

1237

LISTS

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FIELD BOOK

No. 385 F

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Disc indexed App 78 7/15/20 HX.

MICROFILMED

DEC 22 1964

X Pt. Loma Blvd	from Sea Side Street.	1-24
" " "	" Seaside opening East	25-29
" Mortalvo from	Pt Loma Blvd - East	30-36
" Mentone	" " " " "	37-42
" Temecula	" " " " "	43-47
" Tialto	" " " " "	48-53
" Famosa Blvd	" " " " South	54-62
" Highland Drive		62-64
" 33rd - Juniper St north		65-69
" Ivy - Bancroft to Felton		70-72
		73-



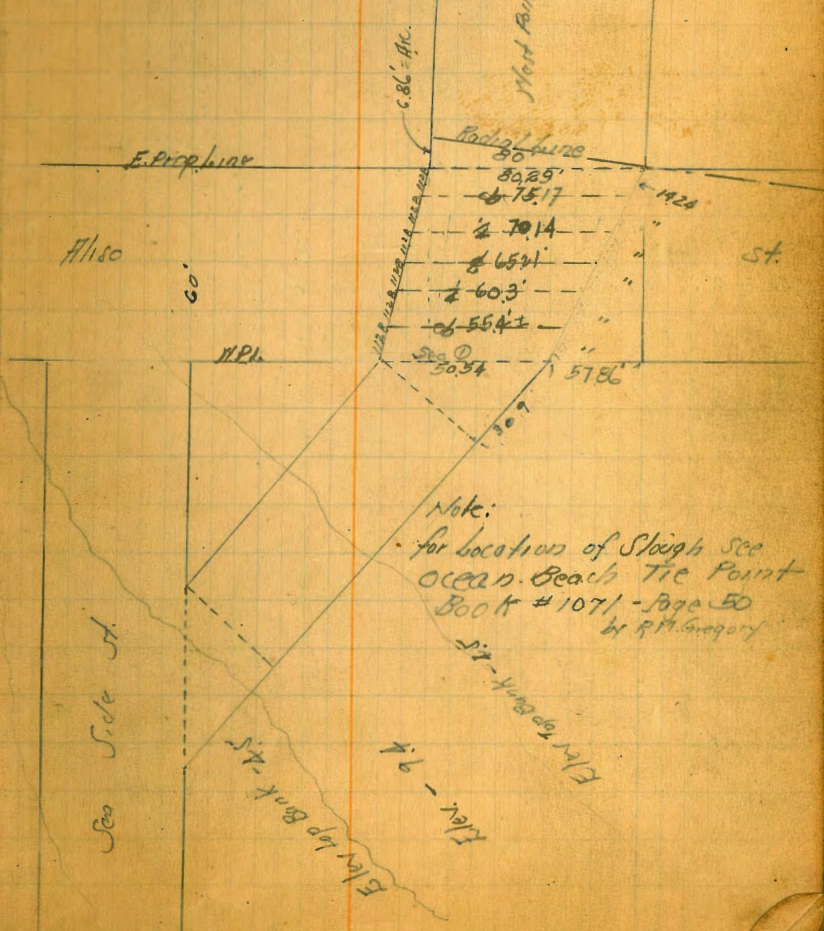
5/10/28  
 2-11-28

Cross Section West Point Loma Blvd.  
 From Sea Side 80' wide 12' chs  
 st. East 13' 20'

SY BP	Voltaire + Elev. 85	36.91		30.06
T.P.	2.26	35.04	4.13	32.78
T.P.	4.67	33.35	6.36	28.68
Point of Change Telephone		5.73	27.62	
Left Nail in Hole	West Point Loma Blvd + Sea Side			
T.P.	0.51	30.05	3.81	29.54
T.P.	3.79	20.78	13.06	16.99
	Sec ① - W. Aliso	10' chs	20.8	
-20		25.3	-4.5	
✓		25.3	-4.5	
✓		25.3	-4.5	
S		25.3	-4.5	
+13		22.9	-4.1	
+25		21.4	-0.6	
+40		17.9	7.9	
	W ch.			
-25		16.5	4.3	
-13		18.0	2.8	
S		22.1	-0.3	
+10		24.2	-3.4	
+20		25.3	-4.5	
✓		25.3	-4.5	
N		25.3	-4.5	
+40		25.3	-4.5	
	W 1/2			
-40		25.3	-4.5	

{For Future Reference}  
 17' ch. Aliso  
 50' B.E.L. Aliso  
 on N.W. West Loma Blvd.

Cross Section Detail of  
 Intersection Aliso + West Point Loma Blvd.













2078

N	253	$\frac{20.8}{-4.5}$
+23	25.3	-4.5
+35	24.2	-3.4
+46	21.9	-1.8
+60.3 = S	15.6	5.2
+25	9.7	-11.1
E = 65.2'		
-25	3.4	17.4
S	10.1	10.7
+20	15.7	5.1
+37	22.2	-1.4
+55	25.3	-4.5
N	25.3	-4.5
+40	25.3	-4.5
E $\frac{1}{2}$ = 70.4'		
-40	25.3	-4.5
N	25.3	-4.5
+16	22.1	-1.3
+36	12.8	8.0
+57	6.7	14.1
S	3.3	17.5
+15	0.1	20.7
+25	+2.7	23.5
E cb. 75.17'		
-25	+7.4	28.2
-10	+5.4	26.2

2078

4

S	+9.3	24.1
+7	+2.3	23.1
+12	0.1	20.7
+18	0.7	20.1
+40	7.3	23.5
+55	12.4	8.4
+75.7 = N	21.4	-0.7
+25	24.1	-3.3
+30	25.3	-4.5
+40	25.3	-4.5
E.L. H150 = 80.29		
-40	25.3	-4.5
-23	21.2	-0.8
-13	18.4	2.4
N	14.5	6.3
+7	11.5	8.3
cb	9.4	11.4
$\frac{1}{4}$	4.7	16.1
$\frac{1}{2}$	2.0	18.8
$\frac{1}{4}$	+2.6	23.4
cb	+5.6	26.4
+4	+7.0	27.8
S	+8.4	29.2
+10	+10.1	30.9
TP 1264.	19.63	37.9
		16.99

Section ①



## Sec. 1.

S	+4.2	33.8
cb	+2.6	32.2
+L	+2.2	31.8
$\frac{1}{2}$	+1.4	31.0
$\frac{1}{4}$	0.8	28.8
$\frac{1}{4}$	2.2	27.4
cb	4.5	25.1
N	7.2	22.4
+15	10.2	18.4
T.P.	6.99	36.53
		0.09
		29.54

Sec ① +11.0 = Euc. Tree on N 1' dia 2' Back = Tree #1

" ① +20 = " " " 1.5' " 1' " = " #2

" ① +25 = L Con. Walk on North 3' Back 4' Wide

Sec ② +5' = L Euc. Tree on N on knee 1' dia. Tree #3

" ② +18' = " " " " " " 1' " " #4

Sec ③ +3' = " " " " " " 2' " " #5

" ③ +13' = " " " " " " 1.5' " " #6

" ③ +23' = West end dble. Garage on N dirt Floor 3' Back.

" ④ +16 = East " " " " " " " " "

## Section 2

N	8.3	28.2
cb	7.4	29.3
$\frac{1}{4}$	5.9	30.6
$\frac{1}{2}$	5.4	31.3
$\frac{1}{4}$	4.5	32.0
cb	3.6	32.9

## Section 3

S	2.8	33.7
S	2.8	33.7
cb	3.6	32.9
$\frac{1}{4}$	4.5	32.0
$\frac{1}{2}$	5.3	31.2
$\frac{1}{2}$	6.0	30.5
cb	7.3	29.2
N	8.3	28.2
+5	8.3	28.2

Section 4 - 11th Montlake St. Sections taken as per sketch

N	8.6	27.9
cb	7.7	28.8
$\frac{1}{4}$	6.8	29.7
$\frac{1}{2}$	6.0	30.5
$\frac{1}{4}$	4.7	31.8
cb	4.0	32.5
S	2.2	34.3

Sec. 4 +10.5 = Top exist. curb on South on Montlake No Good

## Sec. A.

S	3.5	33.0
cb	4.4	32.1
$\frac{1}{4}$	5.4	31.1
$\frac{1}{2}$	6.0	30.5
$\frac{1}{4}$	7.4	29.1
cb	8.1	28.4



36.53

N	8.8	27.7
+5	7.3	27.2
Section B - Con. Walk on North 2' in st.		
N + 2' on top on Walk.	9.05	27.48
d.	8.5	28.0
$\frac{1}{4}$	7.6	28.9
$\frac{1}{2}$	6.4	30.1
$\frac{3}{4}$	5.3	31.2
cb	4.6	31.9
S	3.7	32.8

## Section C

S	4.0	32.5
cb	4.7	31.8
$\frac{1}{4}$	5.7	30.8
$\frac{1}{2}$	6.9	29.6
$\frac{3}{4}$	7.9	28.6
cb	8.6	27.9
N	9.3	27.2
+5	9.5	27.0

R = 4.35 32.18

Section C + 5 = Exist. Carbon Mantle No Absolutely No Good.

## Sec. D = E.L. Montano St.

-5	10.9	25.6
N	10.3	26.2
cb	9.1	27.4
$\frac{1}{4}$	8.3	28.2
$\frac{1}{2}$	7.1	29.4

36.53

$\frac{3}{4}$	5.3	31.2
cb	5.3	31.2
S	4.0	32.5

## Part 1 29.60'

S	4.9	31.6
cb	6.2	30.3
$\frac{1}{4}$	6.1	30.4
$\frac{1}{2}$	8.3	28.2
$\frac{3}{4}$	9.5	27.0
d.	10.1	26.4
N	10.7	25.8
+7	12.5	24.0

## PART 2

-5	12.7	23.8
N	12.5	24.0
cb	11.1	25.4
$\frac{1}{2}$	10.3	26.2
$\frac{3}{4}$	8.9	27.6
$\frac{1}{4}$	6.6	29.9
d.	6.9	29.6
+4	6.8	29.7
+8	6.0	30.5
S	5.5	31.0

## PART 3

S	6.2	30.3
+7	6.6	29.9



+9	7.3	29.2
cb	7.5	29.0
$\frac{1}{2}$	7.4	29.1
+5	7.1	27.4
$\frac{1}{2}$	7.6	26.9
$\frac{1}{4}$	11.1	25.4
cb	12.3	24.2
N	13.5	23.0
+5	14.1	22.4

## Part 4

-5	14.4	22.1
N	14.2	22.3
cb	12.9	23.6
$\frac{1}{2}$	11.5	25.0
$\frac{1}{4}$	9.9	26.6
+6	9.4	27.1
$\frac{1}{7}$	7.8	28.7
cb	8.4	28.1
+8	7.3	29.2
S	6.6	29.9

## PART 5

S	6.9	29.6
cb	8.4	28.1
$\frac{1}{4}$	8.4	28.1
+8	9.7	26.8
$\frac{1}{2}$	10.9	26.0

$\frac{1}{2}$	11.8	24.7
cb	12.8	23.7
N	14.6	21.9
+5	14.8	21.7
T.P. 732	30.96 12.89	73.64
	R=10.66	20.30
(Sec. 5)+18' = $\frac{1}{2}$ Con Walk to Residence on North 11' Back		

## Part 6

-5	9.8	21.1
N	9.2	21.7
cb	8.1	22.8
$\frac{1}{2}$	7.1	23.8
$\frac{1}{4}$	5.4	25.5
$\frac{1}{7}$	2.9	28.0
cb	3.3	27.6
+8	2.5	28.4
S	1.4	29.5

## Part 7

S	1.4	29.5
+3	2.4	28.5
+8	2.8	28.1
+10	3.5	27.4
cb	3.6	27.3
$\frac{1}{2}$	3.3	27.6
$\frac{1}{4}$	5.3	25.6
$\frac{1}{7}$	7.0	23.9
cb	8.5	22.4



N	10.0	20.9
+5	10.7	20.2
	R= 10.7	20.2
(Part 7) - 18' = $\frac{1}{2}$ Garage on N dirt Floor 7' Back	R= 10.5	20.4
Part 7 + 14' = $\frac{1}{2}$ House on North 23' side 1' Back.		
Part 8		
N-5	10.5	20.4
N	10.5	20.4
cb	7.1	21.8
$\frac{1}{2}$	7.8	23.1
$\frac{1}{2}$	6.0	24.9
+3	5.8	25.1
$\frac{1}{2}$	3.7	27.0
cb	3.9	27.0
+5	4.0	26.9
S	1.7	29.2
Part 9		
S	2.0	28.9
+10	4.4	26.5
cb	4.7	26.2
$\frac{1}{2}$	4.5	26.4
$\frac{1}{2}$	7.0	23.9
$\frac{1}{2}$	9.1	21.8
cb.	10.3	20.6
N	12.2	18.7
+9	13.3	17.6
+14 = edge of Bluff.	16.1	14.8

Part 10 = W.L. Mentone St. Sections as Per Sketch		
-12' = edge Bluff	17.1	13.8
-5	14.5	16.4
N	13.9	17.0
cb	11.2	19.7
$\frac{1}{2}$	9.7	21.2
$\frac{1}{2}$	7.9	23.0
$\frac{1}{2}$	6.1	24.8
cb.	5.6	25.3
S	3.8	27.1
	R= 3.81	27.15
(Part 10) + 12' = top exist cb on South cb slope 2' S side No Roof.		
Section ①		
S	4.5	26.4
cb.	5.6	25.3
$\frac{1}{2}$	6.7	24.2
$\frac{1}{2}$	8.1	22.8
$\frac{1}{2}$	10.1	20.8
cb.	12.1	18.8
N	14.5	16.4
+5	15.0	15.9
+12' = edge Bluff	17.6	13.3
Section ②		
-5' = edge Bluff	19.8	11.1
N	15.8	15.1
cb.	13.3	17.6
$\frac{1}{2}$	11.8	19.1



2	9.1	21.8
1/2	7.3	23.6
cb.	5.7	25.2
S	4.1	26.8

## Section C

S.	4.7	26.2
cb.	6.3	24.6
1/4	7.1	23.8
2.	10.2	20.7
1/4	11.9	19.0
cb.	13.5	17.4
N	15.8	15.1

+8 = edge of Bluff

18.2

11.7

R = 4.20

26.76

No Good

Sec C + 9 = Exist. cb. on South cb. line of Mentone. Ch. slope + U.S.L. Blvd.

## Section D = E. to Mentone

-12' = edge Bluff	19.0	11.2
-5	17.5	13.4
N	17.0	13.9
cb.	14.3	16.6
1/4	12.5	18.4
2	10.7	20.2
1/4	7.6	23.3
+5	7.0	23.9
cb.	6.7	24.2
+6	6.4	25.5
S	4.6	26.3

## Section E

S	5.7	25.2
+7	6.4	23.5
cb.	7.4	23.5
1/4	8.0	22.9
+5	10.0	20.9
2.	11.7	19.2
1/4	13.5	17.4
cb.	15.7	15.2
N	18.0	12.9
+17 = edge of Bank.	21.0	9.9

## Section F

-35' = " " Bank	23.0	7.9
-20	21.0	9.9
N	18.3	12.6
cb.	16.3	14.6
1/4	14.5	15.4
2	12.1	18.8
1/4	8.3	22.6
cb.	7.9	23.0
+7	6.5	24.4
S	6.4	24.5

## Sec G. = 0+00 = E.C.

S	6.3	24.6
cb.	7.1	23.2
+8	7.6	23.3



3096

$\frac{1}{2}$		8.5	22.4
$\frac{2}{6}$		12.9	18.0
$\frac{1}{4}$		14.6	16.3
cb		16.4	14.5
N		18.3	12.6
+47 = edge Bank.		25.0	05.9
+70 = toe of slope		32.2	8.7
T.P.	798	3203	671
		0-150	2405
-25		21.3	9.7
N		19.3	12.7
cb		16.9	15.1
$\frac{1}{2}$		15.0	17.0
$\frac{1}{4}$		13.2	18.8
$\frac{1}{2}$		9.2	22.8
cb		8.9	23.1
+5		7.7	24.3
S		7.2	24.8
	1700		
-10		4.3	27.7
-3		5.2	26.8
S		6.9	25.1
+10		7.6	24.4
cb		8.5	23.5
$\frac{1}{2}$		1.9	23.1
cb		11.9	20.1

3203

10

$\frac{1}{2}$		13.8	18.2
cb		15.7	16.3
N		17.8	14.2
+25		22.0	10.0
	1750		
-25		21.0	11.0
N		17.2	14.8
cb		14.8	17.2
$\frac{1}{2}$		12.7	19.3
$\frac{1}{4}$		10.8	21.2
$\frac{1}{2}$		8.1	26.9
cb		7.7	24.3
+4		6.9	25.1
+10		5.6	26.4
S		5.3	26.7
+4		5.1	28.9
+10		2.0	30.0
	2700		
-5		1.4	30.6
S		3.6	28.4
+10		5.8	26.2
+12		6.4	25.6
cb		6.7	25.3
$\frac{1}{2}$		7.1	24.9
$\frac{1}{4}$		9.5	22.5
$\frac{1}{4}$		12.0	20.0



cb.	14.2	17.8
N	16.0	16.0
+26	20.4	11.6
+30	25.4	06.6
+35	25.4	06.6
2450		
-35	27.8	4.2
-30	27.8	4.2
-23	20.4	11.6
N	16.2	15.8
cb	13.3	18.7
$\frac{1}{2}$	11.1	20.9
$\frac{1}{4}$	8.8	23.2
$\frac{1}{4}$	6.4	25.6
cb	5.9	26.1
+3	5.0	27.0
+9	4.7	27.3
S	3.0	29.0
+2	1.7	30.3

2485.5 ± = 1/4 Temecula st. sections as per data

S-4	1.6	30.4
S	3.4	28.6
+10	4.7	27.3
cb	5.5	26.5
$\frac{1}{2}$	6.3	25.7
$\frac{1}{4}$	8.8	23.8

$\frac{1}{2}$	10.9	21.1
cb.	13.4	18.6
N	15.6	16.4
+21	19.1	12.9
+27	27.0	05.0
+35	27.0	5.0
4" x 10"		
Radon top of cb. No Good	34.7	28.56
45.88 - 6 Temecula st. section Rt. Δ to Point Loma Blvd.		
-35	27.1	4.9
-27	27.1	4.9
-18	18.6	13.4
N	15.9	16.1
cb	14.0	18.0
$\frac{1}{2}$	12.2	19.8
$\frac{1}{4}$	9.1	22.9
$\frac{1}{4}$	6.3	25.7
cb.	4.5	27.5
S	2.9	29.1
4" x 10"		
Rad on top of cb. No Good	2.10	29.93

6.6 Temecula st. = 0.00 section of Rt. Δ to Blvd.

S	2.6	29.4
cb.	6.5	25.5
$\frac{1}{2}$	9.2	22.8
$\frac{1}{4}$	11.1	20.9
$\frac{1}{4}$	13.2	18.8
cb.	15.4	16.6



3203

N		17.2	14.8
+13		19.3	12.7
+20		27.7	4.3
+30		27.7	4.3
T.P.	297	23.36	11.64
	0+50		20.39
-30		19.1	4.3
-18		19.1	4.3
-13		12.8	10.6
N		11.0	12.4
cb.		8.8	13.6
$\frac{1}{2}$		6.3	17.1
$\frac{1}{2}$		4.5	18.9
$\frac{1}{4}$		2.6	20.9
cb.		1.0	22.4
S		+1.3	24.7
+10		+3.4	26.8
	1+00		
-10		-0.4	23.0
S		1.8	21.6
cb.		4.0	19.4
$\frac{1}{4}$		6.1	17.3
$\frac{1}{2}$		8.0	15.4
$\frac{1}{4}$		9.7	13.7
cb.		11.3	11.1
N		13.3	10.1

2336

12

+9		14.6	8.8
+13		19.2	4.2
+25		19.2	4.2
	1+50		
-25		22.7	0.7
-13		22.7	0.7
-2		15.8	7.6
N		15.8	7.6
cb.		13.9	9.5
$\frac{1}{2}$		12.1	11.3
$\frac{1}{2}$		10.2	13.2
$\frac{1}{2}$		8.4	15.0
cb.		6.6	16.8
S		4.6	18.8
+10		3.0	20.4
	2+00		
-10		5.2	18.2
S		6.8	17.6
cb.		9.0	14.4
$\frac{1}{2}$		10.7	12.7
$\frac{1}{2}$		12.4	11.0
$\frac{1}{2}$		14.4	9.0
cb.		15.9	7.5
N		17.6	5.8
+3		18.1	5.3
+6		19.7	3.7



+20		19.7	3.7
+35		21.7	1.7
	3+50		
-35		23.2	0.2
-20		21.2	2.2
-16		20.2	3.2
N		20.1	3.3
+5		20.1	3.3
+6		18.8	4.6
cb.		17.7	5.7
$\frac{1}{4}$		16.3	7.1
$\frac{1}{2}$		14.6	8.8
$\frac{3}{4}$		12.3	11.1
cb.		10.1	13.3
S		8.4	15.0
+10		6.6	16.8
T.P.	1.54	16.83	8.07
	3+00		15.29
-10		1.9	14.9
S		3.4	13.4
cb.		5.9	10.9
$\frac{1}{4}$		7.0	9.8
$\frac{1}{2}$		9.0	7.8
$\frac{3}{4}$		11.1	5.7
+9		14.1	4.7
cb.		14.4	2.4

N		14.6	2.2
+3		14.9	1.9
+7		16.0	0.8
+40		18.5	-1.7
T.P. 715	13.20	10.78	6.05
	3+50		
-32		14.2	-1.0
-20		12.4	0.8
N		11.3	1.9
+1		10.5	2.7
cb.		8.9	4.3
$\frac{1}{4}$		8.8	4.4
+5		8.7	4.5
+7		6.9	6.3
$\frac{1}{2}$		6.2	7.0
$\frac{3}{4}$		5.1	8.1
cb.		3.4	9.8
S		0.8	12.4
+10		+0.7	13.9
	4+01.78 = N.H. Piatto sk. sections as per sketch		
-10		1.7	11.5
S		2.9	10.3
cb.		4.8	7.4
+4		3.1	8.1
+6		4.4	6.6
$\frac{1}{4}$		7.0	6.2

Approx. in  
Int. Piatto  
Produced  
No. 19  
P.L. by  
I.R.E.C.O.



1320

L	6.9	6.3
Z	8.9	4.3
cb	10.5	2.7
N	11.8	1.4
+25	13.2	0.0

E. Palto Sec. At Pt. D to Blvd.

-25	13.8	-0.6
N	12.1	1.1
cb	10.9	2.3
Z	9.3	3.9
L	8.3	4.9
Z	7.0	6.2
+5	6.4	6.8
+10	3.5	9.7
cb	3.5	9.7
S	3.4	9.8
+10	3.0	10.2
+N	2.2	11.0

E. Palto Sec. Pt. A to Blvd.

-20	2.1	11.1
S	3.3	9.9
cb	4.2	9.0
+4	4.5	8.7
Z	7.4	5.8
L	8.7	4.5
Z	9.8	3.4

1320

14

cb	11.2	2.0
N	12.1	1.1
+20	13.0	0.2

E. Palto St. = 0+00 Sec. Pt. D to Blvd.

-20	13.3	-0.1
N	12.2	1.0
cb	11.2	2.0
Z	10.1	3.1
L	9.0	4.2
+7	8.4	4.8
Z	6.3	6.9
cb	6.7	6.5
+3	6.8	6.4
+5	5.8	7.4
S	4.7	8.5
+10	3.7	9.5

0+50

-10	4.6	8.6
S	5.4	7.8
cb	7.4	5.8
Z	7.6	5.6
L	9.3	4.9
Z	10.4	2.8
cb	11.0	2.2
N	11.8	1.4
+20	13.1	-0.5



13.20

	1400		
-20	13.3	-01	
N	12.2	1.0	
cb.	11.2	2.0	
$\frac{1}{4}$	10.6	2.6	
$\frac{1}{2}$	9.4	3.8	
$\frac{3}{4}$	7.8	5.4	
cb	8.2	5.0	
+3	8.2	5.0	
+6	7.3	5.9	
S	6.3	6.9	
+10	5.3	7.9	

1450

-10	5.9	7.3	
S	6.4	6.8	
+10	7.5	5.7	
+11	8.6	4.6	
cb	8.5	4.7	
$\frac{1}{4}$	8.5	4.7	
+4	9.3	3.9	
$\frac{1}{2}$	9.6	3.6	
$\frac{3}{4}$	10.6	2.6	
cb	11.7	1.5	
N	12.1	1.1	
+20	12.9	0.3	

8+00

13.20

15

	2.00		
-20	13.3	-01	
N	12.0	1.2	
cb	11.3	1.9	
$\frac{1}{4}$	10.9	2.3	
$\frac{1}{2}$	9.8	3.4	
$\frac{3}{4}$	8.5	4.7	
cb	9.0	4.2	
+3	9.0	4.2	
+4	7.6	5.6	
S	7.1	6.1	
+10	6.5	6.7	

2+50

-10	6.9	6.3	
S	7.1	6.1	
+6	7.7	5.5	
+13	9.3	3.9	
cb	9.3	3.9	
$\frac{1}{4}$	9.7	3.5	
$\frac{1}{2}$	9.7	3.5	
+5	10.0	3.2	
$\frac{3}{4}$	11.0	2.2	
cb	11.7	1.5	
N	11.4	1.0	
+10	13.5	-0.3	

TP.556

C.09 12.67

0.53

2+79



-10	6.8	-0.7
N	5.1	1.0
cb.	4.2	1.9
$\frac{1}{2}$	3.8	2.3
$\frac{1}{4}$	2.5	3.6
$\frac{1}{2}$	2.1	4.0
cb.	2.4	3.7
+3	2.4	3.7
+4	1.5	4.6
S	1.3	4.8
+10	0.5	5.6
	3+00	
-10	1.6	4.5
S	2.3	3.8
cb.	2.1	3.0
$\frac{1}{2}$	4.5	1.6
$\frac{1}{4}$	6.0	0.1
$\frac{1}{2}$	6.6	-0.5
cb.	8.0	-1.9
N	8.8	-2.7
+20	9.9	-3.8
	3+20	
-25	9.9	-3.8
N	10.0	-3.9
cb.	10.0	-3.9
$\frac{1}{2}$	10.0	-3.9

$\frac{1}{2}$	10.0	-3.9
$\frac{1}{2}$	10.0	-3.9
cb.	10.0	-3.9
S	10.0	-3.9
+10	10.0	-3.9
+20	9.0	-2.9
TP 5.32	1.74 8.67	-2.58

3+66 = Y.H. Famous Blvd. 70' Wide

Note No Boats channel Elev. -7.00 see sketch for location

5+00

-29	5.7	-3.0
S	5.7	-3.0
cb.	5.4	-2.7
$\frac{1}{2}$	5.5	-2.8
$\frac{1}{4}$	5.5	-2.8
cb.	5.5	-2.8
N	5.5	-2.8
+20	5.5	-2.8
	6+00	
-20	5.5	-2.8
N	5.5	-2.8
cb.	5.5	-2.8
$\frac{1}{2}$	5.5	-2.8
$\frac{1}{4}$	5.5	-2.8
$\frac{1}{2}$	5.5	-2.8
cb.	5.5	-2.8



5.20		5.5	-2.8
	7+00	5.5	-2.8
-20		5.3	-2.6
S		5.3	-2.6
cb.		5.3	-
i.		5.3	-
d.		5.3	-
i.		5.3	-
cb.		5.3	-
N		5.3	-
+20		5.3	-
	8+00		
-20		5.3	-
N		5.3	-
cb.		5.3	-
i.		5.0	-
d.		5.3	-
i.		5.3	-
cb.		5.3	-
S		5.3	-
+20		5.3	-
	9+00		
-20		4.9	-2.1
S		4.8	-
cb.		4.8	-
i.		4.8	-

d.		4.8	-2.1
i.		4.9	-2.2
cb.		4.9	-
N		4.9	-
+20		4.9	-
	10+00		
-20		4.6	-1.9
N		4.6	-1.9
cb.		4.7	-2.0
i.		4.9	-2.2
d.		5.0	-2.3
i.		4.9	-2.2
cb.		4.7	-2.0
S		4.9	-2.2
+20		4.9	-2.2
	11+01.2 = PC. Lt. 18°50' R=1910' 15 = Parts		
-20		5.3	-2.6
-7		4.9	-2.2
S		4.9	-2.2
cb.		4.8	-2.1
i.		4.8	-2.1
d.		4.7	-2.0
i.		4.6	-1.9
cb.		4.5	-1.8
N		4.5	-1.8
+20		4.5	-1.8



T.P.	10.48	12.52	0.70	2.04
	PART ①			
-20			139	-1.4
-10			148	-2.3
N			146	-2.1
cb			145	-2.0
i			145	-2.0
z			145	-2.0
i			145	-2.0
cb			146	-2.1
S			146	-2.1
+20			148	-2.3

## PART ②

-20			15.0	-2.5
S			15.0	-2.5
cb			15.0	-2.5
i			14.9	-2.4
z			15.0	-2.5
i			15.1	-2.6
cb			15.1	-2.6
N			14.4	-1.9
+7			13.9	-1.4
+15			12.6	-0.1
+21			7.3	5.2

## PART ③

-20			91	4.4
-----	--	--	----	-----

-15	8.8	3.7
8	4.9	7.6
N	6.2	6.3
cb	9.3	3.2
+9	9.8	2.7
i	10.7	1.8
z	13.3	-0.8
i	14.9	-2.4
cb	15.1	-2.6
S	15.1	-2.6
+20	15.1	-2.6

## PART ④ +25'

-20	15.1	-2.6
S	15.1	-2.6
+10	13.8	-1.3
cb	13.1	-0.6
i	10.1	2.4
z	7.4	5.1
i	4.9	7.6
cb	2.9	9.6
N	0.4	12.1
+3	5.0	7.5
+10	8.9	4.6
+20	8.1	4.4

## PART ④

-20	8.3	4.2
-----	-----	-----



12.52

-15	8.7	3.8
-8	7.6	4.9
N	4.3	8.2
+2	+2.2	14.7
cb.	+0.1	12.6
$\frac{1}{2}$	1.6	10.9
$\frac{1}{2}$	4.1	8.4
$\frac{1}{2}$	6.4	6.1
cb.	9.0	3.5
S	11.8	0.7
+12	14.5	-2.0
+20	15.1	-2.6

PART ⑤

-70'	6.9	5.6
S	5.8	6.7
cb.	3.3	9.2
$\frac{1}{2}$	1.1	11.4
T.P.	5.39	17.62
$\frac{1}{2}$	0.29	12.23
$\frac{1}{2}$	4.4	13.2
$\frac{1}{2}$	2.6	15.0
cb.	1.4	16.2
+10	1.3	16.3
N	9.4	8.2
+8	13.3	4.3
+12	13.7	3.9
+20	13.9	3.7

17.62

19

PART ⑥

-20	13.5	4.1
N	7.9	9.7
+3	1.5	16.1
cb.	1.4	16.2
$\frac{1}{2}$	1.1	16.5
$\frac{1}{2}$	1.6	16.0
$\frac{1}{2}$	2.1	15.5
cb.	3.5	14.1
S	4.4	13.2
+10	5.6	12.0

PART ⑦

S	3.0	14.6
cb.	2.9	14.7
$\frac{1}{2}$	2.5	15.1
$\frac{1}{2}$	2.5	15.1
$\frac{1}{2}$	2.3	15.3
cb.	2.3	15.3
+9	2.2	15.4
+10	2.0	10.6
N	8.7	8.9
+10	12.8	6.8
+20	12.5	4.1

PART ⑧

-20	13.5	4.1
-6	12.1	4.9



-2		9.8	7.8
N		0.4	14.2
cb.		3.7	13.9
$\frac{1}{2}$		3.7	13.9
$\frac{1}{4}$		3.5	14.2
$\frac{1}{2}$		3.7	13.9
cb.		4.0	13.6
S		4.6	13.0
I.P.	7.97	14.94	10.65
			6.97
	(PART 8) +25'		
S		3.1	11.8
cb.		2.6	12.3
$\frac{1}{2}$		2.7	12.2
$\frac{1}{4}$		2.8	12.1
$\frac{1}{2}$		2.8	12.1
cb.		2.3	12.6
N		1.4	13.5
+5		0.9	14.0
+10		5.9	9.0
+18		11.0	3.9
+25		11.0	3.9
	PART 9		
-25		10.7	4.2
-10		9.9	5.0
-5		1.6	13.3
N		3.3	11.6

Point in Pole on  
SPEAR  
East end of Big cut

cb.		6.0	8.9
$\frac{1}{2}$		5.0	6.9
$\frac{1}{4}$		8.0	6.9
$\frac{1}{2}$		6.0	8.9
cb.		7.4	7.5
S		7.8	7.1
+10		1.3	6.6
	(PART 9) +25'		
-25		17.7	-2.8
S		18.0	-3.1
cb.		17.6	-2.7
$\frac{1}{2}$		17.0	-2.1
$\frac{1}{4}$		16.2	-1.3
$\frac{1}{2}$		15.6	-0.7
cb.		12.4	2.5
N		12.1	2.7
+15		9.0	5.9
+25		10.3	4.6
I.P. 346	542	1298	190
	(PART 10)		
-20		1.0	4.4
N		5.8	-0.4
cb.		7.1	-1.7
$\frac{1}{2}$		8.5	-3.1
$\frac{1}{4}$		9.1	-3.7
$\frac{1}{2}$		8.9	-3.5



cb.	8.8	-3.4
S	8.7	-3.3
+25	8.5	-3.1
(PART 10) +20'		
-25	7.7	-2.3
S	7.6	-2.2
cb.	7.8	-2.4
$\frac{1}{2}$	8.1	-2.7
$\frac{1}{4}$	8.4	-3.0
$\frac{1}{4}$	8.5	-3.1
cb.	9.1	-3.7
N	8.6	-3.2
+15 = Bottom Slough	7.4	-2.0
+25	2.7	2.7
+30 = edge of <sup>S.P.B.</sup> R.R. Embankment.	0.8	4.6
(PART 11)		
-30 = edge Bank.	0.9	4.5
-15	8.2	-2.8
N -10 = Bottom Slough	9.2	-3.8
N	8.4	-3.0
cb.	7.8	-2.4
$\frac{1}{4}$	7.6	-2.2
$\frac{1}{4}$	7.5	-2.1
$\frac{1}{4}$	7.4	-2.0
cb.	7.3	-1.9
S	7.3	-1.9

+20	7.3	-1.9
(PART 12)		
-25	7.1	-1.7
S	7.1	-1.7
cb.	7.1	-1.7
$\frac{1}{2}$	7.1	-1.7
$\frac{1}{4}$	7.2	-1.8
$\frac{1}{4}$	7.3	-1.9
cb.	7.4	-2.0
N	7.6	-2.2
+10 = Bottom Slough	9.2	-3.8
+20	7.9	-2.5
+37 = top <sup>R.R.</sup> Bank.	0.9	4.5
(PART 13)		
-37 = top <sup>R.R.</sup> Bank	0.4	5.0
-20	7.9	-2.5
-10 = Bottom Slough	9.2	-3.8
-4	8.5	-3.1
-3	7.4	-2.0
N	7.3	-1.9
cb.	7.1	-1.7
$\frac{1}{4}$	7.1	-1.7
$\frac{1}{4}$	7.1	-1.7
$\frac{1}{4}$	7.1	-1.7
cb.	7.1	-1.7
S	7.1	-1.7



+25	7.1	-1.7
(PART 14)		
-25	6.9	-1.5
5	6.9	-1.5
cb.	7.1	-1.7
$\frac{1}{4}$	7.0	-1.6
$\frac{2}{8}$	7.2	-1.8
$\frac{1}{2}$	7.2	-1.8
cb.	7.2	-1.8
N	7.0	-1.6
+2	7.4	-2.0
+3	8.7	-3.3
+7 = Bottom Slough	9.6	-4.2
+70	7.1	-1.7
+31 = top Bank	0.8	4.6

(PART 15) = E.C. = 0+00

-30 = top R.R. Bank.	0.7	4.7
-20	7.0	-1.6
-10 = Bottom Slough	9.5	-4.1
-3	8.7	-3.3
-2	6.8	-1.4
N	6.6	-1.2
cb.	7.1	-1.7
$\frac{1}{4}$	7.0	-1.6
$\frac{2}{8}$	7.0	-1.6
$\frac{1}{2}$	7.2	-1.8

cb.	7.4	-2.0
15	7.4	-2.0
+25	7.4	-2.0
0+50 = 50' East of E.C.		
-25	6.6	-1.2
5	6.6	-1.2
cb.	6.5	-1.1
$\frac{1}{4}$	6.4	-1.0
$\frac{2}{8}$	6.2	-0.8
$\frac{1}{2}$	5.7	-0.3
cb.	5.4	0.0
N	5.2	0.2
+2	5.4	0.0
+3	7.8	-2.4
+10 = Bottom Slough	9.6	-4.2
+10	8.0	-2.6
+33 = top R.R. Bank.	0.4	5.0
0+87' = 2' R.R. Bridge on North 28' Wide		
-32 = top Bridge	+0.2	5.6
-32 under " in Slough	10.2	-4.8 = Intersection
-10 = Bottom Slough	9.6	-4.2 E+YY+N Sloughs
N	5.9	-0.5
cb.	5.0	0.4
$\frac{1}{4}$	5.1	0.3
$\frac{2}{8}$	5.1	0.3
$\frac{1}{2}$	5.1	0.3



cb	57	-0.3
S	57	-0.3
+20	57	-0.3

1+00

-20	57	-0.3
S	57	-0.3
cb	5.8	-0.4
$\frac{1}{2}$	57	-0.3
$\frac{1}{4}$	54	0.0
$\frac{1}{7}$	5.0	0.4
cb	5.1	0.3
+10	5.4	0.0
N	5.9	-0.5
+10 = Bottom of Slough	9.8	-4.4
+20	8.3	-2.9
+32 = top Bank	1.2	4.2

1+50

-30 = " "	1.4	-4.0
-20	8.1	-2.7
-15 = Bottom Slough	9.6	-4.2
-5	8.6	-3.2
N	4.9	0.5
cb.	5.0	0.4
$\frac{1}{2}$	5.1	0.3
$\frac{1}{4}$	5.2	0.2
$\frac{1}{7}$	5.0	0.4

cb	55	-0.1
S	55	-0.1
+20	55	-0.1

2+00

-20	5.1	0.3
S	5.1	0.3
cb.	5.4	0.0
$\frac{1}{2}$	5.2	0.2
$\frac{1}{4}$	5.2	0.2
$\frac{1}{7}$	5.3	0.1
cb.	4.8	0.6
+10	5.2	0.2
N	6.1	-0.7
+3	8.5	-3.1
+15 = Bottom Slough	7.4	-4.0
+20	8.3	-2.9
+30 = top Bank	1.9	3.5

2+50

-32 = top Bank	1.7	3.7
-20	8.1	-2.7
-15 = Bottom Slough	9.7	-4.3
-5	8.3	-2.9
-2	6.1	-0.7
N	6.0	-0.6
+10	6.1	-0.7
cb.	5.0	0.4



1/2	5.0	0.4	
2	5.0	0.4	
7	5.0	0.4	
cb.	5.2	0.2	
5	5.6	-0.2	
+20	5.6	-0.2	
3+02.3 on South = Pueblo line			
-25	5.0	0.4	Section taken on Pueblo line
5	5.0	0.4	
cb.	5.1	0.3	
4	4.8	0.6	
2	4.8	0.6	
+8	5.1	0.3	
1/2	6.0	-0.6	
cb	5.8	-0.4	
N	5.6	-0.2	
+5	8.2	-2.8	
+10 = Bottom Shrub	9.5	-4.1	
+20	8.1	-2.7	
+32	1.5	3.9	
For Future use			
Redon Con. Mon. on Pueblo line			
TP	4.57	6.52	3.77 1.65
TP	8.23	9.08	5.87 0.85
T.P. on Con. Mon. Post USP Page 21			
	1.96	7.12	6.75 B.M.
		0.37	

250	9.62	7.12 = T.P. on Con. Mon. opp. Bp.
T.P. 642	8.01 8.03	1.59
T.P. 742	9.13 6.40	1.71
T.P. 375	9.37 3.51	5.62
T.P. 503	8.94 5.46	0.91
T.P. 350	9.67 2.77	6.17
T.P. 1232	19.84 2.15	7.52
T.P. 1070	30.43 0.11	19.73
T.P. 230	31.96 0.77	19.66
chk. on N.Y. Pals Page 1	32.1 4.26	19.70
	31.96	27.62
		0.08 in Error.
T.P. 555	34.01 3.50	28.46
T.P. 649	34.37 6.13	27.88
T.P. 513	35.84 3.66	30.71
Page 1		
chk. on N.Y. B.P. Vulture & Eiders 5.71		
		30.13
		30.06 = B.M.
		0.06 = Error.

Page 1  
 2011.10 7.12 B.M.  
 30.13, E.L., 7.150  
 on N.Y. B.P. Vulture  
 27.54  
 27.66  
 0.12 = Error







29.07

N	24	26.7
N top ch.	2.62	26.45
$\frac{1}{2}$	2.8	26.3
$\frac{1}{2}$	2.3	26.8
$\frac{1}{2}$	2.1	27.0
cb.	2.0	27.1
S	1.8	27.3
	E $\frac{1}{2}$	
S	2.1	27.0
cb.	2.3	26.8
$\frac{1}{2}$	2.3	26.8
$\frac{1}{2}$	2.6	26.5
$\frac{1}{4}$	3.2	25.9
cb.	3.2	25.9
N	2.7	26.4
{ Note 8' + 5' on N = end of EXIST. cb.	2.90	26.17 }
	E cb.	
N	3.0	26.1
cb.	3.1	26.0
+V = Flax Line 14" @ cut Top Pp	5.05	24.02
$\frac{1}{2}$	3.1	26.0
$\frac{1}{4}$	2.4	26.7
$\frac{1}{4}$	2.1	27.0
cb.	1.8	27.3
S	1.5	27.6

29.07

26

Tree No ①	0.9	28.2
" " ②	0.9	28.2
" " ③	0.8	28.3
" " ④	0.6	28.5
" " ⑤	0.4	28.7
" " ⑥	0.4	28.7
" " ⑦	0.2	28.9
" " ⑧	+0.4	29.5
" " ⑨	+0.5	29.6
	(E. to Sea Side = hot Line back 18 + 19) = 0 + 00	
S-10'	1.5	27.6
S	2.1	27.0
cb.	2.4	26.7
+V	1.5	27.6
$\frac{1}{4}$	1.9	27.2
$\frac{1}{4}$	2.2	26.9
$\frac{1}{2}$	2.4	26.7
cb.	3.4	25.7
N	4.0	25.1
+10	3.8	25.3
{ E cb. + 4' on North = End of Exist Walk on North	25.83	
	0 + 08	
-20	8.8	20.3
N	8.7	20.4
cb.	6.9	22.2
$\frac{1}{2}$	7.4	26.7



29.07

d.	2.4	26.7
f	2.0	27.1
+5	2.1	27.0
cb.	5.8	23.3
+7	6.9	22.2
S	7.1	22.0
+20	6.9	22.2
	0+20	
-20	7.6	21.5
S	7.6	21.5
+7	8.6	20.5
cb.	9.3	19.8
+3	9.1	20.0
i	3.6	25.5
+2	2.8	25.3
d.	2.8	25.3
+7	3.4	25.7
i	7.1	22.0
cb.	17.5	11.6
+11	16.9	12.2
x	17.0	12.1
+20	14.8	14.3
	0+25	
-25	19.1	10.0
N	20.6	8.5
+12	20.0	9.1

29.07

27

cb.	18.8	10.3
f	7.7	21.4
+6	4.1	25.0
d.	3.8	25.3
+9	3.7	25.4
i	5.6	23.5
+9	11.4	17.7
cb.	11.5	17.6
+3	11.2	17.9
+7	10.2	18.9
S	7.8	19.3
+20	10.0	19.1
	0+31	
-20	11.1	18.0
S	11.8	17.3
+10	13.9	15.2
cb.	14.1	15.0
+3	14.3	14.8
f	7.2	21.9
+7	4.0	25.1
d.	4.0	25.1
+6	4.2	24.9
i	9.9	19.4
cb.	19.1	10.0
+3	21.7	07.4
N	22.8	06.3



29.07

+20	23.8	5.3
+30	23.0	6.1
0+38		
-40	28.8	00.3
-7	28.4	00.7
N	24.3	04.8
+5	24.3	04.8
+8	23.1	06.0
cb.	20.2	08.9
$\frac{1}{4}$	10.3	18.8
+6	5.2	23.9
$\frac{1}{2}$	4.6	24.5
+5	4.5	24.6
$\frac{1}{4}$	7.8	19.3
+9	16.5	12.6
cb.	17.2	11.9
+12	17.6	11.5
5	14.7	14.4
+13	11.9	17.3
+20	12.2	16.9
0+45		
-30	19.2	9.9
5	18.3	10.8
cb.	18.5	10.6
+6	17.8	11.3
$\frac{1}{4}$	11.7	17.9

29.07

28

2	5.6	23.5
+6	6.0	23.1
$\frac{1}{4}$	10.7	18.4
cb.	80.5	8.6
+5	13.5	5.5
N	23.3	5.8
+7	27.8	1.3
+50	29.0	0.1
0+42 = End cut on North	23.5	5.6
0+48		
-50	30.3	-1.3
N-7	29.0	0.1
N	24.2	4.9
+9	24.1	5.0
cb.	20.9	8.2
$\frac{1}{4}$	11.2	17.9
+8	6.7	22.4
+11	6.1	23.0
$\frac{1}{2}$	7.5	21.6
$\frac{1}{4}$	17.0	12.1
+6	19.0	10.1
cb.	80.8	8.8
+7	24.2	4.9
5	25.0	4.1
+40	25.1	4.0

0+58



29.07

0+58

-40	29.4	-0.3
5	29.8	-0.7
cb	25.3	+3.8
$\frac{1}{2}$	26.7	2.4
+7	25.7	3.4
$\frac{1}{2}$	12.7	16.4
+7	12.9	16.2
$\frac{1}{2}$	15.0	14.1
+5	18.4	10.7
cb	25.3	3.8
+4	27.8	1.3
N	29.7	-0.6
+7	32.2	-3.1
+50	33.2	-4.1
0+78		
-50	33.6	-4.5
-20	33.6	-4.5
N	32.1	-3.0
cb	32.4	-3.3
+7	31.0	-2.9
$\frac{1}{2}$	29.2	0.0
$\frac{1}{2}$	28.3	0.8
$\frac{1}{4}$	30.2	-1.1
+7	30.1	-1.0
cb	30.1	-1.0
+40	31.3	-2.2

29.07

W. Pt. Loma Blvd.

29

+47	34.3	-5.2
0+91		
-50	34.4	-5.3
5	34.4	-5.3
cb	34.4	-5.3
$\frac{1}{2}$	34.4	-5.3
$\frac{1}{2}$	33.7	-4.6
$\frac{1}{2}$	33.1	-4.0
cb	32.6	-3.5
N	32.9	-3.8
+10	33.6	-4.5
+50	33.6	-4.5
1+25		
-50	33.6	-4.5
N	33.6	-4.5
cb	33.6	
$\frac{1}{2}$	33.6	
$\frac{1}{2}$	33.6	
$\frac{1}{2}$	33.6	
cb	33.6	
5	33.6	
+50	33.6	

All other sections are same Elev. with exception of Slope  
See ocean beach. The Point Book 1071 - Page 50



Bliss  
Isbell  
Pearson  
3/19/28  
8 AM  
Pole  
L. W. of A. L. S.

x sections of Montalvo Street, Loma  
Alta #2 from the E line of West Point Loma  
Bld to the W line of Clovis  
12.83 42.37 29.54 60' st  
101 cbs 10' 19"

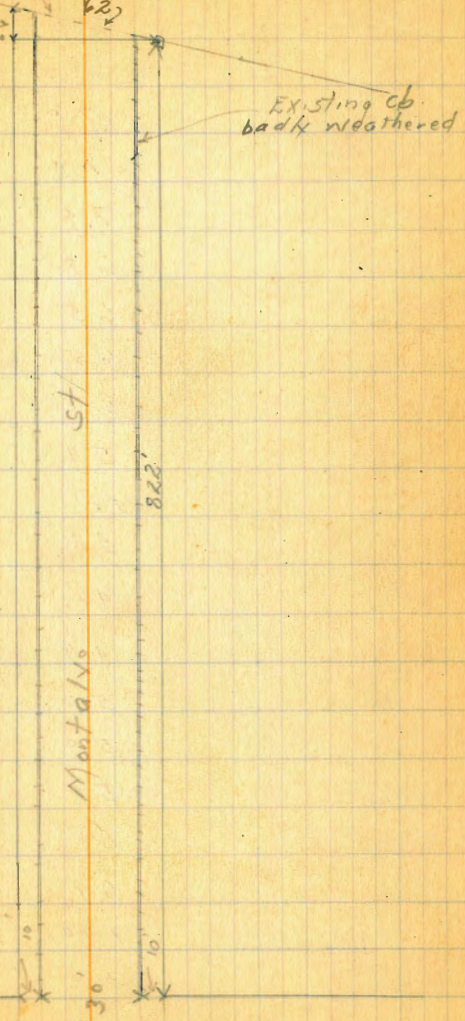
Sec A. = see sketch

N	9.9	32.5
Top of existing cb	9.93	32.44
Gutter	10.3	32.1
4/6	9.8	32.6
1/4	9.7	32.7
2	9.4	33.0
+4	9.3	33.1
1/4	9.3	33.1
Gutter	9.0	33.4
Top existing cb	8.20	34.17
S	8.3	34.1
0 to 0		
S	7.3	35.1
Top cb	7.54	34.83
Gutter	7.9	34.5
+5	8.4	34.0
1/4	8.6	33.8
2	9.0	33.4
1/4	9.3	33.1
+5	9.7	32.7
Gutter	10.2	32.2
Top cb	9.80	32.57
N	9.9	32.5

Plotted 3/22/28  
C.B.H.

West  
Sec Point Loma Blvd

Sketch of  
Montalvo St Loma  
Alta #2





↑  
92.37

30' East

N	89	34.0
Topcb	823	34.14
Gutter	87	33.7
1/4	79	34.5
+5	73	35.1
⊕	79	35.0
1/4	68	35.6
+5	65	35.9
Gutter	65	35.9
Topcb	591	36.46
S	5.7	36.7
	65' E	
S	38	38.6
Topcb	901	38.36
Gutter	44	38.0
1/4	50	37.4
⊕	54	37.0
+5	59	37.0
1/4	60	36.4
Gutter	69	35.5
Topcb	744	34.93
N	6.3	36.1
	100' E	
N	97	37.7
Topcb	445	37.92
Gutter	53	37.1

π  
92.37

31

+2		50	37.4
1/4		43	38.1
+5		35	38.9
⊕		36	38.8
1/4		32	39.2
Gutter		31	39.0
Topcb		231	40.06
S		21	40.3
Topcb	8.29	49.50	111
			91.26
			150' East
S		69	42.6
Topcb		745	42.05
Gutter		78	41.7
1/4		81	41.4
⊕		83	41.2
+6		89	41.1
1/4		88	40.7
Gutter		95	40.0
Topcb		901	40.49
N		93	40.2
			185' E
N		75	42.0
Topcb		790	42.10
Gutter		78	41.7
1/4		73	42.2
⊕		70	42.5



7  
99.50

1/4	6.9	42.6
T + 4	6.9	42.6
G + 6	7.0	42.5
Gutter	6.8	42.7
T Topcb	6.26	43.24
S	6.0	43.5
	200'E	
S	5.8	43.7
G Topcb	5.96	43.54
T Gutter	6.3	43.2
S 1/4	6.5	43.0
£	6.6	42.9
S 1/4	6.9	42.6
T Gutter	7.4	42.1
G Topcb	7.20	42.30
N	7.1	42.4
	225'E	
N	6.5	43.0
T Topcb	6.89	42.61
G Gutter	7.3	42.2
T +	7.0	42.5
N 1/4	6.7	42.8
£	6.4	43.1
N + 6	6.2	43.3
T 1/4	6.1	43.4
G Gutter	5.9	43.6

7  
99.50

32

Topcb	5.55	43.95
S	5.5	44.0
	250'E	
S	5.2	44.3
Topcb	5.36	44.14
Gutter	5.8	43.7
1/4	6.0	43.5
£	6.2	43.3
1/6	6.6	42.9
Gutter	6.9	42.6
Topcb	6.9	42.6
+ 8	6.8	42.7
N	5.5	44.0
	300'E	
N	7.9	44.6
+ 9	6.3	43.2
Topcb	6.45	43.05
Gutter	6.5	43.0
+ 3	6.4	43.1
1/4	6.1	43.4
£	5.9	43.6
+ 3	5.7	43.8
1/4	5.7	43.8
Gutter	5.6	43.9
Topcb	5.20	44.30
S	5.2	44.3



7  
49.50

350' East

S	4.8	44.7
Topcb	5.05	44.45
Gutter	5.3	44.2
1/4	5.4	43.6
£	5.5	44.0
1/4	5.8	43.7
Gutter	6.0	43.5
N Topcb	5.98	43.52
+5	5.7	43.8
N	4.0	45.5

400' E

N	5.2	44.3
+3	5.5	44.0
Topcb	5.55	43.95
Gutter	5.7	43.8
1/4	5.5	44.0
+6	5.3	44.2
£	5.2	44.3
1/4	5.3	44.2
Gutter	5.5	44.0
Topcb	4.73	44.77
S	4.7	44.8
450		
S	4.3	45.2
Top	4.53	44.97

7  
49.50

33

Gutter	5.0	44.5
1/4	4.9	44.6
£	5.0	44.5
1/4	5.0	44.5
Gutter	5.6	43.9
Topcb	5.14	44.36
+7	5.2	44.3
N	4.4	45.1
	500' E	
N	4.3	45.2
+4	4.7	44.8
Topcb	4.73	44.77
Gutter	5.4	44.1
+2	4.9	44.6
1/4	4.8	44.7
£	4.8	44.7
* 1/4	4.8	44.7
Gutter	4.6	44.9
S Topcb	4.40	45.10
S	4.3	45.2
	550' E	
S	4.1	45.4
+3	4.0	45.5
Topcb	4.23	45.27
Gutter	4.8	44.7
1/4	4.6	44.9



T  
49.50

£	46	44.9
1/4	45	45.0
+7	45	45.0
Gutter	46	44.9
Topcb	49.2	45.08
N	49	45.1

600 E

N	3.7	45.8
Topcb	400	45.5
Gutter	4.5	45.0
1/4	4.2	45.3
£	4.1	45.4
1/4	4.2	45.3
Gutter	4.2	45.3
Topcb	3.93	45.57
S	3.8	45.7

6.25

S	3.7	45.8
Topcb	3.82	45.68
Gutter	4.3	45.2
1/4	3.9	45.6
£	3.8	45.7
1/4	3.9	45.6
Gutter	4.2	45.3
Topcb	3.82	45.68
N	3.6	45.9

T  
49.50

6766 472005043  
6799 12'00072

34

650 E

N	2.7	46.8
Topcb	3.22	46.28
Gutter	3.5	46.0
1/4	3.3	46.2
+5	2.9	46.7
£	3.3	46.2
1/4	3.4	46.1
Gutter	3.3	46.2
cb	3.3	46.2
S	3.2	46.3

675

S	2.3	47.2
Topcb	2.33	47.17
Gutter	2.2	47.3
+4	2.2	47.3
1/4	2.6	46.9
£	2.3	47.2
1/4	2.2	47.3
+4	2.0	47.5
Gutter	2.4	47.1
Topcb	2.36	47.14
N	1.9	

T.P. 11.99 60.97 0.47 49.03

700

N	12.0	49.0
Topcb	12.09	48.88



π  
60.97

Gutter	12.9	49.6
+ 9	12.0	49.0
1/4	12.~	48.8
⊕	12.9	48.6
1/4	12.5	48.5
+ 4	12.5	48.5
Gutter	12.9	48.6
Topcb	12.30	48.67
S	12.1	48.9
	725' E	
S	10.0	51.0
Topcb	10.23	50.74
Gutter	10.6	50.4
+ 5	10.7	50.3
1/4	10.6	50.4
⊕	10.5	50.5
1/4	10.3	50.7
Gutter	10.2	50.8
Topcb	10.10	50.87
N	10.1	50.9
	750' E	
N	7.7	53.3
Topcb	7.81	53.16
Gutter	7.8	53.2
+ 7	7.9	53.6
1/4	7.9	53.1

π  
60.97

35

⊕	8.3	52.7
1/9	8.3	52.7
Gutter	8.~	52.8
Topcb	7.95	53.02
S	7.6	53.4
	775' E	
S	5.6	55.4
Topcb	5.98	55.49
Gutter	5.8	55.2
+ 2	5.6	55.4
+ 9	5.9	55.1
1/9	5.8	55.2
⊕	5.7	55.3
+ 7	5.9	55.6
1/4	5.0	56.0
Gutter	5.3	55.7
Topcb	5.54	55.43
N	5.9	55.6
T.P.	12.10	71.52 1.55
		59.92
		820' East W. line of Clevis
N	11.~	60.3'
Topcb	11.99	60.03
Gutter	11.6	59.9
1/9	11.3	60.2
+ 7	11.3	60.2
⊕	11.9	60.1



71.52

36

14	11.6	59.9
+3	11.6	59.9
cutler	12.0	59.5
Topcb	11.63	59.89
S	11.6	59.9

825' East This section of No  
value

S	11.3	
cb	11.5	
+8	11.3	
14	11.2	
4	11.2	
14	11.2	
cb	11.2	
N	10.9	

Set <sup>B.M.</sup> 3 Nails in Pole <sup>S.E.</sup> Montano. Clovis 2.61 68.91

Set <sup>B.M.</sup> 2 Nails in Pole <sup>S.E.</sup> Montano. Clovis 5.63 65.89



13155  
 E. Ball  
 Pearson  
 3/9/28  
 8M 2' Nails in  
 10ft. 50' E of the  
 E. line of Aliso  
 Water's Note

X Sections of Mentone St. Loma Alta  
 From the E line of West Point Loma Blvd to  
 the W line of Clovis - Elev

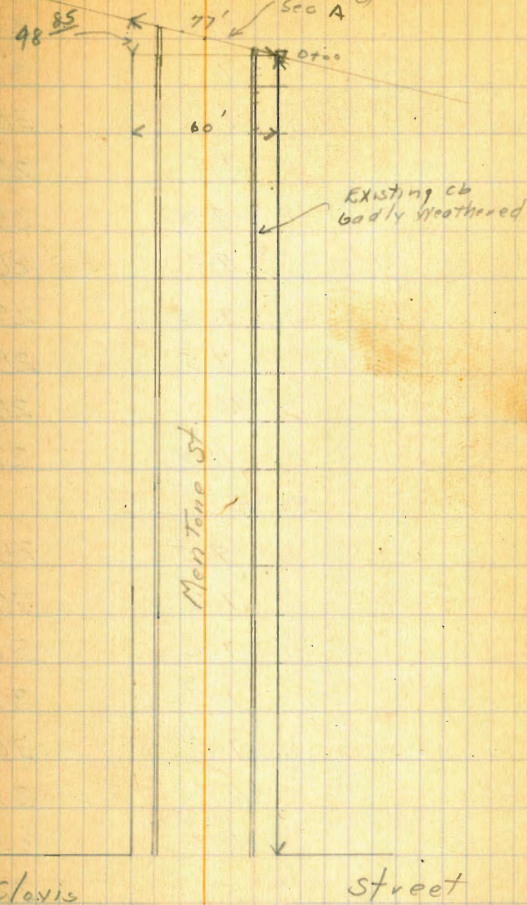
60' st  
 10' cb  
 10' 1/2

	6.99	36.53		29.54	
TP	11.96	38.38	9.61	26.92	48.85
		Sec A	see sketch	72'	
S			11.2	28.2	
Topcb			11.32	27.06	
Gutter			12.0	26.4	
1/4			11.7	26.7	
£			11.5	26.9	
1/4			11.9	26.5	
cb.			12.2	26.2	
N			12.0	26.4	
		00		see sketch	
N			12.0	26.4	
Topcb			11.33	27.05	
Gutter			11.5	26.9	
1/4			10.7	28.0	
+5			9.8	28.6	
£			9.6	28.8	
1/4			9.1	29.3	
Gutter			8.7	30.7	
Topcb			8.19	30.19	
+6			7.9	30.5	
S.			7.0	31.4	
		25' East			
S			5.2	33.2	
+7			6.4	32.0	

Plotted 3-22-28  
 CBK

West Point Loma Blvd  
 Sec A

37





\*  
3838

Topcb	6.36	32.02
Gutter	7.0	31.4
1/4	7.3	31.1
1/2	7.6	30.8
3/4	8.5	29.9
+4	9.3	29.1
Gutter	9.8	28.6
Topcb	9.25	29.13
N	9.5	28.9
N+4	9.8	28.6
N+10	11.5	27.9
	50'E	
N-10	9.5	28.9
N-3	7.6	30.8
N	7.2	31.2
Topcb	7.11	31.27
Gutter	7.8	30.6
1/4	6.7	31.7
+3	6.3	32.1
1/2	5.7	32.7
3/4	5.3	33.1
Gutter	5.0	33.4
Topcb	4.57	33.81
+4	4.4	34.0
0	3.9	35.0

\*  
3838

	75' East		38
S	1.4		37.0
+7	2.7		35.7
Topcb	2.85		35.53
Gutter	3.5		34.9
1/4	3.5		34.9
1/2	3.9		34.5
3/4	4.7		33.7
Gutter	5.7		32.7
Topcb	5.1		33.3
+6	4.8		33.6
N	5.0		33.4
N+3	5.3		33.1
N+10	7.3		31.1
	100'E		
N-10	4.3		34.1
N	3.0		35.4
Topcb	3.04		35.34
Gutter	3.7		34.7
1/4	2.5		35.9
1/2	1.9		36.5
3/4	1.5		36.9
Gutter	1.4		37.0
cb	1.06		37.32
TP	12.73	50.03	1.08
S			11.5
			38.5



5003

125'E

S	10.3	39.7
Topcb	11.05	38.98
Gutter	11.6	38.4
1/4	11.5	38.5
1/2	11.7	38.3
1/4	12.3	37.7
Gutter	13.3	36.7
Topcb	12.65	37.38
N	12.6	37.4
175'E		
N	8.8	41.2
Topcb	8.72	41.31
Gutter	9.3	40.7
+5	8.8	41.2
1/4	8.7	41.3
1/2	8.3	41.7
1/4	8.0	42.0
Gutter	7.9	42.1
Topcb	7.70	42.33
S	6.9	43.1
200'E		
S	5.9	44.6
Topcb	5.94	44.09
Gutter	6.4	43.6
1/4	6.4	43.6
1/2	6.4	43.6

50.03

39

1/4	6.8	43.2
+5	7.0	43.0
Gutter	7.5	42.5
Topcb	6.84	43.19
N	6.8	43.2
225'E		
N	4.8	45.2
Topcb	5.09	44.99
Gutter	5.5	44.5
1/4	5.0	45.0
1/2	4.8	45.2
1/4	5.0	45.0
+7	5.0	45.0
06	4.8	44.55
S	4.3	45.7
250'E		
S	2.6	47.4
Topcb	3.03	47.00
Gutter	3.4	46.6
+4	3.6	46.4
1/4	3.6	46.4
1/2	3.2	46.8
1/4	3.4	46.6
+3	3.3	46.7
Gutter	3.7	46.3
Topcb	3.21	46.82



X  
50.03

N	3.3	46.7
	275' E	
N	1.6	48.4
Topcb	1.81	48.22
Gutter	2.3	47.7
1/4	2.0	48.0
£	1.9	48.1
1/4	2.2	47.8
Gutter	2.3	47.7
Topcb	1.91	48.12
S	1.7	48.3
	300' E	
S	0.5	49.5
Topcb	0.74	49.29
Gutter	1.1	48.9
1/4	1.2	48.8
+7	0.9	49.1
£	0.8	49.2
1/4	0.9	49.1
Gutter	0.8	49.2
Topcb	0.69	49.34
N	0.2	49.8
T.P.	11.07	60.30 0.80 49.23
	350' E	
N	7.5	52.8
+3	8.8	51.5

X  
60.30

10

Topcb	9.10	51.20
Gutter	9.9	50.9
1/4	9.3	51.0
£	9.3	51.1
+6	9.3	51.1
1/4	9.5	50.8
Gutter	9.8	50.5
Topcb	9.39	50.91
S	8.9	51.4
	900' E	
S	7.6	52.7
Topcb	7.93	52.37
Gutter	8.5	51.8
1/4	8.2	52.1
£	7.9	52.4
1/4	7.8	52.5
Gutter	8.0	52.3
Topcb	7.15	52.65
+6	7.4	52.9
N	6.3	54.0
	950' E	
N	5.5	54.8
+3	6.0	54.3
Topcb	6.20	54.1
Gutter	6.7	53.6
1/4	6.6	53.7



X  
60.30

+7	6.4	53.9
±	6.5	53.8
1/4	6.5	53.8
Gutter	6.9	53.4
Topcb	6.35	53.95
S	6.9	53.9
	500' E	
S	5.0	55.3
Topcb	4.86	55.44
Gutter	5.4	54.9
1/4	5.3	55.0
±	5.3	55.0
1/4	5.1	55.2
Gutter	5.3	55.0
Topcb	4.80	55.50
N	4.8	55.5
	550' N	
N	3.7	56.6
+3	3.3	57.0
Topcb	3.40	56.90
Gutter	4.0	56.3
1/4	3.6	56.7
+5	3.5	56.8
±	3.6	56.7
1/4	3.6	56.7
Gutter	3.9	56.4

60.30

41

Topcb	3.90	56.90
S	3.7	56.9
	600' East	
S	1.2	59.1
+5	1.4	58.9
Topcb	1.50	58.80
Gutter	2.0	58.3
1/4	1.8	58.5
+5	1.6	58.7
±	1.6	58.7
+5	1.6	58.7
1/4	1.8	58.5
Gutter	2.2	58.1
Topcb	1.69	58.61
+7	1.6	58.7
N	1.9	58.4
T.P. 809	66.88 1.51	58.79
	644 end of cbs	
N	6.9	60.0
Topcb	6.83	60.05
Gutter	7.1	59.8
1/4	6.9	60.0
±	6.6	60.3
+8	6.6	60.3
1/4	6.8	60.1
Gutter	6.7	60.2



68.88

Topcb	6.20	60.70
S. 5-8	5.8	61.1
	650' E	
S	5.6	61.3
cb	6.2	60.7
+5	6.6	60.3
1/4	6.5	60.4
6	6.2	60.7
1/4	6.3	60.6
cb	6.6	60.3
+9	6.3	60.6
N	6.2	60.7

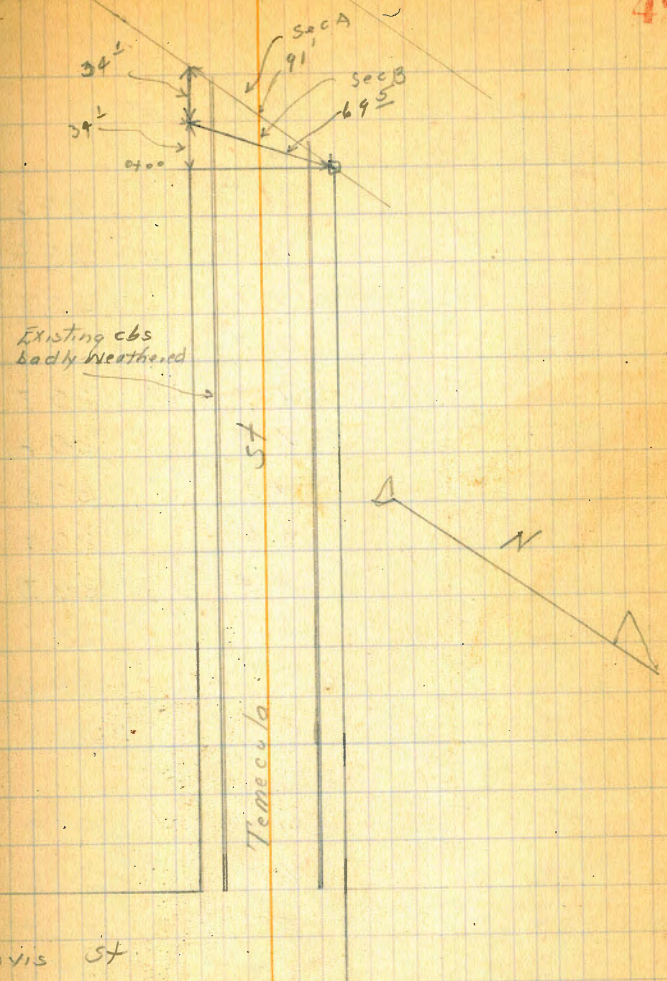
check on BM + Mentone  
 S.E. Clovis  
 0.94      65.94  
 65.89  
 05

T.P.      1.46      56.12      12.22      59.66  
 set. B.M.      10.59      75.58  
 S. Hank St  
 Clovis &  
 Temocula

Sketch of Temocula St  
 Loma Alta #2

180-15  
 68.9  
 05

42





Bliss  
Tsbell  
Parson  
1915  
AMSP in file  
507  
Clovis

X Sections of Temecula Street Loma  
Alta #2. From the E Line of W Point Loma Blvd  
to the W Line of Clovis Street

3666

43

	0.25	45.78	45.53	66.57 10'cb 10'1/2
TP	0.32	36.66	9.44	36.34
		Sec A	91'	
N		7.3		29.4
+2		6.8		29.9
+10		7.1		29.6
cb		6.7		30.0
Gutter		7.2		29.5
1/4		7.9		28.8
+5		7.5		29.2
1/4		7.6		29.1
1/4		8.4		28.3
Gutter		8.6		28.1
Topcb		8.1		28.6
S		8.1		28.6
		0.0	Sec B	
S		4.8		31.9
T6		6.1		30.6
Topcb		5.8		30.85
Gutter		6.3		30.4
1/4		6.4		30.3
1/4		6.1		30.6
+5		6.0		30.7
1/4		6.6		30.1
+5		7.3		29.4
Gutter		6.6		30.1

Topcb	6.90	29.76
+4	6.9	29.8
+8	6.9	29.8
N	7.3	29.4
	0+00	
N-15	11.3	25.4
N	7.3	29.4
+2	6.8	29.9
Topcb	6.11	30.55
Gutter	6.9	30.3
+5	6.8	29.9
+8	6.1	30.6
1/4	6.2	30.5 ✓
+5	6.5	31.2
1/4	5.0	31.7 -
1/4	9.6	32.1
+8	9.3	32.4
Gutter	9.0	32.7
Topcb	3.54	33.12
+6	3.4	33.3
S	1.7	35.0
TP	10.19	44.35
	2.50	34.16
	25' East	
S	6.9	37.4
+4	9.3	35.1
Topcb	9.97	34.88



X  
44.35

Gutter	10.0	34.4
+ 1/4	10.7	33.7
+ 6	10.7	33.7
1/2	11.1	33.3
+ 1/4	12.0	32.4
+ +3	12.3	32.1
Gutter	12.5	31.9
Topcb	12.44	31.91
+ 8	12.6	31.8
+ N	12.9	31.5
N+4	14.1	30.3
+ 10	15.8	28.6
+ 15	17.0	27.4
To	50' East	
S/N-10	19.6	29.8
N-5	13.3	31.1
N	11.0	33.4
+ Topcb	11.15	33.20
Top Gutter	11.3	33.1
+ 5	11.2	33.2
+ 8	11.1	33.3
+ 1/4	10.3	34.1
+ +5	9.8	34.6
1/2	9.4	35.0
+ +5	8.9	35.5
1/4	8.8	35.6

X  
44.35

14

Gutter	8.5	35.9
Topcb	8.0	36.33
+ 6	7.7	36.7
S	5.9	38.0
	75' E	
S	3.9	40.8
+ 5	6.7	37.7
Topcb	6.86	37.49
Gutter	7.6	36.8
1/4	7.7	36.7
1/2	8.2	36.2
+ 5	8.6	35.8
1/4	9.2	34.2
1/2	9.7	34.7
Gutter	10.0	34.4
Topcb	9.76	34.59
N	10.1	34.3
N+5	11.7	32.7
+ 15	14.3	30.1
	100' E	
N-10	12.0	32.4
N-5	10.7	33.7
N	8.9	35.5
Topcb	8.60	35.75
Gutter	8.8	35.6
+ 6	8.6	35.8



π  
99.35

1/4	8.1	36.3
⊕	7.0	37.4
1/4	6.7	37.7
Gutter	6.4	38.0
Topcb.	5.88	38.47
+6	5.8	38.6
S.	3.4	41.0
	125'E	
S	2.2	42.2
+4	4.7	39.7
Topcb	5.12	39.23
Gutter	5.8	38.6
1/4	5.9	38.5
⊕	6.0	38.4
+5	6.6	37.8
1/4	7.2	37.2
+5	7.8	36.6
Gutter	8.0	36.4
Topcb	7.98	36.87
+6	7.2	36.2
N	7.5	36.9
+5	9.0	35.4
+10	11.2	33.2
	150 East	
N-10	10.2	34.2
N	6.6	37.8

T  
99.35

45

Topcb	6.67	37.68
Gutter	7.1	37.3
+6	6.6	37.8
1/4	6.2	37.2
+5	5.8	38.6
⊕	5.4	39.0
1/4	5.3	39.1
Gutter	5.3	39.1
Topcb	9.64	39.71
+6	4.1	40.3
S.	2.2	42.2
	175'E	
S.	1.1	43.3
+4	3.7	40.7
Topcb	4.29	40.06
Gutter	4.9	39.5
1/4	4.9	39.5
+5	4.8	39.6
⊕	4.7	39.7
+5	5.1	39.3
1/4	5.8	38.6
Gutter	6.4	38.0
Topcb	5.96	38.39
N	6.0	37.4
+5	7.7	36.7
+10	9.3	35.1



X  
49.35

200' East

N-10	8.3	36.1
N	5.6	38.8
Topcb	5.54	38.81
Gutter	6.0	38.4
+7	5.6	38.8
1/4	5.9	39.0
+3	4.8	39.6
£	4.~	40.2
1/4	4.4	40.0
Gutter	4.4	40.0
Topcb	3.94	40.41
+6	3.2	41.2
S	1.1	43.3
290' E		
S	0.8	43.6
+4	2.9	41.4
Topcb	3.34	41.11
Gutter	4.0	40.4
1/4	3.9	40.5
£	3.8	40.6
+3	4.1	40.3
+9	4.4	40.0
1/4	4.6	39.8
Gutter	5.5	38.9
Topcb	4.97	39.38
N	5.0	39.4

X  
49.35

36

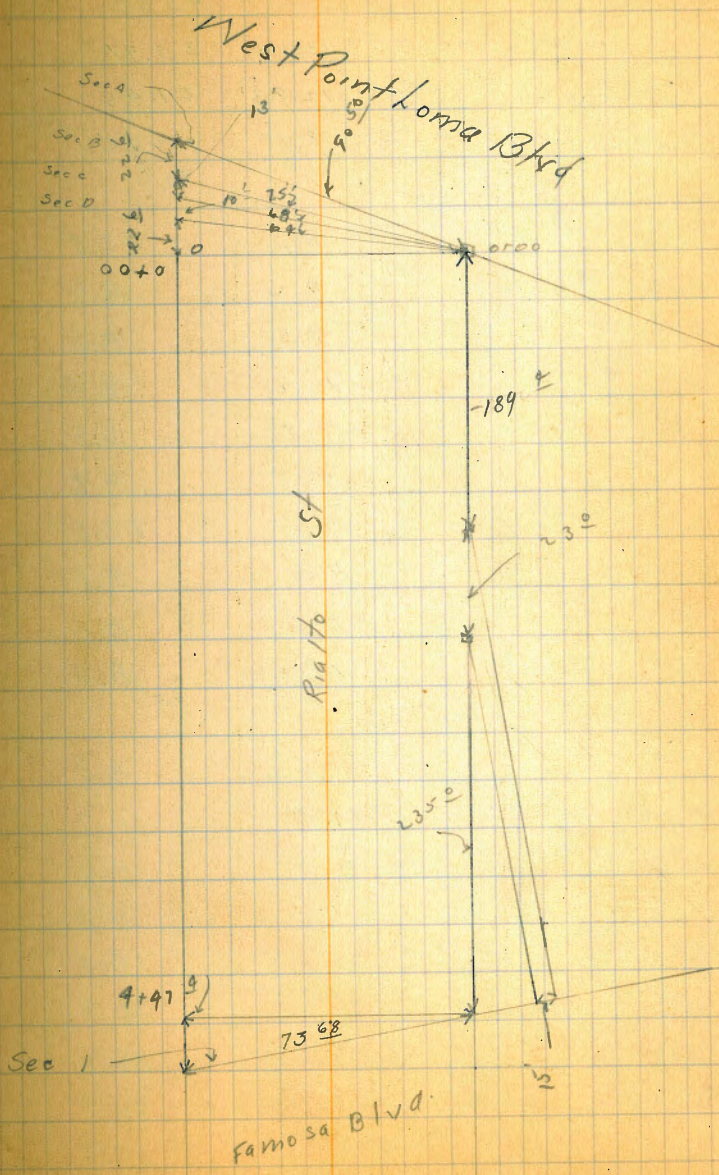
N+7	7.7	36.7
N+10	7.9	36.5
298' E. end of ob.		
N-8	6.6	37.8
N-5	5.9	38.5
N	4.4	40.0
+2	4.0	40.4
Topcb	4.23	40.12
Gutter	4.5	39.9
1/4	3.8	40.6
£	3.4	41.0
1/4	3.4	41.0
Gutter	3.9	41.0
Topcb	2.71	41.64
+7	2.5	41.9
S	1.3	43.1
293' E. W. line of Clovis		
S	1.5	42.9
+3	2.4	42.0
cb	2.1	42.3
1/4	3.2	41.3
£	3.3	41.1
1/4	3.6	40.8
cb	4.0	40.4
N	4.0	40.4
N+5	5.7	38.7



44.35

N+11		7.1	37.3
T.P.	5.55	47.00	2.90
check on starting B.M.		1.97	45.53

47





X Sections of Rialto Street - Loma Alta  
 #2. From the E. Line of West Point Loma Blvd  
 to the W. Line of Famosa Blvd

19.05  $\frac{12.5}{6.75}$

CL 68

48

BM 50 ft in Pole  
 SE corner  
 3m scale

	1.47	47.00		45.53	S	7.9	11.7
TP	0.41	34.38	13.03	33.97		Sec C	68
TP	0.12	21.57	12.93	21.45	S	6.0	13.1
TP	6.19	19.05	8.71	12.86	cb	6.4	12.7
		Sec A		90.5	+5	7.1	12.0
S			8.8	10.3	1/4	7.9	11.2
cb			9.2	9.9	1/4	8.4	10.7
1/4			9.5	9.6	1/4	9.2	9.9
+4			10.2	8.9	cb	10.3	8.8
+13			9.8	9.3	N	10.6	8.5
1/4			9.3	9.8		Sec D	69
cb			9.1	10.0	cb	10.6	8.6
+4			11.0	9.1	cb	10.0	9.1
N			10.6	8.5	1/4	9.1	10.0
		Sec B		75.5	+2	8.5	10.6
N			10.6	8.5	1/4	8.2	10.9
cb			10.4	8.7	cb	7.6	11.9
+6			10.1	9.0	S	6.7	12.4
1/4			9.2	9.9		5.5	13.6
+6			8.7	10.4		0+00	see sketch
1/4			8.7	10.7	S	9.8	14.3
+8			9.0	10.1	cb	5.5	13.6
+11			8.4	10.7	1/4	6.5	12.6
1/4			8.1	11.0	+2	7.9	11.2
cb			7.6	11.5	1/4	8.1	11.0
					+6	8.3	10.8

Plotted 3-28-78  
 C.B.H.



7  
1905

1/4	9.0	10.1
67.4	9.6	9.5
cb	10.0	9.1
N	10.6	8.5
25' East		
N-10	10.3	8.8
N	9.0	10.1
+4	8.6	10.5
cb	7.7	11.4
+5	7.3	11.8
+7	7.7	11.4
1/4	7.5	11.6
+8	6.8	12.3
E	6.8	12.3
+7	6.7	12.4
+9	5.2	13.5
1/4	5.4	13.7
cb	4.0	15.1
+6	3.4	15.7
S	2.9	16.2
50' E		
S	2.6	16.5
+3	3.2	15.9
cb	3.6	15.5
1/4	4.4	14.7
+1	4.5	14.6

7  
1905

$\frac{368}{226}$

49

+3	5.8	13.3
E	5.8	13.3
1/4	6.1	13.0
+3	6.8	12.3
cb	6.8	12.3
N	7.8	11.3
N+10	8.9	10.2
75' E		
N	6.7	12.4
cb	5.9	13.2
+4	5.6	13.4
1/4	5.3	13.8
E	4.8	14.3
+7	4.7	14.4
+9	3.7	15.4
1/4	3.4	15.7
cb	2.8	16.3
S	1.6	17.5
100' E		
S	1.0	18.1
cb	2.1	17.0
+4	2.3	16.8
1/4	3.7	15.4
E	3.9	15.2
1/4	4.4	14.7
cb	4.5	14.6



T  
17.05

N	5.7	13.4
	125' E	
N	5.1	14.0
cb	9.3	14.8
1/4	3.7	15.4
+9	3.2	15.9
£	3.1	16.0
1/4	2.8	16.3
+9	2.0	17.1
cb	1.7	17.4
+5	0.5	18.6
S	0.5	18.6
	150' E	
S	0.1	19.0
£ 5	0.9	18.7
cb	1.2	17.9
1/4	2.2	16.9
+5	2.6	16.5
£	2.6	16.5
1/4	3.1	16.0
+5	3.2	15.9
cb	3.5	15.6
N	4.3	14.8
T.P	581	22.64 222 16.83
		189' E W line of Alley
N	6.5	16.1

T  
22.64

50

cb	5.9	16.7
+5	5.7	16.9
1/4	5.8	16.8
+5	5.3	17.3
£	5.3	17.3
1/4	5.2	17.4
+8	3.8	18.8
cb	3.6	19.0
S	2.9	19.7
	212' E line Alley	
	2.2	20.4
cb	3.9	19.2
1/4	4.3	18.3
+3	5.0	17.6
£	5.0	17.6
1/4	5.4	17.2
cb	5.7	16.9
N	5.9	16.7
	225' E	
N	5.9	16.7
+7	5.9	16.2
cb	5.7	17.9
+6	5.1	17.5
1/4	5.3	17.3
£	4.9	17.7
+7	4.8	17.8



22.69

1/4	9.5	18.1
cb	3.6	19.0
S.	2.9	20.2
	275'E	
S.	3.0	19.6
cb	3.5	19.1
+8	4.3	18.3
1/4	5.0	17.6
1/4	5.0	17.6
1/4	5.3	17.3
+3	5.1	17.5
cb	5.4	17.2
N	5.7	16.9
	325'E	
N	6.8	15.8
cb	6.3	16.3
+4	6.0	16.6
+9	6.1	16.5
1/4	6.1	16.5
1/4	6.0	16.6
1/4	5.9	16.7
+4	4.5	18.1
cb	4.3	18.3
S.	3.8	18.8
	375'E	
S	5.2	17.4

22.69

51

cb	5.7	16.9
+7	5.9	16.7
1/4	7.2	15.4
+5	7.0	15.6
1/4	7.0	15.6
+7	7.4	15.2
1/4	7.3	15.3
+5	7.4	15.2
cb	7.6	15.0
N	8.0	14.6
	900'E	
N	8.7	13.9
cb	8.3	14.3
+5	7.9	14.7
1/4	7.7	14.9
+3	8.0	14.6
1/4	7.9	14.7
1/4	8.2	14.4
+1	8.2	14.4
+3	6.1	16.5
cb	6.2	16.4
S.	5.6	17.0
	925'E	
S	6.5	16.1
cb	6.9	15.5
+5	7.3	15.3



22.64

18		9.0	13.6	+6	
14		9.0	13.6	cb	
2		8.5	14.1	+2	
14		8.7	13.9	+4	
cb		9.2	13.4	14	
N		9.8	12.8	+5	
+10		11.0	11.6	2	
		435' E		+5	
N-10		13.4	9.2	14	
N-3		7.7	14.9	+4	
N		10.9	11.7	cb	
+5		10.2	12.4	N	
cb		9.8	12.8		
+7		9.0	13.6	N	
14		9.0	13.6	cb	
+6		8.6	14.0	+5	
2		8.6	14.0	+8	
+3		8.6	14.0	14	
14		9.0	13.6	+7	
+4		9.4	13.2	2	
+6		7.9	14.7	+10	
cb		7.5	15.1	14	
5		7.0	15.6	+4	
T.P	1.27	17.03	6.88	15.76	cb
			4 47 1/2	W. line of Fumosa on North	+8
5			1.9	15.1	+10

17.03

52

1.9	151
2.3	14.7
2.3	14.7
4.3	12.7
3.8	13.2
3.4	13.6
3.3	13.7
3.5	13.5
3.9	13.1
4.8	13.2
6.0	11.0
9.0	8.0
Sec 1 = 4+89 1/2 on South	
9.0	8.0
8.0	9.0
7.0	10.0
7.0	10.0
5.3	11.7
4.5	12.5
4.2	12.8
4.6	12.4
4.7	12.3
5.2	11.8
5.5	11.5
6.1	10.9
4.5	12.5

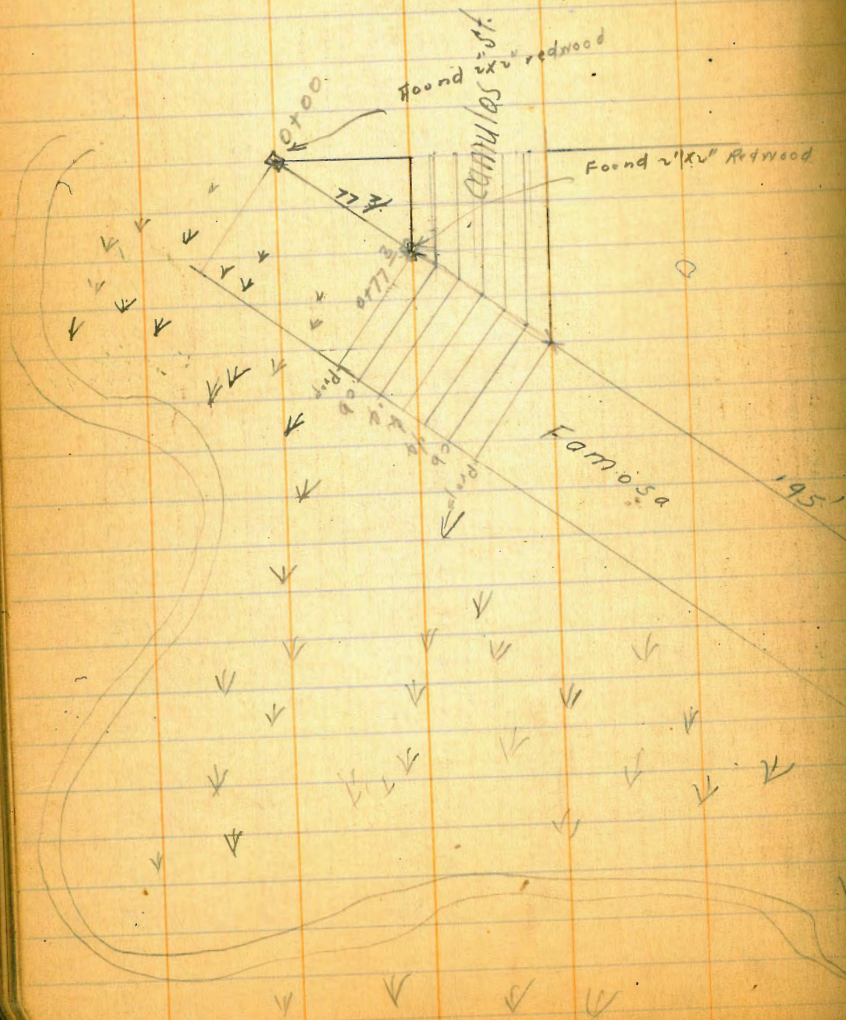
73.68 See Note 3 Page 47



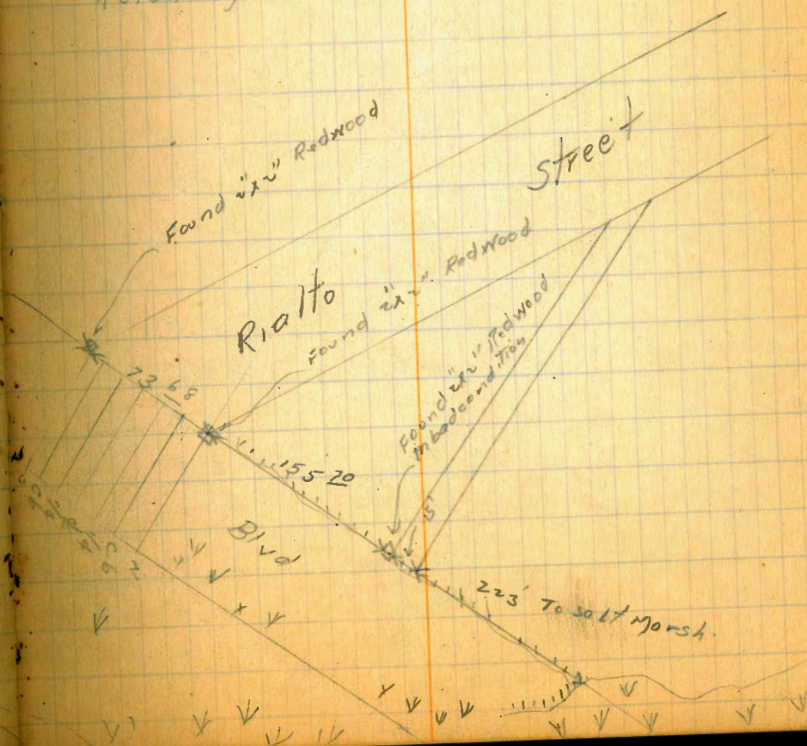
S  
Set BM on S.W.  
prop Hub

9.5      12.5

4.36    12.67



Sketch of Famosa Blvd. Loma Alta #2





Bliss  
 Feb 11  
 Pearson  
 3/1/23  
 Brown Prof.  
 H. B. Ralston and  
 Famosa Blvd.

X Sections of Famosa Blvd from the  
 North Line of Tomocula to the E Line of West  
 Point Loma Blvd

T  
 6.06

54

	4.23	16.90	12.67	4.54
T.P.	1.52	6.06	12.36	4.54
				see sketch
				0+00 = N Line of Tomocula
W			8.8	-2.7
cb			7.7	-3.6
1/4			10.1	-4.0
1/2			10.1	-4.0
3/4			10.1	-4.0
cb			10.1	-4.0
E			10.1	-4.0
E+20			10.1	-4.0
			27' N	
E-20			10.1	-4.0
E			10.1	-4.0
cb			10.1	-4.0
1/4			10.1	-4.0
1/2			10.1	-4.0
+5			9.8	-3.7
+10			8.9	-2.8
1/4			8.6	-2.5
cb			7.9	-1.8
W			7.0	-0.9
			52' N	
W			3.2	-2.9
cb			4.5	1.6
1/4			5.8	0.3
1/2			7.6	-1.5

Plotted 9-23-28  
 C.B.H.

	76.51	11.065	11.5145
+4	7.9		-1.8
1/4	8.9		-2.8
cb	9.9		-3.8
+1	10.1		-4.0
E	10.1		-4.0
E+20	10.1		-4.0
			77' N E line of Comulos st see sketch
E-10	10.1		-4.0
E	10.1		-4.0
cb	8.6		-2.5
1/4	6.2		-0.1
1/2	5.4		0.7
+2	2.5		3.6
1/4	2.0		4.1
+5	0.8		5.3
T.P.	12.94	17.54	0.56
cb			5.50
cb			6.1
+5			7.0
W			7.2
			5.06
W			8.2
			9.3
+5			9.0
cb			8.5
cb			10.8
+5			6.7
+5			11.4
1/4			6.1
1/4			11.9
1/2			5.6
1/2			13.7
1/2			3.8



$\pi$   
12.59

+5	13.9	3.6
14	14.3	3.2
+7	14.8	2.7
cb	16.2	1.3
+2	17.0	0.5
E	17.8	-0.3
E+20	22.0	-4.5

5 1/4

E-24	22.0	-4.5
E-15	20.8	-3.3
E-8	19.5	-2.0
E	17.0	0.5
E+10	15.3	2.2
cb	14.6	2.9
14	12.9	4.6
$\phi$	11.6	5.9
14	10.4	7.1
+8	8.7	8.8
cb	8.1	9.4
+3	6.5	11.0
W	6.5	11.0
	$\phi$	
W	6.2	11.3
cb	5.7	11.8
+5	5.7	11.8
14	6.9	10.6

$\pi$   
17.54

+3	7.6	9.9
$\phi$	8.2	9.3
+4	8.4	9.1
14	11.1	6.4
cb	12.6	5.9
E	14.8	2.7
+3	15.4	2.1
+30	22.0	-4.5

$\phi$ +10

-30	22.0	-4.5
-18	19.0	-1.5
-10	16.0	1.5
E	15.0	2.5
E+10	13.1	4.4
cb	11.1	6.4
14	8.6	8.9
14	7.9	9.6
+4	6.9	10.6
$\phi$	6.3	11.2
+4	5.1	12.4
14	4.9	12.6
cb	5.4	12.1
W	6.2	11.3
	14	
W	1.8	15.7
+2	4.3	13.2

55



π  
17.54

+5	5.8	11.7
cb	5.4	12.1
+1/4	4.7	12.8
cb	5.5	12.0
+5	5.5	12.0
+1/4	6.9	10.6
E+3	8.0	9.5
cb	10.6	6.9
E	13.6	3.9
E+1	14.1	3.4
E+10	15.6	1.9
E+20	18.7	-1.2
E+35	22.0	-4.5
0	N.cb	
E-37	22.0	-4.5
E-25	20.0	-2.5
E-15	16.8	0.7
E	13.1	4.4
E+10	10.9	6.6
cb	8.8	8.7
+1/4	6.9	10.6
+8	7.6	12.9
cb	4.6	12.9
+1/4	5.2	12.3
+7	5.2	12.3
cb	2.3	15.2
W	1.9	15.6

π  
17.54  
W Line of Camulos St

56

W	2.1	15.4
cb	2.3	15.2
+4	2.7	14.8
+6	5.3	12.2
+1/4	5.5	12.0
cb	5.0	12.5
+4	5.0	12.5
+3	5.2	12.3
cb	7.4	10.1
+3	8.6	8.9
E	13.8	3.7
E+3	14.8	2.7
E+18	17.4	0.1
E+30	20.0	-2.5
E+41	22.0	-4.5
	25.0	
E-42	22.0	-4.5
E-30	19.0	-1.5
E-4	15.0	2.5
E	13.8	3.7
cb	8.8	8.7
+1	8.1	9.4
+2	7.0	10.5
+6	6.6	10.9
+4	5.9	11.6
+1	5.9	12.1



70  
17.5+

ϕ	5.1	12.4
5	5.2	12.3
+7	5.4	12.1
1/4	5.6	11.9
+3	5.8	11.7
+4	3.2	14.3
cb	2.9	14.6
N	2.9	15.1
50'N		
W	2.9	15.1
+5	2.9	14.6
+8	3.5	14.0
cb	3.8	13.7
+2	6.3	11.2
1/4	6.0	11.5
ϕ	6.0	11.5
+9	6.2	11.3
1/4	8.3	9.2
cb	14.7	5.8
+E	14.9	2.6
+12	16.8	0.7
+16	18.5	-1.0
+36	22.0	-4.5
+38	24.0	-6.5
75'N		
E-30	29.0	-6.5

17.5+ 11.0

E-27	22.0	-4.5
E-15	22.0	-4.5
E-	19.8	-2.3
E2	16.7	0.8
E+9	16.2	1.3
cb	14.6	2.9
1/4	12.0	5.5
+6	10.2	7.3
ϕ	8.6	0.9
+1	6.8	10.9
1/4	6.5	11.0
+9	6.8	10.7
cb	6.0	11.5
+4	9.9	13.1
W	3.3	14.2
100'N		
N	4.0	13.5
+3	4.7	12.8
+8	7.2	10.3
cb	7.2	10.3
1/4	6.9	11.6
+4	6.9	11.6
ϕ	11.6	6.9
+3	12.4	5.1
1/4	13.9	3.6
+5	14.9	2.6

57



17.54

cb	16.4	1.1
+5	18.7	-1.2
E	20.8	-3.3
E+27	22.0	-4.5
E+29 channel	24.8	-7.3
	125' North	
E-30	29.5	-7.0
E-28	22.0	-4.5
E	22.0	}
+2	20.0	
+4	20.0	
+7	18.0	
cb	18.0	-0.5
1/4	16.1	1.4
2	14.2	3.3
+6	10.5	7.0
+8	7.4	10.1
1/4	7.0	10.5
cb	7.2	10.3
+5	7.1	10.4
+7	5.1	12.4
W	4.6	12.9
	145' N. s. line of Riata	see sketch
W	4.9	12.6
+2	6.6	10.9
cb	6.7	10.8

17.54

9.5

+5	6.7	10.8	58
1/4	8.8	8.7	
2	14.2	3.3	
1/4	17.8	-0.3	
+6	19.0	-1.5	
cb	20.0	-2.5	
+2	20.0	-2.5	
E	22.0	-4.5	
E+30	22.0	-4.5	
E+31	24.5	-7.0	
TP 1.96	19.13	4.87	12.67
	5 cb		
E-33	19.5	-5.4	
E	18.0	-3.9	
cb	18.0	-3.9	
+4	17.4	-3.3	
1/4	16.5	-2.4	
+1	14.7	-0.6	
+4	12.9	1.2	
2	11.8	2.3	
1/4	8.5	5.6	
+4	2.8	11.3	
cb	2.5	11.6	
+5	2.7	11.4	
W	2.6	11.5	
	5 1/4		



1913  
5/4

W	18	12.3
+8	21	12.0
cb	3.0	11.1
1/4	10.3	3.8
2	15.1	-1.0
+1	16.1	-2.0
1/4	17.6	-3.5
cb	18.0	-3.9
E	18.0	-3.9
E+30	18.0	-3.9
	2	
E-40	18.0	-3.9
E	18.0	-3.9
cb	18.0	-3.9
1/4	18.0	-3.9
+5	17.5	-3.4
2	16.5	-2.4
+5	15.0	-0.9
1/4	12.2	1.9
+2	9.9	4.2
cb	6.9	7.2
+4	2.2	11.9
W	1.3	12.8
	N 1/4	
W	2.4	11.7
+5	5.8	8.3

1913

10.0

cb	81	60	59
+7	13.1	1.0	
1/4	14.6	-0.5	
2	17.5	-3.4	
1/4	18.0	-3.9	
E	18.0	-3.9	
E+30	18.0	-3.9	
	N cb		
E-30	18.0	-3.9	
E	18.0	-3.9	
2	18.0	-3.9	
1/4	18.0	-3.9	
+8	17.8	-3.7	
2	17.5	-3.4	
1/4	15.5	-1.4	
+3	12.9	1.2	
cb	10.5	3.6	
+2	8.0	6.1	
W	5.1	9.0	
	N Line Rialto		
W	6.1	8.0	
cb	12.7	1.4	
T.P.	0.23	8.04	6.32
			7.81
+3	8.1	-0.1	
+C	8.6	-0.6	
1/4	9.4	-1.4	



809

ϕ	11.9	-3.9
+2	12.2	-4.2
1/4	12.2	-4.2
cb	12.2	-4.2
E	12.2	-4.2
E+30	12.3	-4.3
25'N		
E-30	12.2	-4.2
E	12.2	}
cb	12.2	
1/4	12.2	
ϕ	12.2	-4.2
+1	11.2	-3.2
1/4	9.5	-1.5
+1	8.9	-0.9
+5	7.7	0.3
cb	6.7	1.3
+3	4.3	3.7
W	0.9	7.1
50'N		
W	1.4	6.6
cb	8.3	-0.3
+5	10.6	-2.6
1/4	11.3	-3.3
+3	12.0	-4.0
ϕ	12.2	-4.2

809

60

1/4	12.2	-4.2
cb	12.2	}
E	12.2	
E+90	12.2	
75'N		
E-40	12.2	
cb E	12.2	
cb	12.2	
ϕ	12.2	-4.2
+10	11.9	-3.9
1/4	11.7	-3.7
cb	9.1	-1.1
+4	7.8	0.2
W	3.1	4.9
100'N		
W	2.5	5.5
+2	3.0	5.0
+7	6.5	1.5
+10	6.9	1.1
cb	8.2	-0.2
+3	8.7	-0.3
1/4	11.4	-3.4
ϕ	12.2	-4.2
1/4	12.2	}
cb	12.2	
E	12.2	



7  
8:04

E+40 12.2 -4.2

130' N

E-90 12.2 -4.2

E 12.2 }

cb 12.2 }

1/4 12.2 }

2 12.2 -4.2

+8 10.9 -2.4

1/4 9.9 -1.4

cb 7.3 0.7

+5 4.3 3.7

+1 2.8 5.2

W 1.1 6.9

136' N

W 1.2 6.8

+3 2.1 5.9

cb 4.9 3.1

+5 7.6 0.4

+8 9.9 -1.4

1/4 9.5 -1.5

+5 10.7 -2.7

+9 11.8 -3.8

2 12.2 -4.2

1/4 12.2 }

cb 12.2 }

E 12.2 -4.2

7  
8:04

E+40 12.2 -4.2

155' 3 Lines of alloy

E-90 12.2 -4.2

E 12.2 }

cb 12.2 }

1/4 12.2 }

2 12.2 -4.2

+8 11.6 -3.6

1/4 10.2 -2.2

+4 8.3 -0.3

+7 8.0 0.0

cb 5.1 2.9

+7 3.1 4.9

W 2.0 6.0

1170' N-Line Alloy

W 2.1 5.9

+8 4.0 4.0

cb 6.1 1.9

+3 6.5 1.5

1/4 10.7 -2.7

+6 12.1 -4.1

2 12.2 -4.2

1/4 12.2 }

cb 12.2 }

E 12.2 }

E+40 12.2 -4.2

61



8.04

190' N

E-40	12.2	-4.2
E	12.2	
cb	12.2	
1/4	12.2	
1/2	12.2	-4.2
3/4	12.1	-4.1
+7	11.7	-3.7
cb	8.6	-0.6
+2	7.2	0.8
W	3.5	4.5

200' N

N	5.6	2.4
+5	7.9	0.1
+10	10.5	-1.5
cb	12.1	-4.1
1/4	12.1	-4.1
1/2	12.2	-4.2
3/4	12.2	
cb	12.2	
E	12.2	
E+30	12.2	-4.2
E+40	19.2	-6.2

213' N

E+40	14.6	-6.6
E+30	12.2	-4.2
E	12.2	-4.2

8.04

62

cb	12.2	-4.2
1/4	12.2	
1/2	12.2	
3/4	12.2	
cb	12.2	-4.2
+2	12.1	-4.1
W	7.6	0.4
	223'	
N	12.1	-4.1
cb	12.1	-4.1

Note all other sections to the E Line of West Point Loma Blvd would be the same: No Bats Available

T.P.	12.07	19.61	0.50	7.54
T.P.	13.21	32.68	0.14	19.97
T.P.	13.00	45.68	0.00	32.68
T.P.	7.21	52.75	0.19	45.59
T.P.	2.95	42.75	12.95	39.80
T.P.	7.42	36.96	13.21	29.54
check	on starting 8 M pole walkers notes 50 E of the line of on W point Loma Blvd. Also			7.39
				29.59
				1.03



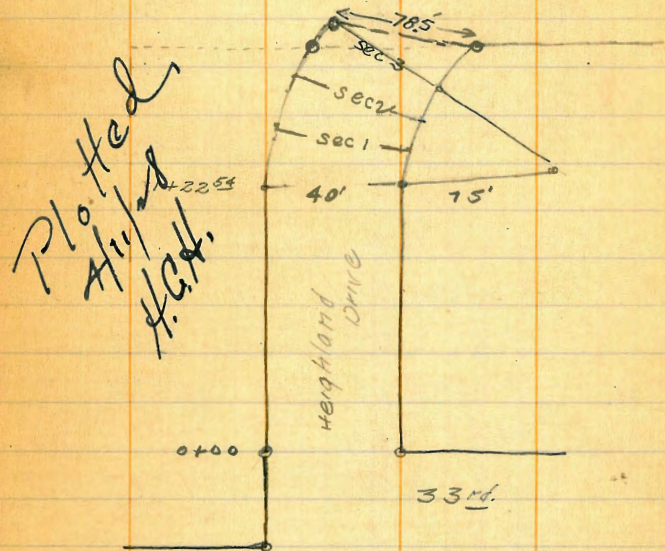
x sec Highland Drive

40' wide 5' cbs & 1/2' gts

B.M. NEBR by Bancroft

0+00 = WL 33rd

T.P. 0.48 287.42 286.94



T.P. 4.39 282.19 9.62 277.80

0+00

NL	9.1	273.1
Cb	9.5	272.7
1/4	9.1	273.1
1/2	9.8	272.4
3/4	10.4	271.8
Cb	11.7	270.5
SL	12.9	269.3

0+50

SL	10.1	272.1
Cb	9.3	272.9
1/4	8.4	273.8
1/2	7.5	274.7
3/4	6.9	275.3
Cb	6.3	275.9
NL	6.3	275.7
1+22 <sup>59</sup> = P.C.		
NL	6.0	276.2
Cb	6.4	275.8
1/4	6.8	275.4
1/2	7.3	274.9
3/4	7.8	274.4
Cb	8.4	273.8
SL	8.7	273.5
Sec #1		
SL	16.1	266.1
Cb	13.5	269.7
1/4	8.4	273.8
1/2	7.1	275.1
3/4	6.7	275.5
Cb	6.0	276.2
NL	6.0	276.2
Sec #2		
NL	5.9	276.3



cb	6.3	275.9
$\frac{1}{4}$	6.7	275.5
2	7.2	275.0
$\frac{1}{4}$	8.0	274.2
cb	8.8	273.4
SL	9.5	272.7

Sec #3

SL	10.9	276.8
cb	9.3	272.9
$\frac{1}{4}$	8.3	273.9
2	7.2	275.0
$\frac{1}{4}$	6.7	275.5
cb	5.9	276.3
NL	5.4	276.8

End section (78.5 feet) (10 parts)

NL	3.7	278.5
+7.8	3.9	278.3
+15.70	4.5	277.7
+23.55	5.0	277.2
+31.30	5.7	276.5
+39.15	6.1	276.1
+47.0	7.0	275.2
+54.85	7.7	274.5
+62.70	8.5	273.7
+70.55	9.2	273.0
+78.5	10.4	271.8

T.P.	994	288.47	3.66	278.53
			1.52	286.95
			BM	<u>286.94</u>
				.01



X Sec. 33rd N. Juniper North 0+50

to paving.

{ B.M. S.W. B. Juniper + 33rd  
Top of wall 278.12

T.P. 1.37	279.49
0+00 = N. Juniper	
WCB on paving	6.00 273.50
Gut	6.69 272.80
‡	6.65 272.84
£	6.92 272.57
‡	7.58 271.91
Gut	8.35 276.14
ECB	7.95 271.54
0+08	
EL	9.2 270.3
CB	7.7 271.8
‡	6.9 272.6
£	5.9 273.6
‡	5.1 274.4
CB	4.1 275.4
WL	2.8 276.7

Replotted  
 Apr 21  
 H.C.H.

WL	3.5	276.0
CB	5.3	274.2
‡	6.1	273.4
£	6.8	272.7
‡	7.7	271.8
CB	8.5	271.0
EL	10.2	269.3
0+75 = £ double garage on East (14' wide)		
EL on Apron	10.06	269.43
+10.5 = Edge of Apron		
	9.26	270.23
CB	8.7	270.8
‡	7.7	271.8
£	7.2	272.3
‡	6.7	272.8
CB	6.2	273.3
WL	3.9	275.6
1+50		
WL	5.3	274.2
CB	7.0	272.5
‡	7.6	271.9
£	7.9	271.6
‡	8.8	270.7
CB	10.0	269.5
EL	12.2	267.3
2+00		



EL		15.2	264.3
CB		12.3	267.2
$\frac{1}{4}$		11.2	268.3
$\frac{1}{4}$		10.3	269.2
$\frac{1}{4}$		9.1	270.4
CB		8.1	271.4
WL		0.8	272.7
2+25			
WL		8.4	271.1
CB		9.8	269.7
$\frac{1}{4}$		10.7	268.8
$\frac{1}{4}$		11.9	267.6
$\frac{1}{4}$		12.8	266.7
CB		14.1	265.4
EL		17.8	261.7
T.P.	5.04	271.95	12.58 266.91 <sup>y</sup>
2+45			
EL		11.0	261.0
CB		8.4	263.6
$\frac{1}{4}$		7.0	265.0
$\frac{1}{4}$		5.6	266.4
$\frac{1}{4}$		5.1	266.9
CB		4.7	267.3
2+63		3.0	269.0
WL-18		1.2	270.8
WL		13.2	258.8

CB.	15.0	257.0
$\frac{1}{4}$	13.1	258.9
$\frac{1}{4}$	11.7	260.3
$\frac{1}{4}$	10.8	261.2
CB	11.5	260.5
EL	14.1	257.9
2+75		
EL	15.3	256.7
CB	14.5	257.5
$\frac{1}{4}$	17.2	254.8
$\frac{1}{4}$	18.7	253.3
$\frac{1}{4}$	18.2	253.8
CB	17.5	254.5
WL	7.4	264.6
+5	5.8	266.2
2+88		
WL-5	7.0	265.0
WL	8.1	263.9
CB	14.1	257.9
$\frac{1}{4}$	17.4	254.6
$\frac{1}{4}$	18.9	253.1
$\frac{1}{4}$	20.5	251.5
CB	21.5	250.5
+8	22.7	249.3
EL	24.0	248.0
3+00 = SL Kalmia		



EL-10	30.9	241.6
EL	28.9	243.1
+10	26.5	245.5
cb	21.6	250.4
$\frac{1}{4}$	17.6	254.4
£	13.2	258.8
$\frac{1}{4}$	9.8	262.2
cb	6.7	265.3
WL	5.9	266.1
Carb		
WL	6.0	266.0
cb	6.1	265.9
$\frac{1}{4}$	6.8	265.2
£	8.3	263.7
$\frac{1}{4}$	12.1	259.9
+5	14.4	257.6
+6	19.2	252.8
+9	19.2	252.8
cb	15.4	256.6
EL	23.1	248.9
+10	26.0	246.0
Quarter		
EL-10	21.4	250.6
EL	17.2	254.8
cb	10.2	251.8
$\frac{1}{4}$	9.4	262.6

67

£	8.7	263.3
$\frac{1}{4}$	8.0	264.0
cb	7.7	264.3
WL	7.0	265.0
Center		
WL	6.7	265.3
cb	7.5	264.5
$\frac{1}{4}$	7.7	264.3
£	8.6	263.4
$\frac{1}{4}$	9.2	262.8
cb	10.2	261.8
+5	11.1	260.9
EL	17.7	254.3
+10	22.3	249.7
Quarter		
EL-10	23.6	248.4
EL	21.7	250.3
+3	21.7	250.3
cb	12.4	259.6
$\frac{1}{4}$	10.0	262.0
+4	12.9	259.1
+7	11.0	260.4
£	8.5	263.5
$\frac{1}{4}$	7.7	264.3
cb	7.7	264.3
WL	6.6	265.4



## Curb

WL	6.9	265.1
cb	9.4	262.6
+3	11.1	260.9
$\frac{1}{4}$	11.5	260.5
+5	11.5	260.5
+8	7.9	264.1
£	7.9	264.1
+7	8.3	263.7
$\frac{1}{4}$	11.3	260.7

+1 = 6" water pipe running south on 33<sup>rd</sup>  
 } stops on N. cb line of Kalmia

cb	16.0	256.0
EL	23.4	248.6
+10	26.8	245.2

0+00 = N.L. Kalmia

EL-10	30.8	241.2
EL	28.2	243.8
cb	17.6	254.4
$\frac{1}{4}$	15.3	256.7
£	14.8	257.2
$\frac{1}{4}$	12.1	259.9
+8	9.1	262.9
+9	7.5	264.5
WL	7.0	265.0
0+10		

68

WL	6.8	265.2
cb	6.9	265.1
$\frac{1}{4}$	9.1	262.9
£	12.2	259.8
+5	9.0	263.0
$\frac{1}{4}$	11.5	260.5
cb	16.4	255.6
EL	25.2	246.8
+10	31.1	240.9
+15	31.1	240.9

0+20

EL-5	29.2	
EL	29.2	242.8
cb	25.5	246.5
$\frac{1}{4}$	22.9	249.1
£	20.5	251.5
$\frac{1}{4}$	17.1	254.9
cb	13.5	258.5
+9	6.7	265.3
WL	6.1	265.9

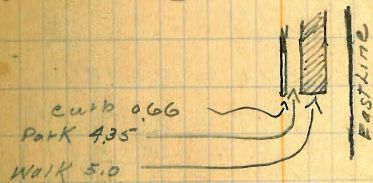
0+27

WL	6.0	266.0
+9	6.5	265.5
+11	11.5	260.5
cb	9.7	262.3
+2	7.2	264.8



1/4	7.2	264.8
+1	7.6	264.4
2	13.3	258.7
1/4	22.0	250.0
cb	25.5	246.5
EL	29.2	242.8
+10	30.0	242.0
O+45		
EL-S	17.0	255.0
EL	17.0	255.0
+15	17.0	255.0
cb	12.7	259.3
+8	10.3	267.7
1/4	7.2	264.8
1/4	Pipe	
+5	7.1	264.9
2	14.7	257.3
1/4	9.1	262.9
+5	5.7	266.3
cb	0.2	265.8
+1	7.7	264.3
+6	7.9	264.1
+7	6.1	265.9
WL	5.2	266.8
O+61 = Start of curb & walk on East		
WL	5.0	267.0
cb	5.5	266.5

1/4	5.5	266.5
+3	5.8	266.2
2	10.5	261.5
+1	6.6	265.4
1/4	5.7	266.3
{+9 (on ground)}	6.3	265.7
{+9 (on curb)}	5.32	266.63

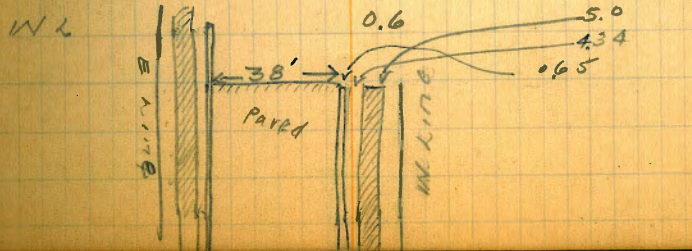


EL	7.2	264.8
----	-----	-------

O+96 = 2 drive on East

on drive	4.52	266.43
1/4	4.3	267.7
2	4.5	267.5
1/4	4.0	268.0
cb	4.0	268.0
WL	4.0	268.0

1+40 = Pavement

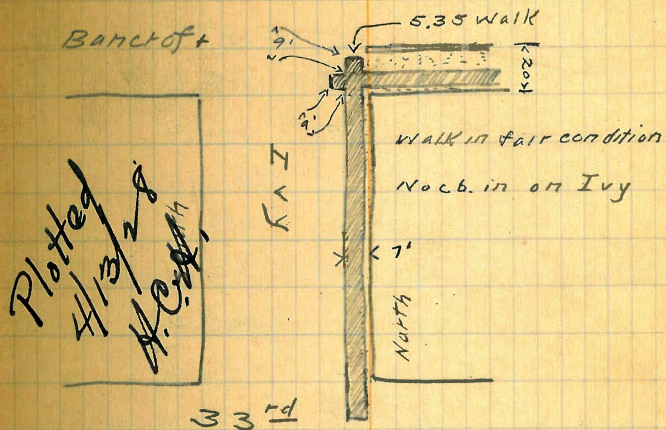




cb		1.7	270.3
+1	Existing curb	0.89	272.06
Gut		1.62	270.33
$\frac{1}{4}$		1.40	270.55
$\frac{1}{4}$		1.58	270.37
$\frac{1}{4}$		2.11	270.94
Gut		2.77	270.18
cb		2.15	270.80
T.P.	1074 28055	2.14	269.81
		2.47	278.08
			<u>278.12</u>
		BM	.04

X section Ivy Bancroft to Felton  
 BM NEWALK Ivy & Bancroft 286.94

0+00 E L Bancroft  
 20' cb = 10' gts



T.P.	385	290.79 ✓	286.94
0+00			
SL		7.2	283.6
cb		6.3	284.5
$\frac{1}{4}$		5.6	285.2
$\frac{1}{4}$		5.1	285.7
$\frac{1}{4}$		5.2	285.6
cb		4.6	286.2
+3		4.1	286.7
+13 on walk		3.6	287.33
NL		3.2	287.6
0+50			
NL		2.5	288.3



+7	on edge walk	3.00	287.79
cb		3.9	286.9
$\frac{1}{4}$		4.4	286.4
$\frac{1}{4}$		3.7	287.1
$\frac{1}{4}$		3.5	287.3
cb		4.2	286.6
SL		5.8	285.0
1+00			
SL		4.8	286.0
cb		4.1	286.7
$\frac{1}{4}$		3.8	287.0
$\frac{1}{4}$		4.2	286.6
$\frac{1}{4}$		4.7	286.1
cb		4.6	286.2
+13	on walk	3.76	287.03
NL		3.3	287.5
1+50			
NL		6.2	284.6
+7	on walk	6.41	284.38
cb		7.9	282.9
$\frac{1}{4}$		8.0	282.8
$\frac{1}{4}$		7.4	283.4
$\frac{1}{4}$		5.8	285.0
cb		5.8	285.0
SL		5.5	285.3
2+00	= WL 33 st		

71

SL		8.9	281.9
cb		9.5	281.3
$\frac{1}{4}$		9.6	281.2
+5		10.2	280.6
$\frac{1}{4}$		11.4	279.4
$\frac{1}{4}$		11.7	279.1
cb		12.1	278.7
+13	on walk	11.68	279.11
NL		11.4	279.4
T.P. 0.52	279.14	12.17	278.62 <sup>33 x 14y</sup>
0+00	= EL 33 <sup>rd</sup>		
NL		6.2	272.9
+7	on walk	6.36	272.78
cb		7.2	271.9
+2		8.2	270.9
$\frac{1}{4}$		7.9	271.2
$\frac{1}{4}$		7.5	271.6
$\frac{1}{4}$		7.5	271.6
cb		8.8	270.3
+2		7.5	271.6
+13	= walk	7.25	272.09
SL		7.1	272.0
T.P. 0.51	266.89	12.76	266.38
0+50			
SL		1.7	265.2
+7	walk	2.32	264.57



cb		2.7	264.2
$\frac{1}{4}$		2.7	264.2
E		2.6	264.3
$\frac{1}{4}$		3.1	263.8
cb		3.0	263.9
+13	WALK	180	265.09
NL		1.9	265.0
1+00			
NL		10.0	256.9
+7	on WALK	9.95	256.94
cb		10.3	256.6
+1		11.6	256.3
$\frac{1}{4}$		10.5	256.4
E		10.5	256.4
$\frac{1}{4}$		10.5	256.4
cb		10.6	256.3
+1		9.4	257.5
+13	on WALK	9.38	257.57
SL		8.5	258.4
T.P.	0.18	254.11	12.96 253.95
1+50			
SL		3.1	251.0
+7	WALK	3.76	250.35
+19		4.2	249.9
cb		5.2	248.9
$\frac{1}{4}$		5.0	249.1

E		4.9	249.2
$\frac{1}{4}$		5.6	248.5
cb		6.2	247.9
+1		5.6	248.5
+13	WALK	4.99	249.12
NL		5.1	249.0
2+00 = NL	FELTON		
NL		12.6	241.5
+7	on WALK		
cb		12.9	241.2
+2		14.0	240.1
$\frac{1}{4}$		12.7	241.4
E		12.2	241.9
$\frac{1}{4}$		12.1	242.0
cb		11.8	242.3
+2		11.0	243.1
+13	WALK	11.10	243.01
SL		11.0	243.1
T.P.		13.73	240.38
BM on walk			240.49
1st + FELTON			.11











358.58

H	42	354.4	
	600 N. - 5 L. Polk		594 N. - 2 Gorm on the Conc. Floor
H	46	354.0	400
L	48	353.8	
J	41	354.0	Cross Walk No Good
	606.5 N. - S. Side Line of Polk		
F on Top Cb	480	353.8	
d Dir	52	353.9	
H on Top Cb	192	353.7	
BM	687	351.7	NETip Polk + Chamber 351.73

25

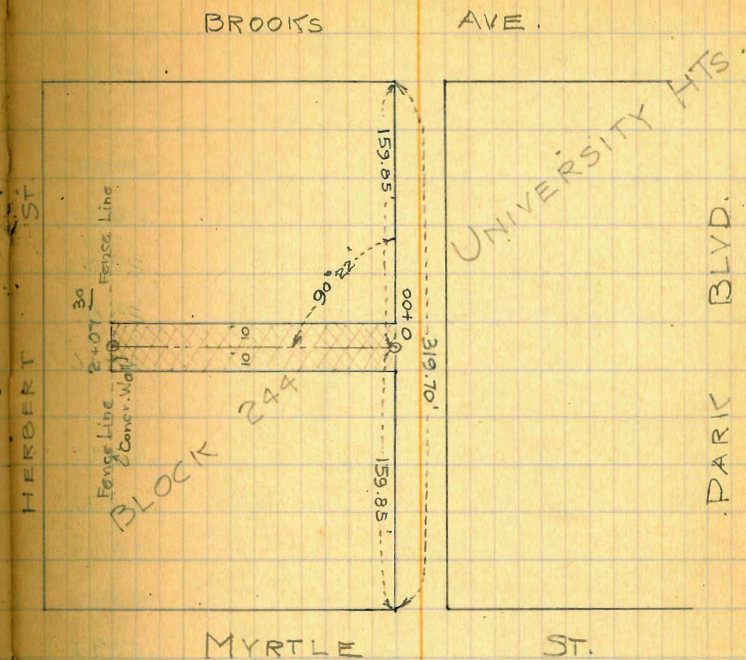


X - Section Alley Bl. 244 University Hts.

JAEGER  
Bailey } June 11<sup>th</sup> 1928.  
Clarett

6

STA	+	H.I.	-	Elev.
BM. B.P. SE.	Brooks & Herbert			289.13
	8.24	297.37		
T.P.			5.83	291.54
	0.81	292.35		
0+00				
N.L. Alley			0.55	291.8
⊥			0.90	291.5
S.L. "			0.80	291.6
+25				
S.L. "			1.15	291.2
⊥			1.30	291.1
N.L. "			1.20	291.2
+50				
S.L. "			1.20	291.2
⊥			1.65	290.7
N.L. "			1.30	291.1
+56				
+3.8	Center Garage Conc. Floor		0.73	291.6
+2.4	" " End of Apron (Concr.)		0.96	291.4
S.L. Alley			1.10	291.3
⊥			1.70	290.7
N.L. "			1.45	290.9
+5.5'	Center. Garage, End of Apron, Conc.		1.57	290.8
+7.0	" " Conc. Floor		1.29	291.1





STA	+	H.I. 29235	-	Elev.
0+68				
+1.6	Top of Conc. Floor, Foundation to House next to Garage		0.98	291.4
S.L.			1.46	290.9
⊕			2.02	290.3
N.L.			1.80	290.6
+5.5'	Center Garage, End of Abon, Conc.		1.61	290.7
+7.0'	" " Conc. Floor		1.34	291.0
0+90				
+7'	Foundation of House		5.3	287.1
+4.5			5.2	287.2
N.L.			3.6	288.8
⊕			3.1	289.3
S.L.			2.8	289.6
1+25				
+8'			10.3	282.1
N.L.			8.2	284.2
⊕			9.0	283.4
S.L.			10.0	282.4
1+40				
N.L.			11.6	280.8
+5'			10.3	282.1
⊕			11.0	281.4
S.L.			11.9	280.5



STA	+	H.I.	-	Elev.
1+54		292.35		
N.L.			15.4	277.0
⊕			16.1	276.3
S.L.			16.7	275.7
1+75				
N.L.			13.8	278.6
⊕			15.5	276.9
S.L.			16.7	275.7
2+00				
N.L.			8.9	283.5
⊕			10.4	282.0
S.L.			12.3	280.1
+ 07 <sup>30</sup>				
N.L.			7.3	285.1
⊕			9.4	283.0
+7.70 Top Conc. Wall			9.21	283.1
Bot. " "			10.00	282.4
S.L. Top " "			9.19	283.2
Bot.			10.8	281.6
T.P.			3.81	288.54
	6.15	294.69		
			5.58	289.11

Beginning of Conc. Wall running South.

289.13 Same B.M.



West Point Loma Blvd  
Proposed Culvert At Famouso

See Sketch For Location Page 3

	5.2	1.3	1.3	-3.9
	3+66.2 = N. Famouso Blvd			
-20			5.2	-3.9
5			5.2	3.4
C6			5.1	
4			5.0	
2			5.0	
4			5.0	
C6			5.1	
11 = Top Channel W. Edge			5.2	
+10			8.1	
+20			8.8	

Cross Section E of Prop Culvert

0+0 = 30 ft of N.L. Point Loma Blvd

30 Lt East	5.5	
18 Lt	6.2	
15 Lt	8.3	
2	8.2	-6.9
17 Rt = West	8.6	
24 Rt	4.9	

0+30 = N.L. Point Loma Blvd

30 Rt	5.1
25 Rt	5.2
17 Rt	8.4
10 Rt	9.0

07 Ground  
3+20 S.L. Point Loma Blvd  
Page 16

Water Bottom  
of Channel  
is Firm Sand  
Foundation

8	8.7
15 Lt	7.8
20 Lt	6.8
30 Lt	6.1
40 Lt	5.5
40 Lt	
40 Lt	
24 Lt	6.2
20 Lt	8.6
17 Rt	8.2
17 Rt	8.6
22 Rt	5.1
30 Rt	4.9

0+74.63 = S. Point Loma Blvd

1+19.26 = S.L. Point Loma Blvd

30 Rt	5.0
18 Rt	5.0
16 Rt	6.7
10 Rt	8.3
2	8.4
20 Lt	7.5
25 Lt	6.5
18 Lt	5.5
50 Lt	4.3
50 Lt	
50 Lt	
47 Lt	4.2
47 Lt	5.7

1+49.26

1.3

3-2-83  
Moore  
Sisson  
Hartmann

-7.4

-6.9

-7.1



30 ft	67	
15 ft	79	
8	84	-7.1
10 ft	80	
15 ft	52	
30 ft	50	

High Water Mark on  
S.D. Free Bridge 2.6

74.5  
11.3  
83.2

25.03  
20.8  
44.23  
36.21  
60.50  
0.018

0588  
92.5  
7690  
43076  
2148850  
20.80  
28.54  
75.24

20.8 0482.5  
26.26  
524.60 7065  
50.28  
4320  
4190  
1300  
065  
11.3  
685  
65  
26.7345  
26.26  
24.53

26 27.61 28  
26.26 21.10  
3.9 80

147 11.350  
1323 0.9

26.26  
25.03

Distance of slope stake from center line  
any width roadway, slope stake  
is nearly level, and the  
located by the double  
The number  
26.26  
21.75  
2.34

## IMPROVED TABLES AND INFORMATION

TABLE No. 1  
26.26  
To find Tangent  
24.7  
118 11.5.6  
11.3  
430  
235.03  
Degree of curve with a given  
by dividing (external) opposite 1 by  
given tangent (of 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.



TABLE IX. TANGENTS AND EXTERNALS TO A 1° CURVE

I	T	E	I=70°	I	T	E	I=80°	I	T	E	I=90°
61°	3375.0	920.2	+	71°	4086.9	1308.2	+	81°	4893.6	1805.3	+
10'	3386.3	925.9		10'	4099.5	1315.6		10'	4908.0	1814.7	
20'	3397.5	931.6	5° C.	20'	4112.1	1322.9	5° C.	20'	4922.4	1824.1	5° C.
30'	3408.8	937.3	T	30'	4124.8	1330.3	T	30'	4937.0	1833.6	T
40'	3420.1	943.1	.25	40'	4137.4	1337.7	.30	40'	4951.5	1843.1	.36
50'	3431.4	948.9	E	50'	4150.1	1345.1	E	50'	4966.1	1852.6	E
62°	3442.7	954.8	.080	72°	4162.8	1352.6	.110	82°	4980.7	1862.2	.149
10'	3454.1	960.6		10'	4175.6	1360.1		10'	4995.4	1871.8	
20'	3465.4	966.5		20'	4188.5	1367.6		20'	5010.0	1881.5	
30'	3476.8	972.4		30'	4201.2	1375.2		30'	5024.8	1891.2	
40'	3488.3	978.3		40'	4214.0	1382.8		40'	5039.5	1900.9	
50'	3499.7	984.3		50'	4226.8	1390.4		50'	5054.3	1910.7	
63°	3511.1	990.2	10° C.	73°	4239.7	1398.0	10° C.	83°	5069.2	1920.5	10° C.
10'	3522.6	996.2	T	10'	4252.6	1405.7	T	10'	5084.0	1930.4	T
20'	3534.1	1002.3		20'	4265.6	1413.5		20'	5099.0	1940.3	
30'	3545.6	1008.3	.51	30'	4278.5	1421.2	.61	30'	5113.9	1950.3	.72
40'	3557.2	1014.4	E	40'	4291.5	1429.0	E	40'	5128.9	1960.2	E
50'	3568.7	1020.5	.159	50'	4304.6	1436.8	.220	50'	5143.9	1970.3	.299
64°	3580.3	1026.6		74°	4317.6	1444.6		84°	5159.0	1980.4	
10'	3591.9	1032.8		10'	4330.7	1452.5		10'	5174.1	1990.5	
20'	3603.5	1039.0		20'	4343.8	1460.4		20'	5189.3	2000.6	
30'	3615.1	1045.2		30'	4356.9	1468.4		30'	5204.4	2010.8	
40'	3626.8	1051.4		40'	4370.1	1476.4		40'	5219.7	2021.1	
50'	3638.5	1057.7	15° C.	50'	4383.3	1484.4	15° C.	50'	5234.9	2031.4	15° C.
65°	3650.2	1063.9	T	75°	4396.5	1492.4	T	85°	5250.3	2041.7	T
10'	3661.9	1070.2	.76	10'	4409.8	1500.5	.91	10'	5265.6	2052.1	1.09
20'	3673.7	1076.6	E	20'	4423.1	1508.6	E	20'	5281.0	2062.5	E
30'	3685.4	1082.9		30'	4436.4	1516.7		30'	5296.4	2073.0	
40'	3697.2	1089.3	.240	40'	4449.7	1524.9	.332	40'	5311.9	2083.5	.450
50'	3709.0	1095.7		50'	4463.1	1533.1		50'	5327.4	2094.1	
66°	3720.9	1102.2		76°	4476.5	1541.4		86°	5343.0	2104.7	
10'	3732.7	1108.6		10'	4489.9	1549.7		10'	5358.6	2115.3	
20'	3744.6	1115.1		20'	4503.4	1558.0		20'	5374.2	2126.0	
30'	3756.5	1121.7		30'	4516.9	1566.3		30'	5389.9	2136.7	
40'	3768.5	1128.2	20° C.	40'	4530.4	1574.7	20° C.	40'	5405.6	2147.5	20° C.
50'	3780.4	1134.8	T	50'	4544.0	1583.1	T	50'	5421.4	2158.4	T
67°	3792.4	1141.4	1.02	77°	4557.6	1591.6	1.22	87°	5437.2	2169.2	1.45
10'	3804.4	1148.0	E	10'	4571.2	1600.1	E	10'	5453.1	2180.2	E
20'	3816.4	1154.7	.321	20'	4584.8	1608.6	.445	20'	5469.0	2191.1	.603
30'	3828.4	1161.3		30'	4598.5	1617.1		30'	5484.9	2202.2	
40'	3840.5	1168.1		40'	4612.2	1625.7		40'	5500.9	2213.2	
50'	3852.6	1174.8		50'	4626.0	1634.4		50'	5517.0	2224.3	
68°	3864.7	1181.6		78°	4639.8	1643.0		88°	5533.1	2235.5	
10'	3876.8	1188.4		10'	4653.6	1651.7		10'	5549.2	2246.7	
20'	3889.0	1195.2	25° C.	20'	4667.4	1660.5	25° C.	20'	5565.4	2258.0	25° C.
30'	3901.2	1202.0	T	30'	4681.3	1669.2	T	30'	5581.6	2269.3	T
40'	3913.4	1208.9	1.28	40'	4695.2	1678.1	1.53	40'	5597.8	2280.6	1.83
50'	3925.6	1215.8	E	50'	4709.2	1686.9	E	50'	5614.2	2292.0	E
69°	3937.9	1222.7	.403	79°	4723.2	1695.8	.558	89°	5630.5	2303.5	.756
10'	3950.2	1229.7		10'	4737.2	1704.7		10'	5646.9	2315.0	
20'	3962.5	1236.7		20'	4751.2	1713.7		20'	5663.4	2326.6	
30'	3974.8	1243.7		30'	4765.3	1722.7		30'	5679.9	2338.2	
40'	3987.2	1250.8		40'	4779.4	1731.7		40'	5696.4	2349.8	
50'	3999.5	1257.9		50'	4793.6	1740.8		50'	5713.0	2361.5	
70°	4011.9	1265.0	30° C.	80°	4807.7	1749.9	30° C.	90°	5729.7	2373.3	30° C.
10'	4024.4	1272.1	T	10'	4822.0	1759.0	T	10'	5746.3	2385.1	T
20'	4036.8	1279.3	1.54	20'	4836.2	1768.2	1.84	20'	5763.1	2397.0	2.20
30'	4049.3	1286.5	E	30'	4850.5	1777.4	E	30'	5779.9	2408.9	E
40'	4061.8	1293.6		40'	4864.8	1786.7		40'	5796.7	2420.9	
50'	4074.4	1300.9	.485	50'	4879.2	1796.0	.671	50'	5813.6	2432.9	.910

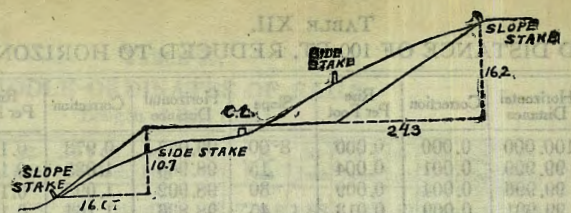
T = R tan ½ I

E = R exsec ½ I

TABLE IX. TANGENTS AND EXTERNALS TO A 1° CURVE

I	T	E	I=100°	I	T	E	I=110°	I	T	E	I=120°
91°	5830.5	2444.9	+	101°	6950.6	3278.1	+	111°	8336.7	4386.1	+
10'	5847.5	2457.1	5° C.	10'	6971.3	3294.1	5° C.	10'	8362.7	4407.6	5° C.
20'	5864.6	2469.3	T	20'	6992.0	3310.1	T	20'	8388.9	4429.2	T
30'	5881.7	2481.5	.36	30'	7012.7	3326.1	.51	30'	8415.1	4450.9	.62
40'	5898.8	2493.8	E	40'	7033.6	3342.3	E	40'	8441.5	4472.7	E
50'	5916.0	2506.1	.200	50'	7054.5	3358.5	.268	50'	8468.0	4494.6	.360
92°	5933.2	2518.5		102°	7075.5	3374.9		112°	8494.6	4518.6	
10'	5950.5	2531.0		10'	7096.6	3391.2		10'	8521.3	4538.8	
20'	5967.9	2543.5		20'	7117.8	3407.7		20'	8548.1	4561.1	
30'	5985.3	2556.0		30'	7139.0	3424.3		30'	8575.0	4583.4	
40'	6002.7	2568.6		40'	7160.3	3440.9		40'	8602.1	4606.0	
50'	6020.2	2581.3		50'	7181.7	3457.6		50'	8629.3	4628.6	
93°	6037.8	2594.0	10° C.	103°	7203.2	3474.4	10° C.	113°	8656.6	4651.3	10° C.
10'	6055.4	2606.8	T	10'	7224.7	3491.3	T	10'	8684.0	4674.2	T
20'	6073.1	2619.7	.86	20'	7246.3	3508.2	.103	20'	8711.5	4697.2	1.25
30'	6090.8	2632.6	E	30'	7268.0	3525.2	E	30'	8739.2	4720.3	E
40'	6108.6	2645.5	E	40'	7289.8	3542.4	E	40'	8767.0	4743.6	E
50'	6126.4	2658.5	.401	50'	7311.7	3559.6	.536	50'	8794.9	4766.9	.721
94°	6144.3	2671.6		104°	7333.6	3576.8		114°	8822.9	4790.4	
10'	6162.2	2684.7		10'	7355.6	3594.2		10'	8851.0	4814.1	
20'	6180.2	2697.9		20'	7377.8	3611.7		20'	8879.3	4837.8	
30'	6198.3	2711.2		30'	7399.9	3629.2		30'	8907.7	4861.7	
40'	6216.4	2724.5		40'	7422.2	3646.8		40'	8936.3	4885.7	
50'	6234.6	2737.9	15° C.	50'	7444.6	3664.5	15° C.	50'	8965.0	4909.9	15° C.
95°	6252.8	2751.3	T	105°	7467.0	3682.3	T	115°	8993.8	4934.1	T
10'	6271.1	2764.8	1.30	10'	7489.6	3700.2	1.56	10'	9022.7	4958.6	1.93
20'	6289.4	2778.3	E	20'	7512.2	3718.2	E	20'	9051.7	4983.1	E
30'	6307.9	2792.0	.604	30'	7534.9	3736.2	.806	30'	9080.9	5007.8	1.09
40'	6326.3	2805.6		40'	7557.7	3754.4		40'	9110.3	5032.6	
50'	6344.8	2819.4		50'	7580.5	3772.6		50'	9139.8	5057.6	
96°	6363.4	2833.2		106°	7603.5	3791.0		116°	9169.4	5082.7	
10'	6382.1	2847.0		10'	7626.6	3809.4		10'	9199.1	5107.9	
20'	6400.8	2861.0		20'	7649.7	3827.9		20'	9229.0	5133.3	
30'	6419.5	2875.0		30'	7672.9	3846.5		30'	9259.0	5158.8	
40'	6438.4	2889.0		40'	7696.3	3865.2		40'	9289.2	5184.5	20° C.
50'	6457.3	2903.1	20° C.	50'	7719.7	3884.0	20° C.	50'	9319.5	5210.3	T
97°	6476.2	2917.3	1.74	107°	7743.2	3902.9	1.08	117°	9349.9	5236.2	2.52
10'	6495.2	2931.6	E	10'	7766.8	3921.9	E	10'	9380.5	5262.3	E
20'	6514.3	2945.9	.809	20'	7790.5	3940.9	1.08	20'	9411.3	5288.6	1.46
30'	6533.4	2960.3		30'	7814.3	3960.1		30'	9442.2	5315.0	
40'	6552.6	2974.7		40'	7838.1	3979.4		40'	9473.2	5341.5	
50'	6571.9	2989.2		50'	7862.1	3998.7		50'	9504.4	5368.2	
98°	6591.2	3003.8		108°	7886.2	4018.2		118°	9535.7	5395.1	
10'	6610.6	3018.4		10'	7910.4	4037.8		10'	9567.2	5422.1	
20'	6630.1	3033.1	25° C.	20'	7934.6	4057.4	25° C.	20'	9598.9	5449.2	25° C.
30'	6649.6	3047.9	T	30'	7959.0	4077.2	T	30'	9630.7	5476.5	T
40'	6669.2	3062.8	2.18	40'	7983.5	4097.1	2.61	40'	9662.6	5504.0	3.16
50'	6688.8	3077.7	E	50'	8008.0	4117.0	E	50'	9694.7	5531.7	E
99°	6708.6	3092.7	1.02	109°	8032.7	4137.1	1.36	119°	9727.0	5559.4	1.83
10'	6728.4	3									





**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**

SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0 30	0 45	0 60	0 75	0 90	1 05	1 20	1 35	0
1	1 50	1 65	1 80	1 95	2 10	2 25	2 40	2 55	2 70	2 85	1
2	3 00	3 15	3 30	3 45	3 60	3 75	3 90	4 05	4 20	4 35	2
3	4 50	4 65	4 80	4 95	5 10	5 25	5 40	5 55	5 70	5 85	3
4	6 00	6 15	6 30	6 45	6 60	6 75	6 90	7 05	7 20	7 35	4
5	7 50	7 65	7 80	7 95	8 10	8 25	8 40	8 55	8 70	8 85	5
6	9 00	9 15	9 30	9 45	9 60	9 75	9 90	10 05	10 20	10 35	6
7	10 50	10 65	10 80	10 95	11 10	11 25	11 40	11 55	11 70	11 85	7
8	12 00	12 15	12 30	12 45	12 60	12 75	12 90	13 05	13 20	13 35	8
9	13 50	13 65	13 80	13 95	14 10	14 25	14 40	14 55	14 70	14 85	9
10	15 00	15 15	15 30	15 45	15 60	15 75	15 90	16 05	16 20	16 35	10
11	16 50	16 65	16 80	16 95	17 10	17 25	17 40	17 55	17 70	17 85	11
12	18 00	18 15	18 30	18 45	18 60	18 75	18 90	19 05	19 20	19 35	12
13	19 50	19 65	19 80	19 95	20 10	20 25	20 40	20 55	20 70	20 85	13
14	21 00	21 15	21 30	21 45	21 60	21 75	21 90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23 10	23 25	23 40	23 55	23 70	23 85	15
16	24 00	24 15	24 30	24 45	24 60	24 75	24 90	25 05	25 20	25 35	16
17	25 50	25 65	25 80	25 95	26 10	26 25	26 40	26 55	26 70	26 85	17
18	27 00	27 15	27 30	27 45	27 60	27 75	27 90	28 05	28 20	28 35	18
19	28 60	28 65	28 80	28 95	29 10	29 25	29 40	29 55	29 70	29 85	19
20	30 00	30 15	30 30	30 45	30 60	30 75	30 90	31 05	31 20	31 35	20
21	31 50	31 65	31 80	31 95	32 10	32 25	32 40	32 55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33 60	33 75	33 90	34 05	34 20	34 35	22
23	34 50	34 65	34 80	34 95	35 10	35 25	35 40	35 55	35 70	35 85	23
24	36 00	36 15	36 30	36 45	36 60	36 75	36 90	37 05	37 20	37 35	24
25	37 50	37 65	37 80	37 95	38 10	38 25	38 40	38 55	38 70	38 85	25
26	39 00	39 15	39 30	39 45	39 60	39 75	39 90	40 05	40 20	40 35	26
27	40 50	40 65	40 80	40 95	41 10	41 25	41 40	41 55	41 70	41 85	27
28	42 00	42 15	42 30	42 45	42 60	42 75	42 90	43 05	43 20	43 35	28
29	43 50	43 65	43 80	43 95	44 10	44 25	44 40	44 55	44 70	44 85	29
30	45 00	45 15	45 30	45 45	45 60	45 75	45 90	46 05	46 20	46 35	30
31	46 50	46 65	46 80	46 95	47 10	47 25	47 40	47 55	47 70	47 85	31
32	48 00	48 15	48 30	48 45	48 60	48 75	48 90	49 05	49 20	49 35	32
33	49 50	49 65	49 80	49 95	50 10	50 25	50 40	50 55	50 70	50 85	33
34	51 00	51 15	51 30	51 45	51 60	51 75	51 90	52 05	52 20	52 35	34
35	52 50	52 65	52 80	52 95	53 10	53 25	53 40	53 55	53 70	53 85	35
36	54 00	54 15	54 30	54 45	54 60	54 75	54 90	55 05	55 20	55 35	36
37	55 50	55 65	55 80	55 95	56 10	56 25	56 40	56 55	56 70	56 85	37
38	57 00	57 15	57 30	57 45	57 60	57 75	57 90	58 05	58 20	58 35	38
39	58 50	58 65	58 80	58 95	59 10	59 25	59 40	59 55	59 70	59 85	39
40	60 00	60 15	60 30	60 45	60 60	60 75	60 90	61 05	61 20	61 35	40
41	61 50	61 65	61 80	61 95	62 10	62 25	62 40	62 55	62 70	62 85	41
42	63 00	63 15	63 30	63 45	63 60	63 75	63 90	64 05	64 20	64 35	42
43	64 50	64 65	64 80	64 95	65 10	65 25	65 40	65 55	65 70	65 85	43
44	66 00	66 15	66 30	66 45	66 60	66 75	66 90	67 05	67 20	67 35	44
45	67 50	67 65	67 80	67 95	68 10	68 25	68 40	68 55	68 70	68 85	45
46	69 00	69 15	69 30	69 45	69 60	69 75	69 90	70 05	70 20	70 35	46
47	70 50	70 65	70 80	70 95	71 10	71 25	71 40	71 55	71 70	71 85	47
48	72 00	72 15	72 30	72 45	72 60	72 75	72 90	73 05	73 20	73 35	48
49	73 50	73 65	73 80	73 95	74 10	74 25	74 40	74 55	74 70	74 85	49
50	75 00	75 15	75 30	75 45	75 60	75 75	75 90	76 05	76 20	76 35	50

Computed by L. Leland Locke.

C	R
0-20	171
0-40	85
1-0	57
1-20	42
1-40	34
2-0	28
2-20	24
2-40	21
3-0	19
3-20	17
3-40	15
4-0	14
4-20	13
4-40	12
5	11
6	9
7	8

To find length

17960  
83048  
9612



(J.M. Barker. Oct 19)

BP  
372  
J.W. 5209 + orange 37751 2988  
68  
312.8 3.62.5

575  
2587

913  
844  
+069 on Nov.

29786  
44  
32728

27

385  
291  
94

75  
135  
250  
10.7  
26/60

14320  
210  
143210  
28640  
30107210

14320  
230  
42960  
28640  
3293600

353  
3100  
43  
901  
691  
213

61  
240  
-39  
124 = 15  
113 - 8  
8 - N  
1.5  
907  
230  
7.07

114.2  
664  
180.2  
9  
189 F  
23  
212.4

64  
21.2  
42.8  
32

695  
11.5  
69.2

6+4  
12.8  
617  
17  
50  
9.4

ENGINEERING DEPARTMENT.  
CITY OF SAN DIEGO.  
CALIFORNIA.

1007  
-397  
131  
70  
4.7  
120  
37  
8.3

128  
25.6  
121  
38.2  
12.8  
57.2  
12.8  
70.0

37  
90  
7

11.5  
11.5  
23  
84.5  
11.5  
46.0  
11.5  
57.5  
11.5  
50.0  
341  
2 | 68

609  
131  
70  
38  
12  
3196  
2760  
154  
73.68

11.5  
11.5  
23.5  
11.5  
35.0  
11.5  
46.5  
11.5  
58.0  
11.5  
69.5  
12.95

12.0  
11.5  
23.5  
11.5  
35.0  
11.5  
46.5