

1473

MINING
TRANSIT BOOK

384

Book 1473

12/1

7/1
35

J 89-30 ^W
12 01 30
77.28.30

98/68
95/6.45
19/18.12

MICROFILMED

DEC 23 1964

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
CALIFORNIA.

Indexed Soundings for proposed pier at
 c.s.K. Foot of Del Monte Ave.
 See Field Books 1407-458-1465-481
 +46 Tide

1+00 = Range 1				-9.0
10:57 AM	U.S.C. & G.S.	M.L.L.W.	City Datum	
1.	11.0	-6.4	-15.4	✓
2.	17.0	-12.4	-21.4	✓
3.	20.0	-15.4	-24.4	✓
4.	23.0	-18.4	-27.4	✓
5.	27.0	-22.4	-31.4	✓
6.	26.0	-21.4	-30.4	✓
7.	30.0	-25.4	-34.4	✓
8.	34.0	-29.4	-38.4	✓
11:03 AM 9.	33.0	-28.4	-37.4	✓

Spade Bunn's = Boat
 Holbeck = rec
 Goodpastor = Sound

Sept. 20, 23

9/1/00

11:10 AM

	U.S.C. 20	M.L.L.W	city Datum	
1.	36.0	-31.7	-40.7	✓
2.	33.0	-28.7	-37.7	✓
3.	31.0	-26.7	-35.7	✓
4.	30.0	-25.7	-34.7	✓
5.	28.0	-23.7	-32.7	✓
6.	25.0	-20.7	-29.7	✓
7.	24.0	-19.7	-28.7	✓
8.	22.0	-17.7	-26.7	✓
9.	20.0	-15.7	-24.7	✓

11:19 AM

2 + 00 = R2

+ 43 Tide + 9.0

2 + 00

2

7.

3+00 = R 3

No.	Sounding		City Datum	
	vis. c. 26	M.L.L.W.		
11:21 A.M. 1	20.0	-15.8	-24.8	✓
2	23.0	-18.8	-27.8	✓
3	24.0	-19.8	-28.8	✓
4	25.0	-20.8	-29.8	✓
5	28.0	-23.8	-32.8	✓
6	31.0	-26.8	-35.8	✓
7	32.0	-27.8	-36.8	✓
8	34.0	-29.8	-38.8	✓
11:31 A.M. 9	33.0	-28.8	-37.8	✓
11				

4400 - R4

+39 Tide -9.0

11:33 A.M.

U.S.G. 286

M.L.H.W

City Dartmouth

1	34.0	-30.1	-39.1	✓
2.	31.0	-27.1	-36.1	✓
3.	31.0	-27.1	-36.1	✓
4.	30.0	-26.1	-35.1	✓
5.	28.0	-24.1	-33.1	✓
6.	26.0	-22.1	-31.1	✓
7.	25.0	-21.1	-30.1	✓
8.	25.0	-21.1	-30.1	✓
9.	21.0	-17.1	-26.1	✓
10.	21.0	-17.1	-26.1	✓

11:43 A.M.

5400 - 155

+3.7 Tide - 9.0

11:44 A.M.

U.S.C. & G.

M.L.L.W.

City Datum

1.	23.0	-19.3	-28.3	✓
2.	23.0	-19.3	-28.3	✓
3.	24.0	-20.3	-29.3	✓
4.	25.0	-21.3	-30.3	✓
5.	26.0	-22.3	-31.3	✓
6.	28.0	-24.3	-33.3	✓
7.	30.0	-26.3	-35.3	✓
8.	30.0	-26.3	-35.3	✓
9.	33.0	-29.3	-38.3	✓
10.	34.0	-30.3	-39.3	✓

11:52 A.M.

$$6 + 00 = R 6$$

+3.5 Tide -9.0

11:54 A.M.

v.c.s.s.

M.L.L.W.

City Datum

1.	33.0	-29.5	-38.5	✓
2.	32.0	-28.5	-37.5	✓
3.	31.0	-27.5	-36.5	✓
4.	29.0	-25.5	-34.5	✓
5.	30.0	-26.5	-35.5	✓
6.	28.0	-24.5	-33.5	✓
7.	27.0	-23.5	-32.5	✓
8.	25.0	-21.5	-30.5	✓
9.	24.0	-20.5	-29.5	✓
10.	23.0	-19.5	-28.5	✓
11.	20.0	-16.5	-25.5	✓
12.	20.0	-16.5	-25.5	✓
13. ^{12:06 P.M.}	18.0	-14.5	-23.5	✓

Corcoran St. And To 160th St.
Yell St to Catalina Blvd.

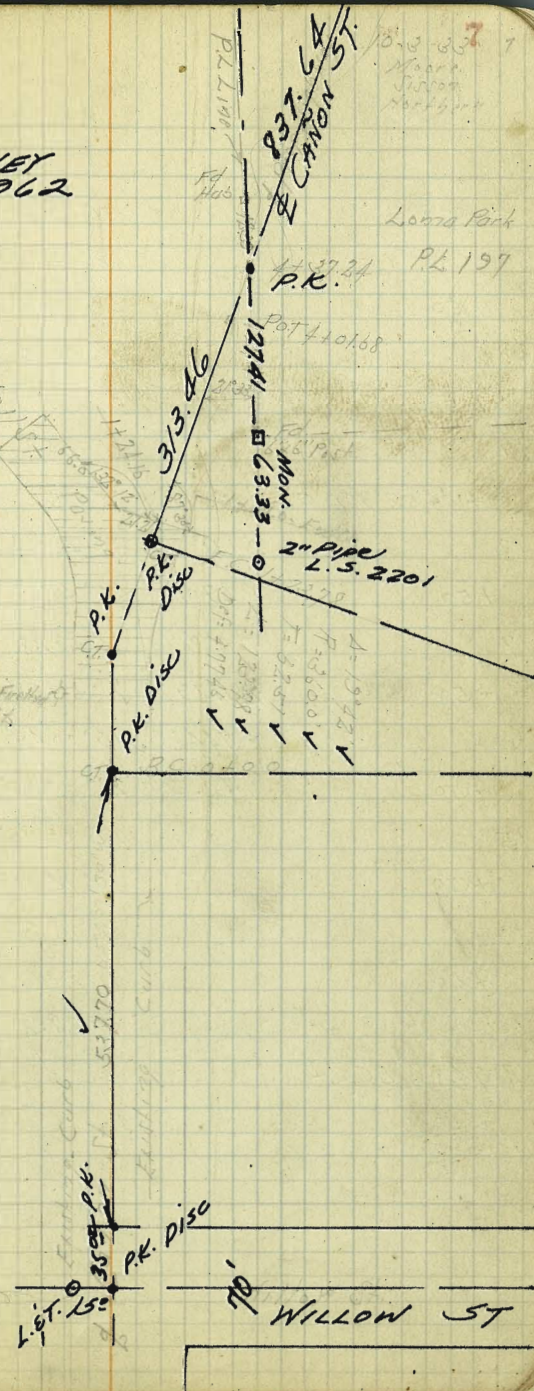
PL

50.52

4+01.68 P.O.T.

1+23.78	E.C.	3° 51'
1+0	A 19° 42'	7° 57.46'
1+75	R 360.0	5° 58.09'
1+50	T 62.51	3° 58.73'
1+25	L 123.78	1° 59.86'
0+0	B.C.	

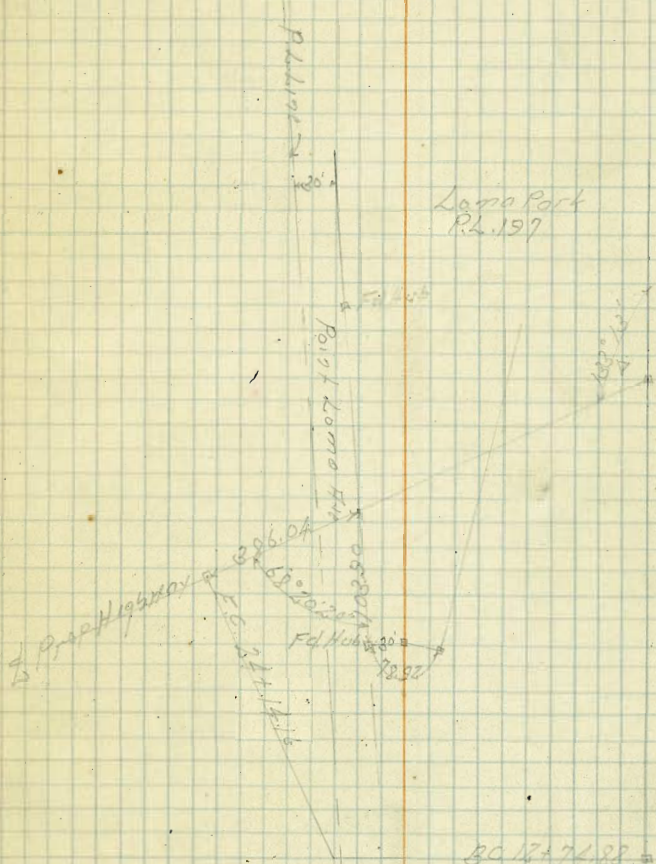
INK - HATCH
WATER SURVEY
SEPT. 26, 1962



Lt.

+50		51° 09.85'
21		48° 14.45'
+50		45° 19.06'
20		42° 22.65'
+50		39° 28.27'
19		36° 32.87'
+4452 P.O.C. - 2 Curve		33° 18.25'
18	$\Delta 133^{\circ} 13'$	30° 42.07'
+50	$R 490.0'$	27° 46.67'
17	$T 1132.78$	24° 51.28'
+50	$L 1139.28$	21° 55.38'
16	$E 744.26$	19° 00.49'
+50	2012.5079	16° 05.09'
15		13° 09.70'
+50		10° 14.00'
14		7° 18.91'
+50		4° 23.51'
13		1° 22.12'

12+74.88 B.C. Lt



BC 12+74.88

Point Lomo Park
N 00° 25' 30" W

47

28773.10 P.O.T.

24+14.16 E.C.

66° 36.58'

24

65° 46.24'

+50

62° 51.44'

23

59° 56.04'

+50

57° 06.65'

22

54° 05.25'

Horse

Conc. Top
 29 x 00.82
 432.00
 P.L. Line
 88° 28' 30"
 S.H. Line P.L. 194

Pr

43 + 91.95	FC	44° 15' 50"
+ 50		40° 14' 25"
43		35° 27' 88"
+ 50		Δ 88° 31' 30" 41.51'
42		R 300.0 25° 55' 13"
+ 50		F 292.33 21° 08' 76"
41	P.O.S.	L 463.47 16° 22' 38"
+ 75		Dy 5.7275 13° 59' 38"
+ 50		11° 36.01'
40		6° 49.63'
+ 50		2° 03.26'
39 + 28.48	BC	

changed to Albion St.

Phyllis

[Handwritten notes:]

- Duke
- 08.00.19
- 08.00.19
- g + b
- 6 EucTrop

PL 190

292.83

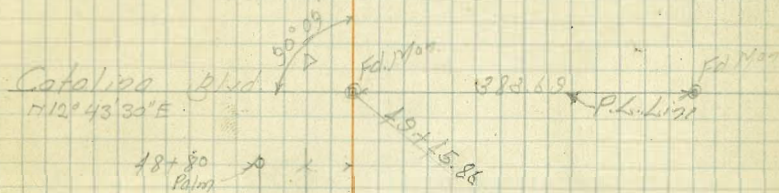
CR 08/20715

3C 2242848

0 + 0
For 10 lbs
Crisps

PL 182

PL 181



PL 183

PL 180



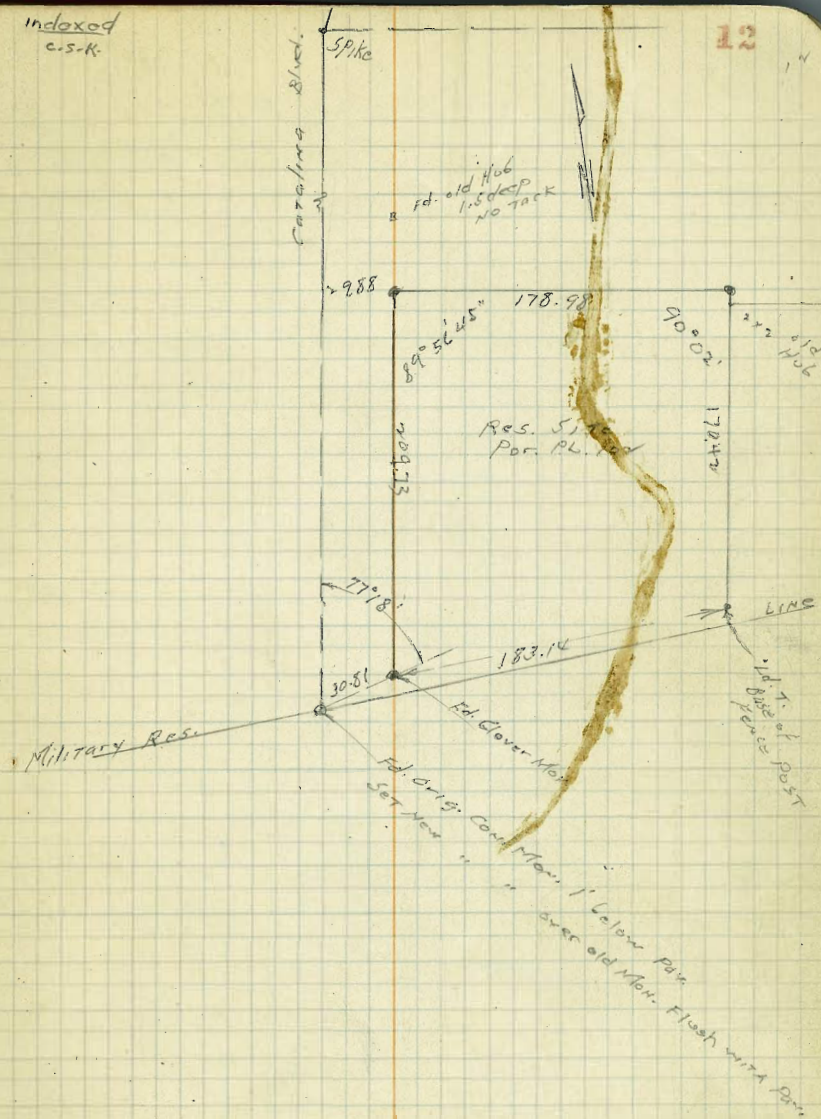
Check R. of S. Map #994

• Found Con. Mon. (Glaver)

C. Moore
L. Osborne
W. Moore
1-1-43.

indexed
C.S.K.

12



Cross Section Canyon St And Tolbot St
Yell St to Catalina Blvd.

Note: Plot Water Line on Canyon St.
CSM.

1-2328 FS

103+76.22

1+0

104+00

0+7.5

104+25

0+50

new grade meets pavement here

104+50

0+75

104+75

0+0

85.74

105+00

0-100

8.21

7.91

87.83

79.92

83.43	83.35	81.80	81.18	80.91	80.48	80.68	81.70	82.63	73.03	73.53
4.4	4.4	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
82.73	82.73	81.28	81.28	80.38	80.38	80.34	81.10	81.78	92.83	101.93
4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
83.83	83.83	81.22	80.51	80.01	80.01	80.05	80.77	81.03	81.93	94.33
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
81.13	81.17	80.50	79.70	79.12	79.12	79.64	80.39	81.23	81.23	93.83
4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7	4.7
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
80.53	80.53	79.80	79.12	79.12	79.12	79.30	80.11	80.23	79.73	77.83
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
81.73	79.99	79.83	78.80	78.18	78.18	78.48	79.38	79.23	79.83	94.83
4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
76.93	75.97	75.97	74.84	74.30	74.30	74.22	74.63	74.63	75.30	75.53
4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6	18.6
11.86	11.86	11.86	11.86	11.86	11.86	11.86	11.86	11.86	11.86	11.86
13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99	13.99
13.53	13.53	13.53	13.53	13.53	13.53	13.53	13.53	13.53	13.53	13.53
13.21	13.21	13.21	13.21	13.21	13.21	13.21	13.21	13.21	13.21	13.21
15.63	15.63	15.63	15.63	15.63	15.63	15.63	15.63	15.63	15.63	15.63

87.54

3+50

IP

10.36

94.11 ✓

4.08

83.75

3+0

2+50

2+0

1+50

1+42

1+41

1+34.8

101+50

102+00

102+50

103+00

103+50

103+58

103+59

103+75.84

Taken at Whittier, Alaska

82.81

84.81
9.3
10.84.31
9.8
10.85.91
8.2
12.84.51
9.6
9.84.31
4.8
10.97.61
+2.5
23.107.01
+12.5
10.85.23
2.6
10.83.83
1.0
86.83.33
1.5
23.83.23
1.6
15.84.93
2.9
11.86.03
1.8
10.92.63
+4.8
23.101.33
+12.5
10.84.53
3.3
10.84.13
3.7
36.82.93
4.9
34.82.73
5.1
20.82.23
5.6
16.84.03
3.8
7.91.93
+4.1
23.100.93
+14.1
10.83.73
4.1
10.83.43
4.4
37.82.33
5.5
30.82.03
5.8
20.81.63
6.2
9.83.13
4.7
13.92.23
5.6
10.92.33
+2.5
23.101.93
+14.1
10.82.53
5.8
40.83.03
4.8
30.81.73
6.1
23.81.13
6.7
10.81.33
6.5
5.86.83
1.0
11.93.63
+5.8
23.103.33
+15.8
10.81.57
6.2
13.81.63
6.2
13.81.03
6.8
10.81.63
6.2
13.87.03
10.8
11.90.33
+2.5
19.92.83
+5.0
33.104.03
+16.2
10.81.63
6.2
13.80.93
6.8
10.81.61
6.2
13.82.83
5.0
11.90.33
+2.5
19.92.73
+4.0
28.104.03
+16.2
10.82.81
5.02
66.00
2.880.91
6.32
21.21
4.00

87.83

TP	1195	105.06	1.00	93.11
7+50				
7+0				
6+50				
6+0				
5+50				
5+0				
4+50				
4+0				

sl + 75 count

11750

TP

12.31

116.82

0.55

104.51

1140 -

10 + 50

8750

375

93750

94+00

94+50

95700

 $95 + 50$

96700

96750

97+00

10506

10506

[illegible]

78 x 50

TP

12.89

135.70 ✓

3.42

122.81

177.50

1770

16756

= Proposed Culvert or Roadway 30"

16750

 $86 + 50$

87+00

 $87+50$

88700

88+44

88 + 50

89 + 00

89750

108.6	109.9	109.8	112.3	120.8	123.2	123.5
76	82	82	112.3	120.8	123.2	123.5
55	53	53	112.3	120.8	123.2	123.5
116.2	118.0	117.8	113.3	122.2	127.4	127.4
96	82	82	113.3	122.2	127.4	127.4
75	53	53	113.3	122.2	127.4	127.4
116.6	110.1	110.1	120.0	120.8	129.4	129.4
36	50	50	120.0	120.8	129.4	129.4
8.6	119.8	119.8	120.7	122.8	123.7	123.7
34	87	87	120.7	122.8	123.7	123.7
117.6	119.5	119.5	119.8	121.5	125.5	125.5
34	87	87	119.8	121.5	125.5	125.5
116.3	118.1	118.1	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
117.0	119.9	119.9	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
118.7	117.5	117.5	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
116.8	122.1	122.1	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
120.9	123.9	123.9	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
122.5	127.2	127.2	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
125.1	129.9	129.9	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2
126.8	126.0	126.0	121.3	122.3	126.2	126.2
34	87	87	121.3	122.3	126.2	126.2

22+50

82+50

22+0

83+00

21+50

83+50

TP

12/6

145.29

2.57

133.13

21+0

84+00

20+50

84+50

20+0

85+00

19+50

85+50

19+0

Proposed Culvert on Road 136" top mark 86+00

135.70

Note: Cul Channel

top mark 86+00

127.1

125.1

125.1

125.7

124.4

124.9

126.5

127.3

126.9

127.2

127.7

125.1

127.1

125.1

125.1

125.7

124.4

124.9

126.5

127.3

126.9

127.2

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125.1

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124.4

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124.9

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125.7

124.4

124.9

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124.4

124.9

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125.7

124.4

124.9

126.5

127.3

126.9

127.2

127.7

125.1

127.1

125.1

125.1

125.7

124.4

26+0	- Opp. Outlet Fairview 12" Conc. Culvert + Hard Yells	79+00	144.8	137.4	135.7	133.7	139.67	141.92	140.8	142.2	144.9
25+50		79+50	143.7	134.5	134.5	139.5	141.1	139.2	140.5	144.9	
TP	11.58 153.52 ✓ 3.25 141.34		139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
25+0	- Beg. of Channel Change + 2d off	80+00	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
24+50		80+50	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
24+141.6	E.C.	80+85.84	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
B.M.	2.39 142.90	55' R. 24+141.6	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
23+95	= Wash From Rk 18" culvert	81+0.5	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
23+50		81+50	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
23+0		82+00	139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8
	145.29		139.2	133.6	133.6	139.0	139.5	137.9	138.5	139.4	141.8

TP 12.74 184.30 ✓ 0.25 171.56

TP 12.52 171.51 ✓ 0.27 159.27

32+25 72+75.

31+90 73+10

31+50 73+50

31+30 73+70

31+0 74+00

30+50 74+50

30+0 75+00

159.54

157.7

155.9

154.3

154.1

152.8

150.2

149.0

157.8

156.0

154.7

153.9

153.1

151.5

150.3

165.6

161.5

160.7

158.3

154.0

151.5

150.8

174.6

161.5

160.7

158.3

154.0

151.5

150.8

180.7

168.4

172.5

169.4

161.4

156.8

153.5

184.9

178.0

177.8

176.8

170.5

164.3

156.2

34+90 = f Gulab From PL

70+10

34+60

70+40

34+25

70+75

34+10

71+00

BM

4.62

192.03

07 f Hub
33+71.10 Pot

33+50

71+50

33+25

71+75

TP

12.62

196.65

0.27

184.03

33+0

72+00

33+50

72+50

184.30

24.2 60	170.7	26.6 65	28.0 65	31.5 65	33.5 65	34.9 60	160.9	23.1 60	153.9	254 65	172.5	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
25.8 65	171.0	25.7 68	177.9	177.9	182.7	182.7	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
22.6 60	175.5	26.2 62	177.9	177.9	182.7	182.7	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
21.0 40	177.6	19.1 40	185.2	185.2	185.2	185.2	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
48.5 23	181.4	15.3 23	188.4	188.4	188.4	188.4	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
15.3 23	184.4	13.3 23	194.9	194.9	194.9	194.9	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
13.0 23	187.7	9.0 23	194.9	194.9	194.9	194.9	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
10.2 40	189.1	7.6 40	196.5	196.5	196.5	196.5	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7
8.0 60	189.1	7.6 40	196.5	196.5	196.5	196.5	164.2	28.5 65	165.2	24.1 65	170.9	170.9	174.1	175.7	181.4	181.4	183.7	186.0	188.7

67+68

68700

68730

68765

19662

69+00

 $69 + 25$

69 + 55

69+80

196.65

[illegible]

40 + 0

39 + 50

39+28.48 BCPH

2940

38 + 50

10.02

24.17

3.90

3850

37+75

87 + 70

205.05

65400

65+50

65 + 71.52

66700

66 + 50

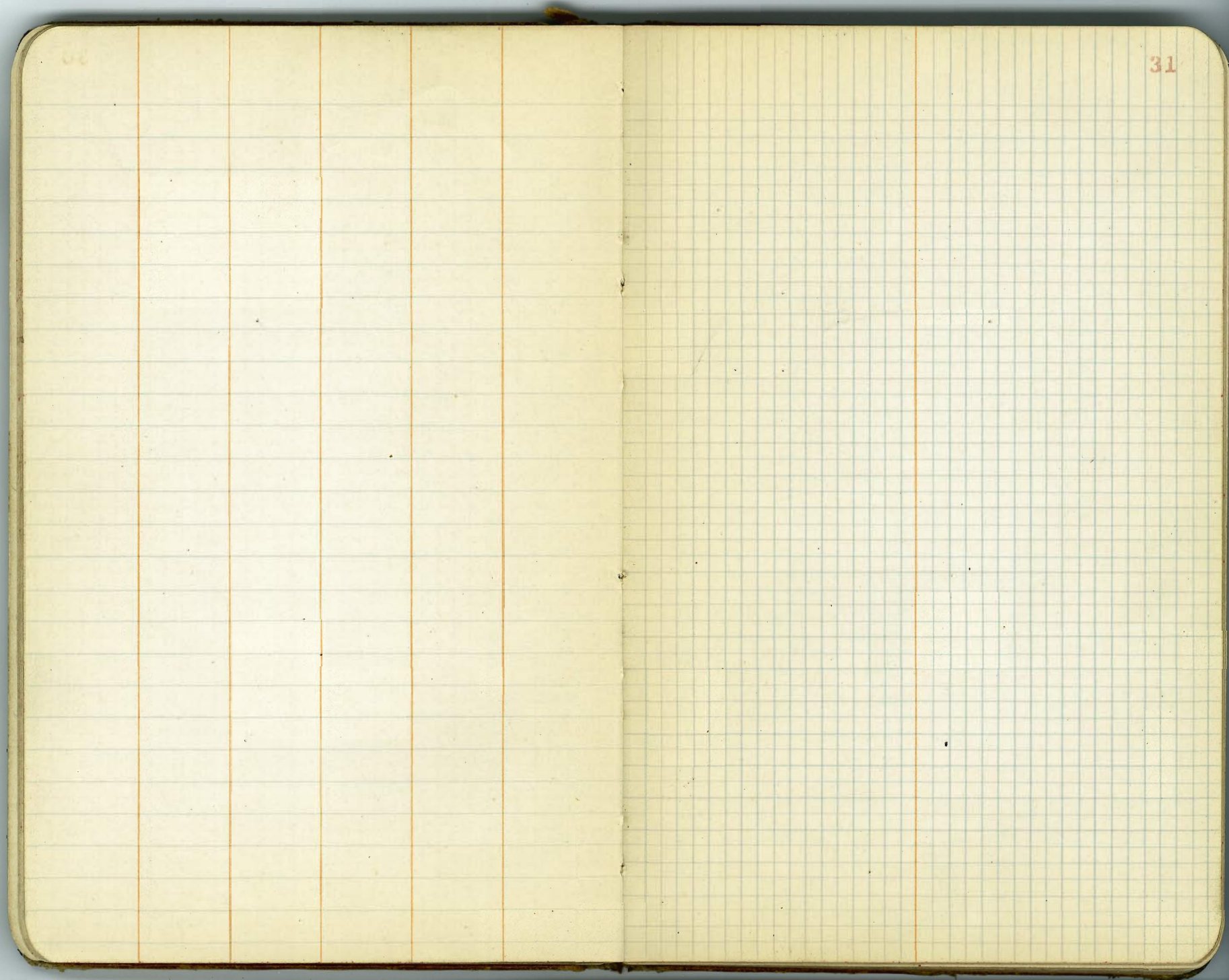
67400

67+25

67730

Year	1983.3	1987.8	1987.6	1988.9	1988.3	1988.4	1988.7	1989.8	1989.9	1990.1	1990.2	1990.3	1990.4	1990.5	1990.6	1990.7	1990.8	1990.9	1991.0	1991.1	1991.2	1991.3	1991.4	1991.5	1991.6	1991.7	1991.8	1991.9	1992.0	1992.1	1992.2	1992.3	1992.4	1992.5	1992.6	1992.7	1992.8	1992.9	1993.0	1993.1	1993.2	1993.3	1993.4	1993.5	1993.6	1993.7	1993.8	1993.9	1994.0	1994.1	1994.2	1994.3	1994.4	1994.5	1994.6	1994.7	1994.8	1994.9	1995.0	1995.1	1995.2	1995.3	1995.4	1995.5	1995.6	1995.7	1995.8	1995.9	1996.0	1996.1	1996.2	1996.3	1996.4	1996.5	1996.6	1996.7	1996.8	1996.9	1997.0	1997.1	1997.2	1997.3	1997.4	1997.5	1997.6	1997.7	1997.8	1997.9	1998.0	1998.1	1998.2	1998.3	1998.4	1998.5	1998.6	1998.7	1998.8	1998.9	1999.0	1999.1	1999.2	1999.3	1999.4	1999.5	1999.6	1999.7	1999.8	1999.9	2000.0	2000.1	2000.2	2000.3	2000.4	2000.5	2000.6	2000.7	2000.8	2000.9	2001.0	2001.1	2001.2	2001.3	2001.4	2001.5	2001.6	2001.7	2001.8	2001.9	2002.0	2002.1	2002.2	2002.3	2002.4	2002.5	2002.6	2002.7	2002.8	2002.9	2003.0	2003.1	2003.2	2003.3	2003.4	2003.5	2003.6	2003.7	2003.8	2003.9	2004.0	2004.1	2004.2	2004.3	2004.4	2004.5	2004.6	2004.7	2004.8	2004.9	2005.0	2005.1	2005.2	2005.3	2005.4	2005.5	2005.6	2005.7	2005.8	2005.9	2006.0	2006.1	2006.2	2006.3	2006.4	2006.5	2006.6	2006.7	2006.8	2006.9	2007.0	2007.1	2007.2	2007.3	2007.4	2007.5	2007.6	2007.7	2007.8	2007.9	2008.0	2008.1	2008.2	2008.3	2008.4	2008.5	2008.6	2008.7	2008.8	2008.9	2009.0	2009.1	2009.2	2009.3	2009.4	2009.5	2009.6	2009.7	2009.8	2009.9	2010.0	2010.1	2010.2	2010.3	2010.4	2010.5	2010.6	2010.7	2010.8	2010.9	2011.0	2011.1	2011.2	2011.3	2011.4	2011.5	2011.6	2011.7	2011.8	2011.9	2012.0	2012.1	2012.2	2012.3	2012.4	2012.5	2012.6	2012.7	2012.8	2012.9	2013.0	2013.1	2013.2	2013.3	2013.4	2013.5	2013.6	2013.7	2013.8	2013.9	2014.0	2014.1	2014.2	2014.3	2014.4	2014.5	2014.6	2014.7	2014.8	2014.9	2015.0	2015.1	2015.2	2015.3	2015.4	2015.5	2015.6	2015.7	2015.8	2015.9	2016.0	2016.1	2016.2	2016.3	2016.4	2016.5	2016.6	2016.7	2016.8	2016.9	2017.0	2017.1	2017.2	2017.3	2017.4	2017.5	2017.6	2017.7	2017.8	2017.9	2018.0	2018.1	2018.2	2018.3	2018.4	2018.5	2018.6	2018.7	2018.8	2018.9	2019.0	2019.1	2019.2	2019.3	2019.4	2019.5	2019.6	2019.7	2019.8	2019.9	2020.0	2020.1	2020.2	2020.3	2020.4	2020.5	2020.6	2020.7	2020.8	2020.9	2021.0	2021.1	2021.2	2021.3	2021.4	2021.5	2021.6	2021.7	2021.8	2021.9	2022.0	2022.1	2022.2	2022.3	2022.4	2022.5	2022.6	2022.7	2022.8	2022.9	2023.0	2023.1</
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29
Oct. 17-33
Moore
Sisson
Northern



Alignment Fort St. Had. Box Ave

Lt.

8+35 P.C.T.

6+30.51	E.C.	25° 48.25'
6+0		24° 33.30'
+50		22° 30.525'
5+0	Δ 5136.30'	20° 27.75'
+50	P 700.0'	18° 24.975'
4+0	T 338.46'	16° 22.20'
+50	L 630.51'	14° 19.425'
3+0	Off 245.55'	12° 16.65'
+50		10° 13.875'
2+0		8° 11.10'
+50		6° 08.325'
1+0		4° 05.55'
+50		2° 02.775'
0+00	B.C.Lt.	

87° 00'

32

Nov. 21/33
H. J. H. C.
J. H. H. C.
H. J. H. C.

Box Ave

P.L. 170

FS 6130.51

51° 39.30'

Fort St.

14.73

130° 30'

89° 55'

174.58

14.07

11.97

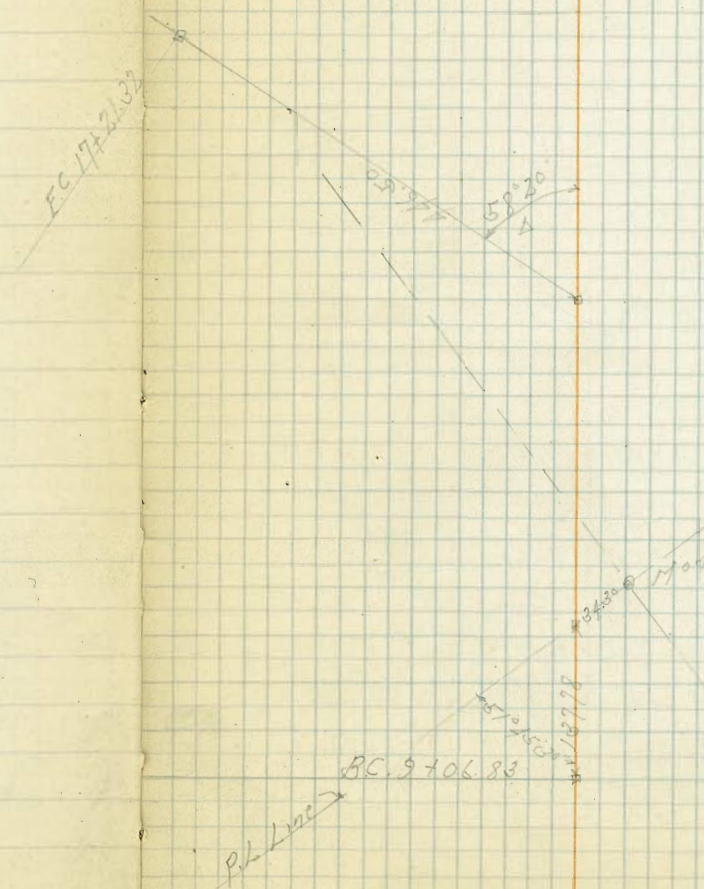
Ed. 146.5

Silver Gate

BC 0+0.0

25
25

17+21.32	EC	29° 10'
17		28° 24' 226
+50		26° 36.801
16		24° 49.376
+50		23° 01.951
15	A 58° 20'	21° 14.526
+50	R 800.0	19° 27.101
14	T 446.50	17° 39.676
+50	L 814.49	15° 52.151
13	D 1421.485	14° 04.726
+50		12° 17.301
12		10° 29.876
+50		8° 42.451
11		6° 55.026
+50		5° 07.601
10		3° 20.176
+50		1° 32.751
9+06.83	BC Lt	



Cross Section, Fort St. And. Box Ave

3+0

+50

2+0

+50

TP 0.13 292.91 12.61 292.78

1+0

+70 28 ft. of 2 Gyp. Tree

+50

+45 31 ft. of 2 Gyp. Tree

0+0 B.C.

TP 10.02 305.39 2.06 295.37

B.M. 3.83 297.43 293.60

B.P.E. Curve
St. Louis Gate
St. Mary's Gate

Nov. 28-33
No 34

285.31
26
40

287.21
5.7
40

290.71
3.2
40

291.71
1.2
40

293.99
1.4
40

296.89
8.5
40

299.79
5.6
40

285.21
2.7
40

287.31
5.6
40

289.21
3.7
40

291.41
1.5
40

292.91
294.79
10.6
40

297.49
7.9
40

300.09
5.20
40

305.39

285.61
2.3
40

287.61
5.3
40

289.11
3.8
40

292.01
0.9
40

295.89
5.5
40

298.58
6.8
40

302.09
5.20
40

+50

+30.51 FC

6+0

+50

5+0

+50

TP 2.08 282.99 12.00 280.91

4+0

2+50

292.91

$\frac{275.79}{7.3}$
40

$\frac{276.29}{6.7}$
40

$\frac{276.79}{6.3}$
40

$\frac{277.49}{5.5}$
40

$\frac{278.89}{4.1}$
40

$\frac{280.29}{2.7}$
40

$\frac{281.51}{1.4}$
40

$\frac{283.71}{9.7}$
40

$\frac{274.29}{8.7}$

$\frac{274.92}{8.07}$
20/100

$\frac{274.99}{8.0}$

$\frac{276.39}{5.6}$

$\frac{278.79}{4.8}$

$\frac{280.29}{2.7}$

282.99

$\frac{281.71}{11.2}$

$\frac{283.71}{2.7}$

292.91

$\frac{272.19}{10.8}$
40

$\frac{272.49}{10.5}$
40

$\frac{272.69}{10.3}$
40

$\frac{275.09}{7.9}$
40

$\frac{278.39}{2.6}$
40

$\frac{278.79}{4.4}$
40

$\frac{280.61}{12.3}$
40

$\frac{283.71}{10.1}$
40

+50

TP 0.71 259.75 11.61 259.04

9+06.82 B.C. 41

+85

+60

+35

TP 0.20 270.65 12.54 270.45

8+0

+50

7+0

382.99

$$\begin{array}{r} 255.55 \\ 4.3 \\ 40 \end{array}$$

$$\begin{array}{r} 251.55 \\ 8.8 \\ 30 \end{array}$$

$$\begin{array}{r} 247.05 \\ 12.7 \\ 33 \end{array}$$

$$\begin{array}{r} 248.45 \\ 11.3 \\ 30 \end{array}$$

$$\begin{array}{r} 250.55 \\ 9.0 \\ 40 \end{array}$$

$$\begin{array}{r} 260.65 \\ 10.0 \\ 40 \end{array}$$

$$\begin{array}{r} 259.75 \\ 251.55 \\ 19.1 \\ 30 \end{array}$$

$$\begin{array}{r} 251.15 \\ 19.4 \\ 30 \end{array}$$

$$\begin{array}{r} 250.95 \\ 19.9 \\ 40 \end{array}$$

$$\begin{array}{r} 265.45 \\ 5.2 \\ 40 \end{array}$$

$$\begin{array}{r} 255.85 \\ 14.8 \\ 30 \end{array}$$

$$\begin{array}{r} 251.45 \\ 19.1 \\ 30 \end{array}$$

$$\begin{array}{r} 251.95 \\ 18.7 \\ 40 \end{array}$$

$$\begin{array}{r} 266.05 \\ 4.6 \\ 40 \end{array}$$

$$\begin{array}{r} 265.05 \\ 5.6 \\ 30 \end{array}$$

$$\begin{array}{r} 261.15 \\ 9.5 \\ 30 \end{array}$$

$$\begin{array}{r} 255.75 \\ 14.9 \\ 40 \end{array}$$

$$\begin{array}{r} 267.95 \\ 2.7 \\ 40 \end{array}$$

$$\begin{array}{r} 265.35 \\ 5.3 \\ 30 \end{array}$$

$$\begin{array}{r} 264.15 \\ 6.5 \\ 30 \end{array}$$

$$\begin{array}{r} 261.45 \\ 8.8 \\ 40 \end{array}$$

$$\begin{array}{r} 270.19 \\ 12.8 \\ 40 \end{array}$$

$$\begin{array}{r} 267.69 \\ 15.3 \\ 30 \end{array}$$

$$\begin{array}{r} 266.69 \\ 16.3 \\ 40 \end{array}$$

$$\begin{array}{r} 272.69 \\ 10.3 \\ 40 \end{array}$$

$$\begin{array}{r} 269.69 \\ 13.3 \\ 30 \end{array}$$

$$\begin{array}{r} 268.79 \\ 14.2 \\ 40 \end{array}$$

$$\begin{array}{r} 274.79 \\ 8.2 \\ 40 \end{array}$$

$$\begin{array}{r} 272.39 \\ 10.6 \\ 30 \end{array}$$

$$\begin{array}{r} 269.39 \\ 13.8 \\ 40 \end{array}$$

382.99

13.20

+50

12.20

+50

11.20

TP

1.53

250.12

11.16

248.59

+50

10.20

9.50

Prop Culvert 35° N of Radial Line

259.75

$$\begin{array}{r} \text{LX} \\ 237.32 \\ 12.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} \text{LX} \\ 237.82 \\ 12.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} \text{LX} \\ 239.12 \\ 11.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} \text{RX} \\ 243.32 \\ 6.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 238.12 \\ 12.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 240.92 \\ 9.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 241.52 \\ 8.6 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 242.92 \\ 7.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 246.32 \\ 3.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 239.32 \\ 10.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 243.92 \\ 6.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 244.62 \\ 5.5 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 248.72 \\ 1.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 239.22 \\ 10.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 243.32 \\ 5.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 246.32 \\ 3.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 248.42 \\ 1.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 240.22 \\ 8.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 246.12 \\ 4.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 249.32 \\ 0.8 \\ \hline 40 \end{array}$$

250.12

$$\begin{array}{r} 242.15 \\ 17.6 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 245.45 \\ 14.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 247.55 \\ 12.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 249.75 \\ 10.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 244.85 \\ 14.9 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 248.75 \\ 11.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 251.35 \\ 8.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 244.85 \\ 14.9 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 248.45 \\ 11.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 250.45 \\ 9.3 \\ \hline 45 \end{array}$$

259.25

17+0

+50

16+0

+50

15+0

+50

14+0

TP

0.09

237.37

12.84

237.28

13+50

250.12

$$\begin{array}{r} 220.57 \\ 16.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 224.37 \\ 13.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 227.37 \\ 19.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 221.87 \\ 15.5 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 224.17 \\ 13.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 226.37 \\ 11.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 223.17 \\ 14.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 223.07 \\ 14.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 225.77 \\ 11.6 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 223.57 \\ 13.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 223.17 \\ 14.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 225.57 \\ 11.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 224.07 \\ 13.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 225.07 \\ 12.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 229.17 \\ 2.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 225.27 \\ 13.1 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 226.87 \\ 10.5 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 233.37 \\ 4.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 227.67 \\ 9.7 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 229.57 \\ 7.8 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 233.47 \\ 3.9 \\ \hline 40 \end{array}$$

237.37

$$\begin{array}{r} 233.72 \\ 16.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 233.82 \\ 16.3 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 236.12 \\ 14.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 241.22 \\ 8.9 \\ \hline 40 \end{array}$$

250.12

17-21-32. 55.

237.37

220 87
165
40

223.49
12.90

226.77
106
40

Alignment Catalina Blvd.
Through RL Lots 102-104 to Silver Gate Rd.

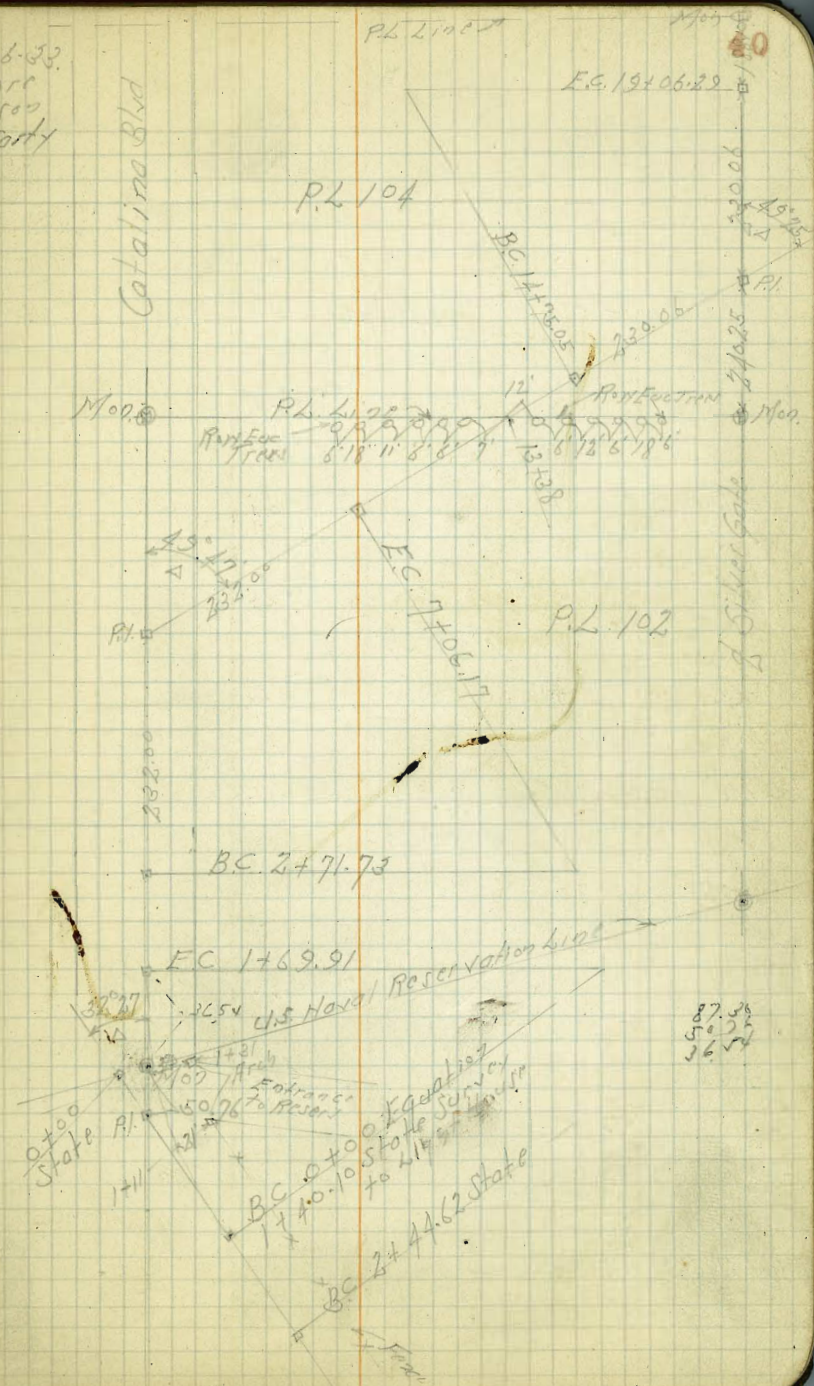
4+75.05
7+06.17
7+68.88

1+69.91

+50	$\Delta 32^{\circ} 27'$	$1^{\circ} 54.07'$
	R 209.0	
1+2	T 87.20	$2^{\circ} 40.55'$
	L 169.91	
+50	$\Delta 45.7235$	$11^{\circ} 27.02'$
0+00	B.C. McEquation	$16^{\circ} 13.50'$
1+40.10	State Survey to	High House

Dec 6-53
Moore
Sisson
McCarthy

Catalina Blvd



7+06.17 F.C.

24°53.50'

7+0

24°32.26'

+50

21°40.38'

6+0

18°48.49'

Δ 19°47'

+50

P-500.0

15°56.61'

T 332.00

5+0

L 434.44

13°04.72'

543.4377

+50

10°12.84'

4+0

7°20.95'

+50

4°23.07'

3+0

1°37.18'

2+71.73 B.C. R.H.

19+06.29 F.S.

24° 42.50

19+0

24° 20.85

+50

21° 29.97

18+0

18° 47.08

S 49° 25'

+50

R 65.00

15° 45.20

T 230.06

17+0

S 43° 24'

12° 52.31

D 152.4377

+50

10° 01.42

16+0

7° 02.54

+50

4° 17.65

15+0

1° 25.77

14+75.05 B.C. Lt.

+50

TP 1.05 376.21 11.85 375.16

4+0

+50

+33

3+0

34' Pt. of 2 Telp. Pole

+71.73 BC Pt.

2+0

1+63.91 F.C. 31' Pt. of 2 Corobaco 377' Pt. of Water Tank
Circ. Tank 136 ft

1+61

29' Pt. of 2 Telp. Pole
387.01

$$\begin{array}{r} 373.41 \\ 2.2 \\ \hline 370.0 \end{array}$$

$$\begin{array}{r} 374.01 \\ 2.2 \\ \hline \end{array}$$

$$\begin{array}{r} 373.91 \\ 2.2 \\ \hline 370.0 \end{array}$$

376.21

$$\begin{array}{r} 376.21 \\ 10.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 375.71 \\ 10.8 \\ \hline 320.0 \end{array}$$

$$\begin{array}{r} 374.61 \\ 10.8 \\ \hline 36.0 \end{array}$$

$$\begin{array}{r} 375.41 \\ 10.8 \\ \hline 44.6 \end{array}$$

$$\begin{array}{r} 375.01 \\ 10.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.41 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 376.81 \\ 10.8 \\ \hline 320.0 \end{array}$$

$$\begin{array}{r} 375.71 \\ 10.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 376.21 \\ 10.8 \\ \hline \end{array}$$

$$\begin{array}{r} 376.81 \\ 10.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 378.01 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.91 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 376.81 \\ 10.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.21 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.51 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 383.61 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 378.51 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 378.61 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.51 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 377.61 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 378.41 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 383.61 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 378.81 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 379.11 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 380.31 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 387.81 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 380.41 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 380.01 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 380.81 \\ 2.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 388.31 \\ 2.2 \\ \hline 30.0 \end{array}$$

387.01

TP 0.33 36464 11.90 364.31

+50

8+0

+50

7+06.17 FC

+50

6+0

+50

5+0

376.21

Lt

Z

R1

$\frac{365.01}{11.2}$
40.0

$\frac{367.31}{8.9}$
40.0

$\frac{368.51}{7.7}$
40.0

$\frac{369.11}{7.1}$
40.0

$\frac{369.51}{6.7}$
40.0

$\frac{370.01}{6.2}$
40.0

$\frac{371.21}{5.9}$
40.0

$\frac{372.71}{5.5}$
40.0

$\frac{363.71}{12.5}$

$\frac{366.11}{10.1}$

$\frac{367.71}{8.5}$

$\frac{368.71}{7.5}$

$\frac{369.41}{6.9}$

$\frac{369.91}{6.3}$

$\frac{370.81}{5.1}$

$\frac{372.21}{4.0}$

376.31

$\frac{362.71}{12.5}$
40.0

$\frac{364.81}{11.4}$
40.0

$\frac{366.61}{9.8}$
40.0

$\frac{368.11}{8.1}$
40.0

$\frac{369.41}{6.8}$
40.0

$\frac{369.91}{6.3}$
40.0

$\frac{370.81}{5.1}$
40.0

$\frac{372.01}{4.2}$
40.0

+50

12+0

+50

11+0

TP 0.20 352.41 12.43 352.21

+50

10+0

+50

9+0

364.64

$$\begin{array}{r} 339.01 \\ 13.4 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 340.71 \\ 12.7 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 343.11 \\ 9.3 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 346.71 \\ 5.7 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 350.04 \\ 14.6 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 354.04 \\ 10.6 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 358.14 \\ 6.5 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 361.54 \\ 8.1 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 339.11 \\ 12.0 \\ \hline \end{array}$$

$$\begin{array}{r} 340.61 \\ 11.8 \\ \hline \end{array}$$

$$\begin{array}{r} 343.01 \\ 9.4 \\ \hline \end{array}$$

$$\begin{array}{r} 345.81 \\ 6.6 \\ \hline \end{array}$$

$$\begin{array}{r} 349.44 \\ 15.2 \\ \hline \end{array}$$

$$\begin{array}{r} 353.14 \\ 11.5 \\ \hline \end{array}$$

$$\begin{array}{r} 358.34 \\ 7.8 \\ \hline \end{array}$$

$$\begin{array}{r} 360.64 \\ 4.0 \\ \hline \end{array}$$

$$\begin{array}{r} 339.81 \\ 12.6 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 339.81 \\ 13.0 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 342.51 \\ 9.9 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 344.61 \\ 7.8 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 349.04 \\ 15.6 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 352.14 \\ 12.6 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 355.44 \\ 9.2 \\ \hline 40.0 \end{array}$$

$$\begin{array}{r} 359.44 \\ 5.2 \\ \hline 40.0 \end{array}$$

364.64

1670

+50

1570

14775.05 BC

+50

1410

+50

TP 6.88 348.31 10.98 341.43

1870 = Proposed Culvert
352.41

41

2

172

$\frac{340.31}{8.0}$
40.0

$\frac{341.41}{6.9}$

$\frac{342.21}{6.1}$
40.0

$\frac{339.71}{8.6}$
40.0

$\frac{340.61}{7.7}$

$\frac{341.41}{6.9}$
40.0

$\frac{338.81}{9.5}$
40.0

$\frac{339.51}{8.8}$

$\frac{340.31}{8.0}$
40.0

$\frac{338.41}{9.9}$
40.0

$\frac{338.97}{9.84}$
34.74

$\frac{339.71}{8.6}$
40.0

$\frac{338.01}{10.3}$
40.0

$\frac{338.41}{9.9}$

$\frac{338.91}{9.4}$
40.0

$\frac{337.41}{10.3}$
40.0

$\frac{337.81}{10.5}$

$\frac{338.11}{10.2}$
40.0

$\frac{337.61}{10.7}$
40.0

$\frac{337.91}{10.4}$

$\frac{338.21}{10.1}$
40.0

348.31

$\frac{337.71}{14.5}$
40.0

$\frac{338.11}{14.3}$

$\frac{338.21}{14.2}$
40.0

352.41

For Check

3.95

300.06

on 01080
For N/A
300.09

TP 8.04 304.01 5.09 295.97

TP 1.33 301.06 12.51 299.73

TP 0.46 312.24 12.24 311.78

TP 0.11 324.72 13.01 324.61

TP 0.56 337.62 11.25 337.06

13+06.29 E.S.

+50

18+0

+50

+32

17+0

16+50

348.31

47

48

49

$$\begin{array}{r} 339.71 \\ 8.9 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 339.56 \\ 8.75 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.01 \\ 7.23 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 339.41 \\ 8.9 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 340.71 \\ 7.6 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.61 \\ 6.7 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 340.01 \\ 8.3 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.41 \\ 6.9 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 342.11 \\ 6.2 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 340.21 \\ 8.1 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.81 \\ 6.5 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 342.51 \\ 5.8 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 340.91 \\ 7.4 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.81 \\ 6.5 \\ \hline 30.0 \end{array}$$

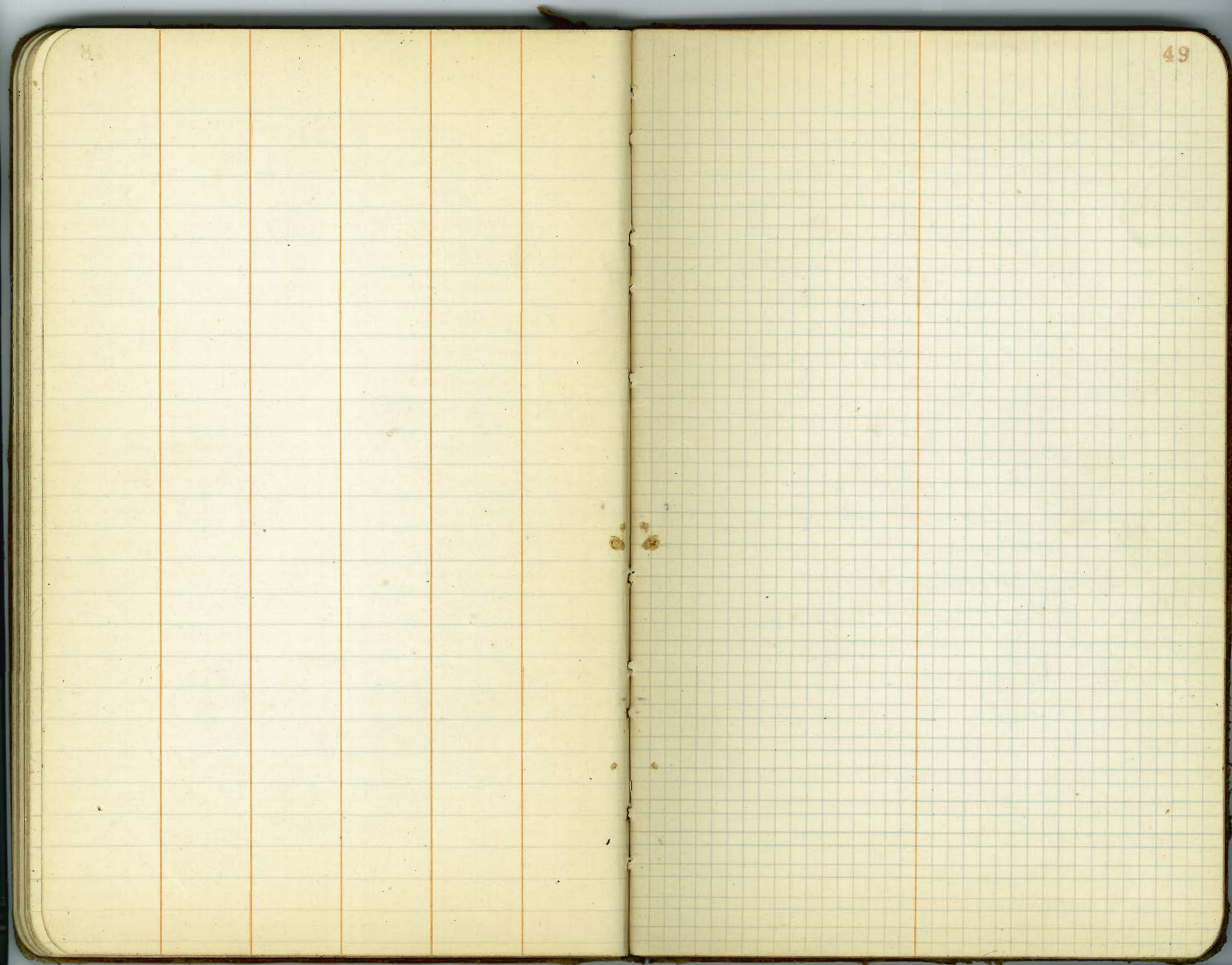
$$\begin{array}{r} 342.91 \\ 5.4 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 340.61 \\ 7.7 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 341.81 \\ 6.5 \\ \hline 30.0 \end{array}$$

$$\begin{array}{r} 342.91 \\ 5.4 \\ \hline 30.0 \end{array}$$

348.31



B' Line

PL

7+79.43	E.C. 53+29.24	22° 19.75'
+50		21° 29.16'
7		20° 03.22'
+50		18° 37.27'
6	A 44° 39.30'	17° 11.33'
+50	R 1000.0	15° 45.38'
5	T 410.72	14° 19.44'
+50	A 779.43	12° 53.43'
4	50/17188	11° 27.55'
+50		10° 06.61'
3		8° 35.66'
+50		7° 09.72'
2		5° 43.78'
+50		4° 17.83'
1		2° 51.89'
+50		1° 25.94'
0+00	B.C. 45+49.81	

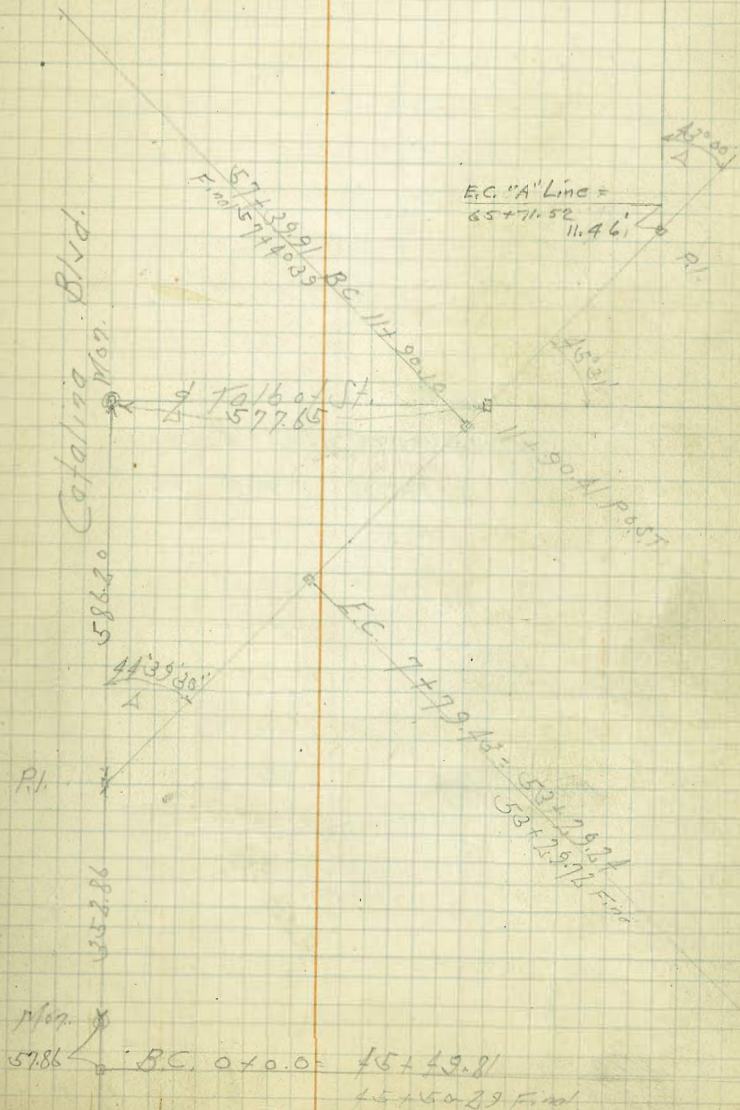
1-1-34
Moore
Sherris
Northern

Indexed
C.S.R.

50

Prop. of C.S.R.

End 64+90.88 = 64+90.88 E.C. 19+40.59
= 69+53.97 "A" Line



Lt.

19 + 40.59	ES 144.90.40	21° 30'
19		20° 20.23'
+ 50		18° 54.29'
18		17° 28.34'
+ 50	$\Delta 43^{\circ} 00'$	16° 02.40'
17	R 1000.0	14° 36.45'
+ 50	T 393.91	13° 10.51'
16	L 750.49	11° 44.57'
+ 50	Def. 1.7188	10° 18.62'
15		8° 52.68'
+ 50		7° 26.74'
14		6° 02.79'
+ 50		4° 34.85'
13		3° 08.90'
+ 50		1° 42.96'
12		0° 17.02'
11 + 90.10	BC 57 + 39.91	

C Line

RT

See Page 53 Corrected Stationing

10 + 41.30	E.C. 55+91.11	22° 34'
10		21° 23.02
+ 50		19° 57.07
9		18° 31.13
+ 50		17° 05.18
8	L 45° 08'	15° 35.25
+ 50	R 1000.0	14° 13.30
7	T 415.58	12° 47.35
+ 50	L 787.73	11° 21.41
6	341.7188	9° 55.47
+ 50		8° 23.52
5		7° 03.58
+ 50		5° 37.63
4		4° 11.69
+ 50		2° 45.75
3		1° 19.80

2+53.57 B.C. 48+03.38

0+00 = 0+60 B.C. "B" Line

indexed
C.S. 151

52

Catalina Blvd

+ 40'

M.O.T. 328.25

Talbot

E.C. 10+41.30

P.I.

415.58

Prop. 15' Curve Inlet

3+0

B.C. 2+53.57

M.O.T.

57.86

0+00 = 35.0+00 B Line

RF.

55 + 31.11	F.C.	22° 34'
+ 50		21° 33.34'
55		19° 57.40'
+ 50		18° 31.45'
54	A 45° 08'	17° 05.51'
+ 50	P 1000.0	15° 39.57'
53	T 415.58	14° 13.62'
+ 50	L 787.73	12° 47.68'
52	DEF 1.7188	11° 21.74'
+ 50		9° 55.79'
51		8° 29.85'
+ 50		7° 03.90'
50		5° 37.96'
+ 50		4° 12.03'
49		2° 46.07'
+ 50		1° 20.13'
48 + 0338	B.C.	

1-16-34

Ms. 53

۷۵۱۵

2 Proposed Road Northbury
Canton St

FC 67451.22

Pr/B

2011/07/02

P.L. Cor.
Mo 7. 5

327.78

41558

PL Cor. ⑤
1407

Proposed
15 ft Curb
12 ft

 $48 + 50$

BC 487 a3.38

262860

③ (P.I. 63 + 9.14)
66 + 88.2042.7

9 Feb 60

Lt.

67+51.22 E.C. = 72+10.50 21°44.25'

67 20°16.31'

+50 18°50.26'

66 17°24.32'

+50 Δ 432830 15°58.87'

65 R 1000.0 14°32.43'

+50 T 39870 13°06.49'

64 L 958.78 11°40.54'

+50 Def 1.7188 10°14.66'

63 8°48.66'

+50 7°22.71'

62 5°56.77'

+50 4°30.83'

61 3°04.88'

+50 1°38.94'

60 0°12.99'

59+92.44 B.C.

± Levels on "C" line

55

Santa Barbara
California

207

262.63

260.58

P. 78
NW 1/4

T.P.

109

251.57

12.17

250.48

48+03.85 = 20 on "C" line

8.03

243.54

on 2nd lot

+50 ± proposed P.V.

8.2

243.4

49

7.7

243.9

+50

6.6

245.0

50

5.5

246.1

+50

3.3

248.3

51

1.8

249.8

+50

1.3

250.3

T.P.

5.55

246.37

0.75

250.82

52

6.0

250.4

+50

5.7

250.7

53

5.0

251.4

+50

4.5

251.9

54

4.1

252.3

+50

3.8

252.6

55

3.8

252.6

T.P.

3.18

256.45

4.10

253.27

+50

4.1

252.4

55+91.1 E.C.

4.44

252.01

± H.V.

56+38.72 ± 701607

6.69

249.76

" "

+50

7.0

249.5

57

8.0

248.5

+50

10.6

245.9

T.P.

00.2

248.46

13.01

243.44

St

±

Pt

243.7
40

243.5

243.8
40

244.0
40

243.9
20

243.4

243.2
40

243.9

245.0

246.1

248.3

249.8

250.2

250.4

58			0.7	242.8	
+50			4.4	239.1	
59			7.9	235.6	
+50			11.2	232.3	
T.P.	0.10	230.73	12.83	230.63	
59 + 94.44 = B.P.			1.05	229.68	P.Hub
60			1.5	229.2	
+50			4.3	226.4	
61			8.1	222.6	
B.P. Hub 60' RT of Sta. 61			10.08	220.65	
T.P.	0.72	218.64	12.81	217.92	
+50			8.7	214.9	
62			7.8	210.8	
+50			10.6	208.0	
63			11.9	206.7	
T.P.	0.20	205.97	12.87	205.77	
+50			3.6	202.4	
64			3.8	202.2	
+50			6.5	199.5	
+65			9.9	196.1	
T.P.	3.70	196.79	12.88	193.09	
+80			7.6	189.2	
65			6.9	189.9	
+50			14.0	182.8	
66			6.4	190.4	
+25			3.4	193.4	
+50			3.3	193.5	

196.79

67 + 00

+ 5/100 E.C.

P.O.T. Hub p 23

7.2

11.49

4.71

189.6

185.30 2 Hub

192.08 192.03
0.05

Catalina Blvd. B.M.

48+03.38 B.C.	5.7~	149.26		243.54	± Hub
Set B.M.			3.95	245.31	
T.P.	12.74	261.81	0.19	249.07	
T.P.	10.34	271.79	0.36	261.45	
Set B.M.			1.08	270.71	
T.P.	11.59	283.25	0.13	271.66	
T.P.	11.47	295.54	0.18	288.07	
T.P.	9.51	304.83	0.22	295.22	
Set B.M. Mon			9.13	295.70	
T.P.	10.14	308.73	6.24	298.59	
T.P.	12.78	321.45	0.06	308.67	
T.P.	12.15	333.26	0.24	321.21	
T.P.	12.63	345.71	0.28	333.08	
T.P.	12.27	357.84	0.14	345.57	
T.P.	12.22	370.04	0.02	357.82	
T.P.	8.02	377.27	0.19	369.85	
adj. to B.M. Mon.			2.93	374.94	375.16 0.22 error

Moore
1/17/44

58

Spike fence post 40' LT. of 48+03.38 P.C.

Spike power pole 100' RT. of 2 on S curb line of Charles St.

35' LT. & 26' No of NW Fort St. Mon. lead plug

100' N of track

Blind Cross Section

+25 15' Lt. of L. Loc. Tree 35' W 1/2 Loc Tree

+50

49

TP 214 252.74 524 243.60

+50 Proposed Culvert on Radial Line

48

+50

47+0

+50

46+0

45+19.81 BC

BM

6553

248.84

245.31

Spk. Fence Post
40' Lt.
18+03.88 BC

1-19-84 59
Moore

Lt.

Rt.

Rt.

247.74 248.64 250.14 250.14 249.94
5.0 4.1 2.6 2.6 2.8
40 33 33 40

245.64 245.34 244.44 245.34 244.34
7.1 7.4 6.3 7.4 8.4
40 33 33 40

243.64 243.24 241.14 240.34 239.84
9.1 9.5 11.6 12.4 12.9
40 33 33 40

252.74

244.14 243.34 243.04 241.04 240.54 240.14
4.7 5.5 5.8 7.8 8.3 8.7
50 40 33 40

243.64 243.64 243.44 243.14 240.44 240.34
5.2 5.2 5.4 5.7 8.4 7.9
40 33 33 40

244.54 244.14 244.14 243.94 244.14
4.3 4.7 4.7 4.9 4.9
40 33 33 40

245.54 245.04 244.64 245.44
6.3 3.8 4.2 3.4
40 33 40

246.24 245.94 246.04 246.44 246.44
2.6 2.9 2.8 2.4 2.4
40 33 33 40

243.44 243.84 247.44 243.14 243.14
+0.6 0.0 1.4 0.7 0.7
40 33 33 40

250.24 250.31 248.84 248.84 248.84 250.24
+1.4 +1.5 0.0 0.0 +1.4
40.0 33.0 33.0 33.0 40.0

248.84

+50				
+40	5' Rt of L Large Euc. Tree			
51				
+80	30' Lt + 15' Rt of L - Pepper Tree			
+50	30' Lt of L Sm. Pepper Tree			
+29.24	E.C.			
53				
+50				
TP	4.63	257.19	0.18	252.56
52				
+50				
+40	10' Lt of L - Euc. Tree			
+20	35' Lt + 5' Lt of L 10' Rt of L - Euc. Tree			
+0.5	35' Lt + 5' Lt of L 35' Rt of L - Euc. Tree			
51				
50 x 50				

252.74

Lt	L	Rt
250.79	250.69	249.89
6.4	6.5	7.3
40		40
251.99	252.09	252.09
5.2	5.1	5.1
40		40
252.49	252.99	252.89
4.7	4.2	4.3
40		40
252.69	252.82	252.89
4.5	4.37	4.3
40	07445	40
252.39	252.89	253.09
4.8	4.3	4.1
40		40
252.19	252.49	252.59
5.0	4.7	4.6
40		40
	257.19	
251.44	251.94	252.24
1.3	0.8	0.5
40		40
251.04	251.34	251.64
1.7	1.4	1.1
40		40
250.64	250.84	251.04
2.0	1.9	1.7
40		40
250.34	250.64	250.54
2.4	2.1	2.2
40		40
	252.74	

+50

59

+50

58

+39.91 B.C.

TP 1.91 236.03 12.52 234.12

57

+50

56

TP 0.34 246.64 10.89 246.30

+50

55

25 ft of 2 - Paper Ties
257.10

LL

Δ

RT

224.63

223.93

223.03

11.4
40

13.1

12.0
40

226.93

225.83

225.03

9.1
40

10.2

11.0
40

229.83

228.53

227.43

6.2
40

7.5

8.6
40

232.53

231.33

229.03

3.5
40

4.7

7.0
40

236.03

234.23

233.36

231.33

233.13

0.0
40

1.8
23

2.67
27 ft 4.5

4.7
23

2.8
40

236.03

237.14

235.84

236.94

236.14

9.5
40

10.8
23

9.7

10.5
40

240.44

240.24

239.84

6.2
40

6.4

6.8
40

243.44

243.24

242.14

3.2
40

3.4

4.5
40

246.64

246.89

245.69

245.39

10.2
40

11.5

11.8
40

248.79

248.29

247.59

8.4
40

8.9

9.6
40

257.19

Note:
555 + 50 to 5740
26722222 2674

"B Linc"

64

+50

63

TP 216 202.71 12.83 200.55

+50

62

+50

61

TP 0.25 213.38 12.67 213.13

+50

TP 1.76 225.80 11.99 224.04

60

236.03

62

Lt

L

PL

200.11	196.81	192.71	180.61
2.6 40	5.9	10.0 30	22.1 40
199.71	196.01	193.31	184.31 182.41
3.0 40	6.7	9.4 30	18.4 35 20.3 40
200.91	198.51	194.51	190.71 185.61
1.8 40	4.2	8.2 15	12.0 28 17.1 40
202.71			

203.48	200.68	196.78	188.28 188.38
9.9 40	12.7	16.6 18	25.1 20 25.0 40
205.48	203.08	201.78	191.98 191.58
7.9 40	10.3	11.6 18	21.4 26 21.8 40
209.08	205.28	202.78	196.38
4.3 40	8.1	10.6 20	17.0 40
210.08	206.68	204.38	200.88
3.3 40	6.7	9.0 28	12.5 40

213.38

212.50	212.60	216.60
13.3 40	12.2	9.7 40

225.80

220.43	221.73	220.93
15.6 40	14.3	15.1 40

236.03

"B Line"

63

LY

S

R1

36+0 #4190 For Check 668 196.03 196.1
page 24

+90.46 F C: 69+53.97

64+56

202.71

196.01

6.7
40

193.21

9.5
202.71

190.01

13.7
38

182.11

20.6
40

C Line Cross Section

64
1-20-31
Moore

+85 10 ft of $\frac{1}{2}$ - Euc Tree
+58 07 $\frac{1}{2}$ - Euc Tree
+50

51

+90 20 ft of $\frac{1}{2}$ - Euc Tree
+50

50

TP 6.01 254.95 0.23 248.87

+50

19

+50

48+03.38

BM

5.56

249.10

242.54

07 $\frac{1}{2}$ Hub
48+03.38

Lt.	$\frac{1}{2}$	Rt
249.95	250.15	250.45
5.0 40	4.8 40	4.5 40
248.35	248.55	249.85
6.6 40	6.4 43	5.1 40

Lt.	$\frac{1}{2}$	Rt
247.25	248.45	250.05
7.7 40	6.5 40	4.9 40

Lt.	$\frac{1}{2}$	Rt
246.05	246.05	246.85
8.9 40	8.9 40	8.1 40

254.95

Lt.	$\frac{1}{2}$	Rt
245.00	244.90	245.60
4.1 40	4.2 40	5.5 40

Lt.	$\frac{1}{2}$	Rt
243.60	243.90	243.60
5.5 40	5.2 40	5.5 40

Lt.	$\frac{1}{2}$	Rt
244.30	244.30	243.40
4.8 40	4.8 40	5.7 40

20 ft of $\frac{1}{2}$

Lt.	$\frac{1}{2}$	Rt
244.00	243.50	243.20
5.1 40	5.6 40	5.9 40

249.10

"C" Line

65

+50

55

+50

+25

54

IP

+50

+25

53

+85

+50

52

65 Lt. Sky Line of Frame House

5.00 256.77 3/8 251.77

5 Lt of $\frac{1}{2}$ = Tree

8 Lt + 8 Rt = Tree

3 Lt of $\frac{1}{2}$ = Tree

25 Lt of $\frac{1}{2}$ = Tree

25 Lt of $\frac{1}{2}$ = Tree

254.95

Lt

L

Rt

253.37

3.4
40

253.47

3.3
40

253.57

3.2
40

252.67

4.1
40

251.95

3.0
40

251.35

3.6
40

250.75

4.2
40

250.25

4.7
40

252.27

4.5

252.47

4.3

252.57

4.2

252.27

4.5

256.77

251.75

3.2

251.35

3.6

250.65

4.3

250.45

4.5

254.95

251.67

5.1
40

251.97

4.8
40

252.17

4.6
40

251.97

4.8
40

251.75

3.2
40

251.35

3.6
40

250.95

4.0
40

250.55

4.4
40

Net C.L.
53 + 56 + 55.5
10 Small Trees
02 Ref. H

C Line

1-238466

59

+50

58

+50

57

56 + 50

TP

BM

TP

55 + 91.11 E.C.

2377

253.467

12812

251.090

2352

263.902

261.55

476

252.01

236.57
16.9
40

236.29
17.8
40

234.07
19.4
40

240.77
12.7
40

238.97
14.5
40

237.27
16.2
40

244.27
9.2
40

242.87
10.6
40

241.57
11.9
40

247.97
5.5
40

245.97
7.5
40

244.47
8.0
40

249.67
3.8
40

248.47
5.0
40

246.97
6.5
40

251.67
1.8
40

249.47
4.0
40

247.67
5.8
40

253.47

261.45
M.7.
To 160 + C. d. line

072.405
55 + 91.11 E.C.

252.97
3.8
40

252.37
4.4
40

252.01
4.76
40

251.37
5.4
40

256.77

62

+50

BM

8.166

220.701

Hub 60 RH
61+0

61

TP

0.712

228.867

12.758

228.155

+50

60

+92.44

B.C.

50+50

TP

0.091

240.913

12.645

240.822

253.467

St.

A

RH

215.37
13.5
40

210.87
18.0

209.57
19.3
40

220.17
8.7
40

215.07
13.8

213.27
15.6
40

224.47
4.4
40

222.77
6.1

221.07
7.8
40

228.87

228.11
12.8
40

226.51
14.4

225.21
15.7
40

230.31
10.6
40

229.31
11.6

227.91
13.0
40

230.71
10.2
40

229.71
11.2

228.61
12.3
40

234.01
6.9
40

232.31
8.6

230.91
10.0
40.0

240.91

TP 4.010 196.743 12.948 192.733

+75

+65

+50

64

TP 0.566 205.681 12.428 205.115

+50

63

62+50

TP 1.909 217.543 12.833 216.234
228.867

Lt.

Z

Rt.

192.78 192.18 189.38 189.98 193.68 191.38
12.9 13.5 16.3 15.7 12.0 14.3
40 23 15 20 40

198.18 190.98 196.08 193.38
7.5 14.7 9.6 12.1
40 23 40

201.08 199.38 197.48
4.6 6.3 8.2
40 40

204.58 202.18 198.68
1.1 3.5 7.0
40 40

205.64 202.54 200.24
11.9 15.0 17.5
40 40

208.74 206.84 203.24
8.6 10.7 14.2
40 40

211.64 208.14 205.34
5.9 9.4 12.6
40 40

217.54

TP 0.640 160.193 12.573 159.553

TP 0.316 172.126 12.962 171.810

TP 0.724 184.772 12.625 184.048

+51.22 F.C.

67

+50

+25

66

+50

6570

196.743

Lt

f

P1

191.34
5.4
40

189.34
11.403
07/1/03

174.84
21.9
40

193.44
3.3
40

189.64
7.1
40

180.34
16.4
40

196.54
0.2
40

193.44
3.3
40

188.54
8.2
40

196.74
0.0
40

193.24
3.5
40

186.64
10.1
40

196.04 194.34 190.34
0.7 2.4 6.4
40 23

182.44
14.3
40

189.44
7.3
40

182.84
13.9
40

179.24
17.5
40

189.24
7.5
40

189.94
6.8
40

188.24
8.5
40

187.74
9.0
40

196.74

check levels Cañon Rd.

ch. to B.M. ^{Cañon Rd.} ~~ulmax~~ 5.748 80.009 $\frac{79.94}{0.089}$

T.P. 2.422 85.757 9.330 103.335

T.P. 0.563 92.665 12.487 92.102

T.P. 0.488 104.589 12.605 104.101

B.M. H61

1362 115.244

4521, E.C.
496 R. Corre
115.25

old Sta. 12+74.58 BC

115.25 Corrected

T.P. 4.761 116.706 12.850 111.945

T.P. 1.425 124.795 12.692 123.36

TP 0.914 136.052 12.788 135.140

B.M.

4.888 143.040

1500 P.P.
55 R. 24+14.16
143.90 BC

TP 4.728 147.928 5.428 143.200

TP 1358 148.628 12.923 147.270

160.193

		CITY DATUM	Corrected
B.M. Mon.		374.94	375.03
B.M. Mon.		295.70	295.79
B.M. Spike in power pole		270.71	270.80
B.M. Spike fence post.		245.31	245.40
B.M. Mon.		261.45	261.54
B.M. Hub		220.65	220.74
B.M. Iron Pin		142.90	142.99
B.M. Hub		115.25	115.34
B.M. BP. in d.c. near Apt.		79.92	
Mon.	U.S.G.S. 391.38	385.26	

& Catalina
 30' RT. 120' N of Water Tank.
 35' LT. of E & 20' N of N.E. Fort St.
 100' RT. of E on S. cb. of Charles St.
 40' LT. of 48+00.38 B.C.
 30' W + 3' N of G. Talbot & Catalina
 60' RT. of Sta. 61+00 "C" Line
 55' LT. 
 45' LT.
$$\begin{array}{r} 8746203 \\ 99+55.14 \\ \hline \end{array}$$
 490R E.C.
 Cañon Rd. & William St.
 W.P. #1 118' RT. of Sta 0+00

$$\begin{array}{r} 16+56 \\ 12+75 \\ \hline 3+81 \end{array}$$

$$\begin{array}{r} \$7462 \\ \$3+70 \\ \hline 3+92 \end{array}$$

$$\begin{array}{r} 216.60 \\ 666 \\ \hline 20994 \end{array}$$

36.50

$$\begin{array}{r} 33 \quad 18.25 \\ 133 \quad 43.00 \end{array}$$

$$\begin{array}{r} 1844.52 \\ 1274.88 \\ \hline 569.64 \\ 1139.28 \end{array}$$

$$\begin{array}{r} 76+22.75 \\ 569.64 \\ \hline 81+92.39 \end{array}$$