

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

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

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.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	.128	.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	.443
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.903	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	.977	1.07	1.18	1.29
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

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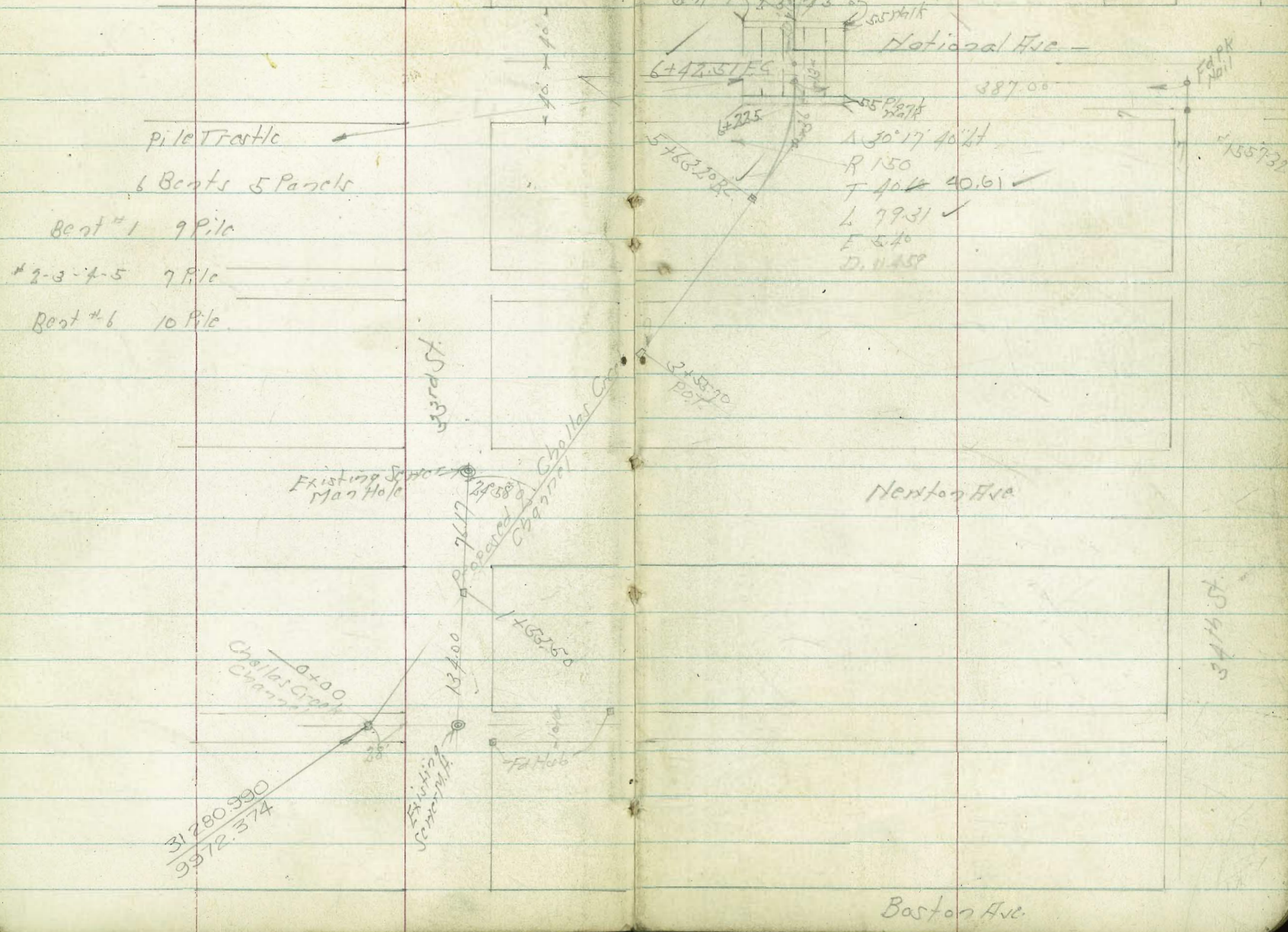
EAST R.O.W. WABASH BLVD.	
SEC. "B" PERALTO PROPERTY	1
ALIGNMENT CHOLLAS CREEK CHANNEL	
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CLEANING OF BOTTOM	
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Alignment Chollas Creek Channel
 Newton Ave. And Market St.

June 19-52

2

H. Sisson
 Barber
 Fritz
 No. 22008



pile Trestle

6 Bents 5 Panels

Bent #1 9 Pile

#2-3-4-5 7 Pile

Bent #6 10 Pile

33rd St

Existing Man Hole

Chollas Creek Channel

Newton Ave

31780.990
 9572.374

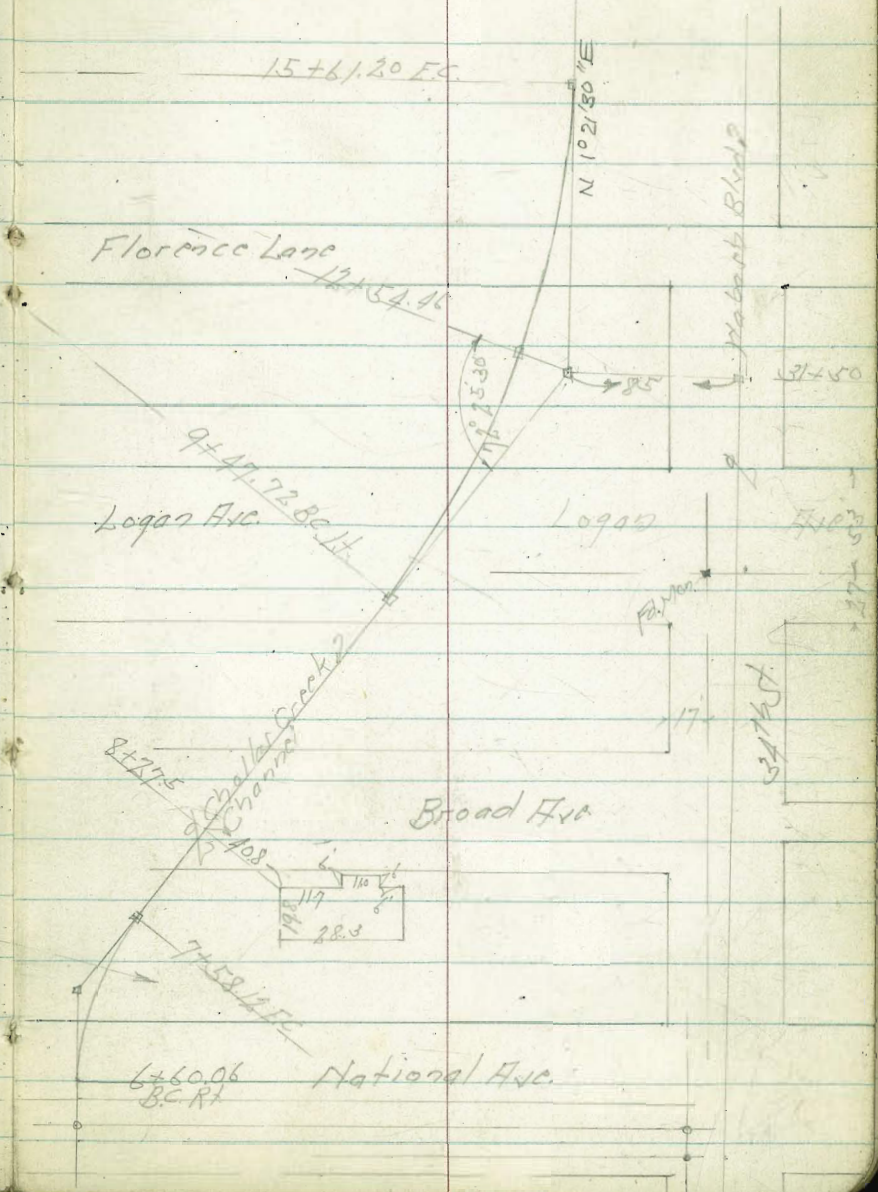
Existing Sewer Man Hole

Boston Ave

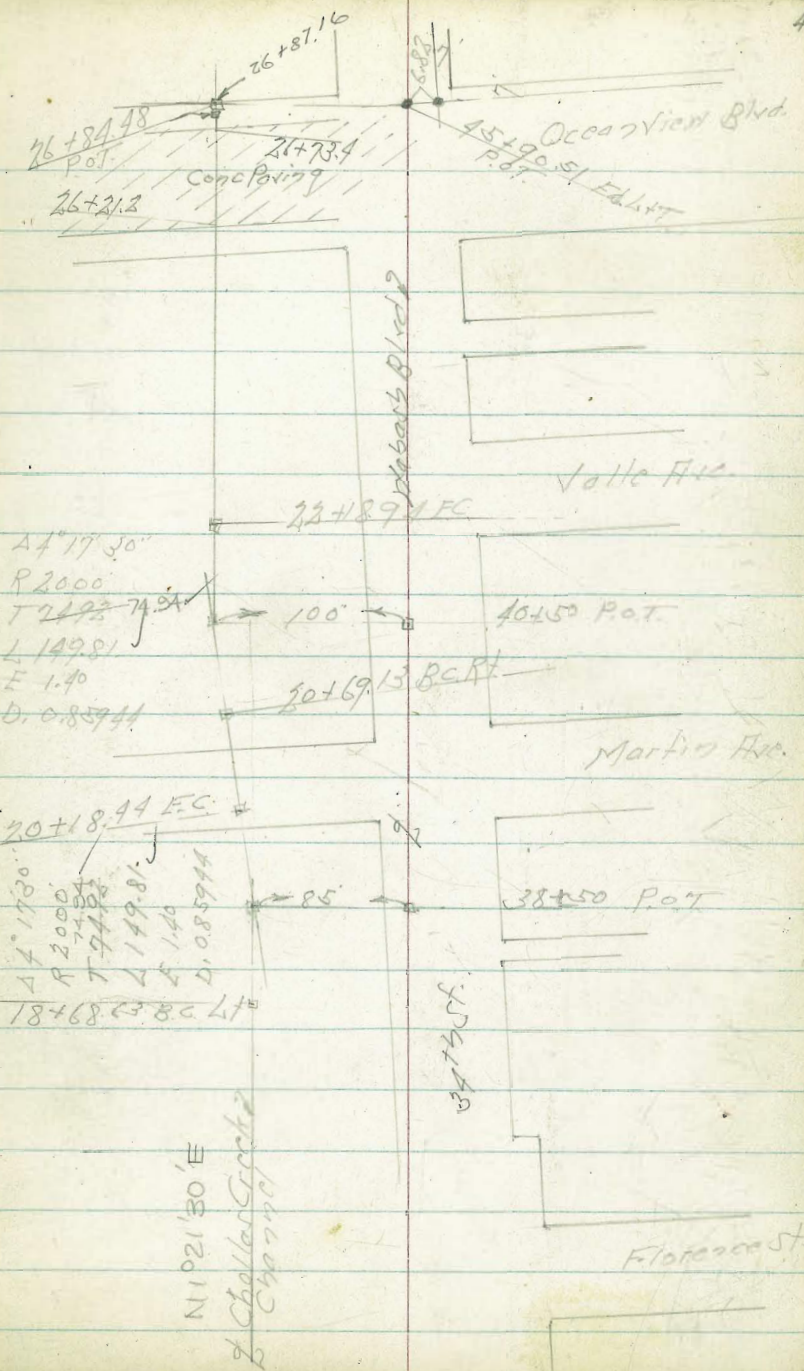
34th St

+6120 FC	17° 34.50'	
+50	17° 15.25'	
15+0	15° 49.31'	
+50	14° 23.27'	
14+0	12° 57.42'	A 35° 09'
+50	11° 31.48'	R 1000
13+0	10° 05.53'	T 816.74
+54.46 P.O.C	8° 47.23'	L 613.48
12+0	7° 13.64'	F 48.96
+50	5° 47.70'	D1 1.7189
11+0	4° 21.75'	
+50	2° 55.80'	
10+0	1° 29.86'	
9+47.72 BC Lt		

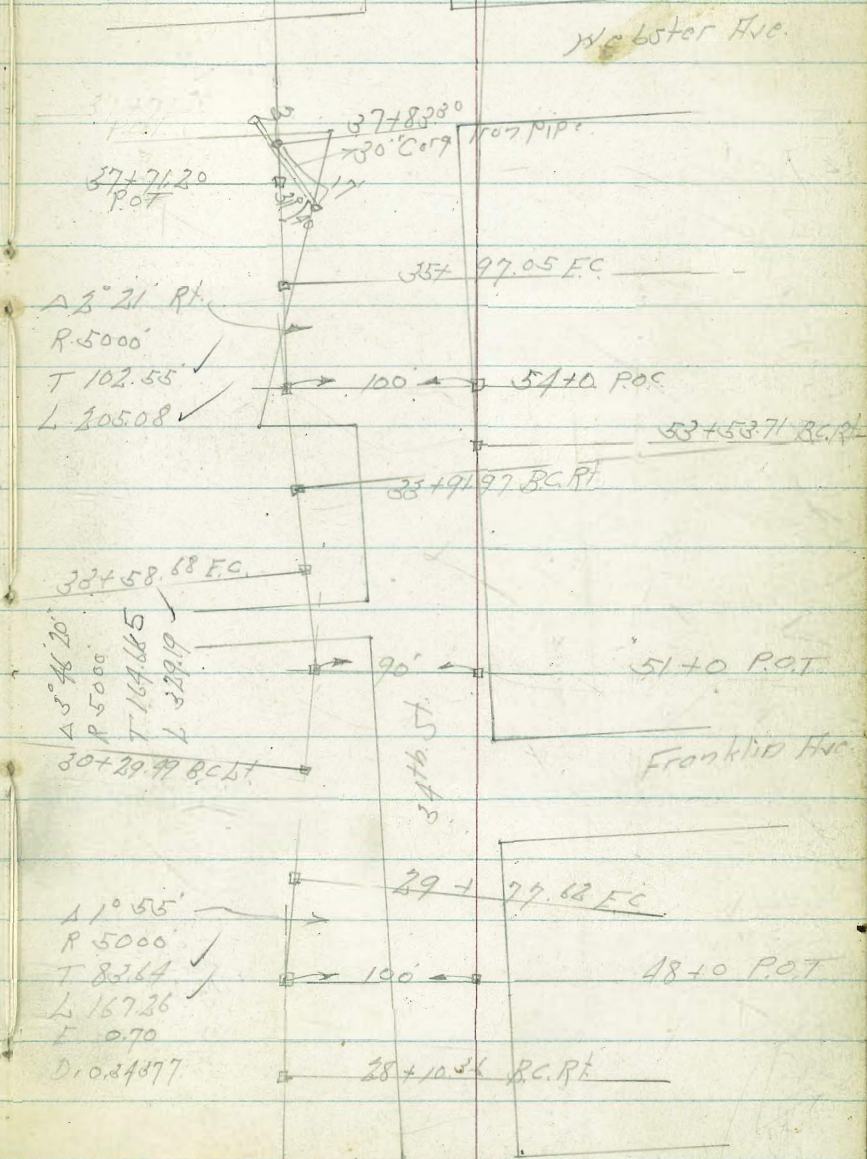
A 37° 27' 20"
 R 150'
 T 50.85 ✓
 L 98.06 ✓
 L 8.39
 D1 11.459



Alignment Chollar Creek Channel



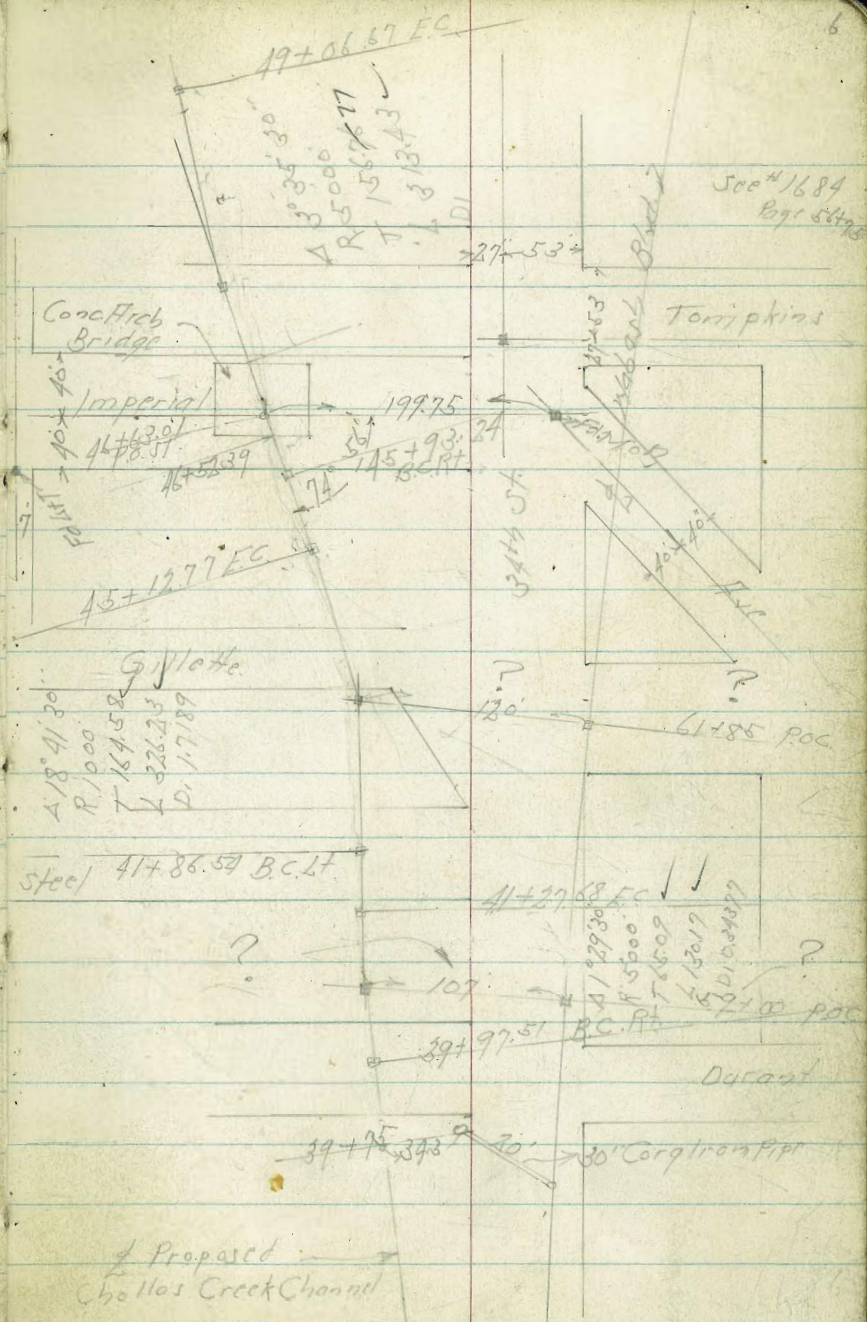
+97.05 EC	1° 10.50'
+50	0° 54.32'
35+0	0° 27.13'
+50	0° 19.94'
34+0	0° 02.75'
33+91.97 BC RT	
33+58.68 EC	1° 53.17'
+50	1° 50.18' ✓
33+0	1° 33.99' ✓
+50	1° 15.81' ✓
32+0	0° 58.62' ✓
+50	0° 41.43' ✓
31+0	0° 24.24' ✓
+50	0° 07.05' ✓
30+29.49 BC LT	
+77.62 EC	0° 57.56'
+50	0° 48.00' ✓
29+0	0° 30.82' ✓
+50	0° 13.63' ✓
28+10.36 BC RT	



Alignment Chollas Creek Channel

+12.77 F.C.	9° 20.75'
45+0	8° 58.81' ✓
+1.50	7° 52.86' ✓
44+0	6° 06.92' ✓
+1.50	4° 40.97' ✓
43+0	3° 15.03' ✓
+1.50	1° 49.08' ✓
42+0	0° 23.14' ✓
41+86.54 B.C.L.T.	
+17.68 F.C.	0° 41.75'
41+0	0° 35.23' ✓
+1.50	0° 18.04' ✓
40+0	0° 00.85' ✓
39+97.51 B.C.R.T.	

Δ 1° 29' 30"
 R 5000
 T 65.09
 L 130.17
 D 0.82377



Proposed Chollas Creek Channel

See #1684 Page 54/95

Tompkins

61+85 P.O.C.

Ducant

30" Cor Iron Pipe

Levels San Diego + Arizona Eastern RR
Trestle Over Chollas Creek

Sketch Page 7

Northern

Southern
June 27, 52
F. J. J. J.
Garber
Rorer

Bent #5

26.36 35.36 37.58
11.61 2.61 0.39
9.14 - 1/4" TOP
Conc. Plat Rail
6" - TOP CAP
3.35 - TOP NORTH
Rail

37.23 34.52 26.30
0.74 0.45 11.67
2.35 6" - TOP CAP
Rail South Conc. Plat
9" - 5/8" TOP
Conc. Plat

Bent #4

Reduced 7-3-52
D. J. J.

27.76 35.46 37.70
10.21 2.51 0.37
8.71 5" 3.35
9.14 - 1/4" TOP
Conc. Plat Rail
6" - TOP CAP
3.35 - TOP NORTH
Rail

37.36 34.66 27.84
0.61 0.31 10.18
2.35 6" 8.5" - 5/8" TOP
Conc. Plat

Bent #3

26.61 35.63 37.83
11.36 2.34 0.14
9.36 6" 2.35
9.14 - 1/4" TOP
Conc. Plat Rail
6" - TOP CAP
3.35 - TOP NORTH
Rail

37.48 34.81 26.61
0.19 0.16 11.36
2.35 6" 9.36
9.14 - 1/4" TOP
Conc. Plat

Bent #2

26.72 35.70 37.91
11.25 2.20 0.10
9.36 6" - TOP CAP
3.35 - TOP NORTH
Rail
9.14 - 1/4" TOP
Conc. Plat

37.62 34.92
0.35 0.05
2.35 6" - TOP CAP
Rail South Conc. Plat
9.14 - 1/4" TOP
Conc. Plat

Bent #1 = 1/4" Track

29.98
8.80 8.80
9.14 - 1/4" TOP
Conc. Plat
9.14 - 1/4" TOP
Conc. Plat

37.70 34.97 29.97
0.27 0.27 8.80
2.35 - TOP SOUTH
Rail 6" - TOP CAP
Conc. Plat
9.14 - 1/4" TOP
Conc. Plat

TP	12.00	27.97	473	24.97	B.P.S.
BM	0.13	29.70		27.57	Bridge Imperial Bet. 33rd St

37.97

BM

9.30

28.67 ^{Chisel 4} ^{5 1/2 Top Cap} ^{Pier #6}

Bent #10

25.72
1225 320 0.98
9-11 Top Cap
6-11 Top Cap
2-35-Top Rail

36.61
1836 4.04 1223
2-35-Top Rail
6-Top Cap
9-5 1/2 Top Cap

27.70
1027 311 0.95
7 6 235

36.72
1225 3.94 1028
235 8

28.52
9.45 3.02 0.80
7 6 235

36.81
116 3.84 9.14
235 8

28.32
9.15 2.91 0.72
7 6 235

36.90
1.07 3.77 9.12
235 8

28.66
9.61 2.79 0.58
7-11 Top Cap
6-Top Cap
2-35-Top Rail

37.04
0.93 3.14 9.32
2-35-Top Rail
6-Top Cap
8-5 1/2 Top Cap

27.97

Bent #7

35.06
37.24

34.20
28.35

Bent #6

37.39

34.33
28.65

Levels Proposed Chollar Creek Channel
 Newton Ave. to Market St.
 Alignment Page 2

July 8-52
 F.S. 5000
 Garber Lt. West
 Rorer
 No. 22008

2

Pt. East

11

+08

20	7	-4.3	-5.3	1.0	3.1	3.0	5.0
5.1	6.4	11.4	12.4	6.1	10	11	21
5.0	2.9	11.4	12.4	5	2.5	1.50	8.0

Bottom of Channel

+10

2.1	+1.6	-4.3	-5.1	-5.1	2.8	3.10	3.5	3.6
5.0	5.5	11.4	12.2	12.2	5.3	10	2.5	3.5
5.0	2.6	2.0	3	9	2.5	1.50	8.0	

+150

1.8	1.9	1.6	3.9	5.1	4.8	2.0	2.9	2.8
5.3	5.7	5.5	11.0	12.2	11.9	5.1	12	1.3
5.0	2.5	1.4	9	1.7	2.7	1.50	8.0	

+30

REDUCED
 Median 20 Aug 1952

1.6	2.1	1.3	-5.0	-5.1	1.2	2.5	2.9
5.5	5.0	5.8	12.1	12.2	5.3	1.6	1.2
5.0	2.5	8	12.1	12.3	3.0	1.40	8.0

Bottom of Channel

+10

1.4	1.7	5	5.0	5.1	5.0	2.2	2.2
5.2	5.4	5.5	12.1	12.2	12.1	1.9	1.9
5.0	2.5	1.5	1.8	3.3	1.5	1.7	1.7

0+0

1.7	1.90	5.0	5.0	5.1	1.6
5.4	8.00	12.1	12.1	12.2	5.5
1	1	9	2.8	1.40	5.0

Top of Gas Pipe
 Bottom of Channel

TP 6.80 7.1a 8.90 2.00

TP'H 5.15 12.00 3.97 1.25

BM 5.50 10.22

J.E.P.P.
 6-82 National 3915

7.10

Chollas Creek Channel

13

Lt.

Rt.

TP 4.47 8.45 6.79 3.98

4+0

1.8	4.8	4.1	4.0	1.3	1.3	4.6	3.3
9.0	6.0	6.7	6.8	3.5	3.5	6.3	7.5
5.0	4.8	3.5		1.0	1.6	3.0	5.0

+70

3.9	3.7	4.1	7.1	7.1	4.8	3.8	2.7
6.9	7.1	6.7	3.7	3.7	6.0	7.0	8.1
5.0	3.5	8		8	1.3	2.6	5.0

+42

3.4	2.9	3.3	7.0	6.9	4.3	3.4	2.5
7.4	7.9	7.5	6.8	6.9	6.5	7.4	8.5
5.0	2.7	7.6	7		7	2.5	5.0

3+0

3.3	2.8	6.2	6.1	3.6	2.5	1.5	1.7
7.5	8.0	4.6	4.7	7.2	8.3	9.3	9.1
5.0	5.0	2.3	7.6	8		2.0	5.0

+78

3.3	2.8	6.0	6.1	3.1	2.0	1.9
7.5	8.0	4.8	4.7	7.7	8.8	8.7
5.0	2.8	7.8	7.1		2.5	5.0

2+57

3.1	2.4	2.8	6.3	6.4	3.7	3.2	2.0
7.7	8.4	8.0	4.5	4.4	7.1	7.6	8.8
5.0	2.6	7.5	7		1.0	2.5	5.0

10.77

10.77

+13.20: 8C Lt

			Lt.		Z		Rt.	
3.5	3.5	-1.1	-2.5	-4.1	-4.4	4.4	6.2	6.5
50	50	96	140	126	129	129	203	20
		34	14	16		5	31	50

+17

5.8	2.1	-1	-1.9	-4.5	-4.3	1.8	6.1	2.6
2.7	6.4	86	104	120	128	0.7	1.8	5.9
50	42	34	21	12	14	42	53	

+5+05

5.8	1.1	-1	-2.8	-4.6	-4.5	1.2	8.0	1.9	3.9	2.7
2.7	7.4	86	140	121	120	7.3	0.5	0.6	4.6	5.8
50	42	33	44	16	3		11	38	47	58

+66

5.3	4.4	-2.2	2.4	2.5	3.5	1.2	1.1	4.3	3.1
138	129	10.7	6.1	5.9	4.9	1.3	0.8	1.2	5.1
42	23	15	13		3	10	29	39	50

+55

4 Rtof Lt Tel. Pale 306482H

-5.1	-4.7	-1.9	3.1	3.7	4.0	1.2	1.4	3.6	3.4
13.6	13.2	10.4	5.4	4.8	4.5	1.3	1.1	4.9	5.1
50	40	31	21		13	20	26	35	50

+50

-4.7	-2.3	1.9	.6	4.0	3.7	4.0	1.1	1.3	4.2	5.3
13.2	10.8	6.6	7.9	4.5	4.8	4.5	0.8	1.2	4.3	3.2
50	42	38	18	8		10	17	24	33	50

+23

-4.4			4.2	4.0	4.2	1.5	1.4	3.9	2.8
12.9			4.3	4.5	4.3	1.0	1.1	4.6	5.7
50			27		8	16	22	33	50

8.45

8.45

Chollar Creek Channel

7-109.09 = Mid Point of Curve

Lt.					↓	Rt.				
3.3	5.3	5.0	5	9	8	8	1.1	1.7	5.9	6.3
5.8	3.8	4.1	9.6	10.0	9.9	9.9	10.2	7.4	3.2	2.8
6.0	5.2	4.6	9.2	1.5		1.5	2.5	3.1	3.7	5.0

TP 9.83 9.12 3.48 -0.71

9.12

+79.5 = Nly Bridge

5.32	5.28	5.11	5.00	4.88	4.76
+2.55	+2.51	+2.34	+2.23	+2.11	2.01
Bot #4	#2	#3	#1	#5	#6 = Fly Br
Top Cap					
Bottom Stringer					+2.77

TP 3.48 2.97 2.95 -0.71

on P1 Hub North of Bridge

+60.06 B.C. RT.

-2.4	-3.0	-1.8	3.7	2.1	-2.7	-2.8	-1.4
17	5.3	4.1	6.0	4.4	5.0	5.1	3.7
36.3 = W/BH	19	10		8	18	31	37.2

+42.51 EC

2.8	-3.1	-3.1	-1.4	-1.1	+1.25
5.1	5.4	5.4	3.7	3.4	3.9
36.2 = W/BH	26	9	9	21	37.2 = Fly Br
Head					Head

+22.5 = Nly Bridge

5.41	5.25	5.11	4.92	4.80	4.76
+3.14	+3.00	+2.81	+2.67	+2.55	+2.51
Bot #1	#2	#3	#1	#5	#6 = Fly Br
Top Cap					
Nly Bridge					

TP 4.13 2.25 10.33 -1.88

on P1 Hub South of Bridge

+2.25

6+02.85

7.1	6.51	2.8	3.4	3.2	1.9	5.1	6.6
1.4	1.94	11.3	11.9	11.7	9.4	2.8	1.9
5.0	3.2	3.2 = Fly Br	2.7		1.1	3.3	5.0
		Top Cap					
		W/BH					

8.45

8.45

+ 78

5.13
365
11.7
R-7
M-7
S-10
9.1
7.87
11.7
Fly
Line

+50

-1.4 -.2 2.6 3.5 3.0 5.1 4.8
10.3 9.0 6.2 5.3 5.8 3.7 4.0
50 38 24 27 34 50

+27.5

11 5 -1.1 .1 3.1 3.6 4.0 3.9
7.7 8.3 10.5 8.7 5.1 5.2 4.8 4.9
36 45 34 21 18 33 40.8
110
Top 5 East
Pipe
8.78

TP 505 878 539 3.73

8+0

-1.2 3 -3 2.8 4.0 5.5 6.1 6.9 4.1
10.3 8.8 9.4 6.3 5.1 3.6 2.4 2.2 5.0
50 48 23 12 7 20 47 81
Fence
Line

+80

-1.6 .8 -1.5 1.5 1.6 3.8 4.4 5.1 5.6 6.2
9.7 9.9 9.6 7.6 7.5 5.2 4.7 3.4 3.5 2.9
36 42 22 15 8 15 20 32 50

7+58 12 FC

2.0 3 -2.2 -8 1.2 4.4 3.9 4.3 6.5 6.1
5.1 9.4 11.3 9.9 9.8 7.9 4.7 5.1 5.0 2.6 3.0
50 48 30 13 15 12 30 40 44 50

Chollas Creek Channel

Lt.

S

Pt.

17

7P

126°

16.82

4.55

4.23 ^{on Page 8} 11+0

+50

4.3 4.4 4.2 4.1 3.6
~~4.5~~ ~~4.4~~ ~~4.6~~ ~~4.1~~ ~~5.2~~
 5.0 3.5 3.5 5.0

10+0

4.4 4.3 4.1 4.1 4.1
~~4.4~~ ~~4.5~~ ~~4.7~~ ~~4.7~~ ~~4.7~~
 5.0 3.5 3.5 5.0

+47.72 B.C. Lt.

4.1 4.5 4.3 3.9 3.5
~~4.7~~ ~~4.3~~ ~~4.5~~ ~~4.7~~ ~~5.3~~
 5.0 3.5 3.5 5.0

+19

2.1 .6 1.4 4.6 3.8 4.1
~~6.7~~ ~~8.2~~ ~~7.1~~ ~~4.2~~ ~~5.0~~ ~~4.7~~
 5.0 3.8 3.0 3.5 5.0

9+0

2.0 1.2 1.3 5.0 4.6 2.3 4.1 3.5
~~6.5~~ ~~7.6~~ ~~7.5~~ ~~3.8~~ ~~4.7~~ ~~6.5~~ ~~4.1~~ ~~5.8~~
 5.0 3.8 3.5 7 3.5 3.5 4.0 3.8

8+80

3.8 2.5 1.6 3.0 3.9 4.0
~~5.0~~ ~~6.5~~ ~~7.2~~ ~~5.8~~ ~~4.9~~ ~~4.8~~
 5.0 3.7 3.7 3.7 5.0

878

878

Salyo-52
H. Sisson
Garber
Rorer

Lt.

2

Rt.

18

+50

5.9	5.7	5.5	5.4	5.4
10.9	11.1	11.2	11.4	11.4
50	35		35	50

13+0

3.9	4.0	4.4	4.5	5.2
12.9	12.8	13.4	12.3	15.6
50	35		35	50

+58

4.2	4.0	3.9	4.6	6.2	6.7
12.6	12.8	12.9	12.5	10.6	10.1
50	35		30	41	50

+13

4.4	4.2	4.1	5.8	6.4	4.7
12.4	12.6	12.7	11.0	10.4	12.1
50	35		12	42	55

+30

4.6	4.8	5.1	5.1	6.1	4.7	4.6
12.2	12.0	11.1	11.1	10.7	12.1	12.2
50	35	12		18	29	50

+14

5.7	5.1	5.6	4.4	4.6	4.4
11.1	11.7	11.2	12.1	12.2	12.1
50	35	12		35	50

11+0

5.5	4.5	4.2	4.5	5.1
11.8	12.3	12.1	12.2	11.7
50	35		35	50

1683

16.83

TP 12.56 19.56 9.83 7.00 15461.2025

+50

1.570

+50

1440

+50

1370

12490

345 Lt of 7 = 7 Pans. Pale # 7 3380
16.83

Lt

Lt

Rt

M

6.6 6.6 6.8 6.9 7.3
10.2 10.2 10.0 9.9 9.5
50 25 25 25 50

6.5 6.3 6.4 6.5 6.7
10.3 10.5 10.4 10.3 10.1
50 25 25 25 50

6.3 6.2 6.2 6.3 6.5
10.5 10.6 10.6 10.5 10.5
50 25 25 25 50

6.1 6.0 6.0 6.3 6.4
10.7 10.8 10.8 10.5 10.4
50 25 25 25 50

5.8 6.1 6.0 6.0 7.1
11.0 10.7 10.8 10.8 9.7
50 25 25 25 50

6.3 6.2 6.0 5.9 5.9
10.5 10.6 10.8 10.9 10.9
50 25 25 25 50

16.83

Chollar Creek Channel

Lt. West

S

Pt. East

20

TP 7.42 17.35 9.63 9.93

+50

8.6	8.5	9.0	9.3	9.6
$\frac{110}{50}$	$\frac{111}{25}$	$\frac{106}{25}$	$\frac{103}{25}$	$\frac{100}{25}$

18+0

9.0	8.9	8.7	8.9	9.0
$\frac{106}{50}$	$\frac{107}{25}$	$\frac{107}{25}$	$\frac{107}{25}$	$\frac{106}{50}$

+50

8.5	8.3	8.5	8.9	8.6
$\frac{111}{50}$	$\frac{108}{25}$	$\frac{111}{25}$	$\frac{107}{25}$	$\frac{110}{50}$

17+0

8.6	8.5	8.2	8.4	8.7
$\frac{110}{50}$	$\frac{111}{25}$	$\frac{112}{25}$	$\frac{112}{25}$	$\frac{109}{50}$

+50

8.2	8.1	8.4	8.8	8.6
$\frac{114}{50}$	$\frac{115}{25}$	$\frac{112}{25}$	$\frac{108}{25}$	$\frac{110}{50}$

16+0

1.0	1.1	1.2	1.4	1.7
$\frac{116}{50}$	$\frac{125}{25}$	$\frac{124}{25}$	$\frac{122}{25}$	$\frac{119}{50}$

19.56

19.58

22+0

+50

21+0

+50

20+0

+50

19+0

17.35

Lt

S

Pt

21

10.4

10.2

10.5

10.6

10.8

$\frac{70}{50}$

$\frac{74}{25}$

8.9

$\frac{58}{25}$

$\frac{66}{50}$

9.9

9.8

10.0

10.3

10.2

$\frac{75}{50}$

$\frac{76}{25}$

7.4

$\frac{76}{25}$

$\frac{72}{50}$

9.6

9.6

9.8

9.9

9.9

$\frac{78}{50}$

$\frac{78}{25}$

7.6

$\frac{75}{25}$

$\frac{75}{50}$

9.5

9.6

10.0

9.6

9.9

$\frac{77}{50}$

$\frac{78}{25}$

7.4

$\frac{78}{25}$

$\frac{75}{50}$

9.2

9.4

9.5

9.6

9.8

$\frac{82}{50}$

$\frac{80}{25}$

7.7

$\frac{78}{25}$

$\frac{76}{50}$

8.8

8.9

9.0

8.9

9.1

$\frac{86}{50}$

$\frac{85}{25}$

8.4

$\frac{85}{25}$

$\frac{82}{50}$

8.6

8.7

8.7

8.8

8.9

$\frac{88}{50}$

$\frac{87}{25}$

8.7

$\frac{86}{25}$

$\frac{85}{50}$

17.35

TP 6.69 23.18 5.48 16.47

25+0

12.4 12.5 12.6 12.9 13.1
 $\frac{76}{50}$ $\frac{75}{25}$ 7.4 $\frac{71}{25}$ $\frac{69}{50}$

+57

12.0 12.1 12.2 12.5 12.9 15.2 14.9 15.34
 $\frac{80}{50}$ $\frac{79}{25}$ 7.8 $\frac{75}{30}$ 7.1 $\frac{77}{36}$ $\frac{51}{75}$ $\frac{46.3}{7.5}$
 36-ground 36-ground 75-ground 15.34

24+0.8

11.7 11.9 11.8 11.9 12.5 14.72 14.81
 $\frac{82}{50}$ $\frac{81}{25}$ 8.2 8.1 7.5 5.25 5.10
 36-ground 36-ground 36-ground 36-ground

+50

11.5 11.6 11.5 11.3 12.7
 $\frac{85}{50}$ $\frac{84}{16}$ 8.5 8.7 7.8
 $\frac{35}{50}$ $\frac{35}{50}$

23+0

11.0 10.7 10.9 11.0 11.5
 $\frac{90}{50}$ $\frac{93}{20}$ 9.1 9.0 8.5
 $\frac{25}{50}$ $\frac{25}{50}$

22+50

10.6 10.4 10.7 10.8 10.9
 $\frac{94}{50}$ $\frac{96}{25}$ 9.2 9.2 9.1
 $\frac{25}{50}$ $\frac{25}{50}$

TP 8.93 19.97 6.21 11.04
 17.35

19.97

+ 73.4 North Carb Line Ocean View Blvd

17.22	17.87	17.43	18.13	18.26	17.62	18.24	17.76	18.80	19.08
591	531	575	505	493	556	494	542	438	510
30	25	25	25	25	25	25	25	50	50
50	50	50	50	50	50	50	50	50	50

+ 174 = 2 Ocean View Blvd

17.95	18.15	18.41	18.63	18.77
523	503	477	455	441
50	25	25	25	50

+ 21.2 South Carb Line Ocean View Blvd

17.17	17.78	17.43	17.98	18.17	17.60	18.41	17.83	18.62	17.98
601	540	575	520	501	558	477	525	456	520
30	30	25	25	25	25	25	25	25	50
50	50	50	50	50	50	50	50	50	50

+ 11

18.0	18.2	18.5	18.7	18.9
52	50	47	45	43
50	25	25	25	50

26 + 0

14.6	14.2	14.5	14.3	14.7
86	90	87	89	85
50	25	25	25	50

+ 65

16.4	15.6	13.4	13.5	13.9	14.3
68	76	98	97	93	89
50	30	20	25	25	50

25 + 50

13.0	13.3	13.2	13.3	13.7
102	99	100	99	95
50	25	25	25	50

23.18

23.18

pt. 23

Chollar Creek Channel

July 11, 53

Lt

Rt

Rt

24

+70

10.3	10.1	13.9	14.3	15.6	15.3	15.6
10.9	11.1	7.3	5.9	5.6	5.9	5.6
50	43	37	25	25	25	50

+50

*

15.1	15.2	16.0	15.5	15.6
6.1	6.0	5.2	5.7	5.6
50	25	25	25	50

TP

6.15

21.16

8.17

15.01

opp. Hob
28+10.86
B.C.R.H.

21.18

28+0

14.8	15.0	14.9	14.9	15.5
8.1	8.2	8.3	8.2	7.7
30	25	25	25	50

27+50

14.9	14.9	14.8	15.0	14.9
8.2	8.3	8.1	8.2	8.3
30	25	25	25	50

ALL IN
THE
HOUSE

+94

14.8	16.5	16.5	14.9	14.8	14.7	14.9	15.9
8.1	6.7	6.7	8.3	8.1	8.5	8.3	7.8
50	44	34	30	25	25	25	50

26+83

17.9	18.2	18.3	18.6	19.1
5.8	5.0	4.7	4.6	4.1
50	25	25	25	50

BM

20.18

21.14

20.07

SIE 7 LIT
scam view
4377657
20.00
#1844-14

20.18

Lt-west

2

Rt-East²⁵

TP 323 19.27 512 16.04 30-18749

on 2 Hub

30+0

14.8	15.0	15.3	14.9	11.0	11.0
6.4	6.2	5.9	6.3	10.2	10.2
50	35		20	37	50

+68

14.2	14.8	15.0	14.6	10.8	10.9	15.8
7.0	6.1	6.2	6.6	10.4	10.3	5.4
50	30	10		17	42	50

+38

14.8	15.9	10.3	10.8	15.6	16.1
6.4	5.3	10.4	10.4	5.6	5.1
50	22		30	30	50

+18

13.4	11.0	10.7	10.7	16.3	15.0	16.1
7.8	10.2	10.5	10.5	1.5	6.2	5.1
50	25		13	29	37	50

29+02

11.4	10.7	10.6	16.9	14.6	15.7
9.8	10.5	10.6	4.3	6.6	5.5
50	25		22	31	50

28+90

10.4	10.4	16.6	14.4	14.9	15.6
10.8	10.8	4.6	6.8	6.3	5.6
50	17		10	30	50

21.16

21.16

703

3370

TP 10.525 23.46 4.16 13.11

750

3270

750

3170

30750

19.27

Lt

L

Rt

26

14.4

9.10

52.5

52.5-FL1

15.5

15.4

13.8

13.1

13.6

12.0

12.6

80

81

97

104

99

115

109

50

25

50

30

30

40

50

23.46

15.9

14.8

15.8

14.9

12.9

84

85

85

86

86

50

25

50

30

50

15.5

15.5

14.3

15.0

14.7

88

88

50

88

86

50

25

50

30

50

14.5

14.8

15.1

15.6

16.2

14.1

88

85

82

87

81

52

50

25

50

25

41

50

15.0

15.3

15.7

14.2

16.2

14.7

83

80

41

51

31

86

50

25

50

38

33

50

14.7

15.1

15.5

15.4

15.2

11.3

86

82

88

89

87

80

50

25

50

28

37

50

19.27

Chollas Creek Channel.

Lt.

R.

Pt.

27

+50

15.1	16.2	13.8	14.0	12.9	13.3	16.5
61	56	8.0	7.8	8.9	8.5	6.5
50	32	20		15	40	50

21-81

TP

7.21

21.81

8.86

1460

by Pt.
Hub

35+0

15.1	15.2	13.8	14.6	13.2	13.0	15.1
7.8	8.8	7.7	8.9	10.4	10.5	8.4
50	35	35		12	42	50

+50

15.5	14.2	15.0	17.1	12.9	12.9	13.4
8.0	9.3	8.5	5.8	10.6	10.6	10.1
50	34	8		10	33	50

34+0

15.5	15.6	13.9	13.6	15.1	18.2	18.1	12.9	12.6	13.4
8.0	7.9	9.6	9.9	8.1	5.3	5.4	10.6	10.9	10.1
55	45	42	35	3		4	13	40	50

+75

15.5	13.8	13.8	15.0	18.1	13.5	12.2	13.3
8.0	9.7	9.7	8.5	5.4	10.0	11.3	10.3
50	43	35		7	13	31	50

33+50

15.1	15.1	13.5	13.9	14.9	14.9	17.4	12.9	12.7
7.8	8.1	10.0	9.6	8.6	8.6	6.1	10.1	10.8
50	45	40	35		5	10	19	50

23-76

23-76

+19

3840

TP 5.47 25.70 1.58 2022 87+71.20

+83.30

+50

3740

+50

3640

21.81

47

2

At.

28

17.1 17.9 15.5 18.5 21.8 15.3 15.1 14.2
 8.0 7.8 10.3 7.3 3.9 10.9 10.6 11.5
 50. 33 17 8 17 35 50

25.70

15.30

6.43

3.17

11.10

11.10

17.5 17.3 16.0 18.5 15.2 14.1 14.2
 4.2 4.5 5.8 6.3 6.1 7.7 7.6
 50 38 8 50 6 25 50

17.0 17.9 16.2 15.0 18.9 14.0 13.3 13.5 15.1
 4.8 3.9 5.6 6.8 2.9 7.0 8.5 8.2 6.7
 50 32 18 7 4 7 12 36 50

16.7 17.0 13.6 13.3 17.3 14.1 13.4 13.6 15.9
 5.1 4.8 8.2 8.5 1.5 7.4 8.1 8.2 5.9
 50 27 18 13 5 25 37 50

17.3 16.0 13.4 13.6 15.2 13.9 13.1 13.9 15.6
 4.5 5.8 8.4 8.2 6.6 7.9 8.7 7.9 6.2
 50 18 24 15 8 25 40 50

21.81

17.1

8.0
3.17
11.10

GA3.21.

15.25

6.56

17.10

11.10

11.10

+50

19.6	19.9	19.7	19.6	19A	23.3	16C
6.6	5.8	6.0	6.1	6.3	2.4	9.1
3.6	4.4	4.0	3.5	4.1	5.0	8.2

*Fl. Gl. Area
L. 11.11*

+0.98 = North Curb Line Durant St

18.79	18.70	18.63	18.51	18.60
6.92	7.00	7.97	7.19	7.30
5.6	5.5	6.5	6.5	5.8

*5.6 Stop 6
Special 6* *6.5 Stop 6* *6.5 Top 6* *5.8 Top 6*

4040

8.6	18.6	18.6	18A	22.6	20A	161
7.1	7.1	7.2	7.3	3.1	5.3	9.6
5.0	3.5	7.2	3.7	4.1	5.0	6.5

+75

17.6A	16AB
8.06	9.33
3.43	5.43

*5.6 Stop 6
Special 6* *5.6 Stop 6*

+50

18.2	18.2	18.6	18.2	21.7	17.5	15A
7.5	7.5	7.1	7.5	1.0	8.2	10.3
5.0	3.5	7.1	3.2	3.8	3.2	5.0

3940

18.1	18.1	18.0	18.8	22.0	15.6	15B
7.6	7.6	7.7	6.7	3.7	10.1	10.5
5.0	3.5	7.7	1.3	1.9	3.4	5.0

38750

17.8	17.8	18A	17.1	21.1	15.6	14.6	15.7
7.9	7.9	7.6	8.6	1.6	10.1	11.1	10.0
5.0	3.5	7.6	1.2	1.8	3.8	4.0	5.0

25.70

25.70

Chollas Creek Channel

July 14.52 Lt.
 F. S. Wilson
 D. Smith's
 Garber
 Parks
 Taylor

Pt. 30

43+0

21.4	21.4	20.1	22.7	15.9	16.4
6.1	6.1	7.4	4.8	11.6	11.1
19.3	15.3		21	4.2	5.0

19.3
 F. S. Wilson
 Garber

+50 2

21.3	21.3	20.2	21.1	22.4	21.0	16.2
6.2	6.2	7.3	6.4	5.1	6.5	11.2
5.0	3.0		3.5	4.0	4.8	5.5

37.53

TP

8.10

27.53

10.61

19.43

11.86.54

8.1

42+0.5

20.2	19.9	19.1	20.2	22.7	21.6	22.4	16.3	15.9
9.8	10.1	10.3	9.8	7.3	2.4	7.6	13.7	14.1
5.0	3.5		3.0	4.0	5.0	8.5	7.0	8.5

+86.54 BC Lt

19.9	19.8	19.4	19.9	21.0	22.6	20.6	16.5	15.8
10.1	10.2	10.6	10.1	9.0	7.4	9.4	6.5	14.2
5.0	3.5		3.0	3.8	5.0	6.6	7.0	

+50

20.2	20.3	20.2	20.6	20.7	20.0	11.3	15.1
9.8	9.7	9.8	9.1	9.8	10.0	10.7	14.3
17.7	10.5		3.6	5.0	6.3	7.0	8.3

17.7
 F. S. Wilson
 Garber
 Parks
 Taylor

41+0

19.7	19.8	19.9	20.1	19.8	20.3	16.2	15.7
10.3	10.2	10.1	9.9	10.2	9.1	13.8	14.0
5.0	3.5		3.5	5.0	5.6	6.9	8.3

TP

8.53

30.04

21.9

23.51

30.04

25.70

Garber
 Parks
 Taylor

Lt. Z Pt.

46+0

20.8	19.6	24.0	17.4	18.0	18.1	19.9	20.7	21.3
2.2	3.4	7.1	5.6	5.0	4.9	3.1	2.3	1.7
50	35	23	14		18	19	30	60

23.00

TP 571 23.00 10.27 17.26

+75 - Sly Rip Rap on Lt.

+50

19.5	20.0	23.5	22.2	16.1	17.8	20.0	21.2
8.0	7.5	4.0	5.3	10.6	9.7	7.5	6.5
50	36	24	12		30	38	50

45

20.2	22.1	23.5	21.0	18.4	17.0	17.4	20.3	20.9
2.2	5.4	4.0	6.5	9.1	10.5	10.1	7.2	6.6
50	27	14	7		2	28	30	50

+50

20.6	20.6	23.0	20.2	17.2	16.5	20.8	21.2
2.9	6.9	4.5	7.5	10.2	11.0	6.7	6.3
50	30	15		3	30	37	50

44+0

20.8	20.3	20.1	23.6	23.2	16.9	16.9	18.3	20.3
6.7	7.2	7.1	3.9	4.3	10.6	10.6	9.7	7.2
50	13	18	10		12	38	16	50

43+50

19.3	19.0	19.6	21.3	21.4	17.3	16.6
9.2	8.5	7.9	5.7	6.1	10.7	10.9
50	25	10		15	18	58

27.50

27.50

TP 6.69 51.32 3.73 246.3 49+06.676

48+0

21.7 20.7 18.5 21.8 22.0 20.7 21.0
6.7 7.7 9.9 16 6.1 7.7 7.1
5.0 3.2 3.2 1.6

+50

24.0 23.0 19.8 19.7 20.4 20.9 25.5
14 5.4 8.6 8.7 8.0 7.5 3.9
5.0 3.8 3.9 3.5 3.0 3.8

Re Cross Sections 47+10 to

47+10

25.1 18.3 18.6 20.2 21.7 24.4
27.5 10.1 9.8 8.2 6.7 6.0
33.5 2.2 3.8 5.0 6.7

TP 10.15 28.36 4.79 18.21

+90

18.0 18.4 25.51 18.7 21.7 21.8
6.0 4.6 +2.51 4.3 1.8 +4.8
22 Spring 26 Spring
Wire Wire

BM

+6.55 29.55
BPM Rail Bridge
of 3rd St
Imperial
29.57
#1844-19

Top of Rail Road
at H of Bridge

+60

26.3 26.3 19.5 17.9 18.4 25.49 20.0
12.9 13.2 3.5 5.1 4.6 +2.49 3.0
4.5 3.7 2.6 2.5 6.0
22 Spring
Wire

46+40

21.2 21.4 25.5 18.0 18.0 19.7 21.2 24.8 28.3
6.8 1.6 1.8 5.0 5.0 1.8 1.8 +1.8 +5.3
5.0 4.3 3.8 3.0 1.3 1.9 3.5 4.0

23.00

23.00

22.5-24.5 Bridge

Chollas Creek Channel

LH

Z

RH

58

750

23.9	28.4	25.6	26.6	23.1	23.1	23.5	23.2	25A	25A
7.4	7.9	5.7	5.5	8.3	8.2	7.8	8.1	5.9	5.9
50	13	38	17	15		15	34	40	50

5170

23.5	24.6	25.3	22.9	22.6	22.6	25.2
7.8	6.7	6.0	8.6	8.7	8.7	6.1
50	27	9		31	42	50

750

23.1	23.8	24.9	21.5	23.0	23.6	21.9	24.5
8.2	7.5	6.4	6.8	8.0	7.7	9.1	6.8
50	38	15		10	37	13	50

5070

24.1	22.4	22.3	22.2	22.0	21.5	24.8
7.2	8.9	9.0	9.1	9.0	9.8	6.5
50	33	18		30	40	50

750

23.1	23.6	24.6	24.3	23.2	21.6	21.7
8.2	7.7	6.7	7.0	8.1	10.3	9.6
50	33	15		18	38	50

4970

23.0	23.4	24.5	24.6	22.3	20.7	21.1
8.2	7.9	6.8	6.7	9.0	13.6	10.2
50	30	15		34	35	50

48750

13.8 Rh. of S. 2 Tol pole #D3175/T

21.3	20.9	23.2	23.1	23.1	20.6	21.5
10.0	10.4	8.1	8.2	8.2	10.7	9.8
50	38	10		14	33	50

31.32

5132

BM

2.56

CH 50/74
28.7654 Top Cen. Per.
28.67
28.99/0

+36.20 = 2 R.P.

5A

+58

11.0

Rt. 1/2 of Same

26.51
475 on R.m

+50

53+0

+50

52+0

51+78.07 B.C. R.P.

31.32

Lt.

Rt.

Rt.

34

26.3	26.3	26.3	25.8	25.2	26.0	26.8
5.0	5.0	5.0	5.5	5.1	5.3	5.5
50	35	50		32	33	50

26.4	26.0	26.2	25.8	26.0	25.9	24.9
4.9	5.3	5.1	5.5	5.3	5.4	5.5
50	40	35		35	40	50

26.1	26.6	26.0	24.0	24.5	26.6	24.7	25.3	23.8
5.2	4.7	5.3	7.3	6.1	4.7	6.6	6.0	7.5
50	44	38	8		8	20	37	50

25.6	23.9	24.0	24.3	24.5	25.2	23.6	25.8
5.7	7.4	7.3	7.0	6.8	6.1	7.7	5.5
50	33	8		19	18	30	50

23.5	23.1	24.9	23.9	23.4	24.0	26.9	25.1
7.8	7.6	6.4	7.4	7.9	7.3	4.4	6.3
50	33			10	33	41	50

23.6	24.3	24.6	23.5	23.4	23.9	26.2	26.6	24.8
7.7	7.0	6.7	7.8	7.9	7.4	5.1	4.7	6.5
50	34	14	11	7.9	20	40	48	55

23.8	24.6	24.9	23.0	23.2	23.7	24.6	26.2
7.5	6.7	6.4	8.3	8.1	7.6	6.7	5.1
50	39	16	11	7.6	15	38	50

31.32

4.

5

11.

35

57+0

27.0	28.2	29.3	29.7	29.4	30.3	29.8
$\frac{75}{50}$	$\frac{71}{34}$	$\frac{60}{12}$	56	$\frac{59}{20}$	$\frac{50}{30}$	$\frac{55}{30}$

+50

27.6	28.0	28.0	28.7	28.6	29.4	29.1
$\frac{77}{50}$	$\frac{73}{38}$	$\frac{72}{25}$	66	$\frac{67}{30}$	$\frac{59}{33}$	$\frac{63}{50}$

56+0

21.6	21.4	28.1	28.0	28.1	27.6
$\frac{77}{50}$	$\frac{79}{37}$	$\frac{72}{25}$	78	$\frac{77}{25}$	$\frac{77}{50}$

+50

26.1	27.5	28.1	28.2	27.6	26.8	26.8
$\frac{72}{50}$	$\frac{78}{40}$	$\frac{77}{23}$	71	$\frac{77}{25}$	$\frac{85}{40}$	$\frac{85}{50}$

55+0

26.8	25.9	26.0	27.7	27.7	27.9	27.0
$\frac{85}{50}$	$\frac{74}{35}$	$\frac{73}{19}$	$\frac{76}{10}$	76	$\frac{79}{25}$	$\frac{85}{50}$

54+65

29.1	26.1	25.6	25.7	26.2	27.2	27.5
$\frac{67}{50}$	$\frac{88}{32}$	$\frac{97}{17}$	96	$\frac{91}{16}$	$\frac{81}{28}$	$\frac{78}{50}$

35.26

TP

9.32

35.26

588

25.94

31.32

Lt.

Z

Rt.

57

6340

33.4	34.0	33.8	32.8	31.7	31.9	32.4	31.8	32.6	34.2
86	80	82	92	10.0	10.1	9.6	10.2	9.4	7.8
30	25	17	6		13	15	30	45	30

+50

32.8	32.0	32.3	31.4	32.4	32.9	31.6	31.8	34.3
92	92	97	10.6	9.6	9.1	10.4	10.2	7.7
30	25		6	12	30	25	44	50

62+0

33.1	32.6	31.8	31.4	31.2	32.8	33.6
89	94	10.2	10.6	10.8	9.2	8.4
30	25		25	40	43	30

+50

33.2	32.4	31.7	31.5	30.9	31.0	32.3	34.0
88	96	10.3	10.5	11.1	11.0	9.7	8.0
45	35	25		25	35	37	50

45: Fly from
House

61+0

33.0	32.8	31.5	31.2	30.9	30.8	32.8	33.5
9.0	9.2	10.5	10.8	11.1	11.2	9.2	8.5
50	28	25		18	32	35	50

60+50

32.0	32.8	30.1	30.3	30.3	30.9	32.1	34.5
9.0	9.2	11.9	11.8	11.7	11.1	9.9	9.5
50	24	20		16	32	35	50

+40

10 Rt of Z - Z Server MH

TP

10.52

41.98

5.80

31.46

on NHR in
10 Rt 60+40

41.98

55.26

Lt.

Lt.

Rt.

38

+50

3346	3346	3346	3396	3566	3906	3856
18.5	10.5	9.5	10.0	8.0	10.0	5.0
28 = next		12	30	30	50	50

+17

3946	3596	3476	3356	3346	3366	3516	3484	3866	3846
4.5	8.0	9.5	10.4	10.5	10.3	8.0	9.1	9.5	5.9
17 = SW side	14	32	24		10	20	39	30	50

TP 10.47 43.96 8.49 33.49

43.96

65 + 0

3648	3478	3378	3328	3428	3318	3328	3458	3588	3858
6.0	7.8	8.2	8.7	7.8	8.7	8.8	8.7	6.6	5.0
10	12	15	15	8	14	17	30	56	50

+50

36.9	36.9	33.1	33.8	32.8	34.2	32.9	33.0	34.8	35.0
5.1	5.5	8.9	8.8	9.2	7.8	9.1	9.0	7.2	7.0
50	36 = fence	32	18		13	33	39	35	50

64 + 0

363	360	32.7	32.5	33.6	32.5	33.0	35.0	34.6
5.7	6.0	9.2	9.5	8.4	9.5	9.0	7.0	7.4
50	26 = fence	23		17	24	30	38	50

63 + 50

35.2	35.3	32.0	34.0	32.8	31.9	34.8
6.8	6.7	10.0	10.0	9.2	10.1	7.2
50	18 = fence	12		30	36	50

41.98

4198

66704

40.2 36.6 33.6 33.9 36.0
 10.7 14.3 17.3 17.0 14.9
 44 39 35.7
 25.4 E Wall

B.M.

310 47.83
 S.F.D.
 Base Point
 Marked at
 40.00
 47.69
 42002.44

50.93

TP 9.22 50.93 2.25 41.71

65777

Water
 10.96 38.66 36.96 39.86
 35.96 9.3 7.0 4.1
 16.5 3.00 3.3 5.0
 7.4
 24.5 E Wall
 88.00
 Con. Cap.

43.96

43.96

Lt=N

2

Rt=S 41

+73

5.27 5.35 5.76
45 on plant
26-C6
N=plant

5.99 6.10 6.30
26-C6
48 on plant
N=plant

+73

6.17 6.10 5.70 5.34 5.31 5.50 5.78 6.10 7.01
26-C6 26-C6 26-C6 26-C6 26-C6 26-C6 26-C6 26-C6
N=plant N=plant N=plant N=plant N=plant N=plant N=plant N=plant

+50

5.2 5.35 5.25 5.36 5.11 5.46 6.12 5.42 5.3
40 26 26 13 13 26 26 40

+40

4.7 4.70 5.31 4.81 4.6 4.93 5.52 4.91 4.7
40 26 26 13 13 26 26 40

+50

3.6 4.25 4.72 4.12 4.10 4.30 5.05 4.54 4.3
4 26 26 13 13 26 26 40

0+0 = East Line 33rd St.

2.92 3.30 4.04 3.40 3.23 3.58 4.29 3.57 3.21
40 26 26 13 13 26 26 26
N=plant N=plant N=plant N=plant N=plant N=plant N=plant N=plant

BM

1.10

12.74

11.64

JWRP
National
4.334

12.74

B.M: TPA
Page 11

6.34 6.40

+33

3.40

3.75

2+55.5 = Fly Pile Bridge

2+17.95 = 2 Bridge

1+84

1+81.6 = Fly Pile Bridge

12.79

21

2

Rt

42

6.8	7.08	10.13	8.05	7.29	7.32	7.54	8.27	10.64	7.19	7.1
40	26-cb	26-cb 30'	26-cb 30'	13		13	26-cb 30'	26-cb 30'	26-cb 30'	40

6.4	6.82	7.49	6.91	6.22	7.16	7.66	7.00	6.5
40	26	26	13		13	26-cb 30'	26-cb 30'	40

6.3	6.62	7.10	6.47	6.43	6.63	7.25	6.79	6.2
40	26-cb	26-cb	13		13	26-cb 30'	26-cb 30'	40

5.52	5.51	5.50	6.11	6.08	6.05	6.16	6.21	5.53	5.45	5.64
39.5	31.5	23	23	13		13	23	23	31.5	37.5

5.21	5.24	5.80	5.71	5.67	5.70	5.92	5.19	5.17
28.5	23	23	13		13	23	23	28.5

14.56
21 = Fly Pile
12.79
16.7 Pile

12.04
24 = Fly Pile
16.7 Pile

5.1	4.95	4.92	5.56	5.37	5.37	5.48	5.58	4.83	4.86	6.12
39.5	31.5	23	23	13		13	23	23	31.5	44

12.79

CHOLLAS CREEK CHANNEL

Relocations Proposed & Channel
From Imperial Ave to Market St

Walker W022008 (Cross Sections P. 48)

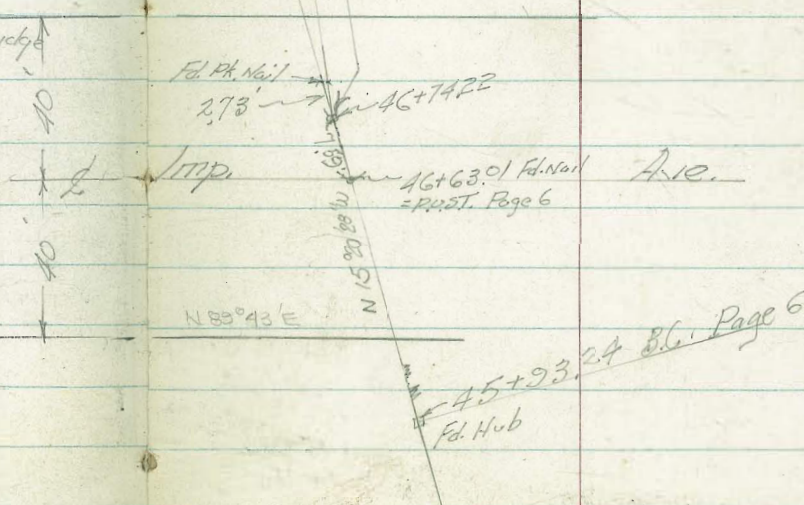
Pope
Huffman
Presley
10-7-52

$\Delta = 26^{\circ}39'54''$
 $R = 2176'$
 $T = 515.69$
 $L = 1012.69$

$\Delta = 26^{\circ}39'54''$
 $R = 2176'$
 $T = 515.69$
 $L = 1012.69$
 $Ext. = 60.21$

51+31.59 = B.C. Pt

46+76.95 = Fd. Pt Nail 0.15' Lt = Exact & Exist. Bridge
46+74.22 out line = Δ Pt. $3^{\circ}24'45''$
46+70.60 = Sisson's Line Pt

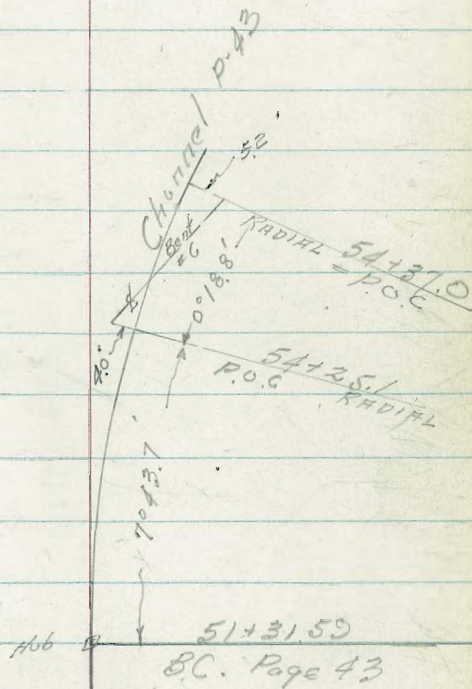
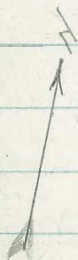


Fd. Pt Nail
273
N 89 43 E
108.06 51
46+74.22
46+63.01 Fd. Nail
= Post. Page 6
Ave.
45+93.24 B.C. Page 6
Fd. Hub

Cholla Channel

45

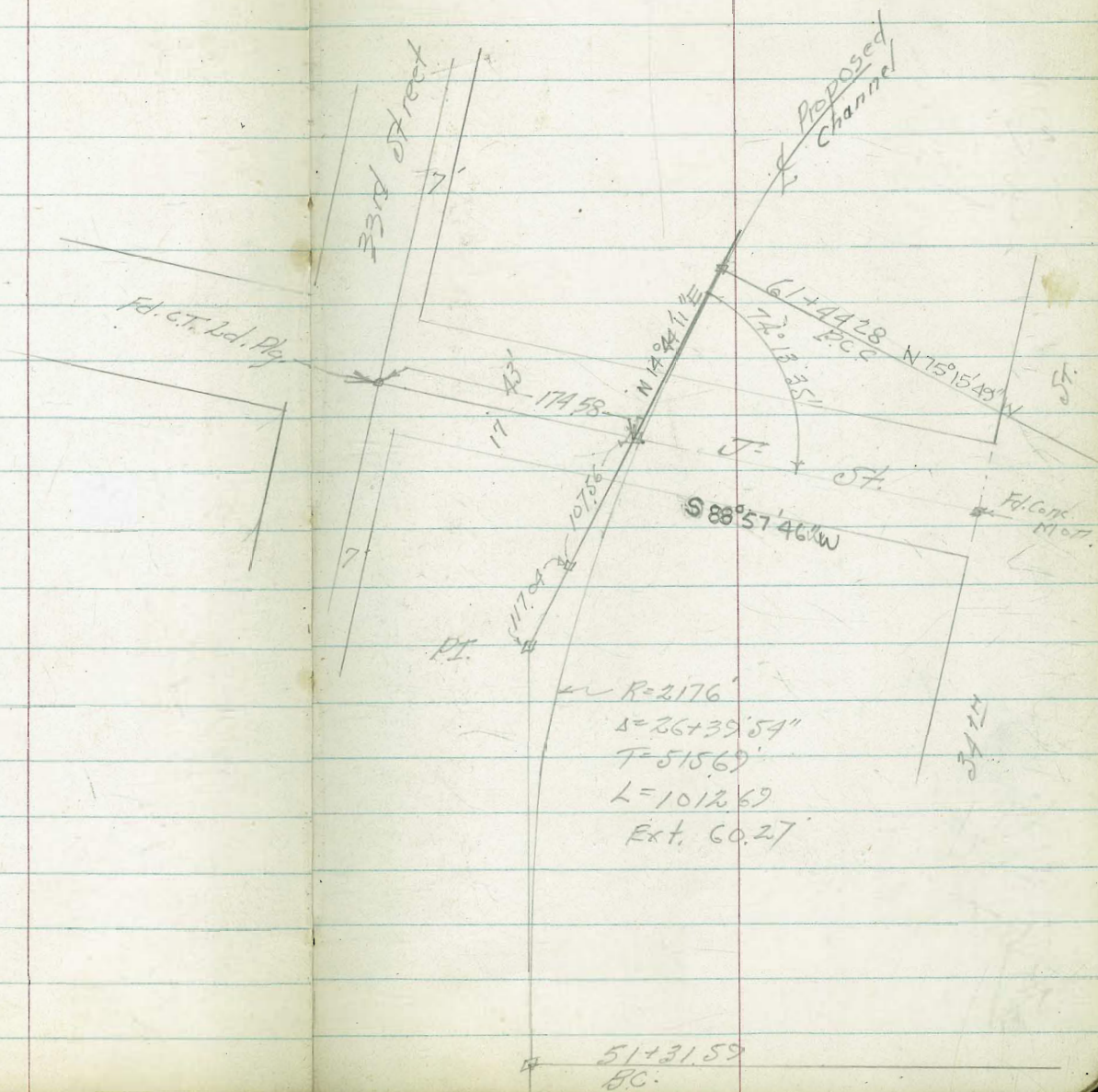
Location Bent #6 RR Bridge
Water location of Bent is at
the Top of Concrete Pier.



S. Pappas

B.C. Page 43

CHOLLA CREEK CHANNEL
 TRUES at J-Street



Creek
Re Cross Sections Cholla Channel

Alignment on Page 43, 44.

47+00 Cont.

110 22008

Lt
Walker
Pope
Hoffman
Presley
10-10-52

ft. 48
25.5 22.8 23.0
3.6 6.3 6.1
64 70 80

47+00

22.1 23.7 24.1 24.1 21.3 18.6 19.3 20.4
6.7 5.4 5.0 5.0 1.8 10.5 9.8 3.7
50 31 3 7 22 14 55
ch.

48+55

21.3 21.2 23.3 23.4 25.4 19.5 18.3 25.1 21.1 22.8
7.8 7.9 5.8 5.7 3.7 9.6 10.2 4.0 7.4 6.3
50 35 24 5 16 41 53 60 70
ch. ch.

48+45

21.6 21.1 22.8 26.8 19.7 18.6 24.8 21.5 22.9
7.5 8.0 6.3 2.3 9.4 10.5 4.3 7.6 6.2
50 25 5 13 41 53 60 75
ch. ch.

48+10

21.1 20.4 18.8 22.5 26.5 25.8 19.4 18.5 24.9 21.2 22.0
8.0 8.7 10.3 6.6 3.6 3.3 9.7 10.6 4.2 7.7 7.1
50 35 31 11 66 10 35 47 55 70

47+65

24.1 19.5 19.6 23.9 18.2 18.1 25.1 19.6 23.7
50 9.6 9.5 5.2 10.9 11.0 4.0 9.5 5.4
50 36 20 12 24 40 50 60

47+10

Cont. P-32

446 2209

S.M. on Hub 4946667
2463 P-32

28.1 28.1 18.2 16.2 17.5 23.5 21.5 24.8
1.0 1.0 10.9 12.9 11.6 2.6 7.6 4.3
50 47 18 17 29 41 50

2209

Cholla Creek Channel

Lt.

8

Rt. 49

51+31.59 = B.C. Pt.

on Hub B.C. 51+31.59

TP 6.92 32.65 336 25.73

50+75

50+45

50+00

49+50 Cont.

49+50

29.09

24.0	25.3	25.1	29.6	25.73	20.8	21.2	20.6	24.4	24.6
8.7	7.3	7.6	3.1	6.92	11.2	11.5	4.1	8.3	8.1
50	34	19	6	27 H.6	7 Ch	34 Ch	48	55	61

32.65

23.3	24.9	24.7	27.1	20.3	21.1	20.9	24.5	24.3
5.8	4.2	4.4	1.4	8.8	8.0	9.2	4.6	4.8
50	26	30		12 Ch	36 Ch	47	55	60

22.9	23.7	25.0	24.4	21.1	19.9	20.9	20.1	24.3	24.1
6.2	5.4	4.1	4.7	2.0	9.2	8.2	1.0	4.8	5.0
50	34	15		4 Ch	15	37	46	50	60

23.1	23.7	22.5	26.4	19.8	20.9	27.5	24.0	25.4
6.0	5.4	6.6	3.7	9.3	8.2	1.6	4.1	3.7
50	29		5 Ch	17 Ch	40	50	55	70

22.6	23.6
6.5	5.5
55	70

23.4	24.3	24.4	24.3	26.9	19.5	20.5	25.7
5.7	4.8	4.7	4.8	2.2	2.6	8.5	3.4
50	23		3	6	20	42	50

29.09

Cholla Creek Channel

54+00
53+90

67
50

Lt.		%		Ft.	
28.0	29.0	31.7	23.5	23.1	23.6
47	37	1.0	9.2	9.6	9.0
60	50	47	27	ch.	30
			ch.		ch.

53+40

25.6	26.1	28.9	28.9	22.6	22.2	22.9	24.2	24.9	25.5
71	66	38	38	10.2	10.5	7.8	8.5	7.8	7.2
58	36	30	24	15	ch.	30	50	57	75
				ch.		ch.			

53+20

25.8	25.0	26.5	26.5	21.8	21.6	23.4	33.0	26.0
69	77	42	2.3	10.9	11	2.3	+0.3	4.7
50	37	31	22	13	ch.	42	65	72
				ch.		ch.		

53+00

24.2	24.6	29.3	28.6	22.2	21.9	22.6	31.9	29.1	29.3
85	81	24	4.1	10.5	10.8	10.1	9.8	3.0	3.4
50	32	26	30	10	ch.	37	59	62	70
				ch.		ch.			

52+50

23.4	23.9	29.4	21.6	21.6	22.1	31.0	25.8	25.9
9.3	8.8	3.3	11.1	11.1	10.6	1.7	6.9	6.8
50	26	18	5	ch.	31	50	60	70
				ch.	ch.			

52+10

23.6	24.6	29.2	21.6	21.8	32.2	25.1	25.3
9.1	8.1	3.5	11.1	10.9	0.5	7.6	7.4
50	22	16	ch.	32	49	60	70
			ch.	ch.			

51+60

23.6	25.6	24.9	20.3	23.8	21.0	21.7	24.4	24.8	24.9
9.1	7.1	7.8	4.4	8.9	11.7	11.0	3.3	7.9	7.3
50	32	16	11	4	ch.	33	49	57	70
				ch.		ch.			

52.65

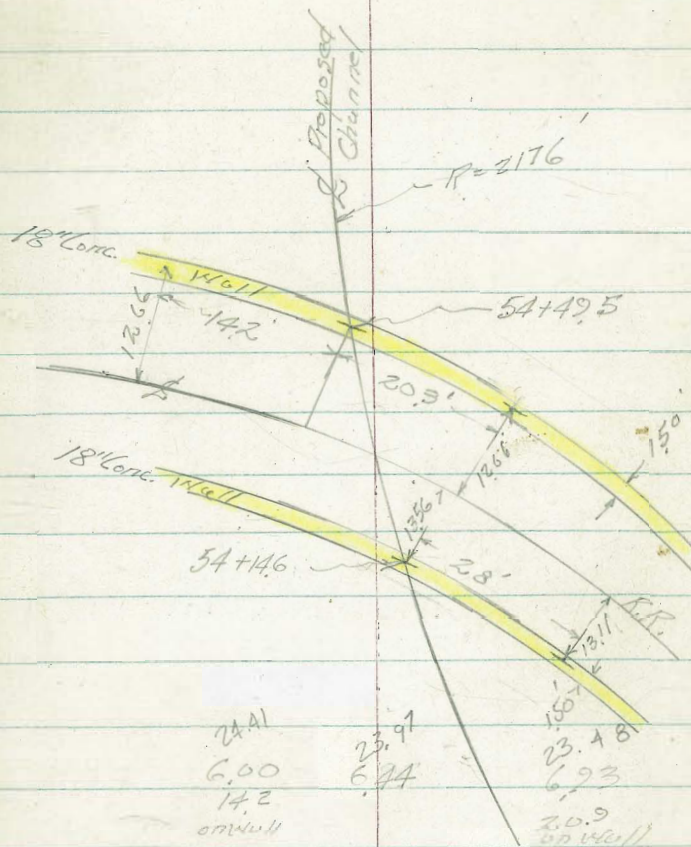
Cholla Creek Channel

Lt. Lt. R.R. 51

Sec. Approx Parallel to R.R. Track
 54+49.5 = Int. of 18" Conc. Cut off Wall

TD	1.65	30.41	P-34 = 28.76
CHK B.M. & Bent # 6	P-34	2.90	28.75

Section Parallel to R.R. Track
 54+14.6 = Int. of 18" Conc. Cut off Wall
 32.65



23.41	23.19	23.21
9.24	9.36	9.44
6		20
on Wall	on Wall	on Wall
	32.65	

Cholla Creek Channel

Lt.

Q

Rt.

52

56+50

21.9	28.0	32.5	31.3	26.3	25.5	26.3	32.7	33.2	29.0	29.0
89	88	43	5.5	105	11.3	10.5	4.1	3.6	7.8	7.8
50	39	34	28	ch.	ch.	15	24	29	36	50
						ch.				

56+00

21.1	28.0	31.0	31.6	25.8	25.1	26.2	32.1	27.8	28.3
21	88	47	5.2	110	11.1	10.6	4.7	9.0	8.5
50	34	28	23	15	ch.	ch.	23	33	40
				ch.					50

55+50

26.9	27.0	33.2	32.9	25.4	25.2	25.1	26.0	30.6	26.6	27.0
99	90	36	3.9	114	11.6	11.7	10.8	6.2	10.3	9.8
50	37	29	25	13	ch.	ch.	16	27	37	45
				ch.		ch.	ch.			55

55+00

25.9	25.8	31.4	31.0	25.5	24.6	24.5	24.7	26.1	30.7	31.1	25.1	25.3
10.9	11.0	44	5.6	113	12.3	12.3	12.1	10.7	6.1	5.7	11.1	11.5
60	47	37	26	16	8	ch.	20	34	41	50	60	70
					ch.	36.82						

on P.O.C. Hub = 56+37.93

T.P. 11.14 36.82 473 25.68

54+65

21.9	28.0	26.4	25.1	24.6	24.4	24.8	31.4	31.4	25.0
0.5	2.4	4.0	5.3	5.8	6.0	5.6	11.0	11.9	5.4
60	50	38	15	ch.	25	42	55	60	73
					ch.	ch.			

54+32.6 ± L.R.R. Truck

30.41

25.2	24.9	25.0	26.4	25.0	23.5	24.1	24.4	24.1	26.3
52	55	54	4.0	5.4	6.9	6.3	6.0	5.7	2.1
60	50	33	21	ch.	8	32	50	62	72
					ch.	ch.	ch.	ch.	

30.41

Cholla Creek Channel

Lt. Lt. Rt. 53

60+00

31.5	31.5	34.1	34.0	28.4	28.5	28.5	31.6	32.3	30.2	31.5	32.1
83	53	27	28	84	83	83	52	45	66	53	47
60	51	46	41	32 ch.	ch.	ch.	6	12	17	30	50

59+50

31.1	30.9	34.0	33.9	28.9	28.4	28.4	32.0	31.9	29.7	31.0	32.2
57	59	38	29	7.9	84	84	38	39	71	58	46
60	50	48	44	35 ch.	ch.	ch.	10	14	20	35	50

59+00

31.1	30.6	32.6	32.2	27.8	27.1	27.6	32.9	33.5	30.2	30.8
57	62	42	46	90	97	92	39	33	6.6	6.0
60	48	44	40	31 ch.	16 ch.	ch.	9	14	19	50

58+50

30.2	29.6	32.6	32.1	26.6	25.1	26.4	26.6	33.1	33.5	29.9	31.6
66	72	42	47	103	111	104	82	37	33	6.9	5.2
60	49	43	40	31 ch.	18 ch.	4 ch.	ch.	9	15	20	50

58+00

30.3	27.9	32.5	32.5	25.0	25.1	26.1	28.0	31.9	31.9	31.4	30.5
85	89	43	50	108	117	107	88	49	19	54	63
60	51	45	40	30 ch.	17 ch.	3 ch.	ch.	7	17	21	50

57+50

27.9	27.9	31.1	31.5	25.6	25.1	25.1	32.8	34.0	30.7	30.2
89	89	51	53	11.2	11.1	11.1	4.0	2.8	5.1	6.6
55	44	39	33	26 ch.	ch.	ch.	11	19	23	50

57+00

28.4	28.1	33.0	32.6	26.5	25.1	26.4	32.6	33.4	29.4	29.1
84	87	38	42	10.9	11.1	10.4	4.2	3.4	7.4	7.7
50	40	34	29	21 ch.	ch.	ch.	17	23	29	50

Cholla Creek Channel

Lt.

L

Rt.

54

63+00

34.2	33.6	32.5	31.7	30.4	25.2	27.3
4.6	5.2	6.3	7.1	6.4	3.6	1.5
50	14	10	ch.	39 ch.	47	60

62+50

33.1	33.6	34.1	31.5	31.1	31.9	31.9	31.4	30.4
5.7	5.3	4.1	7.5	7.7	6.9	6.9	1.4	2.4
50	20	16	11		28 ch.	44 ch.	58	70

62+00

32.1	32.1	33.5	31.0	30.8	31.4	30.6	36.9
6.7	6.7	5.3	7.8	8.0	7.4	6.2	1.2
50	19	14	8 ch.	ch.	28 ch.	42 ch.	52

61+50

33.3	31.9	33.1	32.2	30.1	30.0	30.6	32.6	22.8	32.0	31.4
5.4	6.9	5.7	5.6	8.7	8.8	8.2	6.2	6.6	6.8	4.4
50	27	23	18	12 ch.		9 ch.	14	28	35	50

61+00

33.3	32.1	29.9	29.8	30.3	32.3	31.8	32.9	33.6
5.5	6.1	8.9	9.0	8.5	6.5	7.0	5.9	5.3
50	28	21 ch.	38 76	13 ch.	16	26	31	50

on pg. 54 Hub 61+44.88

TR 8.71 38.76 6.77 30.05

60+50

33.1	32.9	30.5	29.5	29.6	29.6	32.1	32.6	30.4	32.1	32.8
8.7	3.9	6.3	7.3	7.2	7.1	4.1	4.2	6.4	4.7	4.0
50	34	25 ch.	13		21 ch.	6	13	19	32	58

60+37 = 2 Survey MH.

5.48,
4.5,
Kim MH

36.82

Cholla Creek Channel

ft.

ft.

ft.

55

Page 39

Chk. checked at Sta. Base Rail 2.76 47.83 ✓

T.P. 12.03 50.79 00 38.76

T.P. 12.03 26.73

65 + 18.06 = Δ ft.

37.2	34.1	34.65	34.3	31.8	31.8
1.6	4.7	5.11	4.5	1.0	1.0
50	40	on Hub.	26	44	50

65 + 00

40.9	37.9	34.2	33.4	32.7	33.8	35.1	35.6
+21	0.9	4.6	5.4	6.1	5.0	3.1	3.2
65	50	43	27	Ch.	20	25	50
		Ch.	Ch.		Ch.		

64 + 50

36.9	36.5	33.2	32.8	33.1	34.5	35.4
1.9	2.3	5.6	6.0	5.7	4.3	3.4
50	43	35		17	25	50

64 + 00

36.3	36.1	32.1	31.9	32.5	35.8	36.6	34.8	35.4
2.5	2.7	6.7	6.2	6.3	3.0	2.2	4.0	3.4
50	34	25		Ch.	20	26	28	31
		Ch.						50

63 + 50

35.5	35.4	31.7	31.6	32.4	35.3	34.9
3.3	3.4	7.1	7.3	6.4	3.5	3.9
50	25	15		28	31	50
		Ch.		Ch.		

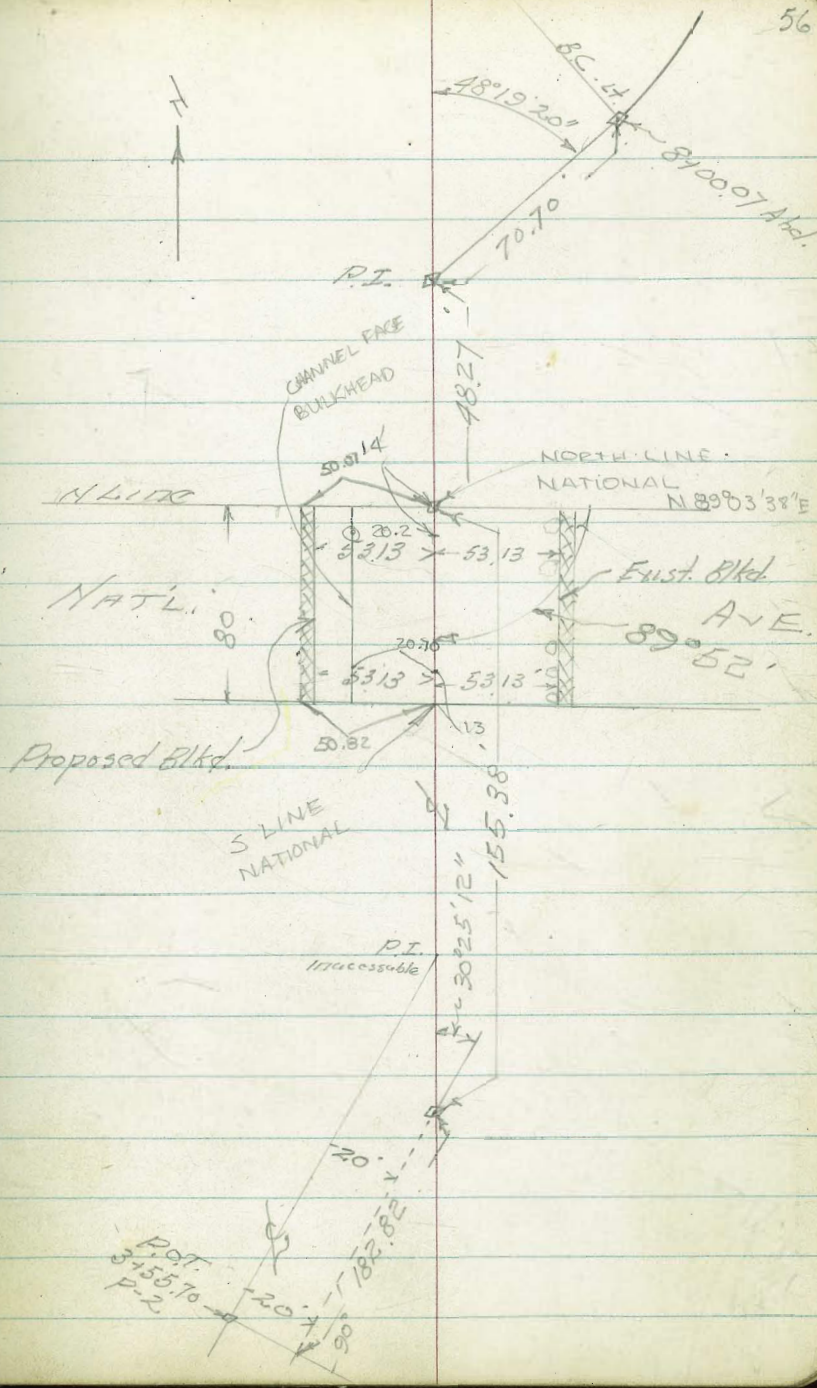
38.76

38.76

Cholla Creek Channel

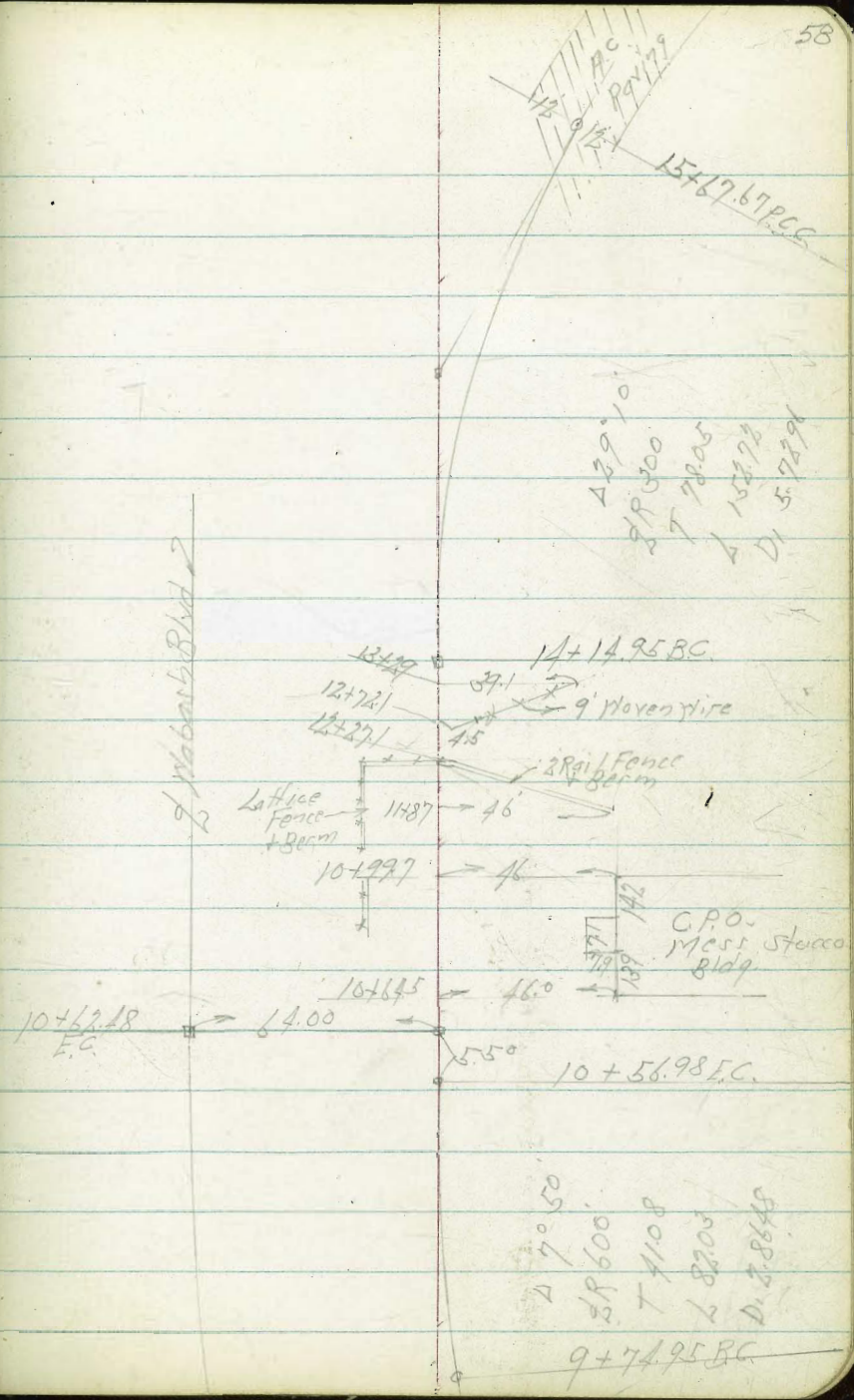
Walker
 Pope
 Boyter
 Pullen
 5-19-53

Ties To Nat'l Ave Bridge



+67.57 PCC	14° 35'
+50	12° 58.78'
+25	10° 50.54'
15+10	8° 07.30'
+75	5° 44.06'
+50	3° 20.82'
+25	0° 57.58'
14+1495 BC Pt.	0° 00'

+56.98 FC	3° 55'
+50	3° 35'
+25	2° 23.58'
10+10	1° 11.76'
9+74.95 BC Pt.	0° 00'



Cross Section Access Road
U.S. Naval Station

Aug-17-53
H. Sisson
Chipman
Parker
Kelley Lt.-West.

Pt. East

+94 = Valley Gutter

0.94	2.95	2.97	3.00	3.06	3.09	3.13	3.20
7.77	5.46	5.44	5.41	5.35	5.32	5.28	5.21
	37.4	35	13		12	25	50

Box Bottom
10' x 12' x 12' x 12' x 12' x 12' x 12' x 12'

+81

3.32	3.45	3.43	3.36	3.43	3.50	3.54
5.09	4.96	4.98	5.05	4.98	4.91	4.87
50	25	13		12	25	50

+70.02 = Norman Scott Road

3.33	3.43	3.47	3.42	3.45	3.57	3.64
5.08	4.98	4.92	4.89	4.96	4.84	4.77
50	25	13		12	25	50

+55

3.23	3.38	3.37	3.36	3.43	3.47	3.57
5.18	5.03	5.04	5.05	4.98	4.92	4.90
50	25	13		12	25	50

+48.4 = opp. Gutter 17' let 2.1 x 3.4 East + West

0.11	3.18
8.80	5.33
	5.01

Box Bottom
7' let

+40.7 = Sly H.C. Paving

3.37	3.48	3.48	3.50	3.52	3.54	3.64
4.82	4.92	4.92	4.91	4.89	4.87	4.77
50	25	13		12	25	50

TP 503 8.41 5.02 3.38

BM 164 8.40 5.76

B.P.H. x Rature
Chollas
Bridget
32nd St.

8.41

LT ST PK

+15.4 Sly 5 Conc Walk Tables on left of walk

4.35 4.42 4.59 4.7 4.86
5.18 5.11 4.84 4.80 4.67
25 Walk 25 Walk 25 Walk 25 Walk 25 Walk

9+0

4.4 4.6 4.8 4.9 5.1
5.1 4.9 4.7 4.6 4.4
25 12 12 12 25

+50

4.2 4.3 4.3 4.4 4.5
5.2 5.2 5.2 5.1 5.0
25 12 12 12 22-WYBldg

+33

4.5 5.74
5.0 5.79
22-WYBldg 25-Flat

TP 4.49 9.53 337 504

9.53

8+18

3.7 4.3 4.0 4.1 4.0 4.26 4.22
4.7 4.1 4.1 4.3 4.4 4.15 4.18
5.0 25 12 12 12 20-WYBldg 50

8+06 399 Lt of 1/2 of Fire Hld

7+97 N by HOC Parking

3.42 3.43 3.52 3.53 3.55 3.56 3.71
4.99 4.98 4.89 4.88 4.86 4.85 4.70
5.0 25 12 12 12 23.0 50

841

8.41

1140

+82 = $\frac{1}{2}$ C.P.O. Mass on Rt

+56.98 EC

+21.5 = Light Standard on Lt.

1040

+74.95 = RC, Rt.

9+40.3 = N/4 5' Con. Walk

9.53

61

6.14	5.46	5.37	5.18	5.38	5.92	6.05	6.10	6.07
3.39	4.07	4.16	4.25	4.15	3.61	3.48	3.43	3.46
21.7	18.6	12	8	13	13	14	25	34
Top of Berm				Rt				

6.01	5.3	5.2	5.11	5.40	5.91	5.94	5.97	6.06	5.90
3.53	4.20	4.33	4.42	4.13	3.62	3.59	3.58	3.47	4.3
21.7	18.6	12	5	8	13	12	29	38	46
Top of Berm				Floor					

5.07	5.12	5.06	5.01	5.51	5.76	5.77	5.78
3.66	4.41	4.47	4.52	4.02	3.77	3.76	3.95
21.6	18.6	12	8	13	13	21.7	38
Top of Berm				Rt			

5.57	4.9	5.02	5.21	5.14	5.2	5.4
3.96	4.63	4.51	4.37	4.39	4.3	4.1
22.5	20.3	12	13	8	12	12.5
Top of Berm			Light Standard			

4.63	4.83	4.79	5.0	5.2	5.4
4.90	4.70	4.74	4.5	4.3	4.1
15	12	12	12	12	25
Top of Berm			Rt		

4.27	4.3	4.6	4.8	5.0	5.1	5.1
5.26	5.5	4.9	4.7	4.5	4.4	4.4
27.2	25	12	13	13	25	46
Top of Berm			Walk			

4.3	4.4	4.46	4.6	4.72
5.2	5.1	5.07	4.93	4.81
25	12	13	25	25
Top of Berm		Walk		

9.53

Lt. $\frac{1}{2}$ Rt.

TP 5.12 12.10 497 698

+87 9.4 $\frac{1}{2}$ of $\frac{1}{2}$ = Light Standard

+50

6.3	6.4	6.6	6.6	6.8	6.7
5.60	5.55	5.53	5.55	5.51	5.52
25.4	25	12	12	12	25

29-FENCE

1340

6.1	6.3	6.6	6.5	6.6	7.1	7.3
5.85	5.6	5.3	5.4	5.3	4.8	4.6
29-FENCE	25	12	12	12	20.7	25

29-FENCE
SIXCO
Fence

+50

5.93	6.0	6.2	6.2	6.4	7.1	6.8
6.02	5.9	5.7	5.7	5.5	4.8	5.1
29-FENCE	25	12	12	5	12	25

12+271 = 1/2 of H.C. Berm Also Lattice fence

5.9	6.92	5.9	6.81	6.77	6.3	6.2	6.2
6.0	5.03	6.0	5.14	5.18	5.6	5.7	5.7
23	23	19	12	12	ground	12	25

23-SPAWN
23-Berm
19-SPAWN
12-TOP Berm
12-TOP Berm
ground

+97.2 21.2 $\frac{1}{2}$ of $\frac{1}{2}$ = Light Standard

+87

6.07	5.85	5.75	5.63	5.70	5.85	6.10	6.45	7.19
5.28	6.10	6.70	6.33	6.25	6.10	5.87	5.50	4.76
22.7	19	12	8	12.5	12	25	46	46

22.7-TOP Berm
19-FENCE Berm
12-SPAWN
46-SPAWN Berm

11+50

6.46	5.68	5.55	5.39	5.55	5.83	6.03	6.30
5.49	6.27	6.10	5.56	6.40	6.12	5.92	5.65
22.2	18.9	12	6	12	12	25	40

22.2-TOP Berm
18.9-FENCE Berm

TP 5.78 11.95 336 6.17

9.53

11.95

Lt.

L

Rt.

+25

7.1	7.02	7.10	7.29	7.07	7.2	7.4
5.0	5.08	5.00	4.81	5.03	4.9	4.7
25	15.1	12		9.5	12	25
	NYAC			FYAC		

1540

6.99	7.07	7.09	7.08	7.1	7.3
5.11	5.03	5.01	5.12	5.0	4.8
18.8	12		6.5	12	25
NYAC			FYAC		

+75

6.91	6.88	6.83	7.3	7.5
5.19	5.22	5.27	4.8	4.6
21.2		2	12	25
NYAC		FYAC		

+50

6.77	6.88	6.75	6.9	7.3	7.3
5.33	5.22	5.35	5.7	4.8	4.8
21.5	12	1.6	12	12	25
NYAC		FYAC			

+25

6.65	6.74	6.65	7.1	7.3	7.4
5.45	5.26	5.45	5.0	4.8	4.7
32.7	12	1.5	12	12	25
NYAC		FYAC			

1440

6.58	6.7	7.0	7.0	7.3
5.52	5.4	5.1	5.1	4.8
37.5	12		12	25
NYAC			FYAC	

12.10

12.10

4 2 R

For check

4.90

7.20

073 Stab
18+11
Wetbar
7.24
2236.8

+50

7.5
460
12-EP

7.7
440

7.53
457
12-EP

1640

7.33
477
12-EP

7.55
455

7.45
465
12-EP

+67.67 PCC

50

7.24
486
12-EP

7.43
487

7.18
492
12-EP

7.5
46

7.5
46
25

15+50

7.1
50
25

7.1
50
12-EP

7.13
497
12

7.32
498

7.07
502
12-EP

7.5
46
25

1210

12-EP

1210

Cross Section Yabash Blvd
 U.S. Naval Station
 14+0 to 19+0

Oct. 23. 58
 H. Sisson
 Garber
 Chipman
 Parker
 Kelley

65

Rt - East.

15+0

4.8 $\frac{4.6}{2.5}$ $\frac{4.6}{2.5}$ $\frac{4.6}{2.5}$ = Fog
 Cyclone
 Force

16+0

4.7 $\frac{4.9}{2.5}$ $\frac{4.6}{2.5}$ 52 Cyclone
 $\frac{4.5}{2.5}$ = R.P.D.
 Force

15+0

5.1 $\frac{5.0}{2.5}$ $\frac{4.9}{2.5}$ $\frac{4.6}{2.5}$ = F79

15+0

5.0 $\frac{4.9}{2.5}$ $\frac{4.75}{2.5}$ = F63
 $\frac{4.7}{2.5}$

15+0

5.2 $\frac{4.9}{2.5}$ $\frac{4.78}{2.5}$ $\frac{4.7}{2.5}$ = F48
 $\frac{4.5}{2.5}$ = F.C.
 W.V.T.C.

14+0

5.2 $\frac{5.04}{2.5}$ $\frac{4.8}{2.5}$ $\frac{4.9}{2.5}$ = F36
 W.V.T.C.

BM

4.95 11.55

7.10

078 KP
 15+0
 2285-68

11.55

L

RT = Fort

1970

43 $\frac{4.5}{25}$ $\frac{4.2}{50}$ $\frac{4.2}{62}$ 39
37.6 = Cyclone
Foot

+50

44 $\frac{4.2}{25}$ $\frac{4.0}{50}$ $\frac{4.0}{62}$ 38.5
36.3 = F145
Foot

1870

43 $\frac{4.2}{25}$ $\frac{3.9}{50}$ $\frac{3.8}{62}$ 39
38.3 = F143
Foot

+50

43 $\frac{4.2}{25}$ $\frac{4.0}{50}$ $\frac{3.8}{62}$ 39
36.8 = F132
Foot

1770

45 $\frac{4.4}{25}$ $\frac{4.1}{50}$ $\frac{4.3}{62}$ 43
39.6 = Cyclone
Foot

11.55

11.55

Wabash Blvd Sec 8 Levels
 East of Main St. Conn North & East
 of Wabash Blvd. Channel to Norton Ave

Nov. 17-53

A. Sisson
 Garber
 Chipman
 Parks
 Kelley

Main St Conn.
 North Rt. East

67

7+0

13.2
 27.0

+50

11.6
 24.3

6+0

11.2
 21.8

+90

230 Rt of $\frac{1}{2}$ = $\frac{1}{2}$ 2x2' Conc Pier Top
 26x26 " " Ground

+50

10.9
 20'

5+0

11.3
 19.4

4+50

10.6
 20'

3+74

133

15.58

1425

Top Cyclone
 Force Post
 11x11
 3rd Cottonwood
 & Birch

15.58

Main St Cond
Hort's

TP 1224 16.62 1120 438

10+0

11.3
344

+50

11.7
36.5

9+0

12.0
36.3

+50

13.3
35.0

8+0

12.6
35.7

7+50

12.5
30

1558

1940

12.7

601

+50

10.6

578

18+10 Habash Blvd.
+3322 Main St. Conn.

11.3

587

12+10

11.6

530

+50

11.1

294

11+0

11.6

30.2

10+50

11.8

32.0

16.62

16.62

of Habash

of Main St. Conn.

8M

11.77

7.85
BP
506
New York
375
4.86

70

Yabash Blvd.

+52

13.65
61 = 51.21 RCP
F1

22+0

12.6
58.8

+50

12.9
58.0

21+0

13.0
58.4

+50

13.0
58.6

20+0

12.3
58.7

19+50

12.1
58.0

16.62

16.62

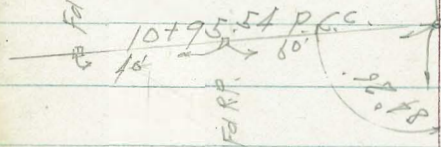
Cross Section Los Chollas Creek Channel
National Ave. to Ocean View.
For Cleaning of Bottom

Alignment #2281
+ Grader #1509330

Cholla Creek
Channel

Nov. 5. 54 71
H. S. Jarrow
Garber
Chipman
Kelley

FARR #2281-4



Base line 2

6+75

National Ave.
Pile Bridge

H: H

8

Rt. F

750

$\begin{matrix} 8.0 \\ 9.1 \\ 49 = \text{Plank} \end{matrix}$
 $\begin{matrix} 7.5 \\ 9.0 \\ 27 \end{matrix}$
 $\begin{matrix} 8.9 \\ 9.2 \end{matrix}$
 $\begin{matrix} 1.4 \\ 9.7 \\ 16 \end{matrix}$
 $\begin{matrix} 1.0 \\ 10.3 \\ 32 = \text{Plank} \end{matrix}$

8+0

$\begin{matrix} 0.1 \\ 9.3 \\ 81 = \text{Plank} \end{matrix}$
 $\begin{matrix} 0.7 \\ 9.0 \\ 32 \end{matrix}$
 $\begin{matrix} 1.1 \\ 9.4 \\ 8 \end{matrix}$
 $\begin{matrix} 1.8 \\ 10.1 \end{matrix}$
 $\begin{matrix} 1.5 \\ 9.8 \\ 10 \end{matrix}$
 $\begin{matrix} 1.3 \\ 10.6 \\ 22 = \text{Plank} \end{matrix}$

750

$\begin{matrix} 1.4 \\ 9.7 \\ 71 = \text{Plank} \end{matrix}$
 $\begin{matrix} 1.1 \\ 9.4 \\ 45 \end{matrix}$
 $\begin{matrix} 1.0 \\ 9.3 \\ 23 \end{matrix}$
 $\begin{matrix} 1.8 \\ 10.4 \end{matrix}$
 $\begin{matrix} 1.2 \\ 10.4 \\ 15 \end{matrix}$
 $\begin{matrix} 1.1 \\ 9.4 \\ 25 = \text{Plank} \end{matrix}$

7+0

Taken 90° off Base Line

$\begin{matrix} 1.4 \\ 9.7 \\ 72 = \text{Plank} \end{matrix}$
 $\begin{matrix} 1.4 \\ 9.7 \\ 45 \end{matrix}$
 $\begin{matrix} 1.6 \\ 9.9 \\ 26 \end{matrix}$
 $\begin{matrix} 1.7 \\ 10.0 \end{matrix}$
 $\begin{matrix} 1.8 \\ 10.1 \\ 16 \end{matrix}$
 $\begin{matrix} 1.3 \\ 10.0 \\ 30 \end{matrix}$

6775 = N.Y. Pike Bridge Taken on Line of Bridge

$\begin{matrix} 1.9 \\ 10.2 \\ 35 = \text{Plank} \end{matrix}$
 $\begin{matrix} 1.8 \\ 10.1 \\ 33 \end{matrix}$
 $\begin{matrix} 1.7 \\ 10.0 \\ 14 \end{matrix}$
 $\begin{matrix} 1.5 \\ 10.8 \end{matrix}$
 $\begin{matrix} 1.2 \\ 10.5 \\ 25 \end{matrix}$
 $\begin{matrix} 1.7 \\ 10.6 \\ 47 = \text{Plank} \end{matrix}$

BM.

1.95

8.25

6.30

Conc Wall
Front N.E. Door
3365 Notional

8.25

Lt.	S	Rt.
90 36. plank 2.0	90.3 20	107 11.1
		108 15
		107 30
		91.5 34.5 106.9

1140

Lt.	S	Rt.
90.5 36. plank 2.0	90.5 25	105 11.1
		107 20
		108 13. = plank

150

Lt.	S	Rt.
101 36. plank	102 15	104 10.8
		109 20
		110 13.5 = plank

1070

TP 7.88 9.62 6.51 1.74

Lt.	S	Rt.
88 37	89 20	90 11.1
		95 20
		96 13.5 = plank

150

Lt.	S	Rt.
90 38 = plank	90 20	92 10.9
		95 20
		101 38 = plank

940

8.25

8.25

Lt.

L

Rt.

74

+50

8.0
12.1
13=conc8.0
12.28.1
12.5
13=conc.

13+0

8.0
12.1
13=conc8.0
12.38.1
12.5
13=conc.

TP

10.46

11.42

866

0.96

11.42

+50

8.0
10.4
130=conc8.1
10.78.1
11.0
13=conc.

12+0

8.0
10.6
135=conc8.1
10.88.1
10.8
13=conc.

11+50

8.0
8.8
27=conc8.7
8.9
208.1
10.7
148.1
10.98.1
10.7
20=conc

9.62

962

+50

3'
10'
117
13.5-conc

3'
10'
117

3'
10'
117
13.5-conc

1670

6'
9'
119
13-conc

6'
9'
118

3'
9'
117
13.5-conc

+50

7'
10'
121
13-conc

7'
10'
117

3'
9'
116
13.5-conc

1570

8'
9'
122
13-conc

8'
9'
122

6'
9'
119
13-conc

+50

6'
9'
120
13-conc

6'
9'
124

7'
9'
121
13-conc

1470

8'
9'
122
13-conc

8'
9'
122

10'
124
13-conc

11.42

11.42

Lt. Lt. Rt.

+50

3'
x0'
140
125-Conc.

3'
x0'
140

0'
144
125-Conc.

19+0

3'
x0'
139
125-Conc.

3'
x0'
142

0'
141
125-Conc.

+50

3'
x0'
141
125-Conc.

3'
x0'
148
6

0'
144

0'
144
125-Conc.

14.32

TP 10.60 14.32 790 3.72

18+0

3'
x0'
113
125-Conc.

3'
x0'
125
6

5'
x0'
119

0'
116
125-Conc.

+50

0'
115
125-Conc.

0'
117

0'
116
125-Conc.

17+0

11.42

0'
117
125-Conc.

0'
114

0'
115
125-Conc.

-11.42

Lt

2

Rt

TP.	500	1693	239	11.93	Top Conc 18' Lt 22+50
-----	-----	------	-----	-------	-----------------------------

0.4'
139
11.6

0.1'
142

0.8'
135
11.0

+50

22+0

0.0'
143
11.2

0.1'
139

0.9'
134
11.2 Conc

+50

0.0'
145
11.5 Conc

0.1'
144

0.7'
136
11.5 Conc

21+0

0.2'
141
11.7 Conc

0.0'
143

0.7'
136
11.7 Conc

+50

0.1'
142
11.8 Conc

0.5'
148

0.4'
139
11.8 Conc

20+0

0.2'
141
12.2 Conc

0.0'
150

0.4'
139
12.2 Conc

1432

1432

Nov. 8-54

H

Z

pt 78

26+0

15.8
10.67c

15.8

15.8
10.67c

+50

15.4
10.6

15.9

15.7
10.6

25+0

15.8
10.8

16.3

15.5
10.8

+50

16.0
10.9

16.8

15.4
10.9

24+0

15.5
10.2

16.1

15.7
11.2-Conte

+50

16.3
10.9-Conte

16.2

15.9
10.9-Conte

23+0

16.4
11.2-Conte

16.4

15.9
11.2-Conte

16.93

16.93

BM

554 17.07

J.F.B.P.
Ocean View
Gregory
(17.04)

TP

945

2261

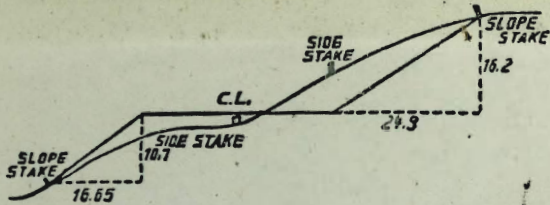
277

13.16

1693

26+04.48

26+60



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

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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