

1533

PASTS

FIELD BOOK

No. 385F

MICROFILMED

DEC 24 1964

ENGINEERING DEPARTMENT
CITY OF
CALIFORNIA.
SAN DIEGO.

227908
127.54

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

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- 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.

Park roads	p	1
Alley 55 Univ. HTS		14
Univ Ave Ext. Topography		17
Water mains City Farm		20
Univ. Ave Ext. Front to Albatross		27
Drainage Balboa Park		34
Drainage 34th + Martin		36
Park Roads		38
Fay Ave. Rushville to Nautilus		42
Plaza de Panama		49
Alley 210 Hoell's Sub		52
West entrance Balboa Park		55
Levels for Sewer, Highland Beta South		58
Beta St. Highland east		60
Levels 33rd + Nutmeg		63
33rd St. Maple to Laurel		65
Alley F Teralta		67
Alley 148 U.H.		70
Re-Xsec notes Douglas St Ext.		73
Florence School playground		74

1/15/50

11000
 1-1-36
 Survey Prop'd. by Mr. Stord
 Park Blvd. to 117th St Canyon
 (See Page 38 for Change)
 at Park Blvd.

EC = 8 + 53.17

B.C. RT @ +47.60

EC = 6 + 17.28

BC RT = 4 + 54.48

0 + 97.49 = EC

+ 78.17

+ 48.75

+ 14.97

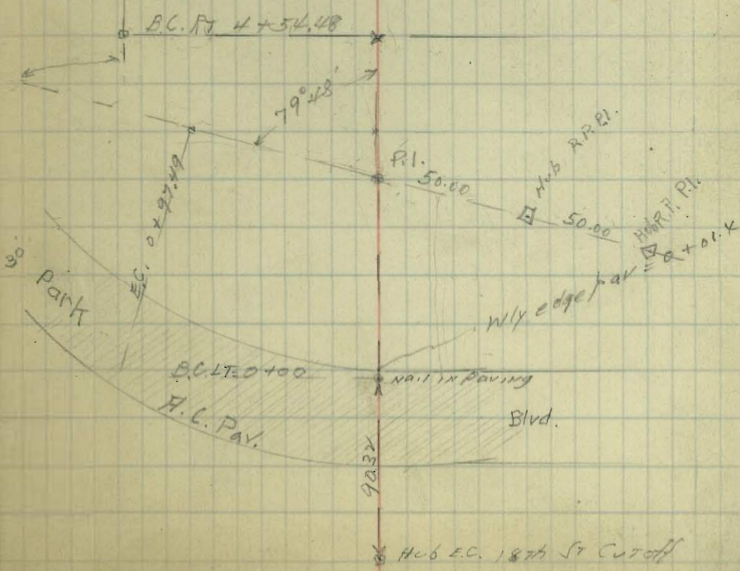
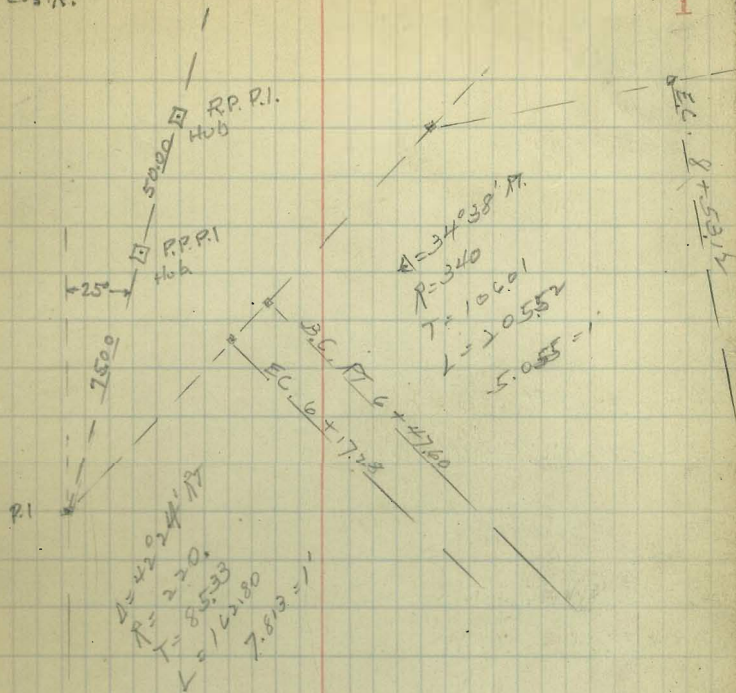
0 + 00 B.C. LT.

deg. parts etc. x 2.25

$\Delta = 79^\circ 48' - LT$
 $R = 70$
 $T = 58.53$
 $L = 97.49$

indexed
 C.S.R.

1

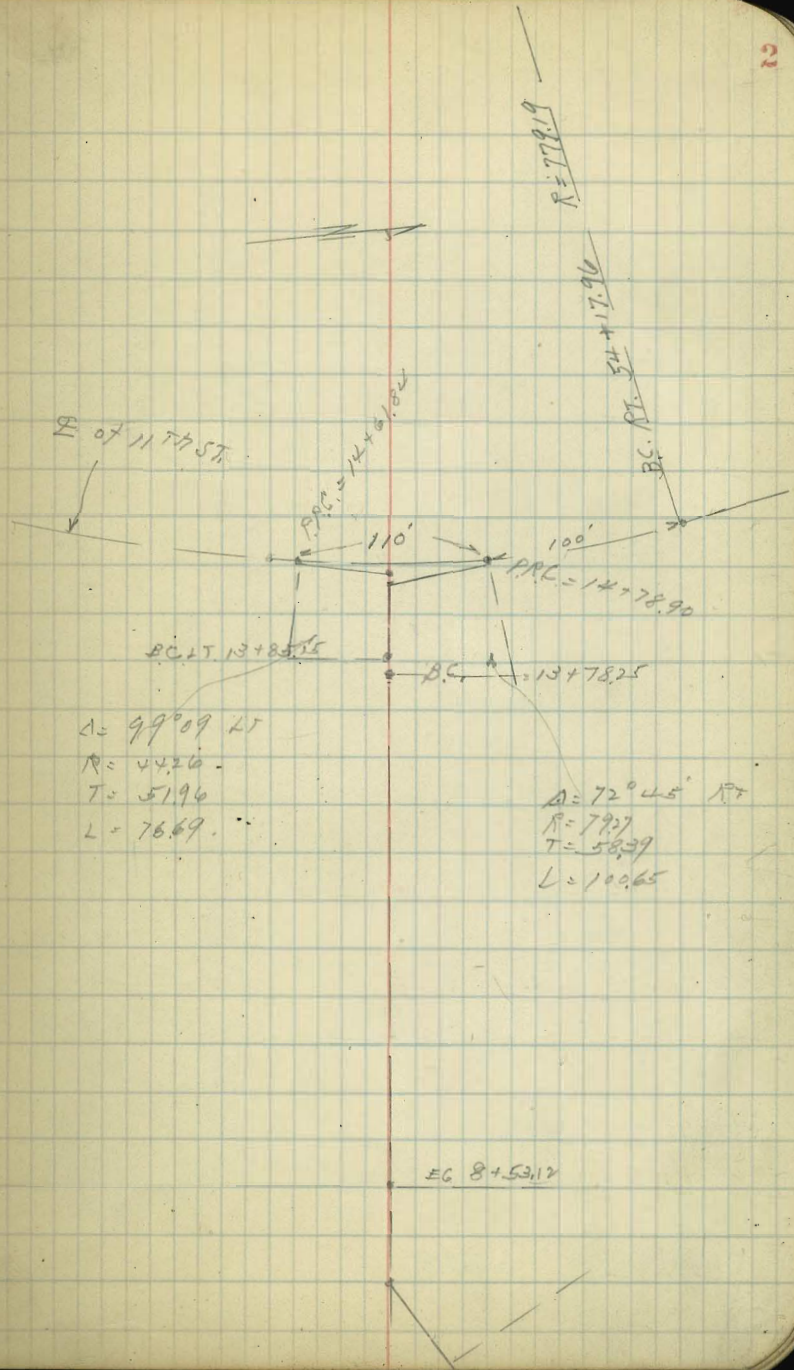


14 + 61.94 = PRC of Sly. Wye
14 + 78.90 = PRC of Niy Wye

13 + 85.15 = B.C. LT.
13 + 78.25 = B.C. RT

4° 05' 37"
18° 11' 11"
27° 10' 51"
46° 22' 50"

4° 08' PARTS
ch = 192
12° 23' 37"
24° 47' 12"
37° 10' 51"
49° 34' 30"



$\Delta = 99^\circ 09' 41''$
 $R = 442.6$
 $T = 51.96$
 $L = 76.69$

$\Delta = 72^\circ 45'$ RT
 $R = 79.7$
 $T = 58.39$
 $L = 100.65$

✓

✓ +57.48 BC RT

+

+75

+50

T.P. 0.74 190.08 1238 189.34

3

✓ +50

201.74

$$\begin{array}{r} 178.5 \\ \hline 11.6 \\ \hline 20 \\ \hline 181.5 \\ \hline 8.6 \\ \hline 20 \\ \hline 184.9 \\ \hline 1.3 \\ \hline 20 \\ \hline 185.2 \\ \hline 4.9 \\ \hline 20 \\ \hline 186.0 \\ \hline 4.1 \\ \hline 20 \\ \hline 187.1 \end{array}$$

$$\begin{array}{r} 179.4 \\ \hline 10.1 \\ \hline 181.05 \\ \hline 9.03 \\ \hline 20 \\ \hline 182.5 \\ \hline 7.0 \\ \hline 183.2 \\ \hline 4.9 \\ \hline 186.1 \\ \hline 4.0 \\ \hline 187.0 \end{array}$$

$$\begin{array}{r} 179.7 \\ \hline 10.4 \\ \hline 20 \\ \hline 180.9 \\ \hline 1.9 \\ \hline 20 \\ \hline 181.9 \\ \hline 184.6 \\ \hline 2.5 \\ \hline 20 \\ \hline 185.9 \\ \hline 2.7 \\ \hline 20 \\ \hline 188.0 \end{array}$$

$$\begin{array}{r} 190.7 \\ \hline 1.0 \\ \hline 20 \\ \hline 191.7 \\ \hline 1.4 \\ \hline 20 \\ \hline 193.1 \end{array}$$

$$\begin{array}{r} 191.2 \\ \hline 13.7 \\ \hline 188.2 \\ \hline 190.08 \end{array}$$

$$\begin{array}{r} 192.2 \\ \hline 1.5 \\ \hline 20 \\ \hline 193.7 \\ \hline 189.0 \end{array}$$

201.74

+50

7

6+94 C.V.

18" x 18"

10" pipe

T.P. 0.45 165.21 12.79 164.76

6+47.60 BC RT

Follow grade of Ex. Rd. by hole
Line of Ex. road from here to 1175

6+17.28 EC

6

5+50 = Nedge of Ex. Rd.

T.P. 0.34 177.55 12.87 177.21
190.08

$\begin{array}{r} 164.1 \\ + 9 \\ \hline 173 \end{array}$	$\begin{array}{r} 161.2 \\ + 7.8 \\ \hline 169 \end{array}$	$\begin{array}{r} 160.3 \\ + 9.5 \\ \hline 169.8 \end{array}$	$\begin{array}{r} 160.5 \\ + 8.9 \\ \hline 169.4 \end{array}$	$\begin{array}{r} 160.0 \\ + 9.6 \\ \hline 169.6 \end{array}$	$\begin{array}{r} 161.1 \\ + 8.2 \\ \hline 169.3 \end{array}$	$\begin{array}{r} 160.6 \\ + 8.1 \\ \hline 168.7 \end{array}$
$\begin{array}{r} 160.98 \\ + 4.1 \\ \hline 165.08 \end{array}$	$\begin{array}{r} 159.63 \\ + 5.8 \\ \hline 165.43 \end{array}$				$\begin{array}{r} 157.78 \\ + 2.3 \\ \hline 160.08 \end{array}$	

$\begin{array}{r} 170.3 \\ + 7.5 \\ \hline 177.8 \end{array}$	$\begin{array}{r} 168.7 \\ + 8.9 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 167.0 \\ + 10.6 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 168.4 \\ + 9.5 \\ \hline 177.9 \end{array}$	$\begin{array}{r} 167.8 \\ + 9.8 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 168.9 \\ + 8.7 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 168.6 \\ + 9.0 \\ \hline 177.6 \end{array}$
$\begin{array}{r} 171.7 \\ + 8.9 \\ \hline 180.6 \end{array}$	$\begin{array}{r} 172.5 \\ + 9.1 \\ \hline 181.6 \end{array}$	$\begin{array}{r} 168.7 \\ + 8.9 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 169.7 \\ + 9.5 \\ \hline 179.2 \end{array}$	$\begin{array}{r} 169.5 \\ + 8.1 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 170.4 \\ + 7.2 \\ \hline 177.6 \end{array}$	$\begin{array}{r} 169.9 \\ + 7.7 \\ \hline 177.6 \end{array}$
		$\begin{array}{r} 173.6 \\ + 5.0 \\ \hline 178.6 \end{array}$	$\begin{array}{r} 173.8 \\ + 4.8 \\ \hline 178.6 \end{array}$		$\begin{array}{r} 176.8 \\ + 0.8 \\ \hline 177.6 \end{array}$	

T.P. 0.26 109.9X 12.88 129.68

+50

9

+25. x 10" Culv

check 7/6 574106
1495-59 8.59 143.97 143.95

8+53. v EC. 5726

T.P. 0.22 152.56 12.87 152.24

8+00

105.21

142.1	142.5	138.0	138.4	138.0	138.9	139.0
10.4	10.1	12.6	12.4	11.6	12.7	12.0
146.2	143.8	142.1	142.8	142.3	143.3	143.5
144.8	144.8	143.36	142.8	141.68	142.21	143.5
9.98	9.26	9.8	10.88	8.30	140.33	12.28
FL.	FL.	FL.	FL.	FL.	FL.	FL.

INLET GRADE

151.0	148.6	146.6	144.85	146.4	147.6	147.8
11.6	11.0	11.0	11.71	11.2	11.0	11.8
157.0	157.6	157.6	156.14	157.6	157.6	157.8
5726	5726	5726	5726	5726	5726	5726

156.3	152.9	151.2	151.2	151.2	152.4	152.3
13.9	13.3	14.0	13.3	14.0	13.8	12.9
152.3	152.9	151.2	151.2	151.2	152.4	152.3
105.21	105.21	105.21	105.21	105.21	105.21	105.21

105.21

+61.8 8" CULV 18" x 18" Grate

+50

1 P 0.26 127.49 127 127.20

11

+50

+19.8 8" CULV 18" x 18" grate

10 + 00

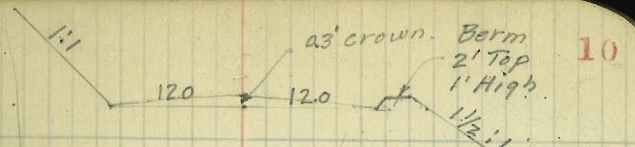
129.94

	9.4	118.3							
	20								
		117.12							
Grate	8.37								
	12								
		117.3							
	10.4								
	14								
		117.49							
	11.8								
	2								
		115.7							
	11.4								
		116.4							
	11.0								
	4								
		115.5							
	11.0								
	13								
		116.8							
	10.7								
	20								
		116.7							
	11.0								
	11.0								
	20								
		116.9							
	11.0								
	30								
		116.09							
	11.40								
	30								
		116.09							

	11.0	128.9							
	20								
		128.9							
	14.0								
	2								
		125.9							
	15.4								
	4								
		124.6							
	129.0								
	10.9								
	2								
		129.6							
	10.3								
		125.2							
	127.49								
	129.3								
	12								
		124.6							
	12.5								
	2								
		125.4							
	130.1								
	9.8								
	2								
		130.1							
	9.8								
	20								
		125.5							
	129.36								
	127.66								

129.94

Grades for Proposed Road from
Park Blvd. to Canyon way.



2+80				188.85	189.15	188.85
2+60				+0.2	+0.7	+1.2
				12.2		13.2
2+40				190.60	190.90	190.60
				+0.7	+0.6	+1.8
				13.7	12.7	13.8
2+00				192.20	192.50	192.20
				+0.4	+0.2	+1.1
				12.6		13.1
1+50				193.82	194.22	194.25
				+0.8	+1.1	+0.2
				12.8		12.7
0+97 ⁴⁹ E.C.				195.10	195.60	196.25
BM. 525	199.02			+0.7	+0.8	+0.8
				12.7	12.9	12.8
				69' R + 57' + 97' ⁴⁹ = 20' spike in Post Riding Academy Fence		
0+73 ¹²				195.55	196.22	196.95
				+0.9	+0.6	+0.2
				12.9		12.2
0+48 ⁷⁵				196.10	196.80	197.55
				+1.0	+0.6	+0.3
				13.0		12.3
0+24 ³⁷				196.75	197.35	197.93
BM						
0+00 = B.C. 10.8+	200.18	189.34	Hub 1495-59	197.45	pay 197.93	198.35

6417²⁸ EC.

BM				172.12
6400				
5460				
5420				
T.P	1.87		12.12	177.69
5400				

4454⁴⁸ BC.

4450				
4100				
3460				
3420				
T.P	0.47	189.81	16.84	189.34

$$\begin{array}{r} 168.90 \\ +0.0 \\ \hline 16.0 \end{array}$$

$$\begin{array}{r} 167.65 \\ +0.4 \end{array}$$

$$\begin{array}{r} 166.50 \\ +2.3 \\ \hline 14.3 \end{array}$$

On R.P.R. Hub out 751 See page 1

$$\begin{array}{r} 170.25 \\ +0.0 \\ \hline 16.0 \end{array}$$

$$\begin{array}{r} 169.05 \\ +0.6 \end{array}$$

$$\begin{array}{r} 167.85 \\ +2.3 \\ \hline 14.3 \end{array}$$

$$\begin{array}{r} 173.40 \\ -0.5 \\ \hline 17.8 \end{array}$$

$$\begin{array}{r} 172.20 \\ +1.0 \end{array}$$

$$\begin{array}{r} 171.00 \\ +4.4 \\ \hline 16.4 \end{array}$$

$$\begin{array}{r} 176.40 \\ +0.6 \\ \hline 12.6 \end{array}$$

$$\begin{array}{r} 175.20 \\ +2.5 \end{array}$$

$$\begin{array}{r} 174.00 \\ +4.7 \\ \hline 12.7 \end{array}$$

$$\begin{array}{r} 177.75 \\ +1.7 \\ \hline 13.7 \end{array}$$

$$\begin{array}{r} 176.57 \\ +2.7 \end{array}$$

$$\begin{array}{r} 175.40 \\ +3.9 \\ \hline 15.9 \end{array}$$

$$\begin{array}{r} 180.32 \\ +1.0 \\ \hline 13.0 \end{array}$$

$$\begin{array}{r} 179.55 \\ +1.6 \end{array}$$

$$\begin{array}{r} 178.85 \\ +2.2 \\ \hline 14.2 \end{array}$$

180.55

179.82

179.15

$$\begin{array}{r} 182.95 \\ +0.7 \\ \hline 12.7 \end{array}$$

$$\begin{array}{r} 182.95 \\ -0.3 \end{array}$$

$$\begin{array}{r} 182.45 \\ -0.5 \\ \hline 17.8 \end{array}$$

$$\begin{array}{r} 184.85 \\ +0.8 \\ \hline 12.8 \end{array}$$

$$\begin{array}{r} 185.15 \\ +0.6 \end{array}$$

$$\begin{array}{r} 184.85 \\ +0.2 \\ \hline 12.2 \end{array}$$

$$\begin{array}{r} 187.00 \\ +0.7 \\ \hline 12.7 \end{array}$$

$$\begin{array}{r} 187.30 \\ -0.2 \end{array}$$

$$\begin{array}{r} 187.00 \\ +0.4 \\ \hline 12.4 \end{array}$$

47.60
17.24
30.3

9150

13805

138.30

138.00

9100

142.88

142.75

142.20

$\frac{00}{140}$

0.0

$\frac{+2.2}{14.2}$

8153¹² E.C.

147.15

146.92

146.02

$\frac{00}{12.0}$

-0.1

$\frac{+1.6}{13.6}$

8150

1495-59

ck. to BM. Hub

12.09

143.97

143.93

147.95

147.20

146.28

8100

152.80

151.65

150.50

$\frac{00}{12.0}$

+0.2

$\frac{+1.9}{13.9}$

T.P.

1.06

156.06

12.54

155.00

7150

157.32

156.12

154.92

$\frac{00}{12.6}$

-0.1

$\frac{+2.0}{14.0}$

7100

161.80

160.60

159.40

$\frac{00}{12.0}$

-0.1

$\frac{+1.6}{13.6}$

6180

163.52

162.32

161.12

$\frac{00}{15.8}$

0.0

$\frac{+1.9}{13.9}$

6117⁶⁰

166.40

165.20

164.00

$\frac{00}{15.3}$

-0.1

$\frac{+1.9}{13.9}$

T.P.

0.88

12.96

166.66

1100

125.00

125.30

125.00

10450

129.10

129.40

129.10

10400

13380

134.10

133.80

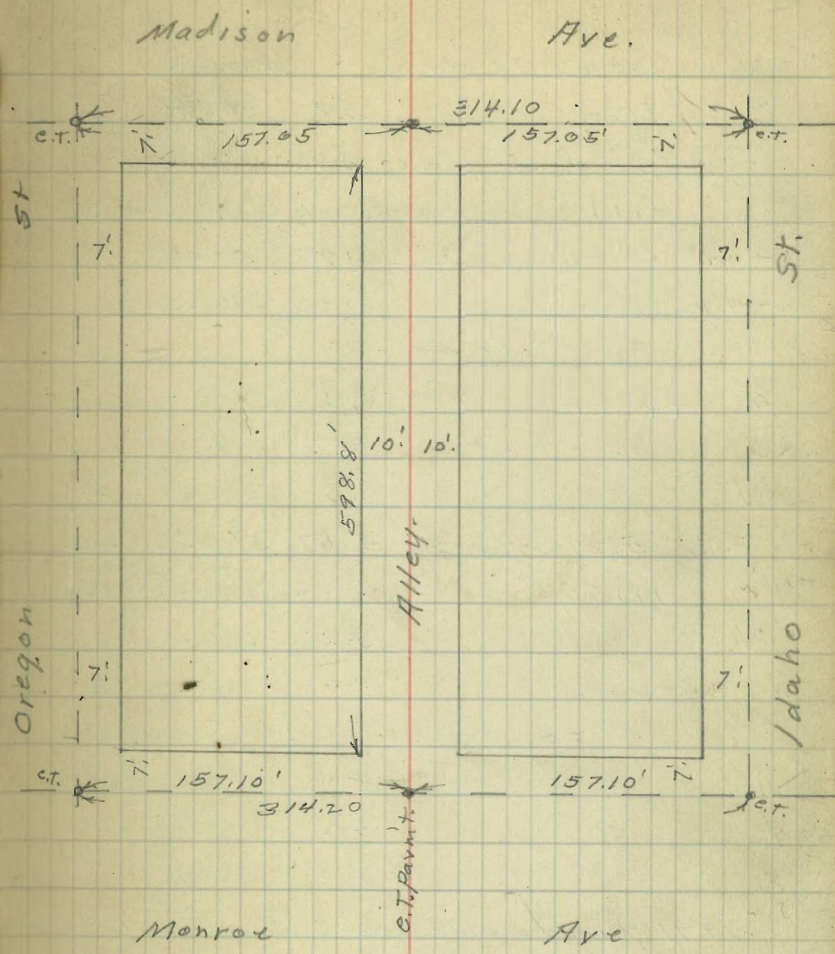
X. Sec. Alley BIK. 55 Univ HTs.
 Monroe to Madison
 Bet. Oregon & Idaho.

6-17-36
 Miller
 Walker
 Bliss.

Indexed
 C.I.S.R.

378.87 BM B.P. S.E. Idaho +
 Madison

BM. B.P.	Elev.	385.43	378.87	S.E. Idaho + Madison
14' N. of s. line = s. ed. line of Madison				
W-25	gutter	5.65	379.78	
W-25	emt. ed.	4.98	380.45	
W	" "	5.20	380.23	
W	gutter	5.80	379.63	
φ	" "	5.80	379.63	
E	" "	5.87	379.56	
E	emt. ed.	5.24	380.19	
+25	" "	5.35	380.08	
+25	gutter	5.96	379.47	
0+00 = S. line Madison				
E	s. End. emt. ed.	5.06	380.37	
E	" " pav.	5.21	380.22	
φ	" " "	5.32	380.11	
W	" " "	5.06	380.37	
W	" " emt. ed.	4.85	380.58	
0+45				
W-2	(E. edge) N. End. emt. walk.	4.81	380.62	
E-0.3'	φ W. End. emt. walk	5.47	379.96	6' w. rd.
0+50				
W	" "	5.1	380.3	
φ	" "	5.9	379.5	
E	" "	6.0	379.4	



BM 375.94 B.P. S.E. Idaho +
 Monroe

385.43

	0+63 garage on E. cmt. floor 4' Back	W.	
E = floor	5.85 379.58	♀	
W-2.0	^{E. edge} S. End. cmt. walks. 4.85 380.58	E.	
	0+67 garage on W. cmt. floor 4' Back		
W-0.2'	cmt. apron. 4.98 380.45	E	
W-4.0	floor 4.82 380.61	♀	
	1+00	W	
E	6.1 379.3		
♀	5.7 379.7		
W.	5.5 379.9		
T.P.	5.29 385.05 5.67 379.76		
	1+15 garage on W. Wooden floor 0.5 Back		
W.	5.0 380.1		
W-0.5	floor. 4.4 380.7		
	1+50		
W	5.4 379.7		
♀	5.2 379.9		
E.	5.3 379.8		
	1+91 garage on E. cmt. floor 8.2' Back		
E-8.2	floor 5.74 379.29		
E-4.2	End. cmt. Apron. 5.88 379.17		
	2+00		
E	6.0 379.10		
♀	5.5 379.6		
W	5.0 380.1		

385.05

BHK 55 U.H.

15

	2+50		
	5.0 380.1	W.	
	5.1 380.0	♀	
	5.5 379.6	E.	
	3+00		
	5.4 379.7	E	
	5.3 379.8	♀	
	4.9 380.2	W	
	3+50		
	5.2 379.9	W	
	5.2 379.9	♀	
	5.1 380.0	E	
	at 3+30 Board Fence on W. Line at 3+70 Board " " On W. 15.0 L in Alley S. End.		
	3+58 double garage on E dirt floor on E. line		
	E. floor. 5.2 379.9		
	3+79 garage on W. cmt. floor 3.0' Back.		
	W-3.0 = floor 4.9 380.2		
	3+95 double garage on W. cmt. floor 3.3' Back		
	W-3.3' floor 4.8 380.3		
	4+00		
	5.0 380.1	E	
	4.9 380.2	♀	
	4.8 380.3	W.	
	4+50		
	5.2 379.9	W	
	5.2 379.9	♀	
	5.4 379.7	E.	

385.05

4 + 5.8 garage on E. dirt floor 6.4 Back.
 E-6.4' floor 5.4 379.7

5+00 = N. End. 5 garages on E. cmt. floors 6' Back.

E-6' floor 5.08 379.97

E-4.5 5.22 379.83

E 5.2 379.9

♀ 5.3 379.8

W. 5.4 379.7

T.P. 4.16 383.89 5.32 379.73

5+18 double garage on w. cmt. floor 3.0' Back.

W-1.1 cmt. apron 3.96 379.93

W-3.0 floor 3.78 380.11

5+46 S. End. 5 garages on E. 6.0 Back

3.92 379.97

4.09 379.80

5+50

W 4.2 379.7

♀ 4.4 379.5

E 4.3 379.6

5+54 garage on E. cmt. floor 3.0' Back.

E-0.5 cmt. apron 4.59 379.30

E-3.0 floor 4.24 379.61

383.89

BIK 55.2.H.

16

5+85

E 5.1 378.8

♀ 5.4 378.5

W 5.0 378.9

5+98.80 = N. Line Monroe

W. N. End cmt. ch 5.91 377.98

W. " " Pav. 6.08 377.81

♀ " " " 6.24 377.61

E " " " 5.95 377.94

E " " cmt. ch. 5.93 377.96

14'

E-15 gutter 7.05 376.84

E-15 cmt. ch 6.36 377.53

E " " 4.19 377.70

E gutter 6.84 377.05

♀ " " 6.72 377.17

W. " " 6.67 377.22

W. cmt. ch. 5.81 378.08

W. +30 cmt. ch 5.75 378.14

W +30 gutter 6.37 377.52

BM(gone) Reading on curb 4.94 378.95 (S.E. Oregon
 + Monroe.
 = 379.00

Cont Page 17

LT.

$$\begin{array}{r} 270.06 \\ 2.22 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 270.3 \\ 3.0 \\ \hline 133 \end{array}$$

$$\begin{array}{r} 250.2 \\ 23.1 \\ \hline 100 \end{array}$$

Top 60

RT.
 E alley
 = Baseline

$$\begin{array}{r} 235.9 \\ 37.5 \\ \hline 107 \end{array}$$

$$\begin{array}{r} 232.6 \\ 40.7 \\ \hline 70 \end{array}$$

$$\begin{array}{r} 239.8 \\ 33.5 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 238.6 \\ 34.7 \\ \hline 120 \end{array}$$

$$\begin{array}{r} 240.2 \\ 32.1 \\ \hline 125 \end{array}$$

$$\begin{array}{r} 273.0 \\ 0.3 \\ \hline 207 \end{array}$$

1+00

1+40

1+20

0+80

0+60

0+40

0+00

0-30

$$\begin{array}{r} 234.7 \\ 38.6 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 230.4 \\ 42.9 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 231.6 \\ 41.7 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 235.2 \\ 38.1 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 236.1 \\ 37.2 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 238.6 \\ 34.7 \\ \hline 133 \end{array}$$

$$\begin{array}{r} 273.7 \\ 10.4 \\ \hline 207 \end{array}$$

W edge
School ground

$$\begin{array}{r} 269.7 \\ 3.0 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 244.6 \\ 28.7 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 233.3 \\ 42.0 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 228.2 \\ 45.1 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 231.3 \\ 42.0 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 234.4 \\ 38.9 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 240.1 \\ 34.2 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 236.9 \\ 36.4 \\ \hline 90 \end{array}$$

$$\begin{array}{r} 239.1 \\ 34.2 \\ \hline 130 \end{array}$$

$$\begin{array}{r} 273.6 \\ 10.34 \\ \hline 207 \end{array}$$

$$\begin{array}{r} 254.6 \\ 18.7 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 236.2 \\ 37.1 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 227.3 \\ 36.0 \\ \hline 65 \end{array}$$

$$\begin{array}{r} 232.3 \\ 41.1 \\ \hline 37 \end{array}$$

$$\begin{array}{r} 247.4 \\ 25.9 \\ \hline 35 \end{array}$$

$$\begin{array}{r} 257.6 \\ 15.7 \\ \hline 35 \end{array}$$

$$\begin{array}{r} 260.4 \\ 12.9 \\ \hline 75 \end{array}$$

$$\begin{array}{r} 264.2 \\ 9.1 \\ \hline 137.5 \end{array}$$

$$\begin{array}{r} 274.3 \\ 11.0 \\ \hline 175 \end{array}$$

W edge playground

$$\begin{array}{r} 254.6 \\ 18.7 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 267.3 \\ 7.0 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 268.9 \\ 4.4 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 270.9 \\ 2.4 \\ \hline 75 \end{array}$$

$$\begin{array}{r} 272.1 \\ 1.4 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 273.1 \\ 0.2 \\ \hline 137.5 \end{array}$$

interpolate

$$\begin{array}{r} 236.1 \\ 37.2 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 227.3 \\ 46.0 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 227.1 \\ 46.2 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 240.6 \\ 32.7 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 256.6 \\ 14.7 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 266.9 \\ 6.4 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 270.3 \\ 3.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 271.5 \\ 1.5 \\ \hline 75 \end{array}$$

$$\begin{array}{r} 272.3 \\ 1.0 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 273.1 \\ 0.2 \\ \hline 137.5 \end{array}$$

$$\begin{array}{r} 224.2 \\ 49.1 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 225.1 \\ 48.2 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 229.2 \\ 44.1 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 233.9 \\ 59.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 248.2 \\ 35.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 258.2 \\ 15.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 270.5 \\ 2.8 \\ \hline 47 \end{array}$$

$$\begin{array}{r} 271.6 \\ 1.7 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 272.9 \\ 0.4 \\ \hline 137.5 \end{array}$$

$$\begin{array}{r} 222.5 \\ 50.8 \\ \hline 147.5 \end{array}$$

$$\begin{array}{r} 232.1 \\ 41.2 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 236.9 \\ 36.4 \\ \hline 75 \end{array}$$

$$\begin{array}{r} 240.9 \\ 32.4 \\ \hline 50 \end{array}$$

$$\begin{array}{r} 237.8 \\ 35.5 \\ \hline 35 \end{array}$$

$$\begin{array}{r} 243.3 \\ 30.0 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 260.2 \\ 13.1 \\ \hline 40 \end{array}$$

$$\begin{array}{r} 267.4 \\ 5.9 \\ \hline 60 \end{array}$$

$$\begin{array}{r} 270.1 \\ 3.2 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 272.3 \\ 1.0 \\ \hline 128 \end{array}$$

$$\begin{array}{r} 271.12 \\ 3.6 \\ \hline 137.5 \text{ adv.} \end{array}$$

Dot. Contour

SW.B.P.

275

273.28

270.53

Douglas
Albaracs

check to BM

7.77 270.53 270.53
Duglass 4 SW BP
alt 1000

2+80

271.3 272.9
7.0 5.4
147.5 140

273.9 275.1 273.3 250.1 243.9 243.2 245.3 248.8
4.4 3.4 4.0 28.0 34.2 35.1 33.0 29.5
147.5 137.5 155 172.5 200 207.5

2+55

272.9 274.0 274.1
5.4 4.3 4.2
142 150 170

T.P.

8.72

278.30 3.70 269.58

2+50

270.64 271.3 269.9
2.6 2.0 3.2
147.5 100 50

272.0 267.7 267.3 250.1 246.0 243.7 245.2 250.6
1.8 5.6 6.0 17.2 2.8 2.4 3.1 1.7
137.5 150 172 207.5

2+20

270.51 271.1 267.7
2.77 2.2 5.6
Top. 147.5 100 50

260.7
12.6

2+00

270.7 271.0 259.7 257.6
ground 2.4 2.3 1.2 1.5
147.5 130 100 50

250.9 249.7 249.4 246.7 239.7 251.1 267.6 273.8
22.4 23.6 23.9 24.6 33.6 27.2 5.7 20.5
137.5 172 207.5 223

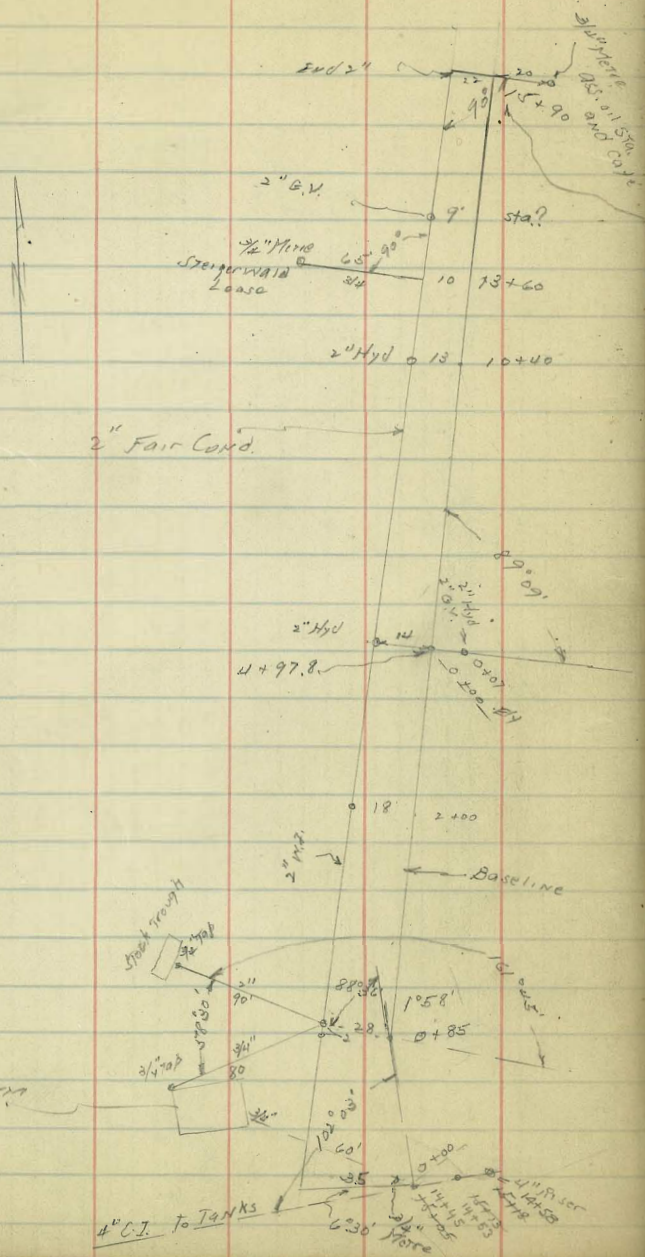
CANT see 147.5

273.28

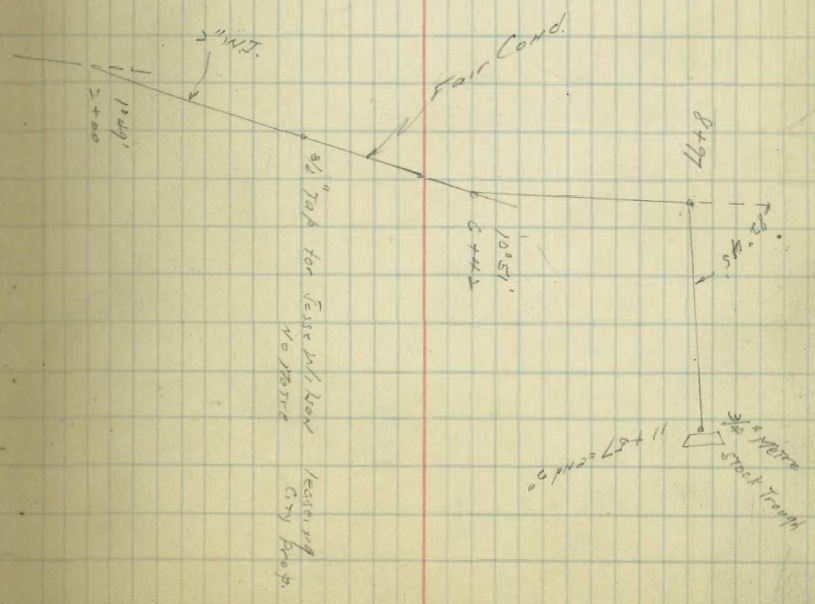
edge of road ground

El. Wedge of ground

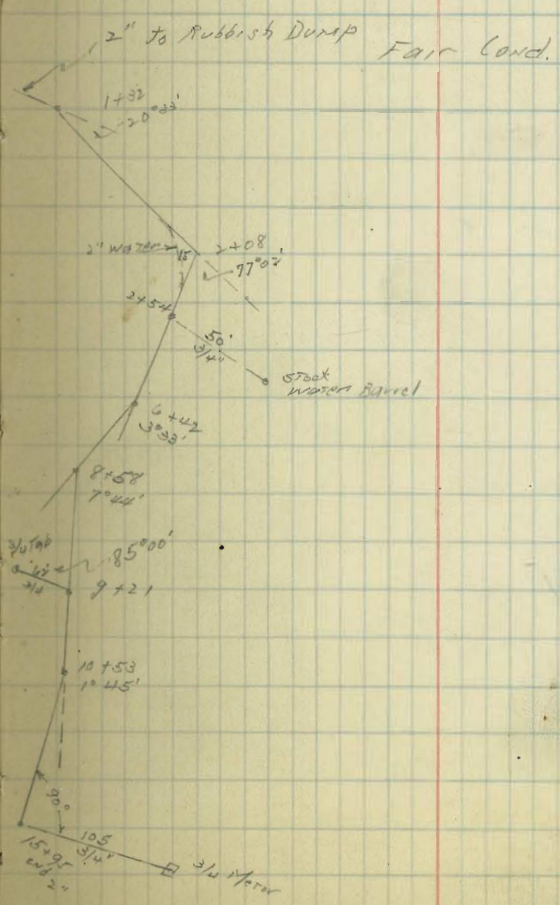
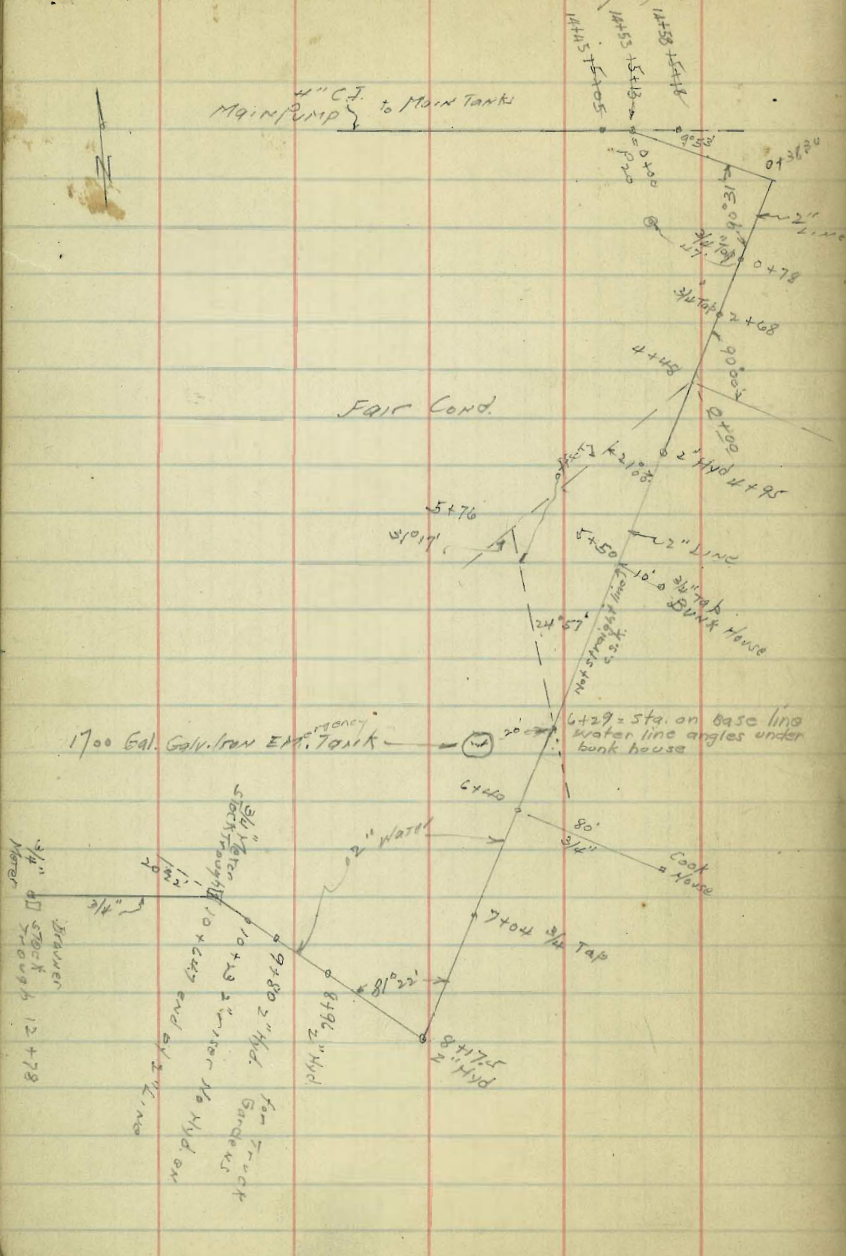
2" Water, Main Tanks N T.
 Junction of La Jolla Canyon Dr.
 Pacific Blvd. & Strayhorn Rd.



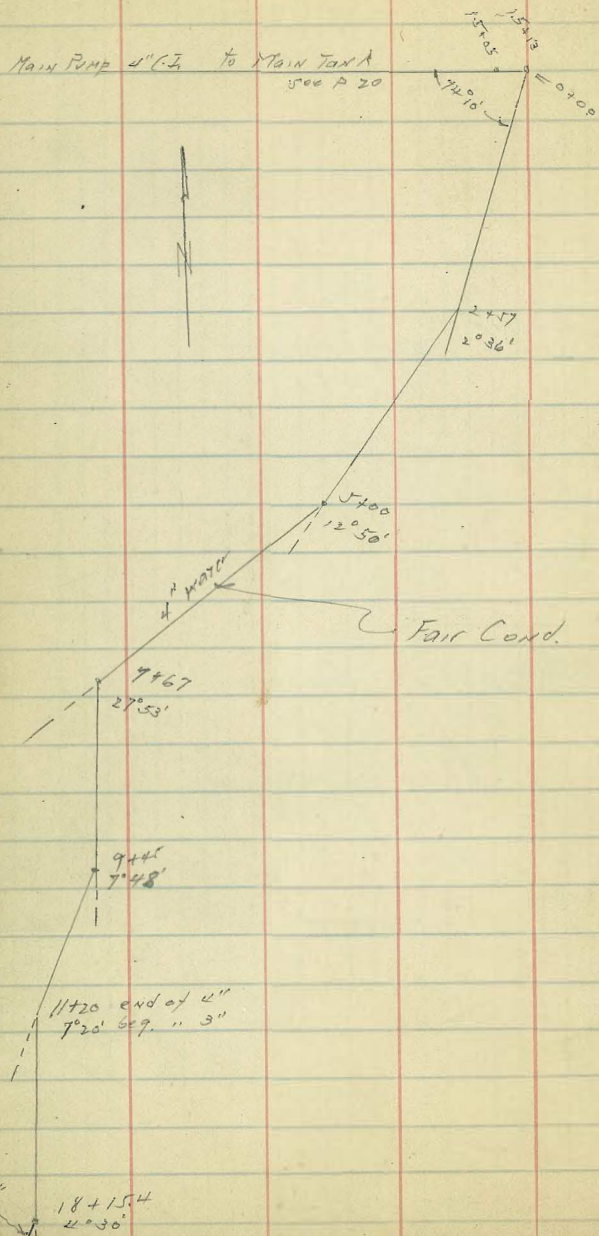
2000 N of 15+90 & 150' W of Highway =
 80000 gal. CONC RES. NOT IN USE AT THIS
 TIME BUT COULD BE REPAIRED AT SMALL
 COST.



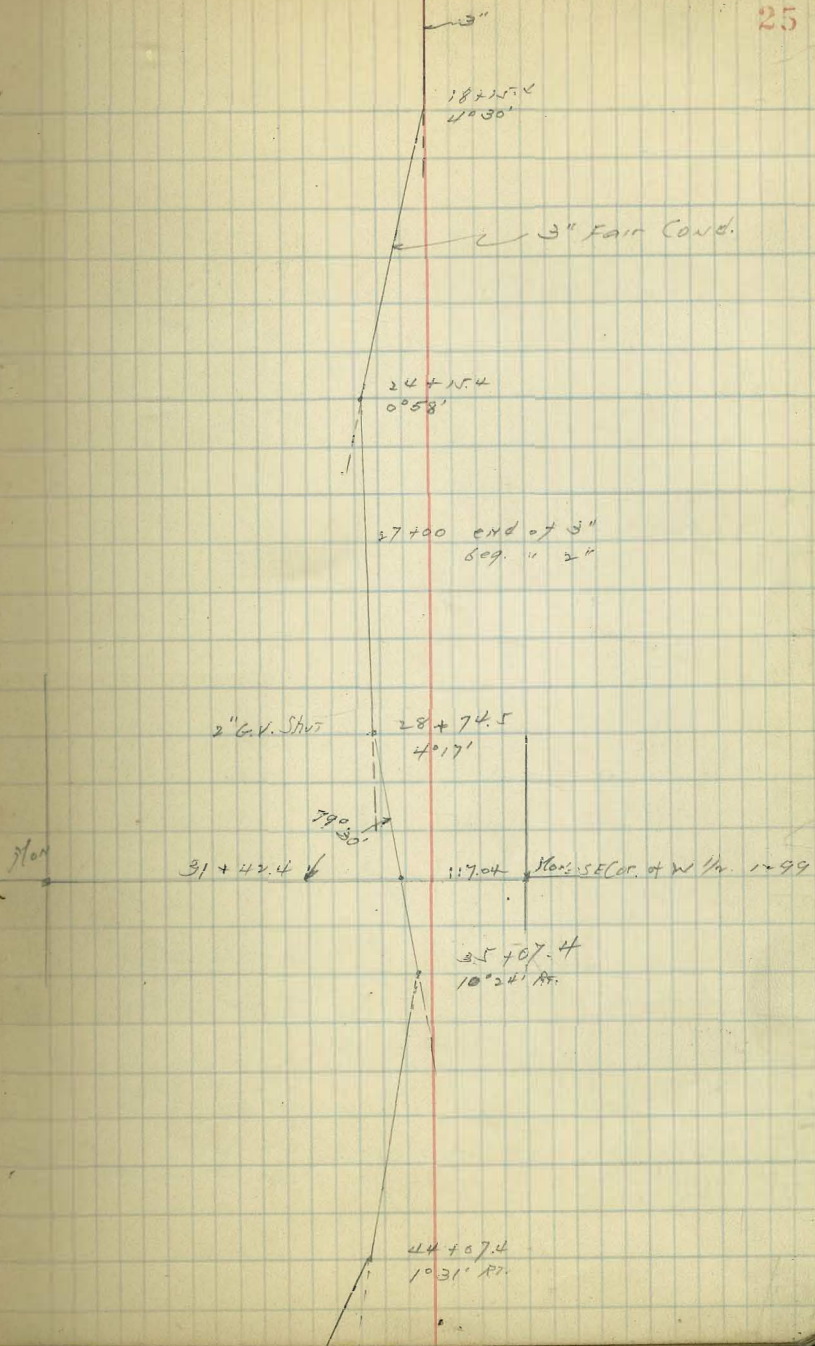
2" W.I. WATER
Main Tanks Sly to EM Tank to irrig. system

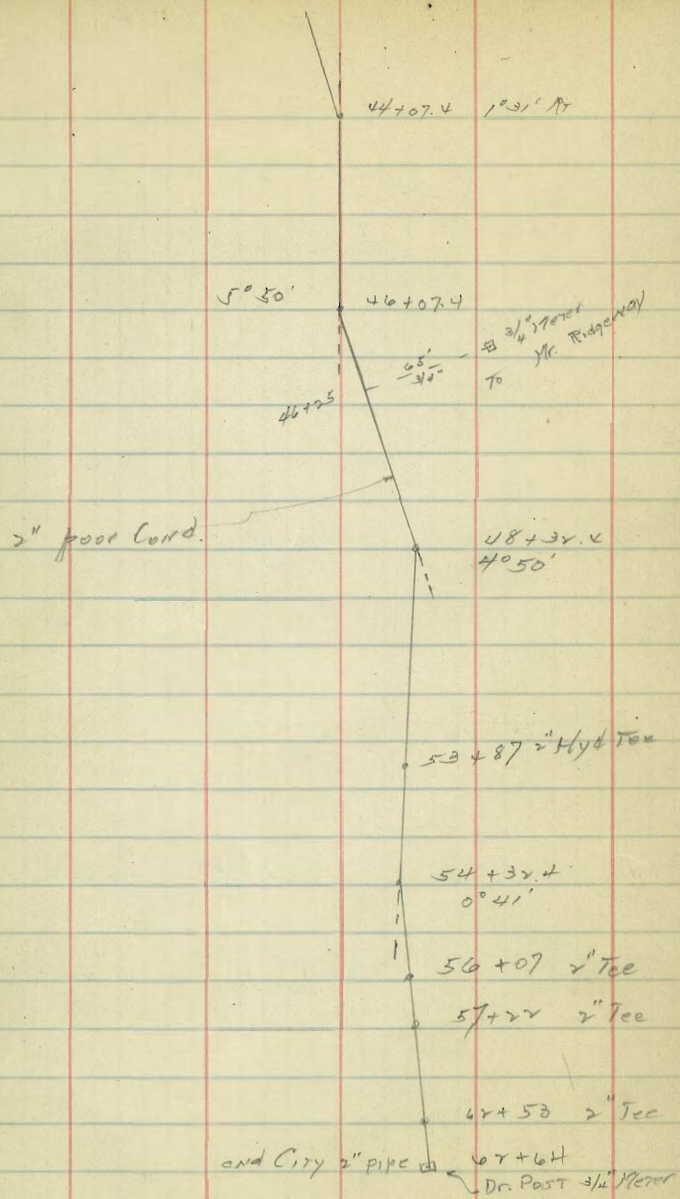


4" W.I. Screenpipe Gravity Water
Main Tank to Post Ranch



25





Proposed Ext. of Douglass St.
Thru Blk 6 Florence Hts
Align. & Levels

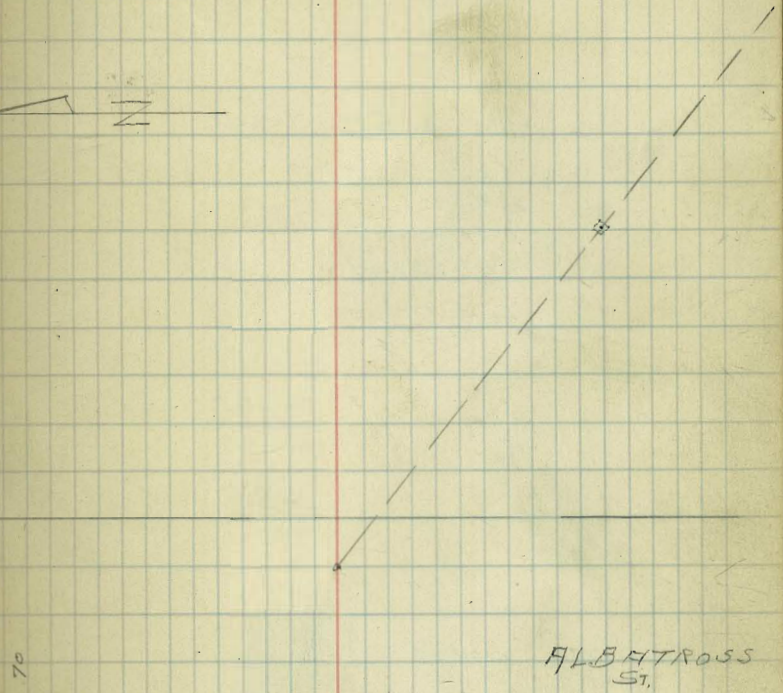
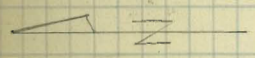
Moore
Lisson
Northern
10-7-36

See 5131 L

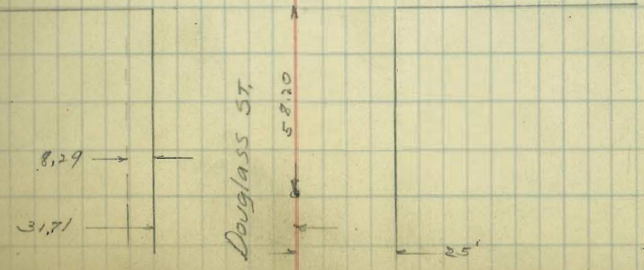
E.C. 2+04.44 2x2 R.W.

$\Delta = 42^{\circ} 05' 31''$ RT.
 $\pm R = 278.29$
 $T = 107.08$
P.I. 1+07.08 L = 204.44
C.T. IN PAVING 6.1765 = 1'

B.C. 0+00 C.T. IN PAVING



70



EC. 6+09.34 CT. IN PAV.

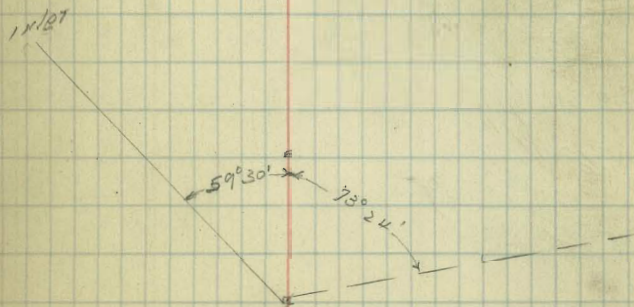
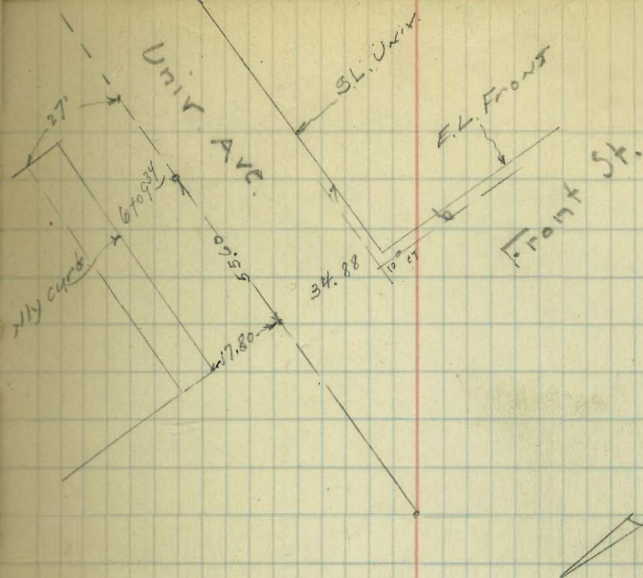
PI. 4+96.79
CT. IN PAV.

$\Delta = 42^{\circ}05'31''$ LT.
E R = 321.71
T = 123.79
L = 236.34
S. 3449

BC. 3+73.00 2x2 RW

2+65 Proposed Curb.

EC. 2+04.44



T.P. 1.95 264.30 ✓ 12.55 262.95 ✓

+50

$\frac{271.3}{4.2}$	$\frac{271.3}{4.7}$	$\frac{271.1}{4.4}$	$\frac{271.0}{4.5}$	$\frac{270.4}{5.1}$	P ✓
$\frac{20}{20}$	$\frac{20}{20}$		$\frac{20}{20}$	$\frac{20}{20}$	

+25

$\frac{271.4}{4.1}$	$\frac{271.2}{4.3}$	$\frac{270.5}{5.0}$	$\frac{270.39}{5.11}$	$\frac{269.68}{5.82}$	$\frac{269.83}{5.67}$	$\frac{269.98}{5.22}$	P ✓
$\frac{40}{40}$	$\frac{20}{20}$		$\frac{7.06}{7.06}$	$\frac{7.907}{7.907}$	$\frac{20}{20}$	$\frac{40}{40}$	

$\frac{270.33}{5.07}$	$\frac{270.39}{5.11}$	$\frac{270.41}{5.09}$	$\frac{270.20}{5.30}$	$\frac{270.12}{5.38}$	P ✓
$\frac{40}{40}$	$\frac{20}{20}$		$\frac{20}{20}$	$\frac{20}{20}$	

+75

$\frac{270.48}{4.25}$	$\frac{270.63}{4.87}$	$\frac{270.18}{5.32}$	$\frac{269.76}{5.72}$	$\frac{270.39}{5.11}$	$\frac{270.3}{5.2}$	P ✓
$\frac{40}{40}$	$\frac{20}{20}$	$\frac{19.61}{19.61}$	$\frac{19.61}{19.61}$	$\frac{19.61}{19.61}$	$\frac{30}{30}$	

+50

$\frac{273.0}{2.5}$	$\frac{272.6}{2.9}$	$\frac{271.3}{4.2}$	$\frac{271.08}{4.42}$	$\frac{270.40}{5.0}$	$\frac{270.19}{5.31}$	$\frac{269.97}{5.52}$	$\frac{270.55}{4.95}$	$\frac{270.9}{4.6}$	P ✓
$\frac{40}{40}$	$\frac{35}{35}$	$\frac{32}{32}$	$\frac{24.2}{24.2}$	$\frac{20.4}{20.4}$	$\frac{19.7}{19.7}$	$\frac{5.7}{5.7}$	$\frac{5.7}{5.7}$	$\frac{1.5}{1.5}$	

+25

$\frac{273.7}{1.8}$	$\frac{273.4}{2.1}$	$\frac{271.20}{4.30}$	$\frac{270.75}{4.75}$	$\frac{270.77}{4.73}$	$\frac{270.28}{5.22}$	$\frac{270.81}{4.69}$	$\frac{271.1}{4.4}$	P ✓
$\frac{40}{40}$	$\frac{28}{28}$	$\frac{21.26}{21.26}$	$\frac{21.8}{21.8}$	$\frac{19.0}{19.0}$	$\frac{8.89}{8.89}$	$\frac{8.9}{8.9}$	$\frac{1.9}{1.9}$	

BC 0400

$\frac{273.5}{2.0}$	$\frac{273.3}{2.2}$	$\frac{271.9}{3.4}$	$\frac{271.70}{3.80}$	$\frac{271.07}{4.09}$	$\frac{271.07}{4.43}$	$\frac{270.54}{4.96}$	$\frac{271.03}{4.17}$	$\frac{271.2}{4.3}$	P ✓
$\frac{40}{40}$	$\frac{30}{30}$	$\frac{28}{28}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{44.3}{44.3}$	$\frac{9.9}{9.9}$	$\frac{9.9}{9.9}$	$\frac{20}{20}$	

SW.B.P. 1.97

275.50 ✓

270.53

Douglas
Habitat

275.50 ✓

marked 8/16/37

2 + 65 RT RT Δ

2 + 65 = Live = 4 Culv.

2 + 50

T.P. 1.47 240.88 12.08 239.41 ✓

2 + 25

T.P. 0.02 251.49 12.83 251.47 ✓

2 + 04.44 ES.

1 + 75

264.30 ✓

LT

PT

PT

30

$\frac{244.9}{+4.0}$ 70	$\frac{240.3}{0.6}$ 50	$\frac{236.9}{4.0}$ 55	$\frac{228.61}{12.7}$	$\frac{228.6}{12.3}$ 50	$\frac{226.3}{14.6}$ 90	P ✓
----------------------------	---------------------------	---------------------------	-----------------------	----------------------------	----------------------------	-----

$\frac{233.5}{7.4}$ 95	$\frac{231.8}{9.1}$ 50	$\frac{228.61}{12.7}$ 46 = 4	$\frac{228.5}{12.4}$ 50	$\frac{226.2}{14.7}$ 90
---------------------------	---------------------------	---------------------------------	----------------------------	----------------------------

$\frac{247.7}{+4.8}$ 70	$\frac{243.4}{+2.5}$ 50	$\frac{238.3}{2.6}$ 55	$\frac{237.6}{6.9}$	$\frac{231.8}{9.1}$ 70	$\frac{233.7}{7.2}$ 50	$\frac{234.1}{6.8}$ 80	P ✓
----------------------------	----------------------------	---------------------------	---------------------	---------------------------	---------------------------	---------------------------	-----

$\frac{251.5}{0.0}$ 60	$\frac{247.8}{6.7}$ 25	$\frac{237.6}{13.9}$	$\frac{239.6}{11.9}$ 25	$\frac{242.3}{9.2}$ 50	$\frac{244.6}{7.5}$ 80	P ✓
---------------------------	---------------------------	----------------------	----------------------------	---------------------------	---------------------------	-----

$\frac{261.3}{3.0}$ 50	$\frac{246.0}{18.3}$ 25	$\frac{241.5}{22.8}$	$\frac{243.0}{31.3}$ 25	$\frac{246.9}{17.4}$ 50	$\frac{247.1}{17.2}$ 70	P ✓
---------------------------	----------------------------	----------------------	----------------------------	----------------------------	----------------------------	-----

$\frac{271.4}{+7.1}$ 40	$\frac{264.3}{0.0}$ 28	$\frac{256.4}{7.9}$ 70	$\frac{256.8}{7.5}$	$\frac{257.3}{2.0}$ 20	$\frac{258.2}{6.1}$ 50	P ✓
----------------------------	---------------------------	---------------------------	---------------------	---------------------------	---------------------------	-----

264.30 ✓

man 8/16/57

3 + 60

$\frac{253.1}{27.5} = 9.2$	$\frac{261.1}{14.5} = 18.0$	$\frac{267.0}{8.2} = 32.6$	$\frac{266.9}{8.7} = 30.7$	$\frac{264.6}{11.0} = 24.0$	$\frac{255.4}{20.2} = 12.6$	P✓
----------------------------	-----------------------------	----------------------------	----------------------------	-----------------------------	-----------------------------	----

T.P. 1275 275.57 ✓ 0.64 202.82 ✓

$\frac{275.57}{3}$ ✓

3 + 50

$\frac{247.1}{16.4} = 15.1$	$\frac{251.3}{12.2} = 20.6$	$\frac{258.5}{5.0} = 51.7$	$\frac{261.6}{1.9} = 138.0$	$\frac{262.2}{1.8} = 145.7$	$\frac{258.7}{2.8} = 92.4$	$\frac{252.5}{11.0} = 23.0$	$\frac{247.5}{16.0} = 15.5$	P✓
-----------------------------	-----------------------------	----------------------------	-----------------------------	-----------------------------	----------------------------	-----------------------------	-----------------------------	----

T.P. 1272 263.46 ✓ 0.16 250.74 ✓

$\frac{263.46}{3}$ ✓

3 + 25

$\frac{238.6}{12.3} = 19.4$	$\frac{243.2}{7.7} = 31.6$	$\frac{246.9}{2.0} = 123.5$	$\frac{248.5}{2.4} = 103.5$	$\frac{249.6}{1.5} = 166.4$	$\frac{244.9}{2.0} = 122.5$	$\frac{240.4}{10.5} = 22.9$	P✓
-----------------------------	----------------------------	-----------------------------	-----------------------------	-----------------------------	-----------------------------	-----------------------------	----

T.P. 11.26 250.90 ✓ 1.24 239.64 ✓

$\frac{250.90}{3}$ ✓

3 + 05

$\frac{236.6}{4.3} = 55.0$	$\frac{233.6}{7.3} = 32.0$	$\frac{237.0}{3.9} = 60.8$	$\frac{239.5}{1.4} = 171.1$	$\frac{237.9}{3.0} = 79.3$	$\frac{237.1}{3.8} = 62.4$	$\frac{232.4}{8.5} = 27.3$	$\frac{226.1}{14.8} = 15.3$	P✓
----------------------------	----------------------------	----------------------------	-----------------------------	----------------------------	----------------------------	----------------------------	-----------------------------	----

2 + 91

$\frac{237.2}{3.7} = 64.1$	$\frac{233.2}{7.7} = 30.3$	$\frac{233.2}{7.7} = 30.3$	$\frac{234.23}{6.65} = 35.2$	$\frac{233.2}{7.7} = 30.3$	$\frac{232.9}{8.0} = 29.1$	$\frac{228.16}{12.2} = 18.7$	$\frac{226.2}{14.7} = 15.4$	P✓
----------------------------	----------------------------	----------------------------	------------------------------	----------------------------	----------------------------	------------------------------	-----------------------------	----

240.88 ✓

$\frac{240.88}{3}$ ✓

13/9/18 WMM

3 5

$\frac{274.1}{1.5}$	$\frac{273.4}{2.2}$	$\frac{271.1}{1.5}$	$\frac{270.92}{4.65}$	$\frac{271.19}{4.38}$	$\frac{270.66}{2.91}$
$\frac{40}{20}$	$\frac{17}{17}$	$\frac{10}{10}$	$\frac{PAV}{PAV}$	$\frac{PAV}{PAV}$	$\frac{40 PAV}{40 PAV}$

7 + 90

$\frac{273.9}{1.7}$	$\frac{273.2}{2.2}$	$\frac{270.9}{1.7}$	$\frac{271.2}{1.4}$	$\frac{271.1}{4.5}$
$\frac{40}{40}$	$\frac{12}{12}$	$\frac{20 PAV}{20 PAV}$	$\frac{20 PAV}{20 PAV}$	$\frac{40}{40}$

3 + 95

$\frac{273.3}{2.3}$	$\frac{273.2}{3.2}$	$\frac{273.3}{2.3}$	$\frac{273.0}{2.6}$	$\frac{270.7}{2.9}$	$\frac{272.3}{3.3}$	$\frac{271.1}{4.5}$
$\frac{40}{40}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{10}{10}$	$\frac{17}{17}$	$\frac{27}{27}$	$\frac{40}{40}$

7 + 50

$\frac{273.1}{2.5}$	$\frac{273.4}{3.2}$	$\frac{272.4}{3.2}$	$\frac{271.3}{4.3}$	$\frac{270.3}{5.4}$
$\frac{40}{40}$	$\frac{20}{20}$	$\frac{32}{32}$	$\frac{22}{22}$	$\frac{40}{40}$

3 + 25

$\frac{272.4}{2.2}$	$\frac{272.3}{3.3}$	$\frac{272.3}{2.3}$	$\frac{271.1}{2.5}$	$\frac{269.6}{6.0}$
$\frac{40}{40}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{20}{20}$	$\frac{40}{40}$

7. 4

$\frac{271.0}{1.6}$	$\frac{271.2}{4.4}$	$\frac{271.2}{1.4}$	$\frac{270.4}{5.2}$	$\frac{263.9}{11.7}$
$\frac{50}{50}$	$\frac{25}{25}$	$\frac{14}{14}$	$\frac{32}{32}$	$\frac{50}{50}$

3 3+78

TOP WALL	$\frac{265.7}{9.9}$	$\frac{261.2}{14.4}$	$\frac{265.5}{10.1}$	$\frac{270.5}{5.1}$	$\frac{269.8}{5.6}$	$\frac{270.0}{7.5}$	$\frac{268.1}{7.5}$	$\frac{256.4}{19.2}$
	$\frac{41}{41}$	$\frac{40}{40}$	$\frac{25}{25}$	$\frac{10}{10}$	$\frac{58}{58}$	$\frac{20}{20}$	$\frac{27}{27}$	$\frac{50}{50}$

Note / See p 73 for Re. XSEC.

2 3+73 BC. on Hub

$\frac{258.0}{17.6}$	$\frac{264.7}{10.9}$	$\frac{269.3}{6.3}$	$\frac{269.98}{5.59}$	$\frac{269.1}{6.5}$	$\frac{267.4}{8.2}$	$\frac{256.1}{19.5}$
$\frac{50}{50}$	$\frac{25}{25}$	$\frac{10}{10}$	$\frac{559}{559}$	$\frac{20}{20}$	$\frac{38}{38}$	$\frac{50}{50}$

275.57

275.57

6 + 09.34 F.C.

T.P. SEAP 7.77

279.22 ✓

11.4
15.59

271.45 ✓

J.N.V.
FRONT
271.51

+ 75

+ 50

5425

276.3	276.32	273.38	273.15	272.55	273.08	272.46	273.18	273.4	274.8
2.9	2.90	5.80	6.07	6.27	6.14	5.76	6.04	5.8	4.2
40	27.6	27.5	177.06	176.905	PAV	905	25.4	35	40
		Top wall							

279.22 ✓

275.6	275.6	272.75	272.3	271.86	272.29	271.30	271.96	272.3	273.9
0.0	0.0	2.87	3.3	3.71	3.28	4.27	3.61	3.3	1.7
40	20	26	14.05	14.907	PAV	27.907	27.06	37	40
		Top wall							

275.3	274.97	272.20	271.90	271.36	271.63	271.35	270.85
0.3	0.00	3.37	3.67	4.21	3.94	4.22	4.72
40	22.7	22.0	12.506	12.590	PAV	20 PAV	40 PAV
		Top wall					

274.6	274.1	271.35	271.29	271.31	270.58
1.0	1.5	2.02	4.28	2.2	4.79
40	20	18 PAV	PAV	20 PAV	20 PAV

275.57 ✓

Indexed
C.S.R.

Levels for drains at the
Palace of Fine Arts - Balboa Park

Moore
10-8-36

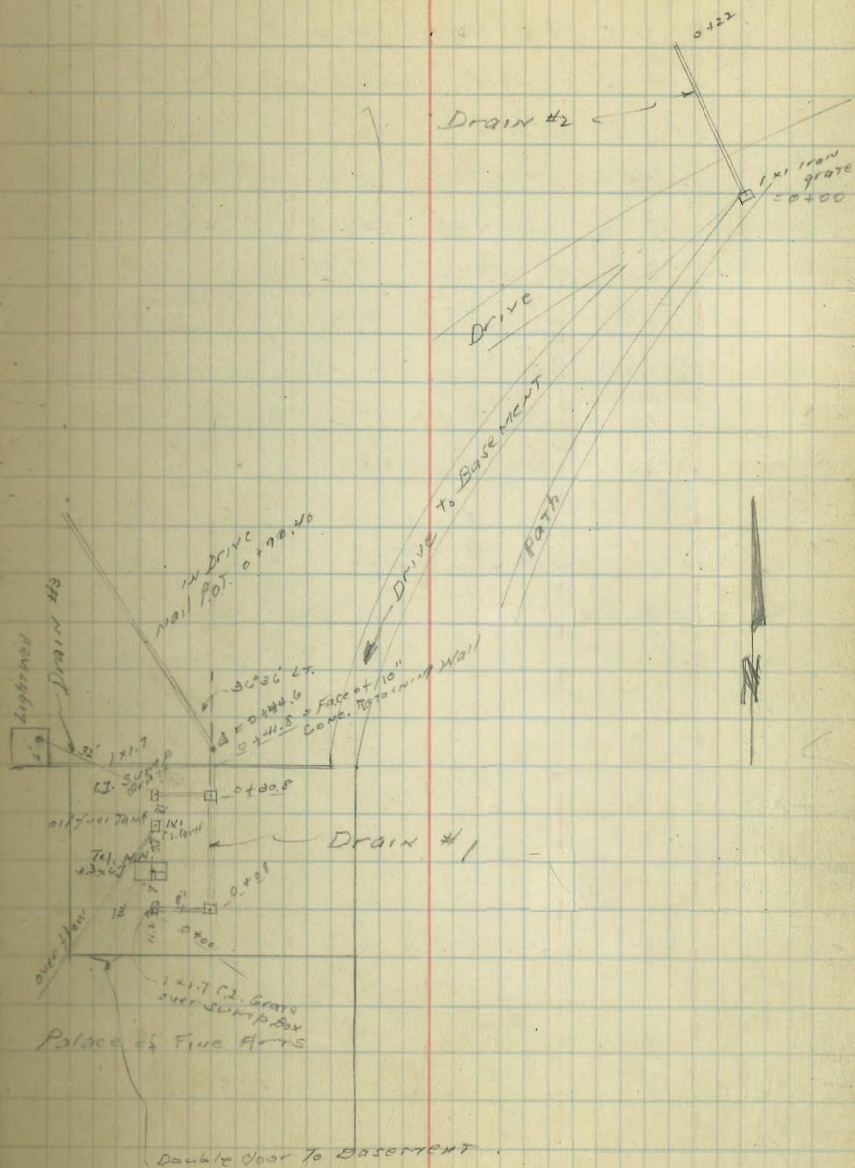
Park Blvd
Laurel

N.W. B.P.	238	287.66		283.28
T.P.	0.83	278.17	10.34	277.34
T.P.	2.38	270.76	7.79	268.38
SET B.M. TOP FTH	N.E. Cor Plaza de Panama	2.02		268.74
T.P.	5.78	272.04	4.50	266.26
T.P.	0.34	261.11	11.27	260.77

Drain #1

0+00	Bot. Sump Box	8.03		253.08
0+00	Top C.I. grate	6.20		254.91
0+08	∠ 90° LT	6.02		255.09
0+30.8		6.00		255.11
8' LT of 0+30.8	Bot. Box	6.19		254.92
" " "		8.57		252.54
0+41.8	Face of 10" Ret. Wall	5.85		255.26
T.P.	9.29	270.40	0.00	261.11
0+41.8	Top 10" wall	0.49		269.91
0+42.7	ground	3.2		267.2
0+44.6	∠ 30° 36' LT.	3.2		267.2
0+90.4	POT.	5.2		265.2
T.P.	0.00	265.33	5.07	265.33
1+05		1.8		263.5
1+25		7.3		258.0
1+50		16.7		248.6

Tunnel 0+41.8 to 1+50



Drain #3, Lightwell Sump #2

8' LT of 0+30.8 = Sump box on drain #1

5.40	270.73	265.33	T.P. p34
Grate on sump box of Lightwell	15.29	255.44	

Drain #2

5.23	270.56	265.33	
T.P.	3.50	269.97	4.09 266.47

0+00	Top 1x1 grate ^{Box filled up} with earth	4.61	265.36
0+12	wedge drive	5.0	269.0
0+15		5.0	265.0
0+22		9.6	260.4

		269.97		
T.P.	4.95	273.19	1.73	268.24
T.P.	3.71	272.04	4.86	268.38
T.P.	4.50	270.75	5.79	266.25
Ch. to F.H. B.M.			2.01	268.74 268.74
T.P.	9.70	278.07	8.38	268.37
T.P.	10.44	287.77	0.74	277.33
chub. to starting B.M.			4.50	283.27 283.28

13.00

9+00	ditch	6.8	6.2
10+00	" "	7.2	5.8
750	" "	7.2	5.8
11+00	" "	7.4	5.6
+55	" " ^{approx.} $\Delta 90^\circ$ Lt.	7.8	5.2
12+00		8.1	4.9
+50		8.5	4.5
13+00		8.6	4.4
+40	= $\Delta 95^\circ$ Rt. approx.	8.5	4.5
T.P.	11.58 21.57	3.01	9.99
chk. S.E. top Hyd.		4.36	17.21
			33rd. ocean level
			17.22 = BM
			0.01 = error.

N.W. Line

±

S.E. Line

199.2
4.9
+0.7

188.5
5.6
5.6
0.0

PC 198.0
6.1
4.7
+1.4

198.1
6.0
5.5
+0.5

197.5
6.6
6.3
+0.3

PC
197.4
6.7
4.6
+2.1

PC
196.8
7.3
4.2
+3.1

P.I
197.2
6.9
5.2
1.7

B.E 196.0
8.1
6.1
+2.0

196.3
7.8

196.0
8.1
7.0
1.1

B.M. Pay 6.15 1204.08

197.93 Page 10

Grades Connecting Rd. Park Blvd
to 11th St. Canyon.

20' Lt.

20' Rt

40

4+00

182.90
4.9
+1.6 ✓

182.95

182.10
4.8
-0.2

3+60

184.80
2.1
+1.0 ✓

185.15

184.55
2.4
2.8
-0.4

T.P.

0.43

186.86

12.81

186.43

186.86

3+20

186.90
12.3
11.9
+0.4 ✓

187.30

186.90
12.3
11.5
+0.8 ✓

2+80

188.75
10.5
9.6
+0.9 ✓

189.15
0.40
down

188.75
10.5
9.5
+1.0 ✓

2+40

190.50
8.7
8.1
+0.6 ✓

190.90

190.50
8.7
7.2
+1.5 ✓

2+00

192.10
7.1
6.9
+0.2 ✓

192.50

192.10
7.1
5.1
+2.0 ✓

1+50

193.82
5.4
4.9
+0.5 ✓

194.22

193.82
5.4
3.6
+1.8 ✓

0+97⁴⁹ BC

195.20
4.0
3.5
+0.5 ✓

195.60

195.20
4.0
2.2
+1.8 ✓

BM. spike

0.22

199.24

199.02

69' Rt. sta 0+97⁴⁹ spk. Riding Academy Fence.

BM 70⁶ R.P.P.I. See Page 1.

1.57

172.11 = 72.11

20' Lt

20' Rt

41

7+50

$\frac{158.12}{15.6}$
 $\frac{17.6}{+4.6}$

156.12

$\frac{154.12}{19.6}$
 $\frac{19.1}{+0.5}$

7+00

$\frac{162.60}{11.1}$
 $\frac{8.0}{+3.1}$

160.60

$\frac{158.60}{15.1}$
 $\frac{16.3}{-1.2}$

6+47⁶⁰ BE

$\frac{167.20}{6.5}$
 $\frac{3.5}{+3.0}$

165.20

$\frac{163.20}{10.5}$
 $\frac{11.9}{-1.4}$

chd. 25' Lt

Def A

chd. 25' Rt

6+17²⁴ EE

21-12

$\frac{169.65}{4.1}$
 $\frac{7.8}{+2.3}$

167.65

$\frac{165.65}{8.0}$
 $\frac{8.1}{-0.1}$

19.25

15.32

6+00

18-56.8

$\frac{171.05}{2.7}$
 $\frac{0.1}{+2.6}$

169.05

$\frac{167.05}{6.7}$
 $\frac{6.7}{0.0}$

T.P.

0.00

173.68

13.18

173.68

173.68

44.48

35.41

5+60

13-44.3

$\frac{174.20}{12.7}$
 $\frac{11.5}{+1.2}$

172.20

$\frac{170.20}{14.7}$
 $\frac{17.8}{4.9}$

44.48

35.41

5+20

8-31.7

$\frac{177.05}{8.9}$
 $\frac{8.5}{+1.4}$

175.20

$\frac{173.25}{13.7}$
 $\frac{9.2}{4.5}$

44.48

35.41

4+80

3-19.2

$\frac{179.40}{6.5}$
 $\frac{6.0}{+1.5}$

177.95

$\frac{176.30}{10.6}$
 $\frac{9.9}{+0.7}$

28.37

22.58

4+54⁴⁸ BCRT.

$\frac{180.60}{6.3}$
 $\frac{4.6}{+1.7}$

179.55

$\frac{178.25}{8.7}$
 $\frac{6.1}{+2.6}$

186.86

Fay Ave. Cross Section
 So. End of Paving So. of Rouberville
 to Hautiles St.
 West Curb Line Sta.

indexed
 C.S.K.

157.65

Nov. 18 1936
 Station
 North 42

BM 0.99 159.54 158.55 HWBP
 Gutter/Girder
 SE Top Hyd 11.53 148.01 (148.03)
 Gutter Fay 0+50

TP 10.81 157.65 13.70 146.84
 0+00 - 25' = South End of Paving
 26' on 0 log. 157.65

HCb Top 4.90 152.75
 Gutter on Pav. 5.40 152.25
 17' E - Top W Rail 4.61 153.04
 26' E on Pav. 4.54 153.11
 39' " " " 4.38 153.27
 52' " " " 4.36 153.29
 66' " " " 3.88 153.77

0+00 = Angle in HCb Line

HCb Top 4.16 153.49
 Gutter 4.9 152.7
 10' E 4.7 152.9
 18' E 4.6 153.0
 20' E 4.0 153.6
 22' E 5.6 152.0
 25.2' E - Top W R 4.58 153.07
 34' E 5.6 152.0
 37' E 4.1 153.5
 40' E 4.5 153.1
 60' E 4.2 153.4
 64' E 2.7 154.9

70' E 4.8 152.8
 HCb Top 4.34 153.31
 Gutter 5.0 152.6
 10' E 4.8 152.8
 18' E 4.9 152.7
 20' E 4.3 153.4
 22' E 5.7 151.9
 25.2' E - Top W Rail 4.44 153.21
 34' E 5.6 152.0
 37' E 4.3 153.3
 40' E 4.5 153.1
 60' E 4.2 153.4
 64' E 3.5 154.1
 70' E 4.9 152.7

1+0

HCb Top 4.47 153.18
 Gutter 5.1 152.5
 10' E 4.8 152.8
 18' E 4.7 152.9
 20' E 4.2 153.4
 22' E 5.2 151.8
 25.2' E - Top W R 4.34 153.31
 34' E 5.7 151.9
 37' E 3.8 153.8

157.65

46' F	4.3	153.3
60' F	4.3	153.3
66' F	3.6	154.0
70' F	5.5	152.1

1+50

HCB TOP	4.59	153.06
Gutter	5.2	152.4
10' F	4.8	152.8
18' F	4.8	152.8
20' F	3.9	153.7
22' F	5.6	152.0
25.2 F - Top H.R.	4.23	153.42
24' F	5.5	152.1
37' F	4.2	153.4
40' F	4.4	153.2
60' F	4.6	153.0
66' F	4.6	153.0
70' F	5.9	151.7

2+0

HCB TOP	4.75	152.90
Gutter	5.4	152.2
10' F	4.9	152.7
18' F	4.7	152.9
20' F	4.1	153.5
22' F	5.8	152.0

25.2 F - Top H.R.	4.20	153.4
34' F	5.5	152.1
37' F	4.0	153.6
40' F	4.7	152.9
60' F	4.8	152.8
65' F	4.9	152.7
70' F	7.0	150.6

2+50

HCB TOP	4.87	152.78
Gutter	5.4	152.2
10' F	5.1	152.5
18' F	4.9	152.7
20' F	4.3	153.3
22' F	5.7	151.9
25.2 F - Top H.R.	4.31	153.34
29.9 F - " F.R.	4.22	153.43
34' F	5.6	152.0
37' F	4.5	153.1
40' F	4.8	152.8
60' F	5.0	152.6
65' F	4.9	152.7
70' F	7.5	150.1

3+0

HCB TOP	5.00	152.6
Gutter	5.5	152.1

157.65

10' E	5.0	152.6
18' E	4.9	152.7
20' E	4.1	153.5
22' E	5.8	151.8
25.2' E - Top MR	4.49	153.16
29.9' E - " ER	4.25	153.40
34' E	5.6	152.0
37' E	4.2	153.4
40' E	4.8	152.8
60' E	5.1	152.5
65' E	5.3	152.3
70' E	7.7	149.9
TP	4.76	157.35

3+50

MCB TOP	4.79	152.56
Gutter	5.6	151.7
10' E	4.9	152.4
18' E	4.8	152.5
20' E	4.2	153.1
22' E	5.6	151.7
25.8' E = Top MR	4.43	152.92
30.5' E " ER	4.13	153.22
34' E	5.4	151.9
37' E	4.2	153.1
40' E	4.6	152.7

157.35

60' E	5.0	152.3
70' E	5.0	152.3
3+60 = N End Cb Inlet		
N Gutter	5.84	151.51
3+65		
N Cb Top	4.83	152.52
Gutter	5.87	151.48
10' E	5.1	152.2
18' E	4.9	152.4
20' E	4.5	152.8
22' E on 2x8 Grafting	5.87	151.48
25.8' E = Top MR	4.52	152.83
30.5' E - " ER L	4.18	153.17

25.8
2.5
or

34' E	5.5	151.8
37' E	3.9	153.4
40' E	4.4	152.9
60' E	5.0	152.3
76' E	5.0	152.3
78' E = Inlet FL 36' Cb	10.15	147.20

3+70 = S End Cb Inlet

N Gutter	5.78	151.57
4+0		
MCB Top	5.09	152.26
Gutter	5.8	151.5
10' E	5.0	152.3

157.35

22' E	5.2	152.1
25.9' E = Top W.R.	4.73	152.62
30.6' E = " E "	4.83	153.02
34' E	5.1	152.2
37' E	4.2	153.1
40' E	4.5	152.8
64' E	4.9	152.4
70' E	4.6	152.7

4+50

WCB Top	5.39	151.96
Gutter	5.9	151.4
16' E	5.7	151.6
23' E	5.5	151.8
25.7' E = Top W.R.	4.88	152.47
30.4' E = " E "	4.49	152.86
34' E	5.3	152.0
37' E	4.3	153.0
40' E	4.7	152.6
63' E	5.1	152.2
64' E	4.6	152.7
70' E	4.1	153.2

5+0

WCB Top	5.71	151.64
Gutter	6.3	151.0
10' E	5.9	151.4

157.35

23' E	5.7	151.6
26' E = Top W.R.	4.93	152.42
30.7' E = " E.R.	4.50	152.85
34' E	5.3	152.0
37' E	4.3	153.0
40' E	4.7	152.6
60' E	5.4	151.9
61' E	4.2	153.1
72' E = Bot. Cut	3.5	153.8

5+50

WCB Top	6.12	151.23
Gutter	6.7	150.6
10' E	6.1	151.2
23' E	5.8	151.5
26' E = Top W.R.	4.95	152.40
30.7' E = " E.R.	4.54	152.81
34' E	5.4	151.9
37' E	4.1	153.2
40' E	4.6	152.7
60' E	5.1	152.2
61' E	3.3	154.0
70' E = Bot. Cut	3.1	154.2

6+0

WCB Top	6.33	151.02
Gutter	6.9	150.4

157.35

10' F	6.4	150.9
23' F	6.1	151.2
26' F = Top M/R	5.25	152.10
30.7' F = " F/R	4.83	152.52
34' F	5.8	151.5
37' F	4.3	153.0
40' F	4.8	152.5
60' F	5.5	151.8
61' F	3.4	153.9
73' F = Bot Cut	2.7	154.6

6750

M/Cb Top	6.61	150.74
Gutter	7.0	150.3
10' F	6.5	150.8
23' F	6.4	150.9
26' F = Top M/R	5.82	151.53
30.7' F = " F/R	5.40	151.95
34' F	6.3	151.0
37' F	5.1	152.2
40' F	5.2	152.1
60' F	5.7	151.6
61' F	4.6	152.7
80' F = Bot Cut	2.7	154.6

157.35

770

M/Cb Top	6.92	150.43
Gutter	7.5	149.8
10' F	6.9	150.4
23' F	6.5	150.8
26' F = Top M/R	6.49	150.86
30.7' F = " F/R	6.11	152.24
40' F	5.8	151.5
60' F	6.5	150.8
61' F	5.4	151.9
80' F = Bot Cut	5.0	152.3

7754 = P.C.S. of Curb Return

M/Cb Top	7.21	150.14
Gutter	7.9	149.4
10' F	7.1	150.2
23' F	7.2	150.1
26' F = Top M/R	7.41	149.94
30.7' F = " F/R	7.21	150.14
40' F	7.1	150.2
60' F	7.6	149.7

2 Nautilus St Section on line Nautilus

M on Ely Edge Pav	7.27	149.78
19.7' F = Top M/R	7.62	149.72
25.6' F " F/R	7.40	149.95
50' F	7.4	149.9
60' F	7.4	149.9

157.35

S. C. b. Nautilus St. Sect taken on line Nautilus

N on Ely Edge Box Gutter	8.60	148.75
Top Curb	8.11	149.24
21.7 E = Top H.R.	7.98	149.37
28 E = 1 st E.R.	7.81	149.54
50 E	7.4	149.9
70 E	7.4	149.9

P.M.
 Nails set
 to grade
 NE Plaza
 Above Grade
 268.74
 269.08
 17000
 12-1-40

Plaza de Panama

268.41
 263.38
) 2.03

264.79
 263.38
 711.41
 20

	70'N	52.5'N	35'N	17.5'N	℄	17.5'S	35'S	52.5'S	70'S
+87.4			265.41		265.55	265.46			
+70			265.20		65.33	265.25			
+53			265.00		65.12	265.04	265.06	265.08	265.09
+36			264.80		64.90	264.79			
+19			264.59		64.69	264.59			
+02			264.39		64.47	264.39			
+85			264.19		64.26	264.19			
+68			263.98		64.05	263.78			
+51			263.78		63.84	263.78			
+34			263.58		63.63	263.58			
+17			263.38		63.38	63.42	63.43	63.45	63.47
0+00	63.07	63.15	63.14	63.13	63.13	63.15	63.19	63.23	63.27

see next page

W.C.B.

Main Plaza Balboa Park
South of Laurel.

49

	176.5	87.5	105.0	122.5	140.	157.5	173.4
+174	265.42	265.42	265.43	265.44	265.45	265.46	265.47
+70	5.26	5.27	5.29	5.30	5.30	5.30	5.30
+53	5.09	5.09	5.09	5.09	5.08	5.07	5.07
+36	4.87	4.87	4.87	4.87	4.87	4.87	4.87
+19	4.63	4.62	4.62	4.63	4.64	4.64	4.64
+02	4.38	4.39	4.39	4.40	4.40	4.41	4.41
+85	4.15	4.16	4.16	4.16	4.17	4.18	4.18
+68	3.97	3.97	3.97	3.97	3.97	3.98	3.98
+51	3.78	3.78	3.78	3.78	3.78	3.78	3.78
+34	3.58	3.58	3.58	3.58	3.59	3.62	3.65
+17	3.38	3.38	3.38	3.38	3.40	3.46	3.52
+00	3.11	3.04	3.04	3.13	3.21	3.30	3.38

Main Plaza Balboa Park

50

	North					South			
	70	525	350	17.5	4	17.5	350	52.5	70
774	265.87	265.54	265.54	265.55	265.55	265.53	265.51	265.46	265.42
770	5.33	5.33	5.33	5.33	265.33	5.31	5.29	5.26	5.26
753	5.04	5.04	5.04	5.09	265.12	5.10	5.09	5.09	5.09
736	4.80	4.81	4.83	4.85	264.89	4.88	4.87	4.87	4.87
719	4.60	4.61	4.63	4.64	264.69	4.67	4.65	4.63	4.63
702	4.40	4.41	4.43	4.44	264.47	4.45	4.41	4.39	4.38
785	4.20	4.21	4.23	4.24	264.26	4.24	4.21	4.18	4.15
768	4.00	4.01	4.02	4.03	264.05	4.03	4.01	3.99	3.97
751	3.80	3.81	3.82	3.83	263.84	3.82	3.82	3.80	3.78
734	3.60	3.61	3.62	3.63	263.64	3.63	3.62	3.61	3.58
717	3.39	3.40	3.41	3.41	263.42	3.42	3.42	3.40	3.38
700	3.20	3.19	3.17	3.15	263.15	3.13	3.15	3.17	3.11

Main Plaza Balboa Park

51

North of Laurel

	175'	157.5'	140'	122.5'	105'	87.5'N	70'N
+ 87.4	265.46	265.46	265.46	265.48	265.50	265.52	265.54
+ 70	5.30	5.29	5.28	5.27	5.29	5.31	5.33
+ 53	5.07	5.06	5.06	5.06	5.06	5.05	5.04
+ 36	4.84	4.84	4.83	4.83	4.83	4.82	4.80
+ 19	4.63	4.63	4.62	4.61	4.61	4.61	4.60
+ 02	4.43	4.42	4.41	4.40	4.40	4.40	4.40
+ 85	4.23	4.22	4.20	4.18	4.18	4.18	4.20
+ 68	4.03	4.01	3.99	3.97	3.97	3.97	4.00
+ 51	3.82	3.81	3.79	3.77	3.77	3.79	3.80
+ 34	3.61	3.60	3.58	3.57	3.57	3.58	3.60
+ 17	3.40	3.39	3.38	3.37	3.37	3.38	3.40
+ 00	3.20	3.15	3.10	3.05	3.04	3.12	3.20

2.97 = Grate

20.29
1+00 W.

S	4.0	16.3
+5	4.4	15.9
±	4.8	15.5
N.	5.3	15.0
+5.	8.3	12.0
+60.	11.1	9.2
1+25 N		
-5	4.4	15.9
N	4.2	16.1
+4	3.4	16.9
±	3.4	16.9
S.	3.0	17.3

1+43

S.-0.4 = E. End. ent. walk, 2.85 17.49

1+50

S.	3.1	17.2
±	3.1	17.2
N	3.7	16.6
+5	4.2	16.1
1+90		
E-40.0	8.6	11.7
E-60.0	8.0	12.3

2+00

S	5.7	14.6
±	5.6	14.7
N	5.8	14.5

2+10

E-40.0 5.6 14.7

20.29

53

2+25

N	6.4	13.9
±	6.3	14.0
S.	6.6	13.2
+40.0	6.6	13.7

2+34 garage on S. dirt floor 0.8' in. Alley

S. floor 6.2 14.1

2+50 garage on S. dirt floor 0.5' Back

S-0.5 floor 6.3 14.0

S 6.0 14.3

± 6.0 14.3

N 6.2 14.1

2+60 garage on N dirt floor 2.4' Back

N-2.4 floor - 5.6 14.7

2+89 garage on S. dirt floor 11.0' Back

S-11.0' floor 6.2 14.1

3+00

N-30 5.7 14.6

N 6.0 14.3

± 6.0 14.3

S 6.3 14.0

+40 6.8 13.5

3+50

S 6.6 13.7

± 6.3 14.0

N 6.0 14.3

20.29

4+00

N.	5.5	14.8
φ	5.5	14.8
S.	5.8	14.5

4+50

S.	4.5	15.8
φ	4.4	15.9
N.	4.3	16.0

4+94 garage on S. dirt floor 0.6 Back

S-0.6 floor 4.4 15.9

5+00

N.	4.3	16.0
φ	4.4	15.9
S.	4.4	15.9

5+50

S.	4.4	15.9
+3	5.0	15.3
φ	4.6	15.7
N.	4.5	15.8

5+80

N.	6.0	14.3
φ	5.9	14.4
+8	6.2	14.1
S.	5.2	15.1

20.29

5+94

S.	5.3	15.0
+2	7.7	12.6
φ	7.5	12.8
N.	7.2	13.1

6+00 $\frac{6}{4}$ = E. Line Vesta

0.5 S. of N. Line = E. End. ent. walk 7.57 12.72

N. ground 7.8 12.5

φ " 8.1 12.2

S. ground 8.1 12.2

0.5 S. of S. Line = E. End. Curb. 8.01 12.28

6+10 $\frac{6}{4}$ = E. cl. Line

E. ent. dr 8.14 12.15

S. ground 9.0 11.3

φ " 8.4 11.5

N. " 8.5 11.8

N. ent. dr 7.70 12.59

New. B.P. B.M. 5.37 14.92

S. E. Vesta
Main St.old B.M. B.P. (This B.M. to be removed.
when 20' Rad. Returns built) 5.08 15.21 = 15.20S. E. Vesta
Main St.
F.B. 1470 - P. 47

chk. Orig. B.M. 9.75 10.54 ✓

54

West Entrance
Salboa Park Pal.

LT

E

RT

55

6th + Laurel 202 253.95 251.93 NWBR
4.88 252.58 2.25 247.70

0 = 14 06 of 77457

+19

+32

+60

+80

+25

+50

47.78 47.71 47.75 47.70 47.71 47.70 47.66
4.80 4.87 4.88 4.88 4.87 4.88 4.92
50.6 54.3 50 488 5.87 50.3 50.6

47.55 47.58 47.56 47.48 47.52 47.51 47.51
5.03 5.00 5.02 5.10 5.06 5.07 5.07

2740 drain
5.8

47.30 47.25 47.31 47.46 47.27 47.23 47.34
5.28 5.29 5.27 5.24 H 5.31 5.27 drain 5.24

18'
5.28
47.40
20'

5.72 5.55 5.70
46.86 47.03 46.88

6.02 5.72 6.08
46.56 46.86 46.50

6.01 5.98 6.27
46.27 46.60 46.31

6.56 6.26 6.50
46.02 46.32 46.08

6.77 6.55 6.78
45.81 46.03 45.80

252.58

+75

$\frac{677}{45.59}$	$\frac{673}{45.85}$	$\frac{705}{45.53}$
---------------------	---------------------	---------------------

+80

$\frac{703}{45.55}$	110.2
---------------------	-------

+90

$\frac{720}{45.38}$	drain
---------------------	-------

v

$\frac{730}{45.28}$	$\frac{695}{45.63}$	$\frac{733}{45.25}$
---------------------	---------------------	---------------------

v +10

17007 7/15

$\frac{737}{45.21}$	$\frac{702}{45.56}$	$\frac{740}{45.18}$
---------------------	---------------------	---------------------

T.P. Tot rail
25' LT 1100

31.4 249.44

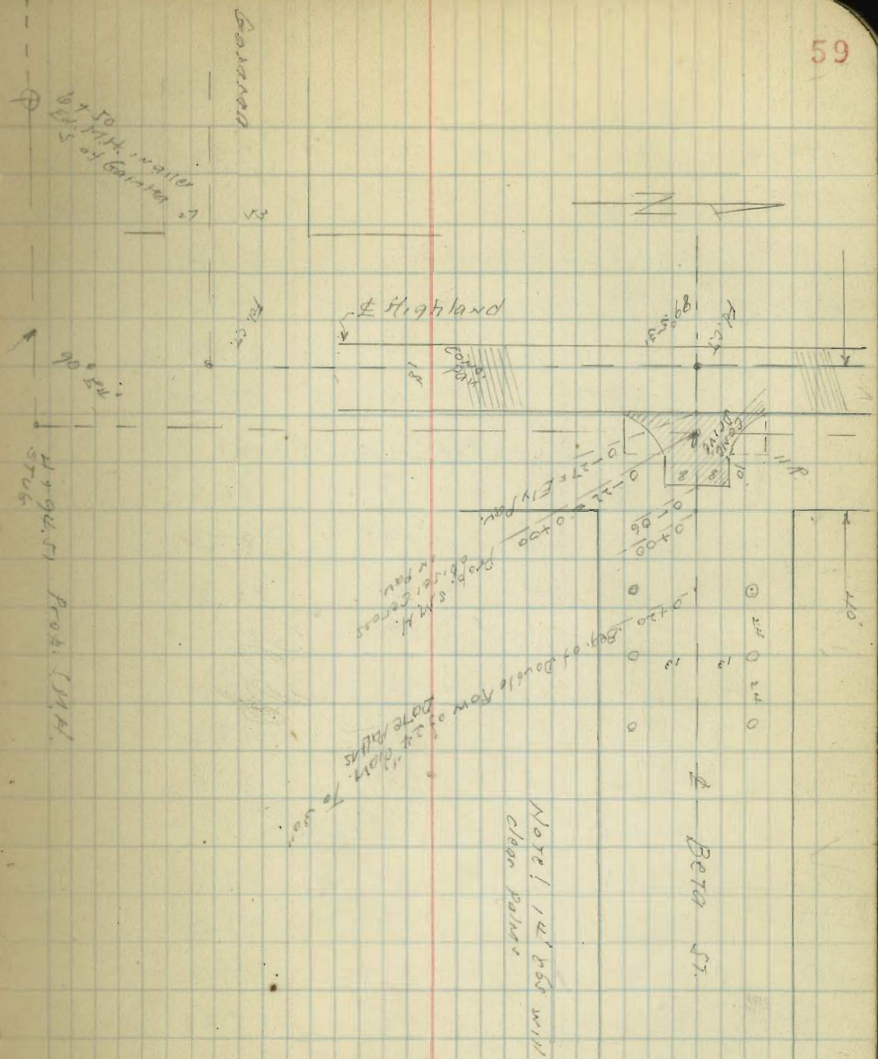
Sewer Levels on
Highland Beta St alley
S of Gamma St.

Moore
3-16-07
Indexed
C.S.K.

BM. SP.	10.86	63.22		52.36	577 Epsilon Wedge Pav.
T.P.	13.00	75.83	0.89	62.83	
6+50 R.M. Ex. M.H.			9.45	66.38	
" FL " "			21.38	54.45	
6+40			7.2	68.6	
5+75			6.3	69.5	
5+50			6.8	69.0	
5+26			9.3	66.5	
5+25			12.0	61.8	
5+18.75	Wedge Conc. Pav.		12.99	62.84	
5+00.75	E " " "		13.00	62.83	
4+94.51	Prob. S.M.H.		14.05	61.78	5706
4+50			11.1	64.7	
4+00			8.1	67.7	
" " 6.1 W = Ely Pav.			7.1	68.62	
3+50			4.8	71.0	
3+00			1.9	73.9	
" " 6.1 W = Ely Pav.			1.08	74.75	
T.P.	13.00	88.36	0.49	75.37	
2+50			11.2	77.2	
2+00			8.0	80.4	
" " 6.1 W = Ely Pav.			7.34	81.02	
1+50			5.5	82.9	
" " 6.1 W = Ely "			4.80	83.56	
1+00			3.1	85.3	
" " 6.1 W = Ely "			2.65	85.71	

0+50			1.8	86.6	
" "	5.5 W = Ely Pav.		1.24	86.92	
0+10	edge drive		1.40	86.96	
0+00 = Δ	= Δ Beta ST Prop. M.H.		1.14	87.22	chisel = cross
T.P.	5.50	92.72	1.14	87.22	chisel = cross
50' N of 0+00			5.1	87.6	
100' " " "			4.5	88.2	
" " " "	6 W = Ely Pav.		4.03	88.69	
150' " " "			3.4	89.1	

Note! Owner says
tell Mr. Brooks I will
gladly give sewer ROW



6+00
5+88 = large trees
5+70 end of Date palms
5 tree 10' diam
N = 25' diam

X sec of Beta St. 50' wide Indexed
 Highland Ely 600 10' cbs 25' 1/2" 25.K.

90.98

chisel Cross T.P 1st Conc. Drive	3.76	90.98	87.22
0-27 = Ely Conc. par. strip			
N par.	3.15		87.83
C "	3.41		87.57
S "	3.76		87.22
0-16 = 2nd. of Conc Drive 16' wide			
S	4.2		86.8
cb	3.9		87.1
+7 par	4.17		86.81
C "	3.98		87.00
+8 "	3.87		87.11
cb	3.9		87.1
N	3.4		86.4
0-06 = Ely edge Conc. Drive			
N	3.5		87.5
cb	3.7		86.3
+7 par	3.72		87.26
C "	3.75		87.23
+8 "	3.94		87.04
cb	3.9		86.1
S	4.1		86.9
0+00 = Ely Highland			
S	4.2		86.7
cb	4.0		87.0

0+00 of
 Prop. Senior
 00-22 of
 Beta St. X sec

1/4	3.9	87.1
C	4.0	87.0
1/4	4.0	87.0
cb	4.5	87.5
N	3.6	87.4
0+50		
N	4.4	86.8
cb	4.3	86.7
1/4	4.7	86.3
C	4.7	86.3
1/2	5.0	86.0
cb	4.7	86.3
S	5.2	85.8
1+00		
-10	6.4	84.6
S	6.2	84.8
cb	5.7	85.3
1/2	5.1	85.9
C	5.0	86.0
1/4	4.8	86.2
cb	4.8	86.2
N	4.5	86.5
1+19		
N + 0.7 E 4' conc walk	4.3	86.77
1+18		
N + 0.7 E Conc Drive	4.11	86.89

	1+50		
N		4.2	86.8
cb		4.2	86.8
1/4		4.7	86.3
c		4.6	86.4
1/2		4.8	86.2
cb		4.8	86.2
S		4.9	86.1
	1+75		
N	± 4' cement walk	3.04	87.54
	1+93		
N	± 7' wide " Drive	3.27	87.61
	2+00		
S		4.2	86.8
cb		4.0	87.0
1/2		4.1	86.9
c		4.0	87.0
1/2		4.1	86.9
cb		3.9	87.1
N		3.5	87.5
	2+50		
N		3.0	88.0
cb		3.2	87.8
1/4		3.5	87.5
c		3.6	87.4
1/4		4.6	87.4

cb		3.5	87.5
S		4.5	87.5
	2+75		
S	± 0.5 ± 2.5 cement walk	3.00	87.98
	2+97		
S	± 0.5 ± 5' cement walk	2.70	88.28
	2+00		
S		2.7	88.3
cb		2.8	88.2
1/4		3.0	88.0
c		2.9	88.1
1/2		3.0	88.0
cb		2.5	88.5
N		2.2	88.8
	T.P. 7.48 . 96.45	2.01	88.97
	2+22		
N	± 6.5 cement Drive	6.66	89.79
cb		7.1	89.4
1/2		7.5	89.0
c		7.7	88.8
1/4		7.9	88.6
cb		7.4	88.9
S		7.4	88.9
S	± 0.8 ± 6' cement Drive	7.63	88.82

4+00

S	7.0	89.5
cb	6.8	89.7
1/4	7.1	89.4
c	6.8	89.7
1/4	6.8	89.7
cb	6.5	90.0
N	6.7	90.3

4+57

N	E 7' Cem. Drive	5.23	91.22
cb		5.6	90.9
1/4		6.0	90.5
c		5.8	90.7
1/4		6.1	90.4
cb		5.9	90.6
S		6.0	90.5

5+00

S-1.0	Wedge 4.5 Cem Drive	4.64	91.81
cb		4.8	91.7
1/4		5.1	91.4
c		4.8	91.7
1/4		4.9	91.6
cb		4.5	92.0
N		4.5	92.0

5+14

N+1.0	I 6.5 Cem Drive	4.11	92.34
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5+27

S-1.0	E 4. Cem Walk	4.12	92.33
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5+34

N+1.0	W 1' Cem Walk	3.45	93.00
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5+50

N		3.8	92.7
cb		3.7	92.8
1/4		3.9	92.6
L		3.5	92.7
1/4		3.8	92.7
cb		3.7	92.8
S		3.9	92.6

6+00

S		4.7	92.8
cb		4.4	93.1
1/4		4.5	93.0
c		4.6	92.9
1/4		4.7	92.8
cb		4.1	92.4
N		4.5	92.0

T.P.	0.88	86.81	10.52	85.93
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T.P.	0.20	73.98	13.03	73.78
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T.P.	0.51	61.81	12.68	61.30
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check back to B.M.			9.44	52.37	52.36
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0.01

4-12-37
melen
Wal Ker
Bliss

Levels at Nutmeg + 33rd St

B.M. B.P.	4.37	298.45	294.08
N. E. Bancroft + Nutmeg			
W. Line 33rd St. 80' wide 38' Roadway.			
gutter pav 1.0 W. of	2.45	296.00	
Top. of P.C. 20' Rad Ret.	1.67	296.78	
+ 4.25 = N. edge walk	1.54	296.91	
+ 9.25 = S. " "	1.48		
For 15' E. of W. Line of 33rd St. See Page 64.			
19.75' E. of W. Line			
S. ch. Line = pav.	3.02	295.43	
S. Line = S. Edge Pav.	2.76	295.69	
S. " Top. emb. ch. ret.	1.94	296.51	
29.87' E. of W. Line			
S. ch. Line = pav.	3.32	295.13	
S. Line = S. edge Pav	2.86	295.59	
40' E. of W. Line = d.			
S. ch. Line = pav	3.60	294.85	
S. Line = S. edge Pav	3.05	295.40	
50.13' E. of W. Line			
S. ch. Line = pav.	3.85	294.60	
S. Line = S. edge pav	3.58	294.87	
60.25' E. of W. Line			
S. ch. Line = pav.	4.15	294.30	
S. Line = S. end. Pav.	4.29	294.16	
S. " = S. end emb. ch. ret.	3.68	294.77	
63.7' E. of W. Line			
7' N. of S. Line = gutter pav	4.40	294.05	
7' " " " " Top. ch.	3.74	294.71	

index of
c.s.R.

298.45

63

80' E of W. Line = E. Line 33rd St.

S. ch. Line gutter pav 10' E. of	4.76	293.69
" " Top. ch. P.C. Ret.	3.94	294.51
4.2 S = N. edge emb. walk	3.84	294.61
9.2 S = S. " " "	3.81	294.64

T.P. 1.53 287.32 12.66 285.79

Levels at Nutmeg + Felton

W. Line Felton 80' wide

3.5 N. of S. ch. = Lip emb. gutter	9.72	277.60
S. ch. Line = " "	10.05	277.27
Top. ch.	9.38	277.94
13.4'S. = S. Line	7.9	279.4
15.2' E. of W. Line		
7' N. of S. Line = Top. ch.	9.86	277.46
7' " " " " emb. gutter	10.60	276.72
19' E. of W. Line		
S. ch. dirt gutter	10.6	276.7
S. Line Top. emb. ch.	10.10	277.22
S. " emb. gutter	10.74	276.58
S. " ground	8.7	276.6

29.5 E. of E. Line

S. ch. Line dirt gutter	11.5	275.8
S. Line	10.0	277.3

40' E. of W. Line = ϕ .

s. ch = dirt gutter 11.8 275.5

S. Line 10.1 272.2

50' E. of W. Line

s. ch = dirt gutter 11.8 275.5

S. Line 10.6 276.7

41' E

s. ch = dirt gutter 12.4 274.9

S. Line cmt. ch 11.85 275.47

" " gutter 13.10 274.22

" " ground 11.9 275.4

65' E

7' N of S. Line Top cmt ch 11.80 275.52

" " " gutter: grafting of ch. inlet 13.10 274.22

S. ch. Line dirt gutter 12.6 274.7

E. Line

3.5' N of s. ch = Lip cmt. gutter 12.90 274.42

s. ch = cmt. gutter 12.80 274.52

Top. cmt. ch. 11.93 275.39

S. Line

21.0 E. of E. Line

3.5' N. of s. ch = Lip cmt gutter 12.85 274.47

s. ch = " " 12.75 274.57

S. cmt. ch. 11.95 275.37

21.1 E. of E. Line

3.5' N. of s. ch = Lip. cmt. gutter 12.75 284.57

s. ch = cmt. gutter 12.98 274.34

S. cmt. ch. 12.05 275.27

21.0 E. of E. Line = $\left\{ \begin{array}{l} \text{W Line Felton to North} \\ \text{W edge paved inlet section} \end{array} \right.$

3.5' N of s. ch = Lip. cmt. gutter to N. 12.30 275.02

s. ch = cmt. gutter to W. 12.58 274.74

S. cmt. ch. 11.76 275.56

21.1 E. of E. Line

3.5' N of s. ch = w. edge pay. to E 12.20 275.12

s. ch = gutter pay. to E. 12.45 274.87

S. cmt. ch. 11.76 275.56

New B.M.

Set. B.M. B.P. (old B.M. gone) 8.84 278.48 $\left\{ \begin{array}{l} \text{N.E. Nutmeg} \\ \text{+ Felton} \end{array} \right.$

T.P. 12.16 298.39 1.09 286.23

15' 0" E. of W. Line 33rd St. This should be on page 64

7' N. of S. Line = cmt. ch. 1.82 296.57

" " " " gutter pay. 2.55 295.84

— B.M. B.P. — 4.14 — 298.22 — 4.31 — 294.08 — $\left\{ \begin{array}{l} \text{N.E. Nutmeg} \\ \text{+ Bancroft} \end{array} \right.$

— T.P. — 4.14 — 289.42 — 12.94 — 285.28 —

set B.M. B.P. S.W. 33rd + Maple .9.06 280.36

April 12th 1937 X See Roadway of 33rd St
 R. EB Maple to Laurel 60' wide
 11' c/s 38' Roadway
 9.5' 1/4 s
 Indexed
 c.s.K.

289.42

65

H.I. Page 64 289.42
 (N. End curb, walk & pavmt.)
 00 = S. Line Maple St. 60' wide

1+00 S.

E. cl	10.50	278.92
Gutter	11.02	278.40
1/4	10.45	278.97
1/4	10.10	279.32
1/4	10.08	279.34
Gutter	10.18	279.24
W. cl	9.39	280.03

W. cl	3.62	285.80
G	4.40	285.02
1/4	4.20	285.22
1/4	4.19	285.23
1/4	4.49	284.93
G	5.00	284.42
E. cl	4.52	284.90

0+10 S.

1+20 S.

W. cl.	8.87	280.55
G.	9.64	279.78
1/4	9.55	279.87
1/4	9.63	279.79
1/4	9.98	279.44
G.	10.39	279.03

E. cl	3.46	285.96
G	4.00	285.42
1/4	3.55	285.87
1/4	3.27	286.15
1/4	3.23	286.19
G	3.34	286.08
W. cl	2.57	286.85

E. cl. drive no cl.

1+40 S.

0+50 S.

E. cl	7.47	281.95
G	7.92	281.50
1/4	7.45	281.97
1/4	7.22	282.20
1/4	7.22	282.20
G.	7.34	282.08
W. cl	6.57	282.85

W. cl	1.79	287.63
G	2.66	286.96
1/4	2.54	286.88
1/4	2.52	286.90
1/4	3.00	286.42
G	3.34	286.08
E. cl	2.80	286.62

289.42

1+60 S

E. d	Indiv. no.	
G	3.04	286.38
1/4	2.64	286.78
ϕ	2.24	287.18
1/4	2.26	287.16
G	2.38	287.04
W. d	1.58	287.84

1+80 S

W. d	1.65	287.77
G	2.53	286.89
1/4	2.43	286.99
ϕ	2.45	286.97
1/4	2.79	286.63
G	3.20	286.22
E. d	2.67	286.75

2+00 S

E. d	3.50	285.92
G	3.98	285.44
1/4	3.49	285.93
ϕ	3.22	286.20
1/4	3.14	286.28
G	3.26	286.16
W. d	2.54	286.88

289.42

2+20

W. d		
	3.62	285.80
G	4.34	285.08
1/4	4.18	285.24
ϕ	4.23	285.19
1/4	4.51	284.91
G	5.11	284.31
E. d	4.57	284.85

2+70 S

E. d	7.54	281.88
G	7.98	281.44
1/4	7.57	281.85
ϕ	7.16	282.26
1/4	7.11	282.31
G	7.25	282.17
W. d	6.55	282.87

3+20⁵⁰ = N. Line Laurel

W. d	9.53	279.89
G	10.12	279.30
1/4	10.04	279.38
ϕ	10.19	279.23
1/4	10.43	278.99
G	10.92	278.50
E. d	10.55	278.87

T.P.	18.32	299.38	8.36	281.06
T.P.	4.98	303.60	0.76	298.62
B.M. B.P. S.W. 31 st + Kalmia	6.09			277.51 = 297.62

5-18-37
Miller
Walton
Bliss

X Sec. Alley BIK. F Teralla HTs Sub #2
Madison to Monroe bet. 36th & Cherokee

Indexed
e.s.k.

Madison

Ave

67

B.M. B.P.	3.73	390.41	386.68	S.E. Monroe & Cherokee
T.P.	11.40	395.38	383.98	Madison & Cherokee
Set. B.M. N.W. C.T.		11.26	384.12	

S. Curb Line Madison

E. cmt. ch		8.13	387.25	
E. pav		8.80	386.58	
q. "		8.63	386.75	
W. "		8.50	386.88	
W. cmt. ch		7.98	387.40	

12. S. of ch. = 0+00 = S. Line Madison

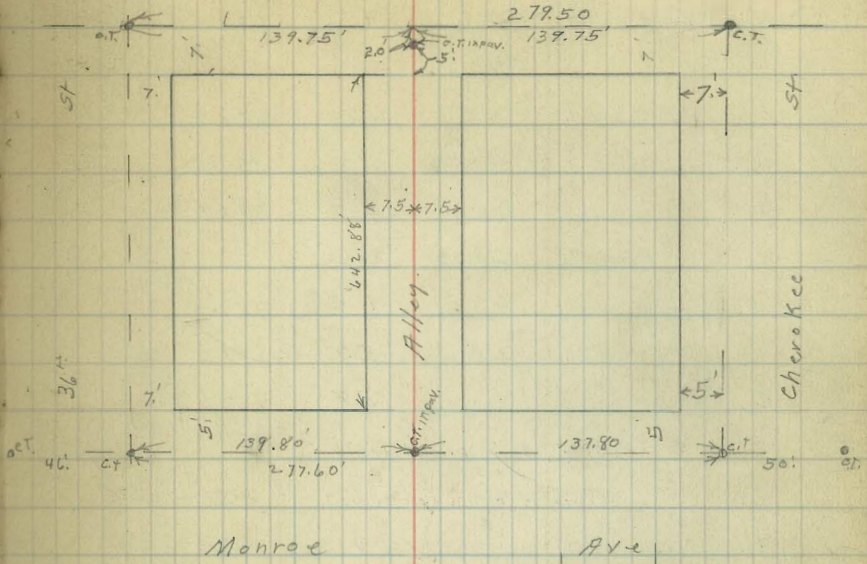
W. cmt. ch. S. End		7.74	387.64	Pav 15' higher than curb
W. Pav. S. "		7.72	387.66	
q. " S. "		8.10	387.25	
E. " S. "		8.27	387.11	check
E. cmt. ch. S. "		8.19	387.19	

0+02

E.		6.5	388.9	
+1		7.3	388.1	
q.		7.9	387.5	
+5		7.9	387.5	
W.		6.3	389.1	

0+17

W.		5.4	390.0	
q.		5.3	390.1	
E.		5.2	390.2	



Monroe

Ave

395.38

0+58 garage on E. cmt. floor 10' Back

E-10. = floor	5.00	390.38
E.	5.1	390.3
q.	4.7	390.7
W.	4.7	390.7

0+90 garage on E. cmt. floor 10.2' Back

E-10.2 = floor	5.08	390.30
W.	5.0	390.4
q.	5.2	390.2
E.	5.2	390.2

1+00

1+32 garage on W. cnt. floor 0.7 Back

W - 0.7 = floor	4.72	390.66
	1+50	
E.	5.5	389.9
☿.	5.4	390.0
W.	5.3	390.1
	2+00	
W.	6.0	389.4
☿.	5.9	389.5
E.	5.8	389.6

2+12 fence on E. 0.5 in Alley

E.	Fence 0.5 in Alley 6.4	389.0
☿.		6.3
W.		6.1

2+68 fence on E. Line.

	3+00	
W.	6.3	389.1
☿.	6.5	388.9
E.	6.0	389.4

3+42 garage on E cnt. floor 4.2 Back.

E - 4.2 = Floor.	5.64	389.74
	3+50	
E.	6.4	389.0
☿.	6.7	388.7
W.	6.5	388.9

T.P. 5.38 — 394.68 — 6.08 — 389.30

	4+00	
W.	5.7	389.0
☿.	6.0	388.7
E.	5.8	388.9
	4+50	
E.	5.3	389.4
☿.	6.0	388.7
W.	5.8	388.9
	5+00	
W.	5.8	388.9
☿.	5.7	389.0
E.	5.7	389.0

5+09 garage on E cnt. Floor 14. Back.

E - 14' = floor	5.26	389.42
E.	5.2	389.5
☿.	5.2	389.5
W.	5.2	389.5

	5+50	
W.	5.3	389.4
☿.	5.1	389.6
E.	5.3	389.4

5+85 garage on W. cnt. floor 4.8 Back

0.4 in Alley = cnt. apron E. End	5.08	389.60
4.8 W. of Alley = " floor.	4.55	390.13

394.68

6+00

E.	5.1	389.6
☉.	5.1	389.6
W.	4.9	389.8

6+30

W.	5.9	388.8
☉.	6.0	388.7
E.	5.9	388.8

6+42.88 S = N. Line MONROE.

E. cnt. ch. N. End.	6.33	388.35
E. pav. " "	6.74	387.94
☉. " " "	6.98	387.70
W. " " "	6.57	388.11
W. cnt. ch. " "	6.20	388.46

T.P. 5.41 — 393.19 — 6.90 — 387.78

12' S. of N. Line = N. ch. Line

W. - 25. pav	5.43	387.76
W. - 25 ch	4.84	388.35
W. ch	5.05	388.14
W. pav	5.49	387.70
☉. "	5.63	387.56
E. "	5.60	387.59
E. ch.	5.13	388.06
E + 25 "	5.39	387.80
E + 25 pav.	5.89	387.30
Orig. B.M.	4.51	386.68 ✓

69

B.M. NW. T. G. 10.81 394.93

Madison +
384.12 here (see st.)

0+00 = S. Line - Madison

0+09.5

N. End double garage

8.5 W. of N. Line = cnt. floor 4.92 | 390.01

0+22 = S. End. cnt. floor S. side double garage

W - 8.5 = floor 4.82 390.11

0+29 = N. End. double garage

El. of floor according

W - 8.5 = to carpenter 3.87 391.06

0+45 = S. End. above double garage

W - 8.5 = El. of floor according to carpenter 3.87 391.06

7-10-37
melen
Walker
Bliss

X See BIK. 148 Univ. Hts.
Polk to Howard. bet. Texas + Arizona

BM. — 7.76 — 332.71 — 324.95 — + Polk. —
• S.E. Texas

14' S. of N. line = N. of line Polk. Unpaved

W. cont. ch	6.30	326.41
W gutter ground	6.8	325.9
φ "	6.6	326.1
E "	6.3	326.4
E. dirt curb N curb bitarr one	5.3	327.4
0+00 = N line Polk		
E	4.9	327.8
+2.	5.4	327.3
e	5.8	326.9
W. ground.	5.4	327.3
W. cont. ch.	6.05	326.66

0+25 N

W.	4.6	328.1
φ	4.9	327.8
E	4.7	328.0

0+44 garage on W. dirt floor 3.3 Back

W. - 3.3 = floor	4.7	328.0
------------------	-----	-------

0+50

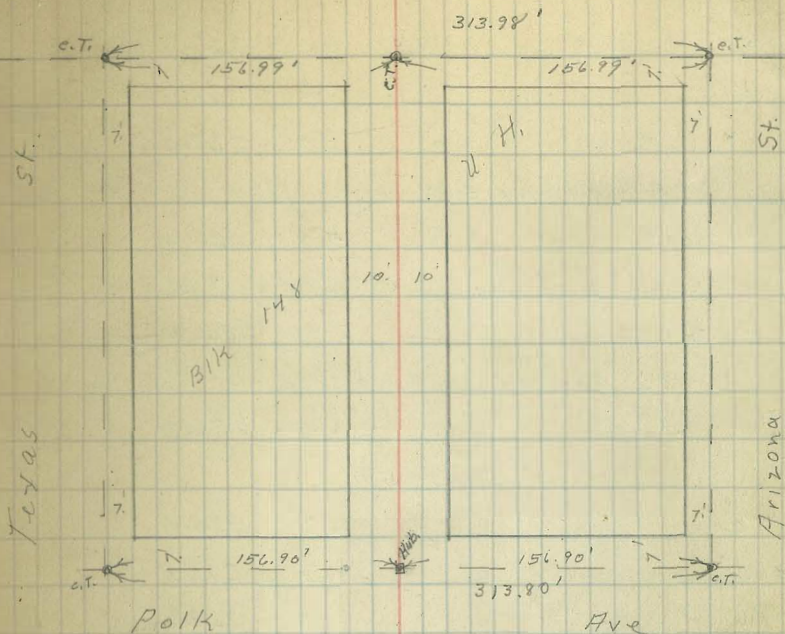
E	4.6	328.1
φ	4.6	328.1
W	4.4	328.3

Indexed
c.s.R.

Howard.

Ave

70



332.71

1+00

W	4.6	328.1
φ	4.7	328.0
E	4.4	327.9

1+50

E	5.2	327.5
φ	5.0	327.7
W	5.1	327.6

332.71

2+00 N

W.	5.8	326.9
♂	5.6	327.1
E	5.7	327.0

2+06 garage on W. wooden floor 0.4 Back

W-0.4 = floor	5.8	326.9
---------------	-----	-------

2+20 garage on E. cmt. floor 0.3 Back

E-0.3 = floor	5.90	326.8
---------------	------	-------

2+33 garage on W dirt floor 5.8' Back

W-5.8' = floor	6.5	326.2
----------------	-----	-------

2+50

E	6.3	326.4
♂	6.3	326.4
W	6.5	326.2

T.P. 4.80 331.25 6.26 326.45

2+55 = S. End 4. garages on W. cmt. floors 5.4 Back

W-5.4 = floor	5.14	326.11
---------------	------	--------

2+95. N. End. above garages. on W.

W-5.4 = floor	5.18	326.07
---------------	------	--------

3+00

W	5.1	326.2
♂	5.0	326.3
E	5.0	326.3

3+27 double garage on W. cmt. floor 2. Back

W-2.1	5.10	326.15
-------	------	--------

331.25

3+43 garage on W cmt. floor	2.8' Back, W. Entrance	326.17
W-2.8 floor	5.09	326.17

3+50

E-5	5.0	326.3
E	4.9	326.4
♂	4.9	326.4
W	4.9	326.4

3+81 garage on W. cmt. floor 1.9' Back

W-1.9 = floor	5.20	326.05
---------------	------	--------

4+00

W	5.0	326.3
♂	4.9	326.4
E	5.0	326.3
+5	5.0	326.3

4+05. garage on W. cmt. floor 2.2' Back

W-2.2 = floor	5.01	326.24
---------------	------	--------

4+20. garage on W. cmt. floor 2.2' Back

W-2.2 = floor	4.90	326.35
---------------	------	--------

2. E. of E. line yard elev 5.1 326.2

4+50

E-2. yard. elev.	5.0	326.3
E	4.6	326.7
♂	4.9	326.4
W	5.2	326.1

5+00

W	5.6	325.7
♂	5.0	326.3
E	4.9	326.4
E+2. yard. elev.	5.0	326.3

Prop. on where E. comp. plain of water. 17 yard.

2+75 N S. End Fence on E. 0.3' in Alley

3+00 N " " " 0.3 " "

3+20 N " " " 0.4 " "

3+60 N " " " 0.6 " "

4+00 N " " " 0.7 " "

4+50 N " " " 0.5 " "

4+88 N " " " 0.5 " "

5+00 N " " " 0.5 " "

5+25 N = N. End " " " 0.5 " "

5+25 N

E 5.2 326.1

E 5.2 326.1

W 5.6 325.7

5+42 garage on W. dirt floor 2.6 Back

N-2.6' floor 5.9 325.4

5+53 garage on W. cmt. floor 2.2' Back

W-2.2' floor 6.04 325.21

5+55

W 6.0 325.3

E 5.6 325.7

E 5.7 325.6

5+85

E 5.9 325.4

E 6.5 324.8

+6 6.6 324.7

W 6.4 324.9

5+99³ = S. Line Howard Ave

W. cl s. End 7.71 323.54

W. par " " 7.80 323.45

E " " " 7.65 323.60

E " " " 7.16 324.09

E cl " " 6.92 324.33

14' N of S. line = S. cl. Line

E cl 7.10 324.15

E par 7.77 323.48

E " 8.16 323.09

W par 8.56 322.69

W ent'd 7.85 323.40

T.P. — 1.46 — 325.02 — 7.69 — 323.56 —

B.M. B.P. S.E. Howard & Texas 7.07 317.95 = 318.04

B.M. 10.72 328.67 317.95

— 19 B.M. 3.72 324.95 = 324.95

Re. x sec. of Douglas St. EXT. Moore
 front B.C. 3+73 to 5+50. Northway
 7-22-37 5+43

See p 37.

5+34

+25

5

+50

4

3+78

3+73.0 = B.C. LT.

SEBP. 5.38 276.83

271.45 FRONT 4
 J.M.V.
 271.51

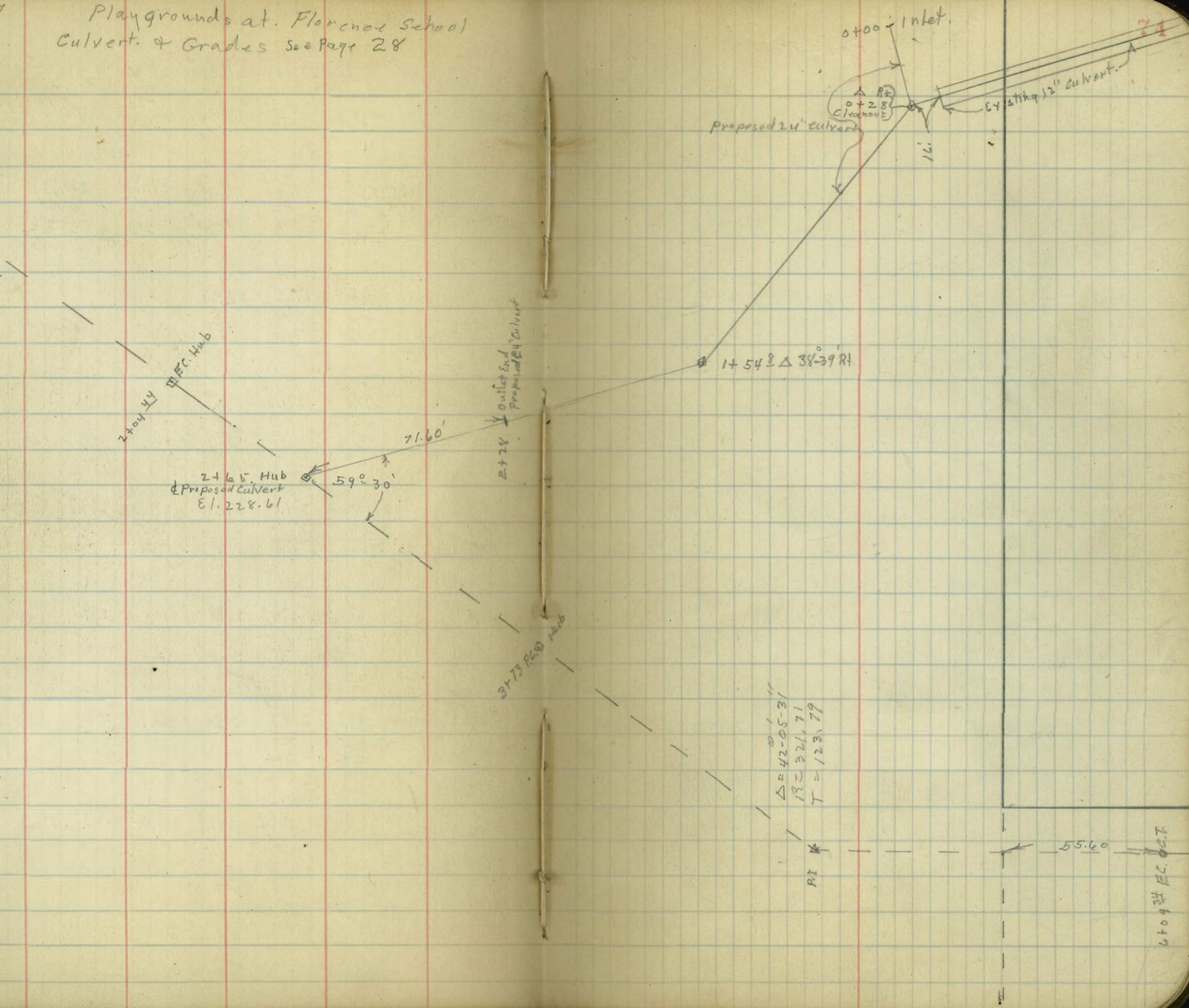
LT.	LT.	LT.	LT.	LT.	RT.
276.83	275.83	274.1	271.53	271.30	270.93
$\frac{0.0}{42}$	$\frac{1.0}{40}$	$\frac{2.7}{25}$	$\frac{5.30}{70}$	$\frac{5.13}{20}$	$\frac{5.90}{20}$
			par	par	par.
272.2	271.6	271.4	271.26	270.73	
$\frac{4.0}{40}$	$\frac{5.2}{25}$	$\frac{5.40}{70}$	$\frac{5.57}{20}$	$\frac{6.10}{20}$	
		par	par	par.	
272.0	271.5	271.27			
$\frac{4.8}{40}$	$\frac{5.3}{20}$	5.56	par.	same	
272.1	271.3	270.9			
$\frac{4.7}{40}$	$\frac{5.5}{70}$	5.9	par.	same	
271.4	271.2	271.1	270.3	269.7	
$\frac{5.2}{40}$	$\frac{5.6}{20}$	5.7	$\frac{6.5}{20}$	$\frac{7.1}{40}$	
270.2	270.3	269.8	270.0	269.1	
$\frac{6.0}{40}$	$\frac{6.5}{20}$	7.0	$\frac{6.8}{20}$	$\frac{7.7}{20}$	
265.8	261.0	268.3	269.7	269.4	268.9
$\frac{11.0}{41}$	$\frac{15.3}{40}$	$\frac{8.5}{25}$	$\frac{7.1}{70}$	7.4	$\frac{7.9}{30}$
					$\frac{17.4}{50}$
268.9	269.4	269.0	268.5	256.3	
7.9	7.4	7.8	$\frac{14.3}{20}$	$\frac{20.5}{50}$	
7.0	7.2	2.5	2.0	5.0	

TOP
 PUBLIC WAY

276.83

8-11-37
Miller
Walker
Bliss

Playgrounds at Florence School
Culvert & Grades See Page 28



Culvert Grade
Plat Page 74

.16
2.3
240.2
258.6

154.75

75

BM. & Hub
E. Culvert
Sta 2+65 } 1335 241.96 228.61 Page 30

2+28 } 6" RT. offset stub 7.25 232.71 231.05 +1.66 ✓
End. of Pipe } 8.6 233.4

Brk 2+00 } 6" RT. offset stub 5.56 236.40 232.0 +4.40
2+00 } 7.7 234.3

1+54.8 } 6" Δ 38-39 RH } 1.71 240.25

T.R 12.92 254.75 0.13 241.83

Brk. 1+54.8 } 6" RT. offset stub 12.80 241.95 237.40 +4.55 ✓

1+00 } 6" RT. offset stub 12.54 242.21 240.15 +2.06 ✓

1+00 } 13.8 241.0

0+65 } 6" RT. offset stub 10.75 244.00 241.90 +2.10 ✓

0+65 } 11.8 243.0

0+28 Δ } 6" RT. offset stub 10.40 244.35 243.75 +0.60 ✓

0+28 Δ } 10.30 244.4

0+00 Inlet 24" Pipe 6" offset stub 8.95 245.80 244.80 +1.00

0+00 } 9.4 245.3

FL. Ex 12" Pipe 6" from 0+28 10.23 244.52 244.55

248.7
9.1 8.15 249.00 48.50 48.00 49.75
2.2 6.8 5.75 6.25 6.75 7.00
11.3
244.6
47.35
7.4

Contour Grades for Playground

Existing Playground
1.3
251.00

228.61 BM. & Hub 2+65 Page 74

11.80
240.41
0.33 4.25
240.08 248.05 Top. clean out.
12.22 0+00 0+50
252.30 248.3 4.6 5.1 1+00 150 6.3
4.25 4.3 248.0 247.5 247.0 246.5
248.05 Top. clean out
4.54
252.63 A

270.53 BM. S.W. Douglas and Albatross

7.30
277.827
8.4 4.0 2.2 3.4 12.6
269.4 273.8 275.6 274.4 265.2
246.7 246.8 247.0 247.2 247.5
227 27.0 28.6 27.2 17.7
3.3
274.5
246.7
27.8

11-23-37.

X See Alley Blk. H. Sterlingworth

Miller
Walker
Bliss

BM. BP 9.09 383.34 374.25 S.W. 33rd + El Cajon

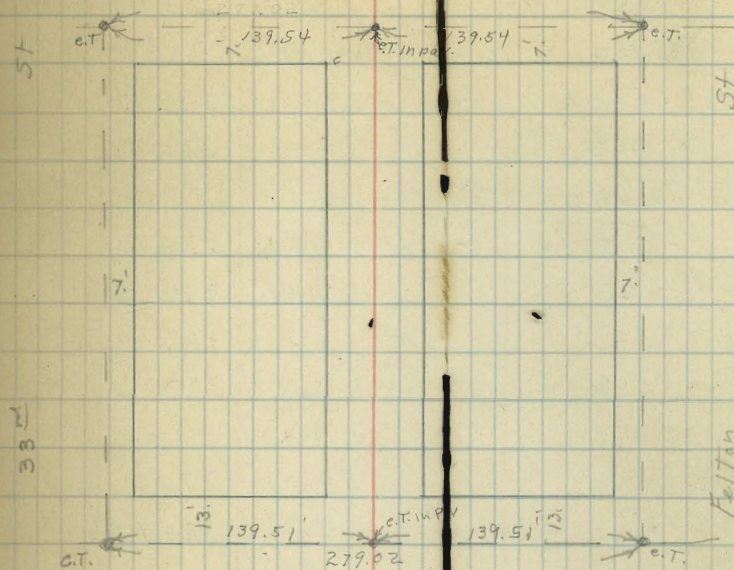
25' S. of N Line N. Ch. Line of El Cajon.

W-20	gutter	8.22	375.12
W	"	8.08	375.26
W	ent. ch.	7.46	375.88
♀	gutter	8.041	375.30
.E.	"	7.95	375.39
E	ent. ch.	7.35	375.99
♀ 25	gutter	7.80	375.54
N. End. Pav + curbs 0+00 = N. Line of El Cajon			
0.5' S. of El Line	ch	N. End	6.70 376.64
" " "	pav	" "	6.84 376.48
♀	" "	" "	7.06 376.28
W. Line	" "	" "	7.09 376.25
" "	ch.	" "	7.03 376.31
0+30			
W		6.5	376.8
♀		6.5	376.8
.E		6.3	377.0
0+65			
E		6.3	377.0
♀		6.0	377.3
W		6.2	377.1
1+00			
W		5.8	377.5
♀		5.6	377.7
E		5.7	377.6

meade

Ave

76



El Cajon

Blvelh

383.34

1+14. garage on E. ent. floor 3.8' Back

0.2 in Alley w. ent. apron 5.02 378.32

E-3.8' = floor 4.75 378.59

1+50

E 5.3 378.0

♀ 5.0 378.3

W 5.4 377.9

2+00 garage on W. ent. floor 3.7' Back

W-3.7' = floor 4.25 379.09

W = E. End. ent. apron. 4.10 378.94

♀ 4.0 379.0

E 4.4 378.7

383.34

2 + 14 garage on W. cmt. floor 3.4 Back.		
W-3.4 = floor	4.50	378.84
2 + 34 = S. End. garage on E. cmt. floor 9.3' Back		
E-0.1 = W. end. cmt. apron	3.76	379.58
E-9.3 = floor	2.98	380.36
2 + 49 = N. End. above garage		
E-0.3 = W. End. cmt. apron	3.59	379.75
E-9.3 = floor	2.98	380.36
2 + 50		
E	3.4	379.7
+3	4.1	379.2
±	4.1	379.2
W	4.2	379.1
3 + 00		
W	3.8	379.5
±	3.8	379.5
E	3.7	379.6
3 + 50		
W	2.9	380.4
±	3.0	380.3
E	2.9	380.4
3 + 97. garage on E. cmt. floor 4.0' Back		
E + 2.0 = W. End. cmt. apron	2.40	380.94
E + 4.0 = floor	2.05	381.29
4 + 00		
E	2.3	381.0
±	2.3	381.0

383.34

Meade.

77

4 + 00 (con)		
W.	2.5	380.8
T.P. - 6.78 - 387.87		
4 + 45		
W	6.6	381.3
±	6.3	381.6
E	6.4	381.5
4 + 61 S. End. garage on W. cmt. floor 2.3' Back.		
E	5.9	382.0
±	5.8	382.1
W	5.9	382.0
+ 2.3 = floor		
	5.80	382.07
4 + 76 = N. End. above garage		
W-2.3 = floor	5.63	382.24
4 + 82. cmt. walk on W.2.0' Back		
W-2.0 = E. End. walk	5.5	382.35
4 + 87 S. End. garage on W. cmt. floor 2.0' Back		
W-2.0 = floor	5.08	382.79
5 + 00 = garage on E. cmt. floor 4.4' Back		
W-2.0. garage floor	4.94	382.89
W	5.0	382.9
±	5.2	382.7
E	5.3	382.6
+ 4.4 = floor		
	5.00	382.87
5 + 03 = N. End. above garage on W.		
W-2.0 = floor	5.0	382.9

387.87

5+11 S. End garage on E. cnt. floor 6.5 Back
 E-6.5 = floor 4.60 383.27

5+27 N. End. above garage on E
 N. " North Entrance garage on W. cnt. floor

E-6.5 = floor 4.64 383.23

E 4.8 383.1

⊥ 4.8 383.1

W 5.0 382.9

+ 5. = floor = ⊥ Door 5.00 382.87

5+47 garage on E. cnt. floor 17.5 Back

E-17.5 4.53 383.34

5+62

W-0.8 cnt. step to House 4.83 383.04

W 5.1 382.8

⊥ 5.2 382.7

E 5.0 382.9

5+85

E 5.4 382.5

⊥ 5.8 382.1

W 5.6 382.3

6+07 S. Line Meade Ave

S. End. cnt. ch. returns + S. End. pav.

W. cnt. ch. S. End. 7.80 380.07

W. pav " " 7.94 379.93

⊥ " " " 8.20 379.67

+9.75 " " " 7.90 379.97

+9.75 cnt. ch. " " 7.72 380.15

387.87

Meade

78

T.P. -5.34 - 385.48 - 7.73 - 380.14

12" N. of S. Line = S. ch. Line Meade

E-20. gutter 5.75 379.73

E " 5.90 379.58

E cnt. ch. 5.36 380.12

⊥ gutter 6.05 379.43

W " 6.09 379.39

W cnt. ch. 5.59 379.89

+ 30. gutter 6.36 379.12

B.M. B.P.

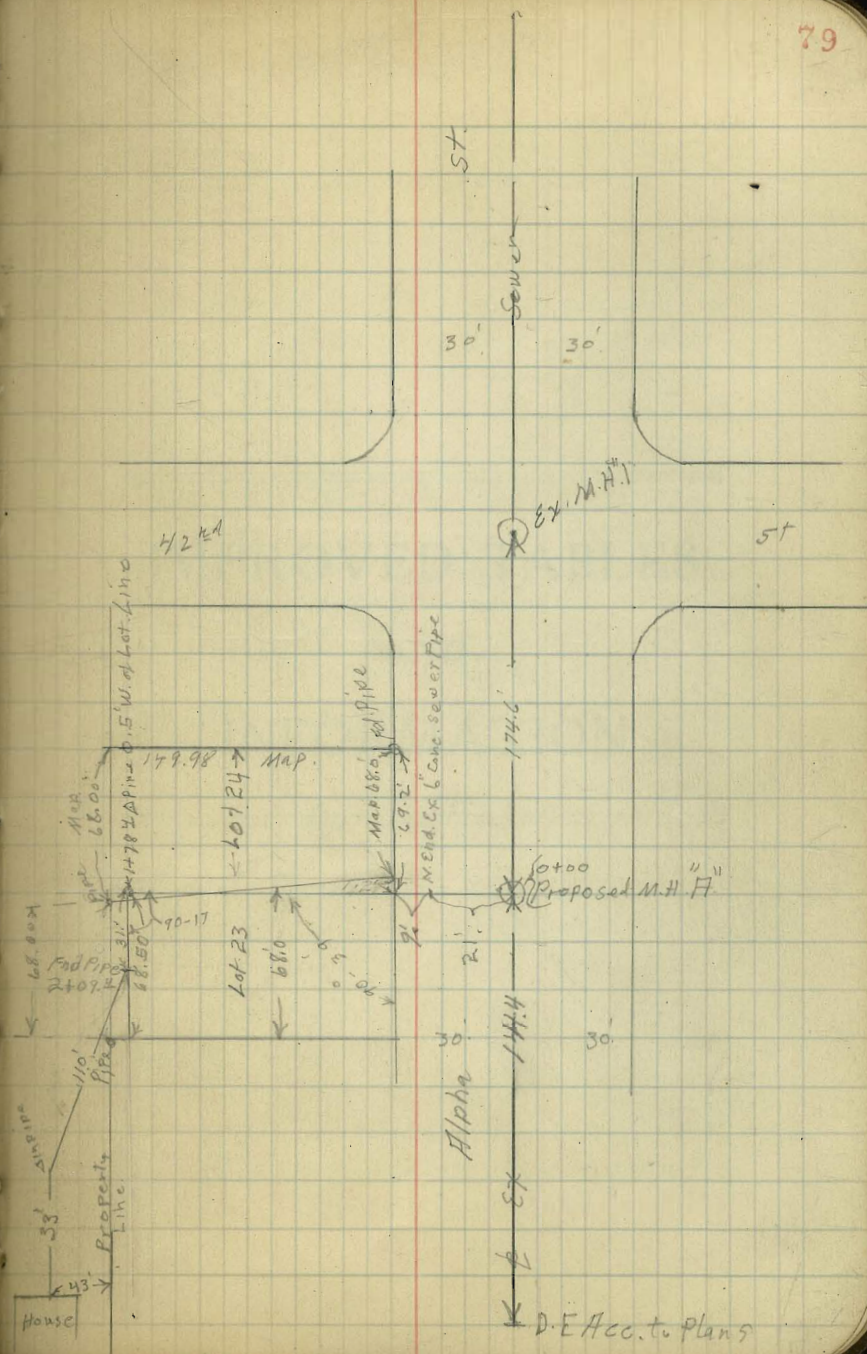
4.22 - 381.26

N.W. Meade

at Felton

381.25

6-2-39 Sewer Levels Ocean Vista Gardens			
Walker Belton		Walter Trepte Sewer. Laid by John Hanson.	
B.M. Pipe in Man.	4.66	94.87	90.21
Ex. M.H. 1 ctr Alpha + 42	Top = p.v.	8.27	86.60 ✓
" " " " " "	F.L.	15.14	79.73 = 79.73 ✓
0 + top Proposed M.H. "A"	p.v. at ϕ	7.53	87.34
" " " " " "	Mail 6' North	7.57	87.30
0 + 21 S. side Top of old Ex. Pipe		7.06	87.81
		Top 11.47	83.40
		+0.51	
0 + 21 Ex. Pipe		FL 12.03	82.84 ✓
T.P.	5.40	94.48	5.79
			89.08 ✓
0 + 6.0 Stub 4.0' W of ϕ		5.20	89.28
		Top 10.18	84.30
		+0.54	
0 + 6.0 Ex. Pipe		FL 10.74	83.74 ✓
0 + 7.4 Cracked Joint			
0 + 7.4 6" Riser for Connection			
1 + 0.0 Stub 4' W of ϕ		4.41	90.07
		Top 9.70	84.78
		+0.54	
1 + 0.0 Ex. Pipe		FL 10.26	84.22 ✓
1 + 5.5 Cracked Joint			
1 + 11.0 #31 all			
1 + 4.0 Stub 4' W of ϕ		3.86	90.62
		Top 9.11	85.37
		+0.51	
1 + 4.0 Ex. Pipe		FL 9.67	84.81 ✓
1 + 4.9 Cracked Joint			
1 + 7.8 Δ in Pipe stub 6' S of ϕ		3.81	90.67
		Top 8.67	85.81
		+0.54	
1 + 7.8 " " " Ex. Pipe		FL 9.23	85.25 ✓
1 + 8.0 Cracked J. Joint			
2 + 0.9 End Pipe stub 6' S of ϕ		3.65	90.83
		Top 8.50	85.98
		+0.54	
2 + 0.9 Ex. Pipe		FL 9.06	85.42 ✓
3 + 5.2 House Top 4" C.I. Sewer Pipe		5.17	88.71
" " " " " " " " " " " "		3.10	91.38
chk. orig B.M.		4.27	90.21 ✓



DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder
taken for any width roadway, slope 1 to 1.
If ground is nearly level, the cut or fill at side
stake is located by the double zero method in
left column and the first column of the table.

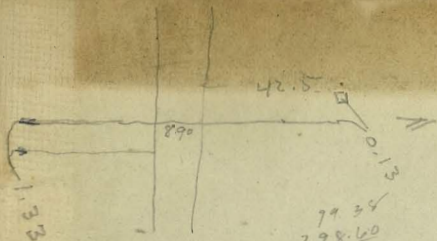
IMPROVED TABLES
AND
INFORMATION

TABLE No. 2.

To find Tangent and External Distance of
any other degree divide by degree of curve and
will correspond in column of constant.
Degree of curve with a given may be found
by dividing tangent (or external) distance by
given tangent (or external).
The distance from a point on the tangent to
the curve is very nearly the square of the tangent
length divided by twice the radius.

+498
 260
 60
 260
83
 630

Ocean View
 653' S 87' = S fence Martins.
 772' S 87' = N.H. Alley
 156' S.S. Linné Martin on Gregory



7.9
 75
 5.0

$\frac{20.29}{5.37}$
 2

$\frac{20.29}{5.07}$
 15.22

$\frac{9.75}{10.54}$

79.34
 298.60
 303.74
 297.62
5.94

12.35
 5.97
18.32

4.19
 3.58
.61
 359
 41
298

4.35
 3.58
7

385.44
4.22
 381.26

707. $\frac{278.00}{21.21}$
6590
 6363

304.84
 10
314.84
 16.5
 7.5
9.0
 1.3
 7.42
11