Return to City Engineers Office
City Hall, San Diego, Cal.

LEVEL BOOK

400

F.B. 345

FB #345 PAGE

WITHERBY St.; FT. STOCKTON to PINE St. X-SECTION — 1-3

WITHERBY St. FT. STOCKTON SOUTH. — 4-18

SUNSET St. from HOWARD WEST. — 19-37

LA JOLLA BLVD; TECOLOTE BRIDGE to MORENA. LEVELS. 38-41

"E" LINE From MORENA to WEEKS ADD'N. LEVELS. 42-44

GOVERNMENT DYKE. LEVELS — 45-50

MISSION VALLEY RD. LEVELS 51-54

"C" LINE, FT. STOCKTON. LEVELS — 55-60

"D" LINE. FT. STOCTON. BLVD. 64-74

"E" LINE

"F" LINE

H. S. CROCKER COMPANY

DRAWING MATERIALS AND
SURVEYING INSTRUMENTS

SAN FRANCISCO

345

TABLES FOR EXCAVATIONS AND EMBANKMENTS

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING

Roadway 18 Feet Wide. Side Slopes 1 to 1.
For Single Track Excavation.

"Copyright, 1895, by Kuefel & Esser Co."

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

Calculated by Julien A. Hall, M. Am. Soc. C. E.

MICROFILMED
DEC 1 1964

Return to City Engineers Office
City Hall, San Diego, Cal.

Near Old Palms.
Head Apk White pole ground
7.80

FROM
Loring's Book Store

B.M.

Hd spk. 1st pole N. of Tecolote bridge 11.44

" " 9th pole along fence. 46.01

Moreno. Turn near L.A. S.B. Ry. Hd spk

pole ground. 14.19

2nd Santa fe pole S. switch block

Hd spk. ground. 9.00

Moreno Pole. Cor. W. side Road where

Lower Road Branches. Hd spk. 12.77

Cross Sec. on Willerby St. from N. H. Stockton to Pine St.

B.M.	3.35	269.29		265.94
		0+00 = N. Line N. H. Stockton		
N			2.8	266.5
ch.			2.9	266.4
1/4			3.2	266.1
C			3.2	266.1
1/4			3.2	266.1
ch.			3.1	266.2
E			2.7	266.6
	0+25 N. H. Stockton			
E			2.5	266.8
ch.			2.6	266.7
1/4			2.6	266.7
C			2.6	266.7
1/4			3.0	266.3
ch.			2.3	267.0
N.			2.4	266.9

N. H. Stockton to Pine St.

		0+50		
N.		269.2	2.5	266.8
ch.			2.4	266.9
1/4			2.7	266.6
C			2.6	266.7
1/4			2.4	266.9
ch.			2.9	266.4
E			2.5	266.8
		0+75		
E			3.3	266.0
ch.			2.3	266.0
1/4			3.0	266.3
C	POSTED		2.9	266.4
1/4			3.1	266.7
ch.			2.9	266.4
N.			2.4	266.9

	1+00			
W.	769.3	3.9	265.4	
cl.		3.9	765.4	
1/4		4.1	765.1	
C		4.0	265.3	
1/4		4.0	765.3	
cl.		4.4	764.9	
E		4.5	264.8	
	1+25			
E.		6.5	262.8	
cl.		5.9	763.4	
1/4		5.7	763.6	
C		5.5	263.8	
1/4		5.4	763.9	
cl.		5.7	764.1	
W.		5.3	264.0	

	1+50			
W.	769.3	7.7	261.6	
cl.		7.7	761.6	
1/4		8.1	761.2	
C		8.0	261.3	
1/4		8.3	761.0	
cl.		8.5	760.8	
E		9.3	260.0	
	1+75			
E		12.2	257.1	
cl.		11.9	257.4	
1/4		11.1	758.2	
C		10.9	258.4	
1/4		10.9	758.4	
cl.		10.7	2586	
W.	769.29	10.2	259.1	
T.P.	0.14	759.01	10.42	758.87

POSTED

		259.01						259.01	
	2+00					2+50			
W		259.0	2.6	256.4	W		259.0	8.7	250.3
cl.			2.9	256.1	cl.			9.7	249.3
1/4			3.5	255.5	1/4			10.5	248.5
C			3.5	255.5	C			10.8	248.2
1/4			3.6	255.4	1/4			11.4	247.6
cl.			3.8	255.2	cl.			12.2	246.8
E			4.2	254.8	E			12.9	246.1
	2+25					2+71-7			
E			7.7	251.3	E			18.4	240.6
cl.			8.2	250.8	cl.			15.3	243.7
1/4			7.9	251.1	1/4			13.3	245.7
C.			7.3	251.7	C			12.1	246.9
1/4			7.0	252.0	1/4			11.9	247.1
cl.			6.3	252.7	cl.			11.0	248.0
W.			5.9	253.1	W.			10.0	249.0

POSTED

259.01

2+82 on W. to 2+716 on E.

W		10.0	249.0
cl.		11.7	247.3
1/4		12.3	246.7
c		12.7	246.3
1/4		13.8	245.2
cl.		15.0	244.0
E.		18.4	240.6

POSTED

Cross Sec. on Witherby from Ft. Stockton South

BM.	0.20	266.14		265.94
	0+00 = S. side Fort Stockton			
W.			4.2	261.9
cl.			4.3	261.8
1/4			4.1	262.0
c			4.0	262.1
1/4			4.1	262.0
cl.			4.3	261.8
E			3.8	262.3
	0+25' South of Ft. Stockton			
E			3.1	263.0
cl.			5.4	260.7
1/4			5.3	260.8
c			5.0	261.1
1/4			5.3	260.8
cl.			5.5	260.6
W.			5.5	260.6

POSTED

266.14

0+50 South.

W.		6.7	259.4
ch.		6.3	259.8
1/4		6.5	259.6
c		6.7	259.9
1/4		6.3	259.8
ch.		6.7	259.4
E.		3.9	262.2

0+75

E		4.4	261.7
ch.		7.6	258.5
1/4		7.4	258.7
c		7.1	259.0
1/4		7.7	258.4
ch.		7.5	258.6
W.		7.9	258.2

1+00

W.	266.1	8.8	257.3
ch.		8.7	257.4
1/4		8.9	257.2
c		8.9	257.2
1/4		8.3	257.8
ch.		7.9	258.2
E		5.4	260.7

1+25

E		6.5	259.6
ch.		8.7	257.4
1/4		9.2	256.9
c		8.8	257.3
1/4		9.5	256.6
ch.		9.5	256.6
W.		9.6	256.5

266.14

N. Line alley.

rr		10.0	256.1	
ch.		10.0	256.1	
1/4		9.9	256.2	
c		9.2	256.9	
1/4		9.4	256.7	
ch.		9.0	257.1	
E		6.7	259.4	

S. Line alley.

E		7.2	258.9	
ch.		10.0	256.1	
1/4		9.9	256.2	
c		10.0	256.1	
1/4		10.6	255.5	
ch.		10.6	255.5	
rr.		10.7	255.4	

1475

rr.		266.1	11.7	254.4
ch.			11.5	254.6
1/4			11.6	254.5
c			10.9	255.2
1/4			11.0	255.1
ch.			11.1	255.0
E			8.1	258.0

2+00

E			9.1	257.0
ch.			12.2	253.9
1/4			11.9	254.2
c			11.9	254.2
1/4			12.5	253.6
ch.			12.7	253.4
rr.		266.14	12.7	253.4
T.P.	8.40	261.74	12.80	253.34

2+25
261.74

W		9.1	252.6
cl.		8.1	252.6
1/4		8.8	252.9
C		8.2	253.5
1/4		8.4	253.3
cl.		8.5	253.2
E		5.3	256.4

2+50

E		5.6	256.1
cl.		8.4	253.3
1/4		8.9	252.8
C		8.9	252.8
1/4		9.3	252.4
cl.		9.5	252.2
W.		9.9	251.8

261.74

2+75

W.		10.3	251.4
cl.		9.9	251.8
1/4		9.9	252.0
cl.		9.1	252.6
1/4		9.0	252.7
cl.		9.2	252.5
E		6.8	254.9

2+85 = N Line Hickory St.

E		7.5	254.2
cl.		9.1	252.6
1/4		9.2	252.5
C		9.0	252.7
1/4		9.8	251.9
cl.		10.0	251.7
W.		10.5	251.2

261.74

S. Line - Hickory St.

W.		10.9	2 @ 0.8
ch.		10.9	@ 0.8
1/4		10.1	@ 1.6
c		8.8	2 @ 2.9
1/4		9.2	@ 2.5
ch.		9.2	@ 2.5
E		8.9	2 @ 2.8
	0+25 S. Hickory		
E		9.7	2 @ 4.0
ch.		8.0	@ 3.7
1/4		8.8	@ 2.9
c		8.6	2 @ 3.1
1/4		9.7	@ 2.0
ch.		10.1	@ 1.6
W.		10.5	2 @ 1.2

261.74

0+50 South

W.	261.7	9.2	2 @ 2.7
ch.		9.0	@ 2.7
1/4		8.2	@ 3.5
c		7.8	2 @ 3.9
1/4		7.7	@ 4.0
ch.		6.7	@ 5.0
E		6.2	2 @ 5.3
	0+75		
E		4.9	2 @ 6.5
ch.		5.4	@ 6.3
1/4		6.9	@ 4.8
c		6.8	2 @ 4.9
1/4		7.5	@ 4.2
ch.		8.3	@ 3.4
W.		8.5	2 @ 3.2

261.74

	1400		
W.		8.4	2√3.3
ch.		7.6	254.1
1/4		6.9	254.8
c		6.0	2√7.7
1/4		5.8	255.9
+5'		5.6	256.1
ch.		3.8	257.8
E.		3.1	2√8.6
	1425		
E		7.3	2√9.4
ch.		3.7	258.5
+.3'		5.0	256.7
1/4		5.2	256.5
c		5.6	2√6.1
1/4		6.7	255.0
ch.		7.6	254.1
W.		8.0	2√3.7

	1450		
W	261.7	7.8	2√3.9
ch.		7.7	254.0
1/4		6.8	254.9
c		5.9	2√7.8
1/4		5.8	255.9
+5'E		5.8	255.9
ch.		4.3	257.4
E.		3.9	2√7.8
	1475		
E		4.7	2√7.0
ch.		5.1	256.6
1/4 W.		6.4	255.3
1/4		6.4	255.3
c		6.4	2√7.3
1/4		7.2	254.5
ch.		7.6	254.1
W.		8.1	2√3.6

2617.4

	2+00		
W.		9.1	2√2.6
ch.		8.3	√53.4
½		7.8	√53.9
C		6.6	2√4.9
¼		6.8	√54.9
ch.		6.0	√55.7
E		5.4	2√6.3
	2+25		
E		5.0	2√6.7
ch.		6.9	√54.8
¼		6.8	√54.9
C		7.1	2√4.6
½		8.1	√53.6
ch.		8.4	√53.3
W.		8.7	2√3.0

	2+50		
W	261.7	9.6	2√2.1
ch.		8.9	√52.8
½		8.7	√53.0
C		7.6	2√4.1
¼		6.6	√55.1
ch.		6.0	√55.7
E		4.6	2√7.1
	2+75		
E		5.0	2√6.7
ch.		6.3	√55.4
¼		7.5	√54.2
C		8.4	2√3.3
½		8.6	√53.1
ch.		8.6	√53.1
W.		9.9	2√1.8

3+00 = N line Chestnut St.

N.		261.7	9.9	251.8
ch.			9.2	252.5
¼			8.6	253.1
c			8.3	253.4
¼			7.2	254.5
ch.			6.7	255.0
E		261.74	5.8	255.9
B.M.	4.19	260.43	5.50	256.24

N. curb Chestnut.

E.		260.4	4.4	256.0
ch.			6.0	254.4
¼			7.2	253.2
c			7.8	252.6
¼			8.3	252.1
ch.			8.3	252.1
N.			8.5	251.9

N. ¼ Chestnut St.

N		260.4	9.5	250.9
ch.			8.8	251.6
¼			8.6	251.8
c			8.1	252.3
¼			7.0	253.4
ch.			6.0	254.4
E			4.4	256.0

Center Chestnut St.

E			4.2	256.2
ch.			5.8	254.6
¼			6.9	253.5
c			8.1	252.3
¼			8.7	251.7
ch.			9.0	251.4
N.			9.9	250.5

5 1/2 Chestnut St.

W.	260.4	10.0	250.4
ch.		9.1	251.3
1/2		8.7	251.7
C		7.9	252.5
1/4		6.5	253.9
ch.		5.3	255.1
E		4.0	256.4

5 curb Chestnut St.

E		4.1	256.3
ch.		5.4	255.0
1/2		7.2	253.2
C		8.7	251.7
1/4		8.7	251.7
ch.		8.8	251.6
W.		9.8	250.6

POSTED

260.43

5 Mine Chestnut St.

W.			9.3	251.1
ch.			8.6	251.8
1/2			8.4	252.0
C			7.6	252.8
1/4			6.4	254.0
ch.			5.3	255.1
E			4.2	256.2
B.M.	6.39	262.63		256.24

25' S. Chestnut St

E		5.7	256.9
ch.		7.4	255.2
1/4		8.8	253.8
C		10.1	252.5
1/4		10.6	252.0
ch.		11.3	251.3
W.		11.8	250.8

2 6 2.6 3

50 South

W		10.8	251.8
ch.		10.2	2524
1/4		10.2	2524
C		9.6	253.0
1/4		8.6	2540
ch.		8.1	254.5
E		7.2	255.4

75' South

E.		6.7	255.9
ch.		7.1	255.5
1/4		7.6	2550
C		8.2	254.4
1/4		9.0	2536
ch.		9.9	2527
W.		10.4	252.2

2 6 2.6 3

100 South

W.		10.0	252.0
ch.		9.5	253.1
1/4		8.6	254.0
C		8.1	254.5
1/4		7.7	2549
ch.		7.1	255.5
E		7.1	253.5

1 + 25

E		6.1	256.5
ch.		6.5	256.1
1/4		7.2	2554
C		7.8	254.8
1/4		8.1	2545
ch.		8.8	2538
W.		9.1	253.5

262.63

1+50

W.	8.7	253.9
cl.	8.7	254.4
1/4	7.7	254.9
C	7.0	255.6
1/4	6.4	256.2
cl.	6.4	256.2
E	5.7	256.9

1+75

E	4.5	258.1
cl.	4.9	257.7
1/4	5.5	257.1
C	7.0	255.6
1/4	8.0	254.6
cl.	8.2	2544
W.	8.5	254.1

262.63

2+00

W.	7.3	255.3
cl.	7.5	255.1
1/4	7.4	255.2
C	6.9	255.7
1/4	6.1	256.5
cl.	5.7	256.9
E	4.7	257.9

2+25

E	4.8	257.8
cl.	5.4	257.2
1/4	6.1	256.5
C	7.2	255.4
1/4	7.3	255.3
cl.	7.4	255.2
W.	8.1	254.5

26263

2+50

W.	9.4	253.2
cl.	8.7	253.9
1/4	8.5	254.1
c	7.8	254.8
1/4	7.1	255.5
cl.	6.3	256.3
E	5.6	257.0

2+75

E	5.6	257.0
cl.	6.0	256.6
1/4	6.9	255.7
c	7.3	255.3
1/4	7.5	255.0
cl.	8.4	254.2
W.	9.9	252.7

26263

3+00

W.	11.6	251.0
cl.	9.9	252.7
1/4	8.9	253.7
c	8.5	254.1
1/4	7.7	254.9
cl.	7.1	255.5
E	5.7	256.9

3+75

E	6.5	256.1
cl.	7.8	254.8
1/4	8.8	253.8
c	9.6	253.0
1/4	10.3	252.3
cl.	11.4	251.2
W.	12.7	249.9

2623

3+50

W.	13.0	249.6
ch.	12.1	250.5
1/4	11.0	251.6
c	10.5	252.1
1/4	9.8	252.8
ch.	9.0	253.6
E.	7.8	254.8

3+75

E	9.9	252.7
ch.	11.4	251.2
1/4	12.0	250.6
c	12.7	249.9
1/4	13.5	249.1
ch.	14.1	248.5
W.	14.9	247.7

2623

4+00

W.	18.2	244.4
ch.	16.4	246.2
1/4	15.2	246.9
c	15.0	247.6
1/4	13.7	248.9
ch.	12.7	249.9
E	10.6	252.0

4+25

E	9.4	253.2
ch.	11.6	251.0
1/4	13.0	249.6
c	14.4	248.2
1/4	15.5	247.1
ch.	17.2	245.6
E	18.4	244.2

2623

4+50

W.	15.0	247.6
ch.	13.4	249.2
1/4	12.5	250.1
C	12.0	250.6
1/4	11.4	251.2
ch.	10.3	252.3
E	9.0	253.6

4+75

E	7.1	255.5
ch.	8.5	254.1
1/4	8.9	253.7
C	9.0	253.6
1/4	9.5	253.1
ch.	11.1	251.5
W.	13.5	249.1

2623

5+00

W.	12.0	250.6
ch.	10.4	252.2
1/4	9.6	253.0
C	9.2	253.4
1/4	8.8	254.1
ch.	7.2	255.4
E	6.1	256.5

5+75

E	5.4	257.2
ch.	6.4	256.2
1/4	7.9	254.7
C	8.6	254.0
1/4	9.1	253.5
ch.	9.9	252.7
W.	11.3	251.3

262.63

5+50

✓ W.			10.1	252.5
cl.			8.7	253.9
1/4			8.0	254.6
✓ C			8.0	254.6
1/4			7.5	255.1
cl.			6.5	256.1
✓ E		262.63	4.8	257.8
T.P.	9.65	267.54	4.74	257.89

5+75

✓ E			8.1	259.4
cl.			8.4	259.1
1/4			9.1	258.4
✓ C			11.3	256.2
1/4			12.4	255.1
cl.			12.9	254.6
✓ W.			13.5	254.0

POSTED

267.54

6+00

W.			11.6	255.9
cl.			11.1	256.4
1/4			10.8	256.7
C			9.8	257.7
1/4			8.8	258.7
cl.			7.5	260.0
E			7.0	260.5

6+26.9(?) Inter. N Line Sunset & E line Witherby.

E			7.1	260.4
cl.			7.5	260.0
1/4			8.0	257.5
C			8.4	259.1
1/4			8.4	259.1
cl.			8.6	258.9
W.			8.6	258.9

POSTED

267.5-4

W. Line Sunset - Triangle

W.		5.8	261.7
cl.		6.7	261.3
1/4		6.5	261.0
c.		7.1	260.4
1/4		7.3	260.2
cl.		7.3	260.2
E.	26754	7.1	260.4
			on Hub W. Integrity & Sunset
B.M.		2.86	264.68

POSTED

X sec. Sunset from Howard West

B.M.	4.04	277.27		273.23
	W. Line Howard St.			
S			5.2	272.1
cl.			4.7	272.6
1/4			4.2	273.1
c			3.8	273.5
1/4			3.3	274.0
cl.			2.6	274.7
N			2.4	274.9
	25' West			
N			3.4	273.9
cl.			3.7	273.6
1/4			4.0	273.3
c			4.3	273.0
1/4			4.6	272.7
cl.			5.2	272.1
S.			5.3	272.0

POSTED

277.27

50' West.

S	6.0	271.3
ch.	5.6	271.7
1/4	5.1	272.2
C	4.8	272.5
1/4	4.5	272.8
ch.	4.3	273.0
N	4.1	273.2

75' West.

N	5.2	272.1
ch.	5.2	272.1
1/4	5.5	271.8
C	5.7	271.6
1/4	6.0	271.3
ch.	6.4	270.9
S	7.1	270.2

277.27

100' W Howard St.

S	7.5	269.8
ch.	7.4	269.9
1/4	7.0	270.3
C	6.6	270.7
1/4	6.4	270.9
ch.	6.3	271.0
N	6.2	271.1

1+25 W.

N	6.7	270.6
ch.	7.0	270.3
1/4	7.2	270.1
C	7.3	270.0
1/4	7.5	269.8
ch.	7.5	269.8
S.	7.8	269.5

277.27

1+50 W.

S.	8.7	268.6
CL.	8.3	269.0
¼	8.0	269.3
C	7.8	269.5
¼	7.7	269.6
CL.	7.4	269.9
N.	7.2	270.1

1+75 W.

N	7.2	270.1
CL.	7.5	269.8
¼	7.8	269.5
C	8.0	269.3
¼	8.4	268.9
CL.	8.7	268.6
S	8.9	268.4

2+00 W.

S	8.7	268.6
CL.	8.3	269.0
¼	7.8	269.5
C	7.1	270.2
¼	7.1	270.2
CL.	6.7	270.6
N	6.5	270.8

2+25 W.

N	5.9	271.4
CL.	6.1	271.2
¼	6.4	270.9
C	6.4	270.9
¼	6.7	270.6
CL.	6.9	270.4
S	7.4	269.9

277.27

2+50 W.

S		6.0	271.3
ch.		5.8	271.5
1/4		5.4	271.9
C		5.4	271.9
1/4		5.4	271.9
ch.		5.3	272.0
N		5.0	272.3

2+75 W.

N		4.3	273.0
ch.		4.2	273.1
1/4		4.3	273.0
C		4.2	273.1
1/4		4.2	273.1
ch.		4.1	273.2
S.		4.9	272.4

3+00 W.

S		3.9	273.4
ch.		3.6	273.7
1/4		3.6	273.7
C		3.3	274.0
1/4		3.2	274.1
ch.		3.2	274.1
N		3.3	274.0

3+25 W.

N		2.6	274.7
ch.		2.6	274.1
1/4		2.7	274.6
C		2.6	274.7
1/4		2.8	274.5
ch		3.0	274.3
S.		3.3	274.0

277.27

	3+50 W.			
S.			3.7	273.6
ch.			3.5	273.8
1/4			3.1	274.2
C			2.9	274.4
1/4			3.0	274.3
ch.			2.9	274.4
N			3.1	274.2
	3+75 W.			
N			4.7	272.6
ch.			4.1	273.2
1/4			3.9	273.4
C			3.9	273.4
1/4			4.0	273.3
ch.			4.4	272.9
S			4.6	272.7

277.27

	4+00			
S.			5.3	272.0
ch.			5.3	272.0
1/4			4.6	272.7
C			5.1	272.2
1/4			5.6	271.7
ch.			5.8	271.5
N			6.2	271.1
	4+16.95 = E line Arden Way			
N		277.27	7.1	270.2
ch.			6.8	270.5
1/4			6.6	270.7
C			6.3	271.0
1/4			6.9	271.3
ch.			6.2	271.1
S			6.3	271.0
T.P.	1.75	272.20	6.82	270.45

E. Curb. Arden Way.

S.	27+70	2.5	269.7
ch.		2.7	269.5
1/4		2.3	269.9
c.		2.4	269.8
1/4		2.8	269.4
ch.		3.0	269.2
N		3.2	269.0

E ½ Arden Way

N		3.7	268.5
ch.		3.8	268.4
1/4		3.5	268.7
c		3.3	268.9
1/4		3.2	269.0
ch.		3.5	268.7
S		3.9	268.3

Center Arden Way

S		5.3	266.9
ch.		4.1	268.1
1/4		4.2	268.0
c		4.2	268.0
1/4		4.0	268.2
ch.		4.1	268.1
N		3.9	268.3

W. ½ Arden Way.

N		4.6	267.6
ch		4.6	267.6
1/4		4.6	267.6
c		4.9	267.3
1/4		5.1	267.1
ch.		5.4	266.8
S		6.4	266.8

27220

W. curb Arden Way.

S		7.7	264.5
Ch.		6.6	265.6
1/4		6.1	266.1
C		5.6	266.6
1/4		5.4	266.8
Ch.		5.3	266.9
N		4.9	267.3

W. line Arden Way.

N	27.20	5.7	266.5
Ch.		5.8	266.4
1/4		6.2	266.0
C		6.8	265.4
1/4		7.2	265.0
Ch.		7.9	264.3
S		8.6	263.6
B.M.		5.68	266.52

Hub at N.W. cor. Sunset & Arden Way.

25' W. Arden Way.

S		11.1	261.1
Ch.		10.0	262.2
1/4		9.0	263.2
C		8.1	264.1
1/4		7.2	265.0
Ch.		6.6	265.6
N		6.3	265.9

50' W.

N		7.5	264.7
Ch.		7.6	264.6
1/4		7.7	264.5
C		8.7	263.5
1/4		10.2	262.0
Ch.		11.0	261.2
S.		12.8	259.4

272.2

75' W. arden Way

S.	19.8	252.4
ch.	13.2	259.0
1/4	11.7	260.5
C	10.4	261.8
1/4	9.9	262.3
ch.	9.6	262.6
N	8.5	263.7

1+00 W.

N	8.9	263.3
ch.	9.4	262.8
1/4	9.7	262.5
C	10.5	261.7
1/4	11.5	260.7
ch.	11.9	260.3
S.	12.3	259.9

1+25.66 = E line Arguello

S	8.9	263.3
ch.	8.3	263.9
1/4	8.0	264.2
C	7.3	264.9
1/4	7.4	264.8
ch.	7.3	264.9
N	7.2	265.0

E curb Arguello

N	6.4	265.8
ch.	6.1	266.1
1/4	6.3	265.9
C	6.3	265.9
1/4	6.7	265.5
ch.	7.1	265.1
S	7.8	264.4

272.20

E/c Arguello St.

S	6.6	265.6
cl.	6.6	265.6
1/4	6.4	265.8
C	5.8	266.4
1/4	5.7	266.5
cl.	5.7	266.5
N	6.0	266.2

Center Arguello

N	5.4	266.8
cl.	5.1	267.1
1/4	5.1	267.1
C	5.2	267.0
1/4	5.6	266.6
cl.	5.6	266.6
S	6.0	266.2

POSTED

W. 1/4 Arguello St.

S.	5.3	266.9
cl.	5.3	266.9
1/4	5.2	267.0
C	4.9	267.3
1/4	4.8	267.4
cl.	4.8	267.4
N	5.0	267.2

W. curb Arguello St.

N	4.5	267.7
cl.	4.5	267.7
1/4	4.1	268.1
C.	4.2	268.0
1/4	4.6	267.6
cl.	4.5	267.7
S.	4.4	267.8

272.2

W. line Arguello St.

S.			3.3	268.9
ch.			3.7	268.5
1/4			3.7	268.5
C			3.6	268.6
1/4			3.4	268.8
ch.			3.7	268.5
N		272.20	3.7	268.5
T.P. = B.M.	11.64	280.13	3.71	268.49

N.W. cor. Sunset & Arguello

25' W. Arguello St.

N		9.7	270.4
ch.		9.7	270.4
1/4		9.9	270.2
C		9.7	270.4
1/4		9.7	270.4
ch.		9.1	271.0
S.		7.2	270.9

50' W.

S		7.6	272.5
ch.		7.5	272.6
1/4		7.7	272.4
C		7.2	272.9
1/4		7.3	272.8
ch.		7.1	273.0
N		7.1	273.0

75' W.

N		4.9	275.2
ch.		5.0	275.1
1/4		5.1	275.0
C		5.0	275.1
1/4		5.4	274.7
ch.		5.0	275.1
S		5.2	274.9

		100 W.		
S		3.3	276.8	
ch.		3.3	276.8	
1/4		2.8	277.3	
c		2.6	277.5	
1/4		2.8	277.3	
ch.	280.13	2.8	277.3	
N		2.8	277.3	
T.P.	8.18 287.18	1.18	279.00	
	1+25 W.			
N		7.6	279.6	
ch.		7.7	279.5	
1/4		7.9	279.3	
c		7.5	279.7	
1/4		8.0	279.2	
ch.		8.5	278.7	
S.		8.7	278.5	

287.18

	1450 W.		
S	6.9	280.3	
ch.	6.8	280.4	
1/4	6.4	280.8	
c	5.8	281.4	
1/4	6.0	281.2	
ch.	5.6	281.6	
N	5.6	281.6	
	1475 W.		
N	4.2	283.0	
ch.	4.2	283.0	
1/4	4.6	282.6	
c	4.3	282.9	
1/4	4.9	282.3	
ch.	5.2	282.0	
S.	5.4	281.8	

287.18

2+00			
S		4.6	282.6
ch.		4.2	283.0
1/4		4.1	283.1
C		3.4	283.8
1/4		3.7	283.5
ch.		3.7	283.5
N		3.8	283.4
2+25			
N		3.8	283.4
ch.		3.5	283.7
1/4		2.9	284.3
C		3.1	284.1
1/4		3.8	283.4
ch.		4.0	283.2
S		3.3	283.9

287.18

2+50			
S		4.0	283.2
ch.		3.1	284.1
1/4		3.4	283.8
C		3.3	283.9
1/4		3.2	284.0
ch.		3.5	283.7
N		3.9	283.3
2+75			
N		4.2	283.0
ch.		3.8	283.4
1/4		3.7	283.5
C		3.6	283.6
1/4		3.6	283.6
ch.		3.2	284.0
S		3.8	283.4

287.18

2+95 - E line Ingleside

S.		3.7	283.5
ch.		3.6	283.6
1/4		4.0	283.2
c		3.8	283.4
1/2		4.0	283.2
ch.		4.1	283.1
N	287.18	4.2	283.0
BM.		4.24	282.94

Sp in Tel pole NE cor Ingleside

E curb Ingleside

N		4.2	283
ch.		4.1	283.1
1/4		4.1	283.1
c		4.0	283.2
1/2		4.1	283.1
ch.		3.2	284.0
S.		3.5	283.7

E 1/4 Ingleside

S.		3.6	283.6
ch.		3.3	283.9
1/4		4.1	283.1
c		4.1	283.1
1/2		4.0	283.2
ch.		4.3	282.9
N		4.5	282.7

Center.

N		4.2	283.0
ch.		4.6	282.6
1/2		4.0	283.2
c		4.1	283.1
1/4		4.1	283.1
ch.		3.8	283.4
S.		4.2	283.0

287.18

W. ¼ ingleside

S.		4.5	282.7
cl.		4.2	283.0
¼		4.4	282.8
c		4.3	282.9
¼		4.0	2832
cl.		4.4	282.8
N		4.1	283.1

W. curb Ingleside

N		4.4	282.8
cl.		4.7	282.5
¼		4.4	282.8
c		4.9	282.3
¼		4.8	282.4
cl.		4.9	282.3
S.		5.1	282.1

287.18

W. line Ingleside

S		5.0	282.2
cl.		4.8	282.4
¼		5.0	282.2
c		4.8	2824
¼		4.8	2824
cl.		5.1	2821
N		5.0	282.2

25' W. Ingleside

N		6.1	281.1
cl.		6.0	281.2
¼		5.8	281.4
c		5.7	281.5
¼		5.4	281.8
cl.		5.2	282.0
S		5.8	281.4

287.16

50' W.

S.		6.3	280.9
ch.		6.2	281.0
1/2		6.4	280.8
C.		6.6	280.6
1/2		6.7	280.5
ch.		7.0	280.2
N		7.1	280.1

75' W.

N		8.6	278.6
ch.		8.2	279.0
1/2		7.7	279.5
C.		7.6	279.6
1/4		6.9	280.3
ch.		7.2	280.0
S.		7.1	280.1

287.18

100' W.

S.		8.3	278.9
ch.		8.5	278.7
1/2		8.4	278.8
C.		9.3	277.9
1/2		9.7	277.5
ch.		10.2	277.0
N		10.7	276.5

125' W.

N		11.2	276.0
ch.		11.2	276.0
1/4		10.7	276.5
C.		10.8	276.4
1/4		9.8	277.4
ch.		10.0	277.2
S.	287.18	9.8	277.4
T.P.	0.37	276.46	11.09	276.09

276.46

1+50

S.	0.4	276.1	
Ch.	0.6	275.9	
1/2	0.5	276.0	
C	1.1	275.5	
1/2	1.2	275.3	
Ch.	1.5	275.0	
N	1.5	275.0	

1+75

N	2.5	274.0	
Ch.	2.3	274.2	
1/2	2.2	274.3	
C.	2.0	274.5	
1/4	1.6	274.9	
Ch.	1.4	275.1	
S.	1.6	274.9	

200' W = E. Side alley.

S	2.7	274.3	
Ch.	2.2	274.3	
1/2	2.0	274.5	
C.	2.8	273.7	
1/4	2.3	274.2	
Ch.	2.5	274.0	
N	3.7	272.8	

2+25

N	4.7	271.8	
Ch.	3.7	272.8	
1/2	3.9	272.6	
C	3.2	273.3	
1/4	2.9	273.6	
Ch.	2.8	273.7	
S.	2.3	274.2	

27646

2+50 Lt.

S.	2.4	274.1
ch.	2.9	273.6
1/4	3.0	273.5
C	3.5	273.0
1/4	4.3	272.2
ch	4.7	272.3
N	5.2	271.3

2+75

N	6.6	269.9
ch.	5.8	270.7
1/4	5.7	270.8
C	4.8	271.7
1/4	4.5	272.0
ch.	3.9	272.6
S.	3.7	272.8

27646

3+00

S	5.0	271.5
ch	5.0	271.5
1/4	5.0	271.5
C	6.0	270.5
1/4	7.8	268.7
ch.	8.1	268.4
N	9.2	267.3

3+25

N	11.1	265.4
ch.	9.9	266.6
1/4	9.4	267.1
C	8.7	267.8
1/4	7.8	268.7
ch	7.3	269.2
S.	6.4	270.1

27646

3+50

S	7.9	268.6
ch.	8.9	267.6
1/4	9.5	267.0
C	9.4	267.1
1/4	9.4	267.1
ch.	11.6	264.9
N	13.7	263.3

3+75

N	13.8	262.7
ch.	12.6	263.9
1/4	11.3	265.2
C	11.3	265.2
1/4	10.5	266.0
ch.	9.5	267.0
S	9.2	267.3

27646

4+00

S	10.1	266.4
ch.	11.2	265.3
1/4	12.1	264.4
C	12.6	263.9
1/4	12.5	264.0
ch.	13.0	263.5
N	14.4	262.1

4+16.5 = E line Witherbee

N	15.6	260.9
ch.	14.2	262.3
1/4	12.7	263.8
C	12.4	264.1
1/4	11.1	265.4
ch.	9.7	266.8
S	9.1	267.4

4+75 on S. side to 4+16 on N. side - Triangle

S	276.46	10.6	265.9
Cl.		11.5	265.0
C/L		12.5	264.0
C.		13.3	263.2
C/L		13.2	263.3
Ck.		14.1	262.4
N		15.8	260.7
check 264.68		11.75	264.71

POSTED

Levelson Blvd from Tecolote

B.M.	1.79	13.23		11.44
Sta				
0+00			4.4	8.8
0+20.4			3.2	10.0
0+50			2.2	11.0
1+00			3.5	9.7
1+50			4.2	9.0
2+00			4.2	9.0
2+50			4.8	8.4
3+00			5.0	8.2
3+50			5.7	7.5
4+00			6.2	7.0
4+50			6.1	7.1
T.P.	10.06	18.09	5.20	8.03
Sta				
5+00			11.2	6.9
5+50			11.3	6.8
6+00			9.9	8.2

POSTED

Bridge to Morena — La Jolla Blvd

Evans Forward } 7-31-08

Sta		14 J		
6+50		18.09	8.6	9.5
7+00			6.5	11.6
7+50			2.0	16.1
T.P.	11.65	29.16	0.58	17.51
Sta				
8+00			7.2	22.0
8+50			3.0	26.2
T.P.	11.81	40.82	0.15	29.01
9+00			11.8	29.0
+50			8.8	32.0
10+00			4.6	36.2
T.P.	10.80	51.51	0.11	40.71
Sta				
10+50			9.6	41.9
11			7.0	44.5
B.M.		51.49	5.48	46.01 46.03

POSTED

		H.I.			
B.M.	5.48	51.49			46.01
11+50			5.2	46.3	
12+00			4.8	46.7	
+50			4.4	47.1	
13+00			4.2	47.3	
13+50			4.1	47.4	
14+00			4.1	47.4	
T.P.	0.88	48.33	4.04	47.45	
14+50			2.4	45.9	
15+0			4.3	44.0	
+50			6.0	42.3	
16			7.5	40.8	
+50			8.5	39.8	
17+0			8.8	39.5	
+50			9.1	39.2	
18+00			9.8	38.5	
T.P.	1.72	40.48	9.58	38.76	

		H.I.		
Sta		4048		
18+50			4.1	36.4
19+0			8.3	32.2
+50			12.9	27.6
19+69.2			15.4	25.2
T.P.	1.44	29.16	12.76	27.72
20+00			3.3	25.9
20+50			5.8	23.4
21+0			8.5	20.7
+50			11.2	18.0
22			12.8	16.4
T.P.	0.10	19.30	9.96	19.20
Sta				
23+0			3.4	15.9
24.			4.4	14.9
25			7.0	12.3
26.			5.6	13.7

Sta		HI		
27+00		19.30	6.0	13.3
28+00			7.0	12.3
T.P.	3.91	17.86	5.35	13.95
Sta				
29+00			4.7	13.1
				B.M. 14.19
	3.72	17.91	3.72	14.14
30+00			4.6	13.3
31+0			3.7	14.2
32+0			4.3	13.6
33+0			5.0	12.9
T.P.	0.02	14.73	3.20	14.71
34			3.6	11.1
34+60			7.4	7.3
35			6.3	8.4
36			5.5	9.2
37			4.2	10.5
38			6.0	8.7

Sta		HI		
39+00		14.73	5.9	8.6
T.P.	8.88	16.93	6.68	8.05
40+00			7.2	9.7
41+00			5.8	11.1
42+00			5.0	11.9
+50			6.8	10.1
43+00			4.1	12.8
44+00			4.5	12.4
T.P.	4.35	16.99	4.29	12.64
45+0			5.2	11.8
46+0			6.3	10.7
47+0			7.1	9.9
48+0			8.0	9.0
49+0			9.3	7.7
T.P.	5.53	11.78	10.74	6.25
50			5.0	6.8

Sta		H.I.		
51+0		11.78	5.5	6.3
52+0			6.3	5.5
53+0			5.8	6.0
54+0			4.8	7.0
55+0			2.9	8.9
T.P.	10.41	17.69	4.50	7.28
56+0			7.6	10.1
57			5.7	12.0
58			4.6	13.1
58+87			2.3	15.4
B.M.				12.77
West Side Road			4.90	12.79

Levels on "E" Line from Mokena to Weeks Addn. — Tecolote — 9-11-08

	+	H.I.	−	Elev.			
B.M.	5.72	51.73		46.01			
T.P.	3.21	41.96	12.98	38.75			
T.P.	0.10	29.80	12.26	29.70			
0+00			15.7	14.1			
0+06.6			15.8	14.0			
0+56.6			16.0	13.8			
1+06.6			15.4	14.4			
1+56.6			14.8	15.0			
2+06.6			13.4	16.4			
2+56.6			11.4	18.4			
3+06.6			8.3	21.5			
3+56.6			4.4	25.4			
4+06.6			1.4	28.4			
T.P.	2.48	31.42	0.86	28.94			
4+56.6			2.7	28.7			
5+06.6			4.4	27.0			
5+56.6			4.7	26.7			
6+06.6		31.42	7.6	23.8			
6+56.6			13.5	17.9			
T.P.	1.87	21.43	11.86	19.56			
7+06.6			8.0	13.4			
7+56.6			11.3	10.1			
T.P.	5.27	15.95	10.75	10.68			
8+06.6			10.2	5.7			
8+17.35			10.6	5.3			
9			10.5	5.4			
10			7.4	8.5			
11			6.7	9.2			
12			9.0	6.9			
13			14.0	1.9			
T.P.	2.86	6.88	11.92	4.02			
B.M.			11.16	4.99			Hub 6. opp. Sta 11+00. at R.W. of Santa Fe
14+01			6.6	0.3			
14+12+00 "D" line			6.5	0.5			

POSTED

POSTED

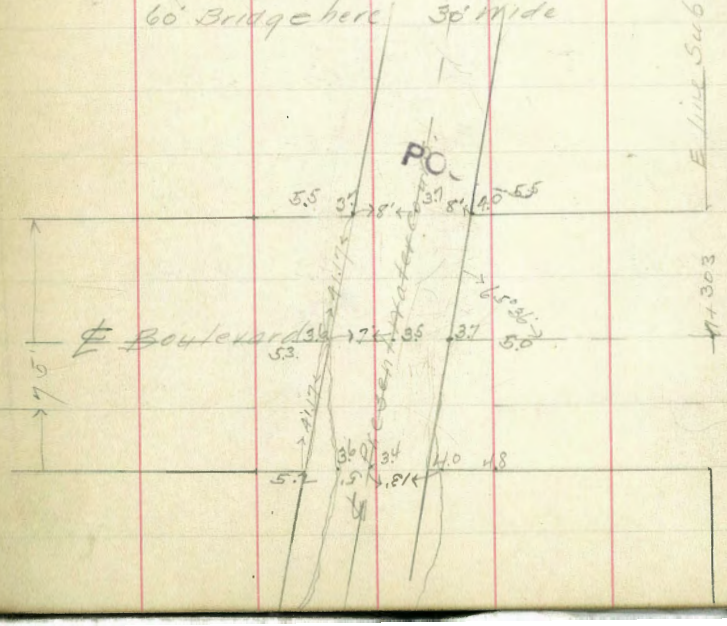
POSTED

"D" Line

1 ~~N 100~~		6.88	6.2	0.7	
2			5.1	1.8	
3			4.5	2.4	
4			3.8	3.1	
5			2.6	4.3	
Elev. Bottom stringer of R.R. Bridge			2.5	4.38	
T.P.	5.10	10.67	19	4.97	
6			6.0	4.7	
7			5.1	5.6	
8			4.8	5.9	
8+25			5.4	5.3	N bank
8+27			7.0	3.7	"
+40			7.0	3.7	"
+42			5.7	5.0	S bank
9			4.8	5.9	
10			4.5	6.7	
11			4.7	6.0	
T.P.	2.96	9.58	4.05	6.62	

H.I. 10.67

5.5	5.12	7.7	3.5	
5.7	5.0	7.0	3.7	C
5.4	5.3			
5.9	4.8	7.1	3.6	
5.5	5.7			
		7.3	3.4	
		6.7	4.0	N
		7.1	3.6	
		7.0	3.7	
		6.7	4.0	
		7.0	3.7	



		958		
11+30.3			3.8	5.8
12+00			4.0	5.6
13			4.5	5.1
14			4.6	5.0
15			4.3	5.3
+20			3.2	6.4
T.P.	11.83	21.38	0.03	9.55
+70			5.5	15.9
16			4.1	17.3
17			1.4	20.0
T.P.	5.40	26.26	0.52	20.86
18			2.5	23.8
18+3.35			2.3	24.0
5.10 for check			1.39	24.89

POSTED

Levels on Government dyke.

B.M.	8.65	12.40		3.75 Rail in fence near Sta. 160	
		160+00		11.3	1.1
Dyke				5.2	7.2
161+00				11.5	0.9
Dyke				5.2	7.2
162+00				11.8	0.6
Dyke				5.0	7.4
163+0				11.4	1.0
Dyke				5.0	7.4
164+00				10.4	2.0
Dyke				4.7	7.7
164+88.5				10.5	1.9
Dyke				4.4	8.0

Continued

Evans Brooks 9-29-08

			H.I. 12.40		
165+00				10.5	1.5
Dyke				4.7	7.7
166+00				10.3	2.1
Dyke				4.8	7.6
167+00				10.9	1.5
Dyke				4.4	8.0
T.P.	5.01	15.42		8.99	8.41
168+00				11.6	1.8
Dyke				5.3	8.1
169+00				11.0	2.4
Dyke				5.1	8.3
169+95.8				10.1	3.3
Dyke				4.9	8.5

POSTED

P

		H.I 13.42			H.I 13.47			18.69 400 13.79
170			10.0	3.4	175+00		10.3	3.2
Dyke			4.9	8.5	Dyke		5.0	7.5
171			10.6	7.8	175+22.2		10.5	3.0
Dyke			5.3	8.1	Dyke		5.0	8.5
172			10.7	7.7	176+00		10.6	7.9
Dyke			5.4	8.0	Dyke		4.8	8.7
173			10.9	7.5	177+00		10.2	3.3
Dyke			5.6	7.8	Dyke		4.3	9.2
T.P.	11.03	13.47	10.98	2.44	178+00		9.4	4.1
					Dyke		3.7	9.8
174			11.0	7.5				
Dyke			4.8	8.7	179+00		9.3	4.2
					Dyke		3.2	10.3

			K.1 13.47				K.1 15.35		
180+0				8.7	4.8	184		9.7	5.6
Dyke				3.5	10.0	Dyke		4.1	11.7
T.P.	10.16	15.35		8.28	5.19	185		5.7	9.6
						Dyke		5.1	10.7
180+81.4				10.1	5.7				
Dyke				5.0	10.3	186		7.7	7.6
						Dyke		4.6	10.7
181				9.8	5.5				
Dyke				5.2	10.1	T.P.	693	15.35	6.93	8.42
182				10.4	4.9	187+0			8.4	6.9
Dyke				4.7	10.6	Dyke			5.0	10.3
183				10.1	5.2	188+0			8.9	6.4
Dyke				5.2	10.1	Dyke			4.9	10.4

POSTED

	H.I 15.35				15.35		→ 10.5	
189		8.2	7.1	191+0		4.8		
Dyke		4.9	10.4	Toe Rail	191 + 05	4.1	Santa Fe Track	
				Dyke		4.2	11.1	
189+85		10.7	4.6	191+15		4.3	9.0	
Dyke		5.0	10.3	Dyke		4.3	9.0	
190		3.9	11.4	191+30		12.9	2.4	
+02 Rail		3.3	La Jolla, R.R.	Dyke		4.2	11.1	
Dyke		3.9	11.4					
190+12		3.9	11.4	192+0		10.4	4.9	
Dyke		3.9	11.4	Dyke		4.1	11.2	
190+25		11.0	4.3	T.P.	5.65	16.85	4.15	11.20
Dyke		4.9	10.4					
				193+00		12.3	4.5	
190+90		13.7	1.6	Dyke		5.3	11.5	
Dyke		5.0	10.3					

		16.85					18.00		
194+00			12.0	4.8	199+00			13.1	4.9
Dyke			5.2	11.6	Dyke			5.2	12.8
195+00			11.5	5.3	200+00			13.3	4.7
Dyke			4.8	12.0	Dyke			4.7	13.3
196+00			12.0	4.8	201+00			13.4	4.6
Dyke			4.7	12.1	Dyke			4.5	13.5
196+87.6=A			6.0	10.8	202+00			12.0	6.0
Dyke			4.7	12.1	Dyke			4.2	13.8
					T.P.	5.40	19.35	4.05	13.95
197+00			6.1	10.7	203+00			13.6	5.7
Dyke			4.5	12.3	Dyke			5.5	13.8
T.P.	7.07	18.00	5.92	10.93					
198+00			13.0	5.0	204+00			12.0	7.3
Dyke			5.2	12.8	Dyke			5.0	14.3

		19.35		
205+00			11.9	7.4
Dyke			4.9	15.4
206+00			11.9	7.4
Dyke			4.6	14.7
207+00			11.5	7.8
Dyke			4.6	14.7
207+65			11.5	7.8
Dyke			4.4	14.9
T.P.	4.81	19.93	4.23	15.12
207+77.1			6.0	13.3
Dyke			5.0	14.3
T.P.	0.76	14.01	6.68	13.25
				7.80 - B.M.
			6.21	7.80

POSTED

Levels on Mission Valley Road

B.M.	12.87	62.01		49.14
		0+00		
S			7.8	54.2
C.			7.2	54.8
N			5.0	57.0
		1+00		
N			1.4	60.6
C.			3.1	58.9
S.		1+00	3.9	58.1
T.P	8.960	70.62	0.34	61.66
		2+00		
S			9.0	61.6
C.			7.5	63.1
N			6.4	64.2
		2+25		
N			6.1	64.5
C.			6.4	64.2
S			8.6	62.0
		2+27		
S		70.6	12.7	57.9
C.			12.5	58.1
N			11.8	58.8
		2+40		
N			11.5	59.1
C.			11.5	59.1
S.			13.5	57.1
		2+42		
S			8.1	62.5
C			6.4	64.2
N			4.8	65.8
		3+00	~~7.9~~	
N			2.9	67.7
C.			4.7	65.9
S.			6.8	63.8

		70.625		
	4+00			
S			5.0	65.6
C.			3.3	67.3
N			1.3	69.3
T.P.	11.47	81.09	1.00	69.62
	5+00			
N			6.4	74.7
C			8.7	72.4
S.			10.6	70.5
	6+00			
S.			5.2	75.9
C.			2.9	78.2
N			-0.2	81.3
T.P.	6.55	87.19	0.45	80.64
	6+50			
N			3.8	83.4
C.			6.5	80.7
S			8.9	78.3

	7+00			
S		87.19	8.1	79.1
C.			6.7	80.5
N			2.4	84.8
T.P.			1.55	85.64
T.P.	0.14	74.33	13.00	74.19
	7+30			
S.			18.1	56.2
C			16.7	57.6
N			16.3	58.0
	7+60			
N			-1.0	75.3
C.			0.3	74.0
S			3.7	70.6
	6.36	92.00		85.64 B.M.
	8+00			
N			4.4	87.6
C.			6.4	85.6
S.			11.5	80.5

		8+50				10+50		
S		92.0	11.9	80.1	S	92.00	11.9	80.1
C			6.4	85.6	C		8.1	83.9
N			3.1	88.9	N		4.6	87.4
		9+00				11+00		
N			1.7	90.3	N		5.3	86.7
C			4.1	87.9	C		9.9	87.1
S			7.8	84.2	S		14.3	77.7
		9+50				11+50		
S			9.5	82.5	S		14.3	76.7
C			5.5	86.5	C		11.3	80.7
N			1.8	90.2	N		7.0	85.0
		10+00			T.P.	6.57	85.74	1283 79.17
N			2.7	89.3			12+00	
C			7.1	84.9	N		2.6	83.1
S			11.3	80.7	C		8.1	77.6
					S		13.6	73.1

	12+50			
S		85.74	8.9	69.8
C			11.0	74.7
N			6.9	78.8
	13+00			
N			6.8	78.9
C			11.3	74.4
S			16.3	69.4
	13+50			
S			18.0	67.7
C			12.7	73.0
N			7.1	78.6
	14+00			
N		85.74	9.8	75.9
T.P.	4.38	77.16	12.96	72.78
C			6.8	70.4
S			10.8	66.4

	14+50			
S		77.16	12.5	64.7
C			8.5	68.7
N			4.9	72.3
	15+00			
N			7.2	70.0
C			10.9	66.3
S			14.3	62.9
	15+62.5			
S			14.6	62.6
C			12.5	64.7
N			9.8	67.4
T.P.	1.00	67.39	10.77	66.39
			8.89	58.50

Levels on "E" Line Ft Stockton Blvd.

Concrete Mt. N.W. Cor. Conde & Whitham

	1.55	216.62		215.07
T.P.	1.16	205.08	12.70	203.92
T.P.	1.98	194.59	12.47	192.61
T.P.	2.62	185.81	11.40	183.19
T.P.	0.38	173.26	12.93	172.88
T.P.	0.35	161.38	12.23	161.03
T.P.	0.59	150.08	11.89	149.49
Sta. 0+00				
E			3.6	146.5
C			8.6	141.5
W			13.0	137.1
0+50				
W			14.8	135.3
C			9.0	141.1
E			3.0	147.1
1+00		HI 150.08		
E			2.8	147.3
C			9.4	140.7
W			16.0	134.1
1+50				
W				
C			11.8	138.3
E			4.7	145.4
2+00				
E			5.5	144.6
C			12.7	137.4
T.P.	3.83	141.66	12.25	137.83
1+50				
W			10.3	131.4
2+00				
W			11.8	129.9
2+50				
W			13.2	128.5
C			6.3	135.4
E			−1.0	142.7

		H.I		
3+00		141.66		
E			2.7	139.0
C			8.8	132.9
W			15.0	126.7
3+50				
W			14.2	127.5
C			8.3	132.4
E			2.6	139.0
T.P.	2.62	133.18	11.10	130.58
4+00				
E			0.0	133.2
C			4.0	129.2
W			7.5	125.7
4+50				
W			9.6	123.6
C			5.1	128.1
E			1.3	131.9

		H.I		
5+00		133.18		
E			6.3	126.9
C			10.0	123.2
W			14.0	119.2
T.P.	1.86	122.71	12.33	120.85
5+50				
W			8.5	114.2
C			4.7	118.5
E			1.1	121.6
6+00				
E			4.9	117.8
C			8.8	113.9
W			13.5	109.2
6+50				
W			18.0	104.7
C			13.7	109.0
E			9.5	113.2
T.P.	0.46	110.79	12.38	110.33

			H.I. 110.79					H.I. 110.79		
7+00					T.P.	2.27	104.71	8.35	102.44	
E			2.0	108.8	9+50					
C			5.2	105.6	W			8.2	96.5	
W			8.5	102.3	C			4.8	99.9	
7+50					E			0.8	103.9	
W			15.2	95.6	10+00					
C			12.9	97.9	E			5.1	99.6	
E			10.0	100.8	C			8.0	96.7	
8+00					W			9.9	94.8	
E			1.8	109.0	10+50					
C			4.8	106.0	W			10.9	93.8	
W			8.0	102.8	C			9.6	95.1	
8+50					E			8.0	96.7	
W			7.0	103.8	11+00					
C			3.9	106.9	E			9.3	95.4	
E			1.0	109.8	C			10.3	94.4	
9+00					W			11.3	93.4	
E			2.4	108.4						
C			6.9	103.9						
W			11.1	99.7						

11+50		14.J. 1.0471		
W			11.7	93.0
C			10.5	94.2
E			8.8	95.9
12+00				
E			8.7	96.0
C			11.0	93.7
W			14.0	90.7
T.P.	0.16	92.50	12.37	92.34
12+50				
W			7.4	85.1
C			6.4	86.1
E			4.7	87.8
13+05				
N			12.0	80.5
C			7.4	85.1
S			10.3	82.2
T.P.	1.74	82.80	11.44	81.06

14+00		8280		
S			5.0	77.8
C			4.5	78.3
N			6.4	76.4
14+30				
N			9.0	73.8
C			4.7	78.1
S			1.6	81.2
14+50				
S			5.2	77.6
C			8.0	74.8
N			12.0	70.8
T.P.	3.54	73.57	12.77	70.03
15+00				
N			2.7	70.9
C			0.6	73.0
S			0.0	73.6

		H.I		
15+50		73.57		
S			3.6	70.0
C			6.0	67.6
N			6.6	66.8
15+65 △				
N			9.2	64.4
C			7.3	66.3
S			3.0	70.6
16+0				
N			9.5	64.1
C			5.4	68.2
S			7.4	66.2
16+35 △				
E			9.8	63.8
C			10.0	63.6
W			10.4	63.2
17+00				
W			10.4	63.2
C			13.5	60.1
E			12.0	61.6

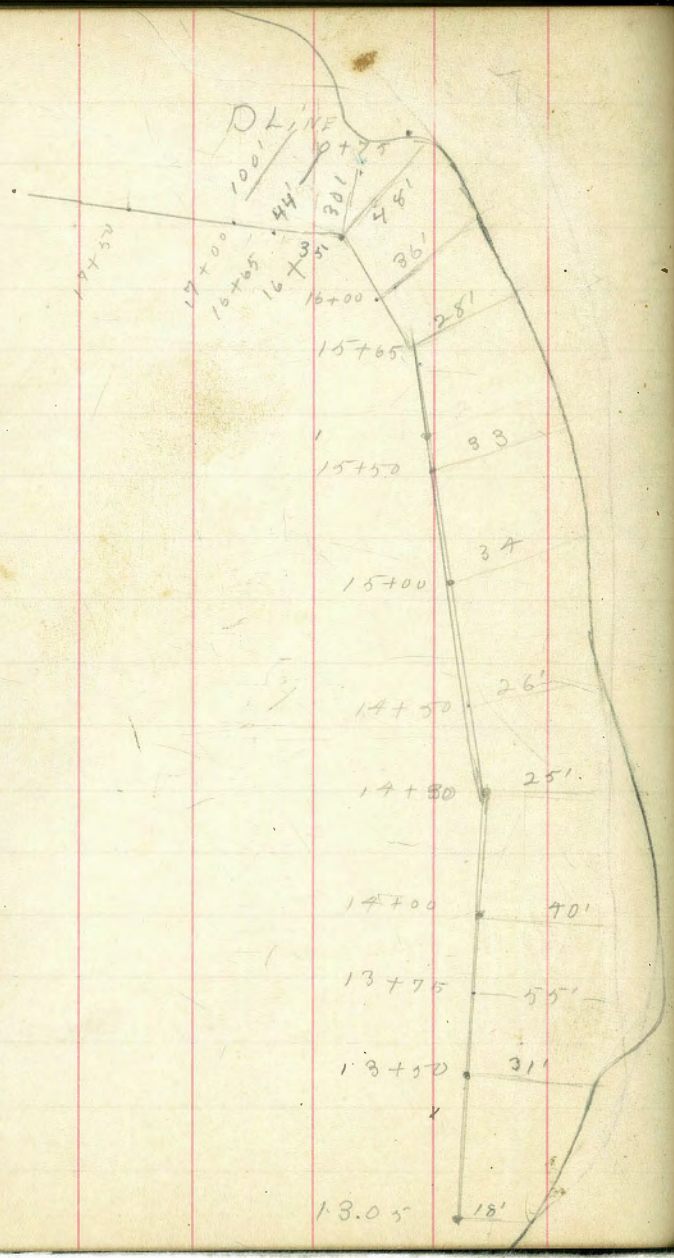
			73.57		
T.P.		2.33	63.26	12.64	60.98
17+50					
E				3.5	59.8
C				4.2	59.1
W				5.3	58.0
18+0					
E				4.3	59.0
C				5.8	57.5
W				7.6	55.7
18+50					
N				9.3	54.0
C				8.7	54.6
E				7.5	55.5
19+00					
E				7.0	56.3
C				4.7	54.6
W				10.0	53.3

		63.26			
T.P.	0.27	51.88	11.65	51.61	
19+00					
W			9.7	42.2	
C			8.6	43.3	
E			6.0	45.9	
20					
E			6.0	45.9	
C			10.0	41.9	
W			14.0	37.9	
T.P.	2.35	43.77	10.16	41.42	
20+50					
W			4.6	39.2	
C			1.7	42.1	
E			−1.0	44.8	
Intersection of Old LINE 20+78 = 33+40.3 Oldline					
W			4.6	39.2	
C			2.7	41.1	
E			0.0	43.8	

60

		H.I. 43.77			
T.P.	0.03	31.41	12.39	31.38	
T.P.	2.39	21.66	12.14	19.27	
T.P.	1.76	12.57	10.61	11.05	Bench
Chk on Bench			4.71	7.80	7.80

14+25 old line = 0+00 "E" Line


D L LINE
100'
44'
30'
45'
36'
28'
33
34
26'
25'
40'
55'
31'
18'
17+50
17+00
16+65
16+35
16+00
15+65
15+50
15+00
14+50
14+30
14+00
13+75
13+50
13.0

D LINE Fort Stockton BLvd

Sta		H.I.		
0+00		73.75	7.3	
0+75				
IV			12.6	
C			9.5	
S			10.6	
B.M.	8.38	16.18		7.80
T.P.	5.46	11.72	2.12	6.26
Sta				
1+63				
S			3.2	
P			3.1	
IV			2.0	
2+00				
IV			5.1	
C			4.5	
S			4.4	

11.72

2+50	
S	5.5
C	5.1
IV	5.8

Levels on E Line 15' either side of center and at center {Childs Borb Taylor

Ft Stockton Blvd.

			H.I.						H.I.	Feb 15/10	
J.P. sta.		8.89	16.69		7.80 BM	W			29.01	6.9	
26+50						C				7.6	21.4
W				6.8		E				8.1	
C				7.0	9.7	25+00					
E				5.9		N				2.5	
						J.P.		12.97	41.38	0.60	28.41
26+00						C				11.6	29.8
W				6.1		S				8.2	
C				5.3	11.4	24+92 ⊙ angle				"	
E				4.4		N				11.7	
25+48						C				8.5	32.9
W				2.4		S				5.3	
C				1.5	15.2	N				14.5	
J.P.		12.89	29.01	0.57	16.12						
E				10.0		C				8.5	32.9
25+28.13 △ point						S				3.1	
W				10.9		24+78					
C				7.6	21.4	N				12.6	
E				6.2		C				7.7	33.7
						S				1.6	

Feb. 15/10 { Childs Borden Taylor

			H.I. 41,38		
24+75					
n				11,3	
c				5.0	36.4
S				1.0	
24+50					
n				12.5	
c				7.0	34.4
S				0,3	
24+36					
n				13.1	
c				10.4	31.0
S.				1.6	
24+10					
n				9.6	
c				7.3	34.1
S				2.9	

sta.			H.I. 41,38		
24+08					
n				9.4	
c				5.0	36.4
S				0,0	
24+00					
n				23	
c				3.5	37.9
23+82,32					
n				2,8	
c				0.42	40.96
J.P.		13,03	53.99		
24+00					
S				10,8	
23+82,32					
S				8.2	
n				16.5	
c				13.0	41.0
S				8.5	

Feb. 15/10 {Childs Barber Tayer

			53,99 / 54.00		
23+50					
n				13,5	
c				11,6	42.4
s				6.2	
23+30					
n				14.5	
c				6,3	46.7
s				2.0	
23+21					
n				14.9	
c				9,5	43.5
s				3,0	
23+00					
n				15,0	
c				9.4	43.6
s				3,5	

			53,99		
22+50					
n				10.7	
c				7.3	46.7
s				3,5	
22+40	angle				
n				6,4	
c				4.44	49.6
s				0,3	
w				9.4	
c				4.44	
T.P.		7.03	59.72	1,30	52,69
E				5.0	
22+00					
w				9,5	
c				7,5	52.2
E				5.2	
21+50					
w				8.9	
c				7.1	52.6

Feb 16/10 Childs Barber Taylor

		H.I. 59.72			
21+50					
E			6.3		
21+00					
W			14.5		
C			9.2	50.5	
E			3.9		
20+70					
W			12.8		
C			11.46	48.2	
E			7.5		
W			11.5		
C			11.46		
E			7.6		
20+50					
W			9.5		
C			8.9	50.8	
E			4.1		

			H.I. 59.72		
20+00					
W				4.5	
12' from center				2.2	
C				0.7	59.0
T.P.		9.78	69.32	0.18	59.54
E				6.8	
19+70.1					
W				10.4	
C				7.14	62.2
E				4.5	
N				9.7	
C				7.14	62.2
S				5.5	
19+50					
W				5.7	
C				4.4	64.9
S				3.4	

Feb 16/10 Childs Barber Taylor

H.I. 69,32

19+00		
N	5.3	
C	5.9	63.4
S	5.8	
18+92.1		
N	6.1	
C	5.96	63.3
S	5.4	

Levels on "F" Line of Ft Stockton Blvd. Feb. 16/10 {Childs, Barber, Taylor}

Sta.		H.I.	Rod	Elev.
		179.35		
0+00	=11+93.1		12.32	167.03
+50	12.42 / 190.47 / 0.70 / 191.17		8.5	170.8
+75			4.9	174.4
		191.17		
1+00	12.82 / 178.35 J.P. / 1.00 / 179.35		10.6	180.6
		202.89		
+50	12.62 / 166.73 J.P. / 0.04 / 166.77		11.0	191.9
+76.57	center Harney		9.45	193.44
	12.10 / 154.67 J.P.			
2+00			9.3	193.6
+50			8.0	194.9
3+00			3.2	199.7
J.P.	0.54	215.61		215.07
+50			9.1	206.5
4+00			3.7	211.9
+50			1.5	214.1
5+00			3.2	212.4
+26.15	center Conde		5.4	210.2
+50			7.3	208.3
6+00			11.9	203.7

Sta.		H.I.	Rod	Elev.
		215.61		
6+50			12.3	203.3
+56			12.3	203.3
+68			19.5	196.1
+84			12.0	203.6
7+00			10.2	205.4
+50			3.6	212.0
J.P.	12.49	227.56	0.54	215.07
8+00			7.0	220.6
+50			5.7	221.9
+76.0	center of arista		5.64	221.92
9+00			5.2	222.4
+50			4.7	222.9
10+00			4.4	223.2
+50			2.5	225.1
J.P.	12.10	239.02	0.64	226.92
11+00			10.8	228.2
+50			7.4	231.6
12+00			4.3	234.7
+26.1	center of chestnut + arista		2.9	236.1

Levels on "E" Line E. Sinclair Blvd.

Sta.			H.I.	Rod	Elev.
0+00	= 14+25 "E" Line		137.78	0.11	15.4.67
+50				3.2	151.6
1+00				8.9	150.9
+50				6.5	148.3
2+00				10.5	144.3
S.P.		1.02	143.05	12.75	142.03
+50	angle			1.9	141.1
3+00				2.3	140.7
+50				4.5	138.5
4+00	angle			8.80	134.25
+50				10.5	132.5
5+00	angle			13.03	130.02
S.P.		2.84	132.86		
+50				0.3	132.6
6+00				2.4	130.5
+35	angle			5.25	127.61
+50				3.5	129.4
7+00				4.4	128.5

Sta.			H.I.	Rod	Elev.
S.P.		1.10	124.82	9.14	123.72
7+50				0.0	124.8
8+00				2.0	122.8
+50				2.7	122.1
9+00				5.9	118.9
+50	angle			9.44	115.35
+58				10.9	113.9
+65				15.6	109.2
+75				13.5	111 3
10+00				13.0	111.8
+50				10.4	114.4
11+00				9.9	114.9
S.P.		0.69	112.71	12.80	112.02
+50	angle			1.76	111.0
12+00				7.8	104.9
S.P.		0.22	100.56	12.37	100.34
+50				1.2	99.4
13+00				4.7	95.9
+50				5.8	94.8

Feb 16/10 {Shields Barber Sayer

Sta			H.I. 100.56	Rod	Elev.
14+00				3.4	97.2
+30	angle			2.05	98.51
+50				3.7	96.9
15+00				12.5	88.1
P.I.		6.92	95.51	11.97	88.59
+37				12.4	83.1
+50				10.3	85.2
+62.1	angle			10.32	85.2

Levels on resurvey of Ft. Stockton Blvd. from Sta. 24+92 of "E" Line
to Sta. 27+92.4 Feb. 18/10 {Childs, Barber, Taylor

Sta.		H.I.	Rod	Elev.
J.P.	9.92	38.17		28.25
24+92				
n			9.9	28.3
c			5.3	32.9
S.			-0.6	38.8
25+00			12.4	
n			12.4	25.8
c			7.2	31.0
S.			2.1	36.1
25+35				
n				
c			12.8	25.4
S			9.7	28.2
J.P.	1.67	27.01	12.83	25.34
25+35				
7' no. of center			2.4	24.6
11' " " "			6.7	20.3
n			8.1	18.9
25+50				
n			9.2	17.8

Sta.	H.I.	Rod	Elev.
	27.01		
c		5.7	21.3
S.		1.5	25.5
25+56			
n		9.8	17.2
c		7.6	19.4
S		3.3	23.7
25+68			
n		10.6	16.4
c		7.9	19.1
S		4.3	22.7
25+80			
n		10.9	16.1
c		5.6	21.4
S		1.5	25.5
25+95			
n		11.9	15.1
10' no. center		11.2	15.8

Sta.		H.I.	Rod	Elev.
25+95		27.01		
C			5.3	21.7
S			0.7	26.3
26+00				
N			12.0	15.0
9' no. of center			11.2	15.8
C			5.0	22.0
S.			0.4	26.6
26+19				
N			11.8	15.2
C			10.5	16.5
10' So. of center			3.1	23.9
S			1.8	25.2
26+49.1 Δ				
N			14.5	12.5
7' no. of center			10.8	26.2
C			10.9	16.1
S			9.8	17.2
W			14.7	12.3
6' W of center			10.8	
C			10.9	16.1
E			9.4	17.6

Sta.		H.I.	Rod	Elev.
		27.01		
27+00				
W			15.8	11.2
7' W of center			12.2	14.8
C			12.4	14.6
13' E. of center			11.3	15.7
E			9.7	17.3
27+30				
T.P.	1.27	18.36	9.92	17.09
W			7.9	10.5
9' W. of center			5.2	13.2
C			5.5	12.9
E			3.2	15.2
27+50				
W			7.5	10.9
12' W of center			6.2	12.2
C			6.1	12.3
E			3.8	14.6
27+92.4 Δ				
W			6.7	11.7
C			5.4	13.0
E			3.0	15.4

Alternate line Levels, see page 74. Feb. 18/10 {Childs, Barber, Taylor} 75

Sta		H.I.	Rod	Elev.
25+95		27.01		
W			11.2	15.8
C			5.3	21.7
E			2.9	24.1
26+00				
W			12.0	15.0
9' W of center			11.4	15.6
C			7.2	19.8
E			4.9	22.1
26+08				
W			12.2	14.8
C			10.6	16.4
E			9.0	18.0
T.P.	1.27	18.36	9.92	17.09
26+34.34				
W			7.1	19.9
9' W of center			5.0	22.0
C			5.5	12.9
E			2.9	24.1

B.M. Near Old palms. Hd. sp. White pole 7.80

copper tack " " 12.15

5.82

14.01

8.20

5.84

5.88

6.54

14.415

5.88

20.30

6.54

13.76

8.20

21.96

5.84

16.12

12.83

16.12

28.95 - H.P.

0.70

28.25 - J.P.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

For Single Track Embankment.

Roadway 14 feet wide. Side Slopes $1\frac{1}{2}$ to 1.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	27
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.