

1217

PASTOR

FIELD BOOK

No. 385

No. 2 in bpp 78 7/10/30 HLL

60
 132.15
 15
 132.15

 339.30
 -30
 369.30
 368.70
 1.20 short
 308.10

00047
 63.0420
 378
 420

000667
 53
 2001
 3335
 335351

0.008 #
 0.450
 424

 260
 212
 480

MICROFILMED
DEC 22 1964

183.31
366.62

321 52

ENGINEERING DEPARTMENT CITY OF SAN DIEGO. CALIFORNIA.

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THE FREDERICK POST CO.
 ENGINEERING and DRAFTING SUPPLIES
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Index

1-5 Additional X sec's Sewer Settling Tank

Loring and Ocean Blvd. Pacific Beach

7-8- Sewer Levels Nettle Ship Tie Tract
#1.

Woolman Ave 47th - Escuilla 18

Sewer Levels - Blvd - Nettle Ship Tyall's 10

Additional Topog along bluff below Loring 11

Brighton Ave. Guizot - 2408 East 15

Woolman Ave 47th to Escuilla St 18

Chalmers State to Linwood 22

No. Lin. bpp 78. 7/10/20 44

Bliss
1917
Additional X Sec's of Sewer Settling Tank
at Lewis & Oregon Blvd. Pacific Beach, Fremont St.
1+00 on each side of S

	+	-	Elev	Red W. Hub N.S. boring
	1.88	60.79	58.91	
		0+00 2nd North side of S		
	5.59	59.06	12.32	48.97
0+50		5.1	49.0	✓
0+75		5.9	48.2	✓
1+00		6.2	47.9	✓
		0+15		
1+00		6.8	47.3	✓
0+75		6.8	47.3	✓
0+50		6.1	48.0	✓
		0+30		
0+50		7.0	47.1	✓
0+75		6.8	47.3	✓
1+00		8.1	46.0	✓
		0+15		
1+00		17.3	36.8	✓
0+90		9.3	44.8	✓
0+75		8.7	45.4	✓
0+50		9.3	44.8	✓
0+25		8.6	45.5	✓
		0+52		
0+35		9.0	45.1	✓
0+50		9.7	44.4	✓
0+75		8.9	45.2	✓

	+	5406		Elev
0+60			9.3	44.8 ✓
1+00			17.3	36.8 ✓
T.P.	0.23	92.29	12.00	42.06 ✓
T.P.	5.73	<35.89>	12.13	30.16 ✓
1+		0+55		
1+00			11.6	24.3 ✓
0+90			11.4	24.5 ✓
0+75			1.6	34.3 ✓
0+65			0.4	35.5 ✓
0+50			1.9	34.0 ✓
0+35			0.8	35.1 ✓
T.P.	4.43	<27.49>	12.83	<23.06> ✓
		0+65		
0+35			6.9	21.1 ✓
0+50			6.9	21.1 ✓
0+75			5.0	22.5 ✓
6+87			6.9	21.1 ✓
0+95			11.0	16.5 ✓
1+00			9.8	17.7 ✓
		0+75		
1+00			15.5	12.0 ✓
0+95			15.3	12.2 ✓
0+85			11.0	16.5 ✓
0+75			12.8	15.5 ✓
0+50			12.6	14.9 ✓

	+	27.49		Elev
		0+75		
0+35			12.1	15.4 ✓
T.P.	0.54	<15.37>	12.66	<14.83> ✓
0+35			6.5	8.9 ✓
0+50			6.4	9.0 ✓
0+75			6.7	8.7 ✓
0+85			7.5	7.9 ✓
1+00			7.7	7.7 ✓
		0+93		
1+00			13.5	1.9 ✓
0+75			13.6	1.8 ✓
0+50			13.8	1.6 ✓
0+35			13.4	2.0 ✓
B.M.	set by M. W.		10.84	4.53 ✓

2

Additional X sections of Sewer Settling Tank
 Ocean Blvd forming S/S Pacific Beach from 0+25
 To 1+00 on each side of established C

		Elev		Bliss 10/13/67		BM		Elev	
								57.06 ✓	4
	1.88	60.79 ✓	58.91		48.47 ✓			8.5	45.6 ✓
T.P.	559	59.06	12.32					6.8	47.3 ✓
								6.9	47.2 ✓
		South Side of t					0+30		
		0+00							
							0+35	6.7	47.4 ✓
0+35		6.0	48.1 ✓				0+50	6.6	47.5 ✓
0+50		6.9	47.2 ✓				0+63	8.7	45.4 ✓
0+75	Litt crosses curb at this point	8.44	45.6 ✓				0+65	13.9	40.2 ✓
1+00	on paving 1.50 East of curb	9.39	44.7 ✓				0+75	13.8	40.3 ✓
		0+15					1+00	16.9	37.2 ✓
1+00		9.5	44.6 ✓						
							0+50		TOP
0+35		8.7	45.4 ✓				0+35	6.8	47.3 ✓
0+75		8.2	45.9 ✓				0+50	7.6	46.5 ✓
0+50		6.7	47.4 ✓				0+65	9.3	44.8 ✓
0+35		6.9	47.7 ✓				T.P.	0.71	(42.58) ✓
		0+23	TOP				0+70	12.19	(41.87) ✓
0+35		6.9	47.2 ✓				0+75	11.1	31.5 ✓
0+50		6.8	47.3 ✓				1+00	13.3	29.3 ✓
0+75		8.8	45.3 ✓					13.1	29.5 ✓
0+89		9.4	44.7 ✓				T.P.	7.77	(38.42) ✓
0+91		12.8	41.3 ✓						
1+00		13.3	40.8 ✓				0+55	11.03	(30.65) ✓
		0+23	Bottom						
1+00		13.3	40.8 ✓				1+00	15.2	23.2 ✓
0+75		13.4	40.7 ✓				0+88	15.3	23.1 ✓
0+65		13.1	41.0 ✓				0+75	5.6	32.8 ✓
							0+60	5.2	33.2 ✓
							0+50	7.4	31.0 ✓
							0+35	8.7	29.7 ✓

$\begin{matrix} \times \\ \langle 38.42 \rangle \end{matrix}$

2/0

 TP 0.96 $\langle 26.85 \rangle$ 12.03 26.39 ✓

0+75

0+35 12.7 14.1 ✓

0+50 11.7 15.1 ✓

+75 12.3 14.5 ✓

0+90 13.8 13.0 ✓

1+00 16.1 10.7 ✓

T.P. 0.95 $\langle 15.25 \rangle$ 12.55 $\langle 14.30 \rangle$

0+89

1+00 10.2 5.0 ✓

0+75 10.1 5.1 ✓

0+50 9.7 5.5 ✓

0+35 9.3 5.9 ✓

0+93

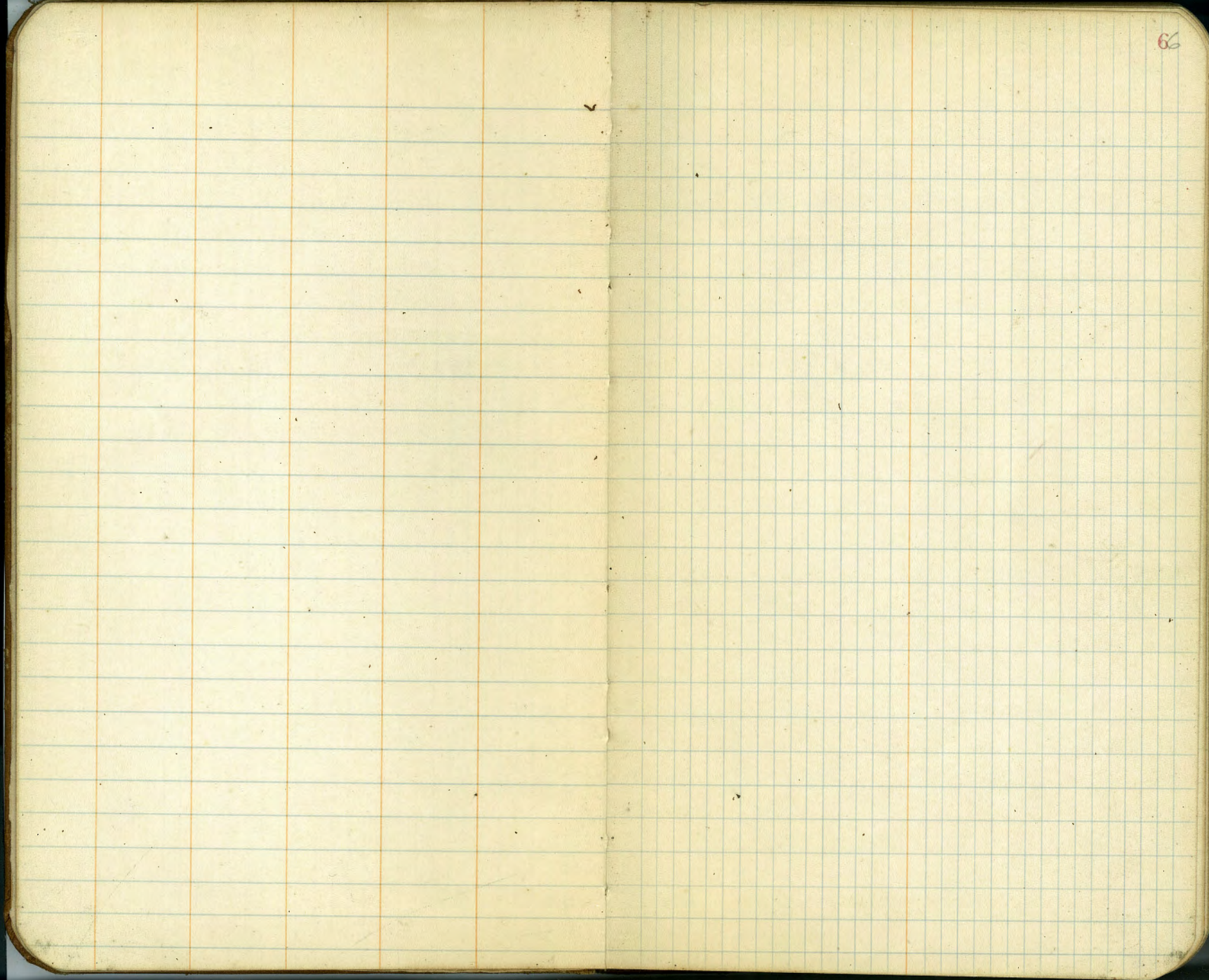
0+25 13.1 2.1 ✓

0+50 13.1 2.1 ✓

0+75 13.2 2.0 ✓

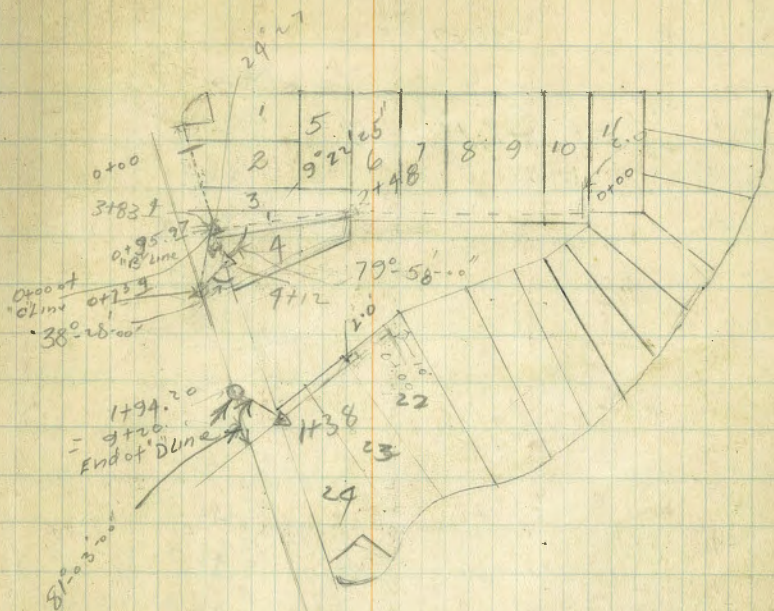
1+00 12.7 2.5 ✓

B.M. set by Moore 10.74 9.51 ✓



Survey for Sewer Levels on Nettle Ship - The
 Traut #1 Pacific Beach lots 1 to 11 inclusive
 and 22, 23, & 24

	+	T	✓	-	Elev	Blss 10/14/17
	2.50	<61.41>			58.91	
0+00				11.9	49.5 ✓	
0+33	0.17	<48.87>		12.71	<48.70> ✓	
0+33				1.6	47.3 ✓	
0+43				2.9	46.0 ✓	
0+52				3.0	45.9 ✓	
0+75				3.2	45.7 ✓	
1+00				9.2	39.7 ✓	
1+05				9.9	39.0 ✓	
1+05 10' out on N				7.8	41.1 ✓	
1+19				8.9	40.0 ✓	
1+19 15' out N				6.6	42.3 ✓	
1+31				8.8	40.1 ✓	
1+50 out 10				6.7	42.2 ✓	
1+50				9.2	39.7 ✓	
1+50 out 10				6.5	42.4 ✓	
1+67				9.5	39.4 ✓	
1+95				7.5	41.4 ✓	
2+00				7.4	41.5 ✓	
2+33				7.3	41.6 ✓	
2+48	Δ 161.9' in 5"			12.22	36.6 ✓	
2+55				13.6	35.3 ✓	
2+80				6.4	42.5 ✓	
3+02				3.9	45.0 ✓	
3+50				7.6	44.3 ✓	



	+	-	Elev		+	-	Elev
							47.16
3+82		6.6	42.3 ✓	T.P. 102			40.08 ✓
0+00	7.1 P. on Hub	6.22	47.16 ✓		8.10		39.06 ✓
0+12	4.12		7.93				D. line
0+12	4.12	8.82	38.3 ✓	0+00	7.1	33.0 ✓	
0+13	4+45	9.2	38.0 ✓	10' South	4.0	36.1 ✓	
0+14	4+54	10.1	37.1 ✓	0+36	7.8	32.3 ✓	
0+15	4+60 ^{So} End of line	12.16	34.6 ✓	16' South	5.2	34.9 ✓	
0+17				26' South	0.0	40.1 ✓	
1+0				0+45	9.2	30.9 ✓	
1+0				0+55	10.1	30.0 ✓	
1+0	0+00	1.8	45.4 ✓	13' South	5.4	34.7 ✓	
1+0	0+50	3.1	44.1 ✓	20' South	0.0	40.1 ✓	
1+1	0+75	4.5	42.7 ✓	0+70	9.5	30.6 ✓	
1+1	0+95 ^{on} 3+83 ^{on} A line	6.22	40.9 ✓	5' South	0+0	40.1 ✓	
1+3				0+90	5.7	34.4 ✓	
1+3				1+00	4.5	35.6 ✓	
1+3	0+00	6.22	41.0 ✓	8' South	0.0	40.1 ✓	
1+3	0+12	7.29	39.8 ✓	1+09	4.6	35.5 ✓	
1+3	0+12.4	8.13	39.03 ✓	1+20	1.7	38.4 ✓	
1+3	0+28.5	10.10	37.1 ✓	1+29	1.0	39.1 ✓	
1+3	0+28.7	9.00	38.2 ✓	1+38 ^{on Hub} Δ	10.2	39.1 ✓	
1+3	0+51	9.5	37.7 ✓	1+62	3.2	36.9 ✓	
1+3	0+64	9.9	37.8 ✓	1+71	5.8	34.3 ✓	
1+3	0+73.9 ^{End of line} = 10+00 ^{on original survey}	12.6	34.6 ✓	1+81	10.0	30.1 ✓	
1+3				1+94 = 9+20 ^{End of line} ^{on original survey}	13.7	26.4 ✓	
1+3				T			19.2A Elev lower at m 21 = 26.9 ±
1+3							

Sta 1000
Elev 19.5 ±

+ T
4008 ✓

2/64

T.P.	12.82	<52.59> ✓	0.31	<39.77> ✓
T.P.	7.93	<60.12> ✓	0.40	<52.19> ✓
B.M.			1.21	<58.91> ✓

R.W. Hob
N side
Leaving Ocean

3/10

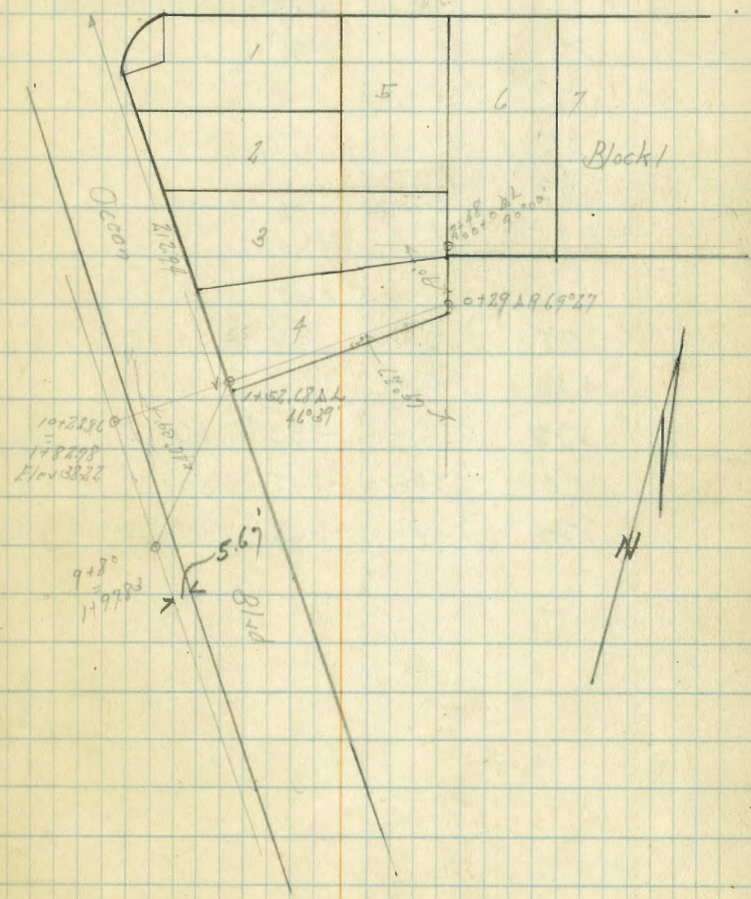
Center Levels Block 1
 Membership Fee #1

10
 10-27-27
 Survey
 Kelly
 C. B. J.

BM	643	<43.08>	<36.65>	070406 E.L.S. 10/27
010	643		36.65	
+10	101		33.0	
+29	A.P. 69°27'		<30.67>	on slab
+10	76		35.5	
+80	88		40.3	
+10	20		41.1	
+25	36		39.5	
+52.68	A.L. 46°39'		<38.32>	on slab
+63	51		38.0	
+75	95		34.6	
TP	3.53	<35.44>	<31.93>	
+86	52		30.3	
+90	Bottom Mark		20.3	
+97.82 = 9.90	754		27.9	on slab
5' West of 9190	10.3		22.2	

483
 29
 175
 25
 179

Loring St.

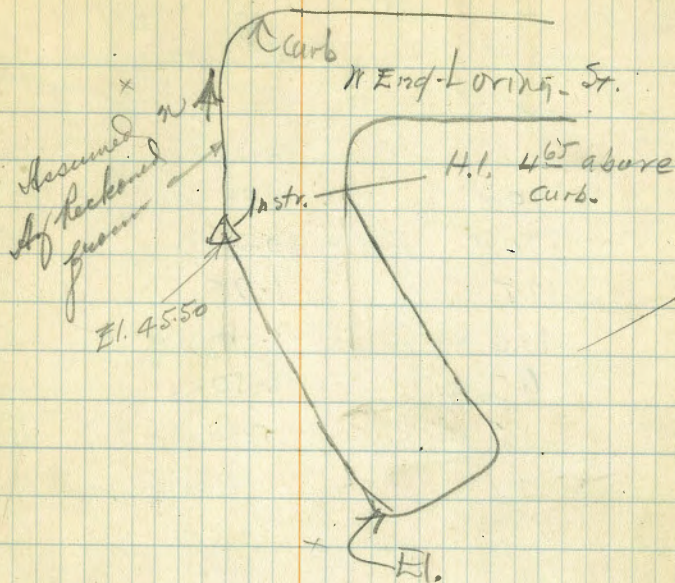


10/28/49
Bissett
Newcomb

Additional Topography along
Bluff Below Loring St.

14

Dist	23-	42.50.15		
1	55	154-30	^{Red} 270	47.45
2	48	55-	56	44.6
3	55	55-	18.6	36.6
4	27	48-	4.8	45.4
5	35	48-	10.0	40.2
6	67	357-	5.7	44.5
7	83	12-	7.7	42.5
8	85	12-	16.0	34.2
9	85	11-	16-	34.2
10	125	0.00	6.2	43.8
11	128	0.00	16.0	34.2
12	172	354-	-10.30'	409.7 - 4.53'
13	210	351-	-1.15 up	37.9 - 4.58
14	210	342	-1.46	38.7 - 6.78



5 out. 10° down

10+21⁸ Tap STK 8"

50

Levels over Proposed Revised
Location of Sewer to Settling Tank.

12

+ ↑ - El

3.2 40.70

end of curb El. 37.50

Ground - 5 ft

2' 270 ✓ 000 40.70 - 3.2 = 37.5

270 ✓ - 70 - 35 = 4.83 38.2

175 ✓ - 1 - 35 = 4.83 32.7

110 ✓ - 3 - 10 = 6.07 31.4

90.88 - 8 - 50 = 13.7 23.8

55 51' - 15 - 30 = 14.2 23.3

X 10' x 15' - 10 x 28

gamma - 10 ft.

M.H.

Torrey Pine Road
Prelim.

Elev.

13
15

245.0

Bottom Center

74+90

330.8

POT. 33+76

345.14

P.I. 31+20 29° 50' LT

Assumed elev.

350.00

P.I. 29+33 30° 30' LT

POT. 17+23

P.I. 15+11 35° 01' RT

POT. 8+30

00 = Approx. AC. EX. PAVING

Torrey Pine Road
Prelim

E/V

14

	Bottom bank		east edge
144.4	Top bank	noil	POT 48+46.3
182.5		noil	P.O.T. 48+76.3
208.8			P.I. 41+07 8° 10' LT
253.8			P.I. 34+96 11° 50' RT
267.9			P.I. 31+60.9 8° 00' RT
259.0	Wedge bottom ravine		29+41
264.5	Edge bottom of ravine		27+08
301.5			P.I. 26+37 2° 40' RT

Twinny Road

STADIA MEASUREMENTS

EIV STATION 30.00
IMPROVED

13

	" Elev.	Elev.
33. Top & leaning tele. pole foot of SANTA FE RAIL		
E edge paving at center 200 33°30' LT.		30.00
1+84		18.9
2+91		23.5
4+04	W edge Laguna - water edge water approx 3' deep	16.3
6+19	" " " "	16.3
6+73 P.O.T.		25.0
9+38.5		50.8
11+90.4 P.O.T.		87.0
14+41.7 P.O.T.		111.2
17+96		128.0
20+60.5 Δ 4° 45' LT		149.2
22+05		158.0
24+07		167.6
25+86.5 Δ LT		183.2

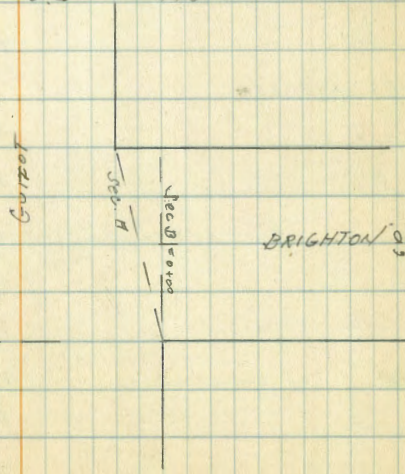
Cross Section of
BRIGHTON AVE
GIZOT To 240.8' EAST

60' wide
10' cbs
10' 1/4's

118.89

16

SECT	11.49	118.89	107.40	GIZOT + Brighton			
					1/4	6.7	112.7
					cb	7.4	111.5
S		10.4	108.5		+6	7.6	111.3
+4		11.4	107.7		1/4	6.4	112.7
Top S curb		11.60	107.3		1410		
1/4		11.9	107.0		1/4	2.0	116.9
C		12.1	106.8		+7	2.8	116.1
1/4		12.5	106.4		cb = grade	2.40	115.5
Top N curb		12.84	106.1		1/4	2.2	116.6
1/4		12.5	106.4		C	2.4	116.5
	Sec B = 0+00				1/4	2.6	116.3
1/4		10.5	108.4		cb = grade	2.20	116.7
+3		11.3	107.6		+6	1.9	117.0
cb		11.9	107.0		S	0.2	118.7
1/4		12.0	106.9		T.P.	1006 128.64	0.21 118.58
C		11.9	107.0				
1/4		11.6	107.3				
cb		11.6	107.3				
+6		11.4	107.7				
S		10.4	108.5				
	0+55						
S		5.0	113.9				
+4		6.4	112.5				
cb		7.2	111.7				
1/4		7.1	111.8				
C		6.9	112.0				



1+30

S	8.9	119.7
+4	10.3	118.3
cb = grade	10.36	118.3
1/4	11.2	117.4
c	10.8	117.8
1/4	11.0	117.6
cb = grade	11.64	117.0
+3	11.7	116.9
N	10.9	117.7

1+40

N	9.5	119.1
cb = grade	10.24	118.4
1/4	9.7	118.9
c	9.2	119.2
1/4	9.4	119.2
cb = grade	9.00	119.6
+6	9.0	119.6
S	7.3	121.3

1776 = end of existing 6" curb on South

S	5.8	122.8
+4	7.2	121.4
cb Top cement	7.30	121.3
1/4	8.1	120.5
c	7.8	120.8
1/4	8.1	120.5

cb = grade	8.45	120.2
+3	7.8	120.8
N	7.5	121.1

2+40.8 = end of existing 6" curb on North

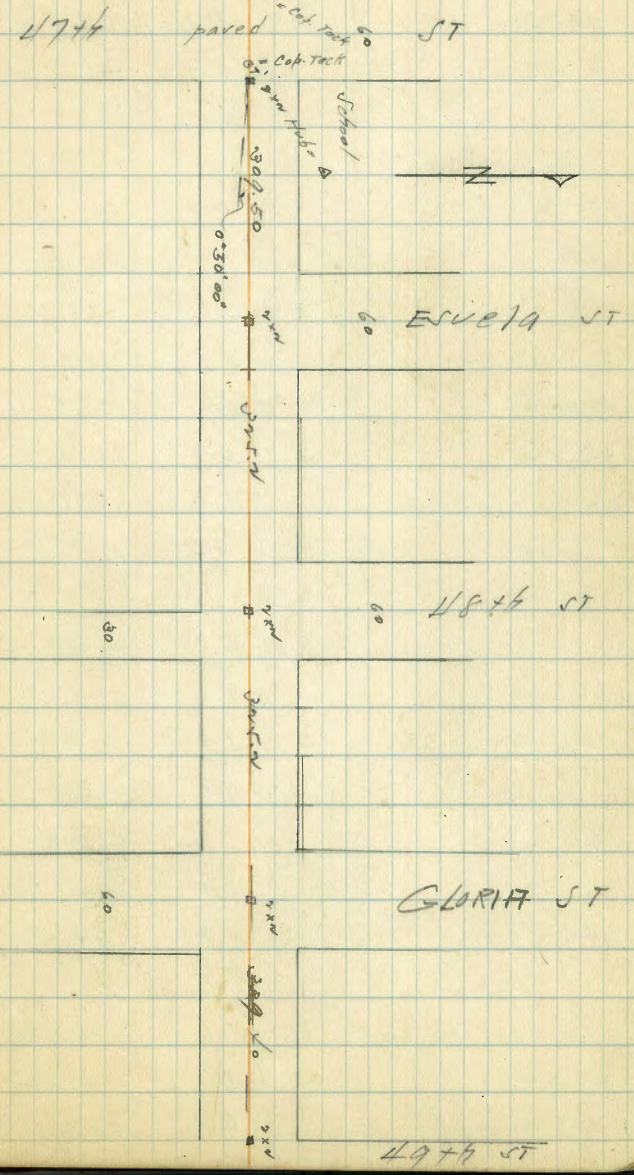
N	4.5	124.1
cb Top cement	4.80	123.8
gravel	4.6	123.0
1/4	4.5	124.1
c	4.2	124.4
1/4	4.1	124.5
cb Top cement	3.79	124.8
S	3.7	124.9

Woolman Ave X sec. = $\begin{cases} 60' \text{ wide} \\ 10' \text{ CG} \\ 20' \text{ 1/4} \end{cases}$
 Moore 47th to Escuela St
 128.00
 W & TCT 12.19 127.45 115.76 Woolman

EL 47th = 00

S		11.2	116.8	
Top cem curb		11.5	116.41	check to profile
1/4 set by		12.1	115.9	not so good for elev.?
c Wason-Valla Coff.		12.2	115.1	
1/4		12.5	115.5	
Top cem curb		12.5	115.43	" "
N		12.1	115.9	thank you!
0+01 = Top text				
N		6.6	121.4	
ab		6.3	121.2	
+1.5		12.4	115.6	
1/4		12.4	115.6	
c		11.9	116.1	
1/4		11.9	116.1	
+8		11.6	116.4	
cb		7.1	120.9	
S		6.0	122.0	
0+25				
S		5.8	123.2	
+3		5.9	122.1	
cb		6.5	121.5	
+4		9.4	118.6	
1/4		9.7	118.3	
c		9.9	118.1	

Plotted
5/10/28



127.95

1/2		10.1	117.9
+7		9.5	118.5
+8		5.3	122.7
cb		5.2	122.7
N	200 = 2 Eucalyptus road 16" diam	6.1	121.9
	0 + 50		
N		5.9	122.1
cb		5.9	122.5
1/4		6.8	121.2
c		6.9	121.1
1/4		6.5	121.5
+7		6.4	121.6
cb		5.2	122.8
S		4.8	123.2
	0 + 75		
S		4.1	123.9
cb		4.0	124.0
1/4		4.3	123.7
c		4.6	123.6
1/4		5.1	122.9
cb		5.9	122.1
N	on lawn	5.7	122.3
	1 + 00		
N	on lawn	5.6	122.4
cb		5.9	122.1
1/4		4.7	123.3

127.95

Woolman

199

c		3.5	124.5
1/4		3.6	124.4
cb		3.0	125.0
S		3.3	124.7
	1 + 25		
S		3.9	124.1
cb		3.8	124.2
1/4		4.2	123.7
c		4.4	123.6
1/4		5.3	122.7
cb		5.8	122.2
N	on lawn	5.6	122.4
	1 + 50		
N		5.5	122.5
cb		5.7	122.3
1/4		5.7	122.3
c		5.7	122.8
1/4		5.2	122.8
cb		4.6	123.4
S		3.9	124.1
	1 + 75		
S		5.6	122.4
cb		5.7	122.3
1/4		5.2	122.6
c		5.2	122.6
1/4		5.6	122.4

127.95

cb	5.6	122.4
ty Eucalyptus 10" diam	5.4	122.6
N on lawn	5.4	122.6
1480 = Eucalyptus 10" diam 2' S of N		
2+00		
N on lawn	5.3	122.7
cb	5.3	122.7
1/4	5.1	122.9
C	5.0	123.0
1/4	4.8	123.2
cb	4.9	123.1
S	4.8	123.2
2+25		
S	4.9	123.1
cb	4.7	123.3
1/4	4.6	123.4
C	4.3	123.7
1/4	4.3	123.7
cb	4.5	123.5
N	4.8	123.2
2+50		
N	4.3	123.7
cb	4.1	123.9
1/4	3.7	124.5
c	3.5	124.5
1/4	3.7	124.3

127.95

Woolman.

20

cb	3.8	124.2
S	3.3	124.7
2+79.5 = WL Esuela ST = 60' wide		
S	1.5	126.5 ^{10' over 83}
cb	1.9	126.1
1/4	2.3	125.7
c	2.1	125.9
1/4	2.4	125.6
cb	2.5	125.5
N	3.2	125.8
W cb		
N	2.6	125.4
cb	2.4	125.6
1/4	2.1	125.9
C	1.8	126.2
1/4	2.1	125.9
47	2.0	126.0
49	1.0	127.0
cb	1.0	127.0
S	1.4	126.6
W 1/4		
S	1.7	126.3
cb	1.8	126.2
1/4	2.1	125.9
C	1.7	126.3
1/4	1.8	126.2

127.95

cb		2.2	125.8
N		2.6	125.4
	φ Escuela		
N		2.1	125.9
cb		1.9	126.1
1/4		1.7	126.3
c		1.4	126.6
1/4		1.7	126.3
cb		1.9	126.1
S		1.5	126.5
	E 1/4		
S		0.2	127.8
cb		0.6	127.4
+5		1.4	126.6
1/4		1.6	126.4
c		1.3	126.7
1/4		1.6	126.4
cb		2.0	126.0
N		2.1	125.9
	E cb		
N		1.5	126.5
cb		1.4	126.6
1/4		1.4	126.6
a		1.1	126.9
1/4		1.2	126.8
cb		0.4	127.8

127.95

Woolman

21

T.P.	58'	132.96	0.80	127.15
S curb + 7			4.8	128.2
+9			3.8	129.2
S			3.9	129.1
	E Escuela			
S			2.7	130.3
+4			2.8	130.2
+3			3.9	130.1
cb			4.3	128.7
1/4			5.7	127.3
c			6.0	127.0
1/4			6.3	126.7
cb			5.9	127.1
N			6.2	126.8
T.P.	248	125.70	9.2	143.50
check to BM			9.2	115.77
				$\frac{115.76}{0.01 \text{ error}}$

Bliss Islet Middle town Addition from the N line of state st
Holbeck To the W line of Linwood Drive

X
116.98

B.M. SWBP
India cholms

+ 78.16 Elev 66.08

TP 13.12 91.13 0.15 78.01

TP 12.85 103.78 0.20 90.93

TP 12.85 116.48 0.18 103.60

0+00 N line of 5 1/2 ft

S 6.3 110.2

+5 7.3 109.2

Top cb. 7.53 108.9

Gutter 8.9 108.1

+6 8.1 108.4

1/4 8.1 108.4

8 8.9 108.1

1/4 9.2 107.3

+5 9.5 107.0

Gutter 9.6 106.9

N Top cb 9.55 106.9

N 9.1 107.4

W cb

N 7.9 108.6

cb 8.1 108.4

1/4 8.0 108.5

8 7.9 109.1

1/4 6.8 109.7

cb 6.4 110.1

+8 5.6 111.0

+10 4.7 111.8

S

S

+6

cb

1/4

+9

8

1/4

cb

N

N

cb

1/4

+8

8

1/4

+2

cb

+10

S

TP

S

cb

4.6

W cb + 9

1.4

3.7

4.6

6.0

6.8

6.9

7.5

7.6

7.5

N 1/4

7.5

6.9

7.1

7.1

6.6

9.0

3.9

3.5

2.8

0.6

12.20

128.49

0.19

8

8.1

11.1

111.9

115.1

112.8

112.9

110.5

109.7

109.6

109.0

108.9

109.0

109.0

109.6

109.4

109.4

116.1

112.5

113.1

113.0

113.7

115.9

116.29

120.4

117.4

12899

12899

110

24

1/4	12.7	115.8
+7	15.0	113.5
¢	17.5	111.0
+2	18.6	109.9
1/4	18.6	109.9
+9	17.7	110.8
cb	18.0	110.5
+9	19.1	109.4
+6	19.0	109.5
N	18.9	109.6
	£ +6	
N	18.9	109.6
+6	18.6	109.9
+9	19.0	109.5
+12	17.8	110.7
cb	18.0	110.5
+9	18.0	110.5
+10	17.0	111.5
1/4	17.0	111.5
+5	18.1	110.4
+9	18.0	110.5
¢	16.0	112.5
+5	13.0	115.6
1/4	11.0	117.6
+3	10.3	118.2
+5	10.3	118.2

+7	9.7	118.8
cb	9.0	119.5
+4	8.3	120.2
5	6.2	122.3
	E 1/4	
5	9.9	124.9
+7	5.6	122.9
+9	6.3	122.2
cb	7.0	121.5
+6	7.9	120.6
+9	8.8	119.7
1/4	9.3	119.2
+8	11.8	116.7
¢	15.0	112.5
+3	16.0	112.5
+10	16.0	112.5
1/4	15.8	112.7
+7 Top Bank	14.1	114.4
+7 Bottom Bank	18.0	110.5
cb	18.0	110.5
+2	18.9	109.6
N	18.9	109.6
	E cb	
-N	18.0	110.5
+1	17.0	111.5
+10	17.0	111.5

128.99

136.99

25
25

15' East of the E Line of S 16 1/2

cb	17.4	111.1
+1	17.2	111.3
+5	9.8	112.7
+12	10.0	112.5
1/4	10.3	112.2
+9	11.4	117.1
+10	11.8	116.7
R	11.2	117.3
+9	7.9	121.1
1/4	6.8	121.7
cb	3.3	125.2
S	0.9	128.1
TP	8.53	136.99
	0.03	128.96
	E Prop	
S	5.6	131.4
cb	8.7	128.3
1/4	12.1	124.9
+9	13.1	123.9
R	14.0	123.0
1/4	14.0	123.0
+11	15.0	122.0
cb	21.3	115.7
+1	25.0	112.0
+9	25.0	112.0
N	24.5	112.5
N+25	25.0	112.0

N-25

N

+3

+5

+8

+10

cb

+2

+3

1/4

R

+10

1/4

+6

cb

+5

S

S

S

+5

cb

+5

1/4

+2

R

1/4

29.5

112.5

29.0

113.0

29.0

113.0

20.5

116.5

16.5

120.5

12.6

124.4

12.6

124.4

12.6

124.4

11.9

125.1

11.7

125.3

11.1

125.9

10.1

126.9

9.5

127.5

8.5

128.5

6.1

130.9

3.8

133.2

2.2

134.8

26'E

0.2

136.8

1.2

135.8

9.6

132.4

6.3

130.7

7.9

129.1

8.2

128.8

8.8

128.2

9.3

127.7

136.99

145.79
41' East

175
23
198
100

26
26

+7	9.7	127.3
cb	10.2	126.8
+10	12.4	124.6
+11	16.4	120.6
N	17.4	119.6
+5	20.4	116.6
+9	21.~	116.0
+14	21.6	115.4
+19	22.7	114.3
+30	22.8	114.2
	35' East	1
N-30	21.6	115.4
N-5	21.6	115.4
N	17.6	119.4
+1.5	11.4	125.6
+9	9.4	127.6
cb	8.7	125.3
1/4	7.9	129.1
2	7.4	129.6
1/4	6.5	130.5
+7	5.0	132.0
cb	2.9	134.1
Set <small>BM on Hub on Peckholes</small>	6.30	130.69
T.P.	9.40	145.79
	0.60	136.39
+9	8.1	137.7
S	6.8	139.0

S	5.8	140.0
+6	7.7	138.1
cb	10.5	135.3
+10	13.5	132.3
1/4	14.4	131.4
+~	14.8	131.0
2	15.1	130.7
1/4	15.6	130.2
cb	16.5	129.3
+9	17.8	128.0
+11	19.0	126.8
N	19.5	126.3
+1	21.0	124.8
+~	24.5	121.3
+9	28.0	117.8
+25	31.1	114.7
	49' E	
N	19.0	126.8
+5	17.0	128.8
+17	16.7	129.1
cb	15.5	130.3
1/4	15.0	130.5
2	13.8	132.0
1/4	12.9	132.9
+9	11.~	134.6
cb	9.6	136.2

195.79

195.79

27

S	3.5	142.3
	5) 38 E.	
S	3.2	142.6
cb	9.5	136.3
+10	12.2	133.6
1/4	12.5	133.3
1/2	13.3	132.5
1/4	14.8	131.0
+8	15.0	130.8
cb	15.0	130.8
+9	16.0	129.8
N	19.0	126.8

cb	5.9	139.8
+3	6.8	139.0
1/4	9.1	136.7
+3	9.6	136.2
1/2	11.0	134.8
1/4	12.2	133.6
cb	14.2	131.2
+11	16.0	129.8
N	19.0	126.8

Set BM 2 Nails in Pole
 P.I. of Chafers 5 Line Whitewood 0.3.6
 Drive 145.43

51.38 on N = 61.25 Sec A 80 E

N	19.0	126.8
+1	18.0	127.8
+5	16.0	129.8
cb	14.8	131.0
1/4	14.3	131.5
1/2	12.2	133.6
1/4	10.8	135.0
+5	10.1	135.7
cb	8.0	137.8
S	2.0	143.8

of 51.38 on N = 076.85 Sec B. Soursketch

S	1.9	143.9
+5	3.0	142.8

Bliss
Isbell
Holbrook

X Sections of Linwood Drive
from the S Line of Fremont to the N Line
of Benson

BM Hub
Engineers
2 1/2" Barometer
set on this job

X
139.95

28

	X	-	Elev	+A		
	2.12	132.81	130.69	+	9.7	130.2
	9.59	139.95	130.91	+	9.0	130.9
				1/4	8.9	131.5
				0.6	8.1	131.8
				+1	8.1	131.8
				1/4	9.9	130.5
				+1	9.9	130.5
				+5 floor of Dwelling	13.31	126.64
					21' South	
				W	13.5	126.4
				0.6	13.6	126.3
				1/4	12.9	122.0
				+	12.9	127.0
				+2	11.5	125.4
				1/4	10.8	129.1
				+3	10.2	129.7
				0.6	10.3	129.6
				E	10.0	129.9
				T.P	1.12	130.08
					10.99	128.96
					26' South	
				E	0.7	129.4
				7:06	0.8	129.3
				+1	1.0	129.1
				+1	3.0	127.1
				1/4	3.7	126.4
				+9	4.3	125.8

0+00 = S Line of Fremont

09' South

17' South

E-10

E

0.6

1/4

+

+1

1/4

0.6

1/4

W

+2

+2.5

0.6

1/4

E

1/4

0.6

E

E-10

E

0.6

1/4

130.08

£	9.~	125.9
1/4	9.3	125.8
cb	9.4	125.7
W	5.5	124.6
	30' South	
W	5.5	124.6
cb	5.0	125.1
1/4	4.8	125.3
£	4.7	125.4
1/4	4.6	125.5
cb	4.6	125.5
E	4.~	125.9
E+20	3.~	126.9
	33' South	
E-20	2.~	126.9
E	4.9	125.7
cb	4.6	125.5
1/4	4.9	125.2
£	5.9	124.7
1/4	5.0	125.1
cb	5.4	124.7
W	5.8	124.3
W+20	7.~	122.1
	92' S.	
W-20	10.5	119.6
W	7.6	122.5

130.08

29

cb	6.0	124.1
1/4	5.9	124.2
£	6.0	124.1
+2	6.8	123.3
1/4	7.3	123.8
+6	7.~	122.9
cb	9.0	121.1
E	8.9	121.7
E+20	7.9	122.7
	45' S	
E-20	7.9	122.7
E	8.3	121.8
cb	7.0	121.1
1/4	8.9	121.7
+3	7.8	122.3
+5	6.5	123.6
£	6.3	123.8
1/4	6.1	124.0
cb	6.7	123.4
+3	8.0	122.1
W	10.6	120.1
W+20	10.5	119.6
	50' S	
W-25	14.5	115.6
W-7	14.0	116.1
W-2	11.0	119.1

π
130.08

W	11.0	119.1
cb	11.0	119.1
1/4	10.6	119.5
ϕ	10.2	119.9
1/4	9.5	120.6
cb	9.5	120.6
E	9.0	121.1
E+20	7.5	122.6
52'South		
E-20	7.9	122.7
E	9.3	120.8
cb	10.0	120.1
1/4	10.2	119.9
ϕ	10.9	119.2
1/4	11.3	118.8
cb	11.8	119.1
W	13.0	117.1
W+20	15.0	115.1
67'S		
W-20	14.0	116.1
W	13.3	116.5
cb	12.5	117.6
1/4	11.9	118.2
ϕ	11.9	118.2
1/4	10.9	119.2
cb	10.3	119.9

π
130.08

30

+8	9.2	120.9
+10	7.2	122.9
E	7.0	123.1
E+20	6.3	123.8
73'S		
E-15	5.9	124.7
E ground	6.0	124.1
E	6.6	123.5
+2	6.7	123.4
+3	7.9	122.9
+6	8.2	121.9
+7	9.1	121.0
cb	9.9	120.2
1/4	10.5	119.6
ϕ	11.9	118.7
1/4	12.1	118.0
cb	13.2	116.9
W	13.8	116.3
W+20	15.0	115.1
88'S		
W-20	15.0	115.1
W	13.8	116.3
cb	13.0	117.1
+2	13.0	117.1
+3	11.0	119.1
1/4	10.0	120.1

T
130.08

ϕ		9.2	120.9
1/4		8.0	122.1
ob		7.4	122.7
E		6.2	123.4
E+9 Wall		5.8	124.3
4.9 Top Retaining Wall		1.65	128.42
T.P.	5.65	135.93	6:30
		95'S	129.78
E-15	Front Building on E	9.70	130.71
E-15 on Ground		5.9	129.5
E		6.4	129.0
ob		8.2	127.2
1/4		9.4	126.0
ϕ		10.5	124.9
1/4		11.3	124.1
+2		11.9	123.5
+5		18.2	117.2
ob		18.5	116.9
N		18.8	116.6
		97'S	
N		16.6	116.8
+1		15.4	120.0
ob		12.6	122.8
1/4		10.5	124.9
ϕ		9.8	125.6
1/4		8.7	126.7

T
135.43

31³¹

ob		7.9	129.5
E		6.3	129.1
+5		5.7	129.7
+20		3.7	131.7
		103'S	
E-20		1.7	133.7
E		3.4	132.0
ob		5.7	129.7
1/4		7.0	128.4
ϕ		7.6	127.8
+3		7.7	127.7
1/4		9.3	126.1
ob		10.5	124.9
N		13.5	121.9
		108'S	
N		9.2	126.2
ob		7.4	128.0
1/4		6.7	128.7
E		6.0	129.4
1/4		5.1	130.3
ob		3.7	131.7
+3		2.8	132.6
E		1.6	133.8
T.P.	8.11	143.02	0:50
E+20		6.8	136.2

\bar{x} 143.02
 Produced 225
 117 S. N Line of Chalmers

\bar{x}
 150.94

$\frac{131}{90}$

10.

32
32

E-20		2.3	140.7
E		5.8	137.2
+7		7.6	135.4
cb		8.9	134.6
1/4		9.9	133.1
1/4		11.1	131.9
cb		13.1	129.9
W		15.0	128.0
		127.5	
W		11.9	131.1
cb		10.1	132.9
1/4		8.7	134.3
1/4		8.1	134.9
1/4		7.1	135.9
+cb		5.5	137.5
+6		4.8	138.2
E		2.8	140.2
W T.P	9.23	150.94	1.31
			141.71
E+9		9.1	141.8
+20		7.6	143.3
		139'S	
E-20		5.3	145.6
E-16		6.7	144.2
E-3		7.9	143.0
E		8.5	142.4

+6		10.4	140.5
cb		11.4	139.5
1/4		12.4	138.5
1/4		13.5	137.4
1/4		14.6	136.3
cb		15.7	135.2
W		18.2	132.7
		149'South	
W		17.1	133.8
cb		14.7	136.2
1/4		13.5	137.4
1/4		12.2	138.7
1/4		11.4	139.5
cb		10.1	140.8
+10		8.6	142.3
E		8.0	142.9
+14		6.3	144.6
+20		3.7	147.2
		170'S	
E-20		1.2	149.7
E		5.6	145.3
cb		7.9	143.0
1/4		9.2	141.7
1/4		10.4	140.5
1/4		11.7	139.2
cb		12.7	138.2

T
150.99

W		19.8	136.1
	185 South		
W		12.0	135.9
+7		10.9	140.0
cb		9.6	141.3
1/4		8.5	142.4
1/2		6.7	144.2
1/4		5.1	145.8
cb		3.8	147.1
+6		2.7	148.2
E		1.4	149.5
T.P	11.87	157.30	5:51
			145.93
E+20		3.8	153.5
	20'S		
E-15		0.1	157.2
E		1.5	155.8
cb		2.8	154.5
+4		3.4	153.7
1/4		4.2	153.1
1/2		6.8	150.5
1/4		10.4	146.9
cb		12.2	145.1
+6		13.1	144.2
W		13.1	144.2
+5		12.8	144.5
+10		12.5	144.8

T
157.30

10.0 333

+25		13.0	144.3
	215 South		
W-25		10.8	146.5
W		8.5	148.8
cb		7.2	150.1
1/4		5.7	151.6
1/2		3.2	154.1
1/4		2.4	154.4
cb		2.0	155.3
XTP 9-76	164.98	2.08	155.22
E		7.3	157.7
E+20		4.5	160.5
	227'S		
E-20		3.7	161.3
E		6.2	158.8
+1		6.6	158.4
cb		8.5	156.5
1/4		9.4	155.6
+3		10.3	154.7
1/2		10.5	154.5
1/4		11.3	153.7
cb		12.6	152.4
W		14.4	150.6
+25		17.0	148.0
	293'S		
W-25		15.3	149.7

16998

W	12.3	152.7
cb	10.0	155.0
1/4	9.1	155.1
ϕ	8.3	156.7
1/4	7.5	157.5
cb	6.9	158.1
E	9.8	160.2
E+20	2.9	162.6
	249's	
E-20	1.5	163.5
E	7.4	160.6
cb	6.7	158.3
1/4	7.5	157.5
ϕ	8.2	156.8
1/4	8.9	156.1
cb	9.8	155.2
W	12.0	153.0
W+5	15.2	149.8
	262's	
W-25	13.6	151.4
W	9.5	153.5
cb	8.2	156.8
1/4	7.5	157.5
ϕ	6.4	158.6
1/4	5.5	159.5
cb	5.1	159.9

16998

90

34

34

+5	4.2	160.8
E	3.0	162.0
E+15	0.5	164.5
T.P.	8.51	170.96
	272's	162.45
E-20	5.0	165.96
E	7.8	163.2
+9	8.8	162.2
cb	9.6	161.4
1/4	10.3	160.7
ϕ	11.3	159.7
1/4	12.5	158.5
cb	13.2	157.5
W	14.9	156.6
+10	15.6	155.4
+25	18.3	152.7
	289' South	
KI-25	16.0	155.0
W	13.3	157.7
+6	12.7	158.3
cb	11.9	159.1
1/4	11.2	159.8
ϕ	9.9	161.1
1/4	8.6	162.4
cb	7.9	163.1
+7	6.2	164.8

170.96

E	5.6	165.4
+20	3.9	167.6
300' South N. side of Benson		
E	9.7	166.3
cb	6.5	164.5
1/4	7.5	163.5
ϕ	8.5	162.5
1/4	9.3	161.7
cb	10.2	160.8
W	12.1	158.9
+15	13.7	157.3
+25	15.0	156.0
N cb		
W ³⁰ / ₂₅	14.6	156.4
W-15	13.0	158.0
W	11.1	159.9
cb	9.5	161.5
1/4	8.9	162.6
ϕ	7.5	163.5
1/4	7.0	164.0
cb	6.9	164.6
E	4.5	166.4
N 1/4		
E	3.6	167.4
cb	5.3	165.7
1/4	6.2	164.8

170.96

35

ϕ	7.1	163.9
1/4	8.0	163.0
cb	8.8	162.2
W	10.7	160.3
+15	12.6	158.4
+25	14.0	157.0
ϕ		
W-25	12.9	158.1
-10	11.4	159.6
W	10.2	160.8
cb	8.7	162.3
1/4	7.8	163.2
ϕ	7.0	164.0
1/4	6.1	164.9
cb	5.3	165.7
E	3.6	167.4
S 1/4		
E	3.6	167.4
cb	4.8	166.2
1/4	5.5	165.5
ϕ	6.5	164.5
1/4	7.5	163.5
cb	8.5	162.5
W	9.9	161.1
W+15	11.5	159.5
W+25	12.1	158.9

X
170.96

5 cb

W-25	11.8	159.2
-15	11.1	159.9
W	9.7	161.3
cb	8.2	162.8
1/4	7.2	163.8
E	6.6	164.4
1/4	5.8	165.2
cb	5.3	165.7
E	4.0	167.0

S. line of Benson

E	5.5	165.5
cb	6.1	164.9
1/4	6.6	164.4
E	7.1	163.9
1/4	7.8	163.2
cb	8.3	162.5
W	9.7	161.3
W+25	11.8	159.2

15' S. of the Skimo of Benson

W-25	12.0	159.0
W	10.9	160.1
cb	10.2	160.8
1/4	10.1	160.9
E	9.7	161.3
1/4	10.1	160.7
+5	9.3	161.7

X
170.96

36
36

cb	9.3	161.7
E	7.8	163.2
	25'S.	
E-15	5.8	165.2
E	8.0	163.0
+1	9.9	161.6
cb	11.2	159.8
1/4	11.7	159.3
E	12.5	158.5
1/4	13.1	157.9
+2	13.2	157.8
+3	12.9	158.6
cb	12.3	158.7
W	13.1	157.9
+25	13.1	157.9
	35'S.	
1-25	14.9	156.1
-9	15.0	156.0
-7	15.8	155.7
W	15.8	155.2
cb	15.5	155.5
1/4	15.0	156.0
E	14.9	156.6
1/4	14.0	157.0
cb	12.9	160.1
+11	10.9	151.4
E	9.6	
	00	170.96

Set B.M. 3 Nails in Po 6
W-W Benson + Lindblad

Bliss
230011
Holbeck
3/28/28

X Sections Benson Street from the E line
of Linwood Drive East to 100' East of the
E line of Guy.

7
182.03

37
37

	11.07	182.03	170.96	+10	10.9	
		0+00 = E line of Linwood Drive	Read of Linwood	cb	11.2	
N		16.1	165.9	1/4	10.8	
cb		16.1	165.9	E	10.7	
+2		15.3	166.7	1/4	11.1	
1/4		19.9	167.1	+6	12.1	
1/4		19.5?	167.2	cb	12.1	
1/4		14.9	167.1	S	11.1	70.9
cb		15.2	166.8		50' E	
S		17.0	165.0	S-15	8.3	173.7
		25' E		S	8.3	173.7
S		13.0	169.0	+10	8.7	
cb		12.7	169.3	cb	9.6	172.4
1/4		11.8	170.2	+5	10.3	
1/4		11.7	170.3	1/4	9.1	
1/4		11.8	170.2	1/4	8.9	173.1
+4		12.5	169.5	1/4	8.8	
cb		12.6	169.4	cb	9.0	173.0
+2		12.0	170.0	1/4	9.5	172.5
N		12.2	169.8	N+20	10.6	171.4
N+20		13.0	169.0		15' East	
N+20		14.0	168.0	N-20	7.7	175.3
N+20		31' E		N	6.4	175.6
N-20		13.6		+7	5.6	
N-10		12.2		cb	5.8	176.2
N		11.7	170.3	1/4	5.9	

182.03

2	5.4	176.6
1/4	5.5	
+2	5.8	
+4	6.6	
cb	6.3	175.7
S	5.8	176.2
S+15	5.6	176.4
	97'E	
S-15	3.2	
S	3.6	178.4
+3	3.3	
+5	2.0	
cb	2.4	179.6
+3	2.4	
1/4	1.6	
2	1.7	180.3
1/4	1.8	
cb	2.4	179.6
N	2.9	179.1
N+5	3.7	
N+20	4.5	
	100'E	
N-20	3.8	178.2
N	2.4	179.6
+8	1.9	
cb	1.7	180.3

182.03

12.80
350
930
180
11.10

38

1/4	1.2	
2	1.2	180.8
1/4	2.1	
cb	2.0	180.0
+2	1.7	
+7	0.7	
S	0.3	181.7
T.P	13.06	195.03 0.06
		108'E
S-5	Diverging 7/000	11.10
S		12.8
+5		12.9
+7		13.5
cb		13.5
1/4		13.1
2		13.3
1/4		13.3
cb		13.5
+5		13.9
N		13.4
N+20		15.1
		117'E
N-20		13.6
N		12.2
+2		12.2
+4		12.4

T
195.03

cb		12.4	182.6
1/4		11.6	
¢		11.5	183.5
1/4		11.5	
cb		12.2	182.8
S		12.2	182.8
S-5	Dwelling	12.2	
		125'E	
S-5	Dwelling	11.3	183.7
S		11.4	183.6
+7		11.3	
+8		10.5	
1/4 cb		10.8	184.2
1/4		10.1	
¢		10.1	184.9
1/4		10.4	
+4		11.4	
cb		11.4	183.6
N		10.8	184.2
N+20		12.4	182.1
		150E	
N-20		8.3	186.7
N		7.1	187.9
+7		6.9	
+9		7.3	
cb		7.3	187.7

T
195.03

39³⁹

1/4		6.9	
¢		6.2	188.8
1/4		6.2	
+5		6.8	
cb		6.8	188.2
+9.8		6.9	
+9		10.3	
S		10.7	184.3
S+20		11.3	183.7
		175'E	
S-20		11.0	184.0
S		9.9	185.1
+1		9.4	
+7		3.8	
cb		4.0	191.0
1/4		3.1	
¢		2.9	192.1
1/4		3.0	
+3		3.3	
cb		3.2	191.8
N		3.0	192.0
+11		2.2	
+12		3.9	
N+20		9.5	190.5
		181'E	
N-20		3.8	

195.03

-12 3.2
 -11 1.9
 N 2.1 192.9
 cb 2.6 192.4
 1/4 2.2
 Ⓢ 2.4 192.6
 1/4 2.7
 cb 3.1 191.9
 +9 3.7
 S 4.5 190.5
 S+13 8.2
 S+19 10.1
 S+20 11.1

200' E N line of Guy ^{50' st} _{12.5} _{7.25 1/4}

S-20 10.5 184.5
 S 4.6 190.4
 T.P. 1310 265.94 2.19 192.89
 cb 11.8 194.1
 1/4 10.6
 Ⓢ 10.8 195.1
 1/4 10.3
 cb 10.3 195.6
 N 10.3 195.6
 +20 10.7 195.2
 w cb
 N-20 7.8

205.94

8.0

40.0

Ncb

12.0

N 7.6
 +2 8.0
 cb 8.0 197.9
 1/4 8.6
 Ⓢ 8.7 197.2
 1/4 9.3
 cb 10.6
 S 14.4
 S+20 20.1
 S+30 29.5
 T.P. 3.40 208.29 1.10 204.89
 N 1/4
 S-25 23.5

S 16.2
 cb 12.5
 1/4 10.9
 Ⓢ 10.2
 1/4 9.9
 cb 9.5
 N 8.8
 N+20 9.0
 Ⓢ
 N-20 8.6 199.2
 N 8.3 199.9
 cb 8.5 199.7
 1/4 8.7

π
208.29

ϕ	9.0	199.2
1/4	9.7	
cb	11.9	
+5.5 fence	12.2	
S	14.8	193.4
S+10	19.0	
S+20	21.0	187.2

E 1/4

S-20	21.2	
S-9	16.2	
S	14.0	
S+8 fence	13.0	
+9	11.9	
cb	10.5	
1/4	8.7	
ϕ	8.1	
1/4	7.8	
cb	7.6	
N	7.5	
N+20	7.7	
E cb		
N-20	7.1	
N	6.6	
cb	6.5	
1/4	6.6	
E	7.1	

π
208.24

41 41

1/4	8.3
cb	10.0
+35 fence	10.9
S	13.0
S+10	17.0
+17	18.7
+25	21.0

E line of Guy

S-25	20.3	188.0
S-15	15.9	192.8
S	10.5	197.7
S+11 Fence	8.1	
cb	7.6	201.6
1/4	5.6	
ϕ	4.5	203.7
1/4	4.1	
cb	4.2	
+8	4.2	
N	3.4	204.8
N+20	3.5	204.7
T.P	10.62	218.41
0.95		207.79

25'E. of the E line of Guy

N-20	9.0	209.4
N	9.0	209.4
cb	9.8	208.6
1/4	10.3	

π
218.91

φ		10.9	207.5
12/19		12.9	
+ 3.25 fence		13.2	
+ cb		14.6	203.8
S		19.0	199.4
S+20		25.0	193.4
S+30		27.9	191.0
	50'E		
S-25		20.9	198.0
S-12		18.9	
S-6		14.9	
S		14.9	204.0
cb		13.0	205.4
+1		11.5	
+ 5.25 fence		9.3	
1/4		8.8	
φ		6.8	211.6
1/4		6.0	
cb		5.3	213.1
+1		4.4	
N		3.8	214.6
N+20		4.2	214.2
J.P.	11.23	228.88	0.76
			217.65
		75'E	
N1-20		9.5	219.4
N		8.9	220.5

π
228.88

8.0

π
42

+6		9.3	
cb		9.8	219.1
1/4		10.2	
φ		10.8	218.1
+2.5 Fence		11.0	
1/4		12.7	
cb		15.0	213.9
S		18.5	210.4
S+20		20.0	
S+30		22.3	206.6
	87'E		
S1-30		18.1	
S-20		16.5	
S		13.0	215.9
cb		10.1	218.8
1/4		8.7	
+5.25 fence		6.8	
φ		6.8	222.1
1/4		6.6	
cb		6.3	222.3
N		5.7	223.2
N+20		6.6	
	100'E		
N-20		4.3	224.6
N		2.9	226.0
cb		3.6	225.3

π
228.88

43

14	3.6	
+ 4 15 fence	3.0	
7	3.0	225.9
+ 2	3.1	
14	1.0	
+ 3	1.5	
06	1.5	227.4
5	9.9	224.0
5 + 20	8.6	
+ 25	9.7	219.2
Set B.M. 3 Nails in Pole opposite A Benson + Peck hole	0.29	228.59

Bliss
Isbell
Hallock

X Sections for opening of Benson
from Present end of Benson to Peterborough Sea

56.57
125.6
75.1/2

240.98

10

44

3. m. opposite to
Polo D. Pueblo
line

5.12	233.71	228.59	+11	6.0	
E	1.3	232.4	E	5.5	235.5
cb	1.9			25.5	
1/4	2.8		E	2.8	238.2
E	3.6	230.1	+2	9.6	
+2	3.7		+3	6.8	
1/4	6.4		cb	8.9	
+2.7. Fence	6.5		+2	9.5	
cb	7.3		1/4	8.7	
W	10.0	223.7	+1.5 fence	8.1	
+1	9.5		E	8.6	232.4
W+2.5	12.7	221.0	1/4	9.6	
+3.5	14.6	219.1	cb	10.5	
	15.5		N	11.9	229.1
W-3.5	12.6	221.1	+2.5	16.8	
-2.5	16.6		+3.5	18.9	222.1
W	6.4	227.3		35.5 N	
cb	9.6		W-3.5	17.0	
1/4	3.7		-2.5	15.3	
+5.5 fence	2.7		N	10.2	
E	2.7	231.0	cb	8.4	
T. J.	9.27	240.98	200	231.71	
1/4	9.8		1/4	7.7	
+ 9.15 House	9.7		E	7.1	
cb	9.0		1/4	6.6	
+10	8.5		+9.15 fence	6.2	
			+3	6.8	

T
240.98

cb	6.8	
+10	6.0	
+11	2.7	
E	2.7	
	39'N	
E	2.0	
cb	4.8	
+0.5 fence	5.1	
1/4	5.5	
E	6.1	
1/4	7.3	
cb	7.7	
W	9.6	
+25	14.8	
+35	16.5	
	50'N	
W-35	14.9	226.1
-25	13.2	
-12	10.1	
W	8.4	232.6
cb	6.1	
1/4	5.2	
E	4.6	236.4
1/4	4.1	
cb	3.5	
+4.5 fence	2.7	

T
240.98

45
45

E	0.9	240.1
T.P	3.13	243.05
	1.06	239.92
	75'	
E	1.6	241.4
cb	3.0	
1/4	3.5	
E	4.2	238.8
1/4	4.9	
cb	5.2	
W	6.9	236.1
W+12	9.0	
+25	11.6	
+35	13.3	229.7
T.P	8.00	247.92
	3.13	239.92
	9.9'N	
W-35	15.2	242.7
W-25	13.4	
W-10	10.4	
W	9.5	238.4
cb	8.5	
1/4	7.9	
E	7.4	240.5
1/4	6.5	
cb	5.7	
+8	5.3	
E	3.9	244.5

247.92

T.P	797	253.20	2.69	245.23
		100 N		
E			2.7	250.5
+1			9.6	
+7			7.3	
cb			9.3	
1/4			10.3	
1/4			11.9	241.3
1/4			12.7	
cb			13.0	
W			14.0	239.2
+9			19.3	
+25			18.0	
+35			19.6	233.6
		110' N		
W-35			19.5	
W-25			16.2	
W-10			13.8	
W			13.5	
cb			12.9	
1/4			12.1	
1/4			10.7	
1/4			9.4	
+3			8.7	
+5			6.8	
cb			6.3	

16

253.20

+8				3.6	
E				3.9	
				135' N	
E				3.0	250.2
+4				9.4	
cb				5.6	
1/4				6.8	
1/4				8.7	244.5
1/4				10.2	
cb				10.9	
W				12.1	241.1
+10				13.9	
+25				16.0	
+35				18.8	234.4
				147' N	
W-35				19.9	
W-25				17.0	
-10				14.1	
W				12.5	
cb				10.7	
+2				10.1	
1/4				7.7	
1/4				7.8	
1/4				2.1	
cb				1.6	
E				0.6	

9

46

253.20

153' N. N. line of Peterbaugh
Produced West

E	0.2	253.0
cb	0.7	
1/4	1.3	
1/2	2.9	250.3
1/4	5.7	
cb	8.8	
N	12.2	240.6
+10	14.0	
+20	15.6	
+25	17.0	
+35	20.4	232.8

BM 13 Mon.
Set Extreme West of Peterbaugh 9.03 299.17

47
4-

Bliss
 Isbell
 Holbeck
 4/8/28
 3 M. 13 Mon
 Wood Peterburgh

X. Sections of Peterburgh from end of
 Improvements on N side West to Pueblo
 line +

256.55

48

	+	-	Elev		60' 1st 8' obs 11' 1/2
7.38	256.55		299.17	N	2:7 253.8
S		0.00	End of Improvements on N side Peterburgh		38' West
S		3.9	252.6	N	3:3 253.2
cb		3.9		+6	3.6
1/4		3.8		cb	4.4
1/4		3.6	252.9	+3	5.1
1/4		3.7		1/4	5.9
Cutter		3.5		1/4	5.6 251.0
Topob		3.28		1/4	6.1
N		3.1	253.4	+9	6.5
		13 West		cb	6.2
N		3.6		S.	5.7 250.8
cb		3.9			42' West Pueblo line
1/4		4.1		S.	5.9 250.6
1/4		4.1		cb	6.2
1/4		4.3		+1	6.9
cb		4.5		1/4	6.3
S.		4.7		1/4	6.1 250.4
		26' W		1/4	6.0
S		5.2	251.3	cb	4.6
cb		5.0		+2	3.8
1/4		4.8		N	3.5 253.0
1/4		4.8	251.7	T.P. 13.19	269.49 0.25 256.30
1/4		4.7		check 0.88 M SE Dark Peterburgh	4.48 265.01
cb		3.9		T.P. 2.63	264.33 7.79 261.70
+5		3.5		check 0.88 M Brookings white SE Bolt Peterburgh	8.27 256.06
				fine plug	8.29 256.04
				NE of Brookings	

Bliss
Duermit
Halbeck
5/16/28
BM SE BP
Texas Polk

X Sections Polk Street from the
E. line of Texas to W. line of Oregon

80'±
14'±
13'±

7
333.16

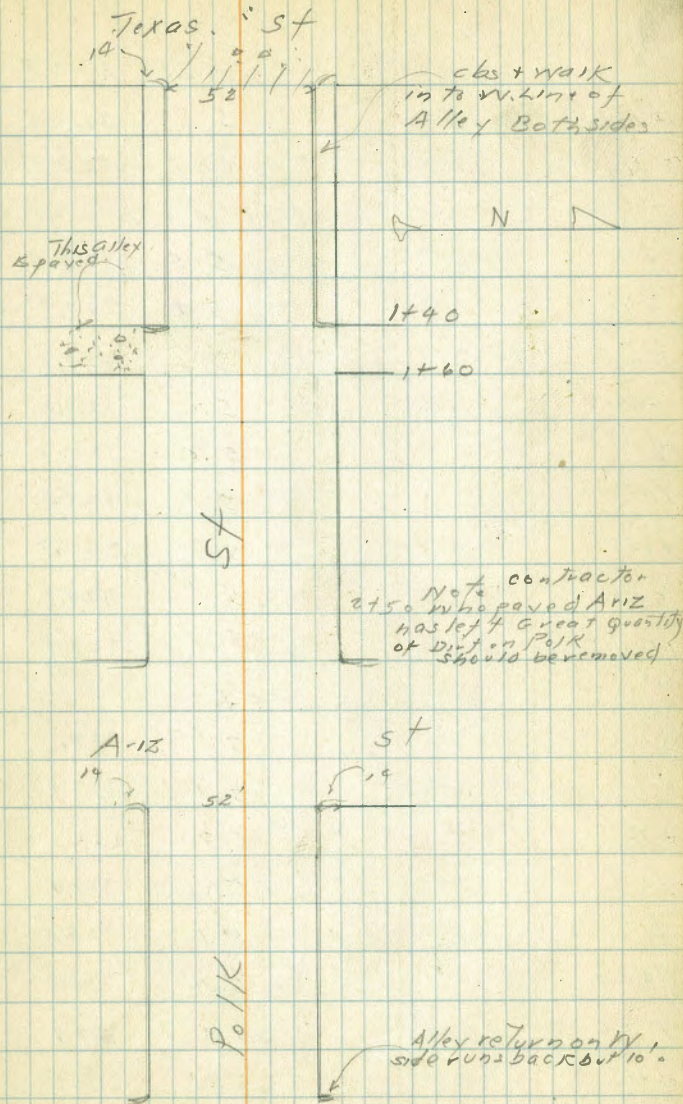
49
49

Station	Distance	Elevation	Notes	Distance	Elevation		
	821	333.16		G	8.1	325.1	
			07.00 = E line of Texas	N Top cb	7.96	325.2	
S Top cb		8.15	325.0		50.5		
E		8.67	324.5	9	N Top cb	7.55	325.4
1/4		8.27	324.9	G	7.6	325.6	
1/2		8.11	325.1	+7	6.9	326.8	
3/4		8.26	324.9	1/4	6.5	326.7	
G		8.68	324.5	1/2	6.9	326.3	
N Top cb		8.27	324.9	1/4	7.1	326.1	
			10' East	G	7.8	325.4	
N Top cb		8.13	325.0	S Top cb	7.65	325.5	
E		8.6	324.6		75'±		
+5		8.1	325.8	S Top cb	7.42	325.8	
1/4		7.9	325.3	G	7.4	325.8	
1/2		7.9	325.3	+3	6.8	326.4	
3/4		8.1	325.1	1/4	6.7	326.5	
E		8.5	324.7	1/2	6.9	326.4	
S Top cb		8.06	325.1	3/4	6.1	327.1	
			25' East	+10	6.4	326.8	
S Top cb		7.92	325.2	G	7.6	325.6	
E		8.2	325.0	Top cb	7.24	325.9	
1/4		7.6	325.6		100'±		
1/2		7.4	325.8	N Top cb	7.12	326.0	
3/4		7.2	326.8	G	7.5	325.7	
+5		7.0	326.2	+1	6.1	327.1	
+10		7.6	325.6	1/4	6.0	327.2	

33316

Sketch of Polk St. Texas to Hamilton 50

£	6.2	327.0
1/4	6.5	326.7
+10	6.7	326.5
G	7.2	326.0
S Top cb	7.15	326.0
	140' E White Alley	see sketch
S	6.6	326.6
S Top cb	6.74	326.4
G	6.7	326.5
+3	6.3	326.9
1/4	5.8	327.4
£	5.7	327.5
1/4	5.6	327.6
+11	6.2	327.0
G	6.8	326.4
N Top cb	6.66	326.5
N on Grid	6.0	327.2
N on Top cb	6.48	326.7
	160' E E Line of Alley	
N	5.1	328.1
cb	5.6	327.6
+3	6.1	327.1
+5	5.9	327.8
1/4	5.3	327.9
£	5.2	328.0
1/4	5.6	327.6



cb	5.7	327.5
+12	5.8	327.4
S. on Paved Alley	6.43	326.7
	180'E	
S	5.4	327.8
+11	5.4	327.8
cb	5.8	327.4
1/4	5.2	328.0
ϕ	5.0	328.2
1/4	5.1	328.1
+10	5.8	327.1
cb	5.1	328.1
N	5.1	328.1
	200'E	
N	5.1	328.1
cb	5.1	328.1
+4	5.9	327.3
1/4	5.2	328.0
ϕ	5.1	328.1
1/4	5.0	328.0
+7	5.3	327.9
cb	5.7	327.5
+4	5.2	328.0
S	5.1	328.1
	250'E	
S	9.8	328.4

+10	9.9	328.3
cb	5.9	327.8
+2	5.6	327.6
1/4	5.0	328.2
ϕ	5.0	328.2
1/4	5.3	327.9
+10	5.5	327.7
cb	9.9	328.3
N	9.7	328.5
	295'E	
N	9.9	328.3
cb	5.0	328.2
+3	5.5	327.7
1/4	5.5	327.7
ϕ	5.1	328.1
1/4	5.9	327.8
+12	5.3	327.9
cb	5.1	328.1
S	5.0	328.2
	300' East W. line	
Stop cb	5.19	328.0
G	5.78	327.1
1/4	5.33	327.8
ϕ	5.29	327.9
1/4	5.52	327.8
G	5.97	327.2

↑
333.16

N Topcb	521	329.0	
	E Line Arizona = 00		
N Topcb	315	330.0	
G	392	329.2	329.24
1/4	350	329.7	
1/4	338	329.8	
1/4	291	330.3	
G	386	329.3	329.30
S Topcb	321	330.0	
	05' East		
S Topcb	320	330.0	
G	32	330.0	
1/4	33	329.9	
1/4	32	330.0	
1/4	32	330.0	
+5	34	329.8	
G	36	329.6	
N Topcb	307	330.1	
	50' East		
N Topcb	247	330.7	
G	30	330.2	
1/4	28	330.9	
1/4	28	330.9	
1/4	31	330.1	
G	31	330.1	
S Topcb	272	330.4	

↑
333.16

52

			75' E	
S Topcb			2.97	330.7
G			2.7	330.5
1/4			2.7	330.5
1/4			2.5	330.7
1/4			2.8	330.4
G			2.7	330.5
N Topcb			2.21	331.0
			100' E	
N Topcb			188	331.3
G			23	330.9
1/4			23	330.9
1/4			2.2	331.0
1/4			2.2	331.0
G			2.4	330.8
S Topcb			213	331.0
			140' E. White Alley	
S Topcb			110	332.1
G			16	331.6
1/4			1.4	331.8
1/4			1.2	332.0
1/4			1.5	331.7
G			1.7	331.5
N Topcb			128	331.9
TP	12.97	349.25	128	331.88

π
39485

160' E

N Topcb	11.95	332.9
G	12.6	332.3
1/4	12.5	332.4
£	12.2	332.7
1/4	12.5	332.4
G	12.8	332.1
S Topcb	12.01	332.8
200' E ^{Brk in cb Grade}		
S Topcb	10.79	334.1
G	11.3	333.6
1/4	10.9	334.0
£	10.6	334.3
1/4	10.5	334.4
G	10.5	334.4
N Topcb	9.91	334.9

256

N Topcb	6.37	338.5
G	7.1	337.8
1/4	7.3	337.6
£	7.1	337.8
1/4	7.8	337.1
G	7.9	337.0
S Topcb	7.30	337.6

300' E = W. L. Hamilton St <sup>80' St
20' Cb
10' 1/2</sup>

S Topcb	3.68	341.2
E	4.1	340.8

π
39485

53

1/4	3.8	341.1
£	3.5	341.4
1/4	3.7	341.2
G	3.5	341.4
N Topcb	2.73	342.1

310' E W. Line of Hamilton St <sup>60' St
20' Cb
10' 1/2</sup>

N Topcb	1.95	342.9
G	2.9	342.0
1/4	2.9	342.10
£	2.9	342.0
1/4	3.2	341.7
G	3.5	341.4
S Topcb	3.00	341.9

Ncb

S on Topcb	2.93	341.9
S on Grd	3.7	341.2
cb	3.5	341.4
1/4	3.3	341.6
£	2.9	342.0
1/4	2.8	342.1
cb	2.7	342.2
N on Topcb	1.85	343.0
N on Grd	2.5	342.4

W 1/4

N	1.8	341.1
cb	2.2	342.7

1/4	2.4	342.5
ϕ	2.6	342.3
1/4	2.8	342.1
cb	3.0	341.9
S	3.1	341.8
ϕ		
S	2.4	342.5
cb	2.3	342.6
1/4	2.1	342.8
ϕ	2.0	342.9
1/4	1.8	343.1
cb	1.7	343.2
N	1.3	343.6
E 1/4		
N	1.2	343.7
cb	1.4	343.5
1/4	1.7	343.2
ϕ	1.8	343.1
1/4	1.9	343.0
cb	2.2	342.7
S	2.4	342.5
Ecb		
S. on Topcb	1.42	343.4
San Ground	2.2	342.7
cb	2.0	342.9
1/4	1.8	343.1

ϕ	1.7	343.2
1/4	1.6	343.3
cb	1.4	343.5
NonTopcb	0.41	344.4
NonGround	1.2	343.7
TP	12.83	3572.7
	0.41	344.44
E Line Hamilton		
N	12.5	344.8
N Topcb	12.86	344.4
ϕ	13.2	344.1
1/4	13.6	343.7
ϕ	13.6	343.7
1/4	13.5	343.8
G	14.0	343.3
S Topcb	13.83	343.4
S	13.5	343.8
	0.315	
S	9.5	347.8
cb	9.0	348.3
+3	9.9	347.4
+7	12.8	344.5
1/4	12.7	344.6
+11	12.6	344.7
ϕ	9.3	348.0
+2	8.3	349.0
1/4	7.9	349.4

π
357.27

cb	7.5	349.8
N	7.3	350.0
5' East		
N	6.5	350.8
cb	6.8	350.5
1/4	7.0	350.3
£	7.6	349.7
+3	7.4	349.9
+8	9.3	349.0
1/4	9.1	349.2
+7	9.7	347.6
+10	7.7	349.6
cb	7.4	349.9
+2	7.7	349.6
S	7.8	349.5
40'E		
S	7.5	349.8
+5	7.6	349.7
cb	7.2	350.1
+4	7.4	349.9
+7	8.2	349.1
1/4	7.7	349.6
£	7.0	350.3
1/4	6.5	350.8
cb	6.1	351.2
N	6.2	351.1

π
357.27

55

35'E		
N	4.5	352.8
cb	5.1	352.2
1/4	5.1	352.2
£	5.3	352.0
+5	6.0	351.3
1/4	6.1	351.2
cb	6.1	351.2
S	5.9	351.4
40'E		
S	5.2	352.1
cb	5.2	352.1
1/4	5.0	352.3
£	4.3	353.0
1/4	3.7	353.4
cb	3.2	354.1
N	3.1	354.2
47' East Concrete Walk on line on S		
etc	4.41	352.9
55'E. End Auto Driveway on S		
on line	W. Edge	4.19 353.1
63.5'E. Edge of auto Driveway on S		
on line	E. edge	4.07 353.2
66'E. Wedge. auto Driveway on S		
on line	W. edge	3.54 353.7
71'E. Edge of auto Driveway on S		
on line	E. edge.	3.50 353.8

357.27

85° E

N		0.4	356.9
cb		0.7	356.6
TP	10.88	0.94	356.33
1/4		10.7	356.5
E		11.4	355.8
+6		11.7	355.5
1/4		12.5	354.7
cb		12.7	354.5
S		12.7	354.5

87.5° E Walk on South

5' Back ctr

12.37 354.8

90° E

S		11.6	355.6
+12		11.7	355.7
cb		12.0	355.2
1/4		11.4	355.8
+6		10.8	356.4
E		10.5	356.7
1/4		10.6	356.6
cb		10.1	357.1
N		10.0	357.2

130° E

N		8.5	358.7
+10		9.1	358.1
cb		7.8	359.4
1/4		8.4	358.8

367.21

56

E		9.1	358.1
1/4		7.2	358.0
cb		10.1	357.1
S		9.9	357.3

121.5° Walk on South

on line ctr

9.79 357.4

140° E W Line of Alley

S		9.4	357.8
cb		9.4	357.8
1/4		9.0	358.2
E		8.3	358.9
1/4		8.0	359.2
cb		7.7	359.5
N		7.3	359.9

160° E E Line of Alley

N		6.7	360.5
cb		7.3	359.9
1/4		7.7	359.5
E		8.1	359.1
1/4		8.3	358.9
cb		8.6	358.6
S		8.6	358.6

190° E

S		7.9	359.8
cb		7.2	360.0
1/4		7.1	360.1

π
367.21

275.2 = 3.71

ϕ	7.0	360.2
1/4	6.5	360.7
cb	6.0	361.2
N	5.7	361.5
204'E		
N	5.2	362.0
cb	5.5	361.7
1/4	5.9	361.3
ϕ	6.2	361.0
1/4	6.5	360.7
cb	7.1	360.1
S	6.9	360.3
211'E		
S	6.5	360.7
cb	6.8	360.4
1/4	6.1	361.1
ϕ	5.7	361.5
1/4	5.9	361.8
cb	5.0	362.2
N	4.3	362.9
225'E Walk on N		
online	ctr	3:97 363.23
240'E		
N	3.7	363.5
cb	3.9	363.3
1/4	4.2	363.0

π
367.21

57

ϕ	4.5	362.7
+10	5.1	362.1
1/4	5.9	361.8
cb	5.7	361.5
+9	5.7	361.5
S	5.2	362.0
242'E Walk on North		
online	ctr	3.71 363.5
254'E		
S	4.5	362.7
+10	5.1	362.1
cb	5.1	362.1
1/4	4.7	362.5
+6	4.1	363.1
ϕ	4.0	363.2
+3	4.0	363.2
1/4	3.8	363.4
cb	3.9	363.8
N	3.0	364.2
257'E Auto Driveway on N		
online	ctr	2.86 364.35
280'E		
N	1.8	365.4
cb	2.5	364.7
1/4	3.0	364.2

ϕ	3.2	364.0
1/4	3.6	363.6
cb	3.5	363.7
S.	3.6	363.6

300' E W Line of Oregon
on paving

S	3.2	364.0
Top cb	3.28	363.9
G	3.82	363.4
1/4	3.25	363.9
ϕ	2.90	364.3
1/4	2.83	364.4
G	3.05	364.1
N. Top cb	2.31	364.9
N	1.8	365.4

TP	0.19	366.13	1.27	365.94
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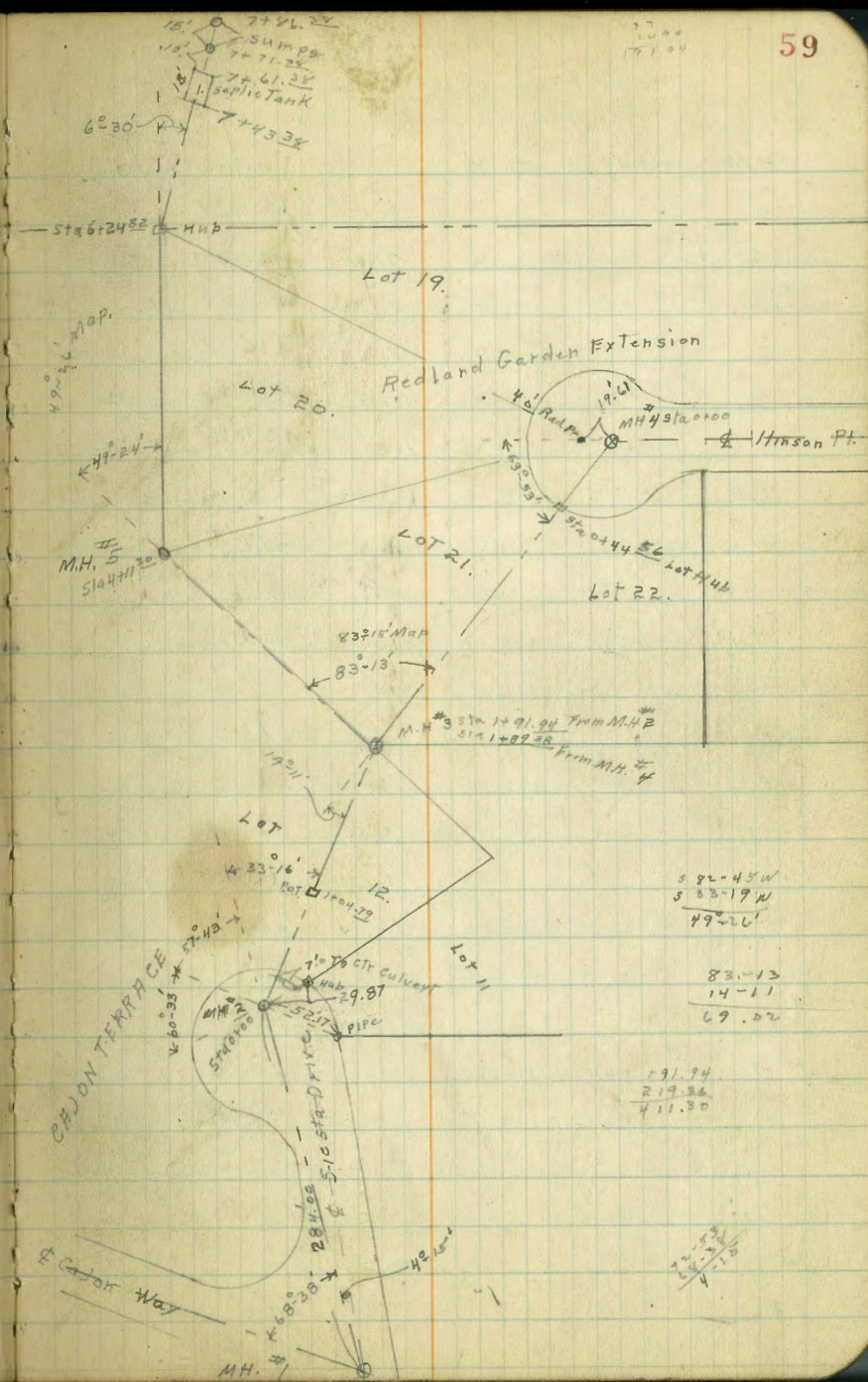
TP	1.19	356.21	11.11	355.02
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check on BM S.E. of Lincoln Oregon			5.28	350.934
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Preliminary Sewers

1st Cajon Terrace & Redland Garden Ext.
Line from M.H. #4 & Hinson Pt. to M.H. #3

BM.	0.41	420.15		419.74	S.W. 25' R. Hub Siesta + Cajon Way
T.P.	0.41	408.13	12.43	407.72	
0+00	M.H. #4		4.16	403.97	on Hub
	+44.56	Property line	4.2	403.93	
	+48		3.6	404.53	
	1+00		7.8	400.33	
	1+12		11.2	396.93	
T.P.	0.37	395.40	13.10	395.03	
	1+25		5.7	389.7	
T.P.	0.42	383.04	12.78	382.62	
	1+50		5.6	377.44	
T.P.	0.70	370.80	12.94	370.10	
	1+82		6.2	364.6	
	1+89 ²⁵	M.H. #3 = 1+91 ²⁴ from Siesta Dr.	6.47	364.33	



Prelim. Sewers
 In Cajon Terrace & Redland Garden Evt.
 From M.H.R. To Septic Tank

8-24-24
 Miller

370.80

69

s.w. 25' Rad Hub

Start Cajon Way

on Hub.

S. End C.B. Intake

Top cmt. elev

B.M.	0.41	420.15	419.74	2 + 50	9.6	361.2		
00 = M.H.R.			7.97	+ 56	10.0	360.8		
0 + 15 ³⁵			9.24	+ 54	10.9	359.9	W. edge wash	
0 + 15 ³⁵			8.18	+ 72	11.8	359.0	E. edge wash	
0 + 25			8.0	+ 74	10.6	360.2		
+ 28			9.0	3 + 00	10.6	360.2		
+ 50			11.0	+ 17	11.9	358.9		
T.P.	0.41	408.13	12.43	+ 28	14.4	356.4		
+ 90			5.6	+ 30	15.2	355.6	wash	
1 + 08			6.6	+ 35	14.5	356.3		
T.P.	0.37	395.40	13.10	+ 60	14.8	356.0		
1 + 20			2.1	T.P. 3.26	367.42	12.64	358.16	
1 + 40			11.6	+ 80	7.6	353.82	wash	
T.P.	0.42	383.04	12.78	4 + 11 ³⁰ M.H. 5 Δ 49° 24' R.	9.7	351.72	wash	
1 + 55			6.0	+ 33	10.2	351.22		
1 + 65			11.0	+ 35	9.7	351.72		
T.P.	0.70	370.80	12.94	+ 70	11.3	350.12		
1 + 77			5.5	+ 78	12.5	348.92	wash	
1 + 84			7.2	+ 85	11.8	349.62		
1 + 91 ²⁴ M.H. #3	Lot Hub Oct Lots 21-22		6.47	Δ 69° 02' L on Hub	5 + 00	11.7	349.72	
2 + 00			6.9	T.P. 1.85	352.17	11.10	350.32	
+ 03.			8.2	Wash	5 + 20	3.5	348.67	wash
+ 06.			7.0		+ 50	3.8	348.37	wash
+ 22			8.2		6 + 00	4.9	347.27	wash
+ 31			9.9	Wash	6 + 24 ³⁰ Hub Δ 6° 30' R.	6.0	346.17	✓
+ 40			9.4		+ 35	7.2	344.97	

352.17

6+50	7.1	345.07	
+60	7.8	344.37	
+70	9.2	342.97	Wash
+81	8.2	343.97	
7+00	8.2	343.97	
+20	9.2	342.97	
+32	11.5	340.67	
+35	10.0	342.17	Wash
7+43 ²⁸ E. End Septic Tank ϕ	9.81	342.36	on Hub.
5' S. of ϕ on s.e. Cor Tank	9.8	342.37	
n's. of ϕ	10.4	341.77	
16' S. of ϕ = ϕ Wash	12.1	340.07	
5' N. of ϕ on N.E. Cor Tank	9.6	342.57	
15' N. " "	9.4	342.77	

7+61²⁸ W. End Tank

ϕ	10.1	342.07	
15' N. of ϕ	10.0	342.17	
5' N. of ϕ N.W. Cor Tank	9.8	342.37	
5' S. " ϕ S.W. " "	10.2	341.97	
13' " " "	10.6	341.57	
17' " " " = ϕ Wash	12.4	339.77	

7+71²⁸ = 1st samp.

ϕ	10.0	342.17	
10' S. of ϕ	10.7	341.47	
10' N. " "	9.7	342.47	

352.17

7+86²⁸ = 2nd samp.

ϕ	10.6	341.57	
10' N. of ϕ	10.1	342.07	
10' S. " "	10.9	341.27	
T.P.	11.37	361.69	1.85
T.P.	12.45	372.93	1.21
T.P.	12.82	385.55	0.20
T.P.	12.94	398.05	0.44
T.P.	12.53	410.07	0.51
T.P.	10.19	420.14	0.12
at K ch orig. BM			0.40
			419.74

10-13-28 Culvert and Pavement Notes
 J.C. Bliss
 Router at Chatsworth + Poc

B. M. S.W. B.P. Wawona + Chatsworth 86.44
 +1.48

T 87.92

Levels catch basin C

Grating at gutter level 9.76 78.16
 Catch basin wall at cb level 8.89 79.03
 Flowline 12" Feeder Culvert 11.24 76.68

Catch basin B

Grating at gutter level 9.61 78.31
 Catch basin wall at cb level 8.93 78.99

Flowline Main 24" culvert

across Chatsworth 12.87 75.05

Flowline 18" Feeder, see sketch 11.92 76.00

Catch basin A

Grating at gutter level 10.55 77.37

Catch basin wall at cb level 9.74 77.98

Flowline 12" Feeder 12.24 75.68

Catch basin D

Grating at gutter level 10.75 77.17

Catch basin wall at cb level 10.04 77.88

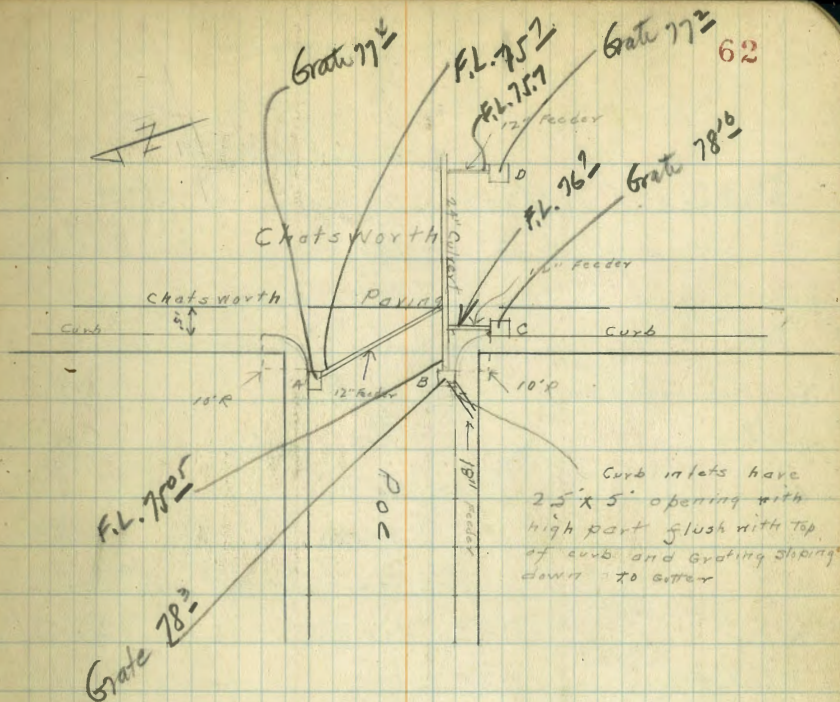
Flowline 12" Feeder 12.25 75.67

Levels around S.W. Return

South end return 8.85 79.07

Center return 8.88 79.04

West end return 8.88 79.04



79.04
 79.04
 79.40

N. W Return

West end return	9.86	78.06
Center "	9.89	78.08
North end "	9.87	78.05

Section along paving on Chatsworth

N Line Poe ^{60' wide} _{for 205 for 245}	10.37	77.55
cb	12.25	77.67
1/4	10.10	77.82
2	9.95	77.97
1/4	9.76	78.16
cb	9.65	78.27
S Line Poe	9.46	78.46

T.P. 9.04 78.88

+003 π 78.91

Inlet #1 as per blue print

Top of 24" x 30" Grating	7.75	71.16
Flow Line of 24" culvert	11.18	67.78

Inlet # 2

Top of 72" x 30" Grating	8.67	70.44
Flow line of inlet	12.62	66.29
Note 18" culvert from North		
30" culvert toward south		

Inlet #3

Top 72" x 30" Grating	9.35	69.56
Flowline intersection of 30" culvert from North + 24" culvert from N.W	13.16	65.75

T.P. -8.23 70.68
+5.62 π 76.30

Inlet # 6

Opening 30" x 60"		
Grating at gutter level	8.50	67.80
Top Inlet Wall	7.93	68.37
Flowline 30" culvert	13.13	63.17
Flowline 12" Feeder from #7	11.46	64.84

T.P. S.E. Top Hydrant Capistrano + Poe - 3.82 72.48

+ 0.78

π 72.96

B.M. N.W. B.P. Capistrano + Poe - 1.13 71.73

Inlet # 7

Opening 30" x 60"		
Grating at gutter level	5.15	67.81
Top inlet wall	4.89	68.07
Flow line 12" Feeder	7.48	65.48

Note box and culvert of this inlet are clogged with sand and should be cleaned out.

T 72.96

T.P.

+ 2.12

-12.22 ✓ 60.74

T 63.46 ✓

30" outlet culvert #5

Flowline 2.25

61.21

B.M. S.W.B.P. Wawona & Chatsworth

+ 2.31

T 88.75 ✓

Inlet #8

24" x 30" Opening

Top grating 8.59

Flowline 12" Feeder 12.88

80.16

77.87

24" x 30" opening

Inlet #9

Top grating 7.37

Flowline 12" Feeder 9.45

81.28

79.20

B.M. S.W.B.P. Wawona and Chatsworth 86.44

+ 12.70 79.14 ✓

T.P.

+ 6.58

T 101.98 ✓

Inlet #10

24" x 30" Opening

Top Grating 6.18

Flowline 12" Culvert 8.12

95.80

93.86

T 101.98

64

Inlet #11

24" x 30" Opening

Top grating 5.01

Flowline 12" culvert 6.98

B.M. S.W.B.P. Wawona & Chatsworth 86.44

+ 2.11 88.55

T.P.

- 10.54 78.01

+ 4.29

T 82.30

Inlet #12

30" x 24" Opening

Top Grating 5.68

Flowline box
12" culvert from North. 18' towards East
#13 9.27

76.61

73.03

Top Grating 7.67

Flowline 18" Culvert 11.71

74.63

70.59

12" Gutter culvert N.W. Wabaska & Chatsworth

Feeding to #17 Flowline 5.41

76.89

12" outlet culvert N.E. Wabaska & Chatsworth Feeding

to #13 Flowline 7.47

74.83

10-15-28

J. C. Bliss

Drebert to Tennyson

Mattson

X section Atascadero-Wells

40' Roadway

10' 145

65

B.M. Nail in Pole Tennyson Wabaska 88.10

+4.39

T 92.49

Section from B.C. N.W. Return 7+52⁵³ on Northto W.L. Tennyson on South 7+81⁵⁰

A Tpac	5.24	87.3
G	5.8	86.7
1/4	5.6	86.9
£	5.7	86.8
1/4	6.1	86.4
G	6.2	86.1
S Tpac	5.88	86.6

7+ 52⁵³

S Tpac	5.27	87.2
G	5.7	86.5
1/4	5.5	87.0
£	5.5	87.0
1/4	5.6	86.9
G	5.8	86.7
N Tpac	5.24	87.3

7+ 25

N. Tpac	4.68	87.8
G	5.1	87.4
1/4	4.8	87.7
£	4.8	87.7

T 92.49

1/4	4.8	87.7
G	5.1	87.4
S Tpac	4.64	87.9

7+00

S Tpac	3.80	88.7
G	4.2	88.3
1/4	4.0	88.5
£	3.9	88.6
1/4	4.1	88.4
G	4.4	88.1
N Tpac	3.90	88.6

6+75

N Tpac	2.92	89.6
G	3.4	89.1
1/4	3.3	89.2
£	3.0	89.5
1/4	3.2	89.3
G	3.5	89.0
S Tpac	2.86	89.6

6+50

S Tpac	1.88	90.6
G	2.5	90.0
1/4	2.4	90.1
£	2.2	90.3
1/4	2.4	90.1

\bar{A} 92.49

G	24	90.1	
N T _p cb	170	90.6	
	6+25		
N T _p cb	090	91.6	
G	15	91.0	
1/4	15	91.0	
¢	12	91.3	
1/4	12	91.3	
G	17	90.8	
S T _p cb	090	91.6	
T.P.		-0.17	92.32

+1281

 \bar{A} 105.13

	6+00		
S T _p cb	12.45	92.6	
G	13.3	91.8	
1/4	12.9	92.2	
¢	12.7	92.4	
1/4	12.9	92.2	
G	13.1	92.0	
N T _p cb	12.51	92.6	
	5+75		
N T _p cb	11.46	93.6	
G	12.0	93.1	
1/4	11.9	93.2	

 \bar{A} 105.13

¢	11.7	93.4	
1/4	11.8	93.3	
G	12.1	93.0	
S T _p cb	11.40	93.7	
	5+50		
S T _p cb	10.38	94.7	
G	11.2	93.9	
1/4	10.8	94.3	
¢	10.8	94.3	
1/4	10.9	94.2	
G	11.0	94.1	
N T _p cb	10.4	94.7	
	5+25		
N T _p cb	9.31	95.8	
G	9.9	95.2	
1/4	9.8	95.3	
¢	9.8	95.3	
1/4	9.8	95.3	
G	10.2	94.9	
S T _p cb	9.41	95.7	
	5+00		
S T _p cb	8.43	96.7	
G	9.1	96.0	
1/4	8.8	96.3	
¢	8.7	96.4	

T 105.13

1/4	86	96.5
G	88	96.3
N Tpcb	822	96.9
	4175	
4 Tpcb	709	98.0
G	76	97.5
1/4	76	97.5
2	75	97.6
1/4	76	97.5
G	81	97.0
5 Tpcb	736	97.7
	4150	
5 Tpcb	610	99.0
G	68	98.3
1/4	64	98.7
2	63	98.8
1/4	63	98.8
G	64	98.7
N Tpcb	596	99.1
	4125	
N Tpcb	472	100.4
G	52	99.9
1/4	52	99.9
2	51	100.0
1/4	52	99.9

67

T 105.13

G	55	99.6
5 Tpcb	481	100.3
	4100	
5 Tpcb	344	101.7
G	43	100.8
1/4	40	101.1
2	38	101.3
1/4	38	101.3
G	39	101.2
N Tpcb	331	101.8
	3475	
N Tpcb	192	103.2
G	25	102.6
1/4	25	102.6
2	24	102.7
1/4	26	102.5
G	30	102.1
5 Tpcb	209	103.0
	3150	
5 Tpcb	060	104.5
G	14	103.7
1/4	10	104.1
2	09	104.2
1/4	08	104.3
G	11	104.0

105.13

N T p cb 0.52 104.6
T.P. -0.45 104.68

+1307

117.75

3+25

N T p cb 11.53 106.3
G 12.5 105.3
1/4 11.9 105.9
G 11.8 106.0
1/4 11.9 105.9
G 12.4 105.4
S T p cb 11.72 106.1

3+00

S T p cb 10.07 107.7
G 10.7 107.1
1/4 10.0 107.8
G 10.0 107.8
1/4 10.2 107.6
G 10.7 107.1
N T p cb 9.85 107.9

2+75

N T p cb 8.04 109.8
G 8.8 109.0
1/4 8.2 109.6
G 8.1 109.7

68

117.75

1/4 8.5 109.3
G 9.1 108.7
S T p ab 8.34 109.5

2+50

S T p cb 6.56 111.2
G 7.3 110.5
1/4 6.6 111.2
G 6.2 111.6
1/4 6.3 111.5
G 6.8 111.0

N T p cb

6.10

111.7

2+25

1/4 T p cb

4.02

113.8

G

4.8

113.0

1/4

4.5

113.3

G

4.2

113.6

1/4

4.6

113.2

G

5.4

112.4

S T p ab

4.56

113.2

2+00

S T p ab

2.40

115.4

G

3.2

114.6

1/4

2.7

115.1

G

2.3

115.5

1/4

2.5

115.3

Σ 117.75

G	28	115.0	
A T p c b	190	115.9	
T.P		-0.25	117.50

+ 13.11

111

 Σ 130.61

1475

A T p c b	12.47	118.1
G	13.4	117.2
114	13.1	117.5
♀	13.0	117.6
114	13.3	117.3
G	14.0	116.6
S T p c b	13.09	117.5

1450

S T p c b	10.88	119.5
G	11.6	119.0
114	10.9	119.7
♀	10.6	120.0
114	10.7	119.9
G	11.1	119.5
A T p c b	10.13	120.5

1425

A T p c b	7.58	123.0
G	8.5	122.1
114	8.2	122.4

 Σ 130.61

♀	7.9	122.7
114	8.3	122.3
G	9.0	121.6
S T p c b	8.36	122.12

1400

S T p c b	5.42	125.2
G	6.1	124.5
114	5.6	125.0
♀	5.2	125.4
114	5.3	125.3
G	5.6	125.0
A T p c b	4.78	125.8

0475

A T p c b	1.46	129.1
G	2.4	128.2
114	2.2	128.4
♀	2.0	128.6
114	2.6	128.2
G	2.9	127.7
S T p c b	2.18	128.4

T.P

-0.05 130.56

+ 12.95

 Σ 143.49

at 50

S T p c b	462	131.9
G	123	131.2
1/4	121	131.4
1/4	116	131.9
1/4	115	132.0
G	117	131.8
N T p c b	10.71	132.8

at 25

N T p c b	7.09	136.4
G	8.1	135.4
1/4	8.2	135.3
1/4	8.3	135.2
1/4	8.5	135.0
G	8.7	134.8
S T p c b	8.05	135.4

at 00 = E.C. Curve

S T p c b	4.73	138.8
G	5.4	138.1
1/4	5.2	138.3
1/4	4.8	138.7
1/4	4.6	138.9
G	4.6	138.9
N T p c b	3.68	139.8

Curve divided into two parts

section in center of curve

N T p c b	2.14	141.4
G	2.7	141.8
1/4	2.4	141.1
1/4	2.2	141.3
1/4	2.2	141.3
G	2.0	141.5
S T p c b	1.37	142.1

T.P

+ 12.50

155.59

B.C. Curve = 126.16

S T p c b	11.00	144.6
G	12.0	143.6
1/4	12.1	143.5
1/4	12.3	143.3
1/4	13.0	142.6
G	13.9	141.7
N T p c b	13.13	142.5

1400

N T p c b	11.58	144.0
G	12.3	143.2
1/4	11.5	144.1
1/4	10.9	144.7
1/4	10.4	145.2
G	10.7	145.4

-0.40 143.04

155.59

S Tp cb 943 146.2

0+75

S Tp cb 786 147.7

G 86 147.0

1/4 90 146.6

1/4 93 146.3

1/4 98 145.8

G 10.5 145.1

N Tr cb 9.98 145.6

0+50

N Tp cb 833 147.3

G 89 146.7

1/4 90 147.6

1/4 75 148.1

1/4 73 148.3

G 70 148.6

S Tp cb 627 149.3

0+25

S Tp cb 458 151.0

G 55 150.1

1/4 55 150.1

1/4 56 150.0

1/4 62 149.4

G 70 148.6

N Tp cb 666 148.9

155.59

71

0+00 = F.L. Wells

S Tp cb 503 150.6

G 55 150.1

1/4 47 150.9

1/4 42 151.4

1/4 38 151.8

G 36 152.0

S Tp cb 256 153.0

T.P. -0.00 155.59

+130.5 168.64

T.P. -0.18 168.46

+4.37 172.83

B.M. Spike in pole Service & Wells -6.70 166.13

B.M. Nail in pole N.E. Service & Wells -4.10 168.73

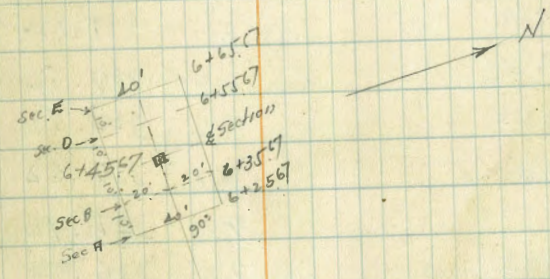
168.78

Yolkey
Ripley or
Yolkey
11-27-28

PRELIM LEVELS FOR SEWER
IN REDLAND GARDENS EXT.
{Location on opp. Page}

6+24.82	Request				B.M. on hub. 6+24.82 on Page 60
= 0+00		2.90	349.07	2.90	346.17 - hub
0+30				4.7	344.37
+36	= Bottom Wash			6.0	343.07
+48				4.8	344.27
1+00				5.7	343.37
+13				6.5	342.57
+15	= Bottom Wash			9.0	340.07
+25	"			9.3	340.04
T.P.	1.99	345.23	5.83	343.24	
Chk. on East end fork	74338	Page 61	2.89	342.34	on stud
1+32	= Bottom Wash			5.3	339.93
1+50				4.3	340.93
2+00				5.0	340.23
+15				4.2	341.03
+50				6.7	338.53
+60	in Wash			7.9	337.33
+68	" " South edge			8.0	337.23
+72				6.8	338.43
3+00				7.2	338.03
+25				8.7	336.53
+37	= Bottom Wash			10.9	334.33
3+50	"			10.8	334.43
+60	" " South edge			11.3	333.93
+65				10.4	334.83
T.P.	2.90	336.77	11.41	333.87	on Redwood hub.
4+00					

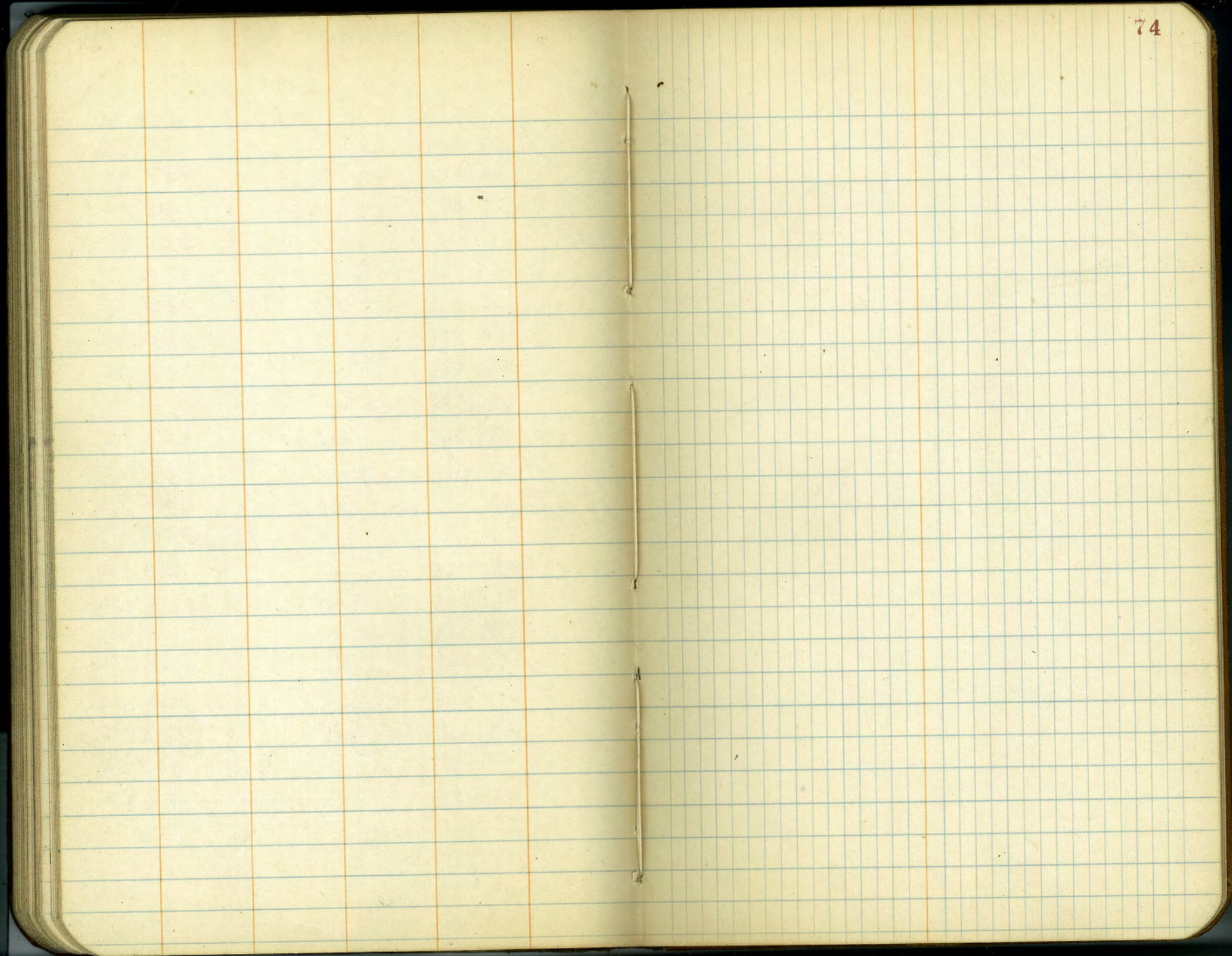
Cont. on Page 73

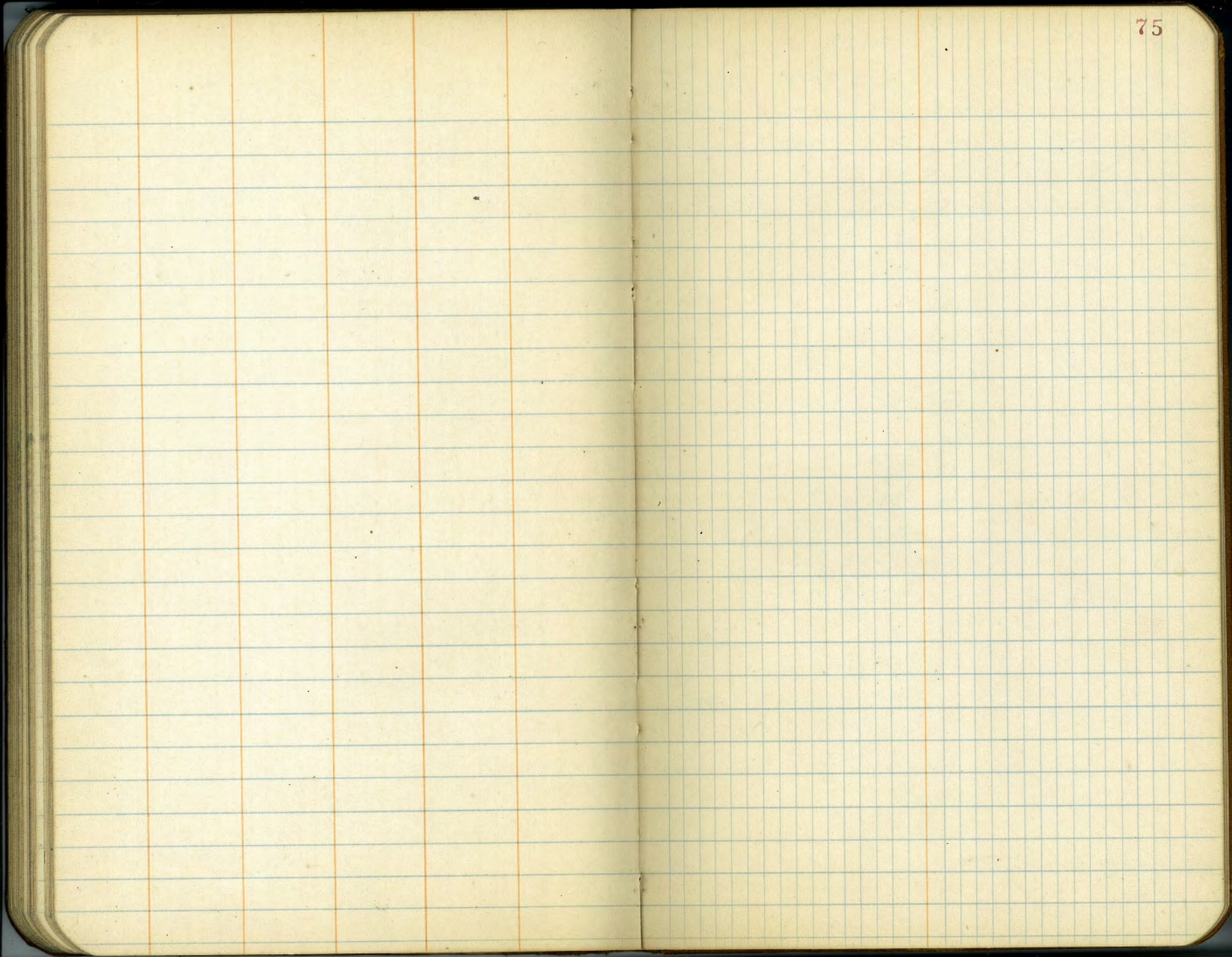


4+00.06 Δ 90° 00'

6+24.82 Page 59
0+00 Δ 61.20° 5'

4+11.30 Page 59





Moore
4/19/68

Cross Section of Curve
La Jolla Cañon Drive

$\Delta = 97^{\circ}06' RT$
 $R = 350'$ chords = 37.04
 Super = 1.2%

298.65

76

BM Hub at 2.30 309.90
 T.P. 17th 498.65 12.97 309.60 48' ENT. 1.2% 6' RT

PC = 55 + 89.45
 PI = 370.6
 7th chord = 58 + 41.53 - beginning of sections where bank needs to be removed

4.5 RT
 18 RT 5.8
 C 4.7
 20 L 5.5

chord #8

20 L 5.4
 C 6.5
 8 R 7.0
 15 R - 2.3
 21 R + 9.0
 25 RT + 10.5

chord #9

15 RT + 10.1
 20 R + 15.0
 16 RT + 13.0
 13 RT - 2.5
 1 RT - 8.3
 C 8.2
 20 L 6.7

10th chord

20 L 8.2
 C 9.4

12 RT 9.3
 15 RT - 4.4
 19 RT + 1.6
 25 RT + 9.1
 25 RT + 11.6

11th chord

25 RT + 3.7
 20 RT + 0.7
 18 RT - 5.3
 11 RT - 11.0
 C 10.7

20 LT 9.2
 T.P. 6.00 296.89 9.2 488.89

12th chord

20 LT 7.2
 C 8.2
 17 RT 9.5
 20 RT 4.4
 25 RT 0.0

13th chord

25 RT 6.8
 20 RT 9.5
 16 RT 10.4
 C 9.5
 20 LT 9.1

69489

77

11/4 chord = Return to graded road

20 LT			12.4		
13 LT			11.1		
C			11.1		
20 RT			14.5		
25 RT			10.0		
T.P.	26 ²	N 84.55	12.96	N 81.93	
abstract to B.M. hub	281.41		5.1	281.44	90' S of P.T. 2
	<u>0.03 error</u>				

Bench Levels
Talbot And Dover

10-26-19
Sisson

M 5111

78

Station	Offset	Reading	Distance	Height	Notes
BM	2.30	262.88		260.68	H.W.B.P. Calatonia + Santa Barbara
TP	0.61	261.99	1.50	261.38	
TP	0.21	249.41	12.79	249.20	
TP	0.08	236.64	12.85	236.56	
TP	2.23	227.58	12.29	224.35	
BM			8.30	219.28	Spt. P. of S.W.C. Talbot + Dover
BM			9.80	217.78	& No. 7 Talbot + Dover
BM			3.09	224.49	& No. 7 Talbot + P.L. Ferry of Dover

Heib N side Loring 5891
 86-5930
 2/177-59

ENGINEERING DEPARTMENT,
 CITY OF
 SAN DIEGO,
 CALIFORNIA.

337.78

PC = $\frac{55 + 30.25}{2} = 42.625$
 P.T. = 617.40
 2721.58
 2744.50
 2760.00
 68
 1.4
 2721.58
 78.48

009
 411.30
 213
 424.30

342.1
 345.23
 283

349.1
 91

12.5
 6
 18.75
 0.25
 2.5

31.25
 0.25

37.50

117-76
 57-43
 60-33

132.15
 132.15
 15
 30
 307.30

4 = 97° 06' 89
 5 R = 350 90
 38 S - fur 1.40 91
 95 H = 370.4 92
 29.108 = STANT

309.60 = B.M. PC = 48'E 93
 281.41 = PT. 90'S 94

8 42.38
 11 18
 10 61.38
 18 71.38
 30 86.38

77.5 95
 115.4 = 96
 116.3 = 97

5.5
 1.3
 4
 5

420.14
 419.74
 0.40 100

4
 Texast Point SW BP 329.20
 20

2 41

2564