

1400
TORREY PINES East

LINE
1930

FIELD BOOK

No. 3357

19
3228
MICROFILMED

Oct 23 1964

28
269
531

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INDEX Started 7/28/32
B.W.H.

R.P.'s & Curve Data 392+79.75 to 486+07.50 Page 64 to 71

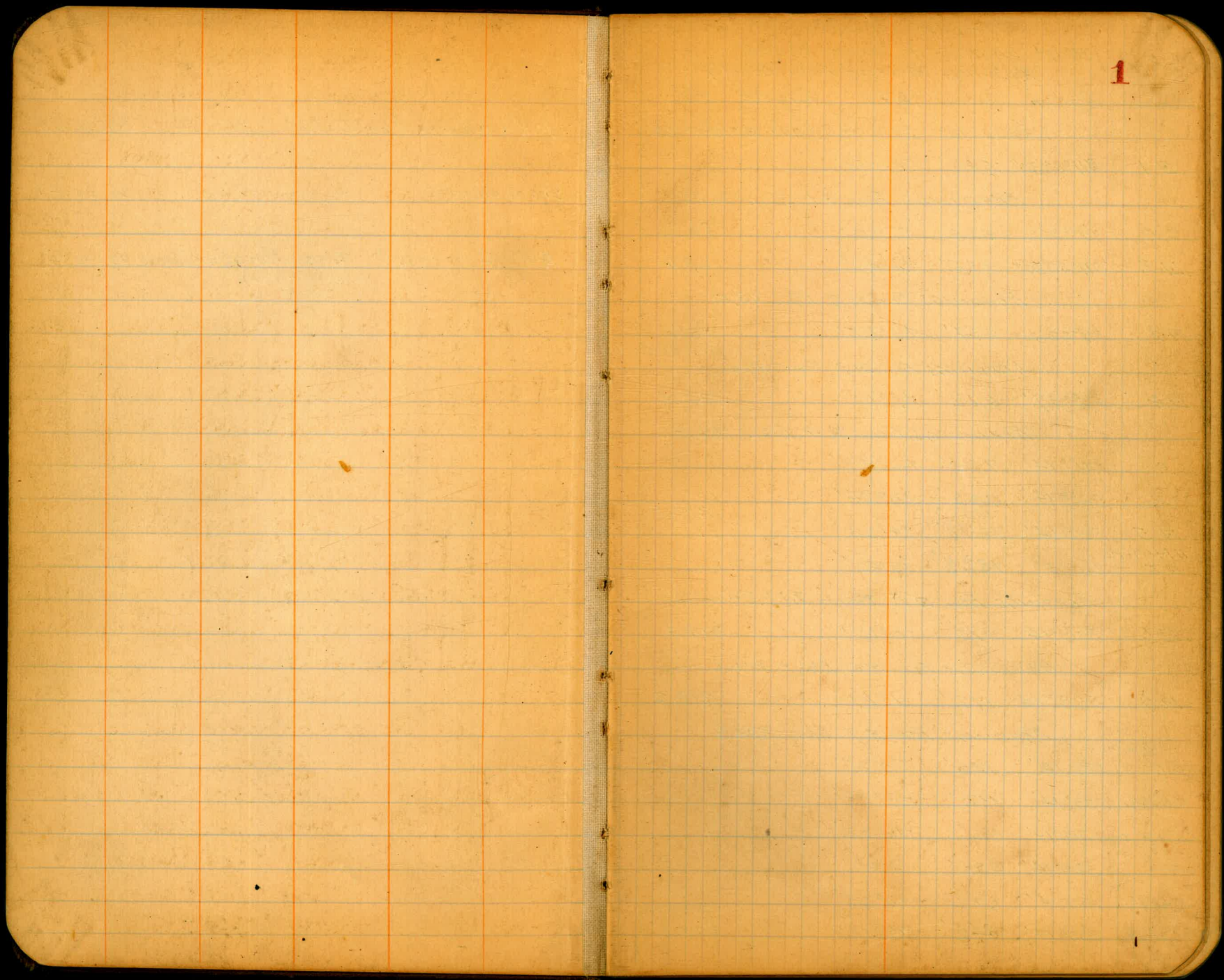
396 to 486+07.50 Alignment "D" line 26 to 41

435+19.25 to 410+60.25 Torrey Pines Line Change 72 to 74
(Indexed 5-19-32)
B.W.H.

485+74.24
1 00 63
486+74.87

20 15 79.9
98.95
67.04

41169 SDZE Norfolk



1

Walter
Bliss
Drebert

STADIA SURVEY

East Alignment Torrey Pines

Azimuths reckoned from South.

Station Azimuth stadia Vert. Δ Horiz. dist. Elev.

READINGS From PI = Sta 110 Elev. = 114

B 1 311°22'30" 560' +1°33'

READINGS From B 1 Elev. = 86.52

C.P. 311°22'30" 223' +2°30' 36.2

B 2 311°22'30" 435' +4°49' 63.0

READINGS From B 2 Elev. = 83.0

B 3 311°22'30" 234' +3°55' 82.6

= Correction by level

READINGS From B 3 Elev. = 82.6'

B 4 313°37' 612' +3°10' 116.4

361.766

READINGS From B 4 Elev. = 116.4

C.P. 306°14' 720' +0°42'

C.P. 306°14' 790' +3°44'

B 5 306°14' 1678' +4°08' 212.5

Alternate

B 5 306°17' 1328' +3°40'

READINGS From B 5 Elev. = 211.5 - Correction

B 6 306°14' 75' -0°19' 211.1

READINGS From B 6 Elev. = 211.1

^{on ridge} B 7 323°14' 172' -1°17' 208.7

READINGS From B 7 Elev. = 208.7

^{Bottom Canyon} C.P. 323°14' 130' -2°23'

C.P. on Ridge 323°14' 150' -8°38'

C.P. - Bottom Canyon 323°14' 286' -10°02'

C.P. " 323°14' 490' -4°49'

C.P. the slope 323°14' 672' +0°06'

Correction

B 8 323°14' 846' +7°11' 311.7

| Station | Azimuth | Stadia | Vert. Δ | Horiz. dist. | Elev. |
|---|---------|--------|----------------|--------------|--|
| READINGS From $\Delta 8$ Elev. 311.7 ^{Corrected} | | | | | |
| C.P. | 340°18' | 84' | -14°0' | | |
| C.P. | 340°18' | 130 | 0°0' | | |
| C.P. | 340°18' | 280' | +2°58' | | |
| C.P. | 340°18' | 328' | +3°32' | | |
| C.P. | 340°18' | 534' | +3°45' | | |
| $\Delta 9$ | 340°18' | 596' | +3°34' | | Correction 347.7 ^{Correct} |
| READINGS From $\Delta 9$ Elev. 347.7 ^{Correct} | | | | | |
| $\Delta 10$ | 337°23' | 668' | 70°26' | | 352.7 ^{Correct} |
| READINGS From $\Delta 10$ Elev. 352.7 ^{Correct} | | | | | |
| 4 th SE. of Pk. | 326°02' | 794' | +1°46' | | 377.2 |
| Hub 311.9 | 141°47' | 484' | -0°59' | | 345.1 |
| READINGS From Hub 311.9 | | | | | |
| 324°59' - Azimuth & Fixing | | | | | |

Stadia Survey East Line Terry Pines

Yukon
Elev
Dierker
2-13-30
Azimuths From South
From Alternate P.S. 2 = "D" Line

Station Azimuth Stadia Vert. A Horiz. dist. Elev. El. = 201.0

Readings from $\odot 5$ (Alternate see p. 2) = $\odot 1$ "D" Line

$\odot 2$ $300^{\circ}17'$ $936'$ $+3^{\circ}16'$ 254.3

Readings from $\odot 2$ Elev. = 254.3

$\odot 3$ $12^{\circ}32'$ $525'$ $+8^{\circ}39'$ 332.5

Readings from $\odot 3$ Elev. = 332.5

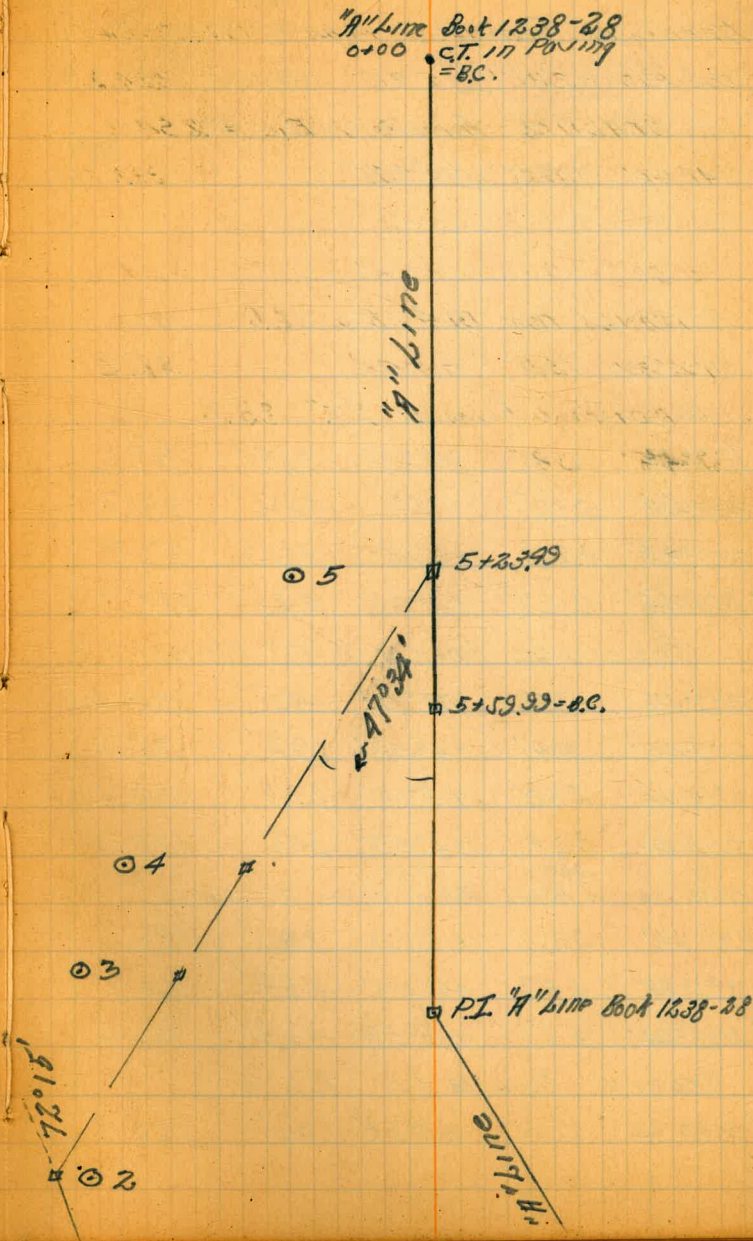
$\odot 4$ $12^{\circ}32'$ $144'$ $+0^{\circ}41'$ 334.2

Readings from $\odot 4$ Elev. 334.2

$\odot 5$ $12^{\circ}32'$ $550'$ $+0^{\circ}44'$ 341.3

Readings from $\odot 5$ Elev. = 341.3

BC. "H" line
 $0+00$ $324^{\circ}58'$ $523'$



Walker

TORREY PINES
Stadia Line "E"

| Station | Azimuth | Stadia | Vert. A | Horiz. | Elev. |
|-----------|--|------------------------------|----------|--------|-------|
| | READINGS From $\square 5$ Page 2 211.5 = Elev. | | | | |
| $\odot 0$ | 126° | Abandoned 16' 20" | | | 186.6 |
| | READINGS From $\odot 0$ Elev. 186.6 | | | | |
| $\odot 1$ | 341° 44' | 444' | +10° 32' | | |

READINGS From $\square 4$ Elev. 82.6

| | | | | | |
|----------------------|----------|------|---------|--|------|
| $\odot 1^{\text{E}}$ | 311° 28' | 155' | +0° 58' | | 85.2 |
|----------------------|----------|------|---------|--|------|

READINGS From $\square 1^{\text{E}}$ 85.2

| | | | | | |
|----------------------|----------|------|---------|------|-------|
| C.P. | 299° 44' | 254' | +0° 33' | 254' | 87.6 |
| C.P. | 299° 44' | 336' | -0° 20' | 336' | 83.2 |
| C.P. | 299° 44' | 490' | +0° 18' | 490' | 87.8 |
| $\odot 2^{\text{E}}$ | 299° 44' | 622' | +2° 29' | 621' | 112.2 |

READINGS From $\square 2^{\text{E}}$ Elev. 112.2

| | | | | | |
|------------------------|--|---------|---------|------|-------|
| C.P. | 299° 44' | 85' | -2° 0' | 80' | 95.0 |
| C.P. | 299° 44' | 194' | -4° 58' | 192' | 95.4 |
| C.P. | 299° 44' | 280' | +4° 12' | 278' | 132.7 |
| C.P. | 299° 44' | 308' | +4° 59' | 306' | 138.9 |
| C.P. | 340' | -0° 10' | | | 111.0 |
| | Note: Abandoned Above shot 25' lower. | | | | |
| C.P. | 299° 44' | 382' | +4° 58' | 380' | 146.2 |
| C.P. | 299° 44' | 458' | +6° 03' | 454' | 160.3 |
| $\square 3^{\text{E}}$ | 299° 44' | 467' | +5° 58' | 463' | 160.6 |
| | READINGS From $\square 3^{\text{E}}$ 160.6 | | | | |
| $\square 4^{\text{E}}$ | 299° 44' | 20' | +5° 38' | 20' | 162.6 |

5

| Station | Azimuth | Stadia | Vert. A | Horiz. | Elev. |
|------------------------|---|--------|---------|--------|-------|
| | Abandoned $\square 4^{\text{E}}$ El. 162.6 | | | | |
| $\square 5^{\text{E}}$ | 326° 58' | 62' | +9° 12' | 62' | 172.5 |
| | READINGS From $\square 5^{\text{E}}$ El. = 172.5 | | | | |
| $\square 6$ | | 96' | +2° 58' | | |

1461 Kay
Bliss
Oct 17
6-14-30

TORREY PINES ROAD
Stadia Survey Line "E"

Station Azimuth Stadia Vert. Δ Horiz. dist. Elev.

READINGS From $\square 1^{\text{E}}$ Elev. 116.4 (see p-2)

$\square 1^{\text{E}}$ 313°37' 155' +0°58' 154' 119.0

READINGS From $\square 1^{\text{E}}$ Elev. = 119.0

Contour Points
= C.P.

C.P. 301°59' 254' +0°33' 254' 121.4

C.P. 301°59' 336' -0°20' 336' 117.0

C.P. 301°59' 490' +0°18' 490' 121.6

$\square 2^{\text{E}}$ 301°59' 622' +2°39' 621' 146.0

READINGS From $\square 2^{\text{E}}$ Elev. = 146.0

C.P. 301°59' 85' -12°0' 81' 128.8

C.P. 301°59' 194' -4°58' 192' 129.2

C.P. 301°59' 280' +4°12' 278' 166.5

C.P. 301°59' 308' +4°59' 306' 172.7

C.P. 301°59' 340' -0°10' 340' 144.8

C.P. 301°59' 458' +6°03' 454' 194.1

$\square 3^{\text{E}}$ 301°59' 467' +5°58' 463' 194.4

READINGS From $\square 3^{\text{E}}$ Elev. = 194.4

$\square 4^{\text{E}}$ 301°59' 20' +5°38' 20' 196.4

READINGS From $\square 4^{\text{E}}$ Elev. = 196.4

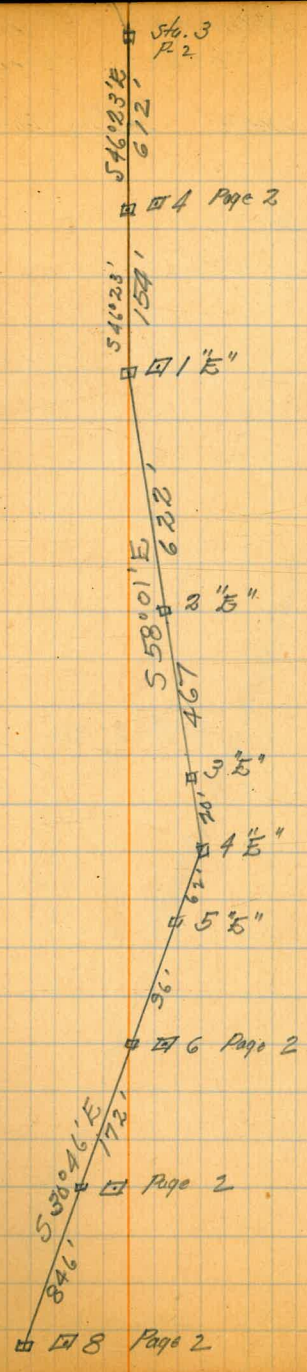
$\square 5^{\text{E}}$ 329°14' 62' +9°12' 62' 206.3

READINGS From $\square 5^{\text{E}}$ Elev. = 206.3

$\square 6$
Page 2

329°14' 96' +2°50' 96' 211.1

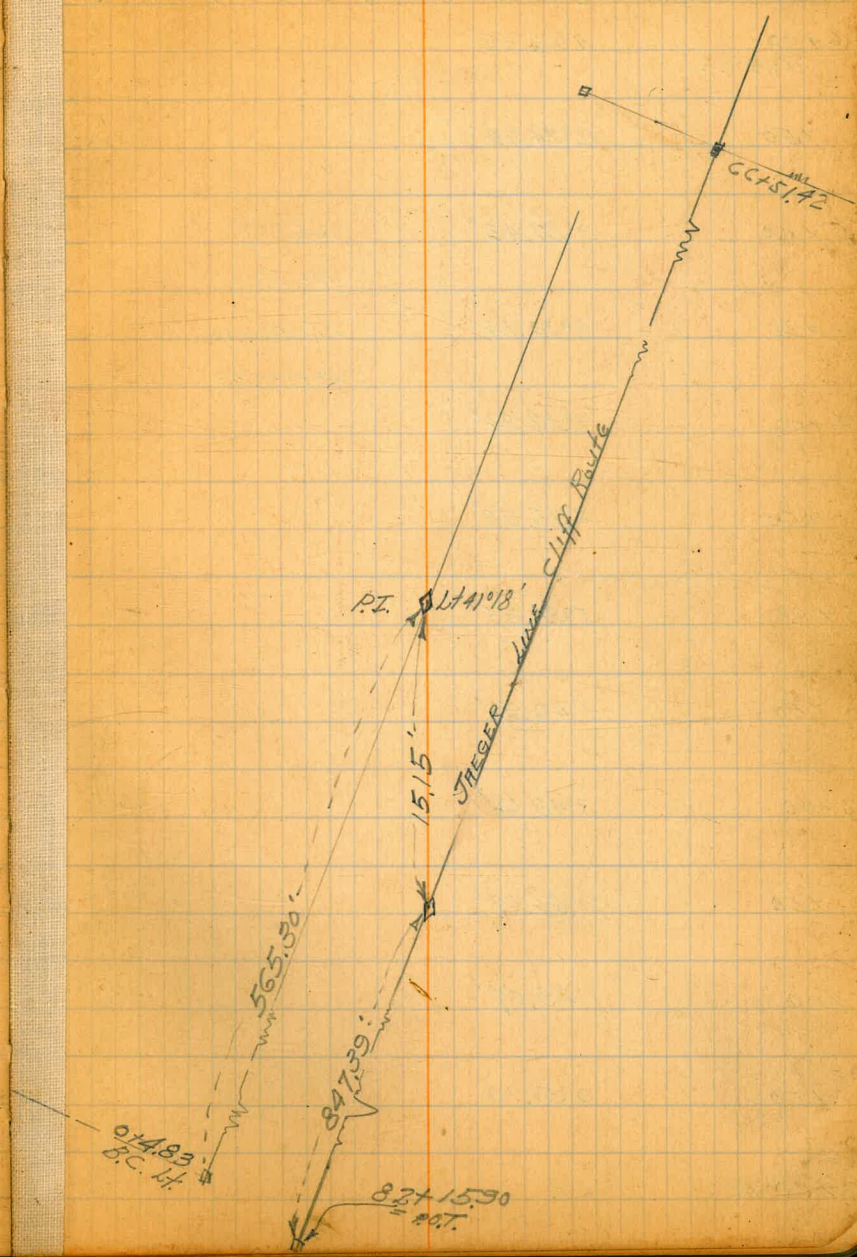
Elev. Stadia $\square 6$ Page 2 = $\frac{211.1}{0.0} = \text{Error}$



Water
8:55
6-16-30

Alignment "C" Line
TORREY PINES

| Station | Align. | Defln | True Bearing | Curve Data | Mag. Bearing |
|---------|--------|-------|--------------|------------|--------------|
|---------|--------|-------|--------------|------------|--------------|



Alignment "C" Line
Torrey Pines

| Station | Align | Def'n. | True Bearing | Course Data | Mag. Bearing |
|------------|------------|-----------|--------------|-------------------|--------------|
| 6+00 | | 11°22.02' | | | |
| | +65.8 -PI. | | | | |
| 750 | | 10°24.73' | | | |
| 5+00 | Abandoned | 2°27.43' | | $\Delta = 41°18'$ | |
| | | | | $R = 1500'$ | |
| +50 | | 8°30.14' | | $ST = 565.30'$ | |
| | | | | $L = 1081.23'$ | |
| 4+00 | | 7°32.84' | | | |
| 750 | | 6°35.55' | | | |
| 3+00 | | 5°38.25' | | | |
| 750 | | 4°40.96' | | | |
| 2+00 | | 3°43.66' | | | |
| 750 | | 2°46.37' | | | |
| 1+00 | | 1°49.07' | | | |
| 750 | | 0°51.78' | | | |
| 0+48.3-BC. | | Lt. | | | |

-PI.

"C" line

| Station | Align. | Defln. | True Bearing | Curve Data | Mag. Bearing |
|---------|--------|--------|--------------|------------|--------------|
|---------|--------|--------|--------------|------------|--------------|

12+00

1420.41

563°0'E

11+00

+86.06 E.C.

30°39.0'

+50

19°57.68'

10+00

~~Abandoned~~

19°00.38'

+50

18°03.69'

9+00

17°05.79'

+50

16°08.50'

8+00

15°11.20'

+50

14°13.91'

7+00

13°16.61'

+50

12°19.32'

"C" line

| Station | Align. | Def'n | True Bearing | Curve Data |
|---------|--------|-------|--------------|------------|
|---------|--------|-------|--------------|------------|

18+00

764.30 = P.O.T.

17+00

16+00

1430.41'

~~Abandoned~~

15+00

14+00

13+00

10

| Station | Align. | Def'n. | TRUE BEARING | CURVE Data | MAGNETIC BEARING |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

24+00

+81.79 = P.O.T.

old Hub = 36+67.66 = JHEGERS line.

23+00

22+00

~~Abandoned~~

21+00

20+00

19+00

"C" LINE

| Station | Align. | Def'n. | TRUE BEARING | CURVE DATA | MAGNETIC BEARING |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

30+00

465.71'

574°05'E

29+00

28+00

+36.08 = EC.

+50

Abandoned

5°31.86'

4°39.06'

27+00

3°41.77'

$\Delta = 1193.45''$

$R = 1500'$

+50

2°44.47'

ST. = 145.26'

L = 289.61'

26+00

1°47.18'

+50

0°49.88'

+06.97 = BC

Lt.

25+00

"C" LINE

| Station | Align. | Defln. | TRUE BEARING | CURVE DATA | MAGNETIC BEARING |
|---------|-----------------------------------|---------|--------------|---------------------|------------------|
| 37 | +00 = P.O.C. | | 8°22.14' | | |
| | +50 +38.33 = P.T. | | 7°24.84' | | |
| 36 | +00 | | 6°27.55' | | |
| | +50 | | 5°30.25' | | |
| 35 | +00 | | 4°32.96' | A=28°11' | |
| | +75 = P.O.C. +65.07 = P.O.S.T. | | | R=1500' | |
| | +50 | | 3°35.66' | ST=376.54 | |
| | | | | L=737.83' | |
| 34 | +00 | | 2°38.37' | | |
| | +50 | | 1°41.07' | | |
| 33 | +00 | | 0°43.78' | | |
| | +61.79 = B.C. | | P.T. | Grade of = 157.2 | |
| 32 | +00 | | | | |
| | | 465.71' | | | |
| 31 | +00 | | | | |

Abandoned



"C" LINE

| Station | Align. | Defln. | TRUE BEARING | CURVE DATA | MAGNETIC BEARING |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

43+00

+50

42+00

+50 632.05'

41+00 = P.O.T.

+50

40+00

+99.62 = E.C. 14° 05.50'

+50 = P.O.C. 13° 08.62'

39+00 12° 11.52'

+50 11° 14.02'

38+00 = P.O.C. 10° 16.73'

+50 9° 19.43'

Abandoned

Hub

Nail

Nail

"C" LINE

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

| | | | | | |
|------------|--|----------|--|--|--|
| +21.39=EC. | | 5°32.00' | | | |
|------------|--|----------|--|--|--|

| | | | | | |
|-------|--|----------|--|--|--|
| 49+00 | | 5°07.48' | | | |
|-------|--|----------|--|--|--|

| | | | | | |
|-----|--|----------|--|--|--|
| +50 | | 4°10.18' | | | |
|-----|--|----------|--|--|--|

| | | | | | |
|-------|--|----------|--|--|--|
| 48+00 | | 3°12.89' | | | |
|-------|--|----------|--|--|--|

$\Delta = 11^{\circ}04'$

$R = 1500'$

| | | | | | |
|-----|--|----------|--|--|--|
| +50 | | 2°15.53' | | | |
|-----|--|----------|--|--|--|

$ST = 145.32'$

$L = 289.72'$

| | | | | | |
|-------|--|----------|--|--|--|
| 47+00 | | 1°18.30' | | | |
|-------|--|----------|--|--|--|

| | | | | | |
|-----|--|----------|--|--|--|
| +50 | | 0°21.00' | | | |
|-----|--|----------|--|--|--|

| | | | | | |
|------------|--|-----|--|--|--|
| +31.67=BC. | | Rt. | | | |
|------------|--|-----|--|--|--|

Abandoned

| | | | | | |
|-------|--|--|--|--|--|
| 46+00 | | | | | |
|-------|--|--|--|--|--|

| | | | | | |
|-----|--|--|--|--|--|
| +50 | | | | | |
|-----|--|--|--|--|--|

| | | | | | |
|-------|--|--|--|--|--|
| 45+00 | | | | | |
|-------|--|--|--|--|--|

| | | | | | |
|-----|--|--|--|--|--|
| +50 | | | | | |
|-----|--|--|--|--|--|

| | | | | | |
|-----------|--|--|--|--|--|
| 44+00=POB | | | | | |
|-----------|--|--|--|--|--|

Hub.

"C" - LINE

| Station | Align. | Defln. | TRUE BEARING | CURVE DATA | MAGNETIC BEARING |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

55+00

54+00

885.55'

Abandoned

53+00

52+00

51+00

50+00

"C" - LINE

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|-----------|------------------|----------|--------------|--|------------------|
| 62+00 | | 7°30.41' | | | |
| +50 | | 6°33.11' | | | |
| 61+00 | | 5°35.81' | | $\Delta = 15^{\circ} 19'$ $R = 1500'$ | |
| +50 | | 4°38.52' | | ST. 201.70 $L = 400.99'$ | |
| 60+00 | <i>Abandoned</i> | 3°41.23' | | | |
| +50 | | 2°43.98' | | | |
| 59+00 | | 1°46.64' | | | |
| +50 | | 0°49.34' | | | |
| +06.94=55 | | Lt | | | |
| 58+00 | | | | | |
| | | 885.55' | | | |
| 57+00 | | | | | |
| 56+00 | | | | | |

Walter
81st
District
No. 1001
6-19-30

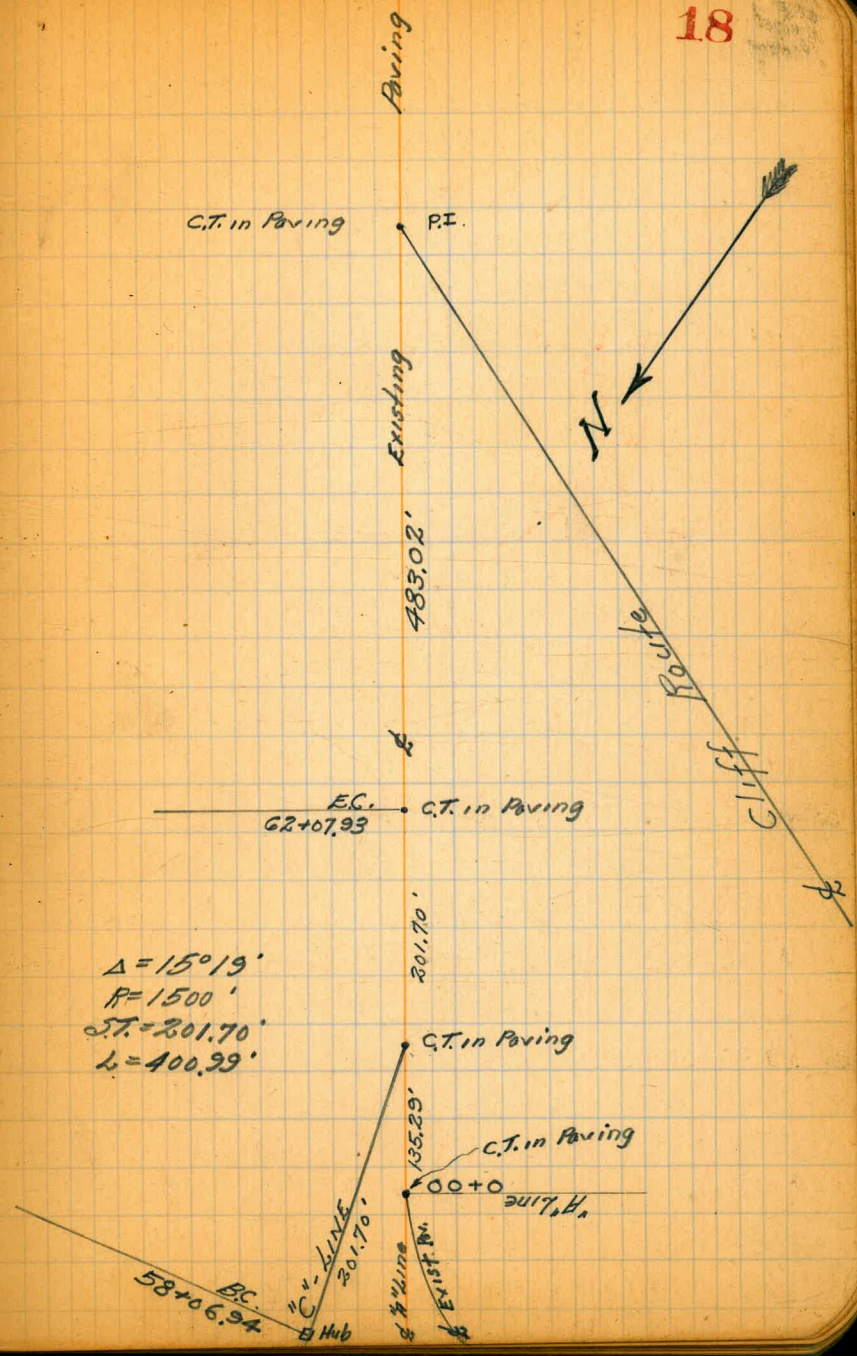
"C"-LINE

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

~~Abandoned~~

62+07.93 = E.C. 7°33.50'

60+08.64 = P.I.

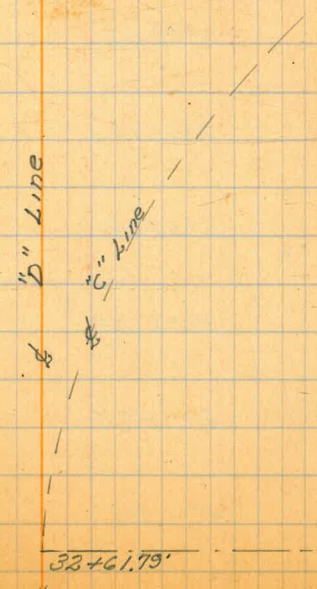


Walker
Bliss
Diary
No. 18-30

ALIGNMENT "D" LINE
TORREY PINES

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|---|--------|----------|--------------|---|------------------|
| 38+00 = P.O.C. | | 3°07.37' | | $\Delta = 55^{\circ}19'$ $R = 1500'$ | |
| +50 | | 1°10.07' | | ST. 786.12' $L = 1448.18'$ | |
| 37+00 | | 0°12.78' | | | |
| 18884 = B.C. | | RT. | | | |
| 33833 = POST = P.I. "C" line P-13 | | | | | |
| 36+00 | | | | | |
| 35+00 | | | | | |
| 34+00 | | | | | |
| 33+00 | | | | | |
| 32+61.79 = P.O.T. on "D" line = B.C. "C" line | | | | | |

Abandoned
See pages 26 to 41
for final location "D" line



"D" LINE

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|----------------|------------------|-----------|--------------|------------|------------------|
| +50 | POC Nail | 14°32.20' | | | |
| 44+00 | | 13°34.91' | | | |
| +50 | | 13°37.61' | | | |
| 43+00 | | 11°40.32' | | | |
| +50 | | 10°43.03' | | | |
| 42+00 | <i>Abandoned</i> | 9°45.73' | | | |
| +50 | | 8°48.43' | | | |
| 41+00 | | 7°51.14' | | | |
| +50 | | 6°53.84' | | | |
| 40+00 = P.O.C. | | 5°56.55' | | | |
| +50 | | 4°59.25' | | | |
| 39+00 | | 4°01.96' | | | |
| +50 | | 3°04.66' | | | |

"D" LINE

| Station | Align. | Defin. | True Bearing | Curve Data | Magnetic Bearing |
|------------------|--------|-----------|--------------|------------|------------------|
| +50 | | 25°59.75' | | | |
| 50 +00 | | 25°02.45' | | | |
| +50 | | 24°05.15' | | | |
| 49 +00 | | 23°07.86' | | | |
| +75 = P.O.C | | | | | |
| +50 | | 22°10.56' | | | |
| 48 +00 | | 21°13.27' | | | |
| +50 | | 20°15.97' | | | |
| 47 +00 | | 19°18.68' | | | |
| +50 | | 18°21.39' | | | |
| 46 +00 | | 17°24.09' | | | |
| +50 - P.O.C Nail | | 16°26.79' | | | |
| 45 +00 | | 15°29.50' | | | |
| +74 X = P.I. | | | | | |

Abandoned

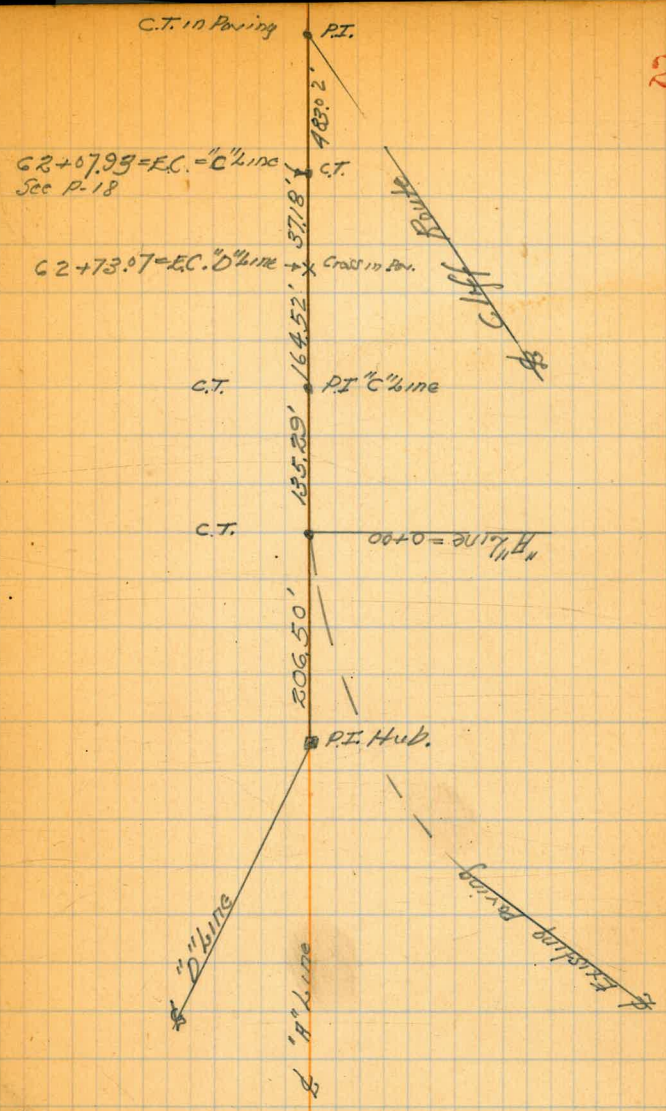
"D" LINE

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|---------------|-----------|-----------|--------------|--------------------------|------------------|
| 57+00 | | 6°35.34' | | | |
| +50 | | 5°47.50' | | | |
| 56+00 | | 4°59.76' | | $\Delta = 31^{\circ}25'$ | |
| | | | | $R = 1800'$ | |
| +50 | | 4°12.01' | | $ST = 506.31$ | |
| | | | | $L = 986.98'$ | |
| 55+00 | Abandoned | 3°24.26' | | | |
| +50 | | 2°36.52' | | | |
| 54+00 | | 1°48.77' | | | |
| +50 | | 1°01.02' | | | |
| 53+00 | | 0°13.38' | | | |
| +86.03 = B.C. | | Lt | | | |
| 52+00 | | | | | |
| +37.02 = E.C. | | 27°33.50' | | | |
| 51+00 | | 26°57.04' | | | |

"D" LINE

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|------------|----------------------|-----------|--------------|------------|------------------|
| +73.07=EC. | | 15°42.5' | | | |
| +50 | | 15°30.45' | | | |
| 62+00 | | 14°32.71' | | | |
| +50 | | 13°44.96' | | | |
| 61+00 | Abandoned | 12°57.22' | | | |
| +50 | | 12°09.47' | | | |
| 60+00 | | 11°21.72' | | | |
| +50 | | 10°34' | | | |
| 59+00 | | 9°46.23' | | | |
| +50 | | 8°58.49' | | | |
| 58+00 | | 8°10.74' | | | |
| +50 | | 7°23.0' | | | |

Abandoned
See pages 26 to 41
for final location "D" line



Walker
J. M. Glass
L. Dreher
K. Walker
6-23-30

Alignment "D" - LINE

FINAL LOCATION

| Station | Align | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|---------|-------|--------|--------------|------------|------------------|
|---------|-------|--------|--------------|------------|------------------|

+50

396+00

Note: Station 0+00 = Pueblo Line = North Line
57480# Ave on West of Rose Canyon
= 0+00 Rose Canyon Road

See Page 29 for ties into Station 43+44.77.
= P.C. of first curve

For Cross Sections see Book 1399 Page
And Book 1401 Page 1-22

Alignment D-LINE

| Station | Align. | Defln. | True Bearing | Curve Data | MAGNETIC BEARING |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

+50

402+00

+50

401+00

+50

400+00

+50

399+00

+50

398+00

+50

397+00

Alignment "D" Line

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

+50

408+00

+50

407+00

+50

406+00

+50

405+00

+50

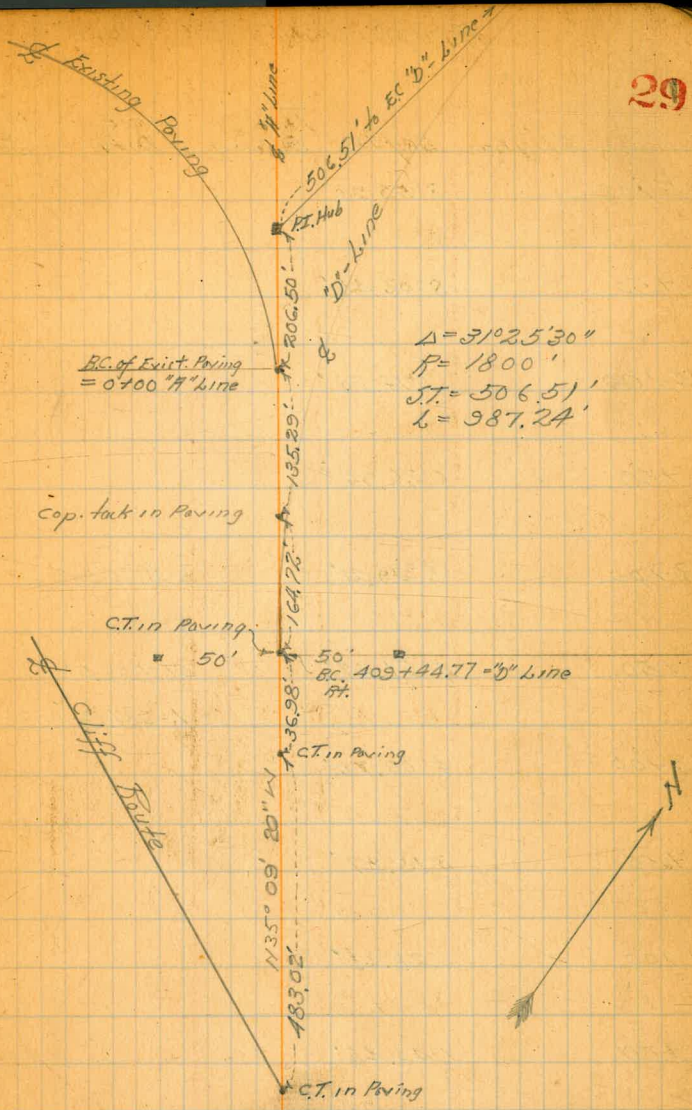
404+00

+50

403+00

Alignment "D" Line

| Station | Align. | Def'n | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|-------|--------------|------------|------------------|
|---------|--------|-------|--------------|------------|------------------|



Note: All B.P.s 2"x2" Redwood Hubs
And are 90° From & Unless otherwise
Noted

Alignment "D" LINE

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|----------------|--------|----------|--------------|-------------|------------------|
| 415+00 | | 8°50.20' | | | |
| +50 | | 8°02.45' | | | |
| 414+00 | | 7°14.70' | | | |
| +50 | | 6°26.96' | | | |
| 413+00 | | 5°29.21' | | Δ=31°25'30" | |
| | | | | R=1800' | |
| +50 | | 4°51.47' | | ST=506.51' | |
| | | | | L=387.24' | |
| 412+00 | | 4°03.72' | | | |
| +50 | | 3°15.97' | | | |
| 411+00 | | 2°28.23' | | | |
| +50 | | 1°46.48' | | | |
| 410+00 | | 0°52.73' | | | |
| +50 | | 09.99' | | | |
| 409+44.77=B.C. | | | RT | | |

Lead plug
cap. back 111 ft.

RR = 50' • 50' = RR

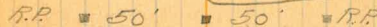
For Detail this tie see page 29

"D" - Line

| Station | Align | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|-------------------|-----------------|----------------------|--------------|------------|------------------|
| 421+00 | | 0°23.58' | | | |
| 179.43 | BC | Lt. | | N.G. | |
| | | 147.41' | | | |
| 420+00 | | | N 3°43'50"W | | |
| | | + 57.16 | New E.C. | | |
| 432.01 | E.C. | 15°42.76' | | | |
| 419+00 | | 15°12.16' | | | |
| | | + 50 | | | |
| 418+00 | | 13°36.67' | | | |
| | | + 50 | | | |
| 417+00 | | 12°01.18' | | | |
| | | + 50 | | | |
| 416+00 | | 10°25.69' | | | |
| | | + 50 | | | |
| | | 9°37.94' | | | |



CT + X in Pav. set 9-6-32



Alignment "D" LINE

| Station | Align. | Def'n | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|-----------|--------------|-------------------|------------------|
| 427+00 | | 11°51.12' | | | |
| +75 | | 11°22.47' | | | |
| +50 | | 10°53.82' | | | |
| +25 | | 10°25.17' | | | |
| 426+00 | | 9°56.53' | | $\Delta = 55°19'$ | |
| +75 | | 9°27.88' | | $R = 1500'$ | |
| +50 | | 8°59.23' | | $ST = 786.12'$ | |
| +25 | | 8°30.59' | | $L = 1448.18'$ | |
| 425+00 | | 8°01.94' | | | |
| +75 | | 7°33.29' | | | |
| +50 | | 7°04.64' | | | |
| +25 | | 6°38.00' | | | |
| 424+00 | | 6°07.35' | | | |
| +75 | | 5°38.70' | | | |
| +50 | | 5°10.05' | | | |
| +25 | | 4°41.41' | | | |
| 423+00 | | 4°12.76' | | | |
| +75 | | 3°44.11' | | | |
| +50 | | 3°15.46' | | | |
| +25 | | 2°46.82' | | | |
| 422+00 | | 2°18.17' | | | |
| +91.63 | New BC | | | | |
| +50 | | 1°20.87' | | | |

421+91.63 = New BC

□ CT+X in New Pav.
set 9-6-32

Alignment "D" line

33

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|----------------------|--------|-----------|--------------|------------|------------------|
| +50 | | 24°15.95' | | | |
| 433 +00 | | 23°18.66' | | | |
| +50 | | 22°21.36' | | | |
| +11.44 = P.C. II | | 21°22.39' | | | |
| 432 +00 | | 21°24.07' | | | |
| +50 | | 20°26.77' | | | |
| 431 +00 | | 19°23.48' | | | |
| +50 | | 18°32.18' | | | |
| 430 +00 | | 17°34.83' | | | |
| +50 | | 16°37.59' | | | |
| 429 +00 | | 15°40.3' | | | |
| +50 | | 14°43.00' | | | |
| 428 +00 = P.O.C. NW1 | | 13°45.71' | | | |
| +50 | | 12°48.41' | | | |

Alignment D'line

| Station | align. | Deflin. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|---------|--------------|------------|------------------|
|---------|--------|---------|--------------|------------|------------------|

+54.65 = P.O.T Hub

+50

439+00

+50

438+00

892.76'

115°02'50"W

Terry Pine 8" dia. 20' High
+50 41'

+50

437+00

+50

436+00

+78.11 = P.O.T

435+29.27 P.O.T =

435+27.60 Old EC.

+50

R.P. 50' 50' R.P.

+27.60 = E.C.

27°29.50' ✓

435+00

27°07.84'

Sta 435+19.23 = New EC. CT + X in Pav. set 9-6-32

+50

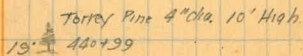
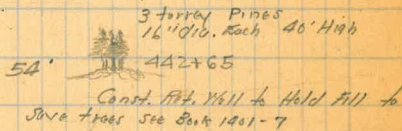
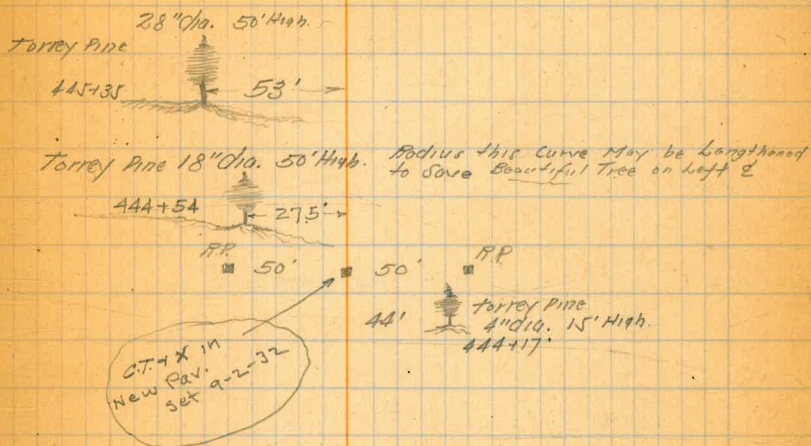
26°10.54'

434+00

25°13.25'

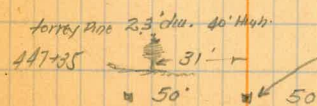
Alignment - "D" Line

| Station | Dist. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|---------------|---------|-----------|--------------|--------------------------------|------------------|
| 446 +00 | | 3° 25.84' | | | |
| +75 | | 2° 57.19' | | | |
| +50 | | 2° 28.55' | | $\Delta = 11^{\circ} 03' 45''$ | |
| +25 | | 1° 59.90' | | $R = 1500'$ | |
| 445 +00 | | 1° 31.25' | | $ST. 145.26'$ | |
| +75 | | 1° 02.61' | | $L = 289.61'$ | |
| +50 | | 0° 33.96' | | | |
| +25 | | 0° 05.31' | | | |
| +20.36 = B.C. | ✓ | $Rt.$ | | | |
| 444 +00 | | | | | |
| +50 | | | | | |
| 443 +00 | | | | | |
| | 892.76' | | | | |
| +50 | | | | | |
| 442 +00 | | | | | |
| +50 | | | | | |
| 441 +00 | | | | | |
| +50 | | | | | |
| 440 +00 | | | | | |



Alignment "D" line

| Station | Align | Deflin | True Bearing | Curve Data | Magnetic Bearing |
|-----------------|-------|-----------|-----------------|------------|------------------|
| 452 +00 | | | | | |
| +50 | | | | | |
| 451 +00 | | | | | |
| +50 | | | N 47° 59' 05" W | | |
| 450 +00 | | 1480.41' | | | |
| +50 | | | | | |
| 449 +00 | | | | | |
| +50 | | | | | |
| +34.65 = P.O.T. | | | | | |
| 448 +00 | | | | | |
| +50 | | | | | |
| +09.97 = E.C. | | 5° 31.84' | | | |
| 447 +00 | | 5° 20.43' | | | |
| | | 1° 51.77' | | | |
| +50 | | 1° 23.14' | | | |
| 447 +25 | | 3° 54.46' | | | |



C.T. + X cut in New Pav.
set 9-2-32

Note: to Save Tree Make Vertical
cut opp. road Build Ret Wall to Hold
Bank, or Use longer Radius
in this Curve.

Alignment "D" line

37

| Station | Align. | Defln. | True Bearing | Curve Data |
|---------|--------|--------|--------------|------------|
|---------|--------|--------|--------------|------------|

+50

458+00

+50

457+00

+50

456+00

1480.41'

+50

455+00

+52.14° P.O.T.

+50

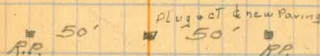
454+00

+50

453+00

Alignment "D" line

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|-------------|--------|----------|--------------|------------|------------------|
| +50 | | 6°06.25' | | | |
| +75 | | 5°37.60' | | | |
| 464+00 | | 5°08.95' | | A=41°18' | |
| +75 | | 4°40.31' | | R=1500' | |
| +50 | | 4°11.66' | | ST=565.30' | |
| +25 | | 3°43.01' | | L=1081.23' | |
| 463+00 | | 3°14.36' | | | |
| +75 | | 2°45.71' | | | |
| +50 | | 2°17.07' | Edge Mark | | |
| +25 | | 1°48.42' | | | |
| 462+00 | | 1°19.77' | | | |
| +75 | | 0°51.13' | | 1881 | |
| +50 | | 0°22.48' | | 1876 | |
| +30.38=B.C. | | Pt. | | | |
| 461+00 | | | | | |
| +50 | | | | | |
| 460+00 | | 1430.41' | | | |
| +50 | | | | | |
| 459+00 | | | | | |



Alignment "D" Line

39

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|--------|--------------|------------|------------------|
| | | | 18°02.44' | | |
| +50 | | | 17°33.79' | | |
| | | | 17°05.14' | | |
| 470 +00 | | | 16°36.49' | | |
| | | | 16°07.84' | | |
| +50 | | | 15°39.20' | | |
| | | | 15°10.55' | | |
| 469 +00 | | | 14°41.90' | | |
| | | | 14°13.26' | | |
| +50 | | | 13°44.61' | | |
| | | | 13°15.96' | | |
| 468 +00 | | | 12°47.31' | | |
| | | | 12°18.67' | | |
| +50 | | | 11°50.02' | | |
| | | | 11°21.39' | | |
| 467 +00 | | | 10°52.72' | | |
| | | | 10°24.07' | | |
| +50 | | | 9°55.43' | | |
| | | | 9°26.77' | | |
| 466 +00 | | | 8°58.13' | | |
| | | | 8°29.48' | | |
| +50 | | | 8°00.84' | | |
| | | | 7°32.19' | | |
| 465 +00 | | | 7°03.54' | | |
| 464 +75 | | | 6°34.90' | | |

Alignment "D" Line

40

| Station | Align. | Def'n. | True Bearing | Curve Data | Magnetic Bearing |
|----------------------|--------|-----------------------------|--------------|------------|------------------|
| 486+07 ⁸⁰ | EC. | | | | |
| 485 | | 2° 06' 52" | | | |
| 486 | | 2° 03' | | | |
| +75 | | 1° 50.75' | | | |
| | | 1° 38.47' | | | |
| +50 | | 1° 39' | | | |
| +25 | | 1° 26.20' | | | |
| 485 | | 1° 14' | | | |
| +75 | | 1° 01.65' | | | |
| | | 0° 49.37' | | | |
| +50 | | 0° 49' | | | |
| +25 | | 0° 37.10' | | | |
| | | 0° 24.82' | | | |
| 484 | | 0° 25' | | | |
| +75 | | 0° 55' 0° 12.55' | | | |
| 483+49 ⁴⁵ | BC. | | | | |
| | | 0° 00' | | | |
| +1161 | EC. | | | | |
| | | 30° 39.0' | | | |
| 478+00 | | 30° 25.67' | | | |
| | | 19° 57.03' | | | |
| +50 | | 19° 28.38' | | | |
| | | 18° 59.73' | | | |
| 471+00 | | 18° 31.08' | | | |

G.A. 11.0
1/22

Lead Plug & CT. & new Paving

Lead Plug & CT. & new Paving

Lead Plug & CT. & new Paving
50' RP 50' RP

For Detail Tier see Page 41

Alignment "D" Line

41

| Station | Align. | Defln. | True Bearing | Curve Data | Magnetic Bearing |
|---------|--------|--------|--------------|------------|------------------|
|---------|--------|--------|--------------|------------|------------------|

Station 82+15.90 = P.A.T.
= JAEGER'S Cliff line

836.01'

Lead Plug + Copper Tack
X in New Pavement
Set 9-2-32

50' P.P.
E.C. 472+11.61

$\Delta = 41^{\circ}18'$
 $R = 1,500'$
 $S.T. = 565.30'$
 $L = 1,081.23'$

565.30'

1518'

"D" LINE

565.30'

Lead Plug + C.T.
X in New Pavement
Set 9-2-32

50' P.P.
V.B.C. 461+30.38

Station 66+51.42 = JAEGER'S Cliff Line

PP 50'

Station Align. Defln. True Bearing Curve Data. Magnetic Bearing

7-21-30
Mills
28 Hugh
Malloch
Kanagy

Culvert Profiles "D" Line Touray Pines Grade

Culvert #1. Sta. 411+95 ± 24"
on Radial Line

| BM | 5.3 | 351.0 | 345.7 | ± at 412+00 |
|--------------|-----|-------|-------|-------------|
| 70' Lt. of ± | | | 10.3 | 340.7 |
| 40. " " " | | | 8.7 | 342.3 |
| 30. " " " | | | 3.8 | 347.2 |
| 1. " " " | | | 3.4 | 347.6 |
| ± | | | 4.2 | 346.8 |
| 5' Rt. of ± | | | 6.4 | 344.6 |
| 43. " " " | | | 7.0 | 344.0 |
| 52. " " " | | | 9.0 | 342.0 |
| 80. " " " | | | 12.4 | 338.6 |
| 113. " " " | | | 17.4 | 333.6 |
| 133. " " " | | | 20.2 | 330.8 |
| 150. " " " | | | 25.3 | 325.7 |
| 160. " " " | | | 32.0 | 319.0 |
| 165. " " " | | | 43.0 | 308.0 |

Culvert #2. Sta. 420+15 ± 24"

BM. A 60°45' Lt. from B.S. Sta 419+32nd C.C.

| BM | 2.7 | 289.9 | 287.2 | ± at 420+00 |
|--------------|-----|-------|-------|---------------|
| ± | | | 4.4 | 285.5 |
| 30' Rt. of ± | | | 18.0 | 271.9 |
| 52. " " " | | | 27.0 | 262.9 |
| 67. " " " | | | 33.0 | 256.9 in wash |
| 80. " " " | | | 35.2 | 254.7 " " |

43

Culvert #3. Sta. 425+50 ± 24"
± 98°30' Rt. from F.S. Sta 426+00

| BM | 5.4 | 222.6 | 217.2 | ± at 425+50 |
|-----------------|-----|-------|-------|---------------|
| 65' to Rt. of ± | | | 234.6 | 210.6 in wash |
| 45. " " " " | | | 0.7 | 221.9 in wash |
| ± | | | 5.4 | 217.2 " " |
| 35' to Lt. of ± | | | 12.1 | 210.5 " " |
| 60. " " " " | | | 9.1 | 213.5 " " |
| 75. " " " " | | | 19.2 | 203.4 " " |
| 90. " " " " | | | 20.8 | 201.8 " " |
| 100. " " " " | | | 15.7 | 206.9 " " |

Culvert #4. Sta. 430+50 ± 30"

± 52°11' Rt. from B.S. Sta 429+50

| BM | 5.0 | 138.7 | 133.7 | ± at 430+50 |
|------------------|-----|-------|-------|-------------|
| 150' to Lt. of ± | | | + 8.5 | 147.2 |
| 100' to " " " | | | + 5.3 | 144.0 |
| 50. " " " " | | | + 1.3 | 140.0 |
| ± | | | 5.0 | 133.7 |
| 50' to Rt. of ± | | | 10.1 | 128.6 |
| 100. " " " " | | | 14.3 | 124.4 |
| 150. " " " " | | | 17.0 | 121.7 |
| 200. " " " " | | | 21.3 | 117.4 |

Δ87°30'
o.k.

Culvert Profiles "D" Linu Torrey Pines Grade

Culvert #5 Sta 432+75 ϕ 18"
Lt. from F.S. Sta 433+50
NG $\Delta 57^{\circ}30'$
B.M. 5.0 183.3 178.1 50' Lt Sta 433.0

| | | | |
|----------------------|-------|-------|---------------------|
| 55' to Lt of ϕ | 5.1 | 178.2 | |
| B.M. 3.0 | 160.1 | 157.1 | ϕ at Sta 433.0 |
| 17' to Lt of ϕ | 5.0 | 155.1 | |
| ϕ | 9.3 | 150.8 | |
| T.P. 0.0 | 143.7 | 14.4 | 143.7 |
| 15' to Rt. of ϕ | 3.0 | 140.7 | |
| 40' " " " " | 6.6 | 137.1 | wash |
| 65' " " " " | 7.8 | 135.9 | |
| 100' " " " " | 14.5 | 127.2 | |
| 140' " " " " | 26.0 | 117.7 | |

Culvert #6 Sta 437+12 ϕ 18"

$\Delta 122^{\circ}05'$ Lt. from F.S. at Sta 437+50

| | | | |
|----------------------|-------|-------|----------------------|
| B.M. 11.0 | 170.2 | 159.2 | ϕ at Sta 437+25 |
| 60' to Lt of ϕ | 1.8 | 168.4 | Wash |
| 45' " " " " | 4.8 | 165.4 | " |
| 30' " " " " | 7.2 | 163.0 | " |
| ϕ T.P. 0.8 | 158.3 | 12.7 | 157.5 |
| 30' to Rt. of ϕ | 6.2 | 152.1 | " |
| 55' " " " " | 10.2 | 148.1 | " |
| | 13.8 | 144.5 | " |

Culvert #7 Sta 439+15 ϕ 24"

$\Delta 67^{\circ}56'$ Rt from F.S. on Sta 439+50

44

| | | | |
|---------------------------------|-------|-------|-------------------|
| B.M. 9.0 | 121.4 | 112.4 | ϕ Sta 439+20 |
| 80' to Lt. of ϕ | 0.0 | 121.4 | |
| 6' E. of above in Wash | 1.7 | 119.7 | |
| 60' to Lt. of ϕ " " | 4.4 | 117.0 | |
| 45' to Lt of ϕ | 3.6 | 117.8 | |
| 5' E. of above in wash. | 7.2 | 114.2 | |
| 25' to Lt. of ϕ " " | 8.2 | 113.2 | |
| 15' " " " " | 4.6 | 116.8 | |
| 6' to W. of above in wash | 9.0 | 112.4 | |
| ϕ | 9.2 | 112.2 | |
| T.P. | | | |
| 35' to Rt of ϕ 7.4 in wash | 11.7 | 109.7 | 109.7 |
| 41' " " " " | 3.6 | 117.8 | |
| 6' E. of above in wash. | 8.6 | 112.8 | |
| 40' to Rt. of ϕ " " | 9.1 | 112.3 | |
| 100' " " " " " " | 12.0 | 109.4 | |

Culvert #8 Sta 443+40 ϕ 30" Pipe

at 96°00' from Tangent.

| | | | |
|----------------------|-------|-------|--|
| B.M. 8.7 | 125.9 | 117.2 | |
| 50' to Lt. of ϕ | 2.0 | 123.9 | |
| 25' " " " " | 5.2 | 120.7 | |
| ϕ | 9.2 | 116.7 | |
| 35' to Rt. of ϕ | 14.0 | 112.9 | |
| 70' " " " " | 19.2 | 106.7 | |

Culvert Profiles "D" Line Torrey Pines

Culvert #9 Sta 451+50 ϕ 24"
at 90°-00' from Tangent

| | | |
|-------------------------|-------|-------|
| 91 | 104.1 | 95.00 |
| 50' to Lt. of ϕ | 1.2 | 102.9 |
| 25 " " " " | 5.2 | 98.9 |
| ϕ | 9.1 | 95.0 |
| 25 " Rt. " " TR 26 94.7 | 12.0 | 92.1 |
| 50 " " " " | 6.0 | 88.7 |
| 75 " " " " | 9.5 | 85.2 |
| 100 " " " " | 12.0 | 82.7 |
| 125 " " " " | 14.4 | 80.3 |

Culvert #10. Sta.

Culvert #1 Sta. 402+00
on Radial line
381.35

45

| | | |
|--------------------|------|-------|
| 100' Lt. of ϕ | 9.0 | 372.3 |
| 60 " " " | 7.5 | 373.8 |
| 25 " " " | 5.1 | 376.2 |
| 20 " " " | 4.5 | 376.9 |
| 14 " " " | 1.9 | 379.4 |
| 10 " " " | 1.7 | 379.6 |
| 8 " " " | 2.0 | 379.3 |
| ϕ | 1.8 | 379.5 |
| 8' Rt. of ϕ | 2.0 | 379.4 |
| 10 " " " | 1.7 | 379.6 |
| 25 " " " | 2.8 | 378.5 |
| 30 " " " | 2.8 | 378.5 |
| 35 " " " | 12.6 | 368.7 |
| 45 " " " | 17.6 | 363.7 |
| 75 " " " | 36.0 | 345.3 |
| 100 " " " | 29.7 | 351.6 |

Culvert Profiles Torrey Pines D Line

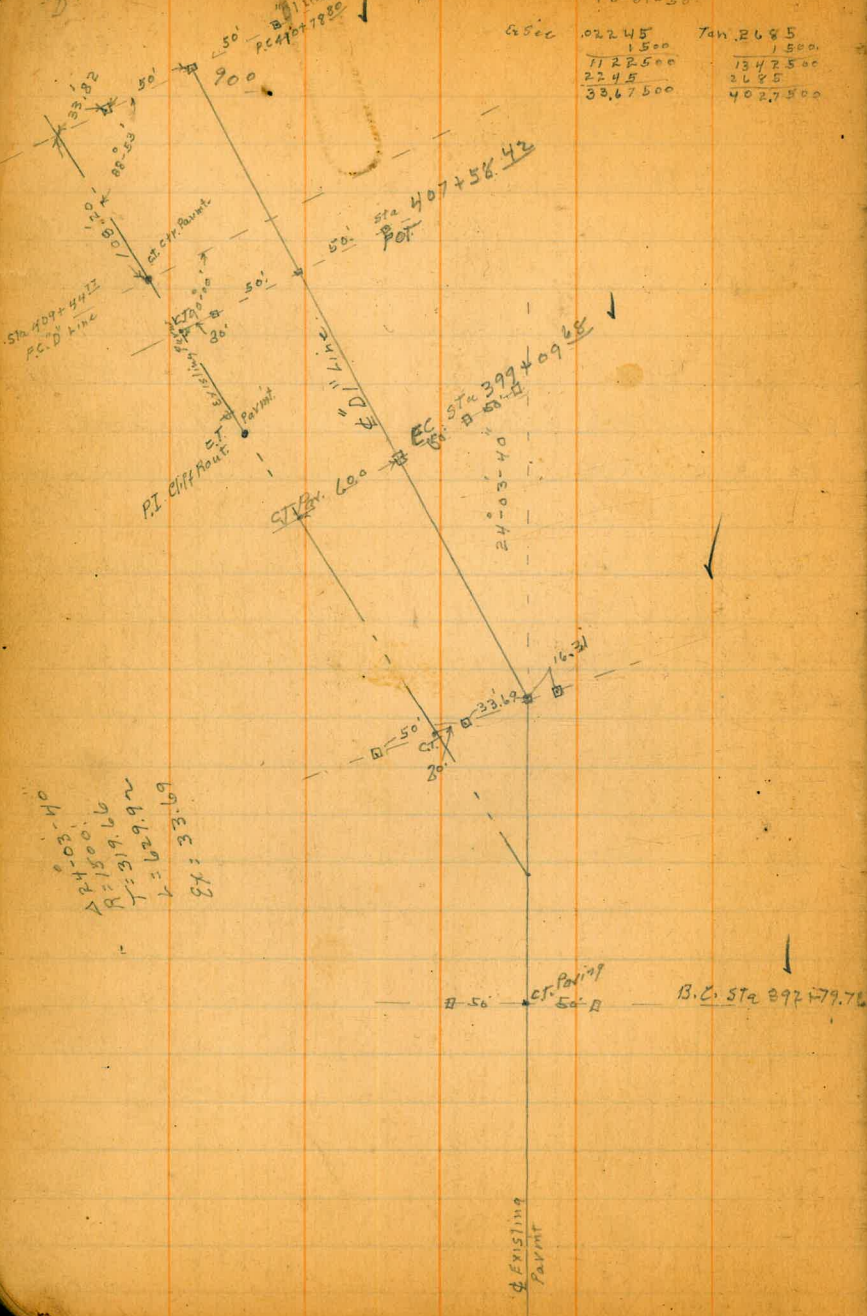
New Location Culvert 1-A Sta. 410+50
on Radial Line

357.01

| | | |
|--------------|------|-------|
| 75' Lt. of C | 9.3 | 347.7 |
| 50' Lt " " | 7.0 | 350.0 |
| 25. " " " | 6.1 | 350.9 |
| 11.2 " " " | 5.7 | 351.3 |
| C | 5.6 | 351.4 |
| 4.8 Rt. of C | 5.7 | 351.3 |
| 12 " " " | 5.7 | 351.3 |
| 25 " " " | 3.8 | 353.2 |
| 43 " " " | 4.2 | 352.8 |
| 45 " " " | 7.1 | 349.9 |
| 53 " " " | 9.1 | 347.1 |
| 60 " " " | 16.9 | 340.1 |
| 90 " " " | 21.5 | 335.5 |
| 100 " " " | 26.0 | 331.0 |
| 120 " " " | 35.4 | 321.6 |
| 130 " " " | 43.9 | 313.1 |

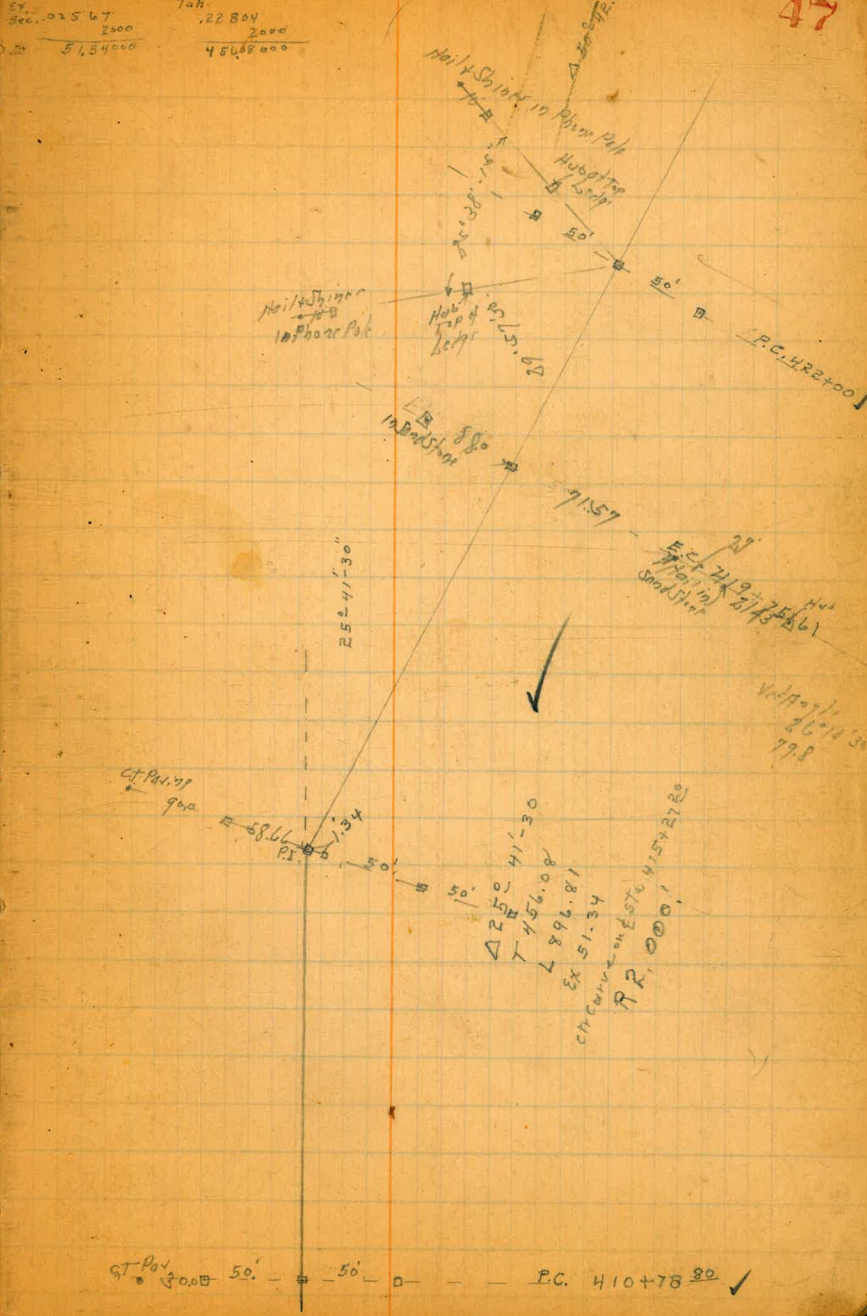
46

DI. Line = Relocation Torrey Pines



24.03.40
 Δ 24.500
 R = 919.66
 L = 126.92
 EX = 33.19
 Δ 1.33

2. (25-41-30
12-50-45



ST. PAV 30.00 50' - 50' - - - P.C. 410+78.80 ✓

48

D Line Cross Section

Sta. 414+75 to 414+10

Note 721+50 to 415+1
Sec 1/4 of Page 32

353/2

721+30
D 552
North
Method
Kenny
2011/12
318.76
18.68
331.34

| | | | |
|--------------------|--------|-------|--------|
| BM | 764 | 353/2 | 345.98 |
| | 414+75 | | 299.5 |
| 60 Pt. = East of L | | 55.0 | 298.1 |
| 50 Pt | | 51.6 | 301.5 |
| 25 Pt | | 35.3 | 317.8 |
| L | | 16.1 | 337.0 |
| 5 Lt | | 8.8 | 344.3 |
| 10 Lt | | 6.1 | 347.0 |
| 25 Lt | | 5.6 | 347.5 |
| 50 Lt | | 5.5 | 347.6 |
| 100 Lt = West of L | | 8.8 | 344.3 |
| | 414+50 | | |
| 100 Lt | | 9.7 | 343.4 |
| 75 Lt | | 7.9 | 345.2 |
| 50 Lt | | 7.1 | 346.0 |
| 25 Lt | | 5.4 | 347.7 |
| 10 Lt | | 5.0 | 348.1 |
| L | | 9.0 | 344.1 |
| 25 Pt | | 33.6 | 319.5 |
| 50 Pt | | 51.2 | 301.9 |
| 55 Pt | | 53.5 | 299.6 |
| | 414+25 | | |
| 50 Pt | | 51.8 | 301.3 |
| 25 Pt | | 34.0 | 319.1 |
| L | | 1.9 | 344.2 |

| | | |
|--------|--------|-------|
| 6 Lt | 5.0 | 348.1 |
| 25 Lt | 7.2 | 345.9 |
| 50 Lt | 7.1 | 346.0 |
| 75 Lt | 9.5 | 343.6 |
| 100 Lt | 9.0 | 343.3 |
| | 414+10 | |
| 100 Lt | 9.2 | 343.9 |
| 75 Lt | 9.5 | 343.6 |
| 50 Lt | 7.5 | 345.6 |
| 25 Lt | 7.1 | 346.0 |
| L | 6.1 | 347.0 |
| 25 Pt | 30.2 | 322.9 |
| 50 Pt | 49.3 | 303.8 |
| | 413+75 | |
| 50 Pt | 48.3 | 304.8 |
| 25 Pt | 29.1 | 324.0 |
| 12 Pt | 16.1 | 337.0 |
| 10 Pt | 8.8 | 344.3 |
| L | 5.7 | 347.4 |
| 25 Lt | 6.9 | 346.2 |
| 50 Lt | 8.0 | 345.1 |
| 75 Lt | 9.6 | 343.5 |
| 95 Lt | 9.1 | 344.0 |
| | 413+50 | |
| 75 Lt | 10.0 | 343.1 |
| 50 Lt | 9.0 | 344.1 |

35312

| | | |
|-------|------|-------|
| 25 Lt | 7.1 | 346.0 |
| 2 | 5.3 | 347.8 |
| 15 Pt | 8.5 | 344.6 |
| 17 Pt | 12.2 | 340.9 |
| 25 Pt | 19.0 | 334.1 |
| 50 Pt | 38.4 | 314.7 |
| 60 Pt | 47.1 | 306.0 |

413+25

| | | |
|-------|------|-------|
| 50 Pt | 47.0 | 306.1 |
| 25 Pt | 32.5 | 320.6 |
| 13 Pt | 24.2 | 328.9 |
| 12 Pt | 27 | 344.4 |
| 2 | 6.0 | 347.1 |
| 25 Lt | 7.5 | 345.6 |
| 50 Lt | 9.4 | 343.7 |
| 75 Lt | 10.4 | 342.7 |

413+0

| | | |
|-------|------|-------|
| 75 Lt | 10.8 | 342.3 |
| 50 Lt | 10.2 | 342.9 |
| 25 Lt | 8.7 | 344.4 |
| 2 | 8.2 | 344.9 |
| 5 Pt | 8.6 | 344.5 |
| 6 Pt | 16.6 | 336.5 |
| 25 Pt | 29.3 | 323.8 |
| 50 Pt | 46.9 | 306.2 |

412+75

>

311.50

35312

| | | |
|-------|------|-------|
| 80 Pt | 45.8 | 307.3 |
| 50 Pt | 34.8 | 318.3 |
| 25 Pt | 25.4 | 327.7 |
| 20 Pt | 22.8 | 330.3 |
| 18 Pt | 14.0 | 339.1 |
| 2 | 8.9 | 344.2 |
| 25 Lt | 8.9 | 344.2 |
| 50 Lt | 9.7 | 343.4 |
| 75 Lt | 10.4 | 342.7 |

412+50

| | | |
|-------|------|-------|
| 70 Lt | 9.9 | 343.2 |
| 50 Lt | 9.0 | 344.1 |
| 25 Lt | 8.8 | 344.3 |
| 12 Lt | 9.0 | 344.1 |
| 2 | 12.1 | 341.0 |
| 25 Pt | 17.0 | 336.1 |
| 50 Pt | 22.3 | 330.8 |
| 75 Pt | 25.1 | 328.0 |
| 85 Pt | 29.2 | 323.9 |
| 87 Pt | 40.1 | 313.0 |

412+25

| | | |
|-------|------|-------|
| 90 Pt | 38.8 | 314.3 |
| 85 Pt | 30.3 | 322.8 |
| 15 Pt | 21.6 | 328.5 |
| 50 Pt | 20.6 | 332.5 |

TP

627

350.85

18.51

344.52

Rain
50

Level 42

3312 Pt

313.00

314.50

350.95

| | | |
|--------|------|---------|
| 25' Pt | 14.5 | 336.4 ✓ |
| 25' Pt | 11.1 | 339.8 ✓ |
| 25' Pt | 6.5 | 344.4 |
| 50' Pt | 6.0 | 344.9 |
| 75' Pt | 6.8 | 344.1 |
| 70' Pt | 5.2 | 345.7 |
| 50' Pt | 5.4 | 345.5 |
| 25' Pt | 7.8 | 343.1 |
| 25' Pt | 11.0 | 339.9 |
| 25' Pt | 13.7 | 337.2 |
| 25' Pt | 15.5 | 335.4 |
| 50' Pt | 19.0 | 331.9 |
| 75' Pt | 25.4 | 325.5 |
| 85' Pt | 29.3 | 321.6 |
| 90' Pt | 34.8 | 316.1 |
| 90' Pt | 35.5 | 315.4 |
| 75' Pt | 29.7 | 321.2 |
| 50' Pt | 22.7 | 328.2 |
| 25' Pt | 15.7 | 335.2 |
| 25' Pt | 12.4 | 338.5 |
| 25' Pt | 6.8 | 349.1 |
| 30' Pt | 4.0 | 346.9 |
| 50' Pt | 2.6 | 348.3 |
| 60' Pt | 4.3 | 346.6 |

412.10

316.0

411.75

317.5

350.95

| | | |
|--------|--------|--------|
| 65' Lt | 2.3 | 348.6 |
| 50' Lt | 2.3 | 348.6 |
| 40' Lt | 3.0 | 347.9 |
| 25' Lt | 7.1 | 343.8 |
| 25' Pt | 12.7 | 338.2 |
| 50' Pt | 16.5 | 334.4 |
| 65' Pt | 21.5 | 329.4 |
| TP | 30.6 | 320.3 |
| Star 1 | 6.14 | 356.85 |
| Star 2 | 6.14 | 356.85 |
| 60' Pt | 0.14 | 350.71 |
| 60' Pt | 411.25 | 320.4 |
| 50' Pt | 36.5 | 328.5 |
| 25' Pt | 28.4 | 334.0 |
| 25' Pt | 22.9 | 337.5 |
| 25' Lt | 19.4 | 347.5 |
| 29' Lt | 9.4 | 351.9 |
| 50' Lt | 5.0 | 351.7 |
| 65' Lt | 5.2 | 350.3 |
| 65' Lt | 6.6 | 351.8 |
| 50' Lt | 5.1 | 352.5 |
| 37' Lt | 4.4 | 351.9 |
| 25' Lt | 5.0 | 346.1 |
| 25' Lt | 10.8 | 337.7 |
| 25' Pt | 19.2 | 331.3 |
| 25' Pt | 25.1 | 331.3 |

411.50

411.10

8-1-80

51

319.0

Level 11' 2

331.347

TP331.25

on rock

30' Lt

211.735

320.5

Level 11'

331.057

7.38

340.331

322.0

856.85

| | | | |
|-------|------|-------|------------------|
| 55 ft | 35.5 | 321.4 | |
| | | | 410478.90 - P.C. |
| 35 ft | 33.0 | 323.9 | |
| 25 ft | 27.6 | 329.3 | |
| 15 ft | 19.8 | 337.1 | |
| 5 ft | 14.5 | 342.4 | |
| 25 ft | 10.2 | 346.7 | |
| 37 ft | 4.6 | 352.3 | |
| 50 ft | 3.6 | 353.3 | 67 Hubs |
| 65 ft | 5.0 | 351.9 | |
| | | | 410450 |
| 68 ft | 4.4 | 352.5 | 325.0 |
| 50 ft | 3.6 | 353.3 | |
| 46 ft | 4.1 | 352.8 | |
| 25 ft | 12.2 | 344.7 | |
| 15 ft | 18.9 | 338.0 | |
| 5 ft | 20.2 | 336.7 | |
| 14 ft | 22.3 | 334.6 | |
| 25 ft | 27.8 | 329.1 | |
| 40 ft | 36.8 | 320.1 | |
| | | | 410425 |
| 50 ft | 36.5 | 320.4 | 331.5 |
| 25 ft | 24.7 | 332.2 | |
| 5 ft | 20.4 | 336.5 | |
| 15 ft | 18.0 | 338.9 | |
| 25 ft | 14.8 | 342.1 | |

856.85

52

| | | | |
|-------|------|-------|-----------|
| 40 ft | 9.5 | 347.4 | Level 1.2 |
| 45 ft | 5.7 | 351.2 | 340.33 |
| 50 ft | 3.3 | 353.6 | 337.25 |
| 60 ft | 2.7 | 354.2 | 337.33 |
| | | | 3419.81 |
| | | | 348.0 |
| | | | 41040 |
| 60 ft | 2.8 | 354.1 | |
| 50 ft | 2.8 | 354.1 | |
| 47 ft | 3.2 | 353.7 | |
| 45 ft | 6.8 | 350.1 | |
| 25 ft | 16.0 | 340.9 | |
| 5 ft | 20.5 | 336.4 | |
| 25 ft | 23.0 | 333.9 | |
| 50 ft | 26.2 | 330.7 | |
| | | | 409475 |
| 50 ft | 22.0 | 333.9 | |
| 25 ft | 21.2 | 335.6 | |
| 5 ft | 19.5 | 337.4 | |
| 25 ft | 14.3 | 342.6 | |
| 50 ft | 4.2 | 352.7 | |
| 45 ft | 2.1 | 354.8 | |
| 60 ft | 1.6 | 355.3 | |
| | | | 409450 |
| 60 ft | 0.7 | 356.2 | 331.0 |
| 50 ft | 1.1 | 355.8 | |
| 44 ft | 1.7 | 355.2 | |
| 43 ft | 4.1 | 352.8 | |

35685

Additional out on Pt
407 to 410 Sec 140
Page 76

| | | |
|--------|------|-------|
| 25' Lt | 10.5 | 346.4 |
| 25' Pt | 17.0 | 339.9 |
| 25' Lt | 19.3 | 337.6 |
| 50' Pt | 20.9 | 336.0 |

409125

| | | |
|--------|-------|--------|
| 50' Pt | 21.4 | 335.5 |
| 25' Pt | 18.9 | 338.0 |
| 25' Lt | 15.2 | 341.7 |
| 10' Lt | 13.6 | 343.3 |
| 25' Lt | 7.7 | 349.2 |
| TP | 12.02 | 367.41 |
| 38' Lt | 10.7 | 356.7 |
| 50' Lt | 16.4 | 357.0 |
| 60' Lt | 10.2 | 357.2 |

40910

| | | |
|--------|------|-------|
| 60' Lt | 9.0 | 358.4 |
| 50' Lt | 9.2 | 358.2 |
| 37' Lt | 10.0 | 357.4 |
| 25' Lt | 20.8 | 346.6 |
| 25' Lt | 24.5 | 342.9 |
| 25' Pt | 25.9 | 341.5 |
| 50' Pt | 31.4 | 336.0 |

408175

| | | |
|--------|------|-------|
| 50' Pt | 25.7 | 341.7 |
| 25' Pt | 21.8 | 345.6 |
| 25' Lt | 20.7 | 346.7 |

36741

53

| | | |
|--------|------|-------|
| 10' Lt | 17.7 | 349.7 |
| 25' Lt | 12.0 | 355.4 |
| 30' Lt | 9.3 | 358.1 |
| 50' Lt | 8.3 | 359.1 |
| 60' Lt | 8.2 | 359.2 |

408150

| | | |
|--------|------|-------|
| 60' Lt | 7.3 | 360.1 |
| 50' Lt | 7.6 | 359.8 |
| 25' Lt | 8.1 | 359.3 |
| 18' Lt | 8.4 | 359.0 |
| 15' Lt | 11.4 | 356.0 |
| 25' Pt | 13.6 | 353.8 |
| 50' Pt | 15.8 | 351.6 |
| 50' Pt | 17.8 | 349.6 |

408125

| | | |
|--------|------|-----------------|
| 50' Pt | 14.3 | 353.1 |
| 25' Pt | 12.0 | 355.4 |
| 25' Lt | 11.1 | 356.3 |
| 10' Lt | 10.5 | 356.9 |
| 14' Lt | 8.4 | 359.0 |
| 25' Lt | 7.47 | 359.91 = 359.93 |
| 25' Lt | 7.0 | 360.4 |
| 50' Lt | 5.9 | 361.5 |
| 60' Lt | 5.5 | 361.9 |

40810

| | | |
|--------|-----|-------|
| 60' Lt | 4.2 | 363.2 |
|--------|-----|-------|

Level 112

344.98 Pt

342.38

350.78 Pt

350.36

361.27 Pt

359.73

3385

367.41

| | | |
|-------|------|--------|
| 50 Lt | 2.6 | 364.8 |
| 25 Lt | 3.1 | 363.8 |
| ♀ | 4.7 | 362.7 |
| 25 Pt | 7.0 | 360.4 |
| 50 Pt | 11.2 | 356.2 |
| TP | 7.62 | 373.79 |

407.75

| | | |
|-------|------|-------|
| 60 Pt | 19.2 | 354.6 |
| 50 Pt | 14.6 | 359.6 |
| 25 Pt | 9.0 | 364.8 |
| ♀ | 7.0 | 366.8 |
| 25 Lt | 6.0 | 367.8 |
| 50 Lt | 7.1 | 366.7 |
| 57 Lt | 7.3 | 366.5 |
| 12 Lt | 11.3 | 362.5 |

407.50

| | | |
|-------|------|-------|
| 62 Lt | 10.5 | 363.3 |
| 57 Lt | 6.7 | 367.1 |
| 50 Lt | 6.4 | 367.4 |
| 25 Lt | 5.0 | 368.8 |
| ♀ | 4.8 | 369.0 |
| 25 Pt | 5.0 | 368.8 |
| 45 Pt | 8.8 | 365.0 |
| 50 Pt | 11.0 | 362.8 |
| 15 Pt | 19.4 | 354.4 |

407.125

343.0

373.79

| | | |
|-------|------|-------|
| 70 Pt | 25.1 | 348.7 |
| 15 Pt | 8.4 | 365.4 |
| 55 Pt | 5.5 | 368.3 |
| ♀ | 4.4 | 369.4 |
| 25 Lt | 4.8 | 369.0 |
| 50 Lt | 6.2 | 367.6 |
| 55 Lt | 6.8 | 367.0 |
| 60 Lt | 9.4 | 364.4 |

407.0

| | | |
|-------|------|-------|
| 60 Lt | 8.5 | 365.3 |
| 55 Lt | 6.0 | 367.8 |
| 56 Lt | 6.0 | 367.8 |
| 25 Lt | 5.0 | 368.8 |
| ♀ | 4.6 | 369.2 |
| 25 Pt | 5.2 | 368.6 |
| 40 Pt | 7.2 | 366.6 |
| 40 Pt | 22.5 | 351.3 |
| 55 Pt | 28.0 | 345.8 |

406.75

| | | |
|-------|------|-------|
| 70 Pt | 26.2 | 347.6 |
| 56 Pt | 13.4 | 360.4 |
| 40 Pt | 6.6 | 367.2 |
| 25 Pt | 4.0 | 369.8 |
| ♀ | 3.9 | 369.9 |
| 25 Lt | 4.7 | 369.1 |
| 50 Lt | 5.0 | 368.8 |

54

343.4

345.1

348.7

365.4

368.3

369.4

369.0

367.6

367.0

364.4

o.k.
346.0

365.3

367.8

367.8

368.8

369.2

368.6

366.6

351.3

345.8

347.6

360.4

367.2

369.8

369.9

369.1

368.8

373.79

| | | |
|-------|------|--------|
| 55 Lt | 58 | 368.0 |
| 60 Lt | 80 | 365.8 |
| TP | 8.75 | 378.69 |
| | 3.85 | 369.94 |

406 + 50

349.0

| | | |
|-------|------|-------|
| 60 Lt | 12.1 | 366.6 |
| 58 Lt | 10.5 | 368.2 |
| 50 Lt | 9.9 | 368.8 |
| 25 Lt | 9.0 | 369.7 |
| 25 Rt | 8.2 | 370.5 |
| 35 Rt | 8.2 | 370.5 |
| 50 Rt | 10.6 | 368.1 |
| 65 Rt | 20.8 | 357.9 |
| | 39.8 | 348.9 |

406 + 25

350.5

| | | |
|-------|------|-------|
| 60 Rt | 32.2 | 346.5 |
| 20 Rt | 10.5 | 368.2 |
| 25 Rt | 8.1 | 370.6 |
| 25 Lt | 7.4 | 371.3 |
| 15 Lt | 8.3 | 370.4 |
| 50 Lt | 9.1 | 369.6 |
| 60 Lt | 10.1 | 368.6 |

406 + 0

353.0

| | | |
|-------|-----|-------|
| 60 Lt | 9.3 | 369.4 |
| 50 Lt | 7.8 | 370.9 |
| 25 Lt | 7.0 | 371.7 |
| 25 | 6.5 | 372.2 |

378.69

| | | |
|-------|------|-------|
| 25 Rt | 6.6 | 372.1 |
| 30 Rt | 7.6 | 371.1 |
| 35 Rt | 9.9 | 368.8 |
| 37 Rt | 13.8 | 365.9 |
| 58 Rt | 27.4 | 351.3 |

405 + 75

| | | |
|-------|------|-------|
| 50 Rt | 26.2 | 352.5 |
| 37 Rt | 15.0 | 363.7 |
| 35 Rt | 9.3 | 369.4 |
| 25 Rt | 6.0 | 372.7 |
| 25 Lt | 5.8 | 372.9 |
| 25 Lt | 6.6 | 372.1 |
| 50 Lt | 7.7 | 371.0 |
| 55 Lt | 8.3 | 370.4 |
| 60 Lt | 9.9 | 368.8 |

405 + 50

355.0

| | | |
|-------|------|-------|
| 55 Lt | 9.2 | 369.5 |
| 50 Lt | 6.8 | 371.9 |
| 25 Lt | 5.7 | 373.0 |
| 25 Rt | 5.0 | 373.7 |
| 25 Rt | 5.3 | 373.4 |
| 30 Rt | 6.2 | 372.4 |
| 50 Rt | 29.5 | 349.2 |

405 + 25

| | | |
|-------|------|-------|
| 50 Rt | 26.2 | 352.5 |
| 25 Rt | 5.7 | 373.0 |

55

417

378.69

| | | |
|-------|-----|-------|
| 25 Lt | 4.3 | 374.4 |
| 50 Lt | 5.0 | 373.7 |
| 50 Lt | 6.3 | 372.4 |
| 55 Lt | 8.1 | 370.1 |

40540

| | | |
|-------|------|-------|
| 55 Lt | 7.9 | 370.8 |
| 50 Lt | 6.0 | 372.7 |
| 25 Lt | 5.3 | 373.4 |
| 25 Lt | 4.3 | 374.4 |
| 25 Lt | 5.5 | 373.2 |
| 30 Lt | 8.0 | 370.7 |
| 35 Lt | 11.2 | 362.5 |
| 50 Lt | 26.8 | 351.9 |

40475

| | | |
|-------|------|-------|
| 50 Lt | 31.3 | 347.4 |
| 37 Lt | 23.0 | 355.7 |
| 25 Lt | 8.3 | 370.4 |
| 15 Lt | 6.0 | 372.7 |
| 25 Lt | 5.0 | 373.7 |
| 50 Lt | 5.1 | 373.6 |
| 50 Lt | 6.6 | 372.1 |
| 60 Lt | 7.0 | 371.7 |

40450

| | | |
|-------|-----|-------|
| 60 Lt | 6.4 | 372.3 |
| 50 Lt | 6.3 | 372.4 |
| 25 Lt | 5.0 | 373.7 |

258.0

378.69

| | | |
|-------|------|-------|
| 25 Lt | 5.0 | 373.7 |
| 13 Lt | 7.4 | 371.3 |
| 25 Lt | 14.5 | 364.2 |
| 50 Lt | 30.5 | 348.2 |

40425

| | | |
|-------|------|-------|
| 50 Lt | 30.1 | 348.1 |
| 28 Lt | 12.8 | 365.9 |
| 25 Lt | 12.3 | 366.4 |
| 15 Lt | 6.7 | 372.0 |
| 25 Lt | 4.6 | 374.1 |
| 25 Lt | 4.4 | 374.3 |
| 50 Lt | 5.4 | 373.3 |

40410

| | | |
|-------|------|--------|
| 50 Lt | 4.1 | 374.1 |
| 25 Lt | 4.9 | 373.8 |
| 25 Lt | 4.8 | 373.9 |
| 10 Lt | 6.3 | 372.4 |
| 25 Lt | 14.4 | 364.3 |
| 7 Lt | 4.12 | 374.57 |
| 50 Lt | 30.8 | 352.5 |

876 38333

40375

| | | |
|-------|------|-------|
| 50 Lt | 33.9 | 350.0 |
| 25 Lt | 25.4 | 357.9 |
| 2 Lt | 30.4 | 352.9 |
| 2 Lt | 10.4 | 372.9 |
| 25 Lt | 9.3 | 374.0 |

56

364.0

365.5

383.33

| | | |
|---------|------|-------|
| 50' Lt. | 91 | 374.2 |
| 103+50 | | |
| 50' Lt. | 89 | 374.4 |
| 25' Lt. | 88 | 374.5 |
| 2 | 111 | 372.2 |
| 8' Pt. | 111 | 372.2 |
| 12' Pt. | 341 | 349.2 |
| 25' Pt. | 33.6 | 349.7 |
| 50' Pt. | 140 | 339.3 |
| 75' Pt. | 49.3 | 334.0 |

103+25

| | | |
|---------|------|-------|
| 65' Pt. | 411 | 342.2 |
| 50' Pt. | 35.6 | 347.7 |
| 25' Pt. | 23.1 | 360.2 |
| 2 | 20.5 | 362.8 |
| 18' Lt. | 21.8 | 361.5 |
| 13' Lt. | 10.6 | 372.7 |
| 25' Lt. | 9.0 | 374.3 |
| 50' Lt. | 7.2 | 376.1 |

103+0

| | | |
|---------|------|-------|
| 50' Lt. | 65 | 376.8 |
| 25' Lt. | 71 | 376.2 |
| 15' Lt. | 17.6 | 365.7 |
| 2 | 18.6 | 364.7 |
| 24' Pt. | 27.1 | 356.2 |
| 25' Pt. | 28.1 | 355.2 |

368.5

370.0

383.33

57

| | | |
|----------|------|-------|
| 50' Pt. | 370 | 346.3 |
| 80' Pt. | 51.0 | 332.3 |
| 402+75 | | 271.5 |
| 100' Pt. | 51.9 | 331.4 |
| 95' Pt. | 59.5 | 323.8 |
| 62' Pt. | 40.7 | 342.6 |
| 50' Pt. | 33.9 | 349.4 |
| 37' Pt. | 30.9 | 352.4 |
| 21' Pt. | 35.9 | 347.4 |
| 2 | 30.8 | 352.5 |
| 15' Lt. | 23.8 | 359.5 |
| 20' Lt. | 6.0 | 377.3 |
| 25' Lt. | 6.4 | 376.9 |
| 50' Lt. | 6.6 | 376.7 |

102+50

| | | |
|---------|------|-------|
| 50' Lt. | 5.1 | 378.2 |
| 32' Lt. | 5.3 | 378.0 |
| 25' Lt. | 23.0 | 360.3 |
| 2 | 34.1 | 349.2 |
| 15' Pt. | 40.9 | 342.4 |
| 21' Pt. | 41.1 | 342.2 |
| 35' Pt. | 18.0 | 341.3 |
| 40' Pt. | 48.3 | 335.0 |
| 50' Pt. | 43.2 | 340.1 |
| 75' Pt. | 10.2 | 343.1 |

102+25

383.33

| | | |
|--------|------|---------|
| 75' Pt | 282 | 355.1 |
| 50' Pt | 32.3 | 351.0 |
| 40' Pt | 40.7 | 342.6 |
| 36' Pt | 32.3 | 351.0 |
| 24' Pt | 32.1 | 351.2 |
| 11' Pt | 37.9 | 345.4 ✓ |
| ♀ | 34.1 | 349.2 ✓ |
| 15' Lt | 18.8 | 364.5 |
| 25' Lt | 14.6 | 368.7 |
| 38' Lt | 4.6 | 378.7 |
| 50' Lt | 3.9 | 379.4 |

40210

3760

| | | |
|--------|------|-------|
| 50' Lt | 3.0 | 380.3 |
| 37' Lt | 3.3 | 380.0 |
| 35' Lt | 17.3 | 366.0 |
| 25' Lt | 23.6 | 359.7 |
| 16' Lt | 31.2 | 352.1 |
| ♀ | 31.9 | 351.4 |
| 20' Pt | 30.9 | 352.4 |
| 24' Pt | 28.5 | 354.8 |
| 37' Pt | 26.2 | 357.1 |
| 50' Pt | 31.3 | 352.0 |
| 75' Pt | 28.9 | 354.4 |

401+75

| | | |
|--------|------|-------|
| 75' Pt | 28.2 | 355.1 |
| 50' Pt | 27.0 | 356.3 |

383.33

58

82-30

| | | |
|--------|------|-------|
| 30' Pt | 20.2 | 363.1 |
| 24' Pt | 24.2 | 359.1 |
| 15' Pt | 24.2 | 359.1 |
| ♀ | 23.2 | 360.1 |
| 10' Lt | 0.0 | 383.3 |
| 25' Lt | 0.5 | 382.8 |
| 45' Lt | 3.2 | 380.1 |
| 50' Lt | 2.1 | 381.2 |

401+50

| | | |
|--------|-------|---------|
| 50' Lt | 1.6 | 381.7 |
| 25' Lt | 0.0 | 383.3 |
| ♀ | (4.7) | 385.0 ✓ |
| 25' Pt | (3.2) | 386.5 ✓ |
| 50' Pt | -1.8 | 383.5 |

| | | | | |
|-----|-------|--------|------|--------|
| 77 | 6.29 | 386.59 | 3.02 | 380.31 |
| 814 | 12.15 | 395.52 | 3.22 | 383.37 |

Cliff Point
383.31

Start 401+25

| | | |
|--------|------|-------|
| 50' Pt | 5.5 | 390.0 |
| 25' Pt | 7.6 | 387.9 |
| ♀ | 9.0 | 386.5 |
| 25' Lt | 10.7 | 384.8 |
| 50' Lt | 13.1 | 382.4 |

401+0

| | | |
|--------|------|-------|
| 50' Lt | 11.9 | 383.6 |
| 25' Lt | 9.0 | 386.5 |
| ♀ | 7.4 | 388.1 |

395.52

| | | | |
|--------|---------|------|-------|
| 25' Pt | | 5.9 | 389.6 |
| 50' Pt | | 4.8 | 390.7 |
| | 4004.50 | | |
| 50' Pt | | 3.2 | 392.3 |
| 25' Pt | | 4.4 | 391.1 |
| 2 | | 5.9 | 389.8 |
| 25' Lt | | 6.7 | 388.8 |
| 50' Lt | | 10.0 | 385.5 |

4004.00

| | | | | |
|--------|------|--------|-------|--------|
| 50' Lt | | 8.2 | 387.3 | |
| 46' Lt | | 7.2 | 388.3 | |
| 25' Lt | | 5.4 | 390.1 | |
| 2 | | 4.2 | 391.3 | |
| 25' Pt | | 3.3 | 392.2 | |
| 50' Pt | | 2.0 | 393.5 | |
| TP | 9.43 | 4008.3 | 4.12 | 391.40 |

3991.50

| | | | |
|--------|--|------|-------|
| 50' Pt | | 6.4 | 394.4 |
| 25' Pt | | 7.3 | 393.5 |
| 2 | | 8.2 | 392.6 |
| 25' Lt | | 9.4 | 391.4 |
| 45' Lt | | 10.6 | 390.2 |
| 46' Lt | | 11.8 | 389.0 |
| 50' Lt | | 11.7 | 389.1 |

3994.0918:50

| | | | |
|----|--|------|-------|
| 50 | | 10.3 | 390.5 |
|----|--|------|-------|

59

400.83

| | | | |
|--------|--|------|--------|
| 45' Lt | | 10.3 | 390.5 |
| 44' Lt | | 9.4 | 391.4 |
| 25' Lt | | 8.5 | 392.3 |
| 2 | | 7.48 | 393.35 |
| 25' Pt | | 6.5 | 394.3 |
| 50' Pt | | 5.5 | 395.3 |

3991.0

| | | | |
|--------|--|------|-------|
| 50' Pt | | 5.5 | 395.3 |
| 25' Pt | | 6.6 | 394.2 |
| 2 | | 7.2 | 393.6 |
| 25' Lt | | 8.4 | 392.4 |
| 41' Lt | | 9.1 | 391.7 |
| 45' Lt | | 10.0 | 390.8 |
| 50' Lt | | 10.0 | 390.8 |

3991.50

| | | | |
|--------|--|-----|-------|
| 50' Lt | | 8.0 | 392.8 |
| 25' Lt | | 6.8 | 394.0 |
| 2 | | 6.3 | 394.5 |
| 25' Pt | | 5.3 | 395.5 |
| 50' Pt | | 4.2 | 396.6 |

3981.0

| | | | |
|--------|--------|-----|--------|
| 50' Pt | | 3.2 | 397.5 |
| 25' Pt | | 4.5 | 396.3 |
| 2 | | 5.4 | 395.4 |
| 25' Lt | | 6.4 | 394.4 |
| 50' Lt | 0.7 Pt | 6.7 | 394.06 |

400.73

397.50

| | | |
|---------------|--------|--------|
| 50' Lt on Pav | 5.01 | 395.75 |
| 42' Lt - Edge | 5.15 | 395.68 |
| 25' Lt | 5.6 | 395.2 |
| 2 | 4.5 | 396.3 |
| 25' Pt | 3.6 | 397.2 |
| TP 12.42 | 409.43 | 397.01 |
| 50' Pt | 11.0 | 398.4 |

397.10

| | | |
|---------------------|-------|--------|
| 50' Pt | 9.8 | 399.6 |
| 25' Pt | 10.8 | 398.6 |
| 2 | 12.3 | 397.1 |
| 15' Lt | 12.7 | 396.7 |
| 25' Lt | 12.0 | 397.4 |
| 35' Lt - E Edge Pav | 11.95 | 397.48 |
| 50' Lt on | 12.00 | 397.43 |

396.50

| | | |
|---------------------|-------|--------|
| 50' Lt | 10.6 | 398.8 |
| 42' Lt - W Edge Pav | 10.05 | 399.38 |
| 26' Lt - E | 9.88 | 399.55 |
| 25' Lt | 9.1 | 399.8 |
| 13' Lt | 11.0 | 398.4 |
| 2 | 11.0 | 398.4 |
| 25' Pt | 9.4 | 400.0 |
| 50' Pt | 8.2 | 401.1 |

396.10

409.43

60

| | | |
|-----------------------|------|---------|
| 50' Pt | 6.2 | 403.2 ✓ |
| 25' Pt | 7.7 | 401.7 |
| 5' Pt | 8.8 | 400.6 |
| 2 | 8.2 | 401.2 |
| 18' Lt | 6.6 | 402.8 |
| 15.7' Lt - E Edge Pav | 7.39 | 402.04 |
| 31.9' Lt - W " " | 8.08 | 401.35 |
| 35' Lt | 7.9 | 401.5 |
| 45' Lt | 10.9 | 398.5 |
| 50' Lt | 11.3 | 398.1 |

395.50

| | | | |
|-----------------------|--------|--------|--------|
| 50' Lt | 9.5 | 399.9 | |
| 35' Lt | 8.8 | 400.6 | |
| 25' Lt | 5.8 | 403.6 | |
| 21.2' Lt - W Edge Pav | 5.91 | 403.52 | |
| 6' Lt - E " " | 5.08 | 404.35 | |
| 2 | 4.3 | 405.1 | |
| 25' Pt | 4.9 | 404.5 | |
| 50' Pt | 3.3 | 406.1 | |
| TP 11.91 | 420.15 | 11.9 | 408.24 |

395.70

| | | |
|------------------------|-------|--------|
| 50' Pt | 11.1 | 409.1 |
| 25' Pt | 12.9 | 407.3 |
| 5' Pt | 12.8 | 407.4 |
| 18' Pt - E Edge Pav on | 13.56 | 406.59 |
| 2 on | 13.66 | 406.49 |

420.15

| | | |
|-------------------------|-------|--------|
| 14' Lt. - W Edge Paving | 14.38 | 405.77 |
| 15' Lt. | 14.4 | 405.8 |
| 25' Lt. | 15.1 | 405.1 |
| 50' Lt. | 17.6 | 402.6 |

394 + 50

| | | |
|---------------------|-------|--------|
| 50' Lt. | 14.5 | 405.7 |
| 25' Lt. | 13.5 | 406.7 |
| 17' Lt. | 12.4 | 407.8 |
| 9' Lt. - W Edge Pav | 12.24 | 407.91 |
| 1/2 on | 11.68 | 408.47 |
| 7' Rt. - E Edge | 11.38 | 408.77 |
| 12' Rt. | 10.8 | 409.4 |
| 18' Rt. | 11.4 | 408.8 |
| 25' Rt. | 10.9 | 409.3 |
| 50' Rt. | 8.8 | 411.4 |

394 + 50

| | | |
|-----------------------|-------|--------|
| 50' Rt. | 6.4 | 413.8 |
| 37' Rt. | 6.9 | 413.3 |
| 30' Rt. | 8.3 | 411.9 |
| 25' Rt. | 8.3 | 411.9 |
| 17' Rt. | 9.7 | 410.5 |
| 13' Rt. | 8.7 | 411.5 |
| 9.4' Rt. - E Edge Pav | 9.21 | 410.94 |
| 1/2 on | 8.22 | 411.53 |
| 6.6' Lt. - W Edge " | 10.02 | 410.13 |
| 11' Lt. | 10.0 | 410.2 |

Should Be?
410.53

420.15

| | | |
|---------|------|-------|
| 15' Lt. | 11.3 | 408.9 |
| 20' Lt. | 10.1 | 410.1 |
| 25' Lt. | 10.1 | 410.1 |
| 50' Lt. | 11.4 | 408.8 |

393 + 50

| | | |
|----------------------|------|--------|
| 50' Lt. | 8.7 | 411.5 |
| 25' Lt. | 7.3 | 412.9 |
| 19' Lt. | 7.0 | 413.2 |
| 15' Lt. | 8.3 | 411.9 |
| 6.3' - W Edge Paving | 7.80 | 412.35 |
| 1/2 on | 7.50 | 412.65 |
| 7.7' Rt. - E Edge | 7.09 | 413.06 |
| 12' Rt. | 6.6 | 413.6 |
| 17' Rt. | 7.6 | 412.6 |
| 25' Rt. | 5.9 | 414.3 |
| 28' Rt. | 6.2 | 414.0 |
| 30' Rt. | 4.9 | 415.3 |
| 50' Rt. | 4.5 | 415.7 |

423.35

7.21

(432.25) 401

393 + 50

| | | |
|----------------------|------|------------------|
| TP | 401 | 416.04? (416.14) |
| 50' Rt. | 5.8 | 417.6 |
| 25' Rt. | 6.7 | 416.7 |
| 20' Rt. | 6.9 | 416.5 |
| 15' Rt. | 8.9 | 414.5 |
| 12' Rt. | 7.8 | 415.6 |
| 8.4' - E Edge Paving | 8.24 | 415.11 |

61

423.35
(423.25)?

| | | |
|-----------------|------|----------|
| 2 on Paving | 8.82 | 415.03 ✓ |
| 7.6 Lt = W Edge | 8.53 | 414.82 ✓ |
| 11 Lt | 8.4 | 415.0 |
| 13 Lt | 9.1 | 414.0 |
| 8 Lt | 8.1 | 415.3 |
| 2.5 Lt | 8.2 | 415.2 |
| 5.0 Lt | 9.4 | 414.0 |

392+7976 = PC

| | | |
|----------------------|------|----------|
| 5.0 Lt | 8.4 | 415.0 ✓ |
| 2.5 Lt | 7.2 | 416.2 ✓ |
| 3.0 Lt | 7.2 | 416.2 ✓ |
| 1.5 Lt | 8.4 | 415.0 ✓ |
| 8 Lt = W Edge Paving | 7.62 | 415.73 ✓ |
| 2 on " | 7.39 | 415.96 ✓ |
| 8 Rt = E Edge | 7.42 | 415.93 ✓ |
| 11 Rt | 7.1 | 416.3 ✓ |
| 17 Rt | 8.1 | 415.3 ✓ |
| 26 Rt | 5.8 | 417.6 ✓ |
| 2.5 Rt | 5.5 | 417.9 ✓ |
| 5.0 Rt | 4.9 | 418.5 ✓ |

392+50

| | | |
|--------|-----|---------|
| 5.0 Rt | 4.0 | 419.4 ✓ |
| 2.5 Rt | 4.5 | 418.9 ✓ |
| 2.0 Rt | 4.7 | 418.7 ✓ |
| 1.9 Rt | 7.0 | 416.4 ✓ |
| 11 Rt | 7.0 | 417.4 ✓ |

423.35
(423.25)?

62

| | | |
|-------------------|------|---------|
| 8 Rt = E Edge Pav | 6.32 | 417.03 |
| 2 on " | 6.25 | 417.10 |
| 8 Lt = W Edge | 6.39 | 416.96 |
| 11 Lt | 6.1 | 417.3 |
| 17 Lt | 6.8 | 416.6 |
| 2.5 Lt | 6.1 | 417.3 |
| 5.0 Lt | 7.1 | 416.3 ✓ |

392+0

| | | |
|-------------------|------|---------------------|
| 5.0 Lt | 5.5 | 417.9 |
| 2.5 Lt | 4.4 | 419.0 |
| 8 Lt = W Edge Pav | 4.51 | 418.84 |
| 2 on " | 4.35 | 419.00 |
| 8 Rt = E Edge | 4.47 | 418.88 |
| 11 Rt | 4.2 | 419.2 ✓ |
| 17 Rt | 5.2 | 418.2 ✓ |
| 2.0 Rt | 3.0 | 420.4 ✓ |
| 2.5 Rt | 2.8 | 420.6 |
| 5.0 Rt | 2.3 | 421.1 ✓ |
| BM | 5.55 | 417.70 ² |

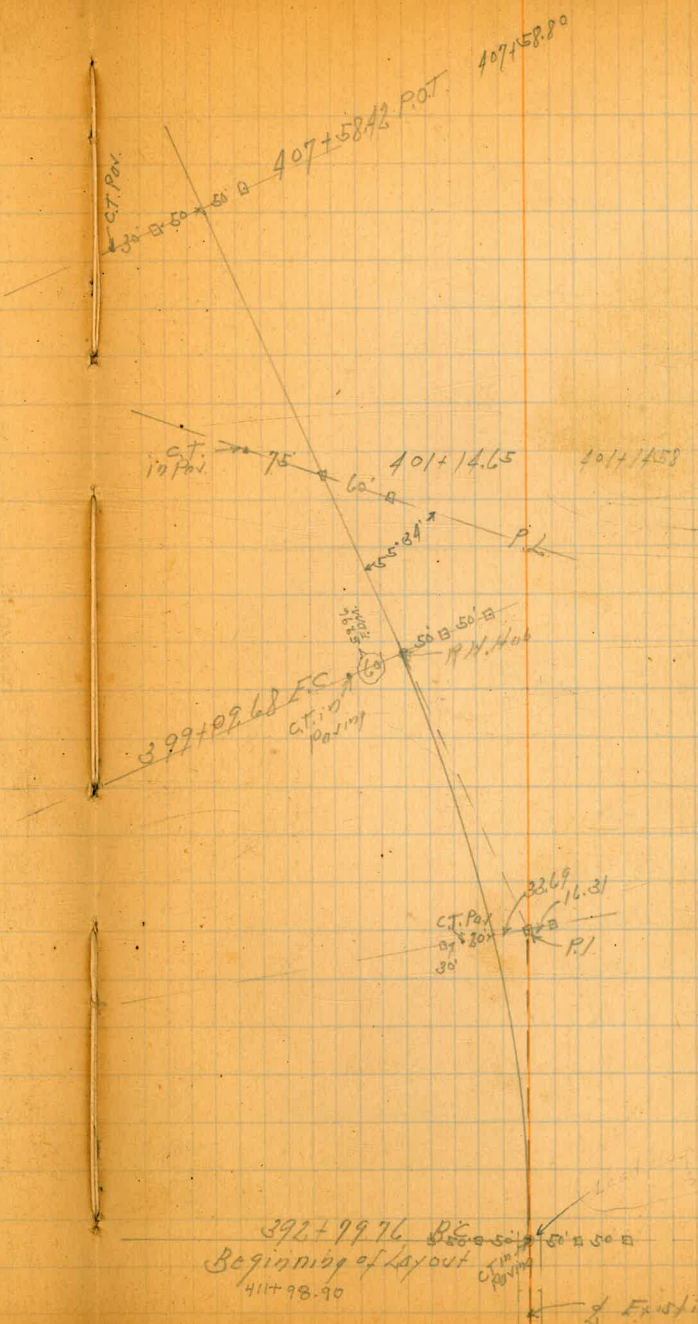
417.70²
(417.80)

11/11 20/1
20 Rt 392+50
417.75

63

The East Tarry Pine Grade Alignment
"D" Line

Oct 6-36
64
Sisson
McHoy
Northey
Flood



399+09.68 E.C.

$$\Delta = 24^{\circ} 03' 40''$$

$$R = 1500.00$$

$$T = 319.66$$

$$L = 629.92$$

$$E = 33.69$$

392+99.76 B.C.

392+99.76 B.C.
Beginning of layout
411+98.90

of Existing Pav

419+75.0 EC

$$\Delta = 25^{\circ}41'30''$$

$$R = 2000.0$$

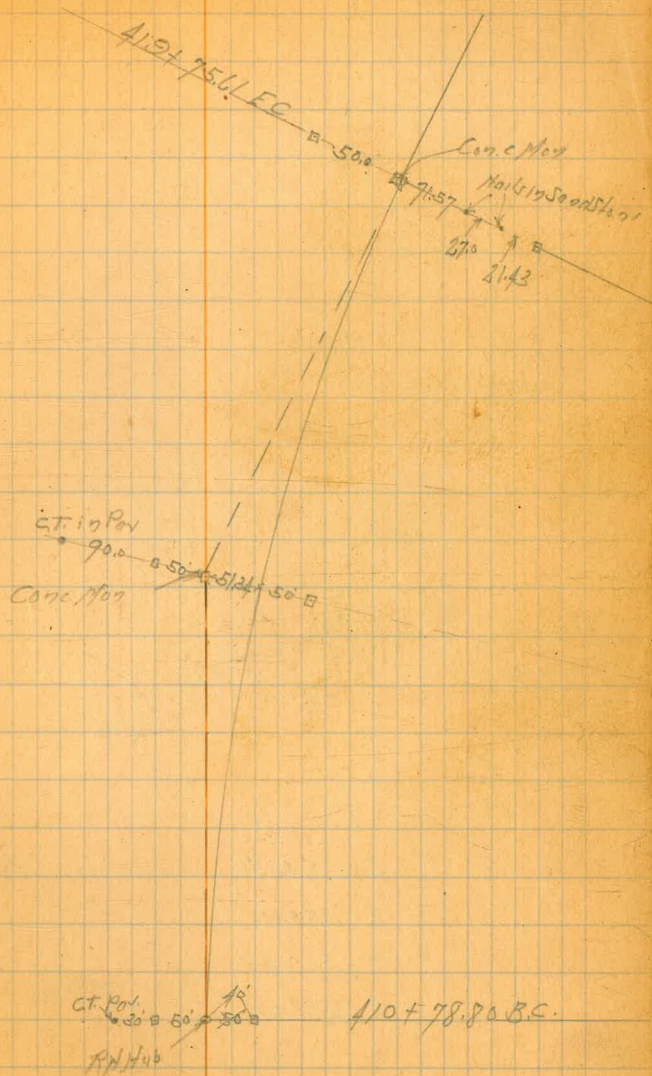
$$T = 456.08$$

$$L = 896.81$$

$$E = 51.34$$

410+78.80 B.C. P

410+79.8



43512760 F.C.

$$A = 50^\circ 42' 40''$$

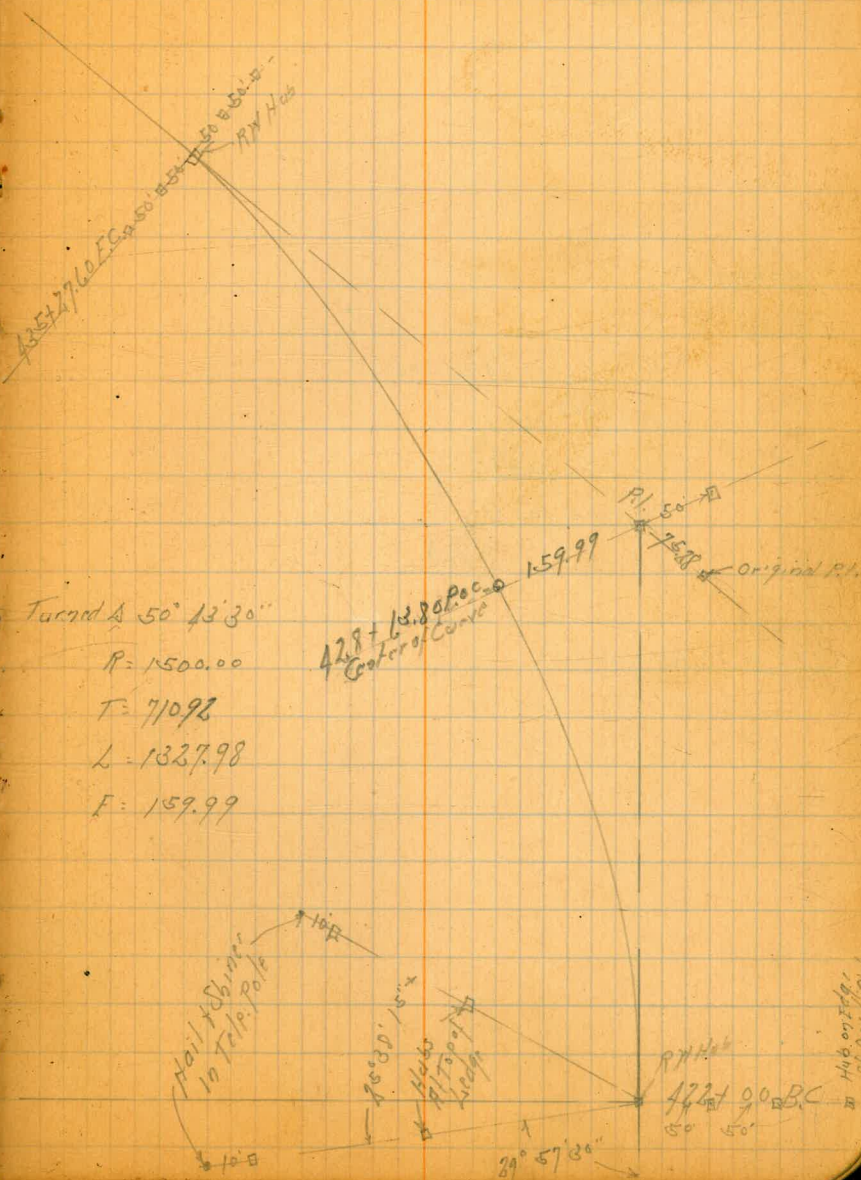
$$R = 1500.0$$

$$T = 710.83$$

$$L = 1327.61$$

$$F = 159.90$$

42210 BC



447+09.97 EC

$$A = 11^{\circ} 03' 45''$$

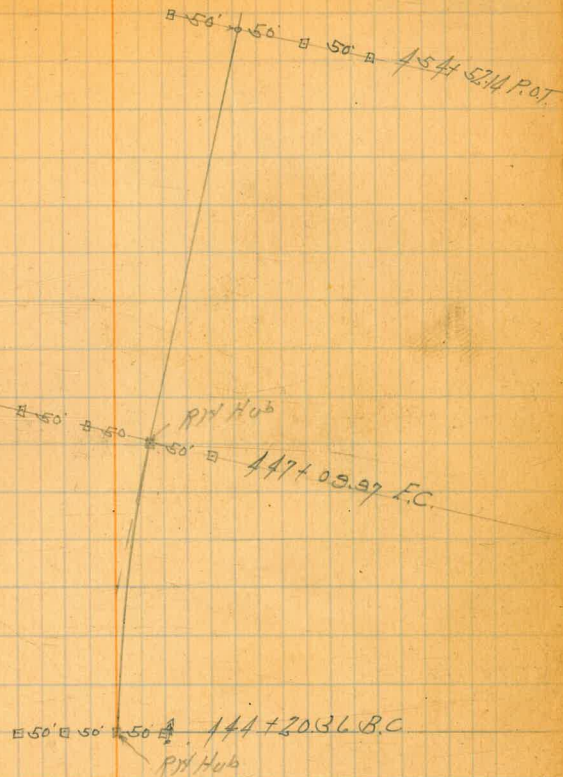
$$R = 1500.0$$

$$T = 145.26$$

$$L = 288.61$$

E.

447+20.36 BC



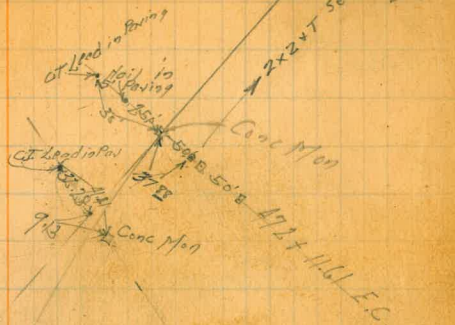
483+49⁴⁵ E

472+11.61 E.C.

$\Delta = 41^{\circ} 18'$
 $P = 15000$
 $T = 56530$
 $L = 108133$
 $E = 10299$

461+30.38 B.C.

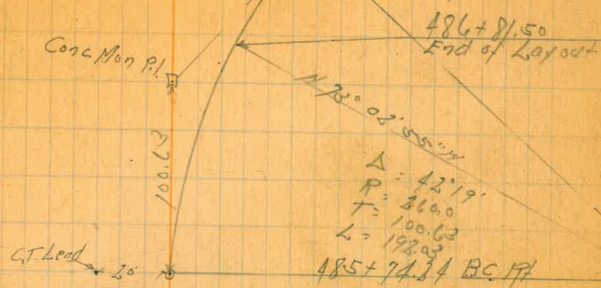
68



Nail in Bar
Conc Men P.I.

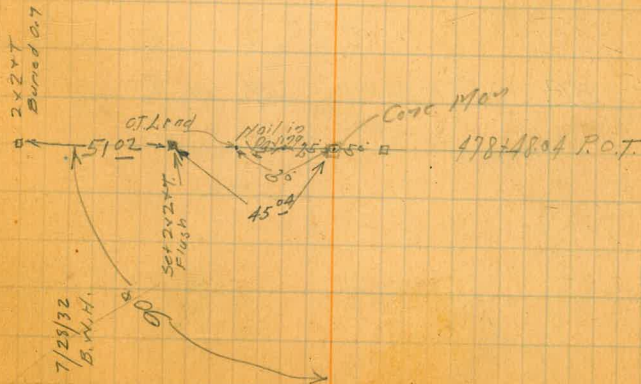
50' 50' 50' 461+30.38 B.C.

69



N 28° 02' 55.5"

478+4804 P.O.T.



486+07⁸⁰ EC. 27LT. & 50LT. 2° 06.9

486 2° 03.5

$\Delta = 413'45''$ +50 1° 39.0

R = 3500

T = 129.23 485 = 1° 14.4

L = 258.35

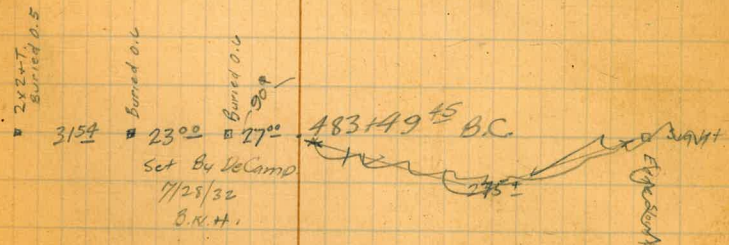
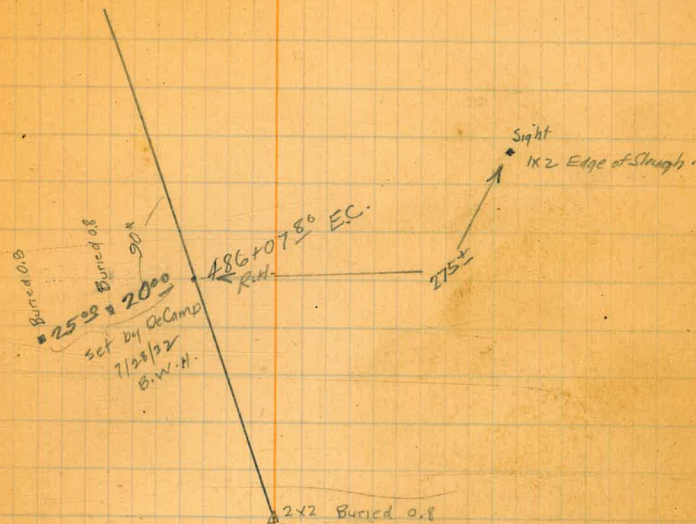
+50 = 0° 49.9

4.84 = 0° 25.3

= 0.00

483+49⁴⁵ BC.

70



71

Ties to Tarray Pines Line Change

old B.C. 419+75.61

New B.C. 419+57.16

$$\Delta = 25^{\circ} 41' 30''$$

$$R = 2000$$

$$T = 456.08$$

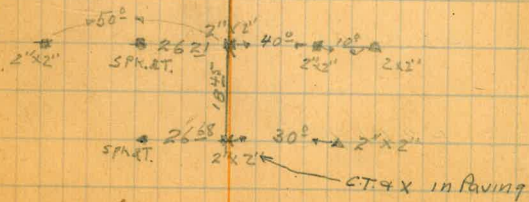
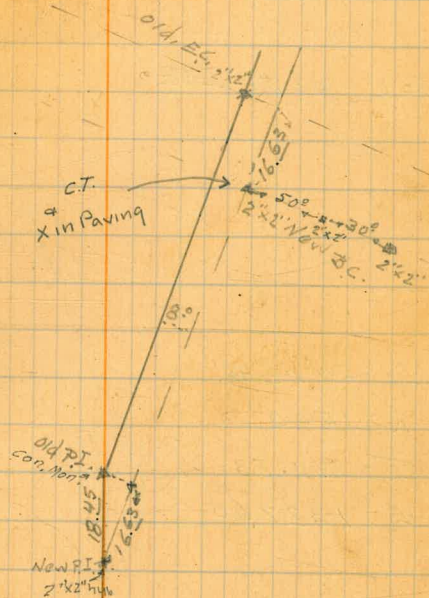
$$L = 896.81$$

old B.C. 410+78.80

New B.C. 410+60.31

De Camp
& Party
8-2-32

72



Old E.C. 435+27⁶⁰ EQU.
P.O.T. 435+29.57=

New E.C. 435+19²³

$D = 50^{\circ} 42' 40''$

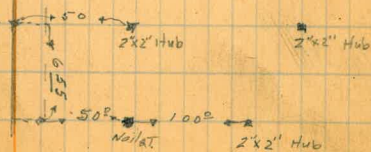
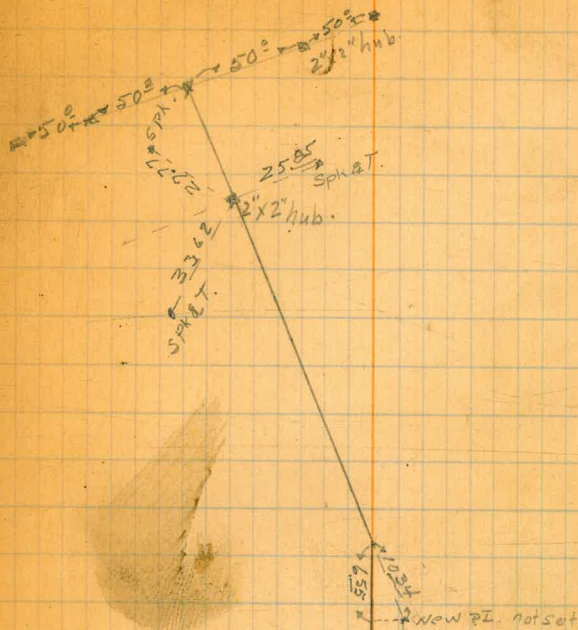
$R = 1500$

$T = 710.83$

$L = 1327.60$

Old B.C. 422+00⁰⁰

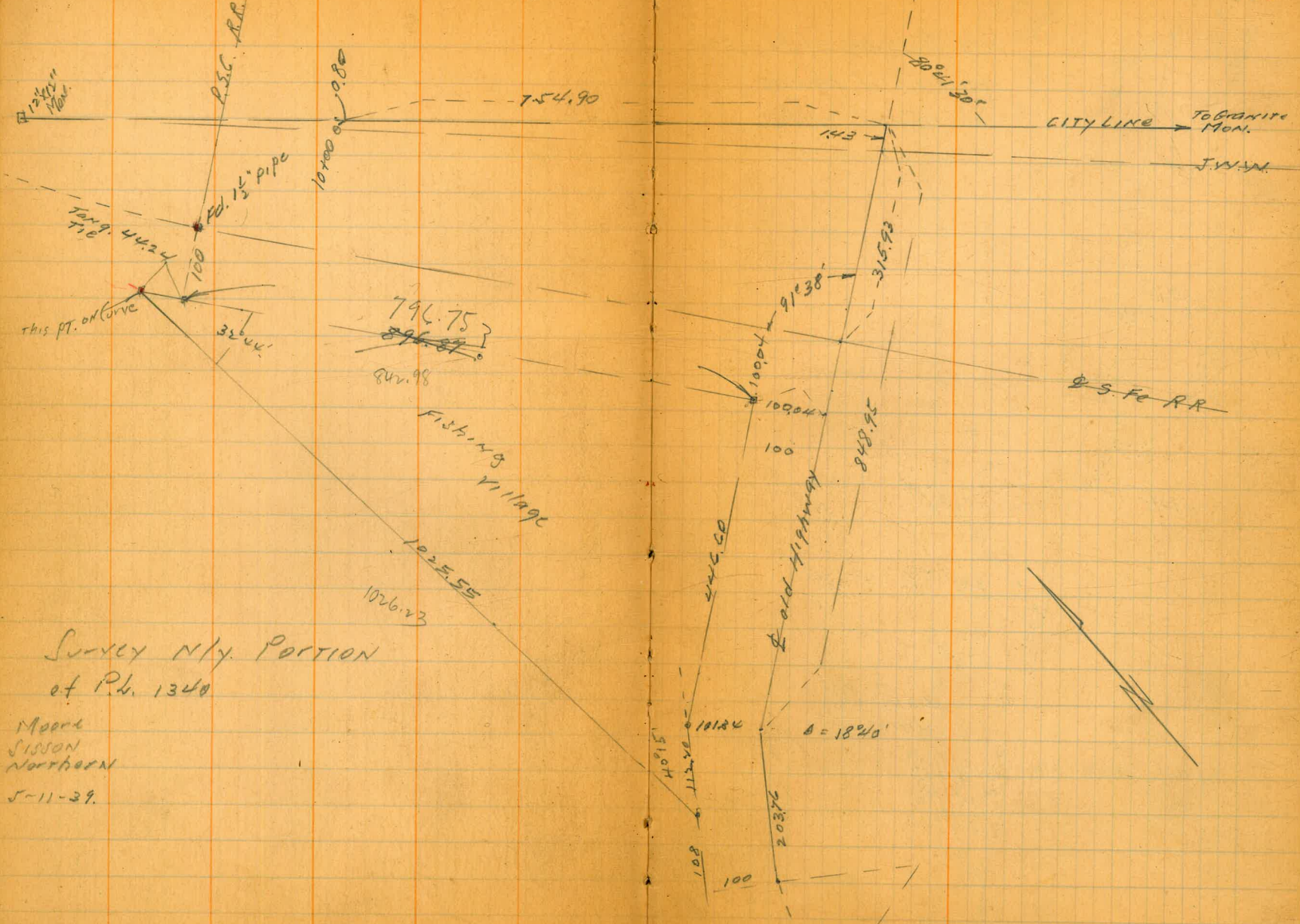
New B.C. 421+91⁶³





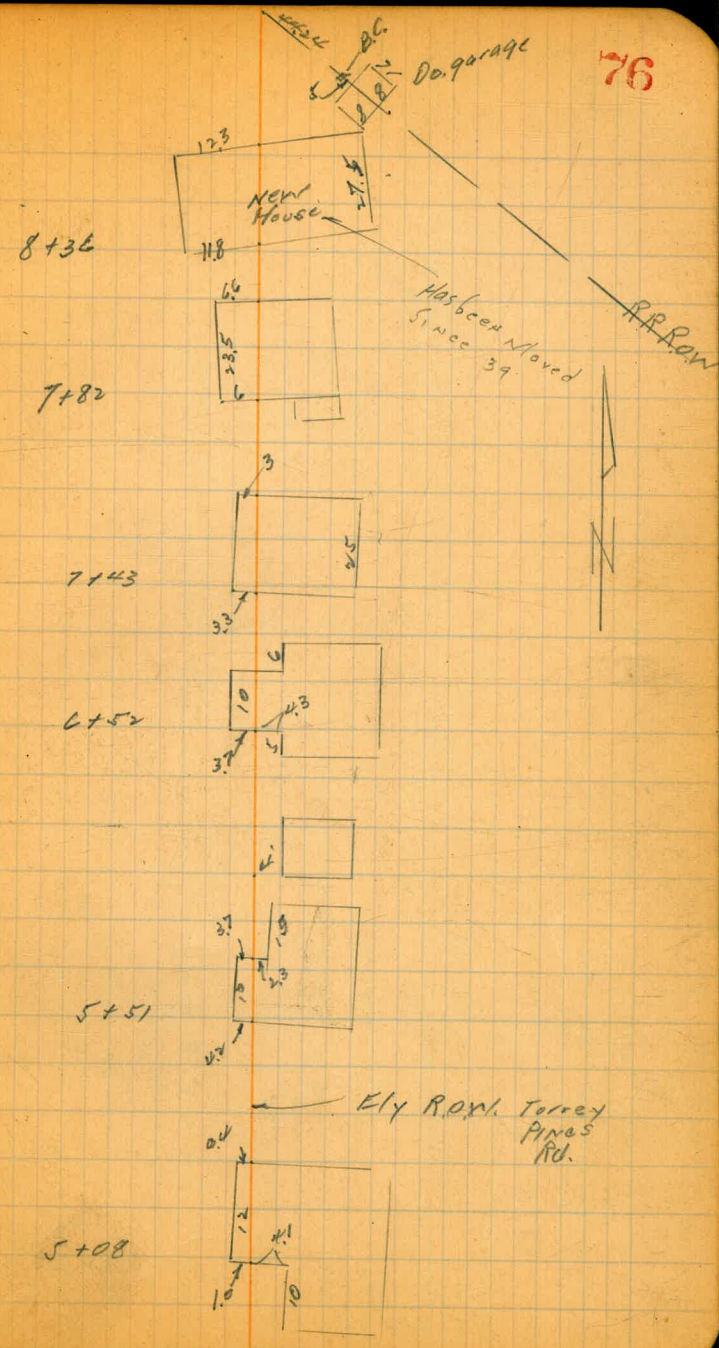
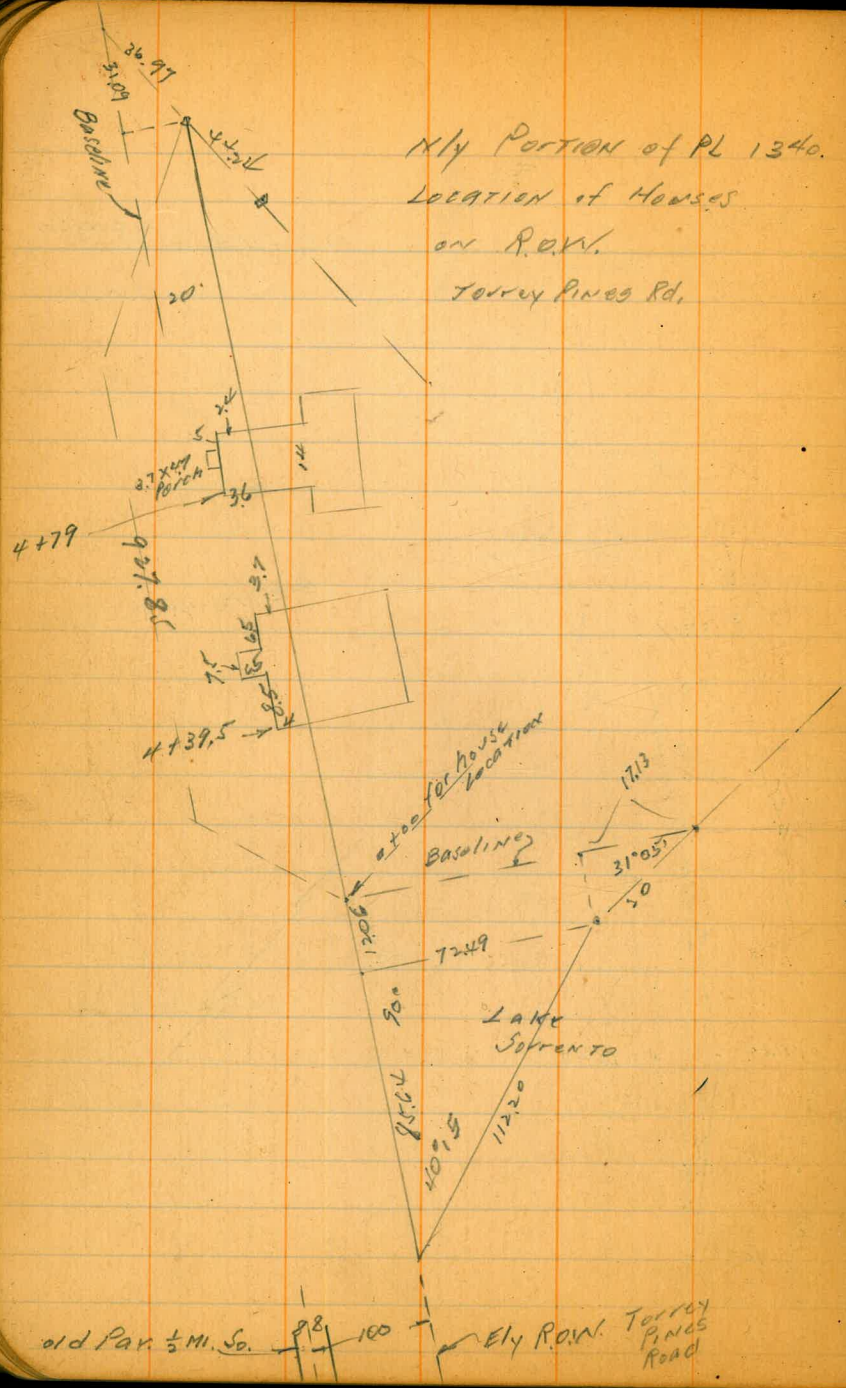
71

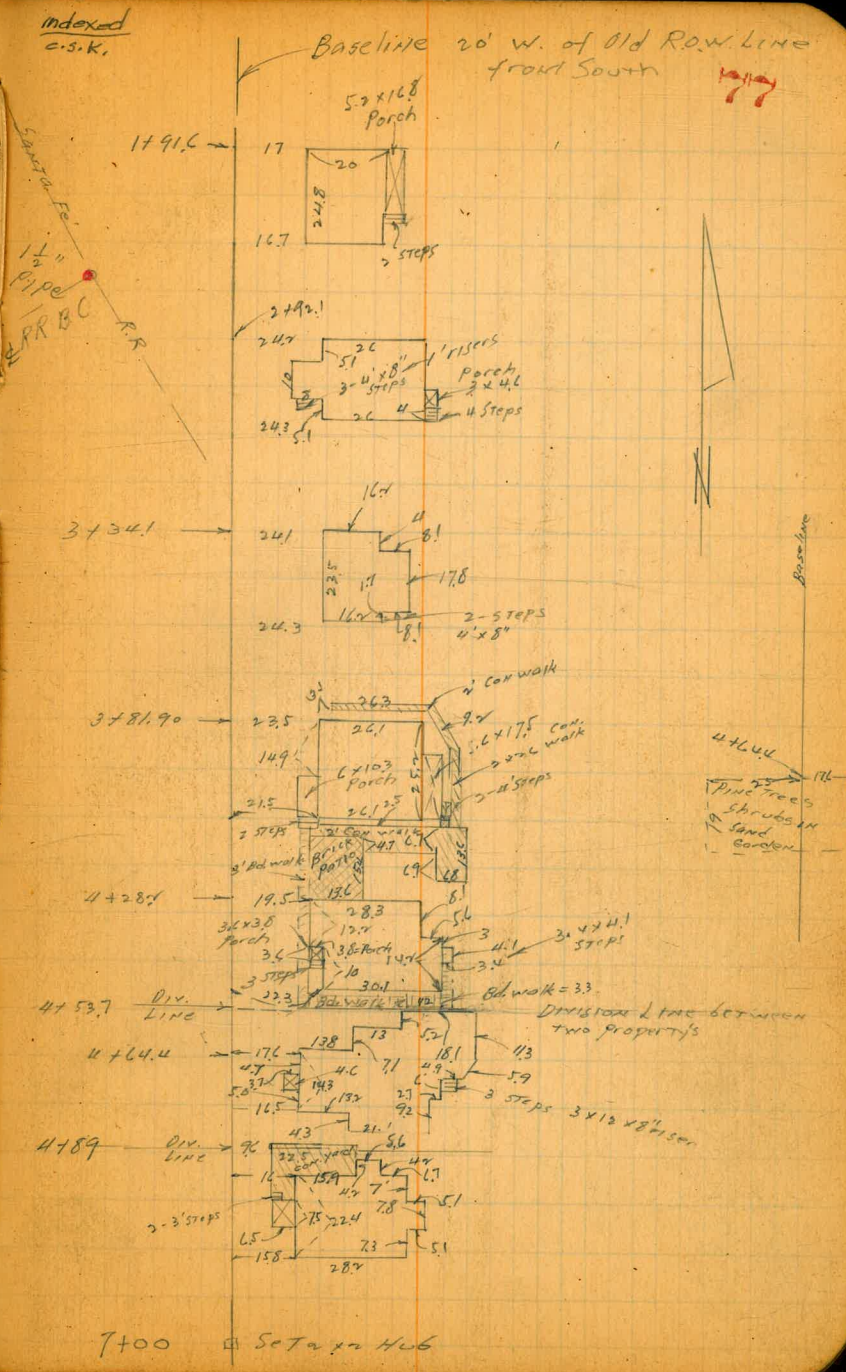
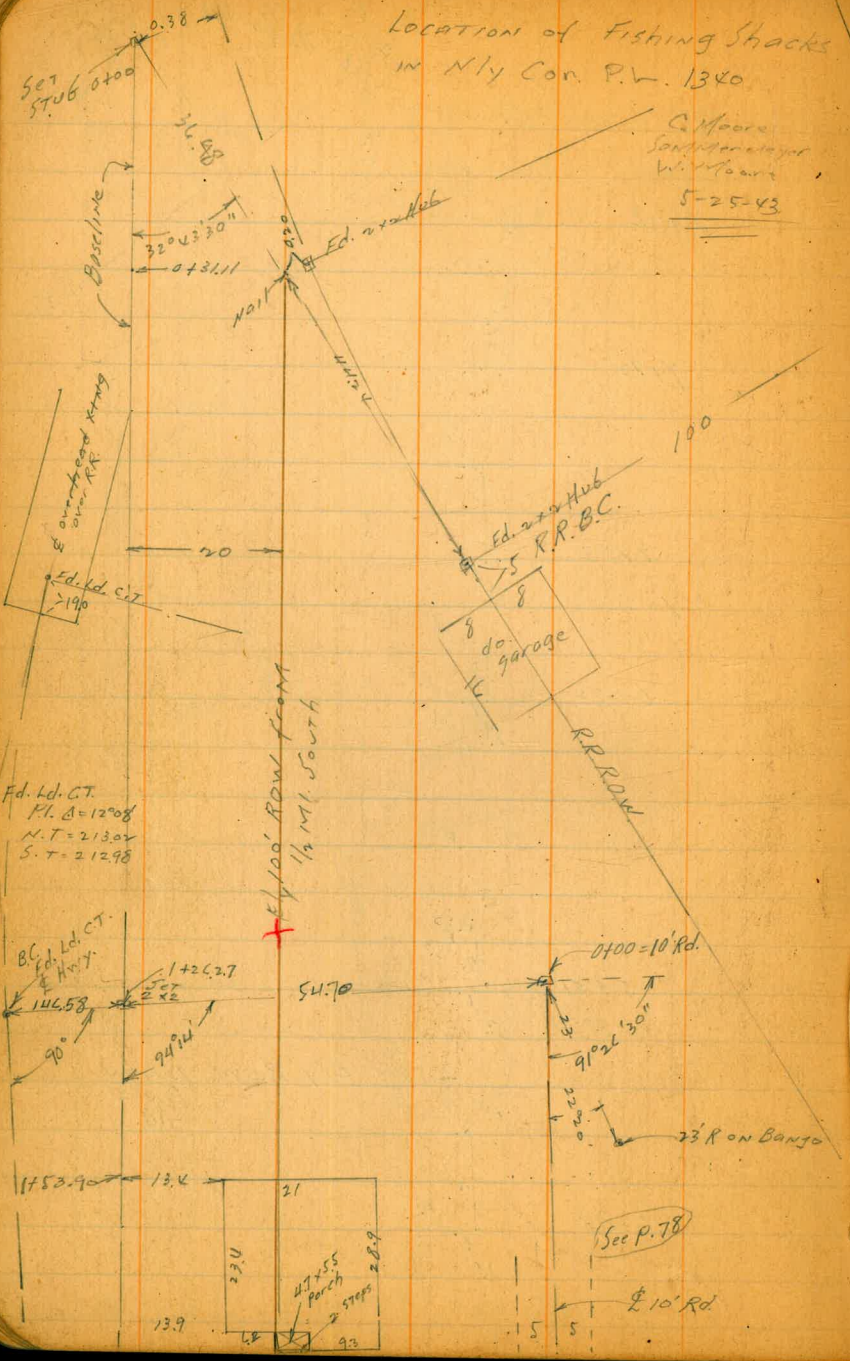
Indexed
C.S.K.

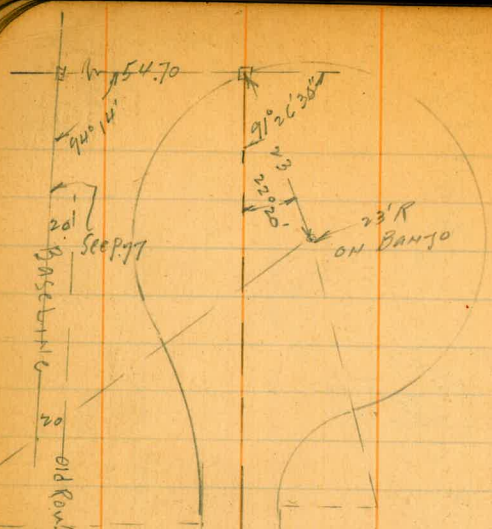


Survey N.Y. Portion
of Pl. 1340

Moore
Sisson
Northern
5-11-39.



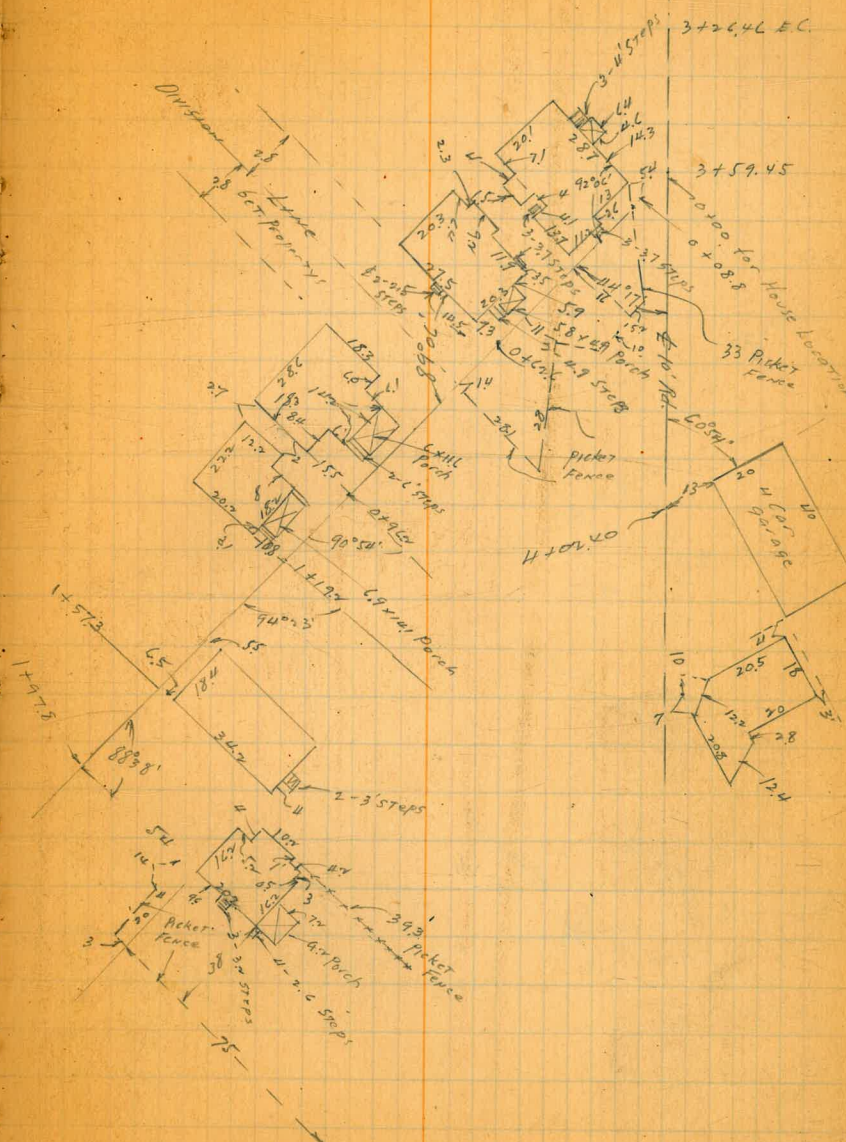




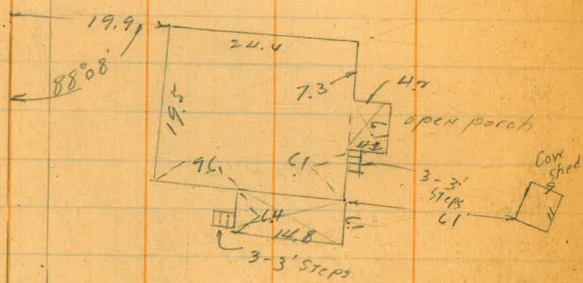
Location of Stacks

P.L. 1340

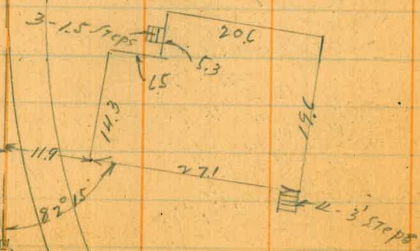
78



2+03.6



2+62.17 B.C.



2+82.3

2+95.47 = P.L. 1340
 $A = 36^{\circ} 50'$
 $E R = 100$
 $T = 33.30$

3+26.46 E.C.

10' Ref. Survey Pl. 1340
Contd. from page 38

79

EC. 3+2646

209.16

BC. 4+10.09

$\Delta = 27^{\circ}54'$
EK = 170
T = 42.23
L = 82.78

El. 222

54+42.87 EC

164.44

6+109.69 BC

$\Delta = 57^{\circ}58'$
EK = 100
T = 55.39
L = 101.17

7+110.86 E.C.

146.13

51°25'

840.60
842.46

88°22'

180°

339.24

107.30

Fd. 2 in Sec P. 75

Survey Line RR ROW

10-11-43

E. curb & Gutter Levels
ON 47th ST.
OLIVE TO QUINCE

GUT. LINES

80

1+25

| | |
|---------------|---------------|
| 5.78 | 4.29 |
| <u>265.75</u> | <u>266.84</u> |

0+99

| | |
|---------------|---------------|
| 5.39 | 4.55 |
| <u>265.84</u> | <u>266.68</u> |

0+75

| | |
|---------------|---------------|
| 5.52 | 4.65 |
| <u>265.71</u> | <u>266.58</u> |

0+64

F.L. 4" drain → 5.59
265.44

0+50

| | |
|---------------|---------------|
| 5.60 | 4.73 |
| <u>265.63</u> | <u>266.50</u> |

0+40

F.L. 3" drain → 5.50
265.73

0+25

| | |
|---------------|---------------|
| 5.72 | 4.91 |
| <u>265.51</u> | <u>266.34</u> |

NL Olive ST = 0+00

| | |
|---------------|---------------|
| 5.85 | 5.01 |
| <u>265.38</u> | <u>266.22</u> |

N.B.P. 3.81 271.23 267.22

271.23

Plotted Scale, 1" = 40'
1" = 1.5'

S 1/4

80' 54
14' 06
13' 14

S. 16 Palm

T.P. Orig
B.M. 5.34 272.70 3.81 247.22

3+00 SL Palm

2+75

2+64

2+50

2+25

2+15

2+00

1+75

1+65

1+50

271.23

LT 60.2

81

| | | | | | |
|------------------|------------------|------------------|------------------|----------------|----------------|
| $\frac{5.75}{7}$ | $\frac{5.92}{7}$ | $\frac{5.73}{7}$ | $\frac{5.39}{7}$ | | |
| $\sqrt{66.84}$ | $\sqrt{66.83}$ | $\sqrt{66.83}$ | $\sqrt{66.83}$ | $\sqrt{66.83}$ | $\sqrt{66.83}$ |

272.76

| | |
|------------------|------------------|
| $\frac{4.33}{7}$ | $\frac{3.57}{7}$ |
| $\sqrt{66.90}$ | $\sqrt{66.86}$ |

| | |
|------------------|------------------|
| $\frac{4.43}{7}$ | $\frac{3.74}{7}$ |
| $\sqrt{66.80}$ | $\sqrt{66.51}$ |

F.L. 4" drain 4.54
 $\sqrt{66.69}$

| | |
|------------------|------------------|
| $\frac{4.54}{7}$ | $\frac{3.76}{7}$ |
| $\sqrt{66.69}$ | $\sqrt{66.67}$ |

F.L. 4" drain 4.66
 $\sqrt{66.61}$

| |
|------------------|
| $\frac{3.90}{7}$ |
| $\sqrt{66.33}$ |

F.L. 5" drain 4.76
 $\sqrt{66.47}$

| | |
|------------------|------------------|
| $\frac{4.67}{7}$ | $\frac{3.73}{7}$ |
| $\sqrt{66.56}$ | $\sqrt{66.50}$ |

| | |
|------------------|------------------|
| $\frac{4.74}{7}$ | $\frac{3.86}{7}$ |
| $\sqrt{66.49}$ | $\sqrt{66.37}$ |

F.L. 4" drain 4.83
 $\sqrt{66.40}$

| | |
|------------------|------------------|
| $\frac{4.79}{7}$ | $\frac{4.14}{7}$ |
| $\sqrt{66.24}$ | $\sqrt{66.09}$ |

271.23

1795

$$\begin{array}{r} 5.10 \\ \hline \sqrt{267.66} \end{array}$$

$$\begin{array}{r} 4.47 \\ \hline \sqrt{268.29} \end{array}$$

1748

$$\begin{array}{r} 5.38 \\ \hline \sqrt{2738} \end{array}$$

$$\begin{array}{r} 4.75 \\ \hline \sqrt{268.01} \end{array}$$

1725

$$\begin{array}{r} 5.67 \\ \hline \sqrt{27.09} \end{array}$$

$$\begin{array}{r} 5.24 \\ \hline \sqrt{267.52} \end{array}$$

1704

FL. 4" drain 584

$$\begin{array}{r} 5.73 \\ \hline \sqrt{27.03} \end{array}$$

1700

$$\begin{array}{r} 5.77 \\ \hline \sqrt{267.99} \end{array}$$

$$\begin{array}{r} 5.46 \\ \hline \sqrt{267.30} \end{array}$$

0775

High spot 569

$$\begin{array}{r} 5.69 \\ \hline \sqrt{27.07} \end{array}$$

in driveway

0750

$$\begin{array}{r} 5.86 \\ \hline \sqrt{266.90} \end{array}$$

$$\begin{array}{r} 5.49 \\ \hline \sqrt{267.27} \end{array}$$

0725

$$\begin{array}{r} 5.71 \\ \hline \sqrt{266.85} \end{array}$$

$$\begin{array}{r} 5.42 \\ \hline \sqrt{267.34} \end{array}$$

N.L. Palm = 0700

$$\begin{array}{r} 5.86 \\ \hline \sqrt{266.90} \end{array}$$

$$\begin{array}{r} 5.30 \\ \hline \sqrt{267.46} \end{array}$$

N 66 Palm

$$\frac{5.68}{7}$$

$$\begin{array}{r} 5.89 \\ \hline \sqrt{266.87} \end{array}$$

$$\frac{5.80}{7 \text{ pm}}$$

$$\frac{5.43}{7 \text{ pm}}$$

$$\frac{5.80}{1 \text{ pm}}$$

$$\frac{5.44}{1 \text{ pm}}$$

1/4

$$\frac{5.71}{7}$$

$$\begin{array}{r} 5.87 \\ \hline \sqrt{266.84} \end{array}$$

$$\frac{5.67}{7}$$

$$\frac{5.39}{14}$$

E Palm

$$\frac{5.73}{7}$$

$$\begin{array}{r} 5.88 \\ \hline \sqrt{266.88} \end{array}$$

$$\frac{5.62}{7}$$

$$\frac{5.31}{14}$$

76.27

272.76

EL. 4TH S 6 QUINCE

3+00 SL QUINCE

2+75

2+50

2+41

2+27

2+03

2+00

272.76

GUT
2

8:3

0.43 pav.
-168.23

4.72
-168.04

4.29
-268.47

4.66
-168.10

4.01
-268.75

4.71
-168.05

in driveway

EL. 3" drain 4.79
-167.97

pav same

4.87
-167.89

4.28
-268.48

EL. 4" drain 4.99
-167.77

pav same

4.99
-167.77

4.37
-268.39

272.76

435 + 19.23 New EC.

435 + 29.57 POT }
435 + 27.60 old EC. } @ guard
1.97 longer.

New BC 410 + 60.35

" EC. 419 + 57.16

New BC 421 + 91.63

New EC 435 + 19.23

As before
418 + 40.00 Construction use
~~399 + 09.68 EC~~
same pt }
418 + 35.92 POT. orig }
399 + 09.68 EC }

1.1659
1923
34377
22918
103131
1.1459
22035657

435+2760
1923
837

2500 78
22 04
2523.02

420+79.42

22 00 98

444+20.36 BC
447+09.97 EC.

Δ 1103'45"
R 1500
ST. 145.26
L 289.61'

~~50 x 2000 = x : 2005~~
50

2000 | 100250.00
10000 X X X

2500
10000

DIRECTIONS FOR USE OF TABLES

50 : 2000 = x : 1905
50

2000 | 99750.00
8000 X X X

12500
10000

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

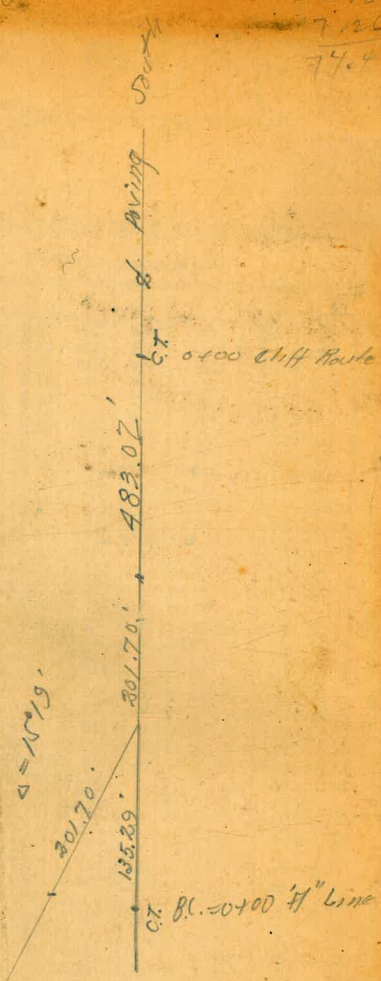
IMPROVED TABLES AND INFORMATION

40941.86
16291
40944.77

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

1
2
3
4
5
6
7

530 1951
86 9779 500
17
8.320 18'
150 630
140 120 798
378 298
737 596
920
267
537
306° 14' 15.15
180 257
125° 14' 27.72
168
354
150
691
191 368 88
35 447 7 38
236
172
238179
250647 238179
12968
14526
76999
250647
14526
268173
363833
9866
1234 41200
M 8000-24
111 Loc. 4 road



57.15
7.26
74.42

411+95 24" 411+95
3261.74
375.54
3638.33
50.51
8884
2 24" 420+50
3 24" 425+50
4 30" 430+50
5 18" 432+80
6 18" 437+20
7 24" 439+15
8 30" 443+40
9A 18" 460+00 # 9 24" 451+50
10 30" in Slough

51-23
25-41-30
51-23