.4 14.6
100

11+05

78.1
11.2 wash
89.34

T.P. 11.65 89.34 0.66 77.69

10+81

78.7
0.2

10+60

77.4
1.0

10+53 17 H. = dead man

10+30

75.7 69.7
3.2 8.7
100

78.35

"Z" line

Mildred

Error
+ 0.09

See page 76 for
B.H. check

75

Mon. & Colusa + Mildred

Check. B.M. #25

5.00

97.07 - P.21

97.16

13+55121 = E Colusa (E.P. = N1/4 edge Pave.)

2' RT. = edge oil + Rock Pave

98.2

99.6

98.0

4.0

2.0

4.2

3

21

E.P.

90.7

11.5

102.16

13+30

T.P.

12.91

10 2.16

0.09

89.25

82.0

7.3

25

W

94.6

4.7

97.1

2.2

50

13+03

12+96

79.5

9.8

W

79.4

9.9

W

12+80

87.2

2.1

78.7

10.6

25

W

12+67

85.5

3.8

12+37

86.6

2.7

12+30

89.34

"Z" line
Mildred

±

7.6

T.P. 10.97 120.68 0.30 109.71

14+40

109.6
0.4 108.5
1.5
EP

14+00

101.0
9.0 104.3
5.7 7.0 103.0 101.4 100.0
50 EP 69 75

13+83

102.1
7.9 101.0
9.0
EP

E.P. = ¹¹⁴ edge pavement (1" ± thick)

13+57

106.0
4.0
110.01

12.94 110.01 — 97.07

B.M. #25 - P.21 = Mon. ± Colusa + Mildred

Elevations corrected at this point

0.09 Error on checking B.M. # 25 on P. 75 will not affect profile

Benchmarks # + # o.k. as first run.

9.95 ^{0.01} 79.59 (79.60) check B.M. # P.26

T.P. 2.11 89.54 10.65 87.43

T.P. 1.00 98.08 1.01 97.08 = ^(97.07) B.M. # 25 - P.21 EL = 97.07

T.P. 4.70 98.09 0.27 93.39

T.P. 12.02 93.66 0.41 81.64

12.57 82.05 — 69.48 = B.M. #19 $\frac{1}{2}$ ± Colusa + Lauretta

"Z" line
Mildred

16+45

124.5
0.4
10
2.4
7
E.P.
122.3
2.6
7
sty edge
Pave
122.3
13.9
75

16+30 = cross Nly. edge pave

122.0
2.9
E.P.
122.0
2.9
13
Sty. edge Pave.

16+00

122.1
2.8
121.4
3.5
5
E.P.

15+50

121.4
3.5
10
121.3
3.6
124.87
119.7
5.2
5
E.P.
106.4
18.1
90

T.P. 5.68 124.87 1.49 119.19

15+31⁹⁰ = 1/2 P.O.T. 1.49

15+00

117.9
2.8
115.7
4.8
6
E.P.

14+80 Cont.

104.2
16.5
89
100.2
20.5
93
Ord. at garage
no plumbing

14+80

115.8
4.9
120.68
113.7
7.0
5
E.P.
112.7
8.0
27
Ord. at
S.E. cor
House
106.2
14.5
8.8

4.90 119.97 119.98 B.M.#26 $\frac{2160}{24}$

17+25

12.0 112.9

17+00

7.9 117.0

16+75.94 = \pm Brunner to south5.2 119.7 109.9
15.0
7516+73.60 = Conc. Mem. = \pm Brunner to North

4.9 120.0

16+60

1.8 123.1

16+55 = leave pave.

2.4 122.5
S. Ely edge
pave124.87

References

Book	
W.P. Book #1	P-42
F.B. 371	P-78
✓ 487	P-36
✓ 574	P-52
✓ 871	P-30
✓ 974	P-1, -48, -65, +72
✓ 1471	P-40 + 79
✓ 1629	P-52
✓ 1630	P-1, 72, +78
✓ 1643	P-20
✓ 1767	P-59
✓ 1777	P-53 + 57
✓ 1845	P-44
✓ 2125	

Maps # 179

✓ # 271

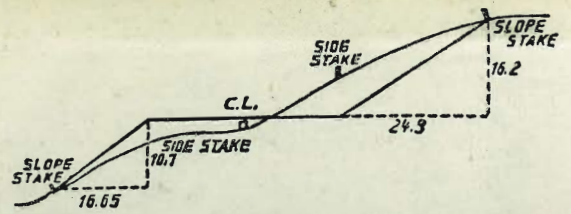
430

569

1654

Tie point sheets.

32.67
 12.00
 10.75
 5.30
 160.5
 128.50
 28.40
 129.10
 5-
 10-
 74.21
 32.70
 11.19
 3.389
 1.70
 82.19
 7.9
 4.9
 12.8
 179-54
 89-57
 90-27
 5' RT.
 8' RT.
 11422.55
 10 96.96
 25.59
 141.2
 3547
 44.04
 42.19
 1.85
 500
 195.21
 1.99



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

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	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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