1940

SOLEDAD RD

Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter *"F"* to catalog number.

— INDEX —

"A" LINE

Sta	+	H.I.	−	El.	
B.M.	9.00	403.99			394.99
T.P.	6.60	409.17	1.42		402.57
T.P.	10.49	419.53	0.14		409.03
T.P.	12.76	428.59	3.69		415.83
T.P.	7.24	435.69	0.14		428.45
B.M.			5.67		430.02
T.P.	12.96	445.29	3.36		432.33
T.P.	0.46	437.79	7.96		437.33
T.P.	0.73	425.85	12.67		425.12
T.P.	2.22	423.58	4.49		421.36
B.M.			6.67		416.91
0+00			6.28	417.30	
			2.77	420.81	
			4.44	419.14	
			7.10	416.48	
			5.48	418.10	
	1.14	418.05	6.67	416.91	
1			5.7	412.3	
2			11.8	406.2	
	2.29	408.27	12.07	405.98	
3			4.5	403.8	
4			6.5	401.8	
5			9.2	399.1	
	0.79	397.65	11.41	396.86	

PROFILE AND TOPOGRAPHY

Bolt in Culvert H.W., East'ly side Biological Road at Italian Villa

Apr. 29, 1929 { Osborne
Hilbourne Rod
Remmen "

Stub on West side of paveing opposite blazed tree. top of Second rise North of Service Station

Nail in Gum tree 20' Left of sta. 0+45

Edge of Pavement.

" " 200' South

" " 100' "

" " 100 North

" " 200 "

± Profile

SOLEDAD VALLEY ROAD
Government Canyon Line

On ± Hub Sta. 5+56.25

Sta.	+	H.I.	−	El.	
		397.65			
6			2.5	395.1	± Profile
7			7.3	390.3	
8			11.3	386.3	
	2.05	386.75	12.95	384.70	
9			4.0	382.7	
10			8.1	378.6	
BM			10.72	376.03	Nail in Gum Tree 20' Rt. Sta. 10+50
	0.26	376.29			
11			1.7	374.6	
12			6.7	369.6	
13			11.2	365.1	
	1.33	365.55	12.07	364.22	
					Note:
					All distances Lt. or Rt. are from ±.
					At Pl.s X-Sec taken on bisection of angle-
					Alignment Notes in Book # 1339, Pg. 13
14 ±			4.1	361.4	
30 L			2.4	363.1	
30 R			5.9	359.6	
15			8.0	357.5	
16			10.6	354.9	
17			12.9	352.6	

Sta	+	HI	−	El.
		365.55		
			12.63	352.92
	5.72	358.64		
18			7.1	351.5
A'L			5.0	353.6
A'R			10.4	348.2
19			7.5	351.1
30'L			5.4	353.2
40'R			11.5	347.1
20			3.5	355.1
T.P.	7.64	363.68	2.60	356.04
21			5.0	358.7
22			4.6	359.1
P.I. 22+36			4.42	359.26
23			6.7	357.0
24			11.5	352.2
T.P.	0.71	351.70	12.69	350.99
24+56 36			4.6	347.1
25			11.6	340.1

B'th

351.70

30'L.			9.7	342.0
30' R.			12.0	339.7
T.P.	0.99	340.61	12.08	339.62
25+50			11.3	329.3
T.P.	0.14	328.50	12.25	328.36
T.P.	0.77	316.82	12.45	316.05
26			3.1	313.7
30'L			3.2	313.6
30'R			+2.2	319.0
T.P.	0.60	304.84	12.58	304.24
27			20.0	284.8
30' L.			6.9	297.9
30' R.			6.4	298.4
T.P.	0.17	292.48	12.53	292.31
28			17.5	275.0
30'L.			4.0	288.5
11'R.			24.7	267.8
40'R.			7.3	285.2
T.P.			12.60	279.88
	1.69	281.57		

Same Slope 10 further

SS 40' further

SS 40

SS 40

Sta	+	H.I.	−	El.	
29		281.57	18.4	263.2	
20' Lt			7.7	273.9	
30' "			2.2	279.4	Same Slope 40' further
12' Rt			21.4	260.2	
33' "			22.8	258.8	Level 20' then up.
	0.39	269.47	12.49	269.08	
	0.42	257.26	12.63	256.84	
+66			9.4	247.9	
20' L			0.0	257.3	SS 30' further
10' R.			8.7	248.6	
40' R			+3.2	260.5	SS 30'
30			19.9	237.4	
2' L			11.4	245.9	
15' L			11.0	246.3	
50' "			+2.0	259.3	SS 20' to top of Knoll
18' R			7.2	250.1	
40' "			+5.1	262.3	SS 30'
30+65			14.4	242.9	
30' R.			+3.1	260.4	SS 40'
17' L			28.0	229.3	
72' L			26.5	230.8	
79' "			14.0	243.3	
100' Lt			10.5	246.8	

257.26

Sta.	+	H.I.	−	E.L.	
T.P.	0.64	245.30	12.60	244.66	
31+10			5.6	239.7	
30' R			+11.0	256.3	SS 40'
22' L			31.0	214.3	
34' L			10.0	235.3	
65' L			4.0	241.3	
85' L			+2.5	247.8	SS 40'
32			18.0	227.3	
10' R.			33.9	211.4	
18 R			20.6	224.7	
40' "			13.4	231.9	SS 30'
60' "			5.0	240.3	
30' Lt.			11.8	233.5	
50' "			5.0	240.3	Same Slope 50' more
T.P.	0.87	233.41	12.76	232.54	
32+65			3.6	229.8	
20 Rt.			11.3	222.1	
35 R.			25.0	208.4	
50 R'			13.3	220.1	
65' "			11.0	222.4	
85' "			3.0	231.4	SS 30'
30 Lt.			+13.0	246.4	SS 30'

Sta	+	H.I.	−	El.	
		233.41			
33			6.6	226.8	
26' Rt.			15.5	217.6	
37' "			29.8	203.6	
51' R			17.0	216.4	
70' "			14.1	219.3	then up steep slope
36' Lt.			+7.0	240.4	S.S. 30
T.P.	0.26	220.99	12.68	220.73	
34			+3.5	224.5	
20' Lt.			+14.3	235.3	SS 50
23' Rt.			9.0	212.0	
36' R			23.0	198.0	
45 R.			14.0	207.0	
70' R.			8.1	212.9	
	0.37	215.53	5.83	215.16	
35 ±			1.0	214.5	
16' Rt.			8.3	207.2	
44' "			16.2	199.3	
26' Lt			+12.0	227.5	S.S. 70'
+42			5.6	209.9	
20' Lt			+6.5	222.0	S.S. 70
16' Rt.			12.7	202.8	
51' "			21.2	194.3	

Sta	+	H.I.	−	El.	
		215.53			
35+76.45 ±			10.3	205.2	
10' Lt.			6.6	208.9	
25' "			+1.6	217.1	S.S. 50'
24' Rt.			19.0	196.5	
48' "			24.7	190.8	
BM			10.29	205.24	On Pl. Hub 35+76.45
	1.95	207.19			
37+00			4.1	203.1	
17' Rt.			14.0	193.2	
67' "			25.0	182.2	
20 Lt			+9.2	216.4	S.S. 70' more
			12.38	194.81	
	2.29	197.10			
38			3.4	193.7	
16' Lt.			+4.1	201.2	
41' "			+18.0	215.1	S.S. 70'
20' Rt.			9.5	187.6	
70' "			23.8	173.3	Level 50'
+80			+2.8	199.9	
20 Lt			+18.7	215.8	S.S. 50'
36' Rt.			21.1	176.0	
57' "			29.6	167.5	Level 50' more

Sta.	+	H.I.	−	El.	
		197.10			
39+47.5			+0.4	197.5	
25' Lt.			+15.7	212.8	
50' "			+28.5	225.6	
60' "			+31.8	228.9	S.S. 40'
55' Rt.			33.0	164.1	Level 30'
			12.56	184.54	
	0.15	184.69			
40			5.6	179.1	
60' Lt.			4.0	180.7	S.S. 50'
27' Rt.			12.9	171.8	
57' "			26.7	158.0	Level 30'
			12.51	172.18	
	0.15	172.33			
BM			12.55	159.78	On Hub 35' Rt. Sta 40+55
	0.80	160.58			
40+73			7.0	153.6	
81' Lt.			2.0	158.6	
100' "			0.8	159.8	
55' Rt.			5.1	155.5	
95' "			10.2	150.4	Level 30' more

Sta.	+	H.I.	−	El.	
		160.58			
41+03			10.3	150.3	
100' Lt.			13.0	147.6	
94' Rt.			12.8	147.8	Level 30'
+20			22.3	138.3	
43' Lt.			4.3	156.3	
73' "			4.6	156.0	
86' "			0.0	160.6	S.S. 50
100' Rt.			31.5	129.1	S.S. 50
+48			+1.6	162.2	
25' Lt.			+7.0	167.6	
100' "			+15.5	176.1	
55' Rt.			10.9	149.7	
90' "			17.7	142.9	
			5.18	155.40	
	8.65	164.05			
42+00			+14.2	178.2	
40' Lt.			34.3	129.7	
70' "			43.8	120.2	S.S. 50'
28' Rt.			1.0	163.0	
71' "			14.8	149.2	
95' "			19.3	144.7	

Sta	+	H.I.	−	El.	
		164.05			
42+42			+12.1	176.1	
30' Lt.			+29.3	193.3	
55' "			+42.8	206.8	S.S. 40
20' Rt.			0.0	164.0	
50' "			8.5	155.5	
94' "			19.7	144.3	
43+13			14.1	149.9	
57' Lt.			7.9	156.1	S.S. 50'
100' Rt.			21.0	143.0	
+73			5.2	158.8	
84' Lt.			0.2	163.8	
54' Rt.			12.6	151.4	
92' "			25.4	138.6	
			4.47	159.58	
	1.97	161.55			
43+90			+0.6	162.1	
65' Lt.			+13.0	174.5	
70' Rt.			11.5	150.0	

Sta	+	H.I.	−	El.	
		161.55			
44+23 27			+8.7	170.2	
25' Lt.			+23.5	185.0	S.S. 20
23° Rt			4.1	157.4	
93' "			16.4	145.1	
45			6.1	155.4	
20' Lt.			0.0	161.5	
43' "			+13.0	174.5	S.S. 40
60' RT.			17.3	144.2	
			9.94	151.61	
	1.43	153.04			
46			5.6	147.4	
30' Lt.			+9.6	162.6	
50' "			+23.1	176.1	S.S. 40
60' Rt.			17.0	136.0	
47			12.3	140.7	
50' Lt.			3.2	149.8	SS 30
60' Rt.			21.4	131.6	
+40			8.8	144.2	
30' Lt.			+39	156.9	SS. 30.
50' Rt.			20.7	132.3	

Sta.	+	H.I.	−	El.	
		153.04			
A8			10.0	143.0	S.S. 30
30' Lt.			+8.4	161.4	
50' Rt.			25.0	128.0	
+90.88			17.0	136.0	
30' Lt.			+2.0	155.0	S.S. 50
35' Rt.			34.9	118.1	
63' "			38.8	114.2	Edge Wash
T.P.			12.41	140.63	Hub on ℄ 48+60
	1.06	141.69			
			12.59	129.10	
	1.04	130.14			
50			16.4	113.7	
21' Lt.			9.4	120.7	
57' "			+10.4	140.5	S.S. 20
10' Rt.			18.8	111.3	
50' "			21.0	109.1	S.S. 100
			12.52	117.62	
	0.45	118.07			
51			12.5	105.6	
30' Lt.			10.6	107.5	
55' "			0.0	118.1	
50' Rt.			13.8	104.3	S.S. 30'

Sta.	+	H.I.	−	El.	
		118.07			
52			16.0	102.1	
50' Lt.			9.4	108.7	
50' Rt.			19.0	99.1	S.S. 50
			12.47	105.60	
	0.48	106.08			
53			11.0	95.1	
18' Lt.			8.8	97.3	
47' "			+6.8	112.9	
69' "			+16.9	123.0	
50' Rt.			12.1	94.0	S.S. 50
			12.52	93.56	
	0.18	93.74			
54			4.1	89.6	
30' Lt.			0.5	93.2	
55' "			+13.0	106.7	S.S. 20
50' Rt.			4.7	89.0	
55			6.3	87.4	
55' Lt.			0.5	93.2	
50' Rt.			8.3	85.4	S.S. 50 more
56			10.2	83.5	
18' Lt.			7.0	86.7	
70' "			+6.3	100.0	
50' Rt.			11.6	82.1	S.S. 50

Sta.	+	Ht.	−	El.	
		93.74			
			6.12	87.62	
	0.50	88.12			
56+52			2.5	85.6	
32' Lt			+15.2	103.3	S.S. 30
20 Rt			8.0	80.1	
26 "			16.0	72.1	
32 "			8.0	80.1	
50 "			8.4	79.7	S.S. 50
57+50			+2.2	90.3	
22' Lt.			+16.3	104.4	S.S. 50
23' Rt.			11.0	77.1	
49 "			15.5	72.6	
58 "			31.8	56.3	Wash
67 "			14.5	73.6	Level 100'
58+10			8.0	80.1	
28' Lt.			0.0	88.1	
60 "			+13.0	101.1	
34' Rt.			16.6	71.5	
46 "			32.2	55.9	Wash
69 "			16.6	71.5	Level 150'

Sta	+	Ht.	−	El.	
		88.12			
58+75			7.8	80.3	
22' Lt.			+7.8	95.9	
39' "			+17.7	105.8	S.S. 50
4' Rt.			8.6	79.5	
25' "			33.0	55.1	
35' "			33.0	55.1	
A8			20.2	67.9	Level 200'
			7.76	80.36	
	1.61	81.97			
59+37			9.5	72.5	
28' Lt.			+3.9	85.9	
55' "			+18.6	100.6	S.S. 30
32' Rt			15.0	67.0	
47' "			28.5	53.5	
62' "			15.1	66.9	Level 150'
BM			0.69	81.28	On P.I. Hub Sta 60+04.72
60+04.72			0.7	81.3	"
34' Lt.			+13.0	95.0	S.S. 100'
40' Rt.			17.3	64.7	
88' "			19.2	62.8	Edge Wash

Sta	+	HI	−	El.	
		81.97			
61			5.0	77.0	
35' Lt.			+14.0	96.0	5.5/40
40' Rt.			22.4	59.6	
140' "			27.0	55.0	5.5/50
			12.03	69.94	
	2.32	72.26			
+67.70			+5.5	77.8	
20' Lt.			+17.0	89.3	5.5/50
59' Rt.			16.6	55.7	
160' "			22.1	50.2	
62+50			+2.8	75.1	
30' Lt.			+16.0	88.3	5.5/30
63' Rt.			22.1	50.2	
113' "			26.0	46.3	
BM			2.54	69.72	On P.I. Hub Sta 63+57.32
	1.42	71.14			
+80			+1.7	72.8	
37' Lt.			+14.8	85.9	5.5/75
66' Rt.			21.1	50.0	
116' "			25.9	45.2	Level top hub 5.0

Sta	+	HI.	−	El.	
		71.14			
63+26			0.9	70.2	
60' Lt.			+10.6	81.7	
47' Rt.			7.2	63.9	
84' "			16.5	54.6	
103' "			25.7	45.4	
+57.32			1.4	69.7	
45' Rt.			3.9	67.2	
83' "			9.3	61.8	
102' "			13.0	58.1	
64			8.0	63.1	
18' Lt.			6.8	64.3	
60' "			+4.4	75.5	
86' "			+13.7	84.8	
116' "			+26.0	97.1	
18' Rt.			10.6	60.5	
76' "			26.0	45.1	5.5/30
			12.28	58.86 ✓	
	0.34	59.20			
			12.44	46.76 ✓	
	0.19	46.95			

Sta	+	H.I.	−	El.			+	H.I.	−	El.	
		46.95						24.86			
64+83			17.3	29.6			11.35	34.76	1.45	23.41	
40' Lt.			2.9	44.0			11.37	45.96	0.17	34.59	
68' "			+10.0	56.9	55/60		11.90	57.18	0.68	45.28	
26' Rt.			19.2	27.7			12.57	68.95	0.80	56.38	
75' "			18.5	28.4	55/100		4.80	72.99	0.76	68.19	
			12.57	34.38		BM - See Pg 10			3.25	69.74	69.72
	0.75	35.13					12.99	85.50	0.48	72.51	
65+50			10.5	24.6		BM - Pg. 9			4.20	81.30	81.28
45' Lt.			10.8	24.3			6.50	87.78			
78' "			+2.0	37.1			12.21	96.73	3.26	84.52	
40' Rt			10.3	24.8	55/100		12.09	108.48	0.34	96.39	
							11.17	119.25	0.40	108.08	
66			12.3	22.8			12.12	131.14	0.23	119.02	
			11.02	24.11			11.98	142.88	0.24	130.90	
	0.75	24.86				Old T.P. - Pg. 8			2.24	140.64	140.63
67			5.5	19.4			11.31	153.64	0.55	142.33	
							10.90	164.03	0.51	153.13	
68			7.7	17.2		BM - Pg 6			4.24	159.79	159.78
40' Lt.			7.6	17.3	55/100		12.37	172.16			
40' Rt.			7.9	17.0	55/100		11.60	183.58	0.18	171.98	
							12.96	196.43	0.11	183.47	
69			8.3	16.6			12.66	208.89	0.20	196.23	
						B.M. - Pg. 5			3.64	205.25	205.24
70			8.3	16.6							

	+	H.I.	−	El.	
		208.89			
	12.90	221.48	0.31	208.58	
	12.85	234.33	0.00	221.48	
	12.36	246.48	0.21	234.12	
	12.73	258.87	0.34	246.14	
	12.64	271.21	0.30	258.57	
	12.53	283.14	0.60	270.61	
	11.68	294.64	0.18	282.96	
	12.86	307.30	0.20	294.44	
	12.34	319.18	0.46	306.84	
	12.19	331.14	0.23	318.95	
	12.85	343.80	0.19	330.95	
	12.55	355.69	0.66	343.14	
	8.40	363.37	0.72	354.97	
BM-Pg.3			4.07	359.30	359.26
	3.14	359.51	7.00	356.37	
	7.20	359.49	7.22	352.29	
	10.74	368.69	1.54	357.95	
	9.73	378.17	0.25	368.44	
BM-Pg.2	12.07	388.10	2.06	376.11	376.03
	11.75	398.29	1.56	386.54	
	12.28	408.13	2.44	395.85	
	11.87	417.97	2.03	406.10	
BM-Pg.1			1.01	416.96	416.91

SOLEDAD VALLEY ROAD -

Profile and Topography

"B" LINE.

(Sorrento Canyon)

Marine Camp to Sorrento School -

May 1929

Coote
Osborne
Hilbourne
Remmen

Alignment notes in F.B. # 1339

	+	H.I.	−	El.							
								4			
								378.12			
BM	7.21	402.20		394.99	See Pg. 1	2	13 Rt		8.4	365.7	
	5.40	404.44	3.16	399.04			40 "		9.0	365.1	
	0.64	39[illegible].63	12.45	39[illegible].99	Error — 1' too high			5	4		
	0.59	38[illegible].67	10.55	38[illegible].08		1.14	368.89	9.37	368.75		
B.M.			10.24	37[illegible].43	On Base of El Camino Real Sign at SW. Corner of intersection —	3			5.9	360.0	
							13 Lt		6.8	359.1	
							26 "		3.0	362.9	
	1.69	378.12					40 "		2.4	363.5	S.S. 40
0+00			5.0	369.1			20 Rt.		6.4	359.5	
8' Lt			5.2	368.9			23 "		5.2	360.7	
10' "			4.0	370.1			40 "		4.9	361.0	Same Slope 40
40 "			2.2	371.9							
40 Rt			7.1	367.0		4			9.8	356.1	
							23 Lt.		5.7	360.2	
0+60 +			4.3	369.8			40 "		4.3	361.6	S.S. 40
0+200 "			2.8	371.3			8' Rt		11.0	354.9	
0+300 "			2.2	371.9			18 "		16.6	349.3	
							52 "		17.8	348.1	
								5	3		
1			6.0	368.1				189	356.10	12.68	354.32
						5					
2			8.8	365.3					1.4	353.7	
24 Lt.			9.2	364.9			20 Lt.		+0.1	355.2	
30 "			8.0	366.1			40 "		+0.9	356.0	S.S. 50
40 "			8.0	366.1			20 Rt.		3.4	351.7	
10' Rt			9.9	364.2			40 "		5.6	349.5	S.S. 20

Sta	+	H.I.	−	El.	
		356.10			
5+70 ±			7.1	349.0	
6			13.2	341.9	
15' Lt.			10.5	344.6	
40' "			7.5	347.6	55/100
41' Rt.			19.7	335.4	S.S. 50
+12			8.9	346.2	
BM			9.29	346.81	on P.I. # 43 6+52.7
+52.7			9.3	345.8	
30' Lt.			10.8	344.3	
50' "			13.3	341.8	then up ss.
38' Rt.			12.2	342.9	
62' "			22.8	332.3	
	0.98	347.79	9.29	346.81	
+90			3.8	343.0	
7+32			10.8	336.0	
30' Lt.			14.1	332.7	
55' "			18.0	328.8	Level 25' then up

Sta.	+	H.I.	−	El.	
		347.79			
7+32, 19' Rt.			10.7	336.1	
56' "			15.9	330.9	90° 20' to Rt.
	0.30	335.75	12.34	335.45	
+75			14.4	320.4	
8			16.3	318.5	
47' Lt.			11.0	323.8	S.S. 40'
48' Rt.			23.3	311.5	
+50			12.7	322.1	
61' Lt.			3.0	331.8	
31' Rt.			17.7	317.1	
43' "			20.4	314.4	
66' "			25.6	309.2	
9			+0.8	335.6	
15' Lt.			+5.4	340.2	
49' "			+9.0	333.8	Level 50'
21' Rt.			6.5	328.3	
41' "			15.8	319.0	S.S. 20'

Sta.	+	H.I. 338.75	−	El.	
9+73 28			1.2	333.6	
44' Lt.			+3.1	337.9	S.S. 100.
20' Rt.			5.0	329.8	
31' "			8.4	326.4	
52' "			17.7	317.1	S.S. 30
	0.92	339.71	4.96	334.79	
10+16			4.9	325.8	
22' Lt.			5.8	324.9	S.S. 100
17' Rt.			6.6	326.1	
34' "			12.0	318.7	S.S. 25
	0.47	319.31	12.87	318.84	
+75			15.6	302.7	
36' Lt.			15.3	303.0	± Brook
72' "			7.8	310.5	
94' "			1.3	317.0	
40' Rt.			16.0	302.3	
60' "			21.3	297.0	
11			22.0	296.3	± Drain

Sta.	+	H.I. 319.31	−	El.	
11+13			21.7	296.6	
30' Lt.			10.6	307.7	S.S. 50
31' Rt.			28.0	290.3	S.S. 30
BM	0.48	313.53	6.26	313.05	on P.I. Hub Sta. 11+81.25
11+60			2.9	309.6	
+81.25			0.5	312.0	
29' Lt.			+6.4	318.9	S.S. 50
24' Rt.			6.7	305.8	
54' "			17.4	295.1	S.S. 20
12+17			7.8	304.7	
+64			22.2	290.3	
47' Lt.			13.0	299.5	
66' "			6.6	305.9	S.S. 50
53' Rt.			31.0	281.5	S.S. 15
13			10.3	302.2	
57' Lt.			8.3	304.2	
BM	0.38	309.67	4.24	309.29	on P.I. Hub Sta. 13+46.22

Sta	+	Ht.	−	El.	
		309.67			
13+46 22			0.4	308.3	
26' Lt.			+6.3	315.0	
54' "			+10.8	319.5	S.S. 30
28' Rt.			7.9	300.8	
55' "			18.4	290.3	S.S. 30
+84			7.3	301.4	
33' Lt.			1.3	307.4	
34' Rt.			15.6	293.1	
	5.10	309.15	12.6	296.05	
14			6.4	294.8	
+36			13.3	287.9	
44' Lt.			5.8	295.4	
61' "			0.0	301.2	S.S. 30
19' Rt.			15.5	285.7	
71' "			22.0	279.2	S.S. 30
+78			1.0	300.2	
32' Rt.			5.2	295.6	
43' "			8.0	293.2	
66' "			16.3	284.9	S.S. 25

Sta	+	Ht.	−	El.	
		306.15			
15			+5.1	306.3	
41' Lt.			11.5	289.7	Level 30
+23 13			+6.6	307.8	
14' Lt.			+10.4	311.6	
48' "			+15.8	317.0	S.S. 30
34' Rt.			4.2	297.0	
49' "			12.3	288.9	S.S. 20
+81			1.1	300.1	
23' Rt.			13.0	288.2	S.S. 30
16+27			11.2	290.0	
18' Lt.			3.0	298.2	
45' "			+10.0	311.2	S.S. 20
	3.12	299.83	12.44	289.71	
17+21			7.3	284.5	
35' Lt.			+10.1	301.9	
65' "			+16.4	310.2	
19' Rt.			18.0	273.8	S.S. 25

Sta.	+	H.I. 297.83	−	El.	
17+79			13.9	277.9	
51' Lt.			5.2	286.6	S.S. 100
18 Rt.			18.4	273.4	
48'.			32.5	259.3	At Fence
18+15			28.1	263.7	
70' Lt.			26.0	265.8	
44' Rt.			38.8	253.0	
50'			43.7	248.1	Level Road 15'
+39			34.4	257.4	
55' Lt.			27.0	264.8	S.S. 30
45' Rt.			39.3	252.5	
+74			28.3	263.5	
	7.89	288.13	12.49	280.14	
19+15			6.5	280.6	
55' Lt.			+3.2	290.3	S.S. 100
13' Rt.			11.2	275.9	

Sta.	+	H.I. 288.13	−	El.	
19+41.37			1.9	285.2	
35' Lt.			+8.0	295.1	S.S. 100
23' Rt.			10.5	276.6	
49'.			26.3	260.8	S.S. 20
20			12.1	275.0	
21' Lt.			0.0	287.1	
55'.			+13.0	300.1	S.S. 50
31' Rt.			26.0	261.1	S.S. 20
BM	2.01	288.27	1.87	286.40	on P.I. Hub Sta. 19+41.37
+23			13.4	273.9	
	0.46	276.42	12.31	278.96	
+50			6.0	269.4	
37' L			+9.0	284.4	
70' L			+21.0	296.4	SS 20
12' R.			11.7	264.7	
35' R			25.2	250.2	SS 10
+88			19.3	256.1	
42' L			0.0	275.4	

Sta.	+	H.I.	−	El.	
		5 2716.42			
64' L			+13	288.4	SS 20
31' R.			30.2	245.2	
51' R			39.0	236.4	
21+19			20.3	250.1	
49' Lt.			+5.3	280.7	
65' L			+13.0	288.4	SS 30'
T.P.	0.86	4 2668.01	12.27	3 2655.15	
22+00			7.1	256.9	
34' L			+10.0	274.0	
56' "			+18.9	282.9	SS 50'
29' R			21.4	247.6	
57' R			32.0	239.0	
60' "			42.6	216.4	15' Level Road.
+62			6.6	257.5	
26' L			+9.8	273.8	
56' "			+24.0	288.0	SS 20'
26' R			22.0	247.0	
50' "			38.3	285.7	
66' "			48.3	215.7	15' Level Road

Sta.	+	H.I.	−	El.	
		4 2685.01			
23+54			12.6	251.4	
22' L			+3.6	267.6	
47' "			+17.0	281.0	
82' "			24.0	240.0	
T.P.	0.28	2577.72	12.57	2565.44	
24+15			7.4	2643	
32' L			+6.5	258.8	
50' L			+8.8	260.5	SS 40'
26' R.			21.4	230.3	SS 35'
+50			17.0	234.7	
16' L			13.1	238.6	
47' "			12.2	239.5	SS 50'
43' R			33.0	218.7	
B.M.			10.70	1 2402	ON P.O.T. HUB Sta. 26+05
T.P.	0.27	39. 2640.34	12.65	39 240.07	
25+15			39.0	200.3	
47' Lt.			32.2	307.1	
108' "			26.0	213.3	± Drive
51' Rt.			41.2	198.1	Level to ± Rd 30'

Sta	+	HI	−	El.	
		239.34			
25+62			10.3	229.0	
30' Lt.			3.3	236.0	S.S. 50
Rt.			17.9	221.4	S.S. 25
26+05			+1.8	241.1	
43' Lt.			+13.0	252.3	
63' "			+16.0	255.3	S.S. 40
35' Rt.			13.0	226.3	S.S. 35
+74			4.4	234.9	
46' Lt.			+9.0	248.3	S.S. 50
41' Rt.			20.8	218.5	S.S. 40
	0.49	228.45	12.38	226.96	
27+25			12.7	214.8	
37' Lt.			+1.4	228.9	
54' "			+13.0	240.5	S.S. 100
45' Rt.			23.6	203.9	S.S. 20
+50			4.1	223.4	
40' Lt.			+12.3	239.8	S.S. 40
26' Rt.			13.0	214.5	S.S. 30

Sta	+	HI	−	El.	
		228.45			
27+90.20			5.5	222.0	
27' Lt.			+9.4	236.9	
19' "			+21.1	248.6	
82' "			+28.4	255.9	
27' Rt.			17.3	210.2	S.S. 40
BM			3.74	224.71	Ew POT Hub Sta. 28+85.78
	0.44	228.15			
28+85.78			0.4	223.8	
27' Lt.			+13.0	237.2	S.S. 50
18' Rt.			13.0	211.2	
39' "			23.6	200.6	S.S. 20
29+43			12.7	212.5	
+75			11.4	212.8	
23' Lt.			+2.8	227.0	S.S. 75
20' Rt.			25.0	201.2	
46' "			33.3	190.9	S.S. 10 Ver 15
	3.95	216.70	12.40	214.75	

Sta.	+	HI	−	El.	
		216.70			
30+27			18.4	197.3	
36' Lt.			11.0	206.7	S.S. 100
48' Rt.			31.4	184.3	S.S. 8 -90° 3 & Rd 15
+60			36.0	179.7	
50' Lt.			30.0	185.7	S.S. 100
48' Rt.			12.4	172.3	Level 30
31			13.1	202.6	
35' Lt.			9.0	206.7	S.S. 100
51' Rt.			27.0	188.7	S.S. 10 -90° to Rd 15
BM			1.36	215.34	On Pt. Hub Sta 31+39.90
31+39.90			1.4	214.3	
25' Lt.			+9.0	224.7	
59' "			+17.8	243.5	S.S. 30
44' Rt.			22.0	193.7	S.S. 15
			12.79	208.91	
	0.37	208.28			

Sta.	+	HI	−	El.	
		204.28			
32+23			9.0	194.3	
17' Lt.			0.0	203.3	
39' "			+13.0	216.3	S.S. 50
11' Rt.			14.0	189.3	
28' "			26.3	177.0	
48' "			36.0	167.3	Level 15' Road
33			9.5	193.8	
16' Lt.			0.0	203.3	
39' "			+13.0	216.3	S.S. 75
22' Rt.			22.7	180.6	
35' "			28.4	174.9	-90° 10 Level 16'
T.P.	7.81	198.73	12.36	190.92	On Hub 5' Rt. Sta 33+50
34			11.3	187.4	
23' L			+6.5	205.2	
56' "			+26.0	224.7	SS 40
28' R			30.0	168.7	
33 "			36.6	162.1	15' Level Road.
34+67			+1.7	200.4	
50' L			+20.0	218.7	

Sta.	+	H.I 198.73	−	EL.	
68' L			+26.0	224.7	
30' R			9.0	189.7	
65' "			25.2	173.5	
68' "			38.0	160.7	15' level Road
35+00			9.6	189.1	
34' L			0.0	198.7	SS 50'
55' R			26.0	172.7	SS 30'
35+50			+2.3	201.0	
40' L			+15.6	214.3	
70' "			+26.0	224.7	
51' R			16.8	181.9	
83' "			26.0	171.7	
35+74			+2.2	200.9	
T.P.	1.47	192.32	8.88	190.85	
36+00			+6.0	197.3	
35' L			+21.7	213.0	
60' "			+30.7	222.0	SS 30'
40' R			13.0	178.3	SS 40'
36+50			8.4	187.9	

Sta.	+	H.I 192.32	−	EL.	
T.P.	142	181.31	12.43	178.89	
37+13			15.1	165.2	
25' L			1.7	178.6	
50' "			+13.0	193.3	SS 40'
40' R.			32.0	148.3	15' level Road
37+85			7.8	172.5	
25' L			+5.6	185.9	
55' "			+16.7	197.0	SS 30'
18' R			19.2	161.1	
38' "			30.6	149.7	
44' "			34.6	145.7	15' level Road
38+45			10.1	170.2	
25' L			4.7	165.6	
65' "			2.0	178.3	SS 30'
31' R			17.0	163.3	
55' "			25.5	154.8	
63' "			35.7	144.6	level Road 20'
T.P.			12.68	168.63	
	0.25	168.88			

Sta	+	H.I.	−	El.	
		168.88			
39			11.6	157.3	
55' Lt.			12.5	155.4	5.5 / 50
26' Rt.			12.6	155.3	
69' "			19.1	148.8	
72' "			25.4	142.5	Level 20 Rd.
	2.28	158.53	12.63	156.25	
+50			9.0	148.5	
29 Lt.			11.2	146.3	Level 15
65 Rt.			11.7	146.8	
40			14.3	143.2	
14' Lt.			12.8	144.7	
40' "			4.0	153.5	
65' Rt.			13.0	144.5	
67' "			17.0	140.5	Level 20
+25			10.0	147.5	
+63			5.2	162.7	

Sta.	+	H.I.	−	El.	
		158.53			
40+77 24'			5.8	163.3	
20 Lt.			13.0	170.5	
43' Rt.			13.7	143.8	
65' "			17.4	140.1	Level 50
41			0.2	157.3	
+50			6.3	151.2	
30' Lt.			10.3	157.8	
20' Rt.			9.7	147.8	
39' "			19.6	137.9	Level 50
BM			6.18	152.35	In Phone Pole 5' Lt. 41+55
42+36			15.7	141.8	
40' Lt.			7.6	149.9	
8' Rt.			17.2	140.3	
15' "			20.9	136.6	
50' "			21.0	136.5	Level 20
			12.98	144.55	
	3.77	148.32			

Sta.	+	H.I.	−	El.	
		149.32			
A3			7.0	141.3	
33' Lt.			+10.5	158.8	
55' "			+26.0	174.3	S.S. 50
7' Rt.			9.8	138.5	
13' "			14.0	134.3	
52'			12.2	136.1	S.S. 30
A4			+1.3	149.6	
29' Lt.			+13.0	161.3	
61' "			+26.0	174.3	S.S. 50
26' Rt.			8.2	140.1	
30' "			14.8	133.5	
58' "			15.0	133.3	
+72			9.8	138.5	
79' Lt.			1.9	136.4	
29' Rt.			13.7	134.6	
33' "			15.4	132.9	Level 14
			11.75	137.57	
	1.42	139.99			

Sta.	+	H.I.	−	El.	
		138.99			
A5+37			3.0	135.0	
A7 Lt.			+3.8	141.8	
80' "			+13.0	151.0	S.S. 20
12' Rt.			4.7	133.3	
14' "			7.4	130.6	
31' "			6.5	131.5	S.S. 50
A6+07.80			9.4	128.6	
16' Lt.			9.8	128.2	
19' "			6.5	131.5	
95' "			+12.0	150.0	
20' Rt.			8.5	129.5	S.S. 30
BM			9.35	129.64	on P.I. #46 Sta A6+07.80
A7+16.90			11.0	127.0	
18' Lt.			12.0	126.0	
21' "			9.3	128.7	
90' "			+6.2	144.2	
A0' Rt.			11.0	127.0	
50' "			9.0	129.0	
	8.11	135.52	12.58	126.41	

Sta	+	HI 134.52	−	El.	
48			8.4	125.1	
8' Lt			8.7	124.8	
10' "			6.9	126.6	
25' "			4.9	128.6	
23' Rt			8.5	125.0	Edge Ditch
35' "			15.0	118.5	
40' "			6.3	127.2	
58' "			0.0	133.5	
66' "			+7.5	141.0	S.S. 50
49			10.3	123.2	
5' Lt			10.5	123.0	
9' "			7.2	126.3	
51' "			0.0	133.5	
12' Rt			10.0	123.5	
24' "			16.7	116.8	
35' "			8.2	125.3	
60' "			0.0	133.5	S.S. 50
50			12.5	121.0	
10 Lt			12.6	120.9	
18' "			8.8	124.7	
33' "			6.4	127.1	
49' "			1.7	131.8	SS 50

Sta	+	HI 134.52	−	El.	
50, 5' Rt			12.4	121.1	
10' "			18.7	114.8	
17' "			13.1	120.4	
50' "			7.1	126.4	
76' "			0.0	133.5	S.S. 50'
51			13.4	120.1	
5' Lt			13.4	120.1	
6' "			9.8	123.7	
26' "			0.0	133.5	S.S. 100'
15' Rt			13.3	120.2	
24' "			21.2	112.3	
28' "			14.6	118.9	
69' "			11.7	121.8	
100' "			2.7	130.8	S.S. 35
	8.20	129.68	13.04	124.48	
52+48 "			11.8	116.9	
18' Lt			12.5	116.2	
20' "			10.6	118.1	
42' "			5.6	123.1	
55' "			0.0	128.7	S.S. 20
20' Rt			12.3	116.4	S.S. 50

Sta	+	H.I.	−	El.	
		129.68			
54			10.6	118.1	
30' Lt.			+3.4	132.1	
47' "			+13.0	141.7	S.S. 100
11' Rt.			13.3	115.4	
15' "			16.3	112.4	
47' "			15.2	113.5	Edge Ditch
				119.	
B M			9.22	120.46	on P.O.T. Hub Sta. 54+53.55
	2.39	122.85			
55			3.6	118.3	
33' Lt.			+13.0	134.9	S.S. 75
14 Rt.			11.4	110.5	
54' "			10.9	111.0	S.S. 50
56			12.6	109.3	
15' Lt.			10.5	111.4	
39' "			0.0	121.9	
64' "			+13.0	134.9	
21' Rt			13.4	108.5	
25' "			20.4	101.5	Ditch
35' "			14.5	107.4	
52' "			11.5	110.4	
71' "			10.0	111.9	SS 40

Sta	+	H.I.	−	El.	
		122.85			
	1.95	114.91	12.89	102.96	
57			2.6	108.3	
30' Lt			+2.4	113.3	
60' Rt			2.6	108.3	
58			4.4	106.5	
59			7.0	103.9	
60			8.8	102.1	
25' Lt.			7.0	103.9	
46' "			0.0	110.9	
30' Rt			9.8	101.1	S.S. 60
61			10.1	100.8	
	3.08	104.88	10.11	101.80	
62			4.3	99.6	
63			5.2	98.7	
20' Rt.			5.1	98.8	
110' "			8.7	95.2	

Sta.	+	HI	−	El	
		104.88			
65+15 55			+0.2	104.1	
84 Rt			4.9	99.0	
100' "			6.5	97.4	
150' "			9.6	94.3	±0 to ditch
		97.49		97.31	
	0.18		7.57		
68			+7.8	89.7	
11' Lt.			+13.0	109.5	55/40
17' Rt.			0.3	96.2	
19' "			6.8	89.7	
53' "			7.6	88.9	
58' "			16.5	80.0	± Ditch
65' "			7.6	88.9	
100' "			8.0	88.5	
69			8.8	87.7	± Road
70			10.6	85.9	
		87.72		86.79	
	0.93		10.70		
71			2.7	84.0	

Sta	+	HI	−	El.	
		87.72			
72			4.3	83.4	
73			6.6	80.1	
6' Lt.			6.9	79.8	
12' "			2.4	84.3	
44' "			+11.0	97.7	55/50
50' Rt.			7.5	79.2	
74			8.1	78.6	
75			9.5	77.2	
	0.60	78.56	9.76	76.96	
76			2.3	75.3	
10' Lt.			2.6	75.0	
15' "			+1.0	78.6	
74' "			+5.0	83.6	
50' Rt.			2.4	75.2	
77			5.3	73.3	
78			7.6	70.0	
14' Lt.			2.1	75.5	
40' "			+13.0	90.6	
50' Rt.			8.0	69.6	

Sta	+	HI 78.56	−	El.	
79			10.0	67.6	
	0.58	69.43	9.71	68.85	
80			3.1	65.3	
81			6.1	64.3	
7' Lt			6.3	64.1	
17' "			+5.8	74.2	
49' "			+22.6	91.0	S.S. 50
50' Rt			6.2	64.2	
82			8.7	59.7	
83			10.7	57.7	
	3.15	64.03	10.55	58.88	
BM			2.23	59.80	Nail in Gum Tree 25' Rt. 83+00 Near Gate
84+27.00			5.1	55.9	
50' Lt.			5.2	55.8	
63' "			0.0	61.0	
115' "			+26.0	87.0	S.S. 100

Sta	+	HI 64.03	−	El.	
+27.00, 50 Rt.			5.1	55.9	
85			6.2	54.8	
86			3.8	57.2	
+88.80			2.1	58.9	
46' Lt.			+11.0	72.0	
84' "			+24.0	85.0	S.S. 50
45' Rt.			8.5	52.5	
100' "			12.3	48.7	S.S. 75
BM	10.12	69.70.06	2.09	59.94	on P.I. Hub Sta 86+88.80
88			11.4	57.7	
89			7.3	61.8	
90			4.2	64.9	
30' Lt			1.6	67.5	S.S. 100
30' Rt.			7.3	61.8	S.S. 200
91			5.4	63.7	

Sta	+	H.I. 69 70.06	−	El.	
92			8.3	60.8	
	3.85	68.16	8.25	64.81	
93			8.6	56.1	
75 Lt.			4.5	60.2	foot of hill
74 Rt.			13.7	51.0	S.S. 100
+75			11.0	53.7	
34' Lt.			5.7	59.0	
61' "			0.0	64.7	S.S. 40
76' Rt.			16.0	48.7	S.S. 50
94			8.5	56.2	
	12.59	77.78	0.47	68.19	
95			9.0	67.8	
45' Lt.			0.0	76.8	
87' "			+11.0	88.8	
80' Rt.			20.8	56.0	S.S. 100
	7.43	84.97	0.24	77.54	

Sta	+	H.I. 84.97	−	El.	
96			5.7	78.3	
40' Lt.			0.0	84.0	
101' "			+13.0	97.0	
52' Rt.			12.1	71.9	S.S. 60
+54.30 (+19)			3.5	80.5	
33' Lt.			0.0	84.0	
100' "			+9.3	93.3	S.S. 50
56' Rt.			10.3	73.7	
86' "			16.0	8.0	S.S. 80
B.M.			3.52	80.45	on P.I. +06 96+54.30 (+19)
	1.04	81.49			
#18			5.5	76.0	
100' Lt.			+5.1	86.6	
51' Rt.			11.7	69.8	
	0.55	69.05	12.99	68.56	
#18 + 120			5.4	63.7	
69' Lt.			0.0	69.1	
41' Rt.			9.1	60.0	S.S. 40

Sta	+	HI	−	El.
		69.70		
	0.74	58.22	12.57	57.48
#18+200'			10.5	46.7
	0.15	48.67	12.70	48.52
+300'			13.3	31.4
80' Lt			5.7	39.0
64' Rt.			20.5	24.2
	0.99	33.64	13.02	31.65
+400'			10.6	22.0
+500'			12.1	20.5
40' Lt.			11.1	21.5
40' Rt.			12.4	20.2
+600'			12.7	19.9

Profile slope continues same for 500' more.

	5.75	27.89	
11.96	39.85		
	2.76	37.09	

	+	HI	−	El	
				37.09	
	4.83	41.92			
			3.02	38.90	
	12.91	51.81			
			1.27	50.54	
	12.43	63.97			
			0.61	63.36	
	10.63	74.99			
BM			2.14	70.85	69.72

Sta 63+57.32 "A" Line Pg. 10

Completed 5/18/29

Sommermeyer
Osborne
W Moore
Begg

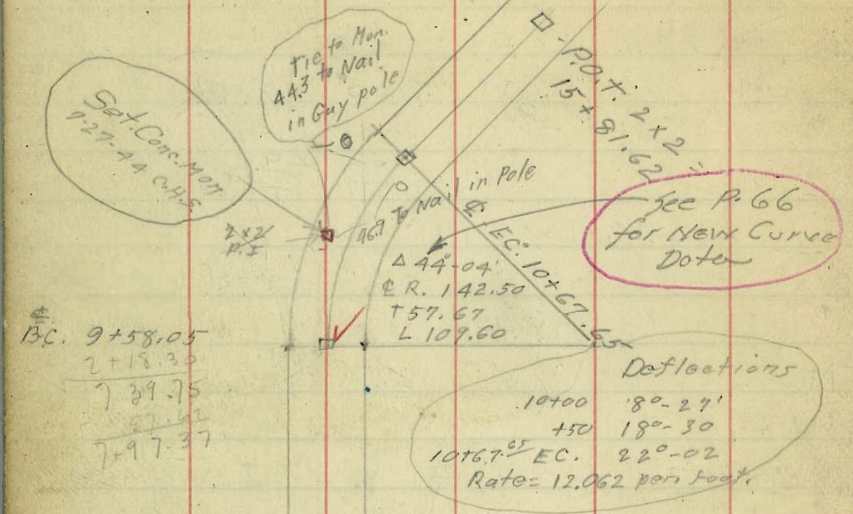
X-Sec.
Seminole Drive Ely.

7-24-44 Indexed C.S.K.

End to El Cajon Blvd. Plotted T.P.S. 9-5-47 MS

per Council order Doc# 349235

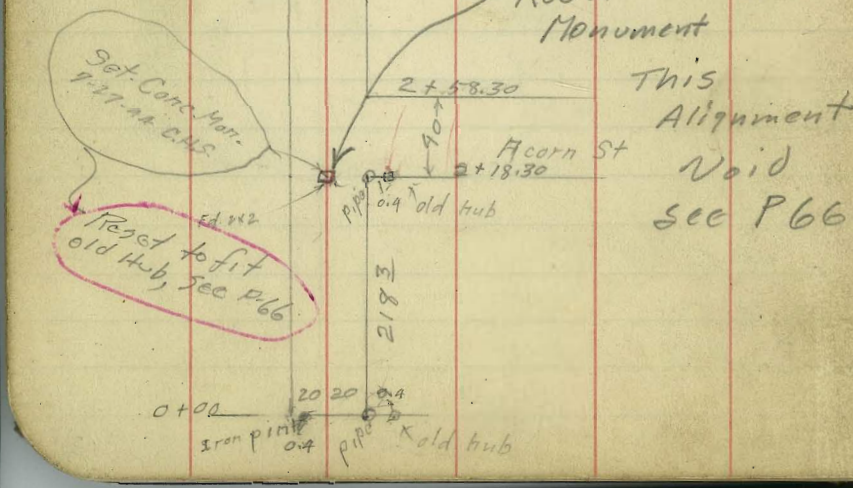
2785
2794
2795
4309



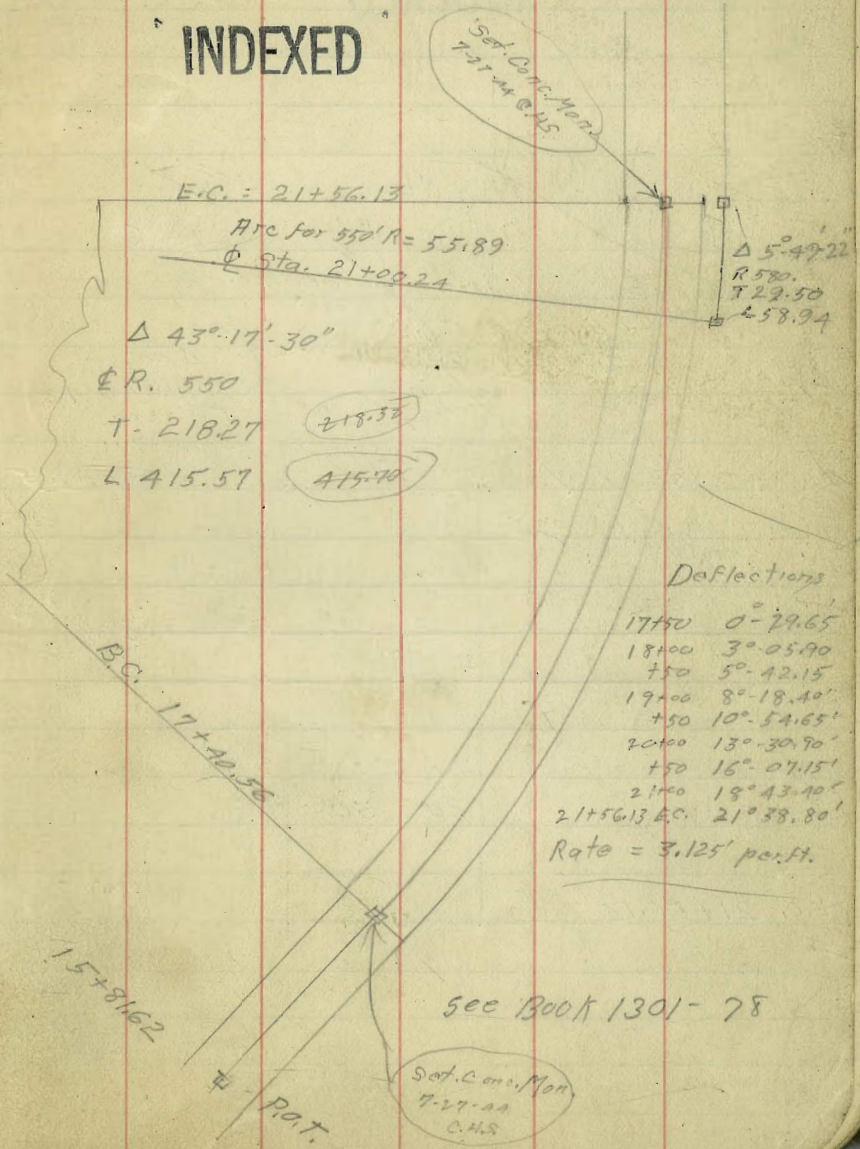
Pipe 5+47.63

INDEXED

Reset Conc. Monument This Alignment Void See P66



INDEXED



Deflections

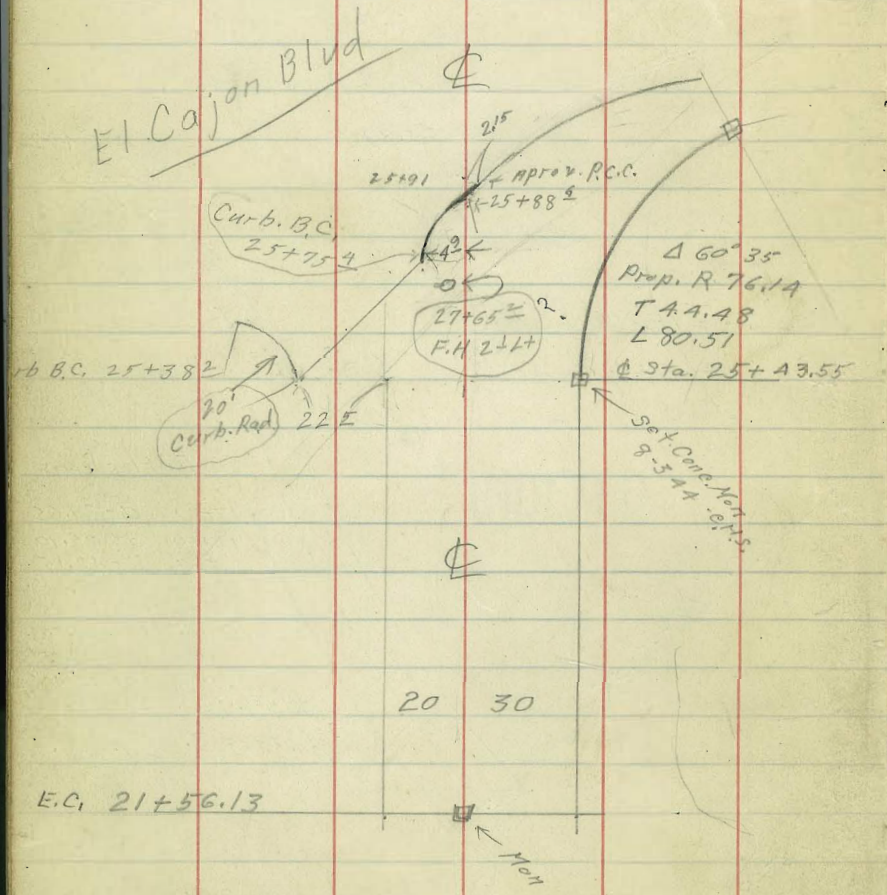
17+50	0°-29.65'
18+00	3°-05.90'
+50	5°-42.15'
19+00	8°-18.40'
+50	10°-54.65'
20+00	13°-30.90'
+50	16°-07.15'
21+00	18°-43.40'
21+56.13 E.C.	21°-38.80'

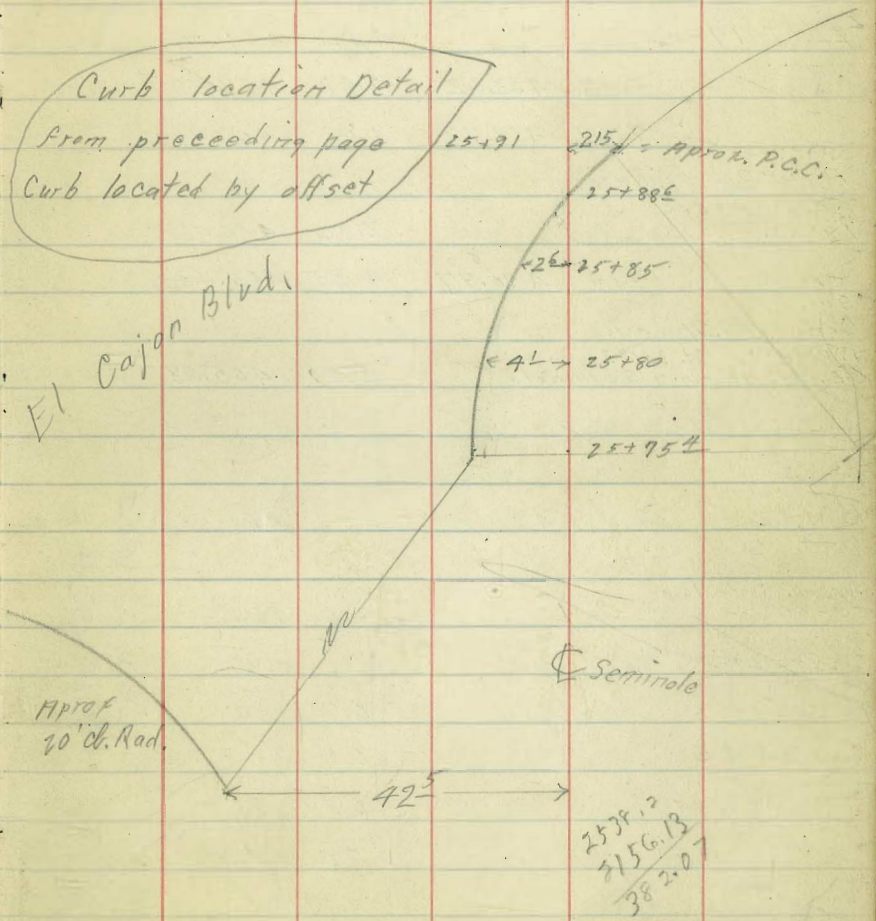
Rate = 3.125' per ft.

Seminole Drive

TPS-4309

INDEXED





X-Sec. Seminole Dr. El y End to El Cajon Blvd

INDEXED

B.M.=S.W. B.R. Rolando + El Cajon	5.63	458.09	—	452.46
+ P.	7.64	464.95	0.78	457.31
	3.57	462.10	6.42	458.53
Set. B.M. #1 1" pipe				
22' Rt 17+00			4.03	458.07
	5.43	463.02	4.51	457.59
	7.77	469.78	1.01	462.01
Set. B.M. #2 Spike in P. Pole P 175666 18' Rt. 7+92			3.76	466.02
	5.34	470.77	4.35	465.43
Set. B.M. # 3 - Spike in P. Pole 19' Rt. 2+83 S.E. Cor. Acorn + Seminole			5.09	465.68
B.M. # 3 See Above	5.11	470.77	—	465.68
Sly End. Siminole Dr.				
0+00			6.6	464.2
20 - Lt			6.1	464.7
20 - Rt			6.7	464.1
0+50 ℄			6.5	464.3
20 Lt			6.3	464.5
20 Rt			7.0	463.8
1+00			6.5	464.3
20 Lt			5.9	464.9
15 Rt			7.1	463.7
20 Rt			7.6	463.2

Reduced .4258 to Profile Elev.

Sommermeyer Osborne W Moore Begg

T 47N. 79

1+50		6.6	464.2
20 Lt		5.8	465.0
20 Rt		6.8	465.0
2+00		6.1	464.7
20 Lt		5.7	465.1
20 Rt		6.1	464.7
2+18.3 S. Line Acorn		5.7	465.1
18 Rt P. pole			
20 Rt		5.8	465.0
18 Lt. Guy pole			
20 Lt		5.4	465.4
2+38.3 ℄ Acorn		5.3	465.5
20 Rt		5.4	465.4
120 Rt		5.6	465.2
2+58.3 N. Line Acorn		5.2	465.6
20 Lt		5.1	465.7
20 Rt		5.3	465.5
3+00		5.2	465.6
20 Lt		4.9	465.9
20 Rt.		5.8	465.0
+50		5.1	465.7
20 Lt		4.9	465.9
20 Rt		5.4	465.4
3+91 - 18 Rt. - P. Pole			

464.0

Seminole Dr.

		↑ 470.79		
4+00			5.1	465.7
20 Lt			4.8	466.1
20 Rt			4.9	465.9
4+50			5.5	465.3
20 Lt			5.0	465.8
20 Rt			4.9	465.9
5+00			5.4	465.4
20 Lt			5.2	465.6
20 Rt			5.3	465.5
5+41 18 Rt. P. Pole				
+50			5.3	465.5
20 Lt			5.6	465.2
20 Rt			5.4	465.4
6+00			5.5	465.3
20 Lt			5.6	465.2
20 Rt			5.0	465.8
6+50			5.5	465.3
20 Lt			5.8	465.1
20 Rt			5.0	465.8
		↑ 470.79		
T.P.	2.37	467.68	5.48	465.31
7+00			2.3	465.4
20 Lt			2.7	465.0
20 Rt			1.8	465.9

		↑ 467.68		
7+50			2.4	465.3
20 Lt			3.0	464.7
20 Rt			2.2	465.5
7+92 - 18° Rt = P. Pole				
8+00			3.1	464.6
20 Lt			3.0	464.7
20 Rt			2.6	465.1
8+50			3.6	464.1
20 Lt			3.7	464.0
20 Rt			3.3	464.4
9+00			4.7	463.0
20 Lt			4.3	463.4
20 Rt			4.2	463.5
9+58.05 B.C.			5.9	461.8
12 Lt			5.9	461.8
20 Lt			5.1	462.6
20 Rt			5.5	462.2
9+73 - 19° Lt = T. pole				
10+00			5.9	461.8
20 Lt			5.3	462.4
20 Rt			5.6	462.1
+50			6.5	461.2
20 Lt			6.3	461.4
20 Rt			6.3	461.4
+54 - 7° Rt = P. pole				
21° Lt. = Guy pole				

Seminole Drive

		℄		
		467.68		
EC. 10+67.65			6.8	460.9
20 Lt			6.5	461.2
20 Rt			6.4	461.3
11+00			7.0	460.7
20 Lt			7.0	460.7
20 Rt			6.7	461.0
+50			7.8	459.9
20 Lt			8.1	459.6
20 Rt		467.68	7.2	460.50
T.P.	1.49	461.00	8.17	459.51
12+00			2.2	458.8
20 Lt	W. Edge Road		2.1	458.9
30 Lt			0.5	460.5
20 Rt			1.6	459.4
+50			3.2	457.8
18 Lt	Edge Road		3.1	457.9
23 Lt			1.7	457.3
20 Rt			3.0	458.0
13+00			4.1	456.9
17 Lt			4.0	457.0
18 Lt			2.5	458.5
20 Lt			2.5	458.5
30 Lt			2.1	458.9
20 Rt			5.4	455.6
39 Rt			5.3	455.7

		℄		
		461.00		
13+06 - 14 Rt. = P. pole				
13+50			5.4	455.6
18 Lt			5.4	455.6
20 Lt			5.0	456.0
30 Lt			3.2	457.8
20 Rt			6.6	454.4
40 Rt			7.1	453.9
14+00			5.3	455.7
15 Lt			5.2	455.8
20 Lt			4.8	456.2
20 Rt			5.9	455.1
40 Rt			6.4	454.6
+50			4.3	456.7
16 Lt			4.3	456.7
20 Lt			3.6	457.4
20 Rt			3.7	457.3
15+00			2.5	458.5
20 Lt			2.0	459.0
20 Rt			1.9	459.1
+50			1.6	459.4
20 Lt			1.1	459.9
20 Rt			1.7	459.3
15+92 - 22 Lt 9" trunk Eucalyptus tree 4' Diam				
16+00			2.4	458.6
10 Lt			2.5	458.5

Seminole Drive

		↑ 461.00			
16+00 - 20 Lt			1.4	459.6	
20 Rt			2.8	458.2	
+06 19° Rt = Power pole					
+34 - 21 Lt = 4' Diam Euc. tree - 10 trunk clump					
16+50			2.9	458.1	
10 Lt			3.2	457.8	
20 Lt			1.7	459.3	
20 R		461.00	3.0	458.0	
T.P.	5.13	463.01	3.12	457.88	
16+84 - 19 Lt = ℄ 3' Eucalyptus Tree					
17+00			5.5	457.5	
9 Lt			5.7	457.3	
20 Lt			4.4	458.6	
20 Rt			5.5	457.5	
+40.56 BC			6.1	456.9	
10 Lt			6.3	456.7	
20 Lt			5.2	457.8	
20 Rt			6.2	457.8	456.8
+50			6.1	457.9	456.6
10 Lt			6.4	457.6	-456.6
Lt.			5.3	457.7	
Rt			6.0	457.0	
18+00			6.3	456.7	
10 Lt			6.4	456.6	
20 Lt.			5.7	457.3	
20 Rt			5.9	457.1	

	↑ 463.01			
18+44 - 14 ℇ Lt = P. pole				
18+50	463.01	6.0	457.0	
10 Lt		6.1	456.9	
20 Lt		5.6	457.4	
20 Rt		5.4	457.6	
+96 16 Lt = 3 ℇ Euc. Tree				
19+00		5.6	457.4	
9 Lt		5.8	457.2	
20 Lt		4.9	457.1	
20 Rt		5.3	457.7	
+12 - 14 Lt = 2 ℇ Euc. Tree				
+30 - 15 Lt = 2 ℇ " "				
+50		4.8	458.2	
20 Lt		4.6	458.4	
20 Rt.		4.8	458.2	
+78 - 19 Lt. = 3 ℇ Euc. Tree				
+86 28 Rt = ℄ Ribbon Drive 2.0 Ribbons		4.1	458.9	
+87 - 15 ℇ Lt = P. Pole				
+92 - 15 Lt = 8" Euc. Tree				
20+00		1.5	458.5	
20 Lt		4.4	458.6	
20 Rt		4.3	458.7	
+44 - 18 ℇ Rt. = T. pole				
" 19 ℇ Rt = Start 3' High picket Fence				
+51		3.7	459.3	
20 Lt		3.8	459.2	

Seminole Drive

		↑ 463.01		
20+51	19Rt. ℄ Ribbon Conc. Drive 2° Ribbons		3.23	459.78
	20Rt		3.2	459.8
	+77 - 18½Rt ℄ 4° Conc. Walk		2.85	460.16
21+00.24	BC. P.O.C		3.3	459.7
	13½Lt		3.8	459.2
	14Lt		2.8	460.2
	20Lt		2.8	460.2
	18½Rt = End 3' picket fence			
	30Rt		2.8	460.2
	+20 - 19½Rt = ℄ 3° Conc. Walk		2.78	460.23
	+36 - 13Lt = Ctr. P. Pole			
	+50 - 18½Rt = " Guy pole			
	" 20Rt - Start post + wire fence			
	" " End Hedge on lot line			
21+56.13	EC		2.9	460.1
	20Lt		2.7	460.3
	20Rt		2.6	460.4
	30Rt	463.01	2.5	4605
	T.A A02	464.12	2.91	460.10
22+00			4.2	461.9 459.9
	20Lt		3.6	460.5
	20Rt		4.3	459.8
	30Rt		4.1	460.0
	+09 20½Lt 20" Euc. Tree			
	+09 20½Rt = T. Pole			

		↑ 464.12		
22+28	21½Rt = End. Post + Wire Fence			
	+47 - 14½Lt = P. Pole			
	+47 20½Lt = Start 3' High Board fence			
	+50		4.2	459.9
	20Lt		3.8	460.3
	20Rt		4.4	459.7
	30Rt		4.4	459.7
	+60 - 19½Lt ℄ Conc. Ribbon Dr. 2½ Ribbons		3.78	460.34
	+68 19Lt = Ctr. 1' ? tree			
	+80 " " 8" "			
	+85 19½Lt = ℄ 4½ Conc. walk.		3.74	460.38
	+90 - 19Lt. = Ctr. 8" ? tree			
23+00			3.8	460.3
	20Lt		3.8	460.3
	20Rt		4.0	460.1
	30Rt		4.7	459.4
	+01 - 19Lt = Ctr 8" ? tree			
	+35 - 20½Lt End board Fence			
	+37 - 18½Rt = T. pole			
	+50		4.1	460.0
	20Lt		3.8	460.3
	20Rt		4.4	459.7
	30Rt		4.8	459.3
	+80 - 20½Lt = P. Pole			
	+81 - 29½Rt. Ctr. 5½ Tile Flag Walk		4.65	459.47

Seminole Drive

	↑ 464.12		
24+00		4.5	458.6
18 Lt		3.9	460.2
20 Lt		3.1	461.0
20 Rt		5.5	458.6
30 Rt		4.8	459.3
+50		5.7	458.4
20 Lt		4.9	459.2
20 Rt		6.1	458.0
30 Rt		5.7	458.4
+84 - 30½ Lt = P. Pole			
+97 - 5° Rt. = 16" Pepper tree			
25+00		6.5	458.6
20 Lt		5.9	458.2
20 Rt		7.2	456.9
30 Rt		7.5	456.6
+13 5° Rt = T. Pole			
+38		7.0	457.1
20 Lt		6.7	457.4
42½ Lt = Gutter		6.8	457.3
" top Curb. Rot end.		6.71	457.91
20 Rt		8.2	457.9
30 Rt		8.4	455.7
25+43.55		7.0	457.1
20 Rt		8.0	456.1
30 Rt. = Prop. B.C.		8.4	455.7

	↑ 464.12		
25+65	21 Lt. = Ctr. Fire plug		
+75		7.5	456.6
42½ Lt = End Return Top Curb		7.82	456.36
" Gutter		8.47	455.65
20 Rt		8.0	456.1
40 Rt		9.2	454.9
25+88.6	top curb El. Cajon	7.85	456.29
	Gutter	8.50	455.62
20 Rt		7.9	456.2
40 Rt	464.12	9.5	454.6
T.P.	5.71 458.20	11.63	452.49
original B.M. See page 33	check o.k.	5.74	452.46

Indexed
C.S.K.

C. Atwood
Sanitary Engr.
W. H. Moore
10-13-44

Align. and levels on
32nd & Main St. C386 H-L
Cut Back.

Main St. - S.W. Cor.

curb
St. Main
14
5
20
Ho.1 P.P.S on Split
14.68
5.32
E.C.
4+68.51
372.44
BC LT
Proposed Curb
Offset Baseline ±
Levels
108.43
(108.53)?
5 offset R = 205
Δ = 39° 43' Lt
T = 74.04
L = 142.10

INDEXED

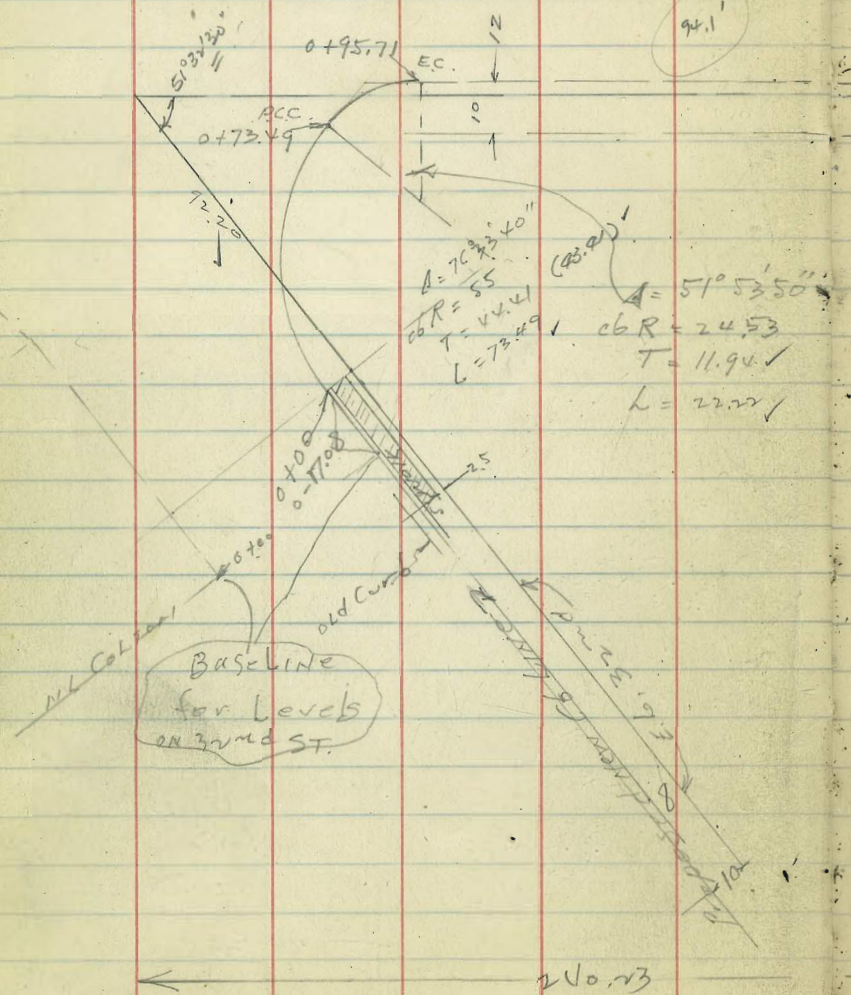
INDEXED

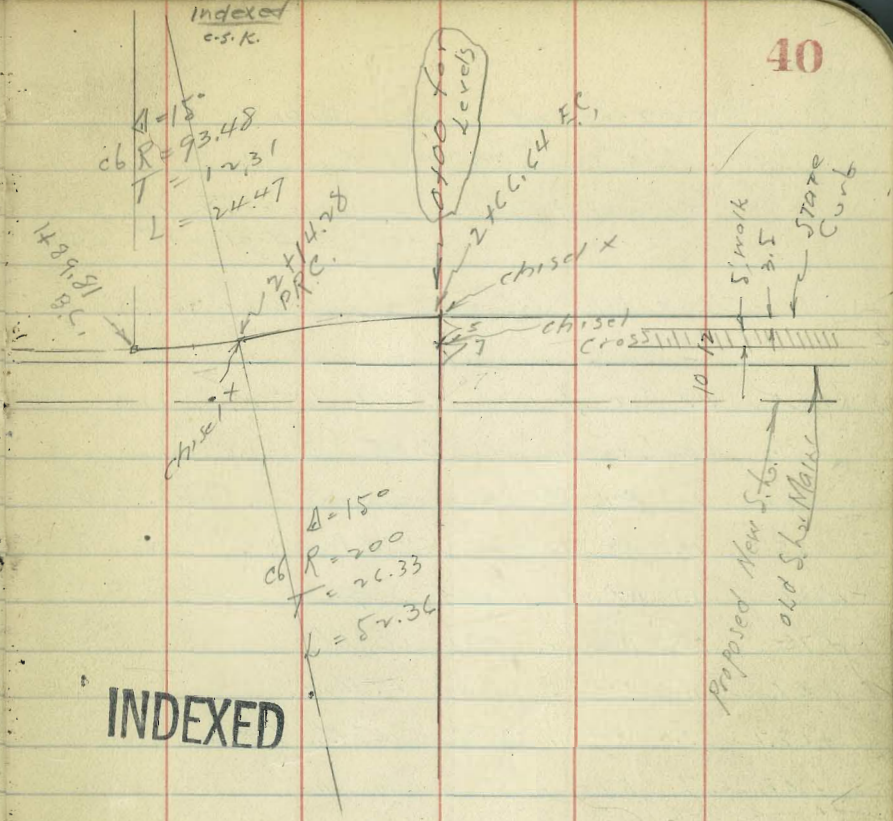
No levels on this under Contract

2+17.78
1+70.54 B.C. Lt.
42.17
Change
1+23.37 E.C.
(76.04)?
0+76.13 B.C. Lt.
44
13
18'
32nd St.
8' proposed Curb
N. to Colton = 0+00

INDEXED

Proposed Curb Cut back
S.E. Cor. 3rd & Main St.
No Levels, under Contract





INDEXED

Location of P. Poles, Signals etc

SW Cor 3rd & Main

Sketch P. 39. Location at 90° on T. and Radial on Curves

Baseline = 5' out from proposed Curb

0+35	4.7 Lt	to ctr 16" P.P. (Transformer P.)
0+72	4.8 Lt	" " D.M. (Power Co.)
1+32	10' Rt.	8" Cap over Gas Co. Elec. Control
1+35.5	11.5 Rt.	to ctr. 16" P.P.
1+38	13 Rt	to Traf. Sig.
1+75	15.5 Rt	" ctr. 16" P.P.
1+89	11.2 Rt	" " F. Hyd.
2+68.7	7.2 Rt	" " 16" P.P. (Transformer P.)
3+68	7 Rt	" " " "

S E Cor Location P.P. etc

Baseline = prop. c/b line

Location at 90° & Radial

00-13	1' Lt	ctr 12" Tel. Pole
0+49.6	33.5 Lt	Tel. Co. D.M.
0+54.9	47 Lt	Ctr 12" Tel. Pole
0+66.2	50.8 Lt	2" Iron Pipe 7' High Vent. of Sonic Kind
0+66.6	50 Lt	ctr. Traf. Sig.
0+67	47 Lt	ctr 16" P.P.
1+89.81 B.C.	85 Lt	" " " (Transformer Pole)

Levels for 37nd St.

Ex. 40' Rd. way

10' 1/4 S

Sec. at 90°

SW. Cor. Mon.	3.47	42.01		38.59	32nd and Main	
Transfer BM	Brass Plug C6. to Rd. NE Cor		3.36	38.65	" "	
	0+00 = N L Colton					
W c6			5.56	36.45		
gT			6.43	35.78		
1/4			6.27	35.79		
C			6.37	35.68		
1/4			6.75	35.26		
gT			7.14	34.87		
E c6			6.46	35.55		
	0+17.08 = C-6 B.C. on		East			
E c6			6.16	35.85		
gT			6.85	35.16		
1/4			6.41	35.60		
C			6.06	35.95		
1/4			6.01	35.99		
gT			6.01	36.00		
W c6			5.37	36.64		
	0+50					
W c6			4.98	37.03		

42

42+01

W gT	5.60	36.41	
1/4	5.53	36.48	
C	5.53	36.48	
1/4	5.87	36.19	
gT	6.21	35.80	
E c6	5.56	36.45	
0+76.13 c6. B.C. on West			
E c6	5.10	36.91	
gT	5.73	36.28	
1/4	5.40	36.61	
C	5.12	36.89	
1/4	5.15	36.86	
gT	5.49	36.72	
W c6	4.64	37.37	
1+09.28 opp. old S.E. Cor.			
W c6	4.43	37.78	
gT	4.85	37.16	
1/4	4.63	37.38	
C	4.54	37.59	37.49
1/4	4.81	37.20	
gT	5.13	36.88	
E c6	4.47	37.54	
Sec. on S.L. Main	St Cor To Sw Cor diag.		
E.L. 0+0	4.7	37.3	
19.4 c6	4.41	37.60	

		43.01			
E.L. +9.5	QT		5.07	36.99	✓
F 1/4	25.54		4.57	37.49	✓
C	38.31		4.15	37.86	✓
W 1/4	51.08		4.12	37.89	✓
QT	25.54		4.32	37.69	✓
W c6	76.62		3.76	38.25	✓
W.L.	Pipe. Pipe		3.6	38.4	
T.P.	3.59	3.71 ✓	12.89	29.17	
T.P. nail in Pole 8.5 Lr of			4.82	27.87 ✓	
	1 +89.81				

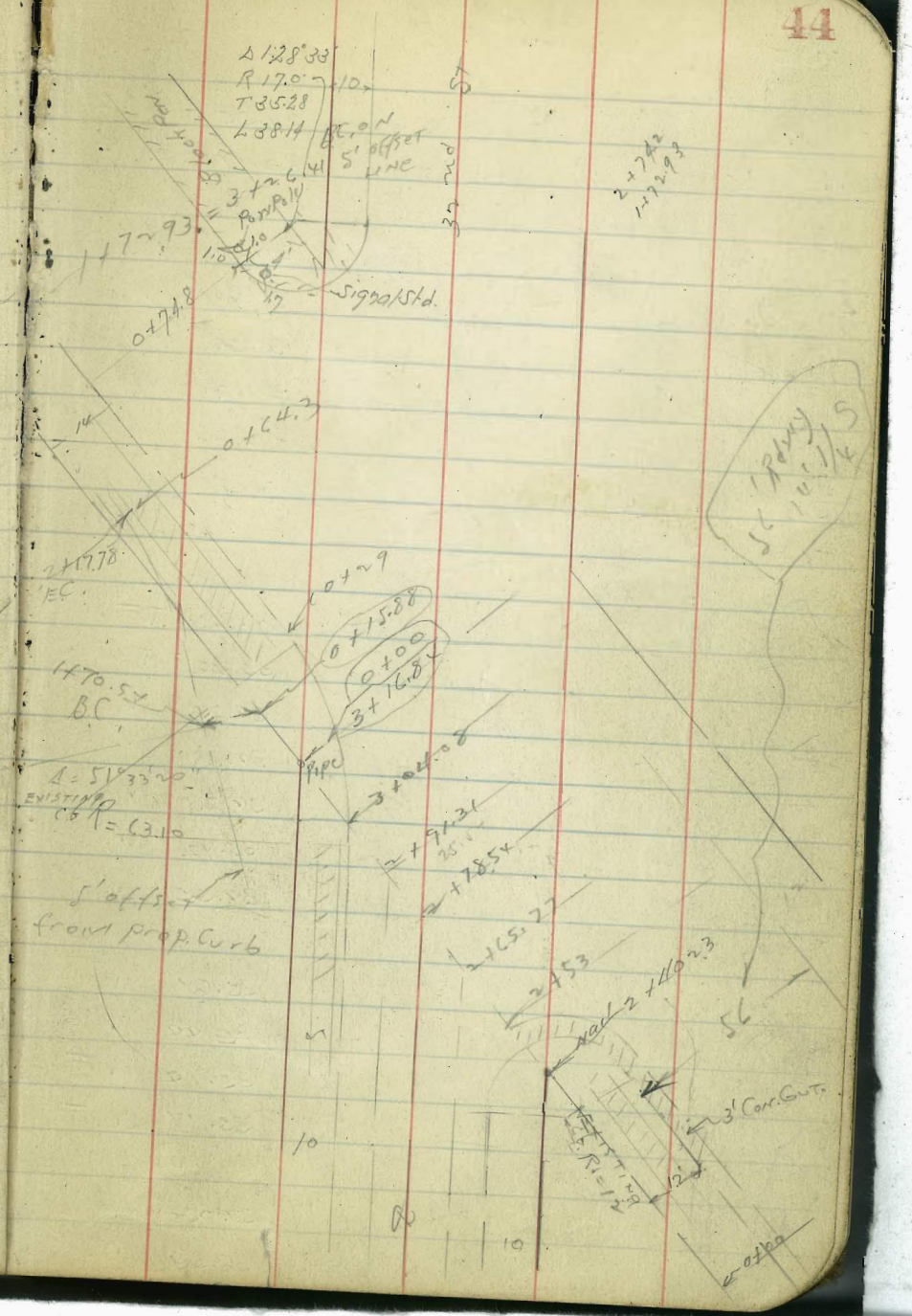
Levels on S ½ of Main St.

240.03 Fly from old S.E. Cor.,

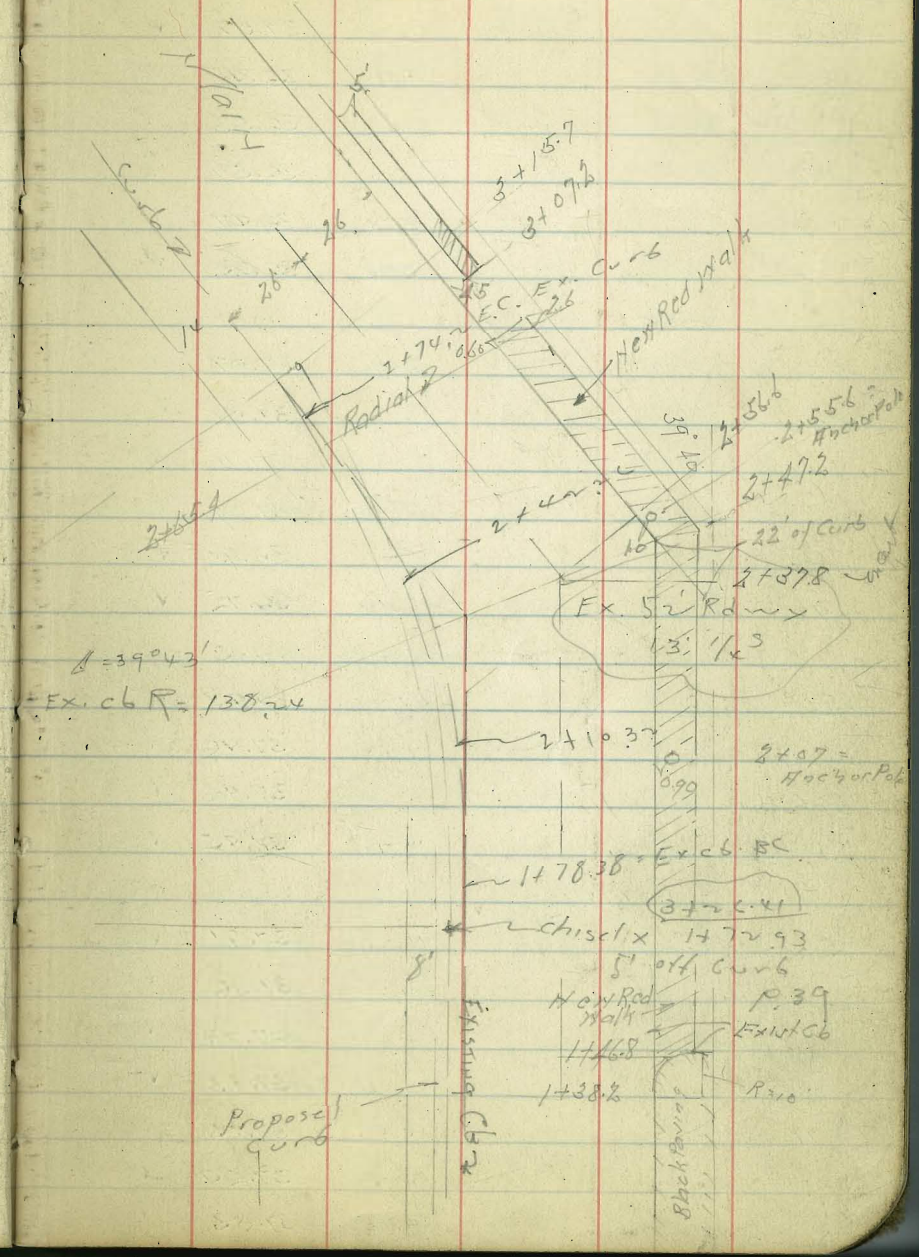
and ℄ Main = 0+00

Sections at 90° with Mains

T.P. P.43	5.94	33.81		27.87	
		0+00			
S c6			11.51	22.30	✓
qr.			12.12	21.69	✓
1/4			11.39	22.92	✓
℄			11.20	22.61	✓
1/4			11.41	22.80	✓
qr			11.79	22.02	✓
N c6			11.15	22.65	✓
		0+50			
℄			8.60	25.21	✓
S 1/4			8.74	25.07	✓
qr			9.19	24.62	✓
S c6			8.51	25.30	✓
		1+00			
S c6			5.65	28.16	✓
qr			6.98	27.53	✓
1/4			5.90	27.91	✓
℄			5.66	28.15	✓
1/4			5.84	27.97	✓



		33.81 ✓			
	1+00				
gT			6.26	27.55	✓
N c6			5.64	28.17	✓
	1+50				
℄			2.57	31.24	✓
S ¼			2.83	30.98	✓
gT			3.23	30.58	✓
S c6			2.63	31.18	✓
		✓			
T.P.	8.53	42.21	0.13	33.68	
	2+00				
S c6			7.83	34.38	✓
gT			8.45	33.76	✓
¼			7.98	34.23	✓
℄			7.83	34.38	✓
¼			7.93	34.28	✓
gT			8.29	33.92	✓
N c6			7.66	34.55	✓
	2+20				
℄			6.60	35.61	✓
S ¼			6.77	35.44	✓
gT			7.07	35.14	✓
S c6			6.44	35.77	✓
	2+37.7				
S c6	P.C. Ex. Ret.		5.19	37.02	✓
S gT			5.83	36.38	✓



42.21 ✓				
2+40.23				
S c6		5.12	37.09	✓
qT.		5.72	36.49	✓ ✓
1/4		5.68	36.53	✓
℄		5.62	36.59	✓
1/4		5.74	36.47	✓
qT. IN drive IN		5.98	36.23	✓
2+53				
S.L. Main pav.		5.14	37.07	✓
c6 Line "		5.12	37.09	✓
1/4 "		5.10	37.11	✓
℄ "		5.12	37.09	✓
1/4 "		5.26	36.95	✓
qT IN drive "		5.49	36.72	✓
2+65.77				
℄		4.74	37.97	✓
S 1/4		4.75	37.96	✓
S c6 Line Main		4.75	37.96	✓
SL " "		4.74	37.97	✓
2+78.54				
SL Main		4.30	37.91	✓
S c6 Line "		4.35	37.86	✓
1/4 "		4.43	37.78	✓
℄ "		4.38	37.83	✓
1/4 "		4.56	37.65	✓
qT "		4.97	37.24	✓
N c6 "		4.38	37.83	✓

42.21		Main		
2+91.31				
℄ Main		4.20	38.01	✓
S 1/4 "		4.27	37.94	✓
S c6 Line "		4.26	37.95	✓
SL " "		4.30	37.91	✓
3+04.08				
SL Main pav		4.51	37.70	✓
S c6 " "		4.31	37.90	✓
1/4 "		4.17	38.09	✓
℄ "		4.05	38.16	✓
1/4 "		4.20	38.01	✓
N c6 Line Main pav.		4.32	37.89	✓
+ 1.3 qT		4.36	37.85	✓
+ 1.3 c6		3.86	38.35	✓
3+16.84 = 0+00		See p. 44		Beg. of 52' Rdwy. and 13' 11x3 Stretch p. xx
N c6 Line Main pav		3.95	38.26	✓
N 1/4 "		3.97	38.24	✓
℄ "		3.88	38.33	✓
S 1/4 "		4.07	38.19	✓
S c6 " " "		4.32	37.89	✓
+ 6.8 qT.		4.38	37.83	✓
+ 6.8 c6		3.80	38.41	✓ = SW Cor 3rd Main
SL Top Pipe Cor.		3.75	38.46	✓
0+15.88				
SL dirt		3.3	38.9	
+ 12.7 c6		3.57	38.62	
" qT.		4.32	37.99	

		42+21			
S c6	Pav		4.73	37.98	
S 1/4			3.84	38.37	
℄			3.60	38.61	
	0+79				
SL	dirt		3.1	39.1	
S c6			3.41	38.80	
gT			4.07	38.19	
S 1/4			3.70	38.51	
℄			3.43	38.78	
	0+64.3				
S c6			2.97	39.29	✓
gT			3.63	38.58	✓
1/4			3.13	39.08	✓
℄			2.96	39.25	
1/4			3.16	39.05	
N c6 L	No Pav		3.36	38.85	
+1'	gT		3.40	38.81	
+1'	c6 Rct		2.69	39.52	
		✓			
T.P.	6.7N	46.76	2.7	40.06	
	1+00				
S c6			6.97	39.79	
gT			7.6N	39.18	✓
1/4			7.10	39.66	

		46.76 ✓		
℄		6.95	39.81	
1/4		7.15	39.61	
gT		7.59	39.17	
N c6		6.99	39.77	
	1+18			
℄		6.64	40.12	
S 1/4		6.81	39.95	✓
gT IN old alley		7.30	39.25	39.46
	1+39.7			
S c6 Line in gT.		6.98	39.78	✓ old alley
S 1/4		6.48	40.28	
℄		6.3N	40.44	
	1+72.93 = 3+N 6.41 B.C. L7. P. 39			
S c6		5.89	40.87	
gT		6.46	40.30	✓
S 1/4		5.97	40.79	
℄		5.75	41.01	
	1+78.38 B.C. Existing c-c-c6			Sketch P 45
S c6		5.81	40.95	
gT		6.37	40.39	✓
1/4		5.87	40.89	
℄		5.65	41.11	
	2+10.3N			
S c6		5.04	41.70	
gT		5.91	40.85	✓
1/4		5.55	41.21	
℄		5.15	41.61	

UC 7 C

	2+42.26			
S c6		4.55	42.21	
g T		5.38	41.88	✓
S 1/2		4.88	41.88	
E		5.43	42.33	✓
	2+74.2 E.C. Existing Curb			
S c6		4.11	42.65	
g T		4.66	42.10	✓
S 1/2		3.95	42.81	✓
E		3.59	43.17	✓
	3+18.5 = 4+68.51 = E.S. on 5' offset			
S c6	Cut curb here	3.70	43.06	
g T		4.20	42.56	✓
check to Orig. B.M. Mon.		8.16	38.60	38.59

Notes Reduced 10.17 ✓

Line See Sketch P. 39

0.01 P. 42

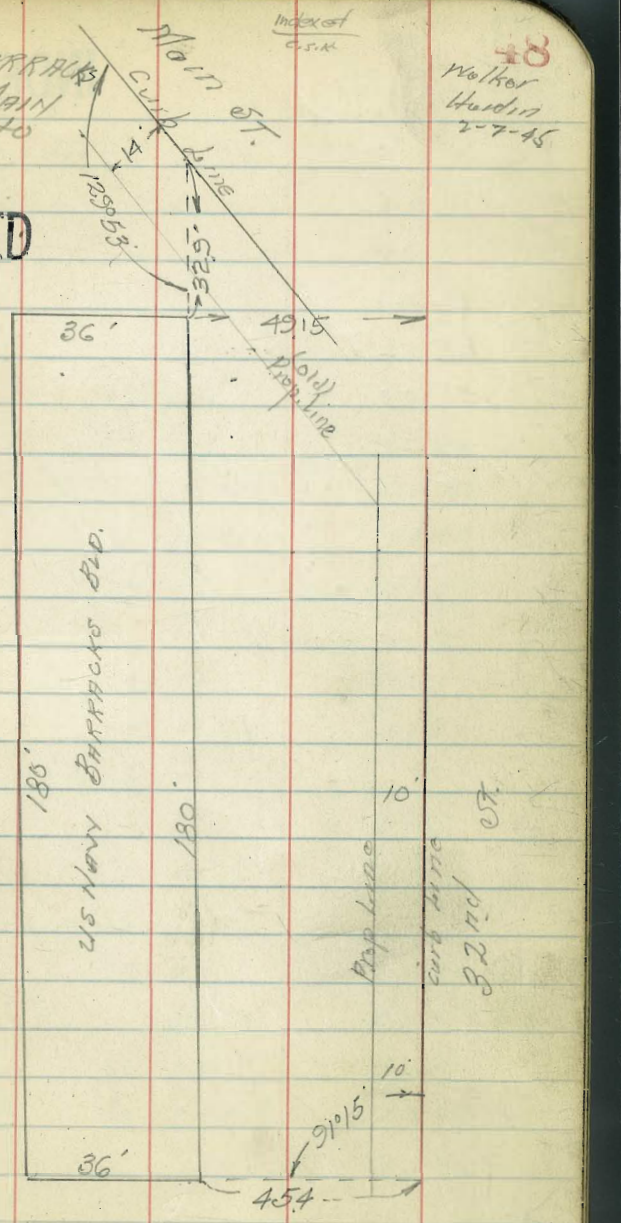
3+18.5
2+74.2
4+43

Location
US NAVY BARRACKS
BLD. 320 & MAIN
With reference to
Curb lines.

INDEXED

Indexed C.S.M.

48
Walker Hardin
2-7-45



Additional Levels South S. de Main St West of 32nd St

See Sketch Page 44-45

March 24 45
Simon Bliss
Order of Berg

BM	8.57	47.16	FEB 1	SW Mon Main & 32nd			47.16		
		0+00 to M = 8+16.84 to East				1+72.93			
S.L.			8.8	38.4	-20.			6.7	40 5
20' S of SL			8.7	38 5	S.L.			6.1	41.1
		0+15.88			S Cb			6.32	40 87 ✓
S.L.			8.4	38 8	Gutter			6.88	40 28 ✓
20' S of SL			8.2	39.0	1/4			6.36	40 80
		0+29			1/2			6.16	41 00
S.L.			8.2	39.0	1/4			6.27	40 89
20' S			8.1	39 1	Gutter			6.32	40 84
		0+64.3			N Cb			5.81	41 35
					N 1/2			6.31	40 55
						2+10.32		6.4	40 8
S.L.			7.8	39 4	S.L.			5.1	42 1
15' S			8.4	38.4	20' S			5.8	41 3
20' S			8.1	39.1					
		1+0				2+42.26			
S.L.			9.3	39 9	S.L.			4.8	42 3
5' S			8.0	39. ✓	20' S			5.4	41.8
20' S			8.1	39 1		2+71.2			
		1+18			-20			5.2	42 0
S.L.			7.0	40 ✓	S.L.			4.5	42 7
20' S			8.1	39 1	S Cb			4.55	42 61 ✓
		1+39.7			Gutter			5.09	42 07 ✓
S.L.			6.5	40 7	1/4			4.37	42 79
5' S			7.8	39.4	1/2			4.01	43 15
20' S			7.7	39 5	1/4			3.99	43 17
					Gutter			4.31	42 85
					N Cb			3.55	43 61

4716

37185

5.2		42	430
20.5		5.2	420

Levels South Side of Main St East of 32nd St Proposed Curb

Curb Line	Stationing	See Sketch G 208 - Page 50			S.W. Mon Main x 32nd
BM	1.38	39.97		38.59	
TP	4.02	21.23	12.76	27.21	
	0+0 = 240.23 East of old S.E. Cor. 32nd St.				
S Cb			8.93	22.30	
12' S			9.0	23.2	
	0+26.18				
Prop Cb			7.6	23.6	
8' South			7.1	24.1	
	0+52.36 = PRC				
Prop Cb			5.8	25.4	
8' S			5.4	25.8	
	0+64.6				
Prop Cb			5.1	26.1	
8' S			4.5	26.7	
	0+76.84 = EC				
Prop Cb			4.3	26.9	
8' S			3.7	27.5	
	1+0				
Prop Cb			2.9	28.3	
8' S			2.4	28.8	
TP	10.97	41.03	1.17	30.06	
	1+50				
Prop Cb			9.9	31.1	
8' S			9.4	31.6	

	41.03			
	1+67.47 = BC Lt			
Prop Cb		8.7	32.3	
8' S		8.4	32.6	
	1+80.59			
Prop Cb		8.0	33.0	
8' S		7.9	33.1	
	1+93.71 = PCC			
Prop Cb		7.0	34.0	
8' S		7.3	33.7	
	2+08.41			
Prop Cb		5.8	35.2	
8' S		6.3	34.7	
	2+23.11			
Prop Cb		4.9	36.1	
8' S E		5.4	35.6	
	2+37.81			
Prop Cb		4.8	36.2	
8' S E		5.0	36.0	
	2+52.51			
Prop Cb		4.9	36.1	
8' S E		5.0	36.0	
	2+67.20 = EC			
2' W = Exist Cb		5.18	35.85	
Prop Cb		5.1	35.9	
8' E		5.2	35.8	
BM		2.45	38.58	S.W. Mon Main x 32nd

Additional Levels North Side Main St
West of 32nd St.

Sketch Page - 44-45 N. Cb Line Station Line S.W. Mon Main & 32nd

BM	6.08	44.67		38.59	
	0+00 to W = 3+16.84 to East				
		0+15.88			
℄			6.09	38.58	
N ¼			6.23	38.44	
N Cb Line			6.19	38.48	
N ℄			6.23	38.44	
		0+39			
N ℄			6.03	38.64	
Cb Line			6.07	38.60	
¼			6.08	38.59	
℄			5.92	38.75	
		0+64.3			
℄			5.42	39.25	
N ¼			5.64	39.03	
Cb Line			5.83	38.84	
+4.2 = Gutter			5.87	38.80	
+4.2 = Top Cb			5.18	39.49	
N			5.18	39.49	
		0+74.8 = Cb BC on North			
N			4.91	39.76	
Cb			5.26	39.41	
Gutter			5.76	38.91	
¼			5.45	39.12	

14" Cbs
13 ¼

April 7-45
Sisson
Blust
Osborn
Begg

		44.67		
℄			5.26	39.41
		1+00		
℄			4.89	39.78
¼			5.05	39.62
Gutter			5.51	39.16
Cb			4.93	39.74
N			4.68	39.99
		1+18		
N			4.54	40.13
Cb			4.65	40.02
Gutter			5.20	39.47
¼			4.78	39.89
℄			4.55	40.12
		1+39.7		
℄			4.28	40.39
¼			4.44	40.23
Gutter			4.81	39.86
Cb			4.28	40.39
49 = N'ly o.t Pav			4.35	40.32
N			4.3	40.4
		1+72.93 Page 49		
		2+10.22		
N			2.7	42.0
413			3.0	41.7
Cb			2.62	42.05

		44.67					44.67			
Gutter			3.14	41.53		¼		2.15	42.52	
¼			3.10	41.57		℄		2.30	42.37	
℄			3.13	41.54			8+15.7 = 2+74.2 on South			
	2+37.8					℄		1.50	43.17	
℄			3.67	42.00		¼		1.48	43.19	
¼			2.76	41.91		PP	4.82	47.07	2.42	43.25
Gutter			3.00	41.67		Gutter			4.20	42.87
cb			3.50	42.17		cb			3.43	43.64
H			3.7	42.0		H			3.3	43.8
	2+47.2 = 4 in cb.		Taken on split				8+50			
H			3.5	42.2		H			2.7	44.4
cb			2.42	42.25		cb			3.08	4399
Gutter			3.00	41.67		Gutter			3.84	4323
¼			2.69	41.98		¼			3.55	43.52
℄			2.67	42.00		℄			3.48	43.59
	2+56.6									
℄			2.67	42.00						
¼			2.62	42.05						
Gutter			2.87	41.80						
cb			2.22	42.47						
H			1.9	42.97						
	2+80									
H			1.8	42.9						
cb			1.70	42.97						
Gutter			3.43	42.24						

Cross Section Main St.
West of 32nd St

INDEXED

New South Curb Sta. Sketch Page 44+45

1+96.04 Def 3°18'35" Taken Radial

1+72.93 = New CL BC. Lt.

1+39.7

1+18

sections extended Page 61

1+0

0+74.8 = CL EC of N

BM 8.44 47.03 38.59 SW Mon. Main+32nd

May 1945
Simson
Bliss
Osborn
Bagg

54

S.	New to Curb?						N.			
41.13	41.4	41.39	40.63	41.25	41.43	41.42	41.47	41.99	41.5	41.2
5.7	5.6	5.64	6.40	5.78	5.60	5.41	5.56	5.04	5.5	5.8
8		12-CL	142-Gut	29	40	55	67.9	67.9-CL	68	81
40.8	41.0	40.86	40.38	40.82	41.01	40.93	40.86	41.35	40.83	40.8
6.2	6.0	6.17	6.75	6.21	6.02	6.10	6.17	5.68	6.20	6.2
		12-CL	14-Gut	28	40	55	66-Gut	66-CL	67	80
40.2	40.6	39.76	40.27	40.40	40.31	39.86	40.39		40.2	
6.8	6.4	7.27	6.76	6.63	6.72	7.17	6.64		6.8	
		15	28	40	50	66-Gut	66-CL		80	
39.8	40.1	39.43	39.80	40.11	39.83	39.45	40.03		40.15	
7.2	6.9	7.60	7.23	6.92	7.20	7.58	7.00		6.85	
8		15	25	40	50	66-Gut	66-CL		80	
39.5	39.7	39.77	39.13	39.57	39.80	39.68	39.14	39.75	40.00	
7.5	7.3	7.26	7.90	7.46	7.23	7.35	7.89	7.28	7.03	
8		14-CL	14-Gut	25	40	50	66-Gut	66-CL	80	
39.4	39.4	39.38	38.78	39.23	39.42	39.29	38.92	39.41	39.76	
7.6	7.6	7.65	8.25	7.80	7.61	7.74	8.11	7.62	7.27	
8		14-CL	14-Gut	25	40-2	50	66-Gut	66-CL	80	
			47.03							

3+50

3+11.63 Def 19°51'30" = CB EC = Existing CB

2+88.51 Def 16°32'55" Taken Radial

2+65.10 Def 13°14'20" Taken Radial

2+42.28 Def 9°55'45" Taken Radial

2+19.16 Def 6°37'10" Taken Radial

Reduced 5/12/45 - CBH.

47.03

47.03

42.9	43.17	42.66	43.38	43.72	43.81	43.42	44.13	44.4
41 / 14	3.86 CB	4.27 0.0-Gut	3.65 13	3.31 26	3.32 38	3.61 52-G	2.90 52-CB	2.6 66
42.8	43.04	42.58	43.33	43.41	43.53	43.31	44.04	44.4
42 / 14	3.99 CB	4.45 0.0-Gut	3.70 13	3.42 26	3.50 38	3.72 52-Gut	2.99 52-CB	2.6 66
42.8	42.9	42.97	42.46	43.09	43.48	43.42	43.15	43.91	44.1	44.9
42 / 13	4.1	4.06 15-CB	4.57 15-Gut	3.94 13	3.55 28	3.61 40	3.88 53.8-Gut	3.14 53.8-CB	2.9 63	2.1 67
42.6	42.7	42.68	41.99	42.70	42.96	42.72	42.58	43.26	43.6	44.6
1.4 / 8	4.2	4.25 55-CB	5.04 55-Gut	4.33 25	4.07 32	4.11 45	4.15 59-Gut	3.77 59-CB	3.4 68	2.4 73
42.3	42.8	42.23	41.49	42.05	42.37	42.35	42.07	42.70	42.8
4.7 / 8	4.1	4.80 99-CB	5.51 99-Gut	4.88 25	4.72 39	4.68 50	4.96 69-Gut	4.33 69-CB	4.2 82
41.8	42.0	41.91	41.08	41.47	41.75	41.82	41.71	42.20	41.9
5.2 / 8	5.0	5.12 127-CB	5.95 127-Gut	5.56 28	5.28 40	5.21 55	5.32 73-Gut	4.83 73-CB	5.1 87

S

N

4+50

43.1	43.53	43.03	43.62	43.97	44.00	43.75	45.0
.39	3.50	4.00	3.41	3.06	3.03	3.38	3.0
14	CL	10.6-Gut	13	24	38	66-Gut	66

4+0

43.1	43.33	42.85	43.57	43.86	43.79	43.56	44.30	44.5
3.9	3.70	4.18	3.46	3.17	3.34	3.47	2.73	2.5
14	CL	6.0-Gut	13	24	38	52-Gut	52-CL	66

47.03

47.03

Cross Section Lincoln Ave
At Cleveland

Levels next Page

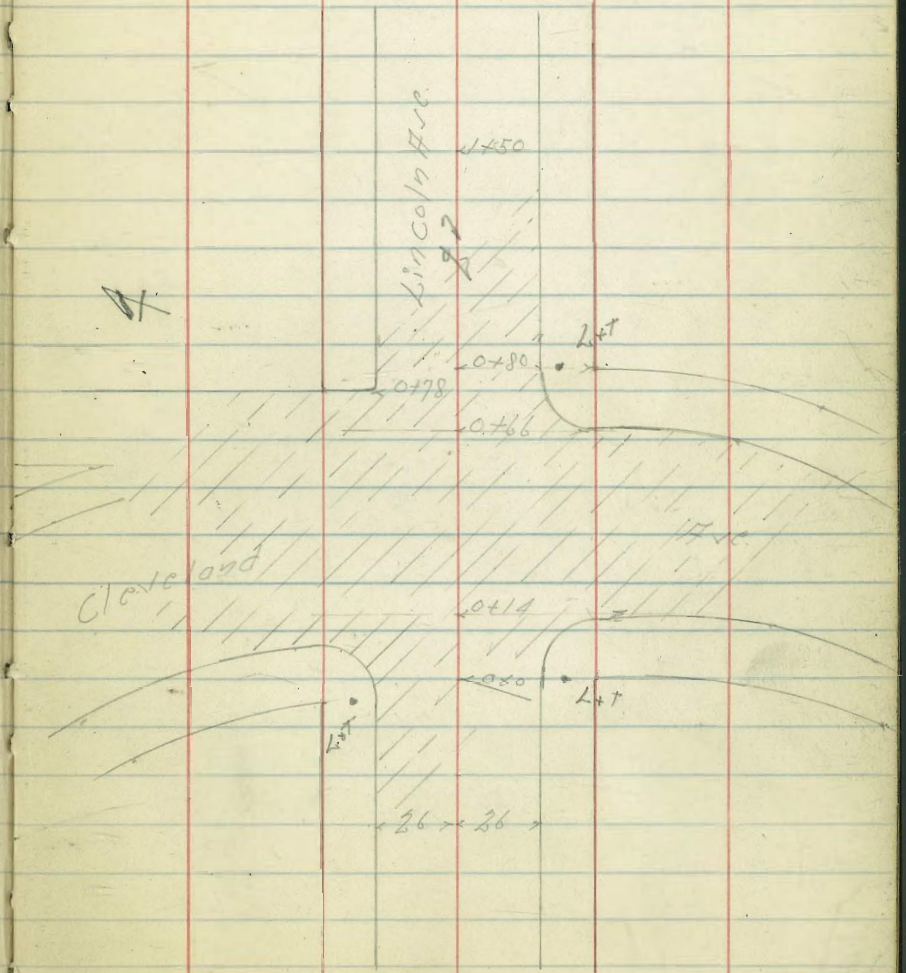
INDEXED

indexed
C.S.K.

INDEXED

Sept. 1-45
Sisson
Bliss
Osborne
Begg

57



Cross Section Lincoln Ave.
At Cleveland

INDEXED

+40 = ℄ Cleveland					
+25					
+14 = W Cb					
0+0 = W ℄ Cleveland ℄ South side of Lincoln					
BM			7.53	305.09	SPK set Lincoln ℄ Cleveland
TP	0.93	312.62	12.42	311.89	
TP	0.21	324.31	11.13	324.10	
BM	0.03	335.33		332.30	NEBP Lincoln ℄ Park Ave

Lt=N	℄	Rt=S
06.54		05.17
06.01	05.80	05.09
6.08 7.61	6.82 7.04 7.17 7.32 7.45 7.53 7.67 7.93	
75 40	25 25 10 10 20 25 40 75	
06.58	05.72	05.04
05.95	05.66	04.93
05.54	05.39	05.22 05.16
6.04 6.67	6.90 6.96 7.08 7.23 7.40 7.58 7.69 7.91 8.10	
75 40	25 25 10 10 20 25 40 75	
06.26	05.41	04.75
05.49	05.42	04.52
05.55	05.35	05.05 04.95
6.31 7.12	7.21 7.20 7.17 7.37 7.57 7.87 8.10 8.35 7.92	
75 40	25 20 10 10 20 25 40 40-Cb	
05.85	05.14	04.54
	05.24	04.28
05.24	04.97 04.82	03.94
15.24		04.90
6.77	7.48 7.30 7.38 7.38 7.65 8.08 8.34 7.72	
25-Cb	25-Gut 20 10 10 20 25-Gut 40-Cb	
	312.62	

0+00	1+00	1+80 = KL Cleveland	1+95
06.01	06.23	05.97	06.24
05.62	05.27	06.05	06.20
05.49	05.08	05.30	05.41
05.42	05.08	05.43	05.58
05.30	04.95	05.47	05.62
05.17	04.84	05.43	05.54
05.04	04.72	05.13	05.22
05.00	04.66	05.00	05.01
04.91	04.54	04.74	04.76
4.85	4.08 04.49	04.56	04.59
4.70	04.35	04.93	04.91
04.40	4.84 05.02		

2+00	2+35 = KL Cleveland	2+80	3+00
07.40	08.94	06.71	08.24
06.82	08.32		
06.94	08.39		
06.83	08.16		
06.48	07.68		
06.28	07.48		
05.88	07.08		
05.55	06.76		
06.00	07.20		

59

Lt=N Z Rt=S

10.52
09.84
09.83
09.80
09.54
09.07
08.34
08.03
08.41

1+50

2.10 26-06
2.78 26-04
2.79 20
2.82 10
3.08
3.55 10
4.38 26
4.69 26-04
4.91 26-06

312.62

312.62

Levels on New Walk North Side Main St West of 32nd St.

INDEXED

Nov. 6-45
Sisson
Bliss
Begg.

61

New South Curb Stationing Sketch Page 45 S.W. Mon Main & 32nd

BM	7.92	46.51		38.59	
		1+46.8 = Fly New Red Walk			
66' N = N Cb			6.00	40.51	
66.8 " = S Ly Walk			6.07	40.44	
76.6 " = N Ly "			5.99	40.52	
		1+59.4 = Fly Island.			
66' N = N Cb			5.56	40.95	
66.8 = S Ly Walk			5.86	40.65	
68.7 = N Ly Island			5.89	40.62	
76.6 = N Ly Walk			5.76	40.75	
		1+62			
66' N = N Cb			5.46	41.05	
68.7 = N Ly Island			5.43	41.08	
68.7 on Walk			5.84	40.67	
76.6 = N Ly Walk			5.72	40.79	
		1+72.93 = S Cor S			
66' N = N Cb			5.14	41.37	
68.7 = N Ly Island			5.13	41.38	
" on Walk			5.58	40.93	
76.6 = N Ly Walk			5.44	41.07	
		1+96.04 Island End	Taken Radial 9' W on N Cb		
67.7 = N Cb			4.50	42.01	
70.4 = N Ly Island			4.47	42.04	
" on Walk			4.86	41.65	
78.5 = N Ly Walk			4.83	41.68	

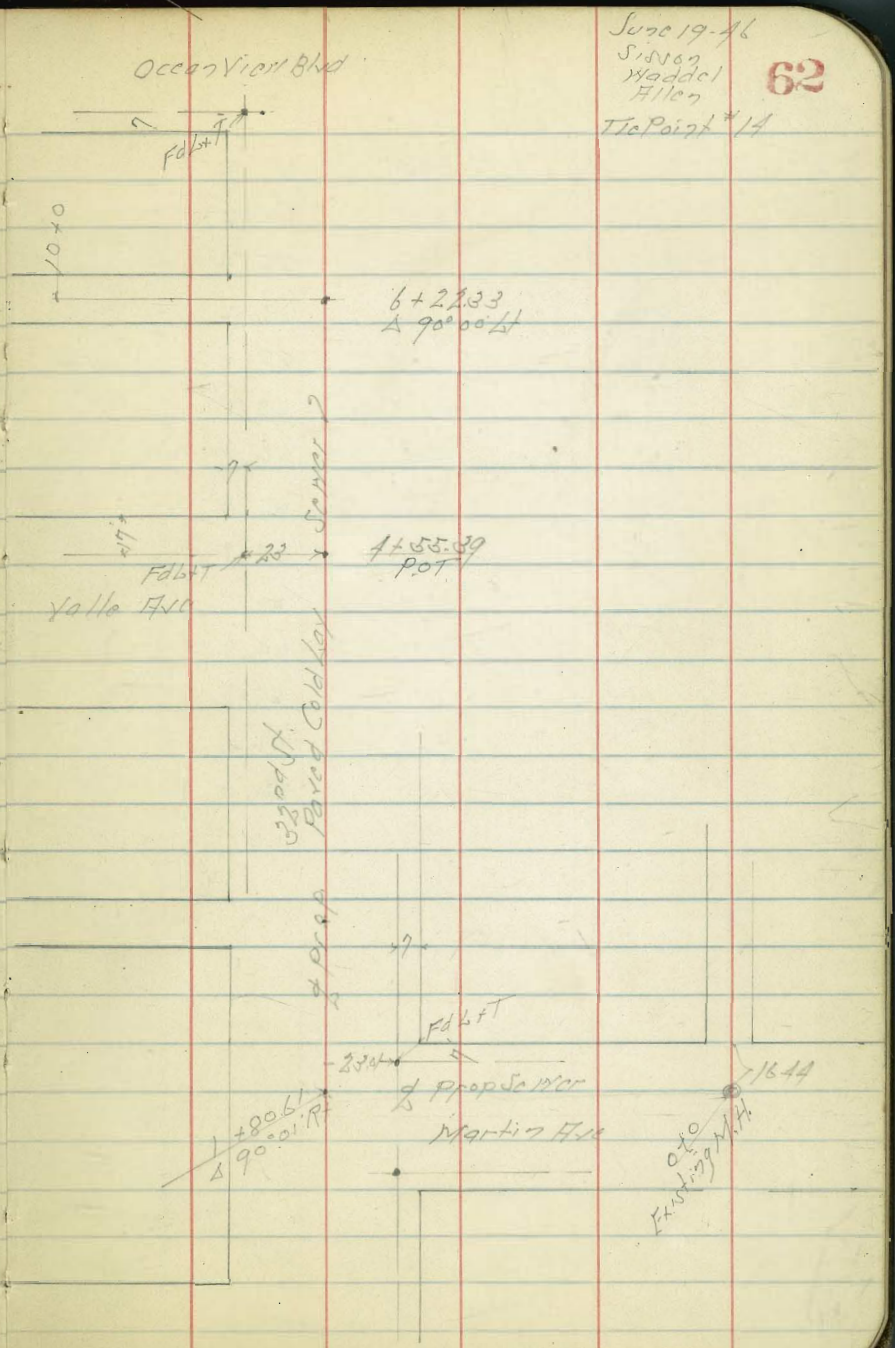
46.51

2+49.16	Taken Radial		
72'N = N Gutter in Drive		4.72	41.79
82.7 N = N Ly Walk		4.26	42.25
2+42.28	Taken Radial		
67.9 N = N Gutter in Drive		4.33	42.18
78.1 N = N Ly Walk		3.65	42.86
2+65.90	Taken Radial		
59' N = N Cb		3.23	43.28
68.7 N = N Ly Walk		3.00	43.51

Proposed Sewer Martin Ave 32nd St to Alley East. 32nd St Martin Ave to Alley Between Valle Ave & Ocean View Blvd

June 19-46
Sisson Haddad Allen
62

BM	0.39	60.79		60.40	SDST Top F Hyd Ocean View Blvd 432nd St
TP	0.04	47.90	12.93	47.86	
TP	0.81	56.00	12.71	35.19	
0+0 =	Face MH		12.68	23.32	on Ring
"			17.76	18.24	Flow Line
+50			8.3	27.7	
1+0			1.8	34.2	
TP	11.44	46.63	0.81	35.19	
+50			9.0	37.6	
+60	= E ly Cold Lay Pav		8.10	38.53	
+80.61	= Δ 90°01' Rt = ℄ 32nd St		6.94	39.69	on Rod Hall
2+0			1.42	40.21	
+50			4.05	42.58	
3+0			0.99	45.64	
TP	12.12	58.41	0.34	46.29	
+50			9.59	48.82	
4+0			1.68	51.73	
+55.39	= N 17½ Line of Valle		1.81	53.60	
5+0			3.96	54.45	
+50			2.23	55.18	
6+0			2.58	55.83	
+22.33	= Δ 90°00' Lt.		2.34	56.07	
+42			2.2	56.2	on Rod
+50			1.5	56.9	on Ground over Paving
TP	11.26	68.75	0.92	57.49	



		68.75			
6+81			7.5	61.3	
7+0			6.1	62.6	
"	17' Rt. of Σ		12.4	56.4	Ground
"	10.10 Rt " " S.W. Cor Conc Block Bldg Under Const.		10.6	58.2	on Floor
+19	4' of Σ = Σ + Rly Hobbs		3.6	65.2	on Floor
+50			3.7	65.1	
8+0			2.4	66.4	
"	11.5 Rt of Σ		1.5	67.3	on Ground
"	17 Rt "		12.9	54.9	" "
+50			2.7	66.1	
9+0			3.9	64.9	
"	14 Lt of Σ = Σ + Rly Hobbs		1.1	67.7	on Floor
+50			7.6	61.2	
10+0			12.8	56.0	
B.M.			8.35	60.40	S.W. Top Fthd Occupy Yard +3.32 60.40

Montezuma Road + College Ave. Transfer of Bench Mark

Sept. 29-49
H.S. Sosa
Garber

B.M.	1.903	454.413		452.51	SE Top Hd Montezuma College + Ave
B.M. Set			4.583	449.83	NE BP Hy Rotary Montezuma + College

Paving on Montezuma East of College Ave is A.C. and 5" thick

Tested new ℄ opposite N.E. Curb E.C.
Also E℄ Paving East of College Ave

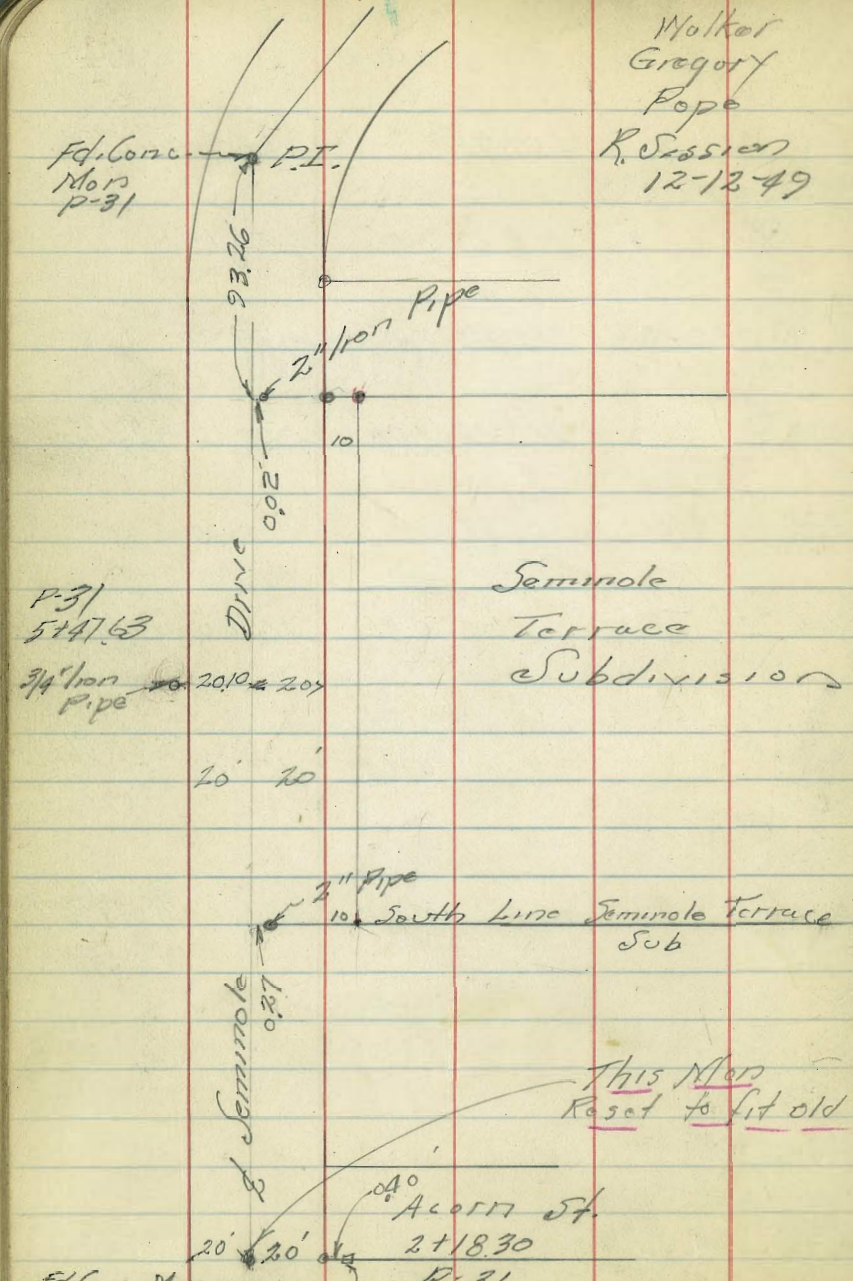
Seminole Drive Bench Levels South Easterly of El Cajon Blvd.

BM	5.25	457.71		452.46	SW BP El Cajon + Redondo
	10.07	464.22	3.56	454.15	
	2.32	462.27	4.27	459.95	
BM #1	1.30	462.36	4.21	458.06	1" P, PC 22' Rt 17+0 Pave 33 458.87
	8.46	466.81	4.01	458.35	
BM #2			0.81	466.00	Spk in P 175666 18' Rt 7+00 Pave 33 466.02
BM			5.62	461.19	0.7' S R.R. Mon + Lead Plug 22' Rt 14+56 Pave 57.67
BM			3.21	463.60	0.7' N R.R. B.C. 03 Mont 9+22.05

Walker
Gregory
Pope
R. Session
12-12-49

Ties To Seminole Terrace Subdivision

Supplementary Notes to FB 2037



Seminole Terrace Subdivision

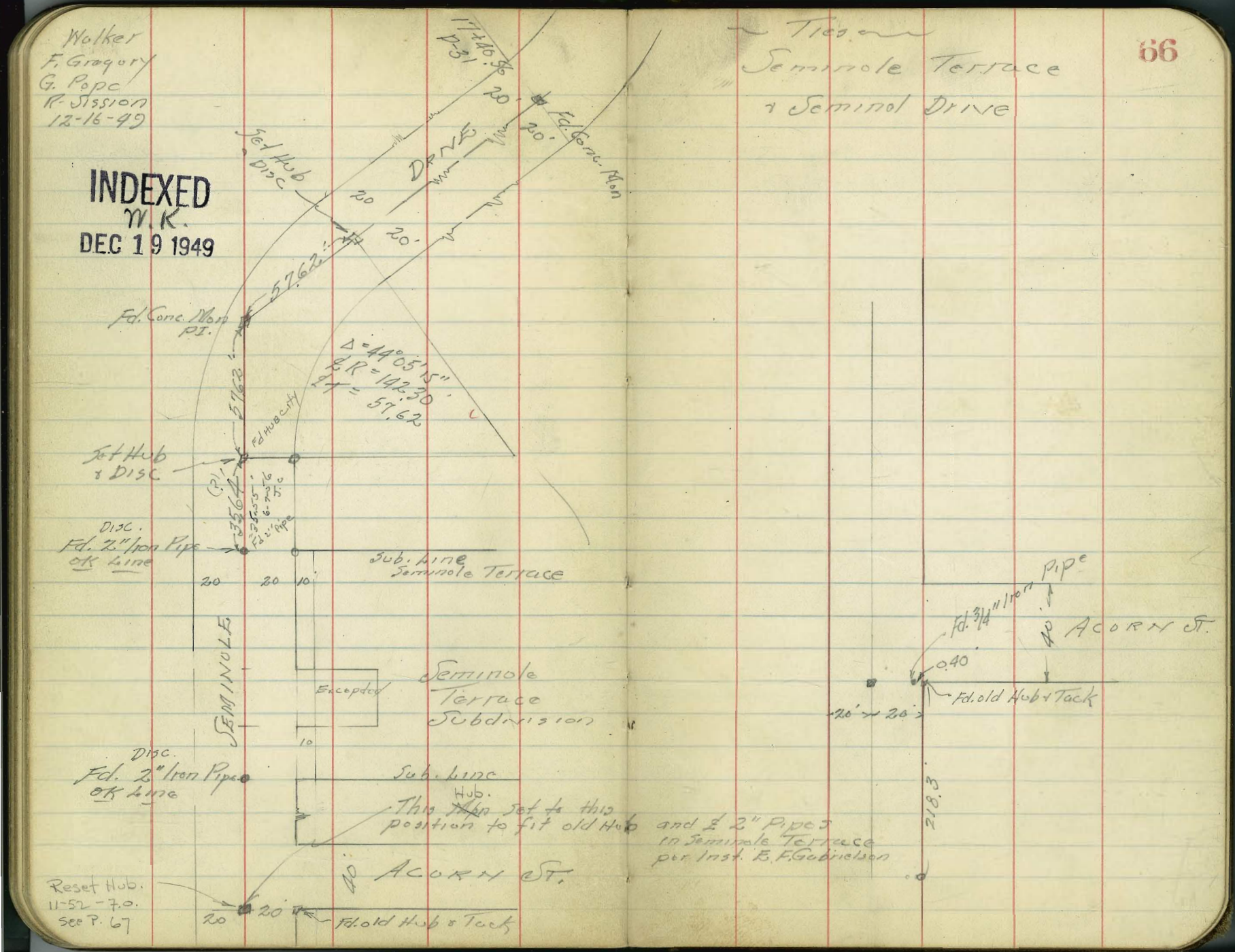
See Page 66

This Mon Reset to fit old Hub & Tack at S.E. Cor Acorn & Seminole Dr. as per Instruction E.F. Gabrielson

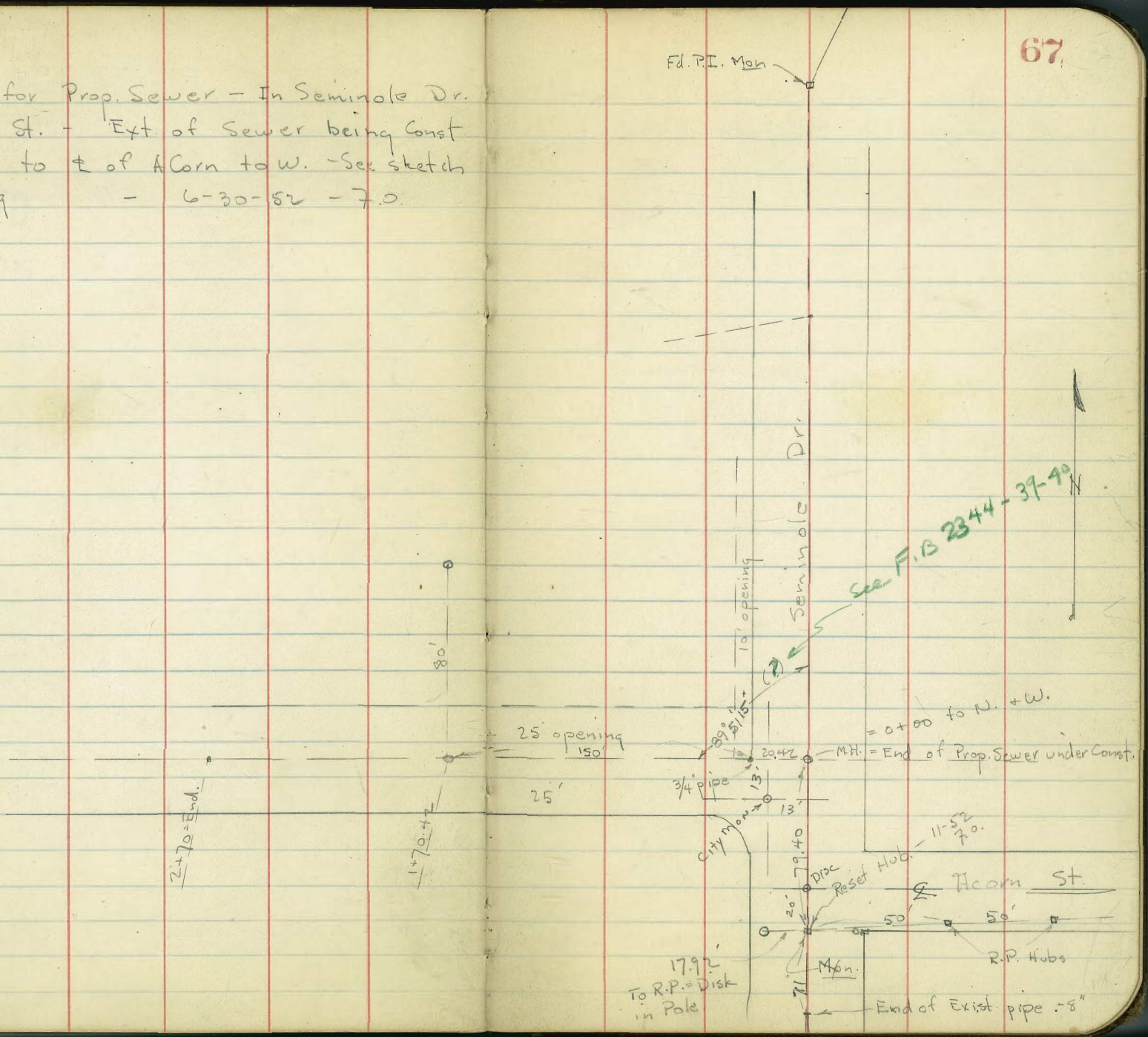
See P-66 for New Curve Data

Walker
F. Gregory
G. Pope
R. Sisson
12-16-49

Ties
Seminole Terrace
& Seminol Drive



Survey for Prop. Sewer – In Seminole Dr. + Acorn St. – Ext of Sewer being Const By City to ℄ of Acorn to W. – See sketch
W.O. 20009 – 6-30-52 – 7.0



Levels along ℄ of Prop. Sewer – Acorn St.
W. of Seminole Dr. – sketch – P. 67

	Lt.	℄	Rt.
3+00			65.2
2+00			65.3
1+00			65.8
Ground Both sides Level			
0+00 = M.H. – to be Const.			65.6
			400' Elev. Not Noted.
B.M. = S.E. Pole – Seminole + Acorn		465.68	Actual Elev. Shown

Levels along ℄ of Prop Sewer - in ℄ of Seminole Dr. - Acorn to N.

3+80 = End. = Lot Line S. of Stanley St.	65.4
3+00	65.6
2+00	65.7
1+00	65.9
0+00 = M.H.	65.6

"A" Line —

Sta.	+	HI	−	El							
0				300.00	Arbitrary Set 70=	11		1699	5.9	164.0	Grade
	0.9	300.9				12			11.9	158.0	"
	−0.2	288.2	12.5	288.4			2.5	160.5			
1			4.1	284.2		13			8.5	152.0	"
	0.1	275.3	13.0	275.2			0.0	148.0	12.5	148.0	
	0.2	262.5	13.0	262.3		14			2.0	146.0	"
2			8.1	254.4		15			8.0	140.0	"
	0.4	250.2	12.7	249.8			0.3	135.2	13.1	134.9	Plat rotated 4° clockwise
	0.2	237.4	13.0	237.2			0.9	123.2	12.9	122.3	
3			7.2	230.2		16			4.8		
	1.2	225.7	12.9	224.5			1.2	111.4	13.0	110.2	
4			2.3	223.4		+75			10.2		
	0.4	213.0	13.1	212.6		17				87.0	
5			6.2	206.8		+25			2.6	108.8	
	1.7	201.8	12.9	200.1			12.2	123.4	0.2	111.2	
6			8.1	193.7	Grade	18				122.0	Grade
	0.8	194.5				19					
7			10.2	184.3		20				110.0	"
	0.7	182.1	13.1	181.4			0.7	110.7	13.4	110.0	
8			0.1	182.0	Grade	21			6.7	104.0	"
9			6.1			22	0.6	98.6	12.7	98.0	"
10			12.1	170.0	Grade	23			6.6	92.0	"
	0.6	169.9	12.8	169.3		24	0.0	86.0	12.6	86.0	"
						25			6.0	80.0	
						26	0.6	74.6	12.0	74.0	
						27			6.6		
						28			12.6		

"B" Line

Sta	+	HI	−	El.								
0	0.9	300.9		300.0	@ 5%			229.1				
1			11.9	289.0	Grade		3.9	220.0	13.0	216.1		
	0.4	289.4				16			6.0	214.0	13.9 / F7.9	
2			5.4		"	17			11.0		Gr. ✓	
3			10.4	279.0	12.6 / C2.2		2.7	209.7	13.0	207.0		
	2.2	284.8	6.8	282.6		18			5.7	204.0	C0.5	
4			10.8	274.0	7.1 / C3.7	19			10.7		~~Gr~~ C1.0	
	1.6	273.4	13.0	271.8			3.0	199.7	13.0	196.7		
5			4.4	269.0	14.1 / F10.3	20			5.7	194.0	C1.5	
6			9.4	64.0		21			10.7		C2.0	
7			14.4	259.0	6.9 / C7.8	+50			13.2		15.4 C0.3 / ~~F2.2~~	
	0.3	260.7	13.0	260.4			-0.7	183.6	15.4	184.3		
	1.4	249.1	13.0	247.7		22				184.0		
8			+ 4.9	254.0	7.0 / F11.9	23			~~7.6~~ 4.6	~~176.0~~ 179.0	Gr.	
9			0.1	249.0	Gr	24			13.1		7.2 / C5.9	
10			5.1		12.5 / F7.4		2.2	172.8	13.0	170.6		
	11.3	247.9	12.5	236.6		25			7.8	165.0		
11			8.9	239.0		26			13.3		Gr.	
12			13.9		9.1 / C4.8		4.8	164.3	13.3	159.5		
	3.5	238.4	13.0	234.9		27			10.3	154.0	"	
13			9.4	229.0	Gr.		2.1	153.4	13.0	151.3		
	3.7	229.1	13.0	225.4		28+50			7.6	145.8	"	
14			5.1	224.0		29			10.4	143.0		
15			10.1				1.0	141.4	13.0	140.4		

		141.4			
30			3.9	137.5	Gr
31			9.4	132.0	"
	0.9	129.3	13.0	128.4	
32			2.3	127.0	0.0 C 2.3
33	0.0		7.3		Gr.
	2.4	124.4	7.3	122.0	
34			7.4	117.0	"
35			12.4		"
	0.6	112.6	12.4	112.0	
36			5.6	107.0	"
	0.7	100.3	13.0	99.6	
37			+2.3	102.0	10.5 F 12.9
38			—	97.0	
+50			5.8	94.5	Gr.
39				92.0	"
40			13.3	87.0	"
	3.6	90.6	13.3	87.0	
41			8.6	82.0	3.7 @ 5.7
42			13.6		10.3 C 3.3

Proposed Sewer Alley Between Valle St + Martin Ave. From 31st St to 32nd St.

INDEXED

BM	0.66	49.27		48.61	H.W.B.P. Ocean View Blvd. + 31st St
TP	1.61	39.39	11.39	37.88	
0+00	= Fd. 31st St		5.9	33.3	
+35			4.6	34.8	
+44	103 Ft of 4" SEW Stucco House		10.1	29.3	on Basement Floor
+55.10	= Exist MH		13.05	26.34	on Floor
"	"	"	20.15	19.24	Flow Line
+63	52 Ft of 4" = Ely 30" Conc Pipe Culvert		14.04	25.35	Flow Line
1+00			12.3	27.1	
+10			12.3	27.1	
+50			7.8	32.1	
TP	11.85	50.77	0.47	38.92	
2+00			10.4	40.4	
"	50 Ft of 4"		14.5	36.3	
+37			3.1	47.7	
+50			2.8	48.0	
3+00			1.3	49.5	
"	100 Ft of 4"		7.3	43.5	
TP	10.96	61.58	0.15	50.62	
3+27			10.0	51.6	
"	89 Ft of 4" = SEW From 1.7 House			59.9	on Floor
2+67			7.3	44.3	
"	94 Ft of 4" = SEW From 0.2 House			61.4	on Floor
+95.41	P.O.T.		3.66	57.92	on Stub

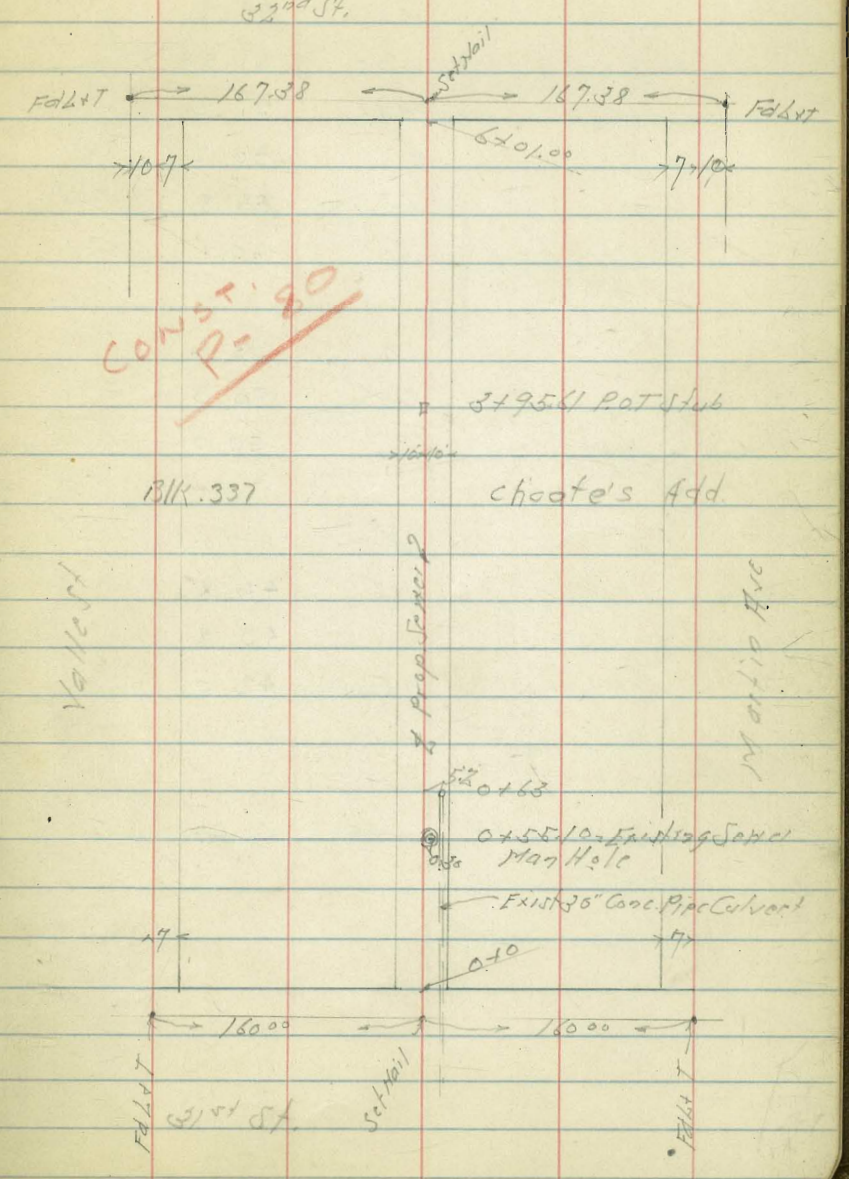
Indexed
C.S.K.

T.P. #14

INDEXED

March 11-16
Sisson
Osborne
Boggs
Waddell

78



		61.58			
4+27			3.4	58.2	
"	23.4 ft of 7 = 5.5 ft Frame House		0.00	61.58	on Floor
+50			4.4	57.2	
"	100 ft of 8		11.4	50.2	
+77			5.8	55.8	
"	94.7 ft of 7 = 7 ft SH Stucco House		1.5	60.1	on Floor
5+0			8.0	53.6	
+50			11.3	50.3	
+57	15 ft of 7 = 11 ft Frame House		11.6	50.0	on Floor
TP	5.83	55.41	12.00	49.58	
+85			8.6	46.8	
6+0.00	= W. 32nd St		11.6	43.8	Graded
+11	= W Colfax 32nd		13.4	42.0	on Paving
TP	7.00	61.98	0.43	54.98	
BM			1.45	60.53	SW Top Fire Hyd. Occ. 32 Ave + 32.02 ft 60.40

INDEXED

150' Sewer grades
BLK 337 Choates Add

Moore
Begg
Greer
Roberts
11-4-47.

W.O. 60205

Sketch P. 78

Stakes set @ 25 intervals and 4' S. of P.T.

check to orig BM	0.19	48.62	48.61		
T.P.	9.15	48.81	3.04	39.66	
T.P.	6.80	43.30	1.96	36.50	
T.P.	1.31	38.46	11.84	37.15	
H.W.B.P.	0.38	48.99		48.61	

Occa View Blvd and 31st

2+64.9	M.H. #1	33.83 11.17 45.00	45.00
1+50 end			33.83 9.47 2.16 C 7.31
1+25		S.P.	31.40 7.06 1.96 C 5.10
1+00			28.96 9.50 6.04 C 3.46
0+75			26.53 17.93 9.34 C 2.59
0+50			24.10 14.36 11.57 C 2.79
0+25			21.67 16.79 10.68 C 6.11
0+00 = Ex. M.H.			19.24 19.22 3.27 C 15.95 on Rim

175' Sewer in Blk 337 Cheates Add.

Sommermeyer
McCoy
Jones
2-14-49

N.W.B.P. Ocean View. & 31st → B.M. page 80

Stakes -5' So of ℄

48.61
8.59
57.20
10.04
47.16
4.65
51.81
1.20
50.61
11.77
62.40

51.81 ℄

2+64 ℄ = M.H. #1

45.00
6.81
1.20
C 5.61

2+50

43.57
8.24
2.18
C 6.06

2+25

41.13
10.68
3.56
C 7.12

9.72 ℄ to

2+00

38.70
13.11
4.36
C 8.75

1+75

36.26
15.55
6.39
C 9.16

1+50 = Exist. D.E.

33.83
17.98
10.84
C 7.14

Dead end

3+25

.84 ℄ to

45.50
16.90
5.63
C 11.27

3+00

45.29
17.11
8.32
C 8.79

2+75

62.40 ℄

45.08
17.32
10.82
C 6.50

At Overhead Xings —

Rail				100.0	Assumed
	7.2	107.2			
			9.4	97.8	Invert of Culv. —

2

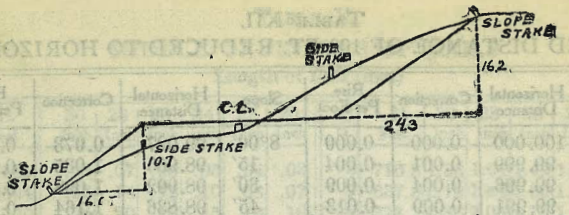
203 = El of Blw at underpass —

16+02.22

N. 14° E

13+23.00 | 118° 33 | 237° 04

IMPROVED TABLES AND INFORMATION



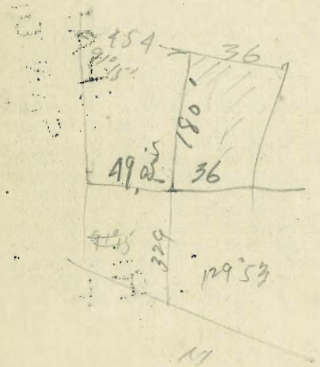
DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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 50	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.

237
.64
948
1422
1516 8



12.81
5.02
9.79
4.90
14.69

1088
22
566

3255
340
8.2

9.0
55
2.5

2200
55
2255

1937
194
36
230

1400
18
122

2463
252.5
11.9
29.0

198
55
143

143
2.5
37.5
5.5
137.5

129°53

188
300
113
187

65
48
113

15.42
4.03
11.21
3.75
14.96

57
3.5
53

35.0

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO.
CALIFORNIA.

15.0
14.3
2.75
145.75