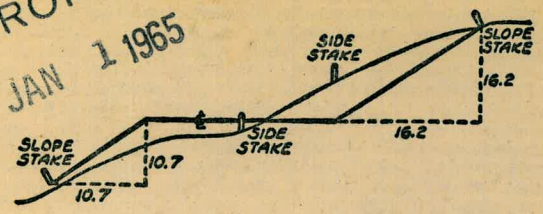
2138

MICROFILMED
JAN 1 1965



Distances from Side Stakes for Cross-Sectioning

Slope 1 to 1. Roadway of Any Width

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

[1] 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.

700 0
925 0

LT MAX 350

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	.70	.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	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.286	.383	.480	.578	.678	.777	.877	.977	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.985	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

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1. Proposed Property Line Survey Adjacent to Alvarado Freeway 2-5
2. Cross Section Taylor St. 6-19

X Sec. Camino del Rio to Taylor 19-24

X-Sec " " at SD River Dyke 21-27

INDEXED
MAY 7 1951

Cont. on P. 3

Proposed Boundary Line of Property to be Annexed to City of San Diego Adjacent to Alvarado Canyon Road

2

8912-L
W.O. 20780

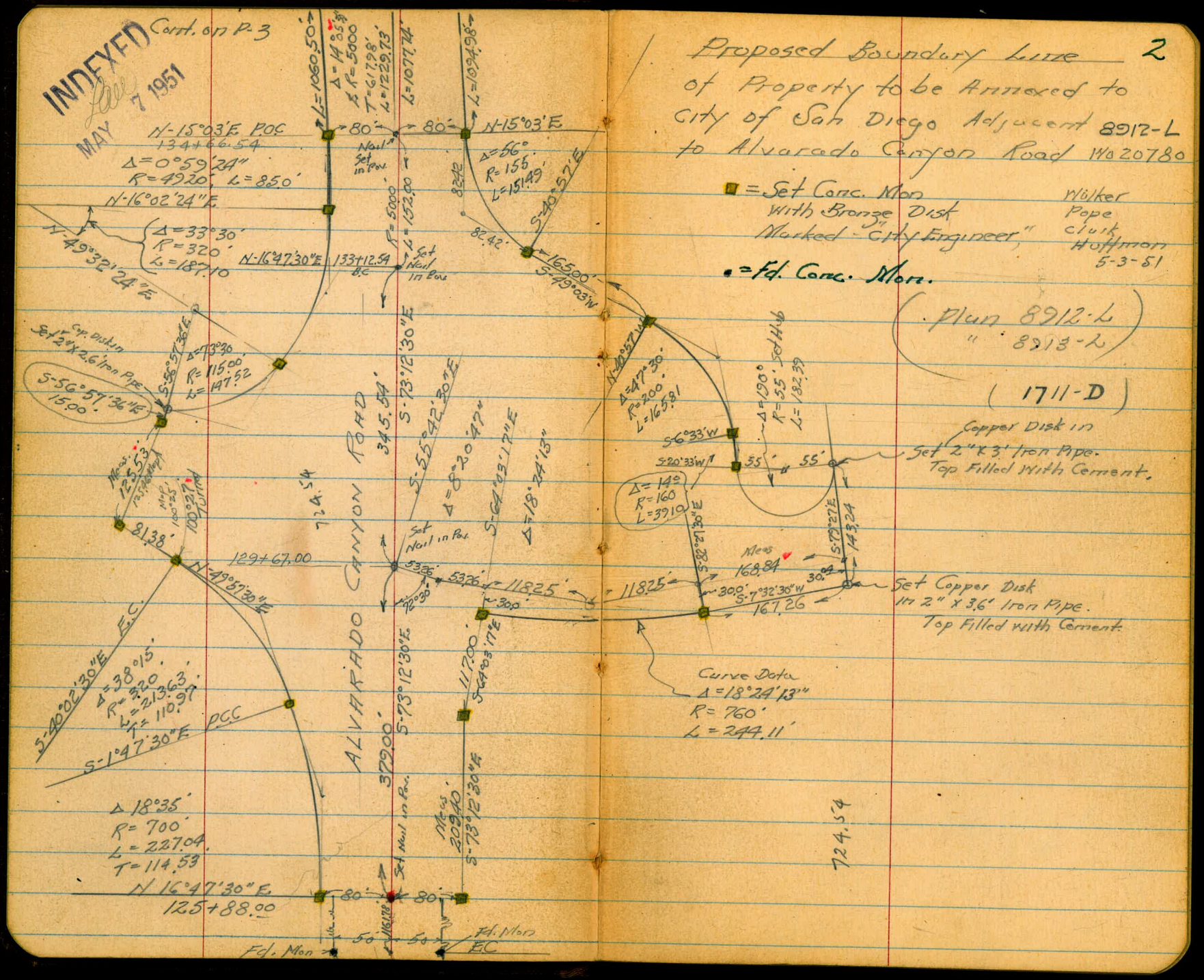
■ = Set Conc. Mon with Bronze Disk Marked "City Engineer"

• = Fd. Conc. Mon.

Walker
Pope
Clark
Hoffman
5-3-51

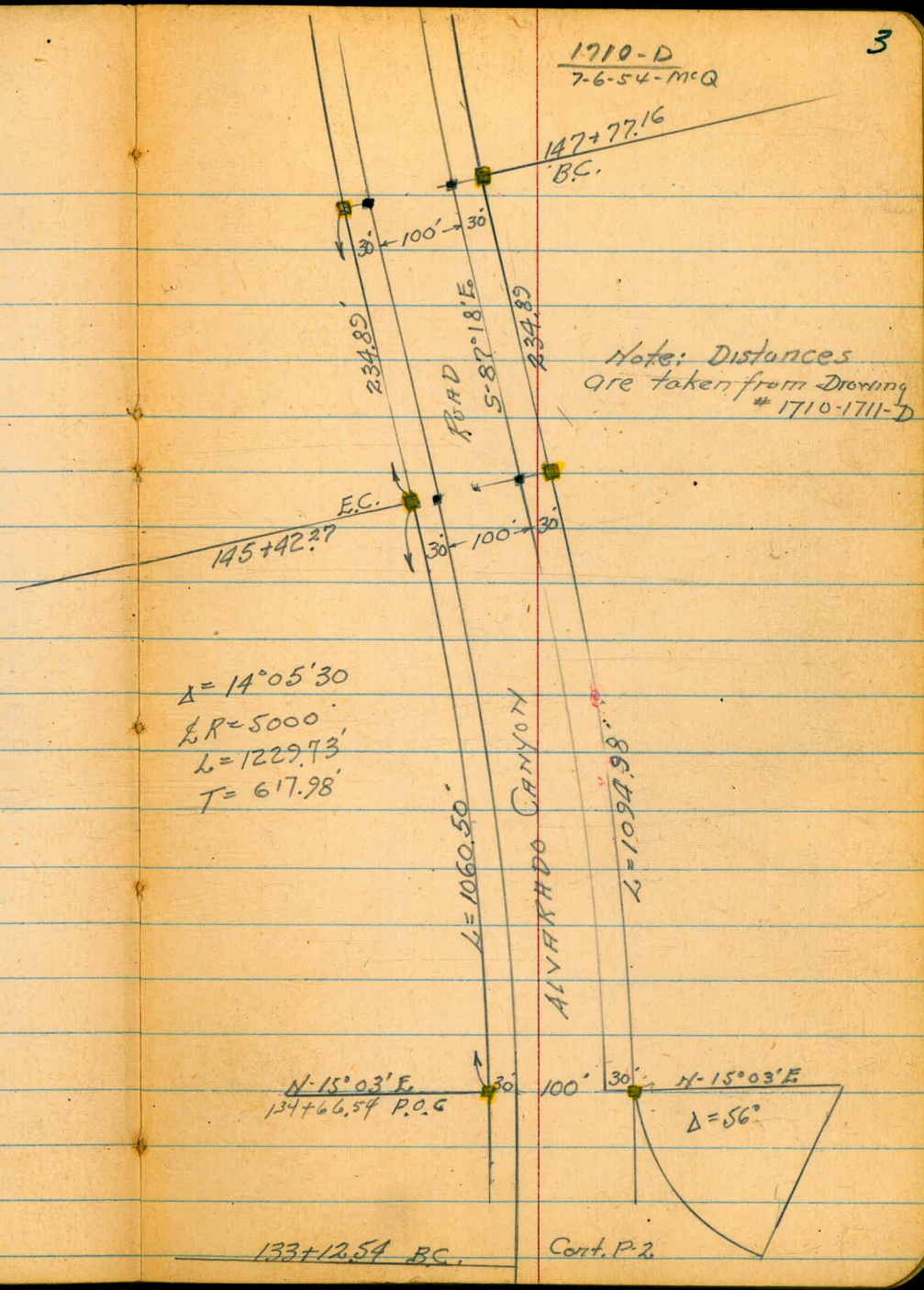
(Plan 8912-L
" 8913-L)

(1711-D)



1710-D
7-6-54-McQ

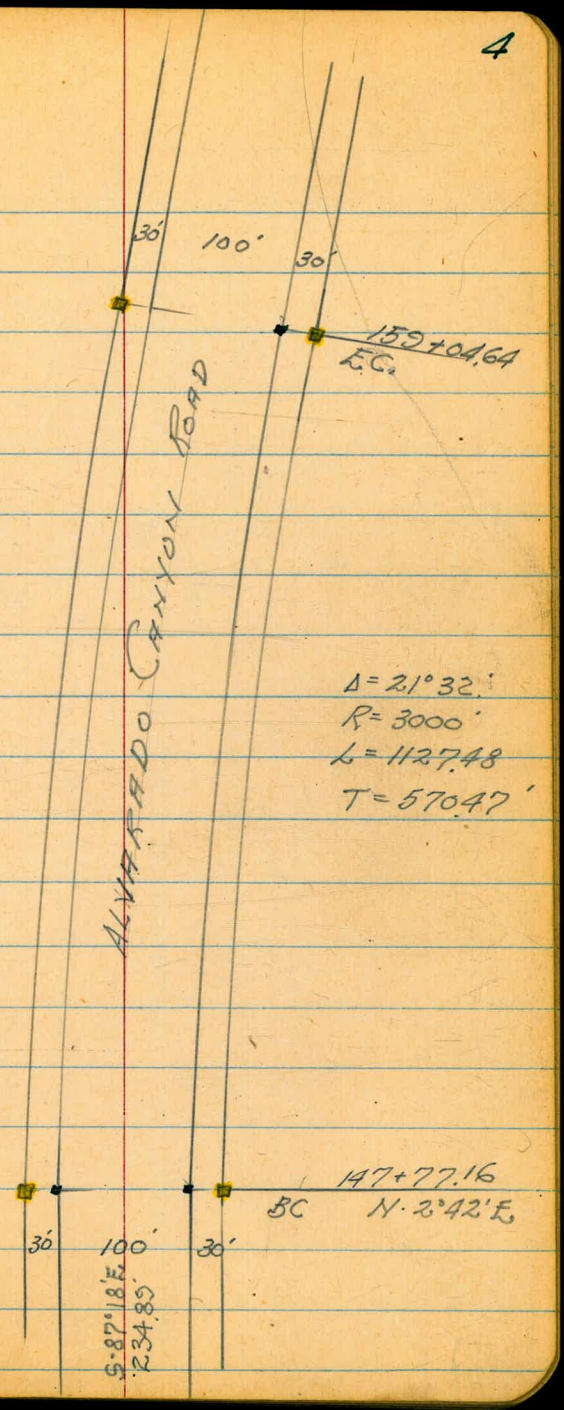
Cont. from P. 2



Cont. P. 2

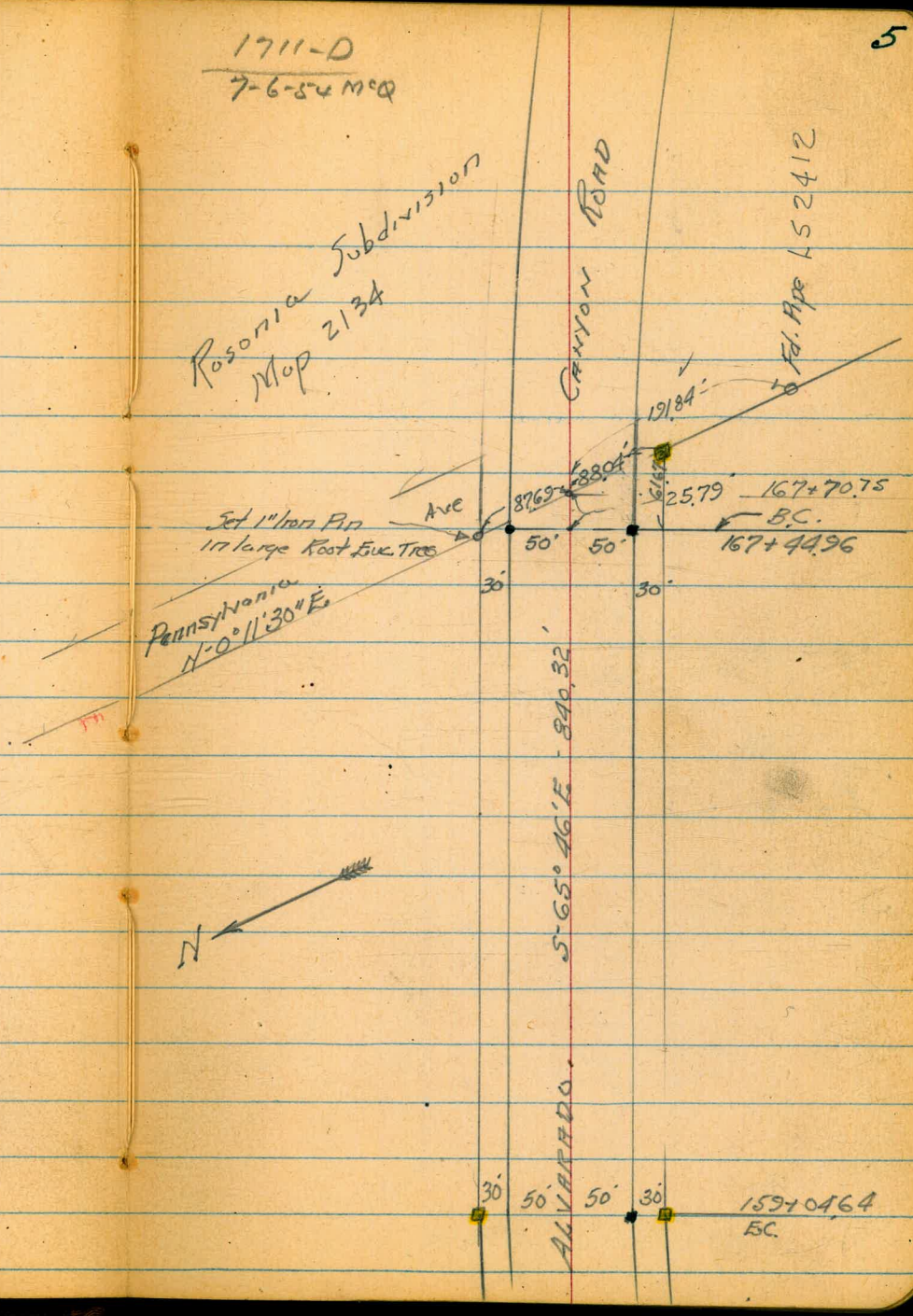
17100
7-6-5 & McQ

Cont. from p. 3

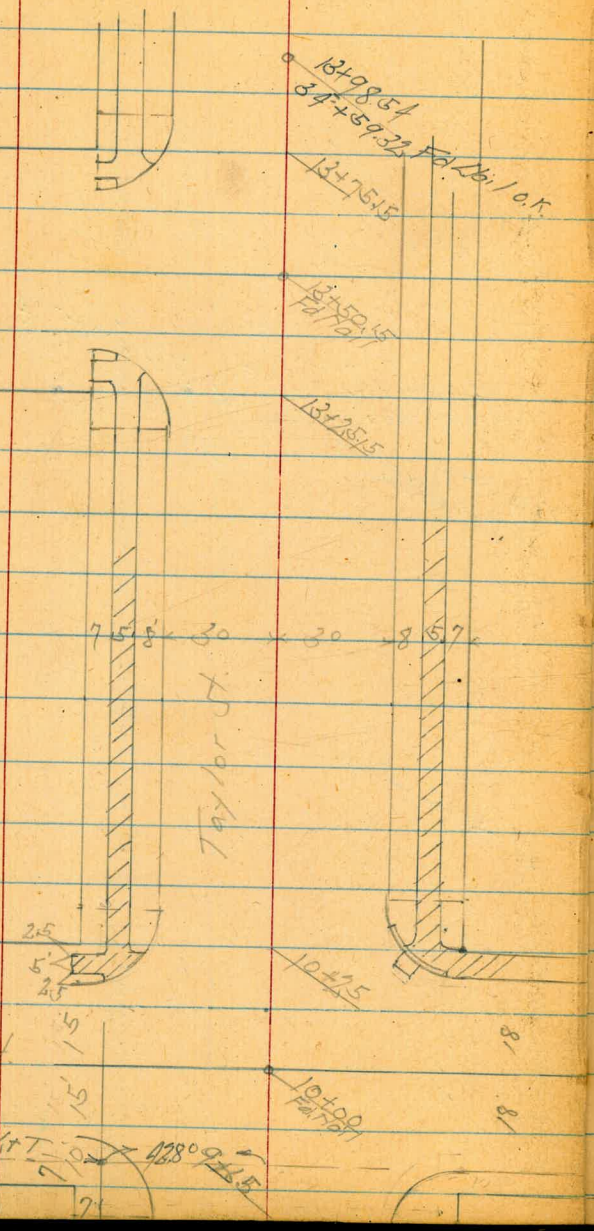


1711-D
7-6-54 McQ

Cont. from P-4



Cross Section Taylor St.
Juan St to Camino Del Rio

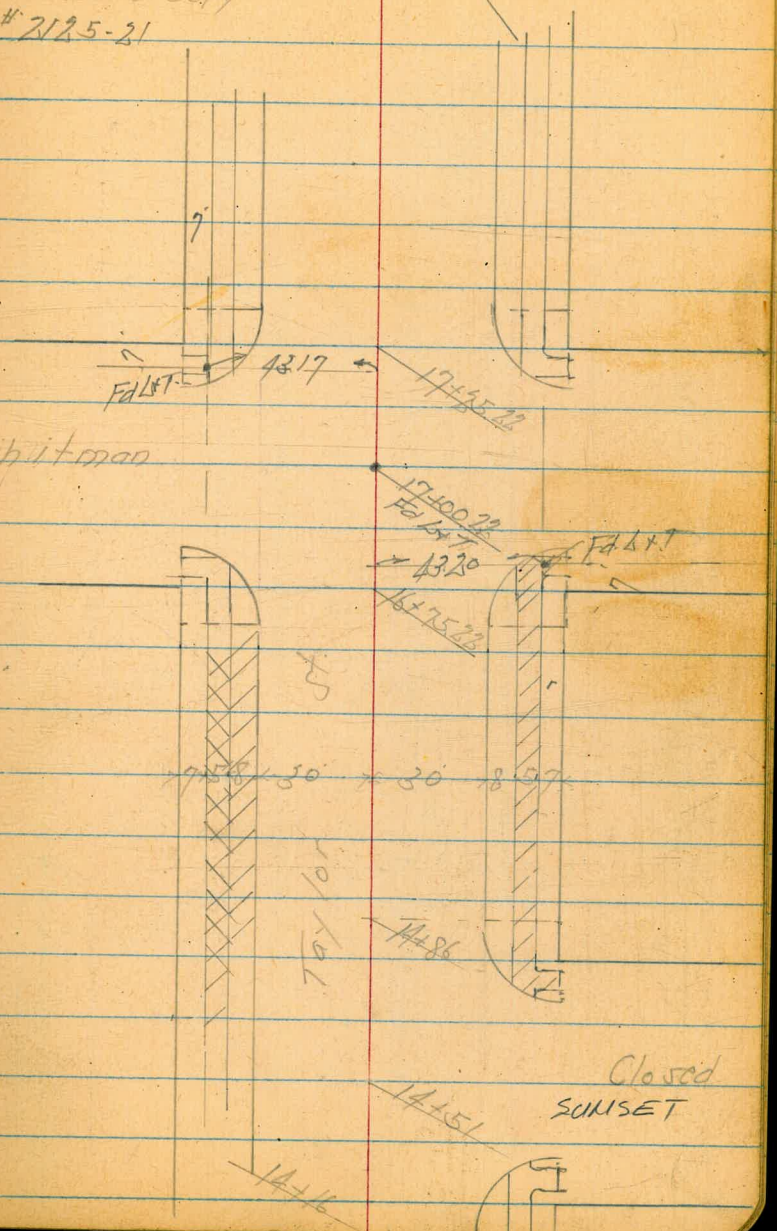


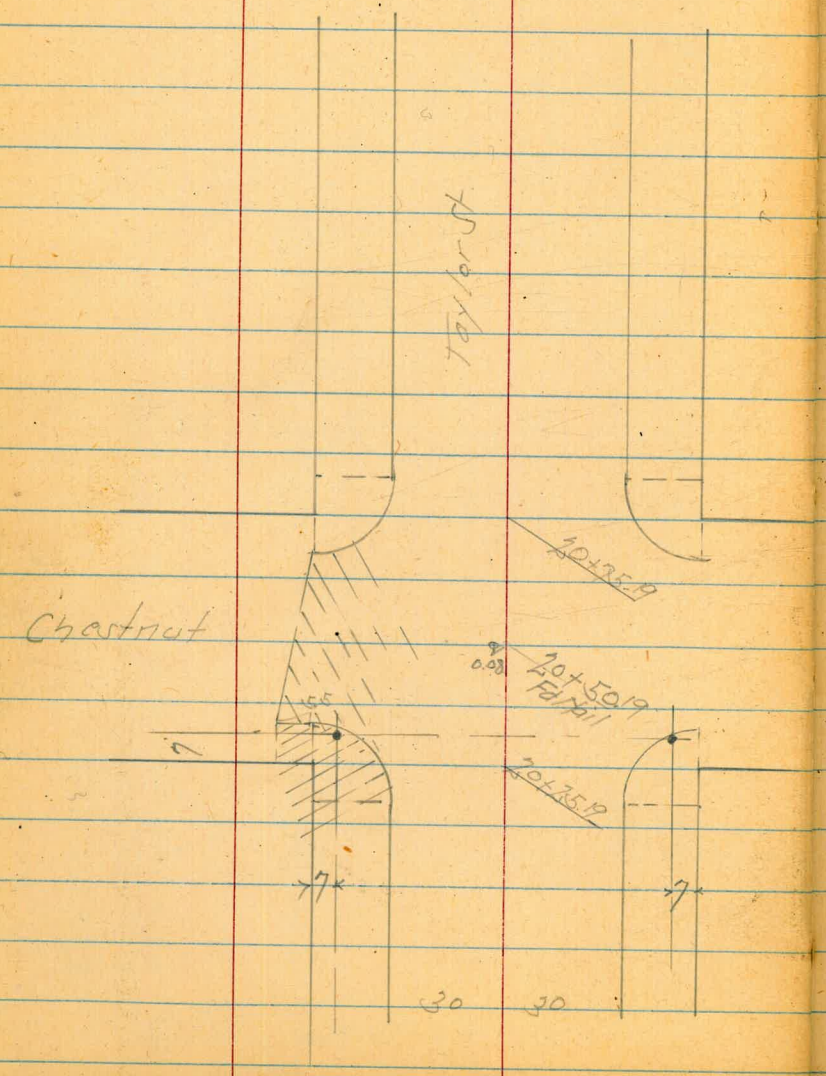
INDEXED
OCT 26 1951

W.O. #22054
Topog. pat on
Hard Copy
#2125-21

Sept 21-1951
H. Sisson
Clark
Roger
Fritz

6




Taylor St
Chestnut
40+25.19
0.03
30+50.19
Fill
30+25.19
7
7
30
30

Cross Section Taylor St

Lt ℄ Rt

Sept 24-51
#5,5807
Rosch
Clark

10+0 = ℄ Swan

4.35 3.99 4.57 4.73 4.56 4.44 4.44
5.34 5.70 5.13 4.98 5.13 5.25 5.25
50 30 15 30 50

10+85 = South Curb to West

4.59 3.95 3.87 4.51 4.74
5.10 5.74 5.82 5.18 4.95
50-Curb 50-Gut 30 15

+82 = South Curb of Swan to East

4.75 4.56 4.14 4.02 4.57
4.94 5.13 5.55 5.67 5.12
15 30 30-Gut 50-Curb

9+65

4.9 4.59 4.46 3.80 4.41 4.74 4.42 3.87 4.52 4.66 4.81
4.8 5.10 5.23 5.89 5.28 4.95 5.27 5.82 5.17 5.02 4.9
50 43-Edge Walk 30-Cb 30-Gut 15 15 30-Gut 30-Cb 43-Edge Walk 50

Not Record
BM 5.08 9.69 4.61 S.E.BP Swan + Taylor

9.69

BM 2.22 ~~20.18~~ 20.19 S.W.BP Taylor St + SO River Bridge 20.07

10.97 ~~22.40~~ 22.41 1.20 ~~11.43~~ 11.44

5.40 12.64 4.05 7.24

5.89 11.29 4.24 5.90

BM 5.42 10.14 4.72 S.E.BP Swan + Taylor

1+70

+50

+38 = Curb E.C. on Rt.

+25 = North Line Sean

+18 = North Curb Sean to East

10+15 = North Curb Sean to West.

9.69

Lt 2 Rt 9

5.19	5.05	5.03	4.93	4.30	4.92	5.09	4.81	4.30	5.07	5.02	5.16
4.50	4.64	4.66	4.76	5.39	4.77	4.60	4.88	5.39	4.62	4.67	4.53
50-AC	43-Edge Walk	38-Edge Walk	30-Cb	30-Gut.	15		15	30-Gut.	30-Cb	43-Edge Walk	50-AC
5.21	4.89	4.84	4.28	4.18	4.71	5.01	4.72	4.16	4.79	4.89	5.06
4.48	4.80	4.85	5.41	5.51	4.98	4.88	4.99	5.53	4.90	4.80	4.63
50	43	38	30-Cb in Dr.	30	15		15	30-Cb & Gux in Drive	38-Edge Walk	43-Edge Walk	50-AC
5.10	4.84	4.78	4.71	4.11	4.70	4.93	4.70	4.08	4.77	4.85	4.97
4.59	4.85	4.91	5.48	5.58	4.99	4.76	4.99	5.61	4.92	4.84	4.73
50-AC	43-Edge Walk	38-Edge Walk	30-Cb in Drive	30-Gut	15		15	30-Gut.	30-Cb	43	50-AC
4.87	4.81	4.74	4.11	4.64	4.84	4.63	3.78	4.74	4.80	4.84	
4.82	4.88	4.95	5.58	5.05	4.85	5.06	5.91	4.95	4.89	4.85	
50-AC	43-Edge Walk	32.5-Cb.	32.5-Gut	15		15	35-Gut in Drive	35-Cb	43-Edge Walk	50-AC	
					4.85	4.62	4.70	4.14	4.79		
					4.84	5.07	5.49	5.55	4.90		
						15	30	50-Gut	50-Cb.		
			4.17	4.06	4.03	4.59	4.85				
			5.52	5.63	5.66	5.10	4.84				
			50-Curb in Drive	50-Gut	30	15					

9.69

Taylor St.

+25.15 = S/L Sanset on Lt

+15.15 = Curb B.C. on Lt

5.92
5.97
30
Conc

13+0

+50

12+0

TP 4.68 9.89 4.48 5.21

10+50

9.19

Lt. ℄ Rt. 10

5.95	5.79	5.67	5.09	5.03	5.56	5.81	5.60	5.01	5.64	5.90	5.9
3.91	4.10	4.22	4.80	4.86	4.33	4.08	4.29	4.88	4.35	3.99	4.0
50	43	32 Cb	27 Gut	30	15		15	30 Gut	30 Cb	43 Edge Walk	50
Conc											

5.93	5.74	5.73	5.15	4.95	5.56	5.77	5.53	4.98	5.11	5.74	5.84	5.9
3.96	4.15	4.16	4.74	4.94	4.33	4.12	4.36	4.91	4.78	4.15	4.05	4.0
50	43	38	30 Cb	30	15		15	30	30 Cb	38	43	50
Conc			Drive						Dr 1/3			

5.8	5.69	5.06	4.94	5.55	5.74	5.47	4.94	5.59	5.74	5.87	
4.31	4.50	4.84	4.95	4.34	4.15	4.42	4.95	4.30	4.15	4.02	
43	38	30 Cb	30	15		15	30	30	43	50	
		Drive								Conc	

5.3	5.59	5.50	4.81	5.37	5.56	5.37	4.79	5.43	5.56	5.7	
4.6	4.30	4.39	5.08	4.52	4.33	4.57	5.10	4.46	4.33	4.5	
50	43	30	30	15		15	30	30	43	50	

5.0	5.44	5.33	4.62	5.29	5.49	5.21	4.63	5.25	5.47	5.54	
4.6	4.45	4.56	5.27	4.60	4.40	4.68	5.26	4.64	4.47	4.35	
50	43	30	30	15		15	30	30	43	50	

9.89

5.1	5.19	5.08	4.45	5.02	5.24	5.00	4.46	5.15	5.23	5.33	
4.4	4.50	4.61	5.24	4.67	4.45	4.89	5.23	4.54	4.46	4.36	
30 Cb	43 Edge Walk	30 Cb	30 Gut	15		15	30 Gut	30 Cb	43 Edge Walk	50 AC	

9.69

14+16 = Curb BC on Rt.

+85.15

+75.15 = North Line Sunset to ℄ 5.9 10 50

+65.15 = North Curb Line

+50.15 = ℄ Sunset St.

13+35.15 = South Curb Line Sunset to East.

9.89

Lt.	℄	Rt.
6.1	6.00	5.89
3.88	3.89	4.00
50	43-Edge Walk	30-Cb
5.73	5.89	6.10
4.66	4.00	3.79
30-Gut	15	
5.86	5.79	6.01
4.03	4.10	3.88
15	30-Gut	30-Cb
6.12	6.0	
3.77	3.9	
43-Edge Walk		

Lt.	℄	Rt.
6.0	5.94	5.82
3.9	3.95	4.07
50	43	28-Cb
5.76	5.77	6.01
4.23	4.13	3.88
28-Gut	15	
5.75	5.75	5.85
4.14	4.14	4.04
15	30	30
5.99	5.9	
3.90	4.0	
43	50	

Lt.	℄	Rt.
6.23	5.82	5.14
3.66	4.07	4.75
43-Edge Walk	33-Cb	33-Gut
5.76	5.74	5.91
4.23	4.15	3.92
30	15	
5.69	5.19	5.78
4.30	4.70	4.11
15	30	30
5.93	5.8	
3.96	4.1	
43	50	

Lt.	℄	Rt.
5.82	5.75	5.12
4.07	4.24	4.77
50-Cb	50-Gut	30
5.73	5.97	5.64
4.16	3.97	4.35
15		15
5.16	5.74	5.88
4.73	4.15	4.01
30	30	43
5.8		
4.1		
50		

Lt.	℄	Rt.
5.43	5.10	5.66
4.46	4.79	4.23
50	30	15
5.86	5.62	5.11
4.03	4.37	4.78
	15	30
5.67	5.88	5.8
4.22	4.01	4.1
30	43	50

Lt.	℄	Rt.
5.77	5.21	5.05
4.12	4.18	4.84
50-Cb	50-Gut	30
5.60	5.95	5.61
4.29	4.01	4.38
15		15
5.92	5.66	5.85
4.07	4.23	4.01
15-Gut	30-Cb	43-Edge Walk
5.9		
4.0		
50		

9.89

Taylor St.

TP	5.37	11.58	3.58	6.31
+50				
15+0				6.46 3.43 50-AC
+86 = Curb EC on Rt.				
+66 = Curb Line on Rt.				
+51				
14+36 = Curb Line on Rt.				
		9.89		

Lt.										
6.64	6.46	6.37	5.67	6.21	6.45	6.22	5.66	6.37	6.47	6.5
3.35	3.43	3.57	4.22	3.48	3.44	3.67	4.24	3.57	3.47	3.4
50-AC	43-Edge Walk	30-Cb	30-Gut	15		15	30-Gut	30-Cb	43-Edge Walk	50
6.28	6.29	5.69	5.55	6.14	6.29	6.08	5.56	6.20	6.28	6.3
3.61	3.66	4.26	4.34	3.77	3.60	3.81	4.33	3.69	3.61	3.6
43	38	30-Cb 50-13	30	15		15	30	30	43	50
6.44	6.26	6.19	5.48	6.17	6.26	6.02	5.49	6.17	6.25	6.4
3.45	3.63	3.70	4.41	3.82	3.63	3.87	4.40	3.77	3.64	3.5
50-AC	43	30	30	15		15	30-Gut	30-Cb	43	
6.31	6.17	6.11	5.47	6.01	6.22	5.98	5.47	5.49	6.17	
3.58	3.73	3.78	4.47	3.88	3.67	3.91	4.47	4.42	3.73	
50-AC	43	30	30	15		15	30	50-Gut	50-Cb	
6.27	6.16	5.99	5.40	5.98	6.14	5.97	5.41	5.64		
3.62	3.73	3.90	4.49	3.91	3.75	3.92	4.48	4.25		
50-AC	43	30	30	15		15	30	50		
6.2	6.17	5.97	5.33	5.99	6.13	5.91	5.37	5.38	5.91	
3.7	3.77	3.92	4.56	3.90	3.76	3.97	4.57	4.51	3.98	
50	43-Edge Walk	30-Cb	30-Gut	15		15	30	50-Gut	50-Cb	
								9.89		

| | | |

Taylor St.

TP	6.14	13.50 ✓	4.22	7.36 ✓
+50				
18+0				
+50				
+35.22 = Curb EC Rt + Lt				
+25.22 = N.L. Whitman				
17+15.22 = North Curb Line Whitman				
		11.58		

Lt	℄	Rt
7.1 7.24 7.18 6.62 7.01 7.24 7.03 6.55 7.24 7.27 6.7		
4.5 4.37 4.40 4.96 4.57 4.34 4.55 5.03 4.34 4.31 4.9		
50 43 30 30 15 15 30 30 43 50		
50 Curb 30 Cb 30 Gut 30 Gut 30 Cb 43 Edge Walk		
7.0 7.14 7.04 6.41 6.87 7.11 6.88 6.33 7.00 7.08 6.4		
4.6 4.41 4.54 5.17 4.71 4.47 4.70 5.25 4.58 4.50 5.4		
50 43 30 30 15 15 30 30 43 50		
6.9 7.00 6.85 6.19 6.70 6.92 6.75 6.17 6.85 7.02 6.6		
4.7 4.58 4.73 5.39 4.88 4.66 4.83 5.41 4.73 4.56 5.0		
50 43 30 30 15 15 30 30 43 50		
6.92 6.96 6.85 6.17 6.71 6.95 6.74 6.17 6.87 7.03 7.07 7.1		
4.66 4.62 4.73 5.41 4.87 4.63 4.84 5.41 4.71 4.55 4.51 4.5		
50 43 30 30 15 15 30 30 43 43 43 50		
50 on Curb Walk		30 Cb 30 Gut 30 Gut 30 Cb 43 on Curb 43 Edge Walk
6.9 6.86 6.96 6.16 6.66 6.92 6.72 6.13 6.11 6.83 6.90 6.9		
4.7 4.72 4.72 5.43 4.92 4.66 4.86 5.45 5.47 4.75 4.88 4.7		
50 43 32.8 32.8 15 15 30 32.8 32.8 43 43 50		
32.8 Cb 32.8 Gut		32.8 Gut 32.8 Cb 43 Edge Walk
6.77 6.18 6.14 6.62 6.89 6.64 6.07 6.19 6.83		
4.81 5.40 5.44 4.96 4.69 4.94 5.51 5.39 4.75		
50 50 30 15 15 30 50 50		
50 Curb 50 Gut		50 Gut 50 Cb
	46	
	11.58 ✓	

B.M.	5.68	7.82	SEBP Chestnut + Taylor 7.82
+35.19 = South Curb Line			
+25.19 = South Line Chestnut			
+15.19 = Curb BC Rt + Lt.			
20+0			
+50			
19+0			
	13.50		

Lt. | ℄ | Rt.

Lt.										
1.30	1.25	1.26	1.86	8.06	1.80	1.33	1.30	1.90		
6.76	6.25	6.24	5.65	5.44	5.70	6.17	6.20	5.60		
55	50	30	15		15	30	50	50		
Edge Walk	Gut Curb BC						Gut	CB		
1.83	1.60	1.14	1.11	1.13	1.92	1.65	1.16	1.81	1.97	8.10
5.67	5.70	5.76	6.39	5.77	5.58	5.85	6.35	5.69	5.53	5.40
50	43	32.8	32.8	15		15	32.4	32.4	43	50
Conc		CB	Gut				Gut	CB		BC
1.87	1.84	1.68	1.06	1.61	1.81	1.60	1.07	1.19	1.90	8.15
5.63	5.66	5.82	6.44	5.89	5.69	5.87	6.43	5.71	5.60	5.35
50	43	30	30	15		15	30	30	43	50
		CB	Gut							BC
1.82	1.76	1.11	1.10	1.00	1.47	1.10	1.58	1.07	1.10	1.82	8.10
5.68	5.74	5.79	6.40	6.50	6.03	5.80	5.92	6.48	6.40	5.68	5.40
50	43	38	30	30	15		15	30	30	43	50
Slope			CB						CB		BC
1.6	1.54	1.47	6.83	1.30	1.50	1.35	6.80	1.46	1.60	1.52
5.9	5.94	6.03	6.67	6.20	6.00	6.15	6.70	6.04	5.90	5.98
50	43	30	30	15		15	30	30	43	50
										Conc
1.3	1.35	1.26	6.68	1.16	1.42	1.19	6.69	1.29	1.44	1.2
6.7	6.15	6.34	6.82	6.31	6.08	6.31	6.81	6.21	6.06	6.2
50	43	30	30	15		15	30	30	43	50
	Edge Walk Conc	CB	Gut				Gutter	Curb	Edge Walk	

13.50 ✓

Taylor St.

Lt. ℄ Rt.

+50

1.93
5.57
50-AC

8.14 8.85 9.78 9.15 9.80 10.16 9.96 9.45 10.10 10.70 10.47
5.36 4.65 3.72 4.35 3.70 3.34 3.54 4.05 3.40 3.30 3.03
38.8-AC 38.8-Top Wall 30-Cb 30-Gut 15 15 30-Gut 30-Cb 43-Top Wall 50-Conc

21+0

1.77
5.73
50-AC

8.11 9.02 8.90 8.29 8.88 9.14 8.96 8.39 8.98 9.11 9.79
5.39 4.48 4.60 5.21 4.52 4.36 4.54 5.11 4.52 4.39 4.21
39.3-AC 39.3-Top Wall 30 30 15 15 30 30 43 50-Conc

+85.19

1.80
5.70
50-AC

7.91 8.78 8.63 8.04 8.60 8.90 8.57 8.02 8.68 8.67 9.08
5.59 4.72 4.87 5.46 4.90 4.60 4.93 5.48 4.82 4.68 4.42
47.7-AC 47.7-Top Wall 30 30 15 15 30-Gut 30-Cb 43 50-Conc

+75.19 = North Line Chestnut St.

1.84 8.1 8.5 7.97 8.47 8.72 8.57 7.97 8.50 8.67 9.09
5.66 4.8 5.00 5.53 5.03 4.78 5.13 5.53 5.00 4.83 4.41
50-AC 48-Top Wall 32.6-Cb 32.6-Gut 15 15 32.6-Gut 32.6-Cb 43 50-Conc

+65.19 = North Curb Line

1.80 7.81 8.30 8.53 8.72 7.70 7.78 8.46
5.70 5.19 5.70 4.95 5.28 5.80 5.72 5.04
50-Gut Curb 30 15 15 30 50-Gut 50-Cb

Ford Drive

1.80 7.87 7.53 8.08 8.26 8.00 7.49 7.75
5.70 5.68 5.97 5.42 5.24 5.50 6.01 5.75
52.9-AC 50 30 15 15 30 50

20+50.19 = ℄ Chestnut

13.50

13.50

Lt. | ℄ | Rt.

24+10			15.1	17.5	17.52	16.94	16.66	16.63	17.10	17.10	16.64	16.60	16.54	16.06	16.65	12.4							
			7.3	4.9	4.91	5.49	5.77	5.80	5.33	5.33	5.79	5.83	5.89	6.37	5.78	0.0							
			68	57	46.5-Cb	46.5-Gut	25	13.1-Gut	12.7-Cb	4.8-Cb	4.4-Gut		15	30-Gut	30-Cb	38.5							
+85.99			13.5	14.5		16.35	16.83	15.72	15.74	16.20	16.01	15.70	15.70	15.75	16.27	16.89	16.3	12.4					
			8.9	7.9		6.08	6.60	6.71	6.69	6.22	6.42	6.73	6.73	6.68	7.16	6.54	6.1	0.0					
			70	48		34-Cb	34-Gut	17	6.6-Gut	6.2-Cb	3.0-Cb	2.6-Gut		15	30	30	32	36					
+50						12.78	12.80	13.53	14.43	13.78	14.04	14.33	14.37	14.07	14.74	12.4							
						9.65	9.63	8.90	8.00	8.65	8.39	8.10	8.06	8.38	7.69	0.0							
						50-AC	39.5-AC	39.5-Top Wall	30.2-Cb	30.2-Gut	15		15	30	30	36							
23+0						11.14	11.31	11.83	12.65	12.03	12.66	12.06	12.99	12.78	13.40	13.4							
						11.39	11.42	10.60	9.78	10.90	9.77	9.37	9.44	9.65	9.03	7.0							
						50-AC	39-AC	39-Top Wall	30	30	15		15	30	30	38							
+50						8.58	9.17	10.37	11.11	11.02	11.71	12.11	11.99	11.59	12.82	14.8							
						12.86	12.76	12.06	10.72	11.41	10.72	10.32	10.44	10.84	10.11	7.6							
						50-AC	39-AC	39-Top Cobble Wall	30	30	15		15	30	30	43							
TP	10.00	22.43	1.07	12.43																			
												22.43											
22+0						8.72	8.66	9.30	10.72	10.09	10.71	11.09	11.00	10.57	11.15	11.27	11.59						
						5.28	4.84	4.20	2.78	3.41	2.79	2.41	2.50	2.93	2.35	2.23	2.11						
						50-AC	38.6-AC	38.6-Top Wall Cobble	30-Cb	30-Gut	15		15	30-Gut	30-Cb	43	50-Conc Edge Walk						
		13.50										13.50											

Taylor St

Lt Z Rt

BM 2.22 20.11 S 1/4 B.P. Taylor + 50 River Brd 20.07

18.47 17.94 16.72 17.46 17.4

3.96 4.49 5.71 5.07 0.0

53.3 Exit Curb 53.3 Gut 36 Gut 30 cb 36

17.77 17.60 18.04 17.98 17.55 17.39 17.38 17.90 17.81 17.82 17.23

4.66 4.83 4.39 4.45 4.88 5.04 5.05 4.53 4.67 5.11 5.30

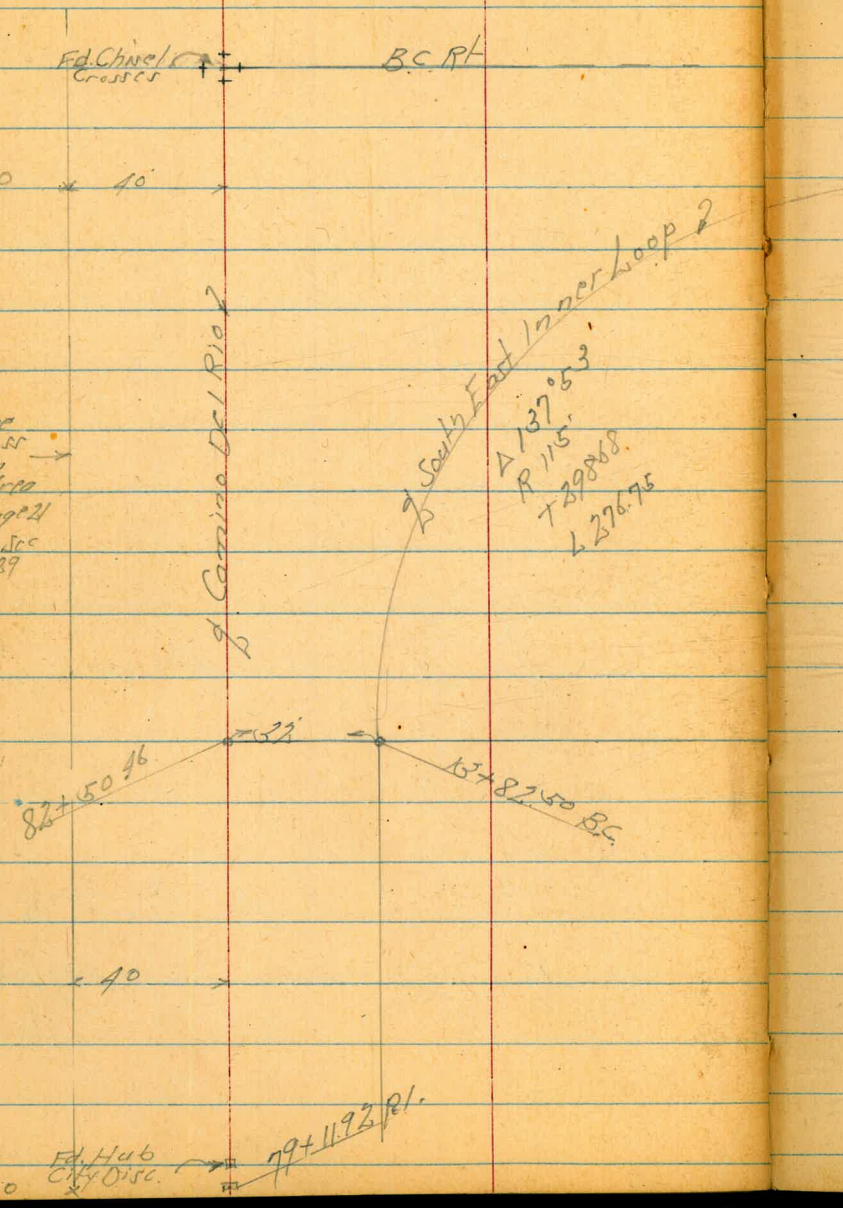
33.5 23.5 Gut 22 cb 11 cb 10.7 Gut 59 Gut 63 cb 98 cb 102 Gut 75

24+34.79

22.43

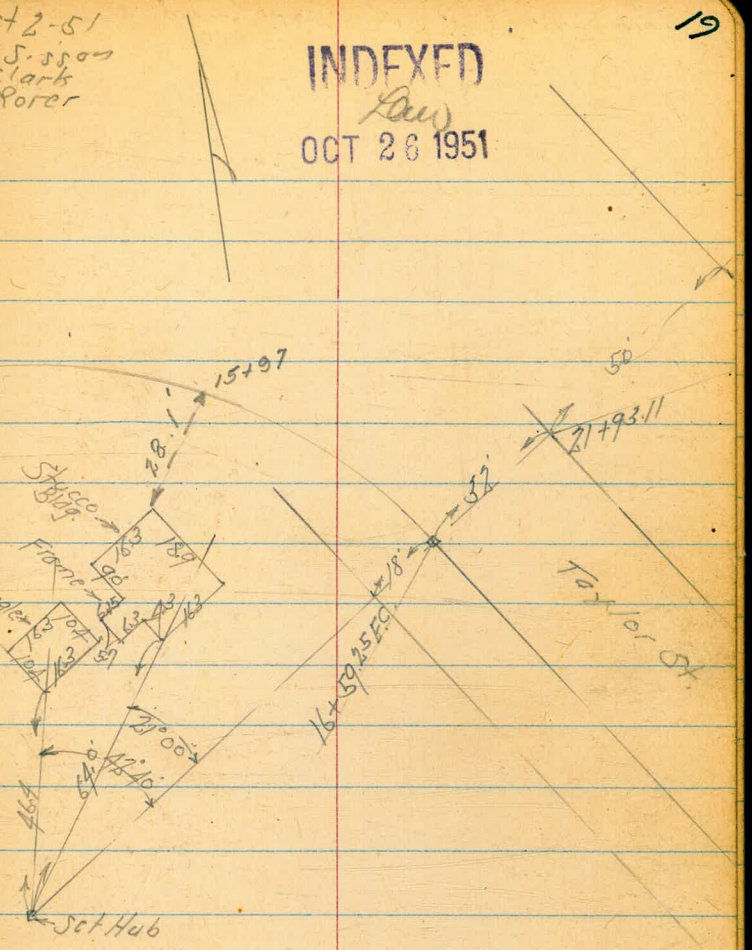
22.43

Camino Del Rio + Taylor St.
South East Inner Loop



Oct 2-51
A.S. Sisson
Clark
Rorer

INDEXED
OCT 26 1951



Alignment South East Inner Loop

+59.25 E.C.	68° 56.5'	
+50	66° 38.27'	
+25	60° 24.60'	
16+0	54° 10.93'	Δ 137° 53'
+75	47° 57.26'	R 115'
+50	41° 43.60'	T 298.68
+25	35° 29.90'	L 276.75
15+0	29° 16.24'	D. 14.9467
+75	23° 02.57'	
+50	16° 48.90'	
+25	10° 35.23'	
c 24.95		
14+0	4° 21.57'	
c 17.48		
13+82.50 B.C. Rt.		

Re F Sc 7 Lo K

Cross Section Area Between
Camino Del Rio & San Diego River Dyke

For Additional Levels See Pages 25 to 27

(See Page 19 for Base Line.)

76+0	245.8			14.1 / 14.4 / 14.5
+50	254.4			
75+0	262.9			
+50	271.5			
74+0	280			
TP	7.34	28.49	8.35	21.15
BM	4.43	24.50		20.07

S.P.&P. S.D. River Bridge at Taylor St.

Oct. 11-51
H. Sisson
Clark
Porter
Fritz

21

Lt. | ℄ | Rt.

INDEXED
OCT 29 1951

Lt.									
22.1	23.4	18.6	8.0	8.0	12.5	13.6	14.76		14.07
6.4 / 95	5.1 / 77	9.9 / 58	20.5 / 44	20.5 / 10	16.0	14.9 / 5	13.73 / 13.4 = N.Y. Curb		14.42 / 13.7 = Gut
13.8	16.0	19.2	12.3	10.3	10.1	13.4	16.4	16.23	15.36
14.7 / 130	12.5 / 100	9.3 / 59	15.2 / 41	18.2 / 26	18.4 / 8	15.1	12.1 / 8	12.26 / 133 = Cb	13.13 / 133 = Gut
14.9	18.1	18.3	19.6	14.3	15.7	18.3	17.86		17.22
13.6 / 122	9.6 / 107	10.2 / 67	8.9 / 23	14.2 / 6	12.8	10.2 / 8	10.63 / 133 = Cb		11.27 / 133 = Gut
14.7	21.1	20.6	19.4	20.2	15.0	16.9	20.4	19.90	19.18
13.8 / 122	9.4 / 106	7.9 / 77	9.1 / 86	8.3 / 18	13.5 / 4	11.6	8.1 / 8	8.59 / 133 = Cb	9.31 / 133 = Gut
13.3	22.3	21.7	17.2	18.8	14.2	18.2	22.8	22.28	21.54
15.2 / 131	6.2 / 108	6.8 / 79	11.3 / 64	9.7 / 17	14.3 / 4	10.8	5.7 / 4	6.21 / 133 = Cb	6.95 / 133 = Gutter

28.49

| | | | | | Lt. | | | | |

			Lt.							Rt.
82+0		18.6 5.5 13. Dyke	19.8 4.3 54	14.4 9.7 39	13.8 10.3 25	11.9 12.3 21	11.8 12.3 13	14.4 9.7 5.: Top Berm	14.1 10.0	14.30 9.84 4.9 Nylcon Pav.
+50		18.5 5.6 13.5 Dyke	19.7 4.4 65. Dyke	14.6 9.5 54	14.1 10.0 41	8.8 15.3 25	8.6 15.5 14	13.6 10.5 3.: Berm	13.2 10.9	13.4 10.73 6.5 Nylcon Pav.
81+0		18.3 5.8 13.3 Dyke		19.2 4.9 86 Dyke	14.3 9.8 65	13.8 10.3 40	7.9 16.2 23	7.1 17.0 14	13.1 11.0 3.: Berm	12.3 11.8	12.47 11.67 8.5: Pav.
+50		17.8 6.2 14.: Dyke		18.7 5.4 84: Dyke	13.5 10.6 70	14.1 10.0 38	7.8 16.3 19	7.7 16.4 16	12.3 11.8	11.9 12.2 1.: Berm	12.31 11.83 10.9: Pav.
80+0		18.5 5.6 14.0 Dyke		18.0 6.1 95: Dyke	12.6 11.5 85	13.1 11.0 45	11.8 12.3 25	7.3 16.8 16	7.9 16.2 7	10.8 12.3	12.2 11.9 2.: Berm	10.8 12.30 12.8: Paving
79+50	187	18.3 5.8 14.7 Dyke Top	18.3 5.8 100: Dyke	13.2 10.9 88	14.2 9.9 52	11.6 12.5 15	10.7 13.4 16	7.4 16.7 9	7.7 16.4 3	9.2 14.9	10.7 13.4 4.: Berm	11.59 12.55 14.1: Nylcon Paving
	3414									3414		

			Lt					Rt.
BM	4.14	20.00	5th BP Bridge + Taylor 2007					
84+0			17.6 6.5 14' Hwy Top Dike	18.4 5.7 50'	18.1 6.0 14'	17.0 7.1 10'	17.7 6.4 6' Berm	17.6 6.5	17.8 6.30 31' Hwy Conc Pavt
+50			18.6 5.5 85' Hwy Dike	18.8 5.3 30'	15.7 8.4 22'	15.6 8.5 10'	16.9 7.2 7' Berm	16.8 7.3	16.92 7.22 3' Pav
83+0			18.7 5.4 96' Dike	18.6 5.5 18	20.1 4.0 84'	19.6 4.5 44'	12.8 11.3 28'	12.6 11.5 13'	16.2 7.9 7' Berm	15.9 8.2	16.10 8.04 3.2' Pav
82+50					18.5 5.6 105' Hwy Top Dike	19.1 4.4 45'	13.1 10.4 33'	12.7 11.4 14'	15.5 8.6 14' Berm	15.0 9.1	15.20 8.94 5.8' Hwy Conc

Cross Section Area Between
Camino Del Rio & San Diego River Dyke
East of Santa Fe. R.R.

Dec 19-51
A Sisson
Garber
Rorer
Fritz

Lt.

Rt.

B
Same as Page 19

See Page 19 for Base Line
Also Page 21 for Additional Levels

450				18.0	10.4	11.4	10.8	17.4	17.1	18.1	17.9	20.0	19.5	7.4	7.8
				6.3	139	179	135	69	72	62	64	43	48	16.9	16.5
				278	265	200	162	147	135	129	120	114	95	72	48 Top Fill
				Div Top											
7+40		17.8	9.9	8.9	10.3	10.0	11.0	14.2	15.5	15.8	19.4	19.2	8.4	7.2	8.3
		6.5	144	154	140	143	103	101	88	85	49	51	159	171	160
		285	272	245	200	170	159	145	140	133	120	96	77	65	50 Toe
		Top Dike													
450	Left on B						17.3	11.3	11.8	13.2	16.6	17.3	10.2	8.1	
							9.0	130	125	141	97	70	141	156	
							298	250	183	146	135	90	76	45 Toe	
							Top Dike								
70+0						18.0	15.3	13.9	13.0	12.7	14.0	14.1	10.2	9.8	
						6.3	90	104	113	116	103	102	141	145	
						196	273	250	200	150	100	72	60	38 Toe Fill	
						Top Dike									
450							17.7	15.8	15.1	13.2	13.5	12.6	12.8	9.3	7.7
							1.6	85	92	101	107	115	115	150	1.6
							300	290	250	200	150	100	50	17	
							Div Top Toe								
8+40								16.4	14.5	14.1	14.6	13.5	13.4	12.8	
								7.9	98	96	97	108	109	11.5	
								300	250	200	150	100	50		
								Div Top Toe							
BM	1.97	21.25		22.28	Top Curb 125 Rt 7+40 Page 21										24.25

Lt. | B

+50							18.2	17.2	13.9	12.1	12.1	14.7				
							8.7	9.7	13.0	13.8	14.8	13.2	See Page 21			
							228	184	177	164	154	122				
							Dike									
74+0							18.1	16.9	16.9	16.2	17.0	13.3				
							8.8	10.0	10.0	10.7	14.9	13.6	See Page 21			
							234	225	200	176	168	181				
							Dike									
+50						18.2	16.5	17.0	11.9	14.0	22.4	22.6	21.6	14.6	13.7	15.8
						8.7	10.4	9.9	15.0	14.9	4.5	4.8	5.3	13.3	13.2	11.1
						245	270	183	172	130	112	100	78	63	40	11
						Dike										
TP	522	26.92	255	21.70												26.92
78+0			18.6	15.9	16.4	17.2	11.7	13.8	22.3	22.2	21.8	21.5	19.4	18.8	10.0	10.1	12.6
			5.7	8.4	7.9	7.1	12.6	10.5	2.0	2.1	2.5	2.8	4.9	5.5	14.3	14.2	11.7
			254	247	200	188	179	131	117	106	104	81	77	73	60	46	22
			Dike														
+50						18.2	14.8	14.7	12.0	13.4	20.8	21.1	20.7	20.6	18.7	18.3	8.3	4.7
						6.1	9.5	9.6	12.8	10.9	2.5	2.2	2.6	2.7	5.1	6.5	16.0	16.6
						253	253	200	188	169	125	115	113	85	80	77	59	32
						5.7												
						Dike												
72+0						17.9	13.1	13.5	11.9	13.5	19.8	18.8	20.1	20.5	17.3	17.1	7.6	7.6
						6.4	11.2	10.8	12.4	10.8	4.5	5.5	4.2	3.8	7.0	7.2	16.7	16.7
						287	259	211	200	150	135	106	103	90	83	80	65	44 TOC
						5.5												
						Dike												
		24.25																24.25

77+0							18.3		12.1	11.9	12.0	
							46		10.8	11.0	10.9	
							170		160	145	130	
							54 Top Dyke					
+50						18.1		16.4	11.8	11.5	14.4	
						48		6.5	11.1	11.4	8.5	
						200		180	165	142	126	
						20 Dyke						
BM	2.86	22.90	4.36	20.04	5th. BP So River Bridge Taylor St. 20.09							22.90
TP	6.75	24.40		9.27	17.65							
76+0								11.7		12.5	14.3	
								15.2		14.4	12.6	See Page 21
								200		172	145	
								15 Open So Dyke				
+50						18.3		12.6	12.1	12.2	14.0	
						86		14.3	14.8	14.7	13.9	" "
						210		200	195	150	130	
						210 Dyke						
75+0						18.3	16.8	16.7	13.7	14.2	13.3	14.9
						86	101	10.7	12.7	12.7	12.6	12.0 " "
						223	200	170	163	143	139	122
						57 Top Dyke						
		26.92										26.92

℄

79+0

+50

78+0

77+50

22.90

18.1 10.3
4.8 12.6
126 116
Dyke

19.4 9.8 9.8
8.5 13.1 13.1
150 137 120
Dyke

18.9 10.3 10.3
4.0 12.6 12.6
159 143 126
Dyke

18.9 10.6 10.6 11.6
4.0 12.3 12.3 11.3
166 152 139 125
Dyke

22.90

Re Cross Section Area Between
Camino Del Rio + San Diego River Dyke
East of Santa Fe R.R.

Base Line Page 19

July 18-52
H.S. Sson
D Smith
Garber
Parks

29

Base Line

			16.5		11.4	10.1	11.2		10.4	17.4	18.0	20.0	19.5	7.9	7.8
+50			8.3		13.4	14.7	13.6		14.4	7.4	6.8	4.8	5.3	16.9	17.0
			273		285	250	200		166	144	120	113	98	72	48
			15.8		9.5	9.2	10.3		10.3	14.3	15.5	19.5	19.1	7.5	7.0
71+0			9.0		15.3	15.6	14.5		14.5	10.5	9.3	5.3	5.7	17.3	17.8
			278		264	250	200		170	158	133	122	100	77	53
		17.8	17.3	12.4	11.6	11.8		13.3	13.4	16.3	17.1	17.1	10.2	8.4	8.1
+50		7.0	7.5	12.4	13.3	13.0		11.5	11.4	8.5	7.7	7.7	14.6	16.4	16.1
		300	289	256	200	180		166	145	138	100	90	77	63	44
						18.2		15.2	13.8	12.8	12.6	14.1	14.4 *	9.2	9.9
70+0						6.6		9.6	11.0	12.0	12.2	10.7	10.4	15.6	14.9
						300		255	242	200	150	100	73	57	37
								17.4	15.3	15.0	14.4	13.7	12.9	11.7	11.4	8.1
+50								7.4	9.5	9.8	10.4	11.1	11.9	13.1	13.3	16.7
								300	285	250	200	150	100	50	25	
								54 Dyke								
								16.2	14.5	14.7	14.6	13.5	13.4	13.0	
69+0								8.6	10.3	10.1	10.2	11.3	11.4	11.8	
								300	250	200	150	100	50		
TP	6.66	24.76	2.02	18.10											24.76
BM	9.58	30.12		10.54	2 Mon Camino Del Rio Morena										

+50			18.2	17.5	14.1	14.3	13.2	13.2	14.9	21.0	20.6	20.8	19.4	20.1	15.2	17.0
			7.1	7.8	11.2	11.0	13.1	12.1	10.4	4.3	4.7	4.5	5.9	5.2	10.1	8.3
			225	185	178	165	156	130	121	106	90	73	68	20	1	
74+0	18.0	17.6	16.3	16.2	11.7	12.4	13.1	17.3	22.3	21.9	21.8	17.2	17.7	18.1	14.4	
	7.3	7.7	9.0	9.1	13.6	12.9	12.2	8.0	3.0	3.4	3.5	8.1	7.6	6.6	10.9	
	230	194	190	176	170	153	131	118	108	95	75	67	43	18	9	
+50	18.5	16.6	17.2	17.1	12.0	12.6	15.2	22.6	22.8	22.2	21.9	19.6	14.7	17.9	15.7	15.6
	6.8	8.7	8.1	8.7	13.3	12.7	10.1	2.7	2.5	3.1	3.4	5.7	10.6	7.4	9.6	9.7
	248	239	200	184	172	137	126	112	100	98	40 ?	72	62	38	25	13
TP	8.14		25.30		7.60		17.16								25.30	
73+0	18.0	15.8	16.4	17.4	11.7	12.8	14.0	22.3	21.7	21.5	19.0	10.5	10.2	12.0	12.4	
	6.2	9.0	8.4	7.4	12.1	12.0	10.8	2.5	3.1	3.3	5.8	14.3	14.6	12.8	12.4	
	255	242	200	189	179	154	131	117	100	82	75	61	45	31	22	
+50				18.4	14.9	14.6	12.0	12.7	14.6	20.9	20.8	18.2	8.5	8.0		
				6.4	9.9	10.2	12.8	12.1	10.2	3.9	4.0	6.6	16.3	16.8		
				264	250	195	187	161	137	125	85	72	61	36		
72+0				17.4	13.8	13.3	11.8	13.7	19.9	18.8	20.2	20.5	7.7	7.7		
				7.4	11.0	11.5	13.0	11.1	4.9	6.0	4.6	4.3	17.1	17.1		
				270	258	208	200	149	135	110	100	90	64	38		
			24.76									24.76				

BL

BM starting 10.38 10.55 L.Mon camino del Rio 4M sereno 10.54

78+20

78+30

TP 2.07 20.93 10.21 18.86

+75

77+50

Cross Section Morena Blvd.
Sherman to Bridge
"C" Line as Base

Sketch 2125-44

Indexed

Aug 19-52 Lt = East
Assisson
Garber
Rorer
Perkins

℄ of "C" Line

Rt = West

7+50				14.0	13.5	13.9	9.8	7.8		
				4.7	5.2	4.8	8.9	10.9		
				11		33	39	48 = Toe		
7+0				14.0	13.8	13.8		8.0		
				4.7	4.9	4.9		10.7		
				7.4		37		48 = Toe		
+50.72 BC Rt Ahead				14.1	14.0	13.8		7.1		
+27.77	Back	Equation		4.6	4.7	4.9		11.6		
				6.9		37		50 = Toe		
6+0				14.12	14.0	13.7		7.0		
				4.55	4.7	5.0		11.7		
				8.6		37		50 = Toe		
4+50				14.3	14.4	13.5		7.1		
				4.4	4.3	5.2		11.6		
				7		37		51 = Toe of Fill		
5+0				14.3	13.5	11.7		10.4		
				4.7	5.2	7.0		8.3		
				7 = Approx Edge Parking		25		50		
BM	4.40	18.67	14.27		18.67					

L+T R/R
Linda Vista
+ Morena Blvd
#2125-26

					Lt.	℄	Rt.
7+50					14.4 / 6.2 / 50	14.2 / 6.4 / 25	14.3 / 6.3 / 14.0 / 6.6 / 17 / 8.6 / 13.0 / 28
TP	6.68	20.58	4.77	18.90		20.58	
10+0					13.9 / 4.8 / 55=EP	14.0 / 4.7 / 50 / 14.0 / 4.7 / 25	13.9 / 4.8 / 13.9 / 4.8 / 15 / 8.4 / 10.3 / 28=TOC
7+50					14.0 / 4.7 / 39=EP	14.1 / 4.6 / 36	13.7 / 5.0 / 13.6 / 5.1 / 18 / 9.6 / 9.1 / 35=TOC
9+0					13.8 / 4.9 / 27=EP	14.0 / 4.7 / 25	13.7 / 5.0 / 13.8 / 4.9 / 15 / 8.0 / 10.7 / 26.7=TOC Start
7+50					14.1 / 4.6 / 20=EP	14.4 / 4.3 / 18	13.9 / 4.8 / 13.8 / 4.9 / 20 / 8.7 / 10.0 / 29 / 7.3 / 11.4 / 35
8+0					13.9 / 4.8 / 14.5=Hyp EP	13.7 / 5.0	14.0 / 4.7 / 26 / 10.1 / 8.6 / 33 / 7.6 / 11.4 / 40=TOC EP
		18.67				18.67	

					Lt	℄	Rt.
TP	694	25.15	2.37	18.21			
7+50					9.6 11.0 89	14.2 6.4 83	16.0 4.6 46
13+0					11.8 8.8 87	14.6 6.0 72	15.9 4.7 50
7+50					9.6 11.0 82	16.2 4.4 89	16.1 4.5 50
12+0					9.4 11.2 89	15.8 4.8 78	15.5 5.1 50
11+50					10.8 9.8 96=Toe Fill	14.8 5.8 88	14.8 5.8 50
10+96.59 E.C.					14.5 6.1 87	14.3 6.3 50	14.1 6.5 25
		20.58					20.58

	℄	Rt.
7+50	18.2 2.4	18.3 2.3 5
13+0	15.7 4.9	15.7 4.9 16
7+50	15.1 5.5	15.4 5.2 12
12+0	14.4 6.2	14.6 6.0 13
11+50	13.8 6.8	14.3 6.3 16
10+96.59 E.C.	13.6 7.0	13.5 7.1 18

	Lt	Rt.
7+50	14.9 5.7 12	10.4 10.2 44
13+0	11.1 9.5 27	9.2 11.4 43
7+50	9.7 10.9 25	9.5 11.1 32
12+0	14.6 6.0 23	9.1 11.5 23	8.5 12.1 28.3=Fill Slope
11+50	11.0 9.1 23	9.0 11.6 30
10+96.59 E.C.	9.7 10.9 30=Toe of Fill	

Lt. Z Rt.

B.M. 2.77 22.88 N.E. BP W.H. of Bridge 22.85 Z192 Page 10

+25

15.4 16.7 22.5 22.7 22.7 21.0 15.3 14.6
98 85 27 25 25 42 9.9 10.6
35 47 39 25 3 9. 15. Ground Hitting Wall
Ground Hitting Wall

14+0

16.2 17.8 22.4 21.6 20.7 12.7
90 74 28 36 1.5 12.5
66 44 35 33
Slope Stake

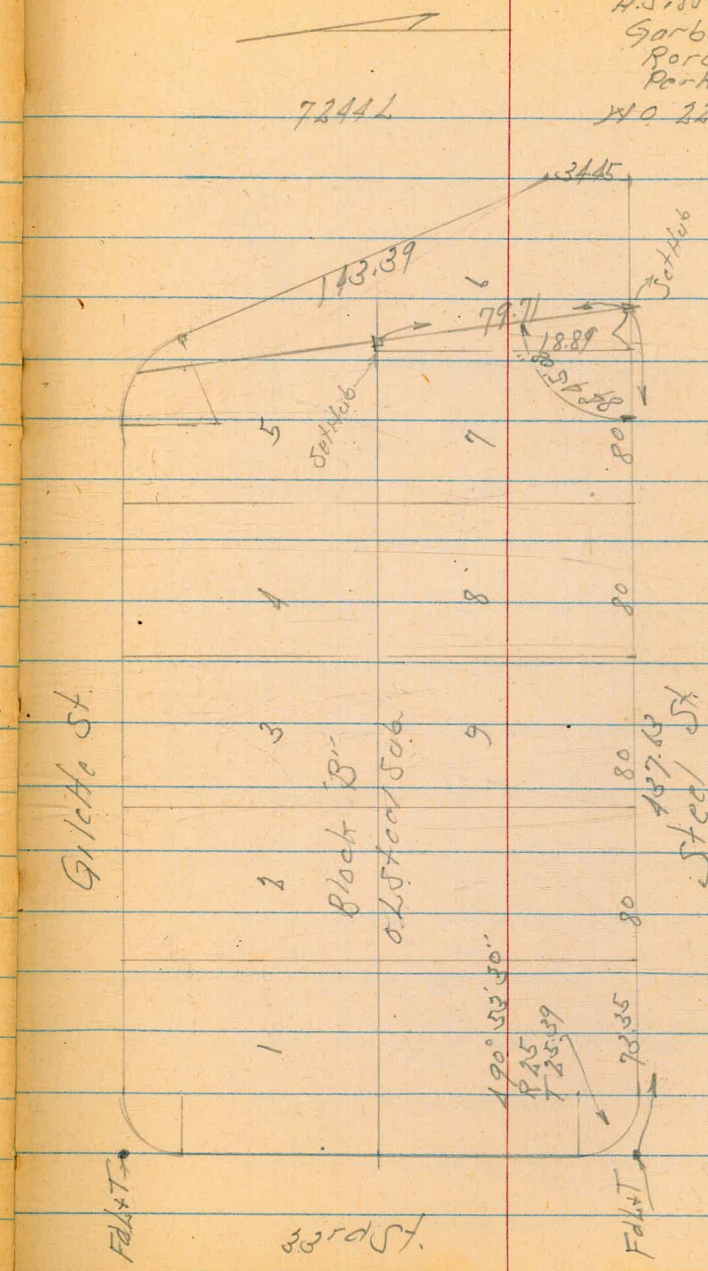
25.15

25.15

Wabash Blvd. Right of Way
Lot 6 Block B O.L. Steel Sub.

Indexed

Aug. 26-52
A. Sisson
Garber
Rorer
Perkins
W.O. 22008

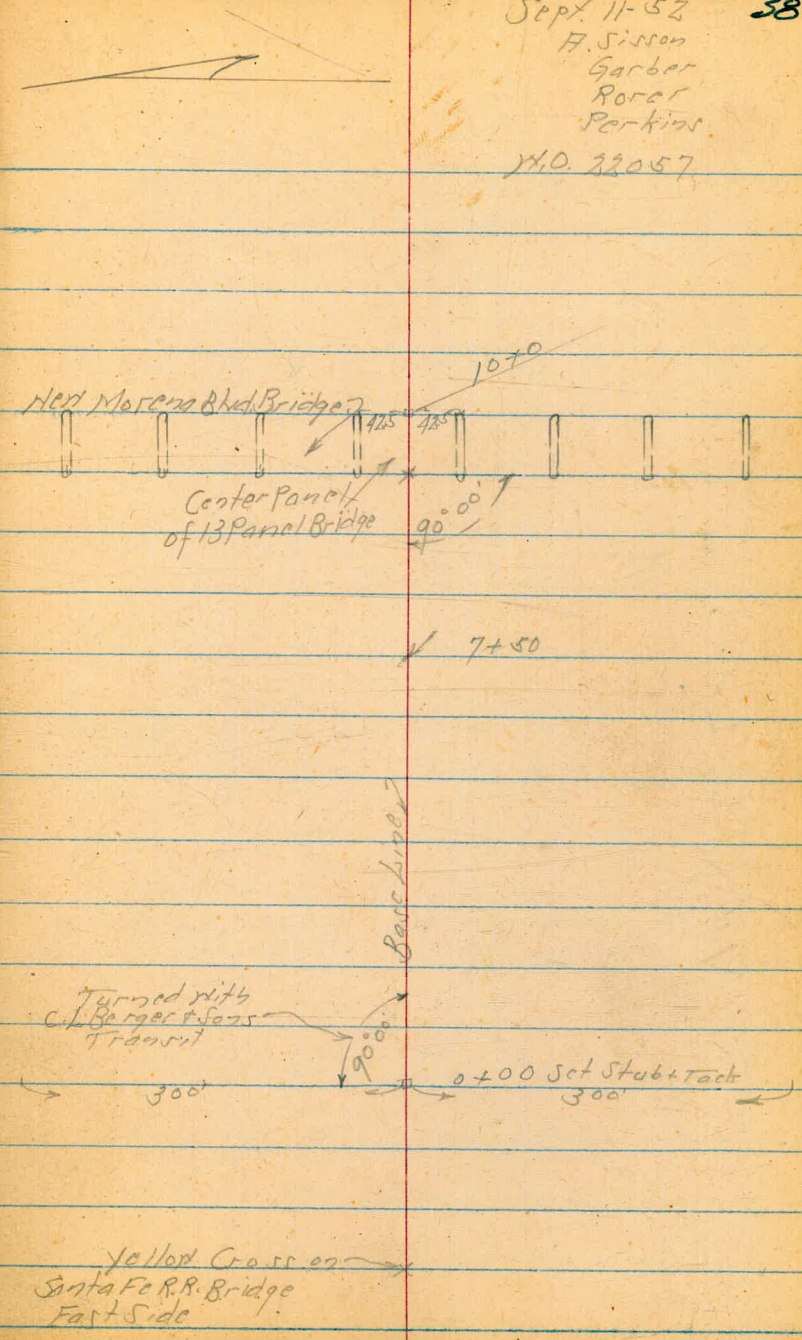


Morena Boulevard Borrow Pit
New Morena Blvd. Bridge West.
Levels Next Page

Indexed

Sept. 11-52
A. Sisson
Garber
Rorer
Perkins

W.O. 22057



Morena Blvd. Borrow Pit

2+0				
1+50				
1+0				
0+50				
0+0				
	7.32	5.85	5.185	-1.47
	4.815	3.715	11.79	-1.10
	8.74	10.69	12.82	9.95
	5.01	22.77	6.09	17.76
BM	3.78	23.85		20.07

07 Bstab 0+0

S.W. B.P. 3 mi. N of Bridge Morena & Taylor St.

Lt. N B Rt. S

-1.1	-1.1	-1.2	-1.1	-1.2	-1.0	-1.2	-0.5	-1.0	-1.2	-0.7	-0.9	-1.4
7.0	7.0	7.1	7.0	7.1	6.9	7.1	6.4	6.9	7.1	6.6	6.8	7.3
300'	250'	200'	150'	100'	50'		50'	100'	150'	200'	250'	300'
-2.3	-0.8	-1.4	-1.0	-1.0	-1.0	-0.6	-0.5	-1.2	-1.8	-1.2	-1.5	-1.1
8.2	6.7	7.3	6.9	6.9	6.9	6.5	6.4	7.1	7.7	7.1	7.4	7.0
300	250'	200'	150'	100'	50'		50'	100	150	200'	250	300
-1.9	-0.8	-1.4	-1.4	-1.2	-1.2	-0.6	-1.5	-1.2	-1.7	-1.0	-1.4	-1.1
7.8	6.7	7.3	7.3	7.1	7.1	6.5	7.4	7.1	7.6	6.9	7.3	7.0
300	250'	200'	150	100'	50		50'	100	150	200	250	300
-2.5	-1.0	-1.4	-1.8	-1.4	-1.4	-1.6	-1.0	-1.8	-1.5	-1.6	-0.5	-0.4
8.4	6.9	7.3	7.7	7.3	7.3	7.5	6.9	7.7	7.4	7.5	6.4	6.5
300'	250	200	150'	100'	50		50	100	150	200	250'	300'
-2.6	-0.8	-1.2	-1.6	-1.3	-1.1	-1.4	-1.7	-1.6	-1.5	-0.8	-0.7	-0.6
8.5	6.7	7.1	7.5	7.2	7.0	7.3	7.6	7.5	7.4	6.7	6.6	6.5
300 = water	250'	200'	150'	100'	50		50'	100'	150	200	250'	300'

5.85

Morena Blvd. Borrow Pit

Lt: N ℄ Rt: S

5+0	-1.1	-0.5	-0.3	-1.5	-1.0	-0.3	+0.3	0.00	-0.7	+0.1	-0.4	+0.1	-0.3
	6.8	6.2	6.0	7.2	6.7	6.0	5.4	5.7	6.4	5.6	6.1	5.6	6.0
	300	250	200	150	100	50		50	100	150	200	250	300
4+50	-1.1	-0.9	-0.6	-1.3	-1.3	-0.3	-0.3	-0.9	-0.4	-0.4	+0.1	0.00	-1.3
	6.8	6.6	6.5	7.0	7.0	6.0	6.0	6.6	6.1	6.1	5.6	5.7	7.0
	300	250	200	150	100	50		50	100	150	200	250	300
4+0	-1.2	-0.4	-0.9	-1.5	-1.3	-0.3	-0.2	-1.1	-0.4	-0.2	-0.3	-0.3	-0.8
	6.9	6.1	6.6	7.2	7.0	6.0	5.9	6.8	6.1	5.9	6.0	6.0	6.5
	300	250	200	150	100	50		50	100	150	200	250	300
							5.69						
TP	6.31	5.69	6.47	-0.62	3+00								
3+50	-1.2	-0.7	-1.6	-1.8	-0.9	-0.7	-0.2	-1.0	-0.7	-1.2	-0.9	-1.0	-0.6
	7.1	6.6	7.5	7.7	6.8	6.6	6.1	6.9	6.6	7.1	6.8	6.9	6.5
	300	250	200	150	100	50		50	100	150	200	250	300
3+0	-1.7	-1.5	-1.1	-1.7	-0.7	-0.4	-0.6	-0.6	-1.0	-0.8	-1.3	-0.6	-0.8
	7.6	7.4	7.0	7.6	6.6	6.3	6.5	6.5	6.9	6.7	7.2	6.5	6.7
	300	250	200	150	100	50		50	100	150	200	250	300
2+50	-1.6	-1.0	-1.6	-0.7	-0.9	-0.6	-1.2	-0.5	-0.9	-1.0	-1.5	-0.3	-1.4
	7.5	6.9	7.5	6.6	6.8	6.5	7.1	6.4	6.8	6.9	7.4	6.2	7.3
	300	250	200	150	100	50		50	100	150	200	250	300
		5.85						5.85					

Morena Blvd. Borrow Pit

Lt = N | ℄ | Rt = S

													-0.2	+0.8	-0.3	
													6.5	5.5	6.6	
													200	250	300	
						140										
+50	-0.8	-0.5	-0.2	-0.1	-0.2	-1.1	+0.3	+0.6	+0.8	-0.9	-0.0	+0.7	+0.3			
	7.1	6.8	6.5	6.4	6.5	7.4	6.0	5.7	5.5	7.2	6.3	5.6	6.0			
	300	250	200	150	100	50		50	74	77	100	138	150			
TP	6.10	6.255	5.535 + 0.155					6.25								
770								-1.10	-0.60	-0.20	-0.20	-1.1	-0.70	0.00	+0.40	-0.40	-0.30	-0.2	+0.30	+0.50
								6.8	6.3	5.9	5.9	6.8	6.4	5.7	5.3	6.1	6.0	5.9	5.4	5.4
								250	200	150	100	50	20		50	100	150	200	250	300
							-1.2													
							6.9													
							300													
+50							-1.1	-1.30	-0.30	+0.10	-0.30	-1.10	-1.20	+0.10	+0.30	+0.40	+0.30	-0.70	+0.20	+0.00	0.00
							6.8	7.0	6.0	5.6	6.0	6.8	6.9	5.6	5.1	5.3	5.4	6.4	5.5	5.7	5.7
							300	250	200	150	100	50	18	13		50	100	150	200	250	300
640								-1.30	-0.50	-0.70	-0.20	-1.00	-1.30	+0.20	+0.30	-0.30	-0.50	+0.20	+0.20	+0.40
								7.0	6.4	6.4	5.9	6.9	7.0	5.5	5.4	6.0	6.2	5.5	5.5	5.3
								300	250	200	150	100	50		50	100	150	200	250	300
5+50								-0.90	-0.70	-0.30	-0.60	-1.20	-0.50	+0.20	+0.60	-0.60	-0.10	-0.30	-0.30	-0.20
								6.6	6.4	6.0	6.3	6.9	6.2	5.5	5.1	6.2	5.8	6.0	6.0	5.9
								300	250	200	150	100	50		50	100	150	200	250	300
			5.69											5.79						

Morena Blvd. Borrow Pit

		Lt = N	℄	Rt = S
				0.00 +0.4 0.00 6.3 5.9 6.3 350' 400' 350'
+36 = Nly Cone Piers of Morena Blvd. Bridge	-0.7 -0.8 -0.7 7.0 7.1 7.0 437' 400 350	-0.3 0.00 -0.2 -0.4 +0.4 +0.6 +0.2 6.6 6.3 6.5 6.7 5.9 5.7 6.1 300' 250' 200' 150' 100' 50'	-0.8	+0.8 +0.7 -0.5 +0.1 +0.9 7.1 5.5 5.6 6.8 6.3 5.4 50' 100' 150' 200' 250' 300'
				+0.5 -1.0 +0.3 5.8 7.3 6.0 350 400 350
9+0	-1.8 +0.4 8.1 5.9 400' 350	-0.7 -0.6 -0.5 -0.8 0.00 -0.4 7.0 6.9 6.8 7.1 6.3 6.7 300 250 200 150 100 50	-0.4	-0.3 -0.7 -0.1 +0.5 +0.6 +0.7 6.6 7.0 6.4 5.8 5.7 5.6 50 100 150 200 250 300
				+0.2 -0.1 0.00 6.1 6.4 6.3 350 400 350
+50	-1.1 -1.3 7.4 7.6 400' 350'	-0.7 -0.7 -0.7 -0.7 -0.4 -0.7	-0.6	-0.3 -0.5 -0.4 -0.1 0.00 +0.1 6.6 6.8 6.7 6.4 6.3 6.7 50 100 150 200 250 300
8+0		-0.8 -0.2 7.1 6.5 300' 250'	200 -0.1 0.00 -0.5 -0.7 6.4 6.3 6.8 7.0 200' 150' 100' 50'	-0.3 -0.5 -1.4 -0.1 0.00 -0.3 -0.1 +0.2 6.6 6.8 7.7 6.4 6.3 6.6 6.4 6.1 50' 55' 100' 150 200' 250 300
	6355		6.45	

Moreno Blvd. Borrow Pit

| | | |

Cross Section Sunset Cliffs Boulevard
West Point Loma Blvd. North
0+23.83 to 9+39.72 ℄ as Base
9+39.72 to 30+ ℄ Line as Base

Lt = W

℄ Oct. 4. 52
H. Sisson
Garber
Rorer
Pope
Hoffman
Slope Stakes + Grades G 299

Rt = E

Indexed

TP	3.61	18.77	9.82	15.16														
2+0				14.7 / 75	14.8 / 60	14.7 / 45.8 F 10.4	14.6 / 44	12.2 / 39	12.1 / 25	10.8 / 23	10.1 / 15	9.0	9.0 / 15	8.6 / 22.0 F 3.5	13.0 / 42	12.9 / 65		
4+50					14.4 / 76		14.7 / 60	14.4 / 46.1 F 8.7	14.4 / 45	9.8 / 37	9.8 / 25	8.0 / 20	8.5	8.0 / 20	7.6 / 32.4 F 3.7	9.2 / 42	9.0 / 65	
14+0							9.9 / 55	9.6 / 40.5 F 6.7	6.6 / 36	7.1 / 25	6.6 / 12		5.4	5.1 / 20	4.9 / 33	5.6 / 35 F 2.1	5.7 / 45	
TP	3.84	24.98	6.94	21.14									24.98					
+57.10 = Cb F.C. on Rt.							8.7 / 50	8.0 / 37.7 F 1.7	7.7 / 32	6.8 / 34	7.1 / 6	6.1	5.0 / 22	4.8 / 34	5.3 / 38	4.8 / 45.1 = C 1.4		
0+22.83 = Cb F.C. on Lt.								5.8 / 60		5.7 / 45.7 = C 0.7		4.4 / 26	4.4					
BM	3.84	28.08		24.24									28.08					

S.W.B.P.
Sunset Cliffs
W.P. Point Loma

		Lt															
7+50			9.2 70	8.8 60	8.0 39.4=F7.2	8.4 37	8.2 28	7.9 16	7.8	7.9 15	7.9 29	7.5 30.2=F2.6	7.4 40	6.8 60			
6+0			8.5 70	8.5 60	8.1 40.6=F7.8	8.3 39	8.4 31		8.3	8.3 13	7.0 25	6.5 29.2=F2.1	5.9 40	5.4 60			
7+50		8.5 72	8.7 55	8.5 43.4=F8.7	8.2 39	8.3 31	8.6 23		8.8	8.5 10	7.1 29	6.0 29.6=F2.3	5.7 40	5.3 60			
4+0			8.5 72	8.4 55	8.0 42.4 32.6	8.6 39	8.3 15		8.5	7.6 23	6.3 28	6.1 31.8=F3.4	5.7 42	4.6 62			
7+54.34 = 8C Rt		8.6 75	8.6 55	8.5 44=F9.5	8.7 39	8.7 29	7.4 26	6.7 13	5.9	5.8 15	5.5 32.6=F3.8	5.1 50	4.7 60				
													5.7 60				
8+0		8.3 74	8.3 55	8.3 44.4=F9.7	7.7 42	7.1 29	6.1 25	5.0 17	4.1	3.8 15	3.4 30.6=F3.8	2.6 33	2.2 43	1.8 46			
2+50		8.4 75	8.6 55	8.5 45.4=F10.2	7.2 40	6.8 27	4.4 24	4.1 16	3.3	2.7 15	2.0 30.0=F2.5	1.6 42	1.9 46	5.5 60			
	18.77								18.77								

Sunset Cliffs Blvd.

| | | | | | Lt. | | | | |

| | | | | | Lt. | | | | |

Sunset Cliffs Blvd.

	Lt.					Rt.				
					Z of H Line					
+50	4.7 / 60	5.0 / 40	5.0 / 30.6 = 5.38	5.2 / 15	5.1	5.1 / 25	5.3 / 50	5.4 / 80.0 = 5.4	5.3 / 70	5.3 / 95
14+0	4.8 / 60	5.2 / 40	4.9 / 30.2 = 5.34	5.0 / 15	5.1	5.1 / 25	5.2 / 60 = 5.4	5.2 / 70	5.3 / 95	
+50	4.9 / 60	5.1 / 40	4.8 / 30.0 = 5.35	5.3 / 15	5.3	5.2 / 25	5.1 / 56 = 5.4	5.1 / 66	5.3 / 85	
13+0	5.1 / 60	5.1 / 40	5.1 / 30.6 = 5.38	5.2 / 15	5.3	5.1 / 27	5.2 / 53 = 5.4	5.2 / 63	5.3 / 85	
+50	5.2 / 60	5.2 / 40	5.2 / 31.2 = 5.41	5.2 / 15	5.3	5.2 / 25	5.3 / 51 = 5.4	5.4 / 60	5.6 / 80	
12+0	5.3 / 60	5.4 / 40	5.4 / 32.2 = 5.46	5.4 / 15	5.4	5.6 / 16	5.4 / 34	5.4 / 48 = 5.4	5.4 / 60	5.5 / 75
11+50	2.9 / 60	2.5 / 40	3.1 / 28.4 = 5.47	2.9 / 25	4.2 / 15	4.7	5.4 / 25	5.5 / 46 = Slope 5.12c	5.5 / 56	5.6 / 75

12.03

12.03

1750				
TP	4.09	12.06	4.06	7.97
1750				
1650				
1750				
8 M			1.30	10.73
1850				
		12.03		

										5.3/125
3.4/60	3.6/40	3.9/30.6=53.8	4.1/28	4.2/15	4.1	4.3/25	4.6/50	4.8/75	5.0/93	5.1/103
										5.2/120
3.9/60	4.0/40	4.0/30.0=53.5	4.3/15	4.3	4.5/25	4.6/50	4.7/75	5.2/90	5.3/100	
				12.06						
3.9/60	4.0/40	4.2/30.2=53.6	4.5/15	4.3	4.6/25	4.7/50	4.9/80	5.0/90	5.2/120	
4.2/60	4.3/40	4.5/30.2=53.6	4.6/28	5.0/15	4.6	4.7/25	5.2/50	5.2/72	5.2/82	5.4/105
4.4/60	4.7/40	4.6/30.2=53.6	5.0/15	4.8	5.0/25	5.1/50	5.2/69	5.2/80	5.5/100	
4.8/60	4.9/40	4.9/30.9=53.7	5.1/15	5.1	5.1/25	5.2/50	5.5/65	5.4/76	5.5/95	
				12.03						

Sunset Cliffs Blvd.

| | | Lt. | | |

24+0				Taken Radial
+50				Taken Radial
TP	6.33	13.79	4.60	74L
23+0				Taken Radial
+50				Taken Radial
22+0				Taken Radial
21+50				Taken Radial
		12.06		

Lt ℄ "H" Line Rt

87/80

6.7/60	6.1/40	5.7/27.2=F24.1	5.3/15	5.1	5.2/25	6.3/50	7.1/75	7.9/100	8.7/130=SL	8.7/145

8.7/150

6.8/60	6.3/40	5.9/28.2=F24	4.8/15	5.1	5.3/25	6.1/50	7.1/75	8.0/100	8.3/118=SL	8.6/128

13.79

6.9/150

5.2/65	4.7/40	4.4/29.0=F30.0	3.8/15	3.4	3.5/25	4.4/50	5.2/75	5.9/100	6.4/120=SL	6.7/130

6.7/155

5.0/65	4.8/40	4.5/29.6=F33.3	4.1/15	3.9	4.5/25	5.7/50	6.0/75	6.6/100	6.5/125=SL	6.5/135

6.6/155

5.5/65	5.8/45	5.9/32.8=F49	6.2/17	5.9	6.0/25	6.2/50	6.3/75	6.4/100	6.5/124=SL	6.5/134

6.3/155

4.8/60	5.0/45	5.2/31.8=F41	5.4/15	5.4	5.7/25	5.7/50	5.9/75	6.1/100	6.3/122=SL 21.16	6.3/132

12.06

Sunset Cliffs Blvd.

			Lt.					27" Line					Rt.
+50		Taken Radial	4.2 / 60	4.7 / 40	4.7 / 28.4 = F2.7	5.0 / 15	5.1	5.8 / 25	6.9 / 50	7.7 / 75 = Slope Line	7.4 / 85	7.2 / 100	
27+0		" "	4.6 / 60	4.5 / 40	4.4 / 26.4 = F1.7	4.6 / 15	4.9	5.4 / 25	6.3 / 50	7.3 / 75 = SL	7.4 / 85	7.5 / 105	
+50		" "	4.8 / 60	4.7 / 40	4.8 / 26.2 = F1.6	5.0 / 15	5.2	5.6 / 25	6.0 / 50	6.6 / 75	6.5 / 82 = SL	6.7 / 92	7.1 / 115
28+0		" "	5.6 / 60	5.7 / 40	5.5 / 26.6 = F1.8	5.3 / 15	4.9	5.5 / 25	6.1 / 50	6.5 / 75	6.8 / 90 = SL	6.9 / 100	7.1 / 120
+50		" "	5.7 / 60	5.6 / 40	5.4 / 25.8 = F1.4	5.1 / 15	4.9	5.8 / 25	6.6 / 50	7.3 / 75	7.9 / 100 = SL	8.1 / 110	8.3 / 130
											8.5 / 140		
29+0		" "	6.3 / 60	5.8 / 40	5.4 / 26.2 = F1.6	5.0 / 15	4.9	5.4 / 25	6.7 / 50	7.8 / 75	8.1 / 100	8.1 / 112 = SL	8.4 / 122
											8.8 / 155		
29+50		Taken Radial	6.6 / 60	6.2 / 40	5.7 / 27.7 = F2.0	5.4 / 15	4.8	5.4 / 25	6.4 / 50	7.4 / 75	8.2 / 100	8.5 / 124 = Slope Line	8.6 / 135
	12.79												12.79

Oct. 27-52
A. Sisson
Garber
Rorer
Kelley
Z

30+10											
+86											
+68											
+50											
29+0											
+75											
+66											
28+47.29 P.O.T. "B"											
28+11.90 E.C. A											
B.M.	0.83	18.39	1.99	17.56	17.60						
TP	8.94	19.59	3.14	10.65							
28+0											
		13.79									

17.56 Z 47.7 S.1 Bridge 30+28 17.56 9.39.41

Taken Radial

Cross Section Sunset Cliffs Boulevard
Sunset Cliffs Bridge North to Midway Drive.

Note! - ℄ Sunset Cliffs Blvd
Bridge produced N'ly as
Base Line or old P Line →

Oct. 17 1952
F.A. Sisson
Garber
Rorer
Kelley

Lt = W | ℄ | Rt = E

Indexed

| | | |

Sunset Cliffs Blvd

Lt = N Lt = P-Line Rt = E

45+0	1.9	1.0	1.0	0.3	0.6	1.6	2.0	2.3	0.2	0.2	0.4	0.6	86	77	77	70	61	51	47	44	65	69	71	73
													90	89.0	59.0=F110	46	23	12		27	35	37.6=F103	69.6	90
+50	1.7	0.9	0.5	0.8	2.0	2.1	2.3	0.2	0.1	0	0.1	84	76	72	59	47	46	44	65	68	67	68	
												90	70	60=F115	31	12		28	35	59.8=F114	69.8	90	
44+0	0.9	0.2	0.3	1.1	2.6	2.9	3.2	2.9	1.5	0.3	0.3	0	76	65	64	56	45	38	35	32.8	52	64	64	67
													90	70.4	60.4=F117	42	25	12		22	35	60.4=F117	70.4	90
+50	0.2	0.8	1.5	2.1	2.8	4.0	3.5	0.7	0.8	0.6	0.4	69	59	52	38	27	27	22	62	59	61	63	
												90	70.2	60.2=F116	25	12		29	23	61.6=F12.3	71.6	90	
TP	300	168	917	368																			
43+0	0.5	0.6	0.9	1.6	4.2	4.6	4.5	2.3	1.3	2.4	5.8	124	123	120	113	87	83	84	106	116	105	71	
												94	73.4	63.4=F132	32	18		30	34	50	60=F116.5	87	
42+75	0.4	0.3	1.3	3.3	6.6	6.0	6.5	9.6	8.8			123	126	116	96	63	69	64	23	41			
												94	64=50.0 P Line	50	27	18		25	55	75			

12.85 12.85

Sunset Cliffs Blvd.

48+0				
TP	5.80	6.68	5.80	0.88
+50				
47+0				
+50				
46+01.96 BC Rt lane				
45+50				
		6.68		

Lt. Z = P-Line Rt.

1.1	0.5	0.0	1.3	2.2	1.9	2.1	2.2	0.9	2.2	0.7
7.8	7.2	6.7	5.4	4.5	4.8	4.6	5.5	5.8	5.5	6.0
8.0	5.74	4.74 = F5.2	2.4	1.5		1.3	3.2	5.3	6.4	8.3

6.68

1.5	0.8	0.4	0.5	2.0	2.4	2.3	2.1	0.9	0.9	0.6
8.2	7.5	7.1	6.2	4.7	4.3	4.5	4.8	5.8	5.8	6.1
8.0	5.76	4.96 = F6.3	3.5	2.0	1.4		1.6	3.4	5.0	8.0

1.6	0.8	0.4	0.6	1.6	2.6	2.3	2.5	1.4	1.1	0.1
8.3	7.5	7.1	6.1	5.1	4.1	4.4	4.2	5.3	5.6	6.6
8.0	6.15	5.70 = F7.0	3.5	2.2	1.4		1.5	3.4	5.3	8.3

1.7	0.5	0.3	0.1	1.3	2.4	2.4	2.2	0.1	0.9	0.6	0.3
8.4	7.2	7.0	6.0	5.4	4.3	4.3	4.5	5.7	5.8	6.1	6.4
9.0	6.22	5.22 = F7.6	3.7	2.4	1.4		1.9	3.6	4.82	5.82	8.0

1.6	0.5	0.1	0.7	1.3	2.2	2.4	2.3	0.9	0.6	0.4	0.0
8.3	7.2	6.6	6.0	5.4	4.5	4.3	4.4	5.8	6.1	6.3	6.7
9.0	6.32	5.32 = F8.1	3.8	2.3	1.4		2.2	3.7	5.12 = F7.1	6.12	8.2

1.8	0.9	0.3	0.1	1.3	1.8	2.0	1.7	0.1	0.0	0.0	0.3
8.5	7.6	6.9	5.7	5.4	4.9	4.7	5.0	6.6	6.7	6.7	6.9
9.0	6.56	5.56 = F9.3	3.5	1.4		3.4	3.6	4.3	5.46 = F9.0	6.46	9.0

6.68

Sunset Cliffs Blvd

TP	4.88	6.65	4.91	1.77
51+0				
+50				
50+0				
+50				
49+0				
48+50				

6.68

Lt. Σ=P-Line Rt.

1.9
48
130

0.2 0.3 0.5 1.0 1.8 2.4 1.9 2.2 1.5 1.4 1.8 1.9 2.5
69 64 62 57 49 43 48 45 52 53 49 48 47
80 52.0 42.0 27 17 13 16 23 50 80 100 110
=F4.5 =S.1

2.8 1.4 1.4 3.0 3.4 3.4 2.2 2.9 2.0 1.3 1.8 1.7 1.9
39 53 53 47 46 43 45 38 47 54 49 50 48
80 55 49.4 39.4 28 13 18 24 50 89 99 120
=F4.2

2.8 2.1 1.7 1.9 2.2 1.4 2.6 2.0 2.7 1.7 1.8 1.6 1.8
95 88 84 76 44 53 45 47 40 50 49 51 49
80 57.4 47.4 35 28 24 12 19 50 80 90 110
=F5.2 =S.1

2.1 1.3 1.0 0.9 +0.4 1.1 1.7 2.5 1.7 1.8 1.9 1.7
88 80 77 72 63 48 50 42 50 49 48 50
80 56.8 46.8 32 18 14 19 47 70 80 100
=F4.9 =S.1

1.5 1.1 0.8 0.5 +0.4 2.5 2.0 2.4 1.5 1.3 1.4 1.3
82 78 75 72 63 42 47 43 52 54 53 54
80 57.2 47.2 35 22 15 18 40 64 74 94
=F5.1 Slope Lt.

1.1 0.9 0.4 0.0 1.2 2.4 2.0 2.0 1.3 1.4 1.3 1.1
78 76 71 67 55 43 47 47 54 52 54 56
80 57.4 47.4 35 22 15 15 40 58 68 80
=F5.2 Slope Lt.

6.68

Lt. ℄ "P" Line Rt.

B.M. 4.84 1.81 L 47 N Flag Midway & Sunset Cliff 1.84

0.6

+75 6.1 159

0.2 0.3 0.7 1.2 1.7 0.2 1.6 1.5 0.4 1.3 0.7 0.2 0.2 1.1 0.9

6.5 6.4 6.0 5.5 5.0 4.7 5.1 5.2 6.3 5.4 4.3 4.5 4.6 4.8

139 129 109 75 40 16 18 49 83 95 115 150 171

54 Midway 1.5

+50

0.7 1.4 1.9 2.8 2.6 2.0 1.4 1.2 0.8 1.1 1.4 1.3 1.4 1.5 1.5

6.0 5.3 4.8 4.7 4.1 4.7 5.3 5.5 5.9 5.6 5.3 5.4 5.3 5.2 5.2

116 96 80 51 70 31 14 16 38 66 100 130 155 183 185

+53+0

1.4 1.3 1.5 1.7 1.9 1.9 2.0 1.0 2.8 1.3 1.3 2.1 2.4 1.7

5.3 5.4 5.2 5.0 4.8 4.8 4.7 5.7 4.5 4.4 4.4 4.6 4.3 5.0

87 67 57 51 32 14 14 30 70 100 129 144 154 174

+50

1.8 0.7 0.6 1.1 2.2 2.2 1.9 1.7 1.1 1.5 1.7 1.8 1.9 1.6

5.7 6.0 6.1 5.6 4.5 4.5 3.8 5.0 5.6 4.7 4.0 4.9 4.8 5.1

75 53 43 51 30 13 16 22 40 75 100 133 139 180

51

+52+0

1.3 1.6 1.9 1.1 1.8 1.6 2.7 1.9 2.2 2.3 2.8 2.0 2.0 2.2

5.4 5.1 5.8 5.6 4.9 5.1 4.0 4.8 4.5 4.4 3.9 4.5 4.7 4.7

70 49.6 39.6 FL3 22 13 16 30 38 55 105 121 131 150

+51+50

0.7 1.2 1.4 1.8 2.2 1.6 1.9 1.6 1.8 1.9 1.1 1.1 1.8

6.0 5.5 5.3 4.9 4.5 5.1 4.8 5.2 4.9 4.8 4.8 4.8 4.9

60 49.8 39.8 FL4 25 12 18 27 70 111 Slope 131 141

6.65 6.65

Cross Section Midway Drive
Midway Drive Bridge North
R1 Line as Base

Oct. 25-52
H. Sisson
Rorer
Pope

Rodeyed

	Lt																		Rt
3340	18.5	18.3	17.6	9.5	9.0	10.5	10.1	9.9	10.21	10.39	9.61	9.8	17.7	18.4	18.1
	100	678 F86	47	31	26 CL	26 Gut	2		2	26 Gut	26 CL	31	48	38.4 F82	83
+50	18.6	18.7	18.7	7.6	7.18	8.49	8.26	7.75	8.24	8.41	7.64	7.7	17.8	18.2	18.2
	98	681 F102	50	31	26	26	2		2	26	26	31	51	37.4 F102	88
3270	17.4	18.0	17.1	5.9	5.92	6.79	6.46	5.94	6.43	6.65	5.86	5.9	18.1	18.6	18.6
	97	666 F109	56	31	26	26	2		2	26	26	31	52	67 F120	97
+75	16.2	17.2	16.4	5.2	5.17	5.94	5.63	5.13	5.62	5.78	5.00	5.1	18.7	18.6	18.5
	95	665 F108	56	31	26	26	2		2	26	26	31	54	82 F128	73 92
4330	13.5	15.3	15.1	3.8	3.78	4.55	4.26	3.78	4.48	4.45	3.65	3.6	17.8	18.7	18.7
	90	60 F95	54	31	26	26	2		2	26	26	32	53	123 F141	73 82
3170	10.8	13.0	12.9	2.6	2.79	3.55	3.30	2.80	3.34	3.43	2.67	2.6	18.7	18.8	
	86	559 F88	47	31	26 CL	26 Gut	2		2	26 Gu	26 CL	32	55	85	
BM	0.74	18.77									18.77				

Conc Monument
& walk of Mich.
18.03 ± N Lever
Plan

Midway Drive

Lt.-West ℄ Rt.-East

36+0					7.2 / 707	7.2 / 77 SL.	6.9 / 42	5.5 / 29	5.25 / 26-CB	6.09 / 26-Gut	5.75 / 2	5.27	5.78 / 2	6.02 / 26-Gut	5.76 / 26-Cb.			
+50					7.2 / 710	7.2 / 80 SL	6.7 / 42	5.2 / 36	4.89 / 26	5.45 / 26	5.43 / 2	4.91	5.36 / 2	5.67 / 26	4.87 / 26			
35+0					7.0 / 710	6.9 / 80 SL	6.3 / 43	4.3 / 32	4.26 / 26	5.07 / 26	3.77 / 2	4.28	4.82 / 2	5.05 / 26	4.25 / 26			
+50					7.0 / 706	6.9 / 76 Slope L.M.	6.4 / 42	3.2 / 32	3.37 / 26	4.14 / 26	3.86 / 2	3.37	3.89 / 2	4.03 / 26	3.28 / 26			
34+0					6.8 / 703	6.7 / 839	6.6 / 729	6.1 / 42 / 7.83	2.0 / 33	2.00 / 26	2.77 / 26	2.57 / 2	2.06	2.61 / 2	2.76 / 26-Gut	1.95 / 26-CB		
TR	0.21	7.52	11.46	7.31									7.52					
33+57.90							18.3 / 100	18.0 / 699 7.87	17.5 / 44	11.6 / 31	11.65 / 26-CB	12.43 / 26-Gut	12.22 / 2	11.72	12.42 / 2	12.45 / 26-Gut	11.67 / 26-CB	11.7 / 31	17.9 / 41	18.1 / 472 7.61	17.5 / 80

1877 1877

Midway Drive
R1 Line as Base

						Lt.	℄	Rt.
39+0						4.4 / 85	4.5 / 55-SL	3.8 / 36	3.25 / 25-WHFC	3.86	4.11 / 24-EHFC
+50						4.7 / 88	4.5 / 58-SL	4.4 / 27-WHFC	3.83	4.28 / 24-EHFC
38+0						4.9 / 91	4.7 / 61-SL	3.9 / 50	4.15 / 23-WHFC	4.02	4.31 / 24-EHFC
+50						4.5 / 95	4.2 / 65-SL	4.36 / 25-WHFC	3.98	4.32 / 29-EHFC
TP	3.68	5.41	5.79	1.73	Nail & Spike Valve Box 22' Rt 36+67				5.41	
37+0						7.0 / 70.0	6.9 / 70-SL	6.4 / 47	6.4 / 25-WHFC	6.03	6.36 / 25.5-EHFC
36+50						7.3 / 104	7.3 / 74-Slope Limit	6.8 / 41	6.0 / 39	5.35 / 26-CB	6.21 / 26-Gut	6.07 / -HC	6.16 / 26-EHFC
		7.55									7.52		

Midway Drive
Rt. Line

					Lt.		Rt
42+0					5.6 / 6.8	5.1 / 3.8 SL	4.1 / 3.3	4.87 / 6.3 Hy Pt	4.80	5.33 / 23.7 Gut	4.78 / 23.7 = Cb
+16.03 = BC Rt.					5.4 / 6.9	4.8 / 3.9 SL	4.6 / 3.3	4.82 / 7.8	4.52	4.56 / 23.8 Gut	5.28 / 23.8 = Cb
TP	5.17	6.75	3.83	1.58					6.75		
41+0					4.2 / 7.5	4.9 / 4.5	3.4 / 3.4	3.66 / 19.5	3.38	3.90 / 24 = Gut	3.24 / 24 = Cb
+50					4.3 / 7.4	4.3 / 4.4	4.4 / 3.8	3.8 / 3.4	3.72 / 19.5 Hy Pt	3.43	3.97 / 24	3.36 / 24
40+0					4.1 / 7.7	4.4 / 4.7 Slope Line	4.4 / 3.9	3.5 / 3.5	3.7 / 20 Hy Pt	3.47	4.00 / 24	3.37 / 24
39+50					4.3 / 8.2	4.5 / 5.8 Slope Line	3.3 / 3.8	3.98 / 21 Hy Pt	3.58	4.07 / 24 Gut	3.49 / 24 = Cb
		5.41							5.41		

Midway Drive
Rt Line

					Lt.	∠	Rt
15+0				5.9 85-Gob 5.25 Sun Set	5.9 5.5 75-Sto 5.4 2.5-Gc	4.2 4.01 30 16.9-Cb	4.3 4.15 16.9-Gut	5.29 4.16 23.2-Gut 23.2-Cb
+50					5.3 4.5 68 30	3.95 4.59 16.5-Cb 16.8-Gut	4.58 5.34 4.77 23.3-Gut 23.3-Cb
TP	4.51	6.25	4.88	1.84 ~~Lt Rt NE/Cb~~ Midway 1.87 ∠ Sunset 1.84			6.35
44+0						4.9 5.1 4.95 4.87 5.53 4.87 5.5 3.0 16.5-Gc 23.4-Gut 23.4-Cb	
+50						5.7 4.9 4.89 4.84 5.45 4.84 3.6 3.0 17-NE/Gc 23.4-Gut 23.4-Cb	
43+0						5.4 4.6 4.84 4.79 5.39 4.77 3.8 3.0 16-Gc 23.5-Gut 23.5-Cb	
42+50		6.25				5.3 4.3 4.86 4.74 5.39 4.81 4.1 3.3 16-NE/Gc 23.6-Gut 23.6-Cb 6.75	

		Lt.	℄	Rt.
+ 65.50 = 2+64.23 PCC to Ventura		10.5 / 9.0 / 8.6 / 5.9 / 5.14 / 4.87 / 5.71 / 5.04		
		90 / 66=Water / 61 / 56 / 29.4=W/PC		22.6=Gutter / 22.6=Curb
+50		10.6 / 9.5 / 5.0 / 5.5 / 5.09 / 4.83 / 5.69 / 5.03		
		90 / 62=Water / 55 / 50 / 28.7=W/PC		22.6 / 22.6
47+0		10.6 / 9.6 / 5.5 / 5.9 / 4.92 / 4.73 / 5.55 / 5.00		
		90 / 67=Water / 59 / 65 / 23=W/PC		23 / 23
+50		8.3 / 7.4 / 5.6 / 4.73 / 4.71 / 5.50 / 4.94		
		100 / 63=SL / 37 / 19.3=W/PC		23 / 23
46+0		5.4 / 5.8 / 6.1 / 3.94 / 4.67 / 4.75 / 5.46 / 4.86		
		80 / 60=SL / 37 / 17.3 / 17.3		23 / 23
45+50		5.5 / 5.6 / 5.5 / 4.00 / 4.61 / 4.75 / 5.41 / 4.79		
		100 / 64=Slope Protection / 36 / 17.2=Curb / 17.2=Gutter		23.1=Gutter / 23.1=Curb
	6.35.			5.33.5

Cross Section Midway Drive
R2 Line as Base

Indexed

Nov. 11-56
A.S. Sson
Rorer
Pope
Oltman

					Lt.	℄	Rt.
TP	8.67	5.40	6.26	1.73			
4+50					6.63 / 6.07	6.73 / 14-F4 P.C.	6.1 / 21 / 6.6 / 55 / 6.8 / 72 / 7.4 / 102 Slope Line
36+0					6.39 / 0.0	6.55 / 21.1	5.78 / 21.1 / 6.1 / 33 / 7.3 / 70 / 6.8 / 100 P.C.
35+50					5.91 / 0.0	6.19 / 25	5.40 / 25 / 5.1 / 32 / 6.8 / 40 / 7.3 / 83 / 7.5 / 93
496.53 B.C. Rt					5.35 / 0.0	5.55 / 26.4	4.74 / 26.4 / 4.7 / 40 / 6.0 / 46 / 6.3 / 82 / 7.1 / 82
4+50					4.55 / 0.0	4.61 / 26.5	3.85 / 26.5 / 4.2 / 35 / 5.3 / 42 / 6.7 / 48 / 7.1 / 78
34+0					3.22 / 0.0 P.C.	3.31 / 26.4 Gal.	2.52 / 26.4 Cb / 2.7 / 32 / 3.8 / 41 / 7.2 / 46 / 7.9 / 76 Slope Line
BM	6.26	7.99		1.73	7.99		

Hail S.H.Co
Valve Box
22' Rt. Sta 167

For Lt. Side
See R2 Line
page 60

	Lt	℄	Rt
40+0	3.35 2.4 4.6 5.1 5.5 5.1 4.9 5.1 4.8 4.5 57 F6 50 41 20 9 25 50 70.6 = F2.3 101		
+50	3.45 5.1 4.8 5.4 5.4 5.2 5.4 5.9 4.5 47.7 45 30 8 27 55 71.6 = F2.8 102 C6		
39+0	4.1 3.7 4.6 4.4 4.8 4.5 4.7 4.4 4.6 36 = F1/4 C 32 22 21 38 48 70.8 = F2.4 100		
+50	4.3 4.2 4.8 4.9 4.8 5.1 4.5 4.5 25 = F1 7C 19 13 30 60 71.4 = F3.7 101		
38+0	4.6 4.9 4.7 4.6 4.3 0.0 15 40 72.2 = F3.1 102		
37+50	4.4 4.8 4.9 4.8 4.5 0.0 25 50 73 = F3.5 103		
36+98.70 EC	4.10 4.22 4.3 4.6 4.8 5.2 0.07 C 5 = F1/Pav. 3.5 15 71.2 = F4.1 104		
	540		540

Cross Section Midway Drive
R2 Line as Base

| | | | | | Lt. | | | | |

					Lt	℄	Rt
46+0					4.5 / 126-Cb, 4.2 / 119, 5.2 / 112, 5.4 / 85, 5.2 / 58, 4.8 / 28	5.1	5.2 / 28, 5.3 / 50, 5.1 / 70.8-Fl.4, 5.0 / 100
+50					4.4 / 127-Cb, 5.1 / 113, 5.1 / 75, 5.3 / 50, 5.2 / 25	5.2	5.2 / 25, 5.3 / 47, 5.2 / 70.8-Fl.4, 5.0 / 100
45+0					4.3 / 127-Cb, 4.2 / 120, 5.5 / 110, 5.2 / 75, 5.0 / 50, 5.2 / 25	5.2	5.1 / 30, 5.2 / 50, 5.2 / 70-Fl.0, 5.2 / 100
+50					4.3 / 125-Cb, 4.2 / 119, 5.4 / 112, 5.4 / 75, 5.2 / 50, 5.5 / 25	5.0	5.1 / 22, 5.4 / 47, 5.1 / 89.6-Fl.8, 5.1 / 100
TP-	4.08	5.93	6.02	185	L+T N EC6, midway to Sunset Cliff	5.93	
44+0					6.1 / 122-Cb, 5.5 / 119, 5.6 / 112, 6.9 / 105, 7.2 / 75, 7.0 / 50, 6.8 / 25	6.8	7.0 / 25, 7.0 / 50, 7.1 / 89.8-Fl.6, 6.9 / 100
43+50					5.9 / 118, 5.2 / 115, 4.9 / 109, 6.9 / 102, 7.4 / 75, 7.2 / 50, 7.2 / 25	6.9	7.3 / 27, 7.2 / 50, 7.3 / 89.6-Fl.8, 7.3 / 100
		7.87				7.87	

Cross Section Midway Drive

R2 Line as Base

| | | | | | Lt | | | | |

					Lt.		Rt.							
TP	4.36	5.05	4.53	0.69										
52+0					3.7 / 832-Cb	3.3 / 75	4.6 / 65	4.7 / 50	4.4 / 25	4.5	4.5 / 25	4.6 / 48	4.7 / 65-SL	4.8 / 95
+50					3.8 / 844-Cb	4.3 / 70	4.4 / 50	4.5 / 25	4.4	4.3 / 25	4.2 / 50	4.3 / 66-SL	4.4 / 96
51+0					3.8 / 862-Cb	3.7 / 70	4.3 / 50	4.5 / 25	4.2	4.5 / 25	4.3 / 50	4.3 / 69-SL	3.9 / 100	
+50					3.9 / 888-Cb	4.3 / 70	4.6 / 50	4.6 / 25	4.6	4.4 / 25	4.5 / 50	4.2 / 71-SL	4.0 / 101	
50+0					4.0 / 917-Cb	3.6 / 83	4.5 / 75	4.8 / 50	4.6 / 25	4.5	4.6 / 25	4.3 / 50	4.2 / 72-SL	4.2 / 102
49+50					4.0 / 957-Cab	4.7 / 75	5.0 / 50	4.7 / 25	4.6	4.6 / 25	4.3 / 50	4.0 / 72-Slope Break	4.4 / 102	

522

522

Cross Section Midway Drive
R2 Line as Base

				Lt.	℄	Rt.
B.M.	1.28	3.82	X on Base Center Signal Light Midway & Cottera 3.81			
55+0				3.3 63.8 / 3.2 50 / 3.9 43 / 4.1 25	4.5	4.6 20 / 4.5 40 / 4.5 62 Slope 2.4% / 4.9 92
+50				3.3 70.4 Cb / 3.5 60 / 4.2 50 / 4.6 25	4.7	4.5 20 / 4.3 40 / 4.3 56 Slope 2.1% / 4.6 86
54+0				3.5 75.4 Cb / 4.2 60 / 4.5 50 / 4.7 25	4.4	4.4 20 / 4.5 37 / 4.5 55 SL / 4.6 85
+50				3.5 79.4 Cb / 3.6 73 / 4.4 65 / 4.7 50 / 4.6 25	4.3	4.4 25 / 4.6 40 / 4.8 55 SL / 4.7 85
53+0				3.4 82.4 Cb / 3.1 73 / 4.0 65 / 4.4 50 / 4.3 25	4.1	4.3 25 / 4.4 40 / 4.5 57 SL / 4.7 87
52+50				3.6 83 Cb / 4.0 65 / 4.1 25	4.1	4.4 25 / 4.5 43 / 4.6 60 Slope 2.1% / 4.7 90
	5.05				5.05	

Final Cross Section Morena Blvd.
Borrow Pit New Morena Blvd. Bridge West.

Lt = North ℄ Rt = South

Nov. 13.52
H.S. Cross Record
Garber A
Rod
Kelley Chain
1+50 to 8+50

Sketch Page 38

Indexed

TP	3.82	3.55	2.18	0.73	P.K. Nail 42.5 Lt 10+0																			
1+50				-1.2	-1.4	-1.9	-1.1	-1.5	-1.8	-1.5	-2.0	-1.7	-1.8	-1.7	-1.7	-1.7	-1.4	-1.1	-0.5					
				4.6	4.8	5.3	4.5	4.9	5.2	4.9	5.4	5.1	5.2	5.1	5.1	5.1	4.8	4.5	3.9					
				350	300	250	200	150	100	50		50	100	150	200	250	300	350	400					
8+0				-0.7	-0.6	-0.4	-0.2	-0.8	-1.2	-1.5	-1.5	-1.5	-1.6	-1.3	-1.5	-1.4	-0.2	-0.5						
				4.1	4.0	3.8	3.6	4.2	4.6	4.9	4.9	4.9	5.0	4.7	4.9	4.8	3.6	3.9						
				350	300	250	200	150	100	50		50	100	150	200	250	300	350						
1+50					-0.9	-0.5	-0.2	-0.4	-1.1	-1.7	-1.4	-0.3	-1.0	-1.1	-1.2	-1.2	-1.1	-1.3	-0.3	-08	-0.6			
					4.3	3.9	3.6	3.8	4.5	5.1	4.8	3.7	4.1	4.5	4.6	4.6	4.5	4.7	3.9	4.2	4.0			
					300	250	200	150	100	50		40	50	100	150	200	250	270	275	300	350			
7+0				-0.7	-0.2	-0.8	-0.6	-1.4	-1.3	-1.2	-0.3	+0.2	-0.3	-0.9	-1.4	-1.5	-0.6	-0.5	-0.6	+0.1	+0.2			
				4.1	3.6	4.2	4.0	4.8	4.7	4.6	3.7	3.2	3.7	4.3	4.8	4.9	4.0	3.9	4.0	3.3	3.2			
				200	150	135	100	80	50	20		20	50	100	150	175	200	250	280	283	300			
																				Sk. Pt.				
1+50						+0.1	-0.4	-1.1	-1.2	+0.2	+0.2	+0.4	+0.4	-1.2	-0.8	+0.2	-0.1							
						3.3	3.8	4.5	4.6	3.2	3.2	3.0	3.0	4.4	4.2	3.2	3.5							
						150	100	50	15	13		50	100	120	150	200	250							
B.M.	2.18	2.21		0.73	P.K. Nail Sly Conc. Pier 42.5 Lt 10+0 Page 43						3.41													

Nov. 12-52

9+0 to 10+50

Lt=N Rt=S

INDEXED
OCT 18 1956

+50	-0.3	-0.4	-0.8	-0.9	-0.6	-0.8	-0.8	-0.8	-0.9	-0.4	-0.7	-0.5	-0.5	+0.5	+0.3	0.0	-0.8	-1.1	-0.7	-1.3
	43	44	48	49	46	48	48	48	49	44	47	45	45	35	37	40	48	51	47	53
	450	400	370	350	300	250	200	150	100	50		50	100	150	200	250	300	350	400	445
+25	-0.5	-0.8	-0.6	-0.6	-0.6	-0.6	-0.7	-0.9	-1.0	-0.7	-0.7	-0.7	-0.5	-0.1	-0.3	-0.7	-0.4	-0.8	-1.2	
	45	48	46	46	46	46	47	49	50	47	47	47	45	41	43	47	44	48	52	
	450	400	350	300	250	200	150	100	50		50	100	150	200	250	300	350	400	450	
10+0	-0.7	-1.1	-1.8	-1.4	-0.7	-1.2	-1.1	-1.5	-1.3	-1.0	-1.0	-0.9	-1.1	-0.9	-0.8	-0.9	-1.7	-0.4	-0.5	
	47	51	58	54	47	53	51	55	53	50	50	49	51	49	48	49	57	44	45	
	440	400	350	300	250	200	150	100	50		50	100	150	200	250	300	350	400	440	
TP 327	4.00	2.82	0.73				4.00													
+36	-0.6	-1.0	-1.5	-1.3	-0.9	-0.9	-1.7	-0.9	-1.1	-0.9	-1.4	-1.0	-1.1	-1.0	-1.2	-0.9	-1.5	-1.5	-1.5	-0.3 -0.8
	42	46	51	49	45	45	53	45	47	45	50	46	47	46	48	45	51	51	39	44
	437	400	350	300	250	200	150	100	50		35	43	100	150	200	250	300	350	373	400 450
9+0	-1.1	-1.1	-1.6	-1.5	-1.5	-2.0	-1.8	-1.7	-2.0	-2.3	-1.9	-1.8	-1.6	-1.7	-1.5	-1.4	-1.5	-1.0	+0.1	
	47	47	53	51	51	56	54	53	56	59	55	54	52	53	51	50	51	46	35	
	400	350	300	250	200	150	100	73	44		50	100	150	200	250	300	350	400	450	
	3.55									3.6										
										3.55										

Cross Section Sunset Cliffs Blvd.
And Midway Drive
West Edge of New Paving to Ventura Blvd.
As Base Line

Entered

Dec. 4 52 Lt. West — 2 — Rt. East

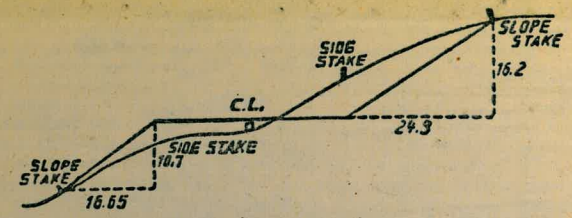
As-sson
Garber
Rorer
Kelley

	Lt.				Rt.	
3+0	10.6 / 30	8.9 / 13	5.2 / 8	5.0	1.59 / 16: W.Y. F.C.	
+50	10.2 / 30	8.6 / 14	5.5 / 9	5.1	4.36 / 22: W.Y. F.C.	4.59 / 16
2+0	9.9 / 30	8.7 / 18: Water	5.6 / 13	5.1	5.0 / 11	4.70 / 26: W.Y. F.C.
+50	6.9 / 25	6.6 / 36: Toe	5.9	4.4 / 20	4.06 / 30: W.Y. F.C.	
1+0	5.6 / 25	5.2 / 11	5.5	4.5 / 20	3.96 / 34: W.Y. F.C.	
0+66.23 = PRC 55+14.95 R1	5.1 / 25	4.8 / 11	5.5	4.6 / 20	3.98 / 34: W.Y. F.C. Pavng	
BM	3.79	5.63	1.84	L+T W.Y.C.B. Midway & Sunset Blvd.	5.63	

					Lt: 14		Δ		Rt: 5	
6+0					8.8 / Δ7	5.7 / Δ1	5.3 / 14	4.7	4.6 / 8	4.99 / 12: 14 1/4 FC
+50					8.9 / 30	8.2 / Δ1	5.4 / 13	5.0	5.17 / 12	
5+0					9.5 / Δ5	8.8 / 19	5.6 / 12	5.2	5.04 / 12: 14 1/4 FC	
TP	5.74	5.72	5.65	-0.02				5.72		
+50					9.5 / 30	8.7 / Δ0	5.8 / 15	5.6	4.94 / 12: 14 1/4 FC	
4+0					8.6 / 28	8.3 / Δ0: Water	5.5 / 11	5.5	4.75 / 12: 14 1/4 FC	
3+50					10.3 / Δ8	8.7 / 18: Water	4.6 / 10	5.1	4.73 / 12: 14 1/4 FC	
		5.63						5.3		

				Lt.	℄	Rt.
RM	1.95	3.77	Ⅱ Gore Center Traffic Light Ventura + Midway 3.81			
+0863 : FC				42/50 32/35 33/33 37/21 40/5 = 8 x 5	3.84 on RC	
8+0				43/45 42/33 34/32 34/21 40/5 = 8 x 5 RC	3.88 on RC	
+50				8.7/48 8.2/42 4.9/34 4.7/14 4.1/7	4.3	4.14 0.5 = 7 x 1 RC
7+0				8.5/40 8.0/26 5.8/24	4.8	4.5	4.13 3 = 7 x 1
6+50				8.6/33 8.0/24 5.3/19	4.6	4.6/4	4.74 7 = 7 x 1 RC
	5.72					

Sur



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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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