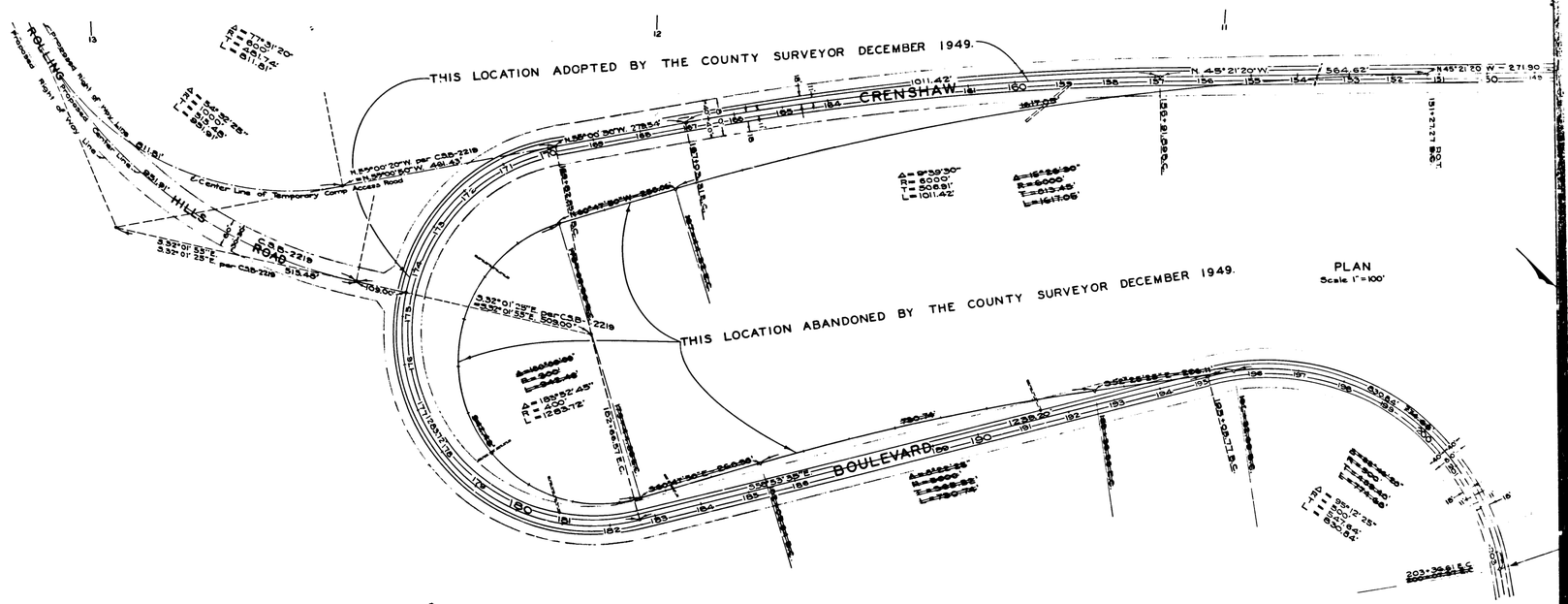
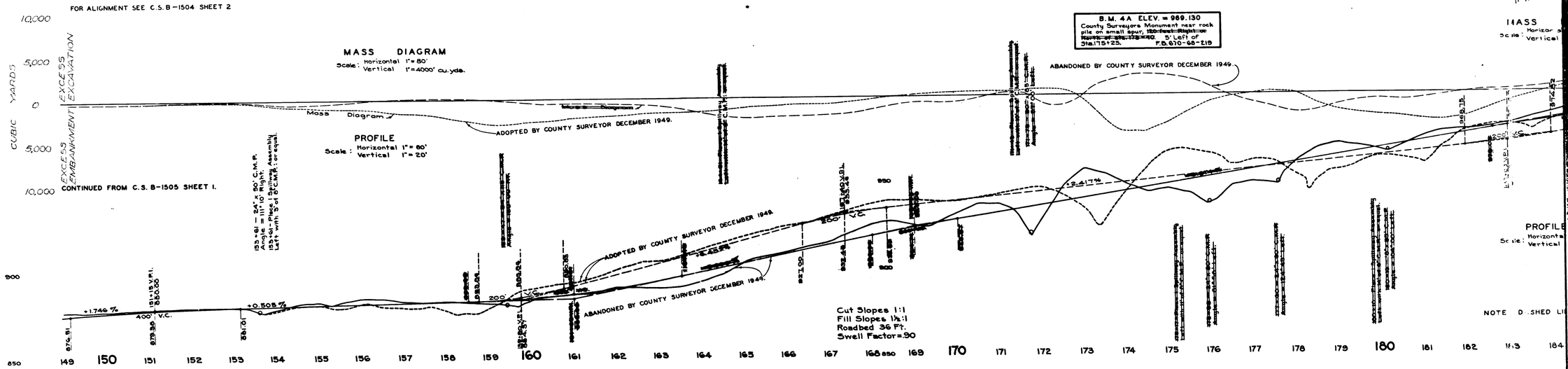
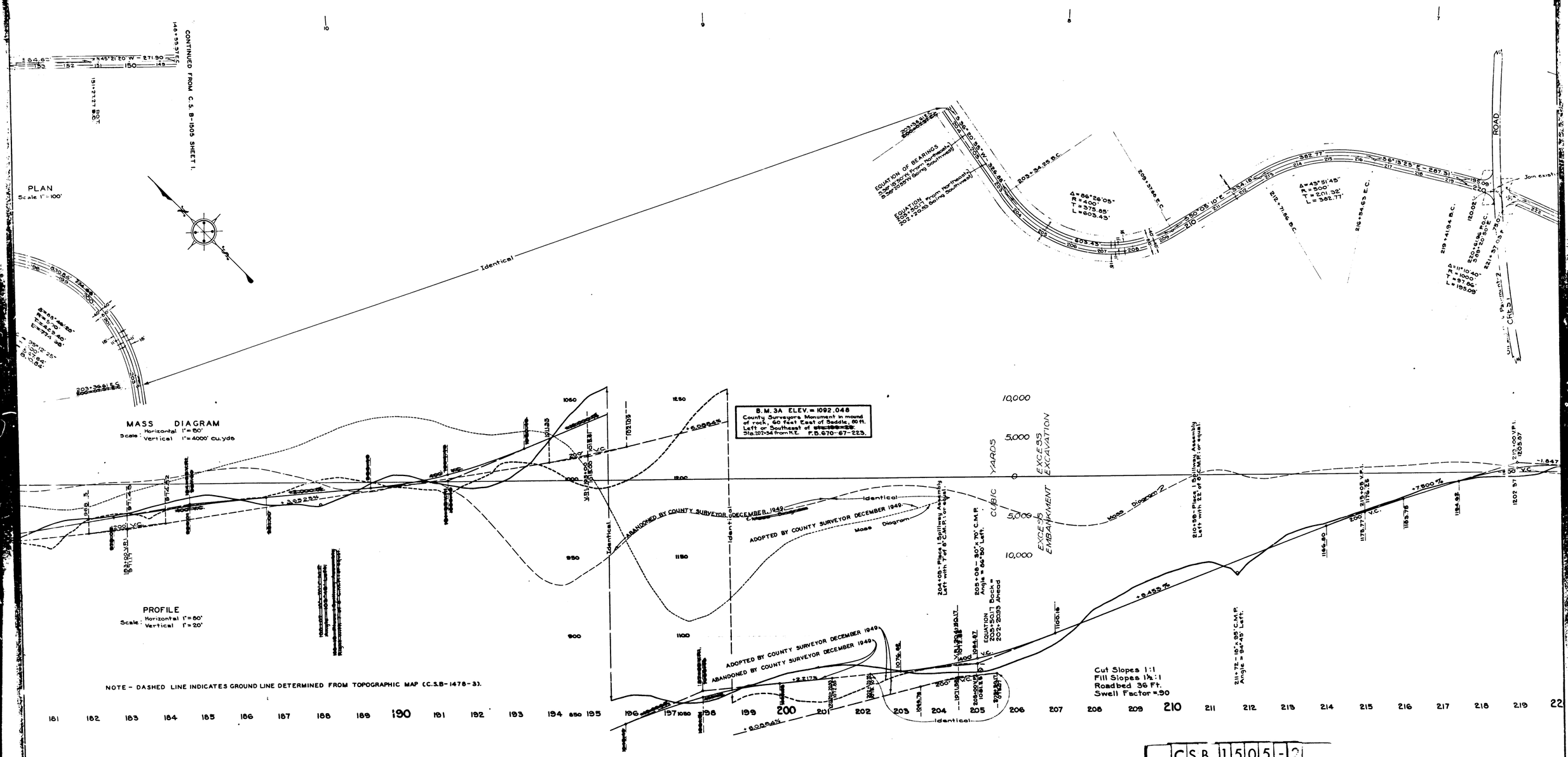


FOR ALIGNMENT SEE C.S.B-1504 SHEET 2



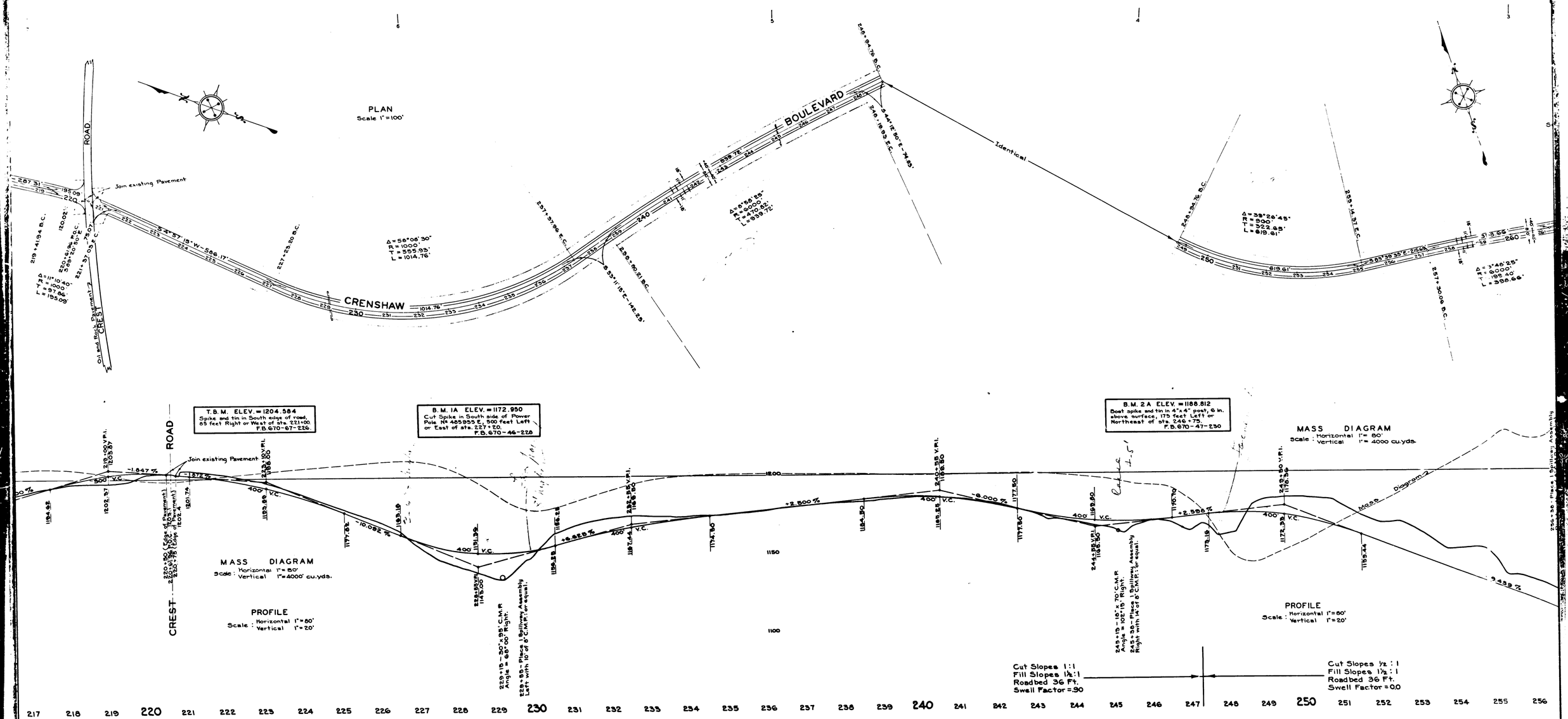
CSB 1505-2

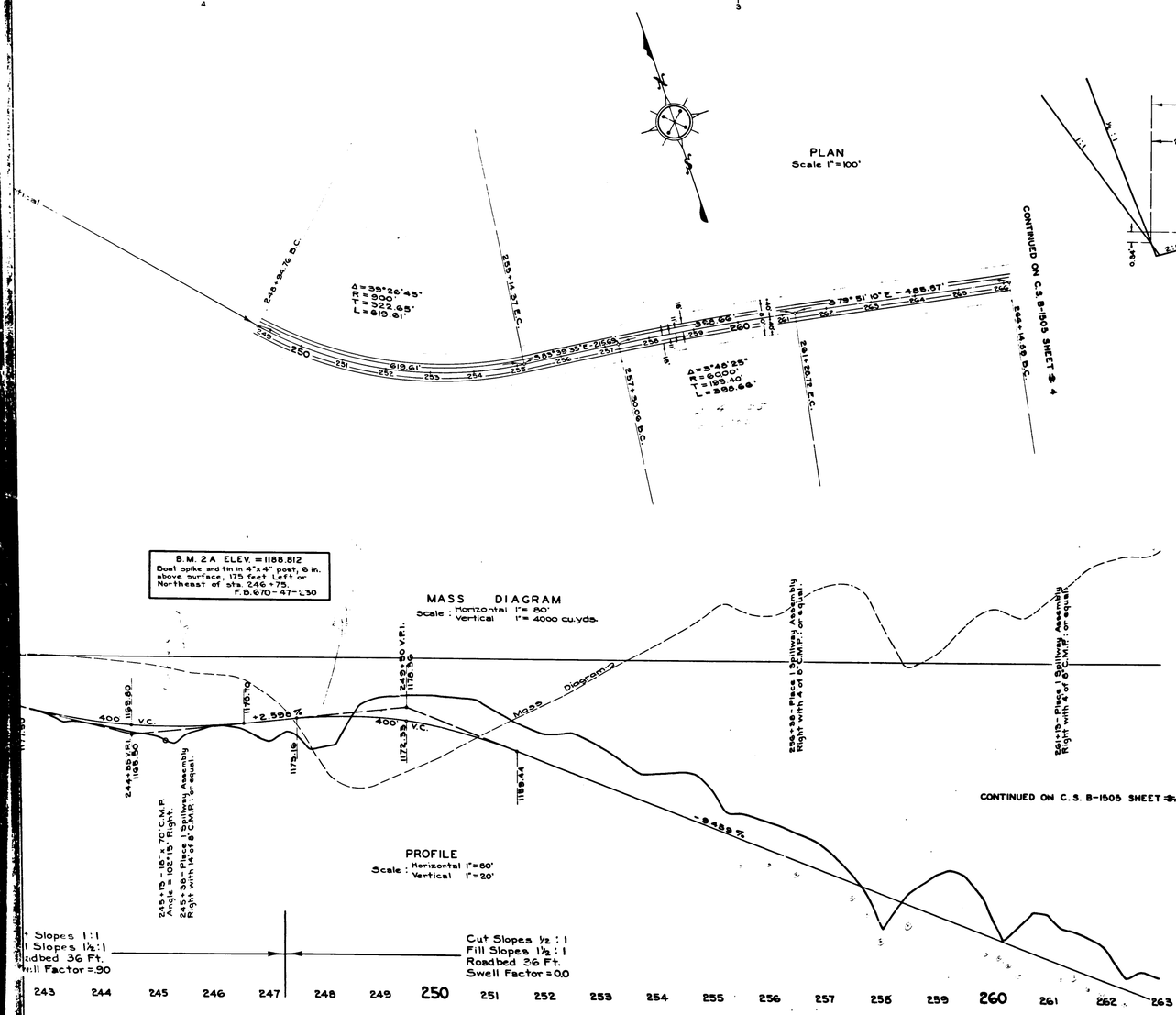
A1 OF A4

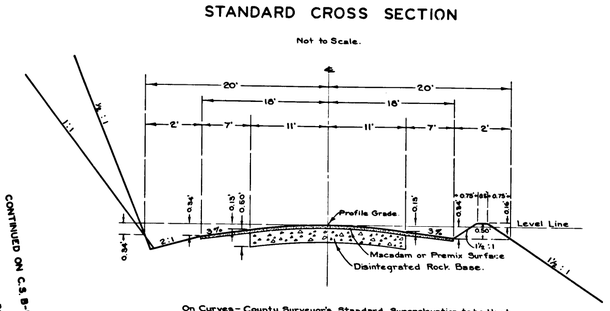


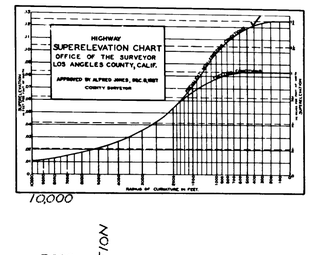
CSB 1505-2

A3 OF A4


PLAN
Scale 1" = 100'
CRENSHAW BOULEVARD
CREST ROAD
Join existing Pavement
Oil and Rock Pavement
Identical
Δ = 58°08'30"
R = 1000'
T = 555.93'
L = 1014.76'
Δ = 6°58'25"
R = 5000'
T = 439.82'
L = 839.72'
Δ = 39°26'45"
R = 1500'
T = 523.85'
L = 819.61'
Δ = 7°46'25"
R = 6000'
T = 198.40'
L = 398.66'
T.B.M. ELEV. = 1204.584
Spike and tin in South edge of road, 65 feet Right or West of sta. 221+00.
F.B. 670-67-226.
B.M. 1A ELEV. = 1172.950
Cut Spike in South side of Power Pole № 485955 E, 500 feet Left or East of sta. 227+20.
F.B. 670-46-228
B.M. 2A ELEV. = 1188.812
Boat spike and tin in 4"x4" post, 6 in. above surface, 175 feet Left or Northeast of sta. 246+73.
F.B. 670-47-230
MASS DIAGRAM
Scale: Horizontal 1" = 80'
Vertical 1" = 4000' cu.yds.
PROFILE
Scale: Horizontal 1" = 80'
Vertical 1" = 20'
Cut Slopes 1:1
Fill Slopes 1½:1
Roadbed 36 Ft.
Swell Factor = .90
Cut Slopes ½:1
Fill Slopes 1½:1
Roadbed 36 Ft.
Swell Factor = 0.0
Mass Diagram
CSB 1505-2
A3 OF A4







PLAN AND PROFILE OF

CRENSHAW BOULEVARD

FROM

REDONDO AND WILMINGTON BOULEVARD

TO

PALOS VERDES DRIVE SOUTH

COUNTY SURVEYORS MAP Nº B-1505

SHEET 2 OF 4 SHEETS

SCALES - AS SHOWN

JOB NUMBER 8090

ALFRED JONES - COUNTY SURVEYOR

SURVEYED JANUARY 1939-JUNE 1940

SURVEYED UNDER INSTRUCTIONS OF THE BOARD OF SUPERVISORS PER ORDER DATED APRIL 22, 1935

F.B. 670-132-144 & 216-232

FIELD WORK BY..... L. D. MOORE, L. S. HAMMOND

OFFICE WORK BY..... J. A. LYON

CHECKED BY..... L. K. FREEMAN

FOR ALIGNMENT SEE C.S.B-1504 SHEET 2
REVISED JANUARY 1950. D.A.W.

DATUM - MEAN SEA LEVEL
ELEVATIONS SHOWN HEREON ARE BASED UPON B.M. IN L.B. 720-12, THE DATUM OF WHICH WAS DETERMINED FROM U.S.G.S. B.M. R.S. 28 A (U.S.103) BASED UPON U.S.C.&G.S. ADJUSTMENT OF 1934

Sheet Nº 4 Added Dec. 1950

NOTE: Grades and alignment shown hereon were not used due to widening of roadbed.

CSB 1505-2

A4 OF A4