

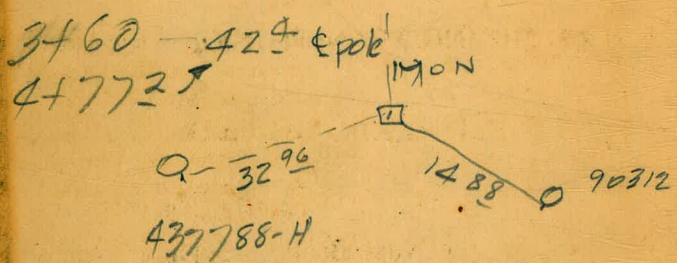
1440

PAST

FIELD BOOK

No. 385F

30
75
75 →
75
75
30



MICROFILMED

6+22 - 42 BELU 3 1364 pole
6+53 - 53' wedge oil surf 75 Edge Road
79' & tele pole

NAIL BOARD 342 28 00 POT TC 1940

51' 21" @
34+31 28 POT
MIN

11+95.12
5+27.09
4 68.03

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

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
- No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.
- No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

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

Walker
 Books
 closest
 paper

"Alignment"
 LINDA VISTA ROAD

3-3-32

Station Align. Defln. True Bearing Curve Data Magnetic Bearing

3+75

Now known as Miramar Rd.

3+00

439.16'

72°45'

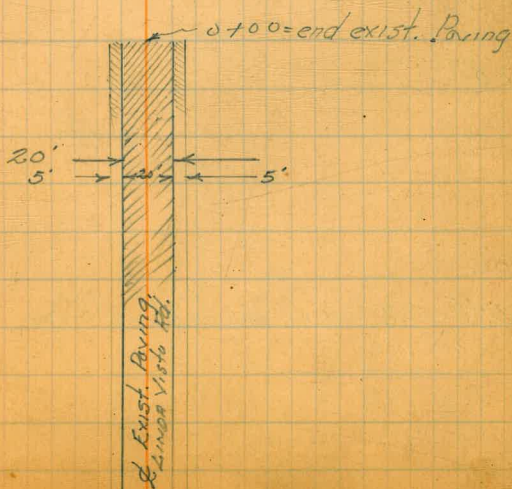
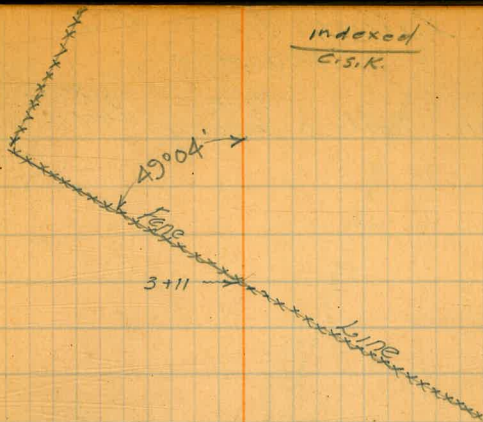
2+00

1+00

0+00 this Book = 29+49.55 Book 1133-55 = end exist. Paving

indexed
 C.S.K.

1



LINDA VISTA ROAD
"Alignment"

Station	Align.	Defln. Δ	True Bearing	CURVE DATA
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10+00

9+00

+2.141 = Intersection of Pueblo line

8+00

7+00

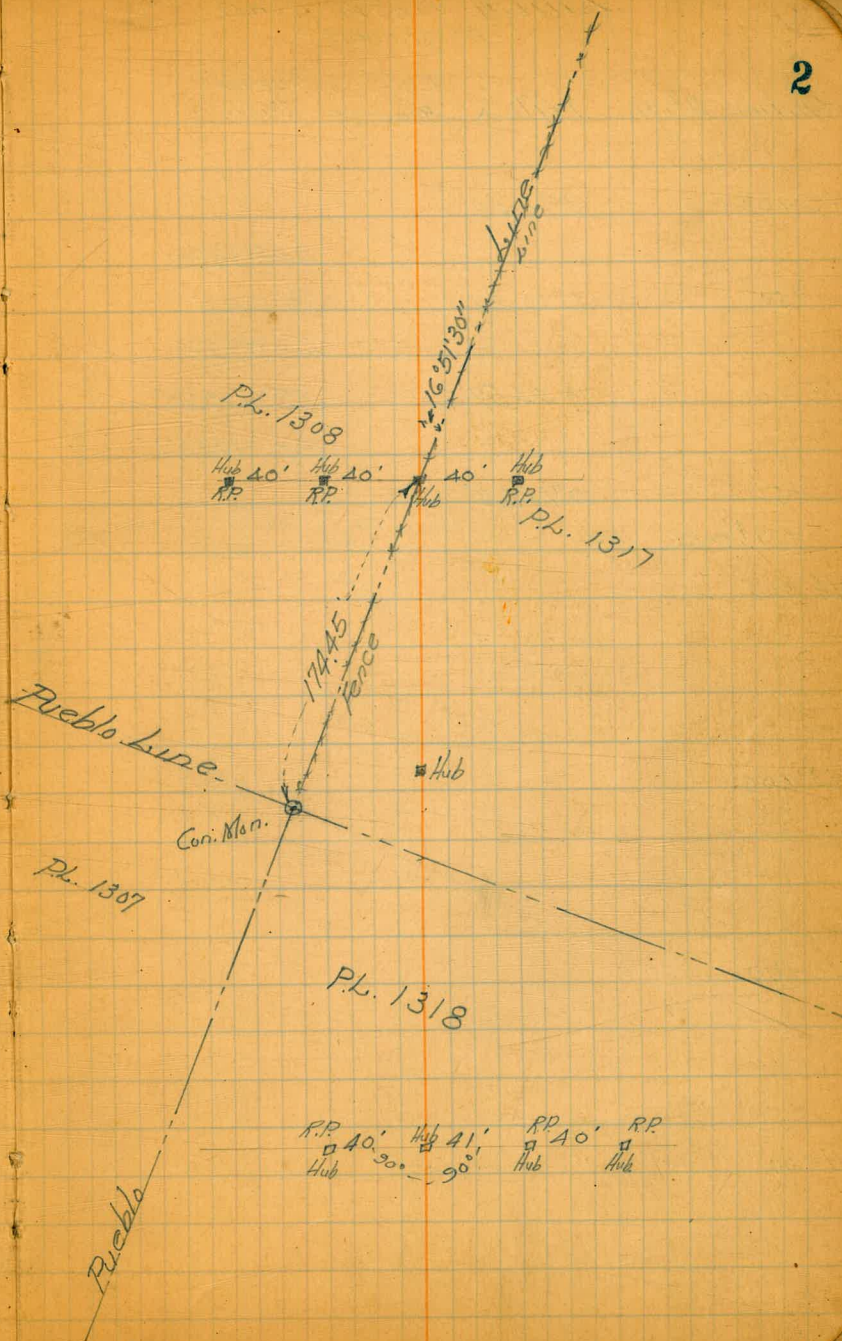
+70.51 = P.O.T.

6+00

5+00

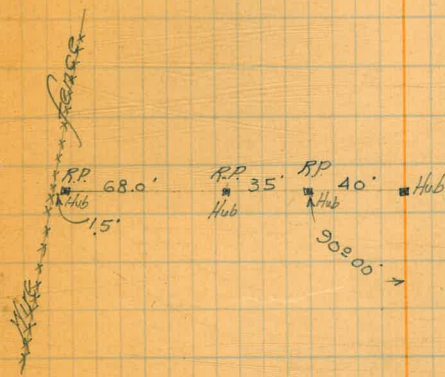
+85.45 = P.O.T. = P.O.T. Hub in Book 1133- Page 55 = Sta. 34+35 and Align.

4+00



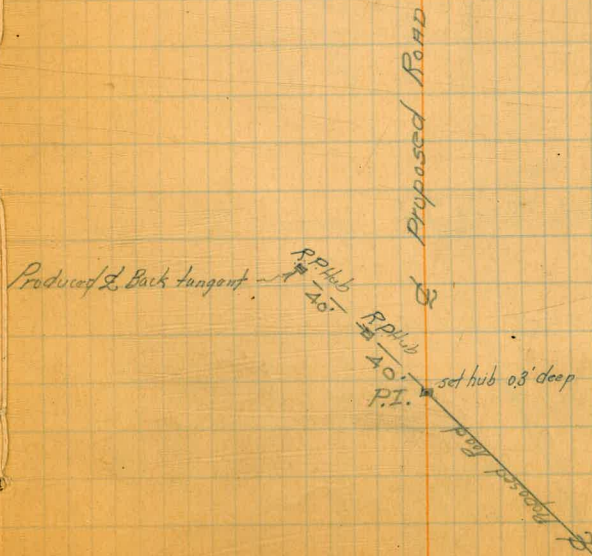
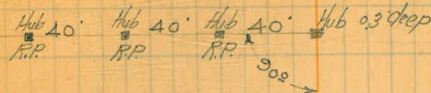
LINDA VISTA ROAD
"Alignment"

Station	Align.	Defln. Δ	True Bearing	Curve Data
16+00		4°36.45'		Δ 44°33'30"
750		3°10.51'		R=1000' L=777.62'
15+00		1°44.57'		S.T.=403.70' Ext.=108.07'
750		0°18.63'		
	+39.16-86. FT.			
14+00				
13+00				
12+00				
11+00				



LINDA VISTA ROAD
"Alignment"

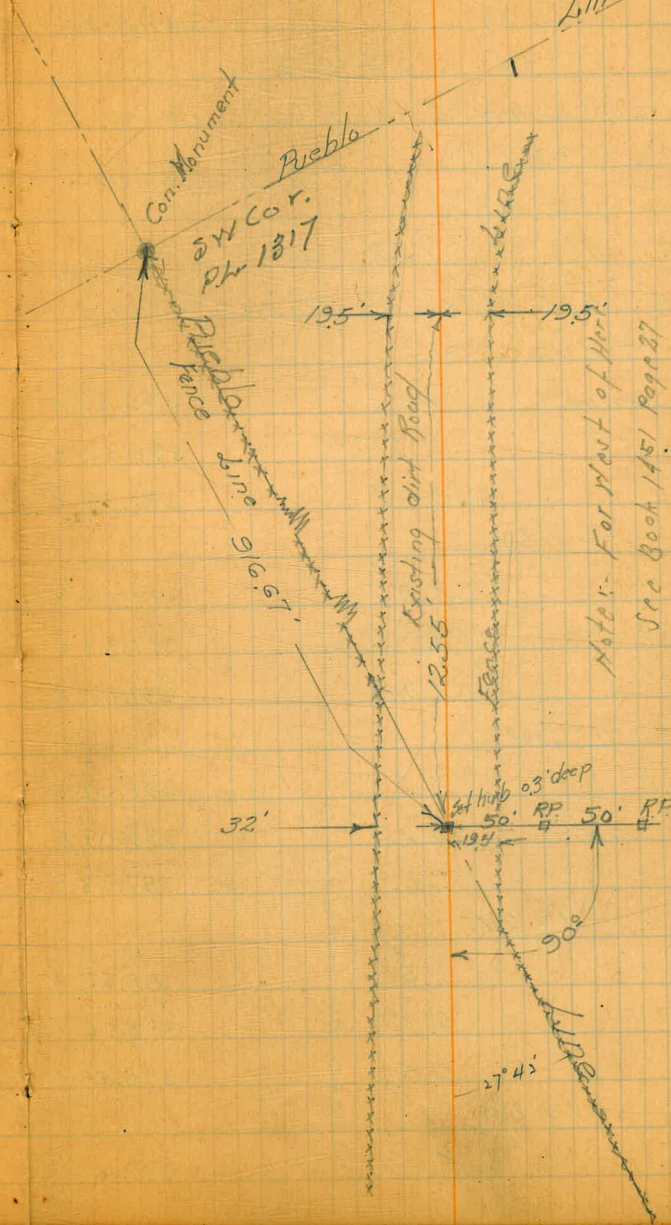
Station	Align.	Defln. & True Bearing.	Curve Data
+50			
+16.85 = P.C.		22° 16.75'	
22+00		21° 47.73'	
+50		20° 21.79'	
21+00		18° 55.85'	
+50		17° 29.91'	
20+00		16° 03.97'	
+50		14° 38.03'	
19+00		13° 12.09'	
+50		11° 46.15'	
18+00		10° 20.21'	
+50		8° 54.27'	
17+00		7° 28.33'	
+50		6° 02.39'	



LINDA VISTA ROAD
"Alignment"

Station Align. Defln. Δ True Bearing Curve Data

+4735
2A+00
23+00



3-7-32

Walker

Cross Section

LINDA VISTA ROAD 30' Wide

405.21

6

				BM. Con. Man. Book 1133-67
8.78	427.04	418.26		
T.P.	2.56	423.04	6.56	420.48
Chk. on old hub 32+17.5		Book 1133-74	6.88	416.16
Elev. old Hub		416.20		
	123.04		0.04 = difference	
T.P.	2.15	413.91	11.28	411.76
T.P.	2.05	405.21	10.75	403.16
	-2+00			
Lt. on top Paving	8.64			396.57 ✓
L. " " "	8.55			396.66 ✓
Rt. " " "	8.67			396.54 ✓
	-1+75			
Rt. " " "	7.97			397.24 ✓
L. " " "	7.82			397.39 ✓
Lt. " " "	7.94			397.27 ✓
	-1+50			
Lt. " " "	7.21			398.00 ✓
L. " " "	7.12			398.09 ✓
Rt. " " "	7.28			397.93 ✓
	-1+25			
Rt. " " "	6.68			398.53 ✓
L. " " "	6.55			398.66 ✓
Lt. " " "	6.63			398.58 ✓
	-1+00			
Lt. " " "	6.05			399.16 ✓

Reduced by Loughborough

E on top Paving	5.94	399.27 ✓
Rt. " " "	6.10	399.11 ✓
	- 0+75	
Rt. " " Paving	5.28	399.93 ✓
L. " " "	5.15	400.06 ✓
Lt. " " "	5.26	399.95 ✓
	-0+50	
Lt. " " "	4.28	400.93 ✓
L. " " "	4.20	401.01 ✓
Rt. " " "	4.31	400.90 ✓
	-0+25	
Rt. " " "	3.12	402.09 ✓
L. " " "	3.01	402.20 ✓
Lt. " " "	3.13	402.08 ✓
	0+00 = End existing Paving	
25' Lt.	3.4	401.8 ✓
17' "	3.3	401.9 ✓
15' "	3.0	402.2 ✓
12' "	2.1	403.1 ✓
10' " on Paving	2.05	403.16 ✓
L. " " "	1.99	403.22 ✓
10' Rt. " " "	2.05	403.16 ✓
13' "	2.2	403.0 ✓
15' "	2.5	402.7 ✓
25' "	1.9	403.3 ✓
	0+25	

405.21

Linda Vista Road

25' Rt.	1.7	403.5 ✓
15' "	1.6	403.6 ✓
2	1.1	404.1 ✓
12' Lt.	1.6	403.6 ✓
15' "	2.1	403.1 ✓
25' "	2.3	402.9 ✓

T.P. 11.93 416.39 0.75 404.46

0+50

25' Lt.	12.1	404.3 ✓
15' "	11.7	404.7 ✓
11' "	11.3	405.1 ✓
2	11.0	405.4 ✓
8' Rt.	11.2	405.2 ✓
15' "	11.7	404.7 ✓
25' "	12.0	404.4 ✓

0+75

25' Rt.	9.2	407.2 ✓
15' "	9.2	407.2 ✓
14' "	10.3	406.1 ✓
2	9.5	406.9 ✓
11' Lt.	9.6	406.8 ✓
15' "	9.3	407.1 ✓
25' "	9.7	406.7 ✓

1+00

25' Lt.	7.7	408.7 ✓
16' Lt.	7.4	409.0 ✓

416.39

7

15' Lt.	8.4	408.0 ✓
10' Lt.	8.8	407.6 ✓
2	8.8	407.6 ✓
14' Rt.	8.3	408.1 ✓
15' "	7.2	409.2 ✓
25' "	7.0	409.4 ✓

1+25

25' Rt.	5.4	411.0 ✓
15' Rt.	5.7	410.7 ✓
14' Rt.	6.8	409.6 ✓
2	6.2	410.2 ✓
10' Lt.	6.5	409.9 ✓
14' "	7.2	409.2 ✓
15' "	6.0	410.4 ✓
25' "	6.1	410.3 ✓

1+50

25' Lt.	5.0	411.4 ✓
15' "	5.0	411.4 ✓
14' "	6.2	410.2 ✓
10' "	5.6	410.8 ✓
2	5.0	411.4 ✓
14' Rt.	5.6	410.8 ✓
15' "	4.5	411.9 ✓
25' "	4.4	412.0 ✓

2+00

25' Rt.	2.2	414.2 ✓
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416.39

LINDA VISTA ROAD

16' Rt.	2.5	413.9 ✓
15' "	3.5	412.9 ✓
2'	3.1	413.3 ✓✓
13' Lt.	3.7	412.7 ✓
15' "	3.3	413.1 ✓
25' "	3.1	413.3 ✓
2+50		
25' Lt.	1.2	415.2 ✓
15' "	1.2	415.2 ✓
14' "	2.1	414.3 ✓
2'	0.8	415.6 ✓✓
15' Rt.	0.7	415.7 ✓
25' "	0.0	416.4 ✓
T.P.	3.64 425.44	0.59 415.80
2+75		
25' Rt.	8.7	416.7 ✓
15' "	8.7	416.7 ✓
2'	8.6	416.8 ✓✓
15' Lt.	9.3	416.1 ✓
25' Lt.	9.7	415.7 ✓
3+00		
25' Lt.	8.2	417.2 ✓
15' "	8.0	417.4 ✓
8' "	7.9	417.5
4' "	7.4	418.0
2'	7.3	418.1 ✓✓

425.44

15' Rt.	7.0	418.4 ✓	8
25' Rt.	6.6	418.8 ✓	
3+25			
25' Rt.	5.6	419.8 ✓	
15' Rt.	5.8	419.6 ✓	
2'	6.1	419.3 ✓✓	
15' Lt.	6.5	418.9 ✓	
25' Lt.	6.7	418.7	
3+50			
25' Lt.	5.6	419.8	
15' Lt.	5.3	420.1 ✓	
2'	5.1	420.3 ✓✓	
15' Rt.	4.6	420.8 ✓	
25' Rt.	4.3	421.1 ✓	
4+00			
25' Rt.	2.6	422.8	
15' Rt.	2.9	422.5 ✓	
2'	3.1	422.3 ✓✓	
T.P. 601	428.42 3.03	422.41	
15' Lt.	6.4	422.0 ✓	
25' "	6.7	421.7 ✓	
4+25			
25' Lt.	5.9	422.5 ✓	
15' Lt.	5.7	422.7 ✓	
2'	5.4	423.0 ✓✓	
15' Rt.	5.0	423.4 ✓	

422.42

Linda Vista Road

25' Rt.		4.9	423.5
	4+75'		
25' Rt.		4.4	424.0
15' Rt.		4.7	423.7 ✓
ℓ		4.9	423.5 ✓
15' Lt.		5.1	423.3 ✓
25' Lt.		5.2	423.2 ✓
	5+25'		
25' Lt.		5.5	422.9
15' "		5.5	422.9 ✓
ℓ		5.5	422.9 ✓
15' Rt.		5.5	422.9 ✓
25' Rt.		5.5	422.9
	5+75'		
25' Rt.		7.0	421.4 ✓
15' Rt.		6.8	421.6 ✓
ℓ		7.0	421.4 ✓
15' Lt.		6.9	421.5 ✓
25' Lt.		7.1	421.3 ✓
	6+00'		
T.P.	2.14	422.89	7.67 420.75
chk. on Con Mon. P. 6		4.67	418.22
	4.67	422.93	418.26 = Elev. 110'
25' Lt.		2.6	420.3 ✓
15' "		2.5	420.4 ✓
ℓ		2.6	420.3 ✓

422.93

9

15' Rt.		3.0	419.9 ✓
25' Rt.		2.7	420.2
	6+50'		
25' Rt.		5.5	417.4
15' "		5.4	417.5 ✓
ℓ		5.3	417.6 ✓
15' Lt.		5.3	417.6 ✓
25' Lt.		5.3	417.6
	7+00'		
25' Lt.		8.2	414.7
15' Lt.		8.2	414.7 ✓
ℓ		8.2	414.7 ✓
15' Rt.		8.3	414.6 ✓
25' Rt.		8.6	414.3
	7+50'		
25' Rt.		11.7	411.2
15' "		11.7	411.2 ✓
ℓ		11.4	411.5 ✓
15' Lt.		11.4	411.5 ✓
25' Lt.		11.2	411.7
T.P. 1A1		411.42	12.92 410.01
	7+75'		
25' Lt.		1.1	410.3
15' Lt.		1.3	410.1 ✓
ℓ		1.4	410.0 ✓
15' Rt.		2.0	409.4 ✓

01

411.42

Linda Visto Road

399.81

10

25' Rt.	2.2	409.2	9+00 ✓	25' Rt.	5.0	394.8 ✓
8+00 ✓				15' "	4.7	395.1 ✓
25' Rt.	5.0	406.4 ✓		ℓ	4.6	395.2 ✓✓
15' "	4.8	406.6 ✓		15' Lt.	4.6	395.2 ✓
ℓ	4.0	407.4 ✓		25' "	4.1	395.7 ✓
15' Lt.	3.5	407.9 ✓		9+50 ✓		
25' Lt.	3.8	407.6 ✓		25' Lt.	3.4	390.4
8+25				15' Lt.	3.5	390.3 ✓
25' Lt.	7.3	409.1		ℓ	3.7	390.1 ✓✓
75' Lt.	6.6	409.8 ✓		15' Rt.	3.5	390.3 ✓
ℓ	7.1	409.3 ✓		25' Rt.	3.5	390.3 ✓
15' Rt.	7.3	409.1 ✓		T.P. 2.98	390.22 12.57	387.24
25' Rt.	7.7	403.7 ✓		9+75 ✓		<small>on spline 3' Lt. ℓ Sta. 9+80</small>
8+50				25' Rt.	2.4	387.8
25' Rt.	10.5	400.9		15' Rt.	2.4	387.8 ✓
15' Rt.	10.5	400.9 ✓		ℓ	2.4	387.8 ✓✓
ℓ	10.6	400.8 ✓		15' Lt.	2.2	388.0 ✓
15' Lt.	10.2	401.2 ✓		25' Lt.	2.1	388.1
25' Lt.	9.9	401.5		10+00 ✓		
T.P. 1.25	399.81	12.86	398.56	25' Lt.	4.7	385.5
8+75				15' Lt.	4.7	385.5 ✓
25' Lt.	1.8	398.0		ℓ	5.0	385.2 ✓✓
15' "	1.9	397.9 ✓		15' Rt.	5.1	385.1 ✓
ℓ	2.0	397.8 ✓		25' Rt.	5.1	385.1
15' Rt.	1.6	398.2 ✓		10+25		
25' Rt.	1.7	398.1				

390.22

10+25✓

Linda Vista Road

381.76

11

25' Rt.	7.2	383.0
15' Rt.	7.2	383.0✓
ℓ	7.3	382.9✓
15' Lt.	7.6	382.6
25' Lt.	7.8	382.4
T.P.	0.76 381.76	9.22 381.00
	10+50✓	
25' Lt.	0.9	380.9
15' Lt.	0.5	381.3✓
ℓ	0.8	381.0✓
15' Rt.	0.1	381.7✓
25' Rt.	+0.5	382.3
	11+00✓	
25' Rt.	1.6	380.2
15' Rt.	2.9	378.9✓
ℓ	3.6	378.2✓
15' Lt.	4.0	377.8✓
25' Lt.	4.0	377.8
	11+25✓	
25' Lt.	4.8	377.0
15' Lt.	4.8	377.0✓
ℓ	4.7	377.1✓
15' Rt.	3.5	378.3✓
25' Rt.	2.0	379.8
	11+50✓	
25' Rt.	3.6	378.2

15' Rt.	4.5	377.3✓
ℓ	5.3	376.5✓
15' Lt.	6.1	375.7✓
25' Lt.	6.3	375.5
	11+75✓	
25' Lt.	7.2	374.6
15' Lt.	7.1	374.7✓
ℓ	6.6	375.2✓
15' Rt.	5.9	375.9✓
25' Rt.	5.3	376.5
	12+00✓	
25' Rt.	5.8	376.0
15' Rt.	6.3	375.5✓
ℓ	7.2	374.6✓
15' Lt.	7.9	373.9✓
25' Lt.	7.8	374.0
	12+25✓	
25' Lt.	8.4	373.4
15' Lt.	8.6	373.2✓
ℓ	7.9	373.9✓
15' Rt.	7.5	374.3✓
25' Rt.	7.0	374.8
	12+50✓	
25' Rt.	8.3	373.5
15' Rt.	8.4	373.4✓
ℓ	9.0	372.8✓

38176

Linda Vista Road.

38176

12

15' Lt.	9.2	372.6 ✓	T.P. 2.06	375.41 8.41	373.35
25' Lt.	9.1	372.7		14+39.16 = 86. Ft.	
	12+75 ✓		25' Lt.	6.0	369.4
25' Lt.	9.5	372.3	15' Lt.	5.6	369.8 ✓
15' Lt.	9.6	372.2 ✓	2. on Hub.	5.80	369.6 ✓
2.	9.3	372.5 ✓	15' Rt.	6.0	369.4 ✓
15' Rt.	8.5	373.3 ✓	25' Rt.	6.1	369.3
25' Rt.	8.2	373.6	Left 3m. on 143' tie Hub. P. 3	4.16	371.25
	13+00 ✓			14+62 ✓	
25' Rt.	9.6	372.2	25' Rt.	6.1	369.3
15' Rt.	9.7	372.1 ✓	15' Rt.	6.5	368.9 ✓
2.	9.6	372.2 ✓	2.	6.7	368.7 ✓
15' Lt.	10.1	371.7 ✓	15' Lt.	6.8	368.6 ✓
25' Lt.	10.1	371.7	25' Lt.	6.5	368.9
	13+50 ✓			14+75 ✓	
25' Lt.	10.4	371.4	25' Lt.	6.7	368.7
15' Lt.	10.3	371.5 ✓	20' Lt.	7.2	368.2
2.	9.6	372.2 ✓	15' Lt.	11.3	364.1 ✓
15' Rt.	9.7	372.1 ✓	2.	15.8	359.6 ✓
25' Rt.	9.7	372.1	4' Rt.	17.5	357.9
	14+00 ✓		15' Rt.	18.4	357.0 ✓
25' Rt.	11.5	370.3	17' Rt.	17.0	358.4
15' Rt.	11.5	370.3 ✓	20' Rt.	13.5	361.9
2.	11.2	370.6 ✓	25' Rt.	7.0	368.4
15' Lt.	11.2	370.6 ✓	40' Rt.	7.2	368.2
25' Lt.	11.6	370.2		14+76 ✓	

375.41

Linda Vista Road.

375.41

13

20' Rt.	14+76 ✓	10.2	365.2	15' Lt.	6.0	369.4 ✓
25' Rt.		13.0	362.4	25' Lt.	4.8	370.6
20' Rt.		13.5	361.9	15+00 ✓		
17' Rt.		17.3	358.1	25' Lt.	4.7	370.7
15' Rt.		18.6	356.8 ✓	15' Lt.	6.0	369.4 ✓
7' Rt.		17.5	357.9	ℓ	6.8	368.6 ✓
ℓ		16.0	359.4 ✓	10' Rt.	6.3	369.1
15' Lt.		11.1	364.3 ✓	12' Rt.	11.7	363.7
20' Lt.		7.0	368.4	15' Rt.	12.3	363.1 ✓
25' Lt.		6.3	369.1	25' Rt.	17.8	357.6
14+88 ✓				34' Rt.	21.0	354.4
25' Lt.		6.0	369.4	45' Rt.	23.5	351.9
15' Lt.		6.6	368.8 ✓	50' Rt.	23.7	351.7
ℓ		10.0	365.4 ✓	15+15 ✓		
15' Rt.		18.5	356.9 ✓	40' Rt.	19.2	356.2
25' Rt.		22.5	352.9	27' Rt.	14.0	361.4
30' Rt.		22.4	353.0	25' Rt.	7.2	368.2
41' Rt.		18.4	357.0	15' Rt.	6.9	368.5 ✓
45' Rt.		14.8	360.6	ℓ	6.0	369.4 ✓
14+25 ✓				15' Lt.	4.9	370.5 ✓
50' Rt.		18.4	357.0	25' Lt.	4.7	370.7
37' Rt.		23.4	352.0	15+25 ✓		
25' Rt.		19.3	356.1	25' Lt.	4.6	370.8
15' Rt.		16.0	359.4 ✓	15' Lt.	5.1	370.3 ✓
5' Rt.		11.8	363.6	ℓ	5.3	370.1 ✓
ℓ		6.7	368.7 ✓	15' Rt.	6.8	368.6 ✓

375.41

Linda Vista Road.

25' Rt.		6.8	368.6
	15+50 ✓		
25' Rt.		6.1	369.3
15' Rt.		5.7	369.7 ✓
ℓ		5.7	369.7 ✓
15' Lt.		5.3	370.1 ✓
25' Lt.		5.5	369.9
	16+00 ✓		
25' Lt.		6.7	368.7
15' Lt.		6.7	368.7 ✓
ℓ		6.9	368.5 ✓
15' Rt.		7.3	368.1 ✓
25' Rt.		7.5	367.9
T.P.	3.12 371.22	7.31	368.10
	16+50 ✓		
25' Rt.		4.5	366.7
15' Rt.		4.2	367.0 ✓
ℓ		3.9	367.3 ✓
15' Lt.		3.8	367.4 ✓
25' Lt.		3.5	367.7
	17+00 ✓		
25' Lt.		4.8	366.4
15' Lt.		4.9	366.3 ✓
ℓ		5.1	366.1 ✓
15' Rt.		5.3	365.9 ✓
25' Rt.		5.3	365.9

371.22

14

	17+50 ✓		
25' Rt.		6.4	364.8
15' "		6.5	364.7 ✓
ℓ		6.3	364.9 ✓
15' Lt.		6.1	365.1 ✓
25' Lt.		6.0	365.2
	18+00 ✓		
25' Lt.		6.8	364.4
15' Lt.		6.9	364.3 ✓
ℓ		7.3	363.9 ✓
15' Rt.		7.7	363.5 ✓
25' Rt.		7.8	363.4
	18+50 ✓		
25' Rt.		8.6	362.6
15' Rt.		8.5	362.7 ✓
ℓ		8.4	362.8 ✓
15' Lt.		8.5	362.7 ✓
25' Lt.		8.5	362.7
	19+00 ✓		
25' Lt.		9.9	361.3
15' Lt.		9.8	361.4 ✓
ℓ		9.8	361.4 ✓
15' Rt.		9.7	361.5 ✓
25' Rt.		9.8	361.4
T.P.	2.13 363.53	9.82	361.40
	19+50		

36353

Linda Vista Road.

25' Rt	19+50 [✓]	3.4	360.1
15' "		3.4	360.1 [✓]
ℓ		3.4	360.1 [✓]
15' Lt.		3.5	360.0 [✓]
25' Lt. = N. edge Exist. Road		3.5	360.0
	20+00 [✓]		
25' Lt. on Exist. Road		5.0	358.5
15' Lt. "N. edge Exist. Road		5.2	358.3 [✓]
13' Lt.		4.5	359.0
ℓ		4.5	359.0 [✓]
15' Rt.		4.5	359.0 [✓]
25' Rt.		4.3	359.2
	20+50 [✓]		
25' Rt.		5.0	358.5
15' Rt.		5.1	358.4 [✓]
ℓ		5.0	358.5 [✓]
3' Lt.		5.1	358.4
4' " on N. edge Exist. Road		6.0	357.5
15' Lt. " " "		5.7	357.8 [✓]
25' Lt. " " "		6.0	357.5
	21+00 [✓]		
25' Lt.		6.1	357.4
20' Lt.		5.9	357.6
19' Lt. = South edge Exist. Road.		6.7	356.8
15' Lt. on exist. Road.		6.4	357.1 [✓]
ℓ " " "		6.4	357.1 [✓]

36353

15

5' Rt. = N. edge Exist. Road.	6.6	356.9
6' Rt.	5.9	357.6
15' Rt.	5.7	357.8 [✓]
25' Rt.	5.7	357.8
	21+50 [✓]	
25' Rt.	6.5	357.0
15' Rt.	6.4	357.1 [✓]
10' Rt.	6.6	356.9
9' Rt. - N. edge ^{exist.} Road.	7.3	356.2
ℓ	7.0	356.5 [✓]
17' Lt. = Lt. edge exist. Road.	7.3	356.2
15' Lt.	6.6	356.9 [✓]
25' Lt.	6.8	356.7
T.P. 303	359.09 7.47	356.06
	22+16.85 [✓]	Note: all ℓ Readings from this E.C. North are on ℓ exist. Road
Left 8M. tie Herb 40' Lt.	3.51	<u>355.58</u>
25' Lt.	3.3	355.8
20' Lt.	3.4	355.7
19' Lt.	4.3	354.8
15' Lt.	3.3	355.8 [✓]
12' Lt.	3.6	355.5
11' Lt.	4.0	355.1
ℓ	3.8	355.3 [✓]
12' Rt.	3.8	355.3
15' Rt.	3.3	355.8 [✓]
25' Rt.	3.2	355.9

359.09

Linda Vista Road

359.09

16

Station	Offset	Elevation
23+00 ✓		
25' Rt.	4.1	355.0
15' Rt.	4.4	354.7 ✓
11' Rt.	4.9	354.2
L	4.8	354.3 ✓
12' Lt.	5.0	354.1
15' "	5.0	354.1 ✓
25' Lt.	5.1	354.0
24+00 ✓		
25' Lt.	5.4	353.7
15' Lt.	6.0	353.1 ✓
L	5.8	353.3 ✓
10' Rt.	6.0	353.1
15' Rt.	5.2	353.9 ✓
25' Rt.	5.2	353.9
24+50 ✓		
25' Rt.	5.8	353.3
15' Rt.	5.9	353.2 ✓
9' Rt.	6.4	352.7
L	6.0	353.1 ✓
15' Lt.	6.3	352.8 ✓
25' Lt.	6.2	352.9
25+00 ✓		
25' Lt.	6.7	352.4
15' Lt.	6.5	352.6 ✓
L	6.1	353.0 ✓

Station	Offset	Elevation
9' Rt.	6.4	352.7
15' Rt.	5.8	353.3 ✓
25' Rt.	5.5	353.6
25+50 ✓		
25' Rt.	5.1	354.0
15' Rt.	5.0	354.1 ✓
9' Rt.	6.2	352.9
L	6.0	353.1 ✓
15' Lt.	6.4	352.7 ✓
25' Lt.	6.5	352.0
26+00		
25' Lt.	5.9	353.2
15' Lt.	6.0	353.1 ✓
L	5.7	353.4
10' Rt.	6.0	353.1
15' Rt.	4.8	354.3 ✓
25' Rt.	5.0	354.1
27+00 L on dirt Road	6.1	353.0 ✓
28+00 L " " "	6.9	352.2 ✓
29+00 L " " "	7.9	351.2 ✓
30+00 L " " "	8.4	350.7
T.P. 11.21	367.87 2.43	356.66
T.P. 8.68	376.12 0.43	367.44
T.P. 12.60	388.08 0.64	375.48
T.P. 12.15	399.45 0.78	387.30
T.P. 11.89	410.78 0.56	398.89

410.78

17

T.P. 10.60 421.31 0.07 410.71

chk. on Con. Mon. P-6

3.01

418.30

418.26 = Mon.

0.04 = Error.

3-15-32
Walker
Spurlock
Clovert
Nelson

CONSTRUCTION STAKES
LINDA VISTA ROAD

Station

3+20

+80

2+40 = P.V.C

2+00

T.P 12.67 425.93 0.54 413.26

1+50

1+00

0+50

10.64 413.80

0+00 End existing paving.

B.M. on T.P. 2+00
N. edge paving.
on Page 6

Lt.

£

Rt. 18

600' V.C.

4.45%

123
27.3 24
9.7

129
25.9 100
10.9

113
26.3 111
10.4

115
26.5 127
14.2

119
26.9 24
4.3

114
26.4 52
6.6

114
28.6 23
8.0

3.2
416.70

10.4
415.50

11.9
414.00

13.72
412.21
425.93

3.83
409.97

6.08
407.72

8.53
405.47

413.80

403.22

62 +3.5 ✓
27 28.5

8.1 +2.8 ✓
10.9 27.8

9.9 +2.5 ✓
12.4 27.5

11.7 +2.5 ✓
14.2 27.5

17 +2.6 ✓
4.3 27.6

44 +2.2 ✓
6.2 27.2

93 -1.3 ✓
80 28.5

Station

6 + 40 - E.V.C

6 + 00

5 + 60

5 + 20

4 + 80

TP 4.83 428.43 2.33 423.60

4 + 40

4 + 00

3 + 60

425.93

5.9%

600' V.C.

18.

£

19.

19

175 101
32.5 17.6

17.1
411.30

104 + 72 ✓
17.6 32.2

✓
17.5 80
32.5 15.5

15.0
413.40

82 + 73 ✓
15.5 32.3

✓
17.3 64
32.3 13.7

13.2
415.20

63 + 70 ✓
13.7 32.4

✓
16.9 56
31.9 12.4

11.9
416.50

49 + 75 ✓
12.4 32.5

+ 63 82
31.3 15.3

11.0
417.40
~~418.43~~

43 + 72 ✓
11.5 32.7

15.5 51
32.5 8.6

8.1
417.80

32 + 64 ✓
8.6 31.4

14.4 82
29.4 8.6

8.1
417.80

10 + 56 ✓
8.6 30.6

✓
13.2 57
31.2 8.9

8.4
417.50
~~425.93~~

43 + 46 ✓
8.9 29.6

Station

11+00

10+50

T.P. 0.82 383.36 12.54 382.54

10+00

9+50

T.P. 0.04 395.08 12.54 395.04

9+00

8+50

T.P. 0.57 407.58 12.07 407.01

8+00

7+50

T.P. 2.93 419.08 12.30 416.15

7+00

chk. 817.00 Mon 10.19 428.45 218.26 - Mon. 428.43 10.19 418.24

St.

E

Rt.

20

✓
-6.7 54
36.5 +1.3

70.8
384.19

33 -4.6
+1.3 33.4

✓
-6.7 24
36.5 +1.3

+3.77
387.13
383.36

39 -7.7
+1.3 38.0

✓
-5.6 10.1
34.9 4.5

5.0
390.08

10.1 -5.6
4.5 34.9

✓
-3.7 5.3
32.0 1.6

2.1
393.02
395.08

4.6 -3.0
1.6 31.0

✓
0.00 12.1
28.0 12.1

11.6
395.97

12.3 -1.2
11.1 28.3

5.9
✓
-12.2 7.0
27.2 3.2

8.7
398.22
407.58

6.3 +2.9
2.2 27.9

✓
+5.1 12.1
36.6 17.7

17.2
401.87

12.1 +5.6
17.7 30.6

✓
+7.3 7.5
32.3 14.8

14.2
404.82

7.5 +7.3
14.8 32.3

✓
+7.3 4.5
32.3 11.8

11.3
407.77
419.08

4.7 +7.1
11.8 32.1

Station + x Elev

4.62
 Chk. on temp. 375.87 12.11 371.25 ✓
 13 + 40

13 + 20

13 + 00

12 + 80 = P.V.C

12 + 40 = Break

12 + 00 = Break

11 + 60 = Break

11 + 20 = Break

383.36

430.70

L1

E

Rt.

21

$\begin{matrix} -3.3 \\ 31.5 \\ 373.70 \end{matrix}$ $\begin{matrix} 373.90 \\ 375.87 \end{matrix}$ $\begin{matrix} -3.2 \\ 29.8 \\ 373.40 \end{matrix}$

$\begin{matrix} 15.2 \\ 374.15 \end{matrix}$ $\begin{matrix} -3.6 \\ 31.7 \\ 374.50 \end{matrix}$ $\begin{matrix} -3.3 \\ 31.5 \\ 374.00 \end{matrix}$ 11.7 3.4

$\begin{matrix} 11.5 \\ 32 \\ 374.15 \\ 374.65 \end{matrix}$ $\begin{matrix} -3.3 \\ 31.5 \\ \text{Leave out} \end{matrix}$ 375.05

$\begin{matrix} -3.1 \\ 31.1 \\ \text{Leave out} \end{matrix}$ $\begin{matrix} 11.4 \\ 3.3 \\ 374.11 \\ 374.62 \end{matrix}$

Reading 11.3 -4.1 = Fill
 Rod = 8.2 32.6 dist. out
 375.20 Grade 23 out

Tip Bam Fill - -3.0 10.2 Reading
 Dist. out = 31.0 8.2 = Rod
 375.20

$\begin{matrix} -4.8 \\ 33.7 \end{matrix}$ $\begin{matrix} 10.6 \\ 5.8 \\ \text{Reading} \\ \text{Rod} \end{matrix}$ 6.3
 377.10

Reading = 2.8 -4.0 Fill
 Rod = 3.8 32.4 = dist. out

$\begin{matrix} -5.3 \\ 34.5 \end{matrix}$ 2.4 4.1
 378.80

7.2 -3.1
 4.1 31.2

$\begin{matrix} -6.0 \\ 35.5 \end{matrix}$ 8.1 2.1
 2.6
 380.80

5.3 -3.2 ✓
 2.1 31.3

$\begin{matrix} -6.4 \\ 36.1 \end{matrix}$ 6.3 10.1
 0.4
 383.00

2.9 -2.7 ✓
 10.7 30.6

53%

383.36

55
Station

15 + 00

14 + 80

14 + 60

14 + 40

14 + 20

14 + 00

13 + 80

13 + 60

375.87

Lt.

Lt.

Rt.

22

$\begin{array}{r} -2.5 \\ 30.3 \\ \hline 372.05 \end{array}$

$\begin{array}{r} -4.7 \\ 33.6 \\ \hline 372.35 \end{array}$

$\begin{array}{r} -4.7 \\ 33.6 \\ \hline 372.60 \end{array}$

$\begin{array}{r} -4.8 \\ 33.7 \\ \hline 372.75 \end{array}$

$\begin{array}{r} -4.0 \\ 32.5 \\ \hline 372.85 \end{array}$

$\begin{array}{r} -2.3 \\ 32.3 \\ \hline 373.00 \end{array}$

$\begin{array}{r} -2.9 \\ 32.2 \\ \hline 373.15 \end{array}$

$\begin{array}{r} -2.8 \\ 30.7 \\ \hline 373.35 \end{array}$

370.33

370.77

371.21

371.65

372.09

372.53

372.97

373.40
375.87

$\begin{array}{r} -2.1 \\ 36.7 \\ \hline 368.55 \end{array}$

$\begin{array}{r} -2.2 \\ 40.3 \\ \hline 369.10 \end{array}$

$\begin{array}{r} -1.4 \\ 38.6 \\ \hline 369.70 \end{array}$

$\begin{array}{r} -2.0 \\ 39.5 \\ \hline 370.30 \end{array}$

$\begin{array}{r} -2.3 \\ 38.0 \\ \hline 370.90 \end{array}$

$\begin{array}{r} -2.3 \\ 30.0 \\ \hline 371.55 \end{array}$

$\begin{array}{r} -2.1 \\ 29.8 \\ \hline 372.15 \end{array}$

$\begin{array}{r} -2.2 \\ 29.8 \\ \hline 372.80 \end{array}$

Station

18 + 00

17 + 50

17 + 00

16 + 50

16 + 00

15 + 70

15 + 40 E.N.C

15 + 20

375.87

Lt.

E

Rt.

-2.5
30.3

-2.6
30.4

-2.7
30.6

-3.3
31.5

-2.5
30.3

-2.4
30.1

2.2%

371.30

371.70

Super Elev. in flat section = 0.08 ft. ft.

12.1
363.74

11.0
364.84

9.9
365.94

8.8
367.04

7.7
368.14

7.1
368.80

369.45

369.89

375.87

+1.8
36.8

+1.9
36.9

+1.7
36.7

+1.7
36.7

+2.0
27.0

+2.3
27.3

-0.7
26.9

out

367.60

368.05

25
Station

21 + 40
T.P. 2.57 360.25 8.85 357.68

21 + 20 = P.V.C

21 + 00

20 + 50

20 + 00

19 + 50

19 + 00
T.P. 3.55 366.53 12.89 362.98

18 + 50
375.87

L E Ht.

24

-2.4
30.1
358.10

-2.4
30.1
358.55

-2.8
30.7
357.14

-3.5
31.8
358.24

-4.0
32.5
359.34

-4.1
32.7
360.44

-3.3
31.5
361.54
366.53

-2.9
30.9
362.64
375.87

356.30
360.25

356.70

9.4
357.14

8.3
358.24

7.2
359.34

6.1
360.44

5.0
361.54
366.53

13.2
362.64

375.87

+2.9 2.9
27.9 5.8
354.45

+2.8 8.9
27.8 11.7
354.85

+2.9
27.9

+2.4
27.4

+1.9
26.9

+1.9
26.9

+1.9
26.9

+1.9
26.9

R.R. 0%

Station

23 + 00

22 + 80

22 + 60

22 + 40

22 + 20

22 + 00

21 + 80

21 + 60

360.25

Lt.

±

Rt.

25

	-1.5 28.8		+1.2 26.2	5.3 6.5
354.38		354.39		353.78

	-1.6 28.9		+1.1 26.1	5.4 6.5
354.78		354.50		353.80

	-1.6 28.9		+2.3 27.3	4.2 6.5
355.42 .32		354.60		353.80

	-1.6 28.9		+1.6 26.6	4.9 6.5
355.80 .70		354.80		353.80

	-1.5 28.5		+2.0 27.0	4.5 6.5
356.20		355.00		353.80

	-1.6 28.9		+2.4 27.4	4.0 6.4
356.70		355.30		353.85

	-1.6 28.9		+2.6 27.6	3.7 6.3
357.18		355.60		354.00

	-2.1 29.7		+2.9 27.9	3.2 6.1
357.65		355.90		354.15
		360.25		

Stations

26+25

25+62.5

25+00 2.88 358.46 355.58 - 812

check on tie Hub to 24 H.E.C.P. 15. 4.67 355.58 ✓

24+47.35 End of Work = Riebl's line

24+00 = Break

23+80

23+60

23+40

23+20

360.25

0.525% to station 30+00

51
6.3 +1.2
26.2

5.7
6.0 +0.3
25.3

6.2
4.6 -1.6
28.9

7.9
9.1 -1.3
28.5

6.5
6.9 -0.4
28.4

6.7
6.8 +0.1
25.1
353.46

6.6
6.7 +0.1
25.1
353.57

6.2
6.5 +0.3
25.3
353.74

6.2
6.5 -1.3
28.0
354.02

58
352.67

5.5
353.00

5.1
353.33
353.46

6.6
353.60

6.4
353.85

353.95

354.06

354.17

354.28

360.25

+1.7 4.6
26.7 6.3

+1.5 4.5
26.5 6.0

+0.8 4.8
25.8 5.6

+0.2 6.9
25.2 7.1

+0.6 6.3
25.6 6.9

+1.1 5.7
26.1 6.8
353.46

+0.7 6.0
25.7 6.7
353.57

+0.6 6.0
25.6 6.6
353.66

+1.3 5.2
26.3 6.5
353.72

3-19-32

GRADES For Culvert
Station 14+55.56

66'-2.4" Con. Pipe

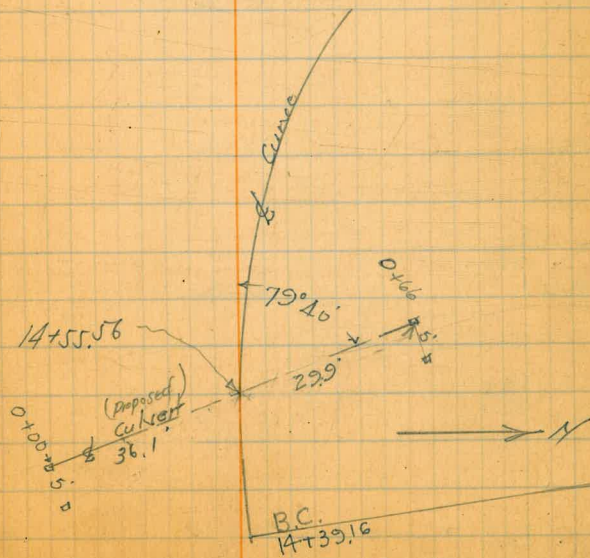
Grade = 4.00%

+	π	-	Elev	Flow Line	Cuts
---	---	---	------	-----------	------

27

π
374.37

0+00 = beginning Culvert	5.45	368.92	68.40	-10.52
+66 = end Culvert	5.18	369.19	65.76	+3.43



3.12 374.37

371.25 B.M. Tie Hub
14+39.16

4-1-32
Walker
Brookes
Clayton
Nelson

LINDA VISTA ROAD
Change in Grade
from station 3+40
to station 14+20

Station + x Elev.

5+20

29 +69 ✓
98 31.9
416.00

173 - 2.5
32.3 9.8
416.00

4+80

26 +63 ✓
89 31.3
416.90

+73 ✓ 1.6
32.3 8.9
416.90

4+40

30 +55 ✓
85 30.5
417.35

+65 ✓ 2.1
31.5 8.5
417.35

4+00

4.1 +43 ✓
8.43 29.3
417.40

+55 ✓ 2.9
30.6 8.4
417.40

4.00 P.V.C

3+60

5.6 +32 ✓
8.8 28.2
417.05

+66 ✓ 1.1
29.6 2.8
417.05

3+20

7.2 +23 ✓
9.5 27.9
416.30

+34 ✓ 2.1
28.4 9.5
416.30

2+80

9.9 +18 ✓
10.7 25.8
415.10

+28 ✓ 7.9
27.8 10.7
415.10

2+40 = P.V.C 7.92 425.83 10.47 417.91
10.12 428.38 418.26

B.M. Con. Mon.

10.9 +13 ✓
12.23 26.3
413.50

+25 ✓ 9.78
27.5 12.33
413.50

414.00
425.83

Station + T - Elev.

9+00
T.P. + 0.05 397.50 12.83 397.45

8+50
T.P. 1.63 410.28 12.82 408.65

8+00

7+50

7+00

6+40 E.V.C

T.P. 2.21 421.47 6.57 419.26

6+00

5+60

425.83

18 -1.2
0.6 28.9
395.90 96.9

9.8 +1.7
11.5 76.7
398.79

14.4 +5.4
19.8 30.4
401.67

9.9 +7.0
16.9 32.0
404.56

6.8 +7.2
14.0 32.2
407.44

3.1 +7.5
10.6 32.5
410.90

5.4 +7.4
12.8 32.9
413.00

3.7 +7.4
11.1 34.4
414.70

5.77 96

100 V.C.

397.5

410.28

411.40

421.47

413.50

415.20

425.83

1.5 -0.6
28.7 28.1
394.9 395.90

12.5 -9.0
27.5 11.5
398.79

15.2 -12.6
30.2 19.8
401.67

16.9 -10.0
31.9 16.9
404.56

16.9 -7.1
31.9 14.0
407.44

17.2 -3.4
32.2 10.6
410.90

17.2 -5.6
32.2 12.8
413.00

17.5 -3.6
32.5 13.7
414.70

Station + x - Elev.

TP 0.01 374.68 11.06 374.67
12+40

12+00

11+60

11+20

11+00

10+50

10+00

TP 0.69 385.73 12.46 385.04

9+50

397.50

12.9 - 5.4
7.5 34.6
377.20 78.2

11.7 - 6.0
5.7 35.5
379.00 380.0

10.4 - 6.7
3.7 36.6
381.00 82.00

8.7 - 7.2
1.5 37.3
383.20 384.2

7.6 - 7.2
0.4 37.3
384.36 85.36

4.7 - 7.2
+2.5 37.3
387.25 88.25

0.6 - 6.0
R=+5.4 35.5
390.13 91.1

7.6 - 4.1
3.5 32.6
393.02 94.0

-4.6 12.1
37.4 7.5
78.2 377.20

-3.9 9.6
37.3 5.7
380.0 379.00

-2.9 7.6
32.3 3.7
82.0 381.00

-3.6 5.1
31.9 1.5
84.2 383.20

-5.2 5.6
34.3 0.4
85.36 384.36

-8.3 5.8
38.9 12.5
88.25 387.25

-6.1 0.7
35.7 +5.9
91.1 390.13

+3.5 7.0
31.8 3.5
94.0 393.02

385.73

397.50

5.77%

Station + π - Elev.

chk. on 8M. P-12 optic Hub 339 371.25⁻⁸¹⁹
371.29

14+20

14+00

13+80

13+60

13+40

13+20

13+00

12+80

4.8 - 4.0[✓]
0.8 32.5

372.90 73.9

4.4 - 3.8[✓]
0.6 31.2

373.05 74.05

4.0 - 3.5[✓]
0.5 31.7

373.20 74.2

3.1 - 2.9[✓]
0.2 30.8

373.50 74.5

3.3 - 3.0[✓]
+0.1 31.6

373.80 74.80

3.1 - 3.8[✓]
+0.7 32.2

374.35 75.35

2.9 - 4.1[✓]
+1.2 32.6

374.90 75.9

2.6 - 4.5[✓]
+1.9 32.3

375.60 76.6

31

3

-2.2[✓] 5.0
29.8 2.8
71.9 370.90

-2.2[✓] 4.3
29.8 2.1
72.55 371.55

-2.1[✓] 3.6
29.8 1.5
73.2 372.20

-2.0[✓] 3.0
29.5 1.0
73.7 372.70

-2.2[✓] 2.4
29.8 0.2
74.5 373.50

-3.4[✓] 2.9
31.6 1.5
75.2 374.20

-3.9[✓] 2.7
32.4 1.2
75.85 374.85

-3.5[✓] 1.6
31.7 1.9
76.6 375.60

37468

Station

+

x

-

Lt.

E

Rt.

32

3

15+40

371.30

367.60

15+20

371.70

368.05

15+00

372.00

368.55

14+80

372.35

369.10

14+60

372.60

369.65

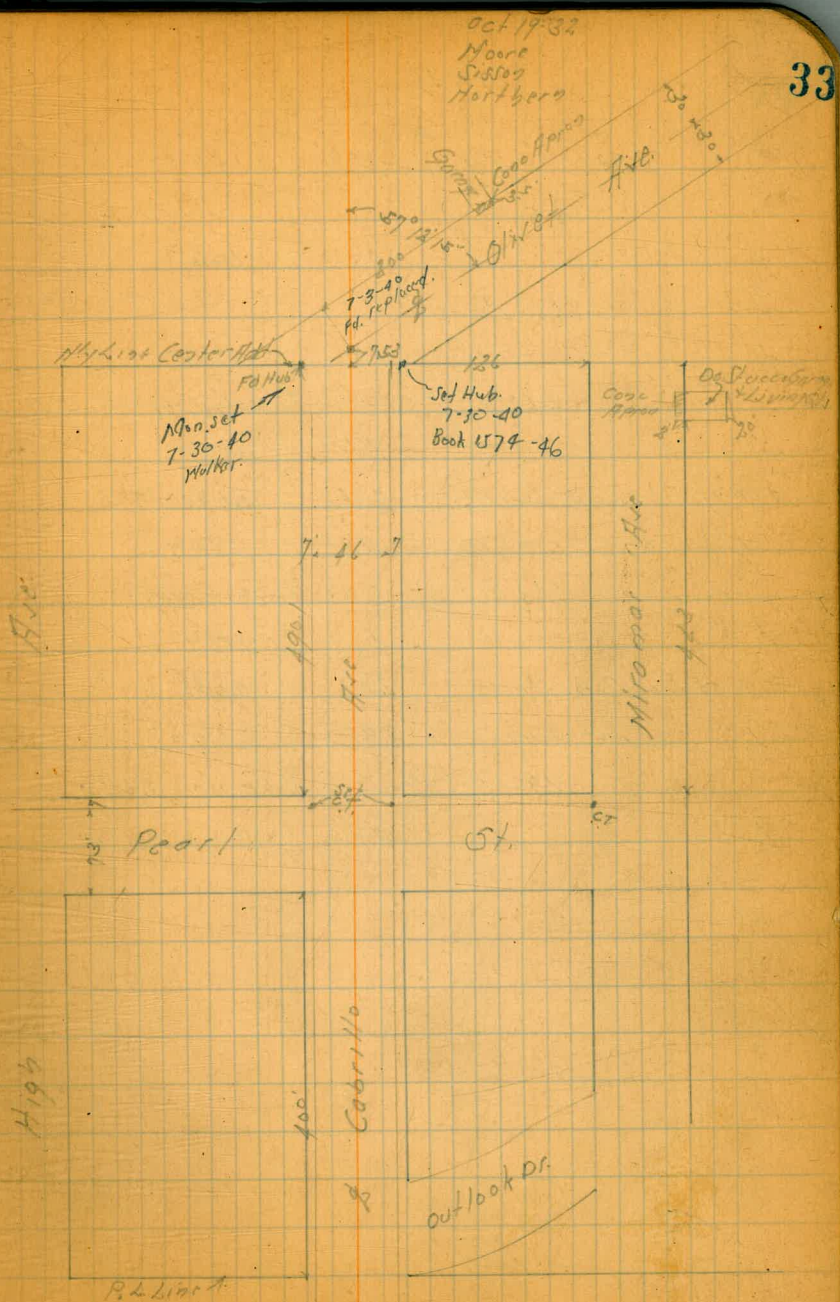
14+40

372.75

370.25

Levels on Miramar Ave
Pearl St fully line of Center Rd

BM	437	188.35	188.98	NH 111 Pearl Miramar
		S Eb of Pearl		
H		11.43	176.93	
		N Eb of Pearl		
H		10.39	177.94	
		N L Pearl		
b		8.3	180.1	
		50' N of N L Pearl		
f		5.1	183.3	
		75' N		
f		3.3	185.1	
		100' N		
b		2.6	185.8	
		125' N		
b		4.2	184.2	
		150' N		
f		7.3	181.1	
TP	0.02	175.46	12.91	175.44
		200' N		
b		1.2	174.3	
		250' N		
b		7.3	168.2	
		300' N		
b		11.7	163.8	



		175.46		
TP	1.23	163.98	12.71	162.75
		350 H		
z			3.0	161.0
		400 H		
z			4.7	159.3
		463 H = 1/2 line Store & Garage & Union St. Over		
z			4.4	159.9
2 H of EL Conc. Floor			2.01	161.97
EL	02 Conc. Floor		1.98	162.00
		463 H = 1/2 line Store & Garage		
z			4.1	159.9
2 H of EL Conc. Floor			2.01	161.97
EL	02 Conc. Floor		1.96	162.02
		490 H = 1/2 line of Conch. Floor		
z			3.9	160.1

Levels on Cabrillo Ave & Olivet Ave
 Outlook Dr. to 20 off North of My Line Center Rd

148.75

35

113.98 Sec Sketch Page 33

390.5 N of H.L. Pearl

	200' N of A		
L		8.2	155.7
H.L. = 2 Garage 8' Opening		9.44	154.54
3.5' E of H.L. - Conc. Floor		9.63	154.35
	150' N A		
L		12.5	151.5
TP	0.30	151.59	12.69
	100' N A		
L		5.0	146.6
	50' N A		
L		10.2	141.4
TP	9.15	148.75	12.49
	7.53 N of My Line Center Rd		
L		11.4	137.4
2.5' of 2 - M.H. Cover		11.33	137.42
	490' N of My Line Center Rd		
L		11.5	137.3
	450' N of H.L. Pearl		
L		12.7	136.1
	400' N		
L		14.3	134.5
	350' N		
L		14.3	134.5
	300' N		
L		13.4	135.4

L	on M.H. Cover	13.25	135.40
	250' N		
L		12.1	136.7
	200' N		
L		10.2	138.6
	150' N		
L		5.5	143.3
	132' N = 2 Garage 02 E		
L		3.4	145.4
2.5' of E.L. - Garage Conc. Floor 2.12			146.33
8.5' Opening			
TP	11.41	139.95	0.21
	100' N		
L		10.6	149.4
	50' N of H.L. Pearl		
L		6.7	153.3
	H.L. Pearl		
N Top Ch		192	155.03
L		5.3	154.7
E Top Ch		3.92	156.03
	S.L. Pearl		
E Top Ch		2.93	157.03
L		3.1	156.4
N Top Ch		3.91	156.04

		159.95		
	50.5 of S.L. Peack			
L		30		157.0
	52.5 of S.L. Peack - Cor. Holt 0.27			
	377 of H.L. - 2.21 Cor. Holt	3.26		156.69
	100'S			
L		3.0		157.0
	150'S			
L		4.0		156.0
	200'S			
L		3.8		156.2
	250'S			
L		1.8		158.2
TP	1114	170.33	0.71	159.19
	300'S			
L		8.8		161.5
	350'S			
L		4.0		166.3
	400'S of S.L. Peack - P.L. Line			
L		0.0		170.3
TP	12.57	182.05	0.85	169.48
TP	5.76	186.09	1.72	180.33
BM			2.13	183.96

HW TIC
 Peck's National
 18228

Stadia Survey for approx. arrange of Curr. Fields in
PL 1329

F.S. on SW Cor. 1359
& Clockwise

Parcel #2 PL 1329 = Good Soil
Nly part of " " 7% slope

T#1	Az.	Stadia Dist.	log. of Field
Shot #1	0°00'	465'	Sty. Cor. Curr. Field to Wly PL 1359
#2	18°14'	344'	
#3	39°44'	594'	
#4	53°44'	797'	
#5	59°58'	774'	
#6	" "	500'	
#7	80°58'	460'	
#8	100°48'	673'	
#9	95°32'	225'	
#10	112°44'	624'	
#11	125°17'	445'	
#12	180°00'	670'	To Wly line of 1359

Parcel #1 } Good Bear Land
" #2 } Dry Farming

deduct 20' Road from Parcel #2

N 91°32'40"
3540.55'

PL 1329
CITY

STADIA SURVEY FOR PL 1329
BOTTOM LAND = Parcel #1 PL 1329
1% slope.

Maple
Sutton
Washburn
2-28-36

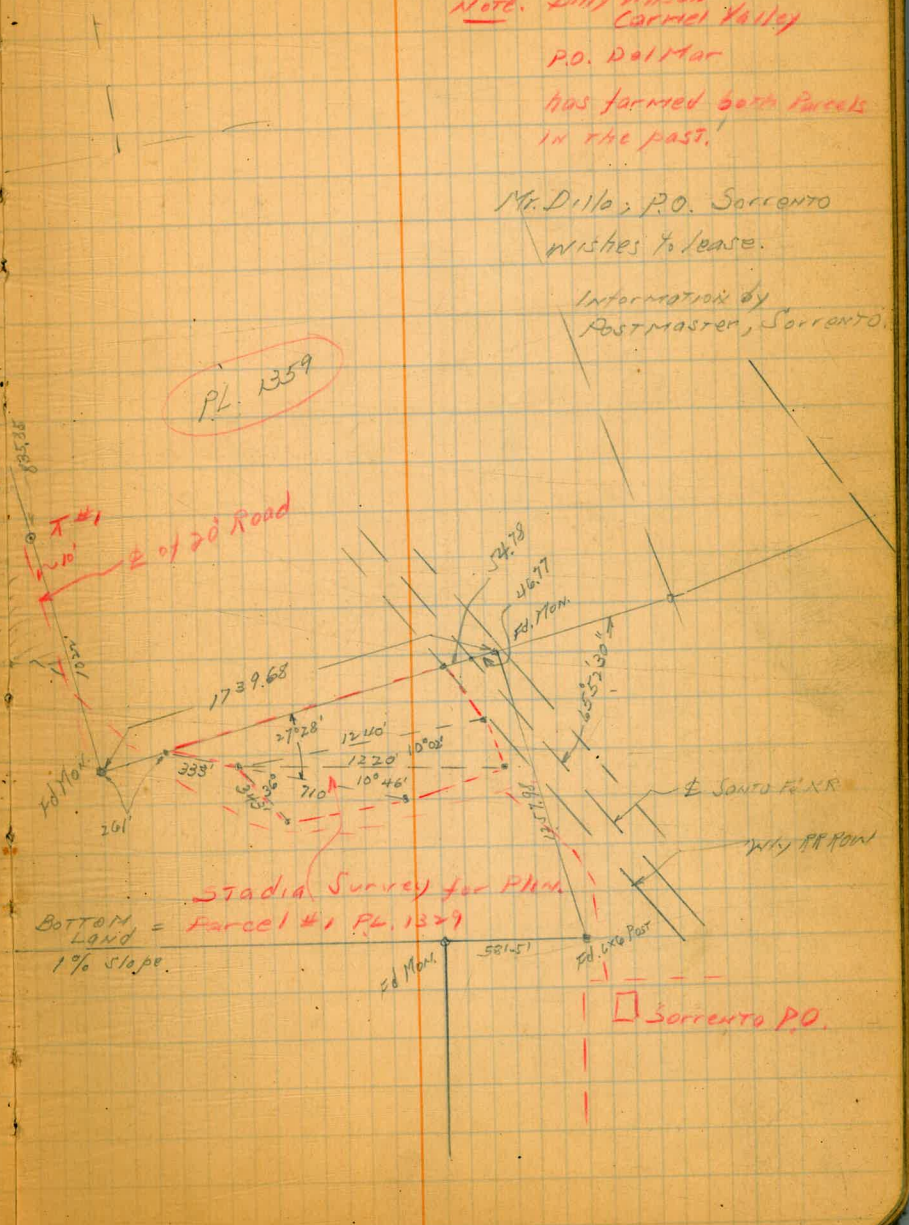
Indexed
C.S.K.
Plat. Made
3-5-36.
C.S.K.

37

Note. Billy Wilson
Carmel Valley
P.O. Del Mar
has farmed both Parcels
in the past.

Mr. Dillo, P.O. Sorrento
wishes to lease.

Information by
Postmaster, Sorrento.



Survey For Road Through P.L. 1352
East of Sorrento

Marker
P.L. 1353
" 1356
" 1352

Indexed
c.s.k.

1991

Dec 27-32

1900
Survey
North

38

P.L. 1351

1070 P.O.T.
P.L. 1352

P.L. 1356

538.22 Rec
E.S.L. P.L. 1356

To San Diego

5779.1 EG

Road

Santa Fe R.R.

proposed

Sorrento Side Tract B

Dirt Road

oto 8CL1

A = 22° 07'
R = 1500.0
T = 293.16
L = 1579.01

1019

1000 100.0

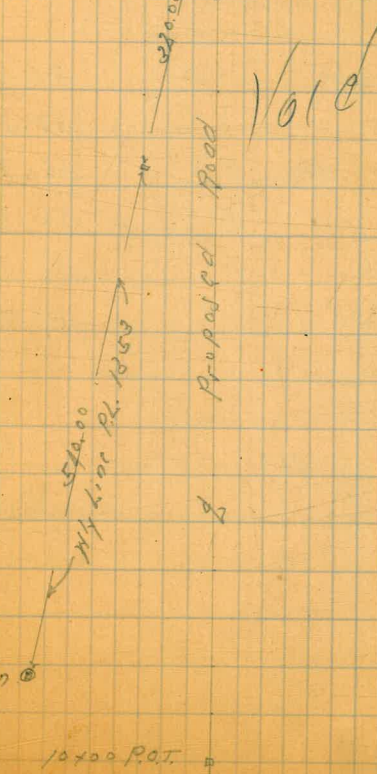
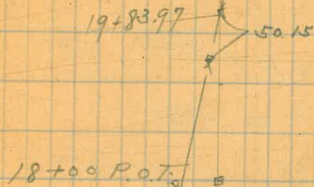
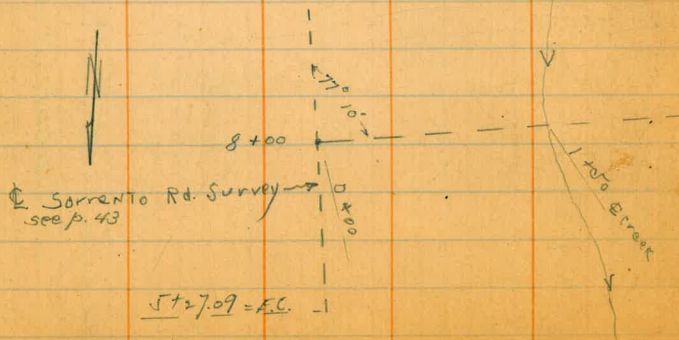
Moore
2-28-36

Survey of Sorrento Creek for Xsec.
To ESTAB. Flood Periods.

See p 40

indexed
c.s.K.

	0.00	70.40	70.40	El. ground at E 8+00
1+00		7.8	62.6	Wedge traveled
1+25		10.4	60.0	approx. High Water 1926
1+28		11.7	58.7	High Water Feb. 36
1+40		13.4	57.0	Water edge now
1+43		16.0	54.4	
1+59		15.9	54.5	
1+60		13.3	57.1	Feb-28-36
1+75		11.7	58.7	High W. Feb. 36
1+85		10.4	60.0	" " 1926
1+90		9.2	61.2	
2+00		9.2	61.2	
2+50		9.2	61.2	



Marked P.L.
13.52
13.56
13.52

10+00 P.O.T.

Moore 2-28-36

see p 39

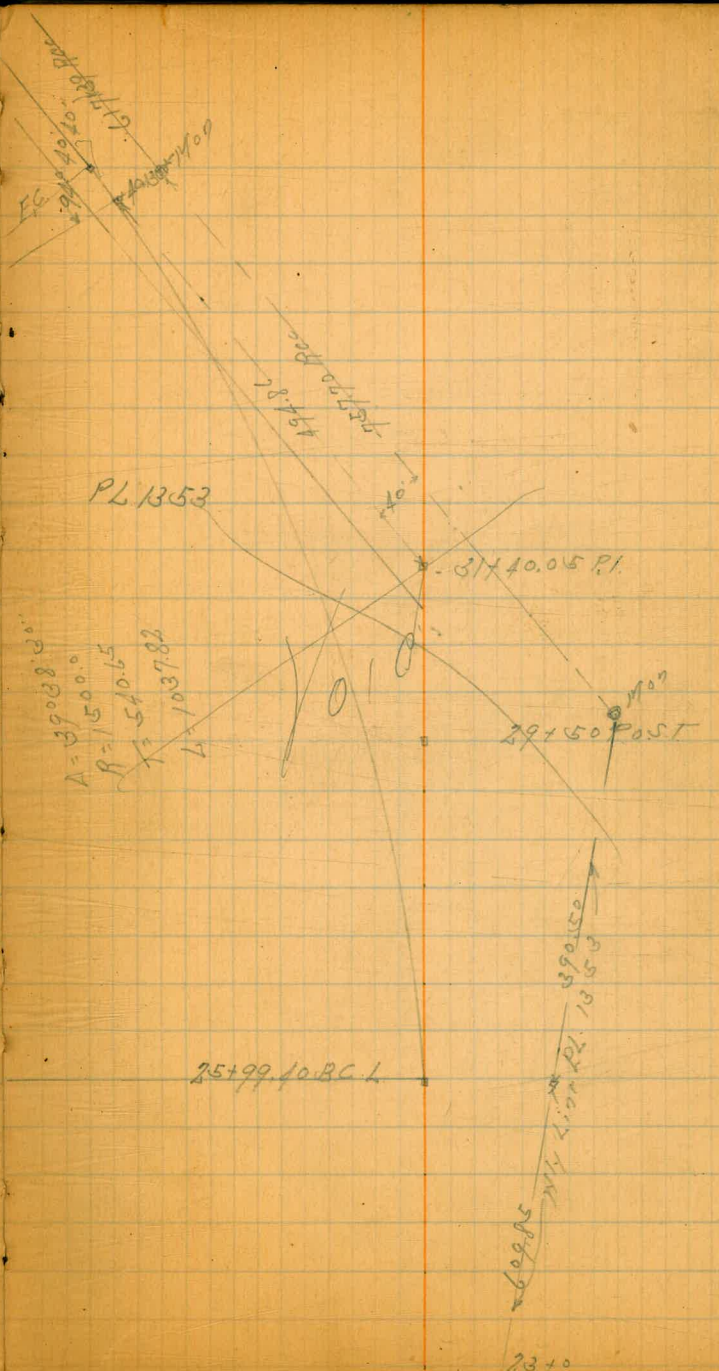
Cross of Surronto Creek

60' W of E of Road Survey at N+65.5'

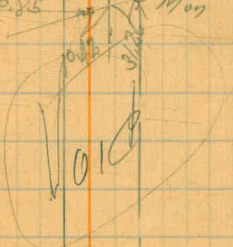
Taken bet. RR Bridge + Road Bridge - p 61

	7.30	44.70	12.40
00 - Nly edge creek bank	4.3		40.4
0 + 15 H.W. Feb 36	7.2		37.5
0 + 25 wedge present water	8.4		36.3
0 + 35 " " "	8.2		36.5
0 + 45 H.W. Feb 26	7.0		37.7
0 + 60 Sly edge creek	4.8		39.9

Probably bank full in 1926

PL 1353
36487.22Nail Fence Post
NW cor. bridge
page 61

42700.85
 City Line
 11/07
 0708.53 85. County Survey
 0708.53



617.39

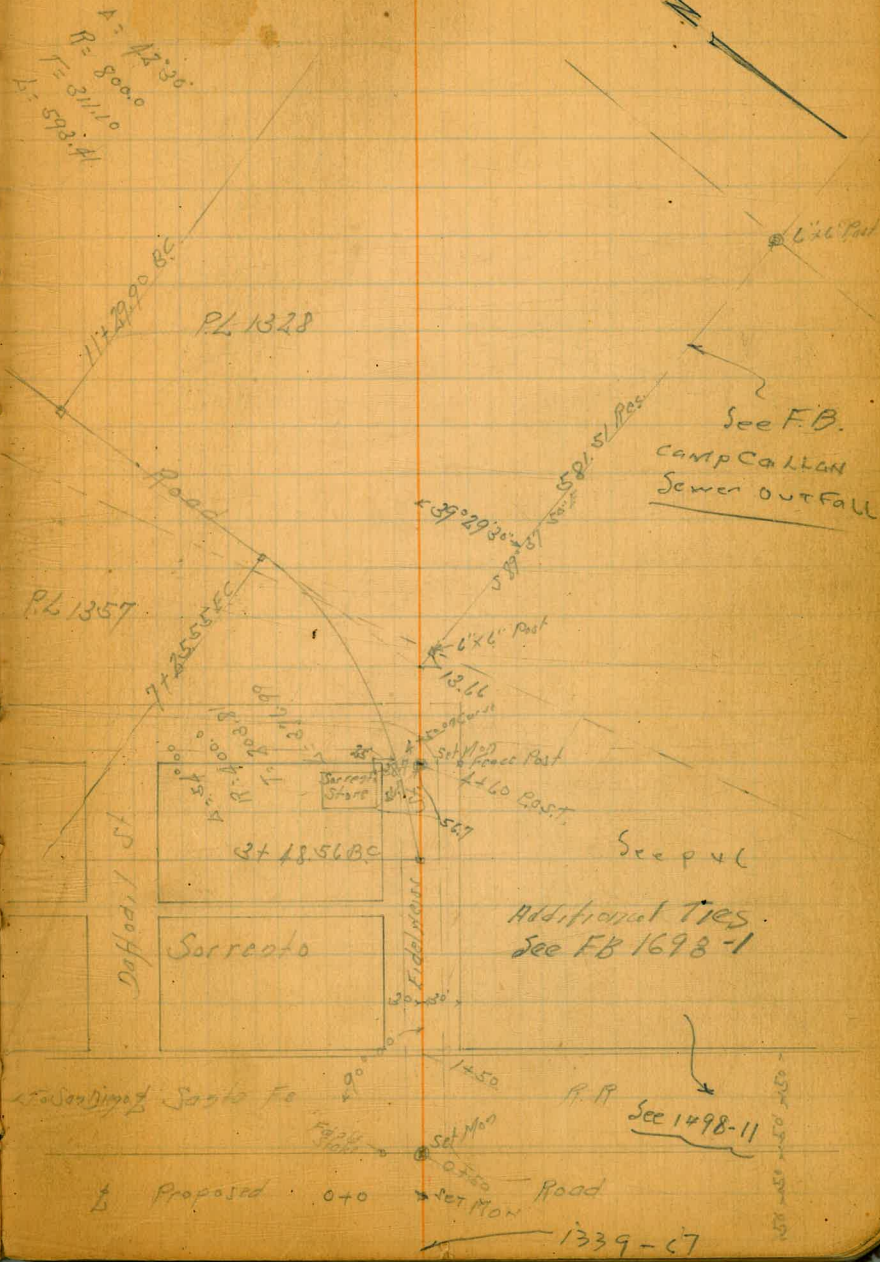
Sorreto Road Survey
Through P.L. 1357 and 1328



indexed plotted on 1932-8
c.s.k.

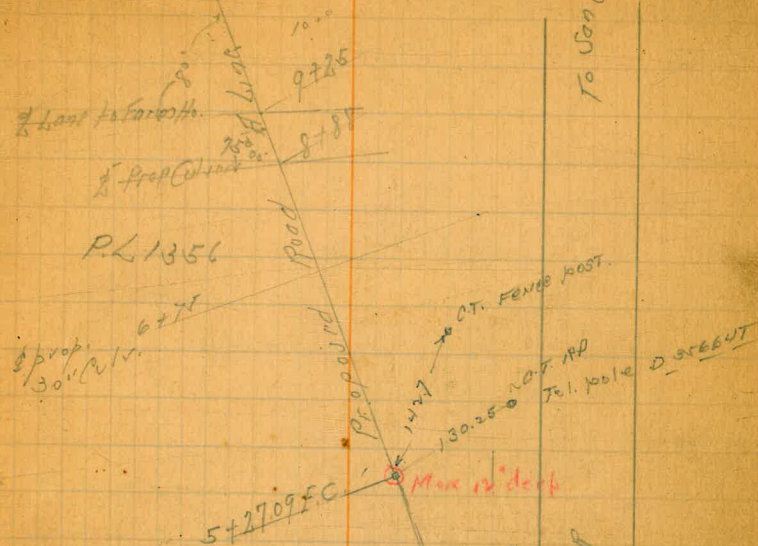
1-4-33
Moore
Sutton
Hobbs

42



A' List

Proposed Road Through P.L. 1353



1-10-33
Map 43

Δ 30.08
P. 1500
T. 26.20
L. 537.09

0+00 BC.
36+39.50

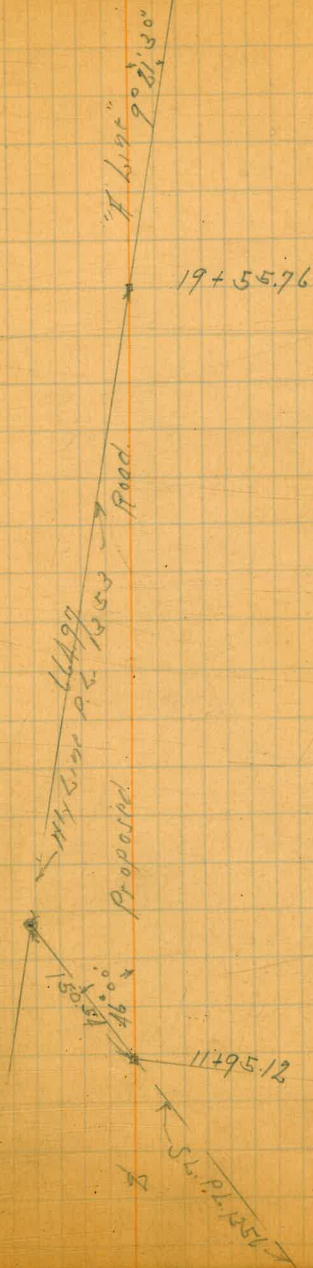
cc. J. Tel. pole 0355627

77.75 27.75

See Page 57

150 150 150

Map
Marked
RL-1353
" 1356
" 1358



44700.05

52100.10

City Line

7000

GT Man

68757.75C

100.00 Mon

Pl. Line

H. Line

Road

81.00

Prepared

41037.00
1500.00
570.00
880.00
74

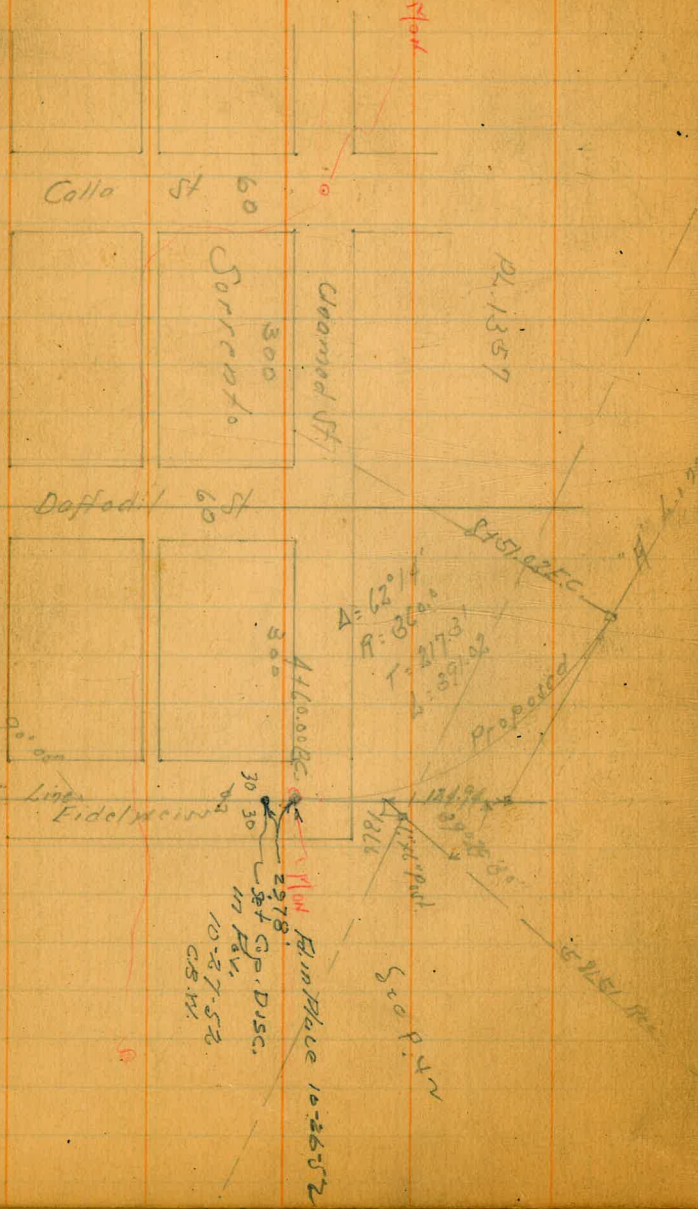
27767.93 BC

Max.

W. Line P. 1900

Sorrento Road Survey
Through PL 1357 + 1328
H Line

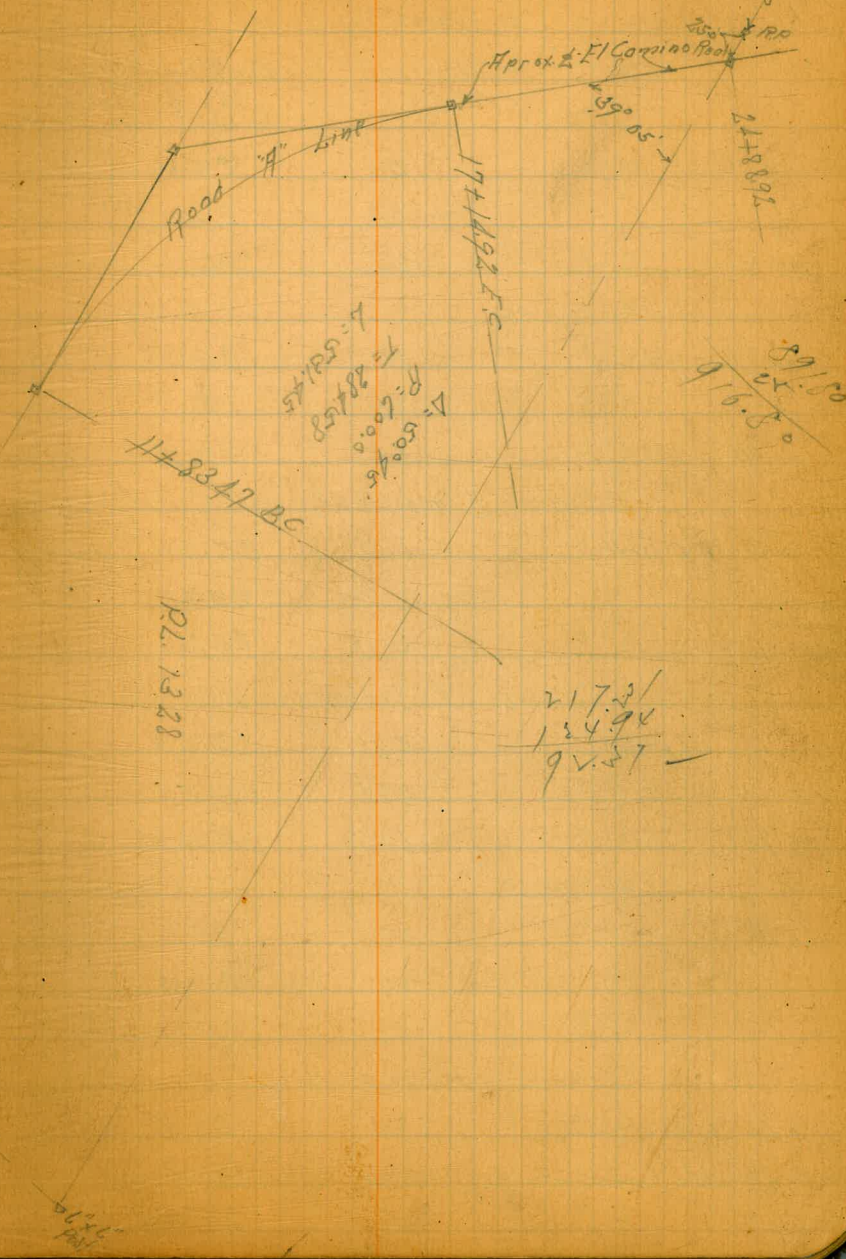
To S. & Santa Fe



Plotted on 1940-B
C.S.K.

1-27-33
Moore
S. & Santa Fe
Hartberg

P.L. Cor. 1328
46



Cross Section "A Line"
 Through Pk. 1357 + 1328 At Sorrento

BM	5.77	31.84 31.49 0+0	26.07 35 25.72	Notes: Subrad. 35 Feet Type Elev. For Correct BM Elev. Page 5 8.7 Base of F.P.P. Water Tank At Sorrento Walk 1 35.38 Elev. of 3.0 Correction 35.0 32.0 26.07 City Station
30 Rt			24.5	
1/2			24.0	
30 Lt			24.0	
		0+50		
30 Lt			24.8	
1/2			25.3	
30 Rt			25.5	
		1+0 = 1/2 Santa Fe RR.		
30 Rt Top Rail			25.41	Note: See Santa Fe Grade Elev. by Johnston Proposed
1/2			25.61	
30 Lt			25.77	
		1+15 = 1/2 Sidings		
30 Lt Top Rail			25.68	
1/2			25.55	
30 Rt			25.42	
		1+30		
30 Rt			25.6	
1/2			25.8	
30 Lt			25.9	
		1+35 = Fly of Bridge		
30 Lt Bottom Channel			23.2	
16 Lt - 1/4 End Bridge Bot			21.5	
11 Lt Top Deck			25.89	

1-31-33
 No. 47
 Northern

	31.84 31.49	5.65	25.84
1/2 on Deck			
14 Rt. 1/4 Bridge on Deck		5.62	25.87
14 Rt Bot Channel		10.0	21.5
30 Rt		8.1	22.9
		1+45 = 2 Bridge	
30 Rt		10.2	21.3
14 Rt Bot Channel		10.1	21.4
14 Ft. 1/4 Bridge on Deck		5.55	25.94
1/2 on "		5.56	25.93
16 Lt - 1/4 Bridge "		5.55	25.94
16 Lt Bot Channel		10.3	21.2
30 Lt		10.0	21.5
		1+55 = 1/4 Bridge	
30 Lt		8.9	22.6
16 Lt Bot Channel		9.8	21.7
16 Lt on Deck		5.55	25.94
1/2 " "		5.51	25.98
14 Rt. 1/4 Bridge "		5.43	26.06
11 Rt Bot Channel		9.9	21.6
30 Rt		9.0	22.5
		1+60	
30 Rt		6.0	25.5
17 Rt		8.2	23.3
16 Rt		5.5	26.0
1/2		5.3	26.2
11 Lt		5.2	26.3

20 H. Lion

31.87
31.49

20 Lt		7.0	24.5
30 Lt		5.1	26.4
	2+0		
30 Lt		4.6	26.9
1/2		4.7	26.8
30 Ft		5.4	26.1
	2+50		
30 Ft		6.5	25.0
15 Ft		3.3	28.2
1/2		3.3	28.2
30 Lt		3.7	27.8
	3+0		
30 Lt		1.3	30.2
1/2		1.4	30.1
30 Ft		2.1	29.4
TP	1218	13.42 43.07	31.24 30.89
		3+50	
30 Ft		11.0	32.1
1/2		10.9	32.2
30 Lt		10.4	32.7
	3+82 = 1/2	Conc Island For Gas Pumps on Lt	
34 Lt on Conc Island For Gas Pumps		8.98	34.09
30 Lt		9.2	33.9
1/2		9.3	33.8
30 Ft		9.9	33.2
30 Ft		8.0	35.1

43.42
43.07

	4+0		
30 Ft		5.1	38.0
18 Ft		9.2	33.9
1/2		8.4	34.7
30 Lt		8.7	34.4
	4+10 = B.C. Lt		
30 Lt		5.1	38.0
1/2		5.1	38.0
13 Ft		5.2	37.9
25 Ft		6.5	42.6
30 Ft		6.8	42.8
TP	1264	51.68 51.33	4.38 39.04 28.69
	Cross Section of named St.		60 Ft. Id.
	St. Edelman		
F		13.8	37.5
1/2		11.4	39.9
1/4		5.8	45.5
1/2		3.9	47.4
	50 S of St. Edelman		
1/2		5.3	46.0
1/4		6.5	44.8
1/2		11.6	39.7
F		12.0	39.3
	100.1		
F		11.4	39.9
1/2		11.0	40.3

51.68
51.33

1/2	10.6	40.7
0.6	7.0	44.3
1/4	5.0	46.3
150 J		
1/4	5.0	46.3
1/4	11.1	40.2
1/2	10.8	40.5
F	11.2	40.1
200 J		
I	10.3	41.0
1/2	10.7	40.6
1/4	11.1	40.2
1/4	5.9	45.4
250 J		
1/4	6.0	45.3
1/4	11.3	40.0
1/2	10.9	40.4
F	10.3	41.0
300 J		
F	11.3	40.0
1/2	11.1	40.2
1/4	11.3	40.0
1/4	8.1	43.2

51.68
51.33

4+95		
30 Rt	4.9	46.4
10 Rt	5.4	45.9
1/2	9.0	42.3
30 Lt	11.2	40.1
5+0		
30 Lt	7.7	43.6
1/2	1.5	46.8
30 Rt	1.5	46.8
5+50 - Cultivated Field		
30 Rt	0.6	50.7
1/2	1.8	49.5
30 Lt	2.0	49.3
TP	12.79	64.12
	6+0	63.77
		51.23
		50.98
30 Lt	11.3	52.5
1/2	9.8	54.0
30 Rt	8.1	55.7
6+50		
30 Rt	3.8	60.0
1/2	5.1	58.7
30 Lt	6.9	56.9
7+0		
30 Lt	3.1	60.7
1/2	0.9	62.9
TP	12.53	76.18
		75.83
		63.65
		63.30 ✓

76.18
75.83

30 Pt		11.6	64.2
	7+50		
30 Pt		7.4	68.4
1/2		9.8	66.0
30 Lt		12.3	63.5
	8+0		
30 Lt		10.2	65.6
1/2		7.0	68.8
30 Pt		4.3	71.5
	8+51.02 L.C.		
30 Pt		2.8	73.0
1/2		6.0	69.8
30 Lt		9.3	66.5
	9+0		
30 Lt		9.6	66.2
1/2		6.3	69.5
30 Pt		3.4	72.4
	9+50		
30 Pt = Water Way From Gully		5.4	70.4
1/2		8.5	67.3
30 Lt		11.4	64.4
	10+0		
30 Lt		13.2	62.6
1/2		9.2	66.6
30 Pt		4.2	71.6

	10+50		
30 Pt		+2.0	77.8
1/2		6.2	69.6
30 Lt. - Edge Collected Field		12.8	63.0
	11+0		
30 Lt		8.4	67.4
TP	13.25	88.63 88.28	0.80 75.38 75.03 77.1
1/2		11.2	77.1
30 Pt		1.5	86.8
	11+50		
30 Pt		+7.7	96.0
1/2		5.1	83.2
30 Lt		16.2	72.1
	11+83.47 80 Pt 94		
30 Lt		14.3	74.0
1/2 02 Hub		3.41	84.87
30 Pt		+8.9	97.2
	12+0		
30 Pt		+8.2	96.5
1/2		2.5	85.8
30 Lt		12.8	75.5
	12+50		
30 Lt		14.6	73.7
1/2		3.2	85.1
30 Pt		+8.1	96.4

Alv

88.63
85.25

13+0

30 Pt		76.9	95.2
2		4.9	83.4
30 Lt		18.4	68.9
TP	3.31	84.77 84.42	81.46 81.11
	13+50		
30 Lt		20.1	64.3
2		6.0	78.4
30 Pt		78.3	92.7
	14+0		
30 Pt		73.1	87.5
2		12.9	71.5
30 Lt		27.3	57.1
	14+50		
30 Lt		27.7	56.7
2		21.7	62.7
30 Pt		5.2	79.2
	15+0		
30 Pt		10.1	74.3
TP	8.75	81.85 81.50	73.10 72.75 60.3
2		21.2	
30 Lt		23.8	57.7
	15+50		
30 Lt: Existing Road		23.4	58.1
10 Lt		23.5	58.0
2		19.6	61.9

81.85
81.50

30 Pt		44	77.1
	16+0		
30 Pt		52	76.3
2		N Edge Dist Pt	22.2
30 Lt		21.7	59.8
	16+50		
30 Lt		20.4	61.1
2		20.6	60.9
10 Pt		21.1	60.4
20 Pt		10.4	71.1
30 Pt		6.2	75.3
	17+14.92 EC		
30 Pt		4.6	76.9
20 Pt		8.0	73.5
12 Pt		19.4	62.1
2		19.1	62.4
30 Lt		19.1	62.4
	17+50		
30 Lt		17.7	63.8
2		18.0	63.5
12 Pt		18.6	62.9
30 Pt		7.0	74.5
TP	6.38	80.46 80.11	77.7 74.08 73.73
	18+0		
30 Pt		8.0	72.1
12 Pt		16.0	64.1

A Line

80.46
20.11

2	15.0	65.1
30 Lt	15.5	64.6
18+50		
30 Lt	14.3	65.8
2	14.1	66.0
11 Pt	14.8	65.3
30 Pt	4.3	75.8
19+0		
30 Pt	3.4	76.7
20 Pt	6.2	73.9
11 Pt	13.5	66.6
2	13.0	67.1
30 Lt	13.1	67.0
19+50		
30 Lt	12.0	68.1
2	11.7	68.4
12 Pt	12.1	68.0
20 Pt	6.9	73.2
30 Pt	3.9	76.2
20+0		
30 Pt	0.6	79.5
10 Pt	11.2	68.9
2	10.5	69.6
30 Lt	11.1	69.0

80.46
20.11

20+50		
30 Lt	9.8	70.3
2	9.4	70.7
10 Pt	9.9	70.2
22 Pt	4.3	75.8
30 Pt	2.8	77.3
21+0		
30 Pt	3.7	76.4
12 Pt	8.8	71.3
2	8.2	71.9
30 Lt	8.5	71.6
21+50		
30 Lt	6.7	73.4
2	6.8	73.3
15 Pt	7.8	72.3
14 Pt	4.8	75.3
30 Pt	3.8	76.3
TP	9.69	196
85.19 84.84		
22+0		
30 Pt	5.5	79.3
20 Pt	7.0	77.8
15 Pt	10.7	74.1
2	9.9	74.9
9 Lt	10.4	74.4
10 Lt	8.4	76.4
30 Lt	9.6	75.2

8519
84.84

22+50

30 Lt.	84	76.4
9 Lt.	78	77.0
7 Lt.	93	75.5
1/2	88	76.0
15 Pt.	94	75.4
23 Pt.	60	78.8
30 Pt.	52	79.6

23+0

30 Pt.	69	77.9
21 Pt.	72	77.6
20 Pt.	82	76.6
1/2	80	76.8
6 Lt.	83	76.5
7 Lt.	76	77.2
30 Lt.	84	76.4

23+50

30 Lt.	82	76.6
1/2	73	77.5
20 Pt.	75	77.3
30 Pt.	60	78.8

24+0 = Beginning of Channel Change on Lt

30 Pt.	55	79.3
20 Pt.	68	78.0
1/2	67	78.1
30 Lt = Nly Top Wash	77	77.1

8519
84.84

53

35 Lt = Nly Bot. Wash	197	65.1
45 Lt = Sly " "	198	65.0
48 Lt = Sly Top " "	112	73.6

24+50

30 Lt	67	78.1
22 Lt = Sly Top Wash	66	78.2
20 Lt Sly Bot " "	178	67.0
10 Lt = Nly " "	184	66.4
9 Lt " " Top " "	74	77.4
1/2	59	78.9
15 Pt.	59	78.9
20 Pt.	24	82.4
30 Pt.	04	84.4

25+0

30 Pt.	141	88.9
20 Pt.	03	84.5
13 Pt.	54	79.4
1/2	51	79.7
17 Lt = Nly Top Wash	59	79.1
20 Lt Nly Bot " "	187	66.1
26 Lt Sly " "	187	66.1
30 Lt Sly Top " "	78	77.0
35 Lt	51	79.7

"A Lion"

57.8

85.19
84.84

25+50

48 Lt - Sly Top Mast	4.5	80.3
40 Lt - Sly Bot "	171	67.7
35 Lt - Sly " "	170	67.8
30 Lt - Sly Top "	44	80.4
1	39	80.9
12 Pt	45	80.3
13 Pt	21	82.7
30 Pt	228	87.6

26+0 : End of Channel Change on left

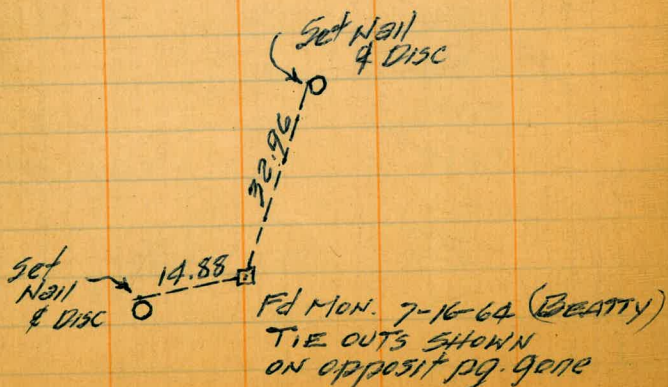
30 Pt	+6.0	90.8
12 Pt	1.2	83.6
11 Pt	31	81.7
1	2.6	82.2
30 H	39	80.9
39 Lt - Sly Top Mast	43	80.5
40 Lt	143	70.5
58 Lt - Sly Bot "	158	69.0
58 Lt - Sly " "	158	69.0
65 Lt - Sly Top "	34	81.4
BM on R.P. Hub #118892 on R.P. line	517	79.67

TP	6.30	89.55 89.90	1.59	83.25 83.60
B.P. Walkers			228	87.62 87.27

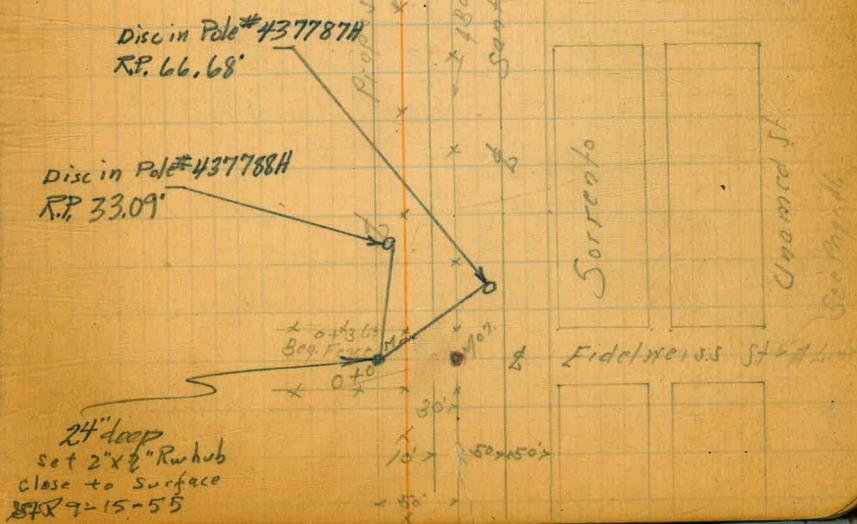
R.P. Sub To R.P. 11
#7259
91.855
-9.21
87.645

Cross Section Line Parallel Santa Fe RR.
 And 7" Line Through Pk 1353
 Sorrento to City Line
 See Sketch Page 43-45 Page 55-57

For Cross Sections See Next Page

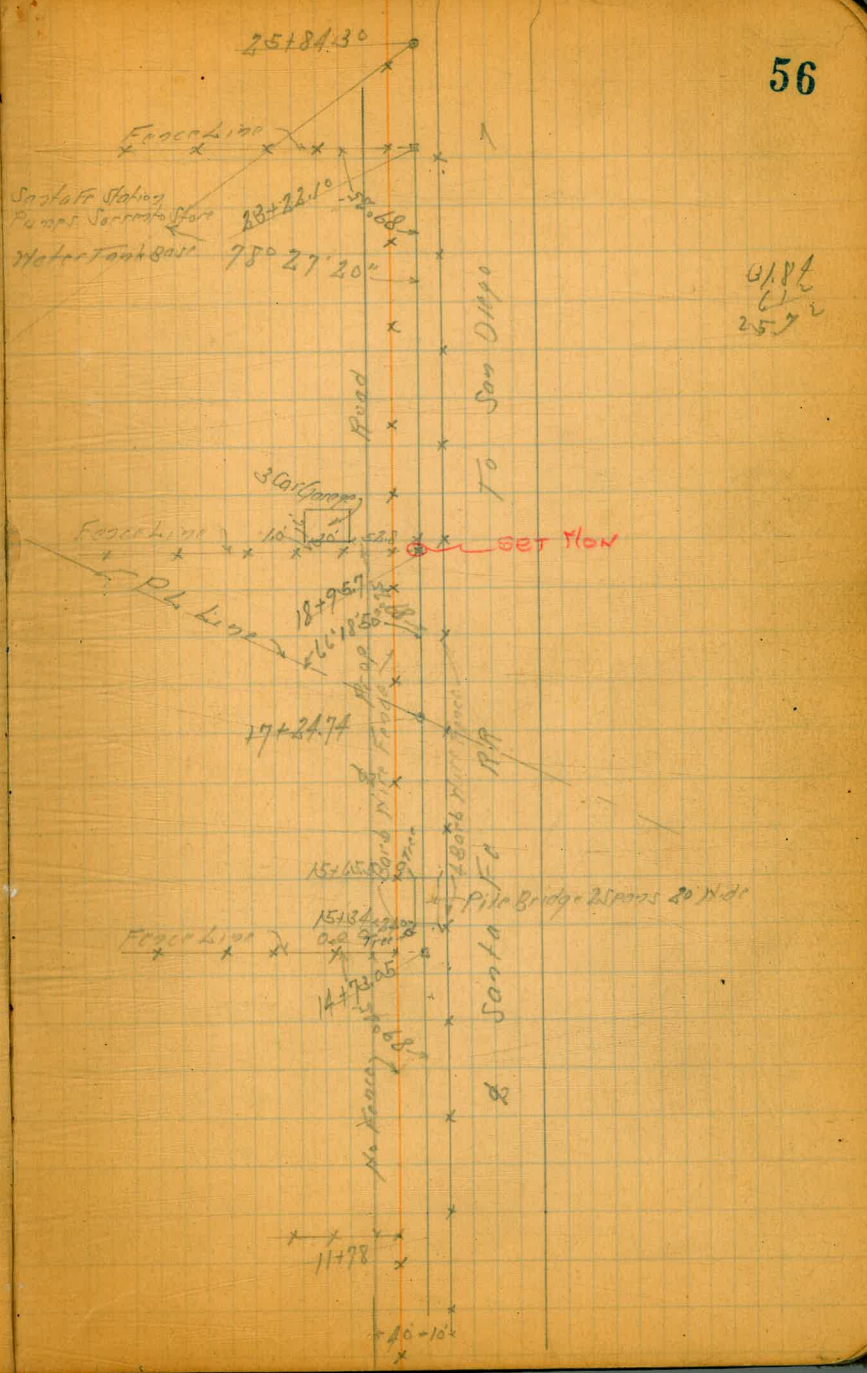


2-1-33
 Moore
 Sisson
 Horton
55



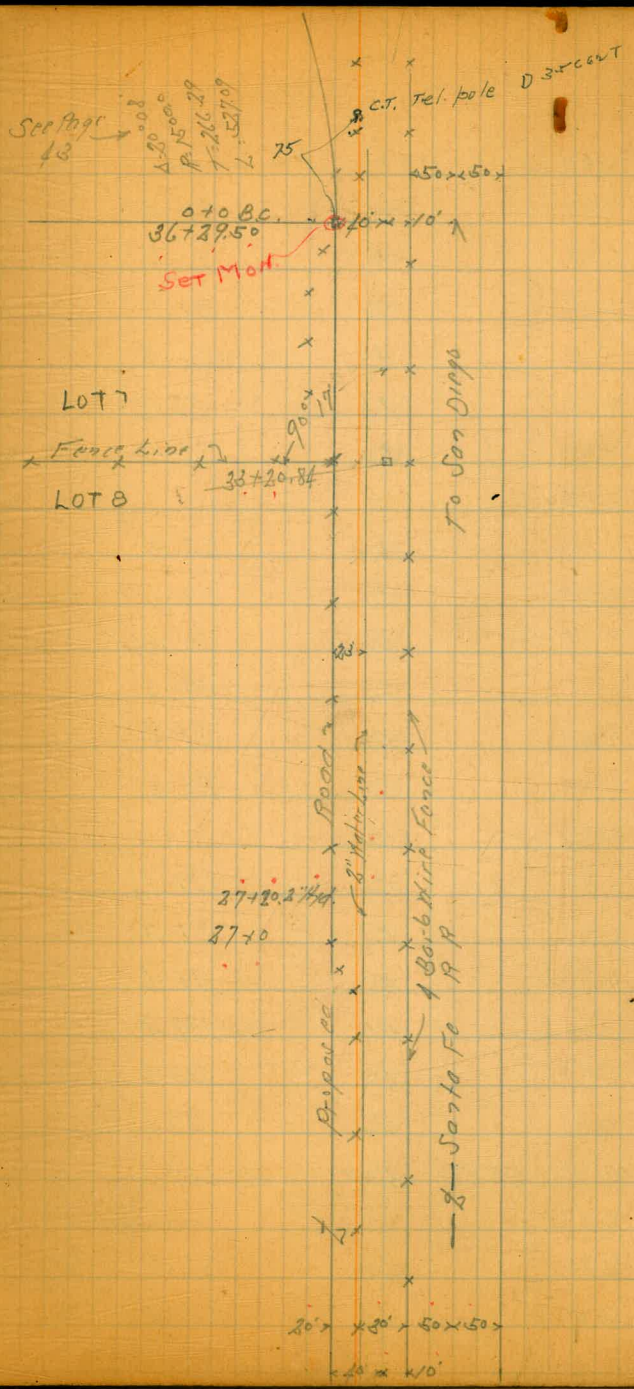
2-6-33

U.S.G.S Datum				C&G.S. Datum	
B.M. H	1.337	41.749	40.422	75	Meters South East End Old
B.M. Walker	4.87	36.71	9.905	31.844	B.P. Santa Fe Al Serrano
		0+0 - 2 Edelyyans			
100 ft - Top Rail	4.96	31.75			Marker PL 1355 1354 1357
50 ft	5.3	31.4			
23 ft	6.3	30.4			
1/2	6.5	30.2			
23 ft	6.9	29.7			
50 ft	7.6	29.1			
	0+36				
7 ft Pole					
48 ft Pole Tower					
	0+50				
50 ft	7.0	29.7			
23 ft	6.5	30.2			
1/2	6.0	30.7			
23 ft	4.9	31.8			
50 ft	5.0	31.7			
	1+0				
50 ft	5.3	31.4			
23 ft	4.8	31.9			
1/2	5.8	30.9			
23 ft	4.2	30.5			



0.18
6.1
25.7

50 ft	6.3	30.4	
	1750		
50 ft	7.1	29.6	
23 ft	5.7	31.0	
1/2	5.3	31.4	
23 ft	4.6	32.1	
50 ft	5.1	31.6	
	270		
50 ft	4.5	32.2	
23 ft	4.6	32.1	
1/2	5.3	31.4	
23 ft	6.2	30.5	
50 ft	6.6	30.1	
	2750		
50 ft	5.7	31.0	
23 ft	6.4	30.3	
1/2	5.8	30.9	
23 ft	4.5	32.2	
50 ft	4.3	32.4	
	370		
50 ft	4.0	32.7	3+39
23 ft	4.6	32.1	23 ft
1/2	5.1	31.1	
23 ft	5.9	30.8	
50 ft	5.7	31.0	



3+50

50 Lt	5.3	31.4
23 Lt	5.7	31.0
1/2	5.5	31.2
23 Pt	4.9	31.8
30 Pt	3.8	32.9
50 Pt	3.8	32.9

4+0

50 Pt	3.8	32.9
26 Pt	3.6	33.1
23 Pt	4.8	31.9
1/2	5.2	31.5
23 Lt	5.4	31.3
50 Lt	5.1	31.6

4+50

50 Lt	5.0	31.7
23 Lt	5.2	31.5
1/2	5.1	31.6
23 Pt	4.5	32.2
26 Pt	3.5	33.2
50 Pt	3.6	33.1

TP 6.19 39.85 3.05 33.66

5+0

50 Pt	6.3	33.6
26 Pt	6.2	33.7

23 Pt	7.9	32.0
1/2	7.7	32.2
23 Lt	7.7	32.2
50 Lt	7.7	32.2

5+50

50 Lt	7.5	32.4
23 Lt	7.5	32.4
1/2	7.7	32.2
23 Pt	6.8	33.1
26 Pt	5.5	34.4
50 Pt	6.2	33.7

6+0

50 Pt	5.6	34.3
23 Pt	5.6	34.3
30 Pt	7.5	32.4
1/2	7.6	32.3
23 Lt	7.6	32.3
50 Lt	7.1	32.8

6+54

50 Lt	6.9	33.0
23 Lt	7.4	32.5
1/2	7.6	32.3
20 Lt = Felp Polr	6.9	33.0
23 Pt	5.3	34.6
50 Pt	5.4	34.5

3985

710

50 Pt	57	34.2
23 Pt	55	34.4
20 Pt	74	32.5
1/2	73	32.6
23 Lt	71	32.8
50 Lt	70	32.9

7150

50 Lt	69	33.0
23 Lt	67	33.2
1/2	70	32.9
20 Pt	73	32.6
23 Pt	51	34.8
50 Pt	51	34.8

810

50 Pt	55	34.4
23 Pt	51	34.8
20 Pt	69	33.0
1/2	70	32.9
23 Lt	67	33.2
50 Lt	68	33.1

8150

50 Lt	63	33.6
23 Lt	68	33.1
1/2	70	32.9

3985

59

20 Pt	66	33.3
23 Pt	64	35.5
50 Pt	64	35.5

910

50 Pt	86	36.3
23 Pt	85	36.4
20 Pt	59	34.0
1/2	65	33.4
23 Lt	67	33.2
50 Lt	68	33.6

9150

50 Lt	57	34.2
23 Lt	63	33.6
1/2	62	33.7
20 Pt	56	34.3
23 Pt	32	36.7
50 Pt	33	36.6

91 Lt
21 Pt Top
Rail

1010

100 Pt. 1/2 RR Top Rail	107	38.78
50 Pt.	28	37.1
23 Pt	31	36.8
20 Pt	49	35.0
1/2	59	34.2
23 Lt	57	34.2
50 Lt	56	34.3

3985

10+50

50 Lt	5.0	34.9
23 Lt	5.0	34.9
1/2	5.2	34.7
20 Pt	4.4	35.5
23 Pt	2.3	37.6
50 Pt	2.3	37.6

11+0

50 Pt	2.0	37.9
23 Pt	2.4	37.5
20 Pt	4.1	35.8
1/2	4.6	35.3
23 Lt	4.6	35.3
50 Lt	4.6	35.3

11+50

50 Lt	4.5	35.4
23 Lt	4.2	35.7
1/2	4.4	35.5
20 Pt	4.3	35.6
23 Pt	1.7	38.2
50 Pt	1.7	38.2

TP 8.48 46.88 1.45 38.40

12+0

50 Pt	8.7	38.2
23 Pt	8.6	38.3

46.88

60

20 Pt	10.7	36.2
1/2	11.2	35.7
23 Lt	10.6	36.3
50 Lt	10.6	36.3

12+50

50 Lt	11.0	35.9
23 Lt	10.9	36.0
1/2	10.3	36.6
20 Pt	9.7	37.2
23 Pt	8.1	38.8
50 Pt	8.4	38.5

12+82
21 Pt. Total Pt.

13+0

50 Pt	7.1	39.5
23 Pt	7.3	39.6
20 Pt	9.0	37.9
1/2	9.6	37.3
23 Lt	10.3	36.6
50 Lt	9.9	37.0

13+50

50 Lt	9.5	37.4
23 Lt	10.4	36.5
1/2	9.3	37.6
20 Pt	8.6	38.3
23 Pt	7.0	39.9
50 Pt	6.6	40.3

46.88

14+0

50 ft	6.2	40.7
23 ft	6.9	40.0
20 ft	8.9	38.0
1/2	9.4	37.5
23 ft	9.9	37.0
50 ft	9.0	37.9

14+50

50 ft	8.2	38.7
23 ft	9.8	37.1
1/2	9.3	37.6
20 ft	8.5	38.4
23 ft	5.6	41.3
50 ft	5.7	41.2

15+0

50 ft	4.2	42.7
23 ft	4.9	42.0
20 ft	7.3	39.6
1/2	7.7	39.2
23 ft	6.9	40.0
37 ft - Lg Tree & Dism		
46 ft - N Top Creek	7.3	39.6
50 ft	10.5	36.4
60 ft - Bottom Creek	12.2	34.7

46.88

15+34 - Nly End Bridge

Bridge
30 ft

50 ft - Sly Top Creek	8.1	38.8
40 ft - Bot "	12.4	34.5
23 ft - Center "	12.3	33.6
1/2 - Bot "	12.2	34.7
5 ft	11.2	35.7
20 ft	8.8	38.1
23 ft	8.4	38.5
21 ft - Fly Edge Bridge	3.39	43.49
41 ft - Nly Edge Bridge on Deck	3.23	43.55
Bottom	7.5	39.4
50 ft	7.6	39.3
100 ft - Nly End RR Bridge	3.34	43.04
BM	4.48	42.40

Nol Fence
Past N
End Bridge

15+50

50 ft Bottom Creek	11.3	35.6
45 ft	11.3	35.6
44 ft on Deck Br	3.30	43.58
24 ft	3.34	43.54
23 ft Bot Creek	12.8	34.1
1/2	11.4	35.5
23 ft	9.3	37.6
50 ft	6.6	40.3

15+65.5 - Sly End Br

50 ft	6.9	40.0
23 ft	6.8	40.1
1/2	8.6	38.3

23 Pt		10.3	36.6
24 Pt - Fly Edge Br on Deck		3.32	43.56
44 Pt - Fly " " "		3.29	43.59
45 Pt		8.8	38.1
50 Pt		9.0	37.9
	16+0		
50 Pt		4.6	42.3
23 Pt		4.7	42.2
20 Pt		6.2	40.7
1/2		6.4	40.5
23 Lt		6.6	40.3
50 Lt		6.6	40.3
	16+20		
50 Lt		6.0	40.9
23 Lt		6.4	40.5
1/2		6.3	40.6
20 Pt		6.1	40.8
23 Pt		4.9	42.0
50 Pt		5.2	41.7
100 Pt - Fly End RR Bridge		3.44	43.44
TP	8.35	50.75	4.48
	16+50		
50 Pt		8.7	42.1
23 Pt		9.1	41.7
20 Pt		9.7	41.1
1/2		10.0	40.8

Nail Footprint
Fly End Br

23 Lt		9.8	41.0	16+80
50 Lt		9.8	41.0	10 Lt = Cal. Tree
	17+0			
50 Lt		8.6	42.2	
40 Lt - Apricot Tree				
23 Lt		8.8	42.0	
17 Lt		9.0	41.8	
1/2				
6 Pt				
20 Pt		9.1	41.7	
23 Pt		9.2	41.6	
50 Pt		9.1	41.7	
	17+50 - 1/2			Road to RR Section House
50 Pt		9.0	41.8	
23 Pt		8.6	42.2	
20 Pt on Road		8.1	42.7	
1/2		8.0	42.8	
23 Lt		7.7	43.1	
50 Lt		7.3	43.5	
	18+0			
50 Lt		5.7	45.1	
23 Lt		5.9	44.9	
1/2		6.4	44.4	
20 Pt		6.9	43.9	
23 Pt		7.8	43.0	
50 Pt		8.4	42.4	
BM	17+23	5.95	44.80	RR Conc. Spill 2 1/2" dia RR Spill 1 1/2" dia

50.75

18+50

50 Pt	7.5	43.3
23 Pt	6.9	43.9
20 Pt	5.4	45.4
f	5.1	45.7
23 Lt	4.1	46.4
50 Lt	3.7	47.1

19+0

50 Lt	1.8	49.0
23 Lt	2.9	47.9
f	4.1	46.7
20 Pt	4.8	46.0
23 Pt	6.2	44.6
50 Pt	6.5	44.3
TP	7.48	52.18
	6.05	44.70

19+50

50 Pt	7.3	44.9
23 Pt	7.2	45.0
20 Pt	5.8	46.4
f	5.9	46.3
23 Lt	5.3	46.9
50 Lt	4.7	47.5

20+0

50 Lt	5.5	46.7
23 Lt	6.2	46.0
f	6.8	45.9

52.18

63

20 Pt	6.2	46.0
23 Pt	7.7	44.5
50 Pt	7.3	44.9

20+50

50 Pt	7.7	44.5
23 Pt	7.4	44.8
20 Pt	6.8	45.4
f	7.1	45.1
23 Lt	6.6	45.6
50 Lt	5.6	46.6

21+0

50 Lt	6.0	46.2
23 Lt	7.7	44.5
f	7.8	44.4
20 Pt	7.2	45.0
23 Pt	7.8	44.4
50 Pt	7.8	44.4

21+50

50 Pt	7.5	44.7
23 Pt	7.7	44.5
20 Pt	7.5	44.7
f	8.2	44.0
23 Lt	7.9	44.3
50 Lt	7.1	45.1

5218

22+0

50 Lt	81	44.1
23 Lt	80	44.2
+	79	44.3
23 Pt	75	44.7
50 Pt	75	44.7

22+50 = Proposed Culvert 30" Floor & Mast

50 Pt	74	44.8
23 Pt	72	45.0
+	75	44.7
23 Lt	77	44.5
50 Lt	78	44.4

23+0

50 Lt	6.9	45.3
23 Lt	6.9	45.3
+	7.1	45.1
23 Pt	7.3	44.9
50 Pt	6.9	45.3

23+50

50 Pt	6.8	45.4
23 Pt	6.7	45.5
+	6.5	45.7
23 Lt	6.3	45.9
50 Lt	28	49.4
60 Lt	10	51.2

TP	1325	6107	436	4782
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6107

64

24+0

60 Lt	0.9	60.2
50 Lt	3.6	57.5
23 Lt	11.1	50.0
+	14.6	46.5
20 Pt	14.2	46.9
23 Pt	15.0	46.1
50 Pt	14.9	46.2

24+50

50 Pt	14.1	47.0
23 Pt	14.2	46.9
20 Pt	13.5	47.6
+	12.0	49.1
23 Lt	7.0	54.1
50 Lt	11.3	62.4
65 Lt	+6.0	67.1

25+0

65 Lt	+8.5	69.6
50 Lt	+4.5	65.6
23 Lt	4.4	56.7
+	9.9	51.2
20 Pt	11.0	50.1
21 Pt - Top Pile		
23 Pt	12.5	48.6
50 Pt	12.8	48.3

TP	11.88	6190	1105	50.02
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Nail Fence Post
50 Pt 25+0

61.90

25+50

50' Pt	12.3	49.6
23' Pt	11.5	50.4
20' Pt	10.0	51.9
8'	8.8	53.1
23' Lt	6.5	55.4
50' Lt	4.7	57.2

26+0

50' Lt	5.2	56.7
23' Lt	6.6	55.3
8'	7.8	54.1
20' Pt	8.8	53.1
23' Pt	10.3	51.6
50' Pt	10.9	51.0

26+50 = Prop. Culvert 30"

100' Pt = 1/2 RR Top Rail	13.13	48.77
50' Pt	10.3	51.6
23' Pt	10.0	51.9
20' Pt	8.7	53.2
8'	7.8	54.1
23' Lt	6.6	55.3
50' Lt	6.1	55.8

27+0

50' Lt	5.3	56.6
23' Lt	7.2	54.7
8'	7.9	54.0

61.90

55

20' Pt	8.0	53.9
23' Pt	9.5	52.4
50' Pt	10.0	51.9

27+50

50' Pt	7.8	54.1
48' Pt	9.6	52.3
23' Pt	9.6	52.3
TP	12.67	74.39
20' Pt	11.8	63.6
8'	8.2	66.2
23' Lt	5.2	69.2
50' Lt	1.8	72.6

28+0

50' Lt	45.7	80.1
23' Lt	40.5	74.9
8'	4.3	70.1
18' Pt	7.8	66.6

21' Pt. Top Rail		
23' Pt	21.5	52.9
47' Pt	31.7	52.7
50' Pt	17.2	57.2

28+50

50' Pt	14.7	59.7
46' Pt	21.7	52.7
23' Pt	21.5	52.9
18' Pt	6.2	68.2

74.39

8	2.5	71.9
23 Lt	+3.0	77.4
50 Lt	+7.8	82.2
	29+0	
50 Lt	+5.5	79.9
23 Lt	+1.5	75.9
8	2.8	71.6
18 Pt	5.2	69.2
23 Pt	20.6	53.8
16 Pt	20.5	53.9
50 Pt	15.4	59.0
	29+50	
50 Pt	16.6	57.8
17 Pt	21.0	53.4
23 Pt	21.0	53.4
18 Pt	8.3	66.1
8	5.3	69.1
23 Lt	0.6	73.8
50 Lt	+3.0	77.4
	30+0	
50 Lt	+2.0	76.4
23 Lt	1.9	72.5
8	5.4	69.0
18 Pt	7.8	66.6
23 Pt	20.2	54.2
16 Pt	20.2	54.2

74.39

50 Pt	13.8	60.6
	30+50	
50 Pt	16.0	58.4
17 Pt	20.4	54.0
23 Pt	20.4	54.0
18 Pt	12.7	61.7
8	9.3	65.1
23 Lt	6.0	68.4
50 Lt	3.2	71.1
TP	498	7438.499
	31+0 - Proposed Culvert 24"	69.40
50 Lt	15.6	58.8
23 Lt	16.7	57.7
8	17.3	57.1
21 Pt - Top Pt		
23 Pt	19.1	55.3
50 Pt	19.1	55.3
	31+50	
50 Pt	19.0	55.4
23 Pt	19.8	54.6
18 Pt	14.7	59.7
8	13.8	60.6
23 Lt	10.8	63.6
50 Lt	11.5	62.9

74.38

32+0

50 Lt	+2.3	76.7
23 Lt	+1.5	75.9
1/2	2.6	71.8
18 Pt	6.8	67.6
23 Pt	17.7	56.7
47 Pt	17.6	56.8
50 Pt	13.2	61.2

32+50

50 Pt	16.1	58.3
23 Pt	16.1	58.3
18 Pt	8.9	65.5
1/2	5.0	69.4
23 Lt	+0.9	75.3
50 Lt	+5.7	80.1

33+0

50 Lt	+3.3	77.7
23 Lt	3.2	71.2
1/2	8.0	66.4
20 Pt	14.8	59.6
23 Pt	19.8	54.6
50 Pt	20.0	54.4

33+50

50 Pt	23.0	51.4
23 Pt	22.6	51.8
1/2	14.8	59.6

74.38

67

23 Lt	7.7	66.7
50 Lt	0.0	74.4

34+0

50 Lt	3.0	71.4
23 Lt	11.8	62.6
77	8.78	70.67
1/2		12.49
21 Pt = Pole Top		61.89
1/2		18.0
23 Pt		52.7

23 Pt	19.3	51.4
50 Pt	19.3	51.4

34+50

50 Pt	18.8	51.9
23 Pt	18.8	51.9
1/2	18.3	52.4
23 Lt	11.6	59.1
50 Lt	0.9	69.8

35+0 = Opp. P.P. Culvert 18'

50 Lt	0.2	70.5
23 Lt	10.0	60.7
1/2	17.9	52.8
23 Pt	19.1	51.6
50 Pt	19.0	51.7
88 Pt - E End 18' Culvert Floor	17.40	53.27
100 Pt - 1/2 P.P. Top Rail	14.48	56.19

7067

35 + 50

50' Pt	190	51.7
23' Pt	189	51.8
1/2	172	53.5
23' Lt	10.8	59.9
50' Lt	1.2	69.5

36 + 0

50' Lt	0.5	70.2
23' Lt	7.5	63.2
1/2	14.6	56.1
23' Pt	18.3	52.4
50' Pt	18.3	52.4

36 + 29.50 = 0 + 0 BC

50' Pt	18.2	52.5
23' Pt	18.3	52.4
1/2 on Hub	12.05	58.62
23' Lt	5.3	65.4
50' Lt	+3.0	73.7

0 + 50

50' Lt.	+3.9	74.6
23' Lt	5.1	65.6
1/2	10.5	60.2
23' Pt	15.1	55.6
29' Pt	17.6	53.1
50' Pt	17.6	53.1

0178
21' Pt - 73' Pt

7067

1 + 0

50' Pt	16.5	54.2
28' Pt	16.5	54.2
23' Pt	13.7	57.0
1/2	9.6	61.1
23' Lt	4.4	66.3
50' Lt	+4.5	75.2

1 + 50

50' Lt	+6.2	76.9
23' Lt	8.8	67.9
1/2	8.1	62.6
23' Pt	12.4	58.3
30' Pt	13.1	57.6
35' Pt	15.1	55.6
50' Pt	15.3	55.4

2 + 0

50' Pt	13.1	57.6
10' Pt	13.1	57.6
35' Pt	11.2	59.5
23' Pt	10.5	60.2
1/2	6.8	63.9
23' Lt	1.3	69.4
BM	13.03	74.48
50' Lt	9.22	61.45
	+2.5	77.0

RR Spt 75' Pt
20' Pt 2 + 50

2-8-83

7448

2+50

50' Lt	+2.5	77.0
23' Lt	4.3	70.2
f	9.0	65.5
23' Rt	12.2	62.3
42' Rt	13.5	61.0
50' Rt	14.6	59.9

2+0

50' Rt	11.7	62.8
23' Rt	10.1	64.4
f	7.2	67.3
23' Lt	3.0	71.5
50' Lt	+2.0	76.5

3+50

50' Lt	11.0	75.5
23' Lt	2.1	72.4
f	4.9	69.6
23' Rt	7.8	66.7
50' Rt	10.2	64.3

4+0

50' Rt	9.2	65.3
23' Rt	7.0	67.5
f	4.7	69.8
23' Lt	2.2	72.3
50' Lt	+0.8	75.3

69

7448

1+50

50' Lt	+0.8	75.3
23' Lt	1.8	72.7
f	4.0	70.5
23' Rt	6.0	68.5
50' Rt	8.5	66.0

5+0

50' Rt	8.4	66.1
23' Rt	6.4	68.1
f	4.7	69.8
23' Lt	2.7	71.8
50' Lt	0.3	74.2

5+27.09 E.C.

50' Lt	1.3	73.2
23' Lt	3.3	71.2
f	4.8	69.7
23' Rt	6.4	68.1
50' Rt	8.0	66.5

5+50

50' Rt	9.8	66.7
23' Rt	6.3	68.2
f	5.0	69.5
23' Lt	3.4	71.1
50' Lt	1.6	72.9

74.48

6+0

50 Lt	11	73.4
23 Lt	2.8	71.7
2	4.3	70.2
23 Pt	57	68.8
50 Pt	74	67.1

6+50

50 Pt	70	67.5
23 Pt	55	69.0
2	4.2	70.3
23 Lt	2.9	71.6
50 Lt	11	73.4

6+65

50 Lt	8.7	65.8
40 Lt	8.5	66.0
35 Lt	2.5	72.0
20 Lt	3.0	71.5
2	4.4	70.1
23 Pt	54	69.1
50 Pt	70	67.5

6+75 = Prop. Culvert 30"

50 Pt	11.1	63.4
23 Pt	9.4	65.1
2	9.3	65.2
23 Lt	9.1	65.4
40 Lt	8.3	66.2

74.48

50 Lt	2.3	72.2
60 Lt	1.1	73.4
65 Lt	8.1	66.4

6+83

50 Lt	0.7	73.8
23 Lt	2.4	72.1
2	4.1	70.4
23 Pt	5.4	69.1
50 Pt	7.1	67.4

7+0

50 Pt	7.6	66.9
23 Pt	5.8	68.7
2	4.2	70.3
23 Lt	2.4	72.1
50 Lt	0.9	73.6

7+50

50 Lt	7.0	75.5
23 Lt	1.0	73.5
2	3.1	71.4
23 Pt	5.8	68.7
50 Pt	8.3	66.2

8+0

50 Pt	9.0	65.5
23 Pt	6.5	68.0
2	4.1	70.4
23 Lt	1.7	72.8

7478

50 Lt +1.5 76.0

TP 11.13 83.81 ✓ 2.25 72.23 ✓

8+50

50 Lt 11.6 72.3

23 Lt 13.8 70.1

1/2 15.5 68.4

23 Pt 15.9 68.0

50 Pt 18.0 65.9

Proposed Culvert 8+88 on Diag See Page 43

50 Pt 21.0 62.9

25 Pt 18.6 65.3

1/2 17.0 66.9

25 Lt 15.5 68.4

50 Lt 15.1 68.8

9+0

50 Lt 15.1 68.8

23 Lt 14.9 69.0

1/2 14.4 69.5

23 Pt 15.6 68.3

50 Pt 17.1 66.8

9+25 = 1/2 Lane on Diag

50 Pt on Dirt Road to House 17.9 66.2

25 Pt " " " " 16.3 67.6

1/2 " " " " 14.4 69.5

25 Lt " " " " 13.1 70.8

83.86

71

50 Lt on Dirt Road 12.0 71.9

75 Lt " " " " 10.6 73.3

9+50

50 Lt 9.2 74.7

23 Lt 10.8 73.1

1/2 12.1 71.8

23 Pt 13.6 70.3

50 Pt 15.2 68.6

10+0

50 Pt 12.7 71.2

23 Pt 10.9 73.0

1/2 9.3 74.6

23 Lt 7.9 76.0

50 Lt 6.3 77.6

10+50

50 Lt 1.8 82.1

23 Lt 4.0 79.9

1/2 6.2 77.7

23 Pt 8.0 75.9

50 Pt 10.2 73.7

11+0

50 Pt 6.1 77.8

23 Pt 8.9 80.0

1/2 2.0 81.9

TP 12.80 96.10 ✓ 0.56 83.30

23 Lt 11.8 84.9

50' Lt.		9.4	86.7
	11+50		
50' Lt.		4.1	92.0
23' Lt.		7.5	88.6
2		10.5	85.6
23' Pt.		13.0	83.1
50' Pt.		15.9	80.2
	12+0		
50' Pt.		14.5	81.6
23' Pt.		10.7	85.4
2		6.8	89.3
23' Lt.		2.2	93.9
TP	814	103.84	0.40
50' Lt.		5.5	98.3
	12+50		
50' Lt.		0.8	103.0
23' Lt.		6.1	97.7
2		11.0	92.8
23' Pt.		16.5	87.3
50' Pt.		21.8	82.0
	13+0		
50' Pt.		22.4	81.4
23' Pt.		16.2	87.6
2		9.7	94.1
23' Lt.		4.2	99.6
50' Lt.		2.3	106.1

	13+50		
50' Lt.		1.4	102.4
23' Lt.		8.2	95.6
2		13.3	90.5
TP	540	96.57	12.67
23' Pt.		12.2	84.4
40' Pt.		15.8	80.8
50' Pt. = Old Road.		21.3	75.3
	14+0		
50' Pt.		24.2	72.4
35' Pt. = Old Road		21.0	75.6
23' Pt.		19.7	76.9
2		14.7	81.9
23' Lt.		11.4	85.2
50' Lt.		8.0	88.6
	14+26 = Prop. Culvert 18'		
50' Lt.		14.7	81.9
23' Lt.		16.8	80.8
2		18.2	78.4
4' Pt. = Tel. Pole			
23' Pt. on Old Road.		20.3	76.3
35' Pt.		23.4	73.2
50' Pt.		24.4	72.2
	14+45 = Sly Edge Road to Farm Hq.		
50' Pt.		24.5	72.1
35' Pt.		23.0	73.6

30' Pt	20.5	76.1
23' Pt on old Road	20.3	76.3
1/2 on Road to House	18.2	78.4
23' Lt	15.2	81.4
50' Lt	11.5	85.1
75' Lt	8.2	88.4
14+70		
50' Lt	3.7	92.9
23' Lt	8.3	88.3
1/2	12.8	83.8
8' Pt	15.2	81.4
13' Pt Fly old Road	19.2	77.4
23' Pt	19.5	77.1
30' Pt - Fly	19.5	77.1
40' Pt	23.0	73.6
50' Pt	24.0	72.6
15+0		
50' Pt	23.3	73.3
40' Pt - Fly old Road	22.8	73.8
30' Pt	18.7	77.9
23' Pt	18.6	78.0
17' Pt Fly	18.5	78.1
13' Pt	14.7	81.9
1/2	11.2	85.4
23' Lt	5.5	91.1
50' Lt	0.0	96.6

15+50		
50' Lt	1.7	94.9
23' Lt	7.3	89.3
1/2	11.7	84.9
23' Pt - Fly Road	18.2	78.4
40' Pt - Fly	18.2	78.4
50' Pt	23.0	73.6
15+80		
50' Pt	21.8	74.8
40' Pt - Fly Road	18.1	78.5
23' Pt - Fly	17.9	78.7
1/2	14.8	81.8
23' Lt	10.8	85.8
50' Lt	6.0	90.6
16+0		
50' Lt	1.8	94.8
23' Lt	5.8	90.8
1/2	10.4	86.2
23' Pt	15.5	81.1
45' Pt - Fly Road	18.1	78.5
50' Pt	21.6	75.0
16+25		
50' Pt	17.7	78.9
23' Pt - Fly Road	17.8	78.8
50' Pt	13.9	82.7
23' Pt	12.0	84.6

96.57

2			51	91.5
23 Lt.			0.3	96.3
TP	10.92	106.67	0.82	95.75
50 Lt.			3.6	103.1
	16+50			
50 Lt.			0.0	106.7
23 Lt.			7.3	99.4
2			13.2	93.5
23 Pt.			20.2	86.5
26 Pt.			23.5	83.2
40 Pt. - Fly Road			26.5	80.2
50 Pt.			26.6	80.1
	17+0			
50 Pt. - Fly Road			25.8	80.9
45 Pt.			21.6	85.1
23 Pt.			14.4	92.3
2			8.6	98.1
23 Lt.			3.8	102.9
50 Lt.			+1.3	108.0
	17+50			
50 Lt.			+3.9	110.6
23 Lt.			1.1	105.6
2			6.0	100.7
23 Pt.			11.6	95.1
50 Pt.			17.6	89.1

106.67

74

	17+75			
50 Pt.			18.9	87.8
23 Pt.			13.2	93.5
2			7.9	98.8
23 Lt.			3.1	103.6
50 Lt.			72.0	108.7
	18+0			
50 Lt.			5.3	101.4
23 Lt.			9.3	97.4
2			13.7	93.0
TP	570	99.67	1270	93.97
23 Pt.			11.2	88.5
50 Pt.			16.4	83.3
	18+30			
50 Pt.			17.5	82.2
23 Pt.			15.9	83.8
2			15.0	84.7
23 Lt.			12.9	86.8
50 Lt.			11.1	88.6
	18+58 = Prop. Colored 24'			
50 Lt.			13.4	86.3
23 Lt.			14.0	85.7
2			14.9	84.8
23 Pt.			15.9	83.8
50 Pt.			16.7	83.0

99.67

18+75

50 Pt	15.4	84.3
23 Pt	15.5	84.2
1/2	14.8	84.9
23 Lt	12.9	86.8
50 Lt	11.7	88.0

19+0

50 Lt	6.1	93.6
23 Lt	6.6	93.1
1/2	8.7	91.0
23 Pt	11.5	88.2
50 Pt	14.3	85.4

19+25

50 Pt	13.4	86.3
45 Pt - Fly Road	13.4	86.3
40 Pt	9.5	90.2
23 Pt	6.2	93.5
1/2	2.0	97.7
TP	12.22	111.12
23 Lt	9.4	101.7
50 Lt	7.5	103.6

19+50

50 Lt	11	110.0
23 Lt	5.1	106.0
1/2	9.8	101.3
23 Pt	15.9	95.2

111.12

80

38 Pt	19.2	91.9
42 Pt - Fly Road	24.3	86.9
50 Pt	24.3	86.8

19+75

50 Pt	23.5	87.6
40 Pt - Fly Road	23.5	87.6
33 Pt	18.5	92.6
23 Pt	15.2	95.9
1/2	9.3	101.8
23 Lt	3.1	108.0
50 Lt	4.2	115.3

20+0

50 Lt	4.3	115.4
23 Lt	3.5	107.6
1/2	10.1	101.0
23 Pt	17.6	93.5
28 Pt	19.5	91.6
33 Pt - Fly Road	23.3	87.8
50 Pt	23.6	87.5

20+50

50 Pt	26.3	84.8
42 Pt	22.8	87.3
33 Pt - Fly Road	23.3	87.8
20 Pt	20.5	90.6
1/2	13.8	97.3
23 Lt	6.8	104.3

75

	111.12		111.1
50' Lt		0.0	111.1
	21+0		
50' Lt		5.6	105.5
23' Lt		11.8	99.3
TP	1.85	9995	98.10
8		8.4	91.5
12' Pt.		11.5	88.4
15' Pt - Fly Road		13.9	86.0
23' Pt		14.0	85.9
33' Pt		14.8	85.1
50' Pt		18.3	81.6
	21+50		
50' Pt.		22.0	77.9
28' Pt		17.5	82.4
23' Pt		17.4	82.5
8' Pt - Fly Road		16.2	83.7
8		14.7	85.2
23' Lt		10.9	89.0
50' Lt		5.7	94.2
	22+0		
50' Lt		0.3	99.6
23' Lt		6.9	93.0
8		13.2	86.7
9' Pt		15.6	84.3
14' Pt - Fly Road		20.1	79.8
28' Pt		19.8	80.1

9995

	9995		111.1
33' Pt		19.6	80.3
50' Pt		23.4	76.5
	22+50		
50' Pt		23.7	76.2
40' Pt		21.6	78.3
23' Pt - Fly Road		21.6	78.3
8		15.8	84.1
23' Lt		9.8	90.1
50' Lt		1.9	98.0
	23+0		
50' Lt		2.7	92.2
23' Lt		13.8	86.1
TP	7.54	9566	11.83
8		12.8	82.9
23' Pt		16.4	79.3
30' Pt - Fly Road		18.2	77.5
50' Pt		18.3	77.4
	23+25 - Prop. Culvert 18"		
50' Pt		18.2	77.5
35' Pt - Fly Road		18.0	77.7
23' Pt		15.9	79.8
8		12.9	82.8
23' Lt		9.2	86.5
50' Lt		6.3	89.4

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7

95.66

23+50

50 Lt	22	93.5
23 Lt	8.3	87.4
2	12.9	82.8
23 Pt	15.5	80.2
35 Pt	17.1	78.6
50 Pt	18.2	77.5

24+0

50 Pt	18.1	77.6
28 Pt	18.1	77.6
23 Pt	17.1	78.6
2	13.0	82.7
23 Lt	6.5	89.2
50 Lt	7.0	97.7

24+50

50 Lt	7.0	98.7
23 Lt	5.5	89.2
2	12.3	83.4
23 Pt	16.3	79.4
35 Pt	18.5	77.2
50 Pt	18.6	77.1

25+0

50 Pt	17.8	77.9
23 Pt	14.7	81.0
2	10.0	85.7
23 Lt	4.3	91.4

95.66

50 Lt

7.35

99.2

25+50

50 Lt	7.32	98.9
23 Lt	2.6	93.1
2	7.8	87.9
23 Pt	11.7	84.0
50 Pt	14.2	81.5

26+0 - Prop Culvert

50 Pt	11.5	84.2
23 Pt	8.9	86.8
2	6.8	88.9
23 Lt	4.0	91.7
TP	12.82	103.67
50 Lt	8.9	94.8

26+50

50 Lt	4.6	99.1
23 Lt	8.8	94.9
2	12.9	90.8
23 Pt	16.0	87.7
50 Pt	18.5	85.2

27+0

50 Pt	16.8	86.9
23 Pt	13.5	90.2
2	9.7	94.0
23 Lt	4.9	98.8
50 Lt	7.7	105.4

103.67

27+50

50 Lt	+54	109.1
23 Lt	15	102.2
2	6.2	97.5
23 Pt	10.1	93.6
50 Pt	13.8	89.9

27+6793 Bc

50 Pt	12.4	91.3
23 Pt	8.7	95.0
2 00/100	4.6	99.01
23 Lt	+12	104.9
50 Lt	+8.5	112.2

28+0

50 Lt	+11.0	114.7
23 Lt	+4.4	108.1
2	1.7	102.0
23 Pt	5.6	98.1
50 Pt	10.6	93.1

28+50

50 Pt	9.8	93.9
23 Pt	7.5	96.2
2	1.7	102.0
23 Lt	+4.2	107.9
50 Lt	+9.8	113.5

103.67

28+75

50 Lt	+7.2	110.9
23 Lt	+1.5	105.2
2	4.0	99.7
11 Pt	7.0	96.7
23 Pt	7.6	96.1
50 Pt	9.2	94.5

29+0

50 Pt	8.0	95.7
23 Pt	7.1	96.6
2	5.7	98.0
23 Lt	4.2	99.5
50 Lt	3.4	100.3

29+15 Prop Culvert

50 Lt	3.2	100.5
23 Lt	4.1	99.6
2	5.5	98.2
23 Pt	7.1	96.6
50 Pt	7.1	96.6

29+50

50 Pt	3.3	100.4
23 Pt	0.3	103.4
TP	12.43	115.50
2	0.60	103.07
2	10.1	105.4
23 Lt	9.1	106.4
50 Lt	8.4	107.1

78

115.50

30+0

50' Lt		7.32	118.7	
23' Lt		11.7	117.2	
1/2		1.0	114.5	
23' Pt		4.1	111.4	
50' Pt		7.8	107.7	
TP	1246	127.15	0.81	114.69

30+50

50' Pt		10.8	116.4
23' Pt		7.5	119.7
1/2		5.5	121.7
23' Lt		3.0	124.2
50' Lt		1.0	126.2

31+0

50' Lt		70.5	127.7
23' Lt		0.3	126.9
1/2		1.7	125.5
23' Pt		3.2	124.0
50' Pt		6.0	121.2

31+50

50' Pt		4.9	122.3
23' Pt		3.3	123.9
1/2		2.1	125.1
23' Lt		1.0	126.2
50' Lt		0.3	126.9

79

127.13

32+0

50' Lt		1.0	126.2
23' Lt		2.1	125.1
1/2		3.5	124.7
23' Pt		4.9	122.3
50' Pt		8.3	118.9
BT		3.36	123.79

32+0.3
5' ft. Power Pole3' Nail Power Pole
5' ft. 32+0.3

32+50

50' Pt		10.9	116.3
23' Pt		8.6	118.6
1/2		6.0	121.2
23' Lt		4.8	122.4
50' Lt		3.0	124.2

33+0

50' Lt		5.0	122.2
23' Lt		6.9	120.3
1/2		9.0	118.2
23' Pt		10.6	116.6
50' Pt		13.1	114.1

33+50

50' Pt		17.0	110.2
23' Pt		12.8	114.4
1/2		10.5	116.7
23' Lt		9.2	118.0
50' Lt		8.1	119.1

DIRECTIONS FOR USE OF TABLES

TABLE No. 1

Distance of slope stake from side or shoulder stake for any width roadway, slope 1X 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 is same row and column gives distance

IMPROVED TABLES

AND INFORMATION

To find tangent and External for curve of any other degree divide by degree of curve and add correction found in column of corrections. Degree of curve with a given L may be found by dividing tangent (or external), opposite L 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.

127.15

34+0

50' Lt		11.2	116.0
23' Lt		13.3	113.9
TP	0.08	114.49	12.74
+		3.3	111.2
23' Pt		5.7	108.8
50' Pt		9.0	105.5

34+50

50' Pt		13.3	101.2
23' Pt		10.5	104.0
+		8.8	105.7
23' Lt		6.4	108.1
50' Lt		4.5	110.0

35+0

50' Lt		11.6	102.9
23' Lt		13.0	101.5
TP	2.68	105.42	12.75
+		5.6	99.8
23' Pt		6.6	98.8
50' Pt		9.4	96.0

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25.10
4.6
982



80-60
73038
16022

52.11
95948 $\sqrt{500000}$
479740
202600
191896
107040
95948
110920

31.27
95948 $\sqrt{300000}$
287844
121560
95948
256120
191896
642240

5211
3127
4

73
68
103

4

81.84
289
289

5825
58
3423
277
1124

31.84
207
277

82151
48555
336