

*Relative to City Engineers Office
City Hall, San Diego, Cal.*

TRANSIT

398

F.B. 369

Published by H. S. CROCKER COMPANY, Stationers, Drawing Materials, and Mathematical Instruments, San Francisco.

Table showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.

MINUTES.	LKS.	MINUTES.	LKS.	MINUTES.	LKS.
1	2 $\frac{1}{2}$	21	49	41	95 $\frac{3}{4}$
2	4 $\frac{1}{2}$	22	51 $\frac{1}{2}$	42	98
3	7	23	53 $\frac{1}{2}$	43	100 $\frac{1}{2}$
4	9 $\frac{1}{2}$	24	56	44	102 $\frac{1}{2}$
5	11 $\frac{1}{2}$	25	58 $\frac{1}{2}$	45	105
6	14	26	60 $\frac{1}{2}$	46	107 $\frac{1}{2}$
7	16 $\frac{1}{2}$	27	63	47	109 $\frac{1}{2}$
8	18 $\frac{1}{2}$	28	65 $\frac{1}{2}$	48	112
9	21	29	67 $\frac{1}{2}$	49	114 $\frac{1}{2}$
10	23 $\frac{1}{2}$	30	70	50	116 $\frac{1}{2}$
11	25 $\frac{1}{2}$	31	72 $\frac{1}{2}$	51	119
12	28	32	74 $\frac{1}{2}$	52	121 $\frac{1}{2}$
13	30 $\frac{1}{2}$	33	77	53	123 $\frac{1}{2}$
14	32 $\frac{1}{2}$	34	79 $\frac{1}{2}$	54	126
15	35	35	81 $\frac{1}{2}$	55	128 $\frac{1}{2}$
16	37 $\frac{1}{2}$	36	84	56	130 $\frac{1}{2}$
17	39 $\frac{1}{2}$	37	86 $\frac{1}{2}$	57	133
18	42	38	88 $\frac{1}{2}$	58	135 $\frac{1}{2}$
19	44 $\frac{1}{2}$	39	91	59	137 $\frac{1}{2}$
20	46 $\frac{1}{2}$	40	93 $\frac{1}{2}$	60	140

TABLE FOR RUNNING ON SLOPES

In the following table the first column shows the angle, the second the number of links to be added to a chain on slopes, to make one chain, horizontal measurement.

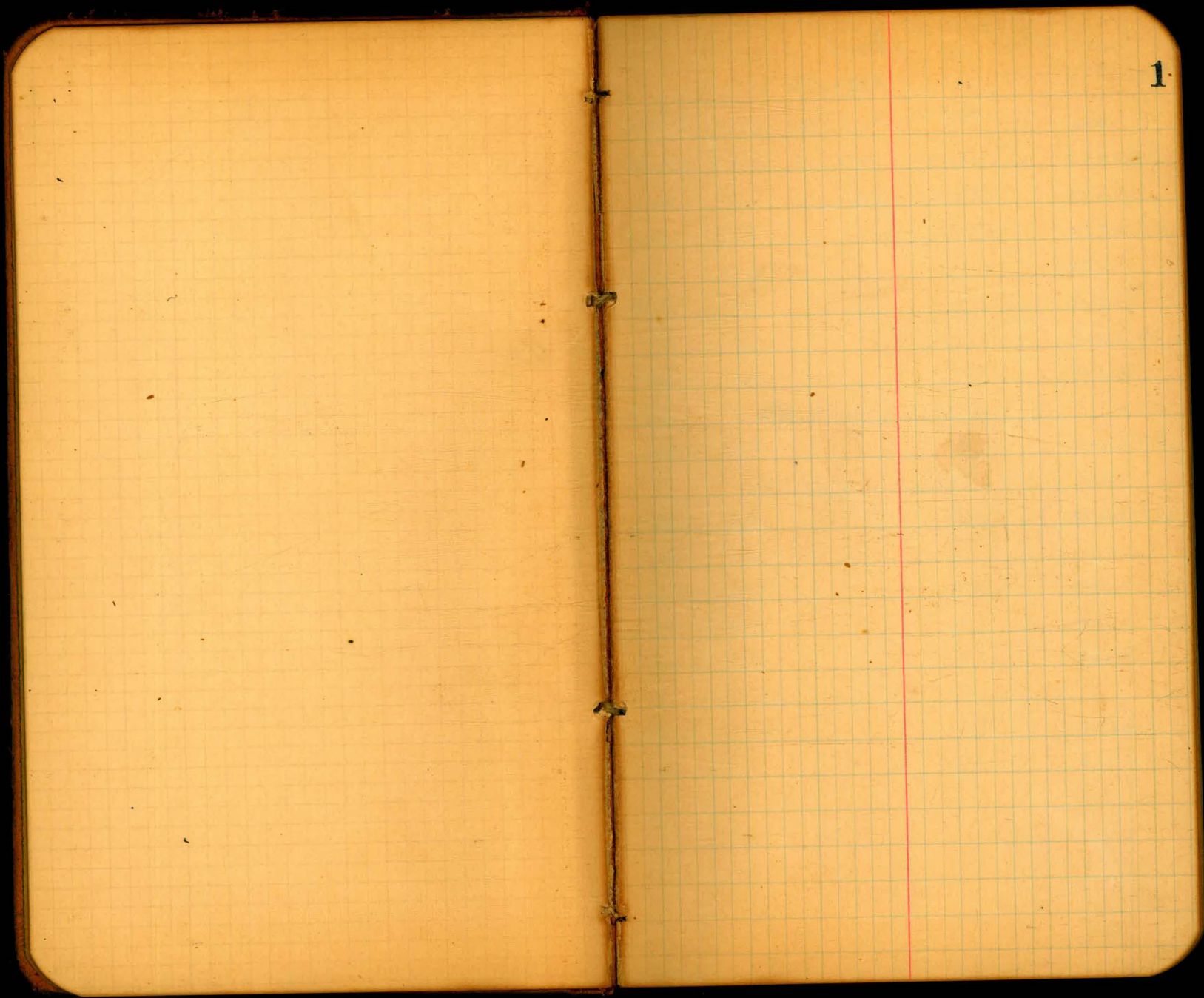
ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS	ANGLE	COR. IN LINKS
0		0		0		0	
4	0.24	11	1.88	18	5.14	25	10.54
5	0.38	12	2.24	19	5.76	26	11.26
6	0.55	13	2.63	20	6.42	27	12.24
7	0.76	14	3.06	21	7.11	28	13.37
8	0.98	15	3.53	22	7.85	29	14.34
9	1.24	16	4.02	23	8.64	30	15.47
10	1.55	17	4.56	24	9.47	35	22.07

10 = 390.0 making angle 11.88

Urn bet. Florida & Alabama Culvert 16-19

Pipe under Urn Ave. Bridge 20-

Levels & locations Urn Ave Culvert 22-23



1

5
10
24
27
40
43
60
60
T.P.

X sect. 1st street intersection

	H.S.		Elev
	2,20	257.20	255.00
	2,15	249.13	246.98
	Mo. line Palmer		
E line		0.5	248.6
		0.7	248.4
		1.4	247.7
		1.5	247.6
		2.1	247.0
		2.7	246.4
W line		2.4	246.7
	5' so. of north line		
W line		4.1	245.0
		4.1	245.0
		4.4	244.7
		3.9	245.2
		3.3	245.8
		5.2	243.9
E line		8.1	241.0

at Palmer Mar. 28/10

	H.S. 24913	Elev.
	no. curb.	
E line		16.5
		13.7
		11.8
		10.2
		8.3
		6.5
W line		5.8
	3' no. granite 1/4	
W line		7.5
		10.0
		12.3
	no. 1/4	
W line		8.6
		9.7
		13.7
	Center	
W line		11.3
W.C.B.		13.9

Childs
Barbee
Jayer 2

249.13
Palm street
West line 1st

		Elev.
1/4	11.3	237.8
1/4	8.6	240.5
3' no. 1/4	7.5	241.6
Curb	5.8	243.3
5' no. grade line	4.1	245.0
no. line	2.4	246.7

15' west

no. line	5.0	244.1
	6.8	242.3
	8.9	240.2
C	13.1	236.0

20' west

C	13.5	235.6
	9.9	239.2
	7.3	241.8
no. line	6.2	242.9

45' west

no. line	7.6	241.5
	8.0	241.1
	9.5	239.6
C	13.3	235.6

249.13

60' west Elev 3

C	14.0	235.1
	10.8	238.3
	9.5	239.6
no. line	9.3	239.8

75' west

no. line	11.3	237.8
no.	11.2	237.9
1/4	11.7	237.4
C	15.2	233.9

90' west

C	14.2	234.9
1/4	12.5	236.6
no.	12.5	236.6
no. line	12.5	236.6

0.78 236.95 12.96 236.17

1st street

3' no. of 1/4

C	3.4	233.5
1/4	6.2	230.7
no.	6.1	230.8
E. line	4.1	232.8

236.95

200 1/4

		Elev	
C		4.3	232.6
		8.5	228.4
eline		8.4	228.5
		7.4	229.5
	Center		
C		13.5	223.4
W. 1/4		7.5	229.4
	So. 1/4		
w. line		5.3	231.6
cb.		9.1	227.8
	So. Cb		
w. line		12.7	226.2
	Palin Street		
	West line 1st.		
So. 1/4		5.3	231.6
so. cb		12.7	224.2
	15' west.		
So 1/4		6.6	230.3
so. cb.		11.8	225.1
	30' west		
so. cb.		12.9	224.0
so. 1/4		8.0	228.9
	45' west		
so 1/4		7.9	229.0

236.95

1252

		Elev	
	60' west		
		7.4	229.5
	75' west.		
		8.2	228.7
		13.6	223.3
	90' west		
		11.2	225.7
		6.1	230.8
	105' west		
		13.1	223.8
		6.0	230.9
		3.5	233.4
		2.1	234.8
		1.50	235.45
		2.4	235.3
		2.8	235.0
		2.2	235.5
	170' west		
		4.0	233.7
		4.3	233.4
		4.0	233.7
		3.7	234.0
		4.6	233.1
		5.6	232.1
		9.2	228.5

237.75

130' west

so. line	7.2	230.5
	6.2	231.5
	5.7	232.0
C	5.4	232.3
	5.2	231.8
	5.8	231.9
no. line	5.5	232.2
	135' west	
no. line	6.1	231.6
	6.1	231.6
	6.0	231.7
C	5.5	232.2
	6.0	231.7
	6.6	231.1
so. line	7.5	230.2
	150' west	
so. line	8.4	229.3
	7.7	230.0
	7.7	230.0
C	7.3	230.4
	7.6	230.1
	8.0	229.7
no. line	8.1	229.6

#1.

1.52 225.95

1252

224.43

5

90' west

so. line	6.6	219.3
	75' west	
so. line	9.8	216.1
	60' west	
so. line	8.7	217.2
so. cb.	3.0	222.9
	45' west	
so. cb.	2.7	223.2
so. line	8.9	217.0
	30' west	
so. line	8.5	217.4
	15' west	
so. line	6.9	219.0
	west. line	
so. line	8.3	217.6

1st. street

225.95

center

E 1/4

6.6 219.3

E line

5.9 220.0

so. 1/4

E line

11.4 214.5

13.5 212.4

12.5 213.4

C

8.5 217.4

w. 1/4

2.1 223.8

so. lb.

w. lb.

6.1 219.8

8.2 217.7

so. line

w. line

8.3 217.6

w. lb.

14.1 13.0 212.9

J.P.

0.33 213.74 12.54 213.41

so. lb.

E 1/4

7.1 206.6

9.8 208.9

E line

2.0 211.7

213.74

so. line

6

E. line

4.5 209.2

06

13.2 200.5

06+5

15.5 197.2

1/4

12.9 200.5

C

8.2 205.5

w. 1/4

2.1 211.6

Section of Palen St. from West line of 2nd to East line of Front with
 Slopes, 14' walls, 12' 1/2's.
 Top 14.03 in NE 2nd & Quince

Dec 22-12

Shannon,
 Shaw,
 Devine.

741.
 246.69

Elev

	HI		
	269.74		268.03
0.71	269.74		268.03
0.01	251.48	12.63	251.11
0.34	236.69	5.07	246.15
00 = West line of 1st St.			
00 M.L.		0.35	246.3
cl		0.71	246.0
+1		1.9	244.8
+1.2 Top wall		1.8	244.9
+1.5 Bottom wall		7.4	239.3
1/2		7.5	239.2
+5		9.9	236.9
c		9.9	236.9
+5 M.L.		2.6	244.1
+25 M.L.		4.1	242.6
cl		4.2	242.5
+12 Top wall		3.0	243.7
+1.2 Bottom wall		8.3	238.4
1/2		9.5	238.2
c		10.5	236.2
+50		6.7	240.0
M.L.		7.1	239.6
cl		8.0	238.7
1/2		11.6	235.1
c		9.9	236.9
+70			
M.L.			

cl		9.7	237.0
1/2		9.5	237.2
c		10.1	232.6
14.03			
M.L.		11.8	234.8
cl		12.0	234.7
1/2		12.4	234.3
c		12.8	233.9
#	0.29	204.19	
		12.29	233.71
00 = West line of 1st St.			
00 M.L.		17.6	216.6
cl		10.5	223.4
1/2		3.5	230.7
+25			
M.L.		18.1	216.1
cl		11.0	223.2
1/2		4.4	229.8
+50			
M.L.		19.0	215.7
cl		10.7	223.5
1/2		9.1	230.1
+75			
M.L.		19.9	215.4
cl		11.9	222.3
1/2		6.1	228.1
12.00			
M.L.		12.3	221.9
cl		6.0	228.2
1/2		1.7	232.5
#	0.17	221.36	
		18.00	221.19

7

Jake H.I. 221.86

	0.20	209.50	13.01	209.35
Wife station 00, 25' of line of Balon	3.7			204.9
" " " 50' " " " " " "	18.7			189.8
" " " 25' 50' " " " " " "	19.3			190.3
" " " 25' " " " " " "	9.8			203.8
" " 50' " " " " " "	15.6			203.0
" " " 50' " " " " " "	18.7			189.9
" " 75' " " " " " "	17.9			190.7
" " " 25' " " " " " "	15.2			203.4
" " 1400 " " " " " "	40.15			208.1
" " " 50' " " " " " "	13.6			196.0
	0.94	234.85		232.91 Sec Page 2
1420 N.Z.			2.6	232.3
cb			2.7	232.2
1/2			2.9	232.0
c			3.2	231.7
1/2			3.6	231.3
cb			3.9	231.0
N.Z.			6.1	228.8
1400 N.Z.			6.6	228.3
cb			6.3	228.6
1/2			6.0	228.9
c			5.5	229.4
1/2			5.3	229.6
cb			5.2	229.7

H.I. 234.85 Etc

N.Z.	5.3	229.6
1420 N.Z.	7.6	227.9
N.Z.	7.3	227.6
cb	7.3	227.6
1/2	7.3	227.6
c	7.4	227.5
1/2	7.9	227.0
cb	8.1	226.8
N.Z.	8.3	226.6
2300 = East line of Front St		
2700 N.Z.	10.8	224.6
cb	10.4	224.5
1/2	10.6	224.9
c	9.4	225.5
1/2	9.4	225.5
cb	9.4	225.5
N.Z.	9.5	225.4

12/26/12 Hatch Moore Hall
Xsec of J. St. on Grant Hill

RM SW 26th J 1234 148.13 ✓ 135788

26th

56

9

Sec A

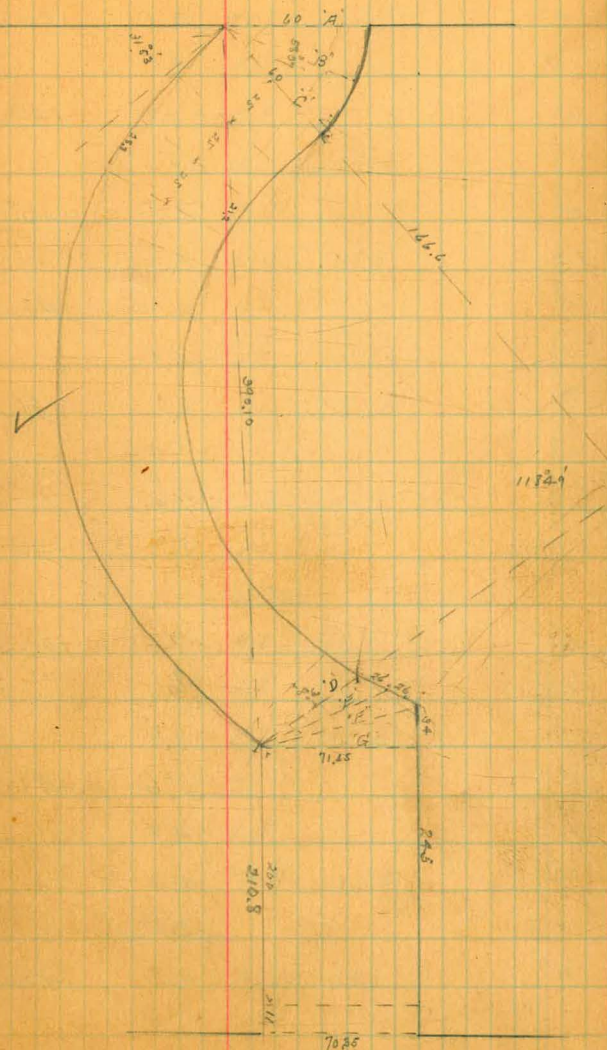
s	9.0	139.1
cb	9.0	139.1
1/4	9.0	139.1
c	8.3	139.8
1/4	7.7	140.4
cb	7.2	140.9
+7	7.0	141.1
N	6.1	142.0

Sec B

N	1.4	146.7
+0.5	4.4	
+5.0	5.2	142.9
cb	5.7	142.4
1/4	6.9	
c	7.5	140.6
1/4	8.3	
cb	8.4	139.7
s	9.0	139.1

Sec C

s	9.0	139.1
cb	9.0	140.1
	8.4	139.7
1/4	7.8	
c	6.7	141.4



27th

56

148.1

1/2	6.1	
cb	5.1	143.0
+9	4.1	
N	+0.9	149.0
25' E of C		
N	3.1	145.0
+3	4.3	
cb	4.7	143.4
1/2	5.8	
c	6.5	141.6
1/2	7.4	
b	{ 7.8	140.3
	{ 7.9	140.7
s	7.8	140.3
50' E		
s	7.3	140.8
cb	{ 7.1	141.0
	{ 7.2	140.8
1/2	6.6	
c	5.6	142.5
1/2	4.9	
cb	4.0	144.1
+7	3.5	
N	2.8	145.3

148.1

10

75' E		
N	+1.2	146.9
+1	1.8	
+5	2.8	
b	3.6	144.5
1/2	4.5	
c	5.2	142.9
1/2	6.2	
b	{ 6.8	141.3
	{ 6.3	141.8
s	6.6	141.5
100' E		
s	5.8	142.3
cb	{ 5.6	142.5
	{ 6.2	141.9
1/2	5.4	
c	4.4	143.7
1/2	3.8	
cb	3.1	145.0
+5	2.5	
+9	1.5	
N	+2.5	145.6
125' E		
N	+3.7	144.3
+15	1.3	
+5	2.1	

148.3

cb			2.6	145.5
1/2			3.1	
c			4.1	144.0
1/1			4.8	
cb			5.5	142.6
			4.9	143.2
s			5.2	142.9
		150	=	
s			4.5	143.6
cb			4.4	143.7
			4.9	
1/2			3.7	
c			2.8	145.3
1/2			2.2	
cb			1.7	146.4
+5			1.2	
TP	652	152.80	1.85	146.28
+7.8			5.2	
N			+1.8	151.0
		175	=	
N			+2.8	150.0
+2			4.2	
+5			5.1	
cb			6.0	146.8
1/2			6.5	
c			7.2	145.6

152.6

1/2			8.1	
cb			58.9	143.9
			28.3	144.5
s			8.5	144.3
		200	=	
s			7.8	145.0
+9			7.7	
cb			8.3	144.5
1/2			7.4	
o			6.5	146.3
1/2			5.6	
cb			5.2	147.6
+5			4.9	
+8.5			4.3	
N			+1.7	151.1
		220	=	
N			2.2	150.6
cb			4.4	148.4
1/2			5.0	
c			6.0	146.8
1/2			7.0	
cb			7.5	145.3
+1			7.0	
s			7.1	145.7

152.90

250' E

s	6.3	146.5
+8	6.4	
cb	6.9	145.9
1/4	5.9	
c	5.7	147.3
1/4	4.5	
cb	5.9	148.9
N	2.0	150.8

275' E

N	1.8	151.0
+6	3.1	
cb	3.4	149.4
1/4	1.0	
c	4.8	148.0
1/4	5.6	
cb	6.0	146.8
+2	{ 5.9 5.5	
s	5.5	147.3

300' E

s	5.0	147.8
+8	{ 4.8 5.3	
cb	5.5	147.3
1/4	4.8	

152.9

12

c	3.8	149.0
1/4	3.3	
cb	3.0	149.8
N	1.6	151.2

325' E

N	+1.3	151.5
+1	1.2	
+5	2.1	
cb	2.5	150.3
1/4	2.9	
c	3.3	149.5
1/4	4.2	
cb	{ 4.5 4.2	{ 148.3 148.6
s	4.2	148.6

350' E

s	3.5	149.3
cb	{ 3.7 4.1	{ 149.1 148.7
1/4	3.3	
c	2.6	150.2
1/4	2.3	
cb	1.9	150.9
+5	1.6	
+9	0.2	
N	+1.8	151.0

152.80

375' E

N		+1.3	154.1
+1		0.7	
+4		1.3	
cb		1.6	151.2
1/4		1.9	
c		2.1	150.7
1/4		2.6	
cb		{ 3.2	149.6
		{ 2.7	150.1
s		2.7	150.1
	400' E		
s		2.1	150.7
cb		{ 2.2	150.6
		{ 2.5	150.3
1/4		2.1	
c		1.6	151.2
1/4		1.4	
cb		1.1	151.7
T.P	3.89	155.39	1.30
+8		3.2	151.50
N		2.0	153.4
	Sec D		
N		1.0	154.4
+1		2.3	
+4		3.2	

155.4

13

cb		3.6	151.8
1/4		4.0	
c		4.2	151.2
1/4		4.7	
cb		{ 4.8	150.6
		{ 4.5	150.9
s		4.7	150.7
	Sec E		
s		4.7	150.7
cb		4.8	150.6
1/4		4.6	
c		4.3	151.2
1/4		3.8	6
cb		3.5	151.9
+9		2.7	
N		1.4	154.0
	Sec F		
N		1.8	153.6
cb		3.3	152.1
1/4		3.8	
c		4.3	151.1
1/4		4.7	
cb		5.0	150.4
s		4.7	150.7

155.39

Sec G

S	4.7	150.7
cb	50	150.4
1/4	4.9	150.5
4	4.5	150.9
1/4	4.4	151.0
cb	54.4	151.0
	53.9	151.5
N	3.2	152.2

25'E

N	4.1	151.3
cb	{ 4.8	150.6
	{ 5.2	150.2
1/4	5.3	150.1
c	5.1	150.3
1/4	5.5	149.9
cb	56.7	149.7
	55.2	150.2
S	5.3	150.1

30'E

S	6.5	148.9
cb	56.2	149.2
1/4	6.4	149.0
	6.1	149.3
c	6.9	149.5
1/4	5.9	149.5
cb	58.9	149.5
	55.4	150.0
N	4.8	150.6

155.4

75'E

N	5.5	149.9
cb	62	149.2
	69	148.5
1/4	6.8	149.6
c	6.5	148.9
1/4	7.0	148.4
cb	57.2	148.2
	67	148.7
S	7.1	148.3

100'E

S	7.7	147.7
cb	75	147.9
	79	147.5
1/4	7.7	147.7
c	7.3	148.1
1/4	7.5	147.9
cb	74	148.0
	70	148.4
N	6.2	149.2

125'E

N	6.7	148.7
cb	57.5	147.9
	80	147.4
1/4	8.2	147.2
c	7.9	147.5
1/4	8.5	146.9
cb	58.9	146.5
	83.5	146.9
S	8.9	146.5

14

155.39

150' E

s	9.6	145.8
cb	58.5 9.8	145.9 145.6
1/2	9.3	146.1
c	9.0	146.4
1/2	8.8	146.6
cb	58.5 9.9	146.9 147.5
N	7.2	148.2

175' E

N	7.8	147.6
+3	8.5	146.9
cb	58.7 9.3	146.7 146.1
1/2	10.2	145.2
c	10.3	145.1
1/2	10.7	144.7
gutter	11.1	144.3
Cement curb	10.7	144.7
s	10.4	145.0

200' E

s	12.1	143.3
curb cement	12.3	143.1
gutter	12.5	142.9
1/2	12.4	143.0
c	11.8	143.6

155.4

15

1/2	11.4	144.0
+10	11.1 10.7	144.3 144.7
cb	10.4	145.0
+7	10.1	145.3
N	8.6	146.6
	211' E = W.L. 27'	
N	11.6	143.8
cb	11.8	143.6
1/2	12.1	143.3
c	12.9	142.5
1/2	13.3	142.6
Cement curb	13.44	142.0
s	13.9	141.5

20' W of 27" on cement curb	11.58	143.8
50 W " " " " " " " "	9.88	145.5
on south side of street.		

12/27/12 See Venners under bridge
between Florida & Alabama
and location of culvert.

R.M. NE Alabama 530 274.72 265.19
R.M. Fla. 285' E of Florida (S. side)

S			4.0	266.7
+3			2.9	267.8
cb			3.2	267.5
1/2			2.6	268.1
c			2.5	268.2
		209' E = E end of Bridge		
c			0.5	270.2
1/4			0.9	269.8
cb			1.5	269.2
+6			2.3	268.4
S			6.7	264.0
TP	7.76	265.82	12.66	258.06

209' E Under bridge

cb			+2.5	268.3
1/4			1.5	264.3
c			+1.5	267.3
		190' E		
S			9.9	255.9
cb			6.7	259.1
1/2			7.2	258.6
c			6.0	259.8
TP	4.59	257.65	12.76	253.06

257.65

175' E

S		10.5	247.2
+8		6.8	250.9
cb		6.5	251.2
1/4		6.5	251.2
+3		7.6	250.1
c		6.3	252.4
1/2		6.7	251.0
+6		8.6	249.1
cb		8.2	249.5
N		8.7	249.0
10' N		11.8	246.9
30' "		11.6	246.1
20' "		11.9	245.8

165' E

10' N		13.2	244.5
N		11.5	246.2
cb		11.5	246.2
1/4		11.3	246.4
c		11.7	246.0
+7		11.6	246.1
1/2		9.7	248.0
+4		10.8	246.9
cb		10.4	247.3

	257.65		
S		13.6	244.1
13'S		15.9	241.8
22'S		16.2	241.5
40'S		7.4	250.3
	175'E		
40'S		9.6	248.1
28'S		16.4	246.3
19'S		16.4	246.3
	190'E		
20'S		14.4	243.3
27'S		16.7	241.0
37'S		16.7	241.0
45'S		14.2	243.5
	209'E		
30'S		12.7	245.0
47'S		17.4	240.3
	225'E		
33'S		12.5	245.2
	150'E		
10'S		5.6	252.1
12'S		57.7	250.0
		217.7	243.0
S		15.5	242.2
ch		14.1	243.6
+A		12.4	245.3

	257.65		
1/2		12.6	245.1
c		12.4	245.3
1/2		12.4	245.3
ch		12.2	245.5
N		13.0	244.7
40'N		12.1	245.6
	145'E		
40'N		11.1	246.6
30		12.4	245.3
N		13.8	243.9
ch		13.7	244.0
1/2		13.5	244.2
c		13.7	244.0
1/2		14.2	243.5
ch		15.0	242.7
S		14.8	242.9
3'S		14.2	243.5
5'S		7.0	250.7
ADS		5.2	252.5
	135'E		
40'S		4.1	253.6
S		5.0	252.7
+S		8.0	249.7
		11.2	246.5
ch		12.3	245.4

	25765			
1/4		12.6	245.1	
c		13.5	244.2	
1/6		13.1	244.6	
cb		12.9	244.8	
N		12.7	245.0	
20 N		12.1	245.6	
40 N		10.4	247.3	
	120' E			
40 N		9.2	248.5	
N		9.5	248.2	
cb		9.5	248.2	
1/4		9.8	247.9	
c		8.8	248.9	
1/4		7.6	250.1	
+5		7.2	250.5	
cb		5.5	252.2	
S		2.0	255.7	
40 S		3.0	254.7	
	105' E			
40 S		1.7	256.0	
T.P.	10.60	267.06	11.9	256.46
S		7.4	259.7	
cb		8.8	258.3	
+9		11.0	256.1	

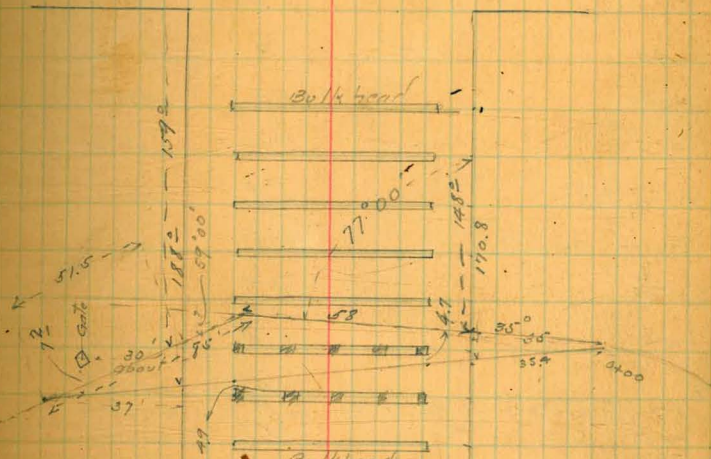
	26706		
1/6		10.2	256.9
+3		11.3	255.8
c		11.6	255.5
+7		10.7	256.4
1/6		12.7	254.4
+7		13.9	253.2
cb		13.9	253.7
N		14.8	252.3
20 N		15.6	251.5
	85' E		
30 N		7.7	259.4
10 N		8.5	258.6
N		4.0	263.1
cb		1.9	265.2
+6		2.3	264.8
1/6		3.2	263.9
+10		0.4	266.7
c		1.4	265.7
1/6		0.9	266.2
+7		0.8	266.3
cb		+0.6	267.7
S		3.1	264.0
30 S		7.4	259.7

		267.06	68' E - W. end of bridge (unbr)	
20's		3.9	263.2	
15's		1.9	265.2	
TRP	10.22	276.19	10.9	265.97
S		4.0	272.2	
cb		+1.0	277.2	
1/4		+0.5	276.7	
C		+0.5	276.7	
1/4		+0.5	276.7	
cb		+0.5	276.7	
N		2.5	273.4	
5' N		8.4	267.5	
20' N		9.9	266.3	
TRP	12.53	284.89	38.3	272.36
A's of curb. on top		4.6	280.3	
1/4		4.9	280.0	
C		4.9	280.0	
1/4		5.1	279.8	
+9		5.0	279.9	
		60' E		
20's		16.6	268.3	
S		5.6	279.3	
+3		4.0	280.9	
cb		3.6	281.3	

		284.19		
1/0		3.6		281.3
C		3.6		281.3
1/4		3.6		281.3
cb		30		281.9
N		34		281.5
13' N		10.4		274.5
TRP	0.0	271.93	12.96	271.93
		235' E		
N 1/2		3.9		268.0
+10		4.2		267.7
cb		3.2		268.7
N		3.4		268.5
		209' E (Top)		
N 1/2		1.4		270.5
cb		2.8		269.6
+7		2.6		269.3
N		6.9		265.0
TRP	6.02	263.51	12.37	259.56
		under bridge		
cb		+1.7		267.3
1/4		+1.7		267.3
C		+1.7		267.3

		26558		
		190 E		
N 1/4		6.9	258.7	
00		7.9	257.7	
N		8.0	256.2	
T.P.	139	254.10	12.87	25271
25 N		6.0	248.1	
35 N		7.4	246.7	
		209 E		
37 N		6.3	247.8	
27 N		6.1	248.0	
		Profile on Pipeline		
0+00 - Hand		9.5	244.6	
+25		1.2	245.9	
+35 ⁺ N. of Ave		7.4	246.7	
+50		5.2	248.9	
T.P.	791	257.37	4.62	24948
+75		4.6	252.8	
1+00		1.5	255.9	
+15		2.3	255.1	
+30		7.8	249.6	
+40		13.4	244.0	
T.P.	632	250.85	12.86	24953
154 S. end.		10.5	240.4	

Florida St



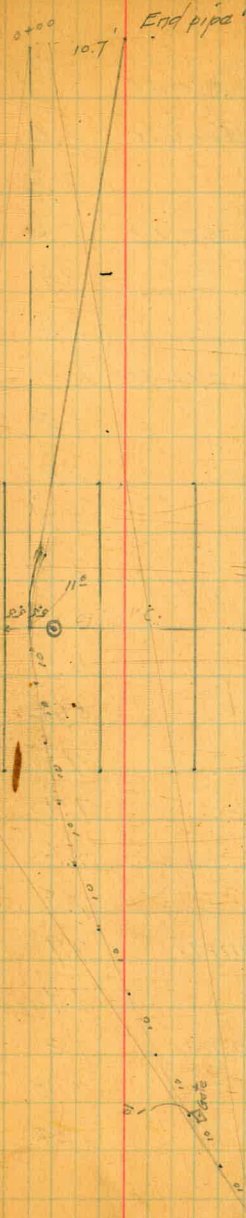
total length on angle line 178'
angle at Sta 0+93 = 57°00'

0+00	253.03	249.48
+25	5.0	243.0
+35 N. of Ave	5.5	244.5
+50	6.0	244.0
+75	6.3	243.7
+93 angle pt.	5.1	244.9
+25	7.3	242.7
+265.51 of Ave	7.2	242.8
+55	8.8	241.2
+78	9.7	240.3

1/21
 137
 Hatch
 Levels on curve line
 for pipe under Wm. Am.
 bridge.

	100	250.48	249.48
0+00 =	40' N of N.H.	5.4	245.08
+35		5.8	244.7
+40		5.3	245.2
+50		5.3	245.2
+65		5.3	245.2
+80 P.C.		5.1	245.4
Top of Manhole		4.5	246.0
Bottom "		10.2	240.2
+90		5.3	245.2
+7 gutterline (Sta 3+19)		5.0	245.5
+10		4.6	245.9
		5.8	244.7
+20		7.0	243.5
+30		7.4	243.1
+40		9.1	241.4
+50		9.7	240.8
+60		7.1	241.9
+70		9.1	241.4
+80		9.9	240.6
Top of Water Gate box		7.8	

N



20

1/20th batch Level on gutter line (South)
 of Wm. Ave from E.h. of
 Alabama to Pipe.
 250.48

3+19 = 1+07 on Pipe line	4.6	245.9	
3+05	2.3	248.2	
TI ^o 11.22	260.17	1.23	249.25
3	8.6	251.9	
2+90	3.5	257.0	
TI ^o 12.27	271.74	10.0	259.47
2+75	6.3	265.7	
2+66	2.4	269.3	
+60	3.7	268.0	
+25	5.1	266.6	
2	6.5	265.2	
+75	6.9	264.8	
Top of curb	5.6	266.08	
+50	7.5	264.2	
+25	7.7	264.0	
1	7.6	264.1	
0+75	7.8	263.9	
0+60 = W.h. Alabama.	7.9	263.8	
0+30	7.7	264.0	
0+00 = E.h. Alabama.	7.3	264.4	
Top of curb	7.0	264.6	
B.M.	6.29	265.53	265.42

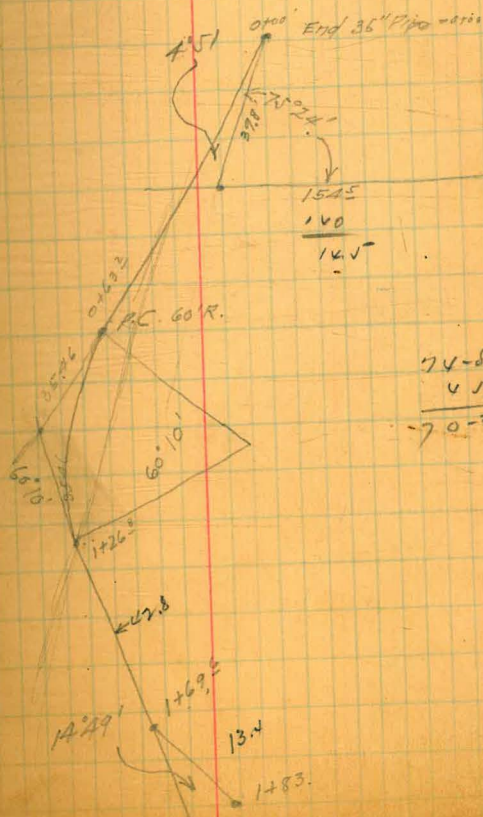
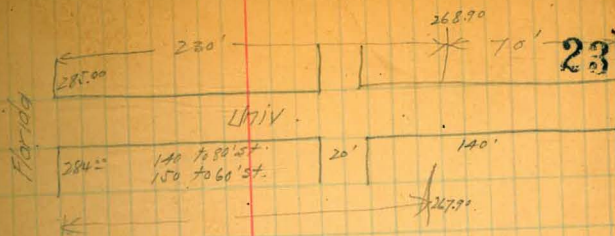
Levels + Location Univ Culvert.					
	HI		Surface	Bot Pipe	Cuts.
B.M. NE Univ & Alabam.			265.42		
	3.40	268.82			
T.P.		12.92	255.90		
	0.55	256.45			
T.P.		11.13	245.32		
	4.74	250.06			
0+00 = 143.8' W of W.L. Alabama St. and 40' N of S.W.L. Univ St.		5.4	244.7	244.7	0.0 ✓ St. gr. = 274.08
0+69.5 = H.C. 100' R.		5.0	245.1	242.80	2.3 ✓
+83E	4' 01"	4.9	245.2	242.42	2.8 ✓
1+55E = 6' 18" Culvert 15' N of S. Curb of Univ.		3.9	246.2	241.63	4.6 ✓
1+08E	11' 12"	4.7	245.4	241.74	3.7 ✓
+22E	15' 20"	8.1	242.0	241.06	1.0 ✓
+58E	25' 24"	9.2	240.9	240.38	0.5 ✓
+83E = End of Pipe.	32' 45"	10.4	239.7	239.7	0.0 ✓
- 14' S of S.W. Univ.					St. gr. 118.0' W W.L. Alab. Univ. = 271.26

Culvert on E

	4.45	249.77	245.32	244.5
0+00 End Pipe = 14" WWL. Abbr.	5.12	244.65	244.5	
= 383 N of RL Univ.	5.9	243.9	243.95	
0+63.3 PC 60" R.	6.5	243.5	242.34	
0+88.2	7.4	242.00	242.17	
+7.5 = Top 36" Pipe water main.	7.1	242.7	241.73	
1+13.2	6.3	243.5	241.46	
1+26.2 - P.T.	7.1	241.9	241.35	
1+69.5 = L.P.P.			240.00	
1+83 End 36" Pipe.				

on 3 Offset to W.

0+00	4.72	245.05	244.50	0.5
+63.2	6.27	243.50	242.95	0.5
+88.2	5.82	243.95	242.34	1.6
1+13.2	7.47	242.30	241.73	0.6
1+26.2	7.81	241.96	241.40	0.6
1+69.5	7.46	242.31	241.35	1.9
1+83.	7.00	242.77	241.10	2.8

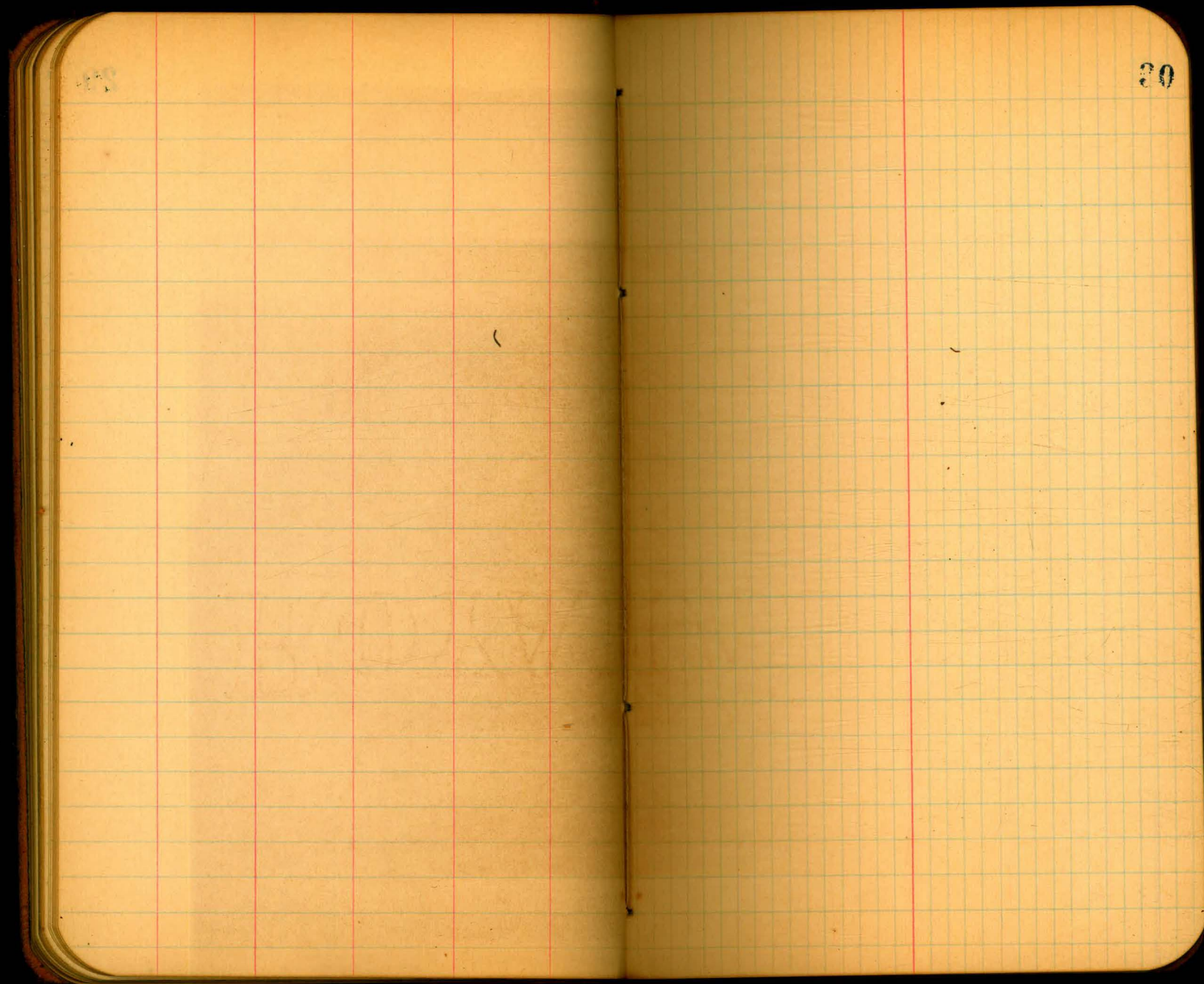


N.W. Cor Univ & Alabama

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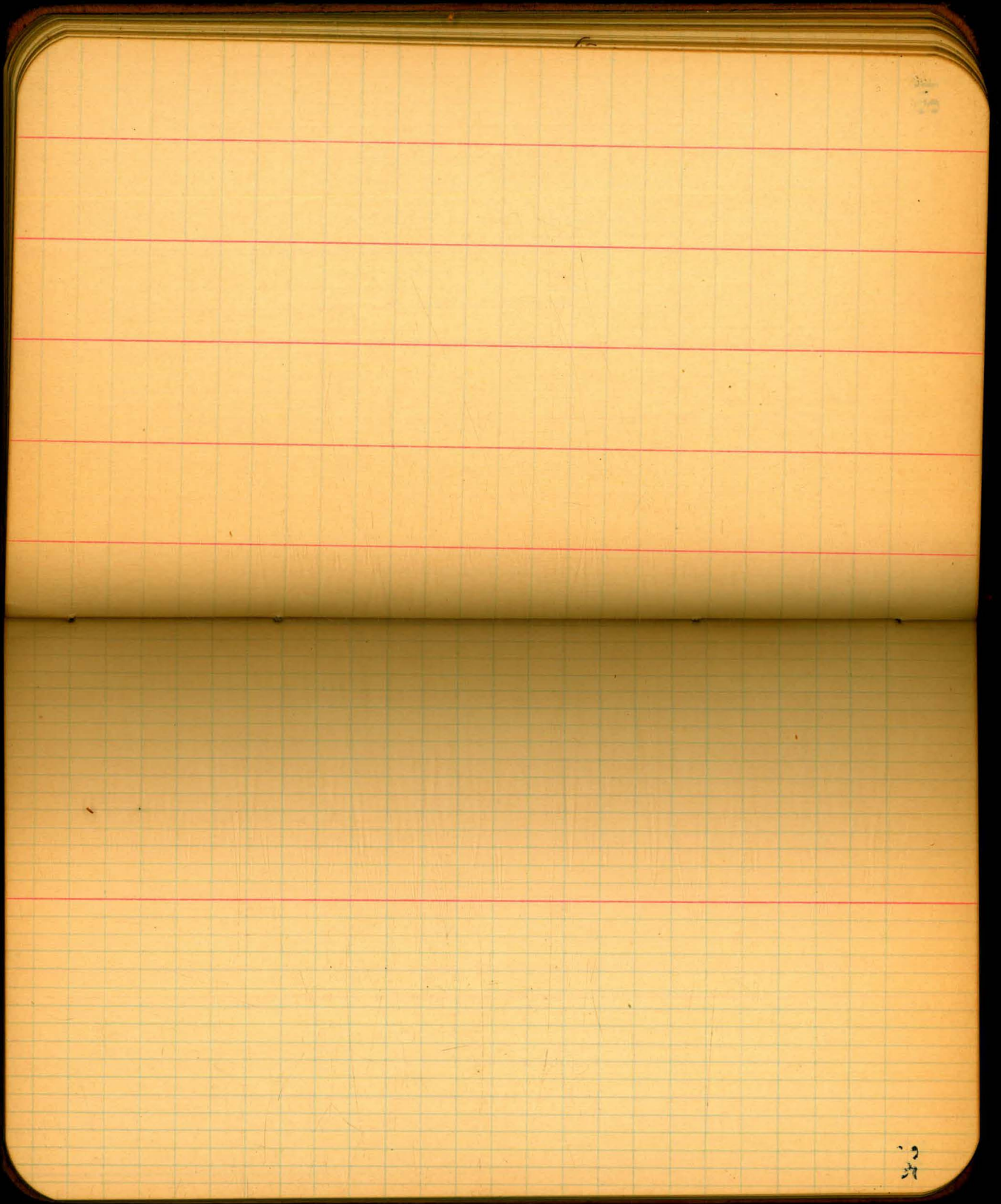
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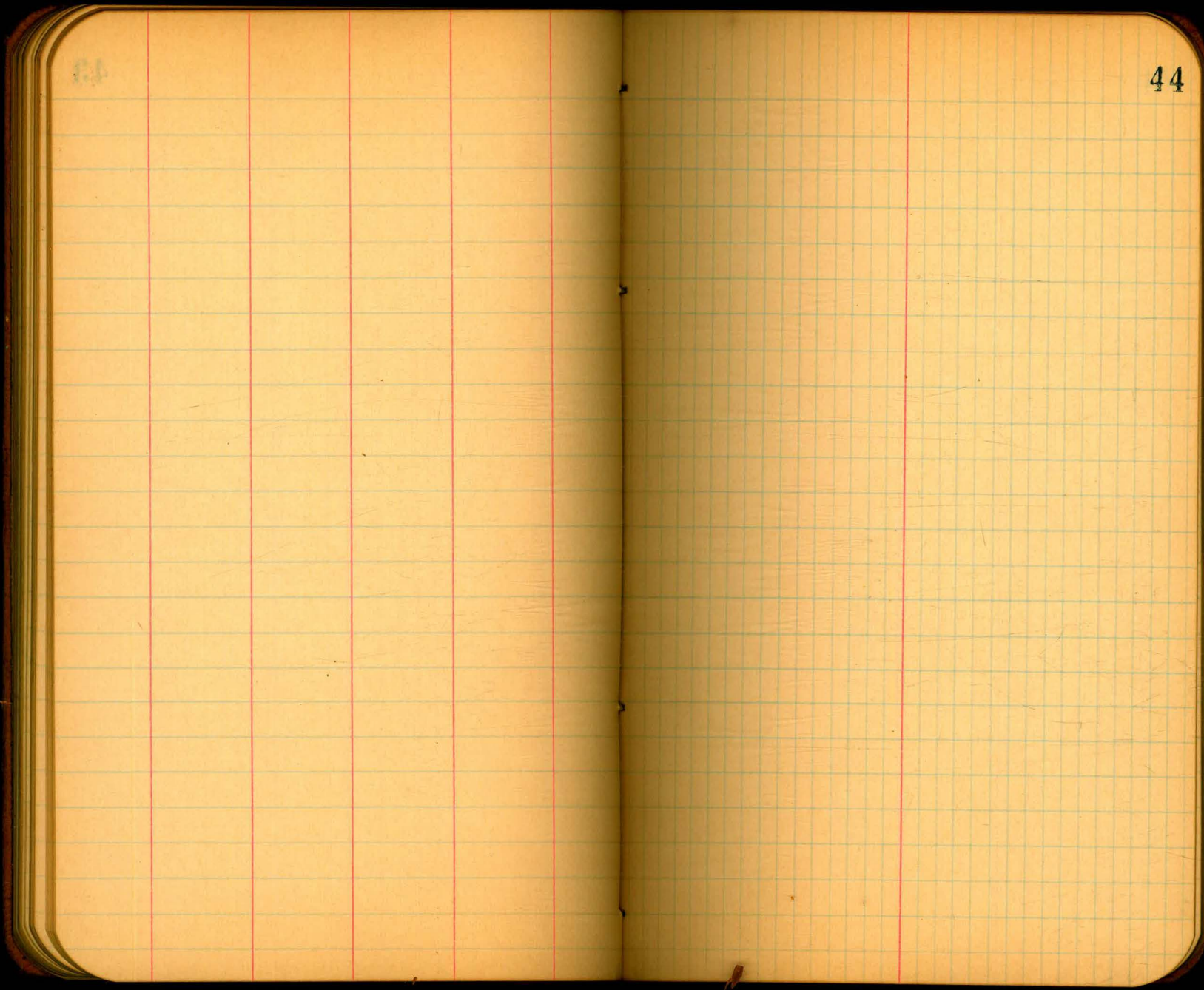
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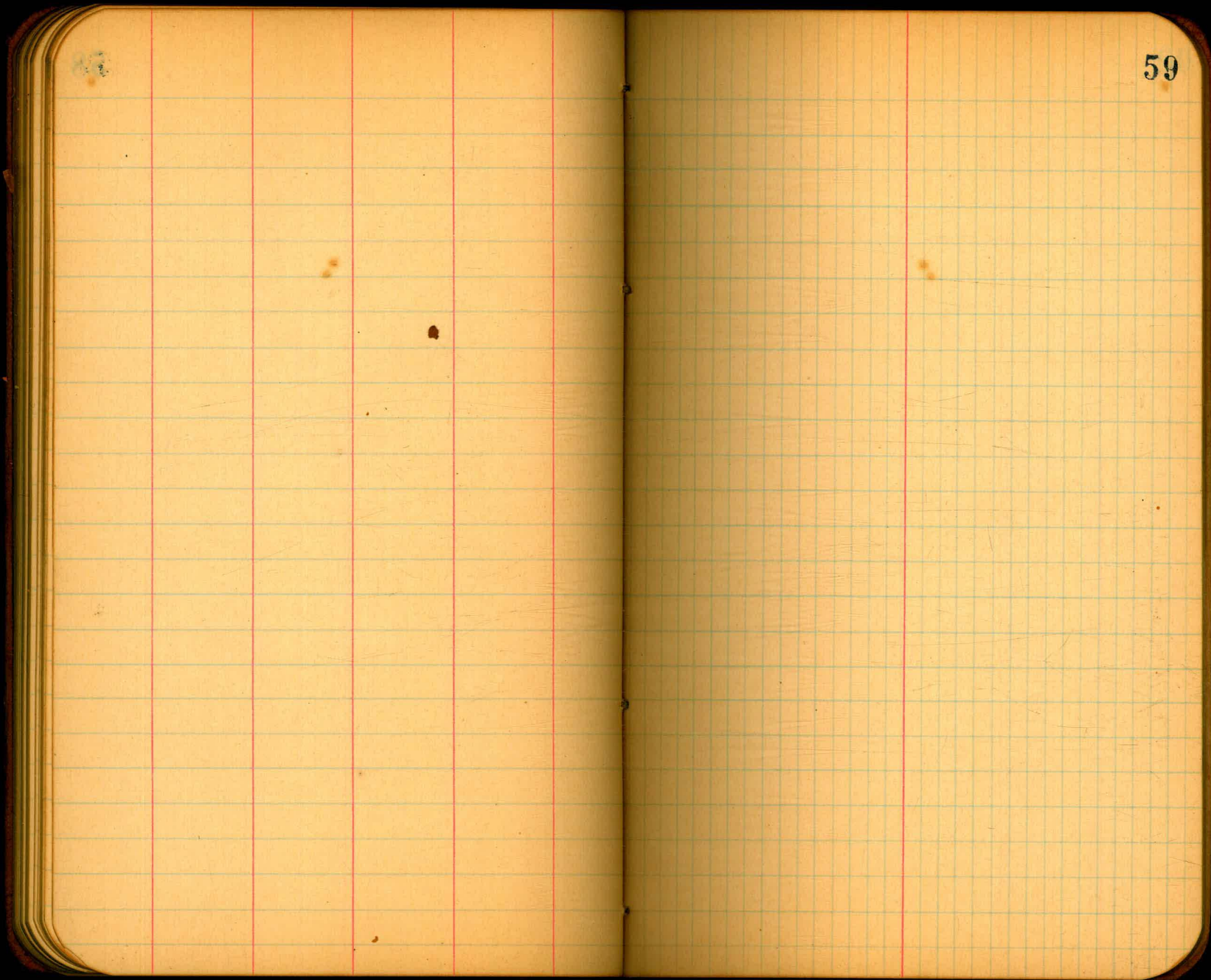
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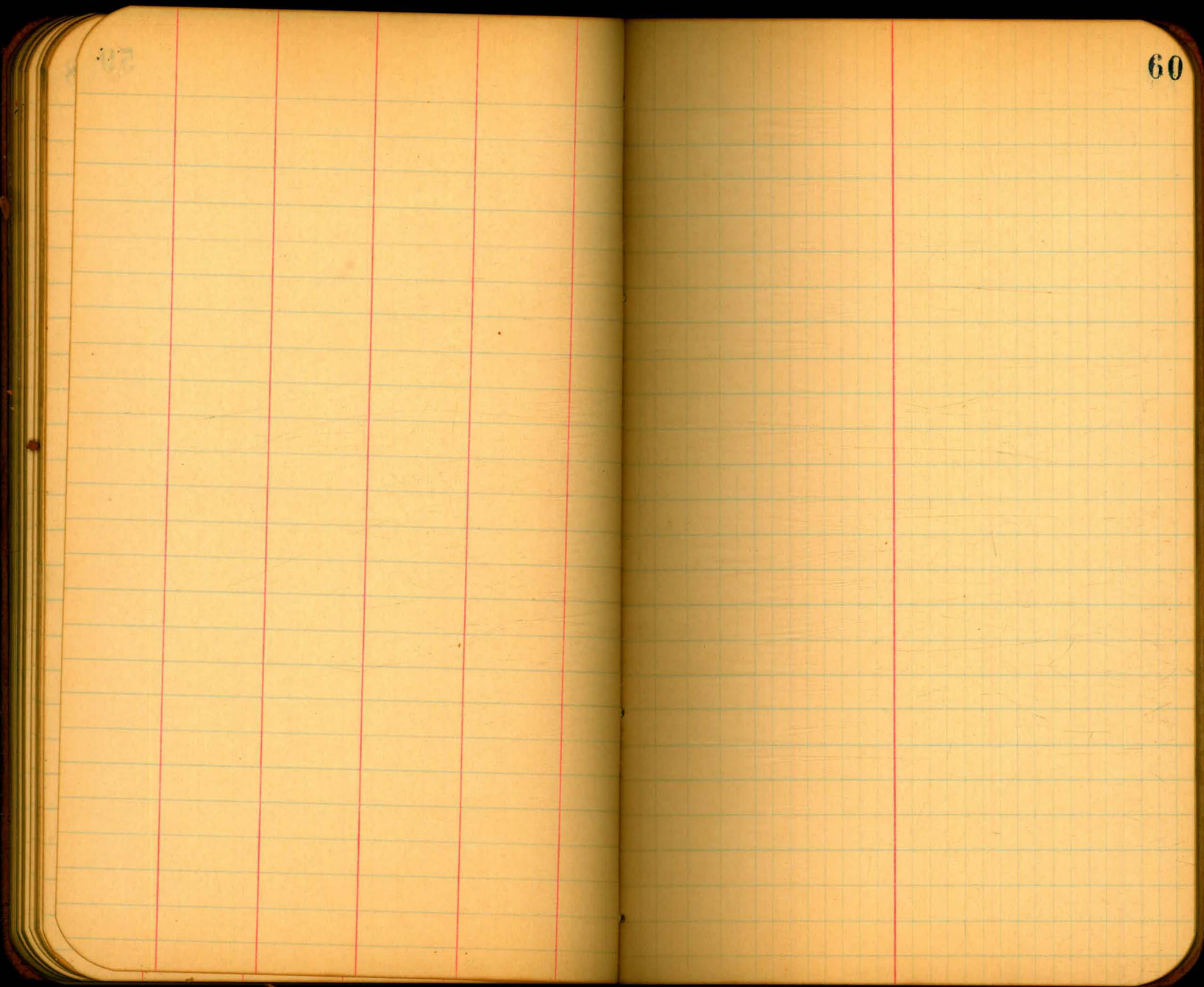
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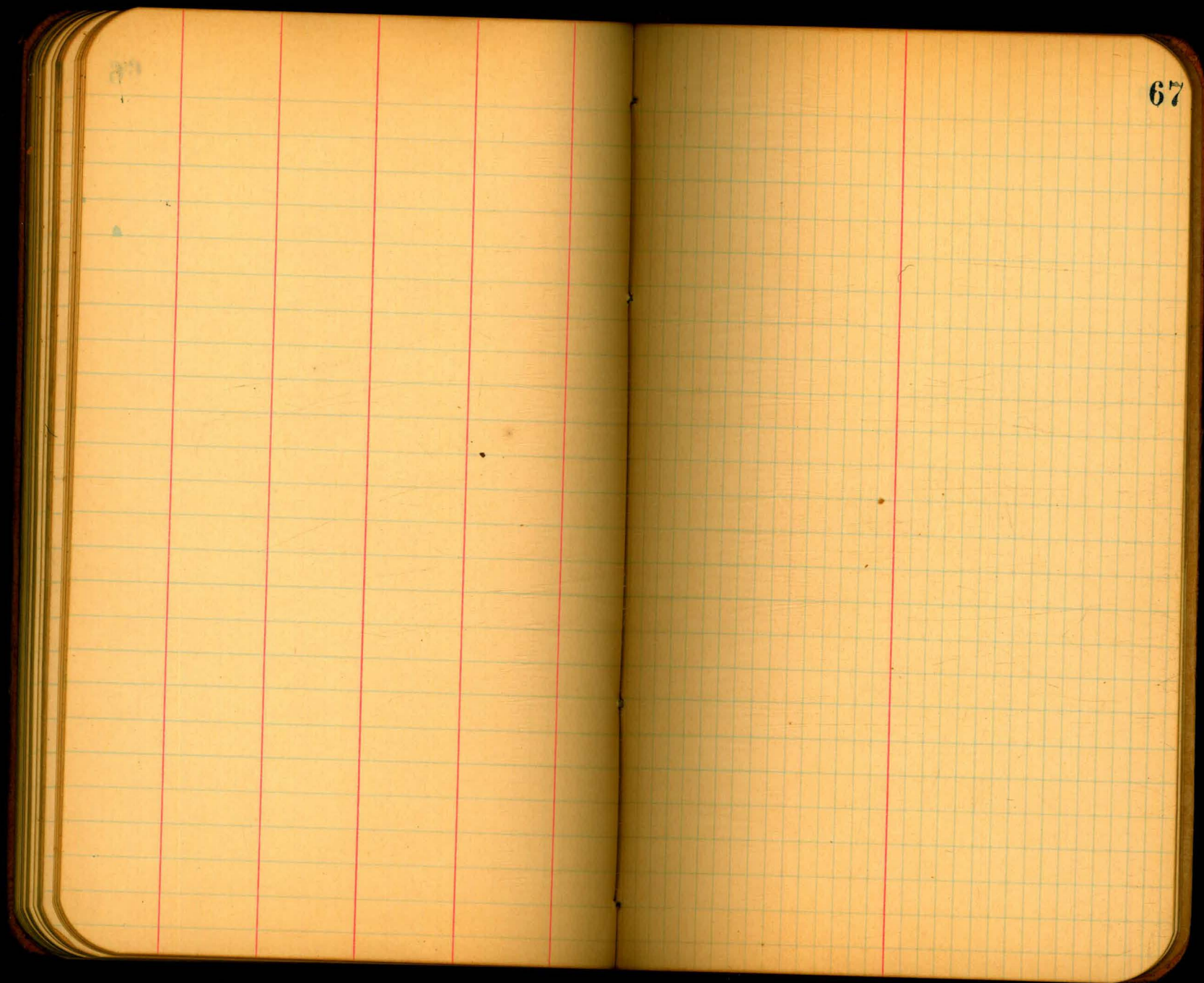
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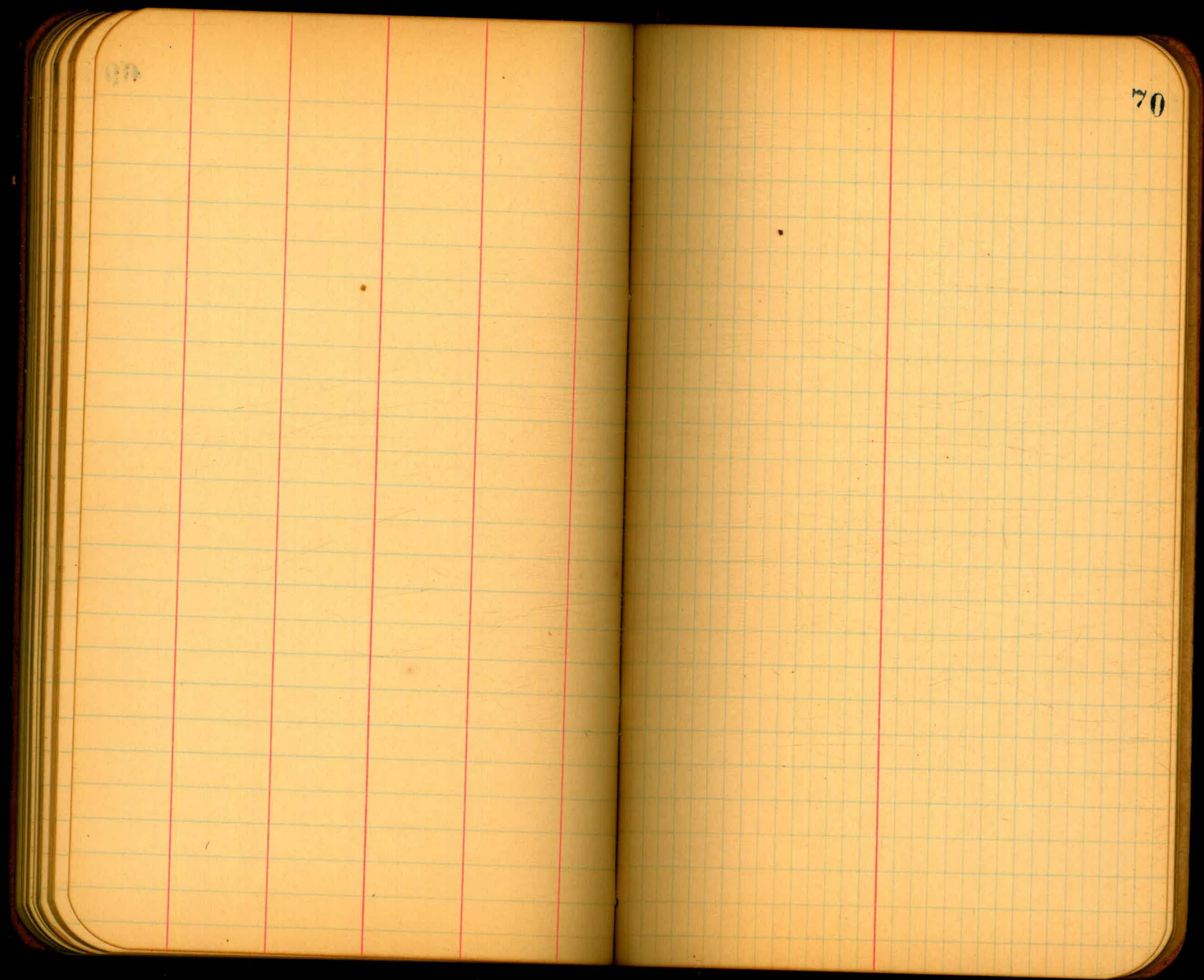
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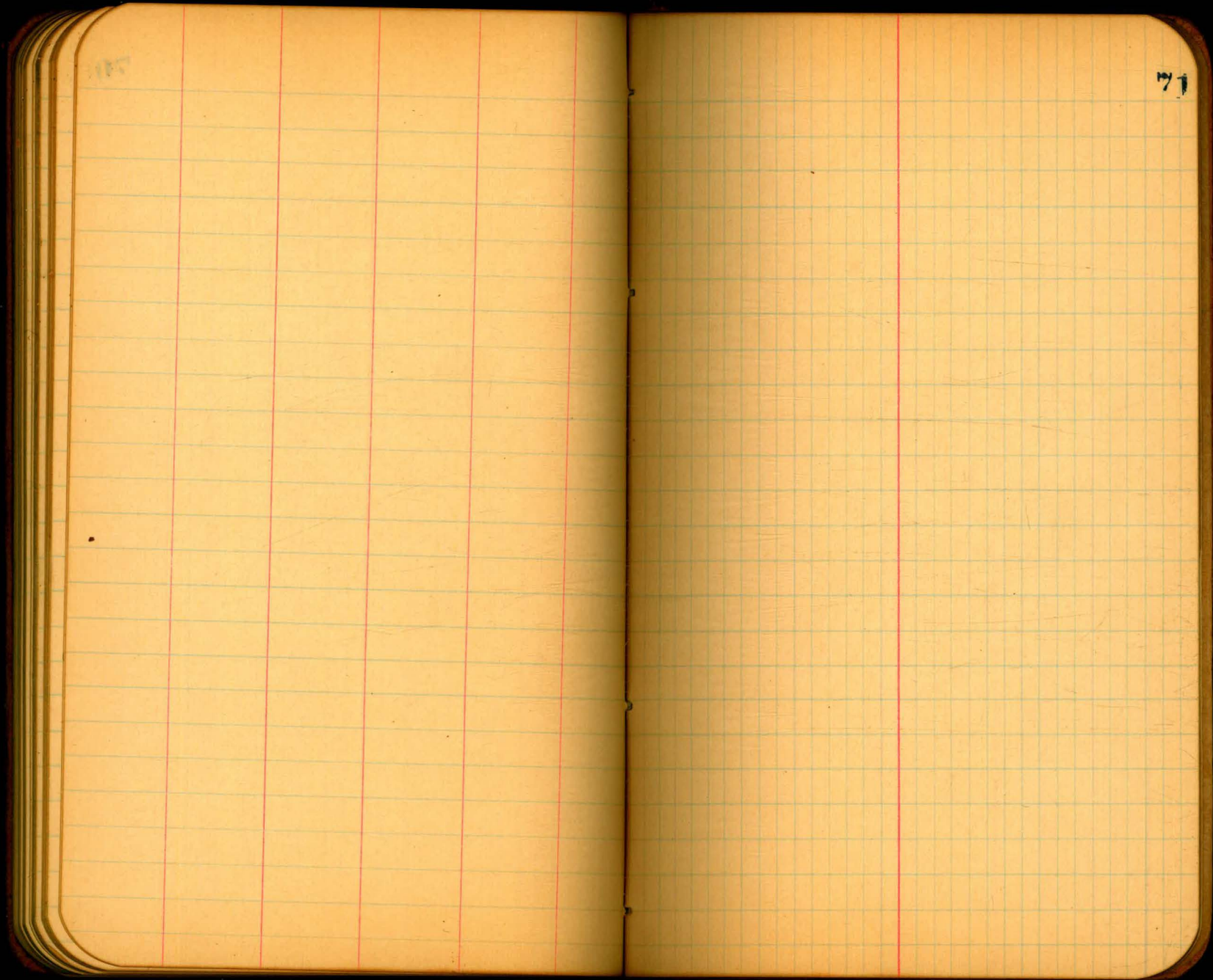
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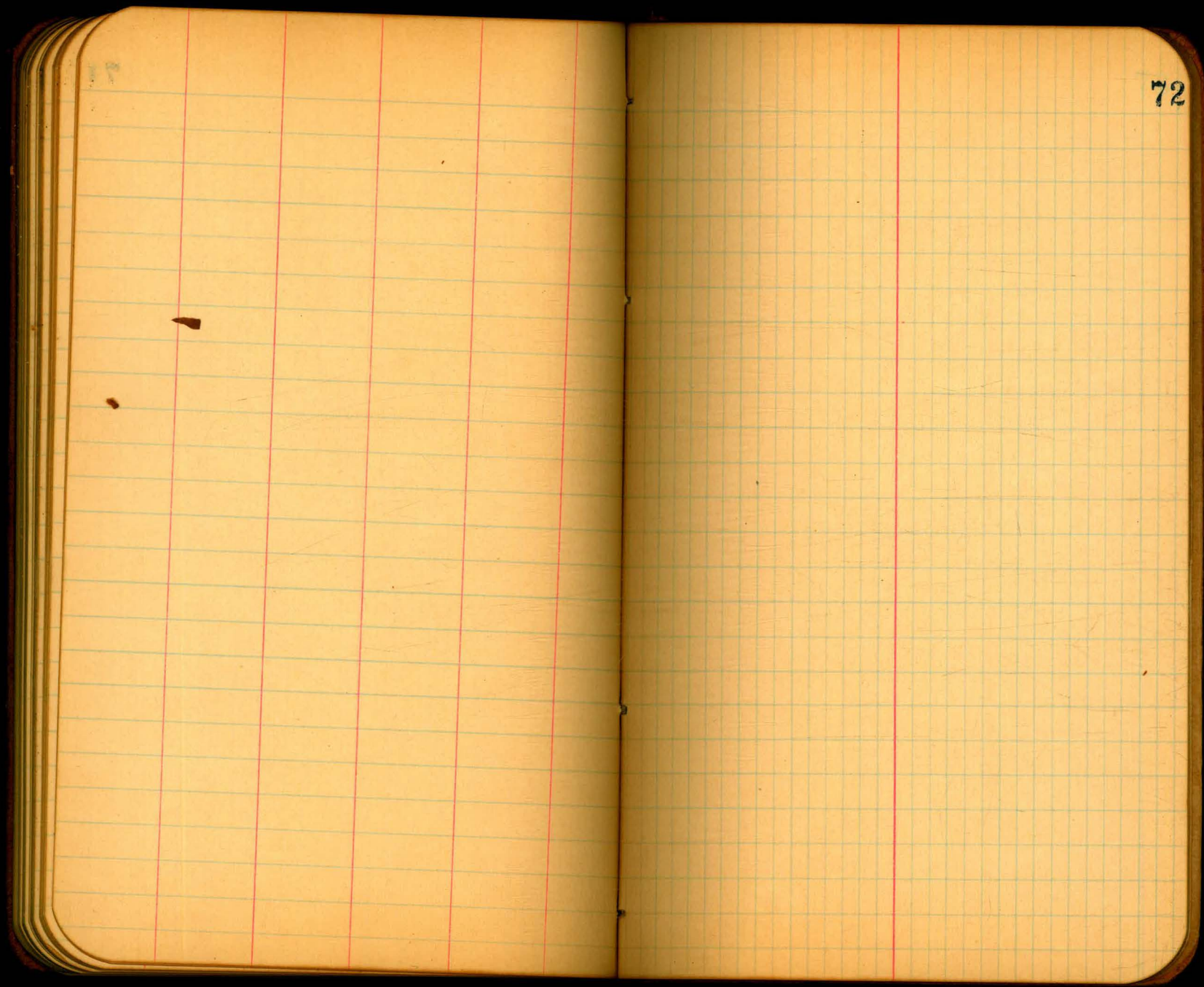
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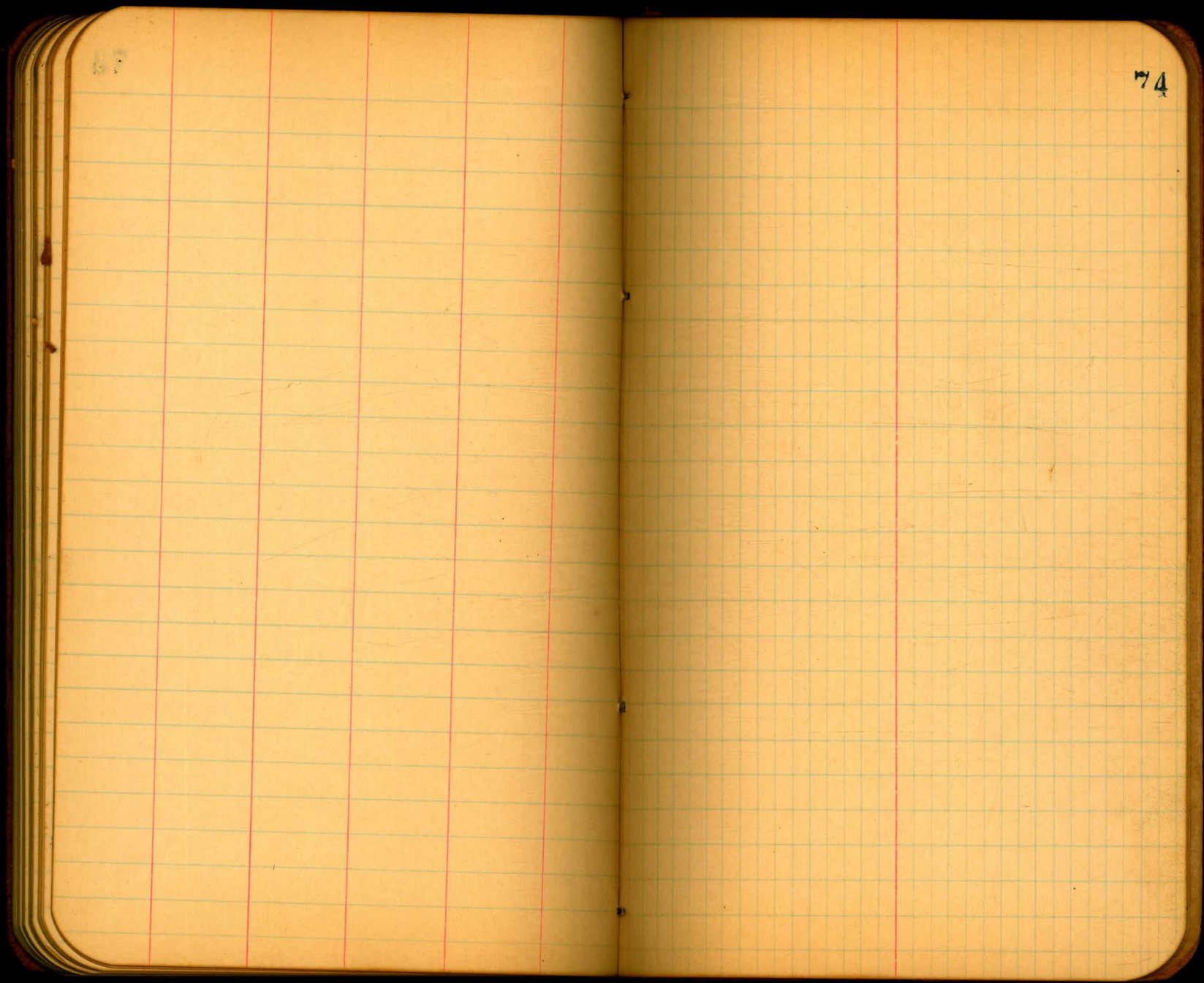


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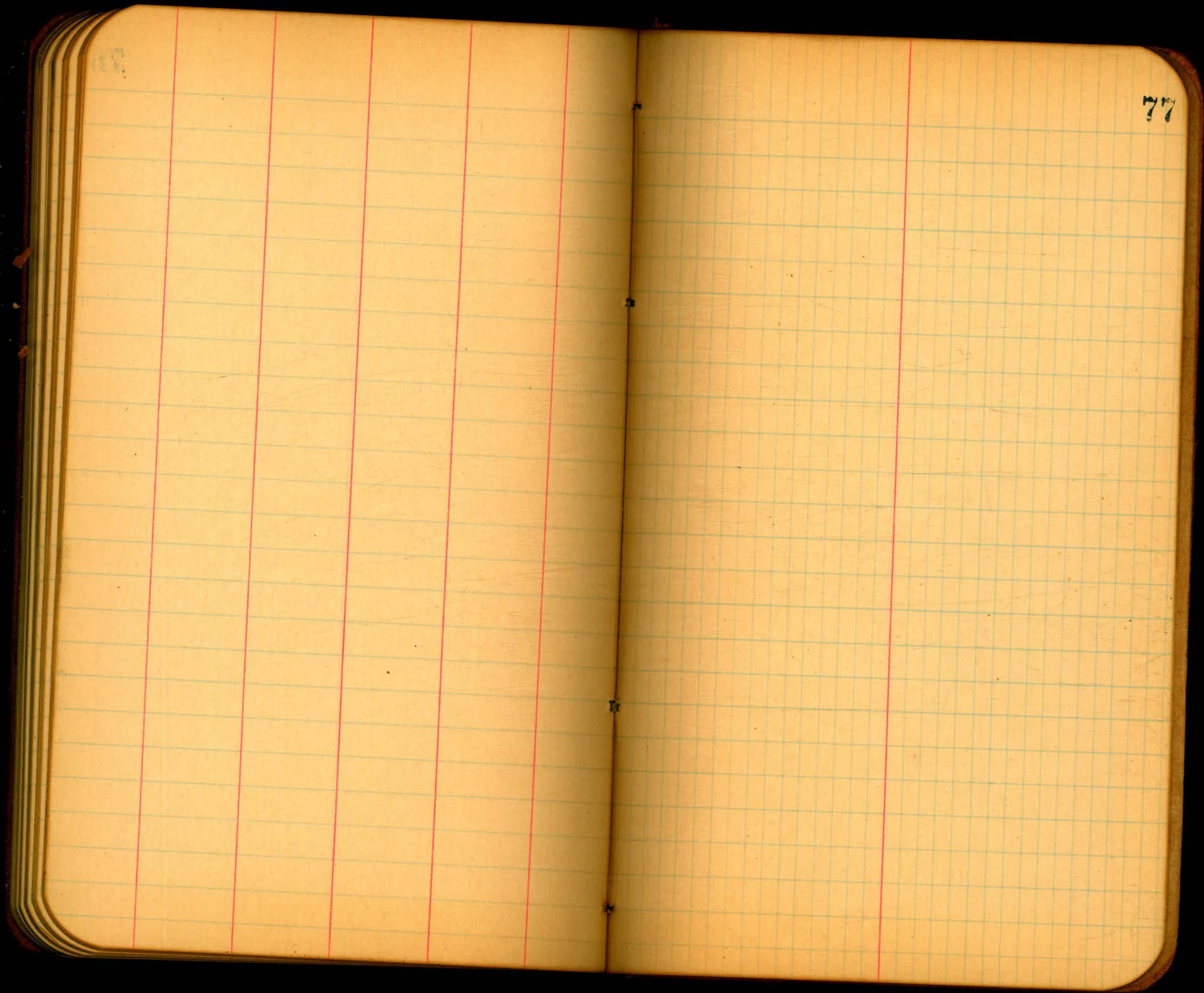
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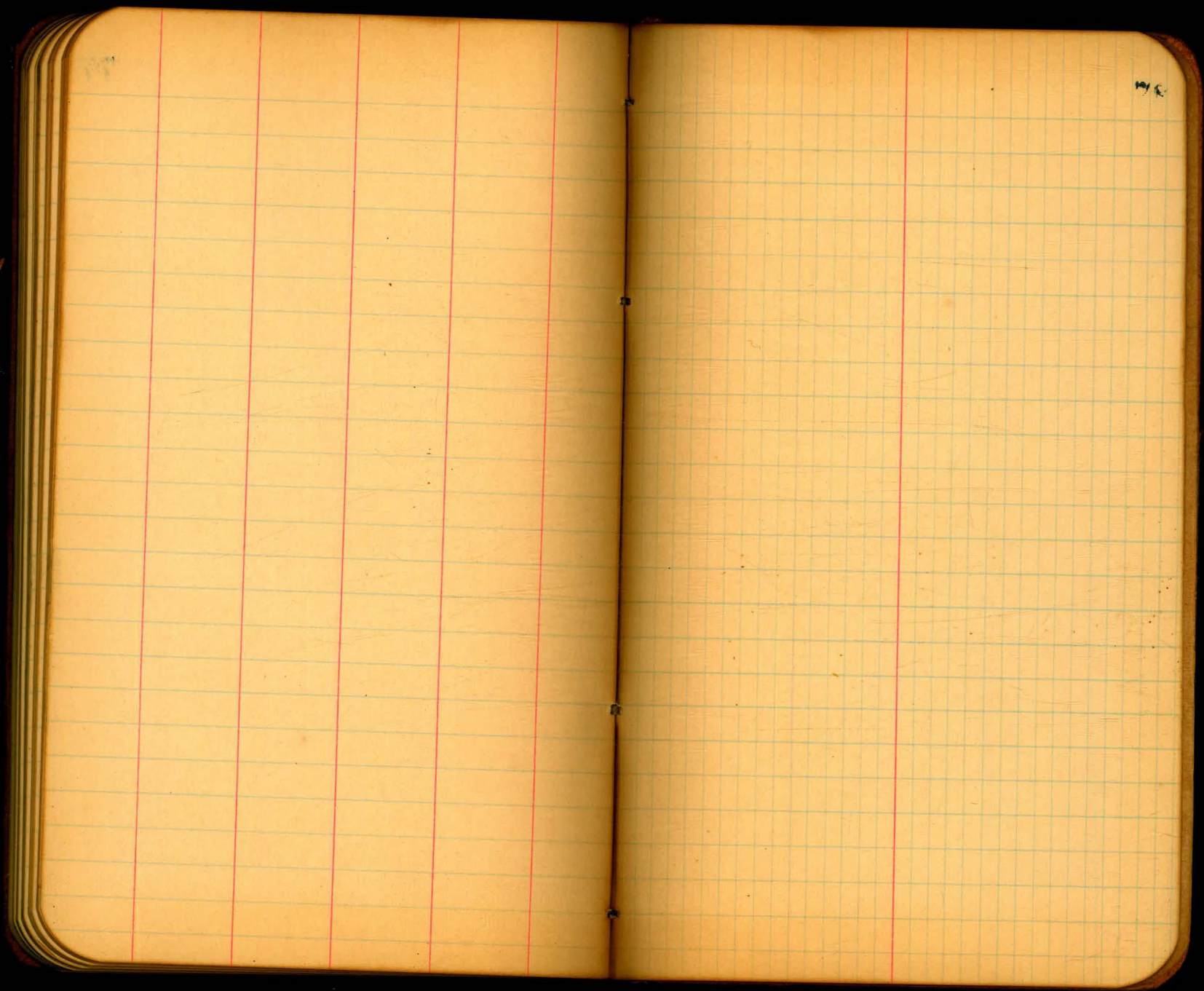
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#998

188	500	(2732
2732	366	
5464	1240	
8196	1281	
55	590	
	549	
	410	

14' 46"

A 845098
2.000000
8.845098
4.01'

2732	244.70
685	1.90
13660	242.80
24588	28
16392	242.42
1898740	68

15.25
10.7
4.58

2732	241.74
74	68
10938	241.06
2732	68
38248	240.38
412732	68
683	

241.74

273.8
239.7
34.1
34.0
30.0
15.0
45.0



12.5 = log 100

log 12.5 = 1.096910

log 100 = 2.000000

log 70 = 9.096910

70% = all for 100

4.01
11.12
7.11
8.23
7.11
25.34
7.11
32.45

