

1227

FAUNA

FIELD BOOK

No. 385 F

1227

98° 49' 44"

227.65
265.15
492.80

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CITY OF SAN DIEGO,
CALIFORNIA.

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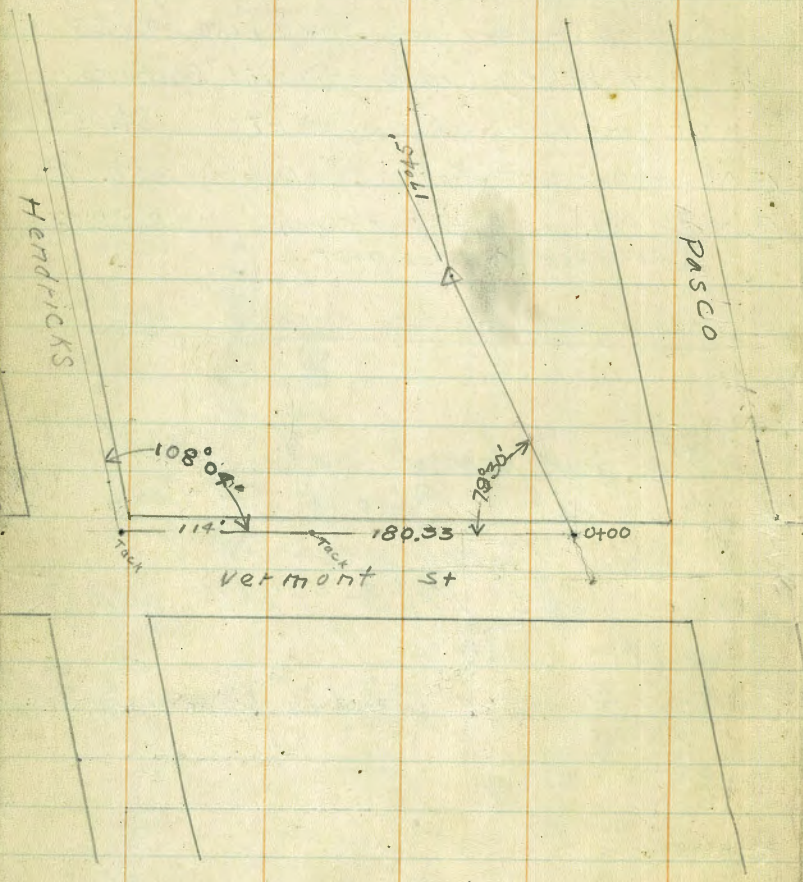
No. This to pp 80. 7/16/30 KH.

University + Vermont S.W.B.P. 289.73
Lincoln + Vermont SW spike in file 292.06
10th + Hendricks N. End Carb W. side 283.23
Johnson + Vermont SW spike 293.33
Mission Valley Grade opposite Buchanan
st. man. near culvert 84.05
B.M. Hendricks + Canyon Edge (on valve) 280.09
B.M. { Hendricks, bottom of canyon 257.26
 { on brace to fence post
X sec. Upas Miss. to Arnold 42

Notes for Sewer system North
of University - East of 5th Ave
in this Book are N.Y.
See Books 1763-1764 for
Correct Data.
Except for line in Blk 136 University Heights
see pg 76.

X section G St. 28th to 30th 62
X section 29th F to Market 71

1111
Hendricks
P
V
S



✓ Main line starting on 7' line of Vermont. See preceding page for tie.

Def. Rt.

Def Lt.

23+30 \triangle $6^{\circ}30'$

18+50 = 0+00 of branch line running up canyon to
16+53²⁵ = intersection with line from north end of Hospital Page 7
15+61 & crosses 6" gas line again.

14+40 \textcircled{K} \triangle $49^{\circ}54'$ = intersection with line running

12+20 \triangle $14^{\circ}50'$

10+60 & crosses 6" iron gas line = 10+64⁸⁸

10+29⁸⁸ = 0+00 of branch line angling $88^{\circ}05'$ Rt

9+20 P.O.T.

7+39²⁹ = intersection of main line & line in alley between Pasco

5+43³³ \triangle $35^{\circ}53'$ \textcircled{B}

5+45³ & crosses P.L.

2+07 \triangle $15^{\circ}21'$ \textcircled{A}

0+00

right \textcircled{K}
 \textcircled{P}

around south end of \triangle Hospital (See page opposite #6)

\textcircled{E}

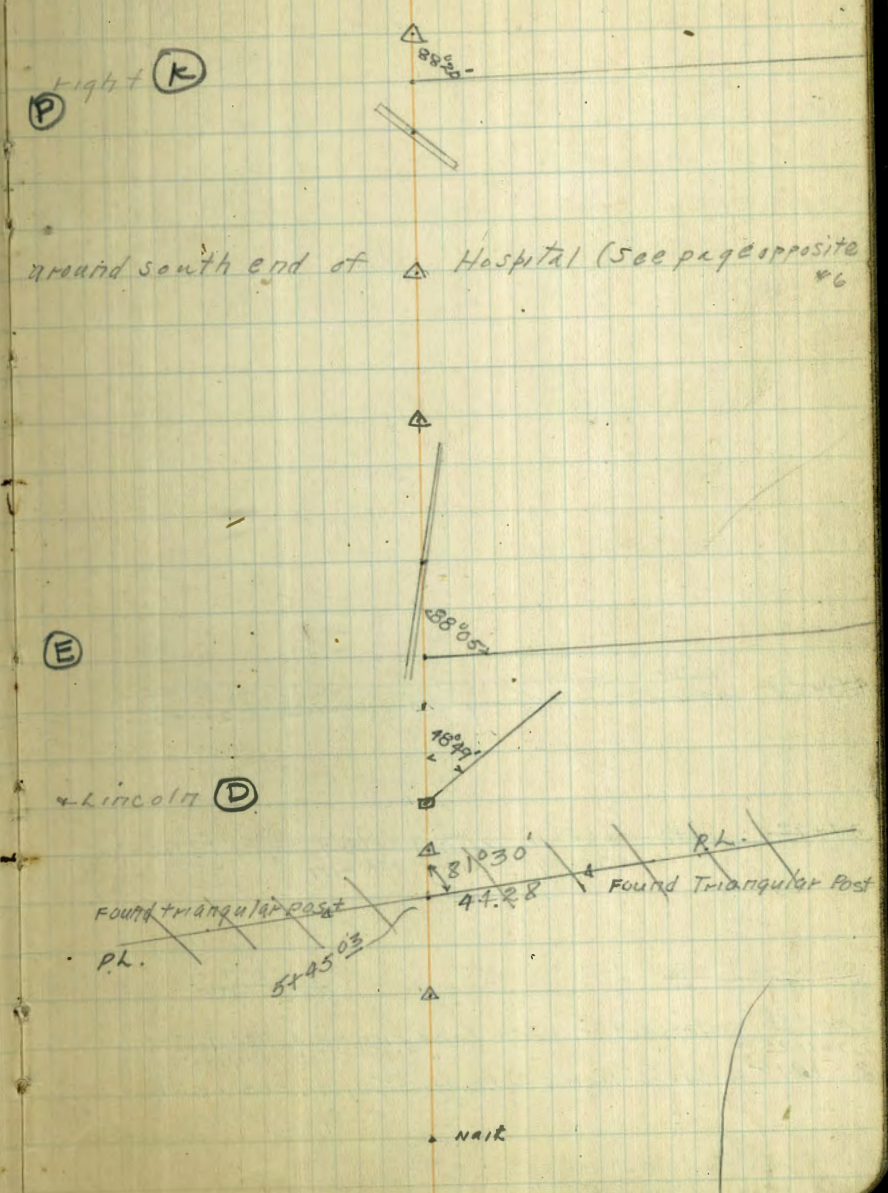
Lincoln \textcircled{D}

Found triangular post

P.L.

5+45⁰³

NAIR



Def Rt

Def Lt.

~~41+58~~ intersection with barbed wire fence
separating dairy farm at st extension

~~34+93~~ intersection with barbed wire fence
ENCLOSING DAIRY FARM

~~33+50~~ A

~~23+00~~

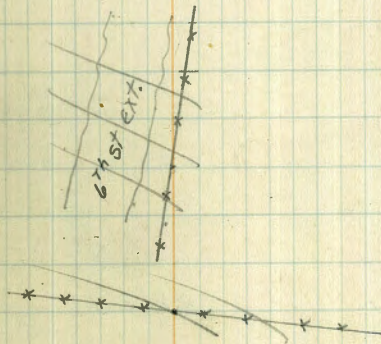
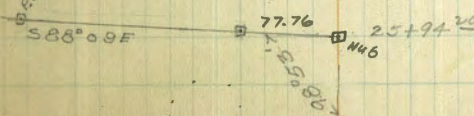
2687.96 = intersection with line running down Buchanan

27+11.25 = " " from Johnson, 103' W. of W.L. Boyd

25+94.25 = intersection of P.L. separating K.L. 363 + 364

page 17

see x. page 6.



Line angling to right at 18+50 main

RT Lt

Line

5+65 End

3+20 Δ

22°30

0+00 = 18+50 main line
see page two.

(K)

Line angling to Rt $38^{\circ}05'$ at $10+29^{88}$ Mainline

Rt

Lt

$2+65^{15}$ Δ $13^{\circ}30'$

$0+00 = 10+25$ mainline
See page 2

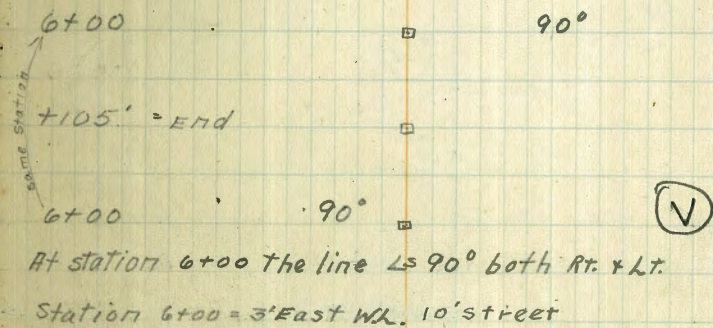
Sewer line in Alley between Pasco + Lincoln

$0+00 =$ W.L. Vermont + 80

Rt

Lt

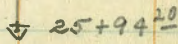
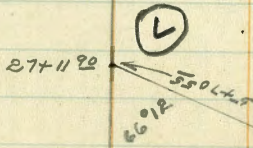
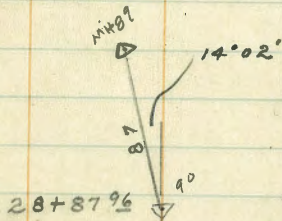
$+155^{76} =$ intersection with mainline at $7+35^{60}$ (D)



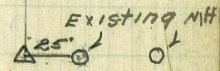
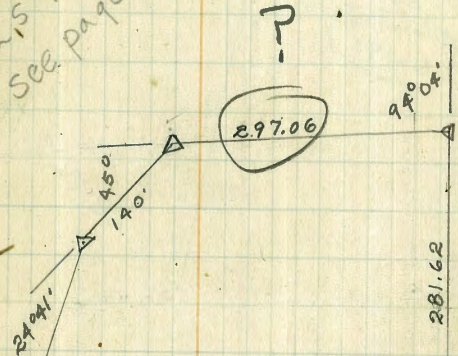
Tie into Mr Gregeries line at foot of Buchanan St.

Line running around South End of Hospital

Levels Taken

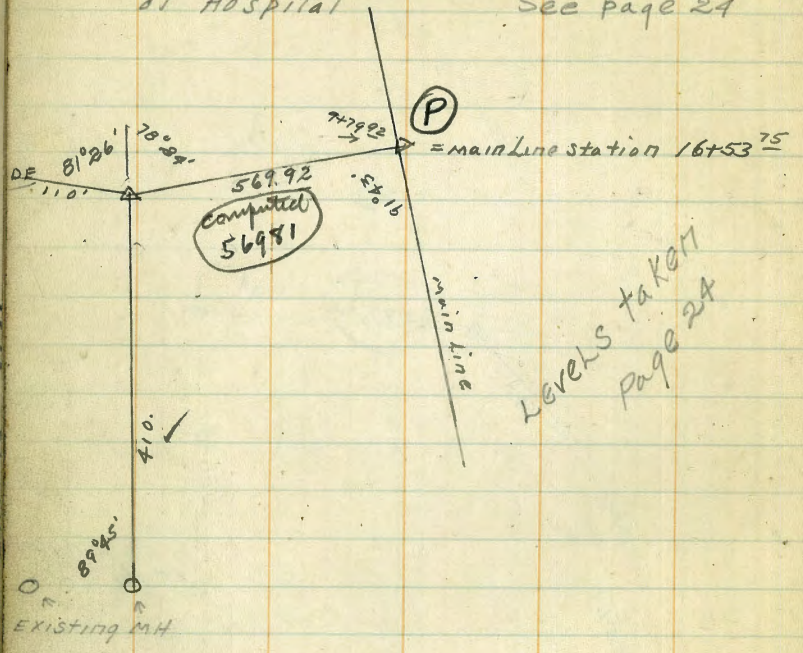


Levels Taken
See page opposite 22



25.
281.62
297.06
603.68
140
354.41
162.38
1260.47
603.68
656.79

Line running around North End
of Hospital See page 24



LEVELS TAKEN
PAGE 24

SA N. d. ca. 1/2 to 1/4

7

8

DE 81⁰⁰26

110

EXISTIA

McHugh
Flood
Raumer

Levels taken on E of Main Sewer
line

9	0+00	on 7' line Vermont St see page 1.		
		B.M. Hendricks + bottom of Canyon		
	T.P.	0.17	257.43	257.26
	T.P.	0.50	246.39	11.54 245.89
	T.P.	0.52	234.67	12.24 234.15
	T.P.	0.07	222.37	12.37 222.30
	T.P.	11.42	221.83	11.96 210.41
	T.P.	6.34	224.93	32.4 218.59
	0+00		4.8	220.1 ✓
	+31		7.0	217.9 ✓
	+40		2.4	222.5 ✓
	+73		5.7	219.2 ✓
	+93		12.9	212.0 ✓
	1+30		8.5	216.4 ✓
	T.P.	2.23	216.40	10.76 214.17
	2+07	⊙	Δ 15° 21' Rt	10.20 206.20 ✓
	3+00		13.5	202.9 ✓
	T.P.	1.50	205.10	12.80 203.60
	+80		5.4	199.7 ✓
	4+05		9.3	195.8 ✓
	+80		11.8	193.3 ✓
	T.P.	0.65	192.72	13.03 192.07
	5+43.3	⊙	11.7	
	6+60		7.8	
	7+05		10.1	
	T.P.	0.30	180.39	12.63 180.00

Notes Reduced by
Loughborough
2/24/28

Main Line Continued

	7+35 ⁶⁰	see page 2	3.61	176.78
	7+65		2.9	
	8+10		8.2	
	8+17		7.0	
	8+65		14.7	
	8+83		12.1	
	9+20	P.O.T.	11.5	
	T.P.	1.04	168.59	12.84 167.55
	10+25	see page 2	5.11	163.48
	10+60	see page 2	Top of Pipe 6.5	162.1
	11+20		7.7	160.9
	12+05		12.6	158.0
	12+10		14.5	154.1
	T.P.	0.91	156.88	12.62 155.97
	12+20	Δ 14° 50' Lt	1.49	155.39
	13+20		5.7	151.2
	14+20		8.3	148.6
	14+40	Δ 49° 54' Rt ⊙	8.05	148.9
	T.P.	1.44	146.10	12.22 144.66
	15+40		2.4	155.7 143.7
	15+61	see page 2	Top of Pipe 3.8	142.3
	16+07		5.9	140.2
	16+20		8.8	137.3
	16+25		7.3	138.8
	16+40		7.6	138.5

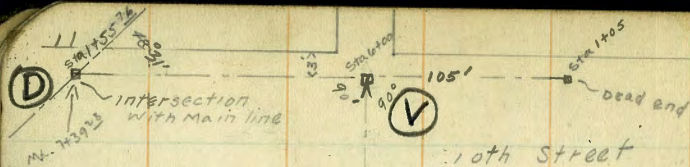
Main line Continued

10

	+	\bar{x}	-	
		146.10 133.10		
16+60			8.4	149.7 137.7 ✓
16+61			10.3	147.2 135.8 ✓
16+74			10.7	147.8 135.4 ✓
16+87			11.0	147.2 135.1 ✓
16+88			9.9	148.2 135.2 ✓
17+40			10.6	147.5 135.5 ✓
T.P.	0.08	133.57	12.61	145.44 133.49 ✓
18+50	see page 2	Ⓚ	2.11	143.46 131.46 ✓
19+30			4.6	141.0 129.0 ✓
19+95			9.7	135.0 123.9 ✓
20+05			7.3	137.3 125.3 ✓
20+30			8.6	137.0 125.0 ✓
21+30			13.2	122.1 120.4 ✓
T.P.	1.61	122.56	12.62	120.95 ✓
21+37			2.8	120.0 119.8 ✓
21+38			4.3	120.3 118.3 ✓
21+50			6.2	120.4 116.4 ✓
21+52			3.6	121.0 119.0 ✓
21+80			3.0	121.6 119.6 ✓
22+30			4.8	122.8 117.8 ✓
23+30	Δ	6°30' RT	9.04	122.2 113.52 ✓
23+40			9.8	121.8 112.8 ✓
23+42			11.8	120.0 110.8 ✓
23+50			12.6	120.0 110.0 ✓

Main line continued

	+	\bar{x}	-	
		122.56		
23+51			10.9	123.7 111.7 ✓
T.P.	0.78	122.75 110.95	12.39	110.17 ✓
23+80			2.6	120.4 108.4 ✓
23+83			4.4	118.6 106.6 ✓
23+90			2.3	119.7 107.7 ✓
24+30			4.0	119.0 107.0 ✓
24+43			6.3	116.7 104.7 ✓
24+47			4.3	118.7 106.7 ✓
24+65			4.6	118.0 106.4 ✓
25+00			8.0	115.0 103.0 ✓
25+30			6.1	116.9 104.9 ✓
25+94 ²⁰	see page 3		8.72	114.23 ✓
T.P.	1.62	115.85 103.85		102.23 ✓
27+11 ⁹⁰	Ⓛ		4.78	111.45 ✓
+61			5.7	110.2 ✓
28+11			7.2	108.7 ✓
+51			8.5	107.4 ✓
28+87 ⁹⁵	= M.H. # 90		10.07	93.78 ✓



Levels on Sewerline in Alley between
Pasco + Lincoln

0+00 80' West of W.L. Vermont

T.P.	11.57	188.35	11.57	176.78
				188.35
1+55	see opposite Page	D	11.57	176.78
1+34			12.0	176.4 ✓
1+19			9.0	177.4 ✓
T.P.	12.34	200.14	0.55	187.80
T.P.	10.37	209.04	1.47	198.67
0+75			15.2	193.8 ✓
0+72			8.0	201.0 ✓
0+61			1.7	207.3 ✓
0+56			0.3	208.7 ✓
0+36			0.0	209.0 ✓
0+00 = 6+00	Δ 90° Lt.	(V)	8.04	201.00 ✓
0+14			12.9	196.1 ✓
0+49	27.6			236.6
1+05	28.7	End of branch to right.		237.7
T.P.	12.49	221.14	0.39	208.65
5+75			13.2	207.9 ✓
5+62			8.2	212.9 ✓
5+40			6.6	214.5 ✓
5+35			0.9	220.2 ✓
T.P.	12.89	233.67	0.36	220.78
5+28			8.9	224.8 ✓
5+00			1.1	232.6 ✓
T.P.	12.79	246.43	0.03	233.64
4+54	Fence + Subdivision line		4.3	242.1 ✓

Levels Taken
next page

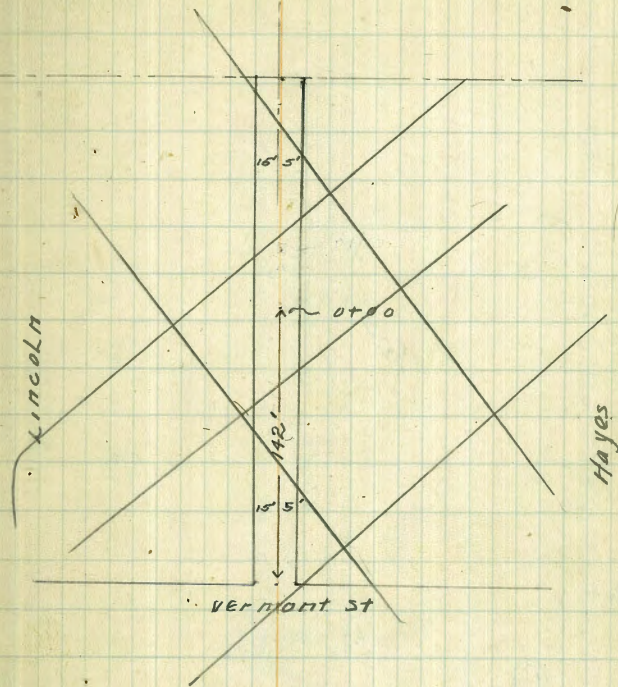
Two Houses
EL 287.24
123'
S.M. 290.96
49.28
295.24
8.00
278.24
287.24
49.2.

Dead End →

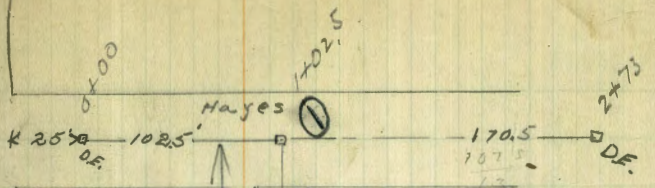
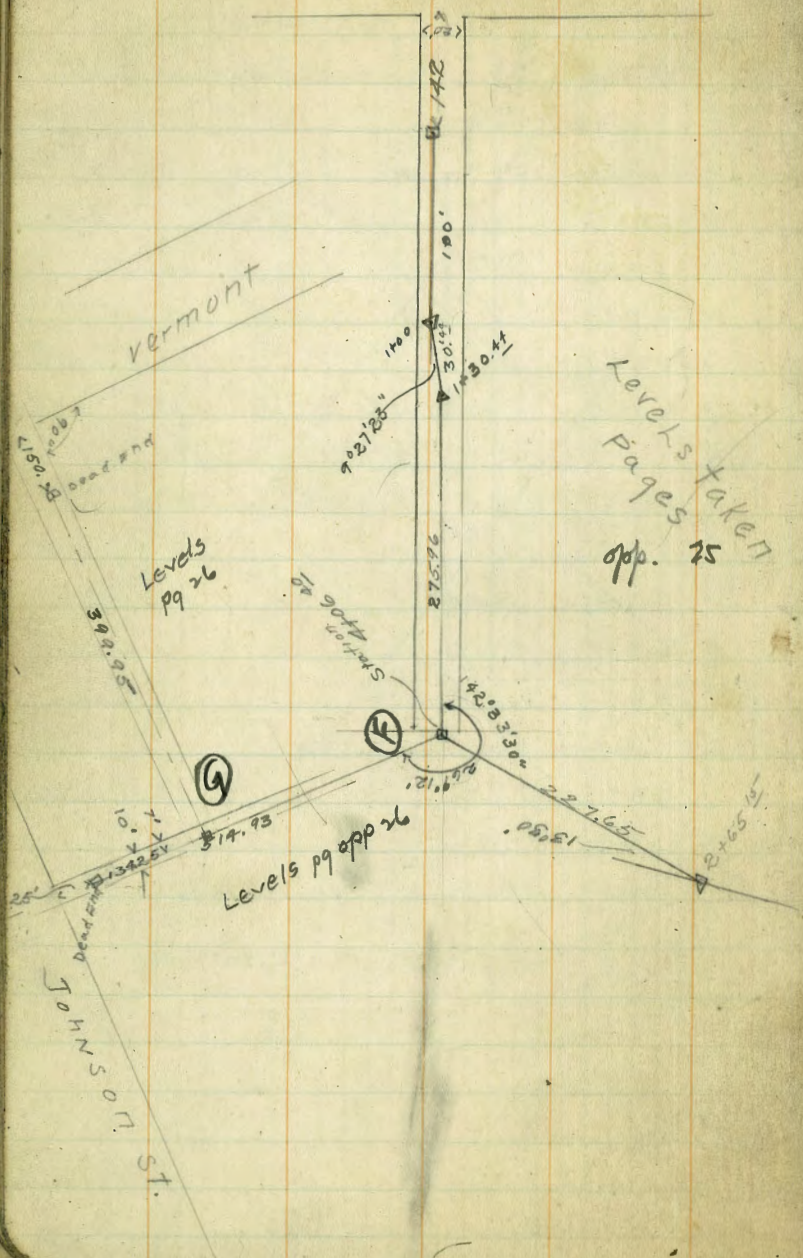
80'

Vermont

	+	+	-	
T.P.	11.90	257.35	0.48	245.95
4+41			4.2	253.2 ✓
T.P.	11.85	268.76	0.44	256.91
T.P.	12.48	281.13	0.11	268.65
4+09			8.9	272.2 ✓
4+06			3.7	277.4 ✓
3+66			1.1	280.0 ✓
3+51 ⁵²	= N. Edge of Building in Riley		0.1	281.0 ✓
T.P.	7.03	287.78	0.98	280.15
T.P.	4.02	282.49	3.31	284.47
3+40			5.9	282.6 ✓
2+75			5.2	283.3 ✓
2+40			20.0	268.5 ✓
2+10			3.6	284.9 ✓
T.P.	9.47	294.91	3.05	285.44
1+00			7.4	287.5 ✓
0+00	= Dead End		5.33	289.58 ✓
T.P.	2.82	293.78	3.95	290.96
T.P.			4.03	289.75 ✓
	University + Vermont BM =			<u>28973</u>
				.02

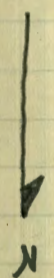


VERMONT

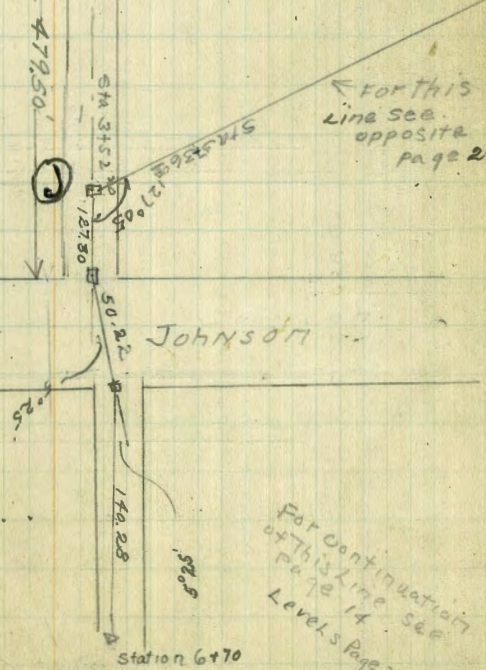


Levels Taken opposite page 28

44.0

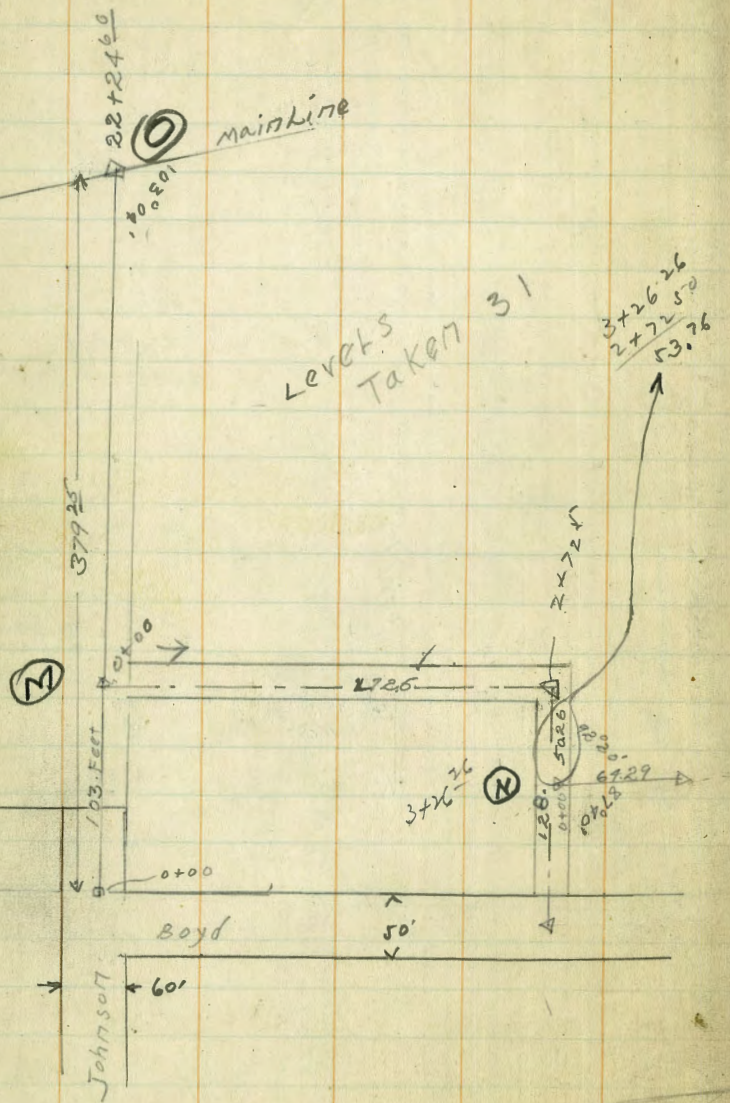


For this line see opposite page 29

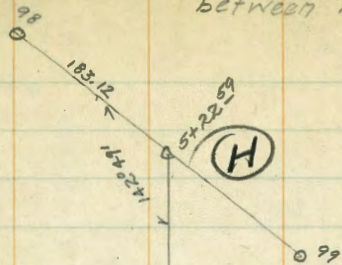


MAKE DE. 4' lower than Surface

5770 55
3425
2345



Tie into Gregeries Line
between M.H. 98+99



199.99

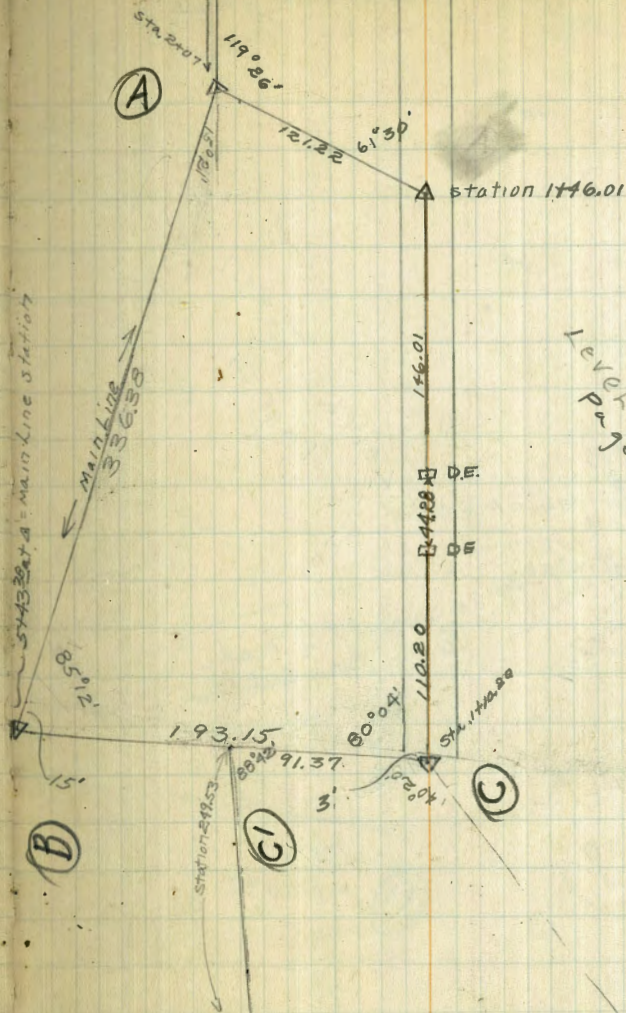
4 7'

1255 DE.

Johnson St.

Levels Taken
Opposite page 27

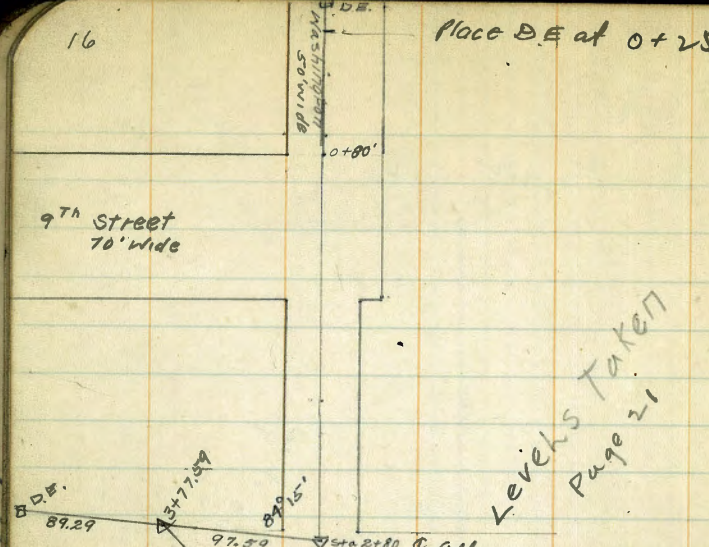
STATION 24074 MAIN LINE STATION



Levels Taken
page 20

Place DE at 0+25

9th Street
70' wide



Levels Taken
Page 21

39-44.30 computed to make
13' from Sub. line

140-16-30
computed.

6+22.53
= 1410.20

0.00

DE

249.53

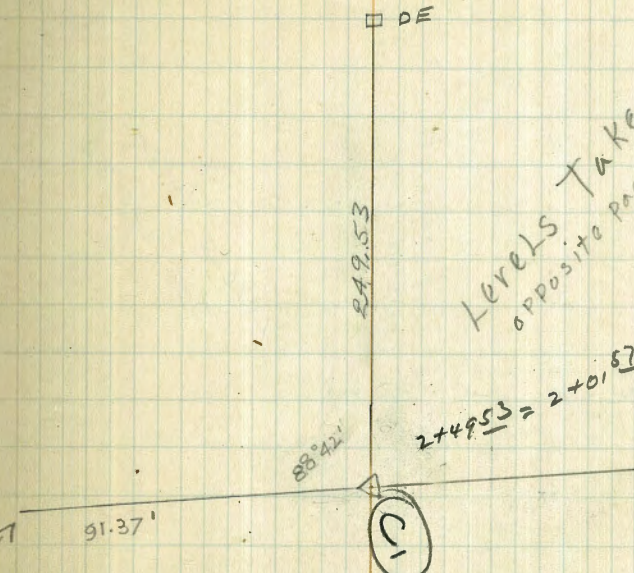
Levels Taken
opposite page 21

2+49.53 = 2+0.52

88.42'

91.37'

10



LINCOLN

VERMONT

EXISTING LINE

Levels taken
See page 22

ALLEY 150'

8%
216.98

TRAIL LINE

cut

3402.83

main line

University

Levels on page 31

324.15

SEVENTH ST

DE

264.67

266.67
59.37
265
591.04

90°

65.01

59.37

(Y)

91.54

66.19

49°14'

36°24'

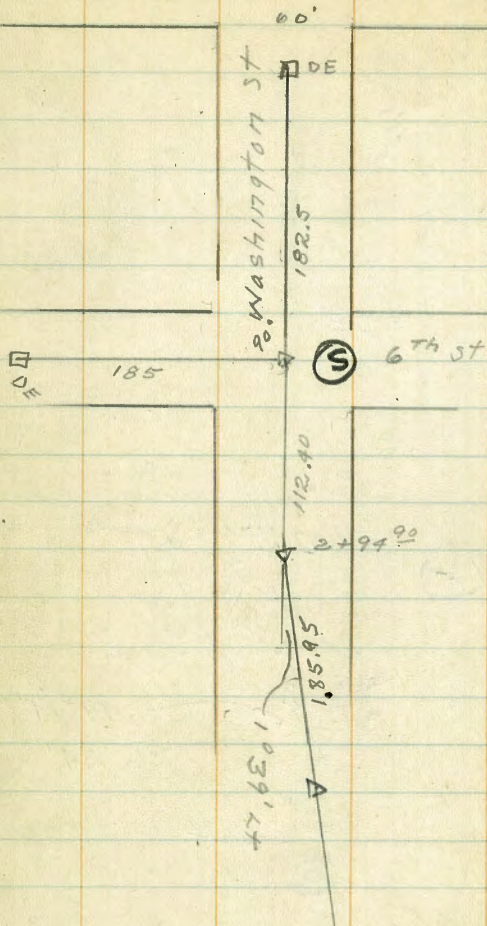
8°01'

265.21

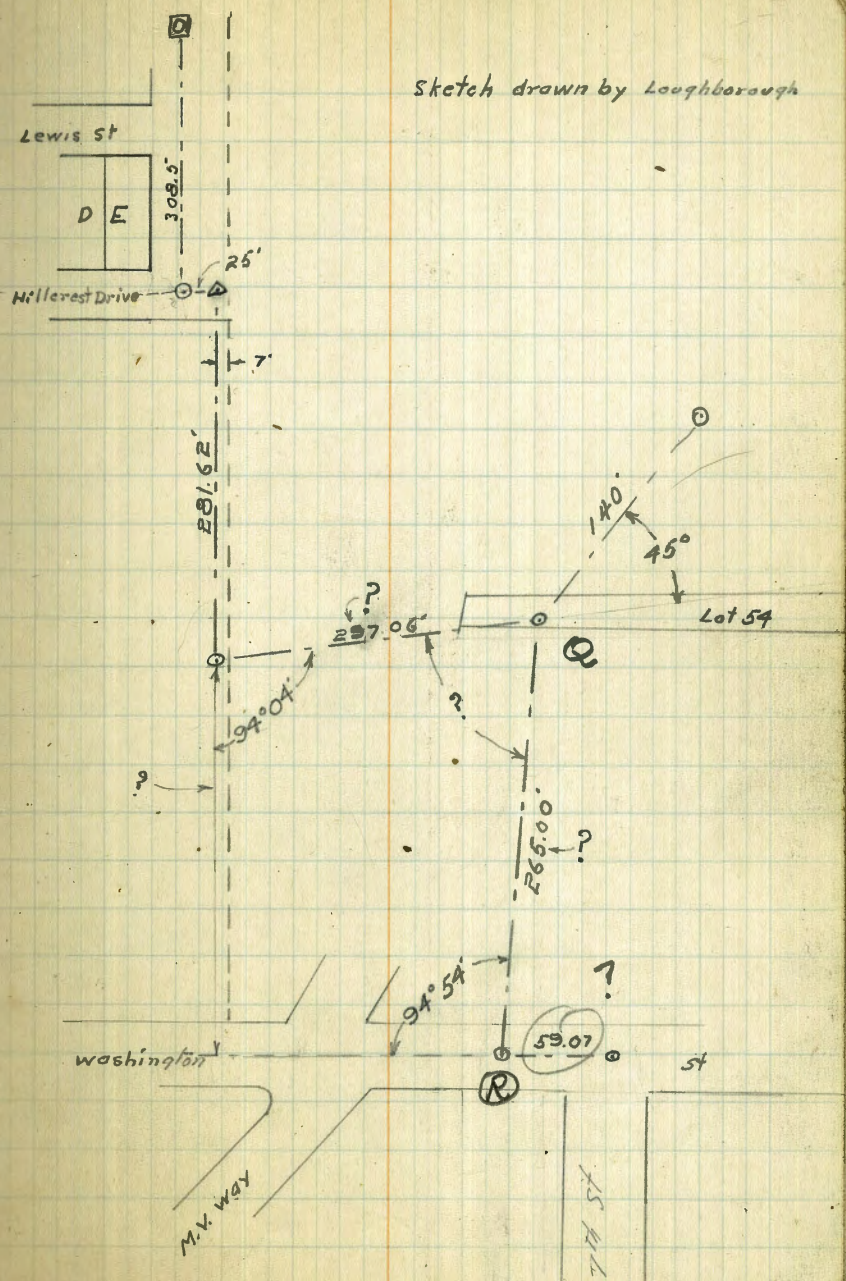
(P)

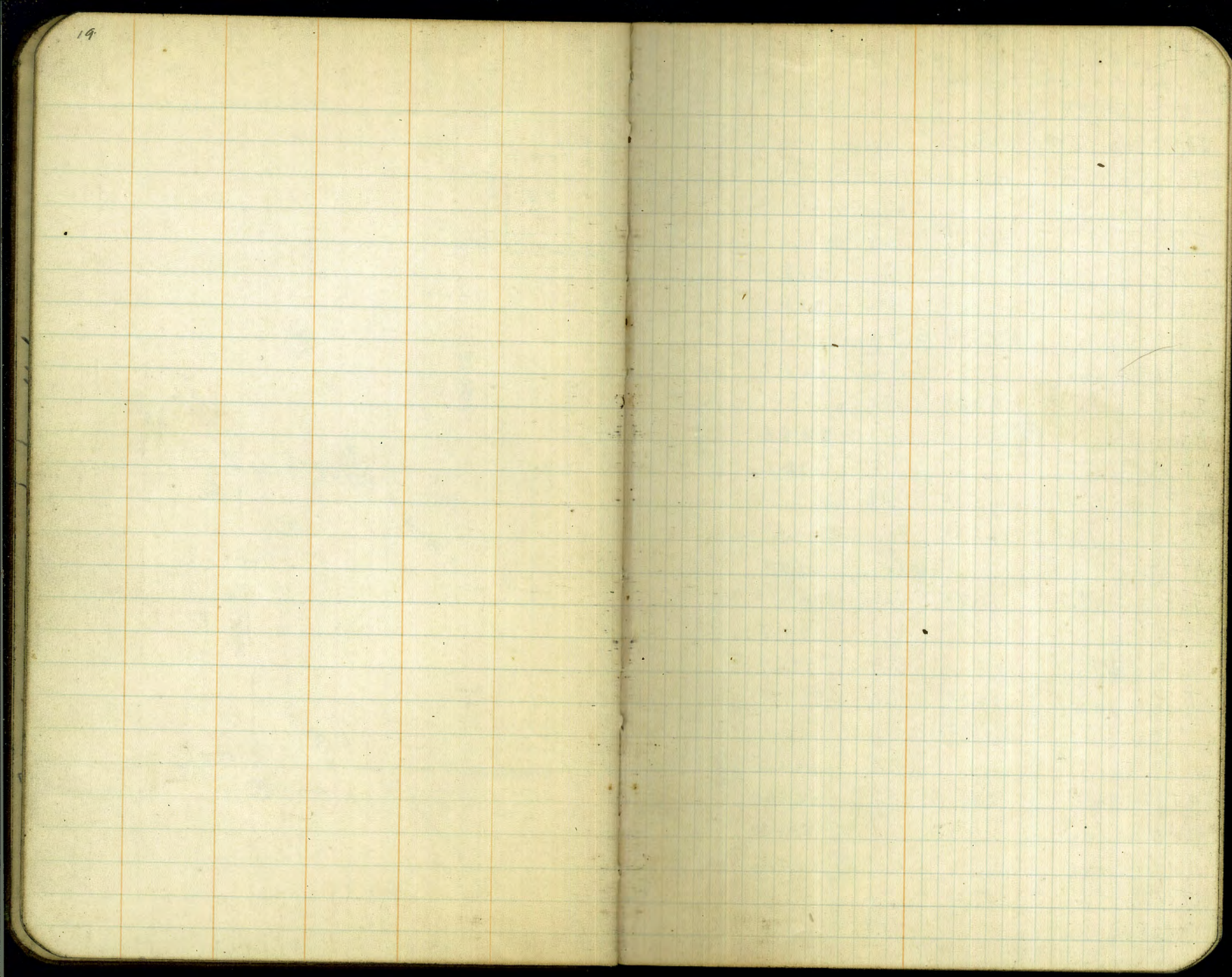
6+56.79

5th St.



Sketch drawn by Loughborough





20	+	π	-	Elev.
Levels on Sewer in Alley Between Hendricks and Pascoe				
B.M.	= T.R. #7, Page 9			214.17
T	1.00	215.17		
0+00	= Sta. #107 on Main line	(A)		
	1	9.0	206.2	✓
T.P.	13.1	219.67	8.60	206.57
0+69		2.7	217.0	✓
0+94		6.2	213.5	✓
T.P.	13.0	229.87	2.8	216.87
1+31 ²¹ Δ		8.7	221.2	✓
T.P.	13.2	243.07	0.0	229.87
1+51		6.5	236.6	✓
1+61		5.0	238.1	✓
T.P.	12.7	255.58	0.19	242.88
T.P.	13.0	268.48	0.1	255.48
1+94 ⁵⁸		8.6	259.9	✓
T.P.	9.27	277.75	0.0	268.48
2+47		4.1	273.7	✓
2+67 ²³ D.E.		2.4	275.4	✓
T.P.	0.0	266.75	11.5	266.75
0+00	= D.E. of Line going West in Same Alley			
		2.8	263.5	✓
0+19	= concrete Retaining Wall	4.3	262.0	✓
0+20		10.0	256.3	✓
0+26		11.7	254.6	✓
T.P.	0.0	253.25	13.0	253.25
0+28		1.7	251.6	✓

Sta.	+	π	-	Elev
T.P.	0.0	240.75	13.0	240.35
T.P.	0.0	227.25	13.0	227.25
T.P.	0.3	216.05	11.5	215.75
1+10 ²⁰ A		(C)	4.35	211.70 ✓
1+81			13.1	203.0
T.P.	1.0	204.05	13.0	203.05
2+01 ²³ intersection		(C ₁)	3.5	200.55
2+81			9.9	194.2
T.P.	3.3	195.15	12.2	191.85
3+19 ³⁵	= 5+60 Main Line 57	(B)		189.45 = 189.22

New Level Notes for from Station 1+10²⁰ to Δ station 3+03.25

B.M.	Δ 1+10 ²⁰			211.70
T.P.	1.29	212.99		211.70
1+10 ²⁰ Δ		(C)	1.29	211.70 ✓
1+72			9.0	204.0 ✓
1+86			7.7	205.3 ✓
2+01 ⁵⁷ Δ		(C ₁)	10.2	202.8 ✓
2+10			12.6	200.4 ✓
T.P.	1.19	201.39	12.79	200.20
2+60			4.5	196.9 ✓
2+86			6.3	195.1 ✓
3+03 ²⁵ Δ		(B)	10.4	191.0 ✓

21 Level Notes on Sewer from Washington St
To Intersection with Line in Alley between
Hendricks & Pascoe St. See page 16.

	+	T	-	Elev
6+33 ⁵³ = 1+10 ²⁰ on Alley Line. ~				211.70 P.20 ✓
T.P.	13.00	224.70		
5+78		⊙	1.8	222.9 ✓
T.P.	13.00	237.7	0.0	237.7
5+68			11.5	226.2 ✓
5+33			6.8	230.9 ✓
4+95			4.0	233.7 ✓
4+20			2.3	235.4 ✓
T.P.	10.2	247.9	0.0	237.7
4+01 ³¹			8.0	239.9 ✓
3+77 ⁵⁹ A			6.0	241.9 ✓
T.P.	13.0	254.9	6.0	241.9
0+90 So From A 3+77 ⁵⁹ So in Alley To D.E			0.0	254.9 (0+89 ²²)
T.P.	12.0	254.9	13.0	241.9
T.P.	12.8	267.4	0.3	254.6
3+00			10.1	257.3 ✓
2+80 A Washn Alley		⊗	4.36	263.14 ✓
T.P.	13.1	280.5	0.0	267.4
T.P.	8.0	288.5	0.0	280.5
2+30			6.8	282.7 ✓
1+50 = E.L. 9 th St.			0.2	283.3 ✓
1+15 = E. 9 th St			1.4	284.1 ✓
0+80 = W.L. 9 th St			4.1	284.4 ✓
0+00 = D.E.			3.4	285.1 ✓

Begin D.E. at 0+25

- Level Notes on Sewer Line 180' N of
E Washington St. H.T. Carried over from opp. page
see opposite page 16.

	+	T	-	Elev.
		288.5		
T.P.	1.0	288.8	5.7	282.8
T.P.	1.4	272.2	13.0	270.8
0+00			3.7	268.5 ✓
0+80			10.6	261.6 ✓
T.P.	0.7	259.9	13.0	259.2
1+30			7.6	252.3 ✓
T.P.	0.3	247.2	13.0	246.9 ✓
1+53		246.5		246.5
T.P.	0.2	235.5	3.9	243.3 ✓
1+95		234.8	11.9	235.3 ✓
T.P.	0.1	222.5	10.3	225.2 ✓
T.P.	1.8	221.8	13.1	222.4 ✓
2+202		211.3	13.0	209.5 ✓
(2+122) 1+01 ³³ intersection P.20		210.0	13.0	208.8 ✓
2+4953			2.3	209.3 ✓
			10.1	201.2 P.20
				200.5 = 200.55

out.

⊙

22

Level Notes from Alley between Pasco
+ Lincoln + 0+00 of mainline
See page 17

0+00 = M.H. & Vermont opposite alley

BM = T.P.	290.96	Page 12		
T.P.	4.22	295.18	290.96	✓
0+00	Flowline of M.H.	6.40	288.78	✓
0+65 ²⁵	Δ 8°40' RT	5.2	290.0	✓
+72		5.6	289.6	✓
1+15		25.0	270.2	✓
1+63		49.5	245.7	✓
1+88		49.6	245.6	✓
2+57		71.6	223.6	
3+82 ⁸³	intersection with mainline at 0+00	6.1	289.1	

295.18	224.93
74.9	4.80
220.28	220.13

ERROR in Hand Level turns = .15

cut

Level Notes on Line Running
around South end of Hospital.

0+00 = intersection of mainline

+ Hospital Line at station 14+40 (mainline)

See opposite page 6

BM = T.P. at station 4+40 mainline Elev 148.83

T.P.	10.30	159.13	148.83
0+00	⊕	10.30	148.83 ✓
+33		8.3	150.8 ✓
+34		10.0	149.1 ✓
+45		8.7	150.4 ✓
+46		7.3	151.8 ✓
1+00		3.5	155.6 ✓
+48		0.3	158.8 ✓
+50		1.6	157.5 ✓
T.P.	12.82	170.38	157.56
1+62 ³³	Δ 19°13' LT	9.84	160.54
+79		6.3	164.1 ✓
2+12		5.0	165.4 ✓
2+62		2.6	167.8 ✓
T.P.	11.88	181.90	170.02
3+20		12.1	169.8 ✓
+46		8.6	173.3 ✓
3+62		8.6	173.3 ✓
4+12		3.3	178.6 ✓
4+22		1.7	180.2 ✓
+52		1.0	180.9 ✓

181.90

	+	T	-		
4+78			3.0	178.9	✓
5+11			1.4	180.5	✓
T.P.	11.93	193.41	0.42	181.48	
5+16 ⁷⁹	Δ 27° 41' Rt.		6.9	186.5	✓
5+26			7.4	186.0	✓
+35			10.6	182.8	✓
+67			7.0	186.4	✓
6+16 ⁷⁹			1.5	191.9	✓
T.P.	12.10	204.60	0.91	192.50	
656 ⁷⁹	Δ 45° Lt.	Q	14.4	190.2	✓
6+64			12.9	191.7	✓
6+92			10.8	193.8	✓
7+21			6.1	198.5	✓
7+56			3.3	201.3	✓
+84			0.5	204.1	✓
T.P.	11.97	215.92	0.65	203.95	
8+06			10.4	205.5	✓
8+56			5.5	210.4	✓
8+96			3.8	212.1	✓
9+02			2.8	213.1	✓
T.P.	10.77	226.55	0.14	215.78	
T.P.	12.16	237.40	1.31	225.24	
9+38			10.1	227.3	✓
9+53 ⁸⁵	Δ 45° Rt.		8.5	228.9	✓
10+14			11.0	226.4	✓

237.40

	+	T	-		
10+25			5.6	231.8	✓
T.P.	12.68	249.73	0.35	237.05	
10+28			10.5	239.2	✓
+37			7.5	242.2	✓
+48			2.0	247.7	✓
+58			1.0	248.7	✓
T.P.	11.83	260.86	0.70	249.03	
+63			6.6	254.3	✓
T.P.	12.73	272.60	0.99	259.87	
+97			2.7	269.9	✓
(1+02 = S. Edge of retaining wall footing			6.1	266.5	
(1+17 N " " " " "			6.1	266.5	
T.P.	12.19	284.78	0.01	272.59	
11+27			1.6	283.2	✓
T.P.	6.06	289.78	1.06	283.72	
11+34 ⁸⁵ P.O.T.			5.3	284.5	✓
11+96 ⁸⁵ = S. Edge concrete driveway			5.30	284.48	✓
12+10 ⁸⁵ = N " " " "			5.16	284.62	✓
12+26 ⁸⁵ = " " " " " " " " " " " "			4.84	284.94	✓
12+35 ⁴⁷ Δ 90° Lt.			4.96	284.82	✓
12+60 ⁴⁷ = Flow Line Man Hole			9.80	279.98	✓
T.P.	5.84	289.35	0.27	283.51	
T.P.			6.53	282.82	
B.M. 5 th + Lewis S.W.B.P.			282.95		
			282.82		
			.13		

Level Notes on Line running North of Hospital See page 7

B.M. S.W.B.P. Lewis + 5th 282.95

+ 0+00 = M.H. 6th + Hillcrest Drive

T.P.	6.81	289.76	282.95	
T.P.	1.07	285.58	5.25	284.51
0+00	M.H.	5.47	280.11	✓
0+00	Pavement	1.59	283.99	✓
1+00		0.62	284.96	✓
+5.6	End of Pavement	0.71	284.87	✓
2+00		0.4	285.2	✓
+10		0.9	284.7	✓
+27		6.0	279.6	✓
+35		6.8	278.8	✓
+42		10.8	274.8	✓
+56		13.3	272.3	✓
T.P.	1.47	274.36	12.69	272.89
+58		4.5	269.9	✓
+77		5.1	269.3	✓
T.P.	1.21	263.03	12.54	261.82
3+04	Ground at end box	8.5	254.5	✓
3+07	Top of box	5.25	257.78	✓
3+13	Top of box	5.25	257.78	✓
T.P.	0.99	252.61	11.41	251.62
3+13	Ground N end box	6.6	246.0	✓
+32		12.6	240.0	✓
T.P.	1.50	241.69	12.42	240.19
+42		5.1	236.6	✓

End of Sewer.

+55		9.6	232.1	✓
T.P.	0.63	229.36	12.96	228.73
T.P.	0.65	216.92	13.09	216.27
+80		1.4	215.5	✓
T.P.	1.80	205.61	13.11	203.81
4+10 = Δ	78°29' RT	5.2	200.4	✓
DE. 110' West	81°36' LT	2.6	203.0	
T.P.	1.33	201.74	5.20	200.41
+35		15.6	186.1	✓
T.P.	2.25	191.96	12.03	189.71
+85		7.6	184.4	✓
5+18		5.9	186.6	✓
+43		12.3	179.7	✓
T.P.	2.45	181.36	13.05	178.91
+84		4.5	176.9	✓
6+34		6.3	175.1	✓
+84		7.3	174.1	✓
7+29		6.5	174.9	✓
T.P.	0.57	169.43	12.50	168.86
+69		10.1	159.3	✓
T.P.	0.59	157.76	12.26	157.17
+96		1.7	156.1	✓
8+29		4.4	153.3	✓
+36		7.7	150.1	✓
+89		10.1	147.7	✓

157.76

	+	π	-	
T.P.	0.90	145.73	129.3	144.83
9+55			6.8	138.9 ✓
9+79.9	Δ	intersection with main line at station 16+53.5	8.51	137.22 ✓
	π	at station 16+40	146.10	
		Rod	7.60	
Reading 7.2 on 16+40 π 145.73			138.50 = ELEV 16+40	
			138.50	
			0.00	

$$4+06^{40} = 4+72^{80} = 5+14^{23}$$

Level Notes of Line in Alley
between Lincoln & Hayes St

0+00 = WL Vermont + 142' See page 13

B.M.	Alley between Pasco & Lincoln			290.96
T.P.	5.84	296.80		290.96
0+00			5.6	291.2 ✓
+70			10.3	286.5 ✓
T.P.	0.25	284.57	12.48	284.32
1+00	Δ 9°27'23" Lt		1.4	283.17 ✓
1+30 ⁴⁴	Δ 9°27'23" Rt		11.5	273.07 ✓
T.P.	0.61	272.33	12.85	271.72
1+41			5.7	266.6 ✓
+57			11.1	261.2 ✓
+60			15.7	256.6 ✓
T.P.	0.40	260.14	12.59	259.74
+86			6.7	253.4 ✓
T.P.	0.32	248.12	12.34	247.80
+98			2.4	245.7 ✓
2+10			2.3	245.8 ✓
+24			9.3	238.8 ✓
+38			11.2	236.9 ✓
T.P.	0.48	235.96	12.64	235.48
+64			10.1	225.9 ✓
T.P.	1.56	225.29	12.23	223.73
3+12			3.3	222.0 ✓
+70			6.3	219.0 ✓
4+06 ⁴⁰ Δ			12.41	212.88

Ⓕ

26. Levels on Line in Alley between Hayes
+ Johnson. 0+00 = W.L. Vermont + 150'
Page 13

B.M. on Alley return between Lincoln + Hayes 291.45

T.P.	637	297.82	291.45
0+00		6.0	291.8 ✓
+50		6.7	291.1 ✓
1+00		6.4	291.4 ✓
+50		7.1	290.7 ✓
T.P.	1.06	291.51	7.37 290.45
2+00		1.5	290.0 ✓
3+00		2.6	289.0
4+00	A	ⓐ	4.3 287.2

intersection with line running from St.
Johnson + 25 south

Sketch shows D.E. at 150' W of Vermont
with 400' total length of power dead end should
be at 1528

Levels on line starting St.
Johnson + 25 + Continuing south 514.93
see page 13.

T continued from preceding page
291.51

T.P.	394	291.51	3.94	287.57
0+00			4.1	287.4 ✓
1+00			3.5	286.0 ✓
1+34 ²⁵ = Δ			4.3	287.2 ✓
2+20			6.1	285.4 ✓
T.P.	7.59	280.85	12.25	279.86
2+70			3.3	277.6 ✓
N.L. Hayes			3.6	277.3 ✓
S.L. Hayes			5.2	275.7 ✓
T.P.	0.64	269.33	12.16	268.69
T.P.	1.23	258.14	12.42	256.91
3+82			11.9	246.2 ✓
3+82 40' West of L			15.0	243.1
Lateral from house on west edge of Canyon should come in at this point				
T.P.	0.81	245.99	12.96	245.18
4+14			4.7	241.3 ✓
4+14 33' West of L			2.0	222.0
4+39			12.2	233.8 ✓
T.P.	0.42	233.56	12.85	233.14
4+61			7.6	226.0 ✓
4+76			13.2	220.4 ✓
T.P.	1.58	222.10	13.04	220.52
4+92 ⁸⁰ Δ			9.32	212.78 ✓

Line running from Δ (see page 13) to Main Line
Line 0+00 = Station 10+25 Main Line

π continued from preceding page

	+	π	-	
		222.10		
4+9288		9.3	212.8	(F)
T.P.	1.12	210.87	12.35	209.75
4+25		5.2	205.7	
3+71		10.0	200.9	
T.P.	0.57	199.89	12.55	198.32
3+15		3.7	195.2	
3+05		8.0	190.9	
3+00		5.5	193.4	
2+65	$\Delta 13^{\circ}30'LT$	8.7	190.2	
2+51		12.5	186.4	
T.P.	0.80	187.60	12.09	186.80
1+76		5.7	181.9	
T.P.	0.18	175.03	12.75	174.85
1+06		1.7	173.3	
0+00 intersection		11.49	163.54	
			Exer station 10+25	163.48
	(E)			.06

Levels in Alley 125' East 10th St
running North $52^{\circ}51'$ to intersect line
running down Buchanan

0+00 = N.L. Johnson +25' = D.F.
B.M. 287.57 as shown on preceding page

T.P.	3.10	290.67		287.57
0+00		2.0	288.7	
0+45		1.8	288.9	
1+00		4.3	286.4	
+35		9.7	281.0	
T.P.	1.10	278.98	12.79	277.88
1+63		2.5	276.5	
1+98		11.9	267.1	
T.P.	0.46	266.41	13.03	265.95
2+17		5.1	261.3	
T.P.	0.16	254.20	12.37	254.04
2+61		9.2	245.0	
2+94		13.5	240.7	
T.P.	0.47	242.6	12.57	241.69
3+07		3.7	238.5	
+21		12.4	229.8	
T.P.	0.05	230.51	11.70	230.46
+40		10.8	219.7	
T.P.	0.28	218.02	12.77	217.74
3+66		11.9	206.1	
T.P.	0.35	205.53	12.84	205.18
4+00		2.0	203.5	
+10		5.5	200.0	
T.P.	0.21	192.78	12.96	192.57
T.P.	0.26	180.12	12.92	179.86

out

180.1 ✓

	+	x	-	
4+70			11.3	168.8 ✓
T.P.	0.34	167.72	12.74	167.38
4+86			4.5	163.2
T.P.	4.28	159.80	12.20	155.52
5+00			5.0	154.8 ✓
5+22 ⁵⁹ Δ = intersection			7.81	151.99

(H)

out.

Line running from W.L. Hayes +25 for 273'
 " " " " " +127.5 North
 See page opposite 13
 0+00 = W.L. Hayes +25'

B.M. Johnson + Alley				268.69
T.P.	10.82	279.51		268.69
0+00 = DE = 25' W of W.L. Hayes		2.2		277.3 ✓
+40		4.0		275.5 ✓
1+02 ⁵⁰ Δ = E Alley		8.4		271.1 ✓
+50		10.4		269.1 ✓
2+02		11.4		268.1 ✓
+73 = DE		11.2		268.3
0+00 (102 ⁵⁰) = 25' S of N.L. Hayes		8.4		271.1 ✓
+25		7.9		271.6 ✓
+28		6.2		273.3 ✓
T.P.	29.5	278.77	3.69	275.82
1+23		4.1		274.7 ✓
+53		5.8		273.0 ✓
+80		11.4		267.4 ✓
T.P.	0.76	266.84	12.69	266.08
2+04		3.9		263.9 ✓
+30		11.9		254.9 ✓
T.P.	0.40	254.49	12.75	254.09
T.P.	0.0	254.09	0.0	254.09 = B.M.
2+78		6.4		248.1 ✓
3+10		11.7		242.8 ✓
T.P.	1.50	243.24	12.75	241.74
3+30		5.9		237.3 ✓
4+1		11.8		231.4 ✓

Set across canyon

T.P.	346	234.29	12.41	230.83	
3+52 ¹⁰	Δ	(J)	5.47	228.82	✓
T.P.	12.04	266.13		254.09	flex. set from a cross canyon preceding page
3+87			15.6	250.5	✓
4+16			4.7	261.4	✓
T.P.	12.77	278.63	0.27	265.86	
4+79 ⁵⁰	Δ = SL Johnson Ave	5° 22' 21"	1.60	277.03	✓
5+19			2.5	276.1	✓
5+29 ⁷⁴	Δ NL Johnson	5° 22' 21"	1.4	277.2	
T.P.	8.23	286.66	0.20	278.43	
5+52			5.8	280.9	✓
6+52			5.1	281.6	✓
7+40 = DF			6.4	280.3	✓

keep 4' deep here

Run to 5+05 E of Johnson then east
on E Johnson to 10th then N on E 10th

LINE FROM Δ station 3+52²⁰
to Main Line
0+00 = N.L. station 10718+50

See page 4

BM = Δ 3+52 ²⁰				228.82	
T.P.	0.23	229.05		228.82	
5+36 ⁹⁸		(J)	0.23	228.82	✓
5+35			2.6	226.5	✓
5+23			6.7	222.4	✓
5+0.8			9.6	219.5	✓
4+90			15.6	213.5	✓
T.P.	0.41	217.14	12.32	216.73	
4+66			7.5	209.6	✓
T.P.	0.35	204.63	12.86	204.28	
4+34			1.8	202.8	✓
4+18			5.6	199.0	✓
4+07			3.8	200.8	✓
3+92			7.9	196.7	✓
3+72			12.2	192.4	✓
T.P.	0.02	192.02	12.63	192.00	
3+52			4.2	187.8	✓
3+20 Δ	27° 30' LT		8.7	183.3	✓
T.P.	0.19	179.54	12.67	179.35	
2+79			0.6	178.9	✓
2+55			5.3	174.2	✓
2+27			10.3	169.2	✓
T.P.	1.38	168.29	12.63	166.91	
2+07			3.4	164.9	✓
1+77			8.1	160.2	✓

	+	+	-	
T.P.	1.95	15717	13.07	155.22
1+50			1.4	155.8 ✓
1+00			9.7	147.5 ✓
T.P.	0.48	14540	12.25	144.92
0+50			6.9	138.5 ✓
0+13			13.8	131.6 ✓
0+00		(K)	13.90	131.50 ✓
B.M. on station 1850 =			131.46	
			.04	

check EI. 227.55 in field.

Line from station 27+11⁹² mainline
to JOHNSON St. See page 14

77.74 West of E Boyd = 0+00

B.M. at Δ 27+11 ⁹²			99.07
T.P.	10.45	109.52	99.07
5+70 ⁵⁰ intersection (L)	10.45		99.07 ✓
5+35		6.8	102.7 ✓
5+22		4.1	108.4 ✓
T.P.	11.17	119.74	0.95 108.57
4+63		3.6	116.1 ✓
T.P.	11.37	130.81	0.36 119.44
4+23		7.4	123.4 ✓
T.P.	11.64	140.90	1.55 129.26
3+48		2.9	138.0 ✓
3+25 Δ 31°57' Lt		0.9	140.0 ✓
T.P.	12.32	152.84	0.38 140.52
2+87		6.1	146.7 ✓
T.P.	11.71	163.93	0.62 152.22
1+91 ² Δ 30°07' Lt		4.5	159.4 ✓
T.P.	11.79	175.22	0.50 163.43
1+44 ⁴² Δ 28°57' Rt		5.7	169.7 ✓
F.P.	8.89	183.56	0.55 174.67
0+98 ⁸⁶ Δ 49°27' Lt		4.7	178.9 U
T.P.	11.95	195.16	0.35 183.21
0+64 ⁴⁹ Δ 15°19' Lt		3.2	192.0 ✓
T.P.	11.98	206.38	0.76 194.40
T.P.	12.66	217.50	1.54 204.84
T.P.	12.88	230.13	0.25 217.25
0+00		(N)	2.58 227.55

Line starting at WL Boyd + 103' $\angle 90^\circ$ RT

31

0+00 = WL Boyd + 103'

230.13

π continued from preceding page

T.P.	12.66	242.68	0.11	230.02
T.P.	9.67	252.28	0.07	242.61
4+03.5 = DF			0.90	251.38 ✓
3+70			9.9	242.4 ✓
3+26 ²⁶ Δ			27.50	224.78 ✓ (N)
272.5 Δ 90° RT			13.6	238.68 ✓
T.P.	12.66	263.86	1.08	251.20
2+31			9.4	254.5 ✓
2+07			2.2	261.7 ✓
T.P.	11.45	274.85	0.96	263.90

SW corner Septic tank = 9.12 265.73 ✓
located 26' east of station 1+70

1+78			6.1	268.8 ✓
1+00			0.9	274.0 ✓
T.P.	5.20	279.21	0.84	274.01 ✓
0+00		(M)	8.6	270.6 ✓
T.P.			2.34	276.87

B.M. SL Johnson on Δ = 277.03
276.87
.16

LINE starting WL Boyd
Running West 379.25

0+00 = WL Boyd

Page 14

π continued from preceding page

0+00			279.21	7.0	272.2 ✓
1+03 Δ		(M)		8.6	270.6
T.P.	0.78	269.54	10.95		268.76
T.P.			12.87		256.67

From this point on to intersection Elevations were derived by slope measurements.

π station	140.29	4.4	251.9
1+86.78	{ $\angle 39^\circ 13'$ dist. 60'		214.31
2+26	{ $\angle 33^\circ 41'$ dist. 103'		198.93
3+79.5	{ $\angle 30^\circ 10'$ 276'	(O)	117.55

3+26²⁶
2 72.5
53.96
3+75.50
3+26²⁶
89.24

out.

4+03.5
1.28
2+75.5

32

Level Notes from Station
5+43³⁸ Station 10+29⁸⁸

	B.M. Δ 10+29 ⁸⁸		163.48	
TP	12.87	176.35	163.48	
10+29 ⁸⁸		12.9	163.5	(E)
9+30		11.6	164.8	✓
8+85		8.3	168.1	✓
8+30		3.3	173.1	✓
8+15		4.2	172.2	✓
T.P.	11.99	187.59	0.25	176.10
7+70		10.4	177.2	✓
7+39 Δ		10.5	177.1	✓
7+30		4.3	183.3	✓
6+50		4.3	183.3	✓
T.P.	5.35	191.25	1.69	185.90
6+30		5.5	185.8	✓
5+68		4.2	187.1	✓
5+43 ³⁸ Δ		0.9	191.4	✓ (B)

LEVELS on Line starting at
 Station 0+98.86 of Line running from
 Boyd St to Station 27+11.2' M.L. &
 terminating at station 6+70 of Line
 running thru Alley west of 10th St.
 See opposite page 13 & opposite page 14

0+00 = station 0+98.86

B.M. = Elev at station 0+98.86 = 178.86

T.P.	11.5	190.36		178.86
0+00			11.5	
+25			6.7	
+40			1.2	
T.P.	12.0	201.86	0.50	189.86
+60			9.5	
+87			2.4	
T.P.	11.60	213.16	0.30	201.56
+97			7.4	
1+07			5.1	
+17			7.3	
+27			1.6	
T.P.	13.10	226.16	0.10	213.06
+42			11.1	
1+54 ²²			6.2	
+67			7.3	
+80			5.0	
+84			0.9	
T.P.	13.10	238.76	0.50	225.66
2+09			4.8	
+24			4.2	
T.P.	12.90	251.16	0.50	238.26

+51			6.2	
T.P.	12.90	263.66	0.90	250.76
3+06 ⁰⁵			4.7	
+18			2.9	
T.P.	13.0	276.46	0.20	263.46
T.P.	10.9	277.16	0.20	276.46
3+63 ¹⁵			5.5	
Δ = connecting point with Alley Line				
			287.16	
			55	
			281.66	
			280.26	
			1.40	

This Line run with Hand LEVEL

251.16
 178.86
 72.30

Line Starting at station 0+98.86
 of line running from Boyd St to Station 27+11.00
 Main Line & terminating at Station 6+7 of
 Line thru Alley West 10th
 See opposite page 13 & 14
 0+00 = 0+98.86

B.M.	9.9	188.76	178.86	
0+00		Ⓚ	9.9	178.9 ✓
+25			5.2	183.6 ✓
+40			0.0	188.8 ✓
T.P.	9.4	197.06	1.10	187.66
+60			5.0	192.1 ✓
T.P.	10.9	206.96	1.0	196.06
+87			6.3	200.7 ✓
+97			1.3	205.7 ✓
T.P.	11.60	217.86	0.70	206.26
1+07			9.8	208.1 ✓
+17			11.5	206.4 ✓
+27			6.4	211.5 ✓
+42			2.7	215.2 ✓
T.P.	12.5	230.36	0.0	217.86
1+54 ²²	Δ 63°15' RT		10.4	220.0 ✓
+67			10.4	220.0 ✓
+80			9.3	221.1 ✓
+84			5.3	225.1 ✓
T.P.	10.30	238.66	2.0	228.36
2+09			4.8	233.9 ✓ out
+24			4.2	234.5 ✓
T.P.	12.6	249.86	1.4	237.26
+51			5.3	244.6 ✓
T.P.	12.90	261.46	1.30	248.56

261.46

3+06 ⁰⁵	Δ 38°39'24"	2.7	258.8 ✓	
T.P.	12.50	271.26	2.70	258.76
+18		10.5	260.8 ✓	
T.P.	12.60	283.66	0.70	271.06
3+63 ¹⁵	connection with Alley Line	2.60	281.06 280.26	

283.66
 260
 281.06
 280.26
 .80

Run by hand level

Run down
 E of Boyd to intersect
 this line about Sta 1+80
 get tie in field.
 from about 1+80

0+00 = N.W. University + 324.15

Seventh St. N. of University

B.M. 6th + University N.W. B.P. 283.87

T.P. 4.76 288.63 283.87

T.P. 0.87 280.21 229 279.34

0+00 ϵ 0.5 279.7 \checkmark 3+25⁴⁵

0+00, 20' East top of c6 3.39 276.82

0+00, 10' West " " 2.57 277.64

+15 4.1 276.1 \checkmark +66 8.0 272.2 \checkmark 3+10⁴⁵+79 9.0 271.2 \checkmark 2+58⁴⁵T.P. 0.95 271.06 9.60 270.61 2+46⁴⁵

T.P. 0.99 259.01 12.54 258.52

T.P. 2.07 298.79 12.29 296.72

1+20 3.8 245.0 \checkmark 2+05⁴⁵+33 7.8 241.0 \checkmark 1+92⁴⁵+46 8.7 240.1 \checkmark 1+79⁴⁵+83 3.5 245.3 \checkmark 1+42⁴⁵2+06 1.9 246.9 \checkmark 1+19⁴⁵+35 9.6 244.2 \checkmark 0+90⁴⁵+50 10.6 238.2 \checkmark 0+75⁴⁵+53 7.3 241.5 \checkmark 0+72⁴⁵2+66⁶⁷ Δ 90° Lt \textcircled{Y} 11.2 237.6 0+58⁷⁸

T.P. 1.64 238.05 12.38 236.91

+81 5.0 233.1

T.P. 0.63 225.79 12.89 225.16

3+26⁰⁴ Δ 94° 54' Rt \textcircled{R} 10.73 215.06

T.P. 0.85 213.90 12.74 213.05

+34 1.4 212.5 \checkmark +76 9.5 209.4 \checkmark 4+26 10.0 203.9 \checkmark

T.P. 1.41 202.57 12.74 201.16

+76 2.40 200.17 \checkmark 5+26 7.0 195.6 \checkmark 5+91⁰⁴ intersecting point \textcircled{Q} 12.22 190.35 \checkmark
with 6+56⁷⁸ Hospital LineT.P. 12.38 227.44 \rightarrow 215.06T continued from 3+26⁰⁴
Levels from 7th + Washington to 6th
+ Washington0+00 = station 3+26⁰⁴ at 7th +

Washington

0+00 \textcircled{R} 12.9 215.0 \checkmark +38 10.2 217.2 \checkmark

T.P. 12.11 239.05 0.50 226.94

T.P. 12.81 250.97 0.89 238.16

+90 2.4 248.6 \checkmark +95 \checkmark 4.2 246.8 \checkmark 1+40 3.9 247.1 \checkmark

T.P. 13.00 263.97 0.00 250.97

T.P. 10.88 274.85 0.00 263.97

1+50 6.2 268.7 \checkmark

35

274.85

	+	+	-	
T.P.	11.80	286.07	0.58	274.27
1+85			5.4	280.7 ✓
2+48			3.8	282.3 ✓
2+98 ³⁵		(5)	4.1	282.0 ✓
3+48			4.6	281.5 ✓ ✓
3+98			4.8	281.3 ✓
4+48			4.5	281.6 ✓
4+80 ⁸⁵ DE			4.4	281.7 ✓

Line from Washington 6th
South 185'

0+00 = 2+98.35	(5)	4.1	282.0 ✓
+50 =		3.7	282.4 ✓
1+00		4.2	281.9 ✓
1+50		5.1	281.0 ✓
1+85 = DE		4.9	281.2 ✓

T.P.	5.82	287.12	4.77	281.30
T.P.	3.57	287.20	3.49	283.63 ✓
T.P.			3.33	283.87

283.87
283.87
 000.00

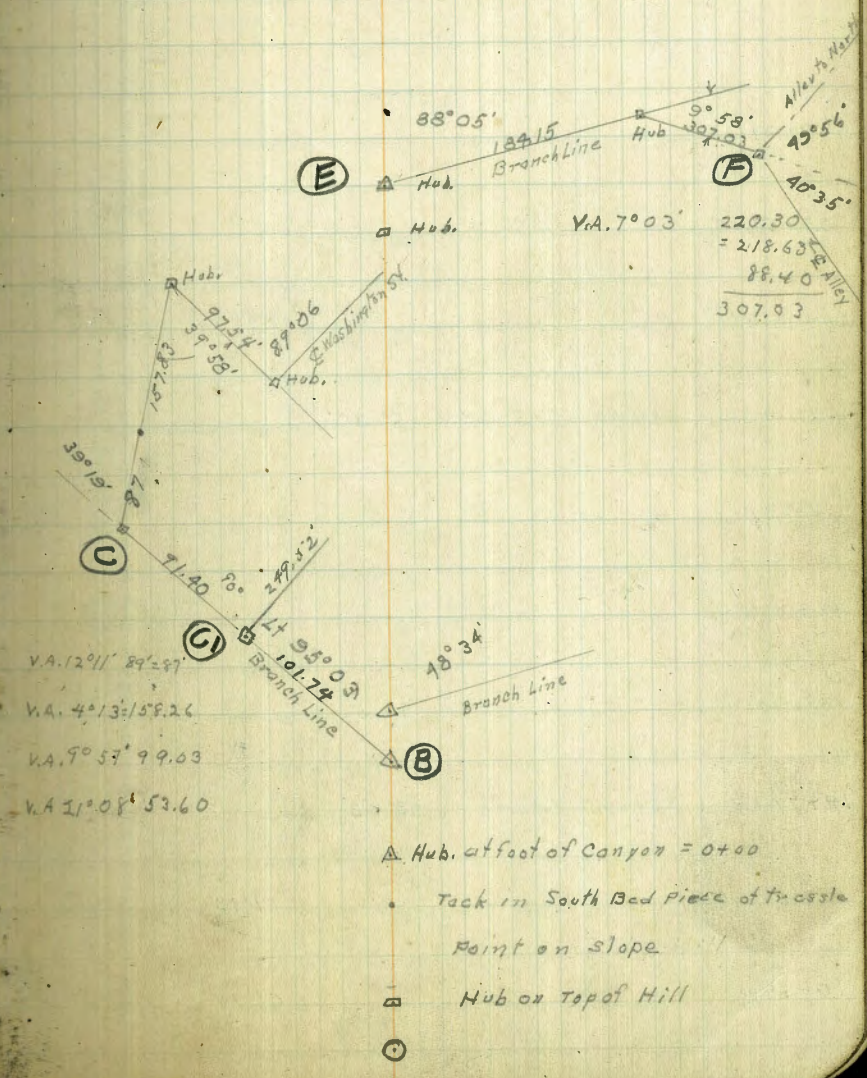
Joeger
Bailey
Clavert
Loughborough
Sta

Mar. 8, 1928
Checked Main Line from Center of Alley
between Lincoln + Pasco South to Angle Point Bottom
of Canyon. = Sta. 2+77.01

Slope Dist V.A Rt Lt

10+64.18 0° 14'
9+73.30

7+73.71			(D)
5+77.58	35° 57'	35° 57'	(B)
2+41.39		15° 21'	(A)
0+00 2+77.03		80° 13' 30"	
2+59.92			
1+52.64	112.00	16° 42'	
0+65.91	94.60	23° 32'	
0+00	S. M. H. & Vermont + Alley North of Pasco		



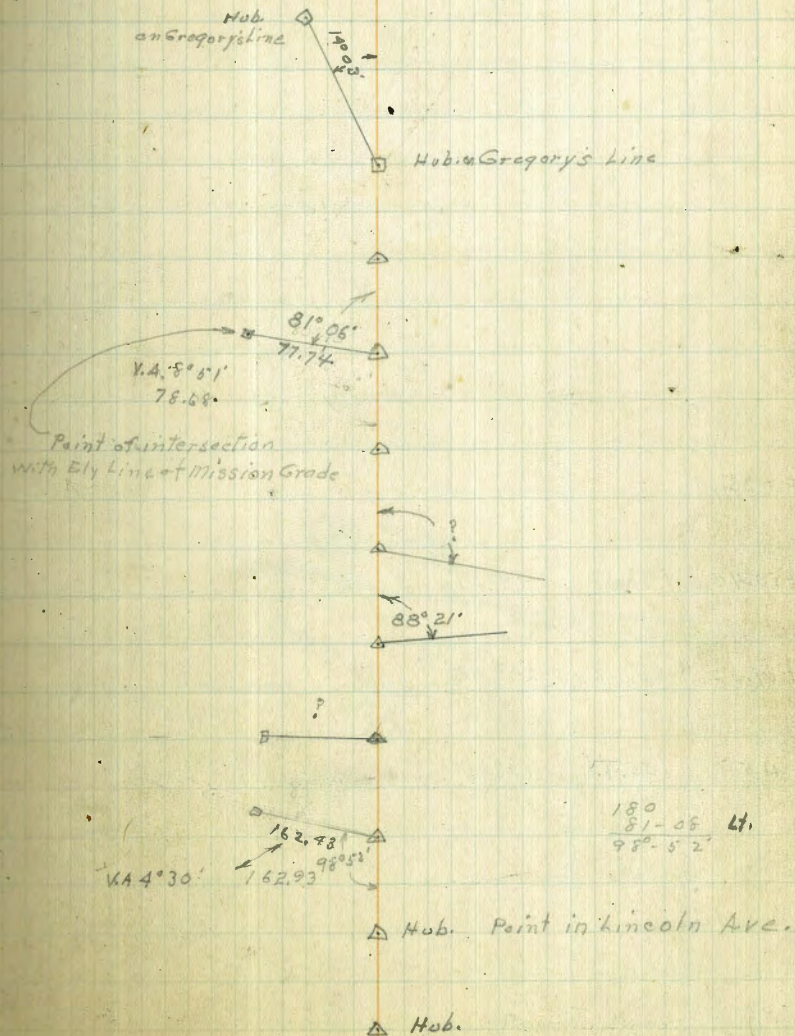
Jaeger
Bailey
Clavett
Loughborough

Mar 9 1928

37

Sta Slope Dist V.A. FT Lt.

Sta	Slope Dist	V.A.	FT	Lt.
29+27.10				
27+51.10				(L)
26+33.40			22° 54'	
23+69.36	264.40	3° 00'	6° 30'	
22+63.91				(O)
18+89.28				(K)
16+92.96				(P)
14+79.13	214.10	2° 51'	49° 53'	(T)
12+59.18			14° 49'	
10+64.18			0° 14'	(E)



Jaeger
Bailey
Clavert
Loughborough

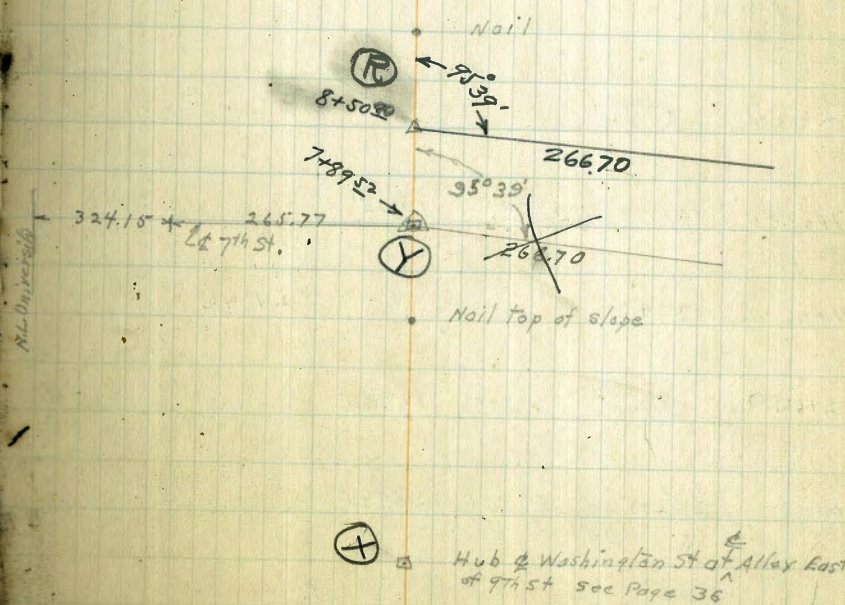
Mar. 9 - 1928

38

Sta Slope V.A. Rt. Lt.

10+35.69				
8+50.40	196.50	19° 27'		
7+89.52	65.12	20° 48'		
6+41.55	155.42	17° 46'		

0+00



Sta. slope Dist V.A R+ Lt.

9+23.48						
						(T)
7+61.05	162.93	1° 30'	19° 15'			
4+06.66	359.39			24° 42'		
2+66.70	140.00	1° 18'	36° 08'			
0+00	267.75	5° 05'	95° 35'			

(T) sta 14+79.13 Main Line

△

△

△

△

(Z) sta 8+50.40 & Washington St

Jaeger
Bailey
Clavert
Loughborough

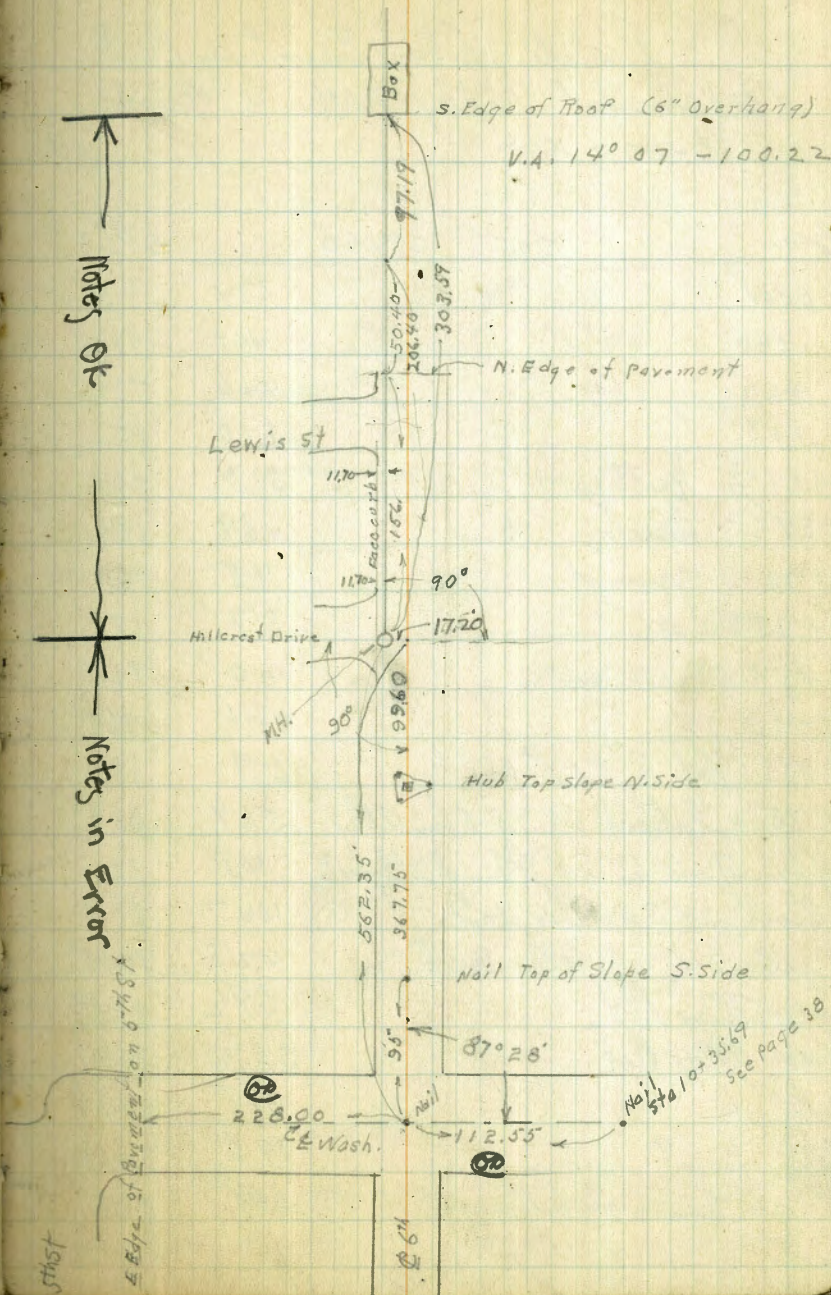
Mar 10. 1928

40

207.
51
152

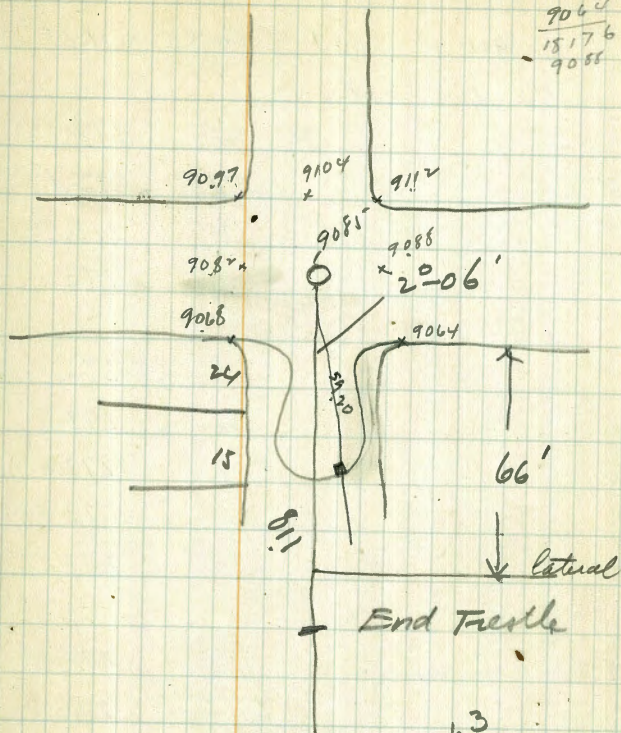
Notes Ok

Notes in Error



Profile from Existing W.A.
 & Vermont Alley north to Trestle
 0+00 = M.P.

B.M.	205	29460	29255
0+00			374 9.086
+20			44 90.46
+40			446 90.14
+55			510 89.5
+59.62	Gutter		513 89.47
+59.62	Curb		469 89.91
+70	ground		45 90.1
+75			5.7 88.9
+84			10.0 83.6
1+00			18.1 76.5
0+85	Top 8" CI Pipes		5.9 88.7
0+75	= lateral 66' S of 5' in Alley		569 88.91
Prop. in Ground	66' S of 5' in Alley		45 90.1
Curb	39' S of Alley West		447 89.9
Curb	24' S of Alley West		425 90.35
SE Alley Ret.			392 90.68
NW Alley Ret.			263 90.97
NE " "			348 91.12
SE " "			396 90.64
Flow in Catch Basin			669 87.91



41
 9112
 9064
 15176
 9055

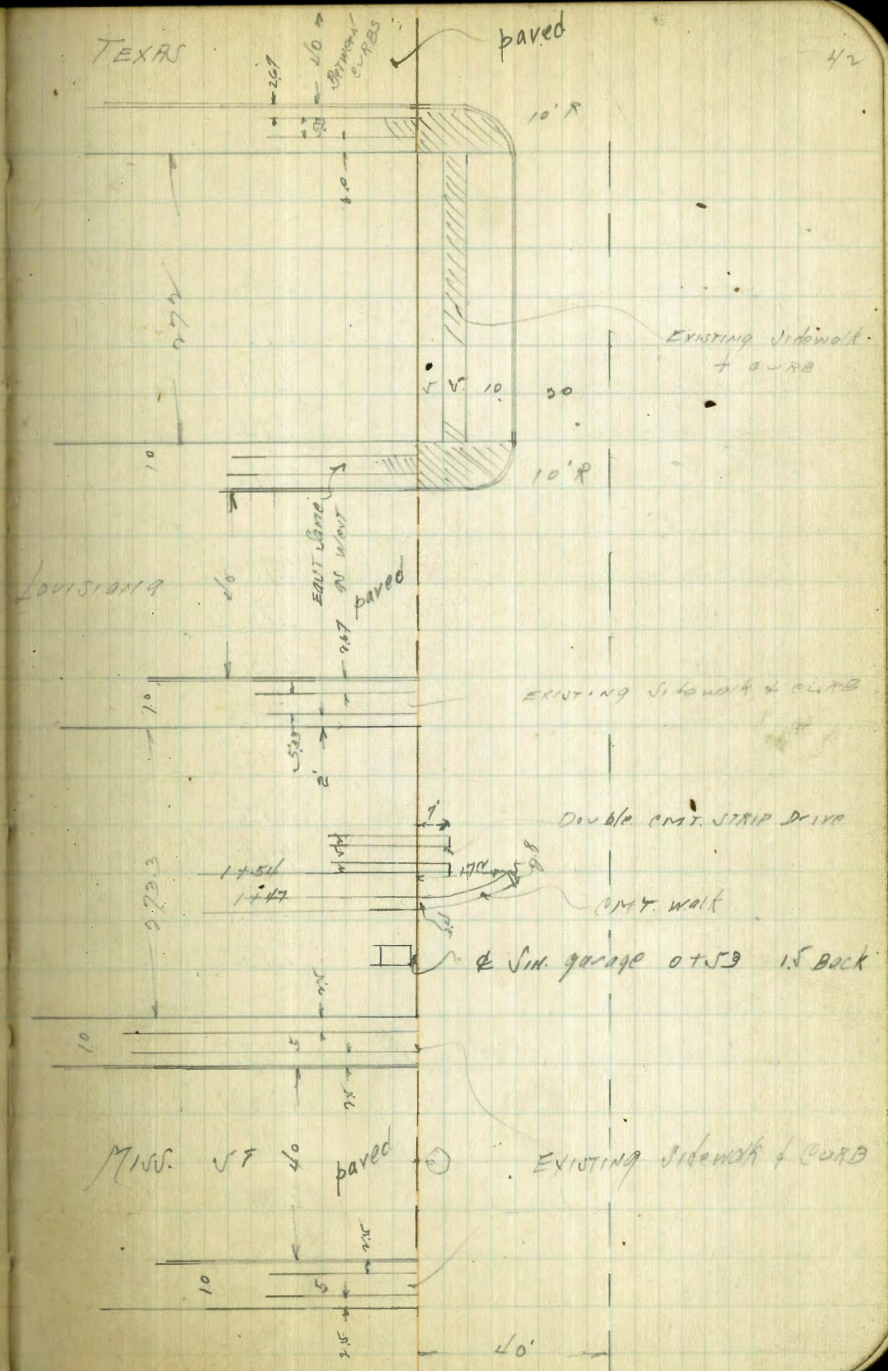
Copied from
 original Books 1263

8/23 of Moore Cross Section of UPAS ST
 Miss. ST to Arnold ST

30' CURB
 30' Roadway
 10' / 1/2"

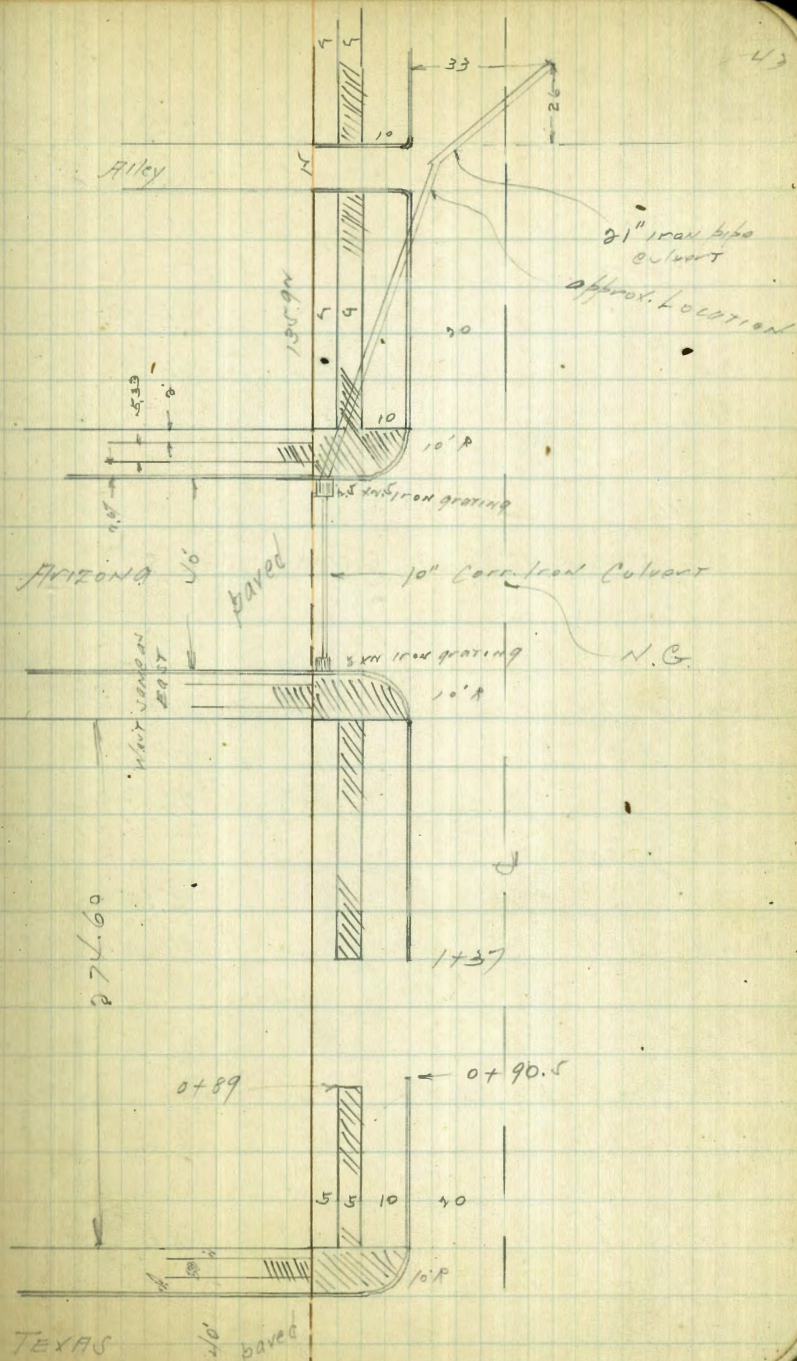
	NWBP	17.19	271.69	259.50	UPAS & LOUISIANA
TP	9.14	280.59	0.22	271.47	
	W.L. MISS. = 60' wide		10' cbs	10' / 1/2"	
NL UPAS		7.7		272.9	
cb		6.9		273.7	
1/4		7.1		273.5	
C		7.2		273.4	
	w/cb				
C		6.9		273.7	
1/4		6.9		273.7	
cb		7.0		273.6	
NL TOP CNT. CB		7.89		272.70	
QUIT ON PAVING		8.37		272.22	
	w/1/4				
NL ON PAVING		8.10		272.49	
cb		6.7		273.9	
1/4		6.5		274.1	
C		6.6		274.0	
	¢ MISS.				
C		6.3		274.3	
1/4		6.1		274.5	
cb		6.2		274.4	
N ON PAVING		7.88		272.71	
	E 1/4				
N		7.95		272.64	
cb		6.2		274.2	

Garage figured 9-13-28
TSH



280.59

1/4		6.0	274.6
C		6.2	274.4
	E cb		
C		6.0	274.6
1/4		5.9	274.7
cb		6.1	274.5
N	Top emb. cb.	7.52	273.07
	cut on paving	8.18	271.8
	EL MWS = 0.0		
N		6.8	273.8
cb		5.4	275.2
1/4		5.6	275.0
C		5.8	274.8
	0+15		
C		5.3	275.3
1/4		5.1	275.5
cb		5.4	275.4
N		5.6	275.0
	0+53		
-1.5	single garage conc. floor	4.7	275.9
N		4.7	275.9
cb		4.6	276.0
1/4		4.4	276.2
C		4.5	276.1
	1+00		
C		4.2	276.4



280.59

1/4	4.4	276.2
1/6	4.6	276.0
N	5.4	275.4

1 7/8 east edge CMT work

N	4.55	276.09
cb	5.0	275.6
1/4	4.8	275.8
C	4.5	276.1

1 1/2

N	od west strip of CMT Drive	4.69	275.90
---	----------------------------	------	--------

2+00

C	3.4	277.4
1/4	3.6	277.2
cb	3.5	277.1
N	3.7	276.9

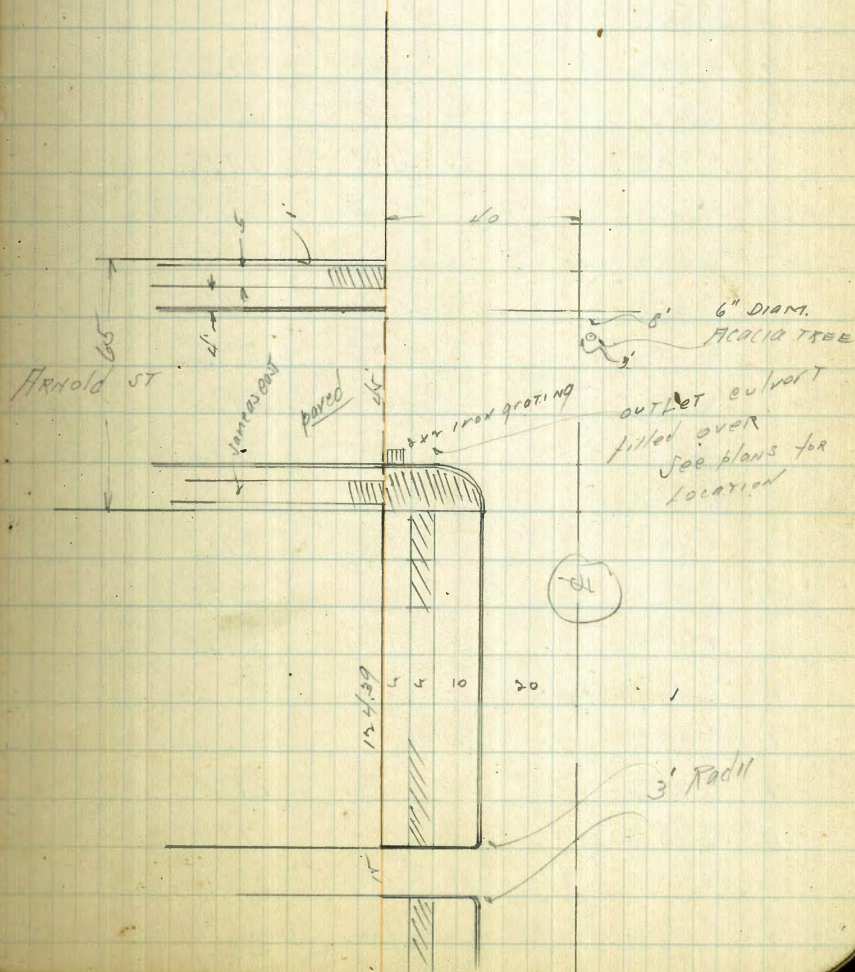
2+40

N	3.7	276.9
cb	4.0	276.6
1/4	3.9	276.7
C	3.6	277.0

2+73.30 = WL Louisiana = 60' wide 10' cbs 10' 1/2"

C	3.7	276.9
1/4	4.0	276.6
cb	3.9	276.7
N	3.0	277.6

T.P. 6.16 282.95 3.80 276.79



282.95

W cb		
N Top curb	5.54	277.43
gut paving	5.99	276.96
cb	6.1	276.8
1/2	6.1	276.8
C	6.0	276.9
W 1/4		
e	5.7	277.2
1/4	5.8	277.1
cb	5.9	277.0
N paving	5.48	277.47
of Louisiana		
N paving	5.6	277.3
cb	5.4	277.5
1/4	5.5	277.4
C	5.5	277.5
E 1/2		
C	5.4	277.5
1/4	5.3	277.6
cb	5.3	277.6
N on paving	5.30	277.6
E curb		
N Top curb	4.98	277.97
gut paving	5.37	277.38
cb	5.4	277.5
1/4	5.2	277.7
C	5.2	277.7

282.95

4/05 45

FL Louisiana = 00

C	5.2	277.7
1/4	5.2	277.7
gut	5.4	277.5
cb CMT.	4.84	278.11
0+50		
cb CMT	4.60	278.3
gut	5.2	277.7
1/4	4.7	278.2
C	4.6	278.3
1+00		
C	4.4	278.5
1/2	4.5	278.4
gut	4.9	278.0
cb CMT.	4.27	278.68
1+50		
cb CMT.	3.94	279.01
gut	4.6	278.3
1/4	4.2	278.3
C	4.2	278.3
2+00		
C	3.8	279.1
1/4	3.8	279.1
gut	4.3	278.6
cb CMT.	3.57	279.38

282.95

2+40			
cb	CMT	3.33	279.62
gut		4.0	278.9
1/4		3.4	279.4
c		3.4	279.5
2+74 = WL TEXAS = 60' wide 10' cbs 10' 1/4"			
c		2.7	280.2
1/4		3.1	279.8
gut		2.8	279.1
cb	CMT	2.11	279.84
	W cb		
N	top curb	2.98	279.77
gut	paving	3.49	279.46
cb		3.4	279.5
1/4		3.0	279.9
c		2.7	280.2
	W 1/4		
c		2.2	280.7
1/4		2.4	280.5
cb		2.5	280.4
N	paving	2.98	280.05
	E TEXAS		
N	paving	2.66	280.29
+5.5 = EX. M.H. R.M		2.39	280.56
cb		2.1	280.8
1/4		2.0	280.9
c		2.1	280.8

282.95

VPOJ 46

E 1/4			
c		2.1	280.8
1/4		2.1	280.8
cb		2.2	280.7
N	paving	2.51	280.44
	E cb		
N	top curb	1.97	280.98
gut	paving	2.63	280.32
cb		2.4	280.5
1/4		2.2	280.7
c		2.2	280.7
	E L TEXAS = 00		
c		2.4	280.5
1/4		2.5	280.4
gut		2.5	280.4
cb	Top CMT cb	1.96	280.99
TP	2.67 NS 2.49	3.13	279.8
	0+40		
N cb	CMT	1.41	281.09
gut		1.7	280.8
1/4		1.8	280.7
c		2.1	280.4
	0+40		
c		1.9	280.6
1/4		1.5	281.0
gut		1.7	280.8
cb	CMT	1.50	280.99

282.49

0+60		
cb	CMT	1.87 280.62
gut		2.2 280.3
1/4		1.6 280.9
C		1.8 280.7

0+80		
C		2.4 280.1
1/4		2.3 280.2
gut		2.8 279.7
cb	CMT	2.53 279.96

0+90.5		
NL		2.2 280.3
N cb	east end of existing curb	2.07 279.42
1/4		2.5 280.0
C		2.8 279.7

1+00		
C		3.2 279.3
1/4		2.9 279.6
cb		2.7 279.6
NL		2.4 280.1

1+20		
NL		3.4 279.1
cb		3.9 278.6
1/4		4.0 278.5
C		4.1 278.4

1+37 = west end of existing 1/4 of curb		
C		5.1 277.4

282.49

upos 47

1/4		5.1 277.4
gut		5.4 277.1
cb	Top CMT	5.4 277.08
NL		5.0 277.5

1+50		
cb	CMT	6.03 276.46
gut		6.2 276.3
1/4		5.8 276.7
C		5.7 276.8

2+00		
C		8.3 274.2
1/4		8.7 273.8
gut		8.9 273.6
cb	Top CMT	8.62 273.87

2+50		
cb	Top CMT	11.16 271.33
gut		11.7 270.8
1/4		10.9 271.6
C		10.5 272.0

274.60 = WL Arizona = 60' wide 10' cbs 10' 1/4's

C		12.2 270.3
1/4		12.1 270.4
gut		12.7 269.8
cb		12.42 270.07
TR	1/4	12.71 270.18

check to BM NWBP.
Hwy. 4 UPN

12/1	270.01	269.95
------	--------	--------

NWDP	1.71	N71.66	269.95
W cb of drains			
N	Tap curd	1.71	269.95
	gut on iron grating	2.38	269.28
	culv. Flowline	3.70	268.0
	N cb	1.9	269.8
	1/4	1.7	270.0
	c	1.6	270.1
	W 1/4		
	c	1.6	270.1
	1/4	1.7	270.0
	cb	1.8	269.9
	N paving	2.11	269.6
	E drain		
	N paving	2.16	269.5
	cb	1.7	270.0
	1/4	1.5	270.2
	c	1.3	270.4
	E 1/4		
	c	1.5	270.2
	1/4	1.8	269.9
	cb	2.1	269.6
	N paving	2.45	269.11
	E cb		
	N Tap curd	2.75	268.91
	gut on iron grating	3.23	268.43

vpas 4
0012004

27/66

vpas 48

culvert Flowline	4.47	267.19
cb	2.9	268.8
1/4	2.7	269.0
c	2.7	269.0
- EL Aris. = 00		
c	3.3	268.4
1/4	3.3	268.4
gut	3.4	268.3
cb CMT	2.91	268.75
0+30		
cb CMT	4.24	267.42
gut	4.7	267.0
1/4	4.7	267.0
c	4.8	266.9
0+50		
c	5.5	266.2
1/4	5.3	266.4
gut	5.6	266.1
cb CMT	5.22	266.44
0+70		
cb CMT	6.06	265.60
gut	6.5	265.2
1/4	6.1	265.6
c	6.1	265.6
+5	6.5	265.2

27/66

1+00		
-10	8.8	262.9
C	7.3	264.4
1/4	7.3	264.4
gUT	7.1	264.3
cb CMT	6.9	264.74
1+55.94 = WL alley		
N/L Top alley return	7.40	264.26
CUT	7.9	263.8
cb CMT	7.47	264.19
gUT	8.0	263.7
1/4	8.0	263.7
L	8.2	263.5
+10	11.1	260.6
1+50.92 = EL alley		
-10	11.9	259.8
C	8.3	263.4
1/4	8.2	263.5
gUT	8.3	263.4
cb CMT	7.70	264.0
N Top alley return	7.56	264.10
gUT on N/L	8.0	263.7
flow line outlet of 21" wood pipe		
2+00	14.6	257.1
cb CMT	8.05	263.61
gUT	8.5	263.2

culvert

27/66

Lpas

49

1/4	8.6	263.1
C	8.6	263.1
+10	12.5	259.2
2+40		
-10	11.4	260.3
C	9.0	262.7
1/4	9.0	262.7
cb CMT	8.38	263.28
gUT	8.9	262.8
275.31 = WL ARND = 65' wide 10' cbs 11.25' 1/4		
cb CMT	8.68	262.98
gUT	9.2	262.5
1/4	9.3	262.4
C	9.0	262.7
+10	10.9	260.8
T.P. curb	4.01	267.02
8.65	263.01	
Web		
-10	6.5	260.5
C	5.9	261.1
1/4	5.0	262.0
cb	4.8	262.2
N/Lapas top curb	3.3	263.09
gUT on road grating	4.57	262.45
W 1/4		
N paving	4.20	263.82
cb	4.7	262.3

267.0v

1/4	5.0	262.0
C	5.7	261.3
+10	6.6	260.4
E Arnold		
-10	7.4	259.6
C	4.9	262.1
1/4	4.8	262.2
ab	4.7	262.3
N paving	4.2v	262.80
E 1/4		
N paving	4.61	262.41
cb	4.8	262.2
1/4	5.3	261.7
C	6.5	260.5
+10	8.3	258.7
E cb		
-10	8.1	258.9
C	7.7	259.3
1/4	6.3	260.7
cb	5.0	262.0
N Top curbs	4.98	262.04
gvt paving	5.35	261.67
E L Arnold = 00		
N	5.0	262.0
cb	7.1	259.9
1/4	7.4	259.6

267.0v

upas

50

C	7.6	259.4
+10	8.4	258.6
+10 for slope		
-10	8.4	258.6
C	8.3	258.7
1/4	7.7	259.3
cb	7.5	259.6
N	5.1	261.9
TP 130!	179.50	0.53 ~66.49
check BM	269.95	9.55 ~69.95

Levels for spillway Arnold + upas 9/12/28

25'	12.5	264.45	2430'	top curbs
W L ARNOLD 57				
20' S of E upas	see sketch	4.5	460.0	
20' "	"	5.1	459.4	
40' "	"	5.9	458.6	
50' "	"	6.7	457.8	
60' "	"	7.2	457.3	
w/ ab				
20' S E		4.3	460.2	
30' S "		5.7	459.3	
40' S "		6.1	458.9	
50' S "		6.8	457.7	
60' S "		7.2	457.3	
w 1/4				
20' S E upas		5.1	459.4	

864.45

10' S of U pas	5.3	259.2
20' " "	6.0	258.5
30' " "	6.9	257.6
60' " "	7.6	256.9

E Arnold

20' S of #	5.6	258.9
30' " "	5.9	258.6
40' " "	6.4	258.1
50' " "	7.4	257.1
60' " "	7.9	256.6

E 1/4

20' S of #	6.4	258.1
30' " "	6.6	257.9
40' " "	7.4	257.1
50' " "	8.2	256.3
60' " "	9.0	255.5

E CURB

20' S of U pas	6.6	257.9
30' " "	6.8	257.7
40' " "	7.5	257.0
50' " "	8.5	256.0
60' " "	9.9	254.6 = creek

E L Arnold

40' S of U pas	6.6	257.9
50' S "	7.1	257.4
40' " "	7.8	256.7

864.45

5

10' S of U pas	9.0	255.5
20' " "	9.7	254.8
60' " "	10.3	254.2
60' " "	8.7	255.8

11/13/8
Moore

Cross Section of Union St.
PALM TO QUINCE

75' wide
10' curbs
12' x 1/4"

SE 10' Corroct 2.96 210.07 207.11 Reduced & Vertical Sta

Old South Line Quince = 00

E CURB	Top CMT	5.5	204.62
E gutter	paving	6.10	203.97
1/4	"	6.06	204.01
C	"	6.31	203.76
1/4	"	6.93	203.14
w gut	"	7.85	202.22
w cb	Top CMT	7.24	202.83
w		7.1	202.87

0 + 5.4 = existing sidewalk & curb on West

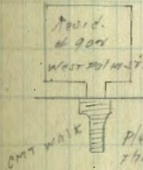
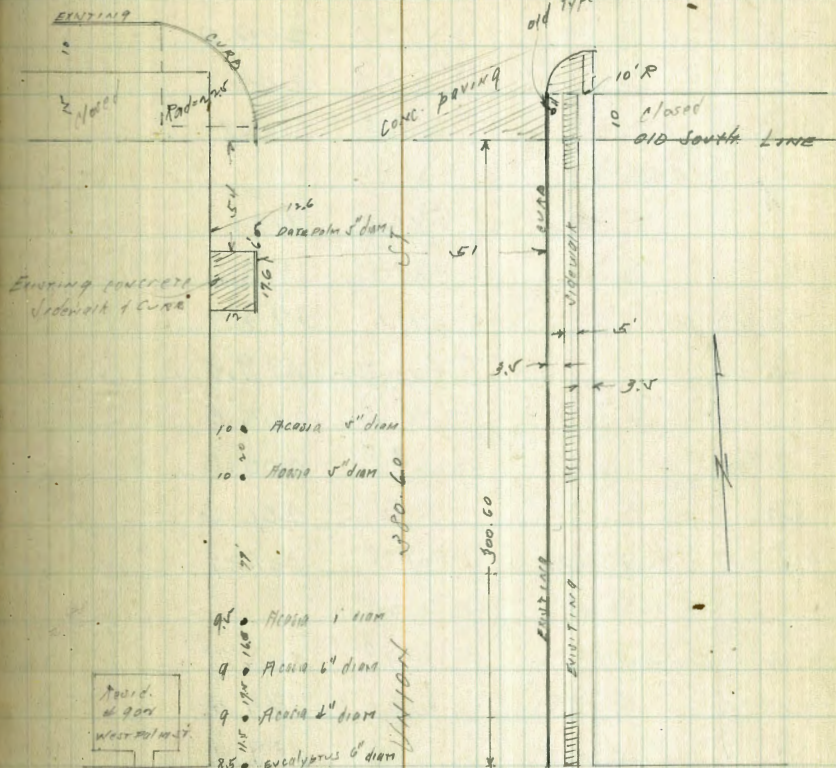
w	w CMT	7.13	201.94
cb	Top CMT cb	8.33	201.74
1/2		8.8	201.3
1/4		8.4	201.7
C		7.8	202.3
1/2		7.6	202.5
gut		7.2	202.9
E CB	Top CMT cb	6.67	203.40

0 + 71.6 = End of existing sidewalk on West

w	Top CMT	8.44	201.63
w cb	" " CURB	8.56	201.51
1+00			
E cb	Top CMT CURB	7.70	202.37
gut		8.1	202.0
1/2		8.6	201.5

10' 0" figured
 5/8.29 A.C.L.

QUINCE



PLEASE INVESTIGATE THIS. P.O. EVIDENTLY THINKS STREET IS CLOSED

PA/TA CONC. MON. JO ST

N

210.07

c		8.6	201.5	
1/4		9.6	200.5	
t10		10.1	200.0	
cb		9.3	200.8	
w		9.3	200.8	
	1+50			
w		10.5	199.6	
cb		10.8	199.6	
+3		11.4	198.9	
1/4		10.7	199.4	
c		9.6	200.5	
1/4		9.8	200.3	
gut		9.5	200.6	
E CURB	TOP CMT	8.78	201.29	
	2+00			
E cb	TOP CMT.	9.89	200.18	
gut		10.7	199.4	
1/4		10.7	199.4	
c		10.7	199.4	
1/4		11.9	198.2	
+9		12.7	197.4	
cb		12.5	197.6	
+2		12.0	198.1	
w		12.2	197.9	
TR	2.97	201.72	11.32	198.75

201.72

UNION ST. 53

	2+50		
w		4.4	197.3
16		4.4	197.3
+3		5.1	196.6
1/4		4.5	197.2
c		3.5	198.2
1/4		3.5	198.2
gut		5.2	198.5
cb	TOP CMT.	2.61	199.11
	3+00.60 = N.L. PALM ST		
EL		3.3	198.4
Ecb	TOP CMT	3.68	198.04
gut		4.2	197.5
1/4		4.5	197.2
c		4.8	196.9
1/4		5.8	195.9
t10		6.0	195.7
cb		5.5	196.2
w	ON R.H. HUB	5.3	196.4
	N cb		
w		5.9	195.8
cb		6.2	195.5
1/4		5.9	195.8
c		4.9	196.8
1/4		4.6	197.1
cb		4.7	197.0

8' wide

14' CURBS

13' 1/2"

201.7N

cb + 5		4.5	197.2
E.L.		3.8	197.9
	N 1/4		✓
E.L.		4.1	197.6
cb		4.7	197.0
1/4		4.8	196.9
C		5.1	196.6
1/4		6.0	195.7
cb		6.3	195.4
W		6.3	195.3
	Center Palm		
W		6.1	195.6
cb		6.4	195.3
1/4		6.2	195.5
C		5.2	196.5
1/4		4.9	196.8
cb		5.0	196.7
E		3.8	197.9
	S 1/4		✓
E		4.2	197.5
cb		5.1	196.6
1/4		5.0	196.7
C		5.5	196.2
1/4		6.3	195.4
cb		6.5	195.2
W		6.4	195.3

201.7N

UNION ST 54

	S cb		
W		6.5	195.2
cb		6.6	195.1
1/4		6.4	195.3
C		5.8	195.9
1/4		5.2	196.5
cb		5.4	196.3
E		4.8	196.9
	NL Palm ST = 00		
-5		7.6	194.1
E		4.9	196.8
cb		4.9	196.8
+2		7.0	194.7
+6		5.8	195.9
1/4		5.4	196.3
C		6.3	195.4
1/4		6.7	195.0
+11		6.7	195.0
cb		6.3	195.4
W		6.5	195.2
	0+03		
W		4.5	197.2
cb		5.4	196.3
+3		7.0	194.7
1/4		6.8	194.9
C		6.4	195.3

201.7v

1/4	5.5	196.2
+9	5.7	196.0
cb	7.3	194.4
+2	6.3	195.4
E	5.8	195.9
+5	8.0	193.7

0+15

-10	13.4	188.3
E	10.9	190.8
+7	10.0	191.7
cb	8.7	193.0
1/4	7.4	194.5
+4	6.4	195.3
e	6.8	194.9
1/4	7.2	194.5
+9	7.4	194.3
cb	4.3	197.4
W	4.1	197.6

0+25

W	4.5	197.2
cb	4.7	197.0
+3	5.0	193.7
1/4	7.7	194.0
e	7.1	194.6
+7	6.6	195.1
+8	7.8	193.9

201.7v

UNION ST

55

1/4	8.7	193.0
cb	10.3	191.4
E	12.4	189.5
+10	15.0	186.7

Walker
McHugh
Mott
Leekey
9-7-79

Cross Section NARRAGANSETT St Roadway
13' #s From N.W. Santa Barbara to Esch. Venice St
10' #s " Esch. Venice to N.W. Catalina Blvd

22438

56

5.70 224.38 218.68 ^{S.W. & P} Narragansett + Santa Barbara

WLY same Santa Barbara 10' cbs 10' #s.

S. Gut. on Paring	6.45	217.93
" 1/4 " "	6.15	218.23
1/2 " "	6.24	218.14
N 1/4 " "	6.61	217.77
" Gut. " "	7.34	217.04

WLY cb Santa Barbara

N.L.	8.0	216.4
N cb.	7.3	217.1
" 1/4	6.7	217.7
1/2	6.3	218.1
S 1/2	5.9	218.5
S cb.	6.0	218.4
S.L.	5.4	219.0

WLY 1/4

S.L.	4.8	219.6
cb.	5.1	219.3
S 1/4	5.6	218.8
1/2	6.0	218.4
N 1/2	6.5	217.9
cb.	7.0	217.4
N.L.	7.8	216.6
1/2		
N.L.	7.6	216.8

cb.	6.8	217.6
1/4	6.2	217.2
1/2	5.6	218.8
1/4	5.2	219.2
cb.	4.7	219.7
S.L.	4.2	220.2
	E 1/4	
S.L.	4.2	220.2
cb.	4.6	219.8
1/4	5.1	219.3
1/2	5.5	218.8
1/4	6.1	218.3
cb.	6.7	217.7
N.L.	7.7	216.7
	E cb.	
N.L.	7.8	216.6
cb.	6.9	217.5
1/4	6.0	218.4
1/2	5.4	219.0
1/4	5.2	219.2
cb.	4.9	219.5
S.L.	4.8	219.6
	S.L. Santa Barbara = 0+00	
S cb.	5.0	219.4
1/4	5.1	219.3
1/2	5.3	219.1

$\frac{1}{4}$		6.2	2182
N Gut.		6.9	2175
	0+50		
N Gut.		6.2	2182
$\frac{1}{2}$		5.4	2190
$\frac{3}{8}$		4.5	2199
$\frac{1}{4}$		4.2	2202
S Gut.		4.4	2200
	1+00		
S "		3.7	2207
$\frac{1}{2}$		3.6	2208
$\frac{3}{8}$		3.9	2205
N $\frac{1}{4}$		4.8	2196
" Gut.		5.6	2188
	1+50		
" "		4.6	2198
$\frac{1}{2}$		4.0	2204
$\frac{1}{4}$		3.3	2211
S $\frac{1}{4}$		3.0	2214
" Gut.		3.1	2213
	2+00		
" "		2.4	2220
$\frac{1}{4}$		2.3	2221
$\frac{1}{2}$		2.4	2220
$\frac{1}{4}$		3.3	2212
N Gut.		3.8	2206

	2+50		
N Gut.		3.4	2210
" $\frac{1}{2}$		2.6	2218
$\frac{1}{4}$		1.8	2226
$\frac{1}{4}$		1.6	2228
S Gut.		1.7	2227
	3+00		
S Gut.		1.4	2230
" $\frac{1}{2}$		1.6	2228
$\frac{1}{4}$		1.7	2227
N $\frac{1}{4}$		2.5	2219
" Gut.		3.1	2213
	3+50		
N Gut.		3.3	2206
" $\frac{1}{2}$		3.1	2213
$\frac{1}{4}$		2.4	2220
S $\frac{1}{4}$		2.2	2222
" Gut.		2.2	2222
	4+00		
" Gut.		3.9	2205
" $\frac{1}{2}$		3.5	2209
$\frac{1}{4}$		3.6	2208
N $\frac{1}{4}$		4.5	2199
" Gut.		5.7	2187
T.P. 021	220.58	4.01	220.37
	4+50		
N Gut.		3.8	2168

$\frac{1}{4}$	2.9	217.7
$\frac{1}{2}$	2.1	218.5
$\frac{1}{4}$	2.1	218.5
s Gut	2.5	218.1

4+75

s Gut	4.0	216.6
$\frac{1}{4}$	3.5	217.1
$\frac{1}{2}$	3.6	217.0
$\frac{1}{4}$	4.2	216.4
N Gut	5.2	215.4

5+00

N Gut	6.9	213.7
$\frac{1}{4}$	5.8	214.8
$\frac{1}{2}$	5.3	215.3
$\frac{1}{4}$	5.3	215.3
s Gut	5.8	214.8

5+25

s Gut	7.9	212.7
$\frac{1}{4}$	7.4	213.2
$\frac{1}{2}$	7.5	213.1
$\frac{1}{4}$	8.0	212.6
N Gut	9.0	211.6

5+75

N Gut	13.6	207.0
$\frac{1}{4}$	12.9	207.7
$\frac{1}{2}$	12.4	208.2

s $\frac{1}{2}$	12.7	207.9
" Gut	13.4	207.2
T.P. 064	208.85	12.37
		208.21
	4.0	

6+00 = W.L. Venice ST. 10' cbs. 10' $\frac{1}{4}$ s.

s Gut	4.0	204.8
$\frac{1}{4}$	3.2	205.6
$\frac{1}{2}$	2.9	205.9
$\frac{1}{4}$	3.4	205.4
N Gut	4.1	204.7

W.L. Line Venice

N.L.	4.6	204.2
" N.L.	4.7	204.1
" $\frac{1}{4}$	4.1	204.7
$\frac{1}{2}$	3.7	205.1
$\frac{1}{4}$	3.9	204.9
cb.	4.3	204.5
" S.L.	4.3	204.5

W $\frac{1}{4}$

S.L.	4.3	204.5
" N.L.	4.8	204.0
" $\frac{1}{4}$	4.5	204.3
$\frac{1}{2}$	4.3	204.5
$\frac{1}{4}$	4.6	204.2
cb.	4.9	203.9
N.L.	4.8	204.0

L. Venice

N.L.	5.3	203.5
cb.	5.5	203.3
$\frac{1}{4}$	5.1	203.7
L	4.9	203.9
$\frac{1}{4}$	5.0	203.8
cb.	5.2	203.6
S.L.	4.8	204.0
S.L.	5.5	203.3
cb.	5.9	202.9
$\frac{1}{4}$	5.5	203.3
L	5.3	203.5
$\frac{1}{4}$	5.6	203.2
cb.	6.2	202.6
N	5.8	203.0

E. cb.

N	6.3	202.5
+13'	6.5	202.3
$\frac{1}{4}$	6.1	202.7
$\frac{1}{4}$	5.7	203.1
$\frac{1}{4}$	6.1	202.7
+13'	6.4	202.4
S.L.	6.4	202.4

E.L. Venice = 0+00 10' $\frac{1}{4}$ s to Catalina Blvd

S. Gut. 6.7 202.1

$\frac{1}{4}$	6.6	202.2
L	6.3	202.5
$\frac{1}{4}$	6.5	202.3
N. Gut.	6.8	202.0
	0+50	
N. Gut.	9.0	199.9
" $\frac{1}{4}$	8.7	200.1
$\frac{1}{4}$	8.4	200.4
$\frac{1}{4}$	8.9	199.9
S. Gut.	8.9	199.9
	0+75	
S. Gut.	10.9	197.9
" $\frac{1}{4}$	10.8	198.0
$\frac{1}{4}$	10.5	198.3
$\frac{1}{4}$	10.7	198.1
N. Gut.	10.9	197.9
TP 0.20	195.97 / 13.08	195.77
	1+00	
N. Gut.	0.9	195.0
$\frac{1}{4}$	0.8	195.1
$\frac{1}{4}$	0.5	195.4
$\frac{1}{4}$	0.8	195.1
S. Gut.	0.7	195.2
	1+50	
S. Gut.	7.6	188.3
" $\frac{1}{4}$	7.5	188.4

195.97

L	7.1	188.8
1/2	7.4	188.5
N Gut.	7.4	188.5

I+00

T.P.	0.42	184.02	12.38	183.59
N Gut.		2.1		181.9
1/2		1.6		182.4
L		1.3		182.7
1/4		1.7		182.3
S Gut.		1.8		182.2

R+2.5

S Gut.	4.3	179.7
" 1/2	4.0	180.0
L	3.8	180.3
N 1/2	4.2	179.8
" Gut.	4.5	179.5

2+50

N "	6.4	177.6
" 1/2	6.8	177.7
L	5.9	178.1
S 1/2	5.9	178.1
" Gut.	6.3	177.7

3+00

" "	8.6	175.4
" 1/2	8.4	175.6
L	8.2	175.8

184.02

60

N 1/2	2.8	175.2
N Gut.	2.4	174.6
	3+50	

N Gut.	11.9	172.1
1/2	11.1	172.9
L	10.6	173.4
1/2	10.8	173.2
S Gut.	11.1	172.9

3+75

S Gut.	12.7	171.3
" 1/2	12.6	171.4
L	12.3	171.7
N 1/2	12.9	171.1
N Gut.	13.3	170.7

T.P.	0.61	171.60	13.03	170.99
------	------	--------	-------	--------

4+00

N Gut.	3.1	168.5
" 1/2	3.5	168.1
L	1.9	169.7
1/2	3.1	169.5
S Gut.	3.2	169.4

4+50

S Gut.	6.6	165.0
1/2	6.6	165.0
L	6.3	165.3
1/2	6.8	164.8

N Gut.	7.2	1644
4 + 98.7 = Bq. Ch. Return on South.		
N Gut.	11.6	1600
" 2	11.3	1603
1/2	11.0	1606
S 2	11.1	1605
S Gut.	11.4	1602
S top ch.	10.87	160.78
For chk. out see Book 1282-63		<u>160.81</u>
		0.03 = Error.
Note. For sections on Page. See Book 1282-64		

9-20-29
 J. C. Bliss
 Drebert
 Rauney

X-section G Street - 28th
 to 30th - 60' wide - 10' cbs - 10' 1/4s

T 135.59

62

B.M. S.W.B.P. - 28th x J

12.28

T.P.

-0.7

+12.81

F.T.

-132

+434

B.M. S.E.B.P. 28th x G

-239

123.79

+11.80

131.59

T 135.59

E.L. 28th = 0+00

S

12.5

123.1

cb

12.7

122.9

1/4

11.8

123.8

cb

11.5

124.1

1/4

11.3

124.3

cb

11.1

124.5

N

10.6

125.0

0+25

N

3.4

132.2

cb

4.0

131.6

1/4

4.6

131.0

cb

4.8

130.8

1/4

5.1

130.5

cb

5.8

129.8

S

6.6

129.0

T.P.

+1315

S

13.0

135.7

cb

12.0

136.7

1/4

11.6

137.1

cb

11.0

137.7

1/4

10.7

138.0

cb

10.2

138.5

N

9.8

138.9

0+75

N

3.9

144.8

cb

3.9

144.8

1/4

4.3

144.4

cb

4.6

144.1

1/4

5.0

143.7

cb

5.8

142.9

S

7.3

141.4

1+00

S

1.3

147.4

cb

0.3

148.4

T.P.

-0.11

148.60

+12.79

T 141.39

T 161.39

1/4	12.7	148.7
♀	11.9	149.5
1/4	11.0	150.4
cb	10.4	151.0
N	10.1	151.3

1425

N	4.2	157.2
cb	4.5	156.9
1/4	4.8	156.6
♀	5.6	155.8
1/4	6.1	155.3
cb	6.8	154.6
S	7.4	154.0

1450

S	3.3	159.1
cb	3.0	159.4
1/4	2.2	159.2
♀	1.8	159.6
1/4	1.6	159.8
cb	1.7	159.7
N	1.7	159.7

T.P.

-006

161.33

1803

T 169.36

G Street

63

T 169.36

1475

N	4.8	164.6
cb	5.3	164.1
1/4	5.5	163.9
♀	6.1	163.3
1/4	7.0	162.4
cb	7.1	162.3
S	8.1	161.3

2400

S	5.0	164.4
cb	4.6	164.8
1/4	4.2	165.2
♀	3.8	165.6
1/4	3.6	165.8
cb	3.3	166.1
N	3.0	166.4

2425

N	1.0	169.4
cb	1.0	168.4
1/4	1.4	168.0
♀	1.6	167.9
1/4	1.8	167.6
cb	3.0	166.4
S	3.4	166.0

π 169.36

2+50

S	3.1	166.3
cb	2.7	166.7
1/4	2.3	167.1
£	1.8	167.6
1/4	1.3	168.1
cb	0.8	168.6
N	0.4	169.0

2+75

N	0.0	169.4
cb	0.5	168.9
1/4	1.0	169.4
£	1.6	167.8
1/4	2.1	167.3
cb	2.2	167.2
S	2.6	166.8

3+00

S	2.8	166.6
cb	2.7	166.7
1/4	2.5	166.9
£	1.9	167.5
1/4	1.7	167.7
cb	1.2	168.2
N	1.2	168.2

π 169.36

G Street

64

3+25

N	2.2	167.2
cb	2.9	166.5
1/4	2.6	166.8
£	2.9	166.5
1/4	3.3	166.1
cb	3.2	166.2
S	3.2	166.2

3+50

S	5.1	164.3
cb	5.1	164.3
1/4	4.8	164.6
£	4.3	165.1
1/4	4.2	165.2
cb	4.7	164.7
N	5.2	164.2

3+75

N	8.9	160.5
cb	8.7	160.7
1/4	8.4	161.0
£	8.1	161.3
1/4	8.0	161.4
cb	8.1	161.3
S	8.1	161.3

T 169.36

4400

S	12.8	156.6
cb	12.8	156.6
1/4	12.6	156.8
ϕ	12.7	156.7
1/4	13.1	156.3
cb	13.4	156.0
N	13.4	156.0
T.P.	4.125	-12.78 156.58

+0.28

T 156.88

4425

N	3.7	153.2
cb	4.0	152.9
1/4	4.1	152.8
ϕ	4.0	152.9
1/4	3.5	153.4
cb	3.4	153.5
S	3.4	153.5

4450

S	5.9	151.0
cb	6.4	150.5
1/4	6.5	150.4
ϕ	6.6	150.3
1/4	6.7	150.2
cb	6.8	150.1

G Street

65

T 156.86

N	6.4	150.5
4475		
N	10.4	146.5
cb	9.8	147.1
1/4	9.0	147.9
ϕ	8.9	148.0
1/4	8.2	148.7
cb	8.4	148.5
S	8.1	148.8

5400

S	9.7	147.2
447	11.0	145.9
cb	12.0	144.9
1/4	12.5	144.4
ϕ	12.7	144.2
1/4	13.0	143.9
cb	13.9	143.0
N	13.8	143.1

T.P.

-12.71 144.15

0.16

T 144.51

5425

N	7.4	136.9
cb	7.1	137.2
1/4	6.7	137.6

144.31

¢	63	139.0
1/4	60	138.3
cb	54	138.9
S	53	139.0
T.P.		-12.87 131.44

+0.08

131.52

5+60 = W.L. 29th - 60' Wide 10' cbs 10' W.L.

S	1.1	130.4
cb	1.0	130.5
1/4	0.2	131.3
¢	0.0	131.5
1/4	0.8	130.7
cb	1.2	130.3
N	3.1	128.4

W cb 29th

N	7.7	124.3
cb	5.5	126.0
1/4	5.0	126.5
¢	3.8	127.7
1/4	3.0	128.5
cb	3.2	128.3
S	3.7	127.8

131.52

66

W 1/4 29th

S	6.7	124.8
cb	5.8	125.7
1/4	7.9	123.6
¢	10.4	121.1
1/4	10.0	121.5
cb	10.9	120.6
N	12.3	119.2

¢ 29th

N - Top exposed 12" series	12.88	118.64
cb " " " "	13.07	118.45
1/4 " " " "	13.28	118.24
¢	13.0	118.5
1/4	12.8	119.7
cb	11.3	120.2
S	11.0	120.5

T.P.

- 12.56 118.96

+5.67

124.63

E 1/4 29th

S	7.4	117.2
cb	8.5	116.1
1/4	8.8	115.8
¢	9.1	115.5
1/4	9.0	115.6
cb	9.0	115.6
N	8.4	116.2

T 124.63

E cb 29th

N	9.1	115.5
cb	9.2	115.4
1/4	9.5	115.1
¢	9.5	115.1
1/4	9.7	114.9
cb	9.4	115.2
S	8.8	115.8

E.L. 29th = 0+00

S	9.7	114.9
cb	9.7	114.9
1/4	9.7	114.9
¢	9.5	115.0
1/4	9.2	115.4
cb	9.0	115.6
N	8.8	115.8

0+25

N	8.4	116.2
cb	8.8	115.8
1/4	9.1	115.5
¢	9.3	115.3
1/4	9.2	115.4
cb	9.5	115.1
S	11.2	113.4

T 124.63

67

0+36 = West Bank Water Course

S	11.6	113.0
cb	9.8	114.8
1/4	9.4	115.2
¢	8.9	115.7
1/4	8.2	116.4
cb	9.0	115.6
N	9.0	115.6

0+43 = Bottom Water Course

N	11.3	113.3
cb	11.2	113.4
1/4	11.3	113.3
¢	11.6	113.0
1/4	11.7	112.9
cb	11.8	112.8
S	11.8	112.8

0+50 = East Bank Water Course

S	9.8	114.8
cb	9.4	115.2
1/4	9.4	115.2
¢	9.2	115.4
1/4	8.6	116.0
cb	7.5	117.1
N	7.7	116.9

T 12463

Levels for culvert on Line crossing N.L. 29th.

at 0+43 vSL. of 0+25

Out 10 = Bottom Water Course	11.2	113.4
N.L. 29 th = 0+00 = Bottom Water Course	11.3	113.3
0+05 = West Bank	9.1	115.5
0+15	8.1	116.5
+30	9.0	115.6
+50	9.5	115.1
+61 = S.L. 29 th	11.1	113.5
+70 = Bottom Water Course	11.7	112.9

0+75

N	3.5	121.1
cb	3.7	120.9
1/4	4.0	120.6
¢	4.7	119.9
1/4	4.9	119.7
cb	4.9	119.7
S	5.3	119.3

1+00

S	1.9	122.7
cb	1.5	123.1
1/4	1.1	123.5
¢	0.5	124.1
1/4	0.4	124.2
cb	0.5	124.1
N	0.0	124.6

T 12463

68

T.P.

-0.18 - 124.45

12.91

T 137.36

1+25

N	7.5	129.9
cb	7.5	129.9
1/4	7.8	129.6
¢	8.0	129.4
1/4	8.4	129.0
cb	8.7	128.7
S	8.9	128.5

1+50

S	3.6	133.8
cb	3.0	134.4
1/4	2.4	135.0
¢	2.2	135.2
1/4	2.2	135.2
cb	2.0	135.4
N	1.1	136.3

-0.26 137.10

+12.81

T 149.91

1+75

N	7.5	142.4
cb	7.0	142.9

π 149.91

1/4	7.0	142.9	
£	87	141.2	
1/4	8.9	141.0	
cb	9.0	140.9	
S	10.0	139.9	
			2400
S	53	144.6	
cb	4.4	145.5	
1/4	4.3	145.6	
1/6	3.6	146.3	
£	3.5	146.4	
1/4	3.1	146.8	
cb	2.5	147.4	
N	2.3	147.6	
T.P		-0.58	149.33

+869

π 158.02

2425

N	7.6	150.4
cb	8.1	149.9
1/4	8.8	149.2
£	9.3	148.7
1/4	9.7	148.3
cb	10.3	147.7
S	10.4	147.8

π 158.02

69

2450

S	9.1	148.9	
cb	9.5	148.5	
1/4	8.8	149.2	
£	7.6	150.4	
1/4	7.0	151.0	
cb	6.0	152.0	
N	5.1	152.9	
			2475
N	2.9	155.1	
cb	3.9	154.1	
1/4	5.4	152.6	
£	6.2	151.8	
1/4	7.6	150.4	
cb	8.6	149.4	
S	9.2	149.8	

3400

Out 15

15.0	143.0	
S	12.8	145.2
cb	11.4	146.6
1/4	8.7	149.3
£	6.8	151.2
1/4	5.4	152.6
cb	4.2	153.8
N	2.8	155.2

158.0v

3425

N	3.8	154.2
cb	5.5	152.5
1/4	6.5	151.0
⊕	8.5	149.5
1/4	10.5	147.5
cb	11.2	146.8
S	11.7	146.3

3430

18' Double Garage at S.L. - Dirt Floor

East end	10.4	147.6
West end	11.7	146.3

3450

S	11.6	146.4
cb	10.7	147.3
1/4	9.9	148.1
⊕	9.4	148.6
1/4	7.9	150.1
cb	6.6	151.4
N	5.4	152.6

3475

N	6.3	151.7
cb	7.4	150.6
1/4	7.9	150.1
⊕	8.2	149.8
1/4	8.5	149.5

158.0v

70

cb	9.4	148.6
S	9.7	148.3

3495 = W.L. 30th - Paved

S	7.3	150.7
Tpob	7.22	150.80
G	7.70	150.32
1/4	7.04	150.98
⊕	6.59	151.43
1/4	6.56	151.46
G	6.78	151.24
Tpob	6.20	151.82
N	5.9	152.1

J.W. Return - 20' Ground

⊕ Return Tpcob	6.23	151.79
1/4	6.60	151.42
South end Tpcob	6.23	151.79
2G	6.74	151.28
T.P.	-1.43	156.59

+11.77 168.36

B.M. S.E. B.D. 30th 4F

-1.39 166.97

Correct 166.99

9-23-29 X-section 29th St. F to
 J.C. Bliss
 J. Drebert
 Rainey

B.M. S.E.P. 30th + F 166.97

+ 0.34 167.31

T.P. 1312 154.19

+ 1.01

T 155.20

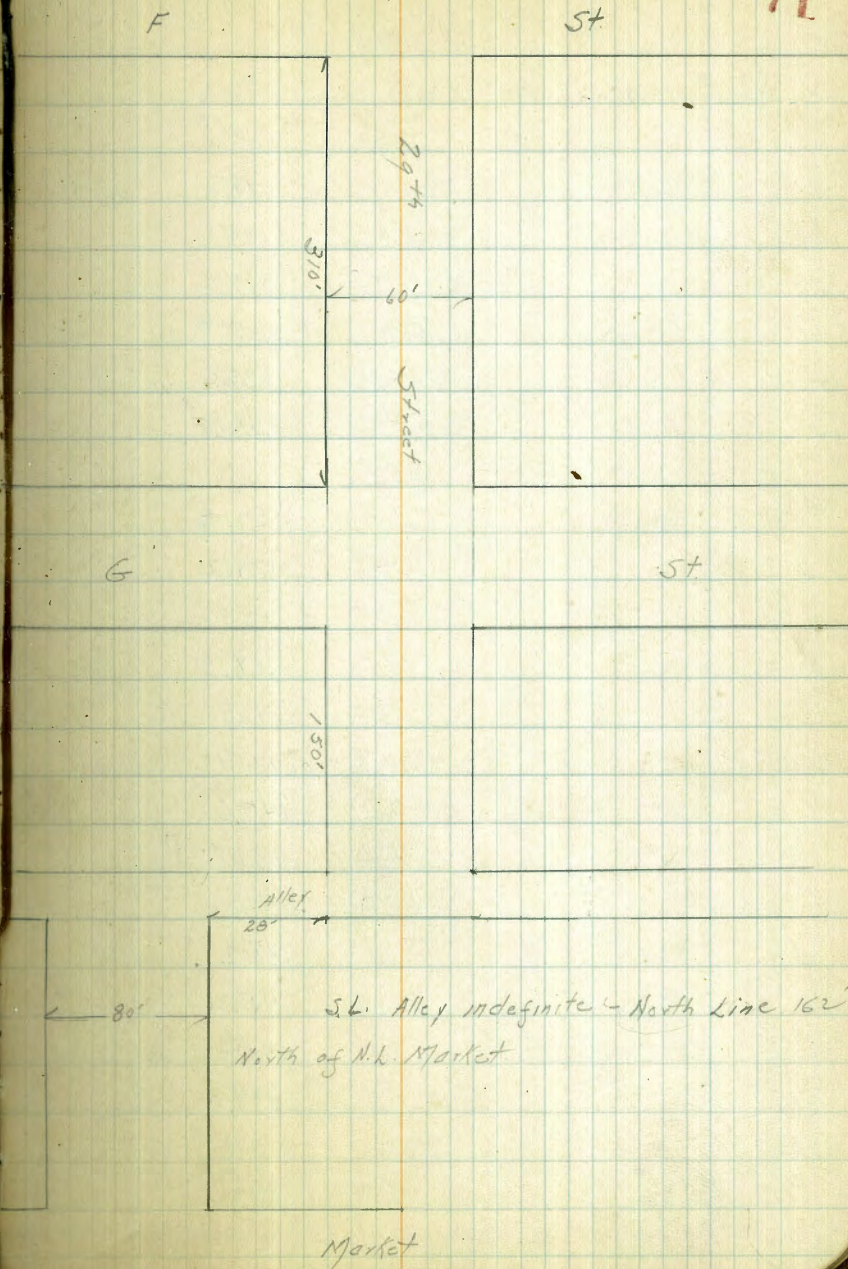
S.L.F = 0+00

W	4.5	150.7
cb	5.6	149.6
1/4	6.0	149.2
¢	5.9	149.3
1/4	6.4	148.8
cb	7.1	148.1
¢	6.4	148.8
E	8.7	146.5
cb	8.0	147.2
1/4	6.8	148.4
¢	6.3	148.9
1/4	6.2	149.0
1/8	5.8	149.4
cb	4.2	151.0
W	1.3	153.9

Reduced 9-26-29
Plotted

0+00

71



T 155.20

0+25

W	3.0	152.2
cb	5.6	149.6
1/4	6.9	148.3
E	8.1	147.1
1/4	12.0	143.2
cb	16.5	138.7
E	20.2	135.0
Out 15	24.4	130.8

0+50

Out 15	28.2	127.0
E	24.0	131.2
cb	20.1	135.1
1/4	17.0	138.2
E	13.3	141.9
1/4	10.3	144.9
cb	7.6	147.6
W	4.4	150.8

0+75

W	7.0	148.2
cb	10.0	145.2
1/4	13.8	141.4
E	16.2	139.0
1/4	19.1	136.1
cb	22.6	132.6
E	27.0	128.2

T 155.20

72

Out 15	31.1	124.1
--------	------	-------

1+00

Out 15	32.5	122.7
--------	------	-------

E	29.2	126.0
---	------	-------

cb	25.1	130.1
----	------	-------

1/4	21.0	134.2
-----	------	-------

E	18.3	136.9
---	------	-------

1/4	16.4	138.8
-----	------	-------

cb	13.1	142.1
----	------	-------

W	9.2	146.0
---	-----	-------

1+25

W	11.6	143.6
---	------	-------

T.P

12.70 142.50

+0.09

A.L. 142.59

cb	2.8	139.8
----	-----	-------

1/4	7.52	137.4
-----	------	-------

E	11.71	135.5
---	-------	-------

1/4	10.8	131.8
-----	------	-------

cb	14.6	128.0
----	------	-------

E	19.0	123.6
---	------	-------

Out 15	21.6	121.0
--------	------	-------

1+50

Out 15	23.0	119.6
--------	------	-------

E	19.5	123.1
---	------	-------

T. 142.59

cb	16.6	126.0
1/4	13.0	129.6
♀	10.1	132.5
1/4	8.0	134.6
cb	4.7	137.9
W	1.2	141.4
1475		
W	4.3	138.3
cb	6.7	135.9
1/4	8.6	134.0
♀	12.8	129.8
1/4	16.3	126.3
cb	19.7	122.9
E	22.0	120.6
Out 15	23.5	119.1
2400		
Out 15	23.5	119.1
E	22.0	120.6
cb	21.1	121.5
1/4	19.4	123.2
♀	17.6	125.0
1/4	15.2	127.4
cb	12.3	130.3
W	9.5	133.1

T. 142.59

73

2425

W	15.0	127.6
cb	17.0	125.6
1/4	18.5	124.1
♀	19.6	123.0
1/4	21.4	121.2
cb	22.0	120.6
E	23.3	119.3
Out 15	23.2	119.4
2450		
Out 15	24.6	118.0
E	23.6	119.0
cb	23.4	119.2
1/4	22.5	120.1
♀	20.7	121.9
1/4	20.1	122.5
cb	19.1	123.5
W	18.1	124.5
2475		
W	18.2	124.4
cb	20.7	121.9
1/4	22.3	120.3
♀	22.6	120.0
1/4	23.0	119.6
cb	25.0	117.6
♀	25.7	116.9

π 142.59

Out 15	26.2	116.4	
	3+10 = N.L. G		
E	27.0	115.6	
cb	27.0	115.6	
1/4	26.0	116.6	
φ	24.0	118.6	
1/4	23.4	119.2	
cb	19.1	123.5	
W	14.9	127.7	
T.P		12.72	129.87

+ 4.08

π 133.95

5.L.G = 0+00

W	4.2	129.6	
cb	6.3	127.7	
1/4	9.4	124.6	
φ	11.1	122.9	
1/4	16.5	117.5	
cb	18.1	115.9	
E	19.4	114.6	
Out	0+25		
Out 15	20.2	113.8	
E	19.8	114.1	
+3	19.5	114.5	
cb	16.0	118.0	

π 133.95

74

+8	15.3	118.7	
1/4	14.2	119.8	
φ	10.2	123.8	
1/4	7.5	126.5	
cb	5.5	128.5	
W	3.2	130.8	
	0+50		
W	3.2	130.8	
cb	5.7	128.3	
1/4	7.0	127.0	
φ	9.9	124.1	
1/4	12.6	121.4	
+1	13.8	120.2	
cb	15.0	119.0	
E	18.9	115.1	
Out 15	20.4	113.6	
	0+75		
Out 15	20.6	113.4	
E	18.4	115.6	
cb	15.1	118.9	
1/4	13.2	120.8	
φ	11.3	122.7	
1/4	8.5	125.5	
cb	5.5	128.5	
W	3.5	130.5	

∑ 133.95

1400

W.	3.0	131.0
cb	6.2	127.8
1/4	9.5	124.5
+5	11.6	122.4
♀	12.2	121.8
1/4	14.2	119.8
cb	15.9	118.1
E	17.2	116.9
Out 8 - Bldg.	19.4	114.6

1425

Out 15	20.3	113.7
E	18.0	116.0
cb	16.5	117.5
1/4	15.1	118.9
♀	12.2	121.8
+4	10.5	123.5
1/4	10.1	123.9
+2	9.9	124.1
+3	8.4	125.6
cb	6.4	127.6
W	3.6	130.4

1450 = N.L. Alley

W.	3.4	130.6
cb	6.3	127.7
+3	7.1	126.9

∑ 133.95

75

1/4	7.4	126.6
+2	7.6	126.4
+5	9.5	124.5
♀	10.8	123.2
1/4	13.8	120.2
cb	15.2	118.8
E	16.4	117.6
Out 15	18.0	116.0

1470 = S.L. Alley Approx.

Out 15	10.1	123.9
E	10.0	124.0
cb	8.2	125.8
1/4	6.2	127.8
♀	3.2	130.8
1/4	3.1	130.9
+5	4.4	129.6
cb	4.4	129.6
+2	4.3	129.7
+3	3.3	130.7
W	3.1	130.9
T.P.	-0.00	133.95

+1068

∑ 144.63

T 144.63

X section of Jag in 29th

See sketch Page 71 - 80' wide - 14 cbs 13' 1/2

1+62 = N.L. Alley

E	5.4	139.2
cb	2.6	142.0
1/4	+2.3	142.3
Φ	+3.7	140.7
1/4	+5.0	139.6
cb	+6.3	138.3
Φ w.	+7.2	137.4
	1+42	
Φ w.	+6.6	138.0
cb	+5.8	138.8
1/4	+4.4	140.2
Φ	+2.7	141.9
1/4	+0.2	144.4
cb	2.2	142.4
E	6.1	138.5
Out 10	9.3	135.3
	1+25	
Out 10	9.8	134.8
E	7.0	137.6
cb	3.2	141.4
1/4	0.4	144.2
Φ	+2.1	142.5
1/4	+3.2	141.4

T 144.63

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cb	+4.8	139.8
W	+6.0	138.6
	1+00	
W	+4.9	139.7
cb	+3.8	140.8
1/4	+2.5	142.1
Φ	+1.4	143.2
1/4	1.3	143.3
cb	5.1	139.5
E	8.6	136.0
Out 10	11.9	132.7
	0+75	
Out 10	15.3	129.3
E	11.6	133.0
+8	10.3	134.3
+10	8.6	136.0
cb	7.2	137.4
1/4	3.6	141.0
Φ	0.3	144.3
1/4	+1.2	143.4
cb	+2.2	142.4
W	+3.6	141.0
	0+60	
W	+2.7	141.9
cb	+1.5	143.1

144.63

1/4	+0.3	144.3
♀	1.0	143.6
1/4	4.8	139.8
cb	8.8	135.8
E	13.8	130.8
0+10	15.5	129.1
	0+50	
0+10	15.7	128.9
E	15.3	129.3
cb	9.8	134.8
1/4	5.7	138.9
tr	12.6	132.0
♀	14.0	120.6
1/4	0.0	144.6
cb	+1.0	143.6
W	+1.8	142.8
	0+25	
W	10.0	134.6
cb	16.3	128.3
1/4	18.2	126.4
♀	19.1	125.5
1/4	19.6	125.0
cb	19.3	125.6
E	17.9	126.7

144.63

77

T.P.

-13.06 - 131.57

+2.52 134.09

0+00 = N.L. Market - Paved

E	8.7	125.4
Tpcb	8.76	125.3
G	9.42	124.7
1/4	9.10	125.0
E	8.88	125.2
1/4	8.74	125.4
G	8.75	125.3
Tpcb	8.09	126.0
W	7.4	126.7
E N.W. Return - Tpcb	8.08	126.0
G	8.79	125.3
West end N.W. Return - Tpcb	7.77	126.3
G	8.40	125.7
	N.E. Return	
E - Tpcb	8.87	125.2
G	9.53	124.6
East end - Tpcb	8.94	125.2
G	9.51	124.6

20' Rad. Returns. 27' ground returns from ends to N.L. Market

T 13409

B.M. T.P. at 29th & G-Page 66

1519 118.90

Correct 118.96

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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 for cut and fill.

IMPROVED TABLES AND INFORMATION

TABLE No. 2.

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. Degree of curve with a given L may be found by dividing tangent (or chord) opposite L by add correction found in column of corrections. any other degree, 25.20 50.00 44.20 49.20 50.00 11.08 50.08 80 130 250 410 to c. 1/2

219.95
1259.18
 1479.13
 213.83
1692.96
 196.82
 1889.28
374.63
 2263.91
105.45
 2369.36
264.04
 2633.40
117.70
 2751.10
176.
 2927.10

v.d. 2° 51' .99876 8
21410 8
 .998760
 399509
 99876
199752 ⑥
 213,8345160

v.A. 3° 00' 264.40

150 26
80 40 .99863 8
 99-20 264.407
 3994520
 399452
 599178 ✓
199726 2
 264,0377720

16.28 431

98609 7
78.68 2
 790472
 592834
 790472 ✓
 691663 ⑤
77,7429212
 98948 2
77.85
 494740
 791584
692636
 692636
 170310180

96980 5
100.22
 193960
193960 ✓
 96980 7
 97,1933560

112.05
50
 111.55
 259
 112.05
1.50
 112.55

44.05
 32914 - 94420
 11.67
 3.55
 15.22

ENGINEERING DEPARTMENT
 CITY OF CALIFORNIA
 SAN DIEGO

244.94
 75° 53'

.95784 x 1112
 95784
 191564
 07.27584
 199.59
 773.71
 973.80
 90.88
 1064.18
 97748
 89
 879732
 781984
 86.99572
 59729
 155.26
 598374
 199458
 797832
 498645
 99329
 157.8317154
 87
 244.83

277.03
 9.30
 286.33
 140.20
 39.40
 39.19
 21
 104.63
 270
 374.63
 241.39
 336.19
 577.58
 196.13
 773.71
 577
 1064.18
 773.71
 290.47
 1064.18
 577.58
 486.6

98496
 99.03
 295488
 886464
 985405888
 1220
 1029.88
 190.12

336.38
 240.56
 577.94
 .99244 1
 220307
 2977320
 198488
 198488
 218.6345320

65809
 6116
 9719
 206.70

23265
 Gurley

402.05
 267.23
 198.68
 1+21055
 194

284.66
 66
 280.26

367.75
 85
 9970
 56245
 1224.68
 65.91
 86.73
 152.64

95782 4
 112
 191564
 95782 7
 95782
 107.27584

33.21
 128
 161.21
 105.70
 266.91
 2488
 242.83
 259.92
 17.11
 277.08

9.09
 192.72
 409
 3.43
 188.29
 180
 40-35
 139-28

195
 1024.16
 125.18
 234.5
 7
 227.5
 45
 183.5
 535
 210
 3.25

139-10,40
 180
 80-18-30
 99-46-30

16042 = 112
 152.64
 107.28
 259.92
 275
 8108
 5335
 848
 175
 471465
 848637
 471465
 595
 595

9682
 161.21
 105.07
 266.27
 24.88
 241.39
 5510.55
 481187
 581785
 674429
 64506
 24547
 571
 14506