

1207

Miscellaneous

EAST

FIELD BOOK

No. 335

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CITY OF SAN DIEGO.  
CALIFORNIA.

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MICROFILMED  
DEC 22 1964

No. 385 pp 80 - 7/11/30 HA

1207

Diff. Pl-  
 Encanto - accident at  
 1<sup>1/2</sup> + Nutmeg  
 Ends - Rushville

57  
 58  
 59  
 60

Encanto	1	(1)
Yamg St & Main -	2	
Encanto	3 to 23	's - Flood -
Matbourne & Draper - Drain	24 - 25	1892 -
Bohmer - 4 <sup>1/2</sup> St	26	
Main St -	27 - 29	
La Jolla - Conna St - Drain	30 - 32	
Miss Blvd - Side-tracks -	34 to 36	
La Jolla - Bk 15 - Drain -	37	
✓ - ✓ - ✓ - ✓	38	
alley Bk 11 - Miss Hills	39	
alley ✓ 40 M & S.	40	
Trojan 48 - Estrella	42	
Dore St	43	
Mollborn St	45	
Columbia St	47	
Hill Terrace at upst	48	
35 <sup>th</sup> St at lands -	48	
Taylor St	49	
Coast Blvd - So -	51	
Nichols	55	
Puterbaugh	54	
Quince	53	
Ny. ave. R. h. ave	52	
Cape May - Paem	56	

(52)

Inst-4'S. S. Edge pvc - ctr Prntge 69' St.

			253.40	Prntge - L. Prntge
5.2	258.6			
		12.2	246.2	channel at Prntge

190 357-15 -2-70

450 5 -1-10

650 5 -0-58 up 5

650 11-00 -1-00 up 3

750 16- -1-04

8.7 211.3

	213.0	68' St
12.8	238.5	Top outside 68' St.
19.8	231.5	F.L.

3.5 246.5

	213.0	
17.0	229.5	F.L.

4.7 235.9

	231.2	67' St
5.7	230.6	Imp - Prntge
15.3	220.6	RR
5.6	230.3	RR Base Rail
8.1	227.8	Bot. stringer
18.1	217.8	F.L. ctr.
12.6	223.3	F. ends

(1)

6.2 227.4

	231.2	W/S - Flood -
5.0	232.4	
6.1	231.0	Prntge -
13.4	224.0	F.L.

7/1/27 LWS  
Lorino

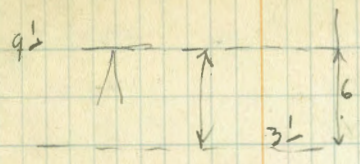
Inst. S.P.L. Main - E Yama St. Inst. Pt. Linn Bay -  
+     -     -     El.

S.P.L. Main -	3.40	9.1	5.7	+ 5.7	Para-
1+			6.2	+ 3.9	
2+			7.8	+ 1.3	
3+			8.3	+ 0.8	
+70			9.8	- 0.7	
+50			11.8	- 2.7	Channel -
+100	0.6	10.7	10.9	- 1.8	Laot Marsh -

10.1 Pt. E Yama  
9.4  
1.7

El. Natu Sfce storm 1926 on stor. fldn -  
2.1     8.6

Top Rail front of stor. -  
Mk. hse. M.S.     .6     10.1



See also - p. 2  
PK 1209

	+	H <sub>3</sub>	-	El.	
69+	W. end bridge 7			229.2	Bridge Sta 69+00
	5.48	234.68			

70+			7.1	227.6	S.P.L.	Inst. at 70+68
-----	--	--	-----	-------	--------	----------------

			7.2	227.5	✓ -6	
--	--	--	-----	-------	------	--

			15.5	219.2	✓ -8	
--	--	--	------	-------	------	--

			12.9	221.8	✓ -20	
--	--	--	------	-------	-------	--

			7.5	227.2	✓ -26	
--	--	--	-----	-------	-------	--

			7.4	227.3	N.P.L.	
--	--	--	-----	-------	--------	--

			7.9	226.8	✓ +11	
--	--	--	-----	-------	-------	--

			9.1	225.6	✓ +20	
--	--	--	-----	-------	-------	--

			8.8	225.9	✓ +30	
--	--	--	-----	-------	-------	--

			4.2	230.5	✓ +50	QTK
--	--	--	-----	-------	-------	-----

			6.6	228.1	✓ +60	
--	--	--	-----	-------	-------	--

			10.1	229.6	✓ +80	
--	--	--	------	-------	-------	--

			9.3	225.4	✓ +110	
--	--	--	-----	-------	--------	--

71

			6.3	228.4	S.P.L.	
--	--	--	-----	-------	--------	--

			14.7	220.4	✓ -3	
--	--	--	------	-------	------	--

			12.9	221.8	✓ -20	
--	--	--	------	-------	-------	--

			6.3	228.4	✓ -25	
--	--	--	-----	-------	-------	--

			6.9	227.8	N.P.L.	
--	--	--	-----	-------	--------	--

			7.0	227.7	+25	
--	--	--	-----	-------	-----	--

			2.3	232.4		QTK
--	--	--	-----	-------	--	-----

			7.6	227.1	+75	
--	--	--	-----	-------	-----	--

			9.1	225.6	+86	
--	--	--	-----	-------	-----	--

			7.5	227.2	+118	
--	--	--	-----	-------	------	--

+ J.A. - E.T.

234.68

72

5.88 236.33

4.23 230.45 N. Edge  
Paravents

6.1 230.2 SPL  
7.2 229.1 NPL  
7.5 228.8 +27  
2.05 234.28 ETK  
3.5 232.8 +60  
9.1 227.2 +80  
7.4 228.9 +110

73

5.2 231.1 SPL  
5.5 230.8 NPL  
5.3 231.0 +30  
0.02 236.31 +100 ETK  
1.6 234.7 +60  
5.- 231.3 +70  
3.6 232.7 +100

74

10.68

243.49

3.54 232.99 N. Edge  
Pave

10.2 233.3 SPL  
10.9 232.6 NPL  
10.4 233.1 +30  
5.15 238.0 +150 ETK  
6.- 237.5 +60  
9.9 233.6 +70  
8.4 235.1 +100

243.47

75

8.4 235.1 SPL  
 9. 234.5 NPL  
 8.4 235.1 +30  
 3.36 240.11 +50 TK  
 4.4 239.1 +60  
 7.5 236.0 +70  
 5.8 237.7 +100

76

76+40 Rvd-

10.8 227.7 SPL  
 12.2 231.3 -10  
 15.3 228.2 -15  
 16.2 227.3 -30  
 14.6 228.9 -40  
 11.1 232.4 -45  
 7.9 235.6 NPL  
 6.6 236.9 +15  
 6.5 237.0 +30  
 1.54 235.95 +50 TK  
 2.5 241.0 +60  
 5.1 237.8 +70  
 3.6 239.9 +100



H1. - E1.  
243.47

77

6.3	237.2	S.S. edge	✓	
16.3	227.2	10'	✓	channel
6-	237.5	NPL		
6.1	237.4	+15		
4.5	239.0	+30		
0.0 - .3	243.8	+50 TTK		
0.5	243.0	+60		
2.8	240.7	+70		
0.2	243.3	+100		
3.62	239.85	N. edge	✓	Parc.

78

12.10 251.95

13.0	239.0	SPL		
12.0	239.7	NPL		
13.2	238.8	+10		
9.1	242.9	+30		
7.2	244.8	+20		
6.25	245.75	+50 TTK		
7.4	244.6	+60		
7.0	245.0	+80		
5.1	247.9	+100		

79

251.95

10.5	241.5	SPZ
9.9	242.1	NPL
7.6	244.4	+30
4.5	247.5	+50 TTK
4.2	247.8	+100

257.21

80

8.59	243.36	BM-24362
6.6	245.6	SPZ
7.1	245.1	NPL
2.85	249.36	+50 TTK
2.8	249.4	+100

81

4.5	247.7	SPZ
5.3	246.9	NPL
3.8	248.4	+30
1.60	250.6	+50 TTK
2.8	249.4	+60
.3	251.9	+65
-.7	252.9	+100

82

10.81 259.32

3.70	248.51	M Edge Pavc
10.7	248.6	SPL
10.9	248.4	+45
9.6	249.7	NPL
7.70	251.6	+50 TTK
9.2	250.1	+60
6.15	253.2	+70
4.5	254.8	+85
3.5	255.8	+100

W.L. Sta. on No.

7

259.32

79	83		10.6	242.7	SPL
			10.7	248.6	+45
			9.2	250.1	NPL
			7.00	252.3	+50 TK
			8.7	250.6	+60
			4.7	254.6	+70
80			3.5	245.8	+100
	84	E Boom Hair Ste.	11.3	248.0	SPL
			9.2	250.1	+5
			9.1	250.2	NPL
81			6.33	252.99	+50 TK
			7.2	252.1	+60
			4.8	255.5	+70
			3.7	255.6	+100
	85		12.0	247.3	SPL
			11.0	248.3	+5
82			7.6	251.7	+15
			8.	251.3	NPL
			10.7	248.6	+25
			9.8	249.5	+35
			5.69	253.63	+50 TK
			7.	252.3	+60
			5.2	254.1	+100

86 259.32  
E. end Antz

6.3	253.0	on S.S. Prridge
13.3	246.0	ck SPL
7.33	252.0	
13.3	246.0	N.P.L. channel
12	247.3	+20
9.6	249.7	+30
8.6	250.7	+40
5.0	254.2	+50
7.	252.3	+60
9.0	250.3	+70
7.7	251.6	+100
6.5	252.8	SPL
4.8	254.5	+12
6-	253.3	+45
8.7	250.6	NPL
9.3	250.0	+20
9.2	250.1	+35
4.32	255.00	+50
5.9	253.4	+60
8.5	250.8	+70
8.	252.9	+100

on conc. beam - N.S. Prridge -

channel

TRK

TRK

87

5.59 260.59

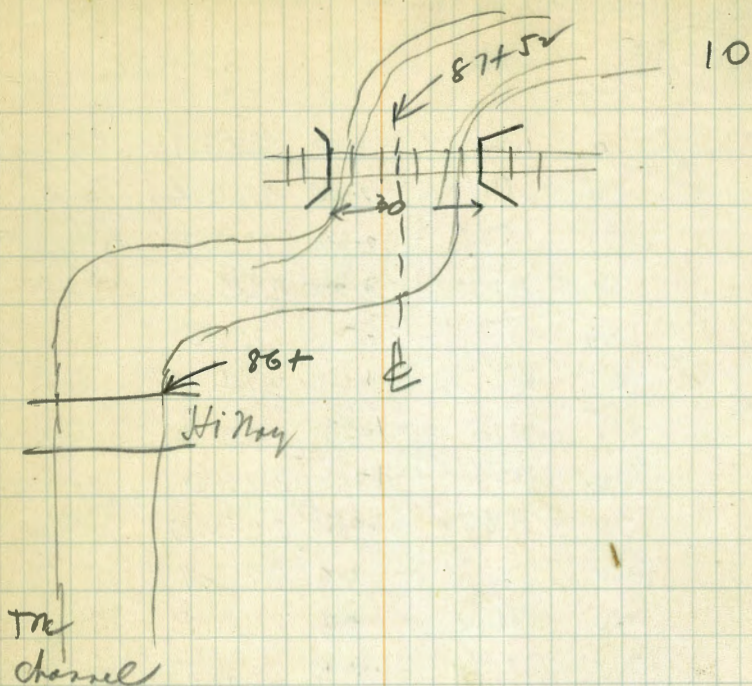
260.89

87+5v @ Pmry Ry-

7.4	253.5	SPZ
9.7	251.2	+5
9.-	251.9	+12
6.2	254.7	+18
8.8	252.1	NPL
10.7	250.2	+5
10.7	250.2	+15
10.1	250.8	+20
9.4	251.5	+25
5.4	255.5	+50
10.3	250.6	+50
9.7	251.6	+100

88+50

5.9	255.0	SPZ
7.4	253.5	+5
7.4	253.5	+12
4.9	256.0	+15
6.3	254.6	NPL
9.8	251.1	+12
10.5	250.4	+20
7.8	253.1	+25
8.3	252.6	+40
4.3	256.6	+50 TRJ
6.0	254.9	+60
10.-	250.9	+70
8.0	252.6	+80
7.7	253.2	+100



Inst. No. 49 P.M. - Sta 69 - P.M. - F & W

1 = 2  
2 = 1/2  
3 = 3/4

3.72

229.2  
4.9  
234.1  
3.3  
230.8

Sta	Dist	Av	Y. A.	EI.
1. 69 Sta A	30	142	+1-40	230.1
2.	52	151 1/2	-3-05	226.4
3.	72	158 1/4	0-00	229.2
4.	101	155 1/2	-2-02	225.6
5.	140	157	-3-	221.9
6. H.I. = 229.2	165	153 1/2	-1-30	224.9
7.	185	135	-1-03	225.8
8.	240	122 1/2	-1-	225.0
9.	330	118 1/2	-0-55	223.9
10.	340	122 1/2	-1-06	222.7
11.	275	121 1/2	-1-06	223.9
12.	245	125 1/2	-1-03	224.7
13.	220	147 1/2	-1-00	225.4
14.	283	156 2	-1-04	225.4
15.	168	172 2	-1-37	224.5
16. H.I. = 229.8	74	194	+0-29	229.8
17. Sta B	410	91-15	-10 1/2	224.0
18.	88	250'	+0-14	224.4
19.	86	110	-4-10	217.8
20.	272	97'	-1-32	221.8
21.	345	96 3	-0-48	219.2
22.	530	94 2	-0-32	219.1
23.	615	94 2	-0-15	221.3

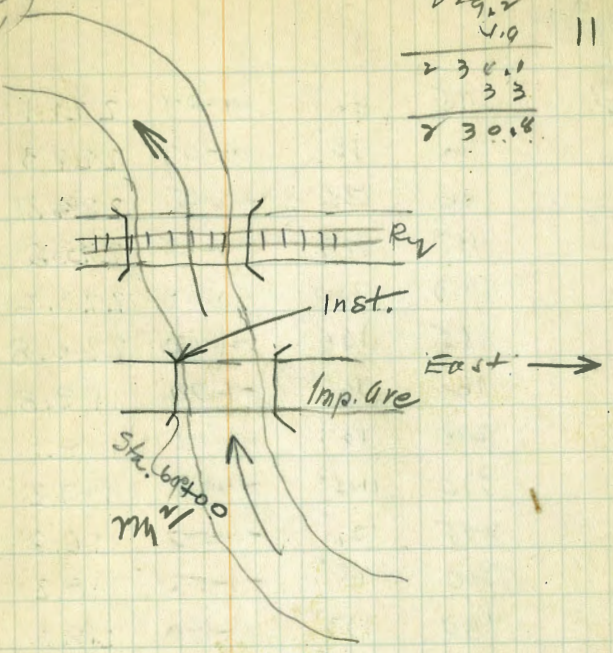
Ch - 70  
✓ - 43  
✓ - 95  
✓ - 45  
✓ - 2  
✓ - 46  
✓ - 8  
✓ - 8.5  
✓ - 8.4  
✓ - 56  
✓ - 5.8  
✓ - 6.9  
✓ - 7.0  
✓ - 8.0  
✓ - 55

at end  
by bridge

at bridge

at end  
by bridge

Rd



L. Sta 68. C.A.M. =  
also C.H. = 230.82

224.0

12

Sta  
B

24.	595	96 <sup>v</sup>	-0-17	221.1	TRK	
25.	160	13'	-0-37	222.3	TRK	✓
26.	100	236	+0-25	224.7	TRK & Rd	
27.	167	213	-0-15	223.3	TRK & Rd	ch-8
28.	193	209	-0-08	223.6	✓	✓ -7
29.	185	199 <sup>3</sup>	-1-00	220.8		✓ -5
31.	161	166'	-1-29	119.8		✓ -7
31.	220	137	-1-14	119.3		✓ -6
32.	370	114 <sup>3</sup>	-1-03	117.2		✓ -4
33.	425	107 <sup>v</sup>	-1-00	116.6		✓ -6
34.	310	108 <sup>v</sup>	-1-00	118.2		✓ -5
35.	190	133 <sup>v</sup>	-1-30	219.0		✓ -6
36.	132	166 <sup>3</sup>	-2-00	219.4		✓ -4
37.	520	236 <sup>3</sup>	+0-22	227.3		
38.	265	144 <sup>v</sup>	+0-23	225.8	S. TRK, Rd	✓
39.	270	197	-0-15	222.8		✓
40.	390					
41.	650	11540	-10.75	218.1		on W-edge Pure-
42.	34	326'	-3-15-13	216.2	287.2	
43.	54	327 <sup>v</sup>	-8-32	210.2		ch-2
43.	145	304 <sup>v</sup>	-1-52	213.4		✓ -5

51

C

157	268 <sup>2</sup>	-1-05	215.1	
81	2 <sup>3</sup>	-1-13	216.4	± Pmtg ch - 8 <sup>5</sup>
107	345 <sup>2</sup>	-2-45	213.0	ch - 3
177	316 <sup>2</sup>	-0-50	215.6	✓ - 5
30	38 <sup>3</sup>	-14-36	210.8	✓ - 3
162	102 <sup>2</sup>	-2-31	211.1	✓ - 6
255	94 <sup>3</sup>	-2-06	202.8	✓ - 4
255	112 <sup>1</sup>	-0-45	up 3 214.8	
155	121 <sup>1</sup>	-1-45	213.1	
62	168	-3-05	214.8	
61	188 <sup>2</sup>	+4-03	222.4	W. edge Pave
78	21 <sup>3</sup>	-4-24	212.0	ch - 5
135	83 <sup>1</sup>	-3-28	209.9	✓ - 4
190	89 <sup>2</sup>	-3-03	down 3 208.0	✓ - 4
215	76 <sup>3</sup>	-2-35	208.4	
300	43	-0-04	218.1	Trk

52

D

210	43	-2-10	210.2	
445	80-06	-1-27	206.1	stk. 8 above grid (in channel)
190	255 <sup>2</sup>	+1-30	211.1	ch - 4 top mace
108	277	+2-05	209.8	✓ - 5 ✓
60	12 <sup>2</sup>	-2-50	203.1	chan.
72	17 <sup>1</sup>	+0-30	206.7	road
137	6 <sup>2</sup>	+4-15	216.2	track



2061-

17

(5)

D

47	46	+2	207.7
68	84	-0-30	205.5
90	145 <sup>2</sup>	0-0	206.1
72	146	0-0	206.1
40	143 <sup>2</sup>	+0-10	206.2
45	254	+0-55	206.8
90	248	+1-0	207.7
215	243 <sup>2</sup>	+0-50	209.2
122	239 <sup>3</sup>	+1-15	208.8
75	233 <sup>3</sup>	+1-20	207.8
90	110	-0-50	204.8
150	113	-0-35	204.6
215	111	-0-30	204.2
280	115 <sup>2</sup>	-0-30	204.5
175	126 <sup>2</sup>	-0-13	206.0
140	133 <sup>2</sup>	-2-50	199.2
110	143 <sup>2</sup>	-1 down 2	202.3
82	128 <sup>2</sup>	-1-50	203.5
196	77	-0-30	down 2 206.4
355	111-38	-0-38	-29 202.2
40	280 <sup>2</sup>	+1	202.9
60	99	+0-25	202.3
230	93 <sup>2</sup>	-0-35	199.9

channel-6  
 Hedge road ch-4  
 chan-4<sup>5</sup>  
 fence cor. ch.-5  
 chan.-5  
 " -2  
 " -3

cor. garage  
 fence cor.  
 chan. -2  
 " -2

fence cor. chan-4<sup>5</sup>  
 " " " -4<sup>5</sup>

chan.-6

chan.

" -6

middle of road center chan  
 road

ch.-4<sup>5</sup>

ch.-4

ch.-3<sup>5</sup>ground +7<sup>5</sup> propline

(4)

E

E	305	87 <sup>2</sup>	-0-40	198.7
	290	93 <sup>2</sup>	-0-35	199.2
	390	83'	-0-30	198.8
	500	78 <sup>2</sup>	-0-32	197.5
F	650	75-05	<del>-0-00</del>	<del>199.0</del> 197.1

ch. -3<sup>5</sup>  
prop. line 40 S,  
ch. -4  
ch. -5  
<sup>th.s.</sup>  
on bridge - 63' St - E. 1986 1972

E	285	79'	-0-50	198.1
	205	80	-0-50	199.2
	175	57 <sup>2</sup>	-0-37	200.3
	225	57	-0-00	202.2
	90	70	-0-40	201.2
				<del>198.6</del> (197.2)

ch. -2  
cor. house  
top br. ch. -6<sup>4</sup> begin. of chan  
fence cor. ch. -2

F	300	255	-0-25	195.0
	295	257	-0-20	195.5
	385	274	+1-10	205.0 up 1
	385	284 <sup>2</sup>	+1-45	209.0
	205	263'	+1	200.8
	187	263 <sup>2</sup>	-0-30	195.6
	90	266 <sup>2</sup>	-2-30	193.3
	168	5'	+3-37	+10.7

ch. -2  
ch. -3  
ch. -12  
tr.  
ch. -9  
15's = +6  
ch. -7  
⊕ highway ⊕ 63' St ~~200.8~~ /  
10.7  
198.6

(52)

200.6  
211.3

~~200.8~~  
10.7  
198.6

5<sup>2</sup>

F

650	75-05	+0-15	+28	+28	200.0
42	306 <sup>2</sup>	-4-30	-7 ch.	-3.3	193.9
17	349 <sup>3</sup>	-0-20		-0.1	197.1
47	34 <sup>2</sup>	-5-37	-5 ch.	-4.6	192.6
28	133 <sup>2</sup>	-8-03	-3 ch.	-3.9	193.3
169	80 <sup>2</sup>	-3-45	+8 bank	11.0	186.2
141	88 <sup>3</sup>	-4-15	+5 <sup>5</sup> top	10.4	186.8
175	88-40	-3-24		-10 <sup>5</sup>	185.8

G 5<sup>1</sup>

237	137 <sup>2</sup>	-0-30	+3 bk.	-2.1	183.7
232	117 <sup>2</sup>	-1-55	+3 "	-7.7	178.1
460	120 <sup>2</sup>	-0-53	+10 "	-7.1	178.7
440	118-35	-0-37		-4.2	177.5

H 5<sup>2</sup>

19	330 <sup>2</sup>	-0-52	+4 bk.	-3	174.5
303	45	-0-20	-2 ch.	-1.8	175.7
335	39	-0-32	+6 <sup>6</sup> bk.	-7.1	174.4
400	44-05	+0-26		+3 <sup>2</sup>	181.3

I 5<sup>3</sup>

142	234 <sup>1</sup>	-2-08		-5.3	176.0
66	353 <sup>2</sup>	+0-07		+0.1	181.4
9	182 <sup>2</sup>	+5-24	up 3	+0.8	182.1
440	98 <sup>1</sup>	-0-34	-5 <sup>3</sup> ch.	-4.3	177.0
490	108 <sup>3</sup>	-1-15	+2 bk.	-10.7	170.6

7/4/27  
8:45 AM

16

N.S. Bridge 63<sup>1</sup> St.  
Back to Sta E. El. Sta ~~F 147.6~~

φ Br. S. side 16' x 42' br.

φ dirt rd. + φ ch.  
φ highway.  
top rail

I <sup>(53)</sup>  
 720 107<sup>2</sup> -1-03 +4 bk 73.2 168.1  
 860 107-30 -0-34 -8.5 173.6

J <sup>(53)</sup>  
 49 5 -2-01 -6 ch. -1.7 171.9  
 170 9<sup>3</sup> -1-01 -3.0 170.6

255 256<sup>2</sup> -0-05 -4 ch. 0.0 173.6  
 175 241<sup>2</sup> -1-36 -4.9 168.7  
 202 234<sup>3</sup> +4-26 +15.6 189.2

77 193<sup>3</sup> +2-33 +3.4 177.0  
 72 36<sup>2</sup> -6-15 +3<sup>5</sup> bk. -7.8 165.2  
 72 146<sup>5</sup> -7-24 +6<sup>5</sup> bk. -9.2 164.4

315 90 -2-19 +1 bk. -12.8 160.8  
 295 83<sup>2</sup> -2-11 +4 bk. -11.2 162.4  
 303 87-57 -2-22 -17.5 161.2

K <sup>(54)</sup>  
 180 85<sup>3</sup> -0-11 +5 bk. -0.5 160.7  
 210 58<sup>3</sup> -0-25 +5 bk. -1.5 159.4

266 54<sup>2</sup> +1-11 +5.5 166.7  
 395 71<sup>1</sup> +0-32 +3.7 164.9  
 385 73<sup>3</sup> -0-09 -5 ch. -1.0 160.2

340 79 -0-26 +2 bk. -2.6 158.6  
 515 79-01 +0-22 +3.2 162.8

L <sup>(47)</sup>  
 114 9 -0-17 -0.4 162.4

60 113<sup>2</sup> -9-22 +9 bk. -9.6 153.2  
 120 157<sup>3</sup> -4-23 +4 bk. -9.2 153.6

Tic to Pavement N Edge -285-9<sup>3</sup> - -0°04' 17

bridge S. end 16' x 75'  
 dirt road

road - earth fill - has been washed out

rail

highway

L (47)

188	117	-3-41	+4 bk.	-118	151.0
160	105 <sup>3</sup>	-3-13	+8 bk.	-9.0	153.8
275	107 <sup>2</sup>	-2-48	+4 bk.	-13.4	149.4
217	100	-0-08	-8 ch.	0.0	152.8
286	100 <sup>2</sup>	-0-28	-9 ch.	-2.3	160.5
290	99-16	-0-29	-7 <sup>2</sup>		159.6

‡ trestle E. end  
 " " W. end

M (51)

65	337 <sup>3</sup>	-6-55		-9.6	150.0
80	337 <sup>1</sup>	-1-00		-1.4	158.2
122	26 <sup>3</sup>	-5-21		-11.4	148.2
135	22 <sup>3</sup>	-0-10		0.0	159.6
140	21 <sup>3</sup>	-0-28		-7.1	158.5
205	44 <sup>2</sup>	-3-36	+10 feet	128	146.8
255	50	-3-04	+5 bk.	-13.3	146.3
320	60 <sup>3</sup>	-2-45	+6 bk.	-15.3	144.3
515	52	-1-47	+6 bk.	-16.0	143.6
515	47-05	-0-58		-8.7	149.5

begin earth fill E.  
 top " "  
 edge pave.  
 end earth fill W.

N (51)

see next page

N (52)

1	118	225 <sup>2</sup>	-2-52	+8 fill	-5.9	143.6
2	61	246 <sup>3</sup>	-0-40		-0.7	148.8
3	109	44 <sup>1</sup>	-0-15		-4.4	145.1
4	114	54 <sup>3</sup>	+0-26	top fill		150.3
4	111	61	-4-07	bot.	-8.0	141.5
5	120	63 <sup>1</sup>	-3-26		-7.3	142.2
6	165	69 <sup>3</sup>	-3-33	+7 bk.	-10.2	139.3
7	420	92	-1-27	+4 <sup>5</sup> bk.	-10.6	138.9
8	305	98 <sup>3</sup>	-1-57	+5 bk.	-10.4	139.1
9	340	75 <sup>3</sup>	+0-17		+1.7	151.2

149.5

BM (53)

154.6	+6.6	-0.34	158.9
154.6	154.6		
	6.6		
	161.2		
	5.3		
	155.9		

~~157.8~~  
~~155.9~~  
~~1.9~~

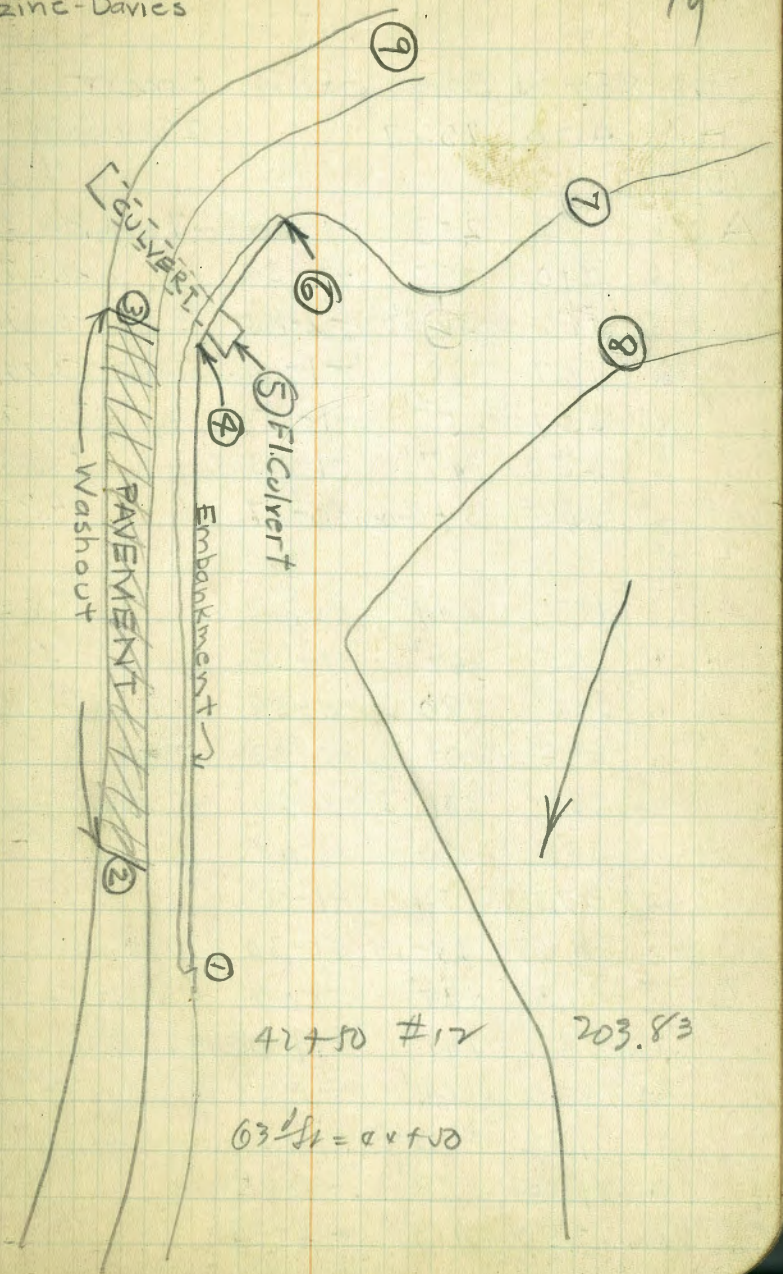
Co.B.M. -

154.6	
6.1	
148.5	City Datum -
6.6	Rod
155.1	= H.I.
5.3	
149.8	Ord - or Inst.

7/4/27  
 Mac 11:30 A.M.  
 Butzinc-Davies

Encanto

19



Sta. 85 - N Edge of Pavement

H.I. 4.70 256.7 252.00 (conc. beam)

(52) 251.5

A	1	92	253	+1-00	-7 ch.	+1.6	253.1
	2	210	295 <sup>2</sup>	-0-36		-2.2	249.3
	3	166	323 <sup>1</sup>	-2-05		-6.0	245.5
	4	167	38	-1-14		-3.6	247.9
	5	257	5 <sup>2</sup>	-1-15		-5.6	245.9
	6	430	347 <sup>2</sup>	-1-03		-7.9	243.6
B	(54)	445	348-00	-0-37		-4.8	246.7
	8	185	274 <sup>3</sup>	+1-48		+5.8	252.5
	9	265	267 <sup>2</sup>	+1-25		+6.5	253.2
	10	275	90	-0-39		-3.1	243.6
	11	293	0 <sup>3</sup>	-0-33	-5 ch.	-2.8	243.9
	12	330	321 <sup>2</sup>	-0-24	+3 th.	-2.3	244.4
	13	385	330 <sup>1</sup>	+1-48		+12.0	258.7
	14	375	54	-1-00		-6.5	240.2
C	(52)	405	28-19	+1-30		+10.6	257.3
	15	43	135 <sup>1</sup>	-8-0	-12 ch.	-6.0	251.3
	16	81	141 <sup>2</sup>	-14-08	+4 <sup>5</sup> th.	-19.2	238.1
	17	140	64 <sup>1</sup>	-6-23		-15.4	241.9
	18	182	70 <sup>2</sup>	-0-31		-1.6	255.7
	19	155	88 <sup>1</sup>	-7-55		-21.3	236.0
	20	250	113 <sup>1</sup>	-2-35		-11.3	246.0

20

Azimuth det. from Corrected Mag. N  
N. Side Bridge)

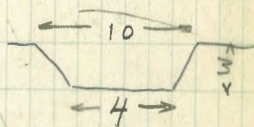
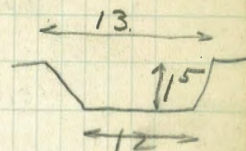
top bridge S. end.

in ch. 13' top 12' bott. 1<sup>5</sup> deep

N.E. cor. house

cor. fence

in ch. bridge

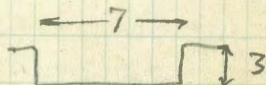


road

road

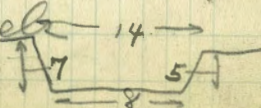
junction of channels

bott. ch.



bott. of chan.

flow line junction of channels



⑤<sup>2</sup> 457 141<sup>3</sup> -1-59

+	π	-	El.	
4.43	153.93		148.50	B.M.
		3.39	149.54	(N)
10.12	159.66		159.58	
		0.49	<del>159.19</del>	(M)
8.31	167.48		162.85	
		5.45	<del>162.22</del>	(L)
6.04	168.07		161.23	
		8.07	<del>160.00</del>	(K)
11.92	171.92		173.56	
		0.00	<del>171.92</del>	J
9.80	181.72		181.35	
		2.02	<del>179.30</del>	I
90.86	12.13	191.43	184.13	
34.21			<del>181.67</del>	TR
51.65			177.5	H
148.50	4.54	186.21	185.83	
200.15		(8.7)	<del>183.96</del>	G
203.83		3.75	197.21	
3.68			<del>193.93</del>	F (-.3)
	12.40	195.36	204.05	(1.05)
			203.83	(208)
	11.17	205.10	200.15	B.M. - 203.83
90.86			39.21	

90.86  
34.21  
51.65  
148.50  
200.15  
203.83  
3.68

street intersection

203.83 21  
200.15  
93.68 .37  
1.64 .41 216  
203 123 283.28

+	π	-	El.
	11.62		1.65
	3.97		9.60
	7.61		7.95
	.14		
	3.51		
	7.05		
	11.76		
+	π	-	El.
1.02	204.85		203.52
		12.16	192.61
1.23	193.92		
		11.45	182.07
2.63	184.70		
		12.38	172.32
0.15	172.47		
		12.20	160.27
0.41	160.68		
		10.46	150.22
2.81	153.03		
		3.5	149.5 N
		4.22	148.61



287

Imp. are E 2W.

22

Inst. 48 50 Pavement.

229.2

71+87

632

235.53

230.3

52  
230.3  
Grd at Inst.

210

84-

8.4

227.1

127

83<sup>3</sup>

-0.41

-1.5 228.8

62

329<sup>1</sup>

-1.33

-1.7 228.6

94

308<sup>3</sup>

-0.02

0.0 230.3

200

318<sup>3</sup>

-1.41

-5.9 224.4

233

319<sup>2</sup>

-1.44

-7.1 223.2

204

322

-2.19

-8.3 222.0

149

322

-2.18

-6.0 224.3

100

331

+1.09 up 5.30

227.3

83

11

-2.49

-4.2 226.1

95

57<sup>3</sup>

0.00 up 2.2

228.3

160

74

-0.16 up 2.2

227.8

285

77<sup>3</sup>

+1.02

+5.1 235.4

217

319.27

-1.33

-5.9 224.4 to Sta AA

52

AA

165

236

+0.41

+2.0 226.4

224.4

167

243<sup>2</sup>

+0.48

+2.3 226.7

256

237<sup>2</sup>

+1.24

+6.3 230.7

310

243.07

+1.38

+8.5 233.2 to Sta AB

ch-7 NS

ch-6 NS

v-6 NS

v-10 NS

In ch. Top +6

v-5.5 v+7

v-5.5 v+8

v-5.5 v+5

Top. SS

ch-5

In ch. S.S.

Top +5

Top. SS

ch-10

v. v

v-6

v. v

v-11

In ch. NS.

Top +7

v SS

v +4

v NS

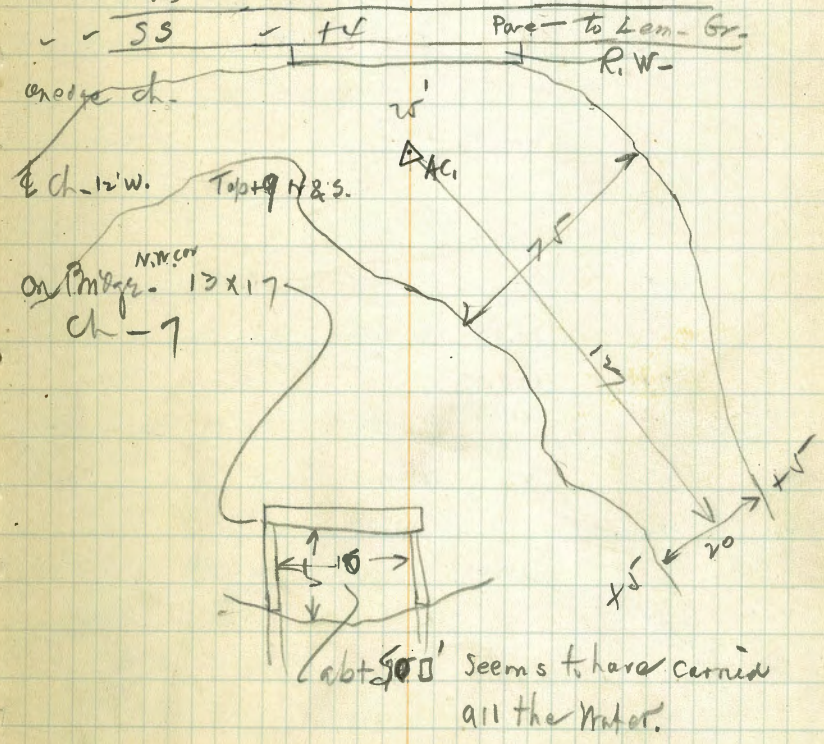
v +4

on Top rd - Bridge needed.

$\Sigma$					233.2
AB	58	52	-5-31	-5.5	227.7
$\Sigma$	71	263	-4-38	-5.7	227.5
	121	271-37	-1-46	-3.7	229.5 to sta AC.
AC	30	80	-0-26	0.0	229.5
$\Sigma$	127	350	+0-35	+1.3	230.8
	115	323	-0-02	0.0	229.5
	213	347	+0-56	+3.5	233.0
$\Sigma$	274	348-13	+1-39	+7.9	237.4 to sta AD
AD	39	104	-7-31	-5.1	232.3
$\Sigma$	241	301	+0-37	+2.3	239.7
from Bridge	445		+1-07	+8.9	248.6

In ch. ss. Top +5  
 4 ch-13 N.S +12 SS+4  
 4 ch.

In ch. ss Top +5  
 - - ss ✓ +5  
 ✓ ✓ N.S - +4  
 - - SS - +5



10/8/81

+	T	-	EL.
455	119.05		114.10
100	267°	+1-35	+28
180	268°	+2-10	+6.8
205	269	+2-25	+10.8
270	269	+2-40	+14.8
360	269	+2-35	17.1
480	269	+2-40	20.3
625	269	+2-34	+28.2

Calvert FL +2.50

145.2

	119.05		
11.87		0.42	118.63
	130.50	0.52	129.96
10.91	140.87		
		17.	128.9
		37	139.2
9.93		3.77	139.10
	147.03	1.80	146.23
			149.13
		.6	146.43

N. end  
F.O. Fid  
E. end

TP

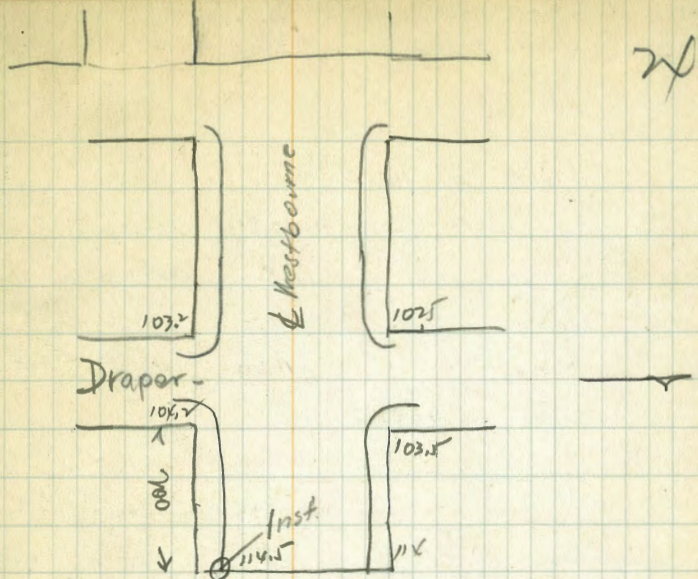
FL 26.37/60

Top Hx Wall

F.L. E. end

108  
5  
37

$$\frac{1.2}{37} = 3\frac{1}{4}\%$$



20

1918/27

25

0.67	115.17	114.50	S.E. Draper
	10.87	104.30	Westb
	17	103.17	S.W. ✓
	12.6	102.6	N.W. ✓
4.91	11.60	102.57	N.E. ✓ T.P.

108.48

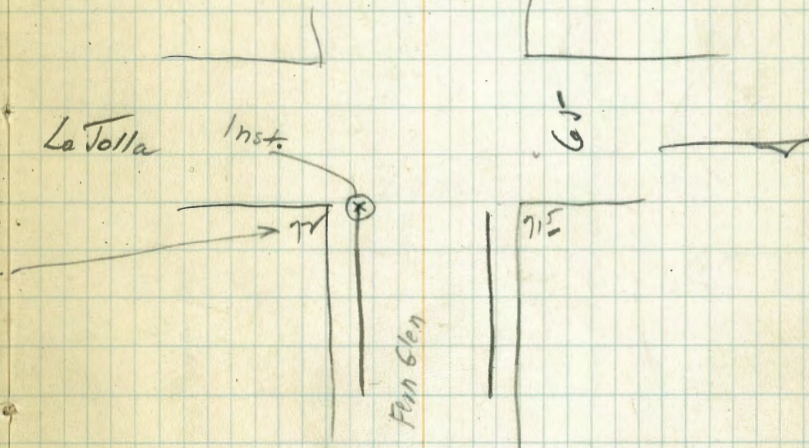
7.41	101.07	S.E. Draper
		F. Glen
8.38	100.10	S.W. ✓
8.38	100.10	N.W.
7.78	101.10	N.E.

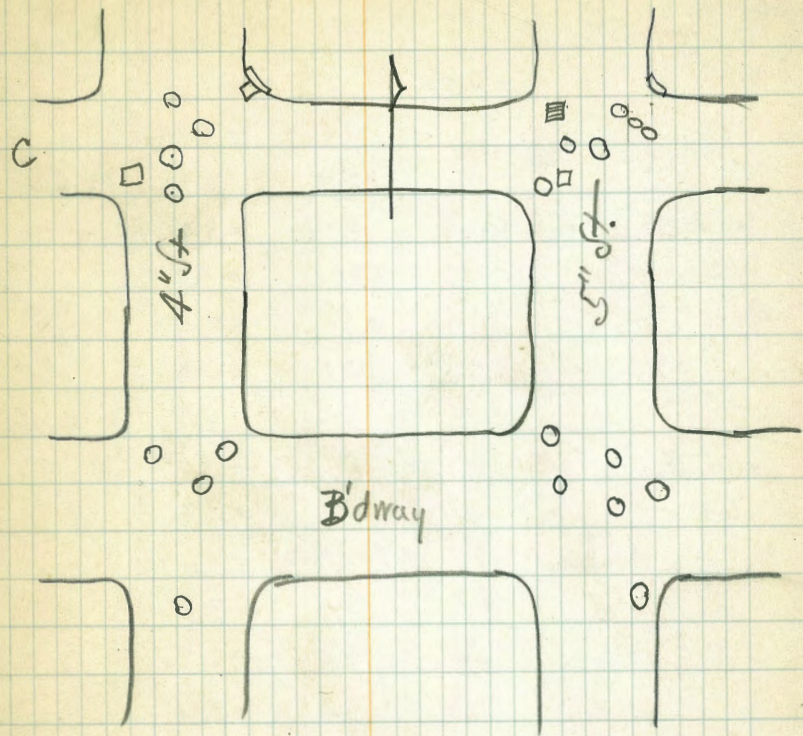
470 76.70

72.-

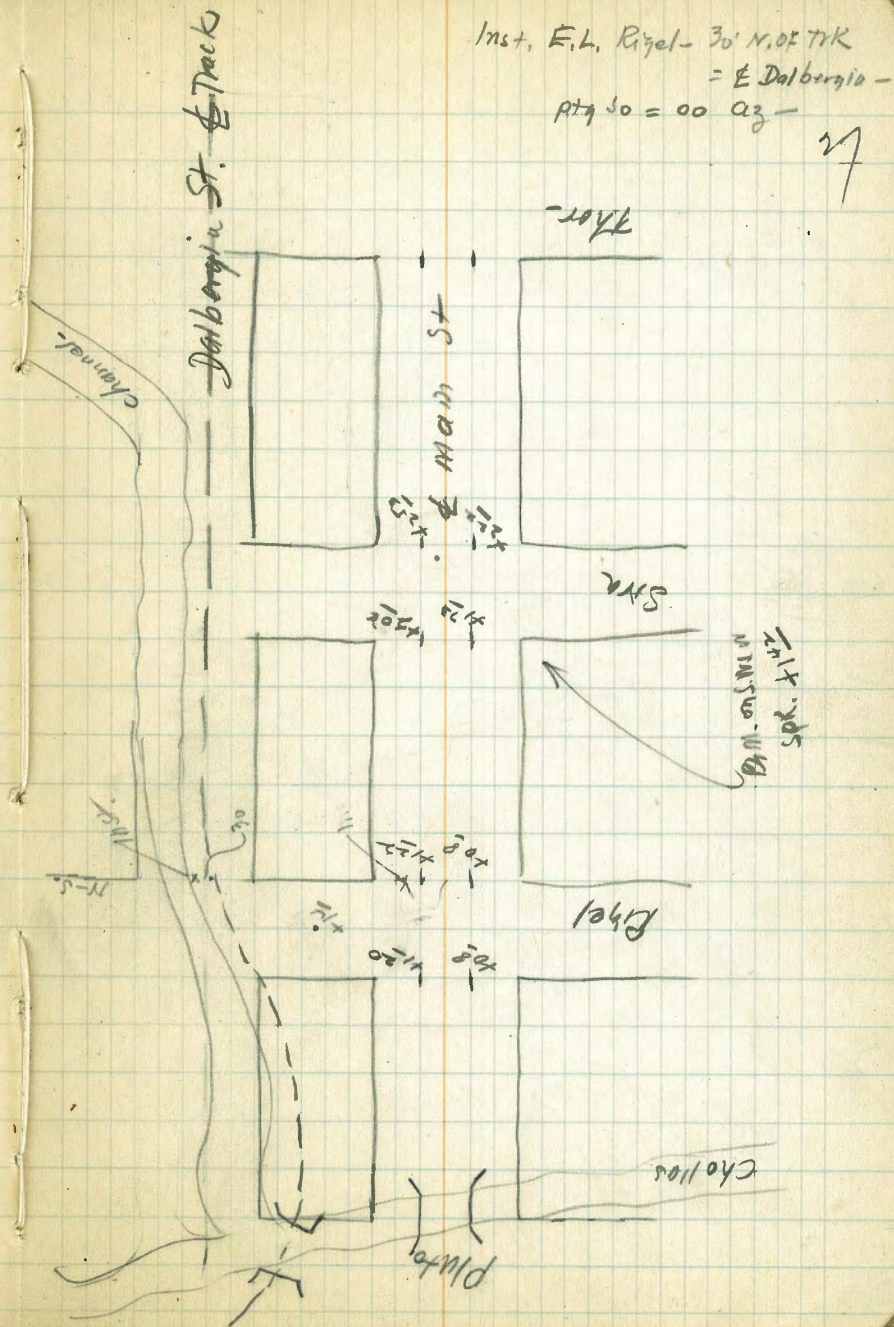
100	109°	-1.55	-8.3	63.7
145	100	-1.35	-4.0	68.0
150	104°	-2.30 up 3	-9.5	67.5
160	112°	-1.40	-4.2	67.3
200	117	-2.05	-7.3	64.7
205	107	-2.10 up 4	-11.8	60.7
220	103	-1.50	-7	65.0

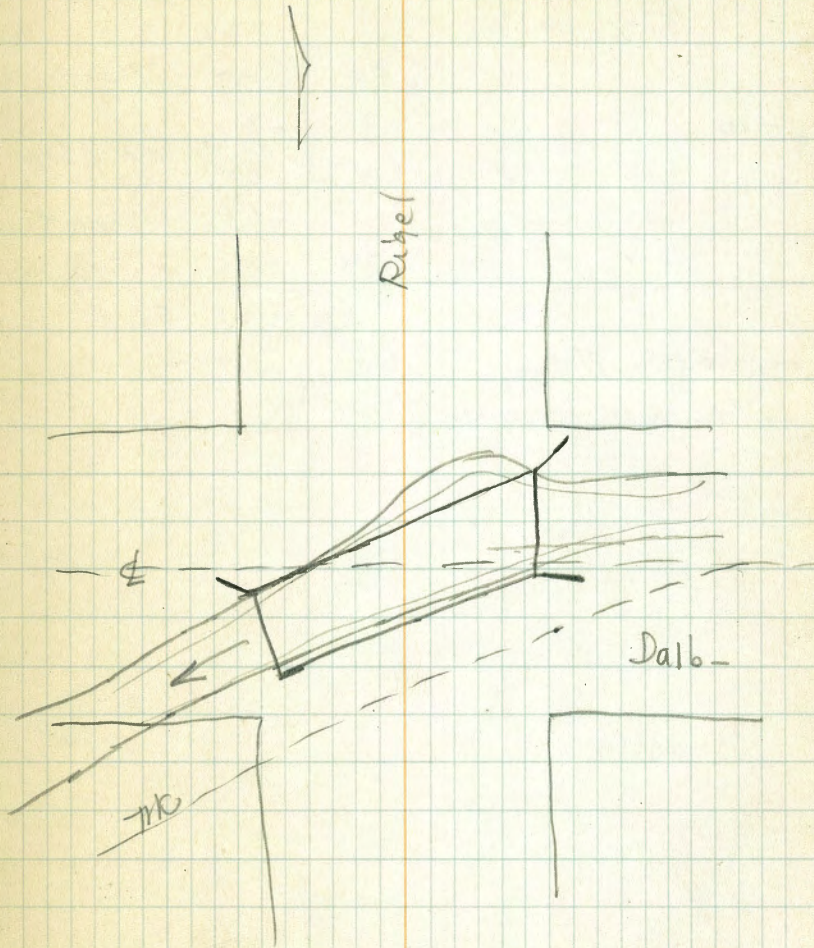
La Jolla Inst.





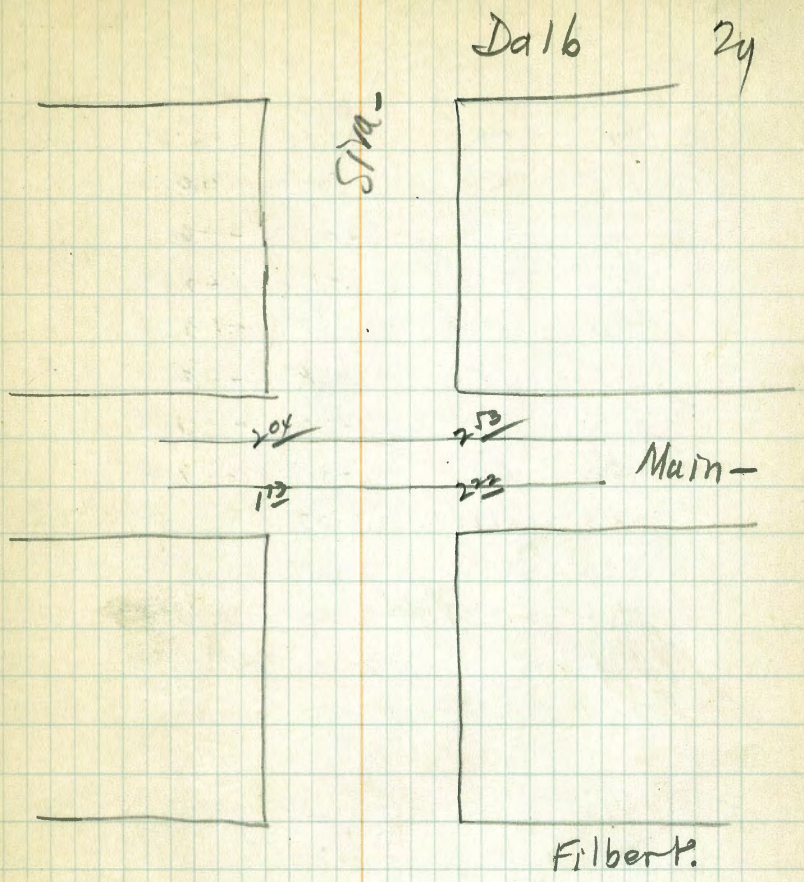
+	T	-	EI	
532			+1.20	N.L. Main - M.L. Rigel
	+6.52			
		5.1	+1.4	
		4.28	2.24	E.L. Top Rl - Rigel
100 E	E.L. Rigel - Channel	9.7	-3.2	
200		8.8	-2.3	
400		8.0	-2.1	
	N.L. ✓	10.8	-4.3	
		4.-	2.5	E.T.R. N.L. Rigel
100 W	✓	11.7	-5.2	
200 ✓	✓	11.8	-5.3	
	A <sub>2</sub> 84-30	5.5	+1.0	
	5.5+ 130			
122	200	3.0	+3.5	
140-30	300	4.4	+2.1	
173	210	0.5	+6.0 d Rigel	
212	185	3.3	+3.7	
223	240	5.6	+0.9	
241	250	5.5	+1.0	
261	230	5.8	+0.7	Ely ✓
252-30	125	5.5	+1.0	
213-	50	6.0	+0.1	
Ch - E.L. Rigel - d Dalb.		9.0	-2.5	





T

3103	+5.25	222	
	53	0.0	S.P.L. Main
+100	59	-0.6	
	524	0.0	M.H. & Sira 20124
		-1.3	Gr at M.H.
	5.4	-0.2	N.L. Filb.
	7.3	-2.1	S.L. ✓
Gen'l Elev. Flats -	6.9	-1.7	
Pool-water. From rains - 12/15/27			





(54)

4.1  
1.2  
34.9

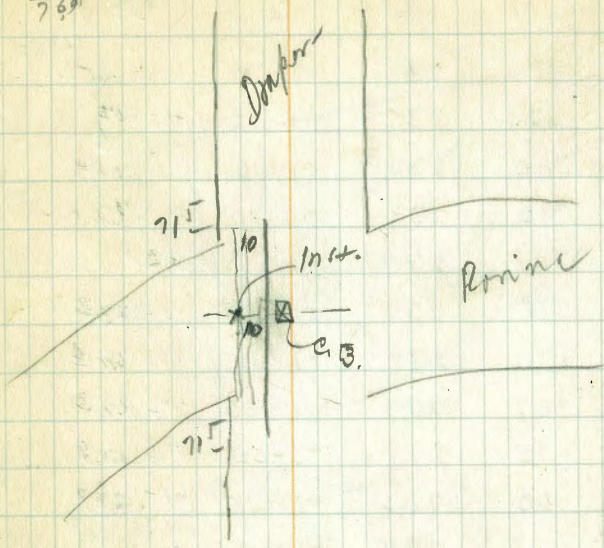
$$\pi = \frac{76.9}{71.5}$$

(79.2)  
70.7

$$H.L. = \frac{71.5}{76.9}$$

220

Sta A	2v	106	2v	9.60	66.2	67.5	Top Elev. Super -
	115	72	-5-33	-11.0	59.3		
	117	61.2	-4-05	-8.3	61.9		
	120	77.1	-4-50	-10.5	66.4		
	210	69.2	-2-35	-9.2	60.2		
	215	67	-3-45	-14.0	56.2		
	212	60.2	-2-37	-9.3	60.2		
	280	68	-2-30	-12.3	58.0		
	283	71	-3-05	-15.3	55.0		
	320	71.2	-2-45	-10.5	48.6		MID. CHAN.
	320	73	-2-20	-13.0	57.3		
	335	67.2	-2-30	-14.6	55.6		
	365	71.2	-2-50	-18.0	49.2		MID. BRIDGE CHAN. 12' WIDE



(53)

To Sta B	370	66	+0-45	104.6	74.6	-El. Sta P
	370		-0-37	85.4	57.4	± CUIVIER ST.
STA. B	75	119	-21-15	-25.4	48.2	
El. 74.6	65	107.2	-24-35	-24.5	49.2	
	127	96.2	-12-20	-26.5	47.6	
	116	90	-13-45	-26.7	47.4	
	235	82.2	-7-32	-30.2	41.2	EL. CULV. LA JOLLA BLVD. = 41.6
	236	83.2	-7-45	-31.2	42.6	
	235	85.1	-6-00	-24.2	49.2	

62.1/2

(52)

$\pi = 385$   
53

324  
6.14  
38.1 = H.I. Sta C.

Sta C

Dist	Az	Y. A.	328
470	234	+1-30	452
420	235 <sup>2</sup>	+1-00	408
360	234 <sup>2</sup>	+1-00	428
310	233	+0-30	352
265	233	0-00	328
178	232 <sup>2</sup>	-1-15	292
130	234	-4-15	232
107	233	-4-30	232
95	248	-6-00	222
40	245	-13-35	232
28	299	-14-15	362

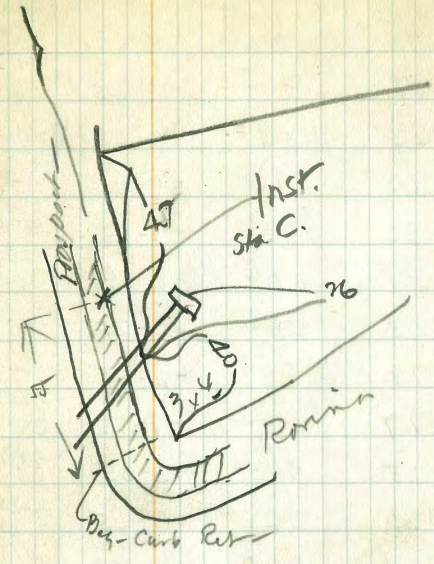
Cut = 15' below = 35

ch. to N. 6'

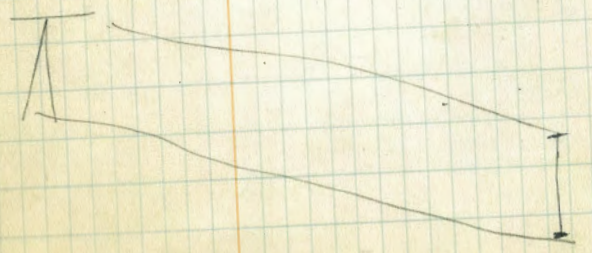
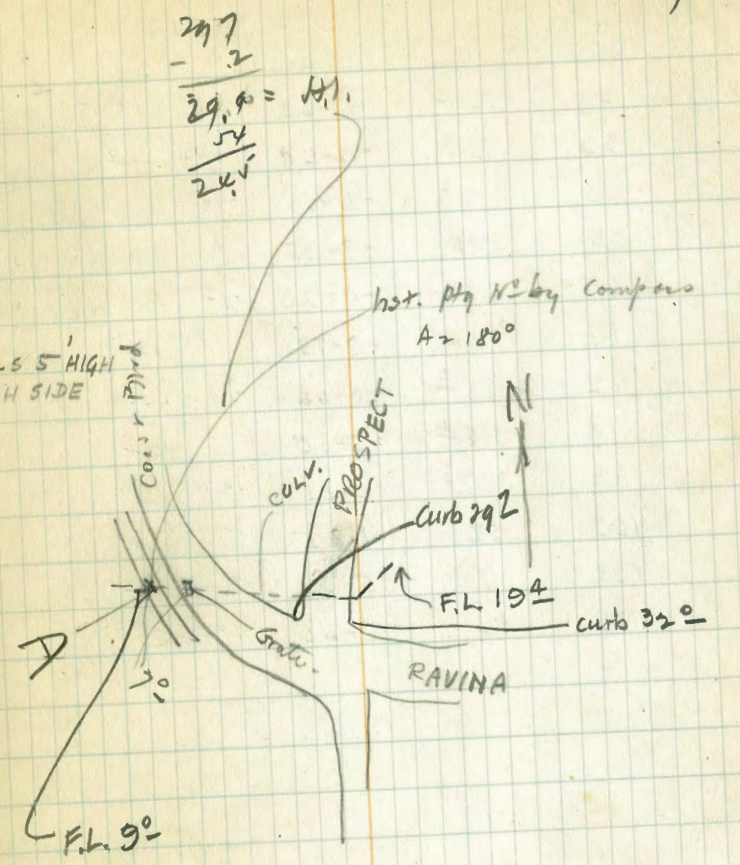
5. 6'

F.L. 6' Down } 20'  
19'

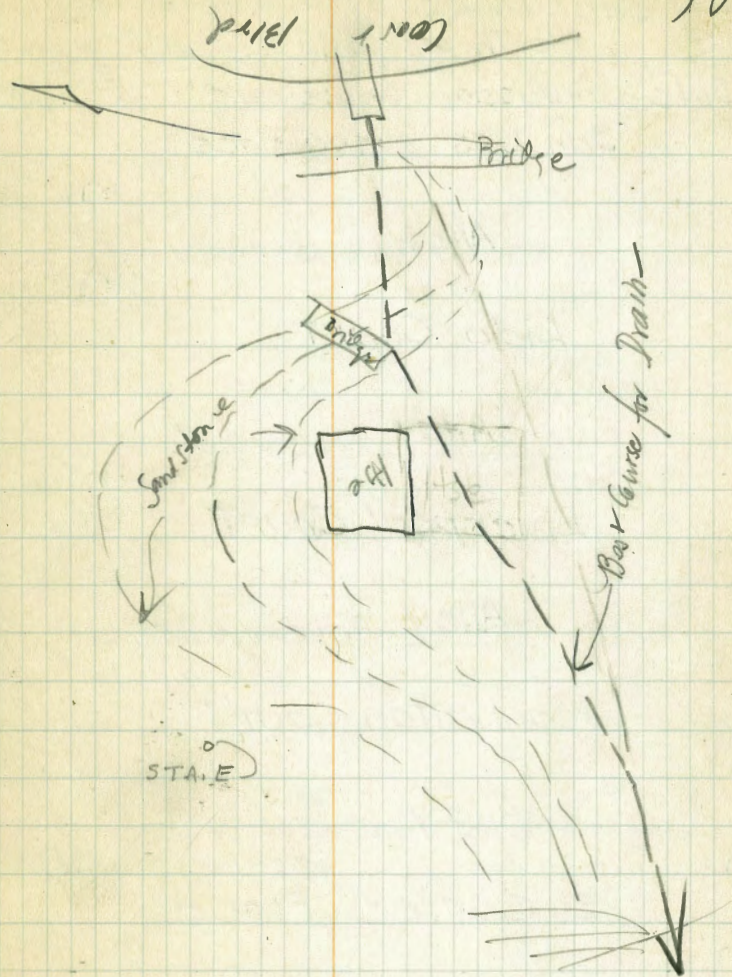
31



STA. D	DIST.	AZ.	VERT. AN.		
	37	90 <sup>2</sup>	-18-45	-11 <sup>3</sup> 19 <sup>3</sup> UP 4 <sup>9</sup>	} F.L. CULV. CHAN. 8' WIDE
	65	89 <sup>2</sup>	-10-08	-11 <sup>2</sup> 7 <sup>9</sup> UP 5 <sup>1</sup>	
	70	97 <sup>1</sup>	-9-40	-11 <sup>3</sup> 13 <sup>2</sup>	
	86	74	-7-15	-10 <sup>2</sup> 13 <sup>8</sup>	
	87	65 <sup>2</sup>	-8-15	-12 <sup>3</sup> 13 <sup>2</sup> UP 4 <sup>9</sup>	} CHAN. 8' WIDE " 8' "
	105	79 <sup>2</sup>	-9-25	-17 <sup>2</sup> 6 <sup>2</sup>	
	122	85 <sup>2</sup>	-6-45	-14 <sup>3</sup> 10 <sup>2</sup>	
	127	88 <sup>3</sup>	-7-15	-12 <sup>2</sup> 9 <sup>7<sup>5</sup></sup>	
	125	97 <sup>2</sup>	-6-05	-13 <sup>2</sup> 11 <sup>2</sup>	
	165	92	-6-25	-7 <sup>2</sup> 6 <sup>2</sup>	
	167	89 <sup>2</sup>	-5-50	-17 <sup>4</sup> 7 <sup>2</sup>	} S. BANK 4' HIGH
	156	96 <sup>2</sup>	-4-40	-12 <sup>6</sup> 11 <sup>2</sup>	
	195	97	-4-25	-15 <sup>3</sup> 9 <sup>3</sup>	
	192	91 <sup>3</sup>	-5-40	-18 <sup>2</sup> 5 <sup>8</sup>	
	180	88 <sup>2</sup>	-4-30	-14 <sup>4</sup> 10 <sup>4</sup>	
	218	88 <sup>1</sup>	-4-15	-16 <sup>4</sup> 8 <sup>2</sup>	
	225	86 <sup>1</sup>	-2-00	-7 <sup>2</sup> 16 <sup>6</sup>	
To STA. E	227	86 <sup>2</sup>	-1-50	-7 <sup>0</sup> 16 <sup>2</sup>	
	227	266 <sup>3</sup>	+2-00	+7 <sup>0</sup>	
② STA. E	35	285 <sup>2</sup>	-8-35	-5 <sup>3</sup> 6 <sup>2</sup> UP 5 <sup>0</sup>	} E. WALL 2 <sup>5</sup> ' HIGH
	35	327	-14-40	-8 <sup>2</sup> 4 <sup>2</sup> UP 5 <sup>0</sup>	
	55	321 <sup>2</sup>	-5-20	-5 <sup>4</sup> 11 <sup>8</sup>	
	65	0 <sup>2</sup>	-8-45	-9 <sup>6</sup> 4 <sup>2</sup> UP 3 <sup>0</sup>	
	85	352 <sup>2</sup>	-4-00	-5 <sup>2</sup> 11 <sup>0</sup>	



DIST.	AZ.	V.A.		
26	20°	-7-00	-32	132
120	362	-9-50	-203	-33
60	312	-4-10	-42	126 S.W. Car. House.
40	285	-9-35	-66	103 N.W. " "
64	272	-4-20	-45	124 N.E. " "
17	124	-5-15	-15	154
62	88	-10-40	-134	35
78	316	-0-50	-14	158
85	337	-0-05	-02	165
100	350	-1-40	-29	140
133	7	-5-00	-116	53
170	14	-6-40	-196	-27



Sidewalk - Mission Boulevard  
San Luis Obispo Place to Alley  
North of Sunset Court

W. Side	Mission Boulevard	E. Side
	San Luis Obispo Place	in
	Alley	in
	Lido Court	in
	Alley	in
	Liverpool Court	into E of Liverpool Ct.
	Alley	
KL <sub>2</sub> in	Manhattan Court	
	Alley	in
in	El Carmel Place	
	Alley	
in to E →	Monterey Court	
	Alley	
	Nahant Court	

H. McCarty

1/4/28

34

W. Side	Nahant Court	E. Side
	Alley	in
	Nantasket Court	in
	Alley	in
	San Juan Place	in
in	Alley	
in	Newport Court	in
	Alley	in
in	Ormond Court	to E
in	Alley	
	Ostend Court	
	Alley	
	Santa Clara Place	

W. Side	Santa Clara Place	E. Side
	Alley	
		in
↳	Portsmouth Court	
in		in
	Alley	
in		Put in full width
	Pismo Court	↳
in		in
	Alley	
in		in
	Queenstown Court	
in		in
	Alley	
in		in
	Redondo Court	
in		in
	Alley	
in		into S.L. ↗
	Rockaway Court	←
in		
	Alley	
in		in
	San Jose Place	

W. Side	San Jose Place	E. Side
		in
	Alley	
	Salem Court	
	Alley	in 25' <sup>is full width SL</sup> from alley
in N.L. Seagirt Ct.	Seagirt Court	
1st lot is in (25') full width		
	Alley	
	Sunset Court	↳ to alley
		in
	1st lot S of alley in Alley	

	+	∩	-	El.
	5.06	379.31		374.25
Cb.L. East			6.30	373.01
P.L. East			5.84	373.47
Cb.L. West			6.64	372.67
P.L. West			6.18	373.13

El Cajon & Boundary N.W. Cor. Spk. in pole

B.M. S.W. Cor El Cajon & 33<sup>RD</sup> 374.25

(525) Drain across - BKIS La Jolla Park (32.80)

	6.05	36.05	32.0	
	Dist.			Tab
13+00 1	23.		18.15	19.90 F.L. Calc.
11+78 "	122		-4-20 q <sup>l</sup>	13.7
11+20 3	180		+1-02 s <sup>e</sup>	36.0
10+93 4	207		+0-45 s <sup>e</sup>	35.5
10+30	270		10-25 up <sup>l</sup>	33.8
9+70	330		+0-15 up <sup>l</sup>	33.0
9+40	360		+0-42 s <sup>e</sup>	37.2
9+00	400		+3-00 s <sup>e</sup>	53.1

1/25/78

450 s<sup>e</sup> to cont.

6' cur to cont.

Change - 25' below  
outlet of drain  
under La Jolla Blvd

+	∩	-	Σ 1-	
5.26	63.9		Grid = 58.7	37
		13.00		
Dist				
45	-14-30		-11.0	49.7
50	-17-30		-7.2	35.7
100	-16		-7.6	34.8
290	63.9			62.0
	Gutter	3.5		60.4
	✓	7.6		58.8
	✓	5.9		58.0
	✓	6.1		57.8



(52) Get at Dist. 15.5

Admin autos PK 1

Nicholsens  
La Jolla

FL 900

Top 14.8

West  
E

38

Dist. 15.9 6.05 20.85 14.8 Top Calv.

East 10.5 7.05 13.8 Ditch

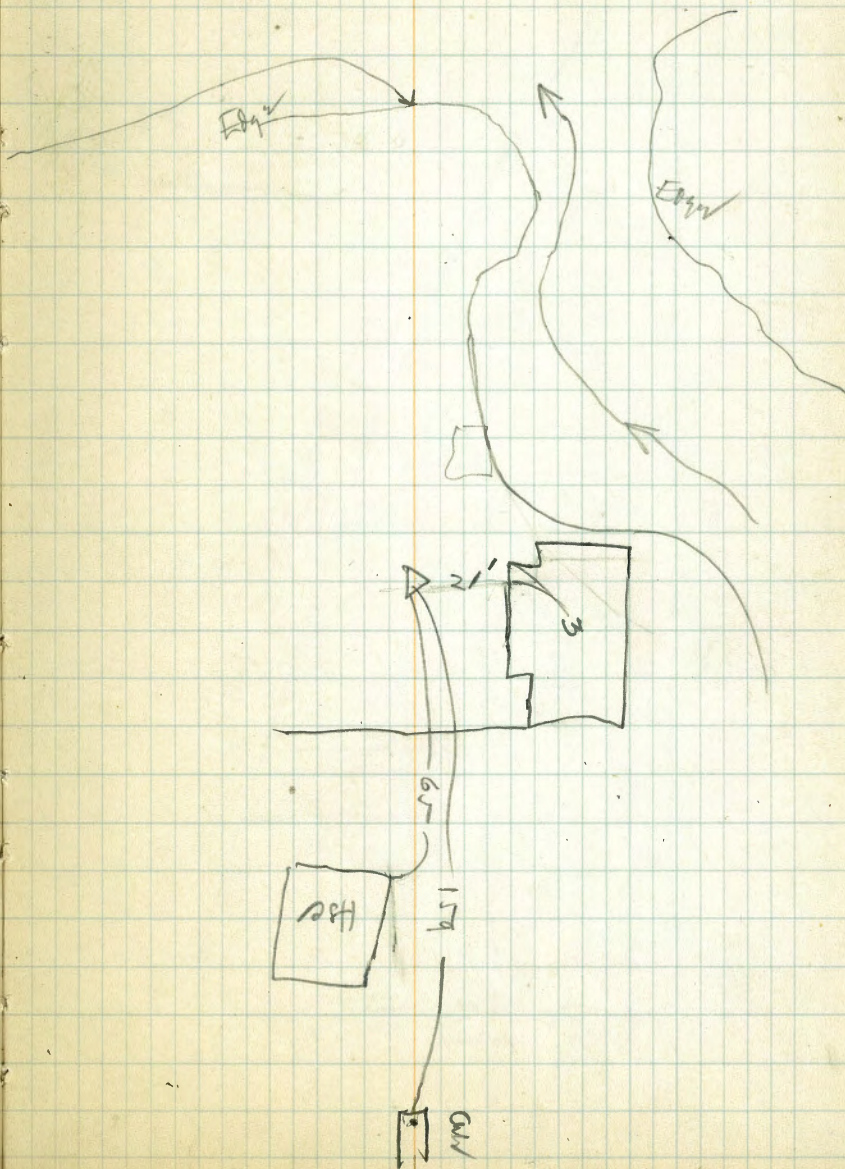
6.5 6.8 14.0

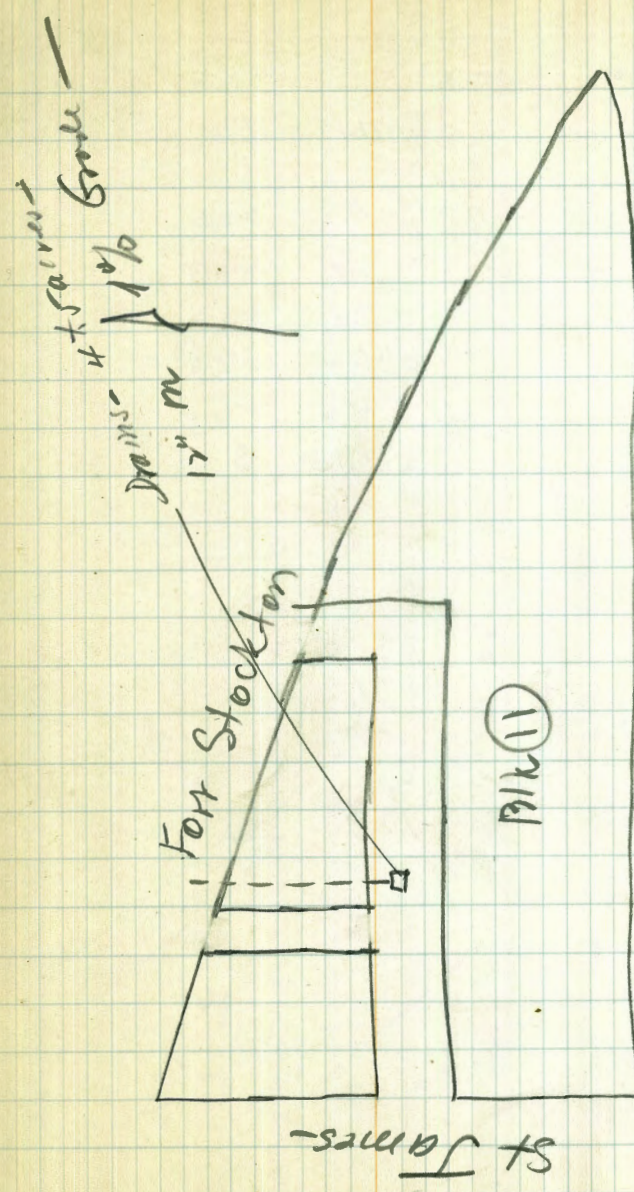
4.0 9.2 11.6

West 8.0 -6.45 9.3 6.2

1/20/76

6' Vert to Sand-



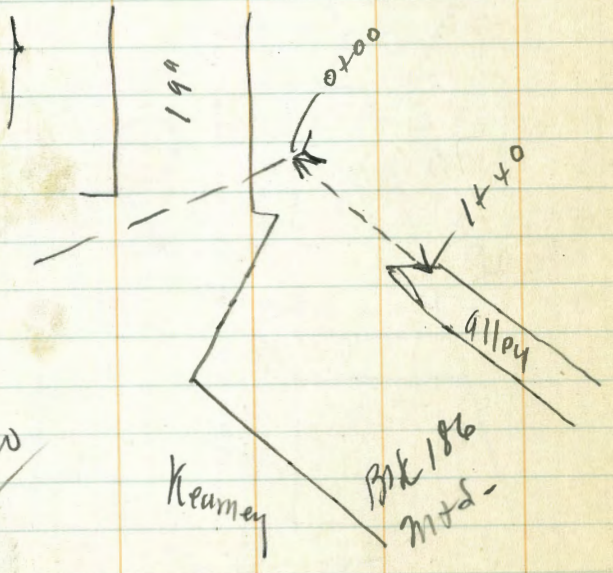


52

20

	7.05	30.65	23.6
0 to Calv.		11.1	19.5 F.L. Culvert
+10		8	22.6
+65		6.8	22.0
+65		7.4	23.2
+75		6-	24.6
+95	254	4.6	26.0
1+40		+320+81	33.5

7/6/28  
~~See also 1220~~



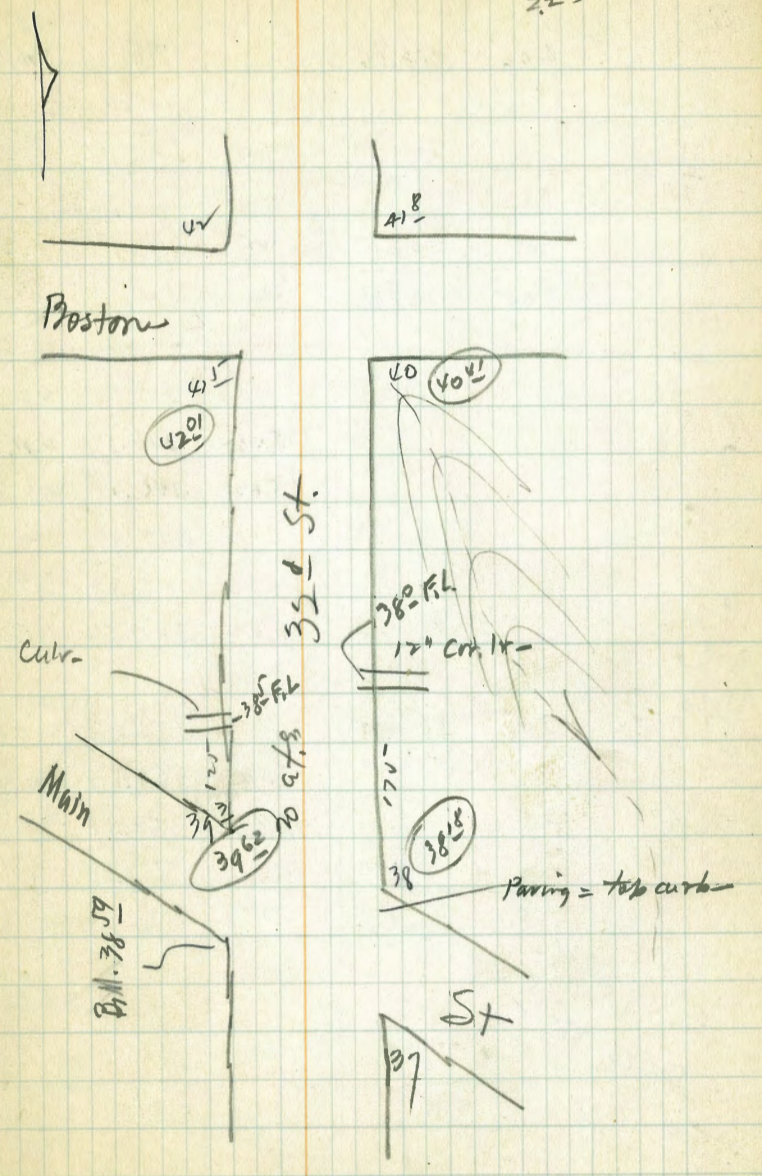
5/19

Antigua

7/10/28

	π	-	EL	
+5.65	44.24		38.59	B.M. S.M. 32 - Main -
		4.62	39.62	N.W. 32 - Main -
		5.7	38.5	F.L. culv. 125 ft.
		3.95	40.29	N.E. 32 - Main
		2.25	42.01	carb -
		3.83	40.41	S.W. 32 - Boston
				S.E. ✓ ✓
		6.25	37.99	F.L. Culv.
				E.S. 32 -
				175 ft. Main -
		5.07	39.17	carb
		6.06	38.18	N.E. 32 - Main -

606  
383  
223  
41



8.96 353.66 344.70 N.E. 48° Trojan-

33" 2.75	5.93	5.27	5.27	3+50	3W
	288	87.5	305	2.800	28
	3.05	3.08	8.32		341.2

7.53 352.23 344.70 N.E.

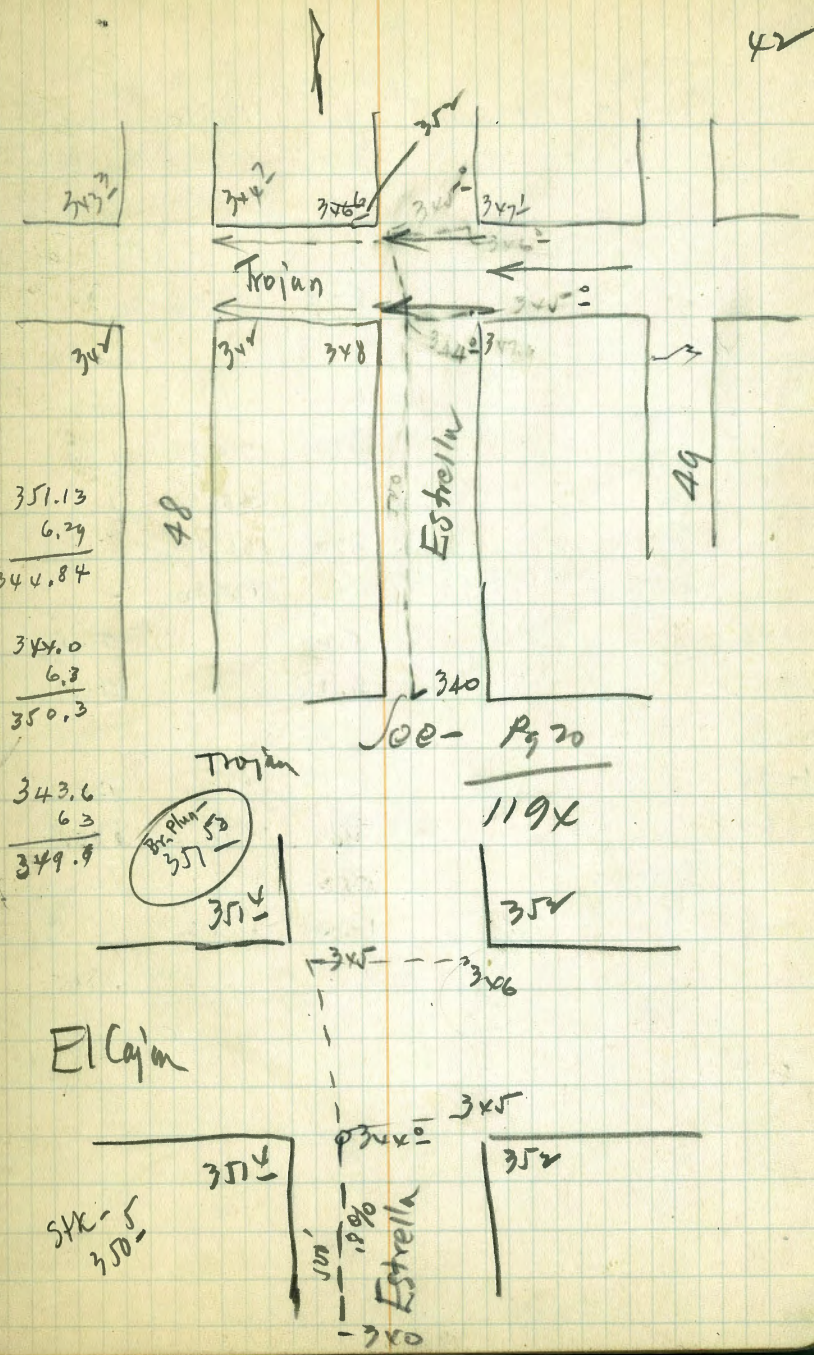
7/15/78	8.06	343.77	N.W.	351.13
	5.62	346.61	N.W. Trojan Estv.	6.29
	4.25	341.98	S.W. ✓	344.84
	4.30	347.93	S.E. ✓	342.0
	5.13	347.10	N.E. ✓	6.3
				350.3

6.29 3W 350.77	4.71	356.31	351.60	S.W. S.W. EIC + Estv	343.6
			351.13	old center	6.3
			350.78	25	349.9

5.78 356.67 341.90 Fl. 3+50

S.E. 44 + EIC  
Pr. P. 357.05

10.7	345.8	Trojan-
5.0	356.38	
5.3		



7.17 176.67 169.50  
 4.76 172.31 Top M.H.  
 - 6.1 166.2  
 F&S Sem M.H.  
 8.77 167.90 Bell of  
 Top Sem  
 or Culvert

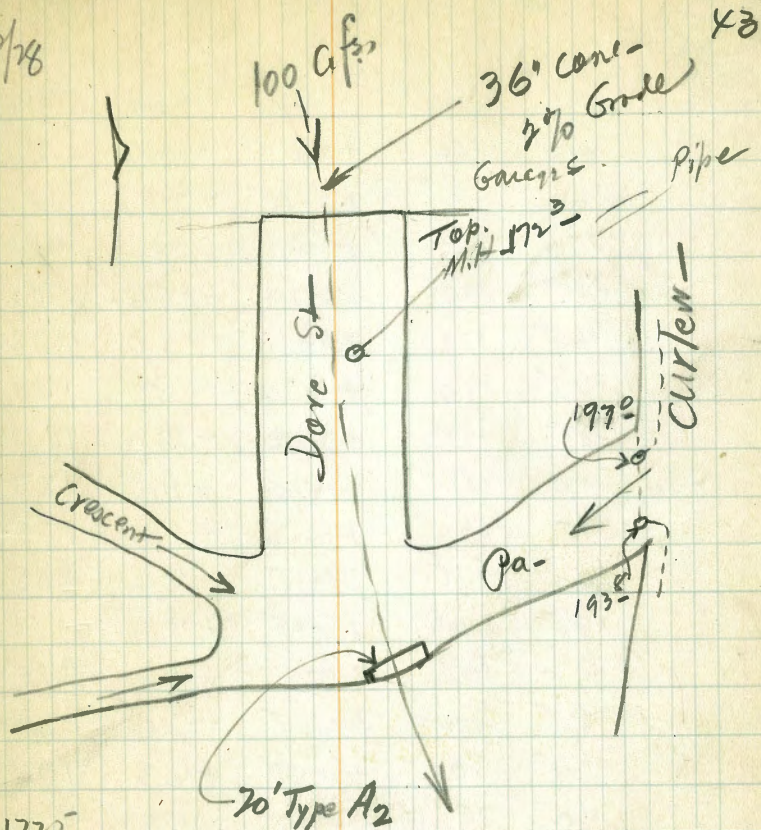
3.79 172.88  
 - 5.52  
 168.36

7.73 166.94

5.42 177.72 172.30

0+10 5.22 172.5  
 0+42.5 6.16 171.56  
 0+88 7.15 170.57  
 1+34 8.17 169.55  
 1+82 9.0 168.7  
 2 Sewer 9.3 168.4  
 +39 10.3 167.4

7/20/78



172.5  
 1.95  
 170.55

172.5  
 29.5  
 169.55

172.5  
 44  
 168.1

172.5  
 5.5  
 167.25

7/15/78

50

Dore St. N-5.

Sta A

			172 <del>30</del>	M.H. Dore St.
450	166	+2-	+15.6	187.9
400	172 <sup>v</sup>	+2-55	+70.3	192.6
370	166	+1-30	+9.7	182.0
335	159	+2-30	+14.6	186.9
265	159	+3-	+13.8	186.1
275	170	+1-30	+7.2	179.5
285	182	+3-50	+19.0	191.3
200	182	+3-20	+11.6	183.9
175	169	+1-40	+5.0	177.3
160	155	+3-55	+11.0	183.3
105	142	+6-25	+11.6	183.9
90	168	+1-	+1.6	173.9
95	202	+4-15	+7.0	179.3
65	80	+3-50	+4.3	176.6
40	28	-2-30	-1.7	170.6
65	325	+1-10	+1.3	173.6
145	18	+0-45	+1.9	174.2
132	358	-1-35	-3.6	168.7
130	325	+1-	+2.3	174.6
175	360	-0-35	+ $\frac{1}{2}$ B	170.5

LL

(52)

Dora St

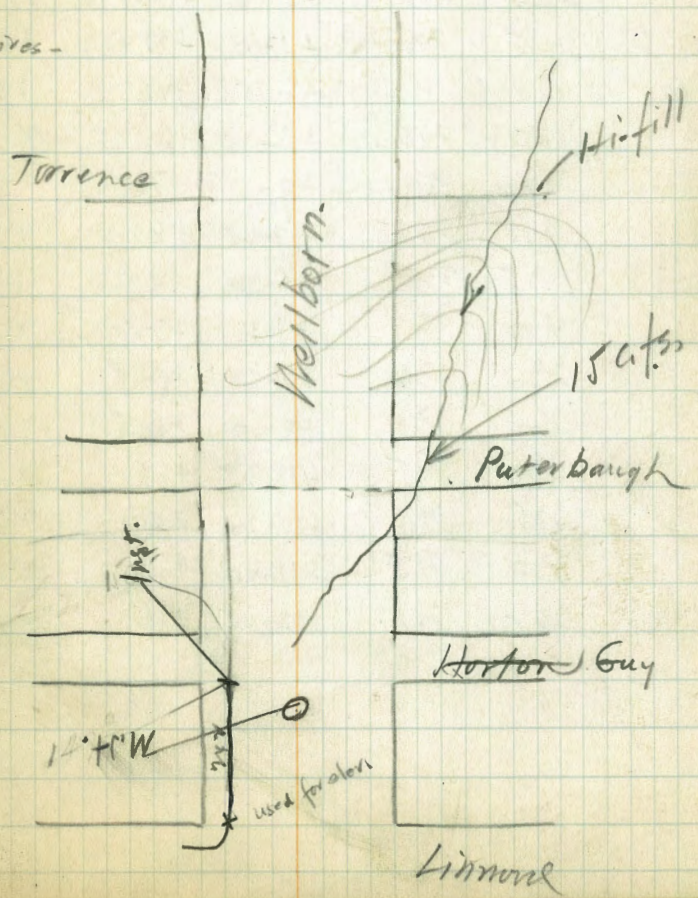
(170.5)

Sta B

28	8-	+2-05	+1.4	171.9
50	279	-6-25	-5.5	165.0
170	272 <sup>v</sup>	-0-35	-1.2	169.3
70	300	-4-25	-5.4	165.1
110	327	-2-05	-4.0	166.5
180	325 <sup>v</sup>	-2-35	-8.7	162.4
200	313	-2-15	-7.8	162.7
115	93	+5-10	+10.2	180.7

Top elev. F.L. - 28

Cross Drives -



45



(42)

H.I. = 153.6

gnd of curb Vellb + Guy -

Dist.	Az	V.A.		
242		-2-32	-10.8	149.3
117	241	+5-25	+11.0	160.3
135	252	+10-30	+7.2	173.5
200	226	+6-15	+7.6	175.2
250	242	+2-32	+18	167.2
300	204	+7-20	+6.4	198.3
340	200	+5-15	+7.5	186.8
425	200	+5-10	+3.4	187.2
440	✓	+6-25	+4.9	198.3
465	243	+8-	+6.4	213.2
490	237	+9-	+7.6	225.2
455	236	+7-45	+6.1	210.2
435	239	+6-30	+4.4	198.3
400	237	+7-20	+5.2	201.2
330	236	+7-50	+4.5	193.8
260	230	+9-07	+4.5	189.3
330	225	+11-35	+6.5	214
325	219	+10-20	+5.8	207
320	215	+11-40	+6.3	212
265	211	+12-05	+5.2	203

46

to Curb N.E. Linwood & Mellborn - Par. Pl. 138<sup>50</sup>

H.I. 153.6

(149.3)

210	214	+8-25	+7.0	179.8
205	221	+5-40	+7.0	169.5
190	220	+6-35	+7.6	170.9
135	232	+3-15	+7.7	157.0
107	205	+9-	+16.6	165.9
75	161	+16-05	+7.1	169.4
50	173	+5-50	+5	156.8
40	229	Red 1.8		151.8
25	248	✓ 4.5	M.H.	149.1

52

±4.70	92.40	87.7	
		4.7	87.7 EARL Col.
100		2.5	89.9

200

300

±3-30 <sup>716</sup> 94.2 98.0

6.9 85.5 M.P.L. Col.

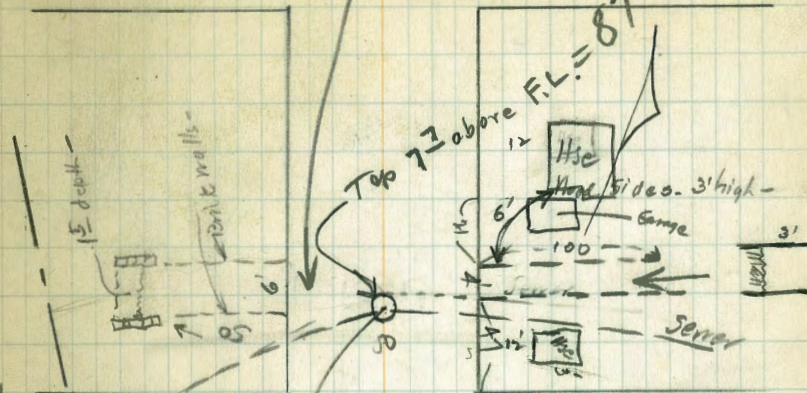
8.5 83.9 100th Col.

7/29/28

2 1/2

82.4

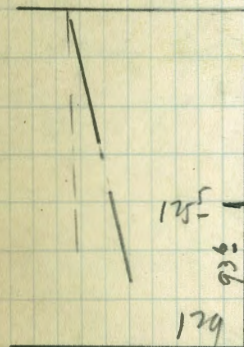
Clark



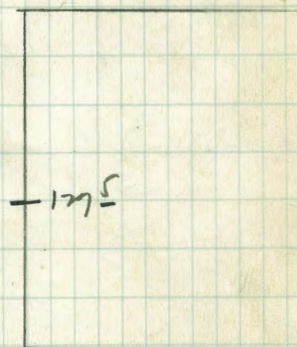
Miss Hills Blvd

F.L. 80.0

93.7 / 15

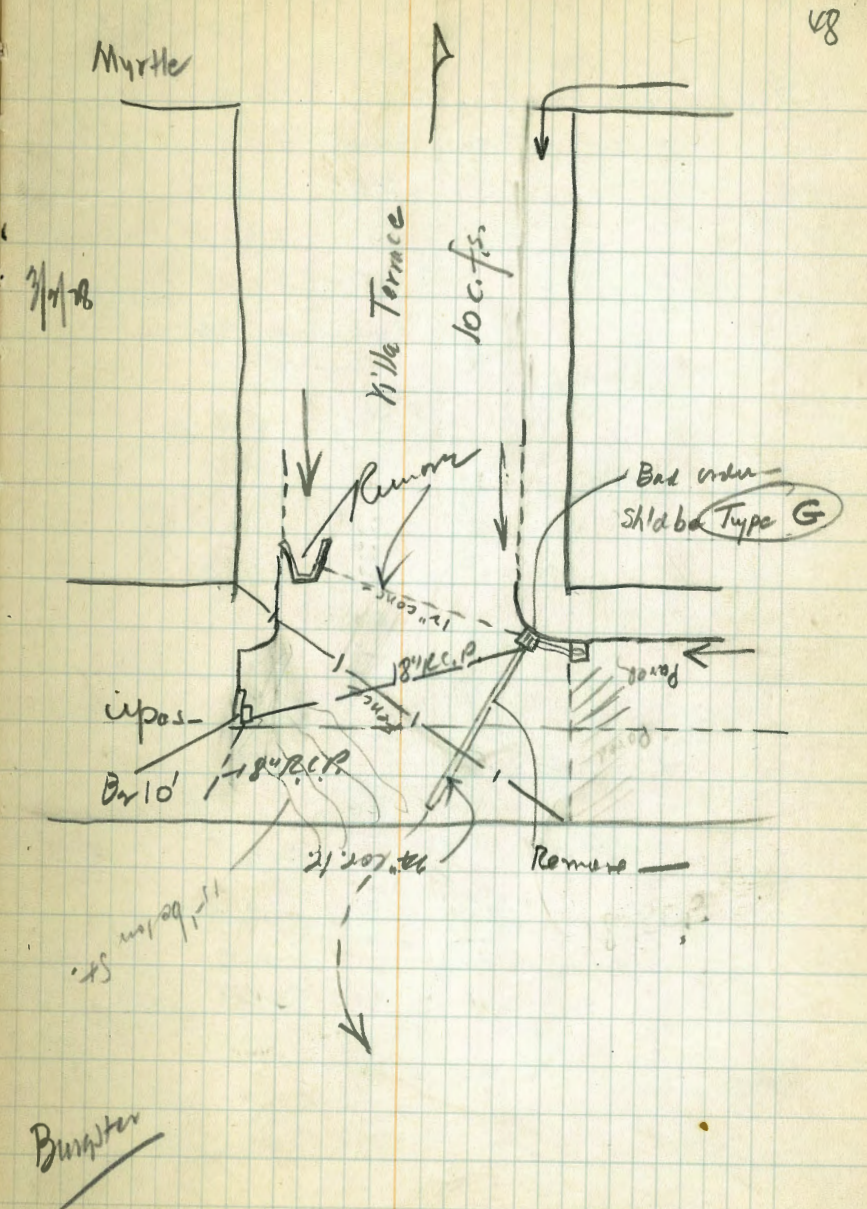
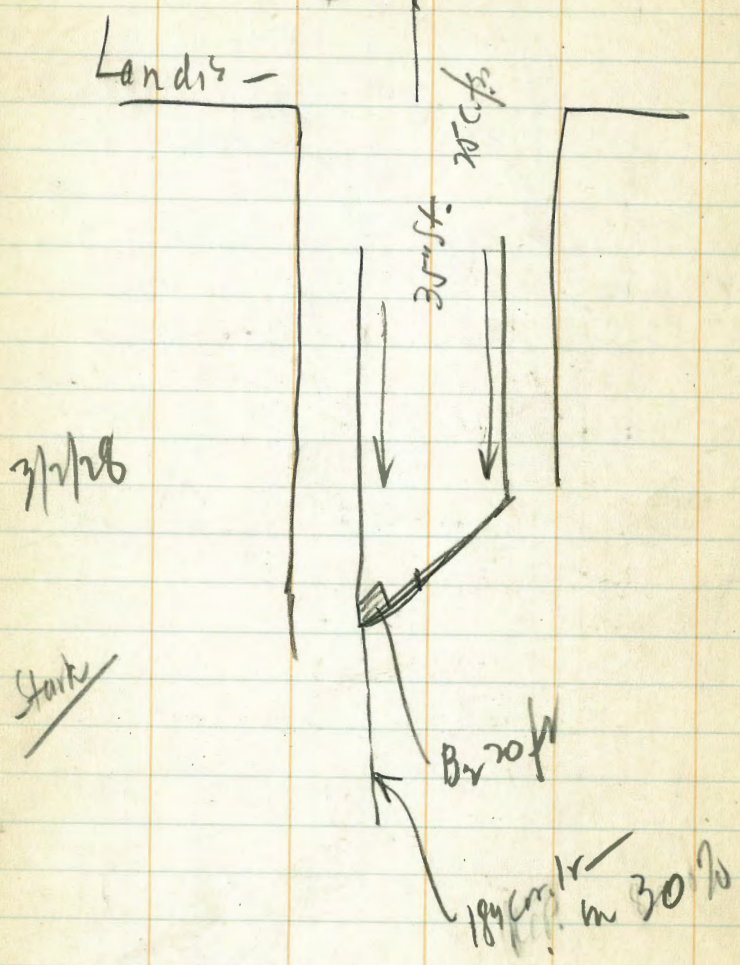


Columbia



Pringle 15

49



3/6/78

Taylor St

B.M. Taylor & Whitman -  
Top Hyd. + 866

Top Hd Wall - S.F. Culv. - N. Side + 4.40

4.50 + 8.90 9.40 - 0.58

896 - 0.06

7.4 + 1.5

6.5 + 2.4

3.04 + 5.86

Top Hd -  
or Juan

3.69 + 9.55

5.86

3.51 9.37

5.5

7.15

+ 2.22

6.2

7.8

+ 1.6

5.5

+ 3.9

+ 2.71 + 6.57

5.66

5.9

8.1

+ 0.5

6.0

8.5

+ 0.0

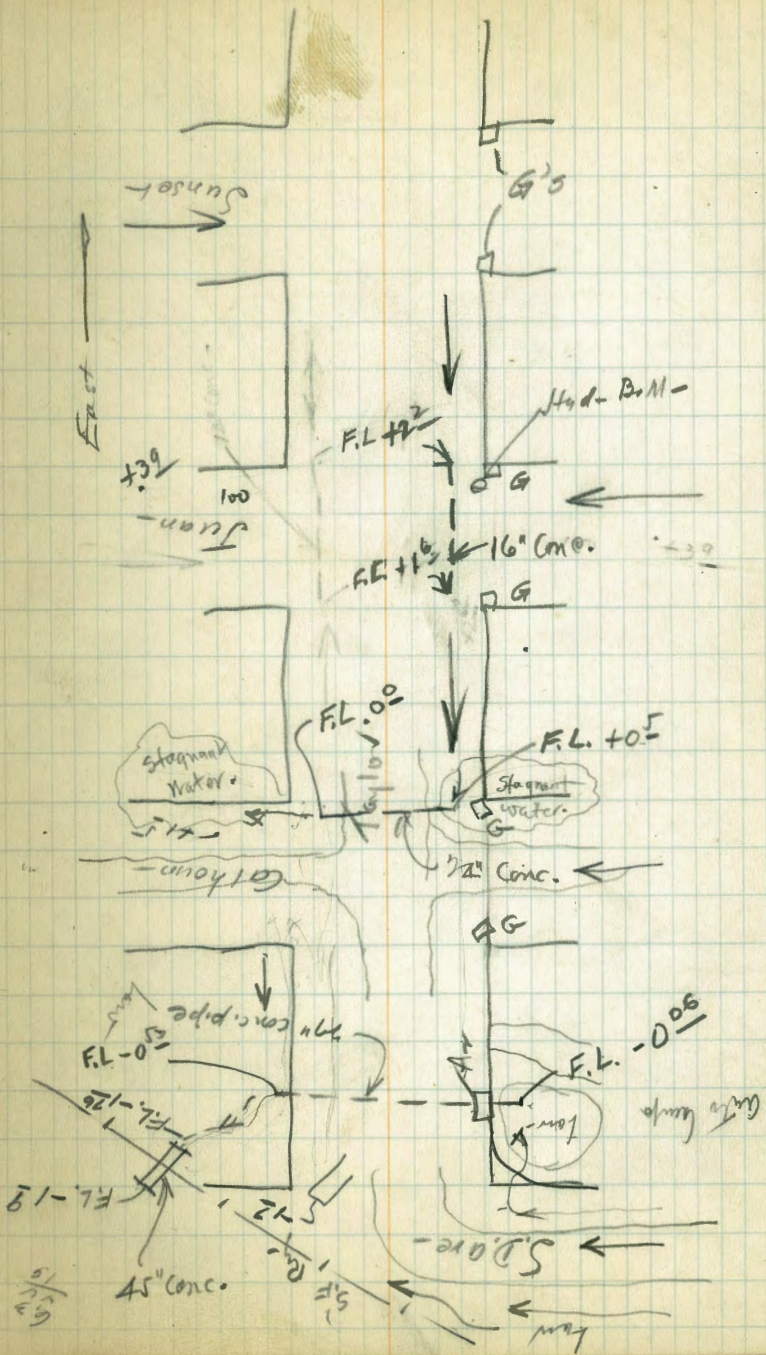
4.14

8.14

4.00

6.9

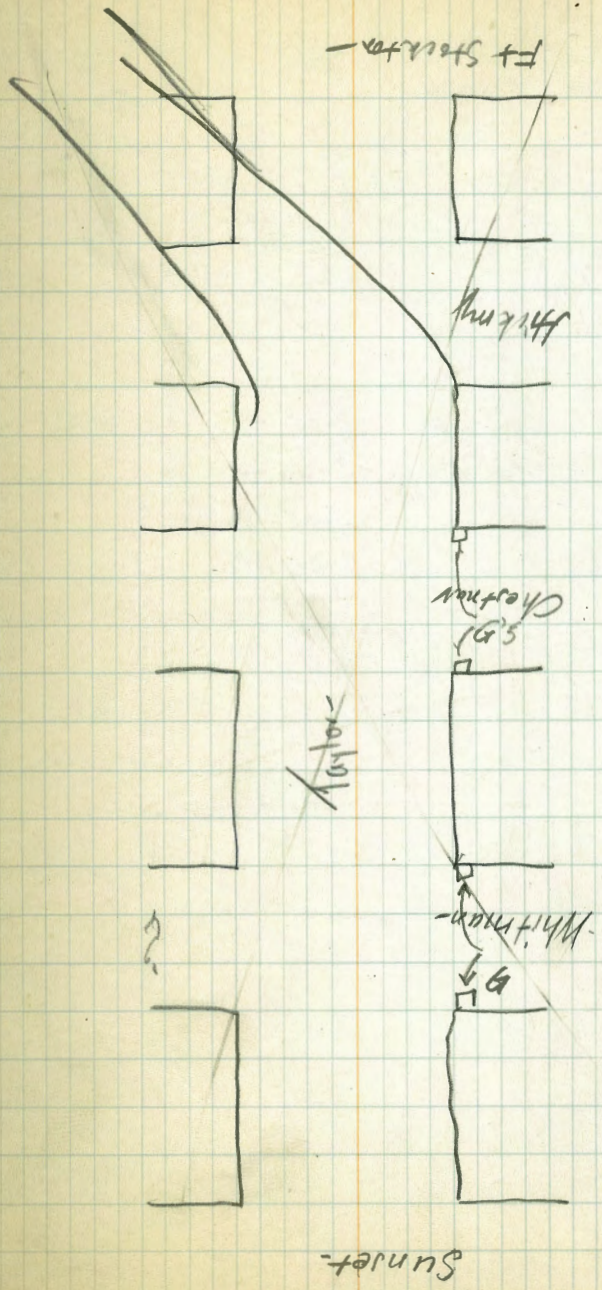
- 1.6



Book 1166-78

ground under Bridge + 2.0

50



54

1.76 44.76 43.00 ✓

3.80 40.46 ✓

Walk under Inst. El. 38.9

37. R 9.5 34.8

110. R 12.2 32.1

165. on emb -3-05 -8<sup>8</sup> <sup>cut</sup> 30.1 <sup>for 29<sup>2</sup></sup>

730 -3-00 +12 26.9

285 -2-45 -13<sup>2</sup> 25.7

360 -2-30 +15<sup>2</sup> 23.2

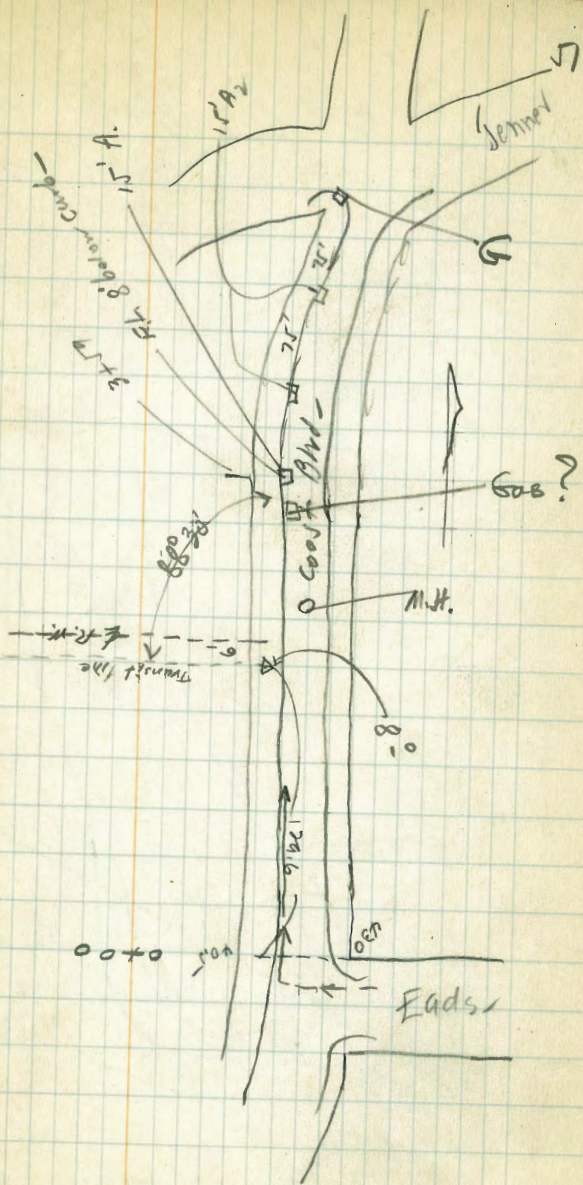
370 -5 ft + 18.0

380 -6 ✓ + 12.0 <sup>on</sup> Risk

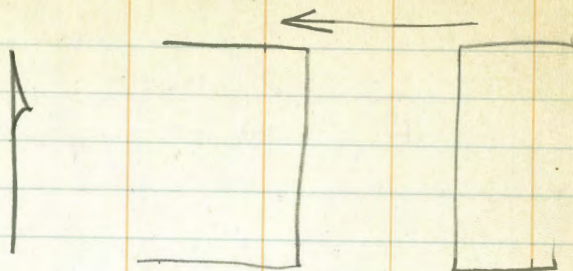
390 -4 + 10.0 ✓

15 ft to meter -5<sup>0</sup>

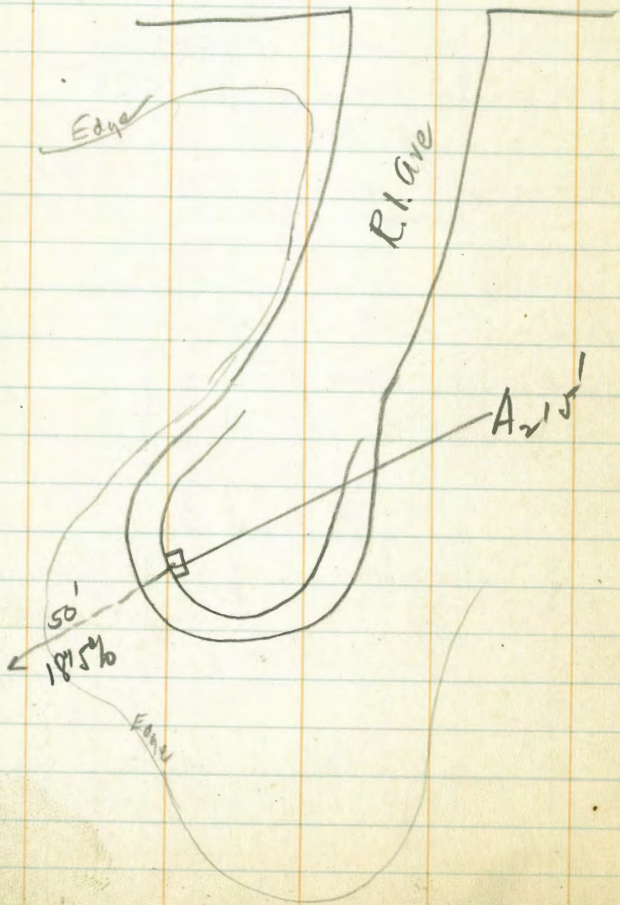
110/478



Madison



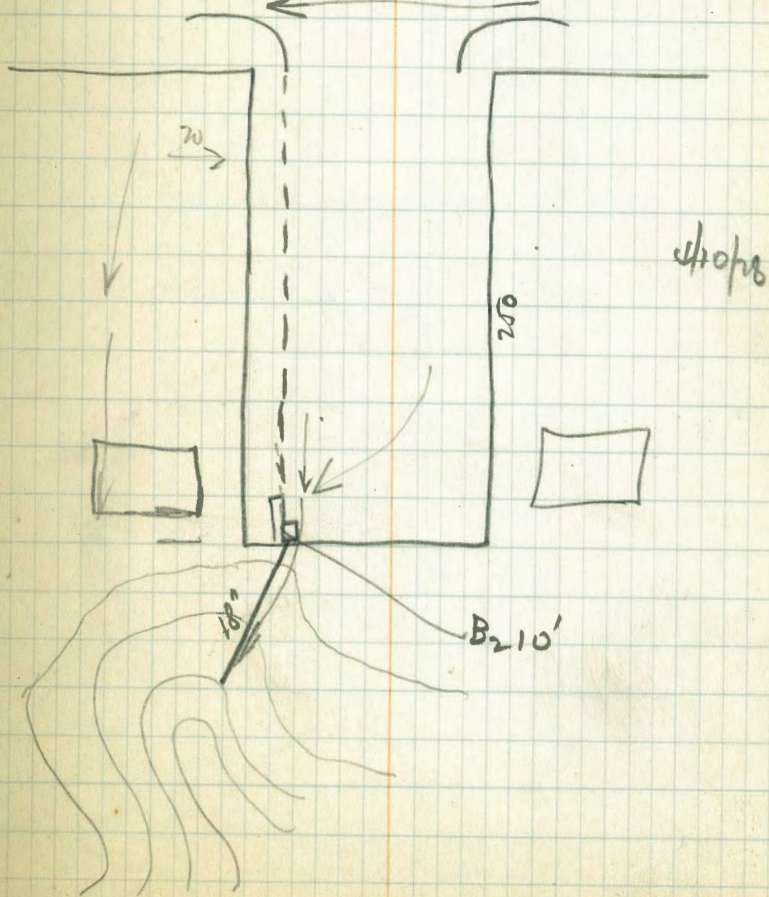
Morroco

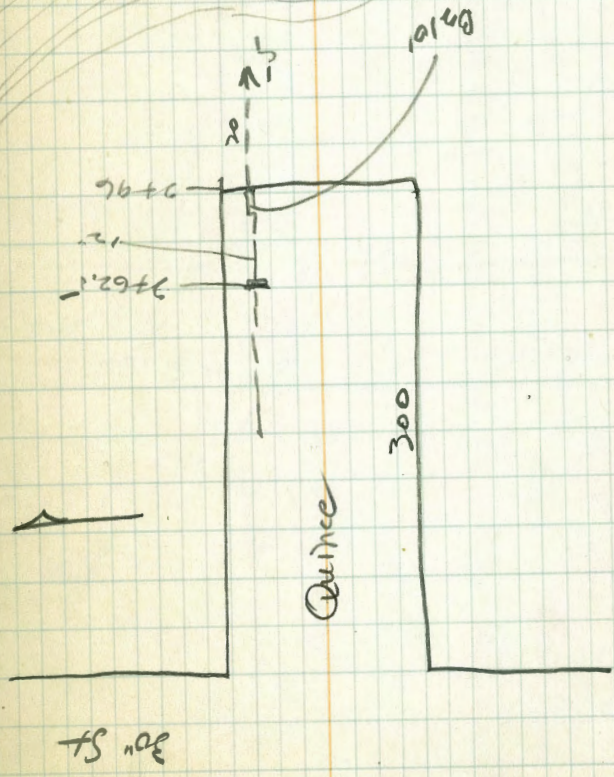
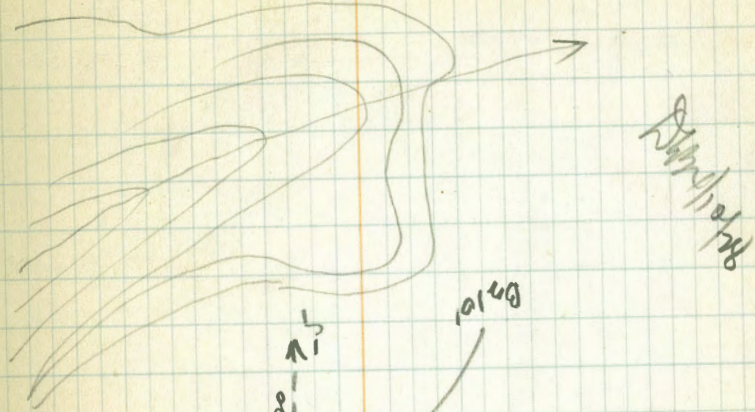


N.Y. ave

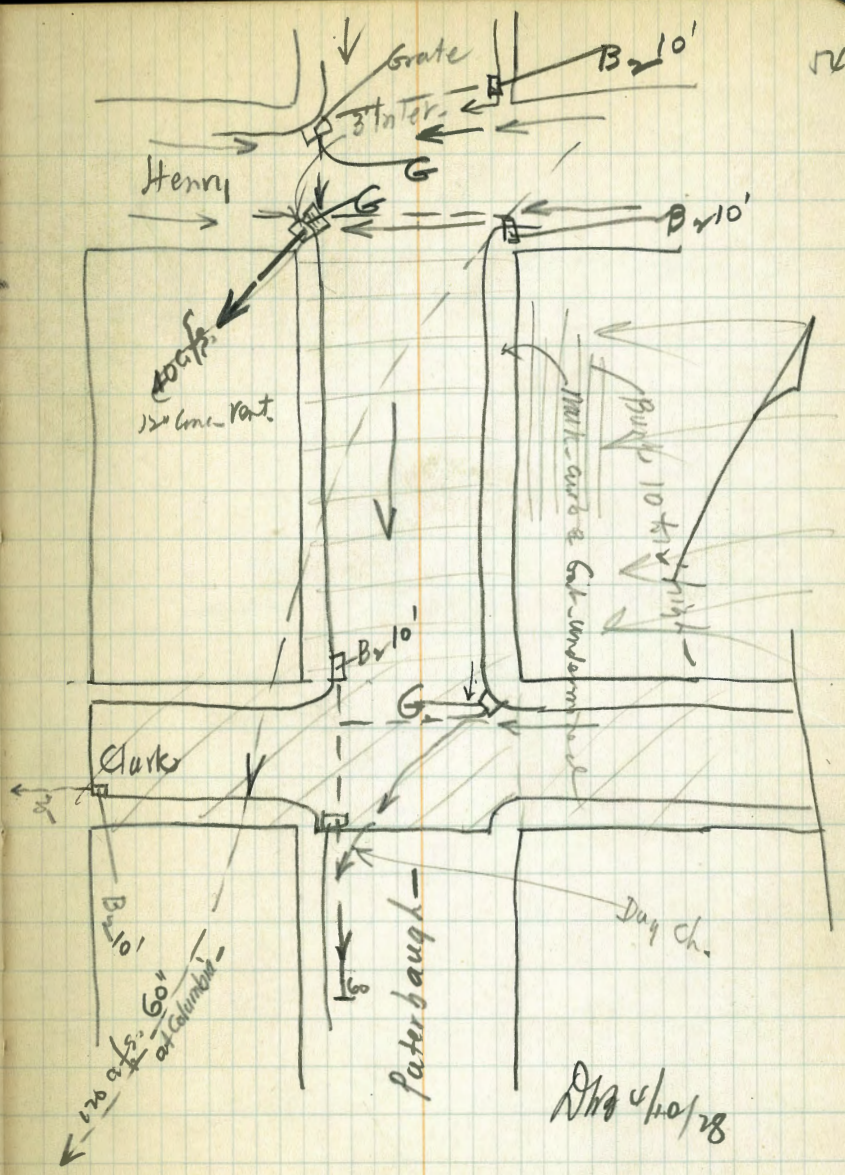


Madison



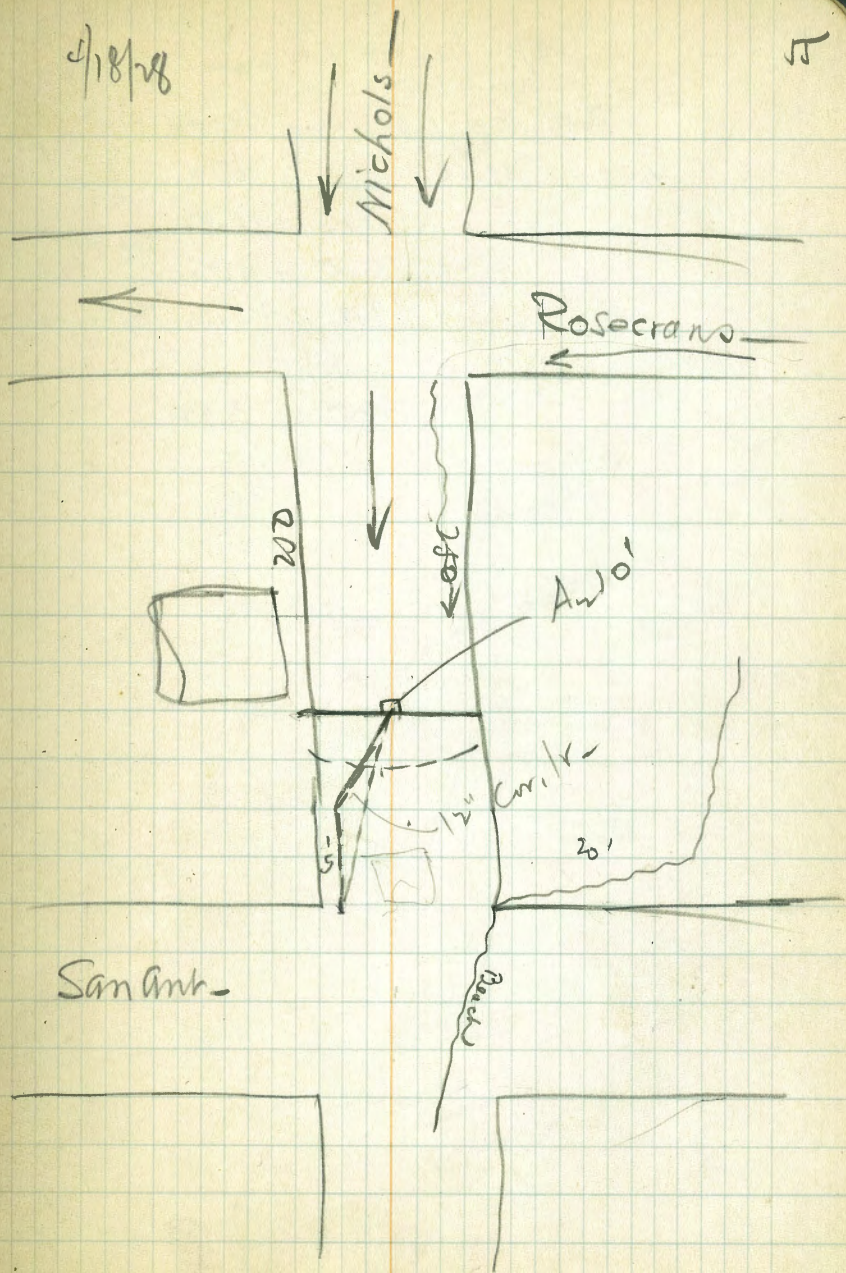






4/18/28

F



# Cape May Drain

B.M. N.E. Cape May + Bacon

4.40      11.16      6.76

9.32 + 1.82      Top sewer.

6.45 + 4.71

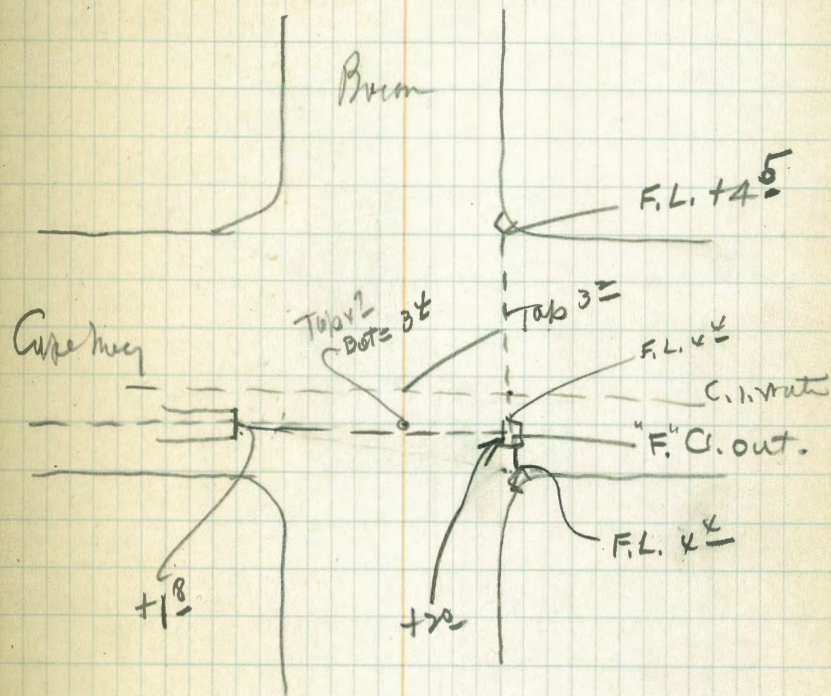
7.98 + 3.18      Top c.l. water.

7.22      3.92

3.4  
18  
1.6

4.7  
13  
3.4

13



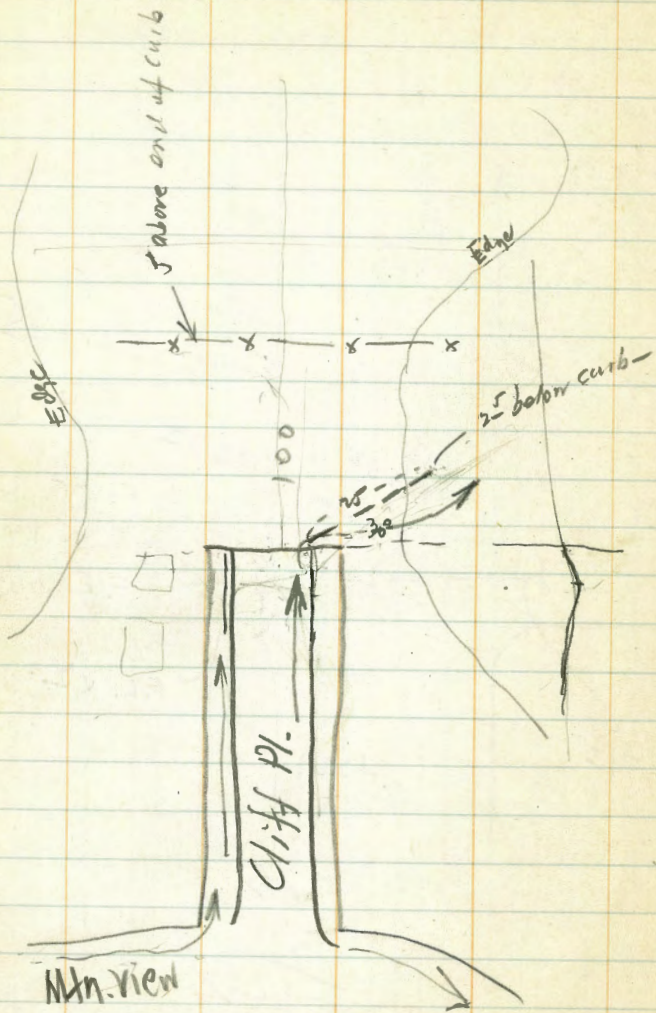
3.42

2.

1.42

6/20/88

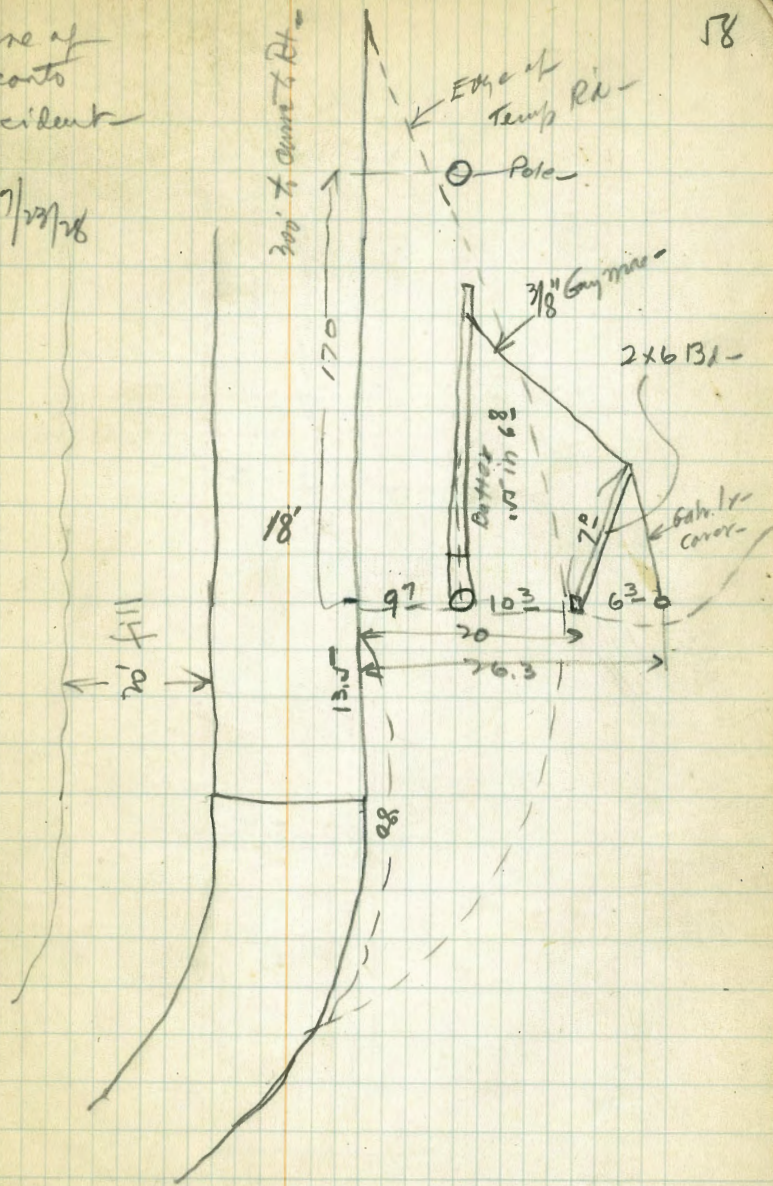
57



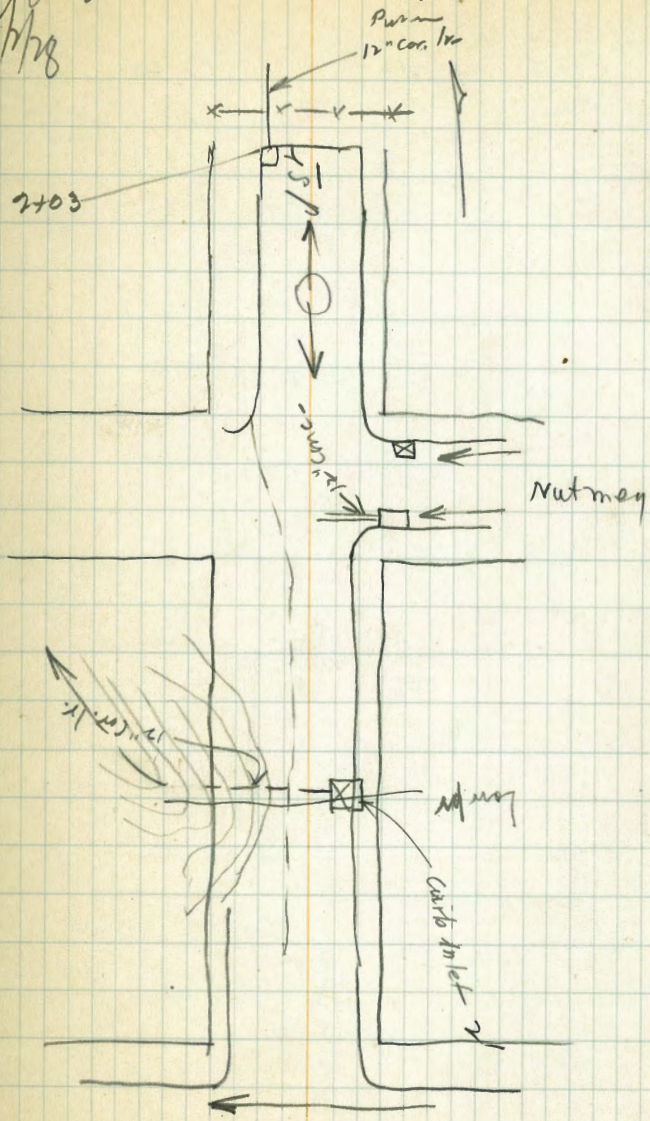
Scene of  
Encanto  
Accident

July 7/27/28

58



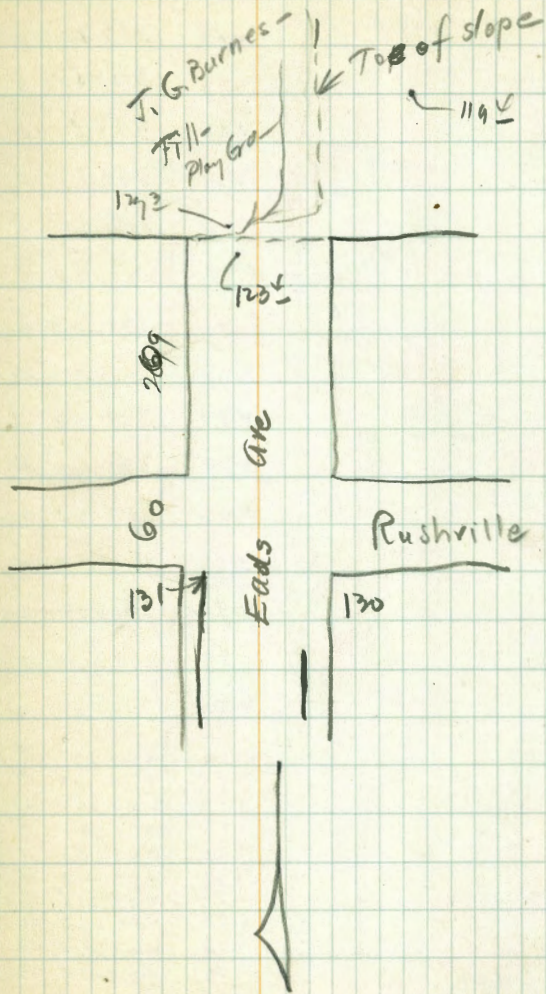
213  
8/1/78



110 135.10 131.00

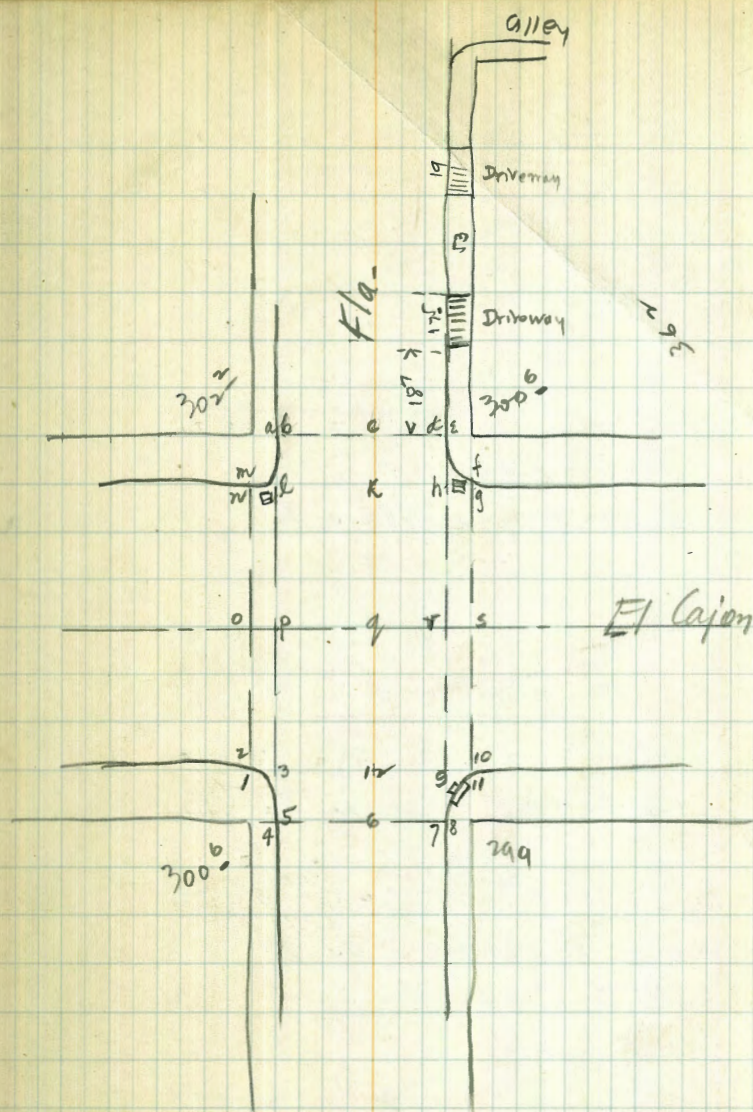
1495	117	123.4
2109	7.8	127.3
	15.7	119.4

JFB  
8/6/78

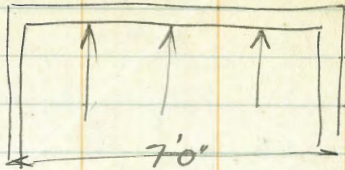


2/13 9/20/28

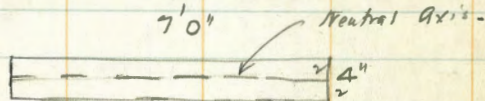
5.61	306.31	300.60	2
4.08	302.23	a	
4.77	301.54	b	
4.80	301.51	c	
6.14	300.17	d	
5.62	300.69	f	
6.29	300.02	g	
6.25	300.06	h	
5.1	301.31	k	
4.84	301.47	l	
4.70	301.61	n	
4.02	302.29	u	
4.68	301.63	v	
4.92	301.39	w	
5.37	300.94	x	
6.04	300.27	iv	
6.30	300.01	5	
7.92	298.39	10	
7.24	299.07	11	
7.92	298.88	9	
7.60	298.51	7	
7.28	299.03	8	
6.56	299.75	6	
6.88	299.43	12	
6.49	299.84	3	
6.29	300.04	2	
5.67	300.64	1	
5.66	300.65	4 - BM: 300.65	
6.49	299.84	5	







at 4' Depth -  $P = 625 \times 4 = 2500 \text{ lb}$   
 $\times 7' = 17500 \text{ total } P.$   
 $M = 1.5 \times 17500 \times 7 = 18400 \text{ lb-ft}$



$2 \times 12 = 24 \text{ sq in to Res. M. of } 18400 \text{ lb-ft}$   
 $= 765 \text{ sq in Conc. in } T = 50 \text{ sq in}$

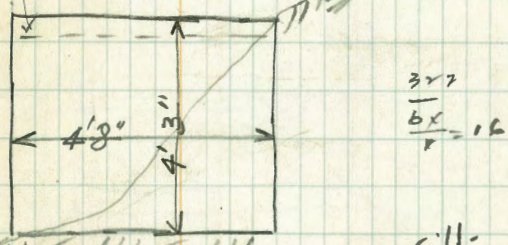
$M_R = 1500 d^2 = \frac{18400}{1500} = 12.27 = d = 3.5'$   
 $\text{steel} = 3.5 \times 12 \times 0.008 = .336 \text{ sq in}$   
 $= 3 \frac{1}{8} \text{ sq in } 5 \text{ d d}$

1/2 Beals Pl. Insp.

Septic Tank - 419x-10" St

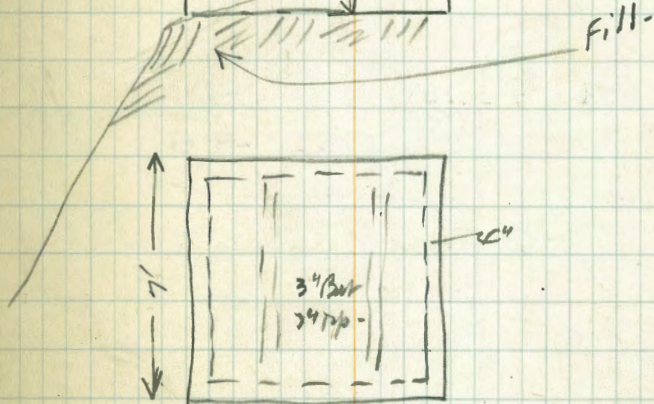
9/27/28

Top cracked - crumbled -  
 laid on 1" Bon Br



8-16  
 9-4

$\frac{327}{5 \times 16} = 16$



$\frac{2}{7} \times 9 = 2.57$   
 $\frac{2.57 \times 33 = 8.48}{32}$   
 $\frac{32}{16} = 2$   
 $\frac{50 \text{ sq.}}{2} = 25 \text{ sq.}$

Mrs. LaShire

Cost 70.-  
 98.  
 168.-

Chicken wire # 20  $D = .032$   $A = .00084$

$\frac{17000}{.005} = 3400000$   
 $\frac{3400000}{60000} = 56.67$

$\frac{6}{.00504} = 1190.48$

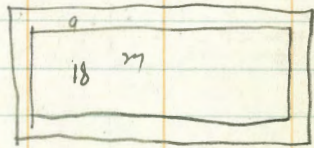
10/8/78

3.57 3.57 0° B.M.

7.35 -3.98 Top 8" Conc Sewer

8.10 -4.53 F.L. M.H.

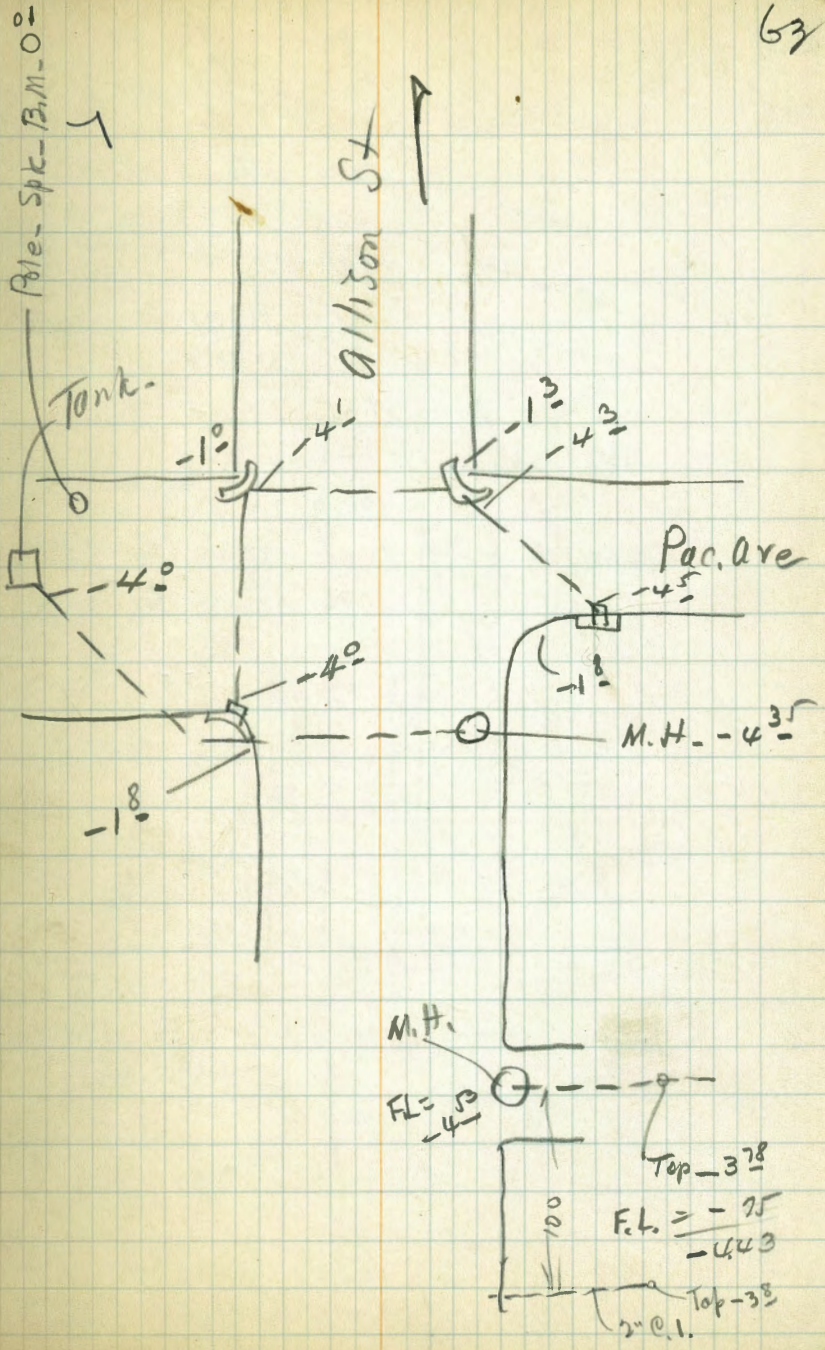
3.78  
2.28  
1.50



6.88 +3.10 -3.78

6.90 -3.80

Top of 2" C.I. Sewer - 100' S. of



63

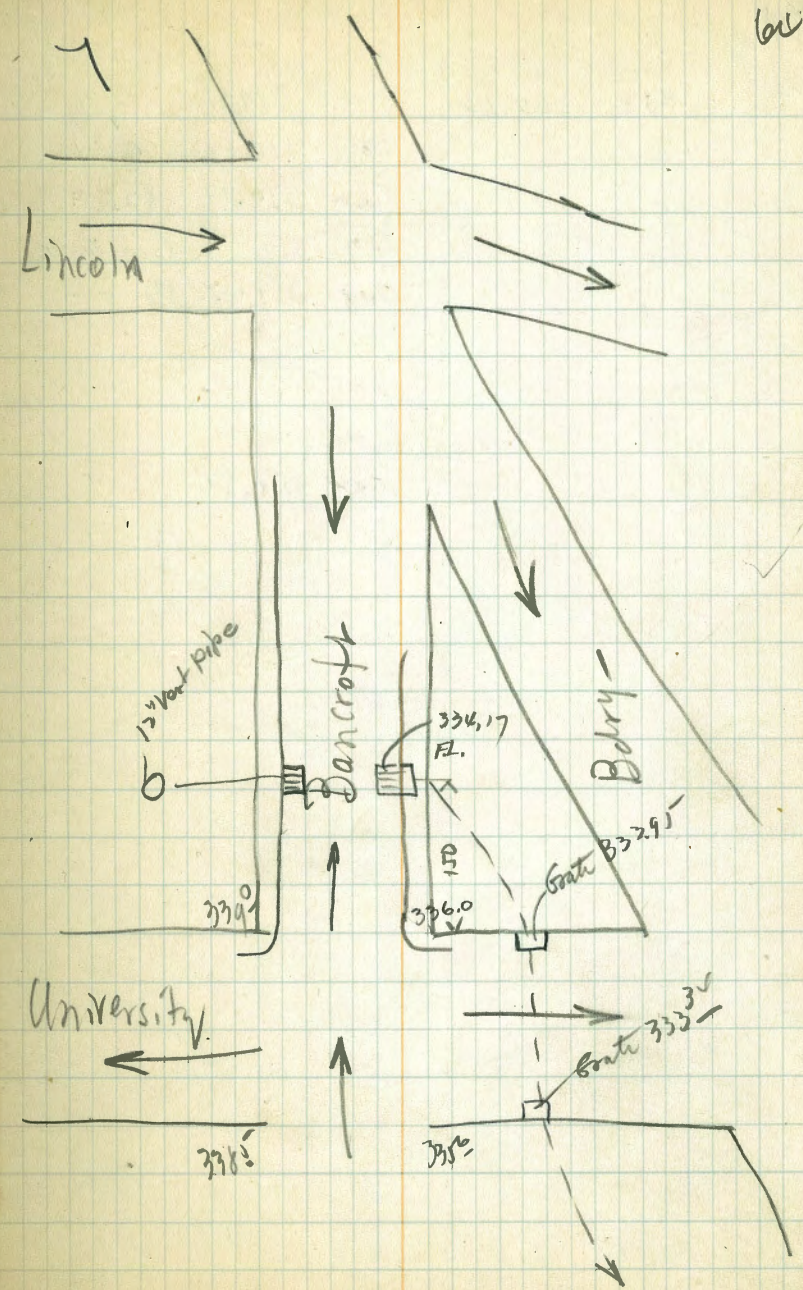
218  
10/4/26

514	341.14	336.-	
2.11	339.03	✓	
6.97	334.17	Gate E. Side	
5.97		- 11. ✓	
7.14	333.95		
7.80	333.34		
9.65	331.49	T.P.	

507	336.56	507	336.56
10.20	326.36	Sub. 100' S. of Univ.	
10.90	325.66	Gate 100' S. of Univ.	
11.70	324.86	Sub. North St.	

on E. Side of Hwy St -

62



10/9/26

493 36x.73

357.80

5.87 358.86 ①

5.62 359.17 ②

5.17 359.56 ① on curb.

5.48 359.25 ① - -

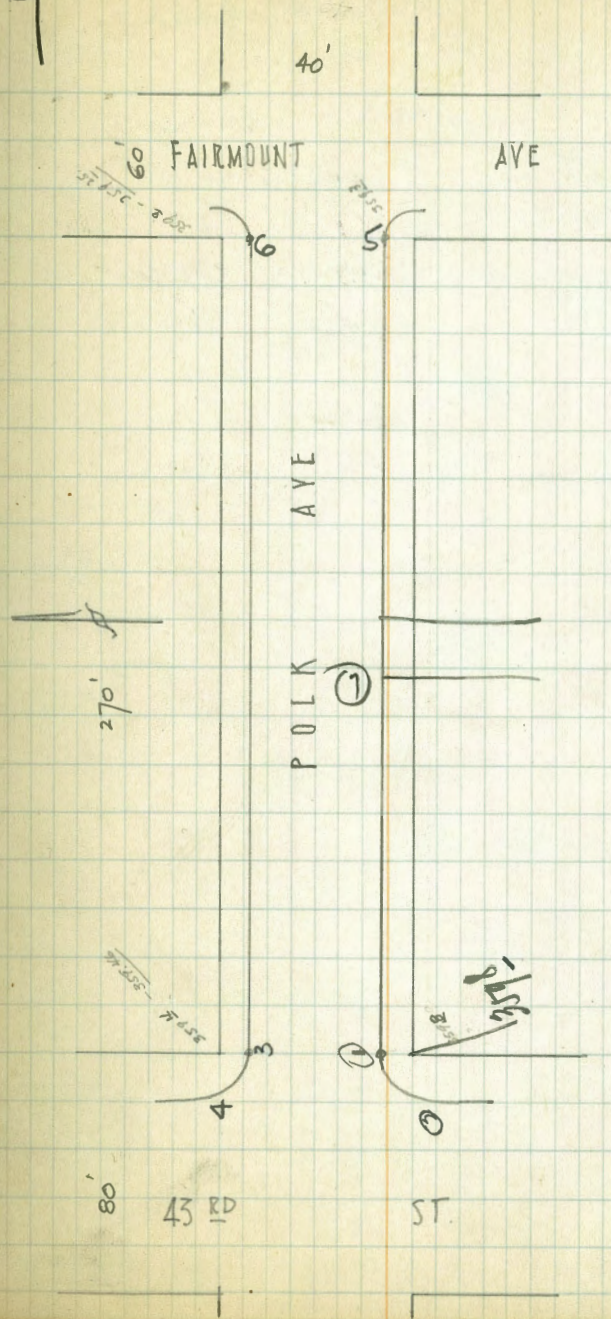
G

Gutter

5.92 358.81

7

65



11/20/78

# Zone Newton

Dist  
621m

1.63

8.45

682 BM

Az 761-00

Dist  
65

4.1

4.3

76-

70

6.8

1.6

76-30

140

2.7

5.7

255-

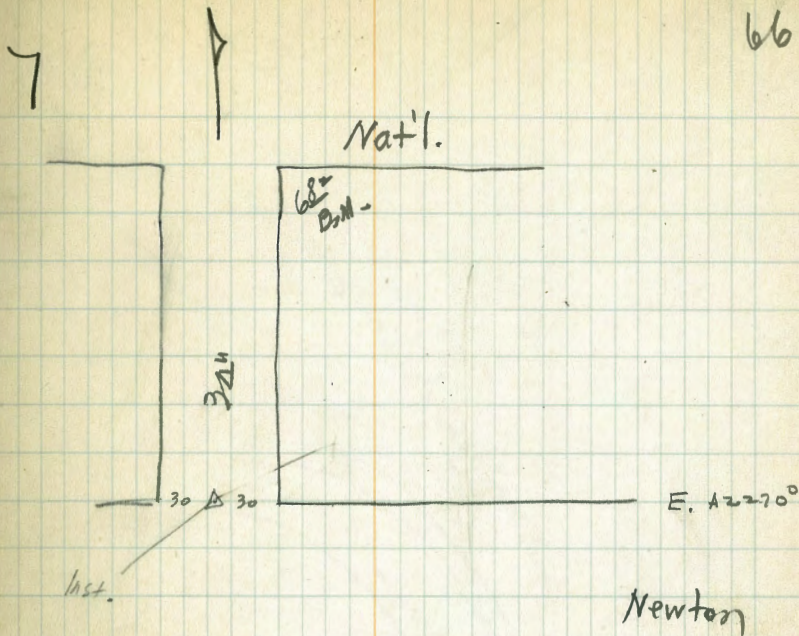
170

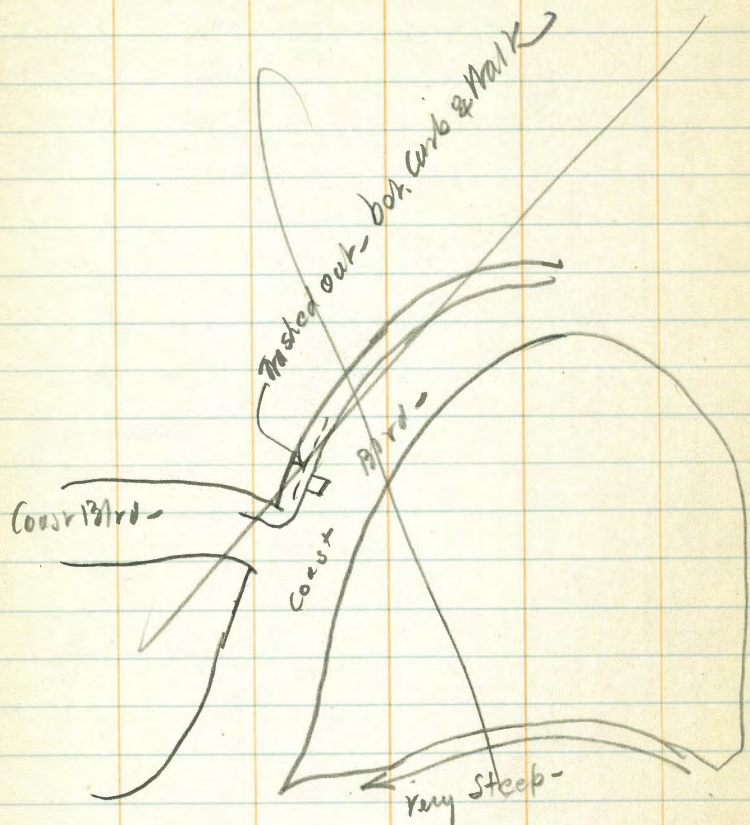
1.2

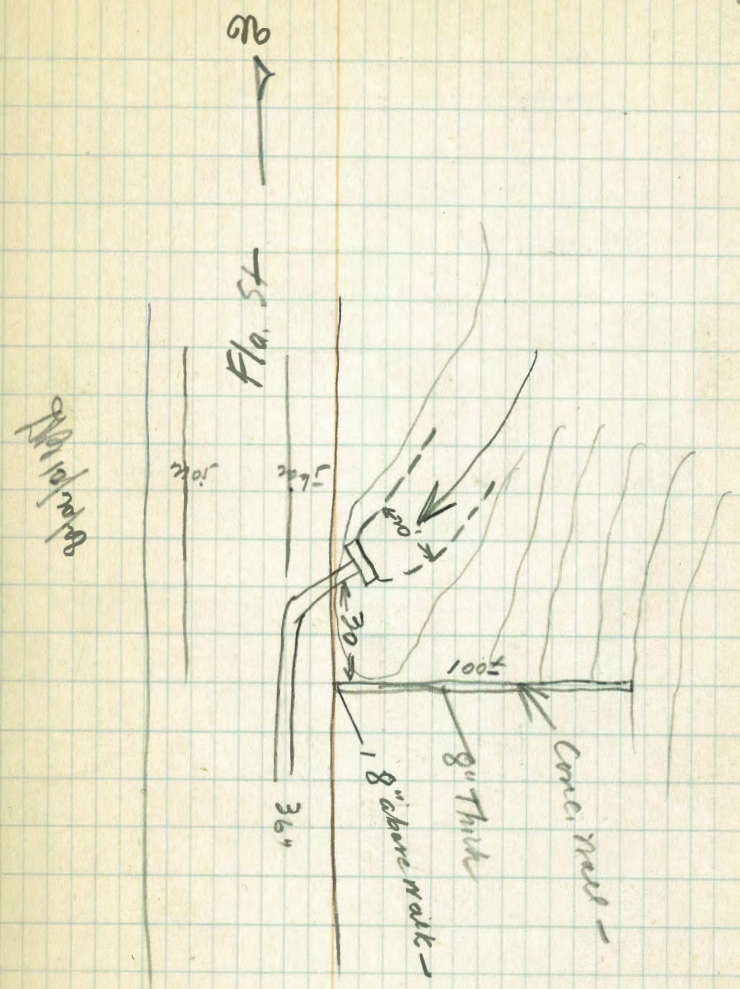
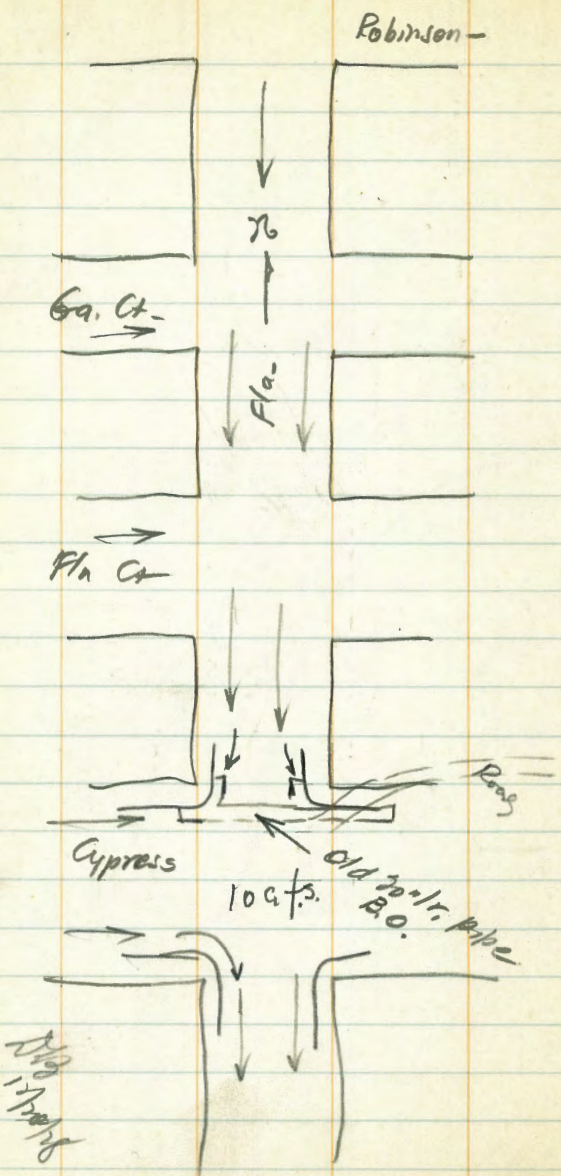
8.1

825  
52  
3.1

66



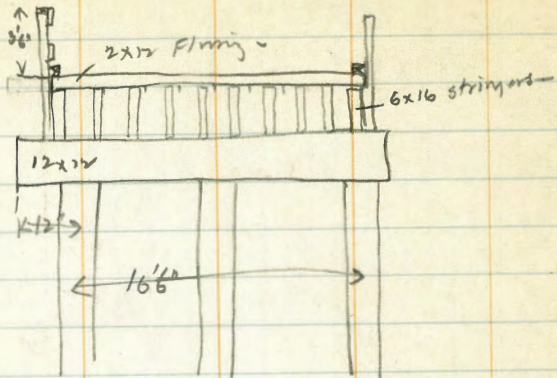




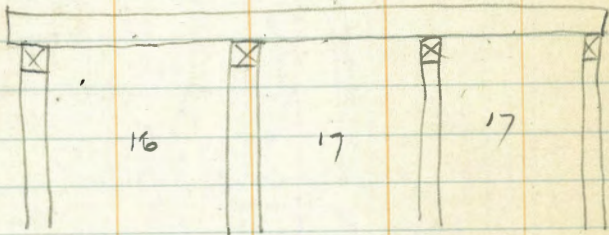
Bridge at 65<sup>th</sup> St Lincents —

69

17/9/18

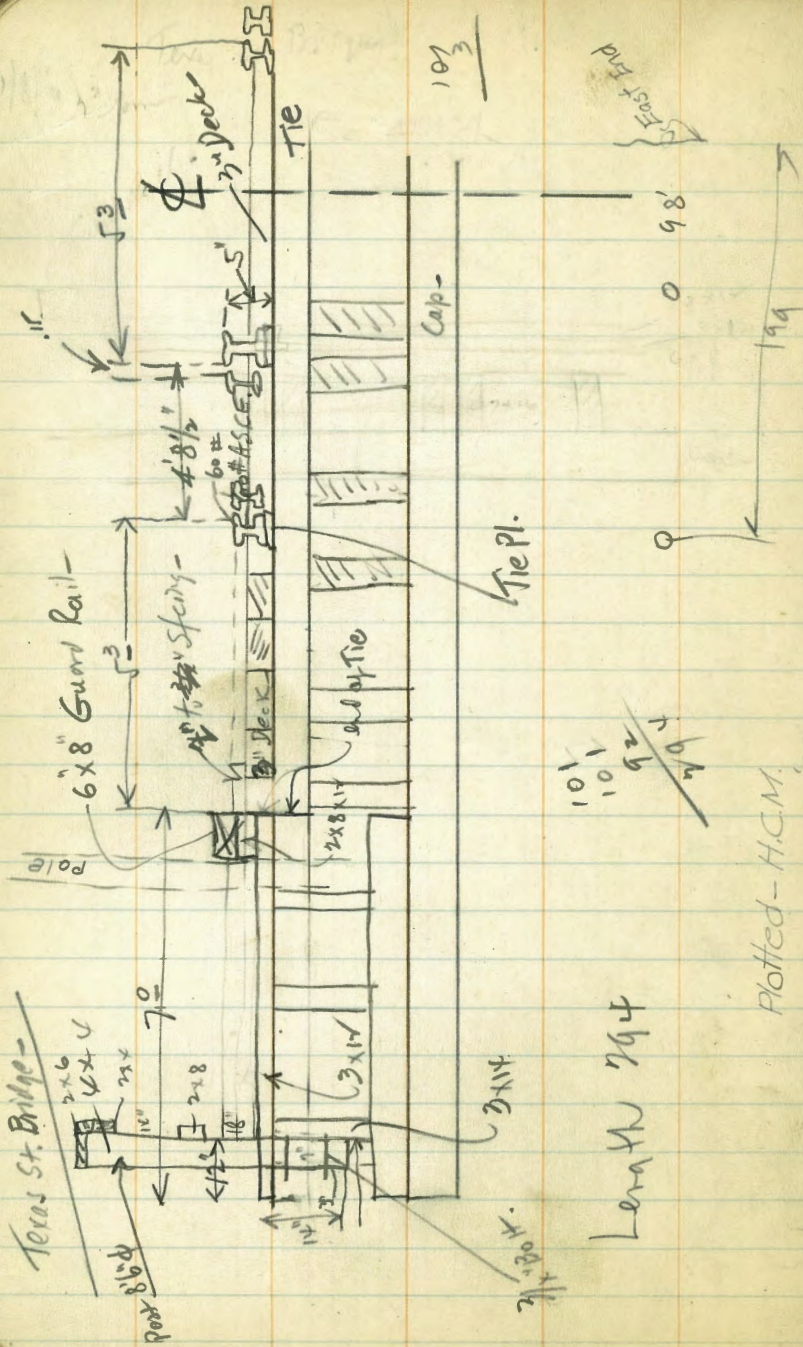


Distce bet Bents - 16'





Texas St. Bridge-



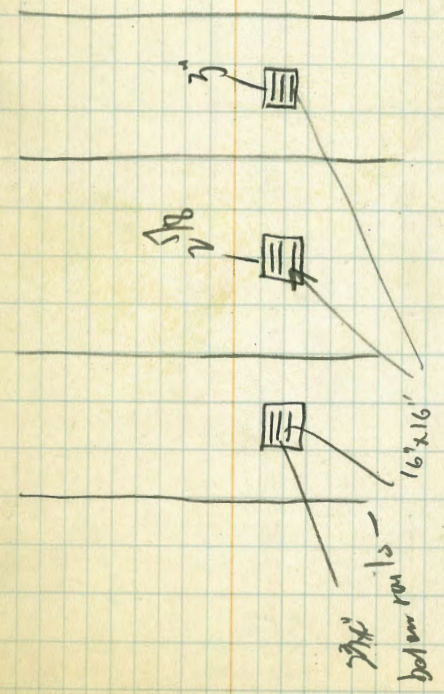
101  
3

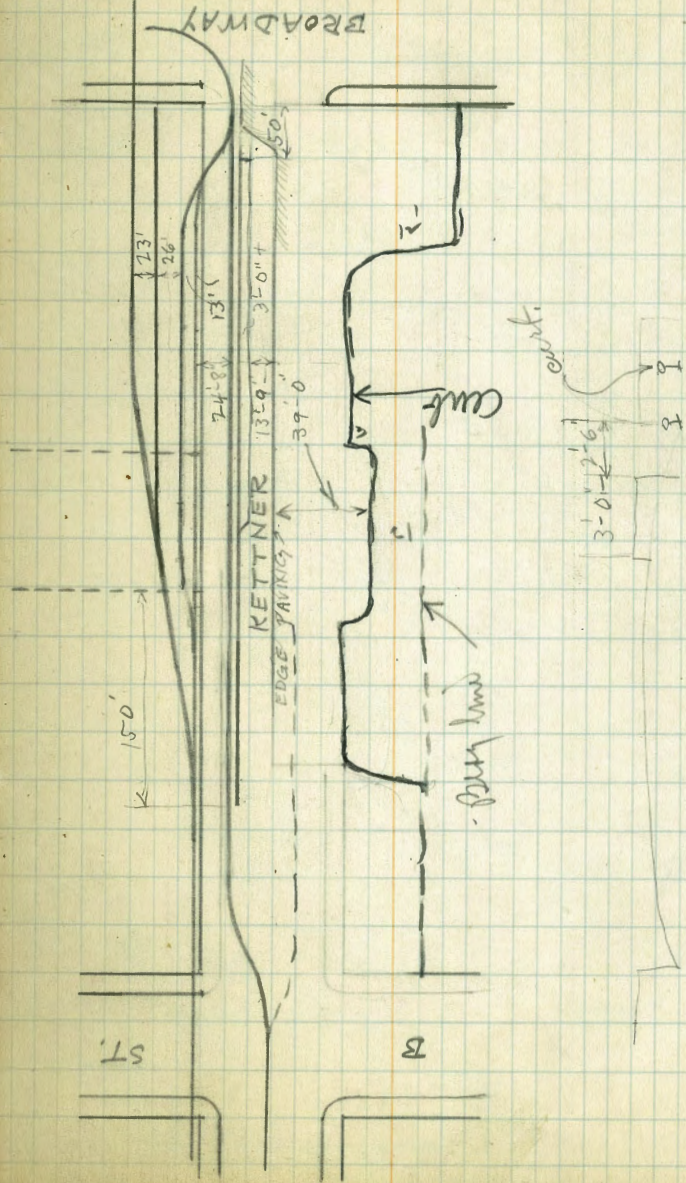
East End

101  
101  
92  
94

Length 794

Plotted - H.C.M.  
1-10-29





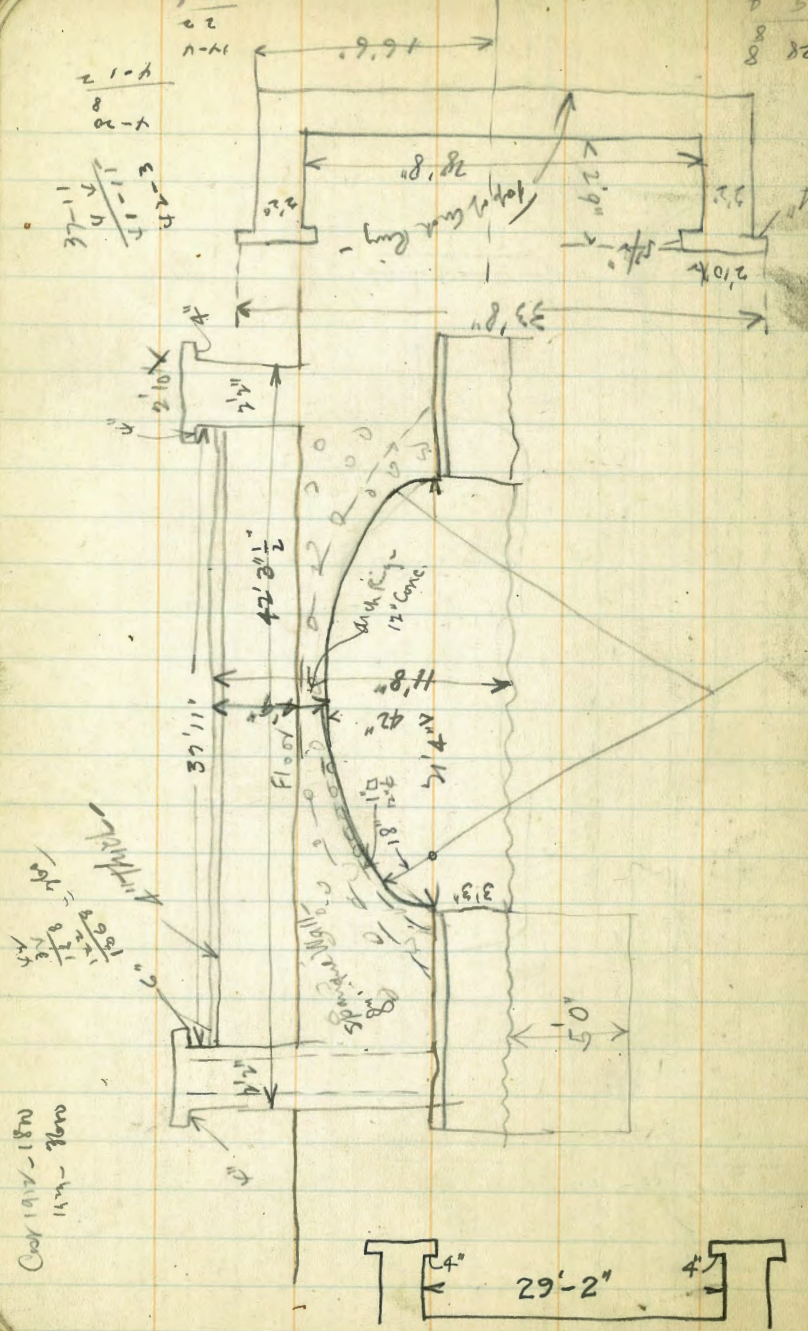
Co. 1917-1870  
11.2 - 3600

Area = 1500  
 $\frac{32 \times 8}{2} = 128$   
 $\frac{32 \times 8}{2} = 128$

37.6  
11-17  
11-17  
11-17  
11-17  
8-20  
11-20  
4-12

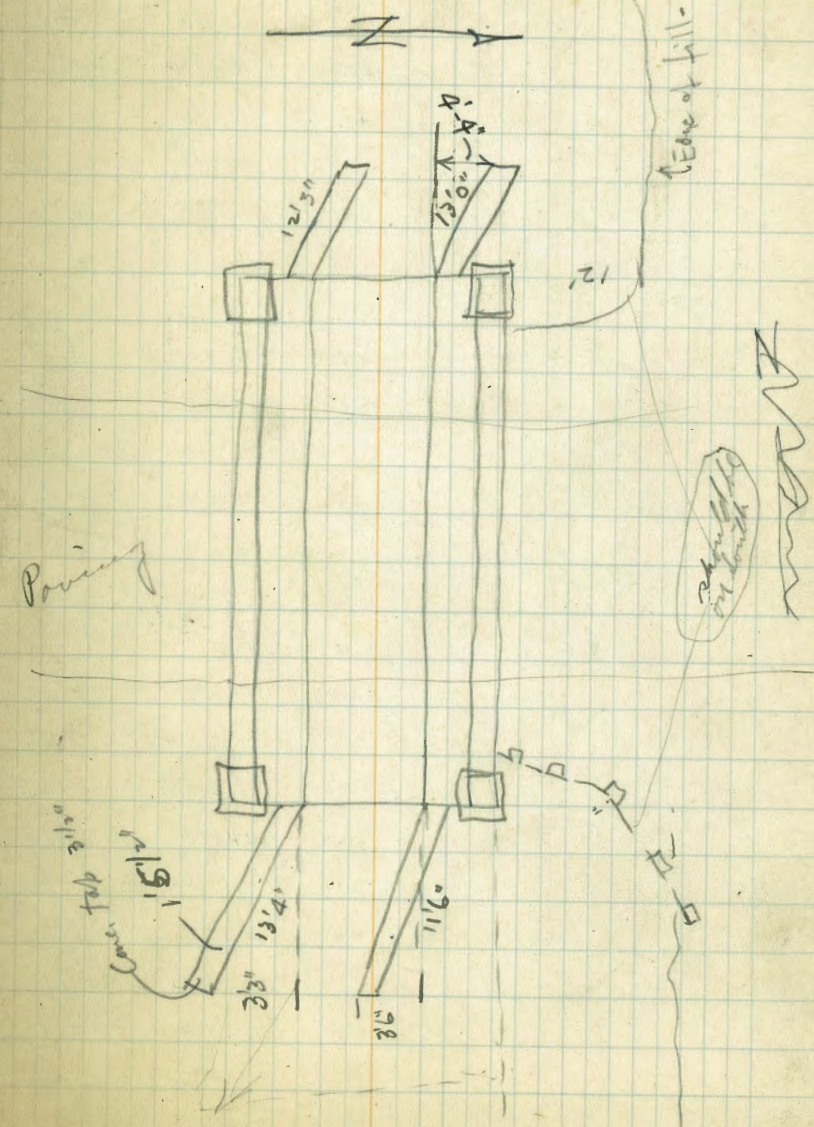
16-6  
22  
14-4

28 8  
29 4  
32



Arch Bridge Pershing Drive  
2/27/09

KL



Station	Elev. of Hub	H.I.	Dist	Asmuth $\angle$ Sighting of 31 <sup>st</sup> St = 0°0'	Vert $\angle$		
(d 31 <sup>st</sup> St A-178, N. of N. Line (Ocean View Blvd)	49.06	54.06					
#1			40'	47°-11'	-5°-31'	-3.8	45.3
#2			70'	80°-23'	-2°-02'	-3.5	46.6
#3			130'	102°-58'	-0°-21'	-0.8	48.3
#4			140'	115°-14'	-0°-50'	-2.0	47.1
#5			144'	120°-55'	+1°-04'	+2.7	51.8
#6			128'	124°-31'	+0°-33'	+1.2	50.3
#7			96'	122°-08'	-3°-00'	-5.0	44.1
#8			66'	143°-05'	-5°-16'	-6.0	43.1
#9			42'	110°-00'	-8°-41'	-6.3	42.8
#10			100'	152°-07'	-3°-33'	-6.2	42.9
#11			112'	137°-07'	-3°-06'	-6.1	43.0
#12			140'	144°-42'	-2°-02'	-5.2	43.9
#13			150'	135°-30'	+1°-03'	+2.7	51.8
#14			160'	149°-46'	+0°-48'	+2.2	51.3
#15			240'	142°-45'	+0°-44'	+3.1	52.2
#16			268'	146°-46'	+0°-33'	+2.6	51.7
#17			269'	141°-52'	-0°-14'	-1.1	48.0
#18			286'	139°-09'	+0°-43'	+3.6	52.7
#19			222'	134°-11'	+1°-25'	+5.5	54.6
#20			216'	138°-58'	-1°-02'	-3.9	45.2
#21			200'	156°-46'	+1°-14'	+4.3	53.4
#22			126'	159°-37'	+0°-29'	+1.1	50.2
#23			96'	215°-36'	+0°-39'	+1.1	50.2
#24			62'	269°-55'	-0°-25'	-0.4	48.7
#25			88'	310°-08'	-0°-03'	-0.1	49.0

(49.1)

Wash.

Wash.

Wash.

Wash.

Station	Elev of Hub	H.F.	Dist	azimuth L S. = 90	Vert L
A.	49.06	54.06			
# 26			140'	275°-41'	+0°-18'
# 27			122'	249°-18'	+0°-51'
# 28			160'	291°-08'	+0°-25'
B { E. line BREST 15' N. of N. line Valle Ave	39.00	44.00			
# 1			42'	252°-29'	-11°-45'
# 2			46'	254°-20'	-12°-03'
# 3			52'	250°-20'	-9°-18'
# 4			76'	260°-55'	-5°-56'
# 5			98'	231°-45'	-3°-28'
# 6			82'	221°-10'	-5°-46'
# 7			79'	216°-48'	-6°-54'
# 8			74'	212°-18'	-6°-17'
# 9			138'	199°-00'	-3°-00'
# 10			140'	201°-00'	-3°-21'
# 11			142'	203°-09'	-2°-53'
# 12			154'	210°-46'	-1°-56'
# 13			160'	216°-06'	-1°-09'
# 14			136'	222°-03'	-1°-03'
# 15			172'	232°-12'	+3°-09'
# 16			182'	224°-35'	+1°-07'
# 17			176'	214°-07'	+0°-53'
# 18			176'	205°-00'	+0°-34'
# 19			188'	197°-23'	+1°-28'
# 20			178'	190°-54'	+1°-34'

49.1

74

+0.7 49.8

+1.8 50.9

+1.2 50.3

39.0

-8.4 30.6

N. wash

-9.4 30.6

E. wash.

-8.3 30.7

E. "

-7.8 31.2

-5.9 33.1

E. wash

-8.2 30.8

E. wash

-9.4 29.6

W. "

-8.0 31.0

-7.2 31.8

W. wash

-8.1 30.9

E. "

-7.2 31.8

E. "

-5.2 33.8

-3.2 35.8

-2.5 36.5

+9.5 48.5

+3.5 42.5

+2.7 41.7

+1.7 40.7

+4.8 43.8

+4.9 43.9

Station	Elev. Hub	H.I.	Dist.	Asmuth $\angle$	Vert. $\angle$	Ground Elev	
B.	39.00	44.00				(39.0)	
# 21			166'	196°-43'	-1°-55'	-5.5	33.5
# 22			170'	198°-45'	-2°-52'	-8.5	30.5 ✓
# 23			140'	192°-29'	-2°-49'	-6.9	32.1 ✓
# 24			90'	192°-24'	-5°-04'	-7.9	31.1 ✓
# 25			50'	206°-32'	-9°-43'	-8.3	30.7 ✓
# 26			47'	272°-25'	-11°-18'	-9.0	30.0 ✓
# 27			118'	255°-19'	-00°-07'	-0.2	38.8 x ✓
# 28			158'	245°-32'	+3°-30'	+9.7	48.7 x ✓
# 29			174'	259°-45'	+4°-31'	+13.6	52.6 + ✓
# 30			174'	271°-00'	+3°-59'	+12.0	51.0 ✓
# 31			135'	271°-40'	+1°-10'	+2.7	41.7 ✓
# 32			84'	275°-49'	-7°-44'	-6.9	32.1 ✓
# 33			172'	299°-10'	+3°-16'	+9.8	48.8 ✓
# 34			142'	308°-35'	+0°-05'	+0.2	39.2 ✓
# 35			112'	320°-52'	-4°-54'	-9.6	29.4
# 36			98' Horiz	330°-06'		28.4	28.4 E. wash
# 37			98' "	331°-00'		27.2	27.2 $\neq$ wash
# 38			98' "	338°-20'		29.3	29.3
# 39			80'	346°-11'	-1°-33'	-2.2	36.8
# 40			30'	298°-14'	-1°-16'	-0.7	38.3
# 41			20'	227°-21'	+1°-36'	+0.6	39.6
# 42			160'	357°-00'	-1°-39'	-4.6	34.4
# 43			142'	357°-00'	-1°-16'	-3.1	35.9
# 44			146'	347°-27'	-1°-45'	-4.5	34.5

F.L. outlet  
18" ent. Pipe.

75

Station	Elev. Stip	H.I.	Dist	#smth L	Vert L		
B.	39.00	44.00					(39.0)
# 45			152'	344°39'	-4°04'	-10.8	28.2
# 46			168'	347°00'	-3°34'	-10.4	28.6
# 47			160'	337°30'	-4°22'	-12.2	26.8
" 48			164'	327°20'	-3°25'	-9.8	29.2
# 49			191'	316°00'	+0°10'	+0.6	39.6
# 50			246'	319°20'	-0°15'	-1.1	37.9
# 51			238'	332°40'	-2°46'	-11.5	27.5
# 52			237'	340°10'	-3°21'	-13.8	25.2
# 53			216'	347°15'	-3°20'	-12.6	26.4
# 53			196'	358°15'	-1°22'	-4.7	34.3
# 54			228'	358°30'	-1°07'	-4.5	34.5
# 55			261'	358°15'	-1°14' <sup>up</sup>	-10.6	28.4
# 56			280'	357°15'	-1°24' <sup>up</sup>	-11.8	27.2
# 57			318'	357°15'	-1°50'	-10.2	28.8
# 58			351'	356°40'	-0°50'	-5.1	33.9
# 59			362'	348°50'	-1°25'	-9.0	30.0
# 60			350'	348°20'	-1°10'	-7.1	31.9
# 61			353'	346°20'	-1°17'	-7.9	31.1
# 62			284'	351°40'	-1°14'	-6.1	32.9
# 63			285'	353°30'	-1°14'	-6.1	32.9
# 64			273'	354°20'	-1°27' <sup>up</sup>	-11.9	27.1
# 65			266'	355°10'	-1°10'	-5.4	33.6
# 66			262'	353°40'	-1°15'	-5.7	33.3
# 67			272'	351°45'	-1°32' <sup>up</sup>	-12.3	26.7
# 68			253'	349°30'	-3°02'	-13.4	25.6

76

♀ wash

♀ wash

←

Station	elev. at top	H.I.	Dist	Asthmuth L	Vert L.		
B	39.00	44.00					
# 69			277'	348°30'	-2°44'	-13.3	25.7
# 70			340'	345°30'	-2°27'	-14.6	24.4
# 71			464'	338°00'	-2°13'	-18.0	21.0
# 72			468'	340°00'	-1°16'	-10.4	28.6
# 73			460'	336°45'	-2°24'	-19.4	19.6
# 74			457'	328°50'	-2°06'	-16.6	22.4
# 75			450'	326°30'	-0°37'	-4.8	34.2
# 76			368'	323°30'	-0°19'	-2.0	37.0
# 77			360'	335°00'	-2°08'	-13.5	25.5
# 78			340'	337°00'	-2°46'	-15.8	23.2
# 79			390'	342°15'	-2°20'	-15.9	23.1
# 80			394'	344°15'	-1°14'	-8.5	30.5
# 81			304'	340°15'	-2°46'	-14.6	24.4
# 82			300'	336°40'	-2°38'	-13.8	25.2
# 83			300'	323°35'	-0°44'	-3.8	35.2
# 84			244'	320°30'	0°22'	-1.6	37.4
# 85			230'	331°25'	-2°46'	-11.0	28.0
# 86			225'	339°30'	-3°24'	-13.7	25.3
# 87			234'	347°00'	-3°00'	-12.2	26.8
# 88			236'	352°30'	-2°30'	-10.3	28.7
# 89			240'	354°25'	-1°23'	-5.8	33.2
# 90			264'	349°45'	-2°44'	-12.6	26.4
# 91			262'	343°10'	-2°54'	-13.3	25.7
# 92			262'	340°30'	-3°04'	-14.0	25.0

(39.0)

97

± wash

± wash

± wash

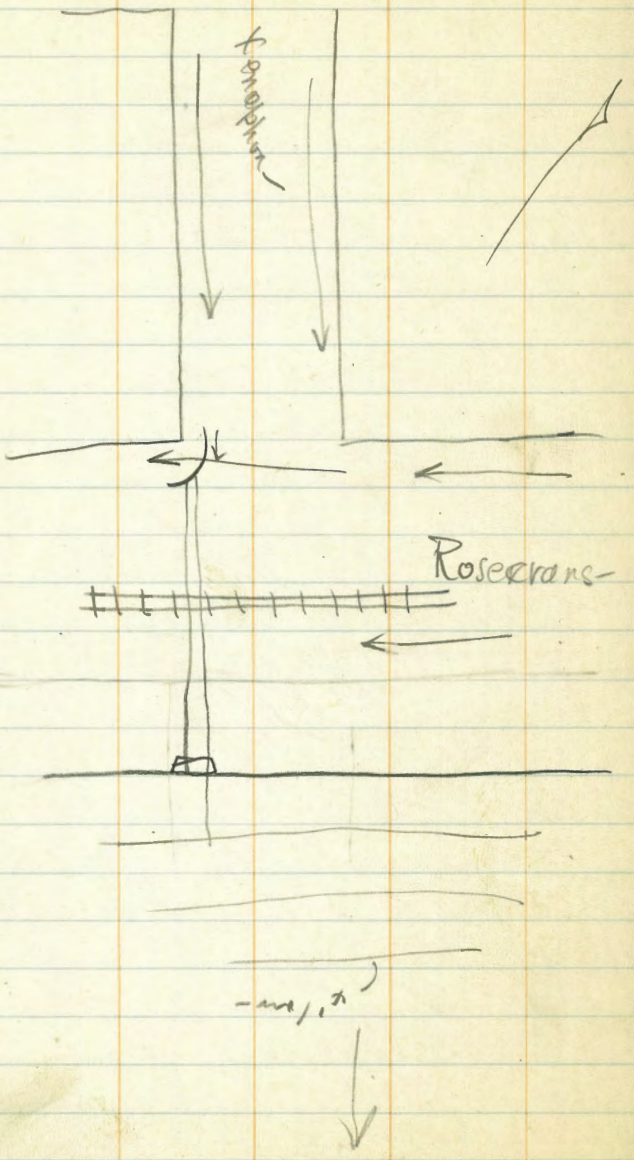
± wash

± wash



Top Rail - 84

78



(5)

L.A. 8/27-  
Davis-

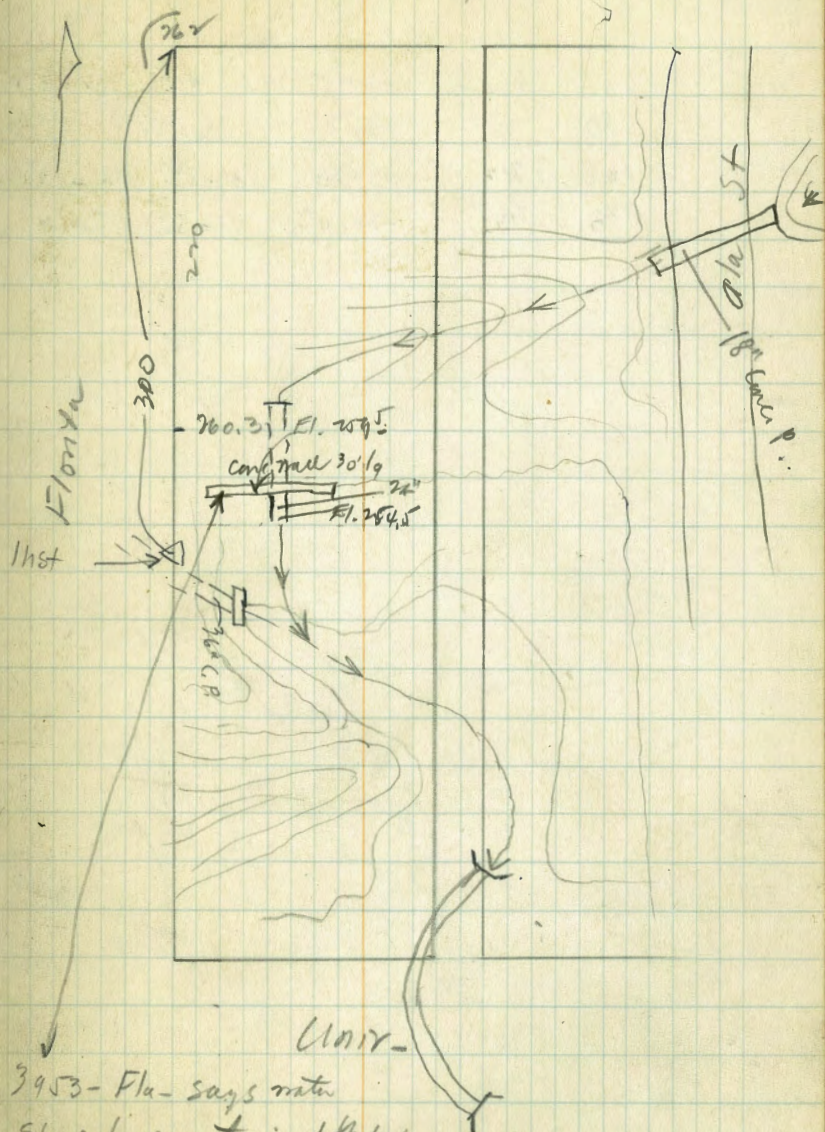
540 267.9

51 262.0  
262.8 Ord. or Inst.

30	30	230.00	8.4	259.5	cone well -
	57	262 <sup>v</sup>	-7.00	-6.9	√55.9
	120	272	-2.50	-5.9	√56.9
	150	273	+0.40	+1.7	√64.5 gully
	165	287	-2.55	-8.4	√54.0
	130	293	-3.40	-8.3	√54.5
	82	316	-7.40	-11.0	√51.8 ch.
	80	320 <sup>v</sup>	-6-	-8.1	√54.3
	37	323-	-18-	-11.0	F.L. 36" Calv. √51.8
	165	315	-4-15	-12.2	ch. √50.6
	175	323 <sup>v</sup>	-1-30	-4.5	√58.3
	220	300	-3-04	-12.2	√50.5
	295	307 <sup>v</sup>	-2-37	-13.2	√49.0
	262	319	-3-04	-14.1	ch. √48.7
	305	372 <sup>v</sup>	-2-10 up 5	-16.5	√46.3
	300	378 <sup>v</sup>	-1-30 up 9.5 x	-18.2	√44.5 F.L. Calv. Univ.
	345	319 <sup>v</sup>	-2-05	-12.5	√50.3
	360	315	-0-45	-4.7	√58.1
	320	309	-0-55	-5.1	√57.7
	270	300 <sup>v</sup>	-1-20	-6.3	√56.5
	210	331	-1-05	-4.0	√58.8
	255	340 <sup>v</sup>	+0-25	+1.8	√64.6

Lincoln

80

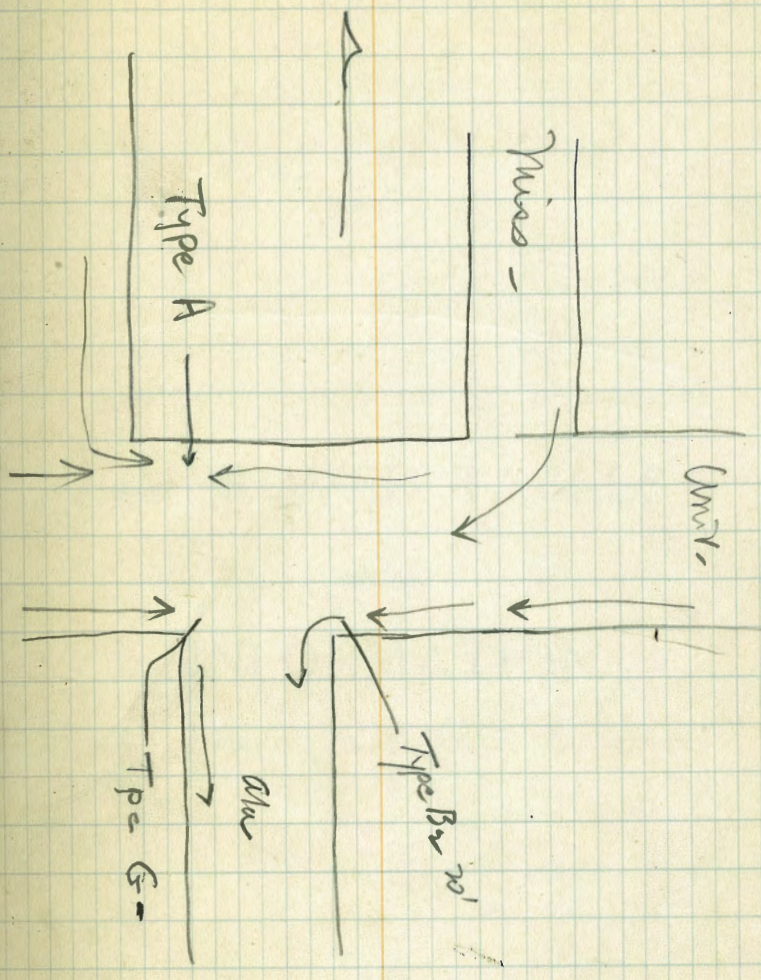


Univ.  
3953 - Fla. says water  
stand for some time. 1 ft deep  
and cone well - names be El. 260<sup>5</sup> also and curb at  
low pt. which is. 260<sup>2</sup>

762.8

240	320-	+0-15	461	+3	✓63.1
80	201	-5-	FL. Ppe	10	✓55.8
100	212	-1-30	463	-50	ch - ✓59.2
130	217	-2-15	-51	ch	✓57.1

81



3/7/78

47" + Paix 65' 4" Drain Tile -

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1% to 1%. If ground is nearly level, the cut or fill at side stake is located by the double-entry method in left column and top row. The number in body

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**IMPROVED TABLES**  
**AND**  
**INFORMATION**

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To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given  $T$  may be found by dividing tangent (or external) opposite  $T$  by given tangent (or external). The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

154.6  
3.9  
 158.5  
5.3  
 153.2

157.8  
5.3  
 163.1  
3.9  
 159.2  
154.6

ENGINEERING DEPARTMENT,  
 CITY OF SAN DIEGO,  
 CALIFORNIA. 87.5  
 6.25  
 93.75

163.42 154.57  
 60° 41' 147.74  
 6.83

797.10

Price 70173

203,62

147.7  
6.6  
 154.3  
5.3  
 149.0

12.5  
1.1  
 6.25

12.5  
5.7  
 87.5  
62.5  
 71.25

12.5  
5.7  
 62.5

440  
15.6  
 28.4  
116.8  
 27.2

14.7  
2.93

349  
 323  
 627  
 177  
 394  
 617  
 225  
 152  
 346  
 615  
 316  
 162  
 36  
 307