

1446

PASTS

THE BOOK

6-330

1296-45

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.

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

CITY OF CALIFORNIA
ENGINEERING DEPARTMENT,
SACRAMENTO, CALIF.

6.4
2.8
3.6

3" Strip = 0.25
2" " = 0.17

Curb 0.80
Crown 0.40

1st 30' 3" = 0.25
2" = 0.17

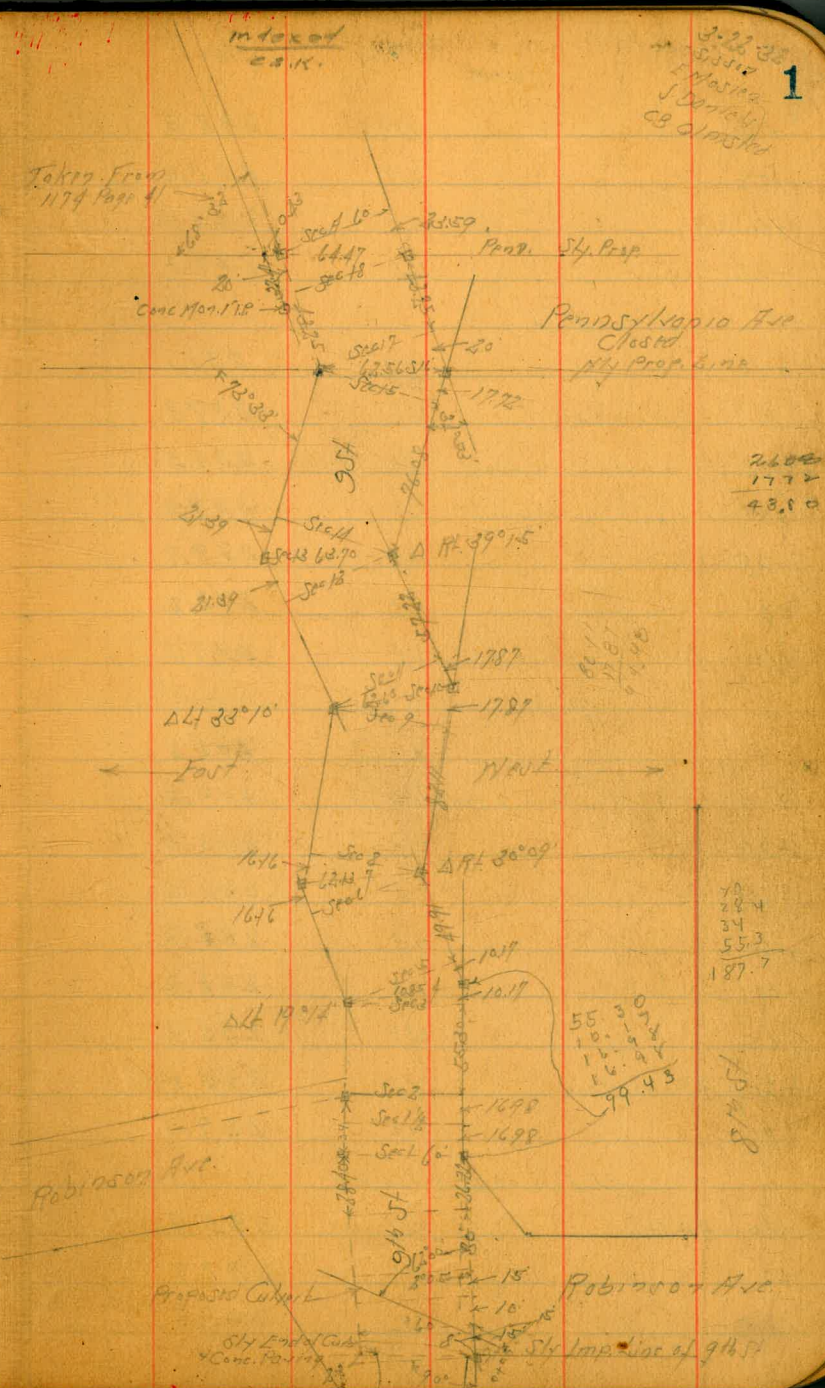
80
117
97

MICROFILMED

UCL - 304

Cross Section 9th St
From Robinson Ave to North Line
of Balboa Park

| | | | Elev. | HT 8.9 Robinson |
|---------------------|-------------------|--|--------|--------------------|
| BM | 0.86 | 275.81 | 274.95 | |
| TP | 0.59 | 263.12 | 13.28 | 262.53 |
| TP | 0.42 | 250.53 | 13.02 | 250.10 |
| | | 0.0 = Sky End of Parapet + Curbs on 9 th St | | |
| -10 | | 10.4 | | 240.13 |
| H | on Hub | 10.83 | | 239.70 |
| +3.25 | Face of Top | 10.82 | | 240.21 |
| | Gutter on Parapet | 10.80 | | 239.73 |
| +1.5 | | 11.02 | | 239.45 |
| +2.7 | | 11.30 | | 239.23 |
| +1.5 | | 11.26 | | 239.27 |
| +5.55 | Gutter | 10.90 | | 239.63 |
| | Curb Top | 10.50 | | 240.03 |
| +1.0 = L. Imp. line | | 10.1 | | 240.43 |
| | 15.5 | | | |
| -5 | | 10.3 | | 240.2 |
| 5 | | 10.1 | | 240.4 |
| +5 | | 11.6 | | 238.9 |
| +30 | | 11.9 | | 238.6 |
| +48 | | 10.3 | | 240.2 |
| +60 = H | | 10.3 | | 240.2 |
| | 15.5 | | | |
| H | | 5.5 | | 245.0 |
| +10 | | 10.2 | | 240.1 |
| +20 | | 11.0 | | 239.5 |
| +20 | | 11.4 | | 239.1 |



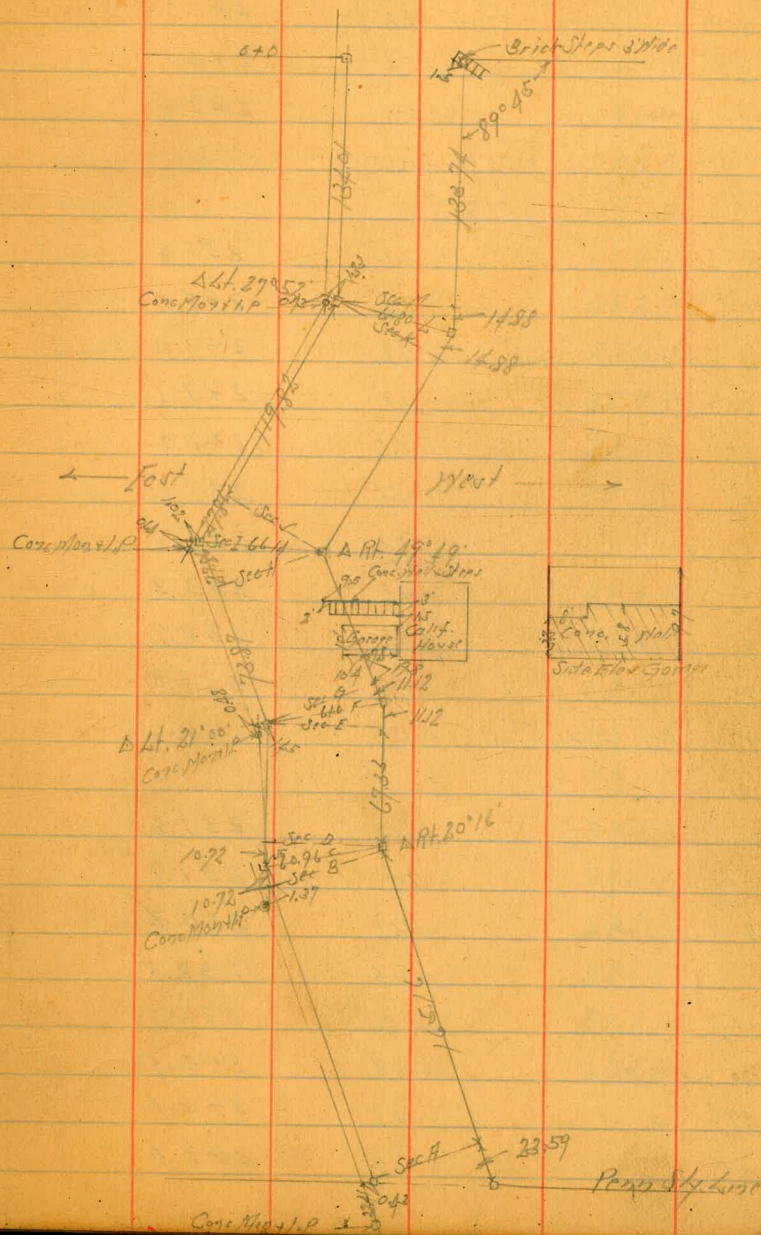
9/13/51

25053

Elev.

| | | |
|-------------------|-----|-------|
| +50 | 122 | 238.3 |
| +56 | 119 | 238.6 |
| +66 = F | 111 | 239.4 |
| +65 | 114 | 239.1 |
| 40' S | | |
| -10 | 124 | 238.1 |
| F = Bottom Wash | 127 | 237.8 |
| +12 | 120 | 238.5 |
| +30 | 112 | 239.3 |
| +38 | 108 | 239.7 |
| +42 | 83 | 242.2 |
| +60 = H | 34 | 247.1 |
| 70' S | | |
| -5 | 17 | 245.8 |
| H | 63 | 244.2 |
| +20 | 75 | 243.0 |
| +30 | 95 | 241.0 |
| +59 | 113 | 239.2 |
| +60 = F | 123 | 238.2 |
| +65 | 139 | 236.6 |
| +70 = Bottom Wash | 141 | 236.4 |
| +80 | 135 | 237.0 |
| 96.22' S = Sec 1 | | |
| -20 = Bot Wash | 146 | 235.9 |
| -10 | 136 | 237.9 |
| F | 119 | 238.6 |

2



| 9/14/57. | | | Elev. |
|------------------------|--------|---------|--------|
| | 250.53 | | |
| +15 | | 10.7 | 239.8 |
| +30 | | 9.2 | 241.3 |
| +51 | | 8.4 | 242.1 |
| +60 = H | | 1.5 | 249.0 |
| TP | 3.84 | 252.87 | 249.03 |
| | | Sec 1/2 | |
| H | | 1.3 | 251.6 |
| +7 | | 3.1 | 249.5 |
| +13 = Fly Present Road | | 11.9 | 241.0 |
| +30 = Fly | | 11.8 | 241.1 |
| +45 | | 13.7 | 239.2 |
| +52 | | 14.6 | 238.3 |
| +60 = F | | 17.6 | 235.3 |
| +72 | | 19.6 | 233.3 |
| +80 = Bot. Wash | | 21.8 | 231.1 |
| +85 | | 19.6 | 233.3 |
| +99 = Gulch From East | | 18.7 | 234.2 |
| | | Sec 2 | |
| -25 | | 21.3 | 231.6 |
| -8 | | 21.2 | 231.7 |
| -5 = Bot. Wash | | 22.6 | 230.3 |
| F | | 20.4 | 232.5 |
| +16 | | 19.2 | 234.7 |
| +30 = Fly Road | | 12.4 | 240.5 |
| +48 = Fly | | 12.8 | 240.1 |
| +55 | | 3.8 | 249.1 |

| | | | Elev |
|-----------------|--------|------------|---------|
| | 252.87 | | |
| +60 = H | | 2.0 | 250.9 ✓ |
| | | 5.5 Sec 2 | |
| H | | 3.6 | 250.5 |
| +5 | | 4.5 | 248.4 |
| +12 = Fly Road | | 13.0 | 239.9 |
| +30 = Fly | | 12.9 | 240.0 |
| +37 | | 16.9 | 236.0 |
| +50 | | 20.5 | 232.4 |
| +60 = F | | 21.8 | 231.1 |
| +63 = Bot. Wash | | 23.0 | 229.9 |
| +67 | | 21.7 | 231.2 |
| +80 | | 21.2 | 231.7 |
| | | 30.5 Sec 2 | |
| -25 | | 19.4 | 233.5 |
| F | | 21.7 | 231.2 |
| +5 | | 22.0 | 230.9 |
| +9 = Bot. Wash | | 23.3 | 229.6 |
| +12 | | 21.8 | 231.1 |
| +21 | | 22.2 | 230.7 |
| +30 | | 16.8 | 236.1 |
| +35 = Fly Road | | 14.1 | 238.8 |
| +47 = Fly | | 14.4 | 238.5 |
| +56 | | 5.8 | 247.1 |
| +60 = H | | 4.0 | 248.9 |

9/18 St.

252.87

Elev.

E.S. 2' S of Sec 2 - Sec 3

| | | |
|----------------|------|-------|
| N | 42 | 248.7 |
| +6 | 6.2 | 246.1 |
| +11 = Fly Road | 15.3 | 237.6 |
| +27 = Fly " | 15.4 | 237.5 |
| +30 | 17.7 | 235.2 |
| +36 | 22.9 | 230.0 |
| +47 | 22.2 | 230.7 |
| +55 = Bot | 23.5 | 229.4 |
| +60 = F | 22.6 | 230.3 |
| +75 | 21.6 | 231.3 |

Sec 4 - A

| | | |
|----------------|------|-------|
| F | 22.6 | 230.3 |
| +5 = Bot Wash | 23.6 | 229.3 |
| +12 | 22.2 | 230.7 |
| +23 | 23.0 | 229.9 |
| +30 | 16.8 | 236.1 |
| +32 = Fly Road | 15.5 | 237.4 |
| +47 = Fly " | 15.6 | 237.3 |
| +53 | 7.5 | 245.4 |
| +68 = Fly " | 4.7 | 248.2 |

Sec 5

| | | |
|----------------|------|-------|
| N | 6.5 | 246.4 |
| +8 | 9.1 | 243.8 |
| +12 = Fly Road | 15.5 | 237.4 |
| +29 = Fly " | 15.6 | 237.3 |

252.87

Elev.

| | | |
|----------------|------|-------|
| +30 | 16.1 | 236.3 |
| +37 | 23.1 | 229.8 |
| +48 | 22.3 | 230.6 |
| +55 = Bot Wash | 23.1 | 229.3 |
| +60 = F | 22.6 | 230.3 |

15' S of Sec 5

| | | |
|----------------|------|---------|
| -15 | 21.7 | 231.2 |
| F | 22.7 | 230.2 |
| +6 = Bot Wash | 23.5 | 229.4 |
| +12 | 22.7 | 230.2 ✓ |
| +22 | 23.0 | 229.9 ✓ |
| +30 | 16.5 | 236.4 |
| +33 = Fly Road | 15.5 | 237.4 |
| +49 = Fly " | 15.6 | 237.3 |
| +54 | 11.5 | 241.4 |
| +60 = Fly | 8.3 | 244.6 |

28' S Sec 5

| | | |
|----------------|------|-------|
| N | 9.2 | 243.7 |
| +9 | 12.1 | 240.8 |
| +11 = Fly Road | 16.1 | 236.8 |
| +26 = Fly " | 15.9 | 237.2 |
| +30 | 16.9 | 236.0 |
| +47 | 22.3 | 230.6 |
| +56 = Bot Wash | 23.1 | 229.3 |
| +60 = F | 23.4 | 229.5 |
| +75 | 22.4 | 230.5 |

| 516 St. | 25387 | Elev. |
|-----------------|-----------------------|-------|
| | 19.91 S Sec 5 = Sec 6 | |
| -15 | 23.8 | 229.1 |
| -7 - Bot Marsh | 25.0 | 227.9 |
| F | 24.1 | 228.8 |
| +5 | 23.9 | 229.0 |
| +30 | 20.1 | 232.8 |
| +42 - Fly Road | 16.6 | 236.3 |
| +55 - Fly " | 16.8 | 236.1 |
| +57 | 13.0 | 239.9 |
| +60 - Fly | 13.1 | 240.8 |
| | Sec 7 A | |
| 11 | 12.1 | 240.8 |
| 12 | 12.9 | 240.0 |
| +4 - Fly Road | 16.8 | 236.1 |
| +18 - Fly " | 16.9 | 236.0 |
| +30 | 20.9 | 232.0 |
| +45 | 22.4 | 230.5 |
| +62 - Fly | 23.5 | 229.4 |
| +77 - Bot Marsh | 24.8 | 228.1 |
| +82 | 24.0 | 228.9 |
| | Sec 8 | |
| -29 - Bot Marsh | 25.8 | 227.1 |
| -24 | 25.0 | 227.9 |
| F | 24.8 | 228.1 |
| +15 | 23.5 | 229.4 |
| +30 | 22.0 | 230.9 |

| | 25287 | Elev |
|-----------------|---------------|-------|
| +42 - Fly Road | 16.9 | 236.0 |
| +55 - Fly " | 16.8 | 236.1 |
| +57 | 13.7 | 240.2 |
| +60 - Fly | 13.1 | 240.8 |
| | 25 S of Sec 8 | |
| 11 | 11.3 | 241.6 |
| +8 | 11.7 | 241.2 |
| T 125 | 243.83 | 10.29 |
| +8 | 8.9 | 234.9 |
| +21 | 8.7 | 235.1 |
| +30 | 13.3 | 230.5 |
| +45 | 15.1 | 228.7 |
| +54 | 17.0 | 226.8 |
| +60 - Fly | 17.3 | 226.5 |
| +85 | 17.0 | 226.8 |
| +91 - Bot Marsh | 17.8 | 226.0 |
| | 48 S of Sec 8 | |
| -25 | 14.6 | 229.2 |
| -14 - Bot Marsh | 20.9 | 222.9 |
| -10 | 18.4 | 225.4 |
| F | 18.1 | 225.7 |
| +15 | 17.5 | 226.3 |
| +25 | 16.8 | 227.0 |
| +30 | 14.9 | 228.9 |
| +40 - Fly Road | 9.2 | 234.6 |
| +54 - Fly " | 9.1 | 234.7 |

| | 243.83 | Elev. |
|---------------------|---------------|---------|
| +58 | 32 | 240.6 |
| +60 - W | 22 | 241.6 |
| | 55 S Sec 8 | |
| W | 35 | 240.3 |
| +5 | 65 | 237.3 |
| +7 - Wly Road | 92 | 234.6 |
| +22 = Fly " | 91 | 234.2 |
| +30 | 16.0 | 227.8 |
| +35 | 181 | 225.7 |
| +45 | 179 | 225.9 |
| +50 | 197 | 224.1 |
| +55 | 213 | 222.5 |
| +60 = E - Bat Marsh | 213 | 222.5 ✓ |
| +63 | 178 | 226.0 |
| +75 | 15.9 | 227.9 ✓ |
| | 60 S of Sec 8 | |
| -15 | 16.5 | 227.3 ✓ |
| E | 18.3 | 225.5 ✓ |
| +5 = Fly Marsh | 21.1 | 222.7 |
| +11 - Wly " | 21.3 | 222.5 |
| +15 | 185 | 225.3 |
| +21 | 194 | 224.4 |
| +30 | 15.9 | 227.9 |
| +39 = Fly Road | 9.7 | 234.1 |
| +54 = Wly " | 9.4 | 234.4 |
| +56 | 6.6 | 237.2 |

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| | 243.83 | Elev. |
|-----------------|--------------------|-----------|
| +60 | 2.6 | 240.2 ✓ 6 |
| | 82 W Sec 8 - Sec 9 | |
| W | 4.3 | 239.5 |
| +4 | 7.1 | 236.7 |
| +7 = Wly Road | 10.4 | 233.4 |
| +25 = Fly " | 10.8 | 233.0 |
| +30 | 13.1 | 230.7 |
| +42 = Bat Marsh | 22.1 | 221.7 |
| +48 | 19.7 | 224.1 |
| +60 = E | 19.6 | 224.2 |
| +80 | 18.3 | 225.5 |
| | Sec 10 A | 62.6 |
| E | 19.6 | 224.2 |
| +12 | 19.9 | 223.9 |
| +18 = Bat Marsh | 22.6 | 221.2 |
| +25 | 17.1 | 226.7 |
| +30 = | 14.0 | 229.8 |
| +35 = Fly Road | 11.7 | 232.1 |
| +50 = Wly " | 11.6 | 232.2 |
| +57 | 4.8 | 239.0 |
| +62.6 = W | 2.5 | 241.3 |
| | Sec 11 | |
| W | 2.6 | 240.2 |
| +6 | 6.3 | 237.5 |
| +12 = Wly Road | 13.2 | 230.6 |
| +26 = Fly " | 13.6 | 231.2 |

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| 9/19/57 | 243.83 | Elev. |
|---------------------------|--------|---------|
| +30 | 13.2 | 230.6 ✓ |
| +40 = Bot Wash | 22.6 | 221.2 |
| +48 | 20.3 | 223.5 |
| +60 = F | 19.6 | 224.2 |
| 34 S of Sec 11 | | |
| -18 | 20.6 | 223.2 |
| -11 | 20.9 | 222.9 |
| -2 | 21.8 | 222.0 |
| F | 23.7 | 220.1 |
| +4 = Bot Wash | 23.7 | 220.1 |
| +8 | 20.8 | 223.0 |
| +23 | 17.8 | 226.0 |
| +30 = Fly Road | 14.7 | 229.1 |
| +47 = Wly | 15.8 | 228.0 |
| +50 | 9.2 | 234.6 |
| +60 = W | 5.9 | 237.9 |
| 57.225 of Sec 11 = Sec 12 | | |
| W | 11.1 | 232.7 |
| +4 | 11.5 | 232.3 |
| +8 = Wly Road | 17.3 | 226.5 |
| +25 = Fly | 16.1 | 227.7 |
| +30 | 17.9 | 225.9 |
| +42 | 19.7 | 224.1 |
| +47 | 21.3 | 222.5 |
| +53 = Bot Wash | 24.3 | 219.5 |
| +60 = F | 22.7 | 221.1 |

| | 243.83 | Elev. |
|-------------------|--------|---------|
| +67 | 22.3 | 221.5 ✓ |
| +75 | 19.3 | 224.5 ✓ |
| Sec 13 = A | | |
| -15 | 18.1 | 225.7 |
| -10 | 19.8 | 224.0 |
| -5 | 23.4 | 220.4 |
| F | 23.4 | 220.4 ✓ |
| +12 | 22.7 | 221.1 ✓ |
| +16 = Bot Wash | 24.3 | 219.5 |
| +24 | 20.4 | 223.4 |
| +24 = Sister Wash | 12.80 | 225.0 ✓ |
| +40 = F Road | 16.6 | 227.2 |
| +57 = Wly | 17.3 | 226.5 |
| +60 | 11.6 | 232.2 |
| +63.7 = W | 11.1 | 232.7 |
| Sec 14 | | |
| W | 11.1 | 232.7 |
| +2 | 11.8 | 232.0 ✓ |
| +7 = Wly Road | 17.5 | 226.3 ✓ |
| +24 = Fly | 16.9 | 226.9 ✓ |
| +30 | 19.5 | 224.3 ✓ |
| +38 | 21.0 | 222.8 ✓ |
| +47 = Bot Wash | 24.0 | 219.8 ✓ |
| +60 = F | 23.6 | 220.2 ✓ |
| +65 | 23.8 | 220.0 ✓ |
| +70 | 20.4 | 223.4 |

| 9/15/57 | | 213.83 | Elev. |
|-----------------|----------------------------|--------|--------|
| +78 | | 179 | 225.9 |
| | 25' S Sec 14 | | |
| -15 | | 187 | 225.1 |
| F | | 233 | 220.5 |
| +3 | | 221 | 219.7 |
| +15 - Bot Marsh | | 245 | 219.3 |
| +20 | | 223 | 221.5 |
| +30 | | 201 | 223.7 |
| +35 = Fly Road | | 188 | 225.0 |
| +53 = Fly | | 194 | 224.4 |
| +56 | | 129 | 228.9 |
| +60 = Fly | | 139 | 229.9 |
| TP | 0.86 | 231.26 | 220.90 |
| | 50' S Sec 14 | | |
| W | | 46 | 226.7 |
| +3 | | 52 | 226.1 |
| +10 = Fly Road | | 79 | 223.4 |
| +26 = Fly | | 75 | 223.8 |
| +30 | | 84 | 222.9 |
| +39 | | 110 | 220.3 |
| +47 | | 115 | 219.8 |
| +52 Bot Marsh | | 124 | 218.9 |
| +60 = Fly | | 105 | 220.8 |
| +70 | | 78 | 223.5 |
| | 76.08 S of Sec 14 = Sec 15 | | |
| | | 95 | 221.8 |

| 231.26 | | Elev. | |
|-----------------------------|---|-------|---------|
| F | | 120 | 219.3 ✓ |
| +12 = Bot Marsh | | 121 | 219.2 |
| +21 | | 117 | 219.6 |
| +30 = Fly Road | | 94 | 221.9 |
| +45 = Fly | | 90 | 222.3 |
| +50 | | 80 | 223.3 |
| +60 = Fly | | 77 | 223.6 |
| +75 | | 69 | 224.4 |
| | Sec 16 Δ Note description Sec For Drain | | |
| -20 = Fly of Gully From Fly | | 60 | 225.3 ✓ |
| W | | 75 | 223.8 ✓ |
| +13 | | 83 | 223.0 ✓ |
| +17 = Fly Road | | 95 | 221.8 |
| +30 = Fly | | 96 | 221.7 |
| +36 | | 100 | 221.3 |
| +38 | | 112 | 220.1 ✓ |
| +47 | | 120 | 219.3 ✓ |
| +50 = Bot Marsh | | 152 | 216.1 ✓ |
| +52 | | 119 | 219.4 ✓ |
| +63.5 = Fly | | 120 | 219.3 ✓ |
| | Sec 17 | | |
| F | | 120 | 219.3 ✓ |
| +12 | | 119 | 219.4 ✓ |
| +15 | | 141 | 217.2 ✓ |
| +18 | | 123 | 219.0 ✓ |
| +38 | | 114 | 219.9 ✓ |

| 9/35 | 23126 | Elev. |
|------------------|-------|-------|
| +30 = Fly Road | 99 | 221.4 |
| +49 = Fly " | 97 | 221.6 |
| +54 | 68 | 224.5 |
| +60 = W | 5.3 | 226.0 |
| 17' S of Sec 17 | | |
| W | 39 | 227.4 |
| +5 | 57 | 225.6 |
| +7 = Wly Road | 101 | 221.2 |
| +25 = Fly " | 10.6 | 220.7 |
| +30 | 13.2 | 219.1 |
| +36 | 12.7 | 218.6 |
| +40 = Bot Wash | 15.1 | 216.2 |
| +44 | 13.0 | 218.3 |
| +60 = F | 11.2 | 220.1 |
| +70 | 9.0 | 222.3 |
| 1325' S = Sec 18 | | |
| -10 | 10.2 | 221.1 |
| F | 11.6 | 219.7 |
| +15 | 13.3 | 218.0 |
| +25 | 13.4 | 217.9 |
| +30 = Bot Wash | 15.5 | 215.8 |
| +34 | 13.3 | 218.0 |
| +38 = Fly Road | 11.0 | 220.3 |
| +52 = Wly " | 11.9 | 219.4 |
| +55 | 5.4 | 225.9 |
| +60 = W | 3.2 | 228.1 |

| | 23126 | Elev |
|----------------|--------|---------|
| Sec # | | |
| W | 5.1 | 226.2 |
| +5 | 9.5 | 221.8 |
| +6 = Wly Road | 12.6 | 218.7 |
| +21 = Fly " | 11.7 | 219.6 |
| +27 = Bot Wash | 15.9 | 215.4 |
| +30 | 14.0 | 217.3 |
| +45 | 14.3 | 217.0 |
| +60 = F | 12.6 | 217.7 |
| +70 | 11.4 | 219.9 |
| 25' S of Sec # | | |
| -10 | 13.3 | 218.0 |
| F | 15.3 | 216.0 |
| +10 | 15.4 | 215.9 |
| +25 | 15.3 | 216.0 |
| +30 = Bot Wash | 16.6 | 214.7 |
| +36 = Fly Road | 13.4 | 217.9 |
| +54 = Wly " | 13.5 | 217.8 |
| +60 = W | 9.2 | 222.1 ✓ |
| 50' S of Sec # | | |
| W | 9.6 | 221.7 ✓ |
| TP = 382 | 222.48 | 218.66 |
| +8 = Wly Road | 5.5 | 217.0 |
| +26 = Fly " | 5.1 | 217.4 |
| +27 | 3.7 | 218.8 |
| +30 | 4.5 | 218.0 |

| 9 1/2 St. | 222.48 | Elev. |
|-----------------|--------|-------|
| +25 - Bot. Wash | 79 | 214.6 |
| +41 | 68 | 215.7 |
| +50 | 72 | 215.3 |
| +60 = F | 78 | 214.7 |
| +70 | 80 | 219.5 |
| 69' S of Sec 7 | | |
| -10 | 0.6 | 221.9 |
| -8 | 38 | 218.7 |
| F | 76 | 214.9 |
| +13 | 73 | 215.2 |
| +16 - Bot. Wash | 80 | 214.5 |
| +19 | 73 | 215.2 |
| +28 | 69 | 215.6 |
| +30 | 60 | 216.5 |
| +32 = Fly Road | 62 | 216.3 |
| +50 Fly " | 63 | 216.7 |
| +60 = W | 24 | 220.1 |
| 78' S of Sec 7 | | |
| W | 28 | 219.7 |
| +10 = Fly Road | 66 | 215.9 |
| +28 = Fly " | 63 | 216.2 |
| +30 | 63 | 216.2 |
| +33 | 76 | 214.9 |
| +43 = Bot. Wash | 80 | 214.5 |
| +47 | 74 | 215.1 |
| +53 | 67 | 215.8 |

| | 222.48 | Elev. |
|-----------------|--------|-------|
| +60 = F | 4.3 | 218.2 |
| +70 | 0.8 | 221.7 |
| 100' S of Sec 7 | | |
| -10 | 0.9 | 221.6 |
| F | 3.9 | 218.6 |
| +10 | 6.6 | 215.9 |
| +22 | 8.4 | 214.1 |
| +25 - Bot. Wash | 9.8 | 212.7 |
| +30 | 8.0 | 214.5 |
| +32 = Fly Road | 7.3 | 215.2 |
| +49 = Fly " | 7.9 | 214.6 |
| +52 | 6.3 | 216.2 |
| +60 = W | 3.6 | 218.9 |
| 135' S of Sec 7 | | |
| W | 5.0 | 217.5 |
| +6 | 6.1 | 216.4 |
| +8 = Fly Road | 9.4 | 213.1 |
| +25 = Fly " | 8.4 | 214.1 |
| +30 | 8.9 | 213.6 |
| +33 = Bot. Wash | 12.5 | 210.0 |
| +35 | 9.2 | 213.3 |
| +42 | 8.8 | 213.7 |
| +50 | 7.4 | 215.1 |
| +60 = F | 4.9 | 217.6 |
| +70 | 2.1 | 220.4 |

9/30/41

222.48

Elev.

150' S of Sec A

| | | | |
|----------------|------|-------|---|
| -10 | 3.3 | 219.2 | |
| F | 4.9 | 217.6 | |
| +10 | 7.8 | 214.7 | |
| +25 | 9.6 | 212.9 | |
| +28 = Bot Wash | 11.8 | 210.7 | |
| +30 | 9.7 | 212.8 | |
| +38 = Fly Road | 8.7 | 213.8 | |
| +54 = Fly " | 9.5 | 213.0 | |
| +57 | 6.4 | 216.1 | ✓ |
| +60 = H | 6.1 | 216.4 | ✓ |

165' S = Sec B

| | | | |
|----------------|------|-------|---|
| H | 7.7 | 214.8 | ✓ |
| +3 = Fly Road | 9.7 | 212.8 | |
| +18 = Fly " | 9.3 | 213.2 | |
| +29 | 9.9 | 212.6 | |
| +30 = Bot Wash | 11.4 | 211.1 | ✓ |
| +34 | 9.9 | 212.6 | |
| +43 | 9.5 | 213.0 | |
| +60 = F | 7.1 | 215.4 | |
| +70 | 5.6 | 216.9 | |

Sec C = A

| | | | |
|-------------------------------------|------|-------|---|
| -12 | 7.2 | 214.7 | |
| F | 8.2 | 214.3 | |
| ool 1/2 Green Pipe 10 Case No. 9 | 7.28 | 215.2 | ✓ |
| +16 | 8.9 | 213.6 | ✓ |

222.48

Elev.

| | | | |
|----------------|------|-------|--|
| +25 | 10.3 | 212.2 | |
| +30 = Bot Wash | 12.3 | 210.2 | |
| +32 | 10.4 | 212.1 | |
| +40 | 9.9 | 212.6 | |
| +45 = Fly Road | 9.4 | 213.1 | |
| +58 = Fly " | 9.7 | 212.8 | |
| +60 = H | 7.7 | 214.8 | |

Sec D

| | | | |
|---------------------------|------|-------|--|
| H | 7.7 | 214.8 | |
| +3 = Fly Road | 9.7 | 212.8 | |
| +17 = Fly " | 9.3 | 213.2 | |
| +21 | 9.8 | 212.7 | |
| +30 | 10.3 | 212.2 | |
| +35 = Bot Wash | 13.7 | 208.8 | |
| +40 | 12.0 | 210.5 | |
| +42 | 10.0 | 212.5 | |
| +53 | 9.4 | 213.1 | |
| +60 = F | 9.2 | 213.3 | |
| +73 = Bot Gulch from East | 8.6 | 213.9 | |

11' S of Sec D

25' E of H.L. - MH
on River

9.82 212.66 ✓

24' S of Sec D

24' E of H.L. - Large
MADRID TRAIL

| 513 St. | | 222.48 | Elev. | | 220.89 | Elev. | |
|----------------|------|---------------|---------|--------|-------------------------|-------|---------|
| | | 19 S of Sec D | | | 67.33 S of Sec D = Sect | | |
| -10 | | 6.8 | 215.7 ✓ | | -10 | 7.0 | 213.9 |
| F | | 8.6 | 214.5 | | F | 8.2 | 212.7 |
| +10 | | 9.4 | 213.1 ✓ | | +10 | 9.6 | 211.3 |
| TP | 7.00 | 220.89 | 8.59 | 213.89 | +18 = Bot Wash | 12.8 | 208.1 |
| +22 | | 9.2 | 211.7 | | +25 | 9.8 | 211.1 |
| +25 = Bot Wash | | 11.9 | 209.0 | | +30 | 10.2 | 210.7 |
| +28 | | 9.3 | 211.6 | | +34 | 10.3 | 210.6 |
| +30 | | 9.4 | 211.5 | | +38 = Fly Pond | 8.6 | 212.3 |
| +43 = Fly Pond | | 8.4 | 212.5 | | +54 = Fly " | 8.7 | 212.2 |
| +56 = Fly " | | 8.6 | 212.3 | | +60 = Fly " | 4.7 | 216.2 |
| +57 | | 6.7 | 214.2 | | | | |
| +60 = Fly " | | 6.1 | 214.8 | | Sec F = A | | 6.0 |
| | | 54 S of Sec D | | | W | 3.1 | 217.8 |
| W | | 6.9 | 214.0 | | +10 = Fly Pond | 8.9 | 212.0 |
| +4 = Fly Pond | | 8.7 | 212.2 | | +25 = Fly " | 8.8 | 212.1 |
| +19 = Fly " | | 8.8 | 212.1 | | +30 | 10.3 | 210.6 |
| +23 | | 8.8 | 212.1 | | +37 | 9.7 | 211.2 |
| +28 | | 11.6 | 209.3 | | +44 = Bot Wash | 13.0 | 207.9 |
| +30 | | 11.6 | 209.3 | | +50 | 9.8 | 211.1 |
| +33 | | 9.2 | 211.7 | | +61 = F | 8.2 | 212.7 |
| +41 = Bot Wash | | 12.5 | 208.4 | | | | |
| +48 | | 8.5 | 212.4 | | Sec G | | |
| +60 = F | | 7.5 | 213.4 | | F | 8.2 | 212.7 |
| +67 | | 6.5 | 214.4 | | +12 | 9.7 | 211.2 |
| | | | | | +18 = Bot Wash | 12.8 | 208.1 ✓ |
| | | | | | +24 | 9.8 | 211.1 ✓ |
| | | | | | +30 | 10.0 | 210.6 > |

| 9154 | 220.89 | Elev. |
|-----------------------|--------|------------------------------------|
| +36 = Fly Road | 86 | 212.3 |
| +50 = Fly " | 93 | 211.6 |
| +54 | 58 | 215.1 |
| +60 = W | 35 | 217.4 |
| 15' S of Sec G | | |
| W | 37 | 217.2 |
| +7 | 63 | 214.6 |
| +10 = Wly Road | 100 | 210.9 ✓ |
| TP 2.23 | 214.38 | 924 211.65 ✓ on Conc. Bot. Step |
| +25 = Fly Road | 25 | 211.9 |
| +30 | 47 | 209.7 |
| +36 | 41 | 210.3 |
| +38 = Wly Wash | 71 | 207.3 |
| +45 = Fly " | 68 | 207.6 |
| +47 | 41 | 210.3 |
| +60 = F | 23 | 212.1 |
| +67 | 10 | 213.4 |
| 30' S of Sec G | | |
| -10 | 15 | 212.9 |
| F | 30 | 211.4 |
| +4 | 44 | 210.0 |
| +13 | 51 | 209.3 |
| +14 = Top 12' Gasline | 74 | 207.0 |
| +22 = Wly Wash | 65 | 207.9 |
| +24 | 48 | 209.6 |
| +30 = Fly Road | 23 | 212.2 |

| 21438 | Elev. | 3-29-82 |
|-------------------------------|-------|----------|
| +48 = Wly Road | 37 | 210.7 ✓ |
| +54 = On Conc Garage Floor | 3.09 | 211.29 ✓ |
| 37' S of Sec G | | |
| 8' E of W.L. = Bot Conc Steps | 273 | 211.65 ✓ |
| 50' S of Sec G | | |
| W | +2.0 | 216.4 |
| +7 | 14 | 213.0 |
| +8 = Wly Road | 42 | 210.2 |
| +27 = Fly Road | 29 | 211.5 |
| +30 | 33 | 211.1 |
| +40 | 50 | 209.4 |
| +49 | 56 | 208.8 |
| +51 = Wly Wash | 84 | 206.0 |
| +55 = Fly " | 80 | 206.4 |
| +57 | 58 | 208.6 |
| +60 = F | 50 | 209.4 |
| +70 | 17 | 212.7 |
| 73.87' S of Sec G = Sec H | | |
| -10 | 15 | 212.9 |
| F | 52 | 209.2 |
| +2 = Fly Wash | 86 | 205.8 |
| +6 = Wly " | 87 | 205.7 |
| +8 | 61 | 208.3 |
| +20 | 57 | 208.7 |
| +30 | 53 | 209.1 |
| +37 = Fly Rd | 35 | 210.9 |

| 9/14/54 | 21438 | Elev. |
|--------------------------|-----------|-------|
| +58 = 1/4 Road | 46 | 209.8 |
| +60 = " | 41 | 210.3 |
| | Sec 1 - A | 6616 |
| " | 41 | 210.3 |
| +2 = 1/4 Road | 47 | 209.7 |
| +20 = Fly " | 36 | 210.8 |
| +30 | 58 | 208.6 |
| +39.5 = Fly Edge M. Wash | 580 | 208.6 |
| +52 | 67 | 207.7 |
| +54 = 1/4 Wash | 91 | 205.3 |
| +59 | 91 | 205.3 |
| +66.4 = F | 17 | 212.7 |
| | Sec 1 | |
| -12 | 00 | 214.4 |
| E = Fly Wash | 93 | 205.1 |
| +11 1/4 " | 108 | 203.6 |
| +13 | 70 | 207.4 |
| +21 | 70 | 207.4 |
| +30 | 57 | 208.7 |
| +39 = Fly Road | 34 | 211.0 |
| +58 = 1/4 " | 28 | 209.6 |
| +60 = " | 41 | 210.3 |
| | 7 S Sec 1 | |
| " | 32 | 211.2 |
| +2 = 1/4 Road | 49 | 209.5 |
| +21 = Fly " | 37 | 210.7 |

| 8/4/38 | Elev. | 14 |
|----------------|---------------|---------|
| +30 | 56 | 208.8 |
| +48 | 73 | 207.1 |
| +49 = 1/4 Wash | 102 | 204.2 |
| +55 = Fly " | 97 | 204.7 |
| +60 = F | 43 | 210.1 |
| +65 | 22 | 212.2 |
| | 35 S of Sec 1 | |
| -8 | 32 | 211.2 |
| F | 62 | 208.2 |
| +2 | 71 | 207.3 |
| +5 = Fly Wash | 100 | 204.4 |
| +9 = 1/4 " | 104 | 204.0 |
| +11 | 80 | 206.4 |
| +22 | 73 | 207.1 |
| +30 | 59 | 208.5 |
| +36 = Fly Road | 63 | 210.1 |
| +54 = 1/4 " | 54 | 209.0 |
| +57 | 23 | 212.1 |
| +60 = N | 10 | 213.4 |
| | 60 S Sec 1 | |
| " | 19 | 212.5 |
| +3 | 18 | 212.6 ✓ |
| +5 = 1/4 Ro | 60 | 208.4 ✓ |
| +21 = 1/4 " | 52 | 209.2 |
| +24 | 62 | 208.2 |
| +30 | 68 | 207.6 |

| Dist. | | Elev. |
|----------------|-------|---------|
| | 21438 | |
| +38 | 86 | 205.8 ✓ |
| +47 | 85 | 205.9 |
| +49 - Fly Wash | 110 | 203.4 |
| +54 - Fly " | 112 | 203.2 |
| +55 | 72 | 207.2 |
| +60 - F | 62 | 208.2 |
| +67 | 35 | 210.9 |

13 Sep Sec I

02 Fly - Tree

100 S. of Sec I

| | | |
|----------------|--------------------------|---------|
| -10 | 48 | 209.6 |
| 5 | 64 | 208.0 |
| +12 | 81 | 206.3 ✓ |
| +16 - Fly Wash | 112 | 203.2 |
| +20 - Fly " | 112 | 203.2 |
| +25 | 92 | 205.2 |
| +20 | 91 | 205.3 |
| +41 - Fly Road | 66 | 207.8 |
| +55 - Fly " | 65 | 207.9 |
| +56 | 48 | 209.6 |
| +60 - F | 20 | 212.4 |
| | 119.825 of Sec I - Sec X | |
| 11 | 17 | 212.7 |
| +4 | 32 | 211.2 |
| +8 - Fly Rd | 67 | 207.7 |
| +20 - Fly | 73 | 207.1 |

>

| | | Elev. |
|----------------|---|---------|
| | 21438 | |
| +23 | 70 | 207.4 ✓ |
| +27 - Fly Wash | 109 | 203.5 |
| +30 | 120 | 202.4 |
| +34 - Fly " | 118 | 202.6 |
| +36 | 94 | 205.0 |
| +60 - F | 79 | 206.5 |
| | on Top of Iron Pipe in Coke. Mtn. H.A. | 631 |
| +70 | 62 | 208.2 |

Sec L - A

118

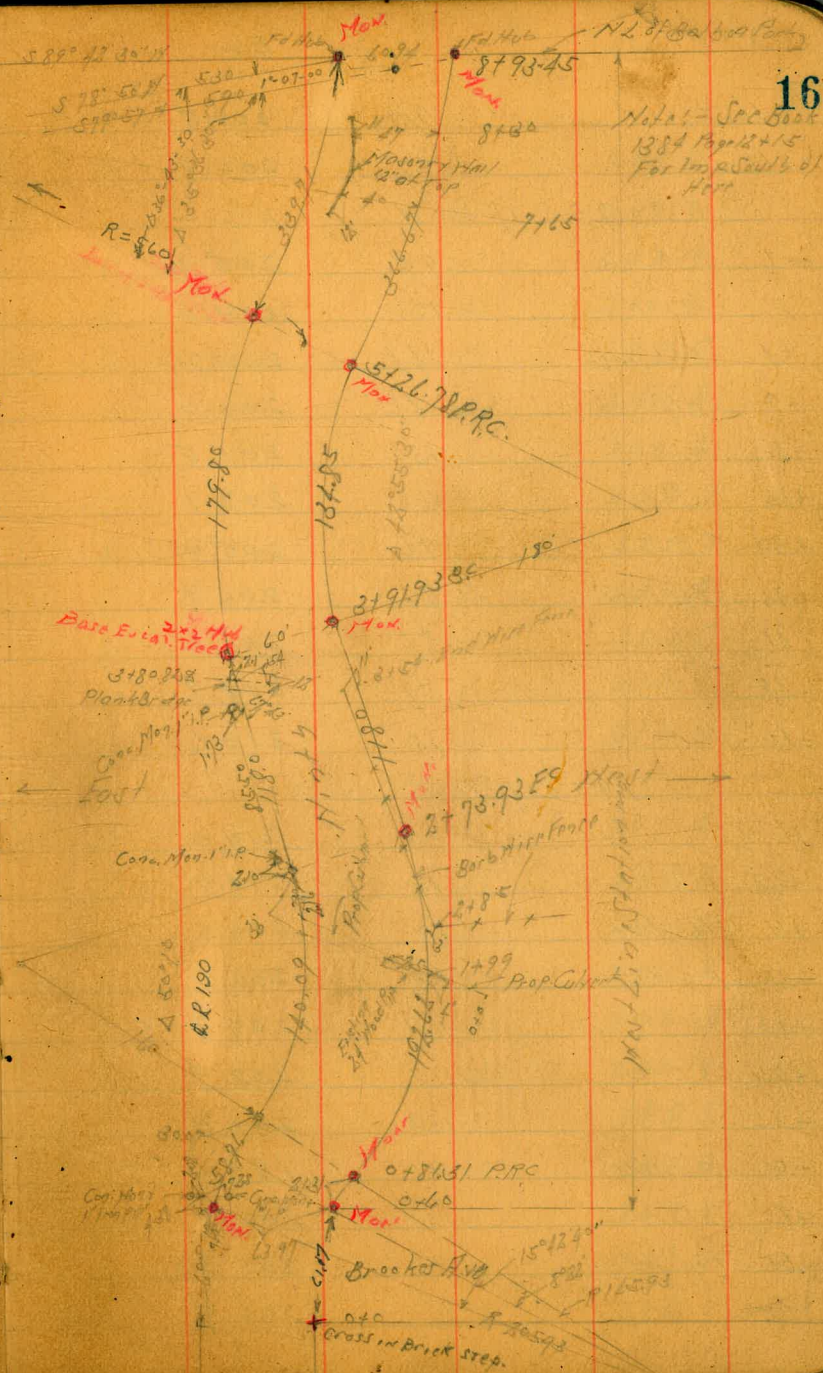
| | | |
|---------------------|-----|----------|
| F | 79 | 206.5 ✓ |
| +125 - 2 MH. on Rim | 922 | 205.16 ✓ |
| +23 | 96 | 204.8 |
| +24 - Fly Wash | 122 | 202.2 |
| +27 - Fly " | 123 | 202.1 |
| +36 - Fly Road | 75 | 206.9 |
| +47 - Fly " | 67 | 207.7 |
| +56 | 39 | 210.5 |
| +61.5 - F | 09 | 213.5 |

Sec M

| | | |
|----------------|-----|-------|
| 11 | 18 | 212.6 |
| +8 | 40 | 210.4 |
| +10 - Fly Road | 68 | 207.6 |
| +23 - Fly " | 74 | 207.0 |
| +24 | 67 | 207.7 |
| +30 - Fly Wash | 116 | 202.8 |
| +34 - Fly " | 124 | 202.0 |

>

| | 513 St. | 21138 | | |
|----------------|---------------|--------|-------|------------|
| +36 | | 9.6 | 204.8 | ✓ |
| +48 | | 9.4 | 205.0 | |
| +60 = F | | 7.9 | 206.5 | |
| | 20 S of Sec M | | | |
| -70 | | 7.5 | 206.9 | |
| -1 | | 9.5 | 204.9 | |
| +6 | | 10.5 | 203.9 | |
| +16 | | 10.5 | 203.9 | |
| +23 = Fly Wash | | 13.8 | 201.6 | |
| +30 | | 13.2 | 202.2 | |
| +36 = Fly Road | | 7.5 | 206.9 | |
| +49 = Fly | | 7.3 | 207.1 | |
| +50 | | 1.7 | 209.7 | |
| +60 = M | | 2.5 | 211.9 | > v. l. t. |
| TP | 7.85 | 214.62 | 7.61 | 206.77 |
| | 60 S of Sec M | | | |
| W | | 17 | 212.9 | |
| +10 | | 5.2 | 209.4 | |
| +14 = Fly Road | | 8.0 | 206.6 | |
| +27 = Fly | | 7.8 | 206.8 | |
| +30 | | 8.6 | 206.0 | |
| +40 | | 10.3 | 204.3 | |
| +48 | | 11.6 | 203.0 | |
| +50 = Fly Wash | | 13.9 | 200.7 | |
| +54 = Fly | | 13.9 | 200.7 | |
| +59 | | 12.0 | 202.6 | |



| 5th St. | 214.62 | Elev. |
|--|---------------|---------|
| +60 = F | 111 | 203.5 |
| +66 | 97 | 204.9 ✓ |
| | 75 S of Sec M | |
| -6 | 94 | 205.2 ✓ |
| F | 10.6 | 204.0 |
| +71 = Fly Wash | 144 | 200.2 |
| +77 = Fly | 146 | 200.0 |
| +8 | 131 | 201.5 |
| +15 | 115 | 203.1 |
| +30 | 96 | 205.0 |
| +33 = Fly Road | 83 | 206.3 |
| +46 = Fly | 81 | 206.5 |
| +48 | 59 | 208.7 |
| +60 = F | 10 | 213.6 |
| | 95 S of Sec M | |
| N | 0.6 | 214.0 |
| +14 | 46 | 210.0 |
| +16 = Fly Road | 80 | 206.6 |
| +30 = Fly | 83 | 206.3 |
| +33 | 103 | 204.3 |
| +43 | 117 | 202.9 |
| +45 | 133 | 201.3 |
| +50 = Fly Wash | 150 | 199.6 |
| +60 = Fly | 139 | 200.7 |
| +65 = Top Ori. Hill Extends S 1/4 Sec M | 93 | 205.3 |
| +75 | 77 | 206.9 |

Y

| 214.62 | Elev. | 17 |
|------------------------|----------------|---------|
| 105 S of Sec M | | |
| -10 | 8.8 | 205.8 |
| F | 10.7 | 203.9 ✓ |
| +2 | 11.7 | 202.9 ✓ |
| +5 = Fly Wash | 142 | 200.4 |
| +10 = 12" Gas Line Tap | 151 | 199.5 |
| +15 = Fly Wash | 138 | 200.8 |
| +20 | 120 | 202.6 |
| +25 | 112 | 203.4 |
| +30 = Fly Road | 89 | 205.7 |
| +32 | 83 | 206.3 |
| +45 = Fly Road | 81 | 206.5 |
| +50 | 41 | 210.5 |
| +60 = F | 12 | 213.4 |
| | 115 S of Sec M | |
| N | 1.8 | 212.8 |
| +10 | 4.8 | 209.8 |
| +13 = Fly Road | 80 | 206.6 |
| +30 = Fly | 83 | 206.3 |
| +38 | 123 | 202.3 |
| +43 = Fly Wash | 142 | 200.4 |
| +45 = Fly | 161 | 198.5 |
| +49 | 130 | 201.6 |
| +54 | 113 | 203.3 ✓ |
| +60 = F | 110 | 203.6 ✓ |
| +70 | 88 | 205.8 ✓ |

9th St.

214.62

133 24 S of Sec. 14 on W. M. Brooker - 0.0. South

| | | |
|-----------------------------|------|--------|
| -10 | 96 | 205.0 |
| F | 115 | 203.1 |
| +3 | 117 | 202.9 |
| +5 | 129 | 201.7 |
| +10 | 134 | 201.2 |
| +14 - Fly Wash | 163 | 198.3 |
| +17 - Fly " | 152 | 199.4 |
| +20 | 119 | 202.7 |
| +25 | 98 | 204.8 |
| +30 - Fly Road | 86 | 206.0 |
| +44 - Fly " | 80 | 206.6 |
| +58.5 - Fly 3rd Brick Steps | 6.31 | 208.31 |
| +60 - Cross on 1st Step | 5.70 | 208.92 |
| TP | 3.98 | 209.85 |
| | 8.75 | 205.87 |
| | 0+15 | |
| M | 23 | 207.6 |
| +15 - Fly Road | 37 | 206.2 |
| +30 - Fly " | 44 | 205.5 |
| +35 | 47 | 205.2 |
| +41 | 67 | 203.2 |
| +42 - Fly Wash | 112 | 198.7 |
| +47 - Fly " | 112 | 198.7 |
| +48 | 100 | 199.9 |
| +51 | 89 | 201.0 |
| +60 - F | 81 | 201.8 |

+68

0+30

-10

F

+8

+11 - Fly Wash

+18 - Fly "

+20

+25.5 - M. H. on Road

+30 - Fly Road

+51 - Fly "

+57

+60 - M

0+50

M

+11 - Fly Road

+23 - Fly "

+30

+35

+45

+52

+54 - Fly Wash

+58 - Fly "

+60 - F

+70

209.85

Notes - From M. Brooker:
0.0 to 849345 West Line
Stationing

6.7

203.2

18

6.1

203.8

8.6

201.3

10.2

199.7

11.1

198.8

10.6

199.3

5.8

204.1

4.0

205.25

4.4

205.5

5.2

204.7

3.1

206.8

1.5

208.4

4.6

205.3

7.0

202.9

5.8

204.1

5.8

204.1

6.4

203.5

9.1

200.8

9.8

200.1

12.5

197.4

12.2

197.7

9.6

200.3

8.0

201.9

| 9/16 St. | 20985 | Elev. |
|--|---------------------|-----------|
| 0460 | Taken on S.L. Brook | |
| -10 | | 202.2 |
| -4 | | 201.2 |
| E. L. Road From N | | 198.3 |
| +2 - Fly Wash | | 197.7 |
| +4 - Wly | | 197.3 |
| +6 | | 199.4 |
| +743 - E.L. South | | 199.9 |
| on Mast Fly Coy. Mast 1.P. S.L. Brook | | 199.73 ✓ |
| +23 | | 201.1 |
| +30 | | 202.7 |
| +40 - Fly Road | | 203.6 |
| +60 W From N | | 202.6 |
| +64 | | 202.4 |
| +65 | | 204.5 |
| +7139 - W From South | | 205.4 |
| 0460 on Rad. Line | | |
| W | | 205.4 |
| +5 | | 204.6 |
| +6 - Wly Road | | 202.6 |
| +27 - Fly | | 202.8 |
| +30 | | 203.0 |
| +40 | | 200.8 |
| +60 - E | | 199.4 |
| +68 | | 199.0 ✓ |
| +70 - Wly Wash | | 197.1 ✓ > |

| 20985 | Elev. | 19 |
|-----------------|-------|---|
| +75 - Fly Wash | 197.0 | |
| +78 | 201.9 | |
| 0476 | | |
| -21 | 202.6 | Note: - Sections of Curves Taken on Rad. Line Except where Noted |
| -18 - Fly Wash | 197.8 | |
| -9 - Wly | 196.6 | |
| -7 | 197.8 | |
| E | 198.5 | |
| +20 | 199.6 | |
| +30 | 201.3 | |
| +35 - Fly Road | 201.8 | |
| +54 Wly | 201.7 | |
| +55 | 203.6 | |
| +60 - W | 204.6 | |
| 048631 - P.R.C. | | |
| W | 204.5 | |
| +5 | 203.2 | |
| +6 - Wly Road | 201.5 | |
| +25 - Fly | 201.6 | |
| +26 | 202.0 | |
| +30 | 201.3 | |
| +35 | 199.5 | |
| +44 | 199.3 | |
| +49 - Wly Wash | 197.7 | |
| +50 | 196.6 | |
| +60 - E | 196.3 | > |

| 9th St. | 20985 | Elev. |
|------------------------|-------|-------|
| +78 | 13.0 | 196.9 |
| +80 | 7.7 | 202.2 |
| | 1+0 | |
| -15 | 8.9 | 201.0 |
| -10 | 10.9 | 199.0 |
| F | 11.1 | 198.8 |
| +6 | 11.0 | 198.9 |
| +7 | 12.5 | 197.4 |
| +11 = Top 12" Gas Line | 14.0 | 195.9 |
| +15 | 13.4 | 196.5 |
| +16 = Fly Wash | 14.2 | 195.7 |
| +22 = Fly " | 14.5 | 195.4 |
| +23 | 11.8 | 198.1 |
| +30 | 9.4 | 200.5 |
| +34 | 8.3 | 201.6 |
| +35 = Fly Road | 8.9 | 201.0 |
| +54 = Fly " | 8.9 | 201.0 |
| +55 | 7.1 | 202.8 |
| +60 = W | 6.3 | 203.6 |
| | 1+35 | |
| W | 7.5 | 202.4 |
| +2 | 7.7 | 202.2 |
| +3 = Fly Road | 9.4 | 200.5 |
| +21 = Fly " | 10.0 | 199.9 |
| +22 | 9.4 | 200.5 |
| +24 | 10.4 | 199.5 |

| | 20985 | Elev. | 20 |
|------------------------------|-------|-------|--------------------------|
| +28 = Fly Wash | 15.3 | 194.6 | |
| +30 = Fly " | 15.3 | 194.6 | |
| +35 | 12.6 | 197.3 | |
| +45 | 11.6 | 198.3 | 1+50 = Top 5" of E.L. |
| +60 = F | 10.8 | 199.1 | |
| +70 | 11.2 | 198.7 | |
| +77 | 10.9 | 199.0 | |
| +78 | 9.7 | 200.2 | |
| | 1+70 | | |
| -12 | 11.2 | 198.7 | |
| F | 12.9 | 197.0 | |
| +5 | 12.5 | 197.4 | |
| +10 | 12.1 | 197.8 | |
| +25 | 12.8 | 197.1 | 1+85 = Top 7" of E.L. |
| +30 = Fly Wash | 15.6 | 194.3 | |
| +34 = Fly " | 15.4 | 194.5 | |
| +36 | 14.1 | 195.8 | |
| +40 | 10.8 | 199.1 | |
| +43 = Fly Road | 11.2 | 198.7 | |
| +60 = Fly Road | 10.4 | 199.5 | > |
| TP 4.41 | 20329 | 10.97 | 198.88 |
| | 2+0 | | |
| -10 = Bot Wash from W | 7.6 | 195.7 | ✓ |
| -4 = Flow Line 21" Wood Pipe | 8.0 | 195.3 | |
| W = Fly Road | 5.6 | 197.7 | > |

9/13 JF

203.29

Elev.

| | | |
|----------------|-----|-------|
| +17 = Fly Road | 58 | 197.5 |
| +25 | 65 | 196.8 |
| +27 = Fly Wash | 9.5 | 193.8 |
| +30 = Fly | 9.5 | 193.8 |
| +35 | 7.5 | 195.8 |
| +45 | 7.2 | 196.1 |
| +60 = F | 6.4 | 196.9 |
| +70 | 5.0 | 198.3 |

Flan line East End of 28' Road Br.

9.09 194.20 ✓

2+35

| | | |
|-------------------------|------|------------------|
| -12 | 4.7 | 198.6 |
| F | 6.7 | 196.6 |
| +8 | 7.4 | 195.9 |
| +15 | 8.8 | 194.5 |
| +18 = Fly Wash | 10.0 | 193.3 ✓ |
| +24 = Fly | 10.1 | 193.2 ✓ |
| +27 | 6.3 | 197.0 |
| +30 | 5.9 | 197.4 2+170-300 |
| +35 = Fly Road | 6.0 | 197.3 3'50' N.L. |
| +51 = Fly | 6.5 | 196.8 |
| +52 | 5.2 | 198.0 |
| +55.7 = Barb Wire Fence | 3.4 | 199.9 |
| +60 = F | 3.4 | 199.9 |

203.29

Elev.

21

2+73.92 = EC

| | | |
|-------------------|---------|---------------------------|
| 3.0 | 200.3 ✓ | |
| +9.5 = Wire Fence | 4.0 | 199.3 2+85 = Large Shrub. |
| +12 | 4.7 | 198.6 5'50' N.L. |
| +11 = Fly Road | 7.3 | 196.0 |
| +30 = Fly | 6.9 | 196.4 |
| +37 | 7.3 | 196.0 |
| +47 | 8.4 | 194.9 2+95 = Shrub |
| +51 = Fly Wash | 10.5 | 192.8 5'50' N.L. |
| +55 = Fly | 10.9 | 192.4 ✓ |
| +58 | 9.0 | 194.3 |
| +60 = F | 8.6 | 194.7 |
| +61 | 6.8 | 196.5 |
| +70 | 5.4 | 197.9 |
| 8+0 | | |
| -10 | 5.8 | 197.5 |
| F | 7.3 | 196.0 |
| +4 = Fly Wash | 10.9 | 192.4 3+03 = Shrub |
| +13 = Fly | 10.4 | 192.9 5'50' N.L. |
| +16 | 8.6 | 194.7 |
| +26 = Fly Road | 7.3 | 196.0 3+20 = Shrub |
| +30 | 7.3 | 196.0 4'50' N.L. |
| +44 = Fly Road | 7.9 | 195.6 ✓ |
| +41 | 5.1 | 198.2 ✓ |
| +50 = Wire Fence | 4.5 | 198.8 ✓ |
| +60 = F | 3.1 | 200.2 ✓ |

976 St.

203.29

Elev.

203.29

Elev.

22

3+85

3+80.8 = 2 Bridge 02 L

| | | |
|--------------------|-----|----------|
| W | 35 | 199.8 |
| +10.5 - Wire Fence | 42 | 199.1 |
| +14 | 60 | 197.3 |
| +15 - Wly Road | 80 | 195.3 |
| +30 | 76 | 195.7 |
| +36 - Fly Road | 74 | 195.9 |
| +45 | 86 | 194.7 |
| +46 - Wly Wash | 110 | 192.3 |
| +54 - Fly " | 115 | 191.8 |
| +55 | 94 | 193.9 |
| +60 - F | 87 | 194.6 |
| +70 | 70 | 196.3 |
| 3+50 | | |
| -10 | 77 | 195.6 |
| -2 | 90 | 194.3 |
| F | 107 | 192.6 ✓ |
| +2 - Fly Wash | 119 | 191.4 ✓ |
| +55 - 12" Gas line | 126 | 190.73 ✓ |
| +7 - Wly Wash | 126 | 190.7 ✓ |
| +8 | 110 | 192.3 |
| +14 | 88 | 194.5 ✓ |
| +25 - Fly Road | 79 | 195.4 ✓ |
| +30 | 78 | 195.5 ✓ |
| +47 - Wly " | 79 | 195.4 ✓ |
| +49 - Wire Fence | 56 | 197.7 ✓ |
| +60 - W | 40 | 199.3 ✓ |

| | | |
|--|-----|--------|
| W | 52 | 198.1 |
| +2 | 57 | 197.6 |
| +4 - Wly Road | 79 | 195.4 |
| +30 | 84 | 194.9 |
| +43 - Wly End Plank Bridge on Floor | 88 | 194.5 |
| Ground | 98 | 193.5 |
| +54 - Bottom Wash | 125 | 190.8 |
| +60 - on Floor Bridge | 83 | 195.0 |
| +62 - Fly End Br | 82 | 195.0 |
| +70 | 81 | 195.2 |
| 3+88 | | |
| -10 | 79 | 195.4 |
| F | 83 | 195.0 |
| +5 | 92 | 194.1 |
| +7 - Fly Wash | 125 | 190.8 |
| +10 - 12" Gas line Top | 129 | 190.37 |
| +14 - Wly Wash | 122 | 191.1 |
| +15 | 107 | 192.6 |
| +24 | 88 | 194.5 |
| +30 - Fly Road | 83 | 195.0 |
| +58 - Wly " | 80 | 195.3 |
| +60 - W | 50 | 198.3 |
| 3+91.9 - B.C. | | |
| -1 | 51 | 198.2 |
| W - Wly Road | 83 | 195.0 |

3490-249
Exc. TRM
25 Wly E.L.

Note:-
From 31 P.C.
8+93.45
15' of Fly Line
of Road - Start
Posts of Center

5/16 St

20985
203.29

Elev.

| | | |
|----------------|------|-------|
| +30 = Fly Road | 8.5 | 194.8 |
| +39 | 9.5 | 193.8 |
| +45 = Wly Wash | 12.5 | 190.8 |
| +50 = Fly | 12.9 | 190.4 |
| +53 | 10.0 | 193.3 |
| +60 = F | 8.4 | 194.9 |
| +70 | 7.9 | 195.4 |
| | 410 | |
| -12 | 8.4 | 194.9 |
| F | 9.2 | 194.1 |
| +10 | 10.1 | 193.2 |
| +12 = Fly Wash | 12.7 | 190.6 |
| +19 = Wly | 12.8 | 190.5 |
| +23 | 10.0 | 193.3 |
| +30 | 8.6 | 194.7 |
| +35 = Fly Road | 8.4 | 194.9 |
| +60 = W | 8.0 | 195.3 |
| +62 = Wly Road | 8.1 | 195.2 |
| +63 | 4.9 | 198.4 |
| | 4+20 | |
| -7 | 3.6 | 199.7 |
| -5 = Wly Road | 7.8 | 195.5 |
| W | 7.9 | 195.4 |
| +20 = Fly | 8.5 | 194.8 |
| +27 | 9.8 | 193.5 |
| +30 | 11.7 | 191.6 |

3+92 =
Clutter of
3rd Euc. Trees
1st 1892.20985
203.29

Elev.

23

| | | |
|--------------------------|------|---------|
| +32 = Wly Wash | 13.3 | 190.0 |
| +38 = Fly | 13.4 | 189.9 ✓ |
| +40 | 11.2 | 192.1 |
| +40 = F | 10.3 | 193.0 |
| +70 | 10.2 | 193.1 |
| | 4+30 | |
| -20 = Bottom Wash From F | 13.1 | 190.2 |
| -12 | 12.2 | 191.1 |
| F | 11.0 | 192.3 |
| +10 | 11.2 | 192.1 |
| +25 | 11.7 | 191.6 ✓ |
| +27 = Fly Wash | 13.7 | 189.6 |
| +30 | 13.0 | 190.3 |
| +33 = Wly | 13.1 | 190.2 |
| +35 | 10.7 | 192.6 |
| +42 = Fly Road | 8.3 | 195.0 ✓ |
| +60 | 8.6 | 195.3 ✓ |
| +66 = Wly | 7.9 | 195.4 ✓ |
| +68 | 3.7 | 200.6 |
| | 4+40 | |
| -7 | 1.8 | 201.5 ✓ |
| -5 = Wly Road | 8.0 | 195.3 ✓ |
| W | 8.0 | 195.3 ✓ |
| +20 = Fly | 8.4 | 194.9 ✓ |
| +25 | 10.6 | 192.7 ✓ |
| +27 = Wly Wash | 11.7 | 191.6 |

4+16 = Clutter
1 Euc. Tree
1st of E.L.4+30 = Clutter
4 Euc. Trees
22nd W of E.L.4+32 = 2nd M.H.
4th W of E.L.
07th from
838

| 9/30/51 | 203.29 | Elev. |
|-----------------------|--------|---------|
| +30 | 136 | 189.7 |
| +31 = Fly Wash | 134 | 189.9 |
| +36 | 120 | 191.3 |
| +41 = Fly Wash From E | 133 | 190.0 |
| +54 = Fly " " | 135 | 189.8 |
| +60 = F | 119 | 191.4 |
| +70 | 116 | 191.7 |
| | 4+60 | |
| -10 | 113 | 192.0 |
| F | 107 | 192.6 |
| +17 | 115 | 191.8 |
| +23 = Fly Wash | 120 | 190.3 |
| +30 Bot " | 144 | 188.9 |
| +34 = Fly " | 143 | 189.0 |
| +37 | 94 | 193.9 |
| +40 = Fly Road | 83 | 195.0 |
| +60 = H | 82 | 195.1 |
| +63 = Fly " | 82 | 195.1 |
| +66 | 19 | 201.4 |
| TP | 935 | 20403 |
| | 4+80 | |
| -3 | 28 | 201.2 ✓ |
| H = Fly Road | 91 | 194.9 ✓ |
| +21 = Fly " | 93 | 194.7 ✓ |
| +28 | 115 | 192.5 ✓ |
| +30 = Fly Wash | 147 | 189.3 |

| 204.03 | Elev. | 24 |
|----------------|---------------|-----------------------|
| +38 = Fly Wash | 153 | 188.7 ✓ |
| +41 | 137 | 190.3 |
| +50 | 129 | 191.1 |
| +60 = F | 125 | 191.5 4+87 = Smt Trce |
| +70 | 126 | 191.4 9'H of EL |
| | 5+10 | |
| -15 | 132 | 190.7 |
| -5 | 135 | 190.5 |
| F | 144 | 189.6 |
| +2 = Fly Wash | 154 | 188.6 |
| +12 = Fly " | 156 | 188.4 |
| +18 | 121 | 191.9 |
| +26 | 101 | 193.9 |
| +30 = Fly Road | 92 | 194.8 |
| +55 = Fly " | 89 | 195.1 5+26 = Smt Trce |
| +58 | 37 | 200.3 13'H of EL |
| +60 = H | 32 | 200.8 |
| | 5+26.78 = PRC | |
| H | 30 | 201.0 |
| +7 | 43 | 199.7 |
| +10 = Fly Road | 94 | 194.6 |
| +30 = Fly " | 96 | 194.4 |
| +40 | 104 | 193.6 |
| +52 | 121 | 191.9 |
| +60 = F | 125 | 191.5 |
| +70 | 120 | 191.0 |

5/6 St

20403

Elev.

19737

Elev.

8-30-22

25

5450

-10 132 190.8
 F 128 191.2
 +12 118 192.2
 +20 = Fly Road 101 193.9
 +20 101 193.9
 +50 = Fly " 98 194.2
 +52 58 198.2
 +60 = Fly " 42 199.8 ✓

5475

W 67 197.3
 +4 74 196.6
 +6 = Fly Road 107 193.3
 +30 106 193.4
 +35 = Fly " 110 193.0
 +40 = Small Tree
 +48 132 191.8
 +60 = F 131 190.9
 +70 136 190.4

640

-10 136 190.4
 F 133 190.7
 +30 = Fly Road 112 192.8
 +58 105 193.5
 +60 = Fly " 108 193.2 ✓
 TP 225 19737 ✓ 891 19512

6415 =
Oak Tree
28' E of W.L.W 6415
or Cobble Pits

6430

-12 14 196.0
 -7 19 195.5
 -5 = Fly Road 41 193.3
 W 41 193.3
 +20 = Fly Road 47 192.7
 +30 55 191.9
 +45 63 191.1
 +60 = F 72 190.2
 +75 76 189.8

6465

-12 87 188.7
 F 81 189.3
 +30 66 190.8
 +48 = Fly Road 52 192.2
 +60 = W 48 192.6
 +72 = Fly Road 44 193.0
 +73 14 196.0
 +82 115 198.9 ✓

740

-25 123 199.7
 -15 05 196.9
 -13 = Fly Road 50 192.4
 W 53 192.1
 +11 = Fly " 59 191.5
 +30 69 190.5

744 = Oak
Tree
17' E of W.L.

9/35/57

197.37

Elev.

| | | |
|-----------------|------|---------|
| +60 - F | 9.0 | 188.4 |
| +73 | 10.7 | 186.7 |
| +74 = Bot. Wash | 14.1 | 183.3 |
| 7+60 | | |
| -15 | 10.0 | 187.4 |
| -9 | 11.5 | 185.9 |
| -8 - Fly Wash | 14.2 | 183.2 |
| -3 - Wly | 14.2 | 183.2 |
| F | 10.7 | 186.7 |
| +6 | 9.4 | 188.0 |
| +21 = Oak Tree | | |
| +30 | 7.4 | 190.0 |
| +48 = Fly Road | 5.8 | 191.6 |
| +60 - W | 5.6 | 191.8 |
| +72 = Wly " | 5.5 | 191.9 |
| +73 | 1.6 | 195.8 |
| +80 | 10.6 | 198.0 ✓ |
| 7+30 | | |
| -21 | +1.0 | 198.4 ✓ |
| -13 | 1.6 | 195.8 ✓ |
| -11 = Wly Road | 5.7 | 191.7 ✓ |
| W | 5.8 | 191.6 ✓ |
| +12 = Fly " | 6.0 | 191.4 ✓ |
| +30 | 7.7 | 189.7 |
| +55 | 9.8 | 187.6 ✓ |
| +58 = Wly Wash | 14.2 | 183.2 |

197.37

Elev.

26

| | | |
|------------------------|------|-------------------|
| +60 - F | 14.2 | 183.2 ✓ |
| +64 = Fly Wash | 14.3 | 183.1 ✓ |
| +68 | 10.2 | 187.2 ✓ |
| +80 | 9.8 | 187.6 |
| 7+41 | | |
| -12 | 10.2 | 187.2 ✓ |
| F | 10.5 | 186.9 ✓ |
| +2 = Fly Wash | 14.4 | 183.0 7+47-Oak |
| +8 = Wly " | 14.3 | 183.1 18' E of W2 |
| +12 | 9.5 | 187.9 |
| +30 | 7.9 | 189.5 |
| +47 = Fly Road | 6.2 | 191.2 |
| +60 - W | 5.9 | 191.5 |
| +71 = Wly " | 5.9 | 191.5 |
| +72 | 1.8 | 195.6 ✓ |
| +85 | +1.6 | 199.0 ✓ |
| 7+65 | | |
| -21 | 1.0 | 196.4 |
| -11 | 2.6 | 194.8 |
| -10 = Wly Road | 6.6 | 190.8 |
| W | 6.4 | 191.0 |
| +15 = Fly " | 7.0 | 190.4 |
| +30 | 8.4 | 189.0 |
| +40 = Top Masonry Wall | 9.5 | 187.9 ✓ |
| +41 = Bot | 6.8 | 183.6 ✓ |
| +47 = Fly Wash | 14.0 | 183.4 ✓ |

| Sta. | 197.37 | Elev. |
|-------------------------|---------------|--------------------------|
| +48 | 12.3 | 185.1 ✓ |
| +60 - F | 10.3 | 187.1 ✓ 7+93 - Oak Trce. |
| +80 | 11.0 | 186.4 ✓ 22 E of W.L. |
| TP | 5.74 194.91 ✓ | 82.0 189.17 |
| | 8+0 | |
| -15 | 8.7 | 186.2 ✓ |
| F | 8.5 | 186.4 ✓ |
| +10 | 9.0 | 185.9 ✓ |
| +14 - Fly Wash | 11.7 | 183.2 ✓ |
| +17 - Bot. Masonry Wall | 12.1 | 182.8 ✓ |
| +20 - Top " " " | 7.6 | 187.3 ✓ |
| +30 | 6.6 | 188.3 ✓ |
| +42 - Fly Road | 6.0 | 188.9 ✓ |
| +60 - W | 4.9 | 190.0 ✓ 8+34 - Oak Trce. |
| +66 - W/Ly " | 4.9 | 190.0 ✓ 27 E of W.L. |
| +68 | 1.9 | 193.0 ✓ |
| +78 | 0.4 | 194.5 ✓ |
| | 8+30 | |
| -20 | 12 | 193.7 |
| -5 | 3.0 | 191.9 |
| -3 - Fly Road | 6.0 | 188.9 |
| W | 1.0 | 188.9 |
| +21 - Fly " | 6.6 | 188.3 |
| +30 | 6.8 | 188.1 |
| +47 - Top Masonry Wall | 8.5 | 186.4 |
| +49 - Bot " " | 12.1 | 181.8 |

| Sta. | 194.91 | Elev. |
|-----------------|--------|------------------------|
| +54 - Fly Wash | 11.9 | 183.0 |
| +60 - F | 9.7 | 185.2 ✓ |
| +76 | 9.6 | 185.3 |
| | 8+50 | |
| -12 | 9.8 | 185.1 ✓ |
| -7 | 10.2 | 184.7 |
| -5 - Fly Wash | 12.5 | 182.4 |
| F - W/Ly " | 12.3 | 182.6 ✓ |
| +2 | 9.5 | 185.4 ✓ |
| +30 | 7.2 | 187.7 ✓ |
| +35 - Fly Road | 7.3 | 187.6 ✓ |
| +60 - W/Ly " | 6.5 | 188.4 ✓ |
| +62 | 4.0 | 190.9 ✓ |
| +73 | 2.8 | 192.1 |
| | 8+55 | |
| -13 | 3.2 | 191.7 |
| W | 4.2 | 190.7 8+65 - Oak Trce. |
| +1 - W/Ly Road | 7.0 | 187.9 1" of F1 |
| +27 - Fly " | 7.4 | 187.5 |
| +30 | 7.4 | 187.5 ✓ |
| +45 | 8.2 | 186.7 |
| +60 - F | 9.3 | 185.6 ✓ |
| +63 - W/Ly Wash | 12.8 | 182.1 ✓ |
| +67 - Fly " | 12.8 | 182.1 ✓ |
| +71 | 10.5 | 184.4 |

915 St

197.27

194.91

Elev.

8+82

3-31-32

28

| | | | | |
|------|-------------------|------|--------|---|
| -11 | | 4.9 | 190.0 | ✓ |
| -4.0 | L.M.H. on Road | 5.2 | 189.71 | ✓ |
| 11 | | 5.7 | 189.2 | ✓ |
| +5 | | 6.2 | 188.7 | ✓ |
| +6 | Wly Road | 8.0 | 186.9 | ✓ |
| +30 | Fly " | 8.1 | 186.8 | ✓ |
| +34 | Oak Tree | | | |
| +60 | F | 9.0 | 185.9 | ✓ |
| +76 | Top Bank of Marsh | 10.5 | 184.4 | |

8+93.45 - N.L. Balboa Park on W. Totten on Park Line

| | | | | |
|--------|----------|------|-------|---|
| -15 | | 10.3 | 184.6 | |
| F | | 9.8 | 185.1 | ✓ |
| +15 | | 9.0 | 185.9 | ✓ |
| +26 | Fly Road | 8.7 | 186.2 | ✓ |
| +30 | | 8.4 | 186.5 | ✓ |
| +51 | Wly " | 8.1 | 186.8 | ✓ |
| +53 | | 6.4 | 188.5 | ✓ |
| +60.94 | W | 6.2 | 188.7 | ✓ |
| +70 | | 5.2 | 189.7 | ✓ |

Not included
 710 Cr. Road
 65 St of N.L. Balboa
 Park

| | | | | |
|----|------|--------|------|--------|
| BM | 911 | 195.43 | 8.59 | 186.32 |
| TP | 6.23 | 199.80 | 1.86 | 193.57 |
| TP | 8.43 | 204.36 | 3.87 | 195.93 |
| TP | 7.81 | 211.87 | 0.33 | 204.53 |
| TP | 7.12 | 217.49 | 1.50 | 210.37 |
| TP | 9.30 | 226.67 | 0.12 | 217.37 |

| | | | | |
|----|-------|--------|------|--------|
| | | 226.67 | | |
| TP | 1819 | 239.45 | 0.41 | 226.26 |
| TP | 12.86 | 252.04 | 0.27 | 239.18 |
| TP | 12.74 | 264.97 | 0.01 | 252.08 |
| TP | 11.09 | 275.39 | 0.47 | 264.30 |
| BM | | | 0.46 | 274.93 |

209.89
 170.00
 274.95

Proposed Culvert Across 9th St
Station 1+99 on West

See Page 16 For Location

| Station | 202.96 | 199.73 | Notes |
|-------------------------------|--------|--------|-------|
| 0+0 - 25 ft of 9th St | 6.6 | 196.4 | ✓ |
| +16 - 1/4 of Easting old H.P. | 7.7 | 195.3 | ✓ |
| +20 - 1/2 of 9th St | 5.1 | 197.9 | ✓ |
| +40 | 5.9 | 197.1 | ✓ |
| +42 - 3rd West | 10.0 | 193.0 | ✓ |
| +55 - 1/4 " | 9.5 | 193.5 | ✓ |
| +59 | 8.1 | 194.9 | ✓ |
| +70 | 8.0 | 195.0 | ✓ |
| +87 - FL 9th St | 6.5 | 196.5 | ✓ |

Proposed Culvert 9th St And Robinson Ave

3-31-82

29

See Page 1 For Location

| Station | BM 5.44 | 245.14 | 239.70 | Notes |
|-------------------------------|---------|--------|--------|-------|
| 0+0 - 15 ft of Imp. line | 5.0 | 240.1 | | ✓ |
| Bottom of Pass | | | | |
| +15 - 1/4 of Imp. line 9th St | 5.3 | 239.8 | | ✓ |
| +20 | 4.8 | 240.3 | | ✓ |
| +35 | 5.8 | 239.3 | | ✓ |
| +60 | 6.3 | 238.8 | | ✓ |
| +80 | 7.2 | 237.9 | | ✓ |
| +90 | 7.5 | 237.6 | | ✓ |

N.W. Prop. Hub
Robinson + 9th St

5496.03 E.C.

A P.I.

$$\Delta = 25^{\circ} - 11' \text{ Lt.}$$

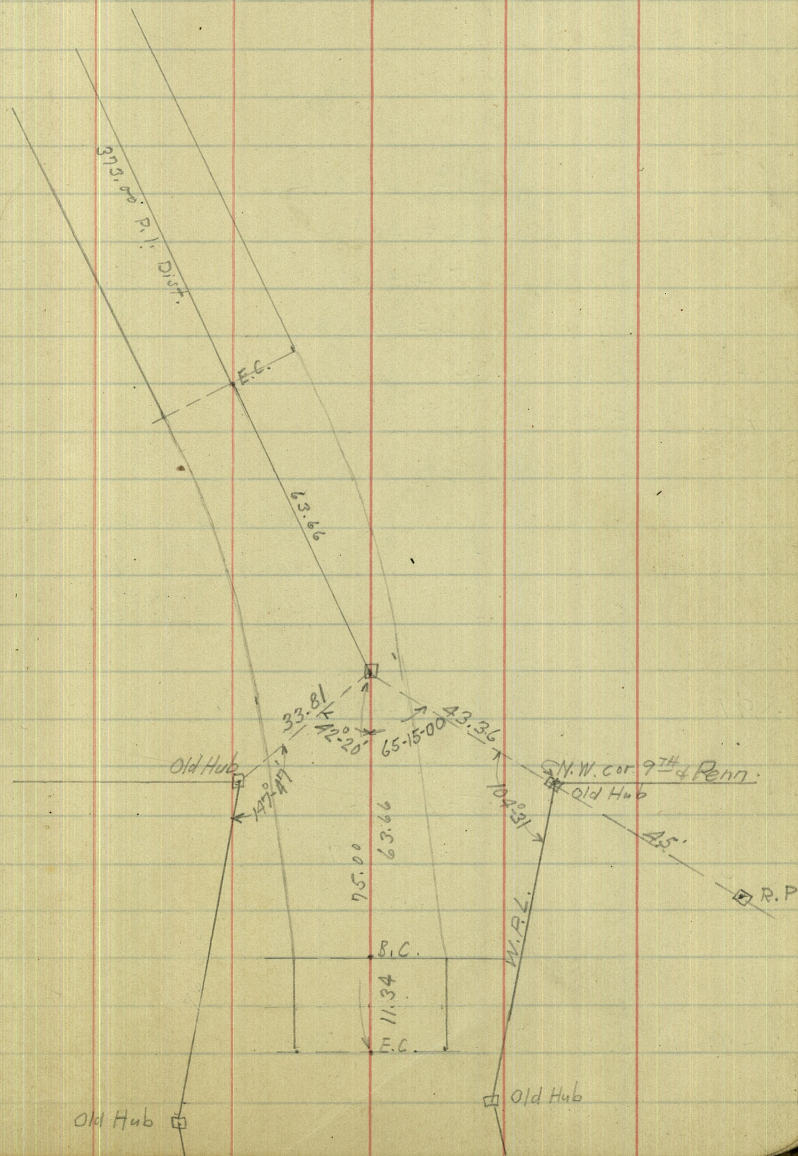
$$\phi R = 285$$

$$T = 63.66$$

$$L = 125.27$$

4470.76 B.C.

2 4459.42 E.C.



11+68.32 B.C.

11+00.33 E.C.

A.P.I.

$$\Delta = 16^{\circ} 20' \text{ Lt.}$$

$$R = 285$$

$$T = 40.90$$

$$L = 81.25$$

10+19.08 B.C.

10+02.08 E.C.

A.P.I.

$$\Delta = 40^{\circ} 41' \text{ Pt.}$$

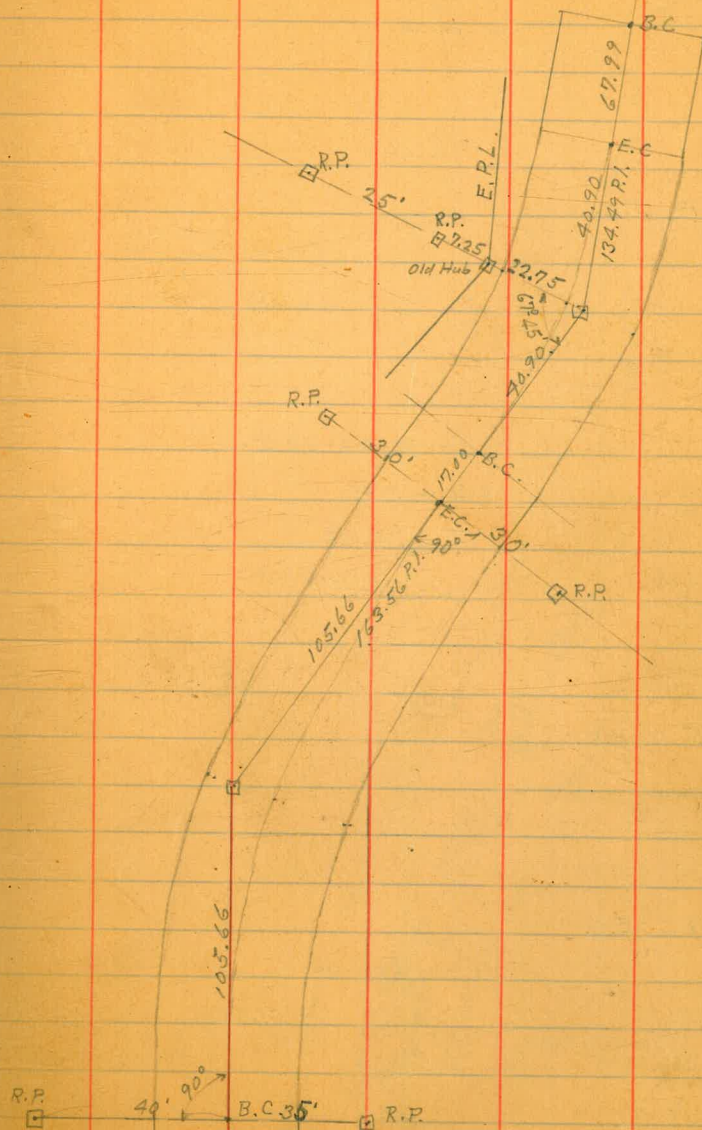
$$R = 285$$

$$T = 105.66$$

$$L = 202.37$$

7+99.71 B.C.

det. by $\left\{ \begin{array}{l} 4-04-06 \\ 8-04-12 \\ 12-12-18 \\ 16-16-24 \\ 20-20-30 \end{array} \right.$
 $C = 40.44$



15+75.76 End Line

14+95.72 E.C.

defl. LS = $\begin{cases} 2-53-04 \\ 7-41-04 \\ 11-39-12 \\ 15-32-15 \end{cases}$
C = 36.62

$\Delta = 31-04-30$ Lt.

A. P.I.

E.R. = 285

T = 79.23

L = 154.57

13+41.15 B.C.

12+19.39 E.C.

$\Delta = 10-16'$ Rt.

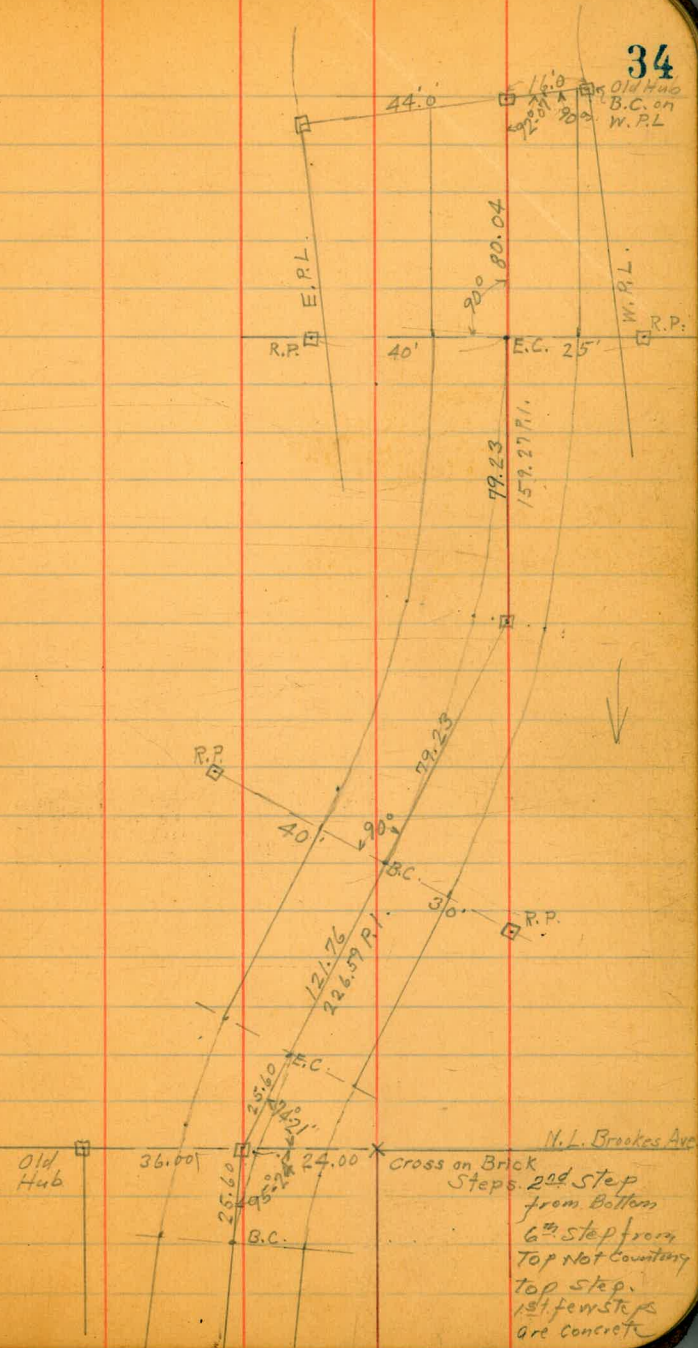
A. P.I.

R = 265 L = 51.07

T = 25.60

11+68.32 B.C.

34



35

CANYADA WAY - Slope stakes

 Pierce
 Mosien
 Salgado

July 18, 1932

Roadway 30'

Cut 1/2:1

Fill 1 1/2:1

| Sta. | + Rod | H.I. | - Rod | Elev. | B.M. | Grade | Cut | Fill | Dist. |
|------------------------|-------|--------|-------|--------|---|--------|------|------|-------|
| | 8.25 | 247.95 | | | Hub Niv. cor. Robinson 9th 239.70 | | | | |
| 0+12.18 W.L. P.O.C. | | | 7.3 | 240.65 | | 240.00 | 0.65 | | 0.3 W |
| 0+24.37 W.L. E.C. | | | 3.2 | 244.75 | | 240.5 | 4.25 | | 2.1 W |
| 0+43.88 W.L. | | | 0.9 | 247.05 | | 240.7 | 6.35 | | 3.2 W |
| 0+63.88 W.L. | | | 3.3 | 244.65 | | 240.5 | 4.15 | | 2.1 W |
| 0+88.88 W.L. | | | 3.2 | 244.75 | | 239.7 | 5.05 | | 2.5 W |
| 0+30 d | | | 8.6 | 239.35 | | 239.6 | | 0.25 | |
| 0+60 d | | | 7.3 | 240.65 | | 240.0 | 0.65 | | |
| 0+80 d | | | 6.1 | 241.85 | | 239.8 | 2.05 | | |
| 1+10.06 d | | | 6.6 | 241.35 | | 239.0 | 2.35 | | |
| 1+29.52 d | | | 7.5 | 240.45 | | 238.0 | 2.45 | | |
| 1+48.98 d | | | 10.0 | 237.95 | | 237.05 | 0.90 | | |

| Sta. | + Rod | H. I. | - Rod. | Elev | B.M. | Grade | Cut | Fill | Dist. |
|------------------------|-------|--------|--------|--------|------|--------|------|--------|-------|
| | | 247.95 | | | | | | | |
| 0+22 E.L. | | | 9.5 | 238.45 | | 239.30 | | 0.85 | 1.3 E |
| 0+44 E.L. | | | 9.0 | 238.95 | | 239.5 | | 0.5 | 0.7 E |
| 0+66.88 E.L. B.C. | | | 7.9 | 240.05 | | 239.5 | 0.55 | | 0.3 E |
| 1+07.58 E.L. P.O.C. | | | 8.4 | 239.45 | | 238.5 | 1.0 | | 0.5 E |
| 1+26.93 E.L. P.O.C. | | | 13.2 | 234.75 | | 237.7 | | 3.0 | 4.5 E |
| T.P. | 5.35 | 250.07 | 3.23 | 244.72 | | | | | |
| 1+13.88 W.L. = 1+10.06 | | | 0.0 | 250.1 | | 238.5 | 11.6 | | 5.8 W |
| 1+29.52 W.L. | | | 3.4 | 246.7 | | 237.5 | 9.2 | | 4.6 W |
| 1+48.98 W.L. | | | 11.2 | 238.9 | | 236.5 | 2.4 | | 1.2 W |
| 1+68.08 W.L. | | | 11.9 | 238.2 | | 235.6 | 2.6 | | 1.3 W |
| 1+87.18 W.L. | | | 12.4 | 237.7 | | 234.64 | 3.0 | | 1.5 W |
| 2+06.28 W.L. | | | 12.9 | 237.2 | | 233.7 | 3.5 | | 1.8 W |
| 2+25.38 W.L. | | | 13.2 | 236.9 | | 232.7 | 4.2 | | 2.1 W |
| 2+49.71 W.L. | | | 14.2 | 235.9 | | 231.5 | 4.4 | | 2.2 W |
| T.P. | 2.74 | 239.86 | 12.95 | 237.12 | | | | | |
| 1+68.08 | | | 6.5 | 233.4 | | 236.1 | | F. 2.7 | |
| 1+87.18 | | | 9.5 | 232.4 | | 235.14 | | 2.8 | |
| 2+06.28 | | | 3.7 | 236.2 | | 234.2 | 2.0 | | |

| Sta. | + Rod. | H.I. | - Rod. | Elev. | B.M. | Grade | Cut | Fill | Dist |
|---------------------|--------|------------------|----------------|------------------|--------------------|--|-----|------|--------|
| | | 239.86 | | | | | | | |
| 2+25.38 B.C. ϕ | | | 3.3 | 236.6 | | 233.2 | 3.4 | | |
| 2+49.71 ϕ | | | 4.8 | 235.1 | | 232.0 | 3.1 | | |
| 1+46.98 E.C.-E.L. | | | 9.8 | 230.1 | | 236.80 | | 6.7 | 10.0 E |
| 1+66.04 E.L. | | | 9.2 | 230.7 | | 236.0 | | 5.3 | 8.0 E |
| 1+87.18 E.L. | | | 9.8 | 230.0 | | 235.14 | | 5.1 | 7.6 E |
| 2+06.28 E.L. | | | 10.5 | 229.4 | | 234.3 | | 4.9 | 7.4 E |
| 2+25.38 B.C.-E.L. | | | 9.4 | 230.5 | | 233.5 | | 3.0 | 4.5 E |
| 2+49.71 E.L. | | | 9.0 | 230.9 | | 232.5 | | 1.6 | 2.4 E |
| T.P. | 0.30 | 226.09 228.14 | 12.07 12.02 | | 227.79 ✓ 227.84 | Top 2" Pipe side of M.H. opp. Sec. 14 Prop. Hub N.W. cor. 9 th & Penn. | | | |
| B.M. | | | 4.34 | 225.75 223.80 | 223.71 | | | | |
| | 9.00 | 236.79 | | | 229.79 | | | | |
| 2+74.04 E.C.-W.L. | | | 1.7 | 235.1 | | 230.5 | 4.6 | | 2.3 W |
| ϕ | | | 2.8 | 234.0 | | 231.8 | 3.2 | | |
| E.L. | | | 7.9 | 228.9 | | 231.0 | | 2.1 | 3.1 E |
| 3+00.69 B.C.-E.L. | | | 10.5 | 226.3 | | 229.2 | | 2.9 | 4.4 E |
| ϕ | | | 7.6 | 229.2 | | 229.47 | | 0.25 | |
| W.L. | | | 2.2 | 234.6 | | 229.7 | 4.9 | | 2.5 W |

| Sta. | + Rod | H. I 236.79 | - Rod | Elev. | B. M. | Grade | Cut | Fill | Dist. |
|---------------------|-------|----------------|-------|-------|--------|--------|-----|------|--------|
| 3+23.96 W.L. | | | 2.9 | 223.9 | | 228.8 | 5.1 | | 2.5 W. |
| ¢ | | | 11.1 | 225.7 | | 228.3 | | 2.6 | |
| 3+47.28 E.C. ¢ | | | 13.1 | 223.7 | | 227.14 | | 3.45 | |
| 3+68.69 ¢ | | | 10.0 | 226.8 | | 226.1 | 0.7 | | |
| 3+90.11 ¢ B.C. | | | 7.9 | 228.9 | | 225.0 | 3.9 | | |
| 4+24.76 ¢ | | | 9.9 | 226.9 | | 223.4 | 3.5 | | |
| 4+59.42 ¢ E.C. | | | 12.8 | 224.0 | | 221.8 | 2.2 | | |
| 3+47.28 E.C. W.L. | | | 4.7 | 232.1 | | 227.6 | 4.5 | | 2.2 W |
| 3+68.69 W.L. | | | 6.9 | 229.9 | | 226.1 | 3.8 | | 1.9 W |
| 3+90.11 B.C. - W.L. | | | 8.0 | 228.8 | | 224.7 | 4.1 | | 2.0 W |
| 4+24.76 W.L. | | | 4.4 | 232.4 | | 222.9 | 9.5 | | 4.7 W |
| 4+59.42 W.L. - E.C. | | | 12.6 | 224.2 | | 221.8 | 2.4 | | 1.2 W |
| | 1.11 | 228.90 | | | 227.79 | | | | |
| 3+23.98 E.L. | | | 6.0 | 222.9 | | 227.8 | | 4.9 | 7.4 E |
| 3+47.28 E.C. - E.L. | | | 5.0 | 223.9 | | 226.8 | | 2.9 | 4.3 E |
| 3+68.69 E.L. | | | 6.8 | 222.1 | | 226.1 | | 4.0 | 6.0 E |
| 3+90.11 B.C. - E.L. | | | 4.1 | 224.8 | | 225.4 | | 0.6 | 0.9 E |

| Sta. | +Rod | H.I. | -Rod | Elev | B.M. | Grade | Cut | Fill | Dist |
|-------------------|------|--------|------|--------|--------|-------|-----|------|--------|
| | | 226.90 | | | | | | | |
| 4+24.76 E.L. | | | 5.5 | 223.4 | | 223.9 | | 0.5 | 0.7 E |
| 4+59.42 E.C.-E.L. | | | 9.4 | 219.5 | | 221.9 | | 2.4 | 3.6 E. |
| 4+70.76 B.C.-E.L. | | | 9.8 | 219.1 | | 221.3 | | 2.2 | 3.3 E. |
| \downarrow | | | 6.1 | 222.8 | | 221.4 | 1.4 | | |
| W.L. | | | 5.1 | 223.8 | | 221.4 | 2.4 | | 1.2 W |
| 5+02.08 W.L. | | | 6.7 | 222.2 | | 220.6 | 1.6 | | 0.8 W |
| \downarrow | | | 8.9 | 220.0 | | 220.2 | | 0.2 | |
| E.L. | | | 9.5 | 219.4 | | 219.8 | | 0.4 | 0.6 E |
| 5+33.40 E.L. | | | 10.2 | 218.7 | | 218.5 | 0.2 | | 0.1 E |
| \downarrow | | | 10.2 | 218.7 | | 219.0 | | 0.3 | |
| W.L. | | | 8.0 | 220.9 | | 219.5 | 1.4 | | 0.7 W. |
| 5+64.71 W.L. | | | 8.8 | 220.1 | | 218.3 | 1.8 | | 0.9 W |
| \downarrow | | | 13.1 | 215.8 | | 218.0 | | 2.2 | |
| E.L. | | | 11.0 | 219.9 | | 217.5 | 0.4 | | 0.2 E |
| 5+96.03 E.C.-E.L. | | | 12.1 | 216.8 | | 216.5 | 0.3 | | 0.15 E |
| \downarrow | | | 12.9 | 216.0 | | 219.0 | | 1.0 | |
| W.L. | | | 10.2 | 218.7 | | 217.0 | 1.7 | | 0.8 W |
| | | | 5.16 | 223.74 | 223.71 | | | | |

| Sta. | + Rod | H. I. | - Rod | Elev | B. M. | Grade | Cut | Fill | Dist. |
|-------------------|-------|--------|-------|--------|------------------------------|--------|-----|------|-------|
| | 4.58 | 219.76 | | | Iron pipe opp 7456 215.18 | | | | |
| 6+23.02 E.L. | | | 3.9 | 215.9 | | 215.9 | - | - | |
| ☿ | | | 3.5 | 216.3 | | 216.40 | | 0.1 | |
| W.L. | | | 2.5 | 217.3 | | 216.0 | 1.3 | | 0.6 W |
| 6+50 W.L. | | | 2.9 | 216.9 | | 215.2 | 1.7 | | 0.8 W |
| ☿ | | | 3.2 | 216.6 | | 215.7 | 0.9 | | |
| E.L. | | | 4.3 | 215.5 | | 215.2 | 0.3 | | 0.2 E |
| 7+00 E.L. | | | 6.1 | 213.7 | | 213.95 | | 0.3 | 0.5 E |
| ☿ | | | 5.4 | 214.35 | | 214.45 | | 0.1 | |
| W.L. | | | 2.9 | 216.85 | | 213.95 | 2.9 | | 1.5 W |
| 7+50 W.L. | | | 7.0 | 212.96 | | 212.7 | - | - | |
| ☿ | | | 6.6 | 213.2 | | 213.2 | - | - | |
| E.L. | | | 7.4 | 212.4 | | 212.7 | | 0.3 | 0.5 E |
| 7+99.71 B.C. E.L. | | | 6.8 | 212.96 | | 211.97 | 1.0 | | 0.5 E |
| ☿ | | | 11.3 | 208.46 | | 211.97 | | 3.5 | |
| W.L. | | | 7.6 | 212.16 | | 211.47 | 0.7 | | 0.4 W |
| | | 6.09 | | 211.67 | 211.65 | | | | |

Top Conc.
Steps

| Sta. | + Rod | H.I. | - Rod | Elev. | B.M. | Grade | Cut | Fill | Dist. |
|-----------------------|-------|--------|-------|-------|--------|-------|-----|------|-------|
| | 3.77 | 215.42 | | | 211.65 | | | | |
| 8+40.19 - E.L. | | | 3.6 | 211.8 | | 211.3 | 0.5 | | 0.3 E |
| d | | | 7.8 | 207.6 | | 210.9 | | 3.3 | |
| W.L. | | | 3.4 | 212.0 | | 210.5 | 1.5 | | 0.7 W |
| 8+80.66 - E.L. | | | 6.2 | 209.2 | | 210.4 | | 1.2 | 1.8 E |
| d | | | 4.0 | 211.4 | | 209.9 | 1.5 | | |
| W.L. | | | 4.9 | 210.5 | | 209.4 | 1.1 | | 0.5 W |
| 9+21.14 E.L. | | | 6.8 | 208.6 | | 209.4 | | 0.8 | 1.2 E |
| d | | | 4.8 | 210.6 | | 208.9 | 1.7 | | |
| W.L. | | | 5.9 | 209.5 | | 208.5 | 1.0 | | 0.5 W |
| 9+61.61 - E.L. | | | 8.5 | 206.9 | | 206.4 | | 1.5 | 2.2 E |
| d | | | 6.7 | 208.7 | | 208.0 | 0.7 | | |
| W.L. | | | 6.1 | 209.3 | | 207.8 | 1.5 | | 0.7 W |
| 10+02.0 P.E.C. - E.L. | | | 9.7 | 205.7 | | 207.4 | | 1.7 | 2.5 E |
| d | | | 9.0 | 206.4 | | 207.3 | | 0.9 | |
| W.L. | | | 6.8 | 208.6 | | 207.3 | 1.3 | | 0.6 W |

| Sta. | + Rod | H.I. | - Rod | Elev | B.M. | Grade | Cut | Fill | Dist. |
|-------------------|-------|--------|-------|--------|--------|------------------|-----|------|-------|
| | | 215.42 | | | | | | | |
| 10+19.08 B.C.-E.L | | | 8.8 | 206.6 | | 207.0 | | 0.4 | 0.6 E |
| d | | | 9.8 | 205.6 | | 207.0 | | 1.4 | |
| W.L | | | 8.5 | 206.9 | | 207.1 | | 0.2 | 0.3 W |
| 10+59.70 E.L | | | 9.5 | 205.9 | | 205.8 | 0.1 | | 0.2 E |
| d | | | 11.0 | 204.4 | | 206.3 | | 1.9 | |
| W.L | | | 8.4 | 207.0 | | 206.8 | 0.2 | | 0.1 W |
| 11+00.33 E.C.-E.L | | | 12.6 | 202.8 | | 205.4 | | 2.6 | 3.9 E |
| d | | | 10.4 | 205.0 | | 205.7 | | 0.7 | |
| W.L | | | 8.6 | 206.8 | | 206.1 | 0.7 | | 0.3 W |
| 11+34.33 E.L | | | 13.8 | 201.6 | | 205.2 | | 3.6 | 5.4 E |
| d | | | 10.3 | 205.1 | | 205.2 | | 0.1 | |
| W.L | | | 8.8 | 206.6 | | 205.2 | 1.4 | | 0.7 W |
| 11+68.32 B.C.-E.L | | | | | | 205.0 | | | |
| d | | | 9.0 | 206.4 | | 204.6 | 1.8 | | |
| W.L | | | 4.2 | 211.2 | | 204.3 | 6.9 | | 3.4 W |
| 11+93.85 d | | | 9.2 | 206.2 | | 204.1 | 2.1 | | |
| W.L | | | 6.2 | 209.2 | | 203.6 | 5.6 | | 2.8 W |
| B.M. | | | 6.48 | 208.94 | 206.92 | X in Brick Steps | | | |

| Sta. | + Rod | H.I. | - Rod | Elev. | B.M. | Grade | Cut | Fill | Dist. |
|--------------------|-------|--------|-------|--------|--------|-------------------|-----|------|-------|
| | 1.13 | 210.05 | | | 208.92 | X in brick steps. | | | |
| 11+68.32 B.C.-E.L. | | | 10.05 | 200.00 | | 205.0 | | 5.0 | 7.5 E |
| 11+93.85-E.L. | | | 11.1 | 198.9 | | 204.6 | | 5.7 | 8.5 E |
| 12+19.39 E.C.-E.L. | | | 4.8 | 205.2 | | 204.0 | 1.2 | | 0.6 E |
| d | | | 4.75 | 205.3 | | 203.5 | 1.8 | | |
| W.L. | | | 2.85 | 207.2 | | 203.0 | 4.2 | | 2.1 W |
| 12+49.69-E.L. | | | 6.45 | 203.6 | | 202.8 | 0.8 | | 0.4 E |
| d | | | 6.9 | 203.2 | | 202.6 | 0.6 | | |
| W.L. | | | 4.1 | 205.9 | | 202.1 | 3.8 | | 1.9 W |
| 12+80.00-E.L. | | | 9.15 | 200.9 | | 201.6 | | 0.7 | 1.0 E |
| d | | | 8.25 | 201.8 | | 201.6 | 0.2 | | |
| W.L. | | | 8.5 | 201.6 | | 201.1 | 0.5 | | 0.2 W |
| 13+10.57-E.L. | | | | | | 200.26 | | | |
| d | | | 7.85 | 200.20 | | 200.15 | | 0.3 | |
| W.L. | | | 9.25 | 200.8 | | 200.26 | 0.5 | | 0.3 W |

| Sta | + Rod. | H. I | - Rod | Elev | B.M. | Grade | Cut | Fill | Dist. |
|------------------|--------|--------|-------|--------|------|--------|-----|------|-------|
| | | 210.05 | | | | | | | |
| 13+41.15 B.C.-EL | | | | | | 198.92 | | | |
| ϕ | | | | | | 199.42 | | | |
| W.L. | | | 10.4 | 199.6 | | 199.42 | 0.2 | | 0.1 W |
| T.P | 2.59 | 202.27 | 10.37 | 199.68 | | | | | |
| 13+10.57-EL | | | 5.5 | 196.77 | | 200.26 | | 2.5 | 5.2 E |
| 13+41.15 B.C.-EL | | | 4.05 | 198.2 | | 198.7 | | 0.7 | 1.0 E |
| 13+41.15 ϕ | | | 6.2 | 196.1 | | 199.4 | | 3.3 | |
| 13+79.79-EL | | | 5.7 | 196.6 | | 197.6 | | 1.0 | 1.5 E |
| ϕ | | | 7.9 | 194.4 | | 198.1 | | 3.7 | |
| W.L. | | | 4.4 | 197.9 | | 198.4 | | 0.5 | 0.7 W |
| 14+16.44-EL | | | 7.6 | 194.67 | | 196.45 | | 1.8 | 2.7 E |
| ϕ | | | 4.8 | 197.45 | | 196.95 | 0.5 | | |
| W.L. | | | 5.7 | 196.57 | | 199.45 | | 0.9 | 1.3 W |
| 14+57.08-EL | | | 6.45 | 195.8 | | 195.7 | 0.1 | | — |
| ϕ | | | 6.25 | 196.0 | | 196.2 | | 0.2 | |
| W.L. | | | 2.9 | 199.4 | | 196.4 | 3.0 | | 1.5 W |

| Sta. | + Rod | H.I. | - Rod | Elev. | B.M. | Grade | Cut. | Fill | Dist. |
|---------------|-------|--------|-------|--------|--------|--------------------------------------|------|------|-------|
| | | 202.29 | | | | | | | |
| 14+95.72 E.C. | | | 6.4 | 195.9 | | 195.2 | 0.7 | | 0.4 E |
| ϕ | | | 6.9 | 195.4 | | 195.7 | | 0.3 | |
| W.L. | | | 3.2 | 199.1 | | 195.7 | 3.4 | | 1.7 W |
| 15+35.74 E.L. | | | 6.9 | 195.35 | | 195.15 | 0.2 | | 0.2 E |
| ϕ | | | 7.0 | 195.3 | | 195.4 | | 0.1 | |
| W.L. | | | 3.4 | 198.9 | | 195.2 | 3.7 | | 1.8 W |
| B.M. | | | 4.92 | 197.35 | 197.36 | Top. iron pipe E.P.L. - opp. 14+54 ± | | | |

Aug. 15, 1932

Pierce
Masien
DePerni

47

CANYADA WAY - Final grades

Set stakes on ϕ and 15' E+W.

243.70

| Sta. | + Rod | H. I. | - Rod | Elev. | Grade | | | |
|---------------------|-------|--------|-------|--|--------|---------------------|-------|-----------------------|
| | | | | | | 2+49.71 E.L. | 11.20 | 232.50 |
| | | | | | | 1+48.98 W.L. | 7.20 | 236.50 |
| | 3.97 | 243.67 | | B.M. - Hub N.W. Cor. Robinson 7th 239.70 | | 1+87.18 W.L. | 7.06 | 236.64 |
| | | | | | | B.C. 2+25.38 W.L. | 10.0 | 233.76 ^{1.0} |
| 0+22 E.L. | | | 4.37 | 239.30 | 239.30 | 2+49.71 W.L. | 11.2 | 232.5 ^{0.10} |
| 0+44 E.L. | | | 4.19 | 239.48 | 239.50 | | | 231.5 |
| B.C. 0+68.88 E.L. | | | 4.17 | 239.50 | 239.50 | T.P. | 8.76 | 234.94 |
| 1+10.06 ϕ | | | 4.67 | 239.0 | 239.0 | | | |
| | 4.00 | 243.70 | | B.M. 239.70 | | | 0.55 | 224.26 |
| | | | | | | E.C. 4+59.42 ϕ | 2.46 | 221.80 |
| 0+30 ϕ | | | 4.10 | 239.60 | 239.60 | B.C. 4+70.76 ϕ | 2.86 | 221.40 |
| 0+60 ϕ | | | 3.70 | 240.00 | 240.00 | 5+02.08 ϕ | 4.06 | 220.20 |
| 0+80 ϕ | | | 3.90 | 239.80 | 239.80 | 5+33.40 ϕ | 5.01 | 219.25 |
| 1+07.58 E.L. | | | 5.20 | 238.50 | 238.50 | 5+64.71 ϕ | 5.81 | 218.45 |
| 1+48.98 ϕ | | | 6.65 | 237.05 | 237.05 | E.C. 5+96.03 ϕ | 6.61 | 217.65 |
| 1+87.18 ϕ | | | 8.56 | 235.14 | 235.14 | | | |
| B.C. 2+25.38 ϕ | | | 10.50 | 233.20 | 233.20 | E.C. 4+59.42 E.L. | 2.36 | 221.90 |
| 2+49.71 ϕ | | | 11.7 | 232.0 | 232.0 | B.C. 4+70.76 E.L. | 2.96 | 221.30 |
| | | | | | | 5+02.08 E.L. | 4.46 | 219.80 |
| 1+48.98 E.L. | | | 6.9 | 236.8 | 236.8 | 5+33.40 E.L. | 5.46 | 218.80 |
| 1+87.18 E.L. | | | 8.56 | 235.14 | 235.14 | 5+64.71 E.L. | 6.31 | 217.95 |
| B.C. 2+25.38 E.L. | | | 10.2 | 233.5 | 233.5 | E.C. 5+96.03 E.L. | 7.11 | 217.15 |

| | <u>224.26</u> | | | 329 | <u>214.94</u> | Top Conc. Step. 211.65 | |
|-------------------|---------------|--------|-------------------------------|--------|-----------------------|---------------------------|--------|
| E.C. 4+59.42 W.L. | | 2.46 | | 221.60 | 8+40.19 E.L. | 3.04 | 211.90 |
| B.C. 4+70.76 W.L. | | 1.86 | ^{elg} 222.40 | 221.40 | ∅ | 3.44 | 211.50 |
| 5+02.08 W.L. | | 3.66 | | 220.60 | W.L. | 3.84 | 211.10 |
| 5+33.40 W.L. | | 4.46 | | 219.80 | 8+80.66 E.L. | 3.94 | 211.00 |
| 5+64.71 W.L. | | 5.51 | | 218.75 | ∅ | 4.44 | 210.50 |
| E.C. 5+96.03 W.L. | | 6.61 | | 217.65 | W.L. | 4.94 | 210.00 |
| | | | Top J. Popp 7456 215.18 | | 9+21.14 E.L. | 4.94 | 210.00 |
| | 2.33 | 217.51 | | | ∅ | 5.44 | 209.50 |
| | | | | | W.L. | 5.84 | 209.10 |
| 6+50 ∅ | | 1.21 | | 216.30 | 9+61.61 E.L. | 6.04 | 208.90 |
| 7+00 ∅ | | 2.46 | | 215.05 | ∅ | 6.44 | 208.50 |
| 7+50 ∅ | | 3.71 | | 213.80 | W.L. | 6.64 | 208.30 |
| B.C. 7+99.71 ∅ | | 4.94 | | 212.57 | E.C. 10+02.08 E.L. | 7.34 | 207.60 |
| | | | | | ∅ | 7.44 | 207.50 |
| 6+50 W.L. | | 1.71 | | 215.80 | W.L. | 7.44 | 207.50 |
| 7+00 W.L. | | 2.96 | | 214.55 | B.C. 10+19.08 E.L. | 7.84 | 207.10 |
| 7+50 W.L. | | 4.21 | | 213.30 | ∅ | 7.84 | 207.10 |
| B.C. 7+99.71 W.L. | | 5.44 | | 212.07 | W.L. | 7.74 | 207.20 |
| | | | | | 10+59.70 E.L. | 9.14 | 205.80 |
| 6+50 E.L. | | 1.71 | | 215.80 | ∅ | 8.64 | 206.30 |
| 7+00 E.L. | | 2.96 | | 214.55 | W.L. | 8.14 | 206.80 |
| 7+50 E.L. | | 4.21 | | 213.30 | | | |
| B.C. 7+99.71 E.L. | | 4.94 | | 212.57 | | | |

| | | | |
|--------------------|------|--------------|----------------------------|
| | 1.48 | 210.40 | X in brick steps 206.92 |
| E.C. 11+00.33 E.L. | | 5.00 | 205.4 |
| d | | 4.68 | 205.72 |
| W.L. | | 4.30 | 206.1 |
| 11+34.33 E.L. | | 5.20 | 205.2 |
| d | | 5.20 | 205.2 |
| W.L. | | 5.20 | 205.2 |
| B.C. 11+68.32 E.L. | | 5.40 | 205.0 |
| d | | 5.80 | 204.6 |
| W.L. | | ✓ | 204.3 |
| 11+93.85 E.L. | | 5.80 | 204.6 |
| d | | 6.30 | 204.1 |
| W.L. | | 6.80 | 203.62 |
| E.C. 12+19.39 E.L. | | 6.40 | 204.0 |
| d | | 6.90 | 203.5 |
| W.L. | | 3.20 7.40 | 203.0 |
| 12+49.69 E.L. | | 7.60 | 202.8 |
| d | | 7.85 | 202.55 |
| W.L. | | 4.35 8.35 | 202.05 |
| 12+80.00 E.L. | | 8.80 | 201.6 |
| d | | 8.80 | 201.6 |
| W.L. | | 9.30 | 201.1 |

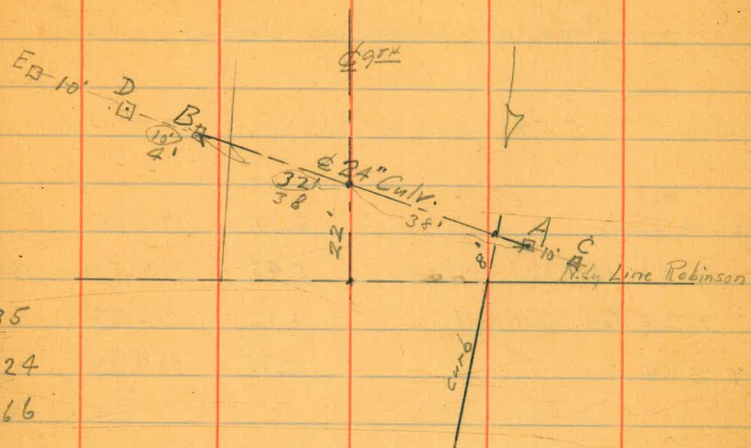
| | | | | | | | | |
|--------------------|------|--------|--------|-------------------|------|-----------------------|----------------------|--------|
| | | 210.40 | | | 2.74 | 237.6f | T.P. Pg 47 234.94 | |
| 13+10.57 E.L. | | 10.14 | 200.26 | | | | | |
| d | | 9.90 | 200.5 | E.C. 2474.04 E.L. | | 6.6f | | 231.0 |
| W.L. | | 10.14 | 200.26 | d | | 6.8f | | 230.8 |
| B.C. 13+41.15 E.L. | | 11.4f | 198.92 | W.L. | | 6.18 C. 1.0 7.1f | | 230.5 |
| d | | 10.98 | 199.42 | B.C. 3+00.69 E.L. | | 8.4f | | 229.2 |
| W.L. | | 10.98 | 199.42 | d | | 8.21 | | 229.47 |
| | | | | W.L. | | 7.9f | | 229.7 |
| | 3.71 | 201.07 | 197.36 | 3+23.98 E.L. | | 9.8f | | 227.8 |
| | | | | d | | 9.3f | | 226.3 |
| 13+79.79 E.L. | | 3.47 | 197.6 | W.L. | | 8.8f | | 226.8 |
| d | | 2.97 | 198.1 | E.C. 3+47.28 E.L. | | 10.8f | | 226.8 |
| W.L. | | 2.67 | 198.4 | d | | 10.54 | | 227.14 |
| 14+18.44 E.L. | | 4.62 | 196.45 | W.L. | | 9.08 C. 1.0 10.0f | | 227.6 |
| d | | 4.12 | 196.95 | B.C. 3+90.11 E.L. | | 12.2f | | 225.4 |
| W.L. | | 3.62 | 197.45 | d | | 12.6f | | 225.0 |
| 14+57.08 E.L. | | 5.37 | 195.7 | W.L. | | 11.98 C. 1.0 12.9f | | 224.7 |
| d | | 4.87 | 196.2 | T.P. | 2.75 | 228.15 | 12.2f | 225.40 |
| W.L. | | 4.67 | 196.4 | | | | 4.39 | 223.76 |
| E.C. 14+95.72 E.L. | | 5.87 | 195.2 | 4+24.76 E.L. | | | 4.25 | 223.9 |
| d | | 5.37 | 195.7 | d | | | 4.75 | 223.4 |
| W.L. | | 5.37 | 195.7 | W.L. | | | 4.25 C. 1.0 5.25 | 222.9 |
| 15+35.74 E.L. | | 5.92 | 195.15 | | | | | |
| d | | 5.67 | 195.4 | | | | | |
| W.L. | | 5.87 | 195.2 | | | | | |

Culv. No. 1 - 76'-24"

Sta. 0+22

2.35 242.05 B.M. 239.70

| | | | | |
|---|------|--------|----------|---------|
| A | 2.01 | 240.04 | G. 237.0 | |
| B | 3.48 | 238.57 | 235.5 | |
| C | 1.70 | 240.35 | 237.0 | C. 3.35 |
| D | 4.31 | 237.74 | 235.5 | C. 2.24 |
| E | | | | C. 2.66 |

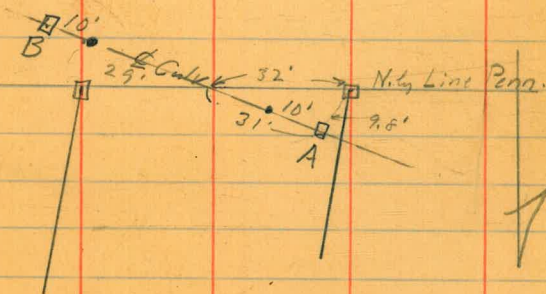


Culv. No. 2 - 50'-24"

Sta. 5+12±

4.39 226.10 B.M. 223.71

| | | | | |
|----|------|--------|------------|---------|
| A. | 4.62 | 223.48 | F.L. 217.2 | C. 6.28 |
| B. | 7.72 | 220.38 | 216.2 | C. 4.2 |

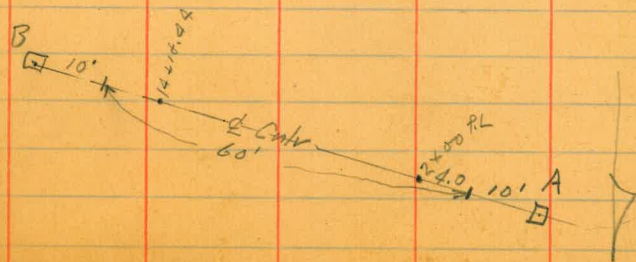


Culv. No. 3 - 60'-30"

Sta. 14+05±

4.83 202.19 B.M. 197.36

| | | | | |
|---|-----|-------|------------|--------|
| A | 5.9 | 196.3 | F.L. 194.5 | C. 1.8 |
| B | 6.2 | 196.0 | F.L. 193.0 | C. 3.0 |



Profile for culvert No. 3

5.59 202.95

B.M. 197.36

| | | |
|-----------------------|------|--------|
| E Hub = 72.15 Edg. rd | 6.10 | 196.85 |
| +50 W. Edg. rd. | 5.45 | 197.50 |
| +59.5 Top Sewer Bell | 8.22 | 194.73 |
| q Rd | 5.75 | 197.20 |
| Top Sewer @ M.H. | 8.40 | 194.55 |

E.M.H to E culv = 14'

Grades for dip section - N.L. Robinson

5.05 244.95

B.M. 239.70

| | | |
|---------------------|------|--------|
| <u>W.L.</u> | | |
| N.L. Robinson + 6' | 4.85 | 239.90 |
| <u>E</u> | | |
| N.L. Robinson + 10' | 5.53 | 239.22 |
| + 20' | 5.25 | 239.50 |
| <u>E.L</u> | | |
| N.L. Robinson + 20' | 6.03 | 238.72 |
| + 34' | 5.25 | 239.50 |

10-26-32
Miller
Walker
B. Ellis

Culvert Location BIK 4
Watkins + Biddle.

| | | | | | |
|---|------|--------|-------|--------|-----------------------------------|
| B.M. | 1.21 | 278.25 | | 277.04 | Ferh N.W. Hawthorn |
| T.P. | 1.93 | 267.95 | 12.73 | 265.52 | |
| This is not Fl. of Cross Culvert. | | | | | 197.5 E. of E. 7' Line of Ferh |
| outlet Catch Basin N. of Line Hawthorn St | | | 11.53 | 255.92 | " " |
| gutter at C.B. | " | " | " | 6.04 | " " |
| out Let curb Inlet Box. s. of Line " | " | " | " | | " " |
| This is Not F.L. Cross Culvert | | | 12.99 | 254.46 | |
| gutter at curb Inlet s. curb Hawthorn | | | 7.33 | 260.12 | |

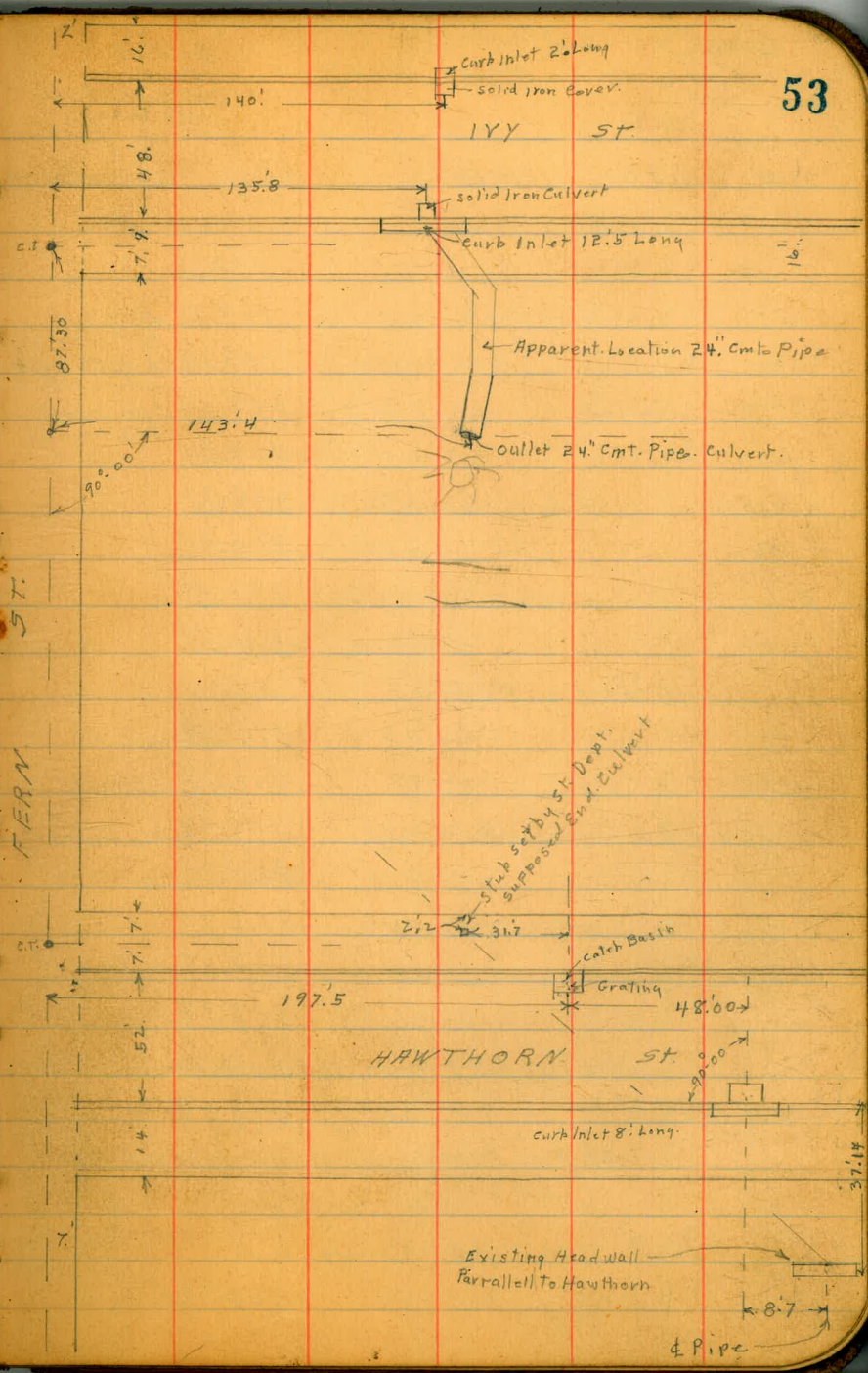
The Culvert Crossing Hawthorn is to West + Below. Catch Basins

| | | | | | |
|--------------|--------------------------------|--------|-------|--------|-------------------------|
| B.M. | 5.10 | 282.14 | | 277.04 | Ferh + N.W. Hawthorn |
| Outlet, F.L. | Existing 24" Cmt Pipe Culvert. | | | | |
| | 143.4 E. of E. 7' line Ferh. | | 14.90 | 267.24 | |

11-16-32 outlet covered with water & muck could not get size of pipe
miller

| | | | | | |
|---------------------------|------|--------|-------|--------|------------------|
| B.M. Gutter at curb inlet | 5.72 | 265.84 | | 260.12 | s. side Hawthorn |
| T.P. | 3.49 | 256.09 | 13.24 | 252.60 | |
| Top of Existing Headwall | | | 9.14 | 246.95 | |
| Top " " Culvert. | | | 10.15 | 245.94 | Unknown size |
| Average Natural ground | | | 4.7 | 251.1 | |

21
20
13



Cross Section Meade Ave.
Florida St. to Alabama St.

80' wide
14 Cbs.
Side Walks & Curbs
52' Pav. top
SF BP
Meade & Alabama

320.48

Nov. 12, 32
Moore
Sisson
Northberry

54

BM 1.41 320.48 318.87
E.L. Florida

-10 11.2 309.28
S.L. 11.2 309.28
Scb Top 11.40 309.08
Gutter on Pav. 11.81 308.67
1/2 11.07 309.41
H Gutter 10.87 309.61
H Cb 10.43 310.05
H.L. 10.0 310.48
+10 9.9 310.58

50' E of E.L. Florida

-10 9.9 310.58
H.L. 9.9 310.58
H Gutter 1/2 Driveway on Pav. 10.67 309.81
1/2 on Pav. 10.68 309.80
S Gutter 1/2 in Driveway 11.57 308.91
S.L. 11.2 309.28
+10 11.6 308.88

75' E of E.L. Florida - 2 House 33' wide
10' So. of S.L.

on Paved Floor 10.45 310.03

84' E of E.L. Florida - 2 Frame Ho. 25' wide
1/2 N of H.L.

100' E of E.L. Florida

-10 10.5 309.98

S.L. 10.5 309.98
Scb Top 10.62 309.86
Gutter on Pav. 11.21 309.27
1/2 " " 10.09 310.39
H Gutter " " 10.13 310.35
H Cb Top 9.60 310.68
H.L. 9.4 311.08
+10 9.3 311.18

121' E - 1/2 Ho. 30' wide 10' So. of S.L.

130' E - 1/2 Ho. 34' wide @ N of H.L.

150' E - W.L. Alley

-10 on Alley Pav. 8.97 311.51
H.L. on Pav. 8.97 311.51
H.L. on Cb 8.68 311.80
H Cb Top 9.05 311.43
H " Gutter on Pav. 9.64 310.84
1/2 " " 9.47 311.01
S Gutter " " 10.66 309.82
S Cb Top 10.13 310.35
S on Alley Pav. 9.73 310.75
S on Pav. 9.98 310.50
+10 10.3 310.18

176' E - E.L. Alley

-10 9.9 310.58
S.L. on Alley Pav. 9.13 311.35

Meade Ave

320.48

| | | |
|---|------|--------|
| S.L. 02 Pav. | 9.62 | 310.86 |
| S.Cb Top | 9.12 | 311.36 |
| S Gutter 02 Pav. | 9.76 | 310.72 |
| ✓ $\frac{1}{2}$ " " " | 8.72 | 311.76 |
| H Gutter " " " | 8.70 | 311.78 |
| H.Cb Top | 8.07 | 312.41 |
| H.L. Top Alley Rd. | 7.93 | 312.55 |
| H.L. 02 Pav. | 8.68 | 311.80 |
| +10 " Alley Pav. | 8.68 | 311.80 |
| 191' E = $\frac{1}{2}$ Ho. 33 Wide 10 S of S.L. | | |
| 200' E of E.L. Florida | | |
| -10 | 2.3 | 312.18 |
| H.L. | 6.4 | 314.08 |
| H.Cb Top | 6.88 | 313.60 |
| H Gutter 02 Pav. | 7.34 | 313.14 |
| ✓ $\frac{1}{2}$ " " " | 7.44 | 313.04 |
| S Gutter " " " | 8.40 | 312.08 |
| S.Cb | 7.83 | 312.65 |
| S.L. | 7.3 | 313.18 |
| +10 | 7.3 | 313.18 |
| 235' E = $\frac{1}{2}$ Ho. 24 Wide 10 S of S.L. | | |
| 250' E | | |
| -10 | 5.3 | 315.18 |
| S.L. 02 Drive | 5.17 | 315.31 |
| S Gutter 10 Drive Pav. | 6.02 | 314.46 |

320.48

55

| | | |
|--|------|--------|
| ✓ $\frac{1}{2}$ 02 Pav. | 5.16 | 315.32 |
| H Gutter 02 Pav. | 5.08 | 315.40 |
| H.Cb Top | 4.44 | 316.04 |
| H.L. | 4.1 | 316.38 |
| +10 | 6.4 | 314.08 |
| 281' E = $\frac{1}{2}$ Ho. 32 Wide 6 S of H.L. Face East | | |
| 290' E = $\frac{1}{2}$ Ho. 32 Wide 3 S of S.L. Face East | | |
| 300' E of E.L. Florida | | |
| -10 | 12 | 319.28 |
| H.L. | 1.7 | 318.78 |
| H.Cb Top | 2.15 | 318.33 |
| Gutter 02 Pav. | 2.70 | 317.78 |
| ✓ $\frac{1}{2}$ " " " | 2.68 | 317.80 |
| S Gutter " " " | 3.12 | 316.86 |
| S.Cb Top | 3.07 | 317.41 |
| S.L. | 2.7 | 317.78 |
| +3 | 2.7 | 317.78 |
| 310' E = S.L. Alabama St. | | |
| -10 | 2.2 | 318.28 |
| S.L. 02 Pav. | 2.12 | 318.35 |
| S.Cb Top | 2.57 | 317.91 |
| Gutter 02 Pav. | 3.02 | 317.46 |
| $\frac{1}{2}$ " " " | 2.20 | 318.28 |
| H Gutter " " " | 2.13 | 318.35 |

Moodie Ave.

32048

H C6

1.59

318.89

H L 07 Pth

1.36

319.12

+10

1.2

319.28

56

Cross Section of Property
East of Florida & South of Meade

| BM | 135 | 320.22 | 318.87 | JFBP Nad. of Alabama |
|---|------|--------|--------|-------------------------|
| TP | 227 | 312.36 | 10.13 | 310.09 |
| S.L. Meade | | | | |
| M.L. Alley on Top Ret. | 1.60 | 310.76 | | |
| 34' S of S.L. Meade | | | | |
| M.L. Alley | 4.0 | 308.4 | | |
| 25' W of M.L. Alley | 4.0 | 308.4 | | |
| 35' W " " " Ground | 3.9 | 308.5 | | |
| 35' W " " " = 1st Street Cellar | 4.85 | 307.51 | | |
| 40' S of S.L. Meade | | | | |
| M.L. Alley | 4.0 | 308.4 | | |
| 25' W of M.L. Alley | 4.0 | 308.4 | | |
| 56' W " " " = S.E. Cor. 12 Quarter | 3.9 | 308.5 | | |
| 73' W " " " = Out of Dope Sp. 100.5, 10. | 4.35 | 308.01 | | |
| 84' W " " " = Top Step to Basement | 5.0 | 307.4 | | |
| 84' W " " " = Bot " " " | 6.7 | 305.7 | | |
| 90' W " " " = S.W. Cor. 12th Quarter | 4.5 | 307.9 | | |
| 50' S of S.L. Meade | | | | |
| M.L. Alley | 4.0 | 308.4 | | |
| 25' W of M.L. Alley | 4.1 | 308.3 | | |
| 50' W " " " " | 4.6 | 307.8 | | |
| 75' W " " " " | 5.0 | 307.4 | | |
| 95' W " " " " = Out of Sump = 3' x 10' x 10' pit | 5.5 | 306.9 | | |
| 110' W " " " " | 4.6 | 307.8 | | |

312.36
6' S of S.L. Meade

| | | |
|----------------------|-----|-------|
| M.L. Alley | 4.4 | 308.0 |
| 25' W of M.L. Alley | 4.5 | 307.9 |
| 50' W " " " " | 4.9 | 307.5 |
| 56' W " " " " | 4.9 | 307.5 |
| 73' W " " " " | 5.8 | 306.6 |
| 84' W " " " " | 5.6 | 306.8 |
| 90' W " " " " | 5.5 | 306.9 |
| 95' W " " " " | 5.2 | 307.2 |
| 110' W " " " " | 5.1 | 307.3 |
| 75' S of S.L. Meade | | |
| M.L. Alley | 4.8 | 307.6 |
| 25' W of M.L. Alley | 4.8 | 307.6 |
| 50' W " " " " | 5.0 | 307.4 |
| 56' W " " " " | 5.1 | 307.3 |
| 73' W " " " " | 5.4 | 307.0 |
| 84' W " " " " | 5.8 | 306.6 |
| 90' W " " " " | 5.8 | 306.6 |
| 95' W " " " " | 5.6 | 306.8 |
| 110' W " " " " | 5.4 | 307.0 |
| 100' S of S.L. Meade | | |
| M.L. Alley | 5.1 | 307.3 |
| 25' W of M.L. Alley | 5.1 | 307.3 |
| 50' W " " " " | 6.3 | 306.1 |
| 75' W " " " " | 6.1 | 306.3 |
| 100' W " " " " | 6.1 | 306.3 |

Nov. 17-32
Moore
Sutton
Mithers

3/23/36

| | | |
|---------------------|------|--------|
| 110 W of H.L. Alley | 6.0 | 306.4 |
| 125 S of S.L. Meade | | |
| H.L. Alley | 5.1 | 307.3 |
| 25 W of H.L. Alley | 6.4 | 306.0 |
| 50 W " " " | 6.3 | 306.1 |
| 75 W " " " | 6.6 | 305.8 |
| 100 W " " " | 6.4 | 306.0 |
| 110 W " " " | 6.1 | 306.3 |
| 150 S of S.L. Meade | | |
| H.L. Alley | 5.7 | 306.7 |
| 25 W of H.L. Alley | 6.6 | 305.8 |
| 50 W " " " | 7.2 | 305.2 |
| 75 W " " " | 7.0 | 305.4 |
| 100 W " " " | 6.7 | 305.2 |
| 110 W " " " | 6.2 | 306.2 |
| 200 S of S.L. Meade | | |
| H.L. Alley | 6.5 | 305.9 |
| 25 W of H.L. Alley | 7.9 | 304.5 |
| 50 W " " " | 8.0 | 304.4 |
| 75 W " " " | 7.9 | 304.5 |
| 100 W " " " | 7.7 | 304.7 |
| 110 W " " " | 7.5 | 304.9 |
| TP | 6.06 | 312.51 |
| | 5.91 | 306.45 |

3/25/36

58

| | | |
|---|------|--------|
| S.L. Meade | | |
| 25 W of E.L. Florida Fly of Conc. Walk | 3.34 | 309.17 |
| 25 S of S.L. Meade | | |
| 25 W of E.L. Florida Fly of Conc. Walk | 3.55 | 308.96 |
| 50 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 3.93 | 308.58 |
| 75 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 4.31 | 308.20 |
| 100 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 4.71 | 307.80 |
| 125 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 5.02 | 307.49 |
| 150 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 5.35 | 307.16 |
| 175 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 5.68 | 306.83 |
| 200 S of S.L. Meade | | |
| on Fly Edge Conc. Walk | 6.09 | 306.42 |
| TP | 4.81 | 312.06 |
| | 3.29 | 309.22 |
| 55 F of E.L. Florida | | |
| 47 S of S.L. Meade - Fly Line of Sump Under Garage | 6.91 | 307.15 |
| 47 S of S.L. Meade on Conc. Drive | 6.44 | 307.62 |
| For Check | 5.02 | 309.04 |

E.L. Florida
S Fly Ch.
309.08

Note: - Drainage of House & Garage goes into basement
of House in question.

C.S.M.

59

11-14-22
 Under
 Walker
 Bliss

Grades at Putting Green & Parking
 Area Balboa Park Golf Course

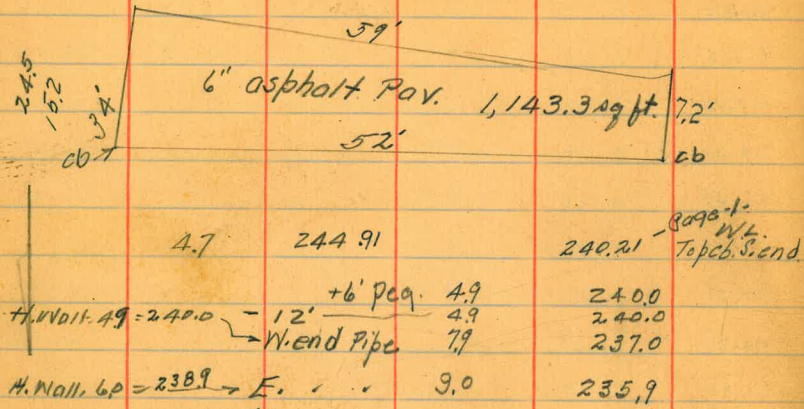
103.96
 7.96
 96.00

| 3/4" stub Tap | B.M. N.E. 3" Tap | 3.96 | 103.96 | Assumed 100.00 | S. side Road Grade | | |
|---------------|------------------|------|--------|-------------------|-----------------------|-------|-------------------|
| 0+00 | | | | 6.9 | 97.1 | 96.00 | + 1.1 |
| 0+25 | | | | 6.7 | 97.3 | 96.00 | + 1.3 |
| 0+50 | | | | 7.5 | 96.5 | 96.00 | + 0.5 |
| 0+75 | | | | 7.8 | 96.2 | 96.00 | + 0.2 |
| 1+00 | | | | 8.2 | 95.8 | 96.00 | - 0.2 |
| 1+25 | | | | 8.4 | 95.6 | 96.00 | - 0.4 |
| 1+50 | | | | 9.1 | 94.9 | 96.00 | - 1.1 |
| 1+75 | | | | 8.5 | 95.5 | 96.00 | - 0.5 |
| 2+00 | | | | 7.3 | 96.7 | 96.00 | + 0.7 |
| 2+25 | | | | 6.2 | 97.8 | 96.00 | + 1.8 |
| 2+50 | | | | 6.3 | 97.7 | 96.00 | + 1.7 |
| 2+75 | | | | 6.8 | 97.2 | 96.00 | + 1.2 |
| 3+00 | | | | 8.2 | 95.8 | 96.00 | - 0.2 |
| 3+30 | | | | 7.96 | 96.00 | 96.00 | 0.0 Mark on stick |
| | | | | 10.1 | 93.9 | 96.00 | - 2.1 |
| 3+50 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 3+75 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 4+00 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 4+25 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 4+50 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 4+75 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |
| 5+00 | | | | 7.96 | 96.00 | 96.00 | 0.0 " " " |

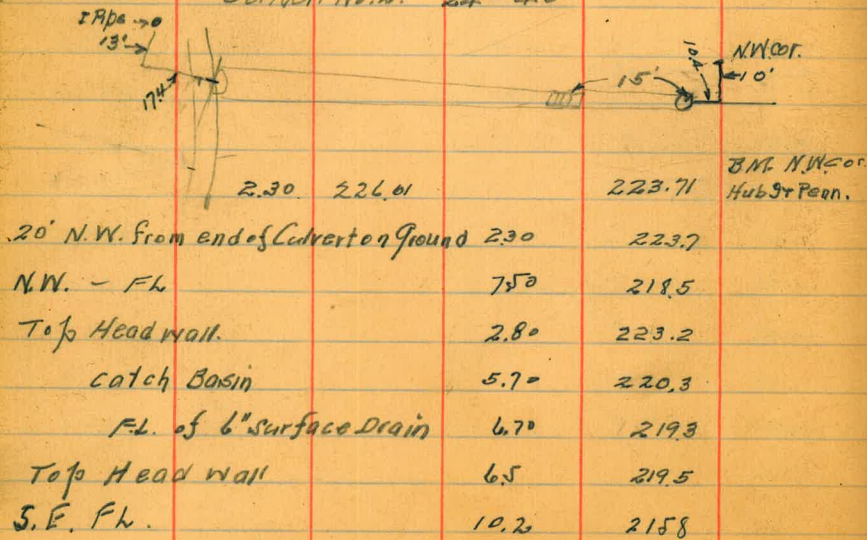
97.96 X

11/29-32 CB Houder Ted Kenney

Culvert No. 1 24" - 72.7'



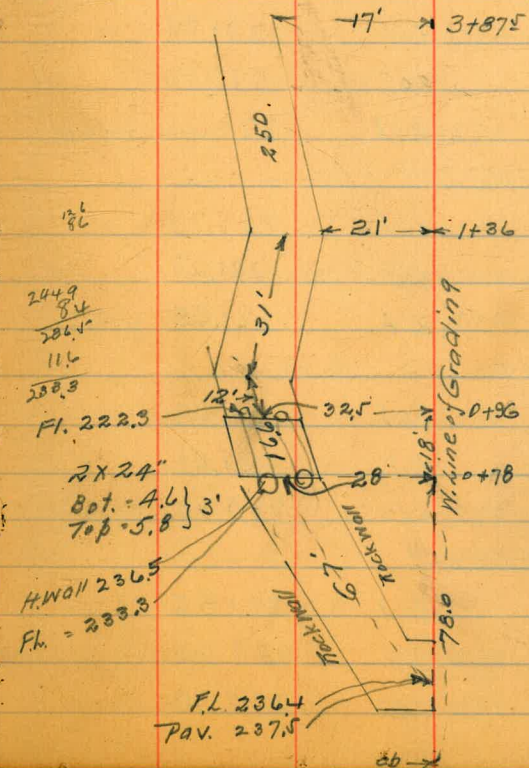
Culvert No. 2 24" 4.8'



Culvert No 3 -
30" - 59'

| | | |
|---------------------|-------|--------|
| 1.90 | 210.8 | 208.92 |
| 0.7 | 204.3 | 203.4 |
| - 10' | | 8.6 |
| N.W. FL | | 9.6 |
| Top H. Wall | | 4.8 |
| Catch Basin | | 6.7 |
| 6" Surface Pipe Fl. | | 7.4 |
| Top H. Wall | | 7.3 |
| S.E. FL | | 11.1 |
| | | 195.7 |
| | | 194.7 |
| | | 199.5 |
| | | 197.6 |
| | | 196.9 |
| | | 197.0 |
| | | 193.2 |

on 2nd Brick
Step 7 S. Brick
61



Cross Section Imperial Ave.
90' W of N.L. 65th St - to 100' E of E.L. 65th St.

| BM | 1.33 | 225.19 | 223.86 | SE Top Hvy Imperial 65 th |
|-----------------------|------|----------|--------|--|
| | | | | 90' W of N.L. 65 th St. - at End of Strip Parry |
| SCbL Top | | 3.30 | 221.89 | |
| " " Gutter on Pav | | 3.95 | 221.24 | |
| 9' W of Cb | " " | SL Strip | 3.94 | 221.25 |
| | | | | 80' W of N.L. 65 th |
| SCbL Top | | 3.37 | 221.82 | |
| " " Gutter on Pav | | 4.00 | 221.19 | |
| 9' W of Cb - SL Strip | | 4.01 | 221.18 | |
| | | | | 70' W of N.L. 65 th |
| SCbL Top Cb | | 3.41 | 221.78 | |
| " " Gutter on Pav | | 4.07 | 221.12 | |
| 9' W of Cb | | 4.08 | 221.11 | |
| | | | | 60' W of N.L. 65 th |
| SCbL Top | | 3.46 | 221.73 | |
| " " Gutter on Pav | | 4.12 | 221.07 | |
| 9' W of Cb | | 4.14 | 221.05 | |
| | | | | 50' W of N.L. 65 th |
| SCbL Top | | 3.53 | 221.66 | |
| " " Gutter on Pav | | 4.18 | 221.01 | |
| 9' W of Cb | | 4.20 | 220.99 | |
| | | | | 40' W of N.L. 65 th |
| SCbL Top | | 3.63 | 221.56 | |
| " " Gutter on Pav | | 4.29 | 220.90 | |
| 9' W of Cb | | 4.29 | 220.90 | |

| | 225.19 | | |
|-------------------|--------|--------|---|
| | | | 30' W of N.L. 65 th St |
| SCbL Top | 3.67 | 221.52 | |
| " " Gutter on Pav | 4.34 | 220.85 | |
| 9' W " " | 4.33 | 220.86 | |
| | | | 20' W of N.L. 65 th |
| SCbL Top | 3.73 | 221.46 | |
| " " Gutter on Pav | 4.37 | 220.82 | |
| 9' W " " | 4.37 | 220.82 | |
| | | | 15' W of N.L. 65 th |
| SCbL Top | 3.75 | 221.44 | |
| " " Gutter on Pav | 4.41 | 220.78 | |
| 9' W " " | 4.42 | 220.77 | |
| | | | 10' W of N.L. 65 th |
| SCbL Top | 3.79 | 221.40 | |
| " " Gutter on Pav | 4.37 | 220.82 | |
| 9' W " " | 4.42 | 220.77 | |
| | | | N.L. 65 th St. SW Carb Return 4 Pkts |
| SCbL Top | 3.79 | 221.40 | |
| " " Gutter on Pav | 4.39 | 220.80 | |
| 9' W " " | 4.32 | 220.87 | |
| | | | Part 1 |
| Top Cb | 3.80 | 221.39 | |
| Gutter on Pav | 4.31 | 220.88 | |
| | | | Part 2 |
| Top Cb | 3.79 | 221.40 | |
| Gutter on Pav | 4.27 | 220.92 | |

Dec 22 32
Moore
S. 1150
Northrup

225.19

| Parts | | |
|------------------------------|------|--------|
| Top Cb | 3.72 | 221.47 |
| Gutter on Pav | 4.21 | 220.98 |
| Part 4 = S.L. | | |
| Top Cb | 3.68 | 221.41 |
| Gutter on Pav | 4.04 | 221.15 |
| H Cb of 65 th St | | |
| S.L. on Pav | 4.04 | 221.15 |
| 10' H = Cb | 4.31 | 220.88 |
| 19' H = Edge Strip Pav | 4.36 | 220.83 |
| H 1/4 of 65 th St | | |
| S.L. on Pav | 3.94 | 221.25 |
| 10' H = Cb | 4.26 | 220.93 |
| 19' H = Edge Strip | 4.42 | 220.77 |
| S 1/2 of 65 th St | | |
| S.L. on Pav | 3.88 | 221.37 |
| 10' H = Cb | 4.33 | 220.86 |
| 19' H = | 4.44 | 220.75 |
| E 1/4 | | |
| S.L. on Pav | 4.02 | 221.17 |
| 10' H | 4.32 | 220.87 |
| 19' H | 4.46 | 220.73 |
| E Cb | | |
| S.L. Top Cb | 3.71 | 221.48 |
| " " Gutter on Pav | 4.21 | 220.98 |
| 10' H | 4.44 | 220.75 |

225.19

| 19' H on Pav | 4.48 | 220.71 |
|--------------------------------------|------|--------|
| S E Curb Return Part 1 | | |
| Top Cb | 3.78 | 221.41 |
| Gutter on Pav | 4.37 | 220.82 |
| Part 2 | | |
| Top Cb | 3.83 | 221.36 |
| Gutter on Pav | 4.41 | 220.75 |
| Part 3 | | |
| Top Cb | 3.85 | 221.34 |
| Gutter on Pav | 4.53 | 220.66 |
| Part 4 - E.L. of 65 th St | | |
| S Cb Top | 3.84 | 221.35 |
| Gutter on Pav | 4.53 | 220.66 |
| 9' H of Cb | 4.52 | 220.67 |
| 10' E of E.L. 65 th St | | |
| S Cb Top | 3.88 | 221.31 |
| Gutter on Pav | 4.57 | 220.62 |
| 9' H of Cb | 4.51 | 220.68 |
| 20' E of E.L. 65 th St | | |
| S Cb Top | 3.95 | 221.24 |
| Gutter on Pav | 4.62 | 220.57 |
| 9' H of Cb | 4.50 | 220.69 |
| 30' E of E.L. 65 th St | | |
| S Cb Top | 4.01 | 221.18 |
| Gutter on Pav | 4.65 | 220.54 |
| 9' H of Cb | 4.49 | 220.70 |

63

22519

40' E of FL 65th St.

| | | |
|-----------------|------|--------|
| SCb Top | 4.06 | 221.13 |
| Gutter on Pav | 4.69 | 220.50 |
| 9' Ho of Ch " " | 4.47 | 220.72 |

50' E of FL

| | | |
|-----------------|------|--------|
| SCb Top | 4.07 | 221.12 |
| Gutter on Pav | 4.71 | 220.48 |
| 9' Ho of Ch " " | 4.49 | 220.70 |

60' E

| | | |
|-----------------|------|--------|
| SCb Top | 4.20 | 220.99 |
| Gutter on Pav | 4.78 | 220.41 |
| 9' Ho of Ch " " | 4.49 | 220.70 |

73' E of FL 65th = End of Ch + 9' Strip Pav on

| | | |
|-----------------|------|--------|
| SCb Top | 4.22 | 220.97 |
| Gutter on Pav | 4.88 | 220.31 |
| 9' Ho of Ch " " | 4.54 | 220.65 |

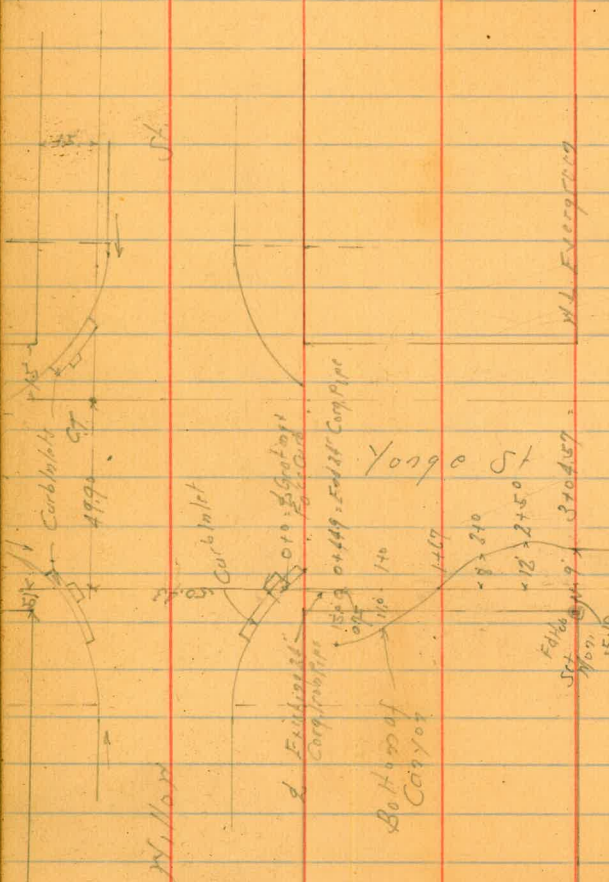
64

Yonge St. Location of Bottom of Canyon
 Willow to Rosecrans

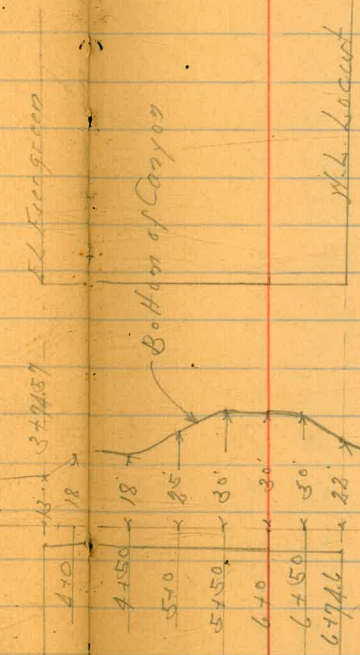
indexed
 c.s.k.

1-21-88
 3/4
 8/10
 1/2

65



Evergreen



Locust

Shot Van Rev.

Yonge St.

Rosecrans

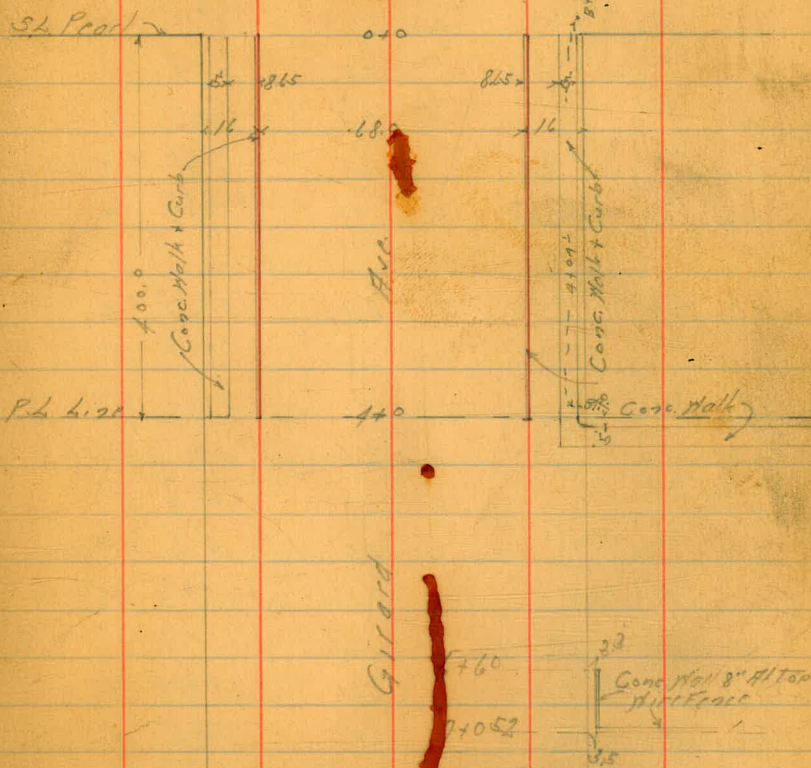
Cross Section Girard Ave
S.L. Pearl to 7055

100' Wide
16' Cb
17' Gt

Index of
C.S.K.

2-3-33
Moore
55509
Northboro 66

| BM | 10.23 | 125.28 | 115.05 | 115.05 | 5180 Pearl to Girard |
|-------------------|-------|-----------------|--------|--------|-------------------------|
| | | 0+0: S.L. Pearl | 115.3 | | |
| F Cb Top | | 10.28 | 115.00 | ✓ | |
| Gutter 27 Pav 109 | | 11.00 | 114.28 | ✓ | |
| 1/4 | | 10.81 | 114.47 | ✓ | |
| 1/2 | | 10.79 | 114.49 | ✓ | |
| 3/4 | | 11.21 | 114.07 | ✓ | |
| Gutter | | 11.75 | 113.53 | ✓ | |
| H Cb Top | | 11.27 | 114.01 | ✓ | |
| | | 0+50 | | | |
| H Cb Top | | 9.27 | 116.01 | ✓ | |
| Gutter | | 10.0 | 115.3 | ✓ | |
| 1/4 | | 9.8 | 115.5 | ✓ | |
| 1/2 | | 9.5 | 115.8 | ✓ | |
| 3/4 | | 9.3 | 116.0 | ✓ | |
| Gutter | | 9.0 | 116.5 | ✓ | |
| F Cb Top | | 8.32 | 116.96 | ✓ | |
| | | 1+0 | | | |
| F Cb Top | | 6.54 | 118.74 | ✓ | |
| Gutter | | 7.3 | 118.0 | ✓ | |
| 1/4 | | 7.1 | 117.9 | ✓ | |
| 1/2 | | 7.9 | 117.6 | ✓ | |
| 3/4 | | 7.7 | 117.4 | ✓ | |
| Gutter | | 8.4 | 116.9 | ✓ | |
| H Cb Top | | 7.39 | 117.99 | ✓ | |



88

1450

125.28

125.3

125.28

| | | | |
|---------|------|--------|---|
| Hcb Top | 5.29 | 1199.9 | ✓ |
| Gutter | 6.2 | 119.1 | ✓ |
| " | 5.7 | 119.6 | ✓ |
| " | 5.5 | 119.8 | ✓ |
| " | 5.3 | 120.0 | ✓ |
| Gutter | 5.4 | 119.9 | ✓ |
| FCb Top | 16.9 | 120.59 | ✓ |

210

| | | | |
|---------|------|--------|---|
| FCb Top | 2.73 | 122.55 | ✓ |
| Gutter | 3.5 | 121.8 | ✓ |
| " | 3.6 | 121.7 | ✓ |
| " | 3.4 | 121.9 | ✓ |
| " | 3.8 | 121.5 | ✓ |
| Gutter | 4.0 | 121.3 | ✓ |
| Hcb Top | 3.27 | 121.01 | ✓ |

2150

| | | | |
|---------|------|--------|---|
| Hcb Top | 1.26 | 126.02 | ✓ |
| Gutter | 3.1 | 123.1 | ✓ |
| " | 1.8 | 123.5 | ✓ |
| " | 1.5 | 123.8 | ✓ |
| " | 1.7 | 123.6 | ✓ |
| Gutter | 1.6 | 123.7 | ✓ |
| FCb Top | 0.93 | 124.35 | ✓ |

TR 12.91 - 127.94 0.25 125.00

137.94

137.9

137.94

67

310

| | | | |
|---------|-------|--------|---|
| FCb Top | 11.75 | 126.19 | ✓ |
| Gutter | 12.3 | 125.6 | ✓ |
| " | 12.4 | 125.5 | ✓ |
| " | 12.1 | 125.8 | ✓ |
| " | 12.5 | 125.2 | ✓ |
| Gutter | 12.6 | 125.3 | ✓ |
| Hcb Top | 11.94 | 126.00 | ✓ |

3150

| | | | |
|---------|------|--------|---|
| Hcb Top | 9.99 | 127.95 | ✓ |
| Gutter | 10.8 | 127.1 | ✓ |
| " | 10.5 | 127.2 | ✓ |
| " | 10.1 | 127.8 | ✓ |
| " | 10.5 | 127.2 | ✓ |
| Gutter | 10.7 | 127.1 | ✓ |
| FCb Top | 9.87 | 128.07 | ✓ |
| ✓ | | | |

410 - Sly End of Cb + Walk End

| | | | |
|---------|------|--------|---|
| FCb Top | 8.04 | 129.90 | ✓ |
| Gutter | 8.8 | 129.1 | ✓ |
| " | 8.8 | 129.1 | ✓ |
| " | 8.3 | 129.6 | ✓ |
| " | 8.5 | 129.2 | ✓ |
| Gutter | 8.8 | 129.1 | ✓ |
| Hcb Top | 8.04 | 129.90 | ✓ |

137.94

137.9

137.94

4+50

| | | | |
|----|-----|-------|---|
| H | 5.8 | 131.1 | ✓ |
| Cb | 6.3 | 131.6 | ✓ |
| H | 6.5 | 131.4 | ✓ |
| H | 6.4 | 131.5 | ✓ |
| H | 6.4 | 131.5 | ✓ |
| Cb | 6.1 | 131.8 | ✓ |
| F | 6.2 | 131.7 | ✓ |

5+0

| | | | |
|----|-----|-------|---|
| F | 3.9 | 134.0 | ✓ |
| Cb | 4.1 | 133.8 | ✓ |
| H | 3.9 | 134.0 | ✓ |
| H | 3.9 | 134.0 | ✓ |
| H | 3.3 | 134.6 | ✓ |
| Cb | 3.2 | 134.7 | ✓ |
| H | 3.3 | 134.6 | ✓ |

5+25

| | | | |
|----|-----|-------|---|
| H | 2.7 | 135.2 | ✓ |
| Cb | 2.0 | 135.9 | ✓ |
| H | 1.8 | 136.1 | ✓ |
| H | 2.3 | 135.6 | ✓ |
| H | 2.8 | 135.1 | ✓ |
| Cb | 2.8 | 135.1 | ✓ |
| F | 2.8 | 135.1 | ✓ |

68

5+10

137.9

137.94

| | | | |
|----|-----|-------|---|
| F | 1.9 | 136.0 | ✓ |
| Cb | 1.9 | 136.0 | ✓ |
| H | 2.0 | 135.9 | ✓ |
| H | 1.9 | 136.0 | ✓ |
| H | 1.1 | 136.8 | ✓ |
| Cb | 2.8 | 135.1 | ✓ |
| H | 2.9 | 135.0 | ✓ |

| | | | | |
|----|-------|--------|------|--------|
| AP | 11.93 | 149.39 | 0.48 | 137.46 |
|----|-------|--------|------|--------|

6+0

| | | | | | |
|-----|-------|--------|------|-------|---|
| -10 | 14.39 | 149.39 | 15.2 | 134.2 | ✓ |
| H | | | 15.2 | 134.2 | ✓ |
| Cb | | | 13.9 | 135.5 | ✓ |
| H | | | 11.2 | 138.2 | ✓ |
| H | | | 10.9 | 138.5 | ✓ |
| H | | | 10.4 | 139.0 | ✓ |
| H | | | 10.2 | 139.2 | ✓ |
| Cb | | | 9.6 | 139.8 | ✓ |
| F | | | 10.1 | 139.3 | ✓ |
| H | | | 10.8 | 138.6 | ✓ |

6+14

| | | | | | |
|----|--|--|------|-------|---|
| -5 | | | 10.4 | 139.0 | ✓ |
| F | | | 9.1 | 140.3 | ✓ |
| Cb | | | 8.8 | 140.6 | ✓ |
| H | | | 10.0 | 139.4 | ✓ |
| H | | | 9.8 | 139.6 | ✓ |

149.39

149.4

| | | |
|-----|------|---------|
| | 10.0 | 139.4 ✓ |
| cb | 14.5 | 1349 ✓ |
| M | 14.8 | 1326 ✓ |
| +10 | 16.8 | 1326 ✓ |
| | 6+20 | |
| -10 | 16.8 | 1326 ✓ |
| M | 16.8 | 1326 ✓ |
| cb | 16.0 | 1332 ✓ |
| 1/4 | 9.7 | 1397 ✓ |
| 1/4 | 10.1 | 1393 ✓ |
| 1/4 | 10.0 | 1392 ✓ |
| cb | 8.8 | 1406 ✓ |
| F | 9.0 | 1402 ✓ |
| +5 | 10.0 | 1392 ✓ |
| | 6+53 | |
| -5 | 8.7 | 1407 ✓ |
| F | 7.2 | 1420 ✓ |
| cb | 7.0 | 1422 ✓ |
| 1/4 | 9.5 | 1399 ✓ |
| 1/4 | 9.9 | 1395 ✓ |
| 1/4 | 8.5 | 1409 ✓ |
| cb | 8.8 | 1406 ✓ |
| M | 13.5 | 135.9 ✓ |
| +10 | 13.7 | 135.7 ✓ |

149.39

149.4

69

| | | |
|-----------------|---|----------|
| | 6+60 = Sly End Case Wall + Wire Fence 8' at top | |
| 3.8' Ed. FL Top | 4.00 | 1454 ✓ |
| Ground Bottom | 8.3 | 1411 ✓ |
| | 6+70 | |
| M | 8.2 | 1412 ✓ |
| cb | 8.2 | 1412 ✓ |
| 1/4 | 9.3 | 140.1 ✓ |
| 1/4 | 9.7 | 1397 ✓ |
| 1/4 | 8.7 | 1407 ✓ |
| 1/4 | 6.5 | 1429 ✓ |
| cb | 6.3 | 143.1 ✓ |
| F | 6.7 | 142.7 ✓ |
| | 7+0 | |
| -5 | 7.2 | 1422 ✓ |
| F | 5.8 | 1436 ✓ |
| cb | 7.6 | 1418 ✓ |
| 1/4 | 9.1 | 1403 ✓ |
| 1/4 | 9.0 | 1404 ✓ |
| 1/4 | 8.1 | 1413 ✓ |
| cb | 7.2 | 1422 ✓ |
| M | 7.2 | 1422 ✓ |
| | 7+0 5.2 = Sly End Case Wall + Wire Fence | |
| 3.5' Ed. FL Top | 3.94 | 1454.5 ✓ |
| Bottom Ground | 4.4 | 145.0 ✓ |

7+50 = 3+50 Book #1171 Page 3
Use Original Sections From Here

| | | | | | |
|----|------|--------|-------|--------|----------------------------|
| CU | | 149.39 | | | |
| TP | 0.50 | 136.83 | 13.06 | 136.33 | |
| TP | 1.19 | 125.07 | 12.95 | 123.88 | |
| BM | | | 10.02 | 115.05 | SFBP Pac 1911 115.65 |

PL

PL

OK

offset

4/23/53
 CWA JOB #87
 MCCARTY Chief
 Ross
 Huntington Chain
 Marsh Chain

CONSTRUCTION NOTES

GIRARD ST PEARL TO 700' South

| Sta | + | HL | Grabc Elev | Notes |
|------|------|--------|-------------|-----------|
| A+00 | 112 | 141.00 | B.M. 130.00 | Foot curb |
| 4+50 | | | 132.00 | |
| 5+00 | | | 134.00 | |
| 5+50 | | | 136.00 | |
| 6+00 | | | 138.00 | |
| TP | 4.13 | 144.71 | 140.78 | |
| 6+50 | | | 140 | |
| 7+00 | | | 142 | |
| | 62 | 146.23 | 139.53 | |
| | 180 | | 136.82 | |
| | 180 | 138.12 | 132.00 | |
| | | | 8.11 | |

| East PL | West PL |
|-----------------|--------------|
| Rod 92 | Rod 88 |
| Fill 02 | cut 03 |
| cut 0.2 | |
| Fill 04 | cut 05 |
| cut 04 | Fill 06 |
| cut 02 | |
| | Fill 4.7 |
| cut 05 | |
| TP 105 | Fill 4.3 |
| cut 23 | cut 08 |
| | TP 0.73 |
| Water Motor 3.2 | = Elev 140.7 |

12.5
 2.3
 10.2

| Sta. | + | Hi | - | Elev | Grade | Cut |
|------|-------|--------|---|-------------|-------|-----|
| | 11.73 | 126.78 | | 115.05 B.M. | 1 | |
| 0+00 | 12.2 | | | | | 3.3 |
| 50 | 10.6 | | | | | 2.6 |
| 1+00 | 8.2 | | | | | 2.6 |
| 50 | 6.2 | | | | | 2.0 |
| 2+00 | 4.8 | | | | | 2.8 |
| 50 | 3.0 | | | | | 2.7 |
| 3+00 | 1.0 | | | | | 2.8 |

107 TP 125.7'

| | | | | | | |
|------|-------|--------|--|--|--|-----|
| | 12.87 | 138.58 | | | | |
| 50 | 11.0 | | | | | 2.9 |
| 4+00 | 9.2 | | | | | 2.2 |
| 50 | 7.1 | | | | | 2.8 |
| 5+00 | 4.9 | | | | | 3.5 |
| 50 | 2.1 | | | | | 3.8 |

016 TP 138.42

| | | | | | | |
|--|------|--------|--|--|--|-----|
| | 6.21 | 145.13 | | | | |
| | 5.8 | | | | | 4.6 |
| | 5.4 | | | | | 3.0 |
| | 4.8 | | | | | 2.6 |

036 145.45 B.M. cor of wall

Eas of sta 7+00

$$\begin{array}{r} 145.13 \\ 54 \\ \hline 139.73 \end{array}$$

| | + | H.I. | - | EL. | |
|-------------------|------|--------|-------|--------|--------------------|
| | 1.78 | 147.23 | | 145.45 | Top Wall |
| Meter Box 6+37 | | | 6.67 | 140.56 | Gr. 139.88-0.68 |
| | | | 10.39 | 136.84 | |
| | | | 10.98 | 136.25 | |

CURTAIN WALL

| | + | H.I. | - | EL. | | Cut. |
|------------------|-------|--------|------|---------|---------------------------|-------|
| Top Wall 7+00 | 40.73 | 146.18 | 0.73 | 145.45 | Cor Wall Gr. 142.71 | 2.7.4 |
| Curb East | | | 4.85 | 141.33, | 141.83 | 0.50 |
| +10 | | | 4.87 | 141.31 | 141.88 | 0.57 |
| +20 | | | | | 141.93 | |
| ± | | | 4.86 | 141.32 | 142.00 | |
| +10 | | | | | 141.80 | |
| +20 | | | | | | |

| | |
|---------|--------|
| 147.23 | 140.56 |
| 6.67 | 139.48 |
| 140.56 | 1.08 |
| 4.106 | 2.64 |
| 63 | 19.08 |
| 124.98 | 6.25 |
| 249.90 | 3.25 |
| 262.458 | |
| 142.50 | 140.56 |
| 2.42 | 139.88 |
| 139.88 | .68 |

CURTAIN WALL.

4
160 141 145 45 Top of W.I.V.
 East 7 100

Top of curb 3 142 51
Gutter 141 70 ✓
8.5 141 72 5 ✓
8.5 141 86 ✓
8.5 141 81 68 ✓
2 141 83 ✓
8.5 141 55 ✓
 141 90 ✓
 141 75 ✓
 141 70 ✓

CURB EAST SIDE

| | + | H.I | - | Elev |
|------|------|--------|------|-------------|
| | 0.66 | 146.11 | | 145.45 B.M. |
| 7+00 | | | 3.51 | 142.60 |
| +75 | | | 4.71 | 141.40 |
| +50 | | | 5.84 | 140.27 |
| +25 | | | 6.92 | 139.19 |
| 5+00 | | | | |
| +75 | | | | |
| +50 | | | 9.72 | |

WEST SIDE CURB

| | | | | GRADE | | |
|---------|------|--------|--------|-------------------|---------|---------------|
| | 1.63 | 147.08 | 145.45 | B.M. | | |
| 7+00 W. | | 4.66 | 142.42 | 142.51 | F.09 | F 1 1/8" ✓ |
| +75 | | 5.61 | 141.47 | 141.45 | C.02 | C 1/4" ✓ |
| +50 | | 7.50 | 139.58 | 140.39 | F.81 ✓ | F 9 3/4" ✓ |
| +25 | | 8.84 | 138.24 | 139.33 | F1.09 ✓ | F 1'-1 1/8" ✓ |
| 6+00 | | 9.42 | 137.66 | 138.28 | F.62 ✓ | F 0'-7 1/2" ✓ |
| +75 | | 10.44 | 136.64 | 137.243 | F.59 ✓ | F 0'-7" ✓ |
| +50 | | 11.49 | 135.59 | 136.18 | F.59 ✓ | F 0'-7" ✓ |
| +42.33 | | 11.24 | 135.84 | 135.13 | | Cb. Top |
| +25 | | | | 135.13 | | |
| 5+00 | | | | 134.09 | | |

+ 0.24 145.69 145.45 Grade.

| | | | | |
|------|------|--------|--------|-------------------|
| 5+50 | 9.53 | 136.16 | 136.18 | F $\frac{1}{4}$ " |
| +75 | 8.48 | 137.21 | 37.23 | F $\frac{1}{4}$ " |
| 6+00 | 7.42 | 138.27 | 38.28 | F $\frac{1}{8}$ " |

1.66 147.11

145.45

4.65 142.46 142.51 F $\frac{5}{8}$ "

5.70 141.41 141.45 F = $\frac{1}{2}$ "

6.71 140.40 140.39

4.31 142.80 142.51 C = 0.29 Stake

5.71 141.40

GIRARD AVE. GRADES, S. L. PEARL

Street = 68' Sidew = 16'

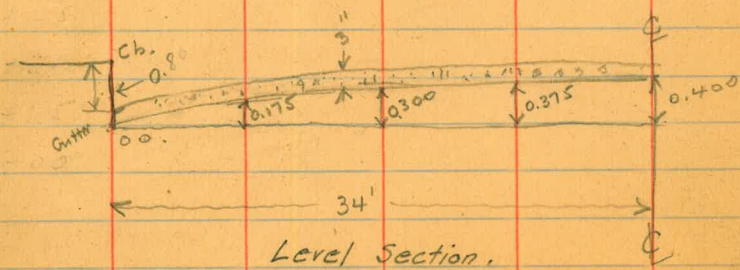
to 700' South

77

| STA. | East Ch. | Gutter | $\frac{1}{8}$ pt. | $\frac{1}{4}$ pt. | $\frac{3}{8}$ pt. | $\frac{1}{2}$ pt. | $\frac{5}{8}$ pt. | $\frac{3}{4}$ pt. | $\frac{7}{8}$ pt. | Gutter. | West Ch. | |
|-----------------|----------|--------|----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------|----------|--|
| | | | SUBGRADES. 0.86 Gutter 3" FALLS. | | | | | | | | | |
| 0+00=S.L. Pearl | 115.00 | 14.40 | 14.12 | 14.25 | 14.32 | 14.35 | 114.35 | 114.35 | 114.35 | 114.35 | 114.0 | |
| 0+10 | 115.37 | 14.61 | 15.12 | 15.19 | 15.26 | 15.29 | 114.71 | 114.71 | 114.71 | 114.71 | 114.40 | |
| 0+20 | 115.75 | 14.73 | 15.72 | 15.79 | 15.86 | 15.89 | 114.02 | 114.02 | 114.02 | 114.02 | 114.80 | |
| 0+30 | 116.12 | 14.76 | 16.12 | 16.19 | 16.26 | 16.29 | 113.36 | 113.36 | 113.36 | 113.36 | 115.20 | |
| 0+40 | 116.50 | 14.71 | 17.12 | 17.19 | 17.26 | 17.29 | 112.70 | 112.70 | 112.70 | 112.70 | 115.6 | |
| 0+50 | 116.87 | 14.57 | 16.91 | 16.98 | 17.05 | 17.08 | 112.04 | 112.04 | 112.04 | 112.04 | 116.0 | |
| 0+70 | 116.62 | 14.35 | 16.07 | 16.14 | 16.21 | 16.24 | 120.07 | 120.07 | 120.07 | 120.07 | 116.80 | |
| 0+90 | 117.37 | 14.04 | 15.23 | 15.30 | 15.37 | 15.40 | 217.01 | 217.01 | 217.01 | 217.01 | 117.77 | |
| 1+00 | 117.74 | 21.57 | 21.64 | 21.71 | 21.78 | 21.81 | 217.75 | 217.75 | 217.75 | 217.75 | 116.17 | |
| | | | | | | | 217.0 | 217.0 | 217.0 | 217.0 | 118.57 | |
| | | | | | | | 217.2 | 217.2 | 217.2 | 217.2 | 117.47 | |
| | | | | | | | 217.6 | 217.6 | 217.6 | 217.6 | 117.01 | |
| | | | | | | | 217.0 | 217.0 | 217.0 | 217.0 | 117.23 | |
| | | | | | | | 117.9 | 117.9 | 117.9 | 117.9 | 117.77 | |
| | | | | | | | 217.5 | 217.5 | 217.5 | 217.5 | 117.22 | |
| | | | | | | | 217.7 | 217.7 | 217.7 | 217.7 | 117.16 | |
| 4+00 | 130.00 | 21.95 | 29.12 | 29.19 | 29.26 | 29.29 | 217.85 | 217.85 | 217.85 | 217.85 | 130.00 | |

GRADE = 3.75%

4%



SUB.
GIRARD AVE GRADES.
400' South of Pearl Ave to 700' South.

| STA | EAST Cb. | Gutter | $\frac{1}{8}$ pt | $\frac{1}{4}$ pt | $\frac{3}{8}$ pt | $\frac{1}{2}$ | West Cb. |
|--------------------------|----------|--------------|------------------|------------------|------------------|---------------|----------|
| | | Cb.Gr - 1.05 | Cb.Gr - .88 | Cb.Gr - .75 | Cb.Gr - .68 | Cb.Gr - .65 | |
| 4+00 from S.L. POINT. | 130.00 | 28.95 | 29.12 | 29.25 | 29.32 | 29.35 | |
| +25 | 131.04 | 29.99 | 30.16 | 30.29 | 30.36 | 30.39 | |
| +50 | 132.08 | 31.03 | 31.20 | 31.33 | 31.40 | 31.43 | |
| +75 | 133.12 | 32.07 | 32.24 | 32.37 | 32.44 | 32.47 | |
| 5+00 | 134.17 | 33.12 | 33.29 | 33.42 | 33.49 | 33.52 | |
| +25 | 135.21 | 34.16 | 34.33 | 34.46 | 34.53 | 34.56 | |
| +50 | 136.25 | 35.20 | 35.37 | 35.50 | 35.57 | 35.60 | |
| +75 | 137.29 | 36.24 | 36.41 | 36.54 | 36.61 | 36.64 | |
| 6+00 | 138.34 | 37.29 | 37.46 | 37.59 | 37.66 | 37.69 | |
| +25 | 139.38 | 38.33 | 38.50 | 38.63 | 38.70 | 38.73 | |
| +50 | 140.42 | 39.37 | 39.54 | 39.67 | 39.74 | 39.77 | |
| +75 | 141.46 | 40.41 | 40.58 | 40.71 | 40.78 | 40.81 | |
| 7+00 | 142.51 | 41.46 | 41.63 | 41.76 | 41.83 | 41.86 | |

GRADE

SAME AS EAST CURB

65

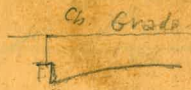
| | | | |
|------|--------|--------|--------|
| + | | | |
| 0.21 | 130.13 | 129.92 | |
| | | 9.37 | 120.76 |
| 258 | 123.64 | | |

79

145.45
2.7

2.75

F 0.6



6
5.9

7.67
-3

-97
+1

87
6

8.3

195
8

21

2 3/8

142.5
2

142.7

139.55 = G.

38

142.5

374

148

139.73
+ 5.00

144.73
+ 39.55

4.18
3

1.18

4.16
63

124.8
2496

26208

-1.2

142.5
130.0

3)12.5

4.16

142.50
2.62

139.88

18'-4"

3.94

5.39
4.59

.77

145.45
1.00

208

14
11

22

11.2

6750
162

67388
1552

F 1.0



1.0
07

1.67

29'-8" from meter
Cb. Line

2.50

3.3 lower than meter box

138.00
1.55

139.55

2
2.5

1.67
3.27

2.27

6+37.5' = Meter box

141.7
3.3

138.4

640
144

4.5

1/2
1/3

1/6

125
490

4
4

40

Grade

1/4 + 2 1/2 = 2 3/4

Randolph & Lewis
1505 W. Lewis

7.60
4.45

7.05