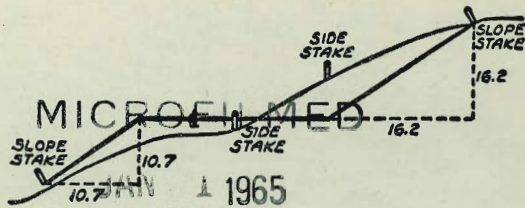


2204

1911-ACT X-SECT.

TRAVEL BOOK





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	.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

Pgs

X-Sec. 33d., Gillette & Steel sts	1-13
" La Paz Dr. - Euclid Manor - S. Bernard	14-21
" Birch Vesta to Woden	22-
Lot 6-BLK "D" O.L. Steel Sub.	28
Paving Levels Mission Blvd + Reed	29
Alley Blks 5 and 2A Ocean Beach	31
Alley-BLK 1, Ocean Front	51-60



D. Smith  
C. Allen  
R. Parks

WO# 31571  
4-8-52

Cross Sec, 33rd St btw Steel St  
+ Imperial Ave.

Gillette St btw 33rd + 34th St.

Steel St btw 33rd + 34th Sts.

INDEXED

LOW

APR 10 1952

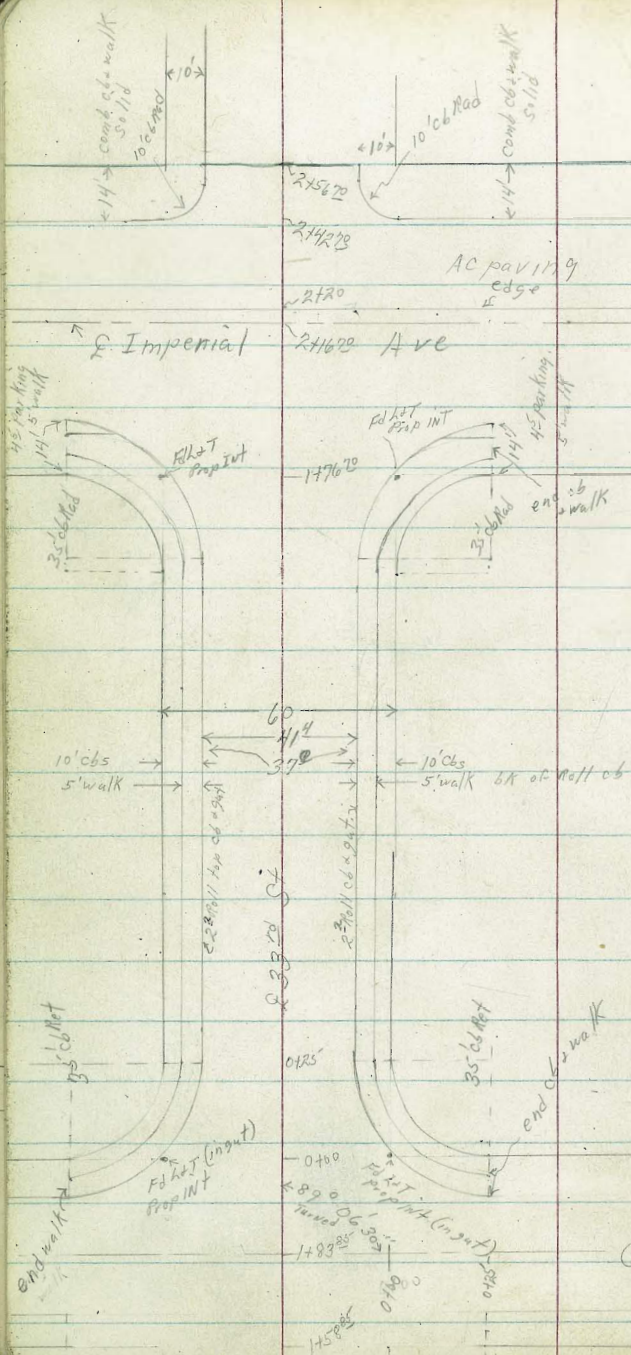
Note took soil samples

& INT Gillette + 33rd St

250' E of E Line 33rd + Steel

Reduced 5-15-52

C. J. L.

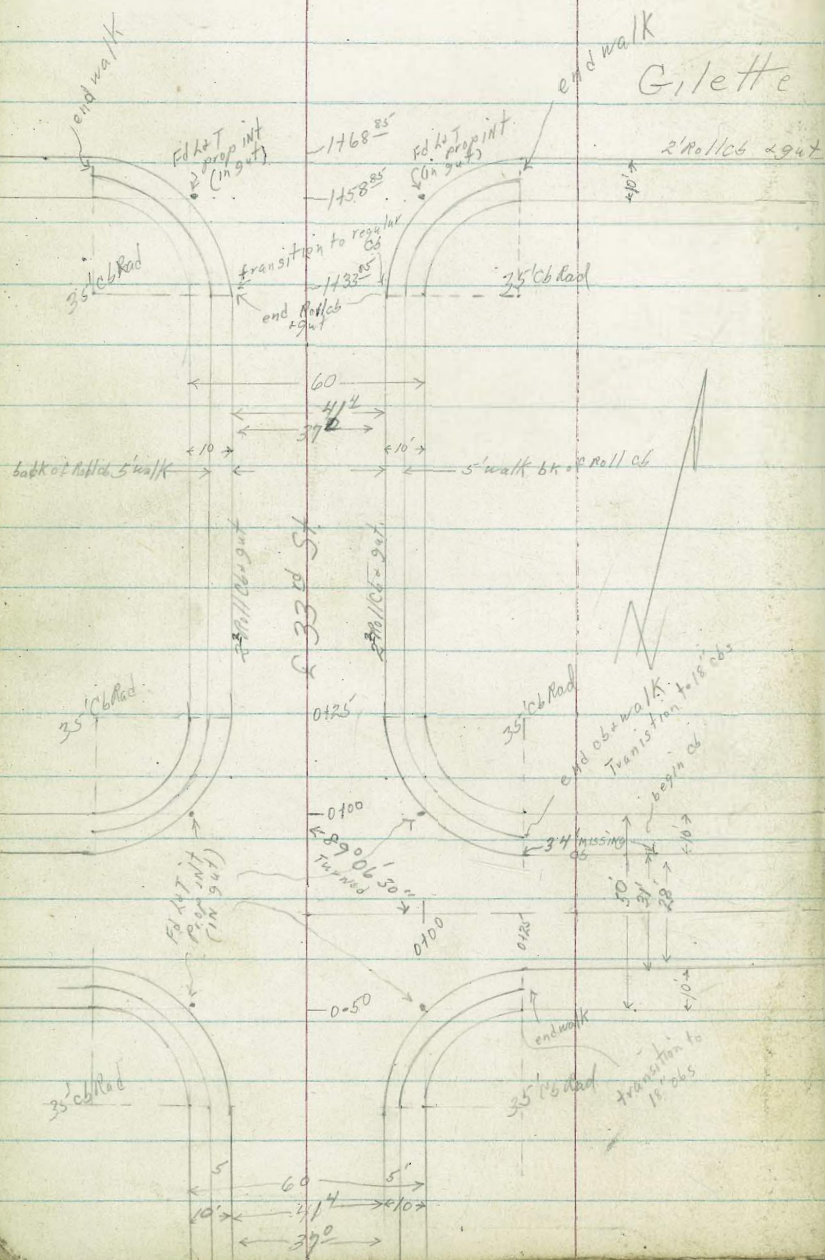


Gillette St

FD 21/1100  
45 R335  
14' x 14'  
15' x 15'  
15' x 15'  
15' x 15'

15' x 15'  
15' x 15'



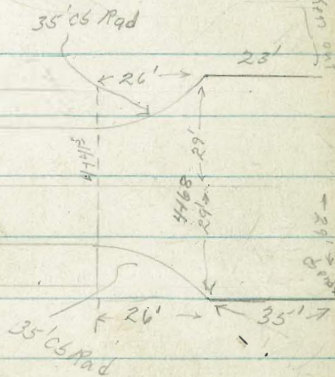


Gillette St

15' roll/cb 2947

Steel St

15' roll/cb 2947





"X" Sec 33rd St

0-10 Nly Chhine Steel st

0-25 E Steel st

0-40 Sly C6 Live Steel st

0-50 Sly Steel st Mid Pt Returns

0-75 BC cbs

0-100

TP. set BM

BM

440 25<sup>56</sup> 473

506 25<sup>89</sup>

21<sup>16</sup>

20<sup>83</sup>

SE BP Gillette  
33rd  
SW Propriet  
Lot  
Gillette 23rd

Lat West E Rt East 3

20.57 20.10 20.17 20.0 20.0 20.7 20.2 20.0 20.16 20.10 20.56  
 499 546 533 55 55 48 53 55 520 526 500  
 55 55 53 70 20 20 30 30 55 55 55  
 C6 9ut 4ip FC 4ip 9ut C6 FC

20.0 19.9 20.0 20.5 20.0 20.0  
 55 56 55 50 55 55  
 55 70 20 20 30

20.32 19.89 19.96 19.9 19.8 20.3 20.0 19.8 19.90 20.36 19.96  
 524 567 560 56 52 53 55 52 566 520 560  
 55 55 55 30 20 20 30 55 55 55  
 C6 9ut 4ip FC 4ip 9ut C6 4ip

20.26 19.82 19.88 19.8 20.2 19.8 19.81 19.78 20.28  
 530 574 568 52 53 52 575 520 520  
 318 30 288 20 20 282 275 31  
 C6 9ut 4ip 4ip 9ut C6

20.26 20.14 19.66 19.71 20.0 19.77 19.70 20.15 20.22  
 530 542 520 585 55 579 526 541 534  
 259 209 192 185 188 197 202 257  
 walk C6 9ut 4ip 4ip 9ut C6 walk

20.08 19.98 19.51 19.58 19.9 19.60 19.53 20.01 20.08  
 548 558 605 598 56 596 603 555 548  
 257 209 197 183 183 197 209 257  
 walk C6 9ut 4ip 4ip 9ut C6 walk

7 25<sup>56</sup>



Lt = West      R = East      4

1468<sup>85</sup> Sly cb line Gillette St

21.40  
10<sup>13</sup> 20.98  
10<sup>55</sup> 10<sup>51</sup> 21.02 21.1 21.1 21.4 21.0 20.9 20.98 20.89 21.38  
33 33 33 30 20 20 30 55 35 35  
cb sut lip      lip sut cb

TP, 10<sup>37</sup> 31<sup>53</sup> 4<sup>40</sup> 21<sup>16</sup>

31<sup>53</sup>

1458<sup>85</sup> Sly line Gillette St

21.28  
4<sup>28</sup> 20.83 20.88 21.0 21.2 20.9 20.87 20.79 21.26  
4<sup>73</sup> 4<sup>73</sup> 4<sup>68</sup> 4<sup>5</sup> 4<sup>3</sup> 4<sup>6</sup> 4<sup>62</sup> 4<sup>77</sup> 4<sup>30</sup>  
31<sup>2</sup> 30<sup>2</sup> 28<sup>2</sup> 20 20 28<sup>2</sup> 29<sup>2</sup> 31<sup>2</sup>  
cb sut lip      lip sut cb

1433<sup>85</sup> cb BC,

21.28 21.20 20.72 20.77 21.0 20.74 20.67 21.16 21.24  
4<sup>28</sup> 4<sup>36</sup> 4<sup>84</sup> 4<sup>72</sup> 4<sup>5</sup> 4<sup>82</sup> 4<sup>82</sup> 4<sup>40</sup> 4<sup>32</sup>  
25<sup>2</sup> 20<sup>1</sup> 19<sup>2</sup> 18<sup>2</sup> 18<sup>2</sup> 19<sup>2</sup> 20<sup>7</sup> 25<sup>2</sup>  
walk cb sut lip      lip sut cb walk

1400

21.07 20.97 20.50 20.66 20.9 20.57 20.49 21.09 21.03  
4<sup>49</sup> 4<sup>59</sup> 5<sup>06</sup> 5<sup>00</sup> 4<sup>6</sup> 4<sup>92</sup> 5<sup>07</sup> 4<sup>57</sup> 4<sup>53</sup>  
25<sup>2</sup> 20<sup>2</sup> 19<sup>2</sup> 18<sup>2</sup> 18<sup>2</sup> 19<sup>2</sup> 20<sup>2</sup> 25<sup>2</sup>  
walk cb sut lip      lip sut cb walk

0750

20.80 20.70 20.20 20.24 20.8 20.31 20.24 20.72 20.81  
4<sup>76</sup> 4<sup>86</sup> 5<sup>36</sup> 5<sup>32</sup> 4<sup>2</sup> 5<sup>25</sup> 5<sup>32</sup> 4<sup>84</sup> 4<sup>75</sup>  
25<sup>2</sup> 20<sup>2</sup> 19<sup>2</sup> 18<sup>2</sup> 18<sup>2</sup> 19<sup>2</sup> 20<sup>2</sup> 25<sup>2</sup>  
walk cb sut lip      lip sut cb walk

0425 EC Ret

20.70 20.62 20.15 20.21 20.7 20.23 20.16 20.62 20.71  
4<sup>86</sup> 4<sup>94</sup> 5<sup>41</sup> 5<sup>35</sup> 4<sup>8</sup> 5<sup>33</sup> 5<sup>40</sup> 4<sup>94</sup> 4<sup>85</sup>  
25<sup>2</sup> 20<sup>2</sup> 19<sup>2</sup> 18<sup>2</sup> 18<sup>2</sup> 19<sup>2</sup> 20<sup>2</sup> 25<sup>2</sup>  
walk cb sut lip      lip sut cb walk

0400 N Prop St e / St Mid Pt Returns

20.49 20.04 20.03 20.1 20.7 20.0 20.05 20.44 20.54  
5<sup>02</sup> 5<sup>52</sup> 5<sup>53</sup> 5<sup>4</sup> 4<sup>8</sup> 5<sup>5</sup> 5<sup>51</sup> 5<sup>52</sup> 5<sup>02</sup>  
30<sup>2</sup> 29<sup>2</sup> 28<sup>2</sup> 20 20 28<sup>2</sup> 30<sup>2</sup> 30<sup>2</sup>  
cb sut lip      lip sut cb

TT 25<sup>56</sup>



1725

1700

0790 2<sup>3</sup> Lt S MH

0750

0725 EC Cb

0700 Nly Gillette St Mid Pt Returns

1798<sup>85</sup> Nly Cb line Gillette St

1783<sup>85</sup> E Gillette

Lt = West

E

RT = East

5

25.64	25.54	25.09	25.16	25.4	24.68	24.60	25.11	25.14
5 <sup>88</sup>	5 <sup>88</sup>	6 <sup>44</sup>	6 <sup>37</sup>	6 <sup>L</sup>	6 <sup>85</sup>	6 <sup>23</sup>	6 <sup>42</sup>	6 <sup>39</sup>
252	202	192	185		185	192	202	252
walk	cb	sat	lip		lip	sat	cb	walk

24.49	24.37	23.92	23.99	24.6	23.56	23.47	23.93	24.01
7 <sup>04</sup>	7 <sup>16</sup>	7 <sup>01</sup>	7 <sup>54</sup>	6 <sup>2</sup>	7 <sup>22</sup>	8 <sup>06</sup>	7 <sup>60</sup>	7 <sup>42</sup>
252	202	192	185		185	192	202	252
walk	cb	sat	lip		lip	sat	cb	walk

24.25  
7<sup>28</sup>  
SMH  
rim

22.37	22.29	21.81	21.87	22.9	21.87	21.80	22.26	22.31
9 <sup>16</sup>	9 <sup>24</sup>	9 <sup>22</sup>	9 <sup>66</sup>	8 <sup>6</sup>	9 <sup>66</sup>	9 <sup>23</sup>	9 <sup>27</sup>	9 <sup>22</sup>
252	202	192	185		185	192	202	252
walk	cb	sat	lip		lip	sat	cb	walk

21.84	21.78	21.31	21.34	22.2	21.42	21.33	21.82	21.85
9 <sup>69</sup>	9 <sup>25</sup>	10 <sup>22</sup>	10 <sup>9</sup>	9 <sup>3</sup>	10 <sup>11</sup>	10 <sup>20</sup>	9 <sup>21</sup>	9 <sup>68</sup>
252	202	192	185		185	192	202	252
walk	cb	sat	lip		lip	sat	cb	walk

21.46	20.97	20.99	21.5	21.9	21.5	20.98	21.00	21.45
10 <sup>02</sup>	10 <sup>55</sup>	10 <sup>54</sup>	10 <sup>0</sup>	9 <sup>6</sup>	10 <sup>0</sup>	10 <sup>55</sup>	10 <sup>55</sup>	10 <sup>05</sup>
312	295	282	20	20	20	295	30	312
cb	sat	lip			lip	sat	cb	

21.55	21.08	21.09	21.3	21.4	21.7	21.6	21.1	21.17	21.10	21.59
9 <sup>78</sup>	10 <sup>45</sup>	10 <sup>44</sup>	10 <sup>2</sup>	10 <sup>L</sup>	9 <sup>8</sup>	9 <sup>2</sup>	10 <sup>4</sup>	10 <sup>36</sup>	10 <sup>43</sup>	9 <sup>24</sup>
53	33	33	30	20	20	30	33	33	33	33
cb	sat	lip				lip	sat	cb		

21.2	21.2	21.3	21.6	21.4	21.3	21.4
10 <sup>3</sup>	10 <sup>3</sup>	10 <sup>2</sup>	9 <sup>2</sup>	10 <sup>L</sup>	10 <sup>2</sup>	10 <sup>L</sup>
53	30	20		20	30	53

73/53



2+42<sup>20</sup> Nly cb line Imperial

LT=West				RT=East			
28.63	28.46	27.94	27.58	27.10	26.82	26.60	26.53
220	327	359	395	443	472	493	500
55	55	30	30	20		20	30
cb	cut	cb	cut			cut	cb

2+32

28.90	28.10	27.99	27.60	27.28	27.16	26.97
263	343	354	373	425	437	456
58	30	20		20	30	55

2+20 Sly edge AC paving Imperial

28.45	27.87	27.68	27.35	27.08	26.97	26.78
328	366	388	418	445	456	470
53	30	20		20	30	55

2+16<sup>20</sup> E Imperial

28.4	28.0	27.8	27.7	27.0	26.9	26.8
32	35	32	33	45	46	42
53	30	20		20	30	53

1+90<sup>20</sup> Sly cb line Imperial

28.96	28.1	27.4	27.5	27.3	26.9	26.7	26.7	27.06
257	34	41	42	42	46	42	45	442
55	55	30	20		20	30	55	55
cb	cut					cut	cb	end

1+76<sup>20</sup> Sly line Imperial

27.90	26.9	27.0	27.1	26.5	26.3	26.96
263	46	45	42	50	52	452
273	273	20		20	263	263
cb	cut				cut	cb

1+55<sup>20</sup> BC Return cbs end Rolled gutter transition to regular cbs

27.03	26.95	26.50	26.51	26.5	26.07	26.04	26.51	26.58
450	558	503	502	50	546	549	592	425
252	202	192	185		185	194	202	252
walk	cb	cut	cut		cut	cut	cb	walk
		end			end			

7/3/53



Ltc West

RT = East

7

TPR 4<sup>40</sup> 25<sup>56</sup> 10<sup>37</sup> 2/16

2+56<sup>70</sup> Nly Imperial Ave edge AC

27.8	27.96	27.38	27.25	26.63	27.05	27.1
32	352	415	428	420	448	44
30	202	202	192	192	194	30
	08	sat	gut	gut	cb end	

3/53



Steel St

2100

Lt = North				20.6	Rt = South				8
20.9	20.64	20.30	20.34	20.6	20.17	20.14	20.47	20.3	
46	492	526	522	49	539	542	509	52	
25	135	146	14		14	146	135	25	
	cb	gut	hip		hip	gut	cb		

1750

21.0	20.82	20.49	20.52	20.5	20.29	20.25	20.60	20.7
45	474	507	504	50	527	531	426	48
25	135	146	14		14	146	135	25
	cb	gut	hip		hip	gut	cb	

1700

20.9	20.82	20.48	20.52	20.4	20.34	20.31	20.63	21.1
46	474	508	504	51	522	525	423	44
25	135	146	14		14	146	135	25
	cb	gut	hip		hip	gut	cb	

0759 Begin cb roll + gutter on Lt

21.0	20.68	20.37	20.41	20.3	20.20	20.17	20.51	20.8
45	488	519	515	52	536	539	505	47
25	135	146	14		14	146	135	25
	cb	gut	hip		hip	gut	cb	
	end							

0756

21.1	20.8	20.3	20.2	20.17	20.14	20.47	21.0
47	47	52	53	539	542	509	45
25	18	14		14	146	135	25
				hip	gut	cb	

0725 cb EC

20.66	20.57	20.11	20.17	20.1	19.96	19.91	20.36	20.53
420	429	545	539	54	560	565	520	503
205	135	146	14		14	146	135	205
walk	cb	gut	hip		hip	gut	cb	walk
end	end							end

0700 Fly. 33rd St. Mid Pt Returns

20.54	20.04	20.06	20.0	20.0	19.8	19.82	19.79	20.27
502	522	550	55	55	52	524	577	529
205	232	238	15		15	231	242	26
cb	gut	hip			hip	gut	cb	

↑ 2556



57 91-<sup>pin</sup> C6 Broken out on ht

4168

4141<sup>5</sup> C6 Curve out

4100

3750

3700

2750

Lt = North

Rt = South 9

1974  
5<sup>82</sup>  
29  
C6

1944  
6<sup>12</sup>  
28  
94t

1948  
6<sup>08</sup>  
27  
4ip

20.7	19.87	19.54	19.80	20.2	19.7	19.6	19.4	19.38	19.34	19.6	20.3
48	5 <sup>69</sup>	6 <sup>02</sup>	5 <sup>26</sup>	5 <sup>35</sup>	5 <sup>28</sup>	52	6 <sup>L</sup>	6 <sup>18</sup>	6 <sup>22</sup>	5 <sup>2</sup>	5 <sup>2</sup>
29	29	28	27	27	27	15	27	28	29	29	39
C6	C6	94t	4ip	4ip	4ip	4ip	4ip	94t	94t	C6	C6

20.9	19.87	19.53	19.59	20.0	19.40	19.34	19.69	19.9
42	5 <sup>69</sup>	6 <sup>03</sup>	5 <sup>27</sup>	55	6 <sup>16</sup>	6 <sup>22</sup>	5 <sup>22</sup>	5 <sup>6</sup>
28	153	146	14	14	14	146	135	25
C6	C6	94t	4ip	4ip	4ip	94t	C6	C6

20.2	20.01	19.68	19.72	20.1	19.55	19.57	19.82	20.0
53	5 <sup>33</sup>	5 <sup>28</sup>	5 <sup>21</sup>	54	6 <sup>01</sup>	6 <sup>05</sup>	5 <sup>24</sup>	5 <sup>2</sup>
28	153	146	14	14	14	146	135	25
C6	C6	94t	4ip	4ip	4ip	94t	C6	C6

20.5	20.18	19.86	19.90	20.0	19.70	19.65	19.98	19.9
52	5 <sup>38</sup>	5 <sup>20</sup>	5 <sup>66</sup>	55	5 <sup>26</sup>	5 <sup>21</sup>	5 <sup>28</sup>	5 <sup>6</sup>
25	153	146	14	14	14	146	135	25
C6	C6	94t	4ip	4ip	4ip	94t	C6	C6

20.6	20.34	20.01	20.05	20.1	19.84	19.80	20.12	19.7
42	5 <sup>22</sup>	5 <sup>55</sup>	5 <sup>51</sup>	54	5 <sup>22</sup>	5 <sup>26</sup>	5 <sup>44</sup>	5 <sup>2</sup>
25	153	146	14	14	14	146	135	25
C6	C6	94t	4ip	4ip	4ip	94t	C6	C6

20.6	20.19	20.16	20.19	20.4	20.00	19.96	20.28	20.1
42	5 <sup>07</sup>	5 <sup>20</sup>	5 <sup>37</sup>	5L	5 <sup>56</sup>	5 <sup>60</sup>	5 <sup>28</sup>	54
25	153	146	14	14	14	146	135	25
C6	C6	94t	4ip	4ip	4ip	94t	C6	C6

T 2556



Lt-North

E

pt = South

10

TP<sub>3</sub> 6<sup>80</sup> 2796 440 2/16

5403 At end of

21.3	21.3	20.5	20.7	21.0	20.4	19.24	19.18	19.57	20.4
42	42	52	48	45	51	632	638	605	51
39	27	15		15	27	275	281	29	39
						44	24	25	

T. 25 56



Gillette St.

1794 26<sup>th</sup> E 8' con drive

1750

1738 25<sup>th</sup> E 8' con drive

1700

0750

0725 BC c5 end cb + walk on Lt.

0700 Fly 33rd St Mid Pt Returns

Lt North

E

Rt South

11

23.04 22.94  
483 503  
36<sup>th</sup> 26<sup>th</sup>  
drive

22.9 22.1 21.6 21.5 21.19 21.15 21.48 21.9  
5<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup>  
25 17 16 64 67 68 68 60  
41p 94t c5 25

23.08 22.96  
488 500  
352 257  
drive

22.7 22.3 21.5 21.5 21.29 21.25 21.56 21.8  
5<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup>  
25 18 15 64 67 67 68 61  
41p 94t c5 25

22.7 22.0 21.4 21.3 21.16 21.12 21.39 21.9  
5<sup>th</sup> 5<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup> 6<sup>th</sup>  
25 15 14 66 68 68 68 60  
41p 94t c5 25

21.66 21.60 21.11 21.16 21.4 20.96 20.78 21.37 21.99  
630 636 655 680 65 700 70 659 647  
205 155 146 14 14 146 153 205  
walk 65 94t 41p 94t c5 walk  
end end

21.50 20.99 20.96 21.3 20.89 20.50 21.25  
276 697 700 66 707 716 621  
270 262 238 270 244 262  
c5 94t 41p 41p 94t c5

T 2796



3762

3750 Rt End cb.

3726 25° Lt E 3' con walk

3700

2750

2730 25° Lt E 8' con drive

2700

Rt North			8	Rt South			12
22.0	21.5	21.1		21.0	22.2	21.7	
52	64	68		62	52	63	
25	15			12	14	25	

22.5	22.1	21.4	21.0	20.62	20.57	20.86	21.6
54	58	65	62	734	739	710	63
25	21	19		14	144	155	25
				412	947	06	

23.09	22.89
407	502
35	25
walk	

22.2	21.8	21.2	20.9	20.71	20.67	21.02	21.9
52	64	67	70	725	732	624	66
25	20	19		14	144	155	25
				412	947	06	

22.6	22.1	21.5	21.3	20.87	20.83	21.18	21.5
53	58	64	66	709	713	628	64
25	20	17		14	144	155	25
				412	947	06	

23.20	22.87
476	509
352	233
drive	

22.9	22.4	21.9	21.5	21.03	20.98	21.33	21.8
50	55	60	64	623	628	663	62
25	18	16		14	144	155	25
				412	947	06	

T. 27 26



Lt. North

Σ

Rt = South

4440

20.9	21.1	20.9	20.7	19.7	20.0
70	65	70	73	83	72
25	17	12		15	25

4400

20.1	20.1	20.2	20.3	20.4	20.1	19.5
78	78	72	76	75	78	84
25	26	14		14	20	25

3770

20.1	20.6	21.1	20.3	19.7	19.5
78	73	68	76	83	82
25	20		14	20	25

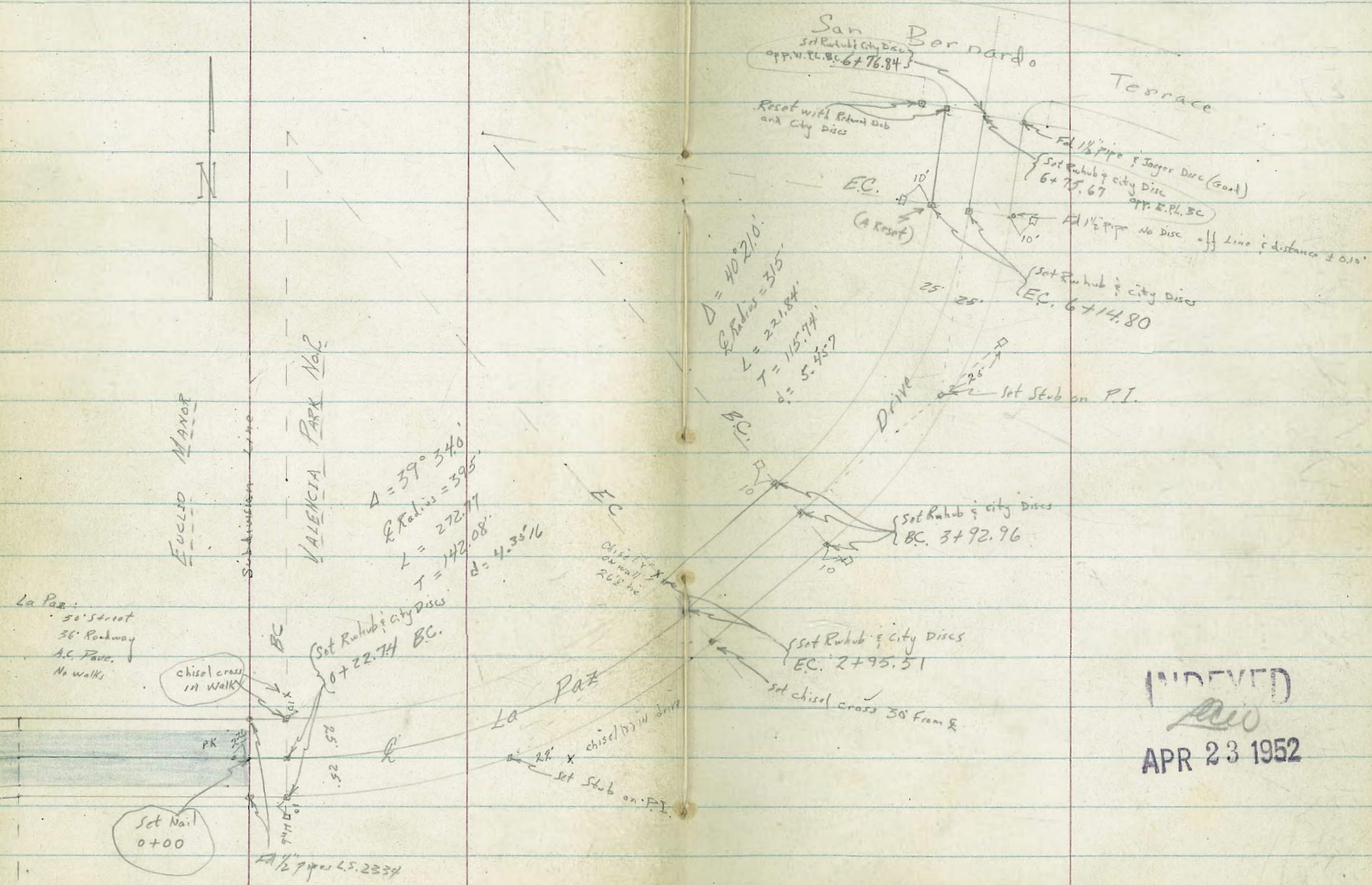
Σ 2726



Roberts  
Cota  
Moore  
Fullen  
4-21-52  
N.O. # 31795

X-Section La Paz Drive  
Eastline Euclid Manor to San Bernardo Terrace

Map 2008 FB1835 pg 6b.



INDEXED  
APR 23 1952



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0+25 24' Lt ♀ 3<sup>rd</sup> Conc Walk & Steps

0+22.74 BC

0+05

0+00.5 24' Lt to Center P.Pole # P 370586

0+00 Paving Edge  
East Line Euclid Manor

0-50

-1-00

Set BM

T.P. 0.96 159.86 T 12.88 158.90

T.P. 0.79 171.78 12.94 170.99

BM 0.53 113.93 183.40 NWBP - San Jacinto &

Lt

♀

Rt 15

152.03	151.43	150.70	149.99
7.83	8.73	9.16	9.87
43	25	24	24
conc	conc	conc	conc

151.1	150.9	150.1	149.7	149.0	148.2	148.6	148.8
8.8	9.0	9.8	11.2	10.9	11.7	11.3	11.1
35	29	25	17		17	25	35

149.4	149.6	148.53	148.28	148.80	148.01	148.47	148.55	148.7
10.5	10.3	11.03	11.47	11.06	11.85	11.37	11.4	11.2
35	25	18	18		18	18	25	35
		cb	Gutt		Gutt	cb.		

148.25	147.78	148.04	147.29
11.61	12.08	11.82	12.57
18	18		18
cb	Gutt		Gutt
			Drive
			cb

147.87	147.62	147.00	147.56
12.39	12.24	12.86	12.39
18		18	18
Gutt		Gutt	cb

END of So Contd opp 0+00

Chisel Square

159.86 T

San Bernardino



1738 34<sup>3</sup> Lt Q 8' Conc Drive

155.92  
3.94  
53<sup>3</sup>  
Floor  
153.48  
6.38  
34<sup>3</sup>  
conc

1730 25' Rt Q 7' Conc Drive

151.99  
7.87  
25  
conc  
153.61  
6.25  
40  
conc

1711 34<sup>5</sup> Lt Q 8' Conc Drive

155.64  
4.22  
56  
Floor  
153.45  
6.41  
34<sup>5</sup>  
conc

1700

153.9  
6.0  
35  
151.4  
8.5  
25  
150.4  
9.5  
22  
150.3  
9.6  
150.0  
9.9  
15  
151.5  
8.4  
25  
151.8  
8.1  
35

0766 40<sup>4</sup> Rt Q Single Garage

152.45  
7.71  
40  
Floor

0774 <sup>Sta. 92.</sup> 19<sup>5</sup> Lt to Deadman

0762 19<sup>5</sup> Lt <sup>center</sup> top Guy Pole

0750

152.5  
7.4  
40  
152.2  
7.7  
31  
150.9  
9.0  
25  
149.4  
10.5  
20  
149.6  
10.3  
148.9  
11.0  
14  
148.7  
10.2  
18  
148.8  
10.1  
25  
149.6  
10.3  
35

159.86X

158.86X



2+84.5 16' Rt to Center Fire hydrant

2+52 25' Lt Begin Conc. Bk. Ret. Wall

161.16	155.36	154.8
+1.3	4.50	5.1
25' Wall Top	24' Foun. Top	24' Foundation Foot

2+50

158.6	155.9	155.0	155.2	155.3	157.0	158.5
1.3	4.0	4.9	4.7	4.6	2.9	1.4
40	25	14		14	25	35

2+40 24' Rt Q 14' Conc Drive

156.63	159.17
3.23	0.69
24' conc	43' conc

2+00

155.9	155.0	153.2	153.2	153.1	156.1	157.5
4.0	4.9	6.7	6.7	6.8	3.8	2.4
40	25	16		16	25	35

1+83 23' Rt Q 14' Conc Drive

154.20	155.78
5.66	4.08
23' conc	41' Floor

1+50

155.9	154.5	151.6	151.5	151.4	154.0	154.9
4.0	5.4	8.3	8.4	8.5	5.9	5.0
40	25	15		17	25	40

159.86 T

159.86 T



Contd From Page 17

Lt

R

R

18

3755

24<sup>6</sup> Rt & 15' Conc Drive

160.78  
7.67  
24<sup>6</sup>  
conc

161.36  
7.09  
40  
conc

3750

164.8  
3.7  
50

164.2  
43  
35

160.8  
7.7  
25

158.3  
10.2  
15

159.0  
9.5

158.9  
9.6  
14

160.7  
7.8  
25

3703

25' Lt & 9' Conc Drive

161.46  
6.77  
40  
conc

158.30  
10.15  
25  
conc

3700

158.4  
10.1  
25

156.6  
11.7  
13

156.9  
11.6

157.1  
11.4  
13

157.4  
9.1  
25

160.7  
7.8  
40

2498I

26' Lt End Conc Ret. Wall

161.15  
7.20  
26  
Top  
wall

157.06  
11.39  
24<sup>2</sup>  
Top  
fund.

156.5  
12.0  
24<sup>2</sup>  
Found,  
Foot

T.P.

11.97 168.45 T 3.38 156.78

168.45 T

2495.51 EC

2493

24<sup>2</sup> Rt & 8' Conc Drive

159.04  
0.82  
24<sup>2</sup>  
conc

159.86  
0  
30<sup>5</sup>  
conc

159.86 T

159.86 T



Cont'd From Page 18

Lt

Q

R 19

4458 28' Lt & 10' Conc Drive

160.02  
2.43  
50  
conc

165.35  
3.10  
28  
conc

4456 25' Rt End metal picket fence

4450

165.4  
3.1  
40

164.9  
3.6  
25

163.8  
4.7  
14

164.1  
4.4

164.0  
4.5  
15

164.8  
3.7  
17

164.8  
3.7  
25

164.8  
3.7  
35

4435 236 Rt to metal latb fence

4428 28' Lt & 8' Conc Drive

164.71  
3.74  
40  
conc

163.98  
4.47  
28  
conc

4411 24' Rt & 8' Conc Drive

162.58  
5.87  
24  
conc

162.92  
5.53  
40  
conc

4401 248 Rt begin metal picket fence

4400

164.3  
4.2  
45

164.0  
4.5  
32

162.4  
6.1  
25

161.5  
7.0  
22

160.6  
7.9  
16

161.3  
7.2

161.3  
7.2  
14

162.3  
6.2  
25

162.8  
5.7  
40

3492.96 BC

3472 25 Lt & 8' Conc Drive

164.72  
3.73  
50  
conc

161.59  
6.86  
25  
conc

168.45X

168.45X



Cont'd From Page 19

6+50

6+14.80 E.C.

6+10 248 R & 8" Conc Drive

6+00

5+93 246 R & 3' Conc Walk

5+50

T.P. 12.31 18 0.2.2 T 0.54 167.91

5+00

168.45 T

Lt

174.2	174.5	176.3	176.7	175.8	176.0	176.0	177.2	177.7
60	57	39	35	14	42	42	3.0	2.5
50	40	25	18	15		14	25	40

175.04	175.52
518	420
248	50
conc	Plan

171.3	171.7	173.0	173.3	172.5	173.0	172.9	174.4	174.8
89	85	72	69	77	72	73	51	54
50	31	25	21	17		12	25	40

174.14	174.23
608	599
246	38
conc	conc

170.7	170.5	170.4	170.1	170.2	169.9	170.5	170.0
9.5	97	9.8	10.1	10.0	10.3	9.7	10.2
45	25	15	12		14	25	50

180.22 T

167.2	167.3	167.2	167.5	167.0	167.7	166.4
1.3	1.2	1.3	1.0	1.5	0.8	2.1
40	25	12		16	25	50

168.45 T



Cont'd From Page 20

Lt

E

Rt 21

check 2.02 183.40 = 183.40

T.P. 5.93 185.72 0.73 179.49

See FB 2915 pg 42 for X-Section San Bernardo

So. Line San Bernardo Terr.

<sup>177.6</sup> 2.6	<sup>178.3</sup> 1.9	<sup>178.4</sup> 1.8	<sup>177.8</sup> 2.4	2.1	<sup>178.1</sup> 2.0	<sup>178.2</sup> 1.0	<sup>179.2</sup> 0.8	<sup>179.4</sup> 0.5	<sup>179.7</sup> 0.5
70	40	25	13		19	25	40	70	

6+76.84 Prop Line BC on Left

<sup>175.5</sup> 4.7	<sup>175.9</sup> 4.3	<sup>177.5</sup> 2.7	<sup>177.9</sup> 2.3	<sup>177.2</sup> 3.0	<sup>177.5</sup> 2.7	<sup>177.2</sup> 3.0	<sup>178.7</sup> 1.5	<sup>179.2</sup> 1.0
60	40	25	18	14		16	25	50

6+75.67 Prop. Line BC on Right

180.22X

180.22X



# BIRCH ST.

From Wly. line Vesta to Ely. line Wodern

8-5-52

W.O. 32020

C.H.S.  
Begg  
Altman  
Johns

## Direct elevation rod used

- denotes found L+T.
- " set nail

T.P. sheet #424

yellow line denotes existing conc. curb.

El. = 20.65

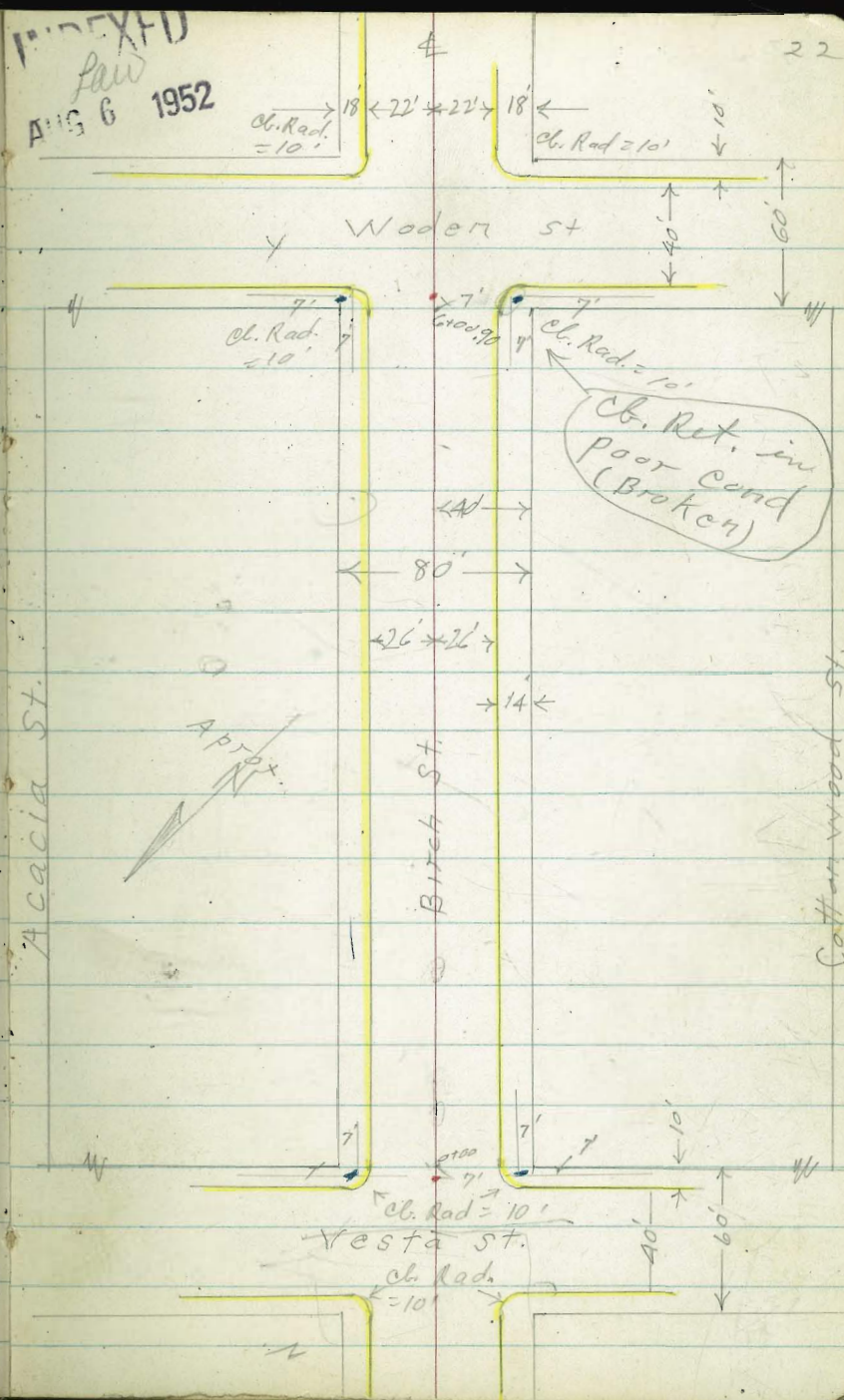
B.M.#1 = Wly. B.P. Cottonwood + Wodern

El. = 22.23

B.M.#2 = Sly T'L+T. Birch + Vesta

Birch St. has oil coat which is to come out so not shown in notes.

(W) denotes back of curb water meter box





BIRCH.

Not much good  
Pave. from here on is

25.68	25.05	24.68	24.00	21.70	22.24	21.22	21.80
140	140	90	90	90	90	140	140
cl	G	cl	G	G	cl	G	cl

pavement.  
Coating + patches of  
mix. also start oil

23.62	23.10	23.62	22.66	22.04	22.68
40	40	36	36	40	40
cl	G	cl-B.C.	cl.	G.	cl

Aprax. and A.C. + plant

0-10 = { Fly. cl. line Vesta.

23.02	22.88	22.80	22.70	22.47	22.26	22.13
36	26	13		13	26	36
G						G

25.15	24.10	21.64	21.25
140	90	90	140

0-30 = { Vesta

23.17	22.96	22.76	22.58	22.46	22.29	22.10
40	26	13		13	26	40

24.80	24.34	24.10	23.30	20.74	21.24	20.43	20.90
140	140	90	90	90	90	140	140
cl	G	cl	G	G	cl	G	cl

22.64	22.22	22.68	21.64	21.13	21.60
40	40	36	36	40	40
cl	G	cl-E.C.	cl-E.C.	G	cl

0-50 = { Wly cl. line Vesta

22.24	22.22	22.19	22.08	21.74	21.34	21.18
36	26	13		13	26	36
G						G

on A.C. Pave.

0-60 = Wly line Vesta.

22.66	21.96	22.00	21.95	21.58	21.18	21.71
26	26	13		13	26	26
cl-B.C.	G				G	cl
						B.C.



Birch

24

2+00

25.80 25.8 25.9 25.6 25.3 24.8 25.62  
 26 26 13 13 26 26  
 17 drive cl

1+93 = (W) on Rt.

1+96<sup>E</sup> = £ drive on Lt.

1+72 = (W) on Lt.

1+54 = (W) on Rt

26.60 25.89  
 305 26  
 drive

1+50

25.74 25.1 25.0 24.9 24.5 24.2 24.83  
 26 26 13 13 26 26  
 cl cl

(T.P. = 24.91)

1+40 £ drive on Lt.

1+21 = (W) on Lt.

1+06 = (W) on Rt

25.71 25.02  
 305 26  
 drive

1+00

25.09 24.2 24.3 24.3 24.0 23.4 24.08  
 26 26 13 13 26 26  
 cl cl

0+93 £ drive on left

(W) on Lt.

0+62 (W) on Rt

25.01 24.31  
 305 26  
 on drive

0+50

24.35 23.5 23.7 23.7 23.3 22.8 23.42  
 26 26 13 13 26 26  
 cl cl

(W) on Lt.

0+43 £ drive thru curb on Rt.

22.83 23.40  
 26 305  
 drive

of pavement,

= End oil coat + patches

0+00 = Ely like Vesta

(W) on Rt

23.60 22.9 22.8 22.8 22.5 22.2 22.70  
 26 26 13 13 26 26  
 cl G cl F.C.  
 E.C.



Birch St.

±

25

3+70 = (W) on Lt.

3+68 = ± driveway on Rt

3+60 = (W) on Rt

3+50

3+29 = (W) on Lt.

3+08 = (W) on Rt

3+06 = ± driveway on Lt.

3+00

T.P. = 26.84

Not repinished in bottom of  
as it is in rough condition.  
Curb should be replaced here

2+86 = ± drive on Rt. 11' wide

2+76 = ± drive on Lt.

2+50

2+48 = (W) on Lt.

2+39 = (W) on Rt

2+29 = ± drive on Rt.

2+23 = (W) on Lt.

27.57 28.26  
26 305  
drive

28.86 27.9 27.8 27.9 27.7 27.2 27.97  
26 26 13 13 26 26  
G cl

28.31 27.63  
305 26  
drive

28.11 27.2 27.2 27.2 26.8 26.5 27.18  
26 26 13 13 26 26  
cl cl

26.07 26.32 27.04  
26 27 305  
on drive

27.82 27.10  
305 26  
drive

27.30 26.4 26.8 26.5 26.0 25.5 26.35  
26 26 13 13 26 26  
cl cl

25.51 26.13  
26 305  
drive



Birch

6400.90 = Wly. line Moden St.

32.61 31.7 31.7 31.8 31.3 30.9 31.67  
 26 26 13 13 26 26  
 cl. B.C. cl. B.C.

5492 = £ driveway on Lt.

32.59 31.93  
 305 26  
 drive

5466 = (W) on Lt.

5463 = (W) on Rt.

5460 = £ driveway on Rt.

5457 = (W) on Rt.

30.58 31.12  
 26 305  
 drive

5450

31.79 30.9 31.1 31.1 30.8 30.4 30.87  
~~31.79~~ 26 26 13 13 26 26  
 cl. cl.

5424 = (W) on Lt.

5409 = £ driveway on Lt.

31.34 30.62  
~~31.28~~ 30.56  
 305 26  
 drive

5400

31.06 30.2 30.4 30.4 30.0 29.5 30.12  
 26 26 13 13 26 26  
 cl. cl.

4482 = (W) on Lt.

4474 = (W) on Rt.

4450 = (W) on Rt.

T.P. = 29.49

30.32 29.3 29.4 29.5 29.2 28.7 29.45  
~~30.25~~ 26 26 13 13 26 26  
 cl. cl.

4400

3498 = (W) on Lt.

3497 = (W) on Rt.

29.47 28.6 28.5 28.7 28.4 28.0 28.62  
~~29.40~~ 26 26 13 13 26 26  
 cl. cl.

3484 = £ driveways on Lt. + Rt.

29.38 28.76  
~~29.37~~ 28.69  
 305 26  
 drive

27.801 28.48  
 26 305  
 drive



Birch St.

for. 0.10  
to-run

check B.M. #1 ok. 20.65 after

27

7+60<sup>9</sup>

33.00				32.04
<del>32.90</del>		32.2		<del>31.94</del>
22				22
cl				cl

6+60<sup>9</sup> = Fly. line Woden

33.68				32.61
<del>33.58</del>	32.5	32.6	31.8	<del>32.51</del>
26	26		26	26
cl, E.C.				cl, E.C.

35.81		33.72		32.58	28.85
35.71	34.8	33.62	31.4	<del>32.48</del>	<del>28.75</del>
140	140	40	40	40	140
cl	cl	cl	cl	cl	cl

6+50<sup>9</sup> = Fly. cl. line Woden.

	33.63					32.85
33.0	<del>33.53</del>	32.7	32.6	32.5	31.9	31.7
40	32	32	22		22	32
cl	cl, B.C.	cl				cl, B.C.

6+30.9 = ♀ Woden

34.8	33.8	32.9	32.4	32.2	31.5	31.2	29.6	28.0
140	90	40	26		26	40	90	140

34.89		33.68			29.95		28.35
34.79	34.2	<del>32.58</del>	33.0		29.1	<del>29.85</del>	27.5
140	140	90	90		90	90	140
cl	cl	cl	cl		cl	cl	cl

32.63			32.62		31.58		31.51
<del>32.53</del>	32.2		<del>32.52</del>		<del>31.48</del>	30.7	<del>31.41</del>
40	40		36		36	40	40
cl	cl		cl, E.C.		cl, E.C.	cl	cl

6+10<sup>9</sup> = Fly. cl line Woden

	32.1	32.0	31.9	31.8	31.4	31.0	30.8
36		26	13		13	26	36
cl							cl

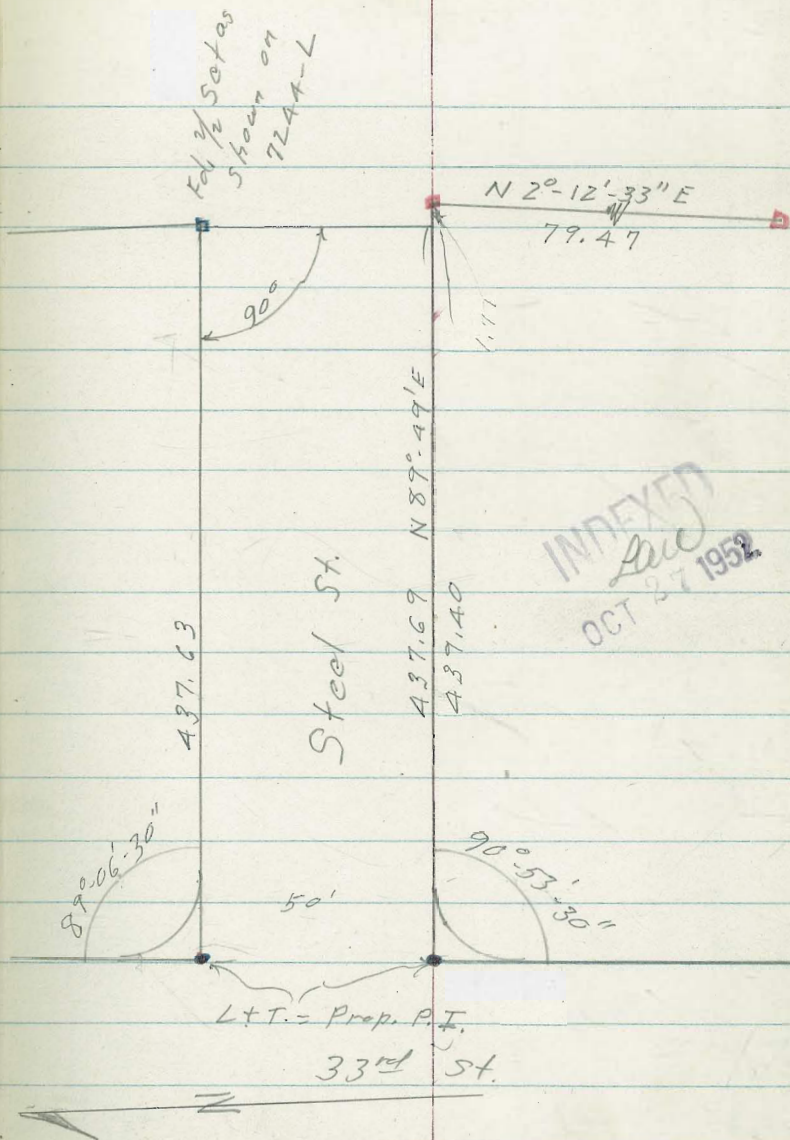


Stake Ely. line Lot 6 BIK "D"  
O.L. Steel Sub. as shown on 724A-L

C.H.S.  
Begg.  
Altman  
Johns

10-21-52  
W.O. 22008

Ref. sheet # 724A-L  
Map # 2178  
F.B. 220A - Page 2

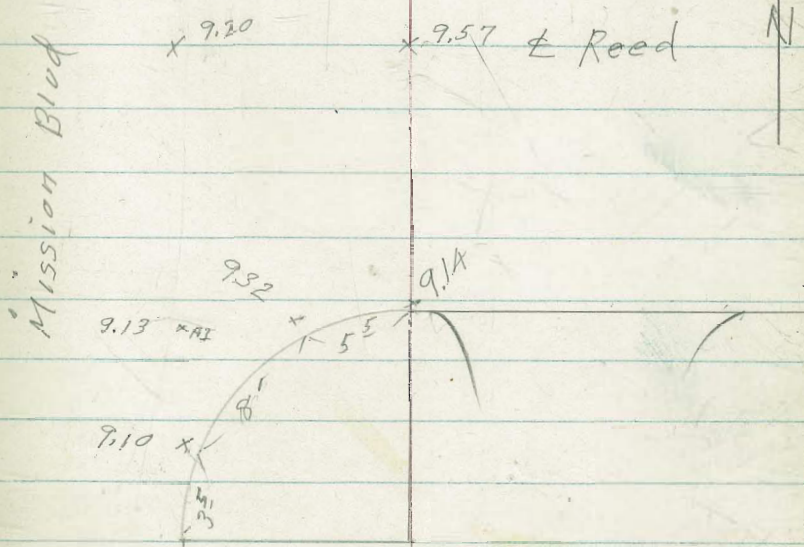
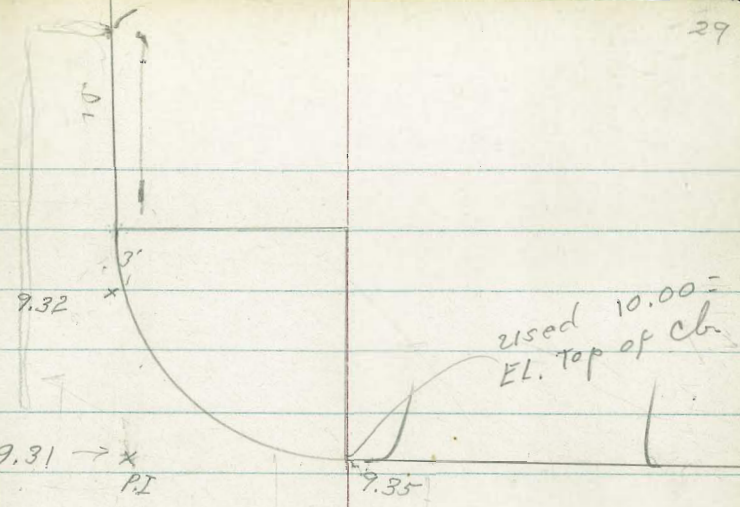




# Paving elevations Ely Side Mission Blvd. at Reed.

C.H.S.  
Begg  
Altman  
Johns

10-21-52  
W.D. 20006





0+15

0+00 - N. End, N.E. Ck, Rat. <sup>Road</sup> Mission <sup>+</sup>

9.83

9.44  
G10.01  
ob9.35  
G9.92  
ob

Road - East of Mission Blvd.

0+20 on North (ob. = G.O.O.I.)  
See grade book.



Alley BIK 5 } Ocean Beach  
 Alley BIK 24 }

1-24-53

Sommerneyer

Begg

Altman

Pewall

T.P. sheet # 771

" " 776

• Denotes Fd. L+T. - or disk

x " cut cross in conc.

• " set. P.K. Nail in pave.

◻ " " 1/2 hub + disk

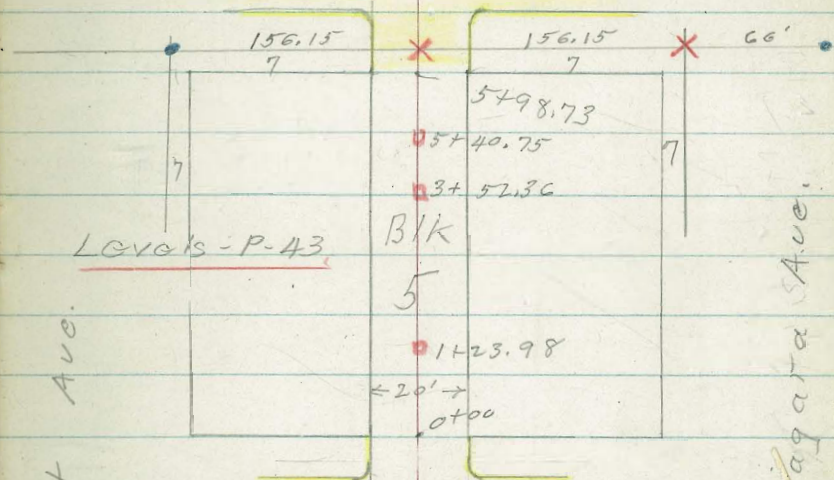
B.W. " base of wall or footing.

T.W. " top of wall

INDEXED

JAN 28 1953

Guizot St. (Conc. Pave.)



Levels - P-43

BIK

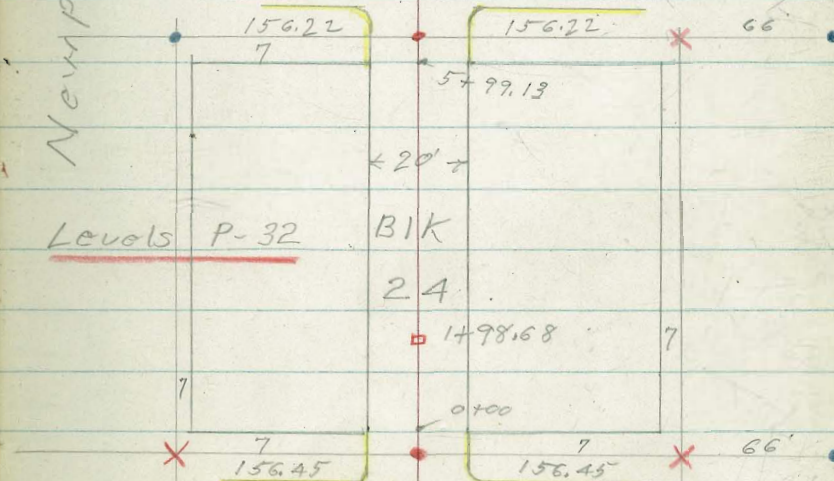
5

1+23.98

← 20' →

0+00

Froude St. (A.C. Pave.)



Levels P-32

BIK

2.4

1+98.68

0+00

Ebers St. (A.C. Pave.)

46'



Alley BIK 24-0.B

T.R.#1 11.73 63.30 1.12 51.57

0+15 - { 10' Lt. = start board fence.  
13' Lt. = start house

0+07 10' Rt. = N.W. Cor Bay. west Ent.

10' Rt. } = end of curbs.  
9' Lt.

0+00 = End of A.C. Pavc.

0-09' 10' Rt. } = E.C. 2' Rad. Cl. Ret.  
9' Lt.

12' Lt. } = B.C. 2' Rad. Cl. Ret.  
12' Rt.

0-12 = Ely. Cl. line Ebers

0-30 = Ebers

9.68 52.69 - 43.01

B.M. = S.W. B.P. Ebers & Newport.

49.7 49.8 49.6 49.5 49.7 50.1 50.0 50.09  
3.0 2.9 3.1 3.2 3.0 2.6 2.7 2.65  
13 10 5 5 10 105 16  
48.39 48.20 48.04 48.49 48.94  
4.30 4.49 4.65 4.20 3.75  
98 98 10 10  
cc c G cc

48.33 47.83 47.88 48.25 48.83  
4.36 4.86 4.81 4.44 3.86  
98 98 10 10  
cc cc c c.c.

47.07 48.39 48.26 47.55 47.83 48.19 48.89 49.29 49.90  
5.62 6.30 4.43 5.14 4.86 4.50 3.80 3.40 2.70  
60 60 125 125 125 125 60 60  
cc c cc c G cc G cc

48.24 47.52 47.64 47.96 49.7  
6.45 5.17 5.05 4.73 3.52  
60 10 10 60

52.69



Alley Bk 2409.

0+62 - 9' RT. = 6 sq. ft. Conc. to come out.

T.P. #2 10.00 70.30 3.00 60.30.

0+50 - 10<sup>3</sup> RT. = 5' high board fence. end wall & start of

0+48 - 10<sup>3</sup> RT. = 5" x 5" drain thru wall.

0+42 - 10<sup>3</sup> RT. = 4" x 4" drain thru wall.

13<sup>5</sup> Lt. = end house.

0+40 - 10<sup>2</sup> RT. = start conc. wall.

0+35 - 10<sup>2</sup> RT. = end wall under car port edge.

0+34 - 10<sup>2</sup> RT. = ± 12' wide conc. car port.

10<sup>2</sup> Lt. = N.E. cor. Gar.

0+27 10.2 Lt. = start conc. wall

This is rot. wall for car port.

57.8 56.9 61.0  
 515 7.4 4.3  
 10<sup>2</sup> 10<sup>3</sup> 10<sup>3</sup>  
 B.W. T.W.  
 6.05 57.25  
 10<sup>2</sup> I.E.  
 56.28  
 7.02  
 10<sup>3</sup>  
 I.E.

54.5 54.6 55.7 55.6 55.4 55.5 56.0 55.3 60.1 59.9  
 8.8 8.7 7.6 7.7 7.9 7.8 7.3 8.0 4.2 4.4  
 13 11 10 6 5 10 10<sup>2</sup> 10<sup>3</sup> 11  
 B.W. T.W. B.d.

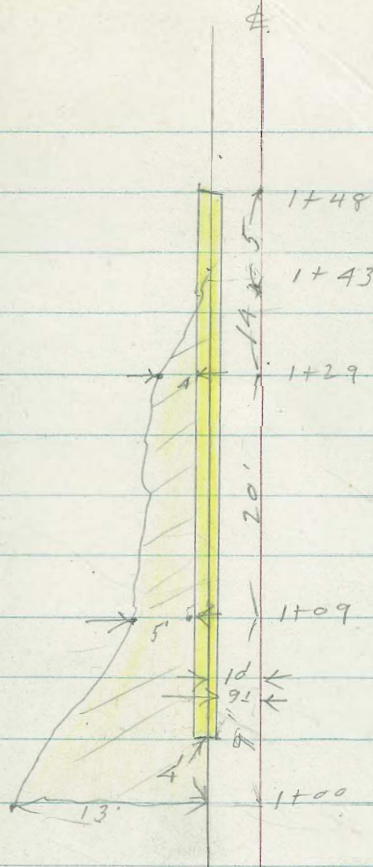
55.5  
 7.8  
 10<sup>2</sup>  
 B.W.

55.83 56.0  
 7.47 7.30  
 10<sup>2</sup> 20

51.7 52.1 52.7 53.7 53.0 52.3 53.3 54.7 55.4 53.3 55.8  
 11.6 11.2 10.6 9.6 10.3 10.0 10.0 8.6 7.9 10.0 7.5  
 13 11 10 7 5 6 7 10 B.W. 10<sup>2</sup> T.W.  
 10<sup>2</sup> 10<sup>2</sup>

63.30





1+04 = start 6" wall

Apron

1+00 = start rough Conc. slope cover

0+98 - 9<sup>8</sup> Rt = 12" diam pole # P.A. 4684

Conc. to come out,

0+95 - 8' Lt. = Ctr. 8 sq. ft. rough

0+90

57.7	58.1	62.8	63.9	62.8	63.5	65.5	65.8	66.5
12.6	12.2	7.5	6.9	7.5	6.8	4.8	4.5	4.0
20	15	10	5	5	10	11	20	

0+70

56.6	56.6	57.3	57.9	58.6	58.9	61.6	63.2
13.7	13.7	11.0	10.4	10.7	10.4	8.5	7.1
20	15	10	5	6	10	20	

70, 30



Alley BIK 24 OB.

1+43 - 70' Lt. = end rough apron. Conc.

70.4  
8.2  
10  
Apron

1+29

65.6	67.4	69.4	69.6	68.9	69.4	69.3	70.1	72.1	73.2
13.0	11.2	9.1	8.9	9.7	9.1	7.2	8.4	6.5	5.4
20	1.4	10	9.4	9.1	9		7	10	20
Ord.	Apron	T.W	B.W						

1+20

9<sup>4</sup> Lt. = line of fence

68.3	67.2	67.6	68.1	69.5	71.4
10.3	11.4	11.0	10.5	9.0	7.2
9.4	9.1	9		10	20
T.W	B.W				

Conc. Floor. - now used as store room

1+14 20' Rt. = £ double Gar.

71.40  
71.6  
20  
Floor

T.P.#3

9.32 78.56 1.06 69.24

78.56

1+09

63.5	66.3	65.9	66.6
6.8	4.0	4.4	3.7
14.5	9.5	9.1	9.1
Conc. Apron	B.W.	T.W.	

1+04 - 9<sup>4</sup> Lt. = wall on alley side of fence. start 4" wide conc.

65.5	64.7	65.1
4.9	5.6	5.2
9.1	9.2	9
T.W.	B.W.	

9<sup>5</sup> Lt. = line of fence.

1+00 10' Rt. = end board fence.

61.0	62.2	64.2	64.9	64.8	65.1	67.3	68.8	68.8
7.3	7.7	6.1	5.4	5.5	5.2	3.0	1.5	1.5
35	23	10.1	10		5	10	15	20
conc.	conc.	Ord.						

70.30



Alley BIK 21 - A, B.

Note { point shown as 115 Rt of 1+71  
apron + Garage drains to

4 Car. Gar. under Apt.

1+71 - 115 Rt = start conc. apron to

72.5	72.5	74.1	74.1	77.0	75.7	77.2	77.36	78.26
13.1	13.1	11.1	11.1	8.6	9.9	8.4	8.21	7.31
142	12	124	10	5	10	115	22	22
		T.W.				apron	Gar	floor
		End						
					85.57			

T.P. #4 8.21 85.57 1.20 77.36

1+68 18' Rt = 3' wide conc. walk

78.24	78.56
0.32	0.00
18'	215'
on walk	

1+63 117 Rt = end conc apron

76.46	78.09
2.10	0.47
112	23
apron	conc.

1+53 117 Rt = start conc apron to

Car port.

75.79	78.09
2.77	0.47
11	23
Apron	conc. car port.

conc. walk between wall + house

142 Lt = start house  
1+50 95 Lt = end fence  
124 Lt = line of wall.

70.2	70.2	71.5	72.0	73.6	73.4	74.0	75.6	77.4
8.4	8.4	7.1	6.6	5.0	5.2	4.6	3.0	1.2
142	13'	124	10	5	6	10	20	
	End	T.W.						
		End						

1+48 93 Lt = end conc. wall

70.2	71.5	72.1	71.4
8.4	7.1	6.5	7.2
13	124	92	92
End	T.W.	T.W.	8.W.

78.56



Alley Blk 24  
built on top of apron.

2+14<sup>3</sup> - 11' RT =  $\pm$  N+S, Conc. wall

2+14<sup>3</sup>

2+14 11' RT = end Conc. apron to  
A car. Cor.

2+03 - 9<sup>3</sup> Lt. start of house with  
wall as foundation

2+00 9<sup>3</sup> Lt. = { + start Conc. wall.  
end conc. wall

1+98<sup>63</sup> =  $\frac{1}{2}$  P.O.T. 7.60 77.97

1+93 Cont.

1+93 { 14<sup>1</sup> - end house  
13.7<sup>1</sup> = top of steps ( $\pm$ )  
12<sup>2</sup> Lt. = end Conc. wall  
10' Lt. = start 6" Conc. wall

between wall + house.

1+88 13<sup>2</sup> Lt. =  $\pm$  start E+W. Conc. steps

78.91

6.66  
11<sup>4</sup>  
B.W.

79.6 79.2 79.4 78.91 78.53 78.62  
6.0 6.4 6.2 6.66 7.04 6.95  
9<sup>8</sup> 10 11 18 22  
Ord. Apron Cor Floor

80.3 78.4 78.3 76.1 78.0 78.4 78.4  
5.3 7.2 7.3 9.5 6.6 7.2 7.2  
9<sup>8</sup> 9<sup>8</sup> 9<sup>8</sup> 9<sup>8</sup> 9<sup>8</sup> 10  
T.W. B.W. T.W. B.W. Ord  
to East to East to West

76.8 76.8 76.0  
8.8 8.8 9.6  
14.9 12<sup>2</sup> 12<sup>2</sup>  
at house T.W. B.W.

76.8 76.4 78.2 77.5 78.8 78.0 78.0  
8.8 9.2 7.4 8.1 6.8 7.6 7.6  
12 10 10 10 5 10  
B.W. T.W. Ord

73.9 76.5 77.2 78.6 77.7 78.0  
11.7 9.1 8.4 7.0 7.9 7.6  
14.2 12<sup>2</sup> 10 5 10  
at house Ord.  
85.57



Alley BIK. 24 0, B,

3+49 9<sup>A</sup> Lt. = end conc. wall  
10 Rt. = end conc. apron to a car,

2+99 8<sup>A</sup> Lt. = start 6" wide Conc. wall  
10<sup>L</sup> Rt. = start Conc. apron to a car garage.  
(- 6" wide N.T.S. wall)

2+98 - 10<sup>S</sup> Rt. = Pole # P.A. 4652  
2+85 21' Rt. = 6 double Car. Conc. Floor

2+70 15' Lt. = 6 Sing Car. Conc. floor  
21' Rt. = 6 3' wide Conc. walk

2+49<sup>S</sup> 10<sup>S</sup> Rt. = dead man.  
9<sup>A</sup> Lt. = 6" N.T.S. conc. wall.  
9<sup>A</sup> Lt. = end E. + W. wall

2+33 - 9<sup>S</sup> Lt. = 6" x 6" Conc. post on  
T.P. #5 9.70 81.84 3.43 82.14 Rock  
west face of wall.

2+25<sup>S</sup> = 9<sup>S</sup> Lt. = 6" x 6" Conc. post on  
\* Sty face of wall.

2+24 - 10<sup>A</sup> Rt. = 12" diam Pole # P.A. 4666

87.7 89.96 88.54 89.8 90.00 89.79 38  
4.1 1.88 3.3 2.0 1.84 2.05  
10 94 94 94 10 20  
Car. Apron Car. Floor

83.8 85.3 86.5 84.8 86.2 86.0 87.1 87.90 89.70  
8.0 6.5 5.3 7.0 5.6 5.8 4.7 3.84 2.14  
20 10 88 88 88 10 105 20  
B.W. B.W. End. Apron Car. Floor

87.44  
4.35  
21  
Floor

82.51 83.3 83.5 84.4 86.94 88.14  
9.33 8.5 8.3 7.4 4.90 3.70  
15 10 10 21 31  
Car. Floor walk

82.1 74.6 82.1 74.5 82.0 81.6 82.4 82.9 85.5  
9.7 12.2 9.7 12.3 9.8 10.2 9.4 8.9 6.3  
11 11 99 92 92 8 10 20  
Car. to Car. T.W. B.W. 91.84  
East west

81.6 80.6 780 80.1 789 81.0 85.0 85.6  
4.0 5.0 7.6 5.5 6.7 4.6 0.6 0.0  
10 10 10 10 10 20 20 30  
T.W. T.W. B.W. to to  
East west 85.57



Alley Bk 2A - O.B.

3 Nail in pole # P.A. 4616

T.P. #8 12.10 117.04 8.63 104.94

10<sup>4</sup> RT = pole # P.A. 4616

5+00 10' Lt. = line of fence.

T.P. #7 12.55. 113.57 1.45 101.02

4+70 - 9<sup>5</sup> Lt. = line of fence.

4+27 - 11' RT = deadman

4+25

9<sup>5</sup> Lt. = { start board fence.  
end lath fence

4+00 - 10<sup>5</sup> RT = Pole # P.A. 463A. 12" diam

3+90 14<sup>5</sup> Lt. =  $\Phi$  doorway to house

T.P. #6 11.44 102.47 0.81 91.03

9' Lt. = start lath fence.

3+50 10<sup>4</sup> RT =  $\Phi$  N.Y.S. Conc. block wall

91.84

102.4  
102.8  
103.9  
103.4  
103.6  
104.0  
107.6

11.2 10.8 9.7 10.2 10.0 9.6 6.0  
20 11 10 5 10.20

113.57

99.8  
100.7  
100.8  
100.7  
102.0  
104.5

3.7 1.8 1.7 1.8 0.5 +2.0  
20 10 5 10 20

96.5  
97.6  
97.8  
96.5  
96.4  
96.4  
98.3  
105.5

6.0 4.9 4.7 6.0 6.1 6.1 4.2 +3.0  
25 10 5 4 5 10 25

92.9  
91.5  
92.2  
92.4  
92.9  
93.5  
101.0  
101.0

9.6 11.0 10.3 10.1 9.6 9.0 1.5 1.5  
14.5 14 10 8 10 25 30  
Floor level

102.47

88.9  
89.9  
89.5  
90.0  
89.5  
95.8

2.9 1.9 2.3 1.8 2.3 +4.0  
15 10 10 104  
B.W. Grd  
East of  
wall

91.84



BIK. 24-0, B.

conc. slab.

5+56<sup>1</sup> 10<sup>3</sup> Rt. = end shed on 3" thick

rock + oil pave. to come out.

5+53 = start Full width 1" to 1/2" thick

10<sup>8</sup> Lt. = start conc. driveway

10<sup>8</sup> Lt. = Ely face 6" N. + S. R of wall.

5+50 10<sup>2</sup> Rt. = start shed on 3" conc. slab.

9<sup>4</sup> Lt. = end conc. wall.

5+49 9' Lt. = end board fence. 10.5  
20

5+35

5+33 9<sup>5</sup> Lt. = 6" Conc. wall,

5+25

5+18 - 10<sup>4</sup> Rt. = dead man

40

112.7  
9.3 3.90  
10 10.3  
on slab.

109.29 110.81 111.1 107.1 110.8 110.5 110.6 112.5 112.99  
9.75 6.23 5.9 9.9 6.2 6.5 6.4 4.5 4.05  
35 10<sup>8</sup> 10<sup>3</sup> 10<sup>8</sup> 10 5 10 10.3  
drive drive T.W. B.W. top of 3" slab.

107.2 111.1 106.9 110.5 110.4 110.9 111.8 113.1  
9.8 5.9 10.1 6.5 6.6 6.6 5.2 3.9  
10 9.4 9.4 9 5 10 20  
T.W. B.W.

105.8 106.5 108.6 107.7 107.7 108.0 108.2 111.0  
11.2 10.5 8.4 9.3 9.3 9.0 8.8 8.0  
20 10 9 6 6 10 20

108.4 105.7 107.0  
8.6 11.3 10.0  
9.5 9.5 9.5  
T.W. B.W.

105.5 106.0 106.2 106.3 107.2 109.6  
11.5 11.0 10.8 10.7 9.4 7.4  
20 10 6 10 20

117.04



BIK. 24. O.B,

5+86 14<sup>5</sup> Lt. = ± 3' wide conc. steps

T.P. #9 10.02 125.28 1.78 115.26

5+70 Cont.

91 Rt. = start conc. wall.  
5+70 10<sup>3</sup> Rt. = end conc. apron

wall. Built on top of Grd.  
10' Lt. = start 1' high rock & conc.  
Ent.

5+67 45 Lt. = ± double Gar. west

13<sup>4</sup> = ± 2' wide E+W. conc. walk  
5+61 12<sup>4</sup> Lt. = end conc. drive

to double Gar.

5+57 - 10<sup>2</sup> Rt. = start conc. apron

116.47  
8.81  
145  
on walk  
Base of steps

125.28

113.32  
3.72  
1.73  
Gar. floor  
113.74 114.2 114.1 119.4 114.3 113.9 119.4 118.70  
3.30 2.8 2.9 2.6 2.7 3.1 +2.4 3.34  
13<sup>4</sup> 10 6 9<sup>9</sup> 9<sup>9</sup> 9<sup>9</sup> 10<sup>2</sup>  
on walk B.W. T.W. Apron

109.64  
7.40  
45  
Floor  
109.24 109.49 112.26 112.34  
7.80 7.55 4.78 4.70  
50 36 13<sup>4</sup> 12<sup>4</sup>  
drive walk drive

112.0 111.9 112.6 112.6 112.67 113.23  
5.0 5.1 4.4 4.4 4.37 3.81  
10 5 10 10<sup>3</sup> 17<sup>5</sup>  
Apron  
Gar. Floor

117.24



8.43 104.16  
 T.P.#10 O.G. 112.59 13.30 111.98  
 10' Lt. of sta. G+0913  
 T.B.M.#1 L+T. 17 cl. 7.05 118.23

G+29<sup>13</sup> =  $\pm$  Froude

G+11<sup>13</sup> - wly. cl. Froude.

G+08<sup>1</sup> 10' Rt. } = B.C. 3' Rad. cl. Ret  
 10' Lt. }

G+02<sup>6</sup> 13<sup>4</sup> Lt. =  $\pm$  end of 2' wide  
 E. + W. conc. walk.

10' Lt. = start alley cl.  
 10' Rt. = start alley cl.  
 10' Rt. = end Conc. wall  
 = end Rock + oil = start A.C. Paver  
 5+99<sup>13</sup> = wly. 1/2 in Froude

(104.31 17 bench book)  
 S.W.B.P. Newport + Ebers.

114.50  
 10.78 6.49 5.82 4.70 0.51  
 60 10 10 60  
 118.79  
 119.46  
 120.58  
 124.77  
 112.98  
 113.38  
 118.03  
 117.97  
 118.58  
 119.67  
 120.25  
 123.71  
 124.53  
 11.30 11.90 7.25 7.81 6.70 5.61 5.03 1.57 0.95  
 60 60 13 13 13 13 60 60  
 cl. G E.C. G G E.C. G cl.

118.20  
 7.08 7.38 6.71 5.73 5.18  
 10 10 10 10  
 cl. B.C. G G W.B.C.

117.99  
 7.29  
 13<sup>4</sup>  
 walk.

117.63 118.31 117.97 118.51 118.38 118.2 120.10 120.10  
 7.65 6.97 7.31 6.77 5.90 7.1 5.18 5.18  
 13<sup>4</sup> 10<sup>2</sup> 10<sup>2</sup> 10 10 10 10  
 $\pm$  walk G G B.W. T.W. cl.

125.28



Levels B/K. 5-Ocean Beach

Sketch-P-31

0447- 11' RT = dead man

under Const. wall to be 6' High

0+26 11' Lt. = start Conc. wall.

0+10

T.P.#12 12.60 136.05 2.20 123.45

30'± paving broken should be replaced.  
10' Lt. } = end alley curb  
9.9 RT } = Ely line Froude

0+00 = end A.C. Pave.

0-9

Lt. } = E.C. 3' Rad. cl. Ret.  
Rt. }

0-12 = Ely cl. line Froude

TP#11 7.42 125.65

118.23  
TBM#1-P42

£

43

124.4	125.1	126.1	126.0	126.0	127.7	128.7
11.7	11.0	10.0	10.1	10.1	8.4	7.4
11	11	10		8	10	20
B.W						

124.8	123.65	122.9	123.0	125.0	126.1
11.3	12.4	13.2	13.1	11.1	10.0
20	10		8	10	20

136.05

119.62	119.52	120.6	120.7	120.2	120.98	121.48	122.3
6.03	6.13	5.1	5.0	5.5	4.67	4.17	3.4
102	102	10	£	£	99	99	10
cl.	G	Ord	Ord	Pave	G	cl.	Ord.

114.20	112.58	114.22	118.55	119.40	120.75	121.45	125.64	126.35
11.35	12.10	6.43	7.10	6.05	4.90	4.20	0.01	+0.70
60	60	13	13		13	13	60	60
cl	G	cl. BC.	G		G	cl. BC.	G	cl

125.65

= Lt. 10' Lt. of Sta. 6+06 page 42



Alley Bk. 5 O.B.

1+10 - 10<sup>3</sup> Lt. = end conc. drive

138.23  
9.15  
10.3  
Drive

1+02 10<sup>3</sup> Lt. = start Conc. apron to

Sing Car.

138.17  
9.21  
25  
Car.  
Floor

138.23  
9.15  
10.3  
Apron

138.1  
9.3  
10

137.6  
9.8

137.6  
9.9  
10

138.8  
8.6  
12

140.7  
6.7  
13

0+95

137.0  
10.4  
20

137.6  
11.8  
13

135.8  
11.6  
10

135.9  
11.5  
6

136.6  
10.8  
5

136.5  
10.9

137.1  
10.3  
10

137.5  
9.9  
12

139.5  
7.9  
13

140.4  
7.0  
20

T.P. #13 11.82 147.38 0.49 135.56

147.38

0+75 - 12' Rt. = start 3' high cut stone

+ Conc. wall.

135.5  
0.6  
20

136.1  
0.0  
10

134.2  
1.9  
7

134.0  
2.1

134.3  
1.8  
9

135.3  
0.8  
10

135.4  
0.7  
12

134.0  
2.1  
12

139.1  
+3.0  
20

B.W.

0+67 11' Rt. = pole # P.A. 4596 (10" diam)

130.7  
5.4  
20

131.5  
4.6  
10

130.2  
5.9  
7

130.0  
6.1

131.0  
5.1  
9

133.1  
3.0  
10

135.2  
0.9  
20

0+52

also - Fly Face N. + S. wall

0+50 - 11' Lt. = end of wall

125.1  
11.0  
20

129.4  
11.7  
B.W.

125.1  
11.0  
11  
End

129.2  
6.9  
10

129.8  
6.3

130.4  
5.7  
9

132.1  
4.0  
10

134.6  
1.5  
20

136.05



Alley BIK5

4

45

1+73	10 <sup>6</sup> Rt = dead man.	144.3	144.4	143.4	143.1	144.1	146.6	147.6
1+50		7.3 20	7.2 10	8.2 5	8.5	7.5 10	5.0 20	4.0 30
1+36	12' Rt = N.45. cut stone wall.					142.4 9.2 12	140.9 10.7 12 B.W.	141.4 7.2 12 T.W.
1+33	8 <sup>5</sup> RX = end conc. drive	142.1 9.5 20	142.5 9.1 10	142.5 9.1 7	141.5 10.1 6	141.1 10.5 8.5 drive	142.08 9.53 10 dit drive	141.95 9.66 30
T.P.#1A	6.05 151.61 1.82 145.56	151.61						
1+24	10 <sup>1</sup> Lt = end of conc. wall	142.9 4.5 10 T.W.	138.6 8.8 10 B.W.	140.2 7.2 10				
1+16	10 <sup>5</sup> Rt. = start conc. drive				139.4 8.0 10	139.1 8.3 7	139.7 7.7 10	141.3 6.1 10 drive
	10 <sup>2</sup> Lt. = start conc. wall.	142.6 4.8 10 T.W.	138.4 9.0 10 B.W.	138.7 8.7 10	138.5 8.9 10	138.7 8.7 9	139.1 8.3 10	139.9 7.5 12 B.W.
1+11	12' Rt. = end cut stone wall						140.6 6.8 12	141.71 9.2 12 20
		147.38						



Alley B1K5. O.B,

T.P. #16 12.50 171.48 0.85 158.98  
~~150.76~~  
 2+88 9<sup>2</sup> RT = ± 3' wide Conc. walk

2+70 9<sup>2</sup> RT = line of fence  
 { 9.9 Lt = start board fence  
 10<sup>2</sup> Lt = end board fence  
 2+50 9<sup>2</sup> RT = start picket fence.

2+40

2+24 - 10<sup>1</sup> Lt = start board fence

2+20 - 7<sup>8</sup> Lt = end Conc. apron

12" diam  
 11 RT. = 1 Pole # P.A. 4566 Gar.  
 2+03 7<sup>8</sup> Lt. = start Conc. apron to double

T.P. #15 10.22 159.83 2.00 149.61

1+83 10<sup>5</sup> Lt. = ± 3' long Gar. Conc. floor

156.0 156.4 156.8 156.5 156.6 157.43 157.53 46  
 3.8 3.4 3.0 3.3 3.2 2.40 2.30  
 15 11 10 6 10 20  
 walk walk

153.6 154.1 154.9 154.2 154.8 156.0 156.8  
 6.2 5.7 4.9 5.6 5.0 3.8 3.0  
 15 11 10 6 10 20

150.8 150.8 152.1 151.0 152.3 154.4 155.2 155.8  
 9.0 9.0 7.7 8.8 7.5 5.4 4.6 4.0  
 20 15 10 7 10 12 20

149.80 150.52 150.28  
 10.03 9.31 9.55  
 27 10 78  
 Gar. Apron

149.80 149.61 149.51 149.17 149.3 149.2 149.6 152.3 154.8  
 10.03 10.22 10.32 10.66 10.5 10.6 10.2 7.5 5.0  
 27 10 10 78 78 10 12 20  
 Gar. Apron Apron Gar. 159.83  
 Floor

148.38 148.1 147.6 146.9 151.6  
 3.23 3.5 4.0 3.3 0.1  
 10 10 20  
 Floor

151.61



Alley BIK5

T.P. #17 10.36 180.97 0.87 170.61

A+02 } 9<sup>3</sup> RT = 11" diam pole # P.A. 4546  
 } 9<sup>8</sup> RT = end board fence.

A+00

3+88 - 8<sup>2</sup> RT = deadman

0+51 - 10' RT = end board fence.

3+50

9<sup>3</sup> RT = start board fence.

3+10 9<sup>3</sup> RT = end conc. wall.

3+00<sup>L</sup> 9<sup>4</sup> RT = start conc. wall.

3+00 - 9<sup>2</sup> RT = end <sup>barbique</sup> conc. block

2+90 9<sup>3</sup> RT = start conc block <sup>Bar-B-Q</sup>

168.7 169.3 169.7 170.1 171.51 173.88  
 2.8 2.2 1.8 1.4 +0.3 +2.4  
 20 10 7 10 15

167.6 167.8 166.5 166.2 166.3 169.7 170.0 171.0  
 3.9 3.7 5.0 5.3 5.2 1.8 1.5 0.5  
 15 10 9 5 7 10 20

158.6 160.0 160.7 160.5 160.8 161.8 160.5 162.5  
 12.9 11.5 10.8 11.0 10.7 9.7 11.0 9.0  
 15 11 10 6 9 9 8.5 9.2  
 B.W. T.W.

157.9 159.4 162.5  
 12.1 12.1 9.0  
 9 9 9  
 B.W. T.W.

159.4 158.4 162.7  
 12.1 13.1 7.8  
 9 9 9  
 End Base top.

157.4 157.0  
 14.1 14.5  
 9 9  
 end Base of Barbique

171.48



Alley BIK.5

5455

174.4	175.6	178.4	177.4	178.4	179.1	179.3	48
6.2	5.9	2.6	2.6	2.6	1.9	1.7	179.6
30	17	10	6	7	10	20	

5436- 9<sup>1</sup> RT =  $\frac{1}{2}$  3' wide brick walk

174.0	174.3	177.8	177.7	177.9	178.7	178.74	178.8	179.3
7.0	6.3	3.2	3.3	3.1	2.3	2.23	2.2	1.7
40	20	10		7	8	97	10	20

on walk

5424- 10' RT = start board fence

5418- 26' RT =  $\frac{1}{2}$  Sing Gar. Conc. floor

177.1	177.2	177.5	179.00
4.4	4.3	4.0	1.97
10		10	26

Floor

5410- 10<sup>2</sup> RT = end board fence

5400

171.4	171.8	175.3	175.7	175.3	175.5	176.6	177.0
9.6	9.2	5.7	5.3	5.7	5.5	4.9	4.5
50	35	10	8	5		10	20

4482- 8<sup>2</sup> RT = 10" diam pole #P.A. A522

4476- 10<sup>1</sup> RT = start board fence

4466- 18' RT =  $\frac{1}{2}$  Sing Gar. Conc. Floor

175.55
5.42
.18

Gar. Floor

4450

169.3	172.6	173.0	172.4	172.5	173.0	173.5	174.4	175.0
11.7	8.4	8.0	8.6	8.5	8.2	7.5	6.6	6.0
20	10	7	5		10	10	12	20

4413- 11<sup>2</sup> RT =  $\frac{1}{2}$  double Gar. dirt floor

1702
10.8
118

Floor



Cont. P-50 Alley Blk. 5 - A, B,

T.P. #20 0.38 163.99 7.74 163.61 —

T.P. #19 1.79 171.35 11.85 169.56

5+28.73 =  $\pm$  @ Quizot.

6+10<sup>2</sup> = wly. ab. line Quizot

6+08<sup>2</sup> <sup>10 Lt.</sup> <sub>10 Rt.</sub> } = B.C. 2' Rad. curb. Rot.

<sup>99 Lt.</sup> <sub>103 Rt.</sub> } = start alley curbs. Pave.

5+98<sup>73</sup> } Wly. Quizot. = start Conc.

T.P. #18 6.31 181.41 5187 175.10

5+97- 10<sup>2</sup> RT. =  $\pm$  N.T.S. brick wall

5+96

5+62- 10' RT. = end board fence.

(167.76) S.W. B.P. Newport + Quizot. 49

171.97 175.27 175.93 176.55 180.04  
 9.46 6.14 5.48 4.86 1.37  
 60 110 10 60

171.96 171.31 175.10 174.45 175.21 176.07 176.64 179.29 179.69  
 9.45 10.10 6.31 6.96 6.20 5.34 4.77 2.12 1.72  
 60 60 12 12 12 12 60 60  
 cl G S.E.C. G cl G cl

175.24 174.77 175.23 175.93 176.57  
 6.17 6.64 6.18 5.48 4.84  
 10 10 10 10  
 cl. B.C. G cl. B.C.

175.9 175.32 175.24 175.6 175.33 176.0 179.5 176.01 176.61  
 5.5 6.09 6.17 5.8 6.08 5.4 2.9 5.40 4.80  
 10 99 99 (Ord. pave) 6 10 10 10  
 Ord cl G 181.41 Ground G. cl

179.9 179.0 180.1 180.2 180.5  
 1.6 2.0 0.9  
 10 103 103  
 End. B.W. T.W.

175.7 176.7 176.4 175.9 176.9 180.1 180.2 180.5  
 5.3 4.3 4.6 5.1 4.7 0.9 0.8 0.5  
 20 10 8 4 6 10 20

180.97



check levels

Alley BIK 5+BIK 24 O.B. ✓

143,011 - 002  
9.20 43,03

starting B.M. - S.W.B.P. Newport + Ebers

L+T. 10' Lt. sta 0-07 Alley BIK. 24 - P-31

T.P.#33 3.86 52.23 10.57 48.37

T.P.#32 0.74 58.94 13.17 58.20

T.P.#31 0.54 71.37 12.22 70.83

T.P.#30 0.87 83.05 12.22 82.18

T.P. #5 (P-38) - Rock 82.14

T.P.#29 0.18 94.40 12.65 94.22

1.90 104.97

T.P. #8 - P-39 - 104.94

T.P.#28 0.29 106.87 12.60 106.58

T.P.#27 0.92 119.18 118.26 ←

1.91 105.63 ✓

~~T.P.#28 0.30 107.54 12.01 107.24~~

~~T.P.#29 0.99 119.25 4.94 118.26~~

T.B.M. #1 P-42 (118.23)

T.P.#16 11.18 123.20 3.41 112.02

T.P.#15 11.23 115.43 11.23 104.20

104.31 - Bench book  
S.W.B.P. Newport + Ebers 104.16 Page 47

T.P.#14 0.97 115.43 12.88 114.46

T.P.#13 0.38 127.34 12.68 126.96

T.P.#12 0.81 139.64 13.12 138.83

T.P.#11 1.10 151.95 13.14 150.85

163.99

Reduced  
1-28-53  
R. Boyd



INDEXED  
*plw*

APR 8 1953

X-sec Alley BIK #1 - Ocean Front

W.O. # 32219.

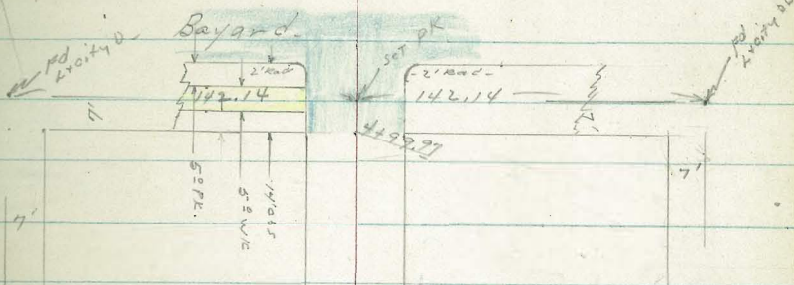
4-7-53

Allen

D. Sisson

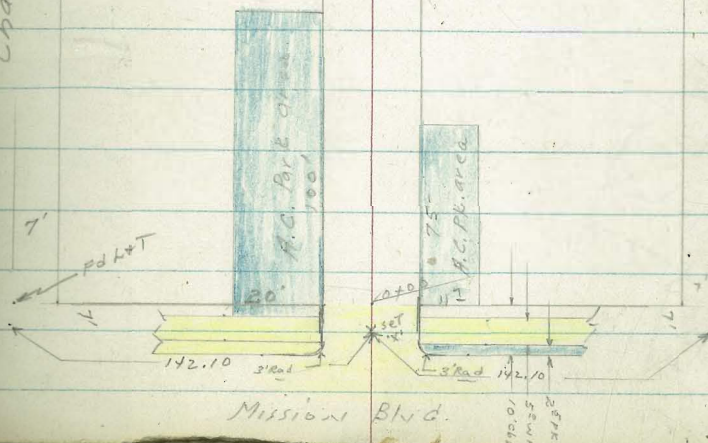
C. Powell

Ref. T.P. Sheets 1764, 1774.



Chalcedony

MISSOURI



*MISSOURI*



X-sec Alley BIK 1, Ocean Front.

LT=N14

±

CT=514-

52

0+50

45.2	44.8	44.7	44.4	44.0	43.9
3 <sup>6</sup>	4 <sup>0</sup>	4 <sup>1</sup>	4 <sup>±</sup>	4 <sup>8</sup>	4 <sup>9</sup>
20 AC	10 <sup>0</sup> AC PK area	10 <sup>0</sup> 6r		10	20

0+39-22<sup>±</sup> Rt = ± Doorway to court.

These doorways are near ground level.

43.99

4<sup>85</sup>

22<sup>±</sup>

FLOOR

OF APT.

0+11-22<sup>±</sup> Rt = ± door way to court

44.01

4<sup>83</sup>

22<sup>±</sup>

FLOOR

OF APT.

0+00 = Ely line Mission Blvd + Ely edge Portland CONC.

44.29

4<sup>55</sup>

10<sup>0</sup>  
cb

44.03

4<sup>81</sup>

10<sup>0</sup>  
GUT

43.61

5<sup>23</sup>

43.77

5<sup>07</sup>

10<sup>±</sup>  
GUT

43.98

4<sup>86</sup>

10<sup>±</sup>  
cb

AC. Parking area on North begins at easterly edge N+S walk

0-07 = EC's Alley Returns - 3' curb Radius.

2<sup>±</sup> parking on right pave with Port cement.

44.22

4<sup>62</sup>

10<sup>0</sup>  
cb  
EC

43.78

5<sup>06</sup>

10<sup>0</sup>  
GUT  
EC

43.39

5<sup>45</sup>

10<sup>±</sup>  
GUT  
BC

43.73

5<sup>11</sup>

10<sup>±</sup>  
cb  
EC

0-10 = Ely Curb line Mission Blvd

44.18

2<sup>66</sup>

100  
cb

45.60

3<sup>24</sup>

100  
GUT

44.27

4<sup>57</sup>

13  
cb  
BC

43.72

5<sup>12</sup>

13  
GUT  
BC

43.67

5<sup>17</sup>

10  
GUT

43.42

5<sup>42</sup>

10  
GUT

43.22

5<sup>62</sup>

10  
GUT

43.11

5<sup>73</sup>

13  
GUT  
BC

43.70

5<sup>14</sup>

13  
cb  
BC

41.21

7<sup>63</sup>

100  
GUT

41.79

7<sup>95</sup>

100  
cb

BM

8.35

48.84

N.W. 1/4 T. 11 N. R. 11 E. S. 11 N. MISSOURI

40.49

48.84



X-sec. Alley 131K 1, Ocean Front

99 page to be built later  
1+35- 14<sup>8</sup> RT = 17' E+W X 19' N+S Conc slab

1+25- 10<sup>2</sup> RT = end 4' high board fence

TP, 5.74 50.93 3.65 45.19

1+01- 10<sup>2</sup> RT = 12" power pole # 99020 (?)

1+00- } 11<sup>5</sup> - LT = begin 4' high conc block wall  
10<sup>2</sup> LT = end A.C. Parking area.

0+91- 10<sup>2</sup> RT = begin 4' high board fence

0+82- 26<sup>0</sup> RT = 4 Double garage - dirt floor

0+61- 22<sup>2</sup> RT = 4<sup>2</sup> Doorway to Court laundry room

LT = N14

RT = S14- 53

45.48  
5.45  
14.8  
ON slab

50.93 X

45.7	45.1	45.6	45.4	45.4	45.0	45.0	44.8
3 <sup>L</sup>	3 <sup>L</sup>	3 <sup>L</sup>	3 <sup>L</sup>	3 <sup>L</sup>	3 <sup>L</sup>	3 <sup>L</sup>	4 <sup>0</sup>
25	11 <sup>5</sup> Foot	11 <sup>5</sup> Gr	10 <sup>0</sup> AC	10 <sup>0</sup> Gr		10	25

44.5  
4<sup>3</sup>  
26.0  
Dirt  
Floor

43.98  
4.86  
22.2  
E/100K

48.84 X



X-SEC ALLEY BIK 1, OCEAN FRONT

LT=N14

RT=S14

54

1494-13<sup>1</sup> RT=END Double garage w/ CONC APRON + Floor

45.62

45.58

5<sup>31</sup>

5<sup>35</sup>

13<sup>L</sup>  
APRON

15<sup>L</sup>  
Floor

1477-13<sup>1</sup> RT=begin 2 car garage w/ CONC APRON + Floor

45.54

45.58

5<sup>39</sup>

5<sup>35</sup>

13<sup>L</sup>  
APRON  
NW COR

15<sup>L</sup>  
Floor

N.W. cor drive = N.E. COR 1<sup>8</sup> WALK below.

1477-13<sup>1</sup> RT= N.E. COR 1<sup>8</sup> CONC WALK RUNNING E+W.

45.54

5<sup>39</sup>

13<sup>L</sup>  
NE COR  
WALK

1463-12<sup>0</sup> LT= & Double garage CONC APRON + Floor

46.73

46.34

4<sup>20</sup>

4<sup>59</sup>

21<sup>2</sup>  
Floor

12<sup>0</sup>  
APRON

1455-13<sup>1</sup> RT = NW COR. 1<sup>8</sup> CONC WALK RUNNING E+W.

45.26

5<sup>07</sup>

13<sup>L</sup>  
NW  
COR WK

1450-11<sup>3</sup> LT= END 4<sup>5</sup>' high CONC block wall

46.1

45.2

46.0

45.8

45.4

45.4

45.2

4<sup>8</sup>

5<sup>7</sup>

4<sup>9</sup>

5<sup>1</sup>

5<sup>5</sup>

5<sup>5</sup>

5<sup>7</sup>

25

11<sup>3</sup>  
FOOT

11<sup>3</sup>  
Gr

10

10

25

1448-14<sup>8</sup> RT= & 8' wide CONC WALK

45.53

45.26

5<sup>40</sup>

5<sup>67</sup>

14<sup>8</sup>  
WK

24<sup>8</sup>  
WK

50.93<sub>x</sub>



garage under construction - No Apron - 4-7-53  
opening in wall for garage -

2+26-15<sup>2</sup> LT = begin Double garage conc floor

2+22-11<sup>6</sup> Rt = 4 car garage - Conc Apron + Floor

2+03-11<sup>2</sup> Rt = begin 4 Car garage conc Apron + Floor

2+01<sup>2</sup> - 11<sup>2</sup> Rt = 2<sup>5</sup> conc walk

2+00-10<sup>8</sup> LT = begin 5<sup>5</sup> high conc walk

1+99<sup>5</sup> 13<sup>2</sup> Rt = 2' between walks  
2<sup>0</sup> conc pave walk

1+97-13<sup>2</sup> Rt = 3' conc walk

LT = Nly

Rt = Sly

55

46.88

4.05

1.52  
Floor

45.88

46.26

5.05

4.67

11.6  
Apron

14.2  
Floor

45.83

46.26

5.10

4.67

11.2  
Apron

14.2  
Floor

45.78

45.46

5.15

5.47

11.2  
WK

21.2  
WK

46.4

45.5

46.0

46.0

45.9

45.6

45.5

4.5

5.4

4.9

4.9

5.0

5.3

5.4

20

10.8  
Feet

10.8  
6r

10

10

20

45.73

45.49

5.20

5.44

13.1  
WK

23.1  
WK

45.79

45.70

5.14

5.23

13.1  
WK

23.1  
WK

50.9<sup>3</sup> 7



X-sec Alley BIX 1, Ocean Front

LT=N1Y

RT=Sty.

42

2+79-11<sup>5</sup> RT= 4 car garage w/ conc Apron + Floor

46.37	46.6
4 <sup>33</sup>	4 <sup>33</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

2+57-11<sup>5</sup> RT= begin 4 car garage w/ conc Apron + Floor

46.28	46.6
4 <sup>33</sup>	4 <sup>33</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

2+52-11<sup>5</sup> RT= 9<sup>8</sup> wide conc walk

45.92	45.76
5 <sup>01</sup>	5 <sup>17</sup>
11 <sup>5</sup>	21 <sup>2</sup>
WK	WK

2+50- } 8<sup>8</sup> RT= 12" Power pole # PA 850  
10<sup>5</sup> LT= end 5<sup>5</sup> high conc block wall.

46.3	45.9	46.3	46.3	45.9	46.0
4 <sup>6</sup>	5 <sup>0</sup>	4 <sup>6</sup>	4 <sup>6</sup>	5 <sup>0</sup>	4 <sup>9</sup>
25	10 <sup>5</sup>	10 <sup>5</sup>	10		10
	Foot	Gr			

2+44-15<sup>2</sup> LT= end double garage w/ conc floor

46.66
40 <sup>5</sup>
15 <sup>2</sup>
Floor

2+40-11<sup>6</sup> RT= end 4 car garage w/ conc floor + Apron

46.01	46.26
4 <sup>92</sup>	4 <sup>67</sup>
11 <sup>6</sup>	14 <sup>2</sup>
Apron	Gar Floor

50.9<sup>3</sup> T



X-sec Alley BIKI - Ocean Front

3750

3748<sup>5</sup> 11<sup>5</sup> Rt = 2 3' Conc Walk

3747 11<sup>5</sup> Rt = end of car garage w/ Conc Apron + Floor

3727 11<sup>5</sup> Rt = 2 4 car garage - Conc Floor + Apron

3703 11<sup>5</sup> Rt = begin 4 car garage w/ Conc Apron + Floor

3700 11<sup>5</sup> Rt = 2 5<sup>8</sup>' Conc Walk

2797 11<sup>5</sup> Rt = end of 4 car garage w/ Conc Apron + Floor

LT = N14

Rt = S14

57

47.5	47.2	47.1
3 <sup>4</sup>	3 <sup>2</sup>	3 <sup>8</sup>
25	10	

46.8	46.8
4 <sup>1</sup>	4 <sup>1</sup>
10	25

46.79	46.56
4 <sup>4</sup>	4 <sup>37</sup>
11 <sup>5</sup>	21 <sup>5</sup>
WK	WK

46.78	46.95
4 <sup>5</sup>	3 <sup>28</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

46.64	46.96
4 <sup>29</sup>	3 <sup>97</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

46.53	46.92
4 <sup>40</sup>	4 <sup>01</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

46.8	46.6	46.5	46.4	46.47	46.24
4 <sup>2</sup>	4 <sup>3</sup>	4 <sup>4</sup>	4 <sup>5</sup>	4 <sup>46</sup>	4 <sup>69</sup>
25	10		10	11 <sup>5</sup>	21 <sup>5</sup>
				WK	WK

46.48	46.16
4 <sup>45</sup>	4 <sup>33</sup>
11 <sup>5</sup>	14 <sup>2</sup>
Apron	Floor

50.93 x



x-sec Alley BIK 1-Ocean Front

LT=N14

RT=514-

58

4+23-8<sup>5</sup> RT= & Deadman.

4+22-10<sup>2</sup> RT= & 10" pepper tree

4+08-10<sup>4</sup> RT= & single garage. <sup>Floor</sup> N/CONC APRON

47.95	48.05
5 <sup>36</sup>	5 <sup>26</sup>
10 <sup>4</sup>	12 <sup>0</sup>
APRON	Gar Floor

4+01-9<sup>2</sup> RT= & 12" power pole #JPA 880

4+00

48.3	48.0	47.5	47.6	47.3
5 <sup>0</sup>	5 <sup>3</sup>	5 <sup>8</sup>	5 <sup>7</sup>	6 <sup>0</sup>
25	10		10	25

48.01

5<sup>30</sup>

10<sup>0</sup>  
WK

3+77-10<sup>6</sup> LT= & 3' CONC WALK

48.27	47.88	47.6
-------	-------	------

5 <sup>04</sup>	5 <sup>43</sup>	5 <sup>7</sup>
-----------------	-----------------	----------------

18 <sup>0</sup>	10 <sup>3</sup>	8 <sup>0</sup>
Floor	APRON	APRON
	Finished CONC	Rough CONC

3+66-8<sup>0</sup> LT= & Double garage <sup>Floor</sup> CONC APRON

TP<sub>2</sub> 5.45 53.31 3.07 47.86

53.31 T

50.93



X-SEC Alley BIK 1 - Ocean Front

TP3 8.81 56.21 5.91 47.40

5411.97 - B.C.ia curb returns - 2' Radius.

4499<sup>27</sup> = 10<sup>0</sup> RT = end 2' high wooden Rail fence  
= Wly line Bayand - Wly edge AB, Pavc

4499 - 9<sup>0</sup> RT =  $\phi$  12" power pole # PA 898

4479 - 9<sup>1</sup> RT = <sup>bey 17</sup> 2' high wooden rail fence

4469 - 10<sup>2</sup> LT =  $\phi$  2' conc walk

4458 - 12<sup>0</sup> RT =  $\phi$  single garage CONC Floor  
No APN.

4450

LT = N14

$\phi$

RT = S14.

59

56.21 x

48.14	47.56	47.17	47.61
5 <sup>17</sup>	5 <sup>75</sup>	6 <sup>14</sup>	5 <sup>70</sup>
10 <sup>0</sup> cb BC	10 <sup>0</sup> GOT BC	10 <sup>0</sup> GOT BC	10 <sup>0</sup> cb BC

48.31	47.84	47.54	47.64	47.79
5 <sup>00</sup>	5 <sup>47</sup>	5 <sup>27</sup>	5 <sup>67</sup>	5 <sup>52</sup>
10 <sup>0</sup> cb	10 <sup>0</sup> GOT	10 <sup>0</sup> GOT	10 <sup>0</sup> cb	10 <sup>0</sup> cb

48.66	48.43
4 <sup>65</sup>	4 <sup>88</sup>
20 <sup>2</sup> WK	10 <sup>2</sup> WK

48.06  
5<sup>25</sup>  
12<sup>0</sup>  
Floor

48.4	48.2	48.1	48.2	47.7
4 <sup>9</sup>	5 <sup>1</sup>	5 <sup>2</sup>	5 <sup>1</sup>	5 <sup>0</sup>
2 <sup>5</sup>	10	10	10	2 <sup>5</sup>

53.31 x



X-sec Alley BIK 1 - Ocean Front

LT = N14

RT = S14

60

TP4

3,12

NEBP Chalcatony  
+ Bayard  
53.09 (53.10)

REDUCED APR 9 1953  
By R.H. MESICK

5+53.97 = 2 Bayard ST

50.48	48.29	48.09	47.79	45.86
573	792	812	842	1035
100	10	MH R101	10	100

5+13.97 - wly curb line Bayard

50.31	49.71	48.19	47.53	47.49	47.31	47.09	47.03	47.60	44.94	45.61
590	650	802	863	872	890	912	918	866	1127	1060
100	100	12	12	10	10	12	12	12	100	100
cb	GOT	cb BC	GOT BC			GOT BC	cb BC	GOT BC	GOT cb	cb

56.21



D. Smith  
J. Rover.  
R. Taylor. "X" Ser Harbour Drive with 21162  
@ Ryans. 8-18-53

Lt = Sly  
53' 37' edge con. 15' edge con. 13' AC. Berm 7' 7' 13' AC. Berm 15' edge con. 37' edge con. 53' cb

342130 85° RT & 4" x 4" sign post

342100

273 270 265 26 17 22 235 241 212 212

$$\Delta = 28^{\circ} 56' 30''$$

341189 25° RT & 4" x 4" sign post

341150

$$\begin{aligned} \text{LR} &= 1400 \\ T &= 361.30 \\ L &= 707.30 \\ d_1 &= 1.2270 \end{aligned}$$

289 246 259 26 17 22 231 235 205 210

341405<sup>2</sup> Approx sta. of PCC cb RT 53' with 15' Rad Ref. beyond.

283 258 251 23 20 21 226 221 202 206

341400

280 259 251 24 18 21 223 231 200 18 dirt

340134 55° RT & 25" x 25" grate inlet

340150

278 255 245 21 16 20 218 222 193

340121 80° RT & 4" x 4" sign post

340104 25° RT & salinity light std.

270 248 240 20 17 20 212 215 187

340100  
Note: All Sta. Are State Hwy as per plans  
the existing cbs are built with scuppers @ 5' cb face

BM

242  
353139<sup>to</sup> state  
B.P.S.W. Ref.  
Harbor Dr.  
Before Ryan Office

Note: used tape rod all notes are elev

INDEXED  
NER  
AUG 19 1953



	53' cb	37' Con edge	15' Con edge	13' As. form	7'	9'	7'	13' Ac. curv	15' Con edge	37' Con edge	53'
48' Blun ends of cbs. opening rdwy.											
346406 <sup>3</sup> BC cb 17'53' with 15' Rad Ret	2 <sup>96</sup>	2 <sup>92</sup>	2 <sup>80</sup>	2 <sup>7</sup>	2 <sup>7</sup>	2 <sup>8</sup>	2 <sup>69</sup>	2 <sup>75</sup>	2 <sup>51</sup>	2 <sup>53</sup>	
245401 4 <sup>5</sup> Rt & 4x4 sign post											
345400 KC. curve	2 <sup>97</sup>	2 <sup>93</sup>	2 <sup>83</sup>	2 <sup>7</sup>	2 <sup>5</sup>	2 <sup>7</sup>	2 <sup>73</sup>	2 <sup>75</sup>	2 <sup>52</sup>	2 <sup>50</sup>	
344493 20' Lt & 4x4 sign post											
344483 ON & 4x4 stop sign Bus											
344469 10' Lt & 4x4 sign post											
344450	3 <sup>12</sup>	3 <sup>00</sup>	2 <sup>90</sup>	2 <sup>4</sup>	1 <sup>7</sup>	2 <sup>5</sup>	2 <sup>68</sup>	2 <sup>75</sup>	2 <sup>43</sup>	2 <sup>45</sup>	
344400	3 <sup>22</sup>	2 <sup>98</sup>	2 <sup>87</sup>	2 <sup>3</sup>	1 <sup>6</sup>	2 <sup>3</sup>	2 <sup>64</sup>	2 <sup>68</sup>	2 <sup>37</sup>	2 <sup>40</sup>	
343450	3 <sup>15</sup>	2 <sup>92</sup>	2 <sup>83</sup>	2 <sup>5</sup>	1 <sup>6</sup>	2 <sup>3</sup>	2 <sup>59</sup>	2 <sup>62</sup>	2 <sup>33</sup>	2 <sup>33</sup>	
343400	3 <sup>10</sup>	2 <sup>82</sup>	2 <sup>70</sup>	2 <sup>2</sup>	1 <sup>9</sup>	2 <sup>2</sup>	2 <sup>44</sup>	2 <sup>52</sup>	2 <sup>26</sup>	2 <sup>26</sup>	
342450	3 <sup>05</sup>	2 <sup>78</sup>	2 <sup>75</sup>	2 <sup>3</sup>	1 <sup>5</sup>	2 <sup>2</sup>	2 <sup>40</sup>	2 <sup>46</sup>	2 <sup>18</sup>	2 <sup>16</sup>	







Lt. Sly

Rt. My

L4

	53' C6.2e	37' con edge	15' M. edge	13' AC. GERM.	7'	2	7'	13' H.C. GERM.	15' con edge	37' con edge	53' ob
350750	2 <sup>32</sup>	2 <sup>35</sup>	2 <sup>62</sup>	2 <sup>56</sup>	2 <sup>3</sup>	12	2 <sup>3</sup>	2 <sup>54</sup>	2 <sup>62</sup>	2 <sup>35</sup>	2 <sup>31</sup>

350700

2 <sup>39</sup>	2 <sup>44</sup>	2 <sup>70</sup>	2 <sup>66</sup>	2 <sup>4</sup>	1 <sup>8</sup>	2 <sup>2</sup>	2 <sup>58</sup>	2 <sup>67</sup>	2 <sup>39</sup>	2 <sup>35</sup>
-----------------	-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

349750

2 <sup>50</sup>	2 <sup>51</sup>	2 <sup>74</sup>	2 <sup>68</sup>	2 <sup>4</sup>	1 <sup>5</sup>	2 <sup>2</sup>	2 <sup>68</sup>	2 <sup>75</sup>	2 <sup>46</sup>	2 <sup>42</sup>
-----------------	-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

349700

2 <sup>58</sup>	2 <sup>54</sup>	2 <sup>78</sup>	2 <sup>73</sup>	2 <sup>34</sup>	1 <sup>6</sup>	2 <sup>1</sup>	2 <sup>68</sup>	2 <sup>77</sup>	2 <sup>50</sup>	2 <sup>49</sup>
-----------------	-----------------	-----------------	-----------------	-----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

348750

2 <sup>51</sup>	2 <sup>50</sup>	2 <sup>80</sup>	2 <sup>77</sup>	2 <sup>5</sup>	1 <sup>6</sup>	2 <sup>3</sup>	2 <sup>70</sup>	2 <sup>80</sup>	2 <sup>52</sup>	2 <sup>52</sup>
-----------------	-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

348700

2 <sup>53</sup>	2 <sup>53</sup>	2 <sup>81</sup>	2 <sup>75</sup>	2 <sup>3</sup>	1 <sup>2</sup>	2 <sup>4</sup>	2 <sup>66</sup>	2 <sup>77</sup>	2 <sup>48</sup>	2 <sup>51</sup>
-----------------	-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------

347798 R. Rt £4" x 4" Sign Post

347750

2 <sup>58</sup>	2 <sup>58</sup>	2 <sup>83</sup>	2 <sup>80</sup>	2 <sup>3</sup>	1 <sup>6</sup>	2 <sup>2</sup>	2 <sup>71</sup>	2 <sup>86</sup>	2 <sup>55</sup>	2 <sup>54</sup>
-----------------	-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------	-----------------



Lt = Sly

RT = Nly

65

53' CL    37' cov edge    10' cov edge    13' AS. Berm    7'    7'    13' AC. arm    15' cov edge    37' cov edge    53' CL

352166 6° RT & 4x4" sign  
 352165 & crosses 3'x2' <sup>grate in road</sup> storm drain box  
 352164 4° RT & 4x4" sign  
 352160<sup>14</sup> BC, cb on Lt 53' with 15' cb Rad <sup>48' opening</sup> Rdwy.  
 352160 11° Lt traffic signal light  
 352151<sup>14</sup> BC cb on Rt 53' with 15' cb Rad. <sup>66' cb opening Rdwy.</sup>  
 352143 2° RT & 4x4" Bus Stop sign  
 352135<sup>34</sup> BC Lt  
 352132<sup>14</sup> 57° RT & 3'x2' wooden grate inlet <sub>guess 2" dia pipe</sub>  
 352100  
 351450  
 351400  
 350176 2° RT Begin guard fence

1967  
 221 228 251 251 22 20 24 269 276 284 285  
 226 231 253 252 25 18 24 223 277 284 287  
 230 231 255 250 24 20 21 267 274 274 273  
 221 -220  
 572 grate 573 io  
 223 226 255 253 24 19 24 263 265 258 250  
 223 227 254 251 24 16 23 241 262 237 235  
 228 229 257 256 23 16 22 253 259 229 227



H-Sly

RT=NY 66

354450

53' 06	37' 01W 255'	15' 01W 255'	13' 1' diam	7'	9'	9'	13' 40' 211'	15' 01W 255'	37' 01W 255'	53' 06
260	259	283	280	26	22	28	307	316	324	335

354400

253	256	279	272	26	19	25	227	307	326	326
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

353+47.4 RT B.C. 06 15' 06 Rad.

243	246	268	263	26	20	21	220	297	318	318
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

353+38.5 11° RT & signal light post

353+38.14 LT B.C. 06 15' 06 Rad.

240	241	276	258	24	24	28	286	294	316	296 AC
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----------

353+30.2 RT & 4x4" Bus Stop sign

353+20.2 RT Begin guard rail

353+18.1 vly AC in center Mid RT 13' Rad.

16 dirt	237	259	258	263	24	280	292	292	310	220 AC
------------	-----	-----	-----	-----	----	-----	-----	-----	-----	-----------

353+07.54 73° LT & 3x3 iron grate. Know is 9" dia pipe

	291 73i	007 73i								
--	------------	------------	--	--	--	--	--	--	--	--

15 dirt	235	255	257	262	272	286	287	288	308	285 AC
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352+99.14 Approx E. Center AC + drive RT+LT.

352+80 Begin AC. Center pass. Mid RT 13' Rad.

17 dirt	228	248	257	253	266	280	286	284	285	253 AC
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352+79.2 RT End guard fence



Lt-Sly

Pt-Nly

67

53' 08	37' 01	15' 01	13' 01	7'	8'	7'	13' 01	15' 01	37' 01	53' 01
	conv	conv	A.C. Arm				A.C. Arm	conv	conv	
308	307	326	329	22	24	33	346	358	383	378

358400

297	298	324	322	30	27	31	343	355	382	378
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357450

291	294	318	308	27	24	33	343	347	378	374
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

357400

277	281	315	310	29	26	31	334	343	367	368
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

356450

356401 9° RT 2" pipe capped set in con.

275	277	309	305	30	22	29	324	334	354	352
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

356400

355470 2° RT end guard rail fence

273	273	302	298	30	24	30	322	322	351	352
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

355450

355400

261	267	300	296	27	22	22	318	328	352	350
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360+00

359+88<sup>6</sup> Rt BC, c6 15' Rad Ret

359+67 Wly edge AC, in center Mid Pt 13' Rad.

359+50 Approx R Rt of drive

359+13 Fly AC, in center Mid Pt 13' Rad.  
72ft E 2x6" Post

359+12<sup>6</sup> 53' Lt BC, c6 15' Rad Ret

359+10<sup>6</sup> Rt BC, c6 15' Rad Ret 48' opening Rdwy  
Blow obs

359+00 50' Rt E 4" W sign post

358+76<sup>02</sup> E.C.

358+50

Lt. Sly

Rt. Wly 68

53' c6	37' c6 edge	15' c6 edge	13' AC. Blow	7'	8'	7'	13' AC. Blow	15' c6 edge	37' c6 edge	53' c6
	3 <sup>24</sup>	3 <sup>49</sup>	3 <sup>43</sup>	3 <sup>1</sup>	2 <sup>6</sup>	3 <sup>2</sup>	3 <sup>47</sup>	3 <sup>55</sup>	3 <sup>40</sup>	3 <sup>40</sup>
	3 <sup>24</sup>	3 <sup>49</sup>	3 <sup>46</sup>	3 <sup>0</sup>	2 <sup>1</sup>	3 <sup>2</sup>	3 <sup>48</sup>	3 <sup>54</sup>	3 <sup>38</sup>	3 <sup>38</sup>
	3 <sup>22</sup>	3 <sup>47</sup>	3 <sup>43</sup>	3 <sup>37</sup>	3 <sup>34</sup>	3 <sup>48</sup>	3 <sup>48</sup>	3 <sup>53</sup>	3 <sup>52</sup>	3 <sup>2</sup> 21.7
	3 <sup>18</sup>	3 <sup>43</sup>	3 <sup>45</sup>	3 <sup>18</sup>	3 <sup>53</sup>	3 <sup>53</sup>	3 <sup>53</sup>	3 <sup>52</sup>	3 <sup>40</sup>	3 <sup>31</sup> 7.0
	3 <sup>16</sup>	3 <sup>19</sup>	3 <sup>39</sup>	3 <sup>42</sup>	3 <sup>48</sup>	3 <sup>57</sup>	3 <sup>60</sup>	3 <sup>64</sup>	3 <sup>56</sup>	3 <sup>58</sup>
	3 <sup>15</sup>	3 <sup>14</sup>	3 <sup>41</sup>	3 <sup>36</sup>	3 <sup>0</sup>	2 <sup>2</sup>	3 <sup>4</sup>	3 <sup>61</sup>	3 <sup>66</sup>	3 <sup>21</sup> 3 <sup>65</sup>
	3 <sup>10</sup>	3 <sup>11</sup>	3 <sup>37</sup>	3 <sup>36</sup>	2 <sup>8</sup>	2 <sup>4</sup>	3 <sup>3</sup>	3 <sup>59</sup>	3 <sup>64</sup>	3 <sup>26</sup> 3 <sup>20</sup>



363428 Ely end center AC, Mid pt 13' Rod.

363420 8° RT & 4'x4' sign post

363402 5° RT & 4'x4' Bus sign

363400<sup>6</sup> RT 06 BC, 15' 06 Rod Net <sup>stun obs</sup> 66' opening Rdwy

362450

362400

361450

361400

360450

Lt. Sly

RT = Nly 69

37' cont edge	15' cont edge	13' A.F. Rod	7'	9'	7'	13'	15' cont edge	37' cont edge	53' 06
328	408	403	397	406	412	404	405	383	380

366	397	391	37	30	32	400	404	376	373
-----	-----	-----	----	----	----	-----	-----	-----	-----

355	388	386	36	34	32	388	391	368	369
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355	381	376	35	30	36	378	381	367	363
-----	-----	-----	----	----	----	-----	-----	-----	-----

349	374	366	32	28	33	367	373	352	348
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325	355	346	31	28	30	350	356	340	339
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323	341	335	22	25	32	347	356	325	329
-----	-----	-----	----	----	----	-----	-----	-----	-----



365714 Fly edge AC, in Center 13' Rad Mid Pt.

365715 0° LT 2" x 6" Post

365706<sup>c</sup> RT C6 BC, 15' C6 Rad Ret (nd)

364798 5° RT 2 4" x 4" sign post

364775

364750

364744 10° LT 2 4" x 4" sign post

364738 4° LT 2 4" x 4" sign post

364723 1° RT 2 2" x 6" Post

364720 wly end Center AC, Mid Pt. 13' Rad.

76

363796<sup>b</sup> RT C6 BC, 15' C6 Rad Ret.

363748

LT-Sly					RT-Nly					70
37' con edge	15' con edge	13' As. Perm	7'	2	7'	13' As. Perm	15' con edge	37' con edge	53' C6	
397	429	434	435	435	435	436	431	408		
397	429	429	43	36	43	428	432	406	408	
395	428	420	40	36	41	429	431	403	406	
391	420	415	39	30	40	424	430	400	404	
389	418	413	418	429	421	427	421	393	328	
393	418	417	419	428	426	420	414	386	389	
378	405	402	41	404	408	402	405	382	391	



Lt. Sky

8t. Nly

71

367+53 Wly end center AC, Mid Pt 13' Rad.

	37 con 450	15' con 450	13' A.C. Beam	7	♀	7	13' A.C. Beam	15' con 450	37 con 450
4 <sup>46</sup> 4 <sub>6</sub>	4 <sup>36</sup>	4 <sup>60</sup>	4 <sup>50</sup>	4 <sup>05</sup>	3 <sup>64</sup>	3 <sup>92</sup>	4 <sup>20</sup>	4 <sup>60</sup>	4 <sup>30</sup>

367+35<sup>8</sup> 100' Rt & 25' gate #9

367+07 Fly end AC, in center Mid Pt 13' Rad.

4 <sup>35</sup> 4 <sub>6</sub>	4 <sup>32</sup>	4 <sup>54</sup>	4 <sup>54</sup>	4 <sup>44</sup>	3 <sup>68</sup>	4 <sup>24</sup>	4 <sup>43</sup>	4 <sup>53</sup>	4 <sup>39</sup>
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367+00

4 <sup>40</sup> 4 <sub>6</sub>	4 <sup>34</sup>	4 <sup>56</sup>	4 <sup>48</sup>	4 <sup>L</sup>	3 <sup>5</sup>	4 <sup>3</sup>	4 <sup>51</sup>	4 <sup>52</sup>	4 <sup>30</sup>
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366+50

4 <sup>29</sup> 4 <sub>6</sub>	4 <sup>24</sup>	4 <sup>51</sup>	4 <sup>42</sup>	4 <sup>3</sup>	3 <sup>5</sup>	4 <sup>L</sup>	4 <sup>45</sup>	4 <sup>50</sup>	4 <sup>28</sup>
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366+00

4 <sup>15</sup>	4 <sup>43</sup>	4 <sup>40</sup>	4 <sup>3</sup>	3 <sup>3</sup>	4 <sup>L</sup>	4 <sup>36</sup>	4 <sup>45</sup>	4 <sup>19</sup>
-----------------	-----------------	-----------------	----------------	----------------	----------------	-----------------	-----------------	-----------------

365+73 1° Lt &amp; 4" x 4" Bus sign

365+65 1° Rt &amp; 3' x 3' con base Fire Alarm Box Post

365+55 1° Rt &amp; 2" x 6" Post

365+51 Wly edge AC, center Mid Pt 13' Rad.

4 <sup>01</sup>	4 <sup>37</sup>	4 <sup>39</sup>	4 <sup>34</sup>	4 <sup>42</sup>	4 <sup>42</sup>	4 <sup>42</sup>	4 <sup>35</sup>	4 <sup>44</sup>
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365+49<sup>4</sup> 100' Rt & 16' gate #8

365+34 100' Lt &amp; 25' gate into consolidated

365+85 Lt BC cb in @ 47' 20' con Rad

4<sup>30</sup>1°  
con







Lt. Sky

Rt. Nly

73

373495

53 06	37 cont edge	15 cont edge	13 AC. dem	7'	2	7'	13 AC. dem	15 cont edge	37 cont edge	53 06
536	531	533	546	53	50	52	539	542	524	455

373467 47°LT Begin cl end drive entrance

538  
47  
06  
end

373450

528	551	543	51	48	51	538	542	522	481
-----	-----	-----	----	----	----	-----	-----	-----	-----

532  
AC  
edge

373407 47°LT end cl for drive inlet

528  
47  
06  
end

373400

529	521	541	524	51	46	51	527	533	514	421
-----	-----	-----	-----	----	----	----	-----	-----	-----	-----

47  
06

435  
AC  
edge

372167 48°RT Begin AC for RT turn into Field

510  
504  
40  
edge

372450

524	520	536	521	52	45	51	523	529	502
-----	-----	-----	-----	----	----	----	-----	-----	-----

47  
06

372400

520	515	530	527	48	42	48	520	525	498
-----	-----	-----	-----	----	----	----	-----	-----	-----

47  
06

371450

516	507	531	519	48	43	50	518	521	497
-----	-----	-----	-----	----	----	----	-----	-----	-----

47  
06



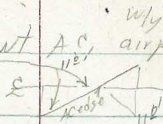




53  
 Lt. Sly  
 37' cov. edge  
 45' cov. edge  
 13' AC. Run  
 7'  
 2'  
 7'  
 13' AC. Run  
 15' cov. edge  
 37' cov. edge  
 53' cov. edge  
 RT. Nly 75

339482 78° RT. traffic signal with con base

339468 E INT AC, airplane crossing



264 239 239 234 244 21 202 210 178 12  
 dirt

339457 50° RT. traffic signal with con base

339450

263 240 236 231 230 24 205 206 175 18  
 dirt

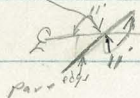
339400

238 237 234 221 215 209 198 193 166 165  
 53  
 AC

338450

243 232 219 213 204 211 205 207 179 165  
 53  
 AC

338432 E INT AC, airplane crossing



231 226 211 12 191 199 203 203 176 165  
 AC  
 53

338400

202 205 191 18 15 17 186 191 169



$\left\{ \begin{array}{l} -50^\circ \text{ LR} \\ -50^\circ \text{ RR} \end{array} \right.$  also clouds at signal base on ht.  
 380+24  $\left\{ \begin{array}{l} 3^\circ \text{ LR} \\ 3^\circ \text{ RR} \end{array} \right.$  con base signal traffic

Lt = S/ly      Rt = N/ly      76  
 47' 37' 15' 13' 7' 2' 7' 13' 15' 37'

380+00

551 578 571 566 54 53 55 562 571 544

379+99 1° RT 2 4x4" Sign Post

379+70

557 553 575 568 54 51 53 568 525 549

379+32 wly cb line st on RT

568 560 582 576 54 52 55 574 583 555 512  
428 422 427 425  
 75 98 110 110  
 2.47 2.47 66  
 66

379+22

427 420 422 424  
 75 100 131 134  
 2.47 2.47 2.47  
 2.47

378+80 Fly. c. 6 Line st on RT

574 560 589 586 55 52 56 520 586 559 530  
30  
 70  
 2.47

378+50

578 568 594 589 56 50 54 579 592 567

378+00

576 574 594 586 55 51 56 582 595 571

377+50

584 577 594 585 55 51 56 584 597 576

377+00

578 575 595 587 56 51 57 583 593 571



382+50

50° LT E

382+40

3° LT E

92° LT E

50° NT E

97° NT E

382+40 0° NT E

4x4" Bus Stop sign

382+00

381+75

381+52 42° LT E

4'x4" sign post

381+49 wly edge AC

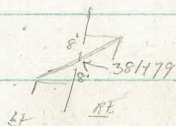
in middle T to E Harbor Dr.

381+14 E AC

in middle

381+79 E

crosses Ely AC center



381+50

381+00

380+91 10° LT E

4'x4" sign post

380+69 0° LT E

4'x4" Bus Stop sign

380+50

27.5ly

RT-Nly

77

37	15	13	7	£	7	13	15	37
492	512	502	42	46	51	51	512	487

500	521	519	42	42	52	521	524	495
-----	-----	-----	----	----	----	-----	-----	-----

502	530	526	51	42	53	527	530	503
-----	-----	-----	----	----	----	-----	-----	-----

506	533	532	53	547	544	431	527	506
-----	-----	-----	----	-----	-----	-----	-----	-----

525	532	543	542	558	553	542	537	515
-----	-----	-----	-----	-----	-----	-----	-----	-----

528	544	540	543	547	550	541	540	520
-----	-----	-----	-----	-----	-----	-----	-----	-----

527	547	544	51	51	54	537	542	524
-----	-----	-----	----	----	----	-----	-----	-----

531	554	542	51	42	53	542	557	509
-----	-----	-----	----	----	----	-----	-----	-----

539	564	559	53	42	55	552	562	537
-----	-----	-----	----	----	----	-----	-----	-----



LT-Sly      RT-Nly      78.  
 37' 15' 13' 7' 2'      7' 13' 15' 37'

383+62<sup>±</sup> B.C. LT

4<sup>65</sup> 4<sup>78</sup> 4<sup>85</sup> 4<sup>5</sup> 3<sup>2</sup> 4<sup>6</sup>      5<sup>11</sup> 5<sup>21</sup>

383+30

4<sup>77</sup> 4<sup>92</sup> 4<sup>91</sup> 4<sup>7</sup> 4<sup>0</sup> 4<sup>2</sup> 5<sup>04</sup> 5<sup>14</sup> 5<sup>10</sup>

383+01 05 RT 4"X4" sign post

383+00

4<sup>84</sup> 5<sup>05</sup> 4<sup>28</sup> 4<sup>6</sup> 3<sup>2</sup> 4<sup>6</sup> 5<sup>05</sup> 5<sup>14</sup> 4<sup>28</sup>

382+66 8° RT 4"X4" sign post



29

48

21

70

383+6

383+3

383+01

383+00

382+66



574  
309  
268

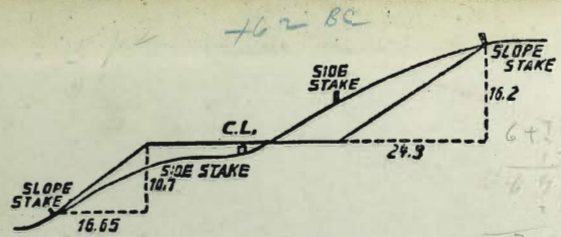
574  
283  
57

574  
283  
291

574  
1364  
210

574  
297  
277

15986  
1001  
14985



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
SLOPE 1 1/4 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

THE NATIONAL BLANK BOOK COMPANY  
HOLYOKE MASSACHUSETTS  
NEW YORK CHICAGO BOSTON SAN FRANCISCO