

JAN 1 1965

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

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

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the 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.

-5
6
323
33
4

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

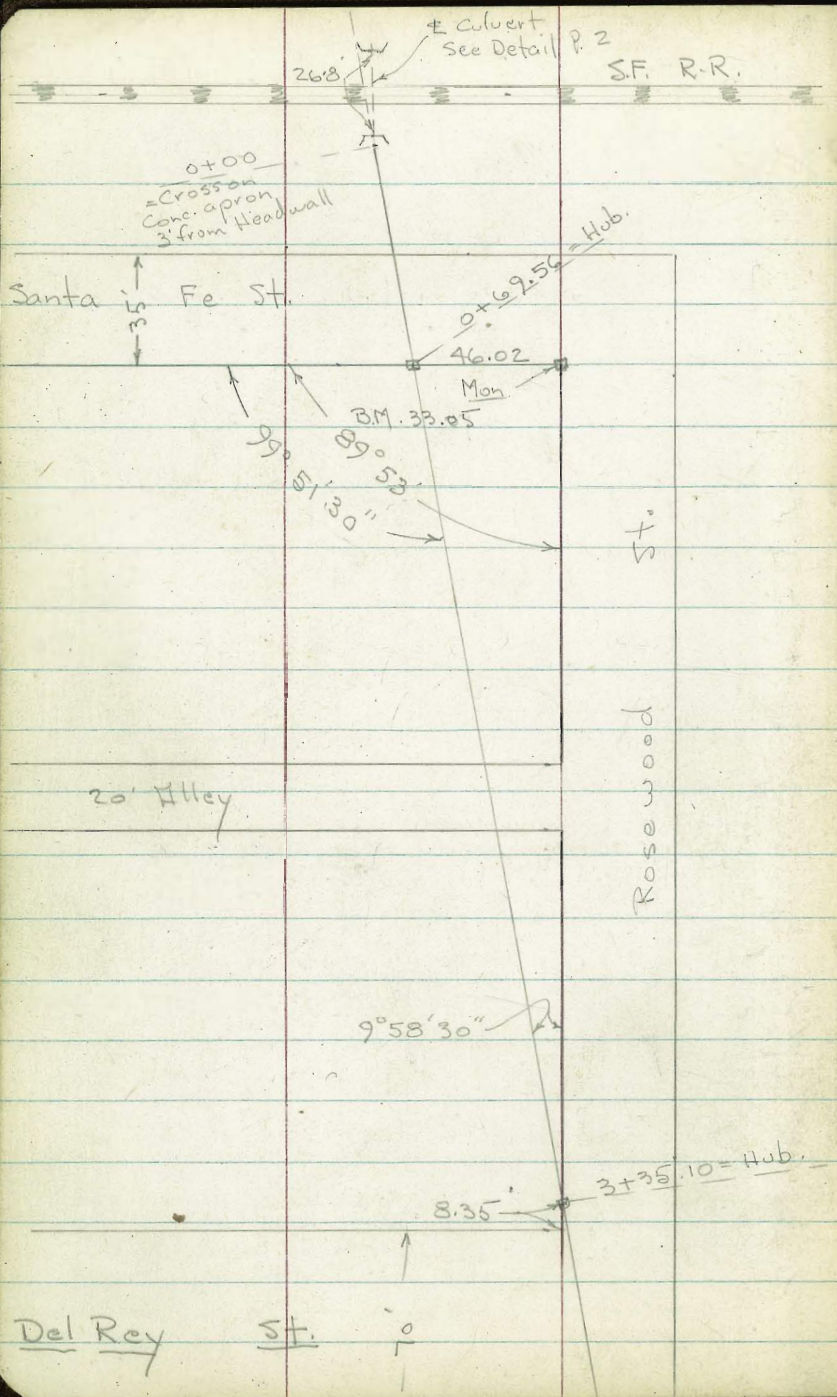
FOR TANGENTS ADD

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

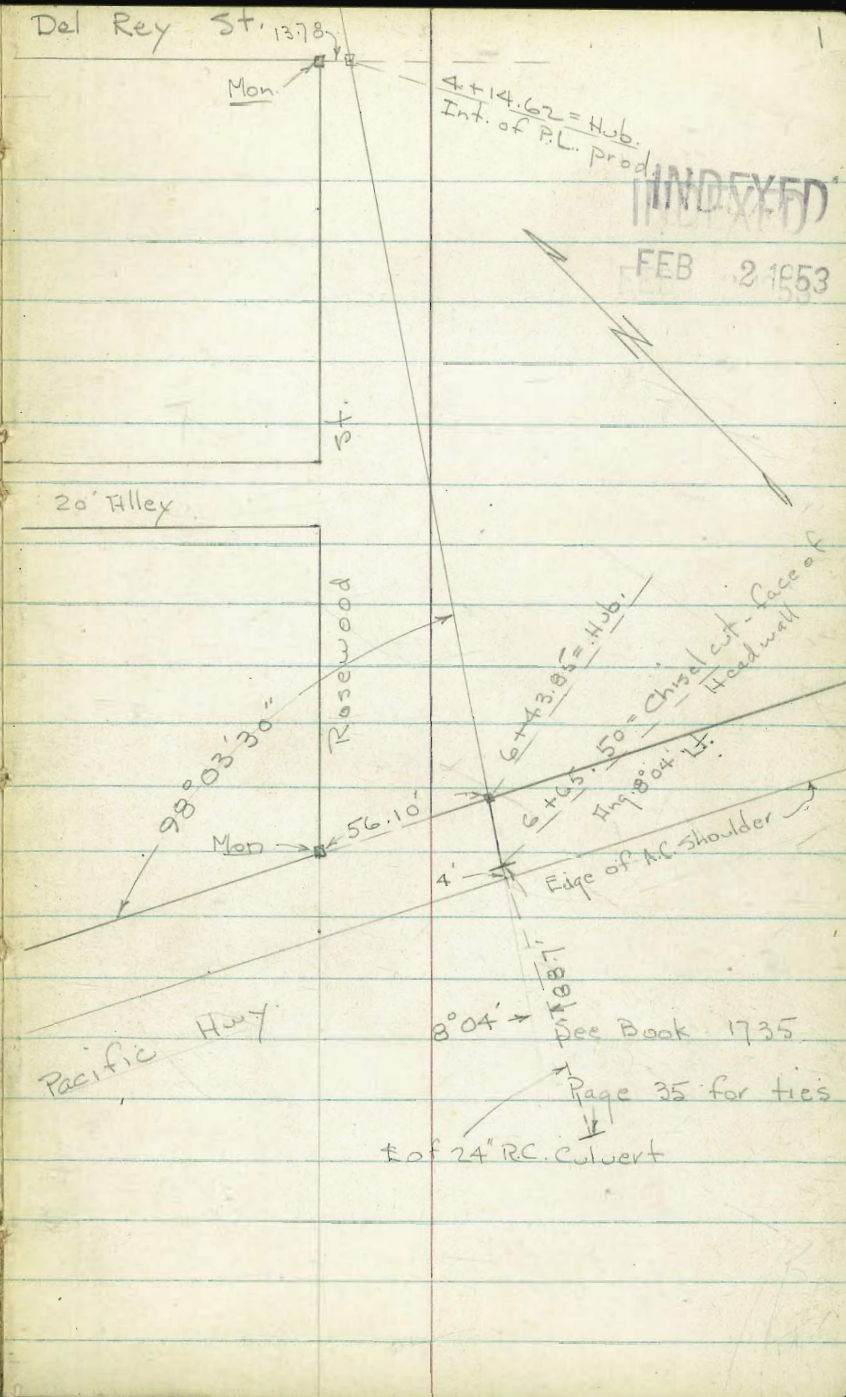
FOR EXTERNALS ADD

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

to state
 Survey drain - Rosewood St. Ry 1-5
 SURVEY - EXTEND DRAIN - Nly Washington wly BRANT. 6
 Jarracha Road Prop. Drain 17-323
 ADDIT. Levels - Proposed DRAIN Nly Washington wly BRANT. 33
 PROPOSED DRAIN - SANTA FE R.R. R/W to "Cushman" 34
 Curb & gutter elevations wly side of India St, Nly Front v par St 59



Del Rey St. 70

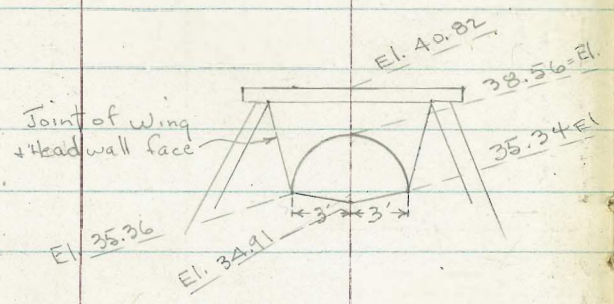


INDEXED
FEB 2 1953

8'04" →
1887
See Book 1735
Page 35 for ties
± of 24" RC. Culvert

At 0+03
Elev. View.

Scale 1"=10'



Detail of Culvert
at Hwy.

Long
Line

± 24" RC. Culvert
across Hwy.

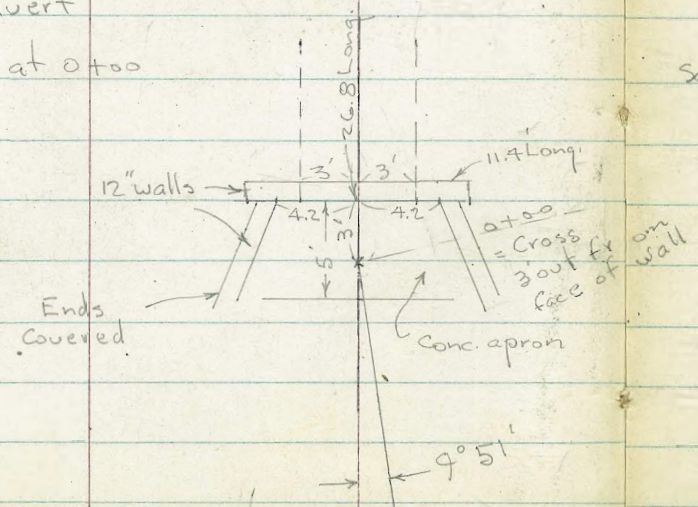
Edge of A.C. shoulder

Detail of Culvert

under R.R. - at 0+00

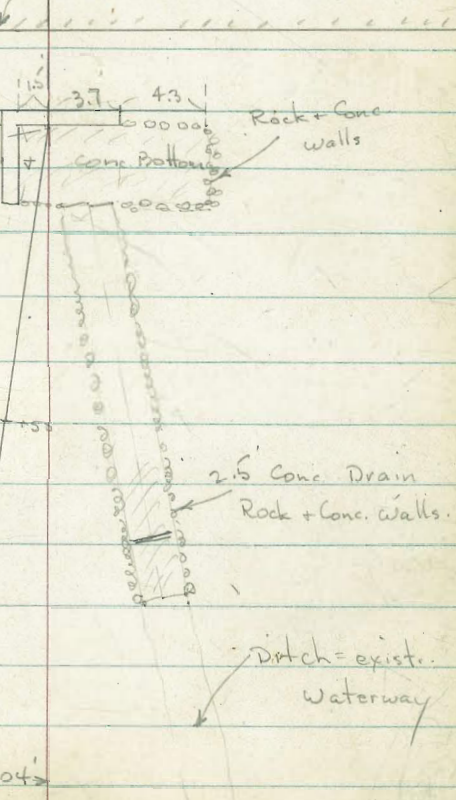
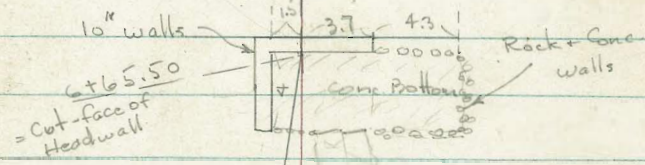
Plan.

Scale 1"=10'



Scale - 1"=10'

± Prop.
Drain



2.5 Conc. Drain
Rock + Conc. walls.

Ditch = exist.
Waterway

Lt.

±

Rt.

Beg. Levels along ± of Prop. Drain
 Thru Rosewood st. from Culvert at
 R.R. Tracks to Culvert at Pac. Hwy
 # 244 1-30-53 7.0.
 W.O. 21070

0+50 - Note - Ditch is New present waterway

33.9	33.9	31.2	32.7	32.4	34.2
25	11	9.		10	20
		± 3' Ditch			

0+10

36.5	35.4	33.9	35.4	35.3
20	2	± Ditch		20

0+02 = ± at edge of Conc. apron

39.6	37.9	34.80	37.4	38.5
10	3	conc.	3 ground	10

0+00 = Ang. 9° 51'

34.86

0+03 = end of Culvert at face of Headwall
See Detail - P. 2

35.34	34.91	35.36
3	I.E. at ±	3

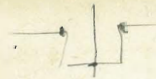
0-29.8 = inlet of Culvert.

35.36 = I.E. at ±

B.M. = NWly. Mon. - Rosewood
 + Santa Fe - B.1735-P.46

33.05

Actual Elev. Shown.



Lt. ±

Rt.

4+50

18.4	18.5	16.2	17.7	17.3	18.0
50	Top	30	15		30
		± 3.5 Ditch			

4+00

20.1	19.6	18.3	19.8	19.2	19.4
70	Top	40	20		30
		± Ditch			

3+50 - old wash filled in from here on

21.6	21.2	19.5	21.1	21.0	20.6
70	Top	47	20		30
		± Ditch			

3+00

23.2	23.1	21.1	22.6	21.7	22.8	22.4	22.7
70	Top	48	35	32	30		30
		± Ditch		± wash			

T.P. on Hub. 3+35.10

21.09

2+50

24.7	24.9	22.9	24.8	23.3	24.8	24.3	24.0
75	Top	52	45	40	35		30
		± 3' Ditch		± wash			

2+27 - 17.4 Rt. = Cor. Conc. Slab.

25.26
17.4 = Cor. Conc.

2+12 - 14.7 Rt. = Cor. of Rough Conc. Slab.

25.89	25.97
4.9	28.8
Cor.	edge

2+00 - 30' Lt. ± 1" pipe exposed

26.8	26.6	24.4	26.4	24.7	26.2	26.0	26.4
70	Top	56	35	30	24		30
		± 3' Ditch		± wash			

1+78 - 51' Lt. = ± 2" water pipe in Ditch

1+50

29.3	29.2	26.9	28.5	26.8	26.8	28.8	27.6
50	Top	42	10	5		10	30
		± 3' Ditch		± old wash			

1+48.4' Lt. = ± 1 1/2" water pipe in Ditch

1+00 -

31.6	31.2	28.8	31.0	28.7	28.6	31.3
40	Top	25	2		15	30
		± 3' Ditch		old wash		

Lt. ← Rt.

(6+65.50)
 B.M. = Cut on Top of Headwall 6.19
 I.E. of pipe at outlet - 88.7 across Hwy.
 6+65.50 = face of Headwall = inlet of 24" RC pipe

2.3 = I.E. of pipe

= end walls
 6+62 - 2.6' Rt. = \pm Conc. Drain - top of step.

6.19 3.16 3.21 3.71
 Top of wall I.E. of pipe Bottom of Box \pm = Bottom at Cor.

6.23 3.67 3.65' 6.24
 1.1' 1.1' Bottom Top \pm + walls at edge
 Top of wall Conc. Bottom

Cuts along N.L. = Bottom of Step in Drain
 6+43.85' = Int. \pm + Nly. Line of Pac. Hwy

8.8 9.55 • 9.75 7.57 9.65 9.3
 30 on Hub. 7.2 8.4 9.7 25
 Top Conc. Drain \pm Top edge Dr.

open Drain
 6+42 - 9.4' Rt. = Beg. \pm of 2.5' wide Rock + Conc.

10.46 9.31 11.75
 8.2 9.4 10.7
 Top \pm = I.E. Top

6+40 12.0 12.1 9.4 11.4 10.1 10.0
 20 9 12 24 45
 \pm Ditch gravel Dr.

6+00 13.3 13.9 11.6 13.7 13.3 13.2
 30 5 Top 30 50
 \pm 3.5' Ditch on C.L. Parking

5+59 - 39.1 Rt. = Cor. of 2 story Motel bldg. 15.0
 39.1 = gravel

5+50 15.3 14.7 12.9 14.5 15.1 14.9
 30 Top \pm 3.5' Ditch 20 40

5+00 16.3 16.5 14.3 15.8 16.3
 50 Top \pm 4' Ditch 30

Clark
Shepherd
BRUNER
ONEIL

5-7-53
W.O. 2101

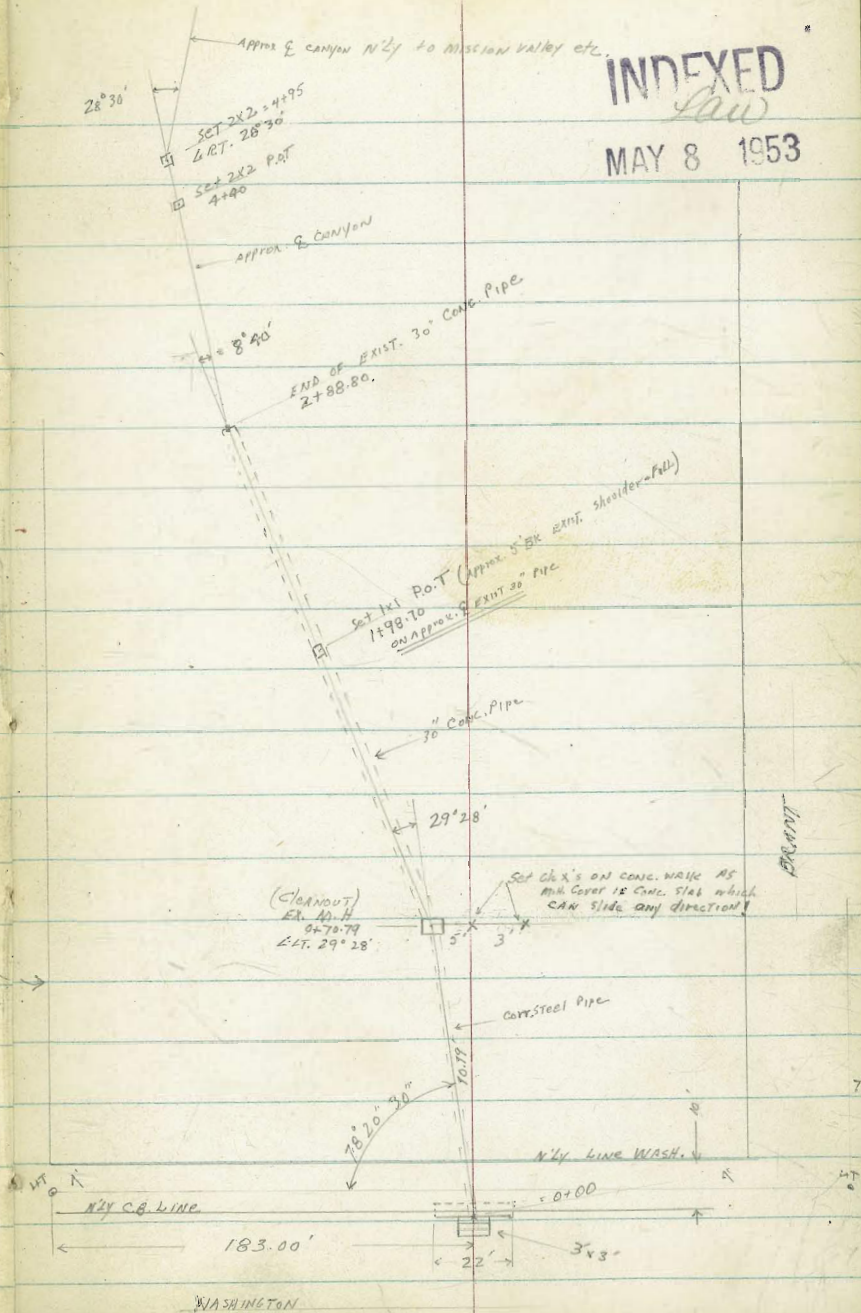
PROPOSED DRAIN-EXTENDED
NLY OF WASHINGTON, & WLY OF BRANT

NOTE: Prop owner claims he put in 30" CONC. Pipe From ex. cleanout down canyon to STA. 2+88.80 AS 'NEARLY' STRAIGHT AS POSSIBLE (NOW UNDER 50'-60' FILL)
Also claims EXISTING steel pipe from inlet to cleanout was in bad condition at time he EXTENDED DRAIN, IN 1945.
claims CORR. PIPE WAS PUT IN APPROX. 1916

AT EXIST. CLEANOUT IT WAS NOT POSSIBLE TO OBTAIN F.L. LINE ELEV. NOR ACTUAL Q OF PIPE ETC. AS CLEANOUT WAS IN DEEP, SOFT FILL WHICH HAS SINCE DRIFTED NLY INTO CANYON - CLEANOUT MIGHT NOT BE POSITION SEVERAL FEET. IN ITS PRESENT CONDITION IT IS UNSURE TO USE.

NOTE: For ADD. WORK, AT LATER DATE, See Pg 33

E.L. LINE CORLEW PLACE (APP. CHIEF)



INDEXED
Law
MAY 8 1953

PROPOSED DRAIN NLY WASHINGTON (CONT.)

3+47.80

3+43.80 BFK

3+38.80

3+13.80

28880

B.M.

8.10

209.77

201.67 = F.L. EX. 30" CONC. PIPE (see below)

209.77

Note: Profile outs from 2+88.80 on with Phil. Rod:

2+88.80 = END OF EX. 30" Pipe (Cont.)

201.67 ±

F.L. LINE 30" CONC. PIPE (OBTAINED WITH STADIA)

0+00 = S. INT. 1 NLY CA. LINE WASHINGTON

236.02 F.L. INT. INT.

257.57 GUTT

B.M.

Dr. Elev. Rod:

263.06 N.E.B.P. EDGE of WASHINGTON

L.T. S. RT

214.07
+ 4.3
25
Slope canyon

205.17
+ 7.6
5

216.07
+ 6.3
25

206.47
+ 3.3
5
side canyon

216.67
+ 7.1
25

206.67
+ 3.1
5
side canyon

202.27
+ 7.5

203.67
+ 6.1
5
BOTH NLY W. AHEAD OF PIPE

197.47
+ 7.3
5

200.77
+ 7.0
5

200.87
+ 7.0
5

202.77
+ 4.3
5
side canyon

205.47
+ 1.4
5
side canyon

PROPOSED DRAIN NLY WASHINGTON (CONT.)

LT.

8

RT.

C.R.

7.85 201.69[✓] - 201.67 = F.L. ^{-0.02} EX. 30" CONC. PIPE (SEE PG 7)

T.P. 11.62 209.54[✓] 0.39 197.92[✓]

4+95 1 RT. DOWN BY CANYON ahead.

186.81
11.5
5
TP BANK

184.41
13.9
6
DRAW

185.31
13.0
6
TP BANK

4+55 B.V.

187.01
11.3
5
TP BANK

186.11
12.2
FL. DRAIN

186.81
11.5
6
TP BANK

4+45 B.V.

189.01
9.3
TP BANK

4+40

195.31
3.0
20
Toe Slope

192.31
6.0
10
Toe Slope

189.31
9.00
on 2x2

187.01
11.3
6
FL. DRAIN

182.21
10.1
10
TP BANK

192.51
3.8
2.5
Toe Slope Canyon

3+88.80

203.31
5.0
25
Toe Slope Canyon

197.41
0.9
12
Toe Slope Canyon

194.01
4.3

190.31
8.0
13
FL. DRAIN

194.31
4.0
18
TP BANK

197.31
1.0
28
Toe Slope

T.P. 0.11 198.31[✓] 11.57 198.20[✓]

198.31[✓]

3+63.80

203.51
6.2
18

197.17
12.6
6
F.L. DRAIN

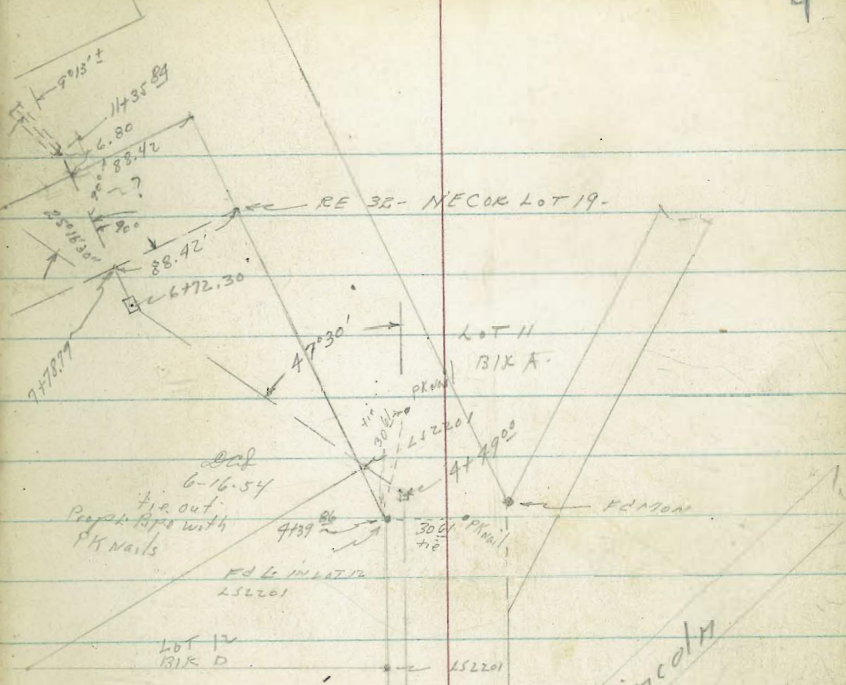
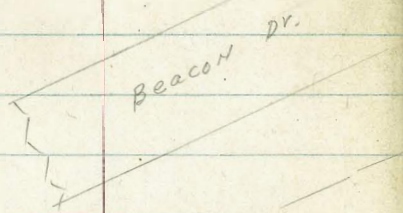
194.17
15.6
12
BET. CANYON

195.67
14.1
30
Toe

197.81
11.9
Toe

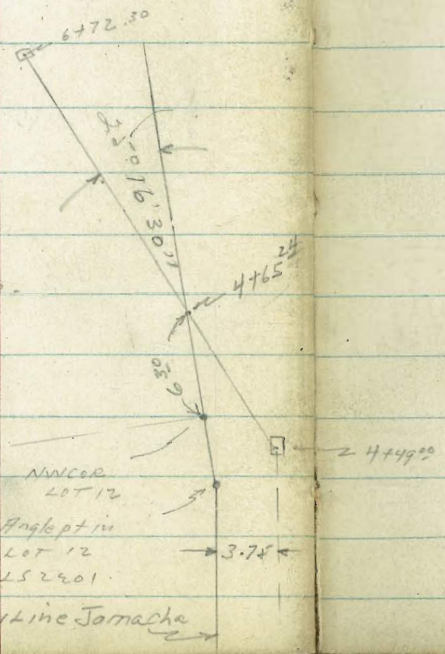
209.77

INDEXED
NOV 23 1953

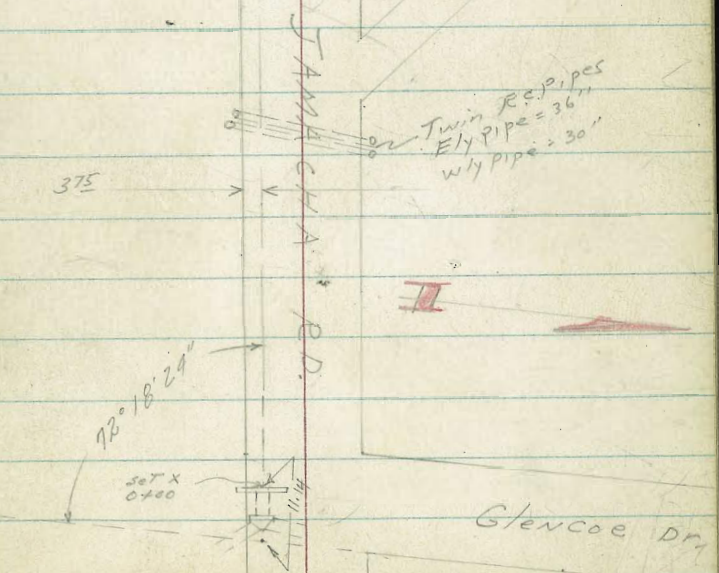


Survey for Drain from existing RCP
at intersection Glencoe Dr and Jamacha rd
in Lamita Village Unit 5 to RCP culvert
under Beacon Drive

WO#
8-26-53
C. Allen, D. Sisson, C. Powell
Ref. TP sheets - 3157, 3156
Filed Maps 1091, 1302, 2998



See Pg 17



Proposed Drain Terracha Road.

LT = 54

d rt = 114

10

1400

328.5	322.8	328.0	327.5	329.8	330.0
16	20	7	8	5	5
15	60	6	40	12	14
					edge
					AC

0+25 & intersects Nly for cut bank

328.5	322.8	328.0	328.0	320.3	320.5
11	19	7	7	5	5
15	80	6	5	12	14
					edge
					AC

0+35

328.8	322.1	322.1	328.0	328.2	325.5	321.2
18	25	5	6	7	6	4
10	5	40	7	3	8	9
						14
						edge
						AC

0+34 - 5° LT = & Deadman

0+33 - } 110 ft = & 10" Anchor pole
 } 9° rt = & Power pole # P 378,589

0+11 - 7° rt = & Deadman

0+10

328.5
 100

w/8' Curtain Wall.

0+00 - Wly end 48" RCP - SECUR Glencoe & Terracha

322.8	322.65	331.75	322.7
2	9	3	2
10	00	90	9
			10
		TOP	
		CURTAIN	
		WALL	
		8 IN X 1	

335.63

BM 3.06 335.63 332.57

from B. Phelps circuit.
 Nail in pole NW cor Glencoe & Terracha Road.

Proposed drain - Tarracha Road -
Glancee to Beacon Dr.

3+50 - ϕ channel listo LT -

3+00 -

2+70

2+44

2+39 - 2^o LT = ϕ 12" Power pole # 378587

2+00

1+50

1+25

LT = 514

3245

11
15

3245

11
15

3265

9
15

3288
6
15

3303

5
15

3322

2
15

3338

100
15

3338

17
15

3324

3
5

3324

00
12

3232

12
BITTUM
channel

3258

9
15

3274

8
15

3302

9
15

3295

6
15

3288

100
15

3324

00
12

RT = 514

3245

11
15

3245

11
15

3251

9
15

3262

9
15

3262

9
15

3274

8
15

3294

6
15

3250

10
14
edge
AC

3251

9
14
edge
AC

3261

9
14
edge
AC

3265

9
14
edge
AC

3271

7
14
edge
AC

3281

6
14
edge
AC

3294

6
14
edge
AC

335.63

Proposed Drain Tarnacha Road

LT=51/4 2
 3235 3215 3212 3218 3214
 59 76 72 76 6
 50 12 Bottom Channel 11 240 AC

4+75

4+56-2⁵ Rt=d^{10"} Power pole # 378586.

3232 3218 3228 3234
 62 76 649 60
 50 28 on Hub Bottom Channel 91 some edge AC

4+49⁰⁰ L. 47°30' LT - Section taken on split

Fly RCP = 36" - Wly RCP = 30"

4+09-4° LT=d between two R.C. Pipes

32029 32023
 859 865
 40 40
 1E 1E
 36" RCP 36" RCP

under Tarnacha Rd.
 3+87-47° Rt=d Wly ends 36" RCP on Fly
 30" RCP on Wly.

3218 3215
 820 823
 470 470
 1E 1E
 Fly Pipe Wly Pipe
 36" 30"

TP, 6.49 329.38x 12.74 322.89¹ ON Hub 21 4449.00

329.38¹ x

4+00 - 18° LT= bottom channel

3231 3222 3240 3242 3245
 125 13 11 11 110
 25 18 Bottom Channel 7 12 edge AC on Curve

see Above

323.63

Proposed Drain Tarracha Road

2T-514

rt-Nly

13

7+50

3194	3182	3182	3194
10 ⁰	11 ¹	10 ⁶	10 ¹⁰
75	50		25

7+00

3214	3192	3191	3194
8 ³	9 ⁷	10 ³	9 ⁶
50	40	20	25

Section taken 90° to Forward Tangent

6+72.30 L. 25°16'30" to Right

3226	3206	3193	3209
6 ⁸	8 ⁰⁰	9 ⁹	9 ⁴
50	25		25

6+50-

3226	3198	3192	3200
6 ⁸	9 ⁵	9 ⁵	9 ⁴
50	12		25

6+00-

3223	3202	3202	3202
7 ¹	9 ³	8 ⁷	8 ⁷
50	16		25

5+50

3223	3208	3213	3212
7 ¹	8 ⁵	8 ¹	8 ³
50	30		25

5+00

3228	3215	3215	3218
6 ⁶	7 ⁹	7 ⁹	7 ⁶
50	25		25

329.38

LT=5/4

2

RT=1/4

11

9+28 - ♀ crosses dirt Drive to house

9+17 - ♀ crosses 7 strand barb wire fence

9+00

3102

65

100

3162

90

75
LOW

3168

80

50

3169

87

7

3170

86

25

8+50

3172

84

8+00

3180

76

100

3172

85

75
LOW

3172

79

50

3172

79

3180

76

25

3170

86

50

3185

75

75

TP₂

7.18

325.62

10.94

318.44

ON STUB 7+7879

325.62 x

7+7879 Hog wire fence
♀ intersects Fly Line Lot 19.

3185

109

7+72 - 35° RT - ♀ SMH

8" Sewer Flows Fly to Wly would cross ♀ Ahead

311.32

IE 8"

Sewer

329.38 x

LT=54

ret=ny- 15

11+00-

3144	3124	3114	3112	3108
11 ²	13 ²	14 ⁵	14 ⁴	11 ⁸
20	15		8	12

10+50

3142	3148	3135	3125	3122 x	3145
10 ⁷	10 ⁸	12	13 ¹	13 ³	11 ⁴
25	8		6	25	26

10+26

3151	3146	3122 x	3122	3122	3146	3142
10 ⁵	11 ⁰	13 ⁴	13 ³	12 ⁷	11 ⁰	10 ⁷
25	5	10	8	10	10	25

10+25

3140	3140	3140
11 ⁶	11 ⁶	11 ⁶
10	10	10

10+00

3152	3154	3153
10 ⁶	10 ⁵	10 ³
25	25	25

8 wly line 40T 22
9+78: 4 crosses. 4 high to 9 wire fence

9+50

325.62 x

LT = 514

16

TP₂ Starting BM. 2.16 ^{<332.57>}
332.56 ✓

TP₃ 12.81 334.72 ✓ 3.71 321.91 ✓

end 48" RCP.

Drainage Ditch continues wly from wly.

11+59.84 = Wly end 48" RCP Culvert

11+48 = ~~Travel~~ way Beacon Dr.

Pipe L. ± 9° 13' LT

11+35.84 = Ely end 48" RCP Culvert under Beacon Dr

11+29.04 = ~~Intersects~~ Ely Line Beacon Dr.

MEASURED BY APPROXIMATE 10-7-53

3138

11 8
10

3090

10 6
IE

3134

12 2
TOP
48" RCP

3120

13 6
10
TOP FILL

3146

11 0

3140

11 6
10
TOP
FILL

3098

15 8
IE
48" pipe

3142

11 40
TOP pipe

3144

11 2
10
TOP
FILL

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JER
AUG 28 1953

3 25,627

Storm drain Jamaica Roads

Glencoe Dr. Wly.

11-18-53
W.O. 20824

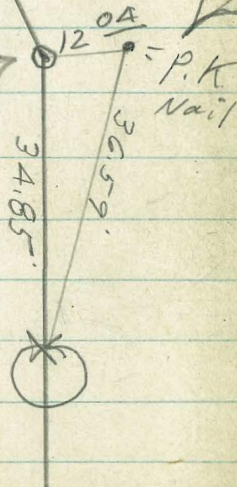
C.H.S.
Boyg
oltman
Scholin

Map # 2675

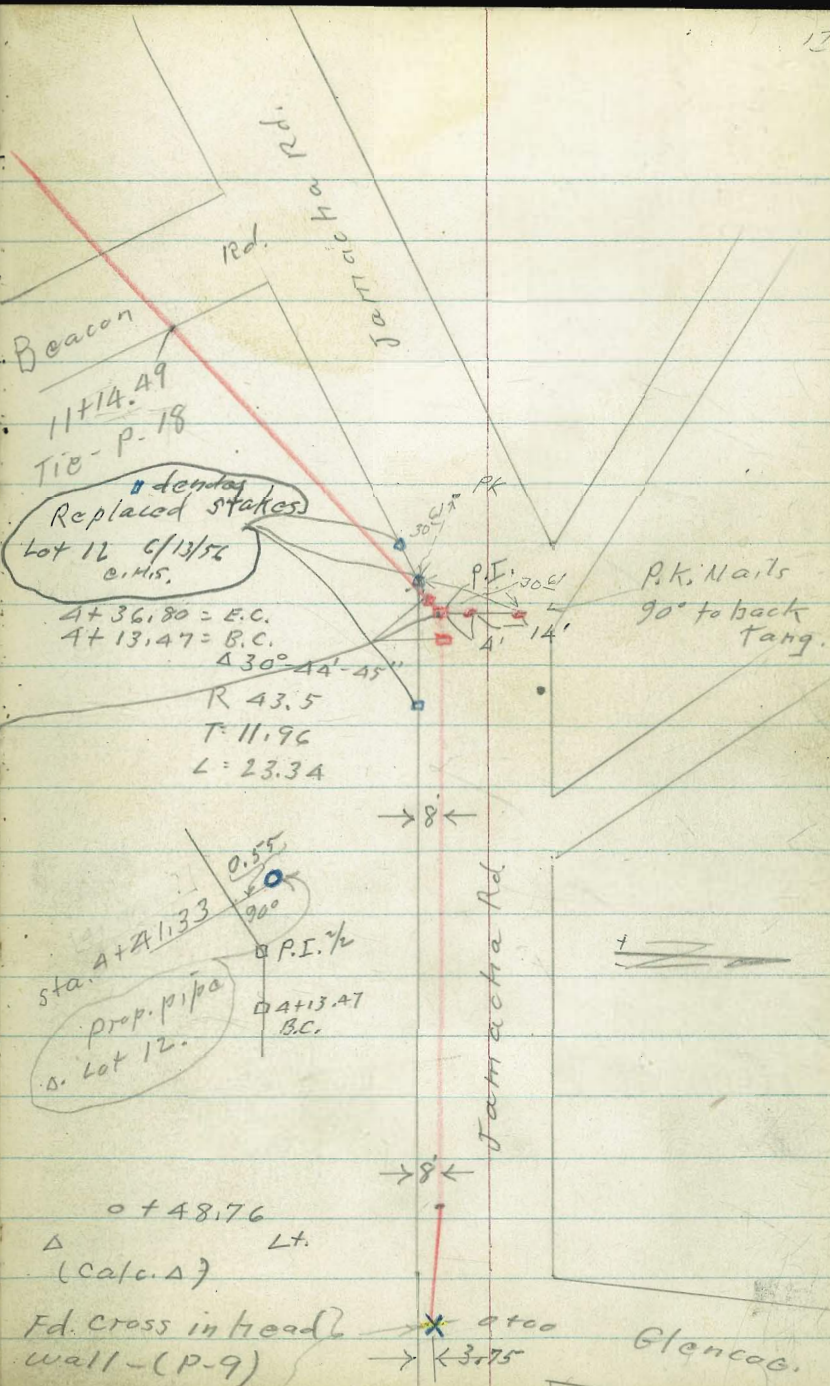
1st line - See Page 9

P.I. R. P.^s 11/3/58

2" P.I. Pipe }
City disks }
P.K. Nail



Cross in wly.
1117 Storm Drain M.H.



Beacon
11+14.49
Tie - P-18

Replaced stakes
Lot 12 6/13/56
C.H.S.

4+36.80 = E.C.
4+13.47 = B.C.
 $\Delta 30^\circ - 44^\circ - 45^\circ$
R 43.5
T 11.96
L 23.34

Sta. A+41.33
Prop. Pipe
Lot 12.
P.I. 1/2
0+41.37
B.C.

0+48.76
 Δ Lt.
(Calc. Δ)
Fd. Cross in head
wall - (P-9)

P.K. Nails
90° to back
tang.

→ 8 ←

→ 8 ←

→ 3+75 ←

Glencoe.

Tie to Ely. line Beacon Rd.
(see p. 17)

Cont.
page 25

12+00

Δ 20. 47'-30" Lt.

81.35'

11.40

Beacon Rd.
11+29.04 page 9

Set. 1/2 disk
P.O.T. = 11+14.49

88.42
90°

See
page 9
for Ref.

page 17

Jamaica Road

Δ (from p. 9)

Jamacha Rd
Prop. Drain

2+00

1+80 14' RT. = Ctr. M.H.

+50

1+00

0+48⁷⁶ = A

Lt.

0+00 = End exist 48"

Set. B.M. S.S. 1.25 331.80'

1.32 333.05' - 331.73

326.2
6.6

328.50
4.55
14.9
Rim

321.55
11.70
14.2
IE

321.0
6.0

327.8
5.3

328.6
4.5

326.63
6.42
I.E.
333.05

326.15
4.2
Ord.
E

Chisel square sly end of head wall.

X on head wall (0+00 page 10)

750
326
369

T.P.
B.C. 1/2 3.71 327.56 9.20 323.85

4+13⁴⁷ = B.C. Lt.

4+00

3+86^E 1A⁹ RT = Ctr. M.H.

3+50

3+00

2+50

4

22.8

9.2

22.4

8.8

225.05	317.05
8.00	16.05
149	149
Rim	IE.

22.2

8.8

22.5

8.0

22.6

7.4

333.05

7 ~

+50

6 ~

5+50

5 ~

4+50

4+36⁸⁰ = E.C.

3192

8.3

3192

7.7

3205

7.1

3215

6.5

3225

6.1

3227

5.3

3231

4.5

327.56

+50

316.0
7.3

9 ~

317.5
5.8

+50

317.2
6.0

8 ~

317.3
6.0

323.27

T.P. 4.04 323.27 8.33 319.23

7+55 - 6' Lt. = Ctr. M.H.

311.28
16.32
6
I.E.
320.98
7.12
6
Rim

7+50

319.1
8.5

327.56

11+45

5.1

11+36 G'At. ctr. M.H.

$$\begin{array}{r} 309.97 \\ 14.55 \\ 6 \\ \hline \text{I.E.} \end{array}$$

$$\begin{array}{r} 319.57 \\ 4.95 \\ 6 \\ \hline \text{R.I.I.} \end{array}$$

$$\begin{array}{r} 319.6 \\ 4.9 \end{array}$$
Chisel cross top of
Pipe (11+35184-P.9)

5.34 314.18

319.52T.P. $\frac{1}{2}$
11+14496.38 319.52 10.13 313.14

11 ~

11.7

450

9.7

10 ~

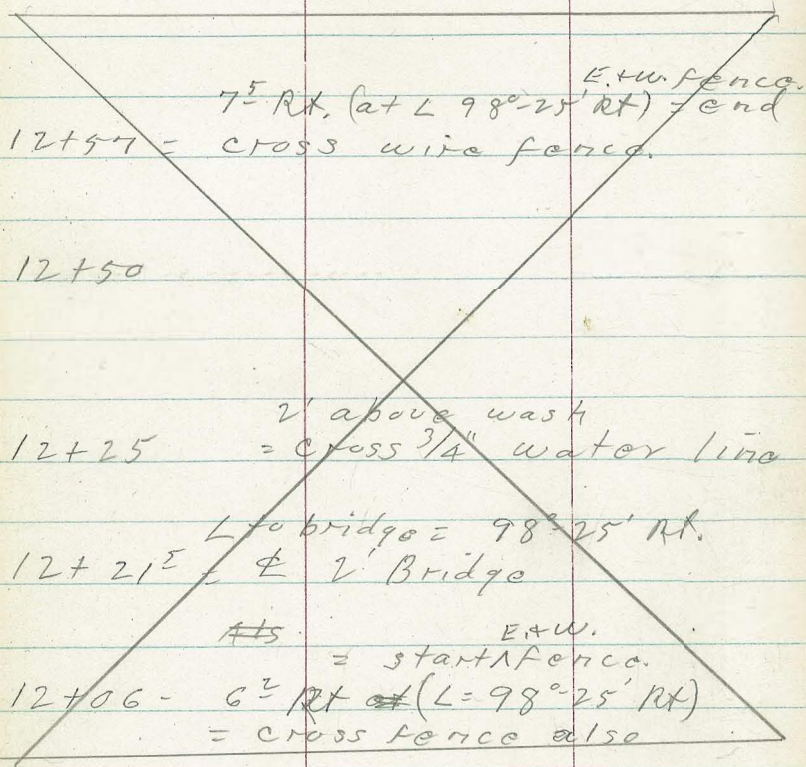
8.8

323.27

Levels Cont. on P. 26

11414.49

T.P. $\frac{1}{2}$ A.03 317.17 6.38 313.14



12+50

89 8.9 10.9 11.8 11.7 11.4 10.2 10.2 9.5 8.6
30 22 9 7 3 1 7 8 15
u

12+25 = cross $\frac{3}{4}$ " water line

12+21^E = $\frac{1}{2}$ Bridge

~~8.8~~
deck

12+06 - 6^E RT (L=98° 25' RT) = cross fence also

12+00 Δ 2°-47'-30" Lt. L to fit wash
Suggest this be made

312.5	312.2	309.2	309.5	308.5	308.6	311.2	312.4
7.0	7.1	9.7	10.0	11.0	11.0	10.9	7.8
20	14	8	3	1	5	12	20
				W			

11+54

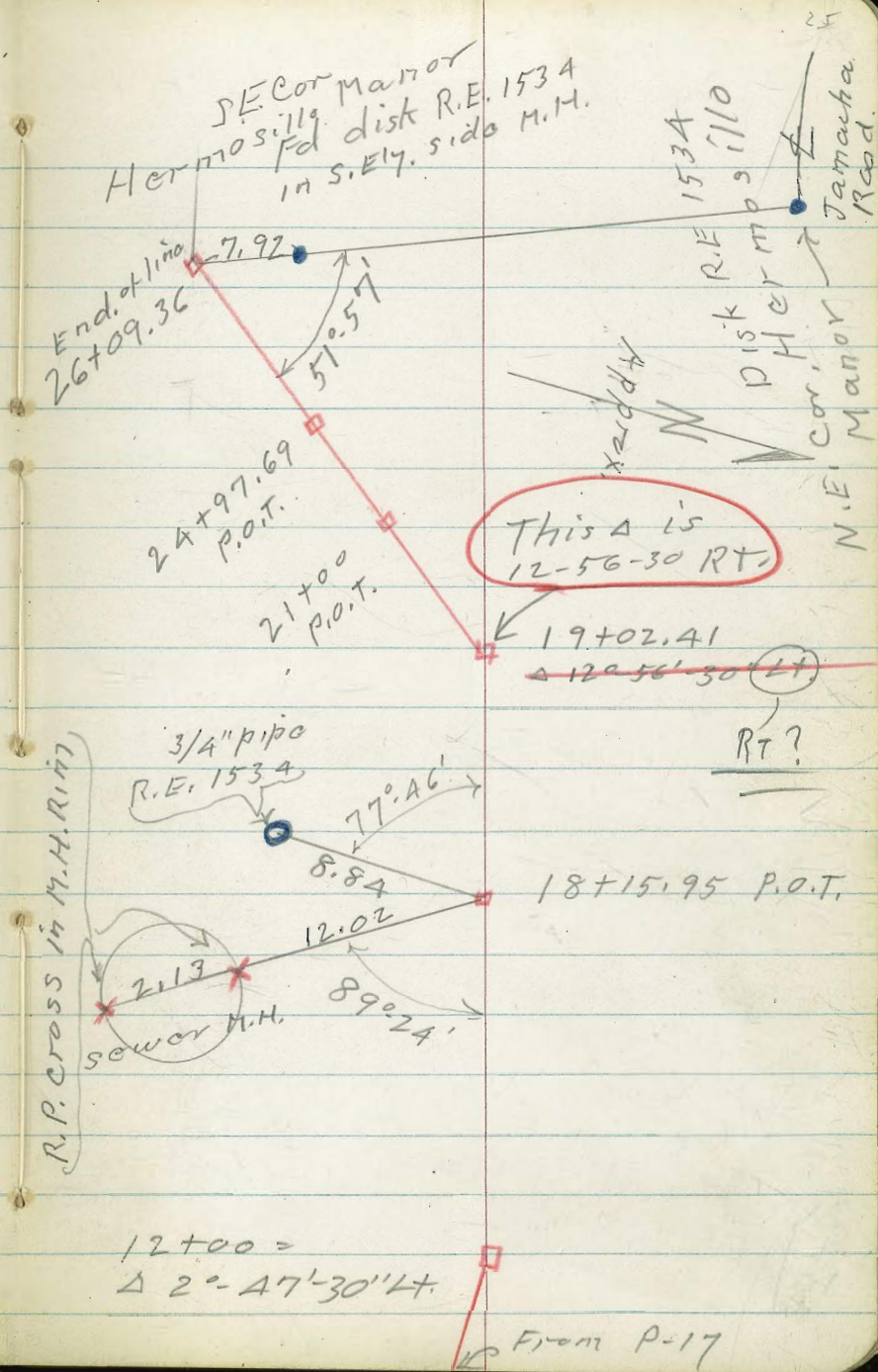
W denotes - $\frac{1}{2}$ wash

315.0	312.2	310.3	309.4	307.9
4.5	6.3	9.2	10.1	11.0
25	15		8	13
				W

319.52

Note.

Line beyond 26+09.36
should approximately
parallel sly. line of
subdivision.



T.P. 410 311.41 ✓ 9.86 307.31 ✓

14+00

13+50

13+00

12+85 10' RT. = Sely Car shed or dwelling

12+57- 10' RT. = end fence.

12+50

12+22 - = Cross v' wide foot bridge

12+06- 6' RT. = start fence

307.6	307.6	305.5	306.7	307.6
9.6	9.6	11.7	10.5	9.6
30	18	9	15	15

308.5	308.5	306.1	307.2	308.5
8.6	8.7	11.1	10.0	8.6
30	16	20	15	15

308.2	308.2	307.1	308.2	309.2
8.8	8.8	10.1	8.5	8.0
20	10	6	10	10

311.2	308.2	307.2	307.2	307.2	308.5	310.2
6.2	8.5	9.3	9.3	9.3	8.7	6.9
30	7	5	4	3	5	20

310.2
6.5

317.17

T.P. 3.50 308.50 ↓ G.41 305.00 ↓

15+50 5' RT = S.Ely cor. shed

15+40 5' H. = 12" diam tree

15+30 7' H. = 20" diam tree

15+00

1A+66 5' RT = ctr. M.H.

1A+50

1A+32 11' RT = S.Ely cor. shed + dwelling

3062
5.1
20
3051
5.7
3
3050
7.6
3052
5.5
3
3052
5.5
5

3071
7.7
W
3052
6.1

3064
5.0
20
3060
5.4
12
3043
7.1
8
3051
5.7
3
3052
5.4
15
3065
4.9
15

3071B
4.23
5.4
Rim
299.93
11.98
5.4
±E.

3071
3.7
30
3071
4.1
20
3043
6.5
12
W
3073
4.1
6
3073
4.1
3072
3.7
15

311.41 ↓

17+59

17+54

17+45

17+00

16+68

16+50

16+00

4

20

3032

5.5

3018

6.9

3033

9.2

3037

4.8

15

3039

4.6

3040

4.5

17

3018

6.6

23

W

3045

9.0

31

3047

3.9

3027

5.8

11

W

3097

3.8

15

3035

5.0

3032

5.3

4

W

3040

4.5

7

3042

4.3

15

3055

3.0

15

3053

3.2

4

3027

4.8

W

3045

4.0

8

3057

3.9

12

308.50 ✓

19+50

19+40

19+00

19+01.41
T.P. Hub

7.23 307.43 8.30 300.20

18+50

18+14 t 13.9 Lt. = Ctr M.H.

18+00

3082	3072	3002	3002	3002	3002	3002
+1.5	0.0	7.2	7.2	7.1	6.7	
90	80	65	30	W	15	
				<u>307.43</u>		
3036	3012	3015	3012	3020		
5.0	7.3	7.0	6.8	6.5		
75	65	60		15		
2992		3029				
13.79		5.59				
142		Ritt				
I.E		(Nly. cross)				
3048	3012	3022	3028	3030		
3.7	7.3	6.3	5.7	5.5		
60	58	52		15		
	W					
				<u>308.50</u>		

7.299 15

7.6 2858

299 8.0 W

8.0 299 6.5

7.9 299 15

6.7 3002

307.43

6.8

5.59 Ritt (Nly. cross)

5.7

308.50

T.P. 3.54 299,26[✓] 11.71 295.72[✓]

|

23400

2991
8.3
15
2928
9.6
12.1
65
2953
12.1
130
2953
15.2
135
W
2923
13.0
140
2991

|

22400

2991
5.8
15
2993
8.2
10.0
15
2972
10.7
96
2962
13.6
100
W
2938
10.9
105
2965

|

21450

2993
1

174

T.P.

21400 2 1/2 p.o.t.

7.44
Hub

3002
6.5
15
3000
7.4
10.3
32
2971
11.1
35
W
2963
10.3
40
2971

|

20450

3002
6.7

|

20400

2993
6.1
15
2995
7.8
8.5
23
W
2982
8.0
40
2998

307.43

26+05 72 Rt. = ctr. M.H.

2903	2900	2886	2902	2845
9.0	9.3	10.7	9.0	14.70
15		13	1.7	73
		W		I.E.
		2915	2915	
		5	Rim	

25+95

2918
79

25+30 Rt. = L in wash

2932	2932	2932	2901	2931
5.4	6.1	6.2	9.2	6.2
15		100	105	110
			W	

25+10 - av' Rt. = ctr. M.H.

2930	2857
6.20	13.49
Rim	42
	I.E.

25+00

2952	2995	2921	2931	2898	2931
3.9	4.8	6.6	6.2	9.5	6.2
15		30	100	105	110
				W	

2A+9769 1/2 p.o.t.

4.86
Hub

24+00

2968	2962	2990	2938	2913	2938
2.5	3.1	5.3	5.5	8.0	5.5
15		50	11A	118	124
				W	

299.26^v

Set. B.M.

7.75 291.51

(Disk # RE153A) Ctr. of disk in M.H.
= S.E. Cor. Hermosillo Manor.

26+46 \pm wash (cross wash)

287.56

11.7
W

290.3

26+42

9.1

26+48

286.1	288.2	290.1	290.3
3.2	10.9	9.2	9.0
28	17 W	13	

288.0

26+12 = Cross wash

10.5
W

26+09³⁶ $\frac{1}{2}$ P.O.T. 9.72

289.52

299.26⁴

Clark
Shepherd
Granger
ONEIL
12-21-53
W.O. 21101

ADD. LEVELS - NLY WASHINGTON +
WLY BRANT - DRAIN
NEW GROUND LINE
(See Pg. 6 For alignment)

LT. E RT

CHK 1795 = 189.28 = 189.31
(See T.B.M.)

Beyond this STA. Ground-line is changed

3+88.5 = Toe New-Fill ATE

3+73 = Shoulder New-Fill

3+50

3+20

3+00

2+80.80 = END EXIST. PIPE
Note: AT Present, 3" pipe covered with fill - impossible for CLKI F.L. LINE

1978	1990	1982	2016
9.8 12	13.2	9.0 4	5.6 20 ON slope NEW FILL
1997	2022	2027	2077
7.5 10 ON old Side-slope	9.6 8 to new Fill	5.0	4.5 10 20 ON slope
2052	2077	2077	2077
1.9 15	3.9 10 Toe CUT	5.2	2.5 10 ON slope
2018	2018	2018	2017
+0.2 8 TP cut-BANK	5.3 6 Toe cut	6.0	5.5 15 Toe Fill
2022	2002	2005	2007
+3.7 20 TP cut BANK	9.3 15 Toe cut	6.7	6.3 5
2054	2055	2055	2062
1.6 5	1.7 ON Fill dirt.	1.7	1.0 5

207.23

T.B.M.

17.92

207.23

189.31 = 2x2 E STA. 4+40 Pg 8

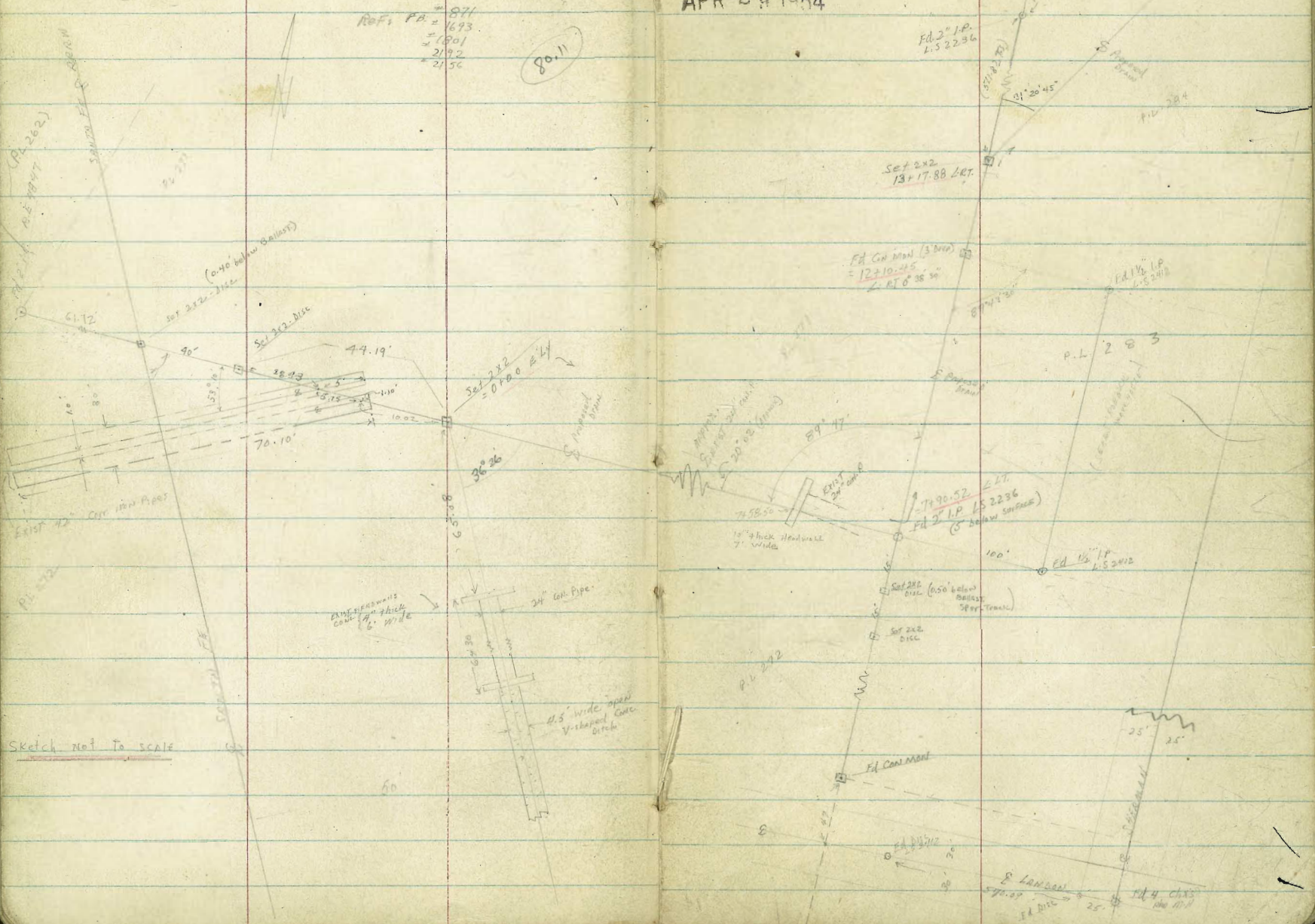
Clark
Shepherd
BURNS
O'NEIL
4-26-54
W.O. 20978

PROPOSED DRAIN - SANTA FE
RR.W. N.E.L.Y. TO LINDA VISTA RD. Y
AZUSA
(CUSHMAN)

REF: PA = 871
= 1693
= 1801
= 2192
= 2156

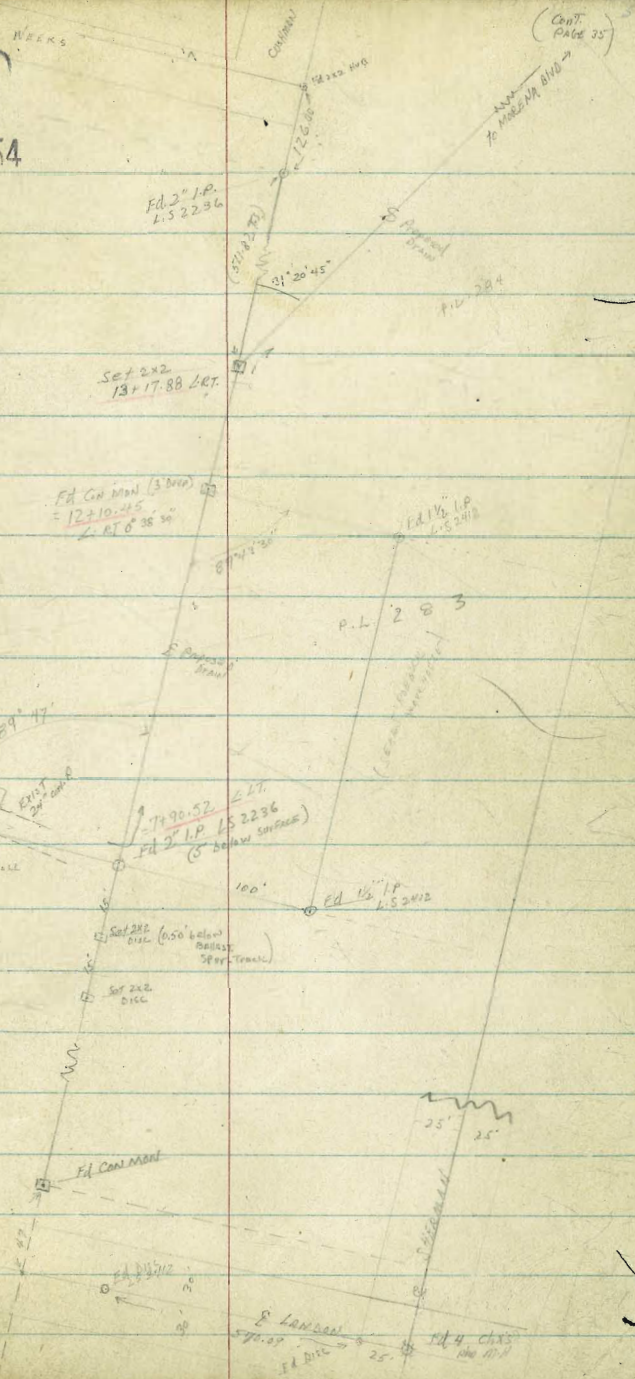
80.11

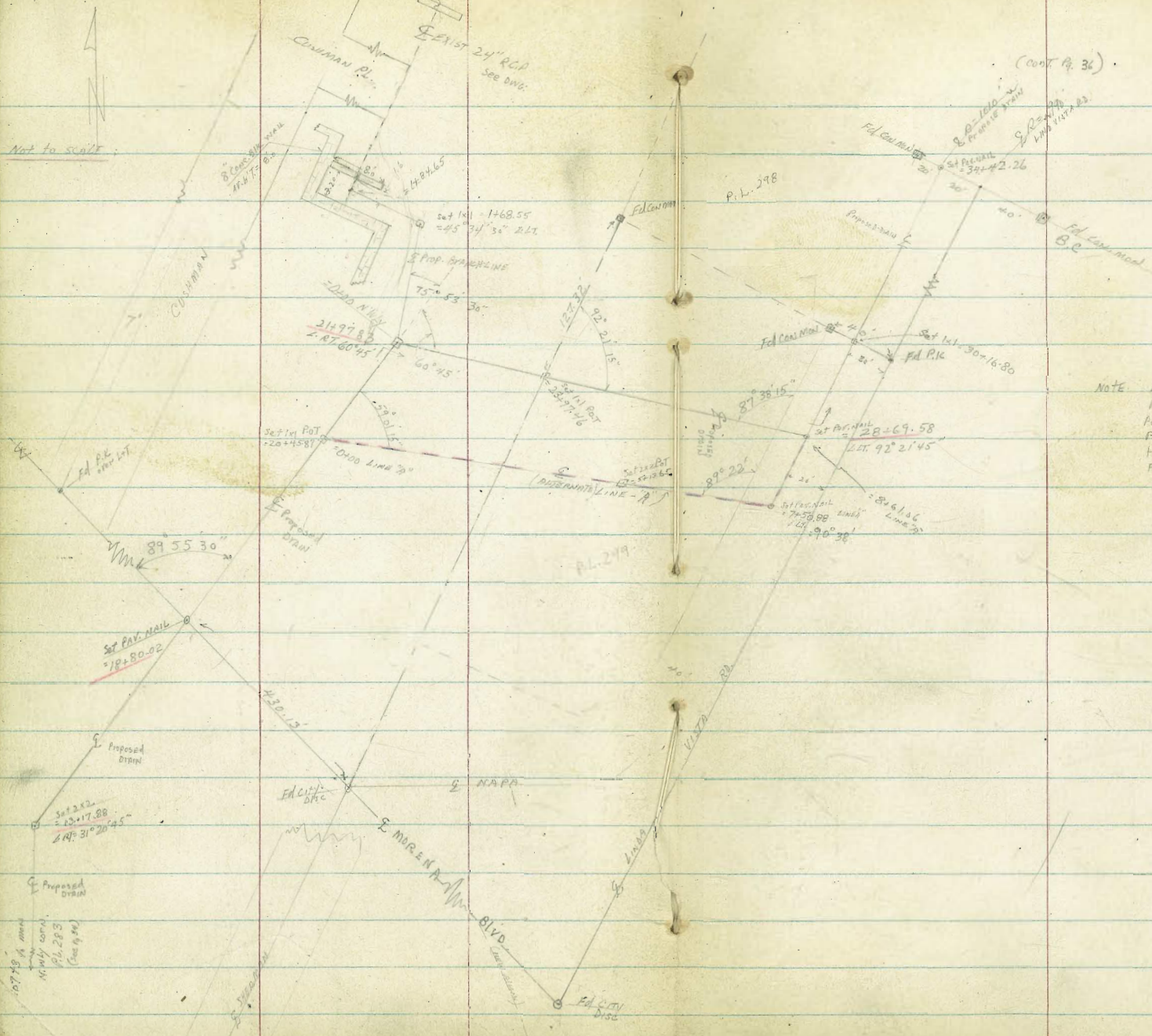
INDEXED
BY
APR 29 1954



Sketch not to scale

(Cont. Page 35)





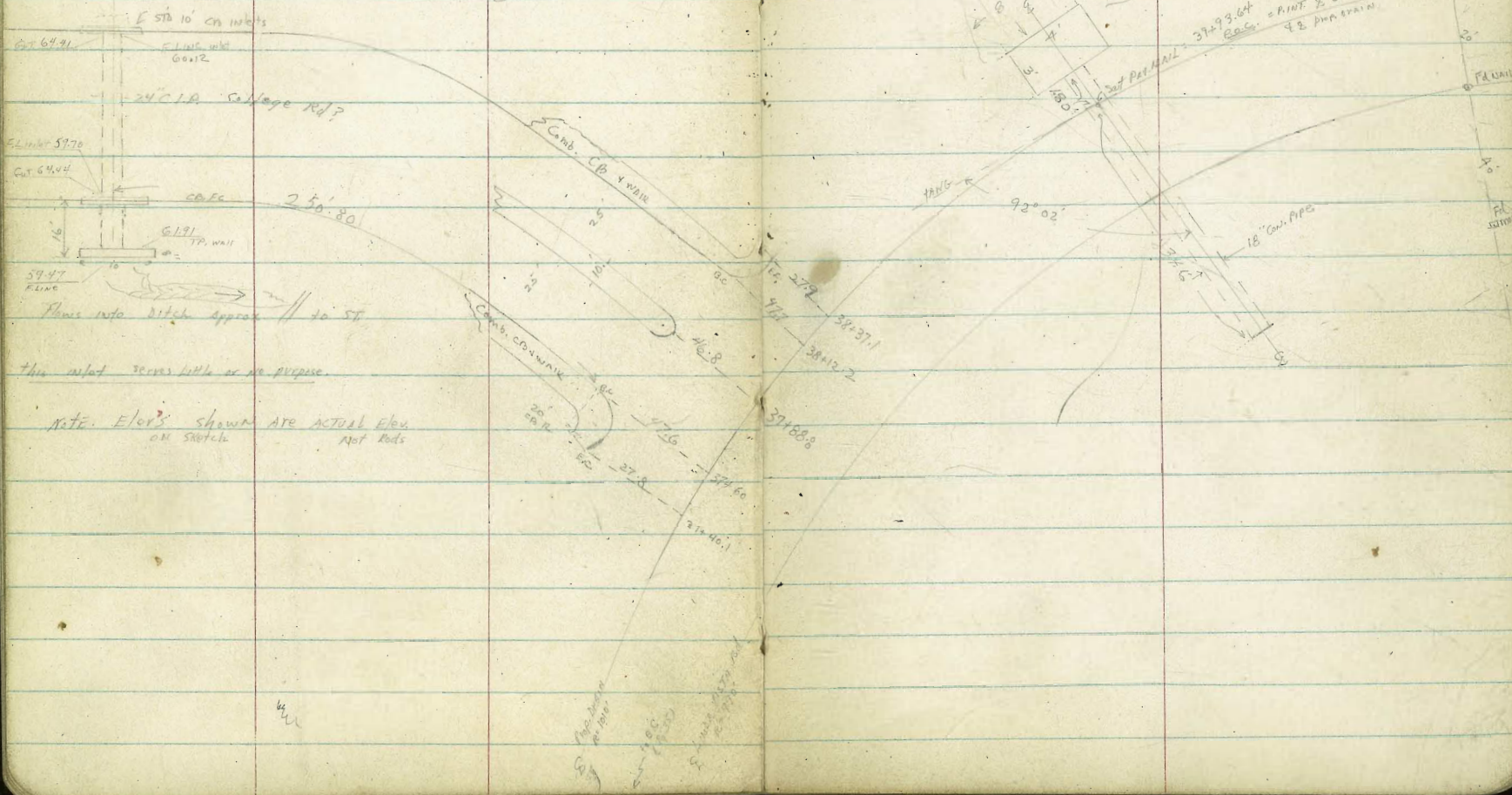
NOTE: Line A is better alignment. Pipe can be laid to pond - pond drained thusly while pipe is laid beyond point then when pond area is firm enough to work in pipe can be laid across pond, etc. - clain

16779 4 man
600 yd con.
16.283
(see p. 4)

(cont. p. 34)

Not to scale

Note: Chk; Const. Plans - this ST.
Also For more detailed sketch this in for section
see FR 2156-13



NOTE: Elev's shown are ACTUAL Elev.
on sketch Not Rods

Level notes: Proposed DRAIN - SANTA
 FE R.R.W. NELY to AZUSA
 "CUSHMAN"

LT.

ST.

RT.

37

0+00 Sect. 9° E

4.6	4.9	2.1	2.1	2.1	4.1	2.4	2.1	2.4	2.1
6.6	6.5	7.3	9.2	7.3	7.3	9.0	9.3	8.8	5.0
2.0	TP	12	100	7	6	3	3	8	15
	MARK	TP	DIAL	TP	MARK	TP		TP	

5.70 5.73
 T.B.M. TP Nely Road nail 6508 RT 0+00 // to R.R.W.

0+00 Sect. // to ditch along R.R.W.

3.1	2.2	2.0	2.1	2.8	5.73	6.16	4.77	5.06
8.3	9.2	9.7	9.3	9.05	5.70	5.77	5.66	6.35
30	2.0	10	9.3	8.73	6508	TP NELY	TP NELY	TP NELY
				6508	Nely culvert F.L.	5 1/2' culvert F.L.	5 1/2' culvert F.L.	to flow grade

0-10.22 ELY END 5 1/2" Pipe (see sketch)

1.94 1.93 1.8
 9.77 9.48 9.6
 F.L. F.L. 2
 Nely 5 1/2" 9" Pipe

0-17 Sect. 9° E Prop. Drain

3.4 5.4 6.6 6.1
 8.0 5.0 4.8 5.3
 10 10
 Bot. DIAL // to R.R.

0-17 TP MARK (Sect // to R.R.)

6.4 6.6 6.2
 4.8 4.8 5.2
 15 15

E R.R.W

10.83 10.2
 2.60 1.2
 TP MARK

OUTFALL (w/ly END 4" PIPES)

1.74 1.90 -3.2
 7.65 7.53 14.6
 F.L. 1/2" line 9" ditch
 10' station C.I. Pipe w/ly end w/ly R.R.W. w/ly end

T.P. 4.29 11.43 9.92 7.14

11.43

A.M. 11.20 16.06

486 = Cushman Corn. Pl. 272 281 283

SANTA FE RR to AZUSA (CONT.)

T.P. 4.34 11.31 4.46 6.97

3+20 12.47 RT E. Spur TRAIL & AT E.C.
(See sketch below)

1.28
6.93
1.05 4.50
10
TP
Rail
ditch - not marked

3+00 6.8 6.6 2.5 4.4 5.9 6.2
7.6 7.8 8.9 7.0 5.5 5.2
2.5 10 TP 10

2+50 7.2 2.2 6.3 6.4
7.2 9.2 5.1 5.0
12 TP ditch 6 TP 10

2+00 8.4 9.0 2.1 6.5 6.7
3.0 2.4 9.3 4.8 4.7
20 TP ditch 5 TP 10

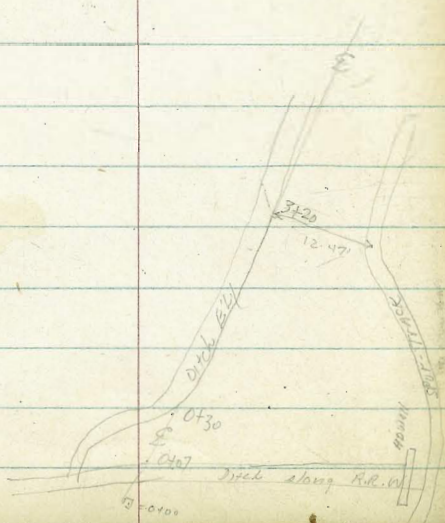
1+50 9.3 1.3 6.0 5.8
2.1 10.1 5.4 5.2
12 TP ditch 3 TP BANK 10

1+00 8.7 1.6 1.7 5.0 6.6 5.9
2.7 1.8 9.7 6.4 4.8 5.5
20 13 TP BANK 10

0+50 9.9 2.1 6.3 6.3
1.0 9.3 5.1 5.1
16 TP BANK ditch 10

0+30 9.7 2.1 6.4 6.4
1.7 9.3 5.0 5.0
19 TP BANK 10

0+07 5.0 1.9 5.4 2.4 2.0
6.4 9.5 6.0 9.0 9.4
19 TP BANK ditch 10
10 ditch 5
10 BANK ditch
11.43 11.43 11.43



SANTA FE RR. to AZUSA (CONT.)

LT E RT

7458.5 = { E Prop. DRAIN 4" FE EXIST S.W. HEADWALL - 24" CONC. COLLECT
 P " " FILLS ON SLY EDGE EXIST 24" CONC. PIPE AT 'E. HEADWALL

7453 13.57 RT E BC SIDING LEAVES SW TRACK & CURVES WLY TO
 7450 Sears Roadback warehouse

7440 720 520 10.97

6750 7453 13.57 BC

6700 Proposed ditch

5750

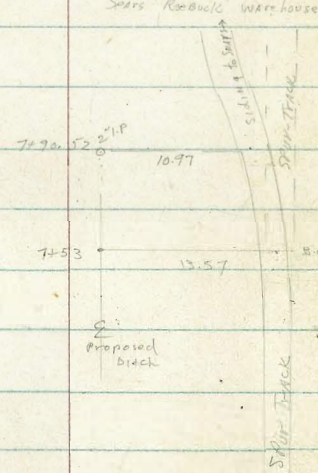
5700

498.5 2.3' RT 4" ENDS 5" C.I. DRAIN PIPE (WATER - WAREHOUSE)
 SLY OF SW TRACK

4450

4400

3750



6.88	3.7	4.43	1.3	0.89	4.46	4.50
TP	TP	TP	TP	TP	TP	TP
3.7	2.1	5.8	1.6	4.8	6.8	
TP	TP	TP	TP	TP	TP	
6.9	6.4	6.9	1.6	9.0	6.2	7.0
4.4	4.9	4.4	1.7	4.2	5.8	7.0
2.0	7.0	5.2	7.0	5.5	7.3	
6.4	6.4	6.1	1.7	4.2	5.8	7.0
4.7	4.9	5.2	7.0	5.5	7.3	
2.0	7.0	7.0	7.0	5.5	7.3	
6.3	6.4	6.1	1.7	4.2	5.8	7.0
5.0	4.9	5.2	7.0	5.5	7.3	
6.3	6.4	6.1	1.7	4.2	5.8	7.0
5.0	4.9	5.2	7.0	5.5	7.3	
7.2	6.6	7.2	1.9	3.1	5.7	6.9
4.1	4.7	4.1	1.9	3.1	5.7	6.9
2.0	7.7	4.1	8.2	5.6	6.9	
7.2	6.6	7.2	1.9	3.1	5.7	6.9
4.1	4.7	4.1	1.9	3.1	5.7	6.9
2.0	7.7	4.1	8.2	5.6	6.9	
7.0	6.3	7.0	1.9	3.1	5.7	6.9
4.7	4.9	7.0	8.4	5.8	6.8	
2.0	7.0	7.0	8.4	5.8	6.8	

SANTA FE RR. to AZUSA (cont)

LT

R

RT

40

11:00

9.1 9.1 7.7 8.3 9.0 8.5
6.3 6.3 7.7 7.1 6.4 6.9
20 15 TP 10 20
5
bank

10:50

8.9 7.2 8.3
6.5 8.2 7.1
20 TP 14
TP

T.P. 7.16 15.40 3.07 8.24

15 40

10:00

4.5 5.9 5.2 5.3 8.4 8.4
1.8 5.4 6.1 6.0 2.9 2.7
FLAT 26 8 11 2 15 20
TP 2
Ditch

9:57

0.30 LTE 16" ENCOXYTOS

9:50

4.5 4.8 4.7 4.8 7.7
1.8 6.5 6.6 6.5 3.6
FLAT 20 10 11 2 8
TP 2
Ditch

9:00

8.9 7.3 5.0 5.1 6.3 6.6
3.0 4.0 6.3 6.2 5.0 4.7
25 15 3 10 20
Ditch

8:30

LT Bay Shallow Ditch

6.9 5.5 5.9 4.1 7.3
4.8 5.8 5.8 4.2 4.0
30 20 TP 10

7:40.52 L. LT AT 90' FOR TONG

6.3 6.5 6.5
5.0 4.8 4.8
10 15

7:40.52 - L. LT 90' 15" 90' Sect AT 90% OR TONG

6.4 6.5 1.0 1.6 7.1
4.7 4.8 4.3 3.68 4.2
10 5.6 8.6 20
Road TP
Bed MAIL 90d

11.31

SANTA FE RR to AZUSA (Contd)

14+10 = Tree - pond

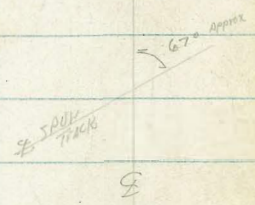
13+70 = Oxle = Edge old Pond - dry at this date

13+17.88 ← (sect 90° For T.)

13+17.88 ← RT = 31° 20' 45" (sect. 90° RT.)

13+02.64 = ♀ Spur-track - SANTA FE to LINDE-air Products,
 approx angle. (See sketch)

@ 13+17.88 RT



13+00

12+50 1.0' LT & 10" Tree

12+30 0.70' LT & 6" Dead Tree

12+11.5 1.0' LT & Pole # C 4495 : 17.0' & 24' LT &
 decision

12+10.45 = ← RT 0° 30' 30" 10' LT and stick in shallow Pond area

12+00

11+50

LT ♀ RT 41

8.6 8.1 7.6 7.2
 6.8 7.3 7.8 8.2
 20 10 20 20

11.3 11.1 10.6
 4.1 4.3 4.1

9.5 8.6 8.1
 5.9 6.8 7.3
 20 20 20

8.8 8.6 9.0
 6.6 6.8 6.4
 20 20 20

8.5 7.8 8.8 8.3 8.9 9.7 9.4
 6.8 7.6 6.5 7.1 6.5 5.5 5.6
 50 50 50 50 50 50 50
 Robs Robs Robs Robs Robs Robs Robs
 ♀ ♀ ♀ ♀ ♀ ♀ ♀

7.7 7.6 7.9
 7.1 7.8 7.5
 20 20 20

6.9 6.7 7.1
 8.5 8.7 8.3
 20 20 20

6.7 6.7 7.1 7.3
 8.7 8.7 8.3 8.3 8.1
 20 20 20 20 20

7.9 7.9 9.0 9.0 8.9
 7.5 7.5 6.4 6.4 6.5
 20 20 5 5 20
 base base base

15.40

SANTA FE RR. to AZUSA (cont)

LT.

E

RT.

42

15783

5' RT Bq 7' steel-wire fence (Leading-y.d. LINSE-AN Prods.)

15180

Top CUT BANK ON LT AT E
7' LT Bq PKT LOT. LINSE- Prods. - EXTENDS TO 30' LT E
(UNPAVED)

20.7
16.1
9.7
9.6
10

15750

15723

15' LT S 4'x4' Brick & Concr. Refuse - Burner

16.0
9.3
2.5
1.6
CUT-BANK ON LT.

15.6
9.7
15.5
9.8
10

T.P.

10.91 25.32 0.99 14.41

25.32

15700

14.9
0.5
10
14.4
1.0
14.1
1.3
10

14794

14780 E Ridge running Pa to E on LT

17.9
12.5
10
on slope
16.1
20.7
7
Tie
11.3
4.1
10
on slope
Ridge
14.4
1.0
14.5
0.9
13.7
1.7
10
Top of Ridge
to E

14760

TP Brook - pond

14.3
1.1
1.0
on slope
13.8
2.6
6
Tie
Ridge to
12.8
2.6
12.3
3.1
10

14735

tee

8.3
7.1
10
7.7
8.1
7.0
8.4
10

14715

AN-PINT

7.7
7.7
6.9
8.5
6.6
8.8

15.40

SANTA FE RR. to AZUSA (CONT)

L.T.

R

R.T.

43

18+15 5.1 RT Bay 4" conc. caps around Flower Bed

T.P. 6.20 24.00 7.52 17.80

24.00

17.60
6.40
5.1
Temp



18+14 5 RT END Steel-Wire Fence
3.6 RT E Boardman

18+00

16.8 18.8 16.6 16.4
6.5 6.5 8.7 8.9
15 7.5 5

17+50

19.7 19.6 16.9 16.7
5.6 5.7 8.4 8.6
15 on PKG 7.5 5

17+16 4.3 1T & Pole 464194H

20.4 20.5 16.8 16.5
4.7 4.8 8.5 8.8
15 7.5 5

17+00

20.4 20.3 16.8 16.5
4.9 5.8 8.5 8.8
15 on PKG 7.5 5

16+50

16+23 6.5 RT E Bay Yaw shrubs set in 28" x 28" Conc. Borders
(20 shrubs ev. 7:2 APART)

16+16

9.3 RT Bay Paved area - Loading yd - LUMBER
Borders of 15' Conc. Cap 4" wide to E

16.69 16.36
8.63 8.86
7.5 11

16+00

20.9 20.7 16.8 16.4
4.4 4.6 8.5 8.9
15 on PKG 7.5 10
LAT. SHAW 4.6 12
LAT. SHAW 4.6 12

15+99

7.0 RT END shed

15+85

7.0 RT Bay shed

25.32

SANTA FE RR to AZUSA (CONT.)

RT. £ RT. 44

19+15	Drk		15.5 8.5 10	15.6 8.5	16.0 8.0			
19+10	- Shoulder - dirt		12.5 6.5 10	17.3 6.7	17.6 6.4 10			
19+05.41 =	Top 2' Berms (or base)		18.25 5.72 5	18.26 5.74	18.22 5.78 5			
19+04.91	= Ely GUTT		17.75 6.25 20	17.66 6.34	17.59 6.41 20			
18+80.02 =	£ Morena Old (A.C. Pav.)		18.46 5.54 30	18.21 5.79	17.92 6.08 30			
18+55 =	W/ly GUTT Morena		17.88 6.12 20	17.78 6.22 10	17.48 6.32	17.60 6.44 10	17.56 6.44 20	
18+52	Top rolled Berms w/ly Morena		17.96 6.04 5	17.83 6.17	17.77 6.23 5			
18+46 =	Edge curbed dyc		18.2 5.8 5	17.72 6.28	17.71 6.3 5			
18+36	- 4' RT & Pole #4736							
18+30	5.1 RT end Caping around Flowers 10.1 RT end Caping // in Paved-area		19.0 5.0 15 Pc	18.2 5.8 4 TP	17.9 6.1 the	17.98 6.20 5.1 TP	17.68 6.32 10.1 TP	17.46 6.54 10.1 Pc

24.00

SANTA FE RR to AZUSA (cont.)

LT

Σ

RT

45

20495 80 LT = 1 IN Pond Perimeter

21450

6.6

15.1
Bottom

21400

5.8

15.9
Bottom

T.P. 5.00 21.70 7.30 16.70

21.70

chk. 9.87 14.13 = 14.11

(100' R.P. - E Morena & Sherman
Cave. S.W. Corner encl. 4)
chk on side Morena Blvd

16.1

15.1

6.1

~~6.0~~

20467 The Pond at E

7.7
30

8.9
15
TP
BANK

17.9

18.0
10

20460 = 1.00 water - this date

20454/00 TP BANK Pond at E

16.3

15.6

14.5

9.30

5.10

7.7
30

8.4
10

9.5

14.70
10

13.90
20

2/10. water
this date

20
the
Bank

20445.87 (= 0+00 "A" (See sketch)
1/2 RT Line "L" 59' of 15"
(Set T.B.M. N1 stub)

8.49 15.51

16.0

15.6

15.5

14.7

8.0
30

8.4
20

8.5

9.3
10

TP
BANK

20400

16.1

15.9

15.8

7.9
20

8.1

8.2
20

19491 16.0 RT & 30' EUCALYPTUS

19470 140 RT Bay Pond

19450

16.3

15.5

15.3

7.7
20

8.5

8.7
20

24.00

SANTA FE RR to ALISA (cont)

LT E RT

1+79.20 1.6 LT Beg 8' Conc. BK. WALL

1+78 Beg. FRONT.

1+73 BK

1+68.55 LT (AT 90° FOR TAN)

1+68.55 = LT 45° 34' 30"

1+39 E Cross's Fence AT APPROX 45°

1+00

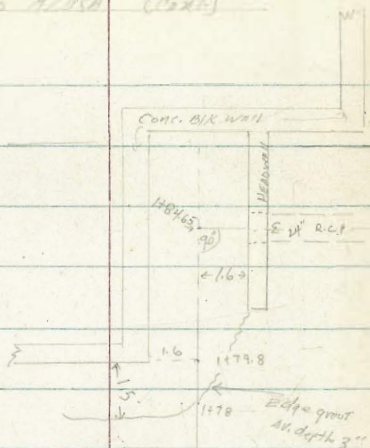
0+50

0+00 N4 (See plan) AT 70° FOR TANG.

NOTE: BEGIN SOUT'S HERE FOR BRANCH LINE
(CONTINUE MAIN LINE BY 47)

= 0+00 ON BRANCH LINE N4

2+497.83 = L.R. 60° 45' 0" (Sect. 90° ON T.)



1632
5.38 shot on P.L. LINE DRAINAGE TILE - DRAIN PAVED AREA N4LY OF 8' CONC. BK. WALL
(DRAIN-TILE Spaced every 4' along E-west wall)
6.6 LT 2

14.8 9.9 14.71 14.69 21.9
6.7 11.8 6.89 7.01 +0.2
30 10 11.6 15
MARK FR ON FRONT TB BK

15.04 14.82
6.66 6.88
TA FRONT F/G
FRONT

18.1
36

17.5 18.6 21.1
4.2 3.1 0.6
10 10

14.7 18.0 18.6 21.60
7.0 3.7 3.1 0.10
6 10

11.0 10.6 10.4 14.5 15.7
10.7 11.1 11.3 7.2 6.0
40 30 23 10

9.2 12.7 13.4
12.5 9.0 8.3
26 10
2nd PT

8.1 9.9 11.2
13.0 11.8 10.5
20 20

9.1 9.9 9.7
12.0 11.8 11.6
20 20

21.70

SANTA FE R.R. to AZUSA (cont.)

24+00

23+96

17.2 to WLY END 4' WIRE FENCE

23+94

LINE CROSSES 9" WATER PIPE

23+86

25 FT END F.W. SHEDS

23+50

23+00

22+50

25.0 LT BRG ROW SHRUBS
21.2 LTR Pole 505633-H
21.2 LT WLY END 4' FENCE (F.W.)

22+45

21+99.83 = L RT 60° 45' 00" (Sect. 90° For Tang)
CONTINUE LEVELS - MAIN-LINE
(See Pg 46)

T.P.

8.40

18.72

11.38

10.32

END - LEVELS BRANCH-LINE

1+88.65 =

Fe. 8' CONC. BRK. WALL

1+84.65 = S Prop. DRAIN & EXIST. 24" PIPE

1+80.65

1.6 RT BRG HEADMAN

HT.

E

RT.

47

14.1
4.1
10

13.5
5.2

9.1
~~9.1~~
9.6
6.4
LOW
PT

12.2
~~12.2~~
6.5
10

11.9
6.8

11.5
7.2
10

11.9
5.8
10

11.1
7.6

8.6
10.1
3.5

11.6
7.1
10

10.9
7.8

10.3
8.4
10

10.9
7.8
10

9.9
8.8

8.7
10.0
10

18.72

15.55
6.15
1.6
9.00

15.53
6.17

15.51
6.19
1.6
9.00

18.13
3.57
1.6
TP
H. WALL

21.03
0.67
1.4
TP
CANK

14.71
6.93
1.6

14.74
6.96
en 9.00

14.71
6.99
1.6
F. L. WALL

14.68
7.02

14.70
7.00
1.6
9.00

18.10
3.62
1.6
H. WALL

21.70

SANTA FE RR. TO AZUSA (Cont.)

28+00

LT. RT.
19.9 19.0 18.3 15.0
4.7 5.6 6.3 9.6
10 10 10 5.0

27+50

18.5 18.1 17.4 14.1
5.8 6.5 7.2 10.50
10 10 10 5.0

T.P. 9.39 24.57 3.54 15.18

24.57

27+00

17.3 16.3 15.4 13.1
1.4 2.4 3.3 5.6
10 10 10 5.0

26+85 Big Area of shrubs - set in pots - temporary etc.

26+55 11.2 RT END LATTICE - shed

26+50

15.2 14.7 14.2 12.7
3.5 4.0 4.5 6.0
10 10 10 5.0

26+28 11.6 RT Big lattice shed Nursery

26+00

15.5 14.6 11.2
3.2 4.1 7.5
10 10 5.0
LRT

25+50

15.1 14.1 13.2
3.6 4.6 5.5
10 10

25+00

14.8 13.7 10.9
3.7 5.0 7.8
10 10 3.4
LRT

24+50

15.1 14.0 13.2
3.6 4.7 5.5
10 10

18.72

SANDY FLD R.R. to BZUSP (cont.)

LT. E RT

0+22 = Top Pond

6.2
9.8

0+08 = TP BANK - POND

14.4
1.6
9
TP BANK
15.6
0.4
15.7
0.1

0+00

15.2
0.8
15.4
0.6
15.8
0.2

(0+00 A) RT = 59° 01' 15"
20+45.87

T.B.M. } 0.48 15.99 15.51

15.99

Note: Bay Levels here - LINE "A"

Set T.B.M. on PAT NAIL 28+69.58 7.20 17.37

28+69.58 = A LT. 92° 21' 45"
(= 8+61.06 "A") See Pg. 53 For CONTINUATION Levels MAIN LINE

17.64
6.93
17.37
7.20
17.09
7.48

28+67 = Top Lodge Pav.

18.0
6.6
17.7
6.9
17.4
7.2

28+62 TP CUT BANK - LINDA VISTA RD.

21.0
3.6
19.9
4.7
18.8
5.8

28+60 5.3 RT to ELY END 5' WIRE FENCE

28+50 End AREA OF PAVED - Plants - Shrubs etc.

20.6
4.0
19.8
4.8
18.7
5.9
15.8
8.8

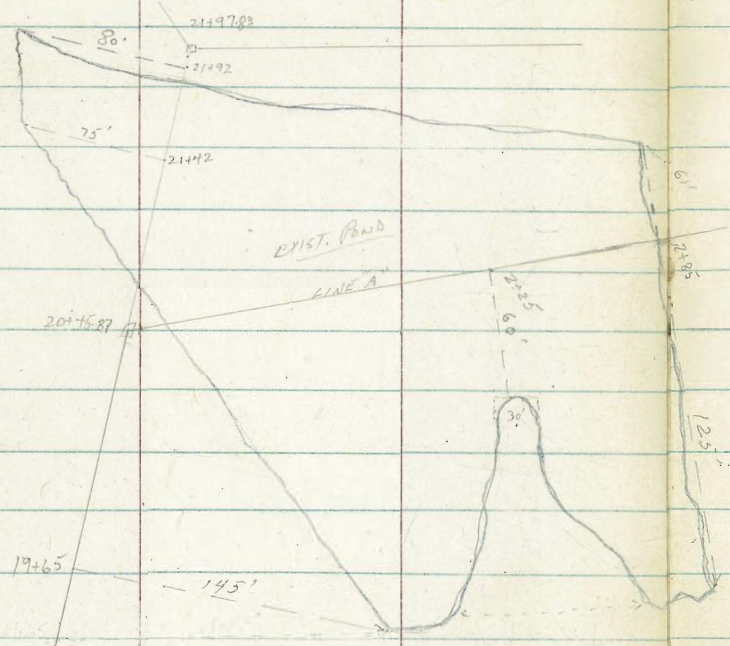
24.57

SANTA FE RR to AZUSA (cont)

LT. S RT.

2785 EXIST. Edge Pond

9.3	9.2	9.7
6.7	6.8	6.3
5.0		5.0



Sketch of Loc. Pond - this DATE (4-25-37)
 NOT TO SCALE

2150
 2100
 215
 210
 205
 200

6.6	6.7	6.7	
9.4	10.3	9.3	
2.5	2.7	2.5	
Bot.	Bot.	Bot.	
6.6	6.7	5.7	5.7
10.4	10.5	10.8	10.8
2.5	2.5	2.5	2.5
Bot.	Bot.	Bot.	Bot.
4.6	4.6		
11.4	11.4		
Bot.	Bot.		
15.99	15.99		

SANTA FE RR to AZUSA (CONT)

LT. E RT.

6201 19.5 LT END C.I. shed

6200

12.6 12.2 10.9 10.9 12.7 12.8
 3.4 3.8 5.1 5.1 3.3 3.2
 19 10 4 7 25
 TP E TP

5772 19.5 LT END Fence + Bay Corrup. Iron shed

5771 20' LT E 12" Poplar Tree

5760 { 19.0 LT Bay 10' LITTLE Fence
 23.6 LT end LITTLE shed

5750

10.7 10.5 9.8 11.3 12.1 12.0 12.2
 5.3 5.5 6.2 4.7 3.9 4.0 3.8
 20 18 14 12 10 25
 TP E TP
 Arch

18' LT E Bay Open-Ditch

5712 20.8 LT Bay LITTLE shed

12.0 10.2 11.4
 4.0 5.8 4.6
 20 18 16
 TP Arch TP

5700

11.2 11.6 11.6
 4.8 4.4 4.4
 50 25

4750

10.8 11.0 10.8
 5.2 5.0 5.2
 10 10

4700

10.3 10.5 10.4
 5.7 5.5 5.6
 50 25

3750

10.0 9.7 9.7
 6.0 6.3 6.3
 10 10

3700

10.0 9.7 10.0
 6.0 6.3 6.0
 10 10

15.99

SANTA FE RR. TO AZUSA (CONT.)

LT. E RT

LT. (SECT 90° FUR T.)

7+50.88 = LT 90° 38' (SECT 90° O.K. T.)
LINDA VISTA RD AC PAR.

7+42.83 = GUT

7+41.83 TP Berm
2' DEPTH AT BASE

7+40.83 Edge

7+37 3.8 LGE Pole # 442600 H

T.P. 13.07 28.16 0.90 15.09

7+10 4 1/2 END SHALLOW DITCH

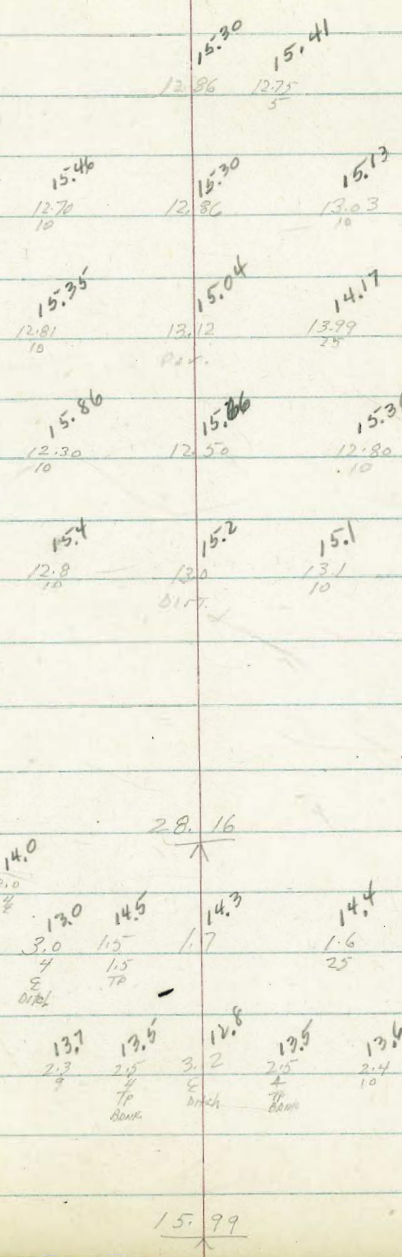
7+00

6+94 11.0 LT. END LATTICE SHED - Bay 4 WAVE FORM (CUTS 6 1/4 AWAY FROM E.)

6+50

26.5 LT Bay MAIN - Bldg. Nursery

6+21 7.1 LT Bay LATTICE SHED (10' HIGH)



30+00

$\begin{matrix} 30.2 \\ +2.0 \\ 20 \end{matrix}$
 $\begin{matrix} 28.32 \\ +1.6 \\ 15 \end{matrix}$
 $\begin{matrix} 20.89 \\ 7.27 \\ 2.5 \\ E.P. \end{matrix}$
 $\begin{matrix} 20.27 \\ 7.39 \\ 1 \\ CUT \end{matrix}$
 $\begin{matrix} 20.38 \\ 7.78 \end{matrix}$
 $\begin{matrix} 20.76 \\ 7.40 \\ 5 \end{matrix}$

29+50

$\begin{matrix} 27.06 \\ 1.1 \\ 15 \\ TP \end{matrix}$
 $\begin{matrix} 19.56 \\ 8.60 \\ 2.8 \\ E.P. \\ 4.70 \\ BANK \end{matrix}$
 $\begin{matrix} 19.10 \\ 7.06 \\ 1 \\ CUT \end{matrix}$
 $\begin{matrix} 19.22 \\ 8.94 \end{matrix}$
 $\begin{matrix} 19.51 \\ 8.65 \\ 5 \end{matrix}$

29+27

135 LT S Blk 309540-H

29+07

END A.C. Overlay (RESURFACING) + Beg. ORIGINAL PAV
 LINDA META
 (CHK. CONST. PLANS)

29+00

$\begin{matrix} 22.2 \\ 6.0 \\ 20 \\ P.L. \end{matrix}$
 $\begin{matrix} 23.0 \\ 5.2 \\ 10 \\ TP \\ BANK \end{matrix}$
 $\begin{matrix} 18.44 \\ 9.68 \\ 2.6 \\ E.P. \\ 4.70 \end{matrix}$
 $\begin{matrix} 18.01 \\ 10.15 \\ 1 \\ CUT \end{matrix}$
 $\begin{matrix} 18.07 \\ 10.09 \end{matrix}$
 $\begin{matrix} 18.31 \\ 7.85 \\ 5 \end{matrix}$

CHK.

10.79 $17.37 = 17.37$ T.B.M. Pav. NAIL 1 LT - Pg 49

Cont. Levels Main Line here

= 6 LT 92° 21' 45" (See Pg. 49)

$8+61.06 = 28 + 69.58$ MAIN-LINE
 (and Levels Line "9")

8+55.5

9.6 LT to RLY END + wire fence
 Correc N'ly to W'ly

8+50

Beg shallow trough CUT
 5 LT Beg too CUT BANK
 4 LT. to edge Pav

8+00

7+82

7.29 LT. End Perm Beg 50' drive NURSERY

$\begin{matrix} 19.9 \\ 8.3 \\ TP BANK \end{matrix}$
 $\begin{matrix} 17.64 \\ 10.52 \\ 3 \\ 4.70 \\ BANK \end{matrix}$
 $\begin{matrix} 17.35 \\ 10.81 \\ 1 \\ CUT \end{matrix}$
 $\begin{matrix} 17.37 \\ 10.79 \end{matrix}$
 $\begin{matrix} 17.66 \\ 10.50 \\ 5 \end{matrix}$

$\begin{matrix} 18.7 \\ 7.5 \\ 10 \\ TP \\ BANK \end{matrix}$
 $\begin{matrix} 18.5 \\ 9.7 \\ 5 \\ 4.70 \\ BANK \end{matrix}$
 $\begin{matrix} 17.35 \\ 10.81 \\ 2.5 \\ 4.70 \end{matrix}$
 $\begin{matrix} 17.05 \\ 11.1 \\ 2.5 \end{matrix}$
 $\begin{matrix} 17.12 \\ 11.04 \end{matrix}$

$\begin{matrix} 15.80 \\ 12.36 \\ 11.8 \\ 4.70 \\ BANK \end{matrix}$
 $\begin{matrix} 16.10 \\ 12.06 \\ 5.5 \end{matrix}$
 $\begin{matrix} 15.95 \\ 12.21 \\ 4.5 \\ 4.70 \end{matrix}$
 $\begin{matrix} 16.12 \\ 12.04 \end{matrix}$
 $\begin{matrix} 16.26 \\ 11.70 \\ 5 \end{matrix}$

28.16

33+18 6.5 LT END Shrubs

33+01 5.6 LT END Hedge & Bay Shrubs

33+00

30.9
7.8
20

31.0
7.7
5
BANK

30.03
8.62
2.7
E.P.

29.20
7.43
0.5
G

29.20
9.35

29.45
7.20
5

32+62 9' LT & 6" Tree

32+54 6.5 LT & 3' Hedge

32+50

32+49 13' LTRole # 309541-H

32+40 5.5 LT BANK Resumes

30.6
8.1
20

30.5
8.1
6
BANK

28.57
10.28
16
E.P.V.

27.50
11.15
GUT

27.69
10.76
5

32+20 8 12' MACADAM Drive

29.50
5.85
26.3
BANK
Edge
Drive

26.06
11.99
762
A.G.

32+00

29.5
8.9
25

29.5
9.2
20
BANK
(14 CUT
DRIVE)

25.83
12.82
1.5
E.P.V.

25.81
12.94
GUT

26.02
12.63

26.24
12.41
5

31+78 11' LT Bay Drive-way Cut through BANKS

T.P. 12.07 38.65 1.58 26.58

38.65

31+50

31.3
13.1
20

31.1
12.9
11
BANK

24.76
3.96
2
E.P.

24.47
3.19
1
GUT
A.T.C.

24.55
3.61

24.88
3.28
5

31+00

30.4
12.2
20

31.6
12.0
13
BANK

23.26
4.80
2
E.P.V.

23.06
5.10
1
GUT
A.T.C.

23.22
7.84

23.54
4.62
5

30+96 13.8 LT 8 Pole 458066-H

30+50

31.6
13.4
20
BANK

31.3
13.1
14
BANK

21.73
6.43
2
E.P.V.

21.58
6.58
1
GUT
A.T.C.

21.62
6.54

22.15
6.01

28.16

34483 0.50 LTR Sewer M.H

34480 15' LT Bay Linda Vista Nursery - Potted Plantset

34478 16.9 LT E Pole c4902

34462 57 LT E 12" Tree

34454 7' LT E 7" ACACIA

CHK. 709 3156 = 31.61 - Con. Man. E/Lauretta & Wilma Mollo

34442.26 = B.C. 38° 38' 30" RT { E.R. LINDA VISTA RD = 990'
E.R. - Prop. DRAIN = 1010'
ALL SECTIONS ON CORNER/ADJ.

34439 7.6 LTR 12" ACACIA

34431 7.6 LTR 12" ACACIA

34421 11.8' LTR Pole 607265-H

34400

33484 12.0 LTR END PICKET bay. 4' Barbed-Wire Fence

33460 12.1 LTR Bay 4' Fence Picket

33450

33445 8' LTR 6" Tree

33435 0.5 LTR Bay 2'0" Perm (AT Base) END Trapl Gatt.

33432 E 9' Cold-Lay Drive

31.01

1.64
0.5
P.M.
M.H

33.7
5.0
20
34.3
4.4
7.0e
35.96
2.69
7.0
35.35
3.30
1
34.92
3.73
5

32.9
5.8
20
33.1
5.6
9.2
34.08
4.07
7.0
33.58
5.07
1
33.26
5.39
5

31.8
6.9
20
31.9
6.0
31.7
6.45
7.0
31.49
6.7
3
31.42
7.23
5

31.35
7.30
20
BK
Cold-Lay
Drive
30.55
7.80
2
30.98
7.67

38.65

CHK CONST. PLANS!

CB R=20' CB L=32.6±

37+40.1

27.8 LT = E-C CB (N.W. 1/4)

49.92 49.89 49.43 48.32 47.95

8.88 8.71 8.37 10.48 10.85

32.8 27.8 27.8 5

DK CB C

WALK

37+46

END Arm LT - Pav. Warps over to E.C. Callagard(?) Irregular curve

T.P.

9.29 58.80 1.46 49.51

58.80

37+09

32.0 LT ♀ Riv. # 4966

45.5 45.4 46.4 47.1 46.9 46.69 46.07 45.73

5.5 5.6 4.4 3.9 4.1 4.28 4.90 5.24

45 35 25 20 4.4 E.C. Riv 1 5

37+00

42.0 42.0 43.4 44.2 44.4 44.36 43.80 43.55

7.0 7.0 7.6 6.8 6.6 6.61 7.17 7.42

40 30 20 13 1 1 E.C. Riv 1 5

36+50

39.1 39.0 40.7 41.7 41.8 41.95 41.57 41.32

11.9 12.0 10.3 9.3 9.2 9.02 9.40 9.65

30 20 8 5 1 4.2 Riv 1 5

36+00

35+55

♀ 18' Callagard drive

37.9 38.67

13.1 11.30

50 Riv Pav

35+50

38.37 39.52 39.30

12.60 11.45 11.67

20 5

T.P.

12.58 50.97 0.26 38.39

50.97

35+00

12.5 LF END Barbed-Wire Fence

36.1 35.6 37.4 37.74 37.39 37.13

2.6 3.1 1.3 0.91 1.26 1.52

20 5 70 1 2.1 5

70 Riv

34+99

10.7 LT ♀ 8" Tree

34+89

10.6 LT ♀ 12" EAVC Tree

38.65

SANTA FE RR to AZUSA (CONT.)

LT.

RT.

RT.

57

37440 3' LT. Beg. Slight Perm. (roll)

T.P. 9.88 68.08 0.60 58.20

37400

38450

38437.1 27.9 LT. = F.C.

PN warps around in irreg. curve from E.S.

mid pt. RT

38412.2 47.7 LT. CB BC (N&H)

CB L = 20 CB L = 32 1/2

37488.8 46.8 LT. & Nose Center ISLAND

37460 47.6 LT. = CB BC

mid-pt CB pt

Note For 46.8' on 1477' college st - see sketch 1826

66.0 61.5 60.5 59.57 59.29 59.16 58.82
 2.1 6.3 7.6 8.51 8.71 8.92 9.26
 20 15 1 2 2 5
 TP Tr. 9d 3rm

68.08
 58.6 56.57 56.38 56.19
 0.20 2.23 2.42 2.61
 20 5
 7d 5 educ for here

53.4 53.8 53.87 53.94 53.53
 5.4 5.0 4.93 4.86 5.27
 3d 2d 15 5
 7d 9d E.PAY. Area

52.85 52.74 51.38 53.34 52.90
 5.95 6.06 6.47 5.26 5.90
 32.9 27.9 27.9
 12 CB BC 6

52.40 51.92
 6.40 6.88
 CB Gut

53.29 52.77 52.12 51.68 52.10 51.8
 5.51 6.03 6.68 7.12 6.70 7.0
 1477 1477 47.7 47.7 5
 CB Gut CB 20
 on curve outside

51.88 51.42 50.74 50.32
 6.92 7.38 8.06 8.48
 4.8 4.8
 CB

53.60 53.04 51.42 50.92 49.29 48.81
 5.20 5.76 7.38 7.88 9.51 9.99
 1476 1476 47.6 47.6 5
 CB C CB C

50.66 50.18
 8.14 8.62
 CA Gut

58.80

SANTA FE RR to AZUSA (CONT.)

chk: 10.65 31.53 = 31.61 = Gen. Man & Lauretta, & Wilene Mollie

T.P. 0.27 42.18 13.11 41.91

T.P. 0.16 55.02 13.22 54.86

4/100 2.5 ft & 3' wide shallow CLAY Spillway - approx. RAIN.

40+50

40+00

39+95.64

39+93.64

(1.80 LT to S2y Fc) See Sketch #936

& 3x4 Con. Drop TALKET

SECT along E. 18" Con. Box

74.8
 73.2
 66.70
 67.11
 67.02

16.7 25 25 0.97 1.96
 25 15 25 5
 END SPILLWAY (E) BOX E SPILLWAY OF SPILLWAY

64.90 64.00 64.45 64.40
 3.18 4.08 3.63 3.68
 4.8 2.5 5
 E.PAN G.

62.03 61.07 61.77 61.08
 6.05 7.01 6.31 6.40
 4.4 2.5 5
 E.PAN Gut.

60.64
 7.41
 1.80
 F.L. LINE
 S2y BOX

62.31 60.72 57.08 60.47 62.02 61.40 61.28 58.15 56.60 54.12

5.77 7.36 11.00 11.61 6.06 6.48 6.80 7.93 9.48 13.96
 8.4 4.80 2.25 2.25 1.8 1.8 28.16 27.6 34.6
 F.L. FL F.L. F.L. TP FL
 N2y END N4y F.L. Box Box Box
 S2y END N4y F.L. S2y END FL
 BOX END BOX PIPE

68.08

Curb + gutter elevations on wly side
of India ST + Nly of Upas ST

W6 #

2-15-55

C. Allen, D. Sisson, C. Powell

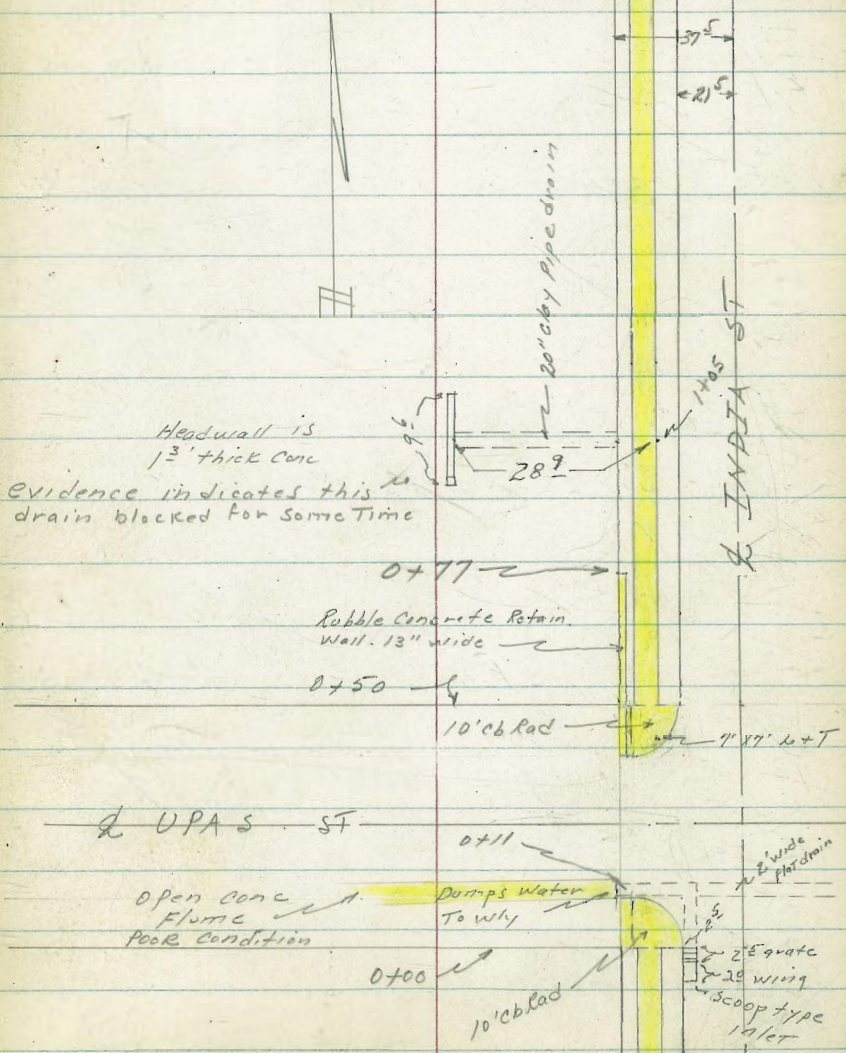
Ret: T.P. Sheet # 485

INDEXED
JER
FEB 15 1955

Note: Wly 7' Line India used for
Base line - 0+00 is sly line
Upas ST

See Page 60 for levels.

Wly 7' Line India
used for Base line



Curb + gutter elevations wly side
india + Nly of upas st

Base line is also Ely of 5' conc
walk along wly side of india st
drain is 2' wide + .7 deep

0+11 - 7⁰ LT = outfall of street drains

Note - entire curb return segment on
swly corner covered with A.C.

0+00 } 6⁵ RT = inlet + Nly of grate
= sly line upas st

0-02⁵ } 6⁵ RT = sly end grate over inlet

0-04⁵ - 6⁵ RT = 2 inlet (scoop type)

BM =

83.93

Base Line
= Wly 7' Line
India ST

60

80⁵⁰ 82⁴⁰
7⁰ A.C.
I.E. Drain

82 ⁵⁷	82 ⁵⁵	82 ²⁹	82 ¹¹	81 ⁰⁵	81 ⁰⁶	82 ¹¹
7 ⁰	5 ⁰	Ely of	5 ⁰	5 ⁰	6 ⁵	6 ⁵
wly prop	wly of	walk	Top	gutter	I.E.	Top
on conc	walk		Curb		Drain	grate

81 ³⁷	81 ⁹⁴
6 ⁵	6 ⁵
I.E.	Top grate
Drain	

81⁸⁵
6⁵

Direct elevation Rod used.
SERP India + upas st

India ST cont

Base Line =
Wly 7' line
India ST

61

0+75

74⁴
15

78°	82 ²	82 ¹⁷	82 ¹¹	81 ⁹⁷	81 ⁷³	81 ³⁹	82 ⁸⁴
8	7	6 ⁵	5 ⁰	Elyot	5 ⁰	5 ⁰	30 ⁵
grat on	Wly	Wall	of Walk	Walk	Topcb	90T	India
Base	Wlyot	Wall					
	Wall						

0+50.5 0⁵ RT = 4" x 4" Bus Stop sign

here
Rubble Conc Wall exposed from
5⁰ RT = Curb BC

0+50 = Nly upas ST

75⁶
15

78 ⁵	81 ⁹⁷	81 ⁹⁷	81 ⁹⁷	81 ⁸⁸	81 ⁵⁸	81 ⁴³	83 ⁰⁴
8 ⁰	7 ⁰	6 ⁵	5 ⁰	Elyot	5 ⁰	5 ⁰	30 ⁵
gr	Wlyot	Wall	Wlyot	Walk	T.C.	90T	India
	Wall		Walk		cb, BC	cb, BC	

Midpoint of Nwly Return

81⁷⁵ 81⁵⁶
T.C. 90T
Mid point

Wall 13" thick
6⁵ LT = begin Rubble Conc Retaining
Curb Return in Peak Condition

0+40 = Nly Curb Line UPAS ST

80⁴
8
ground
of base
wall

81 ⁷⁰	81 ⁷³	81 ⁷⁵	81 ⁷⁵	81 ⁶⁸	81 ⁸²	83 ¹⁹
7 ⁰	7 ⁰	5 ⁰	5 ⁰		5	30 ⁵
T.C.	90T	Top	cb BC			India
		BC	90T			

0+25 = 4 UPAS ST

79⁰
15

82 ³⁶	82 ²⁹	82 ³⁰	83 ³⁴
7 ⁰		5	30 ⁵
Wlyot			India
A.C. + Prof			

Direct elev Rod.

Levels India ST cont

Base Line =
Wly of line
India ST

62

1+50 House has 2 floors below ST
1+49- 15° LT = 5 Ely cor stucco house (3512 India ST)

817	817	8185	8176	8162	8134	8298
15	7	5°	Ely of	5°	5°	305
gr at	Prop	Wly	Walk	T.C.	90T	India
House		of Walk				

1+25

76 ²	817	8181	8167	8155	8126	8290
15	7	5°	Ely of	5°	5°	305
	Prop	Wly	Walk	T.C.	90T	India
		of Walk				

Headwall is 9° Nly + Sly + 1³ wide
From evidence no water comes thru pipe

Clay drain pipe thru headway.

1+05- 28⁹ LT at 90° = Wly end of 20"

64 ²	677
28 ⁹	28 ⁹
IE pipe	Top head wall

1+00 - 3³ RT = 15" power pole # 3510

76 ²	816	8197	8187	8166	8140	8281
15	7	5°	Ely of	5°	5°	305
	Wly line	Wly of	Walk	Topcb	90T	India
	India	Walk				

Wall has no Base - Set on top of ground
Retaining Wall

0+77- 6⁵ LT = 2 Nly end Rubble conc

796	822	8218
8°	7°	65
ground		Top wall
at Base		

Direct Rod -

India 2T cont

Base line -
Wly 7' line
India 2T

43

2+29 = end drive way

81 ⁸²	81 ⁶⁷	81 ³¹	81 ²⁴
5°	ely of	5°	5°
wly of	new walk	lip of	gut
walk		drive	

New walk thru drive
1+80 = begin drive way-

81 ⁹⁸	81 ⁸⁵	81 ⁴⁵	81 ³⁶
5°	ely of	5°	5°
wly of	walk	lip of	drive
walk			

1+75

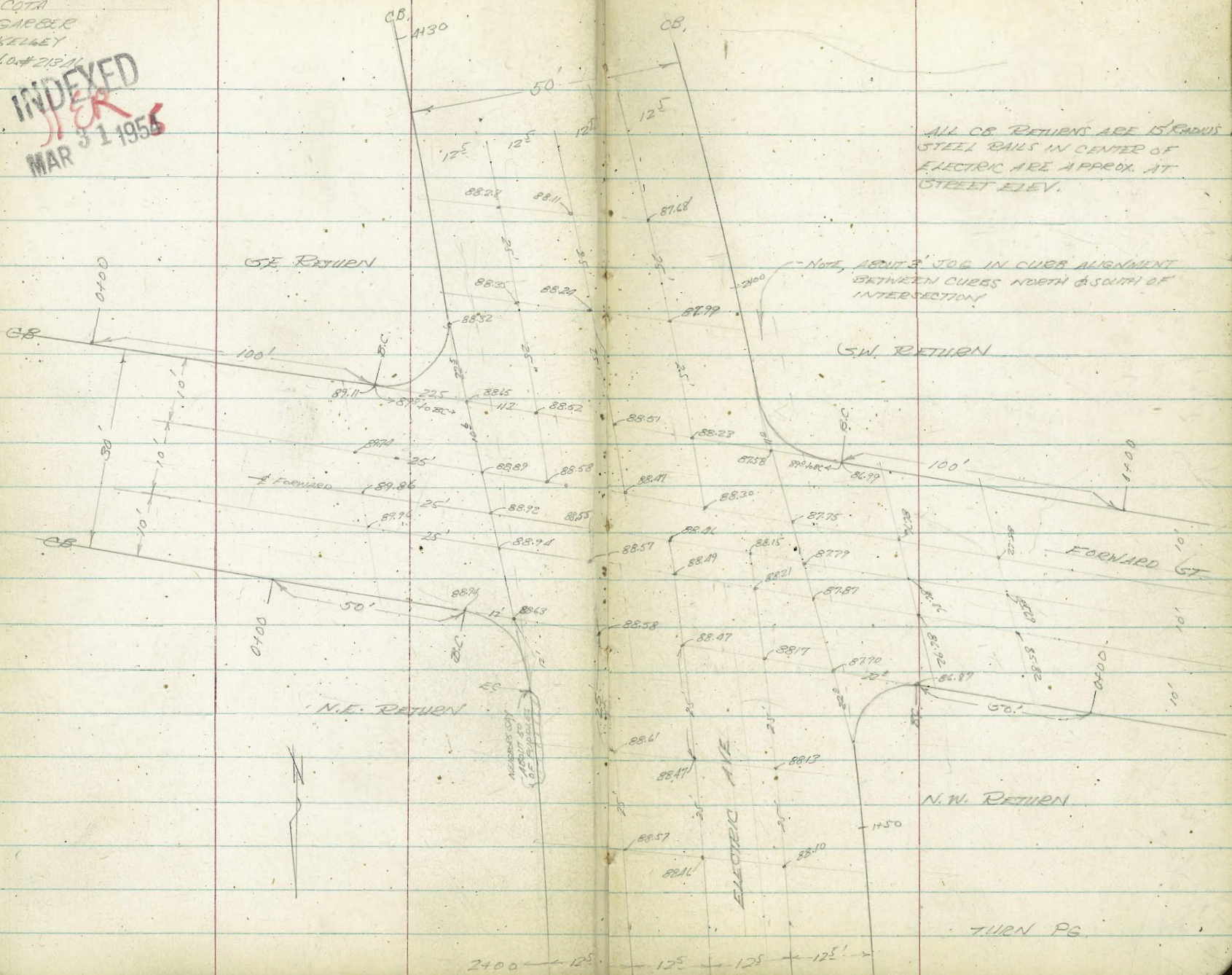
82°	82°	81 ⁹²	81 ⁸⁵	81 ⁷¹	81 ³⁴	83 ⁰⁰
15	7°	5°	ely of	5°	5°	30.5
	Prop	wly of	walk	Tic.	gut	India
		walk				

Direct Rod

LEVELS IN INTERSECTION OF ELECTRIC AVE & FORWARD ST.

COTR
GARBER
KELLEY
W.O.#21871

INDEXED
MAR 31 1956



ALL CURVE RETURNS ARE 15' RADIUS
STEEL RAILS IN CENTER OF
ELECTRIC ARE APPROX. AT
STREET ELEV.

NOTE, ABOUT 3' JOG IN CURB ALIGNMENT
BETWEEN CURBS NORTH & SOUTH OF
INTERSECTION

2400' — 12.5' — 12.5' — 12.5' — 12.5'

N.E. CURB RETURN

GUTTER ELEV. CURB. ELEV.

0170 E.C. OF RETURN ON ELECTRIC

88.65

88.96

0160 $\frac{1}{2}$ FT. OF RETURN

88.72

89.07

0150 B.C. ON FORWARD

88.94

89.51

0125

90.34

90.95

0100 N.E. CORNER (50' FROM B.C. - SEE SKETCH)

91.82

92.42

↑ N.E. CORNER ↓

SET CHISEL SQUARE ON SE. CB. RETURN OF ELECTRIC & FORWARD ELEV = 89.02

BM. ELEV = 75.96 SEBP. LA TOMA BLVD. & CALIMA

USED DIRECT ELEV. ROD

	CUTTER	C.B.
1400 BC FORWARD	89.11	89.71

0150	92.22	92.88
------	-------	-------

0700 (100' EAST OF BC - SEE SKETCH)	94.79	DRIVE
-------------------------------------	-------	-------

↑ G.F. RETURN ↓

2400	88.29	DRIVE
------	-------	-------

1450	88.50	DRIVE
------	-------	-------

1400	88.51	88.93
------	-------	-------

↑ N.E. COR. ↓

	CUTTER	C.B.
--	--------	------

1430	86.28	86.95
------	-------	-------

1400	86.49	87.23
------	-------	-------

3150	86.76	87.47
------	-------	-------

3400	87.15	87.87
------	-------	-------

2150	87.47	88.21
------	-------	-------

2400	87.84	88.56
------	-------	-------

1450	88.10	88.90
------	-------	-------

1430 E.C. Electric	88.32	89.02
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1420 $\frac{2}{3}$ PT. Return	88.43	89.04
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1410 $\frac{1}{3}$ PT. Return	88.65	89.32
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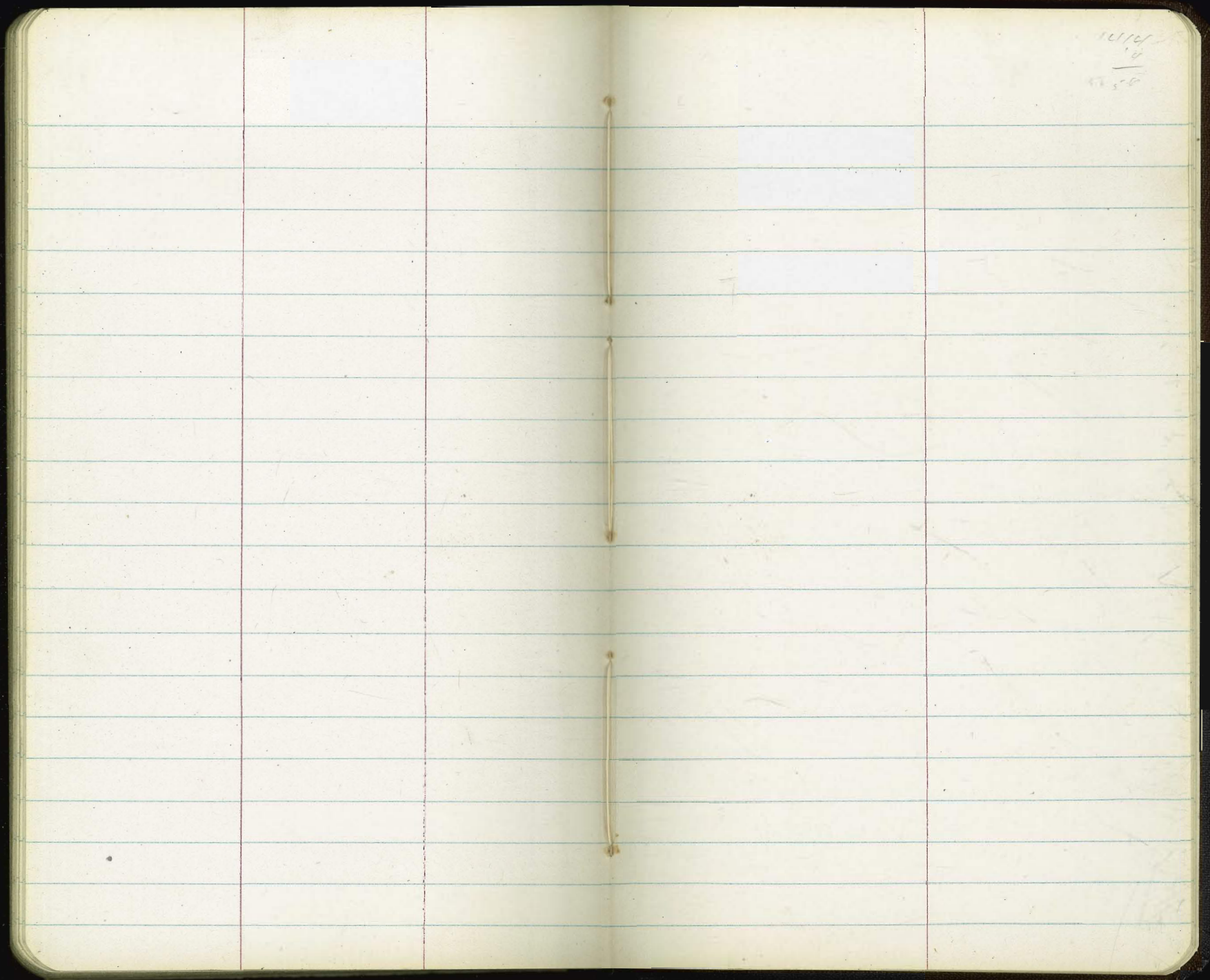
CUTTER CURR.

1450	87.15	87.90
1400	87.34	87.91
0+78 EC Electric	87.27	87.98
0+68	87.22	87.80
0+59	87.13	87.62
0+50 BC Forward	86.87	87.55
0+00 50' FROM B.C. N.W. COR.	84.61	85.26

↑ N.W. CORNER ↓

2400	86.92	87.47
1450	87.24	87.76
1420 EC Electric	87.56	87.99
1410 1/2 PT. 100m	87.43	87.90
1400 BC Forward	86.99	87.57
0+50	84.77	DRIVE
1400 S.W. COR. (100' FROM B.C.)	82.50	83.15

↑ S.W. CORNER ↓



10/10/19
14
1850

2973

44440

2/81

coll. 339400

1
2
3
4
5
6
7
8
9
0
1
2
3
4
5
6
7
8
9
0
1
2
3
4
5
6
7
8
9
0
1

M.H.
11+40 ± 960 Boot

7+55 ±

920

805

969

559

920

13179

775

423

1198

921

790

131

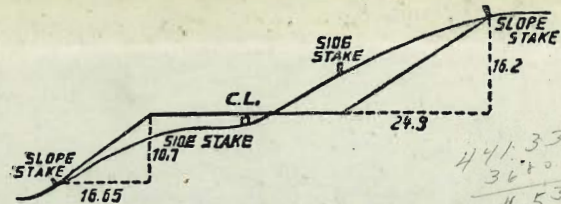
9848

131

9179

179 60
89 47
90 13

117
4
458
225
117
3



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

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

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