

(94) GRADE

Torrey Pine Road

Construction Notes

G94

380

FIELD

400 = 9.4
 399 = 9.4 } ^{sub} change to
 398 = 9.8
 397 = 10.2

400 - 9.4
 399 - 9.86
 398 - 10.38
 397 - 10.80

top side
 Q.R. 2 Highs 397
 90 Break at 400+50
 " " 500 - 252
 back

16' - 6 1/2" below base of rail
 for 14' clearance

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This book contains levels

MICROFILMED

APR 7 1965

R
L
R
L
R
L
R
L

B.M.s.

0.63	Top of North Mon. at N.H. City	
2.20	Spike in N. Gr. Post Bridge	
11.80	Nail in Guide Post near Sta 381+99 ⁶ EC	
19.29	on drain box near Sta 380+00	
44.86	Hub	" 377+66⁸⁰ EC
226.44	Top Fairer Post	" 357+25
225.59	Hub R.I.	" 356+25
257.15	Hub EC	" 353+42⁴⁰
263.75	Hub EC	" 352+19⁴⁰
332.25	Nail in Guide Post	" 341+00
339.89	Hub EC	" 331+88 ¹⁷
152.17	Spike in Lone Tree	" 366+50
234.02	" " Tree in Saddle	" "
227.23	" " Tree in Saddle	" "
310.98	Nail in Tree top of grade	" "
217.42	Hub on 50' R Curve	" "
262.40	Sph in Tree	" 353-10"
273.65	" " "	" 251+75"

Sta 370 + 33²⁷ EC W 35' E 100' approx.
 " 369 + 29²⁵ BC W 40' E 100' " "
 " 366 + 78⁶⁷ EC W 35' and 65' "
 " 365 + 43¹² BC W 35' " 80' "
 " 365 + 02³⁰ EC W 40' E 65' "
 " 364 + 22⁵² BC W 35' and 70' "
 " 363 + 30⁰⁴ EC W 25' and 70' "
 " 361 + 08³⁵ BC

S.L. 32-32 - N.L. 37-38

7 d 3 1/2
 1 1/2
 84.1 1/2

11.26
 139.5

City line tied North 50, 50.
 Angle at Bridge 15 each way to Capt. Cook's in G Rai
 End of Curve
 Sta 405 + 91.52 BC East 75, 50
 " 400 " 50, 75 R
 " 398 + 05⁷⁰ Pebble line " 45.36 to Cor. Then 50 R
 " 381 + 99⁶ EC " 50, 50 R
 " 379 + 31⁶ BC W 35, 30 L*
 " 377 + 66²¹ EC W 75 E 250 approx L
 " 376 + 47²⁰ EC W 65' E 125' " L
 " 371 + 26²¹ EC W 35' and 45' approx L
 " 369 + 17²⁰ BC W 35 and 75 approx R
 " 366 + 92²⁰ EC W 35 and 45 approx - R
 " 365 + 87⁶⁵ BC W 35 and 35 approx - L
 " 365 + 79⁵⁷ EC W 35 and 60 approx - L
 " 364 + 42³⁰ BC W 35 " 65' " R
 " 363 + 69²³ EC W 35 " 25' " L*
 " 361 + 19²³ BC W 35 E 125' " L*
 " 359 + 66²⁵ EC E 180 W 200' " 36.57
 " 358 + 16²⁰ BC " " " 437.0
 " 356 + 75²⁵ EC E 35' and 75' " 60.2
 " 355 + 72⁴⁵ BC E 35' " W 125' " R
 " 355 + 25¹⁰ EC E 35 (spike) W 125' " L
 " 354 + 150¹⁵ BC E 35 W 6 W 200' " R
 " 353 + 48²⁰ EC W 45 and 100' " R
 " 352 + 67²⁵ BC RI tied S. 125' and 150' approx R
 " 352 + 19²⁰ EC RI tied W 125' and 150' approx - Dist. map in paper R
 " 351 + 57¹³ BC PI tied W 125' and 70' approx - Dist. map in paper L
 " 349 + 74¹⁵ BC spike E 50' W 125' approx L
 " 348 + 66³⁵ EC spike E 30' approx W 30' spike R
 " 347 + 67²³ BC spike E 25' and 75' approx - 50' L
 " 346 + 76²⁵ EC W 60' E 50' approx L
 " 345 + 71¹¹ BC W 35' E 25' " L
 " 345 + 44⁶⁰ EC E 35' W 35' " R
 " 341 + 67⁵⁹ BC W 40' and 60' " R
 " 331 + 88¹⁷ EC E 45' W 45' " 314 + 92.75
 " 330 + 70¹⁰ BC E 50' W 35' " 311 + 52.87
 " 327 + 87⁴⁵ EC " " " 3.0788
 " 327 + 02⁴⁰ BC W 50' E 110' " L
 " 317 + 79³⁵ EC W 50' and 50' " L
 " 316 + 63⁷⁷ BC E 50' " 50' " L
 " 314 + 70 " " " " " L
 " 307 + 02⁷⁵ PL E 50' and 50' " L
 " 305 + 21²³ PL W 50' " 50' " L
 " 297 + 61²⁷ PL W 50' " 50' " L
 " 248 + 30⁴² EC W 50' " 50' " R
 " 246 + 61¹¹ BC W 50' " 50' " L
 " 240 + 30¹² EC W 50' " 50' " L
 " 237 + 79⁴⁵ BC W 50' " 50' " L
 " 232 + 51³⁵ PL E 60' " 40' " L
 " 231 + 05¹⁵ EC W 50' " 50' " L
 " 229 + 56³⁰ EC " " " " " L

206+03⁰² PK W 50 and 50 approx

Sta 204+13⁰⁴ EC
202+51²⁷ BC
192

R

82+15⁷¹ BC E 35 and 50 approx
70+06⁷² EC E 35 " 50
78+50³³ BC E 25 W 50 even

57+74¹⁰ Pueblo line E 80 on line and 75

38+62⁴⁰ EC E 30 W 25
28+15²⁵ BC E 30 W 35
28+57²⁵ EC W 35 E 30
22+87⁰² BC E 30 and 30 approx

117 PI E 40 " 40 " Dividing Angle

Sta 140+50²⁶ EC } E 50 W 50 approx -
" 136+92⁰ BC } E 50 and 50 "
" 136+35¹⁰ EC } E 50 " 50 "
" 133+70⁴⁰ BC } E 50 " 50 "
" 132+38⁷³ EC } E 50 W 50 "
" 130+39⁸⁵ BC } W 35 E 50 "
" 129+95¹⁷ EC } W 35 E 50 "
" 128+99⁵⁴ BC } W 35 E 50 "
" 128+28⁸⁰ EC } W 35 E 50 "
" 126+77²⁹ BC } W 35 E 50 "
" 126+77⁴⁸ EC } W 35 E 50 "
" 124+71⁴⁵ BC } W 35 E 50 "
" 121+45³⁰ EC }
" 120+15²³ BC }
" 119+68²¹ EC }
" 118+16⁸⁷ BC } W 60 and 50 even
" 116+63⁷² EC } W 50 " 50 approx
PI = Pueblo line } W 50 " Pueblo Cor.
" 115+88⁰⁴ BC }
" 114+83³² EC } W 50 " 50 approx -
" 113+99⁰ BC }
" 113+44⁸⁴ EC } E 35 " 50 "
" 111+78⁸⁰ BC } E 35 " 50 "
" 109+74⁶³ EC } E 35 " 50 "
" 108+52⁴⁶ BC } E 35 " 50 "
" 107+99⁴⁰ EC }
" 106+99¹ BC }
" 105+12²² EC } E 35 " 50 "
" 103+86³⁰ BC } E 35 " 50 "
" 100+21³⁴ EC } E 35 " 50 "
" 98+31⁸⁵ BC }
" 97+69⁸⁰ EC } E 30 " 30 "
" 95+88⁵⁰ BC } ahead on summit 90' and 50 approx

L

L

L

R

R

R

L

R

92+30⁰³ BC E 35 and 50 approx -
89+32⁰³ EC E 35 " 50 "
88+13⁴⁰ BC E 30 " 60 "
82+64²² Pueblo line E 50 " 50 "

Station on Summit tangent



grad at sanctige
 1.0
 1.05
 1.0

230 side
 240 grade at 500+00

922	762	618	474	330	922
876	726	582	438	284	876
830	684	546	402	258	830
784	638	498	366	222	784
738	592	452	330	186	738
692	546	406	294	150	692
646	500	360	258	114	646
600	454	314	222	78	600
554	408	268	186	42	554
508	362	222	150	6	508
462	316	176	114	-30	462
416	270	130	78	-66	416
370	224	84	42	-102	370
324	178	38	6	-138	324
278	132	-8	-30	-174	278
232	86	-54	-66	-210	232
186	40	-100	-102	-246	186
140	-6	-156	-138	-282	140
94	-52	-210	-180	-318	94
48	-106	-264	-222	-354	48
2	-160	-318	-266	-390	2

1029 ft
 532 546 510 474 438 402 366 330
 507 521 485 449 413 377 341 305

204 244 268 282 296 310 324 338 352 366 380 394 408 422 436 450 464 478 492 506 520 534 548 562 576 590 604 618 632 646 660 674 688 702 716 730 744 758 772 786 800 814 828 842 856 870 884 898 912 926 940 954 968 982 996 1010 1024 1038 1052 1066 1080 1094 1108 1122 1136 1150 1164 1178 1192 1206 1220 1234 1248 1262 1276 1290 1304 1318 1332 1346 1360 1374 1388 1402 1416 1430 1444 1458 1472 1486 1500 1514 1528 1542 1556 1570 1584 1598 1612 1626 1640 1654 1668 1682 1696 1710 1724 1738 1752 1766 1780 1794 1808 1822 1836 1850 1864 1878 1892 1906 1920 1934 1948 1962 1976 1990 2004 2018 2032 2046 2060 2074 2088 2102 2116 2130 2144 2158 2172 2186 2200 2214 2228 2242 2256 2270 2284 2298 2312 2326 2340 2354 2368 2382 2396 2410 2424 2438 2452 2466 2480 2494 2508 2522 2536 2550 2564 2578 2592 2606 2620 2634 2648 2662 2676 2690 2704 2718 2732 2746 2760 2774 2788 2802 2816 2830 2844 2858 2872 2886 2900 2914 2928 2942 2956 2970 2984 3000 3014 3028 3042 3056 3070 3084 3098 3112 3126 3140 3154 3168 3182 3196 3210 3224 3238 3252 3266 3280 3294 3308 3322 3336 3350 3364 3378 3392 3406 3420 3434 3448 3462 3476 3490 3504 3518 3532 3546 3560 3574 3588 3602 3616 3630 3644 3658 3672 3686 3700 3714 3728 3742 3756 3770 3784 3798 3812 3826 3840 3854 3868 3882 3896 3910 3924 3938 3952 3966 3980 3994 4008 4022 4036 4050 4064 4078 4092 4106 4120 4134 4148 4162 4176 4190 4204 4218 4232 4246 4260 4274 4288 4302 4316 4330 4344 4358 4372 4386 4400 4414 4428 4442 4456 4470 4484 4498 4512 4526 4540 4554 4568 4582 4596 4610 4624 4638 4652 4666 4680 4694 4708 4722 4736 4750 4764 4778 4792 4806 4820 4834 4848 4862 4876 4890 4904 4918 4932 4946 4960 4974 4988 5002 5016 5030 5044 5058 5072 5086 5100 5114 5128 5142 5156 5170 5184 5198 5212 5226 5240 5254 5268 5282 5296 5310 5324 5338 5352 5366 5380 5394 5408 5422 5436 5450 5464 5478 5492 5506 5520 5534 5548 5562 5576 5590 5604 5618 5632 5646 5660 5674 5688 5702 5716 5730 5744 5758 5772 5786 5800 5814 5828 5842 5856 5870 5884 5898 5912 5926 5940 5954 5968 5982 5996 6010 6024 6038 6052 6066 6080 6094 6108 6122 6136 6150 6164 6178 6192 6206 6220 6234 6248 6262 6276 6290 6304 6318 6332 6346 6360 6374 6388 6402 6416 6430 6444 6458 6472 6486 6500 6514 6528 6542 6556 6570 6584 6598 6612 6626 6640 6654 6668 6682 6696 6710 6724 6738 6752 6766 6780 6794 6808 6822 6836 6850 6864 6878 6892 6906 6920 6934 6948 6962 6976 6990 7004 7018 7032 7046 7060 7074 7088 7102 7116 7130 7144 7158 7172 7186 7200 7214 7228 7242 7256 7270 7284 7298 7312 7326 7340 7354 7368 7382 7396 7410 7424 7438 7452 7466 7480 7494 7508 7522 7536 7550 7564 7578 7592 7606 7620 7634 7648 7662 7676 7690 7704 7718 7732 7746 7760 7774 7788 7802 7816 7830 7844 7858 7872 7886 7900 7914 7928 7942 7956 7970 7984 7998 8012 8026 8040 8054 8068 8082 8096 8110 8124 8138 8152 8166 8180 8194 8208 8222 8236 8250 8264 8278 8292 8306 8320 8334 8348 8362 8376 8390 8404 8418 8432 8446 8460 8474 8488 8502 8516 8530 8544 8558 8572 8586 8600 8614 8628 8642 8656 8670 8684 8698 8712 8726 8740 8754 8768 8782 8796 8810 8824 8838 8852 8866 8880 8894 8908 8922 8936 8950 8964 8978 8992 9006 9020 9034 9048 9062 9076 9090 9104 9118 9132 9146 9160 9174 9188 9202 9216 9230 9244 9258 9272 9286 9300 9314 9328 9342 9356 9370 9384 9398 9412 9426 9440 9454 9468 9482 9496 9510 9524 9538 9552 9566 9580 9594 9608 9622 9636 9650 9664 9678 9692 9706 9720 9734 9748 9762 9776 9790 9804 9818 9832 9846 9860 9874 9888 9902 9916 9930 9944 9958 9972 9986 10000

230 Bm Bridge 190 535 516 510 504 498 492 486 480 474 468 462 456 450 444 438 432 426 420 414 408 402 396 390 384 378 372 366 360 354 348 342 336 330 324 318 312 306 300 294 288 282 276 270 264 258 252 246 240 234 228 222 216 210 204 198 192 186 180 174 168 162 156 150 144 138 132 126 120 114 108 102 96 90 84 78 72 66 60 54 48 42 36 30 24 18 12 6 0 -6 -12 -18 -24 -30 -36 -42 -48 -54 -60 -66 -72 -78 -84 -90 -96 -102 -108 -114 -120 -126 -132 -138 -144 -150 -156 -162 -168 -174 -180 -186 -192 -198 -204 -210 -216 -222 -228 -234 -240 -246 -252 -258 -264 -270 -276 -282 -288 -294 -300 -306 -312 -318 -324 -330 -336 -342 -348 -354 -360 -366 -372 -378 -384 -390 -396 -402 -408 -414 -420 -426 -432 -438 -444 -450 -456 -462 -468 -474 -480 -486 -492 -498 -504 -510 -516 -522 -528 -534 -540 -546 -552 -558 -564 -570 -576 -582 -588 -594 -600 -606 -612 -618 -624 -630 -636 -642 -648 -654 -660 -666 -672 -678 -684 -690 -696 -702 -708 -714 -720 -726 -732 -738 -744 -750 -756 -762 -768 -774 -780 -786 -792 -798 -804 -810 -816 -822 -828 -834 -840 -846 -852 -858 -864 -870 -876 -882 -888 -894 -900 -906 -912 -918 -924 -930 -936 -942 -948 -954 -960 -966 -972 -978 -984 -990 -996 -1000

6/29/14

Bm at 360 2.97 -0.62
 5049+60 35 2.4 0.6 0.5
 419 W -31/19 E -35/18.2 324 -0.3 0.6 -0.9
 418 W -42/19.3 4.0 -1.0 0.75 -1.8
 417 W -43/19.5 4.26 -1.3 1.9 -2.2
 416 W -23/18 5.3 -2.3 1.05 -3.3
 415 W -3.9/19.9 5.2 -2.2 1.20 -3.5
 414 W -5.6/21.4 2.97 0.0 1.35 -1.4
 413 W -4.7/22 2.92 0.95 1.50 -0.6
 412 E -1.4/22.6 1.7 1.3 1.65 -0.4
 411+11 4 Angle E -60/22 W -60/22 1.77
 343 563 220
 419+07 44 End of Bridge W -30/25 343 2.0 0.0
 408+50 W -55/21 E -46/20 423 1.40 2.0 -0.6
 408 W -32/18 473 0.9 2.0 -1.1
 407 623 -0.6 2.0 -2.6
 406+50 583 -0.2 2.0 -2.2
 406+50 573 -0.1 2.0 -2.1
 405+91 513 0.5 2.0 -1.5
 405 E -15/18 433 1.3 2.0 -0.7
 404 E -15/20 40 1.6 3.1 -1.8
 403 E -5.5/21 283 2.8 4.8 -2.0
 70 751 13.97 0.47 5.16
 402 E -13/15.7 70 7.0 6.2 +0.8
 401 E -15/15 43 9.7 7.6 +2.1
 400 E -23/17.2 3.9 10.1 9.0 +1.1
 70 401+60 50'E of Sta 400 1193 2.04

120/4 40th
190ft

Finish

37M Bridge 410	610		220		
411+11		503	177		
412		515	165		
413		530	150		
414		545	135		
415		560	120		
416		575	105		
417		590	90		
418		605	75		
419		620	60		
419+60 ³⁵		630	050		
B7M	491	7.11	220		
		5.11	2.0		
712 Sub-400	1210	12.14	201		
399	E $-\frac{44}{20}$	170	10.44	9.0	+1.4
395	E $-\frac{32}{17.8}$	190	10.24	9.0	+1.2
397	E $-\frac{30}{17.5}$	216	10.0	9.0	+1.0
396	E $-\frac{24}{16.6}$	254	9.6	9.0	+0.6
79	407	<u>12.74</u>	247	9.67	
395	E $-\frac{30}{17.5}$	440	9.5	9.0	+0.5
394	E $-\frac{46}{20.2}$	465	9.1	9.0	+0.1
393	E $-\frac{54}{21.0}$	535	8.2	9.0	-0.8
392	E $-\frac{55}{21}$	550	8.2	9.0	-0.8
391	E $-\frac{46}{20.4}$	534	8.1	9.0	-0.9
79	629	<u>14.93</u>	510	8.44	
390	E $-\frac{40}{19.0}$	600	8.93	9.0	0.0
389	E $-\frac{40}{19.0}$	572	9.5	9.0	+0.5

Dyke grade 10.58 sub
11.0074

✓

					14.93
388	E $-\frac{26}{17.0}$	51	9.8	9.0	+0.8
387	E $-\frac{26}{17}$	5.0	9.9	9.0	+0.9
386	E $-\frac{21}{16}$	5.0	9.9	9.0	+0.9
385	E $-\frac{23}{16.4}$	5.7	9.2	9.0	+0.2
79	5.73	<u>14.82</u>	584	9.07	
384	E $-\frac{34}{18}$	5.7	8.9	9.0	-0.1
383	E $-\frac{15}{15}$	5.5	9.3	9.0	+0.3
382+40	E $-\frac{10}{15}$	5.1	9.7	9.0	+0.7
Break (change)	307	14.87		11.80	
381+90	<u>B</u>	497	9.9	9.9	
381+65	E $-\frac{13}{17.0}$	<u>1A</u> W $-\frac{14}{15}$	447		10.4
381+40	E $-\frac{6.0}{22.0}$	<u>20</u> W $-\frac{20}{16}$	750	7.4	11.32 -3.9
381+15	E $-\frac{7.0}{23.5}$	W $-\frac{4.3}{19}$	897	5.9	12.63 -6.7
380+90	E $-\frac{9.0}{27.5}$	W $-\frac{6.7}{20}$	855	6.3	14.23 -7.9
380+65	E $-\frac{9.5}{25}$	W $-\frac{6.5}{22}$	735	7.5	16.12 -8.6
Break					
380+40	E $-\frac{11.3}{30}$ W $-\frac{4.0}{18}$	2746	3.65	11.2	<u>18.33</u> -7.1
	12.83	2746	0.24	14.68	
380+15	E $-\frac{10.8}{29.2}$		11.75	15.7	20.62 -4.9
379+90	E $-\frac{11.6}{30.4}$		440	23.06	22.95 0.0
379+65	E $-\frac{7.4}{24}$	<u>20</u>	209		25.27 0.0
	12.85	40.25	0.08	27.38	
379+31 ⁶	<u>BC</u>	<u>1A</u>	1292	27.8	28.38 -0.6
379+00	<u>GB</u> Runway		927	30.96	31.82 -0.4
378+50			1.70	35.5	35.97 -0.5
	12.84	52.70	0.42	37.81	
378+00			12.30	40.4	40.62 -0.2
377+66 ⁸	<u>BC</u>	<u>10</u>	833	44.37	43.71 +0.7
377+50			624	46.46	45.27 +1.2
377+25			317	49.53	47.60 +1.9
377+00			0.30	52.40	49.92 +2.5
79	12.84	65.16	0.38	52.32	

Vertical Curve

6516

14227

376+75	9.9	553	5224	+3.1
376+47 ²⁰ BC	6.9	593	5484	+4.5
376+00	1.7	63.5	5923	+4.3
TP	1297	7753	0.60	64.56
375+50	9.9	67.6	63.88	+3.7
375+00	3.06	74.5	68.53	+6.0
TP	1304	90.12	0.45	77.08
374+50	9.30	80.8	73.18	+7.6
374+00	3.95	86.17	77.83	+8.3
TP	1306	103.18	0.0	90.12
372+50	12.34	90.8	82.47	+8.3
372+00	8.04	95.14	87.13	+9.0
372+50	4.0	99.2	91.78	+7.4
TP	1167	114.30	0.55	102.63
372+00	10.86	103.02	96.43	+7.0
371+50			101.08	
TP	528	118.95	3.73	110.57
1371.511 Feb. 35' W of EC	2.50	116.45	105.73	116.311
TP	1300	129.05	116.95	
370+33 ²⁵ = 370+31 ³⁰ EC	10.2	116.25	111.45	+4.8
370	10.1	119.35	114.54	+4.8
369+75	7.65	121.8	116.86	+5.0
369+50	5.1	124.35	119.18	+5.2
369+29 ²⁵ BC	3.15	126.3	121.08	+5.3
369	0.45	129.0	123.54	5.2
TP	1296	142.27	0.14	129.31

368+50	8.4	133.9	128.49	+5.4
368+00	3.25	139.0	133.14	+5.9
TP	1295	154.60	0.62	141.65
367+50	9.85	144.75	137.79	+6.9
367+00	4.75	149.85	142.44	+7.4
366+79 ⁶⁷ EC	2.80	151.80	144.43	+7.4
TP Spike in tree	1324	166.21	1.43	153.17
366+50	11.80	154.40	147.10	+7.3
366+25	9.40	156.80	149.42	+7.4
366+10	6.54	159.67	151.75	+7.9
365+75	4.23	162.0	154.07	+7.9
TP	1296	178.97	0.20	166.01
365+43 ⁵ BC	12.20	166.77	157.13	+9.6
365+02 ⁵⁰ EC	9.90	169.10	160.79	+9.7
364+75	7.10	171.87	163.27	41.5
364+50	5.70	170.27	165.70	+4.6
364+22 ⁵² BC	5.92	173.0	168.26	+4.8
363+75	0.80	178.2	172.67	+5.5
TP	1261	191.32	0.26	178.71
363+30 ²⁴ EC	7.83	183.50	176.86	+6.6
363+00	4.22	187.10	179.65	+7.4
362+75	3.80	188.10	181.97	+6.1
TP	1240	203.70	0.02	191.30
362+50	9.5	194.20	184.30	+9.9
362+25	3.3	200.40	186.62	+13.8
362+00	1.8	201.90	188.95	+13.0
361+75	10.5	201.0	191.27	+9.7
361+50	4.3	207.20	193.60	13.6

19
7
10
11
12
13
14
15
16
17
18

120
20 250
411.51 41

211.57				
TP	1267	224.07	311	211.40
	1081	232.61	227	221.80
B7M Fern post			217	225.44
	8.64	240.88	0.87	232.24
B7M Spike in Tree in saddle			685	234.03 $\frac{9}{16}$
TP on Pt	12.90	248.49		235.59
14.354+50 ⁸⁵ BC		00	248.49	247.68 +2.8
354+75		+01	248.6	245.63 +3.0
355+100		3.4	245.1	243.50 +1.6
355+25 ⁶ FC		5.5	243.0	241.32 +1.7
355+72 ¹⁵ BC	□	6.55	241.94	237.34 +4.6
356+00	□	7.6	240.9	235.0 +5.9
356+25	□	6.75	241.74	232.88 +8.9
356+50	□	6.94	240.5	230.75 +10.8
TP	10.5	245.42	412	244.37
356+75 ³ EC	□	3.8	241.6	238.62 +13.0
357		0.2	245.2	226.50 +18.7
357+50		4.4	241.0	222.25 +18.75
358+0 (Break)	□	10.0	235.4	218.0 +17.4
358+16 ² BC	□	13.4	232.0	217.11 +14.9
TP		11.5	231.32	1225 232.17
358+50	□	7.7	226.6	215.38 +11.2
TP		0.26	221.75	1293 221.39
358+75		4.8	217.0	214.08 +2.9
359		7.0	214.8	212.77 +2.0
359+25		8.8	213.0	211.47 +1.5
359+50	□	10.4	211.4	210.16 +1.2

221.75				
357+66 ⁶ FC	□	11.4	210.4	209.30 +1.1
360 Break	□	11.9	219.7	207.35 +2.3
360+50		9.3	212.5	202.90 +9.6
361+28 ²⁵ BC		11.5	210.3	197.47 +12.8
361+25		12.3	208.5	195.93 +12.6
<hr/>				
372 354+00 Break				252.00
358+48 ⁶⁰ EC				256.18
363+25				258.80
353				261.07
352+75				263.34
352+47 ⁵⁵ BC				264.02
352+19 ⁴ EC				268.00
352				270.16
351+75				272.43
351+51 ⁷⁵ BC				274.54
351				279.20
350+44 ⁶⁰ EC				284.28
350+25				286.01
350				288.28
349+41 ⁵⁵ BC				291.57
349+50				292.82
349				297.36
348+66 ⁵ EC				300.40
348+50				301.90
348+25				304.17

← 90.1%

348+00 Break

306.46

347+15 "

308.50

347+67¹⁵ BC

347+50 Break

310.04

347+25 "

311.12

347 "

311.72

346+76²⁵ FC

143% →

1075 PI Nub 55.00 Hub 55.377

11.00 top rem it guide at Dyke side 6

381+99 ⁶ BC	2.00	10.26	11.00	Typical top 9'
381+75	0.8	12.26	11.00	
381+50	1.2	9.76	11.50	✓
381+25	1.6	8.56	12.70	✓
381+00	1.5	7.16	14.00	✓
380+75	1.5	5.26	16.10	✓
380+50	1.8	3.26	18.00	✓
380+25	1.6	10.51	20.54	✓
380+00	1.6	8.19	22.86	✓
379+75	1.0	5.87	25.18	✓
379+50	2.8	3.57	27.50	✓
379+21 ⁶ BC	Typical/Sec	2.25	28.80	✓
HP 398	3.926	2.77	30.25	
379+00		2.52	31.74	✓
378+75	12.62	46.68	0.20	34.16 ✓
378+50		10.29	36.39	
378+25		7.97	38.71	
378+00		5.65	41.13	
377+66.8 BC	Typical/Sec	2.55	44.13	
377+54	5-5.27			
377+50	1.0 across	9.58	45.69	9
377+25	1.8	7.25	48.02	10
377.0	1.8	4.93	50.24	11
376+75	1.8	2.61	52.66	12
HP 370	8.12	61.89	1.50	53.77
376+47 ⁶ BC	Typical	6.63	55.26	

1519 1447	1080	1142	852	1170	1290
6286 Ht	5526	1850	1142	852	1170
	760	914	852	524	704
	435	19.94 Ht	832	712	784
	775	614	572	592	784
1994	1430	162	189	1842	2880
274	564	384	1080		030
1520	274	284	1990	1496	2062
1100	684	284	1790	3572	1982
29.10 Ht				416	20.71
0.16				3592	3174
28.94 Ht				35	493
2054	2256	2518	2750	2880	3174
531	299	1054	822	692	398
451	219	1002	752	627	373
611	379	1104	862	717	423
		446	11.0	12.70	180
		426	446	276	185
		466	406	196	286
			486	196	375
735	1080				1300
830	455				246
1565 Ht		98	99	400	356
1023		1033	986	942	1465
521		484	533	571	186
2					28
928	1080				544
1519	439				498
1018					450
204					462
318					474
151					486
331					
10.59 Ht					

					7.35 TP steps
					1 = Bush

154
178.21 T.P.M.
Cater Basin

363+50	179.75	4.33	175.42 ✓
363+30 ² BC		2.47	177.28 ✓
363+00	191.08	11.01	180.07 ✓
362+75		8.69	182.39 ✓
362+50		6.36	184.72 ✓
362+25		4.04	187.04 ✓
362+00		1.71	189.37 ✓
361+75	201.72	10.03	191.69 ✓
361+50		7.70	194.02 ✓
361+25		5.37	196.35 ✓
361+00 ³⁸ BC		3.88	197.89 ✓
361+00		3.05	198.67 ✓
360+75		.73	200.99 ✓
360+50	213.63	10.31	203.32 ✓
360+25		7.99	205.64 ✓
360+00 Break		5.66	207.97 ✓
359+66 ⁵⁶ BC	inside state 0.2 low.	3.91	209.72 ✓
359+50	±.7	221.92	11.34 210.58 ✓
359+25	±.9	10.03	211.39 ✓
359+00	±.9	8.73	213.19 ✓
358+75	±.9	7.42	214.50 ✓
358+50	±.8	6.12	215.50 ✓
358+25			217.10 ✓
358+16 ³ BC		4.39	217.53 ✓
357+00 Break		11.42	218.42 ✓
357+75		9.50	220.52 ✓

229.84

483	227	1121	701	686	404	171	1003	770
448	222	1122	594	611	309	146	745	745
458	272	1122	742	661	429	190	1028	785
177.21	537	883	505	48	1031	799	566	391
1257	512	868	280	42	1006	774	561	366
191.08	562	808	380	29	1456	724	591	416
125	1134	1003	873	742	612	439	830	1122
189.03	1064	913	783	652	582	372	805	1117
1309	1206	1093	963	832	692	262	968	1167
201.72	217.42	972	797	564	332	201.0	9567	979
27	505	1250	1225	265	477	729	762	750
201.25	2204.71	1080	1275	240	472	754	437	1015
1235	1324	1120	292	522	522	754	451	1064
189.03	208.22	2402	9169	8937	3784	322	2239	2037
189	213.22	292	520	787	290	1222	268	500
483	1165	267	520	732	665	1147	248	278
27.57	176.61	317	550	752	1015	1247	293	528
	196.96	7542						502
	12.05	7665						
	154.81	1420						
	185.07	1099						

9

12 Dims
173 Handed
102 Handed

Survey of Proposed Cutoff on Torrey Road

Sta	Ang	Bearing
-----	-----	---------

17+97² EC = 155+39.36

16+00⁶⁸ PI L 71°24' N 18°51' E

13+32²⁷ PRC

12+20⁴⁷ PI R 45°31' 1/2 S 89°44' 1/2 E

10+94⁶² RC

9+51⁷⁸ EC

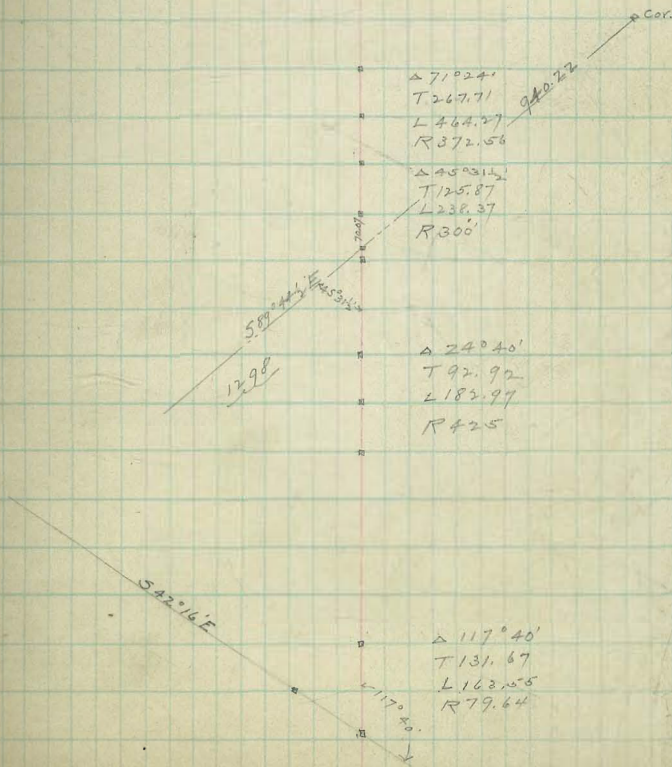
8+61²³ PI R 24°40' N 44°44' E

7+68²¹ PRC

1+63⁵⁵ EC N 20°04' E

0+00 RC = 132+38.73

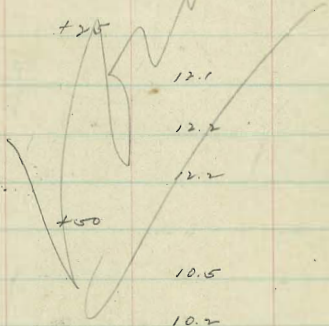
Road



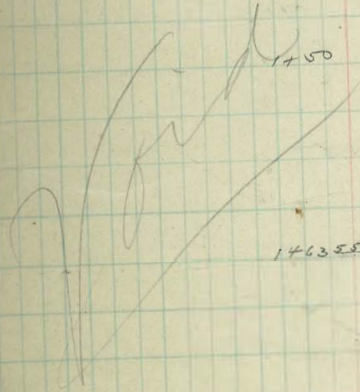
Cross Section of Torrey Road Cut-off

$\frac{12}{20}$ Davis
 $\frac{15}{15}$ Hancock
 Herrick

	1.63	353.71	362.08	1144 EC 130268
T.P.	5.10	348.84	32.97	340.74
		+100 = 182 + 3973		
20 L			11.5	
14 "			12.1	
12 "			11.7	
C			13.9	
13 R			12.9	
20 R			13.7	
		+20		
20 R			12.1	
C			12.2	
20 L			11.2	
		+50		
20 L			10.5	
C			10.2	
6 R			10.2	
7 "			11.4	
20 "			11.3	
		+75		
20 R			9.1	
C			8.5	
17 L			8.0	
20			8.8	



				1400
20 L				6.8
C				6.4
20 R				5.9
			1425	
20 R				2.9
C				4.4
20 L				5.1
			1450	
20 L				4.1
C				2.5
20 R				1.2
			1463.55 EC	
20 L				4.4
17				4.6
16				3.3
C				2.0
T.P.	11.23	359.24		0.83
				34801
20 R				10.0
			2400	
20 R				9.8
C				11.4
6 L				12.0
7 L				12.8
20 L				13.1



359.24

2+50

20 L	10.8
C	9.8
2 R	8.5
20	7.4

3200

20 R	5.5
C	7.8
20 L	8.7

3+50

20 L	7.0
C	5.9
20 R	4.1

4+50

20 R	2.2
C	3.9
10 L	3.9
20	5.3

4+50

20 L	3.7
C	2.4
T.P	11.07

369.38

0.93

358.31

20 R	10.4
------	------

5+50

20 R	8.0
5	9.1
C	10.5
20 L	11.6

369.38

5+50

20 L	9.4
C	8.2
4 R	8.2
6	7.0
20	5.4

6+50

20 R	8.7
C	6.6
20 L	8.3

6+50

20 L	7.2
C	5.1
20 R	2.5

7+50

20 L	5.7
C	3.6
T.P	7.66

375.05

1.99

367.39

20 R	6.1
------	-----

7+68 PC

20 R	5.5
C	8.2
20 L	10.1

8+50

20 L	9.4
C	7.8
R	6.0

14

375.05

8+50

20R	3.8
C	6.3
20L	8.3

9+00

20L	8.2
C	6.9
20R	4.8

9+5175 EC.

20R	3.3
C	5.3
20L	7.0

10+00

20L	6.3
C	4.5
20R	3.1

10+50

20R	4.3
C	5.9
20L	6.9

T.P.	11.05	380.08	6.02	269.03
------	-------	--------	------	--------

10+945 PC

20L	11.6
C	11.4
20R	10.0

15

11+50

20R	9.3
C	10.2
20L	9.6

12+00

20L	7.7
C	7.8
20R	7.4

12+50

20R	5.1
C	5.7
20L	5.7

13+00

20L	4.9
C	4.6
20R	4.3

13+32.97 PR

20R	3.8
C	4.1
20L	4.9

13+50

20L	4.8
C	4.2
20R	3.7

14+00

20R	3.5
C	3.9
20L	4.2

380.08

14450

20L	3.8
C	4.1
20R	4.4

15100

20R	4.5
C	4.0
20L	3.4

15100

20L	3.1
C	3.8
20R	4.5

16100

20R	5.1
C	4.2
20L	3.3

16150

20L	3.8
C	4.6
17R	4.7
20	6.5

17100

20R	5.8
1R	5.9
C	4.4
20L	4.8

17150

20L	4.1
9"	4.3
8"	5.6
C	4.8
20R	5.3

17197^{2nd}

20R	4.4
13"	3.9
12"	4.9
C	4.2
10L	4.9
11L	3.4
20L	3.7

T.P.	3.62	375.76	7.94	372.14
	2.98	371.59	7.15	368.61
B.M. Spk pole Sta	140+9.	6.63	364.96	364.98

Location of Torrey Road Cutoff

$\frac{1}{6}$ } from
18 } amount

223.73
198.83
24.90

99.57
91.27
8.30

171.5
21.47
150.03

223.73
24.90
208.83

17

0+00.00 E-Touline

17+41.65 E-C 104+41.65

15+77.20 PI N11°50'E

13+53.61 PR L71°24'

12+06.59 PI S59°41'E

10+44.41 PCC R 35°25'

7+25 PI R 37°0' N 54°41'E

7+91.16 PC

2+05.65 EC N17°00'E

0+00 PCE + PCC
131+47.03 EC

3.334 x 2.95

514.07

Δ 710.24
T 223.73
R 311.35
L 717.99

25.14 / 50' part

Δ 351.205
T 157.12
R 491.22
L 304.14

cut on water pipe

25.13 / 50' part

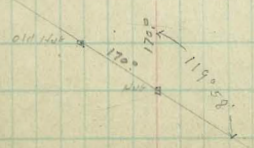
Δ 370.0
T 155.14
R 400
L 258.31

25.25 / 50' part

S 50° 10' E

25.49 / 50' part

Δ 1192.56
T 170.0
R 982.2
L 205.65



889.31

170°

Cross Section of Torrey Road Cut Off

347.31

18

	2.18	355.26	352.08	Hub 1361.55
T.P.	5.13	347.31	13.28	342.18
		0+00 - (32 x 33.73) =	131447.03	PCC
20 L		9.9	337.4	
14 "		10.5	36.8	
12 "		12.2	35.1	
C		11.4	35.9	
10 R		11.3	36.0	
20 "		12.2	35.1	
		0+25		
20 R		10.5	36.8	
10 "		10.5	36.8	
C		10.6	36.7	
10 L		10.7	36.6	
		10.3	37.0	
		0+44		
C		10.2	37.1	
		0+45		
C		9.2	38.1	
		0+50		
20 L		8.7	38.6	
16 "		9.2	38.1	
14 "		8.6	38.7	
10 "		8.4	38.9	
C		8.8	38.5	
2 R		8.8	38.5	
4 "		9.9	37.4	
10 "		10.0	37.3	
20 "		9.8	38.5	

	0+75	
20 R	7.7	339.6
10 "	7.4	39.9
C	7.2	40.1
10 L	6.8	40.5
20 "	6.4	40.9
	1+00	
20 L	5.2	42.1
10 "	5.0	42.3
C	5.1	42.2
10 R	5.2	42.1
20 "	5.3	42.0
	1+25	
20 R	1.5	45.8
10 "	1.9	45.4
C	2.3	45.0
10 L	3.0	44.3
20 "	3.4	43.9
	1+50	
20 L	1.8	45.5
10 "	1.2	346.1
T.P.	11.0	358.11
C	0.30	347.01
	11.0	347.1
10 R	10.2	46.9
20 "	9.2	348.8

358.11

1475

20 R	7.7	350.4
10 "	9.0	49.1
C	9.0	49.1
10 L	10.2	48.0
20 "	11.0	47.1

240565 E.C.

20 L	9.9	48.2
10 "	8.5	49.6
1 "	8.7	49.4
C	8.1	50.0
10 R	6.9	51.2
20 "	5.7	52.4

24050

20 R	4.0	54.1
10 "	5.5	52.6
C	6.9	51.2
17 L	7.5	50.6
8 "	8.2	49.9
10 "	8.2	49.9
20 "	8.2	49.8

3400

20 L	7.4	50.7
17 "	6.5	51.6
13	6.6	51.5
10	5.7	52.4
C	4.9	53.2
10 R	3.4	54.7
20 "	2.3	355.8

358.11

19

3750

20 R	2.2	355.9
10 "	3.1	55.0
C	3.8	54.3
10 L	4.7	53.4
20 L	5.7	52.4

4400

20 L	3.7	54.4
10 "	2.3	55.8
C	1.7	56.4
T.P.	12.51	370.09
20 R	13.2	56.9
20 "	12.5	57.6

4450

20 R	10.7	59.4
10 "	11.4	58.7
C	12.2	57.9
10 L	12.8	57.3
20 "	13.8	56.3

5400

20 L	12.2	57.9
10 "	11.5	58.6
C	10.4	59.7
10 R	9.2	60.9
20 R	8.1	362.0

370.09
5+50.

20 R	5.8	364.3
10 "	6.9	63.2
C	7.9	62.2
7 L	8.9	61.2
10 "	10.9	60.1
20 "	9.7	60.4
6+00		
20 L	8.3	61.8
10 "	1.0	62.1
5 "	2.0	63.1
C	6.2	63.7
10 R	5.1	65.0
20 "	2.4	66.7
6+50		
20 R	2.3	67.8
10 "	4.2	65.9
C	5.5	64.6
5 L	6.7	63.4
10 "	4.7	63.4
20 "	7.5	62.6
7+00		
20 L	6.4	63.7
10 "	5.5	64.6
2 "	5.1	65.0
C	4.1	66.0
10 R	2.9	67.2
20 "	1.6	368.5

T.P.	5.11	376.42	208	368.01
7+50				
20 R			5.6	370.8
10 "			7.2	69.2
1 "			8.9	67.5
C			9.4	67.0
10 L			9.1	66.6
20 "			10.7	65.7
7+9.14 PC				
20 L			11.2	65.2
10 "			10.1	66.3
C			9.7	66.7
20 R			9.5	66.9
4 "			8.8	67.6
10 "			8.1	68.3
20 "			3.4	70.0
8+00				
20 R			7.0	69.4
10 "			8.4	68.0
6 "			8.8	67.6
H "			9.5	66.9
C			9.5	66.9
10 "			10.2	66.2
20 "			11.2	365.2

376.42

81.50

20 L	10.0	366.4
10 "	8.9	67.5
C	8.5	67.9
5 R	7.8	68.6
6 "	7.2	69.2
10 "	7.0	69.4
20 "	6.0	70.4

91.00

20 R	5.3	71.1
10 "	6.7	69.7
5 "	7.2	69.2
4 "	8.0	68.4
C	8.0	68.4
10 L	8.4	68.0
20 "	9.1	67.0

91.50

20 L	9.0	67.4
10 "	8.2	68.2
C	7.6	68.8
6 R	7.5	68.9
7 "	6.7	69.7
10 "	6.7	69.7
20 "	5.7	370.7

376.42

21

101.00

20 R	4.6	371.8
10 "	5.3	71.1
C	4.6	69.8
10 L	7.0	69.4
20 "	7.3	69.1

101.49.47 PCC

20 L	7.0	69.4
10 "	6.7	69.7
C	6.7	69.7
T.P.	8.19	378.09
10 R	7.6	70.5
20 "	6.2	71.8

111.00

20 R	7.5	70.6
10 "	8.1	70.0
C	8.4	69.7
10 L	8.9	69.2
20 "	9.3	68.8

114.50

20 L	8.5	69.6
10 "	8.0	70.1
C	7.8	70.3
10 R	7.5	70.6
20 "	7.0	371.1

378.09

12100

20 R	4.8	373.3
10 "	5.1	72.7
C	5.8	72.3
10 L	6.1	72.0
20 "	6.4	71.7

12150

20 L	3.6	74.5
11 "	3.6	74.5
10 "	2.6	75.5
C	2.2	75.9
10 R	2.5	75.6
20 "	2.3	75.8

13100

20 R	3.9	77.2
10 "	4.1	77.0
C	4.5	76.6
1 L	2.7	75.4
10 "	2.5	75.6
20 "	3.0	75.1
T.P	5.63	381.23
	2.69	375.40

131538 PR

20 L	5.4	75.6
10 "	5.0	76.0
C	6.1	75.9
2 R	4.2	76.8
10 "	3.8	77.2
20 "	3.5	377.5

381.03

14100

20 R	4.2	376.8
10 "	4.1	76.9
7 "	4.3	76.7
6 "	5.0	76.0
C	4.8	76.2
10 L	4.9	76.1
15 "	5.1	75.9
16 "	4.6	76.4
20 "	4.5	76.5

14150

20 L	5.3	75.7
10 "	5.6	75.5
4 "	5.8	75.2
C	6.2	74.8
10 R	5.9	75.1
20 "	6.1	74.9

15100

20 R	7.1	73.9
10 "	7.6	73.4
C	7.1	73.9
10 L	6.6	74.4
20 "	6.3	74.7

15150

20 L	6.5	75.5
10 "	6.0	75.0
C	6.4	74.6
10 R	6.9	74.1
20 "	7.2	373.8

22

381.03

16+00

20 R	6.7	374.3
10 "	6.4	74.6
C	6.2	74.8
10 L	5.9	75.1
20 "	5.8	75.2

16+50

20 L	5.7	75.3
10 "	6.2	74.8
C	6.2	74.8
1 R	7.9	73.1
10 "	7.2	73.8
20 "	7.3	73.7

16+51

C	7.8	73.2
---	-----	------

17+00

20 R	6.7	74.3
14	6.2	74.8
13	7.1	73.9
10	6.7	74.3
C	6.7	74.3
8 L	7.3	73.7
9	5.7	75.3
20	5.7	375.3

2/3

17+416

20 L	5.6	375.4
12 "	5.4	75.6
11 "	6.8	74.2
C	6.2	74.8
10 R	6.7	74.3
20	6.6	374.4

	H1	Elev
1.11	3.11	2.00 Sta 408150 Turn of Rd

408150	1.5
1.57	6.7
1.67	8.9

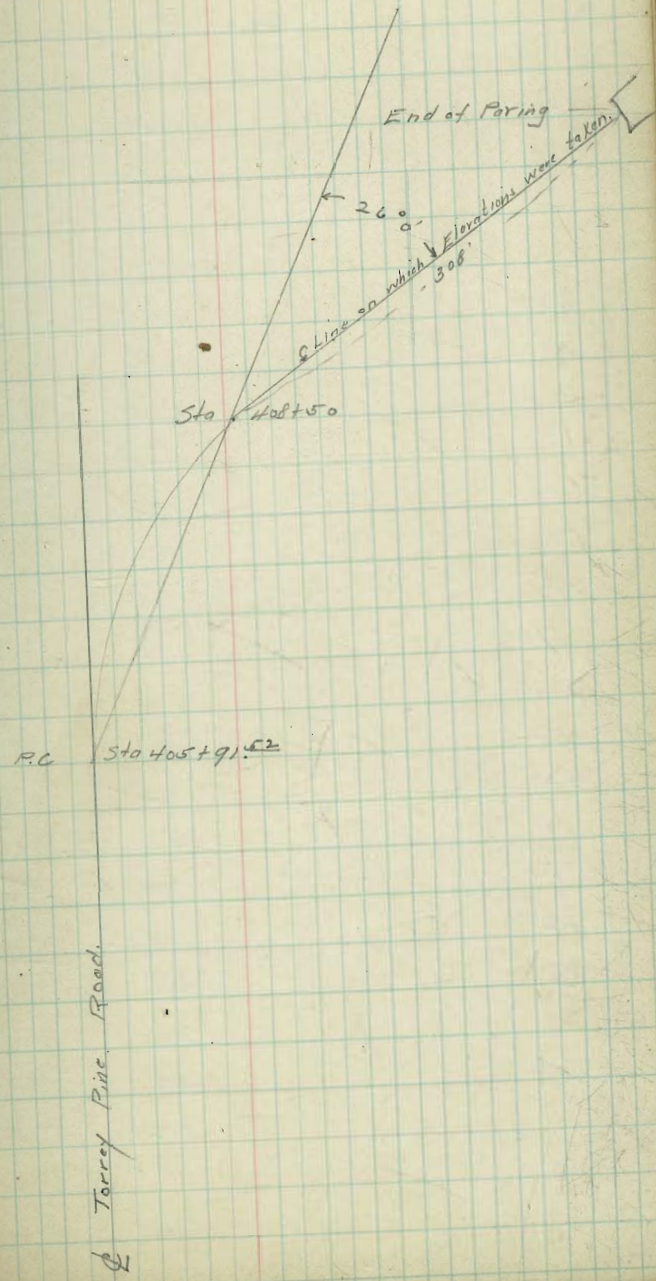
2
4 Davis
16 Hancock
Harris

Elevations Across Washout at No. end Torrey Road

Sta	+	H.I.	-	Elev.
	5.36	7.36	2.00. Grade of Road	Sta 408+50
408+50			5.36	2.0
			5.42	2.0
+67' End Paving			10.30	-2.9

Stadia Measurements: Inst. at 408+50 H.I. 7.36
Vert Ang to Top 13' Rod.

Dist	Ang	Cur Dist	Vert Ang	Elev.
38	-14° 06'		-9° 05'	
76	-9° 34'		-7° 37'	
142	-5° 37'		-4° 20'	
204	-2° 15'		-0° 51'	
240	-2° 51'		-2° 12'	
268	-0° 20'	P.R.	12.80	-5.4
308	0° 0'		9.70	-2.3
308	0° 0'		5.84	1.5



Levels over of Serrano Road at Washout N. of Serrano.

Sta	+	HI.	-	Elev
		20.00 Assumed.		
0		4.7		15.3
	+50	4.7		15.3
1		4.4		15.6
	+50	4.5		15.5
2		4.6		15.4
	+50	4.5		15.5
3		4.8		15.2
X - 750		3.9		16.1 ✓
H		2.5		17.5 ✓
		8.0		12.0 ✓
	+06	12.1		7.9 ✓
	+32	10.4		9.6 ✓
	+70	11.0		9.0 ✓
	+91	11.0		9.0 ✓
	+94	11.6		8.4 ✓
5 +09		10.1		9.9 ✓
	+17	9.4		11.6 ✓
	+18	6.6		13.3 ✓
	+24	5.4		14.6 ✓
	+25	1.5		18.5 ✓
X +50		2.4		17.6
6		3.5		16.5
	+50	4.4		15.6
7		5.2		14.8
	+50	5.4		14.6
8		5.0		15.0
Hub Sta. 3+75		3.30		16.70

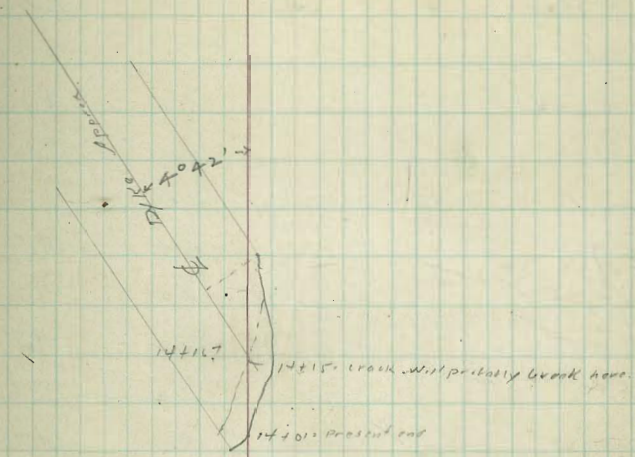
P+50

36° 20' W.

8+00

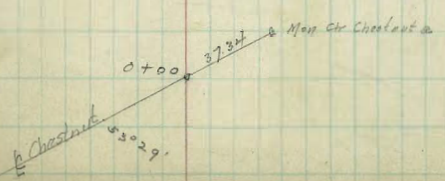
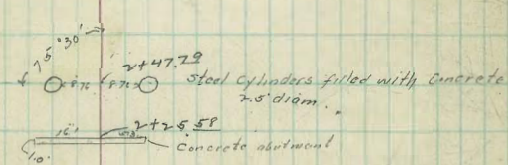
Levels Across S.D. River at Old Towny Bridge ^{2.4m} ^{5.2m} ^{16.4m}

Sta	+	HT	-	EM
	10.61	16.65		6.04 ^{12m} Mon Sal Top & Chestnut
0+00			3.0	13.7
+50			3.1	13.6
1			3.7	13.0
+50			2.8	13.9
X 2			1.6	15.1 ✓
+21			1.6	15.1 ✓
+22			3.0	13.4
+25.58 Top Concrete abutment			2.90	12.8 —
+25.58 botm			5.3	11.4 —
T.P. 0.27	9.07	7.85		8.80
Top F Cylinder		+2.75		12.82
" " "		+2.80		12.87
+50		1.0		8.1
+58		5.8		3.3
3		6.3		2.8
4		5.7		3.4
5		6.0		3.1
6		5.8		3.3
+60		7.2		1.9
7 +20		8.3		0.8
X +30		4.5		4.6 —
8		5.1		4.0
9		4.6		4.5
10		4.4		4.7
11		4.9		4.2
12		5.8		3.3



$$\frac{8.80}{12.82} = 0.686$$

$$\frac{12.87}{12.82} = 1.004$$



Sta		9.07		Elev.
13		14.	-	2.9
	+85		7.0	2.1
14			0.0	9.1
T.P	11.97	20.02	1.02	8.05
	+61		5.5	14.5
	+162		5.2	14.8
	+50		5.3	14.7
15			5.6	14.4
	+50		5.6	14.4
16			5.6	14.4

Sta	+	M	-	Elev
	H.P.	20.30		15.42 B.M. Spk. Pile. ^{NE} M
				U.S.G.S. B.M. Grandy Place Corner Road 1.10
T.P.	4.81	15.61	9.50	10.80 ✓
				B.M. 2nd Spk. Elev. Pole So Side Grandy's Pico 3.82
T.P.	1.87	14.26 ✓	2.72	12.89 ✓
So line Grand				
300 E Pico			4.1	9.9
275 "			4.1	10.2
250 "			4.4	9.9
217 "			4.2	10.1
211 "			9.2	5.0
198 "			11.7	2.6
195 "			14.6	-0.3
190 "			14.6	-0.3
170 "			14.5	-0.2
150 "			14.9	-0.6
130 "			13.8	+0.5
100 "			13.6	+0.7
56 "			12.7	+1.6
42 "			8.6	5.7
38			4.5	9.8
E line			4.1	10.2
10' No of So line Grand ✓				
E line Pico			1.9	12.4
25 E			1.7	12.6
50 "			2.3	13.0

62 E Pico	10.1	4.2
	11.7	2.6
	13.4	0.9
	15.0	-0.7
	16.2	-0.9
	18.7	+0.6
	15.3	-1.0
	12.1	0.9
	10.8	3.5
	1.5	12.8
	2.2	12.1
	2.6	11.7
	3.1	11.2
20' No of So line: ctr. Traveled Road		
	2.8	11.5
	2.3	12.0
	1.9	12.4
	1.6	12.7
	11.7	12.6 2.6 12.6
	15.3	-1.0
	13.6	+0.7
	15.2	-0.9
	14.6	-0.1
	12.7	11.6 1.6 11.6
	11.2	3.1
	8.2	6.1
	0.7	13.6

14.26

20 No. of S. line Grand

50 E of Pico	0.9	13.4
25 "	1.2	13.0
E line	1.2	12.9

30 No. of S. line Grand

E line Pico	1.3	13.0
25 E "	1.2	13.1
50	1.0	13.3
62	0.8	13.5
65	1.0	10.3
81	11.3	3.0
100	12.1	2.2
150	14.1	+0.2
190	10.2	-1.1
200	14.1	0.2
206	15.1	-0.8
211	14.1	+0.2
220	14.8	-0.5
237	10.9	3.4
244	2.2	12.1
250	2.2	12.1
275	2.6	11.7
300	3.0	11.3

40 No. of S. line Grand

300 E Pico	4.3	10.0
275	4.5	9.8
250	4.8	9.5
242	13.2	1.1

200 E Pico	14.9	-0.6
220	13.6	+0.7
210	14.7	-0.4
195	15.2	-1.1
150	13.6	+0.7
120	12.0	2.3
115	11.8	2.5
80	8.0	6.3
76	3.1	11.2
50	3.1	11.2
25	3.0	11.0
E line Pico	2.8	11.5

Top floor 13.00
 Cut off 10.33

11.79 am
 47
 17.27

8.01
 8.0
 7.83.45

11.60
 1.50
 9.72.47

11.91
 1.50
 10.22.46

11.16
 1.50
 9.98.45

12.20
 1.50
 10.30.44

12.34
 1.50
 10.46.43

11.40
 1.50
 9.27.44

10.18
 1.50
 8.99.41

12.21
 10.33
 1.88
 1.20
 10.33
 2.02

11.79 am
 46
 12.59.41

10.62
 2.12
 8.50.42 = 8'-6.2"

12.19
 3.16
 10.53.47 = 10'-1.5"

11.95
 2.06
 9.89.41 = 9'-10.2"

12.23
 2.06
 10.17.45 = 10'-2"

11.20
 2.06
 10.02.44 = 10.04"

12.35
 2.06
 10.32.43 = 10'-3.8"

11.42
 2.06
 9.36.43 = 9'-4.3"

11.13
 2.06
 9.07.41 = 9'-0.7"

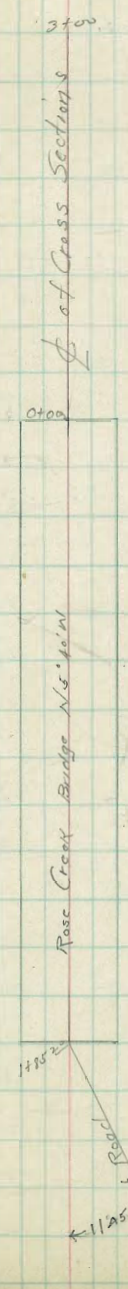
Course of
 48°
 Creek

Pico St

Sta		HT	Elar
	2.53	22.72	19.20
1150		7.1	15.6
4+00		7.6	15.1
3+00		7.1	15.1
3+00		7.5	15.2
+50		5.8	16.9
2		2.1	20.6
1+852 - S. End bridge		1.00	21.73
1+16		1.03	21.70
0+93		3.30	19.43
0+56		1.10	21.63
0+00 - N. End bridge		0.92	21.81
B.M. rod Spk in Wing Wall S. of Cor. Bridge		9.29	13.44
B.M. Top bolt N.W. Cor. Bridge		0.27	22.46

Levels Under Rose Creek Bridge Along Q.

Sta		HT	Elar
	2.53	15.98	13.44
0+00 - No End bridge		3.2	12.8
+13		4.2	11.8
+17		5.8	10.2
+25		7.2	8.8
+34		8.2	7.8
+49		10.2	5.8
1+02		11.7	4.3
+09		7.0	9.0
+38		4.5	11.5
+39		3.2	12.8
1+852		2.2	13.8



	0.68	✓	22.46
	✓	✓	
	✓	✓	
No. End Bridge			
10W Ch		2.5	20.6
4 "		1.3	21.8
C		9.0	14.1
7'E		12.1	11.0
10'E		12.2	10.9
	+12		
20W		7.9	15.2
10W		2.4	20.7
C		2.5	20.6
3'E		2.5	20.6
3'E		9.9	13.2
10'E		11.7	11.4
20'E		11.8	11.3
	+15		
30'E		11.9	11.2
20 "		11.8	11.3
10 "		11.7	11.4
4 "		10.3	12.8
2 "		2.8	20.3
C		2.8	20.3
6 W		2.6	20.5
10 "		2.9	20.2
20 "		7.7	15.4
T.P	5.05	✓	✓
		17.57	10.67
			12.47

17.57

32

	120	
40W	97	7.8
20	81	9.4
10	66	10.9
C	87	11.8
10'E	61	11.4
20	60	11.5
30	64	11.1
	+27	
30'E	61	11.4
20 "	67	10.8
10 "	74	10.1
C	90	8.5
10 W	94	8.1
20 "	96	7.7
40	101	7.4
	+50	
40W	105	7.5
20 "	103	7.2
10 "	106	6.9
C	100	7.5
10'E	95	8.0
20 "	94	9.1
30 "	87	8.8
40 "	86	8.9

17.52

0+75

30 E	90	8.5
20 "	100	7.5
10 "	106	6.9
C	102	7.3
18 W	96	7.9
30 "	92	8.3

1+00

30 W	88	8.7
18 "	90	8.5
C	87	8.8
8 E	100	7.5
9	83	9.2
12 "	81	9.4
14	110	6.5
30 E	115	6.0

1+11

30 W	78	9.7
20	77	9.8
11	77	9.8
10	99	7.6
C	97	7.8
9 E	94	8.1
10	83	9.2
17	82	8.3
18	82	8.3
30	71	7.1
30 E	74	7.4

1+25

20	90	8.5
10	79	9.6
C	79	9.6
10	75	10.0
20	73	10.2
30	74	10.1

17.52

03

1+50

30 E	93	8.2
22 "	83	9.2
20 "	40	13.5
14	54	12.1
11	72	10.3
C	88	8.7
2 W	89	8.6
3	74	10.1
10	75	10.0
20	74	10.1
30 W	67	10.8

1+75

30 W	64	12.1
20	67	10.8
10	65	11.0
C	67	10.8
10 E	67	10.8
19 "	60	11.5
20	41	13.4
21	40	13.1
28	73	10.2
35	70	10.5

17.5v

2+00

35E	9.5	8.0
25E	9.7	7.8
24"	1.2	13.3
14	5.1	12.4
10	3.9	13.6
C	3.8	13.7
10 W	3.6	13.9

2+25

10 W	3.3	14.2
7"	3.9	13.6
C	3.7	13.8
10 E	3.6	13.9
12	3.1	13.7
14	1.7	8.8
20	10.7	6.8
30	10.7	6.8

2+35

35E	9.0	8.5
30 "	9.4	8.1
15 "	9.7	7.8
14 "	3.7	13.8
C	3.5	14.0

2+37

30E	5.2	11.9
20	5.5	12.0
19	3.7	13.8
10	3.6	13.9
C	3.5	14.0

17.5v

34

2+50

20 E	3.5	14.0
10	3.6	13.9
C	3.7	13.8
+7 W	3.8	13.7
+10	3.3	14.2

2+75

10 W	3.2	14.3
C	3.8	13.7
C	3.3	14.2
10	3.1	13.9
20	3.3	14.2

2+60

20 E	2.8	14.7
10	3.2	14.3
9	3.8	13.7
C	3.1	14.4
4 W	4.1	13.4
9 "	3.7	13.8
10	3.1	14.4
3+50 Ctr	2.6	14.9
4 "	1.8	15.7
450 "	1.2	16.3
5 "	0.1	17.4

Levels over Turquoise St at Washout W. of Cass St

2 Davis
1 Hancock
1 Horick

35

Sta	+	Ht.	-	Elev.
	1290	86.15		7225 B.M. 109 100 ft. to Tur
	1269	98.34	0.50	85.65
	1178	109.74	0.38	97.96
B.M. Spk in first tel pole W. of Washout			1.69	108.05

E. Side of B.M.

7225 B.M. 109 100 ft. to Tur

B.M. Spk in first tel pole W. of Washout 1.69' 108.05'

40' So Ctr Turquoise

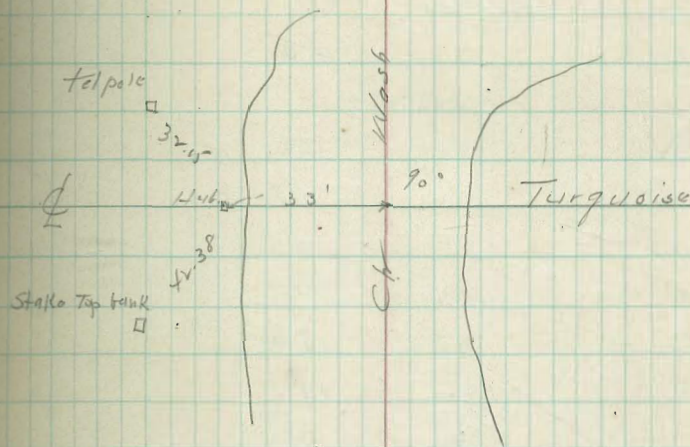
35' W	17.7
22 "	17.2
21 "	20.3
10 "	19.0
ctr	19.6
9' E	19.0
10 "	15.8
30 "	15.0

30' So Ctr

30' E	14.0
13 "	14.8
10 "	18.6
C	19.0
22' W	18.9
23 "	15.7
25 "	16.0

13' So Ctr

35' W	5.4
19' "	5.2
16 "	16.6
ctr	18.8
12' E	17.8



13' So Ctr Turquoise

13' E	3.9
30 "	3.7

ctr Turquoise

125' E	0.4
100 "	1.2
50 "	2.7
30 "	3.3
17 "	3.5
16 "	7.3.6
ctr	18.3
27' W	15.9
30 "	4.9
6.5 "	5.6
100 "	6.5

Chr Turquoise

150 W	7.9
200 "	9.2

14 No Chr

85 W	4.6
29 "	4.7
28 "	16.1
14 "	17.1
Chr	15.9
21 E	15.1
26 "	4.4
30 "	3.8
40 "	3.5

22 No Chr

45 E	5.3
35 "	6.2
34 "	14.2
30 "	14.3
C	15.6
11 W	15.4
27 "	16.0
32 "	4.2
35 "	4.3

40 No Chr

53 E	14.3
40 "	11.9
10 "	12.6
21 "	13.2
20 "	15.0
Chr	15.1
15 W	15.2
19 "	7.9
27 "	2.9
35 "	3.5

Levels over Gutr line Grand Ave Pacific Beach

from E. Ct. line St to Ocean

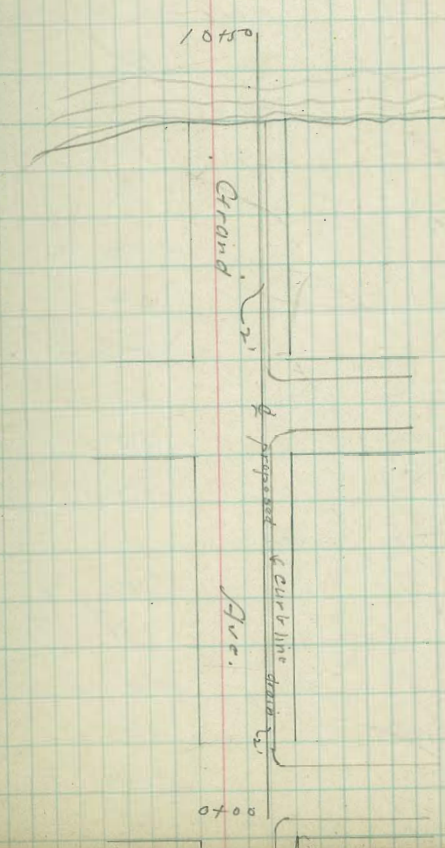
Sta + 1.15 18.95 17.80 Min. NE Coast

Sta	+	1.15	18.95	17.80 Min. NE Coast
0+00	E. Ct. line		9.0	
+20	ctr "		9.2	
+40	W. Ct. "		9.5	
1			9.4	
+50			9.6	
+79			9.9	
2+07 ⁵⁰	Top E. Rail to J. H. R. Y.		7.70	
1+12	" W. "		7.30	
+50			8.3	
+60			10.1	
3			10.8	
T.P	2+26	11.06	10.15	8.80
+50			3.5	
4			3.7	
+50			4.0	
5			4.4	
+50			5.0	
+80	E. Ct. line		5.2	
6	ctr "		5.0	
+20	W. Ct. "		5.2	
+50			5.0	
7			4.6	
+50			4.5	
8			3.8	
+50			4.1	
9			4.1	

Darin
Herrick
Herrick

Grand

9+50	3.7
10	4.5
107	10.0
150	11.9



Cross Sections Sorrento Bridge

	3.30	141. 2000 3+75	1670 Hal Sta 3175
20W			62
15,			51
7			34
C			3.1
PE			3.6
16"			78
20.			80
v3			87
30			88
		3+90	
25E			82
17			81
8			32
C			29
9'W			3.0
17"			59
20,			5.5
30			54
		4100	
30W			49
20			61
13			40
10			26
C			25
PE			29

	4100	
10 E		4.3
18"		8.5
25"		8.8
	4100	
11 E		4.3
CH		8.0
10 W		7.1
13'		4.0
	4106	
30W		6.0
16		5.5
12		10.2
CH		11.4
10 E		10.6
20"		10.7
30		10.7
	4110	
30'E		10.5
20"		10.5
11"		10.5
C		10.4
10 W		10.5
20"		10.7
30		5.0

4415

30W	10.8
20	10.6
10	10.4
C	10.4
10 E	10.3
20 "	10.5
30 "	10.4

4490

30 E	10.9
15 "	11.0
C	11.0
15 W	10.9
30 "	11.4

5700

30W	11.1
15 "	11.0
C	11.0
15 E	11.2
30 "	11.0

5706

30 E	7.5
10 "	8.3
6	10.2
C	10.9
15 W	11.1
30	11.2

5417

30W	7.2
20 "	8.0
10 "	8.4
C	8.1
2 E	6.7
9 "	7.0
15 "	7.8
16	7.7
20 "	5.9
30 E	6.0
	5.8

5424

30 E	6.1
20 "	6.3
11 "	5.7
C	5.4
9 W	7.4
20 "	7.8
30 "	6.2

5425

30W	6.1
20 "	7.7
10 "	7.0
9 "	4.3
C	11.5
7 E	1.6
15 "	5.1
30 "	5.3

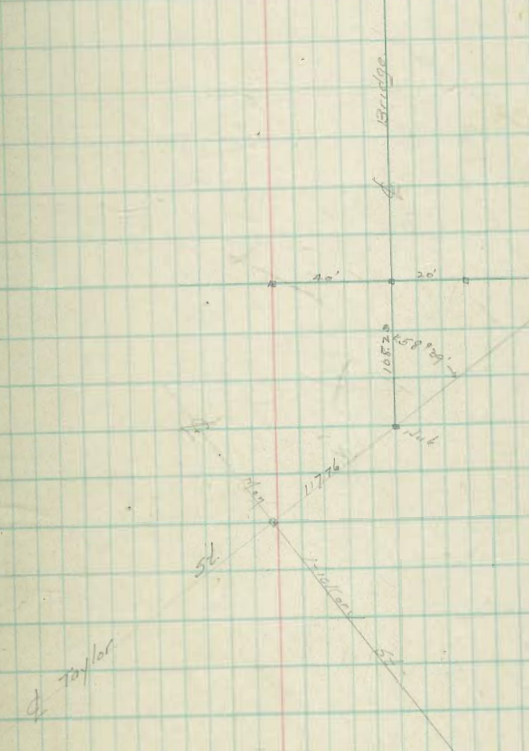
5730

c	11.4
9'W	12.2
20 "	7.0
30 "	5.5

5750

30W	5.8
23 "	6.1
22 "	7.2
13 "	6.3
8 "	3.0
C	2.5
1'E	2.8
15 "	5.6
30 "	6.3

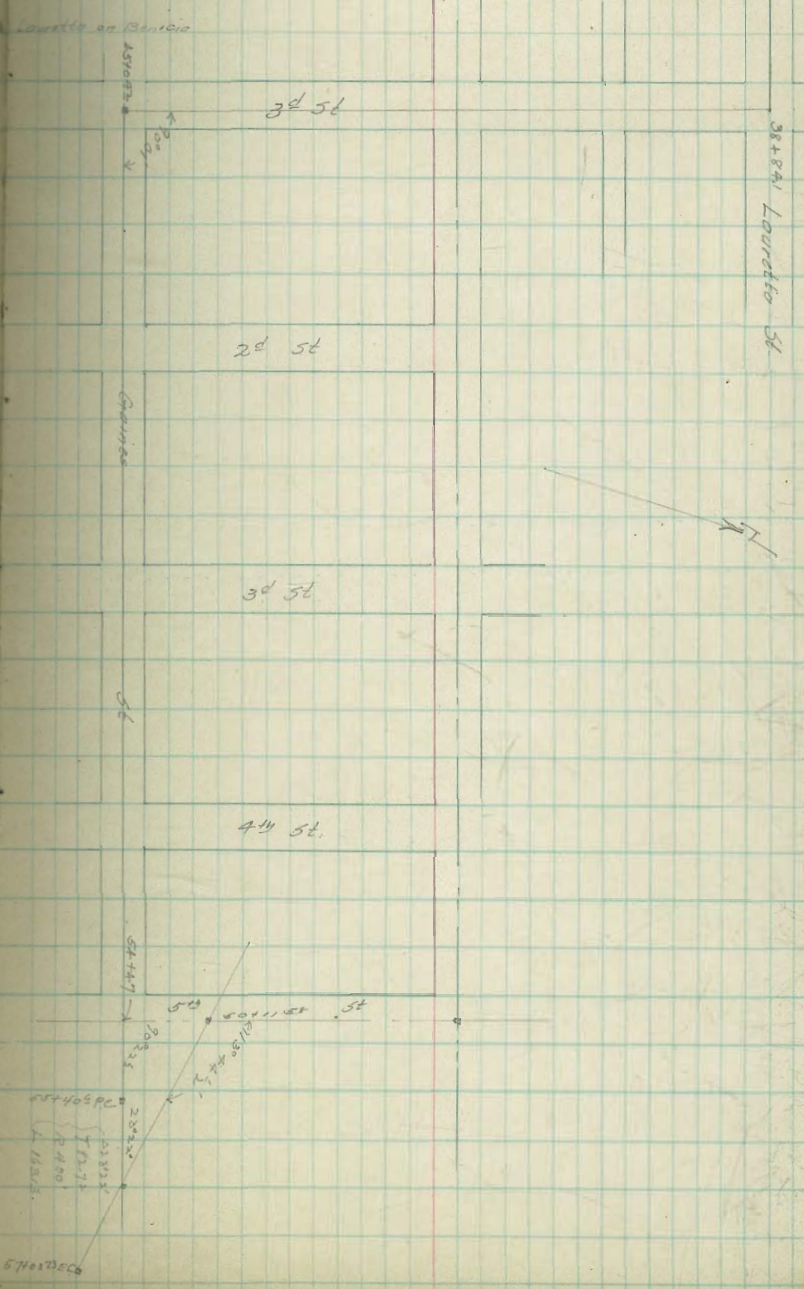
Location of Old Town Bridge - Changed.



Levels over Proposed Change in Line Through Silver Terrace of North Mission Valley Road

Sta	H.I.	Elev. of Main	Elev. of Proposed	Change
1295	62.78			
T.P.	1296	73.59	72.15	60.63
38+84.1			2.1	
39			3.9	
+50			7.3	
40			9.3	
+50			10.1	
41			12.1	
T.P.	0.57	61.60	12.56	61.03
+50			2.1	
+79.1 S. Line Riley			3.5	
42			4.4	
+50			7.2	
43			10.3	
+50			13.0	
T.P.	1.26	50.34	12.52	49.08
44			4.2	
+50			6.3	
45			8.1	
+042 Ctr. Barnes			8.2	
+50			7.9	
46			7.8	
435			8.9	
T.P.	1.59	38.83	13.10	37.24
+50			4.0	
+90			17.2	
47			17.1	

Change in Alignment of N. Mission Valley Road



Sta	+	58.03 H.I.	-	Elev.
47	+50			15.9
48				10.5
	+50			4.6
49				0.0
T.P.	12.97	51.70	0.10	31.73
	+50			8.3
50				6.0
	+50			3.6
51				1.5
T.P.	12.48	63.99	0.19	51.51
	+50			11.4
52				8.9
	+50			6.0
53				2.5
	+25			1.6
	+50			5.6
	+77			12.1
	+86			16.4
	+92			12.7
54				12.1
	+30			10.0
	+49			12.9
T.P.	2.13	53.21	12.91	51.08
	+50			2.4
	+95			13.4
55				13.3
	+25			12.9

Sta	+	53.21 H.I.	-	Elev.
42	RC			7.7
45				2.9
T.P.	13.05	65.82	0.44	52.77
47				8.9
56				5.4
125				0.9
150				4.5
175				0.1
170	23	F.C. on Hub.		1.54

Re-survey of Biological Grade for Paving

44.

Sta Ang. Bearing Mag. Bearing.

93+49.58 EC.

92+95.41 PI R 75° 0' N N 56° 20' E

92+18.68 PC

{ Δ 75° 0' Nails - 0
 R 100' Hubs - 0
 T 76.73 x
 L 130.90

90+03.23 EC.

89+43.67 PI R 6° 50' / N 12° 40' W

{ Δ 6° 50' 357.88 ✓
 R 1000' x
 T 59.70 x
 L 119.26

88+83.97 PC.

86+44.85 EC.

85+63.10 PTL 23° 46' ✓ N 26° 0' W

{ Δ 23° 46' 382.99
 R 400' x
 T 84.17 x
 L 167.92

84+78.93 PC

84+08.72 EC.

83+16.30 PI L 21° 26' ✓ N 2° 25' W

{ Δ 21° 26' 178.79 ✓
 R 500' x
 T 94.62 x
 L 187.04

82+21.68 PC

80+13.15 EC

79+30.20 PI R 32° 23' ✓ N 19° 0' E

{ Δ 32° 23' 390.26 ✓
 R 300' x
 T 87.11 x
 L 169.56

78+43.59 PC.

Note This P.I. is Hatch
 P.I. for 275' radius
 curve beginning at Sta
 78+50.23

Sta Ang. Bearing Mag. Bearing

105+14+1 EC

104+32 30° PT R 49° 10' ✓ N 45° 10' E

103+49 95° PC

100+06 72° EC

99+38 84° PT R 75° 36' ✓ N 4° 10' W

98+26 50° PC

97+49 82° EC

103+25 24° PT L 171° 50' ✓ S 80° 10' W

95+76 82° PC

95+32 04° EC

94+77 20° PT R 15° 40' ✓ N 72° 0' E

94+22 67° PC

{ Δ 49° 10'
R 180'
T 82.05
L 154.46

331.17

{ Δ 95° 36'
R 120'
T 132.34
L 200.22

557.92

{ Δ 171° 50'
R 57.70
T 808.26
L 173.05

997.23 ✓

{ Δ 15° 40'
R 400'
T 55.03
L 109.37

908.07 ✓

204.85 ✓

⊙ ✓

Sta Ang. Bearing-Mag. Bearing

114+67 4° E.C.

114+29 43 P.I. L 37° 41' ✓ N 14° 15' W

113+88 4 E.P.C.

113+11 2 E.C.

112+39 59 P.I. R 52° 44' ✓ N 23° 20' E

111+55 32 P.C.

109+63 32 E.C.

108+98 30 P.I. R 39° 0' ✓ N 29° 15' W

108+27 4 E.P.C.

107+73 81 E.C.

107+53 18 P.I. L 113° 16' ✓ N 68° 10' W

106+84 25 P.C.

△ 37° 41'
R 120'
T 40.95
L 78.92

152.26 ✓

△ 52° 44'
R 170'
T 84.27
L 156.46

201.92 ✓

△ 39° 0'
R 200'
T 70.82
L 136.14

346.77 ✓

△ 118° 16'
R 45'
T 68.33
L 88.96

192.82 ✓

Sta Ang. Bearing Mag. Bearing

121+55.69 RR

120+45.23 PI L 27°0' ✓ S 45°45'E

119+31.93 PC.

119+12.81 EC.

118+91.87 PI R 4°0' ✓ S 18°40'E

118+70.92 PCC.

119+03.77 PI R 149°50' ✓ S 22°40'E

117+92.55 PCC

117+71.61 PI R 4°0' ✓ N 7°30'E

117+50.66 PCC.

116+95.87 PI. R 8°36' ✓ N 3°20'E

116+42.87 PCC.

115+78.71 PI. R 9°0' ✓ N 5°35'W

115+45.21 PC.

L 27°0'
R 474.84
T 114.0'
L 223.76

L 4°0'
R 600'
T 20.95
L 41.89

L 149°50'
R 29.97
T 111.22
L 78.37

L 4°0'
R 600'
T 20.95
L 41.89

L 8°36'
R 731.48
T 55.0'
L 109.79

L 9°0'
R 800'
T 62.96
L 125.66

47

179.83
+
154.07
+
132.17
+
132.17
+
75.95
+
117.96
x
102.26

2 Davis
 15 Hancock
 16 Herrick

W.P.

Sta	Ang	Bearing	Mag. Bearing
131+47.0	EC	= 0+00	P 17
130+53.53	PI	L 36° 15'	S 57° 05' E
129+53.30	PC		
129+20.34	EC		
128+36.2	PI	R 21° 30'	S 21° 30' E
127+51.18	PC		
127+24.12	EC		
126+53.19	PI	R 33° 30'	S 43° 0' E
125+77.95	PC		
124+87.4	EC		
124+12.19	PI	L 45° 44'	S 76° 30' E
123+27.14	PC		
122+86.59	EC		
122+21.52	PI	R 15° 00'	S 30° 45' E

131+34	culv. 12"	{ A 36° 15' R 306.20 T 100.23 L 193.73	100.23
			+ 218.63
		{ A 21° 30' R 450' T 85.44 L 168.86	188.04
126+51	culv. 12"	{ A 33° 30' R 250' T 75.24 L 146.17	250.06
			+ 191.43
		{ A 45° 44' R 200' T 84.35 L 159.64	
			+ 130.90
		{ A 15° 00' R 500' T 65.83 L 130.90	

Survey of Road from State & Prospect to
 Conned with Hatch's Survey at Sta 0+00 - 8930 P55

Sta Ang Bearing Mag. Bearing

10+05.93 = 0+00 Hatch's Line.

9+77.18 EC.

8+77.58 PI R 8°10' N 71°33'E N 56°20'E

7+77.63 PC.

7+70.83 EC.

6+87.60 PI L 16°0' N 63°23'E N 48°15'E

6+03.28 PC

5+13.76 EC.

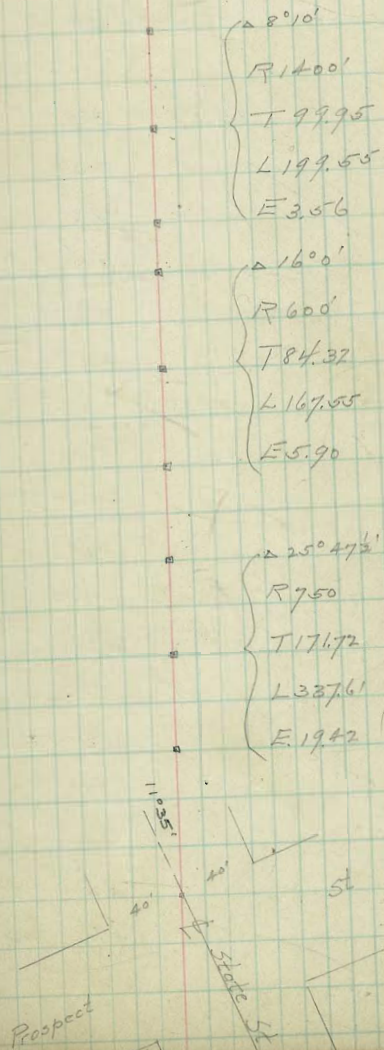
3+47.52 PI R 25°47½' N 79°23'E N 64°00'E

1+76.6 PC

0+00

N 53°35½'E N 36°15'E

Transferred to Book 1010



Cross Section Torrey Road. Station Prospect $\frac{1}{2}$ Mile
to 0+00 Hatch's Line.

103.77

50

+	Ht.	-	Elev
12.89	103.77		90.88
10+05 93 0+00 Hatch's Line			
16'L		10.1	93.4
8		98	95.0
C		97	95.1
PR		98	95.0
18"		10.1	93.7
9+77 ¹⁸ EC.			
18'R		8.2	95.6
P		7.6	96.2
C		7.1	96.5
8L		7.6	96.2
15'L		8.2	95.6
9+50			
15'L		6.1	97.7
P		5.7	98.1
C		5.6	98.2
8'R		5.7	98.1
18'R		6.2	97.6
9+25			
18'R		4.4	99.4
P		4.1	99.7
C		4.0	99.8
8L		4.3	99.5
15L		4.7	99.1

$\frac{1}{2}$ Mile
Prospect
to Hatch's
Line

15L		3.0	100.8
8		2.6	101.2
C		2.4	101.4
PR		2.5	101.3
16"		2.9	100.9
8+75			
16R		1.3	102.5
P		1.0	102.8
C		0.9	102.9
8L		1.0	102.8
16		1.6	102.2
T.P	11.43	114.89	0.31
8+50			
16L		11.5	103.4
P		10.8	104.1
C		10.6	104.3
8R		10.7	104.2
15R		11.1	103.8
8+25			
15R		9.9	105.0
8"		9.5	105.5
C		9.3	105.6
8L		9.6	105.3
16L		10.2	104.7

114.89

8700

16L	91	105.8
P	85	106.4
C	83	106.6
PR	84	106.5
151	89	106.0

7776³PC

15R	79	107.0
P	77	107.2
C	74	107.5
PL	76	107.3
150	81	106.8

7768³EC

15L	77	107.2
P	73	107.6
C	71	107.8
PR	75	107.4
15R	77	107.2

7750

15R	70	107.9
P	65	108.4
C	64	108.5
PL	68	108.1
14L	71	107.8

114.89

57

7725

12L	65	108.5
P	61	108.8
C	56	109.3
PR	57	109.2
140	59	109.0

7700

14R	51	109.8
P	50	109.9
C	50	109.9
PL	56	109.3
11L	59	109.0

6775

12L	52	109.7
P	49	110.0
C	42	110.5
PR	44	110.5
140	46	110.3

6750

14R	38	111.1
P	36	111.3
C	30	111.3
PL	39	111.0
14L	43	110.6

114.89

6+25

17L	2.3	111.6
P	29	112.0
C	28	112.1
PR	28	112.1
13"	29	112.0

6+32² PC

12R	2.2	112.7
P	20	112.9
C	20	112.9
PL	20	112.9
17"	23	112.6

5+75

18L	1.5	113.6
P	0.9	114.0
C	0.9	114.0
PR	1.1	113.8
13	1.5	113.4
T.P	1202	126.57
	0.34	114.55

5+50

11R	12.3	114.3
8	12.1	114.2
C	11.8	114.8
8L	11.7	114.9
22L	12.1	114.5

126.57

5+25

22L	11.0	115.6
8"	10.7	115.9
C	10.7	115.9
PR	11.0	115.6
12"	11.1	115.5

5+13² EC

13R	10.8	115.8
P	10.6	116.0
C	10.3	116.3
PL	10.3	116.3
22L	10.7	115.9

5+50

22L	10.3	116.3
P	9.8	116.8
C	10.0	116.6
PR	10.1	116.5
13"	10.4	116.2

4+75

13R	9.5	117.1
8	9.3	117.3
C	9.7	117.4
PL	9.1	117.5
22L	9.6	117.0

52

126.57

4+50

22L	P.7	117.9
P	P.1	118.5
C	P.1	118.5
PR	P.1	118.5
12	P.3	118.3

4+25

11R	7.2	119.4
P	7.0	119.6
C	7.1	119.5
PL	7.2	119.4
1PL	7.5	119.1

4+00

18L	6.4	120.2
P	5.9	120.7
C	5.8	120.8
PR	5.9	120.7
11	6.1	120.5

3+75

10R	5.1	121.5
P	4.6	122.0
C	4.3	122.3
8L	4.6	122.0
	5.0	121.6

126.57

3+50

16L	3.4	123.2
P	3.1	123.5
C	2.8	123.8
PR	3.0	123.6
12	3.2	123.4

3+25

12R	1.5	125.1
P	1.3	125.3
C	1.3	125.3
PL	1.6	125.0
14	1.8	124.8
T.P	12.06	139.13
	0.30	

3+00

13L	1.9	126.2
P	1.5	126.6
C	1.2	126.9
PR	1.2	127.0
13R	1.6	126.5

2+75

11R	10.6	128.5
P	10.5	128.6
C	10.4	128.7
12	10.7	128.4
14	11.2	128.1

53

139.13

2+50

14L	9.2	129.9
P	89	130.2
C	86	130.5
8R	86	130.5
11	87	130.4

2+25

11R	67	132.4
P	69	132.2
C	67	132.4
PL	70	132.1
14	72	131.9

2+00

16L	54	133.7
8	50	134.1
C	50	134.1
8R	50	134.1
14	47	134.4

1+76 EPC

14R	34	135.7
8	34	135.7
C	34	135.7
8L	33	135.8
17	35	135.6

139.13

1+50

12L	1.5	137.6
8	1.3	137.8
C	1.3	137.8
8R	1.4	137.7
15	1.3	137.8
T.P	1298	151.44

1+25

15R	11.6	139.8
8	11.8	139.6
C	11.6	139.8
PL	11.6	139.8
17	11.8	139.6

1+00

1PL	9.5	141.9
8	9.3	142.1
C	9.2	142.2
8R	9.1	142.3
11	9.1	142.3

0+75

12R	6.6	144.8
1	6.7	144.7
C	6.9	144.5
PL	7.1	144.3
19	7.2	144.2

52

151.4L

0750

19L	57	145.7
8	5.3	146.1
C	51	146.3
8.R	5.0	146.4
12.	4.8	146.6

0745

16R	3.3	148.1
8	3.4	148.0
C	3.5	147.9
8L	3.9	147.5
19L.	4.3	147.1

0700

20L	3.6	147.8
8"	2.6	148.8
C	2.3	149.1
8.R	1.9	149.5
18"	1.4	150.0
B.M. Pig Ct. S.W. State & Prospect	1.50	149.94

55

Torrey Road Change in Line
S. of Torrey Pines

3/21
Dunn
Hancock
Herrick

Sta Ang Bearing Mag Bearing

EC

PI R29°40' N65°20'W

P.C.

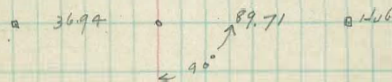
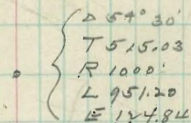
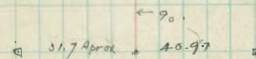
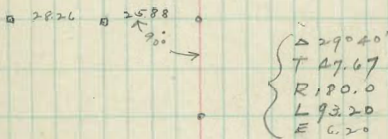
E.C.

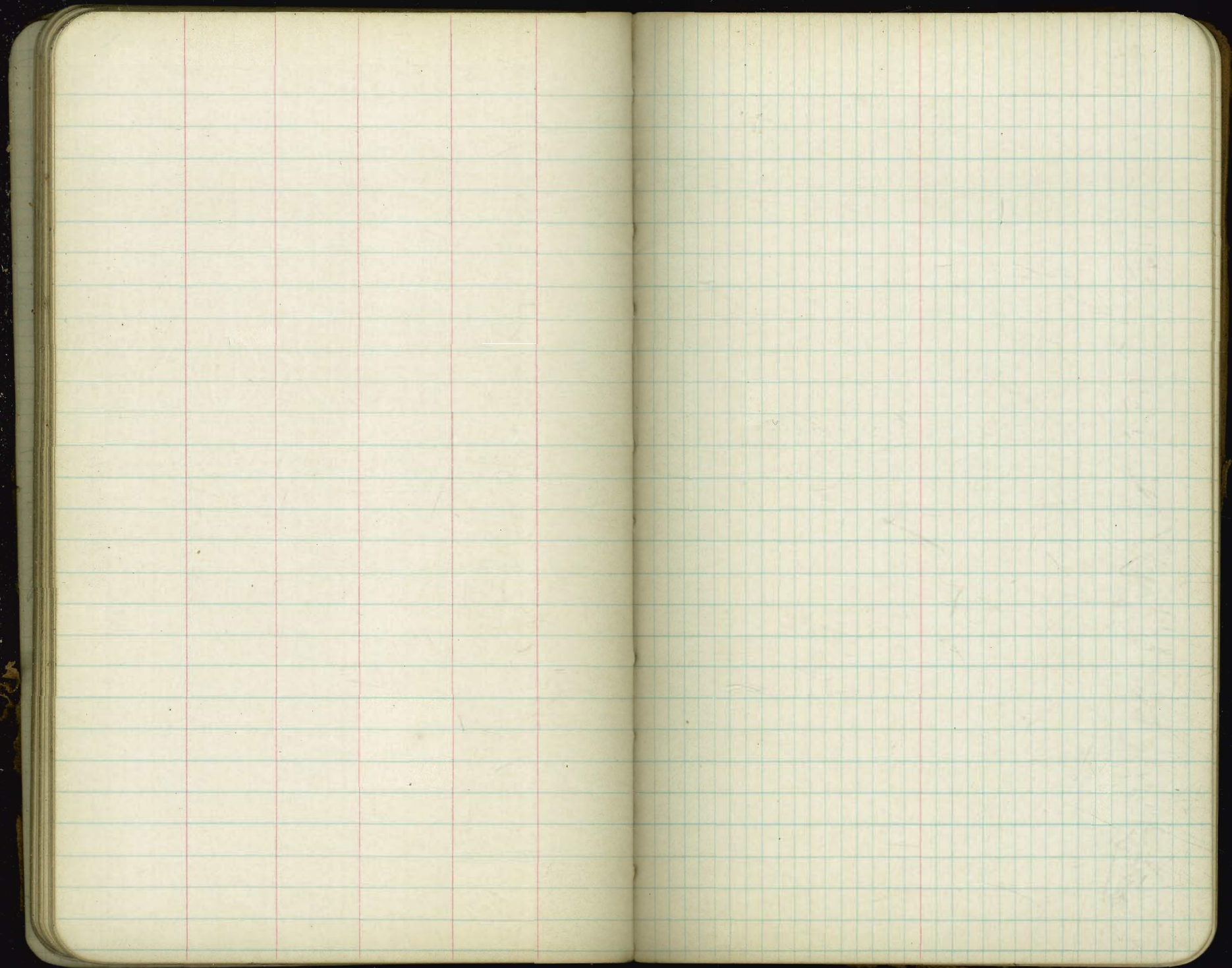
ΔL54°30' N85°0'W

P.C.

316+6977 Hatch Line N15°26'30"W N30°30'W

Transferred to
B 1010





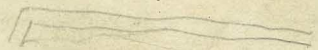
3.47 + 25
46 70 20
48 33
467 25
55-94-12
8508

17 1 22
84 70
17 02

10 45 84
9 77 12
28.75

603 24
513 74
89 52

150 76
200



272
2479
5224
3712

15.20
7.6

26 2
372

16 6 1/2

3624

419.60 35
74
419 6 7 9 1

15 25
R 70

419 6 7 9 1
411 11 1
8 2 6 0

225
2279
24779

1300
263
102

416 44 45
076

416 5 20 5
411 11 4
5.40 6

10-05-92
9 77 12
= 8.75

308
210
53