

1481

PASTS

LEVEL BOOK

No. 3861F

Indexed to page 23

C.S. 11
3-5-34

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

MICROFILMED

DEC 23 1964

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

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

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price:

In ordering Fabri-Hide covered books, add the letter "F" to catalog number.

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

Louis + Charlotte xxx BP. 34.00
Rovellawx SW TopHd 10x206

1	12 + B.	NVV COX.
	12 + C.	" " "
	12 + Market	SW
	12 + National	NE.
	14 + B.	NW
	18 + C.	" "
	24 + Imperial	NWT SE
	28 + H.	NE

✓ 12TC. Elev 84.978 Brass ply. End Return ¹
✓ 18TC. 56.87 N-E B.P.
✓ 29th H. 206.980 NW-cor Brs Ply. End Ret.
12th Market. 48.43 NW cor Brs Ply
12th National
✓ 14-B. 97.48 NW cor B.P.
24th Sup ✓ 54.975 NW^E cor B.P.
✓ 18th B. 68.07 N.E B.P.
✓ 28th + Upper. 328.80 N-E B.P.

Sta.	N.E. Coy	28 th + A. Sts.	curb Line	N. Side
	H.I.	Rod.	Elev	
Bm	212.06	+ 5.08	206.98	
0+0	28 th St. P.L. N. Side A	5.06	207.01	
+20		5.05	207.01	
+40		5.14	206.92	
+60		5.30	206.76	
+80		5.50	206.56	
+100		5.64	206.32	

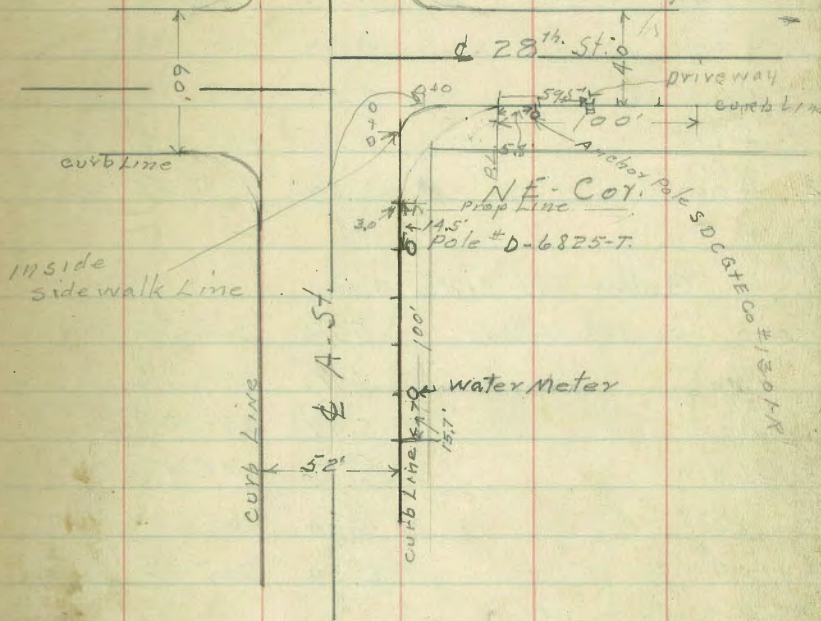
Curb Line E. Side 28 th			
0+0	A. St P.L. E. side 28 th	5.06	207.0
+20		4.88	207.18
+40		4.62	207.44
+60		4.36	207.70
+80		4.18	207.88
+100		3.90	208.16

Gutter E-Side 28 th		
0+0		206.57
+20		206.76
+40		207.06
+60		207.28
+80		207.47
+100		207.81

Intersection A-St + 28th
5.95 206.41

Inside Edge of Sidewalk assumed as P.L.
 Remeasurement - P.L. on 28th 10' From Curb Line
 P.L. on A 14' " " " "

N.W. Coy



Jan. 22nd 1934.

Agnew - Inst.

John Engert - Rod.

Arthur Higgins } chain
Chas. Colvin }

4 Large palm Trees on E-Side 28th 16' From curb Ret.

41' " " "

66' " " "

91' " " "

Radius of Return 9.95'

P.L. To Curb Line 28th St 13.0'

width of sidewalk 5.30'

P.L. To Curb Line A. St. 10.0'

width of sidewalk 5.30'

Water Manholes (Center) 4.6' From 28th Curb

" " 4.8' " A-St PL

size manhole
2.4' x 2.4'

☼ 28th St.

	H.I. 212.06	Rod.	Elev
0+0 ☼ 28 th P.L. of A.		5.12	206.94
+20		4.68	207.38
+40		4.33	207.73
+60		4.08	207.98
+80		3.80	208.26
+100		3.67	208.39

Gutter N. side A. St.

0+0. PL 28 th N-side.	5.76	206.30
+20	5.90	206.16
+40	5.97	206.09
+60	6.18	205.11
+80	6.34	205.72
+100	6.34	205.72

☼ A-st. 28th St.

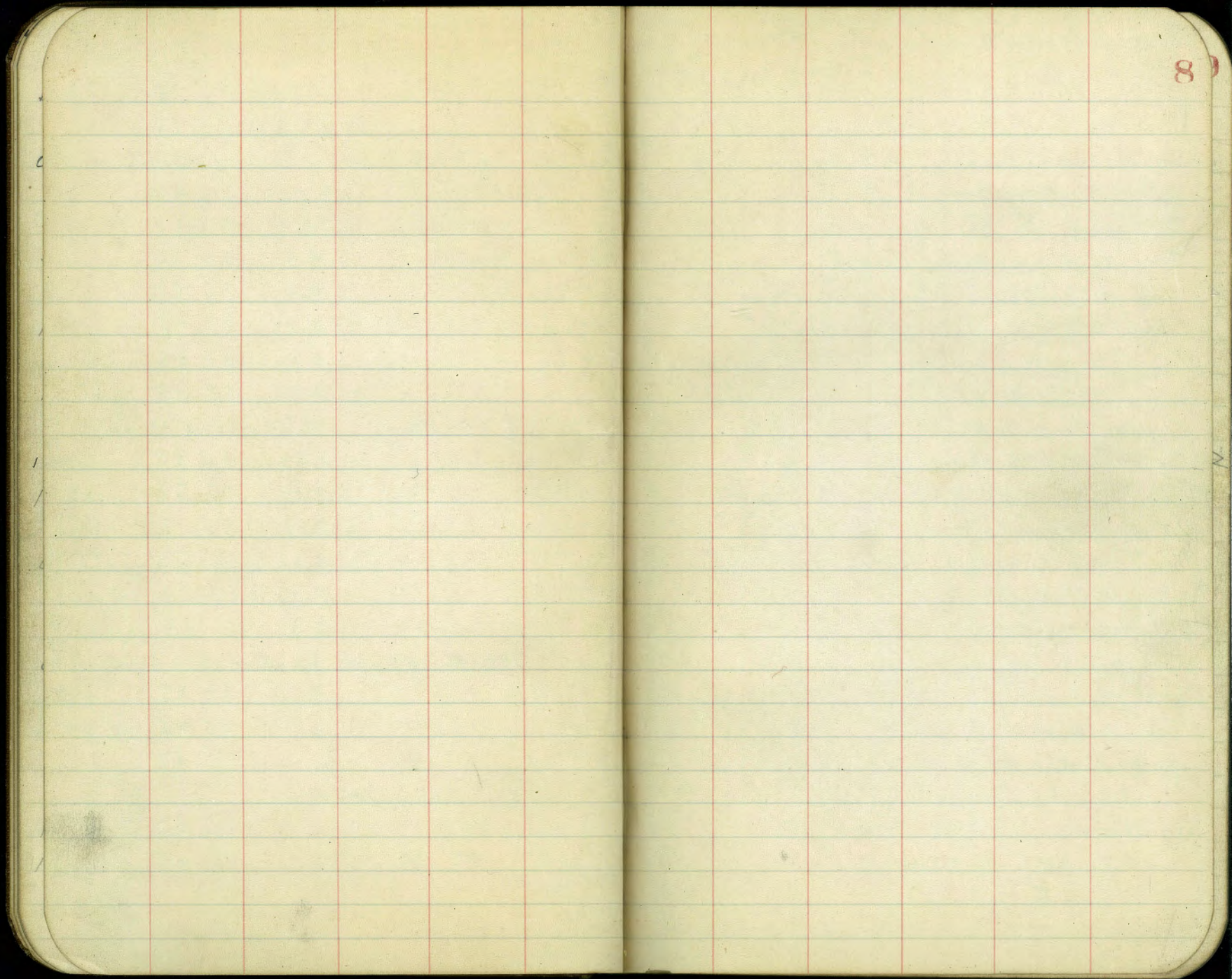
0+0 28 th P.L. E-side.	6.0	206.06
+20	6.06	206.00
+40	5.97	206.09
+60	6.18	205.88
+80	6.24	205.82
+100	6.35	205.71

N.W. Cor 18th + C.

	H.I.	Rod	Elev.
BM. N.E. Cor 18 th + C			56.84
	61.19	+4.32	
O.O PL Gutter.		5.70	55.49
+20		5.61	55.58
+40		5.28	55.91
+60		5.07	56.12
+80		4.83	56.36
+100		4.66	56.53
+120		4.27	56.92
+126		4.20	56.99
Top of curb 18 th St.			
+126		3.54	57.65
+104		3.86	57.33
+11		5.04	56.15
0+0		5.20	55.99
Top of curb Center of Return			
		5.19	56.00
			55.35
0+0 Gutter on C-St.		5.84	55.35
+20		6.11	55.08
+40		6.26	54.93
+60		6.73	54.47
+80		6.74	54.45
+100		6.85	54.34
+104 ^E		6.87	54.32

7

	H.I.	Rod	Elev
0+0 Top C-st. curb.		5.20	55.99
+104 ^E	61.19	6.25	54.94
Intersection of C+18 th			
		4.75	56.44
0+0 C-18 th + C-St. PL		4.71	56.48
+20 on 18 th		4.46	56.73
+40		4.21	56.98
+60		3.92	57.47
+80		3.73	57.46
+100		3.50	57.69
C - C-St.			
0+0		5.39	55.80
+20		5.58	55.61
+40		5.82	55.37
+60		6.04	55.15
+80		6.38	54.81
+100		6.35	54.84
P.L. Along C-St (Floor of service Sta.)			
0.0		4.82	56.37
+40		5.24	55.95
+100		5.92	55.27
P.L. Along 18 th St.			
+40		4.52	56.67
+100		3.76	57.43



West side 24th N.W. Coy

10

SDCG+E For Pole #P-106
Guy Wire anchor. 16.0' N PL. 0.8' Curb.

End Storm Dr. 22' From PL. 2.2' wide

SDCG+E Pole #P-106 33.3' PL. 1.5' To Curb.

Tree 9.5' N. PL. 1.6' to curb

Curb Line To PL. 8.0'

Sidewalk 5.3'

PL. To Storm Dr. M.H. 8.9' center of M.H.

Sewer M.H.

15.5' From PL. S-side 1mp S.E. Coy

28.2 " " E- " 24th " "

M.H. in center 24th

S.E. Coy.	S. Side of Imp.	Top of curb	
Sta	H.I.	Rod.	Elev.
B.M. NE cor	60.415	+5.44	54.975
0+0		6.44	53.97
+19 ⁵	End of Drwy	6.36	54.05
+72 ⁵		6.06	54.35
+80		6.05	54.36
1+00		5.96	54.45

Gutter S. Side Imp.

+022	End of Storm Dr.	7.44	52.97
+20		6.77	53.64
+40		6.62	53.79
+60		6.55	53.86
+80		6.39	54.02
1+00		6.30	54.11

Top of curb. E-Side 24th

0+20		6.78	53.63
+40		7.04	53.37
+532		7.28	53.13
+87		7.90	52.51
1+00		8.07	52.34

Gutter E side 24th

0+22	End Storm. Dr.	7.75	52.68
+40		8.05	52.36
+60		8.28	52.13
+80		8.50	51.91
1+00		8.92	51.49

N.W. Cor. W-side 24th Top of curb

Sta	H.I.	Rad.	Elev.
	60.415		
0+0		5.39	55.02
+20		5.0	55.41
+40		4.57	55.84
+60		4.10	56.31
+80		3.68	56.73
1+0		3.22	57.19

Gutter

+22	End of Stm Dr.	6.12	54.29
+40		5.20	55.21
+60		4.77	55.64
+80		4.27	56.14
1+00		3.86	56.55

N-Side Imperial N.W. Cor.

BM. N.E. Cor. 24 th Imp.			54.98
BM.	60.54	+5.56	
0+0		5.52	55.02
+20		5.31	55.23
+40		5.08	55.46
+60		4.80	55.74
+80		4.54	56.00
1+00		4.25	56.29

Gutter

0+02 ¹		6.50	54.04
+20		6.03	54.51
+40		5.79	54.75

Jan 23rd 1934.

Sam Agnew - Inst.
John Engert - Rod.
Arthur Higgins } ch.
Chas Colvin }

Gutter N-Side Imperial

+60	60.54	5.51	55.03
+80		5.26	55.28
1+00		4.94	55.60

Intersection of 24th Imp.

	6.06	54.48
--	------	-------

Imp. West.

0+0	5.98	54.56
+20	5.77	54.77
+40	5.40	55.14
+60	5.15	55.39
+80	4.82	55.72
1+00	4.57	55.97

Imp East.

0+0	5.80	54.74
+20	5.74	54.80
+40	5.65	54.89
+60	5.55	54.99
+80	5.46	55.08
1+00	5.36	55.18

§ 24th. South
 H.I. Rod. Elev
 60.54

0+0	6.38	54.16
+20	6.70	53.84
+40	7.06	53.48
+60	7.44	53.10
+80	7.75	52.79
1+00	8.10	52.44

§ 24th. North.

0+0	5.64	54.90
+20	5.32	55.22
+40	4.92	55.62
+60	4.48	56.06
+80	3.95	56.59
1+00	3.52	57.02

10' inside each Pt. on NW. cor

Top of Terrace	2.86	57.68
----------------	------	-------

N. Side B-St. in parkway inside of curb

- +001[±] Pole # D-5964-T 1.5 From curb.
- +14 Palm Tree 2.7' " "
- +32 " " " " "
- +36 Water Meter Box 1.5' " " To center
- +43[±] Palm Tree 2.7' " "
- +75[±] Water Meter Box 1.3' " " "
- +100 Pole # D-5965-T 1.4' " " "
- +24[±] walkway 4x5[±]

West Side 18th in parkway inside curb.

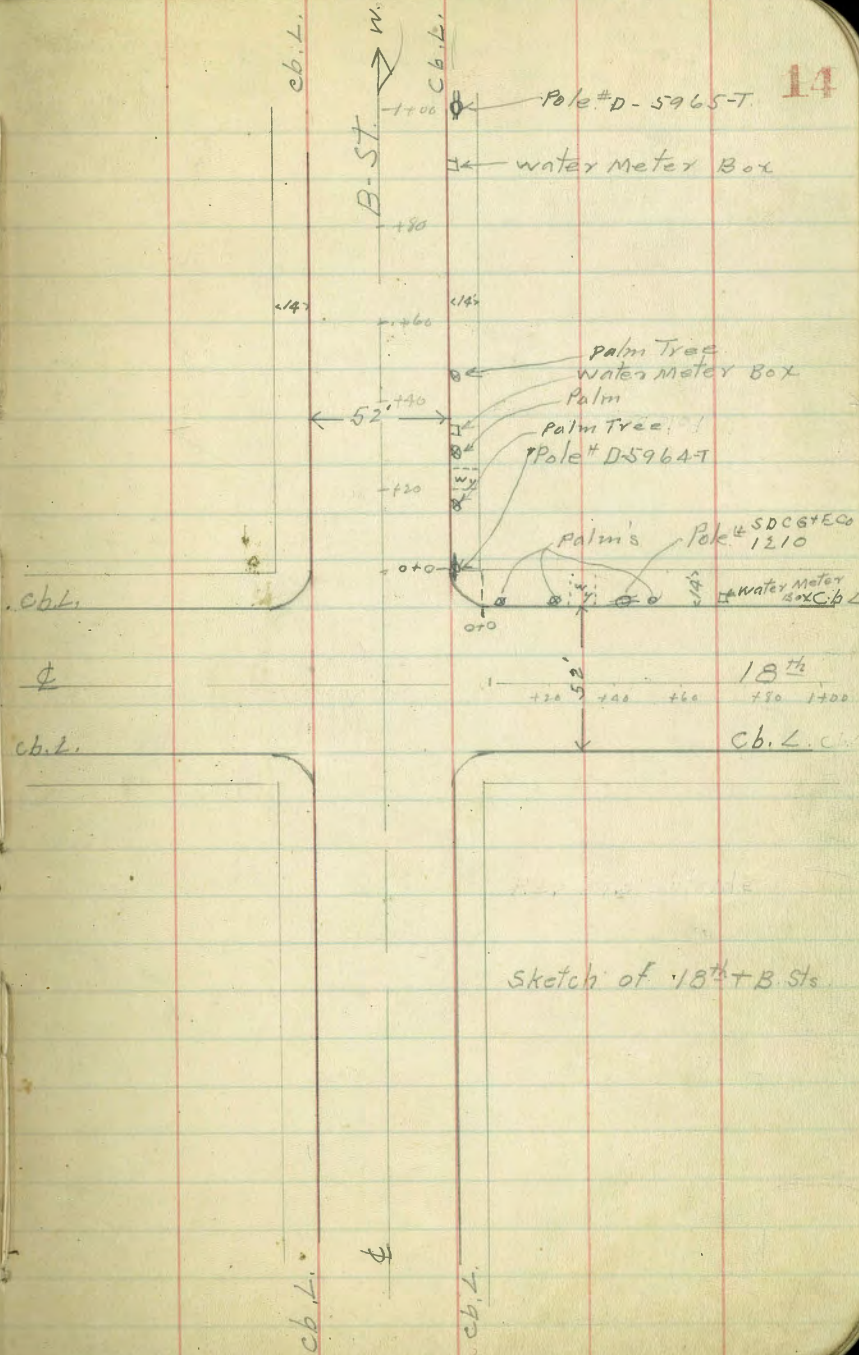
- +07 Palm Tree 2.6' From curb.
- +31[±] " " " " "
- +50[±] Pole SDC67EQ 1210 1.5' " " ☉
- +56[±] Palm Tree 2.6' " " "
- +76 Meter Box (water) 2.0' " " ☐
- +40[±] walkway 4.0x5.0'
- +82 " " " "

Sidewalks on both Sts 5.3' wide 4.0' From Cb.

Concrete Block wall on P.L.s 2.0' High

P.L.s 14.0' From outside of curb.

Radius curb Return 10.0'



Sta.	Notes 18 th + B. Sts.		Elev.
	H.I.	Rod.	
BM	18 th + B. N.E. Cox		68.07
BM	73.59	+5.52	
Top of curb along 18 th			
0+0		5.59	68.00
+20		4.99	69.10
+40		3.25	70.39
+60		2.08	71.51
+80		0.90	72.60
+100		+0.24	73.83
Gutter, along 18 th			
0+0		6.12	67.47
+20		5.03	68.56
+40		3.85	69.74
+60		2.70	70.89
+80		1.57	72.02
+100		0.39	73.20
Intersection of 18 th + B. Sts			
+ int. sec.		6.44	67.15
Center 18 th St. - N From B. St.			
0+0		5.44	68.15
+20		4.22	69.37
+40		3.18	70.41
+60		2.02	71.57
+80		0.81	72.78
+100		+0.37	73.96

Sta.	H.I.	Rod.	Elev.
Top of curb Along B-St.			
0+0	73.59	5.53	68.06
+20		5.24	68.35
+40		4.77	68.82
+60		4.38	69.21
+80		4.00	69.59
+100		3.63	69.96
Gutter Along B-St.			
0+0		6.25	67.34
+20		5.89	67.70
+40		5.53	68.06
+60		5.11	68.48
+80		4.72	68.87
+100		4.34	69.25
☉ = B-St. W From 18 th			
0+0		6.63	66.96
+20		6.20	67.39
+40		5.83	67.76
+60		5.42	68.17
+80		5.00	68.59
+100		4.58	69.01
In. Gutter Mid pt. of Return	6.26	N-Side	67.33 B-St.
" " B-St 1/4	6.77		66.82
" " " " 1/2	7.08		66.51
" " " " 3/4	7.49		66.10
" " " " Mid pt. Return	8.04	S-Side	65.55 B-St.

S-on 28th

+03	Stop sign	2.8'	From curb in Pk way		
+13	Tree	4.0'	"	"	"
+27 ^s	walk way	5.0'x7.4'			
+37	water Box	4.0'	"	"	"
+60	Palm Tree	4.0'	"	"	"
+73 ^s	walk way	5.0'x7.4'			
+77 ^s	water Box	4.7'	"	"	"
+88	Palm Tree	4.0'	"	"	"
+01.4	Gas Plate	1.0'	From Cb. in gutter	⊙	

E-on Upas

+01.1	SDCG+Eco Pole #2801	1.7'	From curb in Park way		
+05 ^s	Tree	2.7'	"	"	"
+142	Fireplug	1.3'	"	"	"
+22	Tree	2.7'	"	"	"
+373	"	"	"	"	"
+55 ^s	"	"	"	"	"
+69 ^s	"	"	"	"	"
+84 ^s	"	"	"	"	"
+993	"	"	"	"	"

Sidewalks 5.0' wide

on E-side 28th outside Curb to outside of

Sidewalk 7.5'

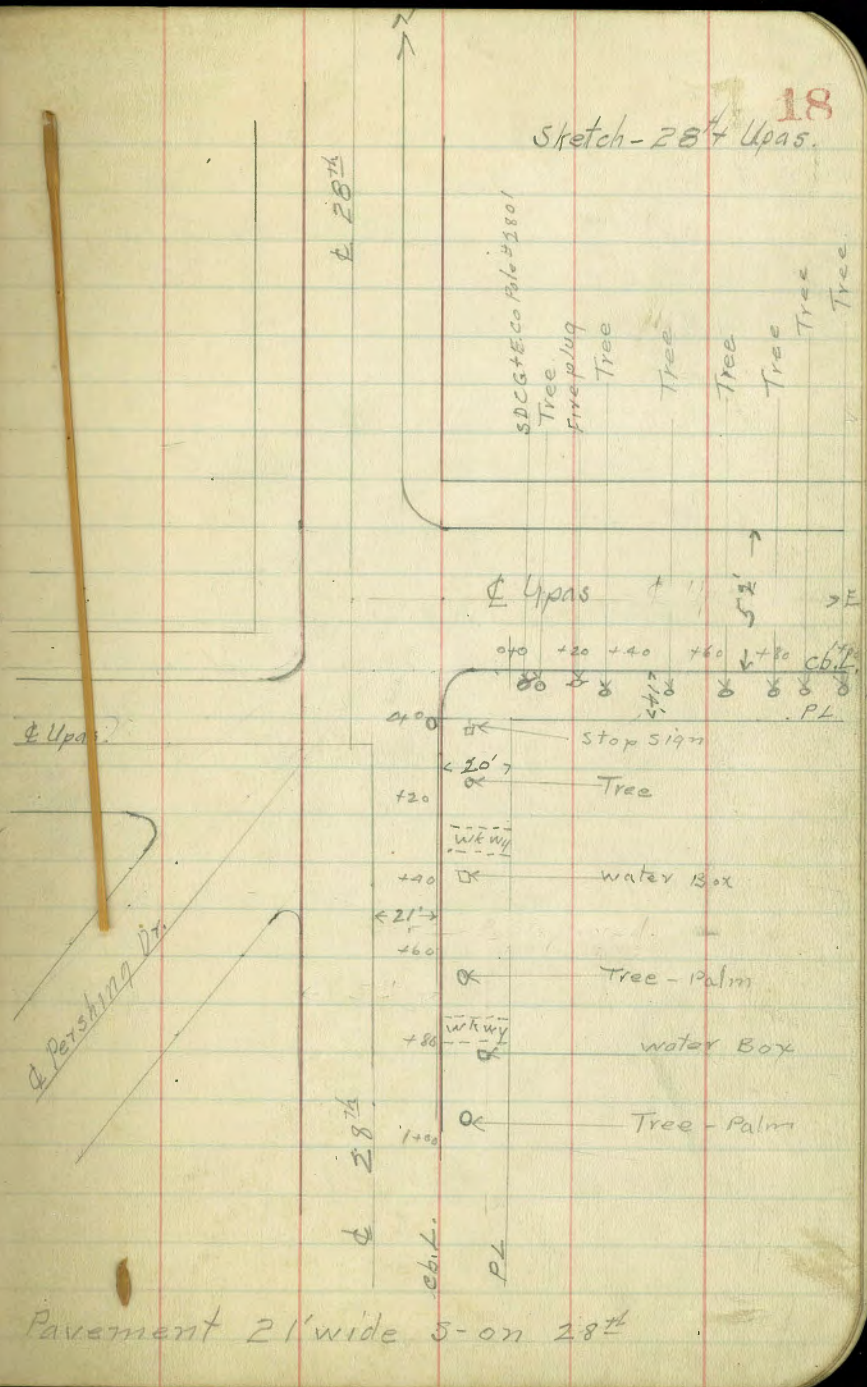
on S-side Upas, outside Curb to outside

of Sidewalk 4.6'

Pershing Dr.

Pavement 21' wide S-on 28th

Sketch-28th Upas.



Notes on 28th + Upas

B.M. N.E. Cor 334.34 + 5.54 328.80

S-on 28th +

0+0	Top of curd	5.55	328.79
+20		5.85	328.49
+40		6.10	328.24
+60		6.39	327.95
+80		6.64	327.70
1+00		6.93	327.41

S-on 28th Gutter

0+0	6.14	328.20
+20	6.40	327.94
+40	6.68	327.66
+60	6.93	327.41
+80	7.21	327.13
1+00	7.50	326.84

S-on 28th & of 28th

0+0	5.56	328.78
+20	5.85	328.49
+40	6.13	328.21
+60	6.39	327.95
+80	6.69	327.65
1+00	6.95	327.39

Sta.	HI	Rod	Elev
	E-on Upas Top of curb		
0+0	334.34	5.53	327.81
+20		5.44	328.90
+40		5.33	329.11
+60		5.24	329.10
+80		5.15	329.19
1+00		5.09	329.25

	E-on Upas. Gutter		
0+0	5.93		328.41
+20	5.86		328.48
+40	5.86		328.48
+60	5.76		328.58
+80	5.66		328.68
1+00	5.61		328.73

	E-on Upas - E		
0+0	5.03		329.31
+20	4.89		329.45
+40	4.80		329.54
+60	4.70		329.64
+80	4.59		329.75
1+00	4.50		329.84

111 Gutter Center of Return

6.03 328.31

Top of Curb 5.56 328.78
Center of Return

Intersection Upas-E+28¹/₂ 5.56 328.78

sta W-on B-st

0 + 0	Lamp Post (#1202 SDC&E-co)	1.8'	outside Edge curb Pkwy
+ 08	Power pole #P1198-R	1.5'	" " " " "
+ 20 ²	Palm	2.6'	" " " " "
+ 45	walkwy 4.0' x 8.5'		
+ 52 ²	Palm	2.6'	" " " " "
+ 71 ²	Iron plate plug	4.8'	" " " " "
+ 80	Lamp Post (#1200 SDC&E-co)	1.8'	" " " " "
+ 100	Power pole #P61116-R SDC&E-co	1.4'	" " " " "

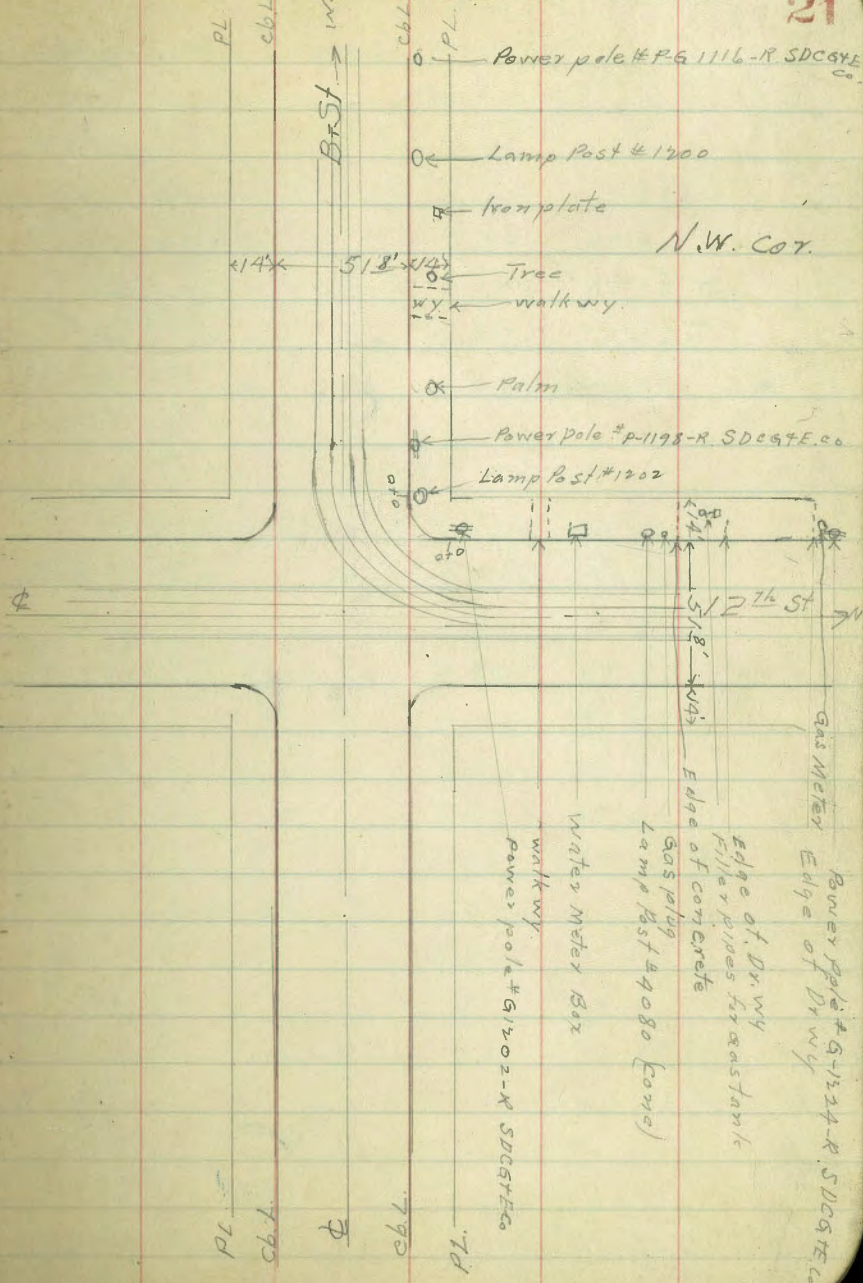
N-on 12th St.

+ 03'	Power pole G-1202-R, in From Ck	1.8'
+ 24'	walkwy 4.0' x 34'	
+ 31'	meter Box (water)	2.0'
+ 41 ⁵	Lamp Post (Conc)	1.8'
+ 45 ⁴	Gas plug	1.0'
+ 53'	End of conc Paving in Pkwy.	
+ 70 ⁵	Filler pipes to gas, tks	2.7'
+ 72'	End of Dr. wy.	
+ 17 ⁵	End of Dr. wy	
+ 18	Gas Meter Box	2.7'
+ 20	Power pole #G-1224-R SDC&E-co	1.5'

Radius of Return 11.0'

Sketch 12th + B- N.W. Cor

21



97.48
 3.95
 101.43

Level Notes 12th + B. N.W. Cor. 22
 HI Rod. Elev.

B.M. N.W. cor. 101.43 +3.95 97.48
 N-Along 12th St. - Top of curb -

0+0	3.96	97.47
+20	3.55	97.88
+40	3.07	98.36
+60	2.55	98.88
+72	2.24	99.19
+80	1.0	100.43

Gutter-Along 12th

0+0	4.40	97.03
+20	4.07	97.36
+40	3.46	97.97
+60	3.00	98.43
+80	2.49	98.94
+100	2.01	99.42
+120	1.48	99.95

C-12th St. N.

0+0	3.96	97.47
+20	3.50	97.93
+40	2.92	98.51
+60	2.45	98.98
	101.32	
+80	1.92	99.40
+100	1.47	99.85
+120	1.00	100.32

H.I. Rod. Elev.
W. Along B-St. Top of curb.

0+0	101.43	4.00	97.43
+20		5.25	96.18
+40		6.48	94.95
+60		7.71	93.72
+80		8.92	92.51
1+00		10.15	91.28

Gutter Along B-St.

0+0		4.72	96.71
+20		5.98	95.45
+40		7.23	94.20
+60		8.48	92.95
+80		9.68	91.75
1+00		10.90	90.53

☼ - B-St. W.

0+0		4.76	96.67
+20		5.65	95.78
+40		6.85	94.58
+60		8.02	93.41
+80		9.27	92.16
1+00		10.39	91.04
			96.91

☼ Intersection 12th B.Sts 4.52

Gutter mid. of Return 4.58 96.85

Top of curb " " " 3.99 97.44

Mid way between ☼ Int. & Mid. of Return 4.40 97.03

H. Rod. Elev.
101.32 + 3.84 97.48

97.48
3.84
101.32 **23**

Level Notes From BM 12th B-St

12th + c.
B.M. 12th B. 98.28 + 0.80 97.48
T.P. + 3.72 89.82 12.18 86.10
5.36 84.46

97.48
0.80
98.28
12.18
86.10
3.72
89.82
5.36
84.46

Notes on 12th C. St. N.W. Cor
 indexed to here
 C.T.K.

W-Along C-st.

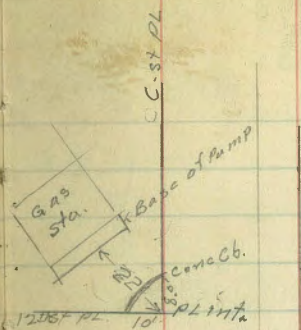
- 0+0 Lamp Post #1002 (conc.) 1.8' in From Cb.
- +18⁶ End of Dr. wy.
- +80² " " " "
- +84 Lamp Post #1000 (conc.) 1.5' " " "
- +89⁵ Palm. 2.9' " " "
- +106³ End of Dr. wy.

N-Along 12th St.

- +03¹ Power Pole #G-1102-R. 1.7' in From Cb.
- +07² Stop Sign. 2.0' " " "
- +09³ End of Dr. wy.
- +42³ End of Dr. wy.
- +43⁵ Lamp Post (conc.) 1.8' " " "
- +47¹ Water Meter Box 1.5' " " "
- +48⁶ End of Dr. wy.
- +80¹ " " " "
- +99¹ Power Pole #G-1126-R 1.7' " " "
- +100 End of Dr. wy.
- +108 " " " "

SDC&TECO

Iron post for sign 1.0' inside Int. PLs.
 width Sidewalks 5.3'
 Radius of Return 105'
 outside Sidewalks To outside Curb 4.7'



Sketch 12th C. St. N.W. Cor. 25

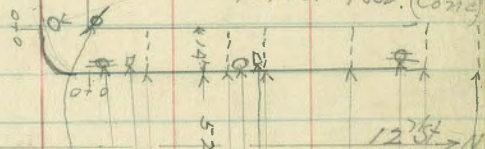
End of Dr. wy
 Palm
 Lamp post #1000 (conc.)
 End of Dr. wy.

← 52' → 144

N.W. Cor.

Gas. Sta.
 End of Dr. wy.

Lamp Post #1002 (conc.)



Sign Post.

End of Dr. wy.
 Stop sign
 Power Pole. SDC&TECO #G-1102-R

End of Dr. wy.
 Water Meter Box
 Lamp Post (conc.)
 End of Dr. wy.

End of Dr. wy.

End of Dr. wy.
 Power Pole SDC&TECO #G-1126-R

End of Dr. wy.

82.26
 5.39
 87.85

Sta. H.I. Rod Elev

26

Level Notes 12th + C Sts N.W. Cor

BM 12th C N.W. Cor. 89.85 + 5.39 84.46

W. Along C-St. Top of curb.

0+0 5.39 84.46

+186 E-End Drwy 5.91 83.94

+809 W- " " " 7.75 82.10

+1+00 8.37 81.48

Gutter Along C-St. W.

0+0 6.09 83.76

+20 6.67 83.18

+40 7.31 82.54

+60 7.89 81.96

+80 8.35 81.50

+1+00 9.06 80.79

☒ C-St. W.

0+0 6.00 83.85

+20 6.49 83.36

+40 7.10 82.75

+60 7.72 82.13

+80 8.10 81.75

+1+00 8.74 81.11

N - Along 12 th St. Top of curb.			
0+0	89.85	5.43	84.42
+09 ²	S-End Dr Wy	5.10	84.75
+42 ²	N-End " "	3.76	86.09
+98 ⁶	S- " " "	3.51	86.34
+80	N- " " "	2.30	87.55
1+08		1.02	88.83

Gutter Along 12 th W.			
0+0		5.82	84.03
+20		5.08	84.77
+40		4.31	85.54
+60		3.52	86.33
+80		2.72	87.13
1+08		1.62	88.23

@ 12 th N.			
0+0		5.30	84.55
+20		4.58	85.27
+40		3.81	86.04
+60		3.01	86.84
+80		2.22	87.63
1+08		1.06	88.79

	H.I.	Rod	Elev
	89.85		
Int. @ 12 th + est.		5.86	83.99
Mid pt on Return		5.94	83.91
" " " "		5.40	84.45
Mid wy between @ 12 th +		5.80	84.05

Notes 12th + Mkt. S.W. cor.

W - Along Mkt.

0+0	Power Pole #R-1199G	10'	14'	From	cb.
+042	Signal Box	12	"	"	"
+068	Filler pipes	25	"	"	"
+102	"	"	"	"	"
+142'	"	"	"	"	"
+19'	"	"	"	"	"
+91'	Signal.	16'	"	"	"
+25'	Lamp Post #83.	23	"	"	"
+275'	End Drwy. (E)				
+715'	"				
+745'	Bus Stop Sign	23'	"	"	"
+983'	Power Pole #P.R.1127G	16'	"	"	"

S - Along 12th St.

+022	Power Pole #598	16'	"	"	"
+085	Fire plug	15'	"	"	"
+112	Lamp Post #4030.	22'	"	"	"
+19	End Drwy. (N)				
+502	Water Meter Box	16'	"	"	"
+682	End Drwy. (S)				
+96'	Power Pole SDC&E Co.	16'	"	"	"

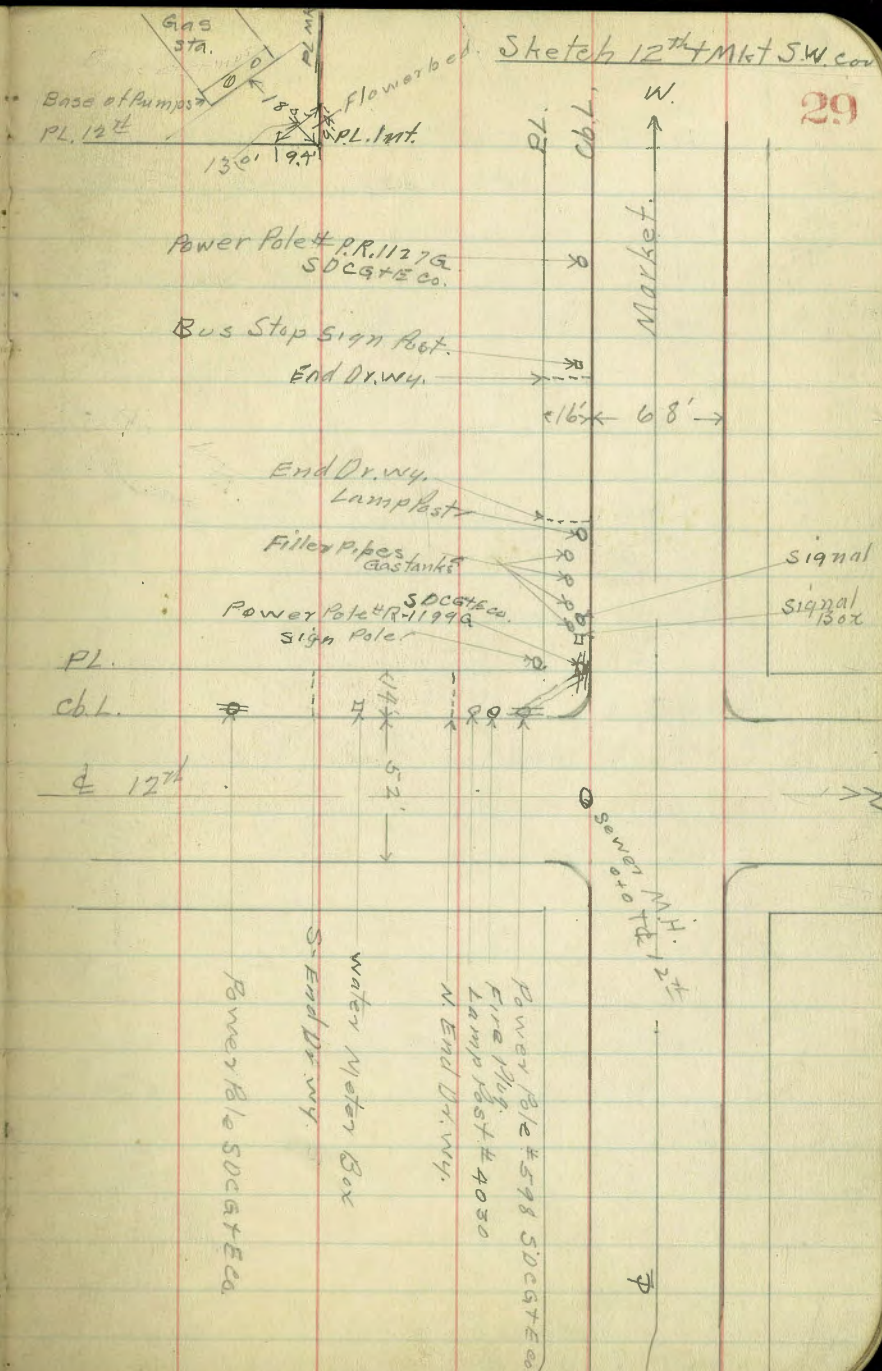
Radius of Return 125'

width sidewalk on 12th St 53'

out Edge sidewalk to out Edge curb 42'

Sketch 12th + Mkt S.W. cor

29



Level Notes 12th + Mkt. S.W. cor. 30

	H.I.	Rod.	Elev
B.M. N.W. cor.	52.73	+4.30	48.43

Along Mkt. W. Top of curb

0+0		5.30	47.43
+20		5.62	47.11
+27 ⁵	End Dr. way (E)	5.28	47.45
+71 ⁴	" " (W)	6.48	46.25
+80		6.82	45.91
1+00		6.78	45.95

Gutter Along Mkt.

0+0		5.73	47.64
+20		6.09	46.64
+40		6.38	46.35
+60		6.68	46.05
+80		7.02	45.71
1+00		7.33	45.40

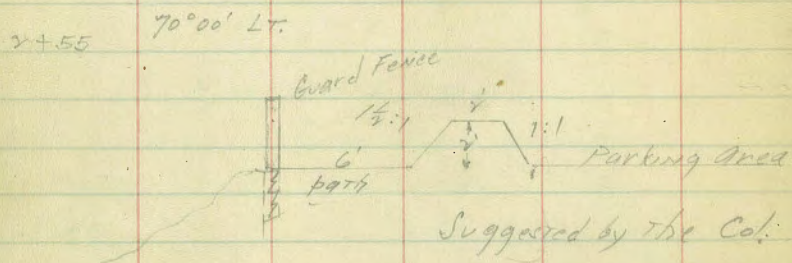
☐ Mkt. W.

0+0		4.25	48.48
+20		4.45	48.28
+40		4.77	47.96
+60		5.08	47.65
+80		5.38	47.35
1+00		5.68	47.05

Location for Parking Area
S. of old Spanish Lighthouse, Pt. Loma.

6+00 South LIMIT of Parking Area.

Moore
Jessen
Northern
2-16-34



0+93 $\Delta = 22^\circ 45'$ RT
 $R = 300'$

± of State Road = 0+00 (under construction)

± Grade

138+25 = 417.66

138+50 = 417.23

thence - 2.78%

$\Delta = 88^\circ 56'$

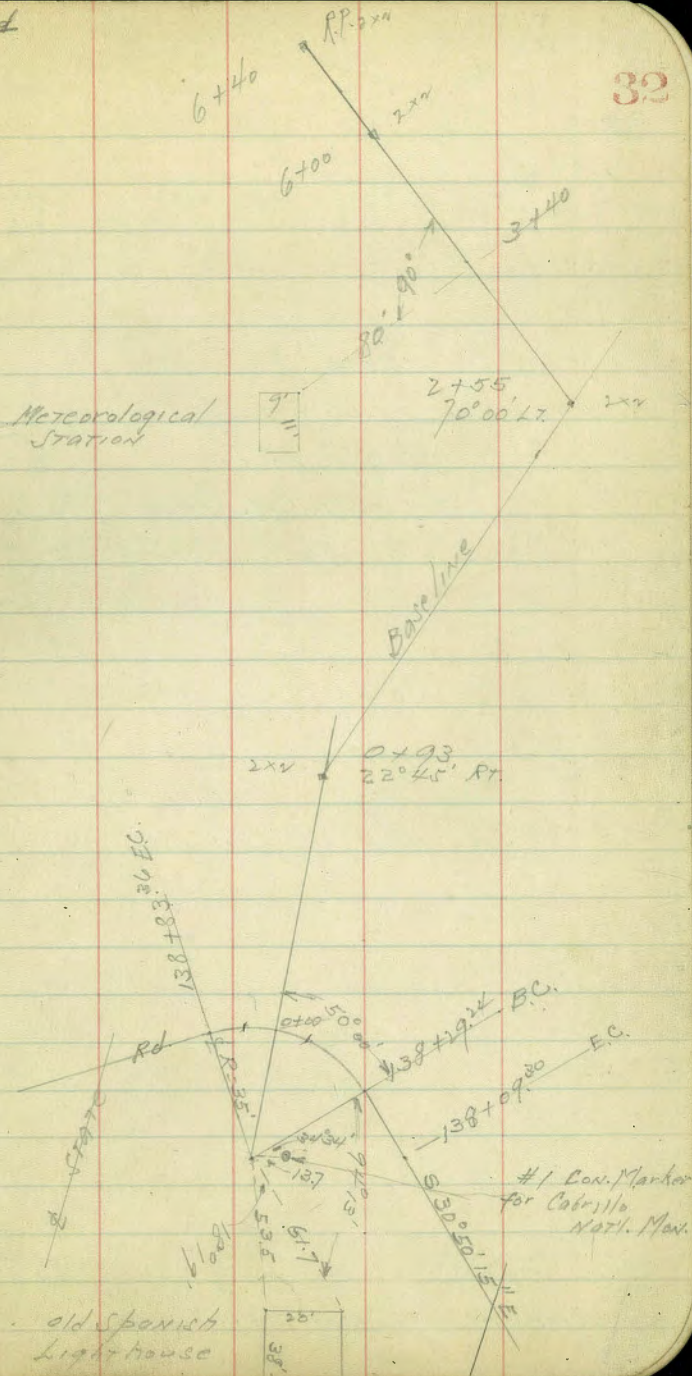
$\pm R = 35'$

$T = 34.15'$

$L = 54.12'$

indexed
C.S.K.

32



Levels for Parking Area
S. of Old Spanish Lighthouse.

3700

2+55 P.I. Hub taken on split of S

Note!

2+00

LIMITS of Parking Area.

Suggested by

Lt. Col. George Rublen, Jr.

C.O. Harbor Defenses

of San Diego

Moore

1+65

1+30

0+93 P.I. taken on split of S

0+38

0+93

B.M. 3.45 420.90 417.45

Cave. Deadman 11 Pt. of 0+38

33

Lt.	413.9	415.0	Baseline	414.1	412.2	409.8
$\frac{70}{25}$	$\frac{59}{25}$		9.8	$\frac{8.7}{40}$	$\frac{11.1}{70}$	
LIMIT					LIMIT	

413.7	415.9	415.5	413.77	412.0	408.9
$\frac{70}{25}$	$\frac{50}{25}$	$\frac{57}{25}$	7.2	$\frac{8.9}{40}$	$\frac{12.0}{70}$
LIMIT					LIMIT

414.0	416.1	415.5	415.5	414.1
$\frac{69}{25}$	$\frac{40}{25}$	5.4	$\frac{5.4}{20}$	$\frac{6.8}{50}$
LIMIT				LIMIT

412.6	416.3	416.1	415.8	413.2
$\frac{6.3}{20}$	$\frac{8.6}{20}$	4.8	$\frac{5.1}{20}$	$\frac{7.7}{40}$
LIMIT				LIMIT

412.5	415.4	416.1	415.7	412.0
$\frac{8.4}{25}$	$\frac{15.5}{20}$	4.8	$\frac{5.2}{23}$	$\frac{8.9}{40}$
LIMIT				LIMIT

412.9	415.2	416.3	415.9	411.4
$\frac{8.0}{40}$	$\frac{5.7}{20}$	4.6	$\frac{4.0}{23}$	$\frac{7.5}{40}$
LIMIT				LIMIT

← 11 70 B.M. Cave. Deadman
El. 417.45

412.2	414.2	417.7	417.2	417.3	414.7	410.6
$\frac{8.7}{60}$	$\frac{6.7}{40}$	$\frac{8.2}{17}$	3.8	$\frac{3.6}{11}$	$\frac{6.2}{20}$	$\frac{10.3}{40}$

420.90

200+100 to 500 ft. (1st 1)
Fill out from 2

6740 - R.P. on Hub - Rim of Cliff

6700 = Southern Limits on Hub
of Parking Area

5750

5700

4750

4700

3750

42090

L7.

Baseline

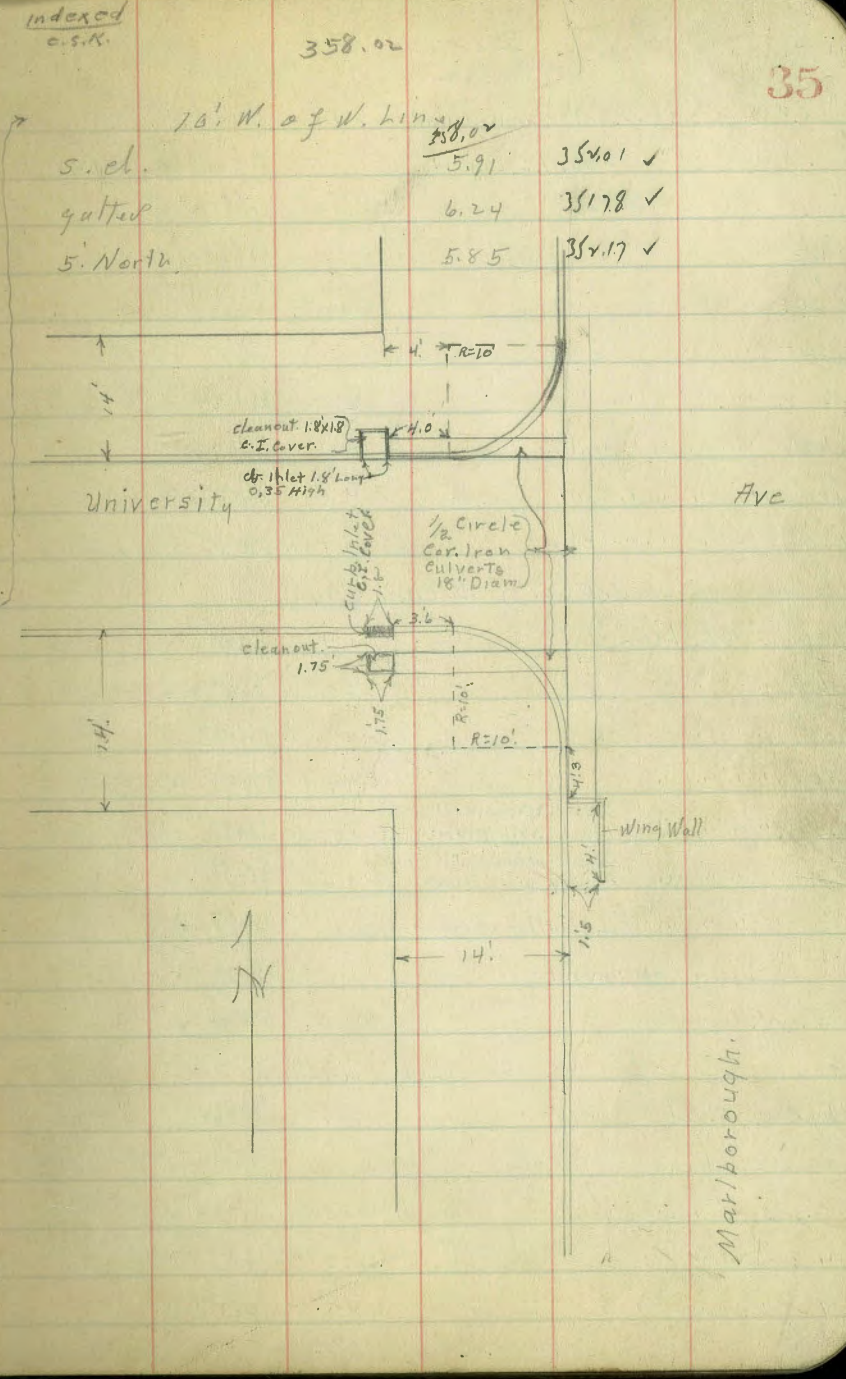
PT.

34

405.5	409.5	405.72	406.1	
$\frac{13.2}{25}$	$\frac{11.2}{25}$	$\frac{12.8}{15}$	$\frac{12.8}{15}$	R.M.
R.M.				
409.0	410.9	410.34	408.0	
$\frac{11.9}{50}$	$\frac{10.0}{20}$	1056	$\frac{12.9}{20}$	20' out Limit
LIMIT				
409.4	411.4	410.8	409.7	407.9
$\frac{11.2}{50}$	$\frac{8}{20}$	101	$\frac{11.2}{25}$	$\frac{12.0}{50}$ R.M.
LIMIT			LIMIT	
410.2	411.5	411.5	410.0	407.6
$\frac{10.7}{50}$	$\frac{9.2}{40}$	$\frac{9.2}{40}$	$\frac{10.7}{20}$	$\frac{12.3}{60}$ R.M. 50' out LIMIT
LIMIT				
410.6	412.4	411.8	409.6	405.7
$\frac{10.2}{50}$	$\frac{8.2}{25}$	9.1	$\frac{11.3}{50}$	$\frac{15.2}{100}$ R.M.
LIMIT			LIMIT	
410.8	412.7	412.3	410.7	407.6
$\frac{10.1}{50}$	$\frac{8.2}{25}$	8.6	$\frac{10.2}{50}$	$\frac{13.3}{100}$
LIMIT			LIMIT	
411.7	413.9	413.1	411.1	405.3
$\frac{9.2}{50}$	$\frac{7.0}{25}$	7.8	$\frac{9.8}{50}$	$\frac{12.6}{100}$
LIMIT			LIMIT	
		420.90		

3/1/24 Drainage Levels S.W. Cor. Univ. + Marlborough
 Miller, Walker, Bliss
 See Page 71.

B.M. B.P.	5.78	357.71	351.93	N.W. Central + Univ.
T.P. B.M. B.P.	4.01	357.92	353.91	N.W. 41st + Univ.
T.P. B.M. B.P.	5.35	358.02	352.67	N.W. Univ. + Marlborough
50' W. of W. Line Marlborough				
s. ch.		5.57	35248 ✓	
gutter		5.96	35206 ✓	
5' North.		5.53	35249 ✓	
30' W. of W. Line Marlborough				
s. ch.		5.78	35244 ✓	
gutter		6.30	35172 ✓	
5' N.		5.89	35213 ✓	
14' W. of W. Line = W. End. curb. inlet 1.8' long.				
s. Line on cont. walk		5.65	35237 ✓	
s. ch.		5.90	35212 ✓	
gutter		4.42	35160 ✓	
+ 5' North		5.83	35219 ✓	
0.5' W. of W. Line				
gutter inlet & ch. inlet.		6.55	35147 ✓	
0.4' E. of W. Line = E. End. ch. inlet				
s. ch.		5.87	35215 ✓	
gutter		6.36	35166 ✓	
+ 5' N.		5.80	35222 ✓	
14' E. of W. Line = W. ch. Marlborough				
5' N. of s. ch.		5.48	35254 ✓	
s. ch. line on Pavmt.		5.72	35230 ✓	
0.3 s. of s. line on curb		5.95	35207 ✓	



358.02
W. curb line 358.02

0.3' S. of S. line gutter on wing wall	6.12	35190 ✓
0.3' " " " gutter F.L. Culvert	7.07	35095 ✓ outlet
4.3' " " " " cl.	6.13	35189 ✓
4.3' " " " " gutter	7.11	35091 ✓
10' " " " " "	7.12	35090
30' " " " " "	7.09	35093
30' " " " " curb	6.31	35171 ✓
60' " " " " "	6.68	35134 ✓
60' " " " " gutter	7.36	35066 ✓
100' " " " " "	7.65	35037 ✓
100' " " " " cl.	7.27	35075 ✓

1.5' E. of W. Curb Line

100' S. of S. Line	7.64	35038 ✓
60' " " " "	7.30	35072 ✓
30' " " " "	6.95	35107 ✓
90' " " " "	6.99	35103 ✓
4.3' " " " " { S. End Wing Wall Flush with Pavmt.	7.09	35093 ✓
0.3' " " " " { N. End wing wall Flush with Pavmt.	6.06	35196 ✓
0.3' " " " " F.L. Outlet of Culvert	7.03	35099 ✓
S. cl. line on pavmt.	5.63	35239 ✓
5' N. " " "	5.42	35260 ✓

5' E. of W. cl. Line

5' N. of S. cl.	5.38	35264 ✓
S. cl. line	5.52	35250 ✓
0.3' S. of S. Line	5.85	35217 ✓
4.3' " " " "	6.32	35170 ✓
10' " " " "	6.45	35157 ✓

358.02

358.02

30' S. of S. Line	6.60	35142 ✓
60' " " " "	6.89	35113 ✓
100' " " " "	7.32	35070 ✓

See Page 71.

± P.O.W. Levels.
 Bk A Belle Crest

Moore
 Sisson
 Northern
 1-2-34

52026

indexed
 6.15.14.

37

Landis Chamaine	6.10	347.10	341.00	NWBP	7.5	332.9
10 S of Landis 0+00		4.9	342.2	not paved	4.50	330.1
0+10 Gutter dirt		5.0	342.1		+55	Elect. pole 15 east
" Top of		4.72	342.38		56	
0+16 N edge sidewalk		4.55	342.55		T.P.	3.03 330.81 12.58 327.78
+17N Elect. pole 15 east		4.50	342.60		+22	Sewer front east
+20.33 edge sidewalk		5.0	342.10		+48.7	NL Dwight
+30 N fence on line		5.5	341.30		+70.7	N of
+46 S. " " "		6.0	341.10		6+887	± Top S.M.H.
+700		6.4	340.7		T.P.	9.73 339.90 0.64 330.17
+722 Elect. pole 15 East		6.8	340.3			
+750		6.7	340.4	chicken Coop		
+772 N end fence on line		7.0	340.1	1 west		
+91 Send chicken Coop		7.0	340.1			
T.P.	4.70	345.12	340.42			
+724 Elect. pole 15 east		4.5	340.6			
+750		5.2	339.9			
+772 Send fence on line		5.9	339.2			
T.P.	0.99	340.36	339.37			
+733 Elect. pole 15 east		2.8	337.6			
+750		4.1	336.3			
+734 Elect. pole 15 east		5.8	334.6			

No M.H.
 See Taylor
 for location

Dwight not
 paved & no
 sidewalk or
 curb at
 this point

± R.O.W. Levels
Bik B Belle Crest

339.90

± Dwight = 0+00 on paving	6.74	333.16
0+18 gut. paving	6.22	333.68
0+18 Top of	5.09	334.41
0+23 N edge sidewalk	5.41	334.49
+40 N.E. lawn	4.2	335.7
+67 ± Top S.M.H.	3.00	336.9 15 east
1+00	2.5	337.6
+18 Elect. pole 15 east		
+50	1.2	338.5
T.P. 6.75 345.21	1.34	338.56
1+66 S end fence on line		
1+77 N " " "		
2+00	5.9	339.4
+17 S end of fence on line		
+41		
+50	5.4	339.9
+67 Elect. pole 15 east		
2	4.5	340.8
+50	3.9	341.4
+66 Elect. pole 15 east		
± N edge house 15 west	2.6	342.7 S edge Gar. 15 west
T.P. 7.88 350.83	2.36	342.95
4+17 N edge Gar. 15 west		
+50	7.5	343.3

350.83

38

±68 Elect. pole 15 east			
±5+00	6.5	344.3	
±450	5.4	345.4	
+67 Elect. pole 15 east			Note!
±6+00	4.0	346.8	6+75 power pole on 2.81k.
±450	2.5	347.3	
±67 S.E. Landis	4.5	346.3	
+69 S edge 4.3 Sidewalk	4.66	346.17	Landis
+79 Currier dirt	5.4	345.4	NOT found
±6+89 = 10 S of E St.	5.2	345.6	
T.P. 4.06 349.61	5.25	345.57	
T.P. 10.65 349.82	10.44	349.17	

± POW Levels
 BIK C Belle Crest

349.84

10'S. E Landis - 0700	14.20	337.62	on paving
0+10 gut	12.27	337.55	" "
" "	11.73	338.09	Top of
0+11 Elect. pole 1' west			
+20 S edge 4.5 walk	11.58	338.24	
+30	9.0	340.8	
+50	7.3	342.5	
1	5.8	344.0	
+23 Elect. pole 1.0 West			
+50	4.0	345.8	
2	2.4	346.4	
+21 Elect. pole on E side			
+50	3.0	346.8	
3	4.0	345.8	
T.P. 2.8N 348.31	4.33	345.49	
+22 Elect. pole 0.5 West			
+50	3.4	343.9	
4	4.1	344.2	
+24 Elect. pole on E			
+50	4.7	343.6	
5	5.3	343.0	
+25 Elect. pole E			
+50	7.0	341.3	
T.P. 1.93 342.44	6.80	341.51	
6+00	3.5	339.9	

39

343.44

6+21 S.M.H. 1.5 E E	3.70	339.74	Top rim
+31 Elect. pole E			
6+49.1 NE Dwight	4.3	339.1	
+66.1 N edge sidewalk	4.78	338.66	
+71.1 Top of	4.88	338.56	
+71.1 Gut. paving	5.51	337.93	
+89.1 E Dwight "	5.48	337.96	
T.P. 6.80 343.77	6.47	336.97	

Location of Existing Water Meters

S.L.	A	C	B
1	W 24	W 16	W 20
2	W 20	W 22	W 20
3	W 22	W 18	W 20
4	W 21	W 17	W 20
5	W 20	W 16	W 20
6	W 19	W 15	W 20
7	W 18	W 14	W 20
8	W 17	W 13	W 20
9	W 16	W 12	W 20
10	W 15	W 11	W 20
11	W 14	W 10	W 20
12	W 13	W 9	W 20

N.L. *Bungalow*

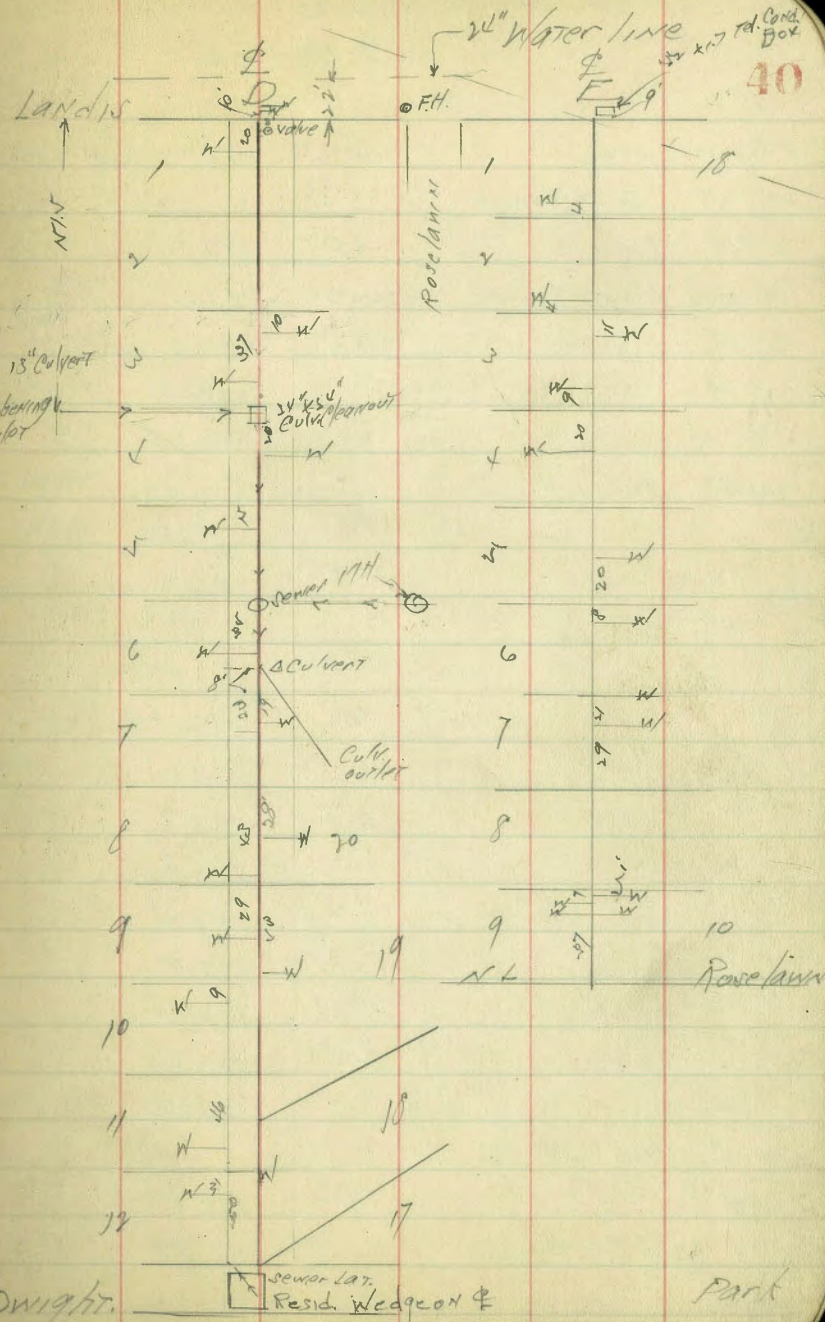
Sewer \odot M.H.

valve

Dwight

Sewer Lat. Resid. Wedgeon Φ

Park



24" Water line
 34" x 17" rd. Cond. Box
 40

Landis
 N.W.

15" Culvert
 Gobearing Inlet

24" x 17" Culvert

Open M.H.

8" Culvert

Culvert outlet

Rose lawn

10
 Rose lawn

Sewer Lat. Resid. Wedgeon Φ

± ROW Levels
Blk D Belle Crest

343.77

± DWIGHT = 0400	6.80	336.97	Top of Top MH
0 +18 Cur. paving	7.33	336.44	
0 +18 Top of	6.62	337.15	
0 +23 N edge sidewalk	6.62	337.15	
+39	6.2	337.6	
+40 Top 6" Conc. wall	4.70	339.07	
↓ +450	4.3	339.5	
+50 Elect. pole ±			
↓	5.1	338.7	
↓ +450	5.8	338.0	
+69 Elect. pole ±			
2	9.9	333.9	
T.P. 5.55 339.39	9.93	333.84	
+50	6.4	333.0	
3	6.3	333.1	
+40	6.1	333.3	
+65 Elect. pole ±	8.2	331.2	
+400	6.6	332.8	
+17 Top MH	5.08	334.31	
+17 F.L. Senter	9.38	330.01	
+50	4.0	335.4	
+65 Elect. pole ±			
5 +00	2.6	336.8	
+16 Top Cbr. clearout	7.81	336.58	
+16 F.L. v	9.30	330.09	

339.39

41

5+50

2.1 332.3

+68 Elect. pole ±				
T.P. 5.17 342.93	1.63	337.76		
6 +00	4.5	338.4		
+50	4.0	338.9		
+69.5 Sedge 43 sidewalk	4.77	338.16		
+79.5	4.94	337.99		
" Gut. No paving	5.6	337.3		
6 +89.5 = 10'S of ± Lands	5.1	337.8	ground	
T.P. 3.19 345.47	0.65	342.8		

± R.O.W. Levels
 Bk E Belle Crest.

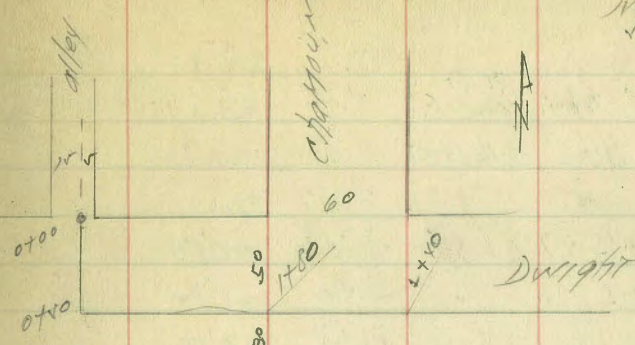
345.47

10' Soft & Lands	± 0.00	2.8	342.7	Lands NOT graded here
0+14 Top Rd.	Condr. Box	3.9	342.28	
0+14 Bot. Box		6.40	339.07	See Tel. Co. about location on R.O.W.
0+14 SL Lands		3.1	342.4	
+50		3.0	342.5	
+70	Elect. pole ±	3.2	342.3	
+400		3.2	342.3	
+50		4.1	341.4	
		5.0	340.5	
+20	Elect. pole ±	5.6	339.9	
T.P.	2.94	342.46	5.95	339.50
+50		3.2	339.3	
		2.9	338.6	
+50		4.9	332.6	
+58	El. pole ±	5.4	332.1	
T.P.	5.38	338.74	9.09	333.37
+50		3.0	335.8	
+70	N. Roselawn	3.6	335.2	
T.P.	9.11	342.48	5.38	333.37
check Top Hyd SW Cor	Lands Roselawn	0.42	342.06	342.06

Proposed Water Line levels 10'S @ Dwight
alley W of Chamourne to Euclid.

Station	Offset	Level	Notes
NWB	12.76	336.76	DWIGHT CHAMOURNE
SW of EL alley W of Chamourne			
+ NL Dwight	0.5	336.3	ground
0 + 50 = A	1.5	335.3	✓
1 + 00	5.1	331.2	✓
4 + 50	10.3	326.5	✓
1 + 80 WL Chamourne	12.4	324.4	✓
1 + 80 16'S Top cb ret.	12.70	324.06	+
1 + 80 36'S " " "	12.80	323.76	+
2	12.9	323.9	+
+ 40 EL Chamourne	13.1	323.7	✓
3	12.9	323.9	✓
+ 40 @ Blk A Belle Coast	11.7	325.1	✓
4	9.7	327.1	✓
4 + 50 WL MONTANO	7.87	328.89	Dep. of Black paving
T.P.	11.98	342.34	6.40 330.36
5 + 01.5 EL MONTANO	11.98	330.36	✓ paving
5 + 01.5 8'S Top cb Return	12.11	330.23	+
5 + 81.5	10.55	331.79	✓ "
5 + 81.5 8'S Top cb Return	10.98	331.36	
6 + 01.5 @ Blk B Belle Coast	10.00	332.34	✓ "
+ 50	8.33	334.01	✓ "
7 + 01.5 WL Montano	7.14	335.20	✓ "
7 + 17.5 EL "	5.97	336.37	✓ "
8 + 00	5.34	337.00	✓ "

Indexed
C.S.K.



Moore
S 1630
Northern
5-74-34 43

8	+21.4		4.98	337.36	✓ paving	
8	+21.4	8'S Topcb	return	4.96	337.38	+
8	+27.5	E Blk C	Belle Crest	4.80	337.54	✓ "
9	+00		4.42	337.92	✓ "	
	+27.5	W/L 47th St	1/2	5.75	338.59	✓ "
10	+01.5	EL	"	5.50	338.84	✓ "
	+50		5.83	338.51	✓ "	
10	+87	-Break grade		4.22	338.12	✓ "
11	+26.5	E Blk D	Belle Crest	5.45	336.89	✓ "
	+6.5			6.60	335.74	✓ "
	+6.5	8'S Topcb	ret So.	6.34	335.40	+
12			7.40	334.94	✓ "	
	+19.6	Gutter		8.20	334.14	"
	+19.6	Top Ecb	47th St	7.60	334.74	
	+24.6	E edge	side walk	7.57	334.77	
12	+47	Brk. top	fill	8.3	334.0	
7	T.P.	118	325.72	7.80	334.54	
5	+70		10.4	325.3		
5	T.P.	167	324.35	13.04	322.68	
5	+90		5.1	319.3		
5	13+10		11.5	312.9		
6	+70		18.8	305.6		
	+70		22.7	301.7		
7	+80		22.9	301.5		
7	14+00		12.7	311.7		
8	+25		1.9	322.5		

Menlo So.

End of Blk paving & beginning of Conc. paving

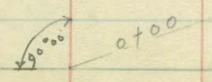
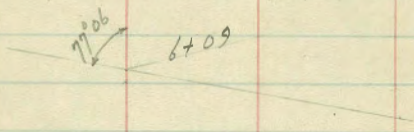
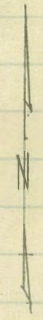
End Conc. paving

T.P	1236	336.41	0.30	324.05
14+40			7.3	329.1
+80			5.0	331.4
15+01 approx. W/ Euclid			4.7	331.7
+17.4			4.9	332.2
+42.4	Water line	on paving	4.8	332.3
T.P	603	340.60	1.84	334.57
check to T.P. page 39			3.58	337.02
				336.97
			error	0.05

W edge Conic paving

B.M.	9.44	208.20		198.76	07 R.P.H.
TP	0.30	195.74	12.76	195.44	4+95
TP			12.92	182.82	1463 R.P.H.

6.25-34
 Mead
 Sisson
 Hartberg 46



Proposed Road Change
 18th St + Pershing Drive + 12th St
 North of Stadium

Cross Section "A" Line

BM	9.44	208.20	198.76	
TP	0.30	195.74	12.76	195.44
TP	0.15	182.97	12.92	182.82

0+00

± 19.0 164.0

0+50

± 15.7 167.3

0+95 = Existing Culvert + 10' lifts

16' Lt = 2x2 Conc Box Culv 12.98 169.79 on Grading

Flow Line 12" Conc Pipe 15.18 167.79

20' Lt 10.7 172.3

± 12.9 179.1

16' Rt = 2x2 Conc Box Culv 13.20 169.77 on Grading

Flow Line 12" Conc Pipe 15.90 167.07

20' Rt 13.0 170.0

32' Rt = End 12" Conc Pipe 16.7 166.3

1+0 = B.C.

35' Rt 16.0 167.0

20' Rt 12.7 170.3

± 12.5 170.5

15' Lt 12.9 170.1

18' Lt 10.6 172.4

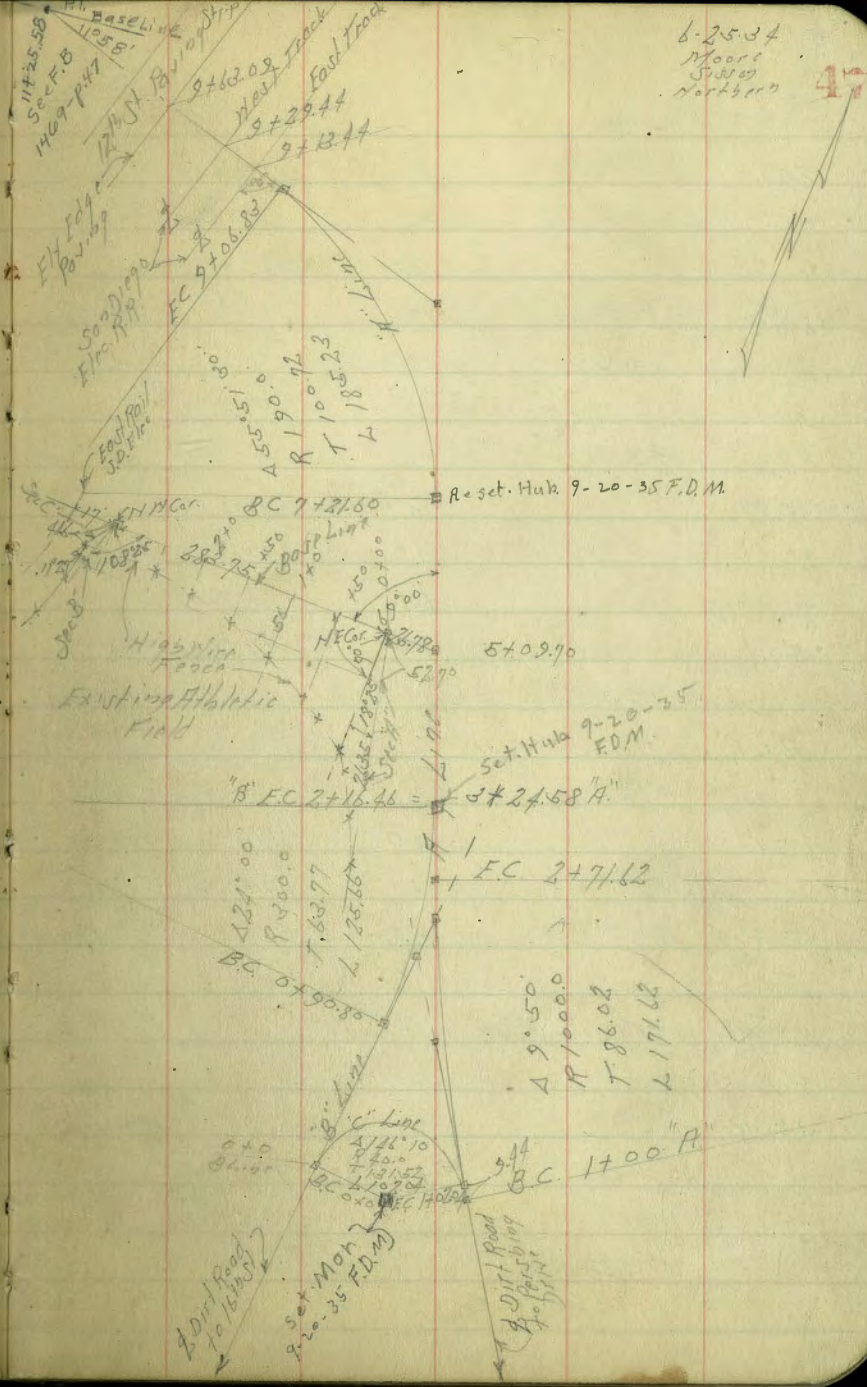
25' Lt 9.8 173.2

1+15

23' Rt = 12" Exc. Pipe

Indexed
 c.s.k.

07 RAH
 495
 1445 P
 1445 P



6-25-34
 Moore
 57449
 North 47

"A" Line

182.97

1+50			
25 Lt	8.4	174.6	
2	9.2	173.8	
20 Rt	10.0	173.0	
32 Rt = 12" Euc Tree	12.8	170.2	
1+80			
21 Rt = 12" Euc Tree			
2+0			
35 Rt	10.9	172.1	
20 Rt	9.8	175.2	
2	6.3	176.7	
25 Lt	5.3	177.7	
2+10			
35 Rt = 12" Cedar Tree			
2+50			
25 Lt	3.7	179.3	
2	4.1	178.9	
35 Rt	7.2	175.8	
2+60			
23 Rt = 12" Cedar Tree			
2+71.62 = FC			
35 Rt	6.7	176.3	
2	2.86	180.11	
25 Lt	2.5	180.5	
3+0			
25 Lt	1.1	181.9	

182.97

48

2			1.4	181.6
14 Rt			2.5	180.5
35 Rt			5.0	178.0
3+50				
35 Rt			3.2	179.8
TP	10.72	193.54	0.15	182.82
2			9.4	184.1
25 Lt			9.0	184.5
4+0				
25 Lt			6.1	187.4
2			7.3	186.2
15 Rt			8.5	185.0
35 Rt			10.7	182.8
4+50				
35 Rt			8.5	185.0
15 Rt			6.6	185.9
2			5.3	188.2
25 Lt			4.8	189.2
5+0				
25 Lt			3.3	190.2
2			3.7	189.8
15 Rt			5.3	188.2
35 Rt			7.4	186.1
5+50				
35 Rt			6.9	186.6
15 Rt			4.4	189.1

H Line

193.54

2			2.8	190.7
25 Lt			1.8	191.7
	6+0			
25 Lt			0.7	192.8
2			1.5	192.0
15 Pt			3.2	190.3
35 Pt			5.5	188.0
	6+50			
35 Pt			3.7	189.8
15 Pt			1.9	191.6
2			0.9	192.6
TP	10.69	204.05	0.18	193.36
25 Lt			10.3	193.8
	7+0			
25 Lt			9.4	194.7
2			10.3	193.8
15 Pt			11.2	192.9
35 Pt			12.5	191.6
	7+2160 B.C.			
35 Pt			11.4	192.7
15 Pt			9.8	194.3
2	07 Hub		9.30	194.75
25 Lt			8.9	195.2
	7+50			
25 Lt			8.2	195.5
2			8.4	195.7

204.05

49

15 Pt			8.9	195.2
35 Pt			9.6	194.5
	8+0			
25 Pt			6.4	197.7
2			6.6	197.5
25 Lt			7.2	196.9
	8+50			
25 Lt			6.7	197.4
2			6.2	197.9
25 Pt			5.4	198.7
45 Pt			5.1	199.0
47 Pt	Bot. St. in Ditch		5.9	198.2
47 Pt			4.8	199.3
	9+0			
41 Pt			3.5	200.6
40 Pt	Bot. St. in Ditch		5.2	198.9
36 Pt			3.8	200.3
25 Pt			4.1	200.0
2			4.5	199.6
25 Lt			5.2	198.9
	9+06 82 F.C.			
25 Lt			5.1	199.0
2	07 Hub		4.32	199.73
25 Pt			4.9	199.4
41 Pt	12" Corg. Iron Cul. F.L.		5.81	198.24
	Top Road Wall		3.87	200.18

204.05

9+13.44 = 1/2 East Track

25 ft Top Rail	3.54	200.51
1/2 " "	4.28	199.77
25 Lt " "	5.10	198.95
40 Lt " " Sly. Paving	5.59	198.46

9+21.44

41 Lt - Trolley Rail		
27 Lt - Sly Paving	5.07	198.98
1/2 " "	4.27	199.78
20 Rt - Nly "	3.94	200.31
41 Rt - Trolley Rail		

9+29.44 = 1/2 N Track

25 Rt Top Rail	3.55	200.50
1/2 " "	4.39	199.66
25 Lt " "	5.15	198.90

9+39.44 = 1/2 Line Rob. Bch

25 Lt	6.6	197.5
1/2	4.2	199.9
6 Rt - Sly Paving	4.14	199.91
25 Rt " "	3.64	200.41
49 Rt - Nly "	2.94	201.11

9+63.09 = 1/2 Edge 12" Sly Paving

100 Rt 02 Edge Paving	2.70	201.35
40 Rt " " "	4.33	199.72
25 Rt " " "	4.93	199.12
1/2 " " "	6.15	197.90

204.05

50

25 Lt 02 Edge Paving	7.09	196.96	
50 Lt " " "	8.10	195.95	
BM Starting	5.28	198.77	198.76

Cross Section "B" Line

183.77

51

B.M.	3.66	183.77	180.11	0.75 No. 6 2+71.62 EC FLINT
	0+0			
15' Lt.		9.3	174.5	
±		8.9	174.9	
15' Pt.		9.0	174.8	
	0+150			
15' Pt.		7.9	175.9	
±		7.7	176.1	
15' Lt.		7.5	176.3	
33' Lt.	Gate School Parking Lot	7.2	176.6	
	0+90.80 BC			
15' Lt.		6.5	177.3	
±		6.2	177.6	
15' Pt.		6.8	177.0	
	0+98.8			
21.5' Lt.	Cor. Fire Fence			
	1+50			
15' Pt.		5.0	178.8	
±		3.9	179.9	
15' Lt.		4.0	179.8	
21' Lt.		4.1	179.7	
23' Lt.		3.1	180.7	
	2+0			
15' Lt.		1.2	182.6	
±		1.7	182.1	

15' Pt.

5.0

180.8

2+16.46 = 3+24.58 " "

15' Pt.

2.6

181.2

±

1.0

182.8

15' Lt.

0.0

183.8

Cross Section C Line

183.77

0+90 = BC

15' W	9.3	174.5
6	9.0	174.8
15' P	9.0	174.8

0+25.51

15' P	8.8	175.0
6	8.5	175.5
15' W	8.1	175.7

0+51.02

15' W	8.5	175.3
6	9.2	174.6
15' P	10.0	173.8
20' P	8.9	174.9

0+76.53

20' P	9.6	174.2
15' P	11.8	172.0
6	11.0	172.8
15' W	10.5	173.3

1+02.04 = EC

15' W	12.0	170.8
6	12.7	171.1
15' P	12.8	171.0
20' P	10.6	173.2
TP	1.00	182.77

Levels on
Proposed Athletic Field

J.P. Hight
Indexed
C.S.R.

BM 11.14 193.96 182.82

TP Page 47

Sec A

Base Line	3.4	190.6
52.7 S	4.4	189.6
105.4 S	6.1	187.9
158.1 S	8.8	185.2
210.8 S	11.5	182.5
263.5 S - Wire Fence = Grade Producers Field	12.4	181.6

0+0 = N.E. Cor. Prop. Athletic Field

Base Line	3.4	190.6
50 S	3.9	190.1
100 S	6.1	187.9
124 S - Wire Fence	5.5	188.5
134 S - Field Grade	9.0	184.0
200 S - " "	10.4	183.6

0+03

46 S of Base Line 2" Water Valve

0+50

Base Line	3.0	191.0
50 S	3.9	190.1
89.3 S - Wire Fence	5.0	189.0
100 S - Field Grade	8.5	185.5
200 S - " "	10.1	183.9

0+75

28 S - Mag. Tree

193.96

53

0+98

20 S - Mag. Tree

32.0

1+0

Base Line	3.0	191.0
23 S	3.4	190.6
25 S	4.2	189.8
50 S	3.9	190.1
56 S - Wire Fence	4.3	189.7
68 S - Field Grade	7.8	186.2
150 S - " "	9.2	184.8

1+25

6 S - Mag. Tree

1+50

Base Line	3.8	190.2
5 S	4.1	189.9
7 S	4.7	189.3
28 S	4.9	189.1
30 S	4.2	189.8
38 S - Wire Fence	4.5	189.5
49 S - Field Grade	7.4	186.6
138 S - " "	8.9	185.1

2+0

Base Line	5.2	188.8
30 S	5.3	188.7
22 S	4.6	189.4
29 S - Wire Fence	4.8	189.2

193.96

38'S = Field Grade	7.5	186.5
130'S = " "	8.9	185.1
2+50		
Base Line	5.5	188.5
18'S	5.8	188.2
20'S	5.2	188.8
28'S = Wire Fence	5.2	188.8
36'S = Field Grade	8.0	186.0
128'S = " "	9.1	184.9

2+83.75 - NW Cor. Prop. Hb. In Field

Base Line	5.4	188.6
22'S	6.0	188.0
24'S	5.6	188.4
32.6'S = Wire Fence	5.7	188.3
41'S = Field Grade	8.2	185.8
130'S	9.6	184.4

Sec B

Base Line	5.4	188.6
26'S	6.2	187.8
28'S	5.7	188.3
36.5'S = Wire Fence	6.0	188.0
52.7'S = ^{NW Cor. Existing} Field	8.6	185.4

Sec C

Base Line	5.1	188.6
30'S	6.3	187.7
38'S	5.9	188.1

193.96

54

41.6'S = Fence	6.0	188.0
57.66'S = " "	6.7	187.3
11.0 W/4 of Cor.		
Flot Lin 2' Cor Iron Culvert	7.92	186.04
Top Head Stall	5.55	188.41
17.0 W/4 of Cor. = S.D. Elect Track		
Top Rail	4.90	189.06
TP	0.71	183.48
	11.19	182.77

Proposed Plunge
San Diego High School
North of Hand Ball Court

Indexed
C.S.R.

183.48 Bld. Ford

BM 6.58 176.90

B.P.N.E. Cor
S.D.H.S. Gym.
Platform

0+0

A" Top Conc. Foundation
Hand Ball Court 11.60 171.88

B" 11.5 172.0

C" 11.5 172.0

B" 11.5 172.0

E" 11.2 172.3

0+20

A 11.88 171.60

B 12.0 171.5

C 11.9 171.6

D 11.6 171.9

E 11.2 172.3

0+45

A 12.24 171.24

B 12.4 171.1

C 12.1 171.4

D 11.6 171.9

E 11.1 172.4

0+70

A 12.51 170.97

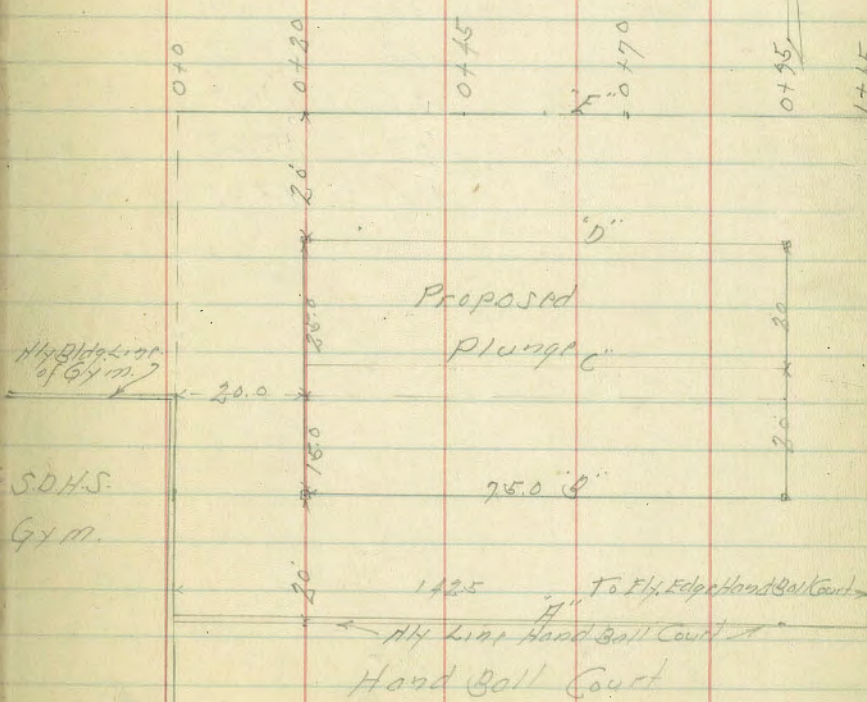
B 12.7 170.8

C 12.3 171.2

D 11.7 171.8

E 11.2 172.3

6-26-34
Moore
Sisson 55
North 4014



18348

0795

H	12.82	170.59
B	12.9	170.6
C	12.5	171.0
D	12.0	171.5
E	11.4	172.1

1715

A	13.08	170.40
B	13.2	170.3
C	12.8	170.7
D	12.2	171.3
E	11.4	172.1

Cross Section Proposed Parking Area
 South of Old Spanish Lighthouse
 Point Loma

Aug 8-34

Lt. A Rt.

+62.82

$\frac{413.8}{6.0}$	$\frac{411.4}{8.4}$	$\frac{410.6}{9.2}$
55		10

2+10.15 P.C.

$\frac{414.3}{5.5}$	$\frac{412.1}{7.7}$	$\frac{412.3}{7.5}$
40		10

+75.61

$\frac{415.3}{1.5}$	$\frac{414.5}{5.3}$	$\frac{414.8}{5.8}$
35		10

1+41.07 P.R.C.

$\frac{416.0}{3.8}$	$\frac{414.0}{5.8}$	$\frac{412.6}{7.2}$
30		10

+98.48

$\frac{416.2}{3.6}$	$\frac{414.3}{5.5}$	$\frac{412.8}{7.0}$
20		10

+55.90 B.C.

$\frac{416.3}{3.5}$	$\frac{415.1}{4.7}$	$\frac{412.9}{6.9}$
20		10

0+00

$\frac{417.57}{218}$

B.M. 2530 412.75

417.45
 Conc. Dred
 Man
 870+12
 P 33

419.75

5786.92 FC

$$\begin{array}{r} 411.3 \\ 8.5 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 411.5 \\ 8.3 \\ \hline \end{array}$$

$$\begin{array}{r} 411.5 \\ 8.3 \\ \hline \end{array}$$

75550 BC

$$\begin{array}{r} 411.3 \\ 8.5 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 410.3 \\ 9.5 \\ \hline \end{array}$$

$$\begin{array}{r} 409.4 \\ 10.4 \\ \hline 10 \end{array}$$

570

$$\begin{array}{r} 411.8 \\ 8.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 409.3 \\ 10.5 \\ \hline \end{array}$$

$$\begin{array}{r} 408.9 \\ 10.5 \\ \hline 10 \end{array}$$

750

$$\begin{array}{r} 411.3 \\ 8.5 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 409.1 \\ 10.7 \\ \hline \end{array}$$

$$\begin{array}{r} 408.3 \\ 11.5 \\ \hline 10 \end{array}$$

4739.21 FC

$$\begin{array}{r} 411.1 \\ 8.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 409.1 \\ 10.7 \\ \hline \end{array}$$

$$\begin{array}{r} 408.2 \\ 11.6 \\ \hline 10 \end{array}$$

3791.5

$$\begin{array}{r} 411.1 \\ 8.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 408.5 \\ 11.3 \\ \hline \end{array}$$

$$\begin{array}{r} 407.8 \\ 12.0 \\ \hline 10 \end{array}$$

3743.80 BC

$$\begin{array}{r} 412.0 \\ 7.8 \\ \hline 65 \end{array}$$

$$\begin{array}{r} 409.3 \\ 10.5 \\ \hline \end{array}$$

$$\begin{array}{r} 408.6 \\ 11.2 \\ \hline 10 \end{array}$$

3715.19 FC

$$\begin{array}{r} 412.7 \\ 7.1 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 408.9 \\ 10.9 \\ \hline \end{array}$$

$$\begin{array}{r} 408.1 \\ 11.7 \\ \hline 10 \end{array}$$

41275

L

S

RT

+50

$$\begin{array}{r} 416.1 \\ 3.7 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 415.5 \\ 4.3 \\ \hline \end{array}$$

$$\begin{array}{r} 414.6 \\ 5.2 \\ \hline 10 \end{array}$$

9+0

$$\begin{array}{r} 416.7 \\ 3.1 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 413.0 \\ 6.8 \\ \hline \end{array}$$

$$\begin{array}{r} 412.6 \\ 7.2 \\ \hline 10 \end{array}$$

8+38.21

FC

26°19'

$$\begin{array}{r} 416.2 \\ 3.6 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 412.0 \\ 7.8 \\ \hline \end{array}$$

$$\begin{array}{r} 410.8 \\ 9.0 \\ \hline 10 \end{array}$$

8+0

19°01.05'

$$\begin{array}{r} 415.0 \\ 4.8 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 411.7 \\ 8.1 \\ \hline \end{array}$$

$$\begin{array}{r} 410.9 \\ 8.2 \\ \hline 10 \end{array}$$

+50

9°28.14'

$$\begin{array}{r} 412.8 \\ 7.0 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 412.4 \\ 7.4 \\ \hline \end{array}$$

$$\begin{array}{r} 411.3 \\ 8.5 \\ \hline 10 \end{array}$$

7+00.42

BC

$$\begin{array}{r} 412.1 \\ 7.7 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 412.1 \\ 7.7 \\ \hline \end{array}$$

$$\begin{array}{r} 411.1 \\ 8.7 \\ \hline 10 \end{array}$$

6+50.38

FC

$$\begin{array}{r} 412.1 \\ 7.7 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 411.5 \\ 8.3 \\ \hline \end{array}$$

$$\begin{array}{r} 410.2 \\ 9.6 \\ \hline 10 \end{array}$$

6+27.12

BC

$$\begin{array}{r} 412.1 \\ 7.7 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 411.9 \\ 7.9 \\ \hline \end{array}$$

$$\begin{array}{r} 411.6 \\ 8.2 \\ \hline 10 \end{array}$$

419.75

419.75

L

L

R

61

10 + 19.95

10 + 0

419.75

$\frac{417.3}{2.5}$

$\frac{416.9}{2.9}$
10

$\frac{416.3}{3.5}$

$\frac{415.8}{4.8}$
10

419.75

297.19

0+20

40' F of Fcb	5.7	291.5
45' F	4.3	292.9
65' F	3.4	293.8
100' F	4.0	293.2

0+50

7' F of Fcb	6.7	290.5
9.7' F	5.9	291.3
25' F	5.5	291.7
45' F	4.6	292.6
65' F	3.6	293.6
109.7' F	4.3	292.9
132' F	5.2	292.0
138' F	8.7	288.5
158' F	8.5	288.7
160' F - Top of Rail / S.D. Etc Side Track	7.87	289.32

0+52

7' F of Fcb	6.7	290.5
9.7' F	5.4	291.8
25' F	4.2	293.0
30' F	5.0	292.2

0+60

7' F of Fcb	6.7	290.5
9.7' F	5.5	291.7
15' F	4.5	292.2
15' F	4.7	292.5

297.19

63

65' F	4.9	292.3
105' F	5.4	291.8
112' F	4.9	292.3
120' F	8.4	288.8

0+75

7' F of Fcb	6.8	290.4
9.7' F	5.8	291.4
50' F	4.7	292.5
110' F	5.7	291.5
122' F	8.9	288.3
154' F	8.9	288.3
155.5' F - Top of Rail / Side Track	8.22	288.97

0+87

110' F of Fcb	6.0	291.2
142' F	8.7	288.5

1+07

7' F of Fcb	7.0	290.2
9.7' F	6.1	291.1
55' F	4.3	292.9
100' F	5.3	291.9
140' F	8.7	288.5
149.4' F - Top of Rail / Side Track	8.56	288.63

1+10

7' F of Fcb	7.1	290.1
9.7' F	6.4	290.8
58' F	5.6	291.6

297.19

55' F	4.3	292.8
1+17		
102' F of FCB	5.4	291.8
110' F	9.7	289.5
136' F	9.7	287.5
146' F	9.0	288.2
147.5' F - Top of Rail/Side Track	86.6	288.53

1+50

7' F of FCB	7.3	289.9
9.7' F	5.9	291.3
52' F	6.0	291.2
55' F	4.3	292.9
95' F	5.5	291.7
104' F	10.2	289.0
140' F	9.9	287.3
141.3' F - Top of Rail	9.02	288.17

1+75

7' F of FCB	7.4	289.8
9.7' F	6.2	291.0
52' F	5.9	291.3
55' F	4.7	292.5
90' F	6.1	291.1
100' F	10.1	287.1
135' F	10.3	286.7
137.2' F - Top of Rail	9.31	287.88

297.19

64

1+77		
7' F of FCB	7.4	289.8
9.7' F	4.8	292.4
30' F	4.3	292.9
31' F	5.6	291.6
52' F	6.0	291.2
55' F	4.6	292.6

1+97.5

7.8' F of FCB - Fire Hyd

2+15

7' F of FCB	7.5	289.7
9.7' F	4.8	292.4
30' F	4.2	293.0
31' F	5.3	291.9
52' F	5.4	291.8
55' F	4.2	293.0

2+16

7' F of FCB	7.5	289.7
9.7' F	4.8	292.4
30' F	4.2	293.0
55' F	4.2	293.0

2+25

7' F of FCB	7.6	289.6
9.7' F	4.9	292.3
30' F	3.9	293.3
55' F	3.9	293.3

297.19

80 F	5.8	291.4	
90 F	10.2	287.6	
110 F	10.9	286.3	
125 F	10.6	286.6	
1277 F - Top H Rail	9.85	287.37	
TP 2.34	295.88	3.65	293.54
2+51			
7 F of FCB	6.5	289.4	
97 F	3.5	292.4	
30 F	2.6	293.3	
2+52			
7 F of FCB	6.5	289.4	
97 F	3.5	292.4	
20 F	4.2	291.7	
30 F	4.0	291.9	
2+75			
7 F of FCB	6.8	289.1	
97 F	4.8	291.1	
20 F	5.1	290.8	
24 F Base Conc Island	4.9	291.0	
24 F Top	3.06	292.82	
30 F	4.1	291.8	
31 F	3.2	292.7	
72 F	3.3	292.6	
75 F	4.7	291.2	
85 F	5.3	286.6	

295.88

65

116 F	9.7	286.2
1183 F - Top H Rail	8.95	286.93
3+0		
7 F of FCB	7.2	288.7
97 F	4.4	291.5
20 F	4.8	291.1
30 F	3.9	292.0
32 F	3.2	292.7
70 F	3.0	292.9
72 F	4.6	291.3
82 F	8.8	287.1
110 F	10.1	285.8
115.5 F - Top H Rail	9.06	286.82
3+0.9		
7 F of FCB	7.4	288.5
97 F	5.9	290.6
14 F	4.5	291.4
30 F	3.7	292.2
31 F	3.1	292.8
50 F - Guy Wire Dead Man	2.9	293.0
70 F - Guy Pole	4.2	291.7
78 F	5.8	290.1
85 F	2.7	286.2
110 F	10.2	285.7
115.5 F - Top H Rail	9.06	286.82

295.88

3+10

7' F of FCB	7.4	288.5
9.7' F	3.3	292.6
31' F	3.3	292.6

3+25

7' F of FCB	8.0	287.9
9.7' F	3.7	292.2
30' F	2.7	293.2
65' F	3.5	292.4
75' F	5.3	290.6
83' F	9.7	286.2
110' F	10.5	285.4
117.4' F - Top of Rail	9.06	286.82

3+50

8' F of FCB	8.6	287.3
9.7' F	7.6	288.3
11' F	3.7	292.2
40' F	3.2	292.7
60' F	3.5	292.4
75' F	5.2	290.7
83' F	9.7	286.2
110' F	10.2	285.7
118' F	10.8	285.1
123.4' F - Top of Rail	9.25	286.63

295.88

66

3+75

8' F of FCB	9.9	286.0
9.7' F	8.2	287.7
12' F	4.0	291.9
40' F	3.8	292.1
60' F	4.2	291.7
80' F	6.8	289.1
85' F	9.4	286.5
110' F	10.0	285.9
122' F	11.1	284.8
128' F - Top of Rail, So Bound	9.51	286.37

4+0

8' F of FCB	10.9	285.6
9.7' F	7.8	288.1
11' F	3.9	292.0
40' F	4.2	291.7
65' F	5.3	290.6
80' F	8.4	287.5
90.7' F - Col. Force Around Subway	9.1	286.8
90.7' F - On Conc. Wall of Subway	8.48	287.40
107.8' F - Fly of Subway	9.8	286.1
107.8' F - Block Paving St. Car Loading Platform	9.07	286.81
127' F	10.4	285.5
127' F - Fly Loading Platform	9.10	286.78
129.8' F - Top of Rail	9.79	286.09

295.88

4+30

9.7 F of ECB	11.7	284.2
10 F	4.4	291.5
36 F - Hly Top Steps	4.6	291.3
44 F - Hly " "	4.5	291.4
52 F	4.8	291.1
75 F	7.5	288.4
90 F	9.2	286.7
90.7 F - Hly Top Conc. Wall Sub Way	8.70	287.18

4+38

9.7 F of ECB	11.9	284.0
13 F	11.8	284.1
15 F	7.9	288.0
20 F	4.5	291.4
34 F	5.0	290.9
36 F	8.9	287.0
44 F	9.3	286.6
48 F	6.3	289.6
60 F	8.4	287.5
80 F	8.7	287.2
90 F	9.2	286.7
90 F Top Conc. Sub Way	8.90	286.98

4+42

4.5 F of ECB = $\frac{1}{2}$ Fire Hyd

295.88

67

4+45.6

9.7 F of ECB on Paving	12.49	283.39
40 F " "	12.19	283.69
58.8 F - Hly Car St Car Entrance on Paving	12.03	283.85
60 F	10.3	285.6
90 F	9.2	286.7
90 F - Top Conc. Sub Way	8.90	286.98

Cross Section Park Blvd.
 Laurel St to End of Narrow Portion
 West Side

	295.88	
30' W of WCB	5.5	290.4
2+0		
4' W of WCB	5.2	290.7
14.3' W	5.3	290.6
30' W	5.4	290.5
2+25		
5' W of WCB	5.5	290.4
14.3' W	5.6	290.3
30' W	5.6	290.3
2+50		
5' W of WCB	5.5	290.4
14.3' W	5.3	290.6
30' W	5.5	290.4
2+75		
5' W of WCB	5.7	290.2
14.3' W	5.5	290.4
30' W	5.5	290.4
2+91		
5' W of WCB	5.8	290.1
14.3' W	5.7	290.2
30' W	5.8	290.1
2+96 - Nly of Drive		
5' W of WCB Top	6.82	289.06
5' W Paving	7.34	288.54
14.3' W Top Cb	6.96	288.92

295.88

69

14.3' W Paving	7.49	288.39
30' W Top Cb	7.26	288.62
30' W Paving	7.58	288.30
39' W Top Cb & Pav	7.41	288.44
3+025 - Sly of Drive		
5' W of WCB Top	7.17	288.71
5' W Pav	7.65	288.23
14.3' W Top Cb	7.23	288.65
14.3' W	7.74	288.14
30' W Top Cb	7.31	288.57
30' W Pav	7.74	288.14
39' W Top Cb	7.34	288.54
39' W Paving	7.52	288.36
3+25		
10' W of WCB	8.6	287.3
14.3' W	7.7	288.2
30' W	7.9	288.0
3+50		
10' W of WCB	9.5	286.4
14.3' W	8.8	287.1
30' W	9.0	286.9
3+75		
1' W of WCB	10.3	285.6
10' W	10.3	285.6
14.3' W	9.9	286.0
30' W	10.2	285.7

295.88

70

4+0

1 M of W.Cb	11.5	284.4
10 M	11.5	284.4
14.3 M	11.0	284.9
30 M	11	284.8

4+18

1 M of W.Cb	12.1	283.8
10 M	12.2	283.7
14.3 M	11.7	284.2
30 M	11.8	284.1

4+38

1 M of W.Cb	12.4	283.5
10 M	12.6	283.3
14.3 M	12.4	283.5
30 M	12.4	283.5

4+45.6

8 M of W.Cb Top	12.31	283.57
8 M " " Paving	12.94	282.94
7.2 M End Cb Top	12.60	283.28
12 M Paving	13.02	282.86
14.3 M "	13.07	282.81
30 M "	13.17	282.71
BM	11.92	283.56

HEOP
 400 ft x
 Park Blvd
 283.95

Levels at Univ. + Marlborough.
Plat. Page 35.

357.72

71

B.M. BP	5.05	357.72 ✓	352.67
	100' W. of W. Line Marlborough		
N. ent. ch		4.83	352.89
gutter		5.23	352.49
5' S.		4.99	352.78
	75' W. of W. Line Marlborough		
N. gutter		5.32	352.40
5' South		5.09	352.63
	50' W. Line		
N. ch		5.10	352.62
gutter		5.42	352.23
5' S.		5.21	352.51
	25' W		
gutter		5.65	352.07
5' S		5.36	352.36
	17' W		
N. ch		5.35	352.37
gutter		5.74	351.98
5' S.		5.44	352.28
	7' W		
N. ch		5.28	352.44
gutter		5.63	352.09
5' S.		5.34	352.38
	2' W		
N. ch		5.26	352.46
gutter		5.72	352.00

1' N. of N. ch.	F.L. Cleanout.	6.10	351.62
N. ch		5.22	352.50
gutter		5.90	351.82
5' S.		5.30	352.42
	W. Line Marlborough		
N. ch		5.22	352.50
gutter		5.70	352.02
5' S.		5.30	352.42
	4' E. of W. Line		
N. ch.		5.12	352.60
gutter		5.32	352.40
5' S.		5.20	352.52
	14' E. of W. Line = W. Ch. Line Marlborough		
100' N. of N. Line Univ. = ch.		4.46	353.26
100' N = gutter		5.00	352.72
75' N "		5.17	352.55
50' N ch.		4.79	352.93
50' N gutter		5.37	352.35
25' N ch.		4.98	352.74
25' N gutter		5.57	352.15
5' N ch.		5.03	352.69
5' N gutter		5.82	351.90
0.9' N = N. End. Culvert gutter F.L.		5.89	351.83
0.9' N = Top. ch.		5.07	352.65
0.9' N = " Head wall		5.20	352.52
N. hinc ch.		5.08	352.64
N " pav.		5.10	352.62

W. Curb Line - Marlborough (Con)

14.5 = N. of Unix. = pav.	4.99	352.73
32.25 = N. Rail N. Track	4.73	352.99
47.3 S = S. Rail. S. Track	4.85	352.87
66.5 = S. of Line	5.42	352.30 = 352.30 Page 35

1.67 E. of E. d.

0.9 N. of N. Line	} Pavmt. + Top. Head. wall	5.20	352.52

0.9 " " " " " "	} Pavmt. + Top. N. End. Wingwall	5.89	352.83

5' N. " " " " " "	} Pavmt. + Top. N. End. Wingwall	5.80	351.92

5' E. of W. Curb.

25' N. of N. Line on pav.	5.15	352.57
---------------------------	------	--------

5' 0" " " " " "	5.21	352.51
-----------------	------	--------

0.9 " " " " " "	4.97	352.75
-----------------	------	--------

N. Line " " " " " "	4.97	352.75
---------------------	------	--------

N. of Line " " " " " "	4.88	352.84
------------------------	------	--------

47.3
32.2
15.1

5+95⁹² 11-12' Lt.
Δ on Random Line

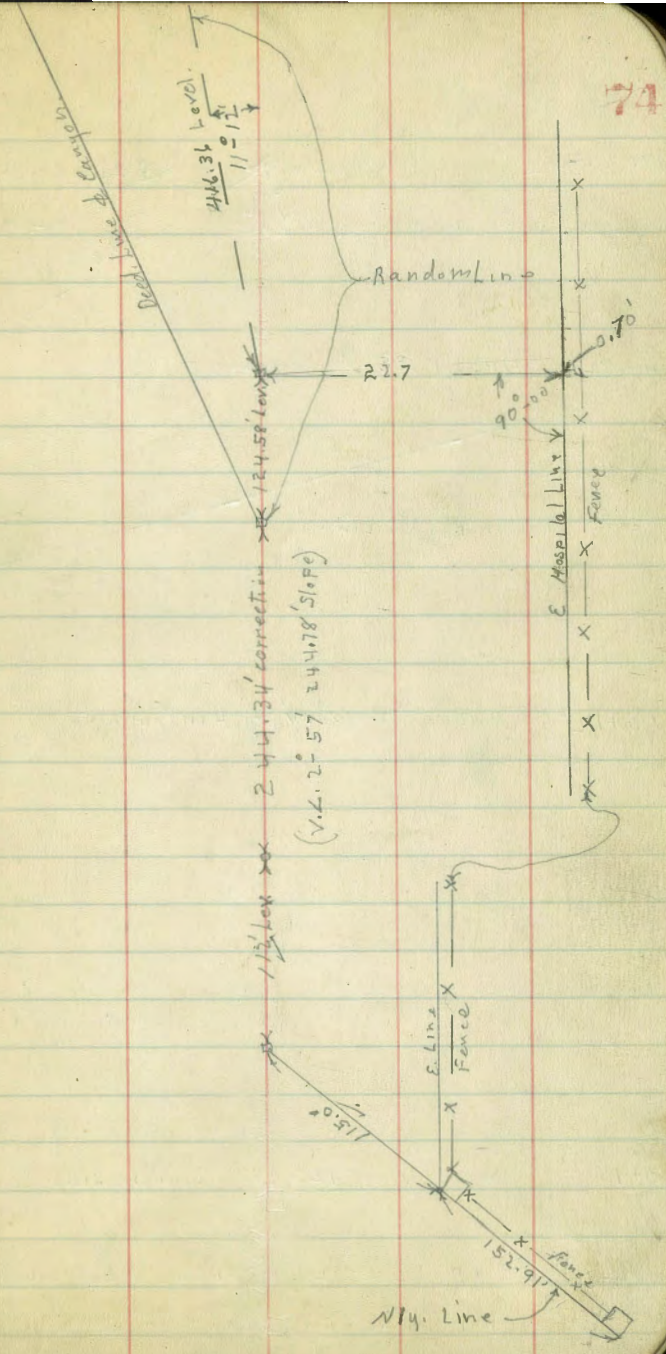
4+71³⁴ Hub. Δ on Line N. End. of Canyon.

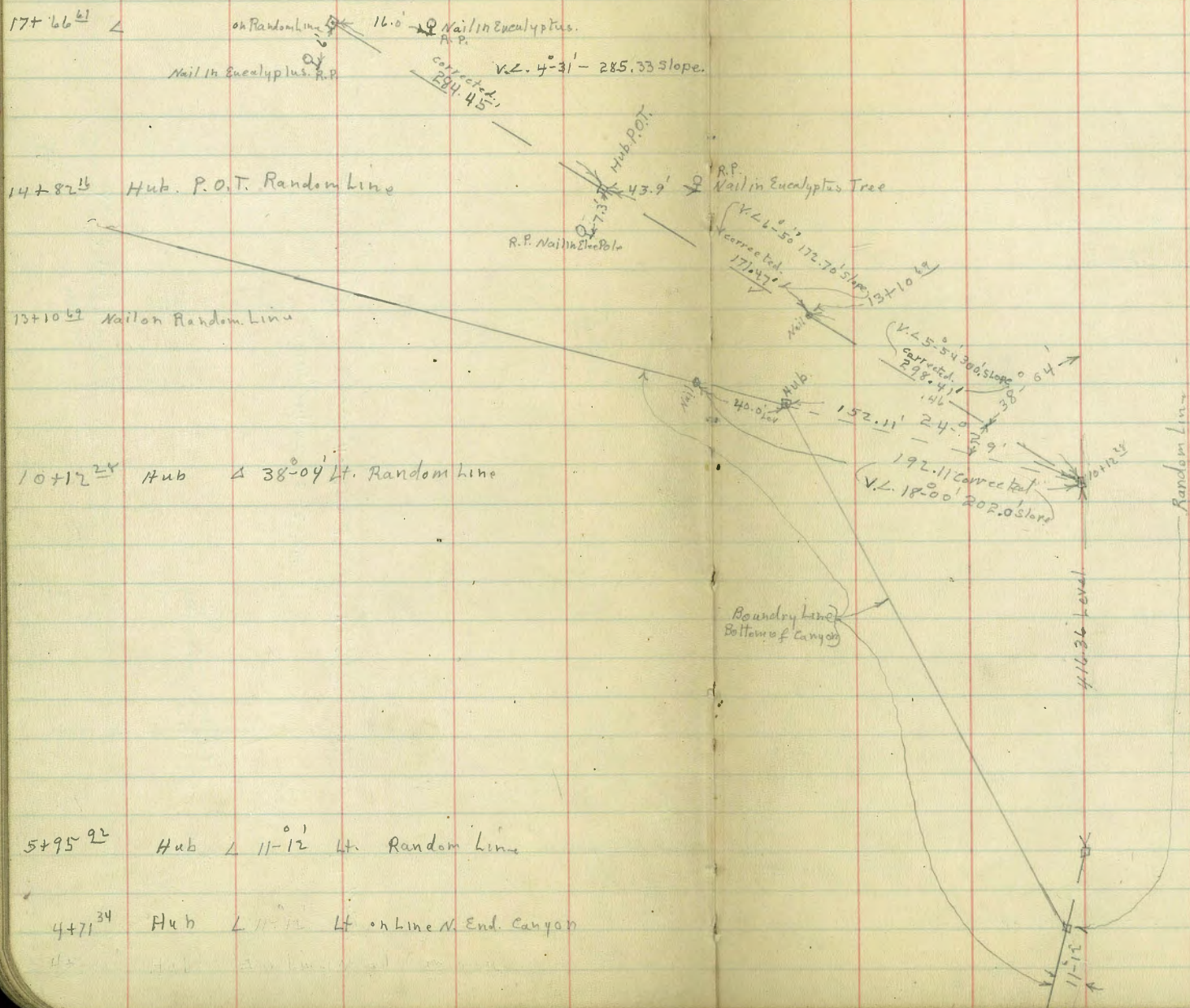
2+27 Nail

1+15 Hub Δ 80°30' RT.

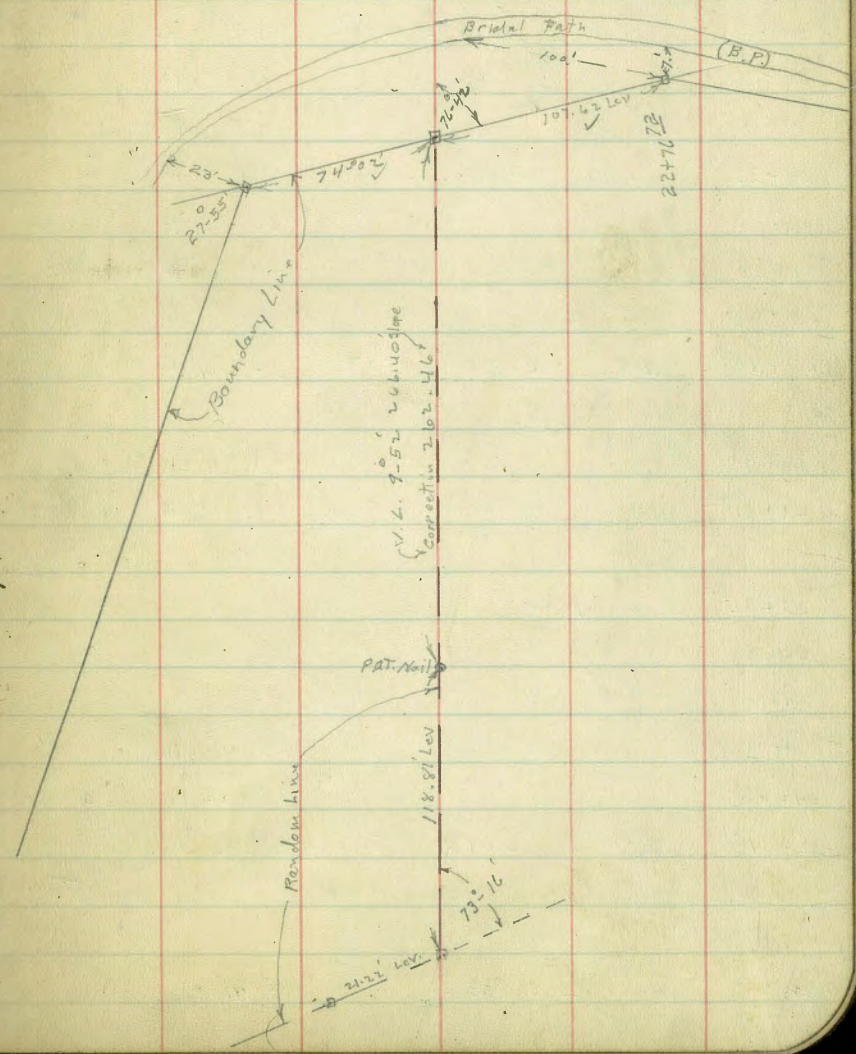
0+00 SpK. N.E. Cor. Cone. Pilaster N.E. Cor. Naval Hospital Fence

00-152.91 N.W. Cor. Pilaster 80°N/1/2 Line Naval Hospital Fence



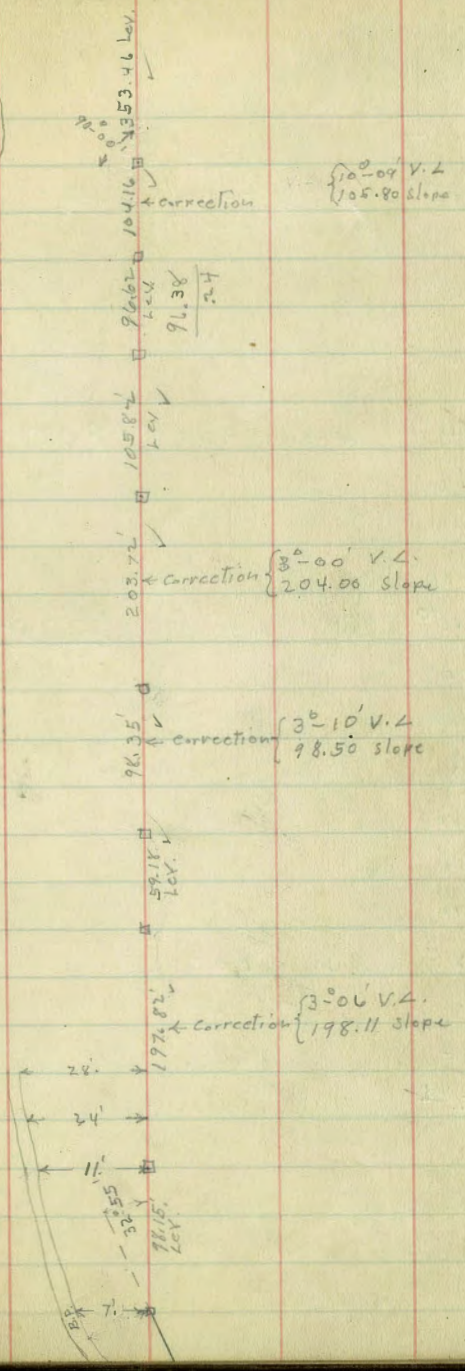


22+76⁷² Hub \angle 32°-55 RT. Bridal Path (B.P.) 7' Lt.
 21+69¹⁰ Random Line = P.O.T. Boundary Line \angle 76°-42 RT



17+87⁸³ Hub \angle 73°-16 Lt. in Random Line
 17+66⁴¹ Hub P.O.T. " "

33+95			B.P. 15' Lt	90° from Forward Tan Bottom Bank X-Pav 68° 94.5' Lt
√ 32+40 ⁵⁴	Hub	∠ 36-55 Rt	B.P. 6' Lt onsplit 56' Lt	
32+00			B.P. 22' Lt	
31+36 ³⁸	Hub	P.O.T.	B.P. 21' Lt	
30+80			B.P. 12' Lt	
√ 30+39 ⁷⁶	Hub	∠ 28°-51' Lt	B.P. 11' Lt onsplit	
30+15			B.P. 7' Lt	
29+90			B.P. 8' Lt	
29+33 ²⁴	Hub	P.O.T. P.O.T.	B.P. 37' Lt	
29+04			B.P. 51' Lt	
28+75			B.P. 61' Lt	
28+00			B.P. 30' Lt	
27+30 ²²	Nail	P.O.T. P.O.T.	B.P. 14' Lt	
26+93			B.P. 11' Lt	
√ 26+31 ⁸⁷	Hub	∠ 11°-03' Rt	B.P. 39' Lt onsplit	
√ 25+72 ²³	Hub	P.O.T.	B.P. 36' Lt	
25+30			B.P. 26' Lt	
24+80			B.P. 10' Lt	
24+38			B.P. 28' Lt	
24+00			B.P. 24' Lt	
√ 23+74 ⁸⁷	Hub	∠ 32°-09' Rt	P.I. Curve B.P. 11' Lt	
22+76 ²²	Hub	∠ 32°-55' Rt	B.P. 7' Lt	



53+56⁵⁴ Cor. Fence Post. P.O.T.

Bridl Path. 20' Lt. C.T.L.P. in Conc. Base of Cor. Post.

52+30

B.P. 10' Lt.

51+55

B.P. 13' Lt.

51+00¹⁷ Hub $\Delta 10^{\circ} 00' 30''$

A Line 7+21.60 B.C.
(See Page 47)

P.P. 1
 $\Delta = 55^{\circ} 51' 30''$
 $R = 170.0'$
S.T. = 100.72

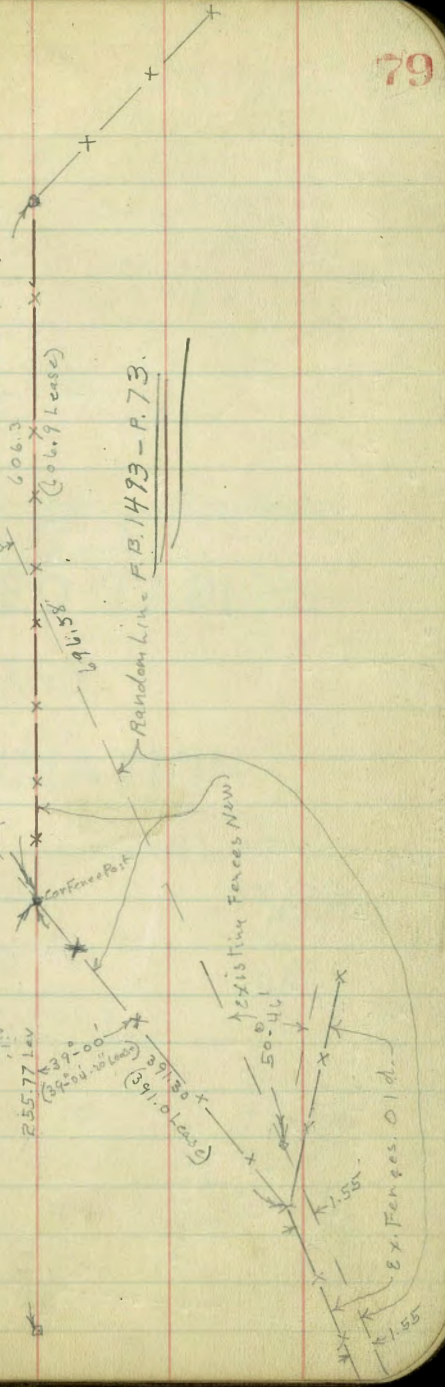
18th St. Extension

A Line 4+31 45'

Random Line F.B. 1493 - P. 73

Line B" E.C. 24+16¹⁴ E.C. 31+24²⁰
(See Page 47) P.L. P.O.T.

2+71¹² E.C. Lev
* Line



206.98
- 5.05
212.03

206.98
- 5.67
212.65

57.31
36
25.31

54.975
544
60.415

52.87
732
61.119

212.06
- 5.30
206.76

212.06
- 5.02
207.04

212.06
- 5.50
206.56

5.14
206.92

68.07
- 5.52
73.59

54.98
- 5.52
60.54

78.45
- 33
45.45

1+01.2

105.21

101.2

105.021

1401.2

+01.021

1+15.21

101.021
101.001

417.5 D. 11

D 55°36
A 55
T 54.1
L 54.1

8 30°50 15 E
138+09.30000
138+29.20000

138+25-417.66
+50-417.23

B.C.

138+33.6 EC

10.5
6.82
357.72
54.2
352.30

6.86
50.84

6.3
34

- 2.28

45

10

70

52

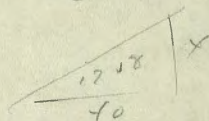
126

24434

100. N.
54 N 5.82

40
47.2
187

336.20
57.31
278.89



tan = $\frac{12.18}{40}$

9.5109156
1.6020000
1.1129756
12.971