

1290

AUSTIN

FIELD BOOK

NO. 385 F

Rosemount + Electric
SE. B. P.
8380

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

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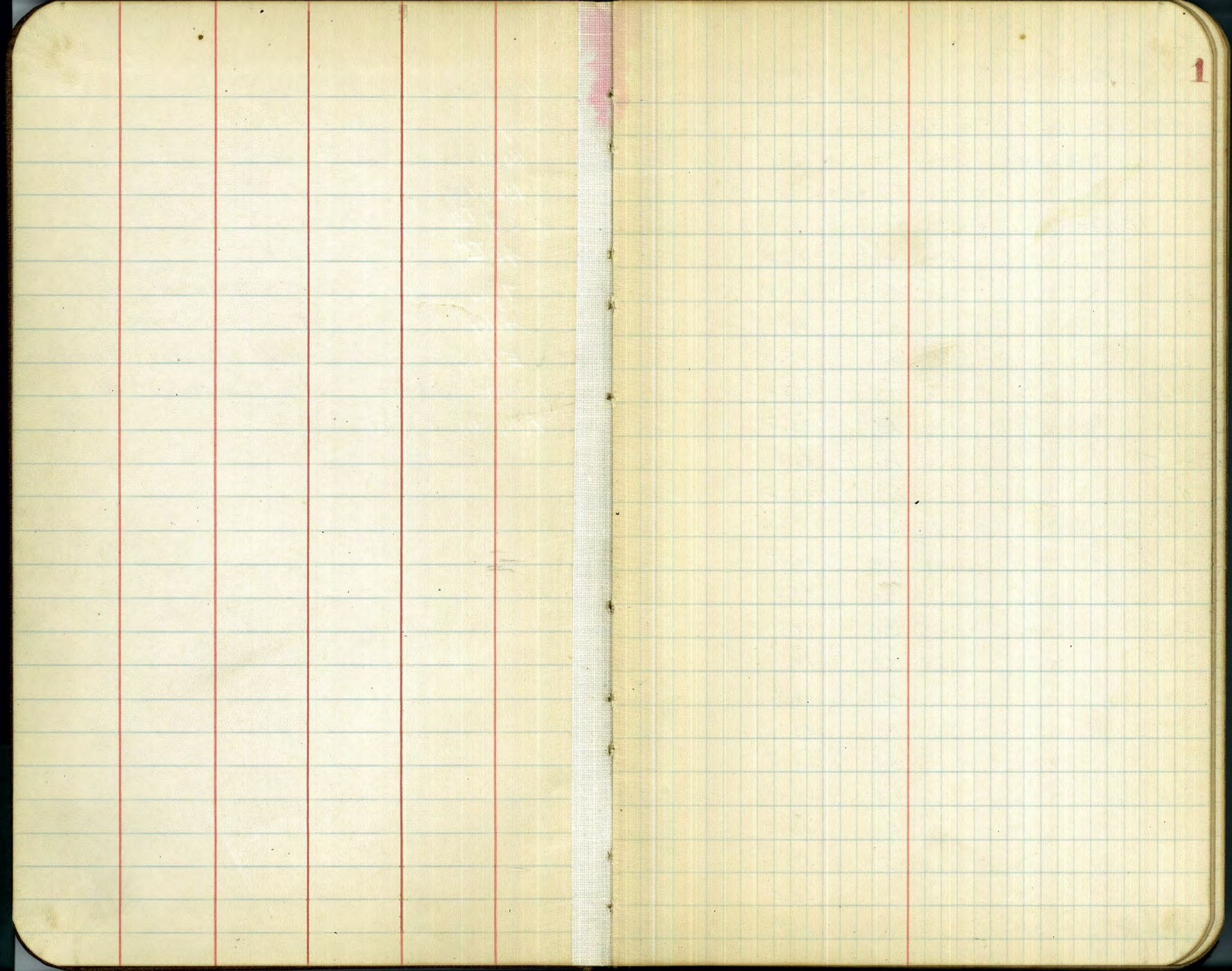
THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
CHICAGO, ILL.

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DEC 22 1964

No. 380 8380

Newton	40 TH to 41 ST .	2
Logan	40 TH to 41 ST	7
Boston	40 TH to 41 ST	13
Boston	38 TH to 39 TH	21
39 TH	Boston to Z	26
40 TH	Boston to Z	30
Tyrian Way	Granville to Rosemont	35
Alley 188	S.P. L. & T. Co. (Existing Park)	37
El Cajon	Idaho to Body (Parking)	47-38
Santa Barbara	West Point Loma to Del Monte	57
Alley Block 6	La Jolla Park	69



10-24-28 X-section Newton Ave - 40th
 J.C. Bliss
 Drebert to 41st - 80' wide
 Ranner
 14' cbs
 13' 1/4s

π 47.89

2

B.M. S.W. Hub 40th + Newton

46.11

+1.78

π 47.89

East Line 40th = 0+00

S	7.5	43.4
cb	7.0	43.9
1/4	3.2	44.7
¢	2.9	45.0
1/4	2.5	45.4
cb	2.3	45.6
+5	1.2	46.7
N	0.7	47.2
0+25		
N	2.4	45.5
cb	2.9	45.0
+5	3.0	44.9
+7	3.8	44.1
1/4	4.2	43.7
¢	4.3	43.6
1/4	4.4	43.5
cb	4.9	43.0
S	5.6	42.3
0+50		
S	6.5	41.4
cb	6.0	41.9

1/4

¢

1/4

+5

+7

cb

N

N

cb

+7

+9

1/4

¢

1/4

cb

S

S

cb

1/4

¢

1/4

+5

+7

Plotted

0+75

1+00

5.3	42.6
5.5	42.4
5.9	42.0
5.0	42.9
4.0	43.9
4.0	43.9
3.5	44.4
0+75	
4.4	43.5
5.1	42.8
5.1	42.8
6.1	41.8
5.8	42.1
6.2	41.7
6.3	41.6
6.9	41.0
7.4	40.5
1+00	
8.3	39.6
7.6	40.3
6.9	41.0
6.9	41.0
6.7	41.2
6.7	41.2
5.9	42.0

∑ 47.89

cb	58	42.1
N	5.1	42.8
	1+25	
N	58	42.1
cb	62	41.7
+6	6.3	41.6
+8	7.0	40.9
1/4	7.2	40.7
¢	7.6	40.3
1/4	7.6	40.3
cb	8.3	39.6
S	9.0	38.9
	1+50	
S	9.4	38.5
cb	9.1	38.7
1/4	8.5	39.4
¢	8.2	39.7
1/4	7.8	40.1
+4	7.6	40.3
+6	6.8	41.1
cb	6.7	41.2
N	6.6	41.3
	1+75	
N	7.2	40.7
cb	7.3	40.6

∑ 47.89

3

1/4	8.4	39.5
¢	8.7	39.2
1/4	9.1	38.8
cb	9.5	38.4
S-S, down walk on Line	9.97	37.92
	2+00	
S	10.4	37.5
cb	7.8	38.1
1/4	9.6	38.3
¢	9.4	38.5
1/4	9.2	38.7
+6	9.5	38.4
cb	9.0	38.9
+9	7.7	40.2
N	7.7	40.2
	1+89.5 Sidewalk on N Line	
	7.38	40.51
	2+25	
N	8.3	39.6
+5	8.6	39.3
+10	10.5	37.4
cb	10.2	37.7
1/4	10.5	37.4
¢	10.4	37.5
1/4	10.8	37.1

-47.89

π 35.79

4

+2	10.2	37.7
cb	10.4	37.5
S	11.2	36.7
	27.50	
S	11.8	36.1
cb	11.2	36.7
1/4	12.1	35.8
¢	11.5	36.4
1/4	11.6	36.3
cb	11.5	36.4
+2	12.3	35.6
+8	9.5	38.4
N	9.5	38.4
T.P.		-12.20 - 35.69

+0.10

π 35.79

27.75

N	1.7	34.1
+10	1.7	34.1
cb	0.9	34.9
+6	0.7	35.1
1/4	0.8	35.0
¢	0.5	35.3
1/4	1.2	34.6
+5	0.7	25.1

cb	1.0	-34.8
S	1.0	34.8
	34.00	
S	1.9	33.9
cb	2.0	33.8
+9	2.0	33.8
+11	3.0	32.8
1/4	3.4	32.4
¢	2.3	33.5
+8	3.1	32.7
1/4	2.9	32.9
cb	3.1	32.7
N	3.4	32.4
	34.30	

N	4.4	31.4
cb	4.8	31.0
+7	4.3	31.5
1/4	4.7	31.1
¢	4.7	31.1
1/4	4.4	31.4
cb	3.7	32.1
S	3.5	32.3
	34.50	
S	7.3	28.5
cb	6.9	28.9

T 3579

14	6.0	29.8
¢	5.4	30.4
14	5.2	30.6
cb	5.3	30.5
1	4.5	31.3
3475		
4	3.2	32.6
+2	3.6	32.2
+3	4.6	31.2
cb	5.3	30.5
14	5.8	30.0
¢	6.5	29.3
14	7.5	28.3
cb	8.1	27.7
5	7.1	28.7
4100		
5	8.9	26.9
cb	8.1	27.7
14	7.3	28.5
¢	7.3	29.5
14	6.6	29.2
14	6.2	29.6
+7	3.4	32.4
cb	2.9	32.9
+10	2.3	33.6

T 3579

5

N	0.9	34.9
4125		
N	0.9	34.9
+3	1.8	34.0
cb	1.8	34.0
+6	2.1	33.7
+11	7.0	28.8
14	7.3	28.5
¢	7.6	28.2
14	7.0	28.8
cb	7.9	28.9
5	8.9	26.9
4150		
5	9.6	26.2
cb	8.6	27.2
+6	7.7	28.4
14	7.7	28.1
¢	8.2	27.6
14	7.7	28.1
+2	7.7	28.1
+7	3.6	32.2
cb	3.5	32.3
+10	3.1	32.7
N	1.5	34.3

π 35.79

4+75

N	3.6	32.2
+3	5.2	30.2
cb	6.5	29.5
+8	7.6	28.2
+11	9.1	26.7
1/4	8.6	27.2
¢	9.4	26.4
+5	9.0	26.8
1/4	10.1	25.7
cb	10.1	25.7
S	9.8	26.0

5+00

S	9.8	26.0
cb	10.0	25.8
1/4	10.7	25.1
¢	9.8	26.0
1/4	9.4	26.4
cb	8.8	27.0
N	8.2	27.6

5+25

N	9.8	26.0
cb	9.6	26.2
1/4	9.8	26.0
¢	10.0	25.8
1/4	10.5	25.3

 π 35.79

6

10.1 25.7

10.0 25.8

5+50

10.5 25.3

10.2 25.6

10.3 25.5

9.9 25.9

10.6 25.2

10.3 25.5

10.0 25.8

9.9 25.9

5+75

10.0 25.8

10.3 25.5

10.2 25.6

10.9 24.9

10.7 25.1

10.8 25.0

11.2 24.6

6+00 = West line 4154

10.9 24.9

10.9 24.9

11.0 24.8

10.8 25.0

10.4 25.4

T-35.79

cb	10.4	25.4
N	10.3	25.5
B.M. S.W. Spike Newton + 41st	-9.02	26.77
T.P.	-1.65	39.14
+1327 47.4		
B.M. S.W. Hub 40 th + Newton	-127	46.14
		46.11

10-31-28 X-section Logan Ave
 J.C. Bliss 40th to 41st 80' wide
 Drebert 14' cbs
 Pancer 13' 1/45

34464
 3776

7

B.M. S.W. Top Hydrant 40 th + National		65.40
+ 7.36	T. 72.76	
B.M. 13' Mer. 40 th + Logan		-289 69.87
E.L. 40 th = 0+00		
N	+ 0.6	72.2
cb	0.4	72.4
1/4	0.5	72.3
2	1.9	70.9
1/4	2.6	70.2
cb	3.9	68.9
5	4.7	68.1
	0+25	
5	3.3	69.5
cb	3.0	69.8
1/4	2.5	70.3
2	1.2	71.6
1/4	0.2	72.6
cb	0.4	72.4
N	+ 0.6	72.2
	0+50	
N	0.7	72.1
cb	0.8	72.0
1/4	1.0	71.8
2	1.4	71.4
1/4	1.2	71.6

Plotted

π 72.76

cb	1.3	71.5	
S	1.1	71.7	
	0.75		
S	0.9	71.9	
cb	1.5	71.3	
1/4	1.8	71.0	
♀	2.6	70.2	
1/4	2.8	70.0	
cb	3.3	69.5	
N	2.7	70.1	
	1.00		
N	4.5	68.3	
cb	4.9	67.9	
1/4	5.1	67.7	
♀	4.5	67.3	
1/4	3.8	69.0	
cb	3.0	69.8	
S	1.8	71.0	
T.P.		-5.71	67.05

+2.63 69.68

 π 69.68

+2.25

S	0.7	69.0
cb	1.9	67.8
1/4	2.7	67.0

 π 69.68

8

♀	3.3	66.4
1/4	3.1	66.6
cb	3.7	66.0
N	1.5	68.2
	1.50	
N	2.6	67.1
cb	3.3	66.4
1/4	4.1	65.6
♀	4.8	64.9
1/4	4.8	64.9
cb	4.2	69.5
S	2.7	68.0
	1.75	
S	5.4	64.3
cb	6.0	63.7
1/4	6.2	63.5
♀	6.6	63.1
1/4	5.2	64.5
cb	4.2	65.5
N	3.4	66.3

2.00

N	5.9	63.8
cb	7.0	61.9
1/4	9.7	60.0
♀	9.5	60.2

T 69.68

1/4	8.5	61.2
cb	7.2	62.3
S	6.6	63.1

2+25

S	4.7	65.0
cb	7.5	62.2
1/4	9.1	60.6
♀	10.6	59.1
1/4	12.4	57.3
cb	13.1	56.6
N	12.8	56.9

2+50

N	16.0	53.7
cb	15.7	54.0
1/4	14.0	55.7
♀	10.9	58.8
1/4	7.3	62.4
cb	5.1	64.6
S	3.2	66.5

2+75

S	3.5	66.3
cb	4.1	65.6
1/4	5.1	64.6
♀	8.1	61.6
1/4	12.8	56.9

T 69.68

9

cb	16.6	53.1
N	18.7	51.0
out 20	22.0	47.7

3+00

out 20	26.3	43.4
N	20.5	49.2
cb	15.5	54.2
1/4	12.1	57.6
♀	8.6	61.1
1/4	5.8	63.9
cb	4.4	65.3
S	3.6	66.1

3+25

S	5.7	64.0
cb	6.3	63.4
1/4	8.7	61.0
♀	12.3	57.4
1/4	15.6	54.1
cb	19.2	50.5
N	22.3	47.4
out 20	29.0	40.7

3+50

out 20	34.0	35.7
N	27.4	42.3
cb	24.0	45.7

T 69.68

1/4	21.2	48.5	
¢	18.8	50.9	
1/4	16.0	53.7	
cb	13.2	56.5	
S	11.2	58.5	
T.P.		-12.91	56.77

2.91

T 57.68

37.75

S	6.6	51.1	
cb	9.7	48.0	
1/4	11.6	47.1	
T.P.		13.20	44.48

11.01

T 45.49

¢	21	43.4	
1/4	33	42.2	
cb	51	40.4	
N	7.2	39.3	
Out 20	12.0	33.5	
	4+00		
Out 20	11.5	34.0	
N	10.7	34.8	
cb	10.6	34.9	
1/4	9.3	36.2	

T 45.49

10

¢	8.5	37.0	
1/4	5.8	39.7	
cb	5.1	40.4	
S	3.1	42.4	
	4+25		
Out 20	8.5	37.0	
S	11.5	34.0	
cb	12.8	32.7	
1/4	14.0	31.5	
¢	14.2	31.3	
1/4	14.3	31.2	
cb	13.3	32.2	
N	12.9	32.6	
Out 20	12.5	33.0	

4+37

Out 20	12.0	33.5	
N	13.0	32.5	
cb	13.3	32.2	
1/4	13.1	32.4	
¢	13.2	32.3	
1/4	13.7	31.8	
cb	14.1	31.4	
S	13.6	31.9	
Out 20	10.0	35.5	

T 45.49

4+50

Out 20	113	34.2
Out 10	142	31.3
S	143	31.2
cb	141	31.4
1/4	125	33.0
♀	122	33.3
1/4	118	33.7
cb	10.1	34.4
N	8.8	36.7
Out 20	6.8	38.7

4+75

N	19	43.6
cb	48	40.7
1/4	79	38.1
♀	97	35.8
1/4	118	33.7
cb	132	32.3
S	140	31.5
Out 20	140	31.5

5+00

Out 20	143	31.2
S	133	32.2
cb	108	34.7
1/4	79	37.6
♀	53	40.2

T 45.49

11

1/4	32	42.3
cb	0.7	44.8
T.P.		-0.95 44.57

+7.11

T 53.65

N	4	49.3
5+25		
N	11	52.6
cb	39	49.8
1/4	46	49.1
♀	59	47.8
1/4	73	46.4
cb	12.0	41.7
S	15.0	38.7
Out 20	19.0	34.7

5+37

Out 20	15.6	38.1
S	11.6	42.1
1/10	10.9	42.8
cb	7.7	46.0
1/4	5.7	48.0
♀	4.8	48.9
1/4	3.9	49.8
cb	3.0	50.7
N	0.8	52.9

∑ 53.65

5 450

N	26	57.1
cb	41	49.6
1/4	48	48.9
¢	54	48.3
1/4	56	48.1
cb	66	47.1
+5	75	46.2
+7	95	44.2
S	106	43.1
00+20	136	40.1

5+75

S	105	43.2
cb	92	44.5
1/4	90	44.7
¢	88	44.9
1/4	90	44.7
cb	82	45.5
N	65	47.2

6+00 = W.L. 41st

N	92	44.5
cb	106	43.1
1/4	117	42.6
¢	125	41.2
1/4	133	40.4
cb	131	40.6

∑ 53.65

12

S

14.6

39.1

T.P.

-12.94 40.71

+304

∑ 43.75

B.M. N.W. Top Hydrant 41st + National

-5.96 37.79

37.76

10-31-28

J. C. Bliss

Drebert

Pauvey

X section Boston Ave

40th to 4th St

80' wide

14' obs

13' 1/4 S

TR 25.05

13

B. M. S. W. Hub 40th + Newton

46.11

W 1/4

40th

40.51 46.62

S

56

19.5

T.P.

-1316

33.52

cb

56

19.5

+112 34.64

1/4

54

19.7

T.P.

-1324

21.40

E

56

19.5

+265 24.05

1/4

57

19.4

B. M. Pueblo Mon. 40th + Boston

-520

18.85

cb

56

19.5

+620

N

52

19.9

TR 25.05

E 40thW.L. 40thW.L. 40th60' wide
10' obs
10' 1/4 S

N

48

20.3

S

55

19.6

cb

51

20.0

cb

57

19.9

1/4

54

19.7

1/4

56

19.5

E

54

19.7

E

58

19.3

1/4

54

19.7

1/4

6.0

19.1

cb

57

19.4

cb

6.1

19.0

S

55

19.6

N

59

19.2

E 1/4

40thW cb 40th

S

61

19.0

N

56

19.5

cb

59

19.2

cb

58

19.3

1/4

58

19.3

1/4

59

19.2

E

56

19.5

E

56

19.5

1/4

53

19.8

1/4

55

19.6

cb

52

19.9

cb

55

19.6

N

49

20.2

S

56

19.5

T 25.05

E cb 40th

N	47	20.4
cb	51	20.0
1/4	53	19.8
♀	55	19.6
1/4	55	19.6
cb	55	19.6
S	57	19.4

E L. 40th = 0+00

S	53	19.8
cb	56	19.5
1/4	55	19.6
♀	57	19.4
1/4	58	19.3
cb	57	19.4
N	51	20.0

0+25

N	51	20.0
cb	57	19.4
1/4	57	19.2
♀	56	19.5
1/4	57	19.4
cb	55	19.6
S	54	19.7

0+50

S	53	19.8
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T 25.05

14

cb	55	19.6
1/4	56	19.5
♀	54	19.7
1/4	57	19.4
cb	50	20.1
N	45	20.6

1+00

N	36	21.5
cb	42	20.9
1/4	45	20.6
♀	50	20.1
1/4	51	20.0
cb	52	19.9
S	51	20.0

1+50

S	44	20.7
cb	42	20.9
1/4	39	21.2
♀	37	21.4
1/4	38	21.3
cb	36	21.5
N	35	21.6

2+00

N	30	22.1
cb	26	22.5

Σ 25.05

1/4	27	22.4
♀	27	22.4
1/4	29	22.2
cb	32	21.9
S	32	21.9
2450		
S	30	22.1
cb	31	22.0
1/4	29	22.2
♀	27	22.4
1/4	27	22.4
cb	27	22.4
N	25	22.6
T.P.		22.9

4541

22

22.67

3400

N	50	22.7
cb	51	22.6
1/4	50	22.7
♀	52	22.5
1/4	54	22.3
cb	58	21.9
S	60	21.7

Σ 27.67

15

3450

S	57	22.0
cb	54	22.3
1/4	53	22.4
♀	50	22.7
1/4	50	22.7
cb	48	22.9
N	46	23.1

3475

N	46	23.1
cb	48	22.9
1/4	48	22.9
♀	49	22.8
1/4	52	22.6
cb	55	22.3
S	58	21.9

4400

S	68	20.9
cb	66	21.2
1/4	61	21.6
♀	56	22.1
1/4	51	22.6
cb	48	22.9
N	46	23.1

4425

N	50	22.7
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T 27.67

cb	5.5	22.2
1/4	5.6	22.1
♀	6.5	21.2
1/4	7.0	20.7
cb	6.9	20.8
S	6.4	21.3
	4+50	
S	5.2	22.5
cb	5.4	22.3
1/4	6.0	21.7
♀	6.7	21.0
1/4	6.7	21.0
cb	6.0	21.7
N	5.6	22.1
	4+75	
N	6.4	21.3
cb	6.7	21.0
1/4	5.9	21.8
♀	5.4	22.3
1/4	4.8	22.9
cb	4.7	23.0
S	4.8	22.9
	5+00	
S	4.9	22.8
cb	4.6	23.1

T 27.67

16

1/4	4.3	23.4
♀	4.5	23.2
1/4	4.7	23.0
cb	5.2	22.5
N	6.2	21.5
	5+25	
N	5.5	22.2
cb	4.7	23.0
1/4	4.0	23.7
♀	4.2	23.5
1/4	4.4	23.3
cb	4.7	23.0
S	4.8	22.9
	5+50	
Out 15	12.1	15.6
S	7.7	20.0
+8	4.9	22.8
cb	4.7	23.0
1/4	4.7	23.0
♀	4.2	23.5
1/4	4.2	23.5
cb	4.3	23.4
N	5.1	22.6

π 27.67

5+75

N	4.7	23.0
cb	4.7	23.0
1/4	4.6	23.1
£	4.7	23.0
1/4	4.9	22.8
cb	7.2	20.5
S	9.0	19.7
Out 15	15.1	12.6

6+00 = W.L. 41st

Out 15	15.0	12.7
S	14.7	13.0
+8	14.7	13.0
+11	8.1	19.6
cb	7.5	20.2
1/4	6.0	21.7
£	4.6	23.1
1/4	4.7	23.0
cb	4.6	23.1
N	4.7	23.0
T.P.	-5.07	22.60
+ 696	29.56	

B.M. S.W. Spike 40th + Newton -286 → 26.70
 → 26.77

10-31-28. X section Boston Ave
 J.C. Bliss 38th to 39th 80' wide
 Drebert 14' cbs
 Rainer 13 1/4's

T 76.51

21

B.M. S.E. B.R. 38th + National 76.58
 +275 79.33 3
 -5.66 73.67
 +284

E.L. 38th = 0+00
 N 3.8 72.7
 cb Top 4.12 72.39
 Gutter 4.6 71.9
 1/4 4.3 72.2
 ♀ 4.0 72.05
 1/4 4.1 72.4
 Gutter 4.1 72.4
 cb Top 4.12 72.39
 S 3.7 72.8
 0+25
 S 2.9 73.6
 cb 3.6 72.9
 1/4 4.0 72.5
 ♀ 4.1 72.4
 1/4 4.0 72.5
 cb 4.7 71.8
 N 3.9 72.6

Plotted 11-19-28
T.G.H.

0+50
 N 4.1 72.4
 cb 5.1 71.4
 1/4 4.4 72.1
 ♀ 4.3 72.2
 1/4 4.1 72.9
 cb 3.5 73.0
 S 2.8 73.7
 0+75
 S 2.8 73.7
 cb 3.8 72.7
 1/4 4.1 72.4
 ♀ 4.7 71.8
 1/4 4.9 71.6
 cb 5.4 71.1
 N 4.8 71.7
 1+00
 N 5.8 70.7
 cb 5.8 70.7
 1/4 6.1 70.4
 1/4 5.5 71.0
 ♀ 5.1 71.4
 1/4 4.5 72.0
 cb 4.2 72.3
 S 3.2 73.3

76.51

1425

S	42	72.3
cb	53	71.2
1/4	57	70.8
¢	57	70.8
1/4	62	70.3
cb	67	69.8
N	75	69.0

1450

N	97	66.8
cb	79	68.6
1/4	67	69.8
¢	64	70.1
1/4	61	70.4
cb	58	70.7
S	45	72.0

1475

S	55	71.0
cb	58	70.7
1/4	60	70.5
¢	68	69.7
1/4	72	69.3
cb	90	67.5
N	105	66.0

76.51

22

2400

N	109	65.6
cb	94	67.1
1/4	81	68.4
¢	81	68.4
1/4	74	69.1
cb	72	69.3
S	69	69.6

2425

S	86	67.9
cb	90	67.5
1/4	96	66.9
¢	98	66.7
1/4	100	66.5
cb	109	65.6
N	118	64.7

2450

N	135	63.0
cb	132	63.3
1/4	126	63.9
¢	122	64.3
1/4	127	64.3
cb	118	64.7
S	120	64.5

T. P.

+ 136 65.05

- 1222 63.69

T 65.05

2+75

S	19	63.2
cb	27	62.4
1/4	32	61.9
¢	31	62.0
1/4	36	61.0
cb	41	61.0
N	54	59.7

3+00

N	71	58.0
cb	60	59.1
1/4	57	59.9
¢	57	59.9
1/4	57	59.9
cb	51	60.0
S	40	61.1

3+75

S	78	57.3
cb	80	57.1
1/4	86	56.5
¢	86	56.5
1/4	97	55.4
cb	105	54.6
N	113	53.8

T 65.05

23

3+40

N	153	49.8
cb	139	51.2
1/4	118	53.3
¢	111	54.0
1/4	104	54.7
cb	101	55.0
S	103	54.8

3+50

S	110	54.1
cb	112	53.9
1/4	115	53.6
¢	126	52.5
1/4	132	51.9
+3	152	49.9
cb	170	49.1
N	132	51.9

3+75

N	124	52.7
cb	152	49.9
1/10	167	48.4
1/4	188	46.3
¢	195	45.6
+5	178	47.3
1/4	172	47.9
cb	158	49.3

65.05

S	14.2	50.9
	4400	
Out 15	21.5	43.6
S	21.1	44.0
Cb	21.0	44.1
47	21.9	43.2
14	20.9	44.2
♀	18.6	46.5
14	15.9	49.2
Cb	13.0	52.1
N	10.2	54.9
	4425	
N	12.0	53.1
Cb	13.0	52.1
14	13.3	51.8
♀	14.5	50.6
14	18.0	46.1
Cb	21.3	43.8
S	23.3	41.8
Out 15	23.6	41.5
	4150	
Out 15	23.0	42.1
S	21.4	43.7
Cb	19.6	45.5
14	17.3	47.8

65.05

24

♀	14.6	50.5
14	14.0	51.1
Cb	14.9	50.2
N	14.2	50.9
T.P.		- 13.13 51.92
	+ 0.16	
	+ 52.08	
	4462	
N	22	49.9
Cb	32	48.9
14	31	49.0
♀	28	49.3
14	36	48.5
Cb	46	47.5
S	58	46.3
Out 15	86	43.5
	4475	
S	40	48.1
Cb	34	48.7
14	34	48.7
♀	38	48.3
14	41	48.0
Cb	42	47.9
N	32	48.9

π 52.08

5400

N	7.0	45.1
cb	6.8	45.3
1/4	6.8	45.3
φ	5.6	46.5
1/4	4.2	47.9
cb	4.0	48.1
S	4.4	47.7

5425

S	4.8	47.3
cb	5.5	46.6
1/4	7.6	44.5
φ	10.2	41.9
1/4	11.6	40.5
cb	12.1	40.0
N	12.6	39.5
Out 15	13.5	38.6

5450

Out 15	13.5	38.6
N	16.2	35.9
cb	19.0	35.1
1/4	16.6	35.5
φ	16.1	36.0
1/4	13.8	38.3
cb	12.8	41.3
S	8.3	43.8

π 52.08

25

5475

S	16.0	36.1
cb	16.9	35.2
1/4	17.9	34.2
φ	16.8	35.3
1/4	14.7	37.4
cb	11.3	40.8
N	8.2	43.9

6400 = W.L. 39th St.

N	2.5	49.6
cb	6.0	46.1
1/4	9.6	42.5
φ	13.6	38.5
1/4	17.0	35.1
cb	18.6	33.5
S	20.3	31.8

B.M. 13' Man. Boston x 39th

- 11.98 4 0.10

11-1-28
J.C. Bliss
Drebert
Ravner

X-section 39th - Boston to Z
60' wide - 10' cbs 10' 1/4's

T 52.47

26

S.M. 13' Mass 39th + Boston

40.10

cb

75

45.0

+12.37

w

99

42.6

T 52.47

N. + Boston

80' wide
10' cbs
13' 1/4's

w

136

38.9

E

+3.0

55.5

cb

108

51.7

cb

+3.9

56.4

1/4

81

44.4

1/4

+3.5

56.0

1/4

60

46.5

1/4

+2.3

54.7

1/4

37

48.8

1/4

+0.9

53.4

cb

31

49.4

cb

0.5

52.0

E

44

48.1

w

2.8

49.7

5 1/4 Boston

Plotted 11-19-28
T.G.H.

4 cb Boston

E

6.7

45.8

w

6.0

46.5

cb

54

47.1

cb

4.0

48.5

1/4

6.8

45.7

1/4

1.6

50.9

1/4

8.8

43.7

1/4

0.0

52.5

1/4

11.5

41.0

1/4

+1.7

54.2

cb

14.8

37.7

cb

+2.6

55.1

w

17.5

35.0

E

+1.2

53.7

5 cb Boston

N 1/4 Boston

w

18.9

33.6

E

1.7

50.8

cb

16.6

35.9

cb

0.5

52.0

1/4

14.0

38.5

1/4

1.2

51.3

1/4

11.4

41.1

1/4

3.1

49.4

1/4

9.4

43.1

1/4

5.3

47.2

cb

8.7

43.8

T 52.47

T 40.26

27

E	9.6	42.9		cb		
T.P		-13.26	39.21	14		

+1.05

T 40.26

S.L. Boston = 0+00

E	18	38.5
cb	0.8	39.5
14	1.0	39.3
♀	2.9	38.4
1/4	5.4	34.9
cb	7.1	33.2
W	8.9	31.4

0+25

W	9.4	30.9
+5	10.4	39.9
cb	9.0	31.3
14	7.8	32.5
♀	6.5	33.8
14	5.3	35.0
cb	5.7	34.6
E	7.4	32.8
Out 15	11.6	28.7

0+50

Out 15	16.4	23.9
E	12.1	28.2

cb

14

♀

14

cb

+5

W

W

+5

cb

14

♀

+5

14

cb

E

Out 15

T.P

+0.73

Out 15

W 14

cb

9.2 31.1

8.2 32.1

8.3 32.0

9.1 31.2

9.8 30.5

11.1 29.2

9.4 30.9

0+75

11.1 29.2

12.4 27.9

10.7 29.6

10.5 29.8

10.0 30.3

10.2 30.1

11.6 28.7

13.8 26.5

16.7 23.6

20.3 20.0

- 12.29 27.97

T 28.70

+00

9.6 19.1

9.0 19.7

6.6 22.1

2870

1/4	38	24.9
♀	15	27.2
1/4	16	27.1
cb	17	27.0
W	13	27.4
1+13		
w	5.3	25.4
+2	4.9	23.8
cb	5.2	23.5
1/4	5.5	23.2
+5	2.6	26.1
♀	3.9	24.8
1/4	6.0	22.7
cb	8.5	20.2
E	8.7	20.0
Out 15	9.6	19.1
1+25		
Out 15	9.3	19.4
E	8.4	20.3
cb	7.7	21.0
1/4	7.3	21.4
♀	6.7	22.0
1/4	6.5	22.2
+5	4.2	24.5
cb	2.2	26.5

2870

28

W	20	26.7
Note - Between sta 1+25 + 1+50 There is a chicken house and chicken yard that extend clear across 39 th St.		
1+50		
W	2.1	26.6
cb	2.1	26.6
1/4	3.8	24.9
♀	6.0	22.7
1/4	7.2	21.5
cb	8.1	20.6
E	9.3	19.4
Out 15	9.9	18.8
1+75		
Out 15	10.7	19.0
E	10.7	19.0
cb	10.2	18.5
1/4	9.3	19.4
♀	6.2	22.5
1/4	4.0	24.7
+5	2.5	26.2
cb	2.3	26.4
W	2.0	26.7
2+20		
W	2.4	26.3

T 28.70

cb	2.4	24.3
1/4	2.8	25.9
E	5.8	22.9
1/4	9.2	19.5
cb	11.1	17.6
E	11.5	17.2
Out 15	11.8	16.9
2 + 25		
Out 15	12.9	15.8
E	11.7	16.0
cb	10.6	17.1
1/4	8.0	20.7
E	4.7	24.0
1/5	4.4	22.3
1/4	2.6	26.1
cb	2.0	26.7
W	3.3	25.4
2 + 50		
W	4.9	23.8
cb	4.0	24.7
1/4	3.9	24.8
E	5.3	23.4
1/4	6.6	21.1
cb	8.7	20.0
E	10.9	17.8

T 28.70

29

Out 15	13.2	15.0
2 + 75		
Out 15	11.4	17.3
E	7.6	21.1
cb	6.7	22.0
1/4	6.2	22.5
E	6.1	22.6
1/4	6.7	22.0
cb	7.1	21.6
W	7.1	21.6
3 + 100 = N.L. Z		
W	9.0	19.7
cb	8.6	20.1
1/4	8.1	20.6
E	8.1	20.6
1/4	7.6	21.1
cb	7.2	21.5
E	7.5	21.2
T.P.		-11.36 17.34
+ 5.55 22.89		
T.P.		-3.75 19.14
+ 3.95 23.09		
B.M. N.E Prop Hub 40 th + 2		-3.63 19.46
		→ 19.41

11-1-28 x-section 40th St - Boston

J.C Bliss to Z

60' wide

Drebert

10' obs

Rauner

10' 1/45

B.M. Pueblo Mon. 40th + Boston

18.85

+ 5.67

T 24.52

S.L. Boston = 0 + 100

W 5.0 19.5

cb 5.0 19.5

1/4 5.1 19.4

♀ 5.0 19.5

1/4 5.3 19.2

cb 5.2 19.3

E 4.7 19.8

0+25

E 6.5 18.0

cb 7.2 17.3

1/4 7.0 17.5

+2 6.9 17.6

+7 4.8 19.7

♀ 4.7 19.8

1/4 4.6 19.9

cb 4.8 19.7

W 5.1 19.4

0+34

W 9.3 15.2

cb 8.0 16.5

1/4 5.1 19.4

T 24.52

30

♀ 5.2 19.3

+ 5 5.2 19.3

1/4 7.6 16.9

cb 7.8 16.7

E 7.8 16.7

0+39

E 8.6 15.9

cb 8.3 16.2

1/4 8.3 16.2

♀ 8.9 15.6

1/4 9.1 15.4

cb 9.4 15.1

W 10.0 14.5

0+50

W 10.5 14.0

cb 10.3 14.2

1/4 10.5 14.0

♀ 9.7 14.8

1/4 9.4 15.3

cb 9.1 15.4

E 9.7 15.3

0+75

E 11.6 12.9

cb 11.3 13.2

1/4 12.1 12.4

♀ 12.7 11.6

Plotted
11-19-28
TSH

24.52

1/4	13.7	10.8
cb	13.7	10.6
W	13.9	10.6

1+00

W	13.1	11.4
cb	13.1	11.9
1/4	13.3	11.2
♀	13.0	11.5
1/4	13.2	11.3
cb	14.8	9.7
E	15.2	9.3

1+25

E	9.8	14.7
cb	10.0	14.5
1/4	10.4	14.1
♀	11.0	13.5
1/4	10.7	13.8
cb	9.3	15.2
W	9.8	14.7

1+50

W	7.4	17.1
cb	7.7	16.8
1/4	8.1	16.4
♀	8.5	16.0
1/4	8.7	16.1

24.52

31

cb	8.1	16.4
E	7.8	16.7

1+75

E	5.7	18.8
cb	5.9	18.6
1/4	6.0	18.5
♀	6.1	18.4
1/4	5.5	19.0
cb	5.8	18.7
W	5.6	18.9

2+00

W	5.3	19.2
cb	4.9	19.6
1/4	4.8	19.7
♀	5.0	19.5
1/4	4.7	19.8
cb	4.7	19.8
E	4.5	20.0

2+25

E	4.7	19.8
cb	4.9	19.6
1/4	5.0	19.5
♀	4.8	19.7
1/4	4.9	19.6
cb	4.7	19.8

T 24.52

W 5.6 18.9

2450

W 5.6 18.9

cb 4.8 19.7

1/4 4.6 19.9

♀ 4.8 19.7

1/4 4.9 19.6

cb 5.2 19.3

E 4.9 19.6

2475

E 4.8 19.7

cb 5.4 19.1

1/4 5.7 19.1

♀ 4.9 19.6

1/4 5.2 19.3

cb 5.3 19.2

W 5.9 19.6

3400 = N. L. Z St.

W 6.5 18.0

cb 5.7 18.8

1/4 5.3 19.2

♀ 5.4 19.1

1/4 5.4 19.1

cb 5.4 19.1

E 5.1 19.4

T 24.52

32

B. M. N. E. Prop Hub - 40th Z - 5.11 → 19.71

→ 19.71

11-2-28

J.C. Bliss

Drebert
RauwerX-section Tyrion Way - Gravilla
to Rosemont.

22.5 Roadway at Gravilla

23.7' " at Rosemont

8034

8-0.29

B.M.S.E.S.P. Tyrion + Gravilla

+1232

.66

+ 92.61

N.L. Gravilla

50' wide
10' cbs

E Tpcb 13.56 79.10

Gutter 14.0 78.6

♀ 13.8 78.8

Gutter 14.3 78.3

W Tpcb 13.76 78.90

N cb. Gravilla - 43' end of Return
to end of Return

W Tpcb. Pared 13.79 78.87

Gutter Pared 14.39 78.27

cb Pared 14.11 78.55

♀ 13.7 79.0

cb 13.8 78.9

G 13.8 78.8

ETpcb 13.27 79.39

♀ Gravilla

E 13.2 79.4

cb 13.3 79.4

♀ 13.2 79.5

cb Pared 13.54 79.12

W 13.77 78.89

S cb Gravilla - 43' End of return
to end of return

W Tpcb 12.80 79.86

ck. from Lavelle Blvd & Bon Air ~~DK~~

.66

+ 92.61

33

Gutter Pared 13.52 79.14

cb - Pared 13.18 79.48

♀ 13.1 79.6

cb 13.2 79.5

G 12.9 79.7

ETpcb 12.32 80.34

S.L. Gravilla = 0+00

ETpcb 12.80 79.86

G 13.1 79.6

♀ 12.9 79.7

G Pared 13.13 79.53

W Tpcb 12.74 79.92

0+25

W Tpcb 11.75 80.91

G 12.4 80.3

♀ 12.2 80.5

G 12.5 80.1

ETpcb 11.88 80.78

0+50

ETpcb 10.95 81.81

G 11.5 81.2

♀ 11.1 81.6

G 11.4 81.3

W Tpcb 10.78 81.88

Plotted Jan 7-29 CBH

.66
T 92.61

0+75

W Tpcb	9.84	82.82
G	10.3	82.4
♀	10.0	82.6
G	10.7	82.3
E Tpcb	9.83	82.83

1+00

E Tpcb	8.75	83.91
G	9.3	83.4
♀	8.9	83.7
G	9.4	83.3
W Tpcb	8.80	83.86

1+25

W Tpcb	7.78	84.88
G	8.3	84.4
♀	8.0	84.7
G	8.3	84.4
E Tpcb	7.72	84.94

1+50

E Tpcb	6.64	86.02
G	7.2	85.5
♀	6.9	85.8
G	7.3	85.4
W Tpcb	6.75	85.91

1+75

W Tpcb	5.79	86.87
--------	------	-------

.66
T 92.61

34

G	6.4	86.3
♀	6.0	86.7
G	6.2	86.5
E Tpcb	5.66	87.00

2+10 = H.L. Alley

E.L. Tpcb	4.18	88.48
G	4.6	88.1
Cb	4.9	87.8
♀	4.7	88.0
G	5.1	87.6
W Tpcb	4.49	88.1.7

2+30 S.L. Alley

W Tpcb	4.22	88.44
G	4.7	88.0
♀	4.3	88.4
Cb	4.3	88.4
G	4.1	88.6
E.L. Tpcb	3.39	89.27

2+50

E Tpcb	3.38	89.28
G	4.0	88.7
♀	4.0	88.7
G	4.5	88.2
W Tpcb	4.00	88.66

T 92.61^{.66}

2+75

W Tpcb	371	88.95
G	42	88.5
♀	38	88.9
G	36	89.1
E Tpcb	315	89.51

3+00

E Tpcb	279	89.87
G	34	89.3
♀	34	89.3
G	3.9	88.8
W Tpcb	341	89.25

3+25

W Tpcb	312	89.54
G	36	89.1
♀	31	89.6
G	31	89.6
E Tpcb	261	90.05

3+50

E Tpcb	228	90.38
G	27	90.0
♀	29	89.8
G	3.3	89.4
W Tpcb	282	89.84

3+75

W Tpcb	254	90.12
--------	-----	-------

T 92.01^{.66}

35

G	3.0	89.6
♀	24	90.3
G	24	90.3
E Tpcb	199	90.67
	44.00	

E Tpcb	168	90.98
G	2.1	90.6
♀	22	90.5
G	26	90.1
W Tpcb	218	90.48

4+35 = N.L. Rosement ^{47" wide} _{11' 6"}

W Tpcb	171	90.95
G	2.1	90.6
♀	18	90.9
G	1.7	91.0
E Tpcb	115	91.51

N. Cb Rosement 46' End of return to end of return

E Tpcb	110	91.56
G	1.5	91.2
Cb	17	91.0
♀	18	90.9
Cb	21	90.6
G	2.4	90.3
W Tpcb	174	90.92

T 92.61^{.66}

36

♀ Rosemont

W.L.	2.1	90.6
cb	2.0	90.7
♀	1.7	91.0
cb	1.6	91.1
E.Li	1.5	91.2

S cb Rosemont 50' E. Return to E. Return

WTpcb	2.8	90.58
G	2.5	90.2
cb Tyrian South	2.2	90.5
♀ " "	1.8	90.9
cb " "	1.9	90.8
G	1.9	90.8
E Tpcb	1.60	91.06

Note: Tyrian Segs 5' East of
Rosemont and has 30' Roadway South of Rosemont

S.L. Rosemont

ETp cb	1.57	91.09
G	2.1	90.6
♀	1.9	90.8
G	2.4	90.3
W Tpcb	1.99	90.67

11-2-28

J.C

X-section existing Paving Alley
Block 188 - Between Julian & Kearny and
Dewey & Crosby 20' wide

TC 1.67

37

B.M. S.E.B.P. Julian & Crosby

53.01

G

3.89

+3.28

π 56.29

N Tpcb

3.65

E.L. Crosby

B.M. N.E.B.P. Kearny & Dewey

- 2.21 → 54.46

N Tpcb

4.86

→ 54.49

G

5.12

G

5.41

G

5.36

S Tpcb

5.15

T.P.

-2.86

53.43

+7.00

60.43

W.L. 127' strip of paving 398' East of E.L. Crosby

S

5.57

54.86

G

5.94

54.49

N

5.27

55.16

E.L. Paved strip

N

3.92

56.51

G

4.41

56.02

S

4.22

56.21

T.P.

-3.42

57.01

+4.68

π 61.67

W.L. Dewey

S Tpcb

4.04

G

4.27

G

4.44

11-3-28 X-section of Parking on El.

J.C. Bliss
Drebert
Rauner
Cajon Idaho to Boundary

379.14

38

B.M. S.W. B.P. El. Cajon & Utah 372.87 5 G 508 374.06

+6.27

1425

379.14

E.L. Idaho = Tip of Parking = 0+00

Gutter at Tip 418 374.96 N.C.B. 5.02 74.12

Tip C.B. " 3.77 375.37 N.G. 5.36 373.78

0+20 = B.C. of end of Parking

1450

5 G 441 374.73 N.G. 5.59 373.55

S.C.B. 410 75.04 N.C.B. 5.17 373.97

N.C.B. 407 75.07 S.C.B. 5.29 373.85

N.G. 444 374.70 S.G. 5.49 373.65

0+50

1475

N.G. 469 374.45 S.G. 5.74 373.40

N.C.B. 429 74.85 S.C.B. 5.47 373.67

S.C.B. 450 74.64 N.C.B. 5.40 373.74

S.G. 474 374.40 N.G. 5.81 373.33

0+75

2+00

S.G. 491 374.23 N.G. 6.03 373.09

S.C.B. 467 74.47 N.C.B. 5.58 73.56

N.C.B. 447 74.67 S.C.B. 5.65 73.49

N.G. 485 374.29 S.G. 5.90 373.24

1+00

2+25

N.G. 512 374.02 S.G. 6.13 373.01

N.C.B. 471 374.43 S.C.B. 5.89 73.25

S.C.B. 487 374.27 N.C.B. 5.80 373.34

Use these notes for grade on
pavement edges

See page 47 for

correct notes for yardage

379.14

N.G. 6.24 372.90

2.50

N.G. 6.43 372.71

N.C.B. 6.02 373.12

Scb 6.03 373.11

S.G. 6.35 372.79

2.80 = B.C. of end of parking

S.G. 6.55 372.59

Scb 6.23 372.91

N.C.B. 6.33 372.81

N.G. 6.67 372.47

W.L. Utah = 3.00 = Tip of parking

G 6.55 372.59

cb 6.26 372.88

T.P. -7.26 371.88

3.56

375.74

W.L. Utah = 0.00

G 3.82 371.62

cb 3.57 371.87

0.20 = B.C.

N.G. 4.45 370.99

N.C.B. 4.00 371.44

Scb 4.08 371.36

S.G. 4.38 371.06

375.44

39

0.50

S.G. 4.61 370.83

Scb 4.11 371.33

N.C.B. 4.36 371.08

N.G. 4.71 370.73

0.75

N.G. 4.94 370.50

N.C.B. 4.65 370.79

Scb 4.35 371.09

S.G. 4.90 370.54

1.00

S.G. 5.15 370.29

Scb 4.71 370.73

N.C.B. 4.80 370.64

N.G. 5.20 370.24

1.25

N.G. 5.42 370.02

N.C.B. 4.97 370.47

Scb 4.87 370.67

S.G. 5.37 370.07

1.50

S.G. 5.60 369.80

Scb 5.26 370.18

N.C.B. 5.24 370.20

N.G. 5.62 369.82

375.44

1475

N G	5.82	369.62
N cb	5.48	369.96
S cb	5.50	369.94
S G	5.88	369.56

2400

S G	6.06	369.38
S cb	5.80	369.64
N cb	5.82	369.62
N G	6.08	369.36

2425

N G	6.28	369.16
N cb	5.93	369.51
S cb	6.17	369.27
S G	6.32	369.12

2450

S G	6.55	368.89
S cb	6.35	369.09
N cb	6.14	369.30
N G	6.56	368.88

2480 = B.C.

N. G.	6.77	368.72
N cb	6.32	369.12
S cb	6.56	368.88
S G	6.77	368.67

375.44

40

W.L. Kansas = 3400 = Parking Tip

G	6.65	368.79
cb	6.30	369.14
T.P.		- 470 370.74
+ 111		

371.85

Est. Kansas = 0400 = Parking Tip

G	3.72	368.13
cb	3.38	368.47

0420 = B.C.

S G	4.15	367.70
S cb	3.79	368.06
N cb	3.70	368.15
N G	4.16	367.69

0450

N.G.	4.54	367.31
N cb	4.15	367.70
S cb	4.28	367.57
S G	4.54	367.31

0475

S G	4.83	367.02
S cb	4.60	367.25
N cb	4.40	367.45
N G	4.72	367.13

1400

N.G.	5.01	366.84
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∑ 371.85

Ncb	463	367.22
Scb	484	367.01
SG	512	366.73

1425

SG	549	366.36
Scb	517	366.68
Ncb	491	366.94
NG	532	366.53

1450

NG	562	366.23
Ncb	528	366.57
Scb	534	366.51
SG	573	366.12

1475

SG	603	365.82
Scb	566	366.19
Ncb	550	366.35
NG	592	365.93

2400

NG	620	365.65
Ncb	577	366.08
Scb	591	365.94
SG	636	365.49

2425

SG	670	365.15
----	-----	--------

∑ 371.85

41

Scb	626	365.59
Ncb	613	365.72
NG	650	365.35

2450

NG	678	365.07
Ncb	632	365.53
Scb	655	365.30
SG	697	364.88

2480 = B.C.

SG	726	364.59
Scb	695	364.90
Ncb	664	365.21
NG	711	364.74

W.L. 30th = 3400 = Parking Tip

G	754	364.31
cb	680	365.05

B.M. N.E.B.R. 30th + El Cajon - 7.64 364.41

+ 5.08

∑ 369.29

E.L. 30th = 4100 = Parking Tip

G	541	363.88
cb	463	364.66

+ 20 = 80

NG	536	363.93
Ncb	489	364.40

π 369.29

S cb 4.99 364.30

S G 5.37 363.92

0+50

S G 5.49 363.80

S cb 5.23 364.06

N cb 4.96 364.33

N G 5.40 363.89

0+75

N G 5.43 363.86

N cb 5.03 364.26

S cb 5.23 364.06

S G 5.55 363.74

1+00

S G 5.66 363.63

S cb 5.27 364.02

N cb 5.10 364.19

N G 5.56 363.73

1+25

N G 5.59 363.71

N cb 5.12 364.17

S cb 5.35 363.94

S G 5.67 363.62

1+50

S G 5.79 363.50

S cb 5.54 363.75

π 369.29

42

N cb 5.28 364.01

N G 5.64 363.65

1+75

N G 5.65 363.64

N cb 5.22 364.07

S cb 5.61 363.68

S G 5.84 363.45

2+00

S G 5.88 363.41

S cb 5.61 363.68

N cb 5.31 363.98

N G 5.68 363.61

2+25

N G 5.74 363.55

N cb 5.36 363.93

S cb 5.62 363.67

S G 5.98 363.31

2+50

S G 5.99 363.30

S cb 5.67 363.66

N cb 5.41 363.88

N G 5.79 363.50

2+80 = 5. C

N G 5.81 363.48

N cb 5.57 363.72

π 369.29

Scb	5.72	363.57	
SG	6.12	363.17	
	3+00 = W.W. OHIO C Parking Tip.		
G	5.93	363.36	
cb	5.54	363.75	
T.P.		2.90	366.39
	+2.10		

π 368.49

E.L. OHIO = 0+00 = Parking Tip

G	4.80	363.69	
cb	4.49	364.00	
	0+200 B.C.		
SG	5.18	363.31	
Scb	4.89	363.60	
Ncb	4.58	363.91	
NG	4.82	363.67	

0+50

NG	4.95	363.54	
Ncb	4.76	363.73	
Scb	5.00	363.49	
SG	5.34	363.15	

0+75

SG	5.42	363.07	
Scb	5.06	363.43	
Ncb	4.82	364.67	

π 368.49

43

NG	5.01	363.48	
	+00		
	5.14	363.35	
	4.84	363.65	
	5.16	363.33	
	5.50	362.99	
	1+25		

SG	5.60	362.89	
Scb	5.21	363.28	
Ncb	4.92	363.57	
NG	5.20	363.29	

1+50

NG	5.28	363.21	
Ncb	5.02	363.47	
Scb	5.34	363.15	
SG	5.66	362.83	

1+75

SG	5.76	362.73	
Scb	5.41	363.08	
Ncb	5.09	363.40	
NG	5.41	363.08	

2+00

NG	5.48	363.01	
Ncb	5.19	363.30	
Scb	5.48	363.01	

Σ 368.49

SG 583 362.66

2+25

SG 5.92 362.57

Scb 5.56 362.93

Ncb 5.22 363.27

NG 5.56 362.93

2+50

NG 5.68 362.81

Ncb 5.34 363.15

Scb 5.62 362.87

SG 5.99 362.50

2+80 = BC.

SG 6.10 362.39

Scb 5.72 362.77

Ncb 5.42 363.07

NG 5.76 362.73

3+00 = W.L. Illinois = Parking Tip

G 5.90 362.50

cb 5.51 362.98

T.P. -3.88 364.61

+9.84

Σ 374.45

E.L. Illinois = 0+10 = Parking Tip

G 11.20 363.25

cb 10.95 363.50

Σ 374.45

44

0+20 = BC.

NG 10.54 363.91

Ncb 10.24 364.23

Scb 10.63 363.82

SG 10.88 363.57

0+50

SG 9.98 364.47

Scb 9.65 364.80

Ncb 9.23 365.22

NG 9.57 364.88

0+75

NG 8.76 365.69

Ncb 8.41 366.04

Scb 8.92 365.53

SG 9.15 365.30

1+00

SG 8.35 366.10

Scb 8.05 366.40

Ncb 7.58 366.87

NG 7.95 366.50

1+25

NG 7.07 367.38

Ncb 6.71 367.74

Scb 7.24 367.21

SG 7.54 366.91

π 374.45

1750

SG	6.66	367.79
Scb	6.36	368.09
Ncb	5.87	368.58
NG	6.23	368.22

1775

NG	5.35	369.10
Ncb	5.03	369.42
Scb	5.53	368.92
SG	5.88	368.57

2400

SG	5.04	369.41
Scb	4.71	369.74
Ncb	4.20	370.25
NG	4.54	369.91

2425

NG	3.62	370.77
Ncb	3.33	371.12
Scb	3.87	370.58
SG	4.18	370.27

2450

SG	3.40	371.05
Scb	3.09	371.36
Ncb	2.47	371.98
NG	2.80	371.65

π 374.75

45

2480 = B.C.

NG	1.74	372.71
Ncb	1.47	372.98
Scb	2.07	372.38
SG	2.38	372.07

3400 = W.L. Iowa = Parking Tip

G	1.30	373.15
cb	0.97	373.48

T.P.

- 0.34 374.11

+ 6.94

π 381.05

E.L. Iowa = 0400 = Parking Tip

G	6.85	374.20
cb	6.56	374.49

0420 = B.C.

So	7.05	374.00
Scb	6.65	374.40
Ncb	6.02	375.03
NG	6.36	374.69

0450

NG	5.88	375.17
Ncb	5.51	375.54
Scb	6.17	374.88
SG	6.59	374.46

T 381.05

0+75

SG	603	375.02
Scb	555	375.50
Ncb	513	375.92
NG	550	375.55

1+00

NG	503	376.02
Ncb	465	376.40
Scb	509	375.96
SG	553	375.52

1+25

SG	498	376.07
Scb	455	376.50
Ncb	428	376.77
NG	462	376.43

1+50

NG	416	376.89
Ncb	385	377.20
Scb	407	376.98
SG	476	376.59

1+63 = BC

SG	429	376.76
Scb	398	377.07
Ncb	359	377.46
NG	393	377.12

T 381.05

46

1+81 = Parking Tip at Boundary

g	363	377.42
cb	331	377.74
B.M. S.E. B.P. E/Cajon - Iowa	-8.17	372.93
		→ 372.93

11-28-28 X-section of dirt in parking
 J.C. Bliss on El Cajon - Idaho to Boundary - 40'
 Flood Wide - 10' sections, N & S in each case
 Kiernan denotes dirt at inside edge of curb

Shots at Parking Tip in each case
 is on ground at inside edge of Tip

47

37287

* 378.1W

+525

* 378.1W

E.L. Idaho = 200

Parking Tip

0420

N	3.0	375.1
1/4	2.9	75.2
1/2	2.8	75.3
3/4	2.9	75.2
S	3.0	375.1

0450

S	3.5	374.6
1/4	3.3	74.8
1/2	3.3	74.8
3/4	3.3	74.8
N	3.3	374.8

0475

N	3.4	374.7
1/4	3.3	74.8
1/2	3.3	74.8
3/4	3.5	74.6
S	3.6	374.5

1400

S	3.9	374.2
---	-----	-------

1/4

1/2

3/4

N

N

1/4

1/2

3/4

S

S

1/4

1/2

3/4

N

N

1/4

1/2

3/4

S

S

1/4

1425

3.5	374.6
3.5	74.6
3.5	74.6
3.6	374.5

1450

3.7	374.2
3.7	74.4
3.7	74.4
3.9	74.2
4.1	374.0

1475

4.3	373.8
4.0	74.1
3.8	374.3
4.0	74.1
4.1	373.9

2400

4.4	373.7
4.7	73.9
4.7	73.9
4.7	73.9
4.5	373.6

4.7	373.4
4.7	373.4

π 378.12

¢	45	373.6
1/4	44	373.7
N	46	373.5
	2+25	
N	48	373.3
1/4	47	73.4
¢	47	73.4
1/4	47	73.4
S	49	373.2
	2+50	
S	51	373.0
1/4	51	73.0
¢	50	73.1
1/4	50	73.1
N	50	373.1
	2+80	
N	53	372.8
1/4	52	72.9
¢	51	73.0
1/4	52	72.9
S	53	372.8
	3+00 = W.L. Utah	
Parking Tip	53	372.8

π 378.12

48

E.L. Utah = 0+00

Parking Tip	6.2	371.9
	0+20	
S	6.9	371.2
1/4	6.4	371.7
¢	6.3	371.8
1/4	6.4	371.7
N	6.7	371.4
	0+50	
N	7.0	371.1
1/4	7.0	71.1
¢	6.9	71.2
1/4	6.8	71.3
S	6.8	371.3
	0+75	
S	7.0	371.1
1/4	7.2	70.9
¢	7.1	71.0
1/4	7.2	70.9
N	7.3	370.8
	1+00	
N	7.1	371.0
1/4	7.3	370.8
¢	7.1	371.0
1/4	7.2	370.9
S	7.4	370.7

T 378.17

1425

S	7.5	370.6
1/4	7.4	70.7
¢	7.3	70.8
1/4	7.5	70.6
X	7.7	370.4

1450

N	8.0	370.1
1/4	8.1	70.0
¢	7.9	70.2
1/4	8.0	70.1
S	7.9	370.2
T.P.		-8.06 370.06

+3.50

T 373.56

1475

S	3.6	370.0
1/4	3.5	70.1
¢	3.2	70.4
1/4	3.3	70.3
N	3.5	370.1

2400

N	3.9	369.7
1/4	3.7	69.9
¢	3.6	70.0
1/4	3.6	370.0

T 373.56

40

369.6

2425

S	4.3	369.3
1/4	3.9	69.7
¢	3.7	69.9
1/4	3.8	69.8
N	4.0	369.6

2450

N	4.2	369.4
1/4	4.0	69.6
¢	3.7	69.7
1/4	4.2	69.4
S	4.4	369.2

2480

S	4.6	369.0
1/4	4.3	369.3
¢	4.1	369.5
1/4	4.2	369.4
N	4.4	369.2

34005 W.4, Kansas

Parking Tip

4.4

369.2

E.L. Kansas = 6400

Parking Tip

5.7

368.4

π 373.56

0+20

N	5.4	368.2
1/4	5.3	368.3
¢	5.2	368.4
1/4	5.3	368.3
5	5.4	368.2

0+50

5	5.9	367.7
1/4	5.8	367.8
¢	5.6	368.0
1/4	5.7	367.9
N	5.8	367.8

0+75

N	6.1	367.5
1/4	6.0	367.6
¢	6.0	367.6
1/4	5.9	367.7
5	6.3	367.9

1+00

5	6.6	367.0
1/4	6.3	367.9
¢	6.2	367.4
1/4	6.3	367.3
N	6.3	367.3

π 373.56

50

1+25

N	6.6	367.0
1/4	6.6	67.0
¢	6.5	67.1
1/4	6.6	367.0
5	6.9	366.7

1+50

5	7.4	366.4
1/4	6.8	366.8
¢	6.8	366.8
1/4	6.9	366.7
N	7.1	366.5

1+75

N	7.2	366.4
1/4	7.1	366.5
¢	7.1	366.5
1/4	7.1	366.5
5	7.4	366.2

2+00

5	7.7	365.9
1/4	7.4	366.2
¢	7.4	366.2
1/4	7.5	366.1
N	7.4	366.1

2+25

N	7.8	365.8
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373.56

1/4	7.7	365.9
¢	7.5	366.1
1/4	7.5	366.1
S	8.0	365.6

24.50

S	8.1	365.5
1/4	8.1	365.5
¢	7.9	365.7
1/4	7.8	365.8
N	8.1	365.5

24.80

N	8.3	365.3
1/4	8.3	365.3
¢	8.3	365.3
1/4	8.4	365.2
S	7.9	365.7

3+00 = WL. 30th

Parking Tip 8.6 365.0

T.P. -8.96 364.60

+4.14

368.74

Et. 30th = 0+00

Parking Tip 4.2 364.5

0+00

S 4.5 364.2

368.74

51

1/4	4.5	364.2
¢	4.1	364.6
1/4	4.1	364.6
N	4.3	364.4

07.50

N	4.4	364.3
1/4	4.4	364.3
¢	4.4	364.3
1/4	4.5	364.2
S	4.8	363.9

07.75

S	4.7	364.0
1/4	4.5	364.2
¢	4.5	364.2
1/4	4.4	364.3
N	4.6	364.1

1+00

N	4.6	364.1
1/4	4.5	364.2
¢	4.6	364.1
1/4	4.7	364.0
S	4.7	364.0

14.25

S	4.9	363.8
1/4	4.7	364.0

T 368.74

¢	4.6	364.1
1/4	4.5	364.2
N	4.6	364.1
1+50		
N	4.7	364.0
1/4	4.7	364.0
¢	4.7	364.0
1/4	4.8	363.9
S	5.0	363.7
1+75		
S	5.2	363.5
1/4	4.7	364.0
¢	4.8	363.9
1/4	4.7	364.0
N	4.7	364.0
2+00		
N	4.7	364.0
1/4	4.9	363.8
¢	4.8	363.9
1/4	5.0	363.7
S	5.2	363.5
2+25		
S	5.2	363.5
1/4	4.9	363.8
¢	4.8	363.9

T 368.74

1/4	4.9	363.8	
N	4.7	364.0	
2+50			
N	4.9	363.8	
1/4	5.0	363.7	
¢	5.0	363.7	
1/4	5.0	363.7	
S	5.1	363.6	
2+80			
S	5.3	363.4	
1/4	5.0	363.7	
¢	5.3	363.4	
1/4	5.2	363.5	
N	5.0	363.7	
3+00 = WL OHIO			
Parking Tip		5.1	363.6
EWL OHIO = 0+00			
Parking Tip		4.8	363.9
0+26			
N	4.9	363.8	
1/4	4.9	363.8	
¢	4.8	363.9	
1/4	5.1	363.6	
S	5.2	363.5	

T 368.74

0+50

S	5.2	363 5
1/4	5.2	363 5
¢	5.1	363 6
1/4	5.1	363 6
N	5.0	363 7

0+75

N	5.1	363 6
1/4	5.1	363 6
¢	5.2	363 5
1/4	5.3	363 4
S	5.4	363 3

1+00

S	5.5	363 2
1/4	5.3	363 7
¢	5.3	363 4
1/4	5.2	363 5
N	5.2	363 5

1+25

N	5.3	363 4
1/4	5.4	363 3
¢	5.3	363 4
1/4	5.4	363 3
S	5.5	363 2

T 368.74

53

1+50

S	5.7	363.0
1/4	5.6	363.1
¢	5.4	363.3
1/4	5.4	363.3
N	5.3	363.4

1+75

N	5.4	363.3
1/4	5.6	363.1
¢	5.6	363.1
1/4	5.6	363.1
S	5.8	362.9

2+00

S	5.8	362.9
1/4	5.7	363.0
¢	5.7	363.0
1/4	5.7	363.0
N	5.5	363.2

2+25

N	5.7	363.0
1/4	5.9	362.8
¢	5.8	362.9
1/4	6.0	362.7
S	6.0	362.7

π 368.74

2450

S	5.9	362.8
1/4	5.8	362.9
¢	5.9	362.8
1/4	5.8	362.9
X	5.7	363.0
T.P		-5.73 363.01

+10.31

π 373.32

2480

N	10.3	363.0
1/4	10.2	363.1
¢	10.3	363.0
1/4	10.5	362.8
S	10.7	362.6

3400 = W.L. Illinois

Parking Tip	10.4	362.9
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E.L. Illinois = 0400

Parking Tip	9.9	363.4
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0420

S	9.5	363.8
1/4	9.4	363.9
¢	9.1	364.2
1/4	9.1	364.2
N	9.2	364.1

π 373.32

0450

54

N	8.2	365.1
1/4	8.1	365.2
¢	8.4	364.9
1/4	8.5	364.8
S	8.6	364.7

0475

S	7.8	365.5
1/4	7.5	365.8
¢	7.5	365.8
1/4	7.1	366.2
X	7.4	365.9

1400

N	6.5	366.8
1/4	6.2	367.1
¢	6.6	366.7
1/4	6.8	366.5
S	7.1	366.2

1425

S	6.2	367.1
1/4	5.8	367.5
¢	5.8	367.5
1/4	5.5	367.8
N	5.8	367.5

T 373.32

1450

N	4.8	368.5
1/4	4.7	368.6
¢	5.0	368.3
1/4	5.2	368.1
S	5.4	367.9

1475

S	4.5	368.8
1/4	4.2	369.1
¢	4.0	369.3
1/4	3.8	369.5
A	4.0	369.3

2400

N	3.2	370.1
1/4	3.1	370.2
¢	3.2	370.1
1/4	3.5	369.8
S	3.6	369.7

2425

S	2.8	370.5
1/4	2.7	370.6
¢	2.4	370.9
1/4	2.5	370.8
N	2.3	371.0

T 373.32

55

2450

N	1.4	371.9
1/4	1.4	371.9
¢	1.6	371.7
1/4	1.8	371.5
S	2.1	371.2

2480

S	1.0	372.3
1/4	0.7	372.6
¢	0.4	372.9
1/4	0.4	372.9
A	0.3	373.0

T.P.

- 0.62 372.0

+ 8.04

T 380.74

3400 = W.L. Iowa

Parking Tip	7.4	373.3
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E.L. Iowa 0.00

Parking Tip	6.4	374.3
-------------	-----	-------

0420

N	5.8	374.9
1/4	5.8	374.9
¢	6.0	374.7
1/4	6.2	374.5
S	6.4	374.3

Σ 380.74

0450

S	5.9	374.8
1/4	5.6	375.1
Q	5.5	375.2
1/4	5.3	375.4
N	5.3	375.4

0475

N	4.9	375.8
1/4	5.0	375.7
Q	5.0	375.7
1/4	5.0	375.7
S	5.3	375.4

1400

S	4.9	375.8
1/4	4.7	376.0
Q	4.6	376.1
1/4	4.6	376.1
N	4.5	376.2

1425

N	4.1	376.6
1/4	4.0	376.7
Q	4.1	376.6
1/4	4.2	376.5
S	4.5	376.2

Σ 380.74

56

1450

S	4.0	376.7
1/4	3.7	377.0
Q	3.7	377.0
1/4	3.6	377.1
N	3.7	377.0

1463

N	3.5	377.2
1/4	3.3	377.4
Q	3.3	377.4
1/4	3.3	377.4
S	3.8	376.9

1481 = End Parking at Boundary

Parking Tip 3.2 377.5

B. M. S. E. B. P. Inno + El Cojón - 7.85 → 372.89
→ 372.93

60' wide
10' cbs
10' 1/4

Santa Barbara St X Sec
Point Loma Ave to Del Monte

12-13-24
mills

195.28

57

B.M. B.P. 13.02 195.28 182.26 ✓ S.W. Pt. Loma Ave & Santa Barbara

40' S. of N. line Pt. Loma Ave = N. line Parmit.

23' W. of W. line = P.C. 43' R. Ret N.W. Cor. 12.57 182.71 Parmit

W 9.34 85.94 " E 4.8 90.5

cb 8.56 86.72 " R.B.E = E.C. 43' R. Ret N.W. Cor

1/4 7.96 87.32 " E 3.24 192.1

c 7.44 87.84 " cb 5.6 89.7

1/4 6.93 88.35 " +5 5.1 90.2

cb 6.45 88.83 " 1/4 5.7 89.6

c 5.88 89.40 " 0 4.3 89.0

20' S. of N. line Pt. Loma Ave = N. cl

c 4.7 190.6 emb. cl + ground N. end cl 7.72 87.56

cb 5.9 89.4 2.5 emb. gutter N. end gutter 8.66 86.62

1/4 6.6 88.7 W 7.6 88.7

c 7.0 88.3 50' N. of 00

1/4 7.4 90.9 W 6.1 189.2

cb 7.9 87.4 cb 5.2 90.1

W 8.9 86.4 1/4 5.8 89.5

33' W. of W. line = P.C. 43' R. Ret N.W. Cor 12.92 82.36 2.5 emb. gutter

" " " " " " " " " " " " 11.95 83.32 emb. cl 1/4 5.0 90.3

00 = N. line Pt. Loma Ave

W 8.4 186.9 cb 4.5 90.8

+3.5 = emb. cl. Ret. 8.18 86.10 E 3.2 92.1

+3.6 = 2.5 emb. gutter 9.12 86.16 100' N. E 0.0 195.3

cb 4.1 87.2 cb 2.7 92.6

1/4 7.3 88.0 1/4 2.7 92.6

Plotted 2/19/89 G.M.J.

195.28

100' N. (COR)

C	2.8	192.5
"4	3.3	92.0
dr	3.2	92.1
W	3.9	91.4

150' N

W	1.5	93.8
dr	0.7	94.6
"4	0.7	94.6
C	0.3	95.0
"4	0.0	95.3

T.P.	12.72	207.83	0.17	195.11
dr			12.7	195.1
E			9.8	98.0

200' N.

E	7.2	200.6
+3	9.4	198.4
dr	10.2	97.6
"4	10.1	97.7
C	10.4	97.4
"4	10.4	97.0
dr	10.3	97.5
W	10.4	97.4

250' N

W	7.9	200.0
dr	8.0	199.8
+2	8.6	199.2

207.83

Santa Barbara

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"4	8.7	199.1
C	8.1	99.7
"4	7.8	200.0
dr	8.0	199.8
E	5.5	202.3

260' N

E	4.1	203.7
dr	6.4	01.4
+3	7.5	00.3
"4	7.3	00.5
C	7.6	00.2
"4	8.4	199.4
+8	8.2	199.6
dr	7.2	200.6
W	7.4	200.4

284.6 N = S. line Bermuda Arc

"4	6.7	201.1
+6	6.4	01.4
dr	7.3	00.5
+3	7.4	00.4
"4	7.2	00.6
C	6.4	01.4
"4	6.2	01.6
dr	6.2	01.6
+3	4.9	02.9
E	3.6	04.2

PAVED by Curbed
ROADS TO
W. LINE
SANTA BARBARA

207.83
S. cl. Bermuda Ave

e	3.9	203.9
cl	5.6	02.2
"4	5.7	02.1
e	5.9	01.9
"4	6.5	01.3
cl	7.2	00.6
W. gutter on parmt.	7.27	00.56
W. ent. cl	6.63	01.20

S "4

W. on parmt	6.40	201.03
cl	6.6	01.2
"4	6.1	01.7
e	5.6	02.2
"4	5.4	02.4
cl	5.2	02.6
e	3.8	04.0

E

E	2.9	204.9
+5	4.7	03.1
cl	5.0	02.8
"4	5.1	02.7
e	5.3	02.5
"4	5.9	01.9
cl	6.2	01.6
W. on parmt	6.49	01.34

207.83
N. "4

W. on parmt.	6.36	201.47
cl	6.0	01.8
"4	5.6	02.2
e	5.1	02.7
"4	4.8	03.0
cl	4.6	03.2
+5	4.3	03.5
E	3.4	04.4

N. cl.

E	2.8	205.0
cl	3.8	04.0
"4	4.5	03.3
e	4.7	03.1
"4	5.2	02.6
cl	6.1	01.7
W. gutter on parmt.	6.51	01.32
W. ent. cl	5.83	202.00

00 = N line Bermuda.

W	4.6	203.2
cl	5.2	02.6
"4	4.8	03.0
e	4.3	03.5
"4	4.0	03.8
cl	3.6	04.2
E	2.4	05.4

207.83
50' N.

E		+0.2	208.0
cl		1.3	206.5
"4		1.3	06.5
E		1.5	06.3
"4		2.0	05.8
cl.		2.1	05.7
W.		1.0	06.8
T.P.	13.10	220.74 ✓	0.19 207.64 ✓
		100' N.	
N.		10.3	210.4
cl		11.6	09.1
"4		11.6	09.1
E		10.9	09.8
"4		10.7	10.0
cl		11.0	09.7
E		8.6	12.1
		150' N.	
E		6.2	214.5
cl		7.2	14.2
"4		7.3	14.4
E		7.5	14.2
"4		8.3	12.4
+7		8.7	12.0
cl		7.7	13.0
+1		7.3	13.4
W		7.3	13.4

220.74
200' N.

W		3.7	217.0
+7		3.7	17.0
cl		4.7	16.0
+4		5.2	15.5
"4		4.7	16.6
E		3.8	16.9
"4		3.6	17.1
cl		3.6	17.1
+3		2.6	18.1
E		2.4	18.3
T.P.	13.06	232.77 ✓	0.03 220.71 ✓
		250' N.	
E.		11.8	222.0
cl		11.9	21.9
+2		13.2	20.6
"4		13.0	20.8
E		13.0	20.8
"4		13.3	20.5
cl		13.4	20.4
+3		12.8	21.0
W.		12.6	21.2
		300' N = S. Line Pescadero	{ 20' wide 14' cl 13' 143 } Graduated.
W		9.8	224.0
+5		8.8	25.0
cl		9.6	24.2
+4		10.4	23.4

233.77

S. Line Pescadero (cont)

W. "4	10.4	223.4
E	9.7	24.1
"4	9.5	24.3
cb	9.3	24.5
+2	8.2	25.6
E	8.0	25.8
	S. cb.	
C	7.4	226.4
cb	8.8	25.0
"4	8.9	24.9
E	9.1	24.7
"4	9.5	24.3
cb	9.9	23.9
W. on dirt cb	9.9	23.9
W. " " gutter	10.5	23.3
	S. "4	
W	9.9	223.9
cb	9.2	24.6
"4	8.9	24.9
E	8.7	25.1
"4	8.5	25.3
cb	8.0	25.8
E	6.9	26.9
	±	
E	6.8	227.0
cb	7.9	25.9

233.77

Santa Barbara

51

"4	8.3	225.5
E	8.4	25.4
"4	8.6	25.2
cb	9.0	24.8
W.	9.5	24.3
	N. "4	
W.	9.7	224.1
cb.	9.2	24.6
"4	8.7	25.1
E	8.3	25.5
"4	7.9	25.9
cb.	7.6	26.2
E.	6.0	27.8
	N. cb.	
E.	5.5	228.3
cb.	7.3	26.5
"4	7.6	26.8
E	8.0	26.4
"4	8.5	25.3
cb	8.8	25.0
W dirt gutter	9.5	24.3
W " cb.	9.0	24.8
	00 = N Line Pescadero	
W	8.2	225.6 yardage to S.
W	6.6	27.2 yardage to N.
cb	7.9	25.9

233.77

000 N. Line Pescadero (cont)

W. 1/4	8.1	225.7
E	7.6	26.2
1/4	7.2	26.6
cl	6.8	26.0
E.	4.8	29.0

50' N

E	1.2	232.6
cl	3.7	30.1
1/4	4.3	29.5
E	4.4	29.4
1/4	4.7	29.1
cl	4.3	29.5
W.	3.2	30.6

100' N

W	+0.2	234.0
+8	0.8	233.0
cl	0.9	32.9
1/4	0.7	33.1
E	0.3	33.5
1/4	0.2	33.6
cl	0.4	33.4
T.P.	12.88	246.65
+1	12.5	234.2
E	10.7	36.0

246.65

140' N

Santa Barbara

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E	8.6	238.1
cl	10.0	36.7
1/4	9.9	36.8
E	10.0	36.7
1/4	10.3	36.4

+7	11.3	35.4
cl	10.2	36.5
+3	9.4	37.3
W	9.5	37.2

160' N = N. Line Alley

5' walk 4.5 from curb
dirt, cl. + walk on E. N. to orchard

W	8.2	238.5
+7	8.2	38.5
cl	9.0	237.7
+5	9.4	37.3
1/4	8.8	37.9
E	8.2	38.5
1/4	8.2	38.5
cl dirt gutter	8.5	38.2
S. cont. cl.	7.65	239.0
E. ground	8.1	38.6
E. cont. Alley Ret.	7.53	39.12

200' N

E cont. cl.	4.54	242.11
gutter	5.1	41.6
1/4	4.9	41.8
E	5.0	41.7

246.65

200' N. (con)

W. 14	5.4	241.3
+6	5.7	41.0
+8	6.6	40.1
cl	5.7	41.0
+5	4.6	42.1
W.	5.1	41.6
250' N.		
W	0.9	245.8
+5	0.5	46.2
cl	1.6	45.1
+5	2.8	43.9
+6	2.3	45.4
14	1.2	45.5
c	1.0	45.7
14	0.9	45.8
gutter	1.3	45.4
E. emb. cl.	0.56	46.09
T.R	10.32	246.65
300' N. = S. Line Orchard		
E. emb. cl.	7.05	249.92
gutter	7.5	49.5
14	7.5	49.5
c	7.5	49.5
14	7.7	49.3
+6	8.1	48.9
cl	7.4	49.6

246.65
 { 80' mid.
 20' chs
 10' 14.5

Santa Barbara

256.87

63

cl+3	6.6	250.4
W.	7.0	50.0
5. cl		
W.	7.2	249.8
cl	6.8	50.2
14	6.6	50.4
c	6.4	50.6
14	6.5	50.5
cl	6.9	50.1
E-emb. cl.	6.82	50.15
E. gutter.	6.9	50.1
5. 14		
E	6.8	250.2
cl	6.5	50.5
14	6.2	50.8
c	6.1	50.9
14	6.3	50.7
cl	6.2	50.8
W	6.5	50.5
4		
W	6.0	251.0
cl	6.0	51.0
14	6.0	51.0
c	6.0	51.0
14	6.0	51.0
cl	6.0	51.0
E	6.3	50.7

256.87

N. 1/2 Orchard

E.	6.2	250.8
el	5.8	51.2
1/4	5.8	51.2
e	5.8	51.2
1/4	5.8	51.2
el	5.8	51.2
W.	5.8	51.2
N. ch.		
W.	5.7	251.3
el.	5.4	51.6
1/4	5.7	51.3
e.	5.6	51.4
1/4	5.7	51.3
el	6.3	50.7
E. gutter dirt	6.8	50.2
E. dirt el	6.2	50.8

00 = N. line Orchard.

E.	4.9	252.1
el	5.7	51.3
1/4	5.6	51.4
e	5.4	51.6
1/4	5.3	51.7
el	5.2	51.8
W.	5.2	51.8

256.97

22' N. of N. Line Orchard = 5. End amt walk + el on 5' Walk 4.5 from curb

64

W	4.0	253.0
emt. el	4.77	52.20
gutter	5.2	51.77
chk on B.M. B.P.	4.76	252.21 = 252.31
1/4	5.0	252.0
e	5.1	51.9
1/4	5.3	51.7
el	5.3	51.7
+7	4.4	52.6
E	3.6	53.4
50' N.		
E	3.7	253.3
el	4.9	52.1
1/4	4.9	52.1
e	4.7	52.3
1/4	4.8	52.2
gutter	5.1	51.9
W. emt. el	4.33	52.64
100' N.		
W. emt. el	3.55	253.42
gutter	4.3	52.7
1/4	3.9	53.1
e	4.1	52.9
1/4	4.3	52.7
el	4.5	52.5
E	3.3	53.7

Santa Barbara

256.97

140' N = S. Line Alley

E	3.6	253.4
dr	4.0	53.0
"	4.0	53.0
c	3.7	53.3
"	3.6	53.4
gutter	3.6	53.4
W. emb. cl.	2.93	54.04
W. end emb. Alley Ret	2.78	54.19
	141' N.	
W.	2.8	254.2
dr	3.5	53.5
"	3.4	53.4
c	3.7	53.3
"	3.9	53.1
dr	4.0	53.0
E	4.0	53.0
	5' walk 4.5' from curb.	
	140' N. = N. Line Alley = S. End walk & dr. on E	
E. No Alley Ret	3.4	253
E. emb. cl.	3.64	53.33
gutter	4.2	52.8
"	4.1	52.9
c	3.9	53.1
"	3.5	53.5
gutter	3.6	53.4
W. emb. cl.	2.65	54.32
W. on emb. Alley Ret.	2.59	54.38

256.97

Santa Barbara

200' N

65

W. emb. cl.	3.80	253.17
E. " "	4.72	52.25
	250' N.	
E. emb. cl.	6.14	250.83
W. " "	5.24	51.73
	300' N. = S. Line Del Mar Ave	
W. emb. cl.	6.64	250.31
E. " "	7.37	249.60
	5 W. Del Mar	
T.P. on B.M.	1.12 251.44	6.65 250.32
	5. cl. Del Mar	4 Santa Barbara
		250.42
E. Line emb. cl.	2.29	249.15
W. " "	1.12	50.32
	N. cl. Del Mar	
W. " " "	3.16	248.28
E. " " "	3.99	47.45
	00 = N. Line Del Mar	
E. emb. cl.	4.42	247.02
W. " "	3.16	48.28
	50' N	
W. emb. cl.	4.66	46.78
E. " "	5.79	45.65
	100' N	
E. emb. cl.	7.16	244.28
W. " "	6.06	45.38

251.44
140' N = S. Line Alley

9.5 W. of W. cl. = W. End Ret.	7.00	244.44
W. end. cl.	7.19	44.25
E. " "	8.19	43.25
9.5 E. of E. cl. = End Ret.	8.05	43.39
100' N. = N. Line Alley		
9.5 E. of E. cl. = End. Ret	8.70	242.74
E. end. cl.	8.88	42.56
W. " "	7.76	43.68
9.5 W. of W. cl. = end ret.	7.63	43.81
200' N		
W. end. cl.	9.14	242.30
E. " "	10.17	41.27
250' N.		
E. end. cl.	11.15	240.29
W. " "	10.51	40.93
T.P.	5.27	245.64 ✓ 11.07
chk on B.M. B.P.	5.57	240.07 =
300' N = S. Line Coronado		
W. end. cl.	5.42	240.22
E. " "	6.41	39.23
20' N. = S. cl.		
E. Line end. cl.	6.40	39.24
W. " " "	5.56	40.08
60' N = N. cl.		
W. Line end. cl.	5.62	240.02
E. " " "	5.95	39.69

245.64
00 = N. Line Coronado

Santa Barbara

66

E. end. cl.	5.92	239.72
W. " "	5.38	40.26
50' N.		
W. end. cl.	3.37	242.27
E. " "	3.83	41.81
100' N.		
E. " "	1.78	243.86
W. " "	1.20	44.34
T.P. 12.91	258.23 ✓	0.32
245.32		
140' N. = S. Line Alley		
9.5 W. of W. cl. = End Alley Ret	12.06	246.17
W. end. cl.	12.26	245.97
E. " "	12.76	45.47
9.5 E. of E. cl. = end ret.	12.58	45.65
160' N. = N. Line Alley		
4.5 E. of E. cl. = End Alley Ret	11.48	246.75
E. end. cl.	11.45	46.78
W. " "	11.05	47.18
4.5 W. of W. cl. = End. ret.	11.10	47.13
200' N		
W. end. cl.	8.77	249.46
E. " "	9.30	48.93
250' N		
E. end. cl.	6.75	241.48
W. " "	5.89	52.34

s.w. Coronado
+ Santa Barbara
40.17

Curp on W. & E. from Here. No Walk.

258.23
300' N = S. Line Santa Cruz

W. emt. cl. 3.00 255.23
E. " " 4.06 254.17

S. cl.

E. Line emt. cl. 4.08 254.15

W. " " " 2.87 55.36

chk on B.M. 2.87 255.36

N. cl.

W. Line emt. cl. 2.19 256.04

E. " " " 3.07 55.16

00 = N. Line Santa Cruz

E. emt. cl. 3.17 55.06

W. " " 2.14 56.09

50' N

W. emt. cl. 4.93 253.30

E. " " 5.73 52.50

100' N.

E. emt. cl. 8.31 249.92

W. " " 7.72 50.51

140' N. = S. Line Hill 4

W. Line Hill 4 curb 9.63 248.60

W. emt. cl. 9.80 48.43

E. " " 10.28 47.95

9.5 E. of cl. End Hill 4 curb 10.12 48.11

160' N. = N. Line Hill 4

9.5 E. of cl. = End Hill 4 curb 11.16 247.07

E. emt. cl. 11.35 46.88

80' wide
74' cl.

SW Santa Cruz
& Santa Barbara
55.50

5' walk 4.5 from cl. on E.
5' walk 5' from cl. on W
Walk + cl. in front
Santa Cruz North.

237.49

258.23

W. emt. cl. 11.00 247.23

W. Line = End Hill 4 curb 10.71 247.52

T.P. 0.42 246.12 12.53 245.70

200' N.

W. emt. cl. 1.09 245.03

E. " " 1.24 244.88

250' N.

E. emt. cl. 3.76 242.36

W. " " 3.94 242.18

300' N = S. Line Del Monte

W. emt. cl. 6.96 239.16

E. " " 6.45 239.67

S. cl.

E. Line emt. cl. 6.72 239.40

W. " " " 7.28 238.84

N. cl.

W. Line emt. cl. 8.47 237.65

E. " " " 8.46 237.66

N. Line Del Monte

E. emt. cl. 8.74 237.40

W. " " 8.48 237.64

chk on B.M. 8.71 237.41 = 237.49

Santa Barbara,

67

80' wide
14' cl.

N.E. Del Monte
& Santa Barbara
237.49

NE Nile
St. Thorn

Profile for Drain on Vancouver London
100' S of Quince

3/11/29

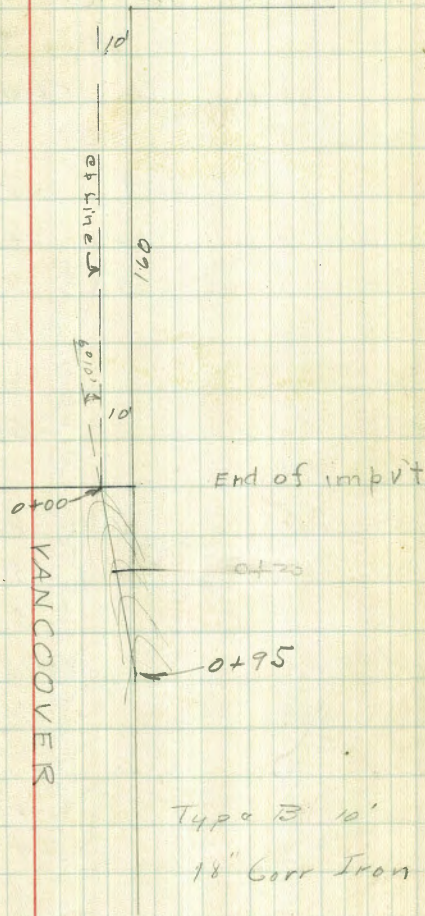
B.M	9.11	312.80	312.80	303.69
B.M	top Hyd.	SE ² Vancouver Thorn	19.1	310.89
T.P	1.42	306.02	8.15	304.65
T.P.	0.82	298.34	8.55	297.52
B.M	Hub. NW	Vancouver & Quince	5.38	292.96
0+00			11.6	286.7
+20			12.4	285.9
TP	2.46	288.03	12.77	285.57
+31			3.5	284.5
+40			5.6	282.4
+46			6.0	282.0
+48			6.9	281.1
+70			8.7	279.3
+80			10.4	277.6
+95			12.8	275.2

Part of B. B. B. B.

68

QUINCE

ST



Gill Bliss
 Joe Diernit
 J. Jacobs Zoon
 Kiernan
 March 5, 1929
 BM S.E.B.P.

107
 X. Section Alley Block 6
 La Jolla Park - Between Fay + Eads, Pearl
 +
 Elev
 center

7
 HZ -
 110.87
 Elev
 69

Guard + Pearl
 Set BM N.E.
 Top of Pearl + Fay

0.32 115.37
 1.23 110.87 5.73 109.64

3.7 107.2
 3.8 107.1
 3.2 107.7
 3.0 107.9

of 00 S. Line of Pearl

E Topcb 5.78 105.09
 G 110.9 6.19 104.68
 E 6.96 104.41
 E 6.29 104.58
 W Topcb 6.19 104.73

0450
 E 2.3 108.6
 +5 2.8 108.1
 E 2.8 108.1
 W 2.9 108.0

Plotted 3-8-29 G.M. Jain

W 5.6 105.3
 +3 6.3 104.6
 E 6.2 104.7
 +7 5.7 105.2
 E 3.7 107.2

0475
 W 2.1 108.8
 +5 1.9 109.0
 E 2.0 108.9
 +5 1.9 109.0
 +6 1.8 109.1
 E 2.0 108.9

1100 Fence on E. side of alley

E 3.3 107.6
 +2 3.4 107.5
 +4 4.6 106.3
 E 4.8 106.1
 +8 4.3 106.6
 W 4.3 106.6

1100
 E 1.1 109.8
 +4 1.4 109.5
 E 1.5 109.4
 W 1.2 109.7

0430

W 3.3 107.6
 +5 3.5 107.4

1125
 W 1.0 109.9
 E 1.2 109.7
 +4 1.2 109.7
 +5 0.8 110.1

	+	HZ 110.87	-	E/cy
E			0.7	110.2
7P	9.16	118.97	1.06	109.81
			1750	Fence 1.3 Alley
E			8.3	110.7
+4		119.0	8.3	110.7
+5			8.8	110.8
♀			8.8	110.2
W			8.9	110.1
			1780	
W			7.7	111.3
+6			7.7	111.3
♀			7.5	111.5
+6			7.4	111.6
E			7.3	111.7
			2700	Fence 0.6 in Alley
E			6.9	112.6
+5			6.8	112.2
+6			7.1	111.9
♀			7.1	111.9
+6			7.2	111.8
W			7.1	111.9
			2730	Bldg on East o. f. alley
W			6.9	112.6
♀			6.5	112.5
+5			6.3	112.7
+6			5.4	113.6

	+	HZ 118.97	-	E/cy
				70
E			5.3	113.7
			2750	S. End Bldg. 0.5 in alley
E			4.7	114.3
+5			4.9	114.1
+6			5.6	113.4
♀			5.6	113.4
+6			5.8	113.2
W			5.8	113.2
			2775	Fence 0.5 in alley
W			4.6	114.4
+4			4.8	114.2
♀			4.8	114.2
+5			4.6	114.4
+6			4.1	114.9
E			4.1	114.9
			2785	
E			4.0	115.0
+5			4.2	114.8
+6			4.4	114.6
♀			4.6	114.4
+6			4.7	114.3
W			4.4	114.6
			3700	Fence on S. in alley
W			3.9	115.1
+5			4.0	115.0
♀			4.0	115.0

	HI 118.97	E/ey
+5		9.0 115.0
+6		3.6 115.4
E		3.5 115.5
		3+25
E		2.6 116.4
+4		2.7 116.3
+5		3.2 115.8
⊘		3.1 115.9
W		3.0 116.0
		3+50
W		2.1 116.9
+5		2.0 117.0
⊘		2.0 117.0
+5		1.8 117.2
+6		1.6 117.4
E		1.6 117.4
		3+56 Single Garage on East
8.3 Back dirt/floor	⊘	0.8 118.2
		3+60
E		1.9 117.6
+4		1.6 117.4
⊘		1.7 117.3
+5		1.7 117.3
W		1.6 117.4
		4+00
W		0.1 118.9

	HI 118.97	E/ey
⊘		0.2 118.8
+5		0.0 119.0
TP	9.87	128.69 0.15 118.82
+6		9.6 119.1
E		9.7 119.0
		128.7
		4+18
E		8.3 120.4
+4		8.5 120.2
+5		9.4 119.3
⊘		9.4 119.3
W		9.2 119.5
		4+50
W		8.3 120.4
+4		8.9 120.3
⊘		8.8 119.9
+6		8.6 120.1
+7		8.0 120.7
E		8.0 120.7
		4+65
E		8.0 120.7
+3		8.2 120.5
+4		8.5 120.2
⊘		8.4 120.3
W		8.2 120.5
		4+75 Garage on West North
9.5 Back & Pint floor	⊘	8:3 120.4

	H.I.	-	Elev
	12869		
	5700		
N			
W		7.2	121.5
φ		7.6	121.1
+5		7.7	121.0
+6		7.2	121.5
E		7.1	121.6
	5710		
E		6.2	122.5
+4		7.0	121.7
+5		7.4	121.3
φ		7.4	121.3
N		7.0	121.7
	5725		
	N. End Concrete Garage ⁰⁸¹⁴ Alky faces East		
N		6.4	122.3
φ		6.6	122.1
+4		6.5	122.2
+5		6.0	122.7
E		5.3	123.4
	3742		
	S. End Concrete Garage on East ⁰⁸¹³ Alky faces East		
E		4.5	124.2
+5		5.2	123.5
+6		6.1	122.6
φ		6.0	122.7
N		5.9	122.8
	5756		
N		5.5	123.2

	H.I.	-	Elev
	12869		
	5775		
φ			
+4			
+5			
E			
	5775		
E			
+4			
+5			
φ			
N			
	5776		
	N. End 2 Car Garage on West concrete		
	8° Back Apron	4.87	123.82
	5795		
	S. End 2 Car Garage on West		
	8° Back Apron	4.84	123.85
	6700		
N			
φ			
+4			
+5			
E			
	6725		
E			
+5			
+6			
φ			
+5			
φ			
N			

	H.I.	-	Elev
	128.69		
6t32 Single Garage on West			
5 ³ Back Dirt floor ϕ	3.3		125.4
	6t50		
W	2.7		126.0
+4	2.4		126.3
ϕ	2.4		126.3
+6	2.4		126.3
+7	1.9		126.8
E	1.8		126.9
	6t64		
E	1.3		127.4
+2	1.3		127.4
+3	1.8		126.9
ϕ	1.7		127.0
W	2.1		126.6
	6t68		
W	1.3		127.4
ϕ	1.2		127.5
+5	1.2		127.5
+6	1.0		127.7
E	1.0		127.7
T.P.	7.70	135.69	0.70 127.99
7t05 N End Dbl Garage on East			
5	Apron 0.7 is ally on line	Pod	6.59 129.10
+5	(135.7)	7.5	128.2
ϕ		8.0	127.7

	H.I.	-	Elev
	135.69		
	7.8		127.9
7t10 Single Garage on West			
6 ² Back Concrete floor ϕ	7.98		127.71
	7t18		
W	(135.7)	7.4	128.3
ϕ		7.3	128.4
+6		7.0	128.7
E		6.4	129.3
7t24 S End Dbl Garage on East			
S End Apron on line	6.33		129.56
7t35 Single Garage on West concrete 17000			
E		6.3	129.4
+6		6.6	129.1
ϕ		6.7	129.0
W		6.8	128.9
		7 ⁴ Back ϕ	6.91 128.78
7t93 Concrete Wall on East			
W		6.3	129.4
ϕ		6.3	129.4
E		6.0	129.7
E on Walk		5.97	129.72
	7t65		
E		5.5	130.2
+5		5.8	129.9
ϕ		5.7	130.0
W		5.7	130.0

	H.I.	Elev
	135.69	
	7+75	
W	5.5	130.2
⊘	5.4	130.3
F7	5.2	130.5
E	4.7	131.0
	7+81	
E	3.8	131.9
+5	5.0	130.7
⊘	5.2	130.5
W	5.3	130.4
	8+00	
W	4.6	131.1
E	4.5	131.2
+5	4.2	131.5
+8	3.5	132.2
E	3.2	132.5
	8+04 N. End Db/Garage on West	
6 ³ Back Apron concrete	4.35	131.34
	8+07 N. End Db/Garage on East	
2.5 Back Dirt/floor	2.2	133.5
	8+15	
E	2.5	133.2
+4	3.0	132.7
+8	3.4	132.1
⊘	3.8	131.9
+5	3.7	132.0
W	4.1	131.6

	H.I.	Elev
	135.69	
	8+15 End Db/Garage on West	
	6 ³ Back Apron Concrete	4.14
	8+20 S. End Db/Garage on East	
	2.5 Back Dirt/floor	2.2
	8+27	
W	3.6	132.1
+6	3.4	132.3
⊘	3.4	132.3
+2	3.3	132.4
+6	2.8	132.9
E	1.8	133.9
	8+45	
E	1.3	134.4
+4	2.1	133.6
⊘	2.7	133.0
	3.2	132.5
	8+56	
	2.5	133.2
	2.3	133.4
	1.7	134.0
E	1.0	134.7
	8+57 N. End Db/Garage on East	
	3 ² Back concrete/floor	0.34
E	0.8	134.9
+5	1.0	134.7
+7	1.3	134.4

	H.I.		Elev
	135.69		
Q		2.1	133.6
W		2.3	133.4
TP	7.1 ~ 14/.38	1.43	134.26
		8+73 S. End Db Garage on East	
3 ^o Back	concrete floor	6.11	135.27
		8+75 ⁵ N. End Db Garage on East E	
3 ^o Back	concrete floor	5.60	135.78
		8+80	
W	141.9	7.4	134.0
Q		7.3	134.1
+3		7.0	134.4
+8		6.6	134.8
E		6.5	134.9
		8+91 ⁵ S. End Db Garage on East	
3 ^o Back	concrete floor	5.71	135.67
		9+00	
E		6.1	135.3
+4		6.4	135.0
+6		6.8	134.6
Q		6.9	134.5
W		6.9	134.5
		9+11	
W		6.5	134.9
Q		6.6	134.8
+5		6.3	135.1
E		5.8	135.6

	H.I.		Elev
	1438		
		9+17 ⁵ Single Garage on East	
		0.8 Back	Dirt floor Q 5.3 136.13
		9+17 Single Garage on West	
		6.8 Back	Dirt floor Q 6.4 135.0
		141.9 9+25	
		5.4	136.0
		5.5	135.9
		6.3	135.1
		6.4	135.0
		6.4	135.0
		9+45	
		6.1	135.3
		5.8	135.6
		5.6	135.8
		5.1	136.3
		9+68	
		4.9	136.5
		5.3	136.1
		5.4	136.0
		5.5	135.9
		9+75	
		5.1	136.3
		5.1	136.3
		4.8	136.6
		9+82 ⁵ Single Garage on West	
		9.8 Back	concrete floor Q 5.49 135.89

	H I	-	Elev
	141.38		
	10+00		
E	9.1		137.3
+4	9.3		137.1
⊕	9.5		136.9
N	9.6		136.8
	10+03 Single Garage on West		
	9 ^o Back concrete floor ⊕ 9.76		136.62
	10+10 DBI Garage on East		
	12 [#] Back dirt floor ⊕ 2.5		138.91
	10+10		
N	4.3		137.1
+4	4.4		137.0
⊕	4.3		137.1
+4	3.9		137.5
E	3.9		137.5
	10+18 Single Garage on West		
	7 [#] Back dirt floor ⊕ 4.4		137.0
	10+25		
E	3.3		138.1
+4	3.7		137.7
⊕	4.0		137.4
N	4.1		137.3
	10+28 Concrete driveway on East		
	0.4 Back concrete ⊕ 3.25		138.13
	10+31.5 concrete driveway on East		
	0.4 Back ⊕ 3.21		138.17

	H I	-	Elev
	141.38		
	10+34 Single Garage on West		76
	6 [#] Back dirt floor ⊕ 4.3		137.1
	10+40		
	N	3.9	137.5
	+6	3.5	137.9
	⊕	3.5	137.9
	+5	3.6	137.8
	E	3.0	138.4
	10+55		
	E	2.7	138.7
	+4	3.0	138.4
	+5	3.6	137.8
	⊕	3.7	137.7
	N	3.7	137.7
	10+65		
	N	3.5	137.9
	⊕	3.6	137.8
	+6	3.6	137.8
	+7	2.8	138.6
	E	2.4	139.0
	10+73		
	E	2.4	139.0
	+3	2.7	138.7
	+4	4.1	137.3
	⊕	4.3	137.1
	N	3.9	137.5

+

H.I.
141.38

-

E/er

177

"on paving"

10 + 75 N line of Center

VV Topcb 4.53 136.85

G 9.53 136.85

G 4.51 136.87

G 9.13 137.25

E Topcb 3.60 137.78

T.P. 0.32 137.97 3.73 137.65

T.P. 0.85 126.28 12.54 125.43

T.P. 0.86 114.57 12.57 113.71

check out
on 8 M. SWBP Center + Proper 8.23 106.34

106.32

0.02 error

Harris

Alley Paving
B/K 6 La Jolla park
" 1 J.G. Burnes

PAVING PART
OF W.L. ALLEY
10x1.58

104.58
+11.16
116.04
+0.82
115.22
7.70
112.22
11.28
121.64
7.53
112.17
-1.87
127.46
7.643
134.09
-3.11
130.98
7.88
128.46
6.119
136.67
6.05
112.22

78

	WT	+5.15	EL	0.05	+1.14
ST Peak = 0400	104.60		104.70		
0 +50	106.26	+1.95	106.36	+2.14	
1	107.91	+1.85	108.03	+1.68	
+50	109.57	+0.74	109.49	+1.14	
2	111.23	+0.36	111.35	+1.83	
+50	112.88	+0.52	113.02	+3.00	
3	114.54	+0.68	114.68	+1.00	
+50	116.20	+0.71	116.35	+1.11	
4 = Pucello line = A 0°09' LT.	117.85	+0.86	118.01	+1.15	
+50	119.51	+0.58	119.67	+1.16	
5	121.17	+1.00	121.37	+0.30	
+50	122.83	-0.21	123.00	+2.00	
6	124.48	-0.55	124.67	+0.73	
+50	126.14	+0.15	126.23	+1.13	
7 = BREAK	127.80	-0.14	128.00	+0.68	
+50	129.80	0.00	130.0	-0.11	
8	131.80	-0.97	132.0	+1.00	
+40 = BREAK	133.40	-1.50	133.60	+1.05	
+60	134.10	-0.85	134.30	+1.00	
+80	134.50	-0.98	134.70	+1.03	
9 +20	135.20	-0.25	135.37	+0.63	
+60	135.90	-0.77	136.25	+1.00	
10	136.60	-0.14	136.77	+0.53	
+40 = BREAK	137.30	-0.91	137.40	+2.00	

next page

W 104.60	116.04 106.26 9.78 7.82 1.95	116.04 106.36 8.83 6.28 1.85	116.04 107.91 8.13 6.28 1.85	116.04 109.57 6.47 5.73 1.36	116.04 111.23 4.81 4.65 1.36	116.04 112.88 3.12 2.66 1.50
E 104.70	116.04 11.24 9.68 7.04 2.14	116.04 106.36 8.01 6.23 1.85	116.04 108.03 7.35 5.21 1.74	116.04 109.69 6.35 5.21 1.74	116.04 111.35 4.69 2.86 1.83	116.04 113.02 3.02 0.02 3.00
W 114.54	116.04 1.50 0.82 0.68	122.92 116.35 6.72 6.01 7.14	122.92 117.85 5.07 4.21 8.64	122.92 119.67 3.41 2.83 1.58	122.92 121.17 8.00 7.00 1.00	122.92 122.83 6.34 6.05 1.28
E 114.68	116.04 1.36 0.36 1.00	122.92 116.35 6.57 5.44 1.11	122.92 118.01 4.91 3.76 1.15	122.92 119.67 3.25 2.09 1.16	122.92 121.34 1.58 1.28 3.00	122.92 123.00 4.17 4.00
W 124.48	129.17 4.69 5.24 1.55	129.17 126.14 3.03 2.88 +0.85	129.17 127.50 1.37 1.07 -0.14	129.17 129.09 4.28 4.22 0.00	129.17 128.86 3.03 3.03 -0.77	129.17 130.40 5.46 6.96 -1.50
E 124.67	129.17 4.50 3.79 0.73	126.14 126.33 2.84 1.71 4.13	126.00 126.00 6.09 5.41 10.65	126.00 130.00 4.09 4.20 -0.11	126.00 132.00 2.09 1.09 1.00	126.00 133.60 5.26 4.21 1.05
W 134.10	138.86 4.76 5.61 0.85	138.86 134.50 4.36 5.15 -1.77	138.86 135.20 3.60 3.91 -2.5	138.86 138.86 2.96 3.73 -1.77	138.86 142.72 6.12 6.26 1.14	138.86 137.20 5.42 5.07 -0.69
E 136.30	138.86 4.66 3.32 +1.00	138.86 134.70 4.16 3.13	138.86 135.37 3.45 2.86	138.86 136.05 2.81 1.81	138.86 136.72 2.00 5.47	138.86 137.40 5.32 3.30

Alley BIK 6 Lavoie Park

" " 1 Burnes

	WL	+-	Et.	+-
10+60 BREAK	137.40	1.00	137.60	12.00
+75 = NL Center	136.85		137.25	

11/4/72

5.88

136.84 - Spring - West side of alley
N.P. Center

142.72

W 37.40 36.85

5.32

4.32

E 37.60 37.25

5.12

3.12

2.00

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections.

Degree of curve with a given I may be found by dividing tangent, (or external), opposite I by given tangent, (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.

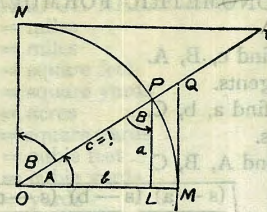


TABLE II
TRIGONOMETRIC FORMULÆ.

$$\begin{aligned} \angle A &= \angle MOP & \angle B &= \angle PON = \angle OPL \\ R &= OB = c = 1 \\ \sin A &= \frac{a}{c} = \frac{a}{1} = a = \cos B = LP \\ \cos A &= \frac{b}{c} = \frac{b}{1} = b = \sin B = OL \\ \tan A &= \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = \frac{1}{\tan B} \\ \cot A &= \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = \frac{1}{\cot B} \\ \sec A &= \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = \frac{1}{\cos B} \\ \csc A &= \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = \frac{1}{\sin B} \\ \text{vers } A &= \frac{LM}{OP} = LM = \text{covers } B \\ \text{covers } A &= \frac{OP - LP}{OP} = OP - LP = \text{vers } B \\ \text{exsec } A &= PQ = \text{coexsec } B \\ \text{coexsec } A &= PT = \text{exsec } B \\ \sin \frac{1}{2} A &= \sqrt{\frac{1 - \cos A}{2}} & \cos \frac{1}{2} A &= \sqrt{\frac{1 + \cos A}{2}} \\ \sin 2A &= 2 \sin A \cos A & \cos 2A &= \cos^2 A - \sin^2 A \\ \text{Law of Sines} & \frac{\sin A}{a} = \frac{\sin B}{b} = \frac{\sin C}{c} \\ \text{Law of Cosines} & c^2 = a^2 + b^2 - 2ab \cos C \\ \text{Law of Tangents} & \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)} \end{aligned}$$

65.40

0.43

65.83

11.24

54.59

0.83

53.42

9.29

46.13

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

233.77

7.33

226.44

83.80

6.42

90.22

- 9.93

80.29

252.31

251.44

1.84

249.60

7.37

115.05

85.1

106.54