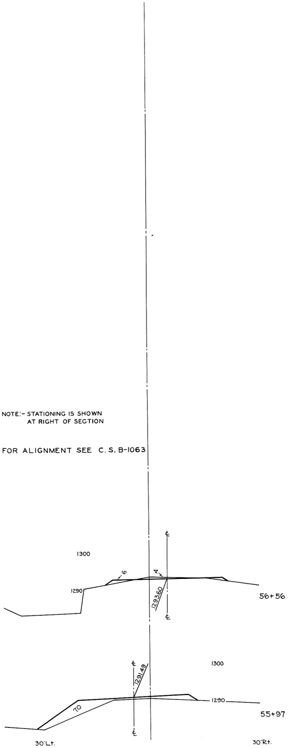
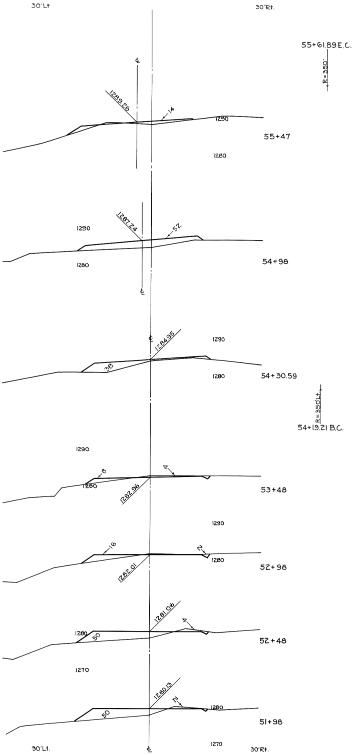
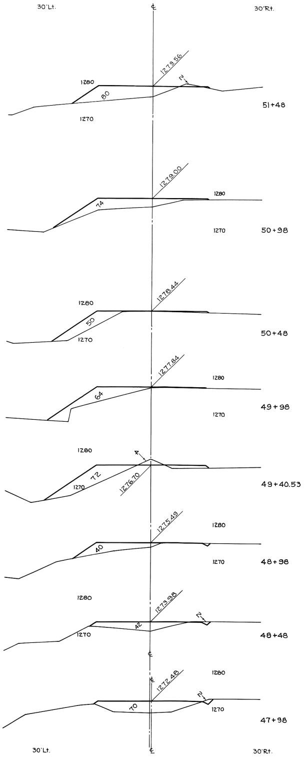
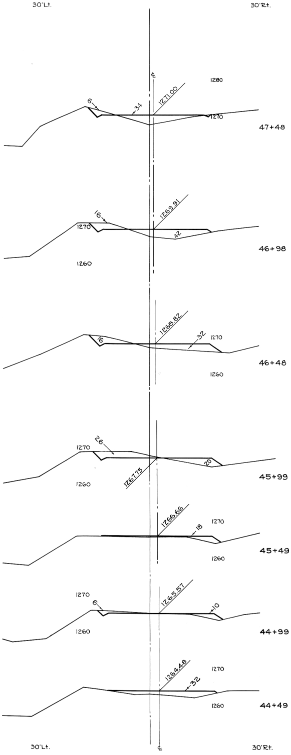
NOTE:- STATIONING IS SHOWN
AT RIGHT OF SECTION

FOR ALIGNMENT SEE C. S. B-1063


1300
6
4
℄
1290
1293.60
℄
56+56
℄
1291.49
1300
1290
70
55+97
℄
30'Lt.
30'Rt.


30'Lt
30'Rt.
55+61.89 E.C.
R=350'
℄
1289.26
14
1290
55+47
1280
1290
1287.24
52
1280
℄
54+98
℄
1284.95
1290
38
1280
54+30.59
R=350'Lt.
54+19.21 B.C.
1290
8
4
1280
1282.96
53+48
1290
16
2
1280
1282.01
52+98
1281.06
1280
50
4
52+48
1270
1280.13
2
1280
50
51+98
30'Lt.
℄
1270
30'Rt.

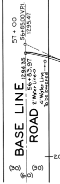

30'Lt.
℄
30'Rt.
1279.56
1280
80
2
1270
51+48
1279.00
1280
74
1270
50+98
1276.44
1280
50
1270
50+48
1277.84
1280
64
1270
49+98
1280
4
72
1270
1276.70
49+40.53
1275.49
1280
40
1270
48+98
1280
1273.98
2
42
1270
48+48
℄
1272.48
1280
70
2
1270
47+98
30'Lt.
℄
30'Rt.

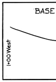

30'Lt.
30'Rt.
1280
℄
6
34
1271.00
1270
47+48
16
1269.91
1270
42
1260
46+98
1268.82
6
32
1270
1260
46+48
26
1270
1267.75
20
1260
45+99
1266.66
18
1270
1260
45+49
1270
6
1265.57
10
1260
44+99
1264.48
32
1270
1260
44+49
30'Lt.
℄
30'Rt.

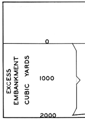
1290

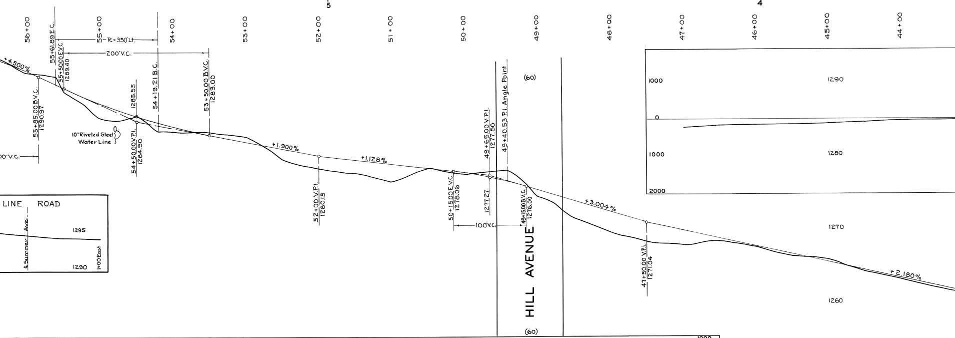
B.M. I ELEV.=1294.495
Cut spike in chiseled square in concrete abutment of Bridge #46 N.E. corner, at intersection of Thompson Creek Wash and Base Line Ave. L.B.707-65

1280

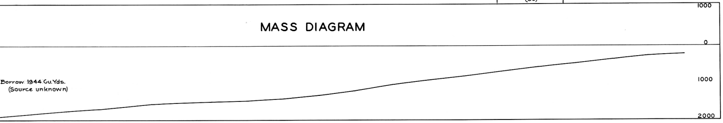

57+00
56+85.00 V.P.I.
1295.47
1294.35
56+83.97
2" Water Line
4" Water Line To be lowered
BASE LINE ROAD
(30)
(30)
(60)
20

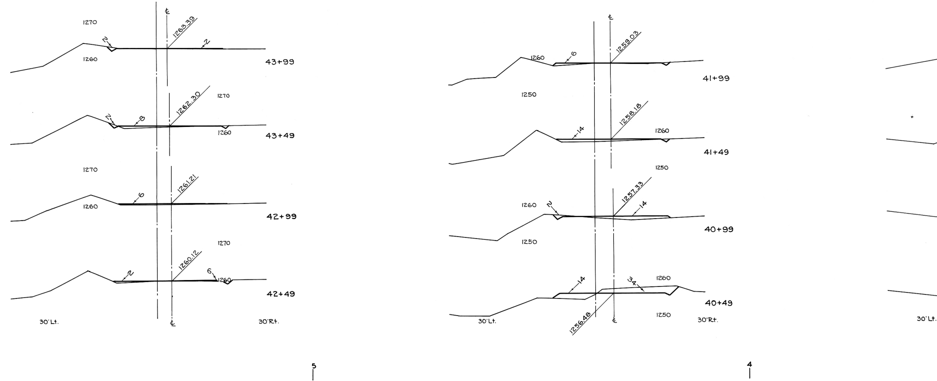

BASE
1+00 West

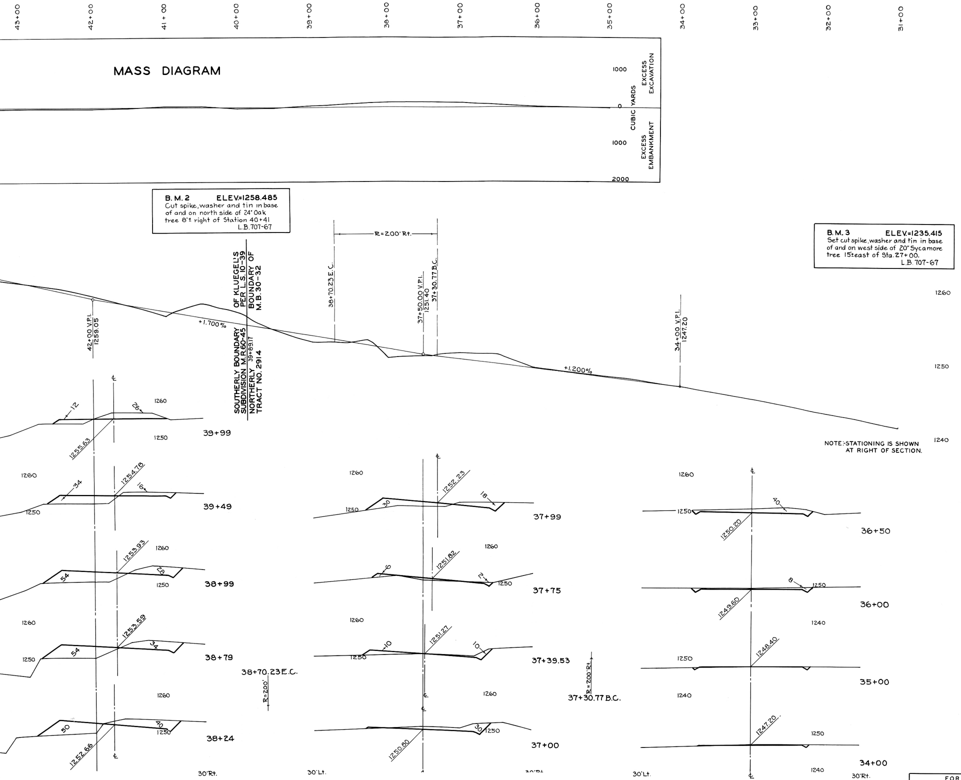



5
4
56+00
55+61.89 E.C.
55+00
R=350' Lt.
54+00
53+00
52+00
51+00
50+00
49+00
48+00
47+00
46+00
45+00
44+00
200'V.C.
+4.500%
55+50.00 E.V.C.
1289.40
55+85.00 B.V.C.
1290.97
00'V.C.
10" Riveted Steel Water Line
1285.55
54+50.00 V.P.I.
1284.90
54+19.21 B.C.
53+50.00 B.V.C.
1283.00
+1.900%
+1.128%
52+00 V.P.I.
1280.15
50+15.00 E.V.C.
1278.06
1277.27
49+65.00 V.P.I.
1277.50
49+40.53 P.I. Angle Point
(60)
49+15.00 B.V.C.
1276.00
100'V.C.
HILL AVENUE
(60)
+3.004%
47+50.00 V.P.I.
1271.04
+2.180%
1000
0
1000
2000
1290
1280
1270
1260
LINE ROAD
& Sumner Ave.
1295
1290
1+00 East

MASS DIAGRAM




℄
1270
1260
2
1263.39
2
43+99
1262.30
2
8
1270
1260
43+49
1270
1260
6
1261.21
42+99
1270
2
1260.12
6
1260
42+49
30' Lt.
℄
30' Rt.
℄
1260
6
1259.03
41+99
1250
14
1258.18
1260
41+49
1250
1260
2
1257.33
14
1250
40+99
14
34
1260
40+49
1250
1256.48
℄
30' Lt.
30' Rt.
30' Lt.
5
4


43+00
42+00
41+00
40+00
39+00
38+00
37+00
36+00
35+00
34+00
33+00
32+00
31+00
MASS DIAGRAM
1000
0
1000
2000
CUBIC YARDS
EXCESS EXCAVATION
EXCESS EMBANKMENT
R=200' Rt.
38+70.23 E.C.
37+50.00 V.P.I.
1251.40
37+30.77 B.C.
42+00 V.P.I.
1259.05
+1.700%
SOUTHERLY BOUNDARY OF KLUEGEL'S SUBDIVISION M.R.60-45 PER L.S.10-39
NORTHERLY BOUNDARY OF TRACT NO. 2914 M.B.30-32
39+89.17
+1.200%
34+00 V.P.I.
1247.20
1260
1250
1240
39+99
1255.63
39+49
1254.78
38+99
1253.93
38+79
1253.59
38+24
1252.66
38+70.23 E.C.
R=200'
37+99
1252.23
37+75
1251.82
37+39.53
1251.27
37+30.77 B.C.
R=200' Rt.
37+00
1250.80
36+50
1250.20
36+00
1249.60
35+00
1248.40
34+00
1247.20
30'Rt.
30'Lt.
3
2

B. M. 2 ELEV.=1258.485
Cut spike, washer and tin in base of and on north side of 24" Oak tree 8'± right of Station 40+41
L.B. 707-67

B.M. 3 ELEV.=1235.415
Set cut spike, washer and tin in base of and on west side of 20" Sycamore tree 15'± east of Sta. 27+00.
L.B. 707-67

NOTE:-STATIONING IS SHOWN AT RIGHT OF SECTION.

PROFILE AND CROSS SECTIONS OF

SUMNER AVENUE

FROM
WEST LINE LOT 5
TRACT 2914, M.B.30-32
TO
BASE LINE ROAD

COUNTY SURVEYORS MAP No B-1064

SCALE:	PROFILE	HORIZONTAL	1 INCH=50 FT.
		VERTICAL	1 INCH= 5 FT.
	CROSS SECTIONS		1 INCH=10 FT.

JOB No 8093

ALFRED JONES-COUNTY SURVEYOR
SURVEYED JUNE 1935

SURVEYED UNDER INSTRUCTIONS OF THE BOARD OF SUPERVISORS PER ORDER DATED MAY 6, 1935

L.B. 707 - 64-119

FIELD WORK BY	P. T. DUNLAP A. N. HELLSTROM
OFFICE WORK BY	L. K. FREEMAN
CHECKED BY	J. A. LYON

FOR ALIGNMENT SEE C. S. B-1063

CONSTRUCTION STANDARDS

WIDTH OF ROADBED 28 FEET
CUT SLOPE 1 TO 1 FILL SLOPE 1½ TO 1
EXCESS OF CUT OVER FILL 10%

THIS SHEET ENGINEER'S STATIONING 34+00 TO 56+56.00

DATUM - U.S.G.S.

BENCH MARK ELEVATIONS SHOWN HEREON ESTABLISHED FROM U.S.B.M. NOS. 298 AND 299 PER U.S.G.S. RECORDS OF ELEVATIONS BASED UPON SOUTHERN CALIFORNIA FINAL ADJUSTMENT OF 1928.

FOR BLUE PRINTING
WIDTH OF MAP = 24 INCHES
AREA / FOOT LENGTH = 2□'
TOTAL AREA OF MAP = 22□'