

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.

Lot 1 Bk. 16
INDEX

- 2 Lot 1 Bk 16 Roseville Hgts
6- Replace tie points Bangor St. ^{Talbot} ^{to} John
7-16 X-Sec. Bangor Harbor View Dr. To Talbot.
17-20 " Martinez - Bangor Fly.
21- opening Lot 1 - Bk 5 ^{Golden} Park
37- 46 ~~rd~~ St.

- 51- Bk 1 - Ocean Spray Add.
52 Sunset Cliffs Blvd. curb levels
52 " " " Ties Pts.

Improvements Lot #1 B1K1G
Roseville Hqts.

5-26-53

C.H.S.
Begg
Oltman
Schelin

T.P. sheet # 836
Map 958
" A23

Notes - Page A

N.T.R. denotes Nly edge traveled
Road

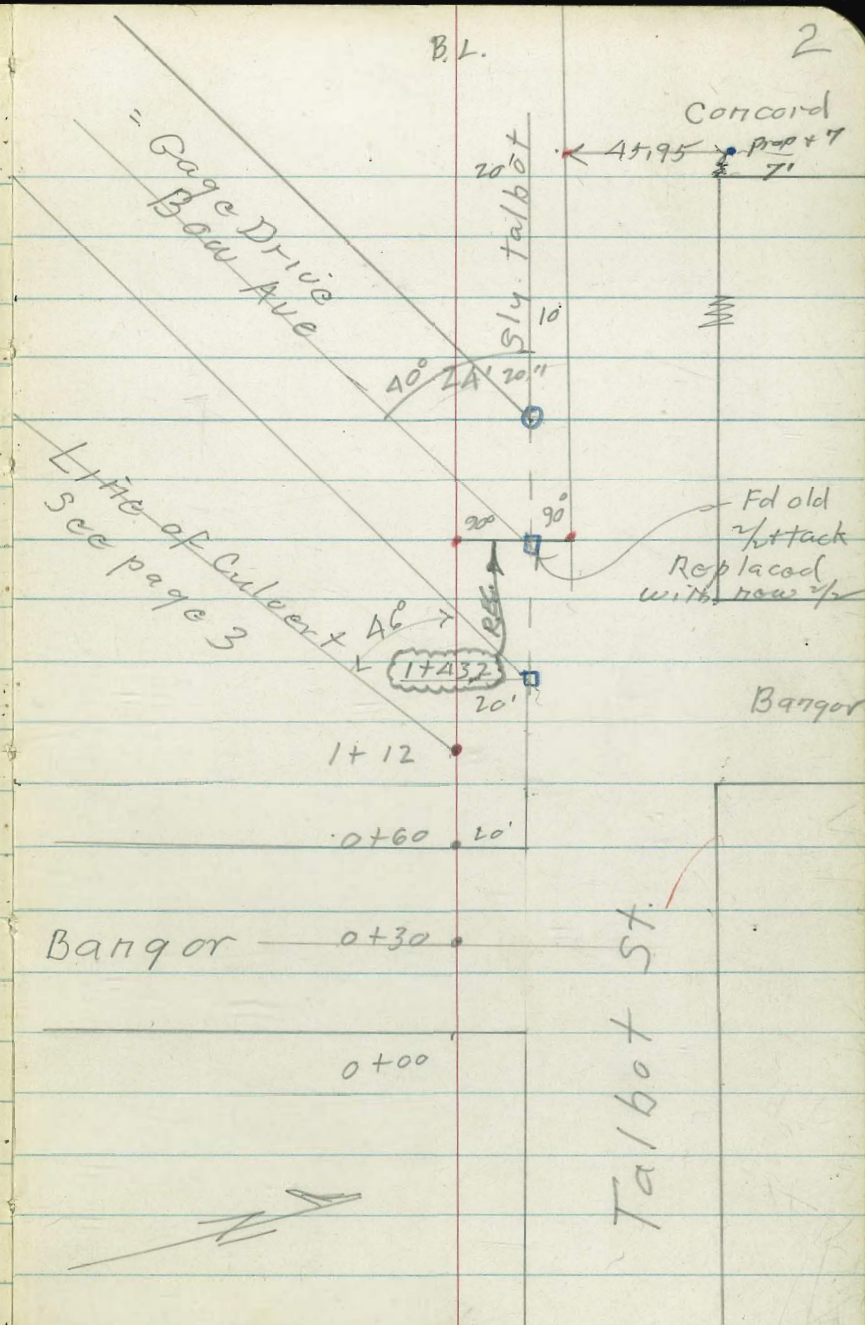
S.T.R. - denotes Sly. edge of
traveled road.

B.L. is 20' south of sly line
Talbot St. (See sketch)

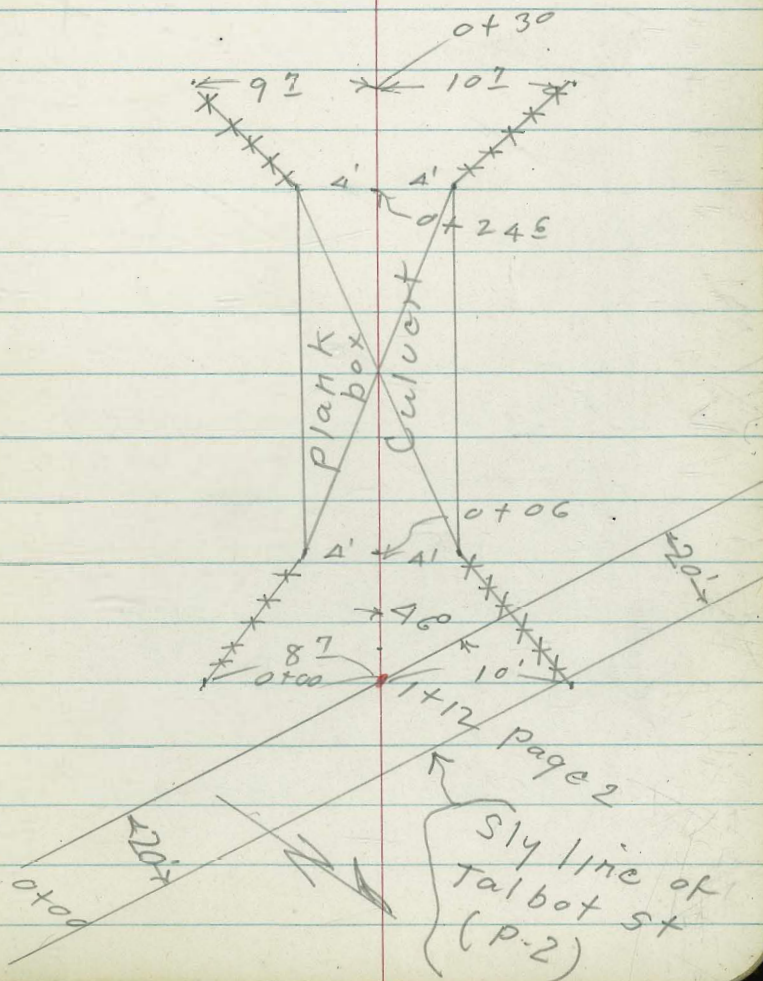
See Shepard
FB 1801-3

INDEXED
Law
MAY 28 1953

See Orig. No. 4969-B
W.O. 20134



***** denotes plank
head wall with wooden guard
rail on top.



= tie for culvert (see p-3)

1+12 = 8' Lt. = 6 in guard rail

| | |
|--------|--------|
| S.T.R. | N.T.R. |
| 23 | 8 |

0+97 10' Lt. = 6 in guard rail

| | |
|--------|--------|
| S.T.R. | N.T.R. |
| 29 | 12 |

guard rail.

0+81 9' Lt. = start wooden

| | |
|--------|--------|
| S.T.R. | N.T.R. |
| 30 | 10 |

0+60 = Wly. line Bangor

| | |
|--------|--------|
| S.T.R. | N.T.R. |
| 28 | 6 |

0+30 = E Bangor

| | | |
|--------|--------|--------|
| S.T.R. | N.T.R. | N.T.R. |
| 20 | 6 | B.L. |

0+00 = Ely line Bangor

| | |
|--------|--------|
| S.T.R. | N.T.R. |
| 15 | 5 |

1+76

S.T.R.

6

Start
Pave (Gage Dr.)1+43^L 20' RX. = $\frac{1}{2}$ + disk (P-2)

S.T.R.

8

Sly edge
Pave.
20

1+31

S.T.R.

147

Sly. edge Pave.
27

1+23

S.T.R.

21

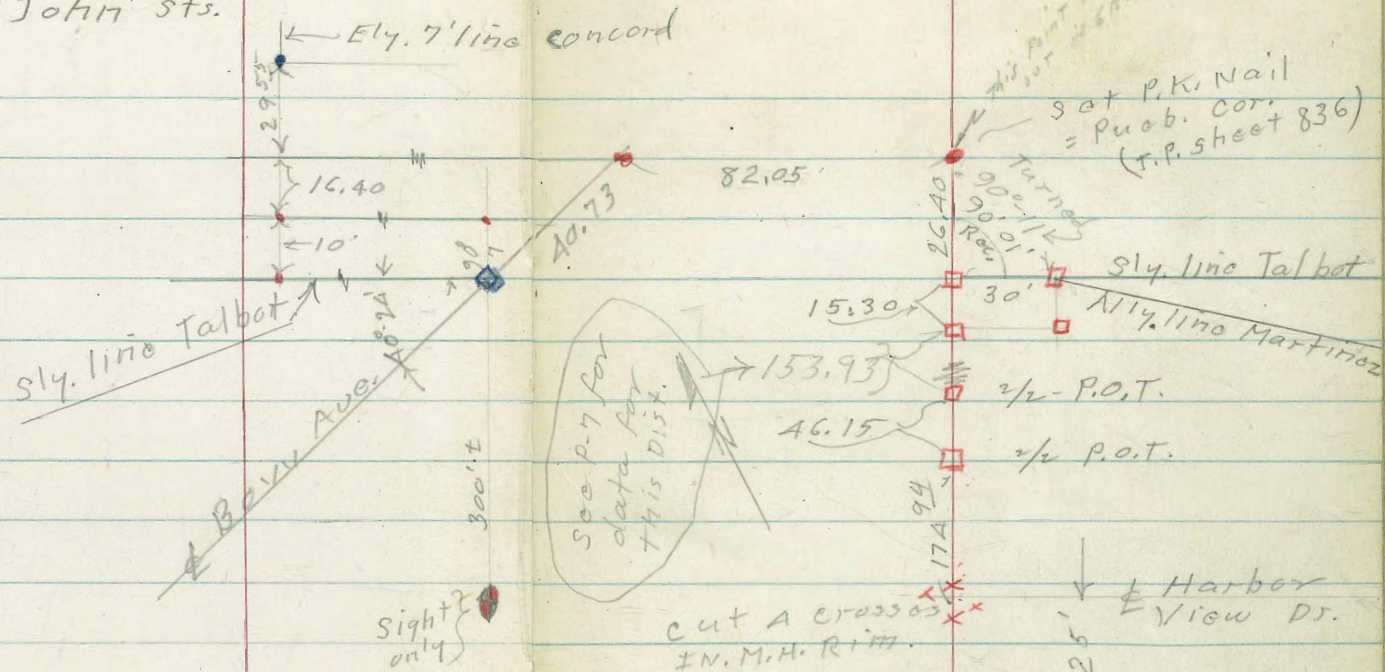
Enter
Traveled
RoadSly edge
Talbot Pave
33

Replace Tie points - Bangor St,
Talbot To John sts.

6-23-53

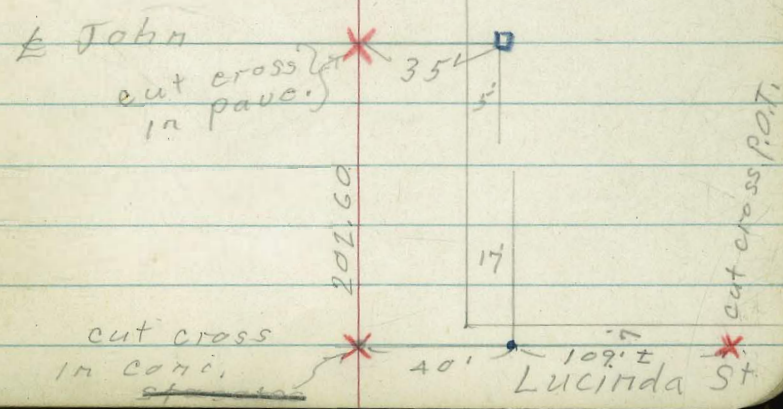
W.O. 2000C

Sammerneyer
Boag
Schalin



- denotes F.O.H. hub + tack
- " set 1/2 hub + disk
- × " cut cross in conc.
- " set P.K. Nail in pavement

FB 2251 - P2
 Ref. FB 1794 - P2
 " 1156 - P5C
 T.P. sheets 835 + 836
 Maps # 958
 # 423
 Sheet 4969-B



Barqor St.
Harbor View Dr. to Talbot

C.H.S.
B099

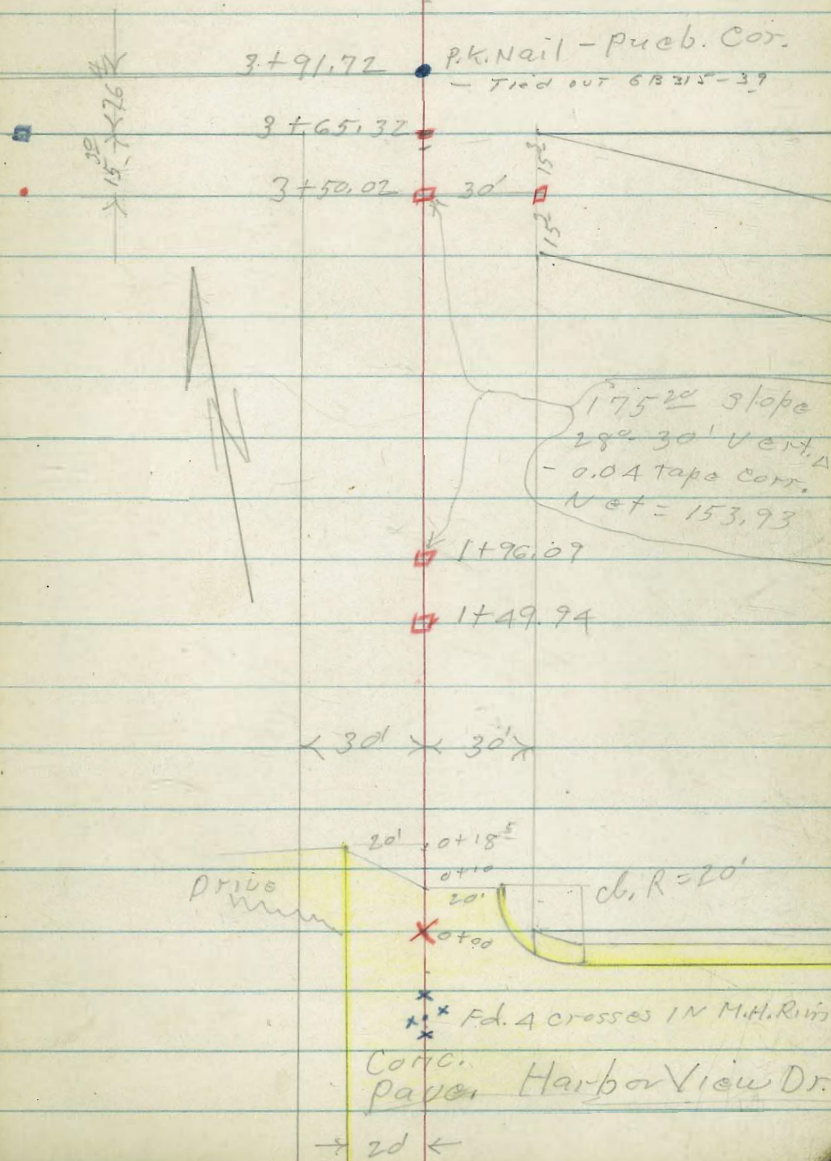
6-25-53
N.O.# 2013A

For Ref. to ties - See page 6

- denotes fd P.K. Nail
- " " 1/2" + disk
- ◻ " " set 1/2" + disk
- × " " cut cross in conc.

INDEXED
JUN 26 1953

← Talbot — Barqor — St. →



Bangor St.

Harbor View Dr. to Talbot St.

6-24-53

8

0+00 = Nly line Harbor View Dr.

0-01 3d RT = end conc. walk.

4d RT = B.C. 20' Rad. cb. Rot

0-10 = Nly cb. line

0-25 = E Harbor View Dr.

B.M.#3 1.12 256.41 9.82 254.99

B.M.#2 1.23 264.81 9.82 263.58

B.M.#1 3.92 273.40 - 269.48

| | | | | | |
|----------|--------|------|--------|--------|------|
| 5266 | 252.57 | 5275 | 252.84 | 252.89 | 5257 |
| 3.75 | 3.84 | 3.46 | 3.57 | 3.52 | 2.84 |
| 20 | 20 | | 20 | 22.5 | 22.5 |
| 14 drive | | | | 0 | cb |

| | |
|------|------|
| 5170 | 5124 |
| 100 | 100 |
| 0 | cb |

| | | | | | | | |
|----------|-------|-------|-------|------|------|------|--|
| 25325 | 25327 | 25373 | 25380 | | | | |
| 3.06 | 3.14 | 2.68 | 2.81 | 2.71 | 3.23 | 2.71 | |
| 20 | 20 | | 20 | 30 | 10 | 40 | |
| 14 drive | 0 | | | | 0 | cb | |

| | | | | | | |
|------|------|--------|------|------|------|------|
| 1.11 | 1.84 | 1.43 | 1.96 | 1.89 | 2.36 | 5.02 |
| 20 | 20 | | 20 | 30 | 40 | 100 |
| cb | 0 | | | | | |
| | | 256.41 | | | | |

Harbor View Drive

3ly. cross in N.H. Rd Bangor +

cross in Pauc & Bangor + John Sts.

Lucinda + Bangor.

N. Fly. 10' tie back + 7' line L+t.

Bangor St

£

9

0+55- 25' RT = pole # 1024

0+50

| | | | | | | | | |
|-----|-----|-----|-----|-----|-----|--------------------------|------|------|
| 5.8 | 6.0 | 6.6 | 7.9 | 8.1 | 8.2 | 8.55 | 9.58 | 11.1 |
| 40 | 30 | 24 | 20 | | 12 | 20 ² drive | 30 | 49 |

0+46⁴ 20² RT = start brick drive

| | | |
|-----------------|------|---------|
| 8.26 | 9.33 | 11.1 |
| 20 ² | 30 | 49 |
| on drive | | at Cor. |

| | |
|------|-----|
| 7.6 | 7.6 |
| 30 | 40 |
| End. | |

0+46 } 19² RT = 8" wide conc. wall

| | | |
|-----------------|----------------|------|
| 8.0 | 8.8 | 7.8 |
| 19 ² | B.W. | T.W. |
| | 8.8 | 20 |

0+18⁵ 20' LT = end cl. + pave.

| |
|-----|
| 4.2 |
| 30 |

| | | | | |
|------------------|------|------|-----|-----|
| 4.77 | 4.94 | 5.23 | 5.4 | 5.1 |
| 25 | 20 | 20 | 20 | |
| Back end of wall | | G | End | |

| | |
|-----|-----|
| 5.4 | 4.3 |
| 19 | 30 |

20' RT = end pave + cl.

0+10 = end pave on £.

| | |
|----------|------|
| 3.55 | 3.61 |
| 20 | 20 |
| in drive | G |

| |
|------|
| 4.18 |
|------|

| | | |
|------|------|------|
| 4.51 | 3.79 | 3.4 |
| 20 | 20 | 30 |
| G | cl | End. |

252.23

256.41

Bangor

4

10

T.P. - 3.25 248.14 1152 244189

0+84- 26' Rt. = (W) wall.
 = Nly face 8" wide conc.
 0+81 29⁸ Rt. = end board fence.

| | | |
|------|------|------|
| 13.0 | 13.8 | 12.1 |
| 298 | 298 | 298 |
| Out | B.W. | T.W. |

0+75- 27' Lt. = (N)

0+70

| | | | | | |
|-----|-----|------|------|-----|------|
| 9.3 | 9.6 | 10.0 | 10.4 | 9.9 | 11.7 |
| 40 | 30 | | 20 | 24 | 30 |

| | |
|----------------------|------|
| 11.6 | 12.6 |
| 30 | 30 |
| End North of wall | B.W. |

20² Rt. = 8" wide conc. wall.0+66 31⁴ Lt. = 8' wide conc. Dr.

| | | | | | |
|------------|-----------------|-----------------|-----------------|-----------------|------|
| 9.28 | 9.33 | 9.6 | 9.3 | 10.4 | 9.5 |
| 56 | 31 ⁴ | 20 ² | 20 ² | 20 ² | 30 |
| Por. floor | drive | | B.W. | T.W. | T.W. |

29⁹ Rt. = start board fence0+65⁶ 20³ Rt. = end brick drive

| | | | | | |
|-----|-----|-----|-----------------|-------|------|
| 9.2 | 8.9 | 9.5 | 9.57 | 10.28 | 11.5 |
| 30 | 20 | | 20 ³ | 30 | 45 |
| | | | on drive | | |

0+56- 30⁶ Lt. = 6" conc. wall

| | | |
|-----------------|-----------------|-----------------|
| 5.9 | 10.0 | 8.7 |
| 30 ⁶ | 30 ⁶ | 30 ⁶ |
| T.W. | B.W. | |

256.41

Bangkok

T.P. 1/2 P.O.T. 1+96.09
0.80 236.33 12.61 235.53

1785

21.0 16.8 15.6 13.2 11.9 11.3 11.2 12.1
50 35 30 20 20 30 50

1760

12.7 9.6 8.1 8.2 7.8 7.8 8.5
40 30 23 20 30 40

1754 25' Lt. = pole # 1036

1749⁹⁴ P.O.T. Hub. 7.05 241.07

1735

6.7 6.0 6.0 6.2 6.2
40 30 30 40

1713 50' Rx = North Front
5179 @ car conc. floor

5.3
50
Floors.

1710

4.7 4.1 4.3 4.6 4.9 4.6 5.9 5.9
40 30 20 20 24 30 40

1700

2.1 2.1 3.7 3.9 4.3 3.9 5.8 5.8
40 35 30 20 24 30 40

248.14

B.M.# 13 - page 16 } also see
 B.M.# 12 - page 15 }

T.P. 9.60 181.25 0.99 171.65

T.P. 11.76 172.64 0.26 160.88

T.P. 10.62 161.14 7.10 150.52

T.P. 2.13 157.62 11.36 155.49

T.P. 1.25 166.85 12.04 165.60

T.P. 175.64 17.68 174.87

B.M.#11 $\pm \frac{1}{2}$ disk Sta. 3+50.02 ^{pub. Mon.} 412 south of

T.P. 11.28 186.57 11.28 175.29

B.M.#10 $\pm \frac{1}{4}$ Sta. 2+90 \pm

T.P. 2.61 186.57 11.77 183.96

B.M.#9 $\pm \frac{1}{4}$ Sta 2+74 \pm

T.P. 2.24 195.73 8.73 193.49

B.M.#8 $\pm \frac{1}{4}$ Sta 2+58 \pm

T.P. 0.51 202.22 10.37 201.71

B.M.#7 $\pm \frac{1}{4}$ Sta. 2+46⁵ \pm

T.P. 0.92 212.08 11.73 211.16

B.M.#6 $\pm \frac{1}{2}$ Sta 2+35 \pm

T.P. 4.56 222.89 9.50 218.33

B.M.#5 $\pm \frac{1}{4}$ stub. Sta 2+23 \pm

T.P. 1.46 227.83 9.96 226.37

B.M.#4 $\pm \frac{1}{4}$ 2+11 \pm

236.33

201.71 = B.M. #7

A.42 0.01
268.49 ✓

B.M. #1 - Page 8 (268.48)

T.P. 7.04 273.91 0.58 266.87

T.P. 12.46 267.45 3.75 254.99 ✓

B.M. #3 - Page 8 - (254.99)

T.P. 7.40 259.74 0.68 251.28

T.P. 12.53 251.96 0.69 239.43

T.P. 13.12 240.12 0.19 227.100

T.P. 12.96 227.19 0.74 214.23

T.P. 13.20 214.97 2.48 201.77

T.P. 11.91 204.25 0.20 192.34

T.P. 12.19 192.54 0.90 180.35

181.25

Bangor

R

15

3+23

| | | | | |
|------|------|------|------|------|
| 1992 | 1991 | 1991 | 1991 | 1991 |
| 6.6 | 5.0 | 4.5 | +5.8 | +5.0 |
| 30 | | 17 | 20 | 30 |

3+10

| | | | | | | |
|------|------|------|------|------|-------|-------|
| 1652 | 1652 | 1531 | 1551 | 1542 | 1676 | 1652 |
| +8.0 | +8.0 | 2.8 | 3.4 | 1.0 | +11.7 | +13.0 |
| 30 | 25 | 21 | | 14 | 17 | 30 |

155.86

5.24 155.86[✓] - 150.52

B.M. # 11 - P-12

2+90

| | | |
|------|------|------|
| 1142 | 1252 | 1722 |
| 13.1 | 12.6 | 10.8 |
| 30 | | 30 |

188.00

4.04 188.00[✓] - 183.96

B # 9 - P-12

2+47

| | | |
|------|------|------|
| 1991 | 2012 | 2012 |
| 14.0 | 10.4 | 10.9 |
| 30 | | 30 |

212.11

10.40 212.11 201.71

B.M. # 7 page 12

Bangor

line of pave. edge is irregular
 3+84 = wly edge A.C. Pave.
 90' Lt. = Intersect Ely. line Bow ave.

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 150.2 | 146.2 | 145.2 | 140.2 | 137.2 | 150.1 | 129.2 |
| 0.2 | 3.7 | 4.7 | 10.4 | 12.9 | 15.2 | 21.6 |
| 135 | 100 | 90 | 30 | | 30 | 130 |

3+75

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 146.5 | 146.2 | 142.5 | 140.2 | 138.2 | 141.8 | 142.5 | 141.6 |
| 4.1 | 4.6 | 8.1 | 10.4 | 12.2 | 8.8 | 8.1 | 9.0 |
| 100 | 75 | 65 | 27 | 18 | 30 | 100 | 150 |

3+67 = pole #3381 on ϕ - 14" diam

3+65.32 = sly line Talbot

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 147.2 | 145.2 | 141.5 | 139.2 | 138.2 | 142.2 | 145.1 |
| 3.4 | 4.8 | 9.6 | 10.7 | 11.8 | 8.3 | 5.3 |
| 100 | 74 | 52 | 50 | 30 | | 30 |

B.M. #12 Sta 3+67t 7.44 143.20'
 T.P. 0.12 150.64 5.34 150.52'

Set B.M. = P.K Nail in pole #3381
 150.64'

3+50.02

| | | | | | | |
|-------|-------|-------|-------|-------|-------|--------------------|
| 141.2 | 140.2 | 139.2 | 139.2 | 138.2 | 150.4 | 152.1 |
| 8.0 | 7.8 | 16.0 | 16.0 | 7.8 | 5.9 | 3.8 |
| 100 | 90 | 72 | 65 | 30 | | 30 ϕ Martinez |

3+34.72

| | | |
|-------|-------|-------|
| 149.4 | 150.2 | 151.1 |
| 6.5 | 5.6 | 4.8 |
| 30 | | 30 |

3+32

| | | | |
|-------|-------|-------|-------|
| 148.5 | 149.4 | 150.2 | 151.1 |
| 7.4 | 6.5 | 5.6 | 4.6 |
| 90 | 30 | | 30 |

155.86'

Bangor St.

#

16

Set B.M. #13

12.13 138.51

Set B.M. on P.K. Nail = Park Cor. Sta 3+91.72

3+99 = Approx ϕ Talbot Pavement

| | | | | | |
|----------------------|--------------------|---------------------|----------------------|----------------------|----------------------|
| $\frac{150.6}{0.10}$ | $\frac{147}{.315}$ | $\frac{141.2}{9.4}$ | $\frac{138.2}{11.8}$ | $\frac{136.1}{13.9}$ | $\frac{130.2}{20.6}$ |
| 135 | 100 | 30 | | 30 | 130 |

150.6 GA

MARTINEZ ST
Bangor - Ely. 300 6-26-53

C.H.S.
Begg
Schelin

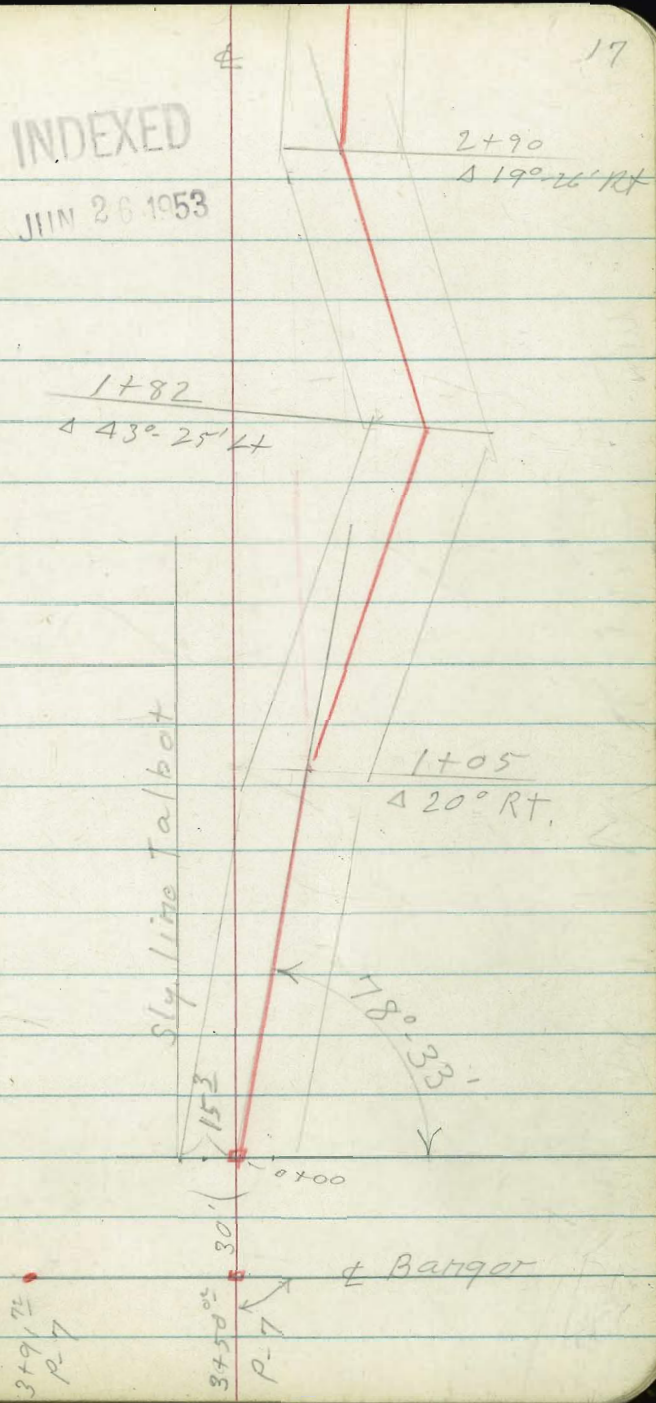
K.L.O. 20134

Ref. FB 1156 P 56
2251 - P-7
T.P. sheet 835 + 836

INDEXED

JUN 26 1953

17



Martinez
Bangor Ely.

0+93

0+65

0+30

T.P. 9.48 163.47 1.14 153.99

0+20

0+00 Ely into Bangor

11.93 155.13 143.20

18

| | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 150.0 | 147.5 | 151.5 | 151.5 | 157.5 | 156.0 | 158.0 | 155.0 | 164.5 |
| 12.6 | 12.0 | 8.4 | 6.0 | 6.0 | 6.6 | 7.7 | 7.7 | +1.0 |
| 15 | 7 | 6 | 2 | . | 3 | 15 | 16 | 21 |
| 16.0 | 12.4 | +4.0 | 3.0 | 160.5 | 160.5 | 160.5 | 160.5 | 160.5 |
| 30 | 24 | 30 | 24 | 30 | 30 | 30 | 30 | 30 |

| | | | | | | |
|-------|-------|-------|-------|--------|-------|-------|
| 147.5 | 150.0 | 154.0 | 152.0 | 157.0 | 152.0 | 163.0 |
| 20.0 | 13.0 | 9.4 | 10.0 | 10.4 | 11.1 | 0.0 |
| 30 | 15 | 10 | 8 | 163.47 | 15 | 23 |

| | | | | | |
|-------|-------|-------|-------|-------|-------|
| 144.0 | 148.0 | 152.0 | 152.0 | 151.0 | 160.0 |
| 10.3 | 6.5 | 2.3 | 2.5 | 3.2 | +5.0 |
| 25 | 15 | 6 | . | 15 | 22 |

| | | |
|-------|--------|-------|
| 145.0 | 150.0 | 151.0 |
| 10.1 | 3.0 | 4.1 |
| 15.3 | 155.13 | 15.3 |

Bi Mt + 12 - P - 15

Martinez

taken on split

1782 = } A 43° 25' Lt.

1750

T.P.

9.66

173.07

0.06

163.41 ✓

taken on split

1705 } Δ 20° Rt.

17

146 L
27.0
50

146 L
27.0
24

157 L
16.0
19

158 L
13.5
15

161 L
6.0
6

166 L
6.8
4

164 L
6.8
4

166 L
6.8
12

168 L
4.7
15

170 L
0.0
25

146 L
27.0
50

170 L
0.0
28

146 L
27.0
35

146 L
27.0
20

151 L
22.0
15

157 L
15.3
10

165 L
8.0
3

163 L
9.4
15

167 L
10.0
18

163 L
10.1
19

166 L
6.7
19

173.07 ✓

146 L
15.5
35

161 L
1.8
23

163 L
0.0
26

147 L
15.7
15

147 L
15.7
8

156 L
7.3
5

159 L
4.3
4

161 L
1.8
4

160 L
3.3
8

159 L
3.7
15

157 L
4.3
22

163.47 ✓

Martinez

| | | |
|------|------|-------|
| 34.7 | 34.7 | + 7.7 |
| 50 | 32 | 21 |

| | | | | | | |
|------|------|---------------|-----|-----|-----|-----|
| 22.A | 16.8 | 5.4 | 5.1 | 6.2 | 6.6 | 6.9 |
| 25 | 15 | <u>179.06</u> | 3 | C | 15 | 19 |

T.T.P. } 7.16 179.06 1.17 171.90

| | | |
|------|------|------|
| 7.41 | 7.11 | 7.17 |
| 27.0 | 2.0 | 0.0 |
| 50 | 19 | 23 |

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 146.4 | 154.1 | 158.6 | 169.1 | 167.2 | 167.2 | 168.2 |
| 27.0 | 19.0 | 14.5 | 4.0 | 5.2 | 5.2 | 4.8 |
| 20 | 15 | 13 | | 3 | 15 | 18 |

173.07

2500

Opening Lots 1 & 2
Blk 5 Golden Park.

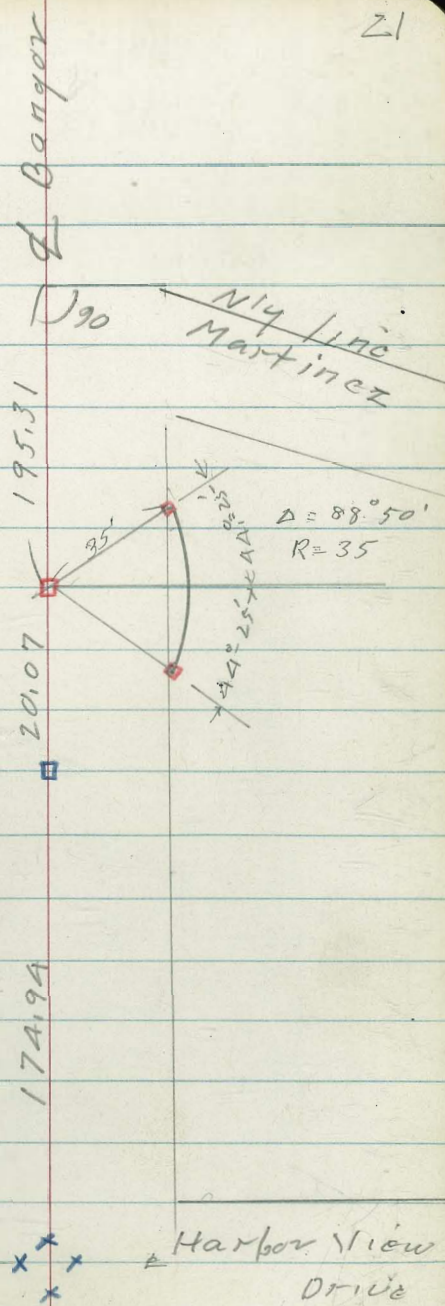
C.H.S.
Oltman
Boyer
Schelin

11-5-53
W.O. # 29595

Ref. - FB2251 - P6
sheet 5107-B.

INDEXED
HER
NOV 5 1953

21



CROSS SECTIONS ALLEY BLK 262 PACIFIC
BEACH W.O. 25020

1-14-54

(23)

Lt.

±

Rt.

Stamper
Huffman
Nordahl
Sherry

0+00

| | | | | | | |
|------|-------|-------|------|-------|-------|------|
| 51.5 | 51.50 | 51.25 | 47.9 | 51.29 | 51.53 | 51.6 |
| 4.5 | 4.50 | 4.75 | 5.01 | 4.71 | 4.47 | 4.4 |
| 25 | 92 | 92 | 0 | 92 | 92 | 25 |
| | cb | G | | G | cb | |

0-19 B.C. lb. Returns

| | | | | |
|-------|------|-------|------|-------|
| 51.27 | 48.5 | 47.81 | 49.3 | 51.71 |
| 4.63 | 5.15 | 5.19 | 5.07 | 4.29 |
| 92 | 92 | 0 | 92 | 92 |
| cb | G | | G | cb |

0-20 Wly Curblime Bayard St.

| | | | | | | | | | | |
|-------|------|------|------|------|------|------|------|------|------|------|
| 51.37 | 4.69 | 5.41 | 4.82 | 4.81 | 4.81 | 4.88 | 4.91 | 4.72 | 4.94 | 5.54 |
| 4.63 | 5.21 | 4.59 | 5.18 | 5.19 | 5.19 | 5.12 | 5.09 | 4.28 | 5.06 | 4.46 |
| 25 | 25 | 11 | 11 | 10 | 0 | 10 | 11 | 11 | 25 | 25 |
| cb | G | cb | G | | | G | cb | G | G | cb |

0-40 ± Bayard St. to Sewer M.H.

| | | | | | | |
|------|------|------|------|------|------|------|
| 4.88 | 4.95 | 5.02 | 5.12 | 5.25 | 5.33 | 5.47 |
| 5.12 | 5.05 | 4.98 | 4.88 | 4.75 | 4.67 | 4.53 |
| 75 | 30 | 25 | 0 | 25 | 50 | 75 |
| | | | | | | |

Maximum
10.00

B.M. +9.98

10.00

5.02

N.E. 7' Lt. Bayard & Reed

1-15-54

(24)

LH

C

RT

ALLEY BLK 262

0+40⁵ End Ramp - 4-Car Gar 10° Rt

4.91

5.33

5.09

4.67

10°

15°

Apron

floor

0+10⁵ Begin 5' Conc Slab Parallel Cont to station
Begin 4-Car Gar 10° Lt Apron

5.40

5.23

4.60

4.77

15°

10°

floor

Apron

0+03⁵ Begin 5' Conc Slab Parallel Cont. to Sta 145
Begin 4-Car Gar 9° Rt Apron

5.16

5.27

4.84

4.73

9°

15°

Apron

floor

0+02 12° Lt. 2 2 5' Conc Walk

5.26

5.54

4.34

4.96

22°

12°

on walk

C walk

10.00

ALLEY BLK 262

0+60 10° Rt. Begin 4-Car Grov

4.25 4.45
332 312
100 153
Apron flood

4.71 4.60

0+54- 10° Lt. Begin 4-Car Grov

2.86 2.97
151 102
flood Apron

0+53- 10° Lt. Break in Conc

+5.00 7.57

4.51 4.65
3.06 2.92
101 150
Ewalk @ Blk

T.B.M.

-7.43 2.57

Set P.K. N. Side RR
N^o PA-854 Sta 1+49.5 \nearrow 7.57

10° Lt. & 6' Conc Walk
0+50- 10° Rt. & 6' Conc. Walk 10° Rt.
NOTE: This Walk Serves as Drain

4.30 4.60 4.78 4.6 4.4 4.3 4.44 4.53 4.56
5.70 5.40 5.22 5.4 5.6 5.7 5.56 5.47 5.42
25 152 101 10 0 8 101 150 25
on Walk Ewalk Ground Ewalk on Walk walk

0+46 $\frac{5}{2}$ End 4-Car Grov 10° Lt

5.40 6.08
4.60 4.92
151 101
flood Apron

\nearrow 10.00

ALLEY BLK 262

Lt. E Rt.

1+03⁵ 10⁰ Rt Break in Conc Walk

3.36
421
10²
E Walk
3.78
151
on Walk

1+01⁵ 10⁹ Lt. Beam & Woven Wire fence

3.55
3.6
3.6
3.2
4.1
4.02
20[±]
Conc.
4.00
10[±]
Conc.
4.0
10
4.4
9
4.7
0
4.6
6
3.0
3.49
3.69
3.72
4.08
10⁰
Conc.
3.88
15
Conc.
3.85
20
Conc.

End 5' Conc. Slab Parallel

1+00 End Conc. on Lt. 10[±]

0+98⁷ 10[±] Lt. E 2⁵ Cook Walk

3.60
3.97
20[±]
on Walk
3.62
3.95
10[±]
E Walk

0+96⁵ 10[±] Rt. End 4-Car Gar

3.72
3.85
101
Apron
4.44
3.13
15[±]
floor

0+91⁵ 10[±] Lt. End 4-Car Gar

4.62
2.95
15[±]
floor
4.01
3.56
10[±]
Apron

7.57

ALLEY BLK 262

1+51⁴ 8" Lateral Conv. Wall 10° RT

1+51 End Conv. 10° RT

1+50 End 4' woven Wire fence 10° Lt.

1+49³ 9⁵ Lt. & PPN² PA. 854

1+41² End 4-Car Gar 10¹ RT

1+04³ Begin 4-Car 10¹ RT

1-15-54

(27)

4. 4 RT

| | | |
|----------|------|----------|
| 3.47 | 2.05 | 3.47 |
| 4.10 | 5.52 | 4.10 |
| 10° | 10° | 15° |
| Top wall | ftg. | Top wall |

| | | |
|-------|-------|-------|
| 2.8 | 3.14 | 3.24 |
| 4.8 | 4.43 | 4.33 |
| 10° | 15° | 25 |
| conv. | Break | conv. |

| | | | | | | |
|-----|-----|-----|-----|------|-------|------|
| 1.7 | 1.9 | 1.7 | 1.9 | 2.69 | 3.15 | 3.25 |
| 5.9 | 5.7 | 5.9 | 5.7 | 4.88 | 4.42 | 4.32 |
| 25 | 10 | 0 | 7 | 10° | 15 | 25 |
| | | | | conv | conv. | |

| | |
|-----------------|-----------------|
| 2.78 | 3.04 |
| 4.79 | 4.53 |
| 10 ¹ | 15 ¹ |
| Apron | floor |

| | |
|-----------------|-----------------|
| 2.90 | 3.01 |
| 4.67 | 4.56 |
| 10 ¹ | 15 ¹ |
| Apron | floor |

757

ALLEY BIK 262

1+77⁵ Begin 1-Stry frame Dwelling 10° RT.

1+74 End frame Bldg 9° RT.

1+72 -10² Begin 6' Picket fence

1+64° 0° Begin frame Bldg 9° RT.

1+54° Begin 1-Stry frame Bldg 10° RT.

1+52⁸ & 2' Conc. Drain (Eaves) 10° RT.

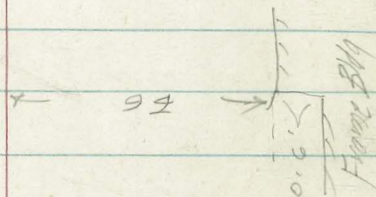
1-15-54

Lt.

&

RT

(28)



| | | |
|----------------|---------|------|
| 2.3 | 2.81 | 2.92 |
| 5.3 | 4.76 | 4.65 |
| 10° | 10° | 2.50 |
| Ground & Drain | & Drain | |

7.57

ALLEY BLK 762

2+76.10 = Ely line Alley

2+50

2+21 10⁵ - Rt. & ^{Wooden floor (Not in)} ~~Sing Car Gen Use~~

2+12⁵ 10² Lt. End 6' Picket fence

2+02 End 1-Story frame Dwelling 10³ Rt.

2+00

1-15-54

(29)

Lt. & Rt.

| | | | | | |
|--|------|-----|-----|------|------|
| | -0.1 | 0.1 | 0.0 | -0.2 | -0.2 |
| | 7.7 | 7.5 | 7.6 | 7.8 | 7.6 |
| | 2.5 | 10 | 0 | 10 | 25 |

| | | | | | | | |
|--|-----|------|------|------|------|------|-----|
| | 0.1 | -0.3 | -0.6 | -0.5 | -0.5 | -0.1 | 0.4 |
| | 6.9 | 7.9 | 8.2 | 8.1 | 8.1 | 7.7 | 7.2 |
| | 25 | 10 | 8 | 0 | 7 | 10 | 25 |

| | | |
|--|--------------|--------------|
| | -0.5 | 0.0 |
| | 8.1 | 7.6 |
| | 105 | 105 |
| | Ground floor | Wooden floor |

| | | | | | |
|--|-----|------|-----|------|-----|
| | 0.4 | -0.1 | 0.0 | -0.2 | 0.5 |
| | 7.2 | 7.7 | 7.6 | 7.8 | 7.1 |
| | 25 | 10 | 0 | 6 | 10 |

@BLM

7.57

lt. & pt.

ALLEY BIK 262

+4.24 6.57
T.B.M. -5.24 2.33

Set P.K. P.P. No PA-4273 (See Pg. 33)

2+96.10 = W/4 Line Alley Line

| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| | 2.5 | 0.6 | 0.4 | 0.5 | 0.6 | 0.5 |
| 5.1 | 7.0 | 7.2 | 7.1 | 7.0 | 7.1 | |
| 30 | 20 | 10 | 0 | 10 | 20 | |

2+86.10 & Alley

| | | | | | |
|-----|-----|-----|-----|-----|-----|
| | 0.0 | 1.2 | 0.8 | 0.3 | 0.2 |
| 7.6 | 6.4 | 6.8 | 7.3 | 7.4 | |
| 25 | 10 | 0 | 10 | 20 | |

2+85 & Sewer M.H.

6.59
W/4 Bin

7.57

7.57

1-15-54

(3)

ALLEY BLK 267

Lt. E Rt.

Begin 6" Ret curb 101 ft.
0+00 = N/4 Line Reed Ave

| | | | | | | | | | |
|------|------|------|------|------|------|------|-----------|------|-----|
| 1.34 | | | | | | | | | |
| | 1.06 | 1.03 | 0.37 | 0.12 | | 0.33 | 1.04 | 1.03 | 0.9 |
| 5.23 | 5.51 | 5.54 | 6.20 | 6.45 | 6.24 | 5.53 | 3.54 | 5.7 | |
| 25 | 102 | 92 | 92 | 0 | 102 | 102 | 101 | 25 | |
| A.G. | A.G. | cb | G | | G | cb | cb | | |
| | | | | | | | 6" Ret | | |

0-18 = BC Curb Ret's

| | | | | | |
|------|------|-------|-------|-------|------|
| | 0.64 | 0.100 | 0.107 | 0.108 | 0.74 |
| 5.93 | 6.57 | 6.50 | 6.99 | 5.83 | |
| 97 | 92 | 0 | 10 | 10 | |
| cb | G | | G | cb | |

0-20 = N/4 Curb Line Reed Ave

| | | | | | | | | | |
|------|-------|------|-------|------|------|------|------|------|------|
| 0.55 | -0.08 | 0.63 | -0.01 | 0.00 | 0.05 | 0.02 | 0.05 | 0.72 | 0.11 |
| 6.02 | 6.65 | 5.94 | 6.58 | 6.57 | 6.52 | 6.55 | 6.52 | 5.85 | 6.06 |
| 25 | 25 | 12 | 12 | 10 | 0 | 10 | 12 | 12 | 25 |
| cb | G | cb | G | | | | G | cb | G |

0-40 = E Reed Ave & Sewer M.H.

| | | | | | | |
|-------|------|------|--------|------|------|------|
| -0.01 | 0.06 | 0.14 | 0.25 | 0.38 | 0.56 | 0.71 |
| 6.58 | 6.51 | 6.43 | 6.32 | 6.19 | 6.01 | 5.86 |
| 75 | 50 | 25 | 0 | 25 | 50 | 75 |
| | | | Elyrim | | | |

6.57

ALLEY BLK 262

1-13-54

(32)

Lt.

E

Rt

0+63⁵ 10° Rt. Begin 6' R/W fence
 10° Rt. End 2.3' wide Conc Walk

| | | |
|--|----------|----------|
| | 0.32 | 0.32 |
| | 6.25 | 6.25 |
| | 10° | 12.3 |
| | Top Walk | R/W Walk |

0+50

| | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|----------|------------|
| 1.73 | 1.61 | 2.3 | 1.2 | 0.1 | 0.1 | 0.1 | 0.31 | 0.36 |
| 4.84 | 4.96 | 4.3 | 5.4 | 6.5 | 6.5 | 6.5 | 6.26 | 6.21 |
| 25 | 17 | 13 | 10 | 8 | 0 | 10 | 10° | 12.3 |
| A.C. | A.C. | | | | | | Top Walk | Walk @ Blk |

0+37 10° Lt. E PRN^o A-4255

0+23 11° Lt. Deadman

0+09 Begin 2.3 Parallel Conc Walk 92 Rt
 End 6" Conc. Ret Wall 92 Rt

| | | | |
|--|----------|----------|-------------------------------------|
| | 0.37 | 0.37 | 0.52 |
| | 6.20 | 6.20 | 6.05 |
| | 92 | 99 | 197 |
| | Top Walk | Top Curb | Sly Edge 2.4' Wide Conc. Walk |

0+02⁵ End A.C. Part 10⁵ Lt.

| | | | | |
|------|------|-------|-----|---|
| 5.08 | 5.10 | 5.4 | 6.2 | 0 |
| 23 | 10.5 | 10.5 | 8 | 0 |
| A.C. | A.C. | Amund | | |

6.57

1-15-54

ALLEY BLK 262

Lt. & Rt.

1+46.88 Lt. & Deadman

| | | | | | | | |
|-----|-----|-----|-----|-----|------|------|--|
| | 0.5 | 0.6 | 0.2 | 0.3 | -0.6 | -0.1 | |
| 5.8 | 6.0 | 6.4 | 6.3 | 7.2 | 6.7 | 6.7 | |
| 25 | 10 | 6 | 0 | 8 | 10 | 25 | |

1+44.95 N/4 Line Ely & Wly Alley

1+34.93 & E & W Alley

| | | | | | | | |
|-----|-----|-----|------|-------|-------|------|------|
| | 0.9 | 0.5 | 0.9 | 0.98 | -4.41 | -0.1 | -0.5 |
| 5.7 | 6.1 | 5.7 | 5.59 | 10.98 | 6.7 | 7.1 | |
| 25 | 10 | 0 | 1- | 1- | 10 | 25 | |

& TOP F.L.
S.M.H.

1+26.5 90 Lt. & PP N. PA. 4273

1+24.95 S/4 Line E & W Alley

| | | | | | | |
|-----|-----|-----|-----|-----|------|--|
| | 0.6 | 0.4 | 1.2 | 0.1 | -0.5 | |
| 6.0 | 6.2 | 5.4 | 6.5 | 7.1 | | |
| 25 | 10 | 0 | 10 | 25 | | |

1+00 End

| | | | | | | | |
|------|------|-----|-----|------|-----|-----|-----|
| 2.54 | 2.35 | 2.5 | 0.1 | -0.4 | 0.1 | 0.6 | 0.9 |
| 4.03 | 4.22 | 4.1 | 6.7 | 7.0 | 6.5 | 6.0 | 5.8 |
| 25 | 15 | 10 | 0 | 8 | 10 | 12 | 25 |

AC. AC

0+86 10² Rt. End 6' R/w fence

6.57

1-15-54

(32)

Lt

Rt

ALLEY BLK 262

2+50

| | | | | | | |
|------|-----|-----|-----|-----|-----|------|
| 3.4 | 3.4 | 3.3 | 3.3 | 2.8 | 3.5 | 3.5 |
| 4.9 | 4.9 | 5.0 | 5.0 | 5.5 | 4.8 | 4.8 |
| 12 | 10 | 0 | 6 | 8 | 10 | 18 |
| @BM4 | | | | | | @BM4 |

2+30

| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| 3.5 | 3.3 | 2.3 | 2.3 | 1.8 | 2.8 | 2.7 |
| 4.6 | 5.0 | 6.0 | 6.0 | 6.5 | 5.5 | 5.6 |
| 25 | 15 | 10 | 0 | 7 | 10 | 25 |

2+20

| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| 1.2 | 1.3 | 1.7 | 1.3 | 2.6 | 2.8 | 2.5 |
| 7.1 | 7.0 | 6.6 | 7.0 | 5.7 | 5.5 | 5.8 |
| 25 | 10 | 0 | 7 | 10 | 11 | 25 |

2+00

| | | | | | |
|--------|-----|------|------|------|------|
| 1.0 | 0.7 | 0.50 | 0.00 | 0.80 | 1.30 |
| 7.3 | 7.6 | 7.8 | 8.3 | 7.5 | 7.0 |
| 25 | 10 | 0 | 6 | 10 | 25 |
| ↗ 8.30 | | | | | |

+ 5.97

8.30

TP

- 4.24

2.33

1+50

| | | | | | | |
|-----|-----|-----|-----|-----|-----|-----|
| 0.7 | 0.6 | 0.1 | 0.1 | 0.5 | 0.1 | 0.4 |
| 5.7 | 6.0 | 6.5 | 6.5 | 7.1 | 6.7 | 6.2 |
| 25 | 10 | 7 | 0 | 7 | 10 | 25 |

6.57

↗ 6.57

1-15-34

(35)

Lt.

+

Rt

ALLEY BLK 262

NOTE: See P936

B.M. - 4.66 6.41

6.38 N.E. RR Bayard & Thomas

+5.97 11.07

3.25 3.35 3.52 3.61 3.82 4.03 4.26

T.P. - 3.20 5.10

3+09.89 = E Thomas Ave & Sewey MH.

5.05 4.95 4.78 4.69 4.48 4.27 4.09
75 30 25 0 25 50 75
W/Rim

2+89.89 = 5/4 Curbline Thomas Ave

2.73 3.33 2.81 2.80 2.83 2.96 2.97 3.57 3.06
5.57 4.97 5.49 5.50 5.47 5.34 5.33 4.73 5.24
25 12 12 10 0 10 12 12 25
G G G G G G G G

2+87.89 = B.C. Ch. Ref's.

5.06 5.32 4.67 3.63 3.09 3.59
2.84 2.84 2.84 2.84 2.84 2.84
4.92 5.34 5.48 5.21 4.11
92 92 0 10 10
G G G G G

2+69.89 = 5/4 P.L. Thomas Ave

3.5 3.38 3.31 3.02 3.42 3.62 3.8
4.8 4.92 4.99 5.28 4.88 4.68 4.5
20 92 92 0 10 10 25
G G G G G G

8.30

1-15-54

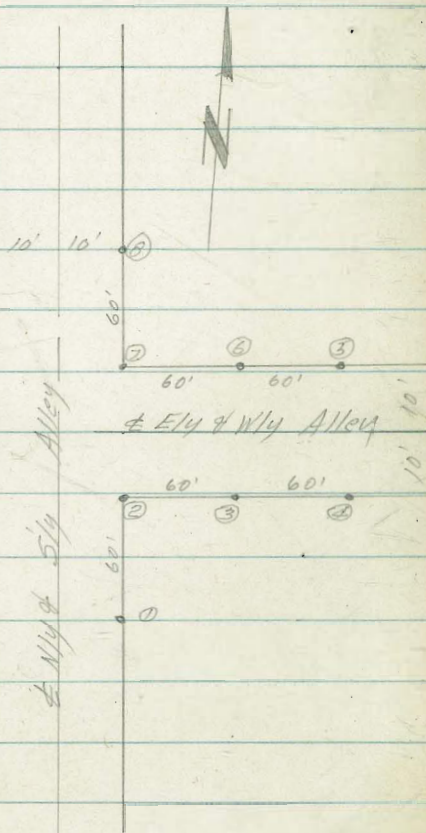
GRADES AS SHOWN ON INFO. REQUEST
ALLEY 226 W.O. 25020 PAK-BLACK.

NOTE: Stakes Marked Flush With Ground

Sta. Elev. Grade Cut fill

INDEXED
FEB 24 1954

| Sta. | Elev. | Grade | Cut | fill |
|------|-------|-------|------|------|
| 8 | 1.20 | 1.25 | | 0.05 |
| 7 | -0.21 | 1.08 | | 1.29 |
| 6 | 0.00 | 1.29 | | 1.29 |
| 5 | 1.59 | 1.58 | 0.01 | |
| 4 | 1.34 | 1.50 | | 0.16 |
| 3 | -0.35 | 1.21 | | 1.56 |
| 2 | 0.00 | 1.00 | | 1.00 |
| 1 | 0.07 | 0.77 | | 0.70 |



B.M.

5.02

(see Pg 23)

VO# 25020

2/17/54

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

cont bot Rt. 102

cont. bot next pg

37



← 27 * 13 * 40 →

2+32.84
Set POT
Hub & Tack
gone

← 27 * 13 * 40 →

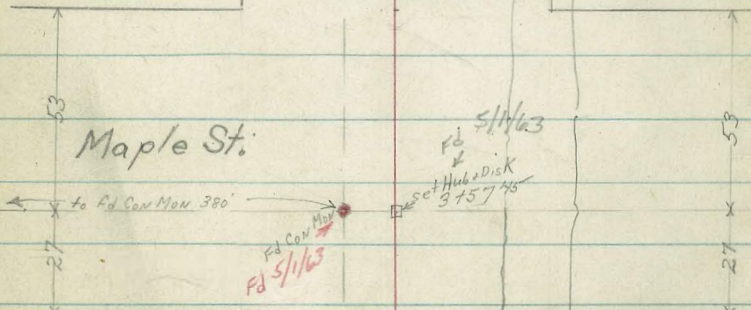
Cold Hay Road to rd

E 46th St

E 46th St

← 27 * 13 * 40 →

46° 29'
FB 169-36
Fd Con Mon
Fd 5/1/63



Maple St.

5/1/63

Fd 5/1/63

Fd Con Mon
Newtype

Fd Con Mon
Fd 5/1/63

Set Hub & Disk
375748

FB 169-37
3' Hub
Hub & Tack
Hub & Tack

BN 1028
Hub & Tack

AC. paving

← 27 * 13 * 40 →

cont top Lt pg

← 27 × 13 × 40 →

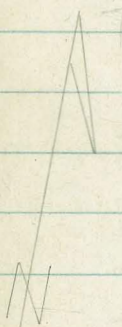
46th St

6453²³
Set P.O.T.
Hub
gone

Cold Lay Road Set out

← 27 × 13 × 40 →

cont top Rt 19 37



← 27 × 13 × 40 →

46th St

13

17

Olive St

El Con Hwy
top of road

5/1/63
Drilled for
by intersection
1072794
Set Hub & Disk
Part

13

17

FA Con Hwy

← 27 × 13 × 40 →

cont top Rt 19

T.P.

11²⁴191⁷³0¹⁵179²⁹0+46⁸¹ Fly cor 90° to L

0+00 @ 90° to R

0-43 25° L + E 3' deep by 4' wide con box culvert

0-45 Wly Edge AC pav. Home Ave taken along

0-46⁸¹ 90° to Wly cor taken @ 90° to E

0-62 E Home Ave pav. taken along

0-78 Sly Home Ave Pav. taken along

BM

10⁶⁴179⁹⁴169³⁰B.P. Near
con culvert
46+4.2 Home Ave
187667-37

Lt. Wly

E

Rt. Fly

39

| | | | | | | | | | | | |
|--|------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------|
| | 173.5 | 173.3 | 173.2 | 174.1 | 175.9 | 175.9 | 175.0 | 175.9 | 177.1 | 176.3 | 174.9 |
| | 64 | 66 | 62 | 58 | 40 | 40 | 42 | 40 | 28 | 36 | 50 |
| | 60 | 50 | 20 | 4 | 4 | 7 | 10 | 17 | 28 | 40 | 50 |
| | | | | | | | | 10 | 28 | 40 | 50 |
| | 165.62 | 171.4 | 171.3 | 171.3 | 171.1 | 172.1 | 171.9 | 171.8 | 171.07 | 171.63 | |
| | 14 ³² | 10 ⁶² | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | |
| | 169.32 | 168.84 | 169.13 | 169.67 | 170.17 | 170.58 | 171.07 | 171.63 | | | |
| | 14 ³² | 10 ⁶² | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | 8 ⁶ | | | |
| | 170.3 | 169.8 | 169.7 | 170.0 | 169.8 | 170.14 | 170.20 | 170.52 | 170.69 | 171.08 | 170.76 |
| | 96 | 10 ¹ | 10 ² | 9 ² | 10 ¹ | 9 ⁸⁰ | 9 ⁷⁴ | 9 ²⁵ | 8 ⁸⁶ | 8 ⁸¹ | |
| | 50 | 40 | 30 | 22 | 18 | 2 | 2 | 31 | 61 ⁶ | 112 | |
| | | | | | | | | | | | |
| | 188.60 | 169.34 | 169.87 | 170.52 | 170.69 | 171.08 | 170.76 | | | | |
| | 71 ³⁴ | 10 ⁶⁰ | 10 ⁰⁷ | 9 ⁶² | 9 ²⁵ | 8 ⁸⁶ | 8 ⁸¹ | | | | |
| | 112 | 61 ⁶ | 31 | 31 | 31 | 61 ⁶ | 112 | | | | |
| | 167.98 | 168.80 | 169.38 | 169.77 | 170.16 | 170.58 | 171.13 | | | | |
| | 11 ²⁶ | 11 ¹⁴ | 10 ⁶⁶ | 10 ¹⁷ | 9 ²⁸ | 9 ³⁶ | 8 ⁸¹ | | | | |
| | 112 | 61 ⁶ | 31 | 31 | 31 | 61 ⁶ | 112 | | | | |

179⁹⁴

Lt. Wly

Rt. Fly

40

TP₄ 11²⁹ 227⁸⁷ 0⁵⁴ 216⁵⁸

3400

191.1
26⁰₅₀
193.9
23²₄₀
200.8
16³₂₁
1928.3
216.2
219.5
219.0
219.3
218.7
220.4
220.9

2450

188.9
28²₅₀
192.3
24²₄₀
201.1
16⁰₂₂
208.6
215.0
211.6
212.2
212.9
213.2
211.1

TP₃ 13⁰³ 217¹² 0²¹ 204⁰⁹

2400

186.8
17⁵₅₀
190.2
14²₄₀
197.8
6⁵₂₂
204.7
217.12
205.9
205.8
203.2
203.9
204.1
204.6
210.5

1750

182.5
21⁸₅₀
187.5
16⁸₄₀
192.2
12²₂₆
196.2
8²₁₉
195.0
192.2
194.4
194.9
194.9
196.0
194.7

TP₂ 12⁶³ 204³⁰ 0⁰⁶ 191⁶⁷

1700

184.9
16⁸₅₀
176.9
14⁸₄₈
178.0
13⁷₄₀
178.1
12⁶₃₇
182.3
9⁴₂₈
187.6
4⁴₁₆
186.8
4²₁₆
184.6
7¹₁₉
185.4
6³₁₆
185.8
5²₄₀
185.7
6⁰₄₄
188.0
13²₆₀

0470 ✓

174.4
174.9
184.9
174.7
184.7
176.1
186.7
179.2
181.9
181.5
179.3
180.3
181.7
181.1
181.0

19/23

182
60

TP₉ 12³⁵ 264¹⁷ 0¹⁴ 251⁸²

5450

5400

TP₆ 12⁶⁵ 251⁹⁶ 0²⁸ 239³¹

4450

4400

TP₅ 12⁰² 239⁵⁹ 0³⁰ 227⁵⁷

3478

3431

Lt. Wly & Rt. Fly 41

218.6
226.4
2360
245.0
252.6
257.3
258.0
257.5
257.9
258.3
258.4

33³ 25⁶ 16² 7⁰ 41² 45³ 46⁰ 45⁸ 45² 46³ 46⁴
60 40 20 20 30 34 37 40 50 60

208.2
215.3
221.1
231.3
241.4
249.5
248.8
248.8
249.4
250.9
251.0

43² 36² 30² 20² 10⁶ 25⁵ 32² 32² 26⁶ 11¹ 10¹
60 40 20 20 20 35 37 40 50 60 70

202.6
207.6
216.6
227.5
237.5
241.0
240.5
242.2
242.3
242.8
243.4

37⁰ 32² 23⁰ 12¹ 2⁰ 15¹ 10² 11⁶ 11² 13³ 13³
50 40 20 22 30 33 40 49 50 70

199.7
205.2
213.8
219.5
227.6
231.8
234.1
234.7
234.2
234.4
237.0
237.1

39² 34⁴ 25⁸ 20³ 12⁰ 7⁸ 5⁵ 4² 5⁴ 5² 5⁴ 26²⁵
50 40 23 13 8 16 30 39 40 44 52 70

201.9
209.5
218.5
227.9
232.4
223.4
232.4
231.8
224.0
232.0
223.8
231.7
234.4
234.9

26² 18⁴ 9⁴ 0⁰ 14⁵ 14⁵ 13² 14⁵ 13⁵ 15⁵ 17²
60 40 20 17 28 31 40 46 30 70

193.8
200.1
206.6
213.5
225.1
224.6
224.5
223.9
227.4
227.4

34⁴ 27² 21³ 14⁴ 2⁸ 3³ 3⁴ 4⁰ 0⁴ 0⁴
60 46 20 28 31 40 47 52 60

227⁸⁷

Lat 8450
 TP₀ 6.98 292.81 2⁰³ 285⁸³

8400

7450 68² Mt. S. 8' con drive
 7418 At end coll bay part on Rd.

7400

TP₉ 10.94 287⁸⁶ 100¹ 276⁹²

6470

6435

TP₈ 12.98 276⁹¹ 0¹⁸ 263⁹⁹

6400

Lt. Wly 2 Rt. Ely 42

272.7
 15³
 60

276.6
 11³
 40

281.1
 6⁸
 20

283.0
 4⁹
 20

285.2
 2²
 14

286.6
 1²
 22

286.7
 1²
 24

287.6
 0³
 40

288.4
 10⁵
 50

266.8
 21¹
 60

270.1
 17⁸
 40

275.4
 12⁵
 20

279.9
 8⁰
 20

284.2
 3²
 20

285.0
 2⁹
 25

284.5
 3⁴
 28

285.4
 2⁵
 40

286.6
 1⁰
 50

260.4
 27⁵
 60

265.4
 22⁵
 40

270.1
 17⁸
 20

274.6
 13³
 13

281.0
 6²
 13

281.9
 6⁰
 24

281.6
 6³
 25

282.3
 5⁶
 40

282.3
 5⁶
 42

282.5
 5⁴
 60

255.9
 21⁰
 60

261.8
 15¹
 40

266.4
 10⁵
 26

267.4
 9⁵
 20

271.0
 5⁹
 10

275.4
 1⁵
 10

278.1
 1²
 19

279.3
 1²
 23

279.0
 1²
 26

279.5
 1²
 40

279.5
 1²
 44

281.3
 1²
 50

283.5
 1²
 57

245.4
 31⁵
 60

252.9
 24⁰
 40

260.1
 16⁸
 20

267.7
 9²
 15

270.6
 6³
 15

272.0
 3⁹
 22

273.5
 3⁴
 28

274.3
 2⁶
 40

274.3
 2⁶
 47

279.4
 1²
 53

280.0
 1²
 70

228.7
 35⁵
 60

239.9
 24³
 40

248.5
 15¹
 20

257.8
 6⁴
 15

262.8
 1⁴
 15

265.0
 10⁸
 22

265.7
 1⁵
 30

266.7
 1²
 40

267.1
 1²
 47

269.2
 1⁰
 50

269.5
 1³
 60

264.7

Lt. Wly

♀

Rt. Ely

113

Olive + 46th - # P4599

Set B.M. = Spike in S.W. Pole 6.99 291.55

check walk - 11+06 - B.1669 - P.42 6.25 292.29

10+70.94 - U.L. = end

10+40.94 = E

10+27.94

10+10.94 = S.L. Olive St.

9+84-44' Rt. = E 2.5' Conc walk

T.P. 6.97 298.54 124 291.57

9+50 ✓

9+00

8+50

- 292.23 - B.1669

| | | | | | | | | |
|------|-----|------|-----|-----|-----|-----|-----|-----|
| 10.3 | 6.7 | 6.4 | 6.1 | 4.9 | 3.3 | 1.5 | 0.4 | 2.7 |
| 90 | 40 | 36.3 | 20 | Rd | 20 | 40 | 80 | 125 |

Lawn fence

| | | | | | |
|------|-----|-----|-----|-----|-----|
| 11.8 | 8.5 | 5.9 | 2.7 | 1.0 | 3.7 |
| 90 | 40 | 40 | 40 | 50 | 125 |

| | | | | | | | | |
|------|-----|-----|-------|-----|-----|-----|-----|-----|
| 12.9 | 9.1 | 7.8 | 6.4 | 5.3 | 4.4 | 2.0 | 1.4 | 4.2 |
| 90 | 40 | 20 | Rd 20 | 40 | 60 | 90 | 125 | |

| | | | | | | | | |
|------|------|-----|-----|-----|-----|-----|-----|------|
| 11.1 | 10.4 | 9.1 | 7.7 | 7.3 | 5.3 | 4.6 | 4.1 | 3.80 |
| 50 | 40 | 20 | 20 | 30 | 40 | 40 | 44 | 50 |

| | | | | | | | | |
|--------|-----|-----|-----|-----|-----|-----|-----|-----|
| 6286.2 | 5.7 | 4.2 | 2.8 | 2.5 | 0.8 | 0.2 | 0.2 | 0.2 |
| 50 | 40 | 20 | 20 | 20 | 40 | 40 | 50 | 50 |

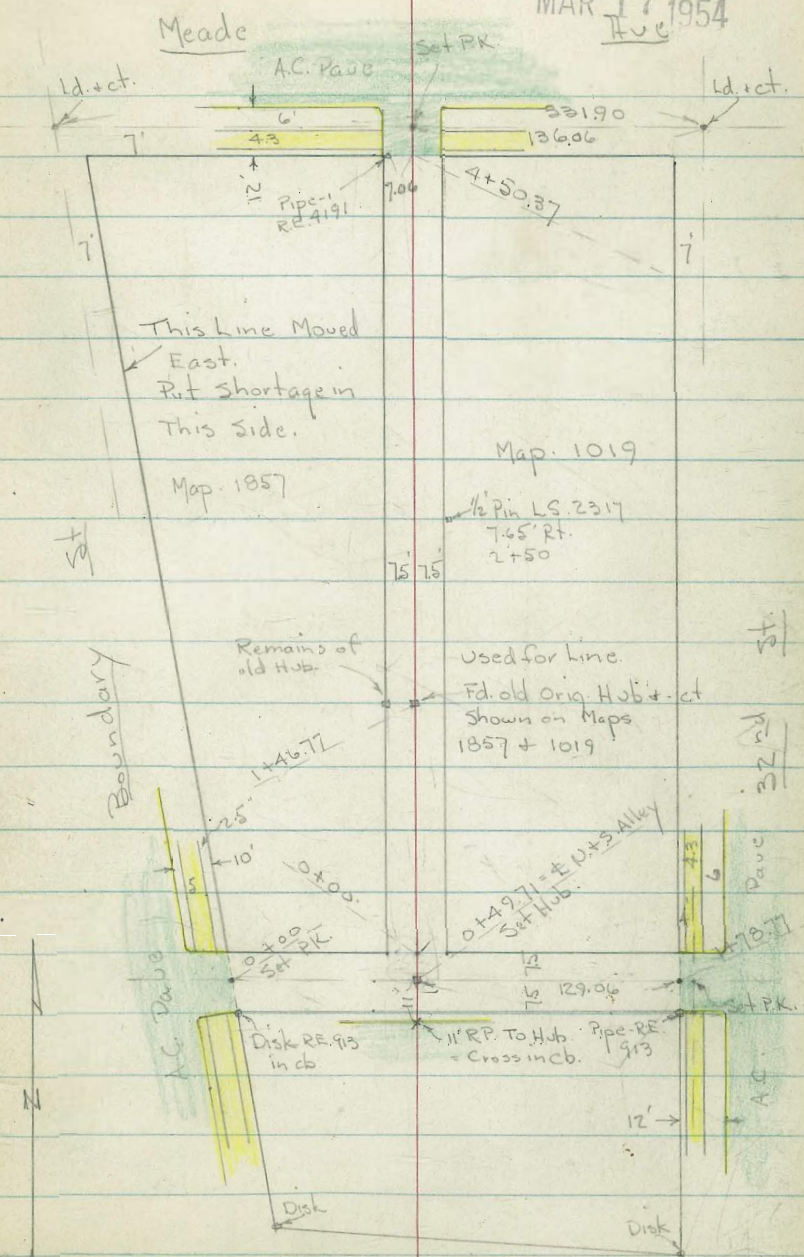
| | | | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|-----|-----|
| 92810 | 8.7 | 6.9 | 5.2 | 4.9 | 2.0 | 1.7 | 1.6 | 1.6 |
| 50 | 40 | 20 | 20 | 20 | 40 | 40 | 50 | 50 |

| | | | | | | | | |
|-------|------|------|-----|-----|-----|-----|-----|-----|
| 277.7 | 15.1 | 11.5 | 9.4 | 7.7 | 4.9 | 2.4 | 1.6 | 1.6 |
| 177.7 | 60 | 40 | 20 | 20 | 20 | 40 | 50 | 50 |

292.81

West Teralta BLK-4

MAR 17 1954
 Tue



El Cajon Blvd. no 7 pt.

1+90.77 = w. cb. line

- 8' Lt. = end fence

1+78.77 = w.L. 32nd edge of AC + Cbs.

1+71 - 72' Rt. = end of Bldg.

1+40 - 79' Lt. = fence

1+38.5 - 7' Rt. = end wire fence + Preg. Bldg.

1+37.2 - 6.5' Rt. = Tel. pole # 420756-H

| | | | | | | | | |
|-------|------------|-------------|-------------|-------|------------|----------------|-----------|-------|
| 77.90 | 77.45 | 77.51 | 77.10 | 76.99 | 77.12 | 77.46 | 76.99 | 77.34 |
| Top | 50 gut. | Top Rad. | 7.5 gut. | | 7.5 gut | Top 2' Rad. | 45 gut | Top |

| | | | | |
|------------------|-------------|-------|-------------|------------------|
| 78.03 | 77.82 | 77.58 | 77.65 | 77.80 |
| Top = end cb. | 7.4 gut. | | 7.6 gut. | Top = end cb. |

78.2
7.2 = gr.

| | | |
|------|------|--------------|
| 78.8 | 78.7 | 78.6 |
| 7.5 | | 7 = By Bldg. |

| | |
|-------------|---------|
| 78.83 | 78.7 |
| conc. floor | 7 = gr. |

Beq. X- Sect. of N. + S. 15' Alley - See P. 44

1+11- 7.3' Lt. = end cyclone + Beq. wire fence
of Gar.

1+00 - 7.5' Rt. = Beq. wire fence - 1' out from back

0+76.5 - 7' Lt. = end Picket + Beq. cyclone fence

0+61.5 - 6.5' Lt. = \pm P. pole # A 4323

0+50 - 7.5' Rt. = end fence

0+45.2 - 3.8' Lt. = \pm 3 Gas. Co. M.H. 7992 = E. Rim

0+39.8 - 7' Lt. = end cyclone + Beq. Picket fence

0+29 - 6.7' Lt. = \pm Deadman

0+25 - 6.3' Lt. = \pm Deadman

0+23.5 - 6.5' Rt. = \pm Tel pole # A 60788-H

0+16.8 - 6.3' Lt. = \pm Deadman

0+15.2 - 7.5' Lt. = \pm 24" Euc.

0+10.5 - 8' Lt. = end gar. + Beq. cyclone fence

0+03 - 6.3' Rt. = \pm Deadman

0+01.5 - 7' Lt. = \pm P. pole # A 4319

0+00.5 - 8' Lt. = Beq. Gar.

0+00.5 - 7.7' Rt. = Beq. cyclone fence

0+00 = N.L. of E. + W. Alley

Lt \pm Rt

47

80.2 80.2 80.1 80.2
10 7.5 7.5

~~80.0 79.8 79.8 80.0
10 7.5 7.5~~

79.1 79.2 79.1
7.5 7.5

382.41
 9.65
 384.76

Lt

±

Rt.

32.45
 4.15
 37.30

3+50

82.9 82.7 82.6 81.8
 7.5 7.5 15

3+00- 7.5' Rt = end picket + Beg. board

3+00- 6.2' Rt = ± Tel. pole # 308025-H = B.M. 382.41 = spike

81.5 81.5 81.6 81.4
 7.5 7.5 15

2+74.8- 7.7' Rt = end slab

2+66.5- 7.7' Rt = Beg. Conc. slab

2+50.5- 6.6' Lt = ± P. pole # A 4363

2+50- 7.9' Rt = Beg. picket fence

2+34- 7.2' Lt = end picket fence

2+32- 7' Rt = end Tool shed

2+21.8- 7' Rt = end fence + Beg. Tarpaper - tool shed.

2+00- 7.2' Rt = end wire + Beg. picket fence

1+89.2- 7.3' Lt = end wire + Beg. Picket fence

1+79- 7.6' Rt = ± 18" Conc. walk

1+61- 7.1' Lt = outlet of 8" Conc. Dip Drain

1+50- 5.4' Rt = ± P. pole # J.P.A. 4344

1+46- 6.5' Lt = ± P. pole # A 4343

1+44.5 6.5' Lt = ± 18" x 18" Conc. Box by Pole

81.7 81.6 81.6
 7.5 7.5

81.6 81.5 81.4 81.5 81.3
 10 7.5 7.5 10

80.51
 7.1 = I.E. end.

80.6 80.7 81.0
 7.5 = fence 7.3 7.5
 fence

81.52 80.4
 Top of 9.65
 Conc.

81.79 81.88
 7.7 20 on walk
 Conc.

81.72
 7.7 = Conc.

Lt.

±

Rt.

49

N. of Prop. - Shots on edge

4+50.37 = SL. of Meade edge of ± C. + cb.s is 0.3

| | | | | |
|------------|-------|-------|-------|-----------|
| 81.49 | 81.37 | 81.19 | 81.15 | 81.27 |
| TOP | 7.1 = | | 7.7 | TOP |
| end of cb. | gut. | | gut. | end of cb |

4+40

| | | | | |
|------|------|------|------|----------------|
| 83.0 | 82.3 | 82.1 | 82.5 | 82.60 |
| 10 | 7.5 | | 7.5 | 7.9 = edge Dr. |

4+23 - 7.7 Rt. = end Gar. + Beg. Conc. Slab. - Drive

| | |
|-------|-------------|
| 83.15 | 83.14 |
| 7.7 = | 13 = floor. |
| only | Gar. |
| Conc. | |

4+20

| | | | | |
|----------|------|------|------|---------|
| 83.3 | 83.2 | 83.0 | 83.0 | 82.8 |
| 9.7 | 7.5 | | 7.5 | 7.7 |
| by House | | | | By Gar. |

4+01 - 7.7 Rt. = Beg. Cor. of Gar - opens N.

| |
|--------------|
| 82.8 |
| 7.7 = gr. at |
| Cor. |

- 7.35 Lt. = End fence + 7.5 Lt. = end Conc. slab.

4+00 - 6.7 Rt. = ± Tel. pole # 415208-H

| | | | |
|------------|-------|------|------|
| 83.67 | 83.63 | 83.3 | 83.2 |
| 15 = Conc. | 7.5 = | | 7.5 |
| | Conc. | | |

3+81.5 - 17.5 Rt. = ± Sing. gar. Conc. floor

| |
|---------------|
| 83.17 |
| 17.5 = floor. |

3+75

| | | | |
|-------|------|------|------|
| 83.41 | 83.1 | 83.0 | 83.1 |
| 7.3 | | 7.5 | 15 |
| Conc. | | | |

fence By slab.

3+71.5 - 7.3 Lt. = Beg. Conc. Slab. - 7.1 Lt. = Cyclone

| | |
|----------------|-------------|
| 83.41 | 83.40 |
| 2.5 | 7.3 = Conc. |
| on slab. | |
| for Doub. Gar. | |

3+70 - 8.1 Rt. = end Conc. Apron

| | |
|------------|--------------|
| 83.22 | 83.25 |
| 8.1 = Cor. | 17.4 = floor |
| Conc. | |

3+51 - 6.4 Lt. = ± P. pole # A 4383
= apron to Doub. Gar.

3+50.5 - 7.75 Rt. = End. Fence + Beg. Conc. Slab

| | |
|------------|--------------|
| 83.15 | 83.04 |
| 7.75 | 17.2 = floor |
| Cor. Conc. | |

Lt.

±

Rt.

check N.W.B.P. Iowa + Meade

382.79

382.83 = Bench Book

383.22 = Book 1536 - P. 45

4 + 62.37 = S. cb. Line

| | | | | | | | | |
|-------|-------|---------|-------|-------|-------|---------|-------|-------|
| 81.38 | 81.12 | 81.16 | 80.87 | 80.88 | 80.79 | 81.06 | 80.49 | 80.70 |
| Top | 45 | Top | 7.5 | | 7.5 | Top | 50 | Top |
| | gut. | 2' Rad. | gut. | | gut. | 2' Rad. | gut. | |

Survey Bk 1
Ocean Spray Add.

C.H.S.
Boag
Scholin
Pullen.

INDEXED
JER
JUL 7 1954

4-22-54
W.O. 20006

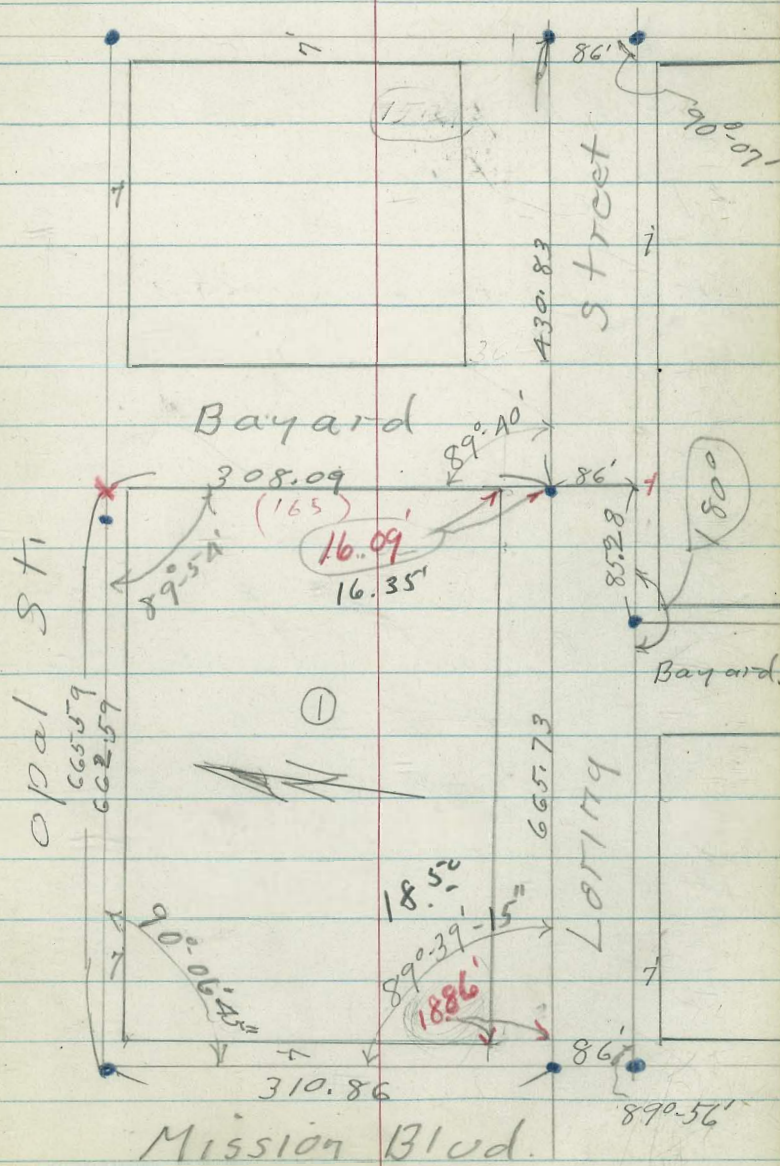
- denotes fd. L & T. or disk.
- x " cut cross in conc.

T.P. sheet # 1784
sheet # 2505-L
T.P. Book # 20 - P 55

Plotted
T.P.S-1784
7-7-54-MCQ

Cass St.

51



Cross Section for curbs.

Sunset Cliffs Blvd. 6/155

C.H.S.
Begg
Schelin
Pulley

Line of proposed c.b. 6' East'y of
Wly. line of Sunset Cliffs Blvd. is
base line.

E.P. denotes edge of existing A.C. Pavement

- " found prop pipe
- " set disk in walk or pass
- ▽ " " P.K. Nail
- " " 1/2 Hub + Tack or disk

Map distances used on Tangents.

Map # 1889

See note on page 65

Also FB 2409
P-2

Wly. Cb.
 $\Delta 51^{\circ}16'$
 $R=104$
 $L=93.06$

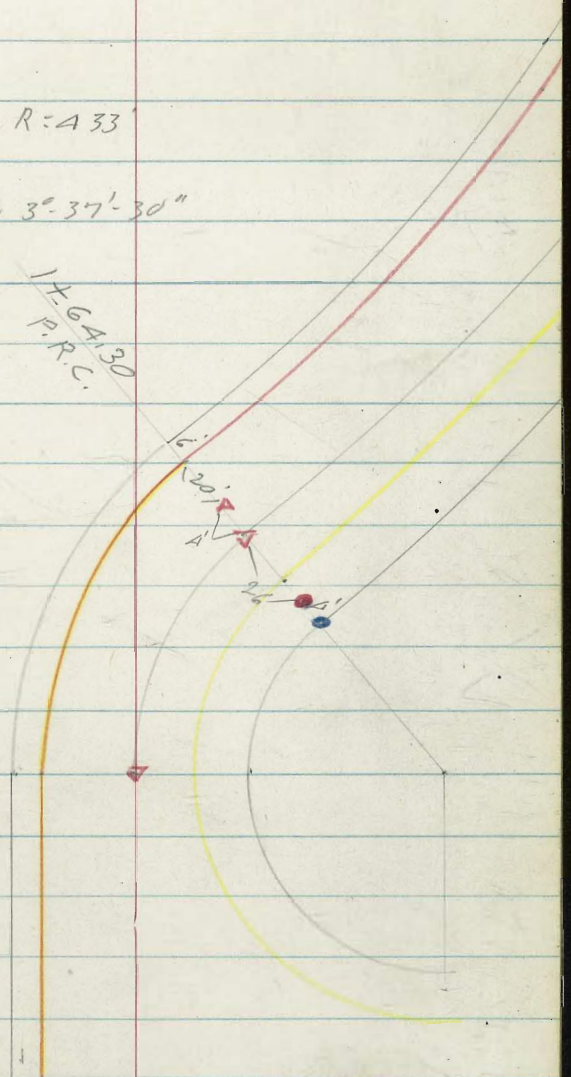
0+71.24
Broken Back curve
 $\Delta 0^{\circ}43'$ Rt.

INDEXED
HER
JUN 7 1955

wly. ob. $\Delta=29^{\circ}$ R=433

2+19.09 def. $3^{\circ}37'30''$

1+64.30
P.R.C.



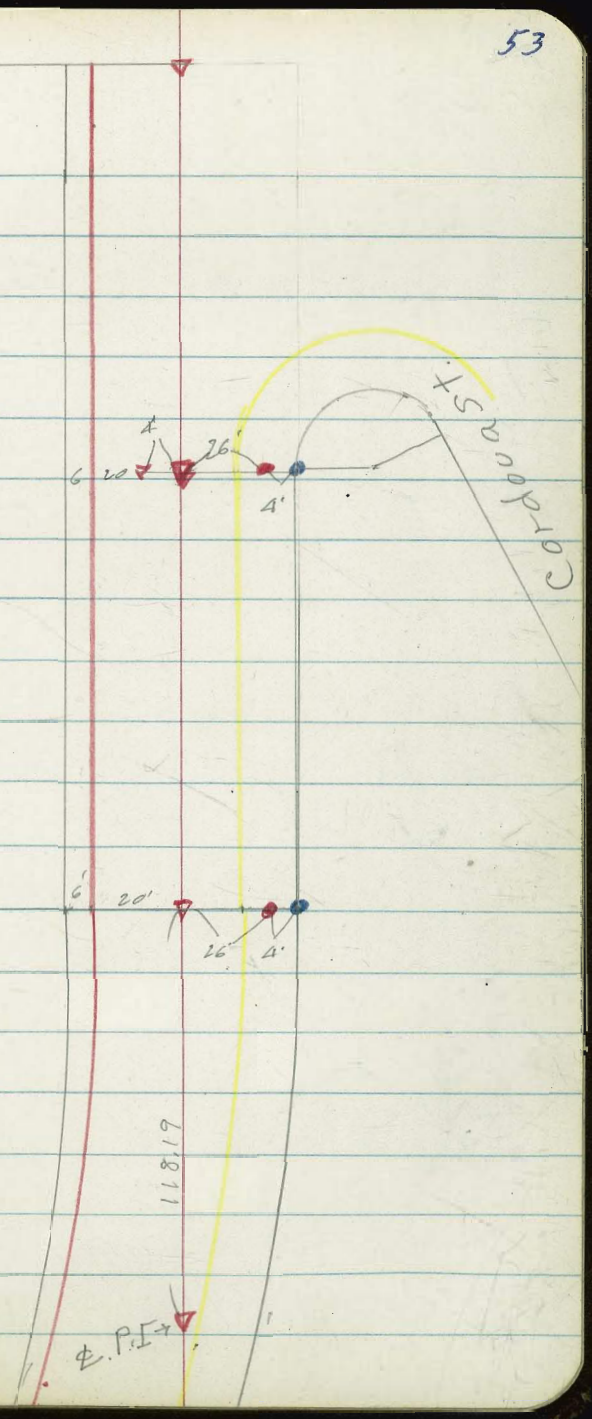
5. 6+07.15 = B.C.Lt.

3+83.46 E.C. def. 14°-30'

3+28.67 def 10°-52'-30"

A- Parts of 5479 each

2+73.88 def 7°-15'



9+00

54

8+28.89 54' RT. = Prop. E.C.

7+78.89 = Cl. E.C.

7+07.85 B.C. Lt.

7+04.24 E.C.

$\Delta 44^{\circ}-08'-53''$

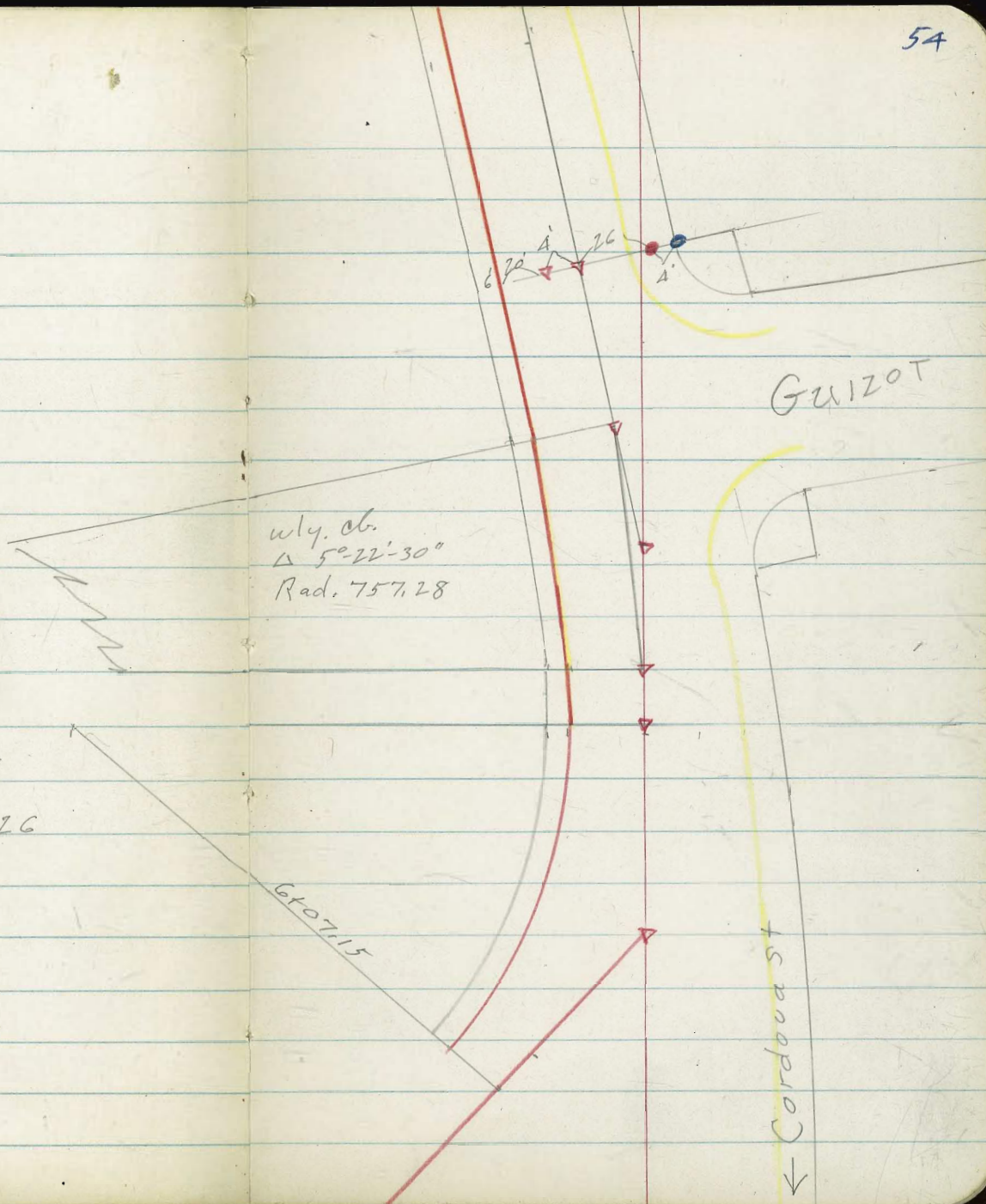
wly. Cl. Rad. 126

wly. Cl.
 $\Delta 5^{\circ}22'-30''$
Rad. 757.28

6+07.15

GUIZOT

← Cordova St



12+00

11+00

10+00

9+00

$\Delta = 4^{\circ} 08' 24''$
 Wly. Ob. Rad = 1981

14 + 68.89 = B.C. Lt.

14 + 00

13 + 00

12 + 00



Lot 22

BK 24

18+00

$19+91.74 = 20^{\circ}-23'-15''$
 $19+50 = 17^{\circ}-31'-30''$
 $19+00 = 14^{\circ}-05'-30''$
 $18+50 = 10^{\circ}-40'$
 $18+00 = 7^{\circ}-14'$
 $17+50 \text{ def.} = 3^{\circ}-26'$

wly. cb. Rad = 417.64

16+94.52 = P.R.C.

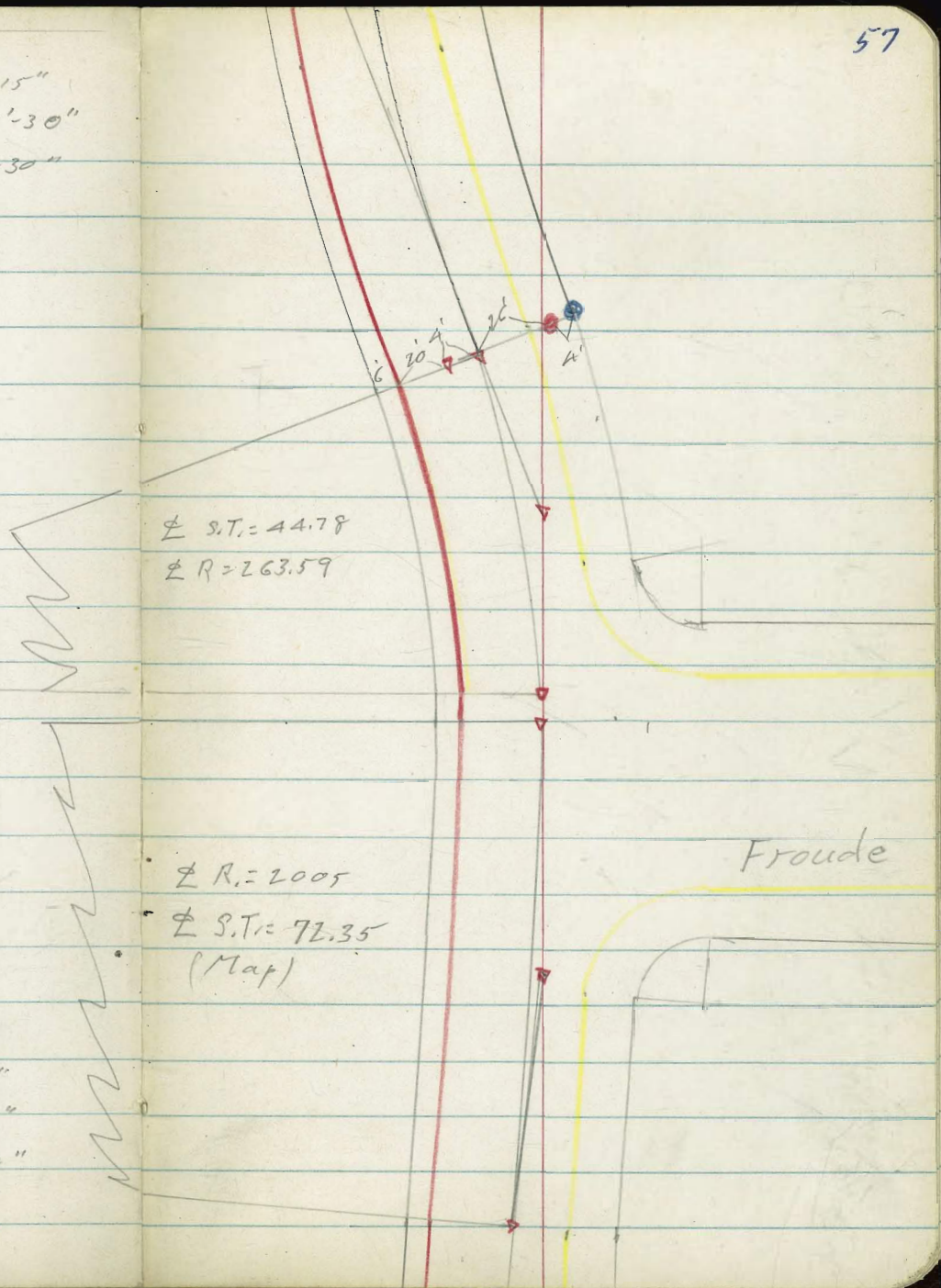
$\Delta 19^{\circ}-17'$
 wly. cb. Rad. = 239.59

$16+13.89 = \text{B.C.LT.}$
 $16+12.03 = \text{P.C.}$

wly. cb. $\Delta 4^{\circ}-08'-24''$
 Rad = 1981
 L = 143.14

$16+12.03 \text{ def.} = 2^{\circ}-04'-12''$
 $15+64.31 \text{ def.} = 1^{\circ}-24'-48''$
 $15+16.60 \text{ def.} = 0^{\circ}-41'-24''$

14+68.89 = B.C.LT



21+00

19+91.74 = E.C.

$\Delta 40^\circ AC' 30''$

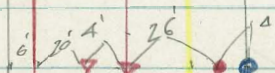
Ely. Prop. Rad. 363.64

Long Chord - 253.36 (chained)

S.T. 135.15

w/y. Curb. Rad = 417.64

58



24 ~

| | |
|-----------------|--------------|
| 25+86.84 E.C. = | 18° |
| 25+50 | 15°-58' |
| 25+00 | 13°-12'-30" |
| 24+50 | 10°-27' |
| 24+00 | 7°-41' |
| 23+50 | = 4°-55'-36" |
| 23+00 defl = | 2°-10' |

Δ 36°

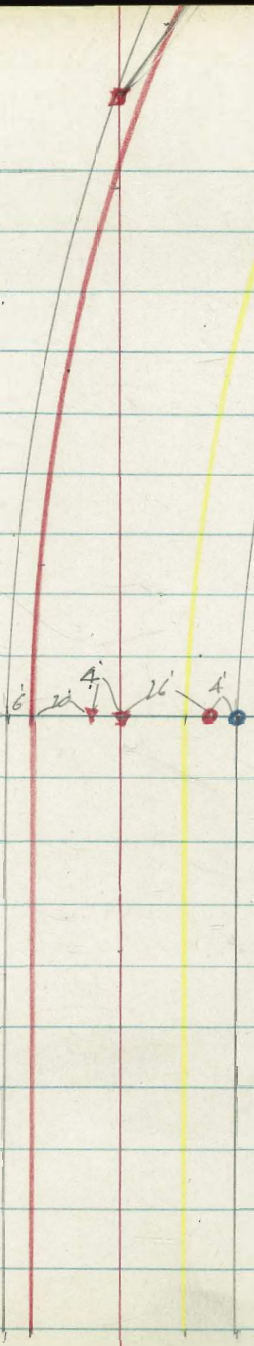
23 ~

wly. Cr Rad = 519°
Rate = 3.312'

22+60.74 = B.C. RX

22 ~

21 ~



27+00

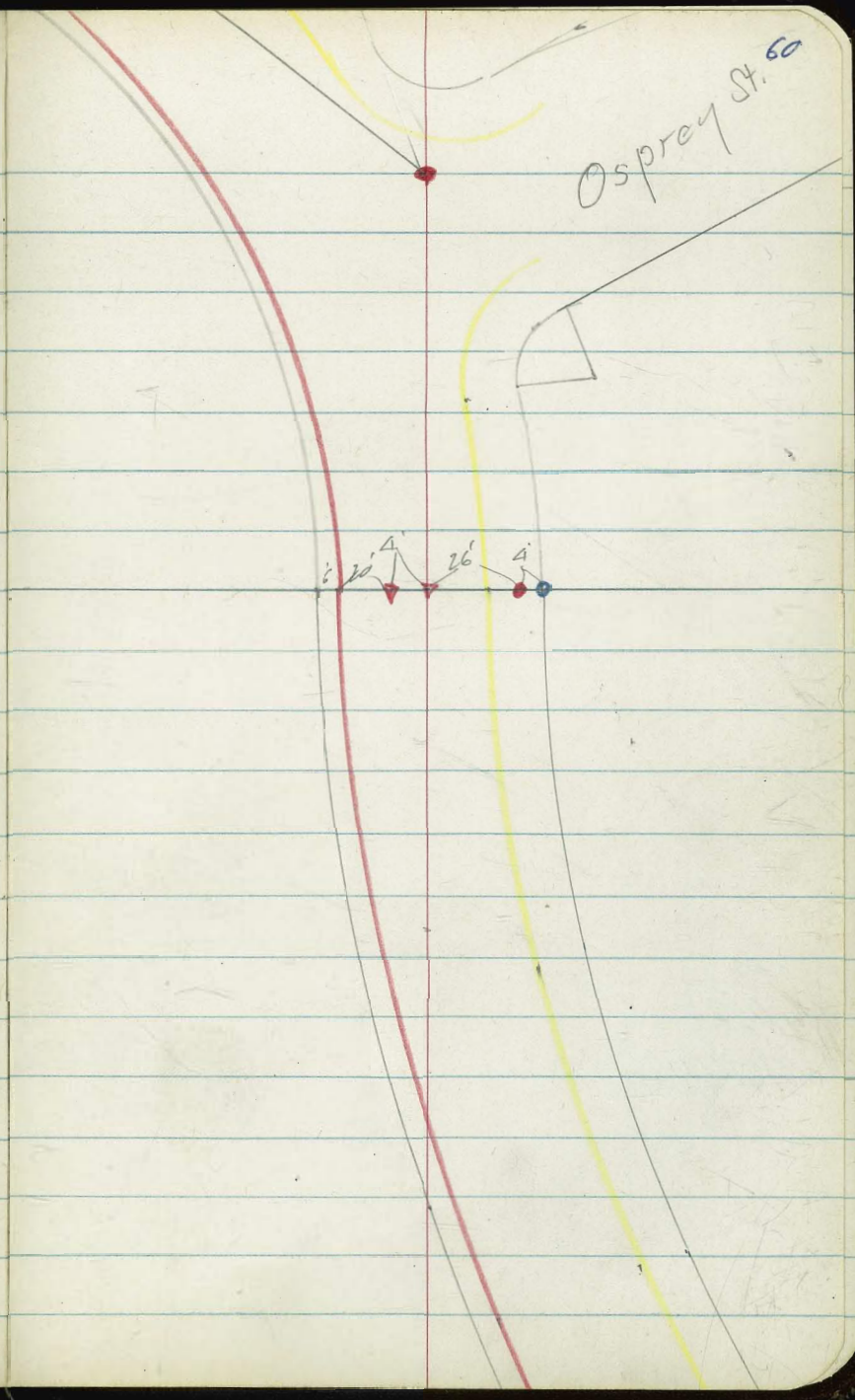
2

$$\begin{cases} 27+71.02 = E.C. = 26^{\circ} 15' \\ 27+24.97 = 19^{\circ} 41' - 15'' \\ 26+78.93 = 13^{\circ} 07' - 30'' \\ \text{def } 26+32.88 = 6^{\circ} 43' - 45'' \end{cases}$$

4-parts 46.04' each

25+86.84 = P.R.C.

25+00



30+04.02 = B.C.R.T.

27+71.02 = F.C.

61



34+00

$$\Delta = 24^{\circ}30'$$

$$\text{Wly. cb. Rad} = 501'$$

$$\text{" " Rate} = 3.431'$$

$$\left. \begin{array}{l} 35+06.47 = 12^{\circ}-15' = \text{E.C.} \\ 34+50 = 9^{\circ}-01' \\ 34+00 = 6^{\circ}-10' \\ 33+50 = 3^{\circ}-18' \end{array} \right\} \text{wly. cb. def.}$$

$$32+92.24 = \text{P.R.C.}$$

$$\Delta = 46^{\circ}$$

$$\text{Wly. cb. Rad} = 359'$$

$$\text{" " Rate} = 4.788'$$

$$\text{Ely. Prop Rad} = 305'$$

$$\text{" " Site} = 129.46'$$

$$32+92.24 = 23^{\circ}$$

$$32+50 = 19^{\circ}-38'$$

$$32+00 = 15^{\circ}-38'-30''$$

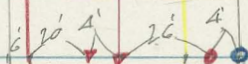
$$31+50 = 11^{\circ}-39'$$

$$31+00 = 7^{\circ}-39'-30''$$

$$30+50 = 3^{\circ}-40'$$

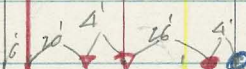
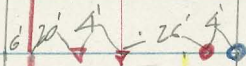
$$\text{wly. cb. def } 30+50 = 3^{\circ}-40'$$

62



$$36 + 65.14 = B.C. RT,$$

$$35 + 06.47 = E.C.$$



57. = 120.50

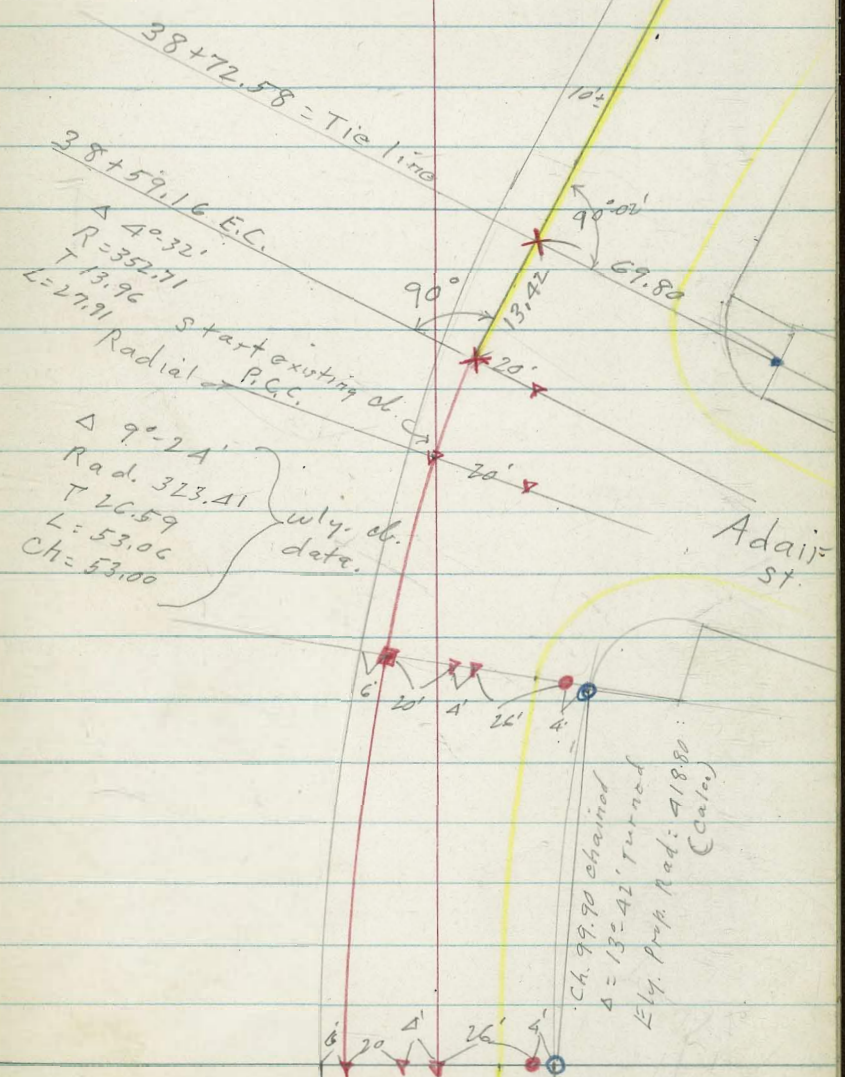
P.I. Nail

start existing conc. curb. }
 38+31²⁵ = P.C.C. (wly. curb.)

37+78¹⁹ = P.C.C.

wly. cb. { $\Delta = 13^{\circ}42'$
 Rad 472.80
 L = 113.05
 T = 56.80

36+65.14 B.C.



Note.

Tie points as set are
set from Prop. pipes found.
These do not quite fit the
map but must be met as
they are the original staking.

Sunset Cliffs Blvd.

1+33.28

| LT. | BASE LINE | RT. |
|----------|---------------|--------------|
| 133 G | 43.14 GUT. | 43.35 CB. |

1+02.26

| | | |
|-----------|---------------|--------------|
| 42.6 G | 42.11 GUT. | 42.37 CB. |
|-----------|---------------|--------------|

0+71.24 BC OF CURB

| | | | | | |
|-----------|---------------|--------------|----------------------------|-----------------------|----------------------|
| 41.7 G | 40.91 GUT. | 41.50 CB. | 41.51 20.2 G PAV. | 42.04 40.1 GUT. | 42.51 40.4 CB. |
|-----------|---------------|--------------|----------------------------|-----------------------|----------------------|

0+12 NORTH END OF INLET

| | | |
|-----------|---------------|--------------|
| 35.7 G | 34.95 GUT. | 34.77 CB. |
|-----------|---------------|--------------|

0+00 { RAIL JUST BEHIND CURB
SOUTH END OF INLET

| | | |
|-----------|--------------|---------------|
| 39.9 G | 39.72 CB. | 38.96 GUT. |
|-----------|--------------|---------------|

324. SEEP SUNSET CLIFFS & HILL 41.40

DIRECT ELEV. ROD

LT.

BASE
LINE

RT.

2419⁰⁹

473

4720

6

EP

2415 6° LT. TO GUARD RAIL - RAIL NOW CURVES TO OCEAN

1492 19 LT. TO GUARD RAIL

46.3

45.55

6
EDGE
CLIFF

EDGE OF PAVING = EP

(EDGE OF CLIFF IS BACK EDGE OF CURB)

1464³⁰ PRG. @ END OF CURB

4404

4404

4404

43.59

4406

GUT.

CB,

20.7

GUT.

CB.

6
PAV.

1440³

43.9

43.34

43.63

6
EDGE
OF CLIFF

GUT.

CB.

| LT. | BASE LINE | RT. |
|-----|--------------|-----|
|-----|--------------|-----|

4422 ϕ OF WASH

| | | |
|------|------|-------|
| 52.8 | 55.9 | 56.16 |
| 6 | 2 | EP. |

4419

| | |
|------|-------|
| 53.8 | 56.12 |
| 6 | EP. |

4400

| | |
|------|-------|
| 55.7 | 55.70 |
| 6 | EP. |

RAIL RUNS PARALLEL TO BASE LINE

378346 } 65 FT TO GUARD RAIL

| | | | | |
|------|-------|----------------------|------------|-----------|
| 55.4 | 55.32 | 55.12 | 54.70 | 55.22 |
| 6 | EP. | 20 ϕ RAIL | 10 GUT. | 10 OS. |

3428.67

| | |
|------|-------|
| 52.8 | 53.49 |
| 6 | EP. |

247388

| | | | | |
|------|-------|------------------------|--------------|-----------|
| 50.1 | 50.38 | 50.32 | 49.81 | 50.32 |
| 6 | EP. | 20.1 ϕ RAIL | 10.2 GUT. | 10 OS. |

| | LT. | BASE LINE | RT. |
|---|-----------|---------------|--------------------------------|
| 6+39.51 | 58.9 6 | 59.27 E.P. | |
| 6+07.15 B.C. | 59.8 6 | 59.35 E.P. | 59.41 20 ON P.V. |
| 5+89 71 AT END GUARD RAIL & BEGIN 3° HIGH BOARD FENCE | | | 59.10 40 ON P.V. |
| 5+50 | 58.4 6 | 58.48 E.P. | |
| 5+00 | 57.4 6 | 57.47 E.P. | 57.64 1 20 ON P.V. |
| 4+50 | 56.7 6 | 56.67 E.P. | 57.39 40 CUT. |
| 4+25 | 56.1 6 | 56.22 E.P. | 57.70 40 C5 |

| | LT. | BASE LINE | RT. | |
|--|-------------------------------|---------------|----------------------------|-----------------------|
| 745521 | 56.5 6 | 55.82 E.P. | | |
| 7+3153 69 FT. TO EDGE OF CLIFF | 57.0 6 EDGE OF CLIFF | 56.55 E.P. | | |
| 7440785 B.C. | 57.4 3 EDGE OF CLIFF | 57.36 E.P. | | |
| 740224 E.C. | 57.6 3 EDGE OF CLIFF | 57.19 E.P. | 57.23 20.2 8 P.W. | 56.78 10.5 GHT. |
| 6+93 { TO 69 FT. EDGE OF CLIFF 19 FT. TO PT. ON FENCE | 58.7 6 EDGE OF CLIFF | 57.89 E.P. | | 57.32 11.5 CB. |
| 6+77 72 FT. TO POINT ON FENCE | | | | |
| 6+7187 | 58.9 6 | 59.5 3 | 58.63 E.P. | |
| 6+605 28 FT. TO POINT ON FENCE | | | | |

LT. BASE
 LINE RT.

10+00

49.2 49.2 48.22 48.00 47.48 48.08
6 3 EP 20 40 40
E GUT CB.
PAV.

9+50

50.9 50.9 49.82
6 4 EP.

9+00

52.5 51.32 51.10 51.65 DRIVE
6 EP 19.9 39.8
E GUT
PAV.

8+50

53.8 52.93
8 EP.

8+00

53.8 51.8 51.52
6 4 EP.

4478.89 E.C

55.9 55.16 54.88 54.57
6 EP 20 40
ON ON
PAV. PAV.

LT. BASE LINE RT.

13400

403 39.7 39.22 39.07 38.1K 39.10
6 4 EP 20 10 10
& PAN. GUT. CB.

12450

411 416 41.6 41.53
6 4 3 EP

12400

427 423 42.0A 41.87 41.91 41.92
6 4 EP 20 20 10
& PAN. GUT. CB.

11450

415 412 41.61
6 4 EP

11400

416 416 41.5 41.17 41.89 41.38 DRIVE
6 4 3 EP 20 20
& PAN. GUT.

10450

418 418 41.0 41.74
6 4 3 EP

LT. BASE
 LINE
 RT.

14468⁸⁹ B.C.

| | | | | |
|-----|------|-----------------|------------|------------|
| 376 | 3738 | 3722 | 3660 | 3724 |
| 6 | E.P. | 20 & P.M. | 10 GUT. | 10 C.B. |

14450

| | |
|-----|------|
| 379 | 3716 |
| 6 | E.P. |

14430 8° LT. TO EDGE OF CLIFF

14400

| | | | | |
|-----|------|-----------------|------------|------------|
| 385 | 3775 | 3755 | 3698 | 3758 |
| 6 | E.P. | 20 & P.M. | 10 GUT. | 10 C.B. |

13486 6° LT. TO ANGLE PT. IN FENCE

13470 3° LT. TO ANGLE PT. IN FENCE

13450

| | |
|-----|------|
| 392 | 3824 |
| 6 | E.P. |

LEVELS, SUNSET CLIFFS BLVD. - CONT'D.

(1/6" board + 4/4" posts.)
fence.

17402 A² Lt. = start 2 rail guard

16+9A52 = P. R.C.

| LT. | BASE LINE | RT. |
|------|-----------|-------|
| 36.2 | 36.45 | 36.45 |
| 6 | 0.2 | 20 |
| | E.P. | 40 |
| | | 8 |
| | | 40 |
| | | 40 |

16+75 4' Lt. in fence

36.7 36.44

16+60 Fence on line

11
Edge
Cliff

E.P.

16+5A35 Mid curve

37.0 37.0 36.60

4
Edge cliff

15
E.P.

16+13.89 = B.C. Lt.

37.8 37.0 37.4 36.70

6
Edge
Cliff

0.5
0.1
Barri.

2
E.P.

B.M. CHECK: 36.97 = ? (SO. ELY. SP. SUNSET CLIFFS
& FENCE)

16+12.03 E.C. - FENCE ON BASE LINE

| LT. | BASE LINE | RT. |
|-------|-----------|-------|
| 37.8 | 37.5 | 36.70 |
| 6 | DIRT | 36.62 |
| EDGE | EP | 20 |
| CLIFF | | 40 |
| | | 2 |
| | | ON |
| | | PAV. |
| | | 36.20 |

15+6A31

38.0 37.3 36.90

6
EDGE
CLIFF

DIRT EP

15+37 25' Lt. TO ANGLE PT. IN FENCE

15+22 6³ Lt. TO ANGLE PT. IN FENCE

15+1160

38.10 37.15

6

EP

| | | | | | | | | |
|----------|---------|---------------------------|-----------|---------------|---------------------|---------------------|-------------------|-------------------|
| 22+6074 | B.C. RA | 3E Lt. = line of fence | 36.0 6 | 34.6 | 34.51 05 E.P. | 34.15 20 | 33.71 40 G | 34.35 40 CL |
| 22+00 | 3A | Lt. = line of guard fence | 35.3 6 | 34.6 | 34.60 03 E.P. | 34.47 20 | 33.92 40 G | 34.50 40 CL |
| 21+00 | | | 34.9 6 | 34.8 | 34.92 03 E.P. | 34.81 20 | 34.25 40 G | 34.81 40 CL |
| 20+00 | | | 35.2 6 | 35.2 | 35.31 05 E.P. | | | |
| 19+91.74 | | | 35.1 6 | 35.1 | 35.34 03 E.P. | 35.21 20 | 34.50 40 G | 35.19 40 CL |
| 19+50 | | | 35.4 6 | 35.3 | 35.46 04 E.P. | 35.46 08 pave | | |
| 19+00 | | | 34.9 6 | 35.6 | 35.64 05 E.P. | 35.80 08 pave | 35.50 20 G | 34.93 40 CL |
| 18+50 | | | 35.4 6 | 35.8 | 35.89 05 E.P. | | | |
| 18+00 | | | 35.6 6 | 36.07 E.P. | 35.87 20 | 35.30 40 G | 35.90 40 CL | |
| 17+50 | | | 35.8 6 | 36.25 E.P. | | | | |

26+70⁸ = \neq 15' curb inlet26+62⁸

26+44 7' = L in fence

26+32 = start existing ob. on B.L.

26+30 34 Lt. = L in fence

25+86.84 = P.R.C.

25+50

25+00 = P.R.C.

24+50

24+00

23+50 4² Lt. = line of fence

23+00

31.70 31.74 31.94

Top. Cl. G, 20

32.80 31.92

Top. Cl. G

33.1 33.02 32.99 32.84

6 Top. Cl. E.P. 5 on page

B.L.

33.6 33.28 33.28 33.17 32.58 33.20

6 03 20 40 40
E.P. 0 Cl

34.0 33.44 33.44

6 01
E.P.

33.6 33.60 33.40 32.95 33.45

6 E.P. 20 40 40
G Cl

34.3 33.78

6 E.P.

34.7 33.95 33.95 33.79 33.26 33.85

6 01 20 40 40
E.P. G Cl

35.2 34.13 33.97 33.43 34.03

6 E.P. 20 40 40
G Cl

35.7 34.3 34.30

6 01
E.P.

| | | | | | | | | | | |
|---------------------|----------|---------------------|--------------------------|----------------------------|------------------|---------------|----------------------|------------------|--------------------|--------------------|
| 30+50 | | | | 32.1 11 Top of Bluff | 31.3 G | 30.6 | 30.71 0.5 E.R. | | | |
| 30+04 ⁰² | B.C. RX. | 37 Ltr. | line of fence | | 31.3 G | 30.95 E.R. | 30.76 20 | 30.16 40 G | 30.76 40 0.6 | |
| 29+50 | | | | | 31.9 G | 31.27 E.P. | 31.03 20 | 30.41 40 G | 31.04 40 0.6 | |
| 29+00 | | | | | 34.4 G | 31.6 | 31.46 0.5 E.P. | 31.51 1 | 31.35 20 | |
| 28+00 | | | | | 32.5 G | 32.11 | | | | |
| 27+71 ⁰² | E.C. | 4 ² Ltr. | line of fence | | 32.6 G | 32.34 E.P. | 32.14 20 | 31.45 40 G | 32.07 40 0.6 | |
| 27+24 ⁹⁷ | | | | | 32.6 G | 32.44 | | | | |
| 27+19 | | 3 ⁸ Ltr. | L in fence | | | | | | | |
| 27+09 | | | end existing db. on B.L. | | 32.8 G | 32.52 | 32.43 | 32.40 20 | 31.98 40 G | 32.48 40 0.6 |
| 26+78 ⁸ | | | end db. inlet | | 32.74 top db. | 31.87 G | | | | |

B.L.

| | | | | | | | |
|---------------------|--|---------------------------|---------------|---------------------------|---------------------|-------------------|-------------------|
| 33+50 | | 9.2 C | 29.09 E.P. | | | | |
| 32+92 ²⁴ | P.R.C. | 29.6 C | 29.40 E.P. | 29.21 20 | 28.62 40 06 | 29.26 40 02 | |
| 32+50 | 32 Lt. = fence | 29.7 C | 29.5 | 29.55 02 | | | |
| 32+11 | 2' Lt. = line of fence | | | | | | |
| 32+00 | Fence on line | 30.9 Top of bluff | 30.3 | 29.70 35 E.P. | 29.60 20 06 | 29.16 40 06 | 29.72 40 06 |
| 31+87 | 4' Rt. = line of fence | | | | | | |
| 31+70 | 55 Rt. = line of fence | | 29.0 | 30.5 3 Top of bluff | 27.90 92 E.P. | | |
| 31+50 | 45 Rt. = line of fence Fence on base line | 31.2 2 Top of bluff | 31.2 | 30.00 92 E.P. | 30.02 20 06 | 27.37 40 06 | 27.77 40 06 |
| 31+22 | 2' Lt. = Top of bluff | 30.5 2 Top of bluff | 30.9 | 30.20 55 E.P. | | | |
| 31+00 | 33' Lt. = line of fence | 31.7 C | 30.7 | 30.35 28 E.P. | 30.31 20 06 | 29.70 40 06 | 30.25 40 06 |

Cont. in Book # 2409 - page 1

B.L.

79

28.13

35+06.47. E.C. - Page 63.

Set. B.M. on 4' Prop disk 50' RT of

35+06.47 = E.C. 3rd Lt. = line of fence

| | | | | |
|------|-------|-------|-------|-------|
| 27.8 | 28.16 | 27.88 | 27.33 | 27.98 |
| C | E.P. | 20 | 10 | 10 |
| | | | G | OC |

34+50

| | |
|------|-------|
| 28.3 | 28.42 |
| C | E.P. |

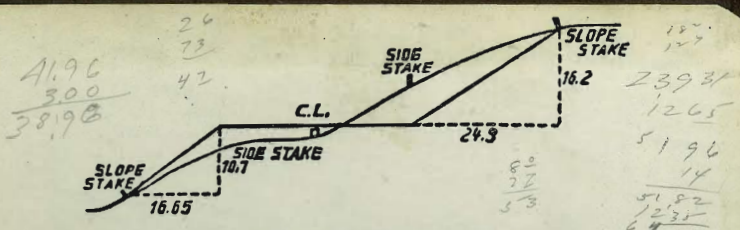
34+00 4' Lt. = line of fence

| | | | | |
|------|-------|-------|-------|-------|
| 28.8 | 28.74 | 28.50 | 27.95 | 28.56 |
| G | E.P. | 20 | 10 | 40 |
| | | | G | OC |

17
 131 85
 50.02
 152
 3472

33
 98
 131

1414
 13
 424
 1414
 1838



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