

1383

Chollas Road.



FIELD BOOK

1383

Mission Valley Road
College Ave SE Top FH 452.51

Mission Valley Road
Blade Piece
H.W. End Cb 453.69

MICROFILMED

DEC 23 1964

pages
10
30
69
68

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

Alignment of Proposed Chollas Road - Beginning on University Ave near Hacienda St.

Dist
P.L. to P.L.

0+00 (See sketch)

1+00

2+00 560°41'W

3+00

4+00

4+78⁰⁰ B.C.

$\Delta = 25^{\circ}00' \text{ Lt.}$

$R = 1500$ 810.55

$T = 332.53$ ✓

$L = 654.50$ ✓

defl. chord

5+00 0°25'11" 21.98

6+00 2-19-47 99.94

7+00 4-14-23 "

8+00 6-08-57 "

9+00 8-03-35 "

10+00 9-58-11 "

11+00 11-52-47 "

11+32⁵² E.C. 12-30 32.52

12+00 535°01'W 687.94

12+19¹⁶ B.C.

$\Delta = 20^{\circ}18'40'' \text{ R}$

$R = 1500$ ✓

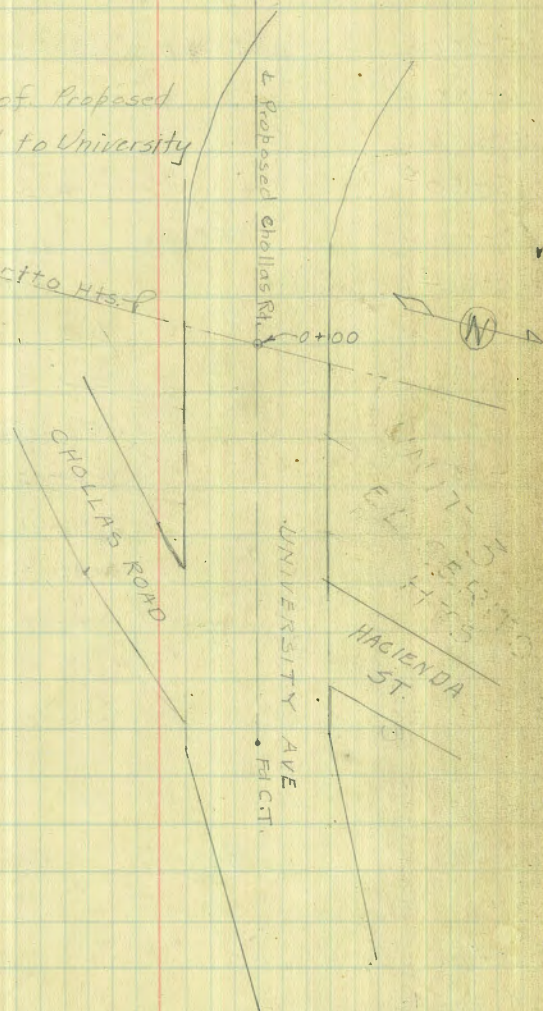
$T = 268.77$ 268.69

$L = 531.74$ ✓

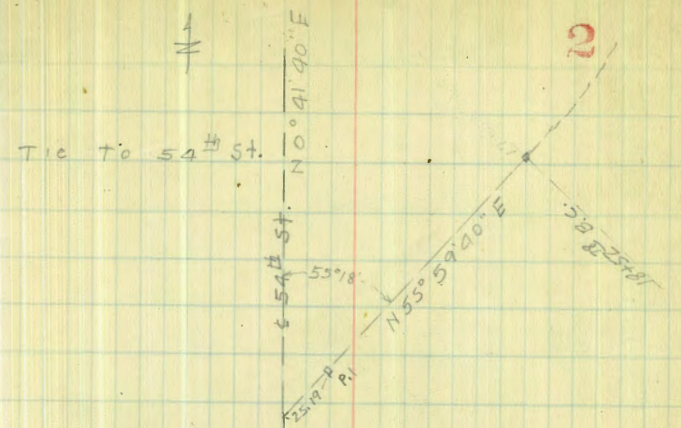
1/26/30
London.

Continuation of Proposed
Chollas Road to University
Ave

W.L. El Cerro Hts. P



	defl	chord.
13+00	1°-32'-38"	80.82
14+00	3-27-14	99.94
15+00	5-21-50	"
16+00	7-16-26	"
17+00	9-11-02	"
17+50 ²⁰ E.C.	10-09-20	50.90
18+00	555°59'40" W	643.43
18+52 ¹⁸ B.C.	$\Delta = 15^\circ 32' L$	
	$R = 2000$	
	$T = 272.78$ ✓	
	$L = 542.21$ ✓	
19+00	0°-40'-35"	47.22
20+00	2-06-31	99.97
21+00	3-32-27	"
22+00	4-58-23	"
23+00	6-24-19	"
23+94 ²² E.C.	7-46-00	94.96
24+00		
25+00		
26+00	540°27'40" W	
27+00		1864.27
28+00		
29+00		
30+00		
31+00		
31+20 ²³ P.O.T.		

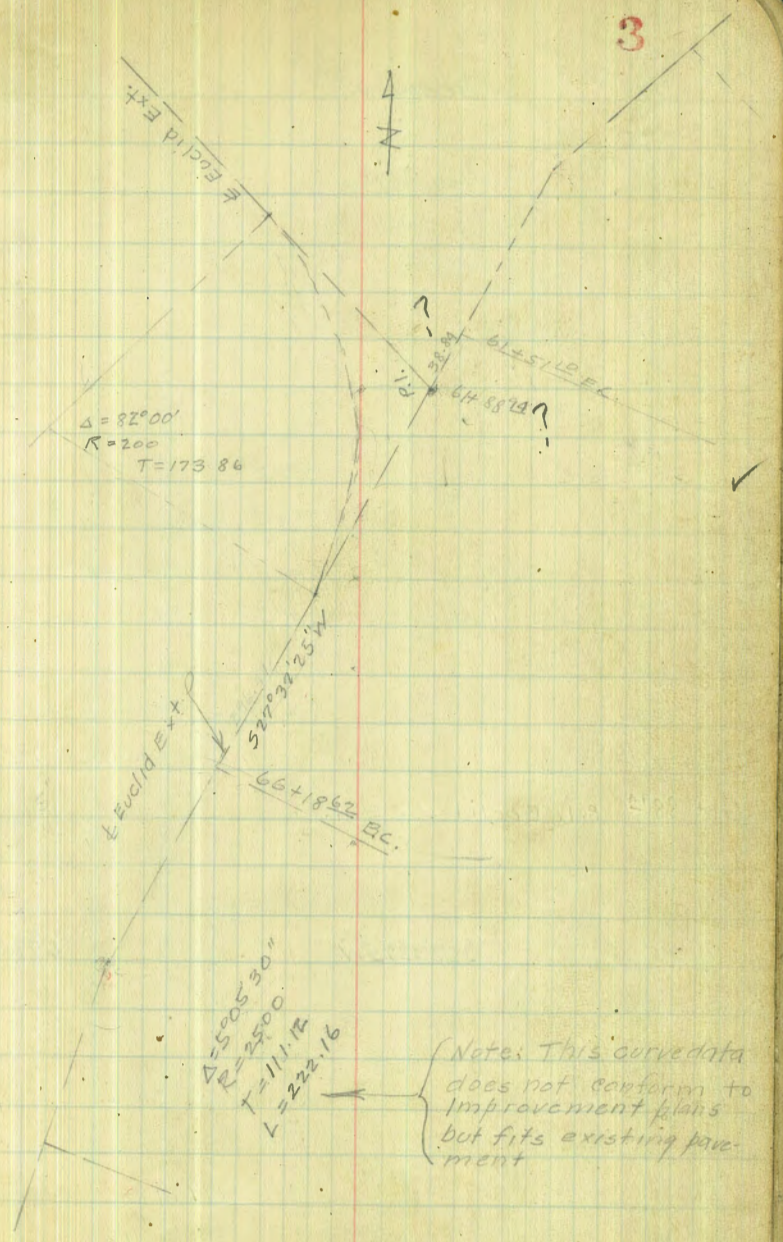


	Bearing	dist.	chord
32+92 ⁸⁰ P.O.T			
34+00			
35+00			
36+00			
37+00			
37+06 ⁷⁶ B.C			
		$\Delta = 10^{\circ} 39' 15''$ L	
		$R = 3000$	
		$T = 229.72$ ✓	
		$L = 557.85$ ✓	
38+00		$0^{\circ} 53' 25''$ 93.24	
39+00		1-50-43 100.00	
40+00		2-48-01. "	
41+00		3-45-19. "	
42+00		4-42-37. "	
42+05.37 = POT. Hub 34 1840		4-42-37. "	
42+64 ⁶¹ E.C.		5-19-37 64.61	
43+00			
43+70.17 = POT. Hub 34 6-19-40			
44+00			
45+00			
46+00			
47+00			
48+00			
49+00			
50+00			
51+00			
52+00			

S4027d0v

S294825W

2067.31



Bearing

53+00

54+00

S29°48'25"W

55+00

55+96.10 *Hub by handia = intersection of NLY line Wadsworth Olive Grove Subdivision, Page 10 and 35

56+00

57+00

58+00

59+00

59+53³⁰ B.C.

$$\Delta = 2^{\circ}16' L$$

$$R = 5000$$

$$T = 98.20 \quad 98.22$$

$$L = 197.80 \quad \checkmark$$

60+00

$$0-16-09 \quad 46.70$$

61+00

$$0-50-22 \quad 100.00$$

61+51¹⁰ E.C.

$$1-08-00 \quad 51.10$$

61+88²³ P.L. Euclid Ave Ext.

62+00

63+00

64+00

S27°32'25"W

677.54

65+00

66+00

66+18⁶² B.C.

$$\Delta = 5^{\circ}05'30" L$$

$$R = 2500$$

$$T = 111.12 \quad 111.16$$

$$L = 222.16 \quad \checkmark$$

68+40²⁸ E.C.

S22°26'55"W

	Bearing	defl	chord.	
78+34 ⁵⁷ B.C.	S22°26'55"W		1316.56	
		$\Delta = 16^{\circ} 03' 45''$ R		
		R = 1500		
		T = 211.65 ✓		
		L = 420.51 ✓		
79+00		1-19-58	65.43	
80+00		3-07-34	77.98	
81+00		5-04-10	"	
82+00		6-58-46	"	
82+55 ⁰⁸ E.C.		8-01-52	55.08	
83+00				
84+00	S38°30'40"W		619.45	
85+00				
85+06 ²⁸ B.C.		$\Delta = 5^{\circ} 58' 30''$ L		
		R = 3000		
		T = 156.60 156.57		
		L = 312.85 ✓		
86+00		9-53-42	73.72	
87+00		1-51-00	100.00	
88+00		2-48-18	"	
88+19 ¹³ E.C.		2-59-15	19.13	
89+00				
90+00	S32°32'10"W		1137.47	
92+00 P.O.T.				
93+00				
94+00				

Bearing
 532°32'10"W

95+00

95+27¹⁸ BC

$\Delta = 20^\circ 37' R$

$R = 1500$

$T = 272.82 \checkmark$

$L = 539.74 \checkmark$

96+00

1-23-27 72.82

97+00

3-18-03 79.98

98+00

5-12-39 "

99+00

7-07-15 "

100+00

9-01-51 "

100+66⁹² E.C.

10-18-30 66.92

101+00

533°10"W

579.85

101+74⁹² BC

$\Delta = 15^\circ 07' L$

$R = 1500$

$T = 199.03 \checkmark$

$L = 395.75 \checkmark$

102+00

0-28-44 25.08

103+00

2-23-20

104+00

4-17-56

105+00

6-12-32

105+70⁶² E.C.

7-33-30

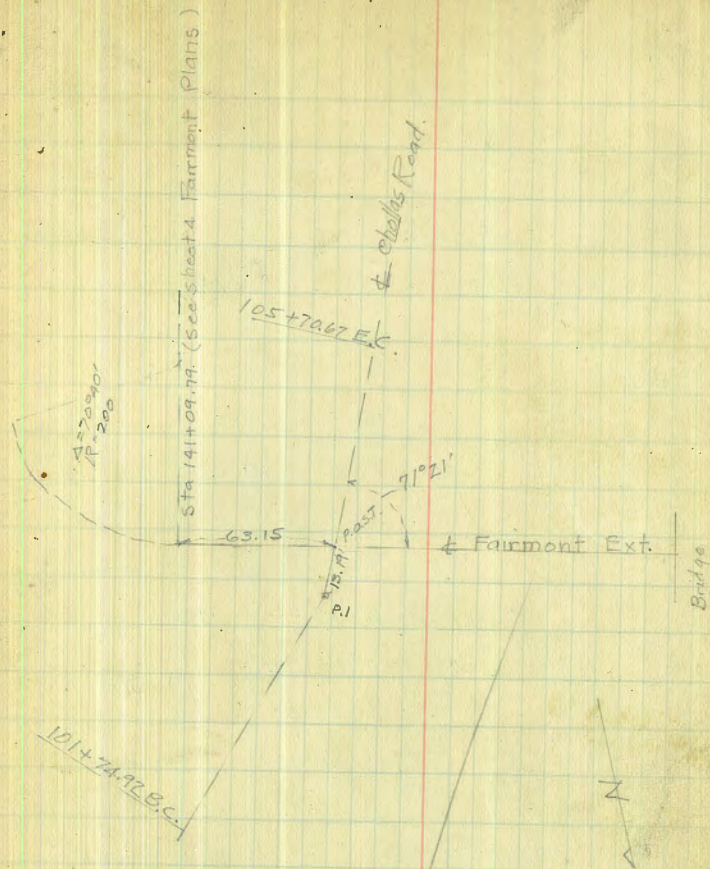
106+00

538°02'10"W

107+00

108+00 P.O.T.

109+00



110+00

111+00

112+00

113+00

114+00

114+63⁵⁵ B.C

115+00

116+00

117+00

118+00

119+00

119+40⁶⁸ E.C

120+00

121+00

122+00

123+00

124+00

125+00

126+00

127+00

128+00

130+00 Hub

131+22⁰¹

538°21'0"W

1332.51

$\Delta = 18^{\circ}13'30'' R$

$R = 1500$

$T = 240.60 \quad 240.60$

$L = 477.13$

0-41-46 36.45

2-36-22 77.98

4-30-58 "

6-25-34 "

8-20-10 "

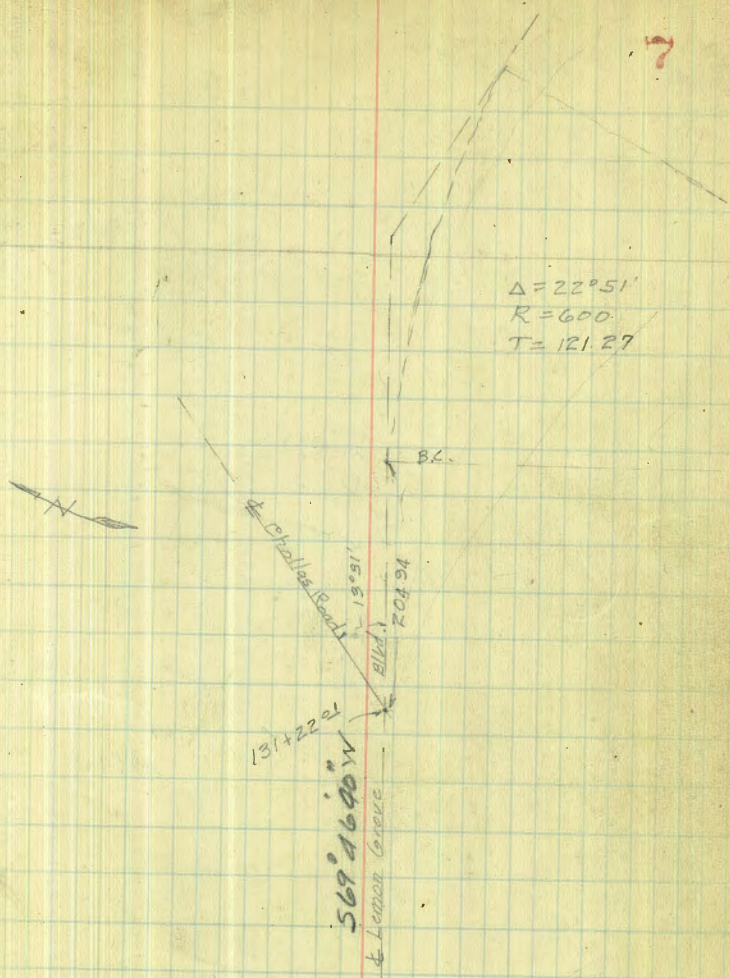
9-06-45 40.68

556°15'40"W

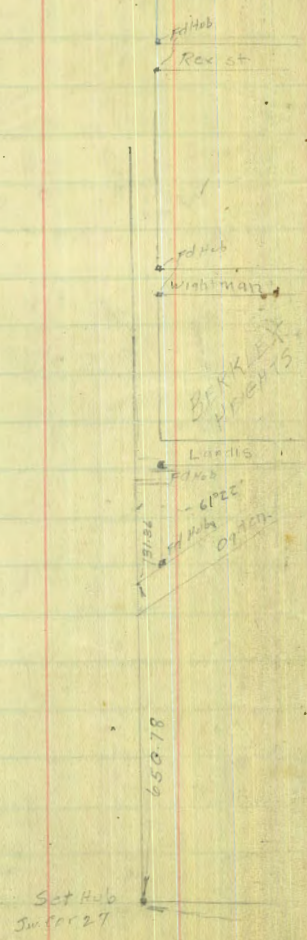
R.O.T

& Lemon Grove Blvd.

7



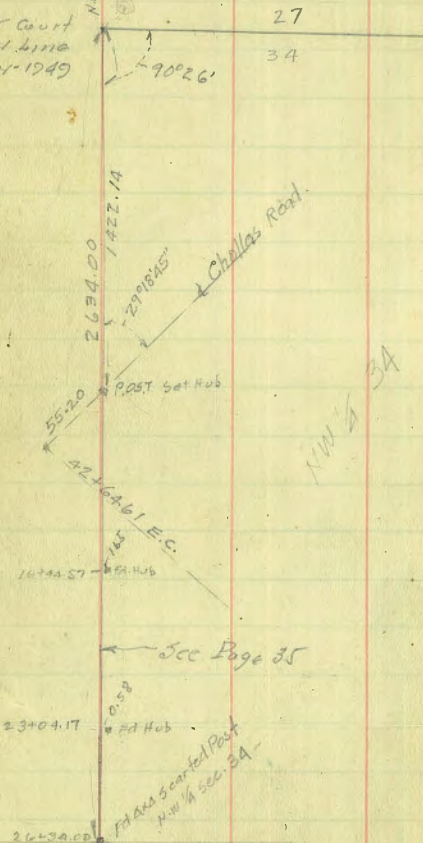
Ties Chollas Road to W 1/2 Sec 27
(Lemon Villas)



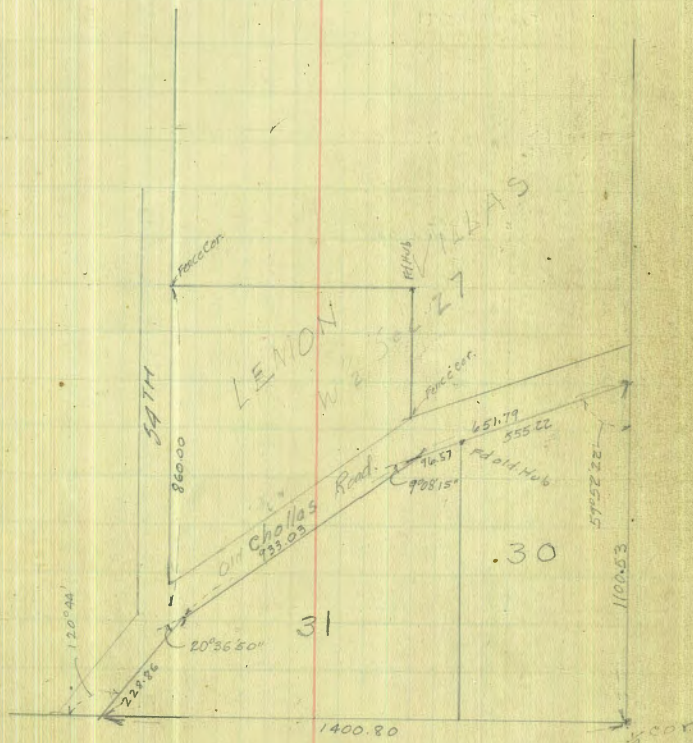
Tie Chollas Road to West line
of Sec. 34 T16S R2W

See Superior Court
Case for NW 1/4
of Sec 34 CB.W. 1949

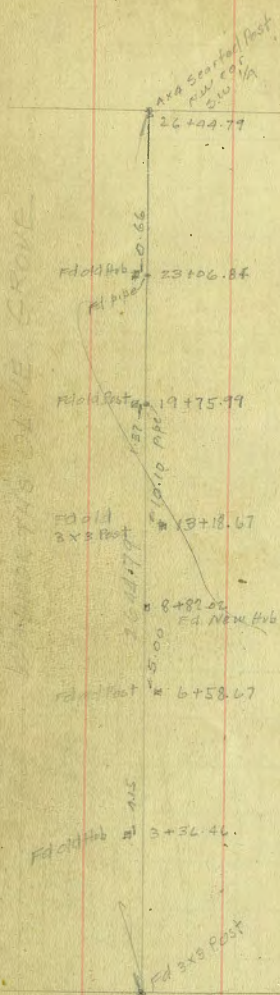
N.W. Cor. Sec. 34



N.W. 1/4 34



WADSWORTH'S OLIVE GROVE



SW 1/4 34

FL 1 P
W. Carlot 2
E. Miss. Land of S.D.

773

WADSWORTH'S OLIVE GROVE

115 Post
5156.3011

268

268

268

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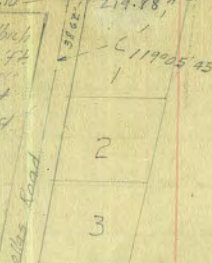
268

268

268

268

Note: Valley Drive which
is Cholla Road is 66.74
high. The Hub is 2 ft. above
by Hayden. does not
check the 33' 1/2 at all
by 574 the cholla
dist. should have
been 3776 to put
the Hub on S. Street
to South - market.
7-6-50



Ties Chollas Road to
S 1/2 Sec 33

3862
3162

See Page 30

2989.79
2066.18
923.61

SW 1/4 34

3x3 Post - E Cor
S. C. 33

Ex Miss Lands of S.D.

84°48'15"

NW 1/4 34

See Nevl
Record of Survey
Superior Court
Case for New
Lands
C.B.W. 1949

55+96.10

214.78

420.34

119'05'25"

1

2

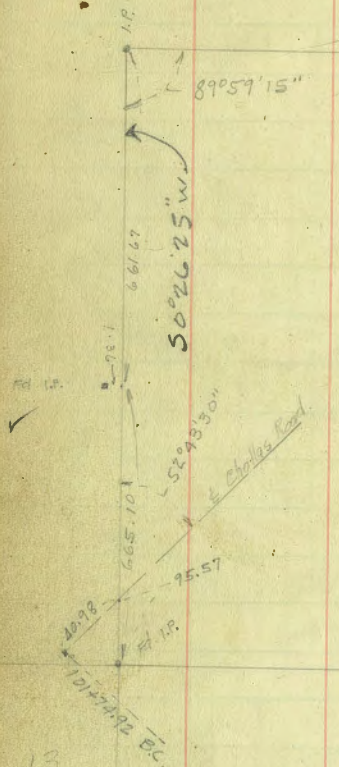
3

Cholla Road

9°32'16"

24

661.10
661.67
1324.77



Ex Miss of SD

13

14

544.22
Lemon
GRAVE HILL
FEDERAL

4-2257
4-2258

51°47'10\"/>



For this Cor see Tie Book 19 21

N 89°35'35\"/>

LOT 13

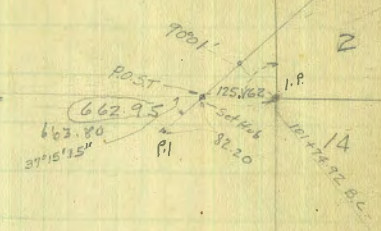
For Ties This Line See Tie Point Book 19 21

197°45'15\"/>

N 0°26'35\"/>

18

11



2

14

3/17/50
London.

X Sec's. Chollas Road.

12

B.M.	0.88	316.45		315.57	
T.P.	12.97	326.80	26.2	313.83	
T.P.	3.72	330.32	0.20	326.60	
T.P.	1.33	319.27	12.38	317.94	
B.M.			9.22	310.05	
T.P.	0.53	306.87	12.93	306.34	
T.P.	1.75	296.32	12.30	294.57	
T.P.	3.70	289.41	10.61	285.71	
B.M.	9.23	290.63	8.01	281.40	
1+20					
±	Pv. Univ. Ave.		6.63	284.00	
1+50					
±	"		6.95	283.68	
2+00					
±	"		7.40	283.23	
2+45					
±	9th Univ.		8.08	281.57	
±	top of Univ.		7.32	283.31	
3+00					
85 L			11.4	279.2	
55 L			9.8	280.8	
20 L			6.0	284.6	
±			6.1	284.5	
25 R	top of Univ.		7.91	281.72	
25 R	gutter		8.61	281.02	

BP N.W.
Univ & 52nd

BP N.W.
Univ & 54th

BP N.W.
Univ Ave
& Sec. 27

3+40	290.63	
40 R gutter	8.92	281.71
40 R top of Univ.	8.20	282.43
±	6.7	283.9
60 L	12.7	277.9
80 L	23.0	267.6
100 L	23.7	266.9
3+65		
100 L	23.8	266.8
60 L	21.6	269.0
30 L	12.0	278.6
±	15.5	275.1
40 R	14.2	276.4
60 R top of Univ.	8.55	282.08
60 R gutter	9.37	281.26
4+00		
71.5 R gutter	9.02	281.61
" top of Univ.	8.29	282.34
40 R	4.9	285.7
±	9.9	280.7
27 L	12.6	278.0
45 L	20.1	270.5
75 L	22.0	268.6

A+78 ⁹² B.C.	290.63		
100L		25.5	265.1
70L		25.4	265.2
50L		15.4	275.2
+		9.5	281.1
75R		3.9	286.7
100R		5.8	284.8
7+00			
150R		11.6	279.0
T.P.	0.91	279.50	12.04
75R		2.8	276.7
12R		3.5	276.0
+		5.7	273.8
12L		6.2	273.3
35L		17.4	262.1
100L		16.9	262.6
8+00			
100L		13.5	261.0
20L		18.3	261.2
+		9.1	270.4
5R		6.2	273.3
40R		4.8	274.7
95R		10.0	269.5
115R		3.8	275.7
150R		1.9	277.6

9+00	279.50		
150R		3.7	275.8
100R		6.1	273.4
70R		13.2	266.3
40R		7.8	271.7
15R		7.3	272.2
+		15.4	264.1
6L		18.4	261.1
100L		19.8	259.7
9+45			
100L		20.6	258.9
+		17.9	261.6
90R		13.4	266.1
145R		7.4	272.1
175R		4.8	274.7
10+00			
150R		4.3	275.2
80R		8.1	271.4
30R		8.0	271.5
+		15.6	263.9
8L		19.2	259.9
100L		20.5	259.0
T.P. 4.76	271.64	12.62	266.88

11+32⁵² E.G. 271.64 ✓

100 L	14.7	256.9
32 L	15.9	255.7
12 L	8.0	263.6
±	5.5	266.1
35 R	1.2	270.4
100 R	0.8	270.8
200 R	4.2	275.8

13+00

200 R	1.0	270.6
100 R	3.0	268.6
50 R	6.0	265.6
25 R	17.6	254.0
±	16.1	255.5
100 L	12.9	258.2
T.P.	4.71	265.17
	11.18	260.46 ✓

16+00

100 L	14.4	250.8
±	13.9	251.3
55 R	13.5	251.7
75 R	6.3	258.9
100 R	5.8	259.4
170 R	0.0	265.2
T.P.	2.57	259.22
	8.52	256.65 ✓

19+00 259.22 ✓

100 R	7.0	252.2
34 L	11.5	247.7
40 L	14.7	244.5
100 L	13.7	245.5
115 L W. stream	15.3	243.9
20+00		
86 L W. stream	16.0	243.2
80 L	13.7	245.5
±	14.1	245.1
100 R	11.6	247.6

21+00

85 R E Pav. 54 th	10.00	249.18
57 R	13.8	245.4
±	13.7	245.5
T.P.	1.51	248.32
	12.41	246.81 ✓
100 L	4.8	254.4
105 L W. stream	7.2	252.0
185 L E. stream	7.0	252.2
21+71 = ± 54 th		
181 L E. stream	8.8	250.4
157 L W. stream	8.6	250.6
155 L	6.3	252.9
42 L	5.8	253.4
30 L	0.3	258.9
25 L E Pav 54	1.24	257.98

21+71	248.32 ✓		
± Pav 54 th	1.22	247.10	
24R	1.42	246.90	
28R	1.1	247.2	
41R	5.1	243.2	
100R	6.0	242.3	
21+90			
± W. Pav 54 th on ±	1.40	246.92	
21+52			
± E. Pav 54 th	1.27	247.05	
23+00			
100R	8.3	240.0	
5R	7.5	240.8	
±	5.7	242.6	
95L	2.3	246.0	
100L	0.6	247.7	
105L w. Pav. 54 Next Bridge.	1.07	247.25	
24+00			
110L E. Stream	11.1	237.2	
75L w. Stream	10.7	237.6	
70L	8.2	240.1	
±	8.5	239.8	
100R	9.4	238.9	
T.R. 8.33	246.81 ✓	9.84	238.48 ✓

25+00	246.81 ✓		
75R	9.4	237	4
±	8.3	338	5
104 W Stream	10.7	236	1
70L E. stream	9.8	237	0
100L	0.4	246	4
130L	+2.7	249	5
25+30			
130L Branch stream	8.0	238	8
100L " "	8.8	238	0
± W. stream	11.0	235	8
23R	8.6	238	2
45R	8.7	238	1
7 26 1 25+00			
60R w. Stream	12.0	234	8
±	11.7	235	1
7L E. stream	11.8	235	0
7L	8.8	238	0
60L	6.2	240	6
150L	1.8	245	0
T.R. 8.22	252.93 ✓	2.10	244.71 ✓

27+00	252.73 ✓	
150 L	+1.5	254.4
100 L	2.4	250.5
40 L	6.7	246.2
35 L	9.5	243.4
18 L	9.8	243.1
♀	13.5	239.4
60 R	16.1	236.8
28+00		
50 R	13.3	239.6
♀	8.6	244.3
13 L	8.6	244.3
30 L	5.3	247.6
100 L	+1.4	254.3
150 L	+4.4	257.3
30+00		
200 L	+4.4	257.3
100 L	+1.7	254.6
30 L	1.0	251.9
♀	6.9	246.0
18 R	11.4	241.5
36 R	12.0	240.9
50 R	15.7	237.2

31+60	252.93	
50 R	17.2	235.7
30 R	17.0	235.9
23 R	11.6	241.3
♀	4.8	248.1
T.P. 473	254.18 ✓	3.48
65 L	2.8	251.4
125 L	1.7	252.5
160 L	11.4	242.8
200 L	2.5	251.7
32+05		
180 L	0.0	254.2
140 L	7.8	246.4
120 L	14.3	239.9
85 L	12.5	241.7
♀	18.9	235.3
50 R	19.5	234.7
32+93		
60 R	24.4	229.8
♀	4.5	249.7
100 L	2.0	252.2
130 L	0.5	253.7
200 L	+2.7	257.5

34+00	25A.18 ✓		
200L		+10.4	264.6
100L		2.4	251.8
60L		-4.6	249.6
±		25.5	228.7
15R		29.2	225.0
65R		29.0	225.2
36+00			
60R		32.7	221.5
±		24.6	229.6
80L		4.2	250.0
100L		3.5	250.7
200L		+8.0	262.2
38+00			
200L		+17.2	271.4
100L		1.8	252.4
30L		13.2	241.0
±		25.6	228.6
18R		32.6	221.6
65R		36.3	217.9
T.P	5.27	247.84 ✓	11.63
			242.55 ✓

39+00		247.84	
50R		30.4	217.4
±		31.0	216.8
20L		26.0	221.8
100L		+1.3	249.1
200L		+21.0	268.8
39+75			
200L	Crest Ravine	+17.3	265.1
125L		+7.0	254.8
100L		4.0	243.8
20L		27.4	220.4
±		30.2	217.6
50R		34.0	213.8
40+25			
50R		34.0	213.8
20R		35.0	212.8
10R		30.1	217.7
±		30.4	217.4
40L		27.0	220.8
116L		+2.0	249.8
200L		1.4	246.4
250L	Bottom Ravine	6.8	241.0

41+10		247.84 ✓	
175L	S. side Ravine	5.0	242.8
100L	bottom Ravine	19.4	228.4
±		29.8	218.0
8R		30.1	217.8
11R		33.1	214.7
50R		35.2	212.6
42+00			
50R		35.5	212.3
15R		32.5	215.3
±		29.1	218.7
36L		28.6	219.2
100L		5.9	241.9
200L		+10.9	258.7
43+00			
200L		+13.0	260.8
100L		5.2	242.6
13L		17.6	230.2
8L		24.6	223.2
±		25.2	222.6
5R		23.2	224.6
50R		35.0	212.8
TR	1.50	237.59	11.75
			236.09 ✓

44+00		237.59 ✓	
50R		15.7	221.9
±		12.4	225.2
45L		10.2	227.4
100L		1.0	236.6
200L		+21.4	259.0
45+35			
200L		+11.0	248.6
100L		4.1	233.5
54L		12.2	225.4
±		15.5	222.1
50R		18.0	219.6
46+35			
50R		20.8	216.8
30R		18.4	219.2
±		18.6	219.0
86L		12.1	225.5
100L	bottom small Ravine	16.4	221.2
175L	" " "	14.0	223.6
47+00			
185L		1.2	236.4
150L		5.3	232.3
100L		13.0	224.6
±		18.5	219.1
60R		20.3	217.3
TR	2.28	233.02	6.85
			230.74 ✓

	233.02 ✓		
T.P.	0.70	220.81	220.11 ✓
T.P.	2.12	210.41	208.29 ✓
53+00			
60R		12.0	198.4
±		8.0	202.4
100L		1.0	209.4
54+00			
100L		9.1	201.3
±		11.9	198.5
60R		13.2	197.2
T.P.	0.66	198.93	198.27 ✓
58+00			
60R		10.7	188.2
30R		11.8	187.1
20R		8.1	190.8
±		7.3	191.6
100L		7.2	191.7
59+53 ³⁰ B.C.			
100L		9.9	189.0
±		9.3	189.6
28R		8.8	190.1
37R		13.3	185.6
100R		12.8	186.1

61+00	198.93 ✓	
56R	14.1	184.8
40R	11.7	187.2
±	11.2	187.7
100L	11.3	187.6
T.P.	0.27	188.63
62+00	10.57	188.36 ✓
100L	+1.2	189.8
±	3.4	185.2
67R	E Par Euclid	1.15
101R	W. " "	1.48
62+95		
±	E Par Euclid	2.72
64+00		
±	± Par Euclid	4.60
65+00		
±		5.87
66+00		
±		6.08
67+00		
±		3.88
68+00		
±		0.84
69+00		
±		1.27
T.P.	0.46	187.55
	1.54	187.09 ✓

70+00	187.55 ✓		
⊕		1.72	185.83
71+00			
⊕		3.33	189.22
72+00			
⊕		4.96	182.59
73+00			
⊕		6.51	181.09
74+00			
⊕		8.11	179.99
75+00			
⊕		9.63	177.92
76+00			
⊕		10.98	176.57
TP 192	177.66 ✓	11.81	175.74 ✓
77+00			
⊕		2.01	175.65 ✓
TP 213	174.63 ✓	5.16	172.50 ✓
79+00			
100 R		12.0	169.6
60 R		7.2	267.4
45 R		3.0	171.6
⊕		1.2	173.4
26 ^S L w. Euclid Pav.		+2.0	176.6

20

80+00	174.63		
71 L w. Euclid Pav.	+3.3	177	9
62 L	+4.5	179	1
42 L	+0.8	175	9
⊕	2.4	172	2
78 R	5.6	169	0
100 R	10.0	164	6
81+00			
100 R	12.0	162	6
65 R	5.5	169	1
⊕	3.8	170	8
43 L	+3.0	177	6
100 L	+4.8	179	4
82+5508 E.C.			
75 L	3.7	170	9
⊕	9.8	160	8
80 R	12.1	162	5
100 R	15.1	159	5
84+00			
100 R	19.2	155	4
79 R	19.3	155	3
70 R	16.1	158	5
TP 1.03	162.61	130.5	161.58 ✓
⊕	2.9	159	7
82 L	+4.0	166	6
100 L	+3.3	165	9

85+06²³ B.C. 16261

100L	3.6	159.0
86L	5.5	157.1
80L	2.7	159.7
25L	4.0	158.6
±	4.9	157.7
38R	5.1	157.5
42R	7.8	159.8
100R	7.9	159.7

89+00

100R	15.5	147.1
65R	15.5	147.1
45R	9.2	153.4
±	8.2	154.4
50L	6.5	156.1
T.P.	0.91	156.51
	7.01	155.60

92+00

52L	4.0	152.5
±	3.7	152.8
35R	4.2	152.3
40R	12.5	149.0
100R	12.5	149.0

94+00

100R	16.7	139.8
48R	16.7	139.8
35R	7.1	149.4
±	8.0	148.5

94+00 156.51

53L	8.4	148.1
95+00		
53L	9.6	146.9
10L	9.4	147.1
±	13.6	142.9
10R	16.9	139.6
100R	16.9	139.6
T.P.	3.09	148.17
	11.43	145.08

100+66⁹² E.C.

100R	16.3	131.9
25R	16.3	131.9
17R	17.6	140.6
±	7.7	140.5
100L	8.5	139.7
T.P.	4.71	142.87
	10.01	138.16

101+74⁹² B.C.

100L	4.4	138.5
±	4.7	138.1
100R	4.4	138.4
103+00		
100R	5.9	137.0
±	5.2	137.7
90L	5.5	137.4
105L	1.8	141.1

103+49

142.87

135 L	Fairment Pav.	0.35	142.52
73 L	± Fairment Pav.	3.70	139.17
45 L	N. Fairment Pav.	3.87	139.00
15 L		6.2	136.7
±		5.5	137.4
100 R		7.5	135.4
103+80 = ±	Fairment		
±		4.51	138.36
104+00			
100 R		6.2	136.7
87 R		4.0	138.9
77 R	N. Fairment Pav.	4.83	138.04
49 R	± " "	4.68	138.19
20 R	S " "	4.77	138.10
±		5.7	137.2
28 L		6.6	136.3
100 L		5.3	137.6
104+30			
100 L		6.4	136.5
±		7.5	135.4
35 R		7.5	135.4
84 R	S Fairment Pav.	4.88	137.99
110 R	± " "	4.51	138.36

22

107+00	142.87		
100 R		10.9	132.0
±		9.9	133.0
33 L		8.6	134.3
82 L		0.8	142.1
130 L		+2.0	144.9
T.P. 283	143.79	1.91	140.96
107+60			
130 L		+2.4	146.2
±		4.2	139.6
36 R		12.8	131.0
90 R		12.2	131.6
109+00			
100 R		13.1	130.7
±		13.6	130.2
12 L		10.2	133.6
31 L		10.3	133.5
100 L		+11.7	155.5
150 L		+21.7	165.5
BM ^{1.30} ₁₄₈₊₀₀	140.41	4.68	139.11
110+00			
180 L		+29.0	169.4
123 L		+5.8	146.2
35 L		10.1	130.3
±		12.5	127.9
100 R		11.4	129.0
T.P. 640	135.82	10.99	129.42

113+00	135.82		
100R		9.1	126.7
±		6.6	129.2
100L		4.0	131.8
154L		+2.3	138.1
172L		+9.0	144.8
114+00			
150L		+4.0	139.8
±		5.0	130.8
100R		9.3	126.5
115+20			
100R		10.0	125.8
±		4.5	131.3
100L		+1.9	137.7
125		+8.5	144.3
TP	12.28	3.82	132.00
125L	116+00	+17.0	161.3
100L		+10.0	154.3
45L		10.1	134.2
±		13.7	130.6
100R		22.0	122.3

Buildings Trees etc. Chollas Road

23

L

±

R

21+04

25



Pumphouse = 10' x 16'

20+20

50

18+20

65

17+95

85

Windmill

14+16

68

11+50

15

150

10+00



116+60	144.28		
100R		22.5	121.8
£		9.6	134.7
50L		61	138.2
100L		+23	146.6
117+35			
100L		+23.0	167.3
£		6.6	137.7
18R		12.9	131.4
38R		22.7	121.6
100R		24.0	120.3
118+00.			
100R		25.0	119.3
8R		23.6	120.7
£		20.8	123.5
35L		4.5	139.8
100L		+24.0	168.3
119+40 ⁶⁸ EC.			
100L		+16.7	161.0
60L		+10.0	154.3
£		22.1	122.2
13R		25.8	118.5
100R		26.7	117.6

82+55⁰⁸ EC.

81+63

81+00

80+00

79+34⁷⁸ BC

76+08

77+88

77+10

75+73

71+90

30

70

25x

44

50

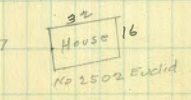
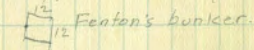
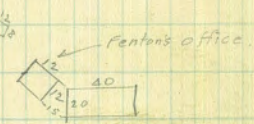
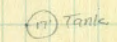
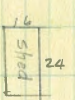
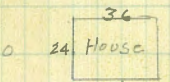
43

47

67

42

67

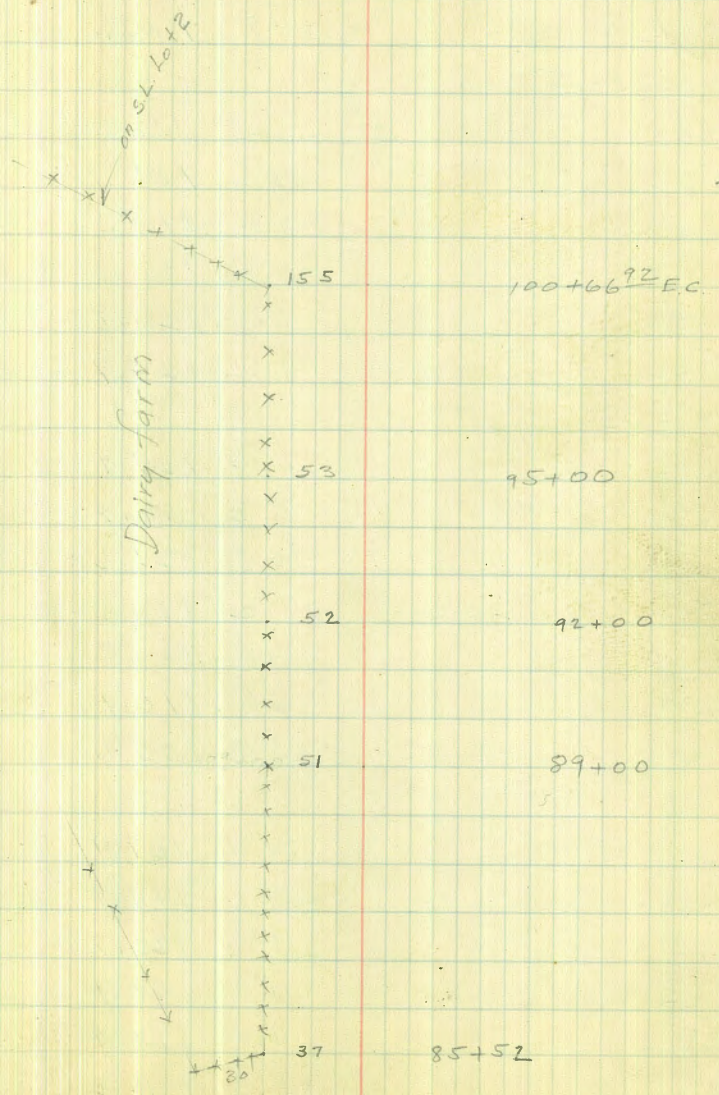


120+50	144.28 ✓		
100R		27.0	117.3
18R		26.6	117.7
±		15.8	128.5
20L		0.6	143.7
50L		1.0	143.3
100L		3.6	140.7
TR 1.10	132.76 ✓	12.62	131.66 ✓

121+08			
100L		+15.0	147.8
25L		8.4	124.4
±		10.6	122.2
25R		16.2	116.6
65R		16.3	116.5
75R		18.8	114.0
100R		19.2	113.6

123+50			
100R		18.3	114.5
±		17.5	115.3
75L		16.2	116.4
100L		3.3	129.5

125+00			
100L		+10.6	143.4
47L		8.3	129.5
±		13.6	119.2
5R		16.2	116.6
24R		15.6	117.2



125700	132.76		
35 R	19.1	113.7	
90 R	19.8	113.0	
100 R	24.8	108.0	

125775			
TP 9.32	131.87	10.21	122.55
100 R		25.2	106.7
8.5 R		16.2	115.7
⊕		10.7	121.2
65 L		5.1	126.8
100 L	Center Ravine	7.2	124.7
126+05			
100 L		2.0	129.9
30 L		8.3	123.6
25 L		10.3	121.6
⊕	Center Ravine	11.2	120.7
26 R		11.1	120.9
90 R		15.8	116.1
100 R		25.3	106.6

127+50			
100 R		24.0	107.9
90 R		20.0	111.9
25 R		11.6	120.3
⊕		11.0	120.9
20 L		7.5	124.4
93 L		+2.3	134.2

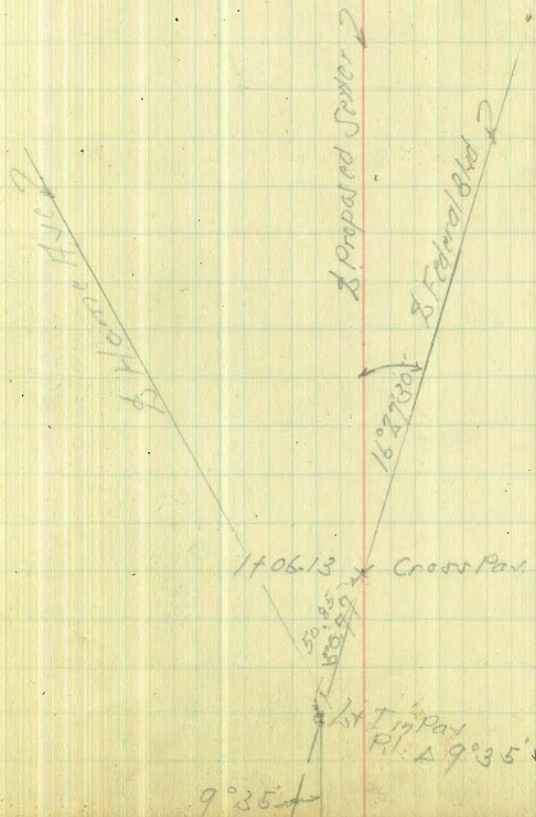
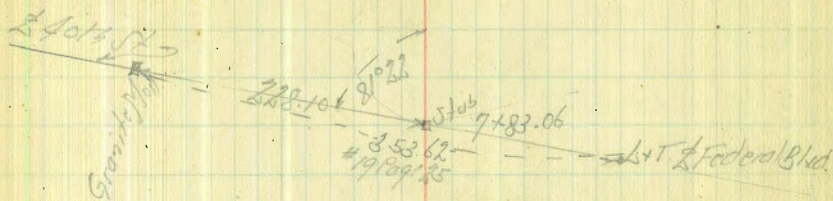
127+50	131.87		
102 L	N Lemmon Grove Pav.	+0.2	132.1
123 L	⊕ " " "	+1.0	132.9
TP 127	128.79	4.35	127.52
129+00			
55 L	⊕ Lemmon Grove Pav.	7.13	121.66
35 L	N " " "	7.51	121.28
20 L		7.7	121.1
⊕		11.0	117.8
27 R		10.8	118.0
64 R		22.0	106.8
100 R		20.7	108.1
130+00			
100 R		22.0	106.0
60 R		21.7	107.1
50 R		16.5	112.3
30 R		13.5	115.3
⊕		12.6	116.2
11 L	N Lemmon Grove Pav	13.3	115.5
30 L	⊕ " " "	12.58	116.21
TP 2.45	119.10	12.14	116.65
B.M. 130+00	N Lemmon Grove	29.5	116.15
131+220 L			
⊕	⊕ Lemmon Grove	7.32	111.78
18 R	N " " Pav	7.77	111.33
39 R		10.2	108.9
55 R		6.6	112.5
100 R		14.2	104.9

Ties La Mesa Trunk Sewer
Home Ave. to City Boundary

Alignment & Levels See FB. 1582

INDEXED
EFB

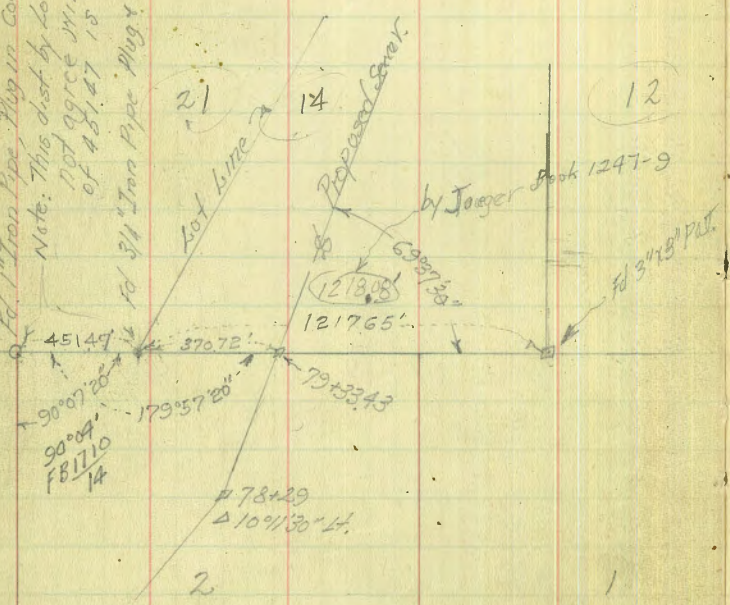
Sept-11-40
SUSCO
Hartman
H. Moore



9° 35'

Fd. 1" Iron Pipe Plug in Coupling.

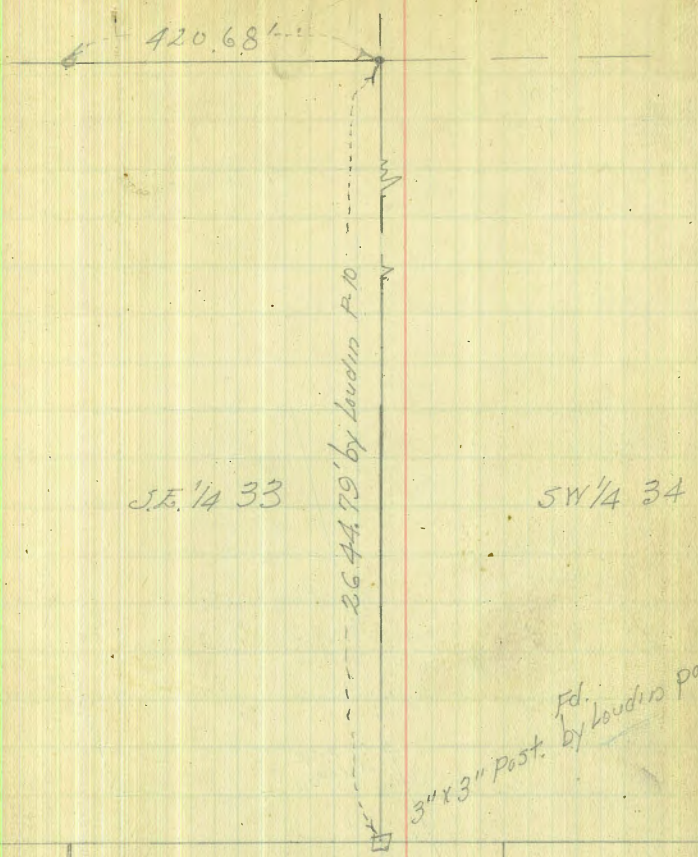
Note: This dist by Loudin = 452.63 Page 10 Which does not agree with our meas. by 116'. our meas. of 451.47 is the mean of 451.49 = meas. West. No. and 451.45 = " East. No. of 3 1/4" Iron Pipe Plug & Tack



3

13

Fd. 2" I. Pipe Plug. 14



S.E. 1/4 33

SW 1/4 34

3" x 3" Post. Fd. by Loudin page 10

258.35
39.62
297.93
19 219.94

1970
420.68
258.35
678.73

1970
420.68
219.93
640.88

H 440.35



1/2 1 1/2" Pipe 26+36.72
See P-35
4 p-31

13+18.36
Set Hub.

12+15.36 Set Hub. see P-35

This line. Not good
See R.S. #2203

Hold Hub on line
9+89.47

see Record of
Survey - Superior
Court Case
for L1770
C.B.W. 1949
R.S. 2203

New line
Hold Hub on line
3+29.83

1400 Set R.P. Redwood Hub.

0+50 Set R.P. Redwood Hub.

0+00 going North
Set Cap Nail in Brace to 8"x8" Post.

1/4 Cor Sec 34

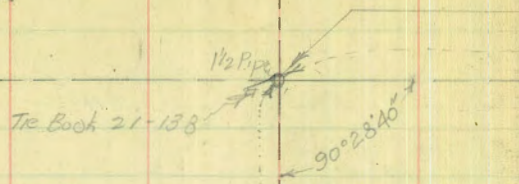
89°53'30"

1/4 Cor 33

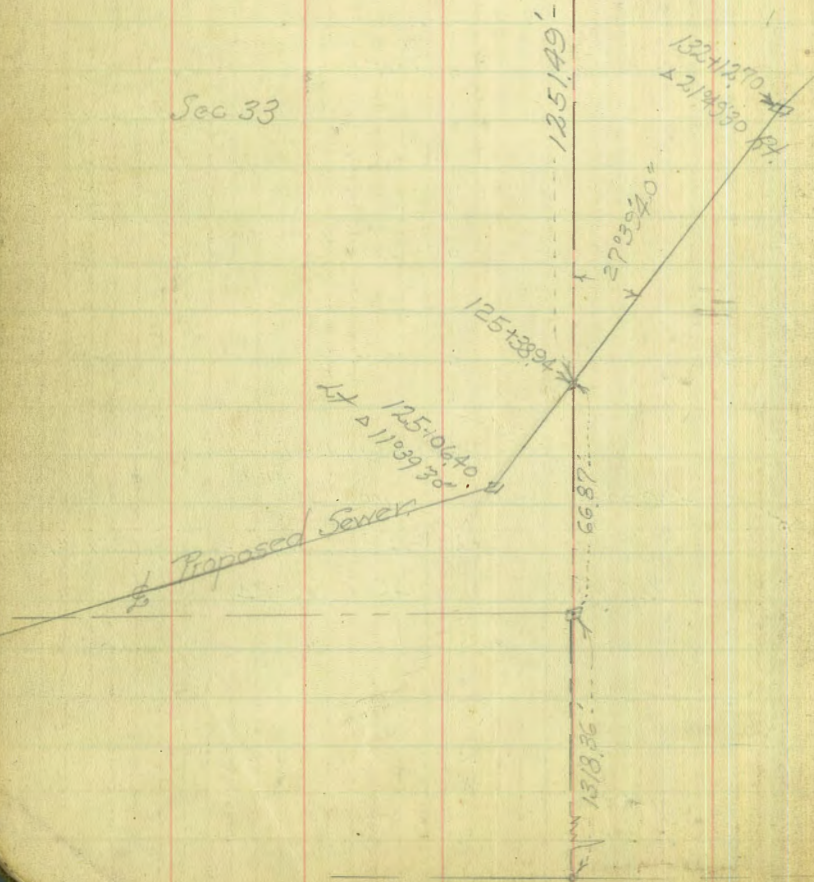
2644.79 by Louie
P-29

28 ?

Sec. ~~28~~



Sec. 33



Sec 27

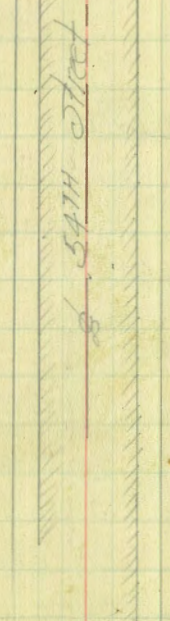
Tie Book 21-138

2601.22' by miller

1089.36'



Sec. 34



31

Plat. Book 1553-1

1/4 Cor.
Con. Mon
Tie Point Book 21-138

Additional
Ties Challas
Road & 54th
Sec. 1289

Levels for Flood Study
Vicinity of Siva & Dalbergia

Rigel

± 45' out Pav

See profile for this

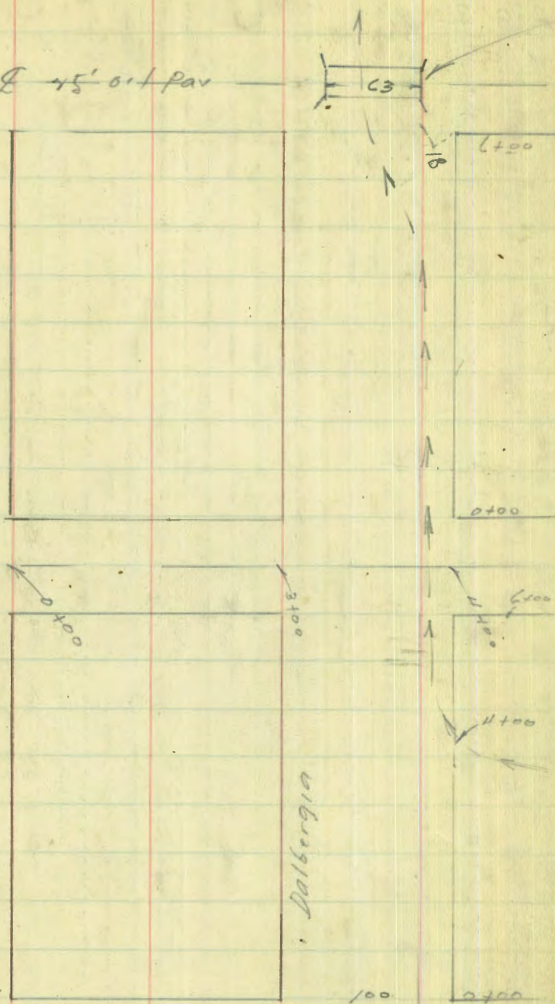
SIVA

MAIN

Dalbergia

Thor

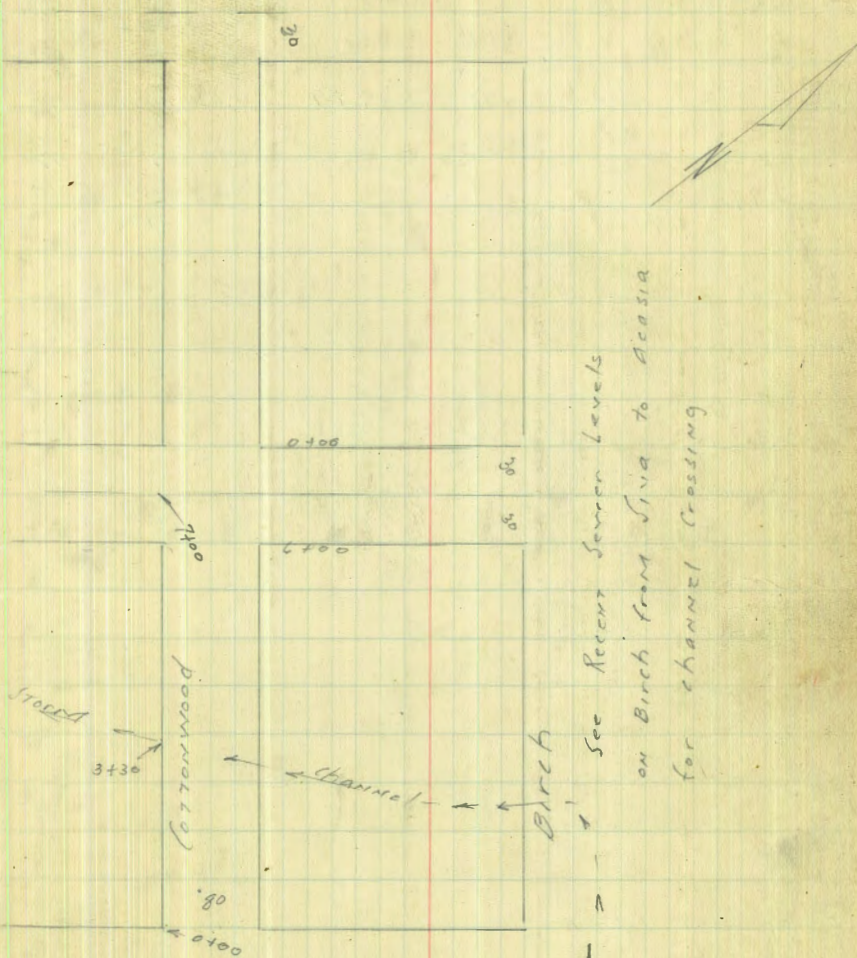
See profile for Thor St.
no change of ground line
at least very little.



Indexed
ask.

Moore
Hoop: 32
5-22-54

If this channel is not opened up before winter
the chances are good that this bridge will go out



See recent former levels
on Birch from Siva to Acasia
for channel crossing

Levels on Dalbergia
Thor to Rigel

INDEXED

JUN 27 1951

4

T.P.

5.14 7.78 9.89 4.64

+ 77

24
7.4
175

28
7.0
65

24
12.1
170

25
13.0
70

3

2

+ 40

1

0 + 0 = w.l. Thor

Set T.P. for Cottwood Levels

Main SEBP Thor

7.48 14.53

10.73

4.30

7.05

L.T.

Nly Dalbergia

Rt

33

38 76 64 17 26 0.9 channel
6.0 2.2 3.4 8.6 11.4 9.8 7.2 5.5 4.6
55 42 39 20 23 15 35 150

60 65 02 03 35 7.78
8.5 8.0 14.3 14.2 11.0 4.4 -02 04 38
50 23 30 20 15 12.1 12.1 10.7 TOP

05 43 43 17 27
12.0 10.2 10.2 12.8
60 54 40 33 4.8

old RR
fill

21
12.4

60
8.5

70
75

653
80

14.53

↓	21	20	37	40	29	37	22	22	24
	6.6	6.7	50	4.7	11.6	11.9	6.0	6.0	6.2
	200	100	90	40	30	18	8	150	

3	23	27	33	35	31	25	30	27	29
	6.4	6.0	5.4	5.2	11.8	11.2	5.7	6.0	5.8
	190	74	90	38	30	17	10	100	

T.P. 5.73 869 ↓ 6.84 2.96

869 ↓

↓	21	21	32	33	33	22	26	31	30	30
	7.7	7.7	6.6	6.5	6.5	12.0	12.4	6.7	6.8	6.8
	150	100	96	64	44	20	11	5	100	

↓	21	27	30	38	02	08	27	24	33	33	33
	7.1	7.1	6.2	6.0	9.6	10.6	12.0	12.2	6.5	6.5	6.5
	180	80	65	42	35	22	21	12	4	6.5	100

Set T.P. for Levels on Siva ST.
0 + 100 wly Siva

5.68 (4.10)

6 = Wly Siva	23	41	42	02	12	38	36	33	34
	7.5	5.7	5.6	9.6	11.0	6.0	6.2	6.5	6.2
	85	60	42	36	13	5	6.2	50	100

5	28	36	10	10	32	31	38	38
	7.0	6.2	10.3	8.8	6.5	6.1	6.0	6.0
	200	42	33	7	5	150		

4 + 50	6	30	38	28	15	30	28	38
	7.2	6.8	6.0	11.3	10.1	7.0	6.1	6.0
	200	65	50	40	32	18	8	100

9.78 ↓

9.78 ↓

Walker
Bliss
Isbell
6-19-40

Ties in Section 34,

And to proposed Cholla Road $\frac{1}{2}$ by $\frac{1}{4}$ corners

No Run

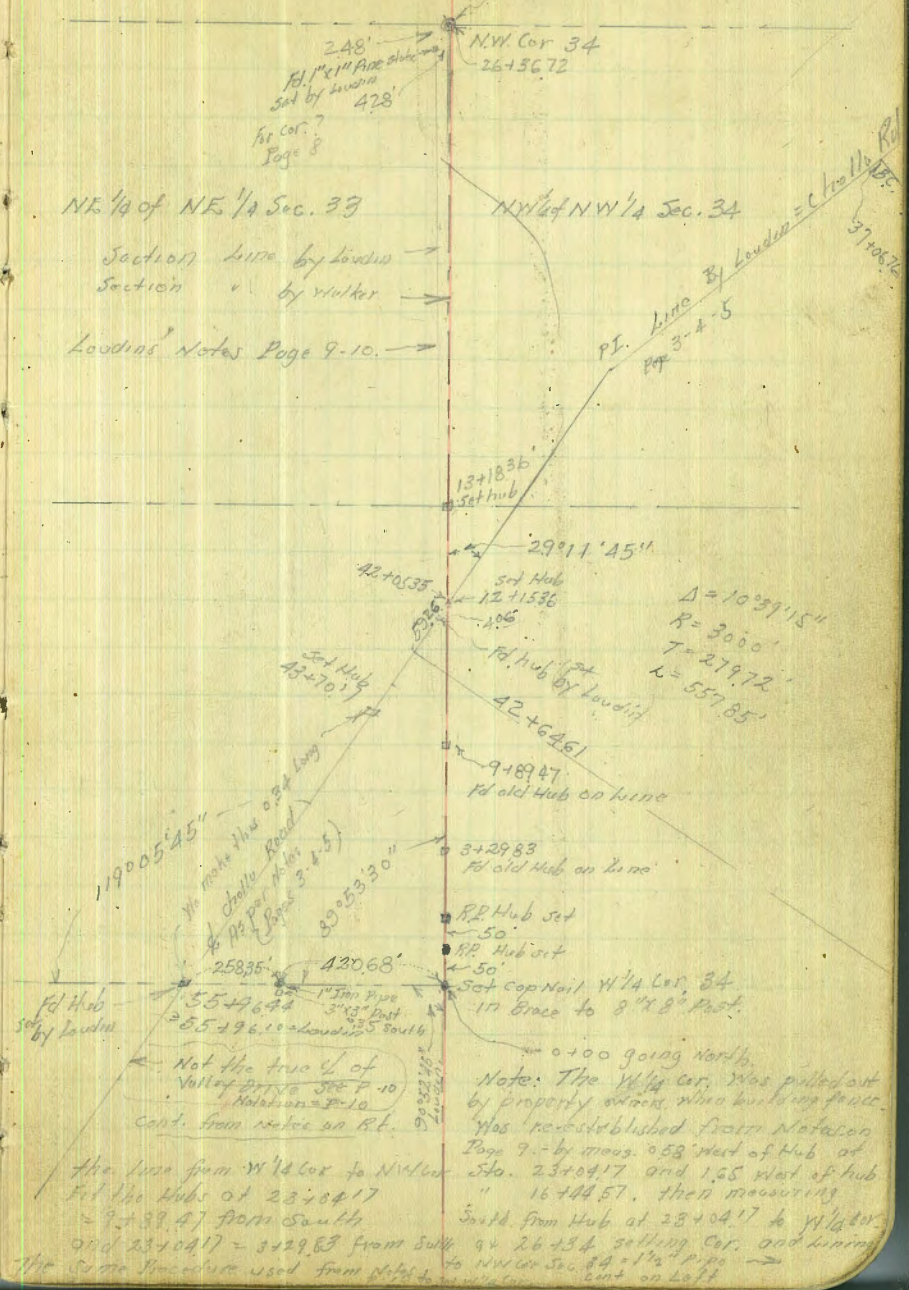
NE $\frac{1}{4}$ of NE $\frac{1}{4}$ Sec. 33

Section line by Loudin

Section " by Walker

Loudin's Notes Page 9-10.

Ed. $1\frac{1}{2}$ " pipe set in concrete. **35**



$\Delta = 10^{\circ}29'15''$
 $R = 3000'$
 $T = 279.72'$
 $L = 557.85'$

$119^{\circ}05'45''$
 We make this old line
 to Cholla Road
 by $\frac{1}{4}$ corner
 (Pages 3-4-5)
 $89^{\circ}53'30''$

Ed Hub set by Loudin
 $55+96.44$
 $25+96.10$ - about 15 South
 Not the true $\frac{1}{4}$ of Valley from Sec 7-10
 Nelson's 28-10
 cont. from notes on R.L.

The line from NW Cor to N.W. Cor
 Ed the Hub at 23404.17
 $= 9239.47$ from South
 and 23404.17 - 3129.83 from S.W. Cor
 The same procedure used from N.W. Cor

0.00 going North.
 Note: The Wiley car, was pulled out
 by property owner, who building fence.
 Was re-established from Note on
 Page 9. - by meas. 0.58 West of Hub of
 Sta. 23404.17 and 1.25 West of Hub
 " 16404.57, then measuring
 South from Hub at 23404.17 to N.W. Cor.
 and 26454 setting Cor. and lining
 to N.W. Cor. $1\frac{1}{2}$ " pipe
 cont. on left

Top deck S. and P. to bridge

approx. Elev. of flood water in past

6 + 30 I Rigel	Oil Strip Pav.	59 2.8 400	29 5.8 350	18 6.9 300	21 6.6 250	25 6.2 200	38 4.9 150	57 3.0 100	56 2.1 73	54 3.3 18	55 3.0	44 4.3 50	45 4.0 100	59 2.8 150	82 0.5 200	
6 + 00 E.L. Rigel		62 7.5 400	16 7.1 393	16 7.1 350	13 7.1 250	11 7.6 150	38 4.9 90	49 4.7 90	15 10.2 57	32 11.9 35	07 8.0 30	16 7.1	20 6.7 50	31 5.6 75	42 4.5 125	71 1.6 175
5 + 00 W.P.H. Bank houses		06 8.1 200	07 8.0 110	15 7.2 98	37 5.0 88	39 4.8 47	30 11.7 38	32 11.9 22	15 7.2 15	12 7.0	10 7.7 50	11 6.0 80	32 5.5 100	51 3.6 110		

Maintain

this hill occupied by

869

869
5

E Levels on Siva St
Main wly towards Birch

T.P. P. 20	4.57	8.27 ✓	4.10 ✓
0 + 0 N.L. Main. Pav.		4.12	4.15
0 + 15		7.3	1.7
1		6.6	2.1
2		6.1	2.6
3 S.L. Dalbergia		6.0	2.7
+ 56		4.5	4.2
+ 62		7.5	1.2
+ 74 E.W.		9.1	-0.9
+ 87 Channel		9.6	-0.9
4 N.L. Dalbergia		5.2	3.3
5		5.2	3.5
6		5.2	3.5
7 S.L. Cottonwood ✓		5.8	2.9
T.P.	5.40	8.90	3.50
7 + 80 N.L. Cottonwood		5.3	3.6
8		4.8	4.1
9		5.5	3.9
+ 90 approx. Flood Height		4.2	4.7
10 + 40		2.2	6.7

Notes Reduced. 5/23/92

Levels on Sly Line Cottonwood
Ther wly. 37

8.90 = H.I.

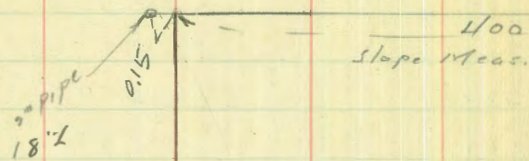
0 + 00 wly Ther St.	5.0	3.9
1	5.0	3.9
2	4.9	4.0
3	4.5	4.4
+ 70	5.1	3.8
+ 72	6.7	2.6
+ 76	10.3	-1.9
+ 35 channel	9.7	-0.8
+ 40	6.6	2.3
+ 50	4.7	4.2
4	4.5	4.4
5	5.3	3.6
6 Ely Siva	5.9	3.0
0 + 00 wly "	6.0	2.9
1	5.5	3.9
2	5.7	3.2
3	6.8	2.1
+ 70	6.0	2.9 Flood approx. Height
+ 30	4.2	4.7
T.P.	8.45	14.61
to Orig. B.M.	7.57	7.04
	2.74	6.16
	7.57	7.05 ✓

Indexed
C.S.K.

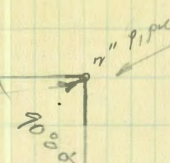
Check Murphy's Sub.

Sub. $\frac{3-4}{19}$ Excavator Hrs. Tract #2

Moore
Hazard
Hoopes
5-26-42

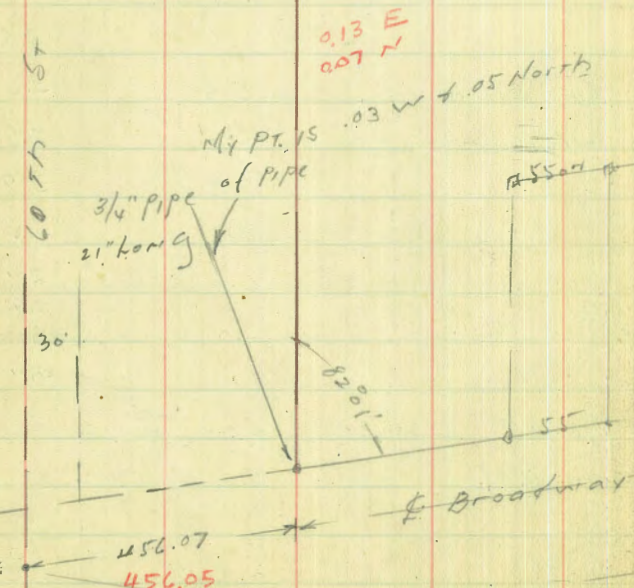


EAST



LINE + angle
OK

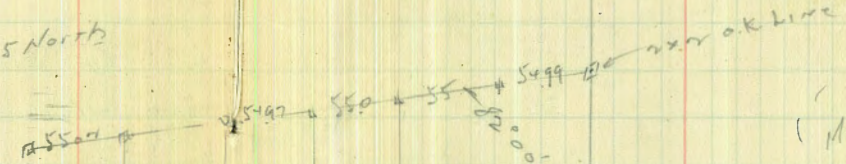
400.00
403.91
456.07
1267.00



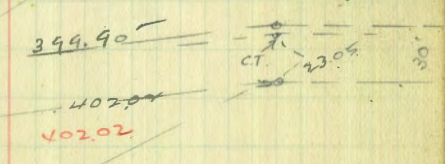
0.13 E
0.07 N

My pt. is .03 W + .05 North of pipe

3/4" pipe
21" long



My pt. is .07 West and .07 North of pipe (2 inch)
0.04 E
0.07 N



Red = Meas. 6-8-42
MOORE

403.91
403.94 ✓

1267.0
1267.30 = Map

1233.40 on Sk. shown on other map
What's this?

Note: 2" pipes are 18" long

38

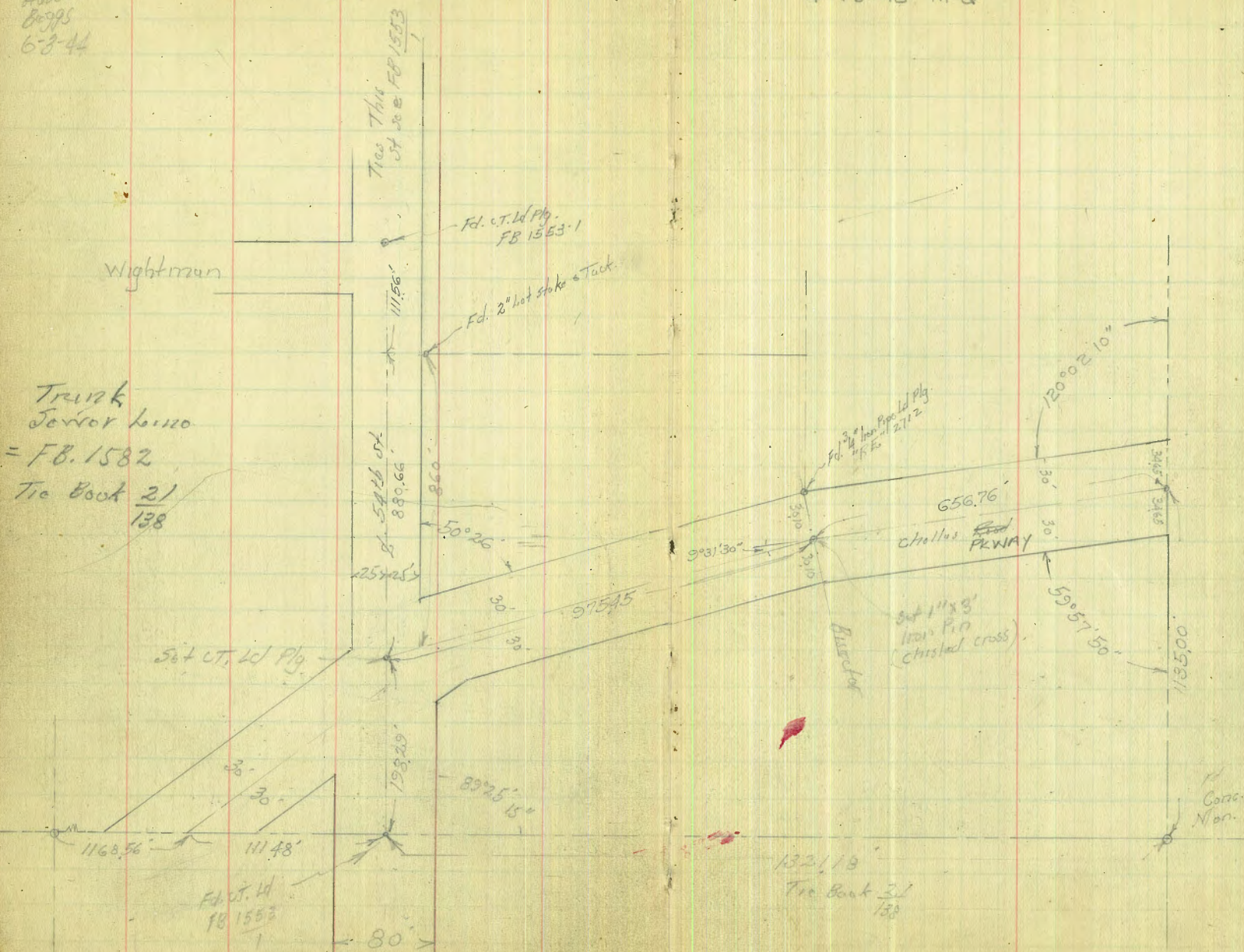
Walker
Hazard
Hold in
Boys
6-8-44

Ties - Chollas Road
at 54th St.

Indexed
C.S.K.

39

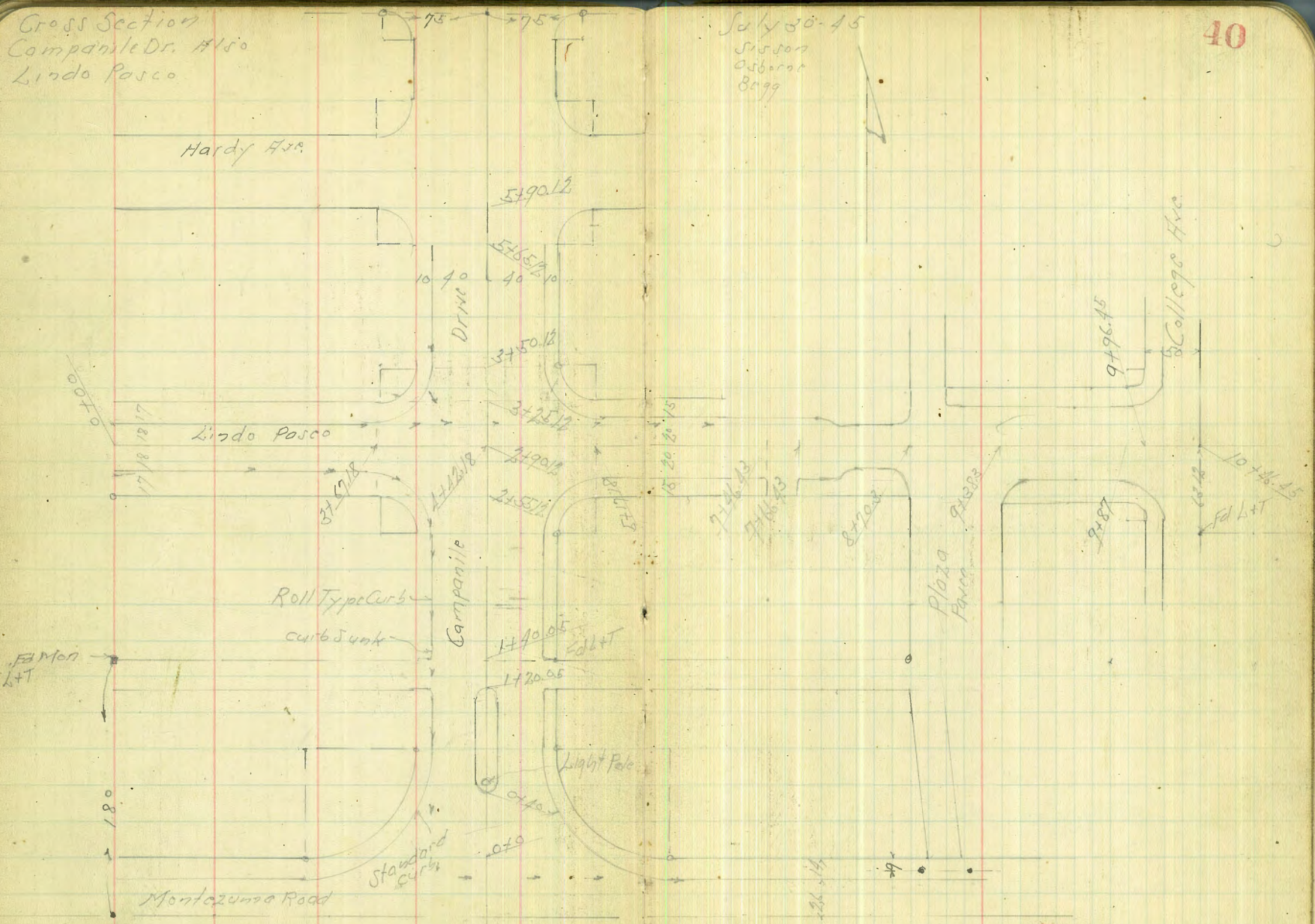
Plotted T.P.S. 3632-3640-1-2
4-13-48 M^oQ



Cross Section
Campanile Dr. Also
Lindo Pasco

July 30-45
Sisson
Osborn
8:39

Hardy Ave



Cross Section Campanile Drive
 Montezuma Road to Hardy Hvc
 Sketch page 40

Indexed
 c. 13.11

Lots: 11

Sections Plotted
 8-14-95

Rt: E

41

0+40

450.35 449.90 449.91 450.00 450.13 450.72 450.24 450.04 449.56 449.25 449.96
 5.06 5.51 5.50 5.41 5.28 4.69 5.17 5.30 5.85 6.16 5.55
 487.26 487.54 487.54 487.54 487.54 487.54 487.54 487.54 487.54 487.54 487.54

0+20

449.65 450.00 449.87 449.87 449.86 449.91 449.62 449.39 449.24 449.07 449.65
 4.76 5.89 5.54 5.54 5.55 5.50 5.80 6.02 6.17 6.34 5.77
 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26

0+0 = N.L. Montezuma Road

451.25 450.44 450.22 450.08 450.04 449.83 449.79 449.54 449.30 449.24 448.94 448.48 449.00
 4.36 4.91 5.19 5.33 5.37 5.58 5.62 5.37 6.11 6.17 6.17 5.93 6.10
 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26 814.26

0-14 = N. Cb Line of Montezuma

451.66 451.04 450.86 450.56 450.29 450.24 449.98 449.83 449.56 449.44 449.23 448.79 448.01 448.90
 3.75 4.39 4.53 4.85 5.12 5.17 5.40 5.58 5.85 6.00 6.18 6.62 7.40 8.51
 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26 130.26

0-40 = 1/2 Montezuma Road

451.56 451.23 451.01 450.76 450.60 450.44 450.25 450.17 449.89 449.74 449.36 448.77
 3.85 4.18 4.40 4.55 4.81 4.97 5.06 5.21 5.52 5.67 6.05 6.69
 130 100 75 50 40 20 20 40 40 50 75 100

TP 10.17 455.58 8.25 445.24

455.58
 41

7.80 447.53
 130

BM 0.98 452.49 452.51

SE Top of Hyd
 1 Montezuma m. rd.
 4 College H. rd

Campanile Drive

1785

1745

1740.05 = Hwy Alley

1720.05 = Hwy Alley

TP 647 457.08 9.80 450.58

0780 = Prop. E.C.

0760

41
455.58

Lt.

Z

Rt

42

457.31 457.08 457.33 457.53 457.26 457.97 457.28
577 600 575 555 588 611 586
41-cb 40-gutter 20 20 20 40-7Pm 41-cb

457.06 457.83 457.76 457.00 457.10 457.82 457.70 457.02
609 625 632 608 598 626 638 606
41-cb 41-cb 40-7Pm 20 20 40-7Pm 41-cb

457.03 457.71 457.52 457.90 457.01 457.82 457.54 457.66 457.00
605 637 656 618 607 626 654 642 608
50-cb 50-gut 40 20 20 20 40 50-gutter 50-cb

457.97 457.7 457.20 457.69 457.88 457.32 457.76 457.16 457.2 457.76
611 64 688 689 620 626 632 692 67 633
50-cb 50-gut 40 20 50-gut 20 40 50-gut 50-cb

457.08

457.49 449.95 457.44 457.49 457.99 457.91 457.00 457.48 457.40 449.79 457.2
492 516 497 492 442 45 441 492 501 562 500
40-cb 40-gut 20 6-gut 5-cb 5-cb 6-gut 20 898-gut 398-cb

457.36 449.90 457.08 457.29 457.34 457.86 457.71 457.89 457.39 457.29 449.59 457.24
505 551 533 516 597 455 47 452 506 512 533 517
41-cb 41-gut 20 20 6-gut 6-cb 6-gut 20 40-gut 40-cb

41
455.58

Campanile Drive

3108.12 = N.C.B. to W

190.12 = 2

B.M

2.70

157.38

5th Top
PITCHER
Linda Pascoe
Campanile

172.12 = S.C.B. to W

2170.12 = S.C.B. to East

2155.12 = S.L. Linda Pascoe

2130.12 = Prop. B.C.

157.08

Lt.

Rt.

Rt.

43

457.24
457.91
457.87
457.83
457.84
457.86

487
75.00
517
75.94
521
50
525
40
526
20
512

457.11
457.02
457.02
457.94
457.09
457.10
457.05
457.00
457.80

497
75
506
50
506
40
514
20
499
87
87
198
20
508
40
508
50
528
75

457.08
457.80
457.81
457.93
457.97
457.15

500
75.00
528
75.94
521
50
515
40
511
20
493

457.16
457.00
457.82
457.57
457.31
457.63

492
508
20
526
40
551
50
511
75.94
516
75.00

457.85
457.58
457.66
457.97
457.23
457.87
457.53
457.28
457.58

523
498.00
550
487.94
542
40
517
20
485
521
20
552
40
580
189.94
550
50.00

457.79
457.58
457.60
457.92
457.66
457.28
457.58

529
41.00
560
40.94
528
20
576
542
20
580
40.94
558
41.00

157.08

Campanile Drive

4+85

4+40

3+95

+50.12 = Prop EC

3+25.12 = N.L. Linda Pasco

3+10.12 = H.C. to East

457.08

Lt

S

Rt

44

452.30	452.00	452.34	452.08	452.39	451.85	452.09
4.78	5.08	4.74	4.50	4.69	5.23	4.99
41-Cb	40-Gut	20	20	20	40-Gut	41-Cb

452.32	452.01	452.39	452.06	452.33	451.85	452.17
4.76	5.07	4.69	4.52	4.75	5.23	4.91
41-Cb	40-Gut	20	20	20	40-Gut	41-Cb

452.24	451.90	452.31	452.04	452.29	451.79	452.06
4.84	5.18	4.77	4.54	4.79	5.23	5.02
41-Cb	40-Gut	20	20	20	40-Gut	41-Cb

452.13	451.84	452.18	452.22	452.00	451.70	451.93
4.95	5.24	4.90	4.85	5.08	5.38	5.15
41-Cb	40-Gut	20	20	20	40-Gut	41-Cb

452.18	451.86	451.8	451.80	451.88	451.77	451.63	451.57	451.87
4.90	5.21	5.0	5.28	5.20	5.31	5.45	5.51	5.17
41-Cb	40-Gut	40 Pavt out	20	20	20	40	48.1-Gut	41-Cb

451.85	451.77	451.66	451.60	451.61	451.58
5.23	5.31	5.42	5.48	5.41	5.20
20	20	40	20	75-Gut	75-Cb

(457.08)

L.

L.

R.

5+90.12 = SL Hardy Hxc

5+65.12 = Prop BC

5+30

157.08

452.01	451.71	451.87	452.05	452.21	452.01	451.72	451.50	451.81
5.07	5.37	5.21	5.03	4.87	5.07	5.36	5.58	5.27
50-cb	48-94	40	20		20	40	18-60	49-3-cb

452.14	451.86	452.23	452.33	452.14	451.58	451.88
4.91	5.22	4.85	4.75	4.91	5.50	5.20
4-cb	40-94	20		20	40-94	41-cb

452.24	451.94	452.34	452.46	452.31	451.66	452.00
4.84	5.11	4.74	4.62	4.77	5.42	5.08
41-cb	40-94	20		20	40-94	41-cb

157.05

Cross Section Lindo Paseo
 From West Line College Park to College Park
 Sketch Page 40

TP 3.79 456.18 5.54 452.39
 +50

2+0

+50

1+0

0+50

0+01 = 1/4 cbs + Paving

BM 3.55 457.93

454.38

SHTOP
 Fire HX
 Lindo Paseo
 Compton
 Page 43

index
 c.s.k.

H=14

2

pt. 5 46

452.81 452.53 452.66 452.71 452.86 452.88 452.71
 5.12 5.40 5.27 5.22 5.07 5.65 5.22
 18.9-6 17.9-6 10 10 10 18.2-5 19.2-6
 453.18 452.86 453.00 453.02 452.83 452.66 452.97
 4.75 5.07 4.93 4.91 5.10 5.27 4.96
 18.9 17.9 10 10 10 18.2 19.2
 453.40 453.09 453.37 453.34 453.10 452.92 453.23
 4.53 4.84 4.56 4.59 4.83 5.01 4.70
 18.8 17.8 10 10 10 18.4 19.0
 453.79 453.50 453.60 453.60 453.37 453.28 453.56
 4.14 4.43 4.33 4.33 4.54 4.65 4.87
 18.8 17.8 10 10 10 18.3 19.3
 454.02 453.68 453.75 453.81 453.74 453.57 453.84
 4.91 4.25 4.18 4.12 4.21 4.36 4.09
 18.7 17.7 10 10 10 18.3 19.3
 454.24 453.94 454.00 454.03 453.89 453.79 454.10
 3.69 3.99 3.92 3.90 4.04 4.14 3.83
 18.7-6 17.9-6 10 10 10 18.3-6 19.3-6

457.93

Linda Pasco

6+0

5+50

5+17/8 = Prop. BC East of Campanile

3 + 67/8 = Prop. BC Campanile

750

8+0

456.18

Lt.

2

Rt. 47

451.53	451.24	451.50	451.47	451.29	451.00	451.31
4.65	4.93	4.68	4.71	4.89	5.18	4.87
21.5	20.5 = Gut	10	18	20.2 = Gut	21.2 = Gut	21.2 = Gut

451.71	451.44	451.67	451.67	451.44	451.22	451.53
4.47	4.74	4.51	4.51	4.74	4.96	4.65
21	20	10	10	10	20.2	21.2

451.86	451.59	451.87	451.77	451.50	451.78	451.60
4.32	4.59	4.31	4.41	4.68	4.90	4.58
21.2 = Gut	20.2 = Gut	10	10	10	20.5 = Gut	21.5 = Gut

451.25	451.93	451.98	451.13	451.08	451.81	451.08
3.93	4.25	4.20	4.05	4.10	4.37	4.10
19.5 = Gut	18.5 = Gut	10	10	10	18.5 = Gut	19.8

451.34	451.03	451.10	451.16	451.10	451.91	451.19
3.84	4.15	4.08	4.02	4.08	4.37	4.30
18.9	17.9	10	10	10	18.2	19.2

451.67	451.35	451.42	451.51	451.42	451.45	451.48
3.51	3.85	3.76	3.67	3.76	4.03	3.90
18.9 = Gut	17.9 = Gut	10	10	10	18.2 = Gut	19.2 = Gut

456.18

Lindo Pasco

8+29.5 = C6 E.C. of Log

8+15 Beg. of Log in Curbs

+66.43 = Fly Filley to South

TP 3.84 454.89 5.13 451.05

+46.43 = H.L. Filley to South = Fly Rail Type Curbs

7+0

6+50

456.18

44 48 R/L 48

450.80 450.80 450.83 450.18 450.59
4.09 4.49 4.36 4.71 4.80
15=Cb 15-Gut 15-Cb

450.81 450.39 450.57 450.52 450.44 450.22 450.67
4.08 4.50 4.32 4.37 4.45 4.57 4.33
20=Cb 20=Gut 10 10 20.2-Gut 20.2-Cb

451.02 450.55 450.79 450.79 450.59 450.44 450.82 450.94
5.87 4.31 4.10 4.10 4.30 4.45 4.07 3.95
20=Cb 20=Gut 10 10 20 20 30=Gut 30-SH-Cb

454.89

451.24 450.80 450.91 450.84 450.70 450.59 450.83 451.10
4.91 5.38 5.27 5.34 5.48 5.59 5.35 5.08
20=Cb 20=Gut 10 10 20 20 30=Gut 30-SH-Cb

451.39 451.05 451.22 451.16 451.05 450.82 451.12
4.79 5.13 4.96 5.02 5.13 5.05 5.06
21 20 10 10 20.2 20.2 21.2

451.43 451.13 451.31 451.33 451.10 450.93 451.24
4.75 5.05 4.87 4.85 5.08 5.15 4.94
21.10 20=Gut 10 10 20.2-Gut 21.1-Cb

456.18

+60 = Approx Cb EC to Plaza on South

+38.3 = EC Plaza to South

9+0

+82.3 = Fly of Alley

+70.3 = H Cb Line Plaza

+8+50 = Cb BC to Plaza So + Alley Mar 16

454.89

Lt

R

Rl

450.20 449.76 449.75 449.71 449.70 449.54 450.07
 4.69 5.13 5.14 5.18 5.19 5.35 4.82
 26-Cb 26-Gut 13 13 26-Gut 26-Cb

450.15 449.81 449.83 449.72 449.65 449.51 449.84
 4.74 5.08 5.06 5.17 5.24 5.22 5.18 5.00
 26-Cb 26-Gut 13 13 26 10-Gut 10-Cb

450.32 449.96 450.03 449.95 449.84 449.71 449.69
 4.57 4.93 4.86 4.94 5.05 5.12 5.20
 26-Cb 26-Gut 13 13 26 10

450.07 450.33 450.21 450.09 450.08 450.00 449.68
 4.38 4.56 4.74 4.80 4.81 4.89 5.21
 40.8-H/Cb 40.8-Gut 26 15 15 10

450.64 450.22 450.22 450.16 449.99 449.63 450.04
 4.75 4.47 4.67 4.78 4.96 5.26 4.85
 40.8-H/Cb 40.8-Gut 15 10-Gut 10-Cb

450.66 450.74 450.40 450.07 450.47
 4.23 4.65 4.49 4.81 4.42
 15-Cb 15-Gut 15-Gut 16-Cb

454.89

BM

235

452.54 = 5 ft top of Hyd
452.51 = Monte Zuma
452.51 = College Day

97 96.45 = R1-L College Day

97 87 = C6 BC to College Day

454.89

Notes Reduced. 8-13-85

[Handwritten signature]

Sections Plotted

[Handwritten signature]

450.10	449.98	450.14	450.29	450.32	450.13	450.64
4.30	4.91	4.75	4.60	4.59	4.76	4.35
282 = C6	282 = C6	13	13	13	26 = C6	28 = C6
450.38	449.85	450.04	450.16	450.11	449.89	450.57
4.51	5.04	4.85	4.73	4.78	5.00	4.52
26 = C6	26 = C6	13	13	13	26 = C6	26 = C6

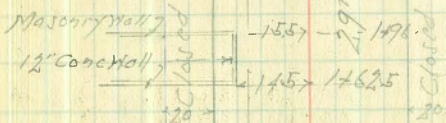
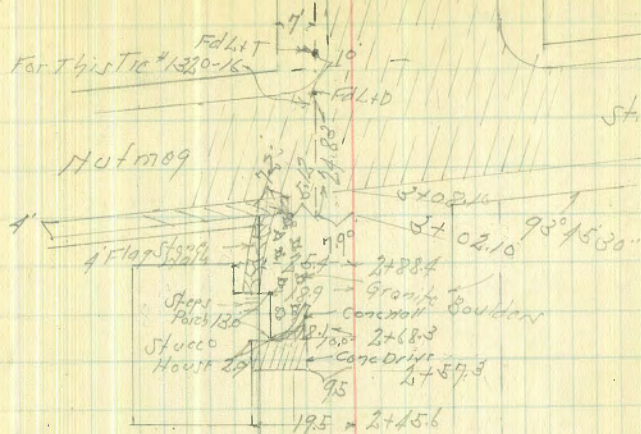
454.89

Cross Section 29th St Maple to Nutmeg
 Maple St. 28th to 29th St.

Sept. 6-45
 Sisson
 Blair
 8099

indexed
 C.S.K.

51



sec Tie Point #9-28 7' 13" x 2'

28th St

20'

Maple St

20'

20'

20'

10 Maple St

10'

10'

10'

10 Maple St

20'

40.09'

20'

20'

20'

80° 15' 30"

21-0231/4
 9 1/4 ft

FALIT

1495
 17935
 1614 ft
 Conc Wall
 17935
 1614 ft

Cross Section Maple St 28th to East of 29th St.

Sketch Page 51

+20

TP 0.04 254.81 11.68 254.77

1+0

+80

+60

+40

0+0 = E. L. 28th St Taken 90° off Maple

BM

1.51

266.45

265.14

N.F.B.P.
Maple 28th
9153-17

Lt=N

Z

Rt=S

52

254.2
0.61
20-Gut

253.53
1.28
20-Gut

253.41
1.40
254.81

252.12
2.29
20-Gut

253.11
1.66
20-Gut

256.30
10.15
20-Gut

255.65
10.80
20-Gut

255.52
10.93

254.52
11.93
20-Gut

255.19
11.26
20-Gut

257.95
8.47
20-Gut

257.82
9.13
20-Gut

257.18
9.27

256.19
10.26
20-Gut

256.56
9.59
20-Gut

257.36
7.09
20-Gut

256.65
7.50
20-Gut

258.53
7.93

257.59
8.86
20-Gut

258.21
8.29
20-Gut

260.49
5.96
20-Gut

259.28
4.67
20-Gut

259.66
6.99

258.25
7.70
20-Gut

259.97
6.98
20-Gut

262.71
3.71
20-Gut

262.13
4.33
20-Gut

261.24
4.91

260.20
5.95
20-Gut

261.33
5.16
20-Gut

266.15

TP 0.56 243.08 12.29 242.52

+25

+10

+95 = Fly 18' Concr. Iron on Rt

+85

+73.55 = Cross Curb Taken on Left Curb on Diag

+60

+40

254.81

Lt=N

2

S=Rt

53

2445.5	245.5	245.1	244.0	243.3	236.6	230.3	230.5	223.6
9.26	9.3	9.7	10.8	11.5	18.2	24.5	24.5	31.2
40	40	40	40	40	40	40	40	40

20'-5/4 Start
20'-5/4 End
20'-5/4 Start
20'-5/4 End

240.1	242.2	245.5	245.3	245.0	244.3	243.7	238.2	229.2	222.9
1.7	2.1	9.3	9.5	9.8	10.5	11.1	21.6	25.1	31.9
40	40	40	40	40	40	40	40	40	40

20'-5/4 Start
20'-5/4 End
20'-5/4 Start
20'-5/4 End

252.5	248.7	242.1	246.0	245.7	245.7	245.4	240.6	238.0	234.3	222.0
4.3	6.1	7.7	8.8	9.1	9.1	9.4	14.2	15.8	20.5	27.6
40	40	40	40	40	40	40	40	40	40	40

20'-5/4 Start
20'-5/4 End
20'-5/4 Start
20'-5/4 End

254.4	246.9	246.8	246.5	245.2	245.4	246.4	245.8	237.1	228.8
0.4	7.9	8.03	8.13	9.05	9.41	8.36	9.0	17.9	26.0
40	40	40	40	40	40	40	40	40	40

20'-5/4 Start
20'-5/4 End
20'-5/4 Start
20'-5/4 End

248.75	248.12	247.84	247.00	248.01
5.86	6.69	6.97	7.81	6.80
40	40	40	40	40

251.20	251.41	250.78	249.88	250.51
3.61	3.80	4.03	4.93	4.25
40	40	40	40	40

20'-5/4 Start
20'-5/4 End
20'-5/4 Start
20'-5/4 End

254.81

Maple St.

+50

TP 11.90 237.75 5.06 225.85

+25

+10

+92

+89

+77

2150

TP 0.61 230.91 12.78 230.50

213.08

Lt.

L

Rt.

54

$\frac{2361}{17}$	$\frac{2326}{52}$	$\frac{2294}{82}$	$\frac{2242}{129}$	$\frac{2212}{161}$	$\frac{2176}{20.2}$	$\frac{2122}{251}$
50	70	20		20	40	60

2077.5

$\frac{2304}{0.5}$	$\frac{2281}{2.8}$	$\frac{2241}{6.8}$	$\frac{2227}{8.2}$	$\frac{2177}{9.7}$	$\frac{2162}{14.3}$	$\frac{2090}{21.9}$
50	40	20		20	70	70

$\frac{2273}{3.6}$	$\frac{2229}{8.0}$	$\frac{2166}{14.3}$	$\frac{2126}{13.3}$	$\frac{2112}{9.7}$	$\frac{2094}{11.5}$	$\frac{2073}{18.6}$	$\frac{2037}{27.2}$
55	10	20		70	20	40	75

2098

211

7-700
1000

$\frac{2167}{14.2}$	$\frac{2132}{17.2}$	$\frac{2114}{19.5}$	$\frac{2110}{19.9}$	$\frac{2076}{23.3}$	$\frac{2074}{23.5}$	$\frac{2030}{27.9}$	$\frac{1921}{33.8}$	$\frac{2013}{39.8}$	$\frac{200.54}{30.8}$
75	40	33	20		20	40	45	55	70

2015
85

$\frac{2228}{8.1}$	$\frac{2209}{10.0}$	$\frac{2185}{12.1}$	$\frac{2205}{10.4}$	$\frac{2135}{17.0}$	$\frac{2122}{18.7}$	$\frac{2057}{25.2}$	$\frac{2049}{26.0}$	$\frac{2063}{24.6}$	$\frac{209.9}{13.0}$
70	40	30	20	7		20	40	65	80

$\frac{2375}{16.6}$	$\frac{2321}{16.2}$	$\frac{2332}{12.8}$	$\frac{2274}{25}$	$\frac{2259}{5.0}$	$\frac{2236}{7.3}$	$\frac{2212}{9.7}$	$\frac{2212}{9.7}$	$\frac{2159}{15.0}$
65	40	20	7		20	35	40	70

230.91

Sept. 18-85
Siss. Lt
Bliss
82995

55

570

<u>220.4</u>	<u>220.7</u>	<u>222.1</u>	<u>214.7</u>	<u>216.9</u>	<u>210.7</u>	<u>207.1</u>	<u>200.6</u>
9.6	9.3	12.9	15.3	13.1	19.3	22.9	27.4
50	40	30		20	30	40	85

+72

<u>216.4</u>	<u>210.9</u>	<u>209.4</u>	<u>206.7</u>	<u>207.3</u>	<u>205.1</u>	<u>207.1</u>	<u>206.5</u>	<u>209.4</u>	<u>206.2</u>	<u>202.5</u>	<u>199.6</u>
13.6	19.1	20.6	23.8	22.7	21.9	22.9	23.5	20.6	20.8	27.5	25.4
30	20	10	20	30	30	8	10	30	40	50	65

S. T. Field
S. M. W.

+50

<u>216.5</u>	<u>212.4</u>	<u>210.5</u>	<u>202.5</u>	<u>206.1</u>	<u>206.0</u>	<u>209.6</u>	<u>209.4</u>	<u>199.9</u>
13.2	17.0	20.0	22.5	22.9	24.0	20.4	20.6	30.1
10	40	30		30	30	40	45	15

+25

<u>226.3</u>	<u>225.0</u>	<u>226.9</u>	<u>217.2</u>	<u>213.0</u>	<u>222.0</u>	<u>209.6</u>	<u>210.5</u>	<u>206.0</u>
3.7	5.0	3.1	12.8	17.0	21.0	21.0	19.5	24.0
50	40	20		20	35	40	50	85

229.98

TP

0.14

229.98

7.91

229.84

40

<u>221.6</u>	<u>229.5</u>	<u>221.2</u>	<u>224.2</u>	<u>215.1</u>	<u>213.5</u>	<u>210.6</u>	<u>210.3</u>
6.2	8.3	12.6	18.1	19.7	24.3	27.2	27.5
50	40	20		20	40	50	80

375

<u>224.8</u>	<u>227.6</u>	<u>225.1</u>	<u>223.4</u>	<u>212.5</u>	<u>211.2</u>	<u>213.2</u>	<u>209.6</u>
5.0	4.2	9.7	14.4	18.0	22.1	24.1	28.2
50	40	20		20	40	50	80

237.75

237.75

Maple St.

+34.08 = E.L. 29th St. Taken on line of 29th St.

BM

12.68 207.79

13' from
Maple & 29th

+714.04 = E.L. 29th St. Taken on line of 29th St.

TP 319 220.47 12.70 217.28

+94.0 = E.L. 29th St. Taken on line of 29th St.

+75

+50

+36 For Profile #

77

57.25

22998

Lt.

S

Rt.

56

<u>217.1</u>	<u>214.9</u>	<u>208.3</u>	<u>200.2</u>	<u>196.2</u>	<u>193.9</u>
8.7	8.6	15.2	20.3	24.0	26.6
40.1	20		20	40.1	65

<u>222.9</u>	<u>217.0</u>	<u>216.2</u>	<u>212.0</u>	<u>211.2</u>	<u>205.5</u>	<u>202.1</u>	<u>196.0</u>	<u>195.1</u>	<u>193.5</u>
7.2	3.5	3.8	3.5	9.8	15.0	18.4	24.5	25.4	27.0
40.1	28	20	16		13	34	40.1	50	65

220.47

<u>236.5</u>	<u>218.9</u>	<u>212.2</u>	<u>216.4</u>	<u>216.2</u>	<u>199.0</u>	<u>194.3</u>
+15	11.1	12.8	18.6	25.3	34.0	35.7
40.1	20	16		20	40.1	65

<u>233.3</u>	<u>231.1</u>	<u>227.6</u>	<u>225.4</u>	<u>216.3</u>	<u>215.4</u>	<u>215.7</u>	<u>210.0</u>	<u>200.9</u>	<u>196.5</u>	<u>193.9</u>
+3.3	+1.1	3.4	4.6	13.7	14.6	15.3	20.0	27.1	33.3	34.1
50	40	25	20	5		10	20	40	55	65

<u>232.4</u>	<u>229.6</u>	<u>226.3</u>	<u>223.5</u>	<u>227.0</u>	<u>214.6</u>	<u>213.6</u>	<u>204.9</u>	<u>198.0</u>
+2.4	0.4	3.7	6.5	13.0	15.4	16.4	25.1	32.0
50	40	20	6		5	20	40	65

<u>229.1</u>	<u>227.6</u>	<u>225.4</u>	<u>224.3</u>	<u>220.1</u>	<u>217.3</u>	<u>217.0</u>	<u>209.5</u>	<u>204.0</u>
0.9	2.4	4.6	8.7	9.9	16.7	17.0	21.5	27.0
50	10	20		5	10	25	40	65

22998

LH

Z

PT

57

710

795

For Profile Z

301

L175

22047

<u>2015</u>	<u>199.5</u>	<u>192.1</u>	<u>192.4</u>	<u>190.5</u>	<u>191.8</u>	<u>19.97</u>
19.0	31.0	28.4	28.1	39.0	28.6	29.8
50	40	15		20 = 30.00	40	45

<u>2014</u>	<u>204.8</u>	<u>2000</u>	<u>194.2</u>	<u>188.9</u>	<u>192.0</u>	<u>188.7</u>	<u>191.6</u>
12.4	15.6	20.5	28.3	30.6	28.5	30.8	28.7
30	40	20		20	40	45 = 8.00	45

22047

Cross Section 29th St.
Maple to Hartweg

Sketch Page 57

TP 12.78 270.35 0.41 257.57

+70

$\frac{2586}{70.6}$	$\frac{2521.5}{0.5}$	$\frac{2562}{18}$	$\frac{2554}{2.9}$	$\frac{2530}{50}$	$\frac{2549}{7.1}$
40	20		20	36	40

+75

$\frac{2513}{8.7}$	$\frac{2503}{7.7}$	$\frac{2496}{8.9}$	$\frac{2480}{10.0}$	$\frac{2464}{12.0}$	$\frac{2378}{20.2}$	$\frac{2339}{2.1}$
46	20		13	20	40	50

257.98

TP 12.66 257.98 0.35 245.32

+50

$\frac{2428}{7.9}$	$\frac{242.5}{2.2}$	$\frac{242.3}{8.5}$	$\frac{2382}{10.5}$	$\frac{2265}{19.2}$	$\frac{221.0}{24.9}$
40	20		20	40	50

0+25

$\frac{2326}{8.1}$	$\frac{2325}{8.7}$	$\frac{234.2}{11.0}$	$\frac{226.2}{19.5}$	$\frac{218.2}{27.5}$	$\frac{216.2}{50.0}$
40	20		20	40	50

0+0 = 12 Maple St.

TP 12.87 245.67 0.04 222.80

245.67

TP 12.41 222.84 0.04 220.45

220.47 St. Ford Page 57

Lt. W

2

Rt. E 58

29th 54

210

15.5 Lt of $\frac{1}{2}$ - Wire Fence - N End

+96

TP

12.20

293.34

1.14

281.14

+75

15 Lt of $\frac{1}{2}$ - Wire Fence

+62.5

+50

14.8 Lt of $\frac{1}{2}$ - Wire Fence

TP

12.03

282.28

0.10

270.25

+25

1115

16 Lt of $\frac{1}{2}$ - 54 Barb + 1400 Wire Fence
270.35

Lt = W

2

Rt = E 59

285.38.6
20288.28.1
20289.16.8
20282.910.1
20281.912.3
20285.67.7
15.544.4
140.3
10.0

293.34

278.93.1
20279.62.7
20275.93.1
20276.45.7
20274.77.6
20279.58

2.70

14.5 - 54 Barb
10.0 - 1400
10.0 - 10.0276.37.0
20275.07.3
20273.29.1
15274.110.2
20270.711.6
20268.014.3
20

282.28

262.43.0
20267.35.1
20266.93.5
20264.16.8
20260.010.4
20

270.35

310210 = S.L. Hutweg

+736

+68.3

+57.3

+45.6

TP 10.73 300.90 317 290.17

2+25

29234

<u>297.8</u> 31 20	<u>298.97</u> 2.83 16.5	<u>296.6</u> 4.3 13	<u>292.0</u> 3.9	<u>297.9</u> 5.0 20	<u>292.9</u> 2.0 40
--------------------------	-------------------------------	---------------------------	---------------------	---------------------------	---------------------------

13 = FH Granite
S. Hutweg
Stonish

<u>294.9</u> 60 18.6	<u>294.1</u> 6.8 12	<u>294.15</u> 6.75 10	<u>291.32</u> 9.58 10	<u>292.0</u> 8.9	<u>292.0</u> 7.9 20	<u>291.5</u> 9.1 40
----------------------------	---------------------------	-----------------------------	-----------------------------	---------------------	---------------------------	---------------------------

10 = FH Granite
S. Hutweg
Stonish

<u>291.57</u> 7.36 10	<u>296.2</u> 9.83 10	<u>291.2</u> 9.7	<u>292.4</u> 8.5 20	<u>291.2</u> 9.2 40
-----------------------------	----------------------------	---------------------	---------------------------	---------------------------

10 = FH Granite
S. Hutweg
Stonish

<u>291.54</u> 9.31 10	<u>290.45</u> 10.45 9.5	<u>290.7</u> 10.1	<u>290.9</u> 10.0 20	<u>290.3</u> 10.6 40
-----------------------------	-------------------------------	----------------------	----------------------------	----------------------------

10 = FH Granite
S. Hutweg
Stonish

<u>290.08</u> 10.82 19.5	<u>290.15</u> 10.73 16.0	<u>289.8</u> 11.1	<u>289.8</u> 11.0 20	<u>289.2</u> 11.7 40
--------------------------------	--------------------------------	----------------------	----------------------------	----------------------------

10 = FH Granite
S. Hutweg
Stonish

<u>289.4</u> 8.9 20	<u>288.1</u> 11.0 20	<u>289.2</u> 4.1	<u>289.0</u> 4.2 20	<u>287.0</u> 4.3 20	<u>286.2</u> 7.1 40
---------------------------	----------------------------	---------------------	---------------------------	---------------------------	---------------------------

29334

B-M

1.95

298.95

N.W. B.P.
 Not 2919 +
 29730
 29896

3+2910 = 14 Cb Linc Nat m. 09

29713	298.02	298.51	298.77	298.33
3.77	2.88	2.34	2.12	2.57
4007 Pav.	2007 Pav.	07 Pav.	2007 Pav.	3007 Pav.

3+0810 = South 4 Curb of Nutmeg St

296.70	297.26	297.22	297.38	297.84	298.35	297.53
1.40	3.14	3.34	2.96	2.96	2.55	3.37
4007 Pav.	2007 Pav.	2007 Pav.	07 Pav.	2007 Pav.	2007 Pav.	4007 Pav.

300.90

300.90

Bliss
Osborne
899
10/13/45
BM.

Re-section Laurel 33rd to Felton

Sec F.B. 1598-P.C.

4.12 283.10

278.98

SW 7th TR
33rd Laurel

S.L.
Sob. on ob.
Got
S 1/4
Q
N 1/4
N. Got
N. ob.
N. L.

0-1. East Edge Paring

5.0

5.23

5.65

5.25

4.97

4.82

4.88

4.26

4.0

0+00 E line 33rd

0+03 Power Pole S. Edge 225 ft &

0+05 F.H. on S 213 ft &

0+07

1.3

2.1

3.6

4.7

5.0

5.0

5.4

N.L-10
N.L
N.ob
+4
1/4
Q
1/4

indexed
C.S.K

T

283.10

62

ob 5.4
+6.9 N Edge Walk 3.4 wide 5.43
S.L. 5.47
+10 5.6

0+23 E. End Private Walk 3.3 wide

N Edge Shinet 3 6.01

0+31 3" Tree 205 ft &

0+45

S-2 Top Block Wall 4.15

S-2 Base block wall 7.3

S. 7.3

ob. 6.2

1/4 6.4

Q 4.7

1/4 4.4

Nob 3.9

N 3.2

+10 1.8

0+67

N-10 2.2

N 3.2

ob 3.9

1/4 5.0

Q 6.0

+L 6.2

1/4 7.2

π
283.10

cb 10.9
S 11.9
+2.7 Base wall 12:7
" " Top " 7.55
+10 11.0

0+67. Step Down in Retaining Wall ^{on South}

Top wall 12.08
0+75 2" Cottonwood on S. 25' Rtk.
0+78 2" Ornamental Tree 29' Rtk.
0+81 Step Down in Retaining Wall

Top wall 12.59
" " step down 16.29
0+88 ornamental Tree 32' Rtk.
} Indian Peppers
0+95 " " 30' Rtk

1+00

S-30 21.3
S-5 Base wall 21.6
S-2.8 Top wall 17.6 2665.5
S. 16.7 2664
cb 12.5
1/4 8.7
+5 6.0

π
283.10

63

φ 5.6 277.5
1/4 5.9
cb 5.3 277.8
N. 4.6 278.3
+10 3.7 279.4

1+09 6" Pepper Tree 32' Rtk

1+09 Power Pole 21.7 Rtk. S. Edge

1+10 Begin Hi. Board Fence on North on line

1+25 End 14" con. Wall on South

N-10 5.6
N. 6.1
cb 5.4
1/4 5.7
φ 6.4
+7 7.4
1/4 9.4
cb 14.4
SD. 17.1
+4.1 Top Wall 19.70
+25 Bottom Canyon 27.0
+35 25.8

H26

283.10

1735

S-40	25.0
-30	29.6
-20	27.8
-10	23.0
S.	19.3
Scb	15.4
S ¹ / ₄	12.5
Q.	7.9
N ¹ / ₄	6.0
Ncb	5.7
+3	7.2
N	6.6
+10	6.2

TP	0.45	278.58	4.97	278.13
----	------	--------	------	--------

1495

N-10	1.7
N	2.5
cb	3.3
+4	1.7
1/4	1.8
Q.	7.6
S ¹ / ₄	9.3
scb	12.0
S.	16.3
+15	21.8

↑
278.58

64

+28 bottom canyon	28.0
+40	23.0

1750

Note: From this point
East. Ground seems unchanged
from Walker's x sec.

S-40	25.4
S-29 bottom canyon	29.8
S-20	24.3
S	17.4
cb	13.3
1/4	10.6
Q.	9.3
N ¹ / ₄	6.1
Ncb	4.4
N	3.2

1770 End H. Board Fence on
North. on N. Propline

1775

N-10	5.6
N.	6.1
cb	7.0
1/4	8.8
Q.	12.1
S ¹ / ₄	13.3
cb	16.8
S	19.2
+10	23.1

278.58

+35 Bottom canyon			33.5	
+45			24.4	
T.P.	4.56	270.42	12.72	265.86
			2+00	
-36 Bottom canyon			28.9	
-10			16.5	
S			13.4	
cb			10.7	
s/4			7.8	
φ			6.9	
H/4			3.9	
cb			3.1	
N			2.8	
+10			2.2	

2+23 Proposed Wk. Imp on Feltos

H-10			7.0	
N			7.9	
cb			8.8	
H/4			9.5	
φ			10.7	
s/4			11.8	
scb			14.2	
S			17.1	
+10			21.2	
+40 Bottom canyon			31.5	

65

Cross Section Alley Block 55
 Sherman's Add.
 Between Imperial Ave + Commercial
 West of 15th St.

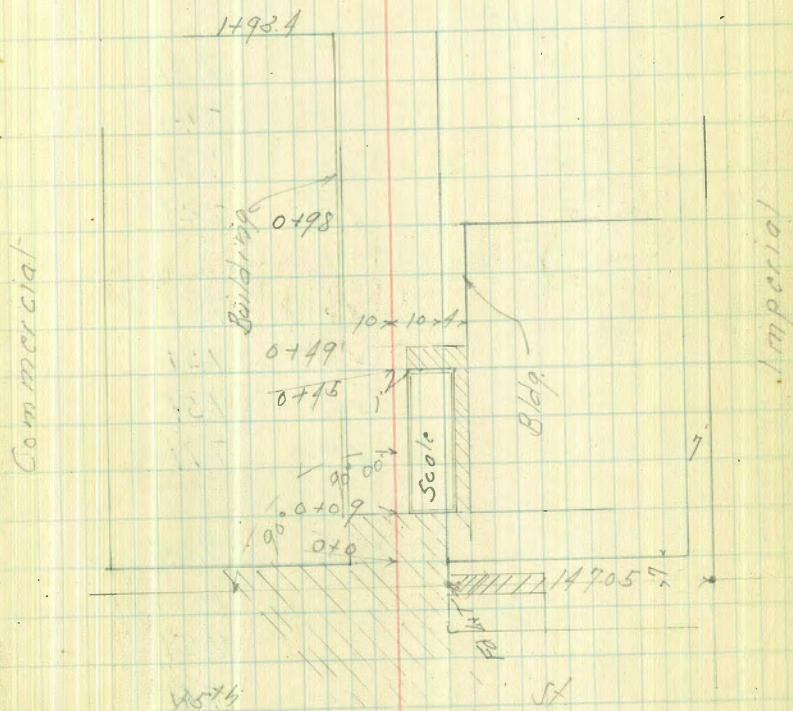
BM	0.06	24.05	22.99
TP	2.31	16.26	10.10
TP	4.16	11.91	8.51
0-14 = W Cb of 15th St			
H	on Paving	5.16	6.75
H	" "	5.18	6.73
S	" "	5.21	6.70
0+10 = W L 15th St			
S	on Paving	4.62	7.29
H	" "	4.70	7.17
H	" "	4.64	7.27
H	Cb	4.52	7.39
0+09 = W Paving			
-1	Sky Bldg	4.22	7.69
H	on Pav	4.26	7.65
H	" "	4.28	7.63
S	W L Bldg	4.18	7.73
0+95 = W L Scale			
S		3.93	7.98
H		4.2	7.71
H	Sky Scales	4.21	7.70
H	on Conc	4.21	7.70
H	Sky Bldg on Pav	4.16	7.75

NEBP
 L+16th St

Dec 8-45
 S.W. 03
 8/1/51
 Osborne
 8099

Indexed
 C.S.K.

66



11.91

0+49

-4	-WY A.C. Pav.	4.17	7.74
H	07 " " "	4.29	7.62
19	-WY A.C.	4.28	7.63
2		4.25	7.66
5		3.87	8.04

1+0

5		4.1	7.81
2		4.5	7.41
H		4.3	7.61
14		4.5	7.41

1+50

-4		4.3	7.61
H		4.4	7.51
2		4.4	7.51
5		4.2	7.71

1+684

S = 2	8 Entrance	4.06	7.85	on Conc Floor
-------	------------	------	------	---------------

1+75

5		4.1	7.51
2		4.5	7.41
H		4.3	7.61

1+934 - WY Bldg. on S

H		4.5	7.41
2		4.9	7.01

11.91

48

7.11

2+10 in Junk Yard

S		5.6	6.31
2		5.9	6.51
H		5.1	6.81

BM

4.64

7.27

on 2nd
7.74 1.57
HCB of 7.11

July 15, 1948 Survey to Establish section
 Hendricks Line between sections 33 & 34
 T 16 S R 2 W S.B. 17
 Greer
 Rorer

East?

0.00 going South
 Fd 1" I.P. with Ply. & Tack
 Reset conc. Mon.

0.87
 Fd 1" I.P. with Ply. & Tack

0.94
 Fd 1" I.P. with C.E. Disc.
 Fd 1" I.P. R. 13

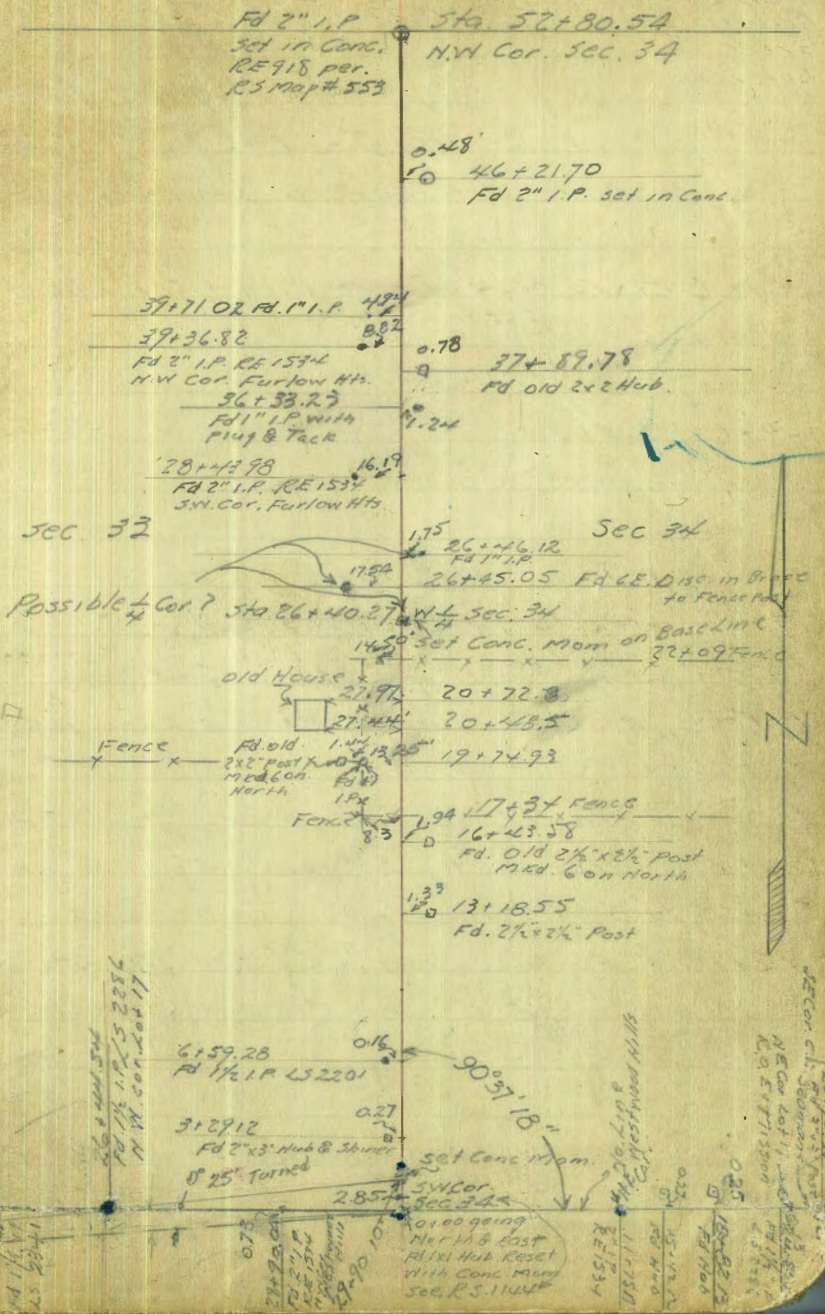
1.15
 Fd 2" I.P. in paving

0° 28' 23" (Calc.)

N.W. Cor. Lot 2
 Ex. Mission Lands
 of S.D.

0° 03' 25" (Calc.)

Oak Park Annex 68



July 20, 1948
Hendricks
Roberts
Greer
C. Corer

Survey to Establish East & West
Section 33 T16S R2W S1M

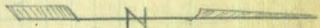
W. 13' Line 4744 St
to South T. Bear 21' Page 82
Fd. Men

8.15
30+54.22
29+77.12

W. 7' Line 4744 St. L.
North T.P. Bear 21-P. 73

552
26+27.19
Fd. CT. E. Quince & Home Ave.

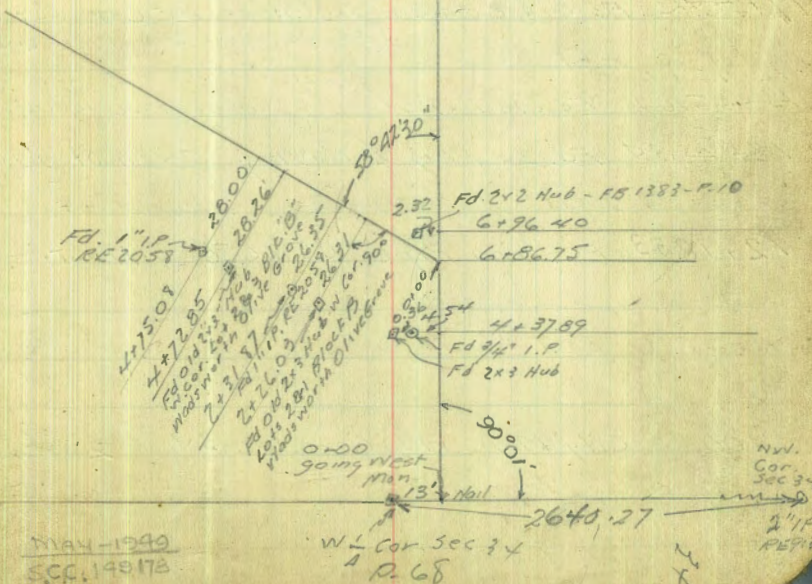
Line



Random

SEC 33

Fd. 1" I.P. RE. 2318
3.11 13+70.54



SEC 33

1101
S.W. Cor. Sec 34

2640.27

2640.27
W. Cor. Sec 34
A. D. 68

NW.
Cor.
Sec 34
2 1/4"
I.P.
RE 1813

July 21, 1948 Survey to Establish E East & West
 section 34 T 165 R 21 W 58 M.
 & Ties in C.C. Seaman's Sub

These Notes Copied from
 FB 1825 - P-33 W.D.N.
 (With Additional Information)

25+96.07
~~26+06.27~~ Fd. Old 4"x4" Post Marked $\frac{1}{4}$ Cor. 266 Lt.
 Set in Conc.

59.45
 24+64.45 P.O.T

28.6
 21+38.6 Fence 3.2 Lt.
 43.24
 19+57.24 Fd. 3/4" I.P. RE 2718 3.15 Lt.
 42.24
 19+57.24 New Fence to South
 (6.65 R)
 34
 19+44.4 Fd. Old Original 3x3 Stake NE Cor Lot 1
 (C.C. Seaman's Sub Map 214)

12+95.07
 13+05.07 Fd. Old 1"x1" Hub (Assumed to be N.W. Cor. C.C. Seaman's Sub)
 58.34
 12+68.34 Fd. Ld. Plug & Paving 5th St. 3.78 Lt.

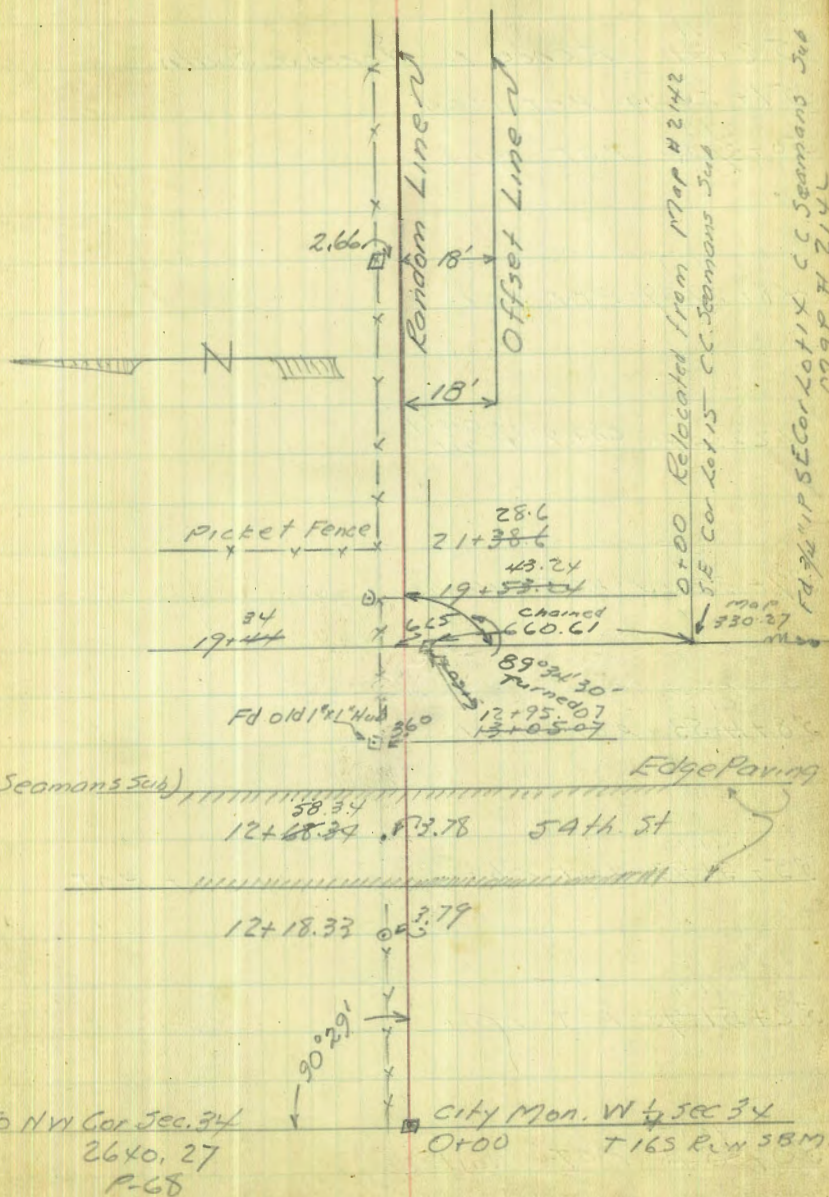
12+18.33 Fd. Iron Pipe RE 2058 3.79 Lt.

0+00 City Mon. W $\frac{1}{4}$ Cor. Sec. 34

To NW Cor. Sec. 34
 2640.27
 P-68

City Mon. W $\frac{1}{4}$ Sec 34
 0+00 T 165 R 21 W 58 M

70



0+00 Relocated from Map #2142
 SE Cor Lot 15 C.C. Seaman's Sub
 Map #330.27
 Fd. 3/4" I.P. SE Cor Lot 15 C.C. Seaman's Sub
 Map #2142

Cont'd. from P-70

¹¹
52+24 Fence to North & South

^{44.77}
51+24.77 POT Nail

^{29.78}
50+29.78 POT Nail

^{27.83}
48+27.83 POT Nail

^{20.90}
42+20.90 chaining only
Nail

^{22.44}
39+22.44 POT Nail

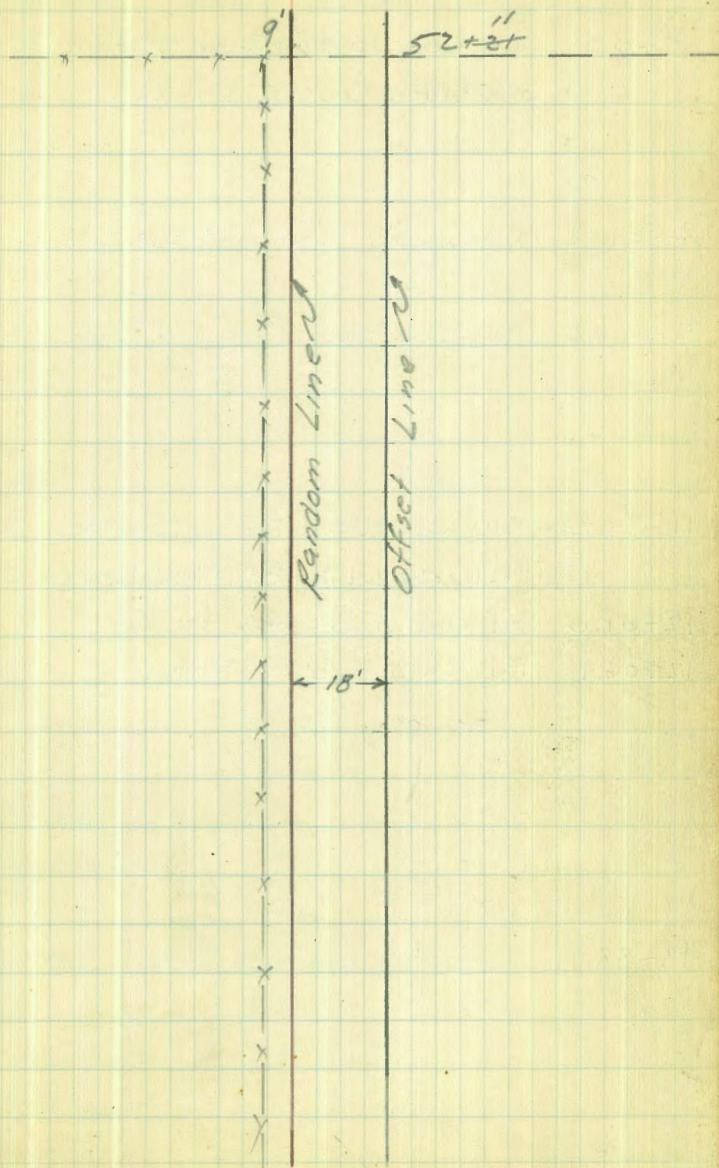
^{01.53}
38+1.53 POT Nail

^{41.93}
35+41.93 Nail Chaining only Not POT

^{41.93}
32+41.93 POT Nail

^{78.15}
30+78.15 POT Nail

71



7-22-48

SURVEY TO ESTABLISH THE EAST
LINE SEC 34 T.16S R.2W SBM

0+00 N.W. Cor US Navy Radio Station Fd 3" Pipe
and Brass Cap MKD Cor N^o 2 2401.3 N

4+01.2 Concrete Mon. 1130.2 E

5+41.44 Fd 2" I.P with Plug and Tack 4.33' Rt

11+99.26 SW. Cor USN Radio Station MKD Cor
N^o 1 1202.1 N 3" IP & Brass Cap

12+01.0 Fd Old Hub 4.2' Rt.

12+06.9 Fd 2x3 Hub 3.87' Rt.

18+88.71 Offset line from West

NOTE
These notes copied from notes by
Hendricks 7-27-48 GILSON

72

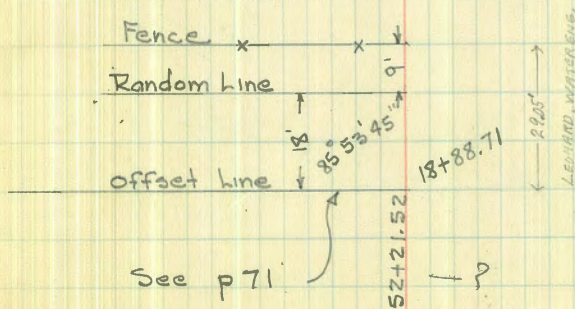
0+00

4+01.62 0

4.33' 5+41.44

N.E. 1/4
SEC 34

11+99.26
4.2' 12+01.0
3.87' 12+06.9



SURVEY TO ESTABLISH SEC.
LINE BETWEEN SEC. 33 & 34
T16 S

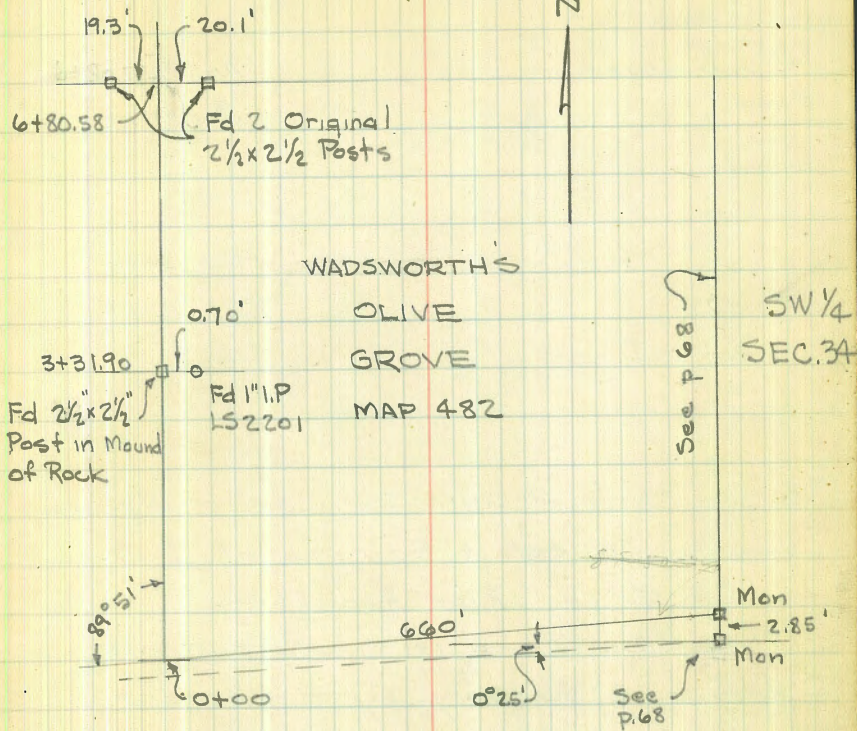
6+80.58 Fd 2 Original 2 1/2 x 2 1/2 Posts

3+31.90 Fd 1" I.P. L3 2201 0.7' Rt.

0+00 = 23+36.1 (p68)

Note These notes copied from Orig
notes by Hendricks 7-27-48 Gilson

73



Storm Drain across Fairmount.
West of Arnolds Park.

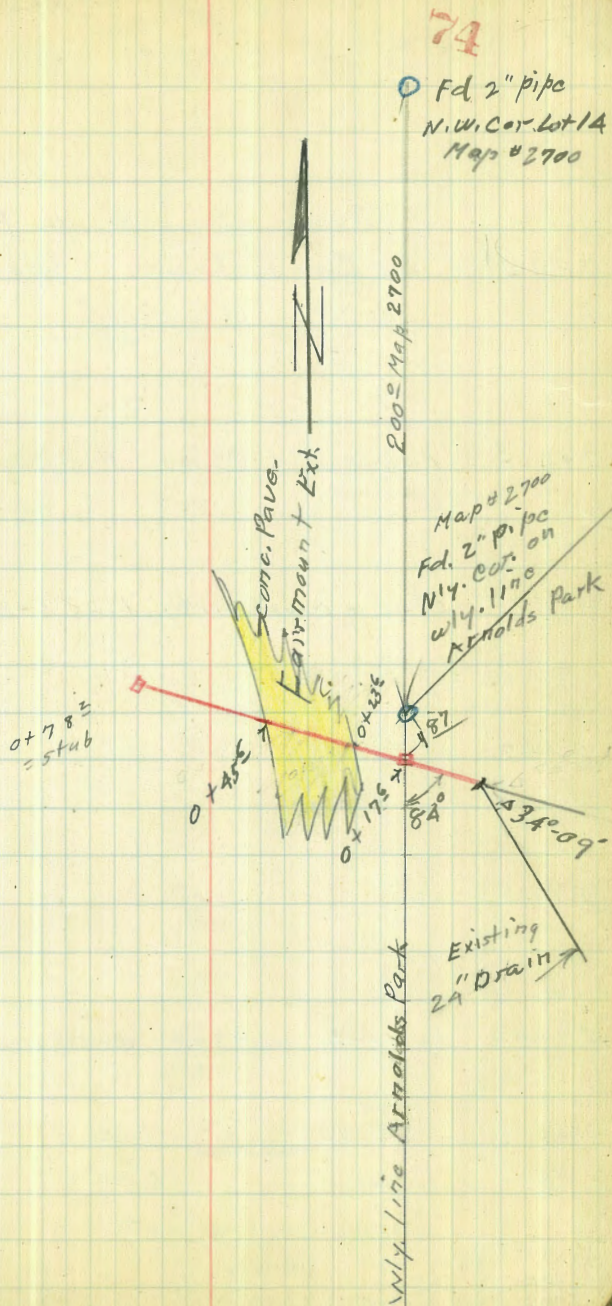
Sommermeier
Begg
Allen
Bunch

Nov. 29, 1950
W^o 20712

Map 2700
Roll 6023

□ = set stub.

B.M. = Chiseled □ in S.W. Cor. bridge.
Chollas Creek + Fairmount Ext.
Check in office for Elev.
Should be shown in Chollas creek
Free way survey by Hendricks.



Storm Drain - Fairmount Ext.
West of Arnolds Park.

Rads along E of Paue.

0+34E = E Conc. Paue.

$\frac{4.96}{10}$

6.23

$\frac{7.44}{10}$

0+23E = Ely edge Conc. Paue.

$\frac{3.97}{10}$

5.15

$\frac{6.36}{10}$

Along edge of
paue.

along edge of Paue

0+17E - stub - cross wly. line Arnolds Park.

4.44

0+07

$\frac{2.9}{10}$

3.8

$\frac{14.0}{10}$

0+01

$\frac{14.0}{0.1}$

0+00 = Invert outlet existing drain

$\frac{13.59}{7.5}$

T.P. $\frac{8.93}{5.67}$ 1.30

T.P. 11.50 6.52

1.44

Chiseled \square chollas creek bridge +
Fairmount Ext.
(see p 74)

1+00 $\frac{11.6}{10}$ 12.0 $\frac{13.6}{25}$ $\frac{13.7}{36}$ $\frac{9.0}{52}$

0+78² = stub.

$\frac{11.2}{10}$ 12.52 $\frac{12.4}{13}$

0+73

$\frac{11.1}{10}$ 12.6 $\frac{12.5}{10}$

T.P. 6.16

 12.81

0+55

8.4

0+45^E = wly edge Conc. Pave.
Rods along edge of Pave.

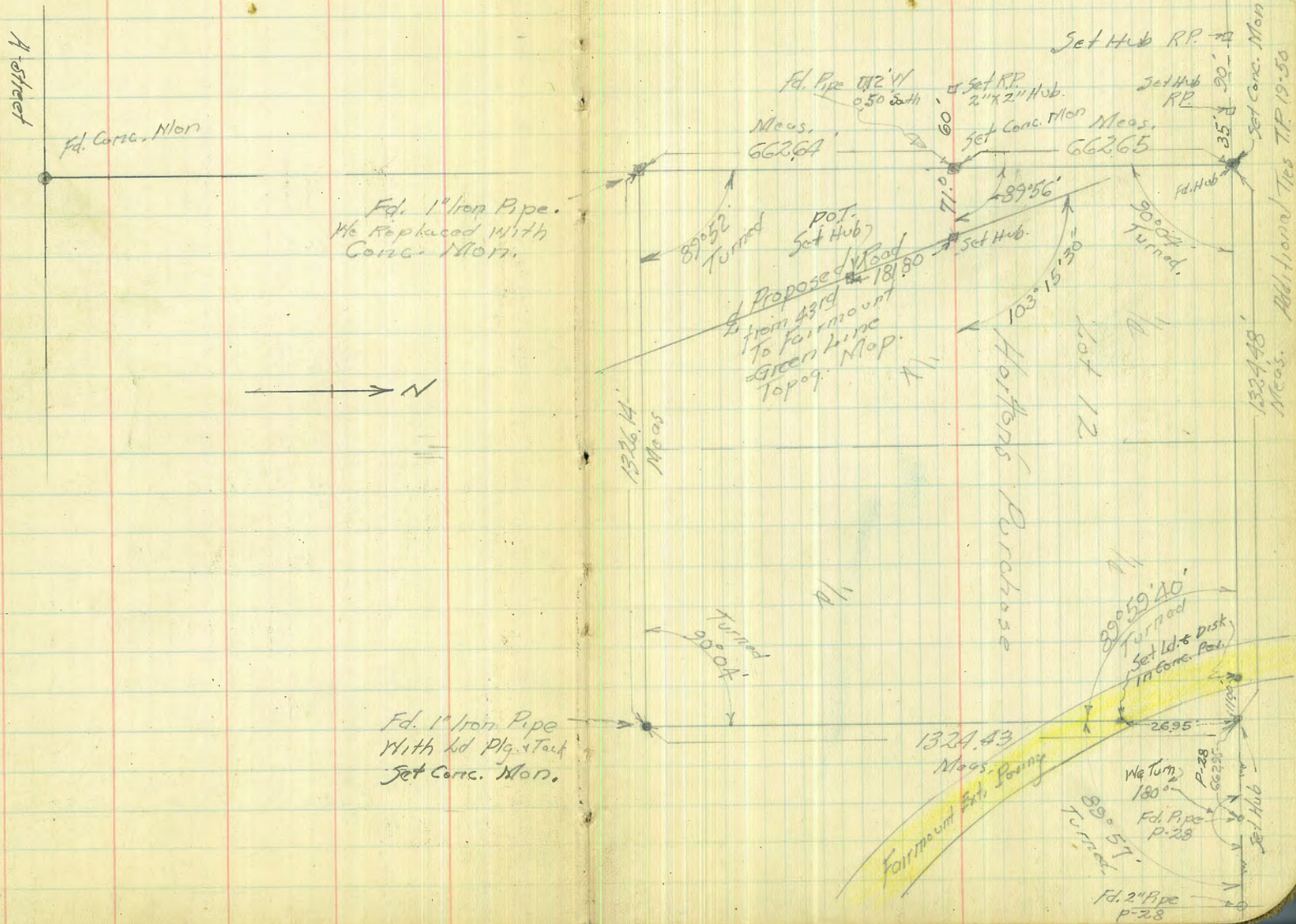
$\frac{6.40}{10}$ 7.64 $\frac{8.85}{10}$

Ties to Proposed Road

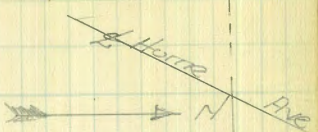
43rd Extension began to Fairmount

Walker
Pope
Clark
Huffman
4-16-51

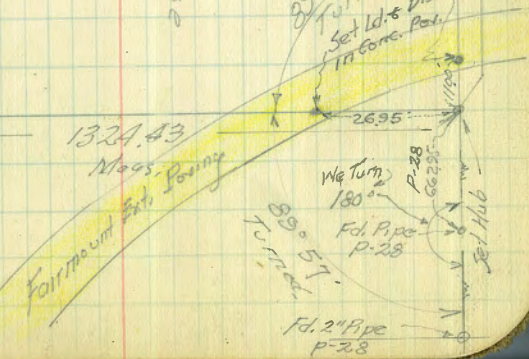
NO 20006



Fd. Hub 77



Set Conc. Mon
Ties T.P. 19-50



79

6250
948

DIRECTOR'S 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 copy method in
left column and top row. The number in body

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 correction.
Degree of curve with a given T may be found
by dividing tangent (or external), opposite T by
given tangent (or external).
The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

Bellows Pa
% U S Engineers.

11.52
2.07

13.59

200.94

1178
552

7030 - 11
11615
415

1207
155

4.9

10786
465

110421
10886
218

10571

211 - stored. 1026

286 1026
655

941

595330
559610

35720

179.5462
931.30

1702830
8514

559610
126447

33249

7829
261

7568

126461
27972

378489
137015

693730

Math + Thor
SEPP 7:5

131.22
11940.68

1181.3
740.6

131422
286

128136 = 128436
119407

8953 = E.C
290.6

11389 = P.I.

1181.32
236

895.37
210

685.3
740

925.3

JL Cott wd 3+30
K L Dal 4+00

22.38.42