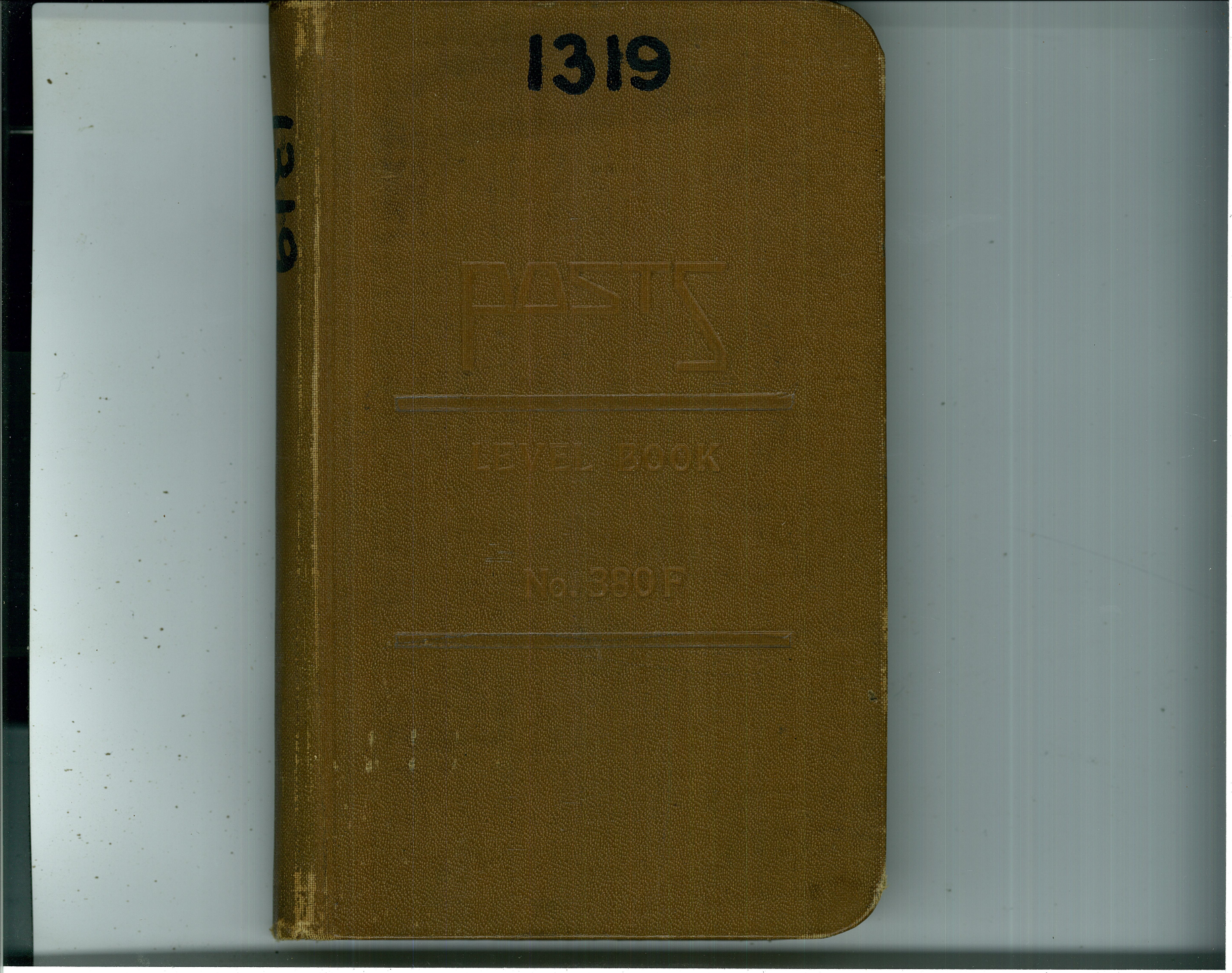

1319
1319
LEVEL BOOK
No. 330F

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

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

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

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

1319

Cross Sec. Market St. 5TH St. to Atlantic 0-56

Cross Sec. PARK B'L'V'D. and Laurel 57

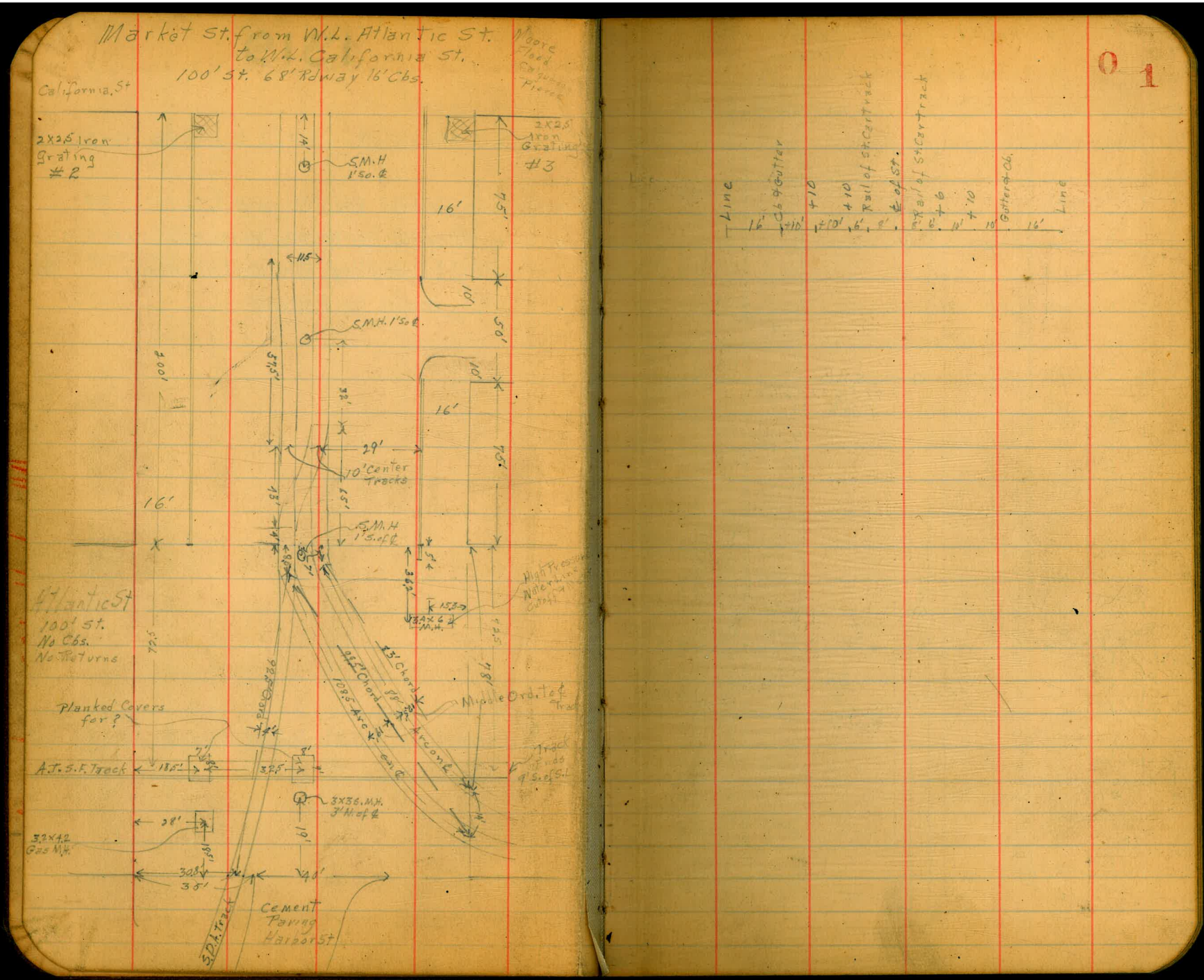
" " Alley Blk 26 Teralta Orange to El Cajon 63

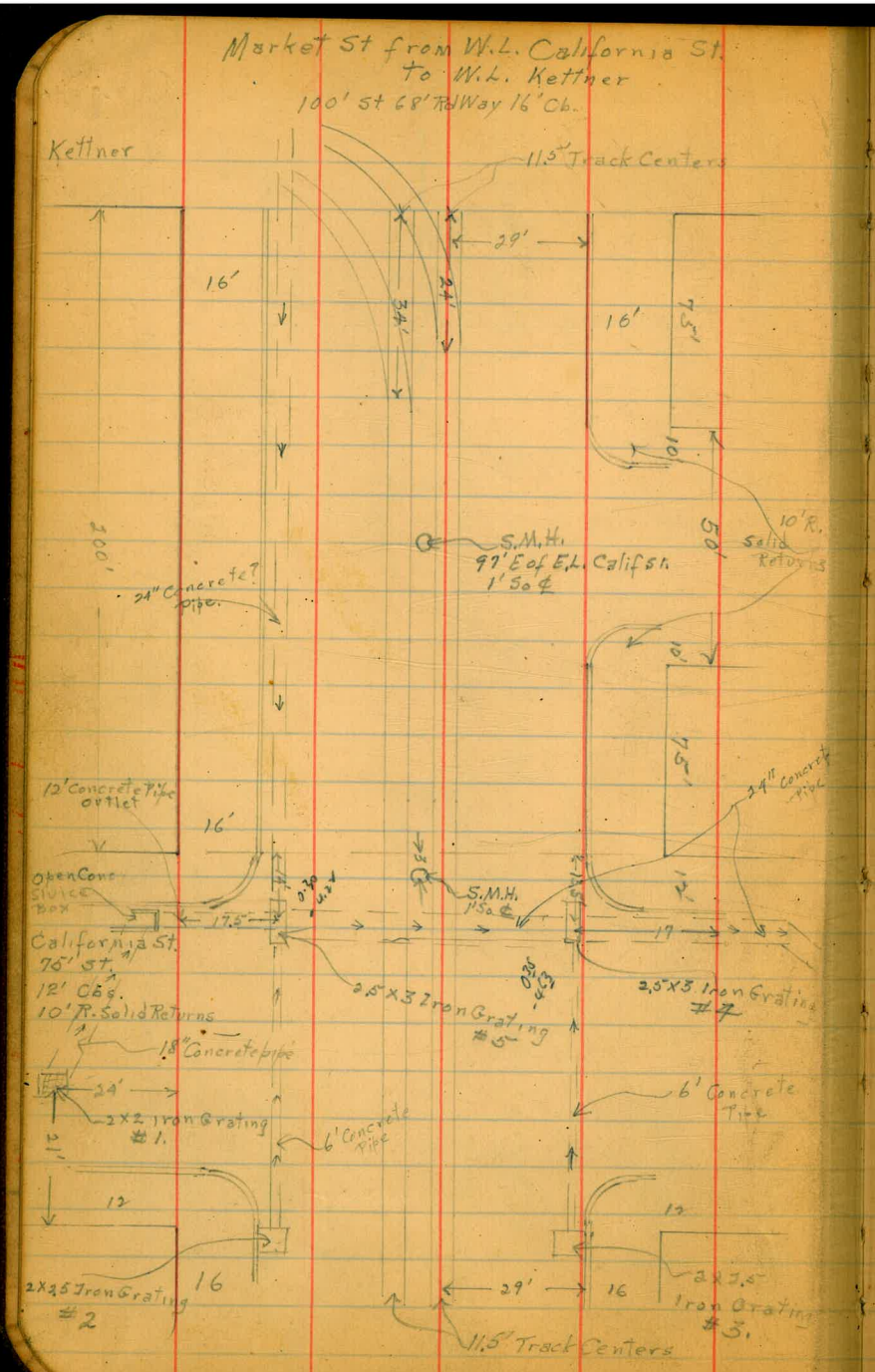
" " N-S & E-W Alleys Blk 110 U. Hts. Mead - Kansas - 30TH 66

" "C" India to Kettner 71

9 Grading East-West Road Page 76-77.

Ordinance # 13462


Market St. from W.L. Atlantic St. to W.L. California St.
100' St. 68' Rdway 16' Cbs.
California St
2X2.5 Iron Grating #2
S.M.H 1'So.℄
2X2.5 Iron Grating #3
S.M.H. 1'So.℄
10' Center Tracks
S.M.H 1'S. of ℄
3.2X4.2 M.H.
Atlantic St
100' St.
No Cbs.
No Returns
Planked Covers for?
A.T.S.F. Track
3X3.6 M.H. 3' N. of ℄
3.2X4.2 G.S. M.H.
S.P.R.R. Track
Cement Paving Harbor St
Line
Cb & Gutter
Rail of St. Car Track
℄ of St.
Gutter & Cb.
Line
01

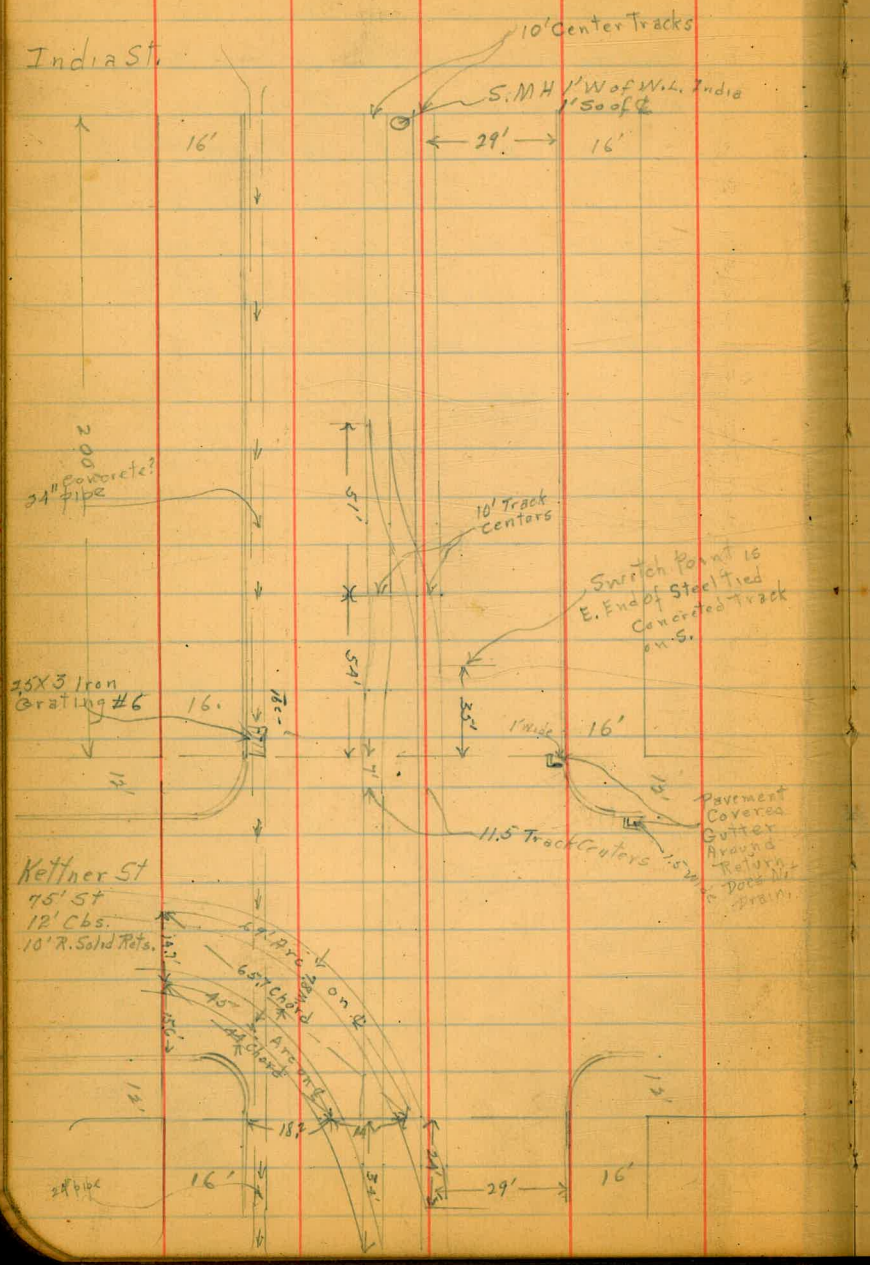


2

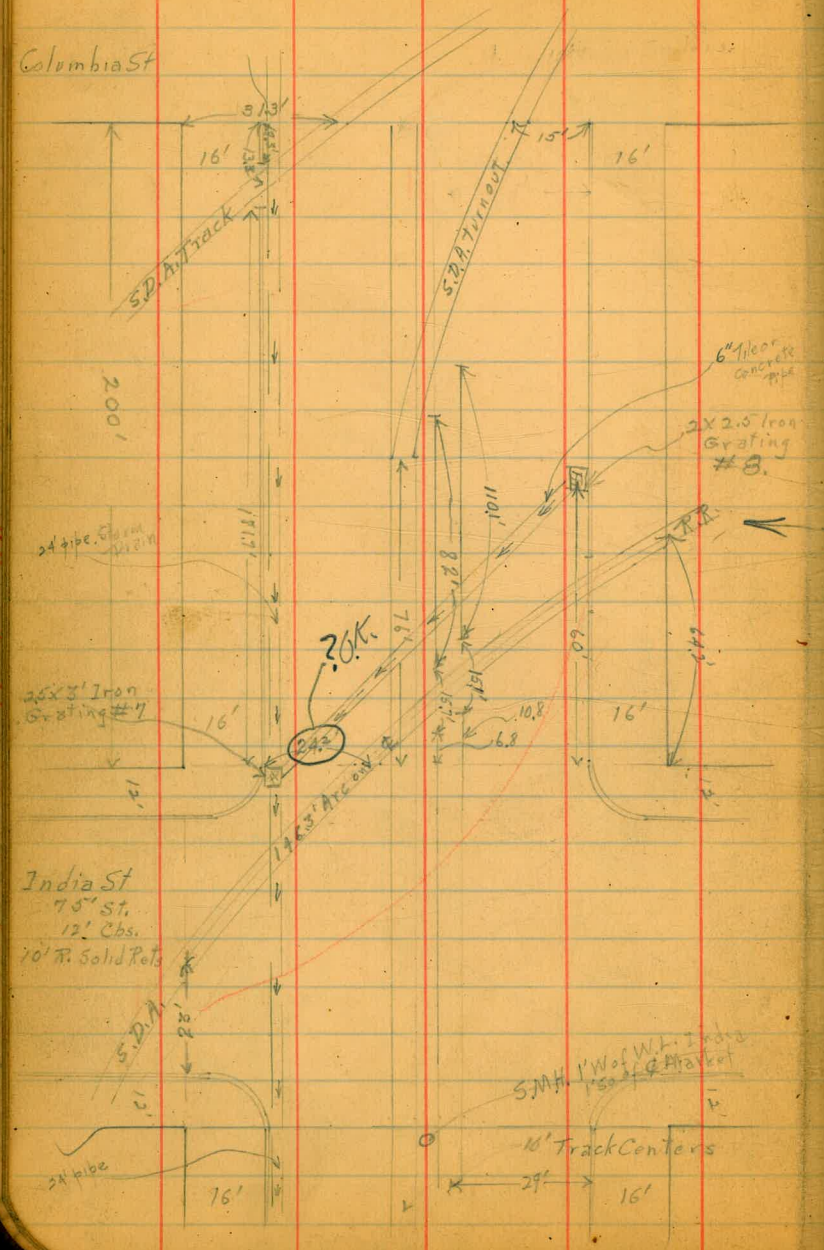
Note 18" Concrete pipe from Drain #1 Calif St. empties into Open Box from which there is only 12" concrete pipe outlet to Drain #5. The outfall of 24" pipe from #4, south of harbor bulkhead, is half filled with sand as far up the pipe as can be seen. Open half apparently cares for flood water O.K.

Market St from W.L. Kettner to W.L. India St.

100' St. 68' Rdway 16' Cbs.

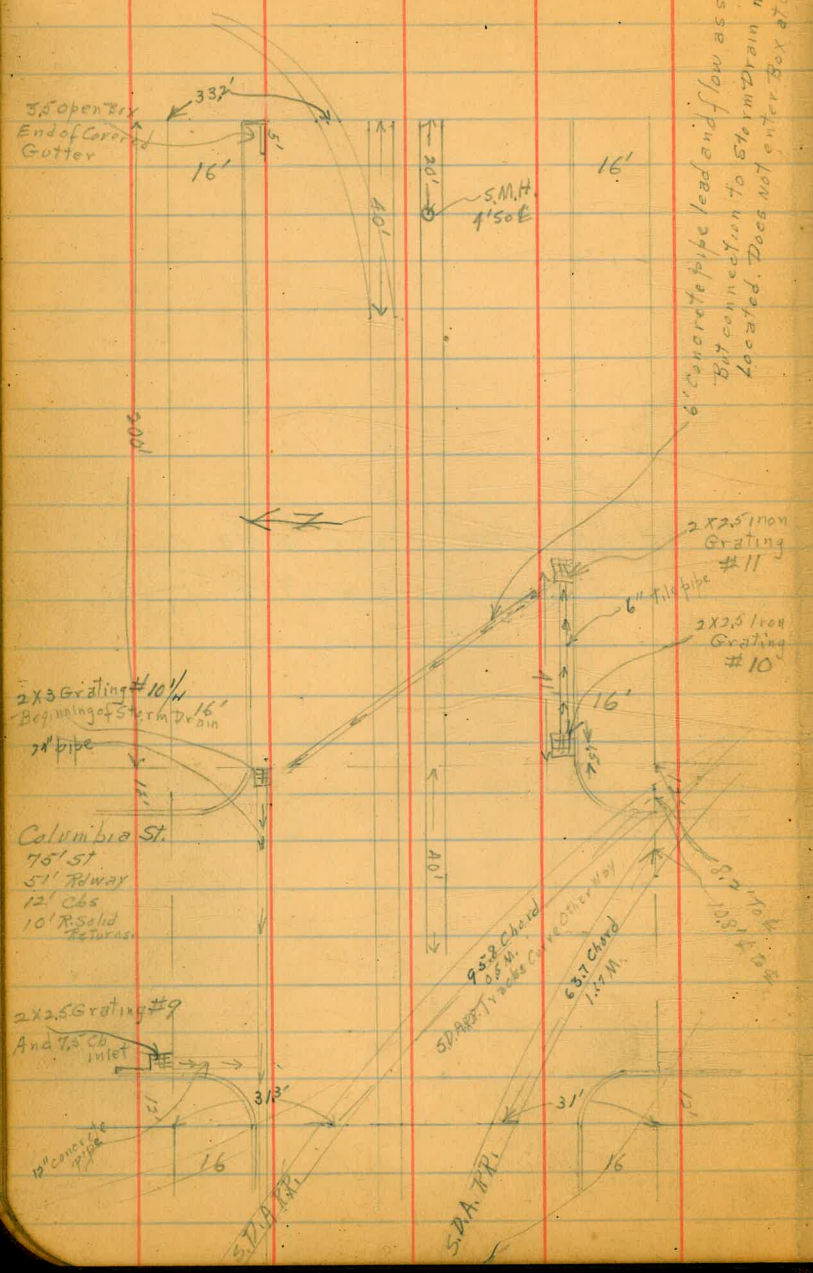


Market St from W.L. India St.
to W.L. Columbia St.
100' St. 68' Rdway 16' Cbs.

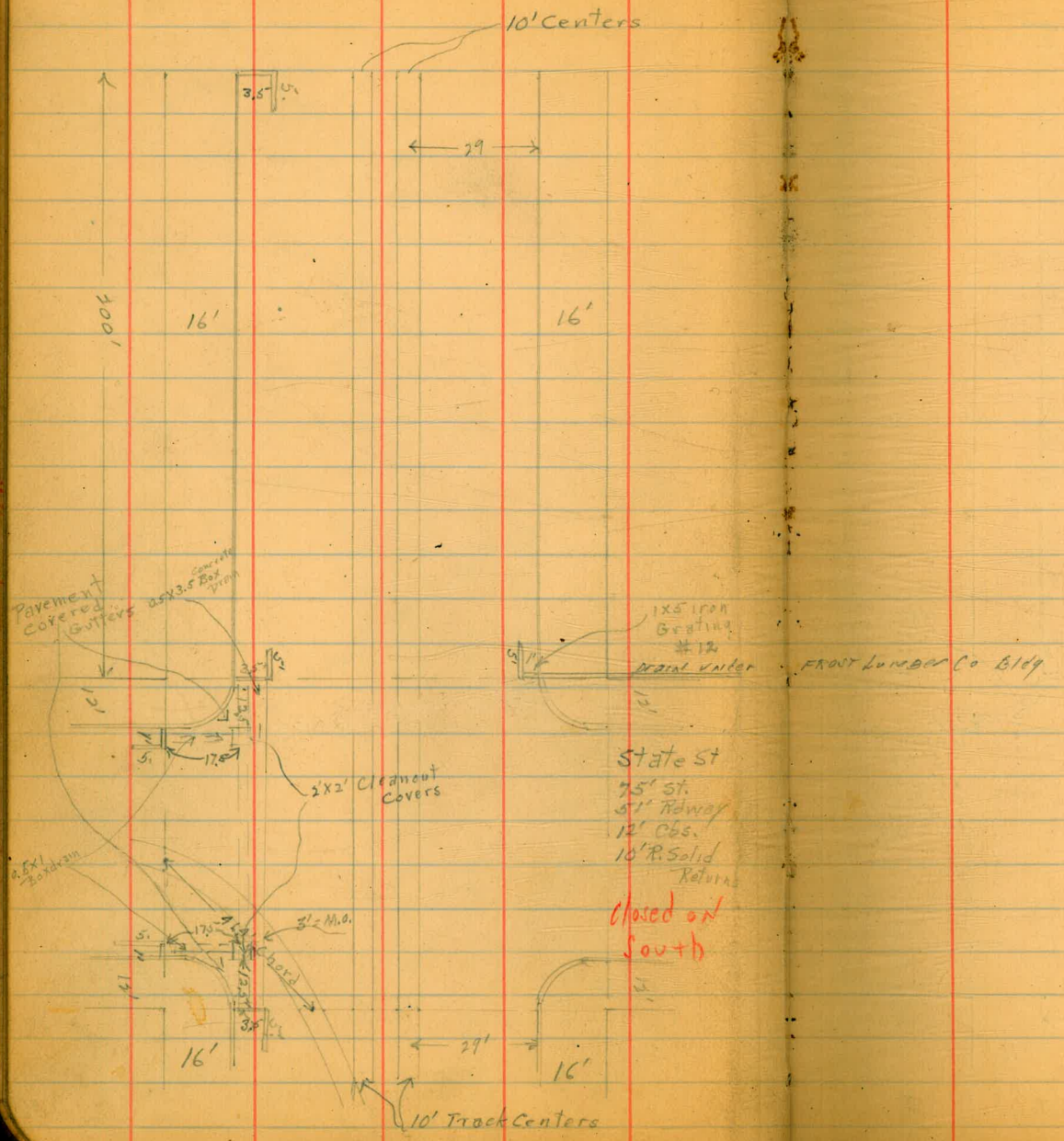


Tracks curve other way
See Corrected Sketch P. 56

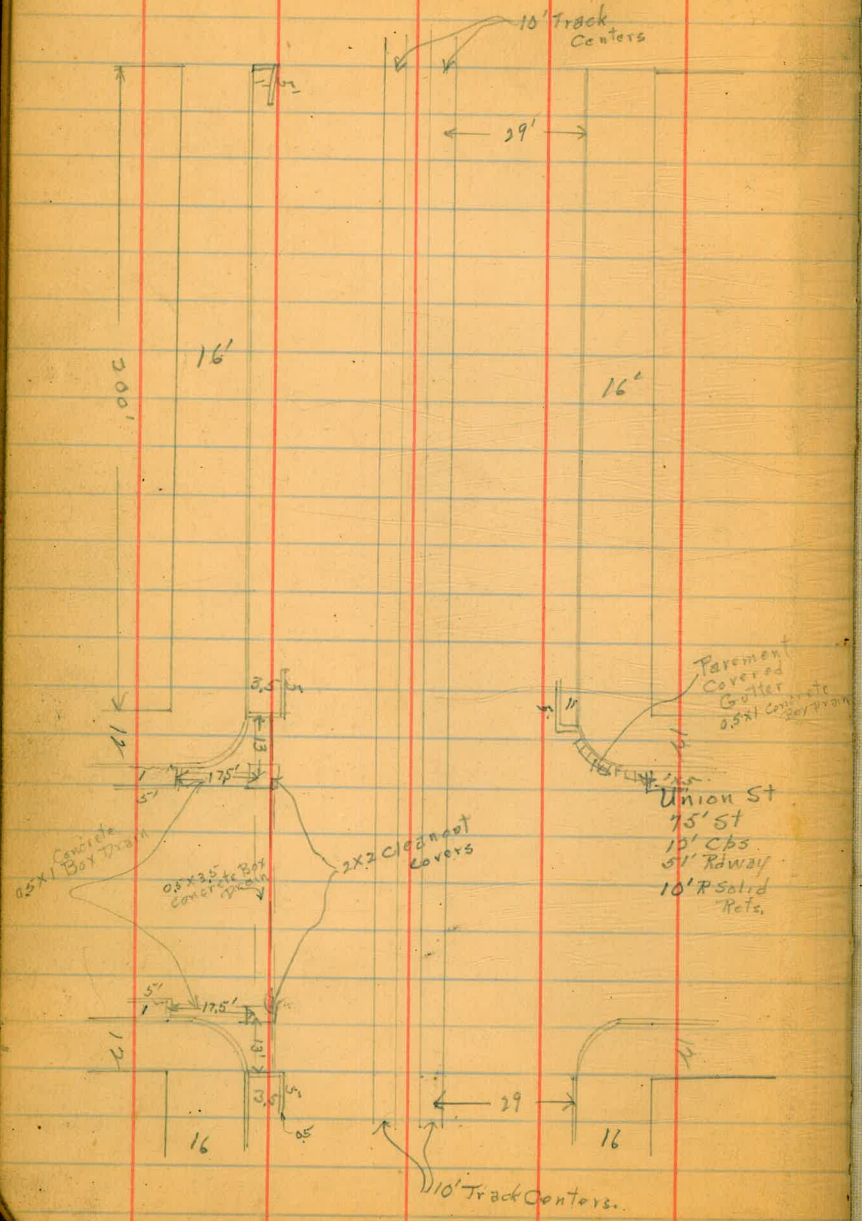
Market St from W.L. Columbia St
to W.L. State St.
100' St 68' Rdway 16' Cbs



Market St from W.L. State St
to W.L. Union St
100' St 68' Rdway 16' Cbs.

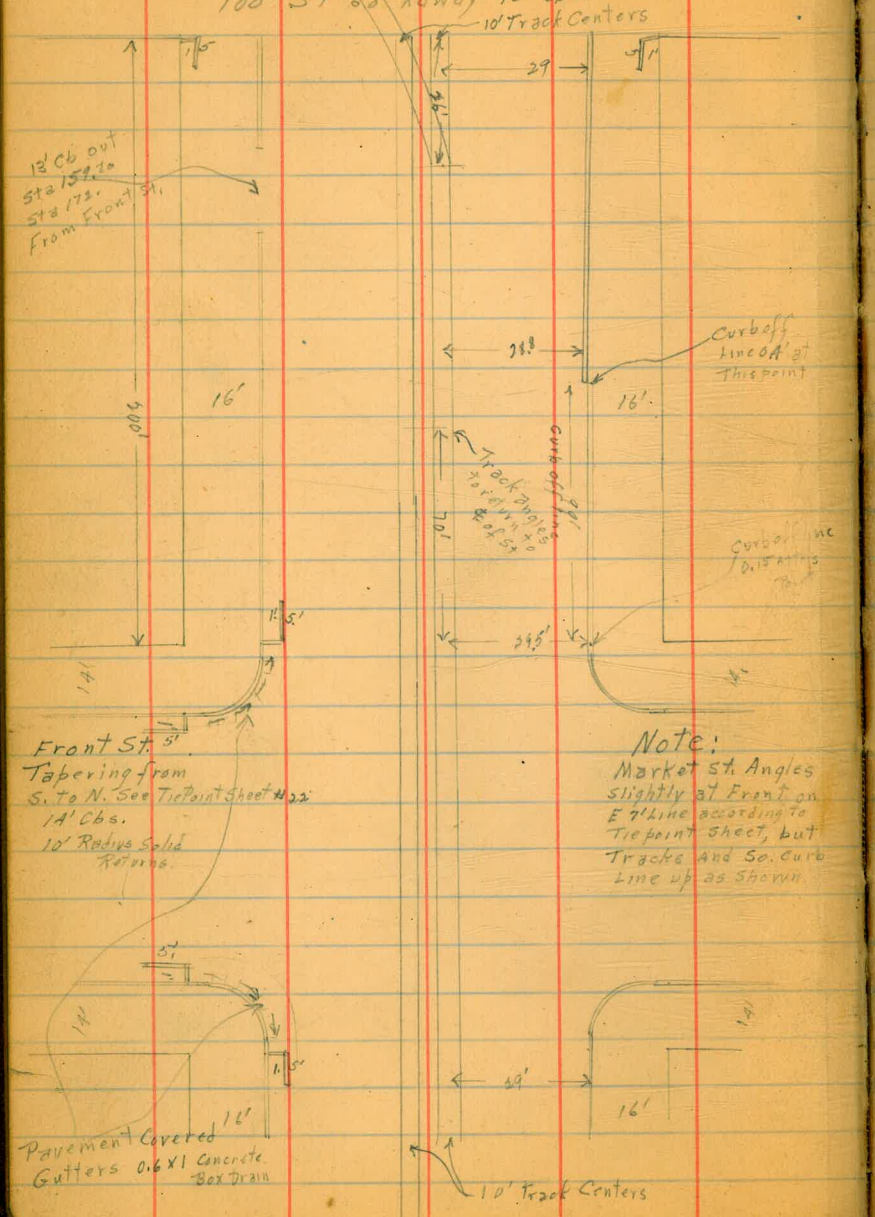


Market St. from W.L. Union St
to W.L. Front St.
100' St 68' Rdway 16' Cbs.



Market St. from W.L. Front St to W.L. First St.

100' 5" 68' Rdway 16' Cbs.



21

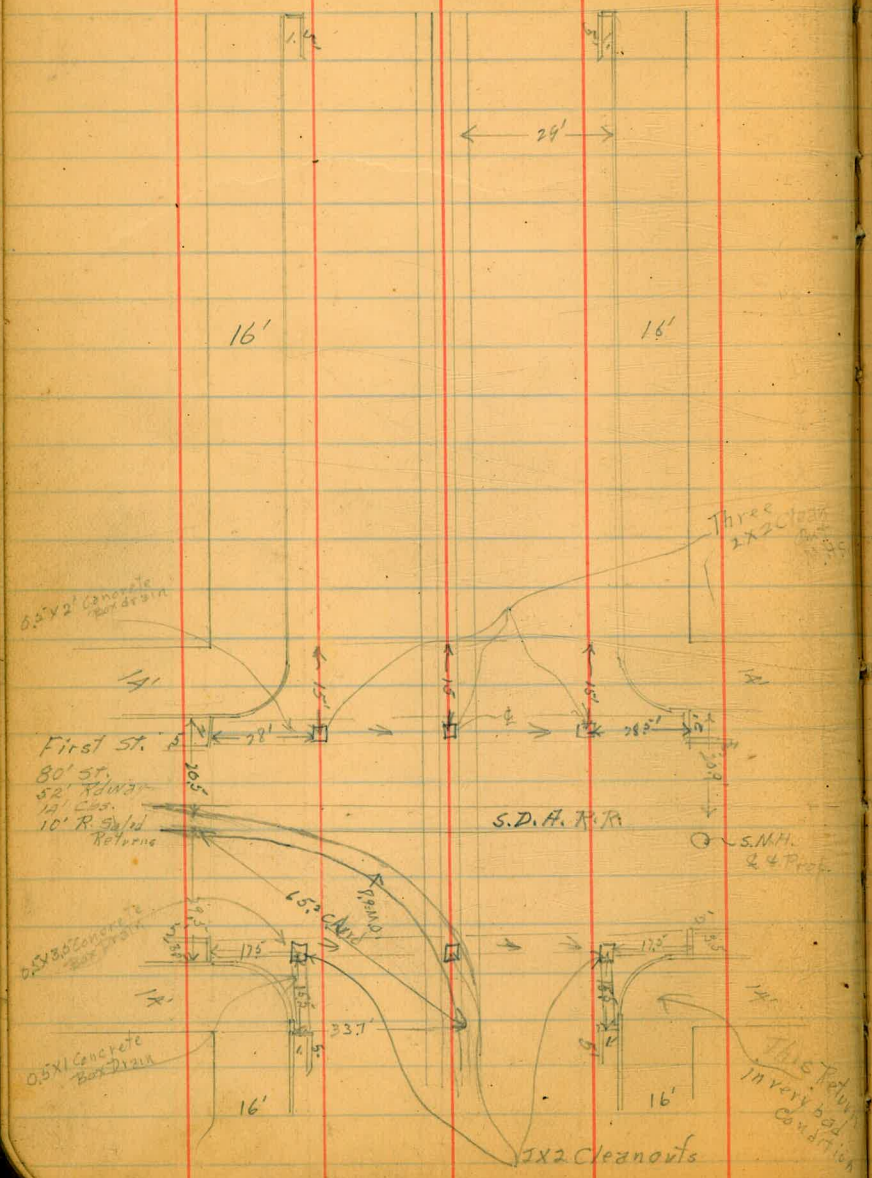
4218-L

969-L

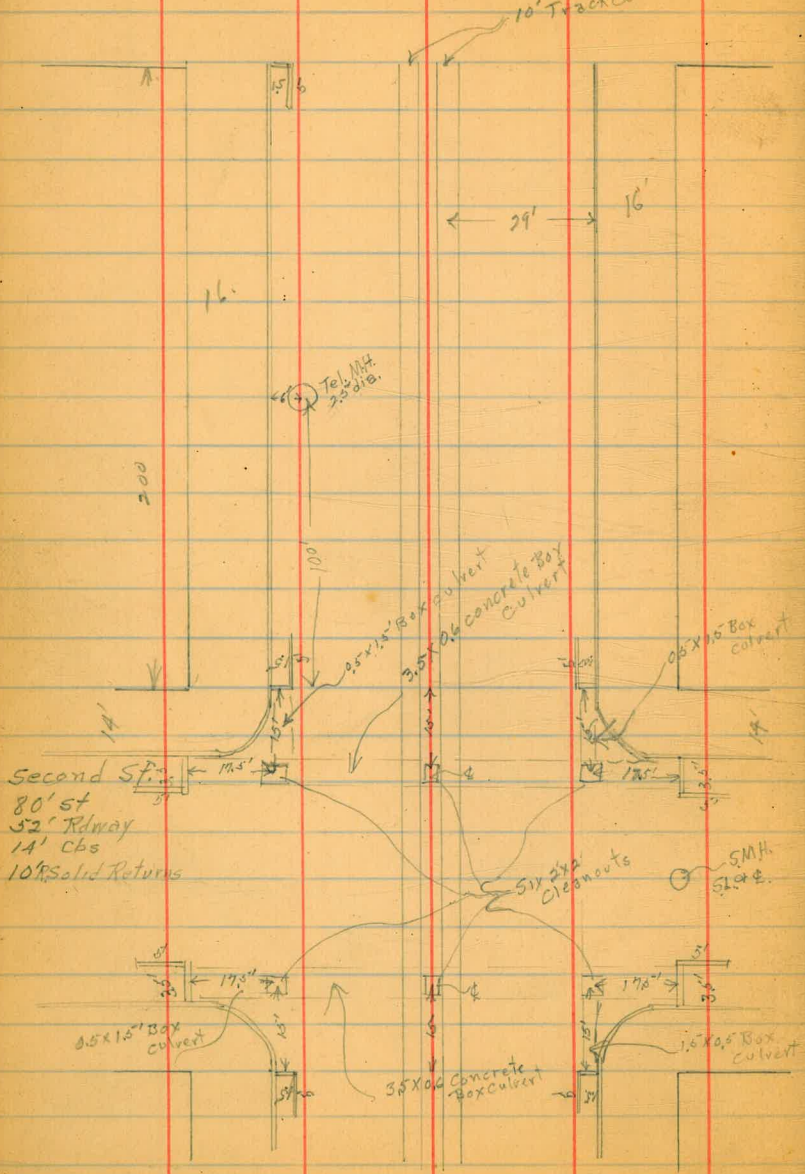
Market Sheet

Plans

Market St from W.L. First St
to W.L. Second St
100' St 68' Rdway 16' C6s.

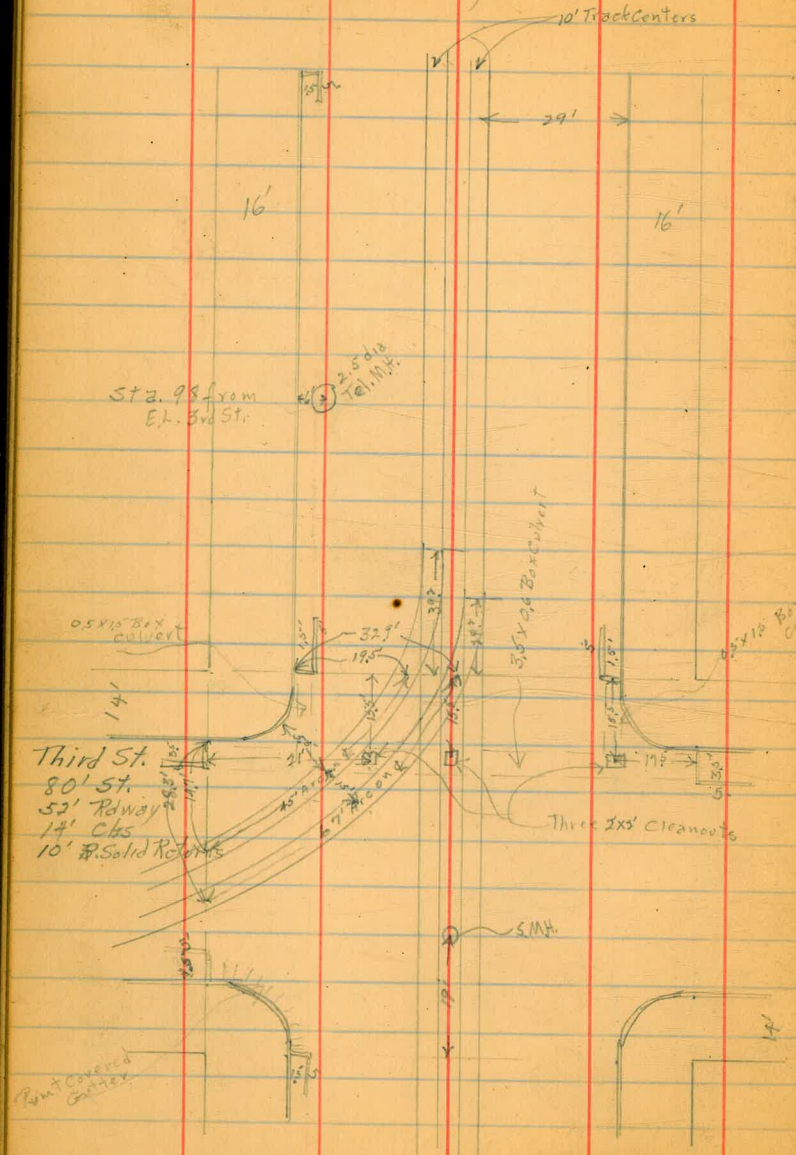


Market St from W.L. 2nd St.
to W.L. 3rd St.
100' St 68' Rdway 16' Cbs.

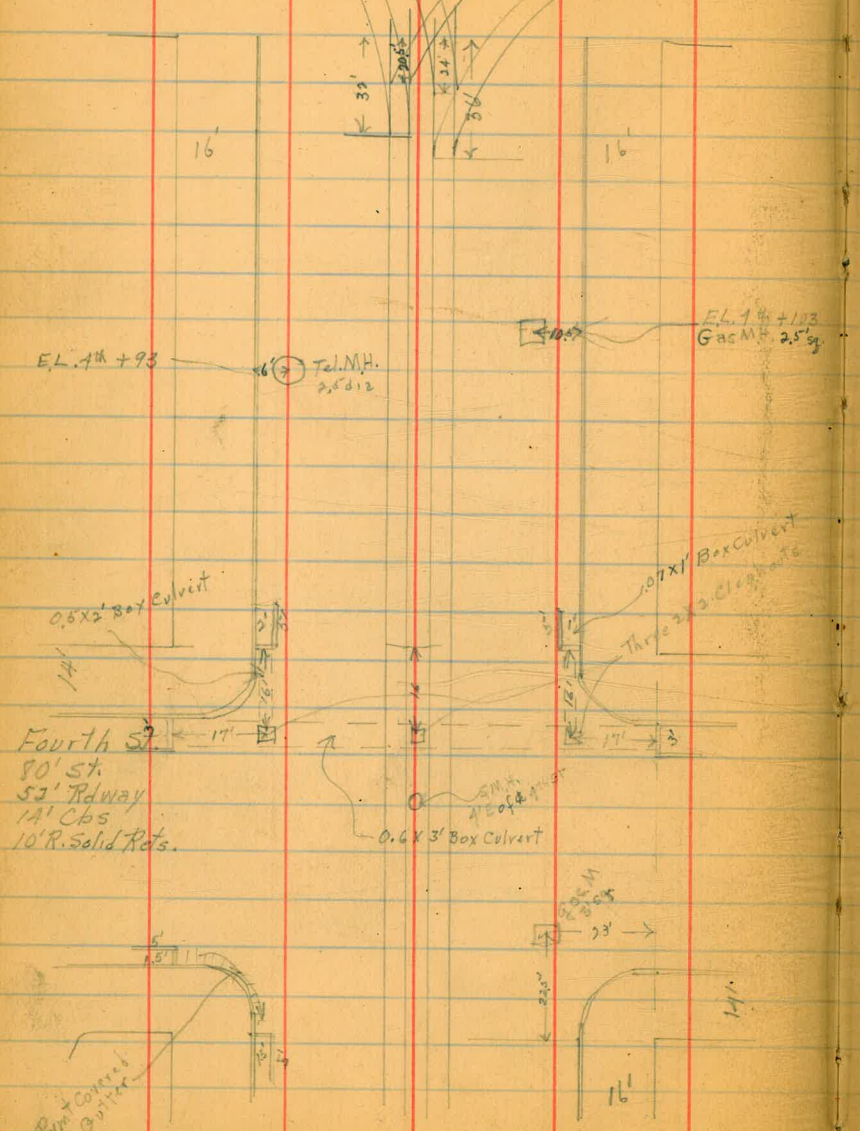


Market St. from W.L. 3rd St to W.L. 4th St.

100' St. 68' Rd Way 16' Cbs.



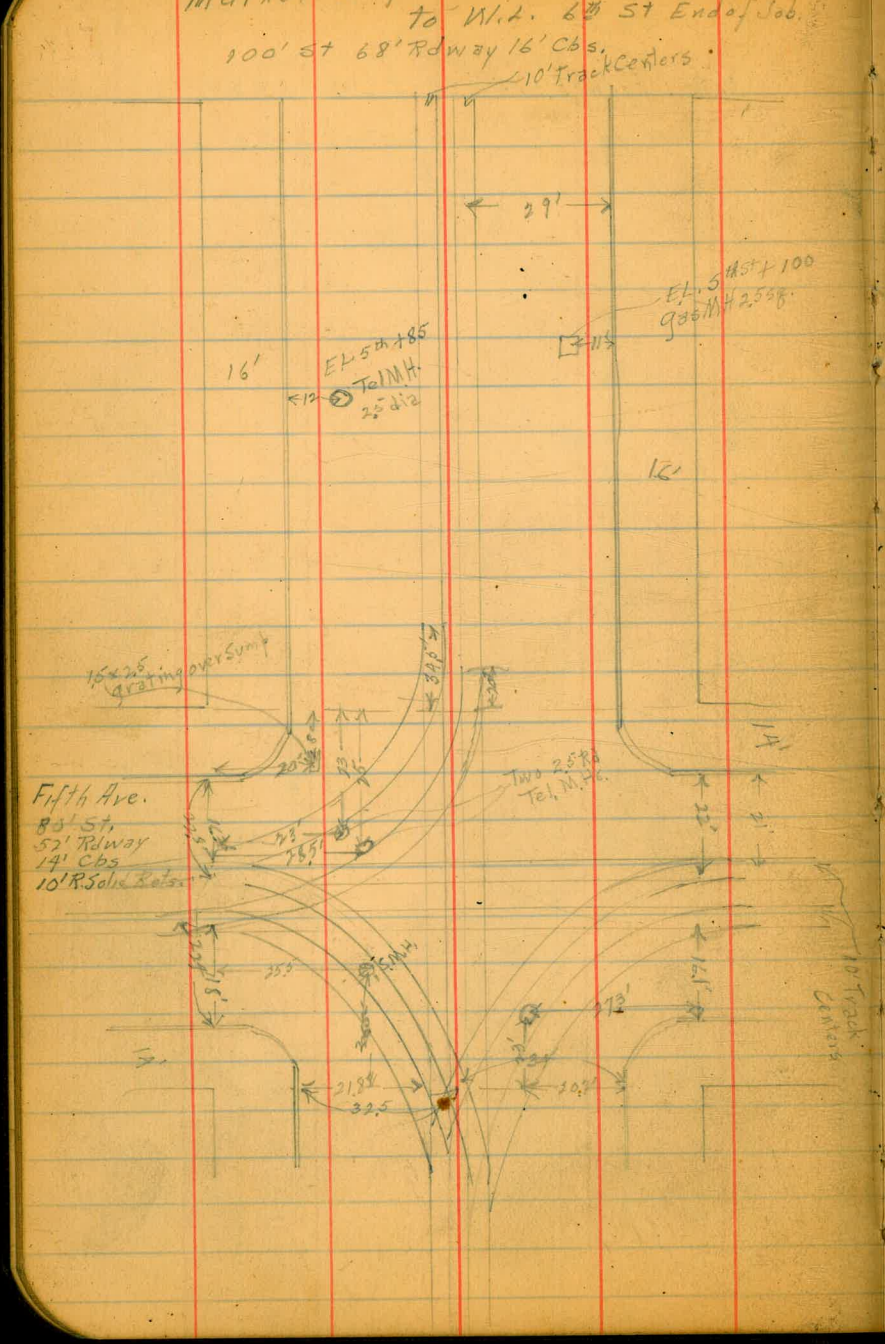
Market St from W.L. 4th St.
to W.L. 5th Ave.
100' St 68' Rdway 16 Cbs



Note: From E.L. 4th St to W.L. 6th St
there is a 3.8' cobblestone gutter on
both sides of St.

Market St from W.L. 5th Ave
to W.L. 6th St End of Job.

100' St 68' Rdway 16' Cbs.



X section Market St from W.L. Atlantic St to W.L. 6th St.

100' St. 16' Cbs. For Stations on Sections See Sketch P.1

Sta.	+	T	−	Elev.	
	4.74	7.93		3.19	B.P.S.E. Atlantic Market
	Intersection Market & Atlantic. Sketch P.1.				
	100' St No Cbs. in. Level is taken at 20' intervals from W.L. Atlantic St.				
	W.L. Atlantic St.				
S. Line			4.82	3.11	
S.Cb			4.80	3.13	
+ 10			4.86	3.07	
+ 10			4.89	3.04	
+ 6 = Line of S.Rail S.Track			4.99	2.94	
℄			5.03	2.90	
+ 7.4 = Line of N.Rail N.Track			4.95	2.98	
+ 6			4.64	3.29	
+ 2.5 = S. Rail SDA. Track			4.55	3.38	See Sketch
+ 10			4.87	3.06	
Cb.			4.93	3.00	
N.L.			5.13	2.80	No drainage For this Corner
	W.L. Atlantic + 20				
N.L.			4.66	3.27	
Cb			4.51	3.39	
+ 10			4.13	3.50	
+ 10			4.14	3.49	
+ 6 =			4.10	3.53	
+ 4	Rim S.M.H.		4.26	3.67	
℄			4.30	3.63	
+ 7.4			4.35	3.58	

Moore Flood Coleman Pierce 2/19/37

	+	T	−	Elev	
		7.93			
+ 6			4.33	3.60	
+ 10			4.41	3.52	
S.Cb			4.40	3.53	
S.L.	on S.D. Elec W. Rail of S. Track on curve		4.33	3.60	See Sketch P.1
W.L. 726 W. Rail of A.T.S.E. Track					See Sketch
S.L.			4.27	3.74	
℄			4.42	3.51	
N.L.			4.53	3.40	
W.L. Atlantic St + 40					
S.L.			4.41	3.52	
Cb			4.48	3.45	
+ 10			4.40	3.53	
+ 10			4.52	3.41	
+ 6			4.48	3.45	
℄			4.56	3.37	
+ 7.4			4.43	3.50	
+ 6			4.47	3.46	
+ 10			4.53	3.40	
Cb			4.58	3.35	
N.L.			4.62	3.31	
W.L. Atlantic St + 60					
N.L.			4.62	3.31	
Cb			4.76	3.17	
+ 10			4.66	3.27	
+ 10			4.53	3.40	

793

	+	⊼	−	Elev
+ 6			4.46	3.47
℄			4.51	3.42
			4.55	3.38
+ 6			4.50	3.43
+ 10			4.65	3.28
Cb			4.72	3.21
S.L.			4.49	3.44
	W.L. Atlantic St + 80			
S.L.			4.56	3.37
Cb			4.89	3.04
+ 10			4.61	3.32
+ 10			4.51	3.42
+ 6			4.36	3.57
℄			4.49	3.44
N Rail			4.51	3.42
+ 6			4.50	3.43
+ 10			4.64	3.29
Cb			4.88	3.05
N.L.			4.54	3.39
	W.L. Atlantic + 97 = Rim of M.H.			
			4.43	3.50
	E.L. Atlantic St = 0+60 Beginning of Cbs.			
N Cb			4.78	3.15
Gut			5.15	2.78
+ 10			4.78	3.15

793

	+	⊼	−	Elev
+ 10			4.59	3.34
N Rail			4.65	3.28
℄			4.52	3.41
S. Rail			4.52	3.41
+ 6			4.72	3.21
+ 10			4.80	3.13
Gut			5.16	2.77
S. Cb			4.77	3.16
T.R.	1.22	7.11	4.74	3.19
	0+33			
S Cb			4.66	2.75
Gut.			5.02	2.39
+ 10			4.62	2.79
+ 10			4.33	3.08
S Rail			4.40	3.01
℄			4.34	3.07
N Rail			4.37	3.04
+ 6			4.31	3.10
+ 10			4.59	2.82
Gut			5.02	2.39
N Cb.			4.57	2.84
	0+66			
N Cb in driveway			5.39	2.02
Gut			5.13	1.98
+ 10			4.93	2.18

	+	7.41 ℄	−	Elev	
+ 10			4.69	2.72	
N Rail			4.66	2.75	
℄			4.67	2.74	
S Rail			4.70	2.71	
+ 6			4.68	2.73	
+ 10			5.00	2.41	
Gut			5.44	1.97	
S Cb			5.00	2.41	
	0 + 75 P.C. Return See Sketch P 1.				
Cb.			5.04	2.37	
Gut			5.62	1.79	
So. Line on Ret			4.96	2.45	Pavement flush with cb.
	1 + 00 = ℄ closed St. on So.				
S.L.			5.01	2.37	
Cb			5.92	1.49	
Gut			5.92	1.49	
+ 10			5.45	1.96	
+ 10			5.08	2.33	
S Rail			5.00	2.41	
℄			4.97	2.44	
N Rail			4.92	2.49	
+ 6			5.08	2.33	
+ 10			5.36	2.05	
Gut.			5.90	1.51	
N Cb			5.30	2.11	

	+	7.41 ℄	−	Elev.	
	1 + 25 = East Ret. Closed St. on So.				See Sketch P 1. Pvmt flush with Cb.
So Line on Return			5.53	1.88	
Co. P.C. of Ret			5.64	1.77	
Gut	/		6.11	1.30	
	1 + 33				
N Cb.			5.66	1.75	
Gut			6.29	1.12	
+ 10			5.75	1.66	
+ 10			5.38	2.03	
N Rail			5.20	2.21	
℄			5.26	2.15	
S. Rail			5.28	2.13	
+ 6			5.34	1.87	
+ 10			5.82	1.59	
Gut			6.24	1.17	
S Cb.			5.78	1.63	
	1 + 66				
S Cb.			6.14	1.27	
Gut			6.62	0.79	
+ 10			6.13	1.28	
+ 10			5.75	1.66	
S Rail			5.56	1.85	
℄			5.58	1.83	
N. Rail			5.51	1.87	
+ 6			5.70	1.71	
+ 10			6.06	1.35	

7.41

	+	?	−	Elev
Gut			6.66	.75
N Cb			6.01	1.40
T.P.	2.94	✓ 6.13	4.22	3.19
2+00 = W.L. California St 75' St. 12' Cbs 13 75/4…				
N.Cb.			5.11	1.02
Gut. on Grating Storm Drain #2			5.75	0.38 } See Sketch P. 2.
Flow Line Storm Drain #2			7.75	− 1.62
℄ + 10			5.23	0.90
+ 10			4.75	1.38
N Rail			4.54	1.59
℄			4.55	1.58
S Rail			4.54	1.59
+ 6			4.77	1.36
+ 10			5.14	0.99
Gut on Grating			5.69	0.44 } See Sketch P. 2.
Flow line Storm Drain #3			7.89	− 1.76
So Cb.			5.29	0.84
S. W. B.P. Check to B.M.			5.22	0.91 = 0.85 = 0.06 error
W. Cb. California St				
S.L. Cb.			5.26	0.87
S.L. Gut			5.39	0.74
Cb.			5.52	0.61
+ 10			5.09	1.04
+ 10			4.80	1.33
S. Rail			4.62	1.41
℄			4.61	1.42

6.13

N Rail	4.62	1.51	
+ 6	4.78	1.35	
+ 10	5.08	1.05	
Cb.	5.52	0.61	
N.L. Gutter	5.53	0.60	
N.L. Top Cb	5.14	0.99	
Grating #1 Sketch P. 2			
On Grating	5.12	1.01	
Flow Line Storm Drain #1.	7.78	− 1.65	✓
W 1/4 Calif. St.			
N.L.	5.13	1.00	
Cb.	5.03	1.10	
+ 10	4.93	1.20	
+ 10	4.76	1.37	
N Rail	4.66	1.47	
℄	4.63	1.50	
S Rail	4.65	1.48	
+ 6	4.79	1.34	
+ 10	5.08	1.05	
Cb	5.27	0.86	
S. Line	5.18	0.95	✓
℄ Calif. St			
S.L.	5.12	1.01	
Cb.	5.20	0.93	
+ 10	5.10	1.03	

	+	6.13	−	Elev	
+10			4.80	1.33	
S Rail			4.67	1.46	
℄			4.66	1.47	
N. Rail			4.67	1.46	
+6			4.75	1.38	
+10			4.88	1.25	
Cb			4.97	1.16	
N.L.			5.01	1.12	
	E ¼ Calif St.				✓
N.L.			5.12	1.01	
Cb			5.37	0.76	
+10			5.08	1.05	
+10			4.73	1.60	
N. Rail			4.66	1.47	
℄			4.67	1.46	
S Rail			4.65	1.48	
+6			4.78	1.35	
+10			5.26	0.87	
Cb			5.50	0.63	
S.L.			5.19	0.94	
	E. Cb Calif St.				✓
S.L. Top Cb			5.73	0.90	
Gut			5.21	0.89	
Cb on Grating #4			5.78	0.35	} See Sketch P. 2
Flow Line Storm Drain #1			10.76	−4.63	

	+	6.13	−	Elev	
Cb+10			5.32	0.81	
+10			4.77	1.36	
S Rail			4.67	1.51	
℄			4.65	1.48	
N Rail			4.63	1.50	
+6			4.79	1.34	
+10			5.22	0.91	
Cb on Grating #3			5.83	0.30	} See Sketch P. 2
flow Line			10.35	−4.22	
N.L. gut			5.58	0.55	
N.L. Top Cb			5.16	0.97	
NL+5 Top Headwall of Concrete Box			6.36	−0.23	} See sketch P. 2.
flow Line outlet 12" pipe			8.07	−1.94	
flow line inlet 18" pipe			8.14	−2.01	
	E.L. Calif. St = 0+00				✓
N Cb.			5.16	0.97	
Gut			5.67	0.51	
+10			5.11	1.02	
+10			4.78	1.35	
N Rail			4.60	1.53	
℄			4.59	1.54	
S. Rail			4.60	1.53	
+6			4.76	1.37	
+10			5.16	0.97	
Gut			5.68	0.45	
S. Cb			5.15	0.98	
E.L. Calif −3' = Rim S.M.H. on ℄ Market			4.57	1.56	

L.13
3.37
4.11 B.P. SW Calif & Market
0.96
0.06 Error

	+	6.13 ±	−	Elev.	
T.P.	4.94	5.85	5.22	0.91	✓
	0+33				
S Cb.			1.85	1.00	
Gut			5.39	.46	
+10			4.69	1.16	
+10			4.39	1.46	
S.Rail			4.24	1.61	
℄			4.24	1.61	
N Rail			4.24	1.61	
+6			4.32	1.53	
+10			4.65	1.20	
Gut.			5.30	0.55	
N Cb.			4.74	1.11	
	0+66				✓
N.Cb. in driveway			5.23	0.62	
Gut.			5.32	0.53	
+10			4.60	1.25	
+10			4.98	1.57	
N.Rail			4.13	1.72	
℄			4.11	1.74	
S.Rail			4.13	1.72	
+6			4.31	1.54	
+10			4.67	1.23	
Gut			5.30	55	
S.Cb.			4.80	1.05	

	+	5.85 ±	−	Elev.	
	0+75 = P.C. of Ret Closed St on So.				See Sketch.
Top Cb			4.83	1.02	
Gut.			5.35	0.50	
So Line end of Ret			4.73	1.12	
So Line Pavement			4.76	1.09	
	1+00 = ℄ Closed St. on So.				✓
S.L.			4.77	1.08	
Gutter			5.21	0.64	
+10			4.68	1.17	
+10			4.20	1.65	
S.Rail			4.02	1.83	
℄			4.00	1.85	
N.Rail			4.01	1.84	
+6			4.17	1.68	
+10			4.57	1.28	
Gut			5.13	0.72	
N.Cb.			4.59	1.26	
	0+97				
Rim of M.H. 1'So ℄			3.99	1.86	✓
	1+25 = E.L. Closed St on So.				
N Cb.			4.51	1.34	
Gut			5.07	0.78	
+10			4.52	1.32	
+10			4.18	1.67	
N.Rail			3.98	1.87	

	+	⊼ (5.85)	−	Elev.	
℄			3.98	1.87	
S Rail			3.99	1.86	
+ 6			4.17	1.68	
+ 10			4.46	1.39	
gut			5.03	0.82	
S Cb. P.C Ret Closed Ston So.			4.62	1.23	} see Sketch P. 2
S.L. End of Ret Closed Ston So.			4.64	1.21	
S.L. Pvmt			4.68	1.17	
✓	1 + 66				
S Cb.			4.49	1.36	
gut			5.00	0.85	
+ 10			4.40	1.45	
+ 10			4.17	1.68	
S Rail			3.93	1.92	
℄			3.92	1.93	
N Rail			3.94	1.91	
+ 6			4.06	1.79	
+ 10			4.46	1.39	
gut			4.96	0.89	
N Cb. in driveway			4.94	0.91	
✓	2 + 00 = W.L. Kettner 75' St 12' Cbs 12.75 [illegible]				
N.Cb			4.25	1.60	
gut			4.81	1.04	
+ 10			4.22	1.63	
+ 58 = N Rail of turnout			4.02	1.83	

	+	⊼ (5.85)	−	Elev.	
+ 10			3.97	1.88	
N Rail			3.92	1.93	
℄			3.82	2.03	
S Rail			3.74	2.11	
+ 6			3.89	1.96	
+ 10			4.23	1.62	
Gut			4.89	0.96	
S.Cb. on B.P.			4.30	1.55	1.40 = .15 error
T.P.	5.64	✓ 7.19	4.30	1.55	
✓	W. Cb. Kettner				
S.L. Top Cb.			5.95	1.24	
S.L. gutter			6.33	0.86	
Cb.			5.93	1.26	
+ 10			5.39	1.80	
+ 10			5.06	2.13	
S. Rail			5.01	2.18	
℄			5.06	2.13	
N. Rail			5.16	2.03	
+ 6			5.22	1.97	
+ 10			5.29	1.90	
Cb.			5.60	1.59	
N.L. gut			5.87	1.32	
N.L. Cb.			5.56	1.63	
✓	W 1/4 Kettner				
N.L.			5.21	1.98	
Cb.			5.20	1.99	

7.19

	+	⊼	−	Elev.
+ 10			5.15	2.04
+ 10			5.05	2.14
N Rail			5.02	2.17
℄			4.90	2.29
S. Rail			4.94	2.25
+ 6			5.06	2.13
+ 10			5.25	1.94
Cb.			5.10	1.99
S.L.			5.54	1.65
✓		℄ Kettner		
S.L.			5.45	1.74
Cb.			5.17	2.02
+ 10			5.06	2.13
+ 10			4.94	2.25
S. Rail			4.93	2.26
℄			4.90	2.29
N Rail			4.94	2.25
+ 6			4.94	2.27
+ 10			5.08	2.11
Cb			5.09	2.10
N.L.			5.16	2.03
✓		E ½ Kettner		
N.L.			5.22	1.97
Cb.			5.22	197
+ 10			5.15	2.04

7.19

	+	⊼	−	Elev.
+ 10			4.92	2.27
N Rail			4.83	2.36
℄			4.84	2.35
S. Rail			4.93	2.26
+ 6			4.90	2.29
+ 10			5.00	219
Cb.			5.09	2.10
S.L.			5.19	1.70
✓		E Cb. Kettner		
S.L. flowline of Covered Gutter			6.15	0.74
Top Headwall of Covered Gutter			5.36	1.83
" Cb & Pavement @ S.L.			5.36	183
Cb			5.06	2.13
+ 10			5.06	2.13
+ 10			4.85	2.34
S. Rail			4.86	2.33
℄			4.77	2.42
N. Rail			4.77	2.42
+ 6			5.01	2.18
+ 10			5.34	1.85
Cb.			5.60	1.59
N.L. Gutter			5.67	1.52
N.L. Cb			5.17	2.02

See Sketch Does NOT Drain

	7.19 +	7.19 +	−	Elev.	
✓	E.L. Kettner = 0+00				
N. Cb			5.16	2.03	
Gut on Grating #6			5.87	1.32	
Flow Line of Storm Drain			10.10	−2.91	
Cb +10			5.19	1.70	
+10			4.97	2.22	
N. Rail			4.73	2.46	
℄			4.68	2.51	
S. Rail			4.76	2.43	
+6			4.80	2.39	
+10			5.05	2.14	
Top of headwall of Covered Gutter			5.13	2.06	
Flow Line of Covered Gutter			6.06	1.13	
S. Cb.			5.13	2.06	
✓	0+5				
S. Cb.			5.12	2.07	
gut			5.71	1.48	
+10			5.09	2.10	
+10			4.80	2.39	
S Rail			4.76	2.43	
℄			4.65	2.54	
N Rail			4.73	2.46	
+6			4.88	2.31	
+10			5.38	1.81	
Gut			5.85	1.34	
N Cb			5.19	2.05	

	7.19 +	7.19 +	−	Elev.	
✓	✓ 0+33				
N Cb			5.01	2.18	
gut			5.71	1.45	
+10			5.13	2.06	
+10			4.91	2.28	
N Rail			4.87	2.32	
℄			4.75	2.44	
S. Rail			4.76	2.43	
+6			4.83	2.36	
+10			5.23	1.96	
Gut.			5.68	1.51	
S. Cb.			5.19	2.00	
✓	0+66				
S. cb.			5.08	2.11	
Gut			5.63	1.56	
+10			5.10	2.09	
+10			4.80	2.39	
S. Rail Line, Track out			4.71	2.48	See Sketch
℄			4.72	2.47	
N. Rail			4.75	2.44	
+6			4.77	2.42	
+10			5.04	2.15	
Gut.			5.64	1.55	
N. Cb			4.92	2.27	

	+	7.19 ⊼	−	Elev.
✓		1 + 00		
N Cb.			4.90	2.29
Gut.			5.54	1.65
+ 10			5.00	2.19
+ 10			4.69	2.50
N. Rail			4.69	2.50
℄			4.65	2.54
S. Rail			4.71	2.48
+ 6			4.70	2.49
+ 10			4.96	2.23
Gut			5.47	1.72
S. Cb.			4.92	2.27
✓	1 + 33			
S. cb.			4.82	2.37
Gut.			5.39	1.80
+ 10			4.96	2.23
+ 10			4.84	2.35
S. Rail			4.75	2.44
℄			4.78	2.41
N. Rail			4.74	2.45
+ 6			4.83	2.36
+ 10			4.98	2.21
Gut.			5.44	1.75
N. Cb.			4.82	2.37

	+	7.19 ⊼	−	Elev.	
	1 + 66				
N. Cb			4.67	2.52	
Gut.			5.30	1.89	
+ 10			4.87	2.32	
+ 10			4.72	2.47	
N. Rail			4.72	2.47	
℄			4.76	2.43	
S. Rail			4.72	2.47	
+ 6			4.76	2.43	
+ 10			4.87	2.32	
Gut			5.30	1.89	
S. Cb.			4.73	2.46	
✓	2 + 00 = W. ∟. India St			75' St	12' Cbs 12.25 1/4s
S. Cb on B.P.			4.62	2.57	= 2.42 — .15 error.
Gut			5.18	2.01	
+ 10			4.84	2.35	
+ 10			4.63	2.56	
S. Rail			4.62	2.57	
℄ on rim of M.H.			4.44	2.75	
N. Rail			4.64	2.55	
+ 6			4.55	2.64	
+ 10			4.71	2.48	
Gut			5.17	2.02	
N Cb		✓	4.55	2.64	
T.P.	5.79	8.36	4.62	3.57	

	+	8.36 T	−	Elev.
✓	W. Cb. India St.			
N.L. − 60	Gutter		5.46	2.90
N.L. − 54	Gutter		5.52	2.84
N.L. − 22	S.Rail S.D.A. Track		5.05	3.31
N.L. Cb.			5.72	2.64
N.L. Gut.			6.08	2.28
Cb.			6.13	2.23
+10			5.80	2.56
+10			5.57	2.79
N. Rail			5.67	2.69
℄			5.71	2.65
S. Rail			5.72	2.64
+6			5.76	2.60
+10			5.96	2.40
Cb.			6.14	2.22
S.L. Gut			6.16	1.90
S.L. Cb.			5.79	2.57
✓	W ¼ India St.			
S.L.			5.60	2.76
Cb.			5.58	2.78
+10			5.67	2.74
+10			5.54	2.82
S.Rail			5.54	2.82
℄			5.14	2.92
N Rail			5.54	2.82
+6			5.49	2.87
+10			5.68	2.68

Note India St N. of S.D.A. Track does not drain at present and will be worse when Market is raised

	+	8.36 T	−	Elev.
Cb.			5.87	2.49
N.L.			5.35	3.01
+8.7	S Rail S.D.A. Track		5.02	3.34
+13			5.63	2.73
+50			5.41	2.95
✓	℄ India St			
N.L. −40			5.49	2.87
−30			5.52	2.84
N.L.			5.07	3.39
+5.5	S.Rail S.D.A Track		5.02	3.34
Cb.			5.47	2.89
+10			5.66	2.70
+10			5.13	2.93
N.Rail			5.41	2.95
℄			5.43	2.93
S. Rail			5.50	2.86
+6			5.40	2.96
+10			5.46	2.90
Cb.			5.43	2.93
S.L.			5.50	2.86
✓	E ¼ India St			
S.L.			5.56	2.80
Cb			5.46	2.90
+10			5.41	2.95
+10			5.34	3.02

8.36

	+	+	−	Elev.
S.Rail			5.43	2.93
℄			5.30	3.06
N.Rail			5.25	3.11
+ 6			5.28	3.08
+ 10			5.31	3.02
+ 7 = S Rail S.D.A. Track			5.01	3.35
Cb			5.04	3.32
N.L.			5.45	2.91
+ 17			5.86	2.50
+ 30			5.55	2.81
✓ E Cb India St				
N.L. - 20 Gut.			5.77	2.59
- 6 "			5.90	2.46
N.L. Cb			5.23	3.13
N L Gut			5.80	2.56
Cb			5.50	2.86
+10			5.08	3.28
+ 5 S Rail S.D.A. Track			5.03	3.33
+ 5			5.11	3.25
N.Rail			5.11	3.25
℄			5.23	3.13
S. Rail			5.32	3.04
+ 6			5.36	3.00
+ 10			5.43	2.93
Cb			5.73	2.61

High Point Stake drainage of Track E

8.36

	+	π	−	Elev.
S.L. Gut.			6.00	2.36
S.L. Cb.			5.32	3.04
S.L. + 5 on W.P. Fuller Co loading Platform			5.64	2.72
✓ E.L. India St = 0+00				
Scb.			5.24	3.12
Gut			5.87	2.49
+ 10			5.12	2.94
+ 10			5.27	3.12
S. Rail			5.12	3.24
℄			5.10	3.26
N. Rail of Elec. Track 4 S Rail of S.D.A.			5.02	3.34
+ 6			5.12	3.24
+ 10			5.43	2.93
Gut on Grating # 7			5.90	2.46
Flow line of Storm Drain			10.09	− 1.73
N Cb ✓			5.18	3.18
0+33				
N Cb.			4.88	3.48
Gut			5.62	2.74
+ 10			5.16	3.20
+ 10			4.96	3.40
N. Rail			4.97	3.39
℄			4.87	3.49
S. Rail			4.99	3.37
+ 6			5.15	3.21

This return Does not drain

8.36

	+	T	−	Elev.
+ 10 = S. Rail SDA Track			5.05	3.31
Gut			5.38	3.08
S. Cb.			4.83	3.53
✓ 0 + 60				
S.L. = S. Rail of SDA Track			5.13	3.21
S. Cb.			4.59	3.77
Gut. on Grating #8			5.44	2.92
Flow Line of Storm Drain			7.53	0.83
+ 10			5.03	3.33
+ 10			4.66	3.70
S Rail			4.59	3.77
℄			4.53	3.81
N. Rail			4.67	3.69
+ 6			4.62	3.74
+ 10			4.78	3.58
Gut			5.38	2.98
N. Cb			4.69	3.67
1 + 00				
N. Cb.			4.37	3.99
Gut.			4.99	3.37
+ 10			4.37	3.99
+ 10			4.06	4.30
N. Rail			3.98	4.38
℄			3.98	4.38
S. Rail			3.99	4.39

8.36

	+	T	−	Elev.	
+ 6			4.03	4.33	
+ 10			4.35	4.01	
Gut			4.88	3.48	
S. Cb.			4.37	3.99	
✓ 1 + 33					
S. Cb			3.99	4.37	
Gut.			4.51	3.85	
+ 10			3.82	4.54	
+ 10			3.59	4.82	
S Rail Line, Trackout			3.50	4.86	see Sketch.
℄			3.43	4.91	
N. Rail			3.47	4.89	
+ 6			3.53	4.81	
+ 10			3.88	4.48	
Gut			4.61	3.75	
N. Cb.			3.98	4.38	
1 + 49 = Brk in Cb on N.					
N. Cb. ✓			3.69	4.67	
1 + 69'					
N. Cb.			3.14	5.22	
Gut			4.17	4.24	
+ 10			3.58	4.78	
+ 10			3.05	5.31	
N Rail			3.02	5.34	
℄			2.94	5.42	

	+	8.36 ↑	−	Elev	
+4.5 = N Rail of S.D.A. Turnout			2.92	5.44	} see sketch
S. Rail Line rail out			2.93	5.31	
+6			2.99	5.37	
+10			3.33	5.03	
Gut			4.14	4.22	
S.Cb.			3.56? 4.56	3.80	4.80?
✓ 1+82					
S.Cb.			3.10	4.91	
Gut			4.06	4.30	
+10			3.26	5.10	
+9 = N Rail of S.D.A. Turnout			2.85	5.51	
+10			2.80	5.51	
S. Rail			2.80	5.56	
&			2.89	5.47	
N Rail			2.85	5.51	
+6			2.87	5.47	
+10			3.18	5.18	
Cb & Gut			3.21	5.65	
1+83 = W. Rail of S.D.A Crossing					
N Cb. line			2.73	5.63	
✓ 1+92					
N.Cb			2.75	5.61	
Gut			2.79	5.57	
+10			2.88	5.68	
+10			2.82	5.54	

	+	8.36 ↑	−	Elev	
N. Rail			2.78	5.62	
&			2.67	5.69	
S Rail Line, rail out			2.75	5.61	see sketch
+6 = N. Rail S.D.A. Turnout			2.77	5.59	
+10			3.05	5.31	
Gut			3.95	4.41	
S.Cb.		✓	3.31	5.05	
T.P. B.P	6.15	11.22	3.29	5.07 = 4.91 − 16 Elev.	
✓ 2+00 = W.L. Columbia St 75' St. 12' Cbs. 12.25 1/4 S.					
S Top cb			6.16	5.06	
gut			6.81	4.41	
+10			5.88	5.34	
gut +18 N rail of S.D.A.			5.61	5.61	
+10			5.65	5.57	
S rail			5.63	5.59	
Center			5.59	5.63	
N rail			5.56	5.66	
+6			5.62	5.60	
+2 S rail SD			5.62	5.60	
+10			5.60	5.62	
gut			5.86	5.36	
N cb Top			5.58	5.64	
✓ W cb of Colum.					
NL Top cb			5.49	5.73	
gut or grating			6.30	4.92	

	11.22		
NL Flowline C.B. #9		9.15	2.07
N cb		6.10	5.12
+10		5.80	5.42
+10		5.62	5.60
N rail		5.60	5.62
Center		5.58	5.64
S rail		5.65	5.57
+6		5.58	5.64
+10		5.62	5.60
S cb		6.63	4.59
gut SL		6.74	4.48
cb / top		6.19	5.03
✓ W 1/4			
SL		6.11	5.11
cb & S rail of SD+ARR		5.66	5.56
+10		5.61	5.61
+10 S " " "		5.56	5.66
S rail		5.56	5.66
Cen		5.56	5.66
N rail		5.58	5.64
+6		5.62	5.60
+10		5.80	5.42
cb		5.83	5.39
NL		5.95	5.27
✓ ℄ Col.			
NL		5.81	5.41

	11.22		
cb		5.74	5.48
+10		5.70	5.52
+10		5.66	5.56
N rail		5.65	5.57
℄		5.59	5.63
S rail		5.64	5.58
+6		5.58	5.64
+10 S rail of SD+ARR		5.55	5.67
cb		5.55	5.67
SL		5.85	5.37
✓ E 1/4			
SL S rail of SD+ARR		5.56	5.66
cb		5.49	5.73
+10		5.68	5.54
+10		5.76	5.46
S rail		5.68	5.54
℄		5.66	5.56
N rail		5.70	5.52
+6		5.64	5.58
+10		5.66	5.56
cb		5.75	5.47
NL		5.85	5.37
✓ E cb			
NL Top cb		5.52	5.70
gut		6.15	5.07
cb		6.03	5.19

	11.22		
+10		5.82	5.40
+10		5.60	5.62
N rail		5.64	5.58
℄		5.56	5.66
S rail		5.64	5.58
+6		5.68	5.54
+10		5.84	5.38
cb		5.77	5.45
S L S rail of SDW 17		5.49	5.73
√ E ℄ Columbia = 0+00			
S cb Top		5.42	5.80
gut on grating		6.17	5.05
Flowline CB #10		7.42	4.80
+10		5.85	5.37
+10		5.70	5.52
S rail		5.55	5.67
℄		5.51	5.71
N rail		5.58	5.64
+6		5.56	5.66
+10		5.82	5.40
gut on grating		6.37	4.85
flowline CB #10 W		11.47	−0.25
N cb Top		5.50	5.72
√ 0+33			
N cb Top		5.08	6.14
gut		5.95	5.27

	11.22			
+10		5.29	5.93	
+10		5.02	6.20	
N rail		5.02	6.20	
℄		4.95	6.27	
S rail		5.01	6.21	
+6		5.09	6.13	
+10		5.34	5.88	
gut		5.69	5.53	
S cb Top		5.11	6.11	
0+41				
√ Top cb		4.96	6.26	
gut grating		5.62	5.60	
F.L. into Box CB #11 (from West)		7.66	3.56	from #10
″ out of ″ ″ ″		7.90	3.32	flows to #10 ? See sketch ←
√ 0+66				
S cb Top		4.60	6.62	
gut		5.18	6.04	
+10		4.69	6.53	
+10		4.46	6.76	
S rail		4.42	6.80	
℄		4.39	6.83	
N rail		4.51	6.71	
+6		4.50	6.72	
+10		4.77	6.45	
gut		5.54	5.68	
N cb Top		4.58	6.64	

✓ 1+00		11.22			
Ncb Top			4.11	7.11	
gut.			4.96	6.26	
+10			4.24	6.98	
+10			3.94	7.28	
N rail			3.97	7.25	
℄			3.83	7.39	
S rail			3.89	7.33	
+6			4.01	7.21	
+10			4.19	7.03	
gut			4.72	6.50	
Scb Top			4.03	7.19	
✓ 1+33.					
Scb Top			3.58	7.64	
gut			4.25	6.97	
+10			3.69	7.53	
+10			3.32	7.90	
S rail			3.28	7.94	
℄			3.24	7.98	
N rail			3.37	7.85	
+6			3.37	7.85	
+10			3.74	7.48	
gut			4.53	6.69	
Ncb in Driveway		✓	4.50	6.72	
T.P.	5.76	14.17	2.81	8.41	
check to SWBP Market & State			5.53	8.64	8.46 record 0.18

✓ 1+66		14.17			
Ncb Top			6.05.	8.12	
gut			7.07	7.10	
+10			6.26	7.91	
+10			5.80	8.37	
N rail			5.77	8.40	
℄			5.66	8.51	
S rail			5.69	8.48	
+6			5.79	8.38.	
+10			6.06	8.11	
gut			6.67	7.50	
Scb Top			6.03	8.14	
1+80					
Sewer M H 4' S of ℄			5.40	8.77	on rim
1+95					
Scb Top			5.56	8.61	
gut.			6.22	7.95	
+10			5.73	8.44	
+10			5.36	8.81	
S rail			5.30	8.87	
℄			5.23	8.94	
N rail			5.29	8.88	
+6			5.40	8.77	
+10			5.85	8.32	
+6.5 = S edge of Apron of Culv. outlet			6.81	7.36	
gut			6.86	7.31	
Ncb Top			5.60	8.57	

	14.17		
✓			
2+00 o WL State 12' wide 12' cb			12.75 1/4s
N cb Top		5.53	8.64
gut Fl of outlet		6.65	7.52
+2.5 " " "		6.60	7.57
+3.5 Top head wall		5.53	8.64
cb +10		5.63	8.54
+10 E rail of Curve turnout		5.27	8.90
N rail		5.21	8.96
℄		5.16	9.01
S rail		5.23	8.94
+6		5.36	8.81
+10		5.65	8.52
gut		6.18	7.99
S cb Top		5.55	8.62
✓ W cb			
SL Top cb		5.59	8.58
" gut		6.19	7.98
cb		5.82	8.35
+10		5.42	8.75
+10		5.14	9.03
S rail		5.07	9.10
℄		5.01	9.16
N rail		5.10	9.07
+6		5.12	9.05
+10		5.37	8.80
cb Top of Elevout Box		5.56	8.61

	1417			
				31
NL Houline inlet to Culvert		6.52	7.65	Top of
NL Top cb		5.51	8.66	headwall?
✓ W ½				
NL		5.35	8.82	
cb		5.31	8.86	
+10		5.22	8.95	
+10		5.01	9.16	
N rail		5.04	9.13	
℄		4.91	9.26	
S rail		4.95	9.22	
+6		5.05	9.12	
+10		5.22	8.95	
cb		5.34	8.83	
SL		5.45	8.72	
✓ Center				
SL		5.32	8.85	
cb		5.11	9.06	
+10		5.06	9.11	
+10		4.93	9.24	
S rail		4.90	9.27	
℄		4.84	9.33	
N rail		4.94	9.23	
+6		4.86	9.31	
+10		5.10	9.07	
cb		5.22	8.95	
NL		5.30	8.87	

1417

✓ E 1/4

NL	5.21	8.96
cb	5.10	9.07
+10	4.95	9.22
+10	4.82	9.35
N rail	4.88	9.29
℄	4.76	9.41
S rail	4.78	9.39
+6	4.82	9.35
+10	5.02	9.15
cb	5.05	9.12
+11	5.16	9.01
SL Frost Lumber Co on drive entrance	4.83	9.34

✓ E cb

SL paving & Top cb	4.93	9.24
cb	5.02	9.15
+10	4.96	9.21
+10	4.72	9.45
S rail	4.70	9.47
℄	4.63	9.54
N rail	4.76	9.41
+6	4.74	9.43
+10	4.90	9.27
cb Top clean out box	5.06	9.11
NL Top cb	5.03	9.14
" flowline inlet of Culvert	6.05	8.12

1417

32

✓ E L STATa 0+00

N cb Top	5.05	9.12
N cb flowline inlet	6.17	8.00
+4 " "	6.17	8.00
+4 Top Head wall	5.10	9.07
+10	4.92	9.25
+10	4.66	9.51
N rail	4.67	9.50
℄	4.63	9.54
S rail	4.59	9.58
+6	4.67	9.50
+10	4.91	9.26
+5	5.09	9.08
S cb Top	5.05	9.12
flowline inlet #12	6.08	8.09

✓ 0+05

S cb Top	4.95	9.22
gut = Apron Culvert	5.62	8.55
+10	4.90	9.27
+10	4.62	9.55
S rail	4.54	9.63
℄	4.50	9.67
N rail	4.62	9.55
+6	4.70	9.47
+10	5.01	9.16
+6 Sedge Apron Culvert	5.56	8.61

14.17

0+05			
gut Flow Line Ridge Apron	4.56		8.61
Neb Top	5.04		9.12
✓ 0+33			
Neb Top	4.71		9.46
gut	5.35		8.82
+10	4.74		9.43
+10	4.44		9.73
N rail	4.34		9.82
℄	4.00		9.95
S rail	4.07		9.90
+6	4.26		9.81
+10	4.76		9.41
gut	5.05		8.92
Scp Top	4.68		9.49
✓ 0+66			
Sc6 Top	4.40		9.77
gut	4.95		9.22
+10	4.38		9.89
+10	4.04		10.13
S rail	3.95		10.22
℄	3.89		10.28
N rail	4.02		10.15
+6	4.08		10.09
+10	4.50		9.67
gut	5.08		8.89
Neb Top	4.48		9.69

14.17

✓ 1+00			
N 66. Top	4.09		10.08
gut	5.00		9.17
+10	4.24		9.93
+10	3.74		10.43
N rail	3.64		10.53
℄	3.52		10.65
S rail	3.58		10.59
+6	3.72		10.45
+10	4.04		10.14
gut	4.65		9.52
Sc6 Top	4.05		10.12
1+33			
Sc6 Top	3.72		10.45
gut	4.31		9.86
+10	3.70		10.47
+10	3.43		10.74
S rail	3.30		10.87
℄	3.22		10.95
N rail	3.32		10.85
+6	3.44		10.72
+10	3.95		10.22
gut	4.78		9.39
Neb Top	3.74		10.43
✓ 1+66			
Neb Top	3.48		10.69
gut	4.04		9.63

1766		14.17		
cb +10		3.55	10.62	
+10		3.08	11.09	
N rail		3.01	11.16	
℄		2.90	11.27	
S rail		2.91	11.26	
+6		3.08	11.09	
+10		3.34	10.83	
gut		3.98	10.19	
Scp Top		3.42	10.75	
✓ 1795				←
S cb Top		3.14	11.03	
gut		2.70	10.47	
+10		3.06	11.11	
+10		3.72	11.45	
S rail		2.67	11.50	
℄		2.63	11.54	
N rail		2.72	11.45	
+6		2.81	11.36	
+10	✓	3.37	10.80	
T.P. on SWOD 6.23	17.34	3.06	11.11	Market Union 10.93 = Record 0.18 error
+6 Sedge Apron outlet		7.55	9.79	
gut N " "		7.57	9.77	
N cb Top		6.33	11.01	
↓ 2400 = WL Union 24" wide 12" cb 17.75 ℄				
N cb Top		6.20	11.14	
" Flow Apron		7.38	9.96	

	17.34		
+35 Sedge Apron EL.	7.38	9.96	
+4 Top Headwall	6.33	11.01	
+10	6.32	11.02	
+10	5.90	11.44	
N rail	5.86	11.48	
℄	5.83	11.51	
S rail	5.78	11.56	
+6	5.85	11.49	
+10	6.15	11.19	
gut	6.63	10.51	
Scp Top	6.32	11.10	
✓ Wcb			
SL Top cb	6.31	11.03	
gut	6.88	10.46	
cb	6.48	1086	
+10	6.02	11.32	
+10	5.74	11.60	
S rail	5.70	11.64	
℄	5.66	11.68	
N rail	5.82	11.52	
+6	5.82	11 52	
+10	6.08	11.26	
N cb Top cleanout Box	6.26	11.08	
NL Howline inlet culv.	7.17	10.17	
" Top cb	6.16	11.18	

✓ W ¼	17.3 ✓		
NL		6.07	11.27
c6		6.00	11.34
+10		✓.90	11.44
+10		✓.76	11.58
N rail		✓.73	11.61
℄		✓.68	11.76
S rail		✓.66	11.68
+6		✓.75	11.59
+10		✓.86	11.48
c6		✓.96	11.38
SL		6.75	11.09
✓ Center			
SL Rim MH sewer		6.00	11.34
c6		✓.75	11.59
+10		✓.70	11.64
+10		✓.61	11.73
S rail		✓.66	11.78
℄		✓.70	11.84
N rail		✓.68	11.76
+6		✓.68	11.76
+10		✓.73	11.61
c6		✓.86	11.48
✓ NL E ¼		✓.90	11.44
NL		✓.86	11.48
c6		✓.78	11.56

	17.3 ✓		
+10		✓.68	11.76
+10		✓.70	11.84
N rail		✓.76	11.80
℄		✓.66	11.90
S rail		✓.66	11.90
+6		✓.70	11.84
+10		✓.72	11.82
c6		✓.80	11.69
SL		✓.76	11.68
✓ E c6			
SL Top curb & paving		✓.80	11.69
" Flowline outlet Culvert		6.93	10.41
c6		✓.71	11.63
+10		✓.76	11.79
+10		✓.70	11.94
S rail		✓.34	12.00
℄		✓.33	12.01
N rail		✓.46	11.88
+6		✓.39	11.95
+10		✓.66	11.78
c6 Top Cleanout Box		✓.70	11.64
NL Flow line culvert INLET		6.81	10.53
" Top c6		✓.67	11.67
✓ EL UNION = 0+00			
N.C6 To A		✓.66	11.68
" OUT Flowline Culvert		6.83	10.51

17.3K

+3.5 flow sedge inlet	6.80	10.54
+4 Top Headwall	V.71	11.63
+10	V.6K	11.70
+10	V.33	12.01
N rail	V.38	11.96
℄	V.N3	12.14
S rail	V.N7	12.07
+6	V.3V	11.99
+10	V.V7	11.77
+6	V.88	11.46
QUT flowline Culvert	6.60	10.74
S cb Top Headwall	V.71	11.63
0+V5		
S c6 Top	V.71	11.63
QUT flowline Apron Culvert	6.36	10.98
+10	VV.3	11.81
+10	V.33	12.01
S rail	V.NV	12.09
℄	V.NN	12.12
N rail	V.33	12.01
+6	V.3N	12.02
+10	V.71	11.63
+6 Sedge Apron	6.30	11.04
QUT N " "	6.33	11.01
N c6 Top	V.67	11.67

17.3K

0+33		
N C6 Top	V.V6	11.78
QUT	6.33	11.01
+10	V.VK	11.80
+10	V.17	12.17
N rail	V.19	12.17
℄	V.09	12.25
S rail	V.1V	12.19
+6	V.N3	12.11
+10	VV3	11.81
QUT	6.18	11.16
S/c6 Top	V.6N	11.72
0+66		
S c6 Top	V.45	11.89
QUT	6.05	11.29
+10	V.3V	11.99
+10	V.00	12.34
S rail	4.9K	12.40
℄	4.93	12.41
N rail	V.07	12.32
+6	V.0V	12.29
+10	V.47	11.87
QUT	6.2K	11.10
N c6 Top	V.39	11.95
V.100		
N C6 Top	V.NN	12.12
QUT	6.19	11.15

✓ 1+00	17.3✓				17.3✓		
Ncb +10		V.78	12.06	N rail		4.50	12.84
+10		4.8✓	12.50	℄		4.4✓	12.92
N rail		4.8✓	12.49	S rail		4.4✓	12.90
℄		4.7✓	12.59	+6		4.7✓	12.82
S rail		4.77	12.57	+10		4.89	12.45
+6		4.8✓	12.50	gut		V.49	11.85
+10		V.N✓	12.10	Scb Top		4.8✓	12.52
gut		V.83	11.51	✓ 1+95			
Scb Top		V.71	12.13	Scb Top		4.73	12.61
✓ 1+33				gut		V.3✓	12.02
Scb Top		V.0✓	12.30	+10		4.7✓	12,59
gut		V.6✓	11.70	+10		4.4✓	12.89
+10		4.99	12.35	S rail		4.3✓	13.00
+10		4.6✓	12.69	℄		4.N6	13.08
S rail		4.6✓	12.72	N rail		4.37	12.97
℄		4.56	12.78	+6		4.46	12.88
N rail		4.70	12.64	+10		4.87	12.47
+6		4.73	12.61	T.P. Swap	V.08	4.71	12.63
+10		V.36	12.09	gut		6.4✓	11.26
gut		6.18	11.16	N cb Top		5.1✓	12.57
N cb Top		V.1N	12.22	✓ 2+00 WL FRONT WIDTH			
✓ 1+66				N eb Top		V.05	12.66
N eb Top		4.99	12.35	gut		6.4✓	11.46
gut		6.11	11.23	+15		V.0✓	12.66
+10		V.0✓	12.30	+10		V.18	12.53
+10		4.4✓	12.79	+10		4.8✓	12.86

12.63
12.46
0.17

Master Front

NOT IN MY BOOK please look up in office BM Book

	1771		
N rail		4.73	12.98
℄		4.63	13.08
S rail		4.67	13.04
+6		4.74	12.97
+10		5.10	12.61
gut		5.70	12.01
Scb Top		5.12	12.59
✓ W/cb			
SL Top curb		5.17	12.54
SL gut		5.76	11.95
cb		5.50	12.21
+10		5.02	12.69
+10		4.73	12.98
S rail		4.64	13.07
℄		4.60	13.11
N rail		4.72	12.99
+6		4.70	13.01
+10		4.96	12.75
cb		5.07	12.64
NL flowline inlet		6.06	11.65
" Top cb		5.06	12.65
✓ W¼			
NL		5.14	12.57
cb		4.95	12.76
+10		4.83	12.88
+10		4.70	13.01

	1771		
N rail		4.73	12.98
℄		4.61	13.10
S rail		4.67	13.04
+6		4.65	13.06
+10		4.87	12.84
cb		5.00	12.71
SL		5.15	12.56
✓ Center			
SL		5.02	12.69
cb		4.93	12.78
+10		4.77	12.94
+10		4.71	13.00
S rail		4.74	12.97
℄		4.68	13.03
N rail		4.80	12.91
+6		4.72	12.99
+10		4.83	12.88
cb		4.95	12.76
NL		5.06	12.75
✓ E¼			
NL		5.09	12.62
cb		4.96	12.75
+10		4.82	12.89
+10		4.72	12.99
N rail		4.75	12.96
℄		4.63	13.08

1771

S rail	4.95	12.96	
+6	4.77	12.94	
+10	4.83	12.88	
cb	5.05	12.66	
SL	5.11	12.60	
✓ F cb			
SL Top cb	5.10	12.61	
gut	5.74	11.97	
cb	5.43	12.28	
+10	4.91	12.79	
+10	4.78	12.93	
S rail	4.67	13.04	
℄	4.60	13.11	
N rail	4.68	13.03	
+6	4.68	13.03	
+10	4.88	12.83	
cb	5.09	12.62	
NL flowline inlet	6.02	11.69	
" Top cb & Headwall	5.07	12.64	
✓ EL Front = 0+00			
S cb Top	5.07	12.64	
gut flowline outlet Culvert	6.12	11.59	
+10	4.99	12.72	
+10	4.77	12.94	
N rail	4.72	12.99	
℄	4.62	13.09	

1771

S rail	4.70	13.01	
+6	4.75	12.96	
+10	5.16	12.55	
gut	5.65	12.06	
S cb Top	5.10	12.61	
✓ 0+05			
S cb Top	5.12	12.59	
gut	5.69	12.02	
+10	5.10	12.61	
+10	4.76	12.95	
S rail	4.73	12.98	
℄	4.61	13.10	
N rail	4.73	12.98	
+6	4.77	12.94	
+10	5.19	12.52	
gut flowline Culvert	6.20	11.51	
N cb Top	5.11	12.60	
✓ 0+33			
N cb Top	5.19	12.52	
gut	6.18	11.53	
+10	5.31	12.40	
+10	4.86	12.85	
N rail	4.80	12.91	
℄	4.68	13.03	
S rail	4.78	12.93	
+6	4.80	12.91	

	1771		
+10		5.19	12.52
qvT		5.80	11.91
Scb Top		5.22	12.49
✓ 0+66			
Scb Top		5.30	12.41
qvT		5.85	11.86
+10		5.20	12.51
+10		4.85	12.86
S rail		4.80	12.91
℄		4.76	12.95
N rail		4.90	12.81
+6		4.96	12.75
+10		5.33	12.38
qvT		6.22	11.49
Ncb Top		5.26	12.45
✓ 1+00			
Ncb Top		5.33	12.38
qvT		6.28	11.43
+10		5.40	12.31
+10		4.99	12.72
N rail		4.94	12.77
℄		4.80	12.91
S rail		4.85	12.86
+6		4.95	12.76
+10		5.37	12.34
qvT		5.94	11.77
Scb Top		5.40	12.31

	1771		
✓ 1+33			
Scb Top		5.43	12.28
qvT		6.01	11.70
+10		5.34	12.37
+10		4.97	12.74
S rail		4.96	12.75
℄		4.86	12.85
N rail		5.00	12.71
+6		5.06	12.65
+10		5.47	12.24
qvT		6.33	11.38
Ncb Top		5.22	12.29
✓ 1+66			
Ncb Cutout see sketch			
qvT		6.38	11.33
+10		5.18	12.13
+10		5.17	12.54
N rail		5.10	12.61
℄		4.94	12.77
S rail		5.04	12.67
+6		5.14	12.57
+10		5.51	12.20
qvT		6.09	11.62
Scb Top		5.50	12.21
✓ 1+95			
Scb Top		5.17	12.14
qvT		6.20	11.51

17.71

+10		V.X8	12.23	
+10		V.16	12.55	
S rail		V.1X	12.57	
℄		V.1V	12.56	
N rail		V.18	12.53	
+6		V.V3	12.48	
+10		V.6V	12.09	
gut flowline Apron inlet		6.40	11.31	
N cb Top	✓	V.V6	12.15	Marker 11.93 1st 0.19
✓ T.P. SW BP	4.VV	16.67	V.59	12.12
2+00 = WL First St 80' wide 10' cbs 13'1/2 S				
N cb Top		4.VV	12.12	
gut Ft. inlet		V.61	11.06	
+10		4.68	11.99	
+10		4.19	12.48	
N rail		4.15	12.49	
℄		4.19	12.48	
S rail		4.1X	12.53	
+6		4.V0	12.47	
+10		4.43	12.24	
gut FL inlet Culvert		5.68	10.99	
S cb Top		4.54	12.13	
✓ W cb				
SL Top cb		4.60	12.07	
11 outlet Culvert		6.05	10.62	
cb Top clean out		4.57	12.10	

16.67

+10	4.1V	12.15	
+20	4.28	12.39	
S rail	4.16	12.51	
℄ Top clean out	4.1X	12.53	
N rail	4.2V	12.42	
+6	4.23	12.44	
+10	4.50	12.17	
cb Top clean out	4.52	12.15	
NL flowline inlet Culv.	V.71	10.96	
N L Top cb	4.59	12.08	
✓ W 1/4			
NL	4.62	12.05	
cb	4.52	12.15	
+10	4.46	12.21	
+20	4.30	12.37	
N rail	4.27	12.40	
℄	4.17	12.50	
S rail	4.31	12.36	
+6	4.35	12.42	
+10	4.48	12.19	
cb	4.58	12.09	
SL	4.74	11.93	
✓ Center 1st			
SL Rim of Sewer MH	4.75	11.92	
cb	4.60	12.07	
+10	4.5V	12.12	

		16.67		
+10			4.47	12.20
S rail			4.40	12.27
℄			4.40	12.27
N rail			4.40	12.27
+6			4.42	12.25
+10			4.42	12.25
cb			4.62	12.05
NL			4.79	11.88
Center + 5.7 to w rail S.D. + Fl.RR				
NL			4.80	11.87
℄ Market			4.43	12.24
SL			4.77	11.90
✓ E 1/4				
✓ NL			4.96	11.71
cb			4.73	11.94
+10			4.60	12.07
+10			4.43	12.24
N rail			4.45	12.22
℄			4.38	12.29
S rail			4.45	12.22
+6			4.56	12.11
+10			4.75	11.92
cb			4.84	11.83
SL			4.89	11.78
✓ E cb				
SL Top cb			5.05	11.62

		1667			
out	Flowline outlet Culv.		6.49	10.18	
cb			5.03	11.64	
+10	Top cleanout.		4.68	11.99	
+10			4.59	12.08	
S rail			4.50	12.17	
℄	Top Cleanout		4.43	12.24	
N rail			4.47	12.20	
+6			4.48	12.19	
+10	Top Cleanout		4.62	12.05	
cb			4.99	11.68	
NL	Flowline inlet Culv.		6.05	10.62	—X
"	Top cb.		5.02	11.65	
✓ EL First = 0+00					
N cb	Top		5.02	11.65	
out			5.64	11.03	
+10			5.00	11.67	
+10			4.57	12.10	
N rail			4.60	12.07	
℄			4.54	12.13	
S rail			4.65	12.02	
+6			4.68	11.99	
+10			5.06	11.61	
out			5.57	11.10	
S cb	Top		4.99	11.68	
✓ 0+33					
S cb	Top		5.17	11.50	

16.67

QuT		5.81	10.86
+10		5.08	11.59
+10		4.81	11.86
S rail		4.80	11.87
℄		4.77	11.90
N rail		4.86	11.81
+6		4.81	11.86
+10		5.13	11.54
QuT		5.98	10.92
N cb Top		5.16	11.51
√ 0+66			
N cb Top		5.42	11.42
QuT		5.81	10.86
+10		5.18	11.49
+10		4.96	11.71
N rail		5.09	11.58
℄		5.02	11.65
S rail		5.03	11.64
+6		5.00	11.67
+10		5.47	11.40
QuT		5.96	10.71
S cb Top		4.79	11.88
√ 1+00			
S cb Top		5.42	11.12
QuT		6.16	10.51
+10		5.42	11.25

16.67

+10		5.42	11.42
S rail		5.09	11.58
℄		5.00	11.67
T.P.	5.02	16.06	5.63 11.04
N rail			4.44 11.62
+6			4.39 11.67
+10			4.55 11.51
QuT			5.47 10.79
N cb Top			4.66 11.40
√ 1+33			
N cb Top			4.77 11.29
QuT			5.36 10.70
+10			4.79 11.27
+10			4.44 11.51
N rail			4.67 11.74
℄			4.59 11.47
S rail			4.59 11.47
+6			4.71 11.35
+10			5.05 11.01
QuT			5.70 10.36
S cb Top Driveway			5.61 10.45
√ 1+66			
S cb Top Driveway			5.77 10.29
QuT			5.85 10.21
+10			5.09 10.97
+10			4.90 11.16

S rail	4.77	11.29
℄	4.69	11.37
N rail	4.72	11.34
+6	4.64	11.42
+10	4.90	11.16
gut	5.47	10.59
Ncb Top	4.88	11.18
✓ 14 gut		
Ncb Top	4.99	11.07
gut Howline inlet Apron	5.50	10.56
+10	4.96	11.10
+10	4.70	1.1.36
N rail	4.73	11.33
℄	4.78	11.28
S rail	4.89	11.17
+6	4.94	11.12
+10	5.24	10.84
gut Howline inlet Apron	6.04	10.01
Scb Top	5.42	10.64
✓ 2+00 NL 2nd 50 wide	14'cb 15 1/2c	
S cb Top SWDP Market 2nd St	5.44	10.6✓ 10.44 0.19 error
gut Howline inlet Culv	6.44	9.64
+10	5.26	10.80
+10	4.94	11.12
S rail	4.88	11.18
℄	4.78	11.28

N rail	4.72	11.33
+6	4.73	11.33
+10	4.90	11.16
gut Howline inlet Culv.	5.99	10.07
N cb Top	4.98	11.08
✓ Wcb		
NL Top cb	5.00	11.06
NL gut inlet culv.	6.12	9.94
cb on top cleanout	4.94	11.12
+10	4.84	11.22
+10	4.74	11.32
N rail	4.72	11.24
℄ Top cleanout	4.70	11.36
S rail	4.81	11.25
+6	4.96	11.10
+10	5.23	10.83
cb Top cleanout	5.40	10 66
SL Top cb	5.47	10.59
gut Howline outlet	6.65	9.38
✓ IN 1/2		
SL	5.60	10.46
cb	5.30	10,76
+10	5.09	10.97
+10	4.92	11.14
S rail	4.90	11.16
℄	4.83	11.23

	16.06		
N rail	4.80	11.26	
+6	4.79	11.27	
+10	4.86	11.20	
cb	4.83	11.23	
NL	4.88	11.18	
✓ Center 2nd ST			←
NL	4.81	11.25	
cb	4.80	11.26	
+10	4.74	11.31	
+10	4.72	11.32	
N rail	4.78	11.28	
℄	4.81	11.25	
S rail	4.90	11.16	
+6	5.00	11.06	
+10	5.18	10.88	
cb	5.32	10.74	
SL Rim Sewer M.H.	5.52	10.51	
✓ E 1/2			
SL	5.28	10.48	
cb	5.34	10.72	
+10	5.17	10.89	
+10	4.92	11.14	
S rail	4.86	11.20	
℄	4.78	11.28	
N rail	4.81	11.25	
+6	5.77	11.29	

	16.06		
+10	4.84	11.22	
cb	4.86	11.20	
NL	4.92	11.14	
✓ E cb			
NL Top cb & Headwall	5.04	11.02	
" out Howland inlet	5.23	10.83	Culvert
cb Top cleanout	4.96	11.10	
+10	4.89	11.17	
+10	4.74	11.32	
N rail	4.79	11.27	
℄ Top cleanout	4.70	11.36	
S rail	4.81	11.25	
+6	4.92	11.14	
+10	5.23	10.83	
cb Top cleanout	5.48	10.58	
SL Top cb	5.49	10.57	
" ✓ Howland outlet Culvert	6.76	9.30	
✓ FL 2nd = 0+00			
Scb Top cb	5.48	10.58	
out inlet culvert FL	6.42	9.61	
+10	5.26	10.80	
+10	4.86	11.18	
S rail	4.83	11.23	
℄	4.74	11.31	
N rail	4.83	11.23	
+6	4.87	11.19	

		1606			
+10			4.99	11.07	
gut flowline inlet Culvert			6.00	10.06	
N cb Top			4.97	11.09	
✓	0+05				
N cb Top			4.94	11.12	
gut. flowline Apron Culv.			5.69	10.37	
+10			4.98	11.08	
+10			4.79	11.27	
N rail			4.82	11.24	
℄			4.73	11.33	
S rail			4.78	11.28	
+6			4.88	11.18	
+10			5.33	10.73	
gut flowline Apron			6.08	9.98	Culvert
S cb Top			5.45	10.61	
✓	0+33				
S cb Top			5.31	10.75	
gut			5.92	10.04	
+10			5.16	10.90	
+10			4.76	11.30	
S rail			4.64	11.42	
℄			4.53	11.53	
N rail			4.57	11.49	
+6			4.58	11.48	
+10			4.93	11.13	
gut			5.63	10.43	

		1606			
N cb Top			4.81	11.25	←
✓	0+66				
N cb Top			4.63	11.43	
gut			5.52	10.54	
+10			4.90	11.16	
+10			4.45	11.61	
N rail			4.48	11.58	
℄			4.40	11.66	
S rail			4.45	11.61	
+6			4.52	11.54	
+10			5.03	11.03	
gut			5.78	10.28	
S cb Top		✓	5.17	10.89	
SWOP TP rnd+Mkt	6.24	16.88	5.42	10.64	
✓	1+00				
S. Cb.			5.72	11.16	
gut			6.39	10.49	
+10			5.61	11.27	
+10			5.21	11.67	
S Rail			5.12	11.76	
℄			5.05	11.83	
N Rail			5.05	11.83	
+6			5.22	11.66	
+10			5.21	11.67	
Mon. in M.H.			5.69	11.19	
gut			6.27	10.61	
N. Cb.			5.27	11.61	

		16.88		
✓ 1+33				
N.Cb.			5.12	11.76
Gut.			6.19	10.69
+10			5.36	11.52
+10			5.00	11.88
N Rail			4.92	11.96
℄			4.86	12.02
S Rail			4.95	11.93
+6			5.04	11.84
+10			5.41	11.47
Gut.			6.25	10.63
S. Cb.			5.56	11.32
✓ 1+66				
S cb.			5.37	11.51
Gut.			6.02	10.86
+10			5.27	11.61
+10			4.97	11.91
S. Rail			4.76	12.12
℄			4.66	12.22
N. Rail			4.70	12.18
+6			4.81	12.07
+10			5.23	11.65
Gut			6.01	10.87
N Cb.			4.93	11.95

		16.88		6.33 / 5.69 / .64	5.85 / 5.21 / .64
✓ 1+95					
N Cb.			4.74	12.14	
Gutter on Apron Culvert			5.94	10.94	
+10			5.10	11.78	
+10			4.58	12.30	
N Rail			4.50	12.38	
℄			4.51	12.37	
S Rail			4.61	12.27	
+6			4.76	12.12	
+10			5.21	11.67	
Gut.			Corrected 5.85 (4.85)	~~11~~.03 corrected (12.03)	→ 2.
S. Cb.			5.25	11.63	
✓ 2+00 = W.L. 3rd St 80' wide, 4' cb					13' 1/45
√ cb Top SW OP 3d & Market			5.21	11.67	11.66 0.01 error
gut			5.81	11.07	
+10			5.23	11.65	
+10			4.79	12.09	
S rail			4.61	12.27	
℄			4.51	12.37 ✓	
N rail			4.49	12.39 ✓	
+6			4.62	12.26	
+10			4.87	12.01	
gut Flowline outlet Culv.			5.80	11.08	
N cb			4.67	12.21	
✓ Web					←
NL Top cb			4.69	12.19	

16.88

WC6

NL gut Headwall inlet Culv.	5.67	11.21
c6	4.69	12.19
+10	4.79	12.29
+10	4.45	12.43
N rail	4.41	12.47
℄	4.44	12.44
3' east of ℄ MH RM	4.40	12.48
S rail	4.52	12.36
+6	4.62	12.26
+10	4.94	11.94
c6	5.01	11.37
SL gut	5.90	10.98
" ✓ Top c6 W 1/4	5.46	11.66
SL	5.01	11.67
c6	4.97	11.93
+10	4.72	12.16
+10	4.55	12.33
S rail	4.43	12.45
℄	4.40	12.48
N rail	4.33	12.55
+6	4.40	12.48
+10	4.51	12.37
c6	4.53	12.35
NL	4.47	12.41

16.88

✓ Center

NL	4.45	12.43
c6	4.42	12.46
+10	4.34	12.54
+10	4.33	12.55
N rail	4.29	12.59
℄	4.30	12.58
S rail	4.39	12.49
+6	4.44	12.44
+10	4.57	12.31
c6	4.75	12.13
SL	4.96	11.92
✓ E 1/4		
SL	4.90	11.98
c6	4.72	12.16
+10	4.58	12.30
+10	4.37	12.51
S rail	4.25	12.63
℄	4.22	12.66
N rail	4.25	12.63
+6	4.33	12.55
+10	4.45	12.43
c6	4.39	12.49
NL	4.41	12.47
✓ E c6		
NL Top c6	4.18	12.70
" gut Headwall inlet	5.34	11.54

cb	4.30	12.57
+4 Top cleanout	4.37	12.51
+10	4.31	12.59
+10	4.25	12.63
N rail	4.21	12.67
℄ on cleanout	4.10	12.78
S rail	4.14	12.74
+6	4.28	12.60
+10	4.53	12.35
Scb on cleanout	4.73	12.15
SE flowline outlet	6.04	10.83
11 Top cb	4.71	12.17
✓ EL = 0+00		
Scb Top	4.66	12.22
gut flowline inlet	5.66	11.22
+10	4.05	12.33
+10	4.10	12.78
S rail	4.00	12.88
℄	4.00	12.88
N rail	4.04	12.84
+6	4.14	12.76
+10	4.25	12.63
gut flowline inlet	5.28	11.60
Ncb Top	4.21	12.67
✓ 0+05		
Ncb Top	4.10	12.78

gut on Fbron	4.72	12.16
+10	4.24	12.66
+10	4.09	12.79
N rail	4.00	12.88
℄	3.98	12.90
S rail	3.90	12.98
+6	4.02	12.86
+10	4.40	12.48
gut on apron Ft.	5.24	11.63
Scb Top	4.59	12.29
✓ 0+23		
Scb Top	4.13	12.75
gut	4.78	12.10
+10	3.97	12.91
+10	3.51	13.37
S rail	3.46	13.42
℄	3.47	13.41
N rail	3.53	13.35
+6	3.45	13.43
+10	3.60	13.28
gut	4.30	12.58
Ncb Top	3.53	13.36
✓ 0+66		
Ncb Top	3.90	13.98
gut	3.66	13.22
+10	3.14	13.74

		16.88		
+10			2.89	13.99
N rail			3.00	13.88
℄			2.91	13.97
S rail			2.90	13.98
+6			2.93	13.95
+10			3.27	13.61
gut			4.22	12.66
S cb Top		✓	3.56	13.32
T.P.	S rail	22.06	3.33	13.55
✓ 1+00				
S c6 Top			8.09	13.97
gut			8.73	13.33
+10			8.00	14.06
+10			7.57	1449
S rail			7.51	14.55
℄			7.44	14.62
N rail			749	14.57
+6			7.32	14.74
+10			7.55	14.51
+11 Top Tele MH			7.73	14.33
gut			8.31	13.75
N cb Top			7.36	14.70
✓ 1+33				
N c6 Top			6.70	15.36
gut			273	14.33
+10			7.05	15.01

		22.06		
+10			6.74	15.32
N rail			6.90	15.16
℄			6.79	15.27
S rail			6.91	15.15
+6			6.94	15.12
+10			7.36	14.70
gut			8.20	13.86
S cb Top			7.56	14.50
✓ 1+66				
S c6 Top			6.99	15.07
gut			7.65	14.41
+10			6.81	15.25
+10			6.32	15.74
S rail			6.28	15.78
℄			6.16	15.90
N rail			6.19	15.87
+6			6.12	15.94
+10			6.36	15.70
gut			7.09	14.97
N cb Top			6.08	15.98
✓ 1+95				
N c6 Top			5.45	16.61
gut on Fl. Apron			6.55	15.51
+10			5.75	16.31
+10			5.52	16.54
N rail			5.62	16.44

		22.06			
℄			5.62	16.44	
S rail			5.70	16.36	
+6			5.80	16.26	
+10			6.27	15.79	
gut			7.14	14.92	
S cb			6.46	15.60	
✓ 2400 WL 4th		80' wide 14' cbs 13/45 ←			
S cb SW BP 4th + Market			6.38	15.68	N 47 / 0.2' ...
gut			6.96	15.10	
+10			6.32	15.74	
+10			5.78	16.28	
S rail			5.61	16.45	
℄			5.54	16.52	
N rail			5.53	16.53	
+6			5.43	16.63	
+10			5.49	16.57	
gut FL outlet culv.			6.63	15.43	
N cb Top			5.42	16.64	
✓ W cb					
NL Top cb			5.32	16.74	
gut Flowline Culv			6.37	15.69	
cb			5.39	16.67	
+10			5.38	16.68	
+10			5.39	16.67	
N rail			5.43	16.63	
℄			5.44	16.62	

		22.06			
S rail			5.53	16.53	
+6			5.72	16.34	
+10			6.09	15.97	
7' east of last Gas MH			6.06	16.00	
cb			6.83	15.23	
SL gut			7.22	14.84	
" Top cb			6.45	15.61	
✓ W 1/2					
SL			6.58	15.48	
cb			6.16	15.90	
+10			5.88	16.18	
+10			5.64	16.42	
S rail			5.48	16.58	
℄			5.42	16.64	
N rail			5.38	16.68	
+6			5.43	16.63	
+10			5.41	16.65	
cb			5.38	16.68	
NL			5.50	16.56	
Center					
NL			5.43	16.63	
cb			5.38	16.68	
+10			5.38	16.68	
+10			5.38	16.68	
N rail			5.34	16.72	
℄ Rim S.M.H.			5.37	16.69	

S rail	5.52	16.64	
+6	5.63	16.43	
+10	5.84	16.22	
cb	6.04	16.02	
SL	6.39	15.67	
✓ E ℄			
SL	6.45	15.61	
cb	6.16	15.90	
+10	5.91	16.15	
+10	5.66	16.40	
S rail	5.38	16.68	
℄	5.34	16.72	
N rail	5.28	16.78	
+6	5.35	16.71	
+10	5.41	16.65	
cb	5.36	16.70	
N ℄	5.42	16.64	
✓ E cb			
NL Top cb	4.97	17.09	
" Headwall	5.32	16.74	
OUT inlet culvert FL	6.54	15.52	
cb Top cleanout	5.36	16.70	
+10	5.36	16.70	
+10	5.35	16.71	
N rail	5.21	16.82	
℄ ON CLEANOUT TOP	5.38	16.68	
S rail	5.36	16.70	

+6	5.65	16.41	
+10	6.00	16.06	
cb Top clean out	6.33	15.73	
SL FL of outlet	7.61	14.45	
✓ Top cb & Headwall	6.43	15.63	
✓ EL 4+74=0+00			
S cb Top	6.39	15.67	
OUT FL inlet culv	7.33	14.73	
+10	6.18	15.88	
+10	5.84	16.22	
S rail	5.35	16.81	✓
℄	5.46	16.80	
N rail	5.17	16.89	
+6	5.48	16.58	
+10	5.56	16.50	
OUT FL inlet Culv.	6.54	15.52	
Top headwall	5.50	16.56	
N cb Top	5.12	16.94	
✓ 0+05			←
N cb Top	4.95	17.11	
OUT FL of apron	6.04	16.02	
+10	5.70	16.36	
+10	5.51	16,55	
N rail	5.16	16.90	
℄	5.22	16.84	
S rail	5.35	16.71	

	27.06		
+6		5.80	16.26
+10		6.26	15.80
gut F.L. Apron		6.72	15.34
Sc6 Top		6.28	15.78
✓ 0+33			
Sc6 Top		5.61	16.45
gut		6.30	15.76
+10		6.03	16.03
+10		5.71	16.35
S rail		5.17	16.89
℄		5.07	16.99
N rail	✓	5.05	17.01
T.P. BP 12.19	27.87	6.38	15.68
+6		11.10	16.77
+10		11.06	16.81
gut		11.22	16.65
Nc6 Top		10.18	17.69
✓ 0+66			
Nc6 Top		9.52	1845
gut		10.22	17.65
+6 Tele. M.H		10.30	17.57
+10		10.32	17.52
+10		10.42	17.45
N rail		10.17	17.70
℄		10.21	17.66
S rail		10.27	17.60

	27.87		
+6		10.61	17.26
+10		10.99	16.88
gut		11.22	16.62
Sc6 Top		10.58	17.29
✓ 1+00			
Sc6 Top		9.22	18.05
gut		10.22	17.33
+10		10.08	17.79
+		10.08	17.79
+10		10.00	17.87
S rail		9.52	18.33
℄		9.47	18.40
N rail		9.42	18.43
+6		9.70	18.17
+10		9.52	1835
gut		9.46	18.41
Nc6 Top		8.80	19.07
✓ 1+33			
Nc6 Top		7.68	20.19
gut		8.62	19.23
+10		8.60	19.27
+10		8.71	19.16
N rail		8.65	19.22
℄		8.72	19.15
S rail		8.82	19.05
+6		9.27	18.60

		27.87		
+10			9.43	18.44
guT			9.56	18.31
S cb Top			8.97	18.90
✓ 1+66				
S cb Top			8.24	19.63
guT			8.87	19.60
+10			8.53	19.34
+10			8.35	19.52
S rail			8.17	19.70
℄			8.10	19.77
N rail			8.00	19.87
+6			7.99	19.88
+10			7.80	20.07
guT			7.84	20.03
N cb Top			7.00	20.87
✓ 2+00 WL 5th 80' wide 14' cb 13'¼ ←				
N cb Top			6.41	21.46
guT			6.94	20.93
+10			7.08	20.79
+10			7.33	20.54
N rail			7.45	20.42
℄			7.48	20.39
S rail			7.55	20.32
+6			7.58	20.29
+10			7.82	20.05
guT			7.90	19.97

		27.87		
S cb Top			7.38	20.49
✓ W cb				
SL Top cb			7.38	20.49
SL guT			7.97	19.90
cb			7.78	20.09
+10			7.43	20.44
+10			7.36	20.51
S rail			7.29	20.58
℄			7.25	20.62
N rail			7.17	20.70
+6			7.07	20.80
+10			6.98	2089
cb			6.83	21.04
NL guT			680	21.07
" Top cb			6.35	21.52
✓ W ¼				
NL			6.55	21.32
cb			6.60	21.21
+10 Top of Sewer M.H.			6.72	21.15
+10			6.95	20.92
N rail			6.98	20.89
℄			7.09	20.78
S rail			7.15	20.72
+6			7.20	20.67
+10 Top of ✓ MH			7.44	20.43
cb			7.50	20.37
SL			7.74	20.13

2787

W 1/4 +5.7 = W rail of W Track to South on 5th		
S.L. Market	7.65	20.22
℄ "	7.02	20.85
N.L	7.30	20.57
℄ of 5th +7.3 = E rail of east Track to S & N on 5th		
N.L Market	6.29	21.58
℄ "	6.94	20.93
S.L "	7.62	20.25
✓ E 1/4 of 5th		
S.L	7.66	20.21
cb	7.45	20.42
+10	7.31	20.56
+10	7.10	20.77
S rail	6.93	20.94
℄	6.90	20.97
N rail	6.84	21.03
+6	6.78	21.09
+10 on Tel M.H. Rim	6.62	21.25
Cb.	6.52	21.35
N.L	6.40	21.47
✓ E cb		
N.L Top cb	6.19	21.68
gut	6.66	21.21
cb	6.68	21.19
+10	6.63	21.24
+10	6.63	21.24

2787

N rail	6.72	21.15	
℄	6.82	21.05	
S rail	6.82	21.05	
+6	7.12	20.75	
+10	7.31	20.56	
cb	7.65	20.22	
SL gut	8.07	19.80	
" Top cb	7.21	20.66	
✓ E L of 5th = 0+00			
S cb Top	7.09	20.78	
" gut	7.89	19.98	
SEPP 5th & Market	7.04	20.83	20.63 / 0.20 off
+10	7.36	20.51	
+10	7.06	20.81	
S rail	6.72	21.15	
℄	6.68	21.19	
N rail	6.60	21.27	
+6	6.59	21.28	
+10	6.72	21.15	
gut	6.65	21.22	
N cb Top	6.13	21.74	
7' west of E L 5th + 40's of N L Market			
grating for a sump	6.77	21.10	
Bottom "	9.06	18.81	
✓ 0+33			
N cb Top	5.51	22.36	

		27.87		
gut			6.19	21.68
+10			6.23	21.64
+10			6.33	21.54
N rail			6.33	21.54
℄			6.30	21.57
S rail			6.35	21.52
+6			6.68	21.19
+10			7.07	20.80
gut			7.24	20.63
Scb Top			6.38	21.49
✓	0+66			
Scb Top			5.79	22.08
gut			6.63	21.24
+10			6.49	21.38
+10			6.22	21.65
S rail			5.78	22.09
℄			5.75	22.12
N rail			5.71	22.16
+6			5.80	22.07
+10			5.65	22.22
gut			5.66	22.21
Ncb Top			5.03	22.84
0+85				
Rim Sewer MH 12' S of Ncb Marker			5.37	22.50
✓ 1+00				
Ncb Top			4.43	23.44

		27.87		
gut			5.00	22.87
+10			4.99	22.88
+10			5.12	22.75
N rail			5.00	22.87
℄			5.02	22.85
S rail			5.14	22.73
+6			5.34	22.53
+10 Rim Gas M.H.			5.58	22.29
gut			5.94	21.93
Scb			5.33	22.54
✓	1+33			
Scb Top			4.64	23.23
gut			5.35	22.52
+10			5.05	22.82
+10			4.74	23.13
S rail			4.50	23.37
℄		✓	4.39	23.48
TP	7.53	30.89	4.51	23.36
N rail			7.41	23.48
+6			7.48	23.41
+10			7.25	23.64
gut			7.30	23.59
Ncb Top			6.72	24.17
✓ 1+66				←
Ncb Top			6.01	24.88
gut			6.65	24.24

30.89

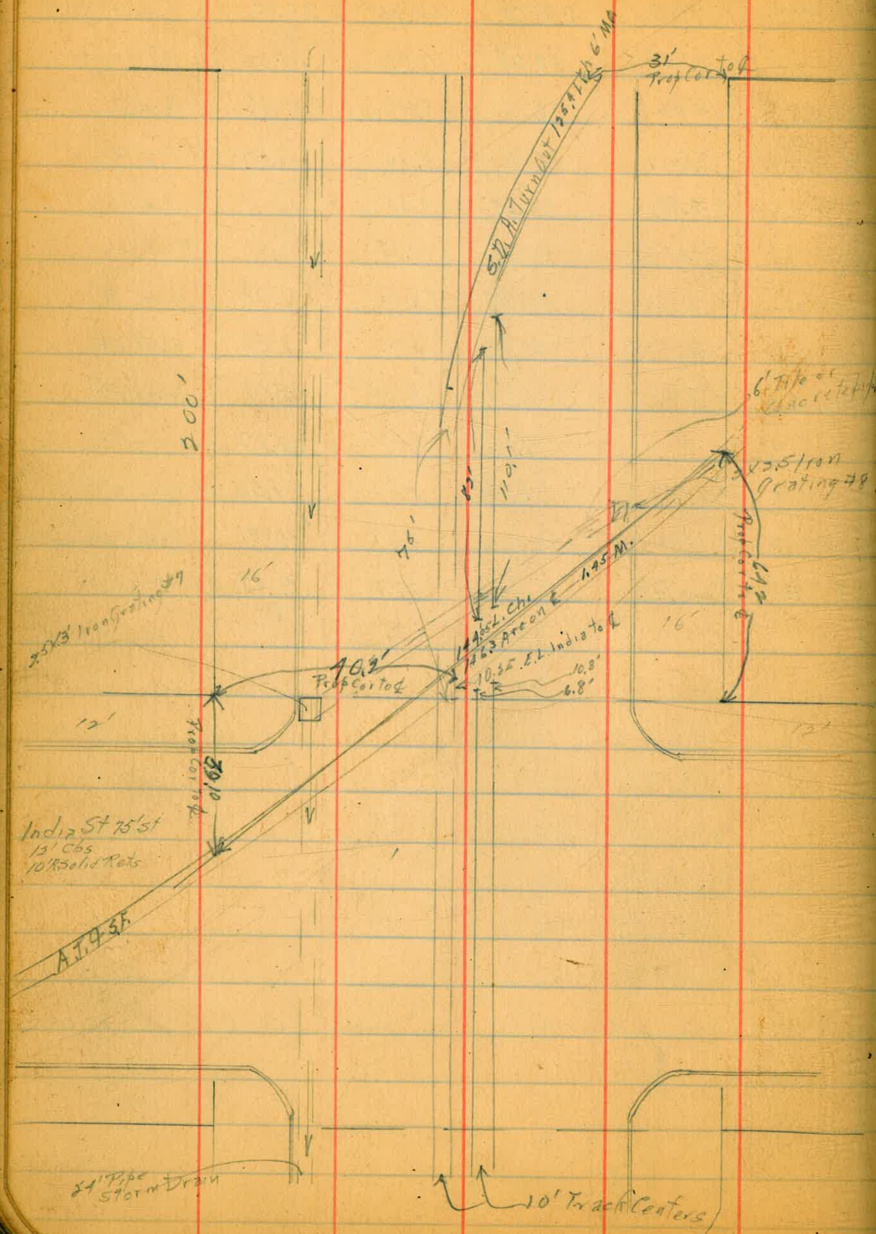
+6	6.71	24.18	
+10	6.84	24.05	
N rail	6.78	24.11	
℄	6.78	24.11	
S rail	6.92	23.97	
+6	7.19	23.70	
+10	7.46	23.43	
gut	7.68	23.21	
Scb Top	7.00	23.89	
✓ 2+00 = WL 6th			
Scb Top	6.28	24.61	
gut	6.78	24.11	
+10	6.62	24.27	
+10	6.49	24.40	
S rail	6.21	24.68	
℄	6.13	24.76	
N rail	6.09	24.80	
+6	6.09	24.80	
+10	5.92	24.97	
gut	5.74	25.15	
Ncb Top	5.20	25.69	
check to SE BP 6th & Market	5.82	25.07	24.91 / 0.16

Use This

30.89

55

T P SE BP	2.73	23.56	10.06	20.83	7th & Market
T.P.S.W.B.P.	3.12	18.78	7.90	15.66	4th & "
T.P.S.W.B.P.	4.57	16.19	7.11	11.67	3rd & "
T.P.S.W.B.P.	5.68½	16.32	5.56	10.63	2nd & "
T.P.S.W.B.P.	5.58	17.69	4.21	12.11	1st & "
T.P.S.W.B.P.	4.67½	17.38	5.08	12.61	Front & "
T.P.S.W.B.P.	3.77	14.85	6.20	11.08	Union & "
T.P.S.W.B.P.	3.33½	11.90	6.33	8.67	State & "
T.P.S.W.B.P.	3.98	9.05	6.33½	5.07	Columbia & "
T.P.S.W.B.P.	1.63½	7.20	6.25½	2.57	India & "
T.P.S.W.B.P.	4.63	6.18	5.65	1.55	Hatteras "
Check on S.W.B.P.			5.27	0.91	Calif. & "
S.M.S.W.B.P. Page 14			2.99	3.19	4th & Centre "


31'
Prop Cor to ℄
300'
6' Pipe or Concrete pipe
2.5 Iron Grating #8
Prop Cor to ℄
64.4
16'
110'
85'
75'
1.45 M.
Prop Cor to ℄
10.8'
6.8'
10.35 E.L. India to ℄
146.3 Arc on ℄
12'
India St 75' St
15' Cbs
10' R Solid Rets
A.T. 9 S.F.
24' Pipe Storm Drain
10' Track Centers

x

9-4-29 X-section Park Blvd. Laurel
J. C. Bliss to End of Narrow Portion -
Drebert See Sketch - next Page -
Rovner

B.M. N.E.B.P. Park Blvd. + Laurel 283.95
+ 9.87 T 293.82

0+00

Tpcb		3.14	290.68
G		3.80	290.02
Ecb - G		3.76	290.06 ✓
℄		3.77	290.05
Wcb. G		3.76	290.06
+ 5. - End return - Tpcb		3.13	290.69
G		3.77	290.05
+ 14.3 - Proposed opening - Gutter		3.77	290.05
		3.12	290.70

0+05

Proposed opening - P.O.		3.4	290.4
WTpcb		3.17	290.65
G		3.73	290.09
℄		3.76	290.06
G		3.84	289.98
ETpcb		3.19	290.63

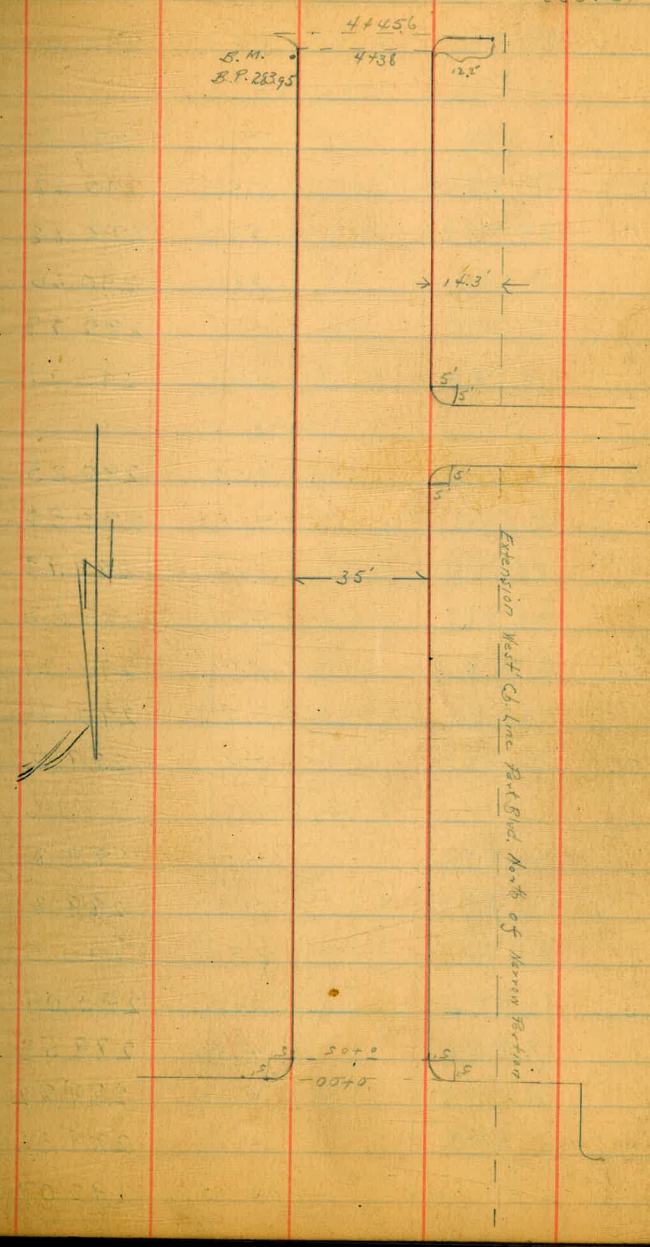
0+25

ETpcb		3.29	290.53
G		4.02	289.80 ✓
℄		3.80	290.02
G		3.83	289.99
WTpcb		3.31	290.51

Plotted

9.7 ℄
14.3 ↔

57



T 2938

+143 - P.O.	38	290.0	
	0+50		
P.O.	4.2	289.6	
WTpcb	3.40	290.42	
G	396	289.86	
℄	382	290.00	
G	410	289.72	✓
ETpcb	343	290.39	
	0+75		
ETpcb	357	290.25	
G	428	289.54	✓
℄	393	289.89	
G	420	289.62	
WTpcb	361	290.21	
+1	3.5	290.3	
+143=P.O.	48	289.0	
	1+00		
P.O.	40	289.8	
+7	40	289.8	
+10	3.3	290.5	
WTpcb	373	290.09	
G	430	289.52	
℄	400	289.82	
G	446	289.36	✓
ETpcb	375	290.07	

T 2938

58

	1+25		
ETpcb	394	289.88	
G	464	289.18	✓
℄	411	289.71	
G	443	289.39	
WTpcb	385	289.97	
+3	34	290.4	
+10	36	290.2	
+143=P.O.	40	289.8	
	1+50		
P.O.	38	290.0	
+11	33	290.5	
WTpcb	393	289.89	
G	448	289.34	
℄	426	289.56	
G	480	289.02	✓
ETpcb	407	289.75	
	1+75		
ETpcb	422	289.60	
G	495	288.87	✓
℄	434	289.48	
G	463	289.19	
WTpcb	411	289.71	
+3	37	290.6	
+143=PO	33	290.5	

T 293.8 ✓

2+00

P.O.	3.2	290.6
+11	3.3	290.5
W Tpcb	4.18	289.64
G	4.23	289.09
℄	4.49	289.33
G	5.10	288.72 ✓
E Tpcb	4.35	289.47

2+25

E Tpcb	4.50	289.32
G	5.23	288.59 ✓
℄	4.65	289.17
G	4.89	288.93
W Tpcb	4.33	289.49
+3	3.4	290.4
+143 = PO	3.4	290.4

2+50

P.O.	3.2	290.6
+11	3.5	290.3
W Tpcb	4.48	289.34
G	5.05	288.77
℄	4.75	289.07
G	5.38	288.44 ✓
E Tpcb	4.64	289.18

T 293.8 ✓

2+75

E Tpcb	4.79	289.03
G	5.55	288.27 ✓
℄	4.90	288.92
G	5.26	288.56
W Tpcb	4.62	289.20
+4	3.5	290.3
+143 = PO	3.4	290.4

2+91 = North end North Alley Return

P.O.	3.5	290.3
+10	3.4	290.4
W Tpcb	4.66	289.16
G	5.32	288.50
℄	5.00	288.82
G	5.53	288.29 ✓
E Tpcb	4.89	288.93

2+96 = N.L. Alley -

West end North alley return-Tpcb	4.75	289.07
Gutter	5.27	288.55
P.O. Tpcb	5.42	288.40
G	4.92	288.90

3+09.5 = S.L. Alley

P.O. - Tpcb	5.17	288.65
G	5.68	288.14
West end South alley return-Tpcb	5.09	288.73
G	5.60	288.22

T = 293.82

3+14.5 = S end. South alley Returns

ETpcb	5.29	288.53
G	5.96	287.86 ✓
℄	5.45	288.37
G.	5.78	288.04
WTpcb	5.26	288.56
+5	4.0	289.8
+14.3 = P.O.	3.6	290.2

3+25

P.O.	3.5	290.3
+10	4.0	289.8
+12	5.6	288.2
WTpcb	5.58	288.24
G	6.14	287.68
℄	5.80	288.02
G	6.32	287.50 ✓
ETpcb	5.60	288.22

3+50

ETpcb	6.74	287.08
G	7.40	286.42 ✓
℄	6.88	286.94
G	7.25	286.57
W. Tpcb	6.72	287.10
+1.5	6.7	287.1
+3	4.4	287.4
+14.3 = P.O.	3.4	290.4

T 293.82

3+75

P.O.	3.5	290.3
+10	4.8	289.0
+12	7.9	285.9
WTpcb	7.83	285.99
G	8.35	285.47
℄	8.13	285.69
G	8.64	285.18 ✓
E.Tpcb	7.95	285.87

4+18

E.Tpcb	9.77	284.05
G	10.40	283.42 ✓
℄	10.02	283.80
G	10.25	283.57
W Tpcb	9.76	284.06
+2	9.5	284.3
+4	6.0	287.8
+8	4.8	289.0
+14.3 = P.O.	4.5	289.3

4+38 = End returns - see Sketch

P.O.	4.9	288.9
+2	10.0	283.8
WTpcb	10.00	283.82
G	10.66	283.16
℄	10.64	283.18
G	10.47	283.35

T 293.82

E. Tp cb	9.85	283.97
44.56 = See sketch		
7.5 E of E cb Line = End return Tp cb	9.85	283.97
G	10.45	283.37
E cb Line	10.50	283.32
℄	10.67	283.15
W cb Line	10.80	283.02
+7.5 = End return G	10.90	282.92
Top cb	10.26	283.56
+12.2 = End cb	10.44	283.38
G	11.00	282.82
+14.3 = P.O. = on paving	11.05	282.77

71 Trees in Proposed Opening

Additional Notes East of East cb Line

B.M. N. E.B.P. - Park Blvd x Laurel 283.95
+10.52

T 294.47

0+05 – Page 57

E cb +66 = Back of	3.8	290.7
+7.0	3.1	291.4
+9.7 = Proposed Opening	3.0	291.5

E. side

T 294.47

61

0+25

P.O.	3.3	291.2
+2.7	3.4	291.1
+3.1	3.8	290.7
0+50		
E cb +66	4.0	290.5
+7	2.6	291.9
+9.3 = P.O.	2.0	292.5
0+75		
P.O.	3.0	291.5
+2.7	3.3	291.2
+3.1	4.2	290.3
1+00		
E cb +66	4.3	290.2
+7	3.0	291.5
P.O.	2.8	291.7
1+25		
P.O.	3.7	290.8
+2.7	3.6	290.9
+3.1	4.5	290.0
1+50		
E cb +66	4.7	289.8
+7	3.3	291.2
P.O.	3.2	291.3

T 294.47

	1+75	
P.O.	1.8	292.7
+2.7	2.3	292.2
+3.1	4.8	289.7
	1+98	

Fire Hydrant 7.5' East of East cb Line

	2+00	
+E.cb+6.6	4.9	289.6
+7.0	3.2	291.3
P.O.	2.1	292.4
	2+25	
P.O.	2.0	292.5
+2.7	3.2	291.3
+3.1	5.0	289.5
	2+50	
E.cb+6.6	5.2	289.3
+7.0	2.8	291.7
P.O.	1.6	292.9
	2+75	
P.O.	3.3	291.2
+2.7	3.3	291.2
+3.1	5.3	289.2
	3+00	
E.cb+6.6	5.7	288.8
+7.0	3.0	291.5
P.O.	2.9	291.6

T 294.47

	3+25	
P.O.	3.0	291.5
+1	6.3	288.2
	3+50	
	6.6	287.9
	2.4	292.1
	3+75	
	2.4	292.1
	8.3	286.2
	4+00	
	9.3	285.2
	2.7	291.8
	4+18	
	2.4	292.1
	7.8	284.7
	4+37	
	10.3	284.2
	2.3	292.2
	4+38	
	10.50	283.97
	10.3	284.2

E Tp cb
+9.7 = Proposed opening

Note - Park Blvd North of Narrow Portion is 59' wide.

15' wide x See Alley Blk 26 Teralta. 1-29-30 mlb
Orangeto El Cajon Bet 41st & Marlborough.

B.M. B.P.	4.86	369.28	364.42	SW. 41st & El Cajon
S. ch. Line El Cajon.				
W. Line Alley		4.54	364.74	cmt. ch.
" " "		5.02	364.26	gutter Pavm't
℄ "		4.96	364.32	"
E. Line Alley		4.95	364.33	gutter "
" " "		4.46	364.82	cmt. ch.
0.0 = S. Line El Cajon 20' S. of S. ch.				
E. cmt. ch.		4.28	365.00	
E. Pavm't + ground		4.44	364 84	
℄ " + "		4.74	364 54	
W " + ground		4.47	364 81	
W. cmt. ch		4.32	364 96	
10' S.				
W.		4.6	364 7	
℄		4.5	364 8	
E		4.2	365 1	
19.6 S.				
E		4.6	364 7	
℄ on M.H		4.91	364 37	
W.		4.8	364 5	
65' S garage on W. cmt. floor 10.3 Back ✓				
W - 10.3 floor		4.7	364 6 ✓	
W		5.2	364 1	
℄		5.3	364 0	
E		5.1	364 2	

Plotted 1/30/30 GBH

369.28

63

from 56' S. to 65' S. shed on E. 0.2 in Alley ✓		
112' S. garage on W. cmt. floor 10' Back. ✓		
E.	4.7	364 6
℄	5.1	364 2
W.	5.2	364 1
+ 10' floor	5.0	364 3 ✓
122' S garage on W. dirt floor 10' Back ✓		
W - 10' floor	5.1	364 2 ✓
151' S garage on W. cmt. floor 10' Back ✓		
W - 10' floor	4.9	364 4 ✓
W	5.2	364 1
℄	5.4	363 9
E	5.2	364 1
165' S. garage on W cmt. floor 12' Back ✓		
W - 12 garage floor	4.9	364 4 ✓
W - 8 E End cmt. Apron	5.1	364 2 ✓
197' S. garage on W. cmt. floor 12' Back ✓		
E.	5.6	363 7
℄	5.7	363 6
W	5.5	363 8
+ 8 E. End cmt. apron	5.3	364 0 ✓
+ 12 garage floor	4.9	364 4 ✓

369.28

212'S garage on W. dirt floor 3.3 Back ✓

W - 3.3 floor	5.4	363.9 ✓
W	5.6	363.7
℄	5.6	363.7
E	5.5	363.8

223'S. garage on E. cmt. floor 6.6 Back ✓

E - 6.6 floor	5.1	364.2 ✓
E	5.3	364.0
℄	5.3	364.0
W	5.1	364.2

248'S. garage on E. 6.6 Back ✓

W.	5.1	364.2
℄	5.2	364.1
E	5.3	364.0
+1.4 W. end cmt. apron	5.2	364.1 ✓
+6.6 floor	5.1	364.2 ✓

275'S

E.	5.2	364.1
℄	5.1	364.2
W.	5.1	364.2

T.P. 4.00 368.15 5.13 364.15

301'S. garage on E. dirt floor 10.3 Back ✓

W	3.9	364.2
℄	4.5	363.6
E	4.4	363.7
+10.3 floor	4.2	363.9 ✓

368.15

314'S garage on E. cmt. floor 9.3 Back ✓

E - 9.3 floor	4.5	363.6 ✓
E	4.7	363.4
℄	4.6	363.5
W	4.4	363.7

350'S. garage on E. cmt. floor 9.0 Back ✓

W	4.9	363.2
℄	4.7	363.4
E	4.7	363.4
+9' floor	4.3	363.8 ✓

400'S

E	5.0	363.1
℄	4.9	363.2
W.	4.7	363.4

422'S. garage on W. cmt. floor 10.7 Back ✓

W - 10.7 floor	4.3	363.8 ✓
W.	4.7	363.4
℄	4.7	363.4
E	4.7	363.4

448'S. garage on W. cmt. floor 10.7 Back. ✓

E	4.7	363.4
℄	4.7	363.4
W	4.5	363.6
+10.7 floor	4.4	363.7 ✓

368.15

459'S. N.End 3 garages on W. cmt. floors 3.8 Back ✓

W- 3.8		4.7	363.4 ✓
W.		4.5	363 6
℄		4.5	363 6
E		4.7	363.4 ✓

491' S. End above garages (S. 40' garages have cmt. Apron

E		4.5	363 6
℄		4.4	363 7
W		4.7	363 4
+ 0.3 E. End apron		4.8	363.3 ✓
+ 3.8		4.8	363.3 ✓

515.5 { garage on W. cmt. floor H.' Back / double garage on E. cmt. floors H.' Back

W-4' floor		4.9	363 2
W-1. E. End cmt. apron		4.9	363.2
W		4.9	363 2
℄		4.5	363 6
E		4.6	363 5
+ 4' floor		4.5	363.6 ✓

559'.5 = N. End Plastered garage on E. S. Entrance 0.30 In Alley ✓

575'.5. = S. End above garage S. Entrance 0.40 In Alley

T. P.	3.19	367.03	4.31	363.84
E: floor garage			3.5	363 5 ✓
℄			3.4	363 6
W			3.6	363 4

600'.5.

W		3.9	363 1
℄		3.7	363 3
E		3.9	363 1

367.03 Alley Blk 26 Teralta

607'.5 = N. Line Orange

65

E. cmt. el.		4.32	362 71
E. d/t		4.2	362 8
℄ "		3.9	363 1
W. "		4.1	362 9
W. cmt. el.		4.32	362 71

14'.5 N. Line = N. el. Orange

20'.2 W. of W. line Alley = E. edge Pavmt			4.56	362.47 Top cmt. el.
" " " " " " = " " "			5.22	361.81 gutter Pavmt
W. cmt. el.			4.52	362.51
E. " "			4.48	362.55
T. P.	5.63	368.34	4.32	362.71 BM. B.P. N.W. Orange & Marlborough.
Ch H BM. B.P. S.W. El Cajon & Marlborough			3.18	365.16 = 365.14

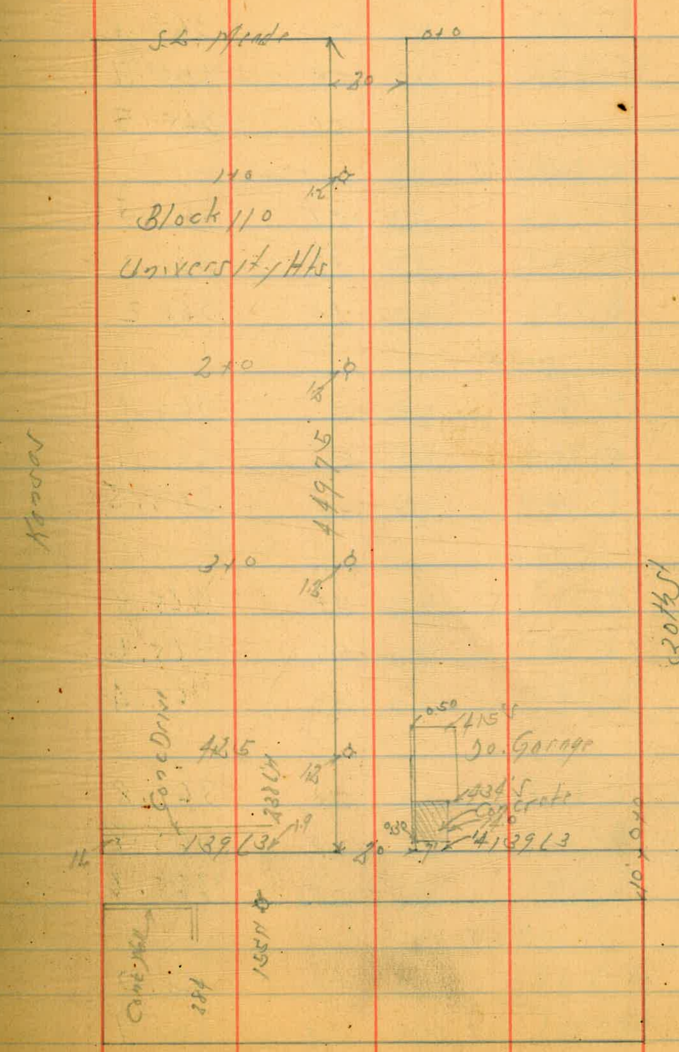
5-29-30
Sisson
Sc Bliss
Northern
Osborn

Cross Section
North & South Alley Block 110 Univ. Hts
Bet. Kansas & 30th El Cajon & Meade

BM	4.33	371.11		366.78	SEBP Meade & Kansas
	SL Meade Ave				
W Top			4.75	366.36	✓
Gutter on Paving			4.84	366.27	✓
℄			5.12	365.99	✓
Gutter			4.85	366.26	✓
E			4.76	366.35	✓
	25'S of S.L. Meade Ave				
E			5.2	365.9	
℄			5.2	365.9	
W			5.3	365.8	
	50'S				
W			5.3	365.8	
℄			5.4	365.7	
E			5.3	365.8	
	75'S				
E			4.8	366.3	
℄			5.1	366.0	
W			4.4	366.7	
	100'S				
W			5.7	365.4	
℄			5.4	365.7	
E			5.7	365.4	
	125'S				
E			5.8	365.3	

Reduced By T. Looney 6-2-1930
Plotted By C.B.H. 6-3-1930

Meade



37111

℄		5.1	366.0
W		5.4	365.7
	150' S		
W		5.0	366.1
℄		5.4	365.7
E		5.6	365.5
	175' S		
E		5.6	365.5
℄		4.8	366.3
W		4.9	366.2
	200' S		
W		5.1	366.0
℄		5.0	366.1
E		5.6	365.5
	225' S		
E		5.3	365.8
℄		5.5	365.6
W		5.7	365.4
	250' S		
W		5.3	365.8
℄		5.3	365.8
E		5.5	365.6
	275' S		
E		5.1	366.0
℄		5.2	365.9
W		5.1	366.0

	300' S			
W		5.4	365.7	
℄		5.5	365.6	
E		5.4	365.7	
76.5 = N End Do Garage Conc Floor		5.18	365.93	✓
	318' S			
-2.8 = S End Do Garage		5.06	366.05	✓
E		5.2	365.9	
℄		5.3	365.8	
W		5.3	365.8	
	350' S			
W		5.2	365.9	
℄		5.5	365.6	
E		5.2	365.9	
	375' S			
E		5.3	365.8	
℄		5.5	365.6	
W		5.6	365.5	
	400' S			
W		5.6	365.5	408' S = Conc Wk 0.1 E of E.L.
℄		5.7	365.4	
E		5.4	365.7	5.8 ✓ 365.63
	415' S			
E		5.7	365.4	
40.5 = N End Do Garage Conc Floor		5.10	365.51	✓
℄		5.6	365.5	

		37111		
W			5.5	365.6
	434'S			
W			5.1	365.5
℄			5.6	365.5
+9.5 = S End De Garage			5.40	365.71
E			5.5	365.6
	448'S			
E			5.39	365.72
+0.3 = Edge Conc			5.39	365.72
℄			5.1	365.5
W			5.5	365.6
	449.75'S: N.L. E & W Alley			
W			5.5	365.6
℄			5.1	365.5
E			5.5	365.6
TP	4.08	36967	5.52	366.59

Cross Section E & W Alley Block 110 Univ Hts.
From 30th St to Kansas

36967

N. C&L 30th St

S	5.42	364.25
℄	5.45	364.25
N	5.41	364.26
W L 30th St		
N Top Ch	4.38	365.29
Gutter on Paving	4.45	365.22
℄	4.68	364.99
S Gutter	4.59	365.08
S Top Ch	4.50	365.17
33' N of W L 30th St		
S	4.1	365.3
℄	4.0	365.7
N	4.2	365.5
65' W		
N	4.2	365.5
℄	4.0	365.7
S	4.1	365.3
82' W		
S	4.1	365.6
	3.7	366.0
℄	4.1	365.6
N	4.18	365.49
+3.2 = Board Walk		
100' W		
N	4.2	365.5

369.67

℄		3.9	365.8	132.7' W.
S		4.2	365.5	Conc. [illegible] 3.92 BM 365.85
	139.63 = E.L. of N+S Alley			
S		4.0	365.7	
℄		4.1	365.6	
N on Conc		3.95	365.72	
	149.63 = ℄ N+S Alley			
N		4.2	365.5	
℄		4.1	365.6	
S		4.2	365.5	
	159.63 = W.L. N+S L.			
S		4.2	365.5	
℄		4.2	365.5	
N		4.0	365.7	
	185' W			
N		4.4	365.3	
℄		4.9	364.8	
S		4.4	365.3	
	200' W			
S		4.2	365.5	
℄		4.5	365.2	
N		4.2	365.5	
	233' W			
N		3.5	366.2	
℄		3.8	365.9	
S		3.8	365.9	

369.67

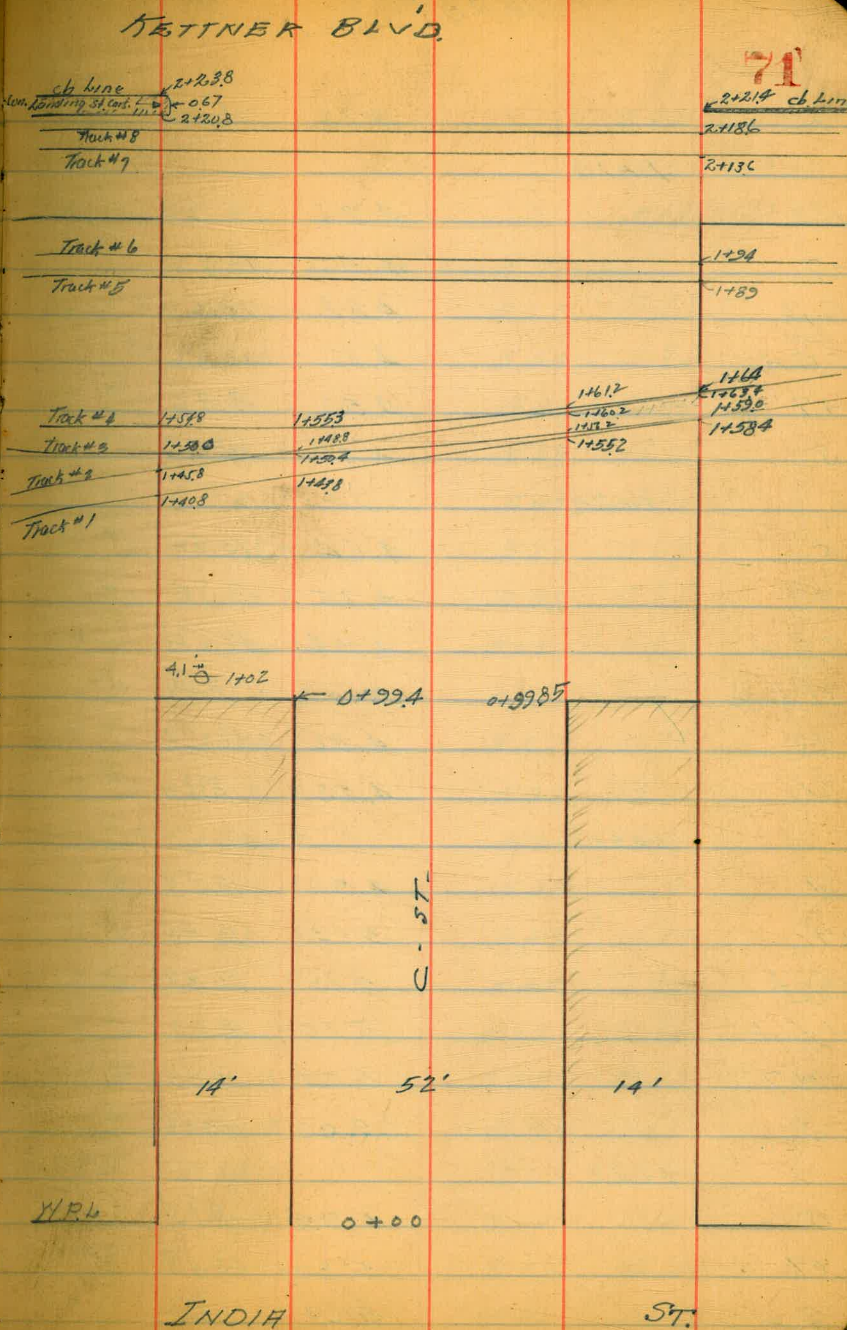
238.6 = Starting Conc Drive on N			
S	3.5	366.2	
℄	3.6	366.1	
N	3.3	366.4	
+1.9 = Edge Conc Drive	2.95	366.72	✓
265' W			
-1.19	2.53	367.14	
N	2.5	367.2	
℄	3.2	366.5	
S	3.1	366.6	
284' W			
S on Conc Walk	1.95	367.72	✓
S Dirt	2.8	366.9	
℄	2.8	366.9	
N	2.2	367.5	
+1.7 = Edge Conc Drive	2.20	367.47	✓
299.21' W = E.L. of Kansas			
+1.6 = Edge Conc Drive +	1.87	367.80	
N Top Cb	1.87	367.80	
Gutter on Paving	2.25	367.42	
℄ " "	2.44	367.23	
S " "	2.30	367.37	
S Top Cb	1.83	367.84	
W Cb Line of Kansas			
S on Paving	2.56	367.11	
℄ " "	2.58	367.09	
N " "	2.56	367.11	

		369.67			
TP	4.46	372.10	2.03	369.64	
BM			5.30	366.80	S.E.B.P. Meade + Kansas 366.78

Yolker.
Bliss. +
Drabert.
11-13-90

CROSS SECTION C-ST. 80' Wide 14' cbs. 13' 1/45
Bet. India And Kettner BLVD.

	1.58	18.48		16.90	N.E. B.P. India + C St.
	0+99.4				
S			3.97	14.51	
+7			4.08	14.40	
cb.			4.18	14.30	
Gut.			4.70	13.78	
N Gut.			4.70	13.78	
cb			4.10	14.38	
+7'			4.04	14.44	
N			3.98	14.50	
	1+03				
N			4.06	14.42	
+7			4.23	14.25	
+12'			4.58	13.90	
Gut. Line			4.76	13.72	
S. Gut			4.76	13.72	
+2'			4.41	14.07	
+7			4.28	14.20	
S			4.09	14.39	
	1+06				
S			4.18	14.30	
+7			4.36	14.12	
+12'			4.56	13.92	
S Gut.			4.79	13.69	
N Gut.			4.83	13.65	
+7'			4.42	14.06	



		1848		
N			4.16	14.32
	1+10			
N			4.26	14.22
+7			4.56	13.92
Gut.			4.88	13.60
S Gut.			4.82	13.66
+7'			4.52	13.96
S			4.32	14.16
	1+20			
S			4.64	13.84
+7			4.75	13.73
S. Gut			4.94	13.54
N. Gut.			5.00	13.48
+7			4.80	13.68
N			4.68	13.90
	1+30			
N			4.90	13.58.
+7'			5.03	13.45
N. Gut.			5.16	13.32
S. Gut			5.10	13.38
+7'			5.03	13.45
S			5.02	13.46
	1+40			
S			5.33	13.15
+7			5.30	13.18
Gut.			5.27	13.21

	1848		
N Gut.		5.29	13.19
+7		5.20	13.28
N		5.12	13.36
LEVELS on Exist. Tracks.			
Track #1 at N. Line		5.61	12.87
" #1 " cb "		5.53	12.95
" #1 " S " "		5.34	13.14
" #1 " S. Prop. "		5.33	13.15
" #2 " " " "		5.43	13.05
" #2 " " cb. "		5.39	13.09
" #2 " N " "		5.53	12.95
" #2 " " Prop Line		5.62	12.86
" #3 " " " "		5.61	12.87
" #3 " " cb. "		5.55	12.93
" #3 " S " "		5.38	13.10
" #3 " S Prop. "		5.38	13.10
" #4 " " " "		5.38	13.10
" #4 " " cb. "		5.39	13.09
" #4 " N " "		5.55	12.93
" #4 " " Prop. "		5.62	12.86
" #5 " " "		5.95	12.53
" #5 " " cb. "		5.93	12.55
" #5 " S cb. "		6.00	12.48
" #5 " S Prop Line		6.04	12.44
" #6 " " " "		6.05	12.43
" #6 " S cb. "		5.98	12.50

Truck #6 of N. Cb line		5.93	12.55
" #6 " " Prop. "		5.94	12.54
" #7 " " " "		6.78	11.70
" #7 " " cb. "		6.80	11.68
" #7 " S " "		6.77	11.71
" #7 " S Prop."		6.79	11.69
" #8 " " " "		6.80	11.68
" #8 " " cb. "		6.79	11.69
" #8 " N " "		6.79	11.69
" #8 " N Prop."		6.79	11.69
	1+50		
N		5.37	13.11
+7		5.43	13.05
N Gut.		5.45	13.03
S Gut		5.40	13.08
+7		5.41	13.07
S		5.40	13.08
	1+60		
S		5.51	12.97
+7		5.52	12.96
S Gut.		5.52	12.96
N. Gut.		5.55	12.93
+7'		5.57	12.91
N		5.64	12.84
	1+70		
N.		5.71	12.77

+7'		5.71	12.77
N. Gut.		5.74	12.74
S. Guth		5.69	12.79
+7'		5.70	12.78
S		5.66	12.82
	1+80		
S		5.86	12.62
+7'		5.85	12.63
S Gut.		5.85	12.63
N Guth		5.85	12.63
+7'		5.83	12.65
N		5.82	12.66
	1+90		
N		5.96	12.54
+7'		5.96	12.52
Gut. N		5.94	12.54
S Gut.		6.03	12.45
+7'		6.04	12.44
S		6.07	12.41
	2+00		
S		6.29	12.19
+7'		6.23	12.25
S Gut.		6.22	12.26
N Gut.		6.26	12.22
+7'		6.22	12.26
N		6.22	12.26

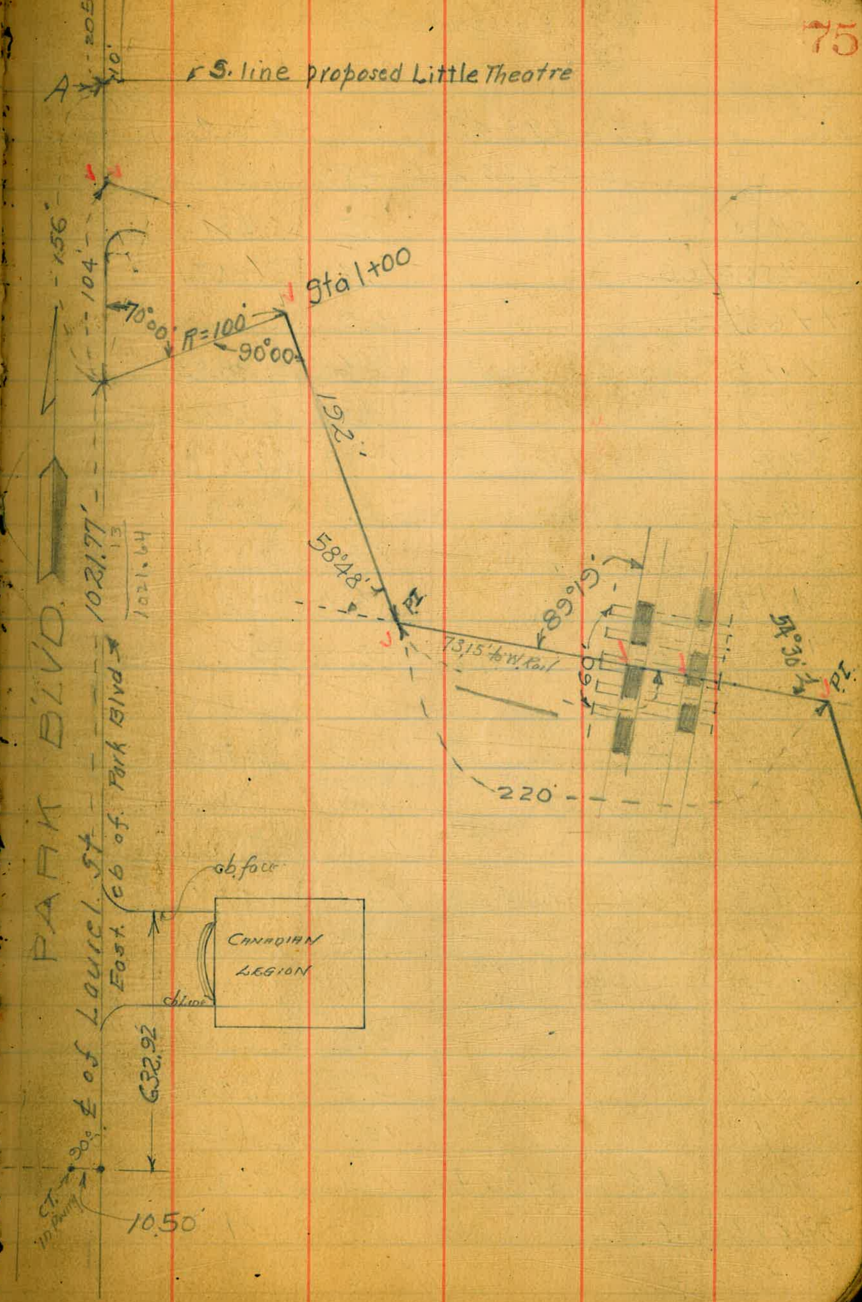
1848

	2+10		
N		6.66	11.82
+7'		6.66	—
N. Gut.		6.66	—
S Gut.		6.66	—
+7'		6.66	—
S		6.66	11.82
	2+20		
S		6.79	11.69
+7'		6.78	11.70
S Gut.		6.79	11.69
N. Gut.		6.75	11.73
+7'		6.76	11.72
N		6.78	11.70
	2+21.4 = Line of cb. Face of Exist cb. on N.		
top cb.		6.12	12.36
Gut. at cb.		6.68	11.80
	2+24 = End		
N		6.66	11.82
+7		6.70	11.78
N Gut.			
S Gut.		6.75	11.73
+7'		6.79	11.69
S		6.78	11.70
	2+23.8 = Line of cb. Face sh. car. Landing on South.		
top cb.		6.12	12.36

#9 Grading E.&W. Road. 3/12/32
Entrance from North

NE. B.P. Laurel St &					F.B. 1036-79 / " " 1319-57
B.M. Park Blvd.	10.73	294.68			283.95
T.P.	3.85	297.27	1.26	293.42	top Fire Hyd. in Front Canadian Legion
T.P.	2.70	294.84	5.13	292.14	on Iron Bolt.
on top cb. at A			2.73	292.11	
52' South of A on cb.			2.76	292.08	
156 " " " " "			2.79	292.05	
1+00 = P.I. on ℄			6.6	288.2	
+50			7.6	287.2	
2+00			9.2	285.6	
+57			11.7	283.1	
2+92 = P.I. Lt.			13.7	281.1	
3+02 = edge of Slope			13.3	281.5	
3+65.15 = West Rail West Track S.D.E.R.R.					
30' North ℄ on top of West Rail			6.90	287.94	
30' " " " " " Con. footing			49.90	244.94	✓
℄ on top of West Rail			6.40	288.44	
℄ " " " Ground			46.4	248.4	
30' South on top West Rail			5.83	289.01	
30' " " " " footing			24.18	270.66	
3+ = East Rail of East track S.D.E.R.R.					
30' North of ℄ on top of East Rail			6.91	287.93	
30' " " " " " East Footing.			62.2	232.6	↓
30' " " " " " " Ground.			67.4	227.4	
℄ " " " East Rail			6.38	288.4	℄ Laurel St.
℄ " " " Ground.			45.9	248.9	
30' South " " " East Rail			5.85	288.99	
30' South " " " Footing			26.65	268.19	

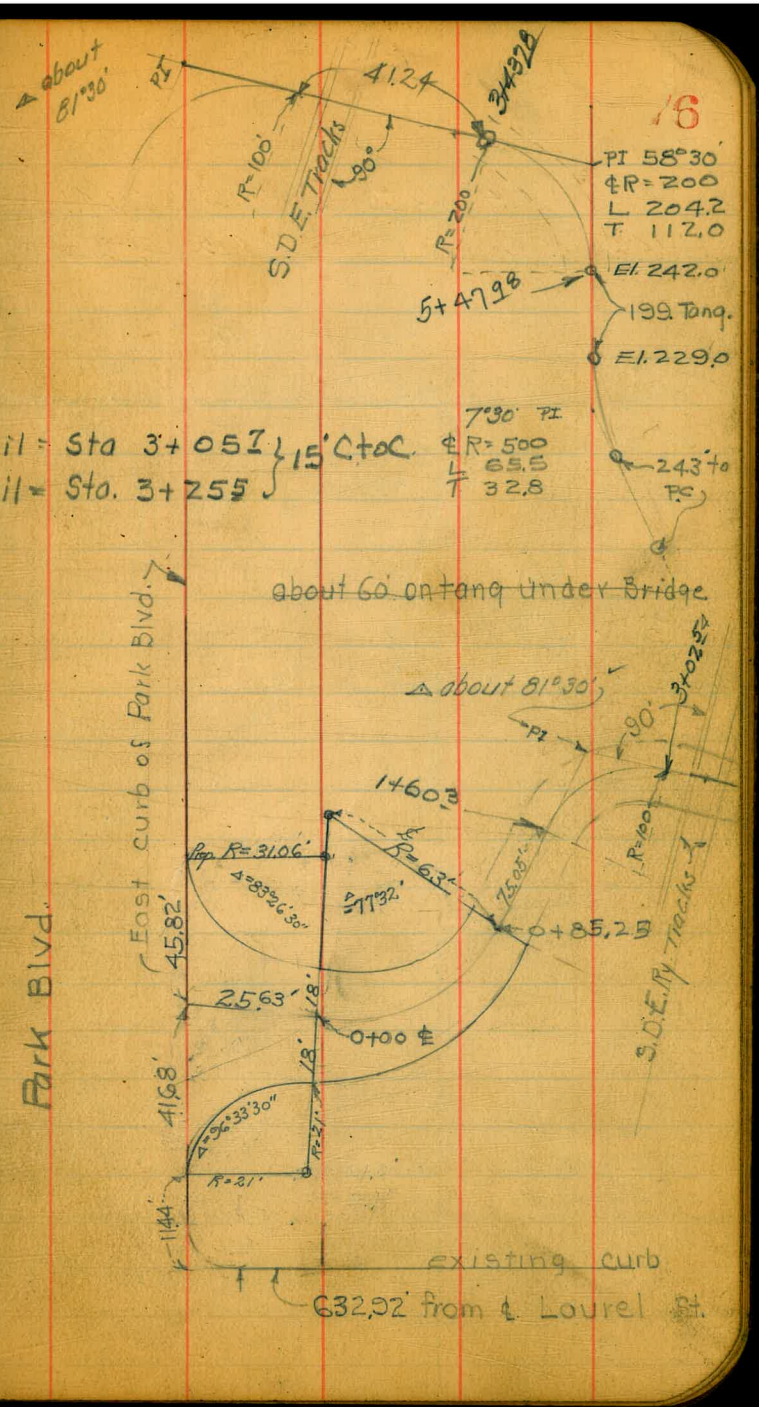
From C.T. in cb. Set By Walker Bliss Derbert 5-19-31

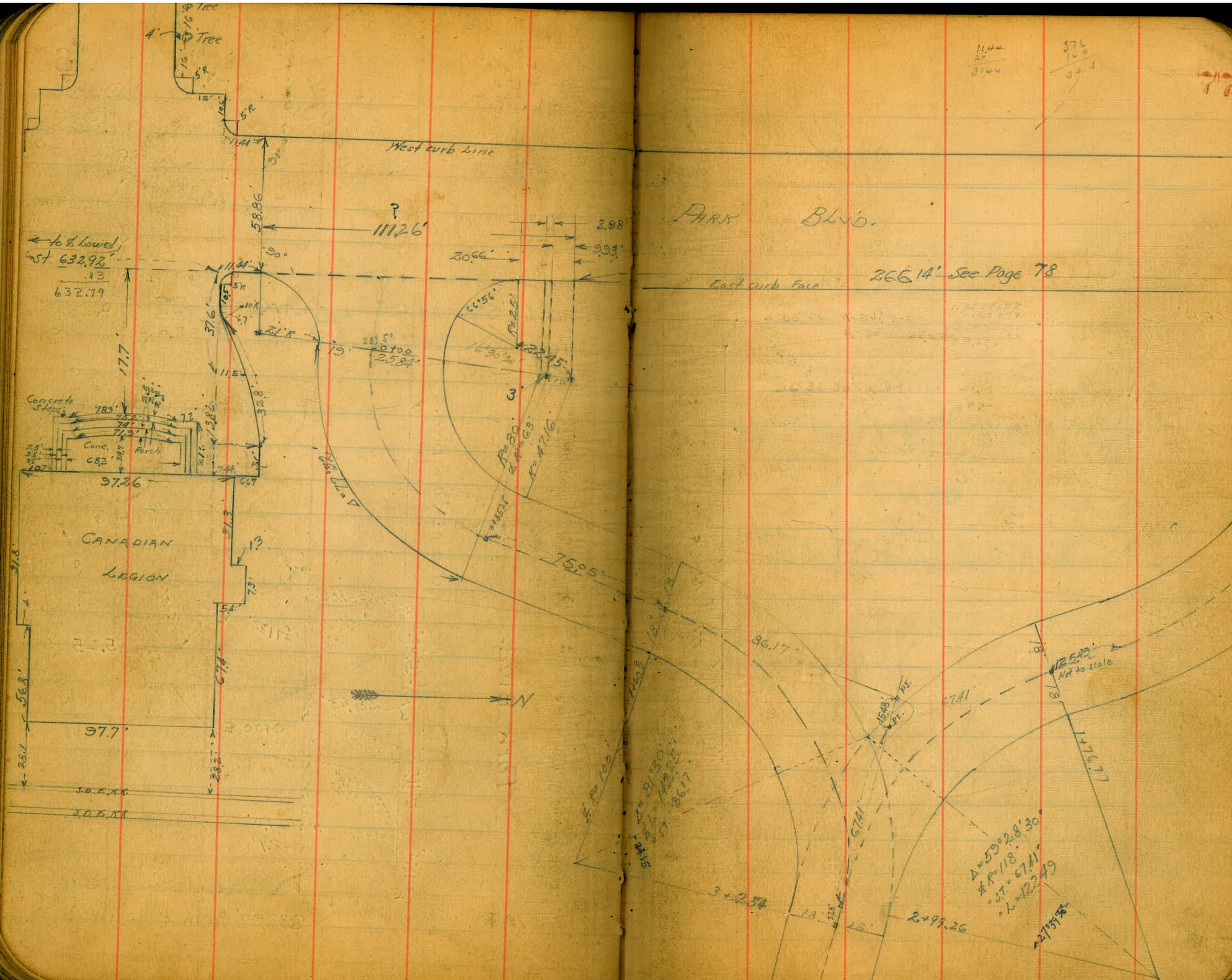


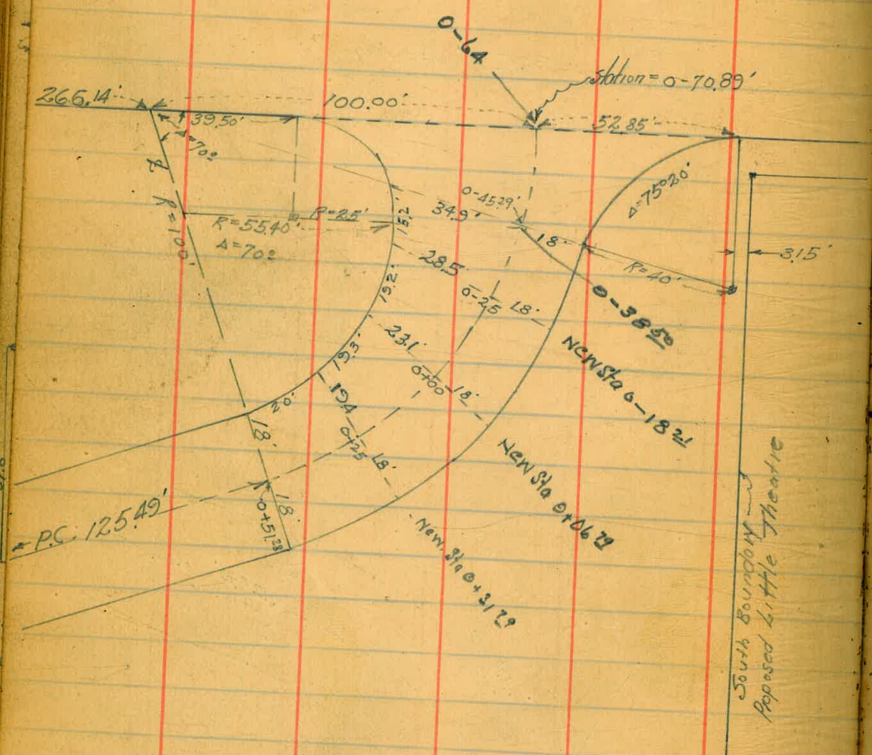
#9 Grading E & W. Road
Entrance from South

	0.06	293.48		293.42
		0 – 25.63 on 6	2.82	290.66
0+00			3.5	290.0
+85.2 = E.C.			6.4	287.1
1+60.3 = B.C.			6.9	286.6
Part 1			7.6	285.9
" 2.			9.0	284.5
T.P	0.0	281.2	12 3	281.2
Part 3			2.0	279.2
T.P	0.5	268.7	13.0	268.2
Part 4			6.1	262.6
T.P	0.0	255.7	13.0	255.7
3+02.54 = E.C.			8.1	247.6
3+43.18 = B.C.			10.3	245.4
Part. 1			9.3	246.4
Part 2			10.8	244.9
T.P	9.1	254.0	10.8	244.9
Part 3			7.4	246.6
" 4			6.6	247.4
" 5			1.9	252.1
" 6			5.8	248.2
" 7			10.1	243.9
T.P	1.5	245.4	10.1	243.9
5+47.98 = E.C.			3.5	241.6
6+00			7.5	237.9

Top Hydt




Tree
Tree
West curb Line
58.86
?
111.26'
2.98'
9.93'
20.66'
632.79
17.7
37.6'
21' R
19'
R=25'
3'
R=80
R=47.16
Concrete Steps
Conc. Porch
Porch
97.26
Canadian Legion
97.7'
S.D.E.R.R.
S.D.E.R.R.
N
Park Blvd.
East curb Face
266.14' See Page 78
75.95'
86.17
67.41
125.99'
Not to scale
3+02.54
2+99.26
Δ=59°28'30"
R=118'
T=67.41'
L=122.49



IMPROVED TABLES
AND
INFORMATION

−122.17 84°60
51.28 14 9°
− 70.89 75 20

1177.50 Int. Laurel = 1177.77 from Hub.
156
1021.77

89°59'30"

43 dist. below West Rail to top of footing on North
40 " " " " " Ground on ℄
18.35 " " " " " top of footing " South
20.8 " " East " " " " " "
39.5 " " " " " Ground on ℄
55.3 " " " " " top of Footing North.
60.5 " " " " " Ground on North.

77°32'
38°46' = ½ Δ

1690
308
13.82

292
73.15
365.15

374.41

89°59' W to N

11.44
2.66
8.78

52.12
36
16.12

1177.77
544.70
633.07

1021.77
− 544.70
477.07

1177.77
544.85
632.92

104.70
7.44
97.26