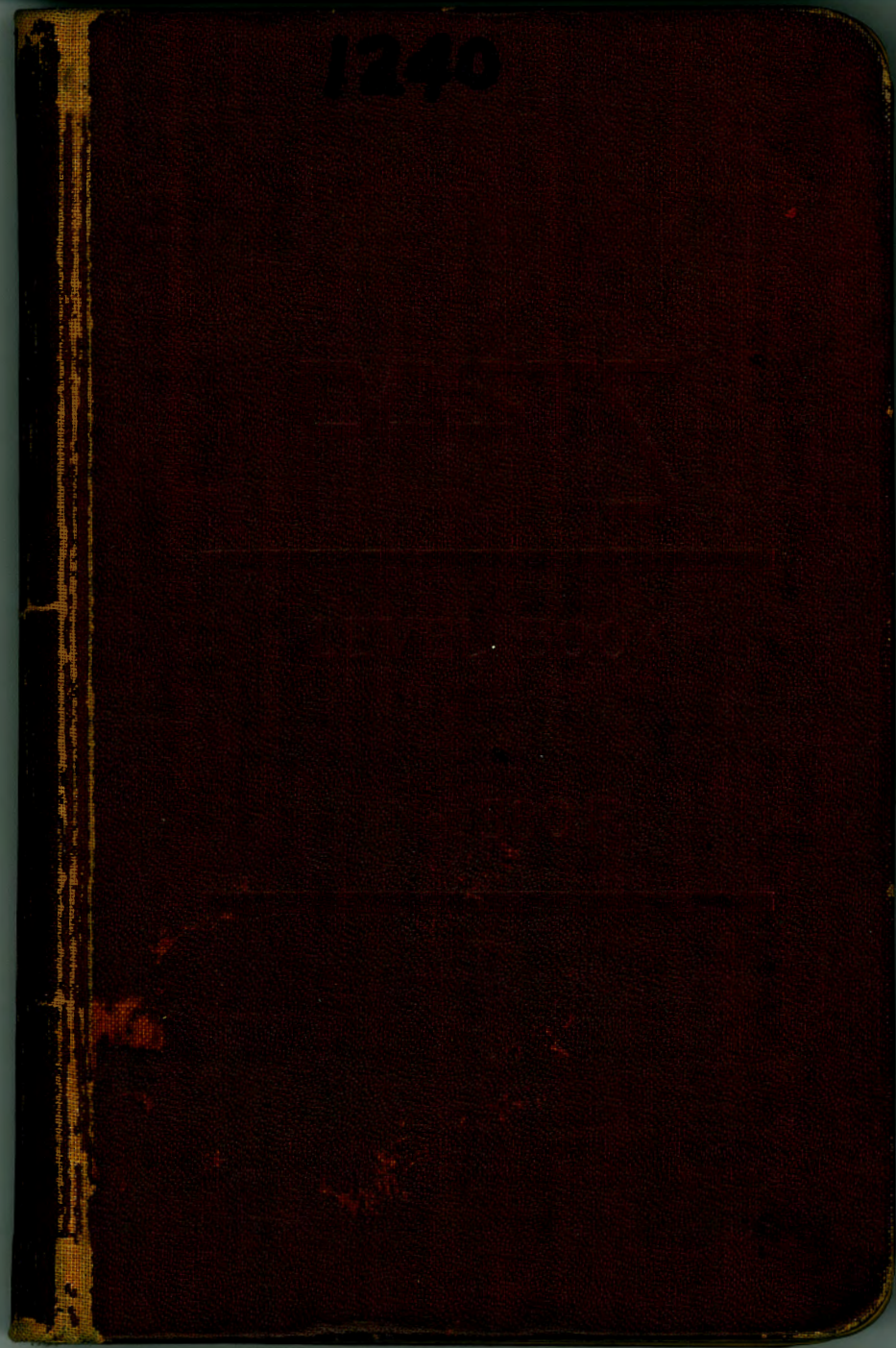


1240



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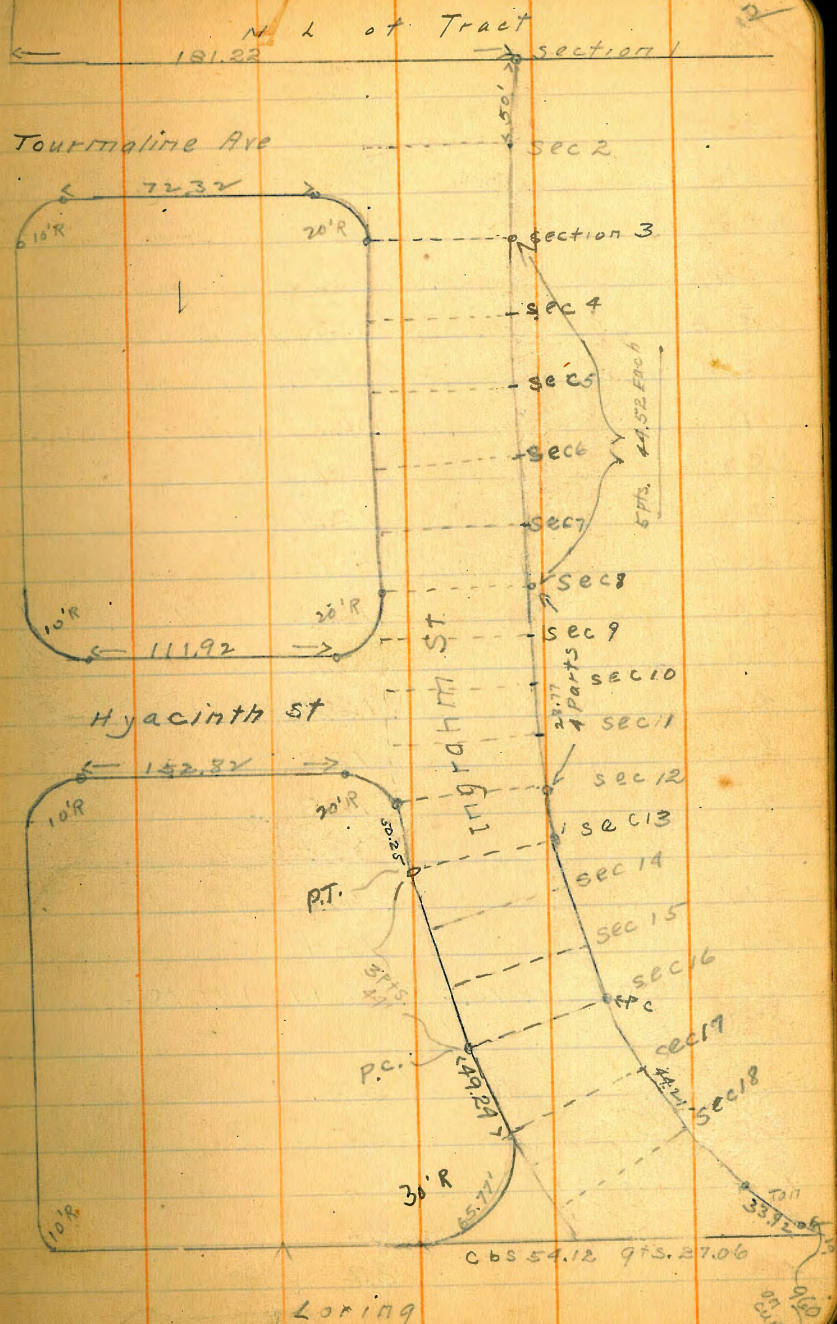
"CHICAGO" STEEL TAPES, etc.

McHugh
Flood
Rauner

X section Ingraham St.
in Nettleship Tye Tract #2
see map to aid cross section notes
0+00 = N.L. Tract
20' cbs 10' pts.

B.M. = 35' Notloring at Ingraham as shown

| | | | | |
|-------|---------|--------|------|--------|
| | in boat | 385 | | 164.70 |
| T.P. | 0.65 | 165.35 | | 164.70 |
| T.P. | 1260 | 177.85 | 0.10 | 165.25 |
| T.P. | 618. | 183.26 | 0.77 | 177.08 |
| sec 1 | | | | |
| EL | | | 0.6 | 182.7 |
| +5 | plotted | | 1.2 | |
| +8 | 3/28/25 | | 3.0 | |
| CB | T.G.H. | | 2.9 | |
| 1/4 | | | 3.3 | |
| 1/2 | | | 3.5 | 179.8 |
| 3/4 | | | 4.6 | |
| CB | | | 5.7 | |
| N.L. | | | 7.0 | 176.3 |
| sec 2 | | | | |
| N.L. | | | 9.6 | 173.7 |
| CB | | | 8.4 | |
| 1/4 | | | 7.2 | |
| 1/2 | | | 6.1 | 177.2 |
| 3/4 | | | 5.5 | |
| CB | | | 5.0 | |
| +10 | | | 4.9 | |
| EL | | | 2.4 | 180.9 |
| T.P. | 10.71 | 184.47 | 9.50 | 173.76 |



184.17 H.I.

| | | | | |
|---------------|------|--------|-------|--------|
| Sec 3 | | | | |
| EL | | 6.5 | 178.0 | |
| +8 | | 8.1 | | |
| cb | | 8.3 | | |
| $\frac{1}{4}$ | | 9.2 | | |
| $\frac{1}{4}$ | | 10.1 | 179.4 | |
| $\frac{1}{4}$ | | 10.8 | | |
| cb | | 11.4 | | |
| WL | | 12.4 | 172.1 | |
| Sec 4 | | | | |
| WL | | 13.6 | 170.9 | |
| cb | | 13.1 | | |
| $\frac{1}{4}$ | | 12.8 | | |
| $\frac{1}{4}$ | | 12.8 | 171.7 | |
| $\frac{1}{4}$ | | 12.3 | | |
| cb | | 11.6 | | |
| +17 | | 11.1 | | |
| EL | | 10.4 | 174.1 | |
| T.P. | 1.38 | 173.36 | 12.49 | 171.98 |
| Sec 5 | | | | |
| EL | | 3.8 | 169.6 | |
| cb | | 3.5 | | |
| $\frac{1}{4}$ | | 3.7 | | |
| $\frac{1}{4}$ | | 3.7 | 169.7 | |
| $\frac{1}{4}$ | | 3.9 | | |

173.36 H.I.

| | | | | |
|---------------|--|------|-------|--|
| cb | | 3.8 | | |
| WL | | 4.6 | 168.8 | |
| Sec 6 | | | | |
| WL | | 6.6 | 166.8 | |
| cb | | 5.9 | | |
| $\frac{1}{4}$ | | 5.9 | | |
| $\frac{1}{4}$ | | 5.7 | 167.7 | |
| $\frac{1}{4}$ | | 5.7 | | |
| cb | | 5.3 | | |
| EL | | 5.4 | 168.0 | |
| Sec 7 | | | | |
| EL | | 6.9 | 166.5 | |
| cb | | 7.4 | | |
| $\frac{1}{4}$ | | 7.7 | | |
| $\frac{1}{4}$ | | 7.9 | 165.5 | |
| $\frac{1}{4}$ | | 8.2 | | |
| cb | | 8.2 | | |
| WL | | 8.4 | 165.0 | |
| Sec 8 | | | | |
| WL | | 10.7 | 162.7 | |
| cb | | 10.3 | | |
| $\frac{1}{4}$ | | 10.2 | | |
| $\frac{1}{4}$ | | 10.0 | 163.4 | |
| $\frac{1}{4}$ | | 9.7 | | |
| cb | | 9.1 | | |
| EL | | 8.4 | 165.0 | |

5

173.36

Sec 9

| | | |
|---------------|------|-------|
| EL | 9.9 | 163.5 |
| cb | 10.3 | |
| $\frac{1}{4}$ | 10.7 | |
| $\frac{1}{4}$ | 11.1 | 162.3 |
| $\frac{1}{4}$ | 11.2 | |
| cb | 11.4 | |
| WL | 12.0 | 161.4 |

Sec 10

| | | |
|---------------|-------|--------|
| WL | 13.2 | 160.2 |
| cb | 12.8 | |
| $\frac{1}{4}$ | 12.5 | |
| $\frac{1}{4}$ | 12.3 | 161.1 |
| $\frac{1}{4}$ | 11.9 | |
| cb | 11.5 | |
| EL | 11.5 | 161.9 |
| T.P. | 1.08 | 161.81 |
| | 12.63 | 160.73 |

Sec 11

| | | |
|---------------|-----|-------|
| EL | 1.5 | 160.3 |
| cb | 1.7 | |
| $\frac{1}{4}$ | 1.9 | |
| $\frac{1}{4}$ | 2.1 | 159.7 |
| $\frac{1}{4}$ | 2.3 | |
| cb | 2.6 | |
| WL | 2.2 | 159.6 |

161.81 (H/L)

6

Sec 12

| | | |
|---------------|-----|-------|
| WL | 4.2 | 157.6 |
| cb | 4.0 | |
| $\frac{1}{4}$ | 3.7 | |
| $\frac{1}{4}$ | 3.4 | 158.4 |
| $\frac{1}{4}$ | 3.7 | |
| cb | 3.0 | |
| EL | 2.4 | 159.4 |

Sec 13 = P.T.

| | | |
|---------------|-----|-------|
| EL | 3.2 | 158.6 |
| +5 | 4.4 | |
| cb | 4.8 | |
| $\frac{1}{4}$ | 5.3 | |
| $\frac{1}{4}$ | 6.1 | 155.7 |
| $\frac{1}{4}$ | 5.7 | |
| cb | 6.0 | |
| WL | 6.6 | 155.2 |

Sec 14

| | | |
|---------------|-----|-------|
| WL | 8.1 | 153.7 |
| cb | 7.7 | |
| $\frac{1}{4}$ | 7.2 | |
| $\frac{1}{4}$ | 8.3 | 153.5 |
| $\frac{1}{4}$ | 6.9 | |
| cb | 6.6 | |
| EL | 4.4 | 157.4 |

161.81 H.I.

| | | | |
|---------------|------|-------|--|
| SEC 15 | | | |
| EL | 6.2 | 155.6 | |
| cb | 8.4 | | |
| $\frac{1}{4}$ | 8.7 | | |
| $\frac{1}{4}$ | 9.4 | 152.4 | |
| $\frac{1}{4}$ | 10.5 | | |
| cb | 9.3 | | |
| WL | 9.5 | 152.3 | |
| SEC 16 = P.C. | | | |
| WL | 11.3 | 150.5 | |
| +15 | 11.0 | | |
| cb | 12.9 | | |
| $\frac{1}{4}$ | 11.3 | | |
| $\frac{1}{4}$ | 11.2 | 150.6 | |
| $\frac{1}{4}$ | 10.3 | | |
| cb | 10.0 | | |
| EL | 7.8 | 154.0 | |
| SEC 17 = P.C. | | | |
| EL | 9.3 | 152.5 | |
| cb | 11.6 | | |
| $\frac{1}{4}$ | 12.2 | | |
| $\frac{1}{4}$ | 12.8 | 149.0 | |
| $\frac{1}{4}$ | 13.3 | | |
| cb | 14.5 | | |
| +13 | 12.9 | | |

161.81 H.I.

| | | | |
|-----------------------|-------------------------------|-------|--|
| WL | 13.0 | 148.8 | |
| SEC 18 | = P.C. at section 16, + 93.45 | | |
| | or section 17, + 44.21 | | |
| WL | 15.3 | 146.5 | |
| +7 | 15.1 | | |
| cb | 15.0 | | |
| $\frac{1}{4}$ | 14.5 | | |
| $\frac{1}{4}$ | 13.7 | 148.1 | |
| $\frac{1}{4}$ | 12.3 | | |
| cb | 11.8 | | |
| +12 | 10.7 | | |
| +15 | 9.5 | | |
| EL | 8.9 | 152.9 | |
| SEC 19 = N.L. Looking | | | |
| EL | 4.7 | 157.1 | |
| +45 | 9.3 | | |
| cb | 11.6 | | |
| $\frac{1}{4}$ | 12.6 | | |
| $\frac{1}{4}$ | 14.3 | 147.5 | |
| $\frac{1}{4}$ | 15.4 | | |
| cb | 14.7 | | |
| WL | 15.0 | 146.8 | |

See page 74 for levels on existing pavement

9

X Hyacinth from WA
Ingraham to EL Gresham St.
70' st. 20' cb 7 1/2' 97.5
0+00 = EL Gresham

172.54 H.I.

| | | | | | | |
|-------|----------------------------|--------|-------|--------------------|------|-------|
| | | | | 1/4 | 12.0 | |
| | | | | cb | 12.3 | |
| | | | | SL | 12.8 | 159.7 |
| T.P. | 11.00 | 172.54 | 0.27 | 161.54 | | |
| 0+00 | | | | | | |
| NL-10 | = ground return | 97 | 162.5 | 1+12 | | |
| NL | | 100 | 162.5 | SL | 14.3 | 158.2 |
| cb | | 10.5 | | cb | 13.4 | |
| 1/4 | | 10.7 | | 1/4 | 13.3 | |
| 1/2 | P/10 Hed 3/29/28 T&H | 10.9 | 161.6 | 1/2 | 13.2 | 159.3 |
| 3/4 | | 11.0 | | 3/4 | 12.9 | |
| cb | | 11.9 | | cb | 12.6 | |
| SL | | 12.2 | 160.3 | NL | 12.3 | 160.2 |
| 1+10 | | 12.6 | 159.9 | { 1+2.82 on South | | |
| 0+10 | | | | { 1+21.92 on North | | |
| SL | | 12.6 | 159.9 | NL | 11.0 | 161.5 |
| cb | | 11.7 | | cb | 12.0 | |
| 1/4 | | 10.9 | | 1/4 | 12.0 | |
| 1/2 | | 10.8 | 161.7 | 1/2 | 12.7 | 159.8 |
| 3/4 | | 10.5 | | 3/4 | 13.3 | |
| cb | | 10.3 | | cb | 14.1 | |
| NL | | 9.8 | 162.7 | SL | 15.2 | 157.3 |
| 0+62 | | | | | | |
| NL | | 11.8 | 160.7 | | | |
| cb | | 12.0 | | | | |
| 1/4 | | 11.8 | | | | |
| 1/2 | | 12.0 | 160.5 | | | |

X section Tourmaline
 from EL Gresham Towh. Ingraham
 70' 51" 20' 63 76' 95
 0+00 = EL Gresham

X continued from preceding page

T.P. 8.62 179.08 208 170.46

| | | | |
|---------------|------|--------|--|
| 0+00 | | | |
| NL | 2.78 | 176.30 | |
| cb | 4.0 | | |
| $\frac{1}{4}$ | 4.3 | | |
| $\frac{1}{4}$ | 4.6 | 174.5 | |
| $\frac{1}{4}$ | 4.7 | | |
| cb | 4.9 | | |
| SL | 6.2 | 172.9 | |
| +10 | 6.7 | | |
| 0+10 | | | |
| SL | 6.7 | 172.4 | |
| cb | 6.0 | | |
| $\frac{1}{4}$ | 5.5 | | |
| $\frac{1}{4}$ | 5.3 | 173.8 | |
| $\frac{1}{4}$ | 5.1 | | |
| cb | 4.6 | | |
| NL | 3.6 | 175.5 | |
| 0+47 | | | |
| NL | 6.1 | 173.0 | |
| cb | 7.5 | | |
| $\frac{1}{4}$ | 7.9 | | |
| $\frac{1}{4}$ | 8.4 | 176.7 | |
| $\frac{1}{4}$ | 9.0 | | |

Plotted
 3/29/58
 TGH

17908 H1.

| | | | |
|--------------------|------|-------|---------------|
| cb | 9.2 | | |
| SL | 10.4 | 168.4 | |
| 0+77 | | | |
| SL | 9.2 | 169.9 | |
| cb | 7.2 | | |
| $\frac{1}{4}$ | 6.8 | | |
| $\frac{1}{4}$ | 6.4 | 172.7 | |
| $\frac{1}{4}$ | 6.2 | | |
| cb | 5.8 | | |
| NL | 6.7 | 172.4 | |
| 0+92 | | | |
| NL | 3.6 | 175.5 | |
| cb | 4.7 | | |
| $\frac{1}{4}$ | 5.0 | | |
| $\frac{1}{4}$ | 5.4 | 173.7 | |
| $\frac{1}{4}$ | 5.9 | | |
| cb | 6.9 | | |
| SL | 7.8 | 171.3 | |
| 1 | | | |
| 1+02 ³² | | | = NL Ingraham |
| SL-20 | 7.5 | 171.6 | |
| SL | 6.4 | 172.7 | |
| cb | 5.2 | | |
| $\frac{1}{4}$ | 4.9 | | |
| $\frac{1}{4}$ | 4.8 | 174.3 | |
| $\frac{1}{4}$ | 5.3 | | |

13

179.08 H.I.

| | | | |
|-------------------|------|---------|-------------|
| cb | | 4.5 | |
| NL | | 2.8 | 176.3 |
| W.L. Ingraham +20 | | | |
| NL | | 2.0 | 177.1 |
| cb | | 2.4 | |
| $\frac{1}{4}$ | | 2.5 | |
| $\frac{1}{4}$ | | 2.7 | 176.4 |
| $\frac{1}{4}$ | | 2.9 | |
| cb | | 3.6 | |
| SL | | 4.8 | 174.3 |
| T.P. | 7.14 | 1.80.93 | 5.29 173.79 |
| Quarter | | | |
| SL | | 6.0 | 174.9 |
| cb | | 4.9 | |
| $\frac{1}{4}$ | | 4.3 | |
| $\frac{1}{4}$ | | 3.4 | 177.5 |
| $\frac{1}{4}$ | | 3.2 | |
| cb | | 2.9 | 176.0 |
| NL | | 2.5 | 178.4 |
| $\frac{1}{4}$ | | | |
| NL | | 1.2 | 179.7 |
| cb | | 2.4 | |
| $\frac{1}{4}$ | | 2.7 | |
| $\frac{1}{4}$ | | 3.1 | 177.8 |
| $\frac{1}{4}$ | | 3.1 | |

14

180.93 H.I.

| | | | |
|---------------|--|-----|-------|
| cb | | 3.7 | |
| SL | | 5.1 | 175.8 |
| Quarter | | | |
| SL | | 4.4 | 176.5 |
| cb | | 3.1 | |
| $\frac{1}{4}$ | | 2.8 | |
| $\frac{1}{4}$ | | 2.5 | 178.4 |
| $\frac{1}{4}$ | | 2.2 | |
| cb | | 1.9 | |
| NL | | 1.4 | 179.5 |
| Curb | | | |
| NL | | 0.7 | 180.2 |
| cb | | 1.4 | |
| $\frac{1}{4}$ | | 1.8 | |
| $\frac{1}{4}$ | | 2.0 | 178.9 |
| $\frac{1}{4}$ | | 2.1 | |
| cb | | 2.7 | |
| SL | | 3.9 | 177.0 |
| Curb + 12 | | | |
| SL | | 3.9 | 177.0 |
| cb | | 2.7 | |
| $\frac{1}{4}$ | | 2.2 | |
| $\frac{1}{4}$ | | 2.0 | 178.9 |
| $\frac{1}{4}$ | | 2.0 | |
| cb | | 1.6 | |
| NL | | 0.7 | 180.2 |

| 13 | 15 | 180.93 | |
|------|-------------|--------|--------|
| EL | of Ingraham | | |
| cb | NL | 1.7 | 179.2 |
| NL | cb | 0.6 | |
| NL | + | 0.6 | |
| NL | + | 0.4 | 180.5 |
| cb | + | 0.1 | |
| + | cb | | 0.2 |
| + | SL | | 1.5 |
| + | T.P. | 1.08 | 170.65 |
| cb | T.P. | 6.71 | 168.33 |
| SL | T.P. | | 3.63 |
| T.P. | | BM = | 164.70 |
| Quar | | | 0.00 |
| SL | | | |
| cb | | | |
| + | | | |
| + | | | |
| cb | | | |
| NL | | | |
| + | | | |
| NL | | | |
| cb | | | |
| + | | | |
| + | | | |

179.4

BM = 164.70
0.00

X section Windsor St.
50' wide 10' cbs + 1/2' ft.
0+00 = NL Loring

B.M. Top of Hy front at end of Loring st parking

T.P. 3.88 241.72 237.84

0+00 on diagonal every 10'

EL 12.7 229.0

+11.6 132

+232 139

+348 148

+462 16.1

+58 18.1

+696 20.4

+812 23.1

+928 25.9

+1044 28.2

+1160 30.4 211.3

0+02 on diagonal every 10'

NL 26.1 215.6

+116 235

+232 21.6

+348 18.9

+462 15.9

+58 14.0 227.7

+696 12.2

+812 10.7

+928 13.6

+1044 11.8

+1160 = EL 49 236.8

plotted
3/30/28
16th

all stations from

East line

see page 71

2236

71

241.72

| | | | |
|--------------------|--|------|--------|
| 0+33 | RTLS to EAST LINE EVERY 10' | | |
| EL | | 4.5 | 237.2 |
| +10 | | 6.6 | |
| +14 | | 9.8 | |
| +20 | | 10.3 | 231.4 |
| +30 | | 10.6 | |
| +40 | = intersection N.H. Loring | 13.8 | 227.9 |
| 0+88 ³⁵ | = start of regular sections 10' cbs 7 ¹⁰ ft's | | |
| W.L. | | 19.0 | 222.7 |
| cb | | 16.3 | |
| $\frac{1}{4}$ | | 14.4 | |
| $\frac{1}{2}$ | | 11.0 | 230.7 |
| $\frac{3}{4}$ | | 10.1 | |
| cb | | 9.1 | |
| +1 | | 7.3 | |
| EL | | 5.2 | 236.5 |
| T.P. | 60.9 241.01 | 6.80 | 234.92 |
| 1+90 | | | |
| EL | | 4.2 | 236.8 |
| cb | | 6.2 | |
| +5 | | 7.3 | |
| $\frac{1}{4}$ | | 9.7 | |
| $\frac{1}{2}$ | | 10.1 | 230.9 |
| $\frac{3}{4}$ | | 12.7 | |
| cb | | 14.6 | |
| WL | | 16.5 | 224.5 |

241.01 H.I.

| | | | |
|---------------|--|------|-------|
| 1+90 | | | |
| WL -10 | | 16.6 | |
| WL | | 14.3 | 226.7 |
| cb | | 11.5 | |
| $\frac{1}{4}$ | | 10.0 | |
| $\frac{1}{2}$ | | 9.4 | 231.6 |
| +3 | | 8.9 | |
| $\frac{3}{4}$ | | 6.4 | |
| cb | | 4.5 | |
| EL | | 2.7 | 238.3 |
| R+40 | | | |
| EL | | 2.6 | 238.7 |
| cb | | 4.5 | |
| $\frac{1}{4}$ | | 7.0 | |
| +3 | | 8.5 | |
| $\frac{1}{2}$ | | 9.1 | 231.9 |
| $\frac{3}{4}$ | | 9.6 | |
| cb | | 12.3 | |
| WL | | 14.4 | 226.6 |
| +10 | | 17.3 | |
| 2+90 | | | |
| WL -10 | | 16.0 | |
| WL | | 13.3 | 227.7 |
| cb | | 11.3 | |
| $\frac{1}{4}$ | | 9.1 | |
| $\frac{1}{2}$ | | 8.1 | 232.9 |
| +5 | | 7.9 | |

19

24101 H.L.

| | | |
|---------------------------|------|-------|
| f | 5.3 | |
| cb | 4.1 | |
| EL | 2.4 | 238.6 |
| 3+19 ⁰¹ = P.C. | | |
| EL | 1.2 | 239.8 |
| cb | 3.5 | |
| $\frac{1}{4}$ | 5.7 | |
| +2 | 8.4 | |
| ♀ | 8.7 | 232.3 |
| $\frac{1}{4}$ | 9.5 | |
| cb | 11.3 | |
| WL | 13.4 | 227.6 |
| +10 | 15.9 | |
| Part #1 | | |
| WL-10 | 16.8 | |
| WL | 13.5 | 227.5 |
| cb | 11.1 | |
| $\frac{1}{4}$ | 10.0 | |
| ♀ | 9.4 | 231.6 |
| +5 | 9.2 | |
| $\frac{1}{4}$ | 7.0 | |
| cb | 5.1 | |
| EL | 2.5 | 238.5 |
| Part #2 | | |
| EL | 4.3 | 236.7 |

20

24101 H.L. 6.4

| | | |
|---------------------------|-------------------------------|-------|
| cb | | |
| +5 | 7.9 | |
| $\frac{1}{4}$ | 10.5 | |
| ♀ | 11.2 | 229.8 |
| $\frac{1}{4}$ | 11.7 | |
| cb | 13.6 | |
| WL | 16.3 | 224.7 |
| +10 | 17.4 | |
| 3+68 ⁹⁴ = E.C. | | |
| WL-10 | 18.0 | |
| WL | 16.5 | 224.5 |
| cb | 14.7 | |
| $\frac{1}{4}$ | 12.8 | |
| ♀ | 12.0 | 229.0 |
| $\frac{1}{4}$ | 11.7 | |
| +2 | 10.0 | |
| cb | 9.1 | |
| EL | 6.6 | 234.4 |
| 4+19 | Culvert should be placed here | |
| EL | 10.0 | 231.0 |
| cb | 12.5 | |
| $\frac{1}{4}$ | 13.2 | |
| ♀ | 13.9 | 227.1 |
| $\frac{1}{4}$ | 15.3 | |
| cb | 12.8 | |
| WL | 21.0 | 220.0 |
| +10 | 23.2 | |

21

27101

| | | |
|---------------|------|-------|
| 4+49 | | |
| WL-10 | 18.4 | |
| WL | 17.6 | 223.4 |
| cb | 15.8 | |
| $\frac{1}{4}$ | 14.2 | |
| $\frac{1}{4}$ | 13.4 | 227.6 |
| $\frac{1}{4}$ | 12.9 | |
| cb | 10.7 | |
| EL | 8.8 | 232.2 |
| 4+68 | | |
| EL | 7.6 | 233.4 |
| cb | 9.6 | |
| $\frac{1}{4}$ | 11.3 | |
| $\frac{1}{4}$ | 11.9 | 229.1 |
| $\frac{1}{4}$ | 12.4 | |
| cb | 14.0 | |
| WL | 16.1 | 224.9 |
| +10 | 17.4 | |
| 5+19 | | |
| WL-10 | 13.8 | |
| WL | 12.5 | 228.5 |
| cb | 10.4 | |
| $\frac{1}{4}$ | 9.1 | |
| $\frac{1}{4}$ | 8.6 | 232.4 |
| $\frac{1}{4}$ | 7.5 | |
| +1 | 6.6 | |

22

27101 H.I. 5.2

| | | |
|--------------------|--------|-------|
| cb | | |
| EL | 3.0 | 2380 |
| 5+26 ³³ | = P.C. | |
| EL | 1.4 | 239.6 |
| cb | 2.5 | |
| $\frac{1}{4}$ | 5.2 | |
| $\frac{1}{4}$ | 6.6 | 234.4 |
| $\frac{1}{4}$ | 7.0 | |
| cb | 9.5 | |
| WL | 11.1 | 229.9 |
| +10 | 12.6 | |
| Part #1 | | |
| WL-10 | 10.4 | |
| WL | 7.8 | 233.2 |
| cb | 6.5 | |
| $\frac{1}{4}$ | 5.6 | |
| $\frac{1}{4}$ | 4.4 | 236.0 |
| $\frac{1}{4}$ | 4.0 | |
| +3 | 3.7 | |
| +4 | 2.4 | |
| cb | 1.9 | |
| EL | 0.4 | 240.6 |
| Part #2 | | |
| EL | 0.2 | 240.8 |
| cb | 1.9 | |
| +1 | 3.2 | |
| $\frac{1}{4}$ | 3.7 | |

23

| | | | |
|---------------|------------|--------|--------|
| £ | 24101 H.I. | 4.3 | 236.7 |
| $\frac{1}{4}$ | | 5.8 | |
| cb | | 6.8 | |
| WL | | 9.1 | 231.9 |
| +10 | | 12.0 | |
| T.P. | 668 | 243.85 | 3.84 |
| 620.73 | = EC | | 237.17 |
| WL-10 | | 15.5 | |
| WL | | 13.6 | 230.2 |
| cb | | 11.0 | |
| $\frac{1}{4}$ | | 8.7 | |
| £ | | 8.1 | 235.7 |
| $\frac{1}{4}$ | | 7.6 | |
| +1 | | 5.9 | |
| cb | | 4.0 | |
| EL | | 2.2 | 241.6 |
| 6+61 | | | |
| EL | | 1.2 | 242.4 |
| cb | | 2.6 | |
| $\frac{1}{4}$ | | 4.3 | |
| £ | | 9.3 | 234.5 |
| $\frac{1}{4}$ | | 10.1 | |
| cb | | 10.6 | |
| WL | | 14.4 | 229.4 |
| +10 | | 18.0 | |
| 6+95 | | | |

24

243.85 H.I.

| | | |
|--------------------|--------------------|-------|
| WL-10 | 17.2 | |
| WL | 15.2 | 228.6 |
| cb | 12.7 | |
| $\frac{1}{4}$ | 11.0 | |
| £ | 10.2 | 233.6 |
| +3 | 10.0 | |
| +4 | 8.7 | |
| $\frac{1}{4}$ | 8.2 | |
| cb | 6.4 | |
| EL | 3.9 | 239.9 |
| 7+15 | | |
| EL | 2.6 | 241.2 |
| cb | 5.7 | |
| $\frac{1}{4}$ | 7.8 | |
| +1 | 10.0 | |
| £ | 10.3 | 233.5 |
| $\frac{1}{4}$ | 11.3 | |
| cb | 13.3 | |
| WL | 15.9 | 227.9 |
| +10 | 18.1 | |
| 7+38 ⁵⁵ | = N.L. Subdivision | |
| WL-10 | 18.3 | |
| WL | 15.7 | 228.1 |
| cb | 13.4 | |
| $\frac{1}{4}$ | 11.4 | |
| £ | 10.7 | 233.1 |

25

24385 H.L.

| | | | | |
|------|------|--------|--------|--------|
| + | | | 9.7 | |
| +2 | | | 8.2 | |
| cb | | | 7.0 | |
| EL | | | 4.5 | 239.3 |
| T.P. | 7.82 | 243.56 | 8.11 | 235.74 |
| T.P. | 9.76 | 241.47 | 11.85 | 231.71 |
| T.P. | | | 36.6 | 236.81 |
| | | | B.M. → | 237.84 |
| | | | | .03 |

X Section Gresham 26

from Loring North + 205' N. of N.L. Tourmaline

0+00 = N.L. Loring St

{ Map distance from N.L. Loring to
S.L. Hyacinth = 265'
Measured distance = 286'

Street 80' wide 20' abs 10' gts

BM = N.W. corner of Loring + Gresham on 55' tie out map

| | | | | |
|--------|-----|--------|-------|--------|
| T.P. | 808 | 158.38 | | 150.30 |
| WL | | | 12.5 | 145.9 |
| Top cb | | | 12.52 | |
| Gut | | | 13.10 | |
| + | | | 12.84 | |
| ± | | | 12.82 | 145.6 |
| + | | | 12.88 | |
| Gut | | | 13.21 | |
| Top cb | | | 12.54 | |
| EL | | | 12.7 | 145.7 |
| +1 | | | | |
| EL | | | 10.5 | 147.9 |
| cb | | | 12.1 | |
| + | | | 12.2 | |
| ± | | | 12.1 | 146.3 |
| + | | | 12.4 | |
| cb | | | 11.6 | |
| +2 | | | 10.4 | |
| WL | | | 10.2 | 148.2 |
| 0+06 | | | | |

Plotted
3/31/28
T.G.H.

158.38 K.L.

| | | |
|---------------|------|-------|
| W.L. | 10.1 | 148.3 |
| cb | 9.7 | |
| $\frac{1}{4}$ | 10.4 | |
| ♀ | 10.0 | 148.4 |
| $\frac{1}{4}$ | 9.5 | |
| cb | 9.8 | |
| EL | 9.5 | 148.9 |
| 0+40 | | |
| EL | 8.2 | 150.2 |
| cb | 8.0 | |
| $\frac{1}{4}$ | 8.1 | |
| ♀ | 7.8 | 150.6 |
| $\frac{1}{4}$ | 8.3 | |
| cb | 8.7 | |
| WL | 8.9 | 149.5 |
| 0+90 | | |
| WL | 6.9 | 151.5 |
| cb | 6.4 | |
| $\frac{1}{4}$ | 6.2 | |
| ♀ | 5.9 | 152.5 |
| $\frac{1}{4}$ | 6.2 | |
| cb | 5.9 | |
| EL | 6.3 | 152.1 |
| 1+40 | | |
| EL | 3.7 | 154.7 |

28

158.38

| | | | | |
|--------------------|------|--------|-------|--------|
| cb | | 3.8 | | |
| $\frac{1}{4}$ | | 3.8 | | |
| ♀ | | 4.3 | 154.1 | |
| $\frac{1}{4}$ | | 4.1 | | |
| cb | | 3.8 | | |
| WL | | 3.9 | 154.5 | |
| 1+90 | | | | |
| WL | | 1.9 | 156.5 | |
| cb | | 1.5 | | |
| $\frac{1}{4}$ | | 1.5 | | |
| ♀ | | 1.7 | 156.7 | |
| $\frac{1}{4}$ | | 1.8 | | |
| cb | | 2.1 | | |
| EL | | 1.8 | 156.6 | |
| T.P. | 8.67 | 166.03 | 1.02 | 157.36 |
| 2+40 | | | | |
| EL | | | 7.2 | 158.8 |
| cb | | | 7.2 | |
| $\frac{1}{4}$ | | | 7.3 | |
| ♀ | | | 7.3 | 158.7 |
| $\frac{1}{4}$ | | | 7.4 | |
| cb | | | 7.6 | |
| WL | | | 7.6 | 158.4 |
| 2+80 = SL Hyacinth | | | | |
| WL | | | 5.7 | 160.3 |
| cb | | | 5.8 | |

29

166.03 H1

| | | |
|---------|------|-------|
| + | 6.1 | |
| 2 | 6.1 | 159.9 |
| + | 5.9 | |
| cb | 5.9 | |
| EL | 5.8 | 160.2 |
| Curb | | |
| EL | 5.4 | 160.6 |
| cb | 5.4 | |
| + | 5.4 | |
| 2 | 5.6 | 160.4 |
| + | 5.5 | |
| cb | 5.2 | |
| WL | 5.3 | 160.7 |
| +7 | 5.1 | |
| +10 | 17.7 | |
| +20 | 11.7 | |
| +30 | 5.0 | |
| Quarter | | |
| WL-22 | 4.3 | |
| -20 | 7.0 | |
| -12 | 10.3 | |
| -9 | 17.9 | |
| -3 | 16.1 | |
| WL | 4.5 | 161.5 |
| cb | 4.6 | |

30

166.03

| | | |
|---------|------|-------|
| + | 4.8 | |
| 2 | 4.8 | 161.2 |
| + | 4.5 | |
| cb | 4.5 | |
| EL | 4.6 | 161.4 |
| Center | | |
| EL | 3.9 | 162.1 |
| cb | 3.9 | |
| + | 3.9 | |
| 2 | 4.0 | 162.0 |
| + | 4.0 | |
| cb | 4.1 | |
| +13 | 4.0 | |
| WL | 17.0 | 149.0 |
| +6 | 11.6 | |
| +20 | 3.5 | |
| Quarter | | |
| WL-10 | 2.6 | |
| WL | 9.4 | 156.6 |
| +8 | 16.3 | |
| +12 | 3.6 | |
| cb | 3.7 | |
| + | 4.0 | |
| 2 | 3.9 | 162.1 |
| + | 3.6 | |
| cb | 3.9 | |

31

16603 H/L

| | | |
|---------------|----------|-------|
| EL | 3.6 | 162.4 |
| CURB | | |
| EL | 3.5 | 162.5 |
| CB | 3.5 | |
| $\frac{1}{4}$ | 3.4 | |
| ♀ | 3.5 | 162.5 |
| $\frac{1}{4}$ | 3.2 | |
| CB | 3.4 | |
| +2 | 15.2 | |
| +10 | 15.2 | |
| +12 | 9.8 | |
| WL | 3.6 | 162.4 |
| +5 | 3.6 | |
| 0+00 = NL | Hyacinth | |
| WL-5 | 3.0 | |
| WL | 3.0 | 163.0 |
| +4 | 3.6 | |
| +5 | 9.0 | |
| +18 | 9.3 | |
| CB | 14.0 | |
| +5 | 1.40 | |
| $\frac{1}{4}$ | 3.0 | |
| ♀ | 3.2 | 162.8 |
| $\frac{1}{4}$ | 3.3 | |
| CB | 3.4 | |
| EL | 3.1 | 162.9 |

0+15

166.03

| | | |
|---------------|-------|--------|
| EL | 2.4 | 163.6 |
| CB | 2.1 | |
| $\frac{1}{4}$ | 2.9 | |
| ♀ | 2.3 | 163.7 |
| +2 | 9.4 | |
| +7 | 13.8 | |
| $\frac{1}{4}$ | 13.8 | |
| +1 | 9.8 | |
| CB | 7.4 | |
| +5 | 6.1 | |
| +8 | 2.1 | |
| WL | 2.1 | 163.9 |
| T.P. | 12.64 | 178.17 |
| | 0.50 | 165.53 |
| 0+65 | | |
| WL | 12.4 | 165.8 |
| CB | 12.1 | |
| $\frac{1}{4}$ | 12.2 | |
| ♀ | 13.5 | 165.7 |
| $\frac{1}{4}$ | 12.4 | |
| CB | 12.3 | |
| +10 | 12.3 | |
| +11 | 20.9 | |
| +18 | 21.9 | |
| EL | 12.3 | 165.9 |
| +5 | 12.3 | |

32

178.17

1+15

| | | |
|---------------|------|-------|
| EL | 11.3 | 166.9 |
| cb | 10.5 | |
| $\frac{1}{4}$ | 10.2 | |
| $\frac{1}{4}$ | 10.0 | 168.2 |
| $\frac{1}{4}$ | 10.1 | |
| cb | 9.9 | |
| WL | 9.9 | 168.3 |

1+65

| | | |
|---------------|-----|-------|
| WL | 8.1 | 170.1 |
| cb | 7.7 | |
| $\frac{1}{4}$ | 8.0 | |
| $\frac{1}{4}$ | 7.8 | 170.4 |
| $\frac{1}{4}$ | 9.4 | |
| cb | 9.1 | |
| EL | 9.8 | 168.4 |

2+15

| | | |
|---------------|-----|-------|
| EL | 7.1 | 171.1 |
| cb | 6.7 | |
| $\frac{1}{4}$ | 6.6 | |
| $\frac{1}{4}$ | 6.1 | 172.1 |
| $\frac{1}{4}$ | 5.3 | |
| cb | 5.6 | |
| WL | 6.1 | 172.1 |

2+65 = SL Tourmaline

| | | |
|----|-----|-------|
| WL | 4.0 | 174.2 |
|----|-----|-------|

178.17

| | | |
|---------------|-----|-------|
| cb | 3.9 | |
| $\frac{1}{4}$ | 3.6 | |
| $\frac{1}{4}$ | 5.0 | 173.2 |
| +3 | 6.0 | |
| +8 | 4.4 | |
| $\frac{1}{4}$ | 4.4 | |
| cb | 4.3 | |
| EL | 4.8 | 173.4 |

CURB 15' cb + 10' gts

| | | |
|---------------|-----|-------|
| WL | 3.5 | 174.7 |
| cb | 3.1 | |
| $\frac{1}{4}$ | 3.0 | |
| +3 | 5.4 | |
| +6 | 5.8 | |
| $\frac{1}{4}$ | 4.0 | 174.2 |
| $\frac{1}{4}$ | 3.2 | |
| cb | 3.3 | |
| WL | 3.8 | 174.4 |

Quarter

| | | |
|---------------|-----|-------|
| WL | 3.2 | 175.0 |
| cb | 2.8 | |
| $\frac{1}{4}$ | 2.7 | |
| $\frac{1}{4}$ | 4.1 | 174.1 |
| +1 | 5.9 | |
| +5 | 5.0 | |
| +6 | 2.9 | |

35

178.17

| | | |
|---------------|-----|-------|
| $\frac{1}{4}$ | 2.9 | |
| cb | 3.0 | |
| EL | 3.5 | 174.7 |
| Center | | |
| EL | 3.0 | 175.2 |
| cb | 2.4 | |
| $\frac{1}{4}$ | 2.6 | |
| +7 | 3.0 | |
| +8 | 5.7 | |
| CL | 5.7 | 172.5 |
| +6 | 5.6 | |
| +7 | 3.0 | |
| $\frac{1}{4}$ | 2.1 | |
| cb | 2.4 | |
| WL | 2.9 | 175.3 |
| Quarter | | |
| WL | 2.4 | 175.8 |
| cb | 2.7 | |
| $\frac{1}{4}$ | 2.7 | |
| $\frac{1}{4}$ | 2.7 | 175.5 |
| $\frac{1}{4}$ | 2.2 | |
| cb | 2.2 | |
| EL | 2.7 | 175.5 |
| Curb | | |
| EL | 2.0 | 176.2 |
| cb | 1.8 | |

36

178.1741

| | | |
|---------------------------|------------|--------|
| $\frac{1}{4}$ | 2.0 | |
| $\frac{1}{4}$ | 2.9 | 175.3 |
| $\frac{1}{4}$ | 2.6 | |
| cb | 2.4 | |
| WL | 2.4 | 175.5 |
| 0+00 = N L | Tourmaline | |
| WL | 2.4 | 175.8 |
| cb | 2.0 | |
| $\frac{1}{4}$ | 2.3 | |
| $\frac{1}{4}$ | 2.6 | 175.6 |
| $\frac{1}{4}$ | 2.2 | |
| cb | 1.3 | |
| EL | 1.6 | 176.6 |
| T.P. | 12.20 | 188.67 |
| | 4.70 | 176.47 |
| B.M. NE corner Tourmaline | | 176.30 |
| +Gresham. See Page 11. | | |
| 0+65 | | .17 |
| EL | 10.0 | 178.7 |
| cb | 11.3 | |
| $\frac{1}{4}$ | 11.2 | |
| $\frac{1}{4}$ | 10.6 | 178.1 |
| $\frac{1}{4}$ | 10.4 | |
| cb | 10.3 | |
| WL | 9.9 | 178.8 |
| 1+15 | | |
| WL | 6.5 | 182.2 |
| cb | 7.1 | |

188.67

| | | |
|--------------------------|------|-------|
| 1/4 | 7.6 | |
| 1/2 | 8.3 | 180.4 |
| 3/4 | 9.1 | |
| +6 | 10.0 | |
| +8 | 12.4 | |
| cb | 9.8 | |
| EL | 8.6 | 180.1 |
| 1+65 | | |
| EL | 7.1 | 181.6 |
| +13 | 10.0 | |
| cb | 8.0 | |
| 1/4 | 7.5 | |
| 1/2 | 6.3 | 182.4 |
| 3/4 | 5.2 | |
| cb | 4.5 | |
| NL | 3.7 | 185.0 |
| 2+05 = N. End of Gresham | | |
| NL | 2.1 | 186.6 |
| cb | 2.7 | |
| 1/4 | 3.4 | |
| 1/2 | 4.8 | 183.9 |
| 3/4 | 5.7 | |
| cb | 6.1 | |
| +8 | 7.2 | |
| EL | 5.7 | 183.0 |

Map distance 500' measured dis. 492'

X Section Agate St from E.L.

Everts to NL Faruel

80' St 20 cbs 10' gts

0+00 = E.L. Everts

| | | | |
|--|--------|------|------------|
| B.M. = Mon N.W. corner Allison & Turquoise | 106.21 | | |
| T.P. 10.34 | 116.35 | | |
| T.P. 10.33 | 124.83 | 2.05 | 114.50 |
| T.P. 12.87 | 134.39 | 3.31 | 121.52 |
| T.P. 13.19 | 146.97 | 0.61 | 133.78 |
| T.P. 12.44 | 159.19 | 0.22 | 146.75 |
| T.P. 12.55 | 170.57 | 1.17 | 158.02 |
| T.P. 12.92 | 183.36 | 0.13 | 170.44 |
| 0+00 | | | |
| NL | | 10.3 | 173.1 |
| cb | | 11.4 | |
| 1/4 | | 11.6 | |
| 1/2 | | 11.6 | 171.8 |
| 3/4 | | 11.9 | |
| cb | | 13.0 | |
| SL | | 13.3 | 170.1 |
| 0+60 = 1/2 Shack in street | | | 12' square |
| SL | | 11.9 | 171.5 |
| cb | | 10.4 | |
| +6 = S.L. of Shack | | 9.9 | |
| 1/4 | | 9.4 | |
| 1/2 | | 8.3 | 175.1 |
| 3/4 | | 8.4 | |

PIPE on Pt.
EX Agate St.Plotted
4/2/58
T.G.H.

18336

| | | | |
|---------------|-------|--------|-------------|
| cb | | 8.3 | |
| NL | | 7.2 | 176.7 |
| 1+00 | | | |
| NL | | 4.2 | 179.2 |
| cb | | 5.0 | |
| $\frac{1}{4}$ | | 5.2 | |
| ♀ | | 5.6 | 177.8 |
| $\frac{1}{4}$ | | 6.3 | |
| cb | | 7.5 | |
| SL | | 8.5 | 174.9 |
| 1+50 | | | |
| SL | | 6.3 | 177.1 |
| cb | | 5.0 | |
| $\frac{1}{4}$ | | 3.9 | |
| ♀ | | 3.3 | 186.1 |
| $\frac{1}{4}$ | | 2.5 | |
| cb | | 2.3 | |
| NL | | 1.4 | 182.0 |
| T.P. | 11.77 | 194.58 | 0.55 182.81 |
| 2+00 | | | |
| NL | | 10.8 | 183.8 |
| cb | | 11.8 | |
| $\frac{1}{4}$ | | 12.0 | |
| ♀ | | 12.7 | 181.9 |
| $\frac{1}{4}$ | | 13.4 | |

19458

| | | | |
|---------------|--|------|-------|
| cb | | 14.7 | |
| SL | | 15.9 | 178.7 |
| 2+50 | | | |
| SL | | 13.4 | 181.2 |
| cb | | 12.5 | |
| $\frac{1}{4}$ | | 11.8 | |
| ♀ | | 11.2 | 183.4 |
| $\frac{1}{4}$ | | 10.4 | |
| cb | | 9.7 | |
| NL | | 8.8 | 185.8 |
| 3+00 | | | |
| NL | | 6.0 | 188.6 |
| cb | | 7.5 | |
| $\frac{1}{4}$ | | 8.9 | |
| ♀ | | 8.8 | 185.8 |
| $\frac{1}{4}$ | | 9.8 | |
| cb | | 10.1 | |
| SL | | 11.1 | 183.5 |
| 350 | | | |
| SL | | 10.0 | 184.6 |
| cb | | 8.6 | |
| $\frac{1}{4}$ | | 7.8 | |
| ♀ | | 7.4 | 187.2 |
| $\frac{1}{4}$ | | 6.4 | |
| cb | | 5.2 | |

19458

| | | |
|---------------|------|-------|
| NL | 41 | 190.5 |
| 3+70 | | |
| NL | 43 | 190.3 |
| cb | 6.1 | |
| $\frac{1}{4}$ | 7.8 | |
| $\frac{1}{4}$ | 8.0 | 186.6 |
| $\frac{1}{4}$ | 8.2 | |
| cb | 9.5 | |
| SL | 10.7 | 183.9 |
| 3+80 | | |
| SL | 11.1 | 183.5 |
| cb | 10.5 | |
| $\frac{1}{4}$ | 10.2 | |
| $\frac{1}{4}$ | 9.8 | 184.8 |
| $\frac{1}{4}$ | 9.4 | |
| cb | 9.0 | |
| NL | 8.0 | 186.6 |
| 4+00 | | |
| NL | 2.8 | 191.8 |
| cb | 4.6 | |
| $\frac{1}{4}$ | 5.6 | |
| $\frac{1}{4}$ | 6.9 | 187.7 |
| $\frac{1}{4}$ | 7.9 | |
| cb | 8.5 | |
| SL | 9.8 | 184.8 |

4+50

19458

| | | | | |
|---------------|--------|-----------------------------|-------|--------|
| SL | | | 8.5 | 186.1 |
| cb | | | 6.8 | |
| $\frac{1}{4}$ | | | 6.0 | |
| $\frac{1}{4}$ | | | 5.3 | 187.3 |
| $\frac{1}{4}$ | | | 4.0 | |
| cb | | | 3.7 | |
| NL | | | 1.3 | 193.3 |
| T.P. | 11.02 | 203.98 | 1.62 | 192.96 |
| 4+92 = NL | Farnel | (Found block corner marker) | | |
| NL | | | 7.4 | 196.6 |
| cb | | | 10.1 | |
| $\frac{1}{4}$ | | | 11.0 | |
| $\frac{1}{4}$ | | | 12.5 | 191.5 |
| $\frac{1}{4}$ | | | 13.6 | |
| cb | | | 14.5 | |
| SL | | | 16.5 | 187.5 |
| T.P. | 1.79 | 203.98 | 1.79 | 202.19 |
| T.P. | 0.83 | 191.56 | 13.25 | 190.73 |
| T.P. | 0.91 | 179.29 | 13.18 | 178.38 |
| T.P. | 0.50 | 167.94 | 11.85 | 167.49 |
| T.P. | 1.72 | 156.70 | 12.96 | 154.98 |
| T.P. | 0.67 | 144.61 | 12.70 | 144.00 |
| T.P. | 2.08 | 134.11 | 12.64 | 132.03 |
| T.P. | 3.31 | 124.77 | 12.65 | 121.46 |
| T.P. | 2.05 | 116.49 | 10.33 | 114.44 |
| T.P. | | | 10.34 | 106.15 |

Lot corner
= Lot 2
PipeBM
106.21
106.15
106

X Section Tourmaline

Cass to Faruel

70' wide 20' cbs 7 1/2' gts

0+00 = RL Cass

BM = Mon. N.W. Turquoise + Allison 106.21

T.P. 10.34 116.55 106.21

T.P. 10.33 124.83 205 114.50

T.P. 12.19 133.71 331 121.52

T.P. 9.19 142.35 0.55 133.16

T.P. 2.62 142.35 2.62 139.73 BM in pile
T.P. 0.39 129.99 12.75 129.60 Cass + Tour

T.P. 3.93 121.30 12.62 117.37

0-30 = edge of Cass St paving

NL on paving 9.30 112.00

Cb " 9.90 111.40

1/4 " 10.14 111.16

1/4 " 10.34 110.96

1/4 " 10.55 110.75

Cb " 10.74 110.56

SL " 11.42 109.88

0-29 = edge of Berms

S.L. 11.6 109.7

Cb 10.7 110.6

1/4 10.3 111.0

1/4 9.9 111.4

1/4 9.9 111.4

Cb 9.8 111.5

NL

9.2 112.1

0-22

NL

8.0 113.3

Cb

8.7 112.6

1/4

9.7 111.6

1/4

9.7 111.6

1/4

10.0 111.3

Cb

10.3 111.0

SL

10.3 111.0

0-7

SL

8.8 112.5

Cb

8.2 113.1

+1

9.0 112.3

1/4

8.8 112.5

1/4

8.5 112.8

1/4

8.5 112.8

Cb

8.3 113.0

+1

7.5 113.8

NL

7.5 113.8

0+00

NL

7.4 113.9

Cb

7.7 113.6

1/4

8.3 113.0

1/4

8.4 112.9

1/4

8.7 112.6

Cb

9.1 112.2

+2

8.4 112.9

Plotted
3'-28
stark

45

121.30

| | | |
|---------------|-----|-------|
| SL | 9.0 | 112.3 |
| 0+50 | | |
| SL | 9.8 | 117.5 |
| cb | 9.5 | 111.8 |
| $\frac{1}{4}$ | 9.1 | 112.2 |
| $\frac{1}{4}$ | 8.9 | 112.4 |
| $\frac{1}{4}$ | 9.1 | 112.2 |
| cb | 8.9 | 112.4 |
| NL | 7.7 | 113.6 |
| 1+00 | | |
| NL | 7.0 | 114.3 |
| cb | 7.7 | 113.6 |
| $\frac{1}{4}$ | 8.2 | 113.1 |
| $\frac{1}{4}$ | 8.6 | 112.7 |
| $\frac{1}{4}$ | 8.8 | 112.5 |
| cb | 9.0 | 112.3 |
| SL | 9.4 | 111.9 |
| 1+50 | | |
| SL | 8.1 | 113.2 |
| cb | 7.8 | 113.5 |
| $\frac{1}{4}$ | 7.4 | 113.9 |
| $\frac{1}{4}$ | 7.2 | 114.1 |
| $\frac{1}{4}$ | 7.1 | 114.2 |
| cb | 6.9 | 114.4 |
| NL | 6.1 | 115.2 |
| 2+00 | | |

121.30

46

| | | |
|---------------|-----|-------|
| NL | 4.8 | 116.5 |
| cb | 5.6 | 115.7 |
| $\frac{1}{4}$ | 5.9 | 115.4 |
| $\frac{1}{4}$ | 6.0 | 115.3 |
| $\frac{1}{4}$ | 5.9 | 115.4 |
| cb | 6.5 | 114.8 |
| SL | 6.9 | 114.4 |
| 2+50 | | |
| SL | 6.1 | 115.2 |
| cb | 5.4 | 115.9 |
| $\frac{1}{4}$ | 4.6 | 116.7 |
| $\frac{1}{4}$ | 5.0 | 116.3 |
| $\frac{1}{4}$ | 4.7 | 116.6 |
| cb | 4.6 | 116.7 |
| NL | 3.9 | 117.4 |
| 3+00 | | |
| NL | 3.4 | 117.9 |
| cb | 4.0 | 117.3 |
| $\frac{1}{4}$ | 4.3 | 117.0 |
| $\frac{1}{4}$ | 4.7 | 116.6 |
| $\frac{1}{4}$ | 4.5 | 116.8 |
| cb | 5.3 | 116.0 |
| SL | 6.4 | 114.9 |
| 3+50 | | |
| SL | 8.0 | 113.3 |
| cb | 6.8 | 114.5 |
| $\frac{1}{4}$ | 6.1 | 115.2 |

47

121.30

♀ 6.0 115.3

♂ 5.6 115.7

CB 5.2 116.1

NL 4.2 117.1

4+00

NL 4.9 116.4

CB 5.4 115.9

♂ 5.3 116.0

♀ 5.3 116.0

♂ 5.1 116.2

CB 5.4 115.9

SL 5.2 116.1

4+50

SL 3.0 118.3

CB 2.6 118.7

♂ 2.3 119.0

♀ 2.6 118.7

♂ 2.6 118.7

CB 2.6 118.7

NL 2.6 118.7

5+00 = WA Dawes St. (20 obs 10.975)

T.P. 9.55 129.83 1.02 120.28

NL 9.3 120.5

CB 9.4 120.4

♂ 9.4 120.4

♀ 9.3 120.5

129.83

48

♂ 9.6 120.2

CB 9.9 119.9

SL 10.3 119.5

CURB

SL 10.8 119.6

CB 10.7 119.1

♂ 10.3 119.5

♀ 10.1 119.7

♂ 10.0 119.8

CB 9.8 120.0

NL 9.3 120.5

Quarter

NL 8.3 121.5

CB 8.4 121.4

♂ 8.9 120.9

♀ 9.1 120.7

♂ 9.2 120.6

CB 9.5 120.3

SL 9.8 120.0

Center

SL 10.0 119.8

CB 9.5 120.3

♂ 9.3 120.5

♀ 9.1 120.7

♂ 8.9 120.9

CB 8.7 121.1

NL 8.3 121.5

Quarter

| | | |
|-------------------|------|-------|
| NL | 8.4 | 121.4 |
| CB | 8.9 | 120.9 |
| $\frac{1}{4}$ | 9.0 | 120.8 |
| $\frac{1}{4}$ | 9.2 | 120.6 |
| $\frac{1}{4}$ | 9.5 | 120.3 |
| CB | 9.7 | 120.1 |
| SL | 10.2 | 119.6 |
| Curb | | |
| SL | 10.5 | 119.3 |
| CB | 10.1 | 119.7 |
| $\frac{1}{4}$ | 9.9 | 119.9 |
| $\frac{1}{4}$ | 9.6 | 120.2 |
| $\frac{1}{4}$ | 9.3 | 120.5 |
| CB | 9.1 | 120.7 |
| NL | 8.6 | 121.2 |
| OT00 - E.L. Dawes | | |
| NL | 7.6 | 122.2 |
| CB | 8.3 | 121.5 |
| $\frac{1}{4}$ | 8.5 | 121.3 |
| $\frac{1}{4}$ | 8.7 | 121.1 |
| $\frac{1}{4}$ | 8.7 | 121.1 |
| CB | 8.8 | 121.0 |
| SL | 9.5 | 120.3 |
| OT50 | | |
| SL | 7.4 | 122.4 |

| | | |
|---------------|-----|-------|
| CB | 7.0 | 122.8 |
| $\frac{1}{4}$ | 7.1 | 122.7 |
| $\frac{1}{4}$ | 6.9 | 122.9 |
| $\frac{1}{4}$ | 6.7 | 123.1 |
| CB | 7.0 | 122.8 |
| NL | 6.3 | 123.5 |
| 1+00 | | |
| NL | 5.0 | 124.8 |
| CB | 5.6 | 124.2 |
| $\frac{1}{4}$ | 5.6 | 124.2 |
| $\frac{1}{4}$ | 5.1 | 124.8 |
| $\frac{1}{4}$ | 5.3 | 124.5 |
| CB | 5.5 | 124.3 |
| SL | 5.4 | 124.4 |
| 1+50 | | |
| SL | 3.6 | 126.2 |
| CB | 4.1 | 125.7 |
| $\frac{1}{4}$ | 3.9 | 125.9 |
| $\frac{1}{4}$ | 3.7 | 126.1 |
| $\frac{1}{4}$ | 3.7 | 126.1 |
| CB | 3.7 | 126.1 |
| NL | 4.2 | 125.6 |
| 2+00 | | |
| NL | 1.7 | 128.1 |
| CB | 2.1 | 127.7 |
| $\frac{1}{4}$ | 2.1 | 127.7 |

141.32

X Section Dunes

N. Hyacinth to St. Sapphire

80' wide 20' cbs 10' gts

0+00 = N. Hyacinth

π continued from preceding page

T.P. 1.30 130.10 125.2 128.80

T.P. 8.89 126.23 127.6 117.34

0+00

EL

9.7 116.5

cb

10.2 116.0

 $\frac{1}{4}$

10.8 115.4

E

11.2 115.0

 $\frac{1}{4}$

11.2 115.0

cb

12.3 113.9

WL

12.3 113.9

0+65

WL

11.3 114.9

+14

10.9 115.3

+17

11.5 114.7

cb

10.8 115.4

 $\frac{1}{4}$

10.0 116.2

+2

10.2 116.0

E

10.1 116.1

 $\frac{1}{4}$

10.3 115.9

+7

10.6 115.6

+8

9.9 116.3

126.23

cb

9.6 116.6

EL

9.0 117.2

1+15

EL

8.3 117.9

cb

8.9 117.3

+3

9.1 117.1

+4

10.0 116.2

 $\frac{1}{4}$

9.9 116.3

E

9.9 116.3

 $\frac{1}{4}$

9.8 116.4

cb

10.0 116.2

+4

10.8 115.4

+6

9.9 116.3

WL

10.9 115.8

1+65

WL

9.2 117.0

+13

8.7 117.5

+16

9.7 116.5

cb

9.0 117.2

 $\frac{1}{4}$

8.8 117.4

E

9.0 117.2

 $\frac{1}{4}$

9.1 117.1

+7

9.2 117.0

cb

8.2 118.0

EL

7.3 118.9

2+15

55
2+15

126.23

| | | |
|---------------|-----|-------|
| EL | 6.7 | 119.5 |
| CB | 7.1 | 119.1 |
| +2 | 8.1 | 118.1 |
| $\frac{1}{4}$ | 8.0 | 118.2 |
| $\frac{1}{4}$ | 7.8 | 118.4 |
| $\frac{1}{4}$ | 7.4 | 118.8 |
| CB | 8.0 | 118.2 |
| +5 | 8.4 | 117.8 |
| +8 | 7.6 | 118.6 |
| WL | 8.0 | 118.2 |

2+65 = SL ~~5~~ WAS Tourmaline

| | | |
|---------------|-----|-------|
| WL | 6.8 | 119.4 |
| +13 | 6.4 | 119.8 |
| +17 | 7.2 | 119.0 |
| CB | 6.7 | 119.5 |
| $\frac{1}{4}$ | 6.2 | 120.0 |
| +3 | 6.2 | 120.0 |
| +9 | 6.9 | 119.3 |
| $\frac{1}{4}$ | 6.4 | 119.8 |
| $\frac{1}{4}$ | 6.6 | 119.6 |
| CB | 6.9 | 119.3 |
| +1 | 5.9 | 120.3 |
| EL | 6.0 | 120.2 |

0+00 = WL ~~5~~ WAS Tourmaline

| | | |
|----|-----|-------|
| EL | 4.0 | 122.2 |
| CB | 5.0 | 121.2 |

126.23

56

| | | |
|---------------|-------|--------|
| $\frac{1}{4}$ | 4.8 | 121.4 |
| $\frac{1}{4}$ | 4.7 | 121.5 |
| $\frac{1}{4}$ | 4.7 | 121.5 |
| CB | 5.6 | 120.6 |
| WL | 5.7 | 120.5 |
| 0+50 | | |
| WL | 5.3 | 120.9 |
| +15 | 3.7 | 122.5 |
| CB | 4.6 | 121.6 |
| $\frac{1}{4}$ | 3.7 | 122.5 |
| $\frac{1}{4}$ | 4.1 | 122.1 |
| $\frac{1}{4}$ | 3.9 | 122.3 |
| +6 | 4.2 | 122.0 |
| +7 | 3.4 | 122.8 |
| CB | 3.9 | 122.3 |
| EL | 3.3 | 122.9 |
| 1+00 | | |
| EL | 1.8 | 124.4 |
| CB | 2.3 | 123.9 |
| $\frac{1}{4}$ | 3.7 | 122.5 |
| $\frac{1}{4}$ | 3.8 | 122.4 |
| $\frac{1}{4}$ | 3.6 | 122.6 |
| CB | 4.1 | 122.1 |
| WL | 4.0 | 122.2 |
| T.P. | 10.02 | 133.05 |
| 1+50 | 3.20 | 123.03 |

57
1+50

133.05

| | | |
|---------------|------|-------|
| WL | 10.9 | 122.2 |
| +10 | 9.4 | 123.7 |
| CB | 9.9 | 123.2 |
| +5 | 9.4 | 123.7 |
| +6 | 10.3 | 122.8 |
| $\frac{1}{4}$ | 10.2 | 122.9 |
| $\frac{1}{4}$ | 9.6 | 123.5 |
| $\frac{1}{4}$ | 9.7 | 123.4 |
| +1 | 9.0 | 124.1 |
| +9 | 8.3 | 124.8 |
| CB | 9.5 | 123.6 |
| +2 | 8.0 | 125.1 |
| EL | 7.7 | 125.4 |
| 2+00 | | |
| EL | 7.1 | 126.0 |
| +19 | 6.9 | 126.2 |
| CB | 8.3 | 124.8 |
| +2 | 7.0 | 126.0 |
| $\frac{1}{4}$ | 7.7 | 125.4 |
| +1 | 8.7 | 124.4 |
| CL | 8.9 | 124.2 |
| $\frac{1}{4}$ | 8.9 | 124.2 |
| CB | 9.3 | 123.8 |
| +8 | 8.1 | 125.0 |
| WL | 8.2 | 124.9 |

2+65 = SL Sapphire

133.05

58

| | | | | |
|---------------|-------|--------|------|--------|
| WL | | | 6.1 | 127.0 |
| CB | | | 6.5 | 126.6 |
| $\frac{1}{4}$ | | | 6.4 | 126.7 |
| $\frac{1}{4}$ | | | 6.4 | 126.7 |
| $\frac{1}{4}$ | | | 6.5 | 126.6 |
| CB | | | 6.5 | 126.6 |
| EL | | | 5.3 | 127.8 |
| T.P. | 12.55 | 144.25 | 1.35 | 131.70 |
| T.P. | 11.83 | 155.35 | 0.73 | 143.52 |
| T.R. | 12.97 | 167.39 | 0.93 | 154.92 |
| T.P. | | | 9.45 | 157.94 |

53M on Iron Pipe
 } see page 38
 158.02
 .08

X Section Archer St from El.

Everts + 81' to W.L. Faugel

Street 70' wide 20' cbs 7 1/2' gutters

0+00 = E.L. Everts + 84.6

B.M. on Iron pipe at Hyatt's Pl. 158.02

| | | | | |
|------|-------|--------|------|--------|
| T.P. | 9.45 | 167.47 | | 158.02 |
| T.P. | 11.82 | 179.28 | 0.01 | 167.46 |
| T.P. | 11.39 | 190.44 | 0.23 | 179.05 |
| T.P. | 12.72 | 201.27 | 1.89 | 188.55 |
| 0+00 | | | | |
| S.L. | | | 12.0 | 189.3 |
| cb | | | 9.2 | |
| 1/4 | | | 7.4 | |
| 1/2 | | | 6.1 | 195.2 |
| 3/4 | | | 5.6 | |
| cb | | | 4.8 | |
| NL | | | 0.5 | 200.8 |
| T.P. | 12.93 | 213.60 | 0.60 | 200.67 |
| 0+50 | | | | |
| NL | | | 6.2 | 207.4 |
| cb | | | 10.3 | |
| 1/4 | | | 12.0 | |
| 1/2 | | | 13.3 | 200.3 |
| 3/4 | | | 14.8 | |
| cb | | | 16.1 | |
| S.L. | | | 19.2 | 194.4 |

Plotted
4/2/28
T.G.H.

0+75

213.6 H.I.

| | | | | |
|------|-------|--------|------|--------|
| S.L. | | | 16.1 | 197.5 |
| cb | | | 12.2 | |
| 1/4 | | | 10.6 | |
| 1/2 | | | 9.3 | 204.3 |
| 3/4 | | | 8.0 | |
| cb | | | 6.3 | |
| NL | | | 2.2 | 211.4 |
| T.P. | 12.79 | 225.91 | 0.48 | 213.12 |
| NL | | | 6.4 | 219.5 |
| cb | | | 11.6 | |
| 1/4 | | | 13.6 | |
| 1/2 | | | 15.3 | 210.6 |
| 3/4 | | | 17.1 | |
| cb | | | 18.6 | |
| S.L. | | | 22.4 | 203.5 |
| 1+50 | | | | |
| S.L. | | | 18.4 | 207.5 |
| cb | | | 14.3 | |
| 1/4 | | | 12.7 | |
| 1/2 | | | 10.9 | 215.0 |
| 3/4 | | | 9.1 | |
| cb | | | 7.1 | |
| NL | | | 3.0 | 222.9 |
| T.P. | 12.80 | 237.05 | 1.66 | 224.25 |
| 1+75 | | | | |

61

| | | | |
|---------------|-------|------|-------|
| NL | 23705 | 89 | 228.1 |
| cb | | 148 | |
| $\frac{1}{4}$ | | 17.1 | |
| £ | | 18.5 | 218.5 |
| $\frac{1}{4}$ | | 19.7 | |
| cb | | 21.4 | |
| SL | | 26.0 | 211.0 |
| 2+00 | | | |
| SL | | 22.3 | 214.7 |
| cb | | 17.9 | |
| $\frac{1}{4}$ | | 16.1 | |
| £ | | 14.1 | 223.0 |
| $\frac{1}{4}$ | | 12.0 | |
| cb | | 10.0 | |
| NL | | 4.9 | 232.1 |
| 2+25 | | | |
| NL | | 1.3 | 235.7 |
| cb | | 7.6 | |
| $\frac{1}{4}$ | | 9.0 | |
| £ | | 10.8 | 226.2 |
| $\frac{1}{4}$ | | 12.0 | |
| cb | | 14.7 | |
| SL | | 20.3 | 216.7 |
| 2+50 | | | |
| SL | | 18.9 | 218.1 |
| cb | | 12.2 | |

62

| | | | |
|---------------|--------|--------|--------------|
| $\frac{1}{4}$ | 237.05 | 10.6 | |
| £ | | 8.8 | 228.2 |
| $\frac{1}{4}$ | | 7.3 | |
| cb | | 5.9 | |
| T.P. | 9.89 | 241.24 | 5.70 231.35 |
| NL | | 4.9 | 236.3 ← |
| T.P. | 1.50 | 241.24 | 1.50 239.74 |
| 3+00 | | | |
| NL | | 7.5 | 236.7 |
| cb | | 10.0 | |
| $\frac{1}{4}$ | | 12.1 | |
| £ | | 14.0 | 227.2 |
| $\frac{1}{4}$ | | 15.8 | |
| cb | | 17.9 | |
| SL | | 23.0 | 218.2 |
| 3+35 | | | |
| SL | | 25.0 | 216.2 |
| cb | | 20.7 | |
| $\frac{1}{4}$ | | 19.8 | |
| £ | | 16.6 | 224.6 |
| $\frac{1}{4}$ | | 15.0 | |
| cb | | 12.6 | |
| NL | | 7.5 | 233.7 |
| T.P. | 1.00 | 229.37 | 12.87 228.37 |
| 3+75 | | | |
| NL | | 3.7 | 225.7 |

22937 H/L

| | | |
|----------------------------------|--|-------|
| cb | 9.0 | |
| $\frac{1}{4}$ | 10.8 | |
| $\frac{1}{2}$ | 12.3 | 217.1 |
| $\frac{3}{4}$ | 13.8 | |
| cb | 14.8 | |
| S.L. | 16.5 | 212.9 |
| 4+06 ¹⁰ = W.L. Faruel | Found 2x2" Hub with quad on both N & S. sides. of Archer | 211.2 |
| SL | 18.2 | |
| +7 | 19.9 | |
| +19 | 19.8 | |
| cb | 18.0 | |
| $\frac{1}{4}$ | 16.7 | |
| $\frac{1}{2}$ | 14.5 | 214.9 |
| $\frac{3}{4}$ | 13.3 | |
| cb | 12.0 | |
| N.L. | 9.8 | 219.6 |

see page 69 for Elev. check

Xsection Van Nuys St

From W.L. Faruel 405' West

20' cbs 7 $\frac{1}{2}$ ' 195

0+00 = W.L. Faruel

Found 2x2 Hubs denoting N & S. lines of Van Nuys
on W.L. Faruel

B.M. = T.P. on Archer E.L. 239.74 see page 62

T.P. 12.94 25268 239.74

T.P. 12.99 26505 0.62 25206

T.P. 12.57 277.06 0.56 264.49

T.P. 13.27 290.03 0.30 276.76

T.P. 12.95 302.31 0.17 289.86

0+00 = W.L. Faruel

N.L. 9.1 295.2

cb 12.7

 $\frac{1}{4}$ 13.9 $\frac{1}{2}$ 15.8 296.5 $\frac{3}{4}$ 17.6

cb 19.5

S.L. 26.0 276.3

0+25

S.L. 17.5 284.6

cb 14.2

 $\frac{1}{4}$ 13.3 $\frac{1}{2}$ 12.8 299.5 $\frac{3}{4}$ 11.2

cb 10.1

N.L. 7.4 294.9

TOP of MARKER
BY HUB
S.W. CORNER
Van Nuys
& Faruel

65

30231

| | | | |
|---------------|-----|-------|--|
| 0+75 | | | |
| NL | 6.0 | 296.3 | |
| cb | 6.4 | | |
| $\frac{1}{4}$ | 6.6 | | |
| $\frac{1}{4}$ | 7.0 | 295.3 | |
| $\frac{1}{4}$ | 7.0 | | |
| cb | 7.3 | | |
| SL | 7.5 | 294.8 | |
| 1+25 | | | |
| SL | 3.0 | 299.3 | |
| cb | 3.7 | | |
| $\frac{1}{4}$ | 4.0 | | |
| $\frac{1}{4}$ | 4.3 | 298.0 | |
| $\frac{1}{4}$ | 4.6 | | |
| cb | 5.5 | | |
| NL | 7.6 | 294.7 | |
| 1+50 | | | |
| NL | 8.7 | 293.6 | |
| cb | 6.4 | | |
| $\frac{1}{4}$ | 5.2 | | |
| $\frac{1}{4}$ | 4.4 | 297.9 | |
| $\frac{1}{4}$ | 3.8 | | |
| cb | 3.2 | | |
| SL | 2.8 | 299.5 | |
| 1+75 | | | |
| SL | 3.3 | 299.0 | |

66

30231

| | | | | |
|---------------|------|--------|-------|--------|
| cb | | | 4.2 | |
| $\frac{1}{4}$ | | | 5.1 | |
| $\frac{1}{4}$ | | | 6.4 | 295.9 |
| $\frac{1}{4}$ | | | 7.5 | |
| cb | | | 8.9 | |
| NL | | | 12.9 | 289.4 |
| 2+00 | | | | |
| NL | | | 18.2 | 284.1 |
| cb | | | 13.1 | |
| $\frac{1}{4}$ | | | 11.6 | |
| $\frac{1}{4}$ | | | 10.1 | 292.7 |
| $\frac{1}{4}$ | | | 9.1 | |
| cb | | | 7.2 | |
| SL | | | 4.9 | 297.4 |
| 2+25 | | | | |
| SL | | | 9.2 | 293.1 |
| cb | | | 11.6 | |
| $\frac{1}{4}$ | | | 13.3 | |
| T.P. | 0.42 | 290.07 | 12.66 | 289.65 |
| $\frac{1}{4}$ | | | 4.1 | 286.9 |
| $\frac{1}{4}$ | | | 5.9 | |
| cb | | | 8.9 | |
| NL | | | 15.3 | 274.8 |
| 2+50 | | | | |
| NL-10 | | | 24.3 | |

290,07

| | | | |
|---------------|------|--------|--------------|
| NL | | 22.9 | 267.2 |
| cb | | 17.1 | |
| $\frac{1}{4}$ | | 15.7 | |
| $\frac{1}{4}$ | | 14.3 | 275.8 |
| $\frac{1}{4}$ | | 11.3 | |
| cb | | 8.3 | |
| SL | | 5.5 | 294.6 |
| 2+75 | | | |
| SL | | 10.8 | 279.3 |
| T.P. | 0.33 | 277.17 | 13.23 276.84 |
| cb | | 3.1 | |
| $\frac{1}{4}$ | | 4.9 | |
| $\frac{1}{4}$ | | 6.2 | 271.0 |
| $\frac{1}{4}$ | | 8.3 | |
| cb | | 10.6 | |
| NL | | 15.4 | 261.9 |
| +10 | | 17.9 | |
| 3+00 | | | |
| NL-10 | | 24.1 | |
| NL | | 22.2 | 255.0 |
| cb | | 17.1 | |
| $\frac{1}{4}$ | | 15.3 | |
| $\frac{1}{4}$ | | 13.6 | 263.6 |
| $\frac{1}{4}$ | | 11.9 | |
| cb | | 10.3 | |

| | | | | |
|---------------|------|--------|-------|--------|
| SL | | 277.17 | 8.0 | 269.2 |
| T.P. | 0.36 | 264.64 | 12.89 | 264.28 |
| 3+75 | | | | |
| SL | | | 3.4 | 267.2 |
| cb | | | 7.3 | |
| $\frac{1}{4}$ | | | 8.8 | |
| $\frac{1}{4}$ | | | 9.5 | 255.1 |
| $\frac{1}{4}$ | | | 10.6 | |
| cb | | | 11.9 | |
| NL | | | 15.0 | 249.6 |
| +5 | | | 16.5 | |
| +15 | | | 20.5 | |
| 3+50 | | | | |
| NL-15 | | | 29.0 | |
| NL | | | 23.6 | 241.0 |
| cb | | | 20.1 | |
| $\frac{1}{4}$ | | | 18.6 | |
| $\frac{1}{4}$ | | | 17.6 | 247.0 |
| $\frac{1}{4}$ | | | 16.7 | |
| cb | | | 14.8 | |
| SL | | | 11.4 | 253.2 |
| T.P. | 0.27 | 252.27 | 12.64 | 252.0 |
| 3+75 | | | | |
| SL | | | 8.1 | 244.2 |
| cb | | | 9.6 | |
| $\frac{1}{4}$ | | | 10.2 | |

25227

| | | | |
|---------------|---|--------|--------------|
| 2 | | 12.0 | 240.3 |
| $\frac{1}{4}$ | | 13.6 | |
| cb | | 15.4 | |
| NL | | 18.1 | 234.2 |
| +13 | | 22.2 | |
| T 26 | =Bottom of canyon | 26.1 | |
| 4+05 | =No Hubs found here. End of block derived by lot stakes running at Rt 15 to Van Nuy's | | |
| NL-10 | | 27.3 | |
| NL | Bottom of Canyon | 30.6 | 221.7 |
| cb | | 26.1 | |
| $\frac{1}{4}$ | | 24.7 | |
| 2 | | 22.9 | 229.4 |
| $\frac{1}{4}$ | | 21.3 | |
| cb | | 20.2 | |
| SL | | 19.3 | 233.0 |
| T.P. | 0.26 | 240.16 | 12.37 239.90 |
| T.P. | 0.67 | 228.26 | 12.57 227.59 |
| T.P. | 0.95 | 215.67 | 13.04 215.22 |
| T.P. | 0.07 | 202.69 | 13.05 202.62 |
| T.P. | 0.22 | 190.03 | 12.88 189.81 |
| T.P. | | | 10.87 179.16 |
| | check page 59 | | 179.05 |
| | | | .11 |

Elevations on Pavement & Curb
at intersection of N. Loring & S. L.
Windsor Drive.

B.M. Top Hydrant End of Loring St paving 237.84

Elevations taken every 11.65'

0+00 - 156.45 West of end of pavement

| | | | | |
|------|------|--------|-------|--------|
| T.P. | 0.33 | 238.17 | | 237.84 |
| | 2.25 | 228.62 | 11.79 | 226.38 |

0+00

| | | |
|----------|--|------|
| { Top cb | | 0.00 |
| { Gut | | 0.64 |

0+11.65

| | | |
|-------|--|------|
| { cb | | 0.45 |
| { Gut | | 1.02 |

0+23.30

| | | |
|-------|--|------|
| { cb | | 1.13 |
| { Gut | | 1.85 |

0+34.95

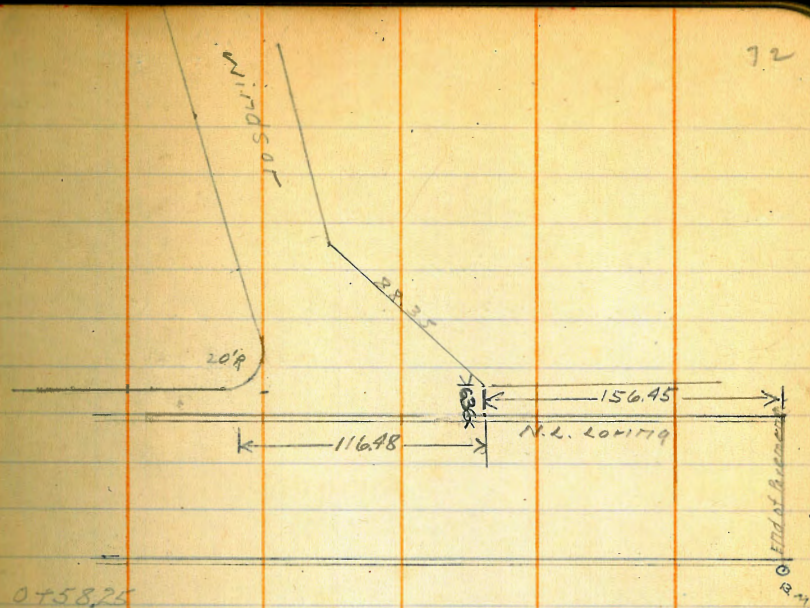
| | | |
|-------|--|------|
| { cb | | 2.15 |
| { Gut | | 2.82 |

0+46.60

| | | |
|-------|--|------|
| { cb | | 3.72 |
| { Gut | | 4.44 |

0+58.30 BK

| | | |
|-------|--|------|
| { cb | | 4.23 |
| { Gut | | 5.00 |



0+58.25

| | | |
|-------|--|------|
| { cb | | 5.80 |
| { Gut | | 6.37 |

0+69.90

| | | |
|-------|--|------|
| { cb | | 8.02 |
| { Gut | | 8.66 |

0+81.55

| | | |
|-------|--|-------|
| { cb | | 10.63 |
| { Gut | | 11.31 |

0+93.20

| | | |
|----|--|-------|
| cb | | 13.08 |
|----|--|-------|

T.P. 0.40 216.98 12.11 216.52

| | | |
|-----|--|------|
| Gut | | 2.14 |
|-----|--|------|

1+04.85

| | | |
|-------|--|------|
| { cb | | 4.00 |
| { Gut | | 4.66 |

73

1+16.98

{Cb

6.50

{Gut

7.17

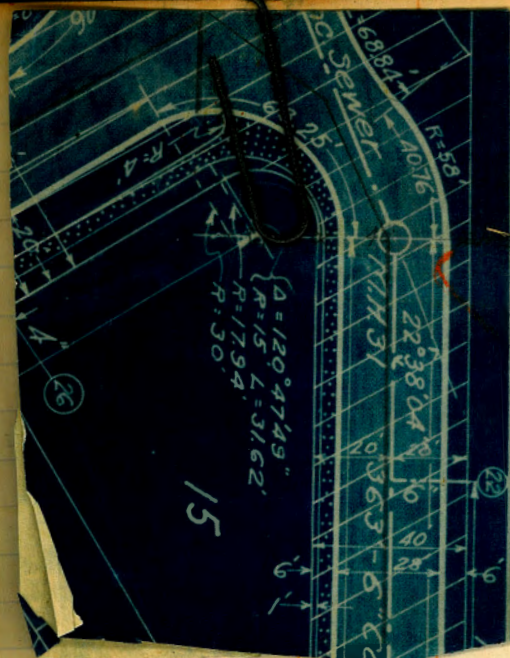
T.P. 12.14 228.66 0.96 216.52

T.P. 11.77 238.15 2.28 226.38

T.P. 0.34 237.81

237.84

.03



pavement
-ing Cb + S End

B.M. = 40' R.P. Hwp 40' N.L. Loring at Ingraham 16470

0+00 = EL Gresham + 263.61 East

T.P. 0.83 165.53 16470

T.P. 1.67 154.14 1306 15247

0+00

{Cb

7.43

{Gut

8.20

0+31.8

{Cb

7.25

{Gut

8.02

0+63.6

{Cb

7.12

{Gut

7.90

0+95.4

74

1+16.98

{cb

{Gut

T.P.

T.P.

T.P.



Elevations on cbs & pavement
at intersection N. Loring Cb + S End
Ingraham St

B.M. = 40' R.P. H&P 40' N. Loring at Ingraham 16470

0+00 = E.L. Gresham + 26361 East

| | | | | |
|--------|------|--------|------|--------|
| T.P. | 0.83 | 165.53 | | 164.70 |
| T.P. | 1.67 | 154.14 | 1306 | 152.47 |
| 0+00 | | | | |
| {cb | | | | 7.43 |
| {Gut | | | | 8.20 |
| 0+31.8 | | | | |
| {cb | | | | 7.25 |
| {Gut | | | | 8.02 |
| 0+63.6 | | | | |
| {cb | | | | 7.12 |
| {Gut | | | | 7.90 |
| 0+95.4 | | | | |

| | |
|----------------------------------|-----------------------|
| {cb | 6.96 |
| {Gut | 7.74 |
| 1+27.2 | |
| {cb | 6.86 |
| {Gut | 7.59 |
| 1+59 ³⁰ = P.C. (5pts) | 13.76 <u>on curve</u> |
| {cb | 6.47 |
| {Gut | 7.28 |
| Part 1 | |
| {cb | 6.21 |
| {Gut | 6.90 |
| Part 2 | |
| {cb | 5.27 |
| {Gut | 6.56 |
| Part 3 | |
| cb | 5.48 |
| Gut | 6.17 |
| Part 4 | |
| cb | 5.10 |
| cb | 5.74 |
| Part 4 + 445' | |
| {cb | 5.00 |
| {Gut | 5.64 |
| Part 5 | |
| {cb | 4.74 |
| {Gut | 5.40 |

| | | | | |
|------|-------|--------|------|--------|
| T.P. | 13.07 | 165.54 | 1.67 | 152.47 |
| T.P. | | | 0.84 | 164.70 |
| | | | BM | 164.70 |
| | | | | 0.0 |

77

X Section Coast Blvd. South
from St. Girard to Coast Blvd

0+00 = N.L. Girard

Stations on N.L. side C Blvd South

B.M. S.W. B.R. Girard x C Blvd. 44.22

T.P. 13.24

60.18
~~57.76~~

46.74
~~44.22~~

0+00 = N.L. Girard on pavement (indicated)

Tp cb

Gut

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

Gut

Tp cb

0+15 = Gas x Electric M.H. (6.50 x 3.60)

Cb + 660 = N Edge box

cb + 1020 = S " box

0+21.90 (R + L)

S cb

Gut

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

Gut

cb

T.P.

6.49

~~59.35~~
62.05

4.62

~~52.84~~

5.11

~~52.1~~

55.1

5.52

4.32

3.68

3.30

3.07

2.22

~~55.4~~

58.0

4.46

3.96

2.22

~~55.9~~

58.1

3.1

3.3

3.9

4.4

5.2

4.81

~~52.6~~

55.37

4.62

~~52.84~~

62.05

~~59.35~~ H.I.

0+61 = $\frac{1}{4}$ 16.9' driveway on North

N Gut

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

Gut

cb

0+77

S cb

Gut

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

Gut

cb

1+19

N cb

Gut

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

$\frac{1}{4}$

Gut

cb

1+44

S cb

Gut

6.90

~~52.1~~

55.1

6.2

5.5

5.1

5.0

4.23

~~55.1~~

57.8

4.30

~~55.0~~

57.7

4.8

5.1

5.6

6.1

6.6

6.45

~~52.9~~

55.6

6.26

~~52.7~~

55.8

6.6

6.1

5.6

5.2

4.9

4.53

~~54.8~~

57.5

4.60

~~54.7~~

57.4

5.1

78

47 59.33 62.05

| | | | |
|------|------|----------------|------|
| + | 5.2 | | |
| 2 | 5.6 | | |
| + | 6.0 | | |
| Gut | 6.4 | | |
| cb | 6.14 | 532 | 55.9 |
| 1+89 | | | |
| N cb | 5.95 | 534 | 56.1 |
| Gut | 6.4 | | |
| + | 6.0 | | |
| 2 | 5.6 | | |
| + | 5.3 | | |
| Gut | 5.2 | | |
| cb | 4.80 | 545 | 57.2 |
| 2+19 | | | |
| s cb | 4.98 | 544 | 57.1 |
| Gut | 5.4 | | |
| + | 5.6 | | |
| 2 | 5.6 | | |
| + | 5.9 | | |
| Gut | 6.1 | | |
| cb | 5.74 | 536 | 56.3 |
| 2+69 | | | |
| N cb | 5.75 | 536 | 56.3 |
| Gut | 6.3 | | |
| + | 6.0 | | |
| 2 | 5.8 | | |

59.33

| | | | |
|--------------------|--------------|--|---------------------|
| + | 5.8 | | |
| Gut | 5.9 | | |
| cb | 5.25 | 547 | 56.8 |
| 3+19 | | | |
| s cb | 5.85 | 505 | 56.2 |
| Gut | 6.3 | | |
| + | 6.3 | | |
| 2 | 6.5 | | |
| + | 6.8 | | |
| Gut | 7.2 | | |
| cb | 6.47 | 529 | 56.6 |
| 3+69 ²⁰ | | | |
| N cb | 7.12 | 2' Returns = E.L. Ocean View (1985 wide) | |
| Gut | 7.12 | on center of return | 522 54.9 |
| + | 7.8 | | |
| + | 7.1 | | |
| 2 | 7.0 | | |
| + | 6.9 | | |
| Gut | 6.8 | | |
| cb | 6.44 | 529 | 55.6 |
| 0+00 | (2' returns) | = IN 2 Ocean View | (1985 wide) |
| s cb | 6.12 | 532 | 55.9 |
| Gut | 7.1 | | |
| + | 7.1 | | |
| 2 | 7.2 | | |
| + | 7.6 | | |
| Gut | 8.2 | | |

62.05
~~59.35~~

79

| | | | |
|--|------|-----------------|------|
| Cb (on center of 2' Return) | 7.38 | 54.0 | 54.7 |
| 0+44 | | | |
| N cb | 8.00 | 54.3 | 54.0 |
| Gut | 9.0 | | |
| $\frac{1}{4}$ | 8.4 | | |
| $\frac{1}{4}$ | 8.0 | | |
| $\frac{1}{4}$ | 7.7 | | |
| Gut | 7.8 | | |
| cb | 7.14 | 52.2 | 54.9 |
| 0+94 | | | |
| S cb | 7.73 | 54.6 | 54.3 |
| Gut | 8.4 | | |
| $\frac{1}{4}$ | 8.5 | | |
| $\frac{1}{4}$ | 8.5 | | |
| $\frac{1}{4}$ | 8.9 | | |
| Gut | 9.6 | | |
| Cb | 8.73 | 50.6 | 53.3 |
| 1+10 = $\frac{1}{4}$ 12' driveway on south | | | |
| N cb | 8.89 | 52.4 | 53.1 |
| Gut | 9.8 | | |
| $\frac{1}{4}$ | 9.3 | | |
| $\frac{1}{4}$ | 8.7 | | |
| $\frac{1}{4}$ | 8.7 | | |
| Gut in driveway | 8.74 | 50.6 | 53.3 |
| 1+44 | | | |
| S cb | 8.33 | 51.0 | 53.7 |

62.05
~~59.35~~

| | | | | | |
|---|------|------------------|-------|------------------|------|
| Gut | | | 9.1 | | |
| $\frac{1}{4}$ | | | 9.0 | | |
| $\frac{1}{4}$ | | | 9.2 | | |
| $\frac{1}{4}$ | | | 9.6 | | |
| Gut | | | 10.3 | | |
| N cb | | | 9.42 | 49.9 | 52.6 |
| 1+66 = $\frac{1}{4}$ 12' drive on North | | | | | |
| Gut in driveway | | | 10.45 | 48.9 | 51.6 |
| $\frac{1}{4}$ | | | 10.0 | | |
| $\frac{1}{4}$ | | | 9.5 | | |
| $\frac{1}{4}$ | | | 9.3 | | |
| Gut | | | 9.3 | | |
| S cb | | | 8.59 | 50.7 | 53.4 |
| 1+79 = $\frac{1}{4}$ 13' drive on South | | | | | |
| Gut in driveway | | | 9.58 | | |
| 1+98 | | | | | |
| S cb | | | 8.96 | 50.4 | 53.1 |
| Gut | | | 9.5 | | |
| $\frac{1}{4}$ | | | 9.5 | | |
| $\frac{1}{4}$ | | | 9.8 | | |
| $\frac{1}{4}$ | | | 10.4 | | |
| Gut | | | 11.0 | | |
| cb | | | 10.10 | 49.28 | 51.9 |
| T.P. | 6.84 | 50.00 | 10.11 | 49.22 | 51.9 |
| | | 58.78 | | | |

80

58.78
56.56 H.L.2+35 = $\frac{1}{4}$ drive on North

| | | | |
|---------------|------|-----------------|------|
| N. Gut | 8.19 | 49.9 | 50.6 |
| $\frac{1}{4}$ | 7.6 | | |
| $\frac{1}{4}$ | 7.1 | | |
| $\frac{1}{4}$ | 6.9 | | |
| Gut | 6.6 | | |
| cb | 6.11 | 50.0 | 52.7 |

2+44 = East end of drive on South

| | | | |
|---------------|------|-----------------|------|
| Gut | 6.84 | 49.3 | 52.0 |
| $\frac{1}{4}$ | 6.8 | | |
| $\frac{1}{4}$ | 7.2 | | |
| $\frac{1}{4}$ | 7.8 | | |
| Gut | 8.3 | | |
| cb | 7.60 | 48.5 | 51.2 |

2+76 = West end of drive on South

| | | | |
|---------------|------|-----------------|------|
| N cb | 8.07 | 48.0 | 50.7 |
| Gut | 8.8 | | |
| $\frac{1}{4}$ | 8.2 | | |
| $\frac{1}{4}$ | 7.5 | | |
| $\frac{1}{4}$ | 7.3 | | |
| Gut | 7.22 | 48.8 | 51.5 |

3+44

| | | | |
|---------------|------|-----------------|------|
| s cb | 7.51 | 48.6 | 51.3 |
| Gut | 8.0 | 48.1 | |
| $\frac{1}{4}$ | 8.2 | | |

58.78
56.56

| | | | |
|---------------|------|-----------------|------|
| $\frac{1}{4}$ | 8.4 | | |
| $\frac{1}{4}$ | 9.0 | | |
| Gut | 9.5 | | |
| cb | 9.01 | 47.0 | 49.7 |

3+77 (RT 45)

| | | | |
|---------------|------|-----------------|------|
| N cb | 9.45 | 46.6 | 49.3 |
| Gut | 9.9 | | |
| $\frac{1}{4}$ | 9.4 | | |
| $\frac{1}{4}$ | 8.9 | | |
| $\frac{1}{4}$ | 8.4 | | |

Gut on pavement

| | | | |
|------|------|-----------------|------|
| s cb | 7.93 | 48.1 | 50.8 |
|------|------|-----------------|------|

3+94⁴⁰ = E L Jenner on pavement

| | | | |
|------|------|-----------------|------|
| s cb | 7.93 | 48.1 | 50.8 |
|------|------|-----------------|------|

Gut

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 8.60 | | |
| $\frac{1}{4}$ | 8.56 | | |

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 8.82 | | |
|---------------|------|--|--|

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 9.40 | | |
|---------------|------|--|--|

N Gut

| | | | |
|----|-------|-----------------|------|
| cb | 10.16 | | |
| cb | 9.74 | 46.3 | 49.0 |

T.P. 2.19 ~~47.97~~ 45.27

0+00 (N.L. stations) on diagonal with Jenner

| | | | |
|------|-------|-----------------|------|
| N cb | 12.98 | 46.4 | 45.1 |
|------|-------|-----------------|------|

Gut

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 3.31 | | |
| $\frac{1}{4}$ | 2.18 | | |

81

47.97
~~45.27~~

| | | | |
|---------------|----------|----------------------------------|------------------------|
| ¢ | | 1.40 | |
| $\frac{1}{4}$ | | 0.97 | |
| Gut | | 0.92 | |
| cb | | 0.30 | 45.0 47.7 |
| 0+00 | R+15 | to South East Blvd. (48.50 wide) | |
| cb | | 1.86 | 43.1 46.1 |
| Gut | | 2.6 | |
| $\frac{1}{4}$ | | 2.5 | |
| ¢ | | 2.5 | |
| $\frac{1}{4}$ | | 3.0 | |
| Gut | | 3.3 | 42.0 (44.7) |
| 0+50 | on curve | | |
| N cb | | 4.81 | 40.5 (43.2) |
| Gut | | 5.9 | |
| $\frac{1}{4}$ | | 4.9 | |
| ¢ | | 4.4 | |
| $\frac{1}{4}$ | | 4.4 | |
| Gut | | 4.6 | |
| cb | | 3.59 | 41.7 (44.8) |
| 1+00 | on curve | (48' wide) | |
| s cb | | 5.26 | 40.0 (42.1) |
| Gut | | 5.9 | |
| $\frac{1}{4}$ | | 6.0 | |
| ¢ | | 6.2 | |
| $\frac{1}{4}$ | | 6.6 | |

all measurements taken on cb on the curve

47.97
~~45.27~~

| | | | |
|---------------|----------|--------------------------------|------------------------|
| Gut | | 7.5 | |
| cb | | 6.70 | 38.1 (41.3) |
| 1+20 | on curve | = 2' drive on south (48' wide) | |
| N cb | | 7.31 | 38.0 40.7 |
| Gut | | 8.2 | |
| $\frac{1}{4}$ | | 7.3 | |
| ¢ | | 6.8 | |
| $\frac{1}{4}$ | | 6.5 | |
| Gut | | 6.43 | 32.9 41.6 |
| 1+50 | on curve | (48.50 wide) | |
| S cb | | 6.30 | 39.0 41.7 |
| Gut | | 6.7 | |
| $\frac{1}{4}$ | | 7.1 | |
| ¢ | | 7.4 | |
| $\frac{1}{4}$ | | 8.0 | |
| Gut | | 8.8 | |
| cb | | 8.06 | 37.2 39.9 |
| 2+00 | on curve | (49.9 wide) | |
| N cb | | 8.29 | 36.4 39.1 |
| Gut | | 9.5 | |
| $\frac{1}{4}$ | | 8.8 | |
| ¢ | | 8.1 | |
| $\frac{1}{4}$ | | 7.7 | |
| Gut | | 7.4 | |
| cb | | 6.88 | 38.4 41.1 |

82

47.97

~~45.27~~

2+24 = 4 11' drive on south (50.3 wide)

| | | | |
|---------------|------|-----------------|------|
| Gut | 7.80 | 37.5 | 40.2 |
| $\frac{1}{4}$ | 8.0 | | |
| $\frac{1}{4}$ | 8.4 | | |
| $\frac{1}{4}$ | 9.0 | | |
| Gut | 9.9 | | |
| cb | 9.18 | 26.1 | 388 |

2+40 = 4 10' drive on south

| | | | |
|--------|------|-----------------|------|
| S. Gut | 8.19 | 37.1 | 39.8 |
|--------|------|-----------------|------|

2+86 = E. end drive on south (51' wide)

| | | | |
|-------|------|-----------------|------|
| N. cb | 9.89 | 37.4 | 38.1 |
|-------|------|-----------------|------|

| | | | |
|-----|------|--|--|
| Gut | 10.6 | | |
|-----|------|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 9.9 | | |
|---------------|-----|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 9.2 | | |
|---------------|-----|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 8.7 | | |
|---------------|-----|--|--|

| | | | |
|-----|-----|-----------------|------|
| Gut | 8.6 | 26.4 | 39.4 |
|-----|-----|-----------------|------|

3+31 (on curve) = W. End drive on south (50' wide)

| | | | |
|-----|------|-----------------|------|
| Gut | 9.12 | 36.1 | 38.8 |
|-----|------|-----------------|------|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 9.0 | | |
|---------------|-----|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 9.5 | | |
|---------------|-----|--|--|

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 10.2 | | |
|---------------|------|--|--|

| | | | |
|-----|-------|--|--|
| Gut | 11.00 | | |
|-----|-------|--|--|

| | | | |
|-------|-------|-----------------|------|
| N. cb | 10.43 | 34.8 | 37.5 |
|-------|-------|-----------------|------|

| | | | | |
|------|-------|------------------|-------|-------|
| T.P. | 10.68 | 45.62 | 10.33 | 34.94 |
|------|-------|------------------|-------|-------|

3+44 = 4 drive on North

| | | | | |
|--------|-------|------|-----------------|------|
| N. Gut | 10.56 | 34.6 | 37.3 | 37.8 |
|--------|-------|------|-----------------|------|

3+59 on curve = center of CB (2.5 x 2.5) on both N + S cbs.

3+59 on curve = center of CB (2.4 x 2.5) on North

on Grating 12.05

T.P. 4.24 44.40 5.46 40.16

3+62⁵⁰ on curve = P.T. (49.50 wide)

N. Top cb 12.4

3+80⁵⁰ + 4.5 from N. cb (36 x 36) Gas & Elec M.H.

N. cb + 2.5 = N. Edge of box 11.01

+ 6.2 = S. edge of box 11.00

T.P. 5.46 40.16

T.P. 4.24 ~~47.12~~ 5.46 41.66

3+59 = center of (2.5 x 2.5) C.B. on both North + South cbs.

Grating on North is in center of 15.4' curb inlet

| | | | |
|-------|------|-----------------|------|
| N. cb | 9.67 | 34.9 | 37.5 |
|-------|------|-----------------|------|

| | | | |
|----------------|-------|--|--|
| Gut on grating | 12.89 | | |
|----------------|-------|--|--|

| | | | |
|---------------|------|--|--|
| $\frac{1}{4}$ | 9.79 | | |
|---------------|------|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 9.0 | | |
|---------------|-----|--|--|

| | | | |
|---------------|-----|--|--|
| $\frac{1}{4}$ | 8.4 | | |
|---------------|-----|--|--|

| | | | |
|----------------|------|--|--|
| Gut on Grating | 8.83 | | |
|----------------|------|--|--|

p3

47.12
~~44.40~~S cb 7.88 ~~36.5~~ 39.23+62⁵⁰ on curve = P.T (49.50 wide)S cb 7.80 ~~36.8~~ 39.3

Gut 8.8

 $\frac{1}{4}$ 8.4 $\frac{1}{4}$ 9.1 $\frac{1}{4}$ 9.2

Gut 10.83

N cb 9.65 ~~34.8~~ 37.53+80⁵⁰ + 4.5' from Ncb = (3.6 x 3.6) Gas &

Elec M.H.

Ncb + 2.7 = N edge 9.94 ~~34.5~~ 37.2Ncb + 6.3 = S edge 9.72 ~~37.7~~ 37.4

3+98 (49.35 wide)

Ncb 9.32 ~~35.1~~ 37.8

Gut 9.9

 $\frac{1}{4}$ 9.3 $\frac{1}{4}$ 8.5 $\frac{1}{4}$ 8.0

Gut 8.1

S cb 7.25 ~~37.2~~ 39.94+16³⁰ = E. edge drive on South (49.5 Wide)

S Gut 7.54

 $\frac{1}{4}$ 7.6 $\frac{1}{4}$ on Sewer M.H. 8.07 $\frac{1}{4}$ 9.1

47.12

~~44.40~~

Gut 9.4

Cb 9.04 ~~35.4~~ 38.1

4+34 = wedge drive on South (49.6 wide)

N cb 8.80 ~~35.7~~ 38.3

Gut 9.4

 $\frac{1}{4}$ 8.8 $\frac{1}{4}$ 8.0 $\frac{1}{4}$ 7.4S Gut 7.22 ~~37.0~~ 39.94+69²⁵ = P.C.S cb 6.10 ~~38.3~~ 41.0

Gut 6.8

 $\frac{1}{4}$ 6.8 $\frac{1}{4}$ 7.0 $\frac{1}{4}$ 8.3Gut 9.1 ~~38.8~~N cb 8.29 ~~36.1~~

4+78 = End of cb on South

S cb. (walk extends 295' Post End of cb) 5.92 ~~38.5~~ 41.2

5+00 Profile of 39.3

N cb 7.84 ~~36.6~~Gut 8.3 ~~36.5~~ $\frac{1}{4}$ 7.7 $\frac{1}{4}$ 6.9 $\frac{1}{4}$ 6.2Gut 6.3 ~~38.1~~ 40.8

| | | | | |
|---------------------------------|--|------------------|-----------------|------|
| 84 | | 47.12 | | |
| | | 44.40 | | |
| S.L. | | 5.0 | | |
| 5+50 | | | | |
| S.L. | | 4.4 | | |
| Cb | | 5.3 | 39.1 | 41.8 |
| $\frac{1}{4}$ | | 5.5 | | |
| $\frac{1}{4}$ | | 6.1 | | |
| $\frac{1}{4}$ | | 6.9 | | |
| Gut | | 7.9 | | |
| N.Cb | | 7.14 | 37.3 | 40.0 |
| 6+02 ⁸⁰ - EL Ends ST | | (49.9) | | |
| N.Cb | | 6.56 | 37.8 | 40.6 |
| Gut | | 7.3 | | |
| $\frac{1}{4}$ | | 6.5 | | |
| $\frac{1}{4}$ | | 5.5 | | |
| $\frac{1}{4}$ | | 4.9 | | |
| Gut | | 4.85 | | |
| S.Cb Return in | | 4.05 | 40.3 | 43.0 |
| Curb | | | | |
| S.L. on Pavement | | 4.66 | | |
| Cb on concrete Gutter | | 4.84 | 37.6 | 42.3 |
| $\frac{1}{4}$ | | 4.7 | | |
| $\frac{1}{4}$ | | 5.3 | | |
| $\frac{1}{4}$ | | 6.3 | | |
| Gut | | 7.2 | | |
| N.Cb | | 6.50 | 37.9 | 40.6 |

| | | | | |
|--------------------------------|---------|------------------|-----------------|------|
| | | 47.12 | | |
| | | 44.40 | | |
| Center Line Ends | | | | |
| N.Cb | | 6.50 | 37.9 | 40.6 |
| Gut | | 6.95 | | |
| $\frac{1}{4}$ | on N.H. | 6.28 | | |
| $\frac{1}{4}$ | | 5.5 | | |
| $\frac{1}{4}$ | | 4.8 | | |
| Gutter concrete | | 4.85 | 39.6 | 42.3 |
| S.L. on " | | 4.90 | | |
| W.Curb | | | | |
| S.L. | | 4.23 | | |
| Cb on concrete gutter | | 4.90 | 39.5 | 42.2 |
| + 3.30 = Edge of gutter | | 4.86 | | |
| $\frac{1}{4}$ | | 5.0 | | |
| $\frac{1}{4}$ | | 5.8 | | |
| $\frac{1}{4}$ | | 6.5 | | |
| Gut | | 7.1 | | |
| N.Cb | | 6.53 | 37.9 | 40.6 |
| 0+00 - W.L. Ends (49.80' wide) | | | | |
| N.Cb | | 6.54 | 37.9 | 40.6 |
| Gut | | 7.1 | | |
| $\frac{1}{4}$ | | 6.6 | | |
| $\frac{1}{4}$ | | 5.8 | | |
| $\frac{1}{4}$ | | 5.3 | | |
| + 9.15 = Edge of gutter | | 4.89 | | |
| Gut | | 5.05 | | |
| S.Cb | | 4.11 | 40.3 | 43.0 |

85

47.12
44.40

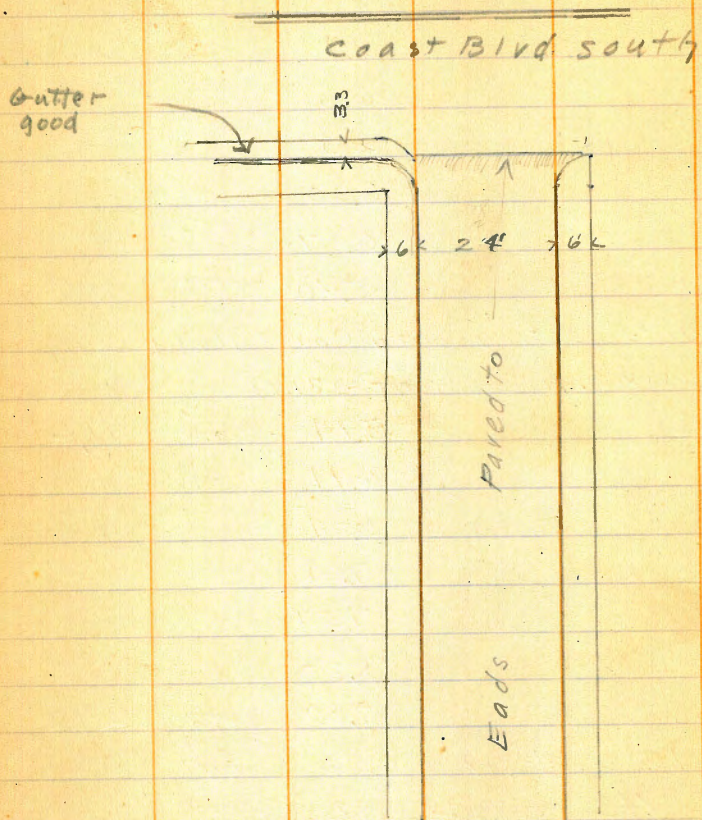
| | | | |
|---------------------------|------------------------------|-----------------|------|
| 0+42± | - E drive on south (29 wide) | | |
| S cb | 5.14 | 39.0 | 41.7 |
| + 3.3 | 5.21 | | |
| $\frac{1}{4}$ | 5.0 | | |
| ± | 5.7 | | |
| $\frac{1}{4}$ | 6.6 | | |
| Gut | 7.5 | | |
| N cb | 6.74 | 37.7 | 40.4 |
| 1+17± | | | |
| N cb | 7.18 | 37.2 | 37.9 |
| Gut | 8.0 | | |
| $\frac{1}{4}$ | 7.1 | | |
| ± | 6.2 | | |
| $\frac{1}{4}$ | 5.5 | | |
| +8.85 | 5.90 | | |
| Gut | 6.04 | | |
| S cb | 5.07 | 39.3 | 42.0 |
| 1+33 ²⁰ = P.T. | (47.2) wide | | |
| S cb | 5.15 | 39.3 | 42.0 |
| Gut | 6.12 | | |
| + 3.3 | 5.92 | | |
| $\frac{1}{4}$ | 5.7 | | |
| ± | 6.3 | | |
| $\frac{1}{4}$ | 7.2 | | |
| Gut | 8.1 | | |
| N cb | 7.27 | 37.1 | 39.8 |

47.12
44.40

| | | | |
|--------------------|---|------------------|------------------|
| 1+68 ²⁰ | | | (46.1 wide) |
| N cb | 7.44 | 37.0 | 39.7 |
| Gut | 8.1 | | |
| $\frac{1}{4}$ | 7.4 | | |
| ± | 6.6 | | |
| $\frac{1}{4}$ | 6.0 | | |
| +8.2 | 6.20 | | |
| Gut | 6.37 | | |
| S cb | 5.40 | 37.0 | 41.7 |
| 2+39 ⁹³ | intersection with Coast Blvd paving Map measurement = 287.93 | | |
| S cb | 5.94 | 38.6 | 41.2 |
| Gut | 6.91 | | |
| $\frac{1}{4}$ | 6.79 | | |
| ± | 7.04 | | |
| $\frac{1}{4}$ | 7.57 | | |
| Gut | 8.30 | | |
| N cb | 7.80 | 36.6 | 39.3 |
| T.P. | 10.82 | 51.41 | 40.59 |
| T.P. | 9.43 | 48.69 | 37.87 |
| T.P. | 23.2 | 59.94 | 50.51 |
| T.P. | | 55.80 | 47.77 |
| T.P. | | 58.52 | 56.20 |
| | | 11.62 | 53.48 |
| | | B.M. | 46.90 |
| | | | 44.8 |
| | | | 46.94 |
| | | | 44.22 |
| | | | .04 ✓ |

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Intersection at Eads



See sketch in Back of book

87

X Section Coast Blvd Girard to
Jenner St.

0+00 = W.L. Girard

Curbs Located by offsets from Random Line 1+40

B.M. Coast Blvd x Girard S.W. BR.

TP 0.45

~~44.67~~
47.89

~~44.27~~ 46.94

| | | | |
|------------------------------|------|-------|--|
| 0+00 | | | |
| 18' Lt top cb | 0.50 | 46.9 | |
| 18' Lt Gut | 1.22 | 46.17 | |
| 9' L | 1.26 | 46.13 | |
| R.S. | 1.56 | 45.83 | |
| 9' RT | 2.10 | 45.29 | |
| 18' RT Gut | 2.81 | 44.58 | |
| 18' RT Top cb | 2.50 | 44.9 | |
| 0+70 | | | |
| 18.85 RT Top cb | 3.74 | 43.7 | |
| 18.85 RT Gut | 4.7 | 42.7 | |
| 8.92 RT | 4.1 | 43.3 | |
| 4 | 3.2 | 44.2 | |
| 1/4 | 3.2 | 44.2 | |
| 16.25 LT = 2' drive 10' wide | | | |
| Gut | 3.28 | 44.11 | |
| 17.00 | | | |
| 17.45 Lt Top cb | 3.24 | 44.2 | |
| 17.45 Lt Gut | 4.2 | 43.2 | |
| 1/4 | 4.0 | 43.4 | |
| 4 | 4.0 | 43.4 | |

Plotted
3/26/28
T.G.H.

| | | |
|--------------------|------|-------|
| 47.39 H.I. | 4.6 | 42.8 |
| 18.4 RT Gut | 5.5 | 41.9 |
| 18.4 RT Top cb | 4.23 | 43.16 |
| 15.6 RT Top cb | 5.43 | 42.0 |
| 15.6 RT Gut | 6.30 | 41.09 |
| 1/4 | 5.7 | 41.7 |
| 4 | 5.1 | 42.3 |
| 1/4 | 5.2 | 42.2 |
| 20.2 LT 10' drive | 5.01 | 42.38 |
| 1+80 Δ 19' Lt | | |
| 24.50 Lt Top cb | 5.98 | 41.41 |
| 24.50 Lt Gut | 6.8 | 40.6 |
| 1/4 | 6.4 | 41.0 |
| 4 | 6.5 | 40.9 |
| 1/4 | 6.8 | 40.6 |
| 11.22 R Gut | 7.4 | 40.0 |
| 11.22 R Top cb | 6.55 | 40.84 |
| 2+29 | | |
| 18.80 RT Top cb | 8.11 | 39.18 |
| 18.80 RT Gut | 9.1 | 38.3 |
| 1/4 | 8.5 | 38.9 |
| 4 | 7.9 | 39.5 |
| 1/4 | 7.9 | 39.5 |
| 16.8 Lt = 9' drive | 7.89 | 39.60 |
| 3+00 ⁵⁰ | | |

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47.39 H.I.

| | | |
|--|------------------|-------|
| 14.35 Lt T.p. cb | 9.47 | 37.92 |
| 14.35 Lt Cut | 10.3 | 37.1 |
| $\frac{1}{4}$ | 10.1 | 37.3 |
| $\frac{1}{4}$ Top M.H. | 9.79 | 37.60 |
| $\frac{1}{4}$ | 10.5 | 36.9 |
| 21.50 RT Cut | 11.6 | 35.8 |
| 21.50 RT T.p. cb | 10.31 | 37.08 |
| T.P. 6.19 | 39.28 | 40.92 |
| 3+68 | 12.66 | 32.01 |
| 100' RT | 10.0 | 30.9 |
| 90' RT | 9.2 | 31.7 |
| 80' RT | 8.7 | 32.2 |
| 70' RT | 8.0 | 32.9 |
| 60' RT | 7.4 | 33.5 |
| 50' RT | 7.6 | 33.3 |
| 40' RT | 7.0 | 33.9 |
| 30' RT | 6.8 | 34.1 |
| 22' RT = $\frac{1}{2}$ C.B. Filled with sand. | 6.3 | 34.6 |
| 16.5 R - intersection of N. caline of Coast Blvd. & Return cb of Ocean Front St. | 6.5 | 34.4 |
| 10' RT | 5.7 | 35.2 |
| R.L. | 5.0 | 35.9 |
| 10' LT | 5.0 | 35.9 |
| 19.95 LT Cut | 4.9 | 36.0 |
| 19.95 LT T.P. cb | 4.49 | 36.43 |
| 3+80 A | | |
| 24.05 LT T.P. cb | 4.47 | 36.45 |
| 24.05 LT Cut | 5.0 | 35.9 |

40.92 H.I.

| | | |
|---|------|-------|
| 14' LT | 5.1 | 35.8 |
| 4' LT | 5.1 | 35.8 |
| 6' RT | 5.4 | 35.5 |
| 16' RT | 5.5 | 35.4 |
| 36' RT | 6.2 | 34.7 |
| 56' RT | 6.5 | 34.4 |
| 66' RT | 6.6 | 34.3 |
| 4+30 | | |
| 45' RT | 4.6 | 36.3 |
| 25' RT | 4.6 | 36.3 |
| 15' RT | 5.0 | 35.9 |
| 5' RT | 5.2 | 35.7 |
| 5' LT | 5.2 | 35.7 |
| 15' LT | 5.2 | 35.7 |
| 25 ⁶⁵ LT Cut | 5.3 | 35.6 |
| 25 ⁶⁵ LT T.p. cb | 4.63 | 36.29 |
| 4+82 ⁴⁵ | | |
| 36 ⁵⁰ LT = intersection with EL Ocean Line | | |
| 36 ⁵⁰ LT T.P. cb | 4.74 | 36.2 |
| 36 ⁵⁰ LT Cut | 5.0 | 35.9 |
| 265' LT | 5.1 | 35.8 |
| 165' LT | 5.1 | 35.8 |
| 65' LT | 5.1 | 35.8 |
| 3.5 RT | 4.9 | 36.0 |
| 13.5 RT | 4.4 | 36.5 |
| 33.5 RT | 3.9 | 37.0 |
| 43.5 | 3.8 | 37.1 |

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| T.P. | 392 | 3954 3682 | 530 | 35.62 32.90 |
|--|-----|-------------------------|------|---------------------------|
| 5+00 ⁰⁵ | | | | |
| 10' RT | | | 2.1 | 37.3 |
| 30' RT | | | 2.2 | 37.3 |
| 20' RT | | | 2.6 | 36.9 |
| 10' RT | | | 2.8 | 36.1 |
| RL | | | 3.2 | 36.3 |
| 10' LT | | | 3.6 | 35.9 |
| 20' LT | | | 3.6 | 35.9 |
| 30' LT | | | 3.6 | 35.9 |
| 41 ⁷⁵ LT - intersection with W. cb. line Ocean lane | | | | |
| 41 ⁷⁵ LT Tp cb | | | 3.25 | 36.3 |
| 5+50 | | | | |
| 44 ⁰⁵ LT Tp cb | | | 3.39 | 36.1 |
| 44 ⁰⁵ LT Gut | | | 3.8 | 35.7 |
| 34 LT | | | 4.0 | 35.5 |
| 24 LT | | | 3.7 | 35.8 |
| 14 LT | | | 3.5 | 36.0 |
| 4' LT | | | 3.0 | 36.5 |
| 6' RT | | | 2.5 | 37.0 |
| 6+00 | | | | |
| 8' RT | | | 2.7 | 36.3 |
| 5' RT | | | 2.7 | 36.8 |
| 5' LT | | | 3.3 | 36.2 |
| 15' LT | | | 3.7 | 35.8 |
| 25' LT | | | 3.9 | 35.6 |
| 35' LT | | | 4.2 | 35.3 |

39.54 H.I.

| | | |
|---|------|------|
| 45' LT Gut | 4.1 | 35.4 |
| 45' LT Tp cb | 3.52 | 36.0 |
| 6+30 = rd drive on Lt. | | |
| 38 ¹⁰ LT Gut | 4.33 | 35.2 |
| 28 LT | 4.3 | 35.2 |
| 18 LT | 4.0 | 35.5 |
| 8 LT | 4.0 | 35.5 |
| 2' RT | 3.4 | 36.1 |
| 12 RT | 3.2 | 36.3 |
| 15' RT | 3.3 | 36.2 |
| 6+92 = rd drive on Lt. | | |
| 29' RT | 4.2 | 35.3 |
| 26 RT | 4.2 | 35.3 |
| 16' RT | 4.2 | 35.3 |
| 6' RT | 4.4 | 35.1 |
| 4' LT | 4.6 | 34.9 |
| 14 ¹⁰ LT Gut | 4.53 | 35.0 |
| 7+44 = rd drive on Lt. | | |
| 3 ³⁵ LT Gut | 4.17 | 34.8 |
| 7' RT | 5.0 | 34.5 |
| 17' RT | 4.8 | 34.7 |
| 27' RT | 4.9 | 34.6 |
| 37' RT | 4.9 | 34.6 |
| 39 RT | 4.8 | 34.7 |
| 7+73 ⁴⁰ Random line intersects curb face | | |

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39.54 H.I.

| | | | |
|--------------------------|----------------------------------|------|-------|
| 52' RT | | 7.1 | 32.4 |
| 40' RT | | 5.2 | 34.3 |
| 30' RT | | 5.1 | 34.4 |
| 1 30' RT | | 5.0 | 34.5 |
| 10' RT | | 5.1 | 34.4 |
| R.L. Gut | | 4.8 | 34.7 |
| R.L. Tp cb | | 4.27 | 35.3 |
| 8+00 ⁸⁰ | | | |
| 1 ²⁵ RT Tp cb | | 4.33 | 35.2 |
| 1 ²⁵ RT Gut | | 4.8 | 34.7 |
| 10' RT | | 5.2 | 34.3 |
| 20' RT | | 5.1 | 34.4 |
| 30' RT | | 5.3 | 34.2 |
| 40' RT | | 5.4 | 34.1 |
| 42' RT | | 5.3 | 34.2 |
| 50' RT | | 7.7 | 34.8 |
| 8+30 ²⁵ | Random Line intersects cutb face | | |
| 52' RT | | 7.7 | 34.8 |
| 40' RT | | 5.5 | 34.0 |
| 30' RT | | 5.3 | 34.2 |
| 20' RT | | 5.0 | 34.5 |
| 10' RT | | 5.2 | 34.3 |
| R.L. Gut | | 5.1 | 34.4 |
| R.L. Tp cb | | 4.39 | 35.15 |
| 8+80 | | | |
| 7 ⁹⁰ Lt Tp cb | | 4.60 | 34.9 |
| 7 ⁹⁰ Lt Gut | | 5.4 | 34.1 |
| 2' RT | | 5.2 | 34.3 |

39.54 H.I.

| | | | |
|-----------------------------|-------------------|------|-------|
| 12' RT | | 5.2 | 34.3 |
| 22' RT | | 5.6 | 33.9 |
| 35' RT | | 5.6 | 33.9 |
| 47' RT | | 7.7 | 34.8 |
| 9+12 | = 10' drive on Lt | | |
| 46' RT | | 7.7 | 31.8 |
| 33' RT | | 5.6 | 33.9 |
| 26' RT | | 5.5 | 34.0 |
| 16' RT | | 5.3 | 34.2 |
| 6' RT | | 5.3 | 34.2 |
| 4' Lt | | 5.1 | 34.4 |
| 13 ²⁵ Lt Gut | | 5.34 | 34.20 |
| 9+50 | | | |
| 19 ²⁸ Lt = Tp cb | | 4.76 | 34.78 |
| 19 ⁸⁰ Lt Gut | | 5.6 | 33.9 |
| 10' Lt | | 5.3 | 34.2 |
| R.L. | | 5.2 | 34.3 |
| 10' RT | | 5.2 | 34.3 |
| 20' RT | | 5.2 | 34.3 |
| 27' RT | | 5.4 | 34.1 |
| 38' RT | | 7.8 | 31.7 |
| 43' RT | | 8.0 | 31.5 |
| 10+00 | | | |
| 23' RT | | 9.2 | 30.3 |
| 13' RT | | 5.3 | 34.2 |
| 3' RT | | 5.2 | 34.3 |
| 7' Lt | | 5.2 | 34.3 |
| 17' Lt | | 5.4 | 34.1 |
| 27 ²⁸ Lt Gut | | 5.5 | 34.0 |

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3954 H.I.

27²⁰ RT - T.P. cb 4.89 34.65

10+15 = Pavement EL Jenner

30¹⁵ LT (T.P. cb) 4.89 34.630¹⁵ LT Parking 4.89 34.6530¹⁵ LT Flowline of drain Starting at
S. East. Return of Jenner & Running around

Return Flowline 6.44 33.10

1/4 4.90 34.64

E 5.00 34.54

1/4 5.18 34.36

W. edge of pavement 5.47 34.07 ←

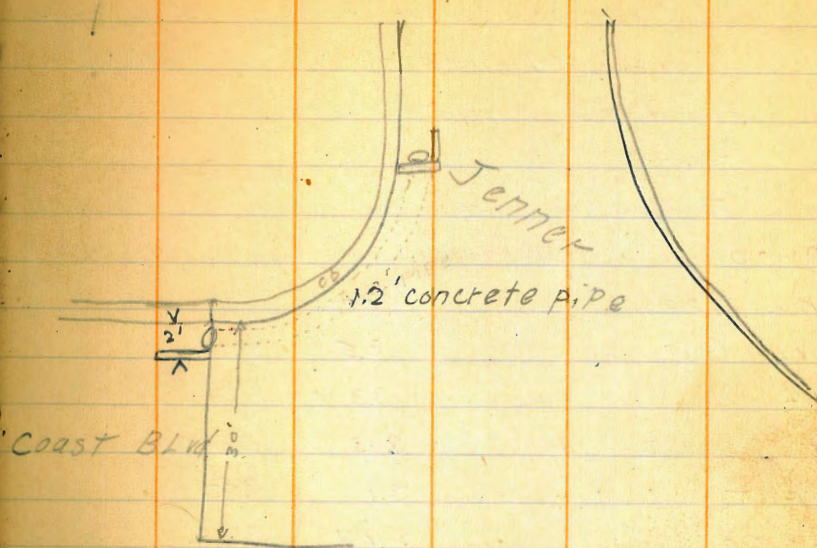
10' RT 6.0 ← 33.5

T.P. 12.77 4.81 1.92 35.40

T.P. 7.62 ~~55.42~~ 0.37 47.80

38.14

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92

X section Ocean Lane from
N.L. Coast Blvd South to S.L. Coast Blvd.

Street 19.85 wide at N.L. C.B.S.

Street ^{wide at S.L. C.B.}
0+60 = W.L. Coast Blvd South
continued.

| | | | | |
|--------------------|------|---|-------|------------|
| 0+00 | | 58.14 H.I. | | |
| WL Tpcb | | 3.40 | 54.7 | |
| WL Gut | | 3.5 | 54.6 | |
| ♀ | | 3.3 | 54.8 | |
| +5 water plug | | 3.13 | 55.0 | |
| E Gut | | 3.1 | 55.0 | |
| TP CB | | 2.9.7 | 55.2 | |
| 0+25 | | | | |
| EL | | 6.0 | 52.1 | |
| ♀ | | 5.9 | 52.2 | |
| WL | | 5.7 | 52.4 | |
| 0+75 | | | | |
| WL | | 10.4 | 47.7 | |
| ♀ | | 10.5 | 47.6 | |
| EL | | 10.4 | 47.7 | |
| T.P. | 0.21 | 46.32 | 43.60 | 1203 43.39 |
| 1+25 | | | | |
| EL | | 3.0 | 43.3 | |
| ♀ | | 2.9 | 43.4 | |
| WL | | 2.9 | 43.4 | |
| 1+68 ⁰⁰ | | | | |
| | | = Start of retaining wall on West 0.31 in street | | |

Plotted
3/26/28
T.G.H.
Yardage
6/15/28

| | | | |
|--------|------------|------|------|
| WL+0.3 | 46.32 H.I. | 6.79 | 39.5 |
| + 0.4 | | 7.0 | 39.3 |
| ♀ | | 7.0 | 39.3 |
| EL | | 6.8 | 39.5 |

175 = Start of retaining wall on East line
= End of retaining wall on West line

| | | | |
|-------------|--|------|------|
| EL | | 8.1 | 38.2 |
| +2 | | 8.7 | 37.6 |
| ♀ | | 9.1 | 37.2 |
| WL ground | | 9.3 | 37.0 |
| WL Top wall | | 7.97 | 36.3 |

{ WL Station 185.2 = S.L. Coast Blvd
{ EL Station 191

| | | | |
|-------------|------|----------------|-------------|
| WL Top wall | | 7.97 | |
| WL ground | | 9.5 | 36.8 |
| ♀ | | 9.4 | 36.9 |
| EL ground | | 9.4 | 36.9 |
| TP wall | | 8.47 | |
| TP | 1.72 | 36.29 33.57 | 11.75 31.85 |

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X section Ocean Front Coast
Bldg 200' East.

π continued

0+00 = Station 3+80 Random Line

First section at 0+37 on line Angles 21' RT

77°14' off random line at 3+80

0+37.0 36.29 H.I.

12.85 RT = End of Return

Tp cb 0.95 35.4 32.75

Ground 2.1 34.2

2.85 RT 2.1 34.2

7' LT 1.9 34.4 with 7.5'

17' LT 1.6 34.7

27' LT 1.0

35' LT 1.2

0+50

30' LT 2.0

20' LT 2.1

10 2.5 33.8

RL 2.6 33.7

10' RT 2.8 33.5

15' RT 2.9

16' RT 2.0

0+75

19' RT 2.7

18 RT 3.7

36.29 H.I.

9' LT 3.5 32.8

1' RT 3.5 32.8

11' RT 3.9 32.4

4.0

1+00 = Δ 42' 30" RT (SPLIT of 2)

RL = NE Edge of road 5.1 31.2

10' RT 4.4 31.9

20' RT 4.8 31.5

23' RT 4.7

29' RT 3.5

1+25

12' RT 4.3 32.0

11' RT 5.3 31.0

2' RT 5.3 31.0

8 LT 5.7 30.6

1+50

14 LT 6.1 30.2

4' LT 5.8 30.5

6' RT 5.7 30.6

7' RT 4.7

1+83 = Grating on both sides of roof connecting
5' iron pipe between them

3' RT on FL of pipe 6.39

Top of Grating 5.76 30.6

7' LT 6.0 30.3

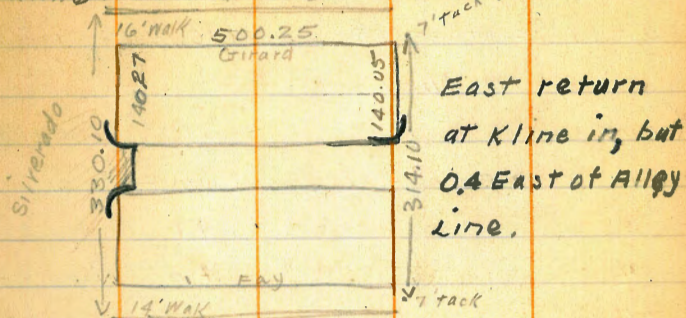
| | | | | |
|--------|---------|------------------|-------|-------|
| 95 | | 36.29 | | |
| 17' LT | Grating | 6.45 | 29.9 | |
| | FL pipe | 7.16 | | |
| 2+00 | | | | |
| 15' LT | | 6.6 | 29.7 | |
| 5' LT | | 6.0 | 30.3 | |
| 5' RT | | 5.7 | 30.6 | |
| 6' RT | | 4.9 | | |
| T.P. | | | | |
| T.P. | 12.67 | 48.13 | 32.74 | |
| | | 45.11 | | |
| | | 1.19 | 44.22 | 46.94 |
| | | BM | 44.22 | 46.94 |
| | | | 0.00 | 0.00 |

Plotted 3-23-28

Xsection Alley Block 30 La Jolla Park

0+00 = N. Kline

BM. Kline & Girard SWBP 103.97



T.P. 1.98 105.95 103.97
0+00

EL-04 on curb 4.90 101.55

EL 4.7 101.25

± 5.2 100.75

WL 5.2 100.75

0+23 = ± double garage on East Dirt floors

WL 5.2 100.75

± 5.0 100.95

EL 4.6 101.35

+ 0.4 = Garage 4.6 101.35

0+41 = ± single garage on east & double garage on west (dirt floors)

EL-04 = Garage door 4.2 101.75

EL 4.2 101.75

± 4.7 101.25

105.95

| | | | |
|---|-------------|--------|-------------|
| WL | 4.8 | 101.15 | |
| +3.4 | 4.8 | 101.15 | |
| 0+45 ²⁰ = start of concrete walk on East side in Alley | | | |
| on walk | 3.65 | 102.30 | |
| 0+58 = End of sidewalk on East side in Alley | | | |
| WL | 4.1 | 101.85 | |
| ♀ | 4.0 | 101.95 | |
| EL on walk | 2.97 | 102.98 | |
| 1+08 = ♀ 3.4' walk on West side in Alley | | | |
| on walk | 3.40 | 102.55 | |
| 1+20 = ♀ garage on west (dirt floor) | | | |
| EL | 3.0 | 102.95 | |
| ♀ | 3.4 | 102.55 | |
| WL | 3.5 | 102.45 | |
| 43.2 | Garage door | 3.5 | 102.45 |
| T.P. | 5.20 | 108.46 | 2.69 103.26 |
| 1+60 = ♀ 2' walk on West side back | | | |
| on walk | 5.17 | 103.29 | |
| 1+68 = ♀ garage on west | | | |
| WL-4.4 | 5.0 | 103.46 | |
| WL | 5.2 | 103.26 | |
| ♀ | 5.3 | 103.16 | |
| EL | 4.8 | 103.66 | |
| 2+20 | | | |

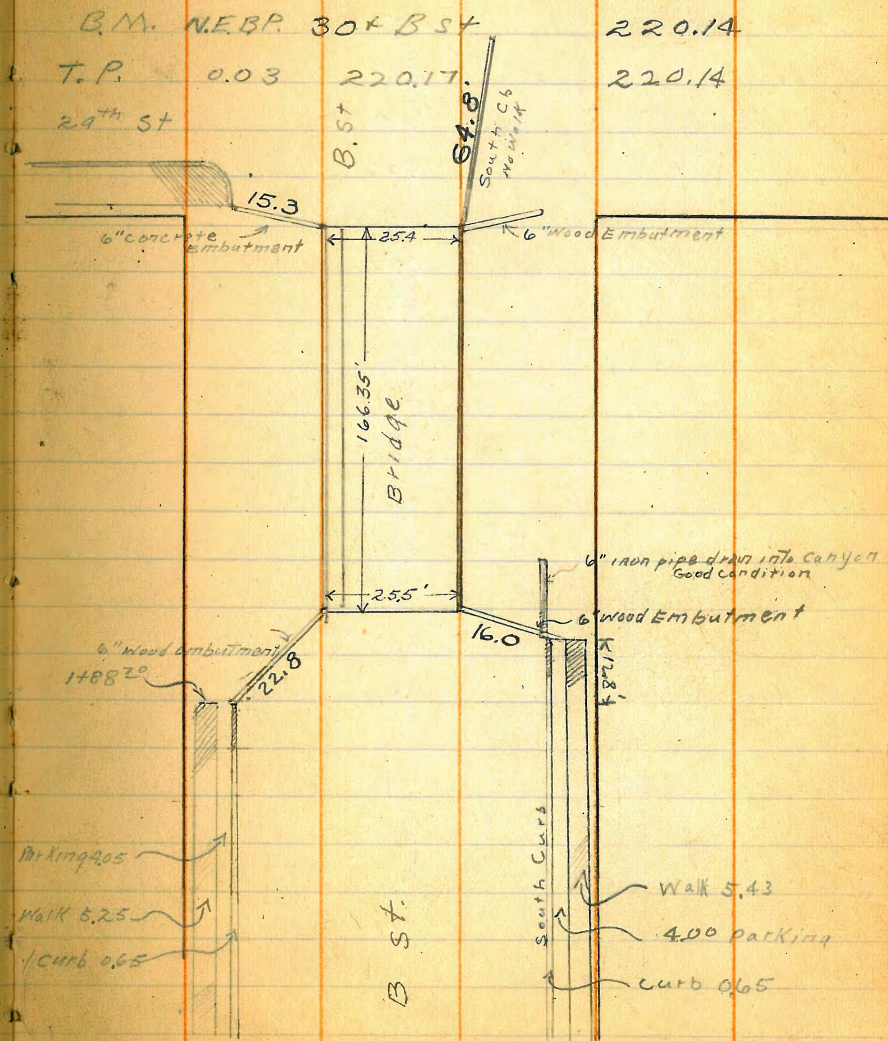
108.46

| | | | |
|------------------------------------|-------------|--------|--------|
| EL | 4.0 | 104.46 | |
| ♀ | 5.0 | 103.46 | |
| WL | 5.0 | 103.46 | |
| 2+36 = ♀ garage on East dirt floor | | | |
| WL | 4.9 | 103.56 | |
| ♀ | 4.6 | 103.86 | |
| EL | 3.9 | 104.56 | |
| +5.9 | Garage door | 3.36 | 105.10 |
| 2+86 | | | |
| EL | 4.3 | 104.16 | |
| ♀ | 4.8 | 103.66 | |
| WL | 4.9 | 103.56 | |
| 3+36 | | | |
| WL | 5.0 | 103.46 | |
| ♀ | 5.0 | 103.46 | |
| EL | 4.6 | 103.86 | |
| 3+74 = ♀ 3' walk on East | | | |
| EL-0.2 | on walk | 4.56 | 103.90 |
| EL | 4.7 | 103.76 | |
| ♀ | 4.9 | 103.56 | |
| WL | 5.0 | 103.46 | |
| 4+24 | | | |
| WL | 5.3 | 103.16 | |
| ♀ | 4.9 | 103.56 | |
| EL | 4.8 | 103.66 | |
| 4+52 = ♀ 4' walk on East | | | |

| | | |
|--------------------------------------|------|--------|
| EL-02 on Walk | 4.58 | 103.88 |
| EL | 4.7 | 103.76 |
| ℄ | 4.9 | 103.56 |
| WL | 5.1 | 103.36 |
| 4+84.59 = (2 1/2 x 2 1/2) Gas Co Box | | |
| WL | 4.9 | 103.56 |
| +5.5 = ℄ box | 4.92 | 103.52 |
| ℄ | 4.8 | 103.66 |
| EL | 4.5 | 103.96 |
| T.P. 5.35 108.77 | 5.04 | 103.42 |
| 5+00.25 = 3L Silverado | | |
| EL on cb | 4.82 | 103.95 |
| Gut | 5.12 | 103.65 |
| ℄ | 5.43 | 103.34 |
| Gut | 5.36 | 103.41 |
| WL | 5.20 | 103.57 |
| T.P. 1.88 106.13 | 4.52 | 104.25 |
| | 1.96 | 104.17 |
| | BM = | 103.97 |
| | | 20 |

X Sec Hole under Bst Bridge
between 28th & 29th

0+00 = WL 29th



Parking 4.05
 Walk 5.25
 Curb 0.65
 B St.
 South Curb
 Walk 5.43
 4.00 Parking
 Curb 0.65

| | | | | |
|---|------|--------|-------|--------|
| T.P. | 0.65 | 208.53 | 12.29 | 207.88 |
| T.R | 4.33 | 201.27 | 11.59 | 196.94 |
| N.W. curb return 29th B | | | | |
| 29th End on cb | | 4.51 | 196.8 | |
| on pavement | | 5.08 | 196.2 | |
| (B st End on cb | | 4.64 | 196.7 | |
| on pavement | | 5.06 | 196.2 | |
| W.L. 29th - 25' between curbs (40.5) wide | | | | |
| S. cb | | 5.07 | 196.2 | |
| Gut | | 5.43 | 195.9 | |
| +10 | | 5.21 | 196.1 | |
| +20 | | 5.23 | 196.1 | |
| +30 | | 5.25 | 196.0 | |
| +40.5 = Cut | | 5.06 | 196.2 | |
| N cb | | 4.64 | 196.7 | |
| 0+00 | | | | |
| N.L. | | 4.6 | 196.7 | |
| cb (Not on concrete) | | 4.8 | 196.5 | |
| +6. on concrete embutment | | 5.16 | 196.1 | |
| +9 on paving | | 5.40 | 196.9 | |
| $\frac{1}{4}$ | | 5.38 | 195.9 | |
| £ | | 5.14 | 196.2 | |
| +12 = paving | | 5.19 | 196.1 | |
| +12 on S curb | | 5.03 | 196.3 | |
| $\frac{1}{4}$ | | 5.03 | 196.3 | |
| +3 on Wood embutment | | 5.7 | 195.6 | |
| +3.5 | | 8.0 | 193.3 | |

201.3

| | | |
|----------------------------|------|-------|
| +7 | 10.6 | 190.7 |
| +10 | 7.3 | 194.0 |
| cb | 7.1 | 194.2 |
| +3 | 7.4 | 193.5 |
| S.L. | 14.0 | 187.3 |
| +25 | 25.4 | 175.9 |
| 0+03 - East End of bridge | | |
| S.L-25 | 25.7 | 175.6 |
| S.L. | 14.8 | 186.5 |
| +6 | 8.7 | 192.6 |
| cb | 7.2 | 194.1 |
| +3 | 7.2 | 194.1 |
| +7 | 11.5 | 189.8 |
| +12 | 6.1 | 195.2 |
| $\frac{1}{4}$ on paving | 5.11 | 196.2 |
| £ " " | 5.11 | 196.2 |
| +12 end concrete embutment | 5.18 | 196.1 |
| $\frac{1}{4}$ | 5.1 | 196.2 |
| +1 | 8.1 | 193.2 |
| cb | 5.9 | 196.4 |
| N.L. | 5.9 | 196.4 |
| 0+04 | | |
| N.L. | 6.8 | 194.5 |
| cb | 7.1 | 194.2 |
| $\frac{1}{4}$ | 12.7 | 188.6 |

98
201.3

| | | | | |
|---------------|-------------------|--------|-------|--------|
| £ | | | 18.6 | 182.7 |
| +7.5 | = £ 8" sewer pipe | | 1.2 | |
| F.L. of pipe | | | 10.8 | 170.5 |
| $\frac{1}{4}$ | | | 17.7 | 183.6 |
| +5 | | | 13.4 | 187.9 |
| cb | | | 7.2 | 194.1 |
| SL | | | 14.8 | 186.5 |
| +25 | | | 26.0 | 175.3 |
| T.P. | 128 | 1922.6 | 10.29 | 190.98 |
| O+10 | | | | |
| SL-25 | | | 16.2 | 176.1 |
| SL | | | 8.2 | 184.1 |
| cb | | | 6.9 | 185.4 |
| $\frac{1}{4}$ | | | 9.6 | 182.7 |
| £ | | | 10.7 | 181.6 |
| $\frac{1}{4}$ | | | 5.8 | 186.5 |
| +2 | | | 3.5 | 188.8 |
| cb | | | 1.7 | 190.6 |
| NL | | | 2.3 | 190.0 |
| T.P. | 028 | 180.20 | 12.84 | 179.42 |
| O+45 | | | | |
| NL-50 | | | 4.3 | 175.9 |
| -25 | | | 6.7 | 175.5 |
| NL | | | 9.9 | 170.3 |
| cb | | | 9.5 | 170.7 |
| $\frac{1}{4}$ | | | 10.3 | 169.9 |
| £ | | | 10.2 | 176.6 |

192.3

186.2

10

| | | | | |
|---------------|--|--|------|-------|
| $\frac{1}{4}$ | | | 10.2 | 170.0 |
| cb | | | 12.2 | 168.0 |
| SL | | | 13.9 | 166.3 |
| +50 | | | 17.1 | 163.1 |
| O+65 | | | | |
| SL-75 | | | 17.9 | 162.3 |
| SL | | | 15.7 | 164.5 |
| cb | | | 14.7 | 165.5 |
| $\frac{1}{4}$ | | | 14.4 | 165.8 |
| £ | | | 14.4 | 165.8 |
| $\frac{1}{4}$ | | | 14.0 | 166.2 |
| cb | | | 13.0 | 167.2 |
| NL | | | 13.5 | 166.7 |
| +20 | | | 13.0 | 167.2 |
| +33 | | | 10.3 | 169.9 |
| +50 | | | 10.3 | 169.9 |
| O+75 | | | | |
| NL-50 | | | 13.3 | 166.9 |
| NL | | | 13.7 | 166.5 |
| cb | | | 13.6 | 166.6 |
| $\frac{1}{4}$ | | | 14.2 | 166.0 |
| £ | | | 14.5 | 165.7 |
| $\frac{1}{4}$ | | | 14.4 | 165.8 |
| cb | | | 15.4 | 164.8 |
| SL | | | 15.2 | 165.0 |
| +75 | | | 17.4 | 162.8 |

180.2

| | | |
|---------------|------|-------|
| 0+90 | | |
| SL-75 | 12.9 | 167.3 |
| S.L. | 15.1 | 165.1 |
| CB | 14.0 | 166.2 |
| $\frac{1}{4}$ | 13.3 | 166.9 |
| $\frac{1}{4}$ | 12.8 | 167.4 |
| $\frac{1}{4}$ | 12.9 | 167.3 |
| CB | 13.7 | 166.5 |
| N.L. | 14.4 | 165.8 |
| +50 | 12.9 | 167.3 |
| 1+15 | | |
| NL-50 | 13.0 | 167.2 |
| NL-17 | 13.4 | 166.8 |
| N.L. | 11.0 | 169.2 |
| CB | 9.6 | 170.6 |
| $\frac{1}{4}$ | 8.3 | 171.9 |
| $\frac{1}{4}$ | 8.5 | 171.7 |
| $\frac{1}{4}$ | 7.2 | 173.0 |
| CB | 7.6 | 172.6 |
| S.L. | 7.5 | 172.7 |
| +50 | 7.2 | 173.0 |
| 1+25 | | |
| SL-25 | 4.8 | 175.4 |
| SL | 1.7 | 178.5 |
| CB | 2.2 | 178.0 |
| $\frac{1}{4}$ | 2.6 | 177.6 |
| +8 | 1.6 | 178.6 |

| | | | | |
|-----------------|-------|--------|------|--------|
| E | | | 5.4 | 174.8 |
| +2 | | | 5.6 | 174.6 |
| +3 | | | 1.6 | 178.6 |
| $\frac{1}{4}$ | | | 2.6 | 177.6 |
| CB | | | 6.3 | 173.9 |
| +3 | | | 4.7 | 175.5 |
| NL | | | 5.0 | 175.2 |
| +7 | | | 5.2 | 175.0 |
| +20 | | | 8.9 | 171.3 |
| +33 | | | 10.4 | 169.8 |
| T.P. | 11.40 | 191.05 | 0.55 | 179.65 |
| 1+45 | | | | |
| NL-35 | | | 17.0 | 174.0 |
| -20 | | | 13.0 | 178.0 |
| NL | | | 4.9 | 186.1 |
| +5 | | | 2.6 | 188.4 |
| +7 | | | 7.2 | 183.8 |
| CB | | | 7.7 | 183.3 |
| +7 | | | 0.4 | 190.6 |
| $\frac{1}{4}$ | | | 2.0 | 189.0 |
| +6 | | | 2.1 | 188.9 |
| +8 | | | 7.1 | 183.9 |
| $\frac{1}{4}$ | | | 7.9 | 183.1 |
| +5 | | | 7.0 | 184.0 |
| +65: sewer pipe | | | | |
| +9 | | | 1.6 | 189.4 |

100

180.2

191.0

191.0

| | | | |
|------|-------|--------|-------------|
| 4 | | 0.7 | 190.3 |
| +9 | 4.1 | | 186.9 |
| cb | | 2.3 | 188.7 |
| +4 | 2.7 | | 188.3 |
| S.L. | 3.0 | | 188.0 |
| +15 | 0.5 | | 190.5 |
| T.P. | 12.11 | 202.32 | 0.84 190.21 |

1+69 = approximately W end of bridge

| | | | |
|------|----------------------|------|-------|
| S.L. | | 6.4 | 195.9 |
| cb | | 5.9 | 196.4 |
| 4 | on 6" wood embutment | 6.91 | 195.8 |
| +1 | on pavement | | |
| 4 | " " | 6.15 | 196.2 |
| 4 | " " | 6.27 | 196.0 |
| +1 | wedge " | 6.18 | 196.1 |
| +6 | | 5.5 | 196.8 |
| cb | | 9.0 | 193.3 |
| +4 | | 6.3 | 196.0 |
| N.L. | | 7.4 | 194.9 |

1+88⁷⁰ = end of cb + walk on N on paving

| | | | |
|------------|--|------|-------|
| N.L. | | 5.3 | 197.0 |
| cb (on cb) | | 5.31 | 197.0 |
| Gut | | 5.92 | 196.4 |
| 4 | | 5.72 | 196.6 |
| 4 | | 5.80 | 196.5 |
| 4 | | 6.23 | 196.1 |

101
202.3

| | | |
|--------------------|------|--------|
| Gut | 6.88 | 195.4 |
| S. cb | 6.27 | 196.0 |
| S.L. | 6.1 | 196.2 |
| End of cb on South | 6.46 | 195.8 |
| T.P. | 5.25 | 197.07 |
| 294B on curb | | 196.96 |
| | | .11 |

20' wide

X sec Alley Between Broadway & C 14th 15th0+00 = W L 15th

End of Alley = 1848 West

BM

Proposed Location of 54th Str.

See F.B. 1247 Page 13

STA.

13+04 ⁶⁵ ③

12+54 ⁶⁴ ③

12+04 ⁶³ ①

11+54 ⁶² B.C.

11+54 ⁰⁶ E.C.

11+08 ⁶¹ ③

10+58 ⁶⁰ ②

10+08 ⁵⁹ ①

9+58 ⁵⁸ B.C.

8+50 ⁶⁸ P.O.T.

8+10 ⁹³ P.O.T. SE. Cor. of Portion Lot 22, Part. of Rancho Mission of San Diego.

6+32 ²³ E.C.

R = 800'

Δ = 14°00' - L

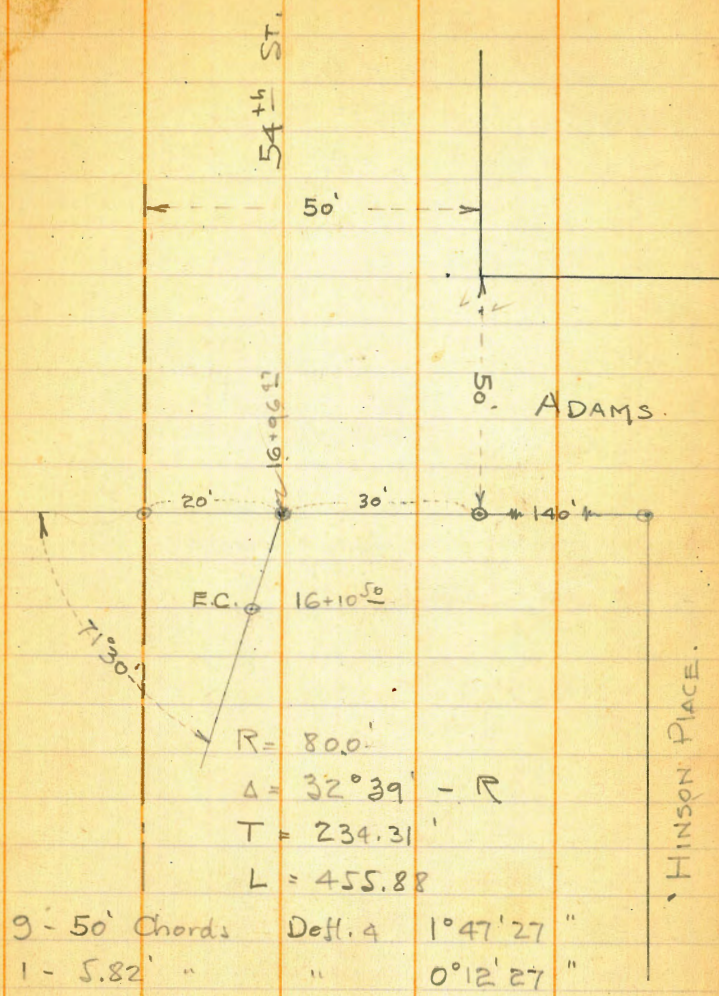
T = 98.22'

L = 195.48'

3 - 50' Chords Defl. ∠ 1°47'27"

1 - 45.44 " " 1°37'39"

- 16+96⁴⁷ S.L. Adams
- 16+10⁵⁰ E.C.
- 16+04⁷¹ ⑨
- 15+54⁷⁰ ⑧
- 15+04⁶⁹ ⑦
- 14+54⁶⁸ ⑥
- 14+04⁶⁷ ⑤
- 13+54⁶⁶ ④



X-Section 54th Street from N.L. El Cajon
to S.L. Adams. 80'-20' SW. 10' Quarters

| STA | + | H.I. | - | Elev. |
|---|-------|---------|--------|---------|
| BM. NW. Cor. Concr. Mon. El Cajon & 54 th | | | | 402.06 |
| | 6.587 | 408.647 | | |
| T.P. | | | 12.749 | 395.898 |
| | 13.09 | 408.988 | | |
| T.P. | | | 1.23 | 407.758 |
| | 10.47 | 418.228 | | |
| BM. G&E Pole # 76788 (Ford Spring Leaf) SW. Cor. Adams & Hinson Place. | | | 1.30 | 416.928 |
| | | | | 402.06 |
| | 5.90 | 407.96 | | |
| 0+00 on diagonal | | | | |
| +23.0 W. Curb Top | | | 5.61 | 402.95 |
| " Bott. | | | 6.60 | 401.36 |
| ¢ | | | 5.20 | 402.76 |
| +28.7 E. Curb Bott. | | | 4.10 | 403.86 |
| " Top | | | 3.05 | 404.91 |
| 0+50 ⁰⁷ | | | | |
| W.L. | | | 5.3 | 402.6 |
| +10' | | | 5.1 | 402.8 |
| W.C. | | | 4.7 | 403.2 |
| W $\frac{1}{4}$ | | | 4.6 | 403.3 |
| ¢ | | | 4.4 | 403.5 |
| E $\frac{1}{4}$ | | | 3.9 | 404.0 |

JAEGER } July 2nd 1928
Bailey }
Claret }

105

| STA | + | H.I. | - | Elev. |
|-------------------------|------|--------|-----|--------|
| E.C. | | | 3.4 | 404.6 |
| +10' | | | 2.7 | 405.3 |
| E.L. | | | 2.6 | 405.4 |
| 1+00 ¹⁴ | | | | |
| E.L. | | | 3.1 | 404.9 |
| +10' | | | 3.6 | 404.4 |
| E.C. | | | 4.0 | 404.0 |
| E $\frac{1}{4}$ | | | 4.2 | 403.8 |
| ¢ | | | 4.4 | 403.6 |
| W $\frac{1}{4}$ | | | 4.8 | 403.2 |
| W.C. | | | 5.3 | 402.7 |
| +10' | | | 5.3 | 402.7 |
| W.L. | | | 5.3 | 402.7 |
| BM. | | | | 402.06 |
| | 4.85 | 406.91 | | |
| 1+50 ²¹ W.L. | | | 4.7 | 402.2 |
| +10' | | | 4.4 | 402.5 |
| W.C. | | | 3.9 | 403.0 |
| W $\frac{1}{4}$ | | | 3.8 | 403.1 |
| ¢ | | | 3.6 | 403.3 |
| E $\frac{1}{4}$ | | | 3.3 | 403.6 |
| E.C. | | | 2.8 | 404.1 |
| +10' | | | 2.3 | 404.6 |
| E.L. | | | 1.7 | 405.2 |

54th St.

406.91

406.91

106

| STA | + | H.I. | - | Elev. |
|--------------------|------|------|------|-------|
| 1+99 ⁵⁶ | E.L. | E.C. | 2.0 | 404.9 |
| + 10' | | | 2.4 | 404.5 |
| | E.C. | | 2.6 | 404.3 |
| | E'c | | 3.0 | 403.9 |
| | ¢ | | 3.2 | 403.7 |
| | W'c | | 3.7 | 403.2 |
| | W.C. | | 4.1 | 402.8 |
| | +10' | | 4.2 | 402.7 |
| | W.L. | | 4.4 | 402.5 |
| 2+87 | | | | |
| | W.L. | | 6.6 | 400.3 |
| +10' | | | 5.7 | 401.2 |
| | W.C. | | 5.2 | 401.7 |
| | W'c | | 4.9 | 402.0 |
| | ¢ | | 4.5 | 402.4 |
| | E'c | | 4.5 | 402.4 |
| | E.C. | | 4.7 | 402.2 |
| +10' | | | 5.0 | 401.9 |
| | E.L. | | 6.0 | 400.9 |
| 3+20 ⁴⁰ | B.C. | | | |
| | E.L. | | 11.8 | 395.1 |
| +10' | | | 11.5 | 395.4 |
| | E.C. | | 11.2 | 395.7 |
| | E'c | | 11.0 | 395.9 |
| | ¢ | | 10.9 | 396.0 |

| STA | + | H.I. | - | Elev. |
|--------------------|------------|--------|--------|--------|
| | W'c | | 10.9 | 396.0 |
| | W.C. | | 11.2 | 395.7 |
| | +10' | | 11.9 | 395.0 |
| | W.L. | | 14.6 | 392.3 |
| | T.P. | | 13.0 | 393.91 |
| 3+54 | | 0.00 | 393.91 | |
| | W.L. | | 16.3 | 377.6 |
| | +10' | | 14.8 | 379.1 |
| | W.C. | | 14.2 | 379.7 |
| | W'c | T.P. | 13.1 | 380.81 |
| | | 9.50 | 390.31 | |
| | ¢ | | 9.1 | 381.2 |
| | E'c | | 8.9 | 381.4 |
| | E.C. | | 7.3 | 383.0 |
| | +10' | | 7.0 | 383.3 |
| | E.L. | | 6.2 | 384.1 |
| 3+70 ⁴³ | | Instr. | 406.91 | |
| | E.L. | | 16.9 | 390.0 |
| | +10' | | 14.3 | 392.6 |
| | E.C. | | 16.2 | 390.7 |
| | E'c | | 17.4 | 389.5 |
| | T.P. | | 13.0 | 393.91 |
| | Hand Level | 4.60 | 398.51 | |
| | ¢ | | 12.0 | 386.5 |
| | W'c | | 13.2 | 385.3 |

54th St.

| STA | + | H.I. | - | Elev. |
|-------------------------------|--------|--------|------|-------|
| W.C. | | | 14.4 | 384.1 |
| +10' | | | 14.3 | 384.2 |
| W.L. | | | 16.0 | 382.5 |
| 4+20 ⁴⁸ | Instr. | 406.91 | | |
| W.L. | | | 6.9 | 400.0 |
| +10' | | | 7.4 | 399.5 |
| W.C. | | | 7.9 | 399.0 |
| W ¹ / ₄ | | | 8.0 | 398.9 |
| ¢ | | | 7.4 | 399.5 |
| E ¹ / ₄ | | | 6.9 | 400.0 |
| E.C. | | | 6.3 | 400.6 |
| +10' | | | 6.4 | 400.5 |
| E.L. | | | 10.5 | 496.4 |
| 4+70 ⁴⁹ | | | | |
| E.L. | | | 8.4 | 498.5 |
| +10' | | | 2.8 | 404.1 |
| E.C. | | | 2.3 | 404.6 |
| E ¹ / ₄ | | | 2.6 | 404.3 |
| ¢ | | | 3.2 | 403.7 |
| W ¹ / ₄ | | | 3.8 | 403.1 |
| W.C. | | | 4.2 | 402.7 |
| +10' | | | 5.0 | 401.9 |
| W.L. | | | 5.6 | 401.3 |
| 5+20 ⁵² | | | | |
| W.L. | | | 7.7 | 399.2 |

107

| STA | + | H.I. | - | Elev. |
|-------------------------------|------|--------|------|--------|
| +10' | | | 6.6 | 400.3 |
| W.C. | | | 5.5 | 401.4 |
| W ¹ / ₄ | | | 4.6 | 402.3 |
| ¢ | | | 3.7 | 403.2 |
| E ¹ / ₄ | | | 3.1 | 403.8 |
| E.C. | | | 2.7 | 404.2 |
| +10' | | | 1.8 | 405.1 |
| E.L. | | | 1.5 | 405.4 |
| T.P. | | | 3.75 | 403.16 |
| | 6.07 | 409.23 | | |
| 5+70 ⁵⁵ | | | | |
| E.L. | | | 4.1 | 405.1 |
| +10' | | | 4.2 | 405.0 |
| E.C. | | | 4.6 | 404.6 |
| E ¹ / ₄ | | | 4.9 | 404.3 |
| ¢ | | | 5.2 | 404.0 |
| W ¹ / ₄ | | | 5.9 | 403.3 |
| W.C. | | | 6.7 | 402.5 |
| +10' | | | 7.6 | 401.6 |
| W.L. | | | 8.6 | 400.6 |
| 6+32 ²³ | | | | |
| E.C. | | | | |
| W.L. | | | 6.1 | 403.1 |
| +10' | | | 5.7 | 403.5 |
| W.C. | | | 5.4 | 403.8 |
| W ¹ / ₄ | | | 5.3 | 403.9 |

57th St.

409.23

| STA | + | H.I. | - | Elev. |
|------|---|------|-----|-------|
| ¢ | | | 5.2 | 404.0 |
| E/4 | | | 5.4 | 403.8 |
| E.C. | | | 5.5 | 403.7 |
| +10' | | | 5.9 | 403.3 |
| E.L. | | | 6.1 | 403.1 |
| 6+50 | | | | |
| E.L. | | | 6.8 | 402.5 |
| +10' | | | 6.5 | 402.7 |
| E.C. | | | 6.1 | 403.1 |
| E/4 | | | 5.8 | 403.4 |
| ¢ | | | 5.3 | 403.9 |
| W/4 | | | 5.5 | 403.7 |
| W.C. | | | 5.2 | 404.0 |
| +10' | | | 5.8 | 403.4 |
| W.L. | | | 5.9 | 403.3 |
| 7+00 | | | | |
| W.L. | | | 5.7 | 403.5 |
| +10' | | | 5.6 | 403.6 |
| W.C. | | | 5.4 | 403.8 |
| W/4 | | | 5.4 | 403.8 |
| ¢ | | | 5.4 | 403.8 |
| E/4 | | | 6.2 | 403.0 |
| E.C. | | | 7.0 | 402.2 |
| +10' | | | 7.9 | 401.3 |
| E.L. | | | 8.8 | 400.4 |

409.23

108

| STA | + | H.I. | - | Elev. |
|--------------------|------|--------|------|--------|
| 7+50 | | | | |
| E.L. | | | 10.7 | 398.5 |
| +10' | | | 9.9 | 399.3 |
| E.C. | | | 8.4 | 400.8 |
| E/4 | | | 7.0 | 402.2 |
| ¢ | | | 6.0 | 403.2 |
| W/4 | | | 5.7 | 403.5 |
| W.C. | | | 5.3 | 403.9 |
| +10' | | | 5.6 | 403.6 |
| W.L. | | | 5.5 | 403.7 |
| 8+00 | | | | |
| W.L. | | | 5.8 | 403.4 |
| +10' | | | 5.6 | 403.6 |
| W.C. | | | 5.5 | 403.7 |
| W/4 | | | 6.1 | 403.1 |
| ¢ | | | 7.4 | 401.8 |
| E/4 | | | 8.9 | 400.3 |
| E.C. | | | 10.9 | 398.3 |
| +10' | | | 12.4 | 396.8 |
| E.L. | | | 14.9 | 394.3 |
| T.P. | | | 8.24 | 400.99 |
| | 3.74 | 404.73 | | |
| 8+50 ⁶⁸ | | | | |
| W.L. | | | 2.20 | 402.5 |
| +10' | | | 2.70 | 402.0 |

54th St.

404.73

382.96

109

| STA | + | H.I. | - | Elev. | STA | + | H.I. | - | Elev. |
|-------------------------------|------|--------|----------|--------|-------------------------------|------|----------|-------|--------|
| W.C. | | | 3.4 | 401.3 | E ¹ / ₄ | | | 11.5 | 371.4 |
| W ¹ / ₄ | | | 4.7 | 400.0 | E.C. | | | 14.5 | 368.4 |
| ℄ | | | 6.5 | 398.2 | T.P. | | | 13.0 | 369.96 |
| E ¹ / ₄ | | | 8.3 | 396.4 | Hand Level | 2.00 | 371.96 | | |
| E.C. | | | 10.3 | 394.4 | +10' | | | 7.0 | 364.9 |
| +10' | | | 12.1 | 392.6 | E.L. | | | 9.6 | 362.3 |
| E.L. | | | 13.5 | 391.2 | Instr. | | 382.96 ✓ | | |
| T.P. | | | 12.95 | 391.78 | T.P. | | | 13.23 | 369.73 |
| 9+00 | 3.26 | 395.04 | | | 10+08 ⁵⁹ | 0.47 | 370.20 | | |
| W.L. | | | 0.0 | 395.0 | W.L. | | | 16.50 | 353.7 |
| +10' | | | 2.0 | 393.0 | +10' | | | 15.5 | 354.7 |
| W.C. | | | 1.6 | 393.4 | W.C. | | | 13.4 | 356.8 |
| W ¹ / ₄ | | | 3.8 | 391.2 | W ¹ / ₄ | | | 14.0 | 356.2 |
| ℄ | | | 5.3 | 389.7 | ℄ | | | 14.9 | 355.3 |
| E ¹ / ₄ | | | 6.3 | 388.7 | E ¹ / ₄ | | | 15.8 | 354.4 |
| E.C. | | | 7.7 | 387.3 | E.C. | | | 16.6 | 353.6 |
| +10' | | | 10.8 | 384.2 | +10' | | | 16.8 | 353.4 |
| E.L. | | | 14.6 | 380.4 | E.L. | | | 18.8 | 351.4 |
| T.P. | | | 12.67 | 382.37 | 10+58 ⁶⁰ | | | 12.95 | 357.25 |
| 9+58 ⁵⁸ | B.C. | 0.59 | 382.96 ✓ | | T.P. | 0.23 | 357.48 ✓ | | |
| W.L. | | | 11.90 | 371.0 | W.L. | | | 14.6 | 342.9 |
| +10' | | | 12.2 | 370.7 | +10' | | | 13.3 | 344.2 |
| W.C. | | | 12.5 | 370.4 | W.C. | | | 12.6 | 344.9 |
| W ¹ / ₄ | | | 12.4 | 370.5 | W ¹ / ₄ | | | 12.0 | 345.5 |
| ℄ | | | 12.4 | 370.5 | ℄ | | | 11.8 | 345.7 |

54+6 St.
357.48
H.I.

110

| STA | + | - | Elev. |
|---------------------|-------|------|----------|
| E/4 | | 11.0 | 346.5 |
| E.C. | | 10.3 | 347.2 |
| +10' | | 10.2 | 347.3 |
| E.L. | | 10.0 | 347.5 |
| 11+08 ⁶¹ | | | |
| W.L. | | 10.7 | 346.8 |
| +10' | | 9.3 | 348.2 |
| W.C. | | 8.0 | 349.5 |
| W/4 | | 5.4 | 352.1 |
| ¢ | | 3.9 | 353.6 |
| E/4 | | 2.0 | 355.5 |
| E.C. T.P. | | 0.1 | 357.38 |
| Hand Level | 13.0 | | 370.38 |
| +10' | | 9.5 | 360.9 |
| E.L. | | 7.7 | 362.7 |
| Instr. | | | 357.48 ✓ |
| 11+54 ⁰⁶ | | 1.09 | 356.39 |
| E.C. | 8.28 | | 364.67 ✓ |
| W.L. | | 12.3 | 352.4 |
| +10' | | 14.6 | 350.1 |
| W.C. | | 13.0 | 351.7 |
| W/4 | | 9.0 | 355.7 |
| ¢ T.P. | | 5.6 | 359.07 |
| Hand Level | 13.20 | | 372.27 |

| STA | + | - | Elev. |
|---------------------|-------|------|----------|
| E/4 | | 9.0 | 363.3 |
| E.C. | | 6.2 | 366.1 |
| +10' T.P. | | 2.6 | 369.67 |
| | 11.5 | | 381.17 |
| E.L. | | 7.7 | 373.5 |
| 12+04 ⁶³ | | | |
| Instr. | | | 364.67 ✓ |
| W.L. | | 0.2 | 364.5 |
| +10' | | 4.0 | 360.7 |
| W.C. | | 7.6 | 357.1 |
| W/4 | | 10.1 | 354.6 |
| ¢ T.P. | | 8.5 | 356.17 |
| Hand Level | 13.0 | | 369.17 |
| E/4 | | 9.4 | 359.8 |
| E.C. | | 6.4 | 362.8 |
| +10' T.P. | | 0.2 | 368.97 |
| | 9.0 | | 377.97 |
| E.L. | | 4.3 | 373.7 |
| 12+54 ⁶⁹ | | | |
| Instr. | | | 364.67 ✓ |
| T.P. | | 0.97 | 363.70 |
| | 13.08 | | 376.78 ✓ |
| W.L. | | 6.1 | 370.7 |
| +10' | | 10.1 | 366.7 |
| W.C. | | 12.6 | 364.2 |

54th St.

376.78

H.I.

| STA | + | H.I. | - | Elev. |
|--------------------------|-------|----------|------|--------|
| W/4 | | | 15.7 | 361.1 |
| ☐ | | | 18.3 | 358.5 |
| E/4 | | | 16.0 | 360.8 |
| E.C. | | | 11.4 | 365.4 |
| +10' | | | 5.2 | 371.6 |
| E.L. | | | 0.3 | 376.5 |
| 13+04 ⁶⁵ T.P. | | | 1.10 | 375.68 |
| Hand Level | 11.0 | 386.68 | | |
| E.L. | | | 6.0 | 380.7 |
| +10' | | | 11.0 | 375.7 |
| Instr. | | 376.78 ✓ | | |
| E.C. | | | 6.8 | 370.0 |
| E/4 | | | 14.4 | 362.4 |
| ☐ | | | 12.8 | 364.0 |
| W/4 | | | 10.2 | 366.6 |
| W.C. | | | 7.2 | 369.6 |
| +10' T.P. | | | 2.8 | 373.98 |
| Hand Level | 9.4 | 383.38 | | |
| W.L. | | | 4.0 | 379.4 |
| 13+54 ⁶⁶ T.P. | | | 0.59 | 376.19 |
| Hand Level | 12.05 | 388.24 ✓ | | |
| E.L. | | | 7.8 | 380.4 |
| +10' | | | 12.2 | 376.0 |
| T.P. | | | 13.0 | 375.24 |
| Hand Level | 2.10 | 377.34 | | |

377.34

H.I.

| STA | + | H.I. | - | Elev. |
|---|------|----------|------|--------|
| E.C. | | | 6.2 | 371.1 |
| E/4 | | | 12.1 | 365.2 |
| ☐ | | | 8.6 | 368.7 |
| W/4 | | | 5.3 | 372.0 |
| W.C. | | | 1.3 | 376.0 |
| Instr. | | 388.24 ✓ | | |
| +10' | | | 8.0 | 380.2 |
| W.L. | | | 2.4 | 385.8 |
| 14+04 ⁶⁷ | | | | |
| W.L. | | | 2.1 | 386.1 |
| +10' | | | 6.2 | 382.0 |
| W.C. T.P. | | | 11.2 | 377.04 |
| Hand Level | 2.40 | 379.44 | | |
| W/4 | | | 9.0 | 370.4 |
| +5' Bottom of Canyon | | | 11.4 | 368.0 |
| ☐ | | | 6.3 | 373.1 |
| E/4 | | | 0.9 | 378.5 |
| Instr. | | 388.24 ✓ | | |
| E.C. | | | 4.9 | 383.3 |
| +10' | | | 3.4 | 384.8 |
| E.L. | | | 1.3 | 386.9 |
| 14+54 ⁶⁸ 15+04 ⁶⁹ | | | | |
| W.L. | | | 11.3 | 376.9 |
| +3' Bottom of Canyon | | | 15.4 | 372.8 |
| +10' | | | 9.0 | 379.2 |

54th St.

| Sta | | + | H.I. | - | Elev. |
|-------------------------------|------------|-------|----------|------|--------|
| W.C. | T.P. | | | 3.2 | 385.04 |
| | Hand Level | 13.0 | 398.04 | | |
| W ¹ / ₄ | | | | 8.0 | 390.0 |
| ⊥ | | | | 4.6 | 393.4 |
| E ¹ / ₄ | | | | 1.6 | 396.4 |
| E.C. | T.P. | | | 0.0 | 398.04 |
| | | 3.30 | 401.34 | | |
| +10' | | | | 2.1 | 399.2 |
| E.L. | T.P. | | | 2.0 | 399.34 |
| 15+54 ⁷⁰ | | 6.70 | 406.04 | | |
| E.L. | | | | 3.3 | 402.7 |
| +10' | | | | 4.2 | 401.8 |
| E.C. | | | | 4.7 | 401.3 |
| E ¹ / ₄ | | | | 6.6 | 399.4 |
| ⊥ | | | | 11.1 | 394.9 |
| W ¹ / ₄ | | | | 16.6 | 389.4 |
| W.C. | | | | 12.6 | 383.4 |
| +10' | | | | 9.3 | 396.7 |
| W.L. | | | | 7.7 | 398.3 |
| | Inst. | | 388.24 | | |
| | T.P. | | | 0.1 | 388.14 |
| | | 12.39 | 400.53 | | |
| | T.P. | | | 1.69 | 398.84 |
| | | 13.03 | 411.87 ✓ | | |
| 16+10 ⁵⁰ | E.C. | | | | |

112

411.87

| Sta | | + | H.I. | - | Elev. |
|-------------------------------|-------------------------------|------|--------|------|--------|
| W.L. | | | | 7.3 | 404.6 |
| +10' | | | | 7.4 | 403.5 |
| W.C. | | | | 7.4 | 403.5 |
| W ¹ / ₄ | | | | 7.2 | 404.7 |
| ⊥ | | | | 7.2 | 404.7 |
| E ¹ / ₄ | | | | 6.5 | 405.4 |
| E.C. | | | | 5.4 | 406.5 |
| +10' | | | | 5.0 | 406.9 |
| E.L. | | | | 5.1 | 406.8 |
| 16+50 | | | | | |
| E.L. | | | | 2.4 | 409.5 |
| +10' | | | | 2.4 | 409.5 |
| E.C. | | | | 2.2 | 409.7 |
| E ¹ / ₄ | | | | 2.4 | 409.5 |
| ⊥ | | | | 2.4 | 409.5 |
| W ¹ / ₄ | | | | 2.2 | 409.7 |
| W.C. | | | | 2.7 | 409.2 |
| +10' | | | | 3.0 | 408.9 |
| W.L. | | | | 3.4 | 407.5 |
| | T.P. | | | 0.69 | 411.18 |
| | S.L. Adams | 7.70 | 418.88 | | |
| | | | | 4.70 | 414.2 |
| | +10' | | | 5.2 | 413.7 |
| | E.C. | | | 5.3 | 413.6 |
| | E ¹ / ₄ | | | 5.7 | 413.2 |

54th St.

| STA | + | H.I. | - | Elev. | STA | + | H.I. | - | Elev. |
|--|--------|----------|-------|--------|--|--------|----------|-------|--------|
| | | 410.88 | | | | | | | |
| ¢ | | | 6.2 | 412.7 | | Instr. | 405.98 ✓ | | |
| W 1/4 | | | 6.0 | 412.9 | T.P. | | | 13.25 | 392.73 |
| W.C. | | | 6.2 | 412.7 | Hand Level | 0.0 | 392.73 | | |
| +10' | | | 6.6 | 612.3 | W.L. +60' | | | 15.8 | |
| W.L. | | | 6.5 | 612.4 | | Instr. | 405.98 ✓ | | |
| BM. Pole #76788 - 416.928 | | | 1.94 | 416.94 | T.P. | | | 4.34 | 401.64 |
| Levels for 60' W. & E. of W.L. & E.L. 54th | | | | | 4+20 ⁹⁶ | 5.80 | 407.44 | | |
| BM. El Cajon & 54th | | | | 402.06 | E.L. +17' | | | 18.0 | |
| | 3.92 | 405.98 ✓ | | | +60 | | | 17.85 | |
| 2+87 | | | | | W.L. +26' | | | 9.30 | |
| | | | | | W.L. +60' | | | 17.90 | |
| W.L. +60 | | | 8.30 | | East Line 54th from STA. 16+96 ⁹⁷ to 9+00 | | | | |
| E.L. +60 | | | 5.80 | | BM. SW. Pole Adams & Hinson | | | | 416.94 |
| 3+20 ⁹⁸ T.P. | | | 13.00 | 392.98 | | 0.79 | 416.16 | | |
| Hand Level | 2.70 | 395.68 | | | 16+96 ⁹⁷ E.L. +60' | | | 2.1 | |
| W.L. +60 | | | 12.0 | | +50 " +60' | | | 4.8 | |
| | Instr. | 405.98 ✓ | | | +10 ⁵⁰ " +60' | | | 7.1 | |
| E.L. +60 | | | 12.0 | | 15+54 ⁹⁸ " +60' | | | 10.15 | |
| T.P. | | | 13.20 | 392.78 | 15+04 ⁶⁹ " +60' | | | 13.9 | |
| 3+54 Hand Level | 0.30 | 393.08 | | | T.P. | | | 11.63 | 404.53 |
| W.L. +60 | | | 20.8 | | | 0.65 | 403.88 ✓ | | |
| E.L. +60 | | | 4.8 | | 14+54 ⁶⁸ E.L. +60' | | | 5.55 | |
| 3+70 ⁹³ | | | | | E.L. | | | 7.20 | 396.7 |
| E.L. +20 | | | 8.8 | | +10' | | | 7.70 | |
| +60' | | | 4.9 | | E.C. | | | 8.70 | |

40388

| STA | + | H.I. | - | Elev. |
|------------------------------|------|----------|-------|----------|
| E/4 | | | 10.45 | |
| ¢ T.P. | | | 13.0 | 390.88 |
| Hand Level | 0.0 | 390.88 | | |
| W/4 | | | 4.40 | |
| W.C. | | | 9.7 | |
| +10' | | | 15.7 | |
| +16' Bottom Canyon | | | 21.9 | |
| W.L. | | | 17.8 | 373.1 |
| +30' | | | 1.7 | |
| +60' indiv. | | 403.88 ✓ | 8.8 | |
| 14+04 E.L.+60' | | | 11.5 | |
| 13+54 ⁶⁶ E.L.+60' | | | 9.65 | |
| 13+04 ⁶⁵ E.L.+60' | | | 6.9 | |
| 12+54 ⁶⁹ E.L.+60' | | | 9.1 | |
| 12+04 ⁶³ E.L.+60' | | | 12.30 | |
| T.P. | | | 12.94 | 390.94 |
| | 0.81 | 391.75 ✓ | | |
| 11+54 ⁶² E.L.+60' | | | 4.80 | |
| T.P. | | | 13.0 | 378.75 ✓ |
| Hand Level | 0.2 | 378.95 ✓ | | |
| 11+08 ⁶¹ E.L.+60' | | | 14.6 | |
| T.P. | | | 13.0 | 365.95 ✓ |
| | 0.0 | 365.95 | | |
| T.P. | | | 13.0 | 352.95 |
| | 0.0 | 352.95 | | |

114

| STA | + | H.I. | - | Elev. |
|--|-------|------------------|-------|--------|
| 10+58 ⁶⁰ E.L.+60' | | | 7.0 | 345.75 |
| T.P. | | | 0.0 | 352.95 |
| | 13.20 | 366.15 | | |
| 10+08 ⁵⁹ E.L.+60' | | | 13.0 | |
| 9+58 ⁵⁸ E.L.+60' | | | 0.1 | |
| T.P. | | | 10.15 | 356.00 |
| | 10.0 | 356.0 | | |
| 9+00 E.L.+25' | T.P. | Bottom of Canyon | 4.1 | 351.9 |
| | 13.2 | 365.1 | | |
| E.L.+60' | | | 0.2 | 364.9 |
| W.L. 54 th from Sta. 16+96 ⁹⁷ to 9+60' | | | | |
| B.M. SW. Pole Adams & Hinson | | | | |
| | 0.20 | 417.14 ✓ | | 416.94 |
| 16+96 ⁹⁷ W.L.+60' | | | 5.55 | |
| 16+50 W.L.+60' | | | 9.75 | |
| +10 ⁵⁰ W.L.+60' | | | 12.65 | |
| 15+54 ⁷⁰ W.L.+60' | | | 16.00 | |
| T.P. | | | 12.65 | 404.49 |
| | 2.13 | 406.62 | | |
| 15+04 ⁶⁹ W.L.+20' | | | 7.93 | |
| +60' | | | 8.55 | |
| 14+04 W.L.+25' | | | 13.5 | |
| +60' | | | 7.5 | |

| STA | | + | H.I. | - | Elev. |
|---------------------|------------|------|--------|-------|--------|
| 13+54 ⁶⁶ | W.L. +43' | | | 9.9 | |
| | +60' | | | 7.7 | |
| 13+04 ⁶⁵ | W.L. +60' | | | 10.35 | |
| 12+54 ⁶⁴ | W.L. +60' | | | 12.80 | |
| | T.P. | | | 12.29 | 394.33 |
| | | 0.63 | 394.96 | | |
| | T.P. | | | 11.44 | 383.52 |
| | | 0.49 | 384.01 | | |
| 12+04 ⁶³ | W.L. +25' | | | 11.55 | |
| | +60' | | | 5.85 | |
| | T.P. | | | 13.09 | 370.92 |
| | | 0.10 | 371.02 | ✓ | |
| 11+54 ⁶² | W.L. +30' | | | 8.50 | |
| | +60' | | | 7.1 | |
| | T.D. | | | 13.0 | 358.02 |
| | Hand Level | 3.00 | 361.02 | | |
| 11+08 ⁶¹ | W.L. +20' | | | 13.9 | |
| | +60' | | | 8.2 | |
| | T.P. | | | 13.0 | 348.02 |
| | | 3.65 | 351.67 | | |
| 10+58 ⁶⁰ | W.L. +60' | | | 10.60 | |
| 10+08 ⁵⁹ | W.L. +60' | | | 4.30 | |
| | Instr. | | 371.02 | | |
| 9+58 ⁵⁸ | W.L. +60' | | | 6.2 | |
| | T.P. | | | 2.32 | 368.70 |

| STA | | + | H.I. | - | Elev. |
|------|------------|------|--------|-----|-------|
| | Hand Level | 13.0 | 381.70 | | |
| 9+00 | W.L. +60' | | | 3.5 | |

STA

+

H.I.

-

Elev.

STA

+

H.I.

-

Elev.

116

3/85
1.72
3.67

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 both

IMPROVED TABLES
AND
INFORMATION

TABLE No. 2.

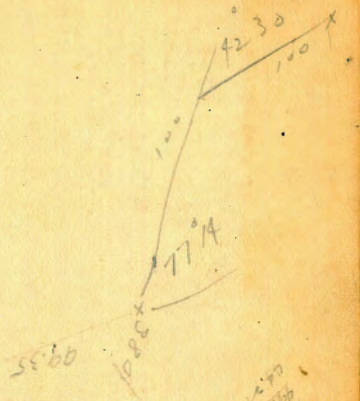
To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given I may be found by dividing tangent (or external), opposite I by given tangent (or external). The distance from a point on the tangent to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

Computed by Leland Hopkins

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|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|------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| 0 | 0.00 | 0.15 | 0.30 | 0.45 | 0.60 | 0.75 | 0.90 | 1.05 | 1.20 | 1.35 | 1.50 | 1.65 | 1.80 | 1.95 | 2.10 | 2.25 | 2.40 | 2.55 | 2.70 | 2.85 | 3.00 | 3.15 | 3.30 | 3.45 | 3.60 | 3.75 | 3.90 | 4.05 | 4.20 | 4.35 | 4.50 | 4.65 | 4.80 | 4.95 | 5.10 | 5.25 | 5.40 | 5.55 | 5.70 | 5.85 | 6.00 | 6.15 | 6.30 | 6.45 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 7.35 | 7.50 | 7.65 | 7.80 | 7.95 | 8.10 | 8.25 | 8.40 | 8.55 | 8.70 | 8.85 | 9.00 | 9.15 | 9.30 | 9.45 | 9.60 | 9.75 | 9.90 | 10.05 | 10.20 | 10.35 | 10.50 | 10.65 | 10.80 | 10.95 | 11.10 | 11.25 | 11.40 | 11.55 | 11.70 | 11.85 | 12.00 | 12.15 | 12.30 | 12.45 | 12.60 | 12.75 | 12.90 | 13.05 | 13.20 | 13.35 | 13.50 | 13.65 | 13.80 | 13.95 | 14.10 | 14.25 | 14.40 | 14.55 | 14.70 | 14.85 | 15.00 | 15.15 | 15.30 | 15.45 | 15.60 | 15.75 | 15.90 | 16.05 | 16.20 | 16.35 | 16.50 | 16.65 | 16.80 | 16.95 | 17.10 | 17.25 | 17.40 | 17.55 | 17.70 | 17.85 | 18.00 | 18.15 | 18.30 | 18.45 | 18.60 | 18.75 | 18.90 | 19.05 | 19.20 | 19.35 | 19.50 | 19.65 | 19.80 | 19.95 | 20.10 | 20.25 | 20.40 | 20.55 | 20.70 | 20.85 | 21.00 | 21.15 | 21.30 | 21.45 | 21.60 | 21.75 | 21.90 | 22.05 | 22.20 | 22.35 | 22.50 | 22.65 | 22.80 | 22.95 | 23.10 | 23.25 | 23.40 | 23.55 | 23.70 | 23.85 | 24.00 | 24.15 | 24.30 | 24.45 | 24.60 | 24.75 | 24.90 | 25.05 | 25.20 | 25.35 | 25.50 | 25.65 | 25.80 | 25.95 | 26.10 | 26.25 | 26.40 | 26.55 | 26.70 | 26.85 | 27.00 | 27.15 | 27.30 | 27.45 | 27.60 | 27.75 | 27.90 | 28.05 | 28.20 | 28.35 | 28.50 | 28.65 | 28.80 | 28.95 | 29.10 | 29.25 | 29.40 | 29.55 | 29.70 | 29.85 | 30.00 | 30.15 | 30.30 | 30.45 | 30.60 | 30.75 | 30.90 | 31.05 | 31.20 | 31.35 | 31.50 | 31.65 | 31.80 | 31.95 | 32.10 | 32.25 | 32.40 | 32.55 | 32.70 | 32.85 | 33.00 | 33.15 | 33.30 | 33.45 | 33.60 | 33.75 | 33.90 | 34.05 | 34.20 | 34.35 | 34.50 | 34.65 | 34.80 | 34.95 | 35.10 | 35.25 | 35.40 | 35.55 | 35.70 | 35.85 | 36.00 | 36.15 | 36.30 | 36.45 | 36.60 | 36.75 | 36.90 | 37.05 | 37.20 | 37.35 | 37.50 | 37.65 | 37.80 | 37.95 | 38.10 | 38.25 | 38.40 | 38.55 | 38.70 | 38.85 | 39.00 | 39.15 | 39.30 | 39.45 | 39.60 | 39.75 | 39.90 | 40.05 | 40.20 | 40.35 | 40.50 | 40.65 | 40.80 | 40.95 | 41.10 | 41.25 | 41.40 | 41.55 | 41.70 | 41.85 | 42.00 | 42.15 | 42.30 | 42.45 | 42.60 | 42.75 | 42.90 | 43.05 | 43.20 | 43.35 | 43.50 | 43.65 | 43.80 | 43.95 | 44.10 | 44.25 | 44.40 | 44.55 | 44.70 | 44.85 | 45.00 | 45.15 | 45.30 | 45.45 | 45.60 | 45.75 | 45.90 | 46.05 | 46.20 | 46.35 | 46.50 | 46.65 | 46.80 | 46.95 | 47.10 | 47.25 | 47.40 | 47.55 | 47.70 | 47.85 | 48.00 | 48.15 | 48.30 | 48.45 | 48.60 | 48.75 | 48.90 | 49.05 | 49.20 | 49.35 | 49.50 | 49.65 | 49.80 | 49.95 | 50.10 | 50.25 | 50.40 | 50.55 | 50.70 | 50.85 | 51.00 | 51.15 | 51.30 | 51.45 | 51.60 | 51.75 | 51.90 | 52.05 | 52.20 | 52.35 | 52.50 | 52.65 | 52.80 | 52.95 | 53.10 | 53.25 | 53.40 | 53.55 | 53.70 | 53.85 | 54.00 | 54.15 | 54.30 | 54.45 | 54.60 | 54.75 | 54.90 | 55.05 | 55.20 | 55.35 | 55.50 | 55.65 | 55.80 | 55.95 | 56.10 | 56.25 | 56.40 | 56.55 | 56.70 | 56.85 | 57.00 | 57.15 | 57.30 | 57.45 | 57.60 | 57.75 | 57.90 | 58.05 | 58.20 | 58.35 | 58.50 | 58.65 | 58.80 | 58.95 | 59.10 | 59.25 | 59.40 | 59.55 | 59.70 | 59.85 | 60.00 | 60.15 | 60.30 | 60.45 | 60.60 | 60.75 | 60.90 | 61.05 | 61.20 | 61.35 | 61.50 | 61.65 | 61.80 | 61.95 | 62.10 | 62.25 | 62.40 | 62.55 | 62.70 | 62.85 | 63.00 | 63.15 | 63.30 | 63.45 | 63.60 | 63.75 | 63.90 | 64.05 | 64.20 | 64.35 | 64.50 | 64.65 | 64.80 | 64.95 | 65.10 | 65.25 | 65.40 | 65.55 | 65.70 | 65.85 | 66.00 | 66.15 | 66.30 | 66.45 | 66.60 | 66.75 | 66.90 | 67.05 | 67.20 | 67.35 | 67.50 | 67.65 | 67.80 | 67.95 | 68.10 | 68.25 | 68.40 | 68.55 | 68.70 | 68.85 | 69.00 | 69.15 | 69.30 | 69.45 | 69.60 | 69.75 | 69.90 | 70.05 | 70.20 | 70.35 | 70.50 | 70.65 | 70.80 | 70.95 | 71.10 | 71.25 | 71.40 | 71.55 | 71.70 | 71.85 | 72.00 | 72.15 | 72.30 | 72.45 | 72.60 | 72.75 | 72.90 | 73.05 | 73.20 | 73.35 | 73.50 | 73.65 | 73.80 | 73.95 | 74.10 | 74.25 | 74.40 | 74.55 | 74.70 | 74.85 | 75.00 | 75.15 | 75.30 | 75.45 | 75.60 | 75.75 | 75.90 | 76.05 | 76.20 | 76.35 | 76.50 | 76.65 | 76.80 | 76.95 | 77.10 | 77.25 | 77.40 | 77.55 | 77.70 | 77.85 | 78.00 | 78.15 | 78.30 | 78.45 | 78.60 | 78.75 | 78.90 | 79.05 | 79.20 | 79.35 | 79.50 | 79.65 | 79.80 | 79.95 | 80.10 | 80.25 | 80.40 | 80.55 | 80.70 | 80.85 | 81.00 | 81.15 | 81.30 | 81.45 | 81.60 | 81.75 | 81.90 | 82.05 | 82.20 | 82.35 | 82.50 | 82.65 | 82.80 | 82.95 | 83.10 | 83.25 | 83.40 | 83.55 | 83.70 | 83.85 | 84.00 | 84.15 | 84.30 | 84.45 | 84.60 | 84.75 | 84.90 | 85.05 | 85.20 | 85.35 | 85.50 | 85.65 | 85.80 | 85.95 | 86.10 | 86.25 | 86.40 | 86.55 | 86.70 | 86.85 | 87.00 | 87.15 | 87.30 | 87.45 | 87.60 | 87.75 | 87.90 | 88.05 | 88.20 | 88.35 | 88.50 | 88.65 | 88.80 | 88.95 | 89.10 | 89.25 | 89.40 | 89.55 | 89.70 | 89.85 | 90.00 | 90.15 | 90.30 | 90.45 | 90.60 | 90.75 | 90.90 | 91.05 | 91.20 | 91.35 | 91.50 | 91.65 | 91.80 | 91.95 | 92.10 | 92.25 | 92.40 | 92.55 | 92.70 | 92.85 | 93.00 | 93.15 | 93.30 | 93.45 | 93.60 | 93.75 | 93.90 | 94.05 | 94.20 | 94.35 | 94.50 | 94.65 | 94.80 | 94.95 | 95.10 | 95.25 | 95.40 | 95.55 | 95.70 | 95.85 | 96.00 | 96.15 | 96.30 | 96.45 | 96.60 | 96.75 | 96.90 | 97.05 | 97.20 | 97.35 | 97.50 | 97.65 | 97.80 | 97.95 | 98.10 | 98.25 | 98.40 | 98.55 | 98.70 | 98.85 | 99.00 | 99.15 | 99.30 | 99.45 | 99.60 | 99.75 | 99.90 | 100.05 | 100.20 | 100.35 | 100.50 | 100.65 | 100.80 | 100.95 | 101.10 | 101.25 | 101.40 | 101.55 | 101.70 | 101.85 | 102.00 | 102.15 | 102.30 | 102.45 | 102.60 | 102.75 | 102.90 | 103.05 | 103.20 | 103.35 | 103.50 | 103.65 | 103.80 | 103.95 | 104.10 | 104.25 | 104.40 | 104.55 | 104.70 | 104.85 | 105.00 | 105.15 | 105.30 | 105.45 | 105.60 | 105.75 | 105.90 | 106.05 | 106.20 | 106.35 | 106.50 | 106.65 | 106.80 | 106.95 | 107.10 | 107.25 | 107.40 | 107.55 | 107.70 | 107.85 | 108.00 | 108.15 | 108.30 | 108.45 | 108.60 | 108.75 | 108.90 | 109.05 | 109.20 | 109.35 | 109.50 | 109.65 | 109.80 | 109.95 | 110.10 | 110.25 | 110.40 | 110.55 | 110.70 | 110.85 | 111.00 | 111.15 | 111.30 | 111.45 | 111.60 | 111.75 | 111.90 | 112.05 | 112.20 | 112.35 | 112.50 | 112.65 | 112.80 | 112.95 | 113.10 | 113.25 | 113.40 | 113.55 | 113.70 | 113.85 | 114.00 | 114.15 | 114.30 | 114.45 | 114.60 | 114.75 | 114.90 | 115.05 | 115.20 | 115.35 | 115.50 | 115.65 | 115.80 | 115.95 | 116.10 | 116.25 | 116.40 | 116.55 | 116.70 | 116.85 | 117.00 | 117.15 | 117.30 | 117.45 | 117.60 | 117.75 | 117.90 | 118.05 | 118.20 | 118.35 | 118.50 | 118.65 | 118.80 | 118.95 | 119.10 | 119.25 | 119.40 | 119.55 | 119.70 | 119.85 | 120.00 | 120.15 | 120.30 | 120.45 | 120.60 | 120.75 | 120.90 | 121.05 | 121.20 | 121.35 | 121.50 | 121.65 | 121.80 | 121.95 | 122.10 | 122.25 | 122.40 | 122.55 | 122.70 | 122.85 | 123.00 | 123.15 | 123.30 | 123.45 | 123.60 | 123.75 | 123.90 | 124.05 | 124.20 | 124.35 | 124.50 | 124.65 | 124.80 | 124.95 | 125.10 | 125.25 | 125.40 | 125.55 | 125.70 | 125.85 | 126.00 | 126.15 | 126.30 | 126.45 | 126.60 | 126.75 | 126.90 | 127.05 | 127.20 | 127.35 | 127.50 | 127.65 | 127.80 | 127.95 | 128.10 | 128.25 | 128.40 | 128.55 | 128.70 | 128.85 | 129.00 | 129.15 | 129.30 | 129.45 | 129.60 | 129.75 | 129.90 | 130.05 | 130.20 | 130.35 | 130.50 | 130.65 | 130.80 | 130.95 | 131.10 | 131.25 | 131.40 | 131.55 | 131.70 | 131.85 | 132.00 | 132.15 | 132.30 | 132.45 | 132.60 | 132.75 | 132.90 | 133.05 | 133.20 | 133.35 | 133.50 | 133.65 | 133.80 | 133.95 | 134.10 | 134.25 | 134.40 | 134.55 | 134.70 | 134.85 | 135.00 | 135.15 | 135.30 | 135.45 | 135.60 | 135.75 | 135.90 | 136.05 | 136.20 | 136.35 | 136.50 | 136.65 | 136.80 | 136.95 | 137.10 | 137.25 | 137.40 | 137.55 | 137.70 | 137.85 | 138.00 | 138.15 | 138.30 | 138.45 | 138.60 | 138.75 | 138.90 | 139.05 | 139.20 | 139.35 | 139.50 | 139.65 | 139.80 | 139.95 | 140.10 | 140.25 | 140.40 | 140.55 | 140.70 | 140.85 | 141.00 | 141.15 | 141.30 | 141.45 | 141.60 | 141.75 | 141.90 | 142.05 | 142.20 | 142.35 | 142.50 | 142.65 | 142.80 | 142.95 | 143.10 | 143.25 | 143.40 | 143.55 | 143.70 | 143.85 | 144.00 | 144.15 | 144.30 | 144.45 | 144.60 | 144.75 | 144.90 | 145.05 | 145.20 | 145.35 | 145.50 | 145.65 | 145.80 | 145.95 | 146.10 | 146.25 | 146.40 | 146.55 | 146.70 | 146.85 | 147.00 | 147.15 | 147.30 | 147.45 | 147.60 | 147.75 | 147.90 | 148.05 | 148.20 | 148.35 | 148.50 | 148.65 | 148.80 | 148.95 | 149.10 | 149.25 | 149.40 | 149.55 | 149.70 | 149.85 | 150.00 | 150.15 | 150.30 | 150.45 | 150.60 | 150.75 | 150.90 | 151.05 | 151.20 | 151.35 | 151.50 | 151.65 | 151.80 | 151.95 | 152.10 | 152.25 | 152.40 | 152.55 | 152.70 | 152.85 | 153.00 | 153.15 | 153.30 | 153.45 | 153.60 | 153.75 | 153.90 | 154.05 | 154.20 | 154.35 | 154.50 | 154.65 | 154.80 | 154.95 | 155.10 | 155.25 | 155.40 | 155.55 | 155.70 | 155.85 | 156.00 | 156.15 | 156.30 | 156.45 | 156.60 | 156.75 | 156.90 | 157.05 | 157.20 | 157.35 | 157.50 | 157.65 | 157.80 | 157.95 | 158.10 | 158.25 | 158.40 | 158.55 | 158.70 | 158.85 | 159.00 | 159.15 | 159.30 | 159.45 | 159.60 | 159.75 | 159.90 | 160.05 | 160.20 | 160.35 | 160.50 | 160.65 | 160.80 | 160.95 | 161.10 | 161.25 | 161.40 | 161.55 | 161.70 | 161.85 | 162.00 | 162.15 | 162.30 | 162.45 | 162.60 | 162.75 | 162.90 | 163.05 | 163.20 | 163.35 | 163.50 | 163.65 | 163.80 | 163.95 | 164.10 | 164.25 | 164.40 | 164.55 | 164.70 | 164.85 | 165.00 | 165.15 | 165.30 | 165.45 | 165.60 | 165.75 | 165.90 | 166.05 | 166.20 | 166.35 | 166.50 | 166.65 | 166.80 | 166.95 | 167.10 | 167.25 | 167.40 | 167.55 | 167.70 | 167.85 | 168.00 | 168.15 | 168.30 | 168.45 | 168.60 | 168.75 | 168.90 | 169.05 | 169.20 | 169.35 | 169.50 | 169.65 | 169.80 | 169.95 | 170.10 | 170.25 | 170.40 | 170.55 | 170.70 | 170.85 | 171.00 | 171.15 | 171.30 | 171.45 | 171.60 | 171.75 | 171.90 | 172.05 | 172.20 | 172.35 | 172.50 | 172.65 | 172.80 | 172.95 | 173.10 | 173.25 | 173.40 | 173.55 | 173.70 | 173.85 | 174.00 | 174.15 | 174.30 | 174.45 | 174.60 | 174.75 | 174.90 | 175.05 | 175.20 | 175.35 | 175.50 | 175.65 | 175.80 | 175.95 | 176.10 | 176.25 | 176.40 | 176.55 | 176.70 | 176.85 | 177.00 | 177.15 | 177.30 | 177.45 | 177.60</ |
|---|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|----------|

378.51
 10.50
 - 388.81
 + 9.00
 379.61
 - 13.00
 392.61
 380.11
 12.50
 392.61
 + 1.68
 390.93
 - 11.91
 402.84

110.9
 27.9
 18
 20
 18



409.23
 6.07
 403.16
 3.75
 406.91

3.34.54
 1.47.27
 1.47.27

ENGINEERING DEPARTMENT
 CITY OF SAN DIEGO, CALIFORNIA

(51)

390.9
 50
 67
 120
 47
 52
 97
 107.9

394.38
 14.29
 306.62

13+50
 367.27
 13.45
 380.72

14+04
 371.32
 9.40
 380.72
 + 1.12
 379.60

T.P.
 379.60
 12.56
 392.16

T.P.
 392.02
 14
 405.26
 - 13.24
 405.26

14+54.9
 391.81
 13.45
 405.26

15+04.69
 393.46
 11.80
 405.26
 + 73
 404.53

T.P.
 404.53
 73
 405.26
 - 11.80
 393.46

15+04
 393.43
 14.50
 405.43

+
 404.85
 1.68
 406.53

416.16
 11.91
 404.25

355.45
 2.90
 358.35
 + 5.80
 352.55
 - 7.30
 359.85

12+04
 359.85
 + 4.80
 355.05

17+54
 355.05
 7.20
 362.25

13+04
 360.55
 1.80
 368.05

368.05
 7.50
 365.65

13+54
 365.65
 4.50
 370.15

370.15
 4.40
 374.55

14+04
 374.55
 10.70
 380.45

380.45
 2.80
 377.65

377.65
 13.00
 390.65

390.65
 1.50
 392.15

392.15
 10.30
 400.45

400.45
 9.20
 391.25

391.25
 13.00
 404.25

27
 50
 57
 47