

1634

LEITZ

FIELD BOOK

No. 760

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

MICROFILMED

DEC 28 1964

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0			100.00	0.44	100.00	0.87	99.99	1.31	89
1	99.98	1.75	99.98	2.18	99.97	2.62	99.95	3.05	88
2	99.94	3.49	99.92	3.93	99.91	4.36	99.88	4.80	87
3	99.86	5.23	99.84	5.67	99.81	6.10	99.79	6.54	86
4	99.76	6.98	99.73	7.41	99.69	7.85	99.66	8.28	85
5	99.62	8.72	99.58	9.15	99.54	9.58	99.50	10.02	84
6	99.45	10.45	99.41	10.89	99.36	11.32	99.31	11.75	83
7	99.25	12.19	99.20	12.62	99.14	13.05	99.09	13.49	82
8	99.03	13.92	98.97	14.35	98.90	14.78	98.84	15.21	81
9	98.77	15.64	98.70	16.07	98.63	16.50	98.56	16.93	80
10	98.48	17.36	98.40	17.79	98.33	18.22	98.25	18.65	79
11	98.16	19.08	98.08	19.51	97.99	19.94	97.90	20.36	78
12	97.81	20.79	97.72	21.22	97.63	21.64	97.53	22.07	77
13	97.44	22.50	97.34	22.93	97.24	23.34	97.13	23.77	76
14	97.03	24.19	96.92	24.63	96.81	25.04	96.70	25.46	75
15	96.59	25.88	96.48	26.00	96.36	26.72	96.25	27.14	74
16	96.13	27.56	96.00	27.98	95.88	28.40	95.76	28.82	73
17	95.63	29.24	95.50	29.65	95.37	30.07	95.24	30.49	72
18	95.11	30.90	94.97	31.32	94.83	31.73	94.69	32.14	71
19	94.55	32.56	94.41	32.97	94.26	33.38	94.12	33.79	70
20	93.97	34.20	93.82	34.61	93.67	35.02	93.51	35.43	69
21	93.36	35.84	93.20	36.24	93.04	36.65	92.88	37.06	68
22	92.72	37.46	92.55	37.86	92.39	38.27	92.22	38.67	67
23	92.05	39.07	91.88	39.47	91.71	39.87	91.53	40.27	66
24	91.35	40.67	91.18	41.07	91.00	41.47	90.81	41.87	65
25	90.63	42.26	90.45	42.66	90.26	43.05	90.07	43.44	64
26	89.88	43.84	89.69	44.23	89.49	44.62	89.30	45.01	63
27	89.10	45.40	88.90	45.79	88.70	46.17	88.50	46.58	62
28	88.29	46.95	88.09	47.33	87.88	47.72	87.67	48.10	61
29	87.46	48.48	87.25	48.86	87.04	49.24	86.82	49.62	60
30	86.60	50.00	86.38	50.38	86.16	50.75	85.94	51.13	59
31	85.72	51.50	85.49	51.88	85.26	52.25	85.04	52.62	58
32	84.80	53.09	84.57	53.36	84.34	53.73	84.10	54.10	57
33	83.87	54.46	83.63	54.83	83.39	55.19	83.15	55.56	56
34	82.90	55.92	82.66	56.28	82.41	56.64	82.16	57.00	55
35	81.92	57.36	81.66	57.71	81.41	58.07	81.16	58.42	54
36	80.90	58.78	80.64	59.13	80.39	59.48	80.13	59.83	53
37	79.86	60.18	79.60	60.53	79.34	60.88	79.07	61.22	52
38	78.80	61.57	78.53	61.91	78.26	62.25	77.99	62.59	51
39	77.71	62.93	77.44	63.27	77.16	63.61	76.88	63.94	50
40	76.60	64.28	76.32	64.61	76.04	64.94	75.76	65.28	49
41	75.47	65.61	75.18	65.93	74.90	66.26	74.61	66.59	48
42	74.31	66.91	74.02	67.24	73.73	67.56	73.43	67.88	47
43	73.14	68.20	72.84	68.52	72.54	68.84	72.24	69.15	46
44	71.93	69.47	71.63	69.78	71.33	70.09	71.02	70.40	45
45	70.71	70.71							
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees.
	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		

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MADE IN
U. S. A.

60163



LIETZ STANDARD ENGINEERS' TRANSIT
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No. 5E with 6¼" limb. No. 11E with 5" limb.
Furnished with either Internal or External
Focusing Telescope.

Quality
Evidenced
Since
1882.

Standard
Tripod
Connection

1634

CITY ENGINEER

TABLE OF STADIA REDUCTIONS
For a Constant of 100.

ROD VERTICAL.

Min.	0°		1°		2°		3°		4°		5°		6°		7°		°
	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	Hor. Dist.	Diff. Elev.	
0	100.00	00	99.97	1.74	99.89	3.49	99.73	5.22	99.51	7.02	99.24	8.88	98.91	10.40	98.51	12.10	
1	100.00	00	99.97	1.80	99.87	3.55	99.71	5.28	99.50	7.07	99.23	8.94	98.90	10.45	98.50	12.15	
2	100.00	00	99.95	1.86	99.85	3.60	99.71	5.34	99.50	7.13	99.23	9.00	98.89	10.51	98.49	12.21	
3	100.00	00	99.93	1.92	99.83	3.66	99.71	5.40	99.49	7.20	99.23	9.07	98.88	10.57	98.48	12.27	
4	100.00	00	99.91	1.98	99.81	3.72	99.69	5.46	99.48	7.25	99.23	9.14	98.87	10.63	98.47	12.32	
5	100.00	00	99.89	2.04	99.80	3.78	99.69	5.52	99.47	7.30	99.23	9.20	98.86	10.68	98.46	12.38	
6	100.00	00	99.87	2.09	99.79	3.84	99.69	5.57	99.46	7.35	99.23	9.26	98.85	10.74	98.45	12.43	
7	100.00	00	99.85	2.15	99.79	3.89	99.68	5.63	99.45	7.40	99.23	9.32	98.84	10.80	98.44	12.49	
8	100.00	00	99.83	2.21	99.79	3.95	99.68	5.68	99.44	7.45	99.23	9.38	98.83	10.85	98.43	12.54	
9	100.00	00	99.81	2.27	99.79	4.01	99.67	5.73	99.43	7.50	99.23	9.44	98.82	10.91	98.42	12.59	
10	100.00	00	99.79	2.33	99.83	4.07	99.66	5.79	99.43	7.55	99.23	9.50	98.81	10.96	98.41	12.64	
11	100.00	00	99.77	2.39	99.83	4.13	99.66	5.85	99.42	7.60	99.23	9.56	98.80	11.02	98.40	12.69	
12	100.00	00	99.75	2.44	99.82	4.18	99.65	5.91	99.41	7.65	99.23	9.62	98.79	11.08	98.39	12.74	
13	100.00	00	99.73	2.50	99.82	4.24	99.64	5.96	99.41	7.70	99.23	9.68	98.78	11.14	98.38	12.79	
14	100.00	00	99.71	2.55	99.82	4.29	99.64	6.01	99.40	7.75	99.23	9.74	98.77	11.20	98.37	12.84	
15	100.00	00	99.69	2.60	99.81	4.34	99.63	6.06	99.39	7.80	99.23	9.80	98.76	11.25	98.36	12.89	
16	100.00	00	99.67	2.65	99.81	4.39	99.63	6.11	99.38	7.85	99.23	9.86	98.75	11.31	98.35	12.94	
17	100.00	00	99.65	2.70	99.81	4.44	99.62	6.16	99.38	7.90	99.23	9.92	98.74	11.37	98.34	12.99	
18	100.00	00	99.63	2.75	99.80	4.49	99.62	6.21	99.37	7.95	99.23	9.98	98.73	11.42	98.33	13.04	
19	100.00	00	99.61	2.80	99.80	4.54	99.61	6.26	99.36	8.00	99.23	10.04	98.72	11.47	98.32	13.09	
20	100.00	00	99.59	2.85	99.79	4.59	99.60	6.31	99.35	8.05	99.23	10.10	98.71	11.53	98.31	13.14	
21	100.00	00	99.57	2.91	99.78	4.64	99.59	6.36	99.34	8.11	99.23	10.16	98.70	11.58	98.30	13.19	
22	100.00	00	99.55	2.97	99.78	4.69	99.59	6.41	99.33	8.17	99.23	10.22	98.69	11.64	98.29	13.24	
23	100.00	00	99.53	3.02	99.77	4.74	99.58	6.46	99.32	8.22	99.23	10.28	98.68	11.70	98.28	13.29	
24	100.00	00	99.51	3.08	99.77	4.79	99.57	6.51	99.31	8.27	99.23	10.34	98.67	11.76	98.27	13.34	
25	100.00	00	99.49	3.13	99.76	4.84	99.56	6.56	99.30	8.33	99.23	10.40	98.66	11.81	98.26	13.39	
26	100.00	00	99.47	3.19	99.76	4.89	99.56	6.61	99.29	8.38	99.23	10.46	98.65	11.87	98.25	13.44	
27	100.00	00	99.45	3.24	99.75	4.94	99.55	6.66	99.28	8.43	99.23	10.52	98.64	11.93	98.24	13.49	
28	100.00	00	99.43	3.29	99.75	4.99	99.55	6.71	99.27	8.48	99.23	10.58	98.63	11.98	98.23	13.54	
29	100.00	00	99.41	3.35	99.74	5.04	99.54	6.76	99.26	8.53	99.23	10.64	98.62	12.04	98.22	13.59	
30	100.00	00	99.39	3.40	99.74	5.09	99.54	6.81	99.25	8.58	99.23	10.70	98.61	12.10	98.21	13.64	
31	100.00	00	99.37	3.45	99.73	5.14	99.53	6.86	99.24	8.63	99.23	10.76	98.60	12.16	98.20	13.69	
32	100.00	00	99.35	3.50	99.73	5.19	99.53	6.91	99.23	8.68	99.23	10.82	98.59	12.22	98.19	13.74	
33	100.00	00	99.33	3.55	99.72	5.24	99.52	6.96	99.22	8.73	99.23	10.88	98.58	12.28	98.18	13.79	
34	100.00	00	99.31	3.60	99.72	5.29	99.52	7.01	99.21	8.78	99.23	10.94	98.57	12.34	98.17	13.84	
35	100.00	00	99.29	3.65	99.71	5.34	99.51	7.06	99.20	8.83	99.23	11.00	98.56	12.40	98.16	13.89	
36	100.00	00	99.27	3.70	99.71	5.39	99.51	7.11	99.19	8.88	99.23	11.06	98.55	12.46	98.15	13.94	
37	100.00	00	99.25	3.75	99.70	5.44	99.50	7.16	99.18	8.93	99.23	11.12	98.54	12.52	98.14	13.99	
38	100.00	00	99.23	3.80	99.70	5.49	99.50	7.21	99.17	8.98	99.23	11.18	98.53	12.58	98.13	14.04	
39	100.00	00	99.21	3.85	99.69	5.54	99.49	7.26	99.16	9.03	99.23	11.24	98.52	12.64	98.12	14.09	
40	100.00	00	99.19	3.90	99.69	5.59	99.49	7.31	99.15	9.08	99.23	11.30	98.51	12.70	98.11	14.14	
41	100.00	00	99.17	3.95	99.68	5.64	99.48	7.36	99.14	9.13	99.23	11.36	98.50	12.76	98.10	14.19	
42	100.00	00	99.15	4.00	99.68	5.69	99.48	7.41	99.13	9.18	99.23	11.42	98.49	12.82	98.09	14.24	
43	100.00	00	99.13	4.05	99.67	5.74	99.47	7.46	99.12	9.23	99.23	11.48	98.48	12.88	98.08	14.29	
44	100.00	00	99.11	4.10	99.67	5.79	99.47	7.51	99.11	9.28	99.23	11.54	98.47	12.94	98.07	14.34	
45	100.00	00	99.09	4.15	99.66	5.84	99.46	7.56	99.10	9.33	99.23	11.60	98.46	13.00	98.06	14.39	
46	100.00	00	99.07	4.20	99.66	5.89	99.46	7.61	99.09	9.38	99.23	11.66	98.45	13.06	98.05	14.44	
47	100.00	00	99.05	4.25	99.65	5.94	99.45	7.66	99.08	9.43	99.23	11.72	98.44	13.12	98.04	14.49	
48	100.00	00	99.03	4.30	99.65	5.99	99.45	7.71	99.07	9.48	99.23	11.78	98.43	13.18	98.03	14.54	
49	100.00	00	99.01	4.35	99.64	6.04	99.44	7.76	99.06	9.53	99.23	11.84	98.42	13.24	98.02	14.59	
50	100.00	00	98.99	4.40	99.64	6.09	99.44	7.81	99.05	9.58	99.23	11.90	98.41	13.30	98.01	14.64	
51	100.00	00	98.97	4.45	99.63	6.14	99.43	7.86	99.04	9.63	99.23	11.96	98.40	13.36	98.00	14.69	
52	100.00	00	98.95	4.50	99.63	6.19	99.43	7.91	99.03	9.68	99.23	12.02	98.39	13.42	97.99	14.74	
53	100.00	00	98.93	4.55	99.62	6.24	99.42	7.96	99.02	9.73	99.23	12.08	98.38	13.48	97.98	14.79	
54	100.00	00	98.91	4.60	99.62	6.29	99.42	8.01	99.01	9.78	99.23	12.14	98.37	13.54	97.97	14.84	
55	100.00	00	98.89	4.65	99.61	6.34	99.41	8.06	99.00	9.83	99.23	12.20	98.36	13.60	97.96	14.89	
56	100.00	00	98.87	4.70	99.61	6.39	99.41	8.11	98.99	9.88	99.23	12.26	98.35	13.66	97.95	14.94	
57	100.00	00	98.85	4.75	99.60	6.44	99.40	8.16	98.98	9.93	99.23	12.32	98.34	13.72	97.94	14.99	
58	100.00	00	98.83	4.80	99.60	6.49	99.40	8.21	98.97	9.98	99.23	12.38	98.33	13.78	97.93	15.04	
59	100.00	00	98.81	4.85	99.59	6.54	99.39	8.26	98.96	10.03	99.23	12.44	98.32	13.84	97.92	15.09	
60	100.00	00	98.79	4.90	99.59	6.59	99.39	8.31	98.95	10.08	99.23	12.50	98.31	13.90	97.91	15.14	
c= .75...										.75	.05	.75	.05	.74	.10		
c= 1.15...										1.15	.09	1.15	.11	1.14	.15		
c= 1.90...										1.90	.15	1.89	.18	1.89	.21		

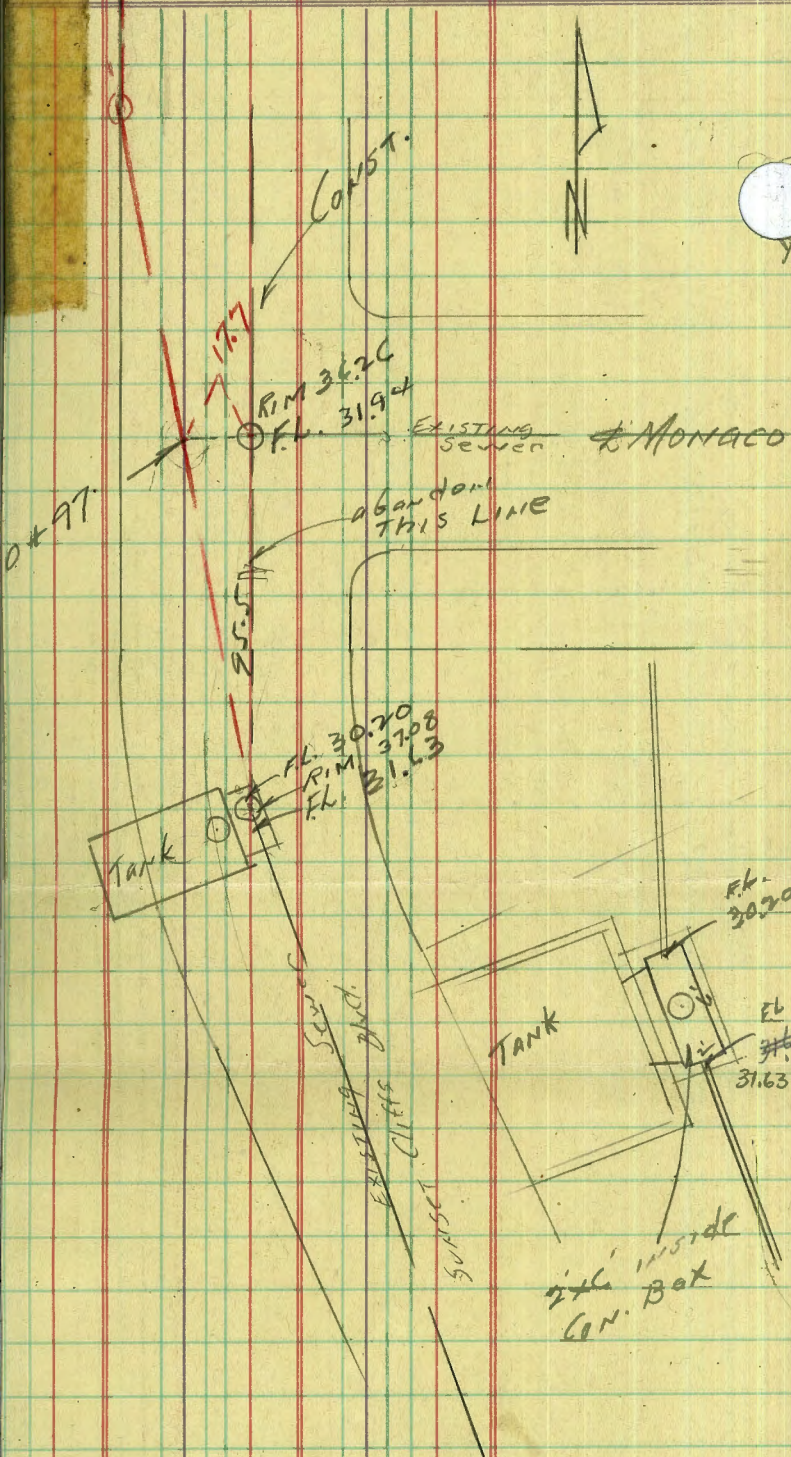
Published by the A. LIEZ CO., San Francisco, Cal.

9/18/42

Tom. Mills

1000 6-34 S. D. BINDERY

AL NET ARGE	LIMITATION TO DATE	Over or Under Expenditure
----------------	-----------------------	------------------------------



37.02 B.M. SE. Monaco Sunset Cliffs Blvd

488

4190 = H.I.

FL. from S.

FL. from N.

RIM 4.82

$$\begin{array}{r} 10.27 \\ \hline 31.63 \end{array}$$

$$\begin{array}{r} 11.70 \\ \hline 30.20 \end{array}$$

37.08

RIM

9.96

51.4

31.92

36.26

1000 6-34 S. D. BINDERY

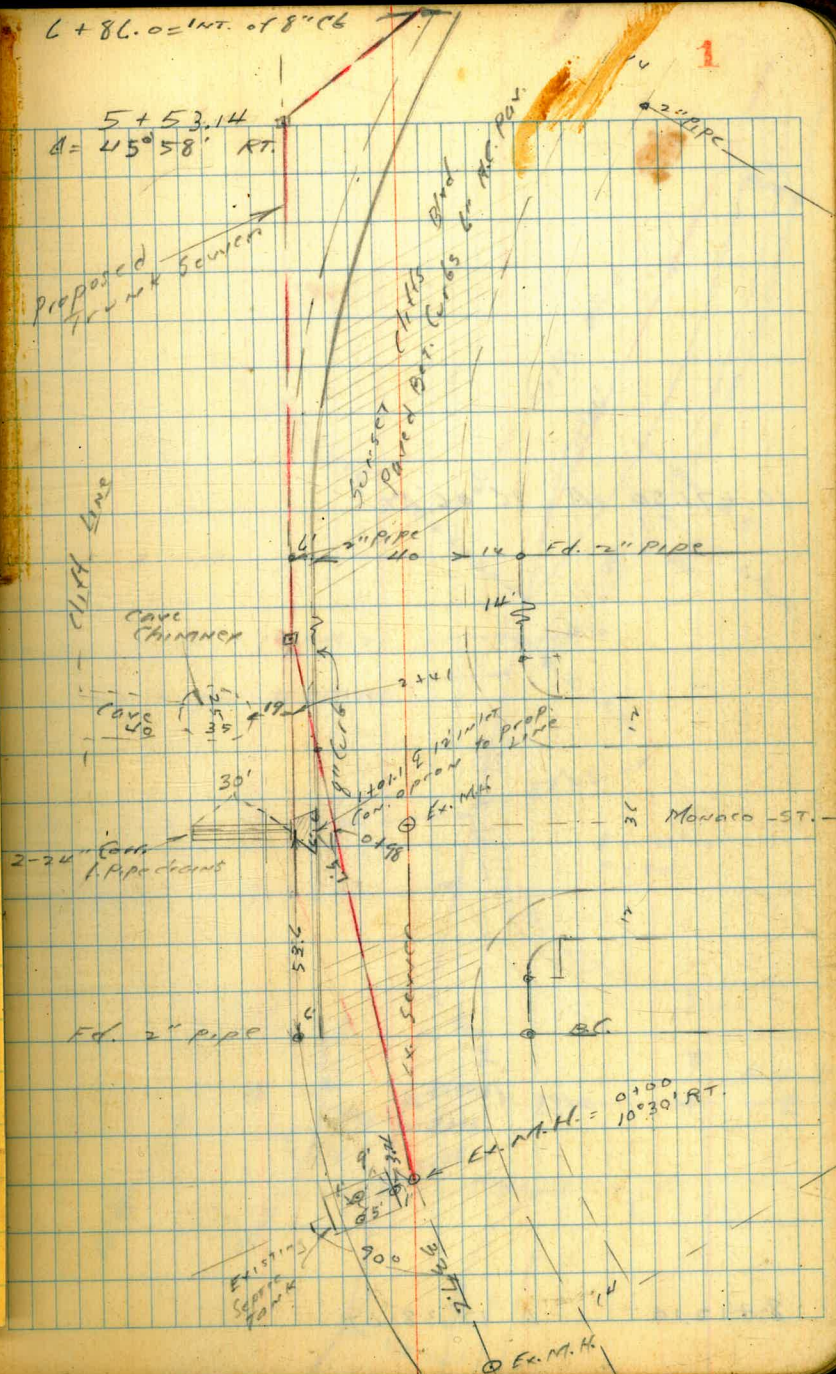
DATE

REQ. NO.

Aud. Transfer,
Cash Cr., Etc.

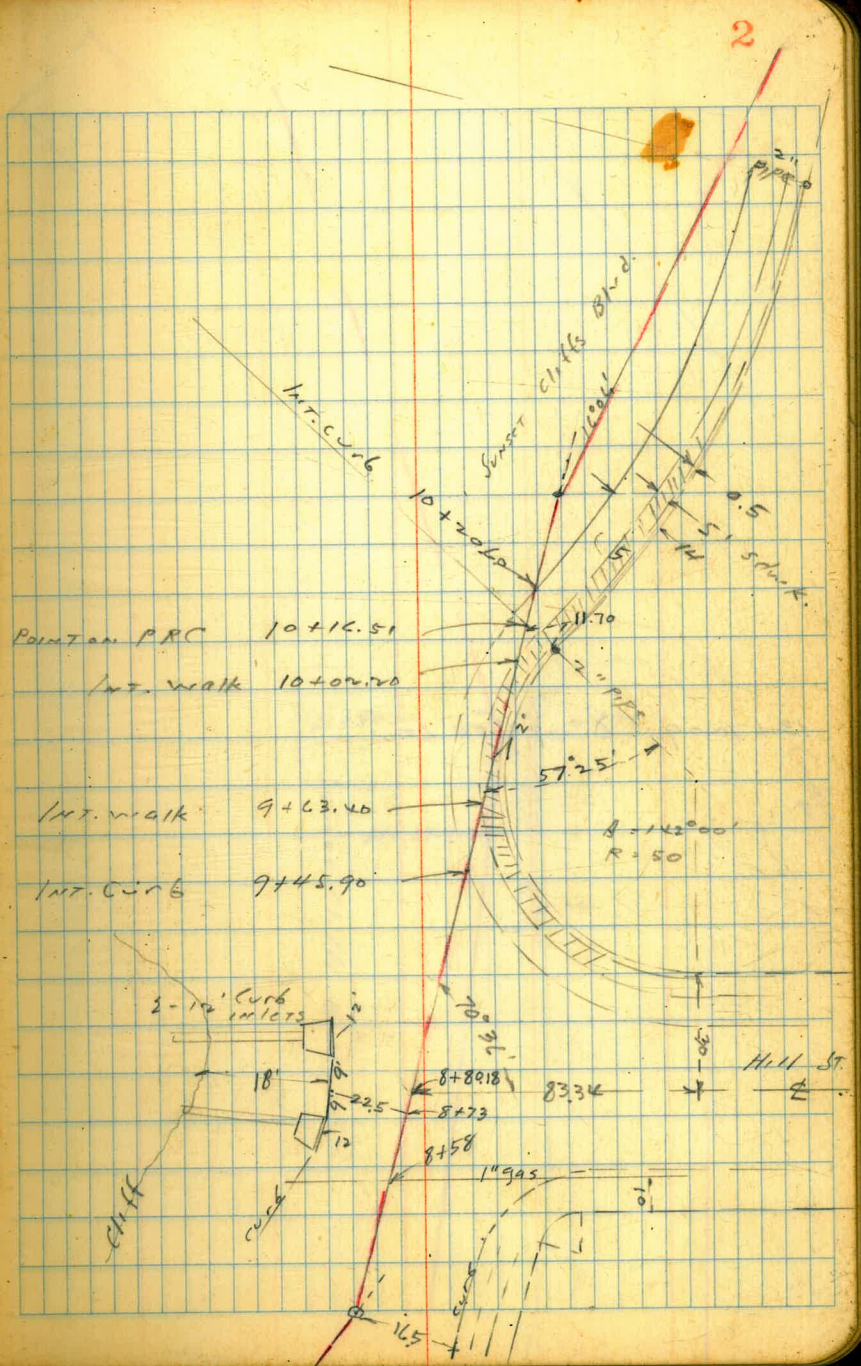
$6 + 86.0 = \text{Int. of } 8" \text{ CB}$

$5 + 53.14$
 $d = 45^{\circ} 58' \text{ RT.}$

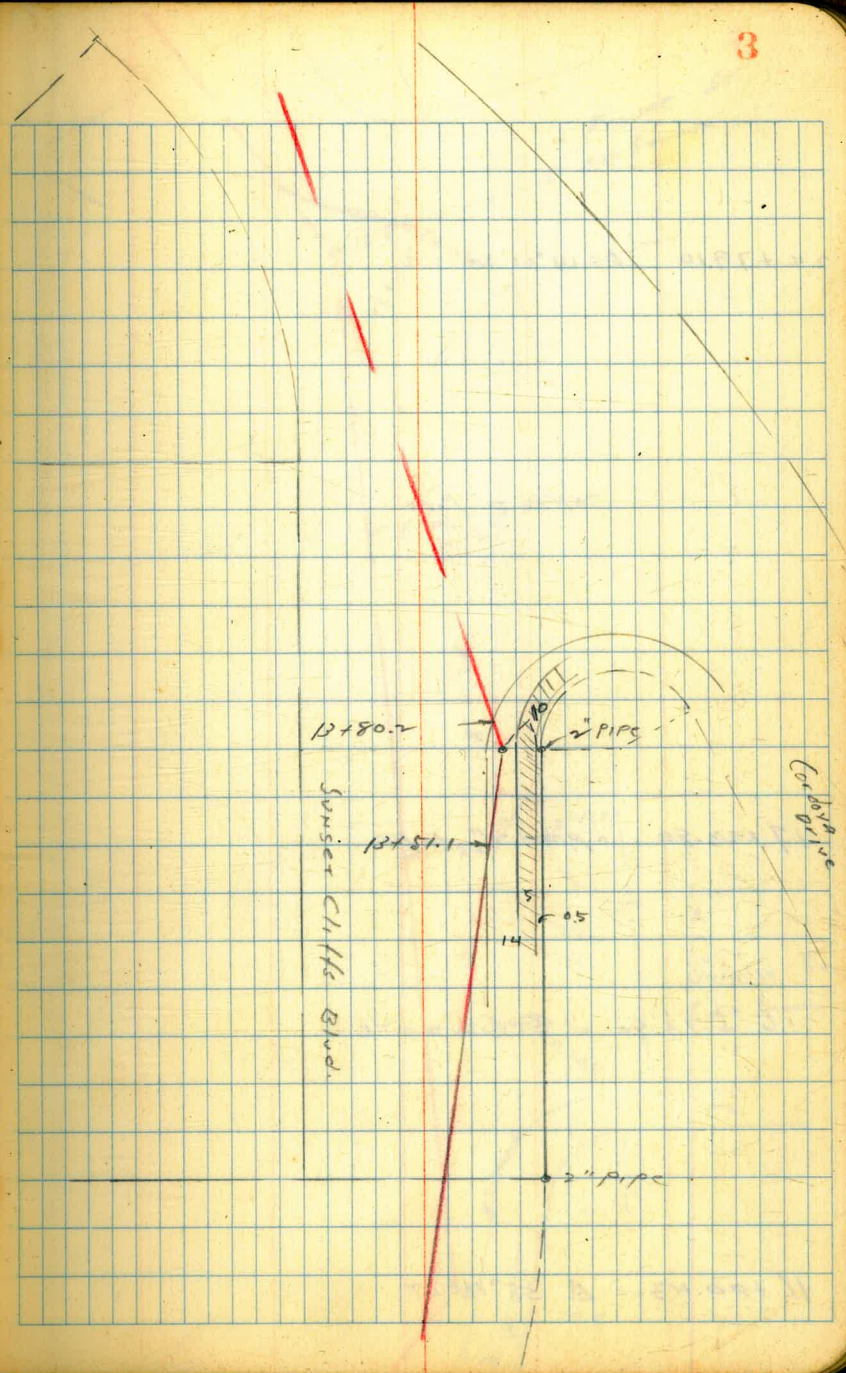


10+71.50 Δ 16°06' RT

8+12.10 Δ 12°38' LT



13+70.09 Δ = 26° 54' LT



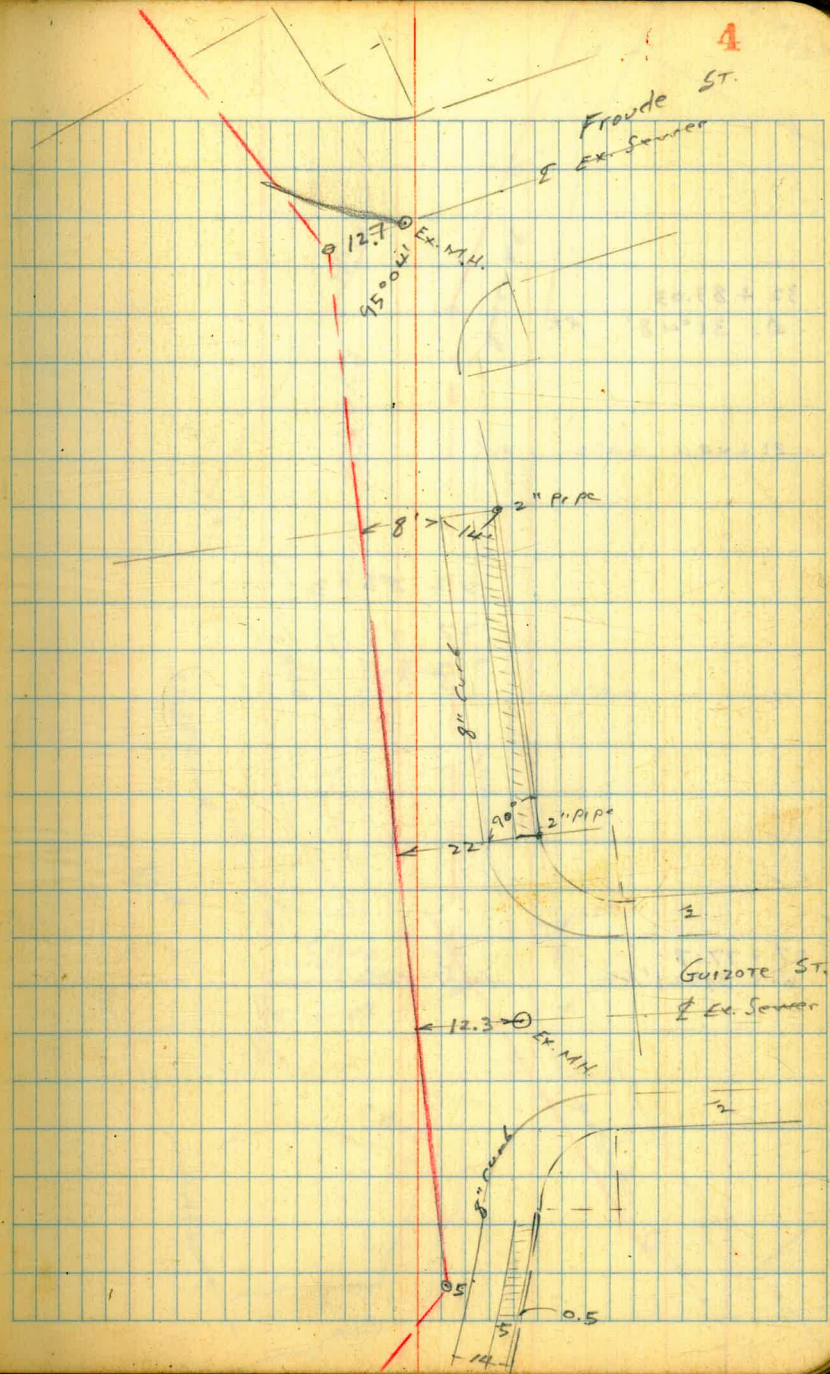
24 + 79.10 $\Delta = 14^{\circ}01' LT$

opp 2" Pipe

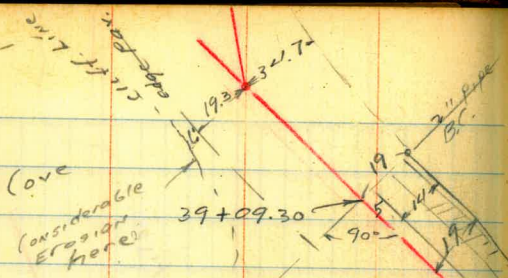
17 + 23.80 opp. 2" pipe

16 + 73.80 = Φ Guizote

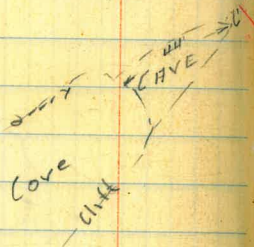
16 + 00.43 = $\Delta 35^{\circ}11' LT$



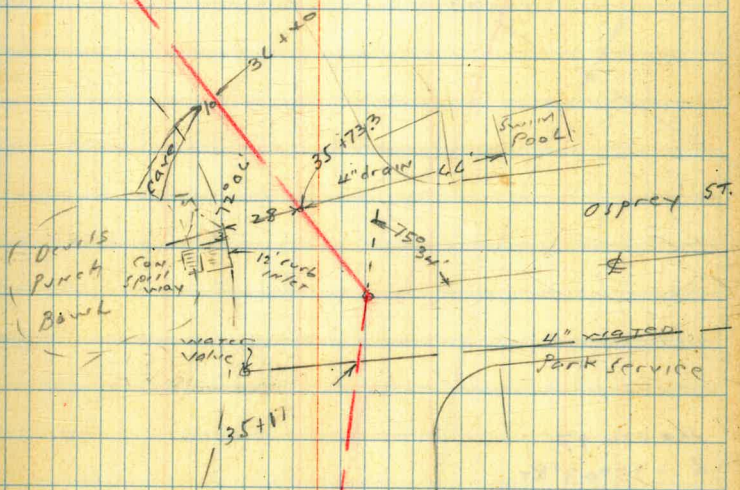
40 + 10.97
Δ = 35° 03' RT



37 + 75.15
Δ = 8° 37' LT

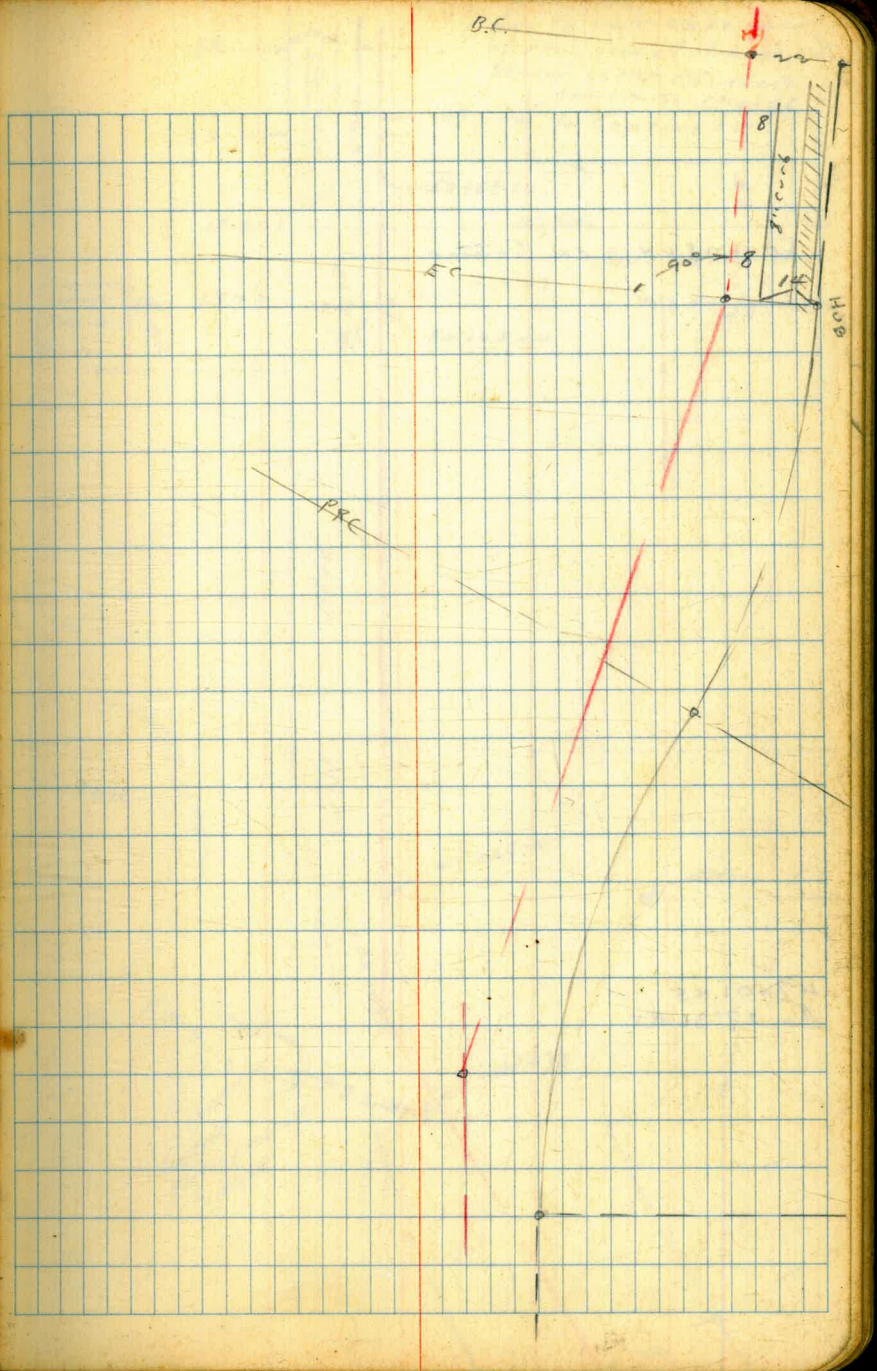


35 + 39.31
Δ = 39° 43' LT



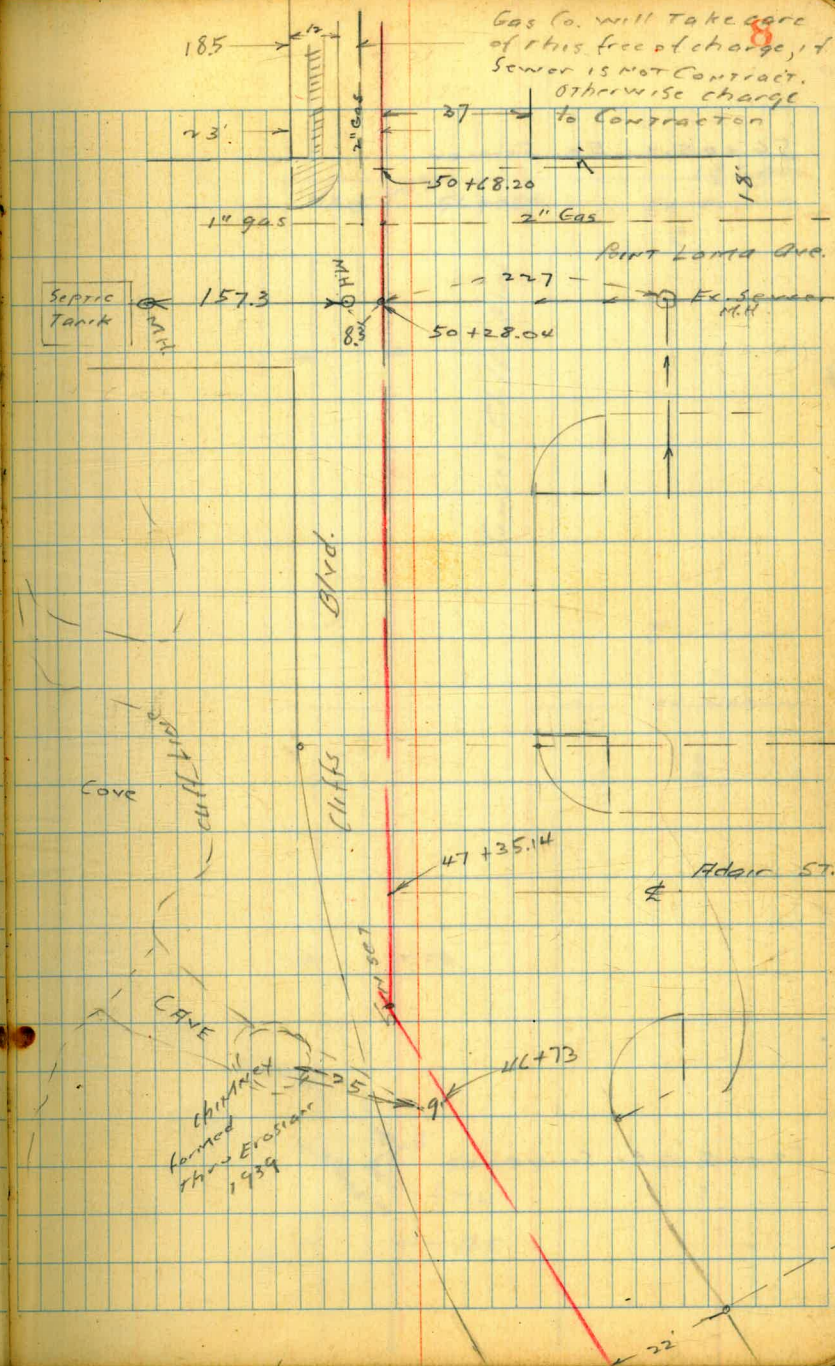
43 + 92.09
 $\Delta = 13^{\circ} 31' \text{ LT.}$

40 + 10.97
 $\Delta = 35^{\circ} 03' \text{ Rt}$



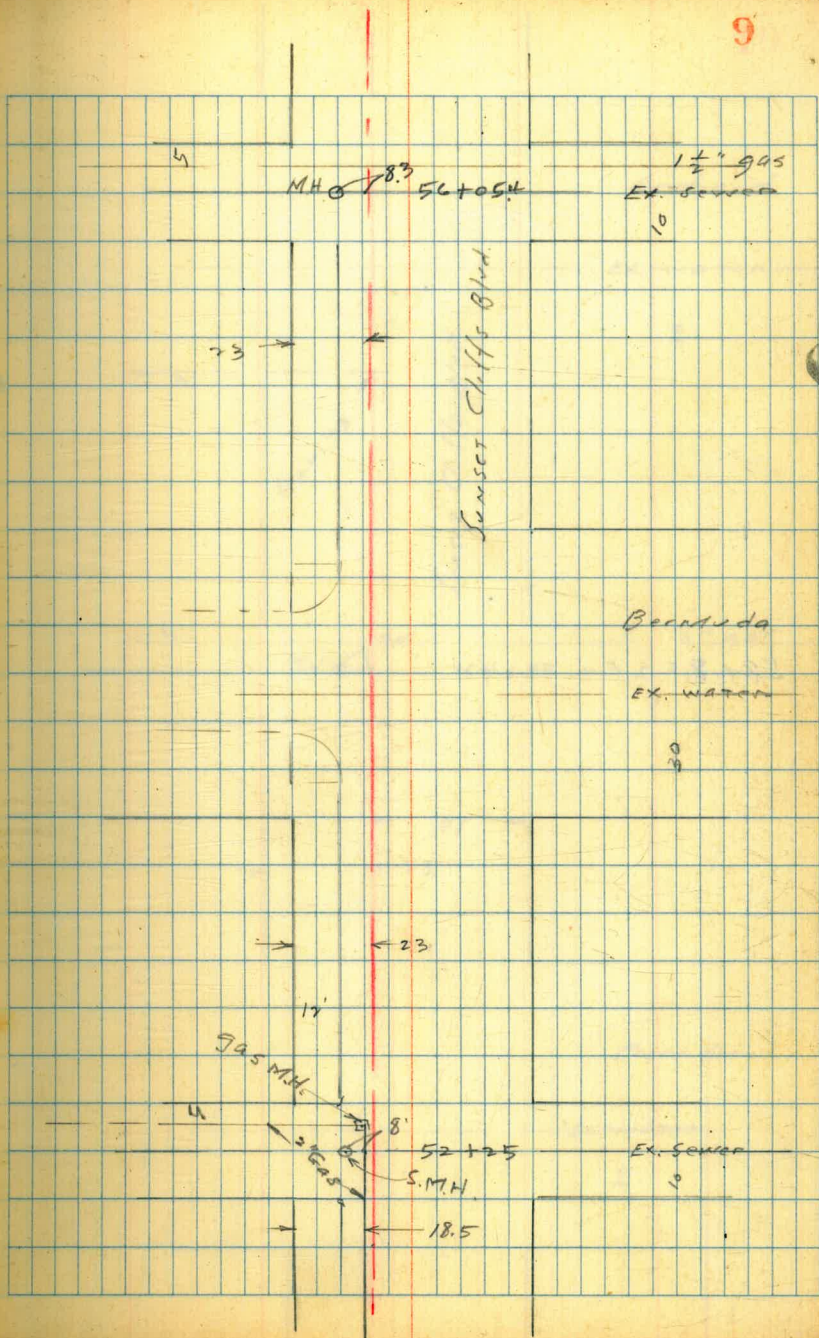
50 + 28.00 Ex. Sewer

47 + 01.45
 $\Delta = 27^{\circ} 36' RT$



56+05.4 Ex. Sewer

52+05 Ex. Sewer



59185 Ex. Sewer

10

Orchard

EX. WATER

30

61+41.73

Sunset Cliffs Blvd.

7

5

M.H. 6

7.4

59185

2" GAS

EX. SEWER

16

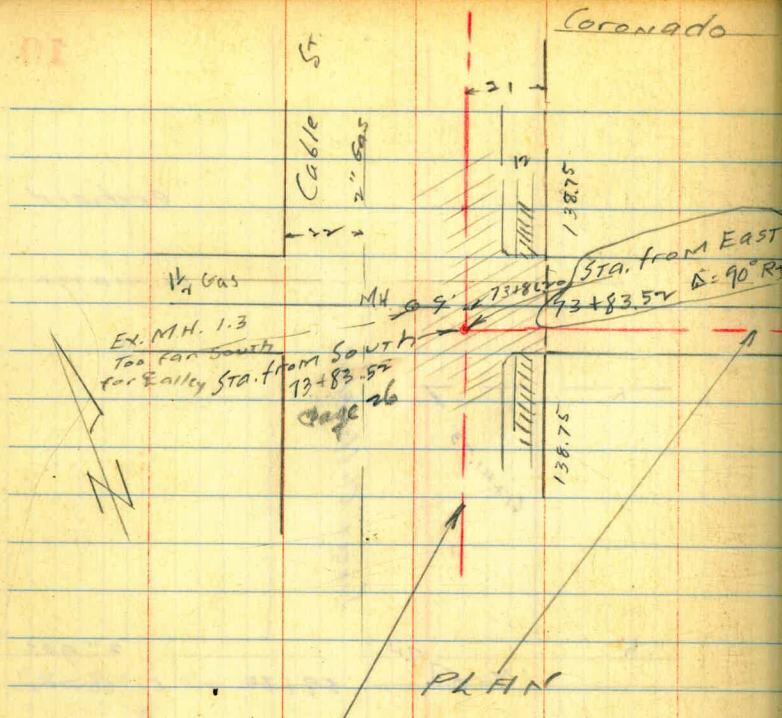
37

23

Pascadero

EX. WATER

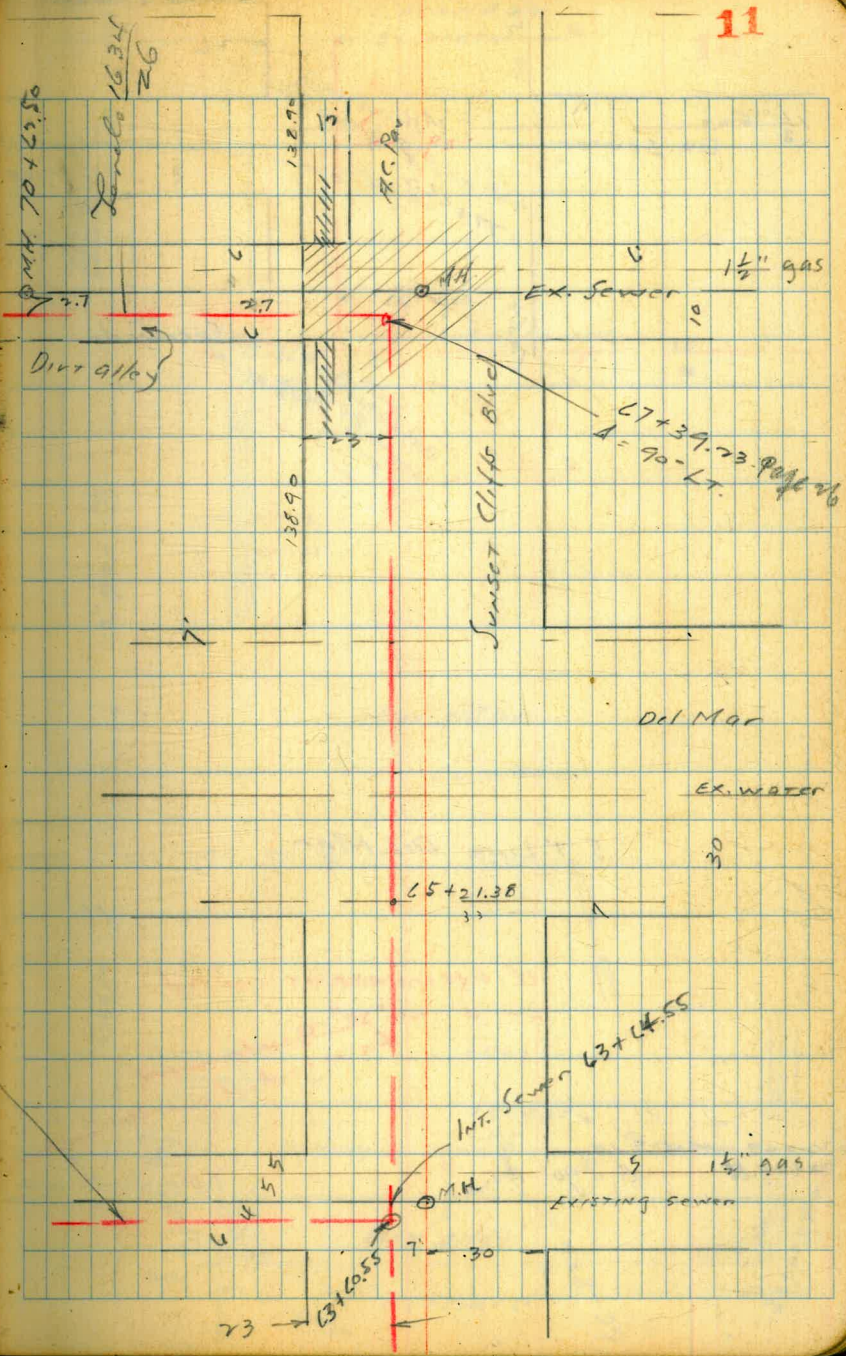
30



PLAN

Alternate

63+60.55 Δ = 90° LT



Dir. Alley

Sunset Cliffs Blvd

Del Mar

67+39.73 Δ = 90° LT

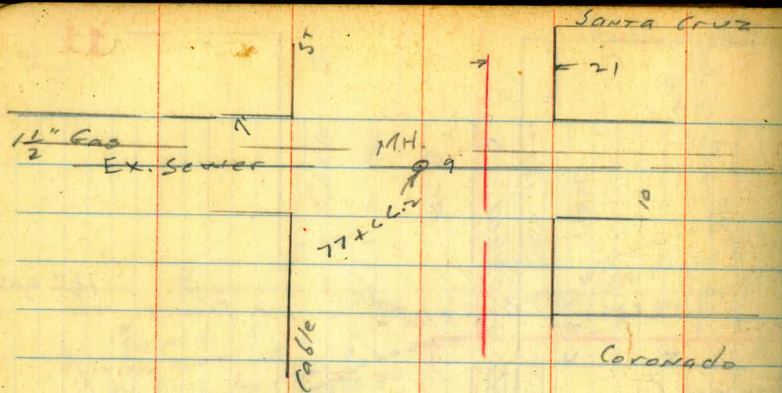
EXISTING SEWER

INT. Sewer 63+64.55

15+21.38

Del Mar 16.34 / 26

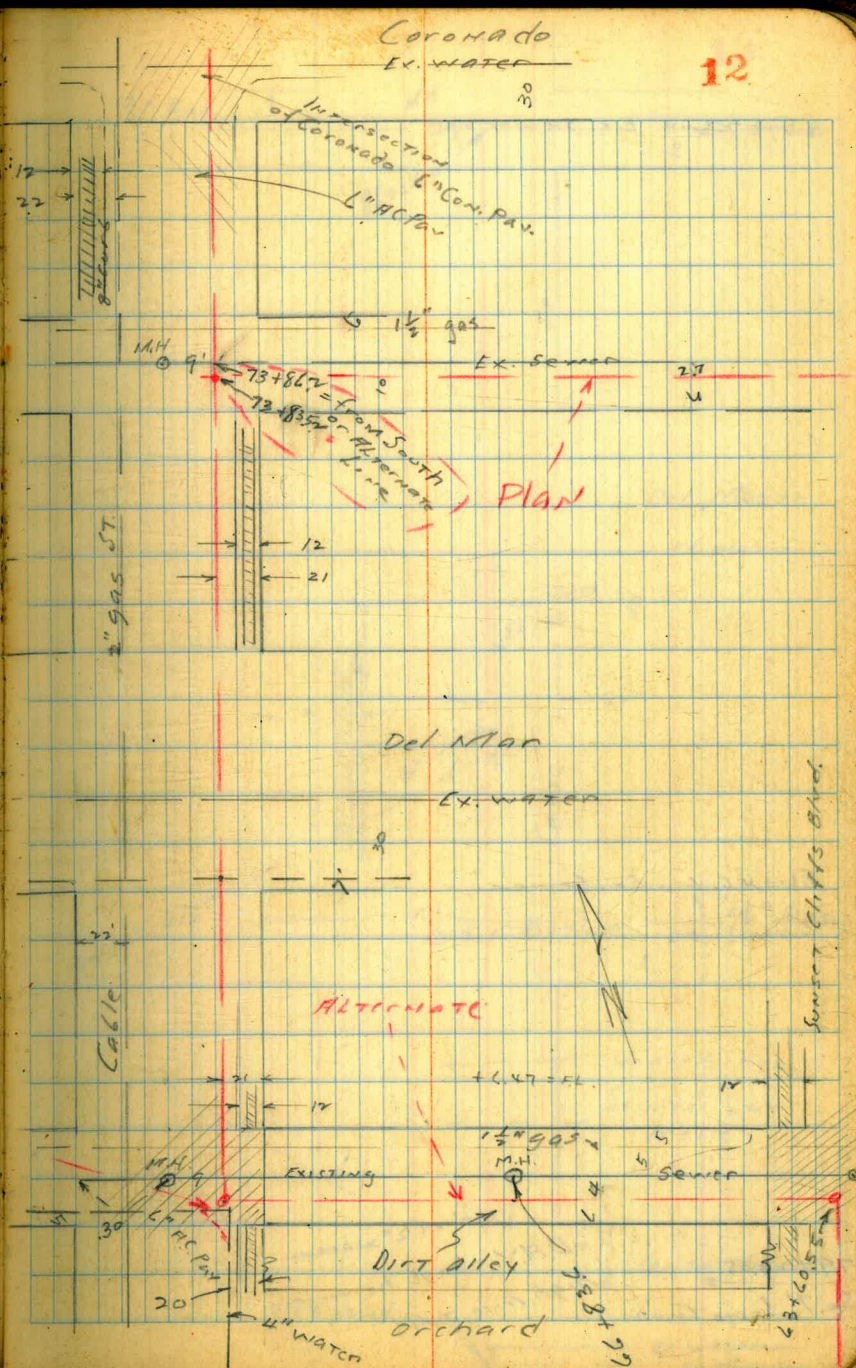
M.H. 10+12.50



S. T. Line Del Mar

If alternate is constd.
~~2 - 4" w/ 30" Bands~~ must
 be needed on 4" water

70+09 = M.H. 9' LT.
 70+04.88 Δ = 90° RT.



ALTERNATE

Dirt alley

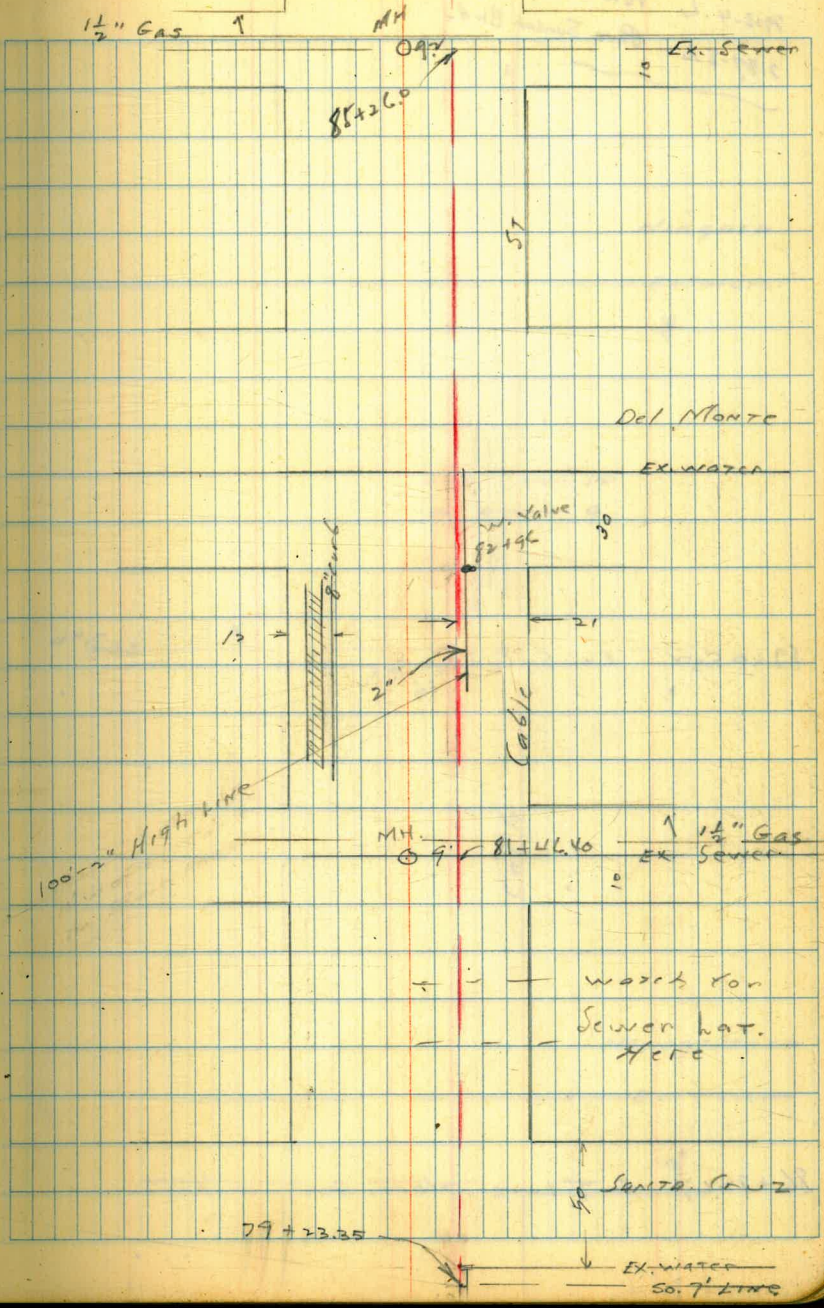
orchard

Sunset Cliffs Blvd

85 + 46.0 Ex. Sewer

81 + 46.0 Ex. Sewer

79 + 23.35 =
So. 7' Santa Cruz
100' of 2" water
D.A.V. says he will
high line this

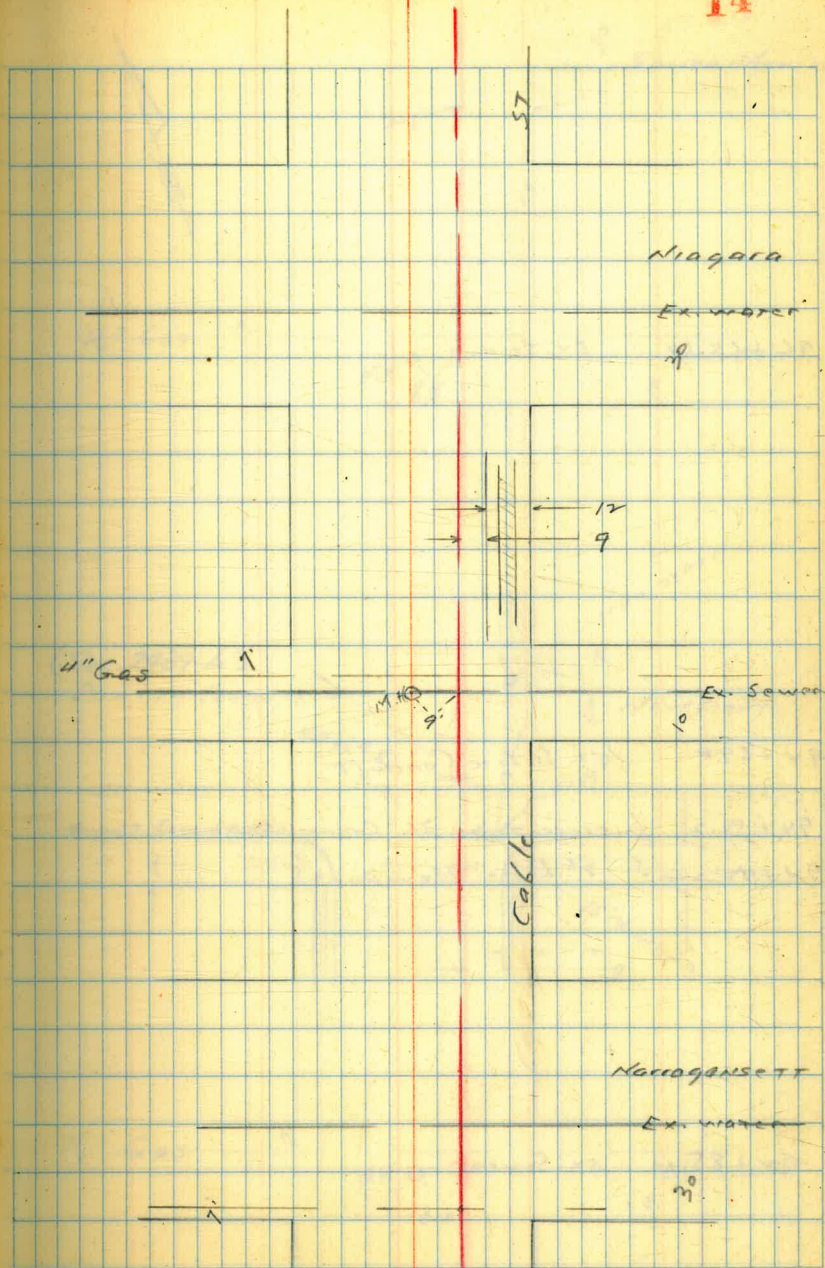


2903-4 L Pan Cable St
2137-8 L - Pave Sunset Blvd.

89+05.2 Ex. Sewer

86+82.7 50' line Narr. Ave

14



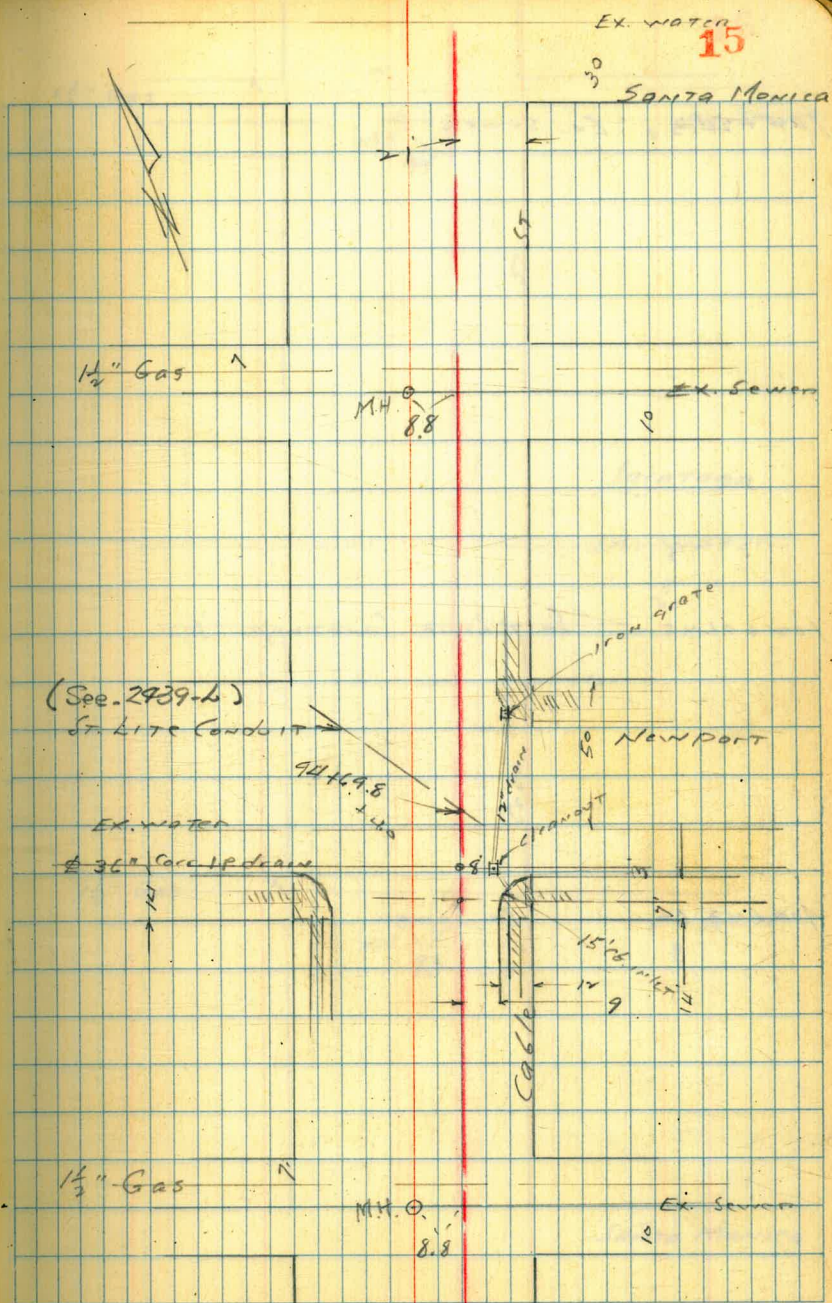
94+65.10 Ex. Sewer

94+69.8 Int. St. Lite Conduit

94+52.2 Intersection 36" Corc. I.P. drain

94+42.25 5' Line Newport

94+85.10 Ex. Sewer



104+24.3

Ex. Sewer

102+01.45

So. 7' line Saratoga

100+43.60

Ex. Sewer

16

1 1/2" Gas

M.H. 94

Ex. Sewer

Saratoga

Ex. Water

1 1/2" Gas

M.H. 93

Ex. Sewer

Santa Monica

111 + 21.0 Ex Sewer

109 + 83.41

♀ Brighton

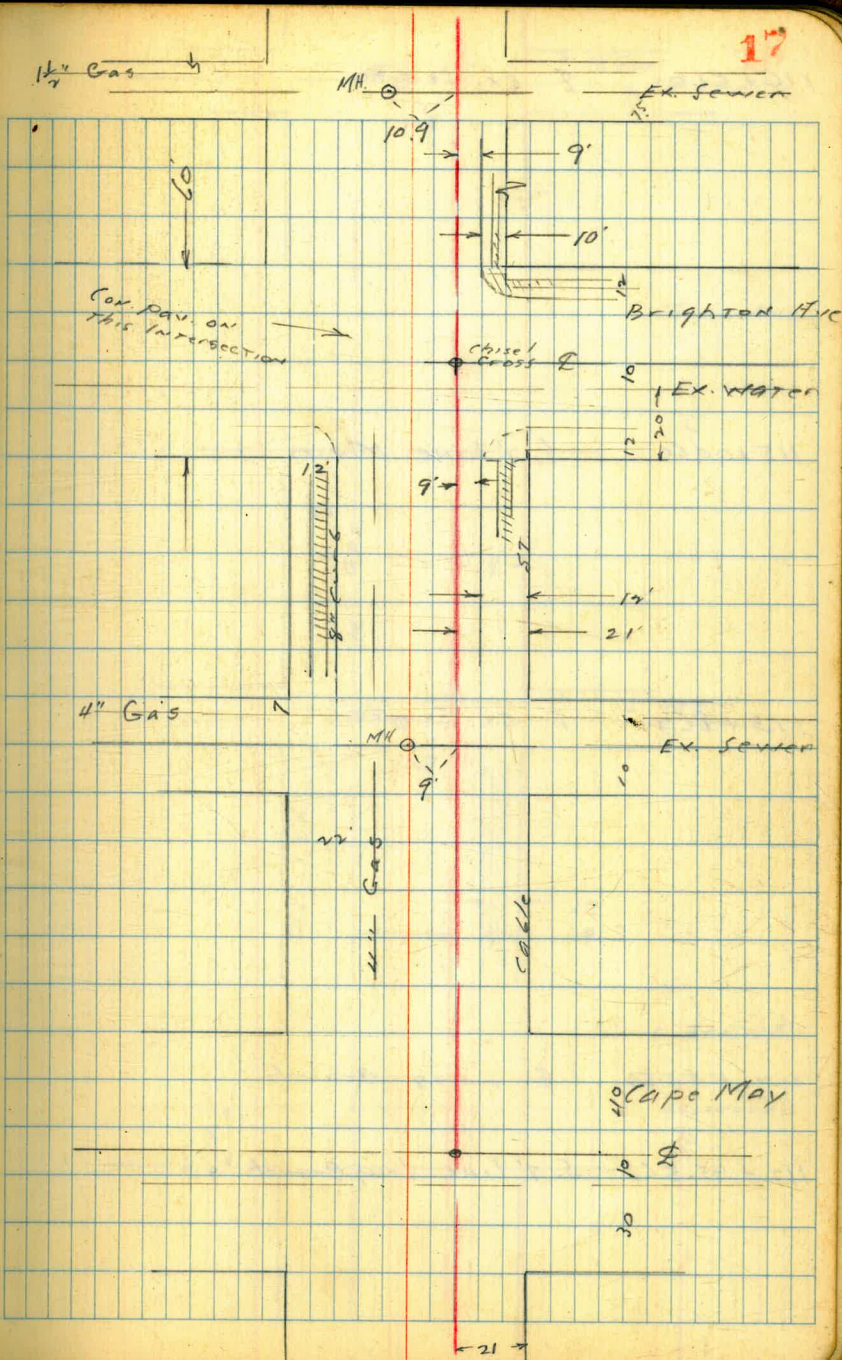
108 + 03.6

♀ Ex. Sewer

106 + 13.98

♀ Cape May

17



116+51.0

Ex. Sewer

115+00.60

S. 7' Line Main

113+86.20

Ex. Sewer

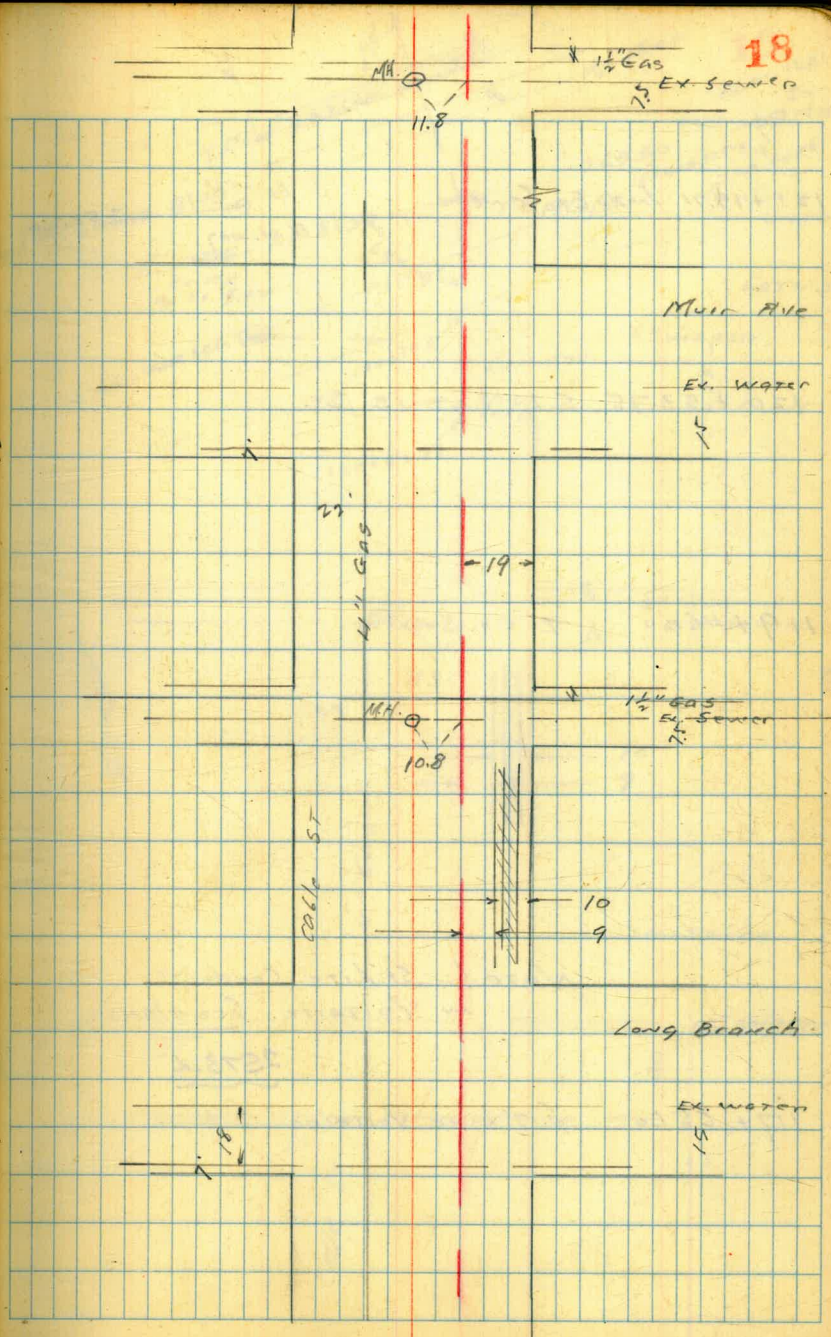
117+58.56

Long Branch

112+35.56

S. 7' Line Long Branch

18



121 + 19.71 Int. Ex. Sewer

Ex. M.H.
F.L. El. 407 258.20

120 + 53.75 S.L. LOTUS ST.

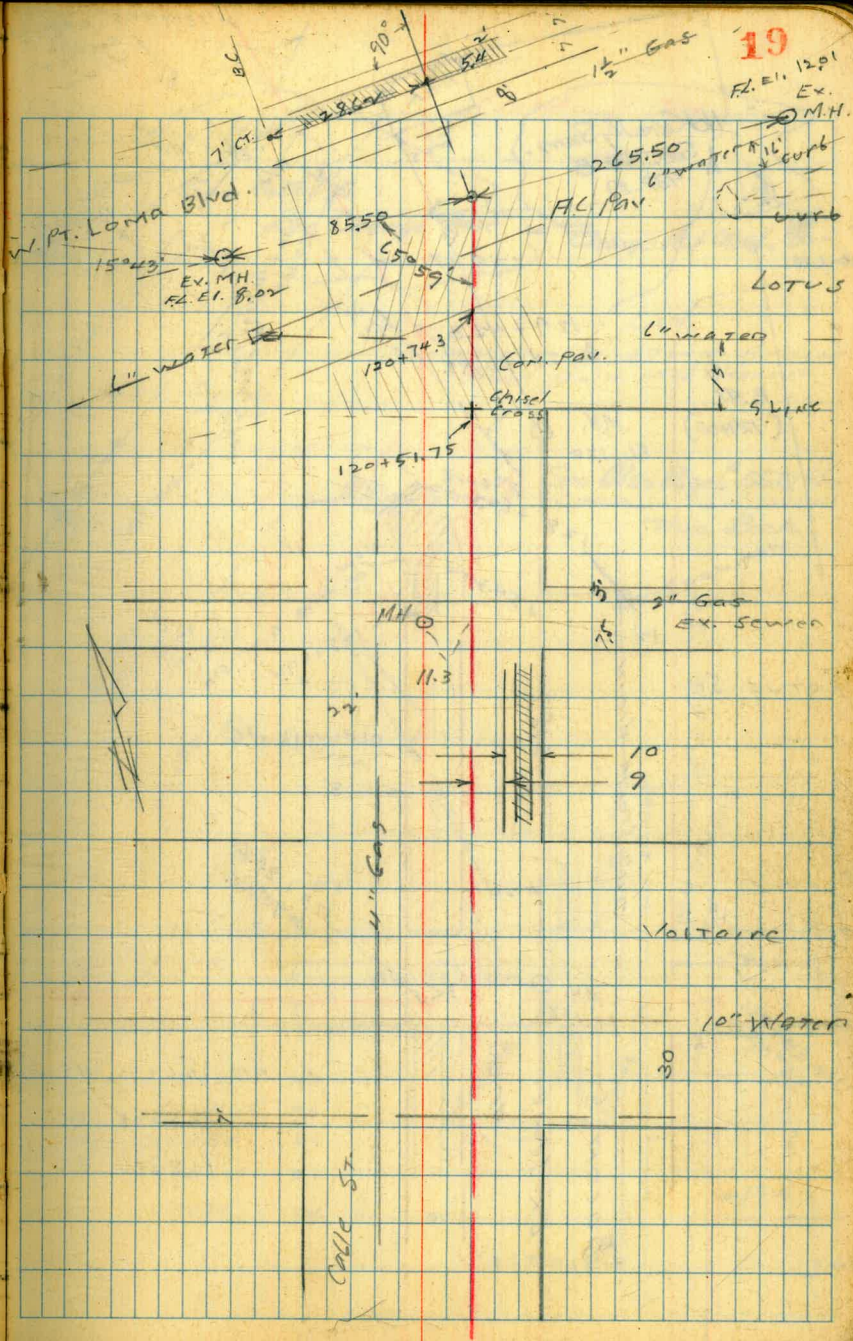
119 + 46.20 2 Ex. Sewers

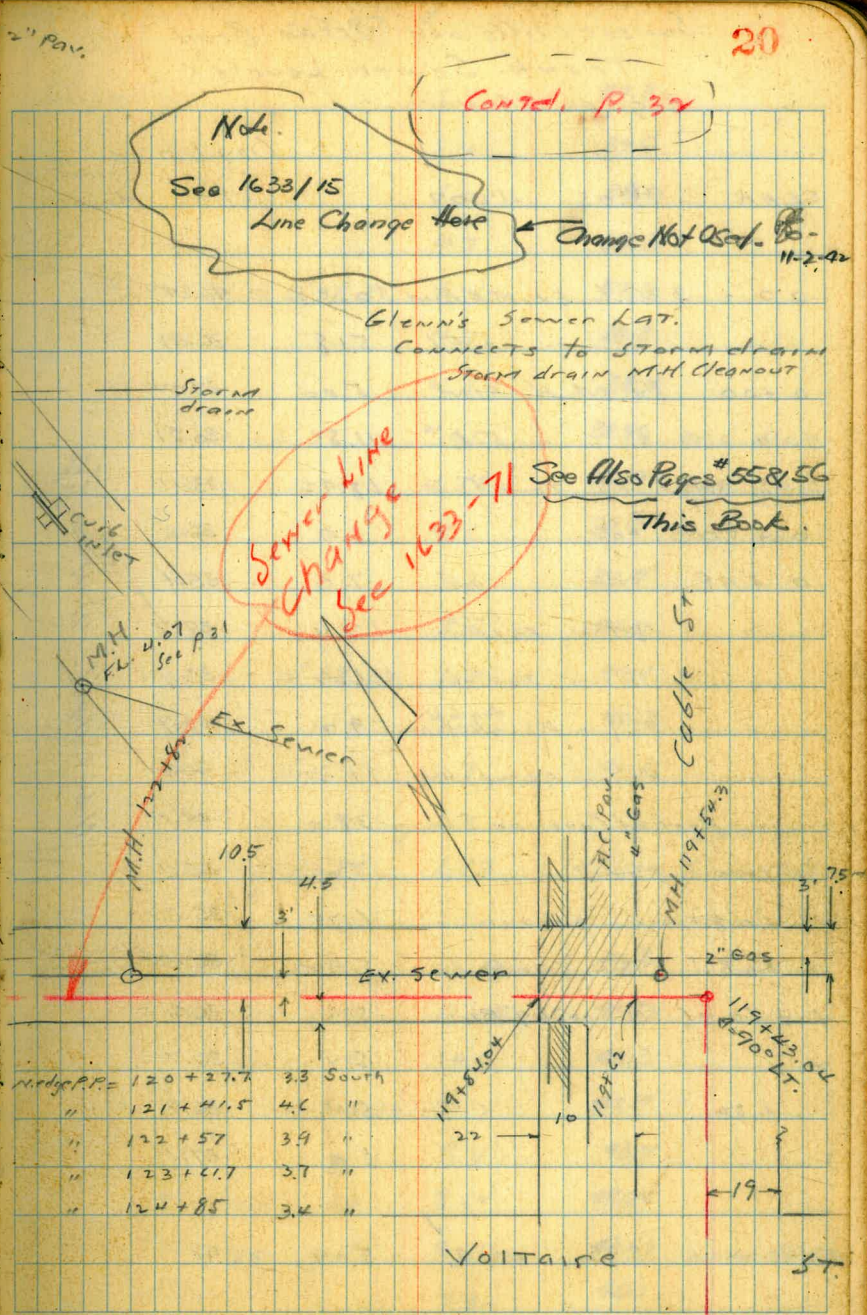
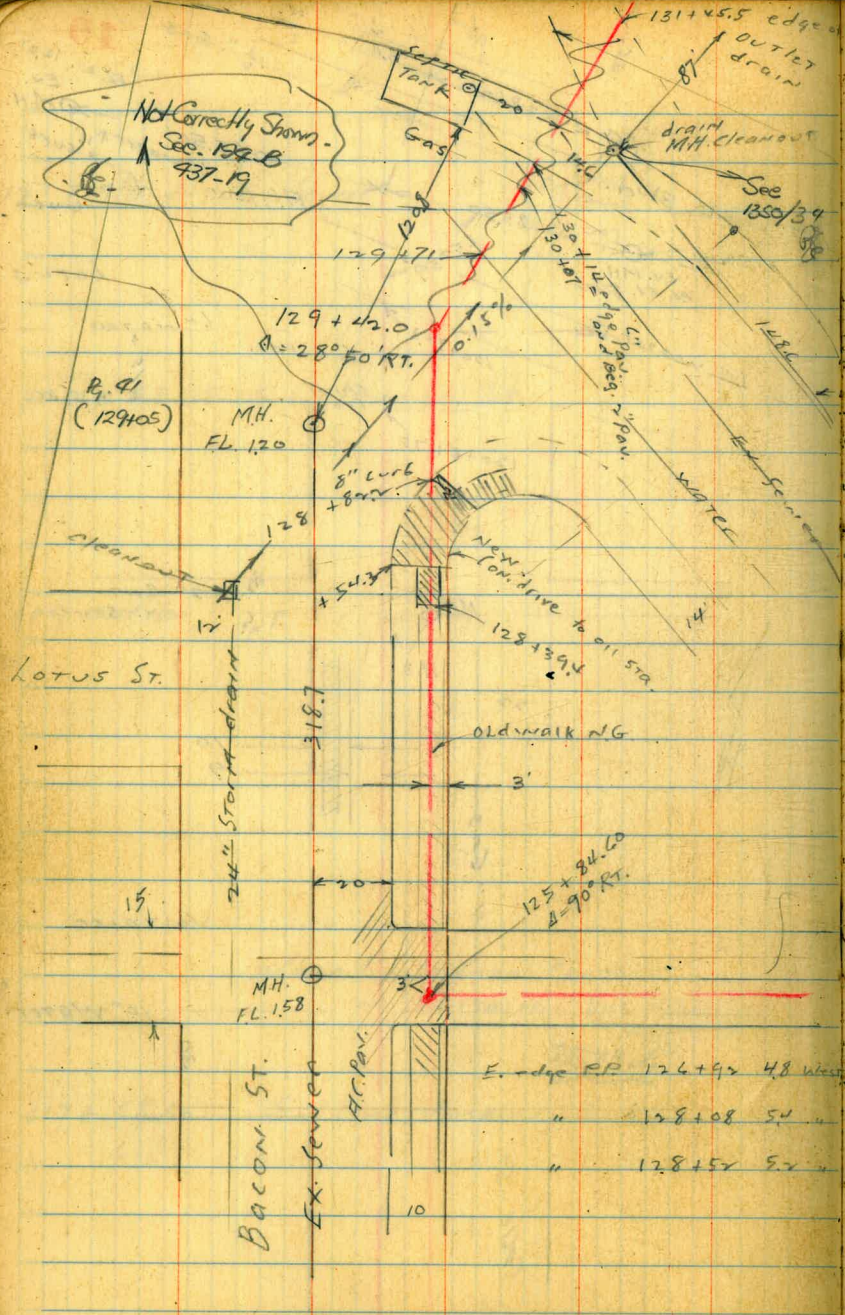
Note! St. Lite Conduits
in VOITAINC. See plans

2573-L

117 + 65.60 S. 7' Line Voitaire

33





edge P.P.	120+27.7	3.3	South
"	121+41.5	4.6	"
"	122+57	3.9	"
"	123+61.7	3.7	"
"	124+85	3.4	"

Voltaire ST.

Sunset Cliffs and Ocean Beach
Trunk Sewer Levels

Bag at Monaco

CITY DATUM
Sunset Cliffs
Monaco

SEBP 5.05 42.07 37.02

00 -	337.6	Ex. M.H. Rim	0.53	41.54
"	"	" " F.L.	5.18	36.89
0 + 00		Ex. M.H. Rim	5.00	37.07
"	"	" " F.L.	11.86	30.21
"	3.4W	F.L. Tank?	18.92	23.15
0 + 50		par.	5.9	36.2
0 + 98		"	7.0	35.1
"	5.7W	Curb F.L. inlay	7.4	39.7
"	"	" " Top cb.	6.2	35.9
"	11.7	" " F.L. 2" pipe	9.2	32.9
"	41.7	" " F.L. end "	11.2	30.9
"		Roof of Case on S Sewer	38.0	02.1
1 + 00		par.	7.0	35.1
1 + 28.1		" gutter	6.75	35.32
1 + 28.1		Top curb	5.92	36.15 <small>Now on DIRT</small>
1 + 60.46		Δ 10° 49' Rt	5.5	36.6
2			5.4	36.7
+ 50			5.2	36.9
3			5.0	37.1
T.P.	5.99	42.97	5.09	36.98

Notes Reduced - 9/11/47

42.97 ✓

21

3 + 50			5.7	37.3
4			5.4	37.6
+ 50			5.0	38.0
5			4.7	38.3
+ 53.14	Δ	115° 58' Rt	5.2	37.8
6			4.7	38.3
+ 50			4.3	38.7
+ 86		Top cb	4.01	38.96 <small>end dirt</small>
"		par. gutter	4.78	38.19 <small>Bag par.</small>
7			4.6	38.4
+ 50			3.6	39.4
8			3.0	40.0
+ 12.10	Δ	12° 38' Lt	2.9	40.1
+ 50			2.8	40.2
+ 80.18	Δ	Hill St	2.7	40.3
T.P.	11.46	52.86	1.57	41.46 <small>SEBP Hill Sunset Cliffs</small>
9			12.6	40.3
+ 45.9		par. gut.	11.14	41.72
"		Top curb	10.6	42.3
+ 63.4		W. edge walk	10.2	42.7
10 + 02.2		" " "	9.4	43.7
+ 20.6		Top curb	8.6	44.22
"		par. gut.	9.17	43.69 <small>Now on par.</small>
+ 50			7.8	45.1

52.86 ✓

10	+71.50	Δ 16°06' RT.	6.4	26.5	
11			4.7	48.2	
	+50		1.8	51.1	
					✓
T.P.	10.38	62.32	0.92	51.94	
12			8.7	53.6	
	+50		7.3	55.0	
13			6.4	56.9	
	+51.1	gut Pav	5.6	56.7	end pav
	"	Top cb	5.1	57.2	
	+70.09	Δ 26°54' LT.	4.8	57.6	diat
	+80.2	Top curb	4.37	57.95	
	"	gut Pav.	4.9	57.9	beg. pav.
14			4.6	57.7	
	+50		3.5	58.8	
15			3.1	59.2	
	+50		3.7	58.6	
16	+100.43	Δ 35°11' LT.	5.7	56.6	✓
T.P.	0.23	56.62	5.93	56.39	SE BP Guizote Sunset Chiff Blvd.
	+50		1.4	55.2	✓
	+73.8	Int. E Guizote	1.9	54.7	✓
	"	14.3 E Rim M.H.	2.07	52.55	✓
	"	" " F.L. "	5.94	50.70	✓

56.62

22

17			2.9	53.7	✓
	+50		4.5	52.1	✓
18			6.1	50.5	✓
	+50		7.6	49.0	✓
19			9.2	47.8	✓
	+50		10.7	45.9	✓
20			12.3	44.3	✓
T.P.	0.67	45.69	11.40	45.02	✓
	+50		2.9	42.8	✓
21			4.4	41.3	✓
	+50		5.9	39.8	✓
22			7.1	38.6	✓
	+50		8.1	37.6	✓
23			8.6	37.1	✓
	+50		8.9	36.8	✓
T.P.	3.55	41.03	8.21	37.48	✓
24			4.4	36.6	✓
	+50		4.6	36.2	✓
24	+79.10	Δ 14°01' LT	4.7	36.3	✓ & Froude
	"	12.7 E Rim M.H.	4.6	36.9	✓
	"	" " F.L. "	7.60	33.93	✓
SE BP	Sunset Chiff Blvd		4.04	36.99	✓ 37.02
	Froude				

411.03

25		4.7	36.3 ✓
+ 50		4.8	36.2 ✓
26		5.1	35.9 ✓
+ 50		5.4	35.6 ✓
27		5.6	35.2 ✓
+ 50		5.6	35.2 ✓
27	+ 77.17 Δ 31° 21' RT	5.5	35.5 ✓
"	7' w Roof of Cave	35.5	05.5 ✓
28		5.7	35.3 ✓
+ 50		6.2	34.8 ✓
29		6.4	34.6 ✓
T.P.	364	5.63	35.40 ✓
+ 50		4.5	34.5 ✓
30		4.7	34.3 ✓
+ 50		4.8	34.2 ✓
31		5.0	34.0 ✓
+ 50		5.1	33.9 ✓
32		5.2	33.8 ✓
+ 50		5.2	33.8 ✓
+ 83.03 Δ 31° 48' RT		5.2	33.8 ✓
33		5.3	33.7 ✓
+ 50		5.7	33.3 ✓
34		6.1	32.9 ✓

Rec 18.37 / 15

T.P.	385	5.53	33.51 ✓
34 + 50		4.6	32.8 ✓
35		4.9	32.5 ✓
35	+ 39.31 Δ 39° 43' LT	5.1	32.3 ✓ Osprey
SEAP Osprey and	SEAP CURTS OLD	4.21	33.15 ✓
+ 50		5.3	32.1 ✓
35	+ 73.3 pay over drain	5.2	32.1 ✓
36		5.0	32.2 ✓
+ 110		5.1	32.3 ✓
+ 50		5.1	32.3 ✓
"	10' w Roof of Cave	31.5	05.9 ✓
37		5.5	31.9 ✓
+ 50		6.1	31.3 ✓
37	+ 75.15 Δ 8° 37' LT	6.3	31.1 ✓
38		6.5	30.9 ✓
+ 15		6.6	30.8 ✓
"	6' w Roof of Cave	30.7	06.7 ✓
+ 50		6.7	30.7 ✓
39		7.1	30.6 ✓
T.P.	316	6.34	31.07 ✓
+ 50		4.0	30.2 ✓
40		4.1	30.1 ✓

39.04 ✓

37.36 ✓

Rec 18.37 / 15

34.18 ✓

40 + 10.97	Δ 35° 03' RT	4.1	30.1 ✓
+ 50		4.6	29.6 ✓
41		5.0	29.2 ✓
+ 50		5.2	29.0 ✓
42		5.3	28.9 ✓
+ 50		5.4	28.8 ✓
43		5.8	28.4 ✓
+ 50		6.1	28.1 ✓
+ 92.09	Δ 13° 31' LT	6.5	27.7 ✓

T.P. 226 30.50 5.94 <28.24> ✓

44		2.9	27.6 ✓
+ 50		3.2	27.3 ✓
45		3.6	26.9 ✓
+ 50		4.0	26.5 ✓
46		4.5	26.0 ✓
+ 50		5.1	25.9 ✓
+ 73		5.3	25.7 ✓
"	9' W Roof of Cave	24.5	06.0 ✓
47 + 01.45	Δ 27° 36' RT	5.6	24.9 ✓
+ 35.14	♀ Adair St.	6.1	24.4 ✓

Adair and SE BP Sunset Cliffs Blvd. 5.12 <25.33> ✓
25.38 <05.12>

30.50 ✓

24

47 + 50		6.3	24.2 ✓
48		7.1	23.9 ✓
+ 50		8.0	22.5 ✓
49		8.9	21.6 ✓

T.P. 156 23.54 8.54 <21.94> ✓^{1/11/1966}

+ 50		2.9	20.6 ✓
50		4.1	19.9 ✓
+ 13		4.4	19.1 ✓
+ 28.04	1/17. EX. Sunset	4.7	19.3 ✓ Pav.
"	83 W " M.H.	4.7	19.3 ✓ Rim
"	" " " " "	8.79	19.73 ✓ F.L.
"	1656 W " " "	6.17	17.35 ✓ Rim
"	" " " " "	12.31	11.21 ✓ F.L.
"	227 E " " "	2.40	21.12 ✓ Rim
"	" " " " "	7.48	16.09 ✓ F.L.
50 + 35		3.9	19.6 ✓
+ 50		4.5	19.0 ✓
+ 65		5.0	18.5 ✓
+ 75		4.8	18.7 ✓
51		4.5	19.0 ✓
+ 50		4.2	19.2 ✓
52		4.1	19.9 ✓
+ 25		3.9	19.6 ✓

2352 ✓

SW + 25	8' W Ex. M.H.	4.3	19.2	RIM
"	"	9.80	13.72	FL
+ 50		3.9	19.6	
53		3.8	19.7	

T.P. 6.76 26.67 3.41 (19.91) ✓

+ 50		6.8	19.9	✓
54		6.4	20.3	✓
+ 15.4	♀ Bermuda	6.2	20.5	✓
+ 50		5.8	20.9	✓
NWBP	Bermuda Sunset Chills Gnd.	5.70	20.97	20.91

55		4.80	21.87	✓
+ 50		3.8	22.9	✓
56		2.8	23.9	✓
+ 05.4	Ex Sewer	2.6	24.1	Pay
"	8.3 W M.H.	3.15	23.57	RIM
"	"	7.20	19.87	FL
+ 50		1.7	25.0	✓
57		0.8	25.9	✓

T.P. 7.30 (33.17) 0.80 (25.87) ✓

+ 50		6.4	27.0	✓
+ 94.89	Pescadero	5.6	27.6	✓

33.17 ✓

25

58		5.5	27.7	✓
+ 50		5.0	28.2	✓
59		4.9	28.3	✓
+ 50		4.6	28.6	✓
+ 85	Ex Sewer	4.5	28.7	Pay
"	7' W M.H.	4.96	28.21	RIM
"	"	8.91	29.26	FL
60		4.4	28.8	✓
+ 50		4.3	28.9	✓
61		4.1	29.1	✓
+ 50		3.8	29.4	✓
+ 74.7	♀ Orchard	3.4	29.8	✓
62		3.1	30.1	✓

T.P. 8.94 (38.96) 3.13 (30.04) ✓ NW 7' ET. 3007 Orchard Sunset Chills Blvd.

+ 50		8.0	31.0	✓
63		7.1	31.9	✓
+ 50		6.3	32.7	✓
+ 14.55	7.1 E Ex. M.H.	5.8	23.2	RIM
"	"	11.53	27.93	FL
64		5.4	33.6	✓
+ 50		4.5	34.5	✓
65		3.6	35.4	✓
+ 50		3.1	35.9	✓

Sunset Cliffs Blvd.
38.96 ✓

65 + 54.38	F Del Mar	3.1	35.9	36.08
66		2.6	36.7	
+ 50		0.3	38.7	
T.P.	7.21	45.57	0.60	38.35
67		4.8	40.8	
+ 39.23	A 90° LT.	3.1	42.5	VIA PLAN
M.H.	7 RT + Alley	2.7	42.9	RIM
"	"	12.68	32.89	FL
67 + 62.2	w/ Sunset Cliffs Blvd	3.7	41.9	End Pav
68		7.2	38.7	
+ 50		9.1	36.5	
69		10.1	35.5	
+ 50		11.3	37.3	
70		12.4	33.2	
+ 50		12.9	32.7	
T.P.	2.96	35.67	12.86	32.71
70 + 62.5		3.4	32.3	
"	4.7 N Ex MH	3.37	32.30	RIM
"	"	10.77	24.90	FL
71		3.6	32.1	
+ 50		4.0	31.7	

72		4.5	31.2	
+ 50		4.6	31.1	
73		4.4	31.3	
+ 50		4.7	31.0	
+ 62.5	E.L. Cable ST.	5.4	30.3	Beq. Pav
+ 74		5.6	30.1	
73 + 83.52	A = 90° RT.	5.5	30.7	30.2
+ 86.2		5.5	30.2	
"	9' w/ Ex. M.H.	5.3	30.9	RIM
"	"	12.72	22.95	FL
74		5.6	30.1	
+ 50		6.3	29.4	
75		7.0	28.7	
+ 50		7.5	28.2	Coronado
+ 76.3	E Coronado	8.0	27.7	Intersection Paved with
76		8.4	27.3	6" Concrete
SEBP	Coronado and Cable	7.18	28.49	28.50 0.01

Cont'd. p. 28

Alternate Line, in alley Bet.
 Orchard + Del Mar and
 Sunset cliffs Blvd + cable P 11-12

mm 7' CT	6.47	<u>36.51</u>	3004	Sunset cliffs Blvd Orchard
63 + 60.55	Δ 90° LT.	3.7	32.8	✓
+ 71		4.4	32.1	
+ 83.5	w/ Sunset cliffs Blvd.	4.1	32.9	END Pav.
64		4.4	32.1	
+ 50		4.9	31.6	
65		5.0	31.5	
+ 50		4.6	31.9	
66		4.4	32.1	
+ 50		4.4	32.1	
183.6		4.1	32.9	
"	4' N Ex. N.H.	4.13	32.38	R.M.
"	" " " "	10.60	25.91	FL
67		3.7	32.8	
+ 50		3.3	33.2	
68		2.3	32.2	
T.P.	7.20	<u>41.44</u>	2227	34.24
+ 50		5.6	35.8	
69		5.0	36.4	
+ 50		3.6	37.8	
+ 65		3.7	37.7	

41.44

27

69 + 83.88	E.L. Cable	4.7	36.7	Reg. Pav.
70		4.9	36.5	
70 + 04.88	Δ 90° RT.	4.7	36.7	
70 + 09				
"	9' W Ex. N.H.	4.52	36.92	R.M.
"	" " " "	16.80	29.62	FL
+ 50		5.8	35.6	
71		7.2	32.2	
+ 50		8.5	32.9	
+ 98.5	2 Del Mar	9.0	32.9	
72		9.0	32.9	
+ 50		9.4	32.0	
73		10.1	31.3	
+ 50		10.8	30.6	
73 + 83.54	4' South of 2 alley	11.3	30.14	✓ Pav. P. 30.17
Bet. Coronado + Del Mar.				
P 11-12				

Contd. front p. 26

SEBP	3.26	31.75	28.49	Coronado Cable
76+50		4.7	27.1	
77		4.9	26.9	
+50		5.0	26.8	
+LLN		5.0	26.8	
"	9'W EX. M.H.	4.75	27.00	RIM
"	" " " "	11.27	20.98	FL
78		5.1	26.7	
+50		5.2	26.6	
79		5.4	26.8	
T.P. SEBP	4.15	30.62	26.47	Santa Cruz Cable
+50		5.1	25.5	
+56.35	EX Santa Cruz	5.0	25.6	
80		5.2	25.7	
+50		5.2	25.7	
81		5.3	25.3	
+LLN	EX SENEZ	5.4	25.2	
"	9'W EX. M.H.	5.14	25.4	RIM
"	" " " "	12.56	18.06	FL
+50		5.4	25.2	
82		5.5	25.1	

30.62

Cable ST. 28

82+50		5.7	24.9	
83		6.0	24.6	
T.P. SEBP	3.26	28.29	25.03	Del Monte Cable
+36.1	EX Del Monte	4.0	29.3	
+50		4.1	29.4	
84		4.3	29.0	
+50		4.5	28.8	
85		4.7	28.6	
+26	EX SENEZ	4.9	28.4	
"	9'W M.H.	4.5	28.8	RIM
"	" " " "	9.38	18.91	FL
+50		5.0	28.3	
86		5.2	28.1	
+50		5.2	28.1	
87		5.4	28.2	
T.P. SEBP	2.40	25.41	23.01	Narr. Ave Cable
+15.67	EX Narr. Ave	3.1	22.3	
+50		3.4	22.0	
88		3.7	21.7	
+50		4.2	21.2	
89		4.6	20.8	

25.41

89	+05.2	Int. Ex. Sewer	2.6	20.8	✓
"	"	9. W. M.H. Rim	4.2	21.0	✓ Cover Broken & Sealed.
	+50		5.1	20.3	✓
90			5.5	19.9	✓
	+50		5.9	19.5	✓
T.P. SEBP 2.36 <u>22.25</u> X					
			5.52	19.89	✓ Niagara Cable
	+95.5	Niagara	2.9	19.2	✓
91			2.9	19.2	✓
	+50		3.5	18.8	✓
92			3.8	18.5	✓
	+50		4.2	18.1	✓
	+85.1	Ex. Sewer	4.5	17.8	✓
	"	8.8 W. M.H.	4.3	18.0	✓ Rim
	"	"	10.29	11.96	✓ FL
93			4.5	17.8	✓
	+50		5.0	17.3	✓
94			5.3	17.0	✓
T.P. NEBP 5.01 <u>20.97</u> X					
			6.29	15.96	✓ Newport Cable
94	+52.2	Int. 36" corr. I.P. drain	4.2	16.6	✓ pav.
"	"	"	8.50	12.47	✓ Fl.
	+75.2	Ex Newport	4.5	16.5	✓

20.97

95			5.0	16.0	✓
	+50		5.1	15.9	✓
96			5.0	16.0	✓
	+50		4.9	16.1	✓
	+65.1	Ex. Sewer	4.9	16.1	✓
	"	8.8 W. M.H.	4.65	16.32	✓ Rim
	"	"	10.85	10.12	✓ FL
97			4.8	16.2	✓
	+50		4.6	16.2	✓
98			4.5	16.5	✓
T.P. SEBP 3.09 <u>20.07</u> X					
			4.04	16.93	✓ Santa Monica Cable
	+50		3.7	16.3	✓
	+54.7	Ex Santa Monica	3.7	16.3	✓
99			4.0	16.0	✓
	+50		4.1	15.9	✓
100			4.2	15.7	✓
	+43.6	Int. Ex. Sewer	4.5	15.5	✓
	"	9.3 W. M.H.	4.22	15.80	✓ Rim
	"	"	10.92	09.08	✓ FL
	+50		4.5	15.5	✓
101			4.6	15.4	✓
	+50		4.8	15.2	✓
102			5.2	14.8	✓ Rim

20.07

102 + 34.45 E Saratoga	5.0	15.0	
T.P. 4.86	18.40	4.48	15.54
+ 50		3.4	15.0
103		3.7	14.7
+ 50		4.0	14.2
104		4.3	14.1
+ 24.3 Int. Ex. Sewer		4.4	14.0
" 9.4 W M.H.		4.20	14.20 R.M.
"		10.30	08.10 F.L.
+ 50		4.6	13.8
105		4.9	13.5
+ 50		5.2	13.2
106		5.7	12.7
T.P. SW B.P.	5.80	18.87	5.38
			13.07 Cape May Cable
106 + 13.98 E Cape May	5.9	12.9	
+ 50		6.0	12.8
107		5.6	13.2
+ 50		5.3	13.5
108		5.1	13.7
+ 03.6 Int. Sewer		5.0	13.8
" 9' W M.H.		4.98	13.84 R.M.
" " " "		9.18	09.64 F.L.

+ 50	0.2		4.8	14.0
109			4.6	14.2
+ 50			4.5	14.3
+ 83.41 E Brighton			4.2	14.6
T.P. SE F.H.	2.76	20.07	15.5	17.27 Brighton Cable
110			5.4	14.1
+ 50			5.5	14.5
111			5.2	14.8
+ 21 Ex. Sewer			5.1	14.9
" 10.9 W M.H.			5.0	15.0 R.M.
" " " "			11.94	08.09 F.L.
+ 50			5.0	15.0
112			4.6	15.4
+ 50			4.6	"
+ 53.56 E Long Branch			4.4	"
T.P. SE F.H.	2.36	21.04	1.35	18.68
113			5.5	15.5
+ 50			5.2	15.8
+ 86.2 Ex. Sewer			5.0	16.0
" 10.8 W M.H.			5.07	15.97 R.M.
" " " "			13.87	07.17 F.L.

21.04

114		5.0	16.0
+50		4.8	16.2
115		4.9	16.1
+186	9 Muir	4.7	16.3

T.P. 4.04 21.23 3.85 17.19

+50		5.0	16.2
116		4.6	16.6
+51	Ex. Sewer	4.3	16.9
"	11.8 W M.H.	4.2	17.0 R.M.
"	" " "	12.18	09.05 F.L.

117		4.1	17.1
+50		4.0	17.2
+73		4.4	16.8
+98.6	E. Vairaire	3.7	17.5

118		3.7	17.5
+44		4.3	16.9

T.P. ✓
SE Top F.H. 2.30 22.58 0.95 20.28 Vairaire Cable

+50		5.1	17.5
119		4.8	17.8
+46.7	Ex. Sewer	4.2	18.0
"	11.3 W = M.H.	4.54	18.09 R.M.
"	" " "	14.23	07.95 F.L.

22.58

Cable ST.

31

120		4.3	18.3
+51.75	S.L. Lotus	4.2	18.2
121		4.3	18.3
+197.1	Int. Ex. Sewer	4.4	18.2 Rav.
"	" 26.5 E = M.H.	2.00	20.58 R.M.
"	" " " " "	10.57	12.01 F.L.
"	" 85.5 W = M.H.	5.56	17.02 R.M.
"	" " " " "	14.56	08.02 F.L.
"	" 343.7 W = M.H.	10.77	11.81 R.M.
"	" " " " "	18.51	4.07 F.L.

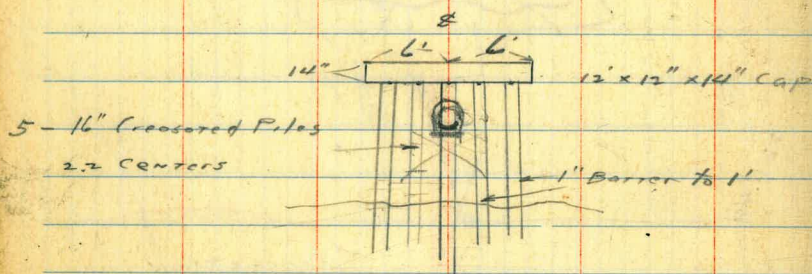
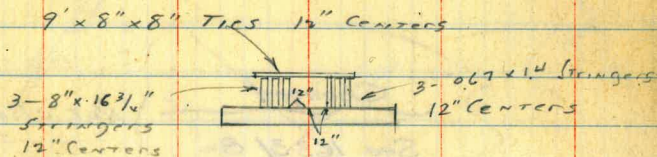
B.M. NE of Lotus
check to B.P. W. Pt. Long Blvd 3.10 19.48 19.44 = water
19.50 = net

Levels Cont'd on P. 41

119 + 43.04 = Δ 90° LT. via dirt alley
align. P. 20
Levels P. 41

(1888 B. -
 History Plan
 for Support)

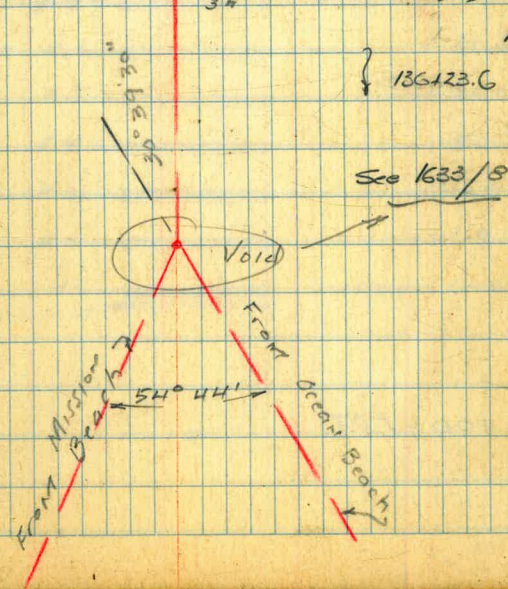
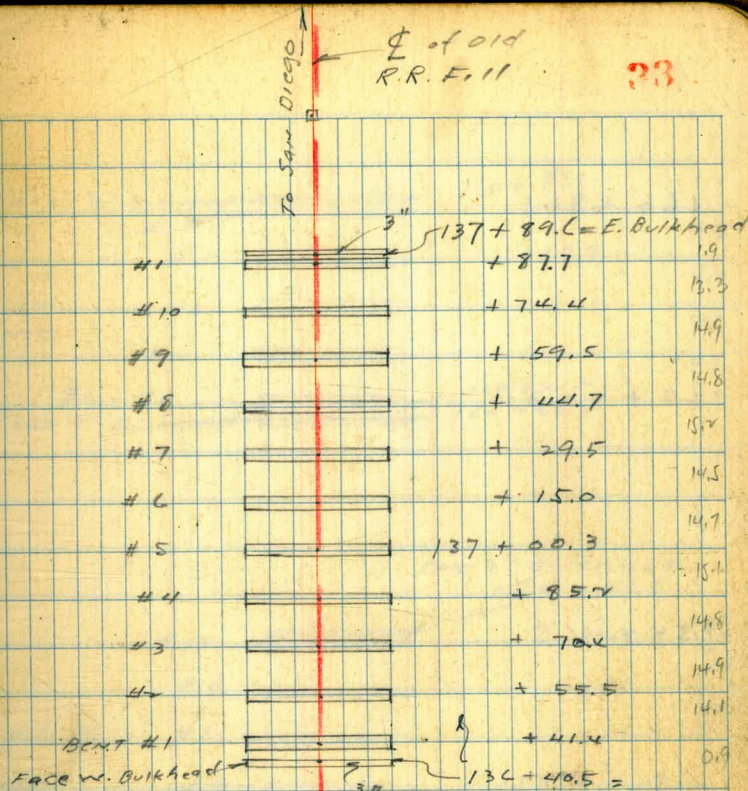
P.O.T. 146+00



136+40.5

132+94.6 - A 30° 39' 30" Rt. Junction M.H.

23



160 + 81.1

160 + 20.3

154 + 46.5

153 + 00 POT.

Face 3" Bulkhead	# 5	160 + 81.1	1.7
		+ 80.4	14.3
Bridge	# 4	+ 65.9	15.0
CONST.	# 3	+ 50.9	14.8
SAME	# 2	+ 36.1	14.9
Bent #1		160 + 21.2	0.9
Face 3" Bulkhead		160 + 20.3	

		Face 3" Bulkhead	
		154 + 46.5	
	# 10	+ 45.6	1.0
	# 9	+ 31.1	14.5
5-pile Bents	# 8	+ 16.2	14.9
SAME	# 7	154 + 01.7	14.5
Construction	# 6	+ 86.8	14.9
as first	# 5	+ 71.6	15.2
Bridge	# 4	+ 56.7	14.9
	# 3	+ 41.9	14.8
	# 2	+ 26.9	15.0
	# 1	+ 12.9	14.3
Bent #1		153 + 12.6	8
Face of 3" Bulkhead		153 + 11.7	

179 + 87.1

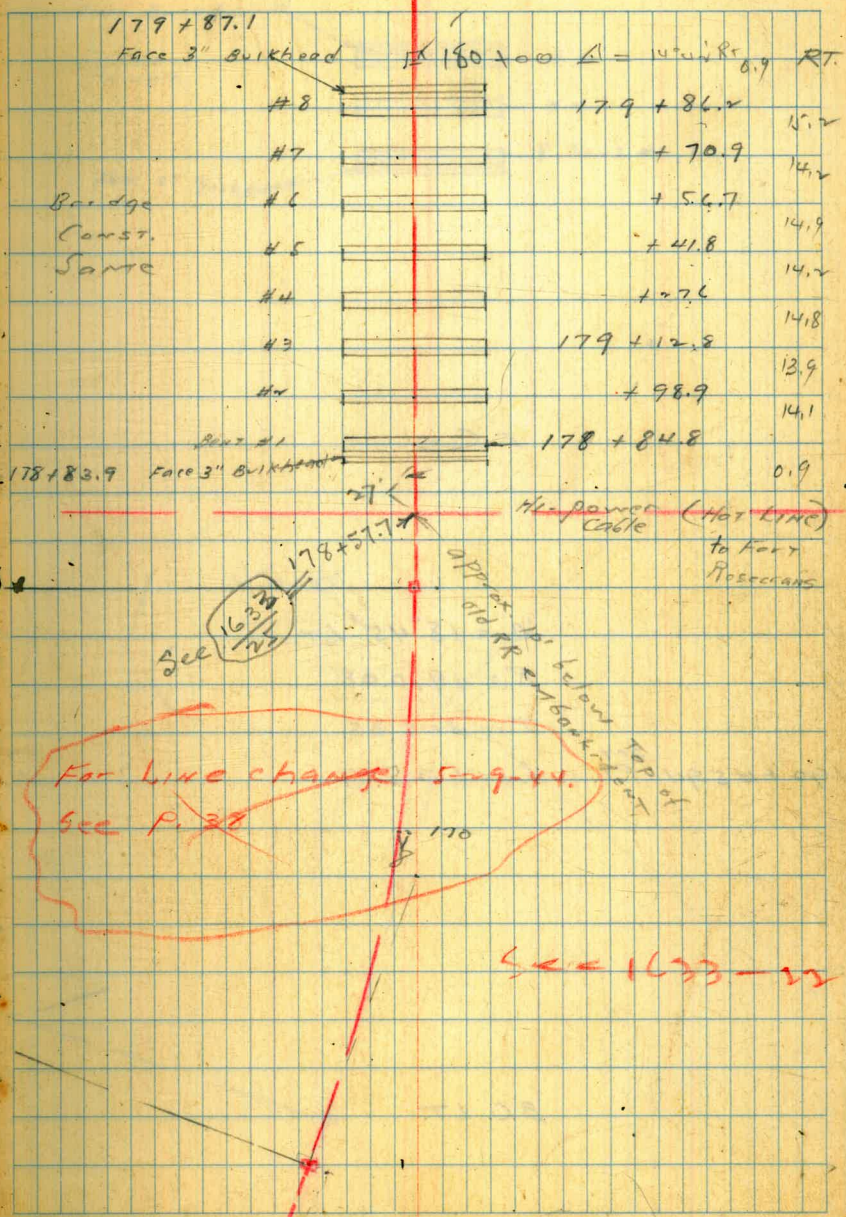
178 + 82.9

174 + 42.95 F.C.

~~$A = 10^{\circ} 47' 17''$
 $R = 5729.65$
 $L = 1078.33$
 $T = 580.76$~~

163 + 64.62 B.C. LT.

P. 47



E.C.

~~$\Delta = 18^{\circ}45' LT$~~

~~$R = 1910.08$~~

~~$T = 315.35$~~

~~$190 + 45.94$ Set P.I.~~

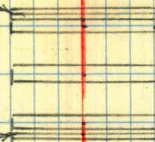
~~$L = 625.07$~~

B.C. LT.

Face Bulkhead

SAME
CONST.

Face 2" Bulkhead



#3

#2

E Benz #1

VOID

2" Hole

Ocean Beach Trunk Sewer Ties

C Moore
 Jant McInnes
 1st Floor
 80995
 5-11-44.

Note!

FB 1406-44-45

See

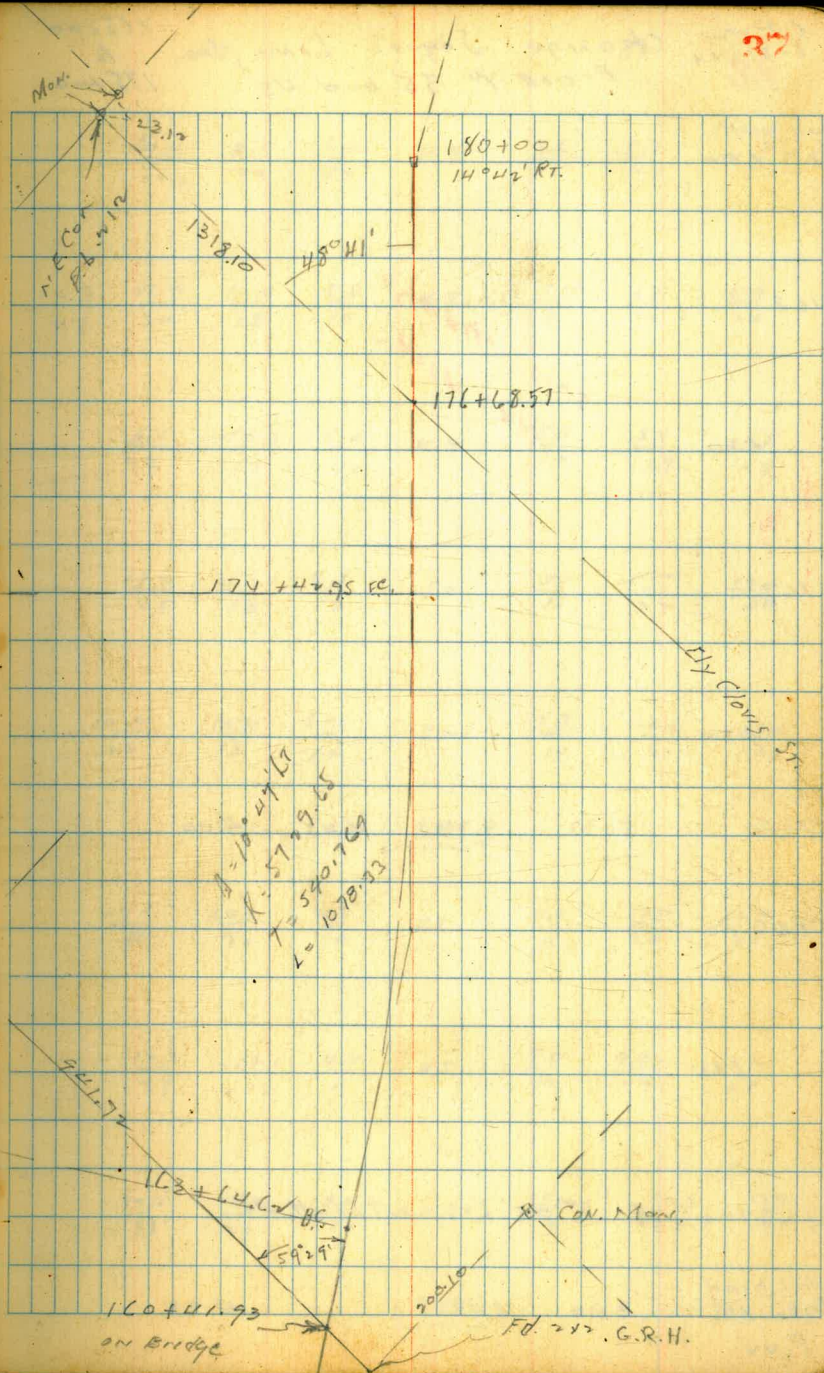
" 1423-74

FB 1033-8-15 (21 Ties)

For Ties thru Glenn's

4x4 Post

Center Rh. 212



C. 2000
5-31-44 Change Sewer Line, Sta. 165+00
to 175+00
FRONT P. 35 and 45

150

168

150

167

150

T.P. 5.33 9.33 4.45 4.00

166

150

145+00 Δ 3° 05' Lt. N.H. # 43

oval head
Spike B.M. 3.90 8.45 4.55
P. 44

THIS CHANGE
NOT USED -

LT.

±

RT.

38

	10.4 40	8.1 20	6.0 12	4.9	5.6 15	5.3 25	Now in old RR cut
12.9 45	11.7 30	10.2 18	5.8 10	4.8	5.7 9	6.4 14	5.9 25
13.4 23	10.9 17	6.0 10	4.9	5.1 10	8.9 19	6.5 29	
13.4 25	11.1 18	6.1 10	5.0	5.1 11	11.2 22	12.1 30	
12.4 25	11.0 18	6.7 10	5.2	5.8 10	14.3 21	13.0 30	
				9.33			
12.1 30	10.3 20	4.7 10	4.4	4.9 11	10.4 20	12.2 30	
12.3 27	10.1 19	4.7 11	4.5	5.0 10	9.9 19	12.2 28	
12.6 33	10.4 23	5.1 12	4.6	5.0 9	10.3 17	12.2 27	
				8.45			

+50

170

+50

171

+50

T.P. 4.50 9.43 11.40 11.93

170+00 Δ C-41 LT. M.H. #44

+50

169

9.33

$\frac{12.8}{40}$	$\frac{11.2}{25}$	$\frac{9.5}{15}$	$\frac{5.2}{7}$	48	$\frac{4.9}{10}$	$\frac{7.1}{16}$	$\frac{6.1}{25}$
-------------------	-------------------	------------------	-----------------	----	------------------	------------------	------------------

$\frac{11.2}{40}$	$\frac{8.2}{14}$	$\frac{5.7}{9}$	48	$\frac{5.0}{10}$	$\frac{5.8}{15}$	$\frac{5.8}{25}$
-------------------	------------------	-----------------	----	------------------	------------------	------------------

$\frac{8.7}{10}$	$\frac{7.1}{15}$	$\frac{5.7}{11}$	48	$\frac{5.5}{10}$	$\frac{5.5}{20}$
------------------	------------------	------------------	----	------------------	------------------

$\frac{8.1}{40}$	$\frac{6.8}{20}$	$\frac{5.4}{7}$	50	$\frac{5.2}{4}$	$\frac{4.7}{8}$	$\frac{4.9}{25}$
------------------	------------------	-----------------	----	-----------------	-----------------	------------------

$\frac{7.8}{40}$	$\frac{6.2}{25}$	$\frac{5.5}{12}$	$\frac{4.8}{7}$	53	$\frac{4.7}{16}$	$\frac{4.8}{25}$
------------------	------------------	------------------	-----------------	----	------------------	------------------

9.43

$\frac{7.5}{40}$	$\frac{4.8}{20}$	$\frac{4.4}{10}$	$\frac{4.6}{16}$	$\frac{4.6}{2}$	$\frac{4.6}{25}$
------------------	------------------	------------------	------------------	-----------------	------------------

$\frac{8.0}{40}$	$\frac{5.8}{19}$	49	$\frac{4.7}{4}$	$\frac{4.7}{25}$
------------------	------------------	----	-----------------	------------------

$\frac{9.3}{40}$	$\frac{7.7}{22}$	$\frac{6.0}{15}$	49	$\frac{5.3}{16}$	$\frac{4.9}{25}$
------------------	------------------	------------------	----	------------------	------------------

9.33

Check new E.C. P. 45 4.98 4.45 $\frac{4.46}{0.01}$

N.H. #45

175 + 00 A 1'01' LT = old Sta. 174 + 99.73

+50

174

+50

173

9.43

old Embankment again

$\frac{13.0}{40}$	$\frac{12.3}{23}$	$\frac{5.2}{10}$	5.19	$\frac{5.0}{10}$	$\frac{10.4}{20}$	$\frac{10.2}{30}$
-------------------	-------------------	------------------	------	------------------	-------------------	-------------------

$\frac{13.0}{27}$	$\frac{12.7}{22}$	$\frac{5.4}{9}$	5.0	$\frac{5.0}{11}$	$\frac{10.0}{22}$	$\frac{9.8}{32}$
-------------------	-------------------	-----------------	-----	------------------	-------------------	------------------

$\frac{13.8}{40}$	$\frac{13.0}{20}$	$\frac{5.5}{8}$	4.9	$\frac{4.9}{11}$	$\frac{10.1}{20}$	$\frac{9.0}{30}$
-------------------	-------------------	-----------------	-----	------------------	-------------------	------------------

$\frac{13.8}{40}$	$\frac{12.1}{25}$	$\frac{12.2}{18}$	$\frac{5.5}{8}$	4.8	$\frac{4.7}{11}$	$\frac{9.3}{21}$	$\frac{9.0}{30}$
-------------------	-------------------	-------------------	-----------------	-----	------------------	------------------	------------------

$\frac{13.8}{40}$	$\frac{12.7}{25}$	$\frac{11.8}{19}$	$\frac{5.2}{8}$	4.8	$\frac{4.9}{10}$	$\frac{7.9}{10}$	$\frac{7.8}{25}$
-------------------	-------------------	-------------------	-----------------	-----	------------------	------------------	------------------

9.43

Levels Contd. from P. 31
align. " " P. 20

B.M. B.P. NE COO.	2.67	22.15	19.48	Lotus + Blvd W. PT. LOMA
119 + 43.04	$\Delta = 90^\circ$ LT	4.2	18.0	PAY.
+ 74		5.0	17.2	"
+ 84.04	w. L. Cable St.	4.9	17.3	END PAY
120	x 1/2 dirt Alley	4.2	18.0	
+ 50		4.9	17.3	
121		6.2	16.0	
+ 50		7.1	15.1	
122		7.8	14.2	
+ 50		8.3	13.9	
122 + 82		8.7	13.5	
" " 3' N. RIM M.H.		8.70	13.95	
" " " F.L. "		18.00	09.15	
123		9.0	13.2	
+ 50		9.7	12.5	
T.P.	1.64	14.33	9.46	12.69
124		2.6	11.7	
+ 50		3.4	10.9	
125		2.8	10.5	
+ 50		4.3	10.0	
+ 81.6	END dirt alley E. L. BACON ST.	5.3	09.0	ON PAY

14.33

41

125 + 84.6	$\Delta 90^\circ$ RT.	5.5	08.8	PAY.
EX M.H. +	alley and BACON ST.	5.38	08.95	RIM
" " "		12.75	1.58	F.L.
125 + 95.1	N. L. Alley	5.3	09.0	PAY
" " "	old sdw.	5.0	09.3	
126	" " "	5.0	09.3	
+ 50	" " "	5.1	09.2	
127	" " "	5.1	09.2	
+ 50	" " "	5.0	08.7	
128	" " "	5.9	08.9	
+ 39.4	" " and Beg. New sdw	6.3	08.0	
+ 54.3	new sdw.	4.5	07.8	
+ 82.2	curb in drive	7.4	06.9	
"	Beg. PAY in gut.	7.5	06.8	
129 + 05	PAY	7.4	06.9	
" " "	27' W. to EX. M.H.	7.13	07.20	RIM
" " "	" " "	13.13	01.20	F.L.
129 + 42	$\Delta 28^\circ 50'$ RT.	7.5	06.8	PAY.
T.P.	4.95	11.86	7.42	6.91
130		5.3	06.6	PAY
+ 14	N. C. Line W. PT. LOMA Blvd	5.4	06.5	END 4" PAY. and Beg 3" "
+ 29.5	N. L. W. PT. LOMA Blvd	5.3	06.6	GLENN'S DRIVE IN
+ 50	3" PAY	5.5	06.4	

11.86 ✓

131		5.5	06.9	3" Pav
+45.5		6.0	05.9	End "
+50		6.8	05.1	
132		7.7	09.2	
+50		7.9	09.0	
132 + 94.60	$\Delta = 30^\circ 39' 30''$ RT. JUNCTION M.H. WITH MISSION BRANCH	8.04	03.87	2x2 Hub
RIM STORM DRAIN CLEAN OUT M.H.		5.20	06.66	
EL. " " " " "		13.75	-1.89	
RIM S.M.H. ON SEPTIC TANK		5.12	06.72	
EL. WATER IN " " "		12.25	-0.39	
EL. FL. SEWER INTO " " "		12.06	-0.20	
check to B.P. in Curb N.E. Con. 1155 of old RR Bacon & W. Ft. Loma Blvd.		5.38	6.48	See 1423 Walker 6.46
T.P. 134 + 94.60		8.94	8.04	3.87 2x2 Hub
133		4.8	09.1	
+50		4.8	09.1	
134		4.8	09.1	
+50		4.8	09.1	
135		4.4	09.5	
+50		4.6	09.3	
136		4.6	09.3	

8.94

3' Top of TIE
to " " pile

136 + 40.5	6' 6" Ex. Trestle	4.1	09.8	Top TIE
+42		10.2	-1.3	ground
+50		13.6	-9.7	Mud
+80		15.8	-6.9	"
137		16.6	-7.7	"
+20		17.1	-8.2	"
+40		18.6	-9.7	"
+65		16.3	-7.4	"
+80		13.3	-4.2	"
+89		9.4	-0.5	"
+89.6	end Trestle	4.1	04.8	Top TIE
138		4.4	09.5	
" 10 N		5.0	03.9	
" 24 N		13.7	-9.8	
" 11 S		4.8	09.1	
" 24 S		13.4	-4.5	
138 + 50		4.1	09.5	
139		4.6	09.3	
T.P.		3.94	7.92	4.96 3.98
+50		4.1	03.8	
140		4.3	03.6	
+50		4.1	03.5	
141		4.5	03.7	

7.92

141 + 50			4.5	03.9
"	9 N		4.7	03.2
"	20 N		11.9	- 4.0
"	9 S		4.9	03.0
"	20 S		12.0	- 04.1
142			4.5	03.9
+ 50			4.5	03.2
143			4.6	03.3
+ 50			4.6	03.3
144			4.7	03.2
+ 50			4.7	03.2
145			4.7	03.2

T.P. 4.07 7.71 4.28 3.24

145 + 50			4.5	03.2
"	10 N		4.9	02.8
"	24 N		12.0	- 04.3
"	10 S		5.0	02.7
"	26 S		12.4	- 04.5
146			4.5	03.2
+ 50			4.5	"
147			4.5	"
+ 50			4.4	03.3
148			4.6	03.1

7.71

43

+ 50			4.6	03.1
149			4.6	03.1
+ 50			4.5	03.2
150 + 50			4.5	03.2
"	9 N		4.6	03.1
"	24 N		11.6	- 3.9
"	9 S		4.7	03.0
"	24 S		11.7	- 4.0
150 + 50			4.2	03.5
151			4.2	03.5

T.P. 5.21 8.67 4.25 3.46

+ 50			4.9	03.8
152			4.6	04.1
+ 50			4.2	04.5 -
153			3.8	04.9
+ 11.7	beg. Trestle		3.5	05.2 Top Tie
+ 13			7.4	01.3 Mud
+ 24			13.7	11.2 - 5.0 "
+ 50			16.5	3.5 - 7.8 "
+ 66			17.6	- 8.9 "
+ 82			15.6	- 6.9 "
154			17.7	- 8.4 "
+ 30			14.8	- 6.1 "

154 + LC		9.0	-0.3	
+465 end Trestle		3.5	05.1	Top Tie
T.P. RR Spike	✓			end RR
Top SE Pile	3.63	8.28	4.02	4.65 Trestle
155		3.7	09.6	
"	9' N	4.1	09.2	
"	24 N	12.0	-3.7	
"	9' S	3.5	09.8	
"	23' S	11.7	-3.9	
155 + 50		3.9	09.2	
156		4.3	09.0	
+50		4.4	03.9	
157		4.6	03.7	
+50		4.7	03.6	
158		4.8	03.5	
"	10' N	5.2	03.1	
"	24 N	11.6	-3.3	
"	9' S	4.6	03.7	
"	23' S	11.6	-3.3	
+50		4.8	03.5	
159		4.4	09.1	
T.P.	4.62	8.88	4.02	4.26

+50		4.5	09.2	
160		4.1	09.8	
+20.3 beg. Trestle		3.8	05.1	Top Tie
+21		7.8	01.1	
+31		13.4	-4.5	
+40		15.6	-6.7	
+57		17.4	-8.5	
+61		14.4	-5.5	
+80		8.0	00.9	
+81.1 end Trestle		3.7	05.1	Top Tie
See 811, oval hd. spike, Top SE 1/4 pile of Trestle		4.33	4.55	✓
161		4.0	09.9	
"	11' N	4.7	09.1	✓
"	26 N	16.0	-7.1	
"	12' S	4.6	09.3	
"	24' S	12.4	-3.5	
+50		4.1	09.8	
162		4.4	09.5	
+50		4.6	09.2	
163		5.0	03.9	approx. line Mission Bay State Park
+50		5.1	03.8	
163 + 44.64 B.C.H.T.	✓	4.9	09.0	
T.P.	4.32	8.27	11.93	3.95

8.27 ✓

164			4.4	03.9
+ 50			4.3	09.0
165			4.4	03.9
+ 50			4.2	09.1
166			11.2	00.1
"	10 N		4.6	03.7
"	21 N		10.7	- 2.9
"	10 S		4.6	03.7
"	20 S		11.0	- 2.7
"	+ 50		4.2	09.1
167			4.0	09.3
+ 50	End RR. Fill		3.7	09.6
168			3.9	09.9
+ 50			4.0	09.3
T.P.	446	9.11 ✓	3.62	4.65
169			4.7	4.9
+ 50			4.6	4.5
170			4.5	4.6
+ 50			4.6	4.5
171			4.5	4.6
+ 50			4.6	4.5
172			4.5	4.6
+ 50			4.5	4.6

9.11

45

173			4.5	09.6	
T.P.	370	8.56 ✓	4.25	4.86	
+ 50	Beq. RR. Fill		4.1	09.5	
174			4.1	09.5	
+ 42.95	F.C.		4.10	09.86	v. 12 HUB
+ 50			4.1	09.5	
175			4.3	09.3	
+ 50			4.5	09.1	
176			4.6	09.0	
+ 50			4.6	09.0	
177			4.5	09.1	
+ 50			4.2	09.4	
178			4.0	09.6	
+ 50			3.8	09.8	
"	9 N		4.4	09.2	
"	23 N		10.7	- 0.1	
"	6 S		4.2	09.4	
"	9 S		5.7	03.9	
"	20 S		9.0	- 0.4	
T.P.	353	8.19 ✓	3.90	4.66 = RR Spike	
B.M.				TOP MIN. PILE	
				OF RR TRESTLE	
				AT FANOSA Blvd.	
				and W. PT. LOMA "	

178+83.9	beg. RR Trestle	3.0	05.2	Top TIC
+85		7.1	01.1	
+92		11.8	-3.6	
179+14		12.4	-4.9	
+25		16.4	-8.2	
+35	4" dia. pipe culv.	18.1	-9.9	
"	49.7 S. FL. pipe	15.18	-6.99	outlet
"	110.2 S & Pav.	6.5	01.7	
"	170.7 S. FL. pipe	14.07	-5.83	inlet
179+54		14.4	-8.7	
+64		16.8	-8.6	
+77		15.2	-7.0	
+86		8.5	-0.3	
+87.1	end Trestle	3.0	05.2	
180+00	14°42' RT.	3.6	09.6	

RR
BM Spike top of
NW pile RR Trestle
178+84

3.53	4.66
------	------

Continued in Book 1696-3

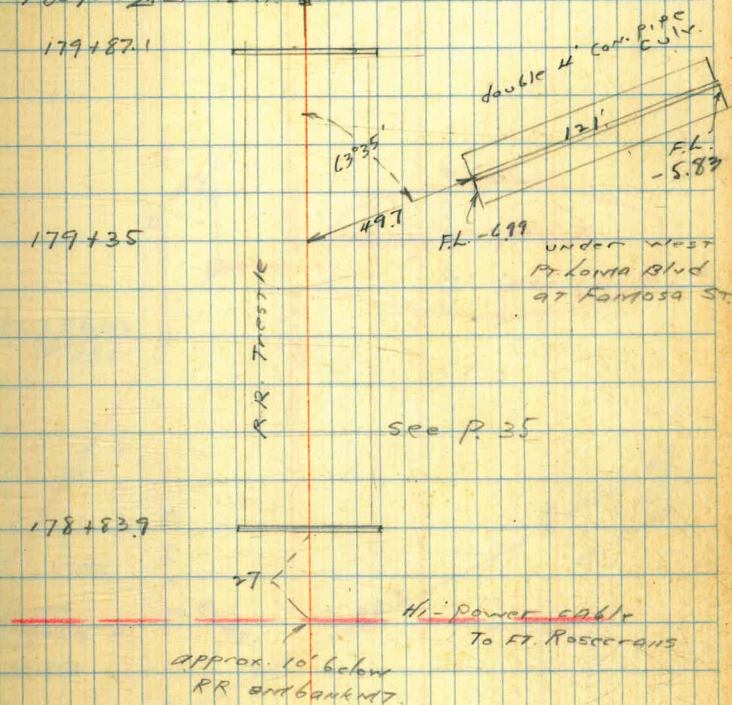
1633-05

180+00 Δ = 14°42' RT.

179+87.1

179+35

178+83.9

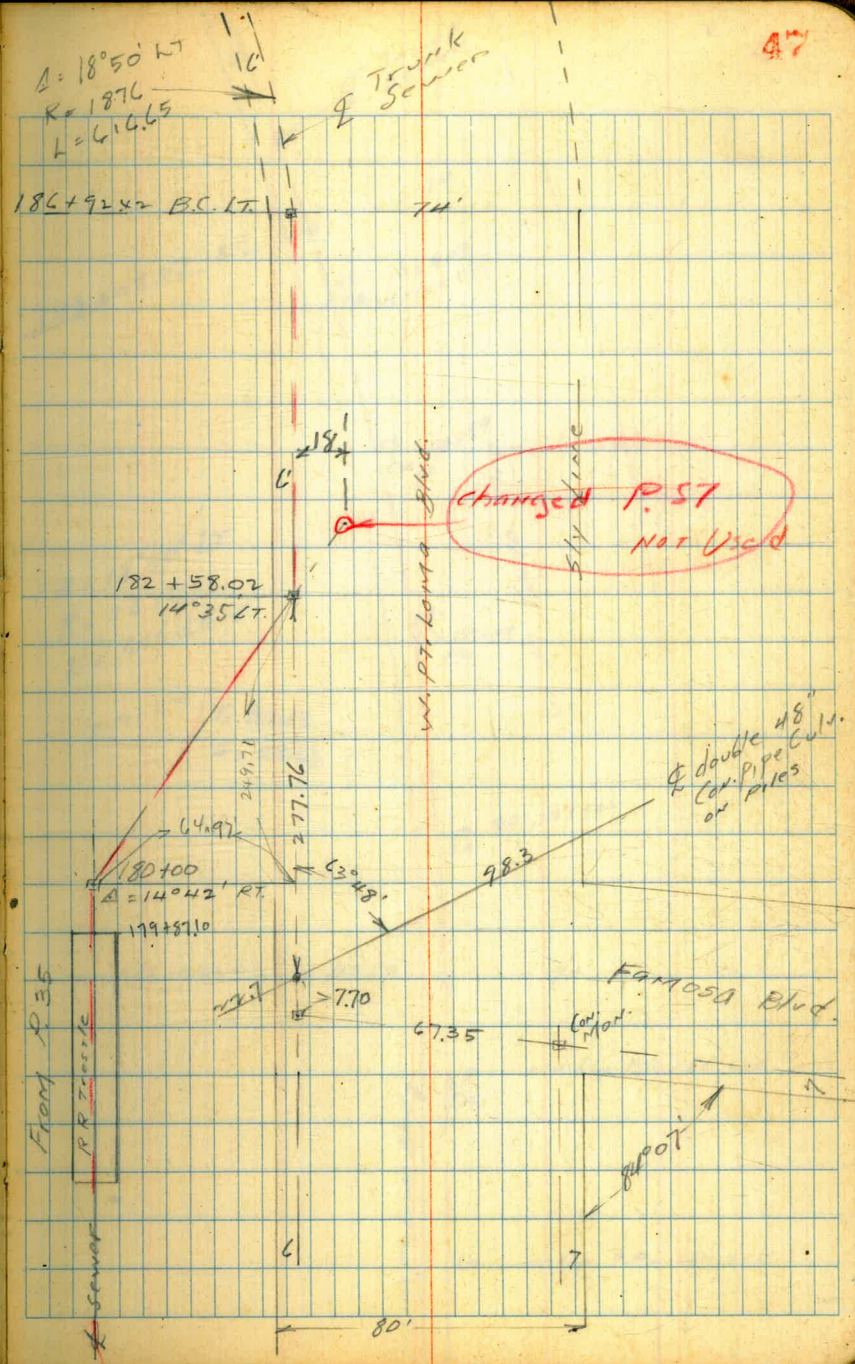


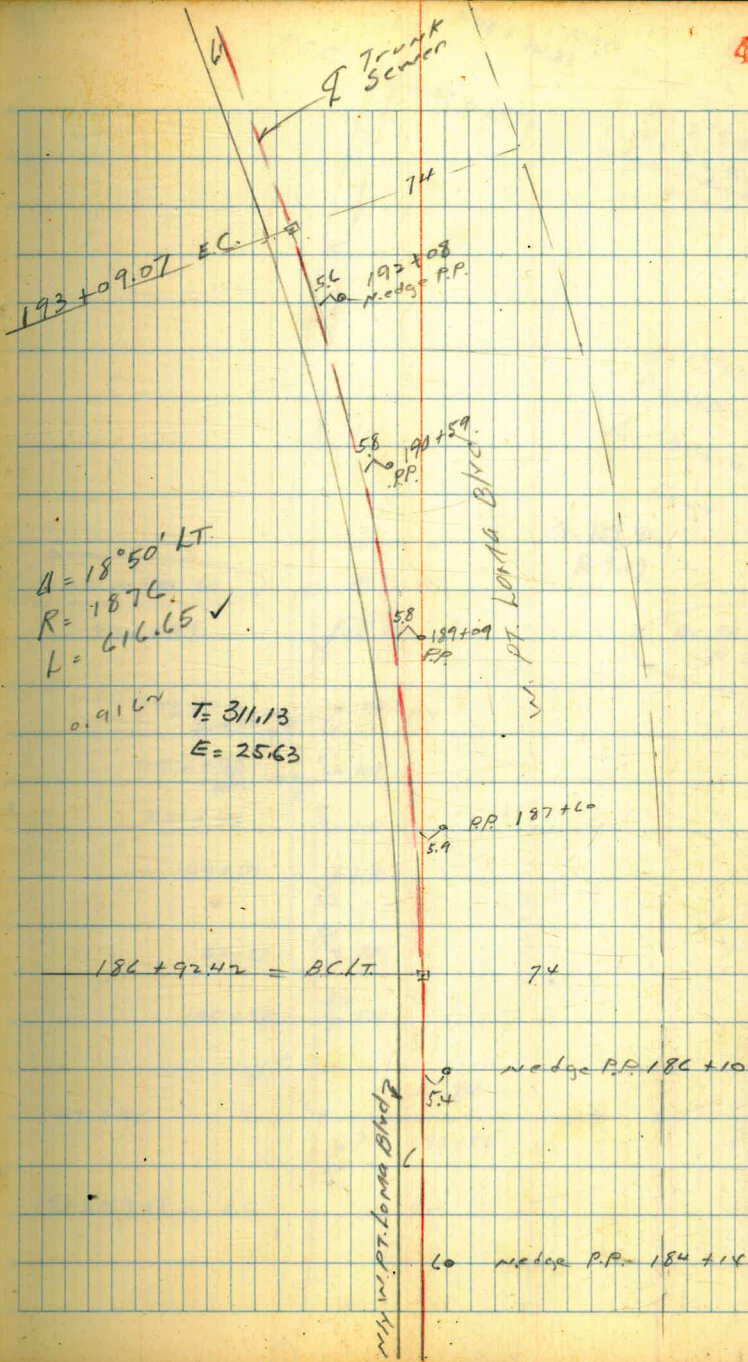
see p. 35

Hi-Power cable
To Ft. Roscerans

approx. 10' below
RR embankment

8/27/25 Mr. J. looked over Trestles found them apparently O.K. to support sewer pipe. The tide was up to about -3.
? of our right to block these Trestle openings so that difficult for Boats to pass through to be taken up with City attorney by Mr. J.





P.C.C.

208+72.83 P.C.C.

207+58.73

$\Delta = 2^{\circ} 54' 02''$
 $R = 2254$
 $L = 114.10$
 0.767

$\Delta = 13^{\circ} 01' 30''$ RT.
 $R = 1400.72$
 $L = 318.42$ ✓
 1.227

$T = 159.91$
 $E 9.09$

204+40.21
 204+37

B.C. RT.
 DM.
 59 RP
 5

66.8K 178
 P 30

203+26
 DM. 7
 64 RP
 5

202+98
 DM. 5
 60 RP
 5

201+59
 50 RP
 5

199+59
 55 RP
 5

197+58
 50 RP
 5

195+58
 50 RP
 5

W. Pt. Loma Blvd.

110.12 ✓

193+96
 16.5
 84
 24" CON. PIPE CUM.
 193+58
 54 RP
 5

193+09.07 = E.C. 74

P.C.C.

R. 757.37
 T. 307.01
 L. 583.36
 E. 59.86

208 + 72.83
 $\Delta = 13^\circ 45' \text{ P.P. off T.}$

207 + 58.73

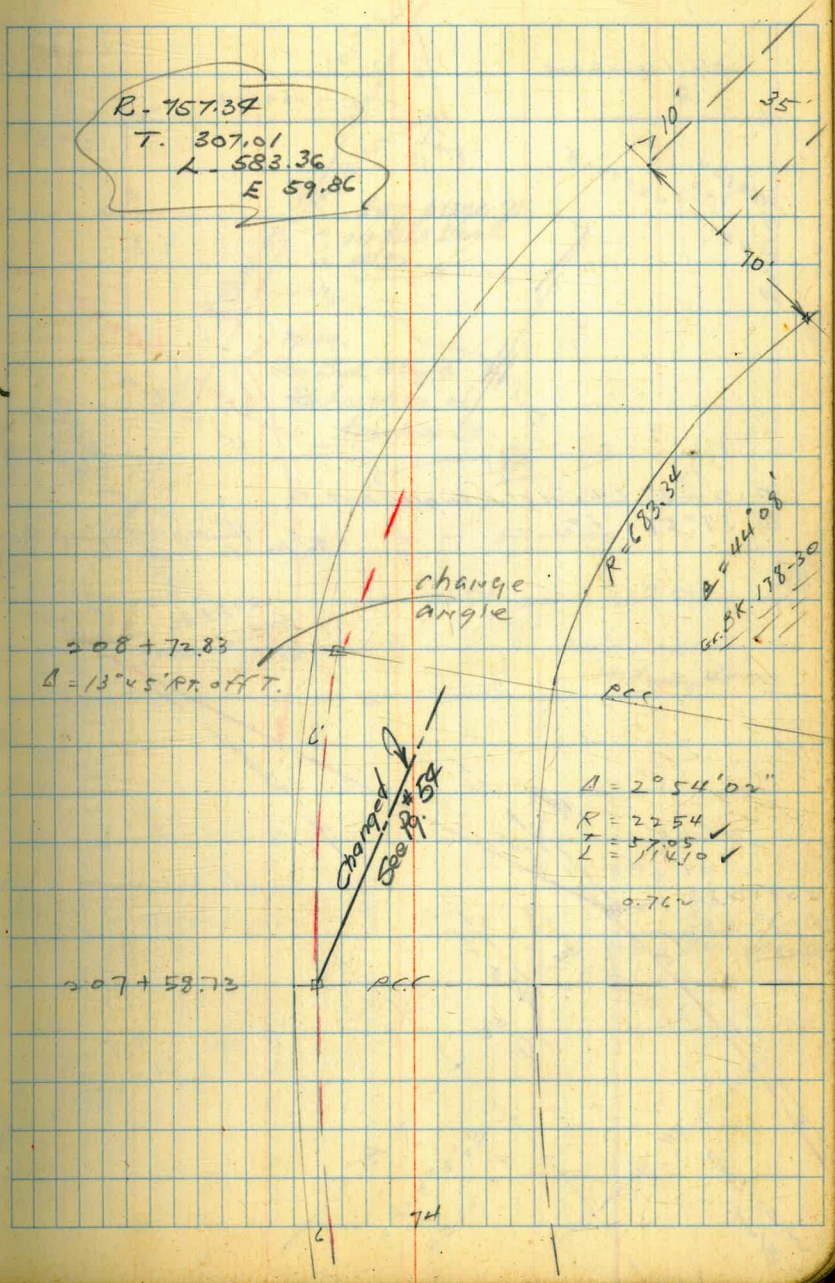
changed
 See pp. 52

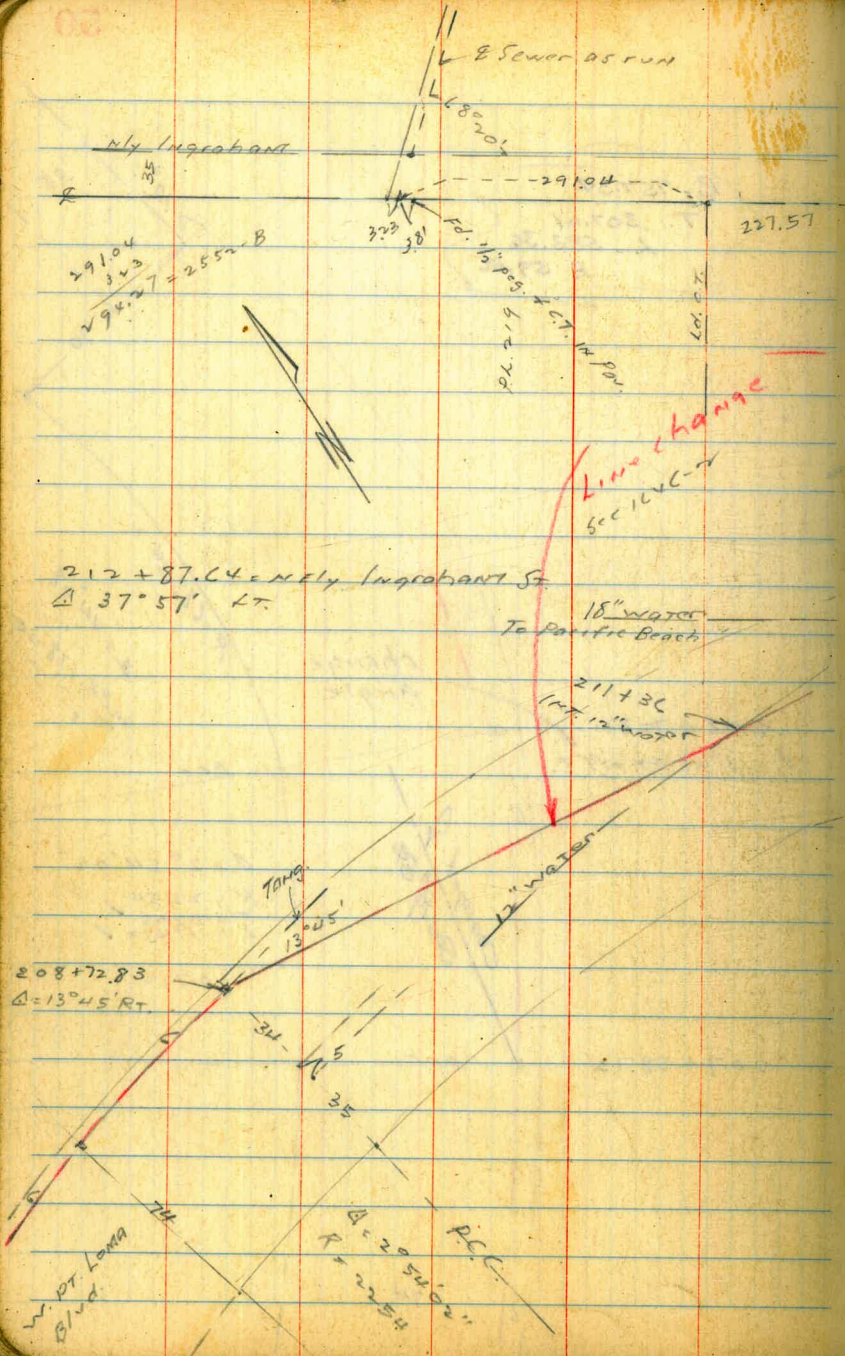
change
 angle

R = 683.34

$\Delta = 44^\circ 08'$
 P.P. 178-30

$\Delta = 2^\circ 54' 02''$
 R = 2254 ✓
 T = 57.05 ✓
 L = 774.70 ✓
 0.762



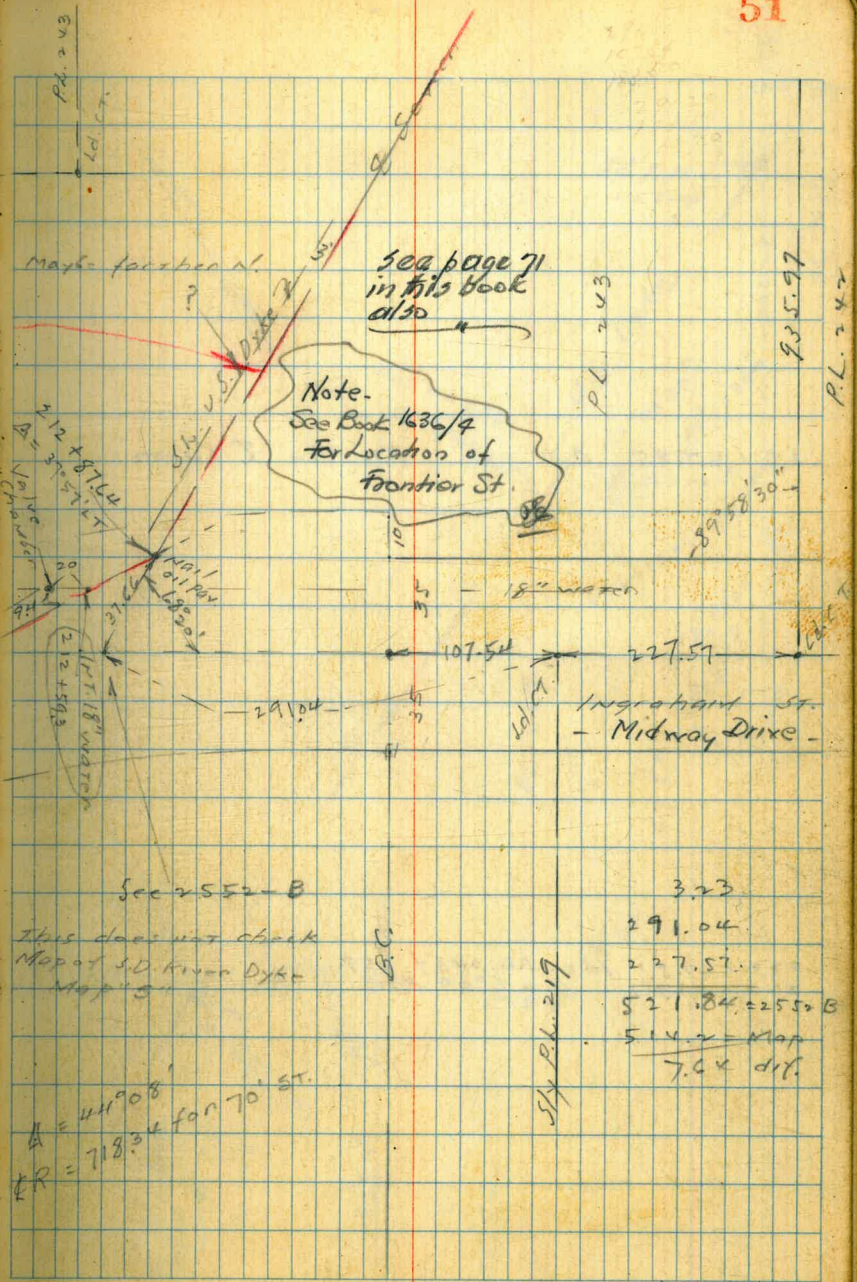


291.04
 $294.27 = 255.2 - B$
 373
 $38'$

$212 + 87.64 = \text{Nly Ingraham St}$
 $\Delta = 37^\circ 57' \text{ LT}$

$208 + 72.83$
 $\Delta = 13^\circ 45' \text{ RT}$

$\Delta = 295' 10''$
 $R = 225'$



See page 71 in this book also

Note. See Book 1636/4 for Location of Frontier St.

See 2552-B

This does not check Map of S.D. River Dyke Map '3

$A = 441^\circ 08'$
 $R = 718.3'$ for 70' St.

373
 291.04
 227.57
 $521.84 = 255.2 - B$
 $514.2 = \text{Map}$
 7.64 dif.

Sly PL 219

PL 243

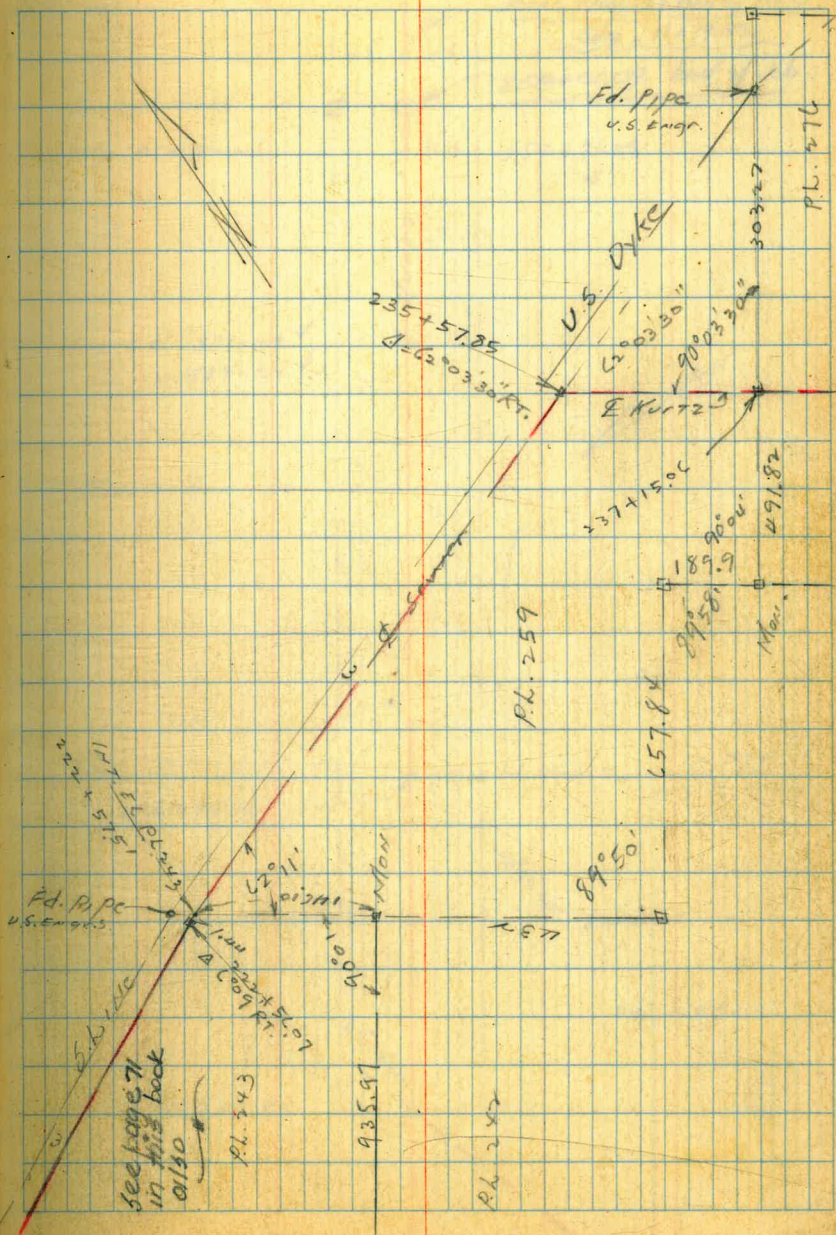
935.97

PL 242

235+57.85 A

Rt. via E Kurtz

222+57.51 Int. PL 243 & 259
222+56.27 A = 6°09 RT.



53
Manhole

Joins Mission Valley No 3

Sta - 11+19.82

258+01.09. End of Rb.

Greenwood St

by old Town

257+76.89
25

See FB 871-29 ✓

" " 1587-24 ✓

Sherman St

PL - 27C

HANSTON ST

246+48.73

Fd. Max. Tipped over. Sign
w/ty by line

237+15.06

90°33'00" Puddle line

PL - 59

235+57.85

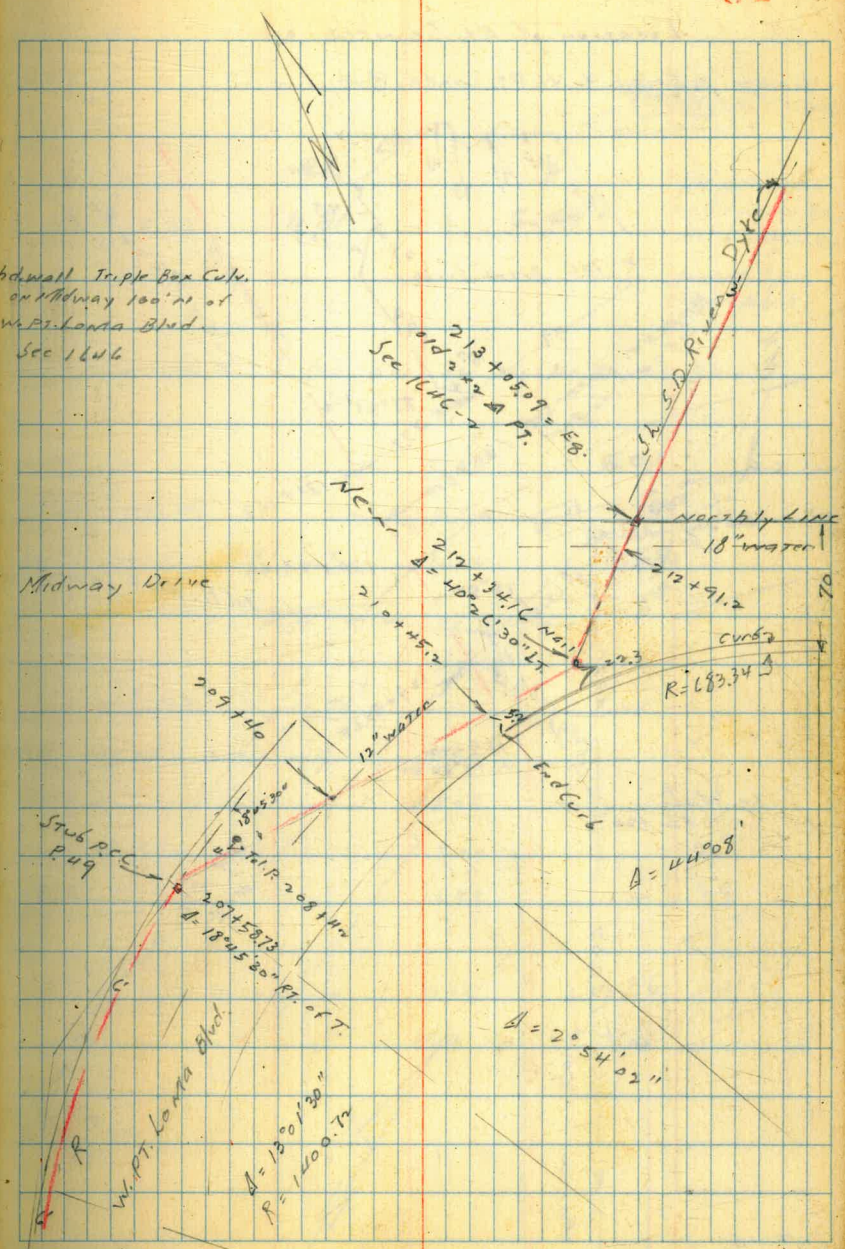
62°03'30"

Ocean Beach to Old Town Trunk Sewer

Proposed change of Aligne. Moore
 W. Pt. Loma Blvd at Midway 10-28-42
 207+58.73 PCC to Nly of Midway

B.M. B.P.	7.83	10.73	2.90	Top South
207+58.73	PCC = $18^{\circ}15'30''$ R.	5.1	5.6	
208		5.0	5.7	
+40	Nly edge oil pav.	4.70	6.01	
+50		4.61	6.12	
209		4.39	6.39	
+40	pav Int. 12" water	4.54	6.21	
+50		4.58	6.15	
210		4.90	5.83	
+45.2	End oil pav Beg. Con. Base Pav	5.26	5.97	
211		5.47	5.37	
+50		5.51	5.20	
212		5.60	5.13	
+34.16	A $40^{\circ}13'30''$ LT.	5.47	5.06	
+50		5.32	5.91	
+91.2	pav. Int.	5.90	4.83	
+95	approach edge Con. Base Pav.	6.07	4.66	
213	+05.09 Int. nly Midway Beg. oil pav.	5.95	4.78	

10/20/42

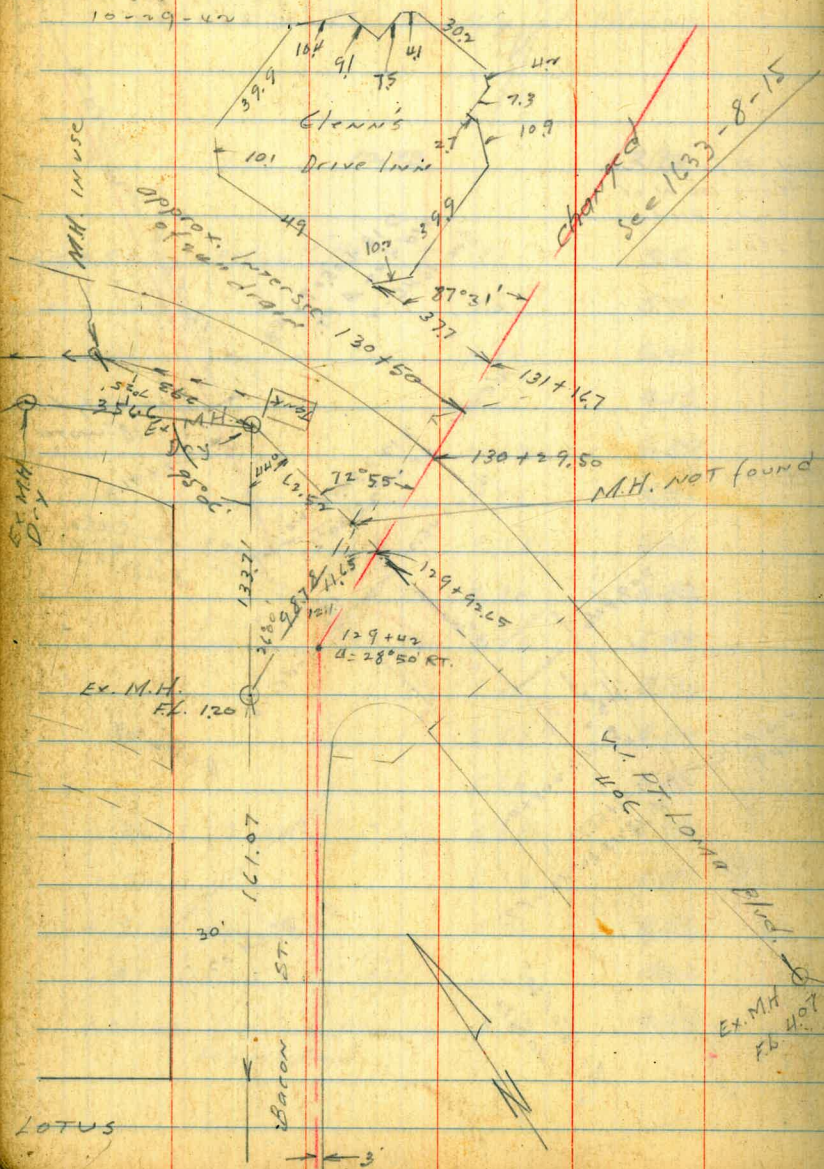


LOCATION of EX. SERVICES ON

Bacon & W. Pt. Loma Blvd

Moore

10-29-44



Form P. 42

4.1.
5.33 11.81

6.48

8th. & P.W. cb.
W. Pt. Loma Blvd
100' S of old RK
see it in
other Book

EX. Dry M.H. & BACON on W. Pt. Loma Blvd

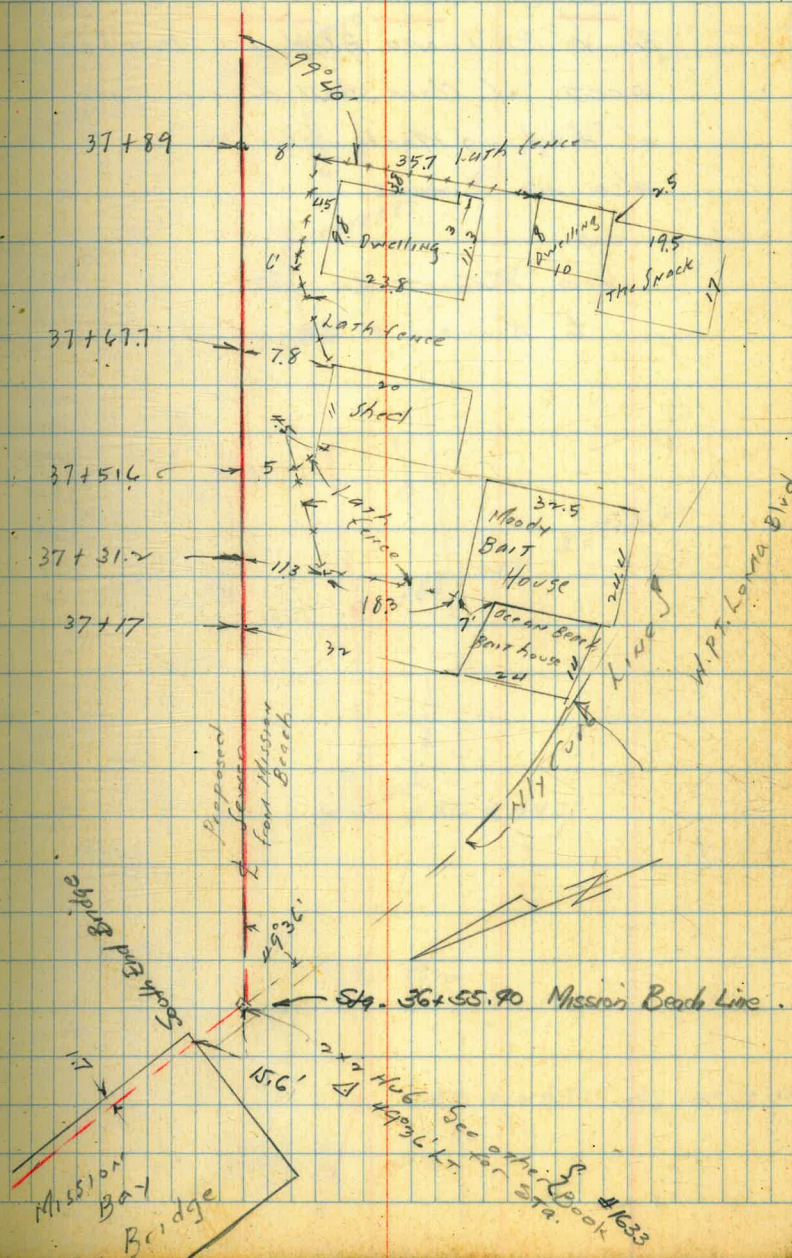
RIM	5.80	6.01
F.L. M.H.	13.60	- 1.79
F.L. 10" line from So.	11.12	0.69

F.L. M.H. N.W. of BACON

5.23	11.71	6.48
RIM dry M.H. 35 L.V. vly	10.54	1.14
F.L. " " " "	18.05	- 6.34
RIM Used " 293 "	9.44	7.77
F.L. " " " "	18.59	- 6.88

Curb w/ Barthouse	9.35	+ 2.36	11.71
Gutter " "	10.10	+ 1.61	11.71

LOCATION of fences etc. on
 w. PT. LOMA Blvd. at
 So. end Mission Bay Bridge



8-19-43.

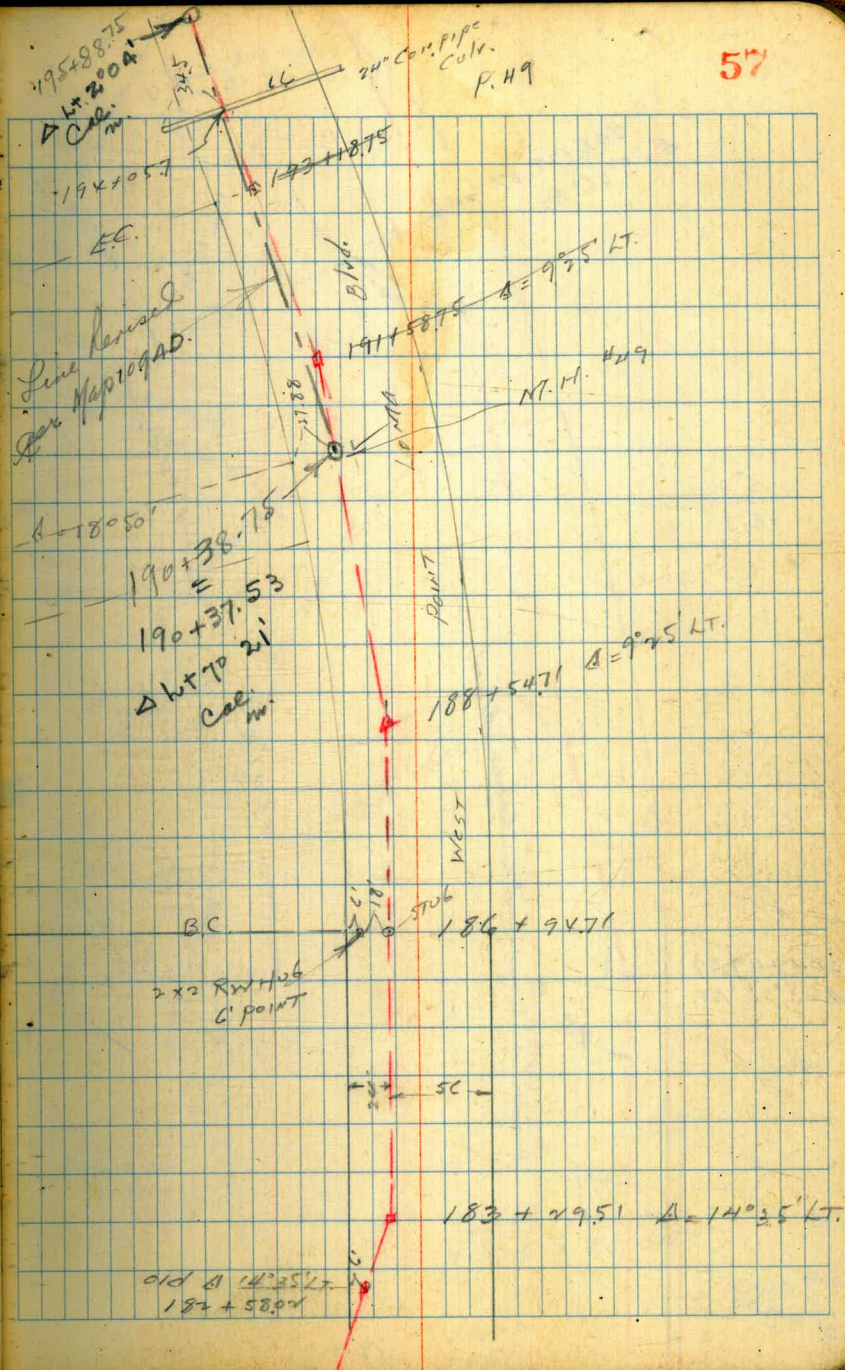
Change Service Line

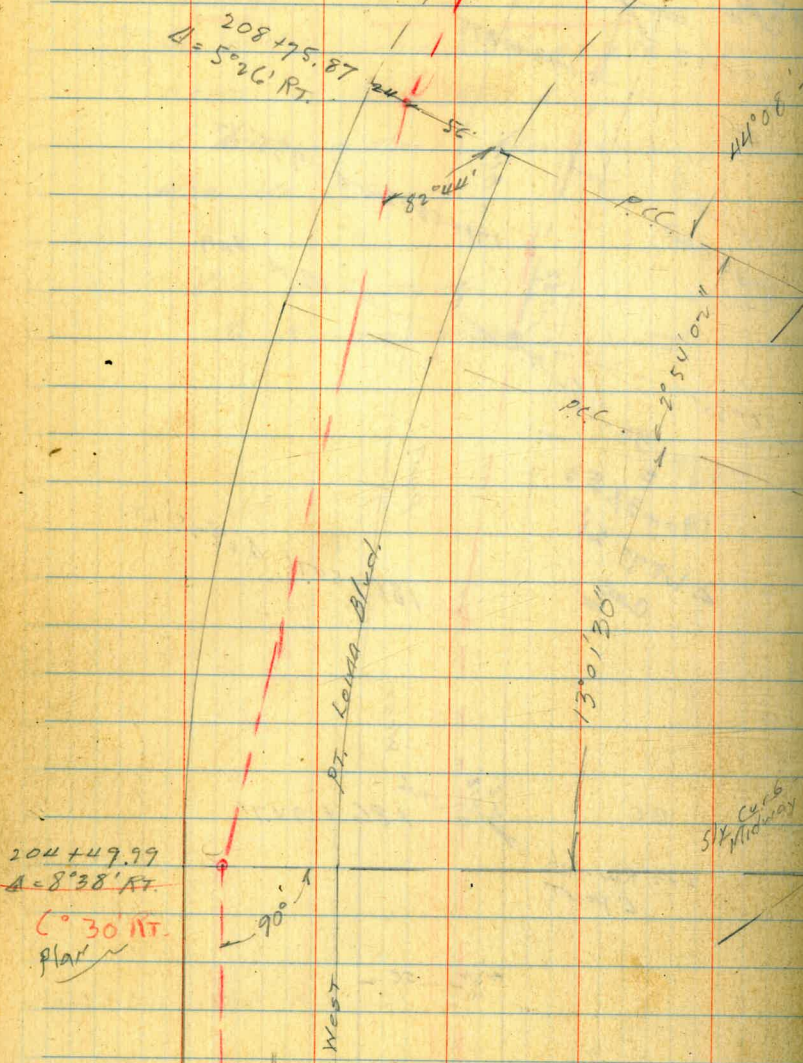
South of the ...
W. PT. LANTA Blvd at 182 + 58.00

acct. of clam shell digger instead
of ditching Mach. also Power Poles
also no curves

Via FRONTIER ST.
to KURTZ + Greenwood

H/Varado
ST.





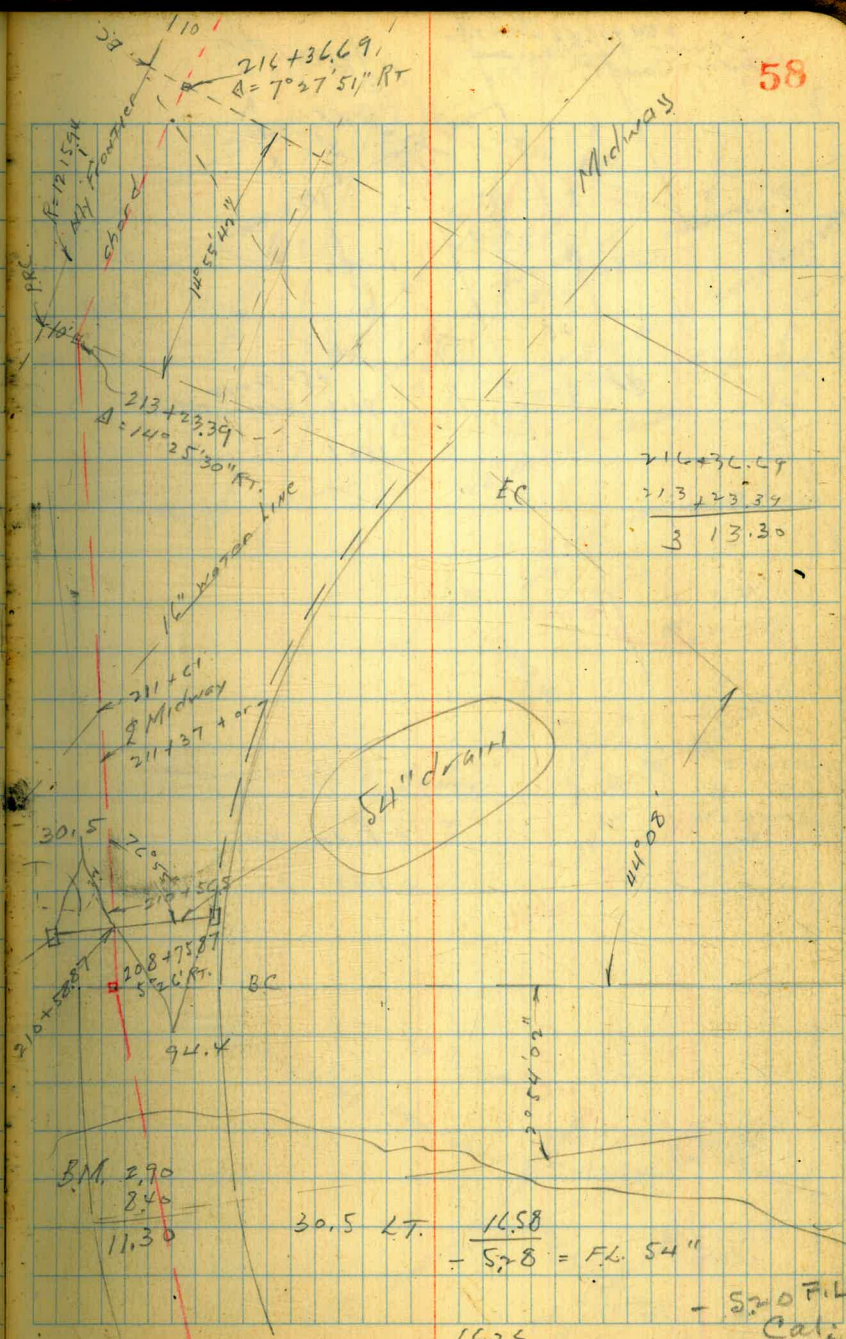
204+49.99
 $\Delta = 8^{\circ} 38' RT.$
 C° 30' RT.
 plan

208+75.87
 $\Delta = 5^{\circ} 26' RT.$

44° 08'
 P.C.C.
 20° 51' 02"
 P.C.C.

13° 01' 30"

54" Cur. b
 Midway



216+36.69
 $\Delta = 7^{\circ} 27' 51'' RT.$

213+23.39
 $\Delta = 14^{\circ} 25' 30'' RT.$

211+40
 Midway
 211+37

216+36.69
 213+23.39

 3 13.30

54" drain

30.5
 70° 50'
 210+50.87
 208+75.87
 54" Cur. b
 RT.
 94.4

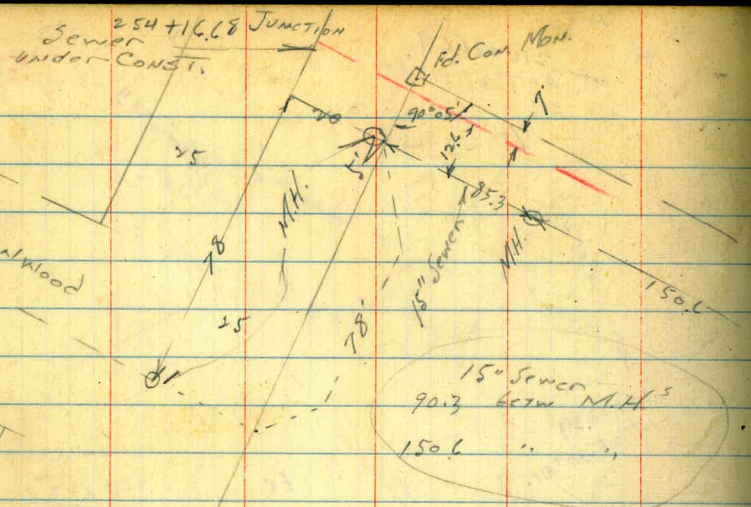
B.M. 2.90
 8.40

 11.30

30.5 LT. $\frac{14.58}{5.78} = FL. 54''$

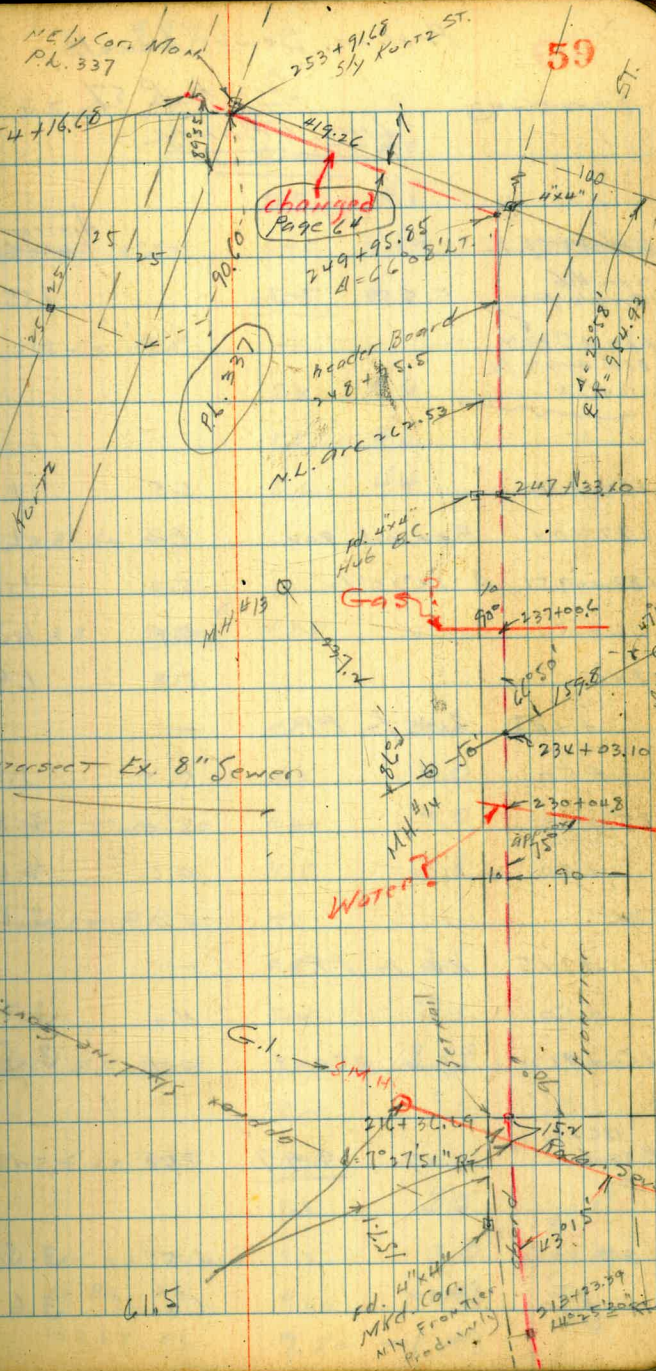
94.4 RT. $\frac{16.24}{4.96} = '' ''$

- 54" FIL
 Cal.



KURTZ

+ 8.40 RT
 + 8.99 LT



Intersect Ex. 8" Sewer

Water?

G.I. 5

FD. 4" Cor.
 M.D. Frontier
 N.Y. Prod. v. 11

512473.39
 41225.20

Prelim. Sewer Levels

Sketch P. 57

8-20-43

Line Change

BM RR spike

2x4 Hub
angle pt.

5.55 7.20

182+58.04
old angle pt.

1646-3

180+91

5.5 1.7

183+04 Beg. oil pav.

6.2 1.0

183+95.1 Δ 14°35' LT

5.9 1.3

+50

5.9 1.3

184

5.8 1.4

+18.5 10.5 LT P.P.

+50

5.5 1.7

185

5.0 2.2

+50

4.6 2.6

186

4.2 3.0

+17.5 11.8 LT P.P.

+50

4.0 3.2

186+94.71 opp. B.C.

3.7 3.5

186+94.71
T.P. 5706

6.47 9.99 ✓

3.68 3.51 ✓

187

6.5 3.5

+50

6.4 3.6

9.99

60

187+60.8 14.5 LT P.P.

188

6.0 4.0

+50

5.5 4.5

188+50.71 Δ 9°25' LT

5.45 4.54

STUB

189

5.2 4.6

+14 14.3 LT P.P.

+50

5.2 4.6

190

5.5 4.5

+50

5.6 4.4

4.5 12.8 LT P.P.

old
T.P. Main P.P.

1646-3

2.88

8.32 ✓

4.5.5

5.22

5.22

191

4.1 4.2

+50

4.3 4.0

+58.75 Δ 9°25' LT

4.30 4.0

STUB

192

4.5 3.8

+17 14.3 LT P.P.

+50

4.8 3.5

193

5.2 3.1

+18.75 E.C. Blvd

5.23 3.09

STUB

+50

5.2 3.1

+68 12 LT P.P.

194

5.3 3.0

+0.6 Int. 2x" drain

5.3 3.0

~~FF + 1.2~~
oil pav

" 66 RT. F.H.

9.90 -0.68

See

" 34.5 LT. F.H.

9.80 -1.48

1646

194 +50			5.5	2.8
195			5.8	2.5
T.P.	4.10	<u>6.24</u> ✓	6.8	2.14
+50			4.0	2.2
+67	12.4 LT PP		-	
196			4.3	1.9
+50			4.4	1.8
197			4.7	1.5
+50			4.8	1.4
+67	12.3 LT PP		-	
198			4.8	1.4
+50			4.8	1.4
199			4.6	1.6
+50			4.5	1.4
+67	12' LT PP		-	
200			4.3	1.9
T.P.	5.66	<u>7.43</u> ✓	4.47	1.77
+50			5.5	1.9
201			5.3	2.1
+50			5.0	2.2
+67	12.3 LT PP		-	
202			4.9	2.5

204 +50			4.8	2.6
203	end of Par. BCP det		4.5	2.9
+07	10.8 LT PP		-	from here on Poles are NOT in their proper location
+34	11.1 LT Guy Pole		-	
+50			4.1	3.3
204			3.7	3.7
+47	3' LT PP		-	
204 + 49.99	Δ 8° 38' RT			STUB
T.P.	6.20	<u>9.94</u>	3.71	3.74
+74	1.4 LT Dead Tel. P.			STUB
205			5.2	4.3
+40	11.7 LT Guy Pole			
+50			5.4	4.7
+80	10x LT PP		-	
206			4.7	5.2
+50			4.5	5.4
+57	7.6 LT Dead Tel. Pole			
207			4.4	5.7
+43	10.7 LT PP		-	
+45	9.5 LT Guy Pole		-	
+50			4.1	5.8
208			4.0	5.9
+44	1' LT Dead Tel. Pole			
+50			3.9	6.0

9.94

no 8	175.87	$\Delta 5^{\circ} 26' RT.$	3.87	6.05	STUB
------	--------	----------------------------	------	------	------

T.P.	5.39	<u>11.44</u>	3.87	6.05	Δ STUB
------	------	--------------	------	------	---------------

no 8 + 7587	6.9	LT P.P.			
-------------	-----	---------	--	--	--

no 9			5.4	6.0	
------	--	--	-----	-----	--

+ 50			5.4	6.2	
------	--	--	-----	-----	--

+ 50	2	LT Guy Pole			
------	---	-------------	--	--	--

no 10			5.4	6.2	
-------	--	--	-----	-----	--

+ 34	1	LT 701 Pole			
------	---	-------------	--	--	--

+ 50	Beq. Pav.		5.1	6.3	
------	-----------	--	-----	-----	--

+ 56.5	3.2	LT Top end of Ret.	4.57	6.87	
--------	-----	--------------------	------	------	--

"	5.2	LT P.P.			
---	-----	---------	--	--	--

+ 69	9.1	LT ST. LAMP			
------	-----	-------------	--	--	--

+ 75	20.3	LT P.P.			on Midway
------	------	---------	--	--	-----------

Check to BM. B.P. Top w/ly Midway
Triple Box Culv. W. ST. Louis Blvd.

	8.55		2.89		
--	------	--	------	--	--

KVC-V

2.90

3.00 = Walker

no 11			4.77	6.67	
-------	--	--	------	------	--

+ 37	approx.	E Midway	4.6	6.8	
------	---------	----------	-----	-----	--

+ 61	cross	16" Water Pipe	4.6	6.8	
------	-------	----------------	-----	-----	--

no 12			4.6	6.8	
-------	--	--	-----	-----	--

+ 50			4.8	6.6	
------	--	--	-----	-----	--

no 13			5.3	6.1	
-------	--	--	-----	-----	--

+ 23.39	$\Delta = 14^{\circ} 25' 30'' FT.$		5.46	5.98	
---------	------------------------------------	--	------	------	--

T.P.	"	2.48	<u>8.46</u>	5.46	5.98 Δ STUB
------	---	------	-------------	------	--------------------

8.46

62

no 13 + 50			2.7	5.8	
------------	--	--	-----	-----	--

no 14			3.2	5.3	
-------	--	--	-----	-----	--

+ 50			3.6	4.9	
------	--	--	-----	-----	--

no 15			4.0	4.5	
-------	--	--	-----	-----	--

+ 50			4.5	4.0	
------	--	--	-----	-----	--

no 16			5.0	3.5	
-------	--	--	-----	-----	--

+ 30.69	$\Delta = 7^{\circ} 27' 51''$	APR	5.39	3.07	STUB BC on Frank ST.
---------	-------------------------------	-----	------	------	----------------------

+ 50			5.5	3.0	
------	--	--	-----	-----	--

no 17			5.0	2.9	
-------	--	--	-----	-----	--

+ 50			5.8	2.7	
------	--	--	-----	-----	--

no 18			5.8	2.7	
-------	--	--	-----	-----	--

+ 50			5.9	2.6	
------	--	--	-----	-----	--

T.P.	no 18	<u>6.80</u>	6.14	2.32	
------	-------	-------------	------	------	--

no 19			4.3	2.5	
-------	--	--	-----	-----	--

+ 50			4.4	2.4	
------	--	--	-----	-----	--

no 20			4.4	2.4	
-------	--	--	-----	-----	--

+ 50			4.5	2.3	
------	--	--	-----	-----	--

no 21			4.4	2.4	
-------	--	--	-----	-----	--

+ 50			4.4	2.4	
------	--	--	-----	-----	--

no 22			4.3	2.5	
-------	--	--	-----	-----	--

+ 50			4.3	2.5	
------	--	--	-----	-----	--

no 23			4.2	2.6	
-------	--	--	-----	-----	--

+ 50			4.2	2.6	
------	--	--	-----	-----	--

no 24			4.2	2.6	
-------	--	--	-----	-----	--

T.P. 4.95 7.12 ✓ 4.63 2.17

224 + 50 4.5 2.6
 225 4.5 2.6
 150 4.5 2.6
 226 4.5 2.6
 150 4.5 2.5
 227 4.5 2.5
 150 4.5 2.5
 228 4.5 2.6
 150 4.4 2.7

T.P. 5.10 7.92 4.40 2.72

229 5.1 2.7
 150 5.1 2.7
 230 5.1 2.7
 150 5.1 2.7
 231 5.0 2.8
 150 4.9 2.9
 232 4.8 3.0
 150 4.7 3.1
 233 4.6 3.2
 150 4.5 3.3

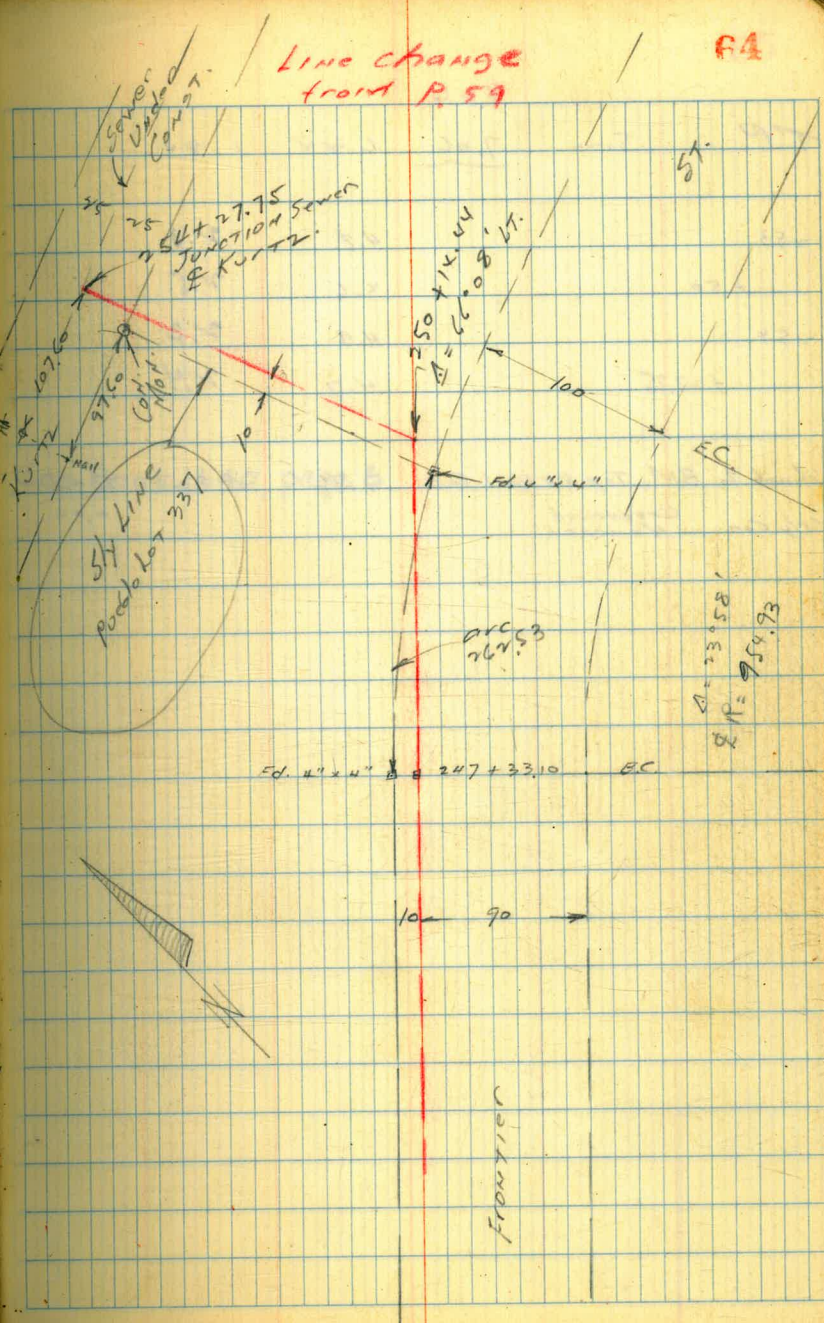
T.P. 5.01 8.36 ✓ 4.47 2.35

234 + 0.310 Int. Fr. 8" Sewer 5.1 3.3
 " 159.8 RT on South 4.84 3.52 M.H. Rim
 " " " " 13.24 -488 " FL
 " 50' LT " North 4.83 3.53 M.H. Rim
 " " " " 13.84 -5.46 #14 " FL
 234 + 50 5.0 3.4
 235 5.0 3.4
 150 5.0 3.4
 236 4.9 3.5
 150 4.7 3.7
 237 4.7 3.7
 150 4.6 3.8

T.P. 4.58 8.27 4.67 3.49

238 4.5 3.8
 150 4.5 3.8
 239 4.6 3.7
 150 4.8 3.5
 240 4.8 3.5
 150 4.9 3.4
 241 4.9 3.4
 150 5.0 3.3
 242 5.0 3.3
 150 5.1 3.2
 243 5.1 3.2

	827			
T.P.	4.51	<u>7.50</u>	5.28	4.99
+50			4.4	3.1
+50			4.5	3.0
+50			4.5	3.0
+50			4.5	3.0
+50			4.5	3.0
+50			4.3	3.2
+50			4.1	3.4
+33.70 opp. "x" Hub			3.98	3.52
				ON STUB
T.P.	4.54	<u>8.06</u>	3.98	3.52
+50			4.5	3.6
+50			4.3	3.8
+50			4.2	3.7
+50			4.4	3.7
+50			4.9	3.2
+50			4.9	3.2
+50 + 14.44 $\Delta = 66^{\circ}08'47"$			6.1	2.0
+50			6.6	1.5
+51			6.7	1.4
+50			5.4	2.7
+50			5.9	2.2
+50			6.2	1.9



8.06
 T.P. 5.00 7.06 6.22 1.84

753 4.8 2.3

750 4.2 2.5

754 4.9 2.2

727.75 4.7 2.4

check to B.M. Top RR Rail Cars 4.56 4.50 4.50
 Sely Car Greenwood
 Hancock 0.00

See Book 1640, page 6

Cross Section Pueblo St.
Ocean View Blvd. to Crosby St.

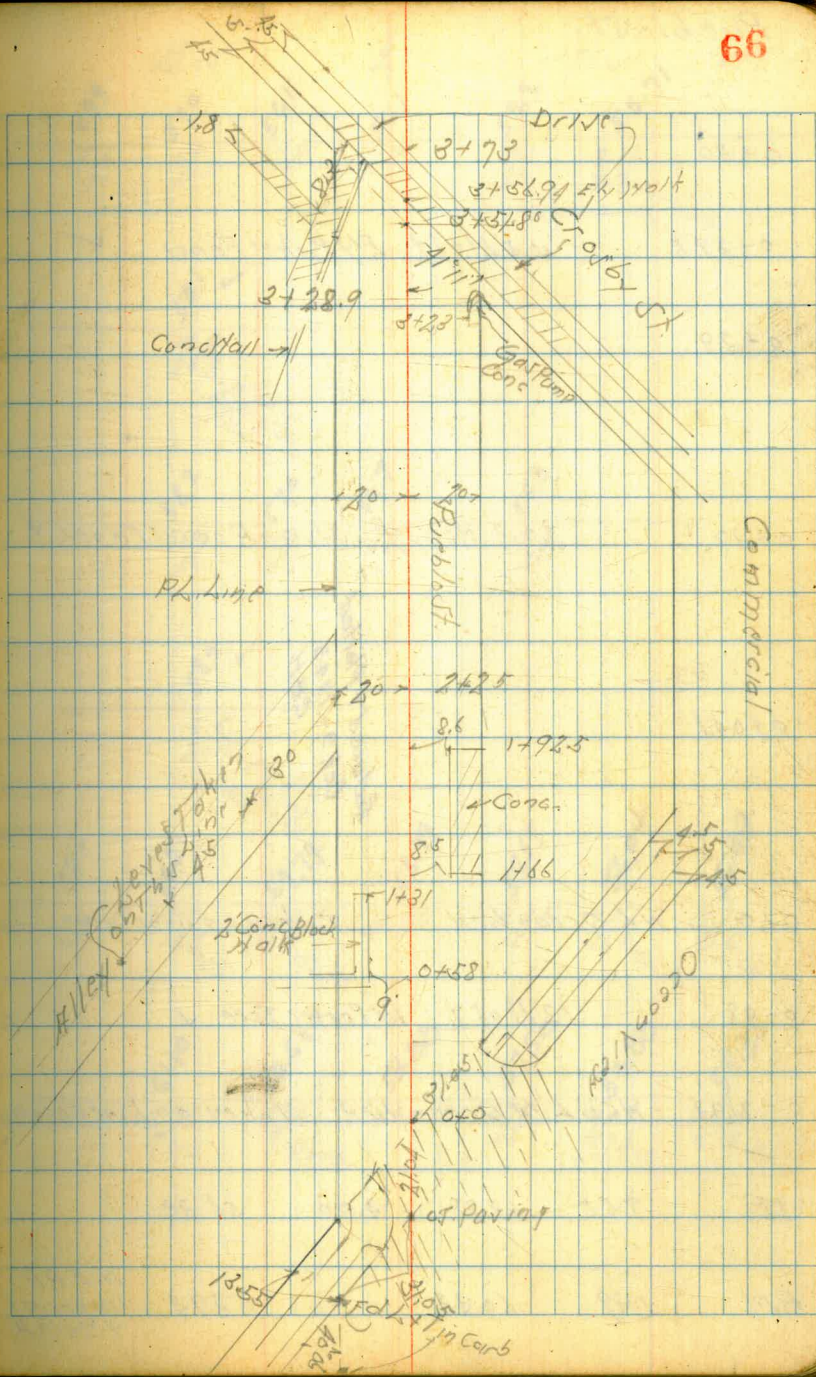
Indexed
c.s.K.

Levels next page

Oct. 5-1943

Sisson
8155
8499
Hazard

66



Pueblo St.

0+150

0+395 10.5 ft of 1/2" Fly Picket Fence ✓

0+39

0+30 20.3 ft of 1/2" High Board Fence ✓

0+046
Reduced & plotted
Oct 9 - 1943
C.B.H.

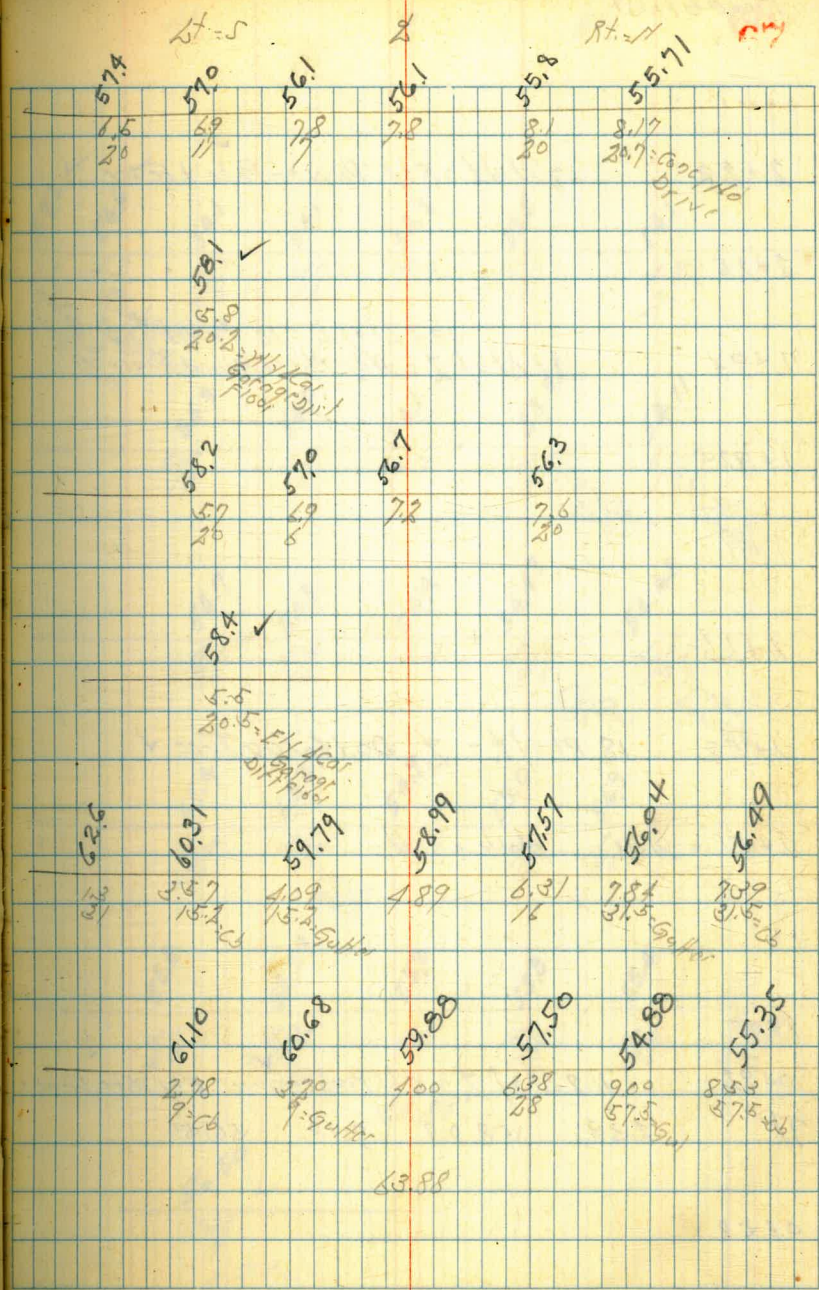
0+0 = W.L. Ocean View Taken on Line Ocean View

0-08 12 ft of 1/2" 10" Pepper Tree ✓

0-2173 = W.C.B. Line Ocean View Taken on Line Ocean View

TP 7.55 63.88 4.00 56.33

BM 1.39 60.33 58.94 N.E.R.P.
1 m per 10' 4 25-15-11



3+495 20'ht = Conc Hall ✓
 3+37 138 Lt of Z = Sky Power Pole ✓
 3+58.9 : Fly Crosby on Rt. ✓

3+23

3+11

2+92

2+47

53.7
 5/20
 53.5
 5/10
 53.5
 5/10
 53.4
 5/10
 53.3
 5/20

53.45 ✓
 5.33
 18.2
 Fly Conc
 11/10/07

53.57 ✓
 5.21
 20 Conc

17409 ✓
 494
 19.9
 Fly Conc
 11/10/07

53.9
 4.9
 18

53.8
 5/10

53.6
 5/10

53.6
 5.3
 18

53.53 ✓
 5.20
 18.2
 Fly Conc
 11/10/07

53.65 ✓
 5.18
 20.3 Conc +
 18.9

53.9
 4.9
 20

53.8
 5/10

53.7
 5/10

53.89 ✓
 4.94
 18
 Fly Conc
 11/10/07

54.04 ✓
 4.79
 20 Conc Floor

53.8 ✓
 5.0
 20.5
 Conc Floor
 11/10/07

53.8
 5.0
 20

53.5
 5/10

53.9
 4.9

53.5
 5/10

53.99 ✓
 4.84
 18
 Fly Conc
 11/10/07

54.5 ✓
 4.68
 20
 Conc Floor
 11/10/07

BM

1.97

58.92

NEBP
100 ft. (10)
+ 25.11
58.94

TP

6.39

60.89

3.84

54.50

3+73

E 66 Line Crosby Taken on D 109000

TP

5.77

58.34

6.26

52.57

3+5694 = E 1/4 Conc Walk on Crosby Taken on D 199

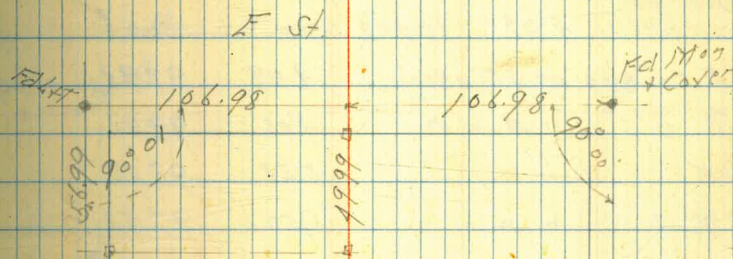
58.83

52.02	52.34	52.97	52.16	52.36	52.52	52.49	53.05
52.32	6.00	52.37	5.98	5.98	5.82	5.83	5.29
15.7	16.2	8.06	8.06	15	15	17.8	17.8
			SW 1/4		SW 1/4	SW 1/4	SW 1/4
				58.34			
53.12	53.26	53.25	53.23	53.14	53.33		
5.7	5.87	5.88	5.60	5.69	5.60		
36.1	16.3	17.5		15.2	15.2		
	SW 1/4	SW 1/4	SW 1/4	SW 1/4	SW 1/4		

58.83

Jan. 4 - 1914
S. 11000
81.55
8099

72



Ed. M. C.

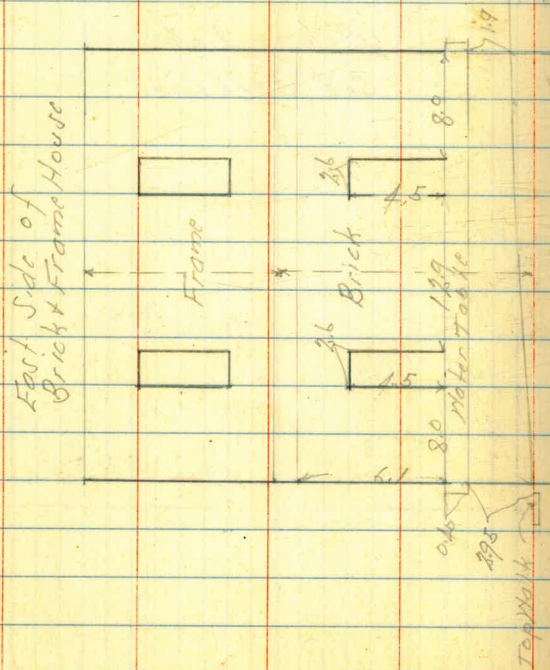
Strong Lot
See next Page

Columbia
256.96

State St

Survey of Lot 9 Hanson Diego
Hospitality Center

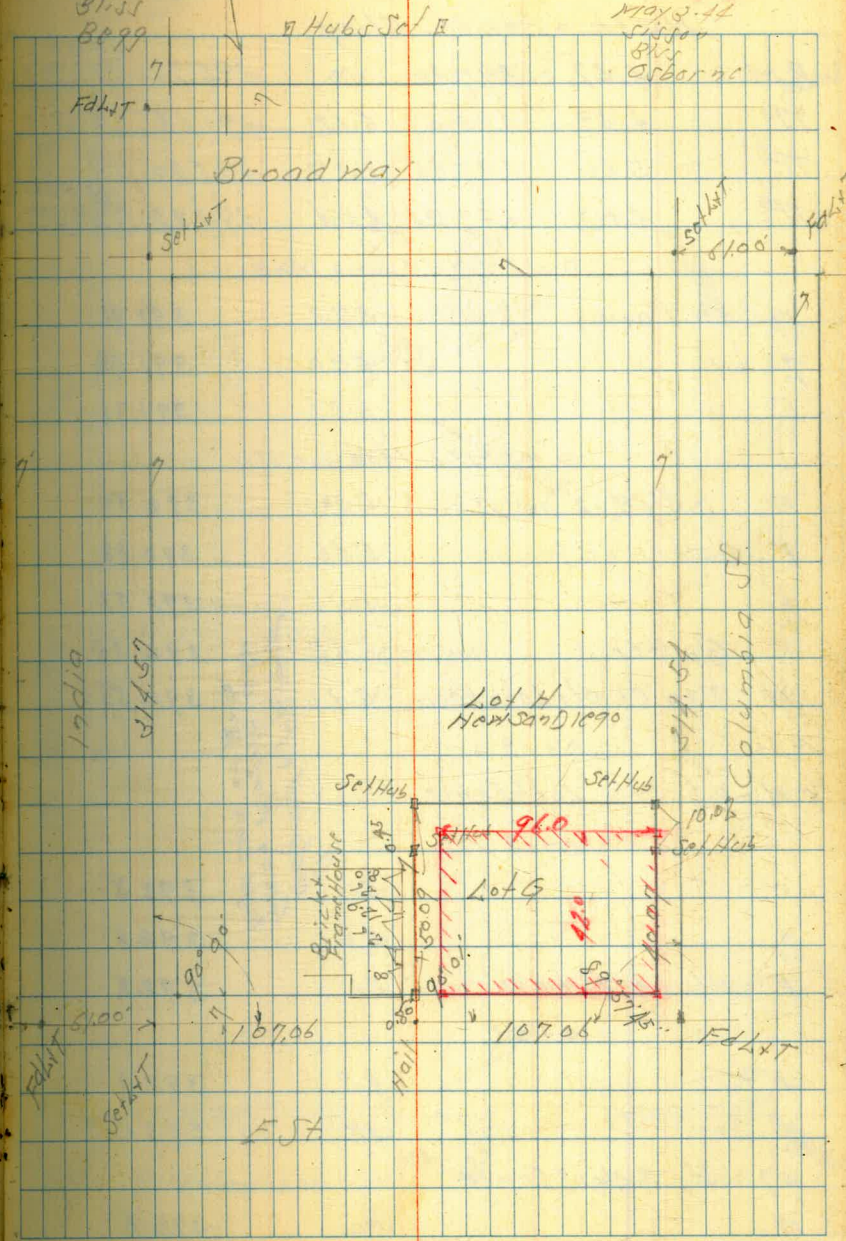
BM	4.79	19.25	14.46	S.W. B.P. E. & Columbia
N.W. Cor. Walk		4.02	15.23	N. & T. S. T. Hospitality
Const. B.M.	4.02	104.02	100.00	
S.E. Cor. Bldg. on S.T. & Back		4.09	99.93	
N.E. " " " " " "		4.11	99.91	
N.W. " " " " " "		5.54	98.48	
S.W. " " " " " "		6.50	97.52	



Jan. 4. 1944
Sisson
Bliss
Berg

Indexed
c.s.k.

Bldg. started
May 3-44
Sisson
Bliss
Orborne



Cross Section Alleys Block 42 Normal Heights
Madison Ave - Adams St - Wilson Ave + 36th St

North + South Alley

BM	4.52	397.30	392.78	SEBR Adams Madison	
TP	4.39	395.57	6.12	391.18	
TP	5.66	397.86	3.37	392.20	
TP	4.03	397.84	4.04	392.82	NE 9th Madison Wilson

0-12: HCB Line Madison

H on Paving		5.92	391.91
L " "		5.90	391.94
F " "		6.06	391.78

0+0 = 1/4 L. Madison Ave

F = 2 1/2' Hedge Top	5.80	392.54
F = Gutter on Paving	5.41	392.38
L " "	5.31	392.53
H = Gutter " "	5.46	392.38
H Top Ch = 2 1/2' Left Fence	5.31	392.53

0+10

H = 0.2 = 1/4 Left Fence

0+18

H	5.0	392.8
L	5.0	392.8
F = 1 1/2' 2' Hedge	5.0	392.8

0+53

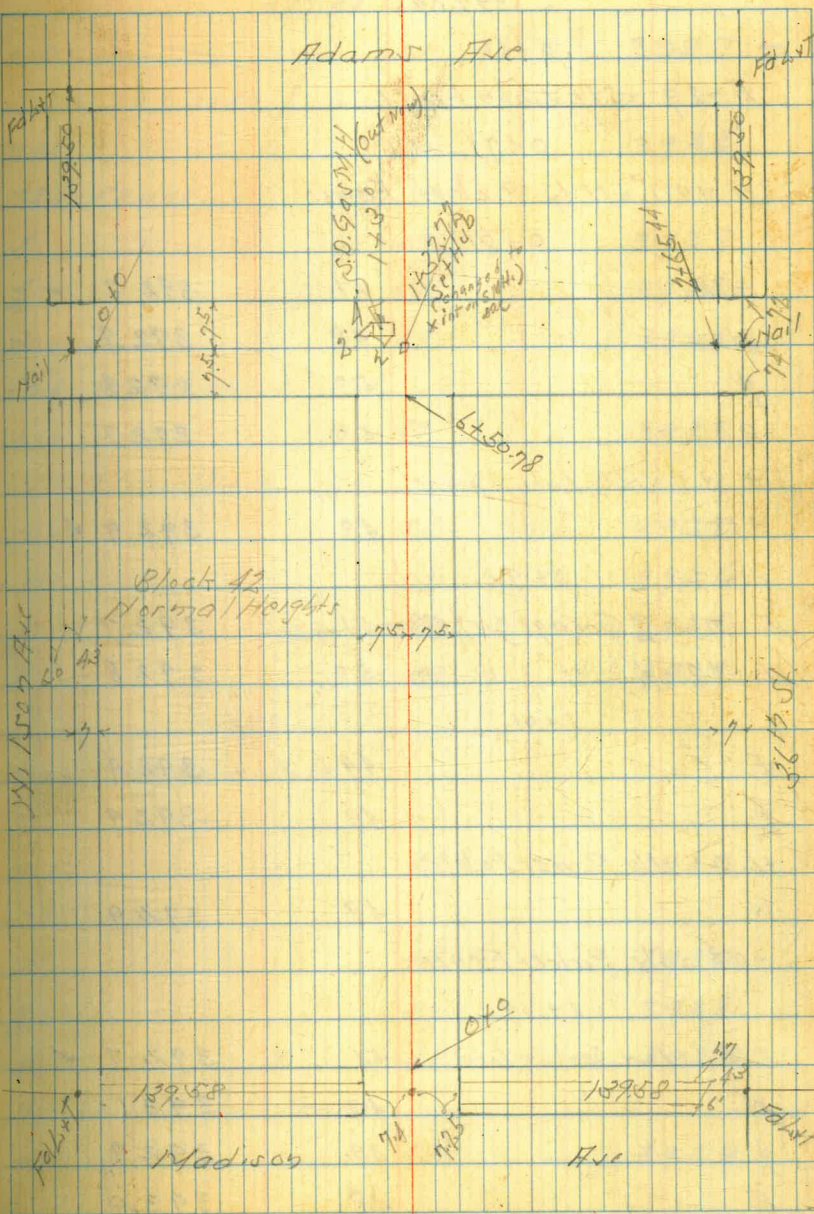
F	4.9	392.9
L	4.8	393.0
47 = 5 1/2' Picket Fence		
H	5.0	392.8

Reduced & Plotted
Green Profile also
large scale on 1/2 + 1/2

Jan. 17, 1944
S. J. Day
Bliss
Osborne

Indexed
C.S.K.

74



397.84			
	0+60		
F-29	= Sky Lath Fence		
	0+71		
N+0.1	= Nly Picket Fence		
	0+81		
-15		51	392.7 ✓
N		49	392.9
L		50	392.8
F		50	392.8
+3.3	= Nly Lath Fence		
+15		49	392.9 ✓
	0+93		
F-7	= Garage Dirt Floor	51	392.7
N-4.2	" " "	50	392.8
	1+01		
F		49	392.9
L		49	392.9
+6.5	= Nly Power Pole		
N		49	392.9
+0.3	= Sky Picket Fence		
	1+14		
-15	= Low Spot 19 Yard	51	392.7 ✓
N		47	393.1
L		49	392.9
F		48	393.0
	+2.4 = Sky Wire Fence		

397.84			
+15		51	392.7 ✓
	1+50		
-15		50	392.8
-2.2	= Fence		
F		49	392.9
L		50	392.8
N		49	392.9
+0.4	= Picket Fence		
+10		50	392.8
	1+60		
-10		51	392.7
N		52	392.6
L		50	392.8
F		49	392.9
	1+98		
N+1.1	= Nly Power Pole		
	L+0		
-10		4.8	393.0
-2.1	= Fence		
F		4.8	393.0
L		50	392.8
N		4.8	393.0
+0.3	= Nly Picket Fence		
+10		4.9	392.9

397.81

2+16

W -0.1 = Sty Lath Fence 3.73 394.11 ✓
on Conc Wall 8" at top
2+50

-15 5.3 392.5

W 5.2 392.6

+0.4 = Sty Lath Fence 3.57 394.27 ✓
on Conc Wall

W 5.7 392.1

F 5.4 392.4

+15 5.7 392.1

TP 4.78 397.22 5.40 392.41

2+67

F -2' = Sty Picket + Sty Wire Fence

2+99

W +1.4 = Sty Porcher Pole ✓

3+0

-15 5.0 392.2

-2 = Sty Wire Fence

F 4.7 392.5

W 4.8 392.4

W = Sty Picket Fence 4.6 392.6

+15 4.5 392.7

3+30

W = Sty Picket Fence + 4.35 392.87
SE Cor 3 Car Garage Conc
South & West Entrance

397.22

3+50

-15 4.9 392.3

W = H.E. Car 3 Car Garage 5.1 392.1

W 5.3 391.9

F 5.1 392.1

3+56

W +0.3 = Sty Wire Fence

4+0

-15 5.3 391.9

F 5.1 392.1

W 5.2 392.0

+6 = Sty Porcher Pole

+6.6 = Sty Wire + Sty Picket Fence

W 5.3 391.9

+15 5.2 392.0

4+13

F -1.0 = Sty Picket Fence

4+50

W 5.3 391.9

W 5.4 391.8

+0.5 = Sty Fence Shed

W 5.5 391.7

F 5.5 391.7

+0.8 = Sty Picket Fence

+15 5.8 391.4

39722

4183		
W - 0.2 = 5/4 Frame Wing of House		
4177		
W - 0.1 = 1/4 Frame Wing of House		
5+01		
-15	5.4	391.8
-2.9 = 5/4 Board Fence		
F	5.1	392.1
2	5.2	392.0
W	5.2	392.0
+15	5.1	392.1
5+02		
W + 0.1 = 5/4 Wire Fence		
5+52		
-15	5.3	391.9
W = Wire Fence	5.1	392.1
+1.0 = 2 1/4 Ply Porter Pole		
2	5.3	391.9
F	5.1	392.1
+0.9 = Fence to W		
+2.4 = " " S		
+15	5.3	391.9
6+0		
-15	5.8	391.4
F = Fence	5.8	391.4

39722

2	5.6	391.6
W	5.3	391.9
+0.8 = 1 1/4 Wire Fence		
+15	5.3	391.9
6+11		
W - 8.5 = 2 Garage Conc Floor	5.26	391.96
6+42		
W - 8.2 = 2 Garage Conc Floor	5.00	392.22
L + 50.98 = 5.2 F/W Alley		
W	5.6	391.6
2	6.1	391.1
+ 1.5 W/W Fence	6.1	391.1
F	6.1	391.1
TP	596	39705
	613	391.09

397.05 Bl. Ford

0-12 = E. C. Line Wilson Hvy

S on Paving	6.85	390.20
♀ " "	6.96	390.09
H " "	6.86	390.19

0-17 = Fly of Conc Walk

H on Conc Walk	6.47	390.58
♀ " Paving	6.87	390.18
S " Conc Walk	6.19	390.86

0+0 = E. L. Wilson Hvy

S Ground	6.0	391.1
♀ Paving Broken	6.55	390.50
H Ground	6.3	390.8

0+15

-41 = Sly Frame House	5.7	391.4
H	4.9	392.2
♀	4.9	392.2
S	5.0	392.1

0+20

H-0.4 = Wk Lath Fence

0+36

S+0.9 = Sly Power + Tel Pole

0+40

-18 = Nly Frame House	5.0	392.1
S	4.8	392.3
♀	4.5	392.6

397.05

N	4.6	392.5
+41 = Sly Frame House	5.5	391.6
	0+52	

H+0.1 = Fence

0+82

-10	4.9	392.2
-----	-----	-------

-1.0 = Fly Fence

H	4.6	392.5
♀	4.7	392.4
S	4.4	392.7
+10	4.6	392.5

0+97

H-6.5 = Garage Conc Floor 5.23

At Wk Disc

1+0.6

H-3.0 = Wire Fence

1+1.6

H+0.6 = Wire Fence

1+2.3

S+0.1 = Sly Power + Tel Pole

1+25.22 = Wk Line W + S Alley

S	5.4	391.7
♀	6.0	391.1
H	5.8	391.3
+15	6.1	391.0

397.05

	1730		
H + 4.0 - $\frac{1}{2}$ S.D. Garage Floor	6.29	390.76	
	1739.5		
S - 0.9' = Wly Wire Fence			
	1740.22 = F. Line 1745 F.H.C.		
H	6.0	391.1	
+ 0.4 = Wire Fence			
$\frac{1}{2}$	6.2	390.9	
S	59.	391.2	
	1760		
H = Fly Wire Fence			
H - 1.0 = Wly Picket Fence			
	1788		
S - 1.0 = Fly Wire Fence			
	1789		
- 1.5	64	390.7	
S	61	391.0	
$\frac{1}{2}$	63	390.8	
H	63	390.8	
+ 1.0 = Picket Fence			
+ 1.0	62	390.9	
	2403		
H - 6.8 = $\frac{1}{2}$ Garage Concrete Floor	6.25	390.80	

397.05

	2415		
- 7	64	390.7	
- 1.0 = Wly Do. Garage Concrete	65.3	390.52	
H	63	390.8	
$\frac{1}{2}$	65	390.6	
S	63	390.8	
	2481		
H - 1.0 = Fly Do. Garage	65.0	390.55	
H - 0.4 = Wly Shed			
	2486		
H + 0.5' = Fly 12' Cypress Tree			
	2497		
H - 0.5 = Fly Shed			
H + 0.8 = Wly Lot 4 Fence			
	2450		
S	70	390.1	
$\frac{1}{2}$	73	389.8	
H	67	390.4	
	2153		
S - 0.5 = Top Garage Wall	596	391.09	
	2165.44 = H.L. 36 $\frac{1}{2}$ ft		
H = Fly Lot 4 Fence Top	8.14	388.91	
H Gutter on Por	8.43	388.62	
$\frac{1}{2}$ " "	8.49	388.56	
S Gutter " "	8.22	388.83	

397.05

S Top Curb 8.03 389.02

H 102 - Top Voluntary Wall 6.46 390.59

277.44 - HCB Line 36' 30"

S on Paving 8.84 388.21

Z " " 8.95 388.10

H " " 8.99 388.06

TP 290 395.94 2.81 393.24

TP 545 397.33 4.06 391.88

BM 4.53 392.80

IMPROVED TABLES AND INFORMATION

HORIZONTAL STADIA CORRECTIONS

2°-00'	— 0.1	21°-00'	— 12.3	33°-00'	— 29.7
3°-00'	— 0.3	21°-30'	— 13.4	33°-15'	— 30.1
4°-00'	— 0.5	22°-00'	— 14.0	33°-30'	— 30.5
5°-00'	— 0.8	22°-30'	— 14.7	33°-45'	— 30.9
6°-00'	— 1.1	23°-00'	— 15.3	34°-00'	— 31.3
7°-00'	— 1.5	23°-30'	— 15.9	34°-15'	— 31.7
8°-00'	— 1.9	24°-00'	— 16.5	34°-30'	— 32.1
9°-00'	— 2.5	24°-30'	— 17.2	34°-45'	— 32.5
10°-00'	— 3.0	25°-00'	— 17.9	35°-00'	— 32.9
10°-30'	— 3.3	25°-30'	— 18.6	35°-15'	— 33.3
11°-00'	— 3.6	26°-00'	— 19.2	35°-30'	— 33.7
11°-30'	— 4.0	26°-30'	— 19.9	35°-45'	— 34.1
12°-00'	— 4.3	27°-00'	— 20.6	36°-00'	— 34.6
12°-30'	— 4.7	27°-30'	— 21.3	36°-15'	— 35.0
13°-00'	— 5.1	28°-00'	— 22.0	36°-30'	— 35.4
13°-30'	— 5.5	28°-30'	— 22.8	36°-45'	— 35.8
14°-00'	— 5.9	29°-00'	— 23.5	37°-00'	— 36.2
14°-30'	— 6.3	29°-30'	— 24.3	37°-15'	— 36.6
15°-00'	— 6.7	30°-00'	— 25.0	37°-30'	— 37.1
15°-30'	— 7.2	30°-15'	— 25.4	37°-45'	— 37.5
16°-00'	— 7.6	30°-30'	— 25.8	38°-00'	— 37.9
16°-30'	— 8.1	30°-45'	— 26.2	38°-15'	— 38.3
17°-00'	— 8.5	31°-00'	— 26.5	38°-30'	— 38.7
17°-30'	— 9.0	31°-15'	— 26.9	38°-45'	— 39.1
18°-00'	— 9.5	31°-30'	— 27.3	39°-00'	— 39.6
18°-30'	— 10.1	31°-45'	— 27.7	39°-15'	— 40.0
19°-00'	— 10.6	32°-00'	— 28.1	39°-30'	— 40.5
19°-30'	— 11.2	32°-15'	— 28.5		
20°-00'	— 11.7	32°-30'	— 28.9		
20°-30'	— 12.3	32°-45'	— 29.3		

Chains to Feet

1	.....	66
2	.....	132
3	.....	198
4	.....	264
5	.....	330
6	.....	396
7	.....	462
8	.....	528
9	.....	594
10	.....	660

Feet to Chains

100	....	1.515
200	....	3.030
300	....	4.545
400	....	6.060
500	....	7.575
600	....	9.090
700	....	10.606
800	....	12.121
900	....	13.636
1,000	....	15.151

SE RP
Adamt
Monst
392.72

+ 7.53 dry

+ 9.15 Main

$107^{\circ}05' = 130758.86$

$107^{\circ}23' = 12.11$

119 + 43.04 $\Delta 90^{\circ}$

see p 30

ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.