845

F.B.
845

LEVEL BOOK

No. 110

IND

845

17063
[illegible]
660.99

823
1158
32

1153
3297
[illegible]

329
[illegible]
11.0

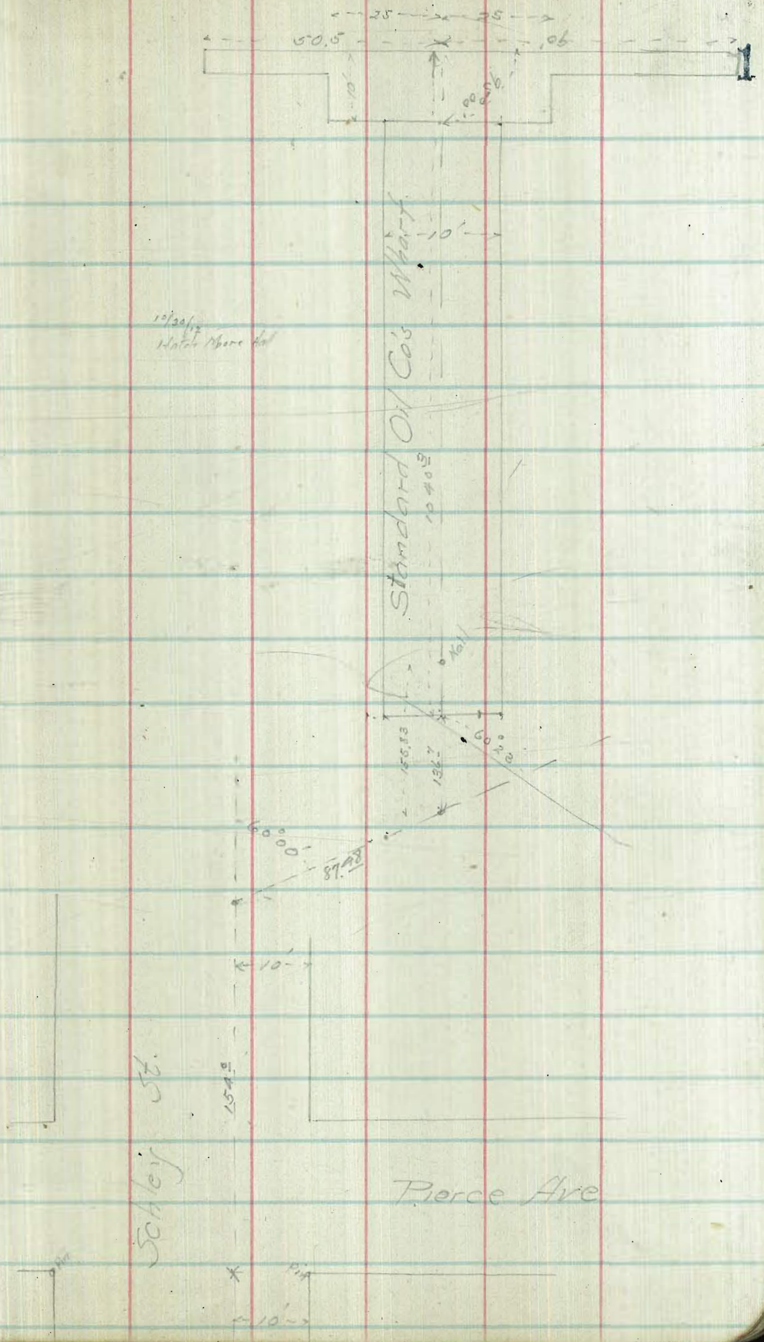
1297

3685
7385

1185
6819

7332
823
8082

154
87.48
136.7 [illegible]
155.83 Nail
1.17
3.60
13.83


10/30/17
Water Above hd

Cuts for "B" St Drain

Sta	Ground	Grade	Cut
0	14.63	14.64	
+50	17.54	14.55	3.0
1	14.23	14.47	0.2
+50	14.18	14.38	0.2
2	14.62	14.29	0.3
+50	14.88	14.21	0.7
3	15.11	14.12	1.0
+50	15.58	14.03	1.6
4	16.07	13.95	2.1
+50	16.50	13.8.6	2.6
5 Fork	16.90	13.77	3.1
+50	17.32	13.69	3.6
6	17.90	13.60	4.3
+75^{0} Blkhd = 22.29		13.47	8.8
5+00 So. Fork	16.92	13.77	3.2
+50	17.81	13.69	4 1
6	18.21	13.60	4.6
+50	19.61	13.52	6.1
+81^{6} = Blkhd = 22.32		13.47	8.9

Stakes are 6 North on the Northside and 6' South on the South barrel

OFFICE OF
Municipal Harbor Improvement

City of San Diego, California

Eugene A. Schmidt
SUPERVISING ENGINEER.

Cuts for Drain to Bulkhead on Broadway

Sta	Ground	Grade	Cut.
0+00	16.10	10.60	5.50
+50	16.99	10.33	6.66
1	16.42	10.06	6.36
+50	17.19	9.79	7.40
2	16.68	9.52	7.16
+50	15.72	9.25	6.47
3	15.12	8.98	6.14
+50	14.44	8.71	5.73
4	13.90	8.44	5.46
+50	13.97	8.17	5.80
5	13.82	7.90	5.92
+50	13.71	7.63	6.08
6+22 2° Bulkhead.	17.06	7.24	9.82

Top Pier ↗

Bottom hole in Wall ↗

June 30th 1914

H. D. TROUNCE,
MANAGER

W. STOECKER,
SECRETARY

10" fall

24" Pipe 75 cts
36" " 1.75 double strength 2.60

San Diego Cement Pipe & Culvert Co.

TELEPHONES:
HOME 4911 — MAIN 2933

YARD:
EVANS AND EVERETT STS.

OFFICE:
502 SPRECKELS BLDG.

Manufacturers
of
Concrete Pipe
and
Culverts

Contractors
for the
Construction
and
Installation
of
Irrigation Systems
Storm Drains,
Culverts,
Water Conduits
and
Reservoirs

Sole Agents
for
The "Borden"
Standard 3 Piece
Culvert

May 11th, 1914.

According to Tom Shaw
Bottom Flume — 3.45
" of Hole in wall — 4.25

Acc. to J. N. Davis the South hole is — 3.45

Mr. Eugene Schmidt,
Harbor Engineer, CITY.

Dear Sir,-

With further reference to your conversation with Mr. Trounce last week with regard to the storm drains included in the harber development work, we beg to state that we can furnish you with an approximate estimate of the cost in using our three piece culvert, and will of course be glad to bid on the work later when it assumes more definite shape.

We can supply the two side pieces at the following prices:

24" culvert @75c per ft. ;or appr. 1.25 ft. complete and laid
30" " @1.00 " ; " " 1.75 " " ";
36" " @1.25 " ; " 2.~~25~~ 50 " complete & laid.
48" 4.00

The bottom section is built in place. You will notice that we added the approximate cost per foot complete with three pieces. These figures are very close, but we would be willing to sign up on them if the question of laying and possible settlement of fill underneath did not present any great difficulty.

We make these culverts in wooden moulds; wet mixture; and would manufacture them on the job for your work. We have some 24" and 30" sections made up at the plant, and a large number laid in different roads in the city and county, and we should be very glad to drive you out to the plant or elsewhere to inspect them.

We are quite confident that a considerable economy can be effected by using the three piece culvert for storm drains of this character, as we have had considerable experience in making and installing both the circular and our own, and we wish to go into the matter thoroughly with you before any plans are drawn for the work.

Kindly phone us at your convenience,

Yours respectfully,
S.D. CEMENT PIPE & CULVERT CO.
By H. D. Trounce

CR.HT.

5.68

0.21
4.43
4.64 M1

5.17
4.68
1.19
1.57
15.13

4.29
7.80
12.09

96
7.43
17.03

4130
18.95
22.35

10.25
5.9
16.15

12.82
6.15
18.97

11.95
2.30

12.82
2.15
14.97

12.82
4.30

2.31
6.51
8.87 AA
8.6
3
1.22
1

10.44
6.15
16.59

10.58
10.41
14.44

1.16
4.24
2.83

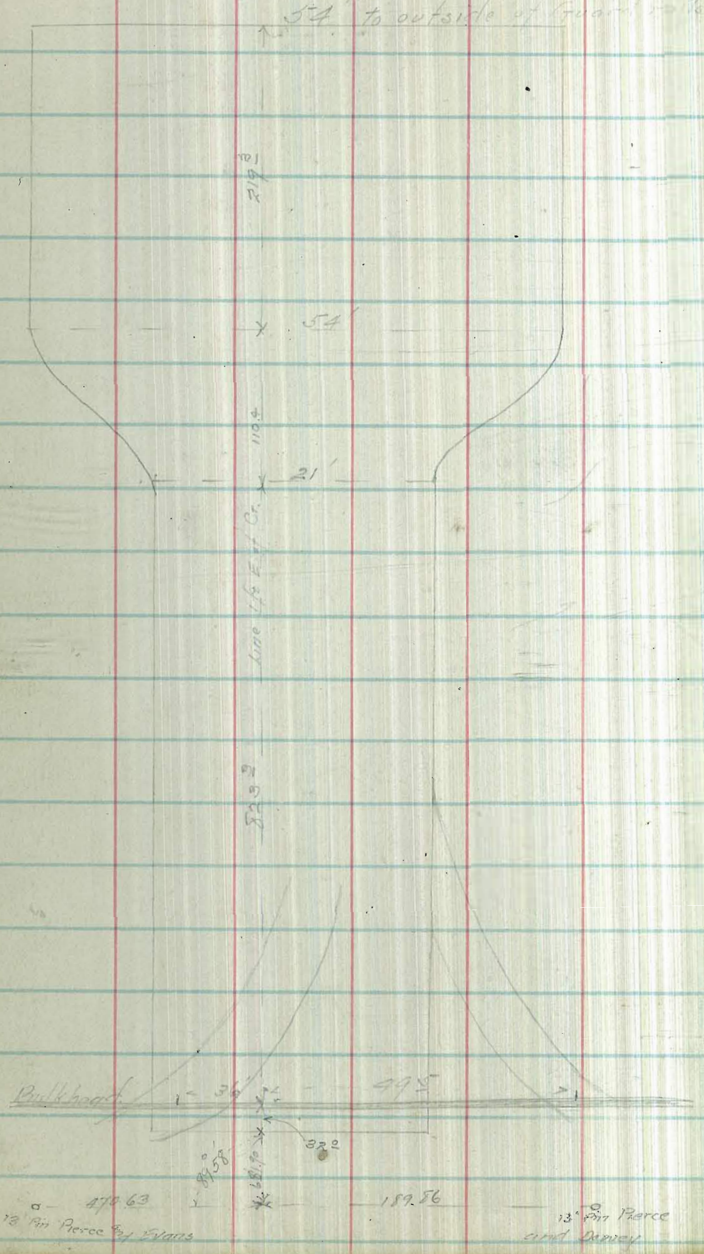
5.92
4.50
10.42

15.50
15.91
1.09
9.0
9.

5.91
2.95
8.70

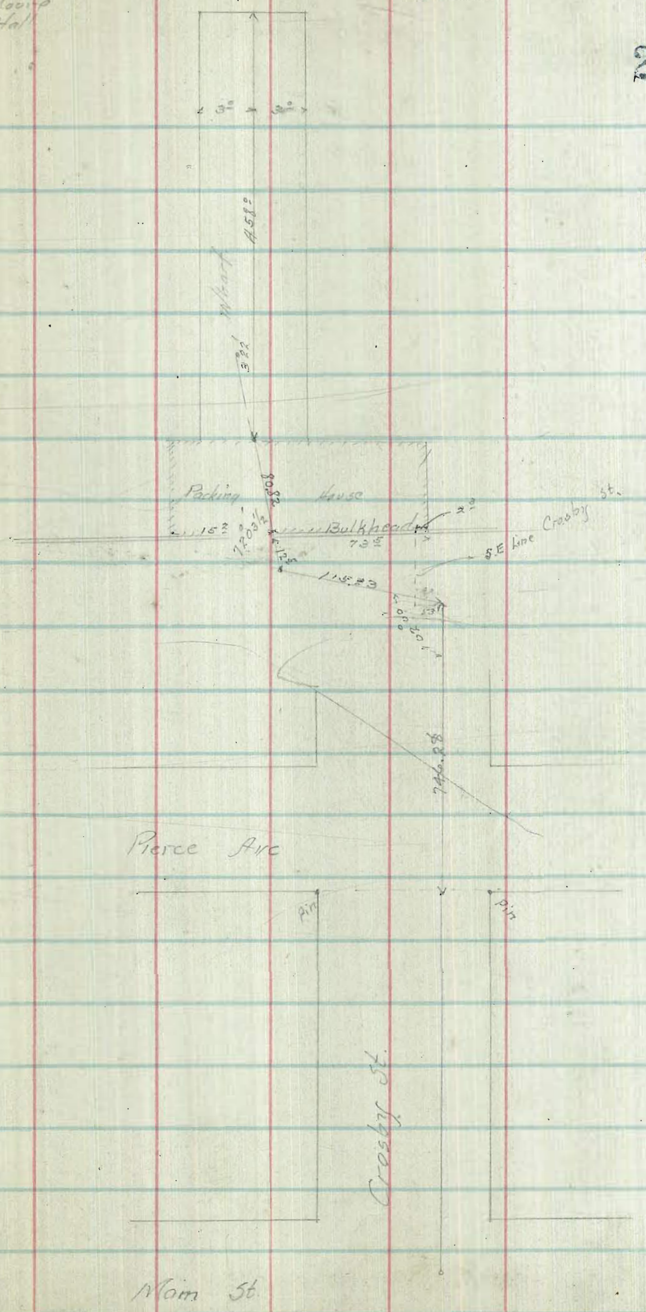
11/30/12 Hatch Moore Hall

Location of McCormack Lumber Co. Wharf



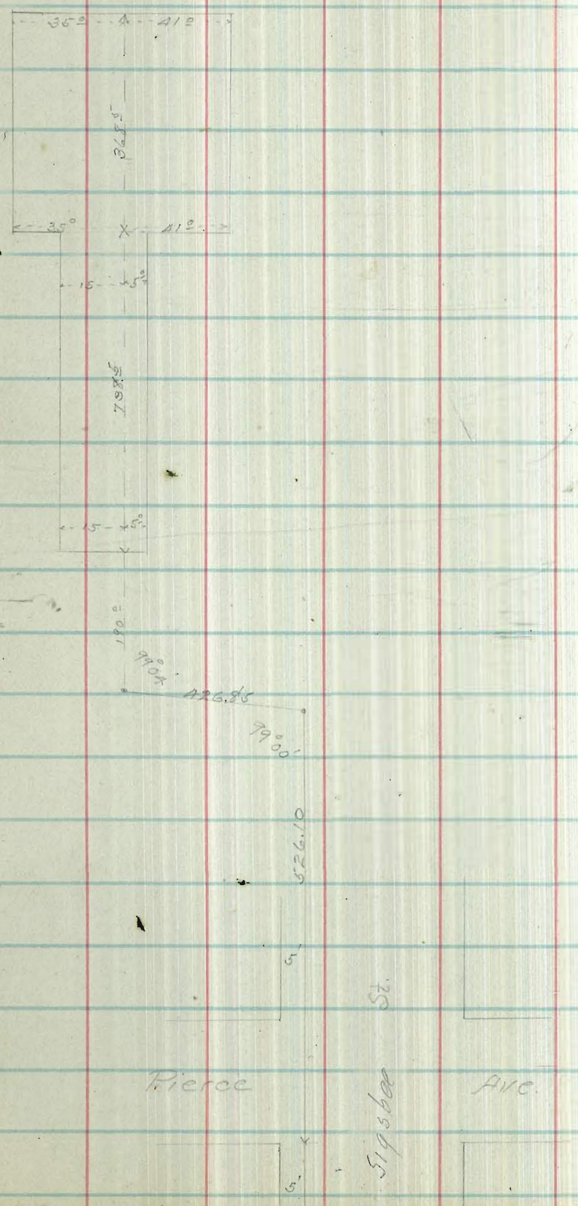
10/31/12 Hatch Moore Hall

Location of Fish Packing Co. Wharf



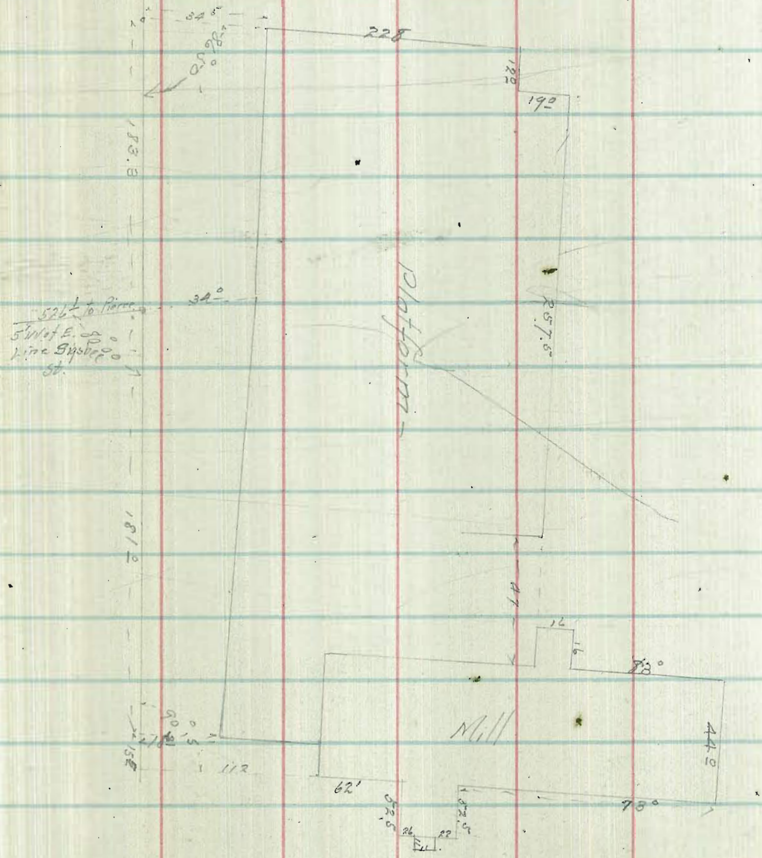
10/31/12 Hatch Moore Hall

Location of Benson Lumber Co Wharf



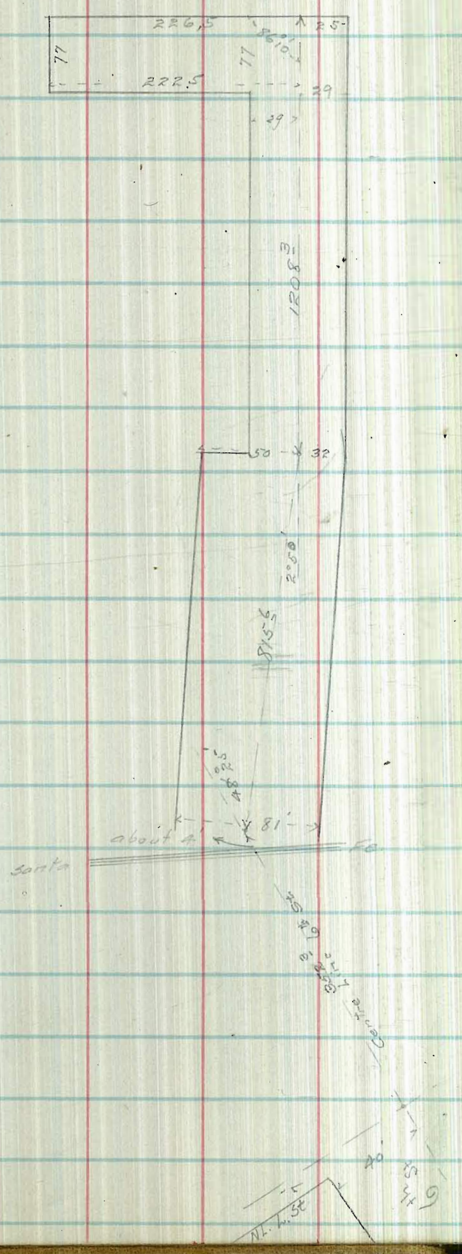
11/1/12 Hatch Moore Hall

Location of Benson Mill



11/1/12 Hatch Moore Hall.

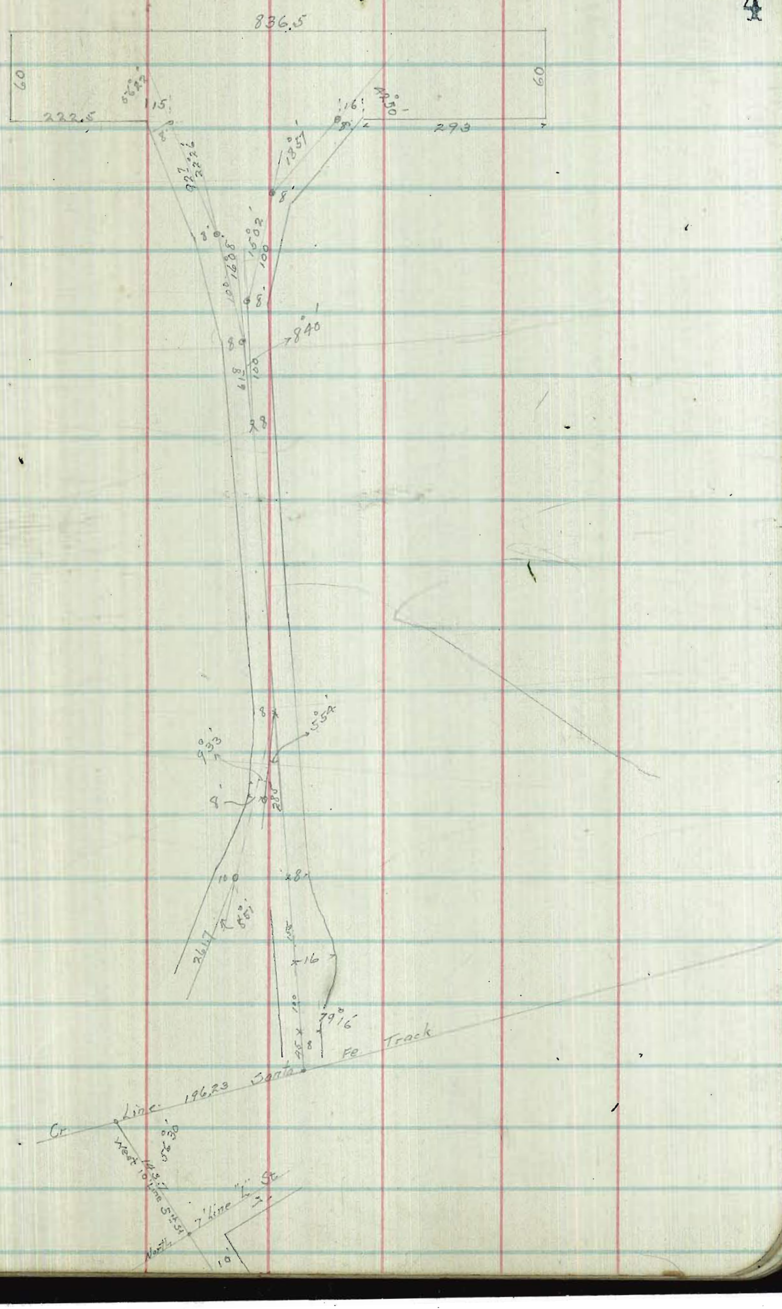
Location of San Diego Lumber Co's Wharf.



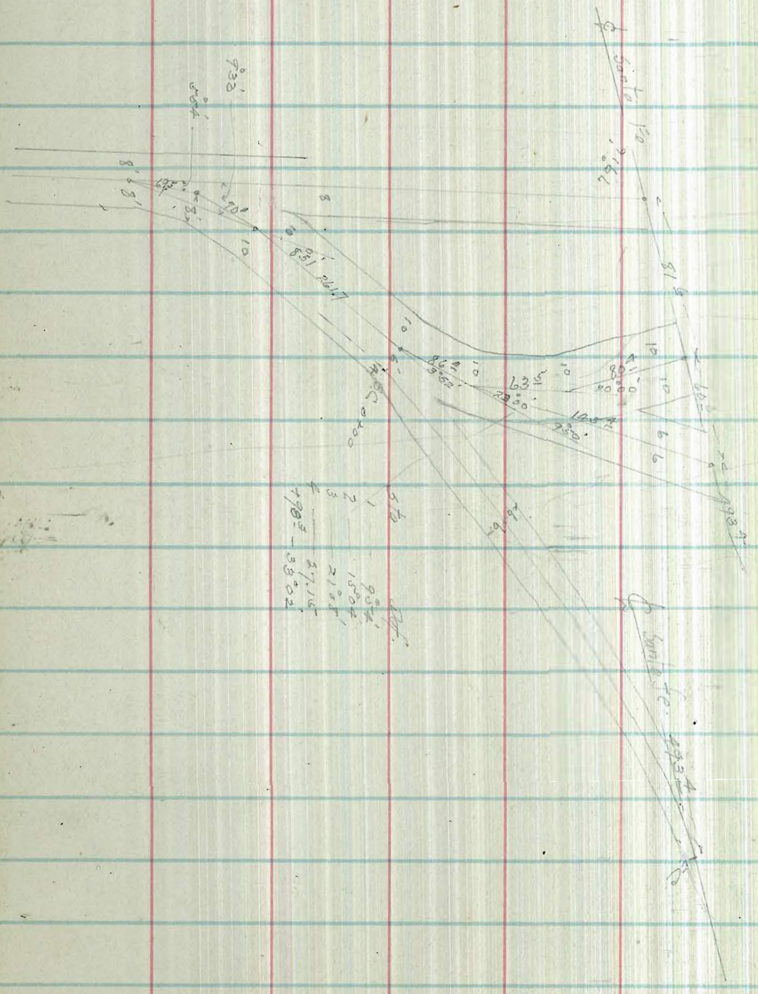
11/2/12 Hatch Moore Hall

Location of Pacific Coast Steamship Co's Wharf.

4

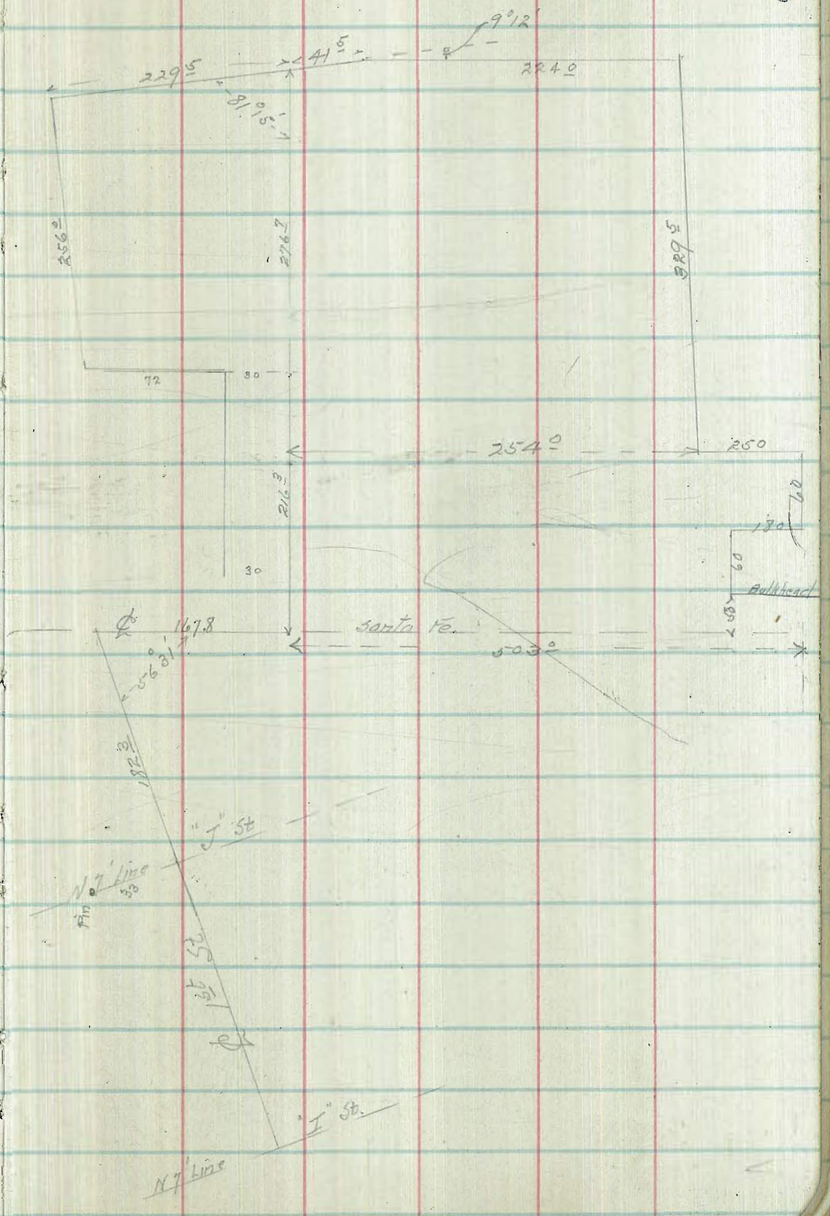


11/4/12 Hatch Moore Hall



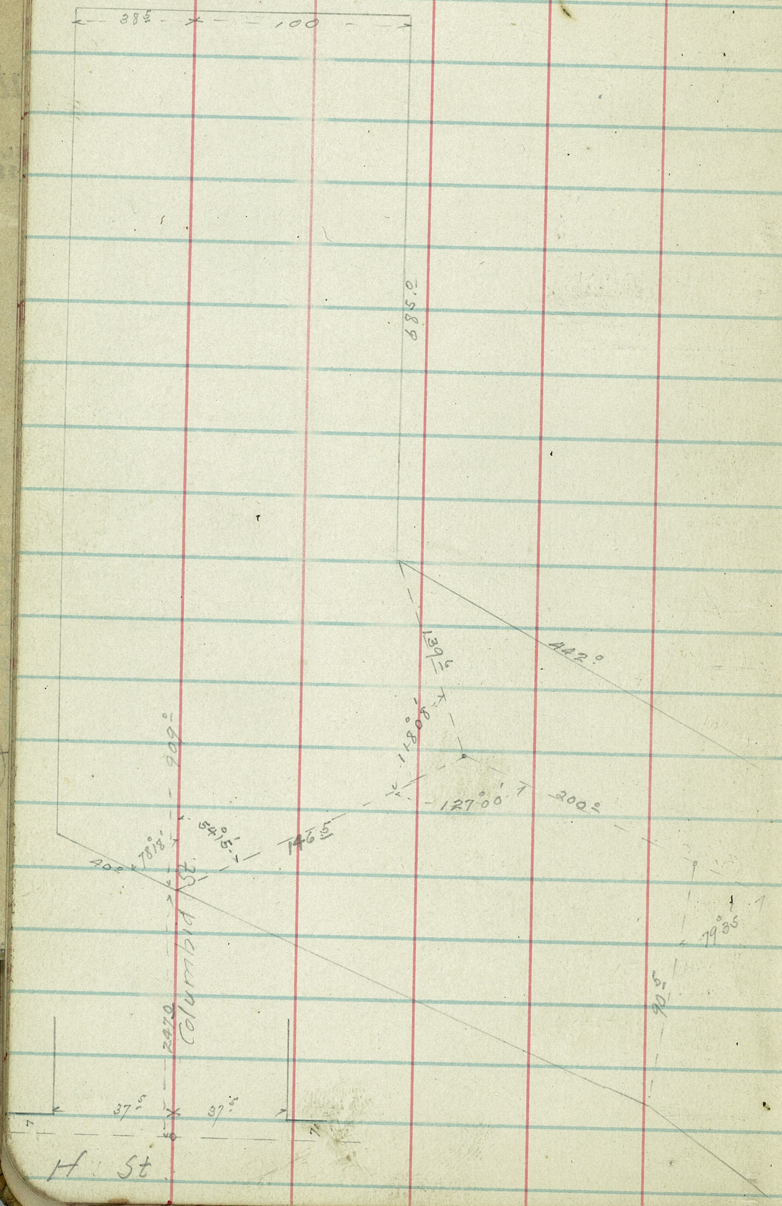
11/4/12 Hatch Moore Hall

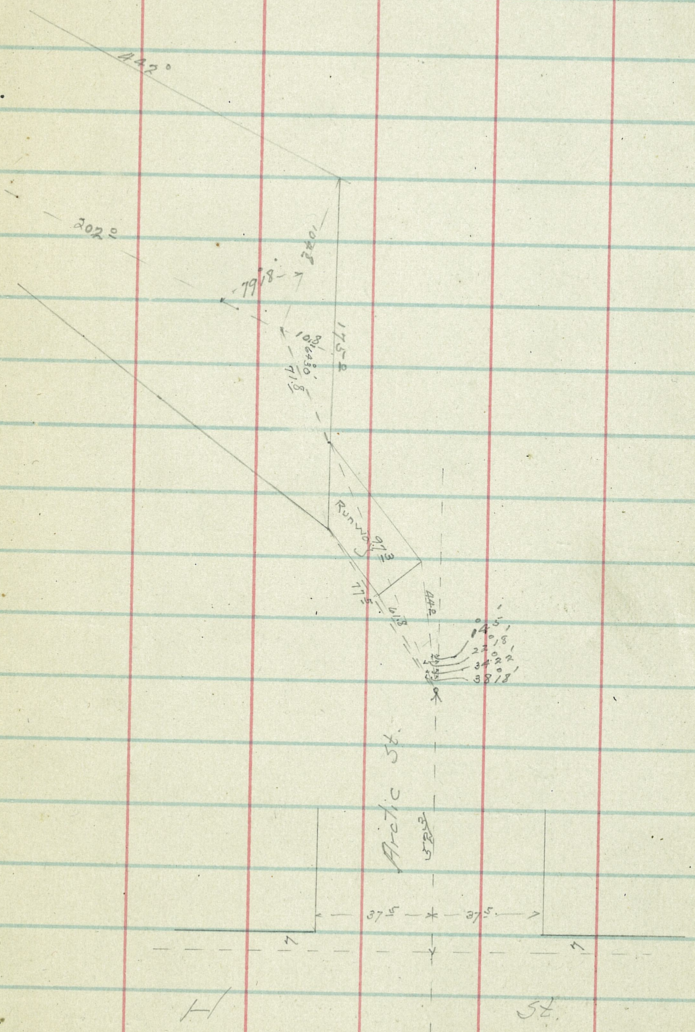
Location of Russ Lumber Co Wharf



11/6/12 Hatch Moore Hall

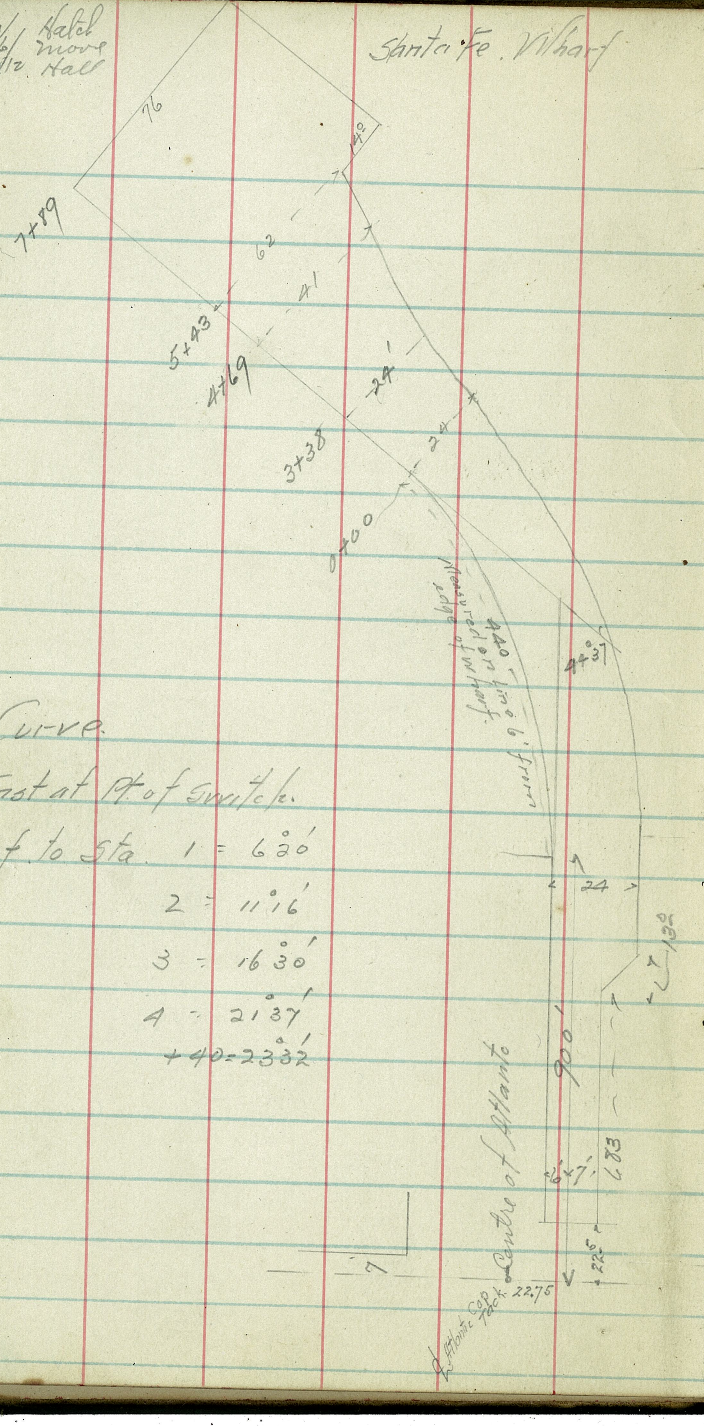
Location of Western Lumber Co. Wharf.





11/6/12 Hatch move Hall

Santa Fe. Wharf



Curve.

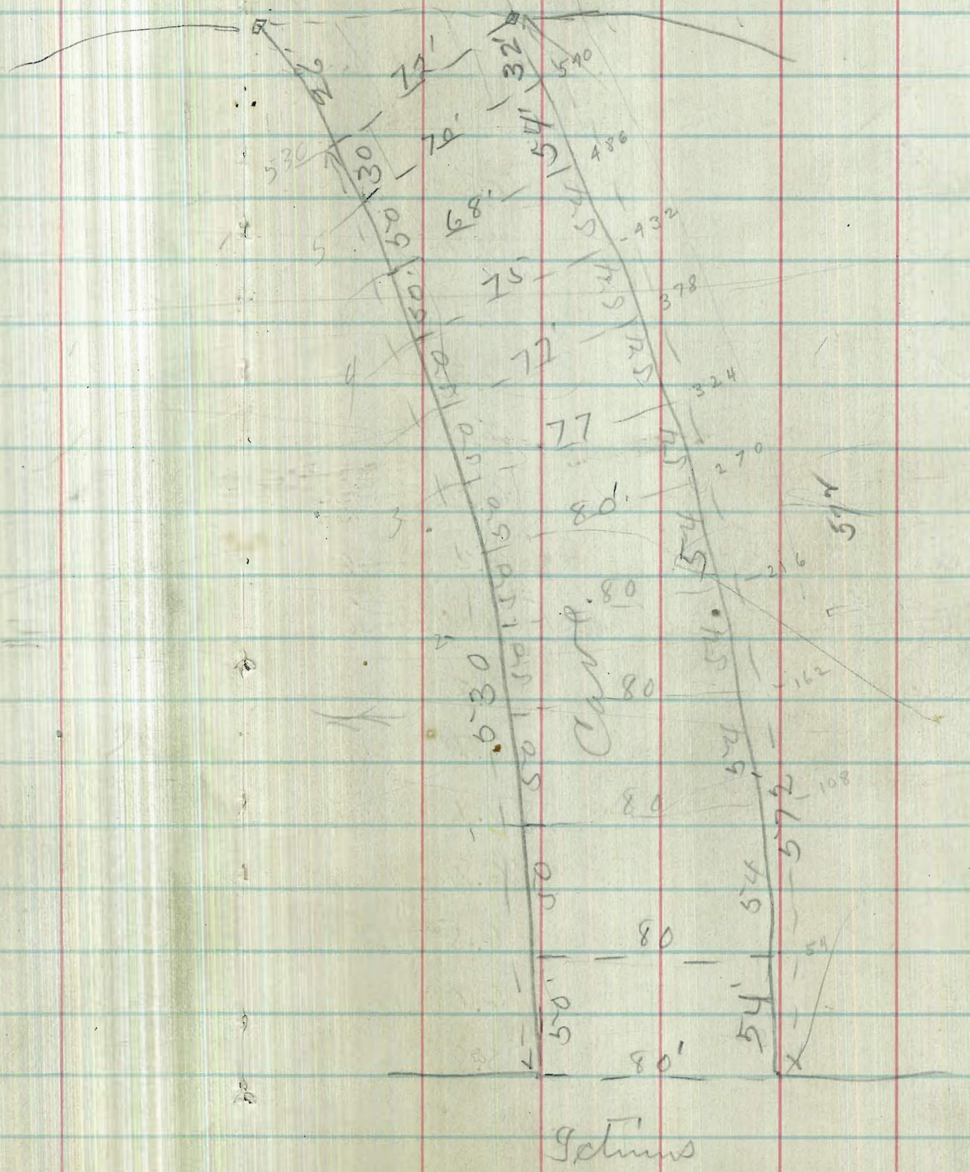
Inst at Pt. of Switch.

Def. to Sta. 1 = 6°20'
2 = 11°16'
3 = 16°30'
4 = 21°37'
+40 = 23°32'

Xsect. Cave. from Ictinus to prospect.

Prospect. Jan 28/13

Childs
Taylor
Mather



		H.I.		
J.P.	4.65	120.75		116.10
1	West line prospect			
No line			7.3	113.5
			7.7	113.1
			7.7	113.1
c			7.3	113.5
			7.0	113.8
			6.8	114.0
So line			6.2	114.6
	530' east of Ictinus			
so line			6.2	114.6
			6.7	114.1
			7.1	113.7
c			6.8	114.0
			6.5	114.3
			6.0	114.8
no line			5.8	115.0

	120.75		
	500' east		
no line		4.9	115.9
		5.1	115.7
		5.2	115.6
c		5.3	115.5
		5.1	115.7
		5.2	115.6
So line		5.3	115.5
	450' east		
So line		4.0	116.8
		3.9	116.9
		3.8	117.0
c		3.5	117.3
		3.0	117.8
		3.4	117.4
No line		3.4	117.4

120.75

400' east

no. line	3.4	117.4
	3.4	117.4
	2.8	118.0
c	3.2	117.6
	3.4	117.4
	3.5	117.3
so. line	3.2	117.6

350' east

so. line	4.2	116.6
	4.3	116.5
	4.1	116.7
c	4.0	116.8
	3.7	117.1
	4.0	116.8
no. line	3.9	116.9

120.75

300 east

no. line	5.1	115.7
	5.2	115.6
	5.0	115.3
c	5.1	115.7
	5.7	115.1
	5.7	115.1
so. line	5.7	115.1

250 east

so. line	7.4	113.4
	7.3	113.5
	7.2	113.6
c	6.9	113.9
	6.7	114.1
	6.5	114.3
no. line	6.5	114.3

120.75

200', east

No. line	8.1	112.7
	8.1	112.7
	7.7	113.1
C	7.9	112.9
	8.2	112.6
	8.5	112.3
So. line	8.5	112.3

150' east

So. line	9.7	111.1
	9.6	111.2
	9.7	111.1
C	9.6	111.2
	9.2	111.6
	9.2	111.6
No. line	8.8	112.0

120.75

100' east

no line	9.6	111.2
	9.8	111.0
	9.9	110.9
c	10.1	110.7
	10.3	110.5
	10.2	110.6
So line	10.5	110.3

50' east

So line	11.3	109.5
	11.2	109.6
	11.2	109.6
c	11.0	109.8
	10.9	109.9
	10.9	109.9
No. line	10.5	110.3

120.75

last line of Ichimis

no.line	11.5	109.3
	11.5	109.3
	11.5	109.3
c	12.0	108.8
	12.0	108.8
	12.1	108.7
so.line	12.1	108.7

Levels to determine amount of dredging
on Harbor. 7/21/13 {Davis
Hancock
Herrick.

		H.I.			
	2.86	6.75		3.89 BM No. Bolt Hydt S.E. At D.	
	5.40	6.90	5.25	1.50	

So. line "D" St.

60' W of W.L. Atlantic St. Toe slope of fill	8.4	-1.5
100' "	8.0	-1.1
150' "	7.5	-0.6
200' "	6.4	+0.5
250' "	5.7	+1.2
300 "	6.2	+0.7
+50	6.8	+0.1
4	7.4	-0.5
+50	8.0	-1.1
5	8.4	-1.5
+50	8.9	-2.0
6	9.3	-2.4
+56.5 = Bulkhead	10.5	-3.6

+62.50 = Ctr line "D" St

6+56.5 W of W.L. At. St. Bulkhead	9.9	-3.0
6	9.3	-2.4
5+50	9.0	-2.1
5	8.4	-1.5
+50	7.7	-0.8
4	7.0	-0.1
+50	6.0	+0.9
3	5.3	+1.6
+50	3.5	+3.4
2	5.2	+1.7
+50	6.9	0.0
1	8.0	-1.1
64' W of W.L. At. Toe Slope of fill	8.6	-1.7

No. line "D" St

76' W. of W.L. Atlantic St	8.6	-1.7
1+00	8.1	-1.2
+50	6.9	0.0
2	5.7	+1.2
+50	5.1	+1.8

H.I
6.90

N. line 'D' St.

300' W. of W.L. Atlantic	4.1	+2.8
+50	5.7	+1.2
4	6.6	+0.3
+50	7.6	-0.7
5	8.4	-1.5
+50	8.9	-2.0
6	9.4	-2.5
+56⁵ Bulkhead	9.6	-2.7

100' N. of N. line 'D' St.

6+56⁵ Bulkhead	10.1	-3.2
6+00	9.5	-2.6
+50	9.1	-2.2
5	8.5	-1.6
+50	7.9	-1.0
4	7.1	-0.2
+50	6.8	+0.1
3	7.0	-0.1
+50	6.8	+0.1
2	7.2	-0.3

1+50	7.9	-1.0
1	8.8	-1.9
+63	9.2	-2.3
W.L. Atlantic	9.8	-2.9

200' N. of N. line 'D' St

38' E of W.L. Atlantic	10.4	-3.5
W.L. "	10.4	-3.5
50' W. "	10.1	-3.2
1	9.7	-2.8
+50	9.2	-2.3
2	8.8	-1.9
+50	8.6	-1.7
3	8.6	-1.7
+50	8.4	-1.5
4	8.8	-1.9
+50	8.2	-1.3
5	8.4	-1.5
+50	8.5	-1.6
6	8.7	-1.8

		H1 6.90			
		200' No			
6+56^{5} Bulkhead			91		-2.2
		H1.			B.M. Top lower rail 263' No. of "D" St &
T.P.	0.67	0.47	7.10	-0.20	350' W of W.L. Atlantic
		300' No of No line "D" St			
6+56^{5} W. of W.L. Atlantic Bulkhead			2.3		-1.8
6			1.6		-1.1
+50			1.0		-0.5
5			2.1		-1.6
+50			3.0		-2.5
4			3.7		-3.2
+50			3.5		-3.0
3			3.6		-3.1
+50			3.8		-3.3
2			3.9		-3.4
+50			4.1		-3.6
1			4.3		-3.8
+50			4.5		-4.0
W.L. Atlantic			4.6		-4.1
40' E			4.2		-3.7

		400' No No line "D"		
30' E of W.L. At.		4.8		-4.3
W.L. "		4.9		-4.4
50' W. "		5.1		-4.6
1 "		5.2		-4.7
+50 "		5.1		-4.6
2		4.9		-4.4
+50		4.9		-4.4
3		4.8		-4.3
+50		4.7		-4.2
4		4.4		-3.9
+50		4.0		-3.5
5		3.7		-3.2
+50		3.5		-3.0
6		3.4		-2.9
+56^{5} = Bulkhead		3.6		-3.1

A1
0.47

500' No. No. line "D"

$6+56^5$ = Bulkhead	4.2	-3.7
6	4.9	-4.4
+50	4.8	-4.3
5	5.0	-4.5
+50	5.2	-4.7
4	5.4	-4.9
+50	5.4	-4.9
3	5.5	-5.0
+50	5.7	-5.2
2	5.7	-5.2
+50	5.7	-5.2
1	5.7	-5.2
+50	5.5	-5.0
25 W of W.L. At.	4.9	-4.4

600' No. No. line "D"

50' W of W.L. Atlantic	4.4	-3.9
1	5.9	-5.4
+50	6.1	-5.6
2	6.4	-5.9
+50	6.2	-5.7
3	6.1	-5.6
+50	6.1	-5.6
4	6.1	-5.6
+50	6.1	-5.6
5	5.9	-5.4
+50	5.8	-5.3
6	5.6	-5.1
$+56^5$	5.5	-5.0

H.I.
0.47

637' No of No. line "D" Jog in Bulkhead.

6+56^{5} = Bulkhead So.	5.7	-5.2
5+94 = " No.	6.0	-5.5
+50	6.1	-5.6
5	6.2	-5.7
+50	6.2	-5.7
4	6.2	-5.7
+50	6.3	-5.8
3	6.5	-6.0
+50	6.3	-5.8
2	6.4	-5.9
+50	6.3	-5.8
1	5.6	-5.3
+75' W. of W.L. Atlantic	4.9	-4.4

670' N.

375' W of W.L. Atlantic	4.9	-4.4

700' No of No. line "D"

15' W of W.L. Atlantic	5.3	-4.8
50' W	6.4	-5.9
1	6.2	-5.7
+50	6.3	-5.8
2	6.5	-6.0
+50	6.5	-6.0
3	6.3	-5.8
+50	6.0	-5.5
4	6.7	-6.2
+50	6.5	-6.0
5	6.7	-6.2
+50	6.7	-6.2
+94 = Bulkhead	6.8	-6.3

760' No

350' W. of W.L. Atlantic	6.9	-6.4
325	6.2	-5.7
300'	5.3	-4.8
275	5.8	-5.3
250	6.2	-5.7
225'	6.7	-6.2

		H.I. 0.47			
		800' N. N. line "D"			
5+94 Bulkhead			7.3		-6.8
+50			7.5		-7.0
5			7.0		-6.5
+50			7.1		-6.6
4			7.5		-7.0
+50			7.1		-6.6
3			6.5		-6.0
+50			4.8		-4.3
T.P.	0.80	H.I. 0.60		-0.20	
2			6.2		-5.6
+50			7.0		-6.4
1			6.7		-6.1
+65			6.1		-5.5
45' W. of W.L. Atlantic			3.4		-2.8

		900' N. N. line "D"			
05' W of W.L. Atlantic			5.6		-5.0
+50			6.9		-6.3
1			7.4		-6.8
+50			7.8		-7.2
2			7.3		-6.7
+50			89		-8.3
3			9.0		-8.4
+50			89		-8.3
4			10.1		-9.5
+50			10.5		-9.9
5			11.0		-10.4
+50			11.0		-10.4
+94 Bulkhead			11.0		-10.4

H.I.
0.60

1000' N. No line "D"

5+94 Bulkhead	13.5	-12.9
+50	13.3	-12.7
5	13.3	-12.7
+50	12.8	-12.2
4	11.2	-10.6
+50	11.0	-10.4
3	10.5	-9.9
+50	9.9	-9.3
2	9.0	-8.4
+50	8.1	-7.5
1	7.6	-7.0
+50	7.3	-6.7
W.L. Atlantic	6.3	-5.7
15' E of WL"	5.5	-4.9

1100' N. No line "D"

35' E of W.L. W.L. Atlantic	5.5 7.0	-4.9 -6.4
1̶50	7.5	-6.9
1	8.0	-7.4
+50	8.7	-8.1
2	10.0	-9.4
+50	10.7	-10.1
3	11.6	-11.0
+50	12.4	-11.8
4	13.1	-12.5
+50	13.2	-12.6
5	13.9	-13.3
+50	14.3	-13.7
+ 94 = Bulkhead	14.3	-13.7

+1.
0.60
1300' No No. line D

5+94 = Bulkhead	14.9	-14.3
+50	14.9	-14.3
5	14.3	-13.7
+50	13.8	-13.2
4	13.1	-12.5
+50	12.7	-12.1
3	12.0	-11.4
+50	11.3	-10.7
2	10.5	-9.9
+50	9.7	-9.1
1	8.2	-7.6
+50	7.7	-7.1
W.L. Atlantic	7.2	-6.6
Ctr "	5.5	-4.9

1300' N. No. line "D"

Ctr "	5.7	-5.1
W.L. Atlantic	7.3	-6.7
+50	7.8	-7.2
1	8.5	-7.9
+50	10.0	-9.4
2	10.9	-10.3
+50	11.7	-11.1
3	12.2	-11.6
+50	12.8	-12.2
4	13.4	-12.8
+50	14.0	-13.4
5	14.4	-13.8
+50	15.2	-14.6
+94 = Bulkhead	15.5	-14.9

Levels to determine amount of dredging on Harbor Work $\frac{1}{28}$/14 {Daris, Hancock, Fletcher.

		H I		
	2.76	6.65		3.89 B.M. No. bolt Hyd S.E. [illegible]
T.P	5.34	9.42	2.57	4.08

0+00 = So. line "D" St

50' W of W.L. Atlantic	7.0	2.4
1 "	6.2	3.2
+50	6.9	2.5
2	7.6	1.9
+50	7.7	1.7
3	8.4	1.0
+50	8.8	0.6
4	9.1	0.3
+50	8.8	0.6
5	8.4	1.0
+50	8.3	1.1
6	8.4	1.0
+75 Pier	8.5	0.9

+67.50 Ctr. Line "D"

6+75 W of W. Line At. = Pier	8.5	0.9
6	82	1.2
+50	7.6	1.8
5	7.7	1.7
+50	7.8	1.6
4	8.9	0.5
+50	8.6	0.8
3	7.7	1.7
+50	5.9	3.5
2	7.6	1.8
+50	7.6	1.8
1	7.1	2.3
50' W of W.L. Atlantic	7.6	1.8

1+25 - N. Line "D" St

60' W of W.L. At.	84	1.0
1+00	82	1.2
+50	81	1.3
2	8.0	1.4
+50	7.6	1.8

No. line "D" St

H.I.

9.42

3+00 W of W.L. At.	6.7	2.7
+50	8.4	1.0
4	8.5	0.9
+50	8.1	1.3
5	7.1	2.3
+50	7.3	2.1
6	7.5	1.9
+75 = Pier.	7.6	1.8

100' N. of N. line "D" St.

6+75 W of W.L. Atlantic-Pier	11.7	- 2.3
+56	8.2	1.2
6+00	7.5	1.9
+50	7.8	1.6
5	7.2	2.2
+50	8.5	0.9
4	9.1	0.3
+50	9.0	0.4
3	8.8	0.6

100' No of No line "D"

2+50	8.8	0.6
2	8.6	0.8
+50	8.4	1.0
1	10.3	-0.9
+50	8.6	0.8
W.L. Atlantic	10.4	-1.0

200' No "D"

40' E. of W.L. Atlantic	11.3	-1.9
W.L. Atlantic	11.4	-2.0
50 W of W.L.	11.8	-2.4
1	12.1	-2.7
+50	11.7	-2.3
2	11.2	-1.8
+50	11.3	-1.9
3	10.7	-1.3
+50	10.4	-1.0
4	10.2	-0.8
+50	9.3	0.1
5	8.8	0.6

200' No. of N.L "D"
9.42

5+50 W of W.L Atlantic			7.5	1.9
6			6.7	2.7
+75 - Pier			7.6	1.8

300' No. of N.L "D"

6+75 W of W.L - Pier.			8.0	1.4
6			7.9	1.5
+50			8.0	1.4
5			9.1	0.3
+50			10.0	-0.6
4			9.5	-0.1
+50			10.7	-1.3
3			11.0	-1.6
+50			11.6	-2.2
2			12.0	-2.6
+50			12.1	-2.7
1			12.4	-3.0
+50			12.5	-3.1
W. L. Atlantic			12.2	-2.8
Ctr "			12.1	-2.7

400' No of N.L D.

Ctr. At.			13.0	-3.6	
W.L. At.			13.0	-3.6	
+50			13.2	-3.8	
1			13.0	-3.6	
+50			12.7	-3.3	
2			12.6	-3.2	
+50			12.2	-2.8	
3			11.8	-2.4	
+50			11.4	-2.0	
4			11.1	-1.7	
+50			10.7	-1.3	
5			10.2	-0.8	
+50			9.7	-0.3	
6			9.3	0.1	
+75' Pier			9.2	0.2	
T.P.	0.39	HI +0.19	9.62	-0.20.	Top rail 263' No of D 350 W of Atlantic

500 No of N.L. "D" St

		H.I		
0+25 W of W.L	Atlantic	+0.19	4.2	- 4.0
1+00			4.3	- 4.1
2			4.0	- 3.8
3			3.3	- 3.1
4			27	- 2.5
5			1.8	- 1.6
6			1.2	- 1.0
+75 Pier			1.6	- 1.4

600' No

6+75 Pier	2.0	-1.8
6	2.4	-2.2
5	2.9	-2.7
4	3.4	-3.2
3	4.0	- 3.8
2	4.5	- 4.3
1	4.8	- 4.6
0+50 W of W.L. At.	4.5	- 4.3

700' No

0+10 W of W.L. At.	51	- 4.9
1+00	56	- 5.4
2	53	- 5.1
3	45	- 4.3
4	42	- 4.0
5	38	- 3.6
6	34	- 3.2
+75 = pier	32	- 3.0

800' N.

6+75 Pier	44	- 4.2
6	45	- 4.3
5	47	- 4.5
4	51	- 4.9
3	53	- 5.1
2	60	- 5.8
1	57	- 5.5
0+65 W of W.L. At.	57	- 5.5

		900' No H.I.		
0+20' W of W.L. At.		+0.19	5.6	-5.4
1			6.5	-6.3
2			6.5	-6.3
3			6.0	-5.8
4			6.0	-5.8
5			5.9	-5.7
6			54	-5.2
+75 Pier.			6.2	-5.4
		1000 No		
6+75 - Pier			6.7	-6.5
6			6.7	-6.5
5			6.7	-6.5
4			6.7	-6.5
3			6.9	-6.7
2			7.1	-6.9
1			6.7	-6.5
10' E of W.L. At.			5.8	-5.6

		1200' No		
W.L. Atlantic			5.9	-5.7
1			7.5	-7.3
2			7.8	-7.6
3			7.8	-7.6
4			8.4	-8.2
5			8.2	-8.0
6			86	-8.4
+75-Pier			89	-8.7
		1400' No		
6+75			10.4	-10.2
6			10.4	-10.2
5			9.8	-9.6
4			9.7	-9.5
3			8.8	-8.6
2			9.0	-8.8
1			8.2	-8.0
W.L. Atlantic			6.0	-5.8
T.P.	4.96	-0.29	5.43	-5.24

	1600' No. H.I		
W.L. Atlantic	-0.29	6.1	-6.4
1		7.0	-7.3
2		5.9	-6.2
3		9.2	-9.5
4		9.7	-10.0
5		12.2	-12.5
6		12.7	-13.0
+75 Pier		13.2	-13.5
	1800' No		
6+75 Pier		13.5	-13.8
6		13.5	-13.8
5		12.9	-13.2
4		10.5	-10.8
3		7.7	-8.0
2		9.1	-9.4
1		7.3	-7.6
W.L. Atlantic		5.7	-6.0

	1980' No.		
1+00 W of W.L.		6.2	-6.5
+50		6.9	-7.2
2		5.9	-6.2
+50		8.4	-8.7
	2000' No.		
W.L. Atlantic.		5.9	-6.2
+50		6.4	-6.7
1		4.4	-4.7
2		6.2	-6.5
+50		8.4	-8.7
3		10.9	-11.2
4		12.3	-12.6
5		12.5	-12.8
6		13.5	-13.8
+75 Pier		18.4	-18.7
	2100' No.		
W.L		5.8	-6.1
1		6.8	-7.1
+50		7.7	-8.0

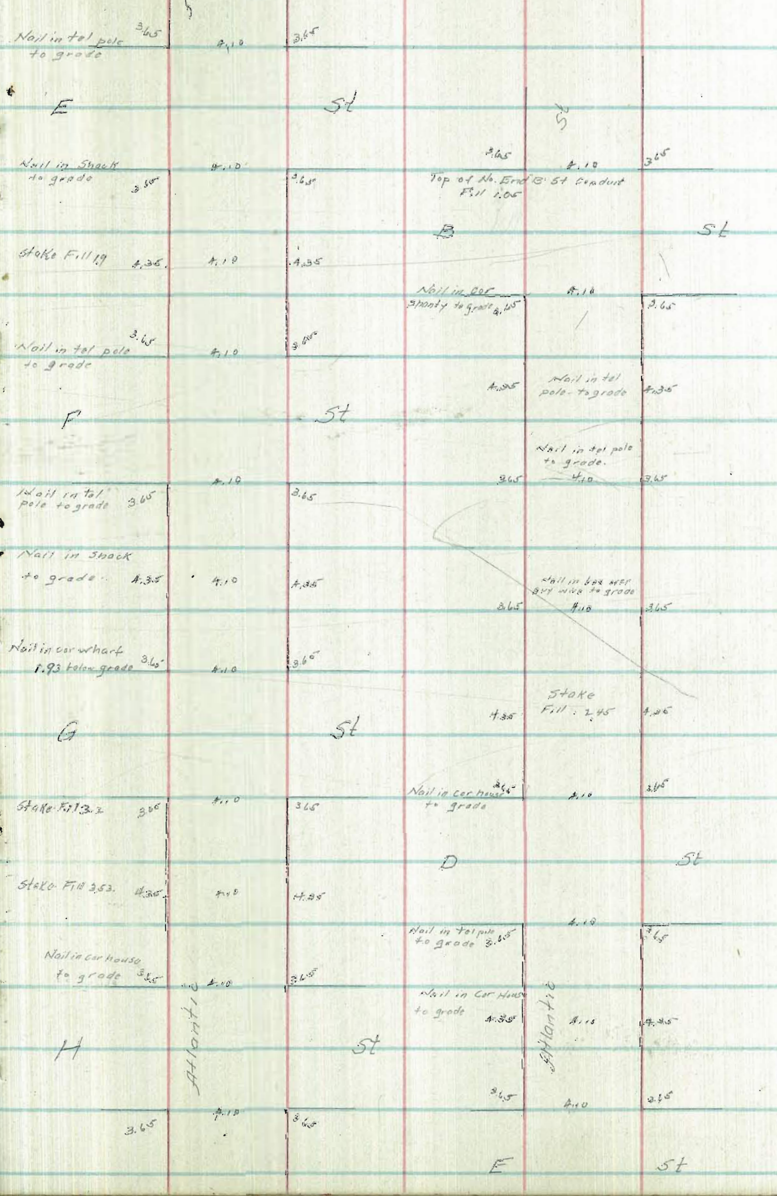
	2200' N. H.I.		
6+75	-0.29	18.6	-18.9
6		15.0	-15.8
5		13.5	-13.8
4		11.9	-12.2
3		10.9	-11.2
2		9.6	-9.9
1		7.1	-7.4
W.L. Atlantic		5.0	-5.3
	2400' N.		
25' W of W.L. Atlantic		5.6	-5.9
1+00		6.8	-7.1
2		9.2	-9.5
3		10.4	-10.7
4		11.4	-11.7
5		13.5	-13.8
6		14.5	-14.8
+75 Pier		18.4	-18.7

2550 N. = Bulkhead

6+75 = Pier	20.1	-20.4
6	14.1	-14.4
5	12.6	-12.9
4	11.0	-11.3
3	10.0	-10.3
2	8.2	-8.5
1	6.2	-6.5
0+25 W of W.L. Atlantic	5.0	-5.3

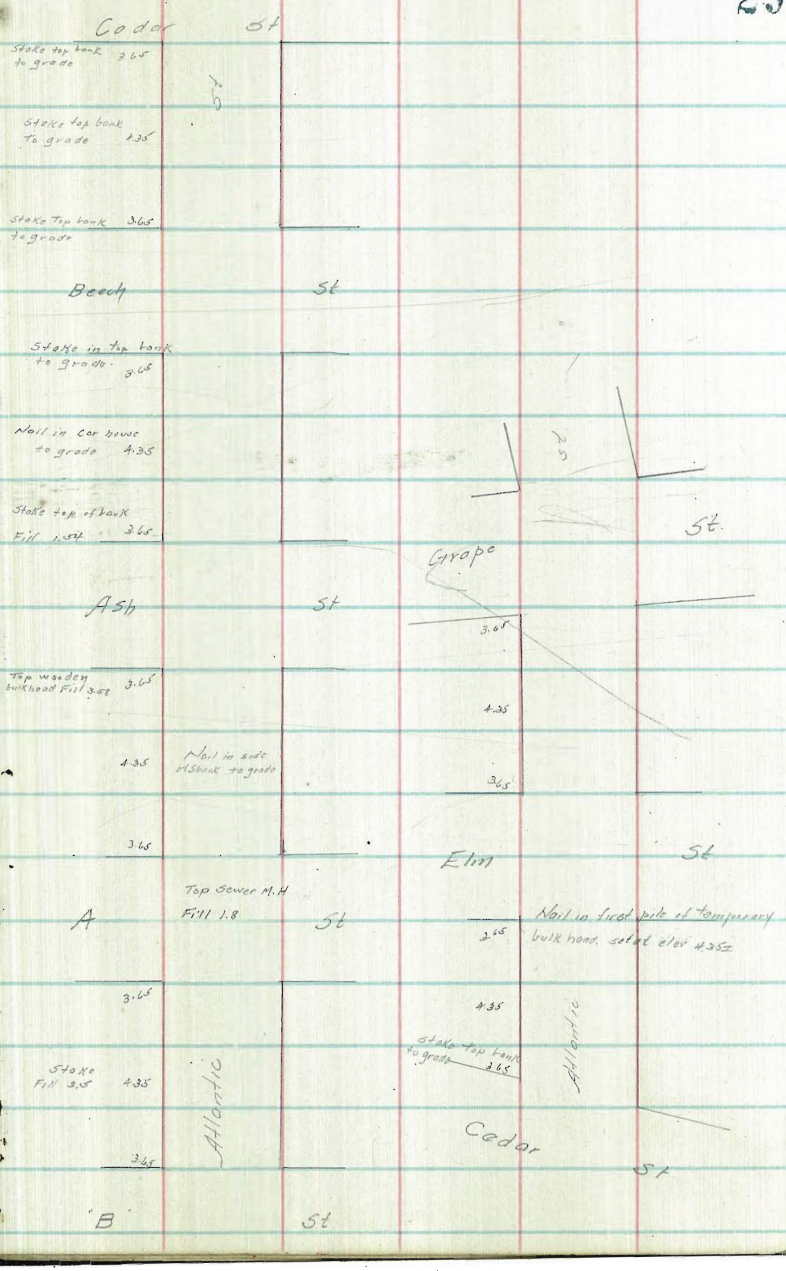
	2.84 3.65 2.38	H.I. 6.03 4.35 1.68 5.21 -3.53		3.19 BM Pig S.E 'H' St.
T.P	4.32 3.65 1.17 4.33 -3.16	4.82 3.10 1.17 -1.93	5.53 4.35 0.47	0.50
T.P.	5.57 3.65 2.45	6.10 4.35 2.75 -1.90	4.29	0.53
	4.61 4.35 2.14	6.49 3.65 2.84	4.22	1.88
	5.18 4.35 3.11 5.56 -2.45	7.46 3.65 3.81	4.21	2.28
T.P.	6.21 4.35 4.77	9.12 3.65 5.47	4.55 6.52 5.47 -1.05	2.91 8.31 4.77 -3.54
T.P	3.98	4.79	8.31	0.81

Grades on West Line Atlantic St from H St to Date St
for Harbor Eng 5/27/14 { Davis
Hancock
Herrick.



4.82 Bm spk pole S.W. Atlantic & B.

	2.98 1.81 3.65 -1.84	#1 4.79 4.35 0.44		
T.P.	8.27 3.65 3.65	730 7.23 3.65 -3.58	5.76 5.29 3.65 -1.54	-0.97
	4.27 4.35 2.57	6.92 3.65 3.27	4.65	2.65
	4.51 3.65 5.21	8.86 4.35 4.51	2.57	4.35
	11.35	18.30	0.91	7.95



Cut's for Culvert on "D" St to Bulkhead.

6/30/14 { Davis, Hancock, Herrick, Fletcher

H.I.
20.00 Assumed.

Sta	R.R	Ground	Grade	Cut	
0 +00	3.90	16.10	10.60	+ 5.50	1100.0
+50	3.01	16.99	10.33	+6.66	
1	3.58	16.42	10.06	+6.36	
+50	2.81	17.19	9.79	+7.40	
2	3.32	16.68	9.52	+7.16	
+50	4.28	15.72	9.25	+ 6.47	
3	4.88	15.12	8.98	+6.14	
T.P	4.03	H.I. 19.15	4.88	15.12	
3 +50	4.71	14.44	8.71	+5.73	
4	5.25	13.90	8.44	+5.46	
+50	5.18	13.97	8.17	+ 5.80	
5	5.33	13.82	7.90	+5.92	
+50	5.44	13.71	7.63	+6.08	
6 + 22.30 Blkhd.	2.09	17.06	7.24	+9.82	
T.P	0.87	17.93	2.09	17.06	
T.P	2.15	8.90	11.18	6.75	
Bolt hole in Bulkhead.	1.66	7.24	7.24		

15.12 B.M. nail in pole 50' No. of Sta 5+00

18.23 B.M. spk in tent at Sta 3+10

16.10
4.37
20.47

10.60
9.87

16.99
3.48

15.12
3.97
19.09 H.I.

0.86
18.23

10.11
3.97
6.14

8.98
10.11

8.98
10.00

7.90
11.08

18.23
0.75
18.98

3.86
15.12

7.90
10.65

7.63
10.92
13
11.05

15.12
3.43
18.55 H.I.

Displacement 670 Cu yds

Cuts for Culvert from End of "B" St Conduit 6/30/14
to Bulkhead.

HI 20.00 assumed

Sta	Rod	Ground	Grade	Cut
0 + 00	5.36	14.64	Bot flume 14.64	
+25			14.60	
+50	2.46	17.54	14.55	2.99
+75			14.51	
1	5.77	14.23	14.47	−0.24
+25			14.42	
+50	5.82	14.18	14.38	−0.20
+75			14.34	
2	5.38	14.62	14.29	+0.33
+25			14.25	
+50	5.12	14.88	14.21	+0.67
+75			14.16	
3	4.89	15.11	14.12	+0.99
+25			14.08	
+50	4.42	15.58	14.03	+1.55
+75			13.99	
4	3.93	16.07	13.95	2.12
T.P.	6.73	HI 22.80	3.93	16.07
+25			13.90	
4 + 50	6.30	16.50	13.86	2.64
+75			13.82	
5 = Fork	5.90	16.90	13.77	3.13
+25			13.73	
+50	5.48	17.32	13.69	3.63
+75			13.64	
6	4.90	17.90	13.60	4.30
+25			13.55	
+50			13.51	
+75 = Blkhead	0.51	22.29	13.47	8.82
5+00 on So Fork	5.88	16.92	13.77	+3.15
+50	4.99	17.81	13.69	4.12
6	4.59	18.21	13.60	4.61
+50	3.19	19.61	13.52	6.09
6+81.6 = Blkhd.	0.48	22.32	13.47	+8.85

0.17333
0.1777

31

BM 16.89 − Nail in top 2×10 100' So of Sta 1+00 (3.11)
BM 22.29 − E. Edge bulkhead on ℄ Culvert No. 5.
BM 22.32
20.53 No End Top "B" St Conduit.

22.29
5.43
27.72 HI

20.53
1.88
22.41 HI.

	1+50	1+00	
	4.83	4.05	3.97
	22.89	23.67	23.75
	13.51	13.55	13.60
	+9.38	+10.12	+10.15

14.34	14.29	14.21	14.14	14.16
8.07	8.12	8.20	8.27	8.25
8.18	8.29	8.37	8.38	8.38
−0.11	−0.17	−0.17	−0.11	−0.13
Sta 1+75	2+00	2+50	2+87	2+75

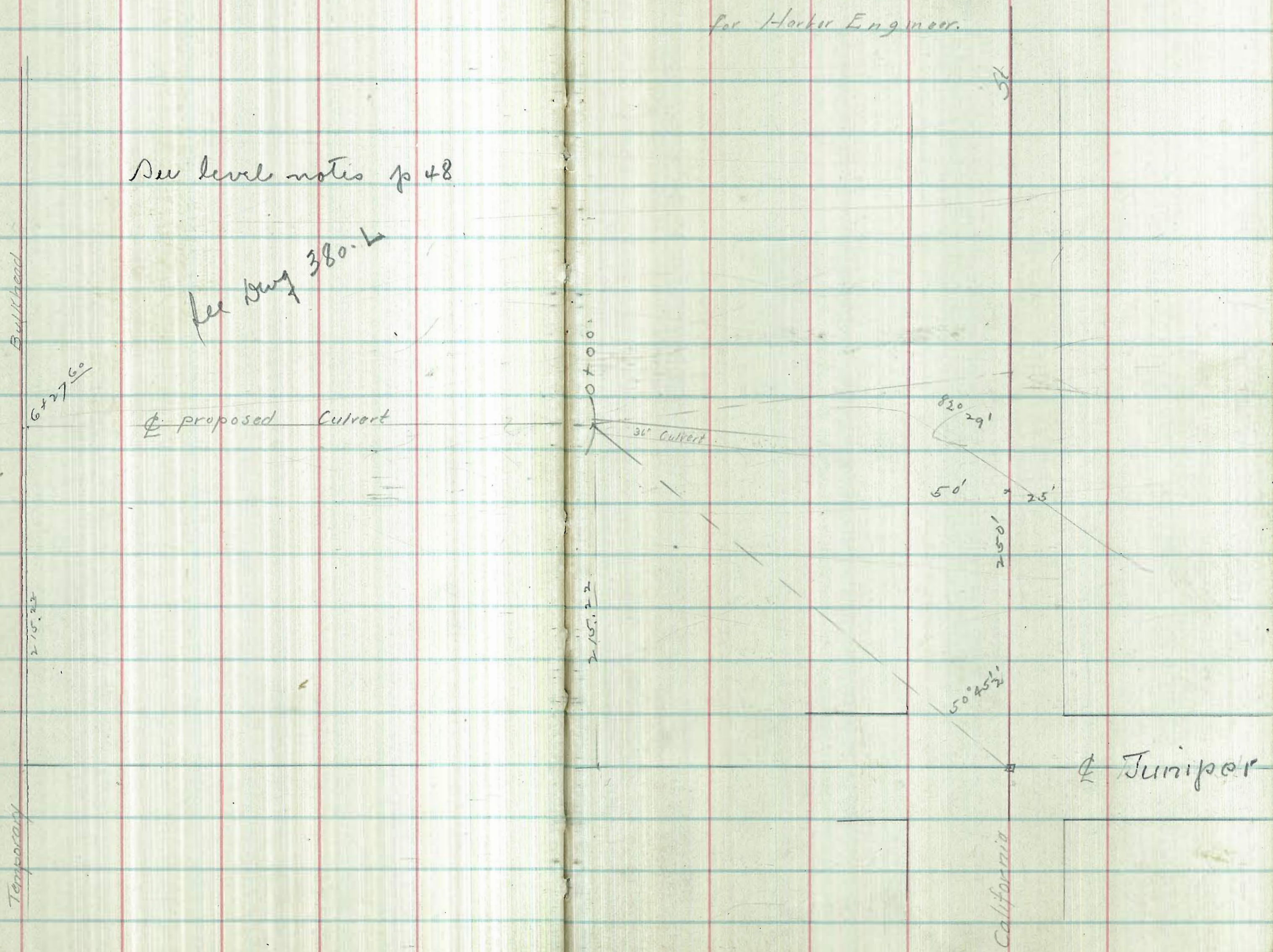
Cu yds displacement 495.20

7/21/14 { Davis
Hancock
Herrick.

Location of end Culvert put in by Hewitt Brick Co.
for Harbor Engineer.

See level notes p 48

See Dwg 380-L



Cuts for Culvert from end 'B' St Conduit to Bulkhead

Stakes set 6' No. of C.L. of No. Cut.

Sta	Rod	Ground	Grade	Cut
	5.44	H.I. 27.73		22.29 B.M. Top Blkhd.
6+75 = Blkhd	5.44	22.29	13.47	8.82
6	4.01	23.72	13.60	10.12
+50	4.01	23.72	13.69	10.03
5	4.45	23.28	13.77	9.51
+50	3.18	24.55	13.86	10.69
4	3.97	23.76	13.95	9.81
+50	6.42	21.31	14.03	7.28
3	7.79	19.94	14.12	5.82
+50	8.92	18.81	14.21	4.60
T.P.	3.82	22.63	8.92	18.81
2	4.65	17.98	14.29	3.69
+50	5.42	17.21	14.38	2.83
1	5.75	16.88	14.47	2.41
+50	5.15	17.48	14.55	2.93
0+00 End B St Ct.	8.06	14.57	14.64	
B.M. Top No. end 'B' St Conduit.			2.10	20.53

8/21/14 Davis, Hancock, Herrick, Fletcher

Check elevations of

Cuts for Culvert from End 'B' St Conduit to Bulkhead.

		H.I.		
	2.01"	22.54	20.53	20.53 BM No end Top 'B' St Flume
0+00				
+50	5.04	17.50		
1	5.69	16.85		
+50	5.35	17.19		
2	4.58	17.96		
+50	3.74	18.80		
3	2.62	19.92		
T.P.	8.49	28.41	2.62	19.92
+50	7.10	21.31		
4	4.65	23.76		
+50	3.86	24.55		
5	5.16	23.25		
+50	4.69	23.72		
6	4.69	23.72		
	6.12	22.29		
			6.12	22.29 ✓ BM Top Blkhd on Cr line

8 Davis
3 Hanck
14 Herr
Fletcher

Cuts for Culvert from End "B" St Conduit to Sta 4+00

Stakes set 10' No. of C. L. of N. Culvert.

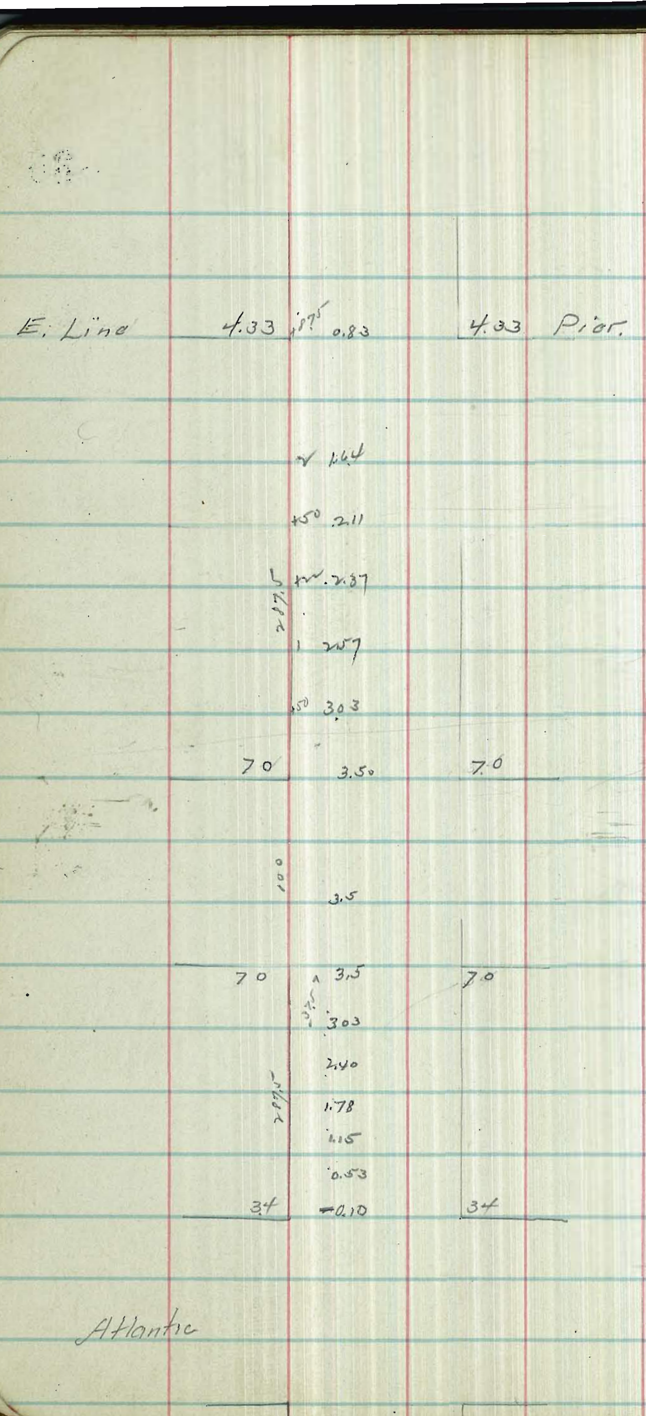
Sta	Rod	Ground	Grade	Cut.
	2.45	HI 22.98		20.53
0+00			14.04	
+50	4.85	18.13	14.55	3.58
1	5.62	17.36	14.47	2.89
+50	5.14	17.84	14.38	3.46
2	4.75	18.23	14.29	3.94
+50	4.07	18.91	14.21	4.70
3	2.86	20.12	14.12	6.00
T.P.	7.86	27.98	2.86	20.12
+50	6.84	21.14	14.03	7.11
4 +10	4.35	23.63	13.95	9.68

Chk on old stake at Sta 4+00 4.22 23.76

Elevations of End "B" St Conduit for Harter Eng

10/9/14 Davis

		H.I.			
	3.57	8.39		4.82	BM Spk pole SW Br Dr
End Flume opp So. M.H.			5.55	2.84	
" " " No M.H.			5.70	2.69	



6.97 P/g S E Cal
10.50 p/g S.E Arctic.

Cuts for Water pipe Broadway Atlantic to Blkhd
bot trench 3.50 below grade of St.

Sta		Rod	Ground	Grade	I
6.77 2.22		H.I. 6.55 p/g		4.33 · Bulkhead	
2+87⁵ = Pier Connect with pipe already in					
2+00		5.15	1.40	1.64	-0.24
1+50		5.04	1.51	2.11	-0.60
1+22 Hydt Hydt Cl line		5.02 6.97	1.53 -0.42	2.37 5.87	-0.84 -6.29
1+00		5.10	1.45	2.57	-1.12
0+50		4.20	2.35	3.03	-0.68
0+00 = W.L. St		2.33	4.22	3.50	+0.72
10' E Cn St. Cross		3.43	3.12	3.50	+0.38
T.P	6.03	H.I. 9.14	3.44	3.11	
2+87⁵ = E.L. St		3.44	5.70	3.50	+2.40
2+37⁵		3.25	5.89	3.03	+2.86
2+00		4.94	4.20	2.40	+1.80
1+50		4.81	4.33	1.78	+2.55
1+00		6.26	2.88	1.15	+1.73
0+50		6.40	2.74	0.53	+2.21
0+00 = W.L. Atlantic		6.63	2.51	-0.10	+2.60
			6.91	2.20	

Elevations at "B" & Cedar Sts on Atlantic 6/7/15 Davis, Hancock, Herrick

	+	HI	−	Elev	
	5.07	9.09		4.02	Spk N W A18D
T.P.	5.66	9.61	5.14	3.95	
Top MH "B" St Conduit at Atl			643	3.18	✓
T.P.	4.89	9.43	5.07	4.54	
T.P.	3.45	9.99	2.89	6.54	
T.P.	4.74	10.21	4.52	5.47	
T.P.	4.53	8.89	5.85	4.36	on SW 7' Hub Cedr
S.E. Cedar & Atlantic			3.7	5.2	✓
Ctr			4.4	4.5	✓
N.E. "	"		5.0	3.9	✓

6 / 30 / 15 { Davis
Hancock
Herrick

Levels over Property Lines of Atlantic St - H to Maple

	+	H.I.	−	Elev	
	7.16	8.01 ✓		0.85 · BM Pkg S.W Cor H.	
		N. L. "H"			
W L. on paving			4.65	3.36	✓
E.			5.2	2.8	✓
		50' N.			
W			4.9	3.1	✓
E			7.6	0.4	✓
		52' N.			
W			8.6	−0.6	✓
		100' N.			
W			9.4	−1.4	✓
E			8.4	−0.4	✓
		110' N.			
W			91	−1.1	✓
		115 N.			
W			7.2	0.8	✓
		150' No			
W			7.4	0.6	✓
E			8.3	−0.3	✓
Top platform. S.W. Cor Ware house			4.9	3.1	✓

		200' No			
W			8.5	−0.5	✓
		Ground	7.6	0.4	✓
E		on platform	51	2.9	✓
		250' No			
W			8.0	0.0	✓
		Ground	77	0.3	✓
E		Platform	4.9	3.1	✓
		300' No = S.L. G			
W			7.6	0.4	✓
		Ground	8.2	−0.2	✓
E		Platform	4.8	3.2	✓
		Ctr G St (75' wide)			
W			6.4	1.6	✓
E			6.3	1.7	✓
		No Line G			
W			7.6	0.4	✓
E			6.8	1.2	✓
		40' No			
W			8.0	0.0	✓
		50' N.			
W			9.6	−1.6	✓
E			6.7	1.3	✓

		70' No. G 8.01			
W			7.4	0.6	✓
		100' N.			
W			8.0	0.0	✓
E			5.6	2.4	✓
		150' N.			
W			8.7	-0.7	✓
E			5.1	2.9	✓
T.P.	5.61	8.16 ✓	5.46	2.55	✓
		200' No.			
W			8.5	-0.3	✓
E			6.0	2.2	✓
		250' N.			
W			7.5	0.7	✓
E			6.3	1.9	✓
		300' No. S.L.F (75' wide)			
W.			7.9	0.3	✓
E			6.1	2.1	✓

		Ctr F			
W			6.1	2.1	✓
E			5.9	2.3	✓
		N.L.F			
W			5.6	2.6	✓
E			6.5	1.7	✓
		50' N.			
W			6.3	1.9	✓
E			5.4	2.8	✓
		100' N.			
W.			5.1	3.1	✓
E			4.9	3.3	✓
		150' N.			
W			4.6	3.6	✓
E			4.6	3.6	✓
		200' N.			
W			4.7	3.5	✓
E			4.4	3.8	✓

	250' No F 8.16			
W		4.0	4.2	✓
E		41	4.1	✓
	300' No. S.L. E (75' Wide)			
W		4.2	4.0	✓
E		4.3	3.9	✓
	Ctr F			
W		3.5	4.7	✓
E		41	41	✓
	No. Line F			
W		4.3	3.9	✓
E		4.1	41	✓
	50 No			
W		3.6	4.6	✓
E		4.3	3.9	✓
	100' No			
W		3.6	4.6	✓
E		42	4.0	✓

		150' No			
W			39	4.3	✓
E			44	3.8	✓
T.P.	4.23	8.63 ✓	376	4.40	✓
		200' No			
W			39	4.7	✓
E			49	3.7	✓
		250' No			
W			44	42	✓
E			48	3.8	✓
		300' No. S.L. Bwdy (125' Wide)			
W			5.1	3.5	✓
E			49	3.7	✓
	Ctr B'wdy				
W			42	4.4	✓
E			51	3.5	✓
	N.L. Bwdy				
W			48	3.8	✓
E	on Granite Block paving		49	3.7	✓

	50' No Bwd./ 8.63			
W		4.8	3.8	✓
E	on G.B. paring	4.5	4.1	✓
	100' No			
W		4.1	4.2	✓
E	on G.B.P.	4.3	4.3	✓
	150' No			
W		4.1	4.2	✓
E	G.B.P	4.3	4.3	✓
	200' No			
W		4.5	4.7	✓
E	G.B.P.	4.3	4.3	✓
	250' No			
W		4.5	4.1	✓
E	G.B.P.	4.3	4.3	✓
	300' No			
W		4.1	4.2	✓
E	G.B.P.	4.3	4.3	✓

	350' No			
W		4.3	4.3	✓
E	G.B.P.	4.3	4.3	✓
	400' No			
W		4.1	4.5	✓
E	G.B.P.	4.3	4.3	✓
	450' No			
W		4.2	4.4	✓
E	G.B.P.	4.3	4.3	✓
	500' No			
W		4.3	4.3	✓
E		4.3	4.3	✓
	550' No			
W		4.3	4.3	✓
E		4.3	4.3	✓
	600' No			
W		4.2	4.4	✓
E		4.3	4.3	✓

	149' No.	= S.L. 8.63	"B" St	80' wide	
W.			4.2	4.4	✓
E			4.2	4.4	✓
T.P.	5.33	9.75 ✓	4.21	4.42	✓
		Ctr B St			
W			5.9	3.9	✓
E			4.4	5.4	✓
		N. Line B			
W			4.6	5.2	✓
E			5.5	4.3	✓
		50' No			
W			4.7	5.1	✓
E			4.5	5.3	✓
		100' No			
W			5.4	4.4	✓
E			4.4	5.4	✓
		150' No			
W			5.4	4.4	✓
E			5.1	4.7	✓

		200' N.			
W			5.3	4.5	✓
E			6.1	3.7	✓
		250' No			
W			5.3	4.5	✓
E			5.9	3.9	✓
		300' No = S Line A 80' Wide			
W			5.2	4.6	✓
E			5.6	4.2	✓
		Ctr A			
W			5.2	4.6	✓
E			4.6	5.2	✓
		No Line A			
W			4.9	4.9	✓
E			5.6	4.2	✓
		50 N. A			
W			4.9	4.9	✓
E			5.3	4.5	✓

		100' No. A 9.75			
W			4.8	5.0	✓
E			5.5	4.3	✓
		150' No			
W			4.7	5.1	✓
E			6.1	3.7	✓
		200' No.			
W			4.6	5.2	✓
E			5.9	3.9	✓
		250 No			
W			4.6	5.2	✓
E			4.9	4.9	✓
		300 No. S. Line Ash 10' Wide			
W			4.7	5.1	✓
E			5.6	4.2	✓
T.P.	5.21	10.22 ✓	4.72	5.01	✓
		Ctr Ash			
W			5.3	4.9	✓
E			5.9	4.3	✓

10.22

		No. Line Ash			
W			5.4	4.8	✓
E			6.1	4.1	✓
		50' No.			
W			5.4	4.8	✓
E			6.1	4.1	✓
		100' No.			
W			5.3	4.9	✓
E			6.2	4.0	✓
		150' No.			
W			5.2	5.0	✓
E			6.2	4.0	✓
		200' No.			
W			5.3	4.9	✓
E			6.0	4.2	✓
		250' N.			
W			5.2	5.0	✓
E			6.3	3.9	✓

	300' No. Ash = S. Line Beech 80' wide				
		10.22			
W			54	4.8	✓
E			6.0	4.2	✓
	Ctr Beech				
W			4.1	6.1	✓
E			6.1	4.1	✓
	No. Line Beech				
W			54	4.8	✓
E			5.9	4.3	✓
	50 No.				
W			4.7	5.5	✓
E			5.0	5.2	✓
	100' No.				
W			5.0	5.2	✓
E			4.5	5.7	✓
	150' No.				
W			5.2	5.0	✓
E			4.1	6.1	✓

		200' No.			
W			54	4.8	✓
E			4.9	5.3	✓
		250' No.			
W			5.6	4.6	✓
E			4.1	6.1	✓
		300' No. S. Line Cedar 80' wide			
W			5.5	4.7	✓
E			4.6	5.6	✓
T.P.	3.29	7.75 ✓	5.76	4.46	✓ on nail S.W. 7' Cedar.
		Ctr Cedar			
W			3.2	4.6	✓
E			3.5	4.8	✓
		No. Line			
W			5.3	4.5	✓
E			3.6	4.0	✓
50' No. E Line			2.4	5.4	✓
100 " "			3.7	4.1	✓
150 "			4.5	3.3	✓
200 "			3.7	4.1	✓

		7.75			
250' No Cedar E. Line			4.5	3.3	✓
300 " "			5.1	2.7	✓
350 " "			5.0	2.8	✓
400 " " ": Doorway Marine Engine Co.			3.6	4.3	✓
450 "			3.5	4.3	✓
500 " " "			3.8	4.0	✓
550 " "			3.4	4.4	✓
T. P.	4.73	9.51 ✓	2.97	4.78	✓
600 " "			5.3	4.2	✓
650 " "			5.3	4.2	✓
700 " "			5.3	4.2	✓
735' " " On door sill Frame building			42	5.3	✓
750			54	4.1	✓
800 " " on Stairway Landing of residence			3.0	6.5	✓
800 " "			58	3.7	✓
850'			56	3.9	✓
1' inside Property Line			4.0	5.5	✓
900			48	4.7	✓
1' inside			38	5.7	✓
918 No Cedar = S.Line Grape 80' wide			46	4.9	✓
1' inside			34	6.1	✓
Ctr			64	3.1	✓

No Line			5.9	3.6	✓
5'E			4.3	5.2	✓
50' No			6.1	3.4	✓
15'E			3.6	5.9	✓
100' No			6.1	3.4	✓
30'E			4.8	4.7	✓
150 No			6.2	3.3	✓
200 No			6.5	3.1	✓
250 No			6.6	2.9	✓
300' No S. Line Hawthorn (80 wide)			6.8	2.7	✓
T.P.	3.21	6.57 ✓	6.15	3.36	✓
Ctr Hawth			4.1	2.5	✓
No Line "			4.4	2.2	✓
50 No			47	1.9	✓
100			49	1.7	✓
150			51	1.5	✓
200			54	1.2	✓
250			57	0.9	✓
300 = S Line Ivy (80' Wide)			57	0.9	✓

		6.57			
Ctr Ivy			6.1	0.5	✓
No Line Ivy			6.2	0.4	✓
50 No			6.5	0.1	✓
100			6.8	-0.2	✓
150			6.9	-0.3	✓
200			7.2	-0.6	✓
250 25'E			7.6 6.2	-1.0 0.4	✓ ✓
300' No. S. Line Juniper 25'E			7.7 4.7	-1.1 1.9	✓ ✓
T.P.	9.02	9.38 ✓	6.21	0.36	✓
Ctr Juniper 30'E			10.7 5.2	-1.3 4.2	✓ ✓
No Line Juniper 20'E			10.8 5.8	-1.4 3.6	✓ ✓
50'No 5'E			10.5 5.2	-1.1 4.2	✓ ✓
100'No			5.7	3.7	✓
150'N.			5.4	4.0	✓
Top 36" C.P. (See Location P.32)			9.4	0.0	✓
200 No			4.6	4.8	✓
250 "			3.4	6.0	✓
300 "			1.7	7.7	✓
350 "			0.9	8.5	✓
400 No			1.3	8.1	✓
432 "			0.9	8.5	✓
450 " 35'E			12.1 1.7	-2.7 7.7	✓ ✓
500 No 45'E			12.3 0.0	-2.9 9.4	✓ ✓
550'No. 55'E			12.4 +0.5	-3.0 9.9	✓ ✓
600'No. 60'E			12.8 +0.3	-3.4 9.7	✓ ✓
650'No. 75'E			13.0 +1.0	-3.6 10.4	✓ ✓
680'No. S. Line Laurel (80' wide) 80'E			13.0 +1.0	-2.6 10.4	✓ ✓
Ctr Laurel 85'E			13.2 +0.5	-3.8 9.9	✓ ✓
No Line Laurel 95'E			13.2 +0.5	-3.8 9.9	✓ ✓
50'No Laurel 100'E			+0.2	9.6	✓
100' No 100'E			2.4	7.0	✓
150' No 100'E			9.8	-0.4	✓
200 No 100'E			6.0	3.4	✓
250 No 90'E			8.0	1.4	✓
300 No. S. Line Maple 90'E			5.4	4.0	✓
T.P.	9.88	10.24 ✓	9.02	0.36	✓
T.P.	12.64	22.84 ✓	0.04	10.20	✓
T.P.	12.58	35.18 ✓	0.24	22.60	✓

		35.18			
T. P.	1284	47.27	0.75	34.43	
✓ B.M. 5 W Juniper & India			0.32	46.95✓	46.87

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Levels over Line of Proposed Culvert

North of **Juniper** to Bulkhead. See location P32.

		H.I.			
	0.46	47.33		46.87	B.M. S.W India
T.P	0.34	35.12	12.55	34.78	
T.P.	0.27	22.88	12.51	22.61	
T.P	0.10	10.68	12.30	10.58	
	7.36	7.36	10.68	0.0	
0+00	Top pipe		{ 7.36 8.0	0.0 -0.6	top pipe ← ground
+50			7.9	-0.5	
1			8.0	-0.6	
+50			7.3	0.1	
2			6.8	0.6	
+50			6.2	1.2	
3			7.2	0.2	
+50			6.6	0.8	
4			6.1	1.3	
+50			5.9	1.5	
5			5.7	1.7	
+50			3.6	3.8	
6			3.5	3.9	
+27.60			4.1	3.3	
Bottom			16.45	-9.09	

Levels over So. Gutr Line "A" St 7/21/15 { Davis
Hancock
Herrick

E. Line Atlantic to Bulkhead.

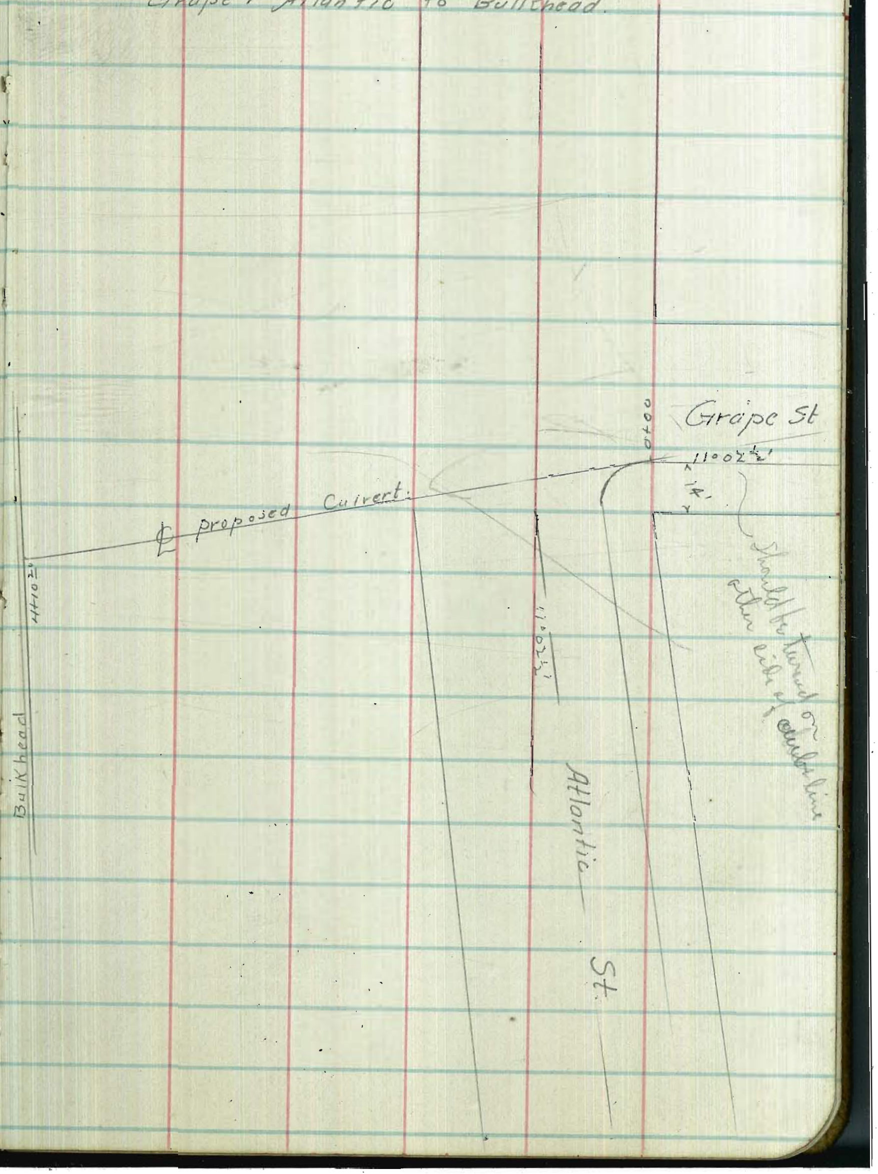
	5.16	9.58		4.42	BM. Spk - old T.P.
E. Line At.			5.3	4.3	
Ctr			5.4	4.2	
W. Line = 0+00			5.0	4.6	
+50			4.3	5.3	
1			3.5	6.1	
+50			3.4	6.2	
2			3.0	6.6	
T.P.	5.58	12.50	2.66	6.92	
+50			5.3	7.2	
3			4.4	8.1	
+50			4.0	8.5	
4			5.3	7.2	
+50			5.7	6.8	
5			6.3	6.2	
+50			6.6	5.9	
6			7.2	5.3	
+50			7.6	4.9	
+75 Blkhd - Top			8.17	4.33	

Levels over ℄ of Proposed Conduit. Grape & At.

	3.23	HI 9.74		6.51	– Stairs House Lot Cedar & Grape
0+00			5.5	4.2	
+50			5.5	4.2	
1			5.1	4.6	
+50			4.3	5.4	
2			5.1	4.6	
+50			5.0	4.7	
3			4.7	5.0	
+50			5.3	4.4	
4			6.1	3.6	
+10^{20}	Top Blkhd		6.0	3.7	
+10^{20}	Botm.		16.1	-6.4	

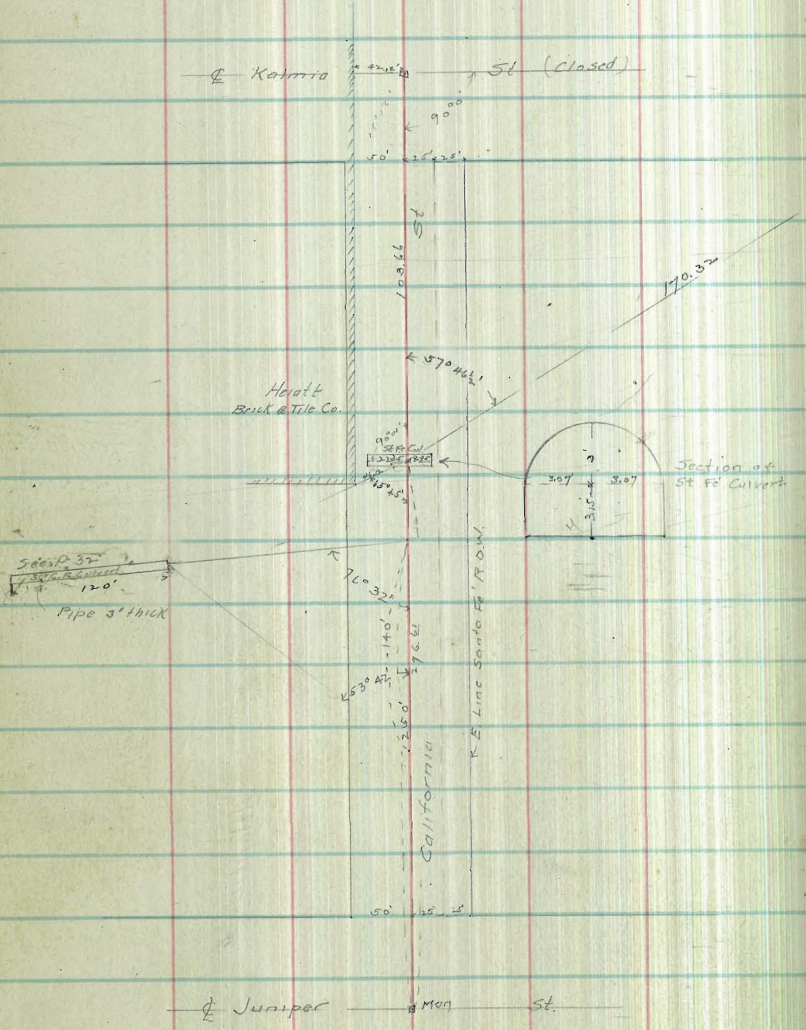
7 Davis
22 Hancock
15 Herrick

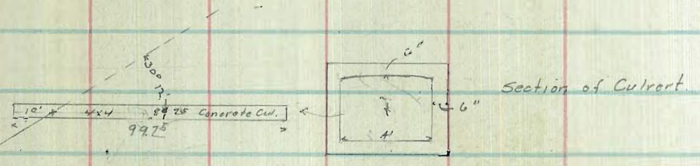
Location of Proposed Culvert Running from Grape & Atlantic to Bullhead.



7 Doris
20 Hancock
15 Herrick

Location of Culverts Bet Arctic & Atlantic, Juniper & Kalmia Sts





Levels over Culverts shown in sketch.

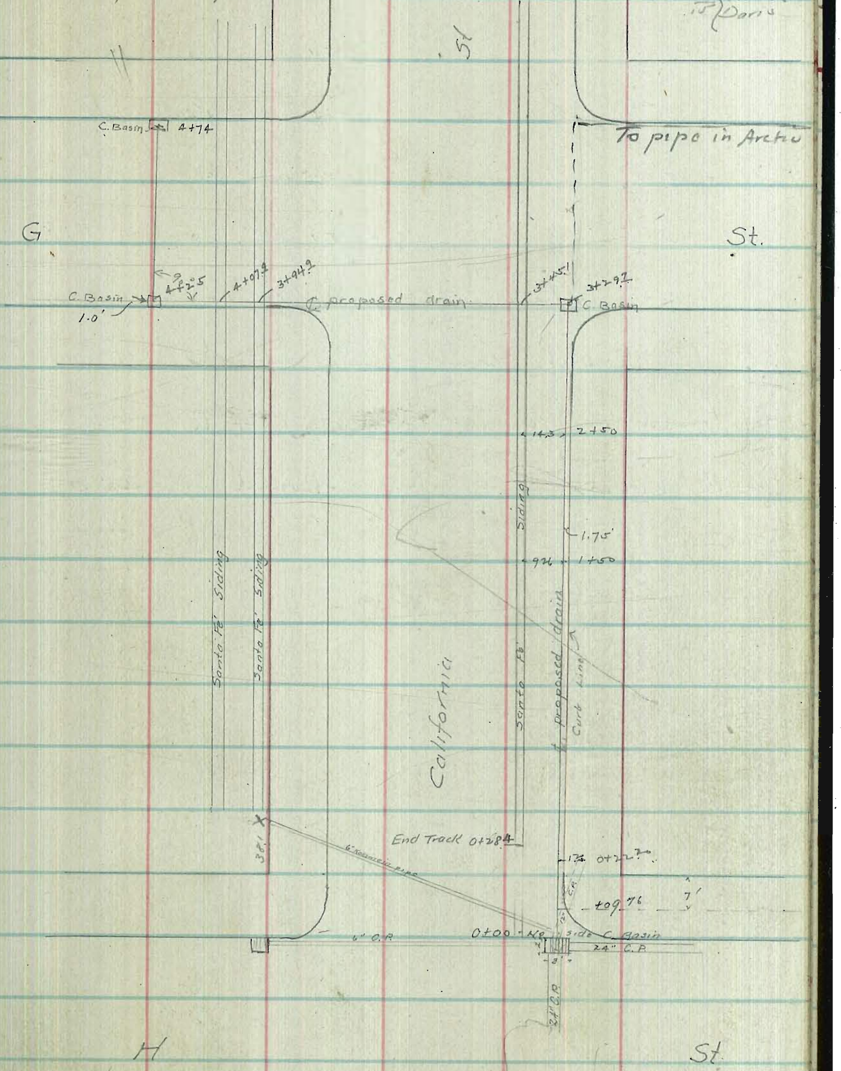
		HI			
	10.68	10.68		0.0	Top W. End 36" Cul.
Inside bottom E end 36" Cul			12.09	-1.41	
T.P	9.34	16.93	3.09	7.59	
W. End St Fe' Cul. bottom			18.97	-2.03	
" " " " Ground			14.97	1.96	
E. End St. Fe' Cul. bottom			16.59	0.34	
" " " Ground			14.84	2.09	
T.P	7.28	18.80	5.41	11.52	
W. End 4x4 Cul-bottom			15.13	3.67	
T.P	1.90	18.10	2.60	16.20	
E. End 4x4 Cul - bottom			12.07	6.03	

Levels over ℄ proposed Drain in California & G Sts

Sta	+	H.I.	−	Elev.	
	2.93	6.12		3.19	B.M. S.E. Al. Sch. P.G. Gt
Inside bottom 24" C.P. at C.B.			10.42	−4.30	
" " 12" " " "			8.70	−2.58	
0+00 = Top C.B.			5.91	0.21	
+16.7 = Gutr N.L. H.			5.7	0.4	
+22.2 = End 12" C.P.			6.4 8.17	−0.3 −2.05	Inside botm 12" C.P.
+28.4 Top Rail			6.5	−0.4	
X Bottom 6" Kal. pipe			7.44	−1.32	
+50			7.3	−1.2	
1			7.0	−0.9	
+50			7.0	−0.9	
2			6.9	−0.8	
+50			6.7	−0.6	
3			6.2	−0.1	
+29.7			6.0	+0.1	
+45' = Ctr Track			5.25	0.87	Top rail
+50			5.3	+0.8	
+94.9			4.90	1.22	Top rail
4			5.1	1.0	

Location of Proposed Drain in California & G Sts

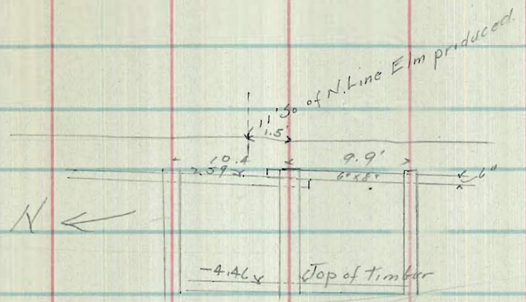
9/29/15 {Davis Herrick Davis

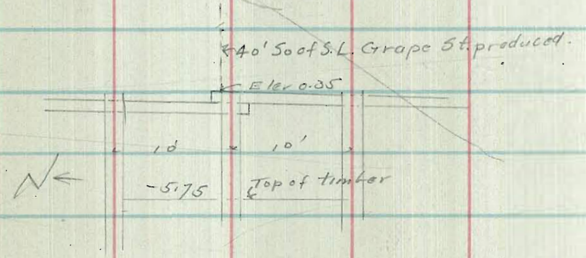


		6.12			
T. P.	4.88	6.11	4.89	1.23	
4+079			4.85	1.26	Top rail
+25			5.5	0.6	
+74			5.1	1.0	

Note - There is a pipe across Arctic at the north curb line of G St which should be extended west to California and connect with proposed drain

+	H.I.	−	Elev.
5.83	10.29		4.46 Hyd. S.W.7' pt Alt & Cedar.
		14.75	−4.46
		7.70	2.59
		16.04	−5.75
		9.94	0.35





4/7/20 Gregory
Moore
Miller
Shaw.

Levels on 3rd St.
Redwood to Quince

	8.26	273.79		265.53	B.P. N.W. 3rd & Red.
N.L. Redwood.					
W.L 3rd.			1.4	272.4	
20'E. = cb line			1.77	72.0	on cement.
30' ✓			2.0	71.8	
40' ✓			2.2	71.6	
52.7' ✓ = fence			2.7	71.1	
C. L. Redwood					
50' E. of W.L			5.3	68.5	
40' ✓ ✓ ✓ ✓			4.6	69.2	
30' ✓ ✓ ✓ ✓			3.8	70.0	
20' ✓ ✓ ✓ ✓ ✓			2.7	71.1	
14' ✓ ✓ ✓ ✓ ✓ = fence			2.3	71.5	
W.L. 3rd			2.4	71.4	
S. cb Redwood					
W.L. 3rd			2.78	71.0	on cement
20' E			3.4	70.4	
30' ✓			4.7	69.1	
40' ✓			5.2	68.6	
50' ✓			7.0	66.8	

273.8

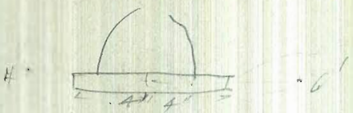
S. L. Redwood					
50' E of W.L 3rd			12.2	61.6	
40' ✓ ✓ ✓ ✓ ✓			12.5	61.3	
30' ✓ ✓ ✓ ✓ ✓			11.0	62.8	
20' ✓ ✓ ✓ ✓ ✓ ✓			9.4	64.4	
W.L. 3rd			2.5	71.3	
50' S. of Redwood					
W.L 3rd			6.5	67.3	wall is 1.7 higher
10' E			11.5	62.3	
20' ✓			12.5	61.3	
30' ✓			13.8	60.0	
100' S. of Redwood					
W.L 3rd			6.4	67.4	wall 1.7 higher
10' E			10.4	63.4	
20' E			12.0	61.8	
30' E			13.4	60.4	
130' S of Redwood					
W.L 3rd			7.2	66.6	
10' E			10.6	63.2	
20' E			12.3	61.5	

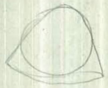
		273.79		
30' E			13.9	59.9
		150' S. of Redwood		
W.L. 3rd			8.5	65.3
20' E			11.8	62.0
30' E			16.7	57.1
		180' S. of Redwood		
W.L. 3rd			7.9	65.9
20' E			10.5	63.3
30' E			14.1	59.7
		195' S. of Redwood		
30' E. of W.L. 3rd			10.9	62.9
20' E			9.4	64.4
13' E			6.0	67.8
W.L. 3rd			5.4	68.4
T.P.	0.17	268.73	5.23	268.56
		207' S.		
W.L. 3rd			0.5	68.2
15' E			0.8	67.9
20' E			2.4	66.3
30' E			4.6	64.1

		268.73			
		212' S. = N. end drive to Ferris's			
W.L. 3rd			0.6	68.1	
20' E			0.8	67.9	
30' E			1.2	67.5	= edge 2' E
		260' S. of Redwood			
W.L. 3rd. = on walk to house			.09	68.6	
14' E = N. end cement cb.			1.48	67.2	
14.2' E = dirt			2.2	66.5	
20' E = ctr drive			2.3	~~66.4~~	
30' E = 2' from edge			2.2	66.5	
		N.L. Quince			
W.L. Third			4.8	63.9	
14' E = cement curb			5.84	62.9	
20' E = ctr drive			5.6	63.1	
30' E = edge			5.1	63.6	

India & Grape S.W. plgrt. 4402

$52,000 cny





.01733
13
5199
1733
.0225290

4.27
4.27
2989
854
17.08
10)118.23 29 | 10.81
200 1823
1 1644
102 15929
2364 16569

594 N of W.L. At = Bulkhead

456 5" 536" 572

7.5

42

26 14.64
13.47
1.17

9.94

537 9.94
6.1
16.04

16.06
10.29
5.77

3.65
2.60

57 37

42

4

54

8.85

.17333
.086666
.121333
.121900

3.2'
5.40

.491
0.29

6.2 6.5 7.0 7C

22.32
8.85
13.47

14.64
13.47
675) 1.170 (.17333
675

181) .1300 (.1657

1657
81
1657
13256
.134217

1657
.31
1657
4971
.051367

.0828

13.47
.051367
13.521367
828
13.6041
13.6869
13.7697

13.47
13000
13.60000 = 6400
13.68666
13.77333
13.85999
13.94666
14.03333
14.11999
14.20666
14.29333
14.37999
14.46666
14.55333
14.63999