

NAME CAUSEWAY

Class _____ Course _____ Party Book #2

BMs, Profile & X-secs

WATSON, WALKER & GOUGH, INC.



1458

FIELD NOTES

No. 403P

ESPECIALLY ADAPTED
TO THE USE OF
ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

MICROFILMED

DEC 23 1964

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BENCH LEVELS -

	+	H.I.	-	El.	
BM					9.52
	6.87	16.39			
			1.36	15.03	
	6.27	21.30			
			0.91	20.39	
	7.61	28.00			
BM			2.42	25.58	25.59
	4.55	30.14			
			6.06	24.08	
	6.38	30.46			
			3.14	27.32	
BM					9.52
	4.97	14.49			
			6.99	7.50	
	1.60	9.10			
			4.10	5.00	
	4.78	9.78			
T.P.			6.83	2.95	
	5.06	8.01			
			4.50	3.51	
	4.75	8.26			
			5.15	3.11	
	5.15	8.26			

(San Diego Side -)

1

City BM - Brass Plug in Curb N.E. Cor
Voltaire & Bacon

7/16/27

⊥ Culver
⊥ Morgan

City BM - Brass Plug in Curb SW Cor
Voltaire & Defoe

See Above

South End East side of Bridge Spike in 12X14

B.M.	+	Hi	-	Elev.
		8.26		
			4.41	3.85
	4.86	8.71		
T.P.			5.46	3.25
	5.46	8.71		
			4.75	3.96
	4.90	8.86		
			4.97	3.89
	4.99	8.88		
			4.53	4.35
	4.72	9.07		
T.P.			4.33	4.74
	3.99	8.73		
			4.87	3.84
	5.17	9.01		
			3.33	5.68
	2.44	8.12		
			4.82	3.30
	5.07	8.37		
T.P.			3.66	4.71
	5.05	9.76		
			5.32	4.44
	5.10	9.54		
			5.64	3.90

2

3/4" Iron Pin in 12x14 So. End W. Side Bridge B5-48

Trolley Pole # R.W. 606R Spike in Pole

Spike in Guy Pole # R.W. 549R

B.M.	+	H.I.	-	Elev.	
				3.90	✓
	4.58	8.48			
T.P.			3.68	4.80	
	3.82	8.62			
			4.25	4.37	
	4.74	9.11			
			4.95	4.16	
	5.50	9.66			
			4.04	5.62	
	5.11	10.73			
BM#0			4.43	6.30	✓
				-1.91	
BM#2					
	5.43	3.52			
BM#2 "A"			5.06	-1.54	

3

R.R SPIKE in Trolley Pole # R.W. 540R $\frac{5}{20}$

= U.S. C&GS, BM#61 In ctr RR W 50' E
King at Newton. — Brass Cap in Conc. Mon.

On 1x2 R.P. stake 100' Lt 20+82 $\frac{38}{20}$

Bench Levels

B.M.	+	H.I	-	Elev.
B.M.#0				6.30
	1.94	8.24		
			8.59	-0.35 ✓
	4.97	4.62		
			4.59	0.03 ✓
	4.09	4.12		
			4.99	-0.87 ✓
	5.19	4.32		
B.M.#1			5.55	-1.23 ✓
	5.65	4.42		
			5.23	-0.81 ✓
	4.15	3.34		
			4.64	-1.30 ✓
	4.19	2.89		
B.M.#2			4.80	-1.91
	4.86	7.95		
			5.28	-4.33
	4.21	1.88		
			4.34	-2.45
	4.07	1.67		
B.M.#3			4.70	-3.08

See Pg 3 for Description -

On ± Mon. Sta 11+47.57

On ± Mon. Sta 20+82.38

On ± Mon. Sta 30+16.00

Cont'd on Pg. 9

CHECK LEVELS

BM#0

6.30

USCFGS, BM Sec Pg. 3

5

3.35 9.65

5.60 4.05

5.31 9.36

5.09 4.27

4.48 8.75

4.65 4.10

4.36 8.46

T.P.

3.65 4.81 4.80

3.68 8.49

4.68 3.81

4.92 8.73

3.05 5.68

3.14 8.82

4.06 4.76

5.13 9.89

T.P.

5.17 4.72 4.71

3.52 8.24

4.92 3.32

4.68 8.00

4.03 3.97

5.27 9.24

5.44 3.80

4.84 8.64

		8.64			
			4.21	4.43	
T.P.	4.14	8.57			
			3.80	4.77	4.74
	4.18	8.95			
			4.49	4.46	
	4.19	8.65			
			4.53	4.12	
	4.66	8.72			
			3.05	5.73	
	2.73	8.46			
			4.59	3.87	
T.P.	4.94	8.81			
			5.49	3.32	3.25
	5.26	8.58			
			4.97	3.61	
	4.35	7.96			
			4.74	3.22	
	4.57	7.79			
			4.36	3.43	
	4.63	8.06			
			4.51	3.55	
	4.61	8.16			
T.P.			5.11	3.05	2.95

3.05

6.08 9.13

4.30 4.83

5.07 9.90

2.92 6.98

5.51 12.49

2.68 9.81

4.65 14.46

4.82 9.64 9.52

BM

See Pg. 3

BENCH LEVELS-

(Crown Point Side)

8

B ₁ W	5.80	27.96	6.73	21.23	22.16
	5.48	29.70	3.74	24.44	
	6.89	32.10	4.47	25.53	
	3.73	34.72	1.13	36.99	
B ₁ W#9	3.19	30.39	7.52	27.20	
	0.04	19.04	11.39	19.00	
	2.92	10.80	11.16	7.88	
B ₁ W#8	10.80	10.80	10.80	0.00	0.30
	10.48	20.74	0.26	10.54	
	11.65	30.89	1.51	19.41	
B ₁ W#9			3.70	27.19	27.20
	5.24	35.42	0.91	29.98	
	1.07	29.05	7.24	27.98	
	3.99	29.18	3.86	25.19	
	4.54	27.70	6.02	23.16	
B ₁ W			6.47	21.23	21.23
B ₁ W			5.54	22.16	22.16
B ₁ W#					27.20
	4.65	31.85	11.61	40.54	20.19
			4.20	27.65	27.60

T.P. on Pad Jus NW Cor Buena Vista
La Cima -
Cur Pet NW Cor BX. La Cima -

On Lead $\frac{3}{4}$ Tack in South Curb on \pm Survey

On 1x2 Tub Bottom of Slope at Edge of Beach -
Corrected Elev. *

See Above

7/18/27
Costa
Culver
Morgan

See Above

See T.P. at top of Page -

See Above

Iron Pipe 363' \pm West of Ingraham on Riviera -
Iron Pipe NE Cor Ingraham $\frac{3}{4}$ Crown Pt. Dr
- See Field Copy Plans -

Cont'd from pg. 4

BM#3

5.05

1.97

3.76

1.66

4.07

-2.10

BM#4

4.69

1.12

4.19

1.03

4.28

-3.16

BM#5

4.74

1.03

4.61

0.89

4.75

-3.72

BM#6

3.35

0.44

3.80

-2.91

BM#6-A

4.53

4.53

-4.09

BM#7

0.54

4.42

-3.98

3.73

-3.19

BM#5

9.97

H.I. +6.26

T.P.

3.86

+6.05

4.07

+2.19

BM#4A

T.P.

4.92

+6.27

4.90

+1.15

BM#3A

9.19

-3.12 = -2.98

-308

on \pm Mon Sta. 30+16⁰⁰

(BM#3A El. -3.12 200' SW of BM#3 on R.P. Hub)

On \pm Mon Sta. 39+49 ³⁵

(BM#4A El. -3.34 90' SW of BM#4 on R.P. Hub)

on \pm Mon Sta. 48+82 ⁹⁵

Spk in top 4x4 SIK 75' West Sta. 60+00

See Conc Mon, Marked 250 on E, 252 on W
5' Rt Sta 62+90 100 on S

Spk in top 4x4 SIK 75' West Sta 70+00

on Hub \pm Sta

As marked above is evidently incorrect

These two BM's corrected above

As marked " " " " April 5 1930

9

PROFILE X-SECS-

BM#0

350 9.80

6.30

USGS BM#61

See Pg. 3

Lt

Rt

0-300

-3.8	-5.4	-3.5	.8	1.0	1.0	-1.6	-1.7
<u>13.6</u>	<u>14.2</u>	<u>13.3</u>	<u>9.0</u>	<u>88</u>	<u>88</u>	<u>104</u>	<u>115</u>
45	35	29	14	-	8	35	45

0-250

-3.2	-2.9	-1.9	0.2	1.2	1.1	.3	-1	.0
<u>12.0</u>	<u>12.9</u>	<u>11.9</u>	<u>9.6</u>	<u>86</u>	<u>87</u>	<u>95</u>	<u>99</u>	<u>98</u>
45	35	26	18	12	-	17	35	45

0-200

-2.3	-3.0	.6	2.1	1.8	1.8	-1.2	-1	-1.3
<u>12.1</u>	<u>12.8</u>	<u>9.2</u>	<u>7.7</u>	<u>80</u>	<u>80</u>	<u>100</u>	<u>99</u>	<u>101</u>
45	35	18	12	-	17	25	35	45

0-150

-1.8	-7	.8	4.1	4.2	3.5	2.9	4.4	4.9
<u>11.6</u>	<u>10.5</u>	<u>9.0</u>	<u>5.7</u>	<u>5.6</u>	<u>6.3</u>	<u>6.9</u>	<u>5.4</u>	<u>4.9</u>
45	35	26	11	-	12	17	35	45

0-130

7.0	5.8	7.0	5.9	5.6	6.7	6.9	6.8
<u>28</u>	<u>4.0</u>	<u>2.8</u>	<u>3.9</u>	<u>4.2</u>	<u>3.1</u>	<u>2.9</u>	<u>3.0</u>
45	35	28	17	-	19	35	45

0-113

6.9	6.9	2.0	5.9	6.1	6.2	5.5	6.9	6.6	6.8
<u>2.9</u>	<u>2.9</u>	<u>2.8</u>	<u>3.9</u>	<u>3.7</u>	<u>2.6</u>	<u>4.3</u>	<u>3.0</u>	<u>3.2</u>	<u>3.0</u>
45	35	25	15	-	12	6	10	35	45

0-100

5.0	5.0	4.7	5.8	5.9	5.9	2.0	.5	.4
<u>4.8</u>	<u>4.5</u>	<u>5.1</u>	<u>4.0</u>	<u>3.9</u>	<u>2.9</u>	<u>1.8</u>	<u>9.3</u>	<u>9.4</u>
45	35	18	9	-	8	10	25	45

9.80 R.R. Elev
0-76

0-50

0-17 At 90° to E

0-17 Air Angle of RR

0+00

+17

+50

0.95 4.66 6.09 3.71

Lt.

Rt.

//

$\frac{.1}{9.7}$	$\frac{.5}{9.3}$	$\frac{.5}{9.3}$	$\frac{5.3}{4.5}$	5.6	5.7	.6	.8	4.3	7.2
$\frac{4.8}{3.8}$	$\frac{3.8}{3.8}$	$\frac{1.8}{1.8}$	$\frac{1.6}{1.6}$	$\frac{4.2}{1.6}$	$\frac{4.1}{3}$	$\frac{9.2}{1.7}$	$\frac{9.0}{2.6}$	$\frac{5.5}{3.8}$	$\frac{5.6}{3.8}$

.9	-1.6	-1.0	5.0	5.3	5.2	4.6	6.3		
$\frac{9.4}{4.5}$	$\frac{11.4}{3.8}$	$\frac{10.8}{1.9}$	$\frac{4.8}{1.6}$	$\frac{4.5}{1.6}$	$\frac{4.6}{3}$	$\frac{5.2}{1.0}$	$\frac{3.8}{1.8}$	$\frac{5.0}{4.8}$	$\frac{5.7}{4.1}$
								$\frac{5.5}{2.3}$	$\frac{5.5}{3.8}$

-1.6	-1.3	-1.7	5.5	5.8	6.02	5.77	5.98	5.3	4.2
$\frac{11.4}{4.5}$	$\frac{11.1}{3.8}$	$\frac{10.5}{2.5}$	$\frac{4.3}{1.7}$	$\frac{4.0}{1.7}$	$\frac{3.78}{1.7}$	$\frac{4.3}{2.2}$	$\frac{3.9}{2.9}$	$\frac{4.5}{3.8}$	$\frac{5.1}{4.5}$

4.96	5.13	5.8	6.54	7.42
$\frac{4.84}{2.00}$	$\frac{4.67}{1.00}$	$\frac{4.00}{1.00}$	$\frac{3.26}{1.00}$	$\frac{2.38}{2.00}$

-1.1	-1.2	4.9	5.52	5.52	5.7	5.65	5.85	4.9	5.4	2.3	7.1
$\frac{10.9}{4.5}$	$\frac{10.0}{3.8}$	$\frac{4.9}{2.0}$	$\frac{4.28}{1.4}$	$\frac{3.98}{1.6}$	$\frac{4.1}{1.6}$	$\frac{4.15}{1.7}$	$\frac{3.95}{1.7}$	$\frac{4.9}{1.7}$	$\frac{5.4}{2.1}$	$\frac{2.3}{3.5}$	$\frac{7.1}{4.5}$

3.5	5.2	4.3	5.35	5.64	5.47	5.74	5.5	4	5	6
$\frac{6.3}{4.8}$	$\frac{3.6}{2.0}$	$\frac{4.3}{3.6}$	$\frac{4.4}{3.0}$	$\frac{4.16}{2.6}$	$\frac{4.33}{1.6}$	$\frac{4.06}{1.6}$	$\frac{4.3}{1.8}$	$\frac{9.6}{3.0}$	$\frac{9.3}{3.8}$	$\frac{9.2}{4.5}$

5.3	5.27	5.2	5.5	4.6	4.2	4.1	4	6	6
$\frac{4.5}{4.5}$	$\frac{4.3}{4.3}$	$\frac{4.6}{4.6}$	$\frac{4.9}{4.9}$	$\frac{5.2}{5.2}$	$\frac{4.6}{4.6}$	$\frac{4.2}{4.2}$	$\frac{4.1}{4.1}$	$\frac{4}{4}$	$\frac{6}{6}$

466

1

+33

+50

ctr Bridge

+61

2

+50

3

+50

.4	.3	-.1	.27	.21	.26	-.1	0	.1
43	44	48	20	20	21	48	47	45
45	35	16	6		7	20	35	45

-1.5	-1.6	-1.4	.19	1.8	1.6	-1.4	-2.6	-2.6
6.2	6.3	6.1	2.8	2.9	3.1	6.1	7.3	7.3
45	35	12	5		6	16	35	45

-4.3	-2.8	-3.9	-3.7	1.4	1.3	1.3	-3.2	3.8	3.6	-3.3
9.0	6.7	8.6	8.4	3.3	3.4	3.4	7.9	8.5	8.3	8.0
150	45	35	5	5		7	7	35	45	150
ctr										ctr
channel										channel

-2.8	-2.6	-2.9	1.1	.9	1.2	-3.3	-2.0	-2.7
7.5	7.3	7.6	3.6	3.8	3.5	8.0	6.7	7.4
45	35	14	6		7	15	35	45

-2.3	-3.5	-3.1	.4	.4	.4	-3.2	-2.8	-1.5	-.3	0.0
7.0	8.2	7.8	4.3	4.3	4.3	7.9	7.5	6.2	5.0	4.7
45	35	17	8		6	14	22	25	35	45

-3.3	-3.0	-.3	-.5	-.6	-.22		.4	.5
8.0	7.7	5.0	5.2	5.3	4.8		4.3	4.2
45	35	16		14	14		35	45

.7	.7	.7	-.3	-.3	0	.22	.11	.12	1.4
4.0	4.0	4.0	5.0	5.0	4.6	4.4	3.6	3.5	3.3
45	35	17		14	14	23	27	35	45

1.3	0.7	1.1	-.3	.1	.1	-.7	.03	.22	1.6	1.8
3.4	4.0	3.6	5.0	4.6	4.6	5.4	4.6	3.1	2.8	2.8
45	35	19	12	5	5	14	14	23	28	28

1.8
2.9

		H.I.		
4	+	4.66	-	Elev.
+50				
5			3.79	0.87
+50		4.94	5.81	
6				
+29			* Street	
+75				
7				

1.2	1.5	1.3	-1	-3	-2	.11	.3	1.7	2.0	1.9
38	32	34	48	50	49	455	438	30	27	25
45	35	19	10	14	14	14	23	29	38	45
						Corb	Wk			
1.2	1.6	1.4	1	-4	0.0	.15	.38	1.0	1.3	1.5
38	31	33	46	51	47	451	428	37	34	32
45	35	10	4	15	15	15	24	25	35	45
						Corb	Wk			
1.4	1.6	1.5	1	-4	.26	.38	1.0	1.3	1.5	
33	31	32	46	51	440	428	37	34	32	
45	35	7	15	15	15	24	29	35	45	
						Corb	Wk			
.7	1.4	1.6	4	-2	-1	.28	.47	1.1	1.4	
51	44	47	54	65	59	553	524	47	44	
45	35	7	3	14	14	14	23	25	25	
						Corb	Wk			
1.0	1.2	1.6	0	-3	-1	.34	.53	1.1	1.3	1.3
48	46	42	58	61	59	547	528	47	45	45
45	35	7	9	14	14	14	33	35	35	45
						Corb	Wk			
1.2	1.2	1.5	2	-2	.2	-.2	-.1	.3	.32	
46	46	43	56	60	16	60	59	61	60	
45	35	17	9	15	15	25	45	100	200	
.8	1.0	1.4	3	-6	1	.32	.53	1.3	1.4	1.4
50	48	44	55	64	57	524	528	43	44	44
45	35	8	5	15	15	15	24	25	35	45
						Corb	Wk			
1.2	1.0	1.0	4	-5	0.0	.20	.43	1.3	1.2	
46	48	48	54	63	58	561	538	45	46	
45	35	3	6	14	15	15	23	25	45	
						Corb	Wk			

581

+50

8

+50

9

5.63 4.74

+50

10

+50

11

$\frac{.6}{57}$	$\frac{1.2}{46}$	$\frac{.8}{50}$	$\frac{.7}{51}$	$\frac{.0}{58}$	$\frac{-.8}{66}$	$\frac{-.2}{60}$	$\frac{.07}{574}$	$\frac{.22}{559}$	$\frac{.8}{50}$	$\frac{.4}{54}$
$\frac{45}{41}$	$\frac{38}{38}$	$\frac{28}{28}$	$\frac{13}{13}$	$\frac{1}{1}$	$\frac{8}{8}$	$\frac{14}{14}$	$\frac{14}{14}$	$\frac{23}{23}$	$\frac{35}{35}$	$\frac{45}{45}$
							Conv	WK		
$\frac{.9}{49}$	$\frac{.7}{51}$	$\frac{.8}{50}$	$\frac{-.1}{59}$	$\frac{-.9}{67}$	$\frac{-.4}{62}$	$\frac{-.02}{583}$	$\frac{.1}{570}$	$\frac{.5}{53}$	$\frac{.6}{52}$	
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{8}{8}$	$\frac{1}{1}$	$\frac{12}{12}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{22}{22}$	$\frac{35}{35}$	$\frac{45}{45}$	
							Conv			
$\frac{.9}{49}$	$\frac{1.2}{46}$	$\frac{.8}{50}$	$\frac{-.3}{61}$	$\frac{-.11}{69}$	$\frac{-.5}{63}$	$\frac{-.14}{595}$	$\frac{.00}{580}$	$\frac{.7}{48}$	$\frac{1.0}{48}$	$\frac{.7}{51}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{17}{17}$	$\frac{1}{1}$	$\frac{12}{12}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{20}{20}$	$\frac{28}{28}$	$\frac{35}{35}$	$\frac{45}{45}$
							Conv	WK		
$\frac{.2}{51}$	$\frac{.8}{50}$	$\frac{.5}{53}$	$\frac{-.5}{63}$	$\frac{-.12}{70}$	$\frac{-.7}{65}$	$\frac{-.23}{602}$	$\frac{-.1}{590}$	$\frac{.5}{53}$	$\frac{.6}{52}$	$\frac{.7}{51}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{28}{28}$	$\frac{1}{1}$	$\frac{10}{10}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{22}{22}$	$\frac{28}{28}$	$\frac{35}{35}$	$\frac{45}{45}$
							Conv	WK		
$\frac{.6}{41}$	$\frac{.6}{41}$	$\frac{.7}{49}$	$\frac{-.7}{54}$	$\frac{-.11}{58}$	$\frac{-.8}{55}$	$\frac{-.41}{515}$	$\frac{-.33}{507}$	$\frac{.2}{45}$	$\frac{.4}{43}$	$\frac{-.1}{48}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{9}{9}$	$\frac{1}{1}$	$\frac{8}{8}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{24}{24}$	$\frac{30}{30}$	$\frac{35}{35}$	$\frac{45}{45}$
							Conv	WK		
$\frac{.5}{42}$	$\frac{.6}{41}$	$\frac{.1}{46}$	$\frac{-.9}{56}$	$\frac{-.9}{56}$	$\frac{-.62}{530}$	$\frac{-.43}{517}$	$\frac{.00}{47}$	$\frac{.00}{47}$		
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{14}{14}$	$\frac{1}{1}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{24}{24}$	$\frac{35}{35}$	$\frac{45}{45}$		
							Conv	WK		
$\frac{.6}{41}$	$\frac{.2}{45}$	$\frac{.1}{46}$	$\frac{-.10}{57}$	$\frac{-.11}{58}$	$\frac{.76}{50}$	$\frac{-.58}{532}$	$\frac{.1}{46}$	$\frac{.1}{46}$	$\frac{.1}{46}$	
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{10}{10}$	$\frac{1}{1}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{26}{26}$	$\frac{29}{29}$	$\frac{35}{35}$	$\frac{45}{45}$	
							Conv	WK		
$\frac{-.2}{49}$	$\frac{-.9}{56}$	$\frac{.2}{45}$	$\frac{.10}{57}$	$\frac{-.11}{58}$	$\frac{-.96}{50}$	$\frac{-.69}{543}$	$\frac{.5}{47}$	$\frac{.3}{44}$		
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{5}{5}$	$\frac{1}{1}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{26}{26}$	$\frac{35}{35}$	$\frac{45}{45}$		
							Conv	WK		

Bhw#1 + #.1 4.74 - elev. 596 -1.22 -1.23

See Pg. 4

11+47.5

$\frac{.3}{44}$	$\frac{-.2}{49}$	$\frac{.3}{44}$	$\frac{.1}{46}$	$\frac{-.9}{56}$	$\frac{-.13}{60}$	$\frac{-.7}{54}$	$\frac{-1.02}{57.6}$	$\frac{-.81}{55.5}$	$\frac{.3}{44}$	$\frac{.2}{45}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{22}{22}$	$\frac{7}{7}$	$\frac{5}{5}$	$\frac{5}{5}$	$\frac{15}{15}$	$\frac{15}{15}$	$\frac{24}{24}$	$\frac{35}{35}$	$\frac{45}{45}$
							Corb	Wk		

12

$\frac{-.4}{51}$	$\frac{.1}{46}$	$\frac{.2}{48}$	$\frac{-.7}{54}$	$\frac{-.6}{53}$	$\frac{-.1}{48}$	$\frac{-.4}{51}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{22}{22}$	$\frac{7}{7}$	$\frac{5}{5}$	$\frac{38}{38}$	$\frac{45}{45}$

+50

$\frac{-.5}{52}$	$\frac{-.6}{53}$	$\frac{0.0}{47}$	$\frac{-.4}{51}$	$\frac{0.0}{47}$	$\frac{-.5}{52}$	$\frac{-.6}{53}$	$\frac{-.7}{54}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{17}{17}$	$\frac{9}{9}$	$\frac{5}{5}$	$\frac{9}{9}$	$\frac{38}{38}$	$\frac{45}{45}$

13

$\frac{-.2}{49}$	$\frac{-.6}{53}$	$\frac{-.6}{53}$	$\frac{-.1}{48}$	$\frac{-.13}{60}$	$\frac{-1.0}{57}$	$\frac{0}{47}$	$\frac{0.0}{47}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{5}{5}$	$\frac{13}{13}$	$\frac{24}{24}$	$\frac{38}{38}$	$\frac{41}{41}$	$\frac{45}{45}$

+50

$\frac{-.7}{54}$	$\frac{-.8}{55}$	$\frac{-.8}{55}$	$\frac{-1.1}{58}$	$\frac{0.0}{47}$	$\frac{-.8}{55}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{5}{5}$	$\frac{28}{28}$	$\frac{38}{38}$	$\frac{45}{45}$

14

4.30 3.53 5.51 -0.77

$\frac{-.6}{53}$	$\frac{-.4}{51}$	$\frac{-.8}{55}$	$\frac{-.8}{55}$	$\frac{-.79}{53}$	$\frac{-1.5}{62}$	$\frac{-.3}{50}$	$\frac{-.7}{54}$	$\frac{-.9}{56}$
$\frac{45}{45}$	$\frac{38}{38}$	$\frac{17}{17}$	$\frac{5}{5}$	$\frac{10}{10}$	$\frac{15}{15}$	$\frac{21}{21}$	$\frac{38}{38}$	$\frac{45}{45}$

353

14+50

15

+50

16

+50

17

+50

18

16

$\frac{-1.0}{4.5}$	$\frac{-1.0}{4.5}$	$\frac{-1.1}{4.6}$	$\frac{-1.4}{4.9}$	$\frac{-7}{4.2}$	$\frac{-8}{5.3}$	$\frac{-1.0}{4.5}$	$\frac{-3}{3.8}$	$\frac{-6}{4.1}$
$\frac{4.5}{4.5}$	$\frac{4.5}{3.8}$	$\frac{4.6}{-}$	$\frac{4.9}{1.2}$	$\frac{4.2}{2.2}$	$\frac{5.3}{3.2}$	$\frac{4.5}{3.5}$	$\frac{3.8}{4.0}$	$\frac{4.1}{4.5}$

$\frac{-9}{4.4}$	$\frac{-4}{3.9}$	$\frac{-8}{4.3}$	$\frac{-1.3}{4.8}$	$\frac{-5}{4.0}$	$\frac{-6}{4.1}$	$\frac{-8}{4.3}$
$\frac{4.4}{4.4}$	$\frac{3.9}{3.8}$	$\frac{4.3}{1.6}$	$\frac{4.8}{-}$	$\frac{4.0}{1.2}$	$\frac{4.1}{3.8}$	$\frac{4.3}{4.5}$

$\frac{-7}{4.2}$	$\frac{-8}{4.3}$	$\frac{-1.1}{4.6}$	$\frac{-1.3}{4.8}$	$\frac{-1.2}{4.7}$	$\frac{-1.5}{5.0}$
$\frac{4.2}{4.5}$	$\frac{4.3}{3.8}$	$\frac{4.6}{1.5}$	$\frac{4.8}{-}$	$\frac{4.7}{3.8}$	$\frac{5.0}{4.5}$

$\frac{-1.0}{4.5}$	$\frac{-1.3}{4.8}$	$\frac{-1.0}{4.5}$	$\frac{-1.3}{4.8}$	$\frac{-1.4}{4.9}$	$\frac{-1.0}{4.5}$	$\frac{-1.5}{5.0}$
$\frac{4.5}{4.5}$	$\frac{4.8}{3.8}$	$\frac{4.5}{2.3}$	$\frac{4.8}{-}$	$\frac{4.9}{3.8}$	$\frac{4.5}{4.0}$	$\frac{5.0}{4.5}$

$\frac{-1.4}{4.9}$	$\frac{-1.5}{5.0}$	$\frac{-1.4}{4.9}$	$\frac{-1.3}{4.8}$	$\frac{-1.7}{5.2}$	$\frac{-2.0}{5.5}$
$\frac{4.9}{4.5}$	$\frac{5.0}{3.8}$	$\frac{4.9}{-}$	$\frac{4.8}{2.5}$	$\frac{5.2}{3.8}$	$\frac{5.5}{4.5}$

$\frac{-1.4}{4.9}$	$\frac{-1.4}{4.9}$	$\frac{-1.4}{4.9}$	$\frac{-1.6}{5.1}$	$\frac{-1.8}{5.3}$	$\frac{-1.8}{5.3}$
$\frac{4.9}{4.5}$	$\frac{4.9}{3.8}$	$\frac{4.9}{2.0}$	$\frac{5.1}{-}$	$\frac{5.3}{3.8}$	$\frac{5.3}{4.5}$

$\frac{-1.7}{5.2}$	$\frac{-1.5}{5.0}$	$\frac{-1.5}{5.0}$	$\frac{-1.9}{5.4}$	$\frac{-1.4}{4.9}$	$\frac{-1.4}{4.9}$	$\frac{-1.9}{5.4}$	$\frac{-1.7}{5.2}$
$\frac{5.2}{4.5}$	$\frac{5.0}{3.8}$	$\frac{5.0}{2.2}$	$\frac{5.4}{-}$	$\frac{4.9}{1.7}$	$\frac{4.9}{3.0}$	$\frac{5.4}{3.8}$	$\frac{5.2}{4.5}$

$\frac{-1.5}{5.0}$	$\frac{-2.1}{5.4}$	$\frac{-1.9}{4.7}$	$\frac{-1.2}{5.3}$	$\frac{-1.8}{5.1}$	$\frac{-1.4}{4.9}$
$\frac{5.0}{4.5}$	$\frac{5.4}{3.8}$	$\frac{4.7}{1.8}$	$\frac{5.3}{1.8}$	$\frac{5.1}{3.8}$	$\frac{4.9}{4.5}$

18+50 353
5.68 - 2.15

19 5.61 3.46

+50

20

+50

Bm+y 5.36 - 1.90 - 1.91

21

+30 Top Bank

+38

$\frac{-1.6}{5.1} \frac{-1.8}{5.3} \frac{-1.7}{5.2} \frac{-2.1}{5.0} \frac{-1.6}{5.1} \frac{-1.7}{5.2} \frac{-1.7}{5.2}$
 $\frac{45}{38} \frac{27}{27} \frac{17}{17}$

$\frac{-2.6}{6.1} \frac{-1.6}{5.1} \frac{-1.7}{5.2} \frac{-2.1}{5.0} \frac{-1.4}{4.9} \frac{-1.7}{5.2}$
 $\frac{45}{35} \frac{27}{27} \frac{45}{35} \frac{45}{35} \frac{45}{35}$

$\frac{-2.2}{5.7} \frac{-2.0}{5.5} \frac{-1.9}{5.4} \frac{-1.7}{5.2} \frac{-1.6}{5.1}$
 $\frac{45}{35} \frac{35}{35} \frac{45}{35} \frac{35}{35} \frac{45}{45}$

$\frac{-1.6}{5.1} \frac{-2.2}{5.7} \frac{-1.9}{5.4} \frac{-1.7}{5.2} \frac{-1.8}{5.3}$
 $\frac{45}{35} \frac{35}{35} \frac{45}{35} \frac{35}{35} \frac{45}{45}$

$\frac{-1.0}{4.8} \frac{-1.0}{4.8} \frac{-1.4}{4.9} \frac{-1.5}{5.0} \frac{-1.6}{5.1}$
 $\frac{45}{45} \frac{45}{45} \frac{49}{49} \frac{35}{35} \frac{45}{45}$

See Pg 4

$\frac{-1.9}{4.4} \frac{-1.9}{4.4} \frac{-2.0}{5.5} \frac{-1.7}{5.2} \frac{-1.4}{4.9} \frac{-1.5}{5.0}$
 $\frac{45}{35} \frac{35}{35} \frac{6}{6} \frac{45}{35} \frac{45}{35} \frac{45}{45}$

$\frac{-1.2}{4.7} \frac{-1.5}{5.0} \frac{-1.2}{4.7} \frac{-3.3}{6.8} \frac{-1.3}{4.8} \frac{-1.3}{4.8} \frac{-1.5}{5.0}$
 $\frac{45}{45} \frac{35}{35} \frac{21}{21} \frac{10}{10} \frac{45}{45} \frac{45}{45} \frac{45}{45}$

$\frac{-3.2}{6.7} \frac{-3.3}{6.8} \frac{-4.6}{8.1} \frac{-3.7}{7.2} \frac{-3.6}{7.1}$
 $\frac{45}{45} \frac{35}{35} \frac{45}{45} \frac{45}{45} \frac{45}{45}$

H.1
 + 346 — elev
 24.55

+78

+90

22+50

365 2.14

23 42 -2.1

*50 44 -2.3

24 46 -2.5

+50 46 -2.5

25 49 -2.8

+50 52 -3.1

26 ~~58~~ -3.7

+50 48 -2.7

27 47 -2.6

+50 48 -2.7

~~28~~ 47

391 1.71 4.34 -2.20

$\frac{-4.0}{7.5}$ $\frac{-3.6}{7.1}$ $\frac{-3.0}{6.5}$ $\frac{-2.6}{6.1}$ $\frac{-2.6}{6.1}$
 $\frac{4.5}{3.5}$ $\frac{3.5}{4.5}$

$\frac{-4.0}{7.5}$ $\frac{-4.1}{7.6}$ $\frac{-3.1}{6.6}$ $\frac{-2.6}{6.1}$ $\frac{-2.1}{5.6}$ $\frac{-2.2}{5.7}$ $\frac{-1.8}{5.3}$
 $\frac{4.5}{3.8}$ $\frac{3.8}{4.5}$ $\frac{2.8}{3.8}$ $\frac{3.8}{2.8}$ $\frac{3.8}{2.8}$ $\frac{4.5}{3.8}$

$\frac{-2.8}{6.3}$ $\frac{-2.8}{6.3}$ $\frac{-2.5}{6.0}$ $\frac{-1.6}{5.1}$ $\frac{-1.5}{5.0}$ $\frac{-1.2}{4.7}$ $\frac{-1.2}{4.7}$
 $\frac{4.5}{3.8}$ $\frac{3.8}{4.5}$ $\frac{1.1}{7}$ $\frac{5.0}{5.0}$ $\frac{3.8}{4.7}$ $\frac{4.7}{4.5}$

$\frac{-1.3}{4.9}$ $\frac{-1.7}{5.2}$ $\frac{-1.7}{5.2}$ $\frac{-1.7}{5.2}$ $\frac{-1.7}{5.2}$
 $\frac{4.5}{3.8}$ $\frac{3.8}{4.5}$ $\frac{3.8}{5.2}$ $\frac{5.2}{3.8}$ $\frac{4.5}{4.5}$

$\frac{-2.8}{4.9}$ $\frac{-2.6}{4.7}$ $\frac{-3.0}{5.1}$ $\frac{-3.7}{5.0}$ $\frac{-2.8}{4.9}$ $\frac{-2.2}{4.3}$ $\frac{-2.2}{4.3}$
 $\frac{3.8}{4.7}$ $\frac{4.7}{3.8}$ $\frac{3}{5.1}$ $\frac{5.0}{3.7}$ $\frac{4.9}{8}$ $\frac{4.3}{3.8}$ $\frac{4.3}{4.5}$

171

28

-4.9	-3.9	-2.6	-2.6	-2.6	-2.2
<u>6.6</u>	<u>5.6</u>	<u>4.3</u>	<u>4.3</u>	<u>4.3</u>	<u>4.4</u>
<u>4.5</u>	<u>3.5</u>	<u>3.0</u>		<u>3.5</u>	<u>4.5</u>

+50

-5.1	-5.7	-4.9	-3.9	-3.2	-2.7	-2.8
<u>6.8</u>	<u>7.4</u>	<u>6.6</u>	<u>5.6</u>	<u>4.9</u>	<u>4.4</u>	<u>4.5</u>
<u>4.5</u>	<u>4.1</u>	<u>3.5</u>	<u>2.7</u>		<u>3.5</u>	<u>4.5</u>

+73

-2.8	-2.9	-2.9	-4.2	-5.7	-4.2	-3.7	-3.3
<u>4.5</u>	<u>4.6</u>	<u>4.6</u>	<u>5.9</u>	<u>7.4</u>	<u>5.9</u>	<u>5.4</u>	<u>5.0</u>
<u>4.5</u>	<u>3.5</u>	<u>2.8</u>	<u>2.2</u>		<u>4.0</u>	<u>3.8</u>	<u>4.5</u>

29

-3.1	-3.1	-3.0	-2.7	-5.7	-4.5	-4.0
<u>4.8</u>	<u>4.8</u>	<u>4.7</u>	<u>4.4</u>	<u>7.4</u>	<u>6.2</u>	<u>5.7</u>
<u>4.5</u>	<u>3.5</u>		<u>4.1</u>	<u>2.7</u>	<u>3.5</u>	<u>4.5</u>

+50

-2.7	-2.7	-2.7
<u>4.4</u>	<u>4.4</u>	<u>4.4</u>
<u>4.5</u>		<u>4.5</u>

130

4.5 -2.8

B1M#3

4.75 -3.04 -3.08

+50

4.3 -2.6

+75

-3.0	-2.9	-2.8	-3.4	-3.1	-4.1
<u>4.7</u>	<u>4.6</u>	<u>4.5</u>	<u>5.1</u>	<u>4.8</u>	<u>5.8</u>
<u>4.5</u>	<u>3.5</u>		<u>5.2</u>	<u>3.5</u>	<u>4.5</u>

171
31

+50

32

+50

4.50 2.33

33

+50

34

+50

+67

42
288 -2.17

5.0 2.7

5.3 3.0

5.2

Lt. Rt. 20

$\frac{-3.1}{48}$ $\frac{-2.6}{43}$ $\frac{-2.7}{44}$ $\frac{-4.3}{60}$ $\frac{-4.7}{64}$ $\frac{-4.8}{65}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{10}{10}$ $\frac{20}{20}$ $\frac{35}{35}$ $\frac{45}{45}$

$\frac{-2.9}{46}$ $\frac{-3.0}{47}$ $\frac{-3.2}{49}$ $\frac{-5.0}{67}$ $\frac{-6.4}{81}$ $\frac{-3.5}{52}$ $\frac{-3.1}{48}$ $\frac{-3.0}{47}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{13}{13}$ $\frac{12}{12}$ $\frac{25}{25}$ $\frac{35}{35}$ $\frac{45}{45}$

$\frac{-2.8}{45}$ $\frac{-2.7}{44}$ $\frac{-2.7}{44}$ $\frac{-3.8}{55}$ $\frac{-4.5}{63}$ $\frac{-6.5}{83}$ $\frac{-3.1}{48}$ $\frac{-3.0}{47}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{12}{12}$ $\frac{6}{6}$ $\frac{10}{10}$ $\frac{25}{25}$ $\frac{45}{45}$ $\frac{45}{45}$

$\frac{-3.0}{47}$ $\frac{-2.8}{45}$ $\frac{-2.5}{42}$ $\frac{-3.0}{47}$ $\frac{-5.6}{73}$ $\frac{-2.1}{88}$ $\frac{-3.2}{49}$ $\frac{-2.9}{46}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{42}{42}$ $\frac{47}{47}$ $\frac{17}{17}$ $\frac{19}{19}$ $\frac{24}{24}$ $\frac{38}{38}$ $\frac{45}{45}$

(233)

$\frac{-2.6}{49}$ $\frac{-2.5}{48}$ $\frac{-2.9}{52}$ $\frac{-3.6}{59}$ $\frac{-4.5}{68}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{6}{6}$ $\frac{35}{35}$ $\frac{45}{45}$

$\frac{-3.4}{57}$ $\frac{-4.0}{63}$ $\frac{-5.9}{82}$ $\frac{-6.7}{90}$ $\frac{-2.6}{49}$ $\frac{-2.4}{47}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{20}{20}$ $\frac{28}{28}$ $\frac{45}{45}$ $\frac{45}{45}$

$\frac{-3.7}{60}$ $\frac{-5.2}{75}$ $\frac{-6.8}{91}$ $\frac{-2.6}{49}$ $\frac{-2.3}{46}$
 $\frac{45}{45}$ $\frac{35}{35}$ $\frac{91}{91}$ $\frac{49}{49}$ $\frac{46}{46}$ $\frac{45}{45}$ $\frac{45}{45}$

35

+40

+85

BW#4

36+07

+20

+50

37

+50

38

+50

39

+50

40

+50

233

188

5.22

1.65

-3.55 -3.57

44 -2.7

44 -2.7

48 -3.1

49 -3.2

49 -3.2

49 -3.2

4.70 1.13 5.22 -3.57

51 -4.0

44 -3.3

43 -3.2

Lt

Rt

21

-6.2	-2.9	-2.6	-2.4	-2.6
85	52	49	47	49
45	38	35		35+45

-2.2	-2.5	-4.7	-2.7	-2.7
45	48	70	50	50
45+35	8	6	35+45	

-6.5	-6.5	-5.7	-2.7	-2.8	-2.5
88	88	80	50	51	48
45	41	35	30	23	35+45

-6.9	-7.0	-6.9
86	87	86
45+35		35+45

-2.2	-2.3	-2.8	-5.2	-5.9	-6.3
39	40	45	69	76	80
45+35		20	30	38	45

1.13

41	4.7	-3.6
+50	4.6	-3.5
42	4.6	-3.5
+50	4.5	-3.4
43	4.6	-3.5
+50	4.6	-3.5

44

+15

+34

+50

45

4.21 - 3.08

4.11 1.03

$\frac{-4.8}{59}$	$\frac{-4.5}{56}$	$\frac{-4.4}{55}$	$\frac{-5.8}{69}$	$\frac{-4.0}{55}$	-3.6	$\frac{-3.6}{47}$
$\frac{45}{45}$	$\frac{35}{35}$	$\frac{37}{37}$	$\frac{28}{28}$	$\frac{25}{25}$		$\frac{35+45}{35+45}$
	$\frac{-6.8}{79}$	$\frac{-6.0}{71}$	$\frac{-4.3}{54}$	-3.6	$\frac{-4.1}{52}$	$\frac{-3.5}{46}$
$45+$	$\frac{35}{35}$	$\frac{18}{18}$	$\frac{14}{14}$	47	$\frac{15}{15}$	$\frac{35+45}{35+45}$
		$\frac{-3.6}{47}$	$\frac{-4.3}{54}$	-7.0	$\frac{-6.0}{71}$	$\frac{-4.3}{54}$
$45+$	$\frac{35}{35}$	$\frac{14}{14}$	8.1	$\frac{7}{7}$	$\frac{11}{11}$	$\frac{35+45}{35+45}$
	$\frac{-3.8}{49}$	$\frac{-4.2}{53}$	$\frac{-5.9}{70}$	$\frac{-7.4}{85}$	$\frac{-5.8}{69}$	$\frac{-4.3}{54}$
$45+$	$\frac{35}{35}$	$\frac{11}{11}$	$\frac{13}{13}$	$\frac{15}{15}$	$\frac{27}{27}$	$\frac{35+45}{35+45}$
	$\frac{-3.5}{46}$	$\frac{-3.4}{45}$	$\frac{-6.4}{75}$	$\frac{-4.6}{57}$	$\frac{-4.0}{51}$	
$45+$	$\frac{35}{35}$	$\frac{21}{21}$	$\frac{23}{23}$	$\frac{29}{29}$	$\frac{35+45}{35+45}$	

1.03

45+50

+65

+78

46

+50

47

+40

+49

+54

48

+50

Bm#5

4.21

1.13

4.7 -3.7

4.8 -3.8

4.8 -3.8

4.8 -3.8

4.9 -3.7

4.9 -3.7

4.75 -3.77 -3.71

4.11 -3.08

4.70 -3.57 -3.57

$\begin{array}{r} -3.6 \quad -4.3 \quad -5.3 \quad -3.8 \quad -3.9 \quad -4.1 \quad -5.8 \quad -3.8 \quad -3.6 \\ 4.6 \quad 5.3 \quad 6.3 \quad 4.8 \quad 4.9 \quad 5.1 \quad 6.8 \quad 4.8 \quad 4.5 \\ 45+35 \quad 28 \quad 13 \quad \quad \quad 10 \quad 15 \quad 20 \quad 27 \quad 35+45 \end{array}$

$\begin{array}{r} -3.8 \quad -5.1 \quad -3.6 \quad -4.2 \quad -5.3 \quad -5.6 \quad -3.8 \quad -3.6 \\ 4.8 \quad 6.1 \quad 4.6 \quad 5.2 \quad 6.3 \quad 6.6 \quad 4.8 \quad 4.6 \\ 45+35 \quad 28 \quad 21 \quad 4 \quad \quad \quad 11 \quad 22 \quad 35+45 \end{array}$

$\begin{array}{r} -4.0 \quad -5.2 \quad -4.0 \quad -3.6 \quad -3.6 \\ 5.0 \quad 6.2 \quad 5.0 \quad 4.6 \quad 4.6 \\ 4.5 \quad 3.5 \quad 2.9 \quad \quad \quad 3.5+4.5 \end{array}$

$\begin{array}{r} -3.8 \quad -4.0 \quad -3.7 \\ 4.8 \quad 5.0 \quad 4.7 \\ 45+35 \quad \quad \quad 35+45 \\ -6.6 \quad -6.6 \quad -6.5 \\ 7.6 \quad 7.6 \quad 7.5 \\ 45+35 \quad \quad \quad 35+45 \end{array}$

See Pg 9

Bm#4

1.03

45+50

+65

+78

46
+50

47

+40

+49

+54
48
+50

Bm#5

4.21 1.13

47 -3.7
48 -3.8
48 -3.8

48 -3.8
49 -3.7
49 -3.7
4.75 -3.72 -3.71
4.11 -3.08
4.70 -3.57 -3.57

6.30 BM
1.90 +
8.20 HI
5.87 TP
2.33 TP
3.53
5.86 HI
3.96
1.90 TP
4.04
5.94
4.83

1.11 TP
5.09
6.20
4.84
1.36 TP
1.96 HI
6.19
5.03 TP
1.29 HI
6.32

5.94
1.62
4.32

-3.12

9.41
6.32
0

9.41
3.12
6.29

B

Bm#5

-3.71

4.72

1.01

49

4.6 -3.6

+41.8

4.6 -3.6

50

4.5 -3.5

+50

4.6 -3.6

51

4.8 -3.8

+50

4.8 -3.8

52

4.9 -3.9

+50

5.0 -4.0

53

5.1 -4.1

+50

5.1 -4.1

54

5.0 -4.0

+50

5.9 -4.9

+67

+93

55

		-4.0	-4.9	-5.3	-6.0
		5.0	5.9	6.3	7.0
	45 + 35			35	45
-6.8	-4.1	-4.2	-5.4	-5.9	-6.9
7.8	5.1	5.2	6.4	6.9	7.9
45	39	35	42		35 + 45
		-9.2	-7.2	-8.4	
		10.2	9.2	9.4	
	45 + 35			35 + 45	
		-9.2	-6.8	-7.3	-3.9
		10.2	7.8	5.3	4.9
	45 + 35				35 + 45

1.01
 4.54 0.86 4.69 -3.68
 55+50

56

+50

57

+50

58

+50

59

+50

60

B/W #6

3.26

0.37

4.8 -3.9

4.9 -4.0

5.0 -4.1

5.3 -4.4

5.3 -4.4

3.79 -2.93 -2.91

5.0 -4.6

Lt.

.86

~~8.8~~ 8.3 6.3 4.3 -4.0
 9.7 9.2 7.2 5.2 4.9
 45 38 31 22

7.7 2.1 6.8 4.9 -3.8
 8.6 8.0 7.7 5.8 4.7
 45 38 31 22

7.1 6.8 5.2 -4.4 3.8 3.6
 8.0 7.7 6.1 5.3 4.7 4.5
 45 38 21 4 35+45

7.5 6.4 6.1 6.8 5.5 -3.8
 8.4 7.3 7.0 7.7 6.4 4.7
 45 38 33 28 21

7.1 7.4 5.5 4.0 -3.8
 8.0 8.3 6.4 4.9 4.7
 45 38 28 16

Rt.

25

4.0

4.9

3.8

4.7

3.8

4.7

See Pg 9

0.37

61			4.9	-4.5	
+50			4.7	-4.3	
62			4.5	-4.1	
+50			4.8	-4.4	
+69			5.5	-5.1	
+76			7.1	-6.7	
+83			4.5	-4.1	
63			4.5	-4.1	
BW#6A			4.48	-4.11	-4.09
+50			4.2	-4.2	
64			4.7	-4.3	
+50			4.5	-4.1	
65			5.1	-4.7	
	4.63	0.51	4.49	-4.1 _w	
+50			4.9	-4.4	
66			4.7	-4.2	
+50			4.8	-4.3	
67			4.7	-4.2	
+50			4.8	-4.3	
68			4.7	-4.2	
+50			4.8	-4.3	
69			5.0	-4.5	
BW#7			3.73	-3.44	-3.19

See Pg. 9

See Pg. 9

BENCH LEVELS

B.M

5.43	56.94		
2.70	56.60	3.04	53.90 ✓
2.56	52.38	6.78	49.82 ✓
3.89	50.70	5.57	46.81 ✓
0.33	44.82	6.21	44.49 ✓
1.60	37.31	9.11	35.71 ✓
2.20	31.98	7.53	29.78 ✓
4.29	30.99	5.28	26.70 ✓
3.65	29.31	5.33	25.66 ✓
3.85	28.90	4.26	25.05 ✓
2.61	26.52	4.99	23.91 ✓
4.47	26.54	4.45	22.07 ✓
3.46	24.55	5.45	21.09 ✓
3.33	22.07	5.81	18.74
3.76	19.70	6.13	15.94
4.32	19.81	4.21	15.49
5.50	22.56	3.05	16.76
6.45	26.56	2.15	20.11
6.29	31.10	1.75	24.81
4.07	34.26	0.91	30.19
		6.76	27.50

B.M#9

Check levels on next page.

Crown Point Side

27

(51.506)
City B.M. (E. from Mr. Hoopes) Brass Plug in
End Ret. NW Cor. Kendall & Grand - Pacific Beach.

July 25/27 }
Cote Notes
Culver ✕
Morgan +

Edge Walk NW Cor La Mancha & Crown Point Dr.

3/4" Pipe NW Cor Crown Pt. & La Cima -

On Lead & Tack in Curb So Side Crown Pt. Dr.
east of Ingraham -

CHECK LEVELS

BM#9

6.88	34.38		
1.74	31.34	4.78	29.60 ✓
1.46	25.93	6.87	24.47 ✓
1.57	20.64	6.86	19.07 ✓
4.55	19.69	5.50	15.14 ✓
6.04	21.69	4.04	15.65 ✓
5.84	24.17	3.36	18.33 ✓
6.04	26.22	3.99	20.18 ✓
5.18	27.19	4.21	22.01 ✓
5.06	28.60	3.65	23.54 ✓
4.84	29.36	4.08	24.52 ✓
5.59	30.29	4.66	24.70 ✓
4.77	31.27	3.79	26.50 ✓
5.93	33.03	4.17	27.10 ✓
7.03	37.78	2.28	30.75 ✓
8.49	44.00	2.27	35.51 ✓
6.62	50.11	0.51	43.49 ✓
5.38	51.80	3.69	46.44 ✓
6.31	55.54	2.57	49.43 ✓
4.73	57.85	2.42	53.12 ✓

27.50

See Bottom Pg. 27

BM

6.37 51.48 51.51

See Pg. 27

SOUNDINGS ACROSS

Station	Dist	Rod	Staff	Elev	Station
69+73.85	40	-0.7	-4.9	-5.6	70+13.85
7	75	2.3	✓	-7.2	+48.85
8	140	3.6	✓	-8.5	
4	285	2.4	-4.8	-7.2	
5	390	+0.5	✓	-4.3	
6	500	60	-4.7	-10.7	
7	610	12.0	✓	-16.7	
8	750	7.7	✓	-12.4	
9	880	10.0	✓	-14.7	
10	990	11.5	✓	-16.2	
11	1100	12.7	✓	-17.4	
14	1200	20	✓	-6.9	
13	1280	2.5	✓	-7.2	82+53.85
14	1370	2.2	✓	-6.9	83+43.85
15	1460	2.2	✓	-6.9	84+33.85
16	1550	2.3	✓	-7.0	85+23.85
17	1650	2.5	✓	-7.2	86+23.85
18	1700	2.5	✓	-7.2	86+73.85
19	1750	2.5	✓	-7.2	87+23.85
20	1800	2.5	✓	-7.2	87+73.85
21	1840	2.5	✓	-7.2	88+13.85
22	1980	2.3	✓	-7.0	89+53.85

see p. 10

MISSION BAY

Station	Dist	Rod	Staff	Elev.	Station
23	2020	2.2	4.6	-6.8	89+93.85
24	2060	2.2	✓	-6.8	90+83.85
25	2100	2.0	✓	-6.6	+73.85
26	2180	2.0	✓	-6.6	91+53.85
27	2200	2.0	✓	-6.6	+73.85

These soundings taken ahead from Sta 69+73.85

Note:
0.0 on Tide Staff = 0.00
San Diego City Datum

Station	Dist	Rod	Elev.	Staff	Station
69+73.85					
1	80	3.1	-8.1	-5.0	70+53.85
2	150	3.5	-9.5		71+23.85
3	170	3.3	-8.3		+43.85
4	220	2.0	-7.0		+93.85
5	280	1.7	-6.7		72+53.85
6	310	1.6	-6.6		+83.85
7	390	+0.5	-4.5		73+63.85
8	435	3.0	-8.0		74+08.85
9	460	5.5	-10.5		+33.85
10	500	9.6	-14.6		+73.85
11	550	11.5	-16.5		75+23.85
12	610	11.5	-16.5		+83.85
13	620	11.0	-16.0		+93.85
14	650	8.9	-13.9		76+23.85
15	695	7.8	-12.8		+68.85
16	730	7.5	-12.5		77+03.85
17	770	8.5	-13.6	-5.1	+43.85
18	800	9.2	-14.3		+73.85
19	865	11.0	-16.1		78+38.85
20	940	11.5	-16.6		79+13.85

Station	Dist	Rod	Elev.	Staff	Station
69+38.85					
21	1040	11.0	-16.1	5.1	79+78.85
22	1150	10.0	-15.0		80+88.85
23	1170	3.5	-8.5		81+08.85
24	1200	2.0	-7.2	5.2	+38.85

These soundings taken
ahead from Sta 69+73.85

π	Dist	Rod	Elev.	Staff	Station
111+08.09					
1	1930	0.8	- 7.1	- 6.3	91+78.09
2	1900	0.7	- 7.0		92+08.09
3	1840	0.5	- 6.8		+68.09
4	1800	0.5	- 6.8		93+08.09
5	1760	1.6	- 7.9		+48.09
6	1740	1.9	- 8.2		+68.09
7	1640	0.4	- 6.7		94+68.09
8	1530	0.0	- 6.3		95+78.09
9	1450	0.0	- 6.3		96+58.09
10	1340	+ 0.5	- 5.8		97+68.09
11	1260	+ 0.5	- 5.8		98+48.09
12	1160	0.0	- 6.3		99+48.09
13	1050	0.5	- 6.8		100+58.09
14	960	0.6	- 6.9		101+48.09
15	870	1.2	- 7.5		102+38.09
16	790	1.2	- 7.6	- 6.4	103+18.09
17	700	1.5	- 7.9		104+08.09
18	620	1.9	- 8.3		+88.09
19	560	1.8	- 8.2		105+48.09
20	530	1.8	- 8.2		+78.09
21	450	2.9	- 9.3		106+58.09
22	380	7.3	- 13.7		107+28.09

A	Dist	Rod	Elev.	Staff	Station
111+08.09					
23	305	4.8	- 11.2	- 6.4	108+03.09
24	230	5.9	- 12.3		+78.09
25	160	6.0	- 12.4		109+48.09
26	90	nd	- 8.4		110+18.09

These soundings taken
back from Sta. 111+08.09

Note:
0.0 on Tide staff = 0.00
San Diego City Datum -

B_W#8

2.85 3.15

0.30

See Pg. 8

110+60

111

9.5

-6.3

6.9

-3.7

+20

$$\begin{array}{r} -2.0 \\ 51 \\ \hline 45 \end{array} \quad \begin{array}{r} -2.2 \\ 53 \\ \hline 35 \end{array} \quad \begin{array}{r} -1.4 \\ 37 \\ \hline \end{array} \quad \begin{array}{r} -1.8 \\ 49 \\ \hline 35 \end{array} \quad \begin{array}{r} -1.7 \\ 48 \\ \hline 45 \end{array}$$

B_W#8

2.85

0.30

See Pg. 8

B_W#9

5.56 33.06

27.50

See Pg. 27

111+52

$$\begin{array}{r} 27.0 \\ 6.0 \\ \hline 45 \end{array} \quad \begin{array}{r} 26.3 \\ 6.8 \\ \hline 35 \end{array} \quad \begin{array}{r} 26.2 \\ 6.9 \\ \hline \end{array} \quad \begin{array}{r} 26.6 \\ 6.5 \\ \hline 35 \end{array} \quad \begin{array}{r} 26.8 \\ 6.3 \\ \hline 45 \end{array}$$

+60

$$\begin{array}{r} 28.4 \\ 4.7 \\ \hline 45 \end{array} \quad \begin{array}{r} 28.1 \\ 5.0 \\ \hline 35 \end{array} \quad \begin{array}{r} 28.4 \\ 4.7 \\ \hline \end{array} \quad \begin{array}{r} 28.1 \\ 5.0 \\ \hline 35 \end{array} \quad \begin{array}{r} 28.0 \\ 5.1 \\ \hline 45 \end{array}$$

+82¹³

On Line of curb

$$\begin{array}{r} 27.84 \\ 5.22 \\ \hline 45 \end{array} \quad \begin{array}{r} 27.78 \\ 5.28 \\ \hline 35 \end{array} \quad \begin{array}{r} 27.50 \\ 5.56 \\ \hline \end{array} \quad \begin{array}{r} 27.78 \\ 5.28 \\ \hline 35 \end{array} \quad \begin{array}{r} 27.85 \\ 5.21 \\ \hline 45 \end{array}$$

In Gutter

$$\begin{array}{r} 27.19 \\ 5.57 \\ \hline 45 \end{array} \quad \begin{array}{r} 27.02 \\ 6.04 \\ \hline 35 \end{array} \quad \begin{array}{r} 24.8 \\ 8.3 \\ \hline 35 \end{array} \quad \begin{array}{r} 26.43 \\ 6.63 \\ \hline 35 \end{array} \quad \begin{array}{r} 26.45 \\ 6.61 \\ \hline \end{array} \quad \begin{array}{r} 27.12 \\ 5.94 \\ \hline 35 \end{array} \quad \begin{array}{r} 27.23 \\ 5.83 \\ \hline 45 \end{array}$$

Collect

112+08

3306

On Pavement

+55

113

114

33

$\frac{27.61}{5.15}$	$\frac{27.33}{5.73}$	$\frac{27.31}{5.75}$	$\frac{27.44}{5.62}$	$\frac{27.44}{5.62}$	$\frac{27.42}{5.65}$	$\frac{27.90}{5.16}$
$\frac{100}{38}$	$\frac{100}{38}$	$\frac{100}{38}$	$\frac{100}{38}$	$\frac{100}{25}$	$\frac{100}{35}$	$\frac{100}{100}$
$\frac{29.9}{3.7}$	$\frac{29.4}{3.7}$	$\frac{28.1}{5.0}$	$\frac{28.15}{4.91}$	$\frac{27.4}{5.7}$	$\frac{28.0}{5.1}$	$\frac{27.5}{5.6}$
$\frac{100}{38}$	$\frac{100}{38}$	$\frac{100}{28}$	$\frac{100}{15}$	$\frac{100}{15}$	$\frac{100}{15}$	$\frac{100}{15}$
$\frac{29.5}{3.6}$	$\frac{29.5}{3.6}$	$\frac{28.4}{4.7}$	$\frac{28.40}{4.66}$	$\frac{27.7}{5.4}$	$\frac{28.2}{4.9}$	$\frac{27.5}{5.6}$
$\frac{100}{38}$	$\frac{100}{27}$	$\frac{100}{28}$	$\frac{100}{15}$	$\frac{100}{15}$	$\frac{100}{15}$	$\frac{100}{15}$
			Corb			Corb
				$\frac{29.0}{4.1}$		

34

16
52
10.6
21.60

4/37
2200
1937

111408
69774
4134
22
1937

16
63
07
E1.0
3834
3871
+1.34

16
71
H.M.
178
29.68
39.58

88
176

B.M

B.M -

T.P. -10.99

T.P. -11.40

B.M -8.14

18.69
28.59
+0.36

19.05
28.95
11.00

7.65
17.55
+0.57

8.22
18.12

28.34
1.34

29.68
10.99

18.69
.36

19.05
11.40
7.65
.57
8.22
8.14

Offset Hub. 41
E. side Cont. 41

18.70

B.M -8.14 0.08

T.P. -10.40
8.22
-2.18

S.S. Cov 216 E1 = 6.50 USC + GS
MW Cov 249 E1 = 4.708
ME 215 4.610
MW 248 5.148

MW Cov Kendall & Grand
Byan Plug End Ret. E1 = 51.506 City.

S.S. Cov Inside Prop Line
Lanuel & Hornblende Plug in One hour
E1 41.890 City.

Check.	M.I.	
0.08		28.34
8.13		1.34
	8.22	29.72
	0.57	11.03
		18.69
7.64		
11.78		
	19.42	
	0.72	
T.P. 18.70		
+ 11.05		29.75
		1.37
B.M. - 1.37		28.38

3. W. 81 = 25.59 Brass Plug, 3W Cor Voltage 3, Deface

π	Dist.	Staff	Pod	
				(44)
				491
				11 Pipe 35 Cor Crown & Tube
	8.09	26.78	18.69	
	2.99	29.42	0.35	26.43
	4.92	26.96	7.38	22.04
			4.28	22.68
				22.16
	6.81	34.41		27.60
			3.99	30.43
				29.87
	4.20	31.50		27.60
			11.61	20.19
			4.65	27.15
				27.20
	2.76	-0.43		-3.19

Estimated discrepancy in tide staffs = 0.30
7/25/27

5.1. 48
44 44
0.7

-3.71
1.19
3.10

4.16
3.77
19 3.30

-3.19
+ .11

0.30
0.1

0.37

3.41

-3.04

+ 2.48

-0.56

18 ends of pipe & CP on pipe
in Port of Salt Crown P. Dr.

