

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	1.93	2.30	2.68	3.05	3.43	3.81	4.20	4.60	5.00	5.41
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.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

Index

Survey - Ext. Drain - 300 Dr. W. PH Blu. P 1
 " Drain So. End Mission Blv 5
 " BIK. 39 WESTERN ADD: UDAL to VOLTAIRE 8
 Amherst St drain - Wly Patria Dr 12
 " X-sec. from EC to Patria 15
 PROPOSED DRAIN THORN 1/40th 17
 Proposed Drain - BIK 39 - Western Add - Udal to Voltaire - X
 X-SECT. BOYSIDE LANE - BALBOA to SAN CARLOS 60
 X-SECT BUENA RD 20

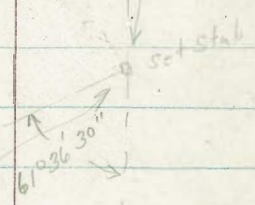
Inlet 0-195

Line of Pias
5000000

marked

Inlet 0-263

336²³



Thin Part Blvd. Extended.

FD 7474T
SW cor Maple - Park Blvd.

FD 7474T
NW cor Upas - Park Blvd.

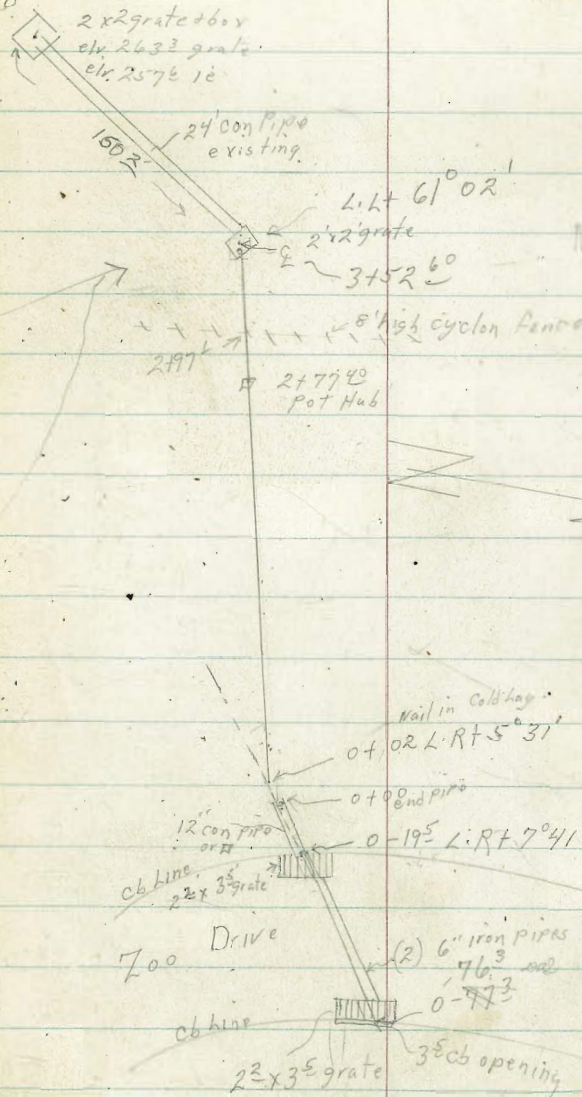
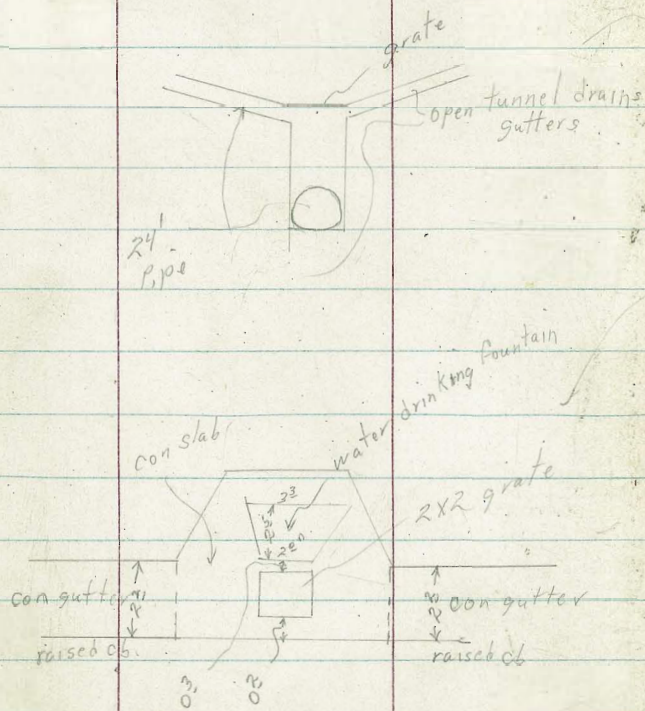
439³¹

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

Proposed Storm Drain Extension Zoo Drive through to Zoo

WO # 20976
 3-20-52

INDEXED
 Law
 MAR 25 1952



Lt. South

Rt. North

2

0750

0702 L. Rt. 5°31' Because it was too hard
to set upper pipe end

0700 End 12" Con Pipe

0-01 7' high Cyclone fence crosses here

0-025

0-195 L. Rt 7°41' Begin 12" con box structure drain
E inlet on Wly Zoo Drive @ C6 face

0-77³ E inlet on Ely Zoo Drive @ C6 face

TP 4⁸⁵ 298⁹² 4⁸⁴ 294⁰⁷

BM 308 298⁸⁸ 295⁸⁰ SWBP
Upas
Park Blvd.

298.9

91

290.7

82

289.2

291.0

79

12

12" con pipe

290.82

292.4

15

292.94

288.82

90

10

290.92

292.65

47

291.60

298.92

98

65

732

grate

grate

grate

grate

grate

grate

grate

924

Bottom

Box

10

26" cast iron pipe

grate

grate

grate

grate

grate

grate

grate

grate

grate

2789

2783

TR

196

289⁷⁷

11¹¹

287⁵¹

289⁷⁷

2750 End cold lay courts

2700

1760

1738 8 begins across cold lay court area

1700

LT = South

LT = North

2

285.7

41

287.6

23

288.57

38

289.20

72

289.57

35

289.57

35

289.6

93

298⁹²

211

TP

93°

29923'

389 29584' 29580'

700 28925'

on sketch

Note: elev. of 2' con pipe at next inlet shown

3752⁶⁰ E 2" inlet & begin 2' con pipe

3748 E crosses rubble con cb

3746 8° NE E 12" Eucalyptus tree

3725

3716 1° LT E 30" Eucalyptus tree

3708 7° NE E 18" Eucalyptus tree

3703 2° LT E 12" palm tree

3700

2797¹ E crosses 8' high cyclone fence

LT - South

RT - North

4

275.62

280.37

14¹⁵

9⁴⁰

10

9 rate

280.38

281.14

9³⁹

8⁶³

con slab

cb top

282.1

62

Reduced By C.R.L. 9-2-52

284.8

5°

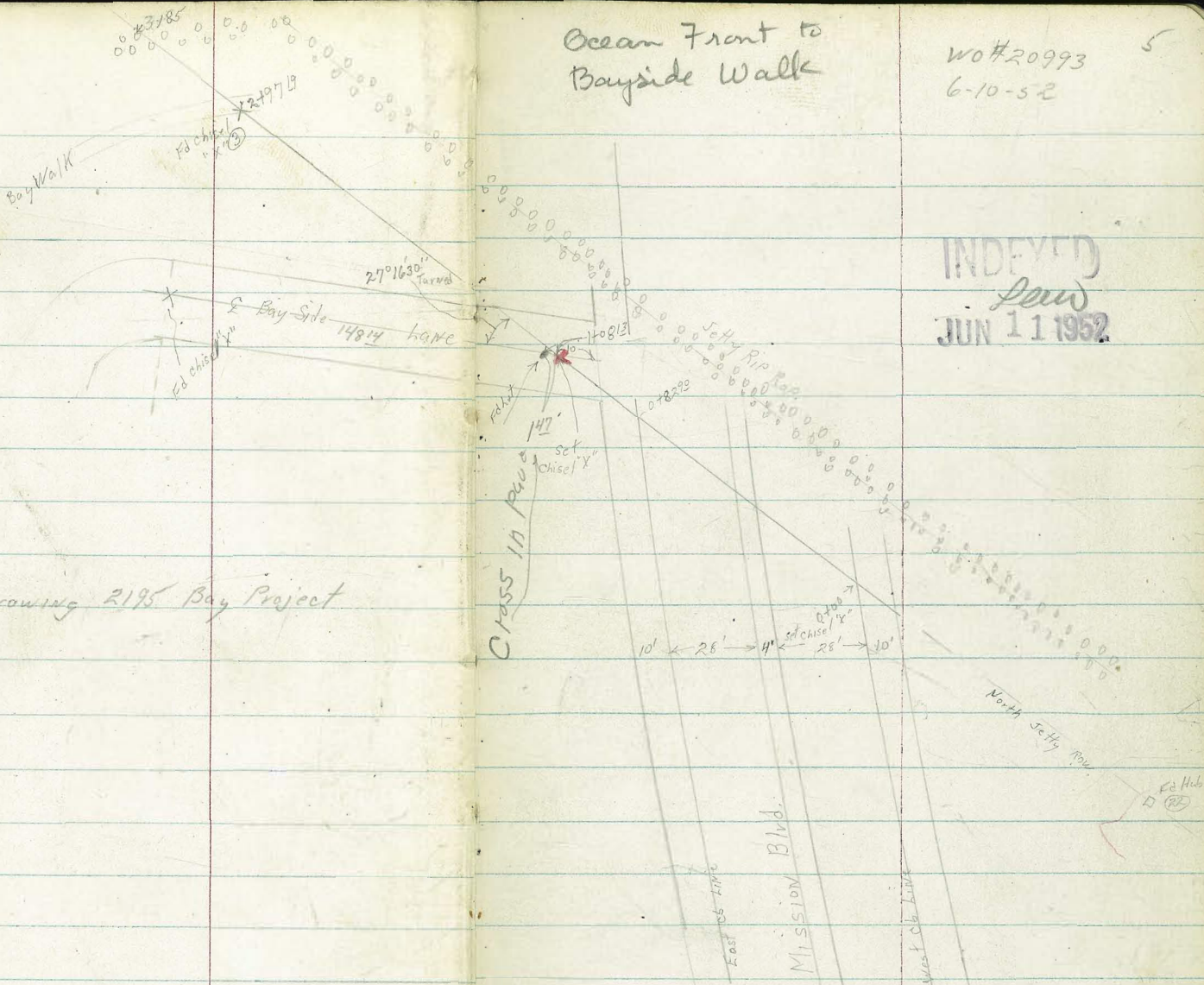
289²²

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

Ocean Front to Bayside Walk

wo# 20993
6-10-52

5



Ref. Drawing 2195 Bay Project

2100

1750

1420 end small aggregate All behind riprap

0182? Fly c6 Mission Blvd taken along c6

0444 C

0700 Wly C6 Mission Blvd Taken along c6 line

TP 8⁸² 8⁵⁶ 6⁵⁷

BM 716 6³¹

-0²⁶
-0⁸⁵ NEBP Mission Blvd
Sankis Reg Pl.

Lt=North

Rt=South

6

8⁰³
10

8⁰²
10

8⁰²
10

8⁰¹
10

8⁰¹
10

8⁰¹
10

-0⁴⁰

916
50
947
100?

-0²²

8⁸⁵
100
1231

-0⁵⁷

943
50
947

-0⁵⁴

910
50
947

-0²⁸

934
50
947

-1⁰⁶

962
50
947

-1¹⁶

972
50
947

-2⁰¹

52
29
47

-5¹

35
47
47

-5¹

57
47
47

-5¹

-0²³

877
100
947

-0²⁴

822
100
947

-0²⁵

94
50
947

-0²⁹

847
50
947

-0¹⁵

821
50
947

-0²¹

927
50
947

-0²⁰

886
10
947

-0²⁴

932
10
947

-0¹

72
10
947

-0¹

52
10
947

-0¹

22
10
947

-0¹

57
10
947

-0¹

57
10
947

-0¹

T 8⁵⁶

8⁰³
19
Top
RipRap

8⁰²
19
Top
RipRap

8⁰¹
17
Top dirt
Fill

8⁰¹
17
Top
Small agg
Fill

8⁰¹
20
Top
Small agg
Fill

8⁰¹
10
Top
Small agg
Fill

8⁰²
32
Top
RipRap

8⁰¹
34
Top
RipRap

8⁰¹
21
Top
RipRap

8⁰¹
29
Top
RipRap

8⁰¹
30
Top
RipRap

8⁰¹
10
Top
RipRap

8⁰²
36
Top
RipRap

8⁰¹
32
Top
RipRap

8⁰¹
32
Top
RipRap

8⁰¹
47
Top
RipRap

8⁰¹
42
Top
RipRap

8⁰¹
32
Top
RipRap

8⁰²
50
Top
RipRap

8⁰¹
32
Top
RipRap

8⁰¹
32
Top
RipRap

8⁰¹
57
Top
RipRap

8⁰¹
57
Top
RipRap

8⁰¹
57
Top
RipRap

Lt=North

Rt=South

7

Starting BM.

707

-082[✓]

TP2

59

6²⁵

750

106[✓]

3485 Water side Rip Rap

Reduced By OPL 6-12-52

-62

153
Sand

3460 E or base line crosses Wly edge Rip Rap (Bay)

02

79

220[✓]

3450 L. in Rip Rap turns into Bay

02

02

00

55

82

79

86

31

10

22

31

Toe Rip

Top Rip

Rap

Rap

14

08

03

65

75

78

83

21

10

22

34

Toe

Top

Rip Rap

Rip Rap

3400

062

787

2497[✓] "X" Tie in Bay Walk

02

02

05

61

2450

77

77

81

25

10

20

32

Toe

Top

Rip Rap

Rip Rap

85

116[✓]

Toe

Rip Rap

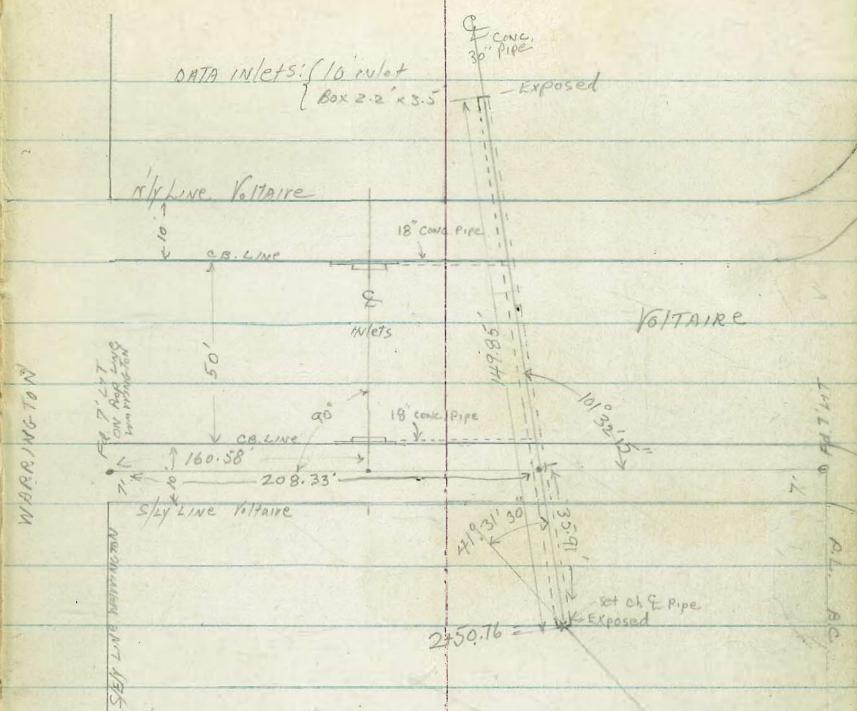
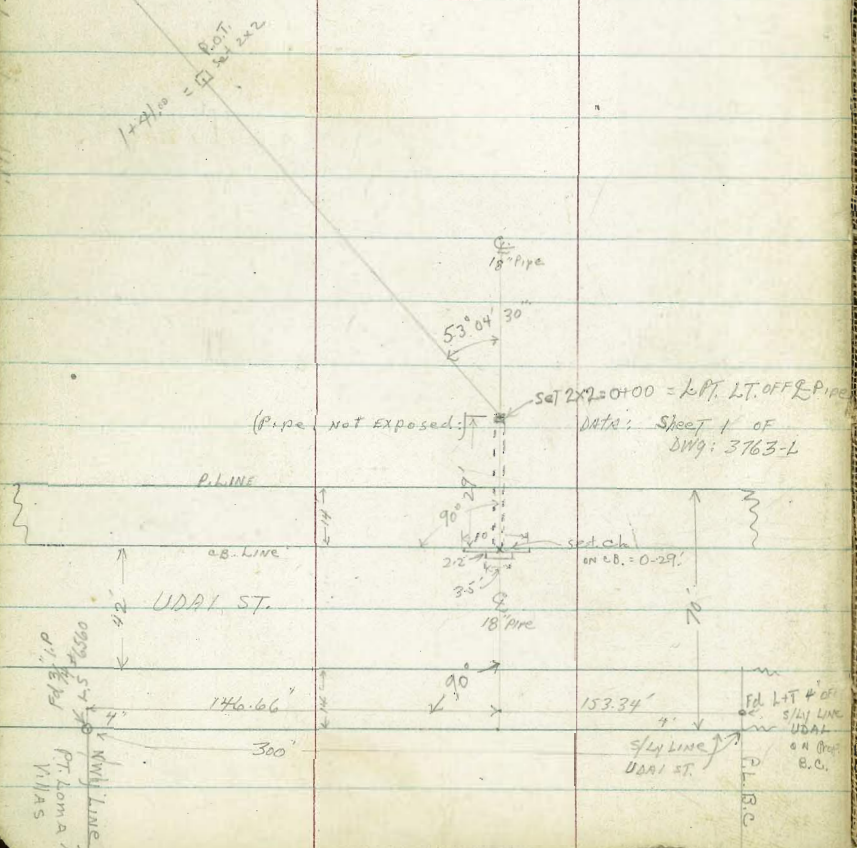
Clark
 Shephard
 Bruner
 Bryson
 8-12-52
 W.O. 21017
 DATA: Sheets 1 - DWG: # 3763-L
 " 6 DWG: # 939
 Not to scale:
 Notes: Pg. 9

Survey BIR 39 Western ADD. EXTEND
 DRAIN UDAL ST to EXIST DRAIN
 VOLTAIRE.

(CONT. opp pg.)

(See opp pg.)

Ch on TP 30" Pipe, E = -2+50.76



1+41 = E.P.O.T.

see page 36

IMPROVED

AUG 14 1952

5011-B (DRNST)

EXTEND DRAIN, UDAL ST. to

Voltaire ST. - EXIST. DRAIN

LT.

±

RT.

9

T.P. 0.43 83.65 11.03 83.22

83.65

1+60 Draw at ±

89.0

87.5

86.8

6.0

7.5

8.2

25

25

1+50

88.9

88.0

87.4

6.1

7.0

7.6

25

25

1+00

89.8

89.3

89.4

5.2

5.7

5.6

Flat

25

25

Flat

0+50

89.9

89.7

89.9

5.1

5.3

5.1

Flat

25

25

Flat

T.P. 5.34 95.05 6.68 89.71

95.05

0+00 Sections at angles to Far Tang.

89.7

89.8

90.3

6.7

6.6

6.1

Flat

25

(DIT) (Pipe not Exposed)

25

Flat

Key Elev. Line on plan DWG:
3763-L = 81.00

0-29 = C.B. FC N/4 UDAL

89.71

88.70

84.11

6.68

7.69

12.28

TRCD

CUTT.

Flo. Line

Inlet

B.M. 1 0.04 96.39

96.35 S/E

B.P. Villa Voltaire
mid pt. Return

96.39

DRAIN-UDA1 to VOLTAIRE (CONT.)

LT. E RT.

T.P. 11.98 75.09 0.29 63.11

2+50.76 + 149.85 of pipe = N. END EXIST. 30" CONC. PIPE VOLTAIRE
 ELEV. OBTAINED TO SHOW RATE OF FALL IN
 30" CONC. PIPE UNDER VOLTAIRE

51.95

11.45

FL. LINE

T.P. 0.77 63.40 11.56 62.63

63.40

T.P. 0.59 74.19 11.20 73.60

T.P. 11.50 84.80 0.71 73.30

2+50.76 = EXIST. 30" CONC. PIPE - VOLTAIRE

63.8 63.0 57.6V 63.0 63.9
 10.2 11.0 16.39 11.0 10.1
 10 2 FL. LINE 2 10

2+35

69.6 67.2V 64.3 64.1
 4.4 6.8 9.7 9.9
 2.5 Tie Tie

T.P. 2.07 74.01 11.71 71.94

74.01

1+95

Tie E

70.0 70.0 70.1 86.2V
 13.7 13.7 13.6 12.5
 2.5 2 Tie 2.5
 Tie Tie Brow

83.65

DRAIN- UDAL to VOLTAIRE (CONT.)

11

Check: 0.71 96.38 = 96.35 SE BP. Voltaire & Villa W.
mid-pt. Ret.

T.P. 11.07 96.79 0.74 85.72

T.P. 11.64 86.46 0.27 74.82

Roberts
Cota
Moore
Tiller
W.O. 21012
9-4-52

Storm Drain Survey
Amherst west of Patria Dr.

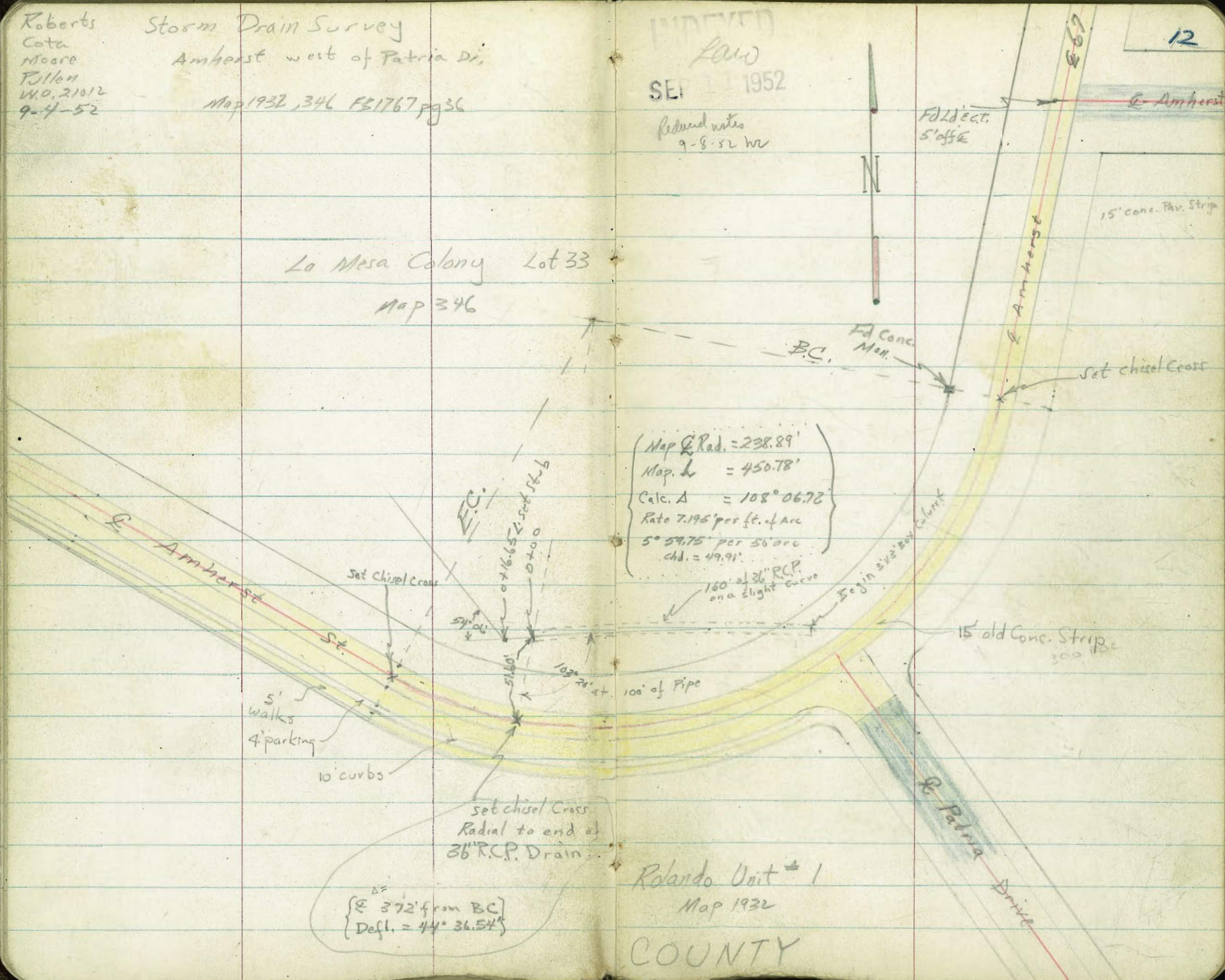
Map 1932, 346 FB1767 pg 36

La Mesa Colony Lot 33
Map 346

INDEXED
Law
SEP 11 1952

Reduced notes
9-8-52 hr

12



$\left\{ \begin{array}{l} \text{Map R Rad.} = 238.89' \\ \text{Map L} = 450.78' \\ \text{Calc. A} = 108^{\circ} 06.72' \\ \text{Rate } 7.195' \text{ per ft. of Arc} \\ 5^{\circ} 59.75' \text{ per } 50' \text{ arc} \\ \text{Chd.} = 49.91' \end{array} \right\}$
 160' of 36" RCP
 on a slight curve

$\left\{ \begin{array}{l} \Delta = 372' \text{ from BC} \\ \text{Defl.} = 44^{\circ} 36.54' \end{array} \right\}$

Rolando Unit # 1
Map 1932

COUNTY

Cont'd From Page 12

Lt

E

Rt

13

Check 1.48 453.70 = 453.70

T.P. 12.50 455.18 0.47 452.68

T.P. 11.85 443.15 0.20 451.30

1+0.0

419.1 418.5 417.9 419.2 418.9
12.4 13.0 13.6 12.3 12.6
10 4 2 10

0+87

419.3 419.1 418.1 418.1 419.4 419.1
12.2 12.4 13.4 13.4 12.1 12.4
10 3 2 2 10

0+50

420.1 420.1 418.4 419.7 420.5
11.4 11.4 13.1 11.8 11.0
10 3 3 10

0+16.65 L. Rt (Section on Split)

423.8 422.0 418.9 420.5 421.0
Higher 7.7 9.5 12.6 11.0 10.5 Higher
10 4 4 10

0+00 END EXISTING 36" RCP DRAIN

423.8 419.10 424.2
Higher 7.7 12.40 7.3 Higher
10 INVERT 10

T.P. 0.36 431.50 12.10 431.14

T.P. 0.56 443.24 12.58 442.68

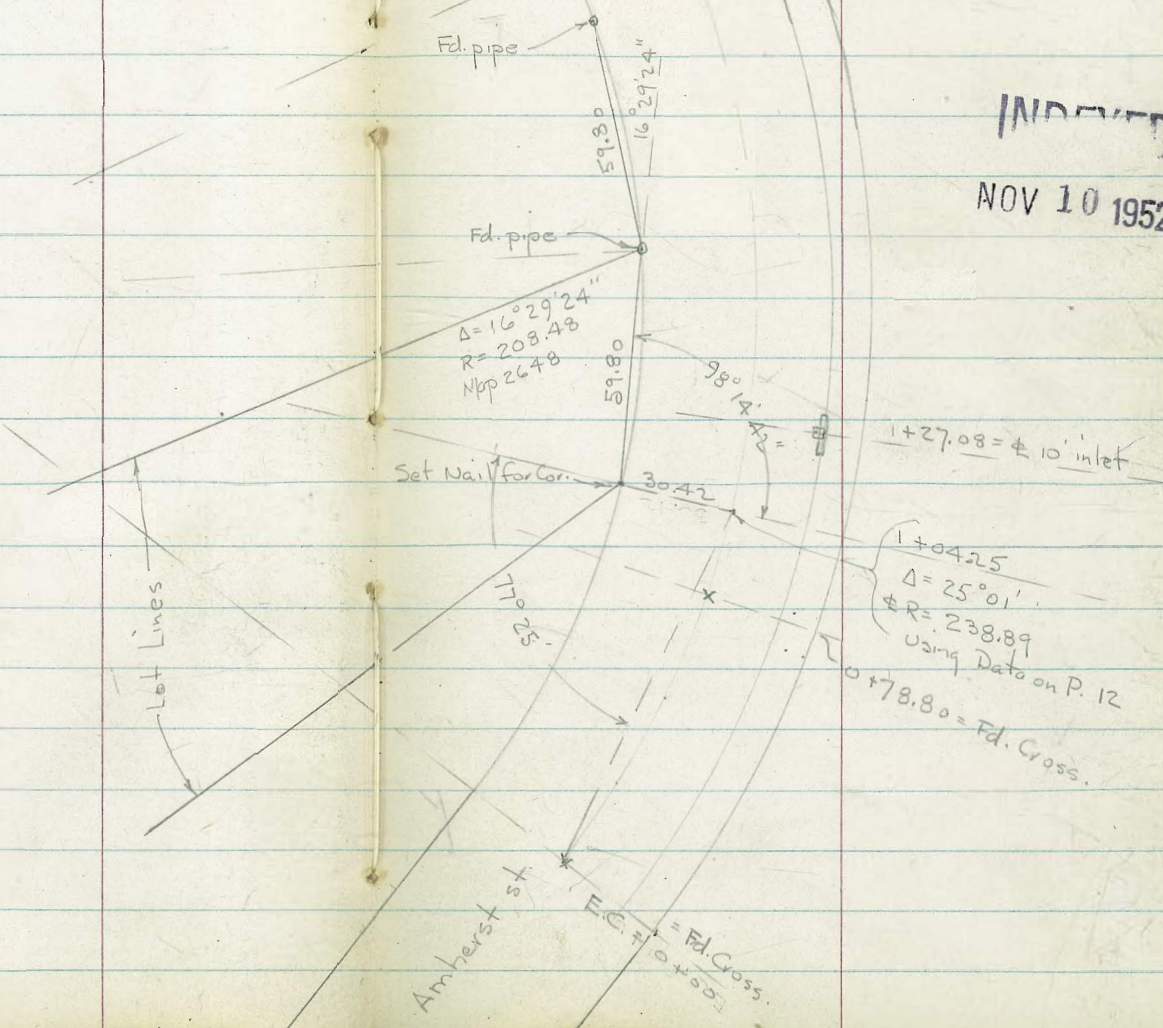
BM 1.56 453.26 453.70 S.W.B.P.

67th & El Cajon



Patria Dr.

INDICATED
NOV 10 1952



Cross Section Amherst St.

from E.C. to Patria Dr. - See Sketch

P. 12 + Tie on P. 14

#6581

11-7-52

7.0

W.O. 21012

INDEXED
Nov
NOV 10 1952

1+10.5 - 23.0 Lt. = P. pole # 374765

1+04 - 46.6 Lt. end Brick wall at Cor. of House

0+92 - 20.6 Lt. = Deadman

0+90 - 38.7 Lt. = wly. of Brick wall

0+80 - 24 Lt. = 12" Acacia

0+75.78

0+50.78

0+25.78

0+00 = E.C. - Note: used existing 50' crosses on P. for line.

check invert at 0+00

B.M. = spike in N.W. Pole

Amherst + Patria - Set from S.W. B.P. El Cajon + 67 ft
453.70

30' dl 29.48
29.52 29.3 29.2 29.12 29.37 29.22 28.71 29.43
Top 46.6 41 30 20 7.6 edge 7.4 19.9 Top
wall walk Cor. Conc. walk

28.05 29.90 29.4 29.1
Bottom Top 38.7 30
wall ground

19.0 26.9 29.1 29.31 29.60 29.45 28.97 29.67
52 30 26 7.6 edge 7.5 19.8 Top
got.

18.8 28.8 29.6 30.0 29.58 29.82 29.63 29.20 29.93
50 35 30 20 7.6 edge 7.4 19.8 Top
got.

20.3 28.8 30.5 30.5 29.89 30.15 29.96 29.40 30.13
45 36 30 20 7.8 edge 7.2 19.7 Top
got.

29.4 29.9 30.9 30.11 30.41 30.22 29.67 30.44
36 30 18 8 edge old. 7 19.7 Top
Top Conc. Strip got.

419.09 - 419.10 = P. 13.

400' fig. - not noted.

Actual Elev. shown.

Lt. # Rt.

2+72.15 = # - 30.9" Rt. = # Sewer M.H.
2+62.2 - 9.4' Lt. = # Sewer M.H. 30.68 on Rim

32.5 31.9 31.6 30.94 31.27 31.13 30.70 31.34 31.96 33.27
40 30 20 7.6 edge -7.6 18 on Rim 41.8 80
32.44 33.08
80 Top
9.4' Top

2+57 = w. ch. line of Patricia Dr.

32.2 31.7 31.2 30.53 30.87 30.75 30.41 30.79 31.11 31.60
40 30 20 7.7 edge -7.5 18 30 42.5 Top
9.4' Top
Conc. & AC.

2+43 - 23.3' Lt. = # P. pole # P 374764

31.6 31.1 30.7 30.14 30.52 30.30 30.06 30.73
40 30 20 7.6 edge -7.5 21.1 Top
9.4' Top

2+25 - 30.6' Lt. = # 8' Conc. Dr.

30.88 30.81
40 Dr 30.6 = Dr.

2+50.78 =

30.8 30.5 30.2 29.43 29.80 29.66 29.17 29.97
40 30 20 7.6 edge -7.5 19.9 Top
9.4' Top

1+58 - 31.5' Lt. = # of 8.5' Conc. Dr. - Shown Below

29.86
31.3 = Dr.

1+50.78

29.65 29.78 29.7 29.7 29.06 29.30 29.12 28.69 29.42
51.7 35 30 20 7.5 edge -7.4 19.8 Top
edge edge Conc. Dr. 9.4' Top

1+27.08 Cont.

29.26 26.43
Top Bottom of
cbl. Box

1+27.08 = # of Inlet Radially

29.7 29.7 29.5 29.08 29.27 29.04 28.37 28.26
50 30 20 7.6 edge -7.4 17.5 19.7
edge grate Grate

Clark
Shepherd
Bruver
Parkins

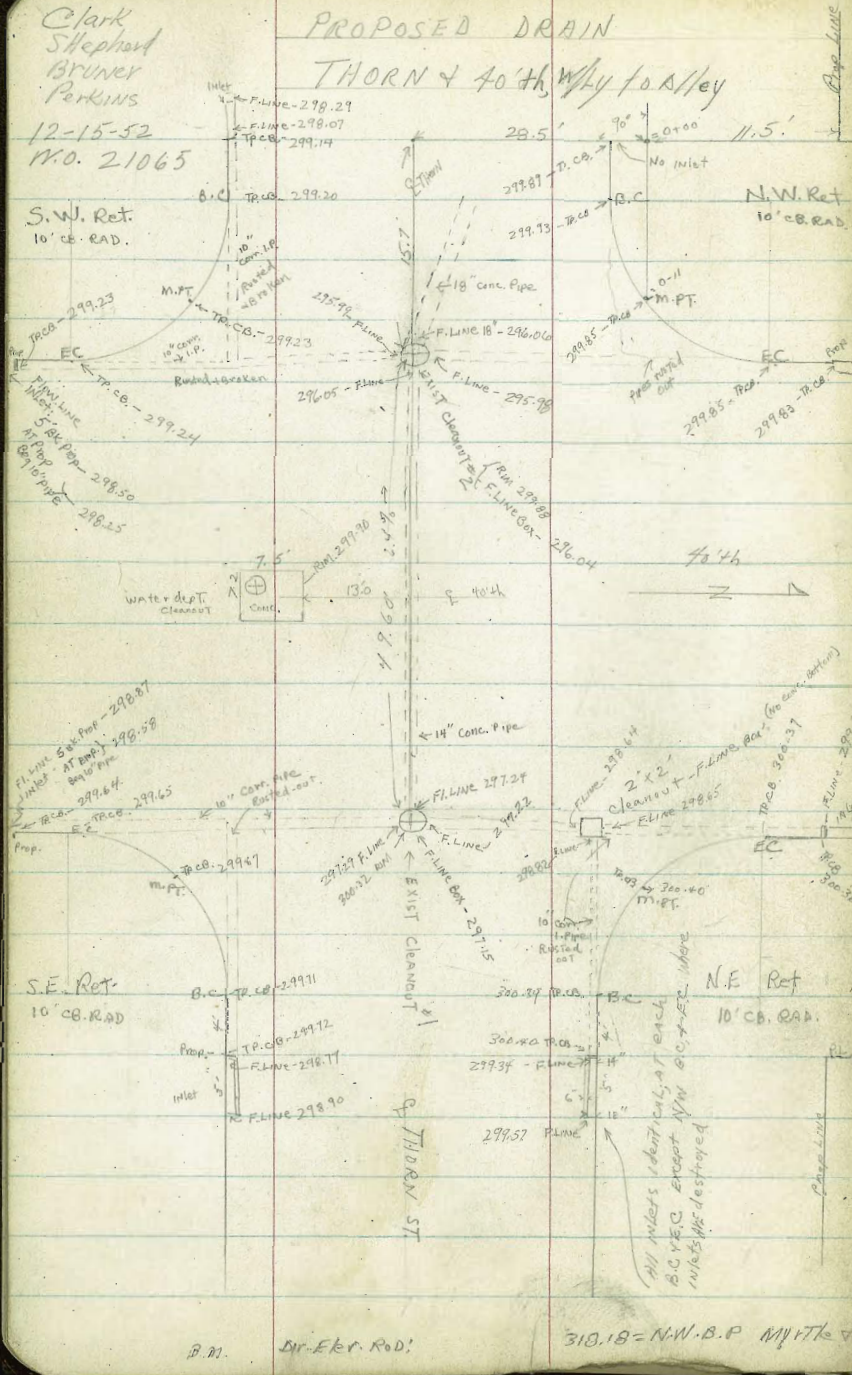
12-15-52
M.O. 21065

S.W. Ret.
10' CB. RAD.

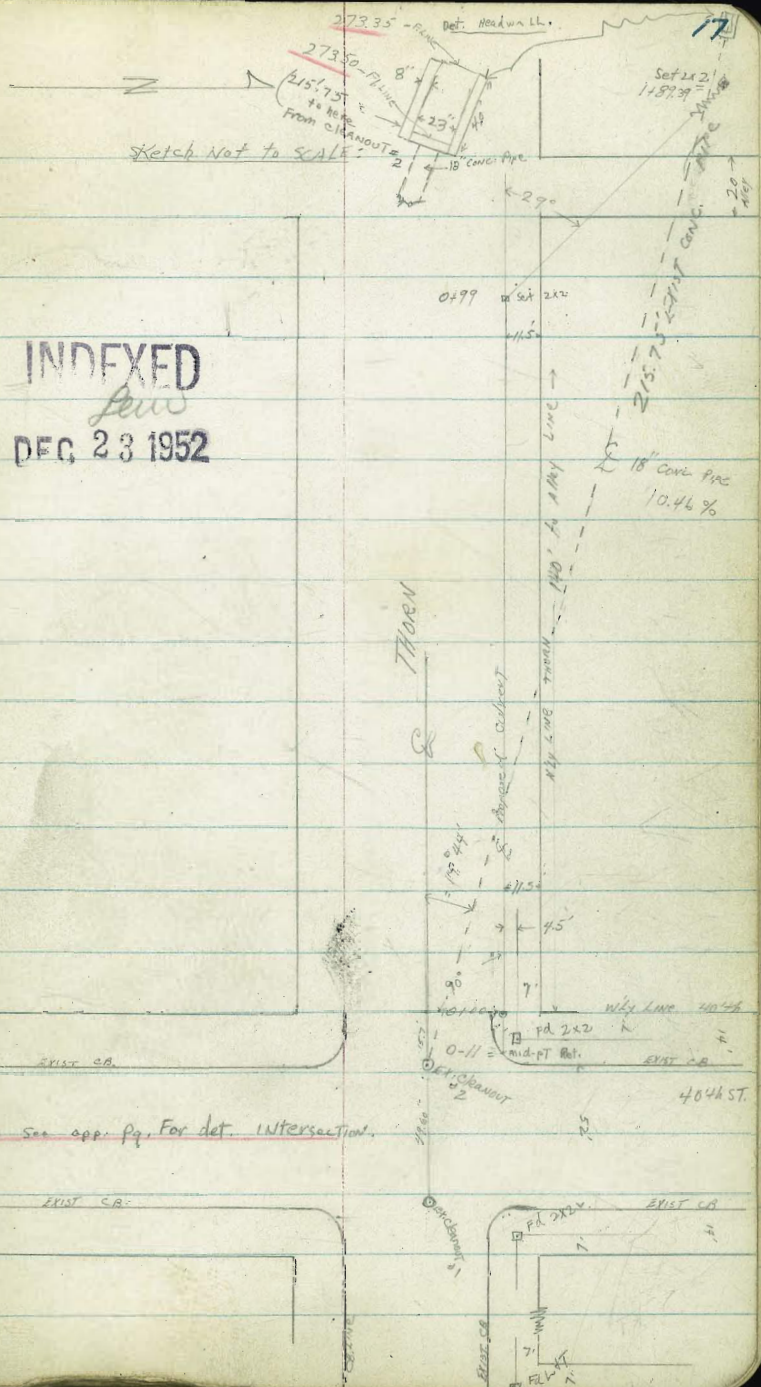
S.E. Ret.
10' CB. RAD.

PROPOSED DRAIN

THORN & 40th, Wky to Alley



INDEXED
DEC 23 1952



See opp. pg. For det. Intersection.

310.18 = N.W. B.P. MY 17th & 40th

Proposed DRAIN
THORN + 40th, Wily to ALLEY

LT.

RT.

RET.

Water-MAIN Supported ON 6 conc. Piers.
PIERS APPROX. 8'4" APART AT BASE. BASE DIMENSIONS: 3'-8" x 3'-8"
LINE RUNS BETWEEN 1-2 (From SOUTH to NORTH)

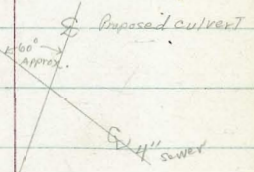
1+57.5

= 6" C.I. Water Main, ALLEY

300.3
3.9
BASE Pier

295.70
TO 6" C.I.
WATER MAIN

283.2
5.0
BASE Pier



1+38.5

= 9" Sewer

296.20
TO 9" SEWER PIPE

1+32.1

Big Rim CANYON

298.3
10
Rim.

297.5

297.2
10
Rim

0+99 - L.P. RT -29° DEE.

300.20
16
F.L
DITCH

298.0

299.0
5

298.8

298.6
11.5

0+50

Note: Proposed Line RUN OUT before old EXIST

299.8
15
F.L
OPEN DITCH

298.6
9

299.2
5

299.5

299.3
11.5

18" Conc. Pipe discovered + EXCAVATED.
(see page 17)

EXIST. 18" Conc. Pipe Appears IN good Condition
Old 10" CORR. IRON pipes badly rusted + broken

0+00 = PT. 11.5 S. NEW LINE
THRU ON W. LINE
40th

299.89
2.5
TRCB

299.1

300.08
4.5
Prop

B.M. DIM. ELEV. ROD:

318.18 N.W.B.P.

MYRTLE +404th

Deep DRAIN THORN & 40th (CONT.)

CHK: 318.14 = 318.18 NW: B.P. MYRTLE & 40th

1789.39

ON 212 HWB

277.2
10

277.9

277.0
10

279.8

1780

= Bottom CANYON

Roberts
Huffman
Hesse
Pifer
1-26-53
WD*2006

X-Section "Burma Road"
Within City Yards at 20' ± "B"

Control Points 0700 & 13167.83 set by

Mr. Parker. He wants this line tied down later.

See Page 26

≡
≡
≡

0790

0782

} Access Road to Lower
level yard.

0760

0750

0700 Sly. End Burma Road at Dam

T.P. 8.08 85.96 N 1.89 77.88

T.P. 9.56 79.77 0.09 72.21

BM 5.78 72.30 66.52 USGS
Entrance of City Pkwy

←

♀

Rt 20

INDEXED
FEB 4 1953

74.9	81.0	80.2	80.9	81.5	81.2
11.1	5.0	5.8	5.1	4.5	4.8
5.7	4.5	16		2.7	4.9
Toe	Top of Hill				

75.3	80.1	80.9	81.5	81.2
10.7	5.9	5.1	4.5	4.8
5.0	13		2.7	4.9

75.3	80.7	81.0	81.8
10.7	5.3	5.0	4.2
5.0	15		2.7 Shed

81.2	81.0	81.9
4.8	5.0	4.1
4.8		2.58 Shed
4.4		

80.9	81.5	81.9
5.1	4.5	4.1
2.72 Billg		1.32 Shed

85.96 N

Contd From Page 20

20

£

21

21

3750

65.7	82.6	83.2	82.4	83.9
22.0	5.1	4.5	5.3	3.8
72	38		35	102
Toe	Top			Toe
Bottom				

3700

64.2	68.5	82.9	82.7	81.6	82.9
23.5	19.2	4.8	5.0	6.1	4.8
99	71	47		35	44
Bottom	Toe	Top			Toe

2750

64.7	74.3	82.5	82.1	81.1	82.4
23.0	13.4	5.2	5.6	6.6	5.3
108	65	50		3.5	97
Bottom	Toe	Top			Toe

1790

		82.3	81.2	80.2	81.6
		5.4	6.5	7.5	6.1
Fenced off	63	48		34	95
	Toe	Top			Toe

1750

		81.7	80.7	79.9
		6.0	7.0	7.8
Yard Fenced	57	47		37
	Toe	Top		Toe

T.P.

7.04 87.71 T 5.29 80.67

87.71 T

1700

75.1	81.2	80.6	80.9	81.5
10.9	4.8	5.4	5.1	4.6
55	45	10		29
Toe	Top			

85.96 T

85.96 T

Cont'd From Page 21

Lt

E

R

22

6+35

86.3	87.5	87.4	89.0
5.9	4.7	4.1	3.2
39		51	134
Top			Toe

6+00

66.2	85.8	87.0	86.2	88.2	89.0
26.0	6.4	5.2	6.0	4.0	3.2
68	37		50	64	134
Toe	Top				Toe

5+50

86.0
6.2

5+00

65.2	84.4	85.3	84.6	86.7
27.0	7.8	6.9	7.6	5.5
68	37		32	112
Toe	Top			Toe

T.P.

7.64

92.19X

3.16

84.55

92.19X

4+50

84.6
3.1

4+00

63.9	83.0	83.7	83.0	84.7
23.8	4.1	4.0	4.7	3.0
71	38		33	101
Toe	Top			Toe

87.71X

87.71X

9+00

79.2	91.8	92.1	91.7
18.0	5.4	5.1	5.5
38	19		87
Toe	Top		Toe

8+50

90.5
6.7

T.P.

7.60

97.18A

2.61

89.58

97.18A

8+00

68.0	75.9	89.4	89.6	90.2
24.0	16.3	2.8	2.6	2.0
67	55	37		84
Bottom	Toe	Top		Toe

7+50

88.6
3.6

7+00

65.2	88.0	88.0	87.8
27.0	4.2	4.2	4.4
65	35		53
Toe	Top		Toe

6+50

86.3	85.7	87.5
5.9	4.5	4.7
39		50
Top		Top

92.19A

92.19A

Cont'd From Page 23

Lt

Q

Rt 24

12700

84.0
11.6
86
Top

86.2
9.4
50

90.1
55

90.5
5.1
29
Fence

11750

83.4
12.2
63
Toe

87.9
7.7
57
Top

89.6
6.0

90.2
5.4
33
Fence

T.P.

5.97

95.57

75.8

89.60

95.57

11700

79.5
17.7
77
Toe

89.4
7.8
65
Top

89.9
7.3

91.0
6.2
50
Toe

10750

77.7
19.5
80
Toe

89.2
8.0
65
Top

90.8
6.4

92.2
5.0
58
Toe

10700

77.7
19.5
48
Toe

91.1
6.1
31
Top

91.7
5.5

92.5
4.7
60
Toe

9750

92.0
5.2

97.18

97.18

check

598

89.85 = 89.88

BP SE. Pillar Bridge Pershing Drive

T.P.

735

95.83

709

88.78

13+67.83 North End Burma Road

92.3

92.4

92.6

3.3

3.2

3.0

22
Top16.5
Fence
Corner

13+00

88.4

90.4

90.7

7.2

5.2

4.9

50
Top22.5
Fence

12+50

86.8

87.8

90.2

90.5

8.8

7.8

5.4

5.1

70
Top25.5
Fence

95.57K

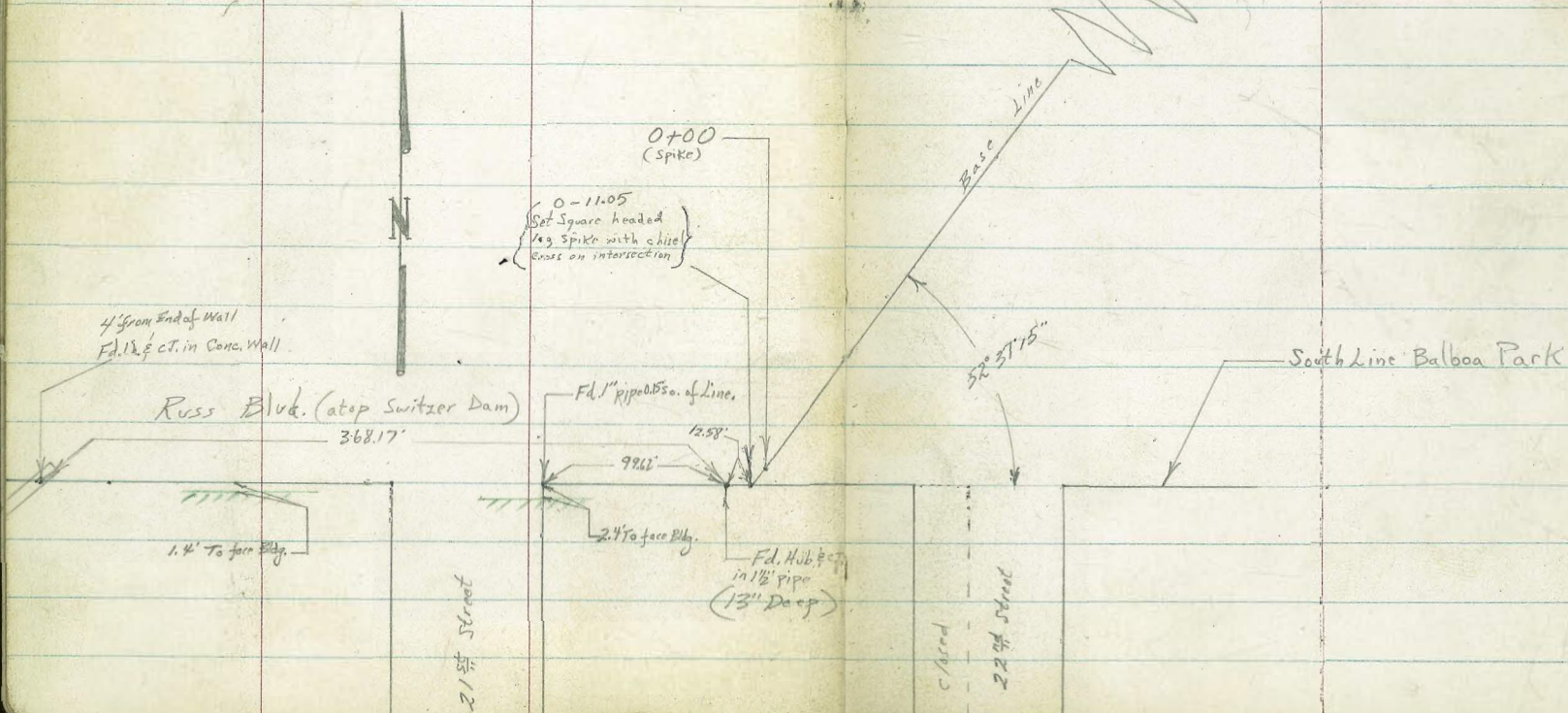
95.57K

Roberts
Huffman
Moore
P. Allen
1-28-53
MO. 200d

Ties on Base Line Run in
"Burma Road" (See page 20)

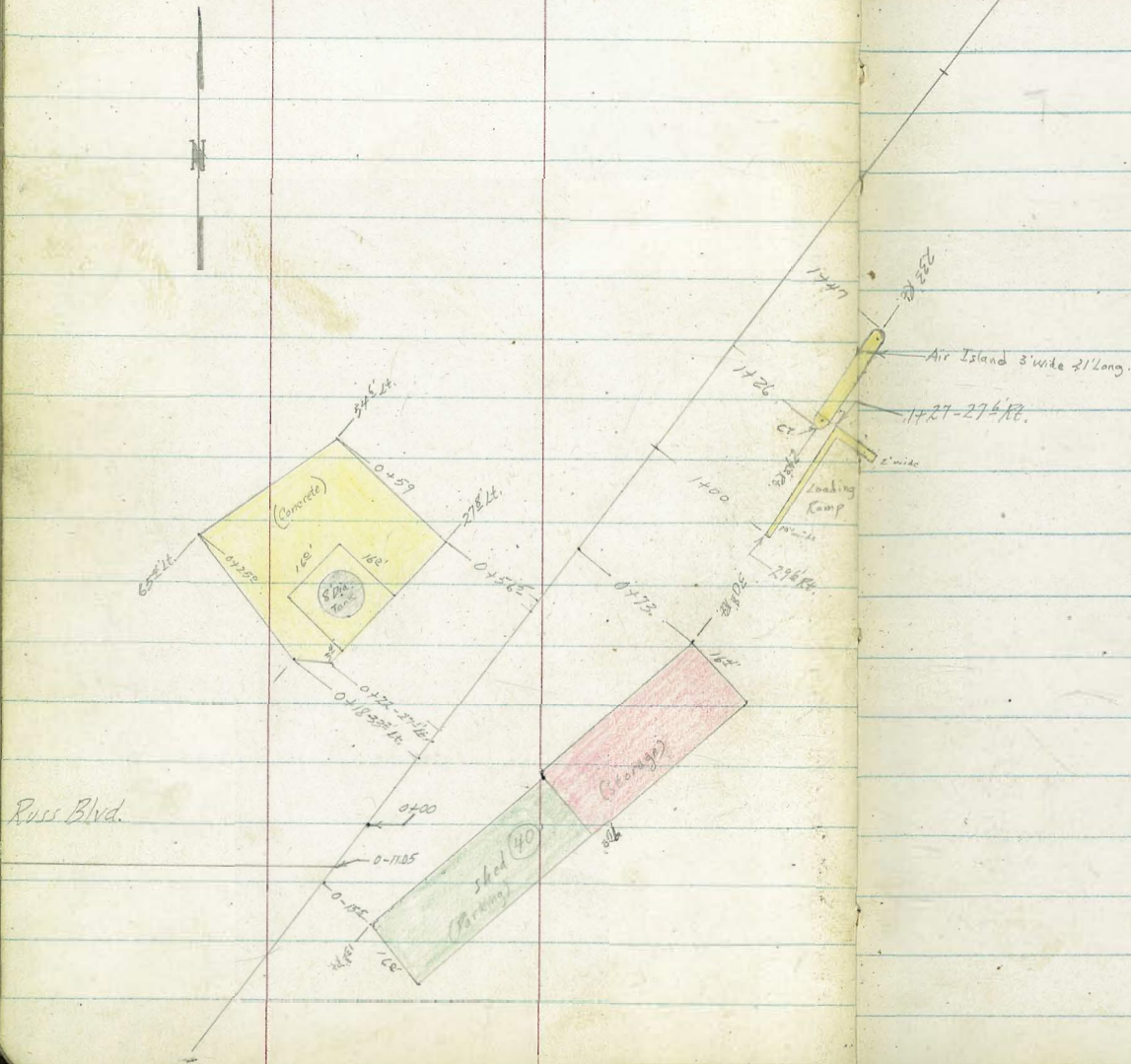
GB210 pg. 70, FB. 962 pg. 12, FB. 1640 pg. 70

Spike center of Gate Exit of City Yards.
13+67.83

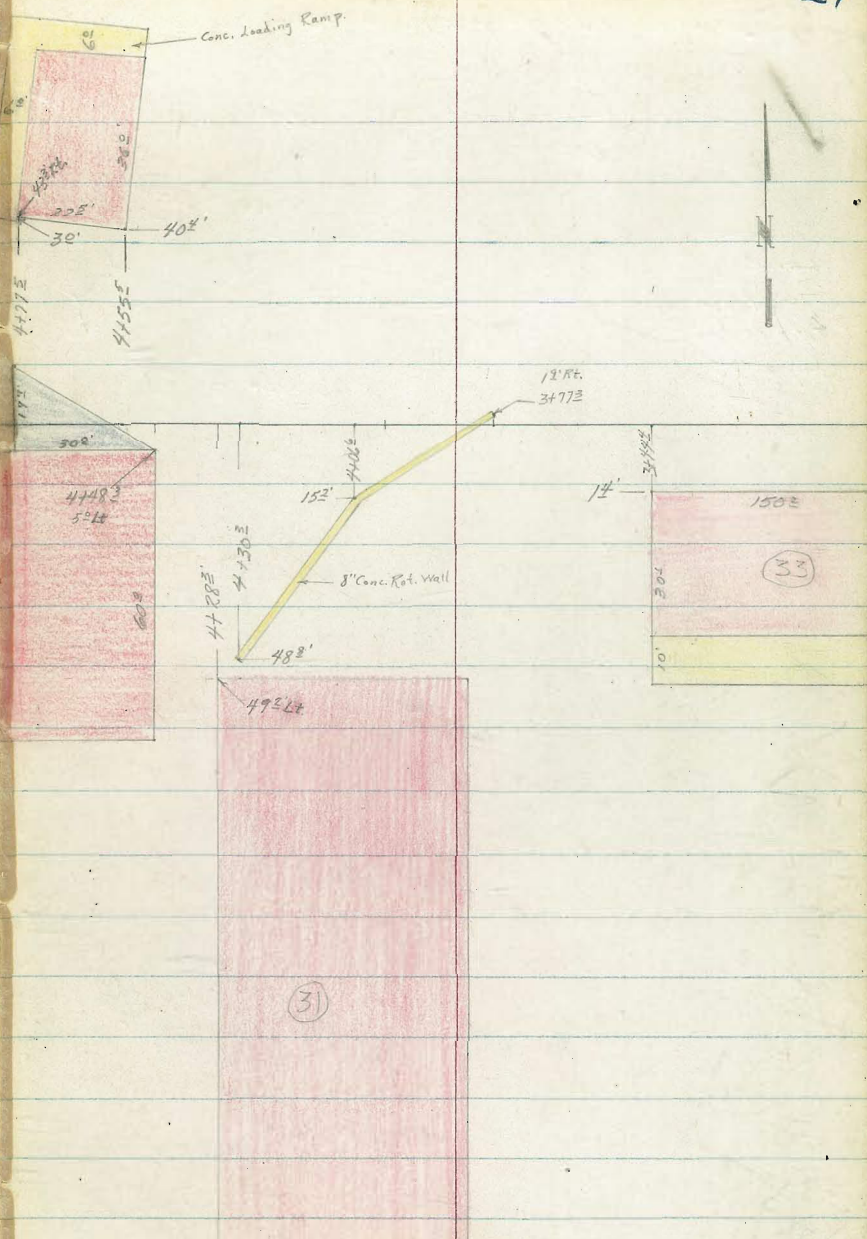
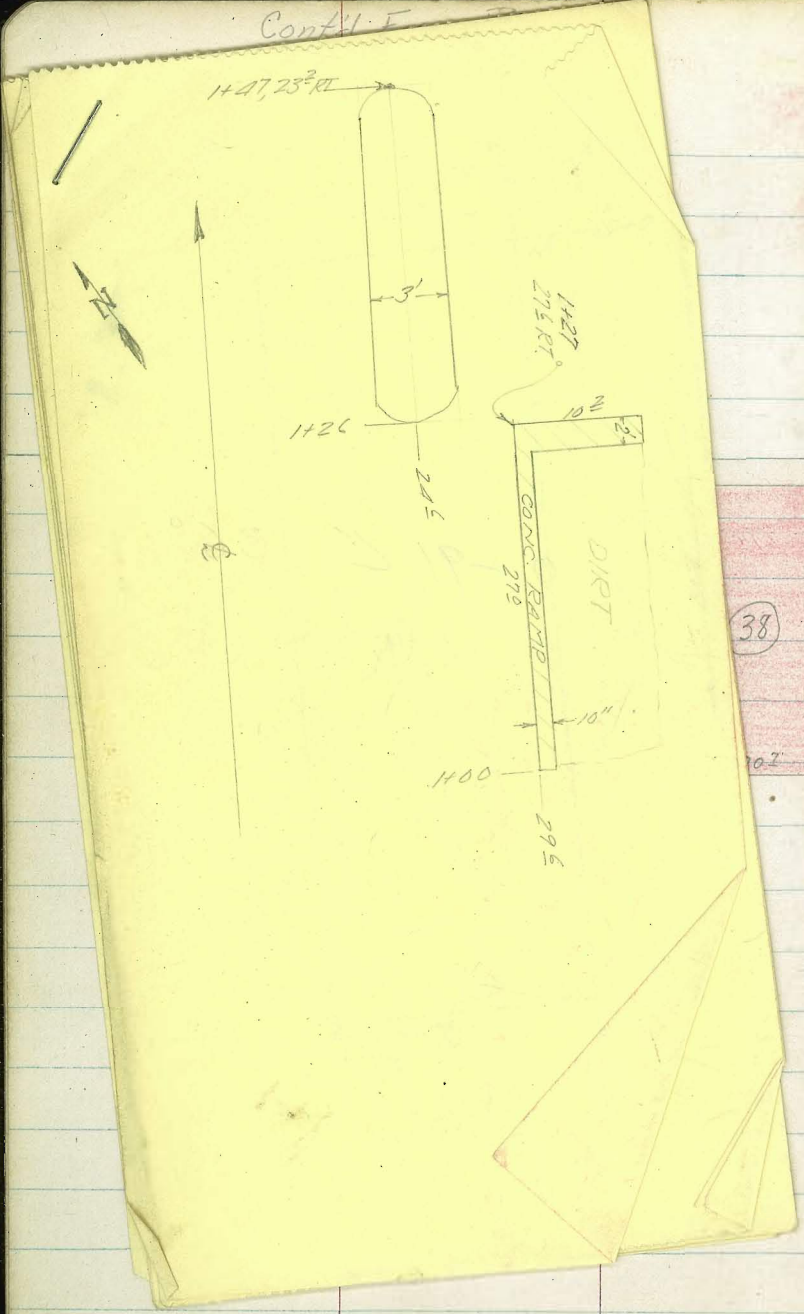


Contd From Page 26
Location of Bldgs., Etc.

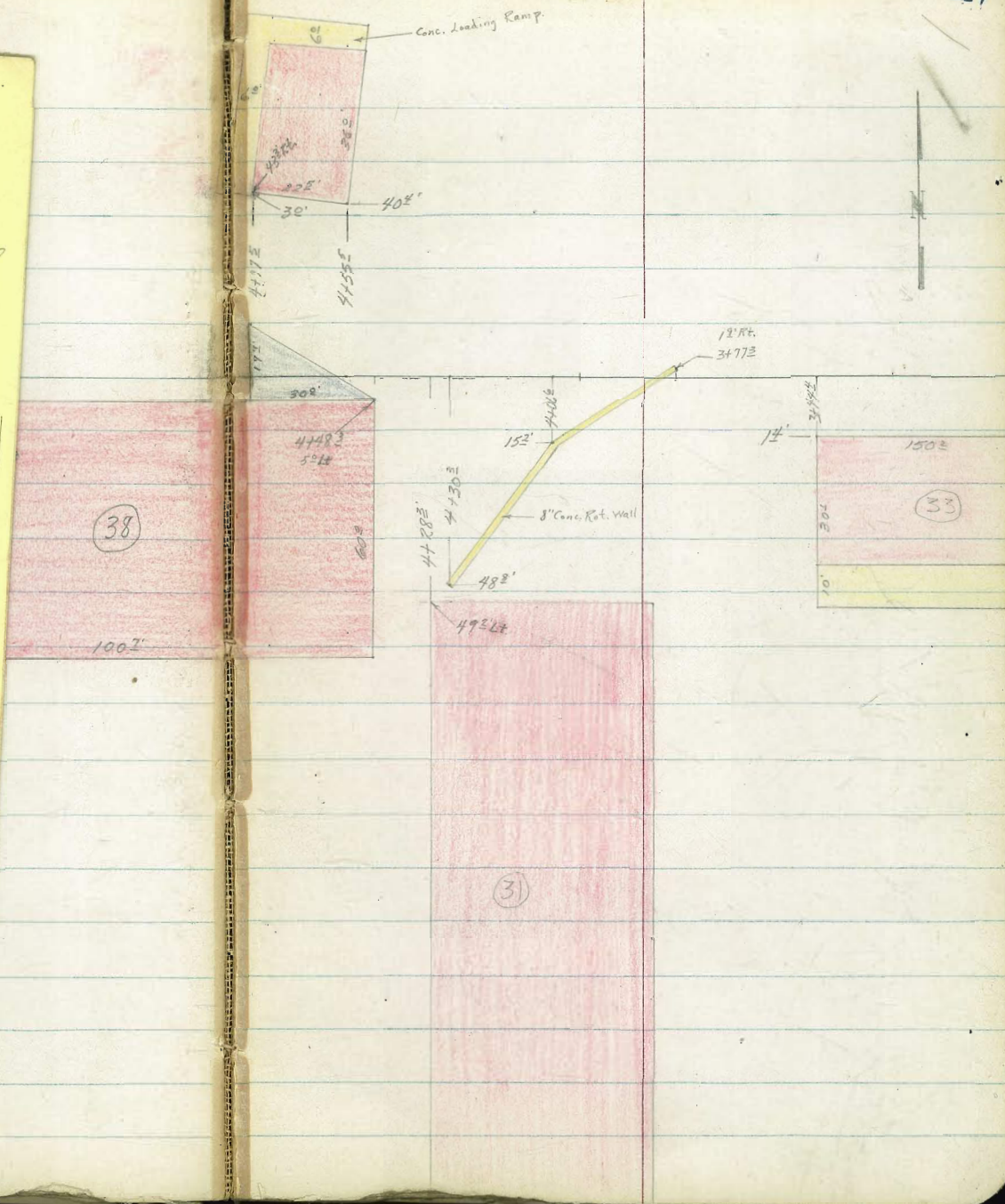
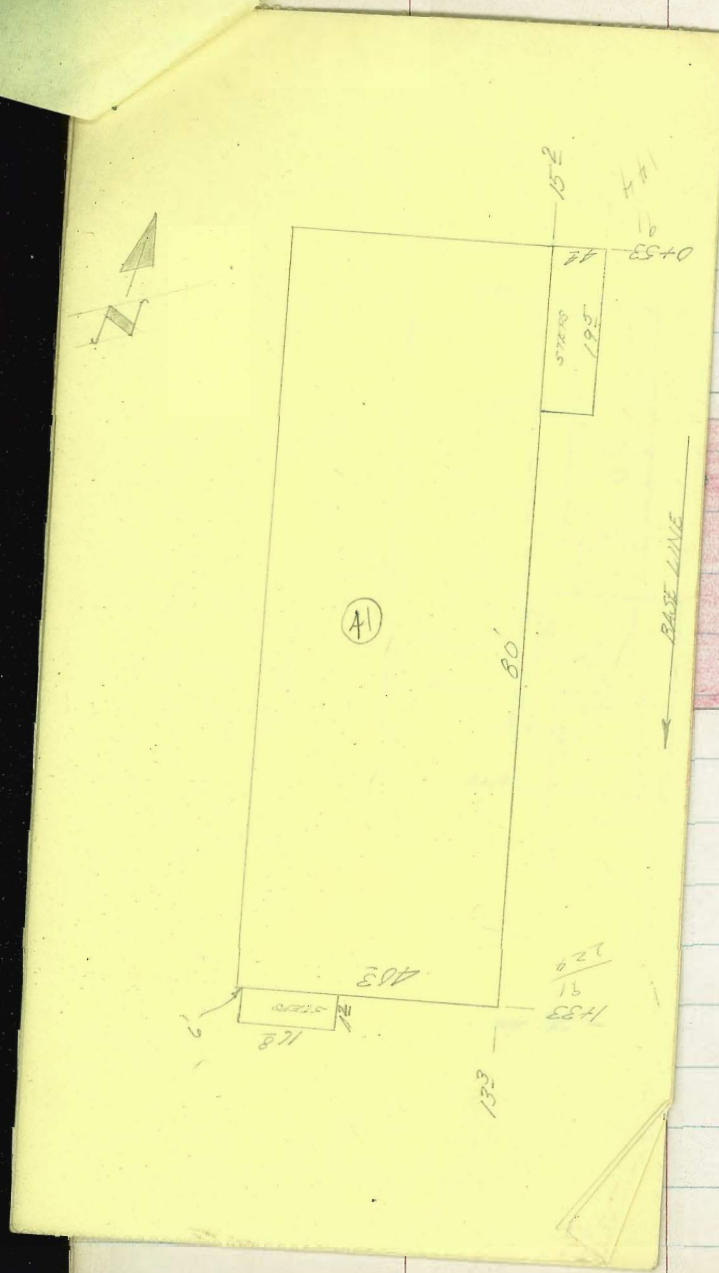
27

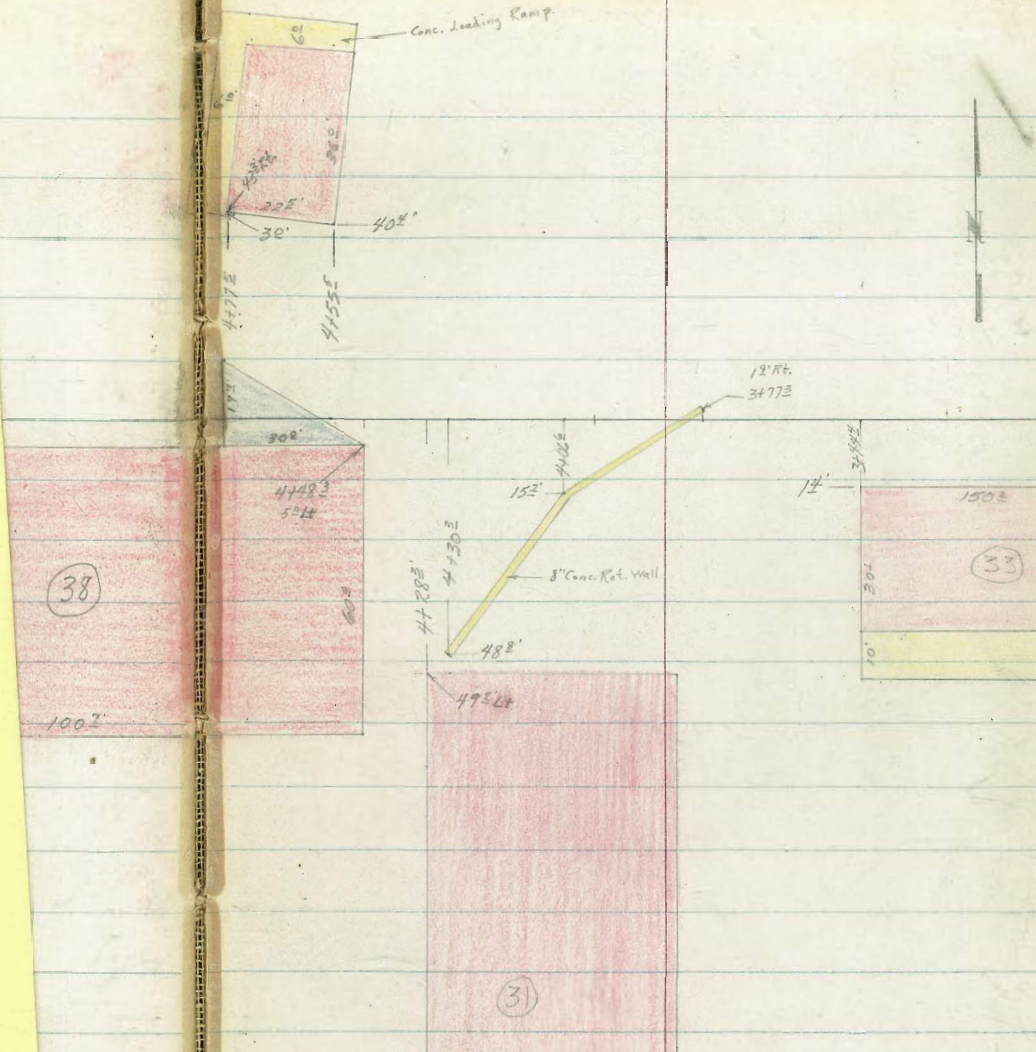
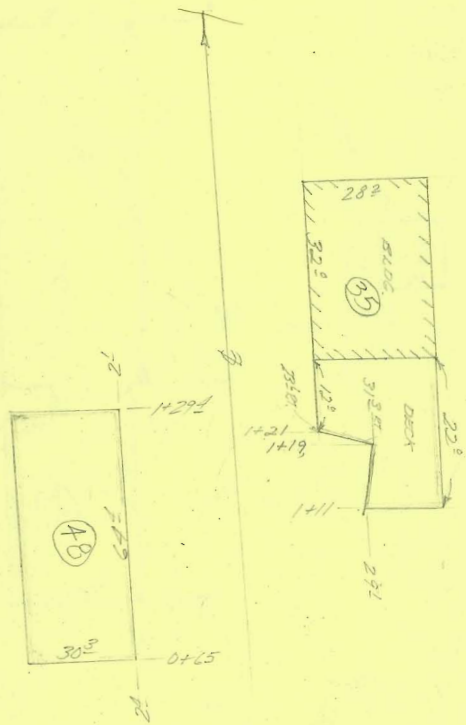


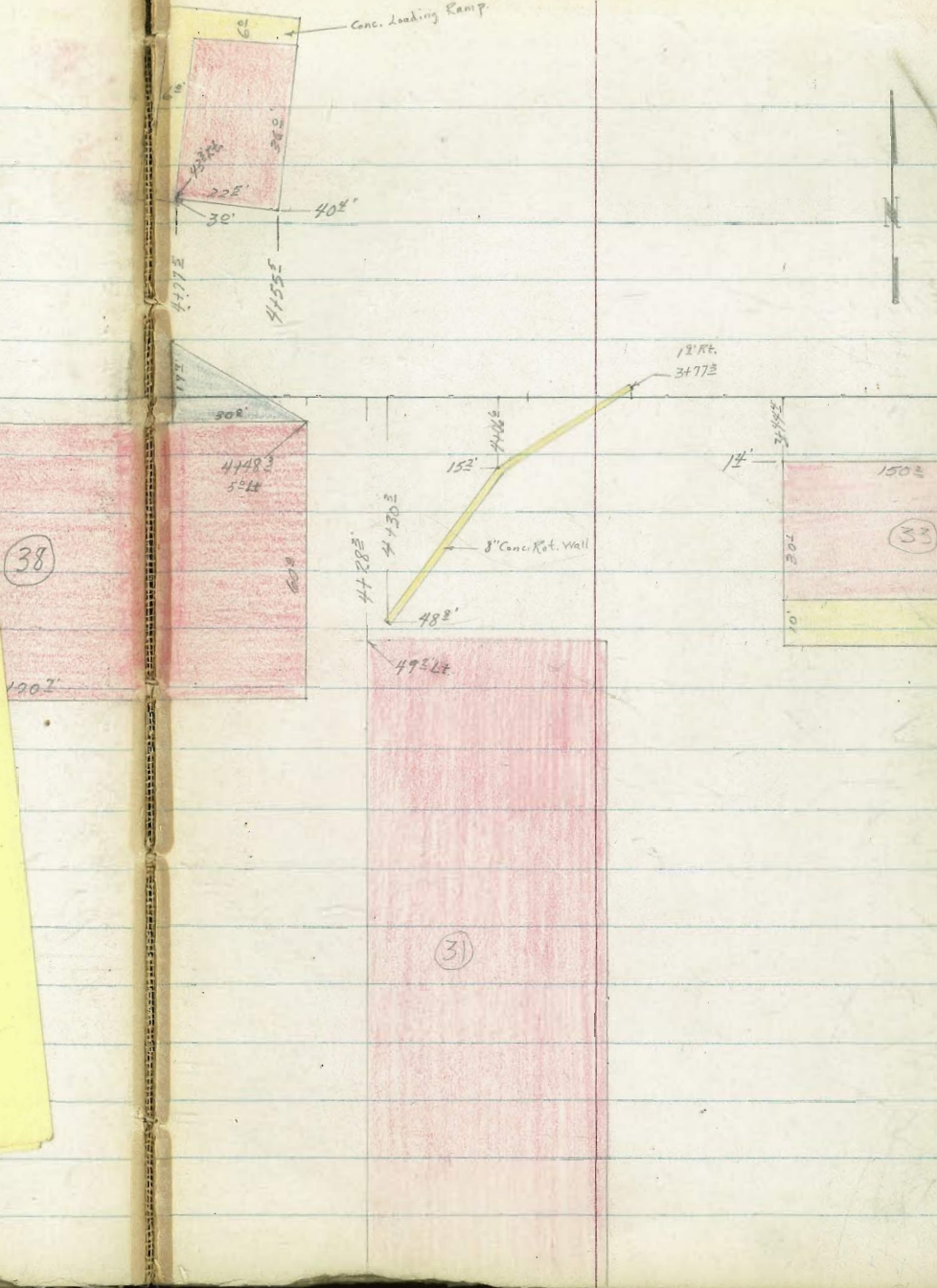
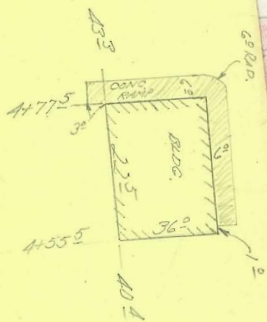
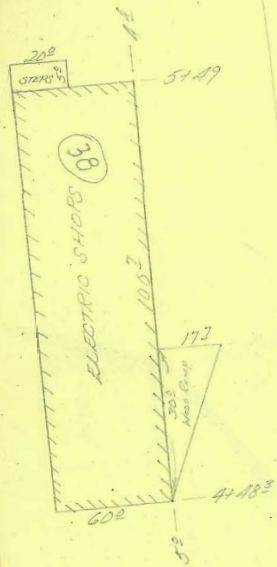
Cont'l. I

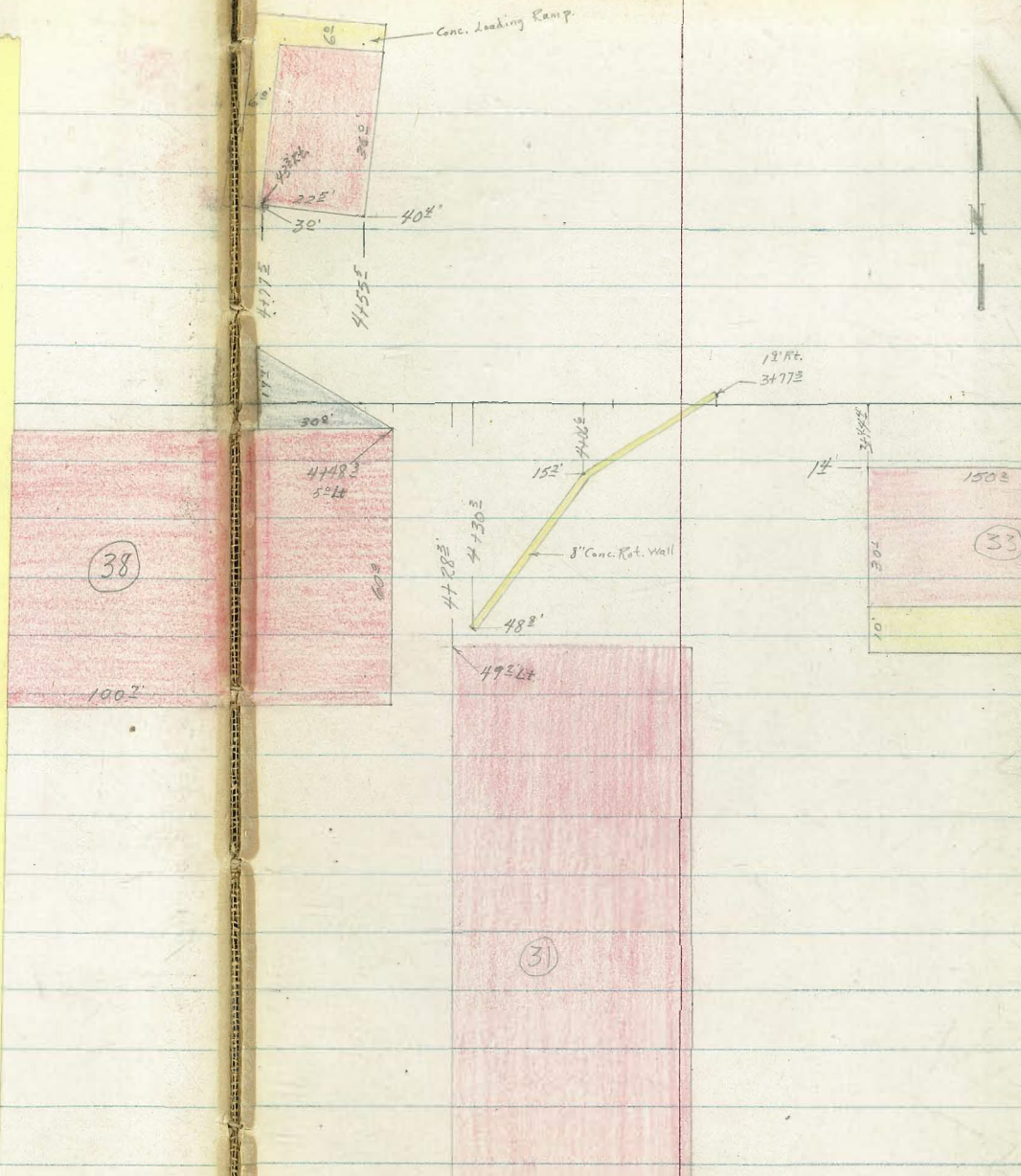
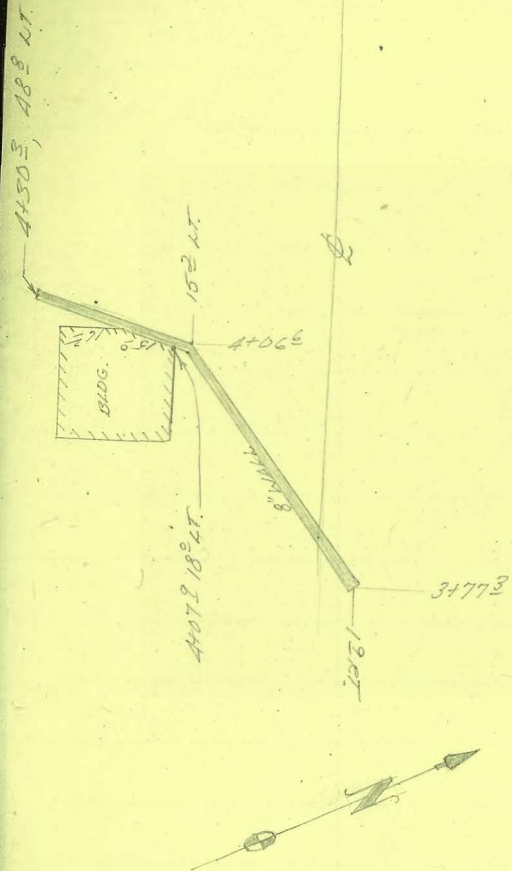


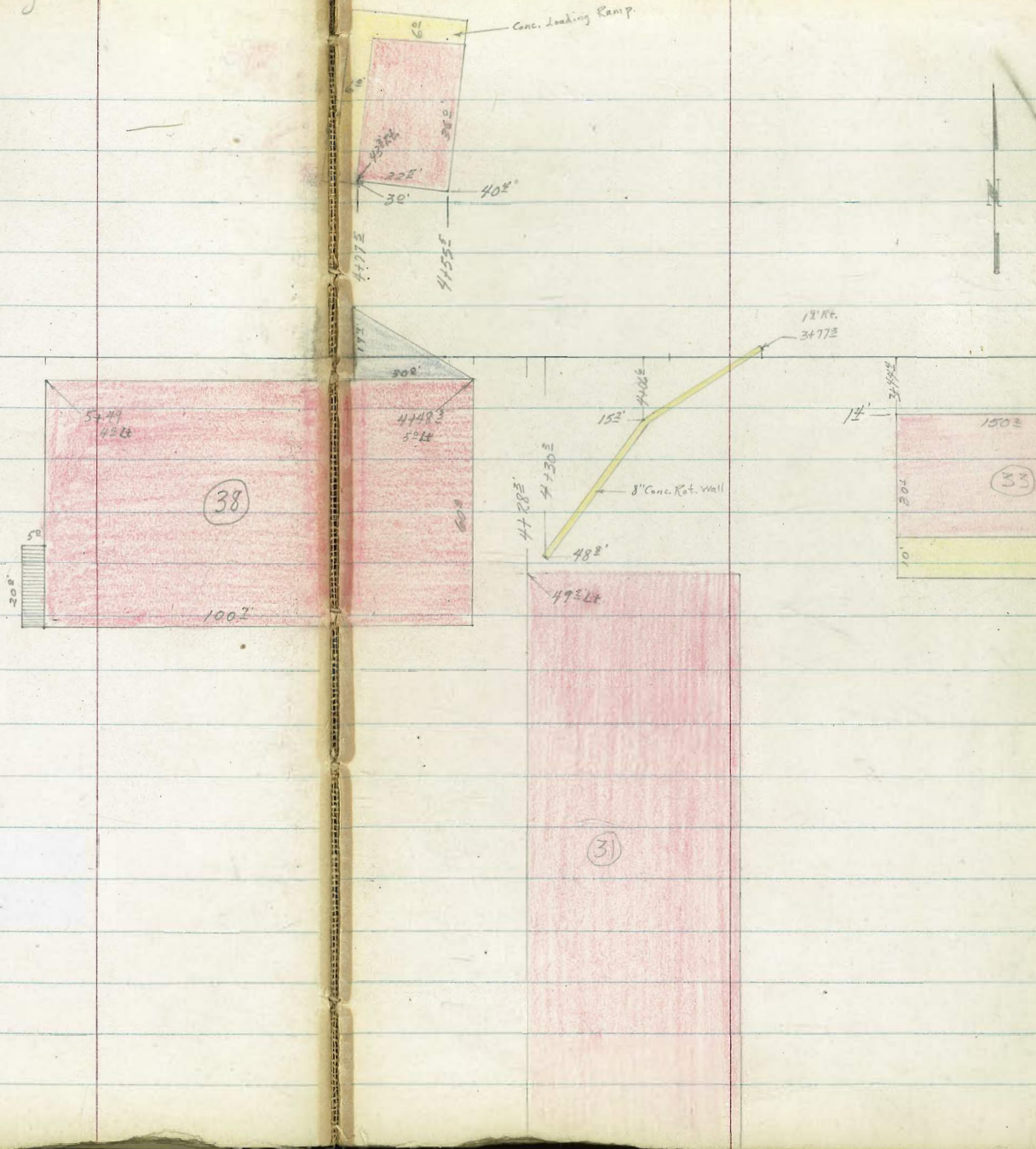
Cont'd From Page 28









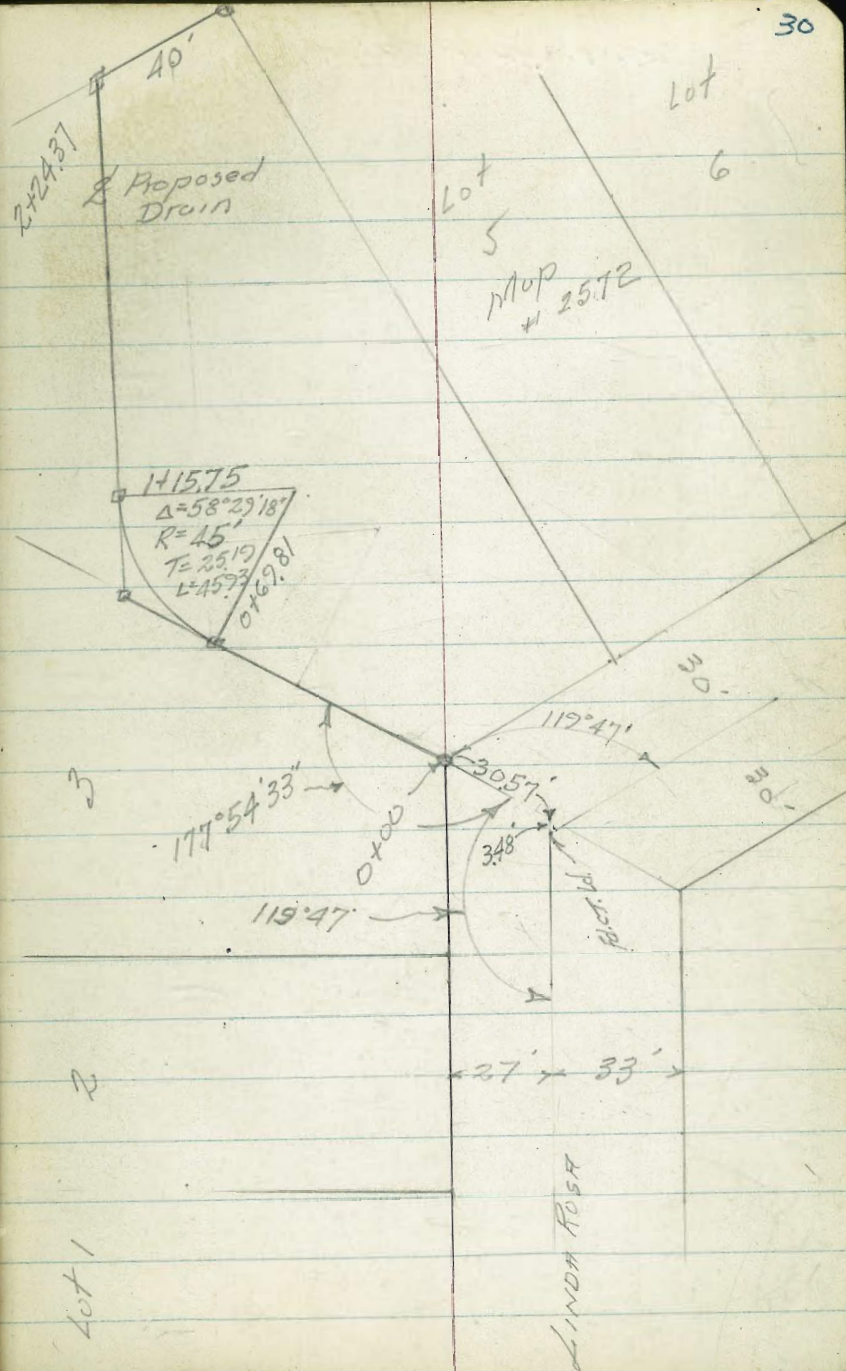
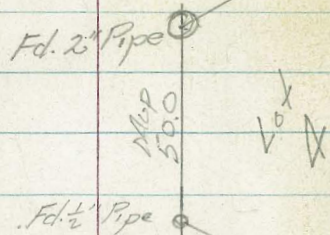


SURVEY PROPOSED DRAIN
 IN Lot 4
 LOMAS DE LA JOLLA
 MAP # 2572

Milker
 Pope
 Bryerton
 Moralez
 7-1-53

Linda Rosa Ave
 to Forward St.

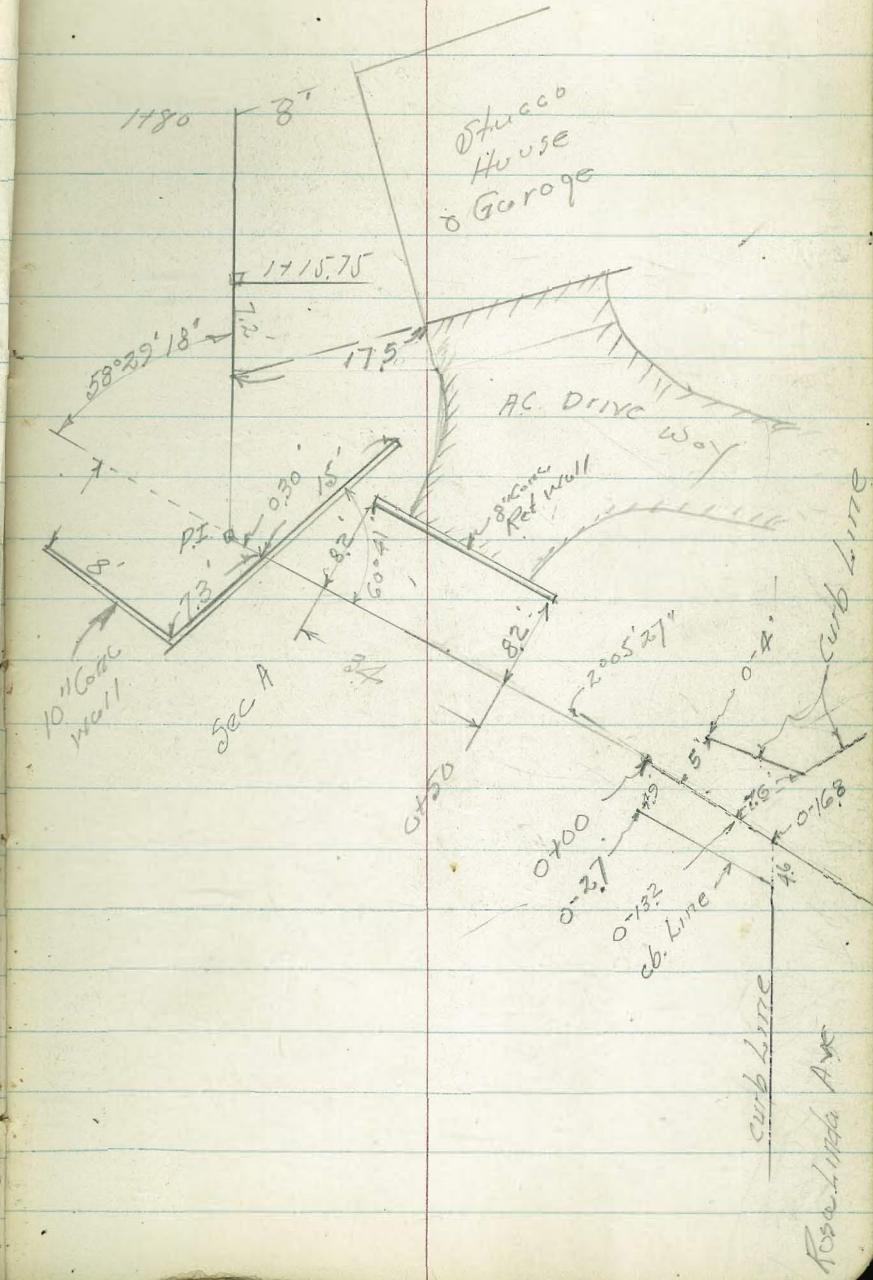
INDEXED
 APR 3 1953



Lot 1

LINDA ROSA

Proposed Drain



Proposed Drain

0-13.2 Diag Sec Along NLY

165.28
1048
166.27
166.22
166.22
166.22
167.12

0-16.8 = NLY cb, Sec. A

164.58
163.86
166.26
165.91
165.29
1185
51
cb
1257
57
6.4
1007
46
cb
1082
4.6
6.4
10.44
Pot.

Section Along E Linda Rosa on Lt & Rt
0-34.14 = Linda Rosa

169.05
165.55
166.13
166.52
166.69
12.38
473
E Roadway
1088
16.4
Rt Way
10.30
11m 11m
176.43
183
Rt Way
980
346
E Roadway

TP # 8 1044 176.43 ✓ 544 165.99 ✓

Ld Plg 0 CT₁ = E Linda Rosa To E
3' 11 8" " " To W

TP # 7 943 171.43 ✓ 347 162.00 ✓

Ld + Tack 56' ± E Linda Rosa 6.38 159.09 ✓

TP # 6 13.02 165.97 ✓ 0.29 152.45 ✓

TP # 5 12.85 162.74 ✓ 0.18 132.89 ✓

TP # 4 13.72 140.07 ✓ 0.00 127.35 ✓

TP # 3 13.28 127.35 ✓ 0.01 114.07 ✓

TP # 2 13.30 114.08 ✓ 0.07 100.78 ✓

TP # 1 13.35 100.85 ✓ 0.32 87.50 ✓

12.87 87.82 ✓ 74.25

B.M. SW.B.P. Loc. 10.216 Blvd. And Forward St.

Proposed Drain

2+24.37 = Int. Sub Line

1853	1851	1849	1845	1842
+9.0	+1.7	1.79	+0.2	0.3
15	4	on Hub.	5	15

2+00

1992	1955	1875	1852	1851
+129	+9.2	2.8	1.1	1.3
15	6		15	15

1+60

1892	1841	1813	1812	1843	1842
+3.6	1.8	5.0	5.0	2.0	2.0
15	5		2.0	6	11 at House

1+15.75 = F.C.

1792	1782	1780	1780	1781	1781
64	7.6	8.3	8.28	8.2	2.2
15	3	2	on Hub	3	14
					17 at Garage

Section Radial
0+92.77 = ctr Curve

1781	1756	1778	1778	1838	1840
7.5	10.7	8.5	8.5	7.5	2.3
14	16		1	10	15

Distances from E Semi Tan.
Sec B Along N.W. Edge Cut off Wall

17820	17888	17887	17556	17889	17888
763	7.3	7.46	10.77	7.45	7.45
End Wall 8' N.W. of Angle	Angle 10' Wall	5' Bk in Wall	1 invert Cut off Wall	7.5 Bk	15 End Wall

Sec A
0+84 sta for Sec on Semi Tan

1763	1766	1745	1771	1771	1821
9.4	9.7	11.8	9.2	86	2.76
15	5		6	82	82
		186	3.34	Bottom Footing	Top Wall

Proposed Drain

Lt.

£

ft

35

002

SE Top Hyatt, Forward.

chk B.M. Bellevue 2.84 137.49

TP 0.41 140.31 11.09 139.90

TP 1.07 150.99 12.14 149.92

TP 0.06 162.06 11.78 162.00

TP 0.54 173.78 13.09 173.24

2+75

186.33

1882

+19

10

1870

+15

6

1831

+0.3

3

1810

+11.5

9

1701

+4.6

9

1641

+4.5

15

2 Ditch

186.33

Survey for proposed drain
between Udal St and
Voltaire St. West of
Poinsettia Dr.

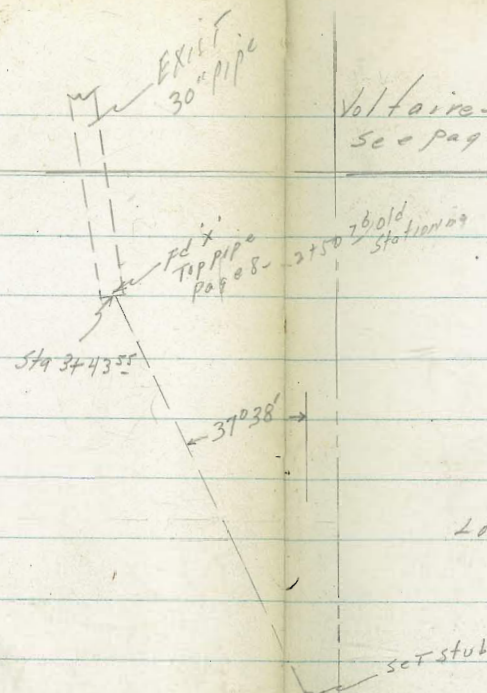
No # 21017
6-19-53

O. Allen
D. Sisson

C. Powell

Ref. Page 8 this FB
Map # 1587

staked 11/4/53 - 5011-B



Voltaire St
see page 8 for ties

2750' old
stationing

Sta 344355

37'38"

LOT # 38

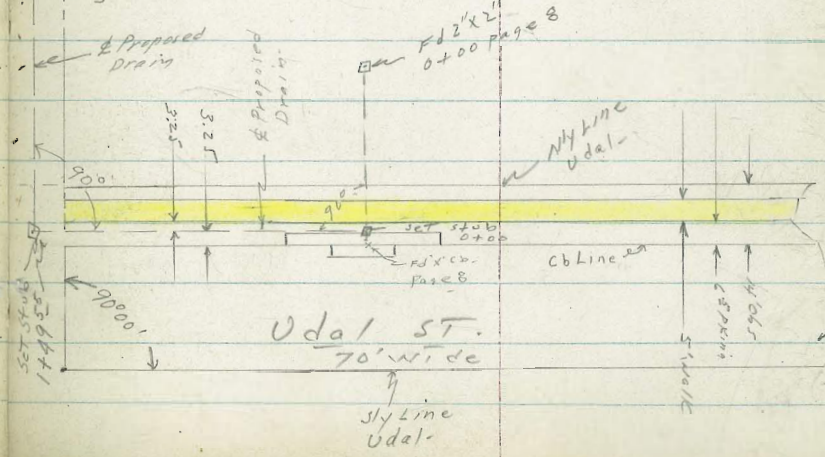
set stub L = 2+60³⁰

LOT 37

PT. 2+41.65

Map # 1587

38'



Working for ST

Poinsettia Dr

INDEXED
JUN 22 1953

FD
2\"/>

Levels for proposed Drain Vdal to
Voltaire - see sketch page 36 + Page 8

Prepared
Drains

37

0+75

89.78	90.34	90.4	90.44
76°	70°	70	69°
325	325		325
90T	cb		Wly Walk

0+50

89.48	90.12	90.2	90.21
72°	726	72	717
325	325		325
90T	cb		Wly Walk

0+25

88.99	89.89	89.9	89.91
839	749	75	747
325	325		325
90T	cb		Wly Walk

Walk in this area is in poor condition

325 LT = 2 10' front curb inlet

0+00 = split between face curb + Wly edge 5' walk

83.93	88.73	89.70	89.6	89.29
1345	865	768	78	809
325	325	325		325
IE Pipe	grate	Tipch		Wly edgewalk

97.38 X

BM 1.03 97.38

96.35

SE BP. Villia + Voltaire
(New Pointsetta)

1+57 & 3' RT = NE. Cor Walk

91.2 91.3
6 1/2 6 1/2
3 0
CORWALK

Section 90° to forward TANGENT
1+49.55 = L. RT 90° 00' -

90.7 91.0 91.2
6 7/8 6 1/2 6 2
10 0 10 0

1+47 - 1' 2" = & two Water Meters

and end curb + sidewalk
1+46.55 = NWly Line Point Loma Villas

90.62 91.22 91.1 91.30
6 7/8 6 1/2 6 3/4 6 0/8
3 2 5 3 2 5 3 2 5
9 0 T C 6 WLY WALK

1+25.

90.30 90.89 90.9 91.01
7 0 8 6 4 9 6 5 6 3 7
3 2 5 3 2 5 3 2 5
9 0 T C 6 WLY WALK

1+00

90.05 90.60 90.7 90.68
7 3 3 6 7 8 6 7 6 7 0
3 2 5 3 2 5 3 2 5
9 0 T C 6 7 3 8 3 2 5
WLY WALK

Levels Proposed Drain
See Page 37

2+45- Top Pill

1+

2+25-

1+

2+00.

1+

1+

1+77- 24° LT = Cor Frorie House

1-

1+75

1+

LT

Prop
Drain

RT

39

88.9

8[±]

25

89.1

8[±]

89.0

8[±]

25

89.6

7[±]

10

89.7

7[±]

89.9

7[±]

10

90.0

7[±]

10

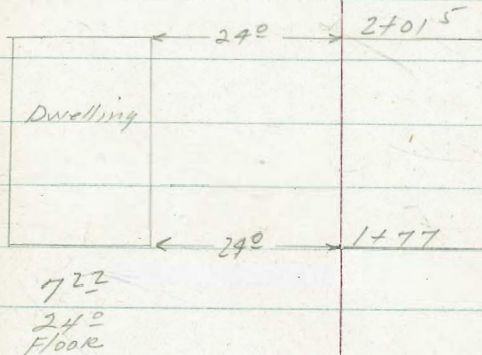
90.5

6[±]

90.4

7[±]

10



90.5

6[±]

10

90.7

6[±]

90.7

6[±]

10

97.38

X-sec proposed Drain
between Udal + Valtairs
West of Painsotta

3+31

3+00

2+84 - $\frac{1}{2}$ intersects toe at slope

TP₂ 3.98 75.30 13.14 71.32

Section 90° to Back tangent.
2+60 ³⁰ L. 37°38' to Rt.

TP, 0.02 84.46 12.94 84.44

LT

$\frac{1}{2}$ Proposed Drain - et - to

69.0 67.3 64.3 64.2 67.6
6³ 8° 11° 11° 7°
20 2° 14 20
Toe on slope

68.3 67.7 69.7 73.6
7° 7° 5° 12°
10 13 20
Toe on slope

68.6 68.7 69.4 71.8
6° 6° 5° 3°
10 5 10

75.30 X

79.6 81.6 81.9
4° 2° + 3°
10 13°
on side Top canyon -
fill

84.46 X

97.38 X

Levels Proposed Drain

TP₆ starting BM. 0.45 96.34 ^(96.35)

TP₅ 12.59 96.79 0.31 84.20

TP₄ 12.30 84.51 0.21 72.21

3+43⁵⁵ = end existing 30" pipe

TP₃ 8.19 72.42 11.07 64.23

3+36

LT

Proposed Drain

RT

41

63.1 57.59 63.6

9³ 14.83 8⁸

3 1.5 30" RCP 3

72.42 X

69.5 67.8 64.1 64.1 63.0 68.8

5⁸ 7⁵ 11² 11² 12³ 6⁵

20 7 3 10 toe 20 on slope

75.30 X

Prop Drain Bk. 39
Western Addition

C.H.S.
Beeg
Schelin

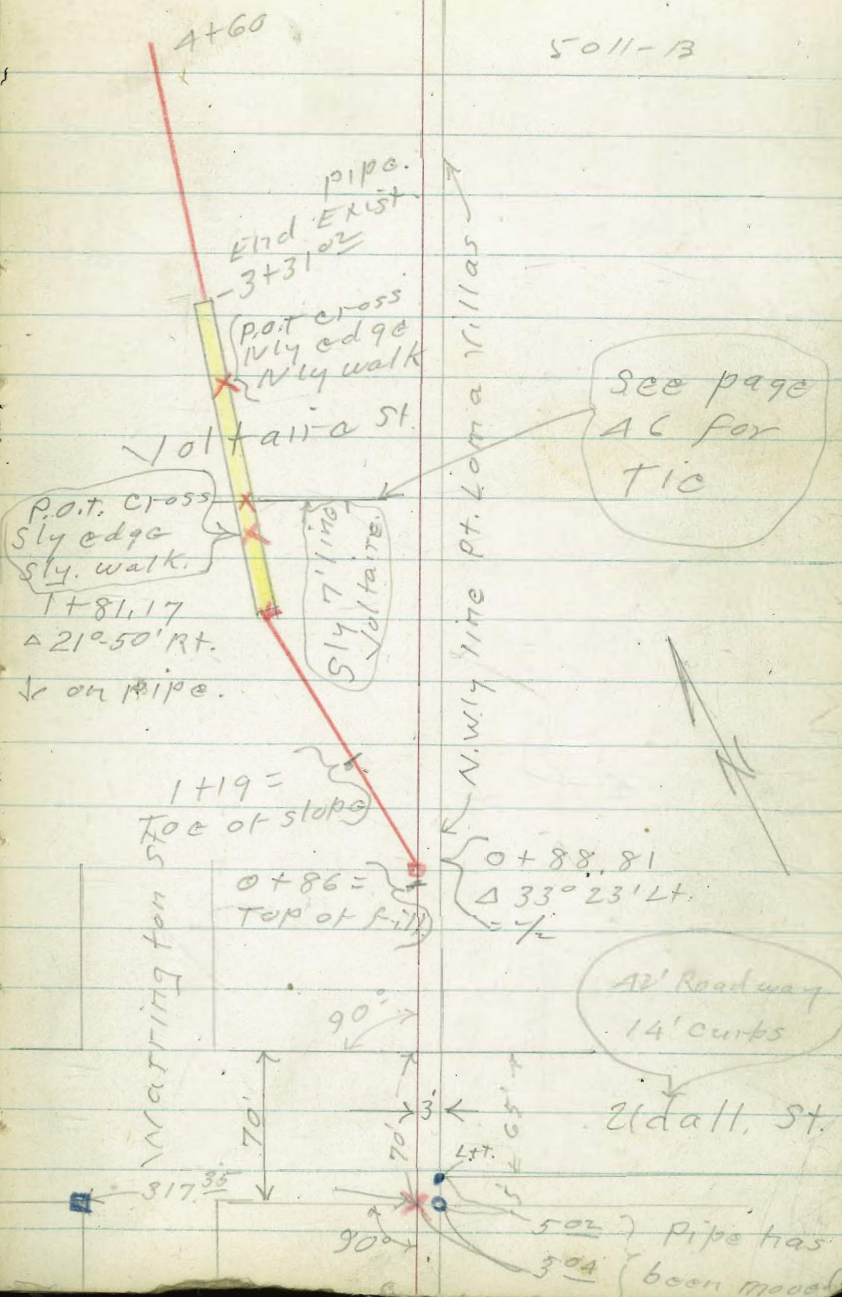
7-31-53
w.o. 21017
Sheet 5021-B

149⁸ existing pipe $\frac{FB2210}{8}$

Ends of existing pipe = Approx.
toe of slope of Voltairre St.
Fill.

Also see FB 2210-P8
" " " - 36

INDEXED
D.E.R.
AUG 4 1953



3+64

53.5
3.3

3+56

53.4	53.2	51.3	51.2	53.1	52.5	54.5
3.4	3.6	5.6	5.6	3.7	3.3	2.2
20	16	14	5	4		10

3+51

53.2
3.1

3+46

53.8	53.7	51.8	51.5	52.0	54.2	54.2
3.0	3.7	5.0	5.3	4.8	2.6	2.1
20	11	9		3	7	10

3+33

55.2	54.2	51.2	51.2	51.6	56.5	56.6
0.9	2.6	5.1	5.5	5.2	0.3	0.0
15	7	4		3	7	10

3+31.02 = End of pipe

51.95
4.84
56.79

4.84 56.79 - 51.95

L.F. Pipe Page 10

B, L

3+98

51.5
7.3

3+97

51.5
7.3

3+90

51.5	51.5	50.0	49.5	51.5	51.2	51.5
5.2	5.3	6.8	7.0	5.2	5.1	4.9
20	15	14	5	4		10

3+7C

52.2
A, C

3+75

50.2
G, I

3+72

52.4	52.5	50.5	50.5	52.9	52.5
4.4	4.4	6.6	6.1	3.9	3.3
20	10	9		3	10

50.794

4+60

492	494	469	467	492	503
7.1	7.2	10.2	10.1	6.9	5.9
40	36	33	22	21	

4+36

502	505	478	484	508	515
6.1	6.3	9.0	8.4	6.0	5.0
20	17	16	3		10

4+34

485	505	518
8.3	6.0	5.0
	2	10

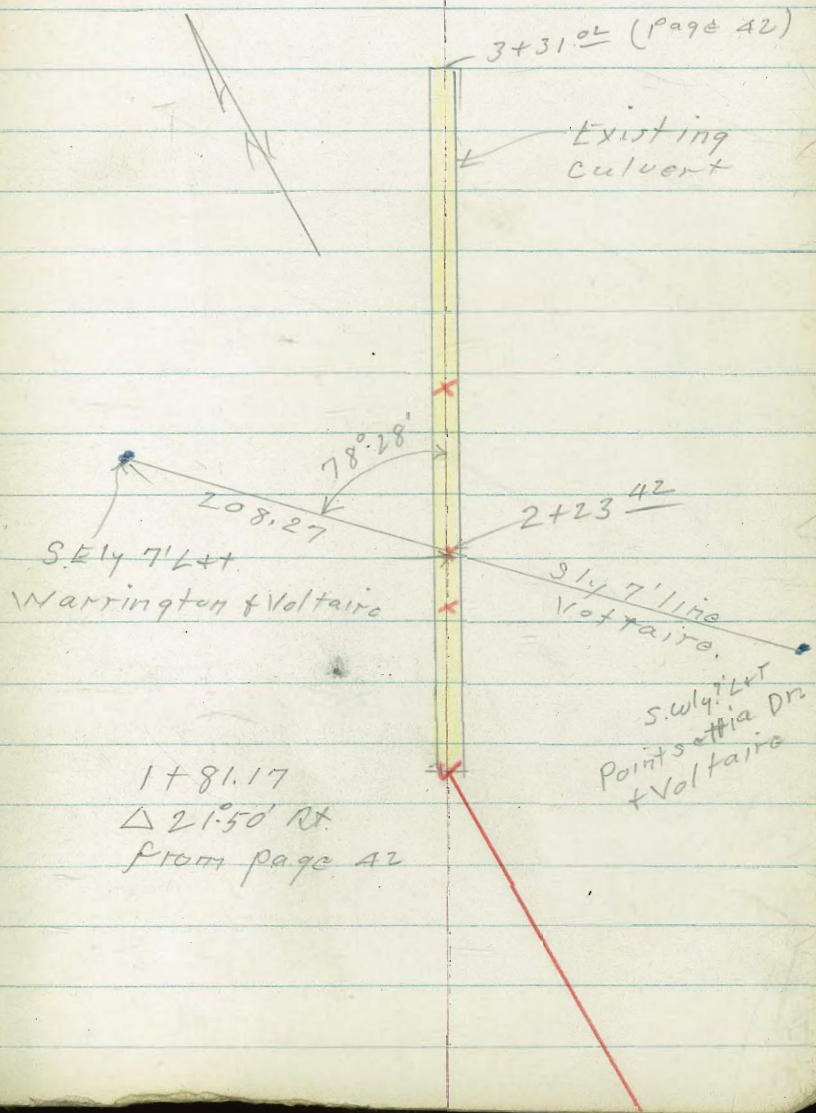
4+15

517	502	494	491	492	503	520
5.7	6.1	7.4	7.7	7.7	6.0	4.8
20	8	7		1	2	10

50.79

Ties for Prop. Drain

46

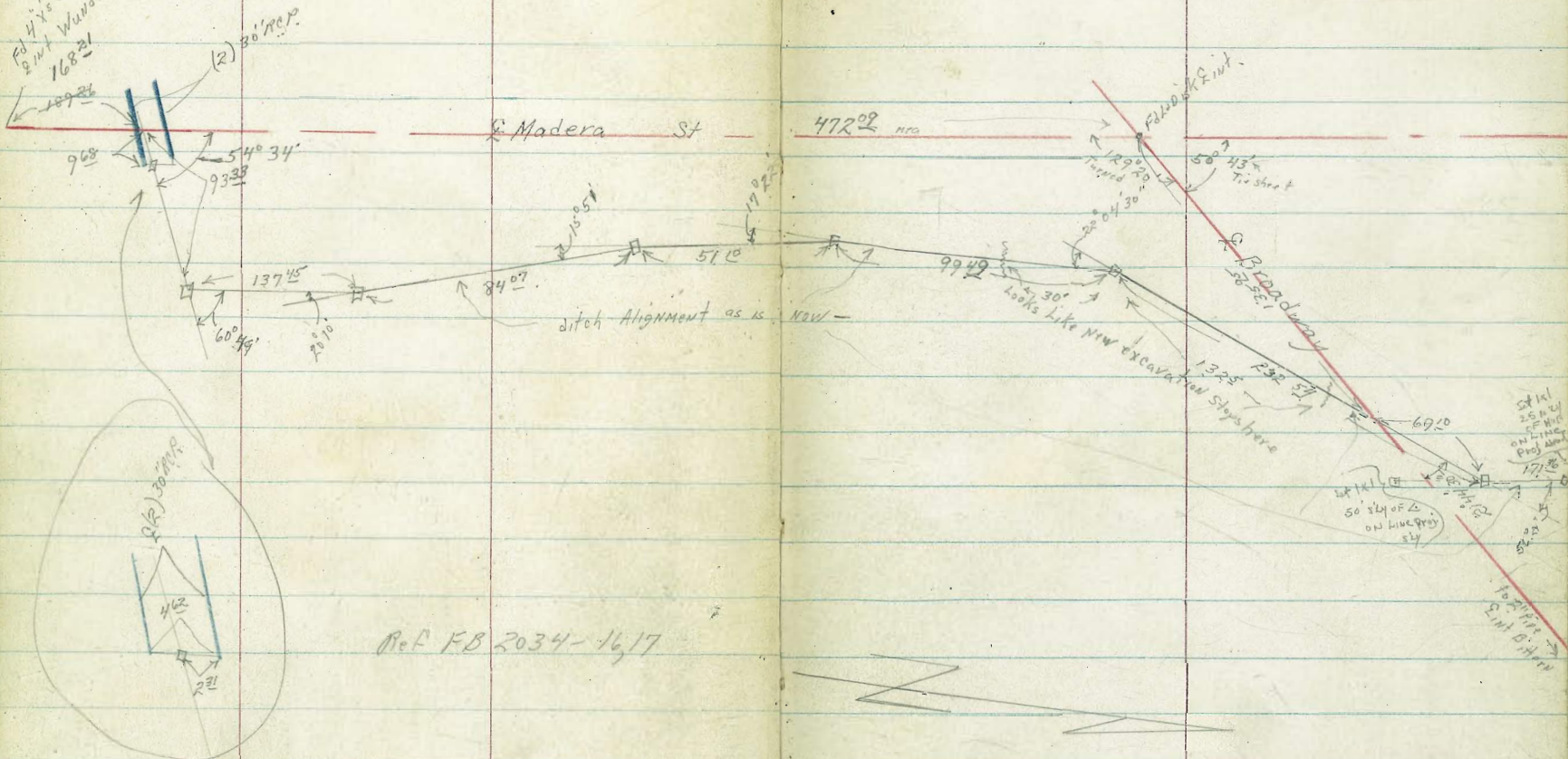


D. Smith
J. Rorer
R. Taylor
B. Fish

Survey to locate ditch dug by Stdept. for proposed
Easement.

42
WO # 21186
10-6-53

FD 4 1/2" on S.W. rim
2 int. Wumberlin
16821

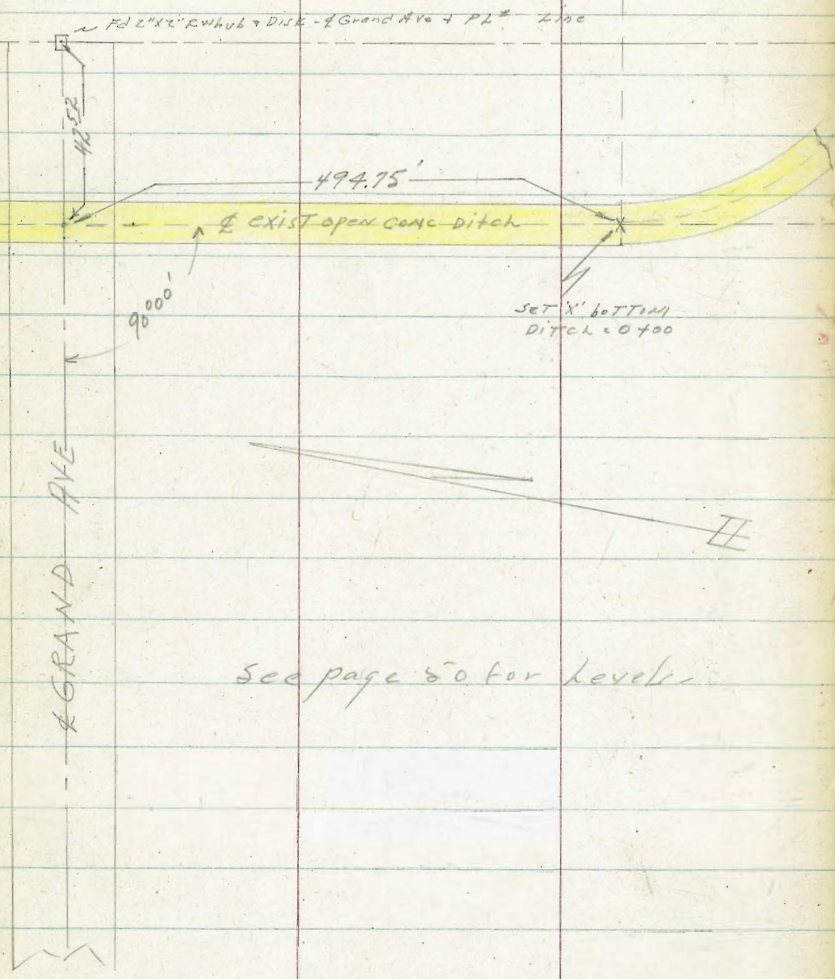


INDEXED
OCT 7 1953

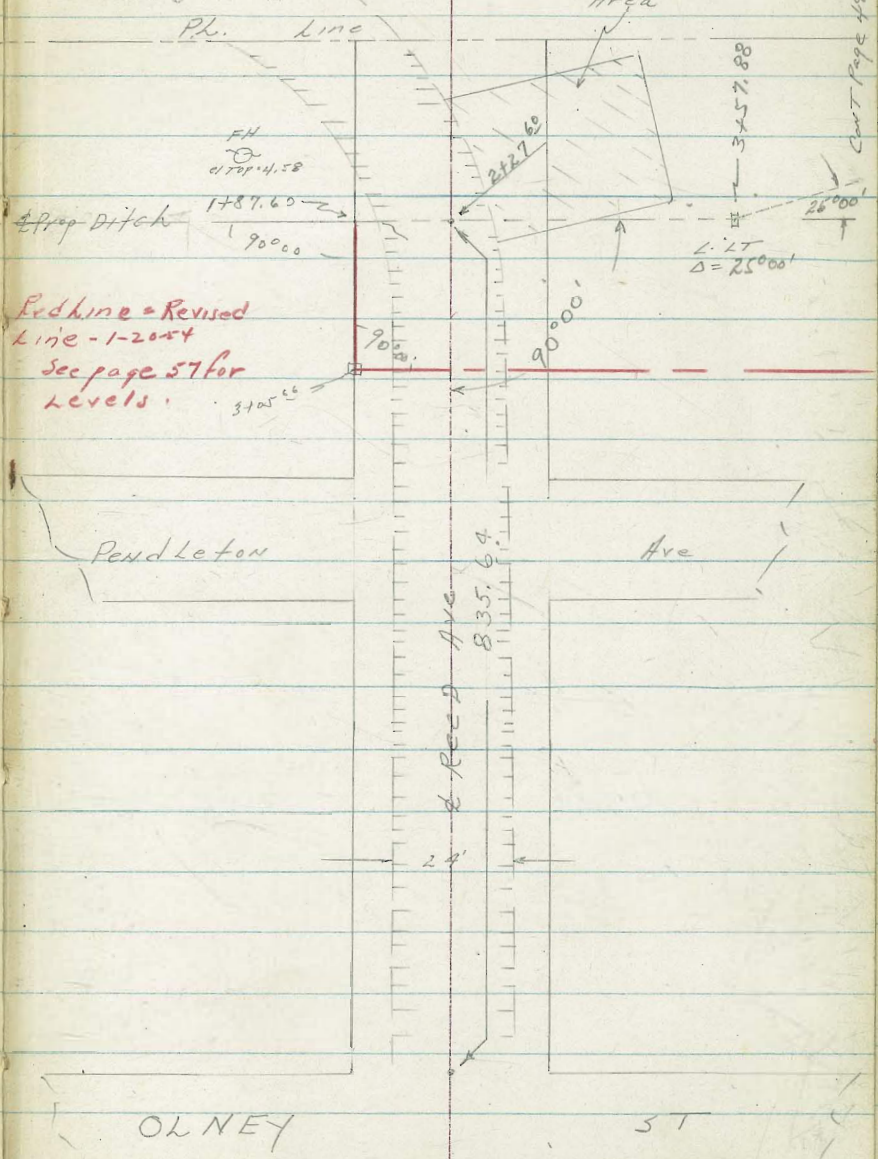
Proposed Change of Alignment in open
 Drainage ditch Through Bayview Terrace housing
 WO# 21188- 12-31-53
 C. Allen, D. Sisson, J. Rier-

INDEXED
 PER
 JAN 5 1954

48



See page 50 for levels.



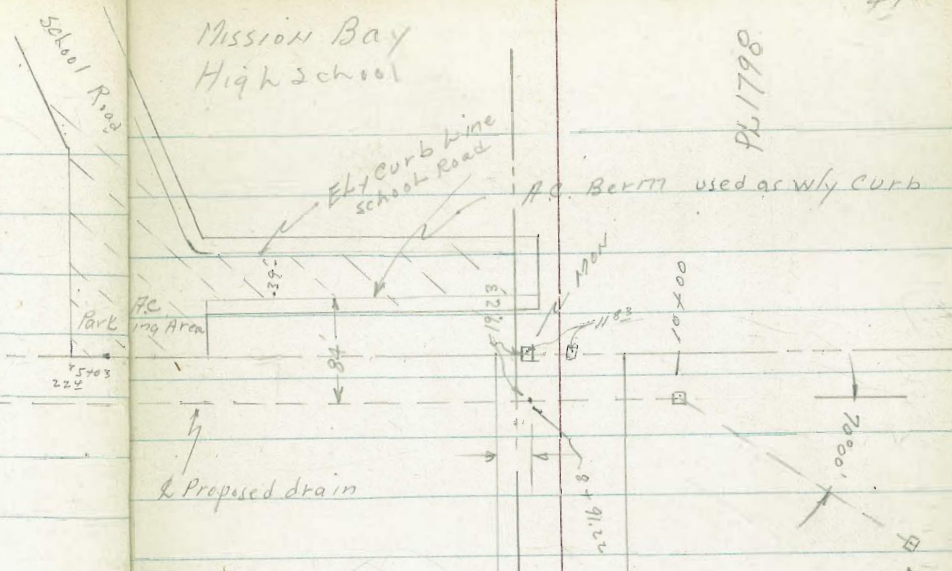
Redline = Revised
 Line - 1-2054
 See page 57 for
 Levels.

CURT Page 49

FD L4 City Disk - 3' Tie back w/lyline

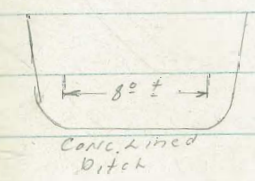
Mission Bay High School

PL 1798



Note: Tie at 8+91.22
 Made to Nly Mon.
~~at 7+00 = hub~~
~~at 11.8 ± sly = 12.00~~

For information
 ON MON see D. Smith's
 Survey of Grand Ave
 11' ±

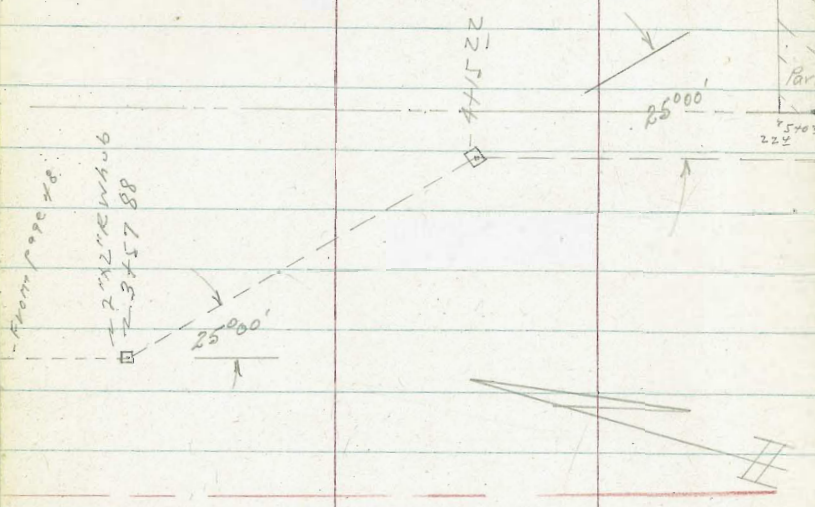


Pacific Beach Drive

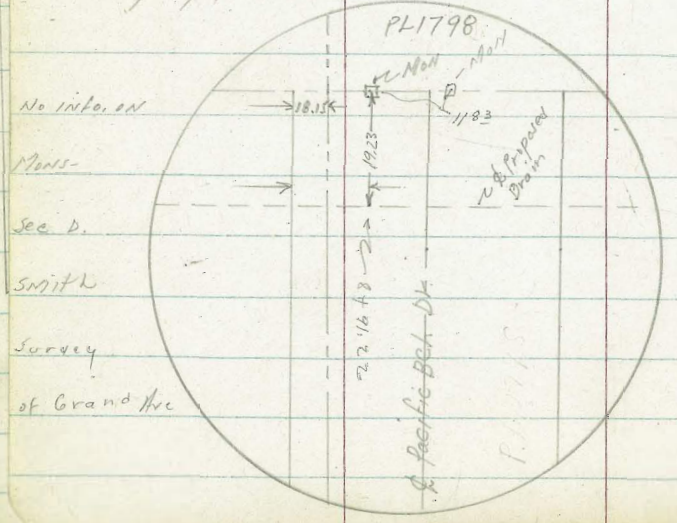
Approx. & Natural Drainage

PL 1

From page 48
 2' x 2' x 1/2" W x 1/2" x 6
 2' x 3' x 1/2" x 57 88



See page 50 for Levels



No info. on
 Maps
 See D.
 Smith
 Survey
 of Grand Ave

Levels for drain - see sketches
 PP 48, 49.

0+42 = Top wly edge Conc Lining

0+35 = Bottom wly edge ditch

exist ditch curves to elev.

0+00 = approx B.C. exist conc lined ditch

0-100

0-200

Direct elevation used for levels

TP5		1.94	4.58
TP4	4.50	6.52	13.06
TP3	0.23	15.08	9.60
TP2	0.77	24.45	12.91
TP1	0.91	36.59	11.05
BM	1.63	46.73	45.10

LT: 014

2
 Proposed
 Ditch

RT: wly. 52

2 86

1 40

2 98
 51

1 52
 40

1 48

1 60
 40

3 00
 51

1 32

1 99

True elevations

2 Proposed Drain Ditch

extreme top turn or valve fire hydr. 17³-27 sta 1+64.

on city L&D - 2 Reed Ave + 3' Tie back wly line Olney

NWBP - Olney + Garnet ST

Proposed ditch Cont

2+55° = wly edge A.C. Parking Area

2+50

2+27⁶⁰ & Reed Ave intersects & Prop Ditch

+ Begin A.C. Parking Area

2+13- & intersects Sly edge A.C. Pavc

2+00 - ON A.C. Pavc

1+86²- & intersects Nly edge A.C. Pavc
Reed Ave

1+64 - 17³ LT = & Fire Hyd.

1+50

1+00 - 41⁻ LT = Top wly edge ditch

0+50 - 3⁰ LT = Top wly edge case

LT = 24

2

RT = WLY = 51

141

149
10
ON AC
Parking Area

144 142 16
2³
edge
AC

150
ON RR.

ON A.C.

165 166 191
10 10

178 183 187
10 10

217 212 208
10 10
ON arc edge PVT.

21 21 20
10 10

272 21 21
41° 10

283 32 22
30 10

True elevations

Proposed Ditch

LT = ely

RT = Wly

'53

17⁵ LT = SELy cor store room } easy to
 4409⁵ 8⁰ LT = SWly cor store room } move -

17⁵ LT = NE cor frame store room -
 4400 - 8⁰ LT = NW cor frame store house

3496 - 1⁰ LT = 4" x 4" clothes line pole

3481 - 14⁵ LT = 4 Deadman.

3469⁸ 17 LT = 4" x 4" clothes line pole

42³ LT = NW cor PHA frame Dwelling
 3469⁰ 7⁵ RT = NELy cor PHA frame Dwelling

3462⁵ } 14³ LT = 10" Power pole # PB 279
 } 4³ RT = 4 Deadman
 } 1⁸ RT = 4 Deadman

3457⁸⁸ L. 25° 00' LT. Section taken on split

3453⁰⁰ 10⁵ RT = SELy cor PHA Dwelling

3448⁷ 19 RT = 4" x 4" clothes line pole

3406⁵ 23⁰ LT = NW cor PHA Dwelling

3400

1⁴
10

4

1³
7⁵
Elyot
House

327

1⁴

1⁰

2⁹⁰

42³
Floor

42³
9⁵

7⁵
9⁵

7⁵
Floor

1³
10

1²

1²
10

1²
10⁵
9⁵

2⁹⁸
10⁵
Floor

327

1⁶

23⁰
Floor

23⁰
9⁵

1⁵

10

1⁵

1⁵

10

True elev.

5+50 = Sly Toe Fill

-0⁴
10-0⁴-0⁶
10

5+43 = Top Fill (Sly Top)

2⁰
102³2⁵
10

5+39 = 26° LT = SWly cor Parking Area (AC)

2³⁰
AC.

5+11 = Top Fill

2²
102⁰1⁸
105+03 = 22⁴ LT = NWly cor A.C. Parking Area
Toe fill2⁹⁰0⁶
10
AC. on fill
PKare-0⁴
4⁰
Toe fill-0³0⁰
104+70 = 12° LT = SWly cor PHA from dwelling
To Dwelling2⁸⁰
12⁰
Floor0⁷
12⁰
9^r0⁷0⁶
10

4+64 = 1 crosses 3' wide Ely & Willy A.C. walk

4+48 = 2⁵ LT = SWly cor PHA from house2⁸⁵
2⁵
Floor1²
2⁵
9^r4+29 = 2³ RT = SEly cor PHA from house1²
2³
9^r2⁹⁵
2³
Floor4+15 = 2² L. RT = 25° 00' - Sect on Split1⁴
101³¹
on top1³
7⁰

True elev.

Ely house
9^r

Proposed ditch

LT=14

X

RT=14

SX

10450

- 1⁵/₁₀

- 1³/₁₀

- 1³/₁₀

Section 9 split

10400 L: 70°00' RT: 2"x2" hub

- 1¹/₁₀

- 1²⁰/₁₀
on hub

- 1²/₁₀

9450

- 1³/₁₀

- 1³/₁₀

- 1³/₁₀

9400

- 1⁵/₁₀

- 1⁵/₁₀

- 1⁵/₁₀

8450

- 1⁴/₁₀

- 1⁴/₁₀

- 1⁴/₁₀

8400

- 1³/₁₀

- 1⁴/₁₀

- 1⁴/₁₀

7450

- 1⁰/₁₀

- 1⁰/₁₀

- 1⁰/₁₀

7400

- 1¹/₁₀

- 1⁰/₁₀

- 1¹/₁₀

6450

- 0⁸/₁₀

- 0⁸/₁₀

- 0⁸/₁₀

6400

- 0⁸/₁₀

- 0⁸/₁₀

- 0⁸/₁₀

True elev.

Proposed Ditch

LT = eiy

d

RT = vly.

56

TP ₁₁			1.75	(45.10) 45.08
TP ₁₂	9.32	46.83	1.17	37.51
TP ₉	12.89	38.68	1.25	25.79
TP ₈	12.18	27.94	1.50	14.86
TP ₇	11.83	16.36	2.35	4.53
TP ₆	2.30	6.88		4.58

Starting BM - NW 13P Garnet + Olney.

Taken from TP₅ page 50 to check levels to BM.

12+00 end of Line

- 1 ⁷/₁₀ - 1 ⁸/₁₀ - 1 ⁷/₁₀

11+50

- 1 ⁶/₁₀ - 1 ⁸/₁₀ - 1 ⁶/₁₀

11+00

- 1 ⁵/₁₀ - 1 ¹⁰/₁₀ - 1 ⁵/₁₀

True elevations

Levels Fox Red Line
page 48-

2+52^S - 49° RT = SW COR PHA Tempo Dwelling

2+50 - 19° LT = Nly edge A.C. Pavc

2+28° } 11^S LT = Nly edge¹⁰ Pavc
20^S RT = S.E. COR PHA Tempo Dwelling

2+00 - 3² LT = Nly edge A.C.

1+89⁹ = Nly edge A.C. Pavc

Previous to 1+87⁶⁰ see original notes
page 50 et al.

1+87.60 = L 90° to left - For Levels

BM 2.03

6.61

4.58

Top FH, TP, page 20

LT

4

RT

57

42 2⁸³
49² 49³
9² 10³

49⁴
19⁰
Nly edge
AC

5¹

5³
10

47⁶
11⁵
Nly edge
AC

48 28⁴
50⁵ 50⁵
9² Floor

44⁹
3²
edge AC

4⁶

4⁶
10

44⁹

44⁸

6.61 x

4400 - 2° RT = 2 Bottom Ditch

5 ⁰	5 ⁰	6 ⁰	6 ³	5 ²	5 ¹
20	11		20	16	20
			BOTTOM		

All bldgs from here on are in clear
Sly -
Defined Drainage Ditch from here

2⁵ LT = ♀ Dip in AC
3+86 = Sly edge AC. Pave Rec'd st

5 ¹³	5 ¹⁵	5 ⁶⁵	5 ⁵⁰	5 ⁰⁷	5 ¹⁰
20	125	25		8	20
	Ely Top	BITT			

1⁵ LT = ♀ Dip for Drainage in AC

3+32 = Nly edge AC. Pave Rec'd st

496	505	550	542	488	484
20	10	15		10	20
	Ely top	BOTTOM		Wly Top	

16° RT of Back Tangent =
3+05 ⁶⁶ = 1. 90°00' Sly wall PHA House

48

3700

49

2+69 - 23⁵ RT. SELY COR PHA Tempo Dwell.

6.61	π	49	292
		235	235
		95	FLOOR

Levels Red Line Page 48
 TP₁ Starting BM - 2.02 4.58.

Area from here on flooded 1-20-54 - high tide ^{4 Pains}

The water front conc lined ditch page 48
 School Property - This ditch carries
 33° LT = $\frac{1}{2}$ Ditch from Nly edge

7+00 - 20° LT = $\frac{1}{2}$ BOTTOM Ditch

6+50 - 14° LT = $\frac{1}{2}$ BOTTOM Ditch

6+00 - 8° LT = $\frac{1}{2}$ BOTTOM Ditch

5+50 - 6° LT = $\frac{1}{2}$ BOTTOM Ditch

5+00 - 2° LT = $\frac{1}{2}$ BOTTOM Ditch

4+50 - $\frac{1}{2}$ intersects BOTTOM Ditch

LT

$\frac{1}{2}$ RT

59

7 ⁸	6 ⁷	7 ⁷	6 ⁷	6 ⁵	6 ⁹	6 ⁹
33	27	20	14		10	20
	ELY TOP	2 BOT. Ditch	WLY TOP Ditch			

7 ⁰	7 ⁰	7 ⁶	6 ⁹	7 ⁰	7 ¹
30	18	14	9		10
	ELY TOP	BOTTOM Ditch	WLY TOP Ditch		

7 ³	6 ⁴	7 ³	6 ⁶	6 ⁵
40	28	8 ⁰		10
		BOTTOM		

5 ⁵	5 ⁷	6 ⁹	6 ³	5 ⁶	5 ⁵
30	22	6 ⁰		10	20
		BOTTOM Ditch			

5 ⁶	5 ⁶	6 ⁷	6 ⁵	5 ⁶	5 ⁵
20	18	2		12	20
		BOTTOM Ditch			

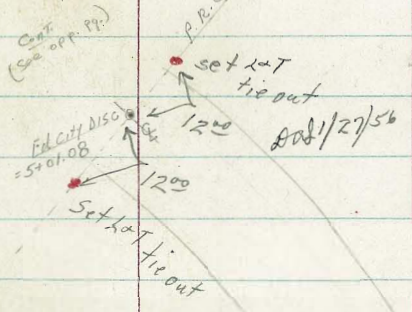
5 ³	5 ⁴	6 ⁵	5 ⁴	5 ⁴
20	12		15	20
		BOTTOM of Ditch		

6.61 x

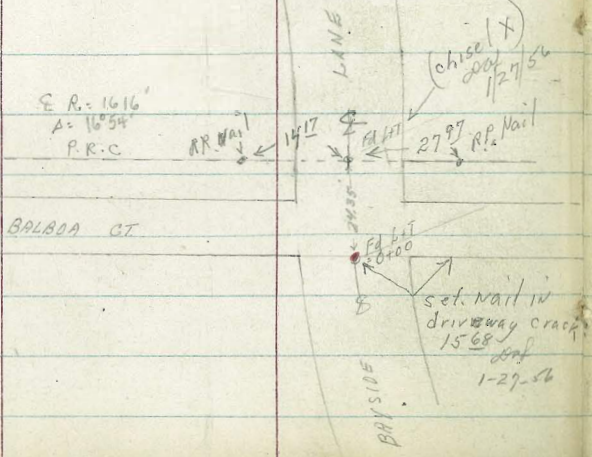
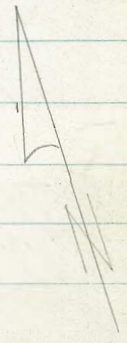
Clark
Shepherd
Bruner
O'Neil
2-25-54
W.O. 21224

X-SECT. BAYSIDE LANE
BALBOA, N.Y. to SAN GABRIEL

Ref: Tie sheets #1241
& #1242

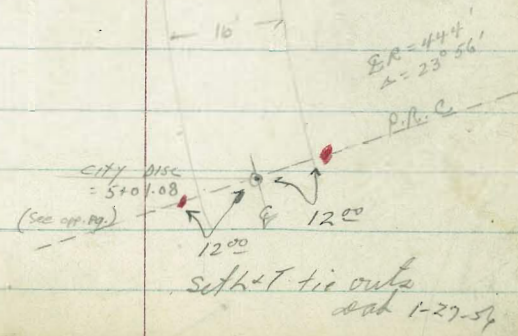
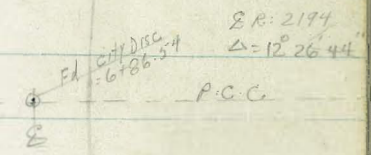
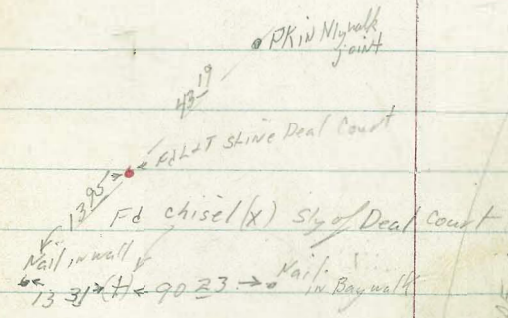


INDEXED
MAR 3 1954



Reduced by
Reynolds
3-18-54

SAN GABRIEL PLACE



A-SECT. BAYSIDE LANE

1709 - END Patched - Raised area

1700 1 RT. E. AIRY E.V.W.
E.M.H.

0+95 Beg. (ASPHALT) Patched - RAISED AREA Broken Patched Area
(EXTENDS FULL WIDTH PAV.)

0+75

0+50

0+25 APPROX END SUNKEN AREA

0+06 ± = 8 6 WALK { 7.5 LT
BARBARA CT. 8.0 RT.

0+00 = S. LINE BARBARA CT.

0-22 = Beg. Broken - & SUNKEN AREA (EXTENDS FULL WIDTH PAV.)

T.P. 6.61 7.11 2.93 0.50

O.M. 4.28 3.43 -0.85 = N.E.B.P.

(W.L.) LT.

1.87 1.92
5.24 5.19
8.1 8
AIRY PAV. E.P.

1.89 1.97
5.22 5.14
8 8
AIRY PAV. E.P.

1.85 1.95
5.26 5.16
8.1 8
AIRY PAV. E.P.

1.85 1.85
5.26 5.26
8.1 8
PAV. E.P.

1.81 1.77
5.30 5.34
8.1 8
PAV. E.P.

1.76 1.66
5.35 5.45
8.1 8
PAV. E.P.

2.09 1.54
5.02 5.37
7.5 7.5
UP PAV.

1.53
5.58
8
E.P.

1.51
5.60
8
E.P.

E

1.89
5.22

2.12
4.99
1
R.M.H.

1.93

1.84

1.70

1.58

1.41

1.45

1.41

7.11

RT (E.L.)

1.82 2.38
5.29 4.73
8 8.1
E.P. PAV. 1/4

1.93
5.18
8
E.P.

1.89 1.90
5.22 5.21
8 8
E.P. UP PAV.

1.85 1.87
5.26 5.24
8 8.1
E.P. UP PAV.

1.72 1.7
5.39 5.4
8 8
E.P. 9th

1.66 1.6
5.45 5.5
8 8
E.P. 9th

1.81

1.53

1.46 1.45

X-SECT BAYSIDE LANE (CONT.)

LT.

CP

RT.

2+40

END Patched area

1.50
5.61
8
E.P.

1.88
5.73

1.49 1.51
5.62 5.60
8 8
E.P. Drive

2+31

1.67
5.44
8
E.P.

1.86
5.55

1.66 1.55
5.45 5.56
8
E.P. Drive

2+23

(Asphalt)
Box Patched area (Extends full-width Pav)

1.57
5.54
8
E.P.

1.56
5.55
8
E.P.

1.43
5.68

1.49 1.49
5.62 5.62
8 8
E.P. Drive

2+11

E Sunken area

1.57
5.54
8
E.P.

1.57
5.54
8
E.P.

1.49
5.71

1.52
5.61
8
E.P. Drive
WALK 1.52
5.59
8
Drive

1+96 = E

6' WALK } 8' LT
Brighton CT } 8' RT

1.57
5.57
8
WALK

1.57
5.54
8
E.P.

1.54
5.57

1.60
5.50
8
E.P. WALK

1+8990 = S LINE BRIGHTON

1.65
5.46
8
E.P.

1.57
5.54

1.64
5.47
8
E.P.

1+75

1.70
5.41
8
E.P.

1.57
5.54

1.65 1.65
5.46 5.46
8 8
E.P. WALK

1+45

END Patched area

1.82
5.29
8
E.P.

1.68
5.43

1.70
5.41
8
E.P.

1+32

Box Broken-Patched area

1.80
5.31
8
E.P.

1.71
5.40

1.77 2.11
5.34 5.0
8 8
E.P. 9'rd

1+25

1.86
5.25
8
Edge Pav

1.77
5.34

1.87 1.93
5.24 5.18
8 10
E.P. 4'rd

7.11

X-SECT. BAYSIDE (CONT.)

LT.

Q

RT.

0.56

4407.5

E.M.H.

6.55

9.11

0.57

4400

APPROX E. CAPISTRANO (SECT // TO CAPISTRANO)

0.61

6.53
8

6.54

6.52

8

3486.7

SLY EDGE PAV. CAPISTRANO

SECT ALONG EDGE CAPISTRANO

0.49

6.62

18

SLY EDGE CAPISTRANO

0.71

6.40

8

E.P.

0.66

6.45

8

RAV. SLY EDGE CAPISTRANO AS E. BAYSIDE

0.73

6.38

8

E.P.

0.63

6.48

8

E.P.

0.56

6.55

11

EDGE ALONG CAPISTRANO

3475

0.7

6.4

8

E.P.

0.77

6.39

8

E.P.

0.71

6.40

8

E.P.

0.68

6.43

8

E.P.

3450

0.88

6.23

8

E.P.

0.88

6.23

8

E.P.

0.90

6.21

8

E.P.

3425

E. LOW AREA

1.06

6.05

8

E.P.

0.93

6.18

8

E.P.

1.11

6.00

8

E.P.

1.16

5.95

8

DRIVE

3401

END PAVED AREA

1.18

5.92

8

ON CURBWAY

1.24

5.87

8

E.P.

1.11

6.0

8

E.P.

1.16

5.85

8

E.P.

1.27

5.84

8

DRIVE

2492

E. ALLEY E.W. 0.50 RT & M.H.

1.13

5.96

12.5

IN CONCRETE

1.37

5.79

8

E.P.

1.35

5.78

0.5

RT & M.H.

1.30

5.81

8

E.P.

2475

(ASPHALT) PAVED AREA

1.31

5.80

8

E.P.

1.31

5.80

8

E.P.

1.24

5.87

8

E.P.

1.37

5.74

8

E.P.

2450

1.48

5.63

PAV. YR.

1.48

5.63

PAV. YR.

1.35

5.76

8

E.P.

1.46

5.65

EDGE PAVE

1.45

5.66

DRIVE

7.11

X-SECT BAYSIDE LANE (CONT.)

5450 (E Patched area 1.5' RT. E Bayside-Lane Ave)

LT
-0.21
5.02
8
E.P.Σ -0.47
5.23RT -0.30
5.11
8
E.P.

5425

-0.22
5.03
4.0
Drive-0.25
5.06
8
E.P.-0.39
5.20-0.28
5.09
8
E.P.

5415

END - RAISED AREA

-0.31
5.12
8
Ally Pav-0.26
5.07
8
E.P.-0.46
5.27-0.35
5.16
8
E.P.

5408

High section - raised area
1.4 RT = E M.H.-0.31
5.12
8
Ally Pav-0.23
5.04
8
E.P.-0.18
4.99
14
Rim-0.24
5.05
8
E.P.

T.P.

3.84 4.81 6.14 0.97

4.81

540108 - P.R.C.

Beg RAISED AREA

-0.37
7.43
8
E.P.-0.37
7.43-0.30 -0.29
7.41 7.40
8 8
E.P. Drive

4475

-0.07
7.18
8
E.P.-0.19
7.30-0.14
7.25
8
E.P.

4452

Beg Patched area (asphalt) (approx.)
Along E approx. width 7.5'
Very uniform - edge of patched area
feathers into EXIST. CUR.0.11
7.00
8
E.P.-0.08
7.170.09
7.02
8
E.P.

4425

0.34
6.77
8
Ally Pav0.06
7.050.17
6.94
8
Ally Pav

4413

Nly edge Pav. Capistrano { Section along
Edge Capistrano Pav.0.33
6.78
180.48
6.63
80.25
6.660.46
6.65
80.36
6.75
18

7.11

X-SECT. BAYSIDE LANE (Cont.)

7427 - END Raised Area of END (asphalt) Patched Area of Beg 3' wide
 Conc. Mch. over sewer line
 along approx. E. B. Lane
 Edges of conc. patch flush with
 Pav.

74005 - S.M.H. - 4 high Sect. Raised Area

6494 - (asphalt) END Uniform Patched Area along E
 Beg raised area & patching across entire Pav.

6-86.54 = P.C.C.

6475

6430 - (E Patched area 2.0 RT of E B. Lane house)

6425

6412 - 7.8 LT 2' S.D. G + E RT M.H.

6400 - (E Patched area 16 RT. E Bayside Lane house)

5475

65

LT	E	RT
-0.28 5.09 8 11/4 Pav	-0.29 5.10 8 E.P	-0.46 5.27
-0.26 5.07 8 11/4 Pav	-0.29 5.10 8 E.P	-0.11 5.22 8 M
-0.24 5.05 8 E.P	-0.39 5.20	-0.29 5.10 8 E.P
-0.25 5.06 8 E.P	-0.39 5.20	-0.33 5.14 8 E.P
-0.23 5.07 8 Drive	-0.24 5.05 8 E.P	-0.34 5.15 8 E.P Drive
-0.33 5.14 8 E.P	-0.43 5.21	-0.33 5.14 8 E.P
-0.25 5.06 8 edge of Pav.	-0.27 5.08 8 E.P	-0.31 5.16 8 E.P Drive
-0.36 5.17 8 E.P	-0.39 5.20 8 edge M.H.	-0.48 5.29
-0.31 5.12 8 E.P	-0.49 5.30	-0.37 5.14 8 E.P
	-0.39 5.20	-0.35 5.16 8 E.P Drive
	-0.36 5.17 8 E.P	-0.31 5.12 8 E.P

4.81

X-SECT BAYSIDE LONE (CONT.)

8+77.3 E.M.H. = High-Set. Raised area

8+80 Rep. Raised-Buckled-Sunken Area

8+75 END Sunken-Area Along old Conc. Patch (E)
(CONT. 3' Conc. Patch)

8+50

T.P. 5.49 5.40 4.90 -0.09

8+25 Rep. area where old 3' conc. patch is slightly below level Pav.

8+24 Rep. - Lateral cracks in Pav. across entire width

8+00

7+75

7+50

7+25

LT.

-0.35 -0.34
5.75 5.74
8 8
A/E.P. E.P.

-0.33 -0.31
5.73 5.71
8 8
A/E.P. E.P.

-0.33 -0.45 -0.50
5.73 5.85 5.90
8 1.6 1.5
E.P.

-0.28 0.40 -0.46 -0.49 -0.54 0.50 -0.30
5.68 5.80 5.86 5.89 5.94 5.90 5.76
8 1.6 1.5 8
E.P.

5.40
R

0.27 -0.39 -0.49 -0.49 -0.49 -0.23
5.88 5.20 5.30 5.30 5.30 5.30
8 E.P. 1.6 1.5 1.5 1.6 8
E.P.

-0.19 -0.49 -0.26
5.00 5.30 5.07
8 8
E.P. E.P.

-0.20 -0.43 -0.26 -0.24
5.07 5.24 5.07 5.25
8 8
E.P. E.P.

-0.13 -0.36 -0.21 -0.18
4.94 5.17 5.02 4.99
8 8
E.P. E.P.

-0.18 -0.38 -0.22
4.99 5.19 5.03
8 8
E.P. E.P.

7.81

X-SECT BOYSIDE LANE (CONT.)

10+25

10+18 LAT CRACKING ACROSS ENTIRE PAV.

10+00

9+87 = Center Low area of asphalt Patch

9+75

9+68 BAD LATERAL CRACKING ACROSS PAV.

9+50

9+25 BAD LATERAL CRACKS PAV. here - (Beg. 9+20 ends 9+30)

9+00

8+91 = END RAISED AREA

LT.	Σ	RT.
-0.20 5.60 8 E.P.	-0.45 5.85	-0.20 -0.18 5.80 5.58 8 8 E.P. L.P. DRIVE DRIVE
-0.23 5.63 8 E.P.	-0.47 5.87	-0.37 -0.29 5.72 5.69 8 8 E.P. L.P. DRIVE DRIVE
-0.25 5.75 8 E.P.	-0.50 5.90	-0.31 -0.32 5.77 5.72 8 8 E.P. L.P. DRIVE DRIVE
-0.29 -0.31 5.84 5.71 8 8 L.P. Conv'd E.P.	-0.45 5.85	-0.26 5.66 8 E.P.
-0.25 -0.29 5.65 5.69 8 8 L.P. Walk E.P.	-0.44 5.84	-0.28 5.68 8 E.P.
-0.38 -0.40 5.78 5.80 8 8 L.P. Drive E.P.	-0.57 5.97	-0.46 5.86 8 E.P.
-0.42 -0.44 5.82 5.82 8 8 C.M. Walk E.P.	-0.54 5.94	-0.37 5.77 8 E.P.
-0.44 -0.45 5.82 5.85 8 8 P.V. E.P.	-0.51 5.91	-0.44 5.84 8 E.P.
	5.40	

X SECT. BAYSIDE LANE (cont.)

		LT.	CE	RT.
11125		-0.27 5.67 8 E.P.	-0.50 5.70	-0.24 5.64 8 E.P.
11117	END RAISED AREA	-0.27 5.67 8	-0.51 5.72	-0.28 5.68 8 E.P. -0.25 5.65 8 UP 5.71
11111	High Sect. Raised Area	-0.27 5.67 8 E.P.	-0.41 5.81	-0.33 5.73 8 E.P. -0.32 5.72 8 WALK
11105	Big Broken, Raised Area	-0.20 5.70 8 E.P.	-0.52 5.72	-0.40 5.80 8 E.P. -0.39 5.79 8 UP 5.74
11100		-0.37 5.77 8 E.P.	-0.54 5.74	-0.42 5.82 8 E.P. -0.41 5.81 8 UP 5.74
10181	END RAISED AREA	-0.29 5.79 8 P.V. -0.47 5.87 8 E.P.	-0.49 5.89	-0.35 5.75 8 E.P. -0.33 5.73 8 CANYON
10172.5	E.M.H. & high - SECT. RAISED AREA	-0.27 5.67 8 P.V. -0.30 5.70 8 E.P.	-0.30 5.70 8 RIM	-0.32 5.72 8 E.P.
10162	Big Broken. RAISED AREA	-0.18 5.58 8 E.P.	-0.38 5.78	-0.19 5.59 8 E.P.
10150		-0.19 5.59 8 EDGE P.V.	-0.41 5.82	-0.14 5.54 8 EDGE P.V.

5.40
A

7-SECT. BAYSIDE LANE (CONT.)

LT E RT

CHK 0.88 702 = 699 - SW B.P. SAN GABRIEL + SEA WALL

T.P. 7.87 7.90 5.37 0.03

11488.7 ± NLY Lane San Gabriel

-0.35
5.75 5.72
8 8
PAY E.P.
SAN-GAB.

-0.25
5.85

-0.33 -0.25
5.73 5.75
8 8
E.P. PAY
SAN-GAB.

11464 END asph. patch (16' wide here)
(3' con road along E continues)

11463.14 Sly Lane San Gabriel

-0.40 -0.37
5.80 5.72
8 con
PAY 8
SAN-GAB. E.P.

-0.48 -0.49
5.88 5.89
8 on
asph. curb
E

-0.36 -0.38
5.76 5.78
8 8
CON PAY
E.P. SAN-GAB.

11451 (asphalt)
Pav. Patched area (7 wide sly road 116' wide nly)

-0.34
5.72
8
E.P.

-0.51
5.92

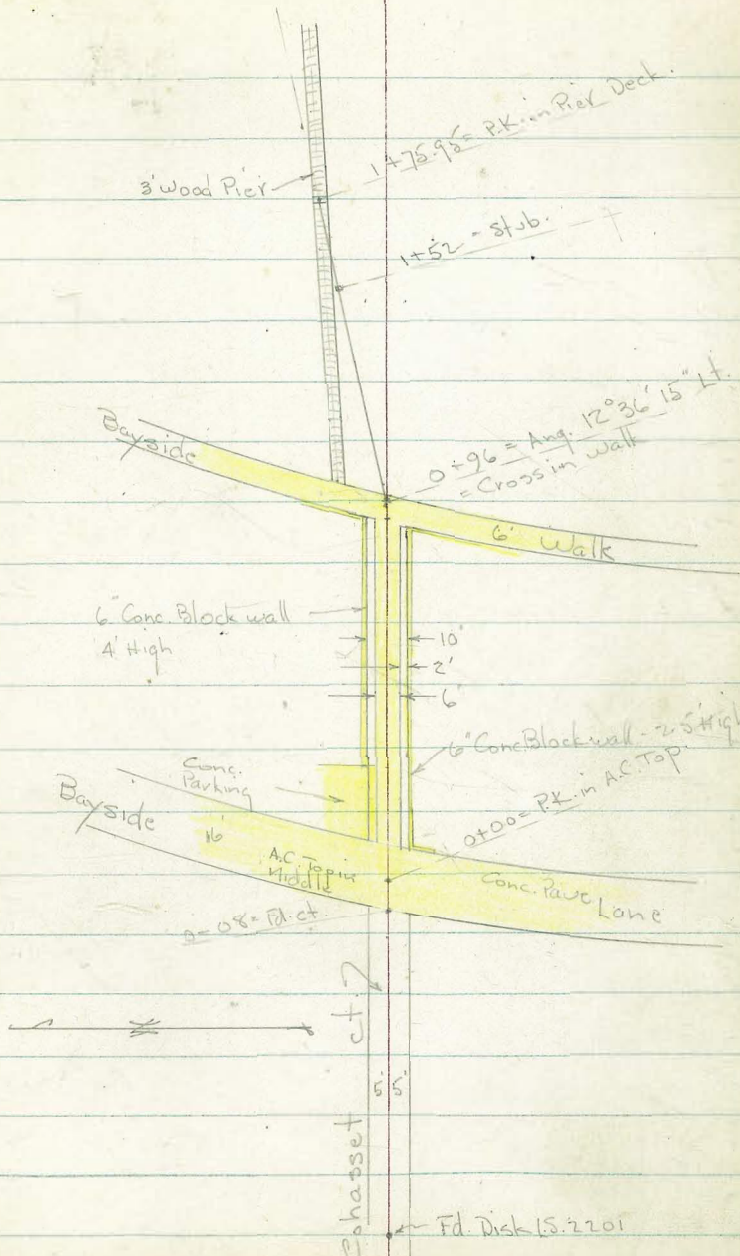
-0.39
5.67
8
HP

11450

5.40

INDEXED
MAY 20 1954

70



Survey for Prop. Drain in Cohasset ct.
Bayside Lane to Bay. - Map. 1809-sheet 2
sketch - P. 70

W.O. 21224 - 5-19-54 7.0.

0+96 = Ang. Pt. = Cross

-0.23
on Cross

0+92.1 - 5.4' Rt = Cor. of wall curved.

0+90.5 = wly. of 6" Conc walk on Bayside walk at E

-0.08 -0.13 -0.06 -0.04
5 along edge walk to West walk to East 5 along edge

0+89.1 - 4.9' Lt = Cor. of wall

0+68.5 = 3.2' R = ± 3' Conc. walk

-0.12 -0.19 -0.20
3.2 walk 5

0+60

-0.2 -0.16 -0.11 -0.18 -0.2
5 by wall 2.85 walk 3.15 5 by wall
-0.13 -0.11 wall

0+45.5 - 3.1' R = ± 3.5' Conc. wall

0+38.8 - 2.9' Lt = ± 3.5' Brick walk.

-0.04 -0.04 0.07
5 walk 2.9 walk 3.1 walk 5

0+28.5 - end Conc. wall - 4' High
+ 4.9' Lt = Beg. 6" Conc. Block

0.02 0.04
3-edge of walk
end of Conc.

Note sketch - Conc. parking on Lt. - Solid.

0+09 - 5.1' Rt = Beg. 6" Conc. Block wall - 2.5' High

0+08 = edge of Conc. Pavc + Beg. ± of 6" Conc. walk

-0.35 -0.03
Pavc Top walk

check M.H. Rim - P. 65
Bayside Lane + Cohasset.

-0.40 - 0.39 - 65

Set. B.M. = □ in Cor. of walk

+0.17

0+00 = ± of Bayside Lane

-0.56
on PK.

B.M. = N.E. B.P. - Mission + San Luis Rey
-0.85 = P. 61

Actual Elev. shown

1+75.95 = P.K. = end = ± Pier + Bent

1+65.7 - 1.9' Lt. = ± Pier + Bent - 0.3' Lt. = Near
edge of extra 4x6" along Reg. Pile

1+61 = waters edge

1+56.1 - 3.5' Lt = ± Pier + Bent

1+50

1+47.3 - 2' Lt. = ± of 4x6 Pile for gate to Pier

1+46 - 5.1' Lt. = ± Pier + Bent.

1+36 - 6.7' Lt = ± Pier + Bent

Deck = 1x4" 2-2x6" Stringers

1+26 - 8.3' Lt. = ± Pier at Bent - 2-4x6" Piles

1+21 = approx. High water line

0+96.6 = edge of Conc. walk

LT ± RT
-1.19 = ^{= P.K.} Top of Deck -7.3 = Bottom

-6.2
-0.60
3.5 Top of Deck
= Brk. -4.4

-1.8 = Sand

walk + Pier -0.26 -0.23 -0.25 -0.23
Deck 12.9
= ± of 3' Pier along edge along edge

Levels - 50' west of Alley -

Lt.

♀

Rt.

73

check Mt. Rim - 10+72.5 - P. 68 - 0.30 = W. edge

0+50 -

-0.15
8 = S. edge

-0.10

-0.17
8 = N. edge

0+25

-0.26
8

-0.20

-0.26
8

0+00 = W.L. of Bayside Lane Pave

-0.32
8 = S. edge

-0.32

-0.44
8 = N. edge

Beq. Alley - Blk. 43

0+50

-0.54
8 = S. edge

-0.51

-0.63
8 = N. edge

+25

-0.45
8

-0.42

-0.53
8

0+00 = W.L. - Bayside Lane Pave

-0.36
8 = S. edge

-0.38

-0.49
8 = N. edge

Beq. Alley - Blk. 40

0+50

-0.32
8 = S. edge

-0.24

-0.22
8 = N. edge

0+25

-0.29
8 = S. edge

-0.25

-0.20
8 = N. edge

0+00 = W.L. - Bayside Lane Pave

-0.31
8 = S. edge

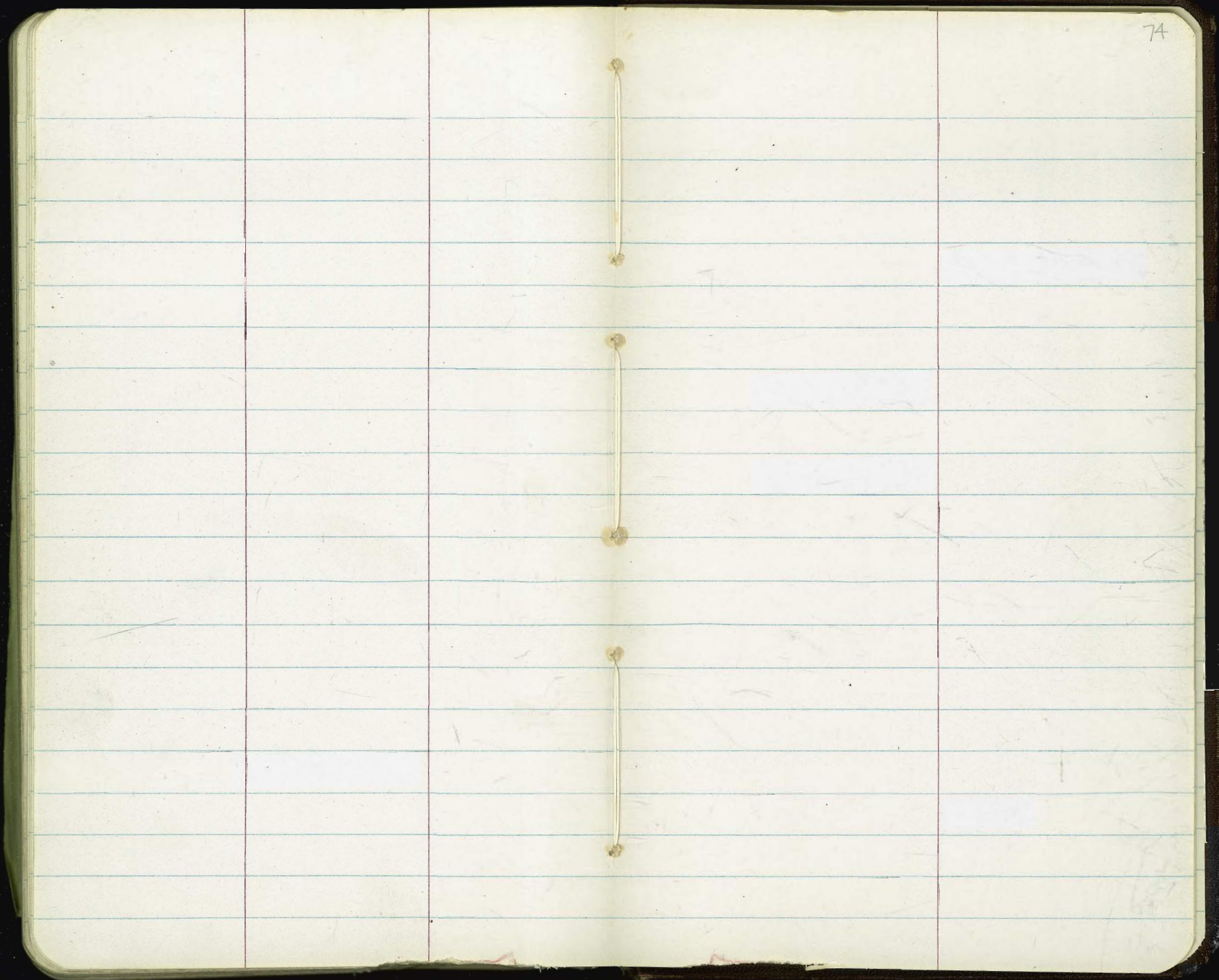
-0.30

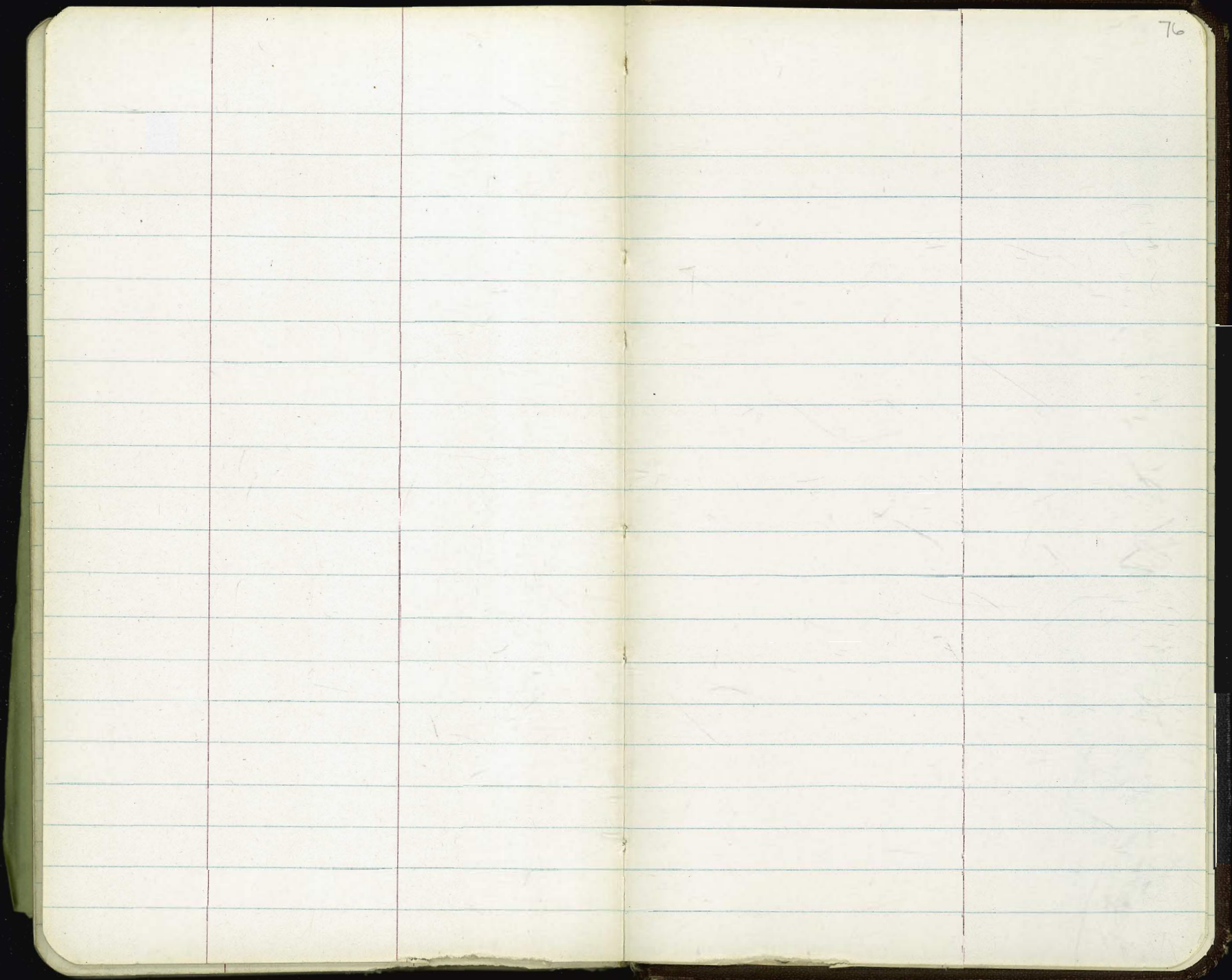
-0.28
8 = N. edge

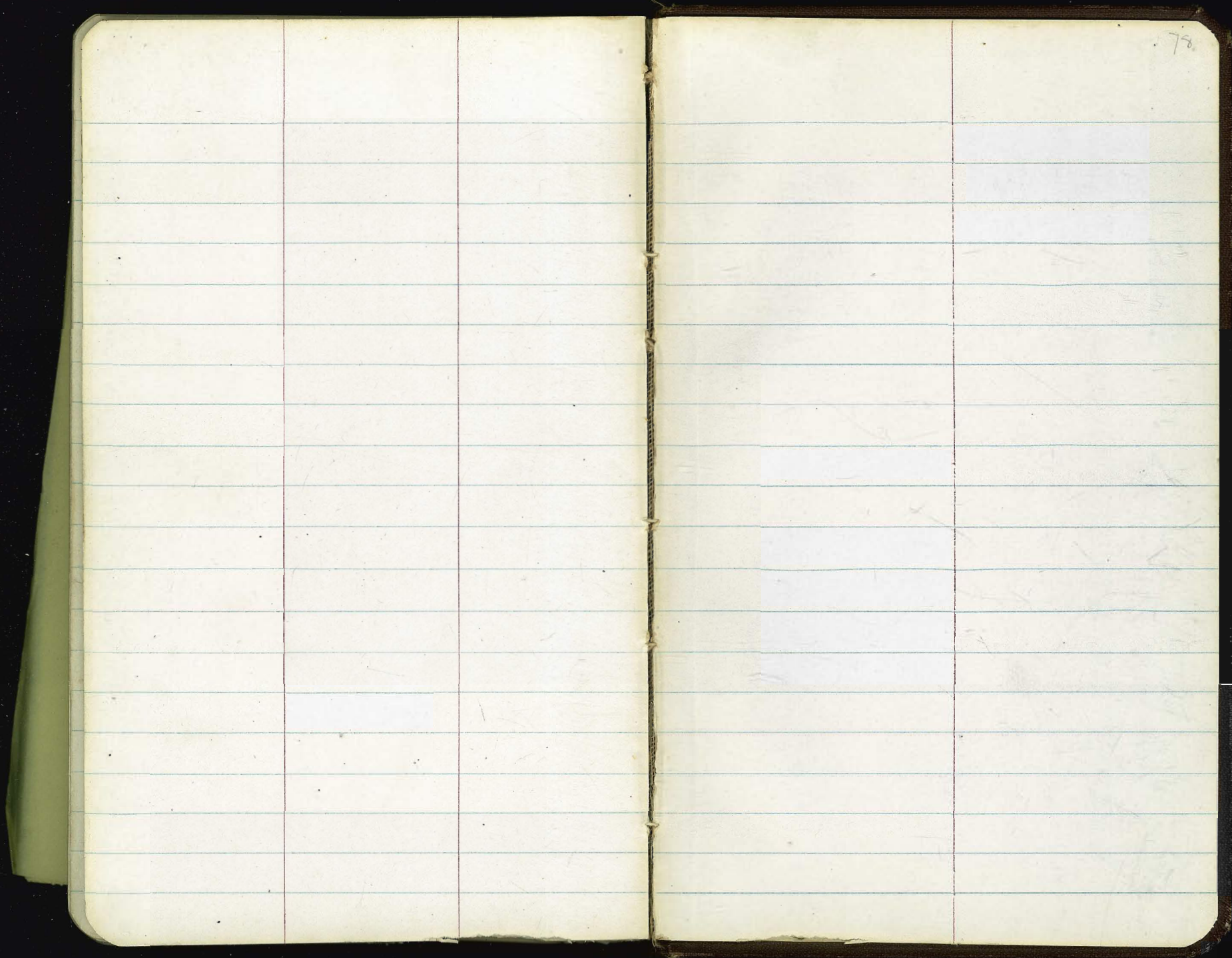
Beq. Alley - Blk. 35

B.M. - D - P. 71

0.17







78

4.00
6.70

224.37
115.71

108.62

2.5
2.80

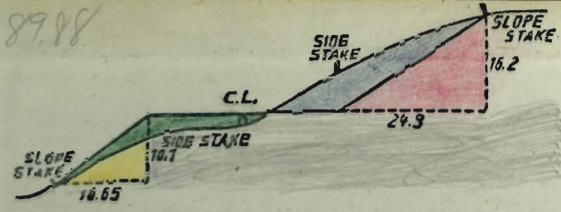
15.38
2.80

18.18

75.74
18.18

57.56

89.88



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

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