

1195

1885

FIELD BOOK

385

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This index bpp 88 7/17/21 Ad.

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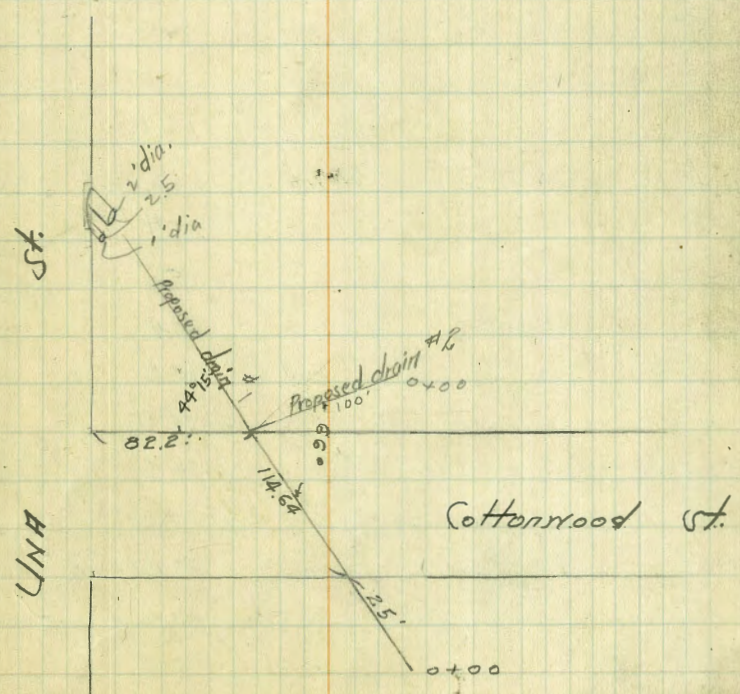
Levels for Culvert on Cottonwood St.
As shown in sketch

next spot

Main + Elev. st.	9.67	24.17		14.45
T.P.	0.39	14.54	9.97	14.15
drain #1				14.5
0+00			5.8	8.7
+25 on stub			6.2	8.3
+50			6.2	8.3
1+00			6.4	8.1
+11			7.4	7.1
1+39.64 = Intersection with drain #2			8.49	6.0 stub
1+50 =			8.0	6.5
1+83			6.7	7.8
} 9' Left of 1+83			8.4	6.1
	} 15' " " 1+83		8.5	6.0
		} 5' Rt " " 1+83		6.5
2+10			8.2	6.3
} 10' Left of 2+10			8.9	5.6
	} 5' Rt " " 2+10		8.1	6.4
2+39			9.2	5.3
+435 = Exist. Culvert Elev. line	2' dia		10.25	4.9
+435 = " " " "				

Proposed drain #2

0+00		6.0	8.5
+50		7.4	7.1
1+00 = Intersection with drain #1		8.49	6.0 stub
T.P.		6.85	7.69



Walker
2-1-27

X. Section Eta St. 60' wide
From 40th to 39th St.

B.M. in Entrance

to school
RTS 101+40th 348 53.87 50.39

T.P. 582 47.65 18.04 41.83

Sec. F 47.7

N-5 12.8 34.9

N 12.8 34.9

cb 13.2 34.5

1/4 13.7 34.5

2 14.1 33.6

1/4 15.2 32.5

cb 14.8 32.9

S 15.0 31.7

Sec B

S 11.6 36.1

cb 11.9 35.8

2 12.0 35.4

2 12.7 35.0

1/4 12.3 35.4

cb 12.4 35.3

N 12.8 34.9

7.5 12.8 34.9

0+00

-5 10.3 37.4

N 10.3 37.4

cb 10.3 37.4

1/4 9.8 37.9

47.65

2

2
1/8

10.1 47.7
37.6

9.3 38.4

cb

9.2 38.5

S

9.5 38.2

P. 7.8
0+22 = 2 Euc. Tree 2' dia. 50' high 18' in st on S

0+38 = 2 Euc. tree on South 18' dia. 18' in st.

S

6.1 41.6

cb

6.3 41.4

1/4

6.4 41.3

2

6.7 41.0

1/4

7.2 40.5

cb

6.7 41.0

N

6.4 41.3

0+65

N

4.7 43.0

cb

4.9 42.8

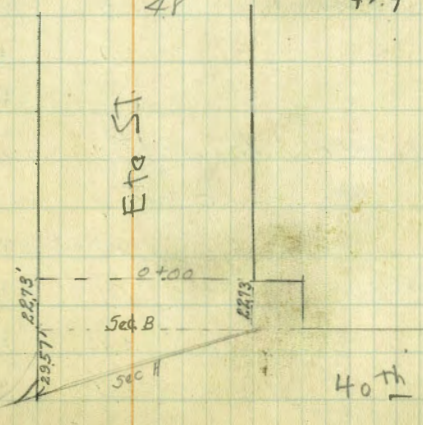
1/4

5.4 42.3

2

4.9 42.9

3600
879.70
4479.70
67.



40th

47.65.

		<u>47.7</u>
$\frac{1}{2}$	4.5	43.2
cb	4.6	43.1
S	4.7	43.0

1+00

S	3.2	44.5
cb	2.8	44.9
$\frac{1}{4}$	3.3	44.4
$\frac{1}{2}$	3.5	44.2
$\frac{1}{4}$	4.0	43.7
cb	4.3	43.4
N	4.2	43.5

P=3.0
1+40 = $\frac{1}{2}$ olive tree on S 9' inst.

1+50

N	3.6	44.1
cb	3.6	44.1
$\frac{1}{2}$	3.6	44.1
$\frac{1}{2}$	3.7	44.0
$\frac{1}{2}$	3.5	44.2
cb	3.1	44.6
S	2.8	44.9
	3.5	44.2

1+78 = $\frac{1}{2}$ olive tree on S

9' inst

2+00

S	4.1	43.6
cb	4.1	43.6
$\frac{1}{4}$	4.0	43.7
$\frac{1}{2}$	4.1	43.6

47.65

3

		<u>47.7</u>
$\frac{1}{2}$	4.3	43.4
cb	3.8	43.9
N	3.9	43.8

2+19 = $\frac{1}{2}$ olive tree on S 9' inst.2+37 = $\frac{1}{2}$ Euc. tree on S 9' inst. 2' dia 20' tall

N	4.5	43.2
cb	4.7	43.0
$\frac{1}{2}$	5.1	42.6
$\frac{1}{2}$	5.1	42.6
$\frac{1}{2}$	4.8	42.9
cb	4.3	43.4
S	4.6	43.1

T.P. 4.00

46.22 543

42.22

2+54 = $\frac{1}{2}$ olive tree on S 9' inst. 6" dia.

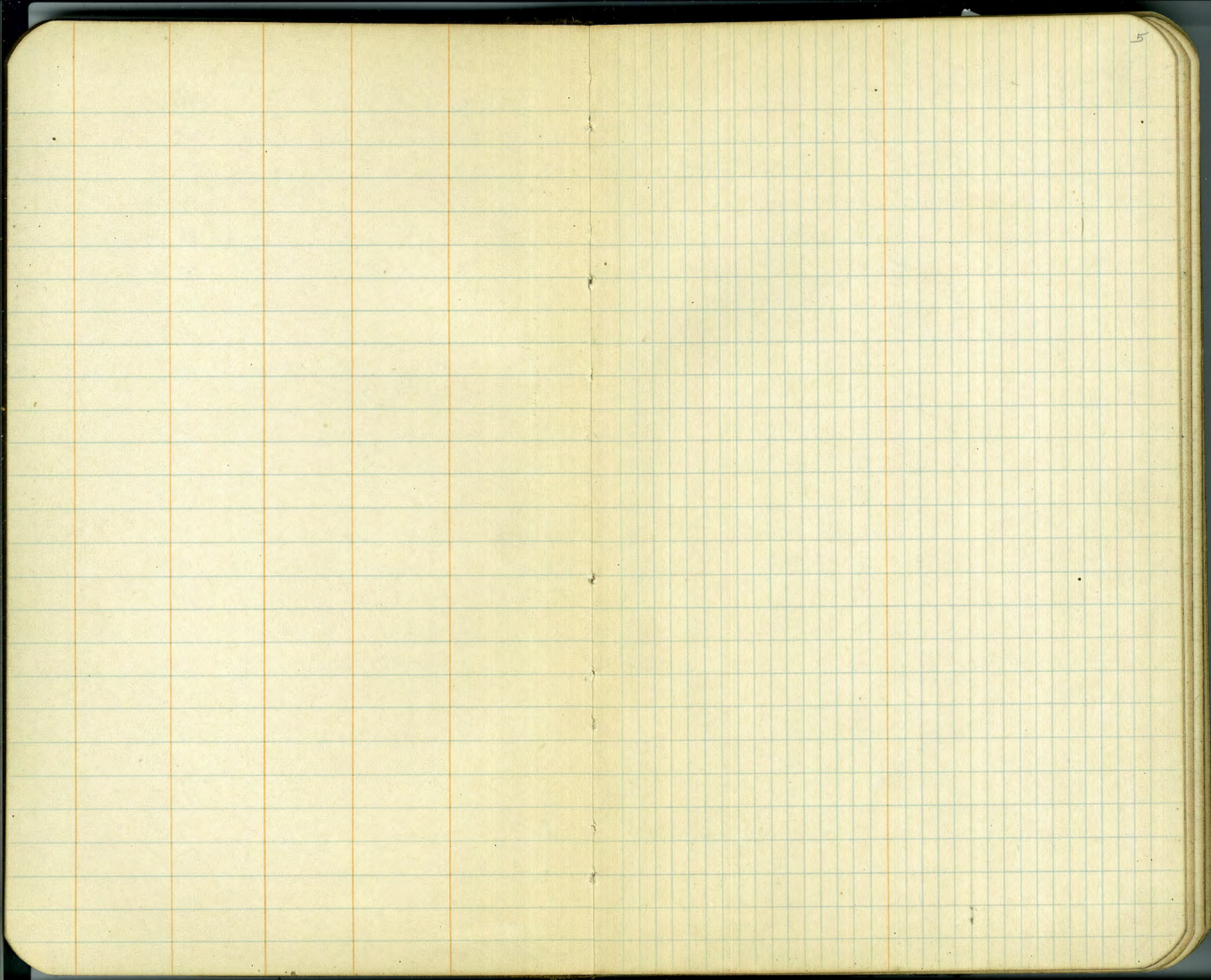
3+00

46.2

S	4.6	41.6
d	4.5	41.7
$\frac{1}{4}$	4.6	41.6
$\frac{1}{2}$	4.0	42.2
$\frac{1}{4}$	4.2	42.0
cb	3.8	42.4
N	3.4	42.8

3+50

N	4.0	42.2
cb	4.0	42.2
$\frac{1}{2}$	4.5	41.7



100' wide
20' curb
20' PAVING

Levels on La Jolla Blvd
Palomar to Graviilla

4-13-27
mully

B.M. 5.63 83.85 78.22

La Jolla Blvd.
NE. of Palomar

N. Line Palomar = Sec A

E. cl	5.66	78.19	cmt. cl
18' W = E edge Paving	6.46	77.39	
28' W = " "	6.32	77.53	
38' W = " "	6.43	77.1	
W. cl	8.65	75.20	W. cl gone at Palomar OK. G. Hof "

P.C. = Sec B

W. cl	6.59	77.2	✓
420.3 = W. edge Paving	4.82	79.1	✓
440.3 = E " "	4.80	79.1	✓
E. cl	3.60	80.3	✓

S. Line Rosemont = Sec C

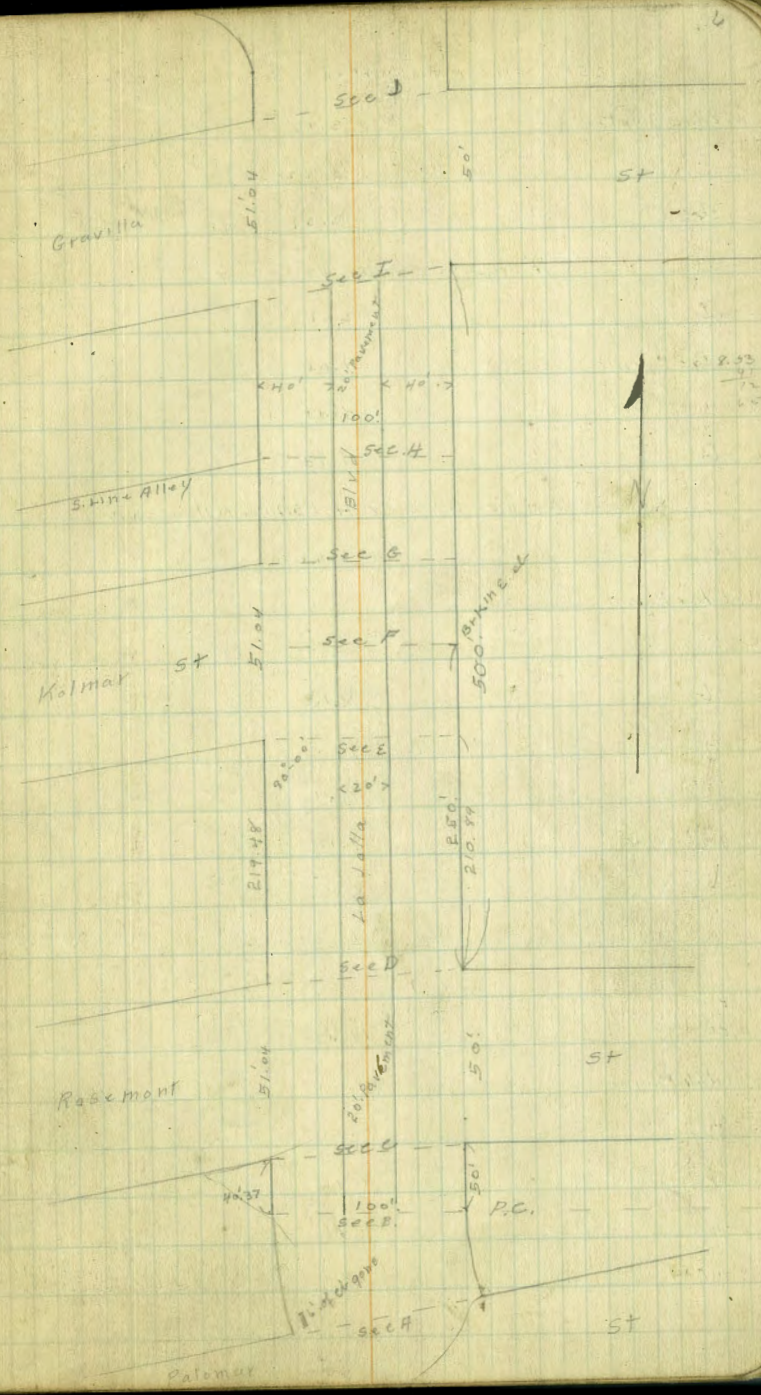
E. cl	3.56	80.3	✓
20' W = E edge Paving	4.47	79.4	✓
40' W = W " "	4.47	79.4	✓
W. cl	6.05	77.8	✓

N. Line Rosemont = Sec D

W. cl	6.14	77.8	✓
W. edge Pavmt	4.94	79.0	✓
E. " "	4.98	78.9	✓
E. cl	3.63	80.3	✓
T.P.	3.20	79.31	7.74
			76.11

210.49 N. of N. Line Rosemont at E. = S. Line Kelmar ch W

E. cl	1.87	77.4	✓
E. edge Pavmt	3.25	78.2	✓
W " "	3.24	76.0	✓
W. cl	4.40	74.9	✓



79.31

250' N. of N. line Rosemont on E-B + K. 1st E. cl. = Sec F

W. edge Parvt	3.74	75 ²	✓
E " "	3.82	75 ³	✓
E. cl.	2.31	77 ⁰	✓

N. line Kolmar on W = Sec G

E. cl.	2.61	76 ²	✓
E. edge Parvt	4.04	75 ³	✓
W " "	4.07	75 ²	✓
W. cl.	4.93	74 ⁴	✓

102' 08" N. of Sec E = Sec H = 2. line Alley on W

W. cl.	6.62	77 ²	✓
W. Edge Parvt	6.06	75 ²	✓
E " "	6.08	75 ²	✓
E. cl.	4.93	74 ⁴	✓

see I

E. cl.	7.86	71 ⁴	✓
E. edge Parvt	9.11	70 ²	✓
W " "	9.06	70 ²	✓
W. cl.	10.33	69 ⁰	✓

see J

W. cl.	10.43	68 ²	✓
W. edge Parvt	10.04	69 ³	✓
E " "	10.26	69 ⁰	✓
E. cl.	7.98	71 ²	✓

CHK on BM 10.43 68.88 = 68.86 + Gravim

N. of La Jolla

30' side
5' elev
20' Roadway Vista Del Mar West

X See Sea Lane

4-13-27
Miller

BM. 0.26 36.52 36.26 Vista Del Mar
N.W. + Sentance

combine Vista Del Mar Produced 36.5

N. cl 0.26 36.3 emt cl ok

S. cl 0.70 35.8 " " "

50' W BRK

S. cl 4.20 32.3 emt cl ok

N. cl 3.95 32.5 " " "

98' W = W. end emt cl on North

N. line 9.2 27.3

N. cl 9.37 27.1 emt cl ok

H = gutter 9.7 26.8 oil paint

E 9.7 26.8 " "

gutter 9.8 26.7 " "

S. cl 9.37 27.1 emt cl ok

102' W

S. cl 9.89 26.6

gutter 9.3 27.2 oil paint

cl 10.12 26.4 " "

+7 9.9 26.6

cl 11.9 24.6

N. Line 10.0 26.5

125' W

N 12.4 24.1

+2 12.4 24.1

cl 14.0 22.5

+4 14.0 22.5

36.52

8

+5 12.4 36.5
24.1

cl 12.4 24.1 oil paint

gutter 12.8 23.7 " "

S. emt cl 12.24 24.3

T.P. 0.35 23.83 13.04 23.44

150' W 23.8

S emt cl 2.24 21.6

gutter 2.8 21.0 oil paint

cl 2.5 21.3 " "

+7 2.8 21.0

cl 4.7 19.1

N 2.4 21.2

170' W

N 5.1 18.7

cl 5.7 18.1

cl 4.7 19.1 oil paint

gutter 4.9 18.9 " "

S. cl 4.36 19.4

S 190' W = W. end emt cl + walk on S 6.3 17.5

S emt cl alk. 6.50 17.3

gutter 7.1 16.7 oil paint

cl 6.9 16.9

cl 7.1 16.7

N 7.1 16.7

23.83
197'W

N	7.9	<u>13.83</u> 15.9
+3	8.1	15.7
cl	10.5	13.3
H1	8.8	15.0
+5	8.0	15.8
cl	12.4	11.4
cl	10.5	13.3
S	7.5	16.3

207'W

S-2	8.1	15.7
S	12.0	11.8

T.P. 4.77 16.70 11.90 11.93

cl	9.5	<u>16.7</u> 7.2
----	-----	--------------------

cl	10.0	6.7
----	------	-----

+5	9.6	7.1
----	-----	-----

cl	6.2	10.5
----	-----	------

N	3.2	13.5
---	-----	------

+5	3.0	13.7
----	-----	------

214'W

N-10	7.0	7.7
------	-----	-----

-4	8.8	7.9
----	-----	-----

N	6.5	10.2
---	-----	------

cl	9.5	7.2
----	-----	-----

cl	10.8	5.9
----	------	-----

+6	10.8	5.9
----	------	-----

cl	10.0	6.7
----	------	-----

16.70

Sea Lane

9

S	6.7	<u>16.7</u> 10.0
+5	1.5	15.2

220'W

S-6	2.3	14.4
-----	-----	------

S	6.4	10.3
---	-----	------

cl	8.7	8.0
----	-----	-----

+5	11.6	5.1
----	------	-----

cl	11.6	5.1
----	------	-----

cl	10.6	6.1
----	------	-----

N	9.5	7.2
---	-----	-----

+10	9.5	7.2
-----	-----	-----

240'W on Beach

N-10	12.9	3.8
------	------	-----

N	12.9	3.8
---	------	-----

cl	13.0	3.7
----	------	-----

cl	13.2	3.5
----	------	-----

cl	12.8	3.9
----	------	-----

S	11.8	4.9
---	------	-----

+10	11.0	5.7
-----	------	-----

T.P. 12.94 24.87 4.77 11.93

T.P. 12.94 37.44 0.37 24.50

1.17 36.27 = 36.26

X See Alley BIK 39, La Jolla Park 4-13-27
 Silverado to Wall But Girard & Huesche miller

109.38

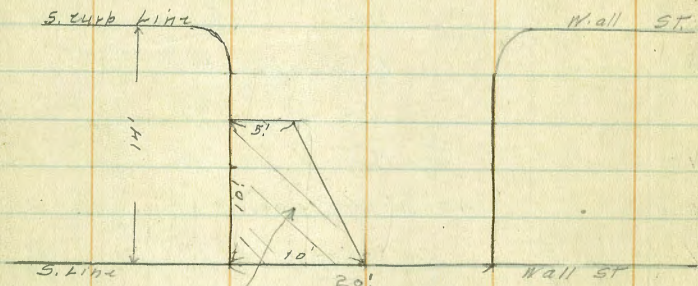
10

100' S

R.M.	10.29	104.36	94.07	SW Prospect & Girard
	8.42	109.38	3.40	100.96
		00 = S. Line Wall		
E. cl. & Pavmt		4.66	104.72	
C		5.00	104.38	
W. cl. & Pavmt		5.04	104.34	
Paving should be		5.50	103.88	

W	2.9	106.5
E	2.9	106.5
E	2.9	106.5
E-6	2.9	106.5
E	2.9	106.5
E	2.9	106.5
W	2.9	106.5

115' S = N. End Triple Garage on dirt floor 6' Back



Should be Repaved to Keep water

in Alley later section

Alley

10' S.

W	4.4	105.0
C	4.3	105.1
E	4.4	105.0
E	3.8	105.6
C	3.9	105.5
W	3.9	105.5
W	3.57	105.8

46' S = Double Door to Theatre

ground
ent stop

W	2.7	106.7
C	2.7	106.7
E	2.4	107.0
E+6	2.8	106.6
E	1.3	108.1
C	1.6	107.8
W	1.5	107.9

147' S = S. end above garages

200' S.

T.P. 602 114.12 1.28 108.10

225. Garage entrance on W dirt floor on line

W	5.9	108.2
C	5.9	108.2
E	5.9	108.2
E	5.0	109.1
C	5.0	109.1
W	5.0	109.1

270' S

114.12

291's Garage on E dirt floor 4' Back

W	4.8	109.3
E	4.9	109.2
E	4.7	109.4

325's

E	4.3	109.8
E	4.4	109.7
W	4.4	109.7

350's = N End 7. Garage's on E dirt floors 2.5' Back

W	4.3	109.8
E	4.2	109.9
E	4.1	110.0
425	4.0	110.1

412's = S end above garages

E-2.5	4.0	110.1
E	4.5	109.6
E	4.7	109.4
W	4.8	109.3

435's Garage entrance on line

W	4.8	109.3	Floor
E	4.8	109.3	
E	4.7	109.4	

465's

E	4.7	109.4
E	4.5	109.6
W	4.7	109.4

114.12

500's = N. Line Silverado

W cl	4.51	109.61
W Paving	4.51	109.31
E Paving	4.80	109.32
E "	4.54	109.58
E cl	4.24	109.88

T.P. 7.97 117.32 4.77 109.35

T.P. 2.40 113.15 6.57 110.75

T.P. on BM 2.87 108.62 7.42 105.73 Herschel SW Wall +

T.P. 2.55 103.84 7.29 101.33

T.P. on BM, S.W. Prospect & Herschel 4.93 98.95 = 98.97

Levels at intersection of Midway #30-27
+ La Jolla Blvd
Bird Rock
Stations on La Jolla Blvd

194.5

12

75.21

BM 3.41 75.21 71.80 S.E. Midway + La Jolla Blvd

171' N = E. end 25' R. of Ret N.E. Cor La Jolla Blvd + Midway

00 = 100' S. of S. end 25' R. Curb Return S.E. Cor Midway + La Jolla Blvd

50' E of E. End of Ret on N. Ch. of Midway

E. Ch. La Jolla Blvd 2.45

E. end of Ret N.E. Cor Midway 4.21 71.00

E. edge 20' PAVING 2.64

E. edge paving 4.42

♀ " " 2.58

♀ " " 4.29 70.92

W " " 2.69

W " " 4.37

N. Ch. La Jolla Blvd 2.42

185' N = W. end 25' R. of Ret S.W. Cor Midway + La Jolla Blvd

100' N = S. End 25' R. Curb Ret S.E. Cor Midway

W. end of Ret 5.71 69.50

W. Ch. La Jolla Blvd 3.55 71.66

W. edge Pavmt 4.39

W. edge Paving 3.92 71.29

♀ " " 4.30

♀ " " 2.81 71.4

E " " 4.40

E " " 3.86 71.35

194.5 N = N. end 25' R. of Ret N.E. Cor Midway + La Jolla Blvd

E. Ch. La Jolla Blvd = P.C. Ret. 3.44 71.75

E. Ch. La Jolla Blvd 4.21 71.00

123' N = E. End 25' Curb Ret S.E. Cor Midway

E. edge Pavmt 4.41

50' E. of E. End of Ret on S. Ch. of Midway 0.83 74.38

♀ " " 4.31 70.90

E. End 25' R. of Ret S.E. Cor Midway 2.52 72.69

W " " 4.40

E. edge Pavmt. 4.13

220' N = W. end 25' Ch. Ret N.W. Cor La Jolla Blvd + Midway = N. Ch. La Jolla Blvd

♀ " " 4.08 71.13

W. end of Ret 6.57 68.44

W " " 4.17

W. edge Pavmt 4.35

W. Ch. La Jolla Blvd 3.79

♀ " " 4.25 70.96

161' N = S. end 25' R. of Ret S.W. Cor Midway + La Jolla Blvd

E " " 4.33

W. Ch. La Jolla Blvd 4.27 70.94

E. Ch. La Jolla Blvd 4.05

W. edge Pavmt 4.36

244' N = N. end 25' Ch. Ret N.W. Cor Midway + La Jolla Blvd

♀ " " 4.27 70.94

E. Ch. La Jolla Blvd 3.93

E. edge " 4.36

E. edge Pavmt 4.17 71.04

♀ " " 4.08 71.13

W " " 4.19 71.02

244' N. (cont)

W. of La Jolla Blvd	4.07	71.14
344' N = 100' N. of above section		
W. of La Jolla Blvd	3.30	
W. edge Pavmt	3.45	
± " "	3.32	
E " "	3.40	
E. of La Jolla Blvd	3.20	

See Electric Ave
from N. Line PL 1782 to N. Line Forward
80' wide 15' cbs 12.5 14.5

5-2-27
Miller

91.24

14

N. Line PL 1782 on Diagonal.
91.24

-5	7.6	
W	7.5	
cb	7.6	
1/4	5.5	
+4 = ϕ Track	4.60	86.64 Top Rail
ϕ	5.3	
1/4	4.9	
cb	5.6	
E	4.9	
+5	4.9	

+11	6.8
1/4	5.5
+3.5 = ϕ Track	4.60
ϕ	5.3
1/4	5.0
cb	5.1
E	4.8
+5	4.7

100' S

-5	5.1
E	5.1
cb	5.7
1/4	5.4
ϕ	5.1
+9 = ϕ Track	4.55
1/4	5.5
+1.5	6.6

Rail

+9 = ϕ Track	4.60	Top Rail
1/4	5.5	
cb	7.6	
W	7.6	
+5	7.7	

150' S

-5	7.4
W	7.4
cb	6.8
+11	6.1
1/4	5.3

50' S. of 100

-5	7.7
W	7.7
cb	7.2

91.24 150' S. (con)

1/4 + 25 = ϕ Track	4.41	Rail
ϕ	4.9	
1/4	4.9	
ϕ	5.9	
E	5.3	
+5	5.1	
200' S		
-5	4.6	
E	4.6	
ϕ	5.1	
1/4	4.7	
E	4.7	
+9 = ϕ Track	4.14	
1/4	5.0	
+1.5	5.6	
ϕ	6.3	
W	6.8	
+5	7.0	
250' S		
-5	6.0	
W	6.0	
ϕ	5.5	
+11	5.2	
1/4	4.7	
+3.5 = ϕ Track	3.94	Rail
ϕ	4.9	

91.24

Electric Ave 15

1/4	4.4	
ϕ	4.0	
E	3.7	
+5	3.7	
300' S		
-5	2.9	
E	2.9	
ϕ	3.3	
1/4	4.3	
ϕ	4.6	
+9 = ϕ Track	3.78	Rail
1/4	4.9	
ϕ	4.8	
W	5.0	
+5	5.1	
350' S		
-5	4.6	
W	4.7	
ϕ	4.7	
1/4	4.7	
+3.5 = ϕ Track	3.72	Rail
ϕ	4.6	
1/4	4.2	
ϕ	3.2	
E	2.7	

91.24
400's

c	3.1
cl	3.4
1/4	4.3
ϕ	4.9
+9 = ϕ Track	3.77
1/4	4.8
cl	4.9
W	5.0
+5	5.1

450's

-5	5.7
W	5.5
cl	5.1
1/4	4.6
+2.5 = ϕ Track	3.70
ϕ	4.5
1/4	4.2
cl	3.9
E	3.5
+5	3.5

500's

-5	4.0
E	3.9
cl	4.3
1/4	3.8
c	4.0

Rail

Electric Ave

16

91.24

+9 = ϕ Track	3.70	tail
1/4	4.7	
cl	5.3	
W	6.3	
+5	6.2	

550's

-5	6.7	
W	6.7	
cl	6.4	
1/4	5.0	
+3.5 = ϕ Track	3.67	tail
ϕ	4.2	
1/4	3.5	
cl	3.8	
E	3.4	
+5	3.3	

600 S. on E. = N. Line Bird Rock Ave }
Section on N. Line B.R. Ave
 on diagonal

-5	2.5	
E	2.7	
cl	3.1	
1/4	3.3	
ϕ	4.0	
+9 = ϕ Track	3.52	tail
1/4	4.6	
cl	5.4	
W	6.4	
+5	6.6	

91.24

T.P. 6.62 93.08 4.78 86.46
 S. Line Bird Rock Ave on diagonal

-5 8.0
 W 8.0
 ch 7.3
 14 6.2
 +35 = $\frac{1}{2}$ Track 5.36 rail
 $\frac{1}{2}$ 5.4
 14 5.0
 ch 4.5
 E 4.0

50' S. on E. Line Electric 90°
 = 70' S. " W. " "

E 3.2
 ch 4.3
 +5 5.3
 14 5.0
 C 5.2
 +5 6.2
 +9 = $\frac{1}{2}$ Track 5.27 rail
 14 6.3
 ch 7.6
 W 7.9
 +5 8.0

93.08

100' S. on E = 120' S. on W 90°

-5 8.0
 W 8.0
 ch 7.5
 14 6.7
 +35 = $\frac{1}{2}$ Track 5.15 rail
 +4 6.2
 E 5.1
 14 5.0
 +10 5.2
 ch 3.7
 E 2.1

T.P. 6.66 94.94 4.80 88.28 on Wall in Pole opp. 100' S. on E.

150' S. on E 90°

E 3.8
 ch 5.3
 +2 6.4
 14 6.6
 $\frac{1}{2}$ 7.1
 +9 = $\frac{1}{2}$ Track 6.89 rail
 14 7.9
 +1 8.9
 ch 9.5
 W 9.7
 +5 9.8

94.94
200' S. on E

-5	9.0	
W	9.1	
cl	9.6	
ly	7.7	
+3.5 = $\frac{1}{2}$ Track	6.80	rail
$\frac{1}{2}$	6.8	
ly	6.5	
F11	6.5	
cl	5.3	
E	3.7	
250' S. on E		
C	3.8	
cl	5.2	
+2	6.7	
ly	6.5	
$\frac{1}{2}$	7.2	
+9 = $\frac{1}{2}$ Track	4.71	rail
ly	7.7	
cl	8.2	
W	8.7	
+5	8.9	
300' S. on E		
W-5	10.0	
W	9.8	
cl	8.9	
ly	7.9	

Electric Ave 18

94.94
300' S. on E.

+3.5 = $\frac{1}{2}$ Track	6.61	rail
$\frac{1}{2}$	7.5	
ly	6.8	
cl	6.9	
+10	6.4	
E	4.9	
350' S. on E		
-4	4.0	
C	6.3	
cl	7.2	
ly	7.0	
$\frac{1}{2}$	7.2	
+9 = $\frac{1}{2}$ Track	6.65	rail
ly	7.9	
cl	8.6	
W	9.5	
+5	9.7	
400' S. on E		
-5	8.8	
W	8.9	
cl	8.9	
ly	7.6	
+4 Track on Curve	6.57	rail
$\frac{1}{2}$	6.9	
ly	6.9	
cl	6.7	

9.4.94

400' s. on E (con)

+3	4.4	
E	4.0	
		450' s. on E.
55	4.0	
E	6.0	
cl	6.8	
44	7.1	
cl	7.1	
+7 = cl Track	6.53	rail
14	7.0	
cl	8.7	
W	8.7	
+5	8.7	
		500' s. on E
-5	9.2	
W	9.1	
cl	8.2	
14	7.5	
+8 = cl Track	6.4	rail
cl	6.4	
14	4.9	
cl	6.6	
E	6.1	

Electric Ave

19

94.94

558.3 s. on E = skin Bird Rock City By the Sea

Section on Sub Line on Diagonal
N. line 15' off

E	6.9	
cl	7.2	
14	6.7	
cl	6.60	rail
14	7.6	
cl	7.9	
W	9.0	
+5	9.1	
T.P.	9.75	97.59
	7.10	87.84
		15' s. of above section = 00
		on S. line 15' off on diagonal
-5	10.6	
W	10.5	
cl	10.0	
14	9.25	rail
cl	9.2	
14	9.4	
cl	9.7	
+9	9.2	
+10	6.0	
E	5.5	

97.59

54.8 S. on E+W on diagonal

E	4.7	
+2	4.8	
+4	8.4	
cb	9.1	
114	9.3	
E	9.4	
114	9.18	rail
cb	9.2	
W	10.1	

109.7 S. on E+W = N. line Forward on diagonal

N	9.5	
cb	9.0	
114	8.90	rail
E	8.5	
114	9.0	
cb	8.9	
+14	8.4	
E	4.5	
+1	4.5	
ch. BM	8.10	89.49 ok

Electric Ave

20

54.8
109.7

P.J. Johnson

Levels on Curbs on Beaumont
N. line PL 17 82 North

54-27
smaller

B.M.	12.37	88.21	75.84
T.P.	13.00	100.26	87.26

W. of Beaumont

Profile Grade
91.50
1.60 High

N. line PL 17.82	7.16	93.10
25' N on cmt ch	7.41	92.85
50' N " " "	7.69	92.57
75' N " " "	7.98	92.28
100' N " " "	8.22	92.04
125' N " " "	8.50	91.76
150' N " " "	8.61	91.65
175' N " " "	8.70	91.56
200' N " " "	8.75	91.51
225' N " " "	9.06	91.20
250' N " " "	9.67	90.59
275' N " " "	10.40	89.86
300' N " " "	11.13	89.13

E. of Beaumont

Profile Grade
92.50
0.67 High

N. line PL 17.82	7.15	93.11
50' N on cmt ch	7.44	92.82
100' N " " "	7.72	92.54
150' N " " "	7.96	92.30
144' N " " " PC into Camino Real Gate	8.04	92.22
T.P.	12.45	112.61

Camino Real Gate

Levels on cbs on Waverly
N. line PL 17 82 North

21

112.61
W. of Waverly

N. line PL 17.82	3.27	109.34
25' N on cmt ch	4.93	107.68
50' N " " "	6.71	105.90

Profile Grade
109.00
0.34 High

E. of Waverly

N. line PL 17.82	2.80	109.81
T.P.	12.72	125.27
T.P.	12.70	137.66
T.P.	11.82	149.43

Profile Grade
110.00
0.19 Low

Levels on curbs on Bellevue
N. line PL 17 82 North

W. curb Bellevue
149.43

N. line PL 17.82	4.29	145.14
20' N on cmt ch	5.54	143.89
40' N " " "	7.24	142.19
60' N " " "	9.56	139.87
80' N " " "	12.18	137.25

Profile Grade
146.50

E. curb Bellevue

N. line PL 17.82	3.89	145.54
20' N on cmt ch	4.98	144.45
40' N " " "	6.49	142.94
60' N " " "	8.33	141.60
80' N " " "	10.66	138.77
T.P.	12.50	140.23
chk on BM	4.30	155.93 E. Tie Bellevue + PL 1

Profile Grade
147.50

13659

1/4		11.7	124.9
1/2		11.8	124.8
3/4		11.9	124.7
cb		10.6	126.0
S		9.0	127.6
TP	0.30	124.07	128.2
		123.77	

93' W = 2' Cor. Dr. on N 16' Back

S		3.0	123.1
cb		4.6	119.5
1/4		4.1	120.0
1/2		4.5	119.6
3/4		4.4	119.7
cb		4.1	120.0
N		3.3	120.8
+ 16 = Dr. May		2.16	121.31

110' W

N		4.7	119.4
cb		6.0	118.1
+4		7.9	116.2
1/4		7.9	116.2
1/2		7.9	116.2
3/4		7.6	116.5
cb		7.5	116.6
+5		6.8	117.3
S		5.5	118.6

127' W

12407

127' W

S		7.4	116.7
+5		10.0	114.1
cb		10.7	113.4
1/4		11.1	113.0
1/2		11.3	112.8
3/4		10.7	113.4
+6		9.9	114.2
cb		9.3	114.8
+7		6.8	117.3
N		6.6	117.5
TP	248	113.86	126.9
		111.38	

157' W

N		0.9	113.0
cb		5.7	108.2
1/4		6.2	107.7
1/2		6.8	107.1
3/4		6.9	107.1
cb		6.1	107.8
+6		5.0	108.9
S		0.6	113.3

183' W

S		7.3	111.6
+4		5.4	108.5
+6		8.1	105.8
cb		9.2	104.7
1/4		10.2	103.7

11386

2	10.0	103.9
1/4	9.6	104.3
cb	9.5	104.4
+2	9.2	104.7
N	5.4	108.5
188' N		
N	6.7	107.2
+6	9.7	104.2
cb	10.0	103.9
1/2	10.3	103.6
2	10.6	103.3
1/4	10.7	103.2
cb	10.3	103.6
+5	8.5	105.4
+7	6.6	107.3
S	6.4	107.5
197' N		
S	8.6	105.3
cb	10.9	103.0
+2	11.5	102.4
1/2	11.7	102.2
2	11.6	104.3
1/4	11.5	102.4
cb	11.3	102.6
+4	10.9	103.0
N	8.9	105.0

11386

200' W on N Side Section Parallel with Paving.

-1' top cb	12.80	101.1
-1' Gutter on Pav.	13.23	100.63
N = " "	13.20	100.7
cb " "	12.66	101.20
1/2 " "	12.44	101.44
2 " "	12.41	101.45
1/4 " "	12.45	101.41
cb " "	12.70	101.16
0 " "	13.30	100.56
+1' " "	13.34	100.52
+1' on top cb	12.84	101.02
	12.87	100.99

100.96 - SEBP India
0.03

Plotted 5/21/21
J.P.B.

Bob of Indrag ^{cb} S^{cb} Pav. 99.60 & 99.42 N.cb 98.99
 Inter of Palm SL 99.87 N.L. 99.3
 Hand levels for Palm St.
 See x see Next Page.

Marker 5-1-17

X. Section Palm. St. 80' wide
 From India to Union

{Note #11 Elevations on this section, all High}

15' cbs
 12.5' AS
 later found this
 isn't old High
 see page 90
 Note:
 14' cbs at Indian St.

111.69

25

SE. B.P.

India-Palm 12.15 111.69 99.54

E.L. INDIA St = +0.00

N	11.5	100.2
-14 = top old	12.33	99.36
+14 = Gutter	12.41	99.28
Gutter at 15 on Paring	12.43	99.26
1/2 on Paring	12.33	99.36
1/2 " "	11.95	99.74
1/2 " "	11.56	100.13
5 Gut. " "	11.43	100.26
+1 = top of old cb	11.42	100.27
S	10.7	101.0
20' E = 1/2 Con. Red Wall on S	0.7 in St	40' wide
S = Top Wall	6.1	105.6
+0.7 Ground at base of Wall	9.0	102.7
cb	9.6	102.1
1/4	9.7	102.0
+2	10.4	101.3
+10	14.0	97.7
1/2	14.3	97.4
1/4	13.4	98.3
cb	13.5	98.2
+5	12.9	98.8
+8	12.0	99.7
N	11.5	100.2

Plotted 8/1/17

yardage India to Columbia
 Required 7.64 ft
 8-12-21-28

40' E

opposite return in broken cb on

(Palm)

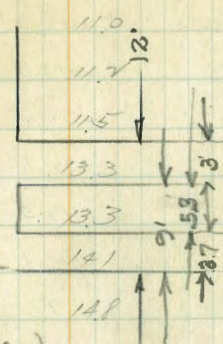
No Return in

(India)

60' E

+5 = sedge of House

11.0	100.7
11.2	100.5
11.5	100.2
13.3	98.4
13.3	98.4
14.1	97.6
14.8	96.9
14.0	97.7
10.4	101.3
8.4	103.3
8.2	103.5
7.8	103.9
4.8	106.9
5.4	106.3
6.1	105.6
6.1	105.6
7.0	104.7
4.1	97.6
13.0	98.7
12.8	98.9
12.9	98.8
11.3	100.4
11.0	100.7
10.9	100.8



11169

	85' E = N. edge Garage on S. Cor. Floor.		
-5'	S. edge of House	109	100.8
N		109	100.8
+5		110	100.7
+7		112.5	99.2
cb		112.4	99.3
$\frac{1}{4}$		112.6	99.1
$\frac{1}{2}$		90	102.7
+10		112.7	109.0
$\frac{1}{4}$		3.0	108.7
cb		2.8	108.9
S = Garage Floor on Cor.		115.6	109.13
	98' E = E. end Garage on S. of 114. on N. = 99' E.		
S = Garage Floor on Cor.		117.0	109.0
cb		0.8	110.9
$\frac{1}{2}$		1.1	110.6
+4		1.6	110.1
$\frac{1}{2}$		6.9	104.8
+3		7.6	102.1
$\frac{1}{4}$		11.4	100.3
cb		12.1	99.6
+8		12.4	99.3
+10		11.5	100.2
N on Rim of 114		10.97	100.72
+5 = House		11.0	100.7
N = 15' 131' E		11.0	100.7
N		11.2	100.3

11169

	171 E		
$\frac{1}{2}$		11.9	99.8
$\frac{1}{4}$		10.2	101.5
$\frac{1}{2}$		6.3	105.4
T.P. 1291		12434	026
			111.43
$\frac{1}{4}$		12.9	111.4
+6		9.2	115.1
cb		8.8	115.5
S		5.7	115.6
	145' E = W. end Triple Garage on N. 17' Back dirt Floor		
S		3.8	110.5
cb		4.1	110.7
+9		4.2	110.1
$\frac{1}{4}$		6.2	118.1
$\frac{1}{2}$		14.3	110.0
+5		16.9	107.4
$\frac{1}{2}$		20.9	103.4
cb		22.7	102.1
N		22.4	101.9
+17 = S edge triple Garage		20.4	103.9
			dirt Floor sheds
	167' E = East end Above Garages on N. 15' Back		
-15 = S edge Garages		19.4	104.9
N		20.8	103.6
cb		19.4	104.9
$\frac{1}{4}$		12.7	111.6
$\frac{1}{2}$		6.4	117.9
T.P. 1102		134.88	048
			113.86

134.88

2	10.0	124.9
+4	10.3	124.6
cb	10.3	124.6
+13	10.7	124.2
S	9.2	125.7

178' E

S	8.0	126.9
+1	8.7	126.2
cb	8.5	126.4
+9	8.8	126.1
2	7.1	127.8
+4	8.7	126.2
2	12.4	122.5
2	18.4	116.5
+4	22.0	112.9
cb	23.8	111.1
+7	23.3	111.6
+8	23.7	111.2
N	22.7	112.2
+15	22.7	112.2
+6	24.4	110.5
+13	24.3	110.6
+25	26.3	108.6

188' E

-25	23.3	111.6
-19	21.5	113.6

134.88

-13	21.6	113.3
-12	19.8	115.1
-5	19.6	115.3
-4	17.5	117.4
N	17.8	117.1

+5	17.4	117.1
+6	16.5	118.4
+10	15.6	119.3
+13	19.5	115.4
cb	19.2	115.7
2	18.2	116.7
+5	17.3	117.6
2	10.3	124.6
+3	6.5	128.4
2	5.2	129.7
+2	7.8	127.1
cb	7.3	127.6
S	7.3	127.6

200' E

S	5.6	129.3
cb	6.0	128.9
2	5.6	129.3
+1	5.1	129.8
2	5.2	129.7
+7	5.4	129.5
2	7.8	127.1

134.86

cb	88	126.1
+5	69	128.0
N	69	128.0
+5	77	127.2

Sec A

N	69	128.0
cb	53	129.6
$\frac{1}{2}$	48	130.1
$\frac{1}{2}$	49	130.0

Sec B

S Top cb at Prop line	4.62	130.26
Gutter on Paring "	520	129.68
cb " Par.	539	129.49
$\frac{1}{2}$ " "	540	129.48
$\frac{1}{2}$ " "	553	129.35
$\frac{1}{2}$ " "	568	129.20
cb " "	609	128.79
N Gutt. " at Prop line	624	128.64
N top cb " "	574	129.14
T.P.	12.55	127.97
	4.46	130.42

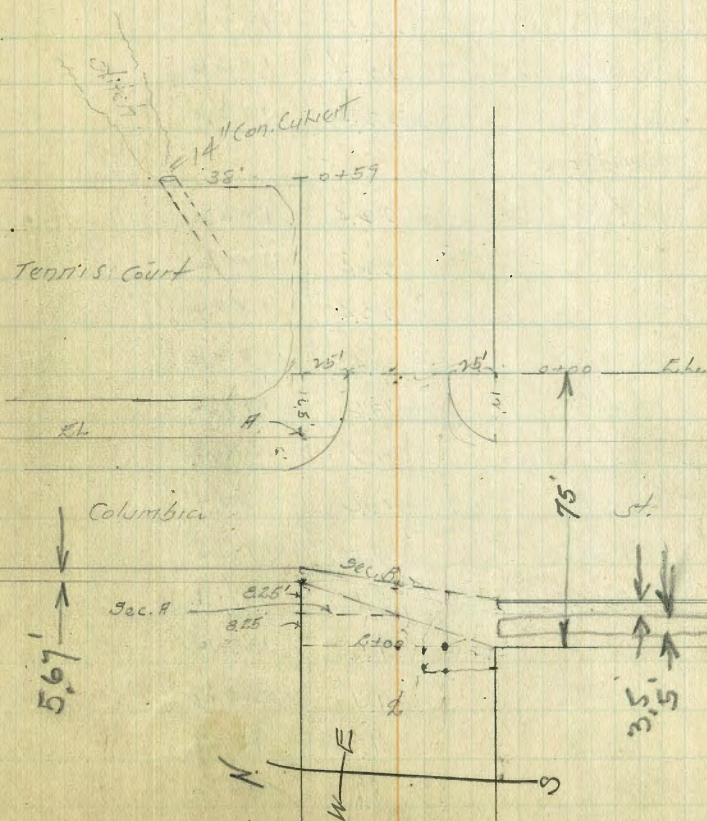
E.L. Columbia on S = 0+00

N at A see sketch	11.7	131.3
N=10	17.1	125.9
N	13.1	129.9
+10	11.1	131.9
cb	10.9	132.1

SW 1/4 out lot
Palm & India

142.97

+10 = top cb	11.8	131.79
+10 = Gutter on Paring	11.79	131.18
$\frac{1}{4}$	11.59	130.38
$\frac{1}{2}$	11.14	131.73
$\frac{1}{2}$	11.40	131.57
+2.5 = Gutt. on Par. at cb	11.43	131.54
+2.5 = top of Exst. cb	10.82	132.15
cb	10.1	132.87
S	10.2	132.8



11'E

0	8.3	134.7
cb	9.3	133.7
$\frac{1}{4}$	9.8	133.2
$\frac{1}{2}$	9.7	133.3
$\frac{3}{4}$	9.5	133.5
+11	10.7	132.3
cb	12.0	131.0
N	19.6	123.4
+2	20.1	122.9
+3	22.4	120.6
+25	22.4	120.6

16'E

-25	22.4	120.6
N	22.4	120.6
+3	22.4	120.6
+4	20.4	122.6
cb	13.6	129.4
+3	11.7	131.3
+4	10.6	132.4
$\frac{1}{4}$	8.5	134.5
+4	8.9	134.1
+5	9.6	133.4
$\frac{1}{2}$	9.3	133.7
$\frac{3}{4}$	9.3	133.7
cb	8.8	134.2

S

48'E

7.7	135.3
5	138.5
cb	137.5
$\frac{1}{4}$	137.3
$\frac{1}{2}$	137.4
+2	137.4
+3	136.0
+5	138.1
+7	137.9
$\frac{3}{4}$	136.5
+8	130.3
cb	130.0
+13	122.2
+14	120.3
N	120.3
+25	120.3

Floor line of Exist culvert

283

114.7 see sketch

57'E

-25	23.3	119.7
-12	23.3	119.7
-8	22.1	120.9
N	19.8	123.2
+10	16.0	127.0
cb	14.0	129.0
$\frac{1}{4}$	4.6	138.4

14297

57E

+4	33	139.7
+7	33	139.7
+10	55	137.5
2	43	138.7
4	45	138.5
cb	41	138.9
S	3.1	139.9

TP	1x.14	153.65	1.44	141.53
----	-------	--------	------	--------

83'E = Wedge section S

98'E = " " " "

100'E

S	8.5	145.2
cb	9.7	144.0
4	9.5	144.2
+10	9.2	144.5
+11	10.3	143.4
2	9.5	144.2
+4	9.4	144.1
4	14.7	139.0
15	19.2	134.5
cb	20.2	133.5
N	22.5	131.2
+25	25.4	128.3

113'E

-25	21.9	131.8
N	19.0	134.7

153.65

113E

cb	18.2	135.5
+7	17.5	136.2
2	13.3	140.2
+8	8.3	145.4
+11	7.9	145.8
2	8.9	144.8
+1	8.0	145.7
4	8.0	145.7
cb	8.0	145.7
+10	6.1	147.3
S	4.7	149.0

156'E

TP	1x.51	166.02	0.14	153.51
S			11.4	154.6
cb			13.0	153.0
+1			14.0	152.0
4			13.6	152.4
+7			13.6	152.4
+8			15.5	150.5
+10			15.5	150.5
2			13.1	152.9
+10			13.5	152.5
2			15.3	150.7
15			17.1	148.9
cb			18.2	147.8
N			19.9	146.1

+25		22.3	143.7
	165'E		
-20		159	150.1
N		14.8	151.2
cb		13.4	152.4
$\frac{1}{4}$		12.3	153.7
$\frac{1}{2}$		11.4	154.6
+1		14.4	151.6
+2		14.2	151.6
+5		12.1	153.9
$\frac{1}{4}$		11.9	154.1
+11		11.6	154.4
cb		12.6	153.4
S		9.5	156.5

190'E = Garage on N 10.5' in St. 12' Wide on Palm 18' at R+0 to Palm

194'E

S		4.4	161.6
cb		6.4	159.4
$\frac{1}{2}$		6.6	159.4
$\frac{1}{4}$		7.3	158.7
$\frac{1}{2}$		10.5	155.5
cb		11.7	154.3
+45 = Garage Floor		12.6	153.4

195'E

+105 = Garage Floor		12.6	153.4
+14		8.8	157.2

cb		8.8	157.2
$\frac{1}{4}$		8.5	157.5
$\frac{1}{2}$		7.0	159.0
$\frac{1}{2}$		4.7	159.3
cb		6.7	159.3
S		4.4	161.6
	199'E		
S		4.2	161.8
cb		5.9	160.1
$\frac{1}{2}$		5.9	160.1
$\frac{1}{4}$		6.6	159.4
$\frac{1}{2}$		6.6	159.4
cb		6.2	159.8
N		6.7	159.3

190'S = 214'E = N.W. State St. 10' chs, 45' State = 50' on Southline

N		3.0	163.0
+6		3.3	162.7
+7		2.2	163.8
cb		1.6	164.4
$\frac{1}{4}$		3.1	162.9
+2		4.1	161.9
$\frac{1}{4}$		4.3	161.7
$\frac{1}{4}$		3.7	162.3
cb		3.3	162.7
+2		2.0	164.0
S		40.2	166.2

Garage Floor
15 level for deck

Ecb + 8'

N	4.3	172.6
cb	3.5	173.4
$\frac{1}{2}$	2.9	174.0
2	2.1	174.8
+10	2.6	174.3
$\frac{1}{4}$	3.3	173.6
cb	5.5	171.4
+7	5.7	171.2
+8	7.8	169.1
S	7.5	169.4

E. h. state = 2100 50' Street.

S	6.8	170.1
+1	6.8	170.1
+3	+0.2	177.1
cb	0.7	176.2
$\frac{1}{2}$	1.4	175.5
2	1.7	175.2
$\frac{1}{4}$	2.5	174.4
cb	3.0	173.9
N	3.8	173.1
T.P.	1228 18881 0.36	176.53
*	1'E E. h. state	
N	15.9	172.9
cb	14.8	174.0
$\frac{1}{4}$	14.0	174.8

2	13.1	175.7
+6	11.8	177.0
$\frac{1}{4}$	11.6	177.2
cb	9.7	179.1
S	9.8	179.0
	15'E	
S	8.4	180.4
cb	7.6	181.2
$\frac{1}{2}$	7.5	181.3
2	8.9	179.9
+8	10.5	178.3
$\frac{1}{4}$	10.9	177.9
cb	11.8	177.0
N	14.9	175.9
	37'E	
N	8.7	180.1
cb	6.3	182.5
+3	6.9	181.9
$\frac{1}{2}$	6.3	182.5
2	4.6	184.2
$\frac{1}{4}$	4.9	183.9
T.P.	5.3	183.5
+7	4.1	184.6
cb	4.1	184.7
S	3.7	185.1
T.P. 12287	200.99 0.69	188.12

79'E

S	10.6	190.4
cb	11.0	190.0
$\frac{1}{2}$	11.5	189.5
+1	12.2	188.8
$\frac{1}{2}$	12.3	188.7
$\frac{1}{2}$	12.6	188.4
cb	13.2	187.8
N	14.0	187.0

104'E

N	11.7	189.3
cb	10.8	190.2
$\frac{1}{2}$	9.8	191.2
$\frac{1}{2}$	9.3	191.7
+9	9.1	191.9
$\frac{1}{2}$	8.1	192.9
cb	7.7	193.3
S	7.9	193.1

122'E

S	7.2	193.8
cb	7.3	193.7
$\frac{1}{2}$	7.1	193.9
$\frac{1}{2}$	7.4	193.6
$\frac{1}{2}$	8.1	192.9
cb	9.0	192.0
N	10.1	190.9

144'E

N	7.7	193.3
cb	7.0	194.0
$\frac{1}{2}$	6.4	194.6
$\frac{1}{2}$	6.4	194.6
$\frac{1}{2}$	6.7	194.3
cb	6.2	194.8
+10	5.6	195.4
S	4.8	196.2

149'E

S	4.4	196.6
+2	4.5	196.5
+5	5.4	195.6
cb	5.4	195.6
$\frac{1}{2}$	5.9	195.1
+5	6.0	195.0
+7	6.5	194.5
$\frac{1}{2}$	6.5	194.5
$\frac{1}{2}$	6.3	194.7
cb	6.7	194.3
N	7.1	193.9

186'E = 2. Gen. Walk on N 14.25' inst. c. side

N on Walk	1.8	196.51
+14.25' on "	4.5	196.48
cb	4.9	196.1
$\frac{1}{2}$	5.4	195.6

(New Walk)

20099

186

2	50	196.0
$\frac{1}{4}$	40	197.0
cb	32	197.8
S	25	198.5
208' E		
S	25	198.5
cb	16	199.4
$\frac{1}{4}$	25	198.5
+6	43	196.7
2	49	196.1
$\frac{1}{4}$	53	195.7
cb	45	196.5
N	41	196.9

211' E

N	44	196.6
cb	53	195.7
$\frac{1}{4}$	53	195.7
2	51	195.9
$\frac{1}{4}$	52	195.8
cb	53	195.7
+5	50	196.0
+6	34	197.6
S	33	197.7
214' S = 213' E = N.L. Union St. 12' cbs 19.75' 25'		
S	55	195.5
cb	55	195.5

20099

35

$\frac{1}{2}$	55	195.5
2	52	195.8
$\frac{1}{4}$	53	195.7
cb	51	195.9
N	44	196.6
Ncb + 12		
N	50	196.0
cb	53	195.7
$\frac{1}{4}$	54	195.6
2	53	195.5
$\frac{1}{4}$	57	195.3
cb	57	195.3
S	55	195.5

N $\frac{1}{4}$ + 24.75

S	58	195.2
cb	54	195.6
$\frac{1}{4}$	54	195.6
2	53	195.7
$\frac{1}{4}$	57	195.9
cb	49	196.1
N	48	196.2

2 Union + 27'

N	38	197.2
cb	41	196.9
$\frac{1}{4}$	41	196.9
2	44	196.6

J

20099

1/4	46	196.4
cb	48	196.2
S	54	195.6
E 1/4 = 50.25		
S	45	196.5
cb	42	196.8
1/4	41	196.9
1/4	41	196.9
1/2	39	197.1
cb	37	197.3
N	35	197.5
E. cb + 60		
N top of Prop line	272	198.27
N gutter " " "	34	197.6
cb	38	197.2
1/4	38	197.2
1/4	40	197.0
1/4	42	196.8
cb	44	196.6
S	45	196.5
E. h. Union 75		
S	40	197.0
cb	39	197.1
1/4	37	197.8
1/4	30	198.0
1/4	37	197.8

20099

36

cb	31	197.9
N	24	198.6
TP 009	188.00 13.28	187.91
TP 009	175.29 13.10	174.90
TP 009	142.50 12.81	162.48
TP 148	151.57 12.21	150.29
under rail		
chk on BM Olive + Columbia	7.67	143.70
TP 022	138.72 13.07	138.50
TP 022	126.21 12.73	125.99
TP 060	113.98 12.83	113.38
TP 344	105.74 11.86	102.12
chk on BM Palm + India		
	6.20	99.54

99.54
 29.54 ← BM Palm India
 0.00 = coincident

should be
 143.56
 from BM
 below

0.14
 variation

BM Palm + India 0.16 High see PAGE 40

Plotted
 6/1/27

7/18/27
 J. B. B.

X. Section Quince St. 50'
from India to Columbia

10. cbs
75 25

11474

57

S.F.B.P.
Quince + India 11.74 114.74 103.00

Ek. India = 0400

S top cb.	11.16	103.08
Gutter on falling	11.16	103.08
cb " "	10.90	103.24
4 " "	10.63	103.61
2 " "	10.44	103.63
1/4 " "	10.29	103.55
cb " "	10.99	103.25
N " "	11.58	102.66
+1 " "	11.61	102.63
+1 " top cb	11.25	102.99

Plotted
6/1/77

0+05

N	8.1	106.1
cb	8.4	105.8
4	9.7	104.5
2	7.8	104.4
1/4	7.1	105.1
cb	8.7	105.5
S	8.0	106.4

0+16

S	5.6	108.6
cb	6.7	107.5
1/4	6.9	107.3
2	7.3	106.9

1/2	7.1	107.1
cb	7.7	107.0
+5	7.7	107.0
N	4.3	109.9
	0+37	
N	0.8	113.4
cb	1.2	113.0
1/4	1.8	112.4
2	0.8	113.4
1/4	1.3	112.9
cb	2.0	112.4
S	1.1	113.1
T.P. 12.77	126.19	0.87
		113.42

0+44

S	10.1	116.1
cb	10.6	115.6
1/4	10.3	115.9
2	10.2	116.0
1/4	10.4	115.8
cb	10.8	115.4
N	10.5	115.7

0+51

N	7.1	119.1
cb	7.7	118.5
1/4	8.4	117.8
2	8.7	117.5

$\frac{1}{2}$	0+51	9.0	117.2
cb		9.3	116.9
S		8.5	117.7
	0+84		
S		16	124.6
cb		3.0	123.2
$\frac{1}{4}$		2.8	123.4
$\frac{1}{2}$		2.7	123.5
$\frac{3}{4}$		2.4	123.8
cb		2.7	123.5
N		2.7	123.5
	0+87		
N		1.0	125.2
cb		0.8	125.4
$\frac{1}{2}$		0.9	125.3
$\frac{3}{4}$		2.2	124.0
$\frac{1}{4}$		2.2	124.0
cb		2.2	124.0
S		1.5	124.7
T.P.	1291 138.66	0.44	125.75
	0+99		
-5		11.4	129.3
S		11.6	127.1
cb		12.5	126.2
$\frac{1}{2}$		12.3	126.4
$\frac{1}{4}$		12.4	126.3

$\frac{1}{2}$		12.6	126.1
cb		12.8	125.9
N		13.2	125.5
+5		13.2	125.5
	1+01 = N end of fence on S 75' in st.		
N		10.3	128.4
cb		10.4	128.3
$\frac{1}{2}$		10.7	128.0
+3		11.7	127.0
$\frac{1}{2}$		12.4	126.3
cb		11.5	127.2
	7.05 = fence	11.5	127.2
+1		9.3	129.4
S		9.1	129.6
	1+19		
S-5		7.8	130.9
S		7.8	130.9
cb		8.5	130.2
$\frac{1}{2}$		8.7	130.0
$\frac{3}{4}$		8.8	129.9
$\frac{1}{4}$		9.3	129.4
cb		9.3	129.4
N		9.0	129.7
+5		8.9	129.8
	1+29		
-5		7.0	131.7

13866

N.	1419	7.0	131.7
cb		7.2	131.5
$\frac{1}{4}$		7.2	131.5
$\frac{1}{2}$		6.8	131.9
$\frac{3}{4}$		6.9	131.8
cb		6.8	131.9
S		6.9	131.8
+5		6.8	131.9
	1436		
-5		4.2	134.5
S		4.4	134.3
+8		5.9	132.8
cb		5.7	133.0
$\frac{1}{4}$		5.7	133.0
$\frac{1}{2}$		5.7	133.0
$\frac{3}{4}$		6.1	132.6
cb		6.0	132.7
N		6.1	132.6
+5		6.1	132.6
	1458		
-10		1.9	136.8
N		2.2	136.5
cb		2.1	136.6
$\frac{1}{4}$		2.1	136.6
$\frac{1}{2}$		1.7	137.0
$\frac{3}{4}$		1.4	137.3

13866

39

cb		11	137.6
S		0.7	138.0
+10		0.7	138.0
TP 1245	150.84	0.27	138.39
	1475		
-10		10.2	140.6
S		10.6	140.2
cb		10.4	140.4
$\frac{1}{4}$		10.5	140.3
$\frac{1}{2}$		10.7	140.1
$\frac{3}{4}$		11.0	139.8
cb		10.6	140.2
N		10.9	139.9
+10		10.3	140.5
	1483		
-10		8.4	142.4
N		8.1	142.7
cb		8.3	142.5
$\frac{1}{4}$		8.3	142.5
$\frac{1}{2}$		7.4	143.4
+4		5.2	145.6
$\frac{1}{4}$		5.4	145.4
cb		4.0	146.8
S		3.5	147.3
	1488		
S		3.3	147.5

1488

cb	3.0	147.8
$\frac{1}{4}$	3.0	147.8
+6	2.8	148.0
2	4.6	146.2
$\frac{1}{2}$	4.8	146.0
cb	5.5	145.3
N	6.4	144.4
+10	7.1	143.7
T.P.	9.69	158.10
	1499	
-10	8.8	149.3
N	6.6	151.5
cb	6.4	151.5
$\frac{1}{2}$	6.8	151.3
2	7.4	150.7
$\frac{1}{4}$	7.9	150.2
cb	8.4	149.4
S	8.8	149.3
	L+16.5 = Nk. Columbia St.	
S	6.7	151.4
cb	6.3	151.8
$\frac{1}{4}$	5.7	152.2
2	6.0	152.1
$\frac{1}{2}$	5.9	152.2
cb	5.7	152.4
+0.7 = Top of walk	5.35	152.75

150.95
 150.85
 151.51

N	5.5	152.6
L+22.5 = N cb line Columbia		
N top of cb	5.55	152.55
N gutter on paving	4.12	151.98
N cb on top cb	5.19	152.91
$\frac{1}{2}+7 =$ bet. in cb	5.87	152.43
$\frac{1}{2}+7$ on paving	6.50	151.60
S line on top cb	6.75	151.35
S " " paving	7.29	150.81
T.P. 0.39	14544	13.05
T.P. 1.94	13499	12.39
3' 4" out back S.W. Palm + Columbia	4.73	130.76
T.P. 0.56	12264	12.91
T.P. 1.75	11153	12.86
T.P. 0.58	107.10	10.01
	4.12	102.98

103.00 = BM. Quince + India
 + 202.10 Error

4.12 107.12
 NE
 chd on BM Palm + India 7.74

BM. Quince + India
 Elev. 93
 99.38 = should be
 99.54
 0.16 = VARIATION

Please Note: in checking B.M.S from Quince to olive
 I find the B.M. at N.E. Cor. Palm + India 0.16 high

Plotted
 6/1/27

Tolman
at
10.77
to street
18.6.6

Xsection of Jarvis St. Rosecrans to Scott

	X		
9.13	17.19 ✓	8.06	
5.09	<u>10.77</u>	11.51 ✓	5.68
		6.88	3.89

Plaque Rose & Lowell S.W

Nail in Tel Pole S.W. Rose & Jarvis

1/4
1/4
1/4
cb
S.L

6.3	4.5
6.1	4.7
6.5	4.3
6.4	4.4
6.0	4.8

On Paving of Rosecrans - E. Edge

S. line of Jarvis	6.80	4.0
" " " "	"	"
N. Line "	6.9	3.9
Top W. rail S.D.E.R. Track 12.6 ft. E.E. Paving		
S. Line "	6.7	4.1
" "	6.48	4.3
N. Line "	6.15	4.6

+25

S.L
cb
1/4
1/4
cb
S.L

5.0	5.8
4.7	6.1
5.2	5.6
4.9	5.9
5.3	5.5
4.9	5.9
4.8	6.0

10' W of E.L. of Rosecrans

S.L. Jarvis	7.4	3.4
S. cb	7.3	3.5
1/4	7.1	3.7
1/4	7.0	3.8
1/4	6.8	4.0
N. cb	6.8	4.0
N.L.	6.1	4.7

+50

S.L
cb
1/4
1/4
1/4
cb
S.L

5.5	5.3
5.4	5.4
5.7	5.1
5.2	5.6
5.6	5.2
5.4	5.4
5.0	5.8

E.L. Rosecrans

N.L.	5.4	5.4
cb	5.9	4.9

+100

S.L

6.4	4.4
-----	-----

10.77)

1+00

cb	6.7	4.1
$\frac{1}{2}$	7.0	3.8
$\frac{1}{4}$	6.6	4.2
$\frac{1}{4}$	6.9	3.9
cb	7.2	3.6
N.L.	7.4	3.4

1+50

N.L.	8.4	✓.4
cb	8.3	2.5
$\frac{1}{4}$	8.1	✓.7
$\frac{1}{4}$	7.5	3.3
$\frac{1}{4}$	8.0	✓.8
cb	7.9	2.9
S.L.	8.1	2.7

2+00

S.L.	9.2	1.6
cb	9.2	1.6
$\frac{1}{4}$	9.2	1.6
$\frac{1}{4}$	8.8	✓.0
$\frac{1}{4}$	9.1	1.7
cb	9.2	1.6
N.L.	9.3	1.5

TP 2.10 2.66 ✓ 2.21 1.56 ✓

3.66

Jarvis St.

4-

2+50

N.L.	2.8	0.9
cb	3.2	0.7
$\frac{1}{4}$	2.6	1.1
$\frac{1}{4}$	2.6	1.1
$\frac{1}{4}$	2.9	0.8
cb	2.9	0.8
S.L.	2.7	1.0

3+00 = W.L. Scott St

S.L.	3.7	0.0
cb	3.5	0.2
$\frac{1}{4}$	3.9	-0.2
$\frac{1}{4}$	3.4	0.3
$\frac{1}{4}$	3.5	0.2
cb	3.5	0.2
N.L.	3.2	0.5

Web

N.L.	3.5	0.2
cb	3.8	-0.1
$\frac{1}{4}$	4.0	-0.3
$\frac{1}{4}$	4.0	-0.3
$\frac{1}{4}$	4.1	-0.4
cb	4.1	-0.4
S.L.	4.6	-0.9

~~10.11~~
3.66

W 1/2

S.L	4.3	-0.6
cb	4.4	-0.7
1/4	4.2	-0.5
1/4	4.0	-0.3
1/4	4.0	-0.3
cb	4.0	-0.3
N.L	3.9	-0.2

± Scott St

N.L	3.6	0.0
cb	3.6	0.0
1/4	3.7	0.0
1/4	3.7	0.0
1/4	3.8	-0.1
cb	3.9	-0.2
S.L	3.9	-0.2

E 1/4

S.L	4.4	-0.7
cb	4.2	-0.5
1/4	4.1	-0.4
1/4	4.0	-0.3
1/4	4.0	-0.3
N.L	3.8	-0.1

3.66

Jarvis St. 43

Ebb

N.L	4.0	-0.3
cb	4.2	-0.5
1/4	4.1	-0.4
1/4	4.2	-0.5
1/4	4.3	-0.6
cb	4.5	-0.8
S.L	4.3	-0.6

E.L. Scott St

S.L	4.0	-0.7
cb	4.4	-0.7
1/4	4.4	-0.7
1/4	4.2	-0.5
1/4	4.3	-0.6
cb	4.3	-0.6
N.L	4.2	-0.5

E.L +100

± 5.5 -1.8

E.L +190

± 5.4 -1.7 Mean High Tide ±

E.L +200

± 6.9 -3.2 on beach

Tolson
6/26/47

X section - Scott St - Jarvis to Ingelow

3.66 (Continued from Jarvis St)

200' N. of N.L. of Jarvis St

EL 3.6 0.0

100' N. " " " "

EL 3.9 -0.2

S.L. of Jarvis
S.L. of Scott St

EL 4.3 -0.6

cb 4.4 -0.7

1/4 4.3 -0.6

EL 4.1 -0.4

1/4 4.4 -0.7

cb 4.0 -0.3

W.L. 3.7 0.0

S.L. + 50

W.L. 4.0 -0.3

cb 4.1 -0.4

1/4 4.5 -0.8

EL 4.3 -0.6

1/4 4.4 -0.7

cb 4.7 -1.0

EL 4.8 -1.1

3.66

Scott St

44

S.L. + 100

EL 5.1 -1.4

cb 5.0 -1.3

1/4 4.8 -1.1

EL 4.5 -0.8

1/4 4.7 -1.0

cb 4.6 -0.9

W.L. 4.3 -0.6

S.L. + 150

N.L. 4.4 -0.7

cb 4.8 -1.1

1/4 4.7 -1.0

EL 4.6 -0.9

1/4 5.0 -1.3

cb 5.2 -1.5

EL 5.3 -1.6

S.L. + 200 - N.L. Ingelow St

EL 5.4 -1.7

cb 5.3 -1.6

1/4 4.9 -1.2

EL 4.6 -1.0

1/4 4.9 -1.2

cb 4.5 -0.8

N.L. 4.0 -0.3

T.P. 4.85 -1.19

5.06 ✓

3.97 ✓

N.H.T. Line +

5.2
5.8
8.2

Scott 100' S. of S.L. of Ingelow
" " " " " "

Tolson
ch 447
70 ft.
10 obs.

X section Ingelow St
Rosserans to Scott.

7.10 $\frac{3.87}{7.33}$ 3.64 2.23

On Paving - Rosserans East Edge

N.L. 5.78 2.0
S.L. 5.75 1.5

Top W. Rail SDE Ry Trk 126 ft Paving

S.L. 5.16 2.1
N.L. 5.14 2.2

20.7 W. of E edge of Paving

N.L. 5.9 1.7
S.L. 6.3 1.0

26 W. of E edge of Paving

S.L. 2.4 4.9
N.L. 2.7 4.6

41 W. of E edge of Paving

N.L. 2.9 3.4
S.L. 4.1 2.4

E.L. Rosserans

N.L. 5.3 2.0
cb 4.9 2.4

$\frac{1}{4}$ 5.1 2.7
E 4.9 2.4
 $\frac{1}{4}$ 4.9 2.7
cb 4.6 2.7
S.L. 4.8 2.5

E.L. + 50

S.L. 5.7 1.6
cb 5.7 1.6
 $\frac{1}{4}$ 5.3 2.0
E 5.0 2.3
 $\frac{1}{4}$ 5.4 1.9
cb 5.0 2.3
N.L. 4.3 3.0

E.L. + 100

N.L. 5.5 1.8
cb 6.0 1.3
 $\frac{1}{4}$ 6.4 0.9
E 6.0 1.3
 $\frac{1}{4}$ 5.8 1.5
cb 6.2 1.1
S.L. 6.4 0.9

E.L. + 150

S.L. 7.1 0.2

cb	7.1	0.2
$\frac{1}{4}$	7.0	0.3
E	6.5	0.8
$\frac{1}{4}$	6.9	0.4
cb	6.8	0.5
N.L.	6.5	0.8

E.L. + 200

N.L.	6.7	0.6
cb	7.1	0.2
$\frac{1}{4}$	7.5	-0.2
E	7.0	0.3
$\frac{1}{4}$	7.4	-0.1
cb	7.7	-0.4
S.L.	7.7	-0.4

E.L. + 250

S.L.	7.9	-0.6
cb	7.9	-0.6
$\frac{1}{4}$	7.9	-0.6
E	7.4	-0.1
$\frac{1}{4}$	7.7	-0.4
cb	7.8	-0.5
N.L.	7.1	0.2

E.L. + 300 = N.L. Scott St

N.L.	7.7	-0.4
cb	8.0	-0.7
$\frac{1}{4}$	8.2	-0.9
E	8.0	-0.7
$\frac{1}{4}$	8.4	-1.1
cb	8.2	-0.9
S.L.	8.2	-0.9

W. cb

S.L.	8.5	-1.2
cb	8.4	-1.1
$\frac{1}{4}$	8.6	-1.3
E	8.4	-1.1
$\frac{1}{4}$	8.5	-1.2
cb	8.2	-0.9
N.L.	8.4	-1.1

W $\frac{1}{4}$

N.L.	8.7	-1.4
cb	8.7	-1.4
$\frac{1}{4}$	8.7	-1.4
E	8.6	-1.3
$\frac{1}{4}$	8.6	-1.3
cb	8.5	-1.2
S.L.	8.6	-1.3

E Scott St

S.L.	8.6	-1.3
cb	8.5	-1.2
$\frac{1}{4}$	8.6	-1.3
E	8.8	-1.3
$\frac{1}{4}$	8.7	-1.4
cb	8.7	-1.4
N.L.	8.5	-1.2

E $\frac{1}{2}$

N.L.	8.9 [?]	-1.6
cb	8.9	-1.6
$\frac{1}{4}$	8.9	-1.6
E	8.9	-1.6
$\frac{1}{4}$	8.9	-1.6
cb	8.9	-1.6
S.L.	8.9	-1.6

E.Cb Scott St

S.L.	8.6	-1.3
cb	8.7	-1.4
$\frac{1}{4}$	8.7	-1.4
E	8.8	-1.5
$\frac{1}{4}$	9.0	-1.7
cb	9.1	-1.8
N.L.	9.1	-1.8

E.L Scott St

N.L.	9.2	-1.9
cb	9.3	-2.0
$\frac{1}{4}$	9.2	-1.9
E	8.9	-1.6
$\frac{1}{4}$	8.8	-1.5
cb	8.9	-1.6
S.L.	8.7	-1.4

40' E of E.P.L. Scott - M.H.T. Line ±

E	9.2	-1.9
---	-----	------

Talmer
6/21/17

X section 28th St
S.L. Thorn to N.L. Redwood 83' street
20' cbs

23.57

48

H.I.

6.81 328.03 321.22 BM
29 Thorn

T.P.

6.72 321.31

$\frac{b}{\frac{1}{4}}$

7.3

16.3

7.9

15.7

cb

7.8

75.8

WL

7.4

16.2

2.26 323.57

0+00 = S.L. Thorn St

Ecb

3.56 320.01

+150

Gut

4.2 19.4

WL

9.6

14.0

$\frac{1}{4}$

4.6 19.0

cb

9.4

14.2

$\frac{1}{4}$

4.5 19.1

$\frac{1}{4}$

9.6

14.0

$\frac{1}{4}$

5.0 18.6

E

8.9

14.7

cb

5.2 18.4

$\frac{1}{4}$

8.6

15.0

WL

4.5 19.1

Gut

8.9

14.7

cb

8.33

15.24

+50

WL

6.0 17.6

+200

cb

6.4 17.2

cb

9.95

13.72

$\frac{1}{4}$

6.5 17.1

Gut

10.2

13.4

E

5.9 17.6

$\frac{1}{4}$

10.2

13.4

$\frac{1}{4}$

5.6 18.0

E

10.4

13.2

Gut

5.8 17.6

$\frac{1}{4}$

11.3

12.3

Ecb

5.13 18.44

cb

10.8

12.8

WL

10.7

12.9

+100

Ecb

6.67 16.9

+250 End Cb on East

Gut

7.5 16.1

WL

12.8

10.8

$\frac{1}{4}$

7.0 17.6

cb

12.4

11.2

323.57

1/4		12.6	11.0
1/4		12.0	11.6
1/4		11.9	11.7
Gut		11.8	11.8
cb		11.36	12.2

TP	0.36	312.22	11.71	311.86
----	------	--------	-------	--------

+ 300

EL		1.4	10.8
cb		1.7	10.5
1/4		2.0	10.2
1/4		2.0	10.2
1/4		2.9	9.3
cb		2.6	9.6
H.L		3.2	9.0

+ 350

WL		3.5	8.7
cb		3.7	8.5
1/4		3.4	8.8
1/4		3.5	8.7
1/4		3.5	8.7
cb		3.6	8.6
EL		3.7	8.5

28th St

49

312.22

+ 400

Beginning of Gulch

EL		3.0	309.2
cb		4.5	307.7
1/4		4.8	307.4
1/4		4.6	307.6
1/4		4.5	307.7
1/4		7.6	304.6
1/4		7.0	305.2
1/4		6.2	306.0
cb		6.0	306.3
W.L.		8.0	304.2

+ 425

W.L		20.0	292.2
cb		13.0	299.2
1/4		8.1	304.1
1/4		4.9	307.3
1/4		5.0	307.2
1/4		4.9	307.3
cb		4.7	307.5
EL		3.3	308.9

+ 450

EL		3.0	309.2
cb		4.6	307.6
1/4		5.0	307.2
1/4		4.6	307.6

3/2.2v

1/2	6.3	305.9
cb	10.7	301.5
TP	9.71	302.51 see page 51
W.L.	22.0	290.2

+ 475

W.L.	16.3	295.9
cb	12.2	300.0
1/4	6.1	306.1
+5	3.9	308.3
±	5.0	307.2
1/4	4.3	307.9
cb	3.8	308.4
EL	3.5	309.7

+ 500

EL	21	310.1
cb	3.6	308.6
1/4	3.9	308.3
±	4.0	308.2
1/4	4.4	307.8
cb	8.6	303.6
W.L.	10.6	301.6

TP	6.29	314.73	3.78	308.44
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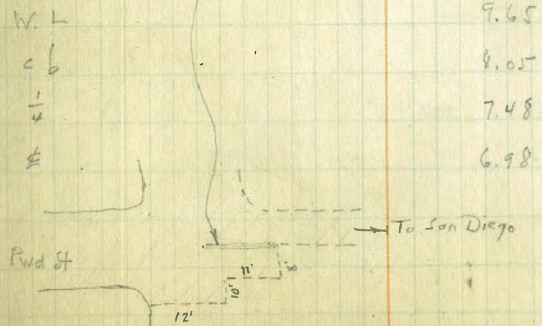
314.73 + 550

W.L.	9.2	305.5
cb	7.9	306.8
1/4	7.3	307.4
±	6.2	308.5
1/4	6.1	308.6
cb	5.8	308.9
EL	4.7	310.0

+ 600 ± = N.L. Redwood St

Ecb	4.78	9.9
Goff	5.63	9.1 on paving
+12 ?	6.03	8.7 "
±	6.3	8.4
1/4	7.0	7.7
cb	7.4	7.3
W.L.	8.9	5.8

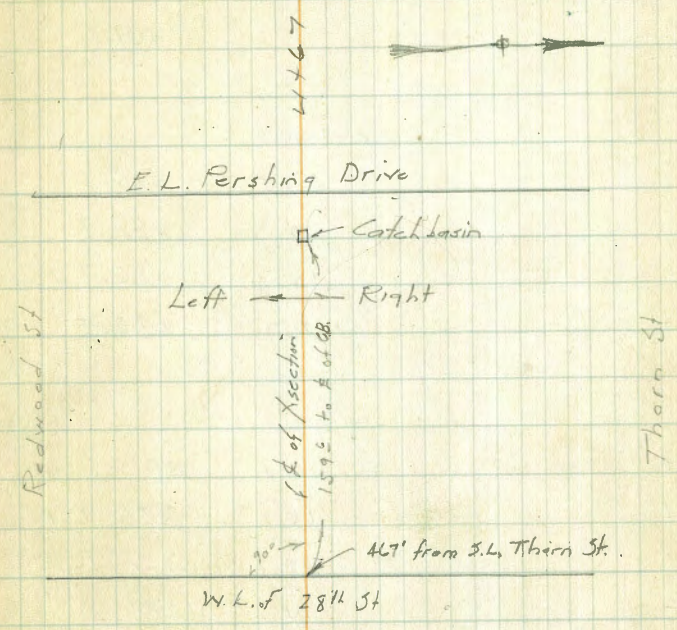
N.L. Paving of Redwood St



Tolman
6-22-27

X section across gulch between
Thorn & Redwood; Pershing Dr. & 28th St

		± 28th St		
	7.25	309.76	302.51	TP
4 1/2' Rt		2.5	307.3	
±		2.9	306.9	
8' Lt		2.6	307.2	
+ 11				
8' Lt		2.8	307.0	
±		2.9	307.0	
4 1/2' Rt		2.7	304.1	
+ 28.4				
4 1/2' Rt		12.5	297.3	
±		13.8	296.0	
8' Lt		13.0	296.8	
+ 41.5				
TP	2.02	300.33	11.45	298.31
	4.20	295.22	9.31	291.02
+ 41.5				
8' Lt		1.8	293.4	
±		3.3	291.9	
4 1/2' Rt		3.6	291.6	



295.22

0+50

42' Rt	5.6	289.6
±	5.0	290.2
8' Lt	3.6	291.6

0+90

8' Lt	9.5	285.7
±	12.3	282.9
13' Rt	12.9	282.3 Bed of Stream
42' Rt	8.7	286.5

1+30

42' Rt	10.1	285.1
10' Rt	18.3	276.9 B. of S.
±	18.1	277.1
8' Lt	14.0	281.2

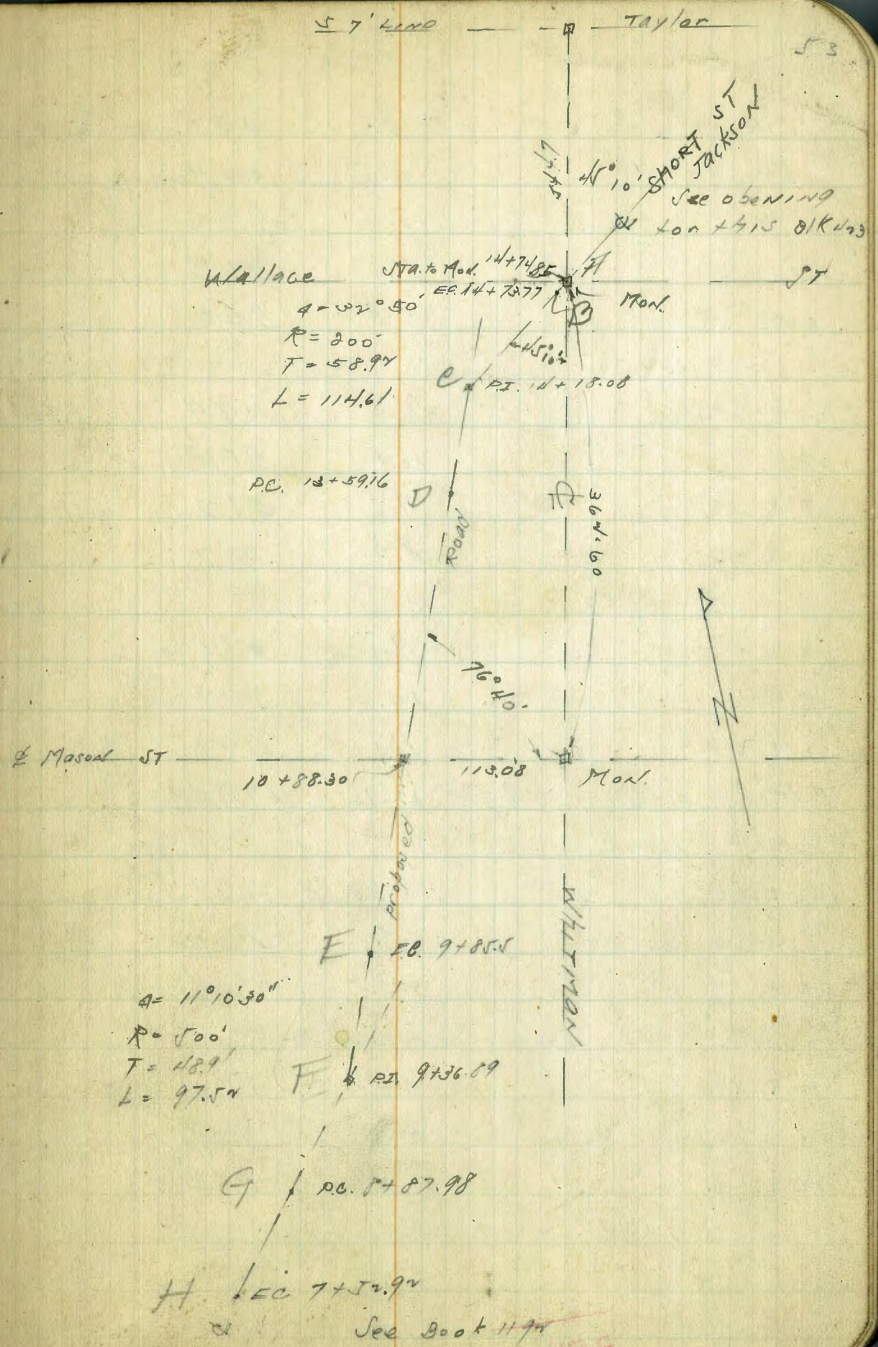
T.P.	3.72	298.68	10.26	284.96
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1+59.6

17.37	271.3	Flow line 18" Conc. Cully.
11.6	277.1	Ground Line above Cully.

Moore
 Olson
 Coltrane
 Evans
 10/17/27
 LOCATION & Levels of
 proposed road thru Bks 324 + 449 Oldtown
 Fort Stockton Grade

	1.00	84.71		83.71	See Book 1199 Sta. 7+54.94
TP	0.76	73.15	12.32	72.39	
	8+87.98 = PC.				
20' R			4.7	69.5	
15' R			4.6	68.6	
12' R			4.9	68.3	
5' R			3.5	69.7	
±			3.5	69.7	
20' L			2.6	70.6	
	9+36.88 = Middle Curve				
20' L			8.9	64.3	
±			8.6	64.6	
18' R			8.7	64.5	
20' R			5.4	68.0	
T.P.	0.16	60.90	12.49	60.74	
	9+15.50 = EC				
20' R			1.6	59.3	
±			0.8	60.1	
20' L			1.9	59.0	
	10+15				
20' L			6.6	54.3	
C			4.0	56.9	
20' R			4.4	56.5	
	10+50				
20' R			7.8	53.1	



57' line Taylor

Wallace Sta. to Mon. 11+74.05
 A = 32° 50' EE 144 + 7577
 R = 300'
 T = 58.94
 L = 114.61
 C at Pt. 10 + 15.00

PC 13 + 59.16

Mason ST 10 + 58.30 113.08 Mon.

A = 11° 10' 30"
 R = 500'
 T = 48.9
 L = 97.54
 F at Pt. 9 + 36.09

G at Pt. 8 + 87.98

H at Pt. 7 + 52.94
 See Book 1199

15 R			8.1	52.8
12 R			8.5	52.4
8 R			7.4	53.5
Φ			8.1	52.8
80 L			8.9	52.0
	10+70			
80 L			11.0	49.9
Φ			10.9	50.0
7 R			9.6	51.3
80 R			8.2	52.7
	10+90			
20 R			9.8	51.1
C			10.0	50.9
20 L			11.1	49.8
T.P.	0.06	48.00	12.96	47.94
	11+20			
20 L			3.3	44.7
C			1.8	46.2
80 R			+0.5	47.5
	11+34	Sedge of old dairy bank		
20 R			1.0	47.0
C			2.4	44.6
20 L			5.4	42.5
	11+69	NW Cor dairy		
20 L			8.1	39.9
C			7.4	40.6

54

12 R to Corband	5.0	43.0
80 R under "	3.4	44.6
	12+00	
20 R	5.7	42.3
C	9.8	38.2
17 L & old shed 16' wide	10.6	37.4
20 L	10.6	37.4
	12+50	
20 L	14.4	33.6
C	13.7	34.3
20 R	9.5	38.5
T.P. 0.12	35.60	12.52
	12+00	
20 R	1.3	34.3
C	4.7	30.9
20 L	8.4	27.2
23 L & residence 30' wide	8.5	27.1
cler at " floor	7.0	28.6
	12+59.16 = P.C.	
20 L	12.4	23.2
C	10.6	25.0
20 R	6.8	28.8
	12+87.79 1 st band	
20 R	9.6	26.0
C	12.2	23.4
T.P. 0.12	13.01	22.59

22,59

5

20 L 1.2 21.4

14 + 16.4 = 30.4

20 L 2.4 18.2

C -4.4 24.5

20 R +1.0 21.6

14 + 10.05 = 24.05

20 R -0.5 23.1

C 3.7 18.9

20 L 6.1 16.5

14 + 23.77 = 37.77

20 L 6.7 15.9

C 2.4 18.2

15 R 3.1 19.5

20 R 0.4 22.2

T.P. 5.97 15.69 12.87 9.74

at peak. this please 87. Mon 1.12 14.25

SE. cor
road + wallace

335.06
335.1

85' North

W	4.0	331.1
+5	4.1	331.0
E	4.0	331.1
E	4.1	331.0

100' North

E	3.9	331.2
+5	3.9	331.2
E	4.0	331.1
W	4.1	331.0

125' North

W	3.5	331.6
E	3.6	331.5
+6	3.6	331.5
E	3.8	331.3

150' North

E	3.4	331.7
+5	3.4	331.7
+6	3.7	331.4
E	3.4	331.7
+2	3.4	331.7
W	3.5	331.6

175' North

W	3.5	331.6
+4	3.5	331.6
+6	3.1	331.7

335.06
335.1

E	3.0	332.1
+3	3.2	331.9
E	3.3	331.8

200' North

E	3.1	332.0
+3	3.3	331.8
E	3.3	331.8
W	3.4	331.7

207' North S. Side Db1 Garage on East

1.2 Back on concrete floor 2.81 332.3

221' North North S. Side Db1 Garage on East

1.2 Back on concrete floor 2.70 332.4

225' North

W	3.0	332.1
+3	2.7	332.4
E	2.8	332.3
E	2.9	332.2
E 1.08 on concrete walk	3.01	332.1

296' North

E	2.7	332.4
+2	2.6	332.5
E	2.6	332.5
+3	2.6	332.5
W	2.8	332.3

255' North

N	2.3	332.8
---	-----	-------

+ 335.06

335.1

Q		2.4	332.7
+9		2.4	332.7
+6		2.3	332.8
E		2.4	333.1

275' North

E		2.1	333.0
+1		2.2	332.9
E		2.2	332.9
+2		2.2	332.9
+3		2.2	332.9
W		2.3	332.8

300' North

W		2.1	333.0
E		2.0	333.1
E		1.9	333.2
T.P.	6.06	339.34	1.78 333.28

322' North

E-1	on concrete walk	5.86	333.5
E		5.9	333.4
+4		5.8	333.5
E		6.0	333.3
+3		6.1	333.2
W		6.2	333.1

336' North

W		6.1	333.2
+3		6.1	333.2

+ 339.34

Elev

339.3 59

+5		5.8	333.5
E		5.5	333.8
+4		5.6	333.7
E	3+54 Walk Rod 5.89	5.7	333.6

358' North

E		5.6	333.7
+5		5.4	333.9
E		5.5	333.8
+2		5.7	333.6
+3		5.9	333.4
W		6.0	333.3

363' North

W		5.7	333.6
+5		5.5	333.8
E		5.5	333.8
+2		5.4	333.9
E		5.7	333.6

367' North Walk on East

0.9 Back on concrete walk 5.52 333.8

375' North

E		5.6	333.7
E		5.5	333.8
W		5.7	333.6

377' North

W		4.9	334.4
+4		5.5	333.8

339.34

Elev

339.3

♀	5.5	333.8
♀	5.5	333.8
393 North		
♀	5.5	333.8
W	5.1	334.2
♀	5.3	334.0
W	5.0	334.3
400 North		
W	5.6	333.7
♀	5.4	333.9
♀	5.4	333.9
909 North Single Curbs on East		
12.00 GCN on concrete floor	5.20	334.1
425' North		
	4.8	334.5
+3	5.1	334.2
+5	5.0	334.3
♀	5.1	334.2
+3	4.8	334.5
W	5.5	333.8
450' North		
W	5.3	334.0
+3	5.3	334.0
♀	5.2	334.1
+1	5.0	334.3
♀	5.0	334.3

339.34

Elev

339.3

57

♀	4.9	334.4
♀	4.7	334.6
W	5.1	334.2
475' North		
W	5.0	334.3
+5	4.6	334.7
♀	4.3	335.0
+3	4.6	334.7
♀	4.8	334.5
485' North		
♀	4.9	334.5
♀	4.7	334.6
+3	4.7	334.6
W	4.9	334.4
500		
W	4.9	334.4
+4	4.6	334.7
♀	4.7	334.6
+3	4.5	334.8
♀	4.5	334.8
527' North		
♀ on Sidewalk	4.01	335.3
♀ on Ground	4.3	335.0
+6	4.1	335.2
♀	4.1	335.2
+4	4.7	334.6
W	4.6	334.7

+ 339.34 Elev 339.3

550' North
W 4.6 334.7
+3 4.7 334.6
♀ 4.3 335.0
E 4.3 335.0

565' North
E 4.1 335.2
+2 4.3 335.0
♀ 4.3 335.0
+5 4.2 335.1
W 4.4 334.9

575' North
W 4.2 335.1
+2 3.9 335.4
+5 4.2 335.1
♀ 4.1 335.2
E 4.0 335.3

585' North
3.9 335.4
+2 4.2 335.1
♀ 4.4 334.9
+4 4.6 334.7
+6 4.3 335.0
W 4.2 335.1

599' North
W 4.9 334.4
♀ 5.1 334.2

+ 339.34 Elev 339.3 60

+5 5.0 334.3
E 4.2 335.1

601' North SW 40 of DWIGHT
ON PAVING
E Top cb 4.91 334.4
Gutter 5.05 334.3
♀ 5.25 334.1
Gutter 5.08 334.2
W Top cb 4.91 334.4
T.P. 410 338.53 4.91 334.93
B.M. NE DWIGHT 1.31st. 5.92 332.61 332.61

Bliss
 12/30/47
 B.M. N.W.
 39 Orange rd. 6.98. 379.15
 X-section Alley Block 39 Teratta
 Between Orange & E/Cajon 36th + Cherokee
 + X ✓ -
 Elev 372.17 15' Alley

E Top cb. 7' from facade	5.34	373.81
W Top cb. " " "	5.26	373.89
N Line of Orange = 00		
N	5.0	374.2
W	5.1	374.1
E	5.1	374.1
05' North		
E	4.7	374.5
W	4.7	374.5
N	4.6	374.6
10' North Single Garage on East		
W	4.4	374.8
E	4.5	374.7
E	4.2	375.0
E + 3 concrete floor	4.12	375.03
25' North Dwelling on East		
E - 3 floor of Dwelling	3.59	375.56
E	4.1	375.1
E	4.0	375.2
W	4.0	375.2
40' North		
W	3.9	375.8
+3	3.2	376.0
+5	3.6	375.6
E	3.6	375.6

Elev 379.15 61

E	3.8	375.4
52' North Single Garage on West		
W - 5.9 to concrete floor	3.33	375.82
60' North Single Garage on East		
E - 3.5 concrete apron &	3.70	375.45
E	3.7	375.5 ✓
E	3.5	375.7
W	3.6	375.6
73' North		
W	3.5	375.7
+3	3.6	375.6
+4	3.3	375.9
E	3.2	376.0
E	3.4	375.8
T.P. 5.57	381.39	375.8
77' North Single Garage on West		
W - 7. concrete floor	5.05	376.34
89' North		
E	5.5	375.9
E	5.4	376.0
+5	5.8	375.6
W	5.8	375.6
95' North Single Garage on East		
7.2 Back concrete floor	5.56	375.83
100' North		
W	5.9	375.5 ✓

	+	381.39	-	Elev
+3			5.8	375.6 ✓
⊕			5.6	375.8
E			5.6	375.8
		115' North		
E			5.9	375.5
⊕			5.9	375.5
+4			5.9	375.5
W			5.7	375.7
		130' North Sand Db/Garage on East		
W			5.7	375.7
⊕			5.8	375.6
E			5.7	375.7
		7' Back Concrete floor Sand	5.39	376.00
		147' North N-end Db/Garage on East		
⊕			5.39	376.00
E			5.5	375.9
⊕			5.6	375.8
W			5.9	376.0
		159' North Dwelling on East		
		2.5' Back on concrete apron Sand	5.64	375.75
		167' North N-end Dwelling		
W			5.3	376.1
⊕			5.6	375.8
+1			5.4	376.0
E			5.6	375.8 ✓
		2.5' Back concrete apron N-end	5.54	375.85

	+	381.39	-	Elev
				188' North Single Garage on East
			5.4	376.0
			5.3	376.1
			5.2	376.2
			5.1	376.3
		200' North		
			5.2	376.2
			5.4	376.0
			5.4	376.0
		213' North Single Garage on East		
			5.3	376.1
		227' North		
			5.3	376.1
			5.3	376.1
			5.0	376.4
		237' North		
			5.5	375.9
			5.3	376.1
			5.3	376.1
		260' North		
			5.2	376.2
			5.4	376.0
			5.3	376.1
			5.6	375.8
		292' North		
			5.6	375.8 ✓

+ π - Elev
38139

ϕ 5.5 375.9

+4.5 5.3 376.1

E 5.5 375.9 W

300' North

E 5.5 375.9 W

+3 5.1 376.0

ϕ 5.9 376.0

+5 5.4 376.0

W 5.2 376.2 E

325' North

W 5.2 376.2

+4 5.3 376.1

ϕ 5.3 376.1

+6 5.2 376.2

E 5.5 375.9

350' North

E 5.4 376.0

ϕ 5.5 375.9

W 5.1 376.3

370' North

W 5.6 375.8

+2 5.4 376.0

ϕ 5.6 375.8

E 5.8 375.6

395' North

E 6.0 375.4

+ π - Elev
38139 63

ϕ 5.8 375.6

+6 5.7 375.7

W 5.8 375.6

400' North

W 5.5 375.9

+5 5.4 376.0

ϕ 5.6 375.8

+6 5.8 375.6

E 6.1 375.3

403' North: 5 end Obl Garage on West

5.8 BACK concrete floor 5 end 5.22 376.17

419' North N end Obl Garage on West

5.8 BACK concrete floor N end 5.25 376.14

TP 5.94 381.69 5.64 375.75

425' North

E 6.3 375.4

+3 5.9 375.8

ϕ 5.9 375.8

W 5.9 375.8

432' North: Single Garage on West

6' BACK dirt floor ϕ 6.1 375.6

440' North

W 6.1 375.6

ϕ 5.9 375.8

+6 5.6 376.1

E 5.9 375.8

	+	381.69	-	Elev
6 Back dirt floor				449 North Single Garage on West
				8.2
				375.5
				95' North
E				6.5
				375.2
☒				6.5
				375.2
VV				6.5
				375.2
				470' North
W				6.7
				375.0
☒				6.5
				375.2
E				6.8
				374.9
				500' North
E				6.7
				375.0
☒				6.5
				375.2
+5				6.6
				375.1
W				6.4
				375.3
				525' North
W				6.2
				375.5
+4				6.5
				375.2
☒				6.3
				375.4
E				6.5
				375.2
				550' North
E				6.5
				375.2
+3				6.3
				375.4
☒				6.2
				375.5
W				6.1
				375.6
				565' North
N				5.9
				375.8 ✓

	+	381.69	-	Elev
				24
				6.3
				375.4
				6.0
				375.7
				6.3
				375.4
				582' North
				5.7
				376.0
				5.6
				376.1
				5.4
				376.2
				5.4
				376.2
				588' North E. of sewer settling tank
				5.5
				376.2
				+95 W edge of tank
				5.45
				376.24
				☒
				5.49
				376.20
				+3 E edge of tank
				5.48
				376.21
				☒
				5.8
				375.9
				E
				5.9
				375.8
				600' North
				5.7
				376.0
				☒
				5.6
				376.1
				W
				5.6
				376.17 ✓
				608' North S Line of El Cajon
				Alley is paved to property
				W Top cb
				4.42
				377.27
				Gutter on Parking
				4.63
				377.06
				☒
				4.96
				376.73
				Gutter
				4.75
				376.94
				E Top cb
				4.62
				377.07

	+	↑	-	Elev	
		381.69			16' Alley
TP	263	378.17 ✓	6.18	375.51	
B.M. NW			5.96	372.18 ✓	
Cherokee Orange				372.17	B.M.
				.01	

65

X sections Allen Block 8 Frary Heights
Between Redwood & Thorn Grim + 30th
elev

324.62 H.I.

66

B.M. NWBP Thorn Dale	6.82	325.4	318.39	W	60' South	4.5	320.1
T.P.	3.56	329.62	4.15	321.06	+4	4.7	319.9
S Line of Thorn = 00				±		4.5	320.1
W Topob	this sec. on facing		3.65	320.97	+3	4.6	320.0
Gutter		3.84	320.78	E		4.1	320.5
±		3.97	320.65		75' South		
Gutter		3.70	320.92	E		4.4	320.2
E Topob		3.56	321.06	+2		4.4	320.2
		05' South		+4		4.9	319.7
E		3.4	321.2	±		4.8	319.8
+1		3.8	320.8	+2		4.7	319.9
±		4.0	320.6	W		5.0	319.6
+6		4.0	320.6		100' South Building on West 12m/ly		
W		3.8	320.8	W		4.8	319.8
		15' South		+6		5.5	319.1
W		3.7	320.9	±		5.4	319.2
±		3.7	320.9	+4		5.3	319.3
E		3.4	321.2	E		4.6	320.0
		49' South Single Garage on East			122' South - end of Bldg 1/2 m/ly		
9.0 Back Dirt floor on d	3.7	320.9			123' South		
E	4.1	320.5		E		5.5	319.1
+3	4.3	320.3		+5		5.7	318.9
±	4.2	320.4		±		6.0	318.6
W	4.3	320.3		+2		5.9	318.7
		55' South Single Garage on East		W		6.1	318.5
9.0 Back Dirt floor on d	3.9	320.7		T.P. 44	322.86	6.8	318.44

322.86 ✓

Elev

127' South N end 3 Car Garage on West

6.5' Back N end Dirt floor 4.7 318.2

140' South

W 4.9 318.0

E 4.8 318.1

+ 4.5 4.5 318.4

E 4.1 318.8

156' South Sand 3 car Garage on West

6.5' Back Sand Dirt floor 5.3 317.6

156' South Single Garage on East

1' Back to concrete Apron E 4.80 318.06

E 4.7 318.2

+ 4 5.3 317.6

E 5.2 317.7

W 5.2 317.7

175' South

W 5.3 317.6

+ 2 5.4 317.5

+ 6 5.8 317.1

E 5.5 317.4

+ 3 5.8 317.1

+ 5 5.4 317.5

E 5.3 317.6

200' South

E 5.6 317.3

+ 2 6.0 316.9 ✓

322.86 ✓

Elev

67

+ 4 6.3 316.6

E 6.2 316.7

+ 1.5 6.4 316.5

W 6.4 316.5

220' South

W 7.1 315.8

+ 4 6.9 316.0

+ 6 7.0 315.9

E 7.0 315.9

+ 2 6.7 316.2

E 6.3 316.6 ✓

TP 5.0 320.56 7.32 315.54

240' South Single Garage on East

11' Back concrete floor E 3.91 316.65

E 4.8 315.8

E 5.1 315.5

W 5.4 315.2

260' South

W 5.9 314.7

+ 3 5.6 315.0

E 5.5 315.1

+ 3 5.7 314.9

E 5.6 315.0

278' South

E 6.0 314.6

+ 5 6.2 314.4 ✓

32056 ✓

Elev

♀	5.6	315.0
+6	6.9	314.2
W	6.5	314.1
V	290° South	
♀ W	6.8	313.8
+ +6	6.3	314.3
E ♀	6.3	314.3
+3	6.5	314.1
K	6.2	314.4
	300° South	
E	6.0	314.6
+3	6.3	314.3
+ E	6.5	314.1
+ 12	6.7	313.9
W W	6.6	314.0
	325	
W W	6.5	314.1
+ +5	6.7	314.9
+ ♀	6.4	314.2
♀ E	6.2	314.4
+ 333° South ♀ Mh. Hole		
+ on P. rim	6.51	314.05
E 334° South Single Garage on West		
Parallels all or 0.5 in. d. 5.0 back floor	6.6	314.0
E 350° South		
+ E	6.0	314.6 ✓

Elev

32056 ✓

Red dirt floor 3 93° South Single Garage on East	6.1	314.5	L8
+ 2	6.2	314.4	
♀	6.6	314.0	
+ 4	6.8	313.8	
W	6.6	314.0	
367° South Single Garage on East			
0.5 in. d. 5.0 back floor	6.6	314.0	
	375° South		
W	6.9	313.7	
+3	6.8	313.8	
♀	6.5	314.1	
+1	6.3	314.3	
E	6.3	314.3	
	395° South Single Garage on East		
0.2 Back Dirt floor	6.0	314.6	
	400° South		
E	6.3	314.3	
+3	6.5	314.1	
+5	6.8	313.8	
E	6.7	313.9	
W	6.9	313.7	
	425° South		
W	7.1	313.5	
♀	6.9	313.7	
E	6.6	314.0	
	445° South Single Garage on East		
on line Dirt floor	6.7	313.9 ✓	

32056 ✓ E/64

950' South

E	6.9	313.7
+6	7.4	313.2
E	7.3	313.3
W	7.4	313.2

475' South

W	7.7	312.9
E	7.6	313.0
+3	7.3	313.3
E	7.2	313.4

491' South Single Garage on East

2-3 Back. Dirt floor E 7.5 313.1

500' South

E	7.9	312.7
E	8.1	312.5
+1	8.1	312.5
+3	8.5	312.1
W	8.5	312.1

T.P. 0.94 313.35 ✓ 8.15 312.41

508' South Single Garage on East

on Back 1.0 312.3

525' South

W-5	8.6	304.8
W-4	4.6	308.8
W	2.3	311.1
+3	1.8	311.6
E	1.5	311.9 ✓

31335

E/64

69

E	1.2	312.2
---	-----	-------

550' South

E	1.4	312.0
+3	1.8	311.6
+6	2.3	311.1
E	2.1	311.3
+4	2.3	311.1
W	2.9	310.5
+4	4.9	308.5
+5	8.6	304.8 ✓

573' South

W-5	8.0	305.4
W-4	4.0	307.4
W	4.0	309.4
+2	3.6	309.8
+6	3.2	310.2
E	3.5	309.9
+1	3.5	309.9

+2	2.9	310.5
----	-----	-------

E	2.1	311.3
---	-----	-------

590' South

E	3.5	309.9
+4	3.6	309.8
+5	5.4	308.0
E	6.1	307.3
W	6.3	307.1 ✓

313.35

Kies

70

W+~	6.7	306.7
+3	7.8	305.6
+5	8.2	305.2

598 South

W-5	8.2	305.2
W	7.6	305.8
E	7.5	305.9
+3.5	7.0	306.4
+4	9.7	308.7
E	4.8	308.6

599 South N. Line of Redwood

No Returns in

E	7.2	306.2
E	7.6	305.8
W	7.7	305.7
+5	8.2	305.2 ✓

Curb on West or. of d. line 8.27 305.08 ✓

Curb on E 7.65 305.70 ✓

B.M. N.W. of Redwood and 30 B	11.29	313.64	11.50	301.85	302.06
B.M. N.W. of Redwood 8.31		320.06	1.89	311.75	311.75
B.M. N.W. of Oak & Thorn			1.73	318.33	318.33
					.06

Bliss
11/6/28
X section Alley, Block 2 Washington Hts
Ibis and Jackdaw, Lewis and Monarchs Way

B.M. NWBP
For Station Ibis
+ + - E (K)

T.P. 3.08 274.10 271.02 275.6

6.44 275.60 4.94 269.16

W on Paring 5.84 269.76

E 6.36 269.24

E on Paring 6.26 269.34

E 5.5 270.1

E 5.5 270.1

+1 5.5 270.1

+2 5.8 269.8

+3 5.8 269.8

+4 5.1 270.5

W 4.7 270.9

15' North

W 4.4 271.2

+4 5.2 270.4

E 5.1 270.5

E 5.3 270.3

17' North Tree on West 15' Base 10' main W

32' North

E 5.3 270.3

E 5.2 270.4

W 4.8 270.8

45' North

W 5.1 270.5

+ + - E (K)
275.60 275.6 71

E 5.5 270.1

E 5.6 270.0

53' North Single Garage on West

2.2 BACK concrete floor E 4.84 270.8

60' North

E 5.6 270.0

E 5.5 270.1

+6 5.2 270.4

W 4.9 270.7

67' North Single Garage on West

0.6 BACK concrete floor E 4.89 270.7

70' North

W 5.0 270.6

E 5.3 270.3

E 5.6 270.0

90' North

E 5.3 270.3

E 5.3 270.3

+5 5.1 270.5

4.6 271.0

100' North

W 4.7 270.9

+2 4.9 270.7

E 5.1 270.5

E 5.0 270.6

+ 275.60 - Elev 275.6

107' North Single Garage on West

0.9 Back concrete lip & 4.1 271.2

110' North Double Garage on East

2.4 Back Dirt/floor & 4.9 270.7

E 5.0 270.6

& 4.8 270.8

W 4.5 271.1

121' North

W 4.3 271.3

& 4.4 271.2

E 4.5 271.1

135' North

E 4.0 271.6

& 3.9 271.7

+3 4.1 271.5

W 4.0 271.6

154' North

W 3.5 272.1

& 3.7 271.9

E 3.9 271.7

167' North Single Garage on West

E 4.1 271.5

& 3.8 271.8

W 3.6 272.0

6.3 Back Dirt/floor & 3.6 272.0

+ 275.60 - Elev 275.6 7v

179' North

W 3.7 271.9

& 3.9 271.7

E 4.0 271.6

186' North

E 4.1 271.5

& 3.7 271.9

W 3.7 271.9

200' North

W 3.7 271.9

& 4.0 271.6

E 4.0 271.6

202' North Single Garage on West Parallels AIRY

6.1 to & faces South Dirt/floor & 3.9 271.7

218' North

E 3.9 271.7

& 4.0 271.6

W 3.8 271.8

T.P 4.84 276.33 4.11 271.49 276.3

233' North Single Garage on East. Faces North

5.2 Back to & concrete 5.25 271.0

240' North Single Garage on West Faces North

6.3 Back Dirt/floor & 4.9 271.4

W 4.9 271.4

& 5.0 271.3

E 5.3 271.0

276.33 - Elev 276.3

73

257 North Single Garage on East

7.6 Back concrete floor	5.28	271.0
E	5.3	271.0
☿	5.2	271.1
W	5.1	271.2

280 North

W	5.3	271.0
7.3	5.3	271.0
☿	5.1	271.2
E	5.3	271.0

295 North

E	5.6	270.7
+6	5.4	270.9
☿	5.3	271.0
W	5.4	270.9
T.P	5.29	276.08
	5.54	270.79
		<u>276.08</u>

301 North S. line of Montecito Way

W on paving	5.43	270.65
☿	5.66	270.42
E on paving	5.46	270.62
B.M. S.W. B.P. Jack and Montecito Way	0.61	275.47

Sewer Levels.

Bot 3 Inc	EL. Columbia	to M.H.	111 E. of India	
9/10/28	+ H.I.	-	ELEV.	
CURB S.W. COR. PALM	0.81	131.07		130.26
E.L.		+ .6	131.7	
+50		-1.15	129.9	
58		1.6	129.5	
61		2.2	128.9	
71		2.0	129.1	
83		9.6	121.5	
95		17.5	113.6	
T.P.		11.38	119.69	
1+04	.14	119.83	.14	
T.P.		11.14	108.69	
	.20	108.89		
1+04			103.7	
1+17		5.2	103.7	
1+47		7.8	101.1	
1+63		9.0	99.9	
T.P.		8.52	100.37	
1+82	4.56	104.91		
TOP M.H.		4.27	100.64	F.L. -11.3
B.M. INDIA + PALM		FLOWLINE M.H.	89.34	
		-5.57	99.34	

111' From M.H. To India + Palm.

5/18/27
London

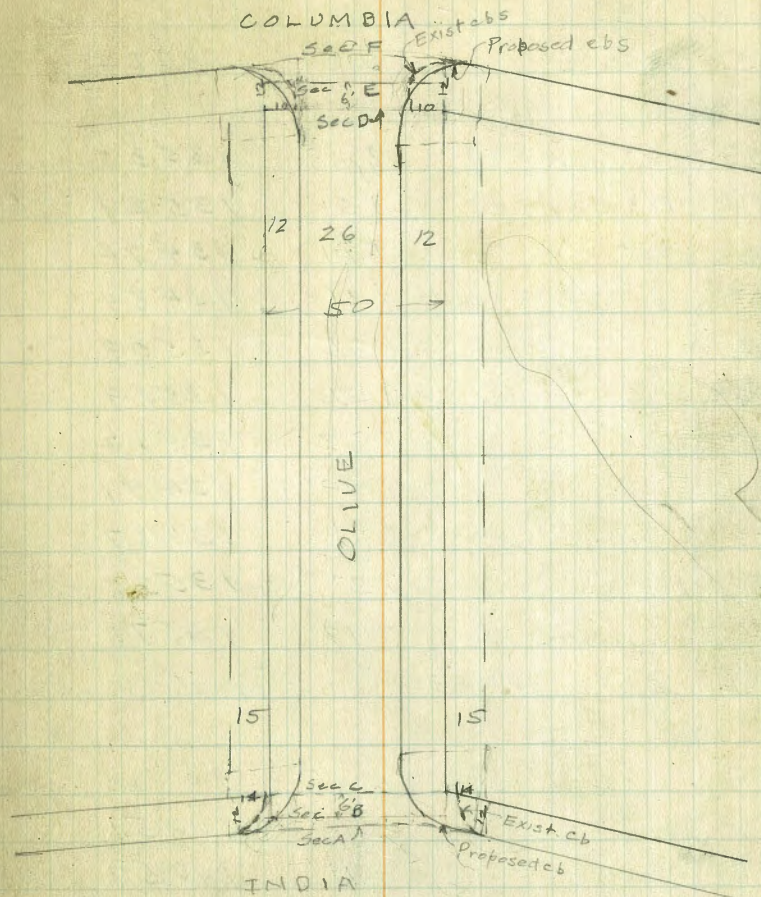
Additional Sections on
Olive St at India & Columbia.
50' st 12' cbs

B.P. Under rd N side ✓
BM 0.19 143.75 143.56 Olive Columbia

Sec F		
12' S	Top cb	8.78 13497
	gut	9.32 13443
S.L.	top exist cb	8.58 13517
SL	gut	9.06 13469
cb	on Pav	8.78 13497
1/4	"	8.62 13513
1/2	"	8.54 13521
3/4	"	8.53 13522
cb	"	8.58 13517
N.L.	gut	8.70 13505
N.L.	top Exist cb	8.20 13555
12' N.	BC. Proposed ret. gut	8.76 13499
12' N.	Top cb	8.20 13555

Sec E

N.L.	on walk	8.08 13567
+9 ^S	top Exist cb	8.20 13555
+9 ^S	gut	8.69 13506
cb	on Pav	8.66 13509
1/4	"	8.54 13521
1/2	"	8.53 13522
3/4	"	8.63 13512
cb	"	8.81 13494
+14 ^S	Exist cb gut	9.01 13474
+14 ^S	Top cb	8.51 13524



Sec E. 149.75

S.L. on walk	8.51	13524
Sec D n.L. Columbia	8.36	
S.L. on walls	8.38	13537
+10 Top Exist. cb	8.54	13521
+10 gut	9.01	13474
cb on Pav	8.91	13484
1/4 "	8.66	13509
1/4 "	8.56	13519
1/4 "	8.63	13512
cb	8.84	13491
+2 Exist. cb gut	8.88	13487
+2 top cb	8.37	13538
N.L. on walk	7.77	13578
BM 5.49 106.45		

Sec C

1' S top Exist. cb	5.45	10100
1' S gut	5.94	10051
S.L. Pav	5.88	10057
cb "	5.19	10126
1/4 "	5.03	10142
1/4 "	4.98	10147
1/4 "	5.01	10144
cb "	5.19	10126
N.L. "	5.81	10064
1' N gut Exist. cb	5.83	10062
1' N top cb	5.41	10104

106.45

Sec B

1 st N top Exist. cb	5.50	100.95
1 st N gut	5.93	100.52
N.L. Pav	5.94	100.51
cb "	5.45	101.00
1/4 "	5.36	101.09
1/4 "	5.37	101.08
1/4 "	5.44	101.03
cb "	5.53	100.92
S.L. "	5.94	100.51
1 st gut	5.94	100.51
1 st top Exist. cb	5.46	100.99

Sec A

10 th S B.C. Probosc. ret.	5.49	10096
10 th S gut	6.17	10028
S.L. Pav	5.89	10056
cb "	5.65	100.80
1/4 "	5.60	100.85
1/4 "	5.52	100.93
1/4 "	5.50	100.95
cb "	5.59	100.86
N.L. "	5.96	100.49
11 th N B.C. Probosc. ret.	6.22	100.23
11 th N top cb	5.45	101.00

X Sec. Palm - India to Columbia
for Final Estimate

11-7-30
Miller
Osborn
Flood.

112.23

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BM.	12.85	112.23	99.38	N.S. Palm + India
	0+00 = E. line India			
N	12.5	99.7		
+5	12.7	99.5		
+21.5 cmt. ch. on curve	12.13	99.9		
gutter partmt.	12.41	99.82		
+25 = N. ch. line	12.23	100.00		
	0+20			
N. ch.	10.00	102.23		
+7	10.0	102.2		
+11 Toe slope	11.7	100.5		
+17	12.3	99.9		
+25 = N. line	11.8	100.4		
	0+40			
N. line	11.9	100.3		
+13 Toe slope	11.9	100.3		
+19	8.1	104.1		
+25 N. ent. ch.	8.01	104.22		
	0+60			
N. ch.	6.07	106.16		
+6	6.3	105.9		
+13 Toe slope	11.3	100.9		
+25 = N. line	11.7	100.5		
	0+85			
N. line	11.6	100.6		
+5 Toe slope	11.7	100.5		

⊕

+19	3.8	
+25 = N. ent. ch.	3.47	108.4
		108.76
N. ent. ch.	1.98	110.25
+6	2.2	110.0
+20 Toe slope	10.6	101.6
+25 = N. line	11.5	100.7
	1+21	
N. line	10.2	102.0
+5 Toe slope	8.8	103.4
T.P. 13.06	125.07	0.22
		112.01
+19	11.4	113.7
+25 = N. ent. ch.	11.49	113.58
	1+45	
N. ent. ch.	7.30	117.77
+6	7.6	117.5
+25 = N. line	19.6	105.5
+4 Toe slope	22.2	102.9
+10	22.3	102.8
	1+67	
N. - 15	20.5	104.6
- 7 Toe slope	20.6	104.5
N	16.5	108.6
+19	3.6	121.5
+25 = N. ent. ch.	3.44	121.63

125.07

1+78

N. ent. el	1.52	123.55
+6	1.6	123.5
+22 Toe slope to E	13.2	111.9
+25 = N. line	15.8	109.3
+6 = Toe slope to W	19.6	105.5
+10	19.8	105.3

1+80

N. line	11.8	113.3
+7 = Toe slope	11.3	113.8
+19	1.3	123.8
+25 = N. ent. el	1.14	123.91
I.P. 5.39	130.41	0.05
		125.92

1+88

N. ent. el	5.12	125.29
+6	5.2	125.2
+17 Toe slope	11.0	119.4
+25 = N. line	12.9	117.5

2+00

N. line	2.7	127.7
+9	2.8	127.6
+14 Toe slope	3.4	127.0
+19	3.0	127.4
N. ent. el.	3.03	127.38

chic BM

0.21

130.20
3K

SW. Palm + Columbia

Palm St.

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DIRECTIONS FOR USE OF TABLES

TABLE No. 1. 30.41

Distance of slope stake from side or shoulder
of any width roadway, slope 1 1/2 to 1.
If ground is nearly level, the cut or fill at side
stake is located by the double entry method in
left column and top row. The number in body
of table in same row and column gives distance

from side stake to slope stake. If ground is not

**IMPROVED TABLES
AND
INFORMATION**

TABLE No. 2.

To find Tangent and External for curve of
any other degree, divide by degree of curve and
add correction found in column of corrections.
Degree of curve with a given T may be found
by dividing tangent (or external), opposite T by
given tangent (or external).
The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

329.63
 245.84
 575.47

20099.27
 458-
 196.41 = B.M. Cen. Mon. Palm + Union.
 196.25

13026
 499
 13525
 5.14
 13013

991
 762
 1737

5
 25
 42

Marlborough and E/Cajon S.W. 365.14
 Vasco 42nd S.W. 362.96
 Vandyke S.W. 363.56
 Fairmount S.W. 352.03
 Menton 2696th
 Sierra 47th S.W. 353.00
 347.20

Columbia and Quince
 curb NE cor 24' higher than NW cor
 " SE " 225' " " SW cor

W.P.R.

141
 1.2
 1.53
 13
 283
 Lots 11-16
 Fronts on Whittier
 E by Famosa
 N by Catalina
 N by Hiller

Lowell NE
 SW play 8.06
 Google SW play 6
 1.15

80.6
 91.2
 17.19
 11.51
 5.68
 50.9
 10.77
 9.27
 1.56
 21.0
 340

7.33
 3.20
 4.13
 3.87
 2.0

7.33
 3.19
 4.90
 2.89
 1.2

3.46 on state

4.86
 3.66
 1.19
 15.06
 11.9
 3.87

321.50
 6.81
 328.03
 2.72
 325.31
 4.26
 323.57
 11.71
 311.86
 3.86

6.8
 11.2
 8.1

10.1

319.05

312.22
 312.76
 308.44
 6.29
 314.73
 2.01
 312.72
 11.10
 323.82
 4.60
 319.22
 5.89
 325.07
 5.11
 319.96

3.0
 4.6
 5.8
 4.6