

4

101 E

LEVEL BOOK

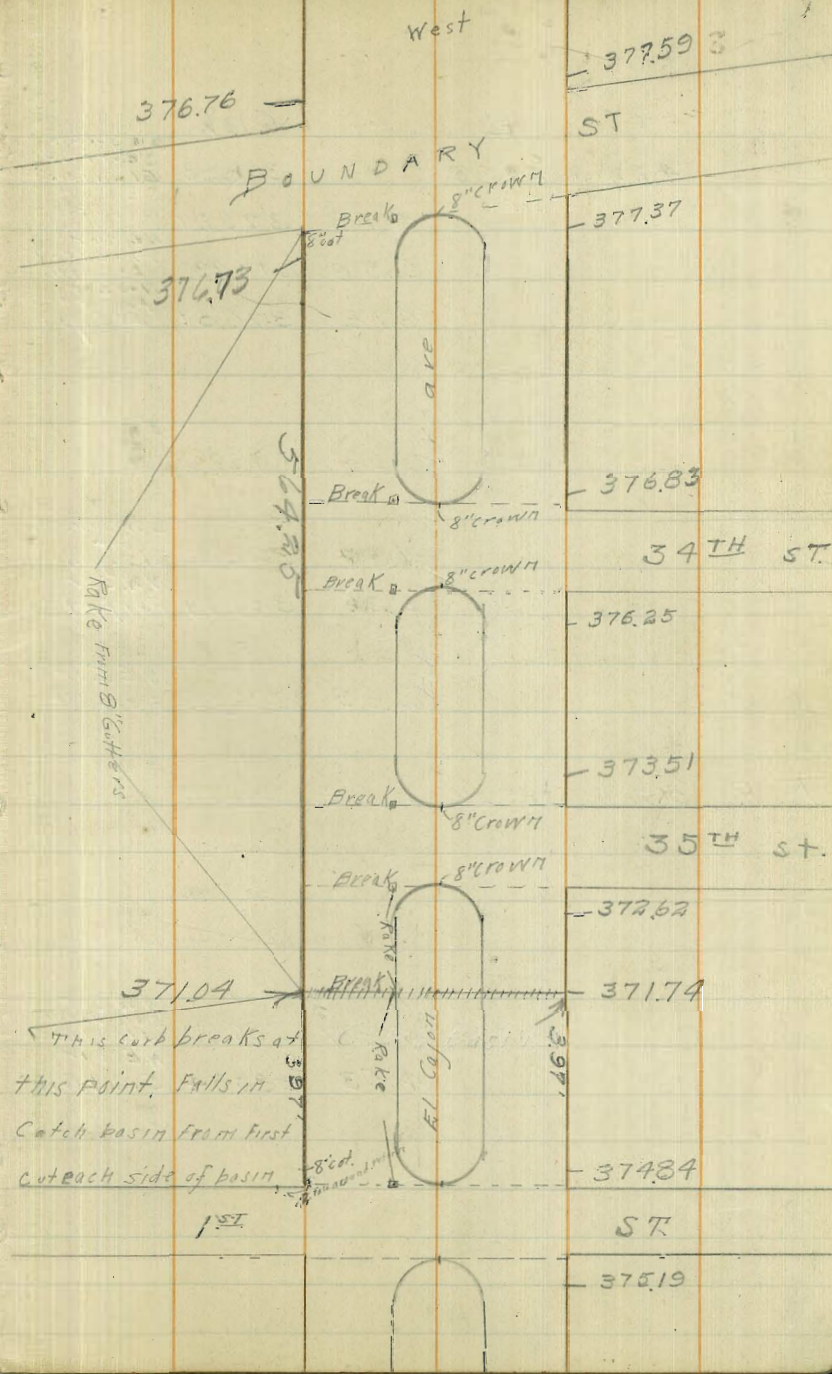
F. B. 594

MICROFILMED  
DEC 14 1964

El Cajon paving notes

Page  
1-12

	+	HI.	-	Elev.	
	3.27	377.52		374.25	EM, S.W. Cor 1st + El Cajon Brass Plug
T.P.	7.26	380.77	4.01	373.51	N.W. Cor. Boundary
			3.18	377.59	+ El Cajon
			3.40	377.37	NE Cor. Bdy + El Cajon
			4.01	376.76	S.W. Cor. Bdy El Cajon
			3.94	376.83	N.W. Cor. 34th El Cajon
			4.52	376.25	NE Cor 34th + El Cajon
T.P.	2.15	377.52	5.40	375.37	N.W. Cor
			4.01	373.51	35th El Cajon
			4.90	372.62	NE Cor 35th El Cajon
			6.48	371.04	Catch Basin Top Curb on South
			5.78	371.74	Catch Basin Top Curb on North
			2.68	374.84	N.W. Cor 1st + El Cajon
			2.33	375.19	NE Cor 1st El Cajon



+	H.I.	-	Elev.	
4.22	383.05		378.83	BM SW Cor Scott Ave El Cajon
		6.78	376.27	SE Cor Wabash El Cajon
		5.56	377.49	NE Cor Prospect El Cajon
		6.18	376.87	NW Cor Prospect El Cajon

Wabash st.

Prospect

← ←  
376.27 ↑

-377.49

This block raked

From 8" mark at each

end. 10" cut at Scott

El Cajon Falls in to 8" 2'

378.89  
Gutter 40' West Scott

4.16	378.89	SW Cor. Scott El Cajon
2.96	380.09	NW Cor Perfect

-380.09

2.69	380.36	NE Cor Perfect
------	--------	-------------------

Scott Ave

Perfect Ave

T.P. 5.26 385.37 2.94 380.11

-380.36

4.87	380.50	NW Cor Sea View El Cajon
4.53	380.84	NE Cor Sea View

-380.50

Swift Ave

Sea View

-380.84

+	H.I	-	Elev.			
	385.37	3.47	381.9	NW cor 2 <sup>nd</sup> El Cajon		- 381.90
		3.38	381.99	NE cor 2 <sup>nd</sup> El Cajon		
		4.16	381.21	SE cor Pacific	Pacific Ave	2 <sup>nd</sup> St.
					381.21 -	- 381.99
3.95	384.03		380.08	BRASS PLUG SW cor Wilson El Cajon		
		2.87	381.16	NW cor Wilson & El Cajon		
		3.04	380.99	NE cor Wilson		- 381.16
					Wilson Ave	
	5.42		378.61	NW cor Storey		
	5.87		378.16	NE cor Storey		- 380.99
						- 378.61
					STOREY Ave	
						- 378.16

West

3

AVE

El Cajon

+	H.I.	-	Elev.	B.M. S.W. Cor
4.21	38037		376.16	Cherokee + E/Cajon
		3.53	376.84	NW cor Cherokee
		4.88	375.49	E/Cajon NE cor Cherokee

Cherokee Ave

- 376.84

		4.89	375.48	NW cor 3rd st
		5.14	375.13	NE cor 3rd

- 375.49

- 375.48

Reed ave

3rd st

3.92 376.04

			372.12	S.W. cor, Thomas + E/Cajon
--	--	--	--------	-------------------------------

- 375.13

		3.06	372.98	NW cor Reed + E/Cajon
		3.08	372.96	NE cor Reed

- 372.98

Reed Ave

		4.33	371.71	SE cor Thomas
		4.02	372.02	SW cor Thomas

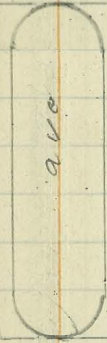
- 372.96

372.02 ←

Thomas Ave

371.71 ↙

+	HI	-	Elev		
4.	376.04				-369.60
		6.44	369.60	N.W. Cor Thomas + Daley	
		6.87	369.17	NE Cor Thomas	Thomas Ave
					-369.17
4.05	371.77		367.72	SW Cor Rexmore + Daley	
		4.92	366.85	NW Cor Daley	
		5.14	366.63	NE Cor Daley	-366.85
					Daley Ave
				Rexmore Drive	
					-366.63
		5.91	366.36	NW Cor 4th	
		5.13	366.64	NE Cor 4th	-366.36
				Sission Ave	4th St.
					-366.64





Central

Ave

AVE

Conklin

Ave

El Cajon

Stockton

Ave



West

7

5<sup>th</sup>

St

ave

Copeland

ave

El Cajon

Van Dyke

ave

HI - Elev

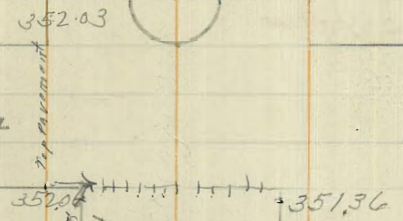
6.43 358.46

B.M. SW Fairm. 352.03  
 SIX F.M. 352.03  
 6.43 352.03  
 SE F.M. 352.06  
 Mark of Orangerood 352.41  
 6.00 352.41  
 NE Orangerood 353.45  
 5.01 353.45  
 SW Colonial 370  
 SE Colonial 370

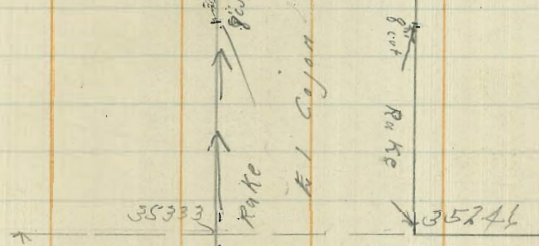
Pauly Ave



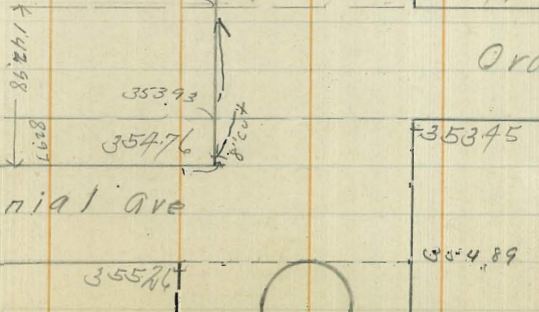
Fairmount Ave



Orangerood



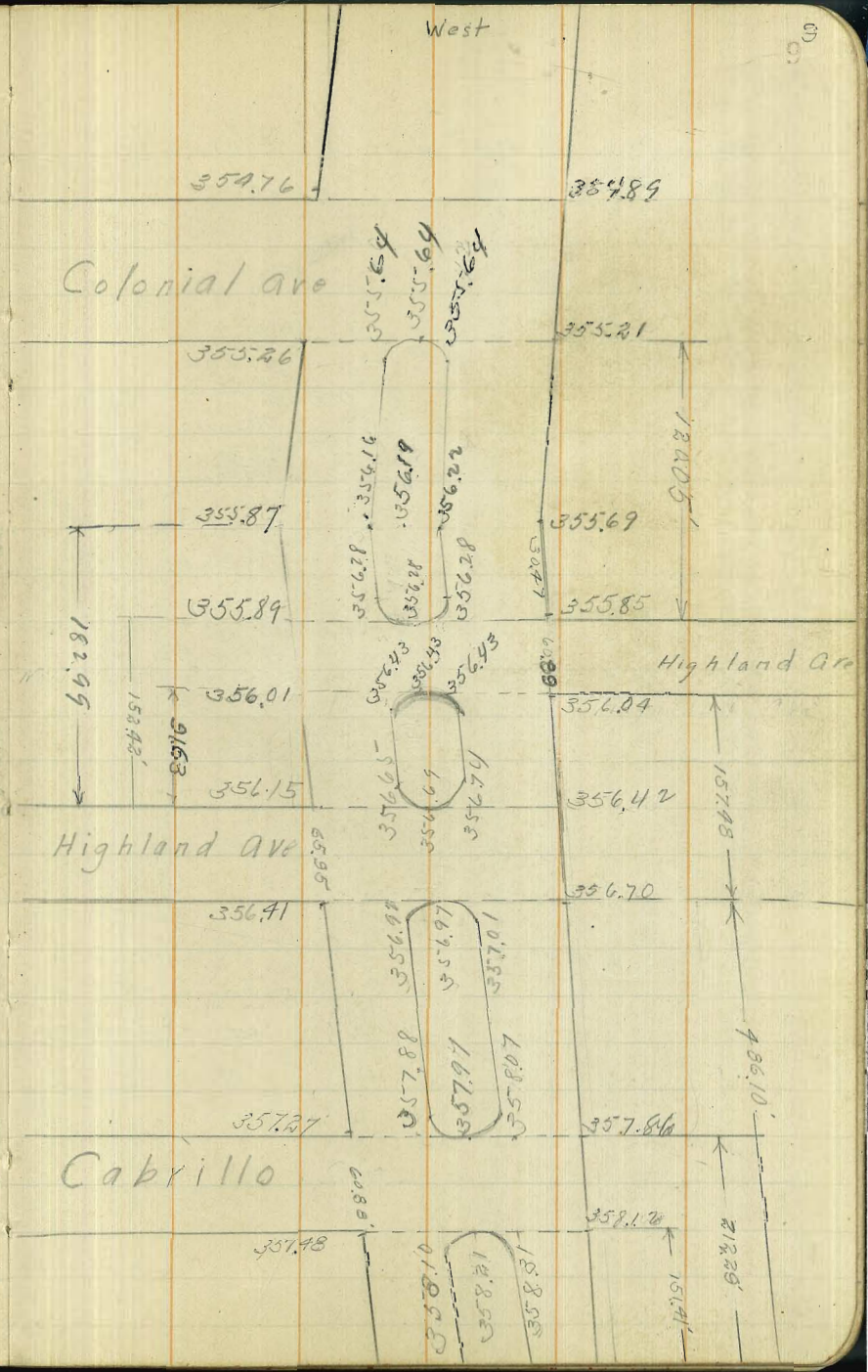
Colonial Ave



47 - \$100.

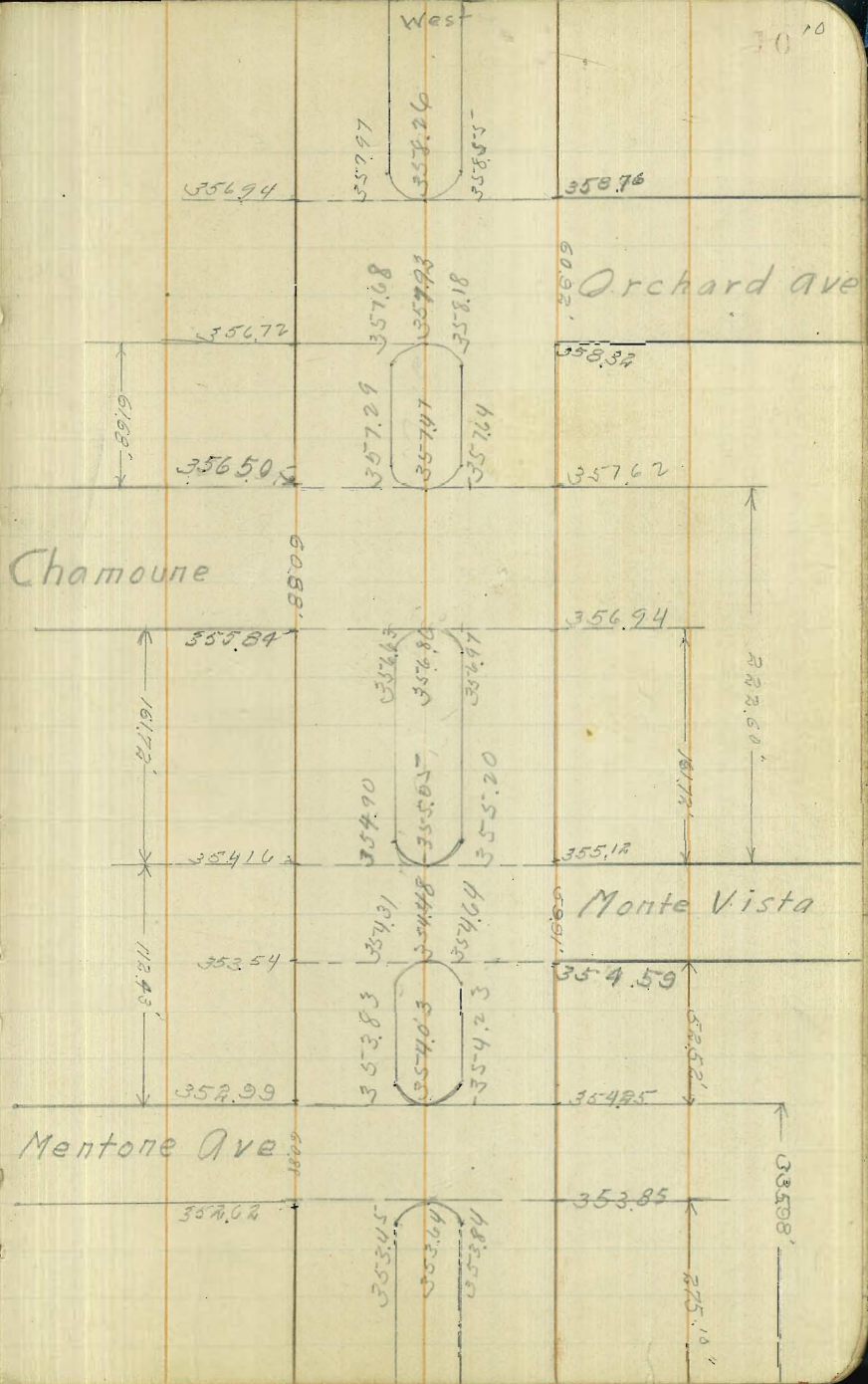
5.65 361.79 B.M. SW Highland  
 356.14  
 SW Highlands  
 5.64 356.15  
 SE Highland  
 NE Highland  
 5.75 356.04  
 NW Highland  
 5.94 355.85  
 B.M. SW Highland  
 356.14  
 SE Highland  
 6.47 356.41

SW Cabrillo  
 5.61 357.87  
 SE Cabrillo  
 5.90 357.48



+ H.T. - Elev.

4.85	361.43	356.58
		356.50
		355.84
		358.32
		358.76
		355.12
		354.59
		352.99
		352.62



+ H.Z. - Eloy

6.86 35406

317.317  
347.20  
S.W. Sierra 6.70 347.36  
S.E. Sierra 6.98 347.08  
S.E. Menlo 3.29 350.77

B.N. Cor Monument  
SW cor. El Cajon  
Euclid

4.85 350.22

345.37

Top curb SW cor.  
El Cajon + Euclid  
Center Park top curb

4.18

Top curb on 902 from south

4.11

W. El Cajon

3.5-6

N.W. Cor Euclid top curb

El Cajon

3.73

N.E. "

Top curb

2.28

S.E. Euclid + Cajon

4.12

center highway & Euclid curb

3.40

center " Euclid in line so curb

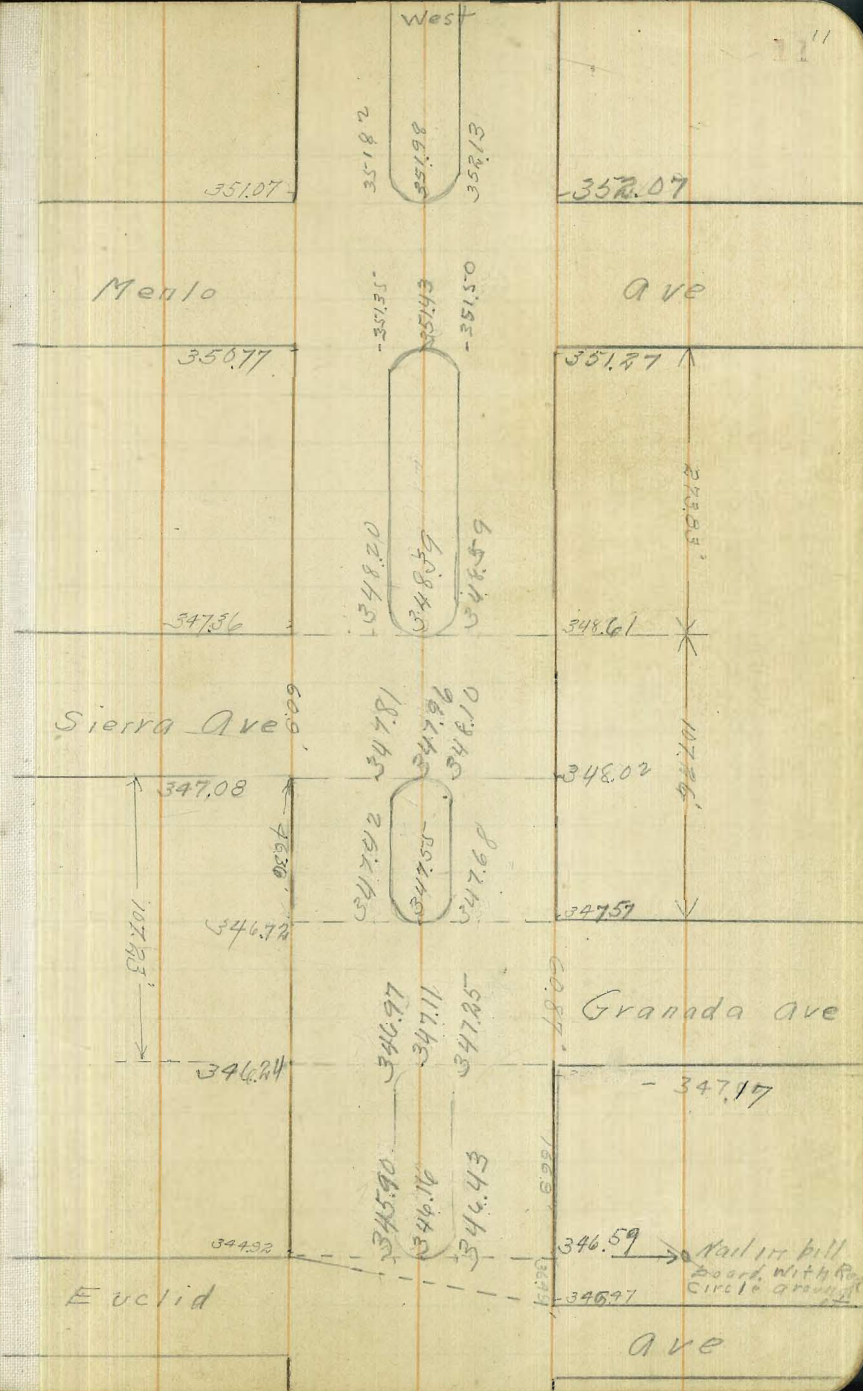
4.13

So. curb at alley bet. Sierra

4.23

+ Euclid

Notes for Euclid + El Cajon 07 page 12



Sierra St.

Ebojan West

718

alley

345.79

345.74

346.60

346.49

Euclic

346.09

Highway

346.82

346.10

347.91

B.M.  
51100

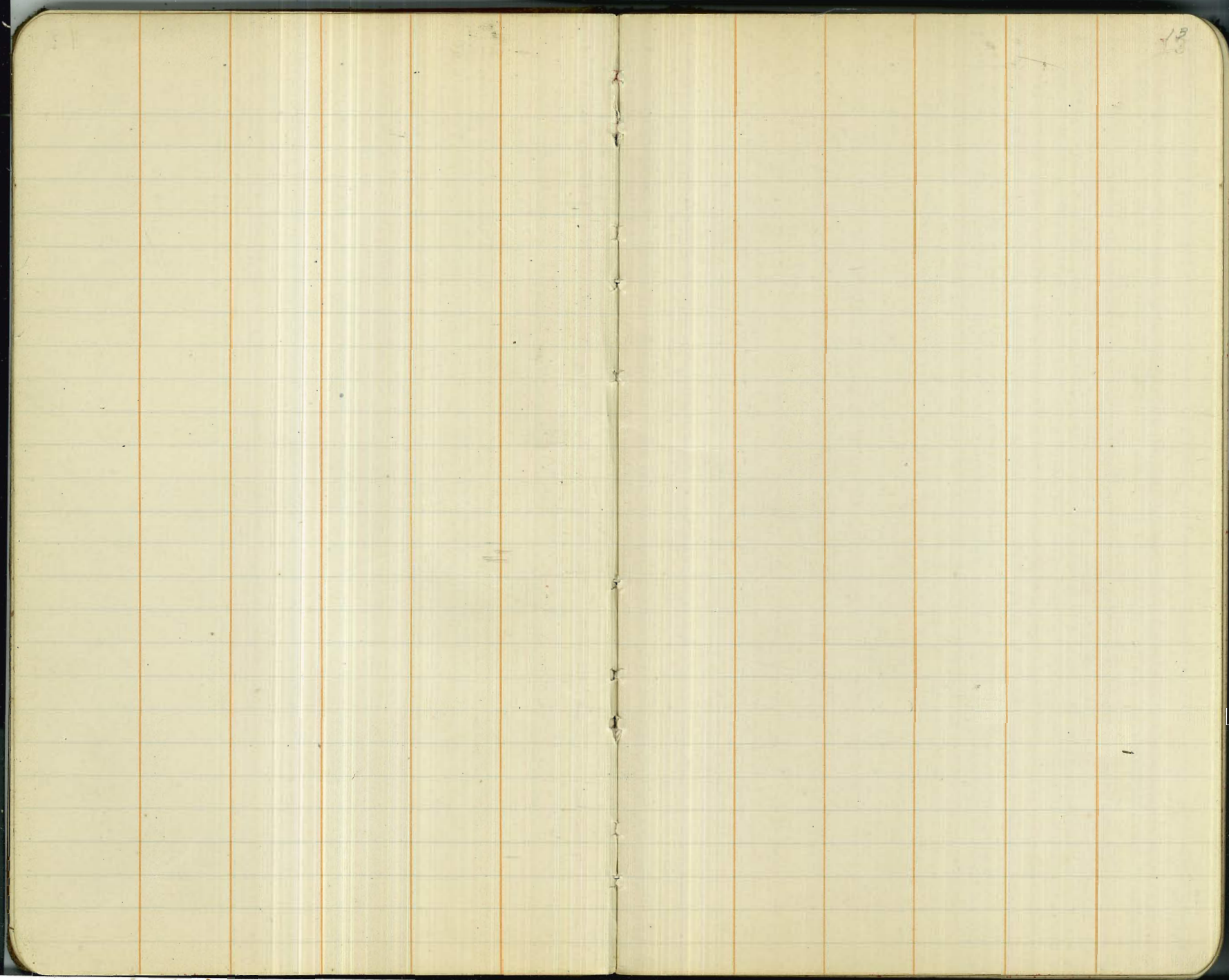
Top C  
El Caj  
cont

Top C  
line E  
NW  
E 10

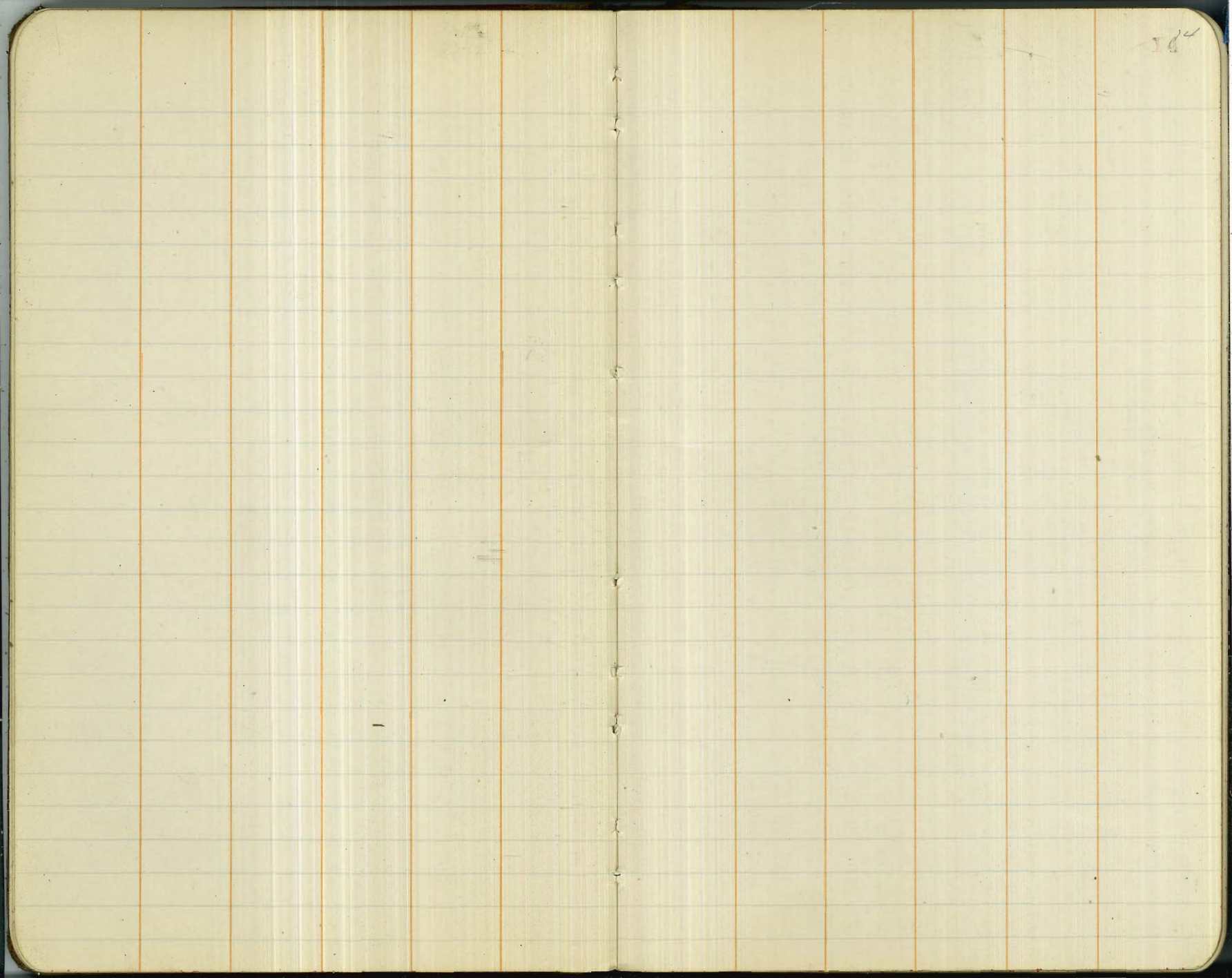
NE  
Top C  
SE

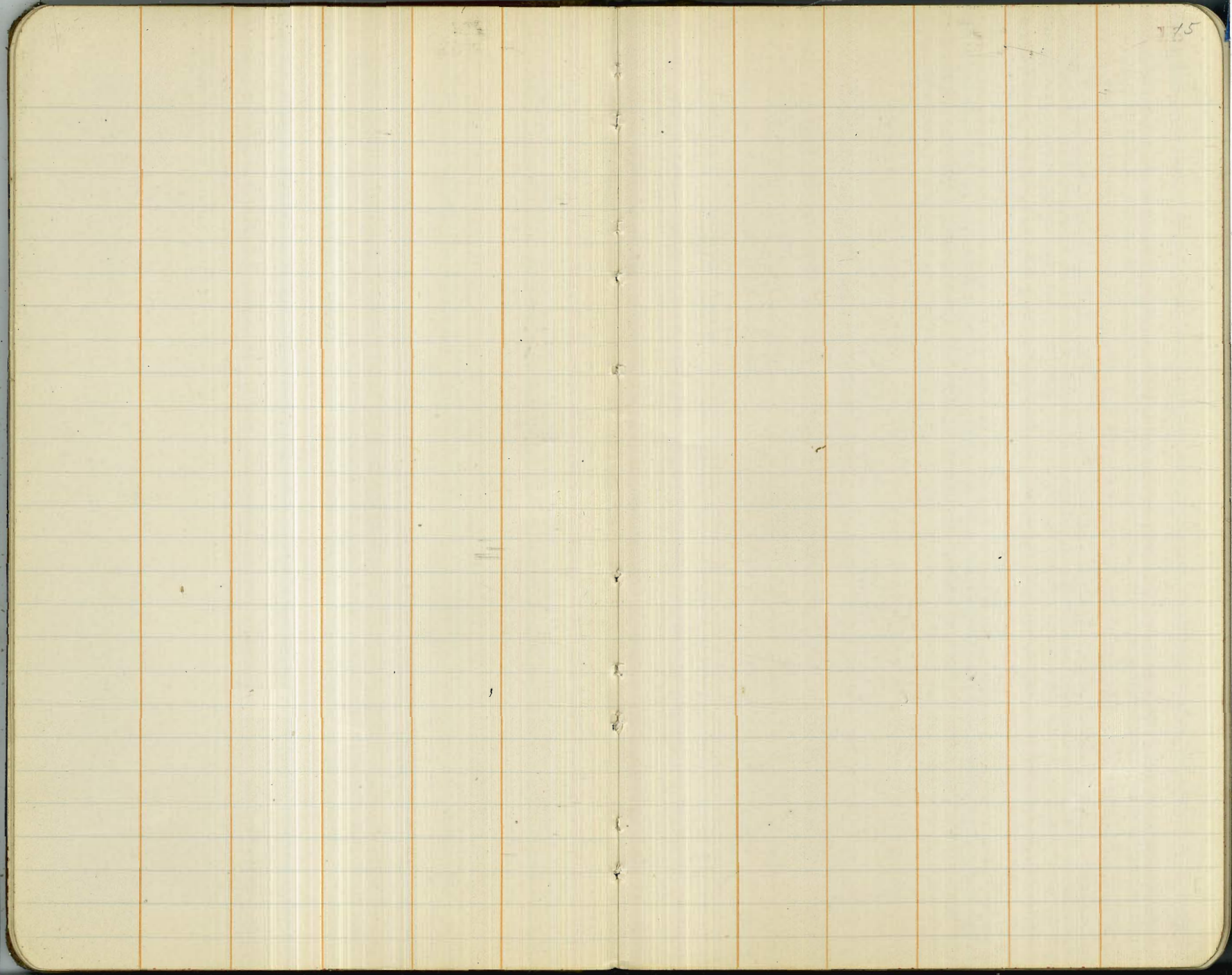
cont  
cont

So. C  
+ B

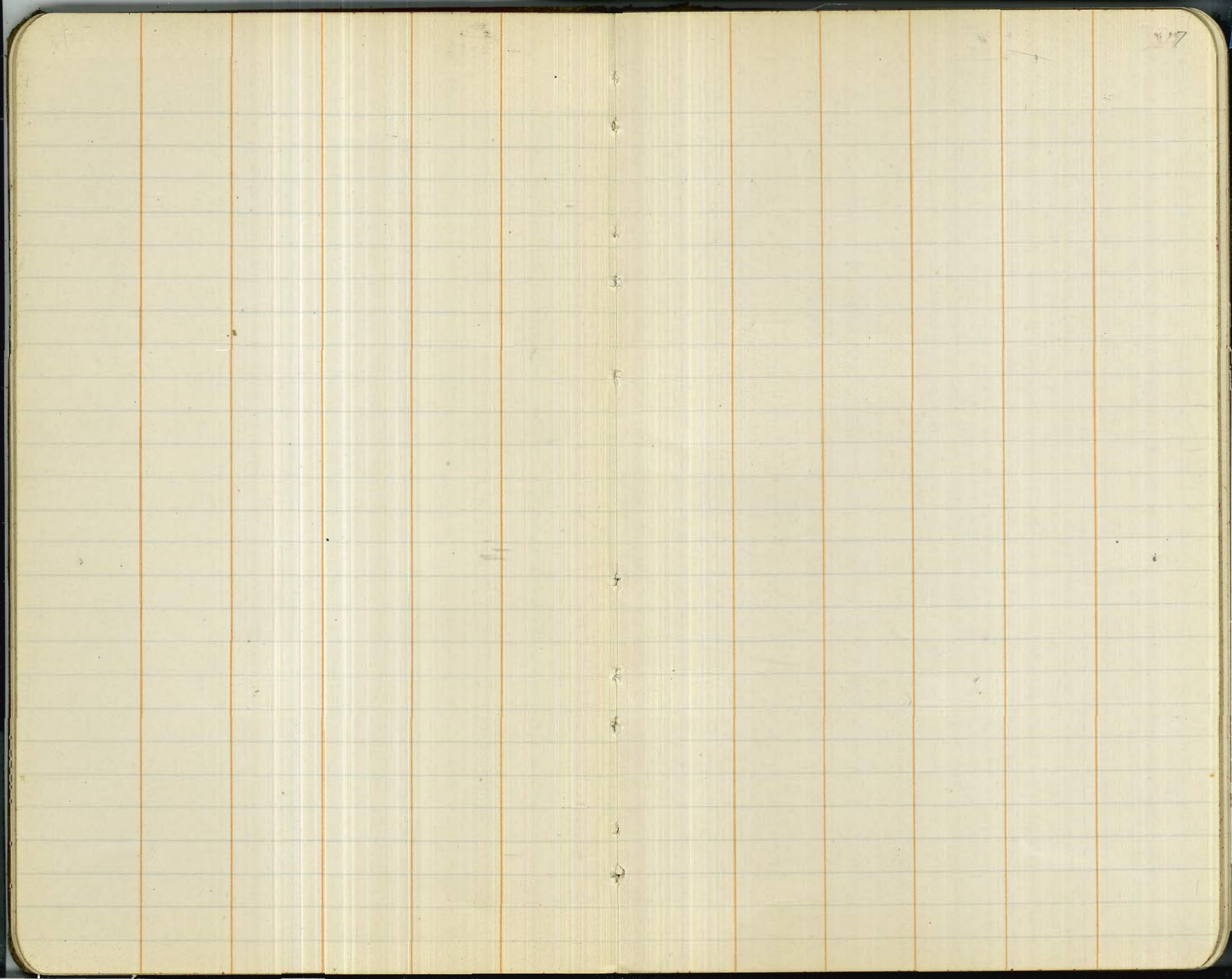












3123.73 = 19 19104  
2198.72 MPL orchid

0406

Orchid

Pl. 3123.73

2198.72

410 Sycamore

Alley

Pepper Dr

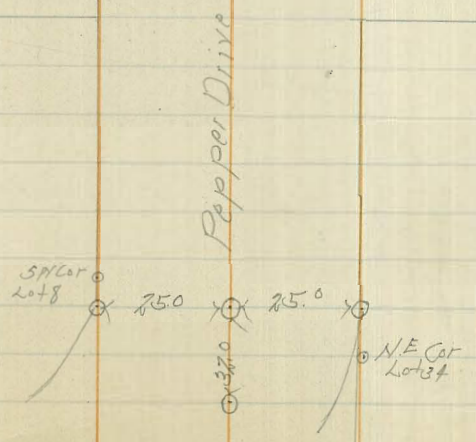
6+25.44 Δ = 26+83.32 P.O.T. P.I. Pepper Drive Willow

Willow

1475 P.P.T

0438 P.O.T.

0700



2179.07 P.O.T. N.P.S Sycamore

0+00

Sycamore

⊙ P.L.

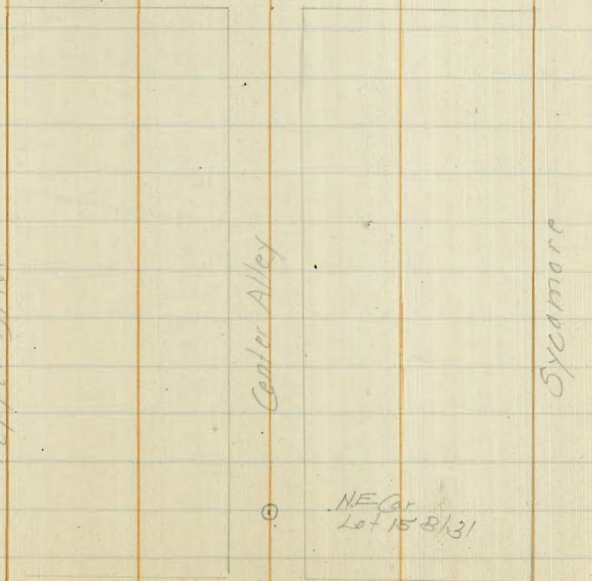
Pepper Drive

Center Alley

Sycamore

Alley

NE Gr  
Lot 15 B/31



Location servers  
Center of Talip  
From Willow to Sycamore

24  
10-20-24

47527 = 14 + 1/2 Δ P.L. Talip + Sycamore

Sycamore ⊙ P.L.

0400

Talip

4743 ⊙ 0400

⊙ Cen. Mam.

Willow



Location Sewers  
Center Alley East & West  
Block 29

211 B129

222

2+63.71 @ = 21+35.48 ROT. Pl. Alley & Orchid

0+00

main Lot 17

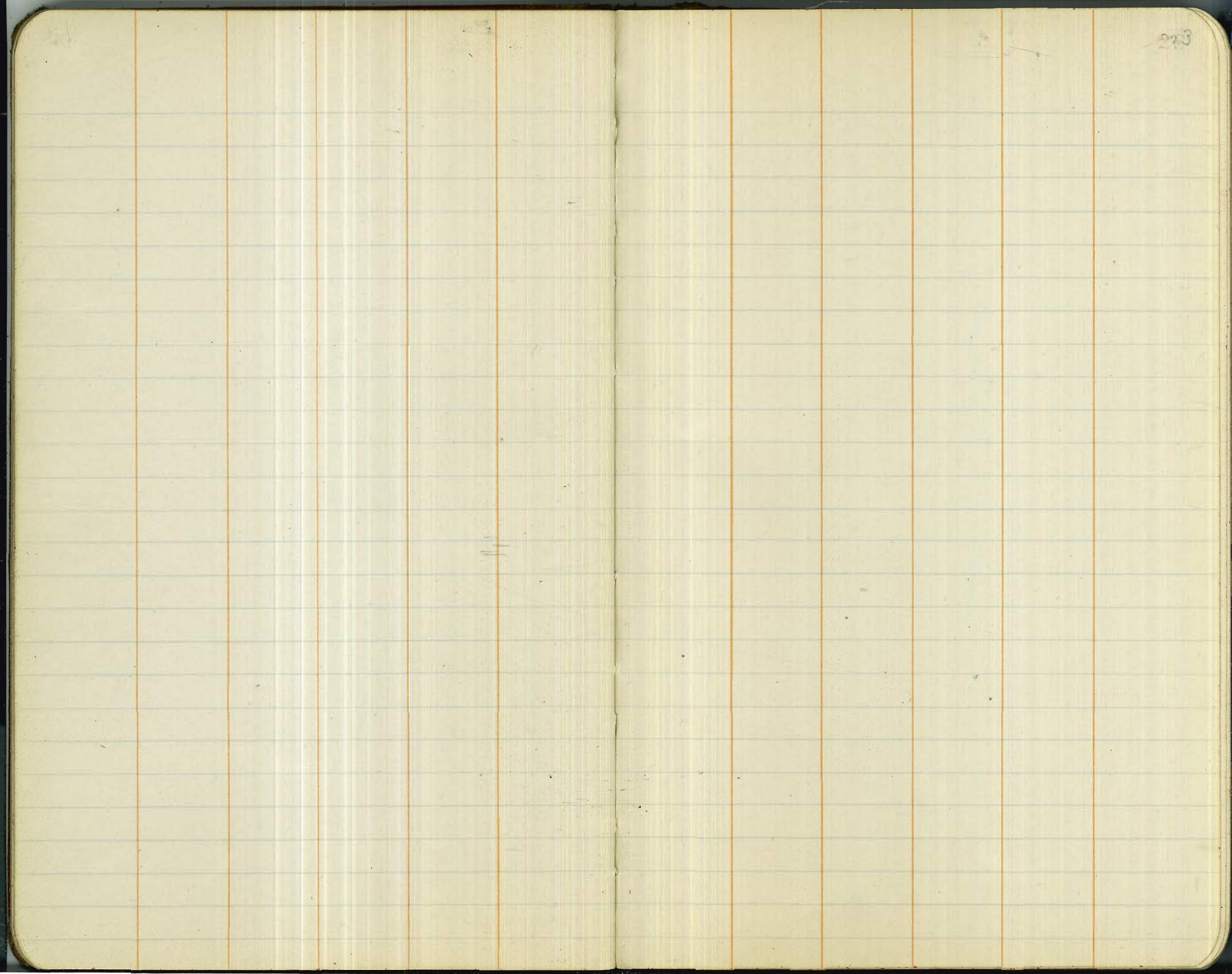
Block 29

Alley West

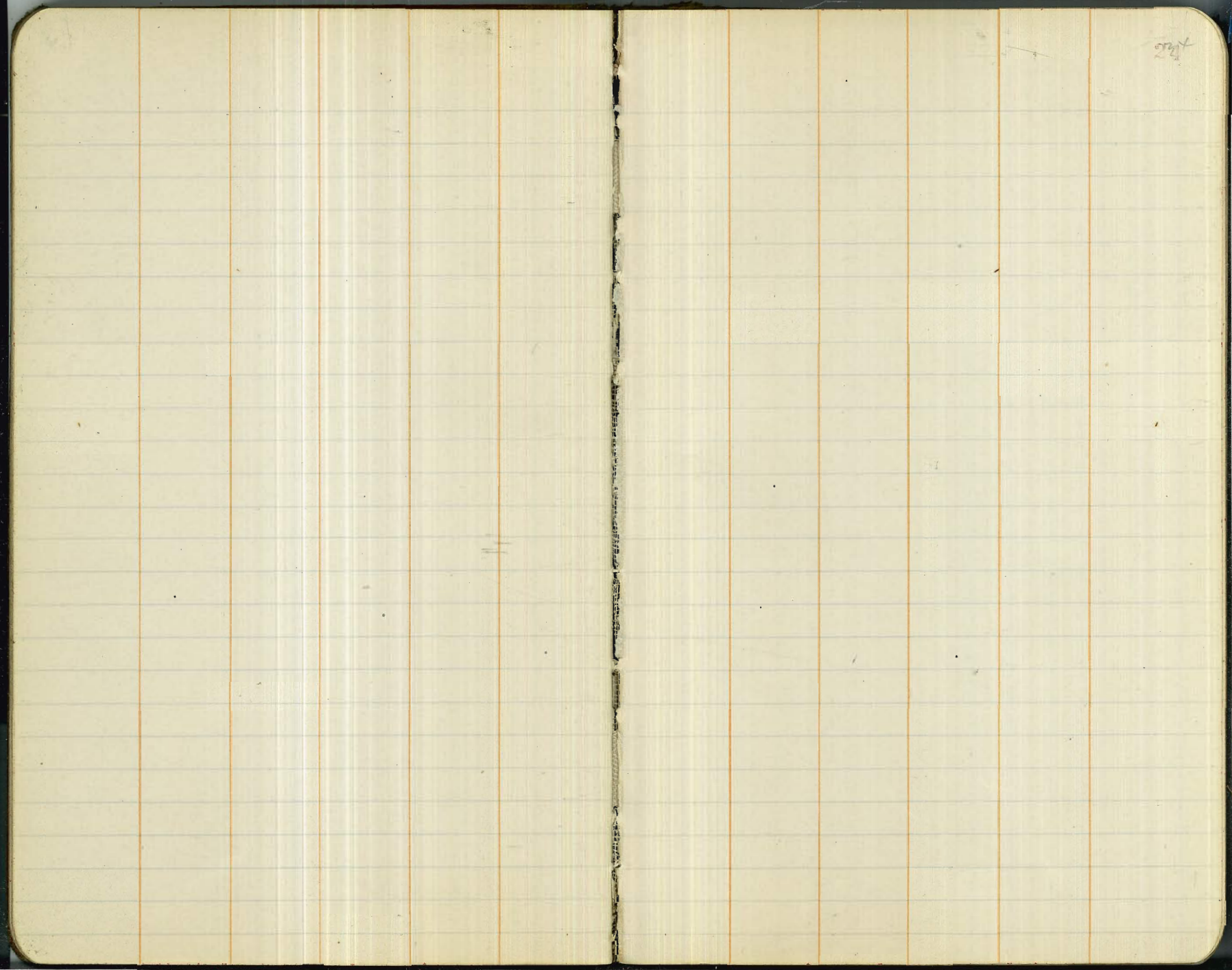
Orchid

0+00

Alley



273



Levels on Sycams  
Center Alley East + West Block 31  
Between Pepper Dr + Sycamore

10-20-24

25

B.M. Pepper Dr + Azala Ph. 0.84	257.99	-	257.15	75.50 11.4
0+00	0 on Hub	9.48		
+25		8.2		
+50		7.5		
+75		6.5		
1+00		5.5		75.50 12.5
+25		4.7		
+50		4.8		
+75		5.6		
2+00		6.6		
+25		7.2		
+50		8.2		
+79.07	H.H. Sycamore 0 Pot on Hub	7.97		
Rt. Alley Sycamore	0 = 17+88.53 AL	7.35		

Labels on Senses  
Center Pepper Dr To N. Hart

10. 26.4

257.99

0+00	on Hub	8.48		
+32	o P.O.T. on Hub	6.65		
+50		5.7		
+75		4.8		
1+00		4.4		
+25		4.3		
+50		4.6		
+75	o POT on Hub	5.23		
2+00		5.8		
+25		6.6		
+50		7.5		
+75		8.5		
3+00		9.7		
+25		10.8		
+50		12.4		
T.P.	199	247.31	12.67	245.32
+75		3.7		
4+00		5.8		
+25		7.9		
+50		9.5		
+75		10.5		
5+00		11.2		
+25		11.6		
+50		12.2		

40.4  
P  
11.6

50.4  
P  
8.6

50.4  
P  
11.6

50.4  
P  
8.2

50.4  
P  
11.7

50.4  
P  
13.4

247.31

5+75		12.5		
6+00		13.0		
T.P.	11.35	245.72	12.94	234.37
+25.94	o	= 261.83.32 POT	11.98	233.74
		Pt. Pepper Dr N. Hart		

Levels on Servers  
Center Sycamore Drive to Pl. Orchid

	245.72			
0+00	on Hub	4.3		
+25		4.3		
+50		4.7	50'S P 4.5	
+75		4.9		
1+00		4.9	50'S P 5.5	
+25		4.7		
+50		4.7		
+75		4.3		
2+00		3.8		
+25		3.4		
+50		2.8		
+75		2.3		
M.P.L. Orchid				
+98.72	on Hub	1.74		
Pl Orchid & Sycamore				
3+23.73	on Hub = 19+41.04 ΔP	0.57		
B.M. Orchid & Pl. Orchid		6.83	238.89	238.86

Levels on Servers  
Center Tulip From Millery to Sycamore

	B.M. Can. Mon			
	Tulip & Millery	7.25	260.46	
0+00	on Hub			253.21
+25				253.29
+50				6.9
+75				6.6
1+00				6.3
+25				6.3
+50				5.9
+75				5.5
2+00				5.2
+25				4.6
+50				3.9
+75				3.1
3+00				2.3
+25				1.5
+50				0.8
+75				0.1
T.P.		5.92	266.24	0.14
+75				260.32
4+00				5.3
+25				4.6
+50				3.8
+75				3.4
+ 75.70 = 14+16.86 ΔP				3.16
				263.08

Levels on Sappers  
Center Alley East West  
Block 29

288

B.M. Coq. Man

Tulip + Millert 2.30 2.55.51 2.53.21

100.50

9

10.8

100.50

9

9.9

0+00 on Hub 4.25

+25 3.0

+50 2.6

+75 3.1

1+00 3.8

+25 5.0

+50 5.7

+75 6.6

2+00 6.7

+25 7.8

+45 9.2

+50 11.9

+63.71 on Hub - 21+35.42 Post 11.44  
RI, Alley + Orchid

Moore  
9-15-37

Indexed  
C.S.K.

229

X Sec of alley 20' wide  
Resub. of Blk 40 Normal Hts  
Map # 1312  
bet. Adams & School St.  
from Hanley Blvd. to Mansfield

SEBR 6.77 399.50 399.78 Adams Mansfield

00-12 = W. curb Mansfield

N	Par	6.54	392.96
C	"	6.50	393.00
S	"	6.48	393.02

0+00 W.L. Mansfield

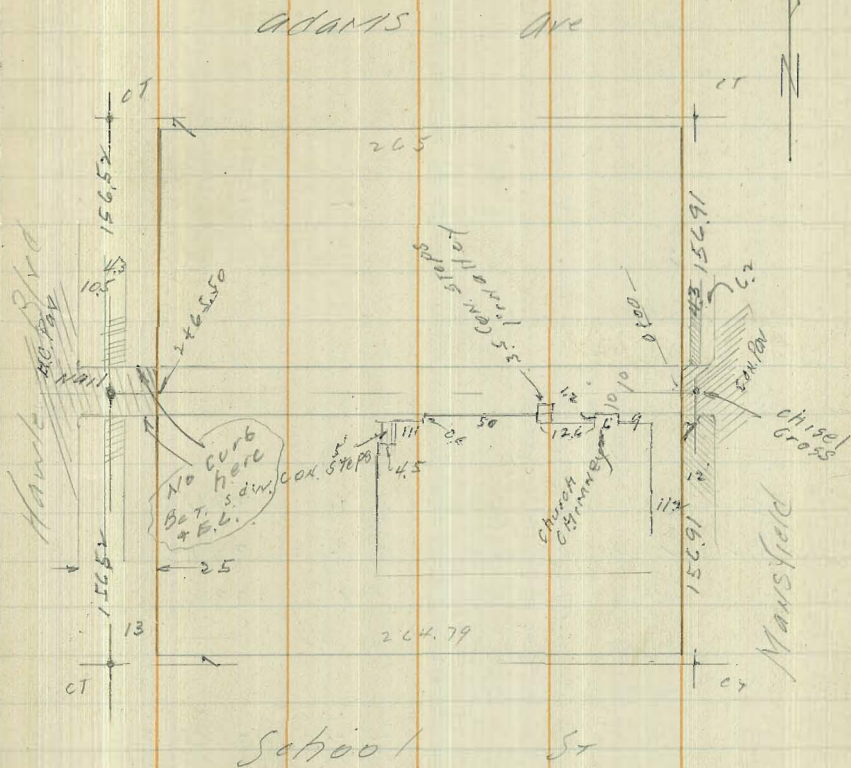
S	TOP CB	5.79	393.71
S	Par	6.29	393.21
C	"	6.46	393.04
N	"	6.25	393.25
N	TOP CB	5.99	393.51

0+23.7 @ Chimney ✓

N		5.5	394.0
C		5.6	393.9
S	ground @ Base chimney	5.7	394.3

ON LINE

Pages 29-31 Reduced Sept. 16 - Plotted Sept 16th  
CBH.





399.50

0+37

S	BOT. LOWER STEP	4.23	395.27
+1	ground	5.1	394.4
c		5.3	394.2
N		5.2	394.3

0+65.5

N		4.4	394.9
c		4.7	394.8
S	ground	4.6	394.9
S	BOT. VENTILATOR	4.36	395.14

0+74.5

S	BOT. VENTILATOR	4.66	394.84
S	ground	4.6	394.9
c		4.7	394.8
N		4.9	394.6

0+83.5

N		4.9	394.6
c		4.8	394.7
S	ground	4.7	394.8
S	BOT. VENTILATOR	4.34	395.16

1+03

-	0.6 TOP BOT. STEP	3.89	395.61
S	ground	4.7	394.8
c		4.6	394.9
N		4.6	394.9

399.50

230

1+05 Guy Pole S+0.8 8" diam.

1+33

N 5.1 394.4

+0.5 Tel. Pole 12" diam.

c 4.9 394.6

S 4.9 394.6

1+55 S+0.5 Power Pole 14 diam.

1+62

- 0.6 Six. gas cem. fl. 5.13 394.37 ✓

S 5.1 394.4

c 5.1 394.4

N 5.1 394.4

2+00

N 5.4 394.1

c 5.6 393.9

S 5.7 393.8

2+45.6

S 5.9 393.6

c 6.3 393.2

+ 9.5 Tel Pole 12" diam.

N 5.8 393.7

399.50

31

2+45.5 E.H. Hawley Blvd

N	PAV	7.09	392.41
C	" M.H. Rim	7.17	392.33
S	"	6.95	392.55

EL +13

S	TOP WALK	7.20	392.30
S	PAV.	7.27	392.23
C	"	7.45	392.05
N	" + WALK	7.44	392.06

EL +25 = E of Line Hawley

N		8.07	391.43
C		7.99	391.51
S		7.98	391.52

check to BM Top Hyd 5.80 393.70 393.74  
SE Adams & Hawley

Moore  
9-15-39

Indexed  
c.S.K.

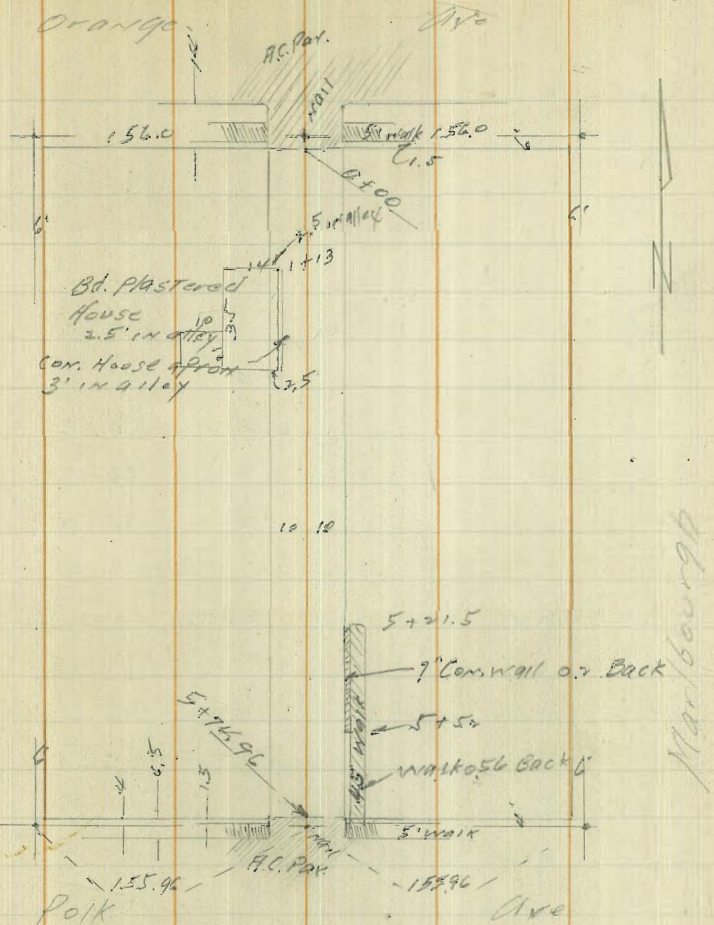
32 32

Xsec alley 20' wide  
Blk 16 Resub. Blk N Teralta  
bet. 41st + Marlborough  
from Polk to Orange

Map #1000

	Orange	Marlborough
NWBP 5.05	367.93	362.78
00-14	Sly curb Orange	
W	5.84	361.99
C	5.80	362.03
E	5.73	362.10
0+00	S.L. Orange	
E Top cb	5.11	362.72
E Par.	5.28	362.55
C "	5.45	362.38
W "	5.39	362.44
W Top cb	5.21	362.62
0+10		
W	5.0	362.8
C	4.9	362.9
E	4.9	362.9
0+25		
E	5.0	362.8
C	4.6	363.2
W	4.5	363.3

Reduced - Plotted Sept. 19-39  
Pages 32-35 C.B.H. profile #7550



367.83

0+63		
W	E double gar. woodH.	4.8 363.0 ON LINE
C		4.7 363.1
E		5.1 362.7

0+93

-3	E Sin. gar cem.	5.8 362.55
-1	apron "	5.9 362.54
E		5.3 362.5
C		5.4 362.6
W		5.3 362.5

1+00 on W Power Pole 2.5 in alley

1+13

W		5.5 362.3
	+ 2.5 house in alley	
C		5.6 362.7
E		5.6 362.7

1+30

- 4	Gar. dirt N. entrance	5.7 362.6
E		5.4 362.2
C		5.9 361.9
W		5.8 362.0

1+48

W		6.1 361.7
	+ 2.5 house in alley	

367.83

33 33

C		6.0 361.8
E		6.0 361.8
T.P.	3.50	<u>365.30</u> 4.03 361.80

1+59

E		3.5 361.8
C		3.5 361.8
W		3.7 361.6
+ 4	cem. apron	3.40 361.70
+ 8	Sin. gar cem.	3.53 361.77

1+86

- 45	double gar dirt	3.7 361.6
W		4.0 361.3
C		3.8 361.5
E		3.7 361.6

1+91

E-1	Sin. gar cem	3.62 361.68
E		3.77 361.53
E+1	cem. apron	3.90 361.40

2+09

E		4.0 361.3
C		4.1 361.2

365.30

W	4.0	361.3
+ 1 cem apron	398	361.32
+ 4.5 " gar S.H.	349	361.61
2 + 36		
W + 1.3 Power Pole 12" diam.		
fence in alley 0.4		
W	4.5	360.8
C	4.7	360.6
E	4.6	360.7
2 + 45		
- 10	4.8	360.5
E	4.7	360.6
C	4.8	360.5
+ 9.7 fence		
W	4.7	360.6
+ 10	4.9	360.4
3 + 00		
- 10	4.8	360.5
W	4.9	360.4
+ 0.3 fence		
C M.H. Rim.	4.97	360.33
E	5.0	360.3
+ 10	4.8	360.5
3 + 50		
- 10	5.4	359.9
E	5.4	359.9

365.30

34 34

C	5.4	359.9
+ 9.4 Power Pole	4.4	360.7 15" diam.
W	4.6	360.7
3 + 62		
- 4 double gar dirt	5.0	360.3
W	5.0	360.3
C	5.4	359.9
E	5.5	359.8
+ 10	5.3	360.0
4 + 14		
- 10	5.5	359.8
E	5.3	360.0
C	5.4	359.9
W	5.4	359.9
+ 8 do. gar dirt	5.4	359.9
4 + 41		
- 4 do. gar dirt	5.6	359.7
W	5.6	359.7
C	5.8	359.5
E	5.6	359.7
T.P.	3.99	363.59 5.70 359.60
4 + 76		
W	5.0	360.0 23 in alley

36359

4789

- 5	Tr. gar. dirt	4.1	359.5
W		4.2	359.4
C		4.5	359.1
E		4.3	359.3
+10		4.3	359.3

5+21.5

E	New 7" Ret. wall	4.5	359.1	ground
C		4.8	358.8	
W		4.5	359.1	

5+29

- 6	Sim. gar. dirt	4.8	358.8
W		4.7	358.9
C		4.9	358.7
E		4.7	358.9

5+35

W	4.5	3' Corn walk	4.49	358.90
---	-----	--------------	------	--------

5+52

- 0.56	CEM. TOP WALK	4.58	359.01
E	ground	4.8	358.8
C		5.4	358.0
W		5.2	358.4

5+61

W		5.2	358.4
C		5.8	357.8
E	ground	5.0	358.6

36359

35 35

CEM.

E	+0.56	TOP WALK	4.48	358.91
5+74.96 NW Polk Ave				
E		TOP CB	5.92	357.67
E		Par.	6.18	357.41
C		"	6.45	357.14
W		"	6.55	357.04
W		TOP CB	6.33	357.26

4.5 South = N CB Line Polk

W	Par	4.79	356.80
C	"	6.78	356.81
E	"	6.73	356.76

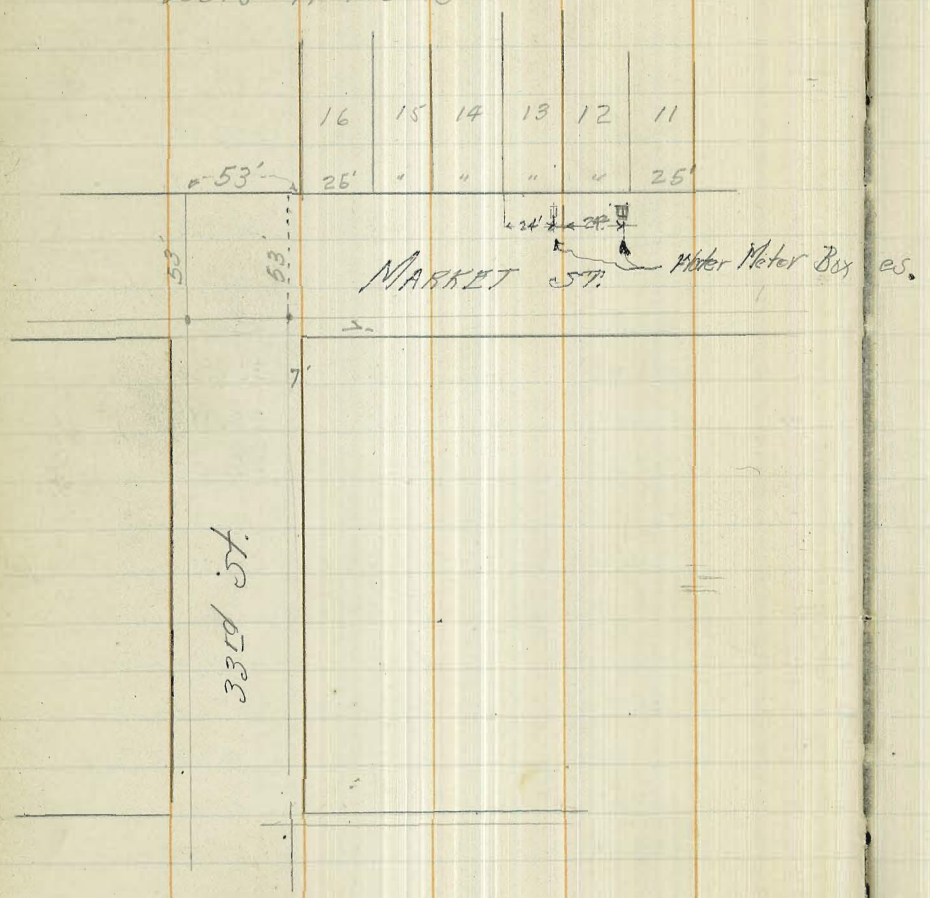
T.P. 4.85 367.24 3.20 360.39

check to NW orange <sup>4157 +</sup> 4.33 362.91  $\frac{362.81}{0.10}$

ch to orig. BM. 4.46 362.78  $\frac{362.78}{0.00}$

your choice

Location Meter Boxes.  
North side MARKET St.  
East of 33rd St.  
Lots 11-12-13



Walker  
Bliss  
Isbell  
10-20-99  
Used cb Elev.  
(where plug  
was)

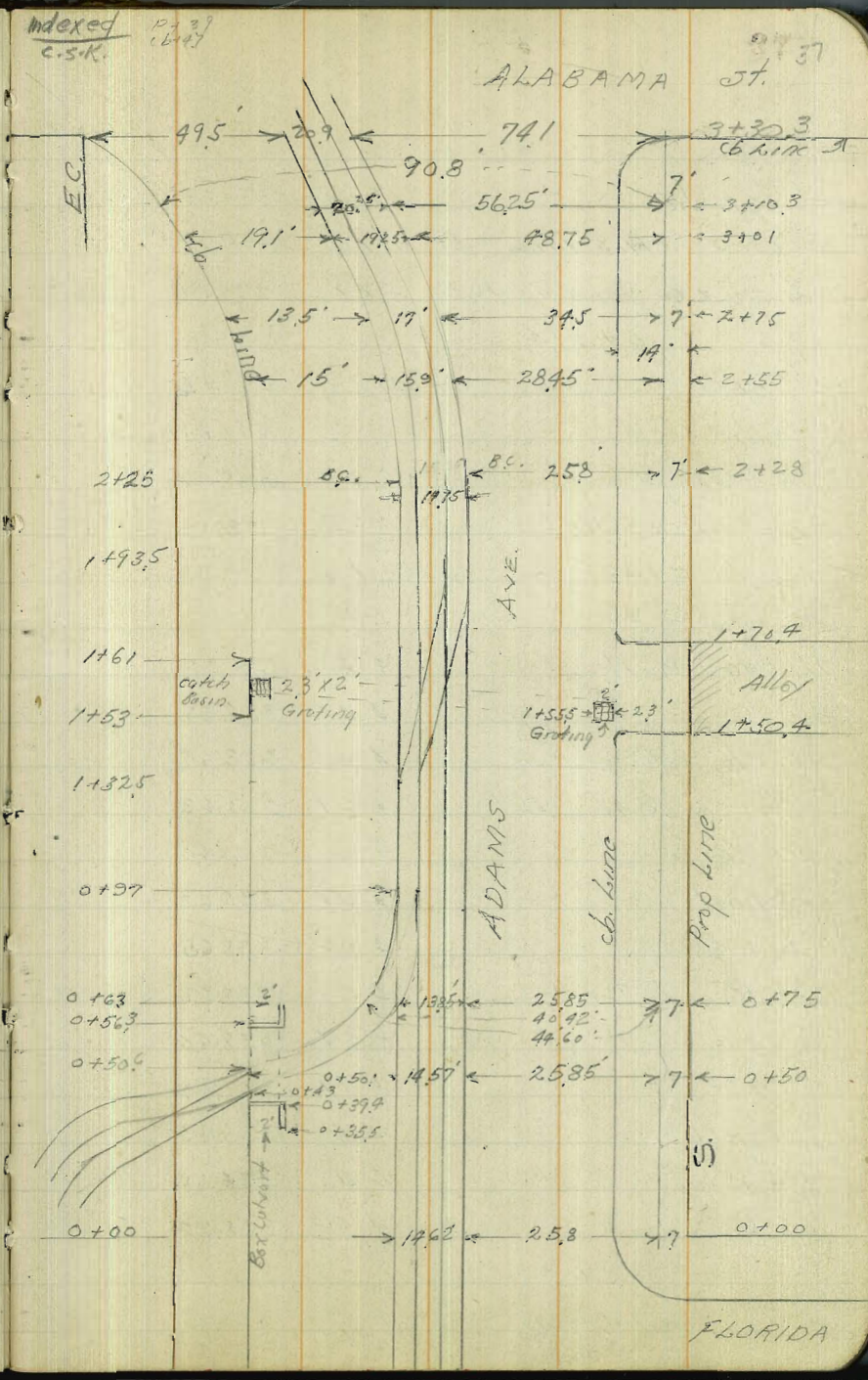
Turned in 8 AM - Oct 21  
Indexed  
c.s.k.  
10-21  
1647

Adams Ave Cross Section  
Between Florida and Alabama  
52' Rd. W. 14' cbs  
13' 1/4"

SW.B.P.  
Adams  
& Florida

East Line Florida = 0+00

S.L. + 39 on Sedge Walk	382	339.21
" + 9.3 " N "	396	339.07
S cb.	4.11	338.92
" Gut. on Paving.	4.63	338.40
1/4	3.93	339.10
S Rail S. Track	3.92	339.11
E. Roadway	3.87	339.16
N Rail	3.80	339.23
N 1/4	3.75	339.28
N Gut.	4.46	338.57
N cb.	3.87	339.16
+10 = Walk Wedge	3.61	339.42
0+25		
N Gut	4.78	338.25
1/4	4.14	338.89
N Rail N. Track	4.12	338.91
E. Rd.	4.14	338.89
S Rail S "	4.17	338.86
S 1/4	4.15	338.88
S Gut.	4.92	338.11
" cb.	4.26	338.77
+2.6 on Sedge Walk	3.98	339.05





0+35.5 = West end Hd. Wall to Culvert

N top cb.	4.27	338.76
" Gutter = Flow Line	4.92	338.11
+2' = S edge Hd. Wall = Flow Line	4.84	338.19

0+39.4

N Top cb.	4.29	338.74
" Gut	5.02	338.01
+2' = S edge on Flow Line	5.03	338.00
+2' = on top Hd Wall	4.24	338.79
	4.31	338.72

0+43 = Int. WLY Rail &amp; CB Line

0+50

N edge Walk	4.31	338.72
S " " " ELY"	4.40	338.63
N cb. on Top Rail	4.42	338.61
+6 on Rail WLY	4.41	338.62
N 1/4	4.38	338.65
N Rail N, Track	4.40	338.63
S Rd. Way	4.38	338.65
S Rail S. Track	4.41	338.62
S 1/4	4.37	338.66
S Gut.	5.19	337.84
S Top cb.	4.60	338.43
+4.7 on N edge Walk	4.45	338.58
+8.6 " S " "	4.33	338.60

0+56.3 = East end Box Culvert

N cb. on Hd. Wall	4.48	338.55
-------------------	------	--------

N Top cb.	4.65	338.38
" Gut. on Paving	5.34	337.69
+2' " Flow "	5.28	337.75
+2' " on Hd. Wall	4.47	338.56

0+63

N Top cb.	4.70	338.33
" Gut	5.27	337.76
+2 on Paving	5.07	337.96
+9.2 on NLY Rail	4.57	338.46

0+64 = Low Point in cb.

S top cb.	4.81	338.22
" Gut	5.30	337.73

0+75

N edge <sup>North</sup> Walk	4.80	338.23
S " "	4.90	338.13
N cb.	4.80	338.23
N Gut.	5.40	337.63
N 1/4	4.47	338.56
NLY Rail of Spur	4.56	338.47
N Rail N Track	4.52	338.51
S Rail of Spur	4.52	338.51
S Rd. Way	4.48	338.55
S Rail of S Track	4.49	338.54
S 1/4	4.51	338.52
S Gut	5.36	337.67
S Top cb.	4.73	338.30

N edge of S. Walk	4.68	338.35
S " " " "	4.90	338.13

0+85 = Junker's spot in side Walks.

South edge South Walks.	5.32	337.71
N " " "	5.00	338.03
S top cb.	4.82	338.21
" Gut.	5.48	337.55

1+00

S. edge Walk	4.56	338.47
N " "	4.68	338.35
S top cb.	4.80	338.23

" Gut on Paving.	5.47	337.56
------------------	------	--------

" 1/4	4.65	338.38
-------	------	--------

S Rail S Track	4.56	338.47
----------------	------	--------

↳ Rd. Way	4.55	338.48
-----------	------	--------

N <sup>Rail</sup> North "	4.58	338.45
---------------------------	------	--------

N 1/4	4.61	338.42
-------	------	--------

N Gut.	5.54	337.49
--------	------	--------

N Top cb.	4.96	338.07
-----------	------	--------

S edge North Walk	5.07	337.96
-------------------	------	--------

N " " "	5.07	337.96
---------	------	--------

0+97

N Rail N Tracks	4.58	338.45
-----------------	------	--------

S " S "	4.56	338.47
---------	------	--------

1+25

N edge N Walk	5.22	337.81
---------------	------	--------

S " N "	5.22	337.81
---------	------	--------

N Top cb.	5.07	337.96
-----------	------	--------

" Gut.	5.69	337.34
--------	------	--------

" 1/4	4.78	338.25
-------	------	--------

N Top N Rail	4.74	338.29
--------------	------	--------

↳ Rd. Way	4.66	338.37
-----------	------	--------

S Rail S Track	4.71	338.32
----------------	------	--------

S 1/4	4.83	338.20
-------	------	--------

S Gut.	5.65	337.38
--------	------	--------

S Top cb.	5.01	338.02
-----------	------	--------

N edge S Walk	4.93	338.10
---------------	------	--------

S " " "	4.78	338.25
---------	------	--------

1+17 = Heaved up place in cb.

S Top cb.	4.85	338.18
-----------	------	--------

" Gut.	5.57	337.46
--------	------	--------

1+32 P.C. Cross over R.R. Tracks.

S Rail of N Track	4.82	338.21
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1+40

S edge S. Walk.	5.08	337.95
-----------------	------	--------

N " " "	5.19	337.84
---------	------	--------

S top cb.	5.27	337.76
-----------	------	--------

S Gut.	5.86	337.17
--------	------	--------

S 1/4	4.99	338.04
-------	------	--------

S Rail S Track	4.85	338.18
----------------	------	--------

↳ Rd. Way	4.85	338.18
-----------	------	--------

N Rail N Track	4.86	338.17
----------------	------	--------

" 1/4	4.90	338.13
-------	------	--------

343.03

N Gutter	5.81	337.22
" top cb.	5.16	337.87 ✓
1+50.4 = Wby Lane Alley		
N Edge N Walk	5.34	337.69
S " " "	5.30	337.73
N top cb.	5.35	337.68 ✓
N Gutter	5.98	337.05
" 1/4	5.06	337.97
N Rail N Track	5.01	338.02
S Rd. Way	4.99	338.04
S Rail S Track	5.01	338.02
S 1/4	5.16	337.87
S Gutter	5.91	337.12
S Top cb.	5.50	337.53
S Prop Line on Top cb.	5.52	337.81
" " " " Porng.	5.27	337.76
Top of Gutter 1+55.5	5.95	337.08
T.P. 5.60 343.33	5.30	337.73
1+53 West End Catch Basin on N		
Top of curb	4.65	338.68
Gutter	6.43	336.90
1+61 East End of catch Basin on North		
Top of curb	5.64	337.69
Gutter	6.34	336.99
1+60		
S Prop Line on Porng	5.81	337.52

S.E. Prop Line  
Alley  
on Top cb.

343.33

40 20

S Gutter	6.24	337.09
S 1/4	5.60	337.73
S Rail S Track	5.59	337.74
☺	5.53	337.80
N Rail N Track	5.53	337.80
N 1/4	5.56	337.77
Gutter	6.38	336.95
N top cb.	5.65	337.68 ✓
S edge North Walk	5.76	337.57
N " " "	5.69	337.64
1+70.4 = Espine Alley on South		
North edge N. Walk	5.70	337.63
S " " "	5.64	337.69
N top cb.	5.58	337.75
" Gutter	6.46	336.87
" 1/4	5.84	337.49
N Rail N Track	5.82	337.51
☺	5.80	337.53
S Rail S Track	5.83	337.50
S 1/4	5.74	337.59
S Gutter	6.32	337.01
S top cb.	5.76	337.57
S edge on cb.	5.62	337.71
" " Porng.	5.73	337.60

1480

S edge S Walk	560	337.73
N " " "	560	337.73
S top cb.	562	337.71
S Gut.	6.22	337.11
S 1/4	569	337.64
S Rail S Track.	6.01	337.32
S Rd. Way	6.01	337.32
N Rail N. Track.	6.13	337.20
N 1/4	6.07	337.26
N Gut.	6.48	336.85
N Top cb.	5.53	337.80

1485

N Top cb.	5.49	337.84
" Gut.	6.45	336.88
" 1/4	6.16	337.17
N Rail N Track.	6.22	337.11
S Rd. way	6.05	337.28
S Rail S. Track	6.02	337.31
S 1/4	5.56	337.77
S Gut.	6.11	337.22
S Top cb.	5.52	337.81

1490

S Top cb.	5.43	337.90
" Gut.	6.03	337.30
S 1/4	5.52	337.81

S Rail S Track.	5.88	337.45
S Rd. Way	5.98	337.35
N Rail N Track.	6.24	337.09
N 1/4	6.16	337.17
N Gut.	6.33	337.00
N Top cb.	5.46	337.97
1493.5 = switch Point		
N Rail of S Track.	5.87	337.46
2+00		
N edge Walk on N	5.40	337.93
S " " "	5.40	337.93
N cb.	5.39	337.94
" Gut.	6.16	337.17
1/4	6.02	337.31
N Rail N. Track.	5.94	337.39
S Rd. Way	5.69	337.64
S Rail	5.54	337.79
" 1/4	5.39	337.94
" Gut.	5.95	337.38
" top cb.	5.30	338.03
N edge S Walk.	5.40	337.93
S " " "	5.23	338.10
2+10		
S edge Walk.	5.01	338.32
N " "	5.25	338.08
S Top cb.	5.30	338.03

S. Gut.	5.86	337.47
" 1/4	5.25	338.08
S Rail S. Track	5.32	338.01
L Rd. Way	5.42	337.91
N Rail N. Track	5.57	337.76
" 1/4	5.64	337.69
" Gut.	6.06	337.27
N Top cb.	5.32	338.01

2+20

N Top cb.	5.25	338.08
" Gut.	5.97	337.36
" 1/4	5.38	337.95
N Rail N Track.	5.31	338.02
L Rd. Way	5.25	338.08
S Rail S, Track	5.19	338.14
" 1/4	5.20	338.13
" Gut.	5.83	337.50
" Top cb.	5.31	338.02
N. edge Walk	5.18	338.15
S " "	4.94	338.39

2+25

S edge Walk	4.88	338.45
N " "	5.06	337.27
S cb.	5.27	338.06
" Gut.	5.81	337.52
1/4	5.20	338.13

S. Rail S. Track.	5.18	338.15	
L Rd. Way.	5.19	338.14	- x
N Rail N Track	5.28	338.05	v v
N 1/4	5.35	337.98	
N Gut.	5.91	337.42	
N Top cb.	5.23	338.10	
S. edge Walk	5.27	338.06	
N " "	5.22	338.11	

Tip 2+55

N cb. - 0.5 = N. cb. on curve	5.13	338.20
Gut.	5.47	337.86
N 1/4	5.08	338.25
N Rail N Track	5.07	338.26
L Rd. Way	5.15	338.18
S Rail S, Track	5.12	338.21
" 1/4	5.12	338.21
" Gut.	5.60	337.73
S Top cb.	5.09	338.24
N edge Walk	4.90	338.43
S " "	4.82	338.51

2+75

S. edge Walk	4.96	338.37
N " "	5.01	338.32
S Top cb.	4.97	338.36
" Gut.	5.58	337.77
" 1/4	5.02	338.31

E. Rd. Way	4.92	338.41
S Rail S Track	5.01	338.32
N 1/4	4.95	338.38
N Rail N Track	5.01	338.32
N cb. Line produced	5.02	338.31
N Gut at cb.	5.35	337.98
N Top cb.	5.00	338.33
E edge walk	4.81	338.52
N " "	4.79	338.54
3+10.3		
N edge Walk	4.32	339.01
S " "	4.42	338.91
N Top cb. at curve	4.72	338.61
" Gut.	5.03	338.30
N Rail N Track	4.52	338.81
N cb. Line produced	4.72	338.61
S Rail S Track	4.74	338.59
cb. Line produced +9.5' (37.09 this station)	4.68	338.65
N 1/4	4.64	338.69
E	4.64	338.69
S 1/4	4.86	338.47
" Gut.	5.40	337.93
" Top cb.	4.94	338.39
+ 14 on Walk of Return	4.91	338.42

on top of South PL.	3+30.3 = West cb. Line Alabama	5.11	338.22
S. L. Gut.		5.46	337.87
S cb Line int. on paving		5.33	338.00
S 1/4		4.62	338.71
E		4.35	338.98
N 1/4		4.20	339.13
N cb. Line produced		4.18	339.15
S, Rail S, Track.		4.19	339.14
N, " N "		3.98	339.35
N.L. + 71.5 = E.S. Curb R.		4.70	338.63 Gutter.
" " " on Top cb.		4.11	339.22
chk. Starting BM		3.24	340.09
			340.10
			0.01 = Error.

Sewer  
Rim M.H.

Cross Section Block 68+109  
 Partition of P.L. 1168

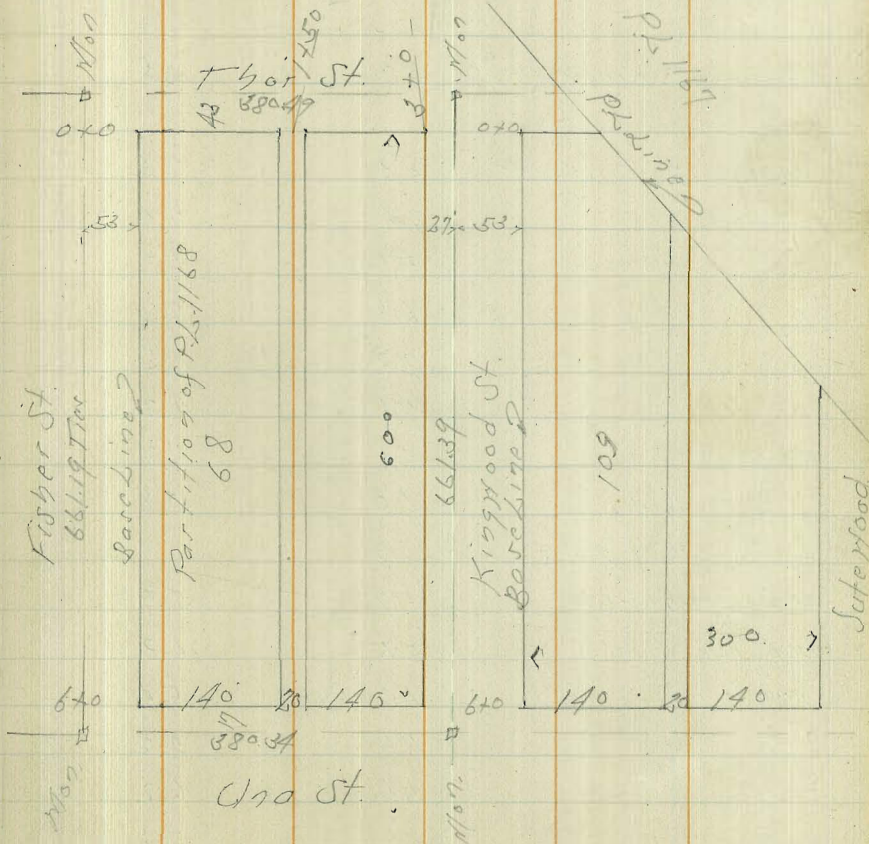
INDEXED  
E.P.B.

BM	550	10.76	5.26	5.26	NE B.P. Sec E.P.B. 1168 38 1/2 PR
TP	319	8.41	5.54	5.22	
TP	789	10.26	6.04	2.37	13 Nov Fisher + Thor
TP	624	11.80	4.70	5.56	

0+0 = SEThor

NE Line Fisher	6.3	5.3
50 NE	6.9	4.9
100 " "	6.3	5.5
150 " "	6.0	5.8
200 " "	5.5	6.3
250 " "	4.8	7.0
300 " "	4.4	7.4
340 " " = 2 Kingwood	4.1	7.7
0+50		
340 NE = 2 Kingwood	4.4	7.4
300 " "	5.3	6.6
250 " "	4.7	7.1
200 " "	4.9	6.9
150 " "	6.0	5.8
100 " "	6.8	5.0
50 " "	6.8	5.0
NE L. Fisher	6.3	5.5
1+0		
NE L. Fisher	6.5	5.3
50 NE	7.9	3.9

March 6. 4 1944  
 Sisson  
 Northern  
 H Moore



✓  
11.80

100 NE	7.8	4.0
150 NE	7.0	4.8
200 NE	6.4	5.4
250 NE	6.1	5.7
300 NE	5.1	6.7
340 NE = $\frac{1}{2}$ Kingwood	4.0	7.8

1+50

340 NE = $\frac{1}{2}$ Kingwood	4.3	7.5
300 " "	4.4	7.4
250 " "	5.1	6.7
200 " "	6.1	5.7
150 " "	7.3	4.5
100 " "	7.6	4.2
50 " "	6.6	5.2
NEL Fisher	6.0	5.8

2+0

NEL Fisher	5.9	5.9
50 NE	5.5	6.3
100 " "	6.4	5.4
150 " "	7.6	4.2
200 " "	5.6	6.2
250 " "	4.7	7.1
300 " "	3.8	8.0
340 " " = $\frac{1}{2}$ Kingwood	3.5	8.3

45

✓  
11.80

2+50		
340 NE = $\frac{1}{2}$ Kingwood	3.8	8.0
300 " "	4.4	7.4
250 " "	4.7	7.1
200 " "	5.6	6.2
150 " "	7.2	4.6
100 " "	6.2	5.6
50 " "	5.3	6.5
NEL Fisher	5.3	6.0

3+0

NEL Fisher	5.9	5.9
50 NE	5.1	6.7
100 NE	5.6	6.2
150 NE	7.0	4.8
200 NE	5.3	6.5
250 NE	4.3	7.5
300 NE	3.8	8.0
340 NE = $\frac{1}{2}$ Kingwood	3.5	8.3

3+50

340 NE = $\frac{1}{2}$ Kingwood	3.7	8.1
300 " "	4.2	7.6
250 " "	5.1	6.7
200 " "	6.3	5.5
150 " "	5.8	6.0
100 " "	5.5	6.3



✓  
11.80

50 NE	4.9	6.9
NE L Fisher	5.8	6.0
4+0		
NE L Fisher	6.5	5.3
50 NE	6.1	5.7
100 "	5.0	6.8
150 "	5.7	6.1
200 "	5.9	5.9
150 "	5.8	6.0
300 "	5.2	6.6
340 " = 1/2 Kingwood	4.0	7.8
4+50		
340 NE = 1/2 Kingwood	3.8	8.0
300 "	2.9	8.9
250 "	4.4	7.4
200 "	4.7	7.1
150 "	5.1	6.7
100 "	5.5	6.3
50 "	6.2	5.6
NE L Fisher	6.4	5.4
5+0		
NE L Fisher	5.2	6.6
50 NE	5.8	6.0
100 "	4.7	7.1
150 "	5.0	6.8

✓  
11.80

200 NE	4.2	7.6
250 "	4.8	7.0
300 "	4.3	7.5
340 " = 1/2 Kingwood	3.9	7.9
5+50		
340 NE = 1/2 Kingwood	2.6	9.2
300 NE	2.8	9.0
250 "	4.3	7.5
300 "	3.2	7.6
150 "	3.9	7.9
100 "	5.1	6.7
50 "	4.2	7.6
NE L Fisher	5.5	6.3
6+0 = NE L Fisher		
NE L Fisher	5.6	6.2
50 NE	4.9	6.9
100 "	4.6	7.2
150 "	3.9	7.9
200 "	3.6	8.2
250 "	3.6	8.2
300 "	3.7	8.1
340 " = 1/2 Kingwood	3.0	8.8
TP	5.16	13.95
		3.01
		8.79

Cross Section Block 109  
Partition of P.L. 1168

13.95 <sup>ft</sup> 0+0 = S.E. T bar		
N.E.L. Kingwood	58	8.15
32' NE = P.L. Line	49	9.05
0+50		
N.E.L. Kingwood	56	8.35
50' NE	45	9.45
73' " = P.L. Line	47	9.25
1+0		
N.E.L. Kingwood	54	8.55
50' NE	50	8.95
100' "	45	9.45
114' " = P.L. Line	43	9.65
1+50		
N.E.L. Kingwood	56	8.35
50' NE	53	8.65
100' NE	42	9.75
155' NE = P.L. Line	34	10.55
2+0		
N.E.L. Kingwood	57	8.25
50' NE	53	8.65
100' NE	47	9.25
150' NE	37	10.25
196' NE = P.L. Line	32	

13.95		
2+50		
N.E.L. Kingwood	54	8.55
50' NE	49	9.05
100' "	44	9.55
150' "	40	9.95
200' "	34	10.55
235' " = P.L. Line	28	11.15
3+0		
N.E.L. Kingwood	53	8.65
50' NE	48	9.15
100' "	41	9.05
150' "	35	10.45
200' "	35	10.45
250' "	31	10.85
277' "	27	11.25
3+50		
N.E.L. Kingwood	50	8.95
50' NE	44	9.55
100' "	41	9.85
150' "	33	10.65
200' "	28	11.15
250' "	46	9.35
300' " = S.W. Safety Wood	46	9.35

13.95

4+0

NEL Kingwood	56
50 NE	49
100 " "	38
150 " "	37
200 " "	46
250 " "	52
300 " " = SW L Saterwood	5.9

4+50

NEL Kingwood	5.0
50 NE	5.0
100 " "	4.5
150 " "	4.4
200 " "	4.3
250 " "	4.6
300 " " = SW L Saterwood	5.8

5+0

NEL Kingwood	5.5
50 NE	4.3
100 " "	3.7
150 " "	4.7
200 " "	5.2
250 " "	6.1
300 " " = SW Saterwood	7.1

8.35
9.05
10.15
10.25
9.35
8.75
8.05

8.95
8.95
9.45
9.55
9.65
9.35
8.15

8.45
9.65
11.35
9.25
8.75
7.65
6.81

13.95

5+50

NEL Kingwood	4.3
50 NE	4.6
100 " "	3.5
150 " "	4.1
200 " "	5.7
250 " "	6.7
300 " " = SW L Saterwood	9.7

6+0 = NW L Cloo

NEL Kingwood	4.8
50 NE	4.1
100 " "	4.3
150 " "	5.0
200 " "	6.3
250 " "	8.6
300 " " = SW Saterwood	10.9

TP	6.15	17.11	2.99	10.96
TP	1.61	14.36	4.36	12.75
BM			9.14	5.23

Starting BM 5.26

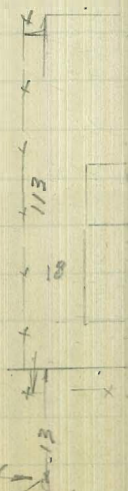
9.65
9.75
10.45
9.85
8.25
7.25
4.55
9.15
9.85
9.65
8.95
7.65
5.35

Survey of Armory Site 105 x 300.82  
 West side Pacific Hwy  
 bet. Grape + Hawthorn

Moore  
 Osborn  
 Hale  
 7-25-40.



inlet 20" i.p. drain



12 Bd. Shed  
 Lark House  
 No

150  
 Wire Fence

COUNTY NURSERY

30' x 20' 1/2  
 45' x 15'  
 Fed. W.L. 3' deep

R 20

105

9800'

GRAPE ST. oil Pav.

INDEXED  
 EFB Hawthorn St.

Fd. 4" i.p.  
 R.E. 4847

85.50

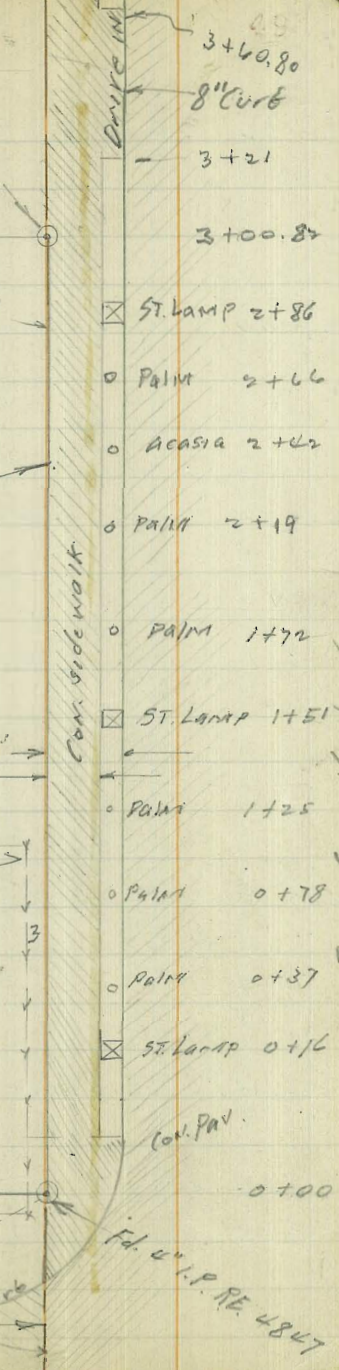
105

9800'

W.L. Pacific  
 Baseline for levels  
 W.L. 5' CON. WALK

5.8"

150



3+60.80

8" Curb

3+21

3+00.82

ST. LAMP 2+86

PALM 2+66

ACACIA 2+42

PALM 2+19

PALM 1+72

ST. LAMP 1+51

PALM 1+25

PALM 0+78

PALM 0+37

ST. LAMP 0+16

CON. PAV.

0+00

Fd. 4" i.p. R.E. 4847

Pacific Highway

0+00 CB PC.

0+00 N L Grape St.

0-5

0-7

0-14 N CB Lime Grape

0-10 E Grape St

SE.B.P. 375 10.39

6.64 Pac. Grape

LT.

6.7  
 $\frac{3.7}{150}$

6.7  
 $\frac{3.7}{105}$

6.8  
 $\frac{3.6}{70}$

6.2  
 $\frac{4.2}{35}$

6.15  
4.2

6.6  
 $\frac{3.8}{150}$

7.0  
 $\frac{3.6}{105}$

6.9  
 $\frac{3.5}{70}$

6.2  
 $\frac{4.2}{35}$

6.11  
4.28

4.0  
 $\frac{6.4}{148}$

4.9  
 $\frac{5.5}{105}$

5.5  
 $\frac{4.9}{70}$

6.1  
 $\frac{4.3}{35}$

6.09  
4.30

5.42  
 $\frac{4.97}{105}$   
0.11

5.35  
 $\frac{5.04}{70}$   
0.11

5.40  
 $\frac{4.99}{35}$   
0.11

5.52  
 $\frac{4.87}{12}$   
9.07

6.14  
 $\frac{4.25}{12}$   
END  
CB  
PC.

5.47  
4.97  
PAY.

5.46  
 $\frac{4.93}{8}$   
PAY.

6.34  
 $\frac{4.05}{105}$   
0.11

6.24  
 $\frac{4.15}{70}$   
0.11

5.85  
 $\frac{4.54}{35}$   
0.11

5.52  
 $\frac{4.87}{12}$

5.37  
5.07  
PAY.

5.34  
 $\frac{5.05}{8}$   
PAY.

BL.  
6.20  
4.19

PT.  
6.08  
 $\frac{4.31}{8}$   
4 PC.  
5.11  
5.58  
 $\frac{4.81}{8}$   
9.07

10.39  
~  
~

3+00.87 S L Hawthorn

7.9  
 $\frac{4.7}{150}$

1.1  
 $\frac{4.9}{105}$

9.3  
 $\frac{3.3}{100}$

9.4  
 $\frac{3.4}{80}$

1.1  
 $\frac{4.9}{70}$

8.1  
 $\frac{4.5}{35}$

8.15  
 $\frac{4.4}{66}$

8.05  
 $\frac{4.54}{66}$

7.50  
 $\frac{5.09}{90.7}$

2+50

7.6  
 $\frac{5.0}{150}$

7.6  
 $\frac{5.0}{125}$

10.2  
 $\frac{2.4}{105}$

7.9  
 $\frac{4.7}{95}$

7.7  
 $\frac{4.9}{70}$

8.0  
 $\frac{4.6}{35}$

7.96  
 $\frac{4.63}{66}$

7.87  
 $\frac{4.72}{66}$

7.15  
 $\frac{5.44}{90.7}$

2+00

7.6  
 $\frac{5.0}{150}$

8.2  
 $\frac{4.4}{105}$

7.6  
 $\frac{5.0}{95}$

7.6  
 $\frac{5.0}{70}$

7.1  
 $\frac{4.9}{35}$

7.52  
 $\frac{5.07}{66}$

7.43  
 $\frac{5.14}{66}$

6.81  
 $\frac{5.78}{90.7}$

1+50

7.1  
 $\frac{4.9}{150}$

8.1  
 $\frac{4.5}{105}$

8.0  
 $\frac{4.6}{90}$

7.2  
 $\frac{5.4}{70}$

7.5  
 $\frac{5.1}{35}$

7.23  
 $\frac{5.36}{66}$

7.11  
 $\frac{5.48}{66}$

6.45  
 $\frac{6.14}{89.7}$

T.P.

5.65

12.59

3.45

6.94

1+00

7.3  
 $\frac{3.1}{150}$

7.3  
 $\frac{3.1}{105}$

7.1  
 $\frac{3.3}{70}$

7.1  
 $\frac{3.3}{35}$

6.85  
 $\frac{3.54}{66}$

6.75  
 $\frac{3.64}{80.6}$

6.07  
 $\frac{4.32}{89.7}$

0+50

7.0  
 $\frac{3.4}{150}$

6.9  
 $\frac{3.5}{105}$

6.7  
 $\frac{3.7}{70}$

6.8  
 $\frac{3.6}{35}$

6.46  
 $\frac{3.93}{66}$

6.38  
 $\frac{4.01}{80.6}$

5.75  
 $\frac{4.64}{89.7}$

10.39

10.39  
 $\frac{5}{5}$

L.T.

Bl.

Rt.

51

594 - 4.65  
 Orig.  
 B.M.  
 464

3+40.80 N edge drive in

3+58

3+40.82 E Hawthorn

3+24

3+21 S edge drive in

12.59

LT.

El.

RT.

52

5.8      7.2      7.9      8.4      8.43      8.27      7.68  
 $\frac{4.8}{150}$      $\frac{5.4}{105}$      $\frac{4.7}{70}$      $\frac{4.0}{35}$     4.6     $\frac{4.27}{28}$      $\frac{4.91}{907}$

8.38  
 4.1      1.66  
 4.93  
 907 in drive

6.4      7.4      8.2      8.6      8.31  
 $\frac{6.4}{150}$      $\frac{5.2}{105}$      $\frac{4.4}{70}$      $\frac{4.0}{35}$     4.28    7.57  
 5.07  
 907 in drive

8.22      7.49  
 4.37      5.10  
 907 in drive

6.1      7.0      7.8      8.4      8.24      8.12      7.47  
 $\frac{6.5}{150}$      $\frac{5.6}{105}$      $\frac{4.8}{70}$      $\frac{4.2}{35}$     4.35     $\frac{4.27}{28}$      $\frac{5.12}{907}$

12.59

Walker  
Bliss  
Isbell 11-13-40

CROSS SECTIONS Blocks 67 and 110  
IN PARTITION Pueblo 1168

INDEXED  
E.F.B.

53

See 18 1574-48

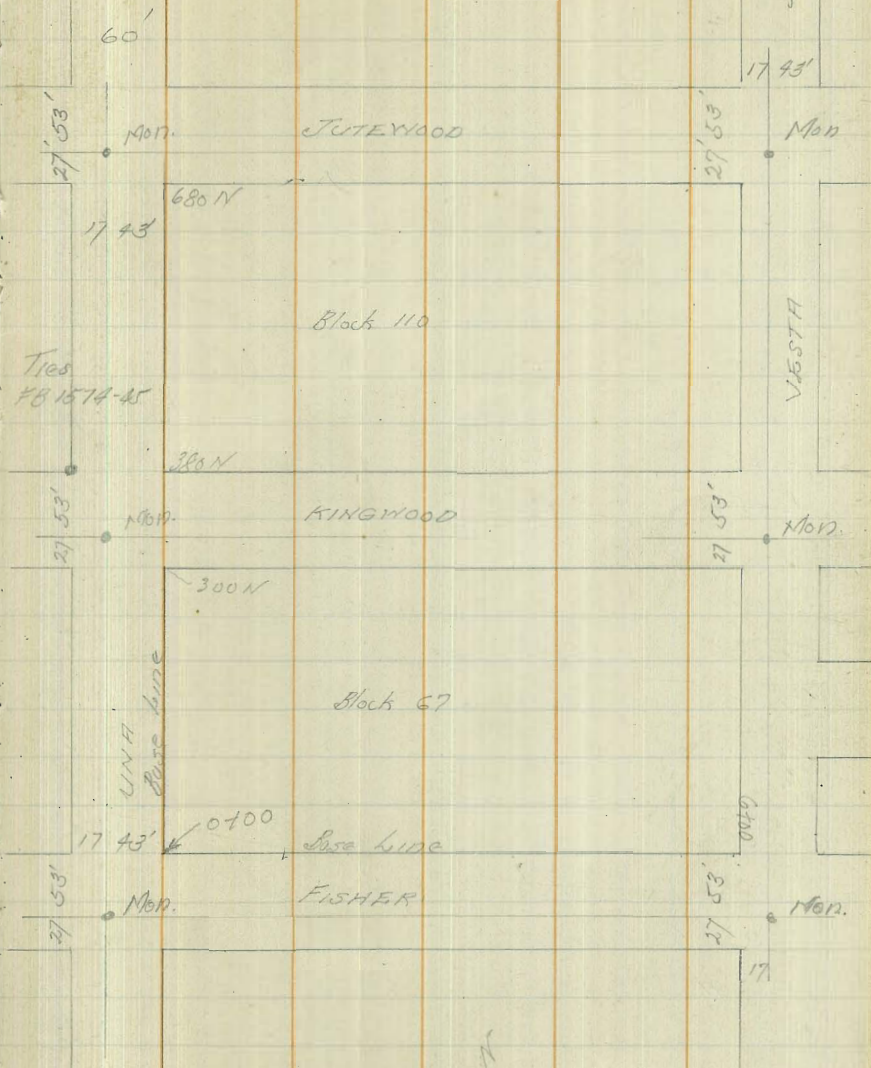
B.M. 13' 110' UTA + FISHER

7.90 13.73

5.83

0+00 - E.H. Line UTA, N.H. Line FISHER

0+00	6.9	6.83
50' N	6.7	7.03
100' N	6.2	7.53
150' N	5.9	7.83
190' N	4.7	9.03
200' N	5.4	8.33
250' N	5.6	8.13
300' N - S.L. Kingwood	5.8	7.93
350' N	5.5	8.23
400' N	4.3	9.43
450' N	4.9	8.83
500' N	6.1	7.63
550' N	7.1	6.63
600' N	10.2	3.73
650' N	11.5	2.23
680' N - S.L. Julewood	11.8	1.93
700' N	12.3	1.43
750' N	12.2	1.53
800' N	11.4	2.33
830' N - Toe RR Kill	10.6	3.13
847' N - South Rail R.R. Spur	4.80	8.92





## Block 67 And 110 Cross Sections

Cont. from p. 53

1373

54

0+50 = 50' E. F. Line Upr

1373

680 N = S.L. Jutervood	12.8	.93
650 N	12.7	1.03
600 N	11.6	2.13
550 N	9.4	4.33
500 N	7.2	6.53
450 N	6.5	7.23
400 N	6.2	7.53
350 N	6.7	7.03
300 N	6.1	7.63
250 N	5.5	8.23
200 N	5.2	8.53
150 N	4.9	8.83
100 N	6.4	7.33
50 N	6.7	7.03
00 = N.L. Fisher	7.2	6.53

1+00

00 = N.L. Fisher	7.2	6.53
50 N	6.7	7.03
100 N	6.4	7.33
150 N	5.8	7.93
200 N	4.7	9.03
250 N	5.7	8.03
260 N 115 E	4.3	8.43

300 N	7.0	6.7
125 E		
300 N	5.1	8.6
340 N	6.1	7.6
120 E		
340 N	7.6	6.1
365 N	7.7	6.0
400 N	7.7	6.0
450 N	7.8	5.9
500 N	9.2	4.5
550 N	12.1	1.6
600 N	13.0	0.7
650 N	13.3	0.4
680 N = S.L. Jutervood	12.9	.8
700 N	11.0	2.7
750 N	11.2	2.5
800 N	10.4	3.3
822 N = Tru RR SW	10.2	3.5
830 N	6.5	7.2
844 N = South Rail R.R. Spur	5.27	8.5

1+50

680 N = S.L. Jutervood	12.6	1.1
650 N	12.8	1.2
✓ 175 E		
650 N	13.3	.4
600 N	13.7	0.0
550 N	13.1	.6
500 N	11.4	2.3
450 N	9.7	4.0

1373

44

88

1+50

400 N	9.0	4.7
350 N	7.2	6.5
300 N	6.5	7.2
250 N	5.8	7.9
200 N	5.5	8.2
150 N	5.6	8.1
100 N	6.0	7.7
50 N	6.8	6.9
00 = N.W. Fisher	7.1	6.6

2+00 = 200' East of E. Pine UTM.

00 = N.W. Fisher	6.3	7.4
50 N	6.4	7.3
100 N	6.1	7.6
150 N	5.4	8.3
200 N	4.9	8.8
250 N	4.9	8.8
300 N	6.2	7.5
350 N	7.9	5.8
400 N	9.7	4.0
450 N	12.0	1.7

TP	6.68	10.15	10.26	3.47
500 N		9.8		1.4
550 N		10.3		1.1
600 N		10.4		1.2
650 N		8.0		2.2

1015

55

680 N = Sh. Tutwood St.	7.3	2.9
700 N	7.7	2.5
750 N	7.6	2.6
800 N	6.4	3.8
817 N = Toe R.P.M. Spur.	5.8	4.4
827 N	3.3	6.9
837.5 N = South Red. R.P. Spur.	2.25	8.0
2+50		7.7
680 N = Sh. Tutwood	7.5	2.7
650 N	7.1	3.1
600 N	10.0	1.2
550 N	10.9	1.7
500 N	10.9	1.7
450 N	9.9	1.3
400 N	8.0	2.2
350 N	4.8	5.4
300 N	2.9	7.3
250 N	1.8	8.4
200 N	1.4	8.8
150 N	1.7	8.5
100 N	2.3	7.9
50 N	3.0	7.2
00 = N.W. Fisher	3.4	6.8
3+00		
00 = N.W. Fisher St.	3.1	7.1
50 N	2.7	7.5

10.15.

3+00

100 N	2.1	8.1
150 N	1.2	9.0
200 N	0.9	9.3
250 N	2.2	8.0
300 N	4.1	6.1
350 N	6.0	4.2
380 N	9.1	1.1
400 N	9.9	.3
450 N	11.1	-.9
500 N	11.6	-1.4
550 N	11.0	-.8
600 N	8.9	1.3
650 N	8.1	2.1
680 N = SL. Tutawood St.	7.5	2.7
700 N	6.7	3.5
750 N	7.8	2.4
780 N	5.6	4.6
800 N	5.7	4.5
816.8 N = South Paul RR Spur	3.1	7.1
823.1 N = South Paul main line	2.6	7.6
3450		
680 N = SL. Tutawood	9.3	.9
650 N	9.3	.9
600 N	9.8	.4
550 N	11.0	-.8
500 N	11.9	-1.7

10.15

56

450 N	11.9	-1.7
400 N	11.5	-1.3
350 N	8.6	1.6
325 N	5.7	4.5
300 N	4.6	5.6
250 N	2.6	7.6
200 N	1.1	9.1
175 N	0.3	9.9
150 N	0.9	9.3
100 N	1.5	8.7
50 N	2.2	8.0
00 = N.L. Fisher St.	3.4	6.8
4+00		
00 = N.L. Fisher	2.8	7.2
50 N	1.8	8.4
100 N	1.0	9.2
150 N	0.6	9.6
170 N	0.1	10.1
200 N	1.4	8.8
250 N	3.9	6.3
300 N	6.7	3.5
350 N	11.2	-1.0
370 N = S edge Pond	11.6	-1.4
400 N	12.3	-2.1
450 N	12.6	-2.4
436 N = N edge "	11.6	-1.4

10,15

500N	10.3	- .1
550N	9.4	.8
420E 550N	8.6	1.6
600N	9.0	1.2
650N	8.8	1.2
420E 650N	7.2	3.0
680N = Sk. Tutewood.	8.0	2.2
700N	8.7	1.5
440E 700N	5.8	4.9
750N	7.8	2.4
762N = South Rd., RR Spur	3.7	6.5
4+50	.	.
680N = Sk. Tutewood	8.0	2.2
650N	8.0	2.2
600N	8.7	1.5
575N	9.6	.6
550N	9.6	.6
500N	10.4	- .2
470N = N edge Pond	11.6	- 1.4
450N	12.3	- 2.1
400N	12.3	- 2.1
350N	12.0	- 1.8
325N = S edge Pond	11.6	- 1.4
300N	10.6	- .4
250N	5.6	4.6
200N	3.7	6.5

10,15

52

150N	0.9	9.3
100N	0.9	9.3
50N	1.6	8.6
00 = N.W. Fisher	2.3	7.9
5+00	.	.
00 = N.W. Fisher	1.9	8.3
50N	1.3	8.9
100N	1.4	8.8
150N	3.6	6.6
200N	6.4	3.8
250N	11.4	- 1.2
270N = edge water	11.6	- 1.4
300N	12.6	- 2.4
350N	12.6	- 2.4
400N	12.6	- 2.4
450N	12.3	- 2.1
470N = N edge Pond	11.6	- 1.4
500N	11.4	- 1.2
550N	10.9	- 0.7
600N	7.7	2.5
525E 600N	9.3	.9
650N	6.8	3.4
680N	5.9	4.3
693N = S. Rail RR Spur	9.5	5.7
515.5E 680N = S. Rail " "	4.7	5.5
518.6E 680N = S. Rail " "	4.6	5.6

10.15

535E		
680 N = Toe RR Fill Spur.	6.5	3.7
5450		
680 N = SL Tutowood.	6.7	3.5
660 N = Toe RR Spur Fill	7.6	2.6
641.5 N = ELY Rail Spur.	5.1	5.1
633.2 <sup>1/2</sup> = WLY "	5.4	4.8
600 N	9.3	0.7
550 N	8.9	1.3
500 N	10.7	- .5
450 N	11.2	- 1.0
400 N	9.8	.4
380 N	9.1	1.1
350 N	10.1	0.1
325 N = ELY edge Pond.	11.6	- 1.4
300 N	13.1	- 2.9
250 N	13.1	- 2.9
205 N = WLY " "	11.6	- 1.4
200 N	11.5	- 1.3
150 N	6.9	3.3
100 N	4.2	6.0
50 N	2.0	8.0
00 = N.L. Fisher	1.9	8.3
6+00 = WLY Line Vestu		
00 = H.L. Fisher St.	4.5	5.7
575E	2.6	7.6
00 N		
50 N	6.3	5.9

10.15

58

100 N	8.5	1.7
580 E		
100 N	6.3	3.9
140 N = WLY edge Pond.	11.6	- 1.4
150 N	12.3	- 2.1
200 N	12.5	- 2.3
250 N	12.5	- 2.3
305 N = ELY " "	11.6	- 1.4
330 N	9.2	1.0
350 N	8.7	1.5
380 N	8.4	1.8
400 N	8.4	1.8
450 N	9.4	1.8
500 N	9.4	.8
515 N = Toe Fill RR Spur.	9.5	.7
535 N Bank " "	6.5	3.7
547 N = WLY Rail "	6.3	3.9
558.2 N = ELY Rail "	6.1	4.1
565 N	6.6	3.6
580 N Toe RR Fill	9.1	1.1
600 N	9.1	1.1
650 N	7.8	2.4
680 N = SL Tutowood	6.9	3.3
chk 1314 on Utra + Kingwood	1.90	8.25 8.3
Book 1574 - 6		8.18 0.07
		8.22 = Susen
		8.25 0.03

Levels for 60" Sewer Harbor Drive

	+	-	Elev	50'
BM.	8.05	12.95		13.91 9.01 4.90
T.P.	6.43	15.46	3.42	9.03
T.P.	5.12	12.88	7.70	7.76
0+00 on stub			6.79	
0+20			7.1	
+60			5.6	
1+00			7.2	
1+21 89 L <sup>P</sup> on stub			7.38	
Set BM on Mon. East of L			7.53	
1+50			7.8	
2+00			7.8	
2+61 93 L <sup>P</sup> on stub			7.84	
Set B.M. Mon.			9.95	
3+00			7.4	
+50			8.9	
4+00			9.5	
+50			9.3	
5+00			9.5	
+50			10.5	
6+00			10.0	
+50			10.0	
T.P.	4.05	7.24	9.69	3.19
7+00			4.8	
+50			5.3	
8+00			5.7	

	+	-	Elev
God BM			7.24
8+50			5.2
9+00			5.0
+20			5.8
+50			5.8
Set BM Mon			4.78
10+00			5.4
+45.25 L <sup>P</sup> on stub			6.11
11+00			5.4
+50			6.8
12+00			7.2
+50			6.9
13+00			6.3
+50			6.8
14+00			7.5
T.P.			7.49 -0.25

Levels for 60" Sewer from  
28<sup>th</sup> St. West

	+	+	-	Elev.
B.M.	3.61	7.65		4.04
T.P.	5.10	8.85	3.90	3.75
T.P.	5.13	10.68	3.30	5.55
T.P.	4.94	11.37	4.25	6.43
T.P.	4.17	11.11	4.43	6.94
T.P.	11.55	20.98	2.18	8.93
T.P.	5.00	24.82	0.66	19.82
T.P.	1.70	22.97	3.55	21.27
T.P.	3.65	19.93	6.69	16.28
T.P.	1.74	18.96	2.71	17.22
B.M.			4.57	12.39

SE TOP  
HY

Walker  
Elliott  
Isbell  
2-23-41

CROSS SECTION. UNA ST. 60' Wide  
from N.W. Fisher to Santa Fe RR.

Indexed  
LM

1394

61

	5.72	13.94	8.22	874. 13' Mon Kingwood arena
	0+00 = N.W. Fisher			
-10		7.7	6.2	
W		7.7	6.2	
L		7.5	6.9	
E		7.2	6.7	
+10		7.2	6.7	
	0+50			
-10		6.9	7.0	
E		6.9	7.0	
L		6.8	7.1	
W		7.0	6.9	
+10		6.9	7.0	
	1+00			
-10		6.8	7.1	
W		6.8	7.1	
L		6.7	7.2	
E		6.7	7.2	
+10		6.7	7.2	
	1+50			
-10		6.3	7.6	
E		6.3	7.6	
L		6.4	7.5	
W		6.3	7.6	
+10		6.3	7.6	

Notes Reduced. 2.26.41.

	2+00		
-10		5.9	8.0
W		5.9	8.0
L		6.2	7.7
E		6.2	7.7
+10		6.2	7.7
	2+50		
-10		6.0	7.9
E		6.0	7.9
L		6.1	7.8
W		6.0	7.9
+10		6.0	7.9
	3+00.56 = Sta Kingwood 80' Wide		
-10		6.0	7.9
W		6.0	7.9
L		5.7	8.2
E		5.9	8.0
+10		5.9	8.0
	3+40.56		
-10		5.6	8.3
E		5.5	8.4
L		5.5	8.4
W		5.4	8.5
+10		5.4	8.5
	0+00 = N.W. Kingwood		
-10		5.0	8.9
W		5.0	8.9



1394

L	52	8.7
E	50	8.9
+10	6.0	7.9
0+50		
-10	5.4	8.5
E	5.4	8.5
L	4.6	9.3
W	4.2	9.7
+10	4.1	9.8
1+00		
-10	4.6	9.3
W	4.6	9.3
L	5.3	8.6
E	5.4	8.5
+10	5.4	8.5
1+50		
-10	6.9	7.0
E	6.9	7.0
L	5.8	8.1
W	5.4	8.5
+10	5.4	8.5
2+00		
-10	6.7	7.2
W	6.7	7.2
L	7.9	6.0
E	9.3	4.6
+10	10.0	

1394

2+50

62

-10	12.0	7.9
E	11.7	2.2
L	11.1	2.8
W	9.3	4.6
+10	9.0	4.9
<del>2+50</del> 3+00 62		
-10	11.2	2.7
W	11.5	2.4
L	11.6	2.3
E	12.4	1.5
+10	12.6	1.3
3+40 62		
-10	12.7	1.2
E	12.5	1.4
L	12.3	1.6
W	11.4	2.5
TP	10.24 12.13 12.05 1.89	
0+00 = NL Tutewood		
W	10.2	1.9
L	10.4	1.7
E	10.5	1.6
0+50		
E -10	8.5	3.6
E	8.5	3.6
L	9.8	2.3
W	9.8	2.3
+15	9.8	2.3

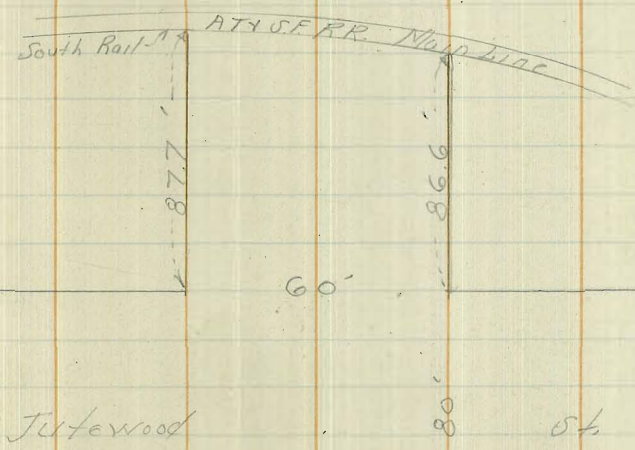
0+70

-15	9.8	2.3
W	9.8	2.3
L	9.8	2.3
E	8.9	3.2
115	8.9	3.2

0+87.7 on W      0+86.6 on E

E on Rail Main line	3.21	8.92	South Rail
E on Ground	3.8	8.3	" "
L " "	3.7	8.4	" "
L " Rail	3.05	9.08	" "
W " "	2.94	9.19	
" " Ground	3.6	8.5	

87.5 to 87.7



H/11

Walker

Cross Sections Tutawood St.

80' wide

Indexed

LM

Blas  
Isbell  
2-23-41

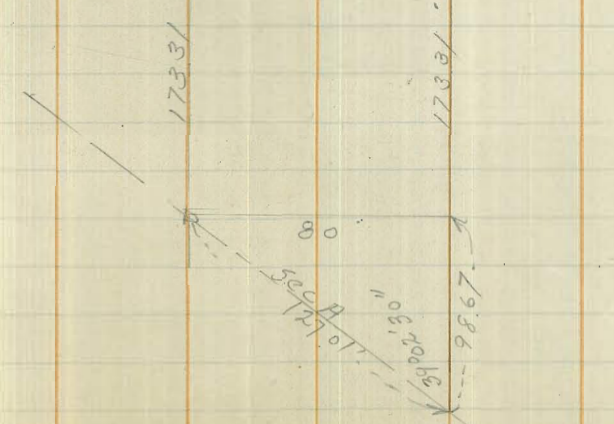
From P.L. 1167  
to Vestey St.

1213-T from P. 63

Sec A

N	6.5	5.6
L	4.1	8.0
S	2.2	9.9
0+00		
S	4.7	7.4
L	5.6	6.5
N	6.5	5.6
0+50		
N	8.1	4.0
+25	7.6	4.5
L	5.7	6.4
S	5.4	6.7
1+00		
-10	6.6	5.5
S	7.0	5.1
L	8.5	3.6
N	8.8	3.3
1+50		
N	9.8	2.3
L	9.3	2.8
S	8.7	3.4
+10	8.4	3.7

64



1213

1+7331 = W.L. UNFA ST. 60' wide

S	9.7	2.4
L	9.6	2.5
N	10.3	1.8
0+00 = E.L. UNFA ST.		
N	10.5	1.6
L	10.7	1.4
S	10.3	1.8
+10	10.3	1.8
0+50		
-10	11.2	0.9
S	11.2	0.9
L	10.8	1.3
N	10.0	2.1
+10	9.8	2.3
1+00		
-10	9.3	1.8
N	9.5	1.6
L	9.8	1.3
+30	10.0	2.1
S	11.4	0.7
+10	11.5	0.6
1+50		
-10	11.1	1.0
S	11.1	1.0
L	9.5	2.6

1213

65

N	9.2	2.9
+10	9.0	3.1
2+00		
-10	9.3	2.8
N	9.5	2.6
L	9.6	2.5
S	9.1	3.0
+10	9.3	2.8
2+50		
-10	9.6	2.5
S	9.5	2.6
L	8.9	3.2
N	9.3	2.8
+10	9.1	3.0
3+00		
N-10	9.1	3.0
N	9.2	2.9
L	9.5	2.6
S	9.4	2.7
+10	9.5	2.6
3+50		
-10	11.2	0.9
S	11.1	1.0
L	9.6	2.5
N	9.8	2.3
+10	9.6	2.5

1213 ✓  
4+00

-10		9.1	3.0
N		9.7	3.0
E		10.1	2.0
S		10.1	2.0
+10	✓	10.2	1.9

TR	3.61	9.48	6.26	5.87	
	4+181 = WLY Rail	3.23	6.25	on N	
	4+266 = ELY "	3.08	6.40	on N	
	4+50				

-10		7.3	2.2
S		7.3	2.2
+10		4.8	4.7
E		4.2	5.3
+27		4.2	5.3
N		6.7	2.8
+10		6.7	2.8

5+00

N-10		3.9	5.6
N		3.9	5.6
E		4.5	5.0
S		5.2	4.3
+10		5.6	3.9

5+11.8 = WLY Rail Spur	4.08	5.40
+181 = ELY " Spur	3.96	5.52

5+50

-10		6.6	2.9
-----	--	-----	-----

948

S		6.1	3.9
E		4.9	4.6
N		4.6	4.9

6+00

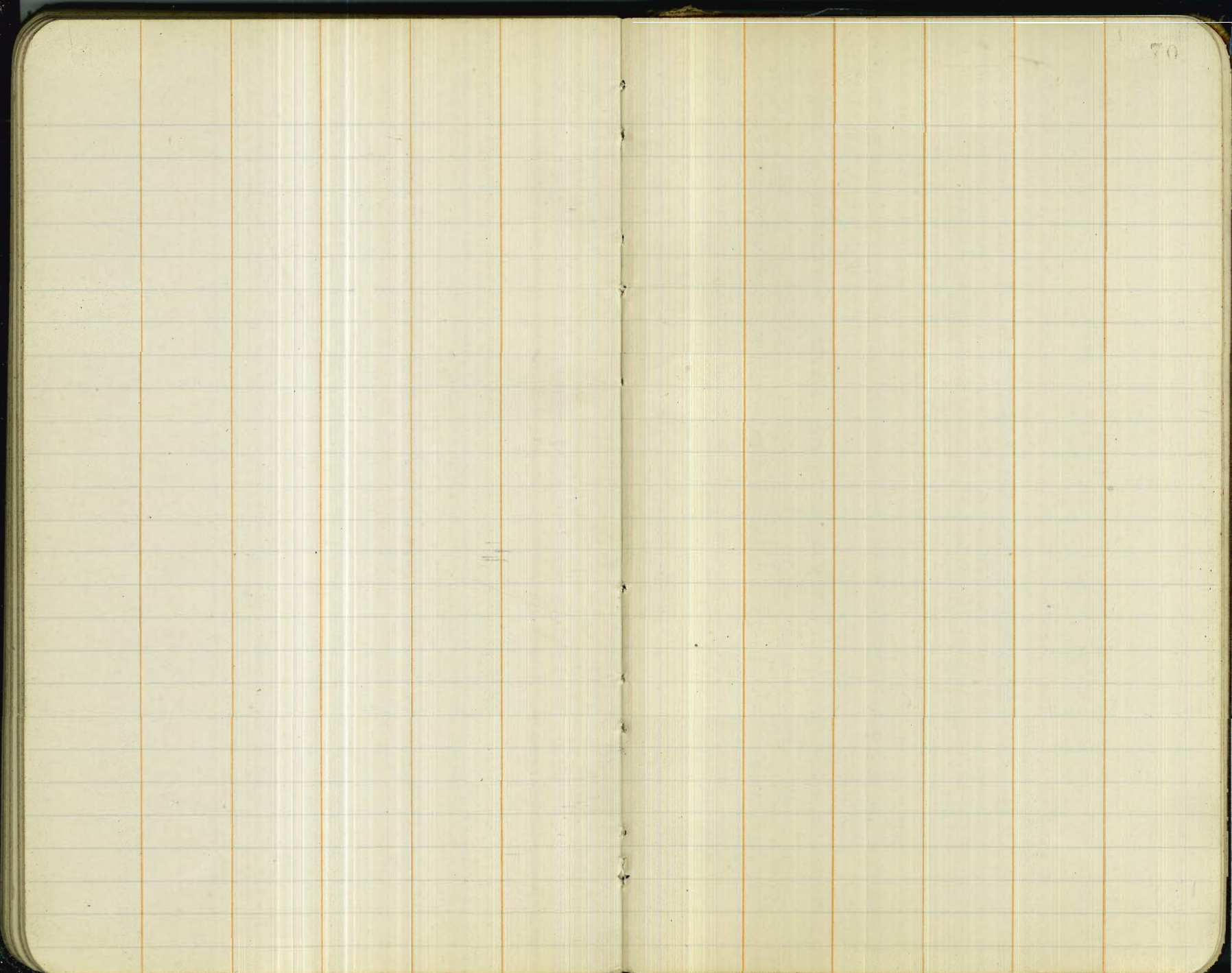
N-41 on Rail Mainline	2.81	6.67	Surto Fe.
N-10	4.2	5.3	
N	4.4	5.1	
E	5.5	4.0	
S	6.2	3.3	
+10	6.6	2.9	
chk. 515.5E Page 57	4.08	5.40	
680 N		5.5 P 57	
		0.1 diff.	









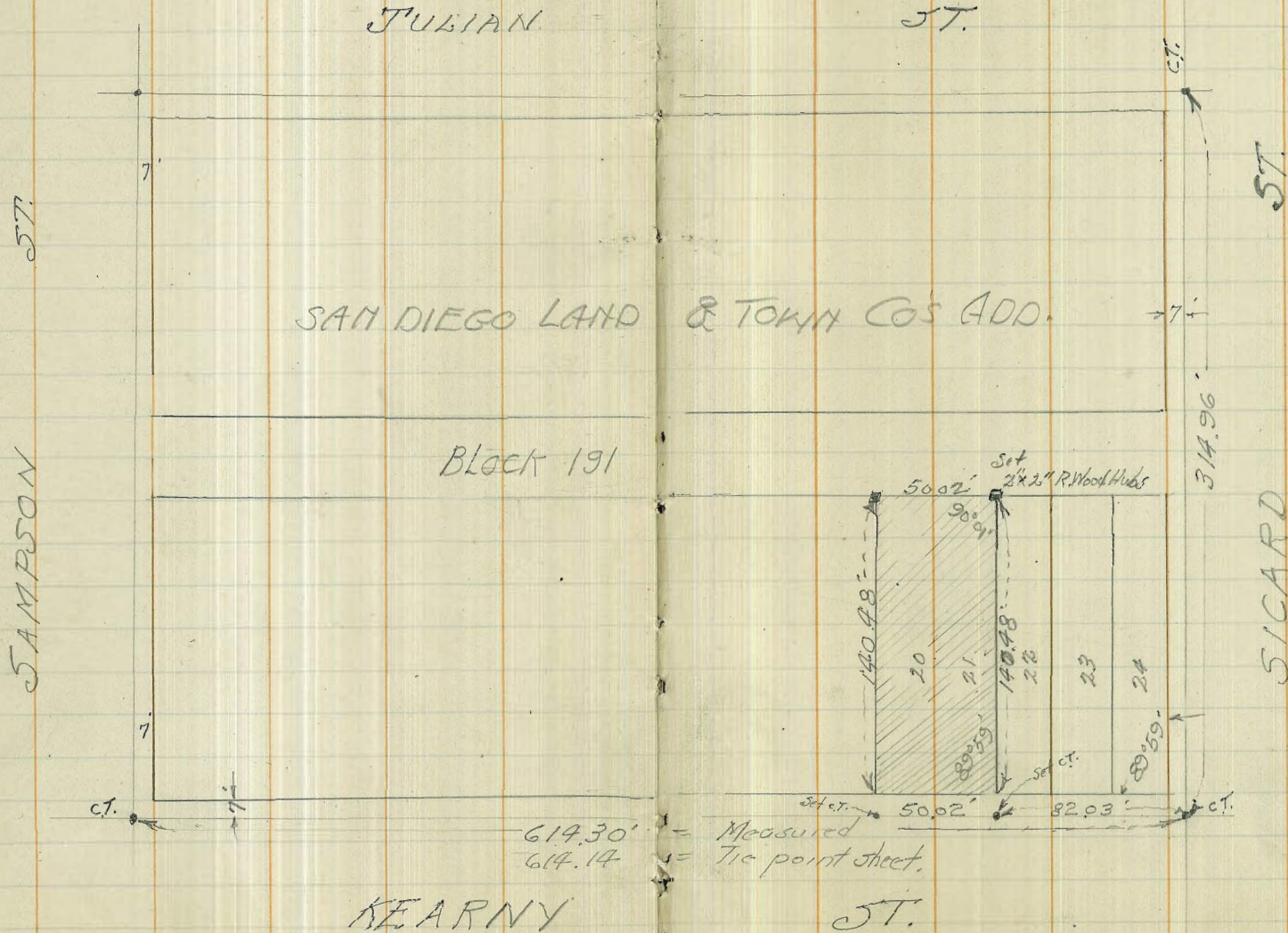


Walker  
Bliss  
Isbell  
Oct 20-1939

Survey City Property  
Lots 20 and 21  
on North Side Kearny  
bet. Sicard and Sampson Sts.

Indexed  
C.S.K.

71



614.30' = Measured  
614.14' = Tie point sheet.

131016

387

4.7

5.4

10.1

+3.9

4.7

8.6

1.4

5.0

27198

17331

9867

4266

852

5118

4266

913

5181

380

140

520

+ 459 on BM HA 41<sup>st</sup> Univ  
- 461 on Bolt head on Gas Sta Standard  
SW. Cor 41<sup>st</sup> Univ

144.5  
7  
151.5  
80  
71.1