

-1414-
NAME EL. CATON

Class _____ Course _____ Party A&D#7

Alignment

300
FIELD NOTES

No. 403P

ESPECIALLY ADAPTED
TO THE USE OF
ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

MICROFILMED

DEC 23 1964

INDEX

FL CAJON BLVD.

Alignment

0+00 to 126+66.86

1-22

Topog. 113 to 126+66

24-32

741.91 N 50° 08' E

0+00

Feb 14-27¹
Clark
Culver
Rodier

East Line City Limits

rod 2x2 hub

0+00
set 2x2 hub

39.13
15'

Found Tack

39.50

Found. Cont. Mon

Offset Line 2

15'

15'

4

Sta. Align. Def. True Brq. Curve Data Mag. Brq.

1128.29
N 60° 48' E

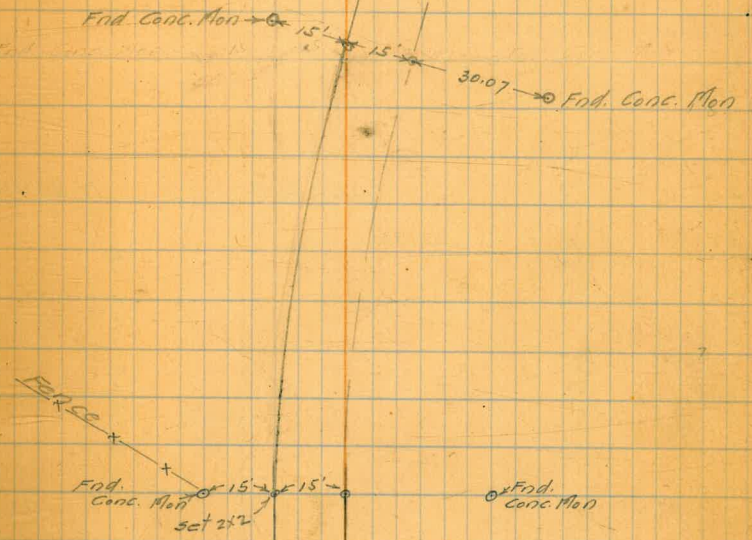
N 45° 00' E

8+34.42	PT	5° 20'		⊘
				A = 10° 40'
8+00		4° 21'		R = 1000
7+65.97		3° 22' 30"		L = 186.17
7+50		2° 55'		T = 93.35
(7+41.60)	P.I.		15' Offset	Ch 50' = 50.75
			Left	Ch 51.75 = 52.53
				Ch 34.42 = 34.94
7+00		1° 29'		
6+		10° 05'	38.35	
6+48.25	RC.	RT		
6+48.56				

741.91 - N 50° 08' E

30.07

2



Sta	Align.	Def	True Brq.	Curve Data	Mag. Brq.
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1128.79 N60°48'E

N60°48'E

N.45°00'E

15' Offset Line

N. & T. in Pole

73.4

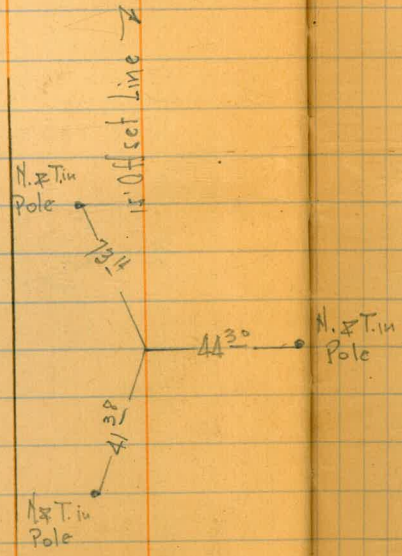
44.3°

N. & T. in Pole

N. & T. in Pole

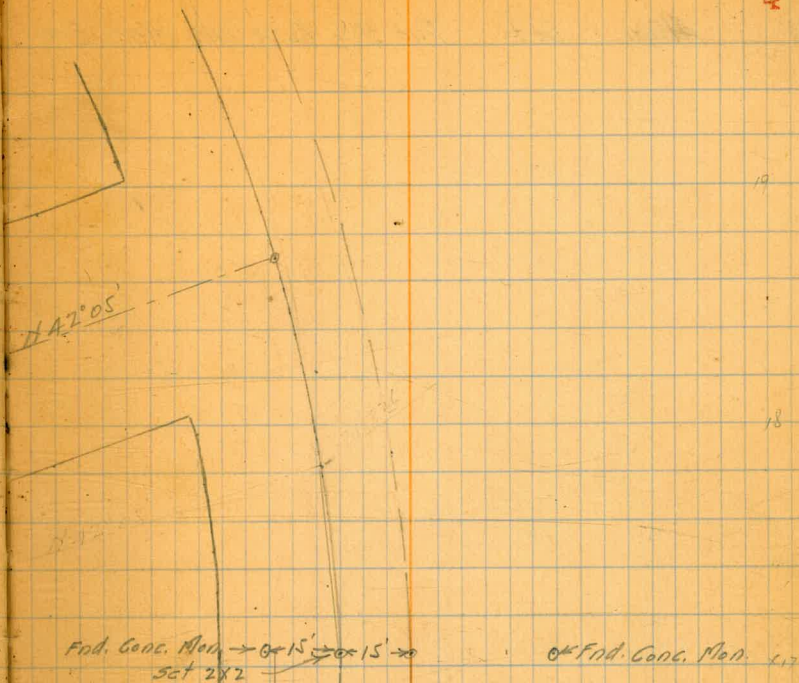
4.2

12+30.50 P.O.T.



Sta Align. Def True Brg. Curve Data Mag. Brg.

Sta	Align.	Def	True Brg.	Curve Data	Mag. Brg.
19750	995.12 N 44° 28' E	6° 08'			
19400		4° 53'		$\Delta = 16^{\circ} 20'$	
(18+69.07) P.I.				$R = 1150.$	
18750		3° 38'		$L = 327.83$	
18400		2° 23'		$T = 165.04$	
			15' offset Left	$\left. \begin{array}{l} \text{Ch } 50' = 49.35 \\ \text{Ch } 45.97 = 45.37 \\ \text{Ch } 31.86 = 31.36 \end{array} \right\}$	
+50		1° 08'			
17+04.03 17+04.327		LT			
	1128.29 N 60° 48' E		N 60° 48' E		N 45° 00' E



Sta Align Def True Brq Curve Data Mag. Brq.

Feb-15-27⁵

995.12 N 44° 28' E

20+3186) ~~PT.~~
20+3185) ~~Cur.~~
RT.

8° 10'

20+00

7° 22'

End Conc. Mon → ~~15'~~ → 15' → 20
Set 262

End Conc. Mon

24

23

22

21

20

Sta Align Def True Brq Curve Data Map Brq

28+50 N 69°10'30"E
835.34

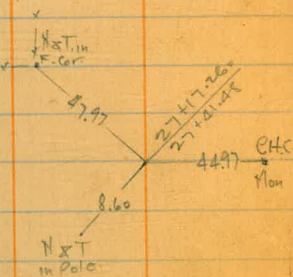
(28+37.22) RT. 6°55' A=24°42'30"
R=550
L=237.18

28+00 4°19' T=120.46

27+95.11 4°03' Ch 50 = 51.34
27+75 3°00'30" 15' offset
27+50 1°42' Left Ch 32.74 = 33.67
Ch 4.44 = 4.56

27+17.26 } RC. RT.

27+41.48 }



27+2X2 → 15' → 30' → End. Conc. Plan

995.12 N 44°28'E

27

26

25

24

Sta Align Det True Brg Curve Data Mag. Brg.

7

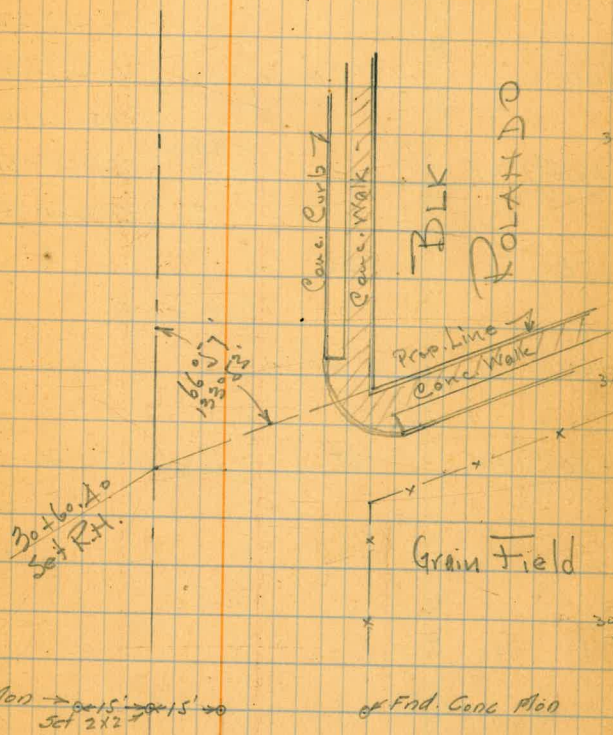
N 69° 10' 30" E

825.34

29+54.4 RT. 12° 21' 15"

29+50 12° 07'

29+00 9° 31'



Sta Align Def True Brg Curve Data Mag Brg

38+36.44¹ P.T. 4°05'45" ✓

~~38+37.50~~

38+00

3°34' ✓

A = 8°11'30"

37+50

2°51' ✓

R = 2000

T = 143.22

37+00

2°08' ✓

L = 285.9A

(36+93.22) P.I. X

15' Offset Left
 { Ch 50 = 49.62 ✓
 Ch 49.50 = 49.13 ✓
 Ch 36.44 = 36.16 ✓

36+50

1°26' ✓

36+00

0°43' ✓

35+50.50¹ P.C.

Lt

35+38 P.C. Area H.B.

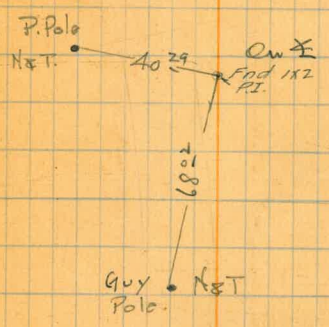
35+26¹

426.67 P.C. Curve

835.34 N69°10'30"E

Set 2x2 500 15' End 1X2

8



Set 2x2 500 15' set Tack

38

37

36

35

34

Sta Align Det True Brq. Curve Data Mag Brq.

Pole at 155 → 44+38

9

41+70³⁸ P.O.T.

N 60° 59' E 1004.80

at 155 →
Set 242

431

438

41

40

39

Sta 54+06.85 Aliqo Det. Tric Brg Curve Data Map Brg.

49+36.27 PT 13° 56'

49+00 12° 54'

48+50 11° 28'

48+00 10° 02'

47+50 8° 36'

47+00 7° 10'

(46+98.27) P.I.

46+50 5° 44'

46+46 5° 38'

46+00 4° 18'

45+50 2° 52'

45+00 1° 26'

44+99.37 P.C. RT

44+99.37

680.86

N 60° 59' E 1004.80

A = 27° 52'

R = 1000

T = 248.09

L = 486.36

15' Offset Left
 Ch 50.50 - 50.75
 Ch 50.07 - 50.83
 Ch 36.29 - 36.83

Foundry Hub
 0.5' Under Ground

47.29

N.T. in P. Pole

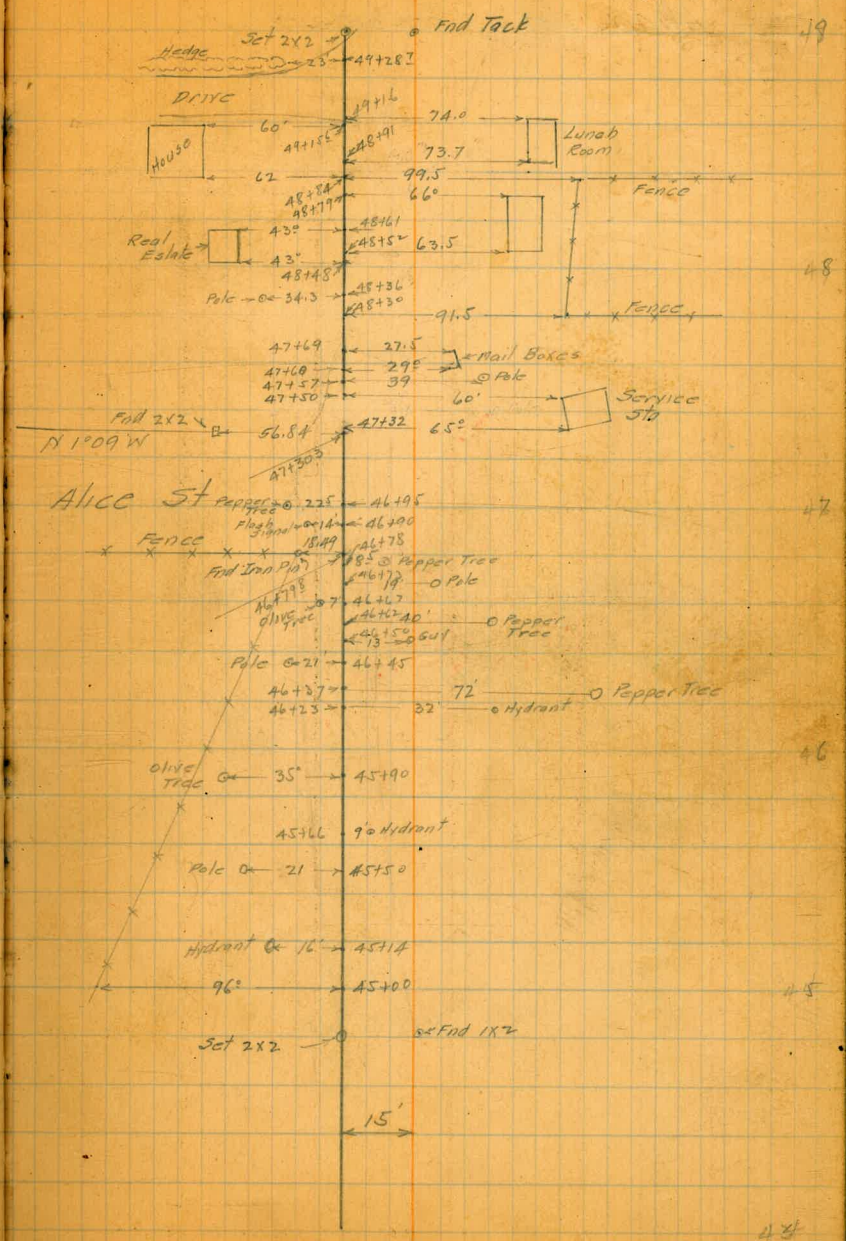
39.3

37.00

N.T. in P. Pole

47+32

56.8W 10
 18.49



19

48

47

46

45

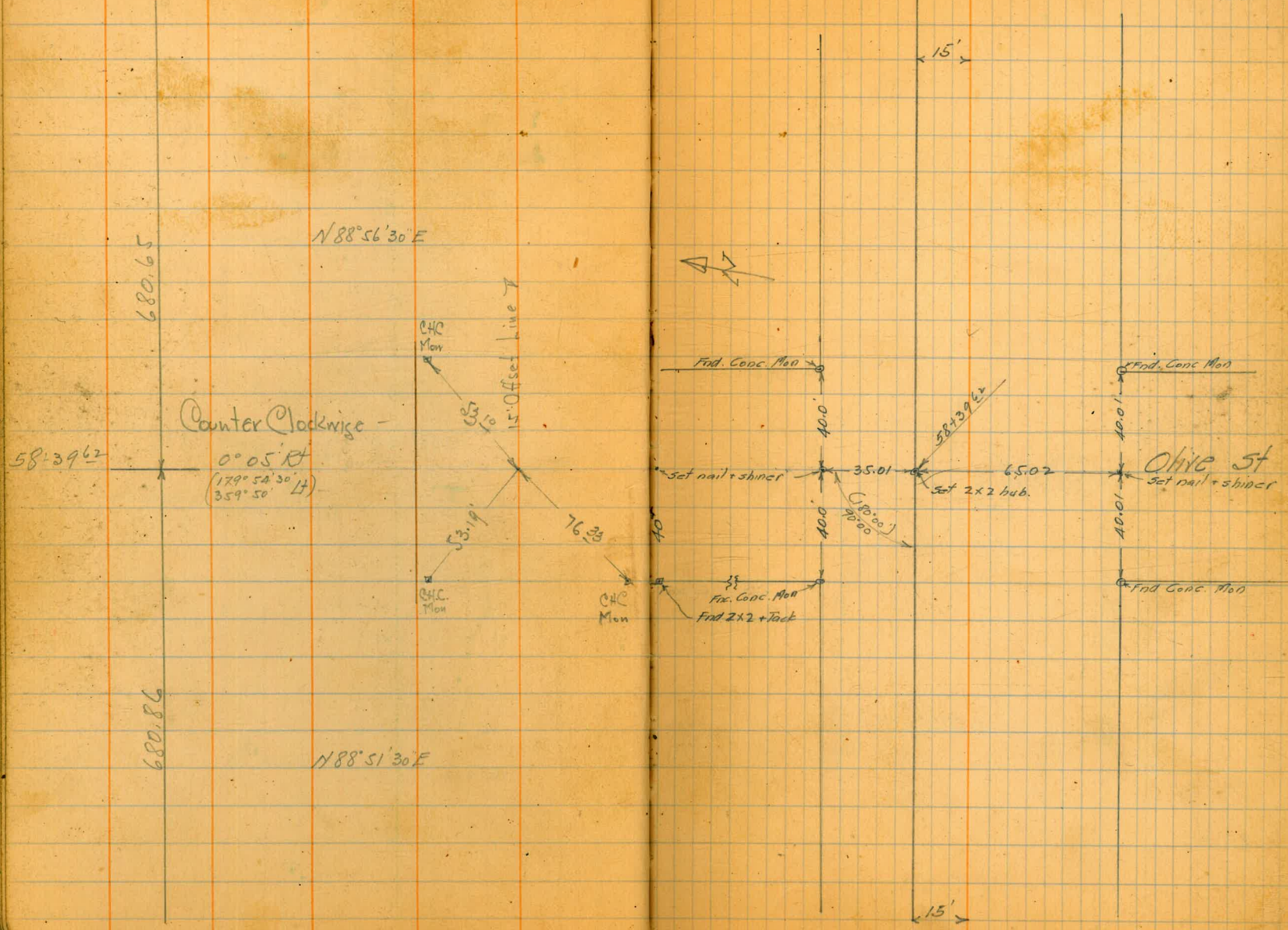
44

Sta Align Def. Bearing Curve Data Mag. Brq.

50.01
100.00
25.01
25.00

11

80.00
10.01



Sta Align Def Bearing

679.50

N 88° 50' E

65119.62
65120.27

0° 06' 30" Lt
(179° 54' 35" Rt)

W.M.T. Pole

49.80

45.57

76.16

W.M.T. Pole

C.H.C. Mon.

680.65

N 88° 56' 30" E

12

988.2
344
644

15'

Victoria St

Set Nail + shiner

34.41

64.41

Set nail + shiner

400

Set 2 1/2 hubs

89° 38'

(178° 55')

98.82

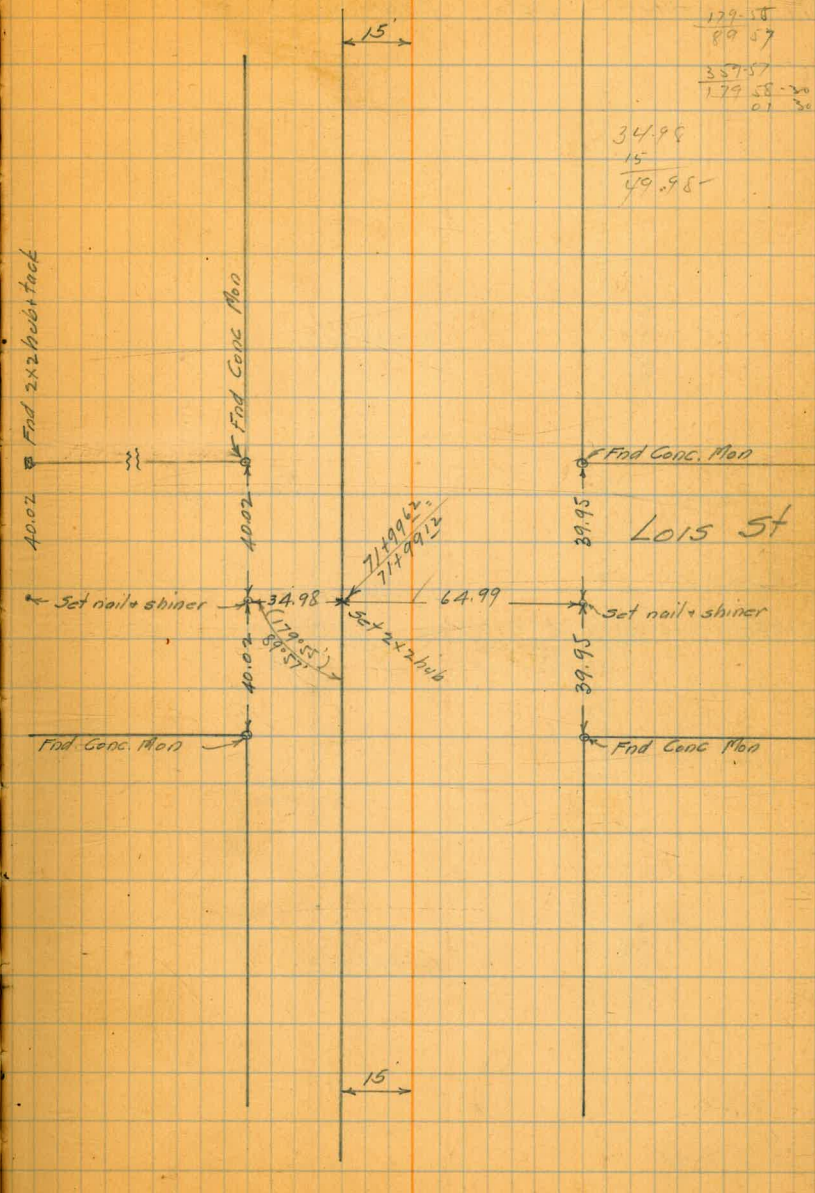
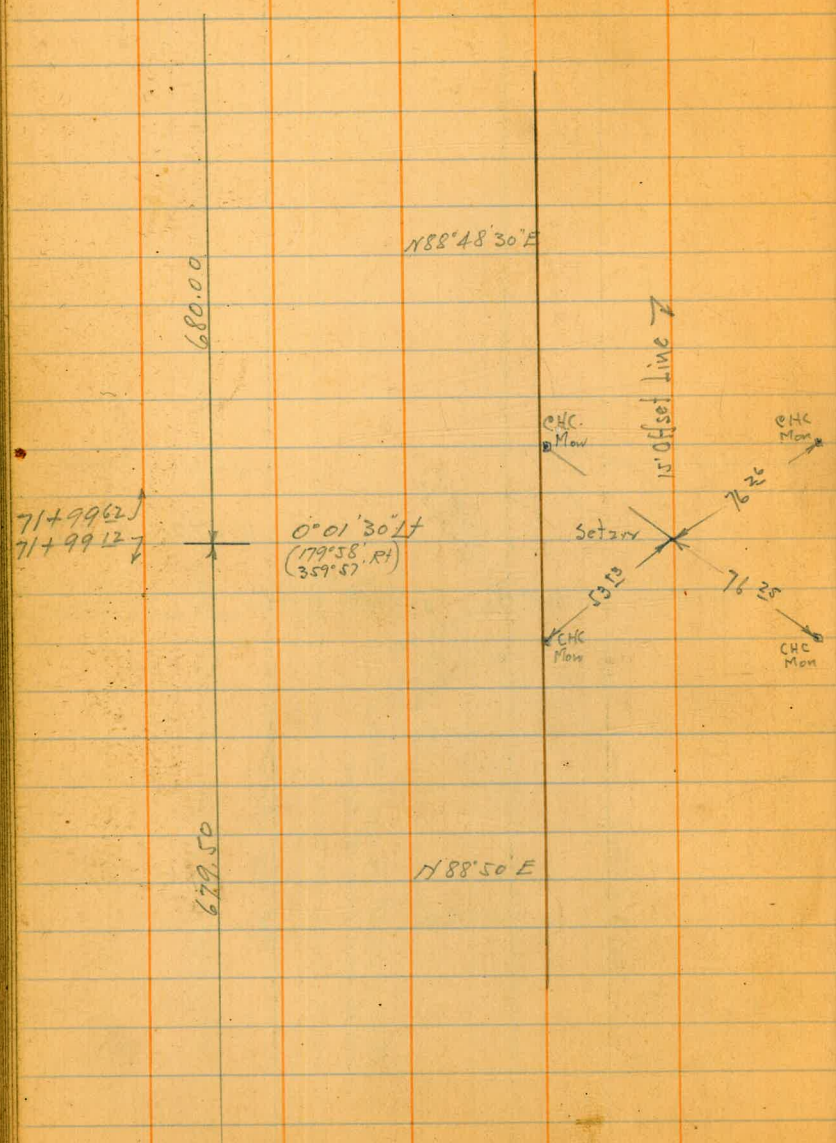
Angle turned to nail + shiner
on S. prop line El Cajon

40.0

Find Conc. Mon

15'

Sta Align. Def Bearing



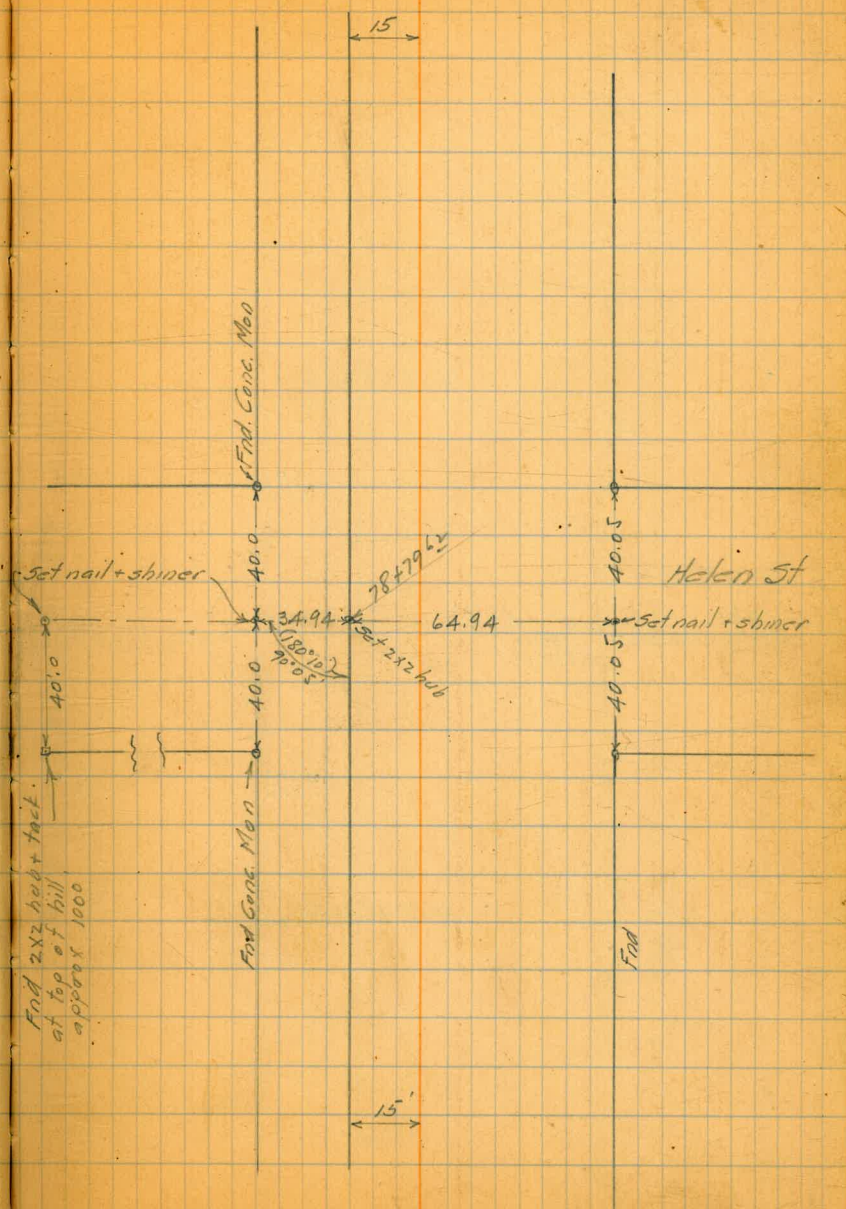
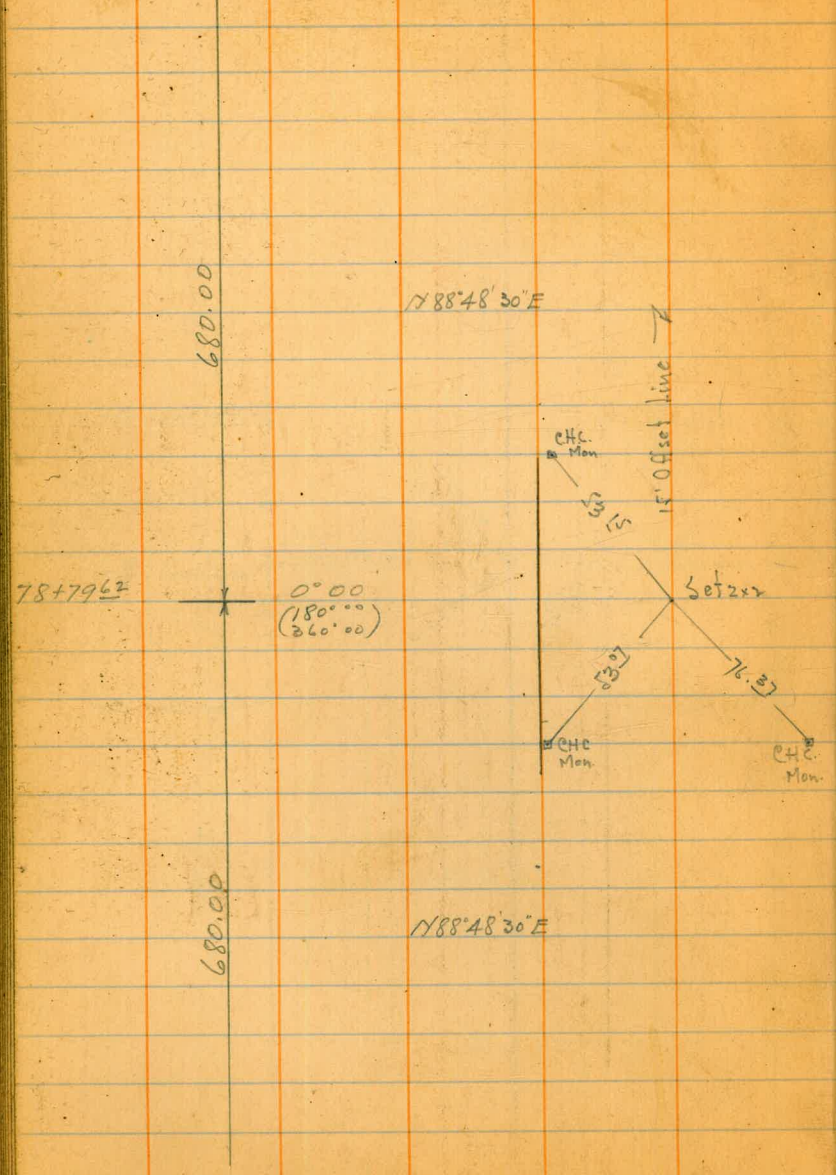
79.97
 209.98
 15
 34.98

79.97
 51.98
 64.99

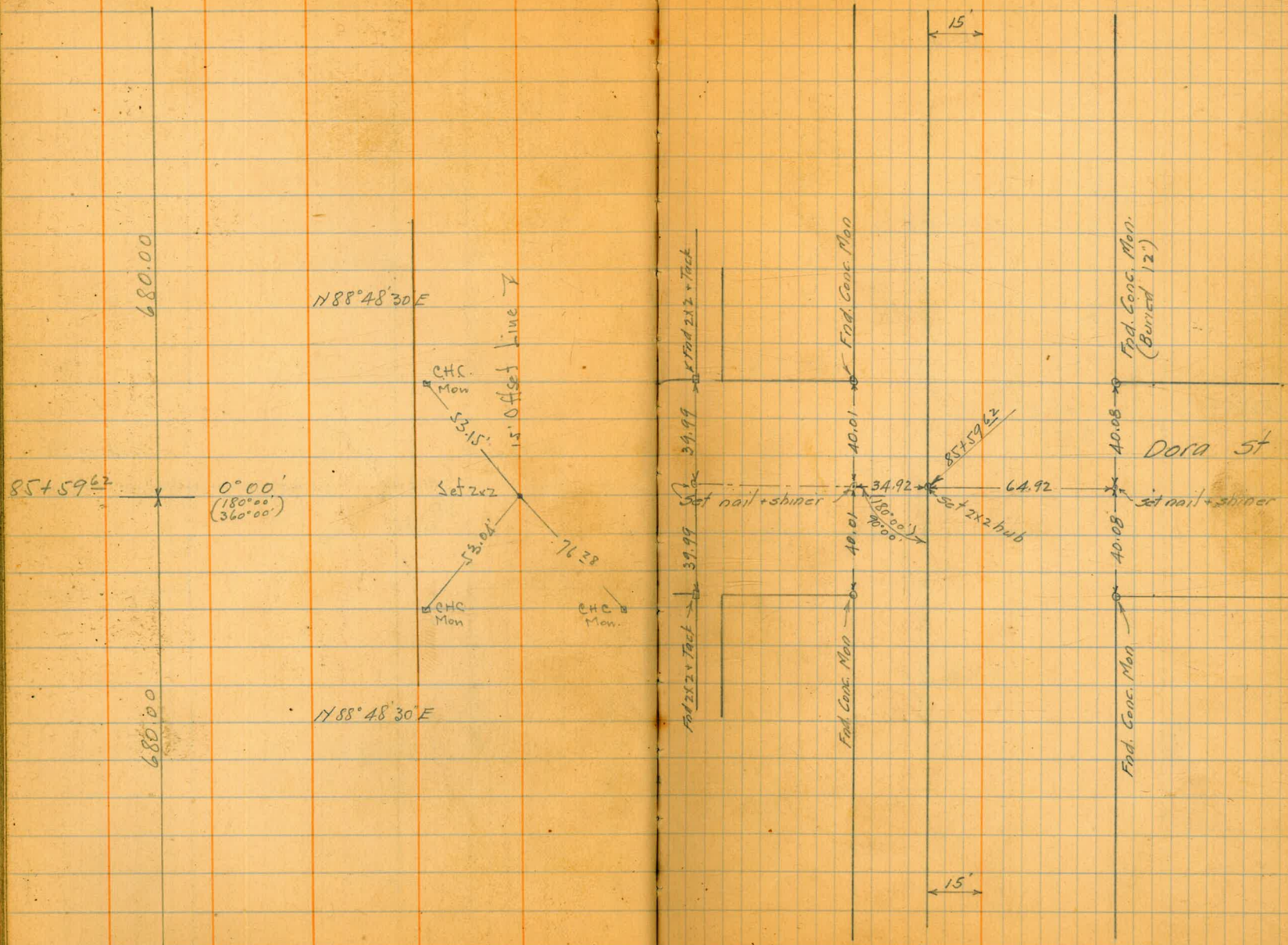
13
 179.57
 89.57
 357.57
 179.58
 01.58

34.98
 15
 49.98

Sta Align Def. Bearing



99.84
49.92
15
34.92



92+3962

680.00

0° 06' Rt
(180° 06' Rt)
0° 12' Rt

N88°54'30" E

N88°48'30" E

15' Offset line

CHC Man

CHC Man

CHC Man

42.55

60.28

76.36

63.4

31.7

Fod 2x2 hub + track

Set nail + spacer

Fod Conc. Man

Set nail + spacer

Fod Conc. Man

Fod. Conc. Man

FENCE

FENCE

15'

15'

60.00
30.00

99.92
49.96

79.82
39.91

16

72.79	15
87.38	00
88.46	30
49.20	
39.91	
70.82	

Isabella St

45.03

92+3962

64.96

(80.42)
90.27

39.91

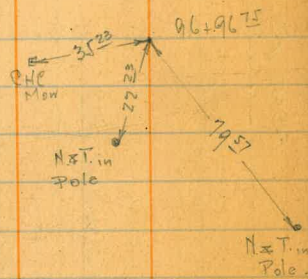
39.91

34.96

99+50	6° 41'	
99+14.5	PI.	
99+00	5° 22'	$\Delta = 22^\circ 40' 30''$ ($157^\circ 19' 30''$ / $314^\circ 39'$)
		$R = 1084.30$
98+50	4° 03'	$T = 217.40$
		$L = 429.16$
98+00	2° 44'	$\left. \begin{array}{l} \text{Ch } 3.25 - 3.30 \\ \text{Ch } -50' = 50.69 \\ \text{Ch } 25.91 - 26.27 \end{array} \right\} \begin{array}{l} 15' \text{ offset} \\ \text{Left} \end{array}$
97+50	1° 24'	
97+00	0° 05'	

96+96.75 RC. RT

96+93.4 POT.



$N 88^\circ 54' 30'' E$

Kennedy St



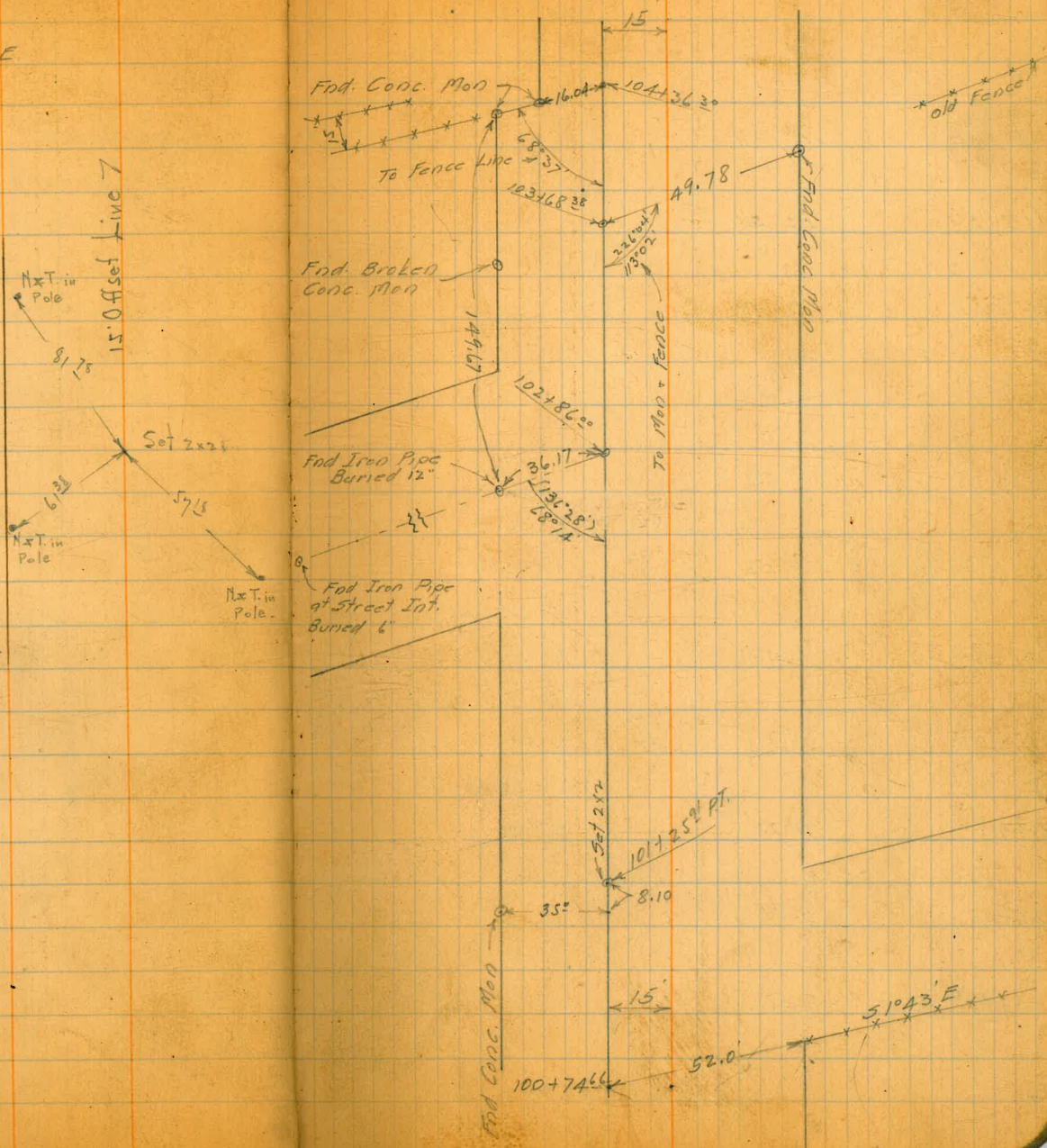
191-02
22-02

104+36³⁰ 569°12'30"E
 0°47'30" Lt
 (179°12'30" Rt)
 358°25'

103+68³⁸ City Limits La Mesa

102+86⁰⁰
 POT

101+259¹ PT 11°20'15"
 101+00 10°39'
 100+50 9°20'
 100+00 8°00'



110450 15° 20'

110400 13° 44'

109450 12° 09'

109400 10° 33'

108450 8° 58'

108400 7° 22'

107450 5° 47'

107400 4° 11'

106450 2° 36'

106400 1° 01'

105468²⁵ RC. Lt

Comanche Dr.

N 2° 04' W 5000

Fence

179 59 60
18 20 30
161 39 90

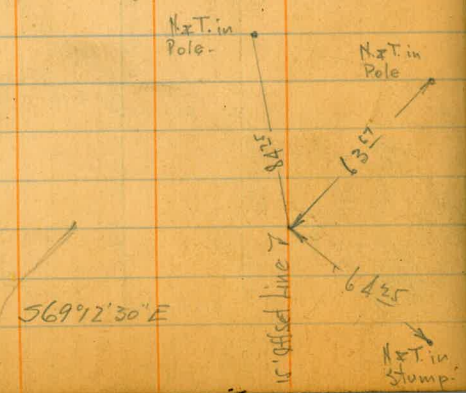
177 60
A = 36° 41'
43-19

105-60⁵³
7 23
105468²⁵

15 49
7 23
7 74

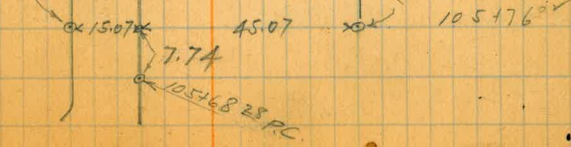
A = 36° 55'
R = 900.00
T = 300.41
L = 579.90
Ch - 50 = 49.17
Ch - 31.72 = 31.19
Ch - 48.18 = 47.37

is Offset Left



Fod Copc. Mon

Fod Copc. Mon



+50	4° 50' ✓	$\Delta = 21° 32'$
		$R = 1000'$
116	3° 24'	$T = 190.16'$
		$L = 375.83'$
+50	1° 58'	$\left. \begin{array}{l} \text{ch } 50' = 50.75' \\ " 18.71 = 18.99' \\ " 7.12 = 7.23' \end{array} \right\} \begin{array}{l} 15' \text{ Offset} \\ \text{Left.} \end{array}$
115	0° 32'	

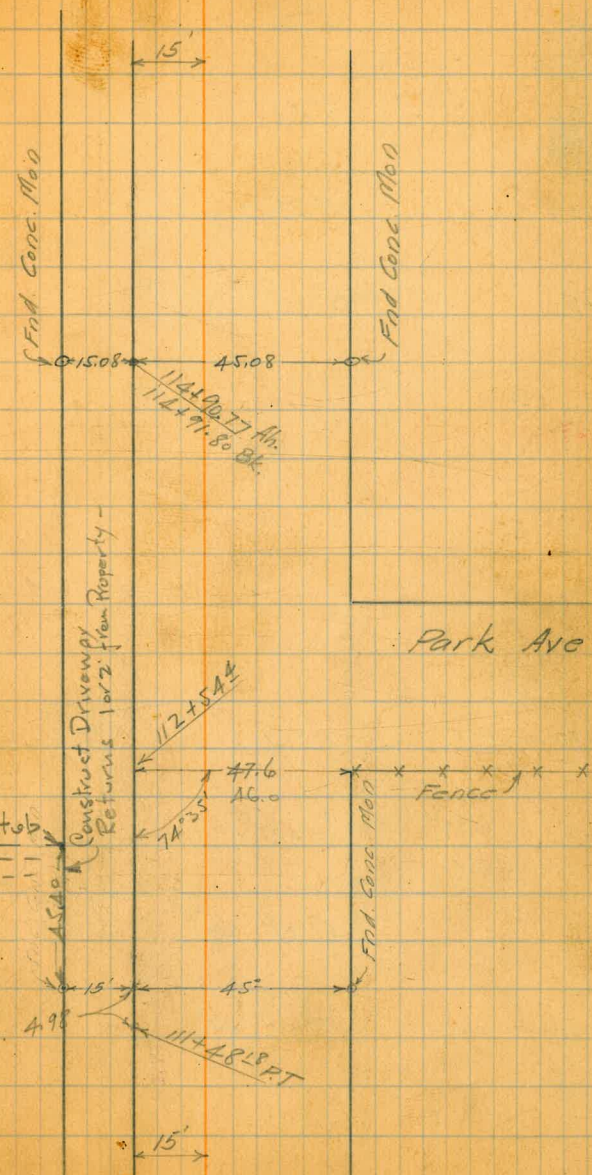
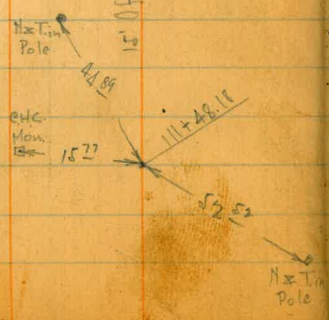
112+81.29 P.C. RT
 114+82.32 POT. =
 EQUATION
 CFM



4.129
 18.71
 1000

1173° 52' 30" E

111+48.18 PT 18° 27' 30"
 111+00 16° 55'



124+02.63 POC 9°24.30"

124 4°20'

+50 2°54'

123 1°28'

+50 0°02'

122+48.56 PC

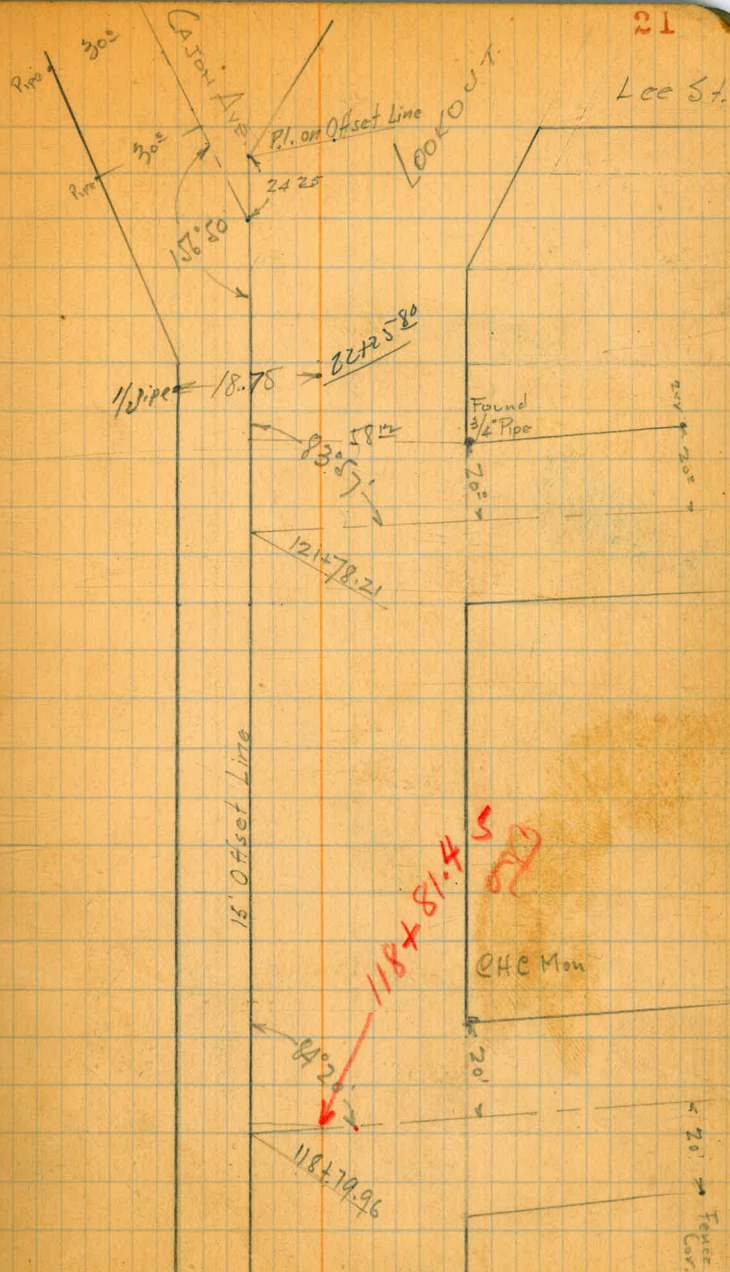
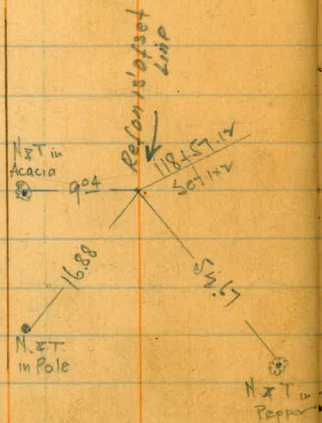
118+57.12 PT 10°46'

+50 10°33' ✓

118 9°08' —

+50 7°42' ✓

117 6°16'



Lee St.

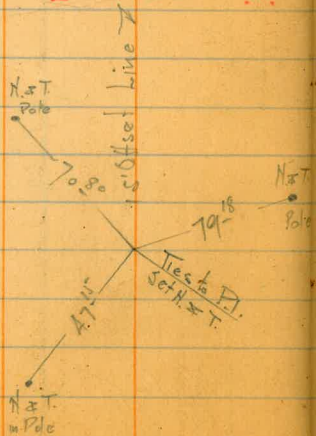
118+81.45

EHC Mon

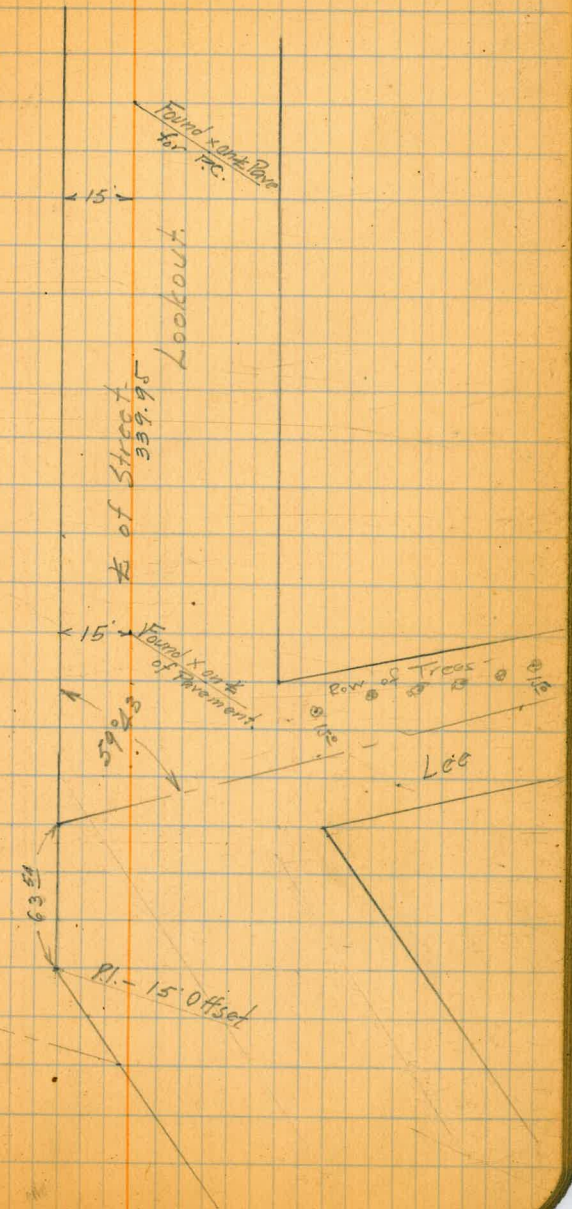
20' offset

126+72.65	
126+66.86	11°59'
+50	11°29'
126	10°03'
+50	8°38'
Pl.	
175	7°12'
+50	5°46'

$A = 230^{\circ}58'$
 $R = 1000'$
 $T = 242.25$
 $L = 918.30$ c.f.w.



El Cajon

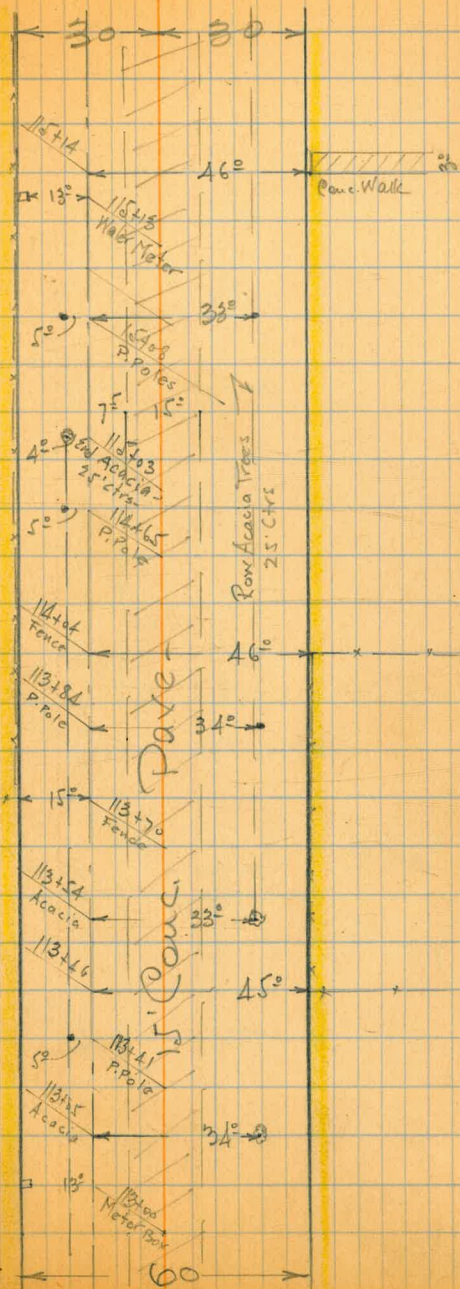


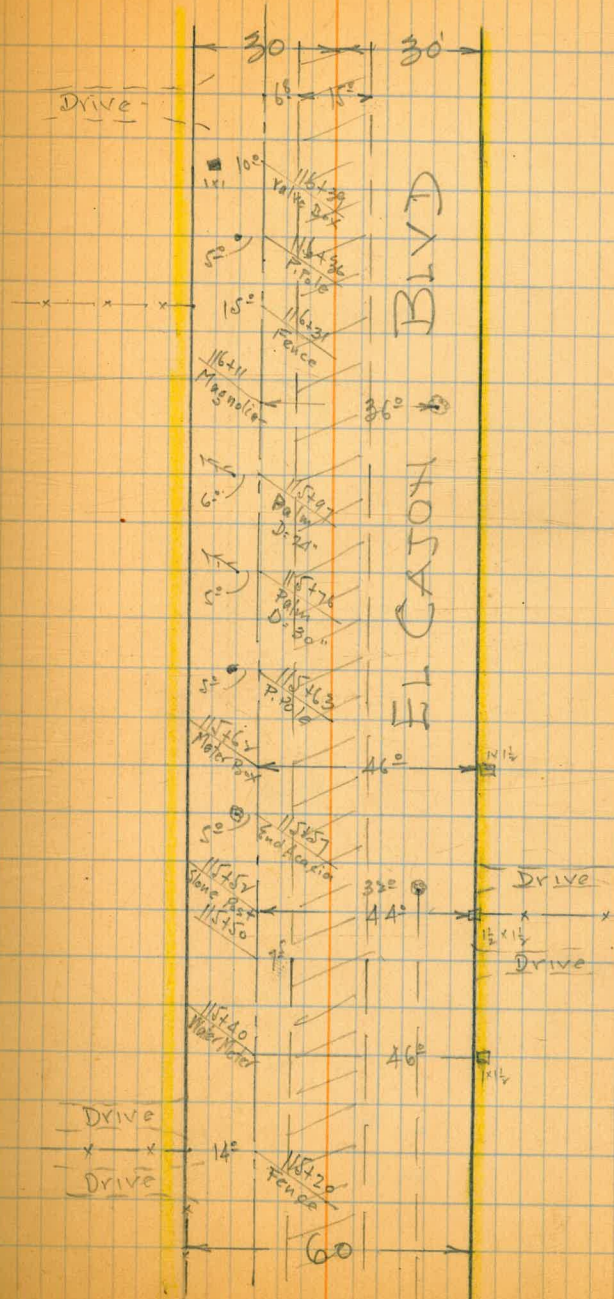


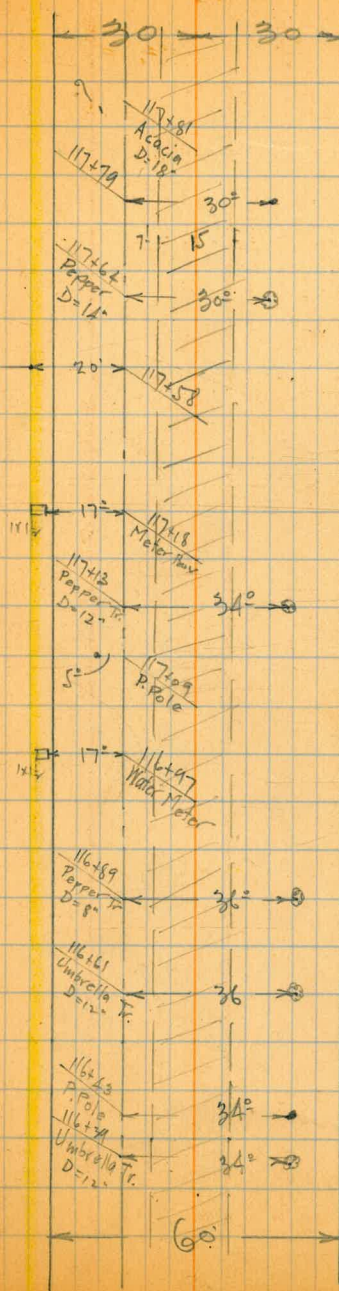
23

14+81.29
PC.

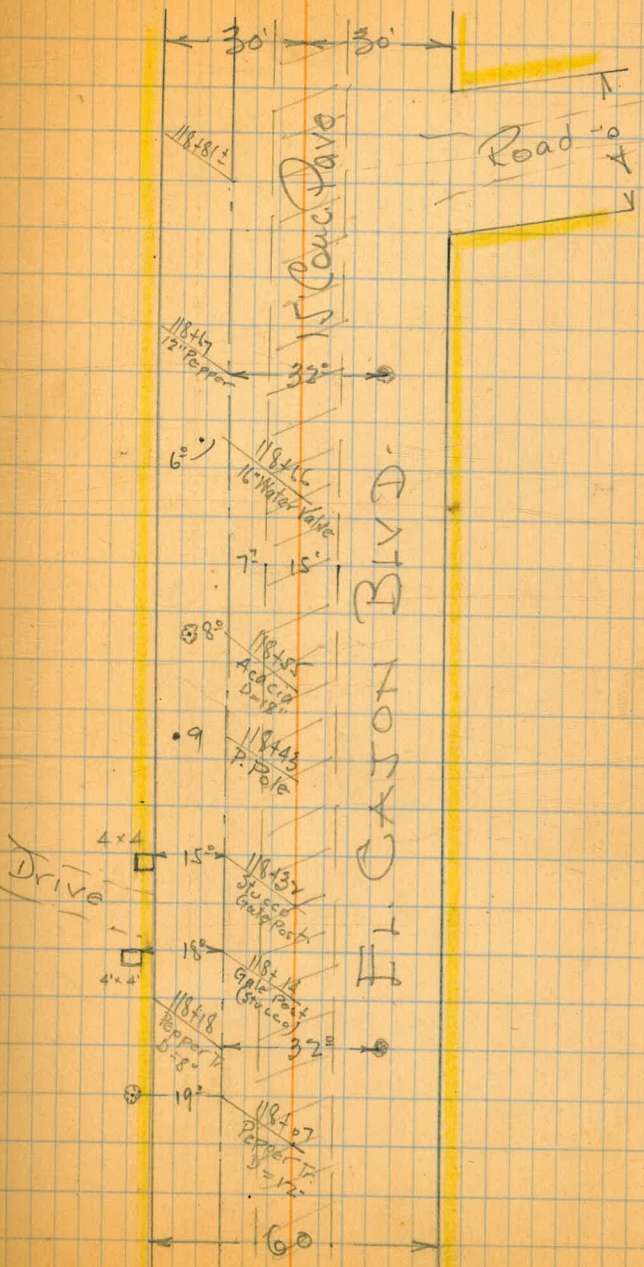
Cont'd from FB# 301/33

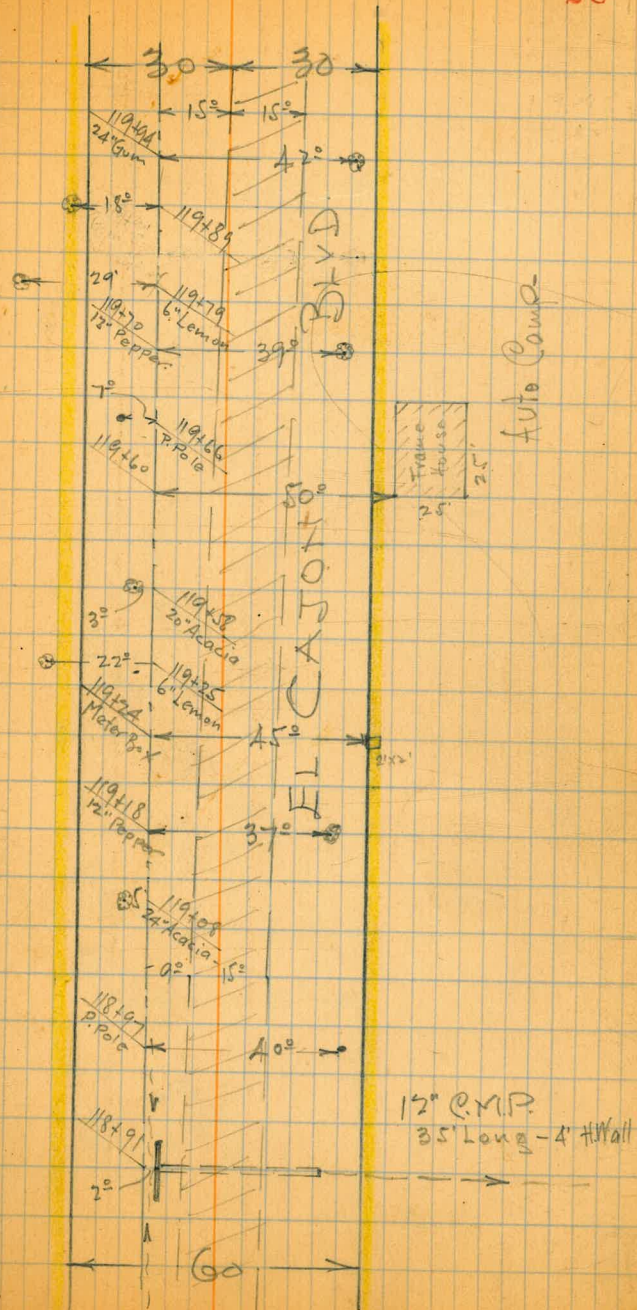


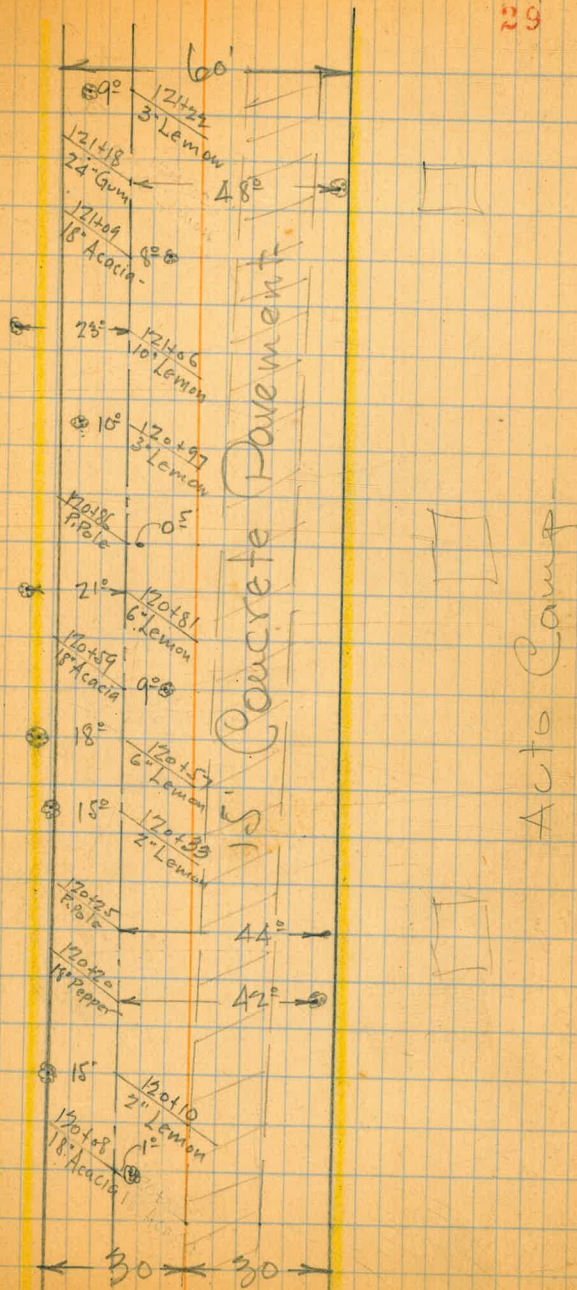




118457.12
P.T.

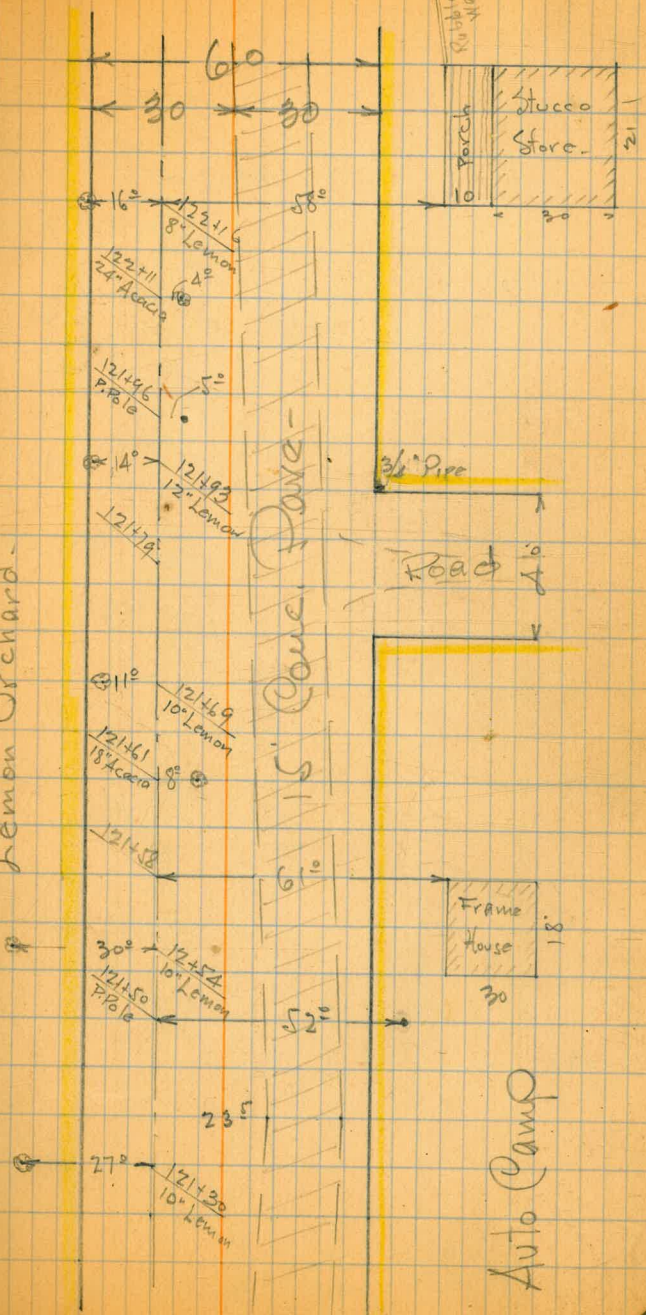






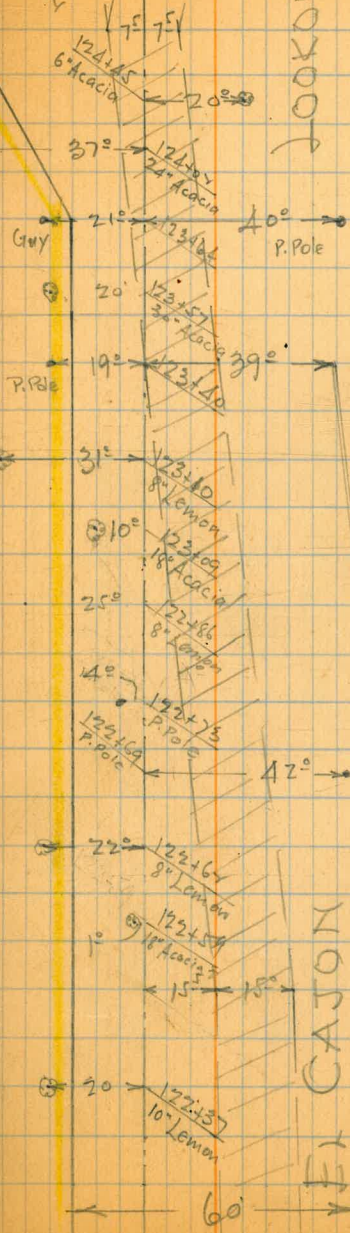
Lemon Orchard

6' 1/2 Concrete Pavement



El Cajon

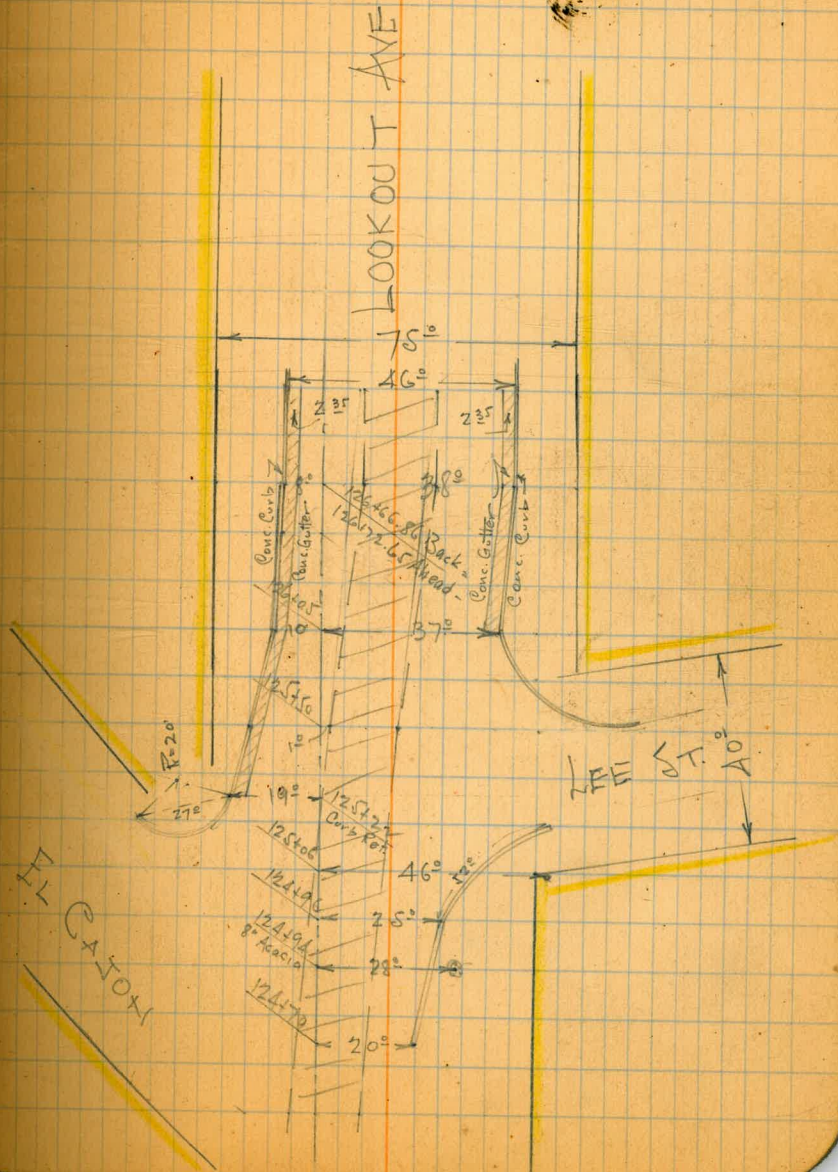
LOOKOUT

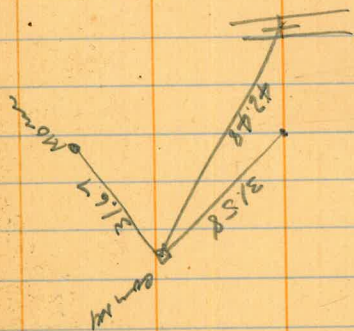
12248
P.C.

El Cajon

Bubble Wall

126+72.65
 126+66.85
 ↓





50 . 50 . 51 . 49 .

49-27 78.61 39.13
 39.50 130-31
 78.63 40-31

39.13 179-60
19.74 130-31
19.39 49-29

130-31
261-03

785.96 84 1447
6141.25

734.41 126+66.50
 1447
 12544.16

88-49-30
96.05

30

89 55
88 49 30
1-06 30

119
122 + 48.56
118 + 59.80
3 + 88.76