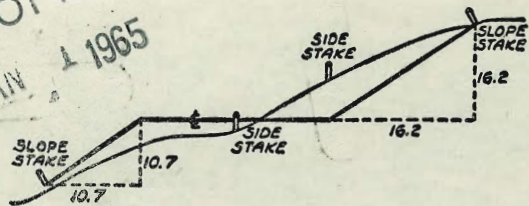


MICROFILMED
JAN 1 1965



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 out 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	.029	.032	.035	.039	.043	.047	.051
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	.116	.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	.711	.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

- Index -

High Water Notes, Jan. 1952 Sidings.

Nordica Hg's Drain Channel - } 1407
Las Peletas Creek. }

Sections along stream to near Bay at Harbor Dr.

Chollas Creek. Harbor Dr to National Ave Dr. ✓

So Chollas Creek. Rigel St to Encanto. ✓
& 69th to Main St. 11-19
31-32

Chollas Creek. National to Federal. 20-30 ✓
4-33

Wabash Blvd Cuts near Federal - 34-35 ✓

X Sec Thorn St 41st St to Marlborough 36-39

Survey for Roadway - 54th St to Sanitary Hill. 51-

Roberts
Cota
Moore
Pollen
1-9-52

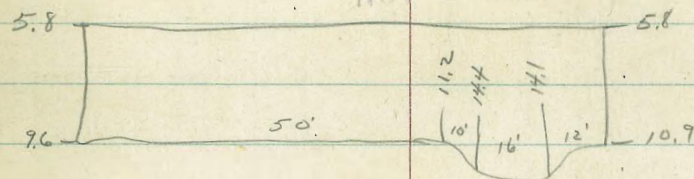
Survey of Las Peletas Creek
From State Hwy 101 to Osborn St.

1+18 East Face of No. Bound Traffic Hwy Bridge

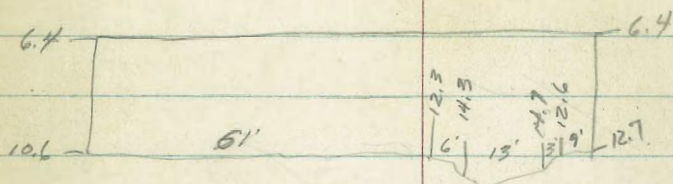
H = Hwy
Las Peletas

INDEXED
FALL
NOV 10 1952

F2 = Sly 1

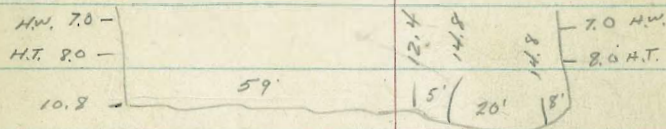


0+21 West Face of So. Bound Traffic Hwy Bridge



(1-21-52 could not find any evidence of H.W. mark.)

0+00 = Navy Fence



H.T. = High Tide Mark H.W. = High Water Mark

T.P. 0.93 6.09 π 1.04 5.16 6.09 π

T.P. 3.98 6.20 5.75 2.82

T.P. 3.48 7.97 5.40 4.49

T.P. 3.41 7.89 5.28 6.48

T.P. 2.94 11.76 4.75 8.92

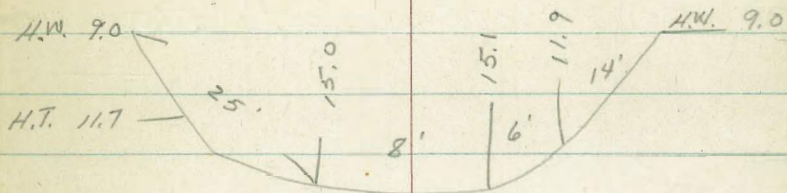
T.P. 3.30 13.57 3.47 10.27

BM 4.74 13.74 9.00 Chisel

Square on base of stack (Sewage Treatment Plant)

Cont'd From Page 1

12+00



T.P.

5.01

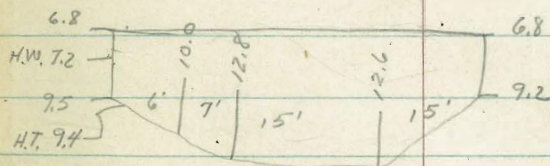
8.31A

3.07

3.30

8.31A

7+39 East Face R.Ry Bridge



T.P.

8.00

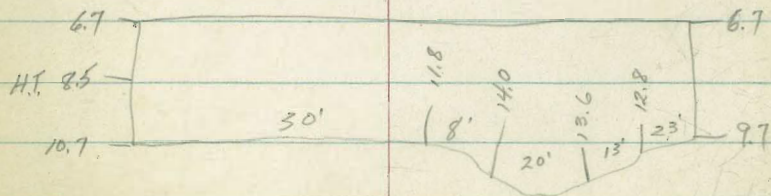
6.37A

7.72

- 1.63

6.37

1+97 East Face of R.Ry Bridge



6.09A

6.09A

T.P. 165 5.45A 1.28 3.80

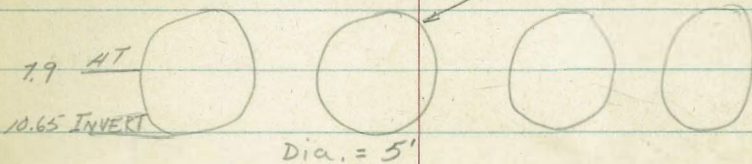
1-21-52 HW - 5.5
INVERT - 10.52

21+42 N/y Headwall 5.08A

20+00

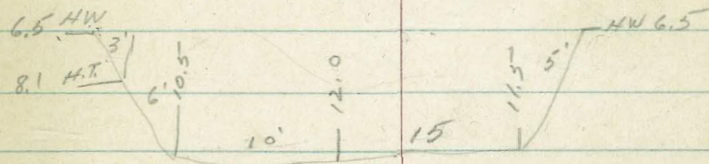
HW - 1.2 Elev.

20+77 S/y Headwall Culvert



19+00

HW - 1.2 Elev

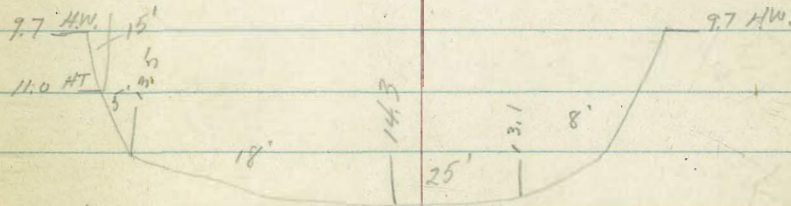


T.P. 383 5.08A 7.06 1.25

5.08A

15+50

Creek makes approx. 90° Turn Lt - N/y



15+00

8.31A

8.31A

Cont'd From Page 3

LT.

RT.

33+00 H.W. = 0.2 Elev.

32+00 " 0.0 "

T.P. 832 855 π 473 0.23

31+00 " -0.3 "

29+00 " -0.1 "

28+00 " -0.6 "

27+00 " -0.2 "

26+00 " -0.4 "

T.P. 574 496 π 623 -0.79

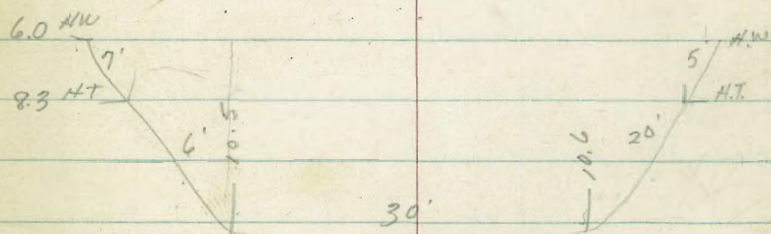
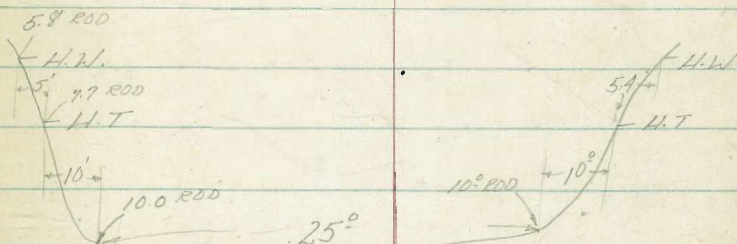
25+00 " -0.4 "

24+00 " -0.4 "

23+00 " -0.4 "

22+00 " -0.4 "

5.45 π



5.45 π

39+00

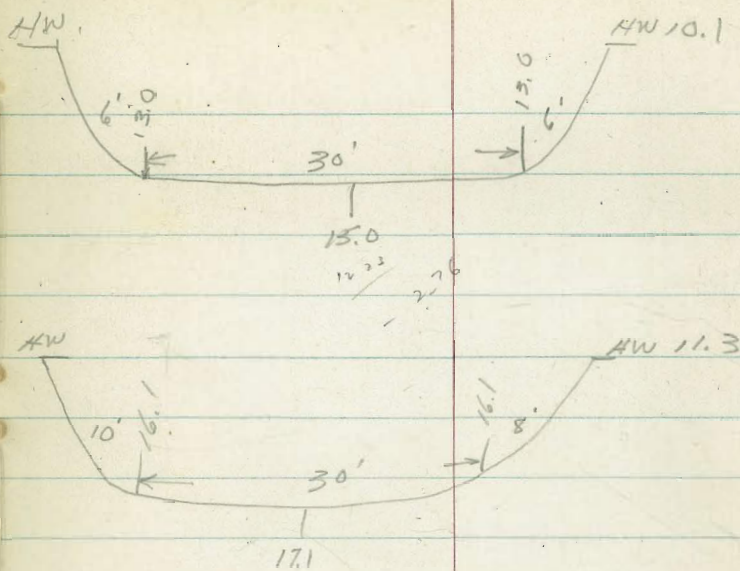
38+50 - HW 2.1 Elev

38+00 - " 2.0 "

37+50 - " 1.9 "

36+50 - " 1.4 "

36+00 " 0.8 "



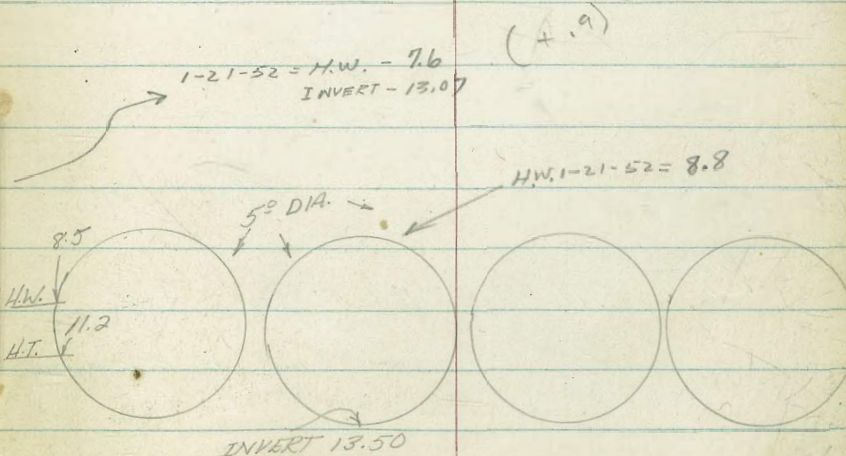
T.P. 7.78 12.33 T 400 455

12.33 T

HW 0.5 Elev.

32+78 NLY HEADWALL - LARGE AMOUNT OF DEBRIS
SLOWING DOWN FLOW

33+73 SLY HEADWALL CURVERT - ANGLES APPROX 45° RT.
FROM BK. TANGENT



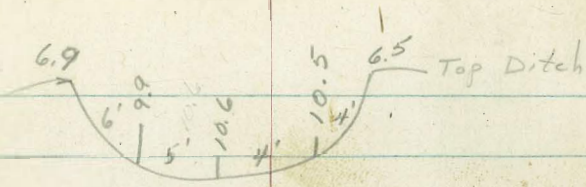
855 T

855 T

45+00

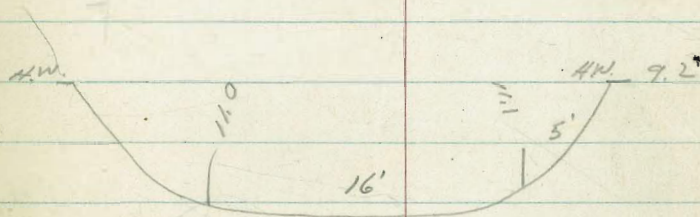
(Evidence shows water overflowed Ditch.)

Top Ditch



42+60 L. Rt

41+00

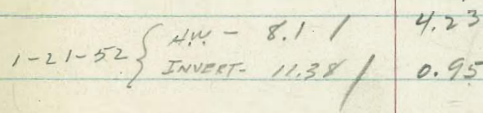


T.P. 3.87 14.09 2.11 10.22

14.09

40+30

Ely Headwall of Culvert



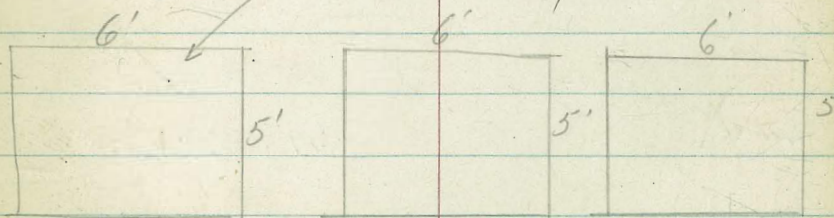
39+00

Elev. HW = 7.9

HW 1-21-52 = 10.6 / 1.67

39+42

Doors all work
Wly Head Wall of Culvert. at Main St.

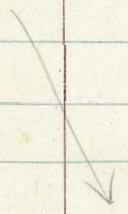


INVERT = 11.99 / 0.34

12.33

12.33

Wly Face

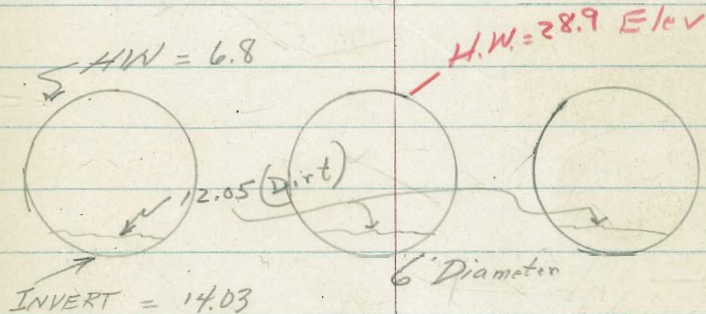


Culvert at 43rd & Nordica Ely Face

1-21-52

1-21-52 { HW = 7.4
INVERT = 14.28
Dirt → 12.2

HW = 28.2 Elev.



BM 2.20 35.66 X 33.46 NWBP Division & Highland 35.66 X

check 4.49 8.94 = 8.98 NWBP Division & Main 28

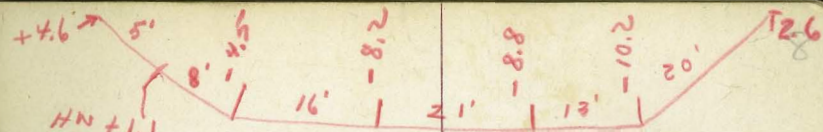
T.P. 3.21 13.43 3.87 10.22

14.09 X

9+60

Survey of Los Chollas Creek
From US101 to National Ave

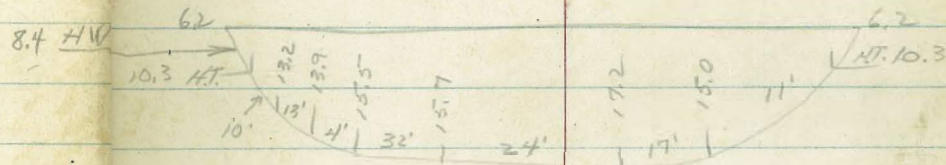
Actual
Elev.



H.W. +0.3 Elev

7+70

Wly Face 32nd St. Bridge



6+00

HW -0.4 Elev

5+00

HW -0.5 Elev

3+00

HW +0.7 Elev

T.P. 4.08 8.49 4.54 4.41

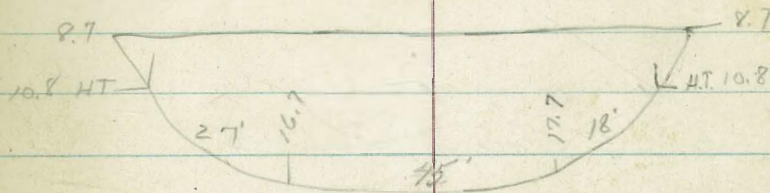
8.49

2+00

H.W. -1.3 Elev

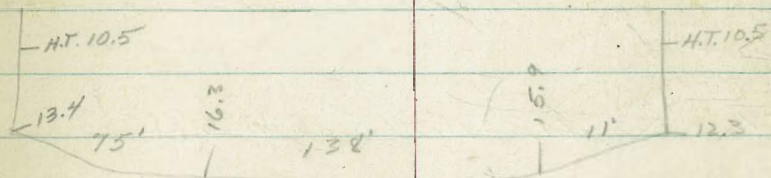
1+95

Ely Face Rly Bridge



0+00

Ely Face US101 Hwy Bridge



T.P. 4.42 8.95 3.89 4.53

8.95

T.P. 3.74 8.42 12.53 4.68

T.P. 0.31 17.21 12.66 16.90

T.P. 0.34 29.56 12.25 27.22

BM 2.82 41.47 38.65 NEBP.

Main E 32nd St

INDEXED
Nov 10 1952

Contd From Page 8

24+00

T.P. 437 7.70 π 12.03 3.31

19+50 +2.1

17+50 +2.0

16+00 +1.5

20+16 Ely face of Main St Bridge

15+00 +0.5

14+00 +1.1

13+00 +1.2

T.P. 845 15.34 π 5.06 6.89

12+00 +0.8

11+00 +1.0

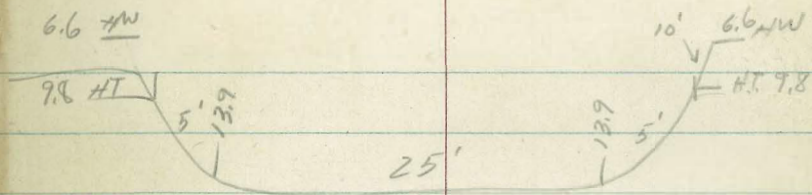
10+00 H.W. +0.5 Elev

16+35 Foot Bridge

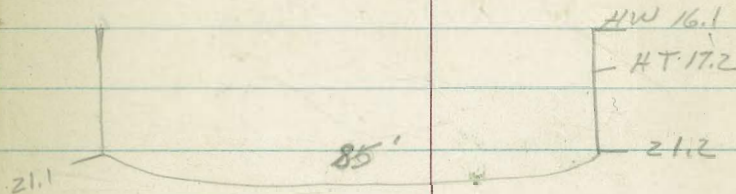
T.P. 512 11.95 π 16.6 6.83

8.49 π

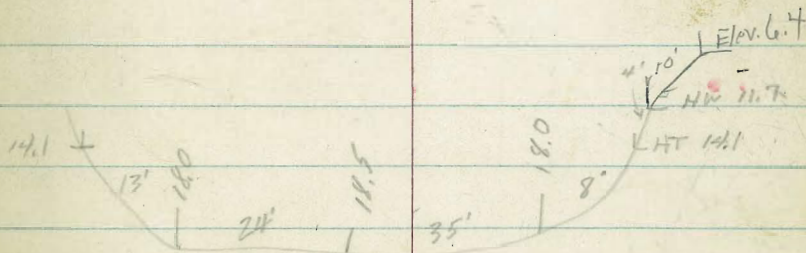
9



7.70 π

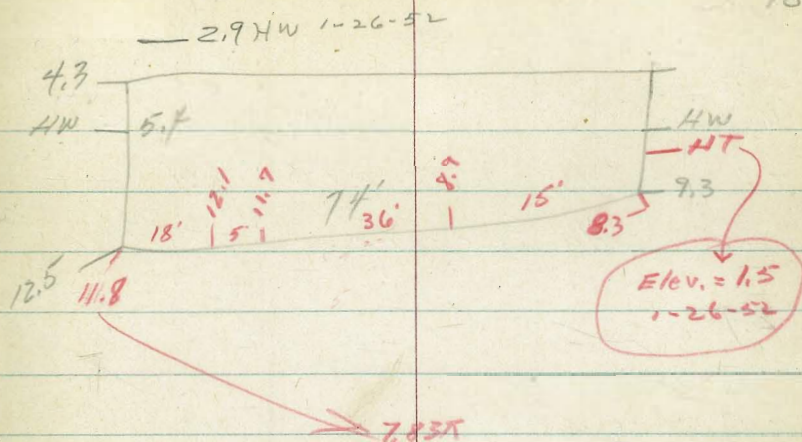


15.34 π



11.95 π

38+50. Sly face National Ave Bridge

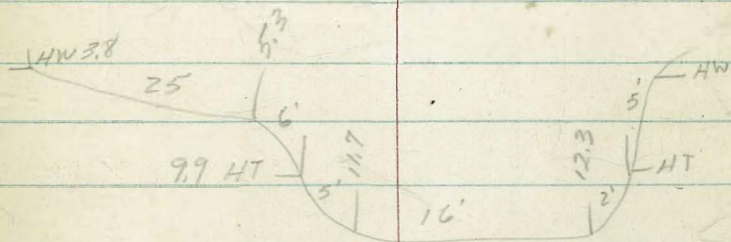


35+00 L. Rt

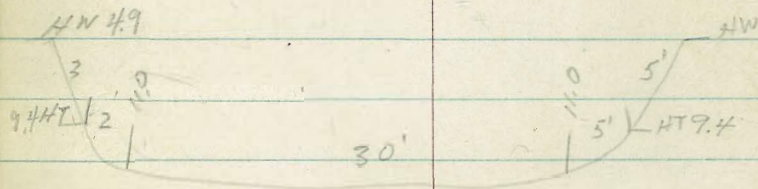
T.P. 6.94 8.95A 3.80 2.01

8.95A

33+00



29+00



T.P. 2.68 5.81A 4.57 3.13

5.81A

270A

Cont'd From Page 10
So. Branch Chollas

Check 485 6.06 = 628

T.P. 463 10.91 4.80 6.28

6+86 Nly Face Regal St. Bridge

T.P. 5.43 11.08 π 4.11 5.65

1+00

0+00 So. Bank of Main Branch

T.P. 2.97 9.76 π 4.23 6.79

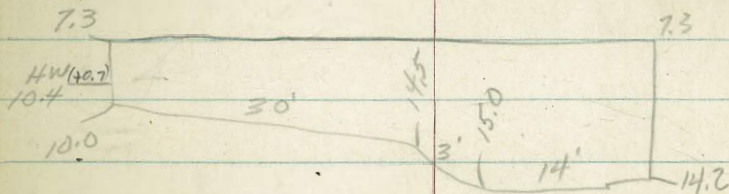
T.P. 3.91 11.02 1.84 7.11

8.95 π

INDEXED

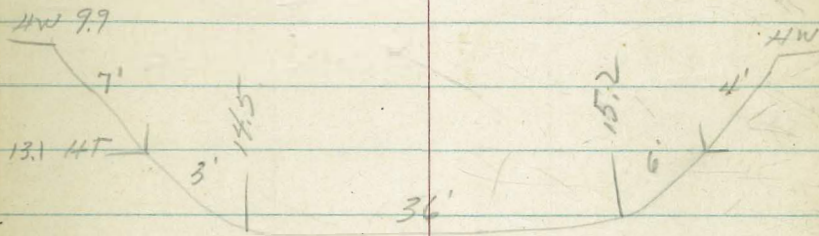
NOV 10 1952

chisel square Regal & Main



11.08 π

12.25
7.8
4.45



13.1
4.9
3.9

14.85
8.5
4.91

9.76 π

Roberts
Cota
Nure
Fuller
1-21-52

Survey So. Branch Los Chollas
69th St to Main Branch

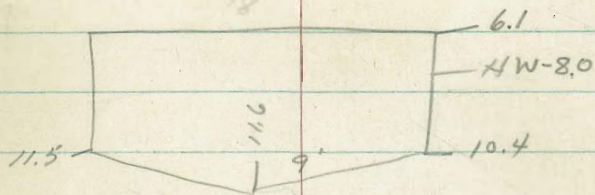
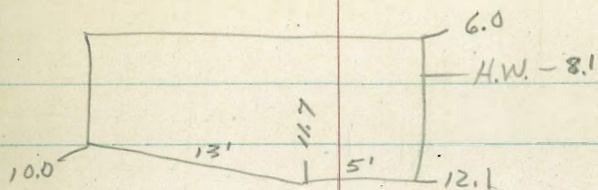
Wly Face



Water leak in 2" water main!

Bridge 68th St. ± 100' So. Jamacha Road Ely Face

T.P.	5.41	245.04	10.34	239.63
BM	0.66	249.97	249.31	SW Top Hyd



68th & Imperial = 45.04

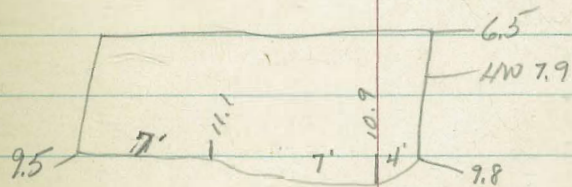
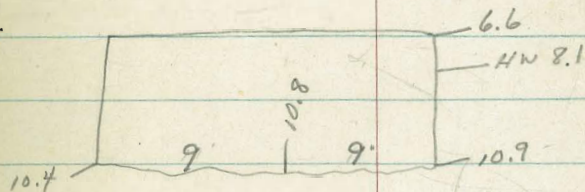
Wly Face



Ely Face

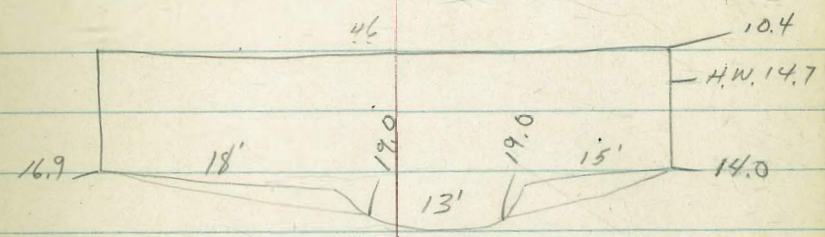
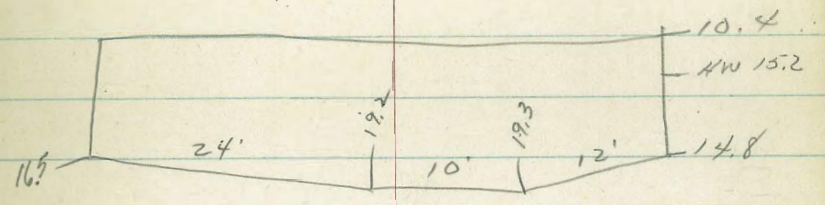
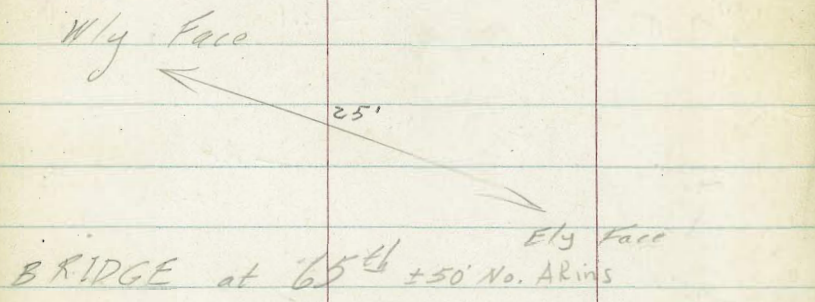
Bridge on 69th St ± 100' So. of Jamacha Rd.

T.P.	4.71	251.96	4.32	247.25	251.96
BM	0.13	253.51	253.44	- 2" pipe	SW Box Culvert Imperial & 69th

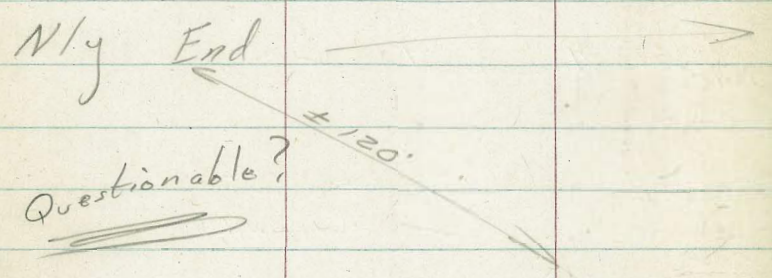


INDEXED
NOV 10 1952





TP
 BM 054 224.18 22364 SE Top Hyd. Imperial # 65

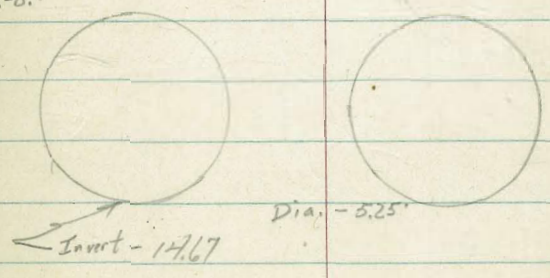


{ HW - 12.4
 Invert - 16.29
 Dirt - 14.9

H.W. - 8.1

Sly End

Culvert in Imperial ± 100' E of Woodman
 WAS COVERED WITH DEBRIS.
 NOW CLEANED.



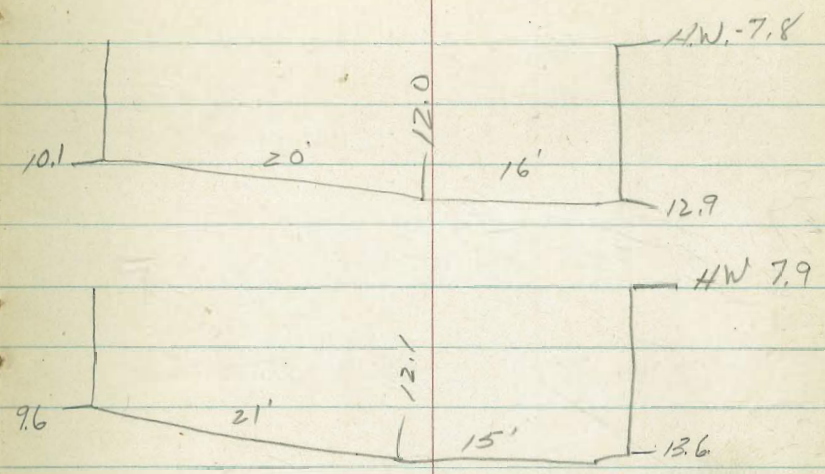
BM 436 234.76X 230.40 CT W.L. Woodman 37' line Imperial 234.76X

Wly Face

40'

Ely Face

Bridge in 54th St ± 300' So. Market



BM

408 125.13 ±

121.05 BP in

Swch of Bridge

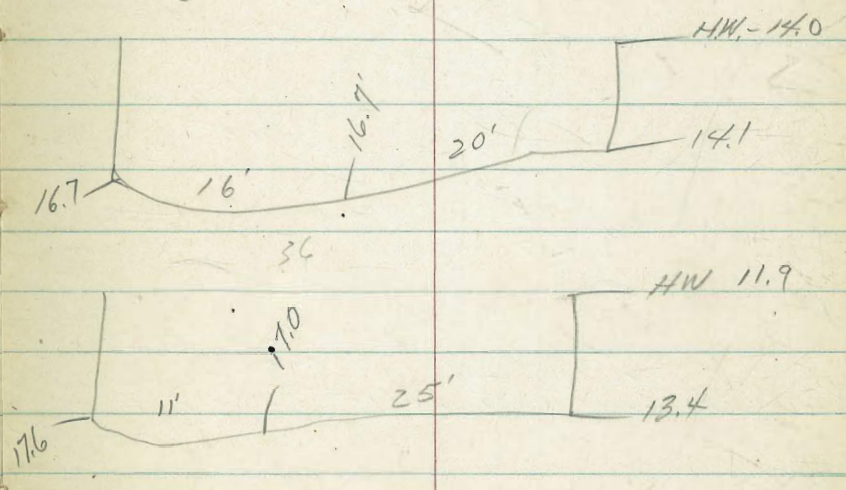
125.13 ±

Wly Face

40'

Ely Face

Bridge in Merlin Dr between Market & Imperial



BM

542 166.70 ±

16128 BP

Bridge in Merlin Dr.

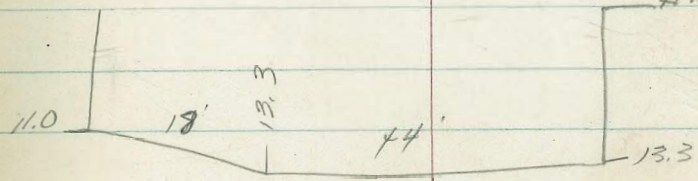
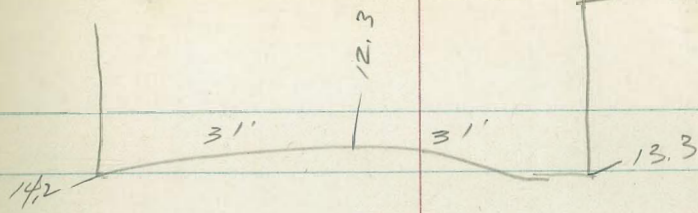
166.70 ±

Wly Face

42'

Ely Face

Bridge in 47th between Market & Imperial



BM 5.28 80.65 A 7537 Ld & CT

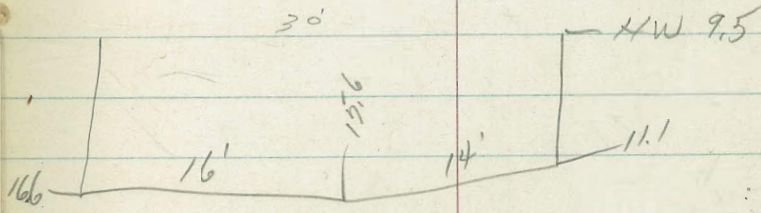
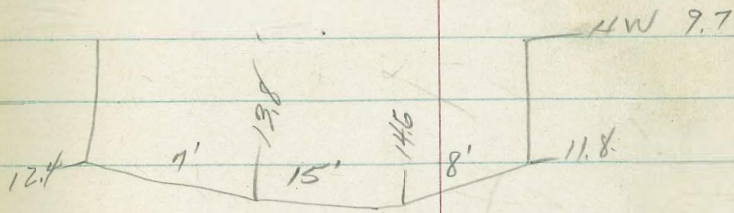
& Nogal ET Line 47th 80.65 A

Wly Face

27'

Ely Face

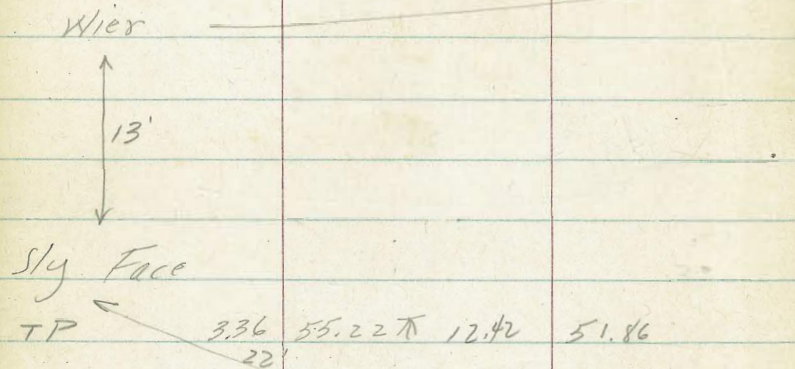
Bridge in Euclid + 200' So. Market



BM 4.81 109.03 A

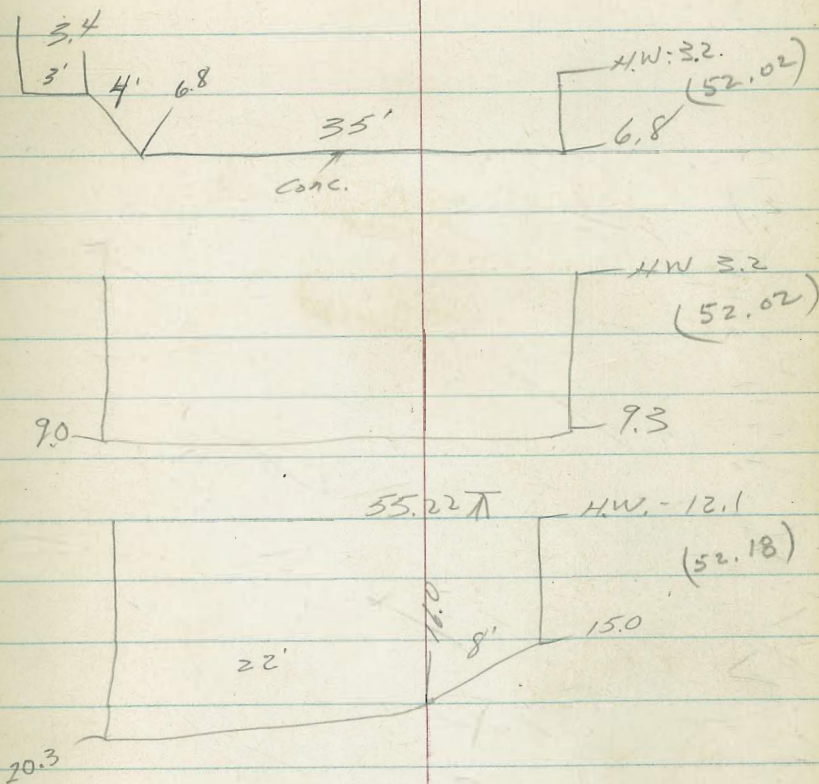
10722 BP Bridge Euclid

109.03 A



(SW cor. approach has washed beneath point.)
 Bridge in Imperial at Terrace Dr. Nly Face

T.P.	5.43	64.28	13.00	58.85
T.P.	0.74	71.85	5.61	76.11
T.P.	0.44	76.72	12.98	76.28
T.P.	0.64	89.26	12.88	88.62
T.P.	0.84	101.50	12.89	100.66
Bll	1.38	113.55	112.1	SEBP

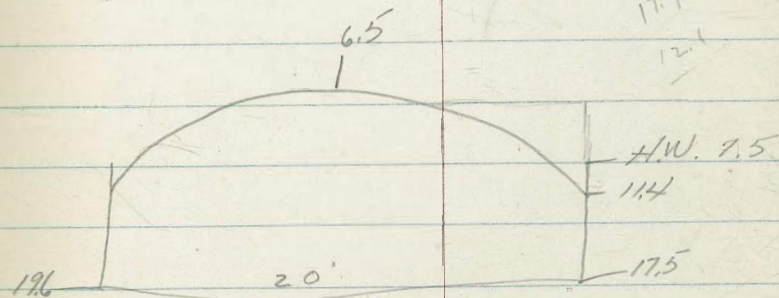
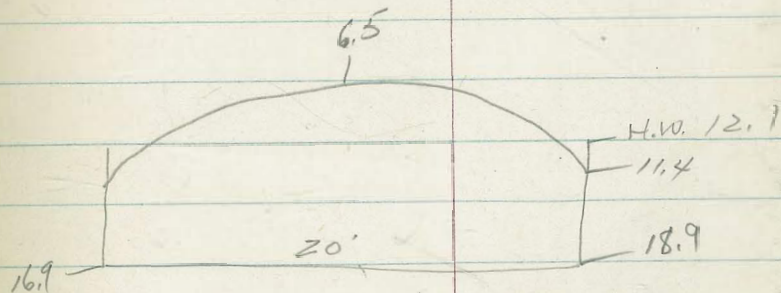
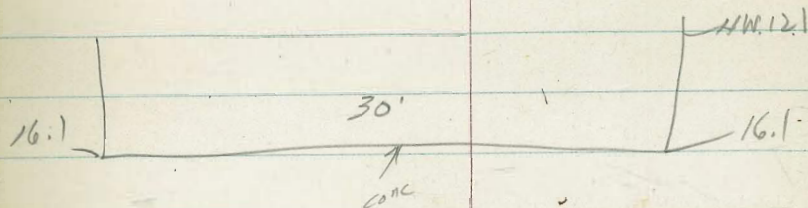
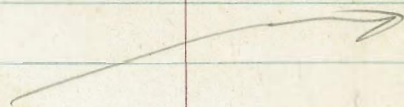


47 1/2 Imperial

conc. wall

7'

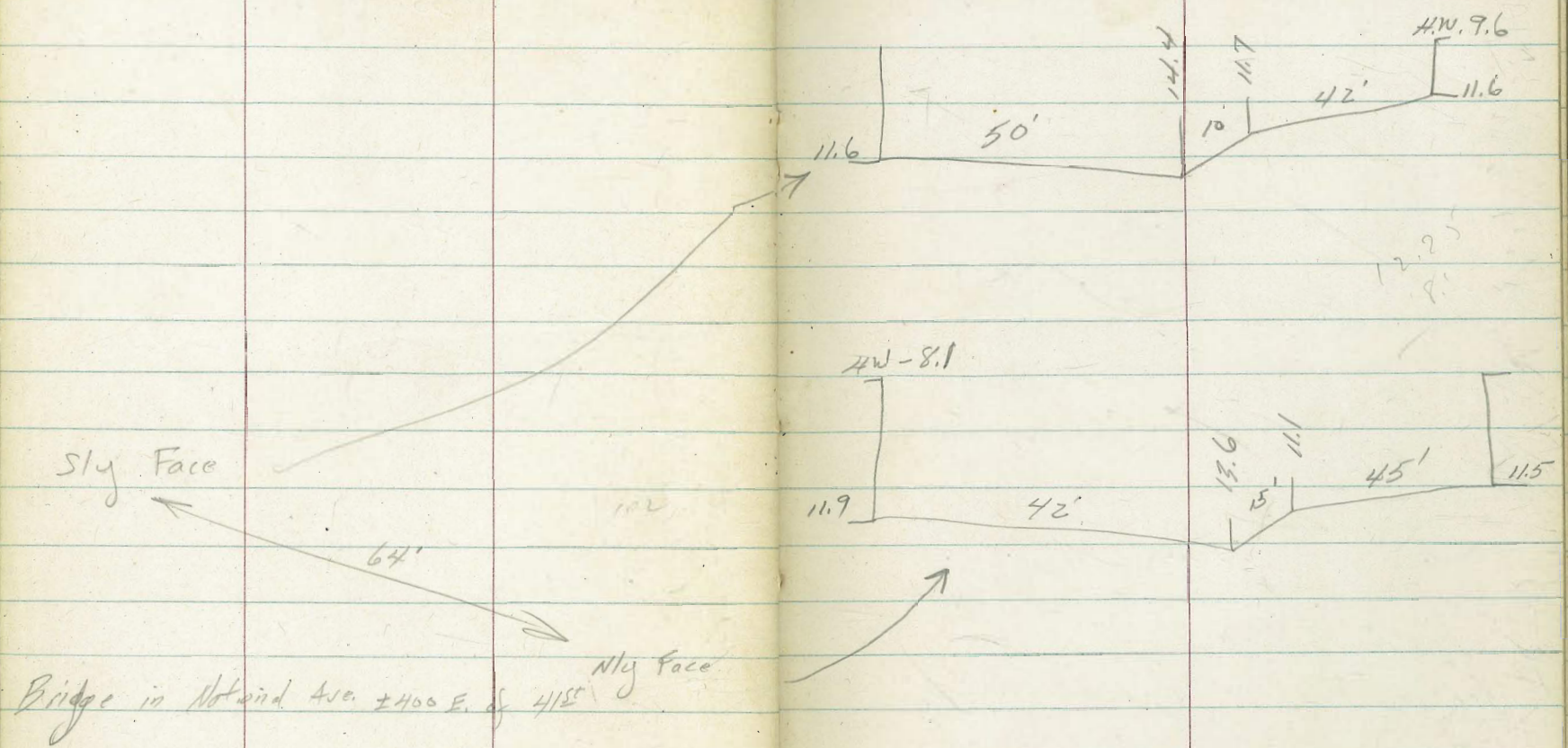
Sly. Face



Bridge on Ocean View Blvd & San Miguel Nly Face

BM 2.26 44.69 X

42.43 NE BP on Culvert E. San Miguel & Ocean View 44.69 X



Bridge in Notwind Ave. ±400 E. of 41st

TR	4.63	32.63	8.03	2800	32.63
BM	0.78	36.03		35.25 NWBP	
				National # 4/57	

Wly Face

50'

Royal St. Bridge 7300 E of Main

Ely Face

BM 4.93 11.21 π

6.28 chisel Spore
Royal & Main

11.21 π

Wly Face

40'

Do Not Use.
Debris acted as
a dam.

Debris here!

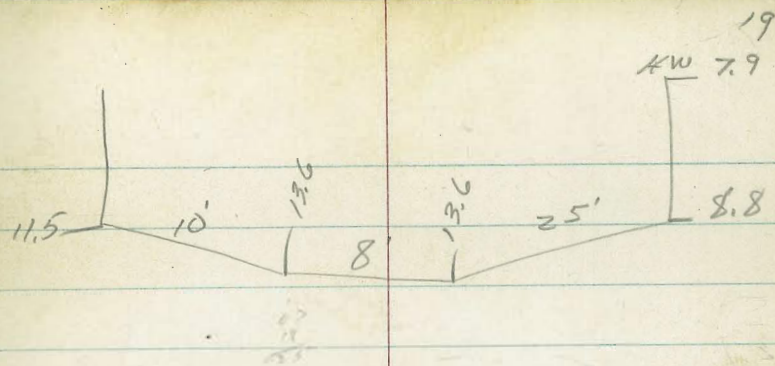
Bridge in 38th at Alpha

Ely Face

BM 5.58 16.64 π

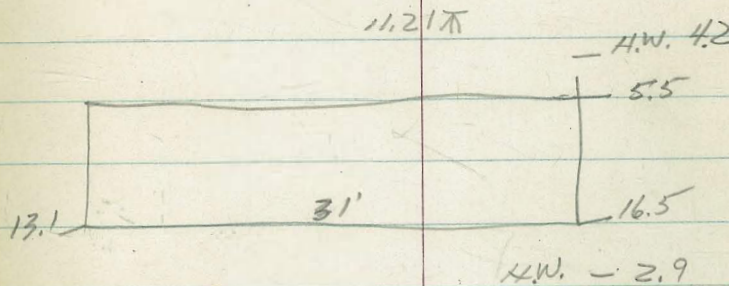
11.06 SEBP
Alpha & 38th

16.64 π

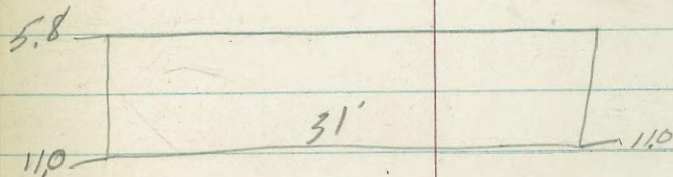


See pg 11 HW = 7.8

3.4



HW - 2.9



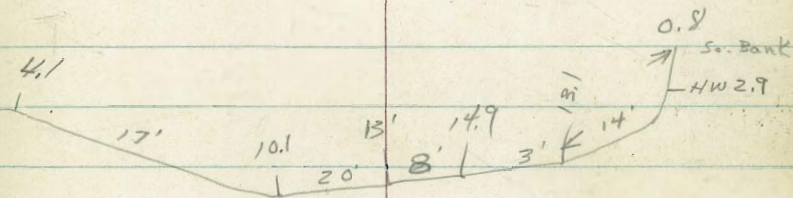
Los Chollas Creek
Main Branch

20

1-26-52

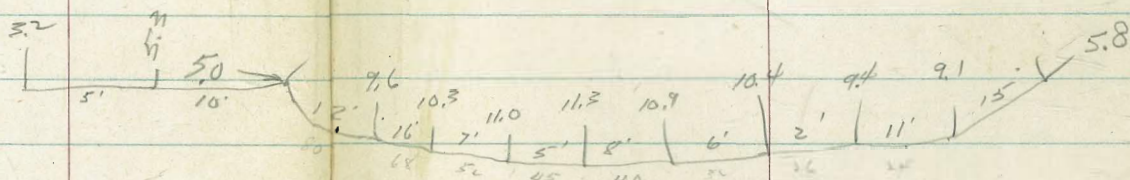
INDEXED
NOV 10 1952

90' So. of Sly Face Nat'l St. Bridge



7.83A

80' No. of Nly Face



57' from Sly Face to Nly Face

Nly Face National St. Bridge

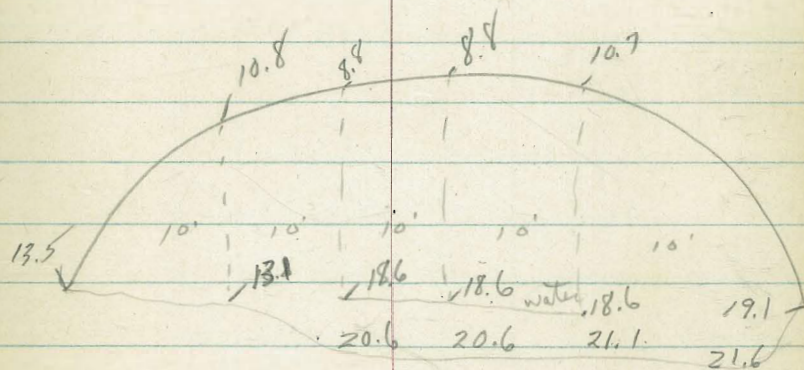
8.91A

8.91A

Los Chollas Creek
Main Branch

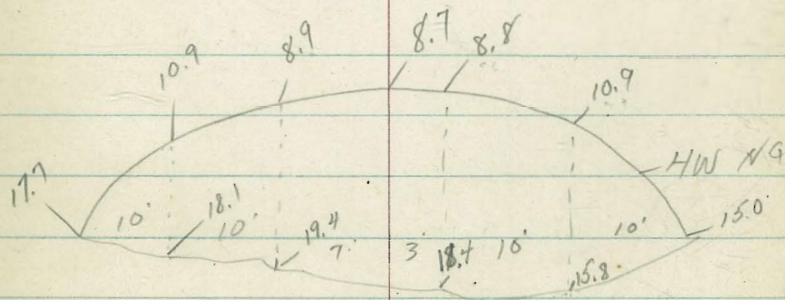
21

Sly Face



Ocean View St. Bridge

My Face

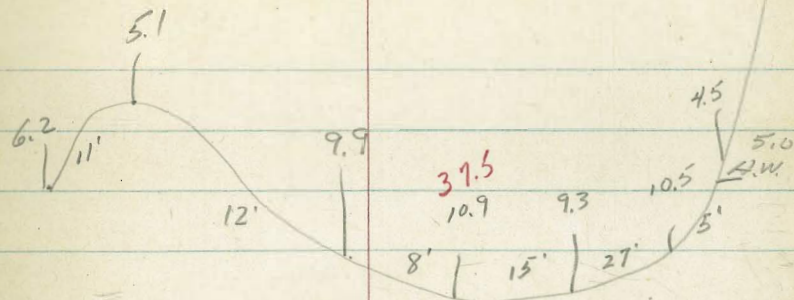


28.57

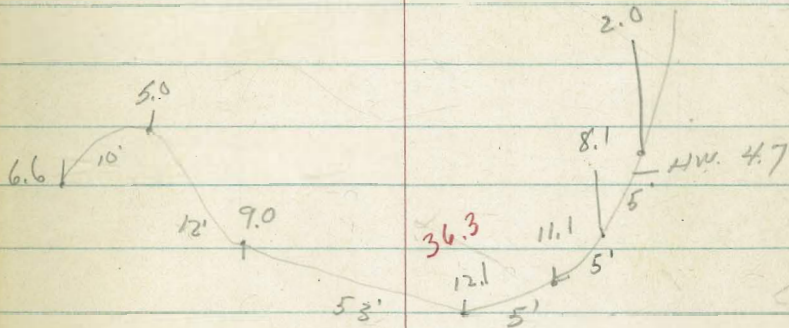
Los Chollas Creek
Main Branch

500' Nly

MH

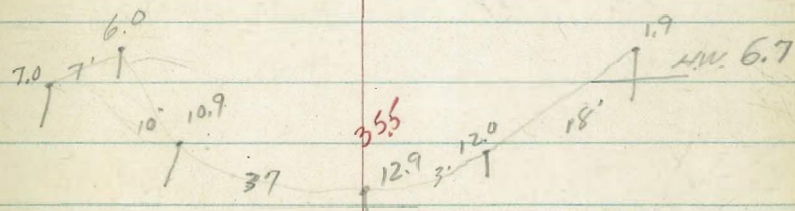


400' Nly



300' Nly of No. Face Market St Bridge

10' No. of Tree

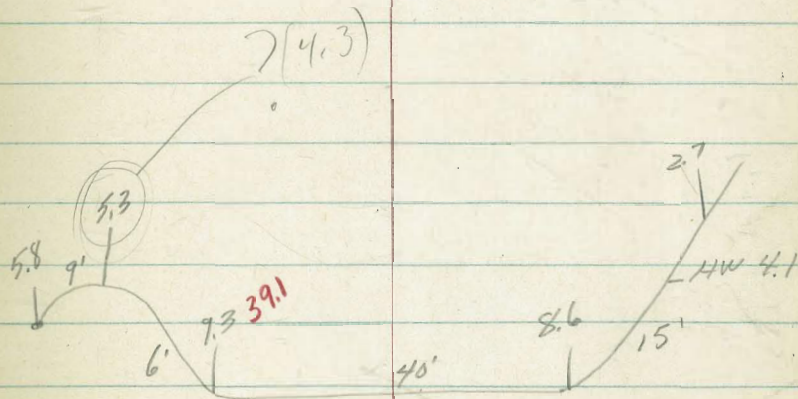


48.45

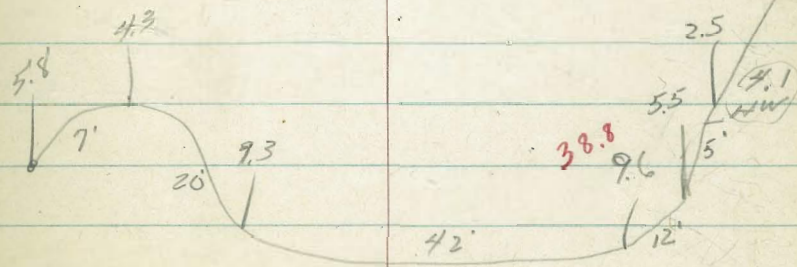
Los Chollas Creek
Main Branch

73

700' Nly



600' Nly



48.45

Los Chollas Creek
Main channel

1+09. END BRIDGE

1+00 wly side GRD 7.5
HW 1.8

0+75 wly side GRD 7.6
HW 2.0

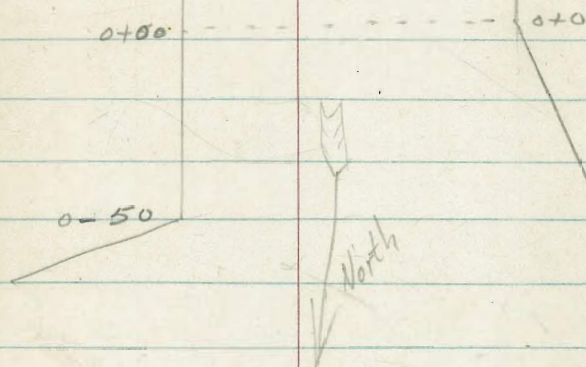
0+50 wly side HW 1.8

0+25 wly side HW 1.9

0+0 wly side End wingwall Begin Bridge
GRD - 5.4
HW - 1.7
Bottom - +2.3
Bridge 52⁵ wide

0-38 Nly End Wly wing wall HW 1.9
New Federal Bridge
59.0⁷

New Federal Bridge



GRD 6.0 = 0+00 fly side GRD 5.2
26² 52⁵
4 4
Rt L Sect.

0+75 Ely ? ← GRD - 5.8
HW - 0.2

5.0 1.0 - HW
26 = 6.6 - GRD
RE 52 =
RE

Rt 4 Sect

0+50 Ely GRD - 5.5
HW - 0.3

0+25 Ely GRD - 4.4
HW - 0.4

0+00 Ely = (0+50 wly) GRD - 4.2
HW - 0.3

0-25 Ely side GRD - 3.7
HW - 0.2

0-50 Nly End Bridge Ely Side GRD - 3.6
HW - 0.1

New Federal Bridge

58.0 T

Los Chollas Creek
Main channel
(Market St.)

26

Market
St.
Bridge

0+75 END BRIDGE Ely Side

GRD - 4.9
HW - 0.6
0
Rt

6.5-GRD 6.5-GRD 6.5-GRD
17 34 51
Rt Rt Rt
0+50

0+50

0+50

Ely

GRD - 3.8
HW - 0.37

Rt & Sect

0+25

Ely

GRD - 2.8
HW - 0.3

0+00

North
↓

0+00 Nly End Bridge Ely Side

GRD - 3.3
HW - 0.0

40.0 ft

Los Chollas Creek
 Main Channel
 No. Side Market St. Bridge to North

Lt
HW

Creek
Bottom

Rt ²¹
HW

3+50

? 4.4

9.4

3.3

3+00

5.0

10.1

~~4.0?~~

2+50

= (300' Nly Estimate)

5.2

10.0

5.5

2+00

5.9

10.6

5.8

1+50

6.1

11.3

5.8

T.P. 0

11.26

47.18π

4.08

35.92

47.18π

1+00

"P"

+1.1

4.9

+1.2

0+50

+0.5

6.0

+0.4

0+00 = My face Bridge in center

40.0π

40.0π

Los Chollas Creek cont'd

28

					Lt HW	Creek Bottom	Rt HW
8+50					4.8	10.9	4.9
8+00					N.G. X	10.7	5.4
7+50					X	10.8	5.4
7+00					7.5	11.5	7.6
7.2	10.31	51.49	6.00	4.18		51.49	
6+50					3.6	7.9	2.6
6+00					3.7	8.0	3.0
5+50					3.7	8.1	3.4
5+00					3.3	8.5	3.2
4+50					3.8	9.0	3.2
4+25							
4+00					3.4	9.5	3.1 ?
off Bridge Scale							
	47.18					47.18	

Bank washed out

Creek begins to widen out ~~4.0~~ 2.9

4.9

3.1 ?

Las Chollas Creek Cont'd

check

T.P.

7.51

58.85

6.18

0.15

52.67 = 51.87 NWBP

51.34

Federal
55th

Lt
NW

Street
50th

RE
NW

29

13+22 Sly Pass Old Federal Bridge

NW 2.1 ← NW Corner
Bridge

13+00

v

7.9

3.2

12+50

x

8.2

3.9

12+00

x

9.5

3.6

11+50

x

9.7

3.5

11+00

x

9.9

4.9

10+50

y

9.8

4.9

10+00

5.3

10.1

5.1

9+50

4.4

10.1

4.6

9+00

4.4

10.5

5.3

51.49X

51.49X

sky Face Old Federal Bridge

6.9	10'	7.3	10'	8.2	10'	9.2	10'	9.0	10'	8.1	10'	6.4	20'	6.6	19'	5.0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

51.497

Los Chollas Creek
 Sp. Branch

2t
 HW

creek
 Bottom

Rt
 HW

31

3+00

8.3

0.8

2+50

8.7

1.1

2+00

8.0

1.7

1+50

8.5

2.3

1+00

6.2

2.8

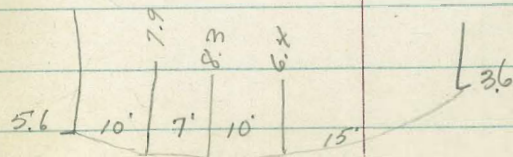
0+50

6.8

3.5

0+00 =

Riegel St Bridge sly Face
 46' wide



4.90

4.90

Los Chollas Creek

So. Branch

6+30 Hits Main Branch

T.P. 8.28 3.1π 9.68 - 5.18

6+00

9.0

1.3

5+30

2.0

5+00

9.3

3.5 2.0

4+00

9.0

2.8

3+00

10.0

2+00

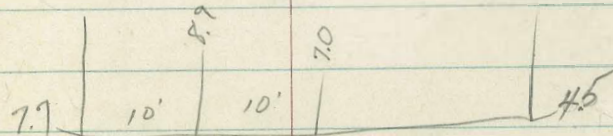
9.7

~~3.0~~ ~~2.0~~ 2.3

1+00

1.7

8.8



0+00 = My Face Rigol St Bridge

4.5π

4.5π

14
HW

Creek
Bottom

π
HW

3v

Los Chollas Creek

Main Branch

Creek
Bottom

Rt.
HW

HW Elev. = 23 on Wly Face Main St. Bridge

22+50	Fork of So. Branch	0.8	9.3	0.7
22+00			9.9	0.6 0.0 0.3 0.4
21+50		0.9	9.0	0.9
21+00			9.7	0.8
20+50		1.4 1.3	9.7	0.5
20+16	= Ely Face of Main St. Bridge (See Page 8 for Sta.)			0.7
	3.1 $\bar{\wedge}$		3.1 $\bar{\wedge}$	

Culverts at Wabash Freeway
and Federal Blvd.

So. End

↕ 38'

6.3 - Mud
8.2 - INVERT
3.4 - HW

No. End Culvert Under SW^IOE

3.1 HW
7.75 INVERT
6.2 Mud

So End Culvert Under Federal

↕ 160'

+ 0.4 HW
5.25 INVERT
4.4 Mud

T.P.

2.72 94.06X 10.17 9134

No. End Culvert Under Federal Ext.

11 HW
10.17 INVERT

T.P.

0.70 101.51X 13.00 100.81

So. End Culvert

↕ 62.8'

14.80 INVERT

← N.W. Southbound outer lane

No. End Culvert on Market St. Ext. 6.2 HW

3-6' R.C. barrels

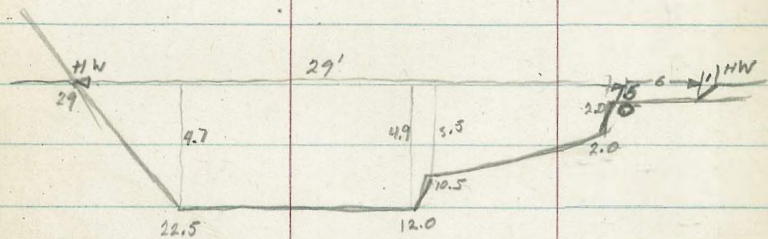
Assumed

13.81 113.81X

100' Invert Nly End Culvert on Market St. Extension

INDEXED
NOV 10 1952

Section Approx 1000' N. of Wakash Interch.



UPSTREAM 100' = 2' HIGHER

DOWNSTREAM 100' = 1.6' LOWER

D. Smith
J. Arver
R. Taylor
B. Fish

Wot# 32247
9-17-53

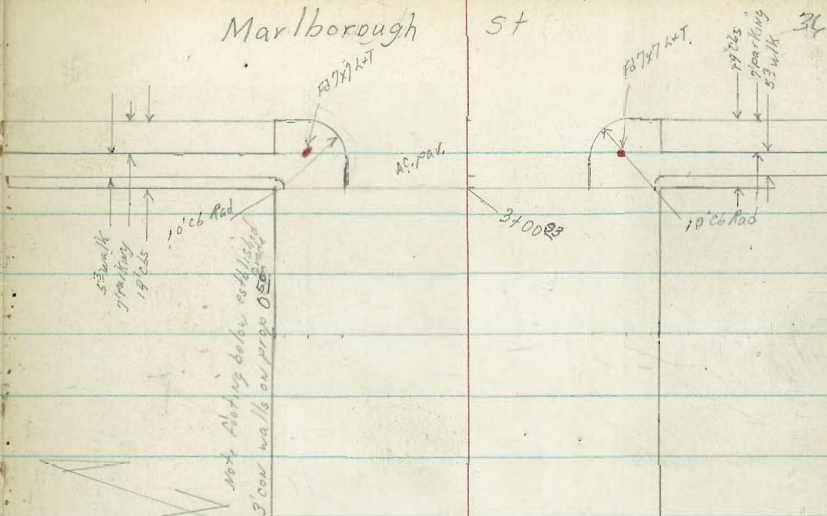
"X" sec Thorn St
41st St to Marlborough

INDEXED
ER

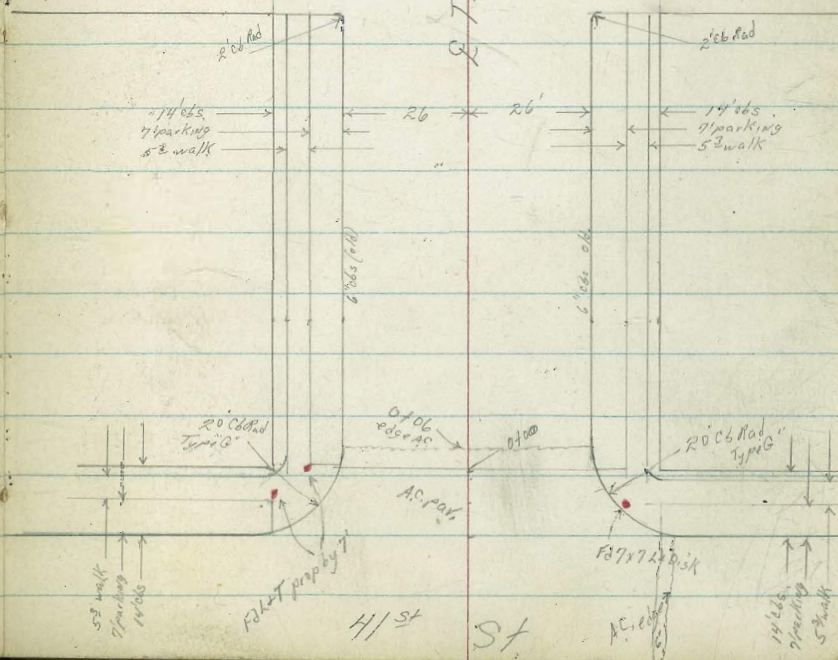
SEP 18 1953

soil sample taken @ 1100 20' AT

Marlborough St



Thorn St



Lt-Nly

♀

Rt-Sly

39

Notes Reduced
November 5, 1953
H. B. Hull3714⁰³ Wly ob Lwre Marlborough

302 ³⁷	302 ⁵²	301 ⁷⁵	301 ⁰⁹	300 ⁸²	300 ⁷⁶	300 ⁵¹	300 ⁵²	300 ⁸⁸	300 ⁸²	301 ¹⁴	299 ⁸⁵	300 ⁵²
41 ¹⁹	48 ¹¹	48 ¹¹	54 ¹¹	56 ⁸	58 ⁰	58 ⁰	60 ⁰⁴	61 ²	64 ⁴	54 ⁰	67 ¹¹	60 ⁰⁹
90	90	40	40	26	13	13	26	26	40	40	90	90
26	9ut	06	9ut						9ut	06	9ut	06

Mid Pt Returns

9ut 06

06 9ut

TP, ONBM 474 306⁵⁶ 12⁶² 301⁸²

301 ³¹	301 ²¹	301 ¹²	301 ¹⁵	306 ⁵⁶	301 ⁰³	300 ⁷⁸	300 ⁰²	301 ¹²	301 ³¹
12 ⁴⁶	12 ⁶⁷	13 ³²	13 ³⁴	13 ⁴⁴	13 ⁶⁶	13 ⁸²	13 ⁸⁴	13 ⁹²	
40	26	26	13	13	13	26	26	40	
40	06	9ut				9ut	06	40	40
06	06					06	06	40	40

3700⁰³ Wly Marlborough edge A.C. par 206374⁴⁴

Roberts
Cota
Moore
Mendez
11-3-53
W.O.# 32363

X-Section Alley Block #12, Normal Heights

Copley to Mountain View Drive

Map 985 T.P. 18 Reduced - Reynolds
12-9-53

INDEVENT
NOV 5 1953

Mountain View Dr.:-
100' Street
30' Roadway
A.C. Paving
4 1/2' Walk
10' ch. face to walk

Copley Ave.:-
60' Street
30' Roadway
A.C. Paving
6' ch. face to walk
4 1/2' Walk

$\Delta = 4^{\circ} 50.18'$
 $\text{Chord} = 27.56'$
 $\text{Rad.} = 326.61'$
 $\text{St. P.L.} = 71.63'$
Set PK on $\text{R} \& \text{L}$.
Set 2x2 R. hub & Disc on E Alley and P.L.
Sta. = 8+06.82 Prop. Line

See T.P. 18 page 73
Fl. 2 1/2' ct. at both ends of Arc. Pick out with $\text{H} \cdot \text{PK}$
 $\Delta = 18^{\circ} 32.0'$
 $\text{Chord} = 107.96'$
 $\text{Rad.} = 326.61'$

Set R. hub & Disc E of Alleys
Sta. N E S Alley = 6+81.95
Sta. E W Alley = 2+88.71

Set R. hub & Disc E Alley
at the Angle Point
Diff. Angle left = $35^{\circ} 51.2'$
Sta. = 1+25.81

T100 G.B. 318 10/5/54
77

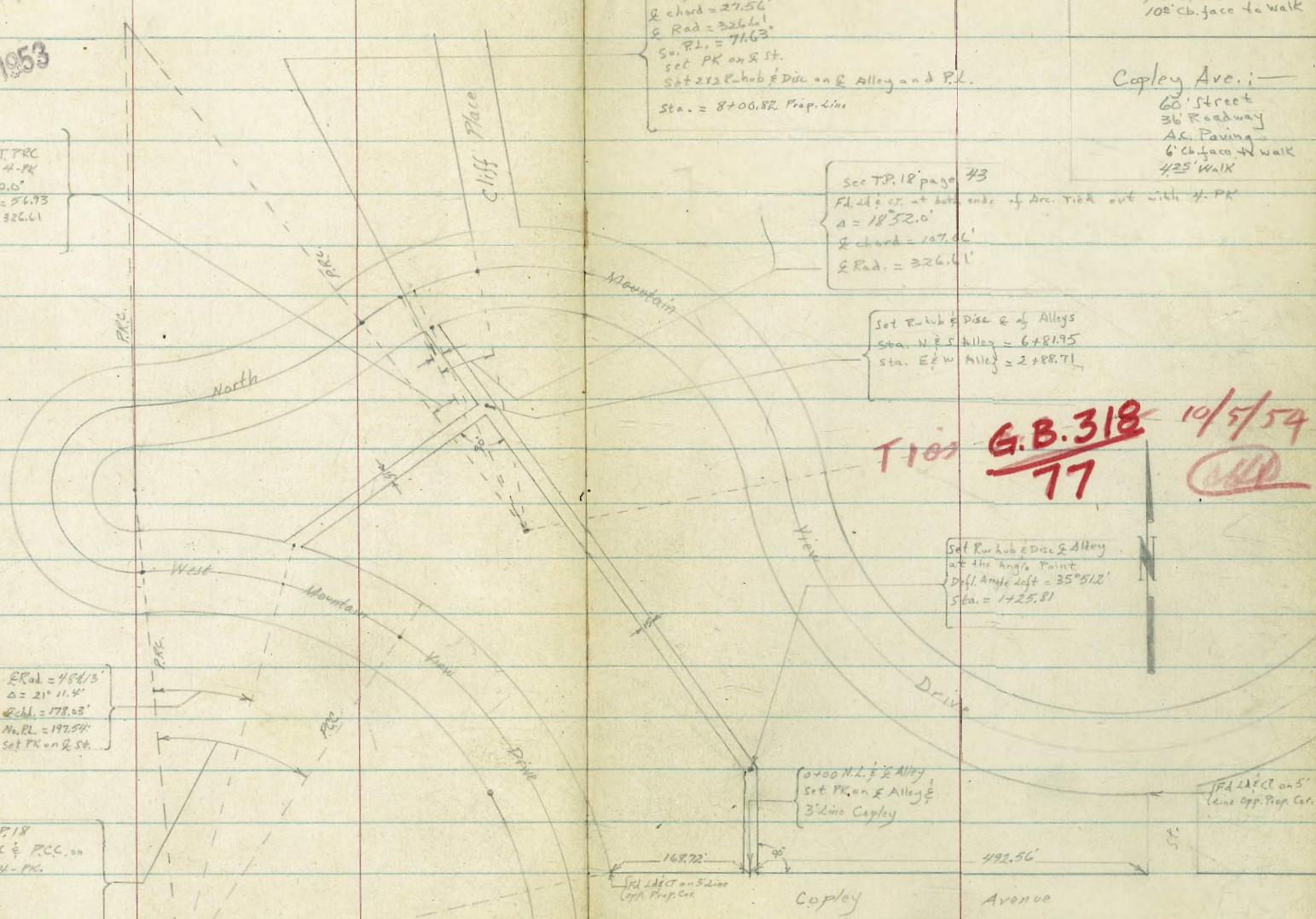
FL. 2 1/2' PRC
Pick out $\text{H} \cdot \text{PK}$
 $\Delta = 10^{\circ} 0.6'$
 $\text{Chord} = 56.73'$
 $\text{Rad.} = 326.61'$

Set 2x2 R. hub &
City Disc on E of
Alley and P.L.
0+00
 $\text{R. Rad.} = 464.13'$
 $\Delta = 21^{\circ} 11.4'$
 $\text{Chord} = 178.05'$
 $\text{St. P.L.} = 197.54'$
Set PK on $\text{R} \& \text{L}$.

See Pg. 41 & 42 T.P. 18
Fl. 2 1/2' ct. at PRC & RCC on
 $\text{R} \& \text{L}$ Sta. Pick out $\text{H} \cdot \text{PK}$.
 $\Delta = 37^{\circ} 53.6'$
 $\text{Chord} = 314.30'$
 $\text{Rad.} = 484.13'$
Along $\text{R} \& \text{L}$ = 488.70'

0+00 N.L. E of Alley
Set PK on E Alley &
3' Line Copley

FL. 2 1/2' ct. on 5' Line Opp. Prop. Cor.



Bancroft

334

Cont'd from Page 40
North & South Alley

Lt

Rt

Rt 41

0+54

8⁵ Rt & 4⁵ Conc Walk

396.3
470
85
conc

0+40

396.4 396.4 46.6 396.1 396.1
4.6 4.6 4.4 4.9 4.9
10 75 75 10

0+345

7⁵ Lt to center PPde ± D=robot

T.P.

4.97 400.99 A 3.23 396.02

400.99 A

0+20

396.15 396.15 396.0 395.7 395.7
3.2 3.2 3.3 3.6 3.6
10 75 75 10

0+00

North Line Copley Avenue

394.09 393.95 393.84 393.75 393.23 393.25
5.16 5.30 5.41 5.50 5.42 5.0
75 75 75 75 75
cb gut gut cb

0-12

Nly Curb Line Copley Ave.

393.74 393.46 393.54 393.27 393.61 393.23 393.22 393.12 393.24 392.96 393.18 392.93
5.57 5.79 5.71 5.96 5.64 6.02 6.03 6.13 5.71 6.29 6.07 6.32 Drive
100 100 50 50 95 95 100 93 93 50 50 100 100
cb gut cb gut cb gut cb gut cb gut cb

B.M.

5.34 399.25 A

SEBP
393.91 Copley & W. Mountain View Dr.

399.25 A

2+23 52 Lt to center P. Pole # A3209

2+00

395.6	395.7	395.7	395.7	395.9
5.4	5.3	5.3	5.3	5.1
15	7 $\frac{1}{2}$		7 $\frac{1}{2}$	15

1+50

395.7	395.7	395.8	395.8	395.7
5.3	5.3	5.2	5.2	5.3
15	7 $\frac{1}{2}$		7 $\frac{1}{2}$	15

1+26.5 7 $\frac{1}{2}$ Lt to center P. Pole # JPA 3207

1+25.81 7 $\frac{1}{2}$ off Forward Tangent Rt to center Guy Pole # 374815H

1+25.81 (Section on Split of Angle) Angle Point Left } 9 $\frac{1}{2}$ ft on diagonal to end of conc Apron. Not on Split.

395.8	395.9	396.0	396.1	396.19	396.19
5.2	5.1	5.0	4.9	4.98	4.80
15	8 $\frac{0}{2}$		8 $\frac{0}{2}$	9 $\frac{1}{2}$	Garage Floor

1+12 12 $\frac{3}{4}$ 17' Long Rt begin 5' wide conc Apron (Dble Garage)

396.13	396.22
4.6	4.77
19 $\frac{1}{2}$	Garage Floor
conc	

0+80

396.4	396.2	396.3	396.3	396.4
4.6	4.8	4.7	4.7	4.6
15	7 $\frac{1}{2}$		7 $\frac{1}{2}$	15

T.P. 5.03 400.75 π 5.27 395.72

3+50 7² Lt to fence

396.5
4.5
15
396.1
4.9
7.2
395.9
5.1
7.3
395.8
5.2
15

3+25 \bar{E} 6² Lt begin wire fence

3+25 6³ Lt to center P.Pole # PA3215

3+00

396.4
4.6
15
396.2
4.8
7.2
395.9
5.1
7.2
395.9
5.1
15

2+69.5 10² Rt E Single Garage

395.84
5.15
10²
conc

2+50

396.0
5.0
15
396.0
5.0
7.2
395.9
5.1
7.2
395.8
5.2
10

2+46 10² Rt E 2 Conc. Walls

395.99
5.0
10²
conc

400.99 π

400.99 π

5736 6⁵ Lt to center P. Pole PA 32275724 8⁰ Rt End Conc Apron

4799 E Double Gorge Right

4775 7⁹ Rt Begin Conc Apron

4750

47245 7² Lt to center P. Pole # PA 3219

4700

3762 10² Lt E. Single Garage

400.75 A

400.75 A

396.30

475
8⁰
conc

396.3

395.8

395.8

396.0

396.18

496.37

45
155.0
7²

5.0

48
7²457
8⁰
conc438
28
Floor

396.12

463

7²

conc

396.0

395.9

395.6

395.6

395.5

48
1549
7²

52

52
7²53
15

396.1

396.0

395.7

395.7

395.6

47
1548
7²

5.1

51
7²52
15

396.05

470

10²

conc

6+93 6³/₄ Lt to dead man

6+74 6¹/₂ Lt to center P.P. PA 3233

6+50

	396.0	395.8	395.8	395.9	396.0
	48	5.0	5.0	4.9	4.8
	15	7 ¹ / ₂		7 ¹ / ₂	15

6+25 7¹/₂ Lt End conc. Block wall

	400.2	395.2	396.1
	0.6	5.6	4.7
	7 ¹ / ₂	7 ¹ / ₂	7 ¹ / ₂
	Top	Foot	680

6+07.5 7¹/₂ Lt & 2' conc. walk

	396.00	395.90
	4.75	4.85
	10	7 ¹ / ₂
	conc	conc

6+00

	396.0	395.9	395.8	395.9	395.9
	4.7	4.7	5.0	4.9	4.7
	15	7 ¹ / ₂		7 ¹ / ₂	15

5+75.5 7¹/₂ Lt begin conc. block wall

	400.1	395.3	396.1
	9.5	5.5	4.7
	7 ¹ / ₂	7 ¹ / ₂	7 ¹ / ₂
	Top	Foot	680

5+50

	396.1	396.0	395.7	395.7	395.7
	4.7	4.8	5.1	5.1	5.1
	15	7 ¹ / ₂		7 ¹ / ₂	15

400.75 X

400.75 X

7+44.5 78 Rt end Conc Block wall

396.1
4.7 395.3 400.1
78 5.5 +0.7
GRD Foot Top

7+39 79 Rt & 25 Conc walk

396.28
4.47
79
conc

7+25 79 Rt begin conc block wall

395.9 395.4 400.1
4.8 5.4 +0.7
79 72 72
GRD Foot Top

7+13 133 Rt & Double Garage

395.75 396.97
5.00 4.38
78 133
conc Floor
Apron

7+00

395.9 395.6 395.8 395.8
4.9 5.2 5.0 5.0
15 75 75 12

6+69 ← 107 Rt & Future Drive
sta. SK

shot at request of owner

395.85
4.80
107
Future

6+98.5 128 Rt & 2 Conc walk

395.84
4.91
128
conc

400.75 ↑

400.75 ↑

Continued on next Page.

check

5.13

394.61 = 394.75

NEBP Cliff Place & No. Mountain View Drive

{ Section on Line of Street
{ South Curb Line N. Mountain View Dr

394.49	394.90	393.74	394.25	393.56	393.62	392.65	394.30	393.64	394.43	
525	574	Dir	6.00	5.49	6.18	6.12	6.07	5.40	6.10	5.31
100	100	50	50	75	75	100	100	100	100	100
cb	cut	cb	cut	cb	cut	cut	cb	cut	cb	cb

{ Section on Line of Street
{ 8+00.82 South Line N. Mountain View Dr

395.06	394.92	394.83	394.96	395.10
4.68	4.82	4.71	4.78	4.64
8.35	8.35	6.71	6.71	6.71
cb	cut	cut	cb	cb

7+955 752 to center P.P. # JPA3239

7+90

396.0	395.3	395.5	395.5	395.5
3.7	4.4	4.2	4.2	4.2
11	7.5	7.5	7.5	1.5

7+50

395.9	395.7	395.8	396.0	396.5
3.8	4.0	3.9	3.7	3.2
15	7.5	7.5	7.5	1.2

T.P.

438

399.74

539

395.36

on Hub

& Alleys

399.74

400.75

East & west Alley

0+50 8³ Rt End conc block wall

396.2	396.1	395.8	395.9	395.9	395.1	395.9
5.1	5.2	5.5	5.4	5.4	6.2	1.4
15	7.5		7.5	8.2	8.2	8.2
				6RD	Foot	Top

T.P. 6.78 401.28 Δ 522 394.50

401.28 Δ

0+20 18³ Lt & Single Garage (Built over diagonal)

395.88
3.81
18.3
Floor

0+05 7² Rt begin conc block wall

395.1	394.6	398.0
4.6	5.1	1.7
7.2	7.2	7.2
6RD	Foot	Top

0+00 { section taken on line of street
Nly. Line West Mountain View Drive

395.04	394.87	394.77	395.00	395.16
4.68	4.85	4.85	4.72	4.56
12.2	12.2		8.5	8.5
cb	6.7		6.7	cb

{ section taken on line of street
North Curb Line W. Mountain View Drive

394.30	393.83	394.31	393.92	393.93	393.86	394.73	393.94	394.32
5.42	5.89	5.41	5.80	5.79	5.86	5.49	5.78	5.40
cb	5.0	1.1	1.1		1.4	1.4	5.0	5.0
	6.7	cb	6.7		6.7	cb	6.7	cb

4.36 399.72 Δ

395.36 on Hub & Alleys

399.72 Δ

2+40

396.1	396.0	395.9	395.9	396.0
5.2	5.3	5.4	5.4	5.3
15	75		72	15

2+00

395.8	395.9	396.0	396.0	396.3
5.5	5.4	5.3	5.3	5.0
15	75		75	15

1+92 7² Rt End Conc Black wall

396.3	395.9	401.0
5.0	5.4	+0.3
72	72	72
GRD	Foot	Top

1+81.5 6³ Rt to center P. Pole #A323C

1+50

396.4	396.2	396.3	396.5
4.9	5.1	5.0	4.8
15	75		72

1+00

396.3	396.1	396.1	396.3
5.0	5.2	5.2	5.0
15	75		72

0+90 7² Rt begin conc black wall

395.2	396.0	400.8	396.5
6.1	5.3	+0.5	4.8
6	6	72	72
Foot	Top	Top	GRD
Foot	Foot	wall	

401.28 π

401.28 π

check

5.90 395.38 = 395.36

2+81.21 Wly line of N¹/₂S Alley

401.28 π

395.8

5.5
75

395.8

55

395.7

56
75

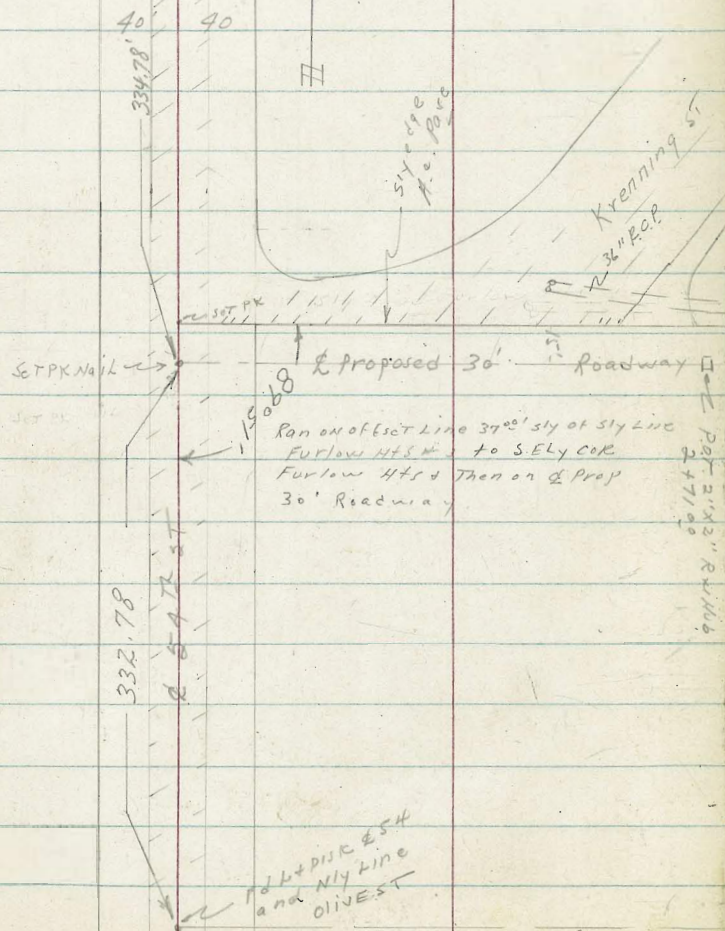
401.28 π

Survey for 30' Roadway
from 54th St to Challas
Sanitary Fill

W.O. # 21160
Aug 20, 1954

Nly Line Lot 16
CC Secman's Sub

36' conc
strip
Recently
Topped with
3" + A.C.



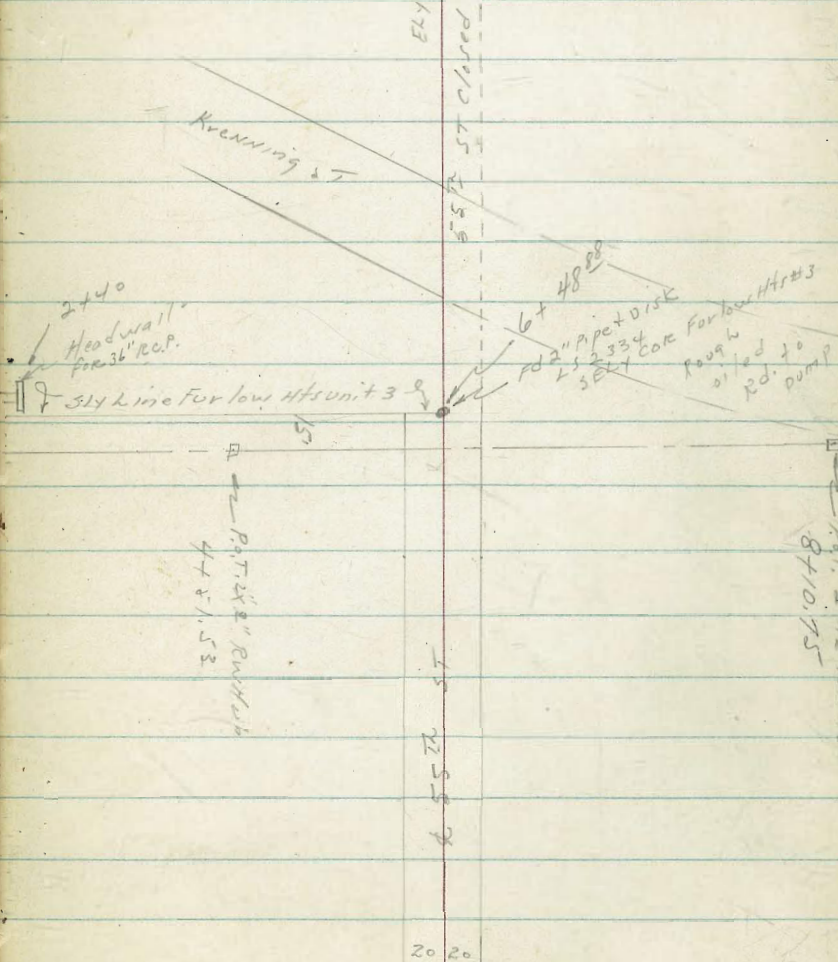
Proposed 30' Roadway

Ran on offset line 37° 00' shy of Sly Line
Fur low Hts Unit 3 to S Ely cor
Fur low Hts & then on & Prop
30' Roadway

Sly Line Lot 15
CC Secman's Sub
Map # 214

C. Allen
D. Sisson
C. Powell
Ref. File map # 2863

Fur low Hts Unit #3
Map # 2863



See page 52
for Levels.

Cont page 52

Part 2121212121212121
8/10/55

Survey for proposed 30' Roadway - 54th St
To Chollas Sanitary Fill - cont
For Levels see page 52

cont from page 51

old Access Road
To Olive St closed

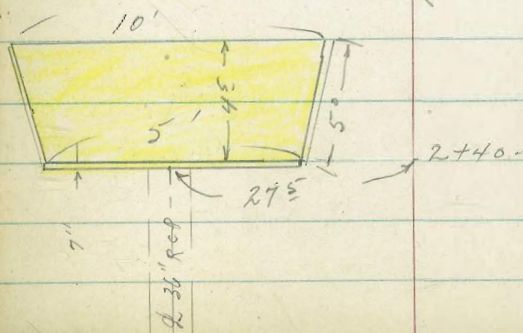
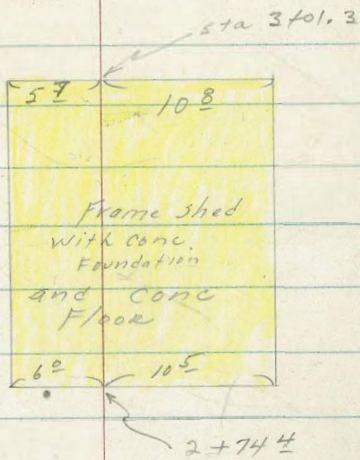
Present oil Road
to Chollas Fill

30' Roadway (prop)

10' x 5' 10" 2" x 2" RWHH
Pot.

Aux. oiled road
To fill.

Proposed 30' Roadway



X-see Prepared 30' Road way.
To Chollas Sanitary Hill.
See pages 51 & 52 for sketch

54th ST

LT=NL4

Proposed
30' Redwood

RT=514

53

of no value

0-09- 25' A.C. sidewalk to 514-

0-13

265.11	265.22	265.6	268.0	272.9
6 ⁷⁵	6 ⁶⁴	6 ⁶³	3 ⁹	+ 1 ⁰
15	AC	15	50	75
AC				

0-17

264.93	265.13	265.3	266.2	267.0
6 ⁹³	6 ⁷³	6 ⁶	5 ⁷	4 ⁹
15	sid edge	15	50	75
AC. Krenning	AC			

Swly Cor AC Paving For Krenning ST
Topped with 2 3" AC.
0-25 = Fly edge 30' conc strip 54th ST

264.14	264.71	265.02	265.06	265.43	265.50	266.48
7 ⁷⁴	7 ¹⁵	6 ⁸⁴	6 ⁸⁰	6 ⁴³	6 ³⁷	5 ³⁸
50	15	Conc	2	15	15	50
	Conc	AC	AC	Conc	AC	AC
	AC Same					
	due to Feathering					

0-40 = 2 54th ST. 2 30' conc strip topped

264.06	264.34	264.79	265.16	265.55	266.58	268.06
7 ⁸⁰	7 ⁵²	7 ⁰⁷	6 ²⁰	6 ³¹	5 ²⁸	3 ⁸⁰
100	50	10	AC	15	50	100
AC	AC	AC	AC	AC	AC	AC

271.86 T

TP₂ 5.34 271.86 6.81 266.52

TP₁ 1.72 273.33 13.12 271.61

B.M. 1.38 284.73 283.35

NEAR 54th & Redwood

X-sec cont

Paving Krenning St

0+82.2 Proposed 30' Roadway crosses sly edge AC

LT=N14

E

RT=S14

54

267.05

481

AC

266.90

267.00

267.00

267.00

268.9

268.8

270.1

273.5

0+75-0^E RT= sly edge A.C. Pave Krenning

496

486

486

486

30

31

18

16

25

15

0^E

5

15

28

50

0+63^E-5^o RT= 8" Fire Hyd.

266.72

266.70

266.70

267.1

267.2

270.3

0+50-1^E RT= sly edge AC. Krenning St

514

516

516

48

47

16

15

1^E

15

30

50

0+48-4^E RT= 10" Anchor pole 615874H.

0+39-7^E RT= dead man

266.36

266.50

266.50

266.5

266.9

0+25

550

536

536

54

50

15

AC

10

15

38

265.70

265.78

265.78

265.9

268.3

272.9

0+00-1^o RT= sly edge AC. Pave KrenningST

616

608

608

60

36

10

15

10

15

50

75

0-03^E-8^o RT= 10" Power pole # 615873H

271.86 T

X-sec con T

LT=1/4

RT=1/4

55

TP4 8.16 289.24 1.49 281.08

289.24 T

1+72

270.06	269.9	278.6	279.6	280.0	280.5	280.3
12 ⁵	12 ⁷	4 ⁰	3 ⁰	2 ⁶	2 ¹	2 ³
30 ⁵ ±	29	18	15		15	50
Ac						

1+35

268.64	268.54	268.54	268.4	272.6	278.2	279.5	280.0
13 ⁹	14 ³	14 ³	14 ³	10 ⁰	4 ⁴	3 ¹	2 ⁶
30	15	14 [±]	13	5		15	50
Ac	Ac	Ac					

1+25

9⁵

LT sly edge A.C. Pav. Krenning

268.27	268.23	268.21	268.2	271.8	273.6	278.5	279.2	279.9
14 ³⁰	14 ³⁴	14 ³⁵	14 ⁴	10 ⁸	9 ⁰	4 ¹	3 ⁴	2 ⁷
25	15	9 ⁵	8		5	8	15	50
Ac	Ac	Ac						

282.57 T

TP3 13.29 282.57 2.58 269.28

Top Fire Hyd. 5° RT Sta 0+63⁵ - SFLY CR 54² + Krenning

39² LT Nly curb line Krenning

1+00 - 3° LT sly edge A.C. Pav. Krenning

267.40	266.93	267.63	267.49	268.2	269.3	277.3	277.8	278.8	280.7				
4 ⁴	4 ⁹	4 ²	4 ³	3 ⁷	2 ⁶	+	5 ⁴	+	5 ⁹	+	6 ⁹	+	8 ⁸
39 ²	39 ²	15	3 ⁰		4		12	15	22				20
CR	9 ²	Ac	Sly AC										

271.86 T

X-sec Proposed 30' Roadway Cont

+ Conc Floor
3401.3 = Ely of Frame Shack. Conc Found

TP5 6.46 294.16 1.54 287.70

3E across bottom
28E LT = 2 Bottom Edw Drainage Ditch

Conc Floor
See sketch page 52
2+74⁴ = Wly of Frame Shed Conc Found.

See sketch page 52
Edw and falls rapidly to wly -

36" RCP Drain - Drain is
2+40-27E LT = 5' head wall - + Ely end

2+00

LT = Wly

2
Prop
3' Rd

RT = Ely 56

281.6	274.6	274.5	284.8	285.7	286.0	286.59	286.1	286.3	287.2
12 ⁶	17 ⁶	19 ²	9 ⁴	8 ⁵	8 ²	7 ⁵	8 ¹	7 ⁹	7 ⁰
44	34	30	15	5 ²	9 ¹	10 ²	15	5 ⁰	
	BOTT	BOTT		NELYCOR	TIP	Found	9 ¹		
		Ditch		Tr	Floor	SELYCOR			

294.16 X

278.7	273.7	283.2	286.2	283.8	284.0	286.24	284.3	286.23	284.7
10 ⁵	15 ⁵	6 ⁰	30 ²	5 ⁴	5 ²	30 ⁰	4 ⁹	30 ¹	4 ⁵
34	28	15	6 ⁰	6 ⁰	9 ¹	10 ⁵	10 ⁵	15	
	Bottom		Floor	grat	Found	sw cor	Floor		
	Edw Ditch			MW COR					

277.0	277.03	272.77	277.03	276.8	282.1	282.7	283.0	283.6
12 ²	12 ²	16 ⁴	12 ²	12 ⁴	7 ¹	6 ⁵	6 ²	5 ⁶
36	30 ⁰	27 ⁵	25 ⁰	24 ¹⁵		15	2 ⁰	
	Wly of	15.36"	shy of					
	Headwall	RCP	Headwall					

275.5	276.1	280.8	281.1	281.4	282.0
13 ⁷	13 ¹	8 ⁴	8 ¹	7 ⁰	7 ²
38	26	15		15	5 ⁰
		TOP			
		Bank			

289.24 X

X-sec cont.

5750

5400

4751 ⁵³ = P.O.T. 2" x 2" RW hub

4750

TP1 6.15 298.07 2.24 291.92

4400

3750

LT=114

RT=514 157

295.1 282.1 282.1 286.7 290.0 292.0 293.5 295.4
 30 16 16 11 8 6 4 2
 49 32 28 25 15 15 50
 Bot Ditch

294.1 281.0 280.9 285.2 290.9 291.9 292.5 292.9 294.5
 40 17 17 12 7 6 5 5 3
 52 33 30 28 15 13 15 50
 Bot Ditch

291.30

677

on Hub

292.0 278.9 278.8 283.7 289.0 290.5 291.3 291.9 292.7
 61 19 19 14 9 7 6 6 5
 46 32 28 25 15 13 15 50
 Bot Ditch Top

298.07 T

288.0 277.7 277.7 282.2 288.7 289.5 289.7 290.3 291.4
 62 16 16 12 5 4 4 3 2
 49 34 30 25 15 14 15 50
 Top Ditch Bottom Ditch

284.6 276.3 276.3 285.8 287.9 288.5 289.4
 9 6 17 17 8 6 5 4
 44 34 30 15 15 50
 Top Bottom Ditch Top

294.16 T

X-sec 30' Rdway cont

6+68⁸⁸ = Ely Line 55⁷² to Sly.

} 22⁸ LT = 2 28" Iron Pipe } These pipes
 } 20⁰ LT = 2 28" Iron Pipe } Drain Canyon
 } 17⁵ LT = 2 28" Iron Pipe } Through hill.

6+60 - 15⁰⁰ LT = 2 28" Iron pipe 1/4" iron.

from 6+78 on Ely -
Ditch flares out to Natural canyon

15⁰⁰ LT = 2" Pipe - SELy cor Furlow Ht 143

6+78⁸⁸ = 2 55⁷² to Sly. - closed to Nly

6+28⁸⁸ = Wly Line 55⁷² to Sly - closed to Nly

6+00

LT = Nly

RT = Sly

58

292.9 291.9 292.0 292.3 292.9 295.3 299.1
 5² 6² 6¹ 5⁰ 5² 2⁰ + 1⁰
 50 40 25 15 15 50

293.8 293.6 292.4 288.3
 4³ 4⁵ 5² 9⁰
 50 40 39 30

286.10 286.28 286.29 286.35 288.2 288.5 291.3 293.2 295.5 298.6
 1197 1179 1170 1172 92 96 8 4 9 2 6 + 0 5
 228 200 175 150 14 6 10 15 50
 1E 1E 1E 1E Pipe

294.4 285.3 285.2 286.9 286.19 287.9 291.5 292.8 295.5 298.1
 3⁷ 12⁸ 12⁹ 11² 11⁸⁸ 10² 6⁶ 5³ 2⁶ 0⁰
 40 32 27 25 15 10 7 15 50
 Top Bott Top Top 15⁰⁰ Top 2" Pipe

293.8 284.6 284.6 287.3 288.9 288.5 291.6 295.0 295.7 297.6
 4³ 13⁵ 13⁵ 10⁸ 9² 8⁵ 6⁵ 3¹ 2⁴ 0⁵
 39 32 28 25 15 12 8 15 50
 Top Bott Ditch Top

294.7 283.6 283.6 286.5 288.4 291.9 294.1 294.6 296.9
 3⁴ 14⁵ 14⁵ 11⁶ 9² 6² 4⁰ 3⁵ 1²
 43 32 28 25 15 18 15 50
 Top Bott Ditch

298.07

42' LT = Sly edge oil
 35' LT = Top fill
 7+25 } 26' LT = toe fill present Roadway

297.4 297.4 292.9 288.6 288.4 288.8 289.4 291.5 296.7
 7° 7° 11.5 15.8 16° 15.5 15° 12.2 7.7
 42 35 26° 18 12 7 15 50
 51.7 Top Tie

54' LT = Sly oil Pavc.
 48' LT = top fill
 7+00 } 38' LT = toe fill present Roadway

296.1 296.5 290.6 288.0 287.7 288.0 292.6 297.8
 8.3 7.9 13.0 16.4 16.7 16.4 11.8 6.6
 54 48 38 25 15 15 50
 oil Top Toe

extension of crossing
 48' LT = toe fill Present Roadway
 19.5' LT = ϕ 28" Iron pipe } at end
 17° LT = ϕ 28" Iron pipe } at pipes
 14.3' LT = ϕ 28" Iron pipe } shown on
 6+80 } 12° LT = ϕ 28" Iron pipe } Sta 6+60

295.2 291.9
 9.2 12.5
 52. Top fill Tie

290.1 286.74 286.68 286.68 286.90 291.4 293.4 294.7 298.1
 14.3 17.67 17.3 17.3 17.5 13.0 11.0 9.7 6.3
 25 19.5 17° 14.3 12° 10 15 50
 IE IE IE IE

TP-7 7.85 304.41 1.51 296.56

304.41 π

City Prop
 6+70 - ϕ crosses High N45 cyclone fence on

298.07 π

X-sec cont

24° LT = Nly oil

14 RT = toe fill

8° RT = top fill

8434 } 2 Prop. Rdway intersects ^{oil pave} sly edge

LT = Nly

£

RT = Sly

60

302.7	301.3	301.8	302.3	303.0	300.0	299.8	298.5
17	31	26	21	14	44	46	59
28	24	15	0/2	8°	14	15	30
	Nly oil	oil		TOP Fill	Toe		

296.7

77

72
TOP
creek

32° LT = Nly oil pave

8° LT = Sly oil pave

5° RT = toe fill

8400 } 2 prop Rdway + top present fill

301.8	300.0	300.8	300.9	301.4	298.8	295.9	292.0	292.2
26	44	36	35	30	56	80	124	122
36	32	15	8°	TOP	52	15	30	59
	Nly oil	oil	Sly oil	Fill	Toe			BOTTOM Canyon

299.1

299.6

297.0

290.5

290.5

53

48

74

139

139

265

20

15

Toe

15

7465 } 2 prop Rdway intersects ^{Fill} toe present

33 LT = Sly edge oil

25 LT = top fill

7450 } 10 LT = toe fill

298.6	298.9	293.3	290.1	289.8	290.2	295.0	295.8
50	55	11	143	146	142	94	86
33	25	15	10		15	40	50
Sly oil	TOP		Toe				

304.41 π

X-sec cont

9450

LT=N14 RT=S11 61

311.4	311.3	311.3	309.4	309.4	310.5	310.8	311.3	310.0	309.0
5 ⁹	6 ⁰	6 ⁰	7 ⁹	7 ⁹	6 ⁸	6 ⁵	6 ⁰	7 ³	8 ³
30	15	5	12 N14 oil	0 ²	15 oil	23 S11 oil	32 TOP Fill	35 TOP Fill	50

9425

309.3	309.0	308.8	306.9	307.2	308.2	308.3	308.9	307.5	306.7
0 ⁰	8 ³	8 ⁵	10 ⁴	10 ¹	9 ¹	9 ⁰	8 ⁴	9 ⁸	10 ⁶
30	15	9	50 N14 oil	15 oil	19 S11 oil	30 TOP Fill	34 TOP Fill	50	

9400

307.1	306.6	306.6	305.1	305.8	306.5	306.9	305.6	305.0
10 ²	10 ⁷	10 ⁷	12 ²	11 ⁵	10 ⁸	10 ⁴	11 ⁷	12 ³
30	15	12	8 ⁰ N14 edge oil	15 oil	25 TOP Fill	29 TOP Fill	40 Rim Canyon	

8475

305.6	305.2	303.3	304.6	304.9	305.4	305.7	303.8	303.0
11 ⁷	12 ¹	14 ⁰	12 ⁷	12 ⁴	11 ⁵	11 ⁶	13 ⁵	14 ³
30	17	13 N14 oil	11 S11 oil	15	20 TOP Fill	24 TOP Fill	30 Rim Canyon	

TP8 13.11 317.30 0.22 304.19

217.30 π

8450- 6° RT= edge oil

304.1	303.9	302.1	302.4	303.3	303.4	304.0	302.4	299.9
0 ^m	0 ⁵	2 ³	2 ⁰	1 ¹	1 ⁰	0 ⁴	2 ⁰	4 ²
30	22	18 N14 edge oil	15 oil	oil	6 ⁰ S11 oil	15 ⁰ TOP Fill	19 TOP Fill	30

304.41 π

X-sec cont

LT=NY

RT=514- 62

11+00

+3⁵
62

+2² 0⁰ 0³ 1⁴ 1⁶
52 42 39 15 10
NY oil NY oil
Windo

324.7

3⁰ 3⁶ 4⁸ 4⁹ 5³ 5⁵ 7¹ 8⁴
5 7 15 30 30 40 50
slly edge oil exit Road
slly edge oil exit Rd

+ Present oiled Road to chollas hill
10+57⁰³ = Intersection proposed Roadway (P.O.T.)

320.51

4³ 6¹ 7³ 7⁵ 7³ 7⁵ 7⁹ 9⁵ 12⁰
50 19 13 0N 4ub 15 21 28 32 50
NY oil Same oil slly oil

10+25

6⁶ 9³ 9¹ 11² 11⁰ 10⁶ 10⁷ 13⁴ 14¹
50 15 9 5⁰ 15 19 38 50
NY oil NY oil

TP9 10.48

327.66 0.12 317.18

327.66 T

314.1

10+00

+0⁵ 1⁰ 1³ 3² 3² 2⁶ 2⁴ 2² 4³ 5⁹
50 15 6 1² 15 20⁰ 2⁰ 2⁰ 30 50
NY oil oil slly edge oil Top Top
Fill Fill

9+75 = slly edge oil

1⁶ 3⁵ 3⁴ 5⁶ 4⁸ 4⁷ 4² 5⁶ 7⁸
50 15 5 slly edge oil 15 21 30 30 50
oil NY oil Top Top
oil Fill Fill

317.30 T

X-sec Proposed 30' Roadway
545E to Chollar Hill Cont

63

TP ₁₅	Start BM		6.57	<283.35> 283.33
TP ₁₄	2.50	289.90	8.83	287.40
TP ₁₃	4.76	296.23	10.01	291.47
TP ₁₂	0.02	301.48	13.34	301.46
TP ₁₁				
TP ₁₀	0.39	314.80	15.25	314.41

327.66 x

INDEXED

JUN 16 1955

36 TR

57

64

X-sec Newfou Ave - 35th St to
a point 350' Ely of The Ely line
35th St. (to school Property)

V.V.O. # 32490 - 6/15/55

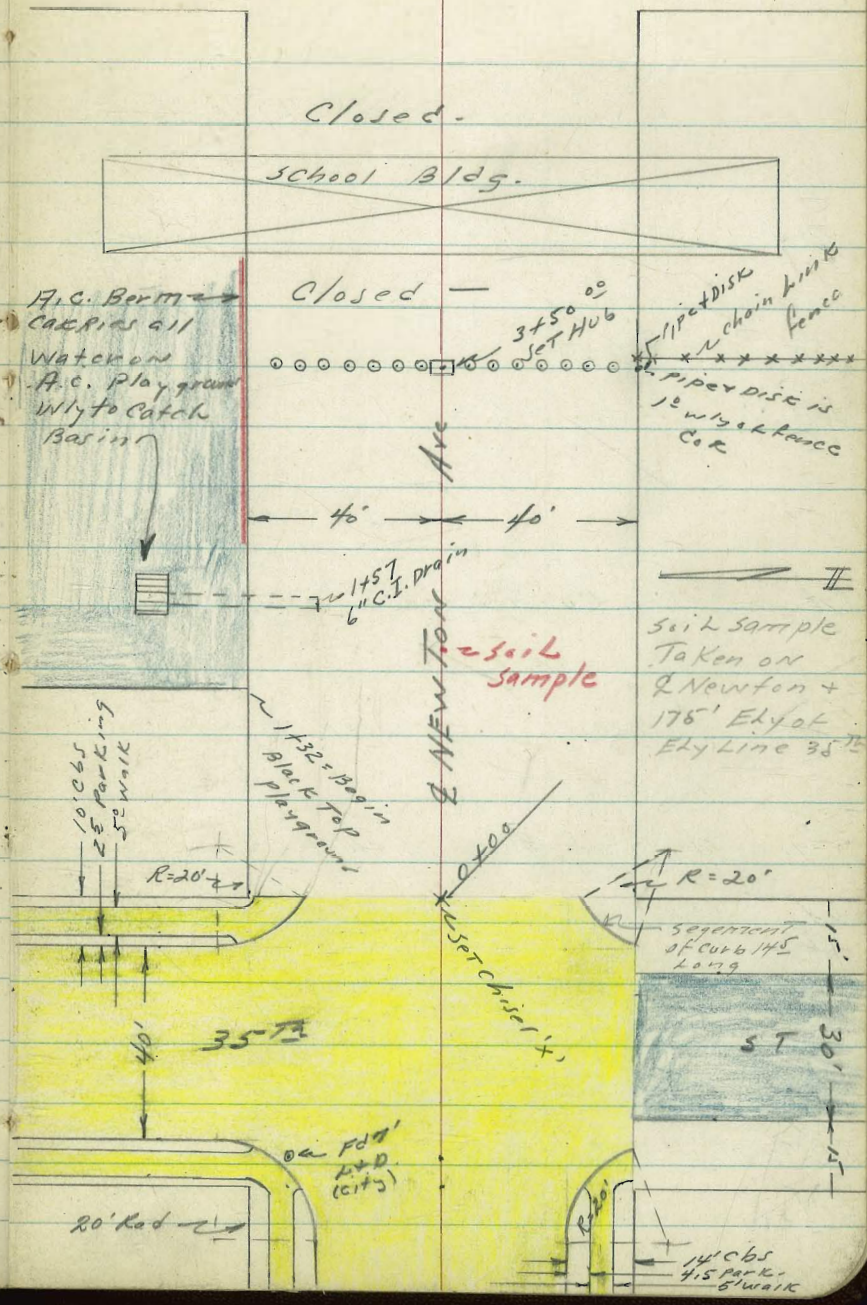
C. Allen, C. Powell, R. Parks

Ref T.P. sheet 385

- = Portland Concrete
- = A.C. Pavement

Note! No curbs to the Sly of
The South P.L. Newfou Ave -
Good A.C. Paving - Looks Like
City Public works Job.

Used L&T & Alley BIK.5
& W.M.P. line 35th.



soil sample
Taken on
E Newfou +
175' Ely of
Ely Line 35th

segment
of curb 14'5'
10'99'

30'

14' cbs
4.5 PARKING
5' WALK

X-sec Newton Ave
See sketch page 6d

LT = Nly

Newton
85' wide

RT = Sky 65

NEly

Ely end of Return (along Ely Line 35th)

35²³ 34⁵⁴
Top curb gutter

Mid Point of Return ^{10.55'}

35⁰⁶ 34⁴⁶
Top cb gutter

B.C. ON 35th ST.

35¹³ 34⁵⁷
Top curb gutter

NEly Curb Return - L = 21^L

36⁴⁰ 35⁸⁵ 35¹⁸ 34⁵⁹
100 100 50 50
T.C. gut T.C. gut

46° LT = B.C. curb Return

0-10 = Ely Curb Line 35th to Nly.

35¹³ 34⁵⁷ 34⁴⁵ 34⁵⁰ 34⁵⁷ 34⁶⁰ 34⁴⁶ 34⁰⁶ 33⁸⁸ 34⁸
46° 46° 40 26 13 13 26 40 50
T.C. gut T.C. gut T.C. gut
BC BC sly of curb

0-15 = Ely edge A.C. Paving to Sky.

34⁴⁰ 34³⁹ 34⁴⁰ 34⁴⁹ 34³⁴ 33⁹⁹ 33⁸⁵ 34⁴⁵
40 26 13 conc. 13 26 40 100
sly of A.C.
conc
Nly of
A.C.

0-30 = 4' 35th ST. Portland Conc

35⁸⁰ 34⁵² 34²⁷ 34²⁰ 34²⁷ 34²² 34⁰³ 33⁷⁹ 33⁷⁵ 33⁸⁴ 34⁴²
106 50 40 26 13 13 26 40 50 100
sly of conc
Nly of
A.C.

TBM - Nwly 7' City Disk 35th + Newlin = 33.41

BM S.E. B.P. in Cb. 36.98
36th & National

Direct elevation Rod used
all elevations are true elevs.

X-sec Newton cont

LT=Nly

¢

RT=sky 66

36¹
100

35²
40

36¹
40

35¹
100

28' RT + LT = elev ends of curbs
= Fly edge Portland conc

0+00 = Fly Line 35th ST

35 ³⁵	35 ²³	34 ⁵⁴	34 ⁷⁸	34 ⁸²	34 ⁶²	34 ¹⁶	34 ⁸⁷
37 ⁰	28 ⁸	28 ⁸	14 ⁴	14 ⁴	28 ⁸	28 ⁸	
NELY cur	Tic.	90T	conc	con.	conc	90T	T.L.
WALK							

Fly end of Segment of Return = 0+00

34¹⁶
90T T+k

34⁸⁷
Top ch

Mid point of Return Segment

34⁰⁵
90T T+k

34⁶²
Curb

Fly end of Curb - on 35th ST

33²⁰
90T T+k

34⁵⁷
Curb

L = 14.5 - 20' Rad

Segment of SEly Return 35th + Newton

Direct elev Rod

X-sec Newton Ave Court ^{School Prop of}
 40° LT = begin 5' high Chain Link Fence
 } 40° LT = end 4' chain link fence
 4' high Picket fence

1400-40° RT = end Hedge & begin

0+90- 27⁹ RT = ϕ Water Meter

0+80- 40° RT = ϕ begin 3' wide eugenia
 Hedge - 4' high

0+77- 40° RT = ϕ 3' conc walk

0+75

0+74- 38° LT = ϕ 3' conc walk

0+63- 26° LT = ϕ water meter

0+50- 40° LT = begin 4' chain link fence

0+25

LT = N4

ϕ
 Newton

RT = N4 67

39 ³	39 ²	38 ³	38 ⁹	38 ⁰	38 ⁷	38 ⁵	38 ⁵
50	40	21		22	24	40	50

38 ⁰⁶	37 ⁹⁹
40 ⁰	50 ⁰
walk	walk

38 ⁰	37 ⁹	38 ²	37 ³	38 ²	38 ⁰
40	22		20	23	40

38 ³⁷	38 ³¹
48 ⁸	38 ⁸
walk	walk

37 ⁵	37 ⁶	37 ⁰	36 ⁵	37 ⁰	36 ⁸	36 ⁰	37 ⁸	37 ⁶	37 ⁶
50	40	27	26		10	20	21	40	50

36 ⁹	36 ⁴	35 ³	36 ⁰	35 ⁷	35 ¹	36 ⁷	36 ²
40	28	27		12	19	22	40

Direct Rod.

X-sec New ton Ave

LT = Nly

RT = Sly, 68

43³⁰
41²
sly edge of
A.C. Playground

41⁴⁰ 41²⁶
40² 50²
Walk Walk

1+75 - 40² RT = 2 3 conc Walk

42⁹ 41⁹ 41³ 40⁷ 40⁰ 40⁶ 40² 41⁴ 41²
40 33 22 18 16 22 28 40

1+67 - 27⁰ RT = 2 water Meter

all water on P.G. to this drain -

A.C. Berin along sly edge of A.C. Playground brings from school yard

1+57 - 25⁴ LT = sly edge of 6" C.I. Drain

40⁴
25⁴
I.E.

1+50

41⁸⁰ 41⁶ 40⁸ 39⁶ 40¹ 39⁵ 40³ 40⁴ 40⁴
41³ 40 25 18 22 27 40 50
sly of
A.C.

1+37 - 40⁰ RT = 2 2⁵ conc walk

40⁰⁹ 40²¹
40⁰ 50⁰
Walk Walk

1+32 - 41³ LT = begin Playground l. cov
Paved with A.C. slyly

41¹⁵ 40⁹⁰
51³ 41³
on A.C. on A.C.
Pave

1+25

40³ 39⁶ 38⁷ 39³ 39⁵ 39² 38⁷ 39¹ 39²
40 25 20 13 14 22 24 40

Direct elev Rod

X-sec Newton Ave

LT=Nly

2

RT=Sly 69

2+75-28° RT = 2 Water Meter

45 ⁹⁰	45 ⁸	44 ²	43 ⁷	43 ⁷	43 ²	43 ⁵	43 ⁵
40 ¹	40	17	16		24	25	40
edge							
A.C.							

2+52-39° RT = 2 3' Conc Walk

43 ²¹	43 ⁸
39 ⁵	49 ⁵
Conc Walk	Walk

2+50

45 ²⁵	45 ¹	44 ¹	43 ⁴	42 ⁹	42 ⁸	42 ⁶	43 ⁰	43 ²
44 ¹	40	31	18	16		24	26	40
A.C.								
P.C.								

2+25

44 ⁵¹	44 ³	43 ⁰	42 ¹	42 ²	41 ⁸	42 ⁹	42 ⁷
40 ²	40	21	17		22	27	40
edge A.C.							

2+22-27° RT = 2 Water Meter

2+08-39° RT = 2 3' Conc Walk

42 ⁶⁸	42 ⁶²
39 ⁵	49 ⁵
Walk	Walk

2+00

43 ⁸	43 ⁶	42 ⁷	42 ⁵	41 ⁴	41 ⁴	41 ²	42 ⁰	42 ²	42 ⁰
40 ³	40	32	22	16		22	26	40	50
Shot									
A.C.									

Direct Rod

X-sec Newton Ave

2T = Nly

⊥

RT = Sly

70

45²
50

continues Ely.

39⁸ LT = 5ly of Chain Link fence -

Newton Ave closed to Ely.

3+50 = Wly edge School Property

47⁸²

40

39
edge
A.C.

46²

15

45⁷⁷

9²

45⁹

45²

45⁷

45⁵

24

25

40

4490

400
Walk

4479

50
Walk

3+26⁵ 40° RT = ⊥ 3' conc walk

47¹

40

47⁰⁵

39

45⁷

45³

45³

44²

44³

44⁷

44²

44²

44²

44²

40

39

16

12

17

22

23

24

40

edge
A.C.

3+25

3+10 - 28° RT = ⊥ Water Meter

3+60 - 39° RT = end 4' picket fence

46⁶

45¹

44⁶

44⁴

43⁹

44¹

43⁹

44⁰

43⁹

44⁰

40

19

15

22

23

40

50

edge
Black
Top

2+94 - 28° RT = ⊥ 8" acacia Tree

2+87 - 39° RT = ⊥ 3' conc walk

4368

4378

392

492

Direct Rod

Walk

Walk

The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. The notebook is bound in the center, and the pages are otherwise blank. The dark cover of the notebook is visible at the edges. In the top right corner of the right page, the number '72' is handwritten in dark ink.

The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. The notebook is bound in the center, and the dark cover is visible at the edges. The pages are otherwise blank, with no text or markings.

