

Preliminary Sewers

Duplicate

1003

KEUFFEL & ESSER CO.

DRAWING MATERIALS
AND
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. SAN FRANCISCO. ST. LOUIS.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 to 1.
FOR SINGLE TRACK EXCAVATION.

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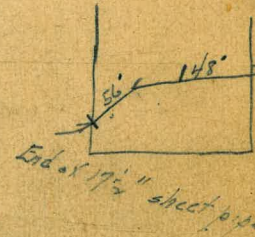
	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

2 Book 1003

447
118
3.23

492
374
1.18



ENGINEERING DEPARTMENT.
CITY OF
SAN DIEGO.
CALIFORNIA.

5.35
1.40
6.75

6.48
3.41

5.19
5.39
10.58
0.78
9.80

Mission Beech Board Walk 6-21-26 Levels on Top of Piling

BM.	6.44	6.30	-0.14	M.B. Blvd 4. Avalon Court
S. End of Walk supported by Piling - N. Line San Louis Rey Place			2.80	3.50 1.4 Higher
T.P.	4.55	7.97	2.88	3.42
Balboa Court			4.47	3.50 Top Piling
T.P.	4.78	9.61	3.14	4.83
San Gabriel Place			6.21	3.40 walk 1.4 Higher
T.P.	5.03	9.81	4.83	4.78
Lo's. of San Fernando Place			6.44	3.37 Top of Piling
S. Line San Fernando Place				3.37 walk 1.4 Higher
- S. End N.B. Amusement Center			5.35	4.46 on emb
BM.	9.14	9.65	+0.51	Jamaica Place
N. Line Ventura Place			6.13	3.52 Top Piling
- N. End N.B. Amusement Center			5.01	4.64 on emb walk
Jamaica Court			6.01	3.64 walk 1.35 Higher
T.P.	4.35	9.50	4.50	5.15
San Luis Obispo			5.70	3.80 Top Piling
T.P.	0.69	5.73	4.46	5.04 walk 1.4 Higher
Monterey Court			1.93	3.80
T.P.	7.55	11.27	2.91	3.72 Top Piling
Ormond Court			7.47	3.80 Narrows Place
T.P.	5.38	10.57	6.08	5.19
T.P. on BM.			9.81	5.19 San Clara Court + 0.76 = +0.71
T.P.	5.09	10.28		5.19

10.28

M

Santa Clara Court

6.45

3.83

Top Piling

Redondo Court

6.45

3.83

" "

T.P. 6.87

10.66

6.49

3.72

Salem Court
Top Piling

Tajon Court

6.85

3.81

Top Piling

T.P. 2.17

10.13

2.70

7.96

Yarmouth Court

6.26

3.87

Top Piling

N. End Piling Alley N. of BIK 248 Miss Beach

= Alley N. of Zanzibar Court

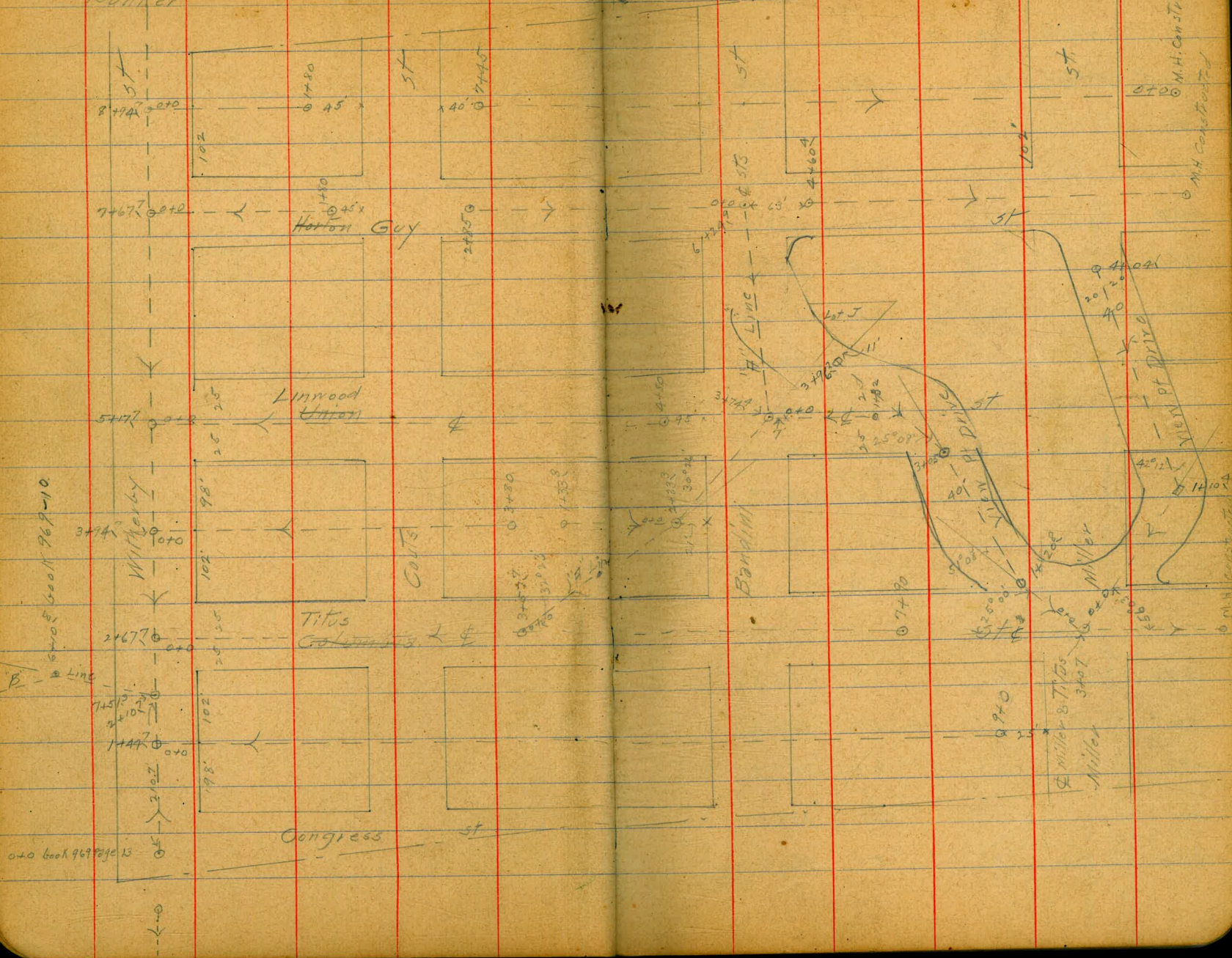
6.29

3.84

" "

6/2/16

Dunkle
Shaw
Bunker



3

Levels Lot Line between Congress & Titus
from Witherby South for 900' or 25' N of Miller St
B.M. 129.27

B.M. 11.90 141.17

0+0 = ~~W~~ Witherby

+50

1

+50

2

+13

+30

T.P.

+50

+80

3

+25

T.P.

+50

+65

+90

4

+50

11.90 129.3

13.1 128.1

11.5 129.7

8.6 132.6

5.5 135.7

4.6 136.6

1.0 140.2

0.38 140.79

12.7 140.4

6.8 146.3

6.9 146.2

2.7 150.4

0.33 152.75

10.7 154.5

8.2 157.0

8.1 157.1

2.5 157.7

5.1 160.1

5+0

+25

T.P.

+50

+75

6

+25

+50

7

+50

T.P.

+75

8

+25

+50

+75

T.P.

9+0

2.5

N of Miller

165.23

3.1

162.1

1.2

164.0

0.40

164.83

11.3

165.9

9.1

166.1

7.6

169.6

6.7

171.1

5.6

171.6

4.5

173.7

1.8

175.4

0.34

176.87

12.1

177.5

8.5

181.1

5.7

183.9

2.6

187.0

1.6

188.0

1.10

188.47

5.6

189.9

4

Note - This for Property fronting on Congress to Bandini
fronting on T.P.s from Bandini to Miller

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO
CALIFORNIA

Levels & Tides 3+ from & Witherby South				
for 790				
B.M.	10.58	134.11	123.53	
0+0 = & Witherby		10.58	123.5	
+08		10.7	123.4	
+24	✓	14.1	120.0	
+40		14.9	119.2	
+50		11.5	122.6	
+60		7.4	126.7	
+75		5.6	128.5	
1		3.4	130.7	
T.P.	12.20	145.94	0.37	133.74
+50		11.2	134.7	
+58		11.1	134.8	
+68		14.0	131.9	
+75		12.4	133.5	
+90		10.1	135.8	
2		7.2	138.7	
+10		5.0	140.9	
+35		5.5	140.4	
+50		5.5	140.4	
+65		5.2	140.7	
+89		1.6	144.3	
T.P.	9.54	154.98	0.50	145.44

154.98			
3+0	8.8	146.2	
+10	8.1	146.9	
+50	9.3	145.7	
+57 = 0+0 H. Line Page 3	9.94	145.04	
+23	11.7	143.3	
4	13.5	141.5	
+07	17.0	138.0	
+15	10.1	144.9	
+25	7.1	147.9	
T.P.	12.42	167.06	0.34
+50		11.6	155.5
+75		3.7	163.4
5		1.3	165.8
T.P.	12.18	178.71	0.53
+25		11.0	167.7
+50		7.9	170.8
+75		5.9	172.8
6		3.3	175.4
T.P.	12.48	190.71	0.48
+25		11.9	178.8

5

		190.71		
6+50			7.9	182.8
+75			4.4	186.3
T.P.	12.67	203.05	0.33	190.38
7			12.2	190.9
+25			8.4	194.7
+50			3.8	199.3
T.P.	7.23	208.79	1.49	201.56
+90			5.43	203.36

Levels Lot Line bet. Titus & Linwood from Φ
 Witherby south for 380'
 B.M.

6

				149.82
B.M.	12.73	162.55		
0+0 = Φ Witherby			12.73	149.8
+50			12.0	150.5
1	✓		10.5	152.0
+50			7.1	155.4
✓			5.2	157.3
+18			4.9	157.6
+22			5.6	156.9
+27			4.5	158.0
+50			3.2	159.3
T.P.	12.00	173.78	0.77	161.78
+85			12.1	161.7
3			10.2	163.6
+50			4.7	169.1
+80			2.42	171.36

Levels of Linwood from Witherby south
for 480'

B.M. 13.09 196.76 183.67

B.M.

0+0 = Witherby

13.09 183.7

+13 ✓ 11.8 185.0

+50 11.5 185.3

1 10.2 186.6

+50 9.2 187.6

+80 8.2 188.6

✓ 9.2 187.6

+25 9.7 187.1

+43 12.4 184.4

+50 11.5 185.3

+75 4.8 192.0

3 1.6 195.2

T.P. 10.91 207.26 0.41 196.35

+25 8.5 198.8

+50 5.9 201.4

+75 4.9 202.4

4 2.5 204.8

T.P. 5.42 212.51 0.17 207.09

+50 4.7 207.8

+80 4.54 208.0

Levels for "H" Line see page 3

B.M.

145.04

B.M.

12.96

158.00

0+0 = 512 32° 23'

3+57 Titus

12.96 145.0

+29 12.4 145.6

+32 ✓ 10.4 147.6

+45 10.5 147.5

+50 12.7 145.3

+54 15.4 142.6

+56 13.7 144.3

+74 13.4 144.6

+76 15.0 143.0

170 13.8 144.2

+92 12.2 145.8

1 10.7 147.3

+24 9.1 148.9

+27 10.9 147.1

+43 9.8 148.2

+47 7.4 150.6

+50 6.9 151.1

+60 6.3 151.7

+75 3.4 154.6

158.00

2+0			2.5	155.5
+05			3.7	154.8
T.P.	12.34	168.69	1.65	156.35
+28			12.4	156.3
+33 ³ - Lot Line L 30°26'			10.09	158.60
+37			7.6	161.1
+50			4.9	163.8
+55			4.4	164.3
+60			7.2	161.5
+70			1.0	167.7
T.P.	12.25	181.43	0.11	168.58
+80			11.5	169.9
+88			8.8	172.6
3			7.4	174.0
+07			8.4	173.0
+11			11.2	170.2
+13			14.2	167.2
+21			9.9	171.5
+32			7.3	174.1
+41			9.3	172.1

181.43

8

3+44			11.5	169.9
+50			10.0	171.4
+67			9.3	172.1
+70			7.0	174.4
+74 ⁴ - Linwood & T. M. of S. L. Bandini			5.80	175.63
T.P.	12.28	192.55	11.6	180.27
4			6.7	183.9
+09			2.5	190.1
+20			0.4	192.2
+30			1.5	191.1
+41			8.5	184.1
+50			3.6	189.0
T.P.	12.59	204.60	0.54	192.01
+72			5.2	199.0
+79			6.5	198.1
+85			9.0	195.6
5			7.3	197.3
+08			5.9	198.7
+23			9.1	195.5
+33			3.0	201.6
T.P.	12.07	216.35	0.32	204.28

		216.35		
5+45			8.8	207.6
+50			5.9	210.5
T.P.	12.49	228.18	0.66	215.69
+75			2.7	225.5
T.P.	12.77	239.59	1.36	226.82
+85			11.4	228.2
6			9.3	230.3
+24 ⁹ = ϕ Guy St			5.77	233.22

✓

Levels Lot Line bet Titus & Linwood from
Sta 2+33³ "H" Line North for 133.8'
B.M.

9

B.M.	10.21	148.81		158.60
Sta 2+33 ³ "H" Line	10.21			158.6
+05			8.2	160.6
+25			7.2	161.6
+45			3.9	164.9
+50			3.8	165.0
T.P.	7.52	175.85	0.48	168.33
1			7.5	168.3
+33 ⁸			3.4	172.4

✓

Levels of Linwood from 513 3+74.4 "H" Line
South for 132'

B.M. 1757.63

B.M. 11.49 187.12

0+0=Sta 3+74.4 "H" Line 11.49 175.6

+10 5.8 181.3

+12 3.3 183.8

T.P. 12.08 198.89 0.36 186.76

+25 7.6 191.2

+31 4.0 194.8

+35 1.2 197.6

T.P. 12.34 210.60 0.58 198.26

+50 4.7 205.9

T.P. 12.38 222.34 0.64 209.96

+75 8.7 213.6

1 1.8 220.5

T.P. 8.98 230.73 0.59 221.75

+32 3.61 227.1

Levels of Guy St from 513 6+24.7 "H" Line or
Bandini North for 285'

B.M. 233.82

B.M. 8.94 242.76

0+0=Bandini 8.94 233.8

+10 10.1 232.7

+14 13.7 229.1

+25 14.5 228.3

+31 12.3 230.5

+50 11.5 231.3

+75 10.6 232.2

1 9.5 233.3

+97 9.8 233.0

+16 14.6 228.2

+40 11.0 231.8

+50 4.6 238.2

+57 2.5 240.3

T.P. 7.38 248.71 1.43 241.33

+75 7.1 241.6

+89 5.6 243.1

2 5.1 243.6

+50 3.3 245.4

+85 3.3 245.4

Levels of Guy St from E. Witherby
South for 150'

248.71

0+0 = E. Witherby

9.36 239.3

+25

✓

6.8 241.9

+50

4.0 244.9

+75

2.1 246.6

1

1.3 247.4

+50

4.2 244.5

+80

5.7 243.0

Levels 2' E of Lot line bet Guy St. & E. Line
of Middletown Add from E. Witherby South for 150'

B.M.

B.M.

11.06

256.85

246.85

0+0 = E. Witherby

11.06 245.8

+25

✓

8.4 248.5

+50

7.1 249.8

1

5.7 251.2

+50

4.7 252.2

+80

3.46 253.39

11

Levels View Point Drive (northerly part) from
 & Miller & Titus in northerly direction for 3963 see page 3
 B.M. 203.36

	12.84	216.20		
T.P.	12.06	228.24	0.02	216.18
±0 = & Miller & Titus			11.24	217.00
+50	✓		9.8	218.4
1			9.9	218.3
+28 ⁸	R 51°08'		10.5	217.7
+50			8.0	220.2
+80			5.7	222.5
1			3.0	225.2
T.P.	8.55	236.17	0.62	227.62
+50			6.3	229.9
3			3.6	232.6
+0.5	L 25°08'		3.4	232.8
+50			3.9	232.3
+65			3.7	232.5
+96 ²			7.0	229.2

Levels View Point Drive (southerly part) from
 & Miller & Titus see page 3 12
 B.M. 217.00

	12.38	229.38		
±0 = & Miller & Titus			12.38	217.0
+16			9.9	219.5
+50	✓		8.5	220.9
1			8.7	220.7
+109	L 42°12'		9.1	220.3
+50			5.9	223.5
"			1.7	227.7
T.P.	11.97	240.66	0.69	228.69
+50			9.0	231.7
3			6.0	234.7
+50			4.9	235.8
4			3.8	236.9
+04'			3.8	236.9

Levels of Titus St from M.H. Canyon Line N of Norrey North
for 307 of Q Miller St

		138.93		
0+0 = Ctr Top of M.H.		12.6	126.3	
+16		14.6	124.3	
+22	✓	13.9	125.0	
T.P.	11.80	150.37	0.36	138.57
+50		8.3	142.1	
T.P.	12.43	162.36	0.49	149.88
+75		10.1	152.3	
T.P.	12.43	174.40	0.39	161.97
1		8.8	165.6	
T.P.	12.41	186.32	0.49	173.91
+25		6.6	179.7	
T.P.	12.42	198.08	0.66	185.66
+50		5.8	192.3	
T.P.	12.18	210.17	0.09	197.99
+69		7.9	202.3	
+75		6.0	204.2	
2		1.1	209.1	
T.P.	10.38	220.23	0.32	209.85
+25			6.0	214.2
+50			3.5	216.7
+75			2.8	217.4
3+07 = Q Miller			3.3	216.7

Levels of Titus St from M.H. Canyon Line N of Norrey
North for 460.4'

		0.54	175.46	174.92
0+0 = Ctr Top of M.H.			12.8	162.7
+10	✓		12.2	163.3
+25			8.4	167.1
T.P.	11.67	186.94	0.19	175.27
+50			8.5	178.4
T.P.	12.80	199.09	0.65	186.29
+75			8.4	190.7
T.P.	12.47	211.27	0.29	198.80
1			7.0	204.3
T.P.	12.60	223.71	0.16	211.11
+25			5.9	217.8
T.P.	12.50	235.43	0.78	222.93
+50			3.9	231.5
+57			0.6	234.8
T.P.	12.31	247.23	0.51	234.92
+75			9.0	238.2
2			5.7	241.5
+25			3.4	243.8
+50			1.8	245.4
T.P.	5.12	250.68	1.67	245.56

250.68

2+75

4.3

246.1

3

4.1

246.6

+50

4.6

246.1

4

6.9

243.8

+50

10.1

240.6

+60.4

10.3

240.4

Levels 2' E of Lot Line bet Guy & E. Line of 64' Dunkle
 Middle line from M.H. Canyon Line north for 745' 1/4 Shaw
 B.M. 175.68 1/6 Bunker
 19

B.M.

11.31

186.99

0+0 = Ch. 8 top M.H.

11.3

175.7

+06

14.7

172.3

+10

13.0

174.0

+25

8.0

179.0

T.P.

12.58

199.19

0.38

186.61

+50

9.4

189.8

T.P.

12.42

211.08

0.53

198.66

+75

8.7

202.4

T.P.

12.47

223.09

0.46

210.62

1

7.0

216.1

T.P.

12.34

234.90

0.53

222.56

+25

4.9

230.0

T.P.

12.86

247.21

0.55

234.35

+42

9.9

237.3

+50

8.5

238.7

+75

4.8

242.4

2

1.0

246.2

T.P.

11.95

258.77

0.39

246.82

258.77

2+25

8.5

250.3

+50

5.8

253.0

3

5.9

252.9

+50

7.5

251.3

4

9.9

248.9

+50

11.0

247.8

5

11.1

247.7

+50

10.5

248.3

6

9.0

249.8

+50

8.3

250.5

7

8.1

250.7

+45

5.2

253.6

15

Levels outlet sewer for Encanto - beginning at sta 92
 Line book 971 page 11 - See sketch page 18 Thence
 To intersection of 4th Ave & Encanto Sts - page 28

B.M.	7.12	34.91	27.79
+0		7.12	27.8
+50		7.1	27.8
1		6.9	28.0
+50		7.0	27.9
2		6.2	28.7
+46 ⁷² = City Line	5.46	34.58	57.9 29.12
+50		5.5	29.1
3		5.4	29.2
+50		5.1	29.5
4		4.7	29.9
+50		4.5	30.1
5		3.9	30.7
+50		3.8	30.8
6		5.6	29.0
+50		4.1	30.5
7		3.9	30.7
+50		3.9	30.7
8		3.7	30.9
T.P.	5.35	36.48	34.8 31.10

112 711
 Dunkle
 Shaw
 Bunker

2+34	36.48	5.6	30.9
+35		7.7	28.8
+50		8.1	28.4
9		7.2	29.3
+08 ⁷² L 37°16'		8.3	28.2
+50		10.5	26.0
10		10.0	26.5
150		10.3	26.2
11		10.3	26.2
+50		10.0	26.5
12		10.4	26.1
+50		9.6	26.9
13		9.8	26.7
+50		8.6	27.9
T.P. 8.84	36.79	8.53	27.75
14		8.7	28.1
+15 ⁷² R 7°09'		8.31	28.48
+50		9.2	27.6
15		9.0	27.8
+18		8.2	28.6

36.79

15+30			5.7	31.1
+50			5.3	31.5
16			5.8	31.0
+50			7.7	29.1
+79 ³ under bridge R 80°11'			6.7	30.1
+89			6.6	30.2
T.P.	11.29	45.69	2.19	34.60
+90			3.5	42.2
17			3.9	41.8
+50			6.2	39.5
+18			8.1	37.6
+50			9.0	36.7
19			8.6	37.1
+50			8.8	36.9
20+0			8.4	37.3
+50			7.9	37.8
21+0			7.6	38.1
T.P.	7.54	45.73	7.50	38.19
+50			7.1	38.6
22			6.5	39.2
+50			6.0	39.7

45.73

17

23+0			5.6	40.1
+50			5.1	40.6
24			4.7	41.0
+50			4.3	41.4
25			4.1	41.6
+50			3.6	42.1
26			3.3	42.4
+50			2.8	42.9
+79 ² L 52°16'			2.18	43.55
4.40	47.95			
27			4.8	43.3
+05			5.2	42.8
+17			8.6	39.4
+50			8.7	39.3
+70			7.8	40.2
+73			6.9	41.1
28			6.2	41.8
+50			5.2	42.8
29			5.0	43.0
+50			5.0	43.0
+78			5.5	42.5
+84			6.6	41.4

S Edge Bridge = $16 + 61 \frac{4}{5}$
Bridge 42' wide $16 + 82 \frac{4}{5}$ E.R.

18

continued page 24

$$8 + 36 \frac{4}{5} \text{ hub}$$

$2+47 \overline{58}$ old sta $(2+46 \overline{72})$

2+44⁶ Fe-CC

0.7 OC

Document 7

47.95

30+0		6.6	41.4
+50		5.5	42.5
31		4.8	43.2
+50		3.7	44.3
32		4.9	43.1
+50		4.7	43.3
T.P.	8.16	51.84	42.7
+50		7.1	44.7
33+0		7.3	44.5
+0.9		7.4	44.4
+20		5.5	46.3
+50		6.0	45.8
34		5.4	46.4
+50		4.9	46.9
35		4.6	47.2
+12 ³ L	52°23'	4.97	46.87
+50		5.1	46.4
36		5.5	46.3
+50		6.0	45.8
37		5.6	46.2

51.84

19

37+50		4.6	47.2
38		4.5	47.3
+38 ⁴ R	17°08'	4.47	47.37
	6.05	53.42	
+50		6.0	47.4
39		5.7	47.7
+50		5.5	47.9
40+0		4.9	48.5
+50		4.7	48.7
41		3.5	49.9
+50		3.6	49.8
+73		5.4	48.0
+97 ⁷ R	42°23'	5.03	48.39
	8.81	57.20	
42		8.6	48.6
+50		7.3	49.9
+75		8.3	48.9
43		6.5	50.7
+50		4.3	52.9
44		4.2	53.0
+25		5.7	51.5
+42 ⁵ L	42°56'	5.90	51.30

	5720			
44+50		5.6	51.6	
45		5.5	51.7	
+30		5.5	51.7	
+50		4.3	52.9	
+80		4.4	52.8	
46		2.7	54.5	
+10		5.1	52.1	
+25		3.7	53.5	
+50		2.9	54.3	
47		2.5	54.7	
+50		2.1	55.1	
+63 R 45° 44'	5.57	2.14	55.06	
48	60.65	5.4	55.3	
+50		5.4	55.3	
49		5.2	55.5	
+50		4.7	56.0	
50+0		4.6	56.1	
+187 R 27° 40'		4.22	56.43	
+50		4.0	56.7	
51		3.3	57.4	

	60.65		20
51+50		3.9	56.8
+70		2.6	58.1
52+0		2.3	58.4
+50		1.6	59.1
53		0.9	59.8
T.P.	6.23	66.00	59.77
+50		6.0	60.0
54+0		6.1	59.9
+50		6.1	59.9
55+0		5.6	60.4
+50		5.3	60.7
56+0		5.2	60.8
+50		4.5	61.5
+99.6 L 8° 41'		4.05	61.95
57+50		3.6	62.4
58+0		3.3	62.7
+50		3.0	63.0
59+0		2.2	63.8
+50		0.9	65.1
T.P.	9.01	73.51	64.50

73.51

60+0		9.4	64.1
+03' L 40°25'		9.28	64.23
+30		9.1	64.4
+35		2.7	65.8
+50		7.3	66.2
61+0		6.6	66.9
+50		5.7	67.8
62		5.3	68.3
+08 ³ R 59°22'		5.64	67.87
+50		6.3	67.2
63+0		6.1	67.4
+50		4.5	69.0
64+0		3.8	69.7
+50		3.6	69.9
65+00 ⁵ R 17°02'	570	2.91	70.60
+50	76.30	5.4	70.9
66+0		5.1	71.2
+25		6.5	69.8
+50		6.8	69.5
67		6.5	69.8

76.30

21

67+50			5.4	70.9
68			5.1	71.2
+50			5.7	70.6
69			5.3	71.0
+50			4.7	71.4
70+0			3.6	72.7
+50			3.3	73.0
71+0			3.0	73.3
T.P.	9.57	82.82	3.05	73.25
+50			9.3	73.5
72+0			8.6	74.2
+28			7.3	75.5
+29			8.9	73.9
+50			8.3	74.5
+61 ¹ L 48°44'			8.62	74.20
73+0			8.1	74.7
+50			2.7	74.9
74			7.1	75.7
+50			7.0	75.8
75			6.1	76.7

82.82

75+50 5.5 77.3

76 5.0 77.8

+50 4.5 78.3

77 5.1 77.7

+50 4.6 78.2

T.P. 8.30 87.10 4.02 78.80

78 8.8 78.3

+50 6.8 80.3

79 5.5 81.6

+50 5.2 81.9

+77.5 R 35° 59' 5.0 82.1

80+0 4.7 82.4

+50 5.0 82.1

81+0 4.1 83.0

+50 4.4 82.7

+83 3.7 83.4

+85 2.8 84.3

82+0 2.8 84.3

+50 1.0 86.1

83+0 0.9 86.2

87.10

22

23+50 2.9 84.2

+58.4 L 68° 11' 7.53 31.33 3.30 83.80

84 6.0 85.3

+50 5.4 85.9

85 6.3 85.0

+50 5.2 86.1

86 5.8 85.5

+50 5.4 85.9

87 4.9 86.4

+07 5.5 85.8

+15 4.4 86.9

+36.3 R 37° 13' 4.15 87.15

+50 4.2 87.1

88+0 3.4 87.9

+06 2.5 88.8

+50 1.8 89.5

89 2.1 89.2

T.P. 8.33 98.26 1.90 89.43

+30 8.7 89.6

+50 7.0 91.3

98.26

90+0		7.0	91.3
+50		6.2	92.1
91		6.8	91.5
+17 ⁸	L 29° 18'	6.17	92.09
+50		5.3	93.0
+59		4.3	94.0
92		4.2	94.1
+35		5.6	92.7
+50		6.4	91.9
+59 ³	R 60° 27'	5.91	92.35
	645 98.80		
+68		5.8	93.0
93		5.8	93.0
+50		5.8	93.0
94		5.5	93.3
+50		4.7	94.1
95		4.1	94.7
+50		3.6	95.2
96		3.7	95.1
+50		3.5	95.3
+56 ³ = P.L.		3.54	95.26

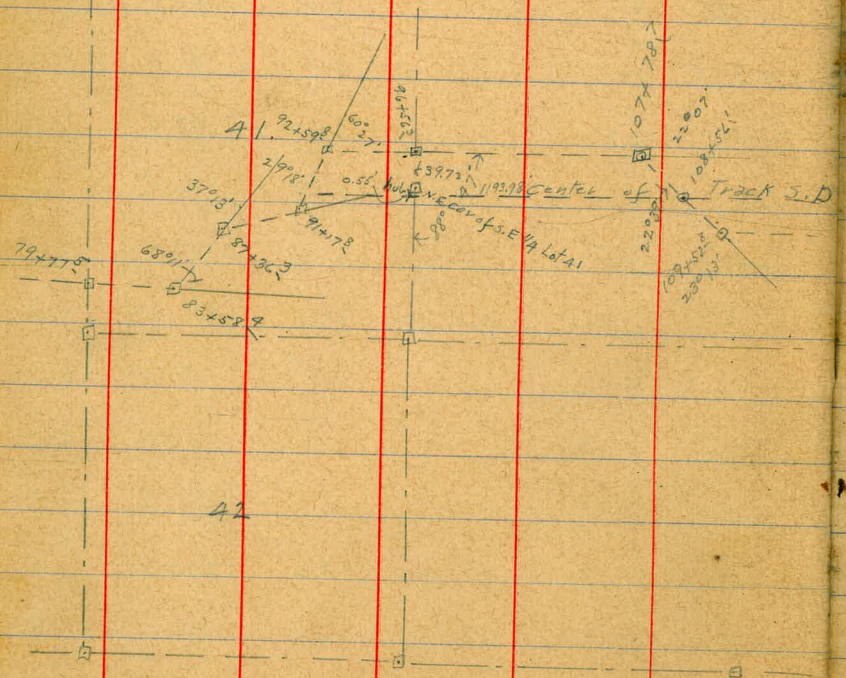
6.51

101.77

101.77

23

97+0		6.3	95.5
+50		6.3	95.5
+75		6.0	95.8
+86		2.8	99.0
+93		2.7	99.1
98+0		5.5	96.3
+50		5.2	96.6
99		4.8	97.0
+50		4.2	97.6
100+0		3.7	98.1
+50		3.4	98.4
101		2.3	99.5
+50		2.3	99.5
T.P.	8.01	107.68	2.10
			99.67
+62		2.8	99.9
+72		6.8	100.9
102		6.1	101.6
+50		5.0	102.7
103		6.0	101.7
+50		4.8	102.9



42

R.S.F. Ry.

122+58.7
219.5

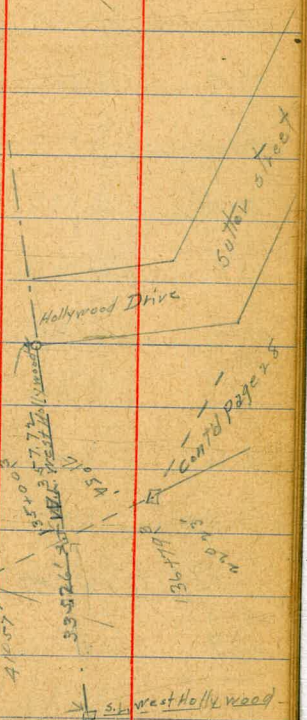
126+08.6
109.1

127+09.1
194.8

133+52.1
41.5

33+52.6
41.5

S. West Hollywood



Hollywood Drive

Cont'd page 28

136+52.1
41.5

107.68

104+0

4.3

103.4

+50

4.7

103.0

105

3.3

104.4

+50

2.8

104.9

+98

2.2

105.5

T.P.

10.67

116.60

1.75

105.93

106

7.4

109.2

+50

5.5

111.1

107

4.3

112.3

+12

5.4

111.2

+14

8.0

108.6

+45

8.5

108.1

+50

5.2

111.4

+78.3 R 22° 07'

3.62

112.98

+89

3.8

112.8

+95

6.0

110.6

108

5.0

111.6

+05

4.1

112.5

+50

1.0

115.6

+56.1 = 0.7 R.R. T. 20.1

0.7

115.9

116.60

108+72

1.4

115.2

109

2.3

114.3

+10

3.6

113.0

+15

6.8

109.8

+52.8 L 23° 13'

11.07

120.94

6.73

109.87

110

10.2

110.7

+50

9.5

111.4

111

9.1

111.8

+50

8.7

112.2

112

8.9

112.0

+50

9.2

111.7

113

8.1

112.8

+50

8.4

112.5

114

8.6

112.3

+11

8.6

112.3

+20

2.1

118.8

+50

1.9

119.0

115

1.4

119.5

T.P.

9.28

129.09

1.13

119.81

+50

9.1

120.0

25

129.09

116+0			7.6	121.5
+50			7.1	122.0
117			7.1	122.0
+50			6.7	122.4
118			5.5	123.6
+50			5.2	123.9
119			5.7	123.4
+30			5.9	123.2
+50			4.5	124.6
120			1.9	127.2
T.P.	7.14	135.91	0.32	128.77
+50			6.9	129.0
121			6.4	129.5
+50			7.4	128.5
122			7.4	128.5
+50			7.1	128.8
+78.7	R	21° 15'	6.84	129.07
123			7.0	128.9
+20			6.4	129.5
+24			4.4	131.5

135.91

26

123+50			3.8	132.1
124			2.7	133.2
+50			2.5	133.4
125			1.8	134.1
T.P.	8.39	142.33	1.97	133.94
+50			7.0	135.3
126			5.4	136.9
+08 ⁶	L 10° 41'		5.41	136.92
+50			6.5	135.8
127			5.6	136.7
+50			4.1	138.2
128			4.4	137.9
+50			3.2	139.1
T.P.	8.19	147.15	3.37	138.96
129			8.0	139.2
+09 ⁶	R 13° 48'		8.15	139.00
+50			8.3	138.9
130			7.3	139.9
+50			6.3	140.9
131			5.0	142.2

147.15

131+50 4.8 142.4

132 4.9 142.3

+50 4.5 142.9

133 3.6 143.6

+50 2.9 144.3

+56⁶ 2.71 144.44
2.92 151.76

134 6.6 145.2

+50 6.0 145.8

135+00³ = W.L. of West Hollywood 4.69 147.07

+30 4.0 147.8

+50 5.2 146.6

+92 4.0 147.8

136 6.3 145.5

+05 Creek bed 7.9 143.9

+50 6.9 144.9

+79³ L 22° 23' 6.77 144.99
12.78 157.77

137 12.8 145.0

+50 12.7 145.1

+58 Creek bed 13.1 144.7

+61 9.1 148.7

157.77

138+0 10.3 147.5

+05 10.0 147.8

+13 7.7 150.1

+50 6.3 151.5

+62 5.7 152.1

+64 Creek bed 10.3 147.5

139 9.7 148.1

+35 9.6 148.2

+50 8.3 149.5

140 7.4 150.4

+06 8.0 149.8

+27 5.4 152.4

+50 4.4 153.4

+75 3.5 154.3

T.P. 4.62 162.25 0.14 157.63

+90 3.2 159.1

+98 = R.R. 2.6 159.7
C.L. track

141 2.6 159.7

+10 3.4 158.9

+28 6.2 156.1

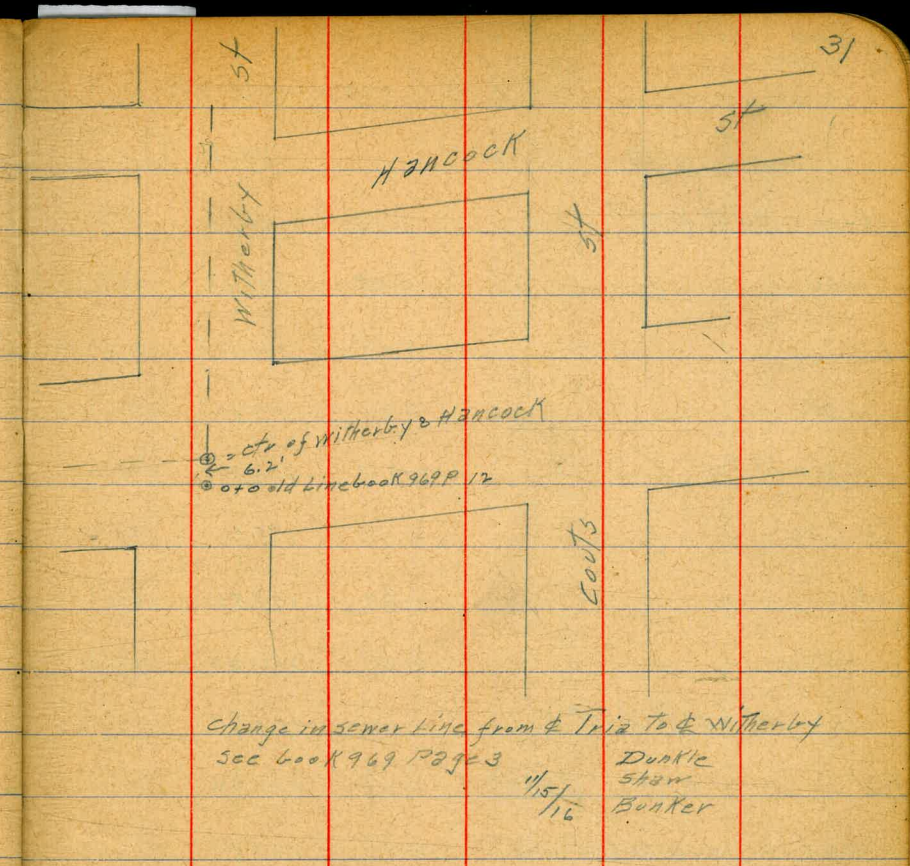
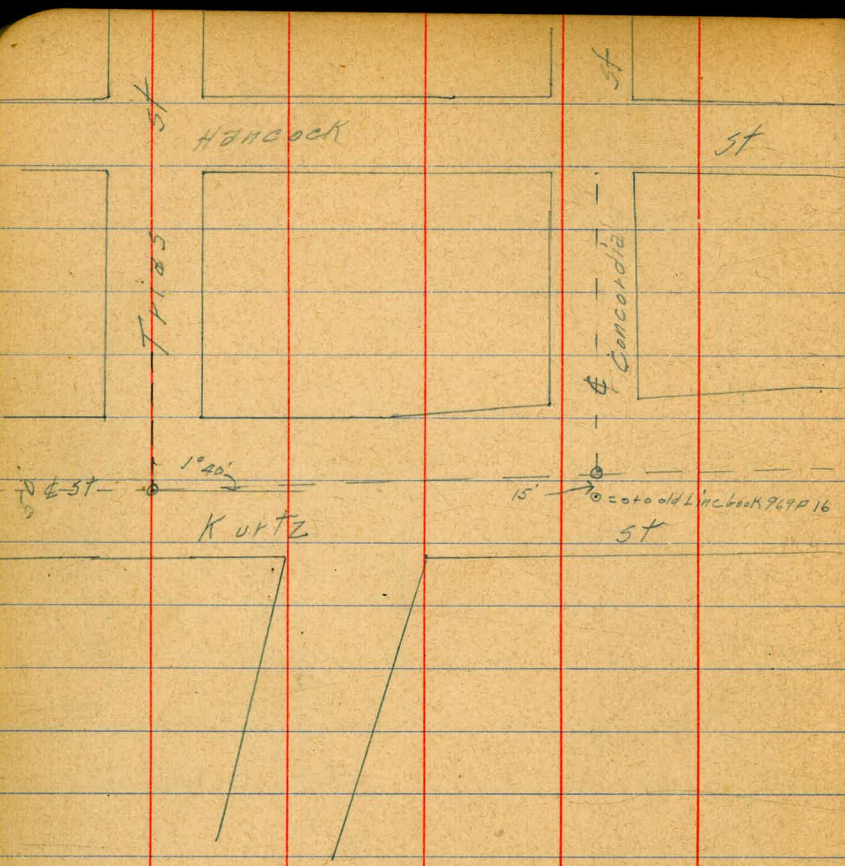
27

141+41		162.25	2.5	159.8
+49	R 36° 37'		8.52	153.73
142	creek bed		11.4	150.9
+08			9.4	152.9
+50			8.2	154.1
143			8.4	153.9
+16			8.5	153.8
+23			7.9	154.4
+50			7.2	155.1
144			5.4	156.9
+50			4.3	158.0
+75			6.1	156.2
145			5.4	156.9
+50			5.2	157.1
146			5.1	157.2
+37			3.7	158.6
+45			1.4	160.9
+50			1.4	160.9
T.P.	9.42	170.33	1.34	160.91
147			3.4	161.9

147+15		170.33	6.4	163.9
+36 ⁴	L 3° 21'		6.52	163.81
+50			6.7	163.6
148			5.4	164.9
+50			4.7	165.6
149			4.1	166.2
+50			3.5	166.8
150			2.8	167.5
+50			2.0	168.3
151+100 ³	4 DeFoil + 2 Atkins 10.81 180.50		0.64	169.69
+50			9.8	170.7
152			8.7	171.8
+50			6.5	174.0
153			4.8	175.7
+50			4.2	176.3
154			4.3	176.2
+50			5.5	175.0
+69			6.1	174.4
+74			11.2	169.3
+95 ⁶	Ch of Encanto Atkins St		9.94	170.56

29





6/7/23

Gregory

Solar & 24th St
 from MH & H to
 MH & Bst thence west end Bst

32

1.13

181.01

179.88

BP NW
24th B0+00 = MH & H 24th

5.03

175.98

172.0

+3.98

+50

4.93

176.08

171.70

+4.38

1

4.45

176.56

171.40

+5.16

+50

3.71

177.30

171.10

+6.20

+90 = M.H

2.64

178.37

170.86

+7.51

2+50

2.17

178.54

170.50

+8.34

3

1.30

179.71

170.20

+9.51

+50

0.51

180.50

169.90

+10.60

+80 = M.H & B A 90° R.

0.31

180.70

169.72

+10.98

4

0.08

179.98

1.11

179.90

169.60

+10.30

+25

joins present line

2.08

177.90

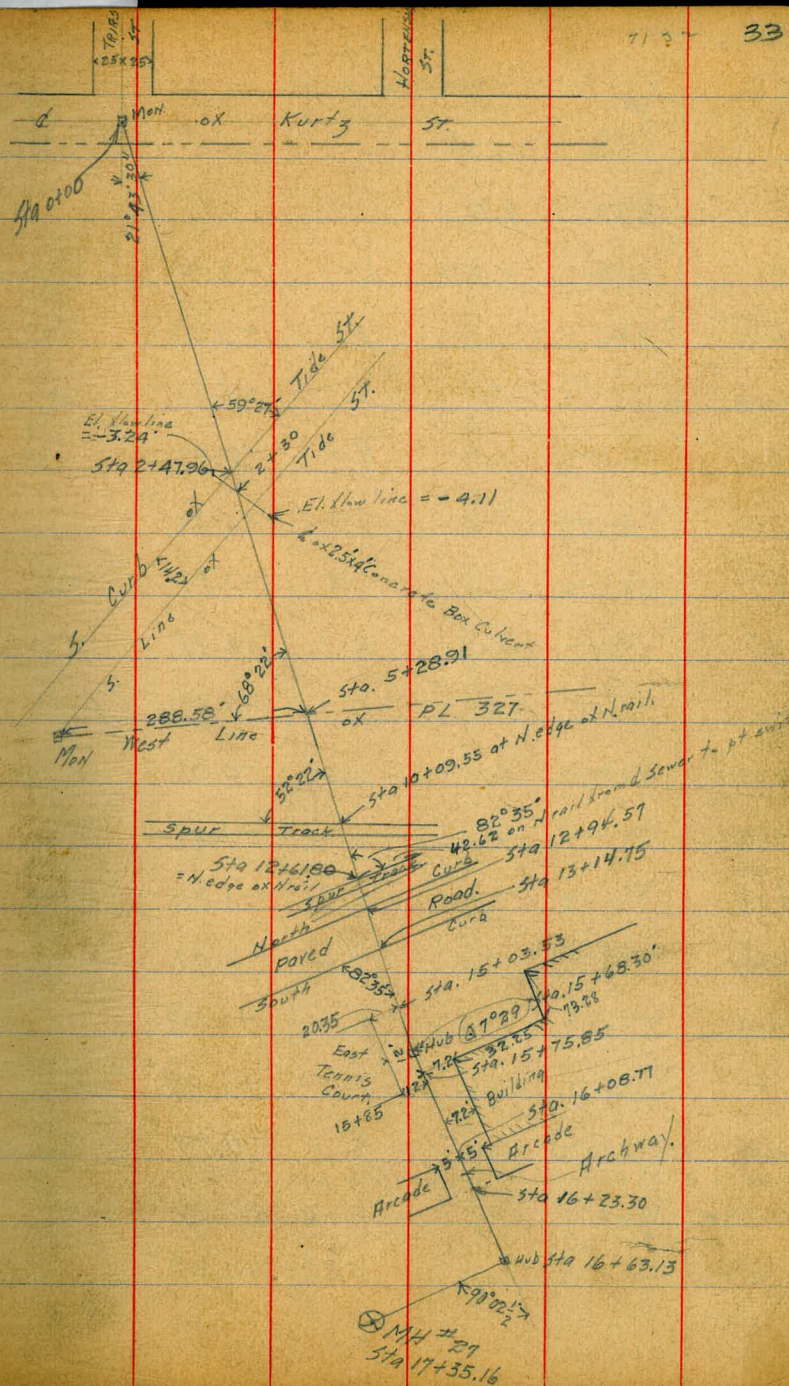
169.45

+8.43

10/24/23

Gregory Survey for Oldtown
OUTFALL CONNECTION
WITH MARINE BASE
OUTFALL

see page 46
for relocation
+ 69



10/24/23 Gregory Levels on Oldtown
OUTFALL

B5 see preceding page
HI FS

	1.73	12.27	10.54	+66
TP	3.70	4.09	11.88	0.39
TP	8.93	6.59	6.43	-2.34
0+00		8.6	-2.01	
+25		8.5	-1.91	
+45		9.2	-2.81	
+70		8.9	-2.31	
+87		7.9	-1.11	
+93		6.7	-0.11	
1-		6.7	-0.11	
+07		6.6	-0.01	
+15		8.2	-1.61	
+30		8.9	-2.31	
+60		9.0	-2.41	
+69		6.2	+0.39	
2-		5.5	+1.09	
+18		5.60	+0.99	
+30 = 6' x concrete box see preceding page for Elevs.		6.20	+0.39	
+47.96		5.64	+0.95	
+47.96				

Mon.
with day - handwork

Mon.
Trees & Kutz

NL PAVING

gutter

curbs

5.1	+1.49
9.5	-2.91
10.2	-3.61
10.1	-3.51
8.2	-1.61
7.9	-1.11
8.3	-1.71
8.4	-1.81
8.2	-1.61
8.0	-1.41
7.7	-1.11
2.3	+4.29
2.2	+4.39
4.6	+1.99
4.5	+2.09
4.8	+1.79
4.5	+2.09
4.5	+2.09
4.2	+2.39
4.0	+2.59

34

1070

059

419

111583

124

659

526

6.59

+50

4.0 +2.59 ✓

9

3.6 +2.99 ✓

+50

3.3 +3.29 ✓

10

3.0 +3.59 ✓

+09.55 = Top of rail

2.62 +3.97 ✓

+50

3.0 +3.59 ✓

11

2.5 +4.09 ✓

+50

2.2 +4.39 ✓

12

1.7 +4.89 ✓

T.P.

5.92

1138 ✓

1.13 +5.46 ✓

+35

6.0 +5.38 ✓

+61.80 = ground

7.0 +4.38 ✓

+61.80 = Top rail

6.57 +4.81 ✓

+77

6.8 +4.58 ✓

+80

5.5 +5.88 ✓

+94.57 = Top Curb

6.42 +4.96 ✓

+94.57 = gutter

7.00 +4.38 ✓

13 +14.75 =

6.95 +4.43 ✓

+14.75 = Top Curb

6.42 +4.96 ✓

+50

5.7 +5.68 ✓

94.3
6.23
15.66

14

+50

15

+68.30 Apt 7°29' L

16+08.77 = brick under arch

+23.30 = ✓

+35

+63.13

17

+35.16 on ground

+35.16 Flow Line Sewer

4.9

+6.48 ✓

5.1

+6.28 ✓

5.5

+5.88 ✓

4.94

+6.44 ✓ on hub

4.51

+6.87 ✓

4.66

+6.72 ✓

5.8

+5.58 ✓

6.53

+4.85 ✓ on hub

6.1

+4.98

6.2

+5.18 ✓

15.66

-4.28 ✓

35

11.38
15.66

1/10/24 Gregory

Preliminary Survey
from about 11.50 Center of
Taylor St and E. of San Diego Ave
to E. of Taylor St No 44

36

12+83 ○ P.O.T.

11+50

10+00 △ 7°23' Left

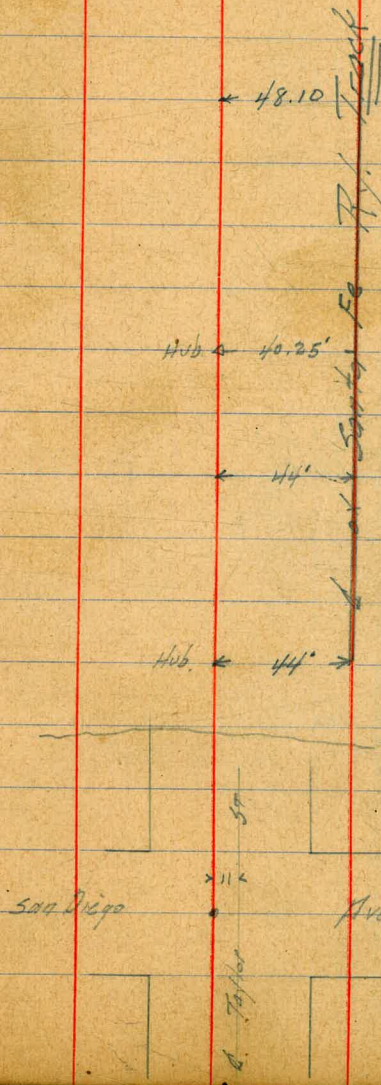
8+00

0+54.65 △ 53°43'30" Left

0+00

see page 61 for later notes

~~see page 31 for levels~~



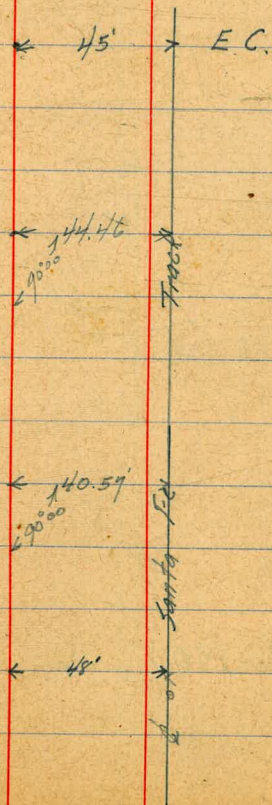
30+00 @ P.O.T.

17+83.50±

17+27.43 Δ 3°15' Left

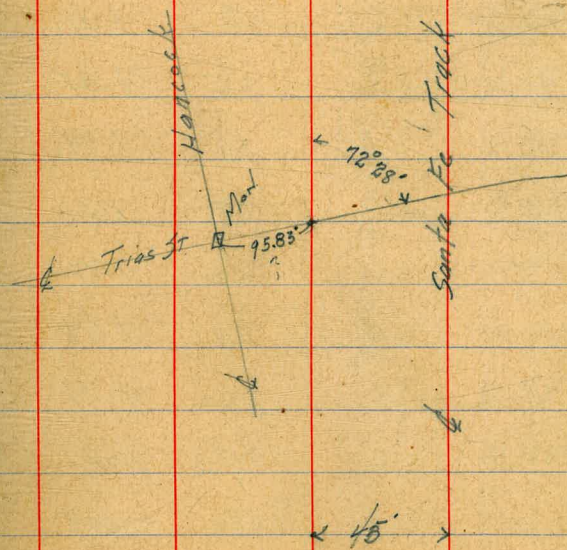
14+40 Δ 8°10' Left.

12+98.64 Tie to Track.



35+60⁰⁰ = 6 Trias St

34+00 @ P.O.T.



11/26

Levels on Preliminary
Sewer Survey on page 36

34

B.M.	0.90	9.56	8.66	Top of d. NE Whit. Tap	5	10.3	-1.39	
T.P.	4.90	8.91	4.01		6	10.2	-1.29	
= 6 San Diego 11" 2 1/2" Tap @ 1000						9.4	-0.49	
+ 7.0		Notes	4.0	4.91	+55	7.5	1.41	
+ 20.0			4.3	4.61	+80	9.5	-0.59	
+ 54.65	A 53'43"30"		6.8	2.11	7	11.27	10.05	10.13 - 1.22 on hub
+ 65			7.78	1.13 on hub	+50	11.2	-1.15	
+ 85			7.0	1.91	8	11.3	-1.25	
1			8.1	0.81	+50	11.5	-1.45	
+ 50			7.8	1.11	9	11.1	-1.05	
+ 85			6.8	2.11	+30	10.7	-0.65	
2			7.6	1.31	+70	11.2	-1.15	
+ 25			7.0	1.91	10	11.4	-1.35	
+ 55			7.5	1.31	10	11.4	-1.35	
+ 80			7.0	1.91	+50	11.0	-0.95	@ 1000 on hub
3			7.9	1.01	11	10.5	-0.45	
+ 50			7.6	1.31	+16	9.8	0.25	
4			8.9	0.01	+28	5.1	4.95	
+ 50			9.8	-0.9	T.P.	12.03	21.08	1.00 9.05
			9.8	-0.9	+35	9.4	11.68	1" W = 4' on

see page 61 for later

21.08

+38			12.7	8.38
+44			9.8	11.28
+50			7.5	13.58
+60			6.3	14.78
+70			5.7	15.38
+85			4.0	17.08
12			2.7	18.38
+50			1.1	19.98
+80			0.6	20.48
+83			0.85	20.23 on hub
13			0.8	20.28
T.P.	1.26	22.15 ✓	0.19	20.89 ✓
+30			1.1	20.75
14			2.5	19.65
+35			3.5	18.65
+40	Δ	8°10' L	5.07	17.08 on hub
+57			8.1	14.05
+90			12.4	9.75
T.P.	0.58	10.12 ✓	12.61	9.54 ✓
+90			2.5	7.62

see page 61

40

15			2.0	8.12
+10			2.8	7.32
+23			2.6	7.52
+32			4.3	5.82
+57			6.2	3.92
+85			5.6	4.52
16			6.2	3.92
+25			7.5	2.62
17			8.1	2.02
+27.43 Δ	3°15' L		8.40	1.72 on hub
+60			8.6	1.52
18			8.5	1.62
+25			8.1	2.02
+65			8.6	1.52
19			9.7	0.42
+20			9.5	0.62
+60			8.4	1.72
20			8.2	1.92
+40			8.1	2.02
T.P.	4.67	5.45 ✓	9.3 ✓	0.78 ✓

nails in pole

21	4.4	1.05
+35	5.2	0.25
22	5.6	-0.15
+50	5.5	-0.05
23	5.4	0.05
+50	5.5	-0.05
24	5.5	-0.05
+50	5.2	0.25
+85	4.8	0.65
+93	5.9	-0.45
25	5.3	0.15
+50	5.7	-0.25
26	5.5	-0.05
+50	5.5	-0.05
27	5.8	-0.35
+50	5.8	-0.35
28	5.9	-0.45
+50	6.1	-0.65
29	6.1	-0.65
+50	6.5	-1.05

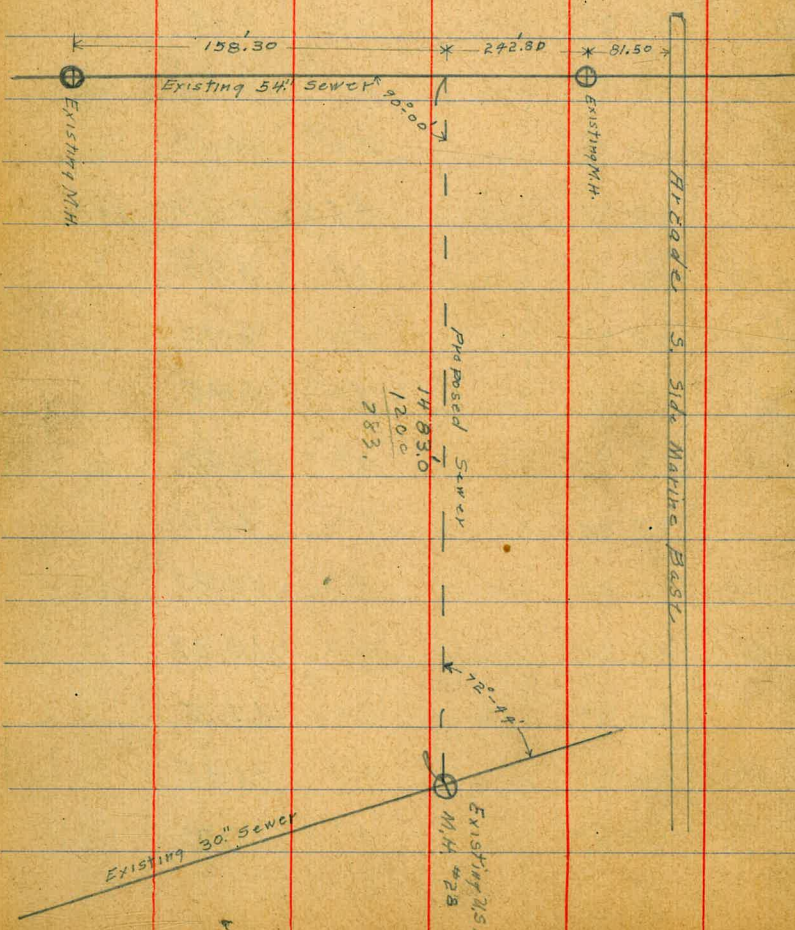
see page 61

30	0	6.24	-0.79	on hub
+70		5.5	-0.05	
+87		3.1	2.35	
31		2.9	2.55	
TP	11.00	15.75	0.70	4.75
+50		8.8	6.95	
+65		6.6	9.15	
+75		7.0	8.75	
+80		5.6	10.15	
32		5.65	10.10	on hub
425		6.8	8.95	
+31		8.8	6.95	
+41		8.8	6.95	
+49		6.2	9.55	
33		7.2	8.55	
+50		5.3	10.45	
+75		3.5	12.25	
34		3.0	12.75	
+50		2.9	12.85	
35		3.7	12.05	

15.75

+25	4.8	10.95
+60 = 6. Trias St.	4.30	11.45 on hub
1.47	4.57	12.65
		3.10
	7.00	-2.47
		=2.34

Levels Page 42



Plat opposite Page Mission Valley Outfall 6-21-26 4-2
 0+00 = Connection bet. 30" & 54" outfalls
 = Existing M.H. 28 14.33 9.83 -4.50 B.M. flow line

0+00 on ground	4.0	5.83
1+00	4.1	5.73
2+00	4.0	5.83
3+00	4.0	5.83
+25	3.5	6.33
+30	5.0	4.83
4+00	4.5	5.33
5+00	4.3	5.53
6+00	5.0	4.83
7+00	5.2	4.63
8+00	4.0	5.83
T.P.	4.06	10.08
9+00	4.3	5.78
10+00	5.0	5.08
11+00	5.0	5.08
12+00	4.9	5.18
13+00	4.6	5.48
+65	3.9	6.18
14+00	4.4	5.68
+50	4.4	5.68
14+83.0 Intersection		
With 54" outfall	5.39	4.69 on Hub
158.3 S. of above P.I. Existing M.H.	16.55	-6.47 Flow Line
242.8 N. of above P.I. Existing M.H.	16.35	-6.27 Flow Line

1/10/24 *Gregor* Preliminary *Sever Levels*
 2 Atlantic St
 from 250' S. of SL Harasthy

	9.52	48.24 ✓		38.72	Top 4.5 ft N.W. Harasthy + Hancock
	0.20	35.47 ✓	12.97	35.27 ✓	
	0.51	23.51 ✓	12.47	23.00 ✓	
250' S. of SL Harasthy 0+00	1.03	11.93 ✓	12.61	10.90 ✓	
			2.5	9.43	
+35			1.3	10.63	
1			0.8	11.13	
+50			1.2	10.73	
2			1.3	10.63	
+30			1.3	10.63	
+67			2.3	9.63	
+68			4.5	7.43	
+73			4.5	7.43	
+74			2.5	9.43	
+92			2.5	9.43	
+97 = 6 Y Track			1.7	10.23	
3			2.3	9.63	
+9			2.6	9.33	
+10			4.2	7.73	

113	4.2	7.73
+14	2.6	9.33
+50	2.9	9.03
4	3.7	8.23
+37	4.6	7.33
+54 = 6 Y Track	3.3	8.63
+70	4.6	7.33
5	5.1	6.83
+50	5.5	6.43
6	6.0	5.93
+50	6.4	5.43
7	7.0	4.93
+50	7.2	4.73
8	7.5	4.43
+50	8.0	3.93
9	8.2	3.73
+50	8.5	3.43
T.P.	284	623 ✓
10	8.54	3.39 ✓
	3.5	2.73
+30	3.4	2.83

+50	4.9	1.33
+57	36	2.63
11	3.7	2.53
+50	4.1	2.13
12	4.3	1.93
+41	4.8	1.93
+43	6.8	-0.57
+51	6.6	-0.37
+52	5.3	0.93
+75	4.6	1.63
13	4.9	1.33
+50	5.0	1.23
14	5.2	1.03
+50	5.3	0.93
15	5.5	0.73
+15	6.5	-0.27
+20	5.7	0.53
+75	6.0	0.23
+95	6.2	0.03
16	5.7	0.53

+50	5.2	1.03
+90	5.3	0.93
+92	6.6	-0.37
+96	5.4	0.83
17	5.4	0.83
+50	5.4	0.83
18	5.4	0.83
+50	5.6	0.63
T.P.	5.52	5.53
	6.22	0.01
19	4.9	0.63
+50	4.9	0.63
20	4.6	0.93
+50	4.6	0.93
21	4.7	0.83
+50	4.7	0.83
22	4.6	0.93
+04.0	4.4	1.13
+10	7.0	-1.47
+26	8.4	-2.87
+31	4.9	0.63

23 4.6 0.93

+25 4.6 0.93

+35 5.3 0.23

+45 4.8 0.53

24 5.0 0.53

+50 5.1 0.43

25 5.1 0.43

+50 5.2 0.23

+75 = 4 Bordini 5.0 0.53

26 5.1 0.43

+50 4.8 0.73

27 4.6 0.93

T.P. 3.85 4.91 4.47 1.06[✓]

+50 4.0 0.91

28 4.1 0.81

+50 4.5 0.41

29 5.0 -0.09

+50 5.2 -0.29

30 5.1 -0.19

+50 5.0 -0.09

31

+50

32

+50

33

+45

34

+13

+19

+42

+46

T.P.

35

+20.13 = 1.6 Witherby $\Delta 0^{\circ} 32 \frac{1}{2}^{\circ}$ P

+55

+73

+86

36

+50

37

4.6 0.31

4.7 0.21

4.6 0.31

4.7 0.21

4.6 0.31

4.7 0.21

6.1 -1.19

6.1 -1.19

5.3 -0.39

5.3 -0.39

6.7 -1.79

6.55 -1.64[✓]

4.3 -1.55

4.43 -1.68

4.6 -1.85

5.4 -2.65

5.1 -2.35

4.9 -1.75

5.2 -2.45

5.3 -2.55

46 45

46.5

73.63

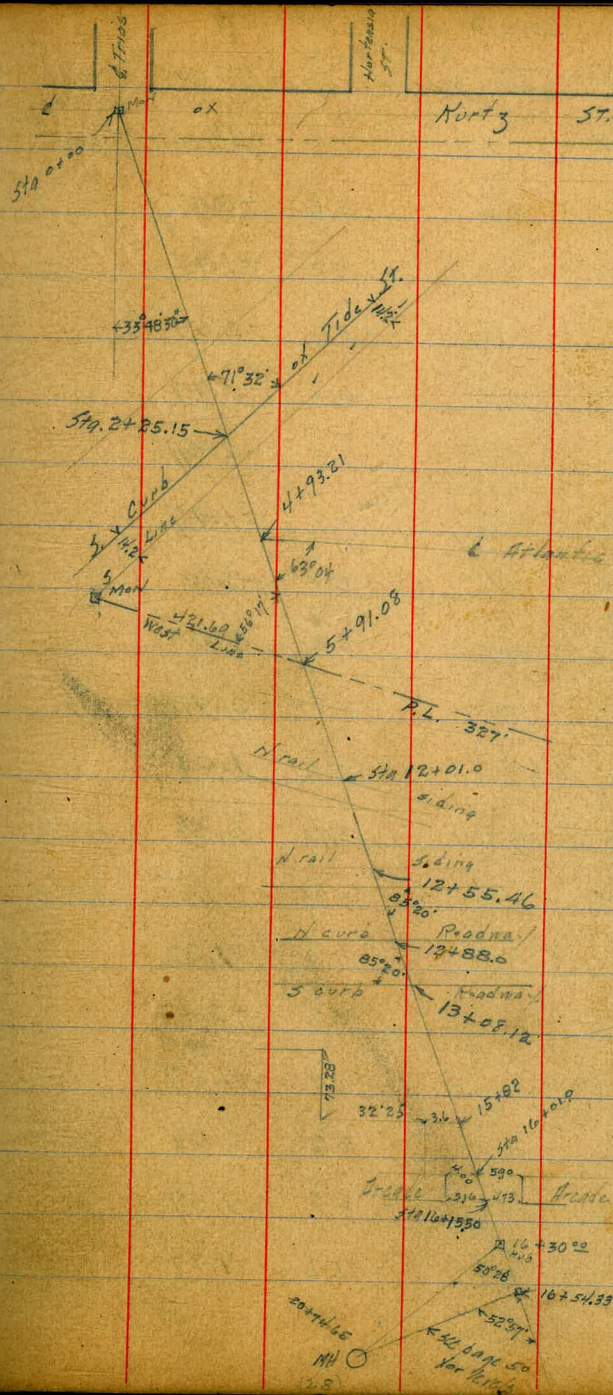
12013

cont inved page 49

11/10/24 Gregory. Resurvey for Old Town
OUTFALL CONNECTION
with Marine Base Outfall

For Levels see next page

See Book 960 P. 55
for additional ties



288.58
133.11
155.47

46

1/10/24 Gregory Levels on CHARTOWN
OUTFALL

see preceding page

on Trias St Mon ^{5.57}

3.23

-2.34

see page 34 for this T.P.

+45

4.3

-1.07

+52 = slough

6.2

-2.97

+74 = slough

6.6

-3.37

+80

4.6

-1.37

4

5.1

-1.87

+50

5.2

-1.97

5

5.3

-1.87

+50

5.5

-2.27

+88

5.4

-2.17

+98

0.0

3.23

6

0.0

3.23

T.P.

5.61

8.84

0.00

3.23

+25.15 = 3.66 Line Tide

2.70

0.53

= gutter

+08.0

6.7

2.14

+25.15 = - - -

2.22

1.01

= Top 66

+50.

6.4

2.44

+40

1.9

1.33

7

6.4

2.44

+50

5.7

-2.47

+50

6.1

2.74

+76

4.9

-1.67

8

6.0

2.84

+84

3.2

0.03

+50

5.7

2.74

3

4.8

-1.57

9

5.7

2.74

+33

5.2

-1.97

+50

5.6

3.24

8.84

10		5.40	3.44	on hub
+50		5.1	3.74	
11		5.1	3.74	
+50		4.4	4.44	
12		4.4	4.44	
+01.00 = N rail siding		4.00	4.84	= Top rail
+07.0		4.5	4.34	
+14		3.5	5.34	
+45		3.4	5.44	
+55.46 = N rail siding		3.67	5.17	
+62		4.1	4.74	
+63		3.4	5.44	
+88 = Top Curb		4.30	4.54	
+88 = gutter		4.88	3.96	
13 +00 on paving		4.72	4.12	
+08.12 = gutter		4.80	4.04	
+08.12 = Top Curb		4.25	4.59	
+25		3.2	5.64	
14		2.9	5.94	
+50		2.4	6.44	

15

+50		2.3	6.54	
16 +00		2.5	6.34	
T.P.	2.52	9.64	1.72	7.12 ✓
+01.0	on brick	2.79	6.85	
+15.50	✓ ✓	2.91	6.73	
+30		3.81	5.83	on hub
17		4.3	5.34	
18		4.8	4.84	
19		4.4	5.24	
20		3.5	6.14	
+30		3.4	6.24	
+45		3.0	6.64	
+74.65 = Manhole ground =		4.1	5.54	
+74.65 = ✓ Flow Line		14.14	-4.50	
chk		4.79	4.85	hub page 35

4.67
2.47
1.10

48

see
page
50 for
relocat

Continued from page 45
2.75

+25 5.2 -2.95

+50 5.7 -2.95

38 5.7 -2.95

+05.0 5.0 -2.25

+65 5.1 -2.35

+80 4.2 -1.45

39 4.8 -2.05

+23.70 = Junction with Old Town ^{OUTFALL} 4.91 -2.16 on stub.
see page 46 for tie.

chk. 1.85 2.90 ✓ = 1.01

49

2/19/44

Gregory

Levels on new
Location OLD TOWN
OUTFALL.

50

4.06

9.89

5.83

hub str
16+30.2

16+54.33 A 52°57' R.

4.46

5.43

17

54+62.25

4.5

5.39

18

55+62.25

5.2

4.69

19

56+62.25

4.8

5.09

+70

57+32.25

4.2

5.69

20

57+62.25

3.7

6.19

+53

58+15.25

3.2

6.69

+65

58+27.25

4.1

5.79

58+46.06

+83.81 = Existing M.H.

4.3

5.59

ground

+83.81 =

✓

✓

14.39

-4.50

Flow Line

16+70.18 = 19+47.43

Elev

5.0

17 = 19+77.25

5.4

18 = 20+77.25

4.7

19 = 21+77.25

5.1

19+70 = 22+47.25

5.7

20 = 22+77.25

6.2

+53

23+80.25

6.7

+65

23+42.25

5.8

+83.81 23+61.06

5.6

= 4.1

3/4/4
morePrelim. Sewer E of Atlantic from
250' S of SL of Harasthy to E of Bean E to Calif. St

51

044

39.16✓

38.72

Top of Hyd
Harasthy &
Harasthy

TP

062

27.08✓

12.72

26.44✓

0.01

15.04✓

12.05

15.03✓

Set B.M.
spike 58' Pole
Harasthy +
Atlantic

635

18.18✓

3.21

11.83✓

250' S of SL
Harasthy
0+00

8.7

9.98

+50

9.0

9.18

+90 E of Emory

9.2

8.98

1 -

9.2

8.98

+50

9.4

8.78

2

9.9

8.28

+50

10.1

8.08

3

10.2

7.98

+50

10.7

7.48

4

11.4

6.78

+50

11.9

6.28

+70 E of Bean 90°L

12.2

5.98

+80

11.8

6.38

+81

10.2

7.98

Squatters fence

5 -

9.5

8.68

P.O. Hall

18.18

+15			9.0	9.18
+18			7.7	10.98
+50			6.2	11.98
T.P.	12.05	24.82 [✓]	5.41	12.77 [✓]
+80	squatters fence		12.1	12.72
+85			11.3	13.52
6 -			10.1	14.72
+50			8.1	16.72
+75			7.1	17.72
7 -			3.6	21.22
+10.7	W. spur of Santa Fe		3.0	21.82
+23.3	/ / / /		3.0	21.82
+49.3	/ / Main Line of Santa Fe		2.8	22.02
+51.7	E. Rail / / /		2.24	22.58
+60			2.7	22.12
8 -			0.4	24.42
T.P.	12.60	37.15 [✓]	0.27	24.55 [✓]
+50			10.2	26.95
9			7.3	29.85
+50			4.4	32.75

Posted

52

			1.7	
T.P.	3.31	39.83 [✓]	0.63	36.52 [✓]
10+00			4.2	35.63
M.H. Flow line & Chalmers + Calif			9.67	30.16
+30±	California		1.0	38.83

Posted

195' S. of E
of Bean St.

3/4/24	Prelim. Sewer & of Clayton										53
Moore	from & Atlantic to & of Kurtz										
	5.97	17.80 ✓	11.83	spike SE Harvesting, Atlantic	T.P.	10.90	28.41 ✓	0.29	17.51 ✓		
						12.30	39.11 ✓	1.60	26.81 ✓		
& Atlantic = 0+00		12.5	5.30			7.05	21.54		14.49	W. rail of Mo.	
+25		12.1	5.70		3+00			8.9	12.64		
+32		10.7	7.10		+27			8.6	12.94		
+40	EL. Atlantic	11.2	6.60		+36			3.1	18.44		
+50		10.4	7.4		+41			2.0	19.54		
+75		10.3	7.5		+42.7 = Westrail Main Line			1.47	20.07		
1 -		8.8	9.0		+51			1.9	19.64		
+25		8.3	9.5		+56			3.1	18.44		
+50		7.5	10.3		+75 = & Kurtz			2.0	19.34		
+75		7.0	10.8						Posted		
2 -		6.2	11.6								
+25		5.5	12.3								
+30		4.5	13.3								
+37.7	W. Rail. of N. Leg of Santa Fe Wye	3.31	14.49								
+43.5	E. " " " "	3.01	14.8								
+50		4.0	13.8								
+58		5.5	12.3								
+80		5.3	12.5								
			Posted								

6/16/24
Gregory Prelim. Sewer E of Noell St
from E Hancock to E of Moore St

54

39.11

E Hancock station

13.1 26.01

+30

12.9 26.21

+40

11.7 27.41

+50

9.6 29.51

+50

7.6 31.51

2-

5.4 33.71

+31

3.1 36.01

TP

8.78

47.45✓

0.44

38.67✓

+44

8.6

38.85

+61

5.2

42.25

+66 wedge of paving

5.16

42.29

+76 E paving Moore St

5.02

42.43

TP

12.01

59.29✓

0.17

47.28✓

11.11

70.10✓

0.30

58.99✓

6.18

75.98✓

0.30

69.80✓

check B.M.

1.38

74.60✓

posted

N.E. spike
74.69
Noell + to J. 16

1/10/4
Gregory

Prelim. Sewer # of Wetherby from
of Kunta to # of Atlantic

55

SW Mon
Hancock &
Wetherby

	1.67	12.21 ✓	10.54	
	1.60	6.69 ✓	7.12	5.09 ✓
# Atlantic = 0.00			8.3	-1.61
+15			8.1	-1.41
+23			6.6	+0.09
+34			6.6	+0.09
+37			8.3	-1.61
+60			8.7	-2.01
+75			8.0	-1.31
1 -			9.4	-2.71
+40			8.7	-2.01
+60			6.8	-0.11
2 -			7.6	-0.91
+50			5.8	+0.89
3 -			5.1	+1.59
+50			3.5	+3.19
+81.5	# Kunta		2.7	+3.99

Pasted

3/4/24 Prelim Sewer
 & Calhoun from E. Mason to
 & Twigg

56

25' N. of S. of
 Mason E. of Calhoun
 = 0+00

5.6K NE
 Remora Head

1290 3623 2333

13.9 22.33

+50 12.2 24.03

1 10.8 25.43

+50 9.3 26.93

2 7.9 28.33

+50 6.7 29.53

3 5.3 30.93

+50 3.8 32.43

4 2.5 33.73

+50 1.1 35.13

+76.5 = E. Twigg 0.3 35.93

T.P. 0.10 36.13

Posted

E. Mason

Calhoun

Twigg

3/4/nt Gregory Prelim Survey to Juan
from to Twigg's to
a Mason

57

TP 12.43 48.56 36.13 TP on last page

TP 4.98 52.04 1.50 47.06

0+00 = to Twigg's 3.76 48.28 on Mon

+50 6.1 45.64

8.9 43.14

+50 11.6 40.44

TP 0.20 39.31 12.93 39.11

1.4 37.91

+50 3.7 35.61

5.8 33.51

+50 8.2 31.11

10.2 29.11

+50 12.2 27.11

+74.9 = to Mason on the east 13.1 26.21

posted

Location of Water Mains on Taylor St.

Hayler
Tollman

58

4-8-24

4.25

-10.29

6.044

B.M. 8.P. in Gully N. of
SW Cor Taylor and
Chestnut.

1.56

8.73

Top of Fire Hyd
SW Cor Whitman
and Taylor

6.28

4.01

Top of 10"

Main in Taylor 4' S.E. of S.E. Edge of Pavement - & Whitman

5.42

4.87

Gen of Tee

NW Line Taylor + & Whitman

Ground is about 0.8 above top of pipe

5.80

4.49

6" Line to F.P.

18" SW of Main on Whitman

6.11

4.18

Gen of Tee

12x12x10 Taylor + Whitman

3.82

6.47

On Paving NW

of Tee - Ground is same

2.28

11.01

8.73

Top of Fire

Plug

5.76

5.25

Top of 12"

Main & Rosecrans + S.S.W. of & Whitman

5.00

6.00

On Ground

5.60

5.41

On lead plug

in Mon & Whitman + Rosecrans

1.67

10.40

8.73

7.65

2.75

Top of 10" Main

2' S.E. of S.E. Edge of Paving + & Sunset

4.84

5.86

On Paving

Ground the same

T.P.

3.79

8.95

5.24

5.16

5.6

3.35

Top of Culvert

N.W. End 24" C.P.

5.1

3.85

" " "

S.E. End

7.17

1.78

Top of 10" Main

2' S.E. of S.E. Edge of paving

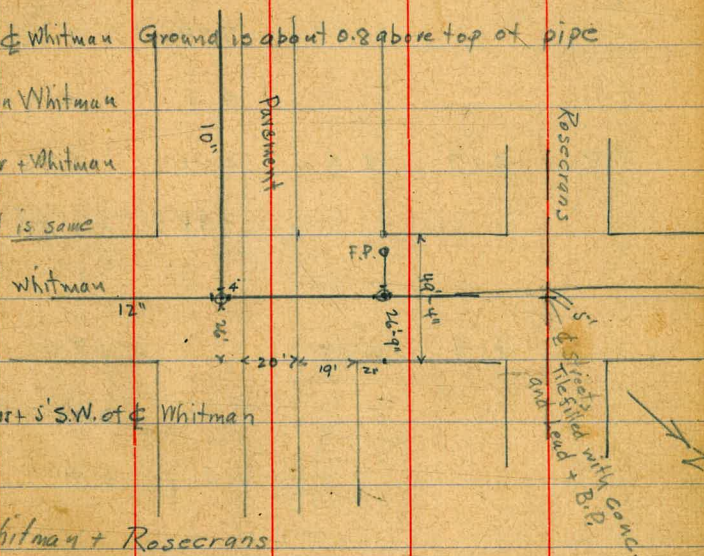
15' SW of N.E. Line of Juan St.

4.35

4.60

Top of Pavement

Ground the same



JUAN

ST

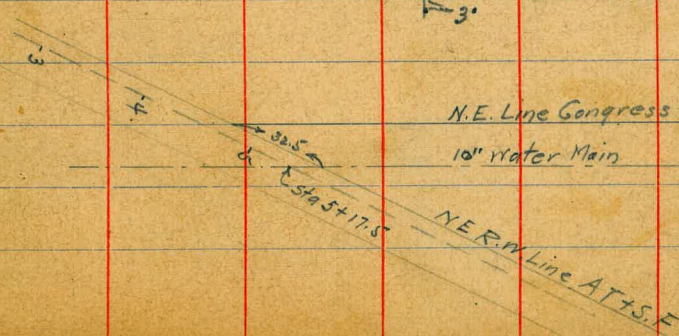
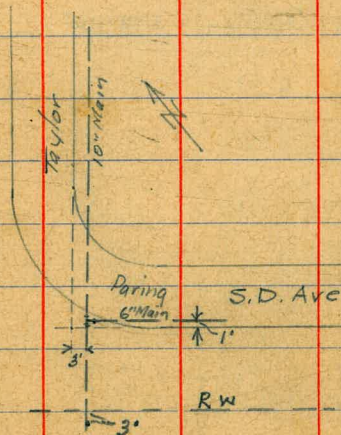
Location of Water Mains on Taylor St

T.P.	6.70	9.31	6.34	2.61	Top of 24" NW End G.P. under paving	} At NE. Side of Galhoun
			6.30	3.00	" " SEE end of 24" Pipe	
			5.15	4.16	Spike in Pole E. Cor Taylor + Galhoun	
			7.79	1.52	Top of 10" Main at Top in S.D. Ave	
			4.5	4.8	Ground	

T.P. 3.07 8.82 3.56 5.75

9.98 -1.16 Top of Pipe in Congress St. (32.5 along R.W. Fence from int. with E. Line of Congress to Water Main)
Sta 5+17.5 of Gregory's line

T.P.	4.13	5.65	1.52	Top 10" Main at Top in S.D. Ave.
			5.30	+0.35 Top 10" Main on Taylor, 3' inside AT & F R.O.W.
			4.3	+1.4 Top Ground "



Hayler
Tolman
Tolman
4-8-24
4-10-24

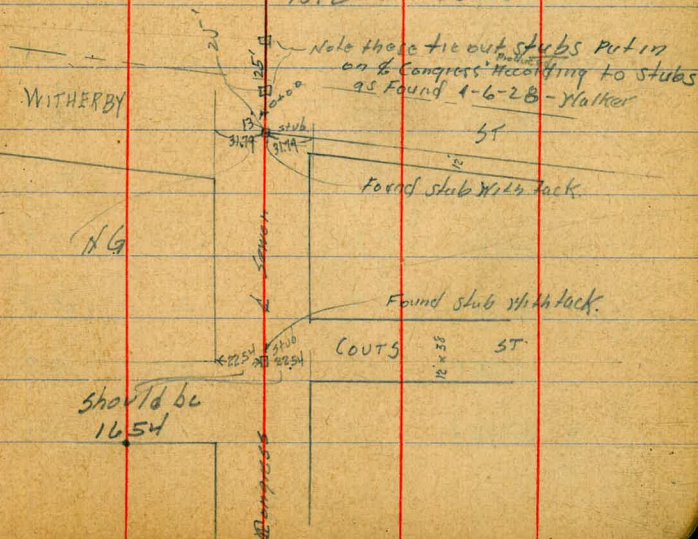
59

Gregory. Levels on Congress St from 2nd Witherby in Middleman Addition

60

	12.90	80.96		68.06	on Ch SW Cor 1st & 2nd Witherby 21.00	6.30	170.2	
			16.06	69.90	" NE " " " +50	4.3	172.2	35'E = 8.2' Lower 146.0
			10.43	70.53	" Spk " " " " (21.50)	(12.5)		
T.P.	12.88	93.51	0.33	80.63	+63.10	3.87	172.59	on stub on S. 13' Line Couts
T.P.	12.91	106.04	0.38	93.18	+70.00	2.7	173.8	
T.P.	13.08	119.01	0.11	105.93	+50	1.7	174.8	
T.P.	12.70	131.71	0.0	119.01	+75	1.9	174.6	
T.P.	13.04	144.50	0.25	131.46	4+00	3.1	173.4	35'E = 16.5' 5.9 Lower
T.P.	12.70	157.20	0.0	144.50	(35'E of 1400)	(9.0)		
T.P.	12.96	170.00	0.16	157.00	+50	6.7	169.8	
00			13.4	156.6	5+00	8.2	168.3	
0+13			12.03	157.97	on stub +50	11.7	164.8	
+25			10.9	159.1	6+00	15.2	161.3	
+50			9.9	160.1				
+63			10.1	159.9				
1+00			6.0	164.0				
+15			5.4	164.6				
+50			2.4	167.6				
+75			0.8	169.2				
T.P.	6.67	176.46	0.21	169.79				

Plotted Profile Sheet 3



5/27/24

Gregory.

Levels on a line 47' from 2nd
 L. x Santa Fe Track
 from 25' S. x L. x Taylor to
 L. x Tr. 43.5'

25' S. x L. x
 Taylor to
 0+00

6.12

5.17

-0.95

T.P. page 89

+ 17

6+10.2

5.7

-0.5

+ 50

6+43.2

6.3

-1.1

7

6+93.2

6.1

-0.9

+ 50

7+43.2

6.4

-1.2

8

7+93.2

6.5

-1.3

+ 50

8+43.2

6.0

-0.8

9

8+93.2

6.1

-0.9

T.P.

10+6

9.51

6.12

-0.95

+ 40

9+33.2

11.1

-1.6

+ 60

9+53.2

10.4

-0.9

10

9+93.2

10.4

-0.9

+ 50

10+43.2

9.5

0.0

+ 59

10+50.2

8.5

1.0

+ 69

10+62.2

3.4

6.1

+ 75

10+68.2

1.7

7.8

+ 82

10+75.2

1.0

8.5

T.P.

12+28

21.90

0.09

9.42

+ 85

10+78.2

9.1

12.6

11

10+93.2

7.0

14.7

+ 35

11+28.2

3.7

18.0

N.B.

1+93.2

0+93.2

+ 50

1+43.2

2

1+03.2

+ 50

2+43.2

3

2+93.2

+ 50

3+43.2

4

3+93.2

+ 30

4+23.2

+ 59

4+52.2

5

4+93.2

+ 50

5+43.2

+ 75

5+68.2

+ 93

5+86.2

6

5+93.2

+ 10

6+03.2

This line of levels is 47' from L. x Santa Fe Track
 and is parallel to track on tangents and curves
 see Santa Fe alignment for angles etc.

= Top of
 10" C.T. Main

61

+50	11+43.2	2.8	18.9
12	11+93.2	1.4	20.3
+50	12+43.2	1.3	20.4
13	12+93.2	1.7	20.0
+35	13+28.2	2.1	19.6
+50	13+43.2	2.6	19.1
+70	13+63.2	3.2	18.5
14	13+93.2	8.5	13.2
+10	14+03.2	9.5	12.2
+12	14+05.2	10.8	10.9
+35	14+28.2	13.0	8.7
T.P.	0.45	9.28 [✓]	12.87
+50	14+43.2	1.9	7.4
+60	14+53.2	1.7	7.6
+70	14+63.2	3.5	5.8
+95	14+88.2	5.1	4.2
15+20	15+13.2	4.8	4.5
+60	15+53.2	6.5	2.8
16	15+93.2	7.2	2.1
+50	16+43.2	7.2	2.1

		7.75	62
17	16+93.2	7.3	2.0
+35	17+28.2	7.6	1.7
+75	17+67.2	7.2	2.1
18	17+93.2	7.5	1.8
+60	18+53.2	8.9	0.4
19	18+93.2	7.9	1.4
+50	19+43.2	7.5	1.8
20	19+93.2	7.6	1.7
T.P.	4.51	8.93 [✓]	4.86
+50	20+43.2	8.7	0.2
21	20+93.2	8.7	0.2
+50	21+43.2	9.1	-0.2
22	21+93.2	8.9	0.0
+50	22+43.2	9.0	-0.1
23	22+93.2	8.8	0.1
+50	23+43.2	9.1	-0.2
24	23+93.2	8.6	0.3
+25	24+18.2	8.7	0.2
+30	24+23.2	9.3	-0.4
+35	24+28.2	8.5	0.4

+80	24+73.2	9.1	-0.2
25	24+93.2	8.3	0.6
+50	25+43.2	8.5	0.4
26	25+93.2	8.8	0.1
+35	26+28.2	9.0	-0.1
+45	26+38.2	9.7	-0.8
+60	26+53.2	9.1	-0.2
27	26+93.2	9.3	-0.4
+50	27+43.2	9.7	-0.8
28	27+93.2	9.7	-0.8
+50	28+43.2	9.7	-0.8
29	28+93.2	10.1	-1.2
T.P.	11.30	10.46	9.77 -0.84
+50	29+43.2	10.5	0.0
30	29+93.2	10.3	0.2
+30	30+23.2	7.8	2.7
+50	30+43.2	6.6	3.9
+75	30+68.2	4.3	6.2
31	30+93.2	1.2	9.3
+15	31+08.2	+0.5	11.0

+58	31+51.2	0.9	9.6
+67	31+60.2	3.4	7.1
+77	31+70.2	3.0	7.5
+84	31+77.2	0.6	9.9
32	31+93.2	1.4	9.1
+35	32+29.2	1.6	8.9
+65	32+58.2	0.2	10.3
T.P.	8.06	18.43	0.09 10.37
33	32+93.2	6.5	11.9
+50	33+43.2	3.8	14.6
+75	33+68.2	4.4	14.0
34	33+93.2	4.3	14.1
+25	34+18.2	5.7	13.3
+50	34+43.2	5.0	13.4
	34+85.0		
+93.10	= 6 Trias Δ R	4.6	13.8
(34+93.10.13 13.10 Ex 35+60 on page 38)			
		7.03	11.40 = 11/6 page 42
	35+06.20 = 0.6 No. 6 page 38	7.0	11.4
+18		9.4	9.0
+20		10.8	7.6

+32

11.1

7.3

+42 = Santa Fe

10.5

7.9

Top - 1 Tras

9.90

8.5

= " Rail

+48

10.5

7.9

+51

11.3

7.1

TP

0.56

6.37

12.62

5.81

+62

5.3

1.1

+75

8.0

-1.6

36

8.2

-1.8

+50

8.7

-2.3

+75

8.9

-2.5

37 + 0.5

7.8

-1.4

+20

8.4

-2.0

+59.95 = Mon & Hurtz Tras
= 0+00 page 47

8.6

-2.2

8.92

-2.55

= -2.47 page 47

5/27/21 Gregory.

LEVEL 3 Q or 25.5 ft lying WALLACE ST
between BLK 407 & 427 OLD TOWN

6.77

5.82

-0.95

0+00

4.9

0.9

+20

5.2

0.6

+67.1 = 6 Jefferson ?

4.7

1.1

+80.15 Congress

BLK 407 x 25' BLK 427

CONGRESS ST



Gregory		Sewer Levels								66	
25' Fox & ox Tailor St		from a point 47' E of d. of		Santa Fe to		Hickory					
see Bk 1112 P 31		11.28		8.72		Top of 6					
for tie		2.56		8.66		NE Whitman					
47' E of d. of		8.28		4.56							
Santa Fe to		3.72		4.50							
0+00				6.72							
				6.1		2.2					
+34				6.6		1.7					
+48				3.3		5.0					
+51.3		Edge of Paring produced		see Bk 1112 P 31							
+55.0				3.72		4.56		= edge of paring			
+91.40				5.45		2.83		= " " "			
1 +15				5.7		2.6					
+39				7.3		1.0					
+87				7.3		1.0					
2				6.9		1.4		TP		6.61	
+50				6.4		1.9		7		6.9	
+64				5.6		2.7		+50		6.4	
+72				6.7		1.6		8		6.5	
+84				4.8		3.5		+50		6.3	
+95				5.0		3.3		9		5.9	
3				6.5		1.8		+50		6.1	
+18				6.4		1.9		10		6.1	
+30				4.8		3.5		+50		6.2	

5' S = 1.7 lower center ditch

5' S = 2.1 lower center ditch

4' S = 2' lower center ditch

3' S = 1.3 lower center ditch

11			6.4	4.9	2.5 = 0.7 lower center ditch	+90	8.0	10.5
+50			6.0	5.3		18	8.0	10.5
12			5.8	5.5	2.5 = 0.7 lower center ditch	+50	7.1	11.4
+50			5.8	5.5		19	6.2	12.3
13			5.7	5.6		+13	5.5	13.0
+50			5.8	5.5		+32	3.9	14.6
14			5.8	5.5		+45	1.1	17.4
+50			5.5	5.8		+55	4.2	14.3
15			5.1	6.2		+61	3.3	15.2
+50			4.8	6.5		+75	1.7	16.8
16			4.4	6.9		+83	1.8	16.7
+10			4.2	7.1		+86.0 = 2 Hickey / 9000 L	0.7	17.8
+45			3.1	8.2		+94	3.5	15.0
+50			2.8	8.5		20 + 01.0 = edge paving	3.57	14.93
+87			2.6	8.7		+210 =	4.55	13.95
+95			3.1	8.2		+28	4.4	14.1
17			3.2	8.1		+35	4.9	13.6
T.P.	1005	18.50 +8.44	2.83	8.45 8.39		+40	4.6	13.9
+50			9.5	9.0		+75	5.3	13.2
+70			8.8	9.7		21	5.4	13.1

TP	548	18.92 88.86	5.06	13.44 13.35
+7			6.0	12.9
+15			7.9	11.0
+23			9.6	9.3
+33			10.3	8.6
+70			11.5	7.4
+93			10.9	8.0
22			11.1	7.8
+21			11.5	7.4

69

Gregory,

Levels on TRUNK LINE

2/4/24

B.M.

12.7

from 6' x Trias St to

Mon. City Hall

10.37

-2.34

13.93

0.22

9.55

0.1

13.8

+10 (34+94.9)

0.9

13.0

+30 (35+14.9)

6.7

7.2

+65 (35+49.9)

6.9

7.0

+100 (35+84.9)

6.2

7.7

+300 (36+34.9)

6.3

7.6

+200 (36+84.9)

6.1

7.8

+50 (37+34.9)

5.3

8.6

+300 (37+84.9)

4.8

9.1

+500 (38+35)

4.95

8.98

on Hub

+400 (38+84.9)

4.6

9.3

+446.4 (39+31.31)

3.88

10.05

4 track

+480 (39+64.9)

3.7

10.2

+500 (39+84.9)

8.4

5.5

+10 (39+94.9)

8.4

5.5

+50 (40+34.9)

10.8

3.1

+70 (40+54.9)

11.5

2.4

+80 (40+64.9)

10.2

2.7

+88 (40+72.9)

10.4

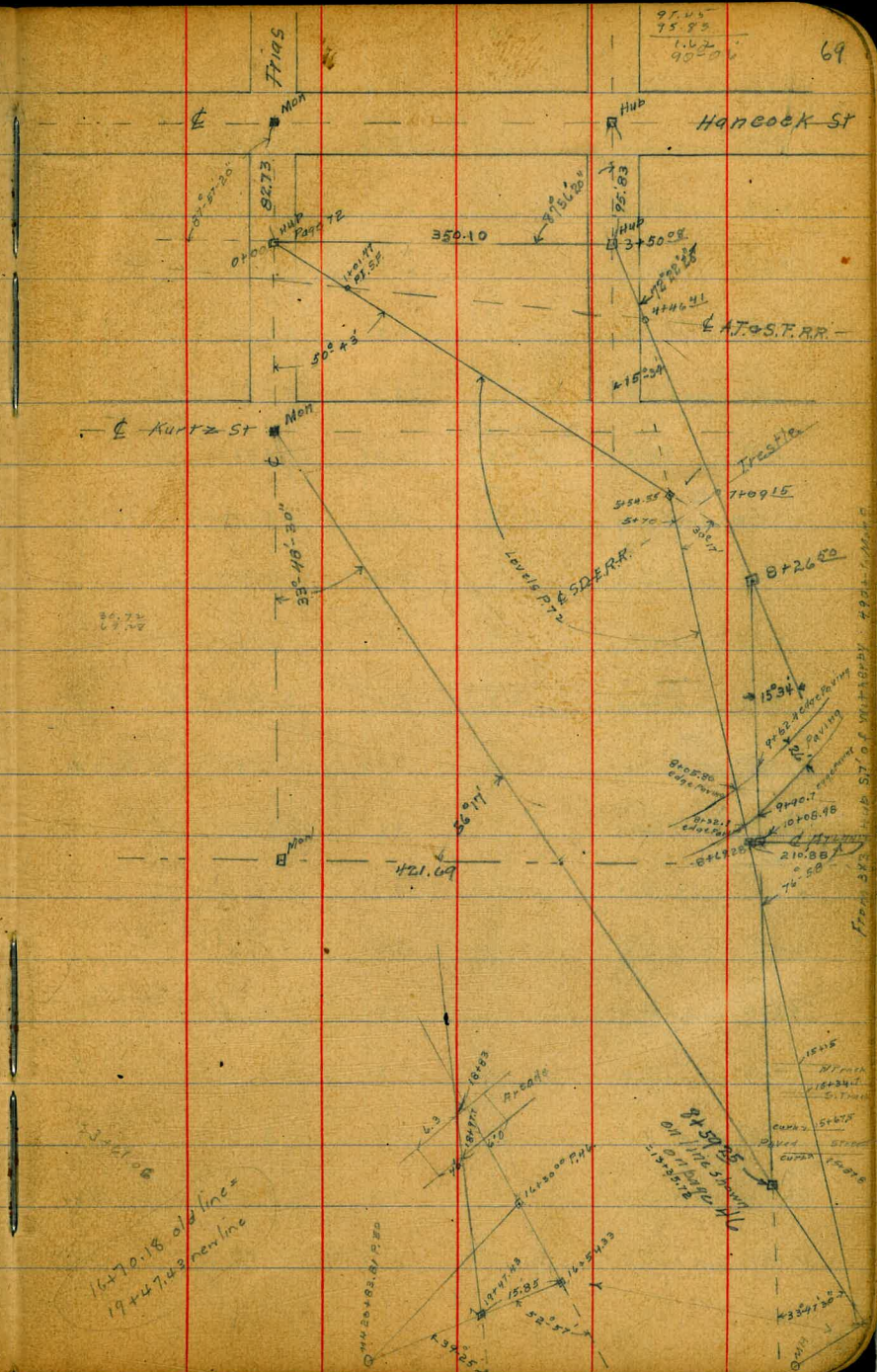
3.5

+90 (40+74.9)

11.6

2.3

1670.18 old line +
1947.43 new line



		13.93			
6+00	40+84.9		11.6	2.3	
+40	41+24.9		12.5	1.4	
+45	41+29.9		11.8	2.1	
+66	41+44.9		11.1	2.8	
+76	41+60.9		11.8	2.1	
+80	41+64.9		12.9	1.0	
T.P.	3.85	5.46	12.32	1.61	
7+00	41+84.9		5.0	0.5	
+10	41+94.9		4.7	1.3	
+50	42+34.9		5.1	0.4	
8+00	42+84.9		7.4	-1.9	
8+26 ⁵⁰	43+11.4		7.25	-1.8	on Hub A
+40	43+24.9		8.1	-2.6	
+81	43+65.9		8.1	-2.6	
+92	43+76.9		5.5	0.0	
9+05	43+89.9		5.8	-0.3	
+10	43+94.9		7.8	-2.3	
+50	44+34.9		8.1	-2.6	
9+62.4	44+47.3		4.33	1.13	on pavina
9+90.7	44+75.6		3.71	1.75	

		5.46			70
10+00	44+84.9		5.0	0.46	
+32	45+16.9		4.4	1.1	
+45	45+39.9		7.5	-2.0	
+65	45+49.9		8.2	-2.7	
11+00	45+84.9		7.0	-1.5	
+10	45+94.9		7.1	-1.6	
+20	46+04.9		2.6	2.9	
+25	46+09.9		2.4	3.1	
+30	46+14.9		3.5	2.0	
12+00	46+84.9		3.2	2.3	
+50	47+34.9		2.8	2.7	
13+00	47+84.9		2.7	2.8	
13+35 ²²	48+20.62		2.76	2.70	on Hub

Sewer Levels on E. HARVEY ST from 0+00 to 12+40. 12/4/24
 a Point 47'E of EATS. FRR Track. to E. Jefferson
 Thence N. on Jefferson 250' to Fence.

BM	12.12	12.90	0.78	nails in Pole Sep. 40
00		12.12	0.8	CH Men
+15		12.7	0.2	
+50		10.2	2.7	
+82		1.2	11.7	
T.P.	12.71	25.61	0.0	12.90
1+00		10.9	14.7	
+45		4.5	21.1	
+65		3.6	22.0	
2+00		2.8	22.8	
+50		2.0	23.6	
3+00		1.2	24.4	
00	+50		0.7	24.9 E. Jefferson
	T.P.	4.05	29.14	0.52 25.09
+50	4+00		4.8	24.3
+100	+50		5.2	23.9
+150	5+00		5.4	23.7
2+00	+50		5.3	23.8
2+50	6+00		5.4	23.7 Fence

Plotted
 Sewer Profile
 CAT

Sewer Levels on E. Mason from point 17/4/24
47 E of E. ATSF RR. to E. Jefferson thence S. on
E. Jefferson to House

B.M.	9.47	10.25	0.78	Nail in Pole Sec. R. 40
T.P.	12.58	22.80	0.03	10.22
00			2.3	20.5
+50			2.3	20.5
+94			1.8	21.0
1+25			0.5	22.3
+50			0.6	22.2
+60			1.1	21.7
2+00			1.0	21.8
+13			0.8	22.0
+25			1.5	21.3
+40			1.0	21.8
+60			1.0	21.8
+75			1.6	21.2
3+00			0.8	
+15			0.0	N. Line House
315	94			
94	125			
221	269			

Levels on Old Town Outfall Sec. 69

B.M.	12.99	10.65	-2.34	72
T.P.	6.34	14.50	2.49	8.16
00=34+93 ¹⁰ P.63	34+86.0	0.50	13.92	on Hub
+11	34+96	11	13.4	
+14	34+99	2.8	11.7	
+24	35+09	5.2	9.3	
+40	35+25	5.0	9.5	
+70	35+55	6.6	7.9	
1+01.47 E. ATSF RR 35+86.47		5.9	8.6	
2.36 E. P. 101.47		5.51	8.99	on E. Rail.
1+15	36+0.0	5.8	8.7	
+26	36+10	6.6	7.9	
+60	36+45	12.9	1.6	
T.P.	3.67	5.52	12.65	1.85
2+00	36+85	6.0	-0.5	
+80	37+35	6.8	-1.3	
3+00	37+85	7.2	-1.7	
+22	38+07	6.0	-0.5	
+29	38+14	3.3	2.2	
3+30 MH	38+30	0.6	4.7	
+45	38+36	0.60	4.92	
+51	38+36	0.70	4.82	Nudge Trestle House
+72.3	38+62.3	0.9	4.6	
+72	38+77	3.4	2.1	
+96	38+81	4.4	1.1	
+145	39+50	3.7	1.8	
+45	39+53	2.3	2.2	
+84	39+69	6.1	-0.5	
+92	39+77	6.6	-1.1	
5+00	39+85	5.7	-0.2	
+30	40+15	5.24	0.24	Δ 50° 15' N on Hub
MH	40+39.55	4.7	0.8	E. SPERR Trestle
+70	40+55			

5.52

5+95	40+80	5.4	0.1
6+00	40+85	3.5	2.0
+5	40+90	3.1	2.4
+10	40+95	6.0	-0.5
+30	41+35	7.6	-2.1
+75	41+60	7.7	-2.2
+85	41+70	7.2	-1.7
7+00	41+85	8.2	-2.7
+50	42+35	8.2	-2.7
+55	42+40	7.4	-1.9
+60	42+45	5.8	-0.3
+77	42+62	5.8	-0.3
+82	42+67	7.7	-2.2
+95	42+80	7.9	-2.4
8+01	42+86	4.6	0.9
+05.8	42+90.7	4.40	1.1
+22.10	43+17.0	3.8	1.7
+65	43+50	4.3	1.2
+87.7 MH	43+65	7.8	-2.3
9+00	43+85	7.9	-2.4
+35	44+20	6.9	-1.4
+85	44+70	6.8	-1.3
+93	44+78	6.1	-0.6
10+00	44+87	1.7	3.8
+06	44+91	2.9	2.6
+50	45+35	3.2	2.3
11+00	45+85	2.9	2.6
T.P.	6.48	9.39	2.61
+50	46+35	6.7	2.7
12+00	46+85	6.4	3.0
+40 MH	47+35	6.1	3.3
13+00	47+85	6.1	3.3
+50	48+35	5.6	3.8

2.39

73

14+00	48+85	5.1	4.3
+50	49+35	4.8	4.6
15+00	49+85	5.0	4.4
50+00			
15+15 N M9 (1) N Trach	50+19.7	4.54	4.85
+34.7 N Rail 3 "	50+19.7	4.56	4.83
+50	50+35	4.2	5.2
+67.5	50+52.5	5.17	4.22
+67.6	50+52.6	5.72	3.67
+81.7	50+72.7	5.68	3.71
+87.8	50+72.8	5.13	4.26
+95 MH	50+85	4.1	5.3
16+00	51+35	4.0	5.4
+50	51+85	4.2	5.2
17+00	52+35	3.1	6.3
+50	52+85	3.2	6.2
18+00	53+35	3.0	6.4
+50	53+68	2.52	6.87
+83	53+82.7	2.65	6.74
19+00	53+85	2.9	6.5
+47.43 M.H.	54+32.43	4.00	5.39
CHK Hub 16+30 Page 48		3.85	5.84 = 5.83

Contd Page 50

+ H.I. - Ele

46.10

S. West cor Bridge Curb Grade

46.64

N West cor Bridge " "

40.0

S. E. Cor 33rd Market Curb Return Est gr.

39.5

S W Cor 33rd Market " " " "

198

4808

46.10

S.W. Cor. Bridge

1.18

46.90

1.18

4782

46.64

N.W. Cor. Bridge

P

205

4204

783

39.99

Rock S.E. Cor 33rd & Market

Q Market

2.0

40.0

South Curb

27

39.3

S.P. Line = 0+00

28

39.2

+15

4.0

38.0

+50

4.6

37.4

+100

5.3

36.7

+135 Q Alley E+W

5.6

36.4

Q

Tape - plumb bob rod.

74

5/17
Gregory
Miller

Bench Levels from 32nd + I
to Encanto

2.56	84.82		82.26
0.72	72.48	13.06	71.76
0.21	59.83	12.86	59.62
1.17	48.00	13.00	46.83
2.29	40.75	9.54	38.46
2.76	37.91	5.60	35.15
5.86	41.38	2.39	35.52
4.85	39.94	6.29	35.09
5.91	38.36	12.49	27.45
12.80	45.70	0.46	32.90
11.04	56.52	0.22	45.48
12.27	68.66	0.13	56.39
12.20	80.48	0.38	68.28
13.08	92.46	1.10	79.38
10.23	101.79	0.90	91.56
1.34	102.82	3.31	98.48
		5.27	96.52
3.79	102.41	4.20	98.62
12.28	113.70	0.99	101.42
10.78	122.83	1.65	112.05

Mon. 1/11
32nd + I

Rock at 33
+ H. S.E.

Mon SE 33 + I
Heads Elev. = 95.08

Mon on M
+ 5th cor. Cen

75

		2.96	119.87
1.73	115.08	9.48	113.35
1.88	107.09	9.87	105.21
6.76	111.27	2.58	104.51
0.79	111.31	0.75	110.52
0.67	100.18	11.80	99.51
0.35	87.82	12.71	87.47
0.21	75.56	13.07	72.75
0.15	72.16	3.55	72.01
2.52	63.35	11.33	60.83
0.66	52.36	11.65	51.70
0.15	42.60	9.91	42.45
7.27	44.26	5.61	36.99
11.20	52.98	2.48	41.78
5.30	50.70	7.58	45.40
6.20	53.01	3.89	46.81
7.20	55.51	4.70	48.31
10.72	61.35	4.28	51.23
8.05	65.92	3.48	57.87
11.75	73.57	4.10	61.82

Mon 5th
32nd + I

BM NE 39 +
+ 1100/1111 =
110.46

Top Hydrograph
4074 + 1100/1111

Spk in pole
SE Boundary
+ 5107/11
Vista

SW cor
bridge on
concrete

S.M. on Hub
Sta 35 + 12.3 m
Page 19 + 11.6
Book Elev = 46.27

Hub Sta 44
+ 42.3 Page 19
Elev = 51.30

Hub 56 + 99
Page 20, Elev = 61.82

10.61 79.25 4.93 68.64

8.18 86.62 0.76 78.19

8.94 91.33 4.23 82.39

7.75 83.58

Hub Sta 83+58.4
page 22 E-2380

B.M.

7.40 94.60 4.13 87.20

8.24 100.26 2.58 92.02

12.27 107.33 5.20 95.06

B.M.

6.39 113.58 0.14 107.19

1.10 112.48

B.M. on pole
Beverly Road
= 112.38

B.M.

0.35 107.54 6.39 107.19

B.M.

4.29 103.25

RR spike in pole
E side Beverly Rd
4th side of R/
P.O.W.

6.63 112.43 1.74 105.80

7.55 117.20 2.78 109.65

B.M.

8.13 122.27 3.06 114.14

B.M.

12.09 131.15 3.21 119.06

B.M.

12.88 142.87 1.16 129.99

12.84 135.56 0.15 142.72

8.57 162.52 1.61 153.95

5.63 165.96 2.17 160.35

B.M.

6.90 170.05 2.93 163.15

B.M. RR spike in
94' pole No side
of Encanto Road
at Southern City
limits

0.57 163.58 7.04 163.01

0.32 151.37 12.53 151.05

5.73 151.83 5.27 146.10

4.73 152.61 3.95 147.88

B.M. R.R. spike
in bridge pole
So side Road
to Encanto at
N.E. of West
Hollywood.

12.63 165.20 0.04 152.57

3.72 165.81 3.11 162.09

12.94 176.81 1.94 163.87

RR spike in
pole So side of
Road to Encanto
250' West of
Hollywood Station
opposite yellow
house.

7.10 183.79 0.12 176.69

3.06 178.84 8.61 175.18

RR spike in
Tel. pole NE cor
Encanto &
Hinks St.

8.00 170.24

Hub Ctr Encanto
& R.R.
Dunkle's elev =
170.56

7.97 183.15 3.06 175.18

6.57 185.69 4.03 179.12

11.97 191.71 5.95 179.74

RR spike in
pole NW of
Hinks & Ferguson
Sts.

6.21 193.77 4.15 187.56

RR spike in
pole NW of
Hinks & 6th
Sts.

9.74 202.16 1.35 192.42

RR spike in
pole NW Hinks
& Hunsacker Sts.

8.11 208.07 2.20 199.96

3.97 204.10

nail in pole
assumed B.M.
at Hunsacker
St. = 136.72

12/24/24 Gregory

Change of Location of
Sewer @ Montecito + Arbor Drive

184.15
52.15
593.00

77

11.16

263.83

252.67 on hub 6+09.8

6+09 Book 1109-37

0+00

11.2

252.6

+03.9

10.3

253.5

+04.0

10.7

253.1

+10

11.0

252.8

+12.2

10.1

253.7

+30

11.5

252.3

+45

10.1

253.7

+65

11.4

252.2

+90

13.8

250.0

1

13.3

250.5

+05.0

13.0

250.8

+11

13.7

250.1

+12

12.5

251.3

+25

12.3

251.5

+50

15.4

248.4

+65

15.5

248.3

+75

14.4

249.4

+92

11.7

252.1

+99.75 Δ 66°31' R

9.36

254.47 on hub

Lot Line

MONTICITO

2+11

+30

+45

+57

+80

+90 Δ 54°54' R

3+08

+25

Sta. 6+09 Book 1109-37

0+00 this book

30°31' new angle

Relocation

184.15

82.87

66°31'

54°54'

2+90

89'

3+63.60

28'

184.15

82.87

66°31'

54°54'

2+90

89'

3+63.60

28'

184.15

82.87

66°31'

54°54'

2+90

89'

Sta 7+12 Book 1109-37

DRIVE

This Line will

This pipe should be
laid in this location

WAY

12.2

251.6

11.2

252.6

9.6

254.2

10.5

253.3

8.5

255.3

4.78

259.05 on hub

13.6

254.8

13.9

254.5

This layout not used

Used original notes in Book 1109-36

CAT 12-30-24

3+58

268.36

4.0

264.4

+63.60

3.4

265.0

2287
4513
Levels on Line across Arbor Drive

78

268.36

1+99.75
= 0+00

254.47

+09.0

4.6

+22.87 = W.L. Arbor

3.6

+30

3.70

on curb

+30.1

4.3

+44

3.5

+56

3.7

+58

3.0

+66 = E.L. Arbor Approx

2.7

NOT USED
CAT 12-30-26

1.41	111.87		110.46
0.92	100.67	12.12	99.75
1.48	89.10	13.05	87.62
1.23	81.60	8.73	80.37
1.46	71.40	11.66	69.94
1.79	61.27	11.92	59.48
1.22	49.64	12.85	48.42
6.09	43.04	12.69	36.95
7.21	47.28	2.37	42.67
7.35	49.53	5.70	42.18
5.49	52.30	2.72	46.81
5.51	53.60	4.21	48.09
7.47	60.82	0.25	53.55
5.63	62.93	3.52	57.30
6.35	66.46	2.82	60.11
9.24	73.33	2.37	64.09
5.64	76.16	2.81	70.52
8.07	80.60	3.63	72.53
7.21	84.25	3.56	77.04
3.14	91.14	2.25	82.00
9.03	93.83	6.64	84.50
6.11	98.16	1.78	92.05
4.66	99.08	3.74	94.42
	45.88	3.87	95.21
			43.49
2.37	45.74		43.55
2.88	41.56	7.26	38.68
2.74	32.93	11.37	30.19
9.15	35.71	6.37	26.56
2.80	34.01	4.50	31.21
		4.79	29.22
	34.07		
		6.10	27.91
	33.95		
2.39	45.88		43.49
	34.11		
		6.10	27.85

79

3.26	123.08		119.82
0.89	110.84	13.13	109.95
0.34	98.37	12.81	98.03
0.36	85.61	13.12	85.25
2.90	88.05	0.46	85.15
2.93	94.55	2.43	85.62
12.70	106.66	0.59	93.96
12.75	118.37	1.04	105.62
11.96	122.02	2.31	110.06
12.33	132.85	1.40	120.62
0.52	120.90	12.57	120.38
5.56	113.93	12.53	108.37
15.665 E. McMillan Market		10.27	103.66
	113.85		
49			
99.88	0.27	103.85	103.58
4.38	0.87	92.53	71.66
45.49	0.30	79.70	79.60
47.88	1.22	68.42	67.30
4.39	0.82	56.31	55.47
43.49	0.98	44.66	43.68
46.87			35.02
	12.02	56.08	44.26
47.37	11.91	87.22	55.31
	11.83	78.35	66.52
52.30	8.52	85.81	77.29
4.99	4.03	55.94	51.91
37.31	3.23	24.59	21.36
	2.70	79.59	76.87
	47.87	53.60	53.06
5.28	48.39	5.29	
60.82		4.83	55.00
	62.93	66.46	61.95
	6.56	4.60	
	56.37	101.86	71.14
73.33	64.23	67.87	83.74
9.19	73.33	92.16	35.71
64.11	4.54	5.86	7.41
14	79	92.30	2.31

103.64 from 8.11.33 21

49.84
4.39
1545

	10.86	109.97		99.11
T.P.	12.57	122.26	0.18	107.79
T.P.	12.66	134.78	0.24	122.12
2+67 ⁷			11.24	(123.53)
1+44 ⁷			5.51	(129.27)
T.P.	12.38	146.55	0.61	134.17
T.P.	12.50	158.60	0.45	146.10
3+94 ⁷			2.78	(149.82)
T.P.	12.79	171.04	0.35	158.25
T.P.	12.61	183.32	0.33	170.71
T.P.	12.63	195.54	0.41	182.91
5+17 ⁷			11.87	(183.67)
T.P.	12.68	207.64	0.58	194.96
T.P.	12.53	219.86	0.31	207.33
T.P.	12.42	231.98	0.30	219.56
T.P.	12.34	243.86	0.46	231.52
7+67 ⁷			4.51	(239.35)
T.P.	7.93	251.02	0.77	243.09
8+94 ⁷			5.23	245.79

248.71
239.35
9.36

2.94 241.12

Union & Henry

207.92

10.57	220.49		
1.65	209.12	13.02	207.47
0.26	197.94	12.04	197.08
0.94	186.11	12.77	185.17
Top of d. lat line bet			
		10.43	(175.68)
" fence post in Guy			
		11.19	(174.92)
0.94	174.03	13.02	173.09
0.25	161.18	13.10	160.93
0.40	149.44	12.14	149.04
2.35	138.23	12.26	136.58

B.M. SPY N. E. Woolman 239⁷

0.30	110.76		110.46
1.47	99.88	12.35	98.41
0.27	87.26	12.89	86.99
0.55	75.15	12.66	74.60
1.14	63.39	12.90	62.25
0.62	52.23	11.78	51.61
2.30	42.29	12.24	39.99
2.92	34.91	10.30	31.99
		7.12	27.79

93 30 200 200
 2 + 37.70
 42.5
 460
 325
 866
 780
 256
 1122
 745
 5015.7
 69.5
 24 29 3.13
 24 29 45.6
 19 6249
 374.0
 450.5
 813
 385.2
 1986
 2017
 33
 385
 107
 107
 244.43
 107
 244.43
 236.42
 413
 3790
 154
 302
 457
 48.10
 5176
 5018
 2209
 921125 = 275
 105.58 - 15 = 90.08
 5495. E. CO. T. N. O. M. H. T.
 380
 2660
 240
 383
 45.6
 6.60
 245.58
 357.22
 642.75
 50.00
 599.95
 2 + 46.72
 5327
 5860
 87.43
 328.6
 6.2
 49.3
 2.4
 51.7
 334.5
 360
 2280
 290
 257.0
 256.6
 283
 143
 580
 6003.1
 5699.6
 303.5
 32.23
 7.06
 37.82
 77.05
 565
 3327
 54
 775
 234
 741
 1583
 583
 158
 23.70
 5699.6
 5018.7
 6809
 235.26
 100171
 335.97
 335.26
 352.52
 693.98

11.45 613 11.40 2.55 11.40 2.55
 13.75 2.55 13.75 2.55
 667
 823
 120
 94.40 11.40 11.40 109.87
 17960
 9420
 896
 1231
 742.7

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
 ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.
 FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MADE IN GERMANY.