



# EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and  
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning  
Roadway 16 feet wide. Side Slopes 1 on 1.  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be  $30.6 + (20 - 16) \div 2$  or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.

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# 1805

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This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.



2 Mission Cliff Gardens North Court  
3-11 Imperial Ave Storm Drain 14<sup>th</sup> to 15<sup>th</sup> St.  
12-21 Cross Section Gravel St. Tyrion to Draper

42-48 Stake for Pav. Blk. 17 City Hrs  
49-58 Princess St. - Torrey Pines Rd to Spindrift Dr X-sec

66- Bayside Lane, (N. of Ventura)  
- Elev. Sewers  
71-76 " " - Ventura to San Juan Pl  
Elevs. & P.P.'s.

71-76 Additional Notes



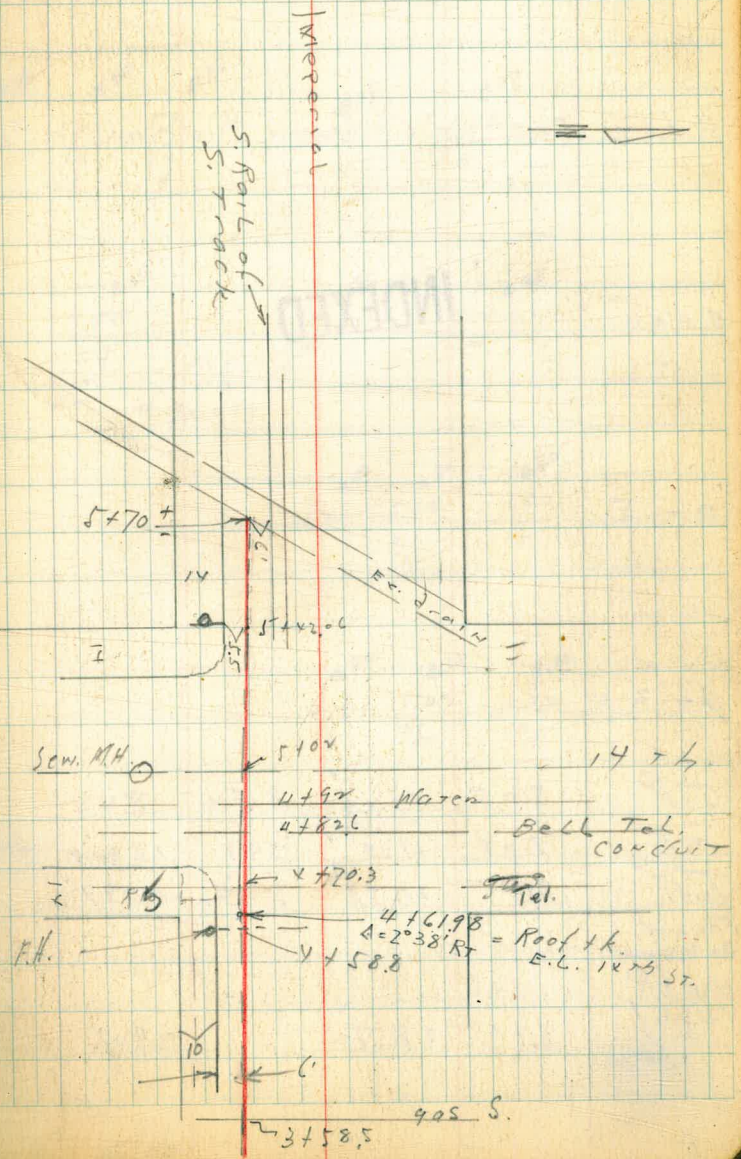








Mo  
Be  
Sh  
Bu





Levels for Imp. Hv. drain

N rail N track

Mo  
Be  
Sh  
Bu

0 + 14 Top old C.I. Concn to drain.

0 + 00

INDEXED

0 - 5

0 - 20

T.P.	5.05	13.45	8.94	8.40
T.P.	1.05	17.34	5.48	16.29
T.P.	1.40	21.77	8.35	20.37
Found At East NWBP Island and 15th	3.24	28.72		25.48

LT

E. 26.  
15th

RT

5

8.24

5.23

1.08

8.40

8.35

5.77	5.05	5.10
19	19	14
9.5	28	27

8.19

5.24

8.27

5.18  
10

8.57

4.88

14  
Cor  
Per.

Top  
C6  
+ grate

8.35

5.10

8.95

5.00  
10

8.42

5.01

1.86

5.59

0.1  
Cor  
grate

8.50

4.95  
10

8.70

4.75

0.6

8.13

5.37

0.1  
9

8.70

4.75

10

13.45

This was  
omitted







3 + 80 NLN, (CONNSL)

3

150

2

150

1420 Sdw on LT broken up

1345

L

E6  
157h

P

7

$\frac{6.2}{14}$	$\frac{6.26}{170}$	$\frac{6.95}{7.40}$	$\frac{6.37}{7.08}$	$\frac{6.54}{6.91}$
		$\frac{0.2}{15}$		$\frac{26}{26}$

$\frac{6.1}{14}$	$\frac{6.97}{6.48}$	$\frac{6.25}{7.20}$	$\frac{6.90}{6.55}$	$\frac{7.03}{6.42}$
		$\frac{0.2}{16}$		$\frac{26}{26}$

$\frac{6.2}{14}$	$\frac{6.21}{6.24}$	$\frac{6.45}{7.00}$	$\frac{7.00}{6.35}$	$\frac{7.23}{6.22}$
		$\frac{0.2}{13}$		$\frac{26}{26}$

$\frac{6.1}{14}$	$\frac{7.29}{6.16}$	$\frac{6.39}{7.06}$	$\frac{7.03}{6.42}$	$\frac{7.43}{6.02}$
		$\frac{0.2}{13}$		$\frac{26}{26}$

$\frac{5.785}{14}$	$\frac{7.55}{5.90}$	$\frac{6.51}{6.96}$	$\frac{7.25}{6.20}$	$\frac{7.57}{5.86}$
		$\frac{0.2}{13}$		$\frac{26}{26}$

$\frac{5.0}{14}$	$\frac{8.24}{5.21}$	$\frac{6.99}{6.96}$	$\frac{7.33}{6.12}$	$\frac{7.65}{5.20}$
		$\frac{0.2}{13}$		$\frac{26}{26}$

1345 ↓



Levels for drain, July  
to 14th

0 + 787.9 EC

+ 59.1

INDEXED

+ 39.4

+ 29.4 Int. Sewer

0 + 19.7

0 + 00 cb + Pav

13.45

2

←

R

8

7.81	7.56	7.74	7.94
5.24	6.07	5.71	5.51
7	7		7
26	91		

7.65	7.34	7.68	8.09
5.50	6.11	5.77	5.30
8.3	8.3		7.0
5.6	91		
Pet.			

7.60	7.66	8.21
5.65	5.56	5.56
10		10

7.46	7.85	7.82	7.52	8.14
10.99	5.57	5.63	5.53	5.41
19.5	19.5	10		10
FL	FL M			

7.85	7.93	7.94
5.60	5.52	5.51
10		10

5.62 <sup>7.83</sup>

13.45 ✓



2 + 86.92 BCLT

2 + 83.57 E.C.

2 + 30.35 BC Pt

2

f50

1 + 00

1345

L

R

1P

9

$\frac{6.00}{9}$ <sup>7.39</sup>	$\frac{6.75}{6}$ <sup>6.70</sup>	$\frac{6.57}{6}$ <sup>6.88</sup>	$\frac{6.70}{2}$ <sup>7.25</sup>
on drive			

$\frac{6.05}{9}$ <sup>7.40</sup>	$\frac{6.73}{9}$ <sup>6.70</sup>	$\frac{6.57}{6}$ <sup>6.87</sup>	$\frac{6.70}{2}$ <sup>7.25</sup>
on drive			

$\frac{6.10}{7}$ <sup>7.35</sup>	$\frac{6.42}{7}$ <sup>7.03</sup>	$\frac{6.10}{6}$ <sup>7.25</sup>	$\frac{6.70}{2}$ <sup>7.25</sup>
----------------------------------	----------------------------------	----------------------------------	----------------------------------

$\frac{5.98}{7}$ <sup>7.47</sup>	$\frac{6.10}{7}$ <sup>7.05</sup>	$\frac{5.90}{6}$ <sup>7.49</sup>	$\frac{5.80}{7}$ <sup>7.63</sup>
----------------------------------	----------------------------------	----------------------------------	----------------------------------

$\frac{5.80}{7}$ <sup>7.61</sup>	$\frac{6.20}{7}$ <sup>7.25</sup>	$\frac{5.80}{6}$ <sup>7.59</sup>	$\frac{5.70}{7}$ <sup>7.25</sup>
----------------------------------	----------------------------------	----------------------------------	----------------------------------

$\frac{5.72}{7}$ <sup>7.13</sup>	$\frac{6.15}{7}$ <sup>7.30</sup>	$\frac{5.81}{6}$ <sup>7.64</sup>	$\frac{5.58}{7}$ <sup>7.87</sup>
----------------------------------	----------------------------------	----------------------------------	----------------------------------

1345



5270 ±

Please check to profile 2 MI. to BM

4200 WL 1473 115 Track (75)

5400 Int Sewer

4261.98  
4588 Δ Pt. 2°38' PL 1474 115 Track Cor

T.P. Six 12.09 650 695

34490 E.C.

13.05

	5.94	6.19	6.29
Curbout	1.17	5.90	5.80
28	6.8		5.5

	6.85	6.44	6.59
	5.24	5.65	5.40
	5.5	5.50	5.5

0.71	5.87	6.96	6.89
11.38	5.22	5.13	5.20
20.3	20.3		
FL	FL		

6.89	6.38	6.54	6.86
5.20	5.71	5.55	5.22
6			
25			

6.97	6.45	12.09	
5.48	7.00	6.80	6.700
			5

7.15	6.60	6.80	7.15
6.30	6.85	6.15	6.30
4			
28			
		13.45	

Notes Reduced. 12.1.88



Check B.M.S

SW 7' CT.  
15th + 1st 360 11.57 ✓ 7.97

T.P. 654 16.76 ✓ 135 10.22

Check to B.M. B.P. 429 12.47 ✓ 12.52

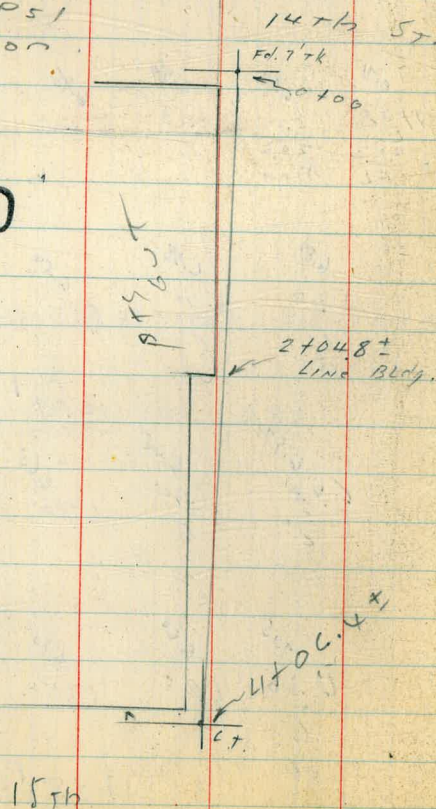
N.E. Cor. CONNELL  
9th + 16th

Walker says 12.48

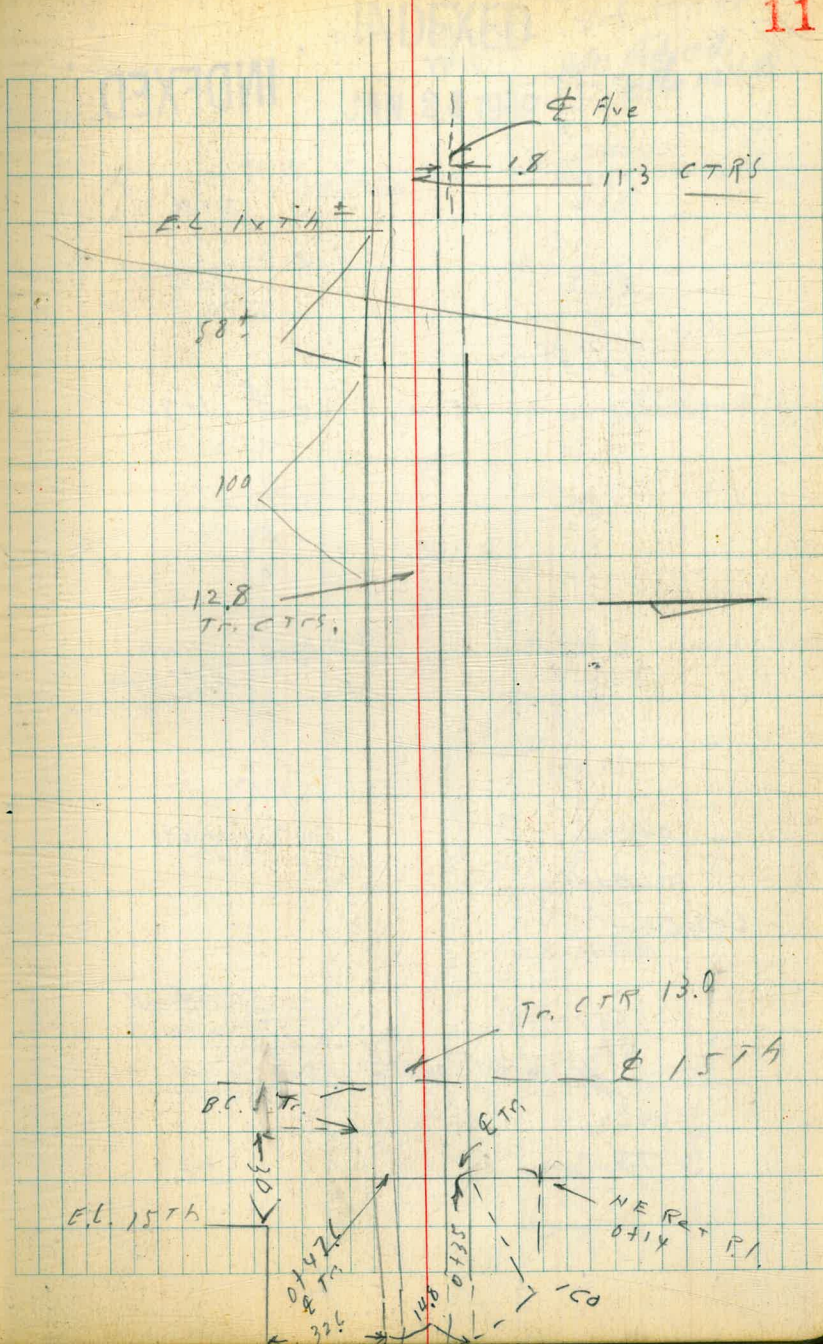
FB 109 P. 51

on SE Cor.

INDEXED



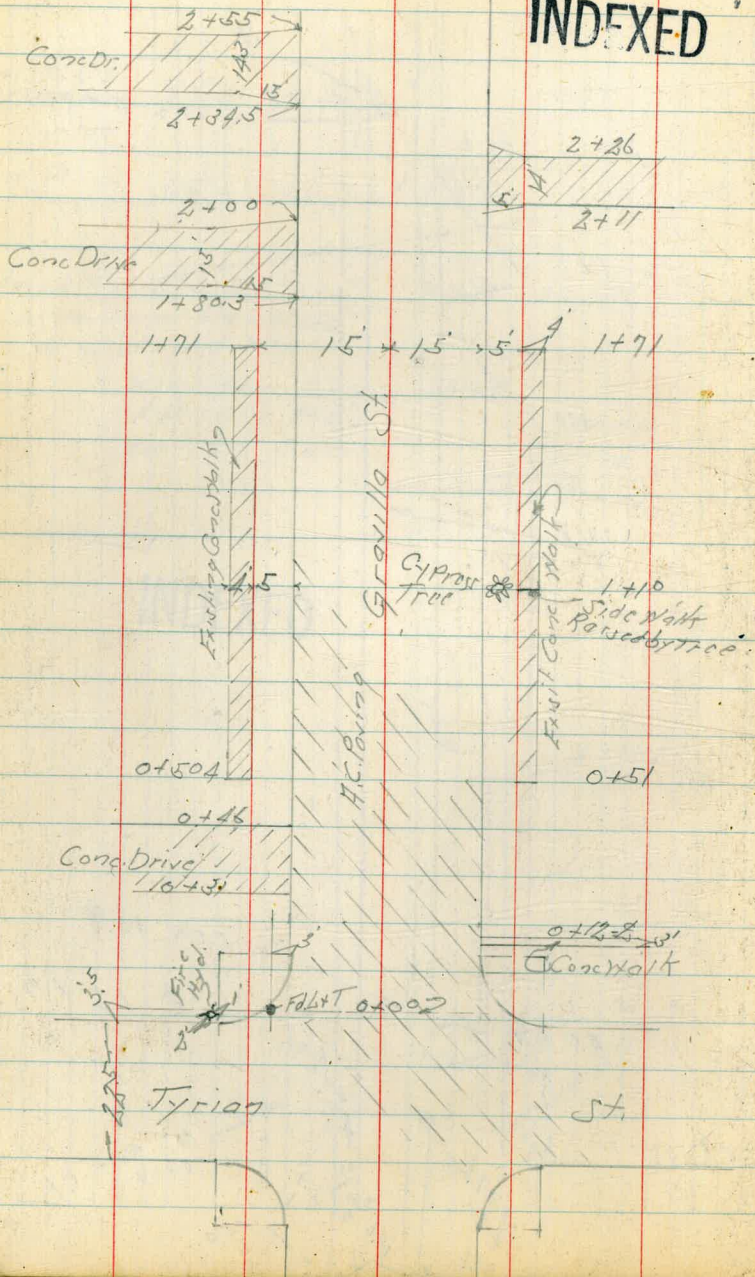
11





Cross Section Gravilla St.  
Tyrion St to Draper Ave.

INDEXED



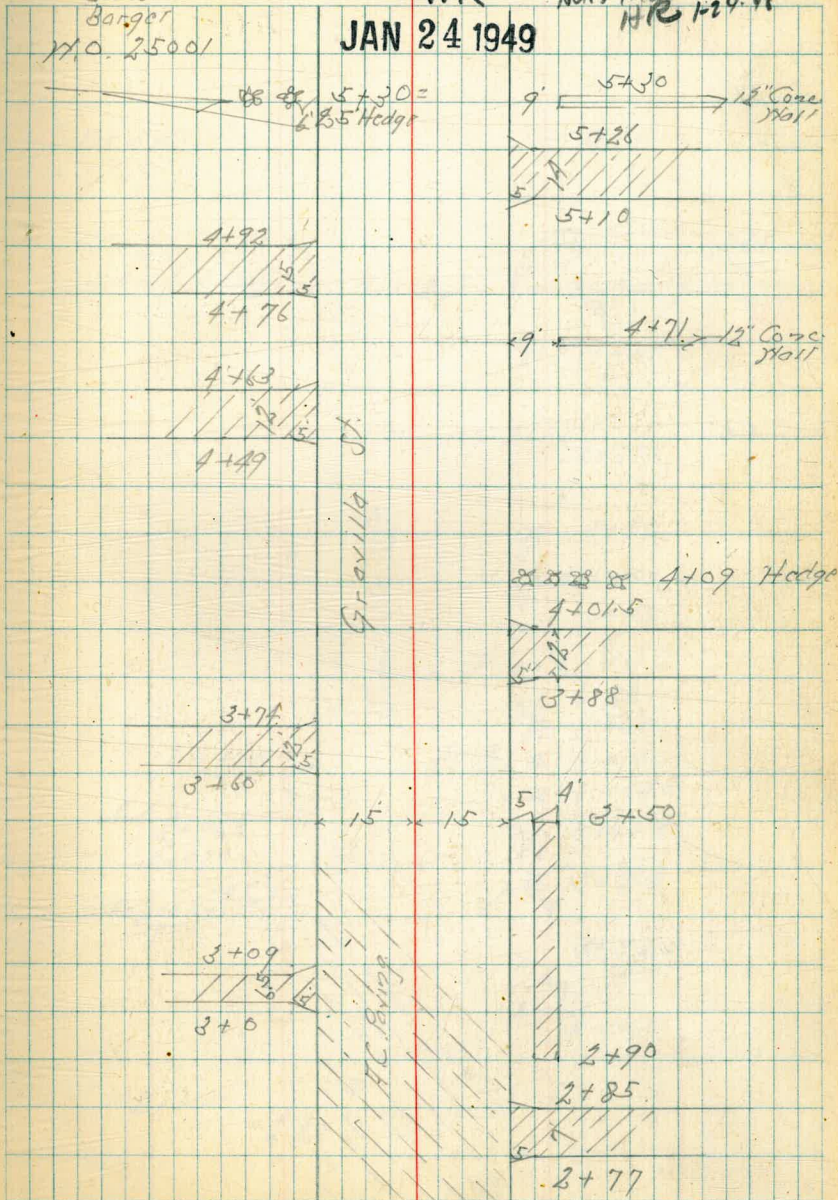
INDEXED

WIK

JAN 24 1949

Ref: FB1709A 12

Notes Reduced:  
H.P. 124.45









INDEXED

1+0

+50.4 = Wly Walk on Lt + Rt

+46 = Ely Conc Drive on Lt

0+31 = Wly Conc Drive on Lt

0+12 = L-3 Conc Walk on Rt

0-03.5 = East Curb Line of Tyrian St

BM 9.33 89.66 80.33

SZBP  
Graville +  
Tyrian  
1709A-72

81.40 8.26 24 = Wly Walk	81.22 8.44 15 = Cl	80.75 8.91 15 = Gutter	81.49 8.17	81.71 7.95 15 = Gutter	80.24 7.42 15 = Cl	82.75 6.91 24 = Wly Walk			
80.41 9.25 15 = Wly Walk	80.34 9.32 20 = Wly Walk	80.12 9.54 15 = Cl	79.73 9.93 15 = Gutter	80.50 9.16	80.76 8.90 15 = Gutter	81.21 8.45 15 = Cl	81.43 8.23 20 = Wly Walk	81.54 8.12 25 = S Wly Walk	
80.16 9.50 25	80.19 9.47 20	80.05 9.11 15 = Cl	79.67 9.98 15 = Gutter	79.99 9.67 25	79.96 9.70 20	79.73 9.93 15 = Cl	79.46 10.20 15 = Gutter		
80.04 9.69 15 = Gutter	80.35 9.31 15 = Cl	80.65 9.01 21 = Gutter	79.08 10.58 25 = Cl	78.63 11.03 25 = Gutter	78.83 10.82 15	79.28 10.38	79.63 10.23 15	79.64 10.02 25 = Gutter	79.86 9.80 25 = Cl



+26 = Fly Conc Drive on Lt

+11 = Fly Conc Drive on Lt

+20 = Fly Conc Drive on Lt

+80.3 = Fly Conc Drive on Lt

+71

+150

8966

INDEXED

Rt

15

84.66	85.30	85.43	85.70
5.00	4.36	4.23	3.96
15	15 = Carb	15 = Fly Dr	15 = Fly Dr

84.36	84.95	85.12	85.43
5.30	4.71	4.57	4.23
15	15	15 = Fly Conc Dr	15 = Fly Conc Dr

83.71	83.70	83.63	83.21	83.88	84.09	84.65	85.2
5.95	5.96	6.03	6.45	5.78	5.57	5.01	4.5
15	15	15	15	15	15	15	15

83.30	83.25	83.23	82.73
6.36	6.41	6.42	6.93
15	15	15	15

83.24	83.17	83.03	82.55	83.15	83.29	83.96	84.34	84.41
6.92	6.49	6.63	7.11	6.51	6.37	5.70	5.32	5.19
15 = Fly Walk	15 = Fly Walk	15	15	15	15	15	15 = Fly Walk	15 = Fly Walk

82.24	82.51	82.03	82.65	82.76	83.44	83.96
6.92	7.15	7.63	7.01	6.88	6.22	5.70
15 = Fly Walk	15 = Carb	15 = Gutter	15	15 = Gutter	15 = Carb	15 = Fly Walk

8966



+90 = W/y Conc Drive on Lt.

+90 = W/y Conc Walk on Rt.

+85 = Fly Conc Drive on Rt.

+77 = W/y Conc Drive on Rt.

+55 = Fly Conc Drive on Lt.

+34.5 = W/y Conc Drive on Lt.

86.41	86.30	86.05	85.66	86.56	86.52	87.06	87.30	87.39
3.25	3.36	3.61	3.98	3.10	3.14	3.10	3.36	3.27
25	20	15=cb	15=Subst		15=Subst	15=cb	20=Fly Walk	21=Subst

86.23	86.84	87.04	87.19
3.43	3.82	2.62	2.19
15	15	20=Fly Conc Walk	21=Fly Conc Walk

86.11	86.74	86.98	87.15
3.55	3.92	2.68	2.51
15	15	20	25

85.89	86.51	86.85	87.06
3.27	3.15	2.81	2.60
15	15	20	25

85.10	85.10	85.04	84.62	85.43	85.38	85.97	86.5
4.56	4.56	4.62	5.04	4.29	4.28	3.69	3.2
25	20	15	15		15=Subst	15=cb	25

84.67	84.60	84.50	84.05
4.99	5.06	5.16	5.81
25	20	15=cb	15=Subst



4+015 = Fly Conc Drive on Rt

+88 = Fly Conc Drive on Rt

TP 12.54 10157 0.63 8903

+74 = Fly Conc Drive on Lt

+60 = Fly Drive on Lt

+50 = Fly Conc Walk on Rt

2+09 = Fly Conc Drive on Lt

89.66

89.8	89.57	89.15	89.67	89.77	90.45	90.57	90.72
11.8	13.00	13.42	11.90	14.80	11.42	11.00	12.85
25	15-CB	15-Sub		15-Sub	15-CB	20	25

89.49	89.98	90.06	90.16
12.18	11.59	11.49	11.41
15	15	20	25

101.57

88.62	88.61	88.49	88.06
1.04	1.05	1.17	1.60
25	20	15	15

88.23	88.19	87.98	87.51
1.43	1.47	1.68	2.15
24	20	15	15

87.9	87.62	87.15	87.82	87.98	88.60	88.74	88.86
1.8	2.04	2.51	1.84	1.68	1.06	0.92	0.80
25	15	15		15	15	20	25

86.56	86.48	86.33	86.94
3.10	3.18	3.33	3.71
25	20	15-CB	15-Sub

89.66



INDEXED

+36 = Fly Conc Drive on Rt

5+10 = Fly Conc Drive on Rt.

+92 = Fly Conc Drive on Lt.

+78 = Fly Conc Drive on Lt.

+63 = Fly Conc Drive on Lt.

4+49 = Fly Conc Drive on Lt.

95.62	96.11	96.20	96.36
5.95	5.21	5.27	5.21
15	15	20	25
<del>504</del>			

94.90	95.38	95.81	95.99
6.67	6.19	5.76	5.58
15	15	20	25

94.10	94.06	93.94	93.41	94.10	93.96	94.47	95.0
7.47	7.51	7.63	8.16	7.47	7.61	7.10	6.6
25	20	15	15	15	15	15	25

93.46	93.35	93.15	92.72
8.09	8.22	8.43	8.85
25	20	15	15

92.58	92.52	92.48	92.00
8.99	9.05	9.09	9.57
25	20	15	15

92.00	91.93	91.75	91.30	91.90	91.95	92.44	92.9
9.57	9.64	9.82	10.27	9.67	9.62	9.13	8.7
25	20	15	15	15	15	15	25
<del>504</del>							
15 = Gaffer							
15 = Curb							



+96.5 = Fly Conc Drive on Lt

99.48	99.34	99.08	98.55	98.97	98.98	99.46	99.7
209	223	249	303	260	259	211	19
25	20	15=Cb	15-Gut		15-Gut	15=Cb	25

+92 = Fly Conc Walk on Lt

99.20	99.01	98.87	98.29
237	256	270	328
20	20	15	15

24 = Fly Conc Walk

+84.5 = Fly Conc Drive on Rt

98.43	98.89	98.95	99.05
314	268	262	252
15	15	20	25

+70.5 = Fly Conc Drive on Rt

97.80	98.28	98.54	98.67
377	339	303	290
15	15	20	25

+50

96.88	96.74	96.32	96.93	96.77	97.26	97.8
469	483	525	464	480	429	38
24 = Fly Conc Walk	15	15		15-Gut	15=Cb	25

96.10	96.09	95.86	95.43
517	548	571	614
24 = Fly Conc Walk	20	15=Cb	15-Gut

5+31.5 = Fly Conc Walk on Lt



Gravilla St.

# INDEXED

over

BM

566

104.50

534.87  
Gravilla  
Draper

+11.2 = 3/4" Draper H/c

740

+177.2 = 3' Conc Walk on Pt.

TP 8.76 110.16 0.17 101.40

+42 = E 1/4 Conc Drive on Pt.

+28 = E 1/4 Conc Drive on Pt.

6+11.5 = E 1/4 Conc Drive on Pt.

101.57

20

105.33	104.91	104.38	104.53	104.35	104.85	105.37
483 25 = 1 1/2" Conc	575 15 = Cb	578 15 = Gut	563	581 15 = Gutter	571 15 = Cb	479 25 = 3/4" Conc

104.7	104.29	103.78	104.09	103.72	104.30	104.7
55 25	587 15	638 15	607	644 15	586 15	55 25

102.61	103.27	103.49
755 15	689 15	667 25

110.16

101.8	101.39	100.91	101.16	100.87	101.50	101.52	101.57
+0.2 25	0.18 15	0.66 15	0.41	0.20 15	0.07 15	0.05 20	0.0 25

100.32	100.89	100.99	101.24
128 15 = Gutter	0.68 15 = Car 5	0.58 20	0.33 25

100.00	99.94	99.85	99.25
157 25	163 20	172 15 = Cb	232 15 = Gutter

101.57



BM		3.57	74.92	SFBP Kohmer Y La Jolla Blvd 77.90
	7.03	78.49	10.12	SFBP Graville La Jolla Blvd
BM	1.23	81.58	10.25	SFBP Graville + Tyrian 80.33
TP	1.65	90.60	12.24	88.95
TP	2.28	101.19	11.25	98.91

11016



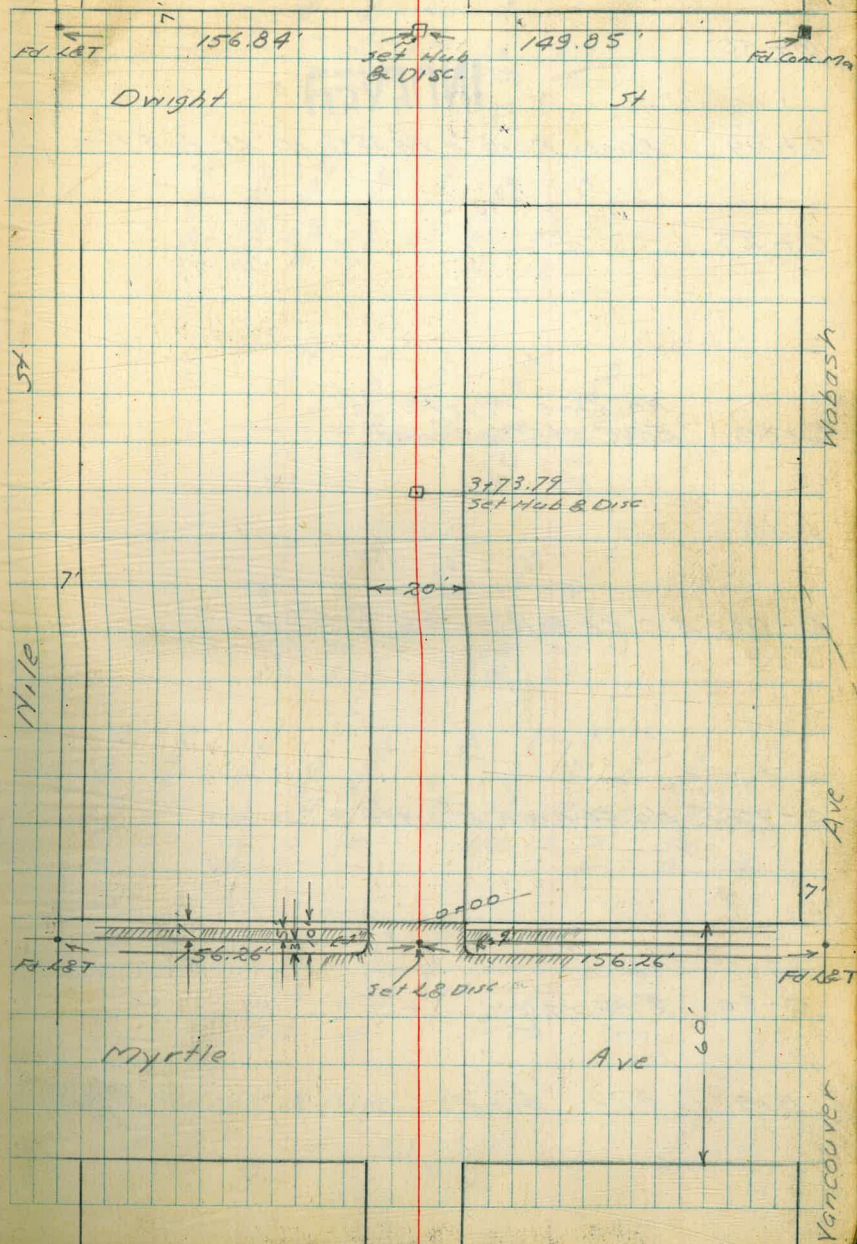
2-23-49  
Hendricks  
Bramby  
Greer  
Rorer  
W.O.#31617

X Sect. 20 Alley Block 17  
City Hts

INDEXED

WK  
FEB 24 1949

SEE ALSO PAGE 4V





Levels Alley Block 17  
City Hts.

0+50

INDEVER

0+49 Power Pole # RA3515 10' LT. to Pole

0+25

0+00 No. Line Myrtle  
Edge of Conc. Paving

0-08 EC CB. Poles

0-10 No. CB Line Myrtle

0-30 R Myrtle

B.M. 372 318.28

314.56

314.5  
210  
13  
314.2  
211  
10  
315.8  
212  
10  
315.5  
213  
15

315.2  
214  
10  
315.1  
215  
9  
315.2  
216  
7  
315.4  
217  
10  
315.3  
218  
13  
315.3  
219  
13

314.23  
220  
10  
CB  
314.14  
221  
10  
G  
313.79  
222  
10  
G  
314.06  
223  
10  
G  
314.13  
224  
10  
CB

314.19  
225  
10  
CB  
313.72  
226  
10  
G  
313.58  
227  
10  
G  
313.67  
228  
10  
CB  
314.15  
229  
10  
CB

314.52  
230  
50  
CB  
313.92  
231  
50  
G  
314.21  
232  
12  
CB  
313.61  
233  
12  
G  
313.60  
234  
10  
G  
313.57  
235  
10  
G  
313.55  
236  
12  
G  
313.54  
237  
12  
CB  
314.15  
238  
50  
G  
313.41  
239  
50  
CB  
313.80  
240  
50  
CB

314.1  
241  
50  
313.8  
242  
10  
313.7  
243  
10  
313.7  
244  
50  
313.4  
245  
50

SEBP. Myrtle & Nile ✓

318.28  
↑



X Sect Alley B1617 City Hts

Contd.

1+43 End Pickett Fence Beg. Conc. Slab 9.5 Rt.

INDEXED

1+31.2 & 2' Conc Walk 9.5 Rt.

1+13 & 3' Conc Walk 10.2 Lt.

1+11.4 End Frame House 10.1 Lt.

1+10 Beg. Pickett Fence 9.3' Rt.

1+00

0+73 Beg. Frame House 10.05 Lt.

0+67 & 6' Conc Walk 10.2' Lt.

0+55 & 10' Garage Conc. Fl. 13' Rt.

T.P. 5.41 321.37 232 315.96  
318.28

316.8  
4 55  
9.5  
4 23  
236

316.59  
4 78  
9.5

316.1  
5 23  
30  
316.2  
5 10  
10.2

316.3  
5 10  
10  
315.9  
5 13  
10  
316.1  
5 13  
15  
316.4

316.42  
4 25  
10.2

315.85  
5 52  
13

321.37



X Sect Alley Block 17

City Hts.

Contd.

# INDEXED

2+88.3 End Conc Slab 9.9 Rt. E

2+87 Power Pole # PA 355 10.5 Lt to R Pole

2+82 Beg Conc Slab 10.0 Rt

2+59 End Pickett fence 10.5 Rt

2+50

2+00

1+79 Beg Pickett Fence 9.8 Rt

1+76.3 End Conc Slab 9.9 Rt

1+74 Power Pole # PA 3533 10.2 Lt to R Pole

1+50

321.37

25

316.19

5.15  
9.9

316.10

5.17  
10.0

316.3  
5.1  
15

316.2  
5.16  
10

316.1  
5.1  
10

316.9  
5.2  
10

316.9  
5.2  
15

316.2  
4.7  
15

316.3  
4.7  
10

316.4  
5.0  
6

316.2  
5.1  
10

316.4  
5.0  
10

316.6  
4.8  
15

316.6  
4.8  
9.9

316.6  
4.8  
2.4

316.6  
4.8  
2.0

316.5  
4.8  
10

316.5  
4.8  
4.8

316.8  
4.8  
9.8

316.8  
4.8  
2.4

321.37



INDEXED

3+85

B17 1.62 314.37 312.75

(Continuation of Sections)

B17 5.32 314.56 314.56

T.P. 6.27 319.88 7.76 313.61

~~4+00~~

3+73.79 POT (Rim of Canyon)

3+70.5 Power Pole # PA 3563 10.2 LL

3+47

3+06 Dead Man to Pole 9.4 LL

3+00

321.37

309.2  
47  
20

309.2  
47  
10

310.1  
47  
7

307.4  
7.9  
10

307.1  
7.3  
10

307.4  
7.0  
20

on Hub sta. 3+73.79

S.E.P. Hill & Myrtle

(on Disc. & Alley 0-07 No. 7 line Myrtle)

301  
20  
20

309.8  
20  
10

309.8  
20  
7

307.2  
20  
10

300.1  
20  
20

312.97  
8  
10

312.75  
8  
Hub

313.07  
8  
6

311.97  
9  
10

310.67  
10  
15

314.6  
6  
15

314.5  
6  
10

314.3  
7  
7

314.4  
7  
7

314.4  
7  
10

314.4  
7  
15

315.3  
5  
15

315.2  
5  
10

315.1  
5  
6

315.6  
5  
10

315.4  
6  
10

315.6  
5  
10

315.9  
5  
15

321.37



X Sect Alley Block 17 City Hts  
Cont'd

4+74 End Exposed 6" Water Main 3.7 Rt.

4+62 Toe of Slope

4+44 Toe of Slope

4+32 Beg Exposed 6" Water Main 4' Rt.

4+22

T.P. 0+0 290.46 1209 290.06

4+00

T.P. 0+09 302.15 1231 302.06

314.37  
/

SEE ALSO PAGE 42.

27

7 <sup>11</sup> 15	8 <sup>10</sup> 10	11 <sup>14</sup> 11	12 <sup>14</sup> 3.7	15 <sup>14</sup> 10	18 <sup>13</sup> 20
			TOP PIPE		
12 <sup>1</sup> 20	14 <sup>7</sup> 10	16 <sup>14</sup> 16	18 <sup>7</sup> 10	21 <sup>15</sup> 25	
			Ditch		
14 <sup>7</sup> 20	14 <sup>14</sup> 10	15 <sup>14</sup> 10	16 <sup>10</sup> 10	16 <sup>15</sup> 20	
			Ditch		
			11 <sup>10</sup> 4		
			TOP OF PIPE		
4 <sup>16</sup> 20	4 <sup>18</sup> 10	5 <sup>14</sup> 11	5 <sup>14</sup> 10	4 <sup>10</sup> 17	
2 <sup>14</sup> 20	4 <sup>14</sup> 10	4 <sup>14</sup> 10	4 <sup>14</sup> 10	5 <sup>14</sup> 20	
			290.46		
			291.4		
			292.6		
			302.15		



Flagged Nly 50' of Lots 2 & 3  
Blk 495 (Old Town)  
(Presidio Hills)

Moore  
Begg  
Shearman  
D. Sisson

W.O. 21001

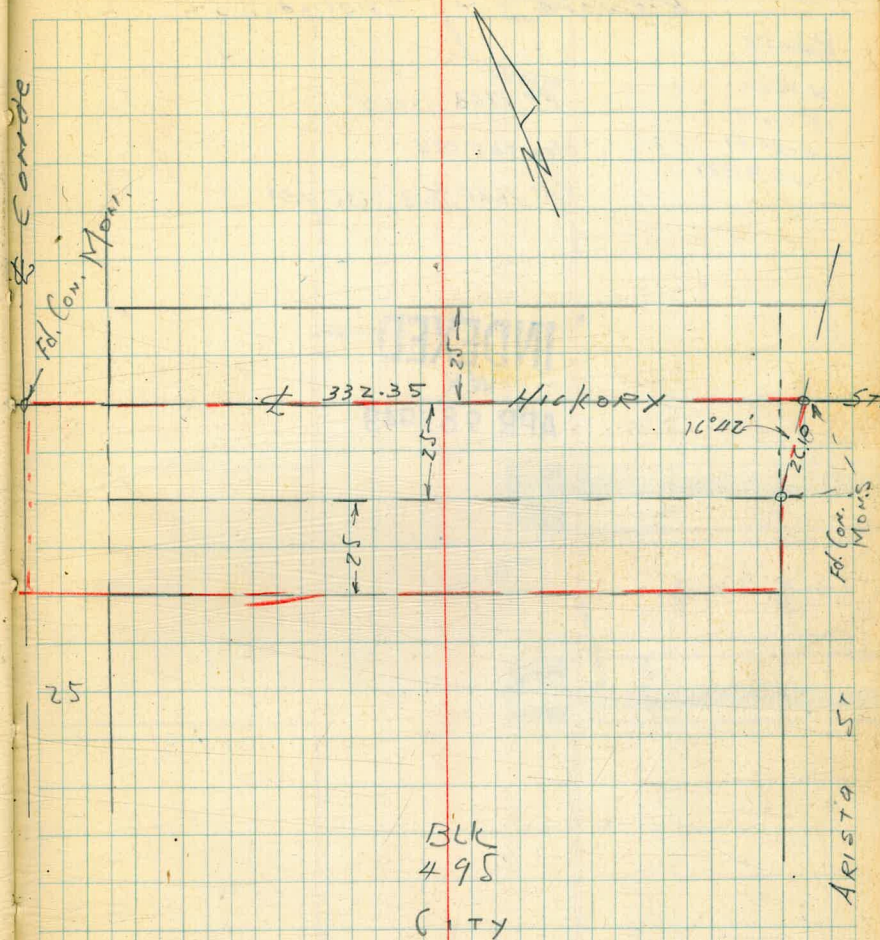
Ref. G.Bk. 155-70

4-18-49

Set 4' Lath  
with Red Flags

INDEXED  
WK  
APR 19 1949

28









Cont'd From Page 29

0+77 40' Lt to £ 3' Conc. Walk

0+69 24<sup>5</sup>' Lt to 6" Pepper Tree

0+50

0+46 24<sup>5</sup>' Lt to 5" Pepper tree

0+25 24<sup>3</sup>' Lt to 3" Pepper Tree

0+15 24<sup>5</sup>' Lt to 3" Pepper Tree

0+00 { 39' Lt Begin Board Fence  
N. Prop. Line Diamond

0-30 Edge Conc. Pav. Begin BlackTop.

0-40 £ Diamond

0-80 S. Prop. line Diamond

B.M. 8.51 92.10

83.59

Ad. f. C.T.  
& Diamond  
E.P.L. Ingrehan

Lt.

£

Rt.

30

8.10  
70  
conc

83.90

8.2  
70

84.10

7.5  
22

83.40

8.70  
79

84.30

7.77

84.35

7.77  
20

85.20

6.9  
23

86.00

6.1  
70

83.2

8.9  
40

84.0

7.0  
23

83.2

7.36  
182

83.47

8.63

83.57

7.58  
20

84.0

7.6  
23

86.0

6.8  
70

84.6

7.42  
20

83.00

9.10

83.22

8.78  
20

82.70

7.40  
20

82.00

9.10

83.77

8.83  
20

82.54

9.56  
237  
06.

81.57

10.21  
237  
0.00

82.55

9.55

82.54

9.58  
175  
Edge  
Pav.

92.10



Cont'd From Page 30

2750

2700

1748 31' Lt Begin Conc. Walk

1726 { 22' Rt to Center T. Pole # D184877  
21' Lt to Center P. Pole # 4724

1724 25' Lt to 6" Tree

1714 42' Lt & Single Garage

1703E 39' Lt. End Fence

1701 23' Rt to Deadman

1700

0790 254' Lt to 3' Pine Tree

9210

Lt.

R

Rt.

31

$\frac{3.9}{22}$   $\frac{5.01}{19}$  3.98  $\frac{3.72}{20}$   $\frac{3.0}{22}$   $\frac{2.0}{20}$

$\frac{5.3}{21}$   $\frac{6.10}{19}$  5.04  $\frac{5.09}{19.5}$   $\frac{4.4}{22}$   $\frac{3.2}{20}$

$\frac{6.27}{36}$   $\frac{6.28}{31}$   $\frac{6.2}{21}$   $\frac{6.99}{19}$  6.04  $\frac{5.79}{20}$   $\frac{5.1}{23}$   $\frac{4.1}{20}$

$\frac{7.65}{42}$   
Conc.

$\frac{7.5}{40}$   $\frac{7.0}{21}$   $\frac{7.88}{19}$  6.90  $\frac{6.87}{19}$   $\frac{6.0}{22}$   $\frac{5.1}{40}$

92.10



Cont'd From Page 31

4+52<sup>E</sup> 35' Lt Begin Picket Fence

4+50

4+73 40' Lt & 3' Conc Walk

4+00

3+49<sup>20</sup> N. Prop. Line Missouri

3+09<sup>20</sup> & Missouri

T.P. 12.69  $\frac{102.73}{5}$  206 90.04 S.E. 7' C.T. Mo. & Ingraham

2+69<sup>20</sup> S. Prop. Line Missouri. 31' Lt End Conc. Walk

2+68 22' Rt to Center T. Pole #D18499T

92.10

Lt.

⊕

Rt

32

82.43	88.6	81.42	84.19	84.20	80.6	86.2
$\frac{9.5}{40}$	$\frac{9.1}{20}$	$\frac{9.71}{19}$	8.54	$\frac{8.53}{19}$	$\frac{7.2}{22}$	$\frac{6.5}{40}$

82.39  
 $\frac{10.43}{40}$   
Conc.

82.03	82.3	81.31	82.39	81.11	80.8	85.1
$\frac{10.7}{40}$	$\frac{10.14}{22}$	$\frac{11.42}{19}$	10.34	$\frac{10.42}{19}$	$\frac{8.9}{22}$	$\frac{7.6}{40}$

80.8	81.1	81.58	80.63	80.7	80.29	81.60	81.14	81.28
$\frac{11.8}{40}$	$\frac{11.6}{22}$	$\frac{13.15}{19}$	12.10	$\frac{12.16}{19.85}$ Gutt	$\frac{11.74}{19.25}$ 66	$\frac{11.1}{21}$	$\frac{11.64}{30.25}$ conc	$\frac{11.51}{36.25}$ conc

87.7	88.9	88.40	87.50	87.97
$\frac{13.0}{40}$	$\frac{13.8}{25}$	$\frac{14.30}{21}$	13.23	$\frac{13.36}{20}$

$\frac{102.73}{5}$

88.11	88.65	88.5	87.51	85.60	88.59	87.89	90.01	90.13
$\frac{3.99}{36}$ conc	$\frac{4.05}{31.4}$ conc.	$\frac{3.6}{22}$	$\frac{4.59}{20}$	3.54	$\frac{3.51}{19.8}$ Gutt	$\frac{3.26}{19.8}$ 66	$\frac{2.09}{30}$ conc.	$\frac{1.97}{33.5}$ conc.

92.10



Cont'd From Page 32

6+39<sup>2</sup> S. Curb Line

6+23 37' Rt End Hedge

6+19<sup>2</sup> S. Prop. Line Chalcedony

6+16 21<sup>2</sup>' Rt Fireplug

6+00 36<sup>2</sup>' Lt & 3<sup>2</sup>' Walk

5+80 37' Rt Begin Eugenia Hedge

5+70 35<sup>2</sup>' Lt End Fence

5+50

5+00

4+94<sup>5</sup> 35<sup>2</sup>' Lt Begin Picket Fence

4+77 36<sup>1</sup>' Lt End Fence 23<sup>2</sup>' Rt to Center T. Pole #41418

4+73 22<sup>9</sup>' Lt to Center P. Pole #4778

102.73

Lt

Q

Rt

33

$\frac{2.7}{40}$	$\frac{2.5}{22}$	$\frac{3.14}{19.5}$	1.98	$\frac{2.17}{19.2}$	$\frac{1.42}{30}$ Gutt	$\frac{1.22}{30}$ cb.	$\frac{1.6}{20}$ Gutt	$\frac{1.44}{20}$ cb.
100.5	100.2	99.59	100.25	100.56	100.91	100.81	101.63	101.89

$\frac{3.4}{20}$	$\frac{2.8}{22}$	$\frac{3.50}{19.2}$	2.55	$\frac{2.50}{19.2}$ Gutt	$\frac{1.30}{19.2}$ cb.	$\frac{1.11}{30}$ conc.	$\frac{0.95}{36}$ conc.
99.0	99.7	99.2	100.4	100.23	101.55	101.62	101.78

$\frac{3.25}{36}$ conc.	$\frac{3.7}{23}$	$\frac{4.23}{20}$	3.20	$\frac{3.15}{18.2}$	$\frac{2.3}{23}$	$\frac{1.6}{40}$
99.78	99.0	98.4	99.23	99.58	100.4	101.19

$\frac{5.9}{40}$	$\frac{5.2}{23}$	$\frac{6.05}{20}$	5.00	$\frac{5.02}{18.2}$	$\frac{4.2}{23}$	$\frac{3.7}{40}$
92.8	92.5	91.88	91.73	91.7	92.5	92.9

$\frac{7.6}{40}$	$\frac{7.1}{23}$	$\frac{7.92}{20}$	6.79	$\frac{6.40}{18.2}$	$\frac{5.3}{23}$	$\frac{4.9}{40}$
95.1	95.6	94.81	95.95	95.90	97.4	97.8

102.73



Cont'd From Page 33

Lt

¢

Rt

34

T.P. 5.60 95.6¢ 12.69 90.04

6+59¢ ¢ Chalcedony

102.73

$\frac{2.8}{40}$	$\frac{370}{20}$	1.46	$\frac{1.68}{192}$	$\frac{125}{40}$
6¢	100.0¢	101.9¢	101.05	10.5

102.73











X Sec Florida Ct.

0443 104th SW cor apron to 2 car garage

0443 E of cold lay drive to garages behind apt on Rt.

TP 075 279<sup>04</sup> 12<sup>60</sup> 278<sup>39</sup>

0125

0122

0403 102nd E Power Pole # 1901

0400 14th Southernly edge of 3' cur walk 11th line

0400 East Prop Georgia

0-10 East curb line Georgia

BM 6<sup>89</sup> 290<sup>89</sup> 284<sup>00</sup>

NW BR cypress & Georgia

Lt = North

W<sup>th</sup> 31573 37  
Rt = South June 6, 1949

275.44	274.99	274.73	274.90	274.4	273.9	273.0	268.4
360	405	43	419	46	51	60	106
31	20	104	10	16	20	50	
Par		6mm					

282.1	282.06	282.0	279.7	279.4	279.1	278.4
88	883	89	112	115	118	125
20	150	14	9	10	20	
	Southerly walk					

285.2	285.03	285.1	283.0	282.6	282.2	282.5
50	588	58	72	83	82	81
20	142	12	9	10	20	
	Southerly walk					

286.54	286.33	285.65	285.72	285.30	285.90	285.94
435	456	524	517	559	499	495
20	96	96	102	102	20	20
20	curb	94	94	curb	curb	on walk
	walk					

286.96	286.32	286.64	286.03	285.95	285.27	285.80	284.72	285.31
393	457	425	486	514	562	509	627	558
50	50	20	20	20	20	20	50	50
curb	94	curb	94	94	curb	curb	94	curb

290<sup>89</sup>



Cont

1709 28° RT E single garage con floor apron

1700

0495 27° RT to northerly steep 33° House

IR 12° 267.55 12° 266.25

0480

0475 22° RT E single garage con floor apron  
End of cold hay roughly put in.

0465 22° RT E single garage con floor apron

0460 29° RT SE cor con apron + Rear garage

0456 22° RT E single garage con floor + apron

LT

R

38

265.3

264.9

263.5

263.7

260.96

260.93

23

26

42

38

263.9

263.3

262.9

30

20

10

38

38

42

46

10

20

30

263.99

264.17

356

238

278

332

200

100

267.55

266.3

267.7

267.1

266.9

266.8

265.7

264.8

102

112

112

122

123

133

143

30

20

10

10

20

30

268.6

268.4

267.9

268.0

267.6

268.0

268.05

268.15

109

108

114

110

114

110

1099

1088

30

20

10

10

20

22

22

265

265

270.04

270.09

900

825

228

265

200

100

275.35

271.07

399

797

31

82

floor

garage

271.54

271.64

750

745

220

265

200

100

279.04



Cont

2+0

1789 18<sup>ft</sup> Begin 6" con retaining wall

1782 15<sup>ft</sup> E single garage con floor + apron

1795

TP<sub>2</sub> 16<sup>ft</sup> 256<sup>24</sup> 13<sup>00</sup> 254<sup>55</sup>

1757 22<sup>ft</sup> RT & Power Pole # P1949

1750 25<sup>ft</sup> RT single garage con floor + apron

1736 25<sup>ft</sup> RT to Northerly step 33<sup>ft</sup> to house

1725

LT

E

RT

39

252.4	251.6	251.6	251.5	251.1	250.2	251.06	249.6	249.64	250.49
38	48	48	42	54	60	516	65	60	575
30	20	10		10	182	182	20	313	575

249.76

648  
182  
Kating

251.45

250.66

558  
192  
Apron

250.55

539  
21  
562

248.28

253.8

253.9

253.3

253.5

252.8

251.6

250.6

24

23

22

27

34

40

56

30

20

10

10

20

30

256.24

256.2

256.7

256.6

256.5

256.0

255.6

255.49

255.41

113

108

102

110

115

112

1206

1214

30

20

10

10

20

283

332

257.91

944

272

44

259.89

766

332

258.7

261.3

261.0

259.6

260.1

259.8

259.3

258.7

68

65

72

74

72

83

88

30

20

10

10

20

30

267.55



Cont.

TP4 310 251.95 739 248.85

3100 16<sup>o</sup> R+ Begin & planting flowers

2478 19<sup>o</sup> L+E cactus plant

2475

2450 10<sup>o</sup> RT 229 aprons but westerly of 11<sup>o</sup> apron. con floor only

2450 17<sup>o</sup> RT End 3' wire Berries + fence

2425

2419 18<sup>o</sup> RT Begin 3' high fence wires for boysen berries

2419 18<sup>o</sup> RT End 6" retaining wall

2406 20<sup>o</sup> L+E single garage con floor + strip apron

252.6 252.5 251.0 249.0 249.3 248.9 249.8 249.9  
 36 32 53 72 62 73 64 63  
 30 20 15 10 10 12 20

252.7 252.5 251.1 249.6 249.8 249.6 249.4  
 35 32 54 66 64 66 72  
 30 20 15 10 10 20

252.8 252.7 251.5 250.1 250.2 249.91 249.94 249.43 248.86  
 34 35 42 64 60 633 630 681 738  
 30 21 20 10 105 105 153 20 253  
 apron apron apron floor

252.6 252.5 251.2 250.5 250.6 250.6 249.5 248.8 248.4  
 36 32 50 52 56 52 62 74 78  
 30 21 20 10 10 18 20 30

248.9 250.30  
 73 584  
 183 183  
 Retaining Wall

252.89 251.59  
 535 465  
 344 200  
 Floor apron

2456 24



cont

BM

595

236 <sup>04</sup>

236.00 ✓  
SWBP  
Cypress Florida

TPs

274

241.99

12.99

239.25

3+29<sup>67</sup>

West curb Florida St

3+21

16<sup>3</sup> RT End planting flowers

3+19<sup>67</sup>

West Prop Florida

Lt North

2

RT South

41

INDEXED  
SEP 21 1968

251.67	251.03	250.09	249.44	248.27	247.34	247.95	245.68	246.28
028	028	186	251	358	461	490	627	501
50	50	20	20	20	20	20	50	50
Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb

249.98	249.58	248.88	248.58	248.00	248.60	248.49
197	237	307	337	393	378	344
10	10	10	10	10	10	10
Curb	Curb	Curb	Curb	Curb	Curb	Curb

251.95



9/1/49  
Begg  
Sherman  
Sisson

Alley Block 17  
City Hts

Sec p22

INDEXED  
W.K.  
SEP 27 1949

0+60

0+30

0+10

0+00

7.00 320.61

313.61

75-25 L

42

West

315.42 ✓  
5.19  
4.26  
C 0.93

314.74  
5.87  
5.30  
C 0.57

314.29 ✓  
6.32  
5.88  
C 0.44

314.16 ✓  
6.45  
6.48  
meet

Disc Alley p48

315.42  
5.19  
4.78  
C 0.41

314.74  
5.87  
5.41  
C 0.46

314.24  
6.32  
5.34  
C 0.98

314.06  
5.55  
5.58  
meet

320.61



West

304 321.55 1.10 319.51 TP

1 + 10

$$\begin{array}{r} 316.20 \checkmark \\ 4.41 \\ 3.38 \\ \hline C 1.03 \end{array}$$

$$\begin{array}{r} 316.20 \\ 4.41 \\ 4.37 \\ \hline C 0.04 \end{array}$$

1 + 50

$$\begin{array}{r} 316.10 \checkmark \\ 4.51 \\ 3.35 \\ \hline C 1.16 \end{array}$$

$$\begin{array}{r} 316.10 \\ 4.51 \\ 4.54 \\ \hline F 0.03 \end{array}$$

0 + 90

$$\begin{array}{r} 315.97 \\ 4.64 \\ 3.77 \\ \hline C 0.87 \end{array}$$

$$\begin{array}{r} 315.97 \\ 4.64 \\ 4.55 \\ \hline C 0.09 \end{array}$$

0 + 80

$$\begin{array}{r} 315.81 \checkmark \\ 4.80 \\ 3.76 \\ \hline C 1.04 \end{array}$$

$$\begin{array}{r} 315.81 \\ 4.80 \\ 4.82 \\ \hline F 0.02 \end{array}$$

0 + 70

$$\begin{array}{r} 315.64 \checkmark \\ 4.97 \\ 3.96 \\ \hline C 1.01 \end{array}$$

$$\begin{array}{r} 315.64 \\ 4.97 \\ 4.62 \\ \hline C 0.33 \end{array}$$
320.61320.61



1+60

1+50

1+40

1+30

1+20

321.55

West

44

$$\begin{array}{r}
 316.29 \\
 5.26 \\
 \hline
 4.86 \\
 \hline
 C 0.40
 \end{array}$$

$$\begin{array}{r}
 316.32 \\
 5.23 \\
 \hline
 5.00 \\
 \hline
 C 0.23
 \end{array}$$

$$\begin{array}{r}
 316.34 \\
 5.21 \\
 \hline
 4.96 \\
 \hline
 C 0.25
 \end{array}$$

$$\begin{array}{r}
 316.32 \\
 5.23 \\
 \hline
 5.11 \\
 \hline
 C 0.12
 \end{array}$$

$$\begin{array}{r}
 316.32 \\
 5.21 \\
 \hline
 5.00 \\
 \hline
 C 0.27
 \end{array}$$

$$\begin{array}{r}
 316.29 \\
 5.26 \\
 \hline
 4.88 \\
 \hline
 C 0.38
 \end{array}$$

$$\begin{array}{r}
 316.32 \\
 5.23 \\
 \hline
 4.77 \\
 \hline
 C 0.46
 \end{array}$$

$$\begin{array}{r}
 316.34 \\
 5.21 \\
 \hline
 4.88 \\
 \hline
 C 0.33
 \end{array}$$

$$\begin{array}{r}
 316.32 \\
 5.23 \\
 \hline
 4.94 \\
 \hline
 C 0.29
 \end{array}$$

$$\begin{array}{r}
 316.28 \\
 5.27 \\
 \hline
 5.11 \\
 \hline
 C 0.16
 \end{array}$$

321.55



3+00

3.35 319.20 5.22 315.85 TP

2+90

2+80

5.22 321.07 5.20 315.85 TP

2+45 Water Meter

2+40

2+37 4" VC (2) 311.25 RT

1.69 321.05 2.19 319.36 TP

2+00

321.55

West

45

H 319 20

315 47  
3 73  
2 39  
C 1 34

319.20

315.58  
5 49  
5 14  
C 0 35

319 20

315 47  
3 73  
3 14  
C 0 59

315.59  
5 49  
4 73  
C 0 76

315.65  
5 42  
5 22  
C 0 20

321.07  
315.85  
5.20  
4.43  
C 0.77

315.65  
5 42  
5 00  
C 0 44

315 87  
5 18  
4 62  
C 0 56

311.25  
9.80  
4.85  
C 49.55  
321.05  
VC Pipe

315 87  
5 18  
4 56  
C 0 62

316.08  
5 47  
5 05  
C 0 42

316.08  
5 47  
4 87  
C 0 60

321 55



3+50

3+40

3+30

3+20

3+10

West

46

$$\begin{array}{r}
 319 \quad 20 \\
 314.24 \\
 \underline{4.96} \\
 4.76 \\
 C \quad 0.20
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 314.57 \\
 \underline{4.63} \\
 4.40 \\
 C \quad 0.23
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 314.86 \\
 \underline{4.34} \\
 4.15 \\
 C \quad 0.19
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 315.10 \\
 \underline{4.10} \\
 3.85 \\
 C \quad 0.25
 \end{array}$$

$$\begin{array}{r}
 H1 \quad 319 \quad 20 \\
 315.30 \\
 \underline{3.70} \\
 3.50 \\
 C \quad 0.40
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 314.24 \\
 \underline{4.96} \\
 5.00 \\
 F \quad 0.04
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 314.57 \\
 \underline{4.63} \\
 4.70 \\
 F \quad 0.07
 \end{array}$$

$$\begin{array}{r}
 314.86 \\
 \underline{4.34} \\
 4.08 \\
 C \quad 0.26
 \end{array}$$

$$\begin{array}{r}
 319 \quad 20 \\
 315.10 \\
 \underline{4.10} \\
 3.75 \\
 C \quad 0.35
 \end{array}$$

$$\begin{array}{r}
 H1 \quad 319 \quad 20 \\
 315.30 \\
 \underline{3.90} \\
 3.78 \\
 C \quad 0.12
 \end{array}$$

319.20



4+38 Flow end of Pipe

4+0A Anchor Block 39B.41

Top of Curb

Flow

3+70  $\frac{d}{L}$

667 312.53 312.51

3+70 tie out 18" Right of  $\frac{d}{L}$  10.8% left of  $\frac{d}{L}$

3+62	4" CI (1) 13.12	319.20
		312.21
3+53.5	Join Sewer	6.99
		5.88
		CI-11

3+60

W

47

275 80 see next page

319.20
313.98
5.22
5.21
C 0.01

319.20
313.98
5.22
7.24
F 1.02

309.12

319.20
313.00 $\frac{d}{L}$
6.20 N
5.21
C 0.99

see p 48

H 319.20
313.45
5.75
5.21
C 0.54

H 319.20
313.45
5.75
7.24
F 1.49

5 out

13.12

H 319.20
313.87
5.33
4.69
C 0.64

H 319.20
313.87
5.33
5.70
F 0.37

319.20



Alley Block 17 7525 L

68.0

City Heights Pipe Line

5.76 279.22 Top of Pipe

1.40 284.98 10.63 283.58 TP

54.4

40.8

1.46 294.21 13.01 293.75

27.2

TP 2.08 305.76 11.90 303.68

13.6

Pipe Line

0+00 Pipe  
= 3+70

3.07 315.58 8.45 312.51 TP

3.61 320.96 0.95 317.35 TP

4.69 313.61 7.30 -

3.74 318.30 314.56 BP SE

6 FT

284.98

275.82

9.16

8.02

C 1.14

294.21

282.46

1.75

10.63

C 1.12

294.21

279.10

g/r 5.11

2.73

C 2.38

M 305.76

E 295.74

grad 10.02

6.22

C 4.80

315.58

302.38

g/r 13.20

7.78

C 5.42

6' diff 315.58

309.02

g. 6.56

2.25

C 4.31

10 FT

48

289.10

5.11

2.76

C 2.35

295.74

g/r 10.02

6.37

C 3.65

302.38

13.20

8.78

C 4.98

309.02

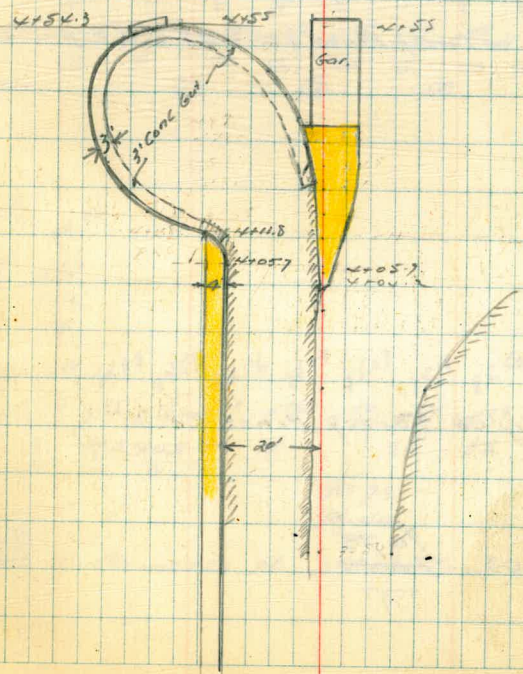
see p 47

Myrtle  
& Nile











X section Princess St.  
Torrey Pines Rd.

O-4568 EC Cb on Lt.

N1/4 Cb Ret. BC on Torrey Pines L=482 (4 parts)

N1/4 Ret. BC on Torrey Pines L=555 (5 parts)

O-72.8 I 1/4 Cb Torrey Pines Rd.

BM 5.08  $\frac{90.73}{74.40}$   
11

85.65  
~~69.32~~

51

78.7 77.6 82.6 82.67 82.54 82.19 82.82 83.24 83.39 83.31 83.73 83.95 85.2  
120 129 81 806 819 824 721 749 734 742 700 625 55  
47 34 25 197 15 15 75 75 173 173 22.2 35  
SW Cb G G Cb SW

84.56 84.57 84.45 84.72 83.88 84.18 83.12 83.46 82.19 82.54  
617 524 628 601 685 655 781 727 854 819  
G Cb G Cb G Cb G Cb G Cb  
BC (1) (2) (3) EC

86.16 86.60 85.61 86.03 85.10 85.48 84.39 84.68 83.27 83.69 82.21 82.52  
427 413 522 470 553 522 624 605 726 704 852 821  
G Cb G Cb G Cb G Cb G Cb G Cb  
BC (1) (2) (3) (4) EC

84.44 84.74 88.30 87.74  
622 529 223 299  
122 122 100 100  
G Cb Cb G

84.29 84.19 84.87 84.56 84.56 84.77 85.03 85.19 85.50 86.16 86.60 86.16 87.02  
644 654 586 617 617 596 570 554 523 457 413 427 321  
81 81 44.5 44.5 30 15 15 35 53.3 53.3 76 76  
Cb G Cb G G Cb Inlet Cb  
Drain

90.73  
~~74.40~~

L&T R Princess St 54 Cb Torrey Pines Rd



0+30 Dip in Cb Lt

0+18 Brk in Cb Lt

0+00 Hwy Line Torrey Pine Rd. (MAP 1262)

0-12 Cb Brk

0-28 Dip in Cb on Lt

TP. 266 ~~81.52~~ 11.87 ~~7886~~  
~~65.9~~  
 ↑

0-34 42 Brk Cb Rt

90.73  
~~74.40~~  
 ↑

77.92  
 360 58.3  
 60 60

76.67  
 200 31.5  
 15 15  
 Cb G

69.2	67.6	76.2	80.0	79.97	79.95	79.49	80.52	80.43	80.02	80.32	80.50	81.43
12	13	5	15	15	15	20	10	10	15	15	10	20
60	50	29	23	19	15	13		75	15	15	19	25
				Sw	Cb	G			G	Cb	Sw	

80.50 80.15  
 100 137  
 15 15  
 Cb G

80.91  
 0 0  
 15 15  
 G Cb

81.52  
~~65.9~~

75.0	78.5	81.6	81.81	81.64	81.39	82.05	82.51	82.54	82.21	82.52	82.64	84.6
15	12	9	8	9	9	8	8	8	8	8	8	6
50	37	29	24	19	15	15	7.5	7.5	15	15	17	37
				Sw	Cb	G			G	Cb	Sw	

90.73  
~~74.40~~  
 ↑



1459 E 11. Brick Drive

1455.4 Ch. BC Rt.

1450

1400

0450

0144 Berk in Ch. Lt.

81.52  
65.17  
T

71.24 71.12 71.33 70.82  
10<sup>28</sup> 10<sup>40</sup> 10<sup>59</sup> 10<sup>70</sup>  
326 225 177 15  
Fl. SW G

71.55 71.89  
997 963  
15 15  
G Cb

71.5 72.0 71.76 71.65 71.27 71.92 72.25 72.19 71.79 72.13 72.29 71.0 71.3  
100 95 92 98 102 90 92 93 97 93 92 75 72  
50 31 197 15 15 7.5 7.5 15 15 15 197 25 31  
SW Cb G G Cb SW

68.8 70.0 72.2 71.62 71.47 71.08 71.61 71.16 71.86 71.57 71.93 75.03 76.4  
127 115 83 690 705 744 621 66 665 625 657 649 51  
50 44 37 197 15 15 7.5 7.5 15 15 197 28  
SW Cb G G Cb SW

65.5 66.5 76.7 77.31 77.26 76.83 77.40 77.69 77.66 77.34 77.77 77.83 80.0  
160 150 48 42 42 49 42 383 386 48 325 369 15  
50 39 22 197 15 15 7.5 7.5 15 15 197 33  
SW Cb G G Cb SW

77.54 77.09  
328 443  
15 15  
Cb G

81.52  
65.17  
T



2+38.3 EC Cb on Lt.

2+31.6 Edge Asph. Pav.

2+17

B.M. 3.28 7260 12.19 53.00 69.33 69.32

Note: B.P. Torn out.

2+09.2 BC Cb on Lt. Transferred to Nail  
in Pole #P7925-SE. = El. 70.76

2+05 R 6' BRICK WALK

2+00

81.52  
~~65.19~~  
16

61.4	64.6	68.19	68.13	67.74	68.56	68.6	69.83	69.85	69.57	70.03	70.11	70.1
11 <sup>2</sup>	7 <sup>8</sup>	4 <sup>1</sup>	4 <sup>1</sup>	4 <sup>1</sup>	4 <sup>0</sup>	4 <sup>0</sup>	2 <sup>7</sup>	2 <sup>5</sup>	3 <sup>0</sup>	2 <sup>5</sup>	2 <sup>5</sup>	2 <sup>5</sup>
45	31	24.7	20	20	1		3	11	19	19	24.1	29
		SW	Cb	G	Pav		Pav		G	Cb	SW	

68.4	65.8	67.5	66.46	66.44	65.08	66.97	69.42	69.91	69.91	69.64	70.10	70.11
8 <sup>4</sup>	8 <sup>8</sup>	5 <sup>1</sup>	4 <sup>1</sup>	4 <sup>8</sup>	4 <sup>8</sup>	3 <sup>0</sup>	3 <sup>1</sup>	2 <sup>6</sup>	2 <sup>6</sup>	2 <sup>8</sup>	2 <sup>5</sup>	2 <sup>4</sup>
40	28	20	236	189	189	3		3.5	12	19	19	237
			SW	Cb	G			Edge		G	Cb	SW
								Pav.				

68.1	69.05	69.08	68.70	69.29	69.83	70.09	69.77	70.25	70.25	70.16
4 <sup>5</sup>	3 <sup>5</sup>	3 <sup>5</sup>	3 <sup>0</sup>	3 <sup>1</sup>	2 <sup>7</sup>	2 <sup>5</sup>	2 <sup>8</sup>	2 <sup>5</sup>	2 <sup>5</sup>	2 <sup>0</sup>
25	20.3	15.7	15.7	7.5		7.5	17.7	17.7	22.5	27
			SW	Cb	G		G	Cb	SW	

SWBP Princess &amp; Spindrift

69.41	69.33	68.92
12 <sup>3</sup>	12 <sup>8</sup>	12 <sup>6</sup>
19.7	15	15
	Cb	G

69.22	69.02	69.61
12 <sup>3</sup>	12 <sup>5</sup>	11 <sup>9</sup>
35	25	19.7

69.3	69.77	69.65	69.25	69.92	70.32	70.35	70.14	70.59	70.65	70.6
12 <sup>3</sup>	11 <sup>5</sup>	11 <sup>8</sup>	12 <sup>3</sup>	11 <sup>0</sup>	11 <sup>2</sup>	11 <sup>4</sup>	11 <sup>8</sup>	10 <sup>8</sup>	10 <sup>8</sup>	10 <sup>9</sup>
35	18.7	15	15	7.5		7.5	16.7	16.7	21.4	26
	SW	Cb	G			G	G	Cb	SW	

81.52  
~~65.19~~  
16



3+68 Btm Rock Ret Wall Lt.

3+66 <sup>top</sup> Bay Rock Ret wall on Lt.

3+54 30" Euc. tree 26' Lt.

T.P. 1.20 64.23 967 6293

3+50

3+43 Anchor Pole 10' Rt.

3+28.5 E Double Garage Lt.

3+00

2+60 Fire Hyd 26' Lt.

2+50 36" Pine 3x.7 Lt.

72.60

60.2 60.3  
X 0 38  
X 0 26

63.1 63.2 63.7 62.35 62.13 61.76 62.19 62.8 64.1 69.2 68.8 69.5  
1- 1- 0 5 8 2 10 2 27 2 0 4 1 2 0 1 4 5 15 2  
41 34 26 24 20 20 2 3 15 19 39  
Cb G Pav. Edge Pav

63.7 63.9 63.63 63.35 62.94 64.23 63.4 63.5 69.5 69.35 68.94 69.44  
8 8 8 5 2 9 9 9 3 3 3 3 3 3 3 3  
X 5 27 24 20 20 15 12 15 43 43  
SW Cb G Edge Pav Edge Pav G Cb

64.80 64.82 64.29  
78 28 8  
26.8 243 20  
Fl. SW G

63.9 65.8 66.4 65.93 65.87 65.49 66.02 66.2 66.5 69.2 69.17 69.13 69.69 69.79  
8 8 8 8 7 7 6 6 6 6 3 3 3 3 3 3  
50 40 26 247 20 20 1.5 1 4 6 27 27 27 27 27  
Cb G Edge Pav Edge Pav G Cb SW

60.6 60.4 66.1 67.97 67.76 67.42 68.02 68.6 69.92 69.50 69.95 70.04 70.3  
20 22 25 24 24 24 24 24 24 24 24 24 24 24  
58 48 32 247 20 20 1 4 21 21 25 25 30  
SW Cb G Edge Pav Edge Pav G Cb SW

72.60



4+16

4+11.8 PRC

4+08 36" Pine 27' Lt.

4+05.7 BC. CB Lt.

4+04.2 Beg Conc. Dr.

4+00 15' m Rock Ret. Wall Lt.

3+98 Top Rock Ret. Wall on Lt.

64.23  
/

56.6 56.93 56.32 57.35 57.93 58.07 57.78 57.70  
76 720 781 685 630 614 645 653  
43 369 369 29 20 12 38  
CB G Dr.

57.4 58.05 57.55 56.02 58.20 58.22 63.6 69.2 68.4  
C8 C18 C68 C21 C03 C01 05 +50 +42  
35 246 246 20 27 7 16 31  
CB G edge Dr.

58.70 58.46 58.09  
533 577 614  
24 20 20  
CB G

56.99 58.90 58.82  
524 533 541  
/

56.3 57.3 59.0 59.23 59.07 58.67 59.23 59.2 61.7 68.2 69.6 68.8  
78 69 52 500 54 554 500 50 23 +40 +54 +45  
44 32 27 24 20 20 1 6 13 17 35  
CB G

58.7 59.3  
55 49  
45 27

64.23  
/



4+36

53.2	55.3	55.43	54.94	56.09	56.33	55.65	56.16
19	87	88	89	81	82	88	87
61	52	47	48	56	24	5	5
		cb	G		G	cb	

4+36 End Dr. Beg Garage

56.75	56.72	65.7	67.6	66.4	68.2
748	751	751	753	742	740
7	8	11	24	34	
Dr.					

4+31

55.5	55.71	55.06	56.19	56.83	56.86	56.58	56.81	56.60	56.72
87	85	85	80	87	85	742	743	751	
50	476	476	39	20	36	30	1	7	
	cb	G		G	cb			Dr.	

4+26

53.1	55.96	55.33	56.60	57.00	56.50	57.00	56.96	57.00
11	827	890	722	703	722	723	727	723
60	453	453	32	13	27	27		CX
	cb	G			G	cb		Dr.

4+24 Beg. Cb. No. side Banjo.

56.77	57.16
746	707
23	23
G	cb

4+21

55.9	56.38	55.76	57.02	57.64	57.66	57.18	57.24	57.33
83	785	847	721	659	657	705	685	690
49	421	421	39	20	12	17		5
	cb	G				Dr.		Dr.

6x23  
1

6x23



B.M.		2.96	69.32	69.32
T.P.	8.16	72.28	0.11	64.12

4+55 Extreme Nly End Cb.

4+54.3 &amp; 36 Cb. Intet

4+51

4+46

4+41

64.23  
7

SVA BP Princess &amp; Spindrift

54.05	54.68
10 <sup>3</sup>	9.55
297	29.7
G.	Cb
53.84	54.82
10 <sup>3</sup>	9.41
G.	Cb
36	36.2

57.9	55.2	54.63	54.03	54.50	54.52	55.06
10 <sup>3</sup>	9.9	9.60	10.20	9.73	9.71	9.17
60	50	44	44	29	188	188
		Cb	G		G.	Cb

53.8	55.1	54.88	54.33	55.16	55.22	54.86	55.36
10 <sup>4</sup>	9.1	9.25	9.70	9.02	9.01	9.37	8.82
60	57	47	47	37	26	121	121
		Cb	G		G.	Cb	

53.4	55.5	55.21	54.60	55.66	55.82	55.19	55.75
10 <sup>3</sup>	8.7	9.02	9.63	8.57	8.41	9.02	8.48
64	52	489	408	37	23	78	78
		Cb	G		G	Cb	

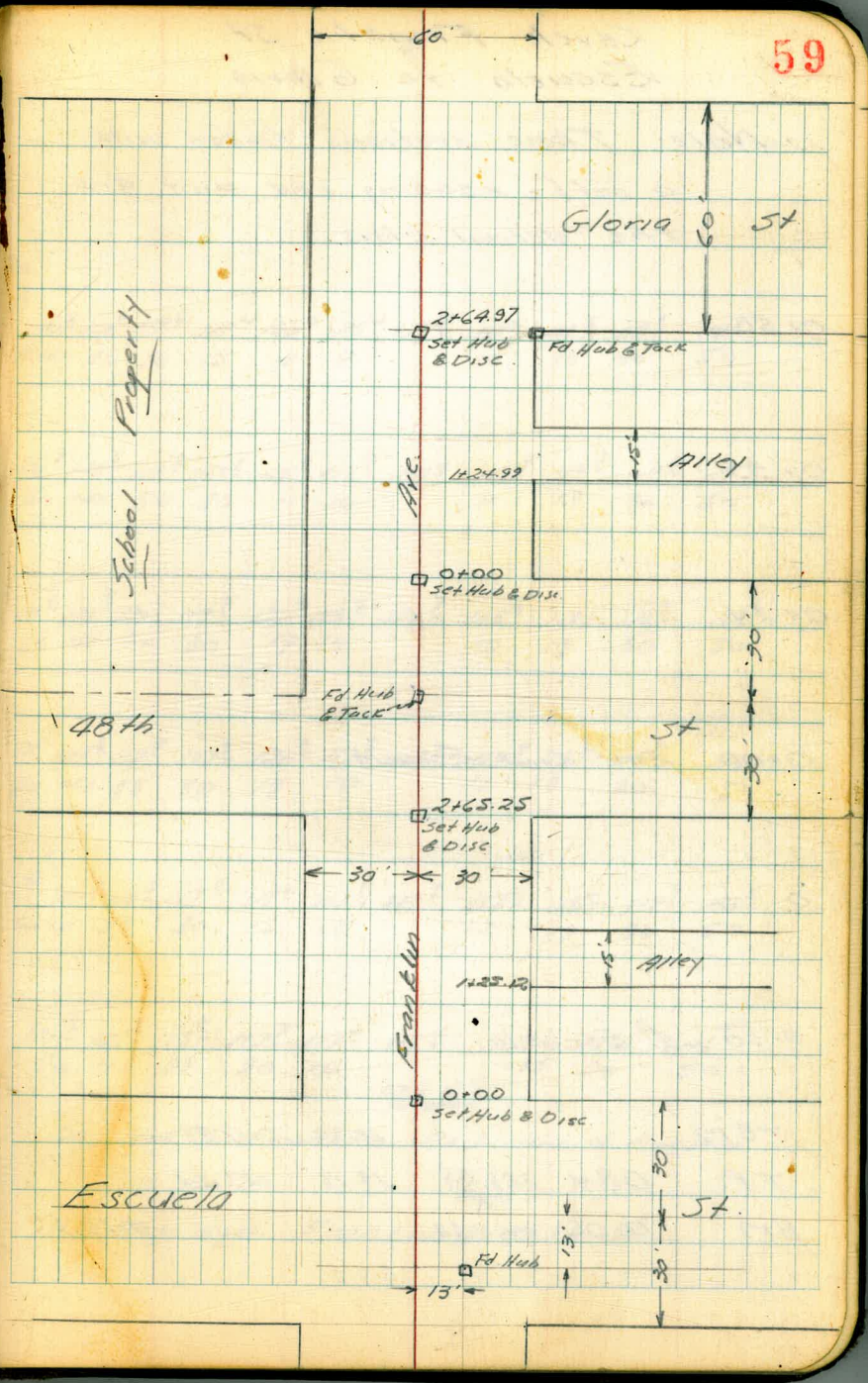
64.23



1-25-50  
Hendricks  
Johnson  
Greer  
C014  
NO#32482

X Sect Franklin Ave  
Escuela to Gloria

INDEXED  
VJK  
JAN 26 1950





Levels Franklin St.  
Escuela to Gloria

60

Note: These sections taken with  
a self-reading rod and are  
the actual elevs.

0150

121<sup>8</sup> 120<sup>6</sup> 119<sup>6</sup> 117<sup>4</sup> 120<sup>0</sup> 119<sup>4</sup> 119<sup>5</sup> 117<sup>5</sup> 119<sup>8</sup> 119<sup>8</sup> 119<sup>8</sup> 119<sup>8</sup>  
50 40 36 30 15 11 9 10 13 30 50

0+33

121<sup>7</sup> 121<sup>5</sup> 119<sup>6</sup> 117<sup>3</sup> 119<sup>3</sup> 118<sup>7</sup> 119<sup>0</sup> 118<sup>9</sup> 119<sup>3</sup> 119<sup>3</sup> 119<sup>1</sup>  
50 40 34 30 11 10 11 13 30 50

0+24

121<sup>8</sup> 121<sup>5</sup> 120<sup>1</sup> 119<sup>2</sup> 120<sup>0</sup> 118<sup>6</sup> 118<sup>7</sup> 118<sup>6</sup> 117<sup>1</sup> 118<sup>2</sup> 118<sup>8</sup>  
50 41 34 30 19 10 10 13 30 50

0+00 East Line Escuela

121<sup>8</sup> 121<sup>8</sup> 119<sup>7</sup> 119<sup>8</sup> 120<sup>2</sup> 117<sup>8</sup> 118<sup>0</sup> 117<sup>9</sup> 118<sup>3</sup> 118<sup>3</sup> 118<sup>1</sup>  
50 41 35 30 19 10 11 13 30 50

0-10

121<sup>4</sup> 121<sup>7</sup> 119<sup>5</sup> 119<sup>3</sup> 119<sup>0</sup> 117<sup>2</sup> 117<sup>9</sup> 117<sup>6</sup> 118<sup>0</sup> 117<sup>9</sup> 117<sup>5</sup>  
50 41 35 30 18 10 12 19 30 50

0-30 & Escuela

121<sup>3</sup> 121<sup>3</sup> 118<sup>3</sup> 117<sup>9</sup> 117<sup>6</sup> 117<sup>4</sup> 117<sup>1</sup> 116<sup>8</sup> 116<sup>5</sup>  
50 41 33 30 10 15 30 50  
128.28

T.B.M. 10.30 117.98

T.P. 084 128.28 13.18 127.44

B.M. 0.06 140.62 140.56

on Hub & Franklin East line of Escuela

SE Top Hydt Franklin & 46th St.



2+00

1496 & 8' Conc Dr. 20.3' Rt.

TP. 9.36 136.08 1.56 126.72

1470

1+40.12 East Line Alley

1+25.12 West Line Alley

Anchor Pole 21.8 Lt.

1+23 Power Pole # P 70097 21.3' Rt.

1+18

1+00

128.28

125 <sup>2</sup>	125 <sup>8</sup>	126 <sup>8</sup>	126 <sup>4</sup>	126 <sup>8</sup>	126 <sup>4</sup>	126 <sup>4</sup>	126 <sup>5</sup>	128 <sup>4</sup>	128 <sup>2</sup>	129 <sup>4</sup>
50	40	35	30	15	13		11	20	30	50

128 <sup>4</sup>	129 <sup>2</sup>
30.3	50
Dr.	Dr.

136.08

124 <sup>5</sup>	124 <sup>0</sup>	124 <sup>2</sup>	125 <sup>1</sup>	124 <sup>9</sup>	124 <sup>5</sup>	124 <sup>8</sup>	124 <sup>2</sup>	125 <sup>1</sup>	126 <sup>3</sup>	126 <sup>4</sup>	126 <sup>8</sup>
50	39	30	23	13	11		11	13	25	30	50

123 <sup>6</sup>	123 <sup>8</sup>	123 <sup>0</sup>	123 <sup>4</sup>	123 <sup>4</sup>	123 <sup>1</sup>	123 <sup>3</sup>	123 <sup>1</sup>	123 <sup>5</sup>	123 <sup>5</sup>	124 <sup>2</sup>	
50	43	38	30	22	13	11		10	11	30	50

123 <sup>4</sup>	121 <sup>4</sup>	121 <sup>4</sup>	122 <sup>4</sup>	122 <sup>3</sup>	122 <sup>5</sup>	122 <sup>4</sup>	122 <sup>8</sup>	122 <sup>2</sup>	123 <sup>3</sup>	
50	46	33	30	12	11		9	11	30	50

122 <sup>1</sup>	121 <sup>2</sup>	121 <sup>2</sup>	122 <sup>0</sup>	121 <sup>8</sup>	122 <sup>1</sup>	122 <sup>1</sup>	122 <sup>4</sup>	122 <sup>9</sup>	121 <sup>8</sup>	122 <sup>0</sup>	
50	45	34	30	12	9		9	11	14	30	50

122 <sup>4</sup>	120 <sup>6</sup>	120 <sup>5</sup>	120 <sup>3</sup>	121 <sup>4</sup>	121 <sup>0</sup>	121 <sup>3</sup>	121 <sup>5</sup>	121 <sup>8</sup>	121 <sup>5</sup>	121 <sup>5</sup>	
50	43	35	30	24	11	9		9	11	30	50

128.28



3404

3400

T.P. 8.11  $\frac{142.52}{x}$  1.67 134.41

2495.25 R 48th St.

2481

2477

2467 Power Pole P-70098 20.5 RT

2462.25 West Line 48th St.

2430

 $\frac{136.08}{x}$ 

129 <sup>2</sup>	129 <sup>2</sup>	135 <sup>2</sup>	135 <sup>2</sup>	130 <sup>2</sup>	135 <sup>2</sup>	136 <sup>2</sup>	137 <sup>2</sup>	137 <sup>2</sup>	138 <sup>2</sup>	138 <sup>2</sup>
50	41	30	17	12		15	18	21	30	50

129 <sup>2</sup>	129 <sup>2</sup>	135 <sup>2</sup>	135 <sup>2</sup>	130 <sup>2</sup>	135 <sup>2</sup>	135 <sup>2</sup>	136 <sup>2</sup>	137 <sup>2</sup>
50	41	30	17	12		15	30	50

$\frac{142.52}{x}$

Hub. R 48th &amp; Franklin

128 <sup>2</sup>	129 <sup>2</sup>	134 <sup>2</sup>	130 <sup>2</sup>	130 <sup>2</sup>	134 <sup>2</sup>	134 <sup>2</sup>	135 <sup>2</sup>	136 <sup>2</sup>	136 <sup>2</sup>
50	41	32	30	16	13		15	30	50

128 <sup>2</sup>	129 <sup>2</sup>	132 <sup>2</sup>	133 <sup>2</sup>	133 <sup>2</sup>	132 <sup>2</sup>	133 <sup>2</sup>	134 <sup>2</sup>	135 <sup>2</sup>	135 <sup>2</sup>
50	42	35	30	17	14		12	30	50

128 <sup>2</sup>	128 <sup>2</sup>	132 <sup>2</sup>	133 <sup>2</sup>	133 <sup>2</sup>	132 <sup>2</sup>	133 <sup>2</sup>	134 <sup>2</sup>	135 <sup>2</sup>	135 <sup>2</sup>	136 <sup>2</sup>	
50	42	36	30	17	15		10	17	21	30	50

127 <sup>2</sup>	127 <sup>2</sup>	131 <sup>2</sup>	131 <sup>2</sup>	132 <sup>2</sup>	131 <sup>2</sup>	131 <sup>2</sup>	132 <sup>2</sup>	133 <sup>2</sup>	134 <sup>2</sup>	135 <sup>2</sup>
50	41	35	30	16	14		13	17	30	50

126 <sup>2</sup>	126 <sup>2</sup>	129 <sup>2</sup>	129 <sup>2</sup>	129 <sup>2</sup>	128 <sup>2</sup>	128 <sup>2</sup>	128 <sup>2</sup>	131 <sup>2</sup>	131 <sup>2</sup>	132 <sup>2</sup>
50	43	36	30	16	12		12	17	30	42

 $\frac{136.08}{x}$



Franklin St. Contd.

1+27 = Power Pole 20' Rt # P70099

1+24.99 West line of Alley

132.6  
50

1+15 = E of 7' two conc Ribbon drive 30' Rt

1+00

0+90 = E 3' Conc Walk 29.5 Rt

0+58 = E 7' Conc drive 31' Rt

0+25

B17 7.21 147.77 1.96 140.56 140.56

0+00 Ahead  
3+25.25 = East Line 48th St

142.52  
x

Lt.

E

Rt.

63

132.6 141.0 141.6 142.3 143.0 144.9 142.6 143.3 145.3 145.3 146.3  
50 45 33 30 22 21 17 18 20 30 50

145.39 145.92  
32.4 43

132.3 132.3 140.6 141.2 142.3 141.3 142.1 142.3 143.8 144.5 145.6  
50 42 30 22 20 17 17 19 30 42

144.83 145.19  
29.5 36.5

130.3 131.0 139.3 140.5 139.6 140.3 141.4 143.22 145.44  
50 43 30 19 16 18 31 44

130.3 130.3 136.4 136.8 138.1 139.2 139.8 139.1 140.2 141.3 142.4  
50 42 34 30 28 15 13 17 19 30 41

147.77  
x

SE Top Hyd 4814.8 Franklin

129.3 129.3 137.5 137.8 136.9 137.3 138.0 138.6 139.6 140.1  
50 42 30 14 12 17 18 30 50

142.52  
x



Franklin St. (Cont.)

2+62 = Power Pole brace 17' Lt

T.P. 5.55 149.38 3.94 142.83

2+40 = Start of 8" conc. Retain Wall - 4.5' High - 11'

2+00

1+99

1+46

1+39.99 = East Line Alley

1+35

1+32.8 Center M.H.

1+30

147.77  
/

lt.

£

ret.

64

2' x 2' Band Hub - E Franklin's West Line Gloria  
 Lt 134° 138° 139° 145° 145° 143° 144° 144° 147° 147° 148°  
 45 41 39 32 21 19 19 26 30 50

133° 138° 144° 144° 144° 143° 143.6 144.2 146° 147° 148°  
 50 46 33 30 21 19 19 26 30 50

133° 132° 142° 142° 142° 142° 143° 143° 145° 146° 147°  
 50 45 33 30 20 18 19 23 30 50

133° 133° 142° 142° 143° 142° 143° 143° 145° 147°  
 50 45 33 30 20 18 19 30 50

132° 133° 142° 142° 143° 142° 143° 143° 145° 145° 147°  
 50 45 33 30 20 18 18 30 50

132° 133° 141° 142° 142° 142° 142° 142° 144° 146°  
 50 45 33 30 20 18 18 30 50

142.92

132° 132° 141° 141° 142° 142° 142° 143° 145° 146° 146°  
 50 45 32 30 20 19 19 27 30 50

147.77  
/



882 140.56 140.56

3+24.97 = East Line Gloria St

2+94.97 = E Gloria St E Center of M.H.

2+93.7 = Start contiguous Wall & Curb 20' Wt

2+85

2+80 = End 8' Ret. Wall on left

2+77

Power Pole 20.2 Rt. # P 70100

2+64.97 = West Line of Gloria

134°  
50

149.38

= S.E. Fire Hydrant 48th & Franklin

1443<sup>2</sup> 1444<sup>5</sup> 1443<sup>8</sup> 1442 1441 1451 1453 1451  
30 20 20 19 21 30 30  
Cb G  
DIT

1444<sup>8</sup> 1443<sup>5</sup> 1438 1445 1441 1449 1454  
30 20 19 30 50  
Cb G  
DIT

1444<sup>8</sup> 1443<sup>5</sup>  
30 20

1406 1411 1446 1446 1444 1437 1440 1443 1442 1462  
30 40 34 30 21 20 19 30 30

13657  
42

1342 1392 1385 1446 1448 1447 1438 1442 1446 1462 1471 1462  
50 43 43 58 30 20 19 20 22 30 50  
wall.

1342 1392 1443 1451 1448 1455 1438 1442 1446 1472 1470 1472  
43 43 34 30 25 22 18 20 22 30 50  
wall

14938



M.H. Elevations Bay side Lane  
 Manholes & Laterals  
 Bay Side Lane  
 Ventura to San Juan Place

Sommermeier  
 Begg  
 Allen  
 Brinch

W.O. # 31690  
 Dec. 20, 1950

{ Where M.H. bottom is poor. I.E. 12" N x S  
 Main line is shown.

00" = size of lateral or sewer

N-S-E or W. = Side of M.H.  
 Lateral enters M.H.

(EXAMPLE)  
 $\frac{7.60}{4" N} = \text{Rod } 7.60, - 4" \text{ Lat. on}$   
 N. side M.H.

M.H. = I.E. man hole.

Note { Pipe sizes checked as  
 nearly correct as possible  
 check plans.

T.P.	5.02	2.70	5.56	-2.32
T.P.	4.61	3.24	5.28	-1.37
T.P.	4.70	3.91	5.10	-0.79
T.P.	4.04	4.31	9.46	0.27
B.M.#1	2.70	9.73	-	7.03
			-	7.51 Gone

66

INDRYEN

JUN 18 1951

Reduced

1/17/51  
B.L.C.

7.03  
 1.11  
 8.94  
 8.37  
 - 0.23  
 4.29  
 4.06  
 5.88  
 - 1.82  
 4.88  
 3.06

2.70

B.P. Santa Barbara Place + Sea Wall  
 B.P. Ventura Place + Sea Wall



Santa Barbara Place.

Alley BIK 107

T.P. 5.52 3.96 4.64 -1.56

Alley BIK 104

T.P. 5.36 3.08 4.98 -2.28

Alley BIK. 99

M.H. Alley BIK. 97

11.0  
 11.2  
 11.6  
 11.8  
 12.0  
 12.2  
 12.4  
 12.6  
 12.8  
 13.0  
 13.2  
 13.4  
 13.6  
 13.8  
 14.0  
 14.2  
 14.4  
 14.6  
 14.8  
 15.0

11.68  
 2.2  
 9.48  
 9.6  
 9.6  
 9.6

	-8.46	-8.45	-7.83	-7.42	
	12.42	12.41	11.79	12.38	
	M.H.	N-12"	W-6"	S-12"	
	-8.40	-6.43	-5.65	-5.40	-5.14
	12.36	12.39	9.64	12.36	9.10
	M.H.	N-12"	W-6"	S-12"	S-4"
					3.96
	-9.80	-8.73	-5.10	-6.46	-6.65
	11.88	11.81	8.18	9.54	10.30
	M.H.	N-12"	N-4"	W-6"	S-12"
					9.73
					8.13
					3.08
	-9.95	-9.16	-6.30	-5.53	-5.05
	12.68	12.46	9.00	8.23	11.38
	M.H.	N-12"	N-4"	N-4"	W-6"
					12.25
					8.73
					8.32
	-9.5	-5.06	-7.03	-9.53	-9.22
	12.20	7.76	9.73	12.53	12.22
	E-14"	W-4"	W-6"	M.H.	N-12"
					7.19
					4.44
					2.70



Bayside Lane

T.P. 4.40 3.07 3.98 -1.33

Alley BIK. 128

Alley BIK. <sup>123</sup>~~126~~ BIK 123

T.P. 4.65 2.65 5.34 -2.00

Alley BIK. 120

Alley BIK 115

T.P. 4.78 3.34 5.40 -1.44

Alley BIK. 112

<sup>-6.55</sup>  
9.50  
M.H

<sup>-4.86</sup>  
7.51  
N-4"

<sup>-4.65</sup>  
7.30  
W-6"

<sup>-7.21</sup>  
7.86  
M.H

<sup>-4.56</sup>  
7.51  
N-C

<sup>-5.78</sup>  
8.43  
W-4"

<sup>-5.49</sup>  
8.14  
S-4"

2.65

<sup>-7.4</sup>  
10.89  
M.H

<sup>-7.48</sup>  
10.82  
N-12"

<sup>-5.10</sup>  
8.44  
N-4"

<sup>-5.20</sup>  
8.54  
W-6"

<sup>-7.44</sup>  
10.78  
S-12"

<sup>-5.45</sup>  
8.82  
S-4"

<sup>-4.83</sup>  
8.17  
E-4"

<sup>-7.70</sup>  
11.10  
M.H

<sup>-7.71</sup>  
11.11  
N-12"

<sup>-5.36</sup>  
8.70  
N-4"

<sup>-5.53</sup>  
8.87  
W-6"

<sup>-7.72</sup>  
11.06  
S-12"

<sup>-5.04</sup>  
8.38  
S-4"

<sup>-4.75</sup>  
8.09  
E-6"

3.34

<sup>-8.17</sup>  
12.13  
M.H

<sup>-5.10</sup>  
12.06  
N-12"

<sup>-4.41</sup>  
8.37  
N-6"

<sup>-5.81</sup>  
9.77  
W-6"

<sup>-5.07</sup>  
12.03  
S-10"

<sup>-4.96</sup>  
8.92  
S-6"

3.96



Alley BIK. 147

T.P. 5.02 3.20 5.52 -1.82

Alley BIK. 144

EL. Carmel Place

Alley BIK. 139

T.P. 5.46 3.70 4.83 -1.76

Alley BIK. 136

Alley BIK. 131

<u>5.27</u>	<u>4.49</u>
8.47	7.67
M.H.	W-6"

3.20

<u>5.60</u>	<u>4.70</u>
9.30	8.40
M.H.	W-6"

<u>5.79</u>	<u>5.41</u>
9.49	9.11
M.H.	E-8"

<u>5.92</u>	<u>4.12</u>	<u>3.32</u>
9.62	7.82	7.02
M.H.	W-6"	E-4"

3.70

<u>6.23</u>	<u>4.58</u>	<u>4.23</u>
9.30	7.65	7.30
M.H.	N-4"	W-6"

<u>6.53</u>	<u>5.26</u>	<u>4.86</u>
9.60	8.33	7.93
M.H.	S.E-4"	W-6"

3.07



Bayside Lane

B.M.#1 P.66			2.47	7.08	(7.03)
T.P.	4.96	7.55	4.90	4.59	
T.P.	2.45	7.49	2.43	7.04	(6.98)
T.P.	4.85	7.47	5.03	4.62	
T.P.	2.49	7.65	2.43	7.16	(7.09)
T.P.	4.93	7.59	4.99	4.66	
B.M.#2	2.50	9.65	2.78	7.15	(7.07)
T.P.	9.03	7.93	2.91	0.90	
T.P.	5.63	3.81	4.82	-1.82	

B.P. Santa Barbara + Sea wall.  
 B.P. San Luis Obispo Pl. + Sea wall  
 B.P. El Carmel Place + Sea wall  
 B.P. San Juan Place + Sea wall.

See sheet 857-D  
 Wly. sewer line.

San Juan Place. This M.H. is on

9.11	8.85	1.74	5.99	5.65
12.11	11.68	9.74	8.99	11.66
M.H.	N-10"	N-4"	S-8"	E-10"

Alley B1K. 155 - Pipe solid thru. M.H.

T.P.	5.35	3.00	5.55	-2.35
------	------	------	------	-------

3.65	4.12
6.68	7.12
Top of pipe	Floor of M.H.
	3.00

Alley B1K. 152 pipe solid thru. M.H.

3.86	4.07
7.06	7.27
Top of pipe	M.H. Floor
	3.20



Levels along  $\pm$  of Prop. Drain in  
Bayside Lane - from Ventura to  
San Juan Pl.

# 5147

1-26-51 - 7.0.

W.O. 20731 See sheets for location

5+66.5 - 19' Rt. =  $\pm$  w.M.

5+51 - 25' Rt. =  $\pm$  w.M.

4+79.42 =  $\pm$  Alley = Cross

4+78 - 17' Rt. = P. pole # P 3263

4+18 - 26' Rt. =  $\pm$  w.M.

3+81.3 =  $\pm$  Isthmus ct. = Cross

3+77.5 - 14' Rt. = P. pole # J.P. 3247

3+62.5 - 2.5' Rt. =  $\pm$  w.M.

3+11 - 22' Rt. =  $\pm$  w.M.

2+88 - 2.6' Rt. =  $\pm$  P. pole # P. 3237 ✓

2+87.45 =  $\pm$  Alley = Cross

2+58.5 - 3' Rt. =  $\pm$  w.M.

2+20.5 - 3.2' Rt. =  $\pm$  w.M.

= Inlet

1+93 = Cross =  $\pm$  Island. ct.

1+89.5 - 3.3' Rt. = edge P. pole # J.P. 3223 ✓

1+00 = Alley

0+91 - 1.1' Rt. = edge P. pole # P 3213 ✓

0+00 = Nail - 5' S. of N. cb. of Ventura

Note: all outs to poles are to Near Side

11

3/4/51  
For Stationing in  
PROP L- P.P. L.  
COD 13.9' to Station  
given here  
B.L.C

-1.73

-1.91

-2.25

-2.33

-1.84

-0.22 - Nail

Actual Elev. shown.



13+21 =  $\Phi$  Alley - Cross  
 13+19- 3.5' Rt. = P. pole # P 3363  
 12+91- 3.7' Rt. =  $\Phi$  w.M.  
 12+19.60 =  $\Phi$  Kennebeck ct. = Cross  
 12+14- 3.5' Rt. = P. pole # J.P. 3349  
 11+37.3- 2.8' Rt. =  $\Phi$  w.M.  
 11+17 =  $\Phi$  Alley = Cross  
 11+08- 3' Rt. = P. pole # P. 3337  
 11+00- 3.2' Rt. =  $\Phi$  w.M.  
 10+14.25 =  $\Phi$  Jersey ct. = Cross  
 10+07- 2.7' Rt. = P. pole # J.P. 3325  
 9+81.5- 3' Rt. =  $\Phi$  w.M.  
 9+31.9- 3.3' Rt. =  $\Phi$  w.M.  
 9+12.8- 4.3' Lt. = Sewer. M.H. in  $\Phi$  Alley  
 9+09- 2.8' Rt. = P. pole # J 3313  
 9+06.5- 2.5' Rt. =  $\Phi$  w.M.  
 8+41.5- 4.5' Rt. =  $\Phi$  w.M.  
 7+99.25 =  $\Phi$  Santa Barbara Pl. = Cross  
 7+82- 2.4' Rt. = P. pole # J.P. 3299  
 7+46.5- 4.3' Rt. =  $\Phi$  w.M.  
 7+18- 4.2' Rt. =  $\Phi$  w.M.  
 6+86.60 =  $\Phi$  Alley = Cross  
 6+77.5- 1.5' Rt. = P. pole # P 3287  
 6+12.5- 2' Rt. =  $\Phi$  w.M.  
 5+89.46 =  $\Phi$  Jamaica Ct. = Cross  
 5+77.5- 1.6' Rt. = P. pole # J.P. 3275

-2.08

-1.85

-1.61

-1.38

-1.19

-1.07

-1.27

-1.44

Note  
 Add 13.9 to Stall.  
 for P. 71



$18+86 - 3.1' \text{ Rt.} = \text{w.M.}$   
 $18+55.5 - 3' \text{ Rt.} = \text{w.M.}$   
 $18+19.95 = \text{Lido Ct.} = \text{Cross}$   
 $17+97.2 - 4.2' \text{ Rt.} = \text{Tel. pole} \# 505870 - H$   
 $17+89.8 - 2.9' \text{ Rt.} = \text{w.M.}$   
 $17+57.1 - 2.8' \text{ Rt.} = \text{w.M.}$   
 $17+32.2 - 1.4' \text{ Lt.} = \text{8" Gate Cap.}$   
 $17+16.2 - 2.2' \text{ Rt.} = \text{P. pole} \# P 3413$

$17+24.60 = \text{Alley}$   
 $17+22.4 - 3.5' \text{ Rt.} = \text{w.M.}$   
 $16+67 - 3' \text{ Rt.} = \text{w.M.}$   
 $16+21.70 = \text{San. Luis Obispo PL.} = \text{Cross}$   
 $16+09.4 - 2.5' \text{ Rt.} = \text{Tel. pole}$   
 $15+52 - 5.5' \text{ Rt.} = \text{w.M.}$   
 $15+38.5 - 3.2' \text{ Rt.} = \text{w.M.}$   
 $+17.40 = \text{Corr.}$   
 $15+17.95 = \text{Alley} \quad \rightarrow 15+17.53+17.9 =$   
 $15+17 - 3' \text{ Rt.} = \text{P. pole} \# P 3387$   
 $15+$

$14+44.5 - 2.8' \text{ Rt.} = \text{w.M.}$   
 $14+19.90 = \text{Kingston Ct.} = \text{Cross}$   
 $14+14 - 2.9' \text{ Rt.} = \text{P. pole} \# J.P. 3375$   
 $13+52.5 - 3.9' \text{ Rt.} = \text{w.M.}$   
 $13+30.5 - 1' \text{ Rt.} = \text{8" Gate Cap.}$

- 1.80

Note:  
Add 13.96 to this  
See P 71

- 2.00

- 2.32

- 2.49

- 2.31



23+85.85 =  $\pm$  EL Carmel Ph. = Cross

-1.32

23+70.5 - 4.4 Rt. = P.pole # J.P. 8499

23+52 - 3.2 Rt. =  $\pm$  w.M.

23+08 - 3.2 Rt. =  $\pm$  w.M.

22+85.47 =  $\pm$  Alley = Cross

-1.47

22+85.2 - 3.1 Rt. = P.pole # J.P. 3487

22+81 - 3 Rt. =  $\pm$  w.M.

21+93.0 =  $\pm$  Manhattan Ct. = Cross

-1.77

21+87.5 - 3.8 Rt. = Tel. pole # 414300-H

21+56.5 - 3.3 Rt. =  $\pm$  w.M.

21+41.2 - 5.6 Rt. =  $\pm$  w.M.

21+26.7 - 5.8 Rt. =  $\pm$  w.M.

21+07 - 0.5 Lt. =  $\pm$  8' Gate Cap.

21+00 =  $\pm$  Alley = Cross

-2.05

20+99 - 4.4 Rt. = P.pole # P 3463

20+86.8 - 3.5 Rt. =  $\pm$  w.M.

20+44 - 3.5 Rt. =  $\pm$  w.M.

20+06.45 =  $\pm$  Liverpool Ct. = Cross

-2.18

20+00.5 - 3.3 Rt. = Tel. pole #

19+34 - 3.1 Rt. =  $\pm$  w.M.

19+12.89 =  $\pm$  Alley = Cross

-1.68

19+12.6 - 2.9 Rt. = P.pole # P.3437

Note  
Add 13.9' LF  
sta's.  
see P.71



28+68.2 - 1' Lt. = £ 8" Gate Cap.

28+62.5 - 2.4 Rt = P. pole -

28+62 = £ Alley = Cross

28+30.3 - 4.8' Rt. = £ w.M.

27+94.5 - 3' Rt. = £ w.M.

27+74 - 3.4' Rt. = Tel. pole -

27+6.6.63 = £ Nahant ct. = Cross

27+43.5 - 5.2' Rt. = £ w.M.

26+94 - 3.3' Rt. = £ w.M.

26+73.52 = £ Alley = Cross

26+72.5 - 3.6' Rt. = P. pole -

26+58.5 - 3.2' Rt. = £ w.M.

26+032 - 3.3' Rt. = £ w.M.

25+78.71 = £ Monterey ct. = Cross

25+72.5 - 4' Rt. = Tel. pole # J.P. 3525

25+53 - 3.3' Rt. = £ w.M.

25+07.5 - 3.2' Rt. = £ w.M.

24+87 - 4.3' Rt. = P. pole # P 3513

24+85.65 = £ Alley = Cross

24+73.3 - 2.9' Rt. = £ w.M.

24+33 - 3.3' Rt. = £ w.M.

-2.08

-1.90

-1.93

-2.09

-1.66

Note:  
Add 13.9' to  
slits.  
for P. 71



INDEXED  
*and*  
 SEP 26 1951

Note  
 add 13.9' to  
 plus  
 fee p. 71

31+53.71 =  $\Phi$  San Juan Ph. = Cross

31+43 - 3.4 Rt. =  $\Phi$  w.M.

31+41 - 2.1' Rt. = P. pole # P 3599

31+07.5 - 3.3 Rt. =  $\Phi$  w.M.

- 1.99

30+56 - 4.6' Rt. =  $\Phi$  w.M.

30+54.2 - 4.7' Rt. = P. pole # 3587

30+52.33 =  $\Phi$  Alley = Cross

- 2.08

30+18.7 - 4.7' Rt. =  $\Phi$  w.M.

29+80 - 3.2' Rt. =  $\Phi$  w.M.

29+55.63 =  $\Phi$  Nantasket ct. = Ct.

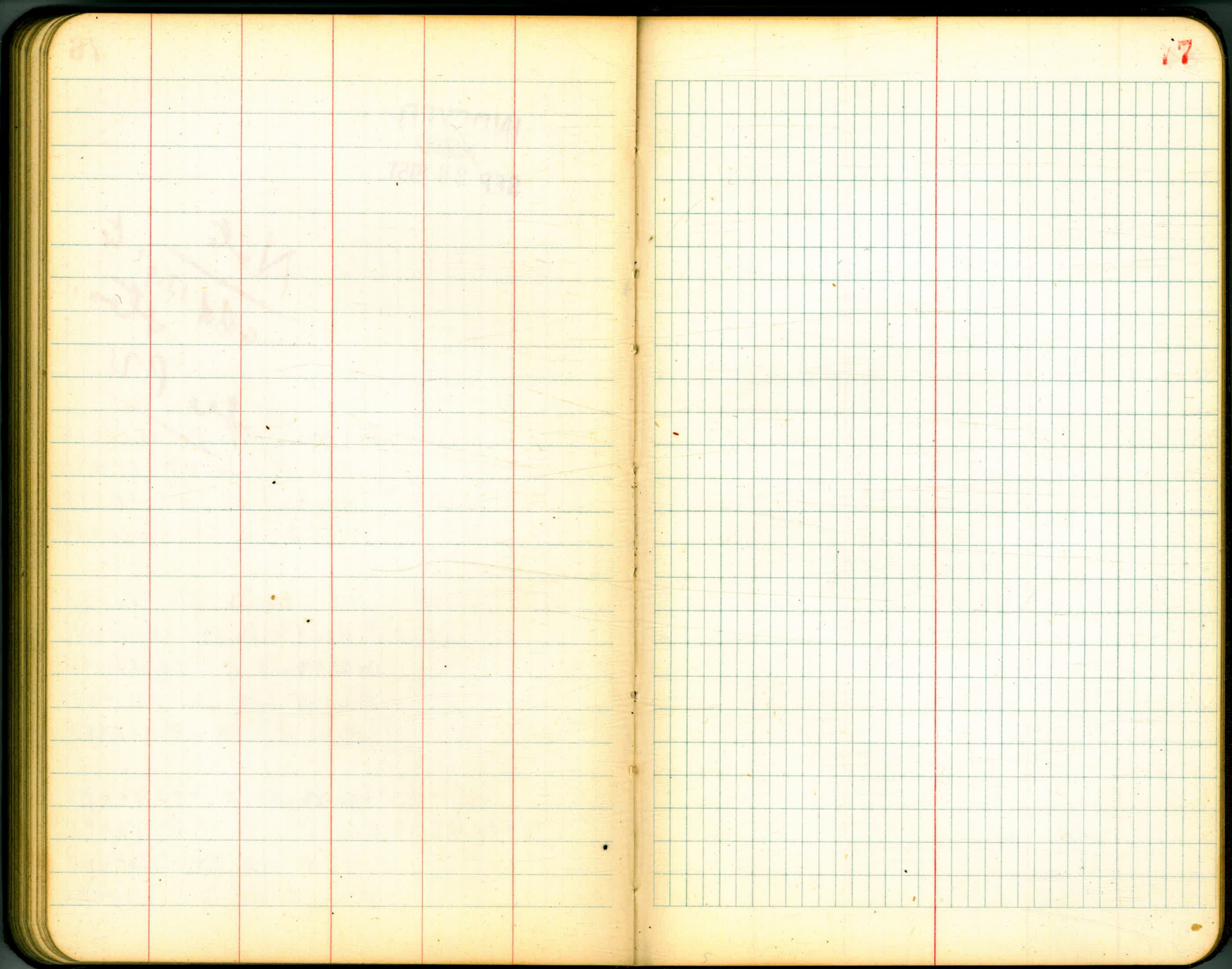
- 2.33

29+51 - 2.9' Rt. = Tel. pole # J.P. 3575

29+30.5 - 2.9' Rt. =  $\Phi$  w.M.

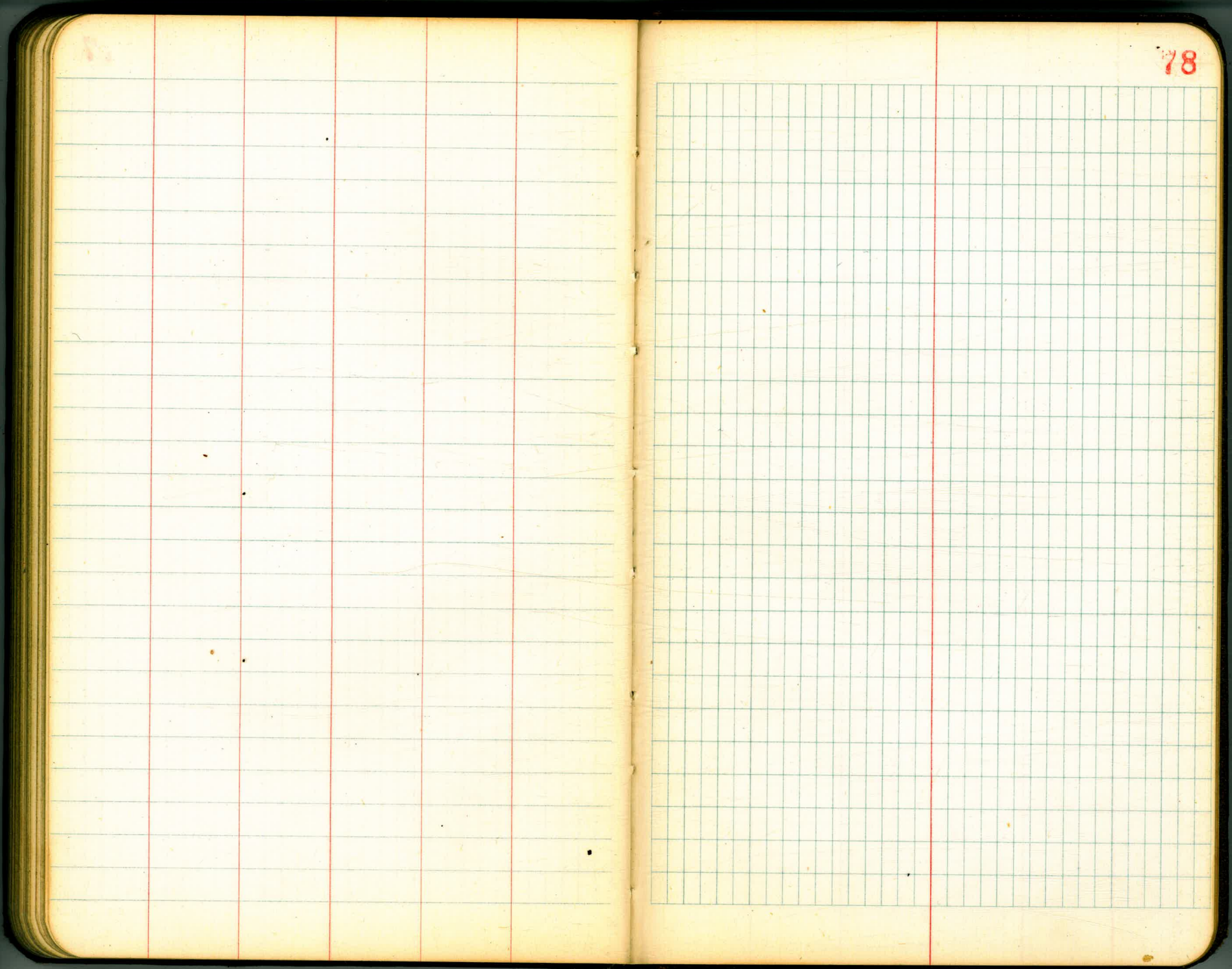
28+94.5 - 5' Rt. =  $\Phi$  w.M.



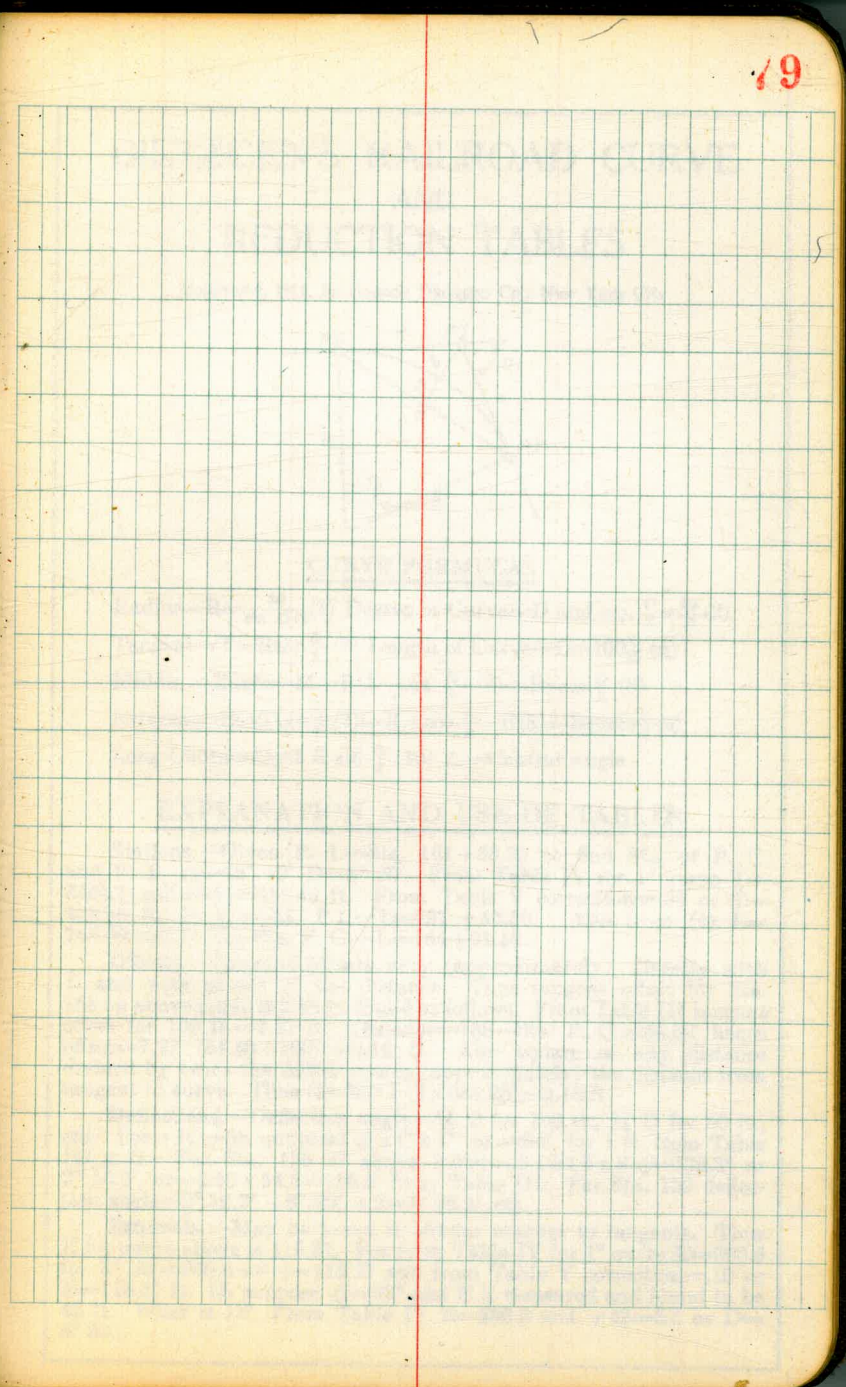
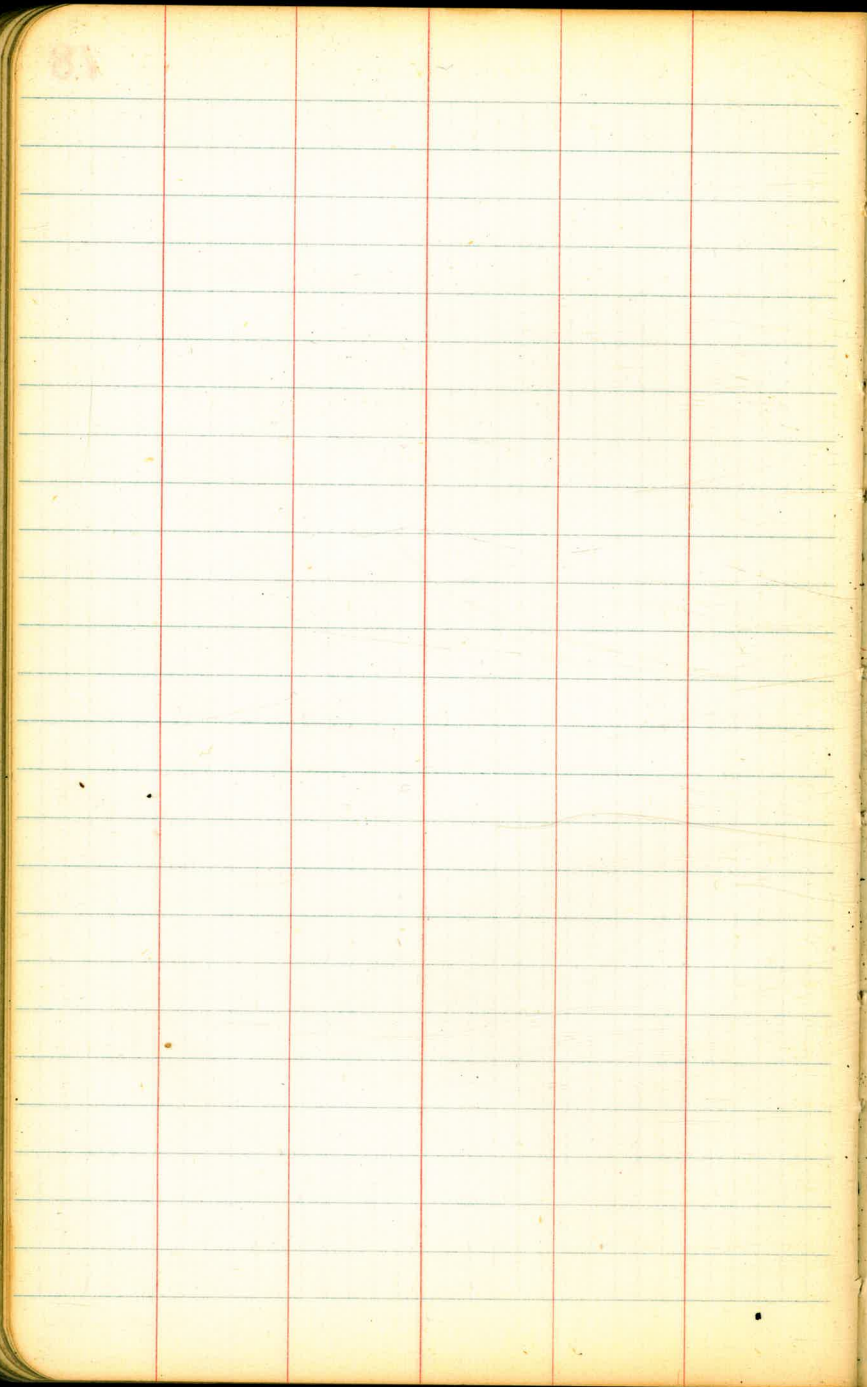


17











8565

21 22 7  
12 55 1  
67 0  
4 11  
2 22  
18 9

69 32  
53 00  
16 32  
69 32  
85 64

24.42 lot & Eschler & Imperial  
" R. 48 th. "

530  
397  
23

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For some slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20-16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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