

1197

EAST

FIELD BOOK

No. 385

187  
MICROFILMED  
DEC 22 1964

ENGINEERING DEPARTMENT,  
CITY OF SAN DIEGO,  
CALIFORNIA.

Our Leather Bound Engineers Note Books are carried in the following rulings:

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
- No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.
- No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter "F" to catalog number.

**THE FREDERICK POST CO.**  
*ENGINEERING and DRAFTING SUPPLIES*  
IRVING PARK STATION  
CHICAGO, ILL.

No. 385 to pp 74 7/17/30 H.H.

INDEX

PAGE

MAIN St. - - - - - 1-35  
 Milbrae St 40-44  
 Water Line Blk A Clifton Add 48

Alley Block 58 City Hts 36-37  
 " " 16 & 1 Fairmount Add 38-40  
 " " 75 Meade to Mission 45-47  
 " " 193 City Hts. 49  
 Merival Ave. Bonnie Brae Add 51  
 39th St " " " 56  
 Belmont Ave " " " 62  
 Circle Dr " " " 68

2nd st.

X. Section of Ungraded Portion  
OF MAIN ST. - 32nd to city Boundary

301. Main  
Main + 32nd St 170 40.79 38.59

0+00 = Section A

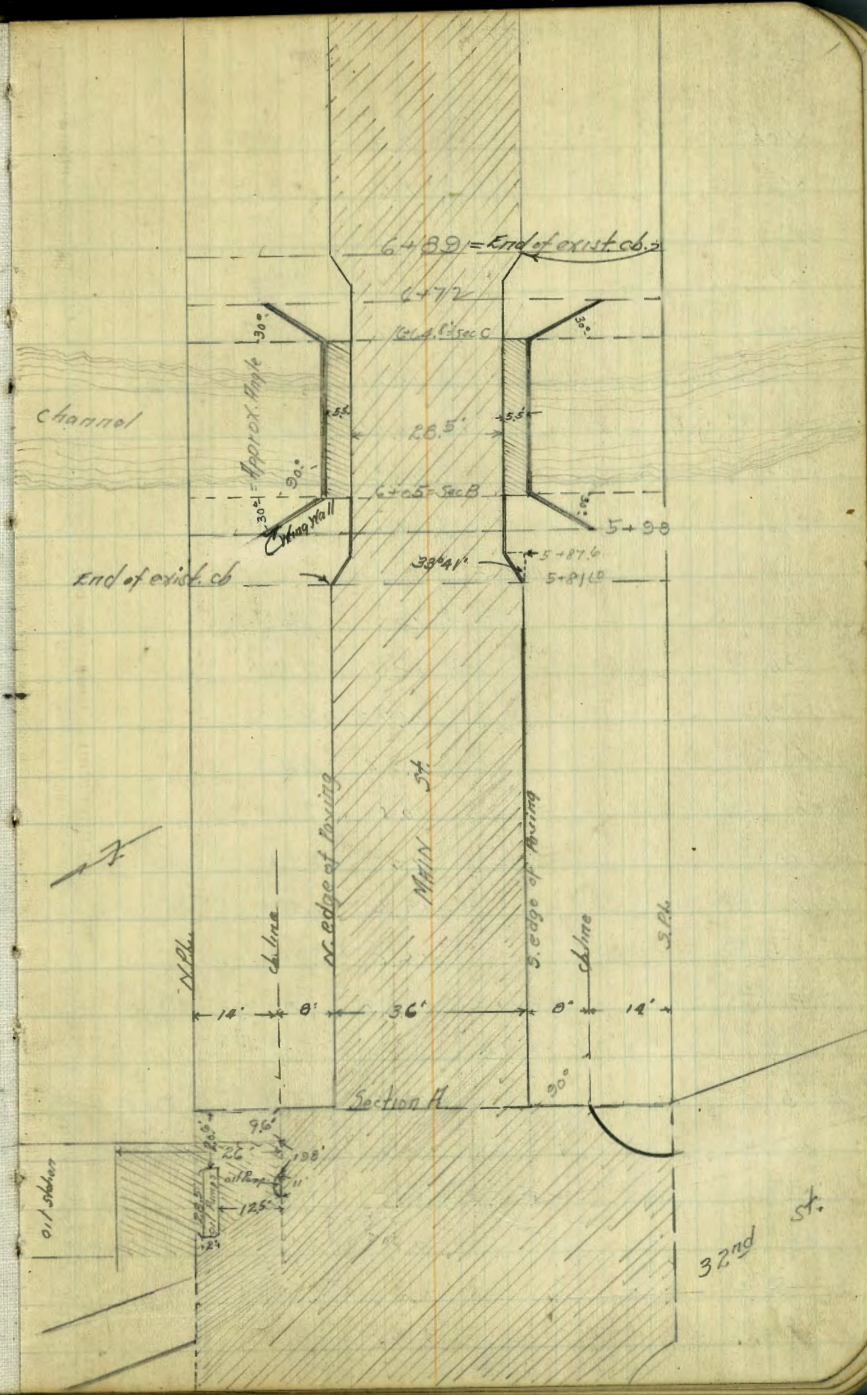
S	3.6	36.7
S top cb	3.52	36.8
S Gutter on Paving	4.03	36.3
+ 8 on "	3.76	36.5
L " "	3.56	36.7
+ 18' = N edge of Paving	3.75	36.5
N edge Paving + 8' = N cb line	4.11	36.2
N	3.5	36.8

50' E

N	5.6	34.7
cb	6.8	33.5
+ 8' = N edge Paving	6.97	33.3
S edge "	6.90	33.4
+ 5	7.4	32.9
cb	8.3	32.0
+ 9	9.2	31.1
S	7.1	33.2

5.8' E

S	7.6	32.7
+ 3	8.6	31.7
cb	8.3	32.0
S Pav.	7.99	32.9
N "	7.47	32.8



40.29

Ncb	7.3	33.0		
N	6.6	33.7		
	100'E			
N	9.7	30.6		
Ncb	10.0	30.3		
N Pavmg	10.20	30.1		
S "	10.16	30.1		
S cb	10.0	30.3		
S	9.6	30.7		
	117'E			
S	10.2	30.1		
S cb	10.8	29.5		
S Pav.	11.13	29.2		
N "	11.24	29.1		
Ncb	10.8	29.5		
+10	11.2	29.1		
N	12.6	27.7		
+5	12.0	28.3		
T.P.	0.71	28.31	12.69	27.60
	132'E			
-15	12.9	15.4		
N-A	11.2	17.1		
N	8.5	19.8		
cb	3.0	25.3		
+5	1.0	22.3		
N Pav.	0.76	27.5		

2831

Main St.  
X. Section

S Pav.	0.70	27.6
S cb.	0.00	28.3
S	+0.5	27.8
	150'E	
S	0.4	27.9
cb	1.0	27.3
S Pav.	1.47	26.8
N "	1.52	26.8
+2	1.51	26.8
Ncb	4.2	24.1
N	12.2	16.1
+15	14.6	13.7
	200'E	
-15	18.7	9.6
N	17.5	10.8
Ncb	9.5	18.8
N Pav.	5.00	23.1
S "	4.80	23.5
S cb	4.9	23.4
S	5.0	23.3
	250'E	
S	9.1	19.2
cb.	8.3	20.0
S Pav.	8.34	19.9
N "	8.43	19.9
+5	8.8	19.5

2831

Ncb		11.7	17.1
N		18.0	10.3
+15		20.0	8.3
	266'E		
-10		11.8	16.5
N		10.8	17.5
cb		9.7	18.6
N Pav.		9.39	18.9
S "		9.34	18.9
cb		9.2	19.1
U		10.7	17.6
+5		11.0	17.3
	265'E		
-15		20.8	7.5
S		18.2	9.9
cb		15.4	12.9
S Pav.		10.21	18.1
N "		10.03	18.3
cb		9.6	18.7
N		10.5	17.8
+5		10.8	17.5
T.P.	389	21.07	11.13
		17.18	
	300'E		
-5		3.9	17.2
N		3.7	17.4
Ncb		3.9	17.2

Note: on South side bet. sta 2+50 and 2+85 approximately 25 yards of rubbish should be removed and fill made with good dirt. These sections at stations 2+50 and 2+66 should be approx. the same as station 2+85 from the curb line approx. about 150' south of South line.

2107

MAIN ST.  
X. Section

3

N Pav.	3.38	17.7
S "	3.51	17.6
cb	7.9	13.2
+5	10.8	10.3
S	12.0	9.1
+15	14.9	6.2
	318'E	
-15	15.0	6.1
S	10.6	10.5
+10	5.4	15.7
cb	5.3	15.8
S Pav.	4.11	17.0
N "	4.14	17.0
cb	4.2	16.9
N	4.2	16.9
	335'E	
N	4.8	16.3
cb	4.7	16.4
N Pav.	4.85	16.3
S "	4.86	16.2
cb	4.8	16.3
+9	4.7	16.4
S	7.7	13.4
+7 = Wedge of Bld.	17.4	8.7
	345'E	
S-7 = " " "	4.2	16.9

21.07

S	4.2	16.9
cb	4.6	16.5
S Pav.	5.23	15.9
N "	5.28	15.8
cb	5.4	15.7
N	5.4	15.7

380' E

N	6.8	14.3
cb	6.8	14.3
N Pav.	6.86	14.2
S "	6.82	14.3
cb	6.1	15.0
S	5.5	15.6
+7 = Blvd	9.0	12.1

100' E

-15	9.8	11.3
S	7.7	13.4
cb	7.7	13.4
S Pav.	7.71	13.4
N "	7.73	13.4
cb	7.6	13.5
N	7.7	13.4

450' E

N	8.9	12.2
cb	9.5	11.6
N Pav.	9.87	11.2

21.07

MAIN ST.  
7. Section

4

S Pav.	9.84	11.2
+3	10.4	10.7
cb	11.6	9.5
S	11.6	9.5
+5	11.2	9.9
T.P. 1.63	11.86 10.84	10.23

464' E

-5	3.1	8.8
S	3.2	8.7
cb	2.9	9.0
+5	1.2	10.7
S Pav.	1.20	10.7
N "	1.24	10.7
cb	+0.2	11.7
+7	0.5	11.4
N	2.7	9.2
+10	2.3	9.6

476' E

-15	10.7	1.02
N	8.0	3.9
cb	4.2	7.7
+6	1.9	10.0
N Pav.	1.95	10.0
S "	1.75	10.2
+2	1.8	10.1
cb	4.2	7.7

11.86

S		5.2	6.7
+7		4.3	7.6
+8		2.9	9.0
+10		2.7	9.2
T.P.	4.41	10.43	5.84
			6.02

500' E

-10		6.8	3.6
S		6.9	3.5
+9		4.3	4.1
cb		4.3	6.1
+6		1.4	9.0
S Pav.		14.3	9.0
N "		17.0	8.7
+2		2.0	8.4
cb		6.7	3.7
+7		9.6	0.8
N		11.1	-0.7
+15		12.5	-2.1

550' E

-15		12.1	-1.7
N		11.7	-1.3
+10		11.5	-1.1
cb		7.0	3.4
+5		3.5	6.9
N Pav.		3.74	6.7
S "		3.70	6.7

10.43

MAIN ST.  
7. Section

5

+3		3.6	6.8
cb		7.3	3.1
+7		10.4	0.0
S		11.3	-0.9
+15		12.0	-1.6

581.0' E = End of Exist. cb west of Bridge

-15		11.0	-0.6
S		10.5	0.0
cb		7.5	2.9
+5		5.1	4.9
S top cb at Paving see sketch		4.40	6.03
S Paving		4.70	5.73
N "		4.97	5.4
N top cb at Paving		4.96	5.4
+2		5.1	5.3
cb		9.3	1.1
+3		10.9	-0.5
N		12.6	-2.2
+15		12.2	-1.8

598' E = West extremity of Wing Wall

-15		12.5	-2.1
N		12.8	-2.4
+2		12.8	-2.4
+3		14.3	-3.9
+7 = 0.7 top Cor. Wing Wall		13.45	-3.0
cb		9.8	0.6



1043

cb +10	5.0	5.4
+12 on top cb	4.85	5.6
+12 " Paving	5.13	5.3
S 2 +1.25 = S edge Paving	5.12	5.3
" " " on top of cb	4.78	5.6
S 2 +5	4.7	5.7
cb	8.9	1.5
+7	13.53	-3.1
S	12.7	-2.9
+15	13.8	-3.4
6.05' E		
-15	14.8	-4.4
S	15.0	-4.6
cb	15.5	-5.1
+5	15.8	-5.4
+5.5' on top of Ring Wall	5.32	5.1
+6.5' " " " S edge side Walk	4.53	5.9
+12 " " " cb at Paving	4.72	5.71
N 2 +1.25 on top cb	4.67	5.76
" +6.75 " " " Wedge of Walk	4.51	5.9
" +7.75 " " " top of Ring Wall	5.30	5.1
" +8	15.9	-5.5
cb	15.4	-5.0
N	13.8	-3.4
+15	19.4	-3.0
6.64.8' E = sec C		
-15	16.2	-5.8

1043

MAIN ST.  
X-Section

6

N	15.6	-5.2
cb	16.0	-5.6
+5.5 on top of Ring Wall	6.00	4.4
+6.5 " " " Wedge side Walk	5.42	5.0
+12 " " " cb at Paving	5.40	5.0
S 2 +1.25 on top cb	5.40	5.0
S +6.75 on top S edge of Walk	5.21	5.2
+7.75 " " " S Ring Wall	6.11	4.3
+8	16.9	-6.5
cb	16.9	-6.5
S	16.9	-6.5
+15	16.9	-6.5
6.77' E = east extremity of Ring Wall		
-15	12.0	-1.6
-1	12.1	-1.7
S	14.1	-3.7
+6 on Ring Wall	14.0	-3.6
cb	10.2	0.2
+7	6.9	3.5
+12 on top cb at Paving	5.78	4.6
N 2 +1.25 on top cb	5.80	4.6
+5	6.4	4.0
cb	10.6	-0.2
+7	14.4	-4.0
N	12.4	-2.0
+10	11.7	-1.3

1043

6+89' E = End of exist. cb. East of Bridge

-10	11.8	-1.4
N	12.2	-1.8
+9	12.0	-1.6
cb	10.7	-0.3
N top cb at Paving	6.30	4.1
N Pav.	6.69	3.7
S "	6.30	4.1
S top cb at Paving	5.98	4.4
cb	7.4	3.0
S	9.4	1.0
+10	10.1	0.3

700' E

S	8.4	2.0
cb	7.3	3.1
S Paving	6.52	3.9
N "	6.79	3.6
cb	11.0	-0.6
+3	12.0	-1.6
N	11.8	-1.4
+10	12.5	-2.1

750' E

-10	12.2	-1.8
N	12.2	-1.8
+12	12.1	-1.7
cb	11.0	-0.6
+5	8.5	1.9

1043

MAIN ST.  
X-Section

N Pav.	7.49	2.9
S "	7.13	3.3
cb	7.9	2.5
S	9.2	1.2
+10	11.3	-0.9
T.P. 485	7.46 7.82	7.61
	800' E	
-10	9.4	-1.9
S	9.6	-2.1
cb	6.3	1.2
S Paving	4.80	2.16
N "	5.07	2.39
+2	5.3	2.2
cb	8.5	-1.0
N	8.7	-1.2
+10	8.7	-1.2
	837' E	
-10	8.8	-1.3
N	8.8	-1.3
cb	8.6	-1.1
+6	5.4	2.1
N Pav.	5.22	2.24
S "	4.98	2.48
cb	5.5	2.0
+12	6.1	1.4
S	8.5	-1.0

746

+10	99	-2.4
	850'E	
-10	99	-2.4
S	64	2.1
cb	54	2.1
S Pav.	5.00	2.46
N "	5.24	2.22
+2	5.5	2.0
cb	8.5	-1.0
N	8.8	-1.3
+10	8.8	-1.3
	9+00	
-10	8.2	-0.7
N	8.6	-1.1
cb	8.4	-0.9
+6	5.2	2.3
N Pav.	5.15	2.31
S "	5.06	2.40
cb	5.5	2.0
S	4.4	3.1
	9+25	
-12	9.4	1.9
S	9.2	1.7
cb	6.2	1.3
S Pav.	5.21	2.25
N "	5.16	2.30

746

Main St.  
X-section.

8

+4	5.6	1.9
cb	8.0	-0.5
N	8.7	-1.2
+10	8.7	-1.2
	9+50	
-10	8.4	-0.9
N	8.4	-0.9
+9	8.0	-0.5
cb	5.7	1.8
N Pav.	5.21	2.25
S "	5.30	2.16
+7	5.6	1.9
cb	6.7	0.8
+8	9.9	-2.4
S	10.1	-2.6
+10	10.2	-2.7
	9+55	
-10	10.2	-2.7
S	10.6	-3.1
+8	10.6	-3.0
cb	7.1	0.4
+2	6.0	1.5
S Pav.	5.34	2.12
N "	5.24	2.22
cb	5.1	2.4
N	5.3	2.2

7.46

	10+00		
N	5.5	2.0	
cb	5.5	2.0	
N Pav.	5.39	2.07	
S "	5.59	1.87	
cb	6.8	0.7	
+8	10.5	-3.0	
S	10.9	-3.4	
+10	11.0	-3.5	

10+50

-10	10.3	-2.8	
S	10.2	-2.7	
+10	9.2	-1.7	
cb	7.7	-0.2	
S Pav.	5.92	1.54	
N "	5.89	1.57	
cb	5.8	1.7	
N	6.0	1.5	

11+00

N	6.0	1.5	
cb	5.8	1.7	
N Pav.	5.68	1.78	
S "	6.02	1.44	
cb	7.0	0.5	
+8	9.4	-1.9	

7.46

Main St.  
X. Section

9

S	9.7	-2.2	
+10	9.5	-2.0	
	11+50		
-10	9.8	-2.3	
S	9.5	-2.0	
cb	6.7	-1.2	
S Pav.	6.21	1.25	
N "	5.75	1.71	
cb	5.9	1.6	
N	5.8	1.7	

12+00

N	6.1	1.4	
cb	5.9	1.6	
N Pav.	6.00	1.5	1.46
S "	6.52	1.0	0.94
cb	8.1	-0.6	
S	9.4	-1.7	
+10	9.4	-2.1	

12+20

-70	9.5	-2.0	
S	9.5	-2.0	
cb	9.0	-1.5	
+7	8.0	-0.5	
S Pav.	6.66	0.9	0.80
N "	6.14	1.4	1.32
cb	6.4	1.3	

746

N		6.1	1.40	
TP	548	<u>6.58</u>	6.36	1.10
		12+25.4 = 37.8 Rigel st.		<sup>10' cb</sup> 10' 2.5
N-5		5.6	1.0	
N		5.6	1.0	
cb		6.1	0.5	
N Pav.		5.26	<del>1.2</del>	1.32
S "		5.81	<del>0.8</del>	0.77
+4		6.0	0.6	
cb		8.5	-1.9	
S		8.7	-2.1	
+10		8.7	-2.1	
	Ncb			
-10		8.5	-1.9	
S		8.5	-1.9	
cb		8.7	-2.1	
+4		6.0	0.6	
S Pav.		5.78	<del>0.8</del>	0.80
N "		5.23	<del>1.4</del>	1.35
+5		5.2	1.4	
cb		6.5	0.1	
N		6.5	0.1	
+10		6.8	-0.2	
	N $\frac{1}{2}$			
-10		6.8	-0.2	
N		6.6	0.0	

658

MAY ST  
X. Vechn

10

cb	6.6	0.0
+3	5.0	1.6
N Pav.	5.25	1.33
S "	5.88	0.70
+4	5.9	0.7
+5	7.5	-0.9
cb	8.0	-1.4
S	8.8	-2.2
+10	8.4	-2.0
	2. Rigel st.	
-10	8.1	-1.8
S	8.2	-1.6
cb	8.7	-2.1
+4	8.0	-1.4
+6	6.2	-0.4
S Pav.	5.81	<del>0.8</del> 0.77
N "	5.23	<del>1.4</del> 1.35
+5	5.0	1.6
cb	6.6	0.0
N	7.0	-0.4
+5	7.0	-0.4
	E $\frac{1}{2}$	
-5	7.0	-0.4
N	7.0	-0.4
cb	6.2	+0.4
+3	5.0	1.6

6.58

N Pav.	5.25	1.33	
S "	5.83	0.8	0.75
+2	5.9	0.7	
cb	8.3	-1.7	
S	8.2	-1.6	
+10	8.4	-1.8	
E. cb			
-10	8.4	-1.8	
S	8.6	-2.0	
cb	8.4	-1.8	
+6	6.0	0.6	
S Pav.	5.79	0.8	0.79
N "	5.30	1.3	1.28
+5	5.1	1.5	
cb	6.0	0.6	
N	6.6	0.0	
+5	6.6	0.0	
Eh. RIGEL = 0400			
-5	5.0	1.6	
N	5.1	1.5	
cb	4.8	1.8	
N Pav.	5.36	1.27	
S "	5.75	0.83	
+1	6.8	-0.2	
cb	8.1	-1.5	
S	8.2	-1.6	

6.58

MAIN ST  
X. Section

+10	8.4	-1.8	
0+50			
-10	5.1	-1.5	
S	8.3	-1.7	
cb	7.7	-1.1	
+7	7.6	-1.0	
S Pav.	5.53	7.1	1.03
N "	5.09	7.5	1.49
cb	5.2	1.4	
N	5.0	1.6	
1+00			
N	5.0	1.6	
cb	5.0	1.6	
N Pav.	4.94	1.64	
S "	5.27	1.31	
+4	7.2	-0.6	
cb	7.7	-1.1	
S	8.1	-1.5	
+10	8.1	-1.5	
1+50			
-10	8.2	1.6	
S	8.2	-1.6	
cb	7.4	-0.8	
+5	5.3	1.3	
S Pav.	5.06	1.52	
N "	4.79	1.80	

658

cb	48	1.8	
N	5.1	1.5	
2+00			
N	4.9	1.7	
cb	4.7	1.9	
N Pav.	4.64	2.0	1.94
S "	4.84	1.8	1.74
cb	5.5	1.1	
+10	7.7	-1.1	
S	7.9	-1.3	
+10	7.9	-1.3	
2+50			
-10	8.0	-1.4	
S	8.0	-1.4	
+12	6.6	0.0	
cb	5.5	1.1	
S Pav.	4.59	2.0	1.99
N "	4.50	2.1	2.08
cb	4.4	2.2	
N	4.6	2.0	
2+80			
N	4.4	2.2	
cb	4.3	2.3	
N Pav.	3.95	2.63	
S "	4.47	2.11	
cb	4.9	1.7	

658

MAIN ST.  
X. Section

12

S	5.9	0.7	
+10	6.8	-0.2	
2+88			
-10	5.9	0.7	
S	5.0	1.6	
cb	4.6	2.0	
S Pav.	4.36	2.22	
N "	3.73	2.75	
cb	4.2	2.4	
+5	4.4	2.2	
+12	6.1	0.5	
N	6.1	0.5	
+5	6.0	0.6	
3+07			
-5	5.9	0.7	
N	5.9	0.7	
+10	5.9	0.7	
cb	5.4	1.2	
+3	4.6	2.0	
N Pav.	4.25	2.33	
S "	3.97	2.66	
cb	4.5	2.1	
S	4.4	2.2	
+5	5.0	2.6	
3+25			
-5	4.7	1.9	

658

S	4.7	1.9
+7	4.7	-0.1
cb	4.8	-0.2
S Pav.	4.33	2.25
N "	4.31	2.27
+5	4.3	2.3
cb	5.4	1.2
+2	6.0	0.6
N	6.0	0.6
+5	6.0	0.6
	3+50	
+5	5.9	0.7
N	5.9	0.7
cb	5.9	0.7
+4	4.8	1.8
N Pav.	4.33	2.25
S "	4.41	2.17
+4	7.0	-0.4
cb	7.8	-1.2
S	8.1	-1.5
+10	8.0	-1.4
	4+00	
-10	7.6	-1.0
S	7.6	-1.0
cb	7.6	-1.0
S Pav.	4.50	2.08

658

MAIN ST

X. Section

13

N Pav.	4.44	2.14
+6	5.8	0.8
cb	6.1	0.5
+4	5.9	0.6
+7	5.0	1.6
N	5.0	1.6
+5	5.0	1.6
T.P. 551	7.27	4.82
	4+50	1.76
-5	6.0	1.3
N	6.0	1.3
+7	6.1	1.2
cb	7.3	0.0
+2	7.0	0.3
+4	5.6	1.7
N Pav.	5.03	2.24
S "	5.25	2.02
cb	8.2	-0.9
S	8.2	-0.9
+10	8.2	-0.9
	5+00	
-10	8.0	-0.7
S	8.0	-0.7
cb	8.3	-1.0
S Pav.	5.36	+1.89
N "	5.89	2.18



7.27

+0	5.6	1.7
+6	6.9	0.4
cb	6.8	0.5
N	6.4	0.9
+5	6.2	1.1
5+50		
-5	7.0	0.3
N	7.0	0.3
cb	6.9	0.4
+2	5.8	1.5
N Pav.	5.15	2.12
S "	5.42	1.87
cb	7.3	0.0
S	8.0	-0.7
+10	8.0	-0.7
6+100 = N.L. SIVE <sup>10' cb</sup> 10' <sup>25</sup>		
-10	8.3	-1.0
S	8.3	-1.0
cb	7.6	-0.3
+2	7.2	-0.1
+6	5.7	1.6
S Pav.	5.54	1.73
N "	5.23	2.04
+5	4.8	2.5
cb	7.0	0.3
N	7.0	0.3

7.27

MAIN ST.  
X-SECTION

12

+5	7.0	0.3	error of 0.01 dropped B.M. used T.P. 9.73	10.5	5.84	1.43	as 2M. SPT. 1+2=8M. Main + Sive
N/cb							
-5	11.3	-0.7					
N	11.3	-0.7					
+8	10.9	-0.3					
cb	8.7	1.9					
N Pav.	8.63	2.0					
S "	7.00	1.6					
+2	9.2	1.6					
cb	10.9	-0.3					
+3	11.9	-1.3					
S	12.1	-1.5					
+10	12.1	-1.5					
N 4							
-10	13.3	-2.7					
S	12.6	-2.0					
cb	10.8	9.8					
+4	9.3	1.3					
S Pav.	8.92	1.7					
N "	8.57	2.0					
cb	8.7	1.9					
+5	10.9	-0.3					
N	12.0	-1.4					
+5	12.0	-1.4					
L							

10.65

-5	11.1	-0.5
N	12.1	-1.5
cb	9.7	0.9
+4	8.2	2.4
N Pav.	8.18	2.1
S "	8.82	1.8
+5	9.3	1.3
cb	11.1	-0.5
+4	12.5	-1.9
S	13.3	-2.7
+10	13.3	-2.7

E 1/2

-10	10.3	0.3
S	10.3	0.3
cb	10.3	0.3
+3	9.1	1.5
S Pav.	8.68	1.9
N "	8.35	2.3
+5	8.4	2.3
cb	9.5	1.1
+3	11.0	-0.4
N	11.6	-1.0
+5	11.3	-0.7

Ecb

-5	10.7	-0.1
N	10.6	0.0

10.65

Main St.

x. Section

15

+10	11.0	-0.4
cb	9.6	1.0
+5	8.4	2.2
N Pav.	8.22	2.4
S "	8.57	2.0
+6	8.7	1.9
cb	9.8	0.8
S	10.5	0.1
+5	10.7	-0.6

E. to S. St = 0+00

-5	11.7	-1.1
S	11.7	-1.1
+8	11.1	-0.5
cb	9.8	0.8
+4	8.9	1.7
S Pav.	8.43	2.2
N "	8.12	2.58
+2	8.6	2.0
cb	10.4	0.2
N	10.6	0.0
+5	10.6	0.0

50' E

-5	10.1	0.4
N	10.3	0.3
cb	9.9	0.7
+5	7.8	2.8

10.65

N	Par.	7.71	2.9
S	"	7.99	2.6
+2		8.1	2.5
cb		10.3	0.3
S		10.7	-0.1
+10		10.3	0.3
	1+00		
-10		7.8	0.8
S		10.5	0.1
cb		10.0	0.6
S Par.		7.64	3.0
N "		7.33	3.3
+3		7.4	3.2
cb		9.6	1.0
N		10.3	0.3
+5		10.3	0.3
	1+50		
-5		7.7	0.9
N		9.3	1.3
cb		8.4	2.2
+5		7.3	3.3
N Par.		6.99	3.8
S "		7.42	3.2
cb		8.7	2.4
+6		9.3	1.3
+9		10.7	-0.1

10.65

MAIN ST.

16

S		10.8	-0.2
+10		10.9	-0.3
	1+60		
-5		9.2	1.4
S		7.6	1.0
+5		8.9	1.7
+10		6.5	4.1
cb		6.7	3.9
+5		6.2	4.4
S Par.		7.35	3.3
N "		6.98	3.6
+3		7.3	3.3
cb		8.2	2.4
N		8.8	1.8
+5		9.2	1.4
	8+00		
-5		10.2	0.4
N		10.2	0.4
+10		9.9	0.7
cb		8.7	1.9
+5		6.6	4.0
N Par.		6.0	3.9
S "		7.06	3.5
cb		7.0	3.6
+10		7.1	3.5
S		8.4	2.2

1065

+5	9.4	1.2
2+50		
-5	8.9	1.7
S	8.7	1.9
cb	7.3	3.3
S Pav.	6.56	4.0
N "	6.32	4.3
+3	6.2	4.4
cb	8.0	2.6
N	8.9	1.7
+5	8.9	1.7
2+60		
-5	8.7	1.9
N	8.7	1.9
cb	6.7	3.9
N Pav.	6.31	4.3
S "	6.52	4.1
cb	6.3	4.3
S	6.0	4.6
3+00		
S	5.7	4.9
cb	6.2	4.4
S Pav.	6.45	4.4
N "	5.90	4.7
cb	6.7	3.9
N	8.3	2.3

1065

MAIN ST.

17

+5	8.4	2.2
3+03		
-5	8.4	2.2
N	8.3	2.3
cb	6.7	3.9
N Pav.	5.88	4.7
S "	6.22	4.4
cb	6.4	1.2
S	8.3	2.3
+5	8.6	2.0
3+60		
-10	8.6	2.0
S	7.7	2.9
710	7.2	3.4
cb	5.6	5.0
S Pav.	5.87	4.7
N "	5.48	5.1
cb	5.3	5.3
N	7.4	3.2
+5	7.7	2.9
4+00		
-5	5.4	5.5
N	5.8	4.8
cb	4.9	5.7
N Pav.	5.15	5.5
S "	5.55	5.1

10.65

+5		9.4	1.2
	2+50		
-5		8.9	1.7
S		8.7	1.9
cb		7.3	3.3
S Pav.		6.56	4.0
N "		6.32	4.3
+3		6.2	4.4
cb		8.0	2.6
N		8.9	1.7
+5		8.9	1.7
	2+60		
-5		8.7	1.9
N		8.7	1.9
cb		6.7	3.9
N Pav.		6.31	4.3
S "		6.52	4.1
cb		6.3	4.3
S		6.0	4.6
	3+00		
S		5.7	4.9
cb		6.2	4.4
S Pav.		6.45	4.4
N "		5.90	4.7
cb		6.7	3.9
N		8.3	2.3

10.65

MAIN ST.

17

+5		8.4	2.2
	3+03		
-5		8.4	2.2
N		8.3	2.3
cb		6.7	3.9
N Pav.		5.88	4.7
S "		6.22	4.4
cb		6.4	1.2
S		8.3	2.3
+5		8.6	2.0
+10	3+60		
-10		8.6	2.0
S		7.7	2.9
+10		7.2	3.4
cb		5.6	5.0
S Pav.		5.87	4.7
N "		5.48	5.1
cb		5.3	5.3
N		7.4	3.2
+5		7.7	2.9
	4+00		
-5		5.1	5.5
N		5.8	4.8
cb		4.9	5.7
N Pav.		5.15	5.5
S "		5.55	5.1

10.65

cb	54	5.2	
S	5.1	5.5	
+4	5.1	5.5	
	4+50		
S	4.7	5.1	
cb	5.0	5.6	
S Pav.	5.07	5.5	
N "	4.17	5.9	
cb	4.5	6.1	
N	4.5	6.1	
	5+00		
N	3.7	6.9	
cb	3.7	6.9	
N Pav.	4.21	6.4	
S "	4.57	6.0	
cb	4.4	6.2	
S	4.2	6.4	
	5+50		
S	3.1	7.5	
+10	2.9	7.7	
cb	3.4	7.2	
S Pav.	4.24	6.4	6.41
N "	3.89	6.7	6.74
+5	2.9	7.7	
cb	2.9	7.7	
N	2.6	8.0	

10.65

MAIN ST.

18

6+03 = Y.L. THOR ST 10' cbs  
10' 20'

N	1.8	8.8	
cb	2.3	8.3	
+5	2.5	8.1	
N Pav.	3.53	7.1	
S "	3.56	6.7	
+3	2.6	8.0	
cb	2.7	7.9	
S	2.4	8.2	
	Yab.		
S	2.3	8.3	
cb	3.0	7.6	
S Pav.	3.71	6.9	
N "	3.43	7.2	
cb	2.5	8.1	
N	2.1	8.5	
	Y 2		
N	2.4	8.2	
cb	3.0	7.6	
N Pav.	3.31	7.3	
S "	3.68	7.0	
cb	3.5	7.1	
S	2.6	8.0	
	x		
S	2.9	7.7	
cb	3.0	7.4	

10.65

S Pay.	3.59	7.0
N "	3.29	7.3
cb	2.7	7.9
N	2.3	8.3

E 1/2

N	2.2	8.4
cb	2.7	7.9
N Pay.	3.19	7.4
S "	3.51	7.1
cb	3.3	7.3
S	2.6	8.0

E cb

S	1.6	9.0
+4	2.4	8.2
cb	2.1	8.5
+4	2.3	8.3
S Pay.	3.43	7.2
N "	3.13	7.5
+3	2.3	8.3
cb	2.0	8.6
N	1.7	8.9

E.L. Thor = 0+00

N	1.4	9.2
cb	2.0	8.6
+6	2.3	8.3
N Pay.	3.05	7.1

10.65

MAIN ST

19

S Pay.	3.36	7.2
+3	2.7	7.9
cb	2.6	8.0
S	2.2	8.4

0+50

S	1.3	9.3
cb	1.6	9.0
+4	1.7	8.9
S Pay.	2.90	7.7
N "	2.54	8.1
+2	1.5	9.1
cb	1.5	9.1
N	1.8	9.6

T.P. 7.48 17.18 0.95 9.70

1+00

N	6.8	10.4
cb	7.2	10.0
+5	7.6	9.6
N Pay.	8.61	8.6
S "	8.94	8.3
+3	7.4	9.8
cb	7.3	9.9
S	7.8	10.0

1+50

S	6.7	11.0
cb	6.4	10.6

1718

+5	7.0	10.2
S Pav.	8.52	9.7
N "	8.18	9.0
+3	7.1	10.1
cb	6.7	10.5
N	6.0	11.2

2+00

N	5.3	11.9
cb	6.2	11.0
+4	6.5	10.7
N Pav.	7.70	9.5
S "	8.27	9.1
+0	7.0	10.2
cb	6.4	10.9
S	5.6	11.6

2+50

S	5.5	11.7
cb	6.2	11.0
S Pav.	7.59	9.6
N "	7.24	10.0
+4	6.3	10.9
cb	5.9	11.3
N	5.2	12.0

3+00

N	5.0	12.2
cb	5.4	11.8

1718

MAIN ST.

20

+2	5.8	11.4
N Pav.	6.77	10.4
S "	7.14	10.1
+6	5.5	11.7
cb	5.4	11.8
+13	5.0	12.2
S	3.6	13.6

3+50

S	3.3	13.9
+2	4.8	12.4
cb	5.3	11.9
+5	5.5	11.7
S Pav.	6.63	10.6
N "	6.29	10.9
cb	5.3	11.9
N	4.7	12.5

4+00

N	4.1	13.1
cb	4.9	12.3
+3	5.2	12.0
N Pav.	5.67	11.3
S "	6.21	11.0
cb	5.7	11.5
+14	4.8	12.4
S	3.4	13.8

4+07



17.18

S		4.7	12.5	
cb		5.5	11.7	
S Pav.		6.12	11.0	
N "		5.79	11.4	
+5		4.9	12.3	
cb		4.9	12.3	
N		4.1	13.1	
	4+50			
N		4.1	13.1	
cb		4.2	13.0	
N Pav.		5.45	11.7	
S "		5.77	11.4	
cb		5.0	12.2	
S		5.0	12.2	
	5+00			
S		4.6	12.6	
cb		4.7	12.5	
S Pav.		5.36	11.8	
N "		4.97	12.2	
cb		4.0	13.2	
N		3.5	13.7	
T.P.	4.27	19.77	1.68	15.50
		5+50		
N		5.6	14.2	
cb		4.3	13.5	
N Pav.		7.17	12.6	

19.77

MAIN ST.

S Pav.		7.49	12.3	
cb		7.1	12.7	
S		7.0	12.8	
	6+00 = M.H. 11/19		10' ch 10' 1/2	
S		6.5	13.3	
cb		6.6	13.2	
S Pav.		6.99	12.8	12.78
N "		6.66	13.1	13.11
cb		6.1	13.7	
N		5.3	14.5	
	Wcb			
N		5.8	14.0	
cb		6.4	13.4	
N Pav.		6.59	13.2	
S "		6.89	12.9	
cb		6.7	13.1	
S		6.7	13.1	
	NZ			
S		6.6	13.2	
cb		6.5	13.3	
S Pav.		6.83	13.0	
N "		6.54	13.3	
cb		6.5	13.5	
N		6.1	13.7	
	2			
N		5.8	14.0	

19.77

cb	6.1	13.7
N Pav.	6.2	13.4
S "	6.7	13.1
cb	6.5	13.3
S	6.2	13.6

E 1/2

S	6.3	13.5
cb	6.4	13.4
S Pav.	6.63	13.2
N "	6.29	13.5
cb	6.1	13.7
N	6.0	13.8

E cb

N Top cb at Property	5.67	14.1
cb	6.0	13.8
N Pav.	6.25	13.5
S "	6.60	13.2
cb	6.4	13.4
S	6.4	13.4

E. L. 11.9 = 0.00

S	5.5	14.3
cb	6.1	13.7
S Pav.	6.47	13.3
N "	6.12	13.7
cb	5.8	14.0
N	5.6	14.2

19.77

MAIN ST.

132

0+50

N	5.0	14.8
cb	5.7	14.1
N Pav.	6.00	13.8
S "	6.35	13.5
cb	6.1	13.7
S	6.0	13.8

1+00

S	6.4	13.4
cb	6.3	13.5
S Pav.	6.26	13.5
N "	5.87	13.9
cb	5.7	14.1
N	5.7	14.1

1+50

N	5.2	14.6
cb	5.4	14.4
N Pav.	5.75	14.1
S "	6.18	13.6
cb	6.2	13.6
S	6.4	13.4

2+00

S	6.5	13.3
cb	6.5	13.3
S Pav.	6.05	13.7
N "	5.63	14.2

1977

cb	5.3	14.5
N	5.2	14.6
2+50		
N	5.1	14.7
cb	5.3	14.5
N Pav.	5.53	14.8
S "	5.9	13.9
cb	5.9	13.9
S	6.1	13.7
3+00		
-5	7.0	12.8
S	6.8	13.0
cb	6.5	13.3
S Pav.	5.77	14.0
N "	5.39	14.4
cb	5.6	14.2
N	5.2	14.6
3+50		
N	5.3	14.5
cb	5.6	14.2
N Pav.	5.27	14.5
S "	5.61	14.2
cb	6.6	13.2
S	6.5	13.3
+5	6.6	13.2

4+00

1977

Main St.

23

-5	6.3	13.5
S	6.4	13.4
cb	6.8	13.0
S Pav.	5.51	14.3
N "	5.13	14.7
cb	5.2	14.6
N	5.0	14.8
4+50		
N	4.7	15.1
cb	4.9	14.9
N Pav.	5.03	14.8
S "	5.33	14.5
cb	5.5	14.3
+10	5.3	14.5
S	5.6	14.2
+5	4.7	13.6
5+00		
-5	5.8	14.0
S	5.6	14.2
cb	5.1	14.7
cb	5.1	14.7
S Pav.	5.24	14.6
N "	4.91	14.9
cb	4.8	15.0
N	4.8	15.0

5+50

N	3.7	16.1
cb	3.8	16.0
N Pav.	4.83	15.0
S "	5.09	14.7
cb	4.8	15.0
S	4.6	15.2
		<sup>10' chs</sup>
	6+00 = Y.L. Vesta	10' $\frac{1}{2}$ S
S	4.0	15.8
cb	3.8	16.0
+4	3.8	16.0
S Pav.	4.95	14.8
N "	4.69	15.1
cb	3.9	15.9
N	4.0	15.9
	4.24	20.91
	3.19	16.58
		+Vesta
		Note: if levels had been carried through without any correction the S.M. of Division/ob would have checked
N top of cb	5.21	15.7
cb	5.5	15.4
N Pav.	5.70	15.2
S "	5.96	14.9
+4	5.0	15.9
cb	5.0	15.9
S	5.2	15.7
	M $\frac{1}{4}$	
S	5.1	15.8
cb	5.4	15.5

S Pav.	5.91	15.0
N "	5.63	15.3
cb	5.4	15.5
N	5.2	15.7
		2
N	5.4	15.7
cb	5.2	15.7
N Pav.	5.52	15.4
S "	5.81	15.1
cb	5.2	15.7
S	5.1	15.8
		5 $\frac{1}{2}$
S	5.3	15.6
cb	5.3	15.6
S Pav.	5.71	15.2
N "	5.87	15.5
cb	5.2	15.7
N	5.1	15.8
		5 cb
N top of cb	4.71	16.2
cb	4.8	16.1
N Pav.	5.34	15.6
S "	5.67	15.2
cb	5.1	15.8
S	4.3	16.6

E.L. Vesta = 0+00

2091

S	4.5	16.4	
cb	4.6	16.3	
+2	4.5	16.4	
S Pav.	5.57	15.3	15.34
N "	5.27	15.6	15.64
+3	4.5	16.4	
cb	4.6	16.3	
N	4.0	16.9	
	0+50		
N	4.5	16.4	
cb	4.8	16.1	
+5	4.6	16.3	
N Pav.	5.67	15.2	
S "	4.01	14.8	
+3	5.0	15.9	
cb	5.1	15.8	
+13	5.1	15.8	
S	3.9	17.0	
	1+00		
S	3.7	17.2	
+1	5.0	15.9	
cb	5.2	15.7	
+5	5.1	15.8	
S Pav.	6.47	14.4	
N "	6.11	14.8	
+3	5.0	15.9	

2091

MAIN ST.

25

cb	4.8	16.1	
+11	4.4	16.5	
N	3.3	17.6	
	1+50		
N	3.6	17.3	
+3	4.5	16.4	
cb	5.1	15.8	
+5	5.1	15.8	
N Pav.	6.50	14.4	
S "	6.92	14.0	
+3	5.5	15.4	
cb	5.5	15.4	
+12	5.1	15.8	
S	3.9	17.0	
	2+00		
S	4.7	16.2	
+1	5.5	15.4	
cb	5.7	15.2	
+7	6.5	14.4	
S Pav.	7.39	13.5	
N "	7.03	13.9	
cb	5.7	15.2	
N	5.4	15.5	
	2+50		
N	6.6	14.3	
cb	6.9	14.0	

2091

N Pav	7.49	13.4
S "	7.89	13.0
+2	6.7	14.2
cb	6.7	14.2
+13	6.7	14.2
S	6.3	14.6

3+00

S	7.1	13.8
cb	7.2	13.7
S Pav	8.35	12.5
N "	7.97	12.9
cb	7.2	13.7
N	6.8	14.1

3+25

N	7.4	13.5
cb	7.7	13.2
N Pav	8.17	12.7
S "	8.54	12.4
+2	7.1	13.8
cb	7.1	13.8
+13	7.1	13.8
S	6.3	14.6

3+46

S	7.4	13.5
H	7.5	13.4
cb	8.2	12.7

2091

MAIN ST.

56

S Pav	8.66	12.3
N "	8.34	12.6
cb	8.0	12.9
N	7.3	13.6

3+49

N	7.5	13.4
cb	8.0	12.9
N Pav	8.37	12.5
S "	8.70	12.2
cb	8.7	12.2
S	8.7	12.2

4+00

S	8.9	12.0
cb	8.9	12.0
S Pav	9.19	11.5
N "	8.87	12.0
cb	8.5	12.4
N	7.9	13.0

4+05

N	7.9	13.0
cb	8.6	12.3
N Pav	8.93	12.0
S "	9.25	11.7
+3	8.3	12.6
cb	8.4	12.5
S	8.2	12.7

2091

1+50

S	85	12.4
+9	F.6	12.3
+11	9.1	11.8
cb	9.3	11.6
S Pav.	9.71	11.2
N "	9.31	11.6
cb	8.6	12.3
N	8.1	12.8

2+71

N	8.1	12.8
cb	9.2	11.7
N Pav.	9.54	11.4
S "	9.86	11.0
+2	8.6	12.3
cb	8.7	12.2
S	8.7	12.2

5+00

S	9.1	11.8
cb	9.0	11.9
+4	8.9	12.0
S Pav.	10.13	10.6
N "	9.78	11.1
cb	9.4	11.5
N	8.3	12.6

5+50

20.91

MAIN ST

51

N	8.1	12.8
cb	9.7	11.2
N Pav.	10.26	10.7
S "	10.60	10.3
+3	9.3	11.6
cb	9.6	11.3
S	9.6	11.3

6+00 = N.W. Yaden St. 10' cbs  
10' 7/8

S	9.8	11.1
cb	9.7	11.2
+5	9.9	11.0
S Pav.	11.07	9.8
N "	10.71	10.2
cb	9.7	11.2
N	9.3	11.6
T.P. 328	13.42	10.77
	10.77	10.14

Ncb

N to pb	2.80	10.6
cb	3.2	10.2
N Pav.	3.33	10.1
S "	3.61	9.8
+3	2.3	11.1
cb	2.3	11.1
S	2.4	11.0
S	3.2	10.2

N 1/4

1342

cb	3.4	10.0
S Pav.	3.76	9.6
N "	3.39	10.0
cb	3.3	10.1
N	3.2	10.2
	L	
N	3.2	10.2
cb	3.5	9.9
N Pav.	3.45	9.9
S "	3.78	9.6
cb	3.5	9.9
S	3.5	9.9
	E 1/4	
S	3.5	9.9
cb	3.5	9.9
S Pav.	3.92	9.5
N "	3.56	9.8
cb	3.4	10.0
N	3.4	10.0
	E cb	
N top cb	3.33	10.0
cb	3.4	10.0
N Pav.	3.64	9.8
S "	3.97	9.4
cb	3.1	10.3
S	3.1	10.7

1342

MAIN ST.

258

E. L. Woden = 0+00

S	2.7	10.7
cb	3.1	10.3
S Pav.	4.05	9.4
N "	3.73	9.7
cb	2.9	10.5
N	2.5	10.9
	0+50	
N	2.2	11.2
cb	2.9	10.5
+5	3.1	10.3
N Pav.	4.11	9.3
S "	4.34	9.1
cb	3.6	9.8
S	2.9	10.5
	1+00	
S	4.0	9.4
cb	4.3	9.1
S Pav.	4.69	8.7
N "	4.88	9.0
cb	3.5	9.9
N	3.1	10.3
	1+50	
N	4.1	9.2
cb	4.5	8.9
N Pav.	4.68	8.7



1347

S Pav	5.04	8.4
cb	4.8	8.6
S	4.4	9.0
2+00		
S	4.9	8.5
cb	5.3	8.1
S Pav	5.37	8.0
N "	5.03	8.4
cb	5.0	8.4
+9	4.8	8.6
N	5.7	7.7
+5	7.0	6.4
2+50		
-5	8.3	5.1
N	8.0	5.4
cb	6.2	7.2
+2	5.4	8.0
N Pav	5.41	8.0
S "	5.65	7.8
+3	5.2	8.2
cb	5.1	8.3
S	5.0	8.4
3+00		
S	6.1	7.3
cb	5.5	7.9
+6	5.7	7.7

1342

MAIN ST

E9

S Pav	6.02	7.4
N "	5.81	7.6
+3	5.8	7.6
cb	7.0	6.4
N	8.2	5.2
+5	8.6	4.8
3+50		
-5	9.1	4.3
N	8.7	4.7
cb	7.2	6.2
+5	6.2	7.2
N Pav	6.21	7.2
S "	6.32	7.1
cb	5.9	7.5
+11	6.6	6.8
S	7.0	6.4
+5	9.0	4.4
3+78		
-5	8.1	5.3
-1	8.1	5.3
S	5.9	7.5
cb	6.2	7.2
S Pav	6.51	6.9
N "	6.37	7.1
cb	6.7	6.7
N	7.3	6.1

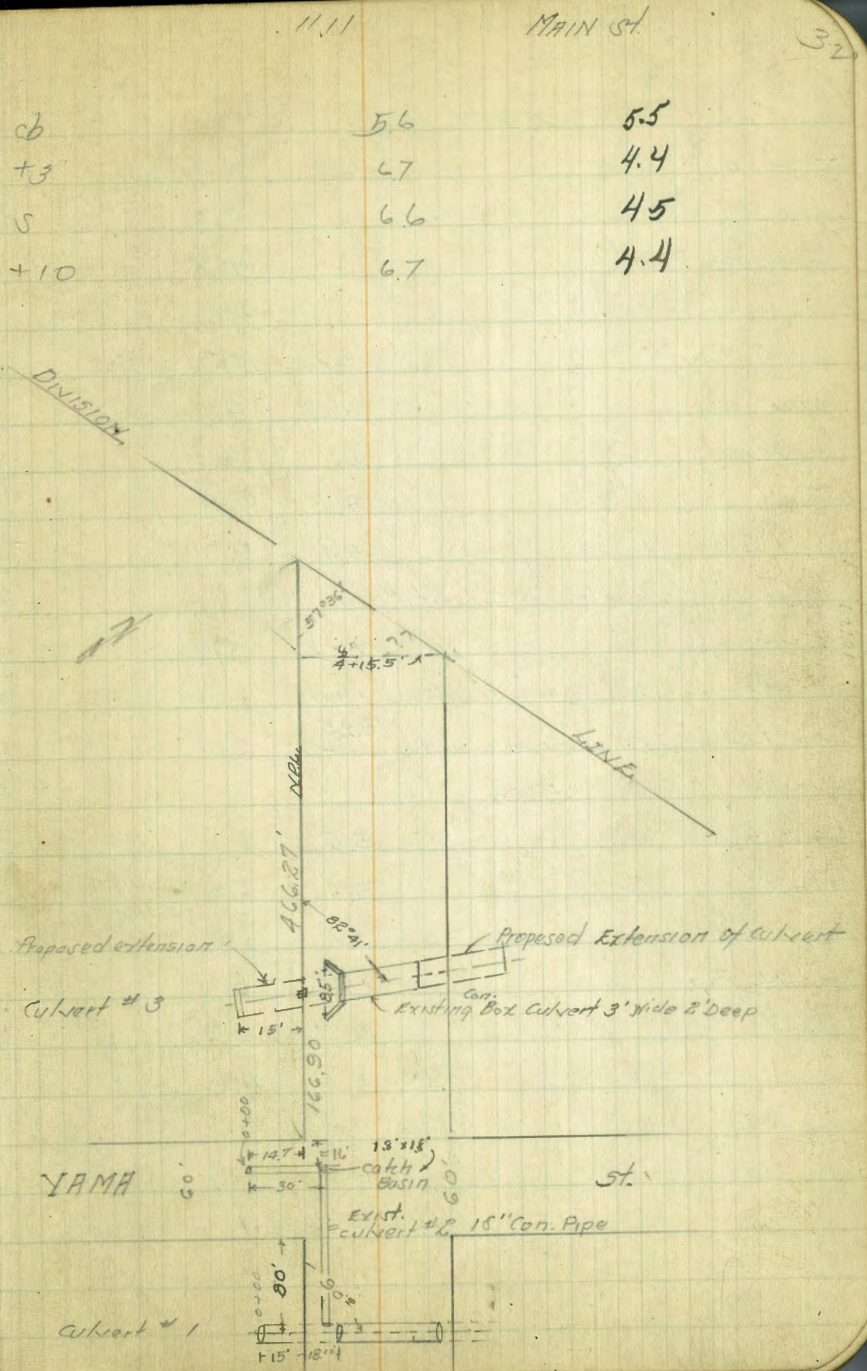
+5		7.7	5.7
	4+22		
-5		7.3	6.1
N		6.7	6.7
cb		6.3	7.1
N Pav.		6.61	6.8
S "		6.88	6.5
cb		6.9	6.5
S		6.2	7.2
	4+29		
S-5		10.1	3.3
S		10.1	3.3
cb		7.9	5.5
S Pav.		6.92	6.5
N "		6.65	6.8
cb		7.8	5.6
N		9.4	4.0
+5		9.6	3.8
	4+54		
-5		9.2	9.2
N		8.6	4.8
cb		7.4	6.0
N Pav.		6.77	6.6
S "		7.06	6.3
cb		7.8	6.2
S		10.8	2.6

+5		10.8	2.6
	4+53		
S of front of Bld.		6.8	6.6
cb		7.0	6.4
S Pav.		7.07	6.3
N "		6.77	6.6
cb		7.5	5.9
N		8.9	4.5
+5		9.2	4.2
	4+73		
-5		9.1	4.3
N		8.7	4.7
cb		7.1	6.0
N Pav.		6.89	6.5
S "		7.21	6.2
cb		7.2	6.2
S of Building		6.8	6.6
	4+74		
-5		8.5	4.9
S		8.4	5.0
+8		8.7	4.7
cb		7.1	6.3
+5		7.0	6.4
S Pav.		7.24	6.2
N "		6.90	6.5
cb		7.4	6.0

N		8.8	4.6
+5		9.3	4.1
	4+50		
N at 814		7.7	5.7
cb		7.1	6.3
N Pav		7.10	6.3
S "		7.47	5.9
cb		7.3	6.1
+12		10.0	3.4
S		10.8	2.6
+5		10.8	2.6
T.P.	3.50	11.11	5.81
			7.61
	5+00		
-10		8.1	3.0
S		8.4	2.7
+10		6.4	4.7
cb		5.2	5.9
S Pav.		5.18	5.9
N "		4.82	6.3
cb		4.8	6.3
N		5.4	5.7
+5		5.4	5.7
	Levels for Culvert #1		
0+00		6.3	4.8
+12		6.3	4.8
+13		7.3	3.8

0+33' = End line exist Pipe	8.17	2.9
+33 = on top	5.7	5.4
+37 on Pav	4.92	6.2
+73 " "	5.40	5.7
+87 = End of exist Pipe	8.87	2.2
+95	7.9	1.2
1+10 = End of Proposed drain	7.4	1.7
	5+50	
-5	5.9	5.2
N	5.9	5.2
cb	5.6	5.5
+5	4.7	6.4
N Pav	5.10	6.0
S "	5.40	5.7
cb	6.2	4.9
S	7.6	3.5
+10	7.9	3.2
	6+00 = W.L. YAMA	10' cbs 10' 4.5
-10	7.3	3.8
S	7.0	4.1
cb	6.3	4.8
S Pav	5.73	5.4
N "	5.37	5.7
+1	4.9	6.2
cb	5.1	6.0
N	5.5	5.6

	11.11		
+5		5.7	5.4
	Xcb		
-5		5.5	5.6
N		5.5	5.6
cb		5.2	5.9
N Pav.		5.29	5.8
S "		5.47	5.4
cb		6.3	4.8
S		6.8	4.3
+10		7.3	3.8
	N 1/2		
-10		4.9	4.2
S		6.8	4.3
cb		6.4	4.7
S Pav.		5.63	5.5
N "		5.22	5.9
cb		5.4	5.7
N		5.5	5.6
+5		5.5	5.6
	2		
-5		5.3	5.8
N		5.3	5.8
cb		5.2	5.9
N Pav.		5.13	6.0
S "		5.55	5.5
+3		5.2	5.9



	E 7		
-10	6.8	4.3	
S	6.6	4.3	
cb	6.3	4.8	
+5	6.2	4.9	
S Pav	5.44	5.7	
N "	5.03	6.1	
cb	5.1	6.0	
N	5.3	5.8	
+5	5.4	5.7	

## Levels for Culvert #2

0+00	7.70	3.4
+30 at catch basin on flow line	7.79	3.3
1+54 = Flow line at intersection of culvert #1	8.25	2.9

## E cb

-5	5.5	5.6
N	5.5	5.6
cb	5.1	6.0
N Pav	4.95	6.1
S "	5.37	5.7
cb	6.3	4.8
S	6.7	4.4
+10	6.8	4.3
	F.L. YAMA = 0+00	4
-10	6.9	4.2
S	6.9	4.2

cb	6.5	4.6
S Pav	5.30	5.8
N "	4.88	6.2
cb	4.9	6.2
N	5.4	5.7
+5	5.4	5.7
	50' E	
-5	5.6	5.5
N	5.6	5.5
cb	5.2	5.9
+3	4.5	6.6
N Pav	4.76	6.3
S "	5.04	6.1
cb	6.5	4.6
S	6.8	4.3
+10	6.7	4.4
	100' E	
-10	7.4	3.7
S	7.2	3.9
cb	5.9	5.2
S Pav	4.81	6.3
N "	4.53	6.6
+1	4.5	6.6
+5	5.1	6.0
cb	5.3	5.8
N	5.7	5.4

-5		57	5.4
	1+50		
-5		61	5.0
N 8		61	5.0
cb		56	5.5
+5		4.5	6.6
N Pav.		4.35	6.7
S "		4.61	6.5
+5		4.9	6.2
cb		4.4	4.7
S		7.6	3.5
+10		7.7	3.4

## Levels for culvert #3

0+00		6.3	4.8
+15		6.3	4.8
+31.0	= flow line exist pipe	7.01	4.6
+32	"	4.4	6.7
+37	on Pav.	4.32	6.8
+73	" "	4.58	6.5
+81.4	End of exist pipe on flow line	7.94	3.1
+88		9.2	1.7
+95		10.6	0.5
1+04		10.6	0.5
1+05		7.7	3.4
1+10		7.7	3.4

200' E. T. YAMA

-10		7.9	3.2
S		7.8	3.3
cb		7.3	3.8
+5		4.6	6.5
S Pav.		4.43	6.7
N "		4.12	7.0
+5		4.6	6.5
cb		6.1	5.0
N		6.5	4.6
+5		6.5	4.6

## 250' E

-5		6.8	4.3
N		6.8	4.3
cb		6.4	4.9
+3		4.2	6.7
N Pav.		3.93	7.2
S "		4.23	6.9
+3		4.4	6.7
cb		7.4	3.7
S		8.0	3.1
+10		8.0	3.1

## 300' E

-10		8.2	2.9
S		8.0	3.1
cb		6.9	4.2
+5		4.4	6.7

S Pav		2.02	7.1	7.09
N "		3.72	7.4	7.39
+1		2.7	8.4	
+4		3.1	8.0	
cb		6.0	5.1	
N		5.9	5.2	
+5		5.9	5.2	
	350'E			
-5		3.9	7.2	
N		3.8	7.3	
cb		3.8	7.3	
N Pav.		3.43	7.7	
S "		3.65	7.5	
+4		3.4	7.7	
cb		5.6	5.5	
+5		6.6	4.5	
S		7.2	3.9	
+10		7.5	3.6	
T.P.	8.38	17.44	2.05	9.06
		4+00		
-10		11.9	5.5	
S		10.2	7.2	
cb		9.4	8.2	
S Pav.		9.83	7.6	7.61
N		9.53	7.9	7.91
cb		8.7	8.7	

N		8.4	9.0
	4+15.5	See sketch	
N		7.6	9.8
cb		8.4	9.0
N Pav.		9.41	8.0
S "		9.70	7.7
cb		9.3	8.1
S		9.4	8.0
	436'E on N		
N Pav.		9.36	8.0
cb		7.4	10.0
N		6.8	11.6
	4+39 on N		
N		5.3	12.1
cb		5.3	12.1
+3		5.4	12.0
N Pav.		9.32	8.1
	4+66.27 on N		
S		9.4	8.0
cb		9.3	8.1
S Pav.		9.61	7.8 7.83
N "		9.11	8.3 8.33
+6		4.6	12.8
cb		1.7	12.7
N		4.6	12.8
T.P. on B.M. Main + Division		4.29	

Section Parallel with division st.

13.15  
13.07 = B.M.  
208

Cross Section Alley Block 58 City Heights  
 Between Cherokee 13614th From University to Hightman  
 20' wide

5-10-27  
 5:55 PM  
 9:15 PM  
 S. H. H. H.

BM	4.32	352.00	347.68	NW. CP Hightman 13614th Alley Returns Slope at S Edge of 14th	E	355.50	41	51.4	
		N.L. Hightman				230' N			
E		44	47.6		E		31	52.4	
E		45	47.5		E		34	52.1	
E		46	47.4		E		28	52.7	
		5' N of 14th of Hightman				215' N			
E		41	47.9		E		21	52.9	
E		38	48.2		E		30	53.0	
E		41	47.9		E		17	53.8	
		50' N					21	53.4	
E		33	48.7		TP	714	320.88	171	353.74
E		34	48.6				300' N		
E		32	48.8		E		72	53.7	
TP	618	355.50	218	349.32	E		70	53.9	305' N S Edge of Garage
		100' N			E		69	54.0	5' N of 14th Dirt Floor 28
E	Face 14th Alley	5.9	49.6	20' N 55' W of 14th Cent. of Garage Conc. Floor 5' 6"	E		350' N		54.1
E		6.0	49.5	349.83	E		67	54.2	305' N N Edge of Garage
E		5.8	49.7	143' N 25' W of 14th Cent. of Garage Wood Floor 4' 9"	E		64	54.5	66
		150' N			E		60	54.9	54.3
E		48	50.7	50.80			400' N		
E		48	50.7	125' N 13' E of 14th Cent. of Garage Dirt Floor 7'	E		62	54.7	368' 19" N of 14th Cent. of Garage Dirt Floor 6.0
E	Face 14th Alley	4.5	51.0		E		60	54.9	54.9
		200' N		51.4	E		57	55.2	408' 2" N of 14th Cent. of Garage Conc. Floor 5' 3"
E	Face 14th Alley	3.7	51.8				490' N		
E		4.0	51.5		- 72' - Do. Garage		51	55.8	55.50

Plotted  
 May 11 - 1927  
 S.H.H.



36.88

N	51	55.8	451' N 3' E of EL
S	53	55.6	S Edge of Garage Conc Floor
E	52	55.7	499 55.94
TS	54	55.5	469' N 3' E of EL N Edge of Garage 1.85
	475' N	56.03	
E	45	56.4	183' N 3' E of EL
S	46	56.3	S Edge of Garage Conc Floor
N	45	56.4	129 56.59
	500' N		
N	40	56.9	
S	43	56.6	
E	42	56.7	
TS	420	56.68	
	520' N		
E	43	56.7	
TS	36	57.3	
S	40	56.9	
N	39	57.0	
	550' N		
N	29	58.0	
S	29	58.0	
TL	27	58.2	
E	34	57.5	
	580' N		
E	24	58.5	

36.88

	20	58.9	
	22	58.7	
	21	58.8	
	575' N		
	24	58.5	
	22	58.7	
	1.9	59.0	
	600' N - S.L. University		
E Top Ch + Parking	285	58.03	
S " " "	300	57.88	
N " " "	273	58.25	
TP	5.09	363.06	6.94 357.94
BM			3.57 359.46
			N.M.B.P. Ch 12 x 3 1/2 in 359.57

Cross Section Alley Back 16 Fairmount  
 700 Block 1 Mount Pleasant  
 Between Chamouns + 46<sup>th</sup> St. From University to Lightman

BM	3.39	35/32	347.93	30 wide N.W. S.P. Rightman + Chamoun		35/32	
		N.L. Rightman				5.7	45.6
						5.2	46.1
		Top Curb + Ground	4.86			150' N	
			47.10				152' N 3/4 of N.L. S. Edge of Garage Dirt Floor 5.2
			46.5			5.9	45.9
			46.3			5.9	45.4 <b>46.1</b>
		Top Curb	4.31			6.0	45.3
		25' N of N.L. of Rightman				175' N	173' N 3/4 of N.L. N. Edge of Garage 5.3
			45.8			5.7	45.6
			46.3			5.1	45.7
			47.3			5.4	45.9
		50' N				200' N	
			46.3			5.1	46.2
			45.7			5.9	45.9
			45.5			5.5	45.8
		75' N				225' N	
			45.0			5.2	46.1
			46.1			5.1	46.2
			45.5			4.8	46.5
			45.5			258' N	
		100' N				4 Garage Dirt Floor	4.8
			46.0				4.7
			45.4				4.9
			45.4				4.75
			45.3			10.51	346.57
			45.4			352.04	46.45
		125' N				19 Conc. Approch	10.63
			45.8				10.6
			46.1				46.5
						43 Center Garage Conc. Floor	10.53
							46.55

Plotted  
 May 11-1926  
 C.S.H.

357.08

300' N

F	Fence 2574 8/1/17	10.3	46.8	283' N F of EL Cont. Garage Cont. Floor	F	51	52.0
♀		10.2	46.9	1023 46.85	♀	51	51.5
M		10.2	46.9		M	51	51.7
M		10.0	47.1		M	52	53.2
♀		10.0	47.1		♀	53	52.8
F		10.3	46.8		F	53	52.8

325' N

M		10.0	47.1		M	52	53.2
♀		10.0	47.1		♀	53	52.8
F		10.3	46.8		F	53	52.8

358' N

on EL	Center Garage dirt floor	9.3	47.8		F	52	53.9
F		9.2	47.9		♀	53	53.8
♀		9.1	48.0		M	53	53.6
M		8.9	48.2				

400' N

M		8.0	49.1	380' N ♀ MH 07 R. 100 8.47 48.61	M	50	54.1
♀		8.0	49.1	408' N on EL Cont. Garage Dirt Floor 7.1 49.5	F	51	54.3
F		7.8	49.3		F	51	54.7

425' N

F		6.7	50.4		F	52	55.3
♀		7.6	49.9		♀	52	54.3
M		7.2	49.9		M	52	54.5

450' N

M		6.6	50.5		M	53	54.1
♀		6.3	50.8		♀	53	53.1
F		5.9	51.2		F	53	53.3

475' N

F					F	53	55.3
---	--	--	--	--	---	----	------

39

357.08

500' N

F		51	52.0		F	51	52.0
♀		51	51.5		♀	51	51.5
M		51	51.7		M	51	51.7
M		52	53.2		M	52	53.2
♀		53	52.8		♀	53	52.8
F		53	52.8		F	53	52.8

525' N

F		52	53.9		F	52	53.9
♀		53	53.8		♀	53	53.8
M		53	53.6		M	53	53.6

550' N

M		50	54.1		M	50	54.1
♀		51	54.3		♀	51	54.3
F		51	54.7		F	51	54.7

570' N

F		52	55.3		F	52	55.3
♀		52	54.3		♀	52	54.3
M		52	54.5		M	52	54.5

585' N

M		50	54.1		M	50	54.1
♀		50	53.1		♀	50	53.1
F		52	53.3		F	52	53.3

58

M		53	55.3		M	53	55.3
♀		53	55.3		♀	53	55.3

357.08

598'N

E	2.7	54.4
+3	2.6	54.5
+7	4.9	52.2
2	4.9	52.2
+5	4.9	52.2
N	3.8	53.3

606'N = S.L. University Ave

N	Top of Ground	4.74	52.34		
	Point	4.90	52.18		
2	" Ground	5.17	51.91		
E	" "	5.06	52.02		
	Top Curb	4.93	52.15		
TP	4.71	356.29	5.00	352.08	NWBP
3N		5.10	351.19	Unit 1 41' N	351.21

Re-check in Alley with N Fairmount add. 11 Mountain View

NWBP	Weightman (House) 391	351.54	347.93
	N.W. Weightman		
N	top cb	4.75	47.09
E	top cb	4.80	47.04
	75' N. N.W.		
E		6.8	45.04
+4		5.7	446.14
2		6.3	445.54
N		6.1	445.74
		6.5	445.34
	106' N = 2 Garage on E 1' Back		dirt floor

351.84

40

112' N = 2 Garage on N 75' Back	5.7	346.14	dirt floor
152' N = S edge Dble Garage on W	5.7	346.14	36' Back dirt floor
172' N = N " " " "	5.8	346.04	" " "
TP 4.88	351.01	5.71	346.13
106' N on Bottom of Garage Door	5.38	45.63	on E
112' " " " " " "	4.80	46.21	on N
159' N " " " " " "	4.90	46.11	on N 2
147' N " " " " " "	4.85	46.16	on W 2

2+00' N

N		4.8	46.2
2		5.1	45.9
E		4.9	46.1
241' N = 2 Garage on N. Con. Floor with Con. Apron Approach 12' Wide			
N on toe of Apron	3.94	47.07	
+4 = Garage Floor	3.71	47.30	
= 2 Garage on W 4' Back	4.33	46.68	- Bottom of Door
258' N = 2 Garage on E. Con. Floor with Con. Apron 10' Wide			
2+93 = toe of Apron	4.55	46.46	bottom of Garage door is same elev.
+3 = Garage Floor	4.45	46.56	
283' N = 2 Garage on E. Con. Floor with Con. Apron			
2+93 = toe of Apron	4.30	46.21	
E+3 = Garage Floor	4.13	46.88	

X. Section MILBRAE St 50' wide  
From Woolman to Franklin

10' cbs  
75' ss

7435

41

BM. SE. top. Mt.  
Woolman + 37 ft 10.88 7435 63.47

N.W. Woolman

X	4.1
X top cb	3.99
X Gut. on paving	4.59
X 1/2 " "	4.17
X " "	3.80
E 1/4 " "	3.70
E Gut. " "	3.77
E top cb	3.0
+6	2.4
+7	1.2
E	0.9
E	0.4
+8	1.3
cb	2.9
+2	3.8
1/2	3.9
1/2	4.2
cb	4.3
+2	4.0
X	4.3

1' N

20' N

X	4.9
+5	4.8
cb	5.5
1/2	5.6
1/2	5.2
1/2	5.1
+3	4.9
cb	3.0
+2	0.4
E	0.0
E	2.3
+7	3.4
cb	5.9
+2	7.0
1/2	7.3
1/2	7.1
1/2	7.2
cb	7.3
+1	7.3
+4	6.4
X	6.6
X	7.5
cb	8.1
1/2	8.1

57' N

75' N

7435

d	8.0
$\frac{1}{4}$	8.1
+6	8.1
cb	7.1
+3	4.8
E	4.0
103' N = <sup>on W</sup> Con. Dr. 20' Back	9.12
115' N	
E	7.9
+6	8.6
cb	9.7
$\frac{1}{4}$	9.9
$\frac{1}{2}$	9.8
$\frac{3}{4}$	10.1
cb	10.2
W	10.0
143' N = <sup>on W</sup> Con. Dr. 00 W 20' Back	
-20 = top Dr.	10.86
W	11.1
cb	11.0
$\frac{1}{4}$	10.8
$\frac{1}{2}$	10.6
$\frac{3}{4}$	10.6
+6	10.0
cb	9.8
+2	9.1

7435

22

E	8.8
191' N	
E	9.1
+8	10.0
cb	11.5
$\frac{1}{4}$	12.1
$\frac{1}{2}$	11.9
$\frac{3}{4}$	12.1
cb	12.0
W	11.7
T.P. 660	67.15
1180	67.55
R+20	
W	7.4
+5	7.5
+8	8.2
cb	8.2
$\frac{1}{4}$	8.0
$\frac{1}{2}$	8.0
$\frac{3}{4}$	7.6
cb	7.6
E	6.7
231' N	
E	7.1
cb	7.8
$\frac{1}{4}$	7.9
$\frac{1}{2}$	8.2

$\frac{1}{2}$	8.3
cb	8.5
+1	8.5
+3	8.4
N	8.4

270' N =  $\frac{1}{2}$  M.H.

N	9.1
cb	9.0
$\frac{1}{4}$	8.9
$\frac{1}{2}$	8.9
+2.5' = $\frac{1}{2}$ Run M.H.	8.75
$\frac{1}{2}$	8.5
cb	8.5
E	7.7

309.7' N = S.L. Franklin  $\frac{5}{30}$  cbs wide no.  $\frac{1}{2}$ 's taken

E	8.1
cb	8.4
$\frac{1}{4}$	9.0
$\frac{1}{2}$	9.2
$\frac{1}{4}$	9.4
cb	10.4
+3	9.6
N	9.8

South cb.

N	10.0
+5	10.0

cb	10.6
$\frac{1}{2}$	9.7
$\frac{1}{6}$	9.4
$\frac{1}{4}$	9.1
cb	8.7
E	8.2

 $\frac{1}{2}$  Franklin

E	9.5
cb	9.4
$\frac{1}{2}$	9.5
$\frac{1}{2}$	9.7
$\frac{1}{4}$	10.1
cb	10.8
N	11.4
+5	11.4

4' N of  $\frac{1}{2}$  Franklin =  $\frac{1}{2}$  3. Max Junction Box

E cb. + 7' on top of Grating	9.95
Floyt line 18" con. Pipe	12.56

E. cb line

-5	10.9
N	10.9
cb	10.8
$\frac{1}{4}$	10.1
$\frac{1}{2}$	9.7
$\frac{1}{4}$	9.7
cb	9.6

7' E of E cb line

E	9.0	
N. by Franklin		
E	8.3	
E top cb	8.98	
E Gut. on Ground	9.5	
$\frac{1}{4}$	9.5	
L <sub>6</sub>	9.6	
$\frac{1}{4}$	10.0	
X " " "	10.3	
W top cb	10.00	
W	9.7	
T.P. = ch. on B.M.	5.68	63.47
		<u>63.47</u>



Tolmer  
7/29

X section Block 75, Univ Hts

45

2.11 320.98 318.87

BP SE Alab  
+ Meade

Plotted  
8/17/10  
J.P.

0+00 - N.L. Meade

9.12 311.86 Top W db

8.42 312.56 E. cb

TP 5.09 316.81 9.26 311.72

0+40

E.L. 5.4 311.4

£ 5.7 311.1

W.L. 5.2 311.6

on west 0+45 - £ 10' garage - 3<sup>4</sup> back - dirt floor

5.3 311.5

on east 0+60 - £ 14' garage 5<sup>0</sup> back - dirt floor

4.4 312.4

0+80

E.L. 5.0 311.8

£ 5.3 311.5

W.L. 6.0 310.8

on east 0+93 - £ 12' garage 3<sup>2</sup> back - dirt floor

4.7 312.1

1+20

W.L. 6.2 310.6

£ 5.4 311.4

E.L. 5.2 311.6

on east 1+55 - £ 12' garage 3<sup>2</sup> back - dirt floor

5.7 311.1

1+60

E.L. 5.7 311.1

£ 5.8 311.0

W.L. 6.2 310.6

on east 1+68 - £ 12' garage - 3<sup>2</sup> back - dirt floor

5.7 311.1

2+00

W.L. 5.5 311.3

£ 5.7 311.1

E.L. 5.2 311.6

on east 2+05 £ 20' garage - 1<sup>3</sup> back - dirt floor

5.2 311.6

on east 2+35 £ 10' garage - 3<sup>0</sup> back - dirt floor

4.6 312.2

316.81

3+40

E.L	4.6	312.2
±	4.4	312.4
W.L	4.5	312.5

on East 2+56 ± 1/2 garage - 5° back - Cem. floor

3.60 313.2

3+80

W.L	3.7	313.1
±	3.4	313.4
EL	3.0	313.8

T.P. 7.34 312.40 3.75 312.26

on east 3+07 ± 1/2 garage - 5° back - dirt floor

9.1 313.3

3+20

W.L	10.4	312.0
±	9.8	313.3
EL	10.0	312.4

on east 3+32 ± 1/2 garage - 8° back - dirt floor

9.0 313.4

11107-BK 75

46

3+60

EL	10.0	312.4
±	10.1	312.3
W.L	9.8	312.6

4+00

W.L	9.3	313.1
±	9.4	313.0
EL	9.5	312.9

4+40

EL	8.3	314.1
±	8.6	313.8
W.L	8.8	313.6

4+60

W.L	8.3	314.1
±	8.2	314.1
EL	8.3	314.1

4+80

EL	8.1	314.3
±	7.8	314.6
W.L	7.9	314.5

322.00

on east 4+96 =  $\pm$  10' garage - 4' back - dirt floor

EL 7.3 315.1

5+00

WL 7.2 315.2

 $\phi$  6.8 315.6

EL 7.1 315.3

5+20

WL 6.6 315.8

 $\phi$  5.9 316.5

EL 5.2 317.2

5+40

EL 4.7 317.7

 $\phi$  4.9 317.5

WL 5.0 317.4

5+60

WL 5.5 316.9

 $\phi$  3.3 319.1

EL 2.5 319.9

 $\pm$  5+82  $\approx$   $\pm$  = 5L Mission Brd

EL 1.43 320.97 on cb

 $\phi$  1.5 320.90

WL 1.48 320.92 on cb

Plotted  
8/1/77  
J.B.B.

47

Talman  
7-27

Levels for Water Line - Block 4  
Clifton Add. Line is 3' east of E of Alley

48

	1.72	334.70		337.98	NW BP Cham & Thorn
10' S of E Thorn			4.9	329.8	
5' ob line Thorn			5.3	329.4	
S. PL Thorn = 0+00			4.2	330.5	
0+25			3.7	329.0	
0+75			4.8	329.9	
1+00			5.5	329.2	
1+50			6.9	327.8	
2+00			8.4	326.3	
2+50			9.4	325.3	
3+00			10.6	324.1	
TP	0.49	325.96	10.23	324.47	
3+50		326.0	2.4	323.6	
4+00			3.3	322.7	
4+50			4.6	321.4	
5+00			6.0	320.0	
5+50			7.6	318.4	
6+00			10.1	315.9	
6+40			12.5	313.5	
6+60			13.7	312.3	
S.L. Redwood					

Cross Section Alley Block 193 City Hghts  
 University to Nightman  
 Mile + Nabash

329.19

49  
 9-28-27  
 Survey  
 Block  
 Section

BM	Top	329.19	322.15	svr. BR University + Nabash	TP	1.69	320.5	9.93	319.26
								0.8	320.1
				SL University			125.5		
	H Top Cbt Paving	2.97	326.22					3.2	317.8
	L Paving	2.93	326.26					2.6	318.4
	L Cbt Paving	2.82	326.81					2.7	318.3
				10. Vof. SL Univ.				1.4	319.6
							150.5		
								2.6	318.4
								2.2	317.8
								4.5	316.5
								5.0	316.0
								6.2	314.8
								14.7	306.3
							170.8		
								14.8	306.2
								8.0	313.0
								5.2	315.8
								5.2	315.8
								1.6	316.4
								4.0	317.0
							200.5		
								5.2	315.7
								5.9	315.1
								6.6	314.4
								6.9	314.1

Plotted  
 B.B.  
 9/24/27

30.5

45.5

75.5

100.5

124.5 to 137.5  
 47.105 to 51.000

L Garage Dirt Floor

	32025			
H		79	313.1	
+10		13.3	307.7	
	225 S			
H		76	313.4	
Z		76	313.4	
+4		74	313.6	
+5		70	314.0	
F		65	314.5	
	215 S			
F		78	313.2	
Z		86	312.4	
+6		83	312.7	
H		90	312.0	
	260 S			
H		10.7	310.3	
Z		10.7	310.3	
F		91	311.9	
TP	1.51	309.74	12.72	308.23
	280 S			
F		0.9	308.8	
+2		16	308.1	
+5		30	306.7	
Z		32	306.5	
H		29	305.8	
	300 S			
H		84	301.3	

	30974		
		79	301.8
		78	301.9
		70	302.7
		55	304.2
	310 S		
		81	301.6
		87	301.0
		89	300.8
	315 S		
		117	298.0
		117	298.0
		113	298.4
	320 S		
		123	297.4
		125	297.2
		131	296.6
	325 S - Bottom Galch		
		168	292.9
		176	292.1
		171	292.6

336 S of 30974  
 3.5 W of N.L.O. of 30974  
 8.5 312.5

327 S - 2 MM  
 on Rim  
 9.5 300.49

Plotted 9/24/77  
 C.B.B.

H = dirt walk lateness

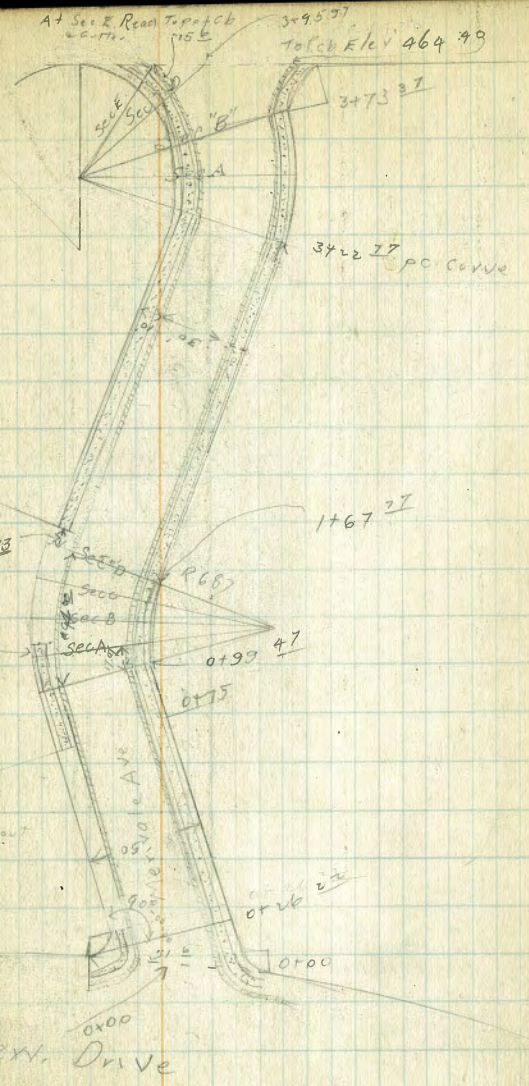
Bliss  
Isa Bell  
Morgan

X Sections Merivale Ave Bonnie Brae Addition  
From East Prop line of Mt. View Drive to W. line of 34<sup>th</sup>  
Elev

SR Adams + 39 <sup>th</sup>	9.47	380.34	370.87
TP	2.90	378.17	375.27
E. line of Mt. View Drive = 00			
Slime	3.0	375.2	
Stopch	3.08	375.09	
Gutter	3.3	374.9	
1/4	3.3	374.9	
1/2	3.0	375.2	
3/4	3.3	374.9	
Gutter	3.7	374.5	
Topch	3.90	374.8	
Prop	3.2	375.0	
0+26 <sup>22</sup> P.O.			
N	3.3		
Topch	3.90	374.77	
Gutter	3.7		
1/4	3.5		
1/2	3.3		
3/4	3.8		
Gutter	4.5		
S Topch	3.76	374.41	
S	3.5		
50' Post			
S	9.1		
Topch	4.38	373.79	
Gutter	4.9		

Profiled by Tolman  
1/27/28

Cbs are in and  
in good condition  
entire length



Mt. View Drive

	+	X	-	Elev
		378.17		
+2			4.9	
1/4			4.3	
1/2			4.0	
3/4			4.3	
Gutter			4.5	
N Topcb			3.84	374.331
N			3.7	
		75' East		
N			4.2	
Topcb			4.36	373.81
Gutter			5.1	
1/4			4.8	
1/2			4.6	
3/4			4.9	
Gutter			5.3	
Topcb			4.97	373.20
S			4.7	
		# Note divided curve into 4 parts using curb line distances		
S		99' PC on South	5.5	
Topcb			5.6	372.55
Gutter			6.3	
+2			5.8	
1/4			5.6	
1/2			5.2	
3/4			5.3	
Gutter			5.6	

	+	X	-	Elev
		376.17		
N Topcb			4.87	373.30
+9			4.7	
N			4.4	
		Sec A		
N		75' S Side Mark on North	4.9	
Topcb in Driveway			6.10	372.07
Gutter			6.1	
+2			6.3	
1/4			5.9	
1/2			5.6	
3/4			6.0	
Gutter			6.6	
Topcb			6.01	372.16
S			5.8	
		Sec B		
S			6.2	
Topcb			6.40	371.77
Gutter			7.2	
1/4			6.5	
1/2			6.1	
3/4			6.5	
Gutter			7.0	
N Topcb			6.06	372.11
+9			6.0	
N			5.8	



	+	↑ 378.17	-	Elev
		Sec 'C'		
N		6.3		
Top cb.		6.70	371.47	
Gutter		7.5		
1/4		7.1		
1/4		6.7		
1/4		7.1		
Gutter		7.8		
T.P.	2.77	374.36	6.58	371.59
Top of cb			2.98	371.38
+8			2.7	
S.			2.5	
		Sec 'D' P.T. of Curve	1+67.22 = 1+3.91	
		Side walk starts.		
		3.0		
		3.42	370.94	
Gutter		4.1		
1/4		3.7		
1/4		3.5		
1/4		3.9		
Gutter		4.1		
Top cb		3.90	370.96	
N		3.3		
		1+75		
N		3.4		
Top cb		3.59	370.77	
Gutter		4.4		
+				

	+	↑ 374.36	-	Elev
				53
1/4			4.1	
1/4			3.7	
1/4			3.9	
Gutter			4.2	
Top of cb			3.62	370.74
S.			3.2	
		200' East		
S.			4.2	
S Top cb.			4.34	370.02
Gutter			5.1	
1/4			4.7	
1/4			4.3	
1/4			4.7	
+5.5			5.2	
Gutter			5.2	
N Top cb			4.50	369.86
+9			4.3	
N			4.1	
		225' E		
N			4.8	
+2			5.3	
Top cb			5.41	368.95
Gutter			6.2	
1/4			5.6	
1/4			5.3	
1/4			5.6	

	+	π	-	Elev
		374.36		
Gutter			6.0	
Top of cb			5.19	368.87
S			4.9	
			250(?)	
S			5.8	
Top cb			5.96	368.40
Gutter			6.7	
+3			6.7	
1/4			6.3	
¢			6.2	
1/4			6.6	
+5.5			7.1	
Gutter			7.3	
Top cb			6.31	368.05
N			6.2	
		2175		
N			7.0	
Top cb			7.17	367.19
Gutter			8.0	
+3			8.0	
1/4			7.6	
¢			7.1	
1/4			7.1	
Gutter			7.1	
Top cb			6.68	367.68
S			6.4	

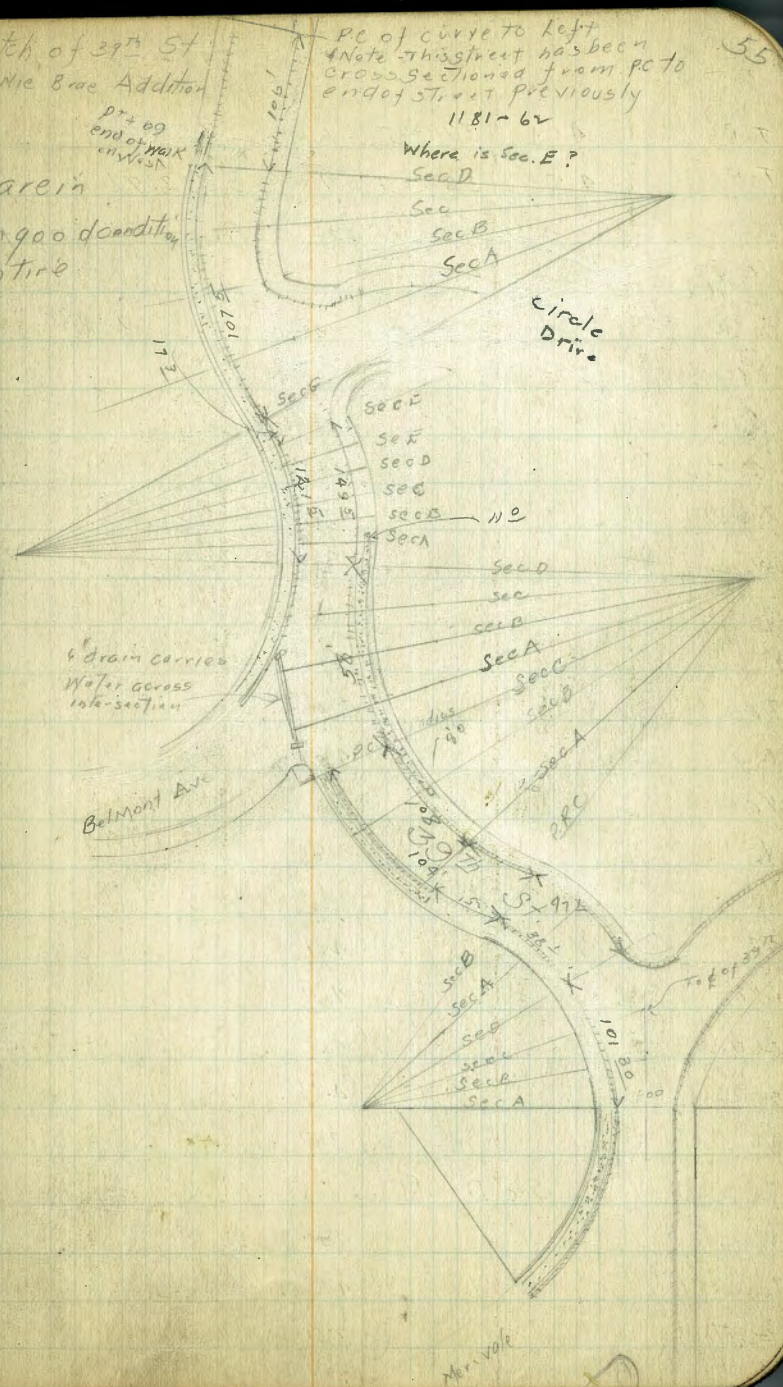
	+	π	-	Elev
		374.36		
				300(?)
S			7.1	
Top cb			7.94	366.42
Gutter			8.1	
1/4			7.9	
¢			7.8	
1/4			8.3	
Gutter			8.5	
Top of cb			8.08	366.28
N			8.0	
			3122 27 PC of curve to left	
N			8.7	
Top cb			8.86	365.50
Gutter			9.3	
1/4			8.8	
¢			8.5	
1/4			8.7	
Gutter			8.8	
Top cb			8.20	366.16
S			7.9	
TP	2.53	368.76	8.13	366.23
			See A	
S			3.0	
+6 sidewalk			3.23	
Top cb			3.37	365.39
Gutter			3.8	
1/4			3.8	
¢			3.6	

Sketch of 39th St  
Bonnie Brae Addition

Curbs are in  
and in good condition  
fore entire  
length

PC of curve to left  
Note this street has been  
cross sectioned from PC to  
end of street previously  
1181-62

Where is Sec. E?  
Sec. D  
Sec  
Sec B  
Sec A



	+	↑		Elev
			368.76	
1/4			3.8	
Gutter			4.4	
Top of b			3.83	364.93
N			3.7	
		Sec B	P. of curve	
N			4.2	
Top of b			4.35	364.41
Gutter			4.7	
1/4			4.3	
1/2			3.9	
1/4			4.2	
Gutter			4.5	
Top of b			4.20	364.56
1/4 adrost walk			4.06	
S...			3.9	
		Sec D		
1/2 to .5			4.4	
1/2			4.5	
1/4			4.8	
Gutter			4.9	
Top of b			4.72	364.04
N			4.5	
		Sec E		
N			4.8	
Top of ab			5.04	363.72
T.P.	464	367.35	6.05	362.71

3475' L  
511104

	T	X	-	Elev
TP	464	367.35	6.05	362.71
G.T.P	453	367.24	4.64	362.71
	X Sections of 39 <sup>th</sup> St from south of			
	P.P.C. on West to end.			
	Sec A. To left of 39 <sup>th</sup>			
Q			3.6	
HA			3.8	
Gutter			4.1	
Topob			3.75	363.49
W			3.6	
	Sec B			
W			3.7	
Topob			3.92	363.32
Gutter			4.5	
1/4			4.1	
Q			3.9	
	Sec C			
Q			4.2	
1/4			4.4	
Gutter			4.9	
Topob			4.11	363.13
W			3.7	
	Sec D. P.C. of curve to left			
W			4.0	
Topob			4.38	362.86 ✓
Gutter			5.1	

Profiled by Tolman  
 3-12-28

	T	X	-	Elev	
				367.24	
1/4				4.7	
Q				4.6	
1/4				5.1	
Gutter				5.5	
Topob				9.94	362.301
S				4.8	
	Sec A				
N				4.9	
Topob				5.16	362.08
Gutter				5.7	
1/4				5.3	
Q				4.7	
1/4				4.9	
Gutter				5.0	
Topob				4.52	362.72
S				4.2	
S				4.2	Ref. R.C.
Topob				4.61	362.63 ✓
Gutter				5.1	
1/4				5.0	
Q				4.9	
1/4				5.4	
Gutter				5.8	
Topob				5.38	361.86 ✓
N				5.1	
	Sec C				

6' ahead of R.C.  
 1/2" x 1/2"

	T	367.29	Elev
T.P	4.80	367.30	4.74 362.50
		Sec A	Curve right
N			5.3
Top cb		5.50	361.80 ✓
Gutter		6.0	
1/4		5.5	
1/2		5.2	
1/4		5.1	
Gutter		5.3	
Top cb		4.87	362.43 ✓
S		4.6	
		Sec B	8.0 Mark on T
S		4.6	
Top cb		5.12	362.18 ✓
Gutter		5.5	
1/4		5.3	
1/2		5.3	
1/4		5.6	
Gutter		6.2	
Top cb in Auto Driveway		6.23	361.17 ✓
N		5.6	
		Sec C	P.C Prop. Rodinson West
N		5.7	
Top cb		5.96	361.34 ✓
Gutter		6.3	
1/4		5.7	

	T	367.30	Elev
1/2			5.9
1/4			5.5
Gutter			5.8
Top cb			5.35 361.95 ✓
1/4			5.0
1/2			4.6
T.P 260		369.12	5.78 361.52
		Sec A	
W			2.4
cb			2.4
1/4			2.5
1/2			2.6
1/4			3.0
Gutter			3.4
Top cb			2.90 361.22 ✓
E			2.7
		Sec B	
E			2.8
Top cb			3.04 361.08 ✓
Gutter			3.5
1/4			3.2
1/2			2.9
1/4			2.9
cb			3.1
W			3.5

+      36412      Elev

Sec C

# Secs from Here to P.R.C are read to  
K only

Q	3.5	
1/4	3.5	
Gutter	3.9	
Topcb	3.15	360.97 ✓
E	3.0	

Sec D. P.R.C.

E	3.2	
Topcb	3.99	360.13 ✓
Gutter	4.1	
1/4	3.9	
Q	3.8	
1/4	4.4	
Gutter	5.1	
Topcb	4.56	359.56 ✓
W	4.3	

Sec A

W	5.0	
Topcb	4.99	359.13 ✓
Gutter	5.6	
43	5.5	
1/4	4.9	
Q	4.5	
1/4	4.5	
45.5	5.0	

+      36412      Elev      58

Gutter	4.9	
Topcb	4.06	360.06 ✓
E	3.8	
711.0 endatwork	4.21	

Sec B

E	4.6	
Topcb	4.62	359.50 ✓
Gutter	5.6	
1/4	5.6	
1/4	5.1	
Q	4.9	
1/4	5.4	
Gutter	5.9	
Topcb	5.43	358.69 ✓
W	5.3	

Sec C

W	5.6	
Topcb	5.83	358.29 ✓
Gutter	6.5	
43	6.4	
1/4	5.7	
Q	5.4	
1/4	5.6	
Gutter	5.9	
Topcb	5.22	358.90 ✓
E	5.3	

	+	$\lambda$ 369.02 Sec 'D'	-	Elev
T.P.	0.08	358.38	5.82	358.30
E			0.8	
Topcb			0.04	358.341
Gutter			0.7	
1/4			0.4	
E			0.1	
1/4			0.4	
+ 9.5			1.1	
Gutter			1.0	
Topcb			0.99	357.391
W			0.3	
		Sec E		
W			0.6	
Topcb			0.87	357.511
Gutter			1.6	
1/4			1.0	
E			0.7	
1/4			0.9	
Gutter			1.3	
Topcb			0.65	357.731
E			0.6	
		Sec F Ref R.C. on East		
E			1.0	
Topcb			1.08	357.301
Gutter			1.6	
1/4			1.5	

	+	$\lambda$ 358.38	-	Elev
E			1.2	
1/4			1.6	
+3.5			2.0	
Gutter			2.0	
Topcb			1.40	356.981
W			1.2	
		Sec G Ref R.C. on West		
W			1.4	
Topcb			1.72	356.661
Gutter			2.2	
1/4			1.9	
E			1.5	
1/4			1.5	
+3.5			1.6	
+5.5			1.9	
cb			2.0	
E			1.9	
		Sec A		
E			2.0	
cb			2.3	
1/4			1.8	
E			2.0	
1/4			2.1	
Gutter			2.4	
Topcb			2.00	356.381
W			1.6	

+  
 π  
 358.30  
 8

Sec B

W 1.9  
 Topcb 2.32 356.06'  
 Gutter 2.7  
 1/4 2.7  
 ♀ 2.5  
 1/4 2.4  
 3.5 2.8  
 cb 2.9  
 E 3.0

Sec C - Curb R

E 2.6  
 Topcb 2.72 355.66'  
 Gutter 3.7  
 1/4 3.2  
 ♀ 3.3  
 1/4 3.2  
 +4.5 3.3  
 +6.0 edge of lip 3.56  
 cb in driveway 3.38 355.0'  
 W 2.4

Sec "D"

W 3.3  
 Topcb 3.53 354.85'  
 Gutter 4.4  
 1/4 4.1

Sec B - 17.4 Rod 396  
 Sec C 19.5 Rod 423 358.30  
 8

E/V

60

♀ 3.9  
 1/4 3.9  
 Gutter 4.3  
 Topcb 3.91 354.97 -

Sec E P.T. of Curve

E 3.9  
 Topcb 4.05 354.33 -  
 Gutter 4.9  
 1/4 4.5  
 ♀ 4.4  
 1/4 4.8  
 Gutter 5.1  
 Topcb 4.39 353.991  
 W 4.0  
 + 09 edge + walk 4.65

+ 25 North of Curve P.T.

W 5.1  
 Topcb 5.32 353.065  
 Gutter 6.1  
 + 3.0 6.1  
 1/4 5.4  
 ♀ 5.2  
 1/4 5.4  
 Gutter 5.7  
 Topcb 4.97 353.41 -  
 + 6 4.7  
 E 4.2



	+	+	-	Elev
		358.38		
TP	2.80	<u>355.16</u>	6.02	352.86
		+50		
E			2.6	
cb.	3.2		2.63	357.53 ✓
			2.5	
+19.1			3.23	
1/4			3.2	
+25			2.9	
1/2			2.9	
1/4			3.1	
+4			3.3	
+45			3.8	
Gutter			3.9	
Top of cb			3.05	357.11 ✓
W			2.7	
		+75		
W			3.7	
Top of cb			3.97	351.19 ✓
Gutter			4.8	
1/4			4.2	
1/2			4.0	
1/4			4.1	
Gutter			4.4	
Top of cb			3.63	351.53 ✓
E			3.6	
		+106. PC		
K			5.1	

		355.16	
		970	
		<u>350.90</u>	
Top of			4.96
Gutter			5.8
1/2			5.3
1/4			5.2
1/2			5.2
1/4			5.3
+3			5.9
Gutter			5.6
Top of			5.26
W			4.9
Set on section			4.70
		350.96	

Sections from here on  
See 1181-61

355.16  
970  
350.90

8/15/52  
100611  
Morgan

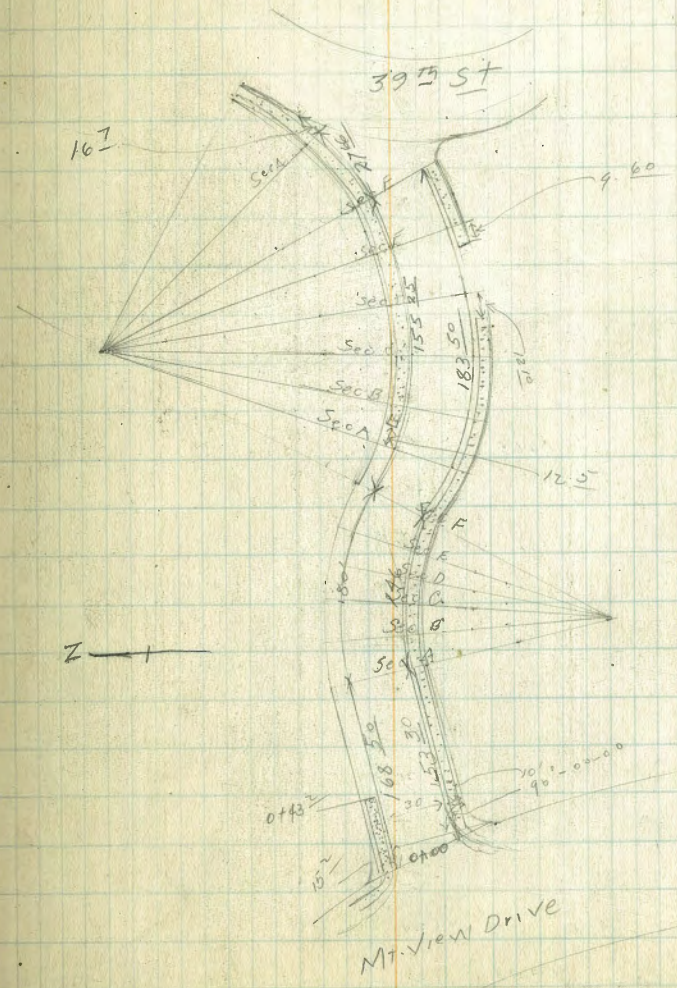
X Sections Belmont Ave Bonnie Brae Addition

	+	x	-	Elev
B.M.S.R. Adams + 39 <sup>20</sup>	9.04	379.91		370.87
T.P.	1.10	373.20	7.91	372.10
E. line of Mt Drive = 00				
T.P.C.B.		0.77		372.43
Cutter		1.6		
+3		1.7		
1/4		1.2		
1/4		1.1		
1/4		1.2		
+4		1.6		
+5		2		
Cutter		2.2		
Topcb		1.59		371.61
		+15 =		
X1		1.8		
T.P.C.		1.95		371.25
		2.4		
+2		2.0		
+4		1.9		
1/4		1.6		
1/4		1.3		
1/4		1.3		
Cutter		1.8		
Topcb		0.80		372.40
S.		0.6		

Profiled by Tolman  
3-12-78

Sketch of Belmont Ave Mt. Drive to 39<sup>th</sup> St Bonnie Brae Addition  
Curbs are in and in good condition entire length

2766  
167  
4436



	+	∧ 373.20	-	E/W
			0+90 ≈	
S			1.3	
Top cb			1.43	371.77
Gutter			2.4	
1/4			1.9	
£			1.8	
1/4			2.1	
+9.5			2.5	
+6			3.0	
Gutter			3.0	
Topcb	# + 3-edge of walk Red: 50		2.50	370.70
N			2.3	
			0+65 ≈	
N			2.9	
Topcb			3.07	370.13
Gutter			3.5	
1/4			2.9	
£			2.6	
1/4			2.7	
+9.5			3.1	
Gutter			3.1	
Topcb			2.32	370.88
S			2.1	
			0+90 ≈	
S			2.7	
Topcb			3.07	370.13

	+	∧ 373.20	-	E/W
				63
Gutter			3.7	
1/4			3.4	
£			3.3	
1/4			3.5	
+3.5			3.5	
+4.5			4.1	
Gutter			3.9	
Topcb			3.59	369.61
N			3.3	
			415 ≈	
N			4.1	
Topcb			4.12	369.08
Gutter			4.7	
+3			4.6	
1/4			4.1	
£			4.0	
1/4			4.2	
+9.5			4.5	
Gutter			4.9	
Topcb			3.89	369.31
S			3.2	
			140 ≈	
S			3.8	
Topcb			4.56	368.64
Gutter			5.0	
1/4			4.8	

	+	X 373.20	-	Elev
£			4.5	
1/4			4.7	
+6			5.2	
Gutter			5.4	
Topcb.			4.73	368.47
N			4.5	
			1+685 P.C.	
N			5.1	
Topcb.			5.38	367.82
Gutter			6.1	
+3			6.1	
1/4			5.5	
£			5.2	
1/4			5.2	
+4.5			5.8	
Gutter			5.9	
Topcb.			5.28	367.92
S			5.1	
			Sec A	
S			5.4	
+1.5			5.8	
Topcb.			5.86	367.34
Gutter			6.3	
1/4			6.0	
£			5.9	
1/4			6.2	

	+	X 373.20	-	Elev	601
+3			6.7		
Gutter			6.7		
Topcb.			6.14		367.06
N			6.3		
			Sec B		
N			6.9		
cb.			7.02		366.18
Gutter			7.7		
1/4			7.1		
£			6.6		
1/4			6.6		
Gutter			6.8		
Topcb.			6.35		366.85
+8			6.2		
S			5.7		
TP	0.10		6.89		366.31
			Sec C		
S			0.0		
Topcb.			0.10		366.31
Gutter			0.7		
1/4			0.6		
£			0.5		
1/4			1.0		
+3.5			1.3		
Gutter			1.6		
Topcb.			1.16		365.25
N			1.2		

	+	366.91	-	Elev
N.			2.1	
Topob.			1.94	364.47
Gutter.			2.7	
+ 25			2.2	
1/4			1.8	
2			1.4	
1/4			1.4	
Gutter			1.6	
Topob.			0.88	365.73
S			0.3	
		Sec E		
S			0.9	
Topob.			1.20	365.21
Gutter			2.1	
1/4			1.9	
2			2.2	
1/4			2.8	
Gutter			3.3	
Topob.			2.86	363.55
N			2.8	
		Sec F		Part R.C.
N			3.5	
Topob.			3.59	362.82 ✓
Gutter			3.8	
1/4			3.2	
2			2.5	

	+	366.41	-	Elev
1/4			2.9	
Gutter			2.7	
Topob.			1.68	364.73 ✓
1.85			1.5	
S			1.0	
		Sec A		
S			1.9	
Topob.			2.08	364.33
Gutter			2.7	
1/4			2.6	
2			2.7	
1/4			3.6	
Gutter			4.5	
Topob.			3.90	362.51
N			3.7	
		+ n <sup>3</sup> walk		
		edge of walk	3.91	
		Sec "B"		
N			4.0	
Topob.			4.2	362.19
Gutter			4.9	
+ 3			4.4	
1/4			3.7	
2			3.1	
1/4			3.0	
Gutter			3.0	
Topob. in driveway			3.02	363.39

	+	↑ 366.41	-	Elev
S			22	
			Sec C	
S			27	
Top cb			3.00	363.41
Gutter			3.4	
1/4			3.4	
1/4			3.5	
1/4			4.1	
+2.5			4.5	
+5.5			5.1	
Gutter			5.1	
Top cb			4.57	361.84
N			4.3	
			Sec D	- 12' out on both
N			4.8	
Top cb			5.00	361.41
Gutter			5.6	
+2			5.6	
1/4			4.6	
1/4			4.0	
1/4			3.9	
+3.5			4.1	
Gutter			4.0	
Top cb			3.95	362.96
+8			3.0	
S			2.9	

	+	↑ 366.41	-	Elev
				67
			Sec E	- 96 work out on South
S			3.8	
Top cb			3.95	362.46
Gutter			4.4	
1/4			4.3	
1/4			4.4	
1/4			4.9	
T.P.	5.10	366.89	4.62	361.79
+2.5			5.7	
Gutter			6.4	
Top cb			5.86	361.03
N			5.7	
			Sec F	PT. of RC. on South ground curb return
N			6.0	
Top cb			6.12	360.77
Gutter			6.6	
1/4			5.8	
1/4			5.3	
1/4			5.3	
Gutter			5.3	
Top cb			4.86	362.03
+8.5			4.6	
S			4.2	
			Section A	
R13	- PI		5.9	
1/4			6.1	

366.89

Elev

+ 2.5

6.3

+ 5.5

6.9

Gutter

7.1

Top cb

6.48

360.41

N

6.2

Sec A + 163 PI

Top of cb

6.74

360.15

Set B.M.

on pole  
on West Side

3.21

363.68

67

Bliss  
Isobell  
Morgan  
Mon. Feb.  
1924  
@ B.C. Circle Drive  
on West side of 39th

X Sections Circle Drive from P.P.C. of 39th  
Station West to 39th St

50.57  
10' 0" 00  
75.92

+	π	-	Σlev
1.98	365.66		363.68

Sec A =

3.2
3.7
3.2
2.37
2.3

Sec B

2.7
2.88
3.5
3.1
2.6

Sec C

3.2
3.1
3.1
3.1
3.5
3.9
3.88
3.2

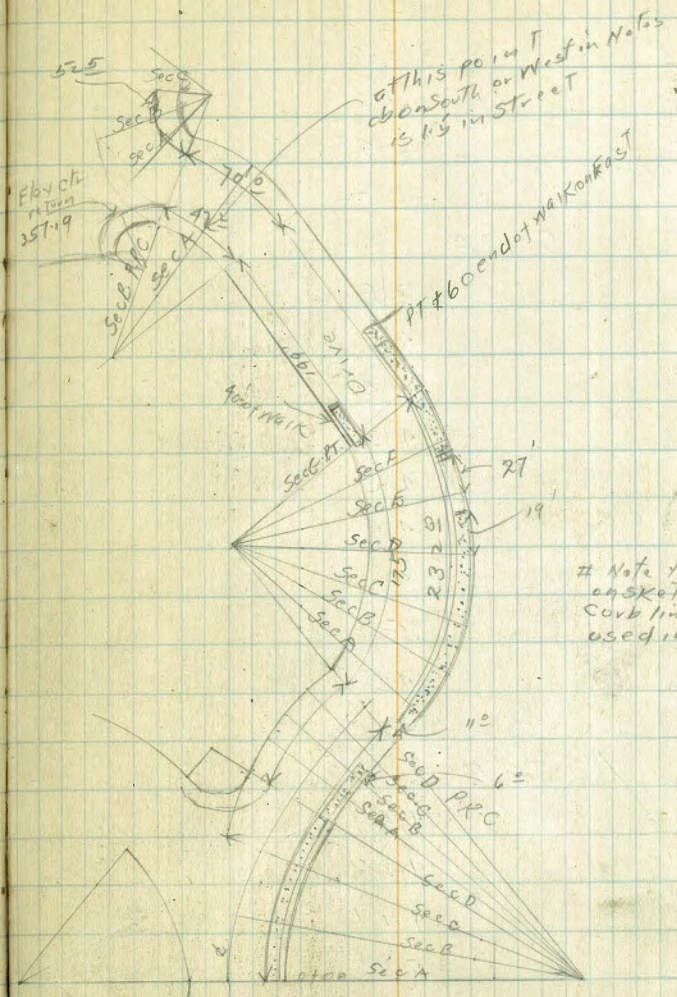
Sec D P.C. of Curve on West

3.8
3.97
4.7

Profiled by Tolman  
3-12-28

Sketch of Circle Drive  
Bonnie Brae Addition

68



# Note All distances on sketch refer to curb line distances used in this X section



+	X	-	Elev
	365.66		
1/4		4.1	
¢		3.7	
1/4		3.9	
Gutter		4.1	
Topcb		3.98	362.18
W		3.2	

Sec A

W		3.6	
Topcb		4.08	361.58
Gutter		4.4	
1/4		4.3	
¢		4.2	
1/4		4.5	
+4.5		4.9	
Gutter		5.0	
Topcb		4.35	361.31
E		4.2	

Sec B

E		4.6	
+6. end of walk		4.56	
Topcb		4.71	360.95
Gutter		5.3	
1/4		4.9	
¢		4.6	
1/4		4.9	
Gutter		5.0	

+	X	-	Elev
	365.66		
Topcb		4.62	361.04
W		4.2	

Sec C

W		4.8	
Topcb		5.10	360.56
Gutter		5.6	
1/4		5.3	
¢		5.1	
1/4		5.2	
Gutter		5.7	
Topcb		5.06	360.60
E		4.6	

Sec D P.R.C.

E		5.2	
Topcb		5.40	360.26
Gutter		5.9	
+5		5.9	
1/4		5.6	
¢		5.4	
1/4		5.7	
Gutter		6.2	
Topcb		5.61	360.05
E		5.2	

Sec D 11 - B. of walk

5.45

+ 365.66 - Elev

Sec A

W 5.6  
 Topcb 6.05 359.61  
 Gutter 6.7  
 1/4 6.1  
 E 6.0  
 1/4 6.2  
 Gutter 6.6  
 Topcb 6.10 359.56  
 E 5.8  
 T.P. 2.90 362.37 6.19 359.77

Sec B

Topcb 3.3  
 3.3  
 Topcb 3.4 358.97  
 3.5  
 1/4 3.3  
 E 3.0  
 1/4 3.3  
 Gutter 3.7  
 Topcb 3.15 359.22  
 1/6 3.0  
 W 1.3

Sec C

W 3.1  
 Topcb 3.61 358.76  
 Gutter 4.3

+ 362.37 - Elev 70

W 3.8  
 E 3.6  
 1/4 3.9  
 Gutter 4.7  
 Topcb 4.03 358.34  
 E 4.1  
 T.P. 5.30 363.06 4.61 357.76

Sec D

E 5.5  
 Topcb 5.40 357.66  
 Gutter 5.7  
 1/4 5.3  
 E 4.9  
 1/4 5.0  
 Gutter 5.3  
 Topcb 4.78 358.28  
 W 4.4

Sec D + 19. ends of Walk

on W edge of walk 5.57

Sec E

W 4.8  
 Topcb 5.06 358.00  
 Gutter 5.3  
 1/4 5.3  
 E 5.1  
 1/4 5.6

	+	↑	-	Elev
		363.06		
Gutter		6.0		
Topcb		5.72	357.34	
+3		5.5		
E		6.1		
Sec E +13 to 29' cb is out on East				
Rod at R+13 on Topcb		5.78	357.28	
Rod at E+9 end		5.89	357.17	
Sec E +27 Walk on East				
Rod on Walk		5.83		
Sec F				
E		5.9		
Topcb. in auto driveway		6.46	356.60	
Gutter		6.2		
1/4		5.7		
1/2		5.3		
1/4		5.3		
Gutter		5.5		
Topcb		5.04	358.02	
W		4.8		
Sec G. RT. of Curvo				
W		4.9		
Topcb		5.18	357.88	
Gutter		5.5		
1/4		5.5		
1/2		5.5		
1/4		5.9		

	+	↑	-	Elev
		363.06		
Gutter		6.5		
Topcb		6.04	357.02	
E		6.3		
		+25		
N		6.0		
Topcb		6.08	356.98	
Gutter		6.7		
1/4		6.1		
1/2		5.7		
1/4		5.8		
Gutter		6.0		
Topcb		5.32	357.74	
W		5.0		
+38' end of walk on West		4.2		
TP 786		5.93	357.13	
		+50		
W		1.5		
+2		3.1		
+4		4.7		
Topcb.		4.38	357.61	
Gutter		5.3		
1/4		5.0		
1/2		4.9		
1/4		5.3		
Gutter		5.7		
Topcb		5.17	356.82	
E		5.1		
+60' end of walk on East		5.09		

	+	-	Elev
			361.99
	+ 75		
E		5.7	
Topcb		5.27	356.72
Gutter		5.8	
1/4		5.5	
ℓ		5.2	
1/4		5.3	
Gutter		5.4	
Topcb		4.53	357.46
+ 5		4.1	
W		2.7	
	+ 90		
W		1.9	
+ 2		3.5	
Topcb		4.50	357.49
Gutter		5.3	
1/4		5.3	
ℓ		5.2	
1/4		5.5	
Gutter		5.9	
Topcb		5.27	356.72
E		5.6	
	+ 91		
E		5.6	
Topcb		5.27	356.72
Gutter		5.9	

	+	-	Elev
			361.99
	+ 91		
1/4		5.5	
ℓ		5.2	
1/4		5.3	
Gutter		5.2	
Topcb		5.50	356.49
W		4.7	
	100'		
W		4.2	
Topcb		4.62	357.37
Gutter		5.3	
1/4		5.4	
ℓ		5.2	
1/4		5.6	
+ 4		6.0	
Gutter		5.7	
Topcb in auto Driveway		5.56	356.43
E		5.5	
	1726		
E		5.9	
Topcb		5.49	356.50
Gutter		6.0	
1/4		5.8	
ℓ		5.4	
1/4		5.5	
Gutter		5.5	
Topcb		4.73	357.26
W		4.3	

	+	↑	-	Elev
		361.99		
		it 99 P.C. of curve total		
W		4.5		
Topcb		4.78	357.21	
Gutter		5.7		
1/4		5.5		
¢		5.6		
1/4		5.9		
Gutter		6.3		
Topcb		5.61	356.38	
E		6.0		
T.P.	6.10	362.54	5.55	356.44
		Sec A		
E		6.2		
Topcb		6.28	356.26	
Gutter		6.9		
1/4		6.6		
¢		6.3		
1/4		6.3		
Gutter		6.2		
Topcb		5.54	357.00	
W		5.4		
		Sec B Pot P.C. on East		
W		5.6		
cb.		5.5		
+1.5 curbs in street		5.57	356.97	
Gutter		6.2		
1/4		6.0		

	+	↑	-	Elev
		362.54		73
¢		5.9		
1/4		6.3		
Gutter		6.8		
Topcb		6.37	356.17	
E		6.0		
		Sec A on East		
E		6.2		
Topcb		6.28	356.26	
Gutter		7.0		
¢		6.1		
1/4		5.9		
¢		5.7		
1/4		5.7		
cb.		6.1		
+3		6.1		
+3.5 Top and d. of curve west		5.97		
W		5.5		
		Sec B		
W		5.7		
cb.		6.3		
1/4		6.3		
¢		6.3		
1/4		6.9		
Gutter		7.1		
Topcb		6.97	356.05	
E		6.2		

+ 362.59 - Eley

Soc C.

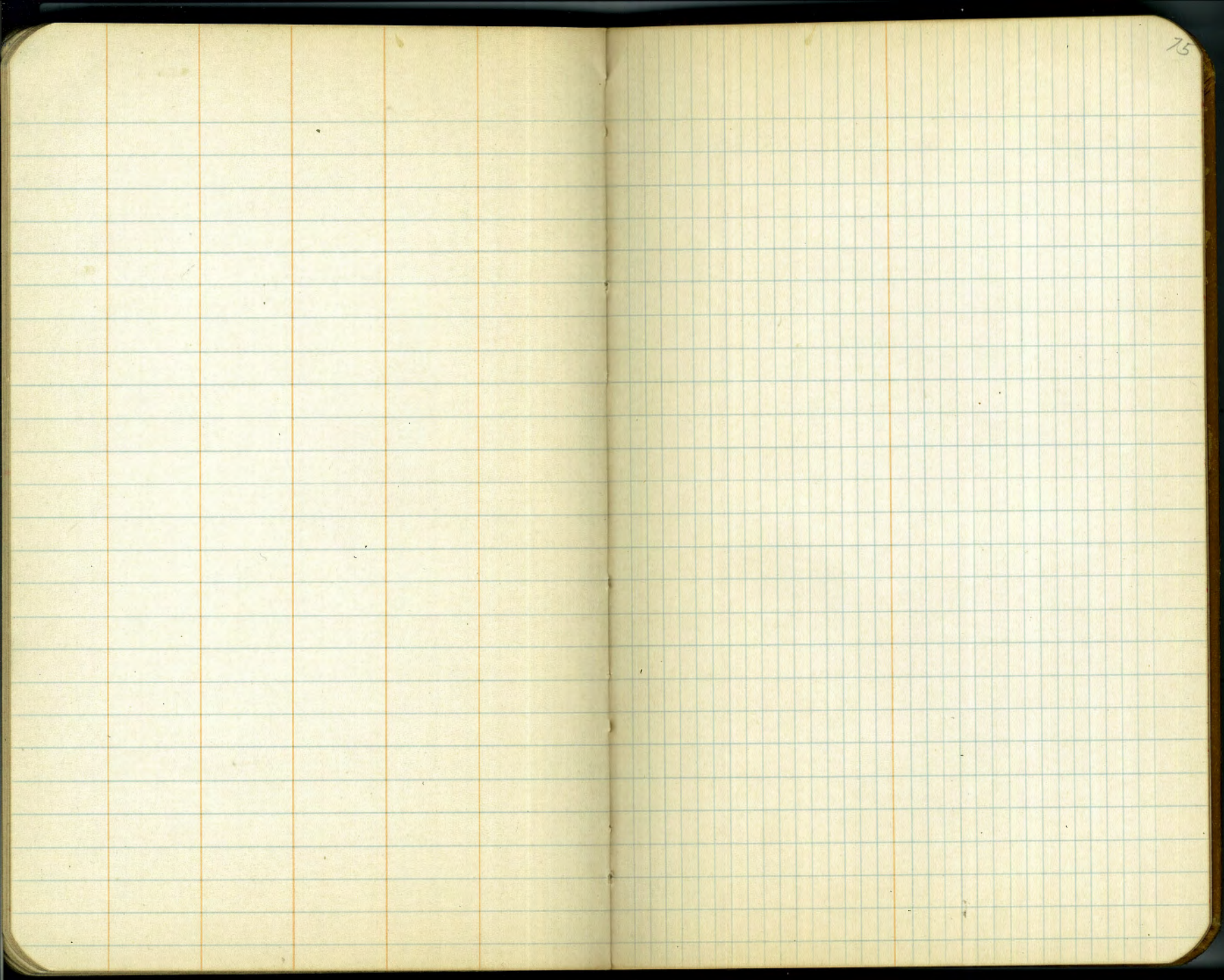
I			6.2	
Top of			6.62	355.92
Center			7.2	
TP	1.28	357.19	6.68	355.86
B.M. Section			6.62	350.52 - .06
				350.46 ch B.M.
				<u>1.06</u>

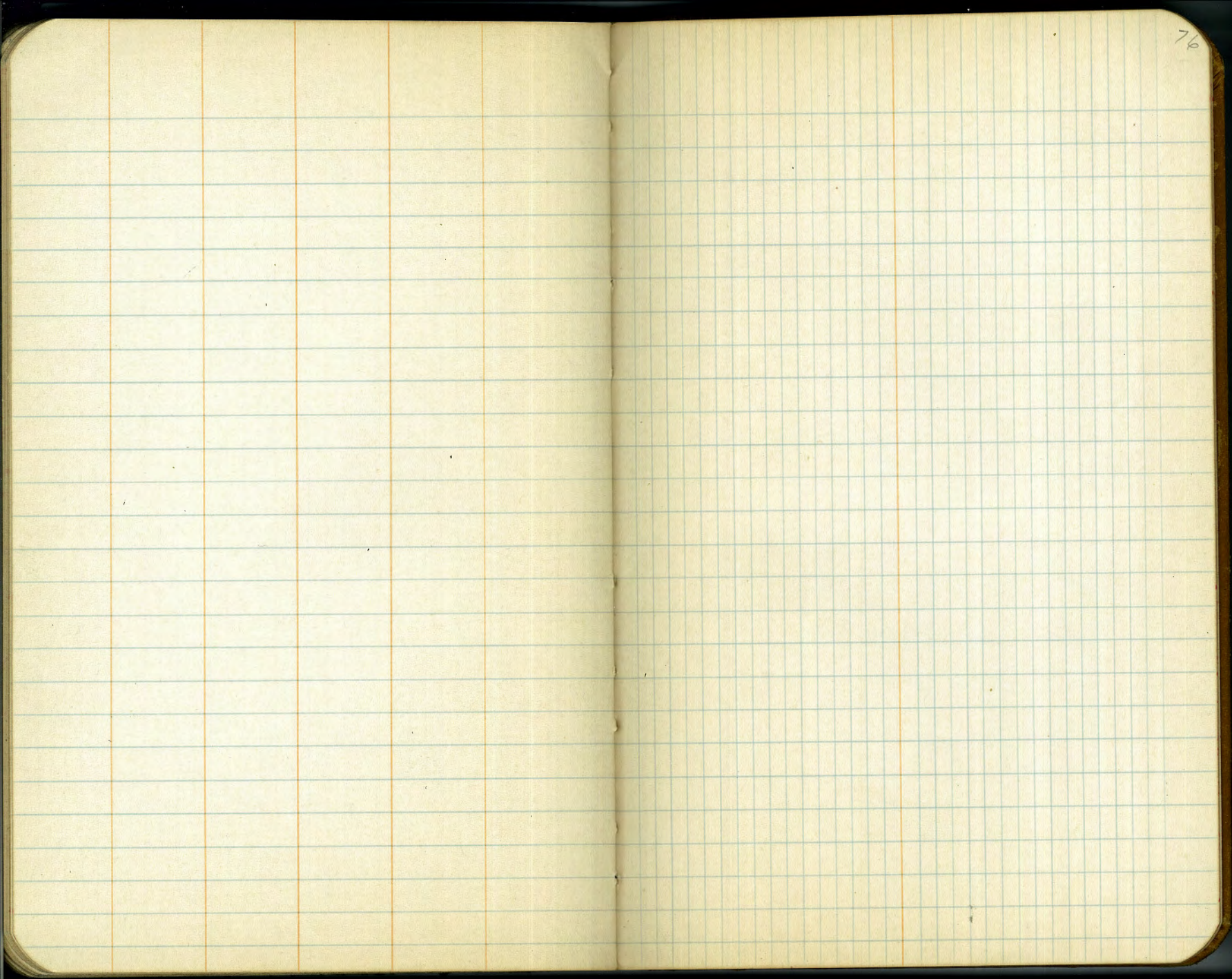
535 Rod on 4

362.59  
 6.68  
 355.86

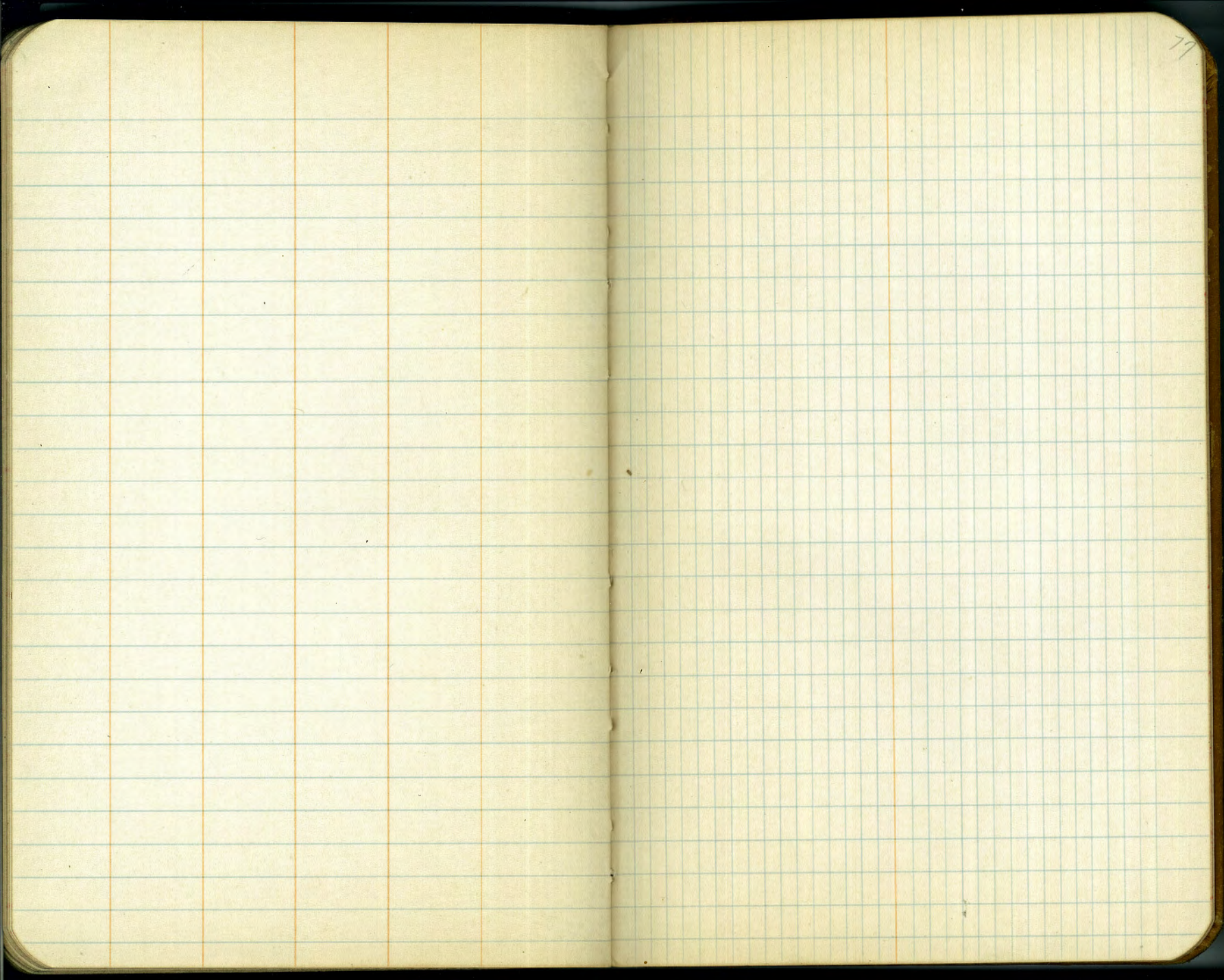
74

562.59  
 5.35  
 357.19

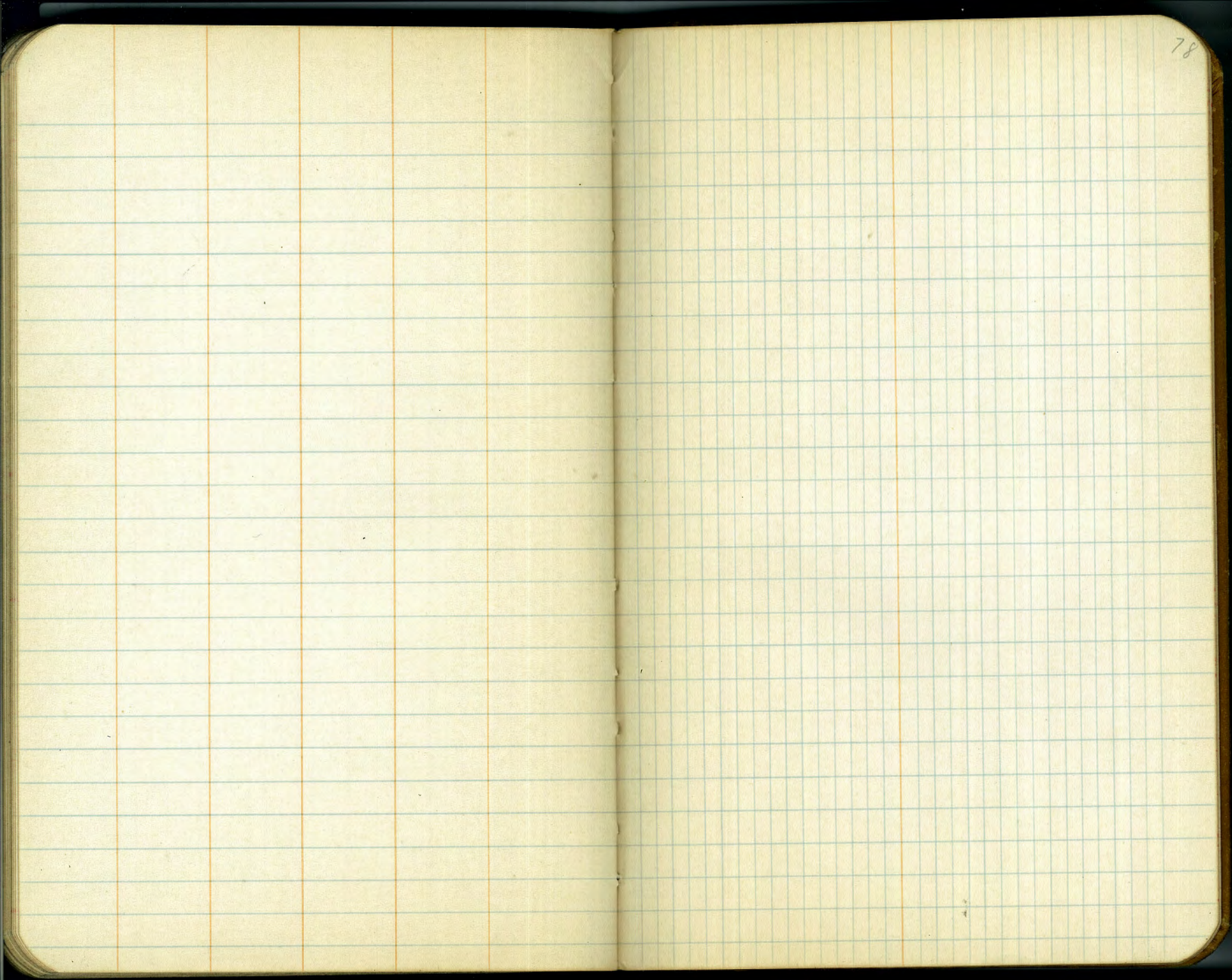


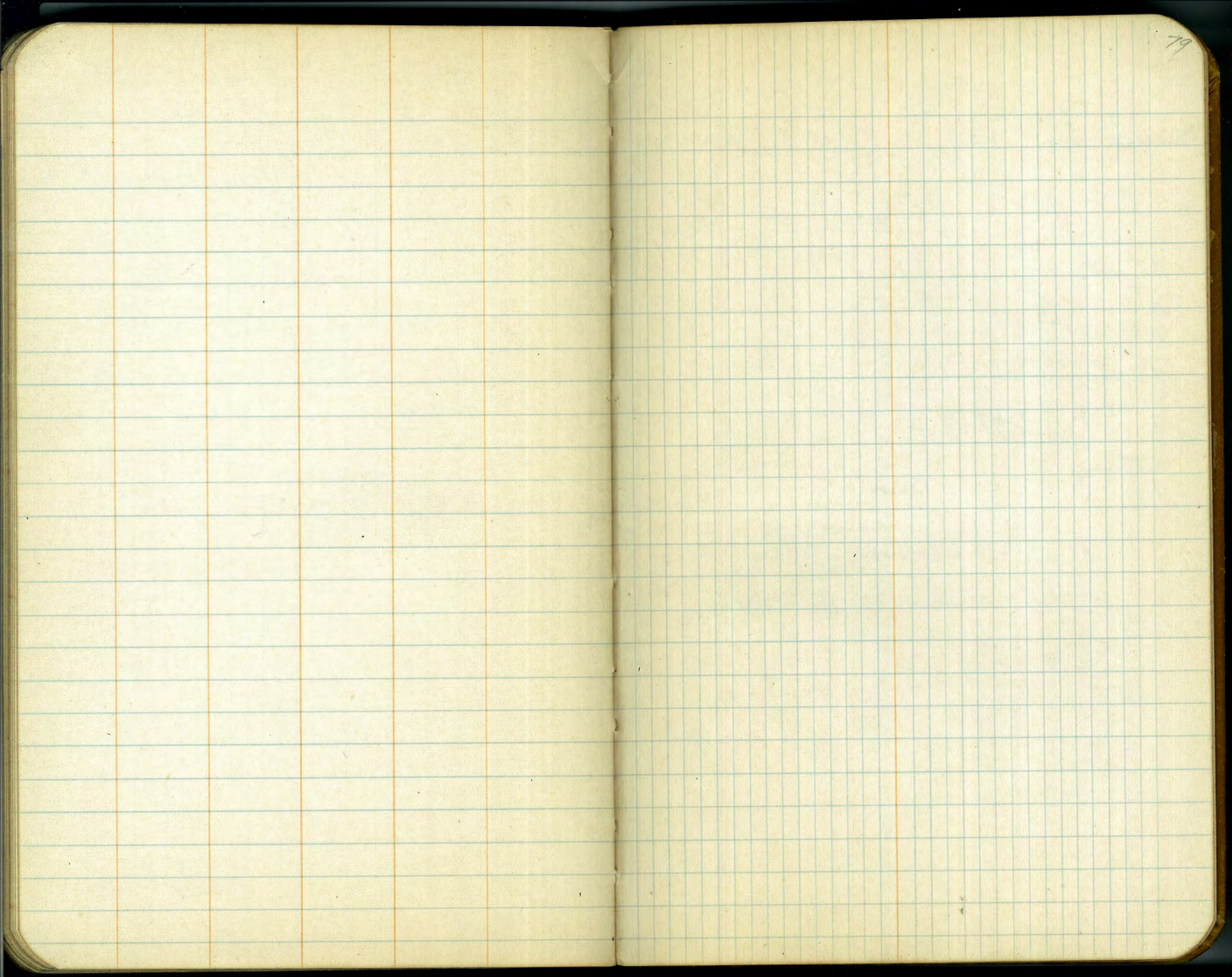


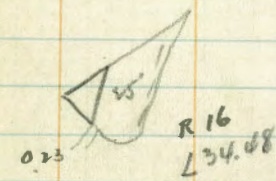
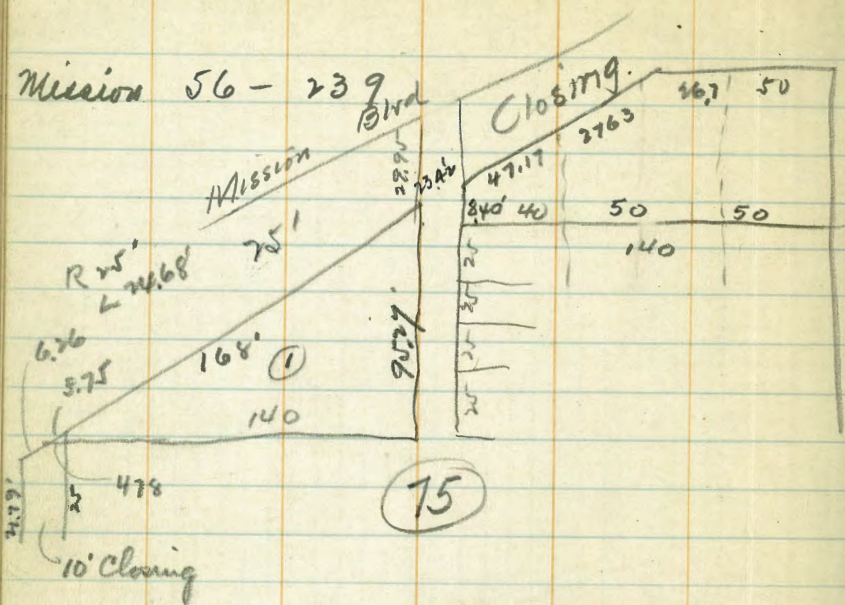




77







DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for 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 is 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 connection found in column of connections. 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.



58110

58760

6+04

6+05 = West Bridge = Angle Point for sidings

6+46.50 = E 11 " " " "

6+47.5 = Beginning of cb.

6+42.5 = angle

# ENGINEERING DEPARTMENT, CITY OF SAN DIEGO, CALIFORNIA.

1777

515

1422

1477

515

1422

629

15

779

675

15

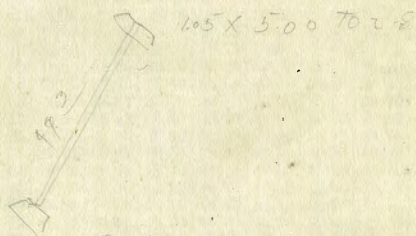
825

39<sup>th</sup> S.E. Adams = 370.87

Cherokee = 385.78

Wilson = 390.07

36406 N  
3.26 Road



289.94

2971  
25  
54.71

154

3

184

54  
46  
108  
17.5

220  
69  
151

1375

995

29.5

261

19.5

255

+0.01

-0.08

220  
39  
181

355.86

728

357.14

662

350.52

332.98

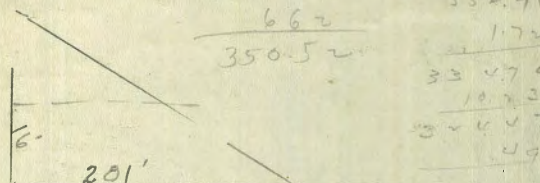
172

334.70

10.22

344.92

49



351.01

394

707

34706

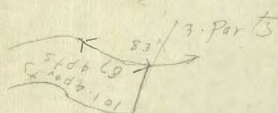
3235

34796

363.06

5.40

357.66



21.75

4187

362.37

4.03

368.34

See c+19 walk steps

363.06

472

368.34