

1384

PASTS

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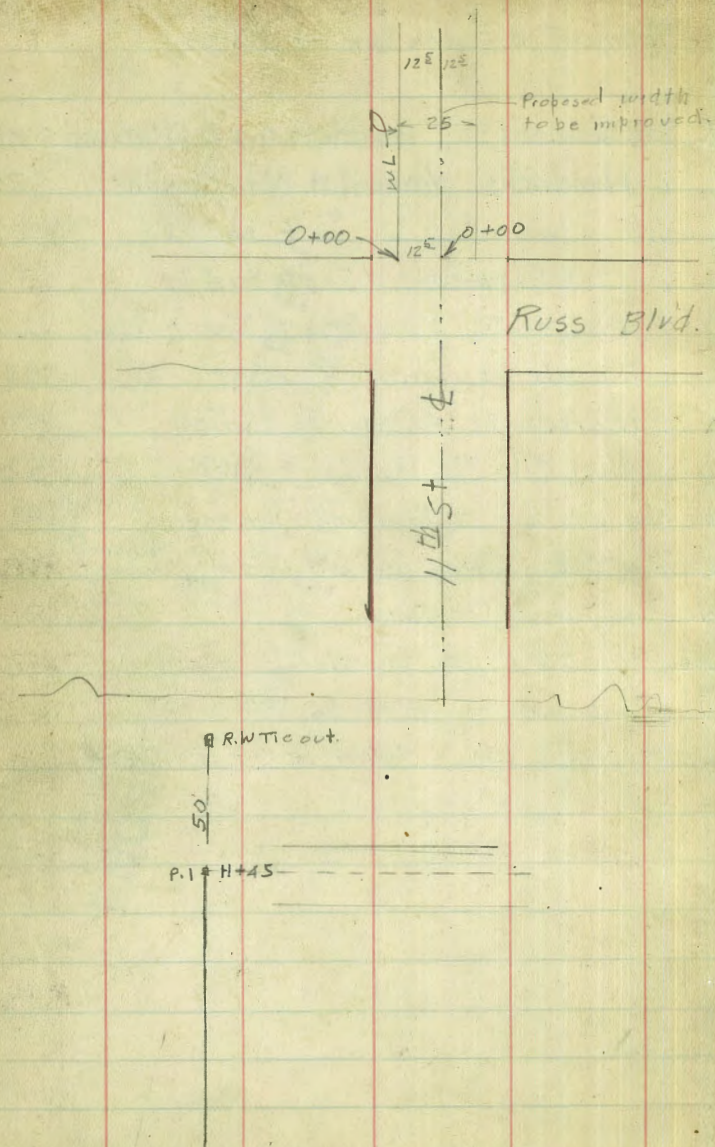
ENGINEERING DEPARTMENT,  
CITY OF SAN DIEGO,  
CALIFORNIA.

Alignment in Balboa Park of 11th St 1

X. Sec. Vermont St	Hendricks Ave to Cleveland	25
" "	Hendricks Vermont St. W. to Canyon	29
" "	" " " " " E to "	31
" "	College Way Ext. Sta. 1 to 47	36
" "	Addison St. Rosecrans to Mean H Tide	40
" "	Wilbur St. Lamont East	47
" "	Morrell St. Wilbur to Loring	52
" "	Alley Blk 53 Pacific Beach	53
	Wall-Garage, Lot 9 Glenwood Terrace	57
X. Sec. Alley Blk 1 - Carmel Heights	<sup>Palm &amp; Redwood</sup> <sup>32<sup>nd</sup> &amp; Bancroft</sup>	58
	Sewer Location 8 <sup>th</sup> & Imperial	61
X. Sec. 7 <sup>th</sup> St	"L" to Imperial	63
" "	Imperial 8 <sup>th</sup> to 7 <sup>th</sup>	65
" "	Proposed 100' X S.D.T.A at S.F. RR Tracks	70



Alignment of 11th St Thru Balboa Park  
 0+00 N.L. Russ Blvd.  
 Note: This Align. Data for West Line of Proposed  
 25 foot portion to be improved. **1**



0+00		
5+00 L		
		$4^{\circ}54'30'' R$
10+45 L		$18^{\circ}46'30'' L$
11+52 <sup>32</sup>	± Road East	
11+92 <sup>96</sup>	± Road West	
12+57 <sup>18</sup>	B.C.	$\Delta = 9^{\circ}42'30'' R$
		$R = 800$
		$T = 67.94$
		$L = 135.55$ $\phi = 133.44$
12+91 <sup>07</sup>		1-12-49
13+22 <sup>96</sup>		2-25-38
13+58 <sup>85</sup>		3-38-27
13+92.73	E.C.	4-51-16
14		
14+32 <sup>00</sup>	B.C.	$\Delta = 19^{\circ}27' L$
		$R = 500$
		$T = 85.69$
		$L = 169.73$ $\phi = 173.98$
14+74 <sup>03</sup>		2-25-52 42.43
15+16 <sup>86</sup>		4-51-44 "
15+59 <sup>29</sup>		7-17-36 "
16+01 <sup>73</sup>	E.C.	9-43-30 "

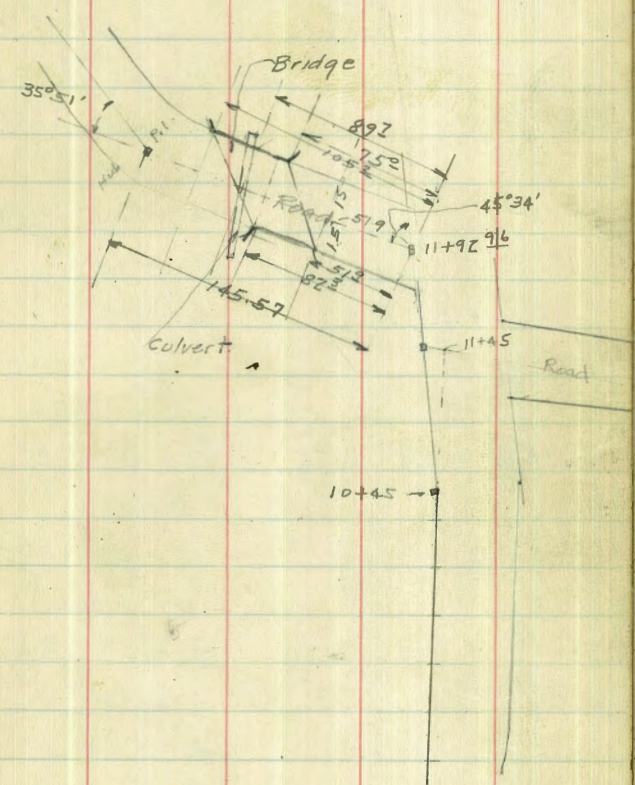
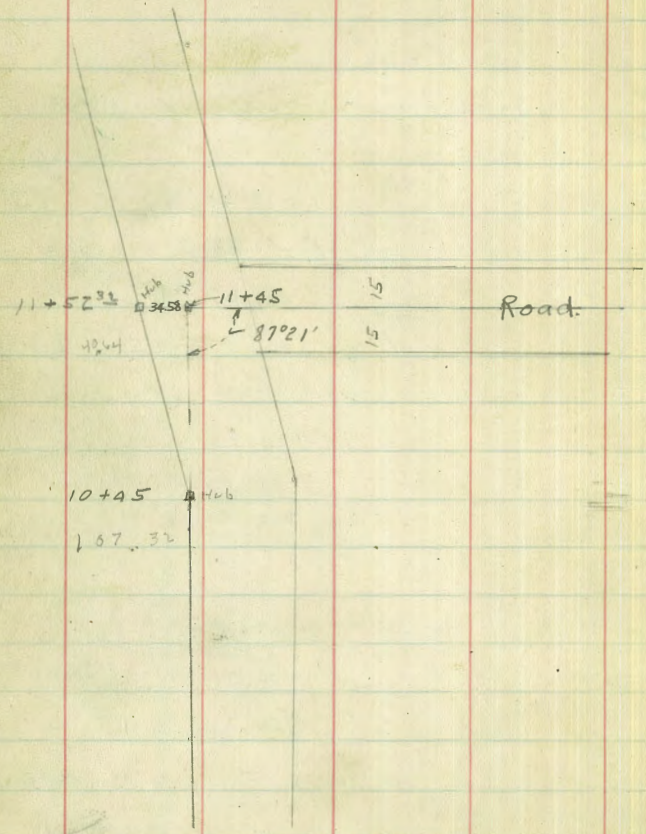


$$\begin{array}{r} 1122.96 \\ 152.15 \\ \hline 1325.11 \end{array}$$

$$\begin{array}{r} 1045 \\ 107.34 \\ \hline 1152.34 \\ 20.68 \\ \hline 1172.96 \end{array}$$

2  

$$\begin{array}{r} 75 \\ \hline 52 \end{array}$$





17+01<sup>22</sup> BC.

$\Delta = 12^{\circ}08' R$

$R = 1000$

$T = 106.28$

$L = 211.76 \quad \phi = 209.12'$

17+36<sup>51</sup>

1-00-40 35.29

17+71<sup>80</sup>

2-01-20 "

18+07<sup>09</sup>

3-02-00 "

18+42<sup>38</sup>

4-02-40 "

18+77<sup>67</sup>

5-03-20 "

19+12.98 EC.

6-04-00 "

19+53.24

19+93<sup>46</sup> BC

$\Delta = 16^{\circ}17' L$

$R = 400$

$T = 57.22$

$L = 113.67 \quad \phi = 117.23'$

20+21<sup>88</sup>

2-02-08 28.42

20+50<sup>39</sup>

4-04-16

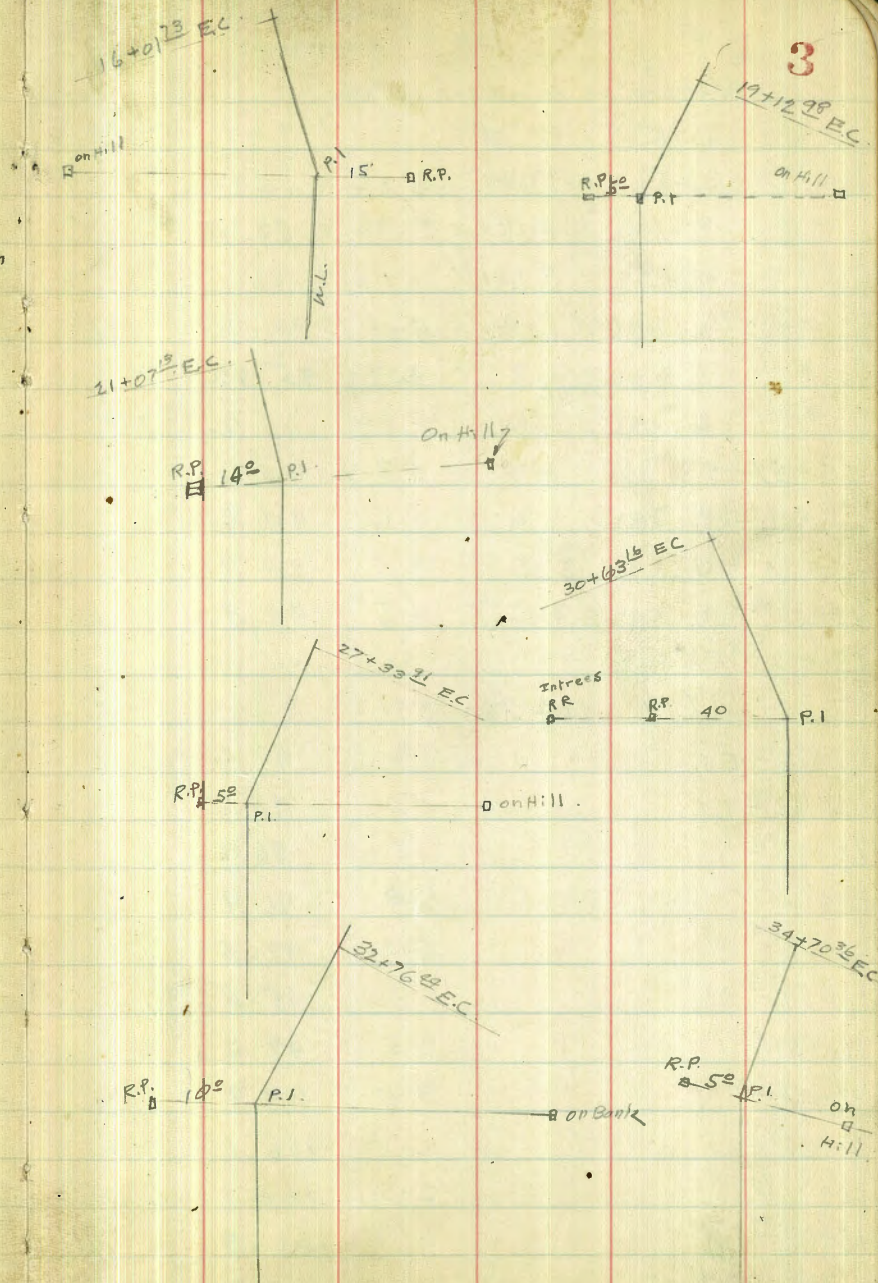
20+78<sup>73</sup>

6-06-24

21+07<sup>13</sup> EC

8-08-30

Cont on P 5





± Profile of 11th St Thru Park  
 Align on P.I. Begins at 12+57.8 BC.  
 Stations on W.L. Levels on ±

2/4/50  
 Loudon

W.L. Stations  
 Roadway 25' Wide

4

B.P.N.W.C  
 = 112

110.29

B.M	10.15	87.58		77.43
T.P.	6.17	91.49	2.26	85.32
T.P.	5.43	87.57	9.35	82.14
T.P.	13.05	99.00	1.22	86.35
11+92 <sup>96</sup>	(Merley wants fill of 12' here)			
±		4.07		95.33
B.M	N. rail Bridge sw. cor E. Balustrade		0.84	98.56
12+57 <sup>18</sup>	π	4.7		94.7
12+91 <sup>97</sup>		4.6		94.8
13+24 <sup>96</sup>		4.5		94.9
13+58 <sup>85</sup>		4.5		94.9
13+92 <sup>73</sup>	EC.			
T.P.	7.19	102.88	3.71	95.69
13+92 <sup>73</sup>	EC.	7.9		95.0 ✓
14+32 <sup>00</sup>	BC.	7.7		95.2 ✓
14+74 <sup>93</sup>		6.7		96.2
15+16 <sup>86</sup>		6.0		96.9
15+59 <sup>29</sup>		5.4		97.5
16+01 <sup>23</sup>	EC	4.4		98.5
16+51 <sup>47</sup>		3.3		99.6
17+01 <sup>22</sup>	BC	3.0		99.9
17+36 <sup>51</sup>		2.8		100.1
17+71 <sup>80</sup>		2.2		100.7
18+07 <sup>02</sup>		1.4		101.5
T.P.	8.08	110.29	0.67	102.21

18+42<sup>38</sup>

7.9 102.3

18+77<sup>67</sup>

7.7 102.6

19+12<sup>98</sup>

EC.

7.4 102.9

19+53<sup>24</sup>

6.7 103.6

19+93<sup>26</sup>

BC.

6.0 ✓ 104.3

20+21<sup>88</sup>

5.5 104.8

20+50<sup>20</sup>

5.0 105.3

20+78<sup>72</sup>

gas Co. M.H.

4.50 105.79 ✓

21+07<sup>13</sup>

EC.

4.4 105.9

22+07<sup>13</sup>

3.3 107.0

23+07<sup>13</sup>

3.0 107.3

B.M. E of 21+07<sup>13</sup>  
 Marked yellow pipe

0.00 110.29



21+07<sup>13</sup> EC.21+53<sup>37</sup> BC $\Delta = 16^{\circ}20' R$ 

R = 500

T = 71.75

L = 142.53

21+89<sup>00</sup>22+24<sup>63</sup>22+60<sup>25</sup>22+95<sup>90</sup> EC.23+56<sup>94</sup>24+16<sup>98</sup> BC

2-02-30 35 63

4-05-00 "

6-07-30 "

8-10-00 "

 $\Delta = 15^{\circ}45'30'' R$ 

R = 500

T = 69.19

L = 137.52

24+57<sup>36</sup>24+85<sup>72</sup>25+20<sup>12</sup>25+54<sup>50</sup> EC.25+65<sup>63</sup> BC.

1-58-11 34 48

3-56-22 "

5-54-33 "

7-52-45 "

 $\Delta = 19^{\circ}17' R$ 

R = 500

T = 84.94

L = 168.28

26+07<sup>20</sup>26+47<sup>22</sup>26+91<sup>89</sup>27+33<sup>21</sup> EC.

2-24-37 42.07

4-49-14

7-13-51

9-38-30

28+38<sup>14</sup>28+03<sup>40</sup> BC.28+46<sup>69</sup>28+89<sup>98</sup>29+33<sup>27</sup>29+76<sup>56</sup>30+19<sup>85</sup>30+63<sup>16</sup> EC.30+83<sup>44</sup> BC.31+22<sup>04</sup>31+60<sup>69</sup>31+99<sup>24</sup>32+37<sup>84</sup>32+76<sup>44</sup> EC.33+22<sup>86</sup>33+69<sup>28</sup> BC.34+02<sup>97</sup>34+86<sup>66</sup>34+70<sup>36</sup> EC. $\Delta = 29^{\circ}46' L$ 

R = 500

T = 132.88

L = 259.76

2-28-50 43 29

4-57-40 "

7-26-30 "

9-55-20 "

12-24-10 "

14-53-00 "

 $\Delta = 22^{\circ}07' R$ 

R = 500

T = 97.72

L = 193.00

2-12-42 38 60

4-25-24 "

6-38-06 "

8-50-48 "

11-03-30 "

 $\Delta = 11^{\circ}35' R$ 

R = 500

T = 50.71

L = 101.08

1-55-50 33 69

3-51-40 "

5-47-30 "



Note: Alignment run on & From Here.

± Profile from sta 21+53<sup>32</sup>

6

34+70<sup>26</sup> = 34+61<sup>45</sup> ±

35+13<sup>03</sup>

35+64<sup>62</sup> B.C.

$\Delta = 4^{\circ}39'30'' R$

$R = 3000$

$T = 122.04$

$L = 243.91$

0-23-17 40.65

0-46-34

1-09-57

1-32-68

1-56-25

2-19-45

$\Delta = 22^{\circ}44'30'' L$

$R = 450$

$L = 178.61$

$T = 90.49$

2-50-54 44.65

5-41-08 "

8-31-42 "

11-22-15 "

36+05<sup>26</sup>

36+45<sup>91</sup>

36+86<sup>56</sup>

37+27<sup>21</sup>

37+67<sup>86</sup>

38+08<sup>55</sup> E.C.

38+12<sup>43</sup> B.C.

38+57<sup>12</sup>

39+01<sup>72</sup>

39+46<sup>42</sup>

39+91<sup>08</sup> E.C.

cont on p 7

1.54 111.83

110.29

21+53<sup>32</sup> B.C.

5.2 106.6

21+89<sup>00</sup>

4.8 107.0

22+24<sup>63</sup>

5.0 106.8

22+60<sup>26</sup>

5.0 106.8

22+95<sup>20</sup> E.C.

4.7 107.1

23+56<sup>24</sup>

4.4 107.4

24+16<sup>90</sup> B.C.

3.8 108.0

24+57<sup>26</sup>

3.6 108.2

T.P. 6.82

115.14

3.51 108.32

24+85<sup>74</sup>

6.6 108.5

25+20<sup>12</sup>

6.1 109.0

25+54<sup>50</sup> E.C.

6.0 109.1

25+65<sup>63</sup> B.C.

5.9 109.2

26+07<sup>70</sup>

5.2 109.9

26+49<sup>77</sup>

5.5 109.6

26+91<sup>84</sup>

5.0 110.1

27+33<sup>91</sup> E.C.

4.6 110.5

28+38<sup>14</sup>

3.9 111.2

28+03<sup>20</sup> E.C.

3.3 111.8

28+46<sup>62</sup>

2.6 112.5

28+89<sup>98</sup>

1.6 113.5

29+33<sup>22</sup>

0.4 114.7

T.P. 8.72

122.84

1.02 114.12

29+76<sup>53</sup>

6.9 115.8



122 84

30+19 <sup>85</sup>		5.7	117.1	
30+63 <sup>16</sup> EC		5.0	117.8	
30+83 <sup>94</sup> BC.		4.5	118.3	
31+23 <sup>09</sup>		4.0	118.8	
31+60 <sup>09</sup>		4.1	118.7	
31+99 <sup>29</sup>		4.5	118.3	
T.P.	4.92	123.46	4.30	118.54
32+37 <sup>84</sup>		4.9	118.6	
32+76 <sup>44</sup> EC.		4.8	118.7	
33+22 <sup>86</sup>		4.8	118.7	
33+69 <sup>28</sup> BC.		4.7	118.8	
34+02 <sup>97</sup>		4.9	118.6	
34+36 <sup>66</sup>		4.5	119.0	
34+70 <sup>36</sup> EC		4.7	118.8	
35+70		3.4	120.1	
36+70		2.4	121.1	
B.M.		0.64	122.82	

37.91.08  
23  
3968.08

122.82  
8.49  
131.31  
 4.67

126.64

4.11 127.20

7

40+29<sup>45</sup>  
 40+67<sup>82</sup> BC

 $\Delta = 90^{\circ} 42' 30'' L$  $R = 1500.30'' L$  $T = 127.38$  $L = 254.16$ 

0-48-32 42.36

1-37-04.

2-25-36

3-14-08

4-02-40

4-51-15

41+10<sup>18</sup>41+52<sup>54</sup>41+94<sup>90</sup>42+37<sup>26</sup>42+77<sup>62</sup>43+21<sup>98</sup> EC.43+82<sup>61</sup>44+43<sup>25</sup> BC $\Delta = 40^{\circ} 06' 34'' L$  $R = 400$  $T = 146.02$  $L = 280.02$ 

2-58-02 41.43

5-58-04

8-54-06

11-52-08

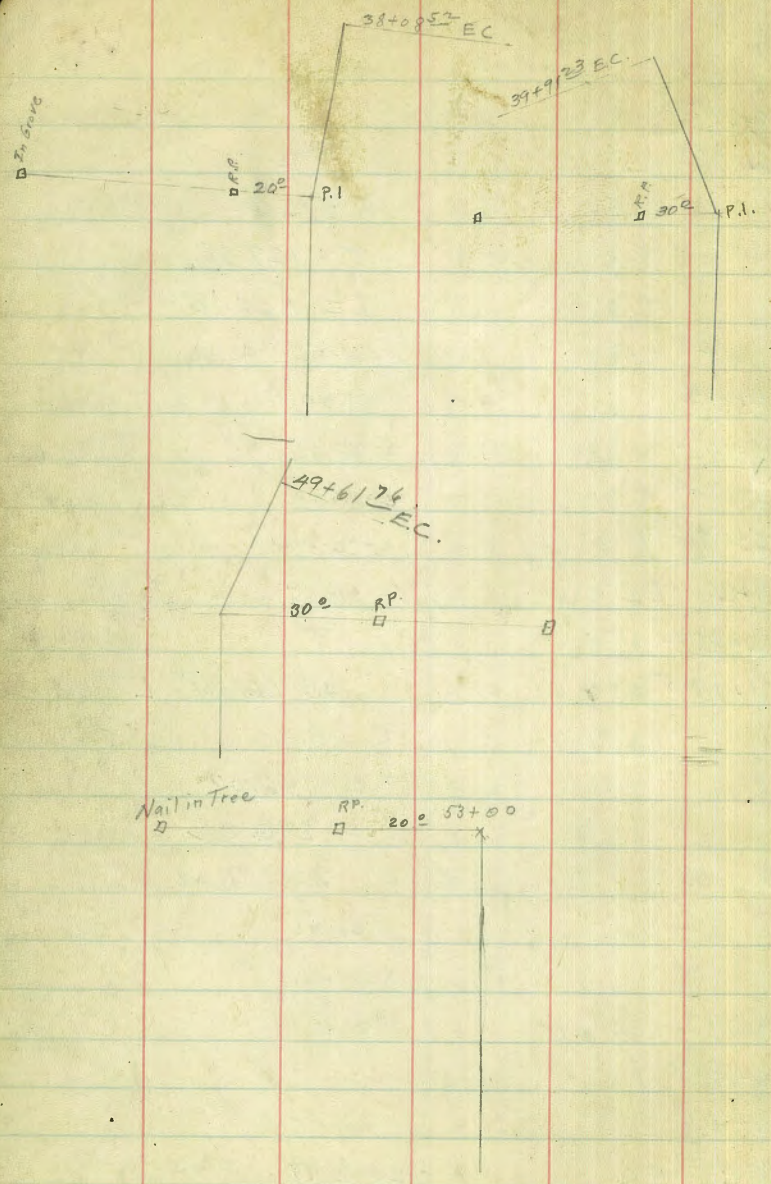
14-50-10

17-48-15

20-03-17 31.43

44+84<sup>68</sup>45+26<sup>44</sup>45+67<sup>54</sup>46+08<sup>97</sup>46+50<sup>40</sup>46+91<sup>84</sup>47+23<sup>27</sup> EC.





47+45 Bridge  
 47+67<sup>93</sup>  
 48+12<sup>60</sup> B.C.

$\Delta = 17^{\circ} 05' 30'' R$   
 $R = 500$   
 $T = 75.13$   
 $L = 149.15$

48+49<sup>89</sup>  
 48+87<sup>18</sup> EC.  
 49+24<sup>47</sup>  
 49+61<sup>76</sup> EC  
 50+00  
 50+50  
 51+00  
 51+50  
 52+00  
 52+50  
 53+00

2-08-11 37.29  
 4-16-22 "  
 6-24-33 "  
 8-32-45 "

47+45  
 255  
 217  
 146  
 122

cont on P 10



+	H.I.	-	Elev.
4.53	127.95		122.92 BM.
34+61 <sup>45</sup> ±		8.4	119.0
35+13 <sup>03</sup>		8.1	119.3
35+64 <sup>61</sup> BC		7.1	120.3
36+05 <sup>26</sup>		6.6	120.8
36+45 <sup>71</sup>		6.2	121.2
36+86 <sup>56</sup>		5.5	121.9
37+27 <sup>21</sup>		5.1	122.3
37+67 <sup>86</sup>		4.4	123.0
38+08 <sup>50</sup> EC		3.8	123.6
38+12 <sup>42</sup> BC		3.7	123.7
38+57 <sup>12</sup>		3.1	124.3
39+01 <sup>72</sup>	± on road or Bank	2.0 1.5	125.4 125.9
10.26	136.82	0.79	126.56
39+46 <sup>92</sup>		10.2	126.6
39+91 <sup>28</sup> EC		8.8	128.0
40+29 <sup>40</sup>		8.0	128.8
40+67 <sup>82</sup> BC		6.2	130.6
41+10 <sup>18</sup>		5.1	131.7
41+52 <sup>54</sup>		4.6	132.2
+94 <sup>90</sup>		4.4	132.4
42+37 <sup>21</sup>		4.3	132.5
+79 <sup>63</sup>		4.2	132.6
43+21 <sup>98</sup> EC		4.2	132.6
+82 <sup>61</sup>		3.8	133.0
44+43 <sup>23</sup> BC		3.5	133.3

			136.82	
44+84 <sup>68</sup>		3.0	133.8	
45+26 <sup>4</sup>		2.8	134.0	
45+67 <sup>54</sup>	5.76	139.80	2.78	134.04
46+08 <sup>97</sup>		5.5	134.3	
+50 <sup>40</sup>		5.2	134.6	
46+91 <sup>84</sup> EC		5.0	134.8	
	7.19	142.28	4.71	135.09 BM. Hd. wall
47+23 <sup>27</sup> EC		6.8	135.5	
47+45 Bridge		6.0	136.3	
47+67 <sup>93</sup>		6.2	136.1	
48+12 <sup>60</sup> BC		6.4	135.9	
48+49 <sup>87</sup>		6.2	136.1	
+37 <sup>18</sup>		5.8	136.5	
49+24 <sup>42</sup>		5.0	136.8	
49+61 <sup>76</sup> EC		5.2	137.1	
50+00		4.8	137.5	
+50		4.5	137.8	
51+00		4.0	138.3	
+50		3.6	138.7	
52+00		3.4	138.9	
+50		2.9	139.4	
53+00		2.4	139.9	
+50				
54+00				



53+00  
 53+50  
 54+00  
 54+50  
 54+86<sup>60</sup> BC

$$\Delta = 31^{\circ}38' R$$

$$R = 500$$

$$T = 141.64$$

$$L = 276.05$$

55+32<sup>61</sup>  
 55+78<sup>62</sup>  
 56+24<sup>63</sup>  
 56+70<sup>64</sup>  
 57+16<sup>65</sup>  
 57+62<sup>65</sup> E.C.

2-38-10 46.01

5-16-20 "

7-54-30 "

10-32-40 "

13-10-50 "

15-49-00 "

58+12<sup>65</sup>  
 58+62<sup>65</sup>  
 59+20<sup>37</sup> BC

$$\Delta = 13^{\circ}40'30'' L$$

$$R = 1000$$

$$T = 119.34$$

$$L = 238.68$$

59+68<sup>11</sup>  
 60+15<sup>85</sup>  
 60+63<sup>57</sup>  
 61+11<sup>33</sup>  
 61+59<sup>05</sup> EG

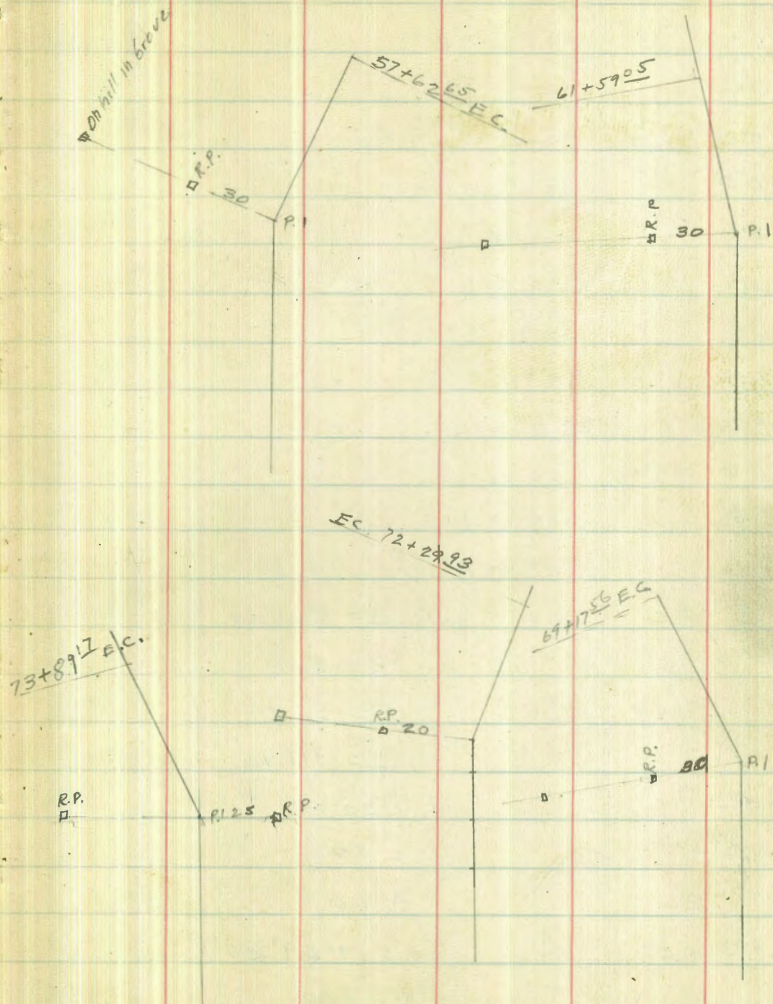
1-22-03 47.74

2-44-06 "

4-06-09 "

5-28-12 "

6-50-15 "





62+00

62+50

63+00

63+50

64+00

64+50

65+00

65+50

66+00

66+50

67+00

67+50

68+00

68+05<sup>86</sup> BC

$$\Delta = 8^{\circ}00' L$$

$$R = 800$$

$$T = 55.94$$

$$L = 111.70$$

$$1-20 \quad 37.23$$

$$2-40 \quad "$$

$$4-00 \quad "$$

$$\Delta = 19^{\circ}09'30'' R$$

$$R = 800$$

$$T = 135.00$$

$$L = 267.50$$

68+43<sup>09</sup>68+80<sup>32</sup>69+17<sup>56</sup> EC69+62<sup>43</sup> BC70+07<sup>01</sup>70+57<sup>59</sup>70+96<sup>17</sup>71+40<sup>75</sup>71+85<sup>33</sup>72+29<sup>79</sup> EC72+34<sup>88</sup> BC72+73<sup>45</sup>73+12<sup>02</sup>73+50<sup>59</sup>73+89<sup>17</sup> EC

74+50

75+00

75+50

76+00

76+50

77+00

77+50

78+00

78+50

79+00

79+10<sup>47</sup> BC

1-35-47 44.58

3-11-34 "

4-47-21 "

6-23-08 "

7-58-55 "

9-39-45 "

$$\Delta = 11^{\circ}05' L$$

$$R = 800$$

$$T = 77.38$$

$$L = 154.29$$

1-22-52 38.57

2-45-44 "

4-08-36 "

5-31-30 "



79+10<sup>97</sup> B.C.

$$\Delta = 12^{\circ}56'30'' L$$

$$R = 600$$

$$T = 68.05$$

$$L = 135.52$$

79+44<sup>35</sup>

1-37-03 33.88

79+78<sup>23</sup>

3-14-06 "

80+12<sup>1</sup>

4-51-09 "

80+45<sup>99</sup> E.C.

6-28-15 "

80+95<sup>99</sup>81+42<sup>55</sup> s.l. Marston Hills81+62<sup>55</sup> B.C.

$$\Delta = 22^{\circ}55'06'' R$$

$$R = 500$$

$$T = 101.35$$

$$L = 200.00$$

82+02<sup>55</sup> P.C.C.

2-17-30 40.00

82+42<sup>55</sup>

4-35-00 "

82+82<sup>55</sup>

6-52-30 "

83+22<sup>55</sup>

7-10-00 "

83+62<sup>55</sup> P.C.C.

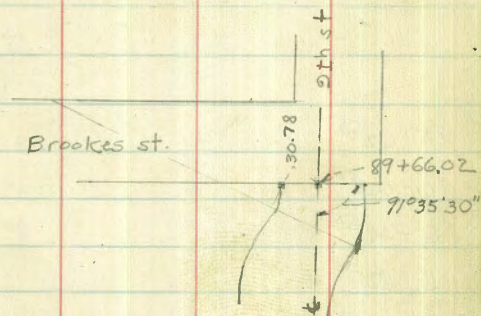
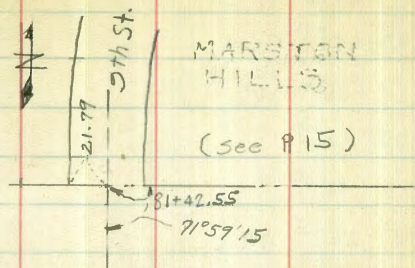
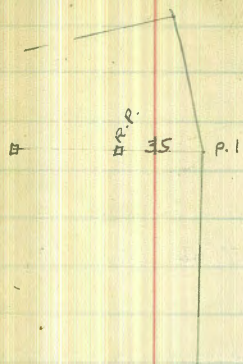
11-27-33 "

$$\Delta = 22^{\circ}55'06'' R$$

$$R = 400$$

$$T = 81.083$$

$$L = 160.00$$



Brookes st.

30.78

87+66.02

71°35'30"



83+62<sup>55</sup> P.C.C. 2-51-53 40.00

84+02<sup>55</sup> 5-43-46 ..

84+42<sup>55</sup> 8-35-39 ..

84+82<sup>55</sup> 11-27-32 ..

85+22<sup>55</sup> P.R.C.  $\Delta = 25047' L$

$R = 400$

$T = 91.55'$

$L = 180.00$

85+62<sup>55</sup> 2-51-53 40.00

86+02<sup>55</sup> 5-43-46 ..

86+42<sup>55</sup> 8-35-39 ..

86+82<sup>55</sup> E.C. 11-27-32 ..

87+02<sup>55</sup> E.C. 12-53-30 20.00

87+50

88+00

88+50

89+00

89+50

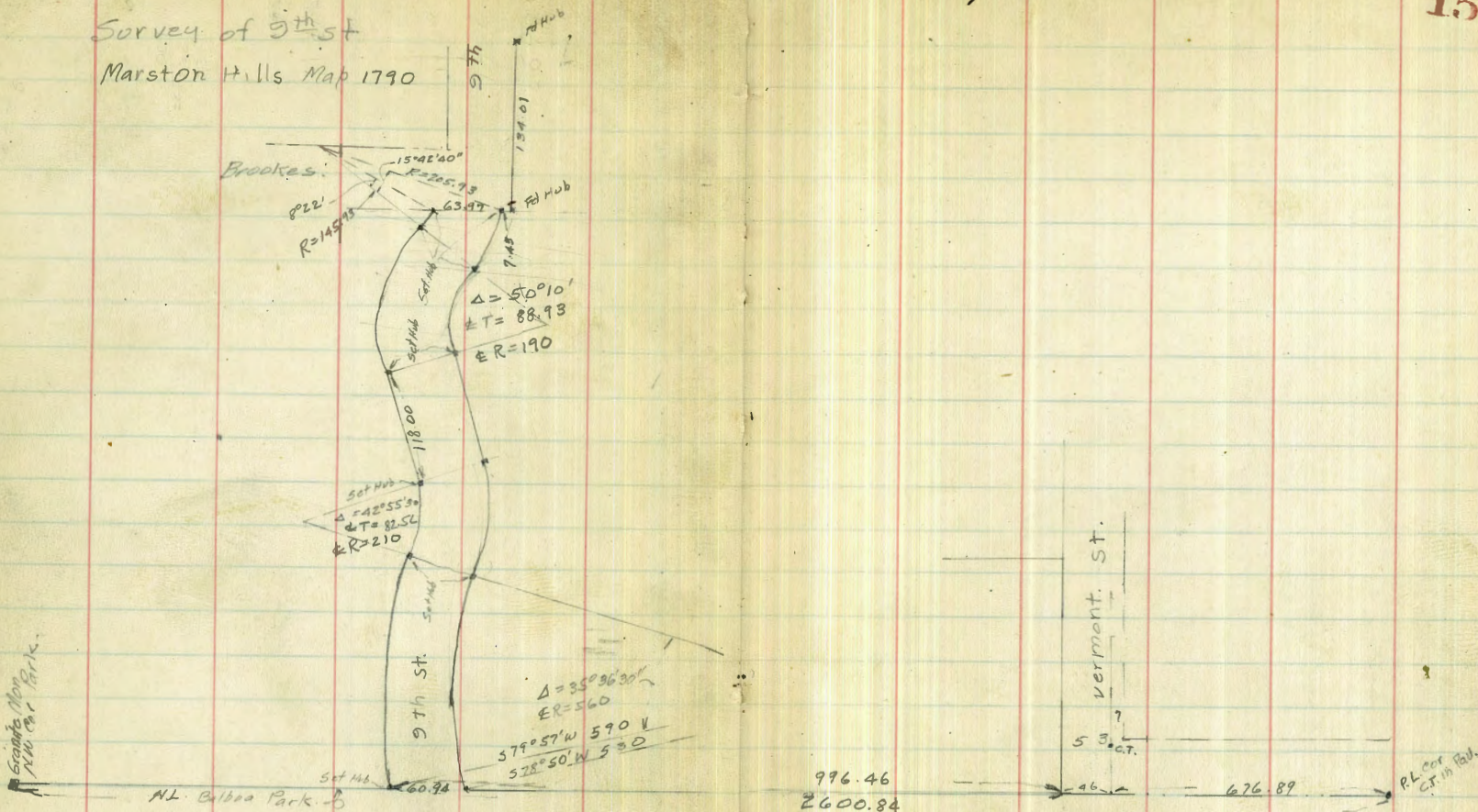
89+66<sup>02</sup> sl. Brooks st.



14



Survey of 9th St  
Marston Hills Map 1790

















81

19

676 87







Profile 11<sup>th</sup> st. from 53+00

B.M	6.89	141.98		135.09
T.P	10.45	149.42	3.01	138.97
53+50			8.6	140.8
54+00			7.7	141.7
+50			6.8	142.6
54+86 <sup>60</sup>	B.C.		5.9	143.5
55+32 <sup>61</sup>			5.0	144.4
55+78 <sup>62</sup>			3.6	145.8
56+24 <sup>63</sup>			2.3	147.1
56+70 <sup>64</sup>			1.1	148.3
57+16 <sup>65</sup>			0.2	149.2
57+62 <sup>66</sup>	EC		0.8	148.6
58+12 <sup>65</sup>			0.8	148.6
T.P	7.60	156.25	0.77	148.65
58+62 <sup>65</sup>			7.7	148.5
59+20 <sup>32</sup>	B.C.		7.2	149.0
59+68 <sup>61</sup>			6.6	149.6
60+15 <sup>65</sup>			6.1	150.2
60+63 <sup>52</sup>			5.3	150.9
61+11 <sup>33</sup>			4.7	151.5
61+59 <sup>05</sup>	EC		4.0	152.2
62+00			3.6	152.6
62+50			2.8	153.4
63+00			2.3	153.9
63+50			1.7	154.5
64+00			1.0	155.2
T.P	10.42	165.75	0.92	155.33

165.75

21

64+50		9.6	156.1	
65+00		7.5	158.2	
65+50	Bridge.	5.6	160.1	
66+00		5.3	160.4	
66+50		5.1	160.6	
67+00		4.8	160.9	
67+50		4.0	161.7	
B.M		2.59	163.16	
68+05 <sup>86</sup>	EC	2.8	162.9	
68+43 <sup>09</sup>		2.4	163.3	
68+80 <sup>32</sup>		2.1	163.6	
69+17 <sup>56</sup>	EC	1.8	163.9	
B.M	7.72	170.88	163.16	
69+62 <sup>93</sup>	EC	6.8	164.1	
70+07 <sup>21</sup>		5.7	165.2	
70+51 <sup>52</sup>		4.4	166.5	
70+96 <sup>17</sup>		4.4	166.5	
71+40 <sup>25</sup>		3.6	167.3	
71+85 <sup>33</sup>		2.9	168.0	
72+27 <sup>23</sup>	EC	2.4	168.5	
72+34 <sup>88</sup>	B.C.	2.3	168.6	
72+73 <sup>45</sup>		1.7	169.2	
73+12 <sup>02</sup>		0.7	170.2	
T.P.	9.49	179.56	0.81	170.07
73+50 <sup>57</sup>		8.9	170.7	



179.56

73+89 <sup>L</sup>	EC.		8.3	171.3
74+50			5.9	173.7
+57			6.4	173.2
+57			10.0	169.6
+62			10.3	169.3
+69			6.7	172.9
75+00			5.7	173.9
+50			4.9	174.7
76+00			3.9	175.7
+50			2.7	176.9
77+00			1.3	178.3
T.P.	8.05	186.10	1.51	178.05
77+50			6.5	179.6
78+00			5.5	180.6
+50			5.2	180.9
+55			6.2	179.9
79+10 <sup>42</sup>	B.C.		4.9	181.2
+44 <sup>35</sup>			4.6	181.5
+78 <sup>23</sup>			4.2	181.9
80+12 <sup>11</sup>			3.5	182.6
80+45 <sup>21</sup>	EC.		2.6	183.5
80+95 <sup>11</sup>			1.2	184.9
81+42 <sup>55</sup>			0.0	186.1
T.P.	12.88	198.48	0.50	185.60
B.M.			3.58	194.90

H-6

196.48

22

81+62 <sup>55</sup>	B.C.		11.5	187.0
82+02 <sup>55</sup>			9.8	188.7
82+42 <sup>55</sup>			8.1	190.4
82+82 <sup>55</sup>			6.9	191.6
83+22 <sup>55</sup>			3.9	194.6
83+62 <sup>55</sup>	P.C.C.		3.6	194.9
84+02 <sup>55</sup>			1.8	196.7
84+42 <sup>55</sup>			2.2	196.3
T.P.	12.09	206.84	3.73	194.75
84+82 <sup>55</sup>			5.3	201.5
85+22 <sup>55</sup>	P.R.C.		1.2	205.6
85+62 <sup>55</sup>			3.7	203.1
86+02 <sup>55</sup>			8.1	198.7
T.P.	9.42	202.44	12.82	194.02
86+22 <sup>1</sup>			8.4	194.0
86+42 <sup>55</sup>			8.4	194.0
86+82 <sup>55</sup>			7.0	195.4
87+02 <sup>55</sup>	EC.		7.0	195.4
87+25			7.8	194.6
+31			10.2	192.2
+50			9.9	192.5
+63			9.2	193.2
+76			5.8	196.6
88+00			4.6	197.8



202.44

88+15	3.7	198.7
+50	3.7	198.7
89+00	3.7	198.7
+09	3.8	198.6
+12	5.6	196.8
+19	6.4	196.0
+21	3.5	198.9
+50	0.5	201.9
B.M. <sup>Most east con</sup> <sup>Map</sup> Brookes & 9 <sup>th</sup>	2.56	199.88





This return  
fits 10' curbs  
40' Road

Quail  
Foot Bridge

5+46

4+2928

4+1502 - eb

4+014 - 1/4

3+8780 - 1/4

3+7917 - 1/4

3+6058 - cb

3+4594

3+2922

3+2922

3+2922

3+2922

3+2922

3+2922

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8556

0+264

0+00

Cleveland

Hendricks

Hendricks

Vermont

0+20

0+00

0+00

0+24



5/3/30  
London.

X sec. Vermont St From N.L.  
Cleveland to North of Hendricks  
85<sup>50</sup>' wide 14' cbs 57' Rdway

25

SW.BP  
B.M 4.32 294.05 Univ. =  
289.73 Vermont.

End sec on N.L. Cleveland 0+00 W = 0+26<sup>41</sup> E

Ecb		4.09	289.97
gut	Pav	4.76	289.29
1/4	"	4.88	289.17
1/4	"	5.13	288.92
1/4	"	5.78	288.27
gut	"	6.50	287.55
Wcb		6.10	287.95

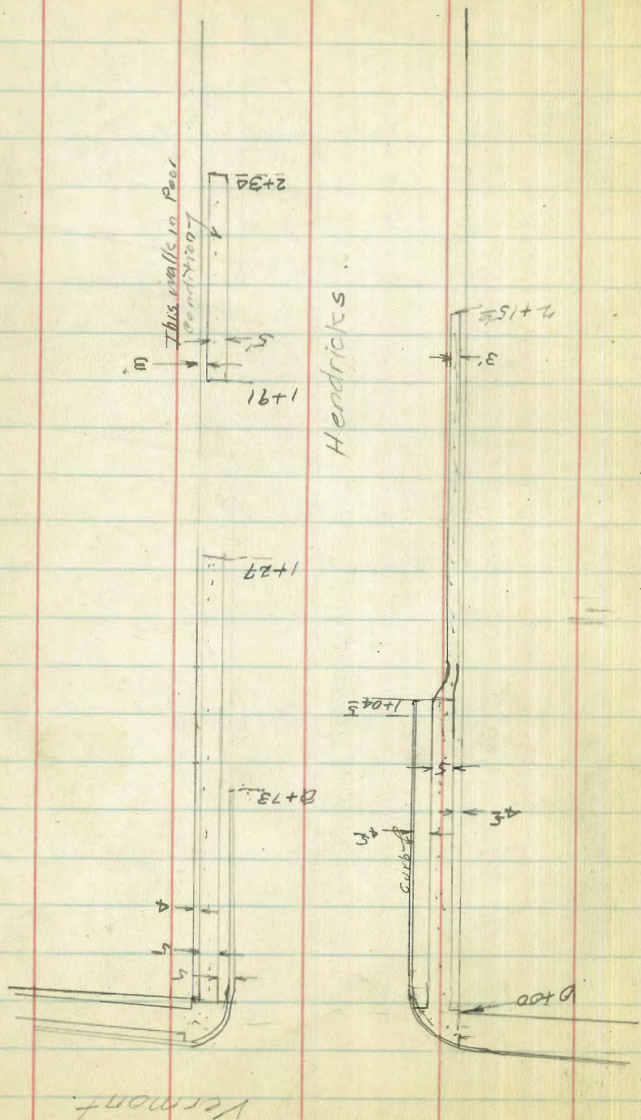
0+26<sup>41</sup>

Wcb		6.10	287.95
gut		6.5	287.55
1/2		5.7	288.15
1/4		5.2	288.85
1/4		5.0	289.05
gut		4.9	289.15
Ecb		4.08	289.97

0+50

Ecb		4.02	290.03
gut		4.8	289.25
1/4		4.9	289.15
1/4		5.0	289.05
1/4		5.9	288.15
gut		6.6	287.45
Wcb		5.94	288.11

Plotted 5-12-30 C.B.H.





5' sidewalks 4.5 from E - 4.5 Parkway.

26

1+00. 29405

Web	5.78	288.27
gut.	6.3	287.75
1/4	5.9	288.15
E	4.8	289.25
1/4	4.5	289.55
gut	4.7	289.35
Ecb	3.86	290.19

1+50 = S.L. Alley on West

Ecb	3.70	290.35
gut	4.6	289.45
1/4	4.5	289.55
E	5.3	288.75
1/4	5.6	288.45
gut	6.2	287.85
Web	5.60	288.45
W.L. alley Pav	5.60	288.45

1+60

W.L. Alley Pav. 5.91 288.14

1+70 = N.L. Alley on West:

W.L.	5.63	288.32
eb	6.1	287.95
1/4	5.5	288.55
E	4.7	289.35
1/4	4.4	289.65
gut	4.5	289.55
Ecb	3.66	290.39

1+75 = S.L. Alley on East.

E.L.	3.7	290.35
eb	4.4	289.65
1/4	4.4	289.65
E	4.7	289.35
1/4	5.5	288.55
gut	6.2	287.85
Web	5.60	288.45

1+95 = N.L. Alley on East.

Web	5.53	288.52
gut	5.8	288.25
1/4	5.4	288.65
E	4.7	289.35
1/4	4.4	289.65
gut	4.4	289.65
Ecb	3.53	290.52
E.L.	3.5	290.55

2+50

Ecb	3.40	290.65
gut	4.3	289.75
1/4	4.0	290.05
E	4.6	289.45
1/4	5.4	288.65
gut	5.8	288.25
Web	5.36	288.69



294.05

3+00

wob	5.22	288.83
put	5.8	288.25
1/4	5.3	288.75
⊕	4.3	289.75
1/4	4.0	290.05
put	4.2	289.85
Ecb	3.23	290.82

3+2922 = S.L. Hendricks on West.

Ecb	3.16	290.89
put	4.1	289.95
1/4	4.0	290.05
⊕	4.3	289.75
1/4	5.0	289.05
put	5.5	288.55
+ 15 to ecb on ret.	5.20	288.85

3+4594

w.L.	6.0	288.05
cb	5.4	288.65
1/4	4.8	289.25
⊕	4.1	289.95
1/4	4.0	290.05
put	4.0	290.05
Ecb	3.12	290.93

294.05

27

3+6058 = Seb Hendricks on East

EL top cb	3.10	290.95
EL put	3.7	290.35
cb	4.0	290.05
1/4	3.9	290.15
⊕	4.2	289.85
1/4	4.7	289.35
cb	5.2	288.85
w.L.	5.5	288.55

3+7419

w.L.	5.8	288.25
cb	5.3	288.75
1/4	4.9	289.15
⊕	4.2	289.85
⊕ MH FL	7.86	286.19
⊕ MH top	4.09	289.96
1/4	3.8	290.25

cb	3.8	290.25
EL	3.8	290.25

3+8780

EL	3.5	290.55
cb	3.7	290.35
1/4	3.8	290.25
⊕	4.2	289.85
1/4	5.0	289.05
cb	5.5	288.55
+ 1 to ecb on ret.	5.07	288.98



3+8780

294.05

w.L.	5.0	289.05
3+9288 = NL Hendricks on West		
w.L.	4.8	289.25
eb tob	5.09	288.96
gut	5.7	288.35
1/4	5.2	288.85
⊕	4.3	289.75
1/4	3.9	290.15
eb	3.8	290.25
EL	3.5	290.55
4+014L		
EL	3.8	290.25
eb	3.9	290.15
1/4	3.9	290.15
⊕	4.3	289.75
1/4	5.2	288.85
gut	5.8	288.25
web	5.16	288.89
4+1502		
web	5.32	288.73
gut	6.0	288.05
1/4	5.3	288.75
⊕	4.5	289.55
1/4	4.0	290.05
eb	4.0	290.05
+52 tob eb on ret	3.09	290.96

4+1502

294.05

28

EL tob eb	3.11	290.94
EL gut	3.9	290.15
84 <sup>45</sup> wide 10' ebs 56' Rdway.		
4+2970 = NL Hendricks on East.		
Eeb	3.08	290.97
gut	4.1	289.95
1/4	4.0	290.05
⊕	4.5	289.55
1/4	5.5	288.55
gut	6.2	287.85
*JP 5.33	294.09	5.29 288.76
web		5.57 288.42
4+50		
web	5.92	288.07
gut	6.6	287.49
1/4	5.8	288.29
⊕	4.7	289.39
1/4	4.3	289.79
gut	4.5	289.59
Eeb	3.47	290.62
5+00		
Eeb	4.22	289.87
gut	4.8	289.29
1/4	5.0	289.09
⊕	5.7	288.39
1/4	6.7	287.39



294.09

5+00		
Wqt	7.4	286.69
Web	6.70	287.39
5+02 <sup>2</sup>	= End of eb & walk on West	
Web	6.74	287.35
5+05 <sup>2</sup>	= End of ob & walk on East.	
Ec'b		
5+20		
w.l.	9.6	284.49
cb	8.3	285.79
1/4	7.1	286.99
±	6.7	287.39
1/4	5.7	288.39
cb	5.2	288.89
EL	5.1	289.99
5+46	= 5 end feet bridge.	
EL	8.5	285.59
cb	9.7	284.39
1/4	10.4	283.69
±	10.9	283.19
1/4	11.0	283.09
+8 <sup>±</sup>	East walk to bridge.	11.32 282.67
cb	11.28	282.71
+0 <sup>E</sup>	W. walk to bridge	11.28 282.71
WL	13.9	280.19

X Sec. Hendricks St. from W.L. Vermont  
to Canyon West.

60' wide 10' cbs AD Rdway.

29

T.P. 1.32 29008 288.76

End Sec - 0+005 = 0+20 N

Web	1.12	288.96	↓
got	1.6	288.48	
1/4	1.7	288.38	
±	1.5	288.58	
1/4	1.9	288.18	
got	2.0	288.08	
+5 <sup>±</sup>	top Exist ret.	1.15 288.83	✓

0+00 = W.L. Vermont on South

S.L	1.2	288.88	
cb	2.3	287.78	
1/4	2.0	288.08	
±	2.1	287.98	
1/4	2.5	287.58	
cb	2.5	287.58	
N.L	2.5	287.58	

0+24

N.L. Walk 3.25 286.83

0+50

N.L.	4.7	285.38	
cb	4.6	285.48	
1/4	4.3	285.78	
±	3.8	286.28	
1/4	3.7	286.38	
cb	3.2	286.88	
S.L	2.8	287.28	

Plotted 5-12-30 - C.A.H.



0+68		29008	
S.L	4.1	285.98	
cb	4.3	285.78	
1/4	4.9	285.18	
±	5.2	284.98	
1/4	5.7	284.38	
cb	5.6	284.48	
N.L	5.7	284.38	
0+88			
10 N	15.9	274.18	
2 N	10.4	279.68	
N.L	10.3	279.78	
cb	10.2	279.88	
1/4	13.1	276.98	
±	16.1	273.98	
1/4	18.0	272.08	
cb	13.8	276.28	
S.L	10.8	279.28	
10 S	7.4	282.68	
T.P.	0.64	277.95	12.77 277.31
1+00			
10 S	+3.0	274.95	281.0
S.L	1.5	276.45	
cb	5.3	272.65	
1/4	9.5	268.45	
±	9.9	268.05	
1/4	6.6	270.35	

1+00		277.95	
cb	4.3	273.65	
N.L	4.0	273.95	
20 N	11.9	266.05	
1+25			
30 N	26.4	251.55	
N.L	17.4	260.55	
cb	17.5	260.45	
1/4	19.5	258.45	
±	19.8	258.15	
1/4	16.5	261.45	
cb	11.5	266.45	
S.L	6.8	271.15	
15 S	2.5	275.45	
T.P.	1.29	267.06	12.18 265.77
1+50			
30 S	2.7	264.36	
S.L	7.0	260.06	
cb	8.5	258.56	
1/4	12.5	254.56	
±	15.5	251.56	
1/4	18.4	248.66	
cb	18.2	248.86	
N.L	18.4	248.66	
40 N	25.0	232.06	
T.P.	0.86	255.52	12.40 254.66



255.52  
1+75 = bottom of canyon on N

60N	22.3	233.22
NL	13.3	242.22
cb	12.7	242.82
1/4	12.0	243.52
±	10.8	244.72
1/4	8.7	246.82
cb	5.8	249.72
s.l.	4.4	251.12
20S	0.0	255.52
40S	0.9	254.62

1+85 = bottom of canyon on South

40S	2.5	253.02		
SL	6.4	249.12		
cb	7.9	247.62		
1/4	8.9	246.62		
±	9.8	245.72		
1/4	10.7	244.82		
cb	11.5	244.02		
NL	12.5	243.02		
50N	15.8	239.72		
T.P.	12.64	267.18	0.98	254.54
T.P.	12.54	279.52	0.20	266.98
T.P.	12.78	290.10	2.20	277.32
*T.P.			1.33	288.77

X Sec Hendricks St from E.L  
Vermont to canyon East

31

End Sec on E.L Vermont 0+00 S = 0+24 N.

T.P.	8.93	297.69	288.76
Ncb		6.76	290.93
gut		7.6	290.09
1/4		7.5	290.19
±		7.1	290.59
1/4		7.5	290.19
gut		7.3	290.39
Scb		6.71	290.98

0+24 = E.L Vermont on North.

Scb	6.56	291.13
gut	7.1	290.59
1/4	7.2	290.49
±	7.1	290.59
1/4	7.5	290.19
gut	7.6	290.09
Ncb	6.71	290.98

0+50

Ncb	6.59	291.10
gut	7.3	290.39
1/4	7.0	290.69
±	6.8	290.89
+6	6.6	291.09
1/4	6.7	290.99
gut	6.7	290.99
Scb	6.37	291.32

Plotted - 5-12-30 - CBH



297.69

0+73 = End curb on North.

Seb		6.20	291.49
got		6.4	291.29
+5		6.0	291.69
1/4		6.0	291.69
±		6.4	291.29
1/4		6.5	291.19
got		6.7	290.99
Neb		6.39	291.30
+4	S walk	6.26	291.43
+9	N ✓	6.26	291.43
N.L.	on walk to horse	6.28	291.41

1+00

N.L.		5.9	291.79
+4	N walk	5.99	291.70
+9	S ✓	6.02	291.67
cb		6.0	291.69
1/4		5.8	291.89
±		5.6	292.09
1/4		5.7	291.99
+7		5.6	292.09
got		6.0	291.69
Seb		5.96	291.73

1+04 = end of curb <sup>and 5' walk</sup> on South

Seb		5.93	291.76
-----	--	------	--------

297.69

1+27 = end of walk on North

S.L.		4.6	293.09
+4	S 3' walk	4.68	293.01
+7	N ✓	4.71	292.98
cb		5.0	292.69
1/4		5.0	292.69
±		4.8	292.89
1/4		5.4	292.29
cb		5.5	292.19
+5	S walk	5.71	291.98
-10	N ✓	5.62	292.07
N.L.	on Drive	5.59	292.10

1+50

N.L.		4.9	292.79
cb		4.8	292.89
1/4		4.8	292.89
±		4.5	293.19
1/4		4.7	292.99
cb		4.6	293.09
+7	N 3' walk	4.29	293.40
+10	S ✓	4.28	293.41
S.L.		4.2	293.49

32



297.69

1491 = Beginning of walk on North.

S.L.		3.4	294.29
+4 <sup>E</sup>	S 3' walk	3.52	294.17
+7 <sup>E</sup>	N ✓	3.52	294.17
cb		3.6	294.09
1/4		3.8	293.89
+7		4.1	293.59
4		4.0	293.69
+3		3.9	293.79
1/4		4.2	293.49
cb		4.2	293.49
+6	S walk	4.14	293.55
+11	N ✓	4.07	293.62
N.L.		4.2	293.49

2+15<sup>E</sup> = end of 3' walk on South.

N.L.		4.2	293.49
+3	N walk	4.08	293.61
18	S ✓	4.14	293.55
cb		4.3	293.39
1/4		3.8	293.89
+8		3.4	294.29
4		3.5	294.19
1/4		3.4	294.29
cb		3.2	294.49
+6 <sup>E</sup>	N 3' walk	3.14	294.55
+9 <sup>E</sup>	S ✓	3.14	294.55
S.L.		3.2	294.49

297.69

33

2+34 = end of walk on North

S.L.		3.2	294.49
cb		3.2	294.49
+5		3.1	294.59
1/4		3.6	294.09
4		3.7	293.99
1/4		3.8	293.89
cb		4.3	293.39
+6	S walk	4.2	293.49
+11	N ✓	4.14	293.55
N.L.		4.2	293.49

2+41

N.L.		4.9	292.79
cb		4.4	293.29
1/4		4.4	293.29
4		4.2	293.49
1/4		4.5	293.19
cb		3.5	294.19
S.L.		3.7	293.99

2+55

S.L.		9.1	288.59
cb		10.7	286.99
1/4		11.2	286.49
4		10.8	286.89
4	top 8" b. 100	9.8	287.89
1/4		10.7	286.99



2455	297.69		
cb		10.4	287.29
N.L.		11.0	286.69
10N		11.9	285.79
T.P.	0.26	12.46	285.23
2475			
20N		5.7	279.79
N.L.		6.5	278.99
cb		7.8	277.69
1/4		7.5	277.99
±		7.4	278.09
1/4		7.7	277.79
cb		6.7	278.79
S.L.		5.8	279.69
20S		4.4	281.09
2495			
30S		10.5	274.99
S.L.		12.0	273.49
T.P.	0.64	12.48	273.01
cb		3.8	269.85
1/4		5.0	268.65
±		5.3	268.35
1/4		5.5	268.15
cb		4.1	269.55
N.L.		4.6	269.05
10N		6.7	266.95

			273.65	
3+15 = bottom canyon				
50N		12.8	260.85	
N.L.		13.0	260.65	
cb		13.7	259.95	
1/4		12.6	261.05	
±		11.5	262.15	
1/4		10.2	263.45	
cb		9.2	264.45	
S.L.		7.6	266.05	
30S		5.7	267.95	
50S		4.1	269.55	
T.P.	12.33	285.86	0.12	278.53
T.P.	11.89	297.49	0.26	295.60
T.P.	5.63	294.40	8.72	288.77
			4.66	289.74



Sta	El.				
1+00	462.3	$\frac{50L}{-0.5}$ 461.8		$\frac{50R}{+0.5}$ 462.8	
2+00	460.2	$\frac{50L}{-0.5}$ 459.7		$\frac{50R}{0.0}$ 460.2	
3+00	458.0	$\frac{50L}{-0.5}$ 457.5		$\frac{50R}{+0.5}$ 458.5	
4+00	447.0	$\frac{50L}{+2.0}$ 449.0	$\frac{25L}{+2.0}$ 449.0	$\frac{50R}{+3.0}$ 450.0	
5+00	440.4	$\frac{50L}{-3.5}$ 436.9	$\frac{20L}{-3.0}$ 437.4	$\frac{24R}{+3.3}$ 443.7	$\frac{50R}{+5.0}$ 445.4
6+00	433.7	$\frac{50L}{+0.0}$ 433.7	$\frac{25L}{-1.3}$ 432.4	$\frac{50R}{+6}$ 439.7	
7+00	430.8	$\frac{50L}{+2}$ 432.0	$\frac{11L}{-1.3}$ 429.5	$\frac{39R}{+1}$ 431.8	$\frac{50R}{+2}$ 432.8



College Way Ext  
 & levels copied from Book 1398

Elev	Now line offset R or L				
7+7340 PC 428.1	00				
8+00	427.7	$\frac{50L}{431.7}$	$\frac{50R}{428.7}$		
+50	427.2	$\frac{50L}{429.7}$	$\frac{50R}{426.7}$		
9+00	428.1	$\frac{50L}{431.1}$	$\frac{70R}{425.6}$		
+50	430.2	$\frac{50L}{431.7}$	$\frac{50R}{428.2}$		
10+00	433.0	$\frac{50L}{434.5}$	Road on Right		
+37	432.3				
+50	435.2				
11+00	439.2	$\frac{25L}{439.7}$	$\frac{50R}{438.7}$	$\frac{100R}{438.2}$	
+50	444.2				
12+00	449.9	20' RT	$\frac{30L}{450}$	$\frac{50R}{449.4}$	$\frac{100R}{448.9}$
+50	454.3	$\frac{30L}{454.3}$	$\frac{50R}{455.7}$	$\frac{100R}{459.3}$	
13+00	456.4				
+50	461.7	$\frac{12L}{461.7}$	$\frac{50R}{462.7}$	$\frac{100R}{462.0}$	

Edge of Rd

H.I.			$\frac{25L}{462.8}$	$\frac{50R}{463.8}$	$\frac{100R}{463.5}$	36
14+00	463.3					
+50	464.0	469.5	$\frac{35-L}{6.3}$ 463.2	$\frac{20-R}{5.4}$ 464.1	$\frac{35-R}{5.0}$ 464.5	$\frac{55-R}{5.4}$ 464.1
15+00	463.7	469.4	$\frac{35-L}{7.8}$ 461.6	$\frac{20-R}{5.3}$ 464.1	$\frac{55-R}{4.7}$ 464.7	
+50	466.8	467.4	$\frac{20-L}{6.8}$ 460.6	$\frac{38-R}{3.5}$ 463.9	$\frac{73-R}{3.0}$ 464.4	
16+00	458.3	465.0	$\frac{28-R}{4.2}$ 460.8	$\frac{28-R}{9.1}$ 455.9	$\frac{50-R}{8.0}$ 457.0	$\frac{80-R}{6.3}$ 458.7
+4203 EC	452.78	465.78 38' RT	$\frac{40-R}{6.9}$ 459.9	$\frac{80-R}{2.8}$ 463.0	$\frac{90-R}{2.7}$ 463.1	
17+00	445.7	458.7	$\frac{35-R}{7.4}$ 451.3	$\frac{75-R}{1.0}$ 457.7	$\frac{78-R}{+0.3}$ 459.0	$\frac{100-R}{+2.8}$ 461.5
+50	439.9	459.9	$\frac{40-R}{8.3}$ 444.6	$\frac{80-R}{3.0}$ 449.9	$\frac{110-R}{1.9}$ 451.0	
18+00	436.5	443.5	$\frac{40-R}{7.4}$ 436.1	$\frac{80-R}{3.0}$ 440.5	$\frac{110-R}{0.0}$ 443.5	
+2975 Pot	422.14	440.14	$\frac{40-R}{9.5}$ 430.6	$\frac{80-R}{4.0}$ 436.1	$\frac{115-R}{0.0}$ 440.1	
+50	423.50					
19+00	414.50	427.50	$\frac{30-R}{15.3}$ 412.2	$\frac{35-R}{18.0}$ 409.5	$\frac{65-R}{5.7}$ 421.8	$\frac{90-R}{0.0}$ 427.5
+50	403.80	416.80	$\frac{41-R}{0.0}$ 416.8	$\frac{80-R}{+7.8}$ 424.6	$\frac{100-R}{+10.4}$ 427.2	
20+00	403.8	421.8	$\frac{40-R}{3.6}$ 418.2	$\frac{61-R}{0.0}$ 421.8	$\frac{100-R}{+3.6}$ 425.7	



		H.I.		
20750	400.6			
21700	398.3	416.3	40-R	55-R
			41.4	0.0
			411.5	412.3
				+7.0
				423.3
+50	395.8	413.8	40-R	50-R
			3.5	0.0
			410.3	413.8
				+9.4
				423.2
22700	395.5	408.5	41-R	55-R
			0.0	+4.6
			408.5	413.1
				+11.5
				421.0
+50	389.8	400.8	26-R	40.0-R
			5.6	0.0
			397.2	402.8
			90-R	+3.3
				+10.8
				413.6
23700	382.1	400.1	40.0-R	66-R
			0.0	+7.0
			400.1	407.1
				+10.8
				417.9
+50	385.6	398.6	30-R	50-R
			6.0	0.0
			392.6	398.6
				+11.5
				410.1
24700	383.9	396.9	20-R	50-R
			7.4	1.8
			105-R	0.0
			403.9	403.9
				+6.9
				409.8
+50	379.7	392.7	48-R	60-R
			2.6	0.0
			390.1	392.7
				+5.7
				+13.0
				405.7
25700	373.3	386.3	50-R	80-R
			0.0	+5.1
			386.3	391.4
				+13.0
				399.3
+50	368.1	381.1	20-R	55-R
			8.0	0.0
			378.1	381.1
				+9.8
				391.0
26700	363.6	376.6	60-R	90-R
			0.0	+6.7
			376.6	383.3
				+11.0
				397.6
+50	359.4	371.4	4-R	44-R
			7.0	7.0
			370	375
				+11.9
				380

27700	353.9	38-R	70-R	107-R	140-R
		360	365	370	375
+50	353.2	35-R	85-R	127-R	
		355	360	365	
28700	349.2	14-R	148-R		
		350	355		
+50	346.0	11-R	71-R	128-R	
		346	346	347	
29700	338.5	62-R	23-R	73-R	143-R
			340	341.5	342.5
+50	331.2	39-R	89-R	139-R	
		335	338	338.5	
30700	334.1	56-R	70-R	88-R	138-R
		330	327.5	335	337
+50	334.3	58-R	87-R	108-R	158-R
		330	325	325.5	328.5
2930.5 EC	329.89	58-R	50-R	71-R	139-R
		58-R	331	330	325
31700	329.3				
+50	326.6	50-R	100-R	150-R	
		326	324.5	322.5	
3172 -	326.6	Edge of Hiway	Bank		
	322.49	s. Edge	100-R		
		paving	321		
32+08.25	322.49	50-R	100-R		
		320.3	321		
32+33.05	322.3	50-R	100-R		
		312.5	313.5		
+50	314.1				
33700	312.7	42-R	10-L	40-R	90-R
		313	311.7	314	



33+50	3149	$\frac{30L}{315}$	$\frac{50R}{314}$	$\frac{100R}{313.2}$
34+50	3144	$\frac{30L}{314.8}$	$\frac{50R}{314}$	$\frac{100R}{314}$
+50	3141	$\frac{30L}{314}$	$\frac{50R}{313.5}$	$\frac{100R}{314.0}$
35+50	313.5	$\frac{30L}{316.2}$	$\frac{50R}{315}$	$\frac{80R}{314.5}$
+50	315.9	$\frac{25L}{316}$	$\frac{50R}{315.5}$	$\frac{80R}{317}$
36+50	324.7	$\frac{25L}{325}$	$\frac{40R}{325}$	$\frac{100R}{327}$
+25	332.6	$\frac{25L}{337.5}$	$\frac{25R}{338.5}$	$\frac{100R}{336}$
+50	339.7	$\frac{25L}{340}$	$\frac{50R}{340}$	$\frac{100R}{340}$
37+50	345.7	$\frac{12'R}{347.7}$	$\frac{50L}{347.7}$	$\frac{50R}{342.7}$
				$\frac{75R}{341.7}$
+50	347.2	$\frac{30L}{349.7}$	$\frac{50R}{344.7}$	$\frac{75R}{343.2}$
38+50	350.00	$\frac{50L}{355}$	$\frac{65R}{345}$	
+50	351.00	$\frac{95L}{360}$	$\frac{36L}{355}$	$\frac{12R}{350}$
				$\frac{62R}{346.5}$
39+50	348.5	$\frac{72L}{360}$	$\frac{41L}{355}$	$\frac{10L}{350}$
				$\frac{25R}{345}$
				$\frac{80R}{340}$
+50	345.2	$\frac{64L}{360}$	$\frac{37L}{355}$	$\frac{16L}{350}$
				$\frac{24R}{340}$
				$\frac{82R}{335}$

40+50	342.7	$\frac{44L}{360}$	$\frac{40L}{355}$	$\frac{21L}{350}$	$\frac{6L}{345}$	$\frac{18R}{340}$	$\frac{68R}{336}$
+50	343.4	$\frac{63L}{360}$	$\frac{40L}{355}$	$\frac{20L}{350}$	$\frac{4L}{345}$	$\frac{19R}{340}$	$\frac{47R}{385}$
							$\frac{69R}{338}$
41+50	343.2	$\frac{68L}{360}$	$\frac{48L}{355}$	$\frac{29L}{350}$	$\frac{8L}{345}$	$\frac{18R}{340}$	$\frac{38R}{335.5}$
							$\frac{68R}{340}$
+50	344.0	$\frac{57L}{355}$	$\frac{34L}{350}$	$\frac{6R}{345}$	$\frac{27R}{340}$	$\frac{39R}{337}$	$\frac{51R}{340}$
							$\frac{102R}{345}$
42+50	346.0	$\frac{67L}{360}$	$\frac{52L}{355}$	$\frac{30L}{350}$		$\frac{36R}{340}$	$\frac{45R}{337.5}$
							$\frac{55R}{340}$
10'L	+18.5				10'L+		
+50	349.6	$\frac{74L}{365}$	$\frac{50L}{360}$	$\frac{29L}{355}$	$\frac{4L}{350}$	$\frac{32R}{345}$	$\frac{66R}{340}$
							$\frac{77R}{338}$
43+50	354.2	$\frac{67L}{365}$	$\frac{39L}{360}$	$\frac{26R}{350}$		$\frac{66R}{345}$	
+50	352.1	$\frac{81L}{365}$	$\frac{50L}{360}$	$\frac{15L}{355}$	$\frac{17R}{350}$	$\frac{40R}{345}$	$\frac{52R}{341.5}$
44+50	350.7	$\frac{81L}{365}$	$\frac{55L}{360}$	$\frac{29L}{355}$	$\frac{23R}{345}$	$\frac{30R}{343.2}$	$\frac{33.5R}{345}$
							$\frac{72R}{350}$
+50	353.9	$\frac{101L}{365}$	$\frac{71L}{360}$	$\frac{31L}{355}$	$\frac{18R}{345}$	$\frac{49R}{350}$	
45+50	355.1	$\frac{96L}{370}$	$\frac{60L}{365}$	$\frac{34L}{360}$	$\frac{26R}{350}$	$\frac{51R}{355}$	
+50	355.8	$\frac{115L}{370}$	$\frac{70L}{365}$	$\frac{27L}{360}$	$\frac{40R}{350}$	$\frac{75R}{355}$	
46+50	352.5						

See Book 1398



4200	2617		630	273.2	3161	
4200	2620		630	273.2		
4200	2625		630	273.2		
4200	2630	1011	750	273.2		15
4200	2635		630	273.2		
4200	2640		630	273.2		
4200	2645		630	273.2		
4200	2650		630	273.2		
4200	2655		630	273.2		
4200	2660		630	273.2		
4200	2665		630	273.2		
4200	2670		630	273.2		
4200	2675		630	273.2		
4200	2680		630	273.2		
4200	2685		630	273.2		
4200	2690		630	273.2		
4200	2695		630	273.2		
4200	2700		630	273.2		
4200	2705		630	273.2		
4200	2710		630	273.2		
4200	2715		630	273.2		
4200	2720		630	273.2		
4200	2725		630	273.2		
4200	2730		630	273.2		
4200	2735		630	273.2		
4200	2740		630	273.2		
4200	2745		630	273.2		
4200	2750		630	273.2		
4200	2755		630	273.2		
4200	2760		630	273.2		
4200	2765		630	273.2		
4200	2770		630	273.2		
4200	2775		630	273.2		
4200	2780		630	273.2		
4200	2785		630	273.2		
4200	2790		630	273.2		
4200	2795		630	273.2		
4200	2800		630	273.2		
4200	2805		630	273.2		
4200	2810		630	273.2		
4200	2815		630	273.2		
4200	2820		630	273.2		
4200	2825		630	273.2		
4200	2830		630	273.2		
4200	2835		630	273.2		
4200	2840		630	273.2		
4200	2845		630	273.2		
4200	2850		630	273.2		
4200	2855		630	273.2		
4200	2860		630	273.2		
4200	2865		630	273.2		
4200	2870		630	273.2		
4200	2875		630	273.2		
4200	2880		630	273.2		
4200	2885		630	273.2		
4200	2890		630	273.2		
4200	2895		630	273.2		
4200	2900		630	273.2		
4200	2905		630	273.2		
4200	2910		630	273.2		
4200	2915		630	273.2		
4200	2920		630	273.2		
4200	2925		630	273.2		
4200	2930		630	273.2		
4200	2935		630	273.2		
4200	2940		630	273.2		
4200	2945		630	273.2		
4200	2950		630	273.2		
4200	2955		630	273.2		
4200	2960		630	273.2		
4200	2965		630	273.2		
4200	2970		630	273.2		
4200	2975		630	273.2		
4200	2980		630	273.2		
4200	2985		630	273.2		
4200	2990		630	273.2		
4200	2995		630	273.2		
4200	3000		630	273.2		







2	5.4	186
7	5.2	188
cb.	5.1	189
5	5.1	189

0+50

5	5.5	185
cb.	5.5	185
7	5.7	183
2	6.0	180
7	5.6	184
+4	5.1	189
N.cb.	5.2	188
21	6.1	179

1+00

W. 5	7.4	166
cb.	6.9	171
7	7.0	17.0
2	7.3	167
7	7.0	17.0
cb.	6.7	17.3
W. 5	6.5	17.5

1+58 = 1/2 Garage on West Con Floor <sup>With Con. Floor</sup> 13' wide

-1.2 on Garage Floor	8.18	15.83
5 " Porch	8.50	15.51
+3.5 " Ac "	8.81	15.20 ✓
cb.	8.9	15.1

7	9.2	14.8
2	9.1	14.9
7	9.0	15.0
cb.	9.0	15.0
N	9.2	14.8

Red = 9.21  
 1+72 = 1/2 Con. Walk on North 15' x 17.5' 1' wide  
 A = 9.57  
 1+89.5 = 1/2 " Drive " " " " 7.5' wide ✓

2+00

N	10.2	13.8
cb.	10.4	13.6
7	10.4	13.6
2	10.4	13.6
7	10.2	13.8
cb.	9.9	14.1
5	9.7	14.3

Note:

Set Sta. X+66 + 3+00 1/2 West Fence on South 1.8' x 17.5' st.  
 Red = 10.44 → 13.57 ✓  
 2+32 = 1/2 Con. Walk on West 9' wide 4.6' in st.

2+50

5	11.0	13.0
cb.	11.4	12.6
7	11.7	12.3
2	11.7	12.3
7	12.0	12.0
cb.	12.0	12.0
N	12.1	11.9

Red = 12.83  
 2+84 = 1/2 Con. Walk on North 3.2' in st. 4' wide ✓



	3+00.12 = WLY Line SCOTT	18' Cbs. 85' 45'	
N		13.2	108
cb.		13.1	109
z		13.1	109
z		13.1	109
z		12.7	113
cb.		12.6	114
S		12.3	117
T.P.	1.36	13.71	11.66
	W cb		12.35
S		2.5	11.2
cb.		2.6	11.1
z		2.9	108
z		2.0	107
z		2.2	105
cb.		2.2	105
N		3.0	107
	W z		
N		3.2	105
cb.		3.4	103
z		3.3	104
z		3.2	105
z		2.9	108
cb.		2.8	109
S		2.7	110

Lr

S		2.7	110
cb.		3.2	105
z		3.3	104
z on Kim Sever M.H.		3.21	1050 ✓
z " Front Line "		8.29	542 ✓
z		3.6	101
cb.		3.7	100
N		3.7	100
	E z		
N		4.4	93
cb.		4.0	97
z		3.7	100
z		3.7	100
z		3.4	103
cb.		2.1	106
S		2.7	110
	E cb.		
S		3.1	106
cb.		2.3	104
z		3.6	101
z		3.7	100
z		3.8	99
cb.		3.9	98
N		4.3	94
	E L	= 0+00	
N		4.3	94



13.71

cb.		4.1	96
$\frac{1}{2}$		4.1	96
$\frac{1}{2}$		4.0	97
$\frac{1}{2}$		3.7	100
cb.		3.6	101
S		3.8	99
	0+50		
S		4.8	89
cb.		4.8	89
$\frac{1}{2}$		5.0	87
$\frac{1}{2}$		5.1	86
$\frac{1}{2}$		5.4	83
cb.		5.6	81
N		5.3	84
	1+00		
N		6.9	68
cb.		6.9	68
$\frac{1}{2}$		6.9	68
$\frac{1}{2}$		6.7	70
$\frac{1}{2}$		6.4	73
cb.		6.3	74
S		6.1	76
	1+50		
S		7.5	62
cb.		8.0	57
$\frac{1}{2}$		8.0	57

1371

$\frac{1}{2}$		8.4	53 <sup>13</sup>
$\frac{1}{2}$		8.3	54
cb.		8.2	55
N		8.3	54
	2+00		
N		9.7	40
cb.		9.7	40
$\frac{1}{2}$		9.6	41
$\frac{1}{2}$		9.6	41
$\frac{1}{2}$		9.3	44
cb.		9.3	44
S		9.1	46
	2+50		
S		10.5	32
cb.		10.5	32
$\frac{1}{2}$		10.6	31
$\frac{1}{2}$		10.7	30
$\frac{1}{2}$		11.0	27
cb.		10.8	29
N		10.7	30
	3+00.04 = WHY here SHAFER ST		18' chs. 8.5' $\frac{1}{2}$ s.
N		12.3	1.4
cb.		12.5	1.2
$\frac{1}{2}$		12.4	1.3
$\frac{1}{2}$		12.3	1.4
$\frac{1}{2}$		12.2	1.5



13.71

cb.		12.1	1.6
S		11.5	2.2
T.P.	4.29	5.50	1.21
	N cb		
S		4.5	1.0
cb.		4.0'	1.0
z		4.3	1.2
z		4.3	1.2
cb.		4.5	1.0
N		4.8	0.7
	N z		
N		4.8	0.7
cb.		4.6	0.9
z		4.5	1.0
z		4.5	1.0
z		4.5	1.0
cb.		4.5	1.0
S		4.7	0.8
	L SHAFER Jk		
S		4.6	0.9
cb.		4.6	0.9
z		4.8	0.7
z	on Rim Senter MH.	4.28	1.22 ✓
z	" " " "	7.83	-2.33 ✓
z		4.8	0.7

5.50

44

cb.		4.8	0.7
N		4.8	0.7
	E z		
N		4.8	0.7
cb.		5.0	0.5
z		4.9	0.6
z		4.9	0.6
cb.		4.9	0.6
S		4.6	0.9
	E cb		
S		4.5	1.0
cb.		4.5	1.0
z		4.8	0.7
z		4.8	0.7
z		5.0	0.5
cb.		5.0	0.5
N		4.8	0.7
	E.L. SHAFER 20+00		
N		4.5	1.0
cb.		4.9	0.6
z		4.7	0.8
z		4.6	0.9
z		4.4	1.1
cb.		4.4	1.1
S		4.4	1.1



5.50

0+50		
S	4.3	1.2
cb.	4.3	1.2
7	4.3	1.2
8	4.2	1.3
7	4.3	1.2
cb.	4.4	1.1
N	4.2	1.3

1+00

N	4.5	1.0
cb.	4.2	1.3
7	3.9	1.6
8	4.3	1.2
7	4.2	1.3
cb.	4.2	1.3
S at 81d	4.2	1.3

1+50

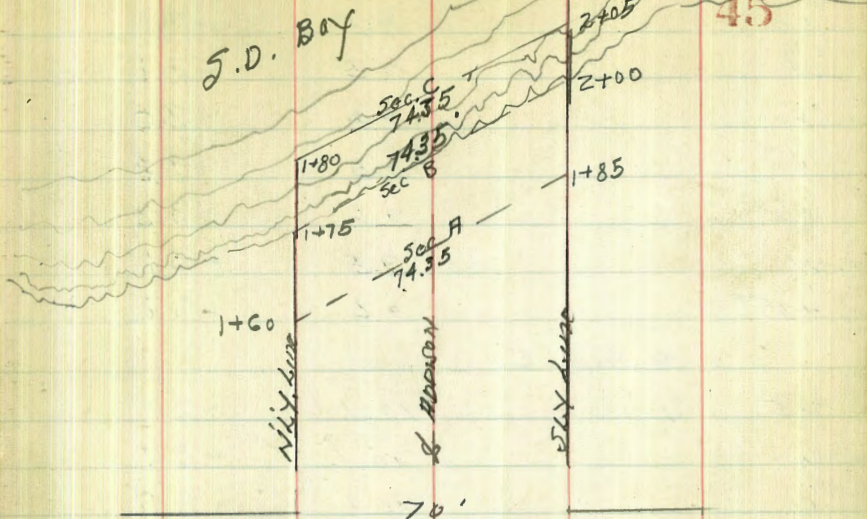
S "	3.9	1.6
cb.	4.3	1.2
7	4.4	1.1
8	4.2	1.3
7	4.1	1.4
cb.	3.8	1.7
N	5.9	-0.4

5.19

6.40

4.29

1.21

-0.4  
on Rim MK

SHAFTER

6.40

Section A

N-10	7.2	-0.8
N	5.8	0.6
cb.	5.1	1.3
7	5.8	0.6
8	5.4	1.0
7	5.6	0.8
cb.	5.6	0.8
18' on Cav. Floor Bldg	5.5	0.9 ✓

SECTION B

-10'

5

9.5

-3.1

9.5

-3.1



cb.	9.5	-3.1
$\frac{1}{2}$	9.5	-3.1
$\frac{1}{4}$	9.4	-3.0
$\frac{1}{2}$	9.5	-3.1
cb.	9.6	-3.2
N	9.5	-3.1
+15'	9.6	-3.2

## Section C.

-15	10.1	-3.7
N	10.1	-3.7
cb.	10.1	-3.7
$\frac{1}{2}$	10.1	-3.7
$\frac{1}{4}$	10.1	-3.7
$\frac{1}{2}$	10.1	-3.7
cb.	10.1	-3.7
S	10.1	-3.7
+15	10.1	-3.7

Note: From this Section to M.H. Tide = Uniform Slope.

T.P.	11.81	13.02	5.19	1.21
T.P.#	11.70	23.85	0.87	12.15
↳ Resection on Rim Sewer Mt.		4.62		19.23 ✓
" " " Flow " " "		9.45		14.40 ✓
Chk. B.P. Page 40		3.19	20.66	
			20.65 - BM	
			0.01 = Error	



X sec. Wilbur Ave from E.L. LaMont to east of Ely termination.

B.M.	9.40	195.46	186.06	LaMont Wilbur SE 7' bk
0+20 = Ecb line LaMont				
S.L.	top cb	9.55	185.93	
S.L.	gnt	10.41	185.05	
cb		10.06	185.40	
1/4		9.89	185.57	
1/4		9.78	185.73	
1/4		9.59	185.87	
cb		9.47	185.99	
N.L.	gnter	9.03	186.43	
N.L.	top cb	8.49	186.97	
0-10				
Ncb		8.54	186.92	
Ngnt		9.31	186.15	
1/4		9.89	186.07	
1/4		9.52	185.94	
1/4		9.70	185.76	
sgnt		10.10	185.36	
Scb		9.52	185.89	

Plotted 11-19-30 C.B.H.

Note: Re Cross Section  
FB 2078-26  
C.B.H. 9-14-50

11/19/30 @ 80' wide 20' cbs 40' Rdway.  
London = E.L. LaMont 47

0+00	195.46	9.1	186.4
S.L.		8.9	186.5
cb	top cb	9.52	185.94
gnt		9.96	185.50
1/4		9.58	185.88
1/4		9.32	186.14
1/4		9.22	186.24
Ngnt		9.14	186.32
cb		8.58	186.88
N.L.		6.0	189.5
0+10			
N.L.		2.5	193.0
+3		4.8	190.7
+18		7.0	188.5
cb		8.0	187.5
1/4		8.7	186.8
1/4		9.1	186.4
1/4		9.4	186.1
cb		9.5	186.0
+2		8.7	186.8
S.L.		8.7	186.8



0+25 195.46

S.L.	8.2	187.3
T18	8.2	187.3
cb	9.0	186.5
1/4	9.1	186.4
±	8.8	186.7
1/4	8.7	186.8
cb	8.0	187.5
+10	6.9	188.6
N.L.	5.1	190.3

0+5.0

N.L.	5.4	190.0
+E	7.2	188.2
cb	8.1	187.3
1/4	8.3	187.1
±	8.5	187.0
1/4	9.0	186.5
cb	8.6	186.8
H	8.3	187.1
S.L.	8.6	186.9

0+75 195.46

S.L.	9.2	186.3
cb	8.1	187.4
1/4	8.6	186.9
±	8.4	187.1
1/4	8.1	187.4
cb	8.1	187.4
+18	6.7	188.8
N.L.	5.7	189.8

1+0.0

N.L.	6.2	189.3
cb	8.2	187.3
1/4	8.5	187.0
±	8.8	186.7
1/4	9.0	186.5
cb	8.8	186.7
S.L.	9.8	185.7

1+25

S.L.	10.8	184.7
cb	9.7	185.8
1/4	9.5	186.0
±	9.0	186.5
1/4	8.6	186.9
cb	8.7	186.8
+4	8.3	187.2
+7	6.7	188.8
N.L.	5.8	189.7



195.46

1+50		
N.L.	5.7	189.6
+15	7.3	188.2
+17	8.8	186.7
cb	8.9	186.6
1/4	9.1	186.4
+	9.5	186.0
1/4	10.1	185.4
cb	11.0	184.5
S.L.	12.2	183.3

1+75		
S.L.	13.0	182.5
cb	11.5	184.0
1/4	10.7	184.8
+	10.2	185.3
1/4	10.0	185.5
cb	9.6	185.9
+5	8.8	186.7
+7	7.6	187.9
N.L.	6.9	188.6

195.46

49

2+00		
N.L.	7.4	188.1
+11	8.3	187.2
+15	10.0	185.5
cb	10.3	185.2
1/4	10.5	185.0
+	10.7	184.8
1/4	11.2	184.3
cb	12.5	183.0
S.L.	13.6	181.9

2+25		
S.L.	15.7	179.8
cb	13.5	182.0
1/4	11.9	183.6
+	11.0	184.5
1/4	10.8	184.7
cb	10.2	185.3
N.L.	7.4	188.1

2+50		
N.L.	7.0	188.5
+13	8.6	186.9
cb	10.2	185.3
1/4	11.0	184.5
+	11.1	184.4
1/4	12.0	183.5
cb	13.4	182.1
S.L.	15.4	180.1



2+75 195.46

S.L.	15.3	180.2
cb	13.6	181.9
+6	12.5	183.0
1/4	12.2	183.3
⊕	11.3	184.2
1/4	11.1	184.4
cb	10.5	185.0
+10	8.7	186.8
N.L.	7.4	188.1

3+00

N.L.	8.2	187.3
+15	9.7	185.8
cb	10.8	184.7
1/4	11.3	184.2
⊕	11.6	183.9
1/4	12.7	182.8
cb	14.2	180.3
S.L.	15.6	179.9
T.P.	6.61	189.57
	12.50	182.96

3+25 189.57

S.L.	10.2	179.4
cb	8.5	181.1
1/4	6.7	182.9
⊕	6.0	183.6
1/4	5.5	184.1
cb	5.1	184.5
+3	4.0	185.6
N.L.	2.4	187.2

3+50

N.L.	1.8	187.8
+15	3.5	186.1
cb	4.7	184.9
1/4	5.3	184.3
⊕	5.6	184.0
1/4	6.3	183.3
cb	7.8	181.8
S.L.	9.4	180.2

3+75

S.L.	9.0	180.6
cb	7.5	182.1
1/4	6.4	183.2
⊕	5.3	184.3
1/4	4.9	184.7
cb	4.1	185.5
+21	2.7	186.9
N.L.	0.9	188.7



A+00		189.57
N.L.	1.0	188.6
+18	2.6	187.0
cb	3.9	185.7
1/4	4.8	184.8
+	5.3	184.3
1/4	6.4	183.2
cb	7.7	181.9
S.L.	9.3	180.3

A+25		
S.L.	9.8	179.8
cb	8.3	181.3
+	7.0	182.6
+	5.8	183.8
1/4	5.2	184.4
cb	4.9	184.7
+14	3.8	185.8
N.L.	1.8	187.8

A+50		
N.L.	3.3	186.3
cb	5.8	183.8
1/4	6.4	183.2
+	6.9	182.7
1/4	7.8	181.8
cb	9.4	180.2
S.L.	10.7	178.9

A+75		189.57
S.L.	11.4	178.2
cb	10.0	179.6
1/4	8.8	180.8
+	7.7	181.9
1/4	7.6	182.0
cb	6.8	182.8
N.L.	4.8	184.8
T.P.	6.06	183.51
A+99 <sup>15</sup> = Ely termination		
N.L.	6.1	183.5
cb	7.2	182.4
1/4	8.5	181.1
+	8.9	180.7
1/4	10.0	179.6
cb	10.9	178.7
S.L.	12.5	177.1
5+39 <sup>15</sup>		
S.L.	15.2	174.4
+	12.3	177.3
N.L.	9.8	179.8
5+79 <sup>15</sup>		
N.L.	12.6	177.0
T.P.	2.72	180.25
+	12.04	177.53
+	5.9	174.3
S.L.	8.9	171.3

Hub N.L. Wilbur  
Ely Term.



X sec strip 80' wide East of  
East line BIK 53 Pacific Beach 52

0+00 = NL Wilbur Ave Produced.

see X sec Wilbur

0+62<sup>5</sup>

<sup>P.51</sup>  
T.P. 12.70 196.21 183.51

W.L. 9.8 186.4

± 12.1 184.1

E.L. 13.2 183.0

1+24<sup>80</sup> = S.L. Alley

E.L. 6.5 189.7

± 5.7 190.5

W.L. 3.3 192.9

1+44<sup>80</sup>

T.P. 13.11 208.45 0.87 195.34

W.L. 11.5 197.0

± 14.9 193.5

E.L. 16.5 192.0

2+00

E.L. 9.0 199.5

± 4.6 203.9

W.L. 0.9 207.5

T.P. 11.89 219.66 0.68 207.77

2+25

W.L. 7.6 212.0

± 11.5 208.1

E.L. 16.7 203.0

Plotted  
11-19-30  
C.B.H.

6+29<sup>15</sup> 180.25

S.L. 12.3 168.0

± 8.7 171.6

N.L. 5.1 175.2

6+79<sup>15</sup>

N.L. 9.4 170.9

± 13.0 167.3

S.L. 15.3 165.0

7+29<sup>15</sup>

S.L. 13.7 166.6

± 9.3 171.0

N.L. 5.9 174.4

7+79<sup>15</sup>

N.L. 7.8 172.5

± 11.5 168.8

S.L. 14.6 165.7



219.66  
 2+6955 = S.L. Loring St  
 E.L. 7.5 2121  
 † 3.4 2162  
 W.L. 0.1 2196

X sec Alley Blk 53 Pacific Beach  
 Between Loring & Wilbur Ely Term to  
 LaMont St.

T.P. 11.38 206.72 195.34  
 A+99 = Ely Term  
 N.L. 9.8 1969  
 +3 10.4 1963  
 +5 11.5 1952  
 † 11.8 1949  
 +5 12.4 1943  
 S.L. 13.9 1928  
 A+85  
 S.L. 11.0 1957  
 +3 10.6 1961  
 † 9.8 1969  
 +5 9.6 1971  
 +6 8.8 1979  
 N.L. 8.2 1985

Plotted 11/20/30 CBH

Alley Blk 53 Pac Beh.

53

A+70 206.72  
 N.L. 6.6 2001  
 +4 7.2 1993  
 +5 8.6 1981  
 † 8.3 1984  
 S.L. 9.4 1973  
 A+50  
 S.L. 7.8 1989  
 † 7.0 1997  
 +4 6.7 2000  
 +6 5.5 2012  
 N.L. 4.9 2018  
 A+25  
 N.L. 3.4 2033  
 +4 4.0 2027  
 +5 5.1 2016  
 † 5.2 2015  
 S.L. 6.2 2005  
 A+00  
 S.L. 6.0 2007  
 † 4.7 2020  
 +5 4.7 2020  
 +6 3.9 2028  
 N.L. 3.5 2032



3+75 206.72

N.L.	4.3	2024
+4	4.8	2019
+6	5.6	2011
±	5.8	2009
+4	5.8	2009
S.L.	6.6	2001

3+50

S.L.	6.4	2003
+6	6.0	2007
±	5.4	2013
+4	5.5	2012
+6	4.7	2020
N.L.	4.3	2024

3+25

N.L.	4.8	2019
+5	5.5	2012
+6	6.0	2007
±	6.1	2006
+5	6.4	2003
S.L.	7.0	1997

3+00

S.L.	6.8	1999
+6	6.0	2007
±	6.0	2007
+5	5.7	2010
+7	4.9	2018
N.L.	4.6	2021

2+75 206.72

N.L.	4.2	2025
+3	4.7	2020
+5	5.9	2008
±	6.0	2007
+5	6.0	2007
S.L.	6.6	2001

2+50

S.L.	7.0	1997
±	6.0	2007
+5	5.9	2008
+8	5.0	2017
N.L.	4.7	2020

2+25

N.L.	5.3	2014
+2	5.6	2011
±	6.6	2001
S.L.	7.2	1995

2+00

S.L.	7.9	1988
±	7.3	1994
+6	6.5	2002
N.L.	6.3	2004

T.P. 3.91 203.97 6.66 200.26



## Alley B110 53 Pac Beech

1+75		203.97	
N.L.	4.2	199.7	
+4	4.7	199.2	
+6	5.2	198.7	
♀	5.4	198.5	
S.L.	5.7	198.2	
1+50			
S.L.	5.9	198.0	
+7	5.5	198.4	
♀	5.6	198.3	
+4	4.9	199.0	
N.L.	4.5	199.4	
1+25			
N.L.	4.7	199.2	
+4	3.0	198.9	
+6	5.4	198.5	
♀	5.5	198.4	
+5	5.3	198.6	
S.L.	5.5	198.4	
1+00			
S.L.	4.5	199.4	
+5	4.9	199.0	
♀	4.8	199.1	
+2	5.0	198.9	
+5	4.3	199.6	
N.L.	4.1	199.8	

## Alley B110 53 Pac Beech

55

0+75		203.97	
N.L.	2.9	201.0	
+5	3.0	200.9	
+8	4.0	199.9	
♀	3.8	200.1	
+7	3.5	200.4	
S.L.	3.9	200.0	
0+50			
S.L.	3.2	200.7	
+6	2.7	201.2	
♀	2.8	201.1	
N.L.	2.2	201.7	
0+20			
N.L.	2.3	201.6	
+5	2.3	201.6	
♀	2.8	201.1	
+4	2.6	201.3	
S.L.	2.6	201.3	
0+06			
S.L.	2.6	201.3	
+7	3.3	200.6	
♀	4.2	199.7	
+3	3.7	200.2	
+8	2.9	201.0	
N.L.	2.9	201.0	



## Alley B16 53 Pac Beech

203.97

0+00 = E.L. LaMont

N.L.	top eb	6.02	197.95
N.L.	Paw	6.52	197.45
♀	✓	7.28	196.69
S.L.	✓	7.41	196.56
S.L.	top eb	7.41	196.56

0-20 = Ecb. line LaMont

S.L.		7.94	196.03
S.L.	gutter	8.43	195.54
♀	"	7.73	196.24
N.L.	"	6.97	197.00
N.L.	top eb	6.29	197.68
TP	0.44	193.73	10.68 193.29
B.M.		7.66	186.07

SE 7/16

LaMont =

Wilbur







15' wide

X Sec. Alley B/K 1. Carmel Hqts  
Palm to Redwood Bet. 32<sup>nd</sup> & Baneroft.1-9-30  
Miller  
Osborn  
Northey  
N.E. 32<sup>nd</sup> &  
Palm

B.M. 5.41 309.41 304.00

N. of line Palm

W. emt. el 4.89 304.52

W. pavmt. 5.56 303.85

♀ " 5.57 303.84

E " 5.52 303.89

E. emt. el 4.79 304.62

00 = N. line Palm St

e. emt. el 4.48 304.73

e. pavmt 4.84 304.53

♀ " 5.22 304.19

W " 4.89 304.52

W. emt. el 4.64 304.77

10' N

W 3.5 305.9

♀ 4.0 305.4

E 3.4 305.0

20' N

E 3.0 306.4

♀ 3.3 306.1

W 3.1 306.0

45' W. ♀ walk to W. 1.3 Back

W. - 1.3 on walk 2.82 306.59

49' N. = S end emt. walk on E

E. on W. edge S. End emt. walk 2.44 306.97

⊙

309.41  
57' N. Garage on W. emt. floor 9.7 Back

58

W. - 9.7 floor 2.80 306.61 ✓

W 2.9 306.5

♀ 2.7 306.7

E. on W. edge emt. walk 2.43 306.98 ✓

65' S = S. End garage on W. line S. Entrance

W. - 2 on floor 2.60 306.81 ✓

E - 3.8 floor of garage 79' N 2.59 306.82 ✓

E. on W. edge emt. walk 2.66 306.75 ↓

♀ 2.9 306.5

W 2.9 306.5

72' N to 92' N. 2 garages on E. 38' Back emt. floors

81' N

S. line on W. edge emt. walk 2.40 307.01 ✓

+ 3.8 floor of garage 2.32 307.09 ✓

99' N = N end emt. walk on E. line

E. on W. edge N. end walk. 2.36 307.05 ✓

♀ 2.7 306.7

W 2.6 306.8

106' N = garage on W. emt. floor 8.2 Back

W. - 8.2 floor 2.7 306.7 ✓

W - 0.2 emt. approx 2.86 306.55 ✓

W 2.9 306.5

♀ 2.8 306.6

E 2.8 306.6



309.41  
135' N

E. 2.6 306.8  
 ♀ 2.6 306.8  
 W. 2.7 306.7

155' N garage on W. 36' Back ✓

W. 2.9 306.5  
 ♀ 3.0 306.4  
 E 2.7 306.7

170' N.

E 2.4 307.0  
 ♀ 2.4 307.0  
 W. 2.4 307.0

T.P. 6.13 313.12 2.42 306.99

200' N.

W. 6.1 307.0  
 E. 6.1 307.0  
 E. 6.0 307.1

253' N. Garage on W. cm floor 11.4 Back ✓

E 5.2 307.9  
 ♀ 5.4 307.7  
 W 5.7 307.4

W. + 11.4 floor of garage 5.8 307.3 ✓

300' N

W. 5.2 307.9  
 ♀ 5.0 308.1  
 E. 4.7 308.4

Alley BIKI. Carmel Hqts

313.12

310' N ♀ Double garage on E cm floor 5' Back 59

E-5' floor 4.4 308.7

328' N

E 4.4 308.7

♀ 4.5 308.6

W 5.0 308.1

350' N.

W 5.1 308.0

♀ 4.7 308.4

E 4.3 308.8

390' N

E 3.7 309.4

♀ 3.8 309.3

W. 3.9 309.2

415' N

W 4.6 308.5

♀ 4.2 308.9

E 3.3 309.8

E + 0.5 on cm platform 3.3 309.8 ✓

426' N ♀ cm walk on E

E - 0.3 W. end walk 3.36 309.76 ✓

E 3.4 309.7

♀ 3.5 309.6

W 4.0 309.1

460' N

W 4.1 309.0

♀ 3.2 309.9

E 3.3 309.8



315.04

596'N

60

313.12

481'N. E. cmt. walk on E

E - a. w. end walk. 2.95 310.17 ✓

T.P. 5.33 315.04 3.41 309.71

500'N

E. 4.7 310.3

E 5.1 309.9

W. 5.1 309.9

527'N. double garage on W. cmt. floor 14' Back

W. - 14' floor 6.67 308.37 ✓

W. 5.6 309.4

E 5.0 310.0

E. 4.6 310.4

550'N

E 4.5 310.5

E 5.0 310.0

W. 5.6 309.4

585'N

W 5.6 309.4

E 5.6 309.4

E 5.4 309.6

590'N

E 5.4 309.6

+4 6.3 308.7

E 6.2 308.8

W 5.8 309.2

W

+5

E

+5

E

599'N = S. Line Redwood St

E. on cmt. eb.

E. pavmt.

E "

W "

W. cmt. eb.

10'N = S. ch. line

W. cmt. eb.

W. pavmt.

E "

E "

E. cmt. eb.

T.P.

chk B.M.

6.2 308.8

7.6 307.4

7.5 307.5

7.0 308.0

5.6 309.4

6.86 308.18

7.44 307.60

8.05 306.99

8.19 306.85

8.05 306.99

8.29 306.75

8.73 306.31

8.23 306.81

7.63 307.41

6.95 308.09

3.46 317.72 0.98 314.06

6.08 311.64 = 311.61

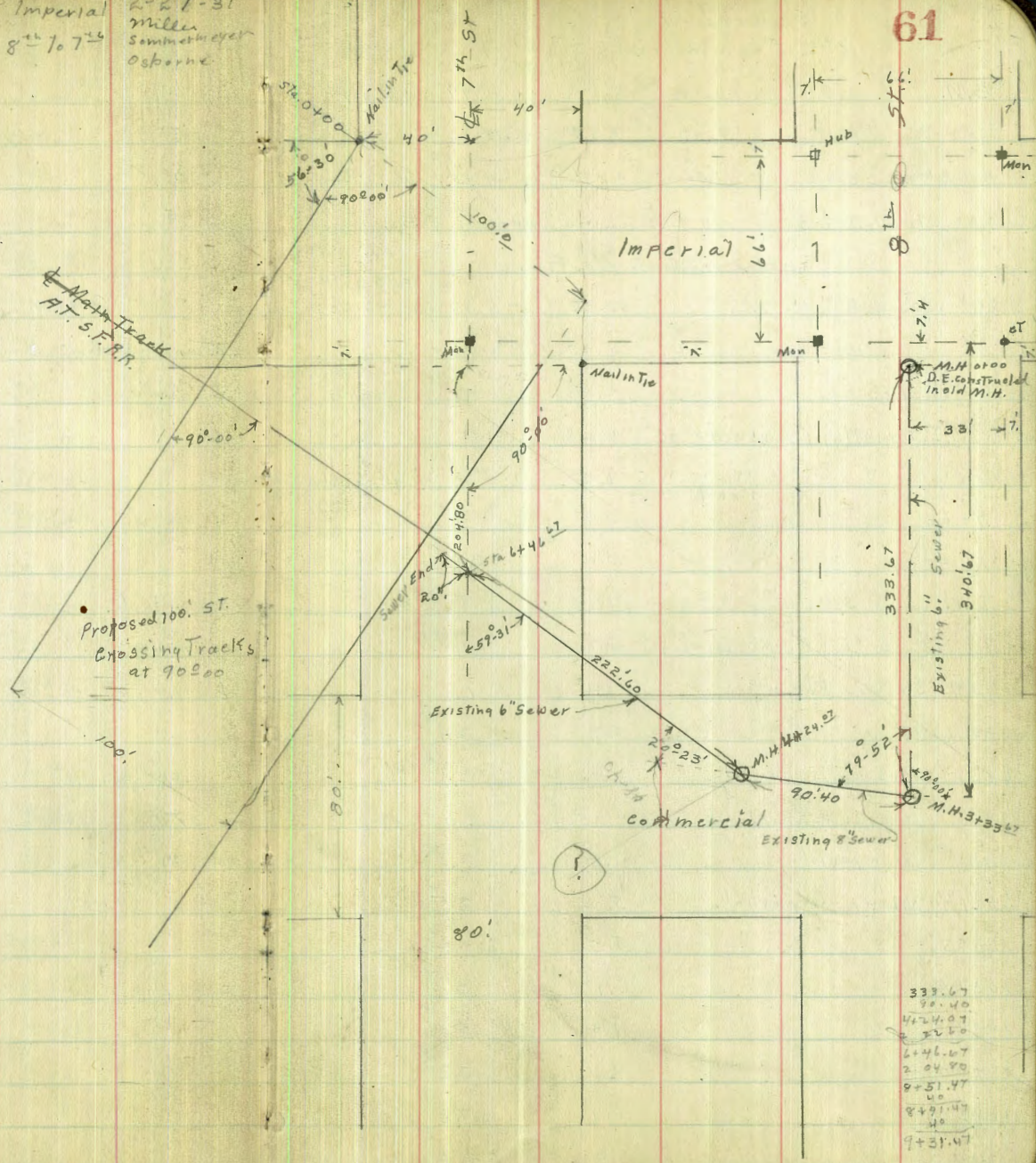
N.W. 33rd  
+ Redwood.



Indexed

Sewer Location 8<sup>th</sup> St Imperial  
to Commercial + Commercial 8<sup>th</sup> to 7<sup>th</sup>

2-27-31  
Miller  
Sammetheyer  
Osborne



- 333.67
- 90.40
- 424.07
- 22.50
- 646.67
- 2.04.90
- 9+51.47
- 40
- 8+91.47
- 40
- 9+31.47



Sewer Levels  
8<sup>th</sup> St Commercial + 7<sup>th</sup> St

6.32	4.98	5.64
7.58	7.58	8.25
13.08	12.54	6.54
7.81	6.54	1.71
5.87	6.00	

BM.	1.81	16.80	14.99	MM. 8 <sup>th</sup> + K Sts	7.72		
T.P.	1.43	10.40	7.83		12+32 S. Line L. St	2.7	5.0
T.P. BM. B.P.	3.06	7.51	5.95	N. E. 8 <sup>th</sup> + Imperial	chk BM	3.27	4.45
0+00 Old M. H. & 8 <sup>th</sup> St 0.4 S. of S. Line Imperial. D.E.							
constructed in M. H. No. F.L.							
3+33 <sup>1/2</sup> M. H. & 8 <sup>th</sup> St. F.L.		13.38	-5.87	FL.G.B. 114.			
T.P.	4.03	6.54	5.00				
4+24 <sup>2/3</sup> Ex. M. H. F.L.		12.53	-6.00	FL.G.B. 114			
6+46 <sup>1/2</sup> P.I. Existing 6" Sewer + 47 <sup>th</sup> St		8.25	-1.71	F.L.			
" " " " " " " "		4.5	2.0	ground.			
7+00		4.1	2.4				
7+40		4.4	2.1				
T.P.	5.88	2.72	4.70				
7+71 <sup>1/2</sup> & A.T. S.F. R.R. Mainline		5.7	2.0	Rail			
7+94 S.W. Edge Pavmt.		4.0	1.7				
8+31.7 1/2 " " "		5.3	2.4				
8+51 <sup>1/2</sup> = S. Line Imperial		5.0	2.7				
8+75 <sup>5</sup> = & S.D. + A. R.R. Mainline		4.75	2.97	Rail			
8+91 <sup>1/2</sup> & Imperial		4.8	2.9				
9+31 <sup>1/2</sup> N. Line Imperial		5.2	2.5				
9+55		5.5	2.2				
10+00		5.1	2.6				
10+50		4.9	2.8				
11+00		4.5	3.2				
11+50		3.9	3.8				
12+00		3.3	4.4				

62

pavmt.  
N.E. 8<sup>th</sup>  
+ Imperial







	9.50		
	100'.S		
¢ + 2.55 = W. Rail	5.91	3.59	
1/4	6.2	3.9	
cb	6.3	3.2	
W	6.3	3.2	
	150'.S		
W.	6.3	3.2	
cb	6.6	2.9	
1/4	6.7	2.8	
+ 10.45 = W. Rail	6.36	3.12	
¢	6.4	3.1	
+ 2.55 = E. Rail	6.38	3.12	
1/4	6.5	3.0	
cb	6.3	3.2	
E	6.3	3.2	
	215'.S = P.C. to Lt		
E	6.7	2.8	
cb	6.7	2.8	
1/4	6.7	2.8	
+ 10.45 = E. Rail	6.94	2.52	
¢	7.0	2.5	
+ 2.55 = W. Rail	6.86	2.64	
1/4	7.0	2.5	
cb	7.2	2.3	
W.	7.2	2.3	

	9.50		7 <sup>th</sup> 54 X Sec
	240'.S		64
W		7.3	2.2
cb		7.3	2.2
1/4		7.2	2.3
+ 12.15 = W. Rail		6.87	2.63
¢		6.9	2.6
+ 4.25 = E. Rail		7.05	2.45
1/4		6.9	2.6
cb		6.9	2.6
E		6.8	2.7
T.P.	4.90	7.10	6.70
		2.80	
		265'.S	
E		5.0	2.7
cb.		5.1	2.6
1/4		5.1	2.6
+ 3.7 = E. Rail		5.10	2.60
+ 9.0 = W. Rail		4.97	2.73
¢		5.3	2.4
1/4		5.4	2.3
cb		5.8	1.9
W.		5.8	1.9
		290'.S	
W		6.2	1.5
cb		5.5	2.2
1/4		5.1	2.6
¢		5.3	2.4
+ 11.5 = W. Rail		5.00	2.70



7.70

290'S. con

7<sup>th</sup> St X See80' wide  
14' el 9  
13' 1/4sImperial Ave X See 8<sup>th</sup> to 7<sup>th</sup> St.

7.70 opp. Page Indexed csk

65

1/4	5.2	2.5	
+ 4.0 = E. Rail	5.13	2.57	
ch	5.4	2.3	
E	5.2	2.5	
	289'S. S.E. Cor 3' x 3' grating E. ch. Lin = catch basin full of mud.	-1.6 Elev. Bottom of CATCH BASIN 2.10 Top grating	
	300'S. = N. Line Imperial		
E	5.4	2.3	
ch	5.5	2.2	
+ 5.0 = E. Rail	5.08	2.62	
+ 10.7 = W. Rail	5.00	2.70	
1/4	5.2	2.5	
ch	5.2	2.5	
1/4	4.8	2.9	
+ 7	5.1	2.6	
	{ 3' x 3' grating W. ch. Line = S. W. Cor. catch basin full of mud. 6.46	1.24 Top of grating - 2.81 Elev. Bottom of CATCH BASIN	
+ 2	5.4	2.3	
N	5.5	2.2	
ch K B.M.	3.25	4.45	N.E. 8 <sup>th</sup> + Imperial

	00 = W. Line 8 <sup>th</sup> St.		
N. No walk Return	3.4	4.3	
ch dirt.	3.5	4.2	
W. end emt. ch.	3.29	4.41	
gutter pavmt.	3.87	3.83	
1/4 " + dirt to W.	3.72	3.98	
+ 8.3 = N. Rail	3.66	4.04	
ch pavmt. + dirt to W.	3.66	4.04	
+ 0.60 = S. Rail	3.63	4.07	
1/4 pavmt + dirt to W.	3.57	4.13	
+ 2.5 = N. Rail	3.62	4.08	
+ 7.7 = S. Rail	3.54	4.16	
emt. ch. + gutter pavmt + dirt to W.	3.71	3.99	
S. No walk Return	3.7	4.0	
	25' W		
S	4.1	3.6	
ch	3.9	3.8	
+ 6.7 = S. Rail	3.59	4.11	
+ 11.8 = N. "	3.74	3.96	
1/4	3.8	3.9	
+ 8.9 = S. Rail	3.72	3.78	
ch	4.0	3.7	
+ 11.0	3.92	3.78	
1/4	4.4	3.3	
ch	4.2	3.5	
N	3.6	4.1	

Plotted 8/10/1931



7.70

50' W

N	4.0	37
cl	4.4	39
1/4	4.6	31
¢	4.3	34
+1.5 = N. Rail	4.23	347
+6.7 = S. Rail	4.00	370
+12.2 = N. Rail	3.98	372
1/4	3.8	39
+4.3 = S. Rail	3.76	394
cl	4.0	37
S	4.3	34

75' W

S	4.4	33
cl	4.2	35
+10.5 = S. Rail S. Track	4.06	364
1/4	4.1	36
+3.7 = N. Rail S. Track	4.24	346
+5.5 = S. Rail N. Track	4.31	339
+10.7 N " " "	4.50	320
¢	4.6	31
1/4	4.7	30
cl	4.7	30
N.	4.1	36

91.7 W Point Frog.

7.70

100' W

N	4.7	30
cl	4.8	29
1/4	4.9	28
¢	4.7	30
+1.4 = N. Rail N. Track	4.63	307
+5.3 = N " S "	4.49	321
+6.5 = S " N "	4.46	324
+10.4 = S " S "	4.33	337
1/4	4.6	31
cl	4.4	33
S	4.4	33

125' W

S	4.4	33
cl	4.4	33
1/4	4.5	32
+6.7 = S. Rail S. Track	4.57	313 No yardage
+8.4 = S " N "	4.59	311 " "
+11.8 = N. " S "	4.66	304 " "
¢	5.0	27
+0.5 = N. Rail N. Track	4.70	300 No yardage
1/4	5.1	26
cl	5.1	26
N.	5.0	27

Imperial Ave X Sec

66



7.70

150' W.

N	5.1	2.6	
cb	5.3	2.4	
1/4	5.2	2.5	
+ 9.7 = N. Rail N. Track	4.82	2.88	No yardage
+ 10.2 = N " S. Track	4.80	2.90	" "
¢	5.2	2.5	
+ 1.8 = S. Rail N. Track	4.68	3.02	" "
+ 2.2 = S " S. Track	4.67	3.03	" "
1/4	4.5	3.2	
cb	4.4	3.3	
S	5.4	2.3	
T.P.	3.17	7.62	3.25 4.45
163.7 W = S. Rail of Track running N. on 7 <sup>th</sup> St			
S. line Imperial on Rail	4.92	2.70	No yardage
165' W = Point of switch			
0.5 N. of ¢ switch Point on S. Rail	4.66	2.96	No yardage
5.6 N " " " " " "	4.78	2.84	" "
171.1 W = W. Rail of Track running N. on 7 <sup>th</sup> St			
S. line of Imperial on Rail	4.84	2.78	No yardage
175' W.			
S	5.3	2.3	
+ 3.6 = W. Rail 7 <sup>th</sup> St Spur	4.83	2.79	No yardage
+ 11.0 E " 7 <sup>th</sup> St "	4.90	2.72	" "
cb	5.3	2.3	
1/4	5.2	2.4	
¢	5.0	2.6	
+ 2.0 = S. Rail Imperial spur	4.64	2.94	No yardage

7.62

Imperial Ave. Sec

67

¢ + 7.1 = N. Rail Imperial Spur	4.74	2.88	No yardage
1/4	5.3	2.3	
cb	5.5	2.1	
N	5.3	2.3	
200.4 W = E. line 7 <sup>th</sup> St			
N	5.4	2.2	
cb	5.1	2.5	
1/4 on N. Rail Imperial Spur + ground	4.74	2.88	
+ 5.4 S " " " "	4.71	2.91	
+ 8.4 = E " 7 <sup>th</sup> St "	4.68	2.94	No yardage
¢ ground	5.1	2.5	
+ 5.0 = W. Rail 7 <sup>th</sup> St spur	4.59	3.03	No yardage
1/4	5.0	2.6	
cb	5.1	2.5	
S	5.1	2.5	
E. cb. of 7 <sup>th</sup> St			
S	5.3	2.3	
cb	5.2	2.4	
1/4	5.1	2.5	
¢	4.7	2.9	
+ 11.2 = S. Rail Imperial spur	4.72	2.90	
1/4	4.8	2.8	
+ 3.6 = N. Rail Imperial spur	4.80	2.82	
+ 4.9 = W " 7 <sup>th</sup> St "	4.78	2.84	
cb	4.9	2.7	
+ 3.0 = E. Rail 7 <sup>th</sup> St spur	4.89	2.93	
N	5.4	2.2	



7.62

5.0 W. of E. ch. on N. line = E. Rail 7<sup>th</sup> St Line  
 N. line Imperial on Rail 5.00 2.42

10.7 W. of E. ch. on N. Line = W. Rail 7<sup>th</sup> St Line  
 N. line Imperial on Rail 4.92 2.70

E. 1/4 of 7<sup>th</sup> St

N.	5.1	2.5
ch	4.8	2.8
+ 5.9 = N. Rail Imperial spur	4.82	2.80
+ 11.2 = S " " "	4.70	2.92
1/4	4.8	2.8
1/4	4.7	2.9
1/4	4.7	2.9
ch	4.7	2.9
S	4.9	2.7
	4	
S	4.9	2.7
ch	4.8	2.8
1/4	4.8	2.8
1/4	4.7	2.9
1/4	4.7	2.9
+ 5.6 = S. Rail Imperial spur	4.70	2.92
+ 11.0 = N " " "	4.78	2.84
ch	4.9	2.7
N.	5.2	2.4
	W. 1/4	
N.	4.7	2.9
+ 10.6 = N. Rail Imperial spur	4.82	2.80

7.62

Imperial Ave  
68

ch	4.8	2.8
+ 3.0 = S. Rail Imperial spur	4.71	2.91
1/4	4.8	2.8
1/4	4.7	2.9
1/4	4.8	2.8
ch	4.9	2.7
S	5.1	2.5
	W. ch. of 7 <sup>th</sup>	
	S. N. W. Cor. 2'6" x 2'6"	
1.3 S. of S. line = Grating over Catch Basin	5.9	- 1.1 Elev. Bottom of Catch Basin
S	5.5	1.7 full of water
ch	5.4	2.2
1/4	5.3	2.3
1/4	5.2	2.4
1/4	5.2	2.4
ch	5.2	2.4
+ 2.0 = S. Rail Imperial spur	4.74	2.88
+ 7.5 = N " " "	4.91	2.71
N	5.2	2.4
	3.7 W. of W. ch. line of 7 <sup>th</sup> st on S. line Imperial	
	= E. Edge existing 6" pavmt. along A.T. & S.F. Tracks	
	W. line 7 <sup>th</sup> st.	
N.	5.4	2.2
+ 0.5 = N. Rail Imperial spur	4.91	2.71 No yardage
+ 6.2 = S " " "	4.79	2.83 " "
ch	5.3	2.3
1/4	5.3	2.3



7.62  
W. line of 7<sup>th</sup> st (con)

±		5.3	2.3
S. 1/4		5.7	1.9
cl		5.6	2.0
N.E. edge			
+ 7.2 = Existing 6" Pavmt.		5.26	2.36
S. on " " "		5.35	2.27

47' W. of W. line of 7<sup>th</sup>

S on S.W. edge existing 6" Pavmt.		6.03	1.59
cl " " " "		5.76	1.86
1/4 " " " "		5.44	2.18
+ 11 = N.E. edge " " "		5.29	2.33
±		5.9	1.7
1/4		6.2	1.4
cl		5.6	2.0
N		5.4	2.2

53' W. of W. line 7<sup>th</sup>

N		5.4	2.2
cl		5.6	2.0
1/4		6.3	1.3
+ 10		6.3	1.3
+ 11 = N.E. edge existing pavmt.		5.28	1.34
± on " " "		5.30	2.32
1/4 " " " "		5.50	2.12
cl " " " "		5.80	1.82
+ 10 = S.W. edge " " "		6.00	1.60
S. = West 1/4 line 100' Right of Way		6.6	1.0
↘ at 90° 00' to RT + S.F. Mainline			



X See Proposed 100' St. Crossing  
S.D. & A and A.T.S.F. R.R. Tracks  
at 90°00 indexed csk.

M.L. 7.62 Page 69

Sta 0+00

W. = N.W. Cor. 7 <sup>th</sup> & Imperial	5.4	2.2	ground
+25	4.9	2.7	" "
+50 = $\phi$	4.7	2.9	" "
+75	4.7	2.9	" "
+100 = E	5.0	2.6	" "

9.1 S. = N. Rail 1<sup>st</sup> Track S.D.A.

E on Rail	4.76	2.86	No yardage
+25 " "	4.76	2.86	" "
+50 = $\phi$ " "	4.75	2.87	" "
+75 " "	4.75	2.87	" "
+100 = W " "	4.88	2.74	" "

14.2 S = S. Rail 1<sup>st</sup> Track

W. on Rail	4.86	2.76	" "
+25 " "	4.75	2.87	" "
+50 = $\phi$ " "	4.73	2.89	" "
+75 " "	4.70	2.92	" "
+100 = E " "	4.75	2.87	" "

22. S. = N. Rail 2<sup>nd</sup> Track Main line S.D.A.

S on Rail	4.68	2.94	No Yardage
+25 " "	4.72	2.90	" "
+50 = $\phi$ " "	4.74	2.88	" "
+75 " "	4.84	2.78	" "
+100 = W " "	4.86	2.76	" "

7.62

70

27.1 S = S. Rail Main line	4.88	2.74	No Yardage
on Rail			
+25 " "	4.79	2.83	" "
+50 = $\phi$ " "	4.72	2.90	" "
+75 " "	4.72	2.90	" "
+100 = E " "	4.72	2.90	" "

35.0 S = W. Rail 3<sup>rd</sup> Track S.D.A.

E on Rail	4.83	2.78	No Yardage
+25 " "	4.80	2.82	" "
+50 = $\phi$ " "	4.82	2.80	" "
+75 " "	4.86	2.76	" "
+100 = W " "	4.93	2.69	" "

40.1 S = S. Rail 3<sup>rd</sup> Track S.D.A.

W on Rail	4.97	2.65	No Yardage
+25 " "	4.96	2.76	" "
+50 = $\phi$ " "	4.82	2.80	" "
+75 " "	4.80	2.82	" "
+100 = E " "	4.92	2.80	" "

50' W. on ground for yardage

E	5.0	2.6
+25	5.0	2.6
+50 = $\phi$	5.3	2.3
+75	5.3	2.3
+100 = W	5.6	2.0

Plotted 9/10/1931



7.62  
60.5' on ground

W	5.7	1.9
+25	5.7	1.9
+50=φ	5.5	2.1
+75	5.2	2.4
+100=ε	5.2	2.4

61.2' S = N. Edge Existing 6" Pavmt

ε	5.22	2.40
+25	5.24	2.38
+50=φ	5.28	2.34
+75	5.26	2.36
+100=W	5.25	2.37

92.6' S = S. Edge Existing 6" Pavmt

W	6.00	1.62
+25	5.91	1.71
+50=φ	5.91	1.71
+75	5.88	1.74
+100=ε	5.95	1.67

93.0' S dirt for yardage

ε	5.9	1.7
+10	6.2	1.4
+25	6.4	1.2
+50=φ	6.4	1.2
+75	6.4	1.2
+100=W	6.4	1.2

94.5' S = N. Rail Siding A.T.S.F.

W. on Rail	5.99	1.63 No Yardage
ε	5.92	1.70 " "

Cars on Siding

7.62

7<sup>th</sup> St Crossing of A.T.S.F.

71

T.P. 3.51 7.09 4.04 3.58

99.6' S = S. Rail Siding A.T.S.F.

E on Rail	5.40	1.69 No Yardage
φ " "	5.39	1.70 " "
W " "	5.45	1.64 " "

108.8' S = N. Rail Mainline A.T.S.F.

W on Rail	5.07	2.02 No Yardage
+25 " "	5.07	2.02
+50=φ " "	5.09	2.00
+75 " "	5.07	2.02
+100=ε " "	5.05	2.04

113.9' S = S. Rail Mainline

ε on Rail	5.10	1.99 No yardage
+25 " "	5.08	2.01
+50=φ " "	5.09	2.00
+75 " "	5.10	1.99
+100=W " "	5.08	2.01

115.5' S. ground for yardage

W	5.7	1.4
+25	5.7	1.4
+50=φ	5.8	1.3
+75	5.7	1.4
+100=ε	5.5	1.6



7.09

125.5

E	5.0	2.1
+25	5.8	1.3
+50 = $\phi$	6.0	1.1
+75	6.3	0.8
+100 = W	6.0	1.1

150.5

W	6.1	1.0
+25	4.9	2.2
+50 = $\phi$	4.5	2.6
+75	4.3	2.8
+100 = E	4.6	2.5

175.5

E	3.8	3.3
+25	4.0	3.1
+50 = $\phi$	4.6	2.5
+75	4.5	2.6
+100 = W	4.8	2.3

200.5

W	5.4	1.7
+25	3.9	3.2
+50 = $\phi$	4.2	2.9
+75	4.1	3.0
+100 = E	3.7	3.4

221.5 = 110.5 of Mainline AT.S.F.

E	3.2	3.9
+25	3.1	4.0

7.09

7th St Crossing of AT.S.F.

72

+50 = $\phi$	4.5	2.6
+75	3.6	3.5
+100 = W	5.4	1.7

250.5

W	3.5	3.6
+25	3.5	3.6
+50 = $\phi$	4.8	2.3
+75	4.5	2.6
+85	2.3	4.8
+100 = E	3.9	3.2
chk B.M.	2.64	4.4E (Imperial)



Cross Sections Alley, Block 3 Golden Park  
Between Harbor View Dr. and Lucinda St.  
From Golden Park Ave to Harbor View Place

NE. 1/4 Sec. 10  
NE. 1/4 Sec. 10  
Highway

73  
Stat 8.01  
Stat 8.01  
Stat 8.01  
Stat 8.01

BM	12.73	203.92		191.19
TP	12.81	216.55	0.18	203.74
TP	5.91	218.80	2.66	212.89

15' W of E.L. Golden Park Ave. E. of C. 6 Line

H	on Paving	1.45		217.35
L	"	1.41		217.39
S	"	1.38		217.42

15' W of E.L. Golden Park Ave. E. of Improvements

S	on Top Cb	0.88		17.92
S	on Paving	0.97		17.83
L	"	1.21		17.59
H	"	0.14		18.66
H	Top Cb	0.00		18.80

E.L. Golden Park Ave

H		1.7		17.1
L		1.6		12.2
S		0.9		18.1

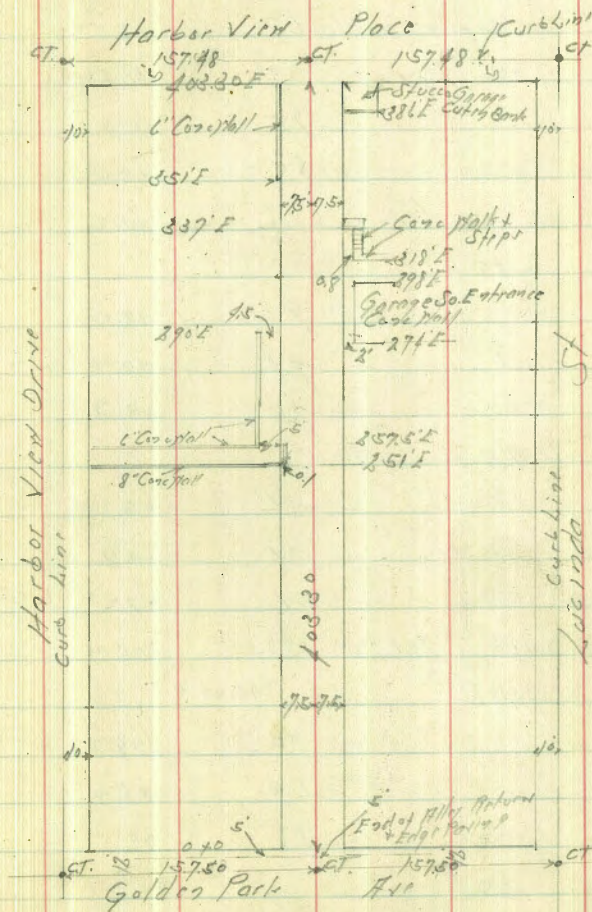
25' E of E.L. Golden Park Ave

-22	Top Bot Step	4.16		14.64
S		5.0		13.8
L		5.3		13.5
H		5.3		13.5

35' E

H		7.5		11.3
S		7.8		11.6

Plotted FEB 9-11-31-





218.80

S		69	11.9
+0.8 = Fly Core Approx		6.85	11.95
+2.5 = Fly Garage Core Approx		6.80	12.00
45 F			
-2.5 = Fly Garage Core Approx		6.71	12.09
-0.8 = Fly Core Approx		7.30	11.50
S		7.5	11.3
S		8.0	10.8
H		8.1	10.2
	49 F		
H		9.4	09.4
S		9.4	02.4
S		9.5	09.3
	65 F		
S		11.6	07.2
S		11.4	07.4
H		11.6	07.2
TP	0.31 206.27	1284	205.96
	100 F		206.27 H.T
H		70	199.3
S		69	99.4
S		68	99.5
	125 F		
S		125	93.8
S		127	93.6
H		128	93.5

74

		206.27		
TP	0.28	193.77	12.78	193.49
		150 F		193.77 H.T
H			5.9	187.9
S			5.5	188.3
S			5.0	188.8
	157 F			
-2.5 = Fly Garage Core Approx		6.36		187.41
S		6.6		187.2
S		7.2		186.6
H		7.6		186.2
	175 F			
H			10.4	183.4
S			10.3	183.5
S			9.4	184.4
	200 F			
S			13.3	180.5
S			13.8	180.0
H			14.2	179.6
TP	0.25	180.69	13.33	180.44
	225 F			180.69
H			5.0	175.7
S			5.1	175.6
S			4.9	175.8



	180.69		
	251 F		
S	9.0	171.7	
L	9.1	171.6	
H	8.8	171.9	
H	0.7 Top Conc Wall 8" Wide Top	6.72	173.97
	257.5 F		
	- 5' 0.7 Top Conc Wall 6" Wide Top	9.35	171.34
H	10.2	170.5	
L	10.5	70.3	
S	10.2	70.6	
TP	0.66	168.47	1288
	274 F	168.47 HI	1678
	- 2' Top Conc Wall Garage Catin Bank	1.9	166.6
S	1.6	166.9	
L	1.6	166.9	
H	1.5	167.0	
	1.5 Top Conc Wall	1.00	167.5
	290 F		
	- 4.5 End L' Conc Wall	4.16	164.31
H	4.0	64.5	
L	5.2	63.3	
S	5.2	63.3	
	298 F		
	- 2 Top Conc Wall Garage	4.75	163.72
S	7.4	161.1	

	168.47		
	75		
	6.9	61.6	
	5.9	62.6	
	301 F		
	- 5.4 End Top Conc Wall	6.80	161.67
H	8.0	160.5	
L	8.6	59.9	
S	9.2	59.3	
	318 F		
	- 0.8 2/3 Conc Wall	12.03	156.45
S	12.2	56.3	
L	12.0	56.5	
H	12.0	56.5	
TP	0.51	156.34	12.64
	326 F	156.34 HI	155.83
H	2.2	54.1	
L	2.3	54.0	
S	0.9	55.4	
	4.0.8 - Top of Steps	0.57	155.77
	337 F		
	- 4.5 - Door End Conc Floor	6.87	149.57
S	7.01	149.23	
H	5.2	51.1	
L	5.4	50.9	
H	5.7	50.6	



156.87

351 E

H - 1/4 End Conc Hall	83	48.03
H Ground	91	47.2
L	90	47.3
S	83	48.0

356 E

S	92	47.1
L	104	45.9
H	114	44.9

+0.2 Strip Down in of Conc Hall 1162 144.72

TP 0.46 144.10 1270 143.64

376 E

144.10 HF

H Top Conc Hall	247	41.63
H Ground	29	41.2
L	27	41.4
S	1.6	42.5

386 E

S Top of Stucco Garage	1.75	142.35
S Ground	3.3	40.8
L	41	140.0
H	45	39.6
H Top Conc Hall	395	140.13

398 E

H Top Conc Hall	578	38.32
H	61	38.0
L	64	37.7

144.10

76

H	87	135.4
H	57	39.4
L	58	38.3
S	53	38.8

402 E

S	60	38.1
L	64	37.7
+2.5'	64	37.7
H	101	34.0
H	80	36.1
H	82	35.9

H Top Conc Hall 744 36.66

403.30 E-1/2 Harbor View Place

H Top H/S Hall	895	135.14
H Top Cb	1070	133.40
H Top Pav 109	1134	132.76
L	1155	32.55
S	1178	32.32
S Top Cb	1170	32.40

H Cb of Harbor View Place

S of Pav 109	1251	31.59	
L of Ct in Pav 109	1186	32.24	
H " "	1148	132.62	
TP 12.86	155.84	112	142.98
TP 12.64	168.37	0.11	155.73
TP 12.66	180.92	0.11	168.26















DIRECTIONS FOR USE OF TABLES

398.3

TABLE No. 1

Distance of slope stake from edge or shoulder stake for any width roadway slope 1 1/2 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in columns and top row. The number in body

IMPROVED TABLES AND INFORMATION

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

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200 — .128  
 300 — .128  
 400 — .128  
 500 — .120  
 600 — .112  
 700 — .104  
 800 — .096  
 900 — .088  
 1000 — .080

M.H. de Bascorans & Addison;  
 483' from Firm to Float  
 462  
 945

1429  
 1476 - 88

54.4  
 + 3.6

458.7  
 90  
 467.7

<sup>00</sup>  
 2288  
 57.12

2.63  
 6  
 266

609  
 244  
 373  
 5

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 SAN DIEGO,  
 CITY OF CALIFORNIA.