

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

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

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

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

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

FOR TANGENTS ADD

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

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.771	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	.977	1.07	1.18	1.29
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

X-sec Rhode Island - Madison to Golden Gate

X-SECT. ALLEY bet. BIK 106 Central Pk. & BIK 332-CHOATES ADDIT. 47

6- Carlton - Clove to Plum  
Plum Carlton to Dickers

X-sec Rhode Island from Madison Ave  
to Nly Line Golden Gate Drive

4-22-53

Allen

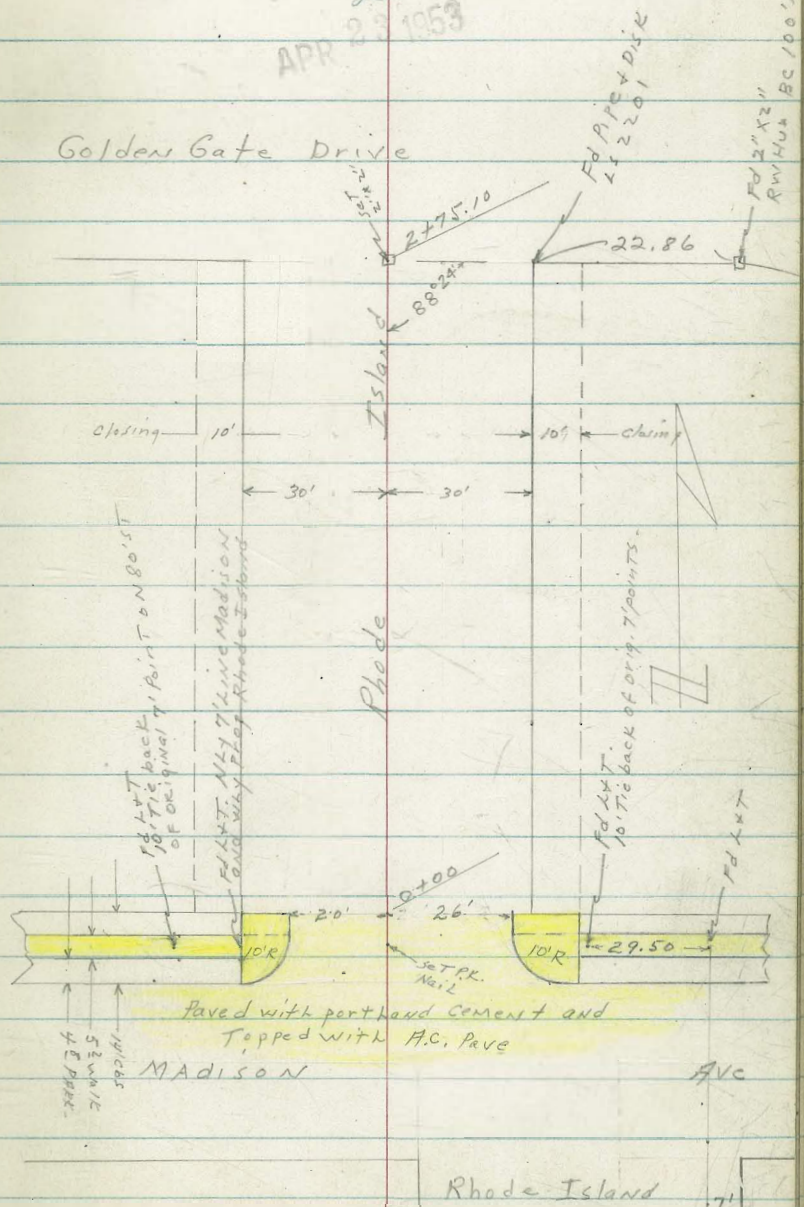
D. Sisson

C. Powell

W O # 32000

INDEXED  
APR 23 1953

Golden Gate Drive



X-sec Rhode Island Madison to  
Golden Park Drive  
See sketch, page 1-

LT = W14

Et = 14- 2

0+00 = Nly Madison Ave. Nly edge P.C. + Portland

338.33	338.21	337.70	337.04	338.22	338.14	338.16	338.62	338.73
455	467	518	584	466	474	472	426	415
25'	20'	20'	10'		13	26'	26'	31'
edge walk	Cb	GUT				GUT	Cb	edge walk

0-04 = E.C. curb Returns.

338.18	337.76	338.16	338.65
470	512	472	423
20'	20'	26'	26'
Cb	GUT	GUT	Cb
EC	EC	EC	EC

Reduced  
4-23-53  
J.G. Cotton

337.00	336.42	338.22	337.73	338.09	338.53	338.44	339.03
588	646	466	515	479	435	444	385
100	100	30'	30'	36'	36'	100	100
Cb	GUT	Cb PC	GUT PC	GUT BC	Cb BC	GUT	Cb

0-14 = Nly Curb line Madison

337.78	337.86	337.96	338.05	338.08
510	502	492	483	480
20	10		13	26

topped with P.C. intersection is rough  
Madison paved with Portland Concrete and

0-40 = E Madison

336.82	338.05	338.21	338.37	338.54	338.54	339.15
606	483	467	451	434	434	373
100	30	20		26	30	100

BM 9.85 342.88

N.E. BP. Mass. +  
Madison  
333.03

342.88 71

LT = 1/11

2

at = 1/4 3

1+04 - 30' LT = 2 Double garage Conc Apron + Floor

340.68

220

40' Floor

340.41

247

30' Apron

1+00

340.1

25

40'

340.2

27

30

340.0

29

15

340.0

29

15

339.5

34

15

340.1

28

17

340.2

27

30

340.4

25

50

0+75

340.2

27

30

340.1

28

15

339.9

30

15

339.6

33

15

340.2

27

17

340.4

25

30

0+50

340.2

27

30

340.1

28

15

339.8

31

15

339.7

33

15

340.4

25

16

340.6

23

30

0+40 - 30' LT = 2 3' conc walk

340.56

232

40' Walk

340.34

254

30' Walk

0+25

340.1

28

30

339.9

30

20

339.4

35

7

339.3

36

14

339.4

35

14

340.7

22

15

341.3

16

25

340.6

23

30

0+20 - 21' LT = 2 Dead Man

339.8

31

30

339.5

34

20

338.4

45

8

338.7

45

14

338.4

45

14

339.4

35

15

340.1

28

20

339.4

35

30

0+03 - 21' LT = 9 10" Anchor pole # JP4601

342.88 \*

LT = Wly -

LT = 0.14

4

2+60

338.1	338.3	337.2	337.4	337.6	338.3	338.4
5-1	4-2	6-0	5-8	5-6	4-9	4-8
30	8	7		16	18	30

2+35

338.5	338.4	337.9	338.1	337.9	338.4	338.5
4-7	4-8	5-3	5-1	5-3	4-8	4-7
30	8	7		16	17	30

2+00

337.0	337.3	339.2	338.7	338.9	338.6	339.2	339.5	339.2
4-2	3-9	4-0	4-5	4-3	4-6	4-0	3-7	4-0
80	30	8	7		15	17	30	80

1463-30' LT = 3' Single garage Conc Floor +

Apron

340.32	340.15
2-90	3-07
52-3	30-2
Floor	Apron

TP, 2.94 343.22 2.60 340 28

343.22 x

1450-30' LT = 3' Conc Walk

340.36	340.36	340.4	340.1	339.4	339.7	339.6	339.9	339.6
2-52	2-52	2-5	2-8	3-5	3-3	3-3	3-0	3-3
40- WK	30- WK	30	8	7		15	30	50

342.88 x



LT-W14

4

et-ely-5

TP<sub>3</sub> start BM. 8.22 333.03 ✓

TP<sub>2</sub> 3.05 341.25 5.02 338.20

3+15<sup>10</sup> = Nly line Golden Gate Dr.

330.1

13<sup>L</sup>  
30

332.7

10<sup>E</sup>

334.5

8<sup>L</sup>  
30

3+02 - Approx. Top E+W. Rim Mission Valley Canyon

336.2

7<sup>0</sup>  
30

335.7

7<sup>5</sup>

336.4

6<sup>8</sup>  
30

2+75.10 - Sly line Golden Gate Drive

336.2

7<sup>0</sup>  
100

336.5

6<sup>7</sup>  
30

336.95

6<sup>27</sup>  
ON Hub

337.1

6<sup>L</sup>  
Gr

337.7

5<sup>5</sup>  
30

337.5

5<sup>7</sup>  
100

34 3.22 ✓

Plum St. - Carlton to Dickens.  
 Carlton St. - Clavo to Plum.  
 X-Sec. for Imp. W.A.# 31638

INDEXED  
 JUL 20 1953

C.H.S.  
 Cota  
 Acuña  
 Taylor.

7-18-53

■ denotes fd. Conc. Man.

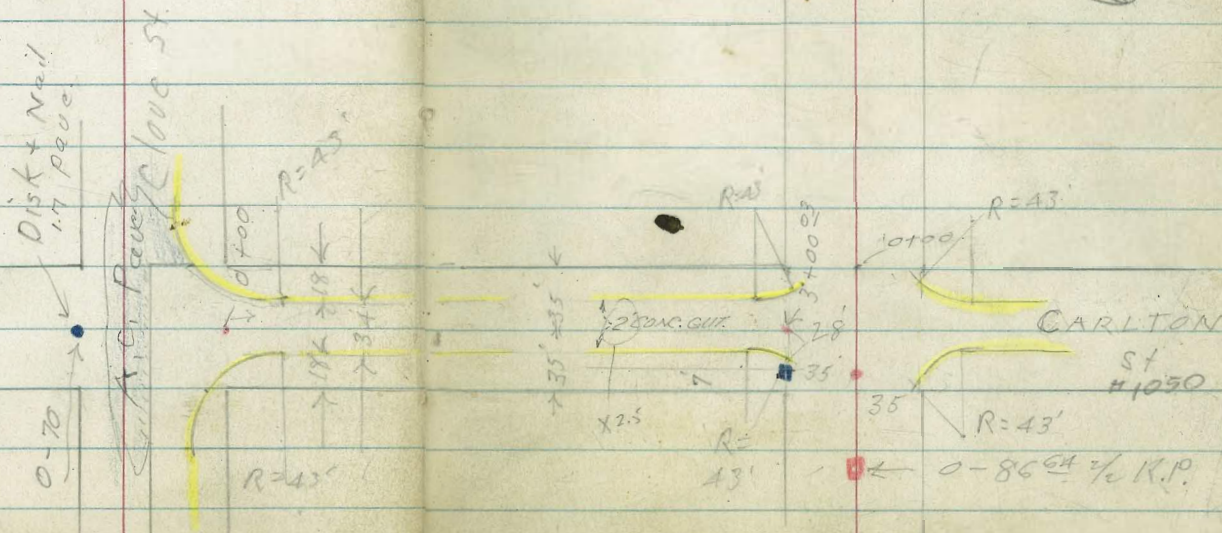
□ " " 1/2 Hub

■ " set 1/2 "

ch. " top of curb

G. " gutter at curb

E " Roadside edge of Conc. gutter



INDEXED  
 JUL 20 1953

0+00 E'LY. PROP. LINE CLOVE

150.4	149.89	148.6	148.5	148.19	148.01	148.80	149.0
31	358	49	50	528	576	667	75
35	231	231	218	246	246	246	35
	CB	DIET	E.	G	G	CB.	
		G					

0-77 32.3 LT END A.C.

150.41	149.62
306	385
32.3	32.3
CB.	G

0-18 E'LY. CB LINE CLOVE

151.12	150.34	150.10	150.09	149.6	149.5	148.9	148.3	146.01	146.51
235	3.13	3.37	3.38	3.9	4.0	4.6	5.2	7.46	6.96
60	60	35	32.3	17		17	35	60	60
CB.	G		E.P.				G	CB.	CB.

33.5 LT. = ANGLE IN PAVING - SEE SKETCH

0-35 ± CLOVE ± EDGE A.C.

150.87	150.69	150.66	150.38	150.11	149.56	148.78	146.73
260	278	281	309	336	391	469	674
60	35	33.5	17	17	17	35	60
		ANGLE IN					
		PAVING					

0-52 W'LY CB LINE CLOVE

150.78	150.67	150.46	149.99	149.47	148.87	148.66	145.98
269	280	301	353	400	460	481	749
60	35	17		17	32	35	60
G							G

Set B.M.#1

3.03 150.44 DISC ± CARLETON, W'LY LINE CLOVE (SIDE SHOT)

6.76 153.47 0.31 146.71

153.47 H.I.

12.93 147.02 — 134.09

B.P. ± S.W'ly Ret Plum + Carlton  
= end of Existing cb.

148.01  
5.41 5.62 4.87  
E G CB.

#4

148.20 147.85 148.60  
5.17 5.31 4.38  
E G CB.

#3

148.28 148.20 148.12 148.88  
5.19 5.27 5.35 4.59  
E E G CB.  
25G. 15G.

#2

147.95 147.37 147.88  
6.02 6.10 5.59  
E G CB.

#1

146.13 146.01 146.60  
7.34 7.06 6.77  
E G CB.

BC

147.26 147.15 147.90  
6.21 6.32 5.37  
E G CB.

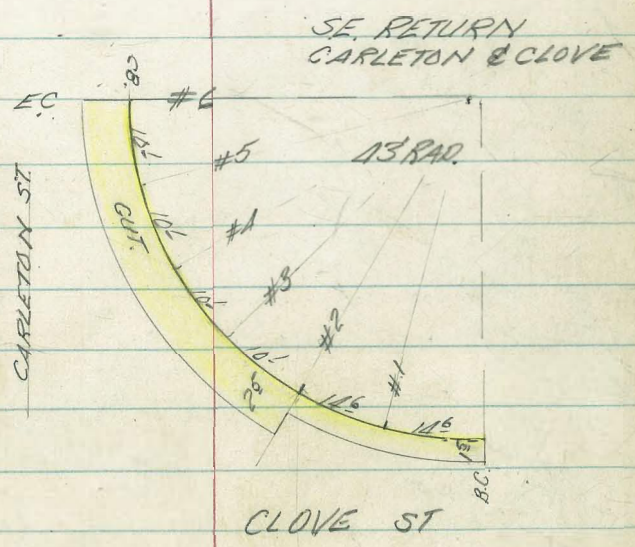
#6 E.C.

147.69 147.54 148.33  
5.78 5.93 5.12  
E G CB.

#5

153.47 H.I.

sta. 0+25



153.47 H.I.

148.06  
 5.21 5.95 4.73  
 F C CB.  
 BEGIN

#5 E.C.  
 4.16 199.31  
 CB.  
 #1

199.85  
 3.62  
 CB  
 #3

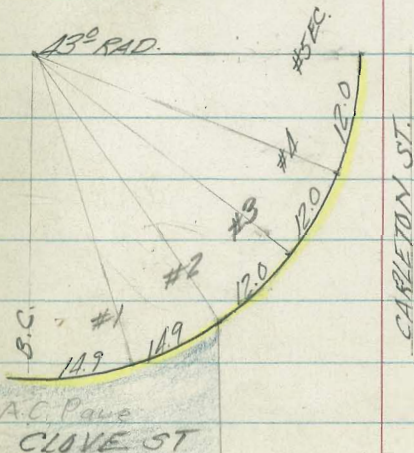
199.62 150.40  
 3.85 3.07  
 C CB.  
 END  
 PAVING

#2  
 150.15 150.78  
 3.32 2.69  
 C CB.  
 AC.

#1  
 150.33 151.11  
 3.12 2.36  
 C CB.  
 AC.  
 B.C.

153.47 H.I.

N/E RETURN CARLETON & CLOVE



Sta 0+25

CARLETON ST.

S.C.  
 AC Pave  
 CLOVE ST



153.47 H.I.

0+75

	147.0	146.06	145.27	145.47	145.2	144.73	144.58	145.33	146.0
6.5	7.1	8.20	8.00	8.3	8.72	8.89	8.4	7.5	
35	17	17	145		145	17	17	35	
	CB.	G	E		E	G	CB		

0+65 17° RT. ♀ 12° DRIVE

	145.16	145.96	146.57
8.31	7.51	6.90	
17	23	35	
LIP			

0+19 18° RT. ♀ 8" POLE # P. 3483

0+19 20° RT. BEGINS 4" WIDE CONC. BLOCK NAIL  
20 HIGH RUNS N. E.S.

0+45 14° LT. = END 25' GUT TO BE REPLACED  
START GOOD CUT.

	147.69	146.87	147.07	146.6	146.22	146.06	146.83	147.3
5.78	6.60	6.40	6.9	7.25	7.1	6.4	6.2	
17	17	145		14.5	17	17	35	
CB.	G	E		E	G	CB		

0+37 17° RT. ♀ 15° DRIVE WAY

	146.59	147.40	147.42
6.88	6.07	6.05	
17	22.5	35	
LIP			

0+25 14° LT. START 25' GUT TO COME OUT

1463 18° RT. ♀ 6" POLE # JP 3412

T.P. 1.7A 142.79 12.02 141.05 142.79 H.I.

1450 18° RT. ♀ 8" POLE # 5823634

142.0 141.90 141.13 141.42 141.1 141.01 140.85 141.59 142.7  
 11.5 11.57 12.31 12.05 12.1 12.21 12.62 11.88 10.8  
 35 17 17 14.5 14.5 17 17 35  
 CB G E E G CB

1415 17° LT. ♀ 14° DRIVE

142.6 142.29 141.60  
 10.87 11.18 11.87  
 35 22 17  
 LIP

1412 17° RT. ♀ 15° DRIVE WAY

142.93 143.87 145.16  
 10.54 9.60 8.51  
 17 22 35  
 LIP

1400

145.0 144.74 143.94 144.19 143.8 143.45 143.26 144.09 143.9  
 8.5 8.73 9.53 9.28 9.7 10.02 10.21 9.58 8.6  
 35 17 17 14.5 14.5 17 17 35  
 CB G E E G CB

0+93 17° LT. ♀ 12° WIDE DRIVE WAY

145.57 145.25 144.91  
 7.90 8.22 8.91  
 35 22 17  
 LIP

153.47 H.I.

153.47 H.I.

X-SEC. CARLETON (CONT'D.)

2475.03 B.C. CB.

	<sup>135.58</sup>	<sup>135.33</sup>	<sup>134.54</sup>	<sup>134.75</sup>	<sup>134.5</sup>	<sup>134.83</sup>	<sup>134.59</sup>	<sup>135.38</sup>	<sup>135.8</sup>
2.1	291	370	349	3.7	3.41	365	286	2.1	
35	17	17	14.5		14.5	17	17	35	
	CB.	G	E		E	G	CB.		

I.P. 4.14 138.24 8.69 134.10

138.24 H.I.

2450

	<sup>137.3</sup>	<sup>136.61</sup>	<sup>135.83</sup>	<sup>135.99</sup>	<sup>135.6</sup>	<sup>135.97</sup>	<sup>135.84</sup>	<sup>136.57</sup>	<sup>136.9</sup>
5.5	6.18	6.96	6.80	7.2	6.82	6.95	6.27	5.9	
35	17	17	14.5		14.5	17	17	35	
	CB.	G			E	G	CB.		

2449 18° RT. & DEAD MAN

2400

	<sup>139.7</sup>	<sup>139.30</sup>	<sup>138.51</sup>	<sup>138.69</sup>	<sup>138.3</sup>	<sup>138.40</sup>	<sup>138.22</sup>	<sup>138.97</sup>	<sup>140.1</sup>
3.1	3.19	4.28	4.10	4.5	4.39	4.57	3.82	2.7	
35	17	17	14.5		14.5	17	17	35	
	CB.	G	E		E	G	CB.		

1490 17° RT. & 20° DRIVE WAY

	<sup>138.98</sup>	<sup>139.59</sup>	<sup>140.1</sup>
3.81	3.20	2.7	
17	22	35	
LIP			

1487 17° LT. & 12° DRIVE WAY

	<sup>140.3</sup>	<sup>139.98</sup>	<sup>139.26</sup>
2.5	2.81	3.53	
35	22	17	
		LIP	

142.79 H.I.

142.79



1-SEC. CARLETON (CONT'D.)

LT

♀

RT

13

CHECK BM.

A.14 134.10 = 134.09

3495 B.C.

CB. RAD. = 43°  
 25 RT & LT. START CONC. C.B.  
 225 RT & LT. START 25 CONC. GUT

3470<sup>03</sup> ELY. LINE PLUM -

3460

3437 START ROCK & OIL PAVING ON CARLETON

3435<sup>03</sup> ♀ PLUM

3400<sup>03</sup> WLY. PROP. LINE PLUM

138.24 H.I.

B.P. ♀ 5' WLY. RETURN CARLETON & PLUM

129.12 128.33 129.0 128.65  
 9.12 9.91 9.2 9.59  
 17 17 17  
 CB. G IN DRIVE  
 133.5 132.9  
 4.7 5.3  
 100 35  
 ELY. EDGE  
 OK ON RT  
 132.32 132.36 132.97  
 5.2 5.27 6.07 5.95 6.3 6.3 5.92 5.88 5.27  
 35 25 25 225 15 225 25 25  
 CB. G E E C CB.  
 NLY  
 EDGE  
 OIL

132.5 132.5 132.7  
 5.7 5.7 5.5 5.5 5.4 4.9  
 35 25 28 35 100  
 EDGE  
 ROCK  
 OIL

133.1 133.5 133.1 133.2 133.5  
 5.1 4.7 5.1 5.0 4.7  
 12.0 28 35 100  
 ANGLE  
 PT. IN  
 PAVING

133.6 132.9 133.71 133.3  
 4.6 5.3 4.53 4.9  
 35 22 MH. 35  
 RM  
 135.0 134.10 133.90 134.4 133.58 133.9 133.8 133.9 133.42 133.9 133.74 134.9  
 32 35 5.5  
 5.5  
 5.5  
 134.09  
 A.14 4.84 3.8 4.6 4.3 4.4 4.3 4.82 4.3 5.00 4.16  
 25 25 25 225 19 17 22.5 25 25 25  
 CB. G DIRT E DIRT DIRT E DIRT G CB.

138.24 H.I.

X-SEC. PLUM, CARLETON TO DICKENS

LT.                      ♀                      RT.

14

0+50

138.2    137.5    136.6    135.0    133.7    133.4    132.8  
 3.0    3.7    4.6    6.2    7.5    7.8    8.4  
 35    24    20    6.2    30    35    36

0+43 24° LT ♀ 3° WIDE WALK

138.33    137.40  
 2.82    3.75  
 35    24.2  
 LIP

0+15 38° RT. WEST EDGE 4° WIDE CONC. PARALLEL TO LINE WALK

132.27  
 8.88  
 38  
 CONC.  
 WK.

0+12 32° RT. CENTER 25 SQ. FT. CONC. TO COME OUT

138.0    137.1    135.9    134.5    133.4    133.1    132.5    132.5  
 3.2    4.1    5.3    6.7    7.8    8.1    8.7    8.7  
 35    23    18    6.7    25    35    36    45

0+11 35° LT. END CONC WALL

138.1    137.2    137.0  
 2.8    4.0    3.4  
 35    35    35  
 TOP BASE DIRT

35° LT. START CONC. WALL  
 25° RT. START 4° HIGH HEDGE  
 0+00 NLY LINE CARLETON

137.8    137.6    135.1    135.3    134.1    133.7    132.8    132.0    131.9  
 3.4    6.6    6.1    5.9    7.1    7.5    8.4    8.2    9.3  
 38    35    35    22    17    25    35    45  
 TOP BASE DIRT WALL

706 141.15 H.I.

134.09 BR. S'NLY RETURN CARLETON & PLUM

141.15 H.I.

LT.      ♀      RT.

T.P      5.61 138.53 H.I.      8.23 132.92

138.53 H.I.

1400 31° LT CENTER P.P. 1276

137.8  
3.1 3.9 4.9 6.0 7.7  
15 35 20 35

0+98 39° RT END APRON FOR 4 CAR GAR.

137.96  
8.19 7.95  
39 43  
LIP FLOOR

0+87 35° LT ♀ DOUBLE GAR.

140.66  
0.19 3.19  
61 35.0  
FLOOR LIP  
APRON

39° RT.  
0+72 BEGIN CONC APRON FOR 4 CAR GAR.

132.95  
8.20 8.00  
39 43  
LIP FLOOR  
GAR.

0+72 39° RT. END WALK - PARALLEL TO LINE

132.41  
8.74  
39  
WEST EDGE WK

0+70 35° RT. END 4° HIGH HEDGE

0+66 38° RT. ANGLE PT IN WALK  
PARALLEL TO LINE

132.41  
8.74  
38  
WEST EDGE  
WK

141.15 H.I.

141.15 H.I.

X-SEC. PLUM (CONTD)

1483

139.0																							16
4.5	9.0																						127.8
25	35																						10.7
																							127.8
																							12.9
																							8.6
																							12.9
																							8.6
																							35

1475 35° LT. TO LINE OF ROCK WALL

135.9												
2.6	4.5											
35	35											

1465 22° LT. ANGLE IN ROCK WALL

135.8							
2.7	3.5						
35	22						

1450 22° LT. = LINE OF WALL

136.3							
2.2	3.0						
35	22						

1420 35° <sup>LT</sup> BEGIN 3' WIDE WALK

136.68		
1.85		
35		

1420 20° LT. BEGIN ROCK WALL, 2' HIGH

1412 35° LT. & DOUBLE GAR

138.5		
0.0		
50		

138.53 H.I.

138.53 H.I.

CHECK BM.

113 134.10 = 134.09

BP S'WLY RETURN CARLETON & PLUM

(SIDE SHOT)

10.67 127.86 N.W. PROP. MON. PLUM & DICKENS

246960 N'LY LINE DICKENS

131.0 127.8 121.8  
7.5 10.7 16.7 25.0 27.2  
55 35 35 45

24346 & DICKENS ST.

132.0 125.1 118.6  
6.5 13.4 19.9 28.1 28.9  
50 35 35 45

2412

132.0 122.5  
6.5 16.0 23.2 24.5 24.5  
55 35 35 45

14996 SO. LINE DICKENS

131.9 127.3 122.5  
6.6 11.2 16.0 19.2 17.0 18.5 18.0  
15 35 25 20 35 15

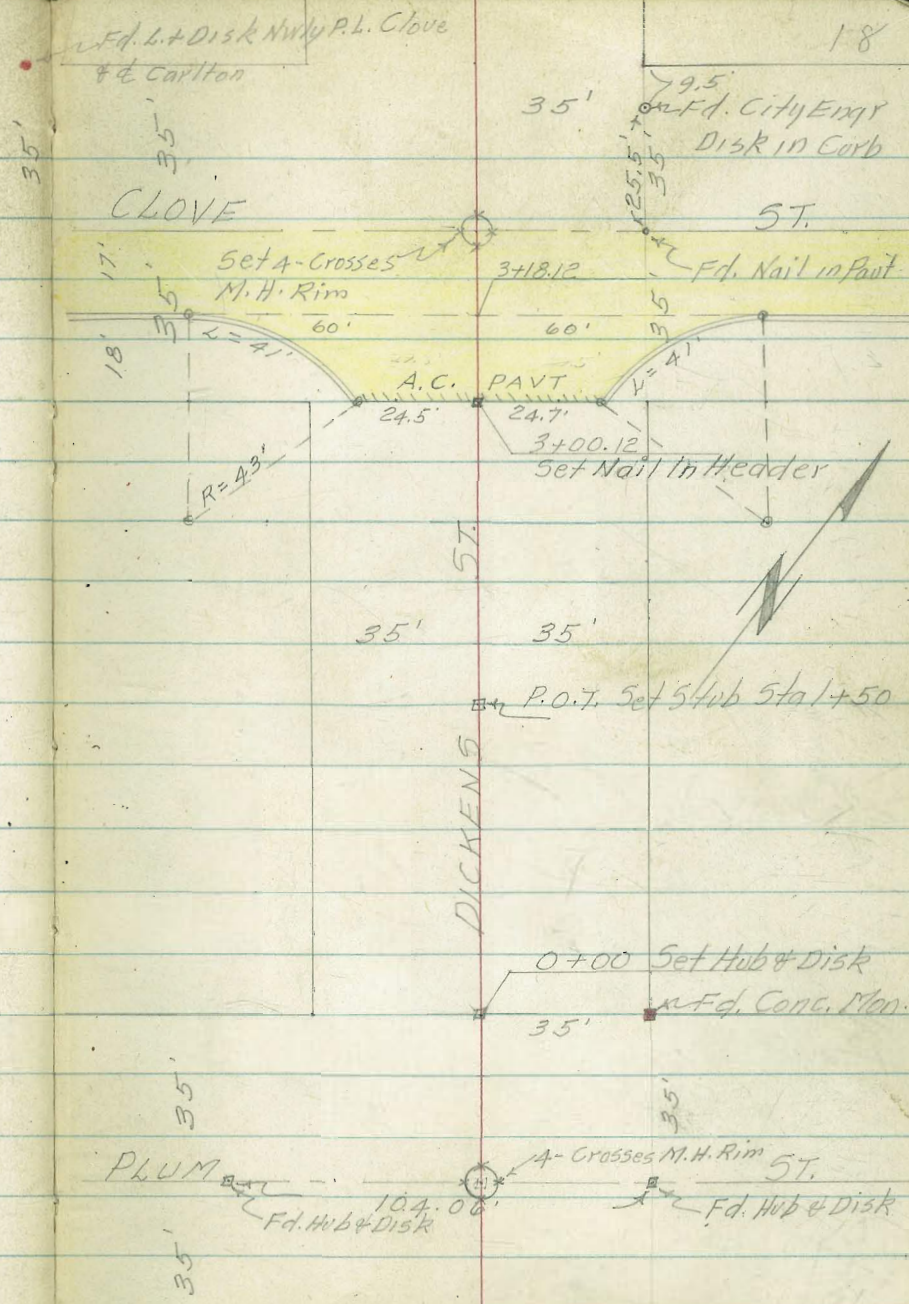
138.53 H.I.

138.53 H.I.

CROSS SECTION DICKENS ST. BETWEEN  
CLOVE & SLY LINE PLUM ST. W.O. 31638

NOTE: Soil Sample Taken @  
Sta: 1+50 - 6' Rt. &

INDEXED  
MAR 18 1954



CROSS SECTION DICKENS ST. BETWEEN

PLUM & CLOVE ST. W.O. 31638

TP. +12.14 135.71 -0.53 128.57

- 0+35 & Plum St

- 0+70 - SELF Line Plum St.

- 1+00

- 1+50

+8.14 124.10

TP. - 12.77 115.96

+0.87 128.73

B.M. 127.86

Notes Advice 3-22-54

NOTE: Rods shown thus  $\begin{matrix} \text{---} \\ | \\ \text{---} \end{matrix}$  are plus  
Lt. # Rt. 19

Ref FB 1813 2289  
19 6

Stamper

Huffman

Nordahl

Sherry

134.3	133.5	129.9	119.1	115.4	112.7	121.5	125.1	126.8
(-10.2)	(-2.4)	(-5.8)	5.0	87	6.48	2.6	(-1.0)	(-2.7)
100	75	50	35	25	0	35	60	100

SE R.M.H.

131.9	130.7	129.1	120.1	115.7	111	107	110.9	115.5	118.9	122.7	123.7
(-7.8)	(-6.6)	(-5.0)	4.0	84	123	13.4	13.2	8.6	5.2	1.4	0.4
100	60	50	35	25	10	0	6	35	50	100	150

130.5	128.1	124.1	120.0	115.6	108.9	107.6	107.3	111.2	115.7	109.2	121.4
(-6.1)	(-7.0)	0.0	4.1	8.5	15.2	16.5	15.8	12.9	8.4	4.9	2.7
100	75	50	35	25	7	0	15	35	60	80	100

123.8	123.3	122.5	119.4	115.7	108.6	107.6	107.3	102.3	103.1	111.4
0.3	0.8	1.6	5.7	8.9	18.5	22.3	21.8	21.8	21.8	12.7
100	75	60	35	23	0	24	35	50	50	100

124.10

7.9

140

TOP

Nly Mon. Plum & Dickens Sts. (See Pg. 17)

NOTE: This Mon shown as Elev. 127.79  $\frac{1813}{22}$

X-561'S DICKENS ST.

-32° Lt. & PP. No P-3415  
0+50-33° Lt. End Conc. & Rock Wall

136.7	135.9	135.9	136.04	133.7	133.9	134.7	134.8	135.7
106	11.4	11.4	11.22	13.6	13.4	12.6	12.5	11.6
75	50	35	34.5	10	0	35	50	75
			TOP Wall					

0+33-33° Lt. & Deadman  
35° Lt. Begin 3'-High Wire Mesh Fence on Top Wall  
0+25-33° Lt. Conc. & Rock Wall

136.2	135.4	135.36	133.9	133.4	131.0	131.7	130.9	131.4	132.0	132.4
11.1	11.0	11.90	13.4	13.9	16.2	15.6	16.5	15.9	15.3	14.9
50	35	33.8	33.8	10	0	10	25	35	50	75
		TOP Wall	TOP Ground							
			147.26							

+12.29 147.26

TP. -0.74 134.97

0+18

136.0	133.3	132.2	131.9	127.9	129.9	130.4	131.3	131.4	131.4
0.3	2.4	3.5	3.8	7.8	5.8	5.3	4.4	4.3	4.3
44	44	35	10	0	10	35	50	75	100
TOP Wall	GROUND								

61° Lt To Conc. & Rock Wall  
0+00 NWLY line Plum St.

135.3	135.27	133.2	133.5	124.0	122.2	125.2	123.79	128.0	129.0	130.2
0.4	0.4	2.5	2.2	11.7	13.5	10.5	11.82	7.7	6.7	5.5
75	61.5	61.5	61	35	18	13	10	35	50	100
TOP WALL	Fty						TOP WALL			

0-13-65' Lt. 1 Pt. Conc. & Rock Wall

135.71

135.71



X-SEL'S DICKENS ST.

35° Rt. & 6" Conc. Blk Ret Wall - Lateral  
 1+00- 35° End 8" Conc. Curb

35° Rt. Begin 8" Conc. Curb  
 0+93- 35° Rt. End 2-Car Gar & Conc. Drive

0+88- 35° Lt. End 3' High Wire Mesh fence

Rt-35° Begin - Conc. Drive 2-Car Gar - 16' Wide  
 0+77- 35° Rt. End 7" Conc. Ret Wall

0+59- 34.2° Rt. Begin 7" Conc. Wall

Lt

±

Rt

(2)

3-17-54

137.0	136.0	137.6	137.7	138.5	139.0	139.9	139.7	138.9	141.78
10.6	11.3	9.7	9.5	8.8	8.3	7.4	7.45	8.30	5.98
75	50	35	26	0	25	35	35	35	35
					141.85	139.3	139.3	140.3	
					Ground	Top 8" Conc. Curb	Top 8" Conc. Lat. Wall	Top Wall	
					5.45	7.4	7.0	7.0	
					45	45	56	56	
					Top Wall	Ground			
						139.74	139.10	140.08	
						7.52	8.16	7.18	
						35	35	56.5	
						Top Wall	Apron	Floor Gar	
						138.55	138.2	140.0	
						8.81	9.00	7.25	
						35	35	56.5	
						Top Wall	Apron	Floor Gar	
						137.7	137.46	137.96	
						9.6	9.80	9.30	
						34.9	34.9	34.9	
					147.26	Ground	Fly	Top Wall	

X-SEL'S DICKENS ST.

Rt. 48° Begin 4' Wide Parallel Conc. Steps

1+21-45° Rt. Begin 3' Wide Parallel Conc Walk

1+23-35° Lt. 10" Conc. Wall

1+22<sup>2</sup>-32° Lt. End Oil Drive To 2-Car Gar

1+21

1+04<sup>5</sup>-56° Lt. Begin 2-Car Gar

1+02<sup>5</sup>-32° Lt. Begin Oil Drive to Double Gar  
56° Lt. 2' Wide Conc. Walk

4. 3-17-54 22

142.22  
142.35  
144.83

5.29 491 2.93  
45° 483 515  
Top Walk Top Conc  
Porch floor

144.03  
141.76  
137.8

323 550 95  
48° 352 352  
Top Wall Top ftg  
wall

136.34  
131.28  
140.35  
140.26

1092 1098 691 700  
56 54 35 32  
Conv. Drive Drive Drive  
Gar floor

136.21  
136.21  
138.30  
139.14

1087 1105 896 912  
56 54 35 32  
Gar Drive Drive Drive  
floor

136.23  
136.05  
138.13  
137.98

1103 1121 913 928  
56° 54 34° 32 5  
Conc Drive Top Gut.  
Walk. berm

147.26

X- SEC DICKENS ST

Lt.      E      Rt.      (23)  
3-17-54

1+50<sup>35</sup> 35<sup>2</sup> Rt. & 8" Lateral Conc BRK Wall

144.6  
146.02  
146.04  
144.7  
2.7    1.29    1.22    3.1  
35°    35°    + 45°    35°  
Ground    Top    Top    fh  
Wall    Wall

1+50<sup>35</sup> 33° Rt. APP 578781-H

142.2    142.6    143.3    143.2    144.7  
51    4.7    4.0    4.1    2.6    28    267    2.72  
75    30    33    25    0    25    35°    45°  
Apron    on Drive

1 + 50° - 35° Rt. End Conc Drive Sing Gar

1 + 41° - 35° Rt. Begin Conc Drive Sing Gar

144.00  
144.17  
3.26    3.09  
35°    45°  
Apron    on Drive @  
End 32 Co

1+27<sup>5</sup> 45<sup>1</sup> Lt. & 8' Wide Brick Steps

144.37    142.06  
289    520  
491    451  
Top of floor    Top of bottom step

147.26

Lt

Rt

Rt.

(29)

3-17-54

X-SEC'S DICKENS ST.

1+98- 34° Lt. &amp; PP. N° 3457

1+96° 35° Lt. End Conc Drive To Sing Car Gav

146.67  
147.23  
147.23

9.96	9.40	9.40
45°	35°	27°
on Drive	Conc. Drive	Conc. Blks Lease

1+87<sup>5</sup> 35° Lt. Begin B<sup>5</sup> Wide Conc Drive Sing Gav

146.37  
146.96  
146.73

10.26	9.67	9.90
45°	35°	27°
on Drive	Conc Drive	Conc Blks Lease

+12.01 156.63

Sta 1+50

T.B.M. Top &amp; Pot. Stub. -2.64 144.62

1+597- 35° Rt. End Conc. Sing Car Drive

145.31  
145.61

1.95	1.65
35°	45°
Apron	on Drive

1+50<sup>2</sup> - 35° Rt. Begin Conc Drive Sing Car

144.67  
144.98

2.59	2.28
35°	45°
Apron	on Drive

147.26

X- SEC'S DICKENS ST.

2+08<sup>±</sup> 35° Lt. Begin 2' High Picket fence

2+08<sup>35</sup> -35° Lt. End Sing Car Conc Drive

2+00<sup>35</sup> 35° Lt. Begin Sing Car Conc Drive

2+00 -35° Lt. 8" lateral Conc Blk Wall

1+99- 36° Rt. 8" lateral Conc Blk Wall

156.63

Lt. ± Rt. (25)

3-17-54

149.10  
149.36

8.53 8.27  
45° 35°  
on Drive Top  
Drive

147.83  
149.16

8.80 8.47  
45° 35°  
Drive Drive

147.6  
150.47  
150.56  
147.49  
147.9  
147.8  
149.0  
148.4  
148.6  
148.5

90	6.16	6.07	22.87	887.6	8.2	8.0	8.1
45	45°	35°	35°	25°	25	35	45
	(Top Wall)	(Top Wall)	(Ground)				

ftg

149.63  
147.63  
151.20  
151.17

8.0	9.00	5.23	5.46
36°	36°	36°	46
Ground	ftg	(Top Wall)	

156.63

X- SEC 5 DICKENS ST

Lt. & Rt. 3-17-54 (20)

2+75

151.8	152.2	152.2	152.3	152.1	152.9	151.0	150.8
4.8	4.4	4.4	4.3	4.5	3.7	5.6	5.8
50	35	25	0	24	26	35	50

2+50

151.3	151.5	151.4	151.8	151.5	152.0	150.6	150.3
5.3	5.1	5.2	4.8	5.1	4.6	6.0	6.3
50	35	25	0	25	26	35	50

2+49<sup>3</sup> 35° Lt. & 8" Conc Blk Ret Wall Lateral  
 2+49 35° Lt. End 2' High Picket Fence

153.06	153.08	150.93	151.4
357	355	5.70	5.2
45	35°	35°	35°
(Top Wall)	fly	Ground	

2+27<sup>5</sup> 35<sup>2</sup> Lt. & 3' Conc. Lateral Walk

149.81	149.81
6.82	6.82
45 <sup>2</sup>	35 <sup>2</sup>
on walk	Top Walk

156.63

X- SEC'S DICKENS ST.

3+18.12 SELV Curbline Clove St.

3+05 Gutley Sec.

Begin A.C. Pant.  
3+00.12 - SELV Line Clove St.

2+98- 36° Lt. & 7' Brazilian Pepper Tree

2+79 - 27° Lt. & 3' Conc Walk (lateral)

3-17-54

152.03	151.40	151.61	151.77	151.65	151.16	150.33	148.87	149.50
460	523	502	486	498	547	630	776	713
60	60	35	17	0	17	35	60	60
cb	G					G	G	cb

151.47	150.92	150.96	150.71	150.41	150.08	150.65
516	571	567	592	622	655	598
293	293	17	0	17	295	295
cb	G			G	G	cb

152.1	151.9	151.28	150.85	150.8	150.10	150.71	151.1	150.8
45	47	534	578	577	653	592	55	58
50	35	245	245	0	247	247	35	50
		cb	G		G	G		

152.30	152.36	152.56
433	427	407
45°	35°	27°
walk	walk	& walk

↑ 156.63

X-SEC'S DICKENS ST.

Lt.

±

Rt.

(28)

3-17-54

B.M.

-6.22

150.41 ~

(see Pg 7)

150.44 Top Disk to Carleton & NWLY line Clove

3+35.12 to Clove St.

156.63

151.83	152.10	152.33	152.24	151.29	149.99	128.53
480	453	430	439	534	664	810
75	30	25	0	25	50	75

SELYRim

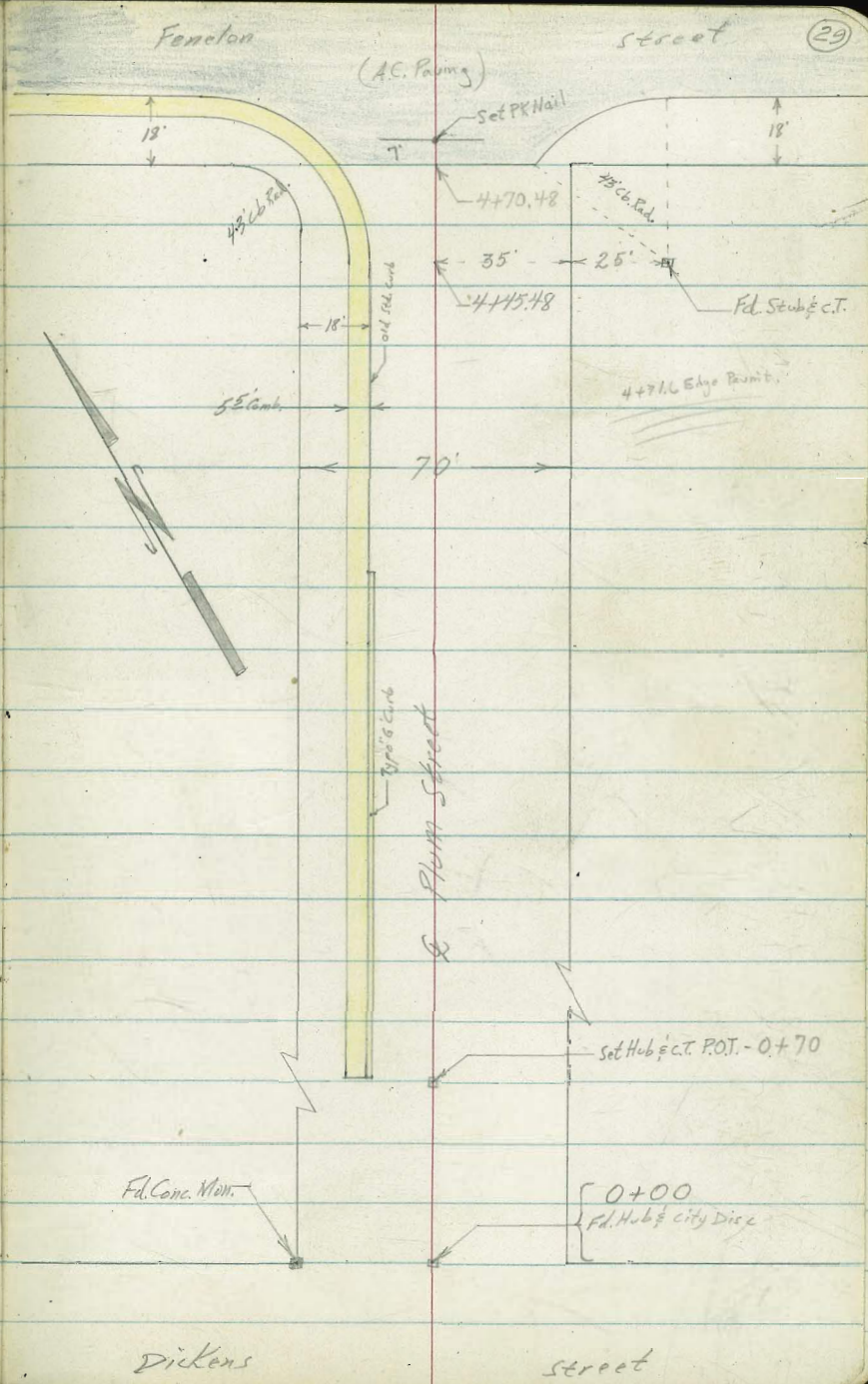
∧ 156.63



Roberts  
Cota  
Moore  
Mocloz  
4-20-54  
W.D. #31638

# X-Section Plum Street Dickens to Fenelon

INDEXED  
MER  
APR 22 1954



Dickens street

0+85

0.1	0.8	3.2	5.8	7.8
129.4	129.1	124.7	124.1	122.1
45	35		35	50

0+40

+1.2	+0.3	3.8	8.6	11.1
131.1	130.2	126.1	121.3	118.8
45	35		35	50

0+23

+1.0	0.3	1.9	7.5	10.5	16.3
130.9	128.6	128.0	122.4	119.4	113.6
45	35	22	19	35	60

0+00 North Line Dickens Street

+7.9	+4.5	1.9	8.4	13.9	20.5	26.2
137.8	134.4	128.0	120.5	116.0	107.4	103.7
100	85	35		35	67	100

0-35 E Dickens

+5.2	2.4	6.0	12.3	19.0	20.8	27.2
135.1	127.5	123.9	117.6	110.9	109.1	102.7
100	66	35	Rim MH	35	50	100

0-57

7.2	11.7	16.2
122.1	117.3	113.7
35		35

0-70 South Line Dickens

+5.1	+5.0	+2.8	5.3	11.0	10.7	7.1	7.4	10.5
135.0	134.9	132.7	124.6	118.9	112	120.8	124.5	119.4
100	90	55	35	15		35	50	100

BM.

2.05 129.91  $\bar{\pi}$ NW Prop. Men  
Dickens & Plum

127.86

129.91  $\bar{\pi}$

2+16

116.5	115.9	113.2	110.9	110.2	111.3	113.4	113.5	113.2
+0.8	0.2	2.5	4.8	4.5	4.4	2.3	2.2	2.5
45	35	17	6		4	16	35	50

T.P. 0.31 115.71  $\bar{\Delta}$  13.15 115.40115.71  $\bar{\Delta}$ 

2+00 Soil Sample taken on Q NOTE ELEVATION.

116.3	117.4	116.7	115.1	113.4	113.4	113.4	115.2	114.1	113.2
10.3	11.2	11.9	13.5	15.2	15.2	15.2	13.4	14.5	15.4
45	35	22	15	8		6	14	35	50

1+65

123.1	122.7	121.8	119.4	117.3	117.4	117.1	119.4	118.7	116.7
5.5	5.9	6.8	8.8	11.3	11.2	11.5	9.2	9.9	11.9
45	35	23	16	9		7	14	35	50

1+25

121.1	121.3	121.6	121.0	120.5	120.4	122.0	123.2	122.2	120.4
1.5	2.3	3.0	4.6	8.1	7.8	7.6	5.4	6.4	8.2
45	35	25	18	9		5	14	35	50

T.P. 0.47 128.55  $\bar{\Delta}$  18.3 128.08128.55  $\bar{\Delta}$ 

1+00 238 Lt to center Gwy Pole # 1312

128.8	127.9	126.8	125.2	125.1	123.6	121.8
1.1	2.0	3.1	4.7	4.8	6.3	8.1
45	35	15		18	35	50

129.91  $\bar{\Delta}$ 129.91  $\bar{\Delta}$

3+13.5 42<sup>1</sup> Rt to SW corner house

2.05	2.70	2.61	2.8	2.4	2.4	15.0	16.8	18.1	15.8	18.5
16 <sup>8</sup>	16 <sup>8</sup>	15 <sup>3</sup>	8		5	24	35	42 <sup>2</sup>	44 <sup>2</sup>	42 <sup>2</sup>
cb	gut	lip						GRD	TOP	TOP
								Fdn.	Fdn.	Fdn.
								Front	Front	Front
								Side	Side	Side
								House	House	House

2+87

1.54	1.42	1.7	1.3	1.4	16.5	9.1	9.0	12.2	12.0	18.8
16 <sup>8</sup>	16 <sup>8</sup>	15 <sup>3</sup>	8	6	30	35	57	70		
cb	gut	lip								

T.P. 1.76 108.24 N 9.23 106.48

108.24 N

2+75 (Approx to be broken curb to the eye.)

7.75	8.42	8.28	8.7	8.4	8.4	21.4	21.7	22.4
16 <sup>8</sup>	16 <sup>8</sup>	15 <sup>3</sup>	8	7	28	35	70	
cb	gut	lip						

2+45

6.58	6.45	7.2	6.9	7.4	8.3	8.9
16 <sup>8</sup>	16 <sup>8</sup>	15 <sup>3</sup>	7	17	35	50
cb	gut	lip				

291' Rt to deadman.  
 170' Rt to center Guy pole  
 2+33.5 } 16<sup>8</sup> Lt begin Type G Curb - 5<sup>8</sup> Comb. Curb & walk.  
 23<sup>8</sup> Lt to center power pole \* P1340

4.78	5.03	5.64	5.55	6.0	5.9	6.5	8.4	8.8
22 <sup>2</sup>	16 <sup>8</sup>	16 <sup>8</sup>	15 <sup>3</sup>		4	7	35	50
Walk	cb	gut	lip					

No comments, Freddy, the breaker.

2+18

1.6	2.3	3.4	4.8	5.0	4.4	2.1	2.2	2.4
45	35	18	6		5	16	35	50

115.71 N

115.71 N

3+81 23<sup>2</sup> Rt to center Tele. Pole 5823574

3+77 16<sup>2</sup> Lt £ 16' opening in curb

3+66.7 25<sup>3</sup> Rt £ 3' Conc Walk next to Ret Wall house  
 Walk very close to Ground contour.

3+64.3 { 25<sup>3</sup> Rt End Conc. Drive - Conc Ret Wall on this side.  
 16<sup>2</sup> Lt End Type "G" curb begin old std. curb.

3+46 25<sup>3</sup> Rt begin conc drive

3+34 25<sup>3</sup> Rt to Conc. Ret. Wall perpendicular to street.  
 Dirt filled to within 0.2 from top wall on north.

3+22

3+19.5 0.5' Step up in foundation of house on Rt.  
 Concrete

103.45  
 476  
 162  
 Lip

100.71  
 753 9.08 11.71  
 25<sup>3</sup> 35  
 Conc Conc 50  
 Conc Conc Conc

114.49 144.04 103.94 102.1  
 3.75 4.20 4.30 4.6 4.5 4.4 6.80 7.16 7.09  
 16<sup>2</sup> 16<sup>2</sup> 15<sup>3</sup> 15<sup>3</sup> 11 25<sup>3</sup> 35 40<sup>2</sup>  
 cb Gut Lip GRD Conc Conc Floor

105.10 104.46 104.54 104.11 104.1 104.1 101.49 100.94 102.95  
 3.14 3.78 3.70 4.1 4.1 4.1 6.75 7.26 7.09  
 16<sup>2</sup> 16<sup>2</sup> 15<sup>3</sup> 15<sup>3</sup> 9 25<sup>3</sup> 35 40<sup>2</sup>  
 cb Gut Lip GRD Conc Conc Floor

115.72 104.15 104.17 104.2 104.15 104.15 100.5 101.6 101.6 22.6  
 2.82 3.49 3.37 4.0 3.7 3.7 7.7 6.6 6.6 15.6  
 16<sup>2</sup> 16<sup>2</sup> 15<sup>3</sup> 15<sup>3</sup> 11 25<sup>3</sup> 25<sup>3</sup> 42<sup>2</sup> 42<sup>2</sup>  
 cb Gut Lip GRD Top wall Top wall GRD

105.85 111.16 105.32 105.0 101.70 104.9 95.3 93.3 92.4 92.9  
 2.35 3.08 2.92 3.2 3.1 3.3 12.9 14.9 15.8 15.3  
 16<sup>2</sup> 16<sup>2</sup> 15<sup>3</sup> 15<sup>3</sup> 6 23 35 42<sup>2</sup> 42<sup>2</sup>  
 cb Gut Lip GRD Conc. Fdn.

108.24X

108.24X

plus 35' E Fenelon Street

101.51	99.75	99.66	97.41	91.67	95.42	93.31
66.3	84.6	9.58	10.75	11.57	12.82	14.93
60	30		25	35	45	60

plus 18' South Curb Line of Fenelon

102.23	101.71	81.58	99.19	97.40	93.56	94.05
6.01	6.53	7.66	9.05	10.84	14.68	14.19
60	60	40		30	60	60
cb	cut				cut	cb

Mid point of Curb Return from S. Pl. Fenelon to E.C. of Fenelon

101.14	100.68					
7.10	7.58					
cb	cut					

*(Circled notes: 26.20, 26.20, 12.04, 7.50, 10.14, 10.14, 10.14, 10.14)*

4+71.6 Pavement Edge and End Curb on Rt.

101.14	100.56	99.74				
7.10	7.58	8.50	9.70	9.11		
25	25		25	25		
cb	cut		cut	cb		

4+70.48 South Line Fenelon

4+45.48 Curb B.C.

101.85	101.11	101.0	101.7	99.1	95.73
6.39	7.1	7.2	7.5	10.1	12.9
16	16	17	35	50	
cb	cut				

4+00

103.32	102.14	102.7	113.11	114.4	99.4	97.6
4.92	5.8	5.5	5.1	6.4	8.8	10.6
16	16		10	17	35	50
cb	cut					

Cont'd From Page 34

35

pretty much

check

247 127.86 = 127.86

T.P. 1047 130.33 0.10 119.86

T.P. 12.33 119.96 0.61 107.63

108.247

INDEXED  
JCR

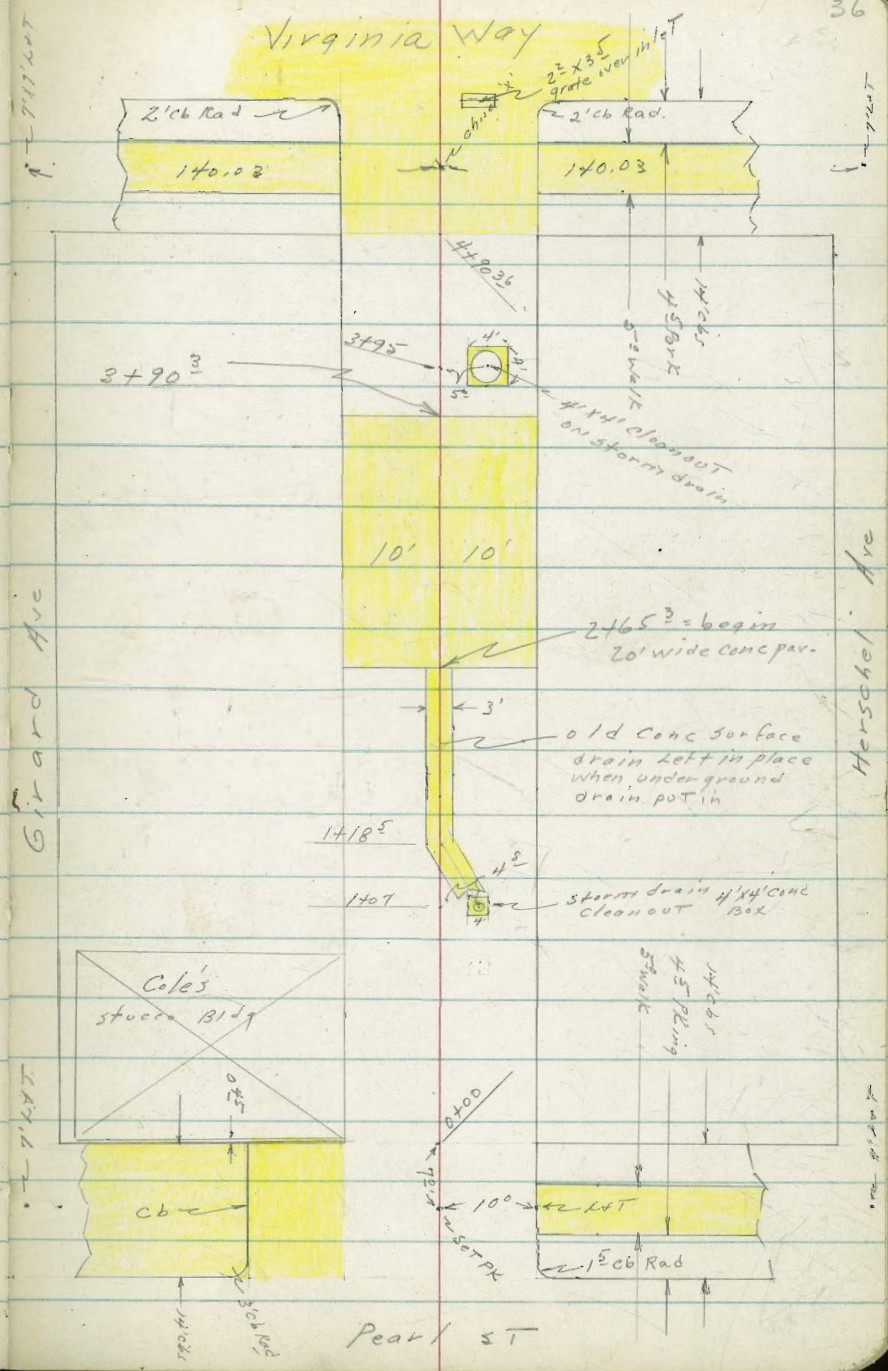
X-sec Alley Block 1, Gen A  
Wo # 31279- 11-18-54

C. Allen  
D. Sisson Ref FB 1556-34

C. Powell 6-189-66  
File map 915

See FB 1556-34 for original notes

Alley is paved from 0+00 to 2+65<sup>3</sup>  
with Rough 4" ± A.C. Pav





X-sec Alley BIK 1, center addition  
La Jolla

9<sup>9</sup> RT = Nly end Alley Curb

Paving Nly to meet conc paving in Alley

Note! alley is roughly paved with 4" ± A.C.

0+00 = Nly line Pearl ST

510	570	586	614	565	503
20° T.C.	20° conc 9UT	10 Ely st conc		99 A.C. 9UT	99 T.C.

0-11° - 20° LT = E.C. 3' Rad Return

535	581
20° T.C. E.C.	20° conc 9UT EC

0-12<sup>5</sup> 9<sup>9</sup> RT = E.C. 1<sup>5</sup> Rad Alley Return

572	518
99 A.C. 9UT E.C.	99 T.C. E.C.

Curb - Now covered with A.C.

Per FB 1556 there is 4' wide conc gutter along

10° LT = SEly cor conc slab - see sketch

0-14 = Nly curb line Pearl ST

572	617	536	595	594	578	563	560	519	544	493
50 T.C.	50 9UT	23° T.C. BC	23° 9UT 66BF. 28Rad	10° conc	AC	10°	11° 26 9UT	11° TAPCB BC	50 9UT	50 T.C.

0-40 = 1/2 Pearl

408	393	385	378	355
50	10		10	50

118.95 ±

BM

3.78

118.95

115.17

S.E. BP Girard + Pearl

Alley BIK 1, cont.

0+75 - 10° LT = end stucco Bldg.

99  
10°  
NELY  
Cor Bldg  
A.C.

10<sup>3</sup>  
A.C.

10<sup>1</sup>  
10  
e14  
A.C.

8<sup>5</sup>  
11  
25

0+50 - 9° RT = 14" power pole # PA 7514

9°  
10°  
A.C.  
e14 bldg.

913  
A.C.

89  
6  
A.C.

85  
10  
A.C.

74  
25

0+48 - 10° LT = <sup>for loading & unloading</sup> 14" opening in stucco Bldg

6<sup>86</sup>  
10°  
Floor

0+25

74  
10  
A.C.  
Ely Bldg

76  
A.C.

73  
10  
e14  
A.C.

7°  
25

20° LT = Nly end curb

Cole's of La Jolla

0+00<sup>45</sup> - 10° LT = begin stucco Bldg.

518  
20°  
T.C.

570  
20°  
90T  
CORC

118.95<sup>-</sup> 7

LT = wily

20'  
Alley

RT = e14

38

X-sec Alley BIK 1 cont

LT = W 14

20'  
Alley

RT = e 14

39

1+18<sup>E</sup>

1192

12<sup>00</sup>

1196

1/2  
W 14  
drain

1/2  
Conc  
drain

1/2  
ELY  
drain

1+07<sup>E</sup> - 8<sup>E</sup> RT = L 12" Power pole # PA7520

Pipe enters from S ELY + Flows out to N 14 -  
Clean out

1+07 - 4<sup>E</sup> RT = L 4'x4' Conc storm drain

1169

1084

48

48

Top Box

1.E.  
drain

1+00

10<sup>4</sup>

10<sup>9</sup>

11<sup>3</sup>

11<sup>3</sup>

97

87

85

20

10<sup>0</sup>  
W 14  
A.C.

A.C.

10  
e 14  
A.C.

11

14

25

0+89 - 10<sup>E</sup> LT = L Garage has been removed  
2'x12' wide Conc drive

10<sup>30</sup>

10<sup>30</sup>

20<sup>E</sup>  
Dr

10<sup>E</sup>  
Dr

0+79 - 10<sup>E</sup> LT = L Floor for car port  
8' wide Conc slab

992

993

20<sup>E</sup>  
on  
slab

10<sup>E</sup>  
ELY of  
slab

118.95<sup>E</sup>

X-Sec. Alley BIKI, Center Add Cont

LT= wly-

20'  
Alley

RT= ely

40

1+44- 10' RT= opens to West (girard st)  
begin Stucco garage

(apartments over garages)

1+31- 14' RT= begin Multiple garages  
Conc Apron & Floor (6)

404  
147  
Conc  
Floor

1+27- 10' RT= Multiple garages (6 garages)  
begin Conc Apron for

420 385  
100 147  
Apron Ely of  
Apron

1+25

39  
10  
wly  
Ac.

422  
10

435  
4  
Strain

428  
15

41  
10  
ely  
Ac.

111.10 π

TP, 3.03 111.10 10.88 108.07

Nail in P.P. # PA4520 - 8<sup>8</sup> RT sta 1407<sup>5</sup>

118.95 π

X-sec Alley BIK1, Center Add

LT=wly

X Alley

RT=e14

41

1+91- 10° RT= Multiple garages  
end Conc Apron for

550 488  
10° 142  
Apron Ely of  
Apron

1+88- 14<sup>1</sup> Apron continues - Sec A above  
RT= end Multi garages (6)

430  
142  
Floor

1+75

5° 5° 550 560 557 517 430  
13 10 15 15 10° 142  
Dirt Floor A.C. wly drain Ely. drain Conc Apron gar floor

1+69- 13° LT= Dirt Floor - A.C. Apron  
begin 3 car frame garage

49  
132  
Dirt Floor

1+64- 10<sup>1</sup> opens to wly -  
LT= end Stucco Garage

1+50

45 45 492 500 491 469 407  
10° 10 15 15 10 10  
Ely of AC wly drain Ely. drain Apron gar floor

1+45- 8° RT= X Water Meter

111.10 X

X-sec Alley BIK 1 cont

LT = wly

20'  
Alley

RT = e1y

42

2+25

5 <sup>2</sup>	6 <sup>0</sup>	6 <sup>4<sup>5</sup></sup>	6 <sup>5<sup>3</sup></sup>	6 <sup>4<sup>6</sup></sup>	6 <sup>0<sup>5</sup></sup>	5 <sup>9<sup>5</sup></sup>	4 <sup>9<sup>0</sup></sup>
13 Dirt Floor	10	15 wly of drain	3 Drain	15 dry drain	9 <sup>2</sup> wly slab	10 dry slab	17 dry slab

Garage has been converted to dwelling  
Floor + Apron

2+17- 9<sup>2</sup> RT = begin double garage - conc

6 <sup>00</sup>	4 <sup>9<sup>5</sup></sup>
9 <sup>2</sup> Apron	17 <sup>0</sup> slab at wly of dwelling

A.C. apron + dirt floor

2+01- 13<sup>0</sup> LT = begin 4 car frame garage

5<sup>2</sup>  
13<sup>0</sup>  
Dirt  
Floor

2+00

5 <sup>3</sup>	5 <sup>5</sup>	6 <sup>0<sup>3</sup></sup>	6 <sup>1<sup>4</sup></sup>	6 <sup>0<sup>4</sup></sup>	5 <sup>8</sup>	5 <sup>6</sup>	5 <sup>0</sup>
25	10 wly AC	15 wly Drain	2 Drain	15 dry drain	9 dry AC	10	25

1+99- 12<sup>0</sup> AT = 2 1<sup>5</sup> wide conc walk

5<sup>26</sup>  
12<sup>0</sup>  
Walk

A.C. Apron - dirt floor

1+97- 13<sup>0</sup> LT = end 3 car frame garage

5<sup>3</sup>  
13<sup>0</sup>  
Dirt  
Floor

11/10 K

X-Sec Alley BIKI CONT on chisel 'X'  
for Station 3400

LT = W14

20'  
Alley

RT = e14

43

TP<sub>2</sub> 6.29 109.12 8.27 102.83

109.12 π

10' RT = end hedge + wood fence  
begin A.C. Parking Area behind stones  
conc paving is 20' wide

Sec 7603-L } 10' RT = begin Conc Retaining Wall  
= Nly end old 3' wide conc surface drain  
Sec 7603-L

2+65<sup>3</sup> = Sly edge Conc paving of Alley

71 <sup>2</sup>	72 <sup>6</sup>	74 <sup>2</sup>	73 <sup>2</sup>	72 <sup>0</sup>
10 Conc	5 conc	conc Paving	5 conc	10 conc

2+51- 9' RT = 1/2" Power pole # PA 7556

2+50

6 <sup>6</sup>	6 <sup>8</sup>	7 <sup>10</sup>	7 <sup>24</sup>	7 <sup>17</sup>	6 <sup>6</sup>
25	10 W14 A.C.	15	Drain	15	10 e14 A.C.

2+37- 13' LT = end 4 car frame garage  
A.C. Apron + dirt Floor

5<sup>6</sup>  
13'  
Dirt Floor

1+35- 9<sup>4</sup> RT = 4' wide Hedge  
Held up by wood fence

1+34- 9' RT = end 2 car garage converted  
into dwelling - Conc Apron + Floor

6 <sup>27</sup>	4 <sup>89</sup>
9 <sup>0</sup> Apron Slab	17 <sup>0</sup> slab at Wly of House

111.10 π

X-sec Alley BIK 1 cont  
 on chisel 'X' Sly 7 line  
 Virginia Way & L  
 #164 BIK 1 -

LT = wly

20'  
 Alley

RT = cly.

44

TP<sub>3</sub> 6.74 103.58 12.28 96.84

103.58

3+90 } 10' LT = begin 4' high brick wall  
 9' RT = 2 12" Power pole # PA7580  
 } = Nly Conc paving - begin dirt sections

8 <sup>9</sup> 10' FOT	8 <sup>17</sup> 10' wlyot conc	8 <sup>32</sup> 5' conc	8 <sup>45</sup> conc	8 <sup>30</sup> 5' conc	8 <sup>20</sup> 10' elyot conc
------------------------------	---	-------------------------------	-------------------------	-------------------------------	---

3+75

7<sup>78</sup>  
10'  
wlyot  
conc

8<sup>13</sup>  
conc

7<sup>86</sup>  
10'  
elyot  
conc

3+50

7<sup>10</sup>  
10'  
wlyot  
conc

7<sup>36</sup>  
conc

7<sup>22</sup>  
10'  
elyot  
conc

3+28

6<sup>56</sup>  
10'  
wlyot  
conc

6<sup>82</sup>  
conc

6<sup>65</sup>  
10'  
elyot  
conc

3+00

6<sup>00</sup>  
10'  
wlyot  
conc

6<sup>29</sup>  
conc

6<sup>08</sup>  
10'  
elyot  
conc

Note! 20' wide Conc pavement is official

+ New - Sections taken only on pavement -

10913



X-sec Alley BIK 1 cont

LT=width

20'  
Alley

RT=ely.

45

4+82 - 10' LT=end 5' high brick wall

6' 6"  
10' 10'  
Footing 9'

4+70

4' 5' 5' 5' 5' 4' 3'  
grat 10' 10' 10' 10' 13 25  
Wly of Fly wall

4+50

3' 3' 4' 4' 4' 4' 3' 2'  
25 10 10 10 11 25  
grat 10' 10' 10' 10' 11 25  
Wly of Fly wall

4+25

3' 3' 3' 3' 3' 3' 2' 1'  
grat 10' 10' 10' 10' 10 11 25  
Wly of Fly wall

4+12 - 9' RT= deadman

on storm drain parallel to alley.

3+95 - 5' RT= 4'x4' Conc Clean out

293 106'  
50 50  
Top 25'  
Curb Box 12' 1/2"

103.58 x

X-sec Alley BIK 1, center Ad Cont

LT = Wly

20' Alley

RT = Ely

46

TP <sub>6</sub>	Starting	B.M.	1.59	(115.17) 115.16
TP <sub>5</sub>	9.35	116.75	0.09	107.40
TP <sub>4</sub>	12.48	107.49	8.57	95.01

ON 9' LT. 3 ELY COR  
Girard + Virginia Way -

7 <sup>95</sup>	8 <sup>40</sup>	5 <sup>76</sup>	5 <sup>24</sup>	4 <sup>69</sup>	4 <sup>18</sup>
100	100	50	50	100	100
T.C.	90T	90T	T.C.	90T	T.C.

4<sup>2</sup> RT = 2<sup>2</sup> x 3<sup>5</sup> grate over inlet to  
 5+04<sup>36</sup> = Sly curb line Virginia Way

Storm drain

7 <sup>28</sup>	7 <sup>67</sup>	6 <sup>62</sup>	7 <sup>15</sup>	7 <sup>12</sup>	6 <sup>93</sup>	6 <sup>86</sup>	13 <sup>91</sup>	6 <sup>69</sup>	6 <sup>62</sup>	6 <sup>08</sup>
50	50	120	120	10		4 <sup>2</sup>	4 <sup>2</sup>	100	120	120
T.C.	90T	T.C.	90T			grate	±E		90T	T.C.
		BC.	BC.				Drain		BC.	BC.

5+02<sup>36</sup> 10° RT + 9° LT = E.C. & Alley Returns

	6 <sup>54</sup>	6 <sup>99</sup>	6 <sup>64</sup>	6 <sup>20</sup>
2' Rad.	99	99	100	100
	T.C.	90T	EC.	T.C. 2' Rad
	EC.	EC.		EC.

9° LT = Sly end of Wly curb

10° RT = Sly end of Ely curb

= Sly edge Conc paving

4+90<sup>36</sup> = Sly line Virginia Way

6 <sup>5</sup>	6 <sup>34</sup>	6 <sup>48</sup>	6 <sup>55</sup>	6 <sup>58</sup>	6 <sup>46</sup>	6 <sup>24</sup>	5 <sup>91</sup>	5 <sup>0</sup>
25	99	99	50	Conc	50	100	100	25
	T.C.	Conc	Conc		Conc	Con	T.C.	
		90T				90T		

103.58 π

Clark  
Shepherd  
BY DWYER  
D'NEIL  
12-17-54  
W.O. 32466

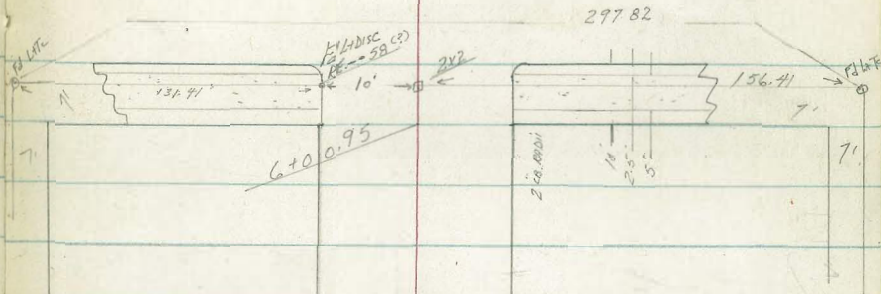
X-SECT ALLEY Bet. BIK 106 Central PK  
& BIK 332 CHOATES ADDIT. (31' ST to 32nd)  
Bet. COMMERCIAL & WEBSTER

REF: T.P.S #149

INDEXED  
JAN 21 1955

32nd ST.  
(P.C. P.O.I.)  
SURFACE

47



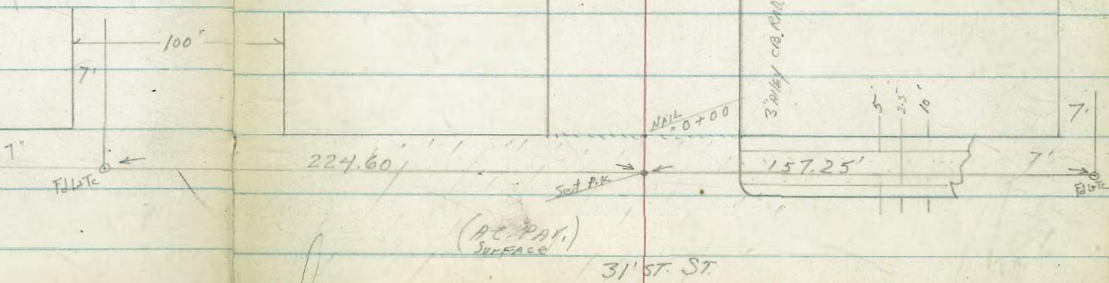
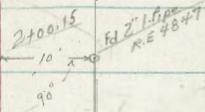
COMMERCIAL

BIK 106  
Central PK

EASE-LINE  
1/2 SECTION

BIK 332  
CHOATES

WEBSTER



(P.C. P.O.I.)  
SURFACE

31st ST.

ALLEY BIK 106-332

48

0+30

LT

RT

75.5  
1.8  
15

75.2  
2.1  
10

74.9  
2.4  
4

75.7  
1.6  
6

75.8  
1.5  
10

75.8  
1.5  
12

BASE LINE

0+20

38.3 LTF 20' Drive into Bldg - 4.7 LTF Flrly  
(Approx Approx level with floor)

77.24  
0.01  
11.7  
Elev

77.23  
0.02  
38.3  
4P

0+10

111 LT END Conc Loading Dock

74.0  
3.3  
11.1  
9th  
Dock

72.5  
4.8  
11.1  
FTG  
Dock

73.5  
3.8  
10

72.7  
6

73.3  
4.0  
4.5

75.4  
2.1  
8

75.5  
1.8  
10

75.5  
1.5  
15

0+07

9.5 RT END conc wall

72.2  
5.1  
7.5  
FTG (approx)

0+06

9.0 RT Ornamental Cactii - approx 4'x4'

72.93  
4.32  
5.0  
AC  
PAR.

71.12  
0.13  
11.1  
70  
Dock

72.2  
4.23  
11.1  
A.C.

71.43  
5.32

72.12  
5.13  
9.35  
6

72.43  
4.82  
9.35  
70  
CB

72.2  
5.1  
9.5  
FTG  
WALL

74.27  
2.88  
9.5  
70  
WALL

0+00

E Line 31'ST  
111 LT Bay Conc Loading Dock  
A.C. PAR. Meets Dock along Ely line 31'ST

73.11  
4.14  
10.0

72.49  
4.76  
5.0  
AC  
(No ca. nly)

72.06  
5.19  
70

71.81  
5.44

71.77  
5.49  
9.35  
6  
AC

71.75  
5.50  
12.35  
6  
AC

72.26  
4.99  
12.35  
50  
CB

71.21  
6.07  
50

71.74  
5.49  
50

70.45  
6.80  
100

71.10  
6.15  
100

0-10 = E. CB. Line 31'ST

0-30 = E 31'ST

(A.C. SURFACE)

73.18  
4.07  
10.0

72.52  
4.73  
5.0

71.91  
5.34

71.26  
5.99  
5.0

70.54  
6.71  
10.0

T.P. 5.71 77.25 4.95 71.54

77.25

T.P. 0.10 76.49 11.68 76.39

Notes: No DATA available on depth Lots BIK 106 Central PK. Thus Alignment shown on sketch is For Sections

B.M. 2.95 88.07 85.12 = S.W. 10' E WEBSTER & 32nd

ALLEY BIK 106-332 (CONT.)

2700

1458

15.5 RT  $\frac{1}{2}$  Single-gap - DIRT FL

1450

12.9 LT End Drive & Bldg (grain-warehouse)

1431

12.8 LT Beg Drive in Bldg.

1402

9.4 RT  $\frac{1}{2}$  Pole P.A. 3108

1401

9.1 RT end Steel-Wire Fence

1400

0481

(grain Warehouse)  
 [12.35 LT Beg Bldg (570 Foot)]  
 [11.5 LT end 6' Board Fence]

T.P.

6.34 82.16 1.43 15.82

0460

11.5 LT Beg 6' Board Fence

0451

8.8 RT Beg 4' Steel-Wire Fence

0450

LT

77.7

4.5  
2.0

77.6

4.6  
1.0

# DIRT FL

77.5

7

RT

78.2

4.0  
1.0

78.2

4.0  
1.5

49

77.81

4.35  
12.8  
Fl

77.8

4.4  
12.8  
Fl

77.9

4.3  
10

77.0

5.2

76.7

5.5  
1.0

76.5

5.7  
2.0

76.6  
5.6  
15.5  
9rd

77.76  
4.0  
12.8  
Fl

76.7

5.5  
1.2

76.5

5.7  
1.0

76.2

6.0

76.3

5.9  
1.0

76.3

5.9  
2.0

77.83

4.33  
12.35  
Fl  
EPA

82.16

76.2

1.1  
1.5

76.0

1.3  
1.0

75.7

1.6

76.2

1.1  
1.6

76.2

1.1  
1.0

76.0

1.3  
1.2

77.25

ALLEY BK 116-332 CONT.

3450

T.P. 8.07 88.41 1.82 80.34

3402 9.3 RT & Pole PA 21.40

3400

2480 E 11.5 RT 2.0 Con. Walk

2457 E 8.5 RT Apron - gar 10.5 RT gar dnt fl.

2450.7 0.4 RT M.H.

2450

2444 E 9.2 RT Apron Single gar - 11.3 RT Fl. gar

2408 E 9.7 RT Apron Single gar 11.7 RT Fl. gar

2401 7.0 RT & Pole PA 31.24

LT.

BASE LINE

RT.

50

80.5  
7.9  
25

80.8  
1.6  
20

81.0  
7.4  
10

80.8  
7.6

81.2  
7.2  
6

82.0  
6.4  
10

82.5  
5.9  
15

88.41

79.3  
2.9  
25

79.8  
2.4  
10

79.9  
2.3

80.1  
2.1  
6

80.9  
1.3  
10

81.0  
1.2  
12

80.42  
1.74  
11.5  
4.10

80.42  
1.74  
15

79.13  
3.23  
8.5  
4.10

79.21  
2.95  
10.5  
BK  
Apron

78.2  
3.0  
10.5  
9.10

78.00  
3.36  
0.4  
3.7  
9.10

78.2  
7.0  
20

78.3  
8.9  
15

78.5  
3.7  
10

79.2  
3.0  
10

78.89  
3.27  
9.2  
4.10

79.23  
2.93  
11.3  
11

78.24  
3.88  
9.7  
4.10

78.50  
3.66  
11.7  
11

82.16

Alley BIK 106-332 (CONT.)

5450 9.3 RT Bay FDN 8" CONC. BIK WALL 2' high, 9.9 RT to Fe <sup>WALL</sup>

5441 E Single 9x14.5 RT - dirt floor

5432 9.8 RT END 6' Board Fence

5401 8.5 RT E Pole PA 3182

5400

4493 E 30' Eucalyptus Tree 9.8 RT to Nly Fe

4491 Bay 9.4 RT 6' Board Fence

4464 9 OF 30' Eucalyptus Tree 10.1 RT to Nly Fe tree

4463 10.4 RT Bay 6' Steel wire Fence

4450

4412.5 10.35 LT End Stucco Bldg

4409 10.1 LT to Fe Sewer Vent Pipe on side Bldg

4403.5 10.4 LT Bay Stucco Bldg

4401 9.3 RT E Pole # PA 3160

4400

LT.

RT

51

85.9  
25  
15

85.7  
27  
10

85.8  
26

86.0  
2.4 2.07 2.0  
9.3 9.9 9.9  
FTG FDN TP 9.4

86.9  
1.5  
14.5  
9.4

83.5  
49  
30

84.2  
42  
20

84.2  
42  
10

84.0  
44

84.4  
40  
7

85.0  
34  
10

85.4  
30  
15

81.6  
6.8  
25

82.4  
6.0  
10

82.7  
5.7

83.2  
5.2  
10

83.4  
5.0  
15

81.2  
6.29  
10.4  
Fl.

81.1  
7.3  
20

81.4  
7.0  
10

81.4  
7.0

81.5  
6.9  
7

82.0  
6.4  
10

82.1  
6.3  
15

88.41

Alley BRK 10.6-332 (CONT)

LT.

RT.

52

CHK:

5.55 85.16 = 8512 = STG. P.M.

6+30.95 = E 32nd CAC. SURFACE

6+10.95 = W. C.B. Line 32nd  
= Wly edge PAV across alley

T.P. 7.32 90.71 5.08 83.39

6+100.95 = W. Line 32nd  
10 FT. C.B. END  
7.2 RT end FOTN wall  
10 RT end wall (2.9 high here)  
12 FT. C.B. END

5182.5 10' RT END opening wall

5177 = BRK E 32' ENK tree 8.317 to sly fr. tree

5172.5 9.9 RT Beg opening of CAC. BRK WALL

5174 88 LT END Steel-Wire Fence

5160.5 0.8 LT G.M.A.

80.67	79.48	83.16	82.91	83.0	83.03	83.59	83.7	84.28	84.3	84.4	85.11	85.97	86.68	86.65	87.31
10.05	11.03	7.11	7.80	7.7	7.68	7.02	7.0	6.43	6.4	6.30	5.60	4.74	4.03	4.03	3.90
5.0	5.0	12	12	10	10	PAV	9th	10	10	12	12	5.0	5.0	7.5	7.5
C.B.	C	C.B.	C	9th	PAV	PAV	9th	10	10	C	C.B.	C	C.B.	C	C.B.

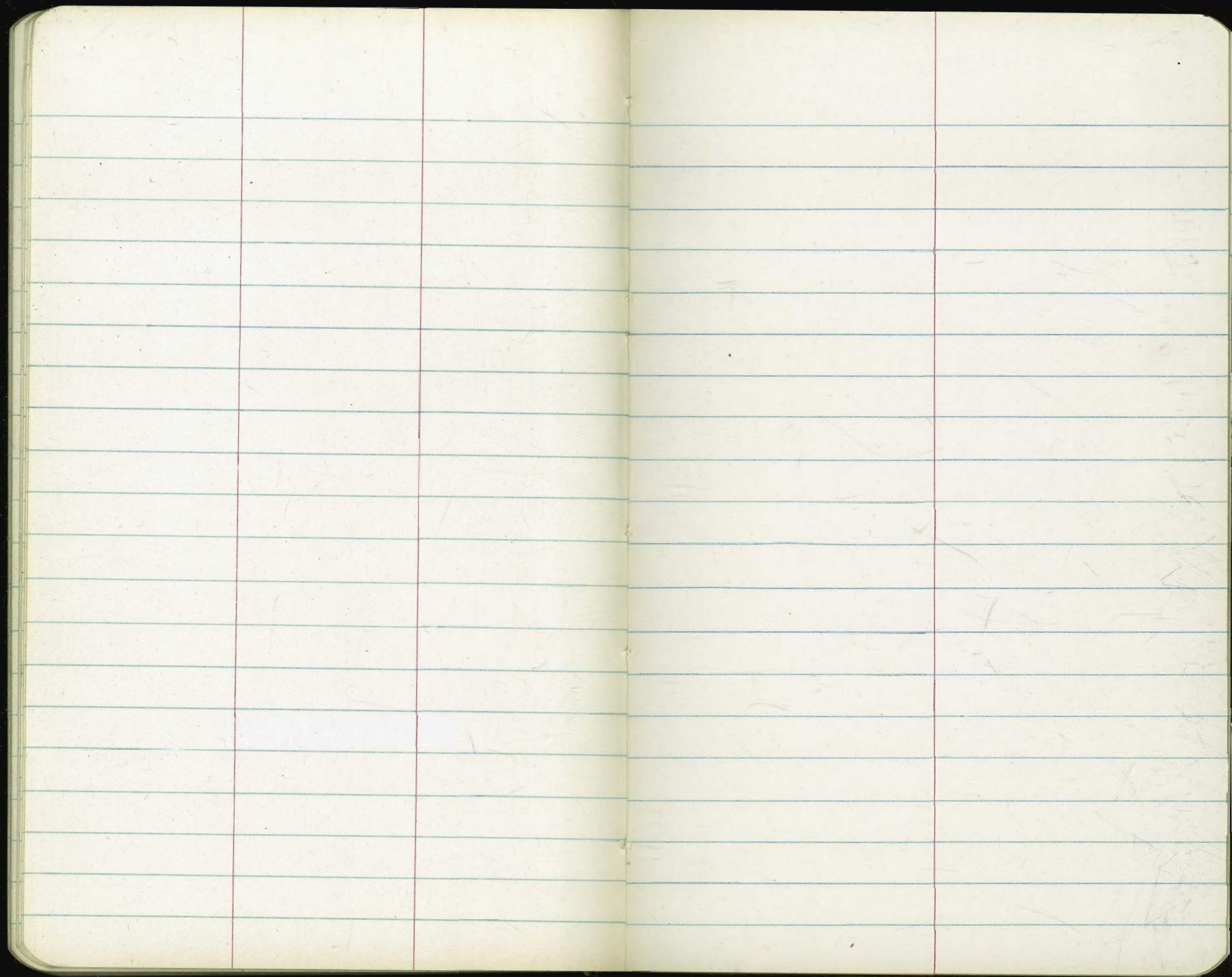
84.00	84.9	84.5	84.99	85.18	85.25	85.0
4.1	4.0	3.9	3.42	3.23	3.16	3.4
10	10	9th	9.2	10	10	10
TR C.B.	9th	9th	FTG	FTN	TR C.B.	9th

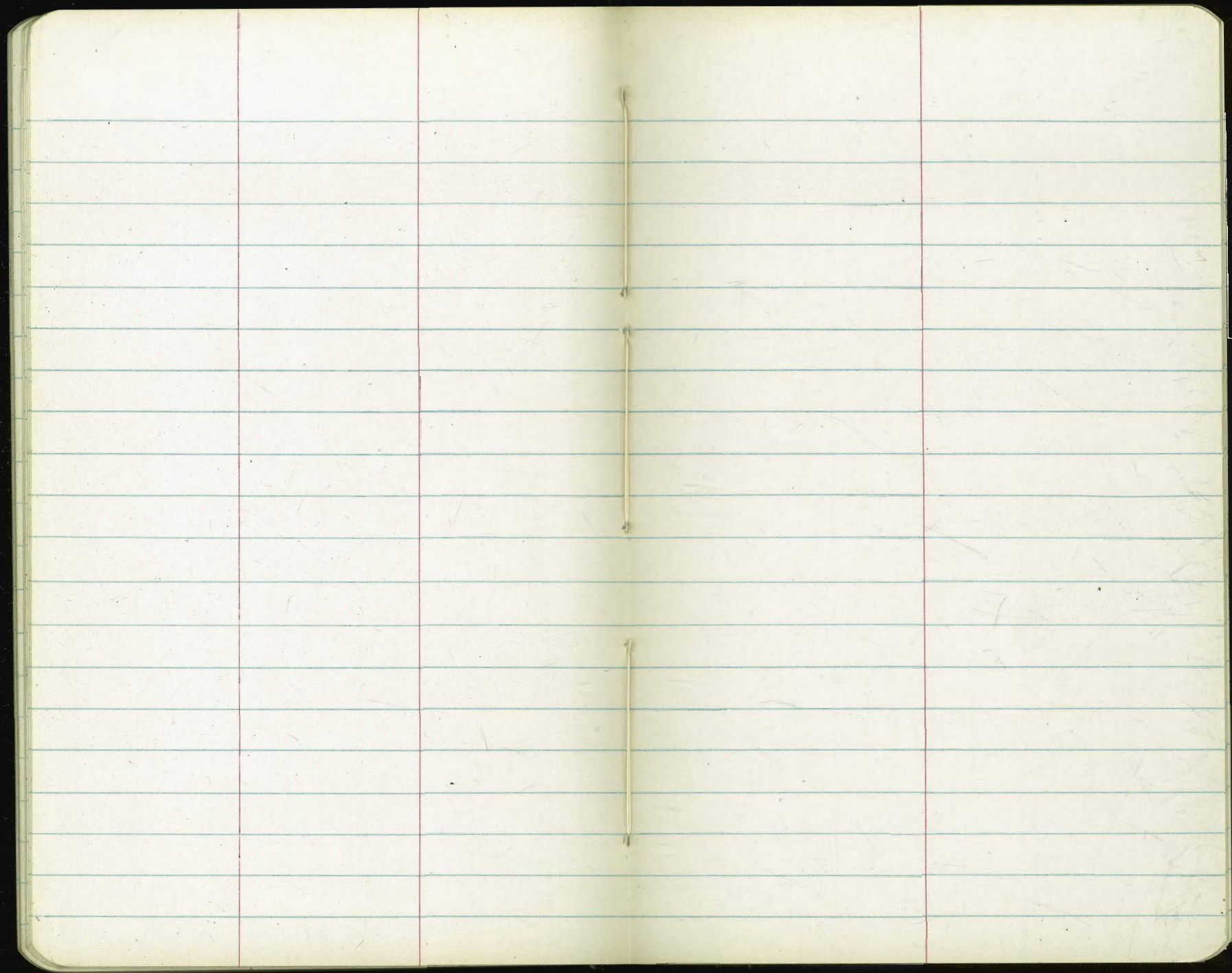
86.2	86.4	86.2	87.1	88.1	86.2	86.8
2.2	2.0	2.2	1.3	0.3	2.2	1.6
20	10	10	10	15	8.35	9.9
					FTG	FTN

85.98  
2.43  
0.8  
Rm

88.41



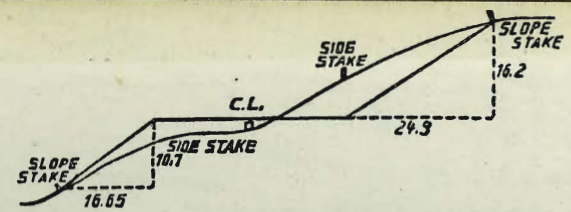




3.3

7603-L

14/4  
37  
153  
3/4  
1/2



**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	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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