

1646

HERZ

1830

No. 1646

TRAVERSE TABLE FOR TRANSIT BOOK.

From 1° to 90° for a distance of 100.

Degrees.	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		Degrees.
	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	
0	00.00	0.00	00.00	0.44	100.00	0.87	99.99	1.31	89
1	00.09	1.75	99.98	2.18	99.97	2.62	99.95	3.05	88
2	00.18	3.49	99.92	3.93	99.91	4.36	99.88	4.80	87
3	00.26	5.23	99.84	5.67	99.81	6.10	99.79	6.54	86
4	00.34	6.98	99.73	7.41	99.69	7.85	99.66	8.28	85
5	00.42	8.72	99.58	9.15	99.54	9.58	99.50	10.02	84
6	00.49	10.45	99.41	10.89	99.36	11.32	99.31	11.75	83
7	00.56	12.19	99.20	12.62	99.14	13.05	99.09	13.49	82
8	01.03	13.92	98.97	14.35	98.90	14.78	98.84	15.21	81
9	01.09	15.64	98.79	16.07	98.63	16.50	98.56	16.93	80
10	01.15	17.36	98.40	17.79	98.33	18.22	98.25	18.65	79
11	01.21	19.08	98.08	19.51	97.99	19.04	97.90	20.36	78
12	01.27	20.79	97.72	21.22	97.63	21.64	97.53	22.07	77
13	01.32	22.50	97.34	22.92	97.24	23.34	97.13	23.77	76
14	01.37	24.19	96.92	24.62	96.81	25.04	96.70	25.46	75
15	01.42	25.88	96.48	26.50	96.36	26.72	96.25	27.14	74
16	01.47	27.56	96.00	27.98	95.88	28.40	95.76	28.82	73
17	01.52	29.24	95.50	29.65	95.37	30.07	95.24	30.49	72
18	01.56	30.90	94.97	31.32	94.83	31.73	94.69	32.14	71
19	02.00	32.56	94.41	32.97	94.26	33.38	94.12	33.79	70
20	02.04	34.20	93.82	34.61	93.67	35.02	93.51	35.43	69
21	02.08	35.84	93.20	36.24	93.04	36.65	92.88	37.06	68
22	02.12	37.46	92.55	37.86	92.39	38.27	92.22	38.67	67
23	02.16	39.07	91.88	39.47	91.71	39.87	91.53	40.27	66
24	02.19	40.67	91.18	41.07	91.00	41.47	90.81	41.87	65
25	02.23	42.26	90.45	42.66	90.23	43.05	90.07	43.44	64
26	02.26	43.84	89.69	44.23	89.49	44.62	89.30	45.01	63
27	02.29	45.40	88.90	45.79	88.70	46.17	88.50	46.56	62
28	02.32	46.95	88.09	47.33	87.88	47.72	87.67	48.10	61
29	02.35	48.48	87.25	48.86	87.04	49.24	86.82	49.62	60
30	02.38	50.00	86.38	50.38	86.16	50.75	85.94	51.13	59
31	02.41	51.50	85.49	51.86	85.26	52.25	85.04	52.62	58
32	02.44	52.99	84.57	53.36	84.34	53.73	84.10	54.10	57
33	02.47	54.46	83.63	54.83	83.39	55.19	83.15	55.56	56
34	02.50	55.92	82.66	56.28	82.41	56.64	82.16	57.00	55
35	02.53	57.36	81.66	57.71	81.41	58.07	81.16	58.42	54
36	02.56	58.78	80.64	59.13	80.39	59.48	80.13	59.83	53
37	02.59	60.18	79.60	60.53	79.34	60.88	79.07	61.22	52
38	03.02	61.57	78.53	61.91	78.26	62.25	77.99	62.59	51
39	03.05	62.93	77.44	63.27	77.16	63.61	76.88	63.94	50
40	03.08	64.28	76.32	64.61	76.04	64.94	75.76	65.28	49
41	03.11	65.61	75.18	65.93	74.90	66.26	74.61	66.59	48
42	03.14	66.91	74.02	67.24	73.73	67.56	73.43	67.88	47
43	03.17	68.20	72.84	68.52	72.54	68.84	72.24	69.15	46
44	03.20	69.47	71.63	69.78	71.33	70.09	71.02	70.40	45
45	03.23	70.71							
Degrees.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Dep.	Lat.	Degrees.
	DEGREES.		¼ DEGREE.		½ DEGREE.		¾ DEGREE.		

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

MADE IN  
U. S. A.



LIETZ STANDARD ENGINEERS' TRANSIT  
With U Shaped Standards

No. 5E with 6¼" limb. No. 11E with 5" limb.

Furnished with either Internal or External  
Focusing Telescope.

100511  
Co. LT  
R 250  
22030' S  
12' out

Quality  
Evidenced  
Since  
1862.

Standard  
Tripod  
Connection

1646

CITY ENGINEER

TABLE OF STADIA REDUCTIONS  
For a Constant of 100.  
Rod Vertical.

Min.	0°		1°		2°		3°		4°		5°		6°		7°		8°	
	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.	Hor. Dist.	Diff. Elev.
0	100.00	.00	99.97	1.74	99.73	3.49	99.33	5.23	98.81	6.95	98.24	8.63	97.59	10.26	96.88	11.78	96.13	13.24
2	100.00	.12	99.97	1.86	99.71	3.60	99.28	5.34	98.74	7.07	98.15	8.75	97.50	10.32	96.75	11.80	95.99	13.26
4	100.00	.23	99.96	1.92	99.67	3.66	99.21	5.40	98.66	7.13	98.06	8.85	97.40	10.38	96.63	11.82	95.86	13.28
6	100.00	.33	99.95	2.01	99.60	3.72	99.12	5.48	98.56	7.20	97.95	8.91	97.30	10.43	96.54	11.84	95.74	13.30
8	100.00	.43	99.94	2.09	99.52	3.84	99.02	5.58	98.46	7.30	97.85	9.03	97.20	10.48	96.43	11.86	95.63	13.32
10	100.00	.53	99.93	2.18	99.43	3.96	98.90	5.68	98.36	7.42	97.74	9.16	97.10	10.53	96.34	11.88	95.53	13.34
12	100.00	.63	99.92	2.27	99.34	4.07	98.81	5.79	98.26	7.55	97.63	9.29	97.00	10.58	96.25	11.90	95.44	13.36
14	100.00	.73	99.91	2.33	99.25	4.18	98.72	5.88	98.18	7.69	97.52	9.42	96.92	10.63	96.17	11.92	95.36	13.38
16	100.00	.83	99.90	2.44	99.15	4.24	98.63	5.98	98.10	7.84	97.41	9.56	96.84	10.68	96.09	11.94	95.29	13.40
18	100.00	.93	99.89	2.50	99.06	4.30	98.54	6.08	98.02	7.99	97.30	9.70	96.76	10.73	96.02	11.96	95.22	13.42
20	100.00	1.03	99.88	2.58	98.97	4.38	98.45	6.19	97.94	8.15	97.20	9.85	96.68	10.78	95.95	11.98	95.16	13.44
22	100.00	1.13	99.87	2.67	98.88	4.43	98.36	6.30	97.86	8.31	97.09	10.00	96.61	10.83	95.88	12.00	95.10	13.46
24	100.00	1.23	99.86	2.73	98.79	4.48	98.27	6.41	97.78	8.48	96.99	10.15	96.54	10.88	95.82	12.02	95.04	13.48
26	100.00	1.33	99.85	2.81	98.70	4.53	98.18	6.53	97.69	8.65	96.90	10.30	96.49	10.93	95.77	12.04	94.99	13.50
28	100.00	1.43	99.84	2.87	98.61	4.58	98.09	6.65	97.60	8.81	96.81	10.45	96.43	10.98	95.72	12.06	94.94	13.52
30	100.00	1.53	99.83	2.92	98.52	4.63	98.00	6.78	97.51	8.97	96.72	10.60	96.38	11.03	95.68	12.08	94.89	13.54
32	100.00	1.63	99.82	3.00	98.43	4.68	97.91	6.91	97.42	9.14	96.63	10.75	96.27	11.08	95.63	12.10	94.84	13.56
34	100.00	1.73	99.81	3.07	98.34	4.73	97.82	7.04	97.33	9.31	96.54	10.90	96.19	11.13	95.59	12.12	94.79	13.58
36	100.00	1.83	99.80	3.13	98.25	4.78	97.73	7.17	97.24	9.48	96.45	11.05	96.10	11.18	95.55	12.14	94.74	13.60
38	100.00	1.93	99.79	3.20	98.16	4.83	97.64	7.30	97.15	9.65	96.36	11.20	96.01	11.23	95.51	12.16	94.69	13.62
40	100.00	2.03	99.78	3.27	98.07	4.88	97.55	7.43	97.06	9.82	96.27	11.35	95.92	11.28	95.47	12.18	94.64	13.64
42	100.00	2.13	99.77	3.33	97.98	4.93	97.46	7.56	96.97	10.00	96.18	11.50	95.83	11.33	95.43	12.20	94.59	13.66
44	100.00	2.23	99.76	3.40	97.89	4.98	97.37	7.69	96.88	10.17	96.09	11.65	95.74	11.38	95.39	12.22	94.54	13.68
46	100.00	2.33	99.75	3.47	97.80	5.03	97.28	7.82	96.79	10.34	96.00	11.80	95.65	11.43	95.35	12.24	94.49	13.70
48	100.00	2.43	99.74	3.54	97.71	5.08	97.19	7.95	96.70	10.51	95.91	11.95	95.56	11.48	95.31	12.26	94.44	13.72
50	100.00	2.53	99.73	3.61	97.62	5.13	97.10	8.08	96.61	10.68	95.82	12.10	95.47	11.53	95.27	12.28	94.39	13.74
52	100.00	2.63	99.72	3.68	97.53	5.18	97.01	8.21	96.52	10.85	95.73	12.25	95.38	11.58	95.23	12.30	94.34	13.76
54	100.00	2.73	99.71	3.75	97.44	5.23	96.92	8.34	96.43	11.02	95.64	12.40	95.29	11.63	95.19	12.32	94.29	13.78
56	100.00	2.83	99.70	3.82	97.35	5.28	96.83	8.47	96.34	11.19	95.55	12.55	95.20	11.68	95.15	12.34	94.24	13.80
58	100.00	2.93	99.69	3.89	97.26	5.33	96.74	8.60	96.25	11.36	95.46	12.70	95.11	11.73	95.11	12.36	94.19	13.82
60	100.00	3.03	99.68	3.96	97.17	5.38	96.65	8.73	96.16	11.53	95.37	12.85	95.02	11.78	95.07	12.38	94.14	13.84
c=75...	.75	.01	.75	.02	.75	.03	.75	.05	.75	.06	.75	.07	.75	.09	.75	.10	.74	.10
c=1.15...	1.15	.01	1.15	.03	1.15	.05	1.15	.07	1.15	.09	1.15	.11	1.15	.13	1.14	.14	1.14	.15
c=1.90...	1.90	.02	1.90	.08	1.90	.08	1.90	.12	1.89	.15	1.89	.16	1.89	.21	1.89	.21	1.88	.25

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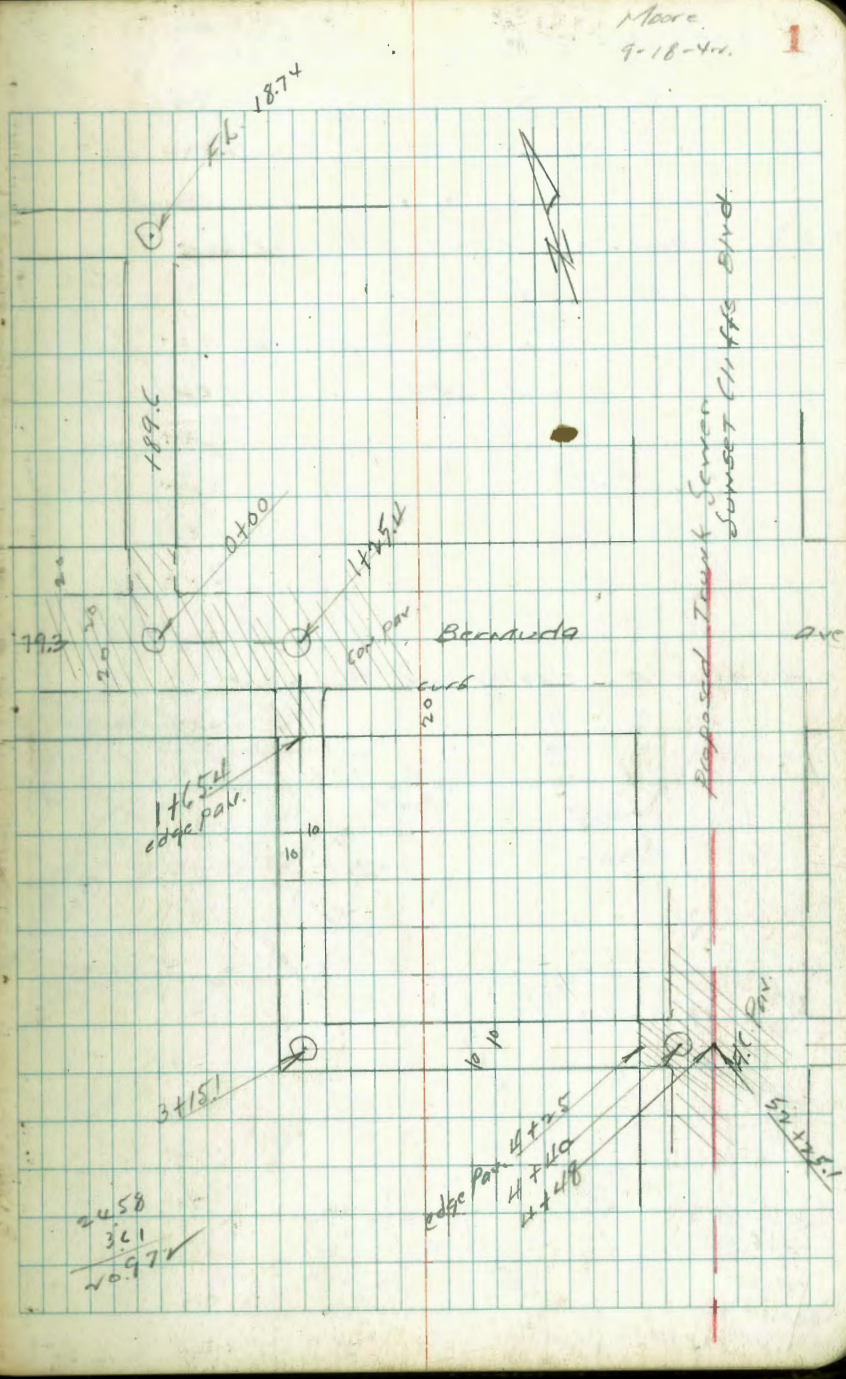
index  
C.S.R.

Levels of M.H. FL. pav. etc  
on Bermuda W. of Sunset Cliffs Blvd  
and alleys

NWBP  
Bermuda  
Sunset  
Cliffs Blvd.

Sunset Cliffs Blvd.	5.90	<u>26.87</u>	20.97
M.H. FL 189.6 N of 0100	8.13		18.74
0100 RIM	5.34		21.53
" FL	15.26		11.61
0+50 pav	5.5		21.9
1+00 "	5.8		21.1
1+25.4 " M.H. RIM	6.00		20.87
" FL	14.64		12.25
1+45.4 pav. Seb Bermuda	6.7		20.2
1+65.4 " " "	6.6		20.3
" ground	6.9		20.0
+50 "	7.5		19.9
T.P. 503	<u>24.58</u>	7.37	19.55
3 ground	5.1		19.5
3+15.1 M.H. RIM	4.23		20.35
" ground	4.9		19.7
" FL	11.56		13.02
3+50 ground	5.1		19.5
4 "	4.8		19.8
+75 edge pav.	5.2		19.4
4+40 M.H. RIM	5.34		19.29
" " FL	10.86		13.72
4+48 = 52+25.1 Trunk Line	5.0		19.6 Pav.

Septic Tank

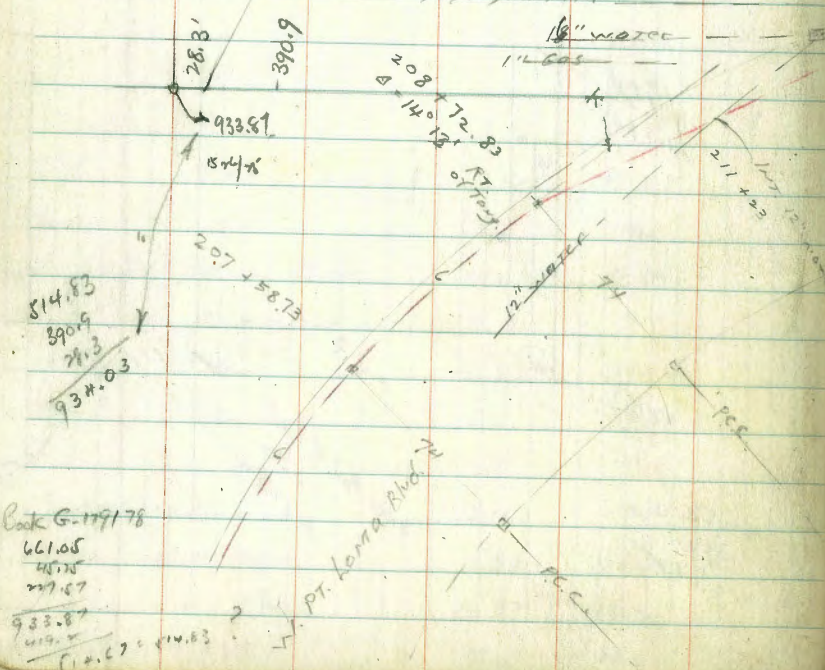


Line change at

W. Pt. Loma Blvd. & Ingraham St.  
 MEAS. of 294.27 as shown on 2550-B,  
 Pt. of Beg. to E. Cor. of PL 219  
 is wrong

See Causeway Plans  
 for 57' Light Conductors

212 + 93.48 A = 38°48' LT. Nly Ingraham



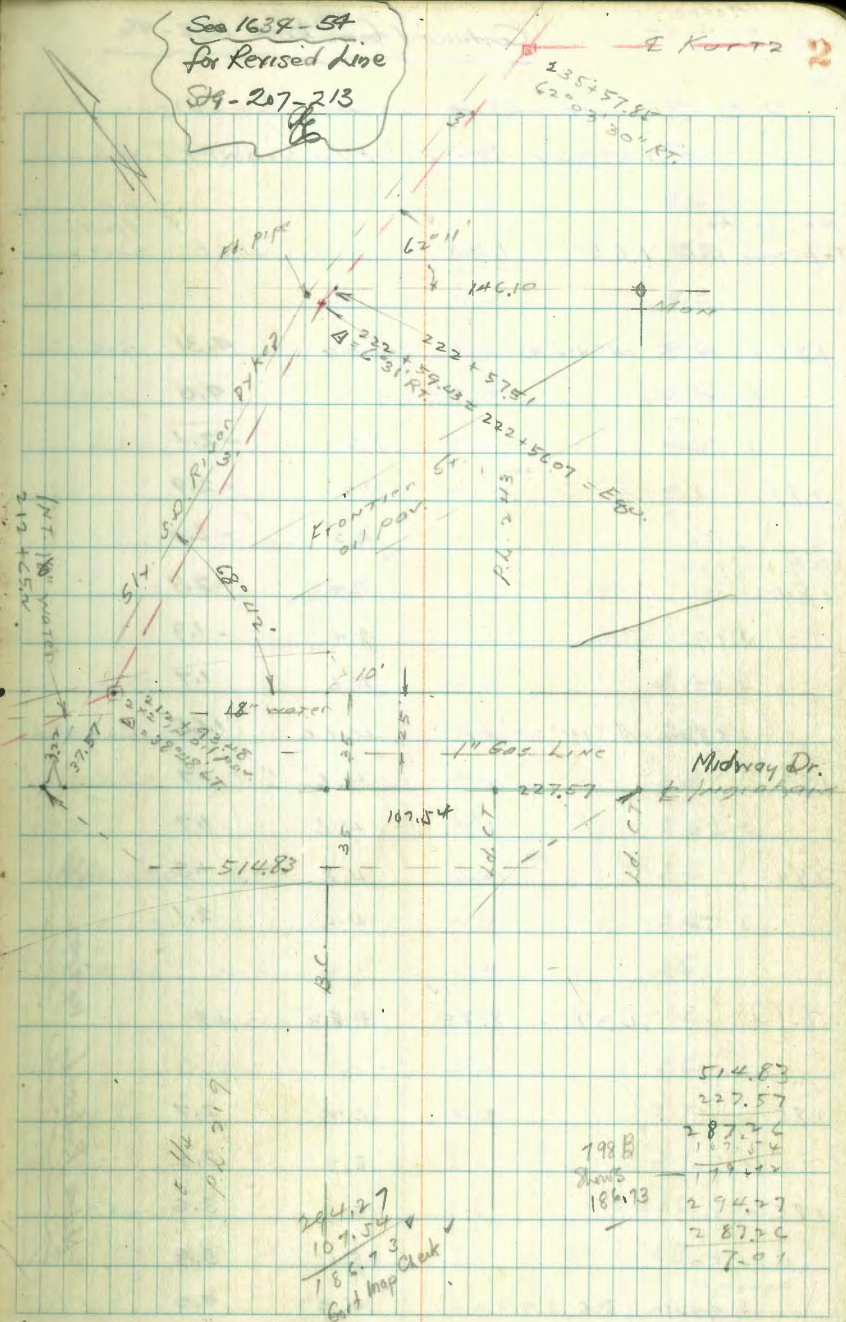
Book G-119178

661.05  
 45.75  
 27.67

933.87

419.4  
 514.67 = 934.03

See 1632-57  
 for Revised Line  
 89-207-213



E. Kortz 2

Midway Dr.

514.83  
 227.57  
 287.26  
 187.54  
 199.72  
 198 B  
 Shows  
 186.73  
 294.27  
 287.26  
 7.01

294.27  
 107.54  
 186.73  
 Get map Clerk

D.B. Truck Line Sewer Levels

Famosa Blvd Fly via WPT, Lower Blvd

RR spike ✓

RR Trestle  
Famosa  
WPT LOMA

Top New Pipe 1.65

6.31

4.66

180 100 A 14° 42' RT. 2.00 4.31 222 Hub

+35 7.3 9.0

+73 8.4 -2.1

181 9.4 -2.9

+50 ✓ 9.3 -3.0

182 9.4 -2.9

+19 8.4 -1.9

+37 4.6 1.7

+58.0x A 14° 35' LT. 4.66 1.65 222 Hub

183 4.6 1.7

+50 4.6 1.7

184 4.8 1.5

+50 4.4 2.1

T.P. 6.37 8.85 3.83 2.48

185 6.4 2.7

+50 5.7 3.2

186 5.3 3.6

+50 5.1 3.8

+92.42 B.C. LT. 4.9 9.0

Notes Revised. 10/7/42

187 4.9 9.0

+50 4.9 9.0

188 4.3 9.6

+50 4.4 9.7

189 4.6 9.3

-50 4.3 9.6

190 3.7 9.2

+50 4.4 9.5

191 4.7 9.2

T.P. 2.04 2.48 3.41 5.44 Mail in R.P.  
190-189

+50 4.4 3.1

192 4.4 3.3

+50 4.4 3.3

193 4.2 3.8

+09.07 F.C. 5.0 2.5

+50 4.7 3.8

+96 ground 4.9 2.6

" F.L. 24" C.C. 8.8 -1.3

194 5.0 2.5

+50 4.8 2.7

195 5.4 2.1

+50 5.9 1.6

196 5.7 1.8

T.P. 3.54 5.53 5.47 2.01 Top Lath  
196-100

5.53 ✓

196 + 50	4.5	1.0		
197	4.6	0.9		
+ 50	4.4	1.1		
198	4.8	0.7		
+ 50	4.8	0.7		
199	4.9	0.6		
+ 50	4.6	0.9		
200	4.8	0.7		
+ 50	4.1	1.4		
201	4.2	1.3		
T.P.	6.39	7.75	4.7	1.35
+ 50	7.8	0.0		
202	9.3	-1.5		
+ 50	10.0	-2.2		
203	9.1	-1.3		
+ 50	9.4	-1.6		
204	9.2	-1.6		
+ 40.31 B.C.R.T.	9.6	-1.8		
+ 50	10.1	-2.3		
+ 85	10.1	-2.3		
205	7.4	9.2		
+ 50	3.7	4.1		
206	3.0	4.8		
+ 50	2.7	5.1		

201 To 205 is now  
being filled in to  
complete sidewalk grade

7.75 ✓

4

T.P.	4.7	10.32	2.10	5.65
207			4.9	5.4
+ 50			5.0	5.3
+ 58.73 P.C.C.			4.7	5.6
208			4.8	5.5
+ 50			4.6	5.7
+ 72.83 P.C.C. $\Delta$ 14.73 RT. of Tang.			4.6	5.7
209			4.8	5.5
+ 50 <sup>beg.</sup> ledge oil Pav.			4.2	6.1
210			4.0	6.3
+ 50 <sup>beg.</sup> End oil Pav. <sup>beg.</sup> Midway Pav.			3.5	6.7
211			3.5	6.7
+ 23 Pav Int. 12" water			3.5	6.8
+ 50 Pav			3.4	6.9
212			3.5	6.8
+ 50 "			4.4	5.9
check to S.W. Top of wall Triple Box Curb	7.22		2.90	100' N of W.P. 100' N of 3.00 2.77
T.P.	6.59	12.06	4.85	5.47
+ 1.50 Pav Int. of 18" water			6.7	5.4
+ 76.5 End Midway Pav. AND Beg. of oil "			7.1	5.0
+ 93.48 $\Delta$ 38° 48' LT.			7.31	4.75
213 oil Pav.			7.2	4.9

213 +50	0.1	PAV	6.5	5.6
214	"	"	6.5	5.6
+50	"	"	6.9	5.2
215	End	"	7.6	9.5
+50			7.6	9.5
+18			12.4	-0.3
+50			12.6	-0.5
216			12.6	-0.5
+50			12.5	-0.4
217			12.3	-0.2
+50			11.7	0.2
T.P.	3.98	4.26	11.58	0.48
217 +75			6.4	-1.9
+90			4.4	0.1
218			4.4	0.1
+50			4.5	0.0
219			4.3	0.2
+50			4.1	-0.1
220			4.6	-0.1
+50			4.6	-0.1
221			4.3	0.2
+50			4.1	0.2
222			4.4	0.1
+50			4.2	0.3

222 +59.43	6.31 RT	4.3	0.2	EQV
222 +46.07	End 570.			
T.P.	4.87	4.83	4.50	-0.04
223			4.6	0.2
+50			4.5	0.3
224			4.5	0.3
+50			4.7	0.1
225			4.8	0.0
+50			4.7	0.1
226			4.5	0.3
+50			4.4	0.2
227			4.6	0.2
+50			4.3	0.5
228			4.2	0.6
T.P.	4.33	5.44	3.74	1.11
229			4.7	0.7
+50			4.7	0.7
230			4.6	0.8
+50			4.5	0.9
231			4.6	0.8
+50			4.2	1.2
232			4.0	1.4
+50			3.8	1.6

3/4" PIPE 3' LT.  
of angle



232 + 50		4.1	1.3
233		4.5	0.9
	✓		
T.P.	3.68	<u>5.22</u>	3.90 1.54
+ 50		4.5	0.7
234		4.5	0.7
+ 50		4.5	0.7
235		4.6	0.6
+ 50		4.8	0.9
+ 57.85 A	62°03'30" Rt.	4.9	0.3
236		4.7	0.5
+ 50		4.5	0.7
Set BM. RR spike in P.P. # P.C. 3765 CORN. of angle pt.		✓	Dyked KURT
	3.64	1.58	
237		4.5	0.7
+ 15.06	Pueblo line	4.76	0.96 Hub
+ 50		4.5	0.7
238		4.3	0.9
+ 50		4.4	1.0
		✓	
T.P.	5.03	<u>6.16</u>	4.09 1.13
239		5.0	1.4
+ 50		5.3	0.9

240		5.1	1.1
+ 50		4.9	1.3
241		4.7	1.5
+ 50		4.7	1.5
242		4.5	1.7
+ 50		4.6	1.6
243		4.8	1.8
+ 50		4.6	1.6
		✓	
T.P.	4.93	<u>6.65</u>	4.44 1.74
244		4.8	1.9
+ 50		4.7	2.0
245		4.5	2.2
+ 50		4.5	2.2
246		4.3	2.2
+ 50		4.1	2.6
		✓	
T.P.	4.90	<u>8.11</u>	3.44 3.21 RR spike P.P. S. Cor. of Hertz Houston
247		5.4	2.7
+ 50		5.4	2.9
248		5.3	2.0
+ 50		4.9	3.2
249		4.5	3.6
+ 50		4.2	3.9

250		4.7	3.9	
+50		4.8	3.3	
251		4.6	3.5	
T.P.	4.54	<u>8.07</u>	4.56	3.55
+50		4.4	3.9	
252		4.3	3.8	
+50		4.7	3.9	
253		4.7	3.9	
+50		5.0	3.1	
254		5.3	2.8	
+50		5.6	2.5	
255		5.7	2.2	
+50		5.4	2.7	
T.P.	4.46	<u>7.13</u>	5.40	2.67
256		4.6	2.5	
+50		4.7	2.9	
257		5.1	2.0	
+50		5.5	1.6	
+76.09 N.W. Greenwood		5.4	1.7	
258 + 2609 SL	"	5.81	1.37	ON MON.

T.P.	450	6.26	5.37	1.70
T.P.	241	5.45	3.24	2.84
T.P.	3.97	4.88	4.24	0.91
T.P.	5.30	5.23	4.95	-0.07
check to Emily P.M.B.F. in curb		4.67	0.56	0.53
Midway + Rosecrans				0.03 error

Soil Borings Mission Beach  
Jewer Location 177+34

West of Famosa Blvd. + W Pt Loma  
+ on Top of abandoned Elec. Pyl.  
Sta. 177+34  
0-7 Lt Brown <sup>Damp</sup> Sand. Slight Clay  
7-8 Dark " Sandy Loam Wet  
8-10 " " " Clay to Silty  
8-10 water at 4:30  
(9.0% Grade)

17+84 1/2 ft water at 4:30  
on Pt. of Hill Prej. over Rfm.  
0-5' Very dry Sand-Loam.  
5-8' Damp Sand Brown  
8-9 1/2' Wet " " Slight Clay  
(9.5% Grade)

106+25 some water at 4:30  
Over Slough. 7 1/2 N. Pt. Hill.  
0-1 Very Dry Sand Loam.  
1-5 Brown Damp "  
5-8 1/2 Dark " " Slight Clay?  
8-1/2-9 1/2 Black Wet Sand  
(8% Grade)

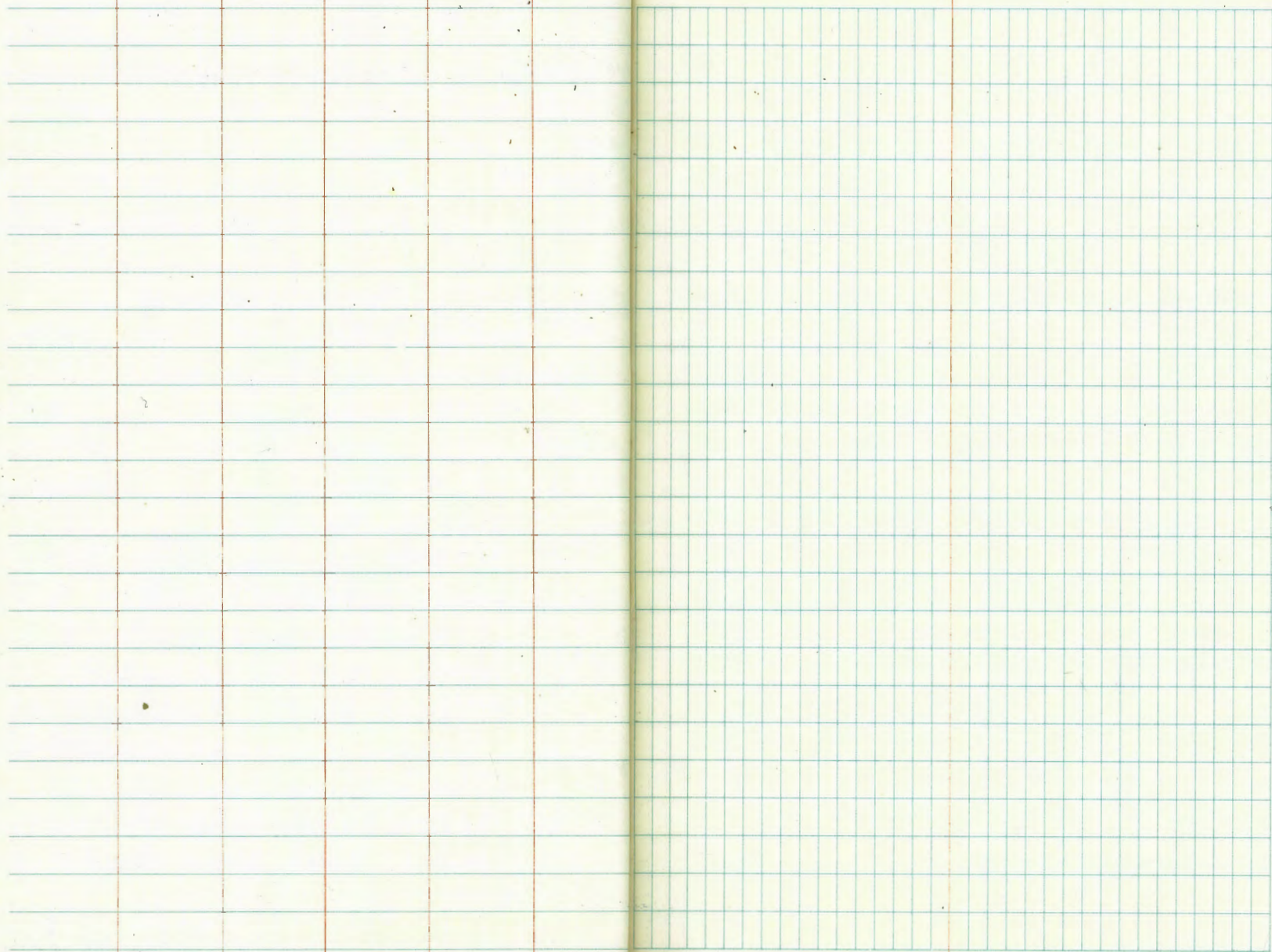
161+40 Slough to N. <sup>Three water in</sup> Loma at 4:30  
0-1 Very dry Sand + Loam.  
1-2 " " Lt Brown Sand  
2-8 Damp " " "  
8-9 wet " " " Dark Grey  
slight clay. } Sand + Clay

9/24/45 Darby Newborn  
Yelarto 2 Colored Boys.  
Tide 1130 AM.  
-8.2 + from 8.  
Top of the Stalbit  
= El. -3.0

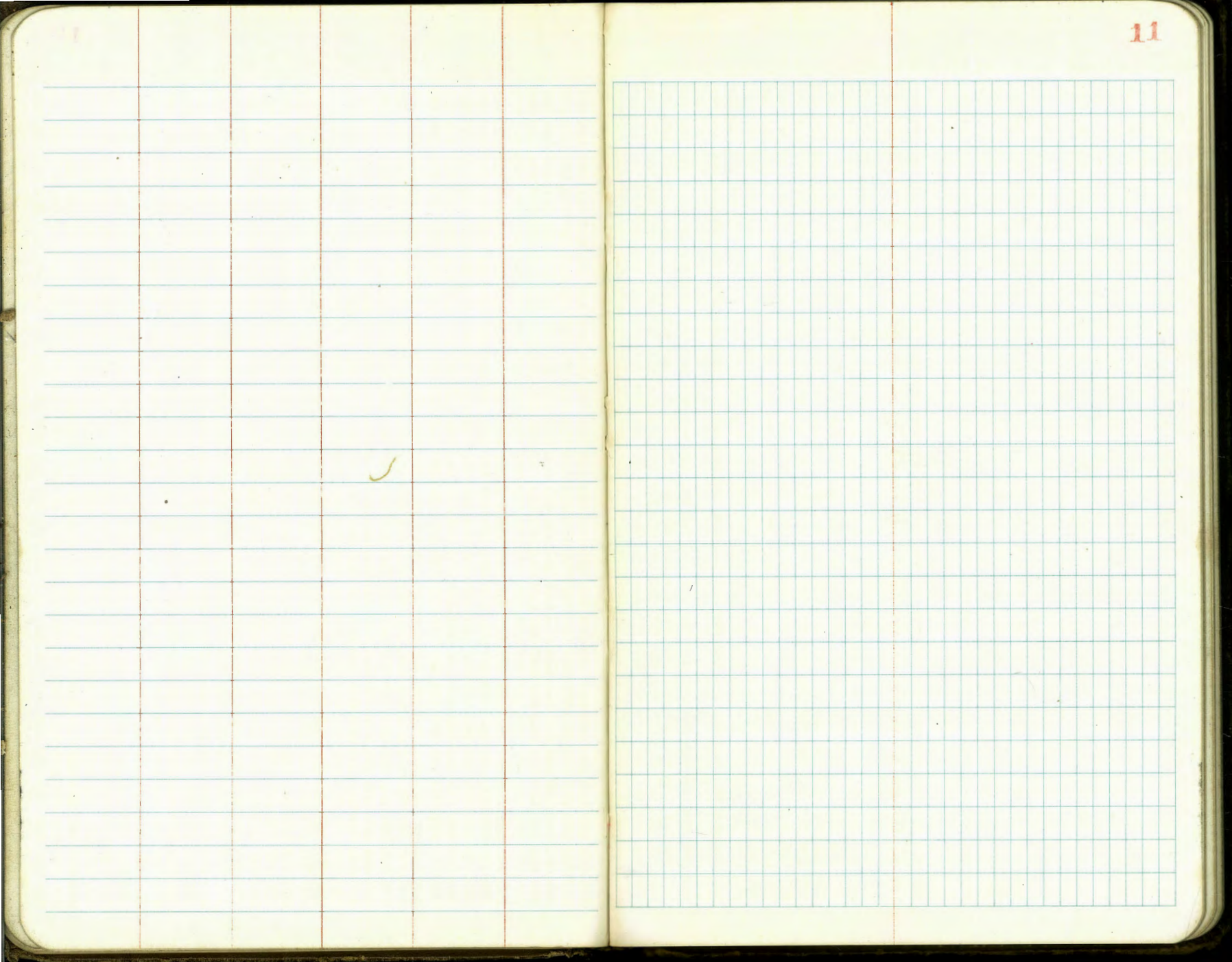
-10.2 below top of 100m. 10m tide -2.9  
230 " -4.2  
156+70 0-1 Dry top Sandy loam. Brown  
420 little 1-7.5 " " "  
7.5-8.5 Damp " "  
(10% Grade)  
150+60 0-1 Dry top Sandy - Loam - Brown  
415 1-6 <sup>hard</sup> " " "  
Some water 6-7 Damp "  
in hole 7. 7.5 wet " "

6% to Grade.  
144+60 0-5 Dry <sup>hard</sup> Sand Brown.  
water at 4:30 5-6.5 Damp " "  
-6.8 Brown Sand 6.5-7.5 Wet "  
ground. 5.0 to Grade.  
139+28 0-5 Dry Hard Sand Brown 5.0 to Grade.  
dry at 4:30 5-6 1/2 Damp " " "  
6 1/2-7 1/2 Wet " " "

39+60 on Mission line 200 x x Glenns 10% to Cut  
0-4 Black Sandy loam - Shells + Rock - fill.  
4-5 Brown Dry hard Sand.  
-5 Struck some hard substance.  
(4.5 to Grade.)

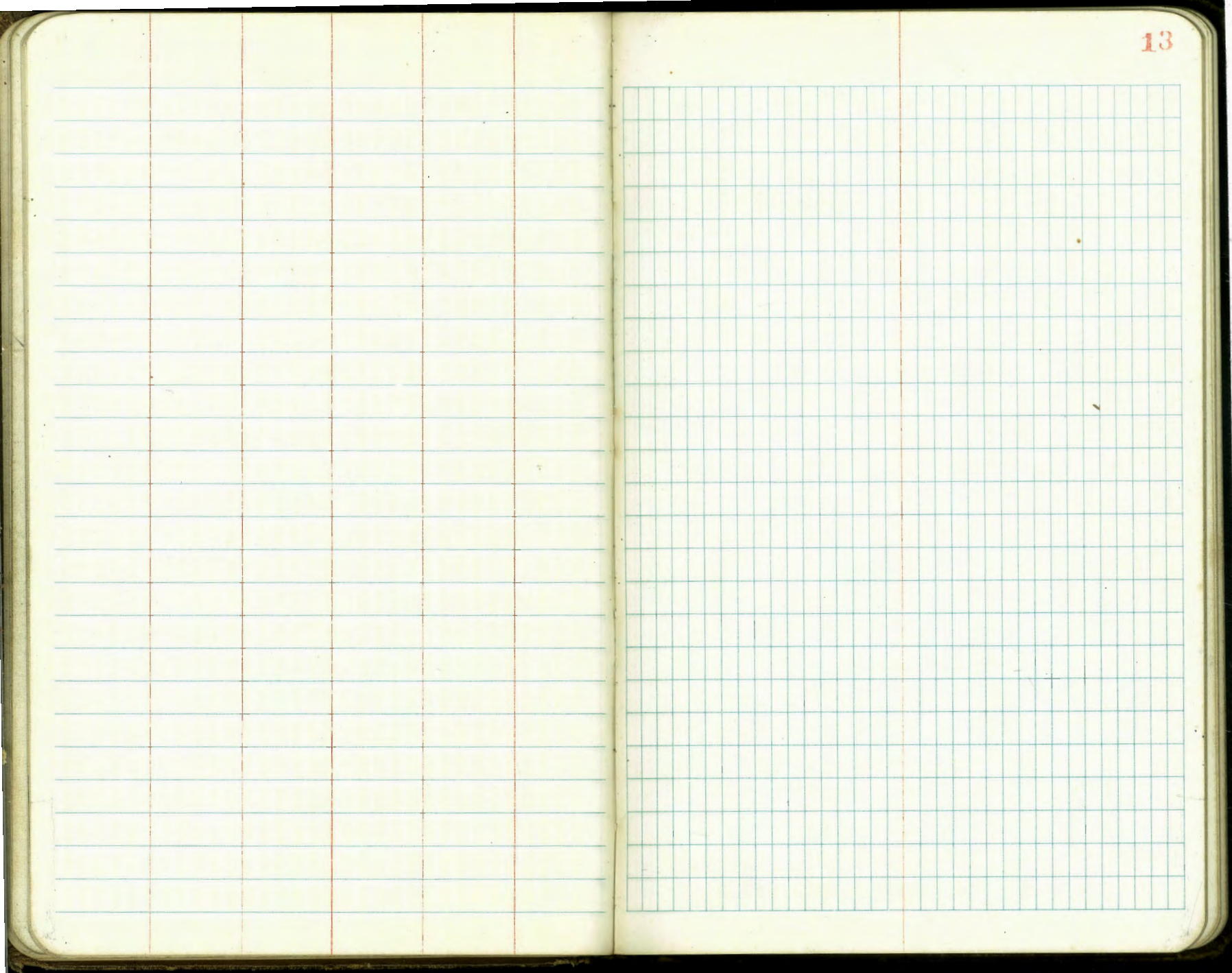






This page features a grid of blue horizontal lines and four vertical red lines, creating five columns of varying widths. The grid is designed for ledger-style accounting or record-keeping. The columns are approximately 15%, 35%, 20%, 20%, and 10% of the page width from left to right.

This page features a grid of blue horizontal lines and 18 vertical blue lines, creating 19 columns of uniform width. The grid is designed for ledger-style accounting or record-keeping. The columns are approximately 5% of the page width each.



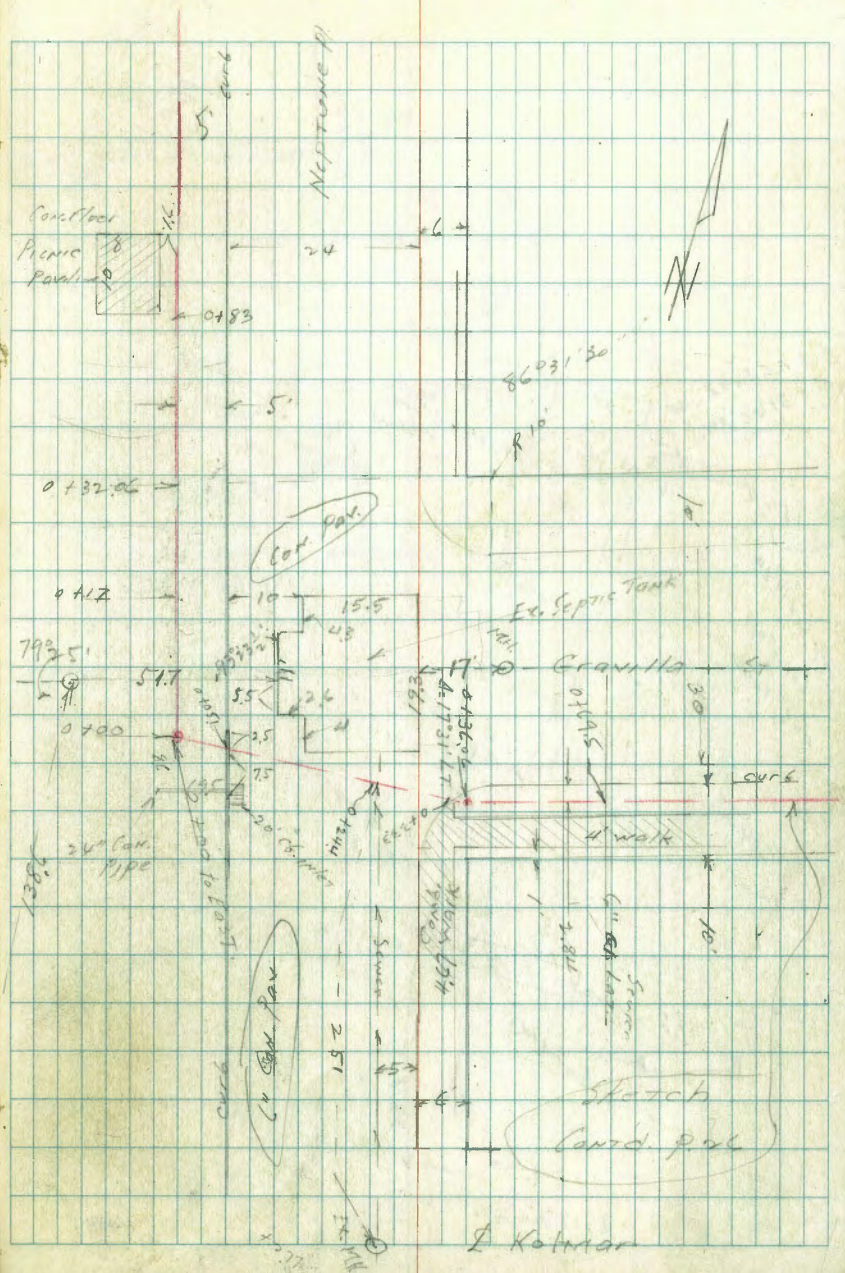
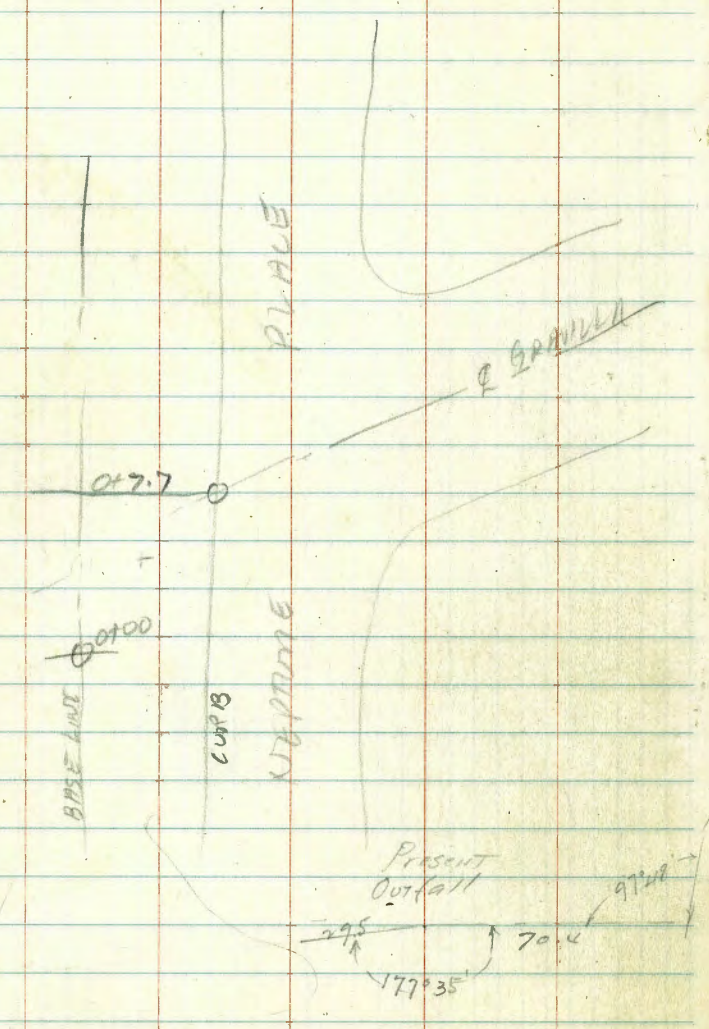


A ledger page with a grid of blue horizontal lines and three vertical red lines. The grid is approximately 20 columns wide and 25 rows high. The red lines are positioned at the 2nd, 4th, and 6th columns from the left.

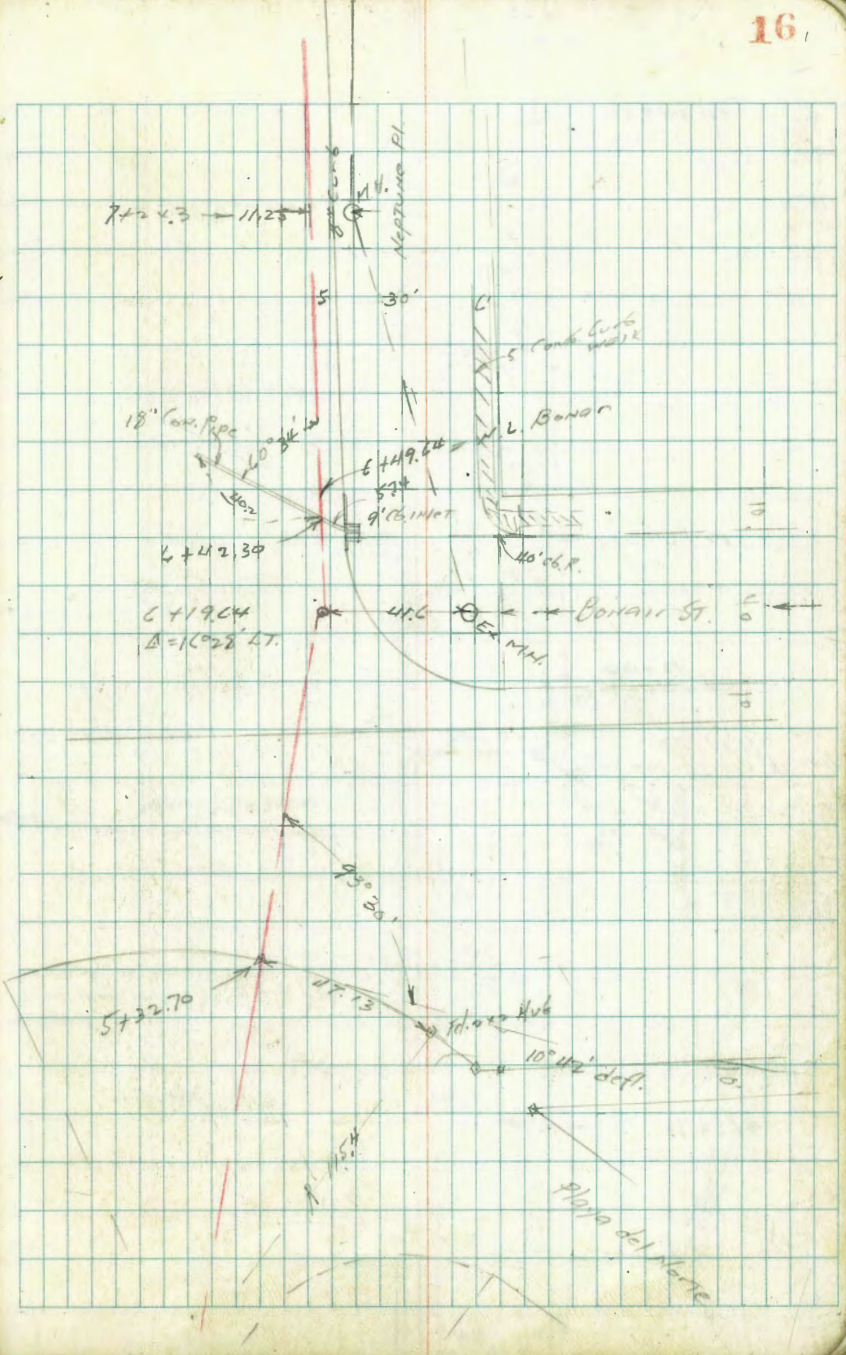
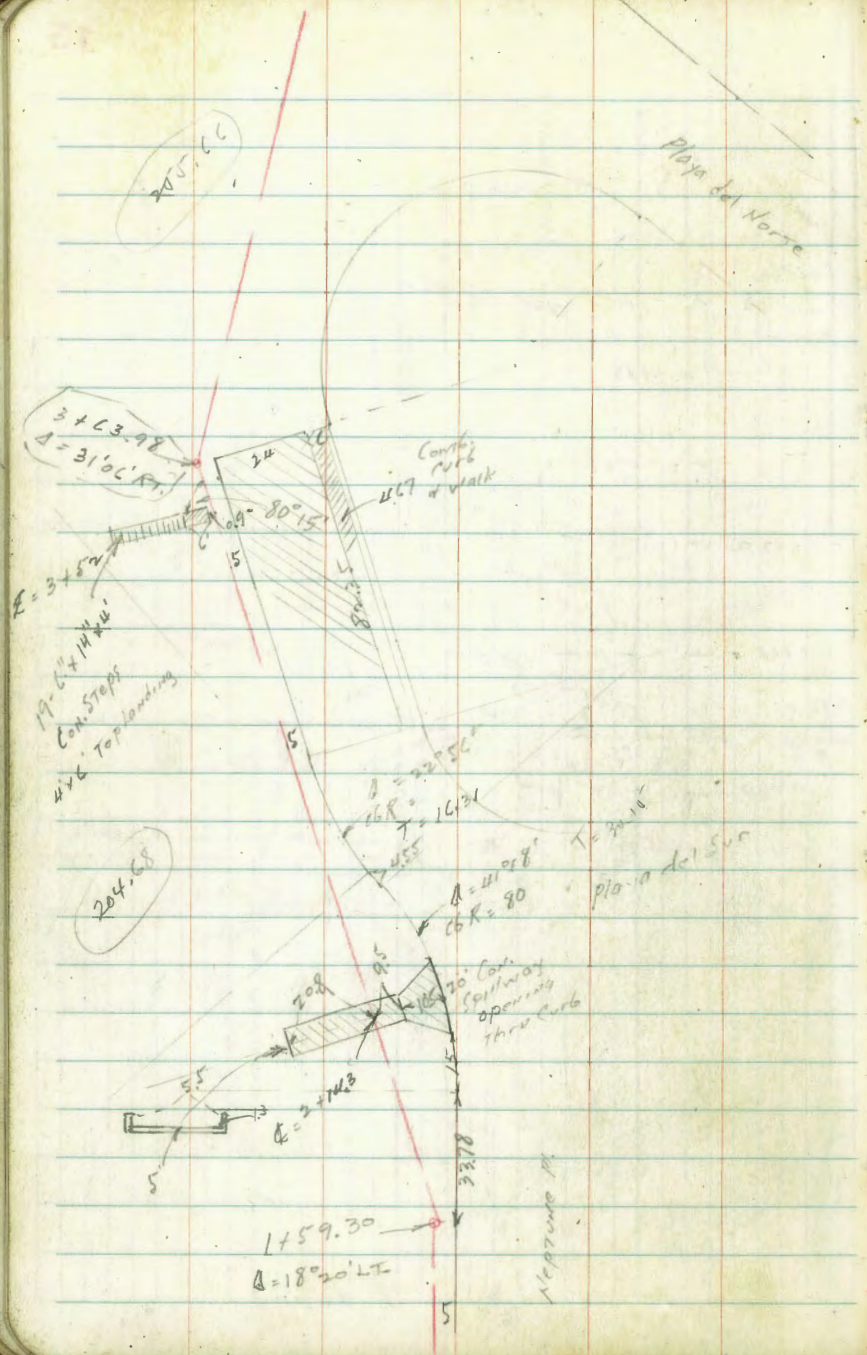
A ledger page with a grid of blue horizontal lines and one vertical red line. The grid is approximately 20 columns wide and 25 rows high. The red line is positioned at the 10th column from the left.

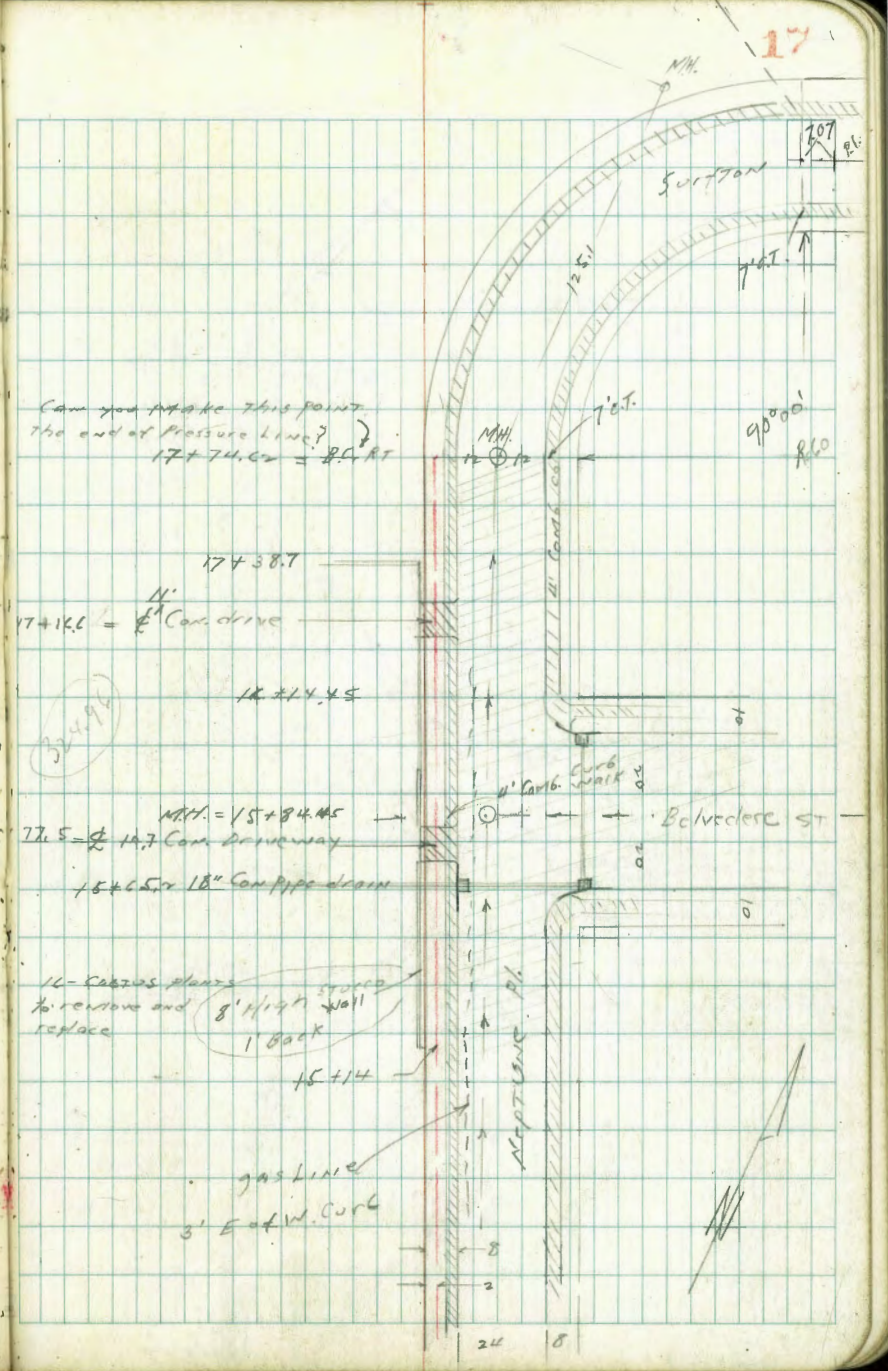
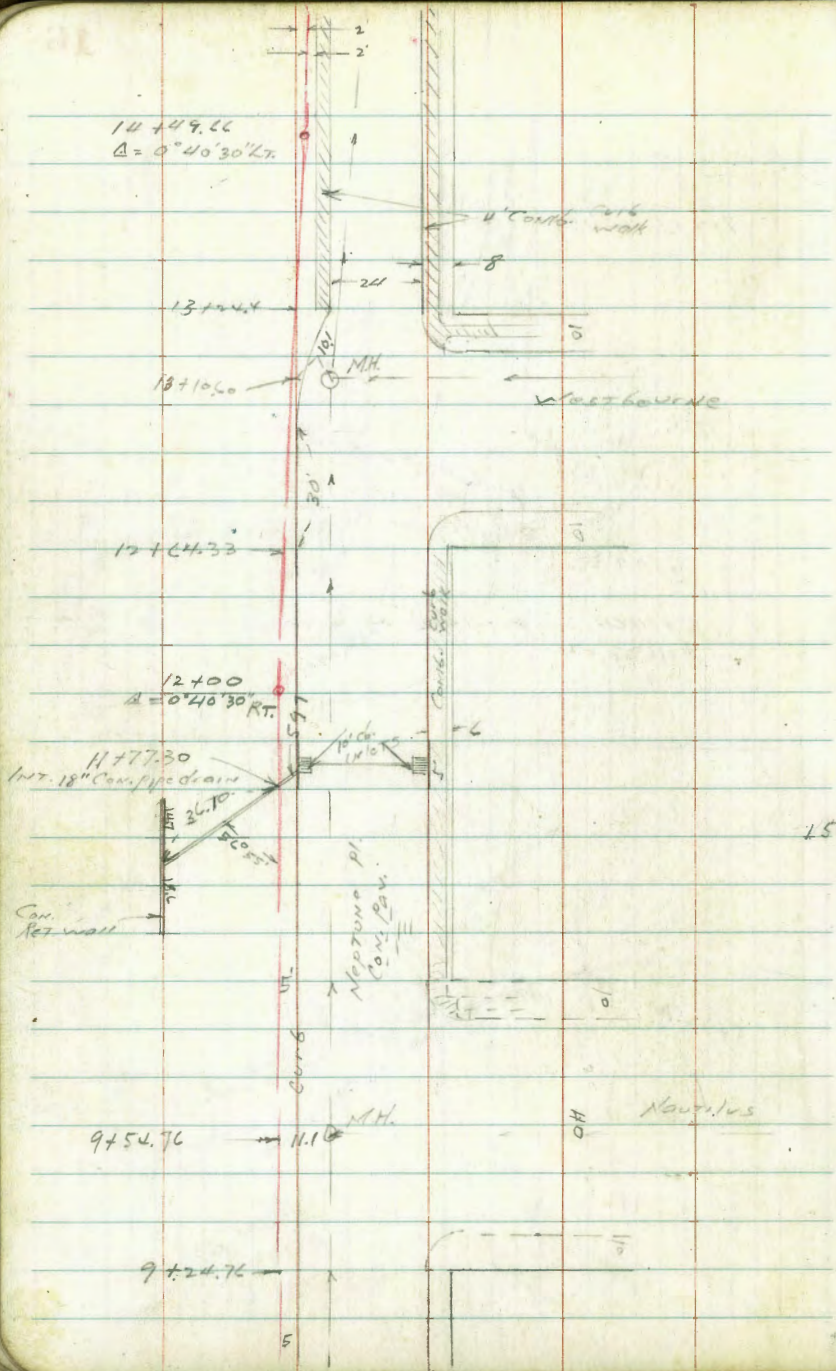
Pressure Service Line  
 Between Neptune & Granville  
 and foot of Surftown Pl.

See Also FB 1800 P. 44



D. Koltman



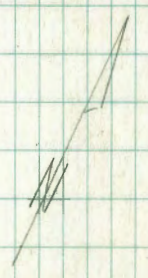


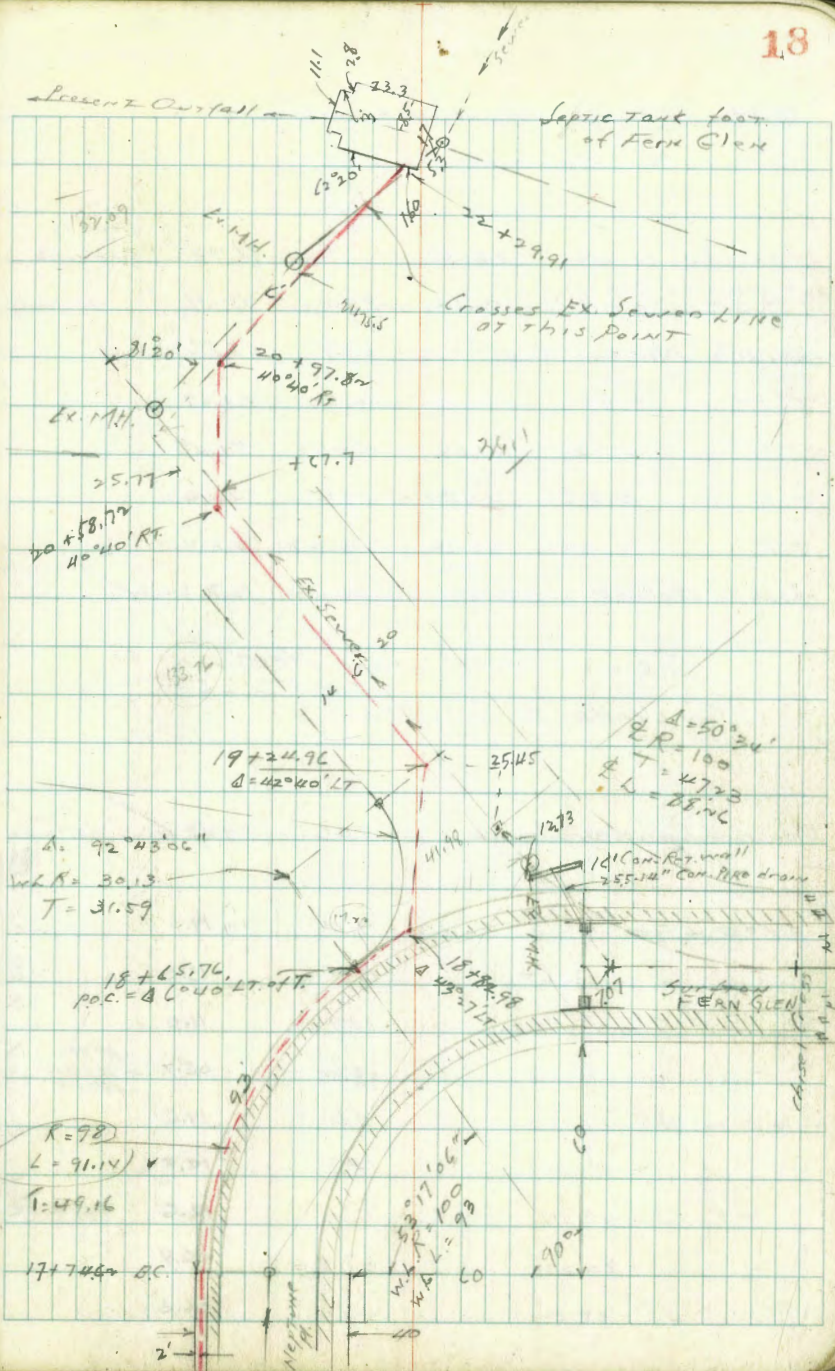
Can you make this point  
the end of pressure line?  
17+74.02 = 85.5 RT

334.96

16 - Curb plants  
to remove and  
replace  
8' 1/2" x 19" wall  
1 back

gas line  
3' E of W. curb





Please Calc. Length  
of Ex. Sewer Line

Can you get O.K. for this  
opening and closing?

$\Delta = 92^\circ 43' 06''$   
 $W.L.R. = 30.13$   
 $T = 31.59$

$R = 98$   
 $L = 91.14$   
 $T = 49.16$

17+74.6 BC

$\Delta = 50^\circ 34'$   
 $R.P. = 100$   
 $L = 47.73$   
 $L = 25.14$

16" Cor. Ret. wall  
 25.14" Cor. Pipe drain

Sewer Manhole  
 FERN GLEN

Moore  
5-12-23

B.M. Levels Electric & Gravilla  
to Neptune Pl. " "

S.E.C.T. sdw.	2.24	78.97		76.73	Electric Gravilla
T.P. BP	0.74	72.19	7.50	71.47	
check to NW. Cor. Pt.			3.33	68.86	
T.P.	0.84	62.51	10.50	61.67	
T.P.	0.18	51.64	11.05	51.46	
T.P.	0.85	40.88	11.61	40.03	
T.P.	0.34	28.74	12.48	28.40	
check to B.M. BP in curb			0.40	28.32	

Sewer Levels on NEPTUNE PL.  
Gravilla to Surfston

Septic Tank top of Gravilla st		9.26	19.48	
0+00 - 30		9.4	19.3	
" " 13 LT		15.7	13.0	
" " 23 LT		17.7	11.0	
" " 30 LT		23.0	05.7	High water mark
00 - 18		9.1	19.6	
" " 16 LT		14.3	14.2	
" " 25 LT		16.1	12.6	
" " 30 LT		21.8	06.9	
" " 35 LT		22.4	06.3	

Notes Reduced. 9.22.23

B.M. BP S.E. 1/4 La Jolla Blvd & Gravilla =  $\frac{71.71 - \text{Walker 1942}}{0.74 \text{ diff}}$   
NWly " " " " =  $\frac{68.86 - \text{old City}}{0.00 \text{ MH B.M. Book}}$

Found  
B.M. NWly Cor. Gravilla & VISTA del MAR

Top of corr. S.B. M.H. on NWly side of SEPTIC TANK

28.74

20-21		9.7	19.5
"	5' RT. Top of	9.27	19.67
"	" " " 90220	10.37	18.37
"	" " " Box Box	15.04	13.70
"	" 14 LT	16.6	12.1
"	" 14.5 <sup>LT</sup> El. outlet <sup>2" pipe</sup>	18.4	10.3
"	" 20 LT	19.7	09.0
"	" 36 LT	20.9	07.0
"	" 40 LT	23.2	05.5
0+00		9.1	19.6
"	15 LT	16.4	12.3
"	25 LT	19.0	09.7
"	36 LT	19.6	09.1
"	39	23.1	05.6
0+15		9.0	19.7
"	20 LT	18.4	10.5
"	33 LT	18.2	10.5
"	41 LT	24.1	09.6
0+20		9.0	19.7
"	20 LT	18.4	10.3
"	25 LT	19.1	09.6
"	29 LT	23.0	05.7
"	40 LT	24.1	09.6
0+60		8.8	19.9
"	20 LT	18.0	10.1
"	29 LT	19.0	09.1
"	31 LT	22.4	06.3

29.74

	Red.	Elev.
0+70	8.5	20.2
" 3 LT	9.0	19.7
" 13 LT	14.0	12.7
" 17 LT	13.4	15.3
" 27 LT	12.6	16.1
" 37	12.7	06.0
1+00	8.6	20.1
" 8 LT	8.8	19.9
" 21 LT	12.0	16.7
" 31 LT	15.0	13.7
" 41 LT	16.2	12.5
" 48 LT	23.2	05.5
1+40	8.9	19.8
" 34 LT	9.0	19.7
" 24 LT	13.6	15.1
" 31 LT	14.7	14.0
1+50	9.2	19.5
" 2 LT	9.4	19.5
" 15 LT	17.0	11.7
" 24 LT	17.0	11.7
" 45 LT	16.7	12.0
1+59.30 = 159.20 LT	9.2	19.5
" 2 LT	9.2	19.5
" 34 LT	17.0	11.7
" 45 LT	18.4	10.3
" 40 LT	18.0	10.7

20

	28.7x			
STUB T.P. 115930 L.V.V	20.98	9.20	19.54	
1 x 95		6.7	12.3	
2 x 22		5.3	15.7	
+ 07		5.4	15.6	
+ 14.3 9 FL. Cor Spillway		8.10	12.88	
" 9.5 RT. FL "		4.99	15.99	
" 20.8 LT "		15.10	05.88	
+ 23		2.9	18.1	
+ 24		2.8	18.2	
+ 41		6.1	14.9	
+ 53		2.3	18.7	
+ 71		1.8	19.2	
3 x 00		2.0	19.0	
+ 52		2.8	18.2	
" 0.9 LT Top <sup>Landing</sup> Cor. of Steps		2.58	18.90	
3 x 63.98 Δ 31° 0' L' RT.		3.13	17.85	
STUB T.P. 116398 U.S.S	22.40	3.13	17.85	
5' RT of 116398 Top end Curb		4.54	17.88	
4 x 00		4.7	17.7	
+ 50		4.3	18.1	
5		4.4	18.0	
+ 25		4.7	17.7	
5 + 32.70 NL Playa del Norte		6.45	15.95	

	22.40			
5 + 56 IN CRACK		12.6	09.8	
+ 63		12.7	09.7	
+ 72		11.8	10.6	
+ 88		6.9	15.5	
6 x 00		1.0	21.0	
T.P. 1250 3468	0.22	22.18		
6 x 06		4.7	25.0	
6 x 17.6 Δ 16° 28' LT		7.19	27.49	
" 10.5 RT Top Curb		6.67	28.02	
" 41.6 RT MH Rim		5.03	29.15	
" " " " FL		7.44	27.22	
6 x 47.3 / 127		6.7	28.0	
" 57x RT Top Curb		6.75	27.93	Line of drain
" " " grate		7.70	26.98	
" " " FL <sup>Box</sup>		10.48	29.20	
" 40.2 LT FL 18" Cor.		17.60	17.00	pipe outlet
6 + 50		6.6	28.1	
7		5.9	28.8	
+ 50		4.6	30.1	
8		4.1	30.6	
+ 50		3.2	31.5	
9		2.9	31.8	
T.P. 1165 34.45	1.38	33.30		



9 + 44.76	SL Nautalus	2.3	32.2
+ 54.76		1.8	32.7
"	11.1 RT MH Rivt.	2.14	32.31
"	" " " Fl.	9.39	25.06
+ 84.76	NL Nautalus	2.3	32.2
10		2.5	32.0
+ 50		4.2	30.2
11		6.0	28.5
1	+ 35	7.3	27.2
"	8 LT	6.4	28.1
"	31 LT	20.2	19.3
+ x 3		7.6	26.9
"	6 LT	7.2	27.3
"	30 LT Tap Bot. wall	25.3	09.2
+ 65		7.8	26.7
"	2 LT	7.8	26.7
"	21 LT	23.4	11.1
"	30 LT Tap wall	25.3	09.2
11 + 77.30	Int 18" <sup>Con. pipe</sup> drain	7.9	27.6
"	597 RT Tap curb	7.89	26.56
"	" " " grate	8.91	25.54
"	" " " Bot. Box	20.79	13.66
"	36.1 LT Tap wall	25.3	09.2
"	" " " FL 18" drain	30.1	08.4
11 + 80		7.6	26.9
"	2 LT	7.1	26.9

line of  
drain

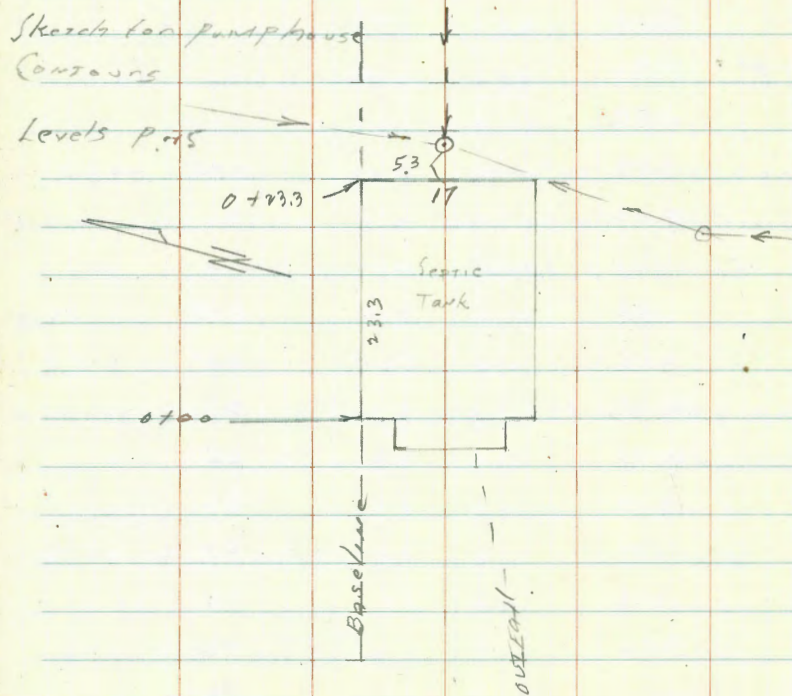
11 + 80	3 LT	9.7	29.8
"	20 LT	17.4	17.1
"	30 LT	18.6	15.9
11 + 90		7.6	26.9
"	11 LT	6.5	28.0
12 + 00	= Δ 0°40'30" RT.	7.44	27.01
+ 50		7.7	26.8
+ 64.23	SL West Corner	8.9	26.5
13		7.2	26.9
+ 10.6	opp. MH.	7.6	26.9
T.P.	6.49	33.60	7.34
13 + 50		6.4	27.4
14		6.1	27.5
14 + 49.66	Δ 0°40'30" LT	5.94	27.66
"	E RT. W. edge sdw.	5.94	27.68
15		5.5	28.1
+ 50		5.4	28.2
+ 65.4	Int. 18" <sup>Con. pipe</sup> drain	5.4	28.2
"	6 RT Tap curb int.	5.57	28.03
"	" " grate	6.57	27.03
"	" " FL. Box	13.84	19.76
+ 72.1	Tap drive curb	5.34	28.26
"	pay. indrive	5.54	28.06
+ 77.5	Con. <sup>drain</sup>	5.67	27.93

ground

45 + 20.9	pay in drive	5.48	28.12
"	top cb "	5.09	28.31
46		5.3	28.3
+ 50		4.9	28.7
T.P.	5.95	34.35	5.20 28.40
17		5.4	29.0
+ 05		5.4	29.0
+ 4.1	drive curb	5.37	28.98
"	" pay	5.54	28.81
+ 16.6	drive <sup>CON</sup> PAV	5.68	28.67
+ 20.1	drive PAV	5.56	28.79
"	" curb	5.35	29.00
+ 50		5.1	29.3
17 + 74.62	B CRT	5.02	29.13 STUB
"	L RT Top Curb	5.33	29.07
18 + 20.17		4.8	29.6
+ 1.0		4.6	29.8
18 + 65.76	P.O.C. & L <sup>CON</sup> RT	6.06	28.29
"	L RT Top Curb	4.86	29.49
+ 7.4		4.9	29.5
18 + 84.98	A 43° 27' LT.	5.4	29.0
+ 97		12.9	21.5
M.H. RIM	near drain Ret. Wall	7.00	27.9
"	Fl.	18.14	16.21

T.P.	9.95	34.35	12.81	21.54
19 + 24.96	A = 47° 40' LT.	5.02	17.3	
+ 1.5		8.0	12.5	
+ 1.0		10.4	12.1	
+ 8.0		10.8	11.7	
+ 9.8		11.9	10.6	
20 + 0.3		12.1	09.9	
+ 1.0		11.5	11.0	
+ 2.5		11.0	11.5	
+ 4.0		12.0	10.5	
T.P.	0.16	9.76	17.86	9.60
20 + 58.72	A = 40° 40' RT	2.03	7.73	STUB
approx. + 47.7	4 RT Ex. Sewer	2.8	7.0	ground
Ex M.H.	LT. 1 81° 20'	4.5	6.8	"
"	" " "	3.38	6.98	RIM
"	" " "	5.25	4.51	Fl.
20 + 97.82	A = 40° 40' RT	3.7	6.1	ground
21 + 0.3		3.3	6.5	
+ 1.2		1.6	8.2	
+ 2.0		3.1	6.7	
+ 4.0		3.7	6.1	
+ 5.0		2.2	7.6	
+ 75.5		0.0	9.8	

21 +75.5	6' LT	M.H. Rim	1.79	7.97	
" "	" "	FL	5.82	3.94	
22 +00			3.0	6.8	
+12			1.5	8.3	
+20			3.0	6.8	
rd +29.9	Top	Septic Tank	5.15	4.6	
	M.H. Rim	5.3 E of "	2.70	7.06	
	"	FL	" "	6.74	3.02
T.P.	8.52	17.38	0.90	8.80	



Levels for Contours of  
Pump House foot of Fern Glen  
Sketch p 24

Level check to La Jolla Blvd.

0 + 80  
17.28 = HI  
0.33  
17.05  
12.89  
49.94  
0.26  
49.68  
7.89  
39.57  
0.12  
39.38

0 + 56  
11.76  
57.34  
4.18  
47.16  
6.05  
53.21  
7.37  
45.84  
6.91  
52.75  
0.19  
52.56  
7.53  
60.11  
0.57  
61.57  
11.24  
74.81  
4.55  
68.46

0 + 30  
73.91  
4.05  
69.86  
70.17  
0.31  
72.91  
4.27  
69.64  
5.49  
75.13  
6.61  
81.74  
8.48  
77.00  
7.50  
69.50  
3.65  
73.15  
7.25  
65.91 = CITY DATUM

NEAR La Jolla Blvd  
& Center  
73.91  
4.05  
69.86  
70.17  
0.31  
72.91  
4.27  
69.64  
5.49

Marine &  
FR. SW. CT. La Jolla Blvd.

Check to USGS Chisel S.W. SE. Bot.  
Pearl & La Jolla Blvd.  
65.89  
65.91 = CITY DATUM  
See other Sewer Bk.

LT

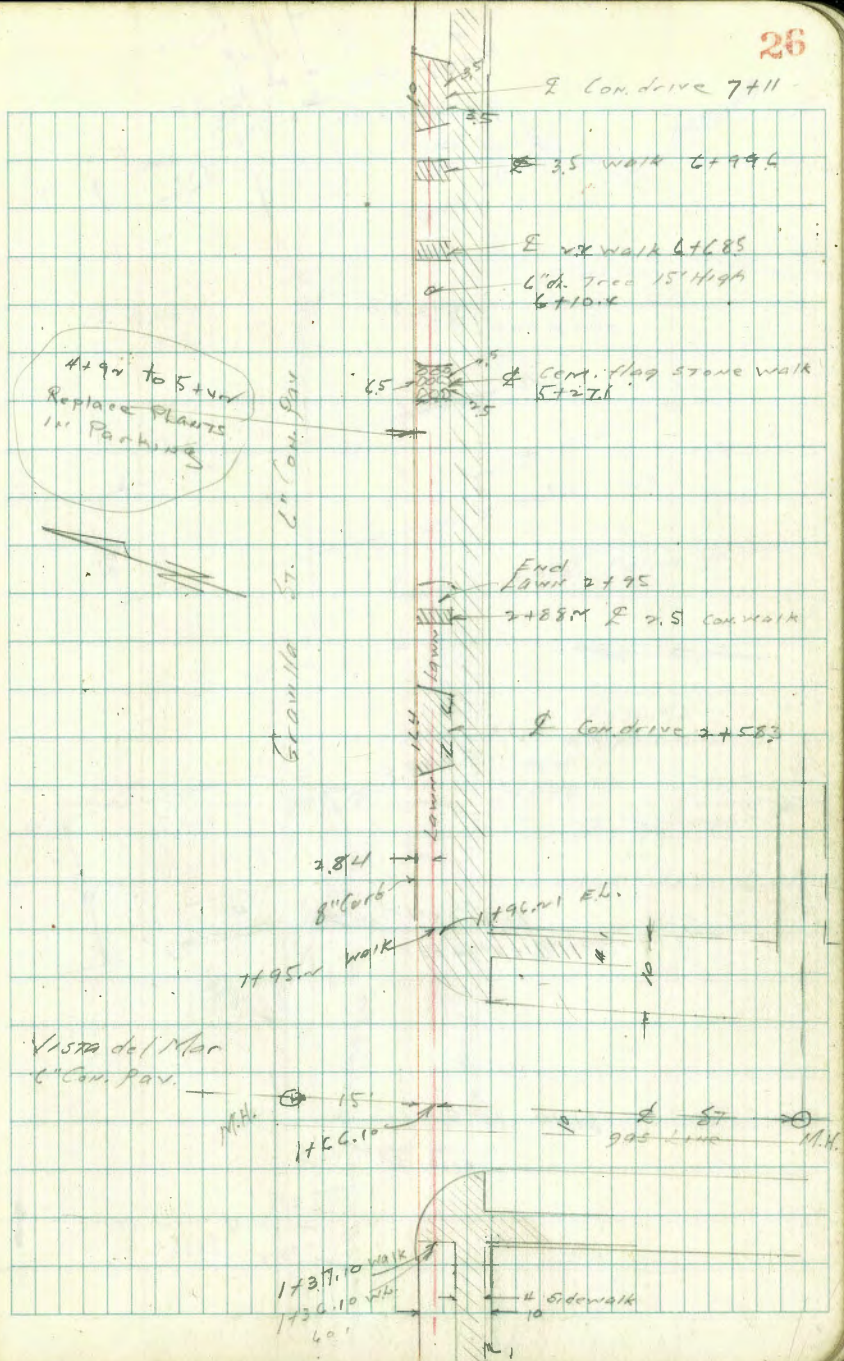
RT

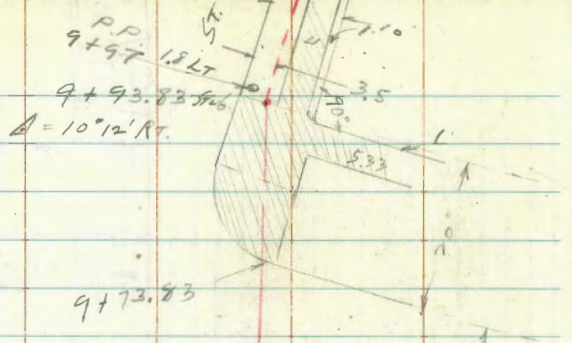
LT	RT	LT	RT	LT	RT	LT	RT	LT	RT
		01.2	05.1	14.0	13.8	16.2			
		16.4	17.3	3.4	3.6	1.2			
Bot Wash	11			18	35	55			
		00.2	05.2	05.2	10.0	13.1	16.2		
		17.0	17.0	11.5	7.4	4.3	1.0		
Bot Wash	11		8	5	7.4	20	55		
		00.2	05.2	06.3	09.8	13.3	15.7		
		17.0	17.0	11.1	7.6	4.1	1.7		
Bot. Wash	17		10		4	30	55		
		00.2	01.4	09.1	09.63	09.63	06.2	06.9	09.9
		17.4	16.4	13.3	14.75	14.75	11.0	10.5	8.5
Bot. of Wash	20		14	11	14.75	17	18	21	27
FRONT EAST					NEGR. TANK	SEGR. TANK			
		00.3	02.2	02.5	09.63	09.60	03.0	09.2	05.1
		17.7	14.4	13.9	14.75	12.78	14.4	13.2	13.3
		9	8	2	14.75	17	18	32	48
					↑	↑			
					TOP TANK				
					High Water Mark from waves during High Sea				
					17.38	HI. PINK			

Sketch for proposed Pressure line  
on Granville, Neptune to Electric

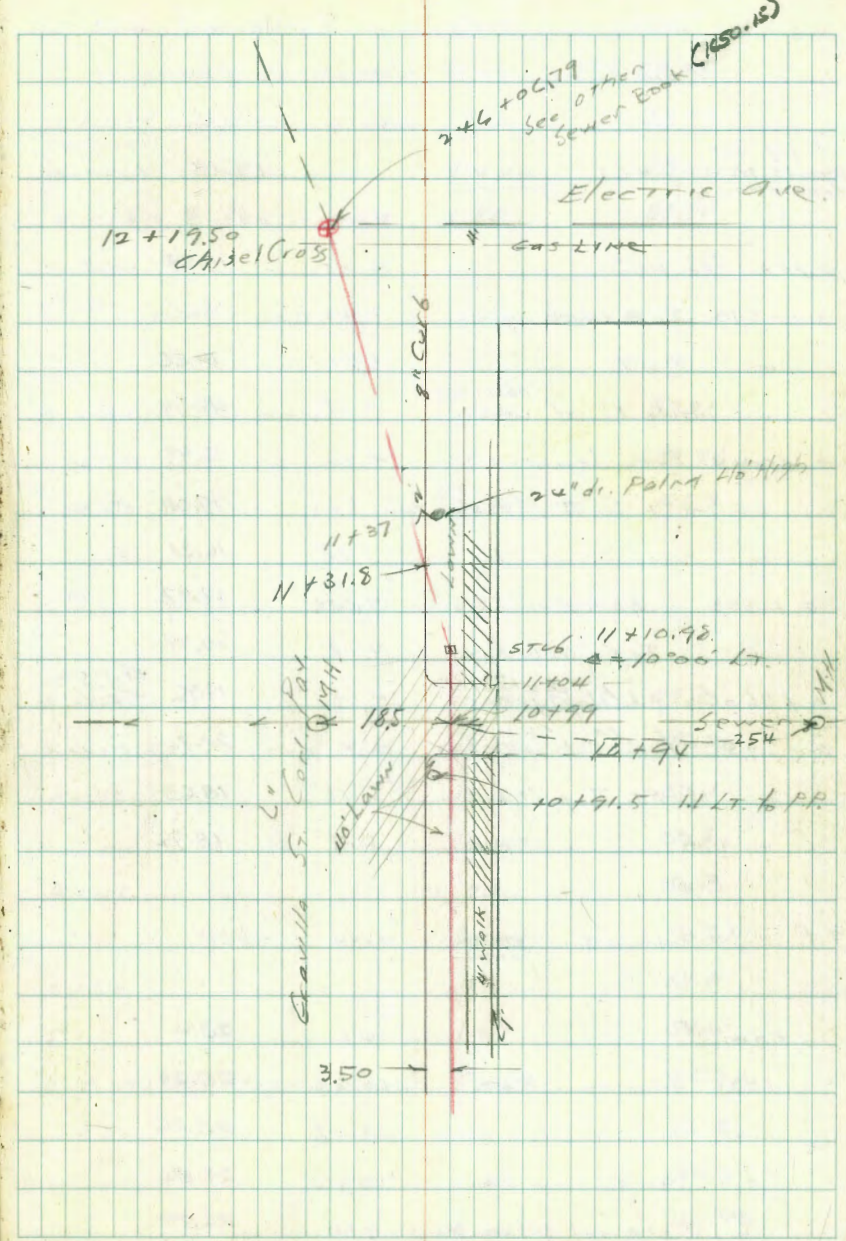
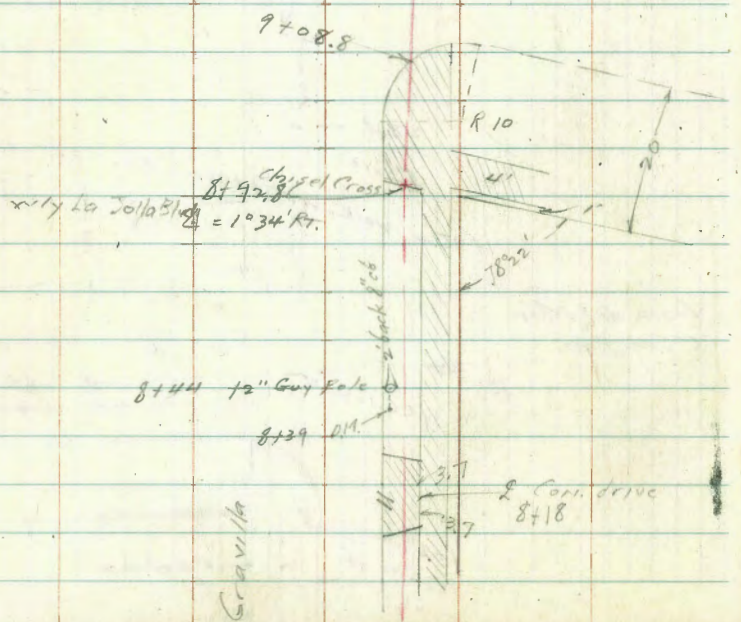
Levels p 18

0+00 See p. 15





16' station  
 La Jolla Blvd.  
 4C. Pav. Gas Line



Levels for proposed Pressure Line  
 on Gravel to Neptune & Electric

P. 19 Top Curb M.H. SEPTIC TANK	4.61	<u>4.09</u>	19.48	Gravel to Neptune
0 + 00 Sec p. 15	4.45		19.57	STUB
0 + 05.10 Top curb	4.43		19.66	
" GUT.	5.54		18.55	
" inside Fl. of inlet	7.15		16.98	
0 + 09.4 Lat. Sewer	4.60		19.89	on Pav.
" 451 So. to M.H. Koppner	5.01		19.08	RIAM
" " " " "	7.78		16.31	Fl.
0 + 33.3 gut Pav.	4.62		19.97	
" Top Curb Ret	4.18		19.91	
0 + 36.06 E.L. Neptune	4.13		19.96	El. Walk and STUB
0 + 69.5 Int. 6" C.I. Sew. Lat	2.4		21.7	ground
" 18" RT. Top 6" " "	5.46		18.63	
" 20" " " " "	5.17		18.92	
T.P.	12.09	<u>35.74</u>	0.44	23.65
1 + 00			12.3	23.8
+ 37.1 edge curb Ret.	10.45		25.29	
+ 43 " " "	10.48		25.26	
" GUT. Conv. Pav	10.92		24.82	
♀ Vista del Mar Pav	9.30		26.80	

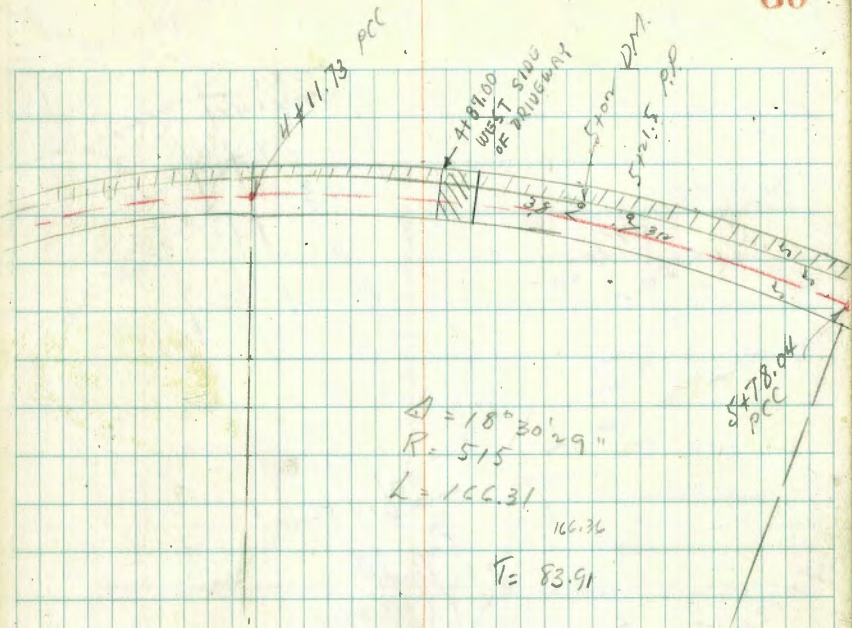
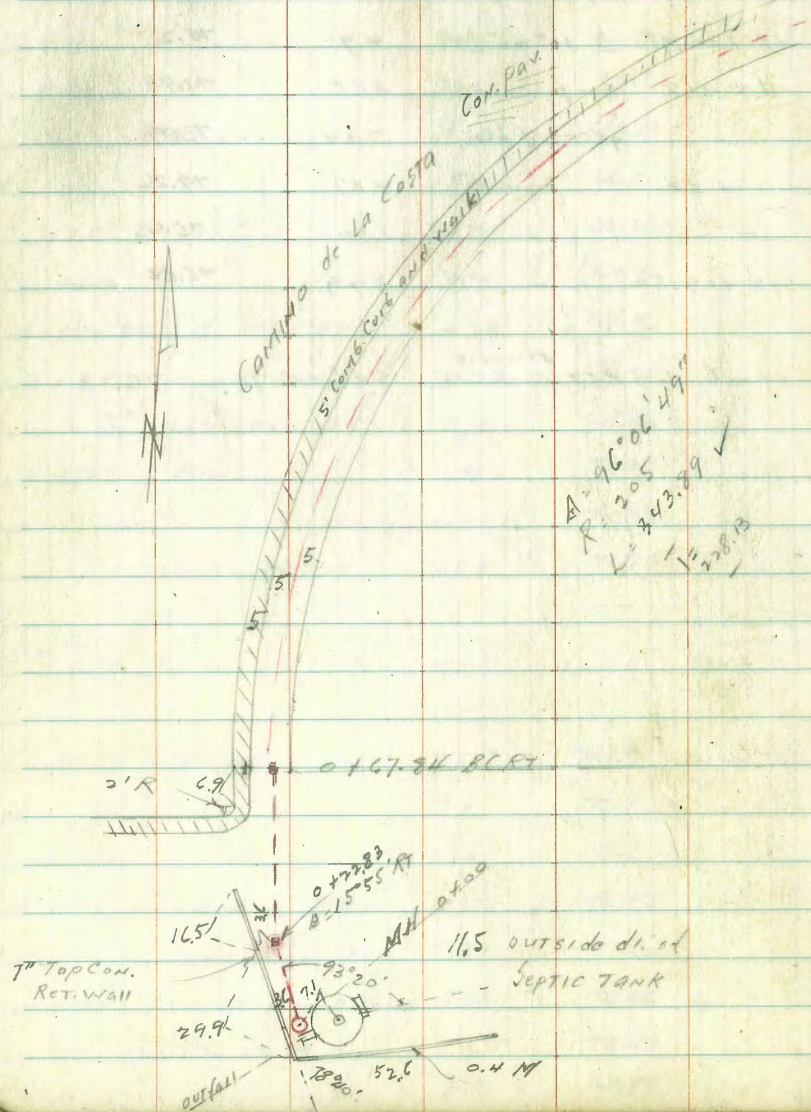
1 + 88.8 Conv. gut	8.15		27.59	
" Top cb Ret	7.49		28.25	
1 + 95.1 edge curb " walk	7.31		28.83	
2 + 00 Lane	7.1		28.6	
2 + 58.3 ♀ Conv Drive	1.80		33.90	
T.P.	14.93	<u>48.41</u>	0.26	35.28
2 + 88.2 ♀ walk	11.20		37.21	
3			10.0	38.91
+ 50			4.7	93.7
T.P.	12.31	<u>60.67</u>	0.05	48.36
4 + 06			11.4	49.3
" 2.84 LT. Top Curb			11.47	49.20
4 + 16			10.6	50.1
" " " "			10.47	50.20
4 + 26			9.9	50.8
" " " "			10.06	50.61
4 + 50			8.9	51.8
5			6.7	52.0
5 + 27.4 ♀ Flagstone walk	5.44		55.23	
+ 50			4.3	56.2
6			1.9	58.8
+ 50			0.0	60.7

T.P.	11.28	71.94	0.01	60.66	
6+18.5	♀ walk	10.41		61.53	
6+99.6	" "	9.34		62.60	
7+11	♀ Can. drive	9.24		62.70	
+1.50		7.6		69.3	
"	2.84 LT Top cb.	7.69		69.25	
8		5.9		66.0	
+18	♀ <sup>CON</sup> Drive	5.71		66.23	
+50		4.2		67.7	
8+92.86	11 1°34' RT	2.78		69.16	
9+08.8	Top curb Ret.	2.93		69.01	
"	gvt pav A.C.	3.48		68.96	
9+43	Pav.	1.91		70.03	
9+73.83	" gvt pav.	1.21		70.73	
"	Top curb Ret.	0.54		71.90	
B.M.					
T.P. B.P.	7.67	79.13	0.48	71.46	SE. Gravitto La Jolla Blvd. 76.47
9+93.83	= Δ 10°12' RT	7.55		71.58	on walk
10		7.4		71.7	
+50		6.2		72.9	
10+94	Top alley cb. Ret	5.37		73.76	
"	gvt. Can. Pav	5.83		73.30	
10+99	Inv. Ex. Service line	5.88		73.25	Pav.
"	18.5 LT. M.H. Rim	5.54		73.59	
"	" " " FL.	9.19		69.99	

10+99	254 RT. on So.	+2.13	81.26	M.H. Rim
"	" " " "	6.67	72.86	" FL.
11+04	gvt Pav.	5.73	73.90	
"	Top alley curb	5.70	73.93	
11+10.98	Δ 10°00' LT.	4.9	74.2	
11+34.8	Top curb	4.65	74.98	
"	gvt. Pav.	5.34	73.79	
11+50	Pav.	4.87	72.26	
11	"	2.50	75.63	
12+19.50	"	3.79	75.82	end
check to SECT	Electric Gravitto	2.41	76.74	76.73 0.01

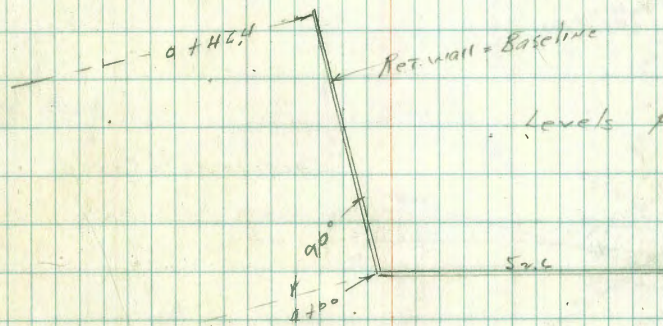


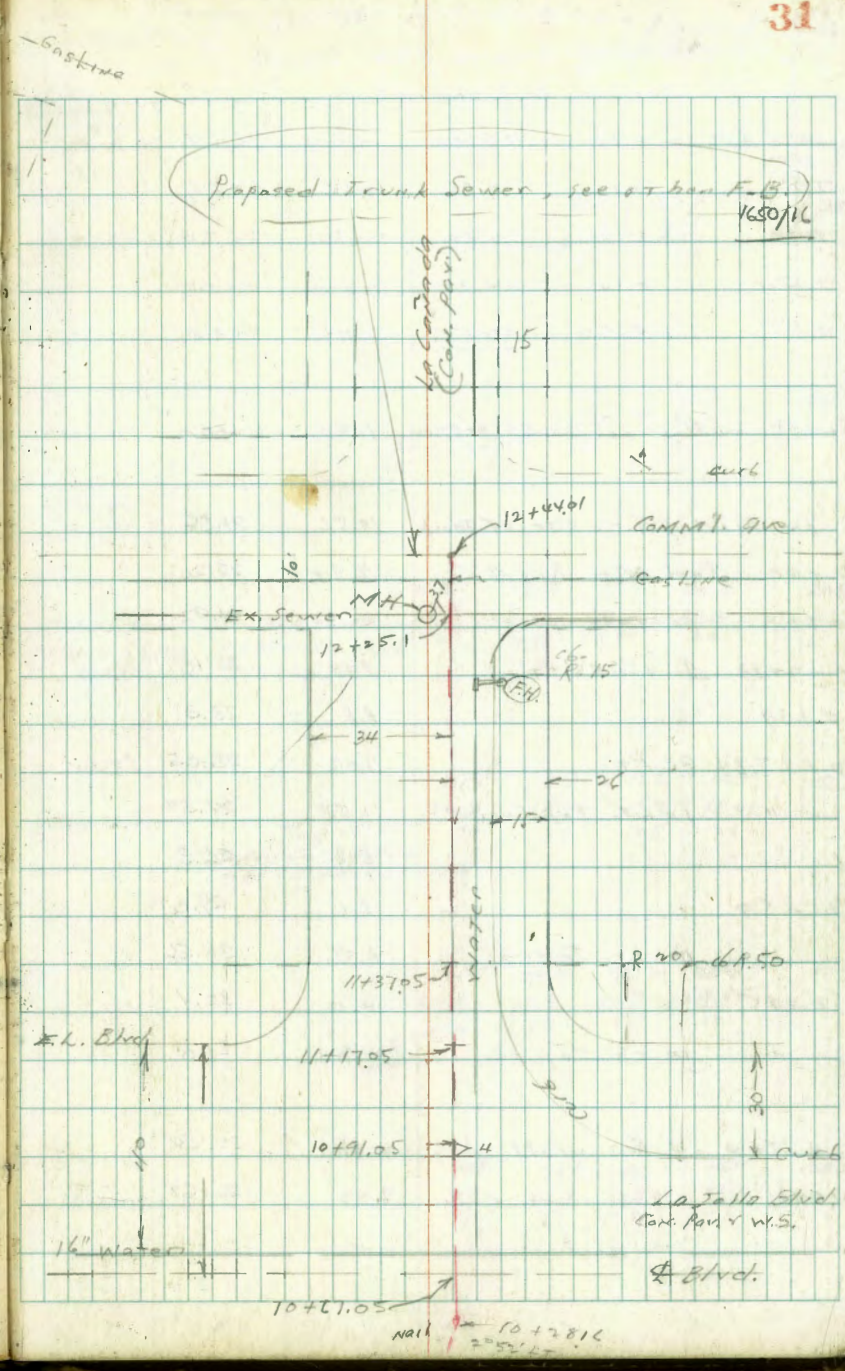
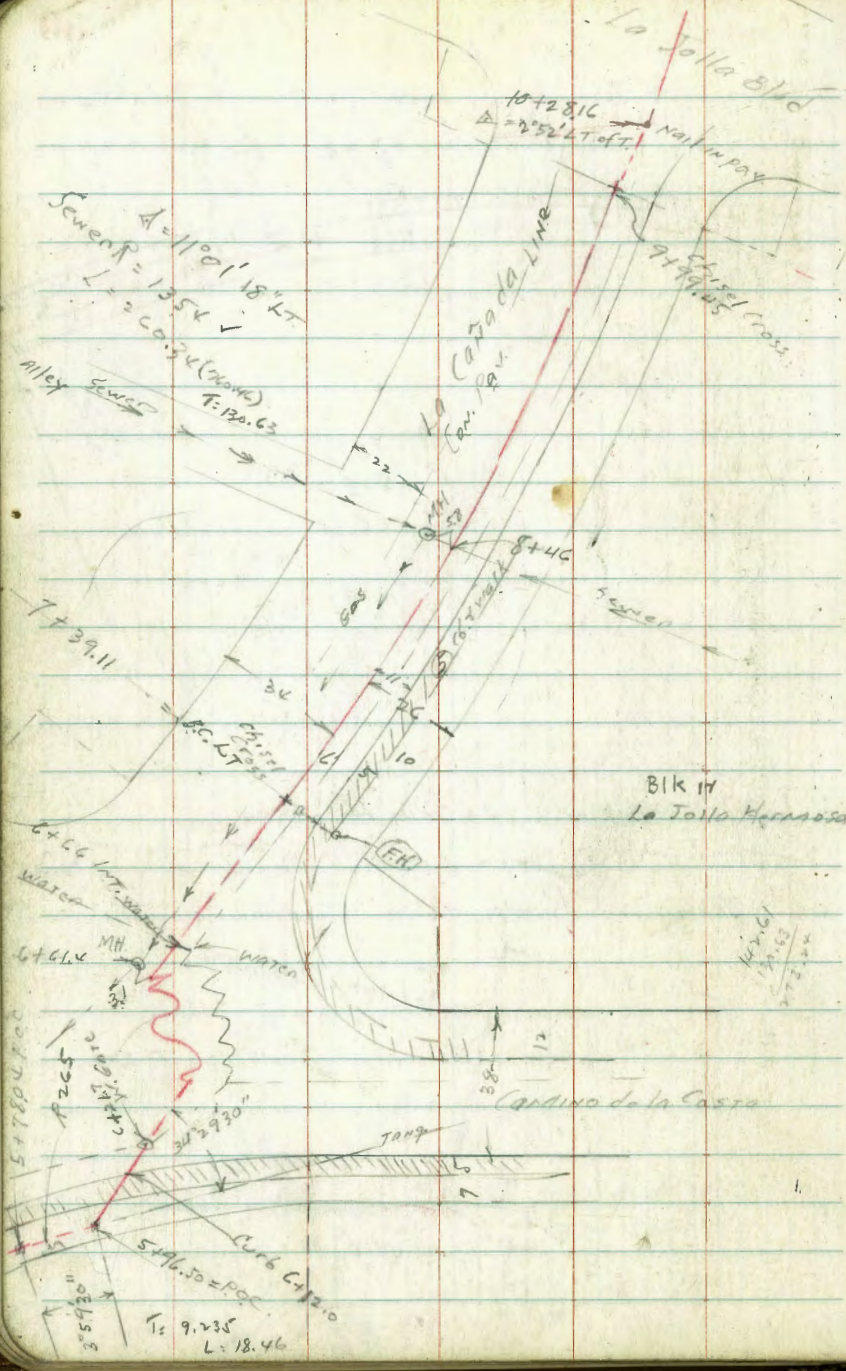
Sewer Pressure Line via Camino de la Costa  
and La Cañada to Central Ave.



BK-v La Jolla Herndosa

Sketch for Pump House Contours





5-18-43 Sewer Levels on Pressure Line  
 Comina de la Costa & La Cañada  
 Ocean to Central.

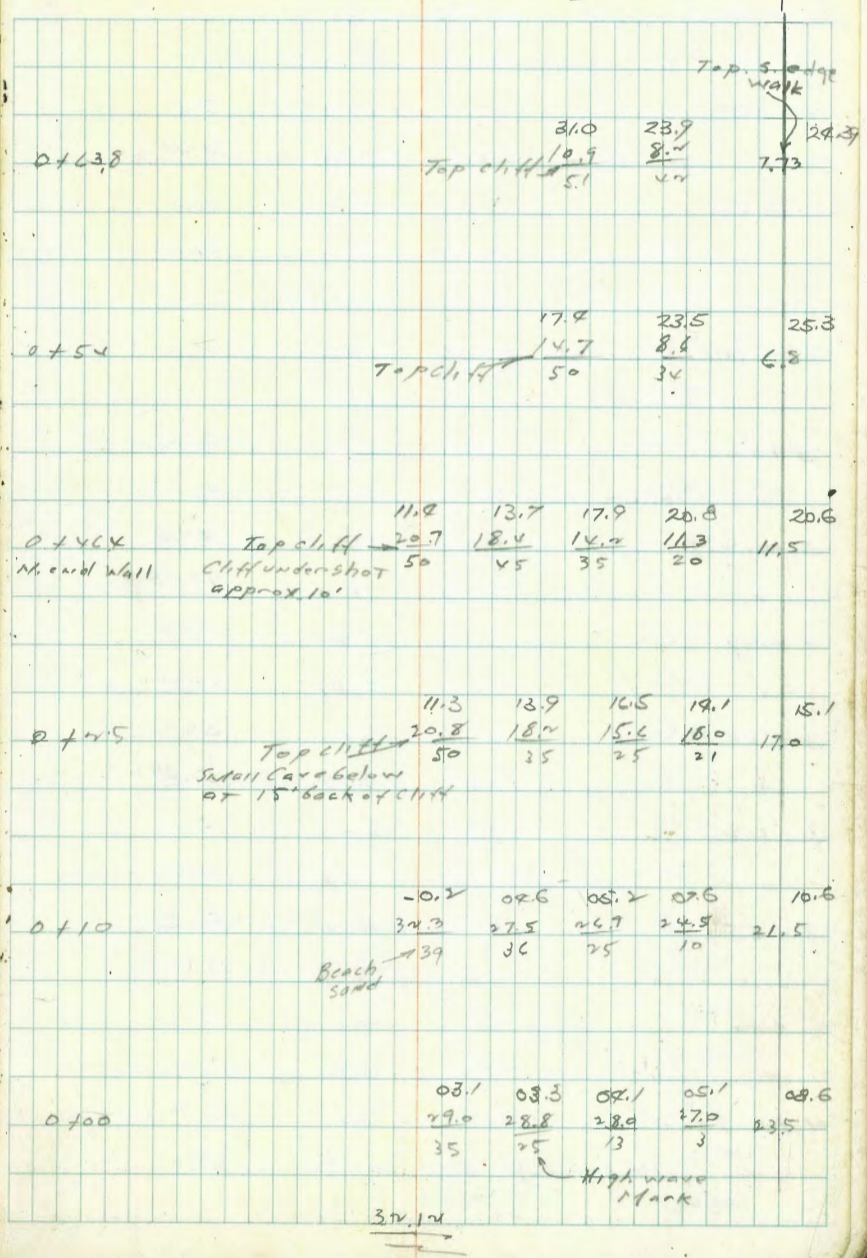
NEBP	0.38	76.80	76.42	La Jolla Blvd and Cañada
T.P.	4.70	68.84	12.66	64.14
T.P.	0.50	56.20	12.54	56.30
T.P.	0.44	44.34	12.60	44.20
T.P.	0.50	31.12	12.72	31.62

Set BM on 1/2" chisel cross on B.C. of 67.84 7.52 24.60

on Rim M.H. Ctr. of Tank	10.56	21.55	Top Tank
0+00 = Red M.H. R. 17	9.92	22.20	
0+03 ground	10.7	21.92	
0+22.83 Δ 15° 55' RT	9.94	22.18	STUB
0+39	8.8	23.3	
0+67.84 B.C. RT	7.07	25.05	STUB
" 10' LT Top Cur 6	7.58	24.52	
1	5.8	26.3	
1+50	3.1	29.0	
" 10' LT Top C 6	3.56	28.56	
1+85	0.0	32.1	
" 10' LT Top C 6	0.30	31.8	
Δ Top of Ret. wall	9.88	22.22	
1/2 end " " " "	9.43	22.69	

Sketch P. 30  
 Contour levels for Pump house.  
 LT.

Baseline = 32  
 Base of Ret. wall =



5+7800 P.C.

T.P. (old)	12.80	32.12 ✓ 44.42	0.50	31.14 ✓
7+00			10.9	33.5
"	10' LT. Top curb		10.97	33.95
+50			5.1	39.3
"	" " " "		5.14	39.28
T.P. (old)	12.95	57.15 ✓	0.27	44.00 ✓
3+00			11.9	45.3
"	10' LT. Top curb		11.91	45.22
3+43.5			9.4	47.8
"	" " " "		9.17	47.98
3+39			7.8	49.9
"	" " " "		7.51	49.69
3+50			7.1	50.1
"	" " " "		6.56	50.59
3+62			6.4	51.0
"	" " " "		5.69	51.96
3+85			4.7	52.5
"	" " " "		4.46	52.69
4+00			4.0	53.2
"	" " " "		3.74	53.92
4+11.73 P.C.C.			3.6	53.99
"	10' LT. Top curb		3.5	58.7

57.15 33

4+50		1.7	58.0	
"	10' LT. Top curb	1.24	55.91	
T.P. (old)	12.4	48.94 ✓	0.85	51.07 ✓
5+00		10.4	58.7	
"	10' LT. Top curb	10.57	58.37	
+50		7.8	61.1	
"	" " " "	8.01	60.94	
5+78.04 P.C.C.		6.84	62.10	
"	10' LT. curb	6.53	62.91	
5+96.50 P.O.C. & P.T.		6.48	62.66	
6+12	Top curb	5.48	63.93	
"	90° T. Pav	6.06	62.88	
6+50	Pav.	4.98	63.96	
6+61.4	"	5.28	63.86	
"	3.1 LT. M.H. Rim	5.04	63.90	
"	" " " " F.L.	10.89	58.05	
7+00	Pav	5.55	63.39	
7+39.11 B.C. LT. Pav.		5.85	63.09	
+58	Pav <sup>vail-ty</sup> gutter	6.10	62.84	
7+70	"	5.71	63.23	
8	"	5.44	63.54	
8+46	"	4.81	64.13	
"	5.8 LT. M.H. Rim	4.80	64.14	
"	" " " " F.L.	9.06	59.88	

T.P. (old) 12.95 77.29 4.80 64.14 ✓

87.65 Pav. 12.44 69.65  
 97.00 " 10.89 66.20  
 +15 " 10.04 67.05  
 +50 " 7.30 69.79  
 97.99.45 EC Pav. 3.19 73.90  
 102.8.16 A = 7°52' LT. 1.99 75.10  
 +67.05 E La Jolla Blvd 0.83 76.26  
 +87.05 Ec6 " " 2.41 75.68  
 +17.05 E.h. " " 0.04 77.07

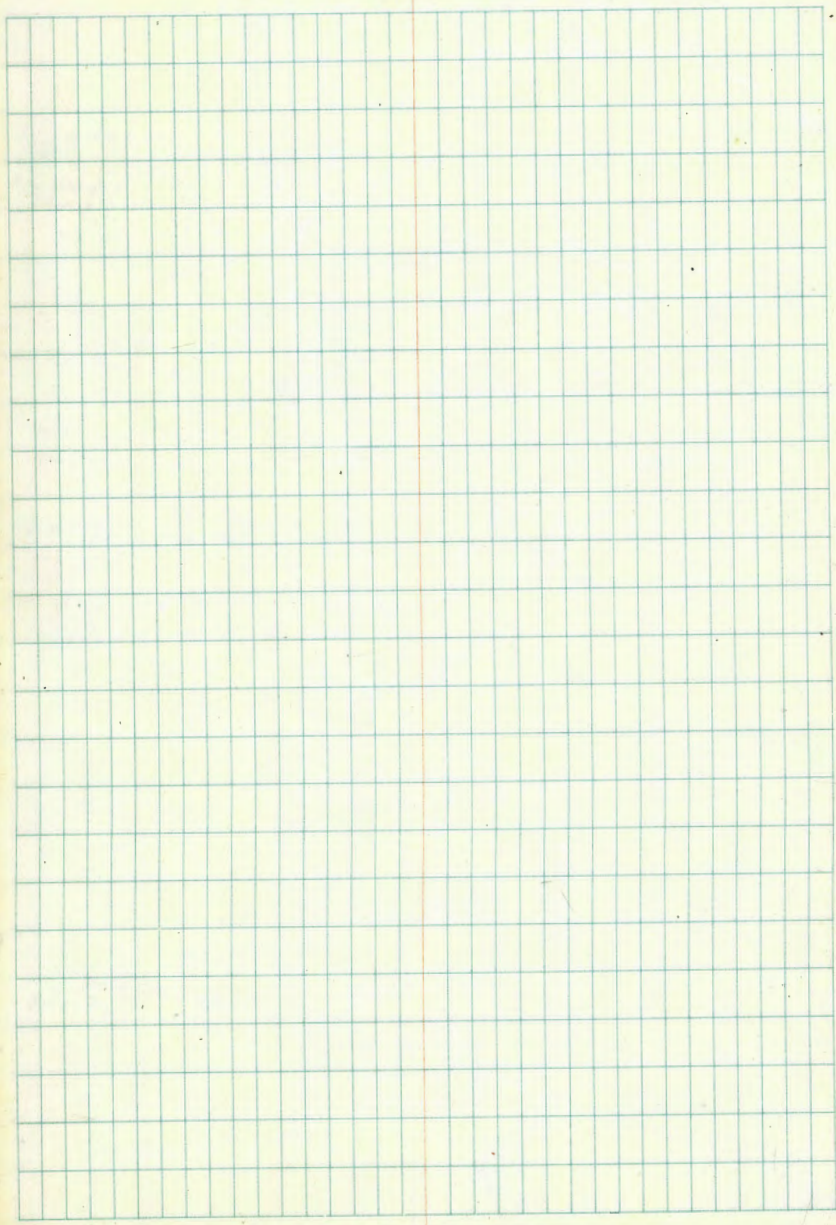
STARTING  
T.P. B.M. 11.04 87.46 0.67 76.44 76.44 ✓

11 + 37.05 Pav. opp. cb. PC. 10.05 77.91  
 +50 " 9.74 78.22  
 14 " 5.31 82.15  
 +25.1 " Int. Sewer 3.76 83.70  
 " 37.27. See other bk for Bend and FL. of MH  
 12 + 44.01 Pav. 3.21 89.25

Junc. with line on Comm'l.

T.P. 3.64 88.10 3.00 84.46 ✓

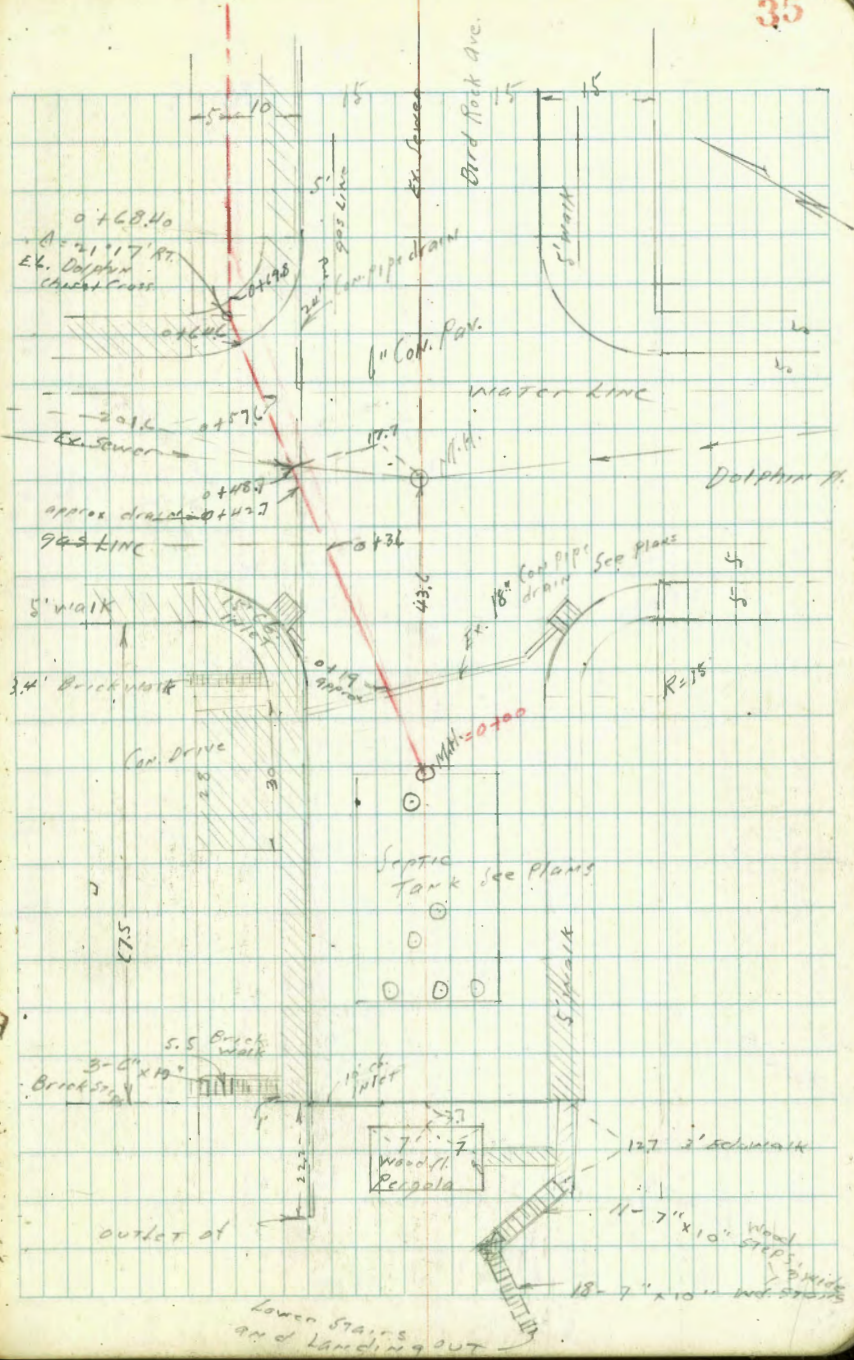
check to T.P. Stub FL Comm'l. 4.08 84.01 84.05  
 213 + 87.5 See other Book 0.03



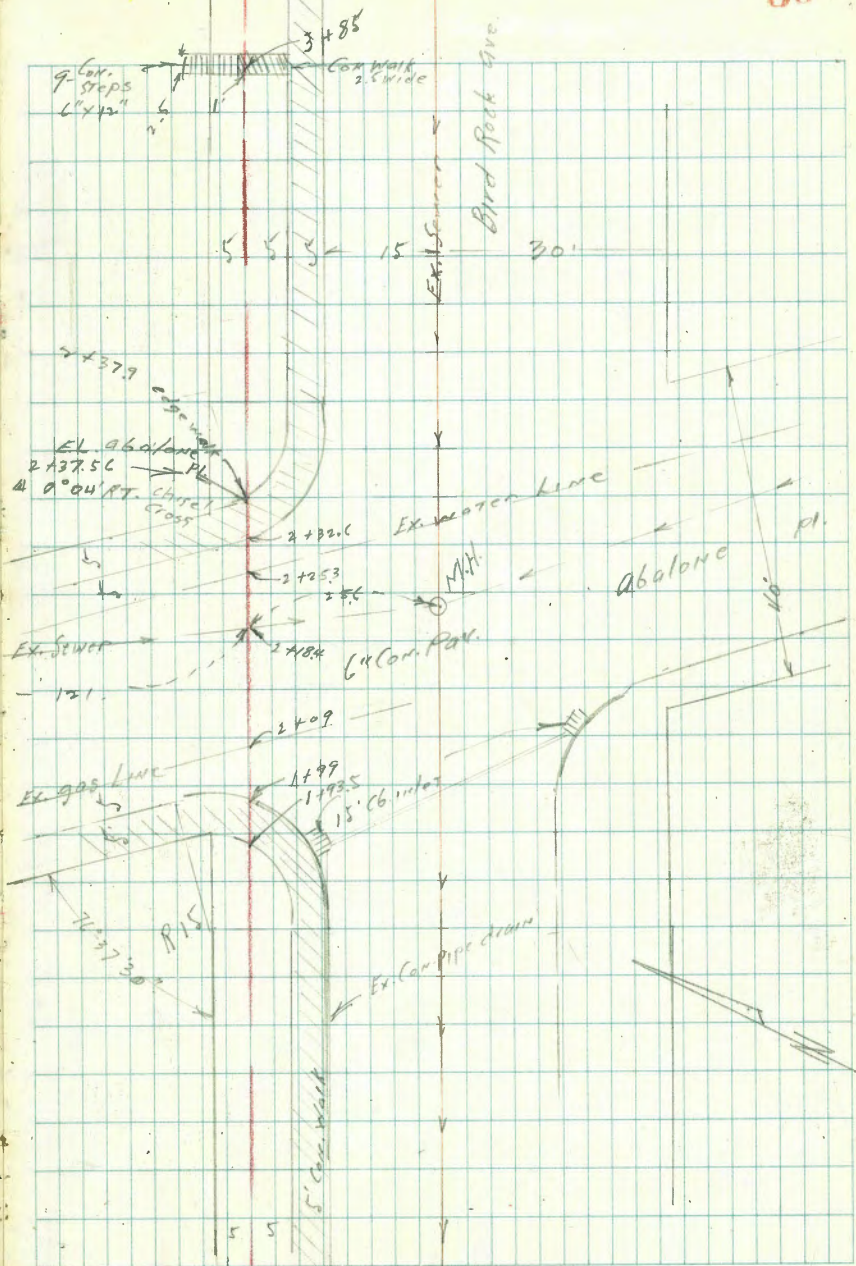
Proposed Pressure Line on  
Bird Rock Ave.

219.3  
17.7  
201.6

+ 10.0 to EL. INLET M.H.



Lower Stairs  
and Landing OUT



146.6  
 25.6  
 121.0

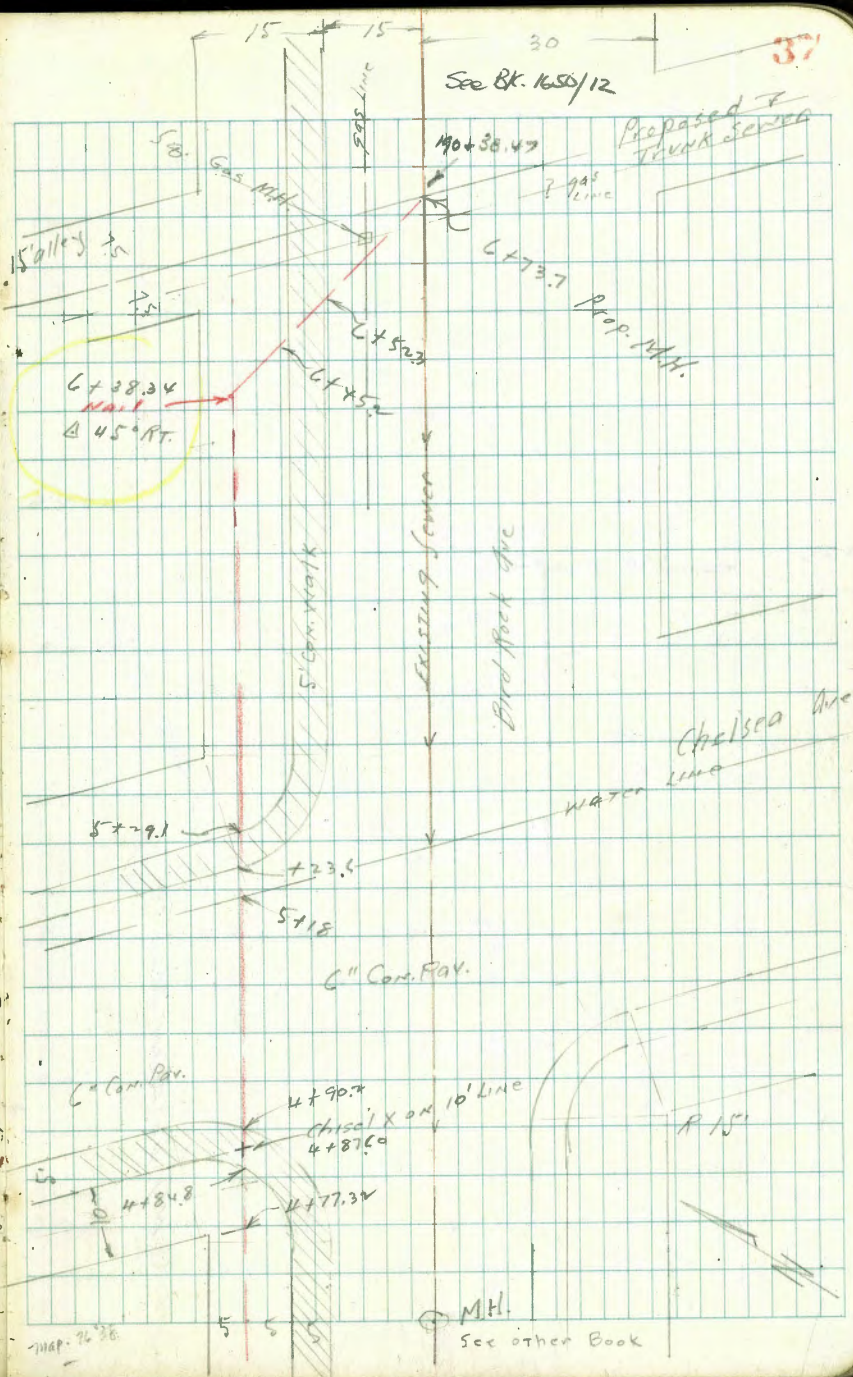
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 45  
 514135  
 211308  
 4637215  
 89 20  
 76 30  
 13 28

1.0279  
 40  
 41160

1.0279  
 55  
 51395  
 51395  
 51395  
 51395

28 4  
66.46  
62.82

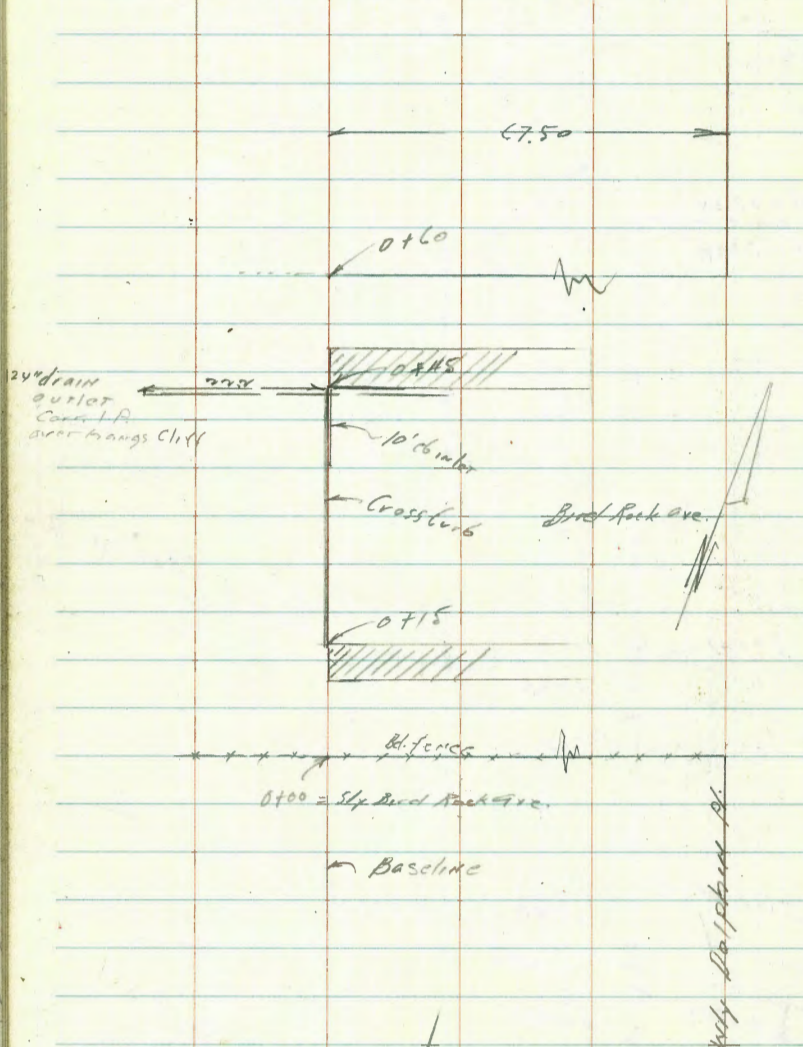
FOR  
LINE CHANGE  
see p 79





Levels West of Cross Curb

Foot of Bird Rock Ave. at Ocean



B.M. 9.39      2.83      30.46      -      27.63

Foot cliff approx. 19' out from top

0+60	18.0	23.5	29.8
	12.5	5.0	57
	27.5	5.0	EC
0+45	18.0	23.3	29.93
	12.5	7.7	5.63
	27.5	9	Top of
	27.5	29.7	29.97
0+40	6.3	6.3	5.49
	7.4	7.4	6
	13.7	13.7	EC
0+30	1.0	22.1	25.02
	31.5	6.4	5.49
	29	20	Top of
		EC	Top of
0+15		25.3	25.25
	5.7	5.7	5.91
	11.4	11.4	Top of Curb
0+00		25.3	26.0
	5.7	5.7	11.5
	11.4	11.4	27' edge cliff = EC

30.46 ✓

## Levels for Bird Rock Pressure Line

B.M. on cb	1.56	80.65 ✓		79.09	Swly Cor	20 Tolla Blvd. + Bird Rock Ave
T.P.	0.47	71.44	9.70	70.95		
T.P.	0.05	59.13	12.34	59.08		
T.P.	0.59	46.95	12.77	46.36		
T.P.	0.66	34.49	13.17	33.83		
Set B.M. on Ld. Cap. Tack		6.85		77.63 ✓		

2.83 30.46 ✓

2100 M.H. Ring		3.87		26.59		
" F.L. inlet in M.H.		13.87		16.59		
0+119 pav. approx. Int. of		3.47		26.99		
Swly cb inlet		2.97		27.99	TOP CB	
" " "		3.93		26.53	GRATE	
" " "		7.43		23.03	F.L. PIPE	
Swly " "		2.97		27.99	TOP CB	
" " "		3.89		26.57	GRATE	
" " "		6.89		23.57	F.L. PIPE	
T.P. on L	12.73	40.36 ✓	2.83	27.13 ✓		
0+487 pav. Int. Sewer		14.84		27.59		
" 201.6 ft. M.H. Ring		10.56		29.80		
" " " F.L.		15.34		25.02		
" 17.7 ft. M.H. Ring		12.75		27.61		
" " " F.L.		19.44		20.95		

SELY 10' PT. on Dolphin Pl. + Bird Rock Ave <sup>IN</sup> PAVING

SEE F.B 1867

27

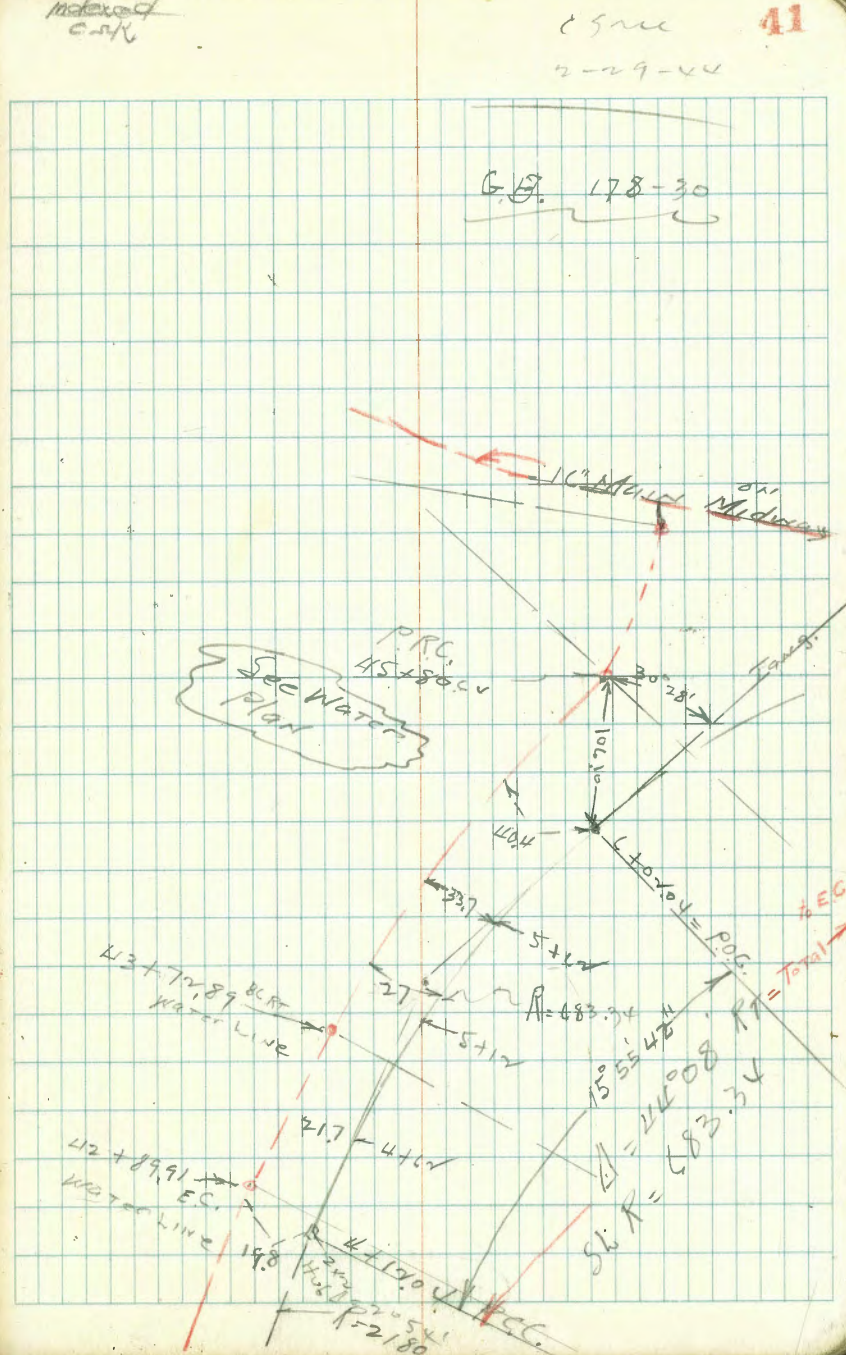
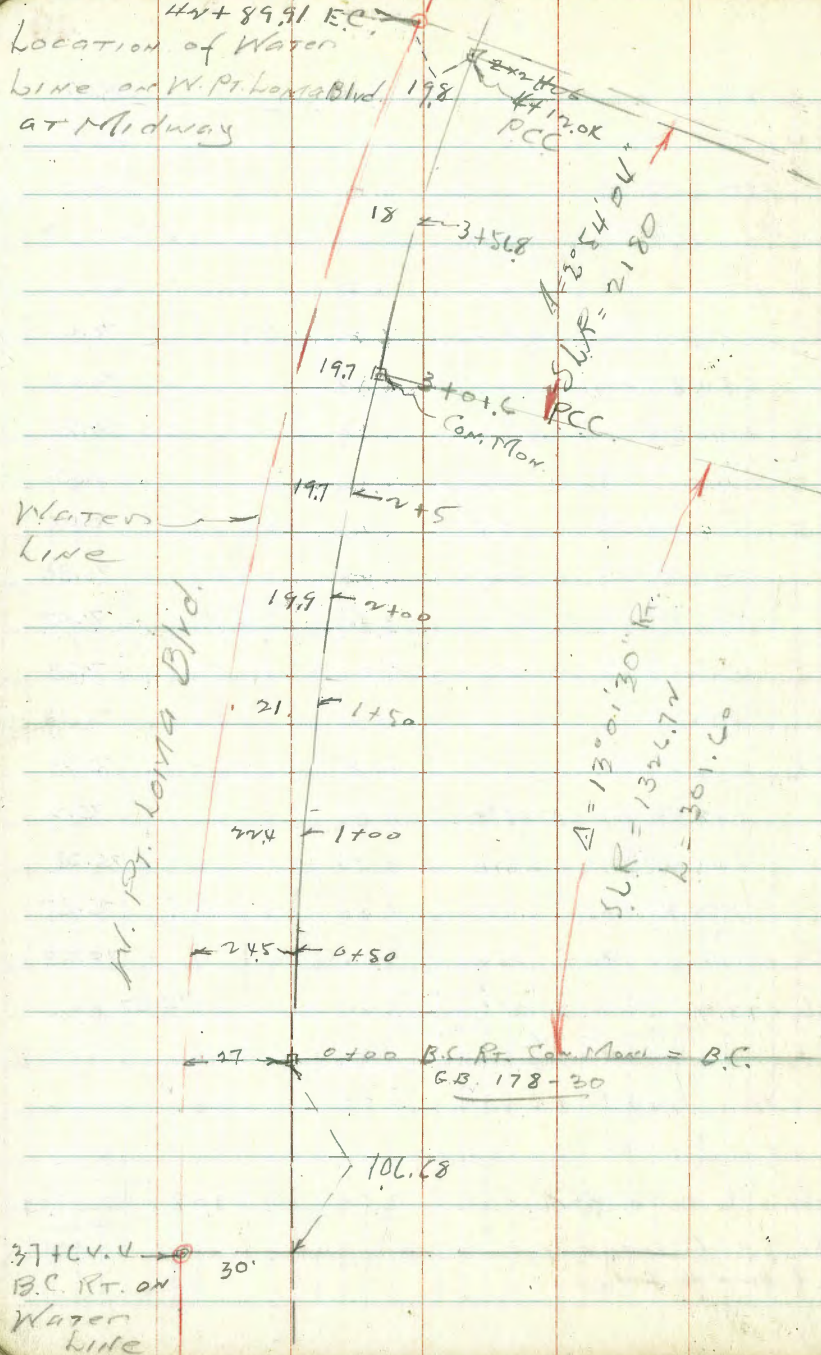
40.36 ✓

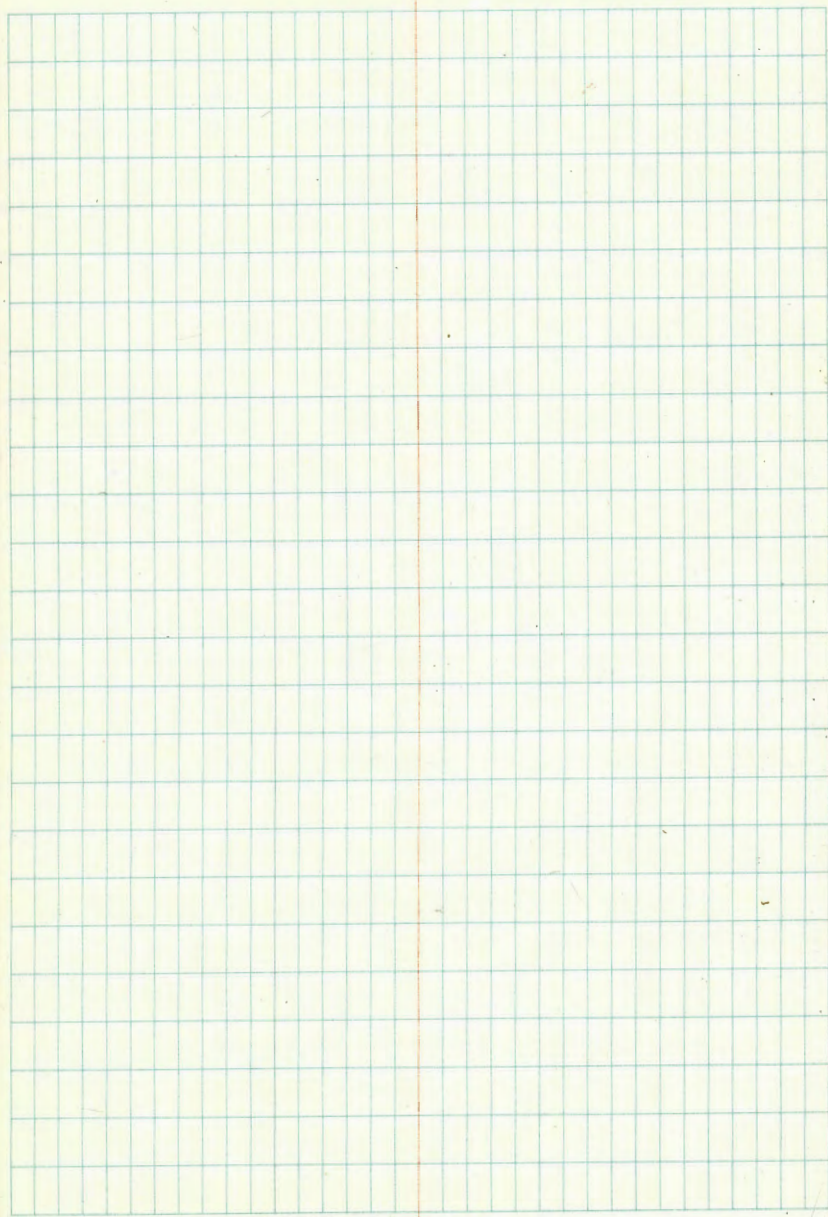
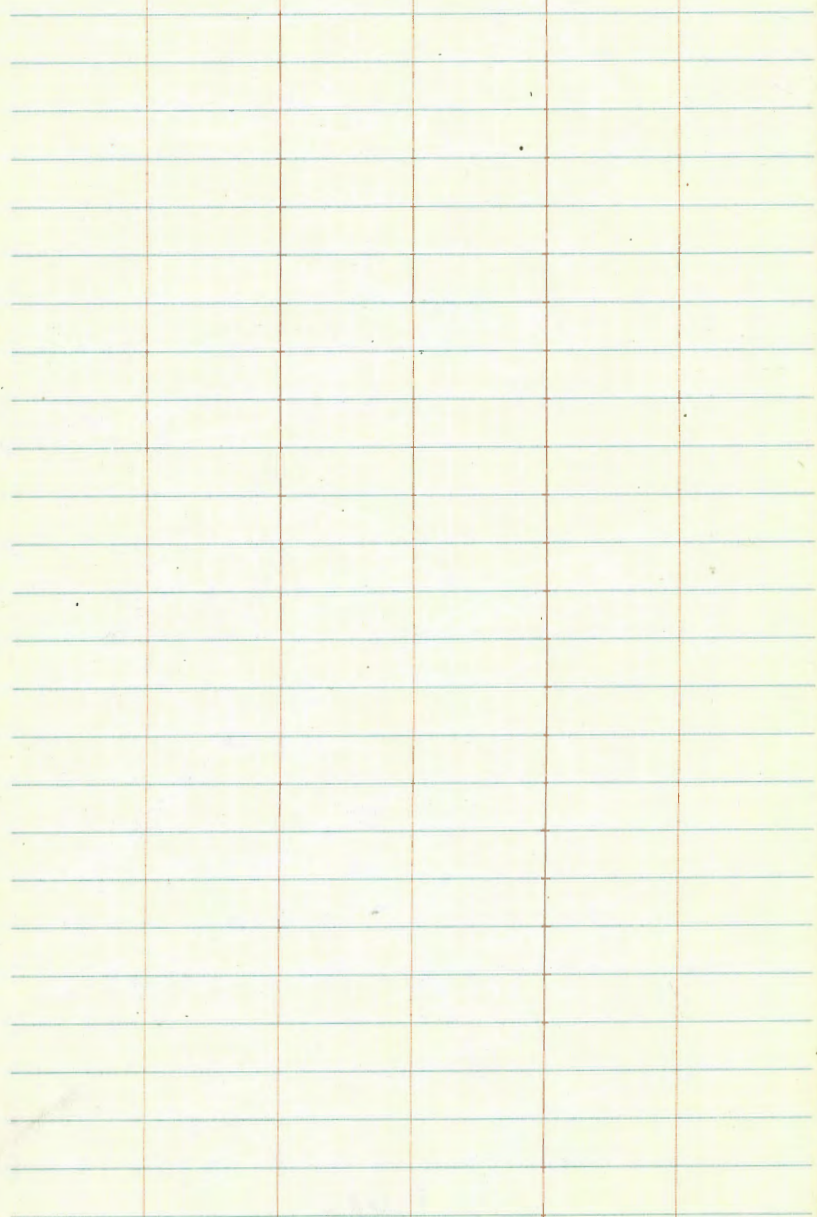
0.1646	gut	17.52	27.88
"	Top CB	11.97	28.39
0.16850	A 21° 17' RT	11.90	28.96
0.169.8	edge walk	11.90	"
0.175		10.4	30.2
1.100		9.4	31.0
+50		2.6	32.8
1.193.5	edge walk	5.7	35.22
1.199	Top CB	5.10	35.26
"	gut	5.90	39.86
2.18.4	along INT Sewer line	4.64	35.72 pav
"	75.6 RT MH Rim	4.68	35.68
"	" " " " FL	9.27	31.09
"	121.6 RT MH Rim	3.66	36.70
"	" " " " FL	7.46	38.10
2.132.6	gut	4.46	35.90
"	Top CB	3.80	36.56
2.137.56	A 0° 00' RT	3.63	36.73 <small>E.L. along C.P.</small>
+37.9	edge walk	3.64	36.74
T.P.	13.01	533.2	0.05 40.31
+70		11.8	41.52
1.100		7.3	46.0
+35		2.2	51.1
T.P.	12.60	65.52	0.42 52.90 ✓
+15		9.7	55.8

65.52 ✓

40

3.175	F 4.5 Con walk	6.83	58.69
4		4.7	60.8
+35		0.0	65.5
T.P.	11.73	76.78 ✓	0.47 65.05 ✓
+70		7.5	69.3
+77.3	ML Chelsea	6.8	70.0
+84.8	edge walk	6.78	70.00
+90.2	CB	6.88	69.90
"	gut pav	7.43	69.35
5	pav	6.71	70.07
+73.6	gut pav	6.40	70.38
"	CB	5.71	71.07
+79.1	edge walk	5.50	71.28
+50		4.5	72.28
6		2.8	73.98
+38.3	rail A 45° RT	1.6	75.4
+45.2	edge walk	1.50	75.28
+52.3	CB	1.41	75.37
"	gut pav	2.10	72.68
6.173.7	Junc. with E. Bed Rocker and Railway	1.41	75.37 pav. <small>prop. track</small>
T.P.	7.47	82.70 ✓	1.55 75.23 ✓
check to Orig. B.M.		3.62	79.98 ✓
Sw 3 <sup>rd</sup> La Jolla Ave			0.01
+ Bird Rock Ave			



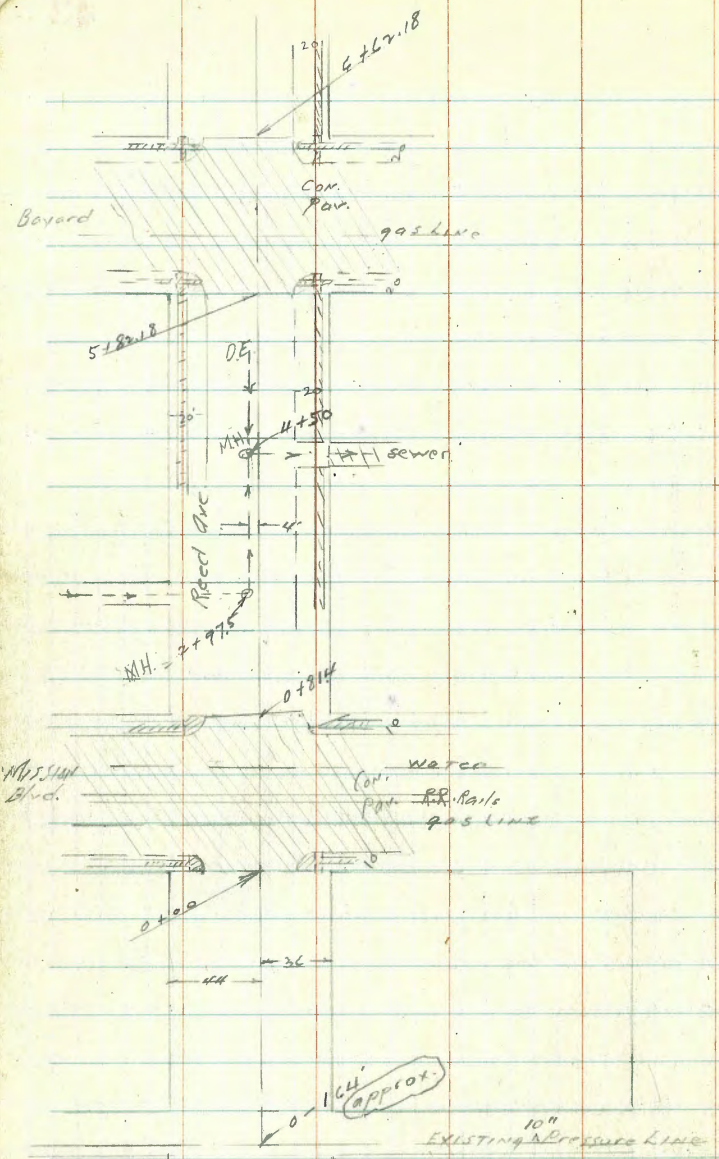


A table with 5 columns and 25 rows. The columns are defined by vertical red lines, and the rows are defined by horizontal blue lines. The table is currently empty.

A table with 25 columns and 25 rows. The columns are defined by vertical blue lines, and the rows are defined by horizontal blue lines. The table is currently empty.

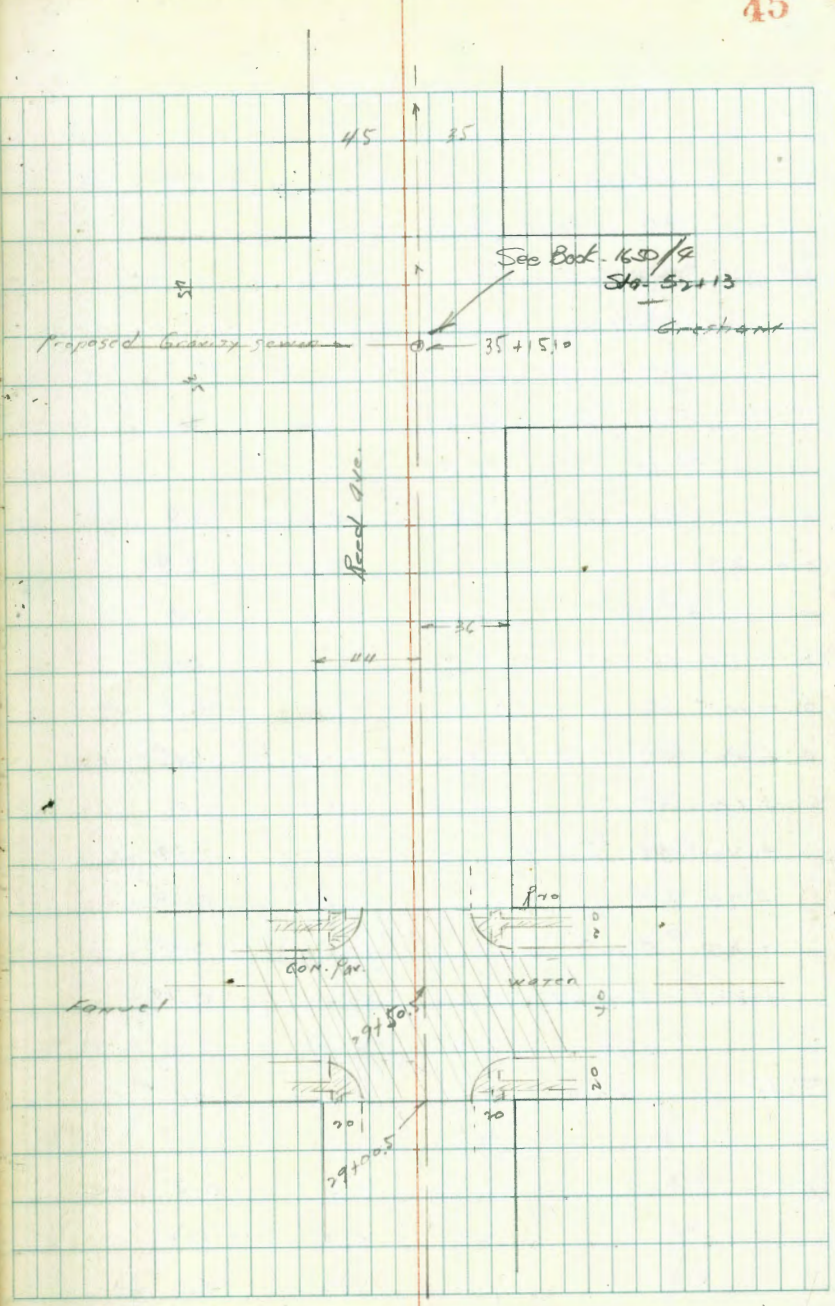
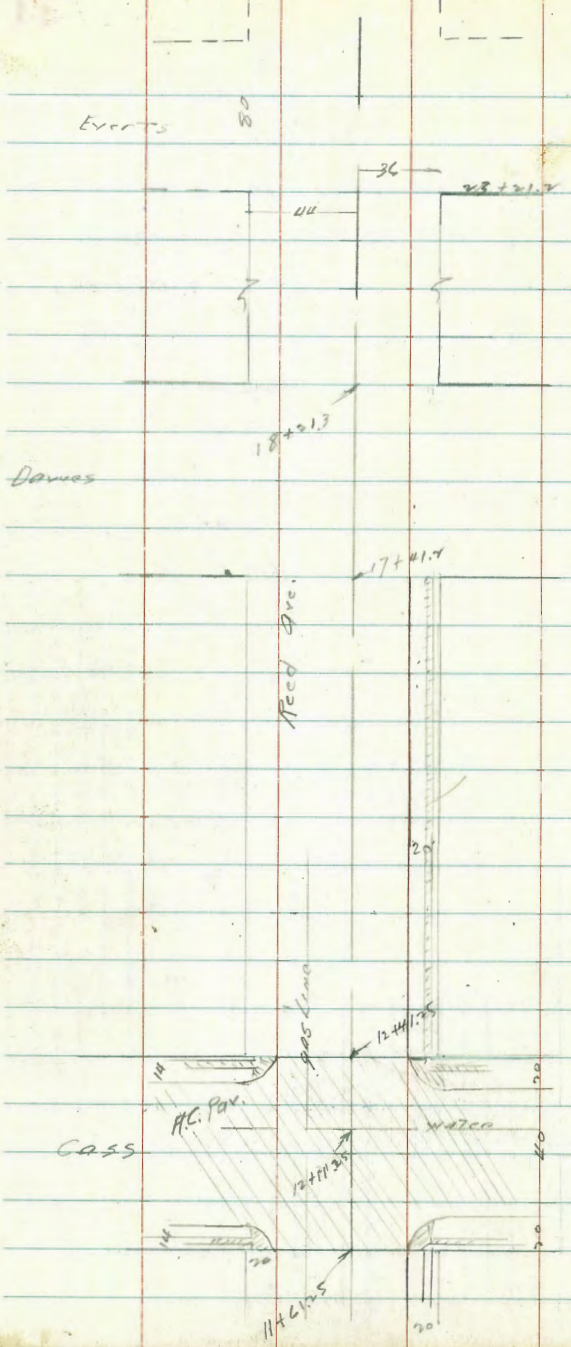
Proposed Sewer "Pressure" Line  
Pacific Beach Dr. + Mission Blvd. to  
and via Reed Ave. to Greatham St.

C. Moore  
San Diego  
7-30-23



Existing  
Sump  
with Pump

Pacific Beach Drive





Levels on Proposed Sewer  
Pressure Line on  
Reed Ave, Alley West of  
Mission Blvd. to Gresham.

Orl. B.P. Tom Seawall

N. end Mission Beach	5.65	12.64	16.00 - USC 4G	901	6.99 - CITY
T.P.	1.86	8.18	4.34	4.32	
0 - 164 approx. line Pressure	EXISTING LINE	4.8	3.9	ground	
0 - 150		5.3	2.9		
0 - 100		6.4	1.8		
0 - 50		7.6	0.6		
0 - 25		7.8	0.7		
0 + 00 wly Mission Blvd.		7.13	1.05	Pav.	
+ 10		7.37	0.81	"	
+ 40 Bet. CALIF.	EXISTING MB	6.84	1.32	"	
+ 70		7.64	0.52	"	
+ 80 Ely Blvd.		7.24	0.92	"	
+ 81.4 Ely edge Pav		7.24	0.92	"	
T.P.	4.29	5.25	7.22	0.96	✓
1		5.0	0.3		
+ 50		5.5	- 0.2		
"		5.3	0.0		

5.25

2 + 50	5.3	0.0
2 + 97.5	5.0	0.3
" 4' N Ex. M.H.	5.53	- 0.28 R.M.
" " " " "	10.37	- 5.14 E.L.
3	5.0	0.25
+ 50	4.9	0.35
4	4.4	0.85
4 + 50 Int. Sewer Line	3.4	1.9
" 4' N Ex. M.H.	3.21	2.02 R.M.
" " " " "	10.73	- 5.98 E.L.
5	2.7	2.6
+ 50	1.7	3.6
+ 84.8 wly Bayard	0.97	4.28 Pav.
6 + 00	0.84	4.91 "
+ 20	0.66	4.59 "
+ 40	1.24	4.01 "
6 + 10.18 Ely Bayard	0.83	4.92 "
T.P.	7.55	19.25 ✓
7	6.8	5.5
+ 50	6.4	5.9
8	5.9	6.2
+ 50	5.5	6.8

12.25

9 + 00	5.1	7.2	
+ 50	4.7	7.6	
10	4.2	8.1	
+ 50	4.0	8.3	
11	3.9	8.9	
+ 50	3.9	8.9	
11 + 11.25 wly Cass	3.95	8.30	Par
+ 75	4.3	8.12	
12 + 01	3.24	8.81	
+ 27	4.11	8.19	"
12 + 11.25 Fly Cass	3.88	8.37	"
T.P.	4.97	<u>14.17</u>	3.05 9.20 ✓
12 + 50	5.5	8.7	
13	5.0	9.2	
+ 50	5.1	9.1	
14	5.1	9.1	
+ 50	5.0	9.2	
15	5.0	9.2	
+ 50	5.0	9.2	
16	4.9	9.3	
+ 50	4.9	9.3	
17	4.6	9.6	
+ 41.25 wly Dawes	4.4	9.8	
+ 50	4.4	9.8	

14.17

47

17 + 65	4.9	9.3	
+ 75	4.5	9.7	
18	4.3	9.9	
+ 21.3 Fly Dawes	4.1	10.1	
T.P.	9.49	<u>18.62</u>	4.04 10.13 ✓
18 + 50	7.7	10.9	
19	7.3	11.3	
+ 50	7.2	11.2	
20	6.6	12.0	
+ 50	5.8	12.8	
21	4.4	14.2	
+ 50	2.0	16.6	
22	0.8	17.8	
+ 50	0.3	18.3	
23	0.2	18.9	
+ 21.4 wly Ever 73	0.9	18.5	
T.P.	9.08	<u>27.63</u>	0.07 18.55 ✓
23 + 50	8.9	18.7	
24	8.5	19.1	
+ 50	8.1	19.5	
25	7.0	20.0	
+ 50	6.0	21.0	

26		5.6	22.0
+50		4.9	22.7
27		4.0	23.6
+50		3.3	24.3
28		2.6	25.0
+50		1.9	25.7
+75		2.0	25.6
29 + 00.5	Wily Fanned	2.56	25.07 PAV.
+20		2.22	25.91 "
+10		1.74	25.89 "
+60		1.71	25.92 "
+80.8	Ely	1.40	26.93 "

T.P. 8.97 35.51 1.09 26.54 ✓

30		8.5	27.0
+50		7.6	27.9
31		4.7	28.8
+50		5.8	29.7
32		5.1	30.9
+50		4.3	31.2
33		3.7	31.8
+50		3.3	32.2
34		2.8	32.7
+50		2.6	32.9
35		3.0	32.1
+5.10	Junction at Need & Gresham with Prop. Gravity Line	3.9	31.6

35.51 ✓

T.P. 160 33.34 3.79 31.74 ✓

T.P. 182 28.34 7.82 25.50 ✓

check to BM BP n.w. cb 7.17 21.17 ✓ 21.17

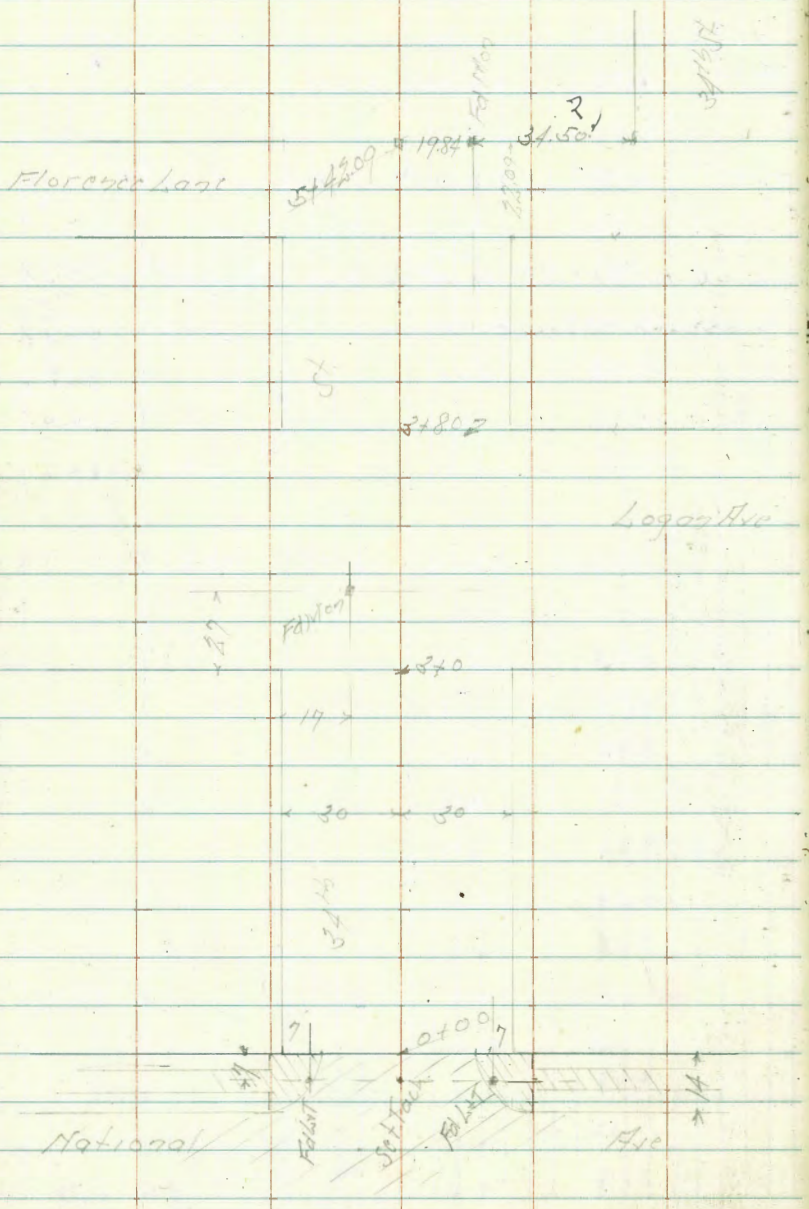
Gresham & Pac. B. Drive 9.01

30.18

30.19

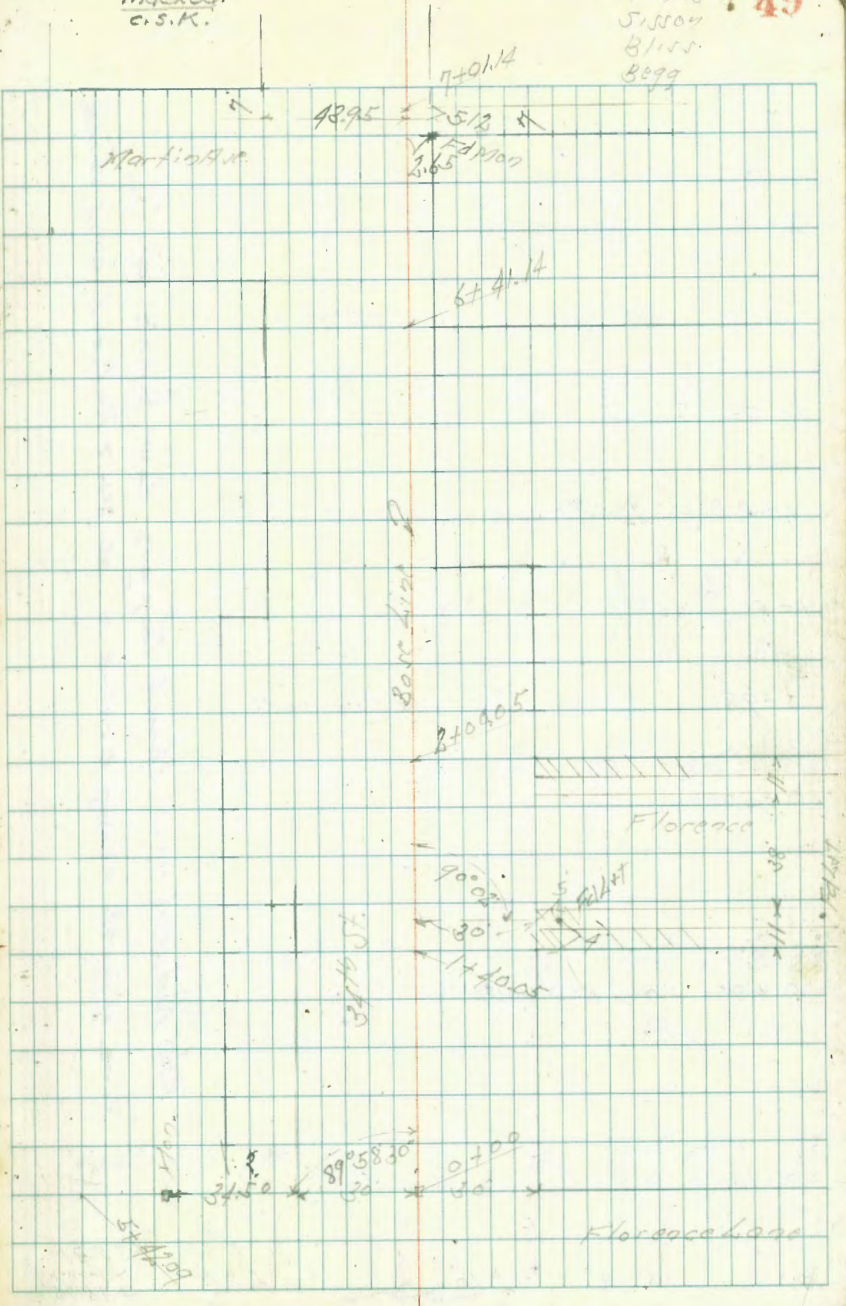
0.01

Cross Section 34 1/2 St.  
National Ave to Martin



Indexed  
c.s.K.

March 13-14  
J. Sisson  
Bliss  
Begg



2+0

1+60 270 Lt of 1/2 - Fly Power Pole

1+50

1+03 225 Rt of 1/2 - Fly Power Pole

1+0

0+98 225 Lt of 1/2 - Fly Power Pole

0+50

0+0 = N.L. National

0-14 = N.C. Line National

RM

5-28

12-10

6.82

558P  
National  
434195

Notes Reduced as is think they are low by 0.13 or  
line of levels along 24th Blvd. at 34th National. want check

2.9 ✓ 4.2 30	2 ✓ 50 20	2.1 ✓ 50 10	2.3 ✓ 48	2.6 ✓ 45 10	2.7 ✓ 41 20	2.4 ✓ 47 30	2.2 ✓ 44 40
--------------------	-----------------	-------------------	-------------	-------------------	-------------------	-------------------	-------------------

2.9 ✓ 4.2 30	2.5 ✓ 46 20	2.1 ✓ 50 10	2.3 ✓ 48	2.5 ✓ 46 10	2.7 ✓ 44 20	2.0 ✓ 46 30
--------------------	-------------------	-------------------	-------------	-------------------	-------------------	-------------------

2.0 ✓ 5.1 30	6.8 ✓ 5.5 20	6.2 ✓ 5.4 10	2.1 ✓ 5.9	2.1 ✓ 5.0 10	2.2 ✓ 4.9 20	2.3 ✓ 4.8 30
--------------------	--------------------	--------------------	--------------	--------------------	--------------------	--------------------

2.0 ✓ 5.1 30	6.6 ✓ 5.5 20	6.4 ✓ 5.9 10	6.9 ✓ 5.2	6.7 ✓ 5.4 10	6.9 ✓ 5.7 20	7.2 ✓ 4.9 30
--------------------	--------------------	--------------------	--------------	--------------------	--------------------	--------------------

6.5 ✓ 5.6 30	6.26 ✓ 5.24 20	5.88 ✓ 6.24 20	6.13 ✓ 5.98 10	6.25 ✓ 5.84	6.24 ✓ 5.86 10	6.16 ✓ 6.0 20	6.82 ✓ 5.28 20	7.5 ✓ 4.3 30
--------------------	----------------------	----------------------	----------------------	----------------	----------------------	---------------------	----------------------	--------------------

6.25 ✓ 5.85 30	5.63 ✓ 6.48 30	5.64 ✓ 4.46 20	5.73 ✓ 5.37 10	5.64 ✓ 6.36	5.86 ✓ 6.20 10	6.0 ✓ 6.10 20	6.6 ✓ 5.94 30	6.91 ✓ 5.19 30
----------------------	----------------------	----------------------	----------------------	----------------	----------------------	---------------------	---------------------	----------------------

12-10

1125

✓ 52 44 40	✓ 52 41 36	✓ 23 30 20	✓ 24 17 10	✓ 84 39	✓ 105 16 10	✓ 102 19 30	✓ 104 19 30
---------------------	---------------------	---------------------	---------------------	---------------	----------------------	----------------------	----------------------

112

✓ 60 51 40	✓ 60 59 30	✓ 66 55 20	✓ 77 49 10	✓ 86 35	✓ 97 20 10	✓ 90 25 20	✓ 28 13 30
---------------------	---------------------	---------------------	---------------------	---------------	---------------------	---------------------	---------------------

3180 - NH Logan

63 58 10	65 56 30	69 52 20	74 43 10	82 39	87 31 10	93 28 20	98 26 30
----------------	----------------	----------------	----------------	----------	----------------	----------------	----------------

3110 - Logan

64 55 40	64 53 30	79 51 20	77 44 10	84 37	85 36 10	94 30 20	94 27 30
----------------	----------------	----------------	----------------	----------	----------------	----------------	----------------

310 - Logan

64 50 30	67 54 20	77 44 10	81 40	84 35 10	91 30 20	94 27 30
----------------	----------------	----------------	----------	----------------	----------------	----------------

3110 - NH Logan

87 51 30	77 41 25	74 47 20	78 48 10	74 47	81 40 10	81 40 30	79 42 30
----------------	----------------	----------------	----------------	----------	----------------	----------------	----------------

3150

1210

1210

0400 = H.L. Florence Lane

TP 12.59 21.60 11.64 9.01

52.00  
50.00  
2.00

5142.09 = H.L. Florence Lane

5127

510

4175

TP 9.86 20.65 12.1 10.79

4150

1210

27.

2

17

52

10.5 11.8 14.5 17.2 16.5 17.1 18.3 19.9 22.1

14.1 9.8 7.1 4.4 5.1 4.5 2.3 1.7 10.5  
50 40 30 17 16 10 10 30 30

6.5	6.6	6.3	6.8	8.3	8.9	9.2	10.2	12.2	15.0
14.3	14.1	14.1	13.9	12.1	11.0	11.5	10.5	9.5	5.9
40	30	20	10	10	10	30	30	20	50
							17.0	17.8	19.0
							5.9	3.9	1.7
							70	90	100

5.7	5.8	6.0	6.3	6.9	7.6	8.1	8.9	11.1	14.4	15.7
15.0	14.9	14.7	14.4	13.8	13.1	12.6	11.8	9.6	6.3	5.0
45	30	20	10	10	10	30	30	70	30	50
									16.6	
									4.0	
									30	

5.7	5.6	5.7	5.9	6.7	6.9	8.1	11.3	13.8	14.1
15.0	15.1	15.0	14.5	14.0	13.9	12.6	9.4	6.9	6.6
45	30	20	10	10	10	30	30	30	50

6.5	6.6	6.8	6.9	9.1	11.1	12.5	12.7	13.1
15.2	15.1	14.9	13.8	11.6	9.6	8.2	8.0	7.1
45	30	30	10	10	10	30	30	30

5.9	5.8	7.2	8.9	9.8	11.1	11.5	11.3	11.4
14.7	14.3	14.9	13.5	12.3	10	9.6	8.8	8.7
40	30	20	10	10	10	20	30	40

1210

1490.05 = 2

1451.05 = S.C. of Florence

1448 365 H of S. = H. by Payer Park

1440.05 = S.L. Florence

140

0450

0425

21.60

Lt.

B

Rt

53

84	9.8	11.0	12.1	12.7	13.1	13.5	14.0	
13.3 50	11.8 30	10.6 20	9.5 10	8.9	8.5 10	8.1 20	7.6 30	
84	10.3	11.1	12.3	12.5	12.6	13.1	13.5	14.38
13.3 50	11.5 30	10.5 20	9.3 10	9.1	9.0 10	8.5 30	8.1 30	7.22
85	10.1	11.3	11.7	12.4	12.4	13.6	14.75	
13.1 50	11.5 30	10.3 20	9.9 10	9.3	9.0 13	8.0 20	6.85 30	
7.4	8.2	10.8	11.6	11.9	14.1	18.2		
12.8 50	12.4 30	10.8 10	10.0	9.7 15	7.5 20	3.1 30	30 = France	
7.8	8.3	9.3	11.2	12.3	12.5	14.1	18.6	
12.8 50	12.2 30	12.3 20	10.4 10	9.3	9.1 15	7.5 20	3.0 30	
11.5	9.3	10.6	13.8	14.1	16.0	16.8	17.8	
14.1 50	13.3 20	11.9 30	7.8 12	7.5 10	6.6 10	4.8 20	1.8 30	

21.60



2192

2150

2146

19' R of  $\frac{1}{2}$  = 2 10' Pepper Tree ✓

2130

210

2150

TP

328 15.69 9.19 12.71

210005 - N. L. Florence

1489.05 - 11/6

21.60

Lt. Lt. Rt.

11.54

9.5	9.7	9.9	10.9	11.7	11.8	11.8	12.6	13.2
$\frac{6.5}{50}$	$\frac{6.9}{43}$	$\frac{5.8}{30}$	$\frac{4.8}{20}$	$\frac{4.5}{10}$	$\frac{4.3}{10}$	$\frac{4.4}{10}$	$\frac{3.1}{20}$	$\frac{2.5}{30}$

9.4	9.5	9.6	10.1	11.2	11.5	11.4	12.9	13.7
$\frac{6.3}{50}$	$\frac{6.7}{43}$	$\frac{6.1}{30}$	$\frac{5.6}{20}$	$\frac{4.7}{10}$	$\frac{4.2}{10}$	$\frac{4.3}{10}$	$\frac{2.8}{20}$	$\frac{2.0}{30}$

9.2	9.3	9.4	10.1	11.2	11.8	11.4	12.9	14.2	16.0
$\frac{6.5}{50}$	$\frac{6.4}{43}$	$\frac{6.3}{30}$	$\frac{5.6}{20}$	$\frac{4.5}{10}$	$\frac{3.9}{10}$	$\frac{4.3}{10}$	$\frac{2.9}{17}$	$\frac{1.5}{20}$	$\frac{1.0}{30}$

8.2	9.4	10.1	11.5	12.2	12.9	14.1	16.0
$\frac{7.5}{50}$	$\frac{6.9}{30}$	$\frac{5.6}{20}$	$\frac{4.1}{10}$	$\frac{3.5}{10}$	$\frac{3.7}{10}$	$\frac{1.6}{20}$	$\frac{1.0}{30}$

15.19

8.4	9.6	11.0	12.0	12.7	13.0	13.7	15.23
$\frac{13.2}{50}$	$\frac{12.0}{30}$	$\frac{10.6}{20}$	$\frac{9.6}{10}$	$\frac{8.9}{10}$	$\frac{8.6}{10}$	$\frac{7.9}{20}$	$\frac{6.32}{30}$

8.4	10.2	11.9	12.2	12.7	13.1	13.4	13.9	14.95
$\frac{13.2}{50}$	$\frac{11.4}{30}$	$\frac{9.7}{20}$	$\frac{9.3}{10}$	$\frac{8.9}{10}$	$\frac{8.5}{10}$	$\frac{8.4}{20}$	$\frac{7.7}{29.5}$	$\frac{6.65}{29.5}$

21.60

57225

5712

5104 = 2 open ditches

510

4791 = 6.5 ft of 2 1/2" x 1/4" wood

4750

4707 = 3.55 ft of 2 1/2" x 1/4" wood

470

1569

24

27

10.6

40

4.9

4.9

4.9

4.9

4.9

9.9

10.4

10.6

10.5

10.6

11.7

12.1

12.2

12.2

5.8

5.3

5.1

5.3

5.2

5.0

5.6

5.5

5.5

9.6

9.7

9.9

9.6

9.9

10.7

10.8

10.9

11.1

8.2

8.0

8.1

8.8

5.5

4.9

5.8

4.6

4.6

9.6

10.4

10.4

9.9

10.9

11.3

12.2

11.8

5.7

5.3

5.2

5.8

5.3

4.4

3.5

3.9

3.9

9.4

9.8

10.7

11.2

11.1

10.6

11.9

12.1

12.4

4.5

5.9

5.0

4.5

4.6

4.9

3.8

4.6

4.9

9.6

10.2

10.9

11.4

11.3

11.9

12.5

13.0

6.1

5.5

4.8

4.7

4.4

4.8

3.8

4.2

4.7

1569

BM 5.02 17.09

57 Top H<sub>2</sub>O  
Ocean View  
133rd St  
17.22

TP 5.98 22.11 2.20 16.13

TP 7.55 18.33 4.91 10.78

Mon 22  
32nd St  
Martin top

6+01.14 = N.L. Martin

6+71.14 = 7

+55 36.5 Lt of 1/2 = Nly Power Pole ↓

6+41.14 = S.L. Martin to East

6+35 45 Pt. Nly Fence

6+0

5+50

15.69

27

8

91

10.5	10.5	10.4	11.1	11.1	11.9	12.0	12.7	12.9
5.2	5.2	5.3	4.6	4.6	4.7	4.7	5.0	5.2
50	30	20	10	10	20	10	20	30
28-1000								
10.9	10.5	10.7	11.0	11.3	11.7	12.0	12.3	
5.7	5.5	5.5	4.7	4.4	4.0	3.7	3.7	
50	30	20	10	10	10	20	30	
9.7	10.3	10.6	11.0	11.1	11.4	11.9	12.1	
6.5	5.4	5.1	4.7	4.6	4.3	3.8	3.6	
50	30	20	10	10	10	20	30	
13-1100								
9.4	9.8	10.3	10.6	10.8	10.5	11.2	11.0	11.1
6.3	5.9	5.4	5.2	4.9	5.2	4.5	4.7	4.6
50	30	30	20	10	20	10	10	30
13-1100								
9.7	9.9	10.5	10.7	10.7	11.0	10.9	10.9	
6.5	5.9	5.2	5.0	5.0	4.7	4.7	4.8	
50	30	20	20	20	10	10	20	
48-1000								

15.69

Sisson  
Bliss  
Bess  
3/21/43

Check Levels North of

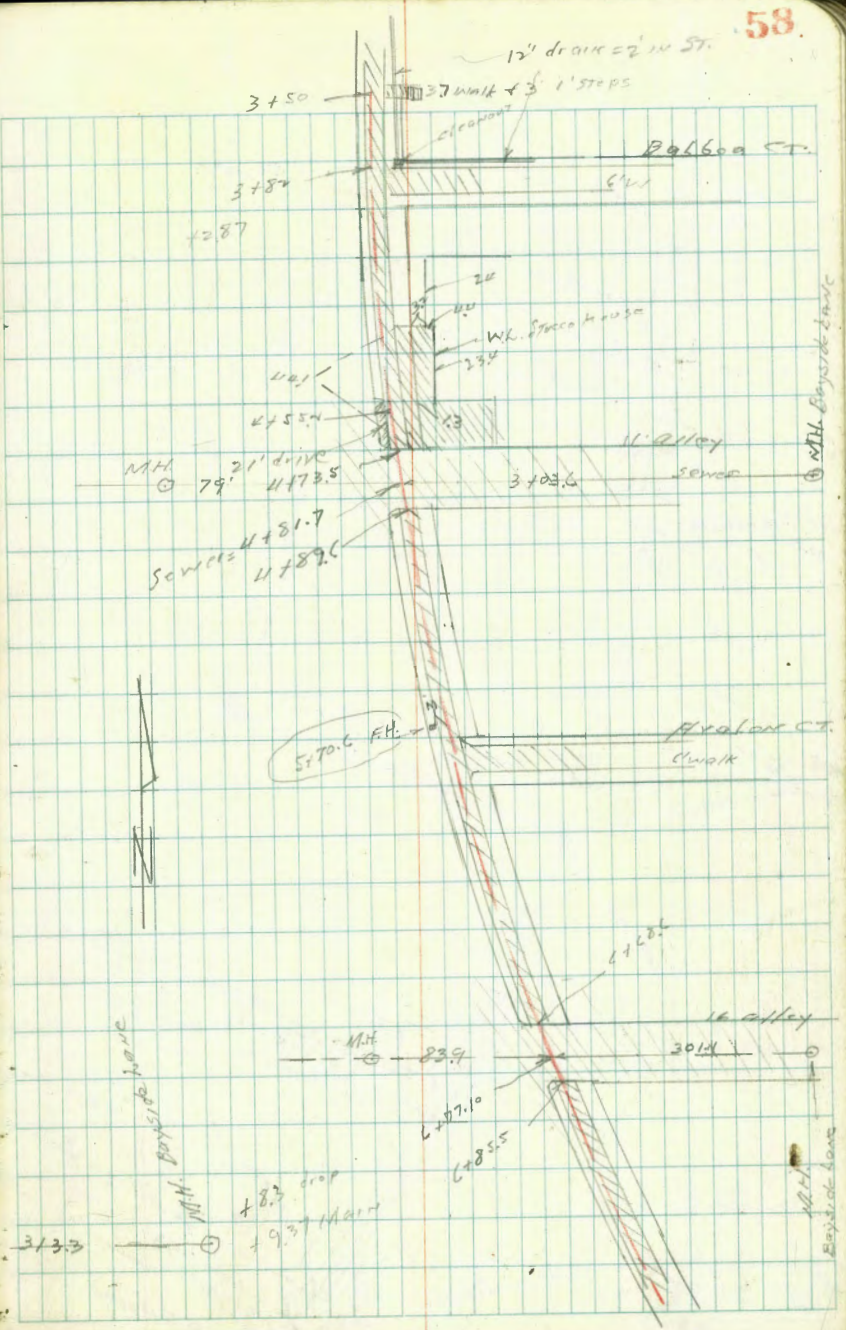
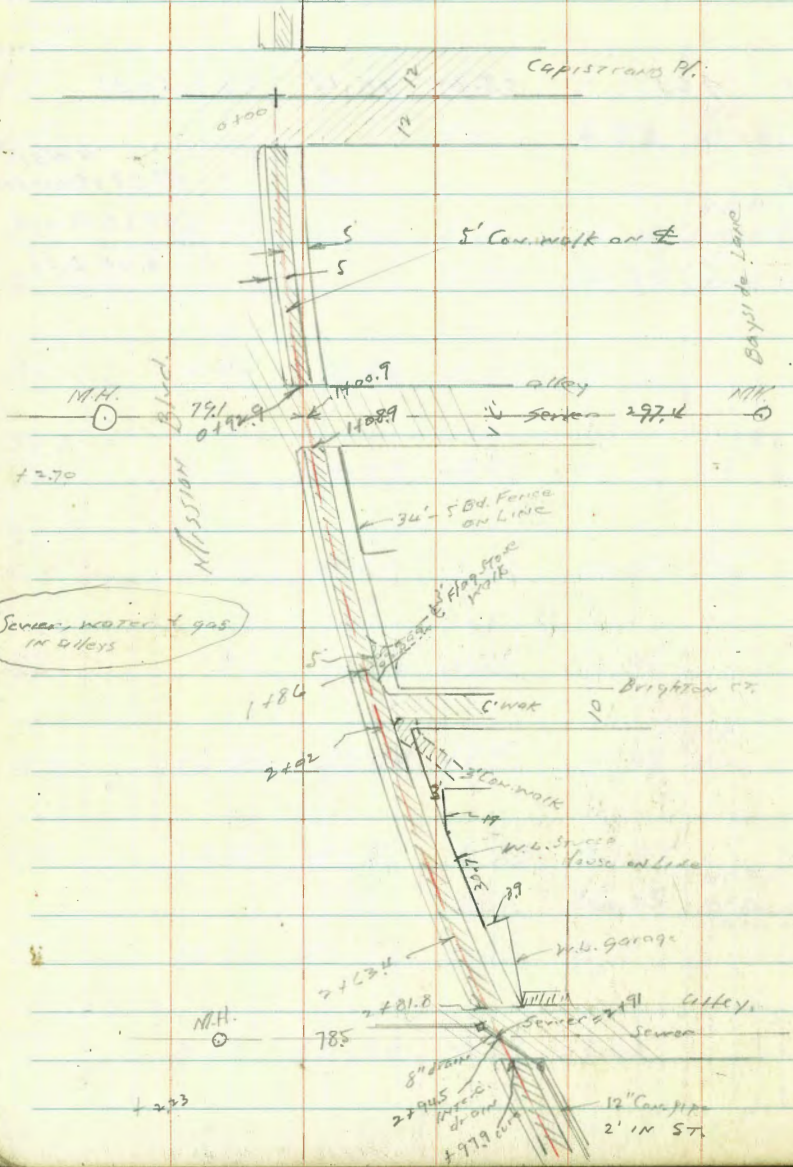
National on 34<sup>th</sup>

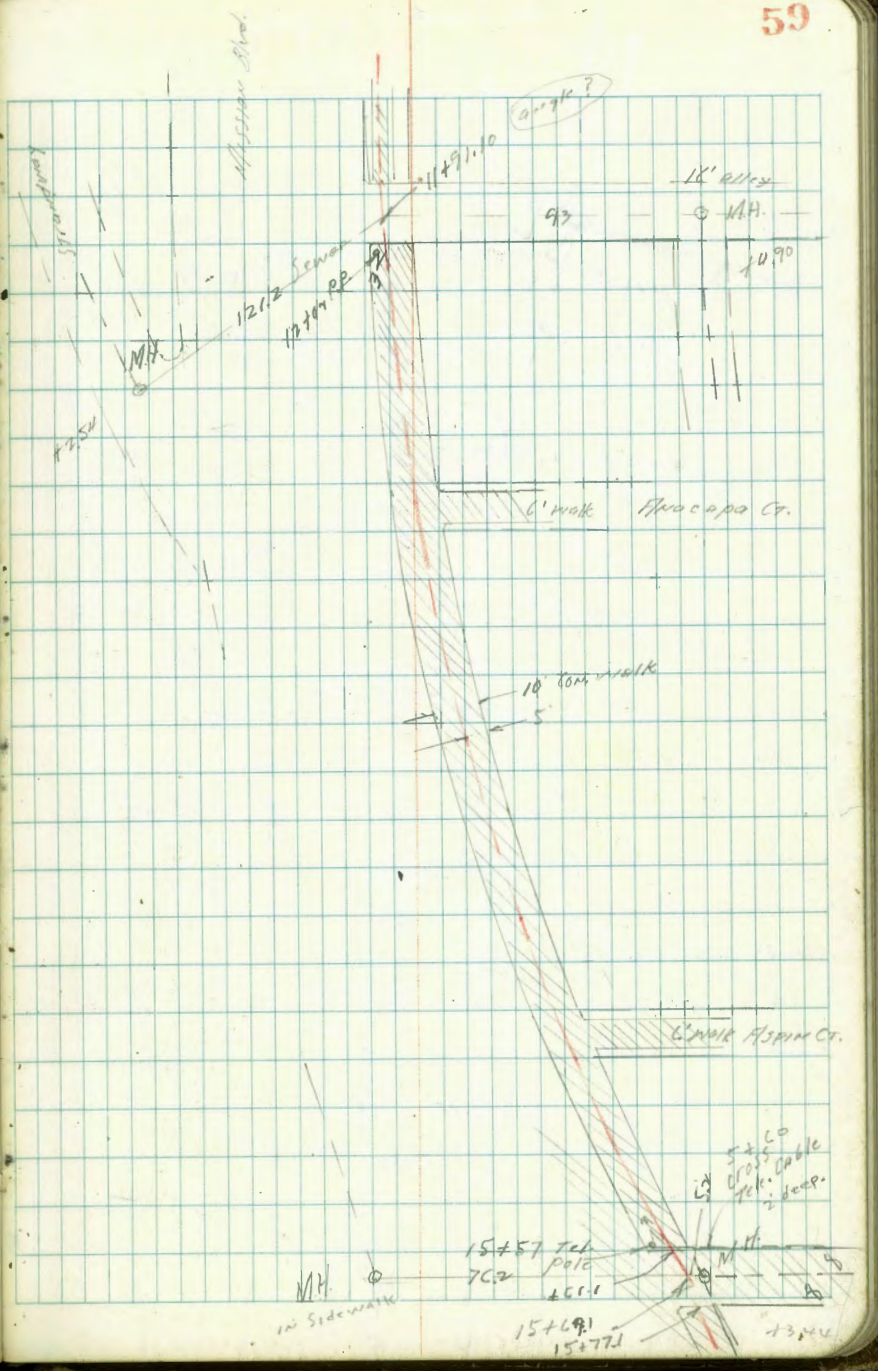
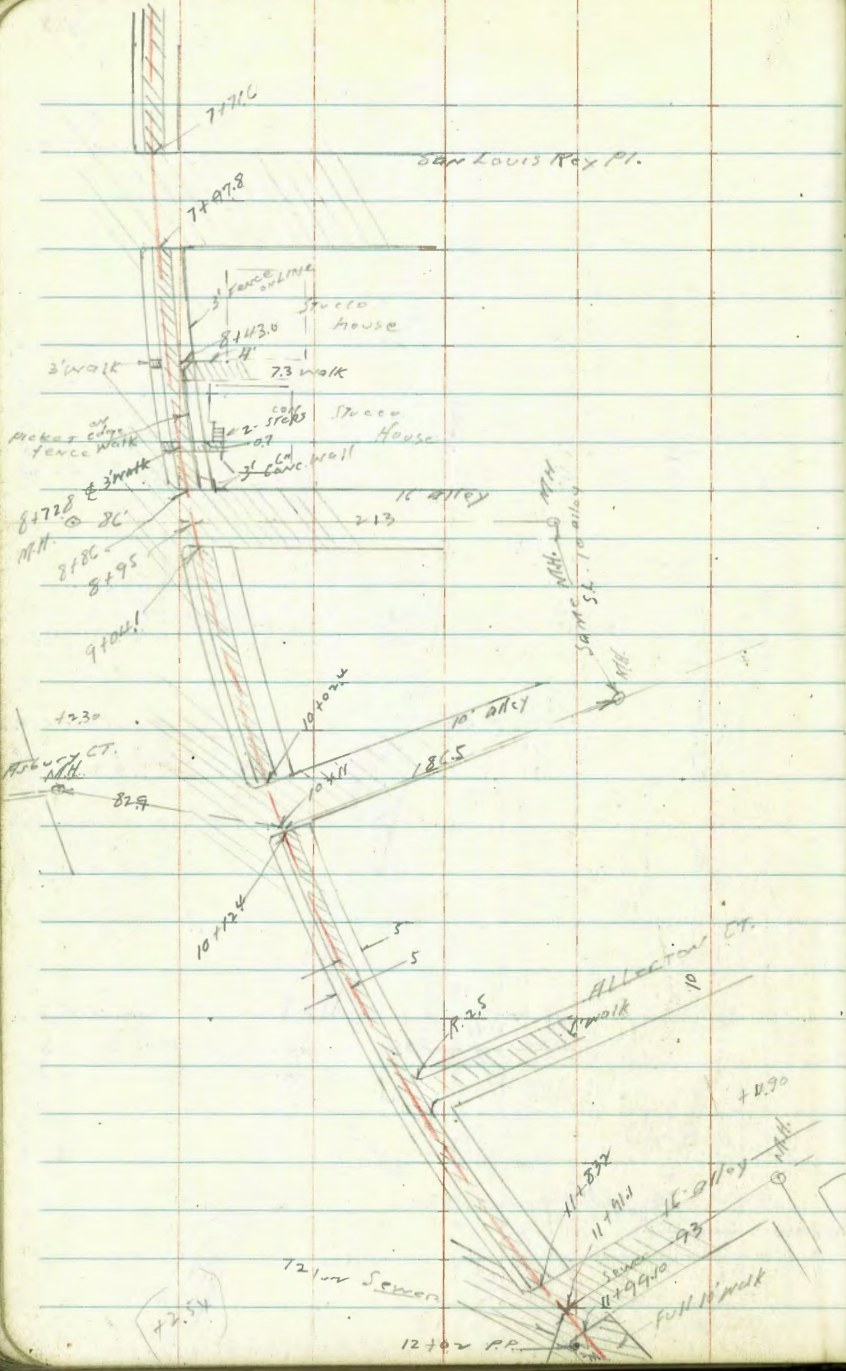
BM	5.63	12.45	-	2.14 6.82	5.50 34 <sup>th</sup> + 167.
TP	3.64	11.14	4.95	7.50	
L.T.			4.21	6.93	N.E. 33 <sup>rd</sup> + Florence 292
Mon	8.05	17.05	2.14	9.00	N.W. Florence Lower 34 <sup>th</sup> 34 <sup>th</sup> Florence St
SE Top Cb			2.65	14.40	
TP	4.40	15.48	5.97	11.08	
TP on Mon	3.61	14.39	4.70	10.78	N.E. TP Line 34 <sup>th</sup> + Martin
TP on F.Hy	3.58	14.49	3.48	10.91	S.E. Martin + Gregory
TP	7.86	18.82	3.53	10.96	
E.Hy	12.46	29.54	17.4	17.08	S.E. 33 <sup>rd</sup> + Ocean View
TP	12.49	41.76	0.27	29.27	
			5.61	36.15	SW. Top Hy. Bancroft + Ocean View
TP	12.82	53.93	0.65	41.11	
TP	8.73	62.28	0.38	53.55	

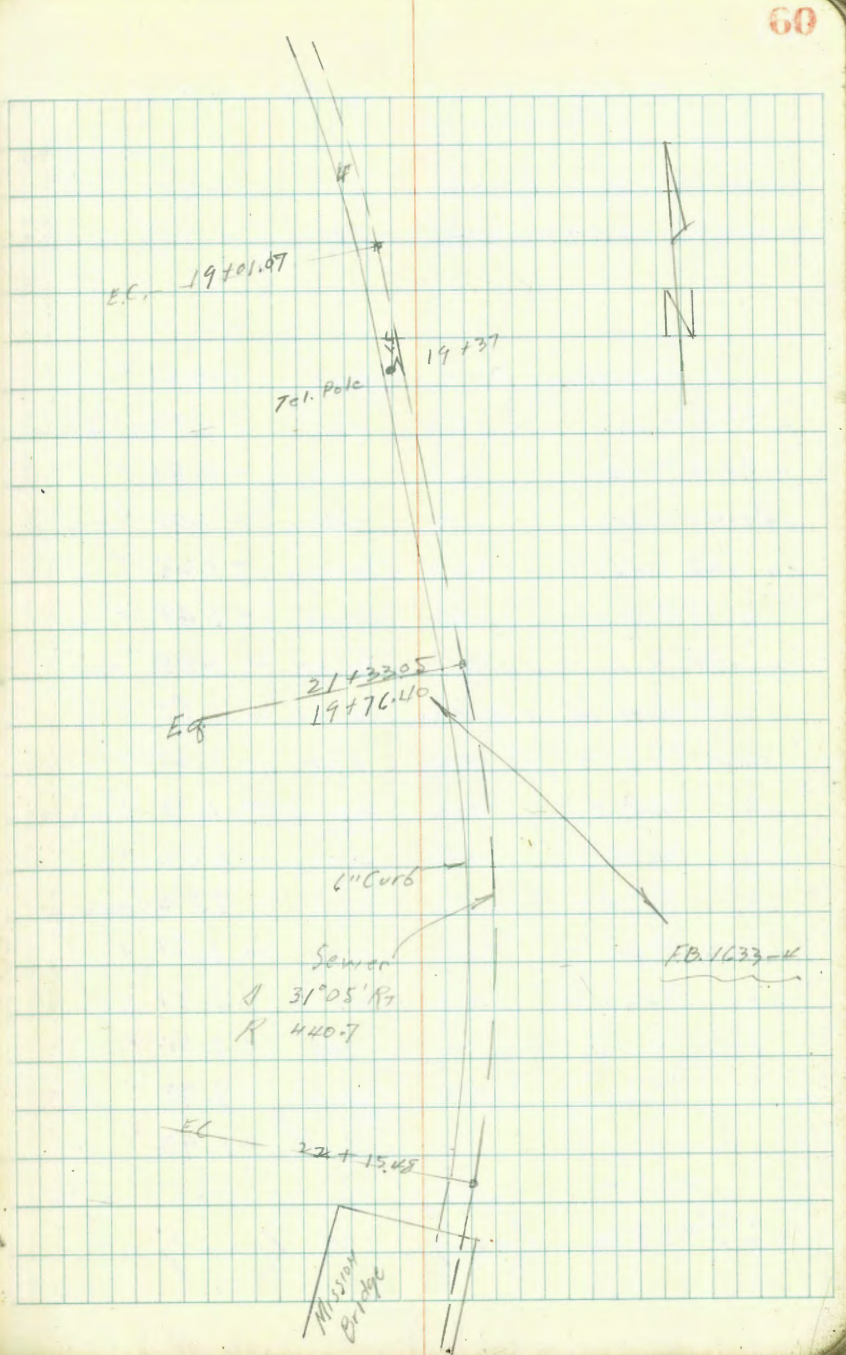
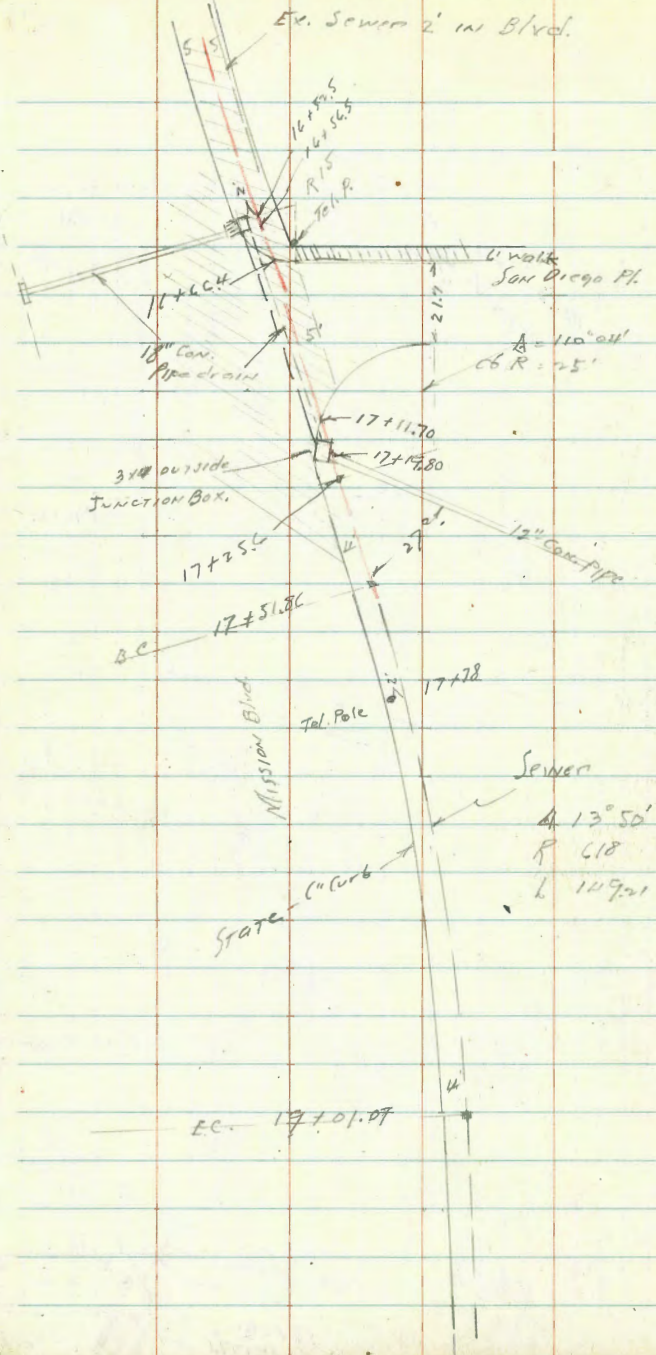
62.28

F.Hy	0.20	60.48	2.00	60.28	SW 33 <sup>rd</sup> + Ocean View 60.40 Record
TP	4.69	55.00	10.17	50.31	
B.P.			6.43	48.57	N.W. 31 <sup>st</sup> + Ocean View 48.61 Record 0.04 Diff

c.s.m. Mission Beach Pressure Sewer  
 C. S.  
 W.M.  
 6-28-44.







to Sewer Levels via Mission Blvd  
Capistrano St

San Luis Rey  
Mission  
Blvd.

NEBR curb 4.21  $\left\langle \begin{matrix} 3.36 \\ \checkmark \end{matrix} \right\rangle$  -0.85

T.P.B.R. 5.39  $\left\langle \begin{matrix} 3.34 \\ \checkmark \end{matrix} \right\rangle$  5.41  $\left\langle \begin{matrix} -2.05 \\ \checkmark \end{matrix} \right\rangle$

0+100 P Capistrano Ph Pav 4.21 -0.87 ✓

+12 pav 4.32 -0.98 ✓

" cb 4.15 -0.81 ✓

+50 sdw 4.35 -1.01 ✓

2+92.9 cb 4.62 -1.28 ✓

" gut 4.83 -1.49 ✓

1+00.9 Int. Sewer 4.89 -1.55 Pav. ✓

" 721 W M.H. Rim 3.91 -0.57 ✓

" " " " F.L. 6.61 -3.27 ✓

" 297.4 E " Rim 2.01 +1.33 ✓

" " " " F.L. 10.06 -6.72 ✓

" " " " " 11.06 -7.72 Main ✓

1+08.9 gt 4.91 -1.57 ✓

" cb 4.65 -1.31 ✓

+50 sdw 4.88 -1.54 ✓

" " 5.07 -1.73 ✓

+50 " 5.27 -1.93 ✓

above  
T.P.B.R. 5.09  $\left\langle \begin{matrix} 3.04 \\ \checkmark \end{matrix} \right\rangle$  5.39  $\left\langle \begin{matrix} -2.05 \\ \checkmark \end{matrix} \right\rangle$

FL  
BR Curb ME Cor Alley S of Brighton St & Mission Blvd

$\left\langle \begin{matrix} 3.04 \\ \checkmark \end{matrix} \right\rangle$

2+81.8 cb 4.72 -1.92 ✓

" gt 5.27 -2.23 ✓

2+91 Int. Sewer 5.26 +2.22 Pav. ✓

" 785 W M.H. Rim 4.58 -1.54 ✓

" " " " F.L. 6.81 -3.77 ✓

" 313.3 E " Rim 0.94 2.10 ✓

" " " " F.L. 9.24 -6.20 ✓

" " " " " 10.31 -7.27 Main ✓

2+94.5 Int. 8" Con. Pipe 5.22 -4.18 Pav. ✓

" " " " " 7.24 -4.20 F.L. 8" drain ✓

2+97.9 gt 5.21 +2.17 ✓

" curb 4.97 -1.93 ✓

3+50 sdw 4.81 -1.77 ✓

T.P. 5.60  $\left\langle \begin{matrix} 3.84 \\ \checkmark \end{matrix} \right\rangle$  4.80  $\left\langle \begin{matrix} -1.76 \\ \checkmark \end{matrix} \right\rangle$

4+00 sdw 5.44 -1.60 ✓

+50 " 5.33 -1.49 ✓



3.84

4473.5	cb	5.21	-1.37	✓
"	gt	5.54	-1.70	✓
4481.7	Int. Sewer	5.58	-1.74	✓ Pav.
"	79' W M.H. Rim	4.84	-1.00	✓
"	" " " Fib.	7.30	-3.46	✓
"	303.6 E " Rim	2.57	1.27	✓
"	" " " Fib.	10.92	-7.08	✓ Also Main
4489.6	gt	5.60	-1.76	✓
"	curb	5.20	-1.36	✓
5	sdw	5.34	-1.50	✓
"	150 "	5.13	-1.29	✓
6100	"	4.99	-1.15	✓
T.P.	Serve	4.90	-1.06	✓
6450	sdw	5.21	-1.05	✓
468.6	cb	5.18	-1.02	✓
"	gt	5.39	-1.23	✓
6477.1	Int. Sewer	5.40	-1.24	✓ Pav.
"	839 W M.H. Rim	4.64	-0.48	✓
"	" " " F.L.	7.02	-2.86	✓
"	301.1 E " Rim	3.87	0.29	✓
"	" " " F.L.	10.60	-6.44	✓ Also Main 3 ways
6485.5	gt	5.31	-1.15	✓
"	curb	5.10	-0.94	✓

62

4.16

7100	sdw	5.04	-0.88	✓	
450	"	4.93	-0.77	✓	
T.P. Curb	5.16	4.31	5.01	-0.85	✓ San Louis Key Missouri Blvd.
7471.6	curb	5.14	-0.83	✓ N.L. San Louis Key St.	
"	gt	5.24	-1.03	✓	
7492.8	"	5.39	-0.98	✓ S.L. "	
"	curb	4.96	-0.65	✓	
8	sdw	4.97	-0.66	✓	
"	150 "	4.85	-0.54	✓	
8186	cb	4.73	-0.42	✓	
"	gt	5.06	-0.75	✓	
8495	Int. Sewer	5.05	-0.74	✓ Pav.	
"	86' W M.H. Rim	4.24	+0.07	✓	
"	" " " F.L.	6.61	-2.30	✓	
"	213 E " Rim	5.30	-0.99	✓	
"	" " " F.L.	9.57	-5.26	✓ Junction M.H.	
9104.1	gt	5.01	-0.70	✓	
"	curb	4.80	-0.49	✓	
"	150 sdw	4.73	-0.42	✓	
10102.4	curb	4.39	-0.08	✓	
"	gt	4.74	-0.41	✓	

angle?  
Here $\langle 4.31 \rangle$ 

10 + 11	Int. Sewer	4.71	- 0.40	✓	Par
"	82.9 W M.H. Rim	4.02	+ 0.29	✓	
"	" " " F.L.	6.32	- 2.01	✓	
"	186.5 E " Rim	5.30	- 0.99	✓	
"	" " " F.L.	9.57	- 5.26	✓	Junction M.H.
10 + 124	9T.	4.72	- 0.41	✓	
"	curb	4.38	- 0.07	✓	
+ 50	sdw	4.41	- 0.10	✓	
"	"	4.24	+ 0.07	✓	
+ 50	"	4.10	0.21	✓	

Fd. B.P. in curb  
T.P. NE Cor 5.41  $\langle 5.63 \rangle$  4.09  $\langle 0.27 \rangle$  Alley South of Hillerton  
Cavetto Mission Blvd.

11 + 832	cb	5.35	0.28	✓	
"	9T.	5.52	0.11	✓	
11 + 911	Int. Sewer: A?	5.48	0.15	✓	Par.
"	93 E M.H. Rim	5.97	0.56	✓	
"	" " " F.L.	9.97	- 4.34	✓	
"	121.8 W " Rim	4.61	+ 1.02	✓	
"	" " " F.L.	7.15	- 1.52	✓	
11 + 991	9T.	5.43	0.20	✓	
"	cb	5.17	0.46	✓	
12 + 50	sdw	5.23	0.40	✓	
13	"	5.15	0.48	✓	
+ 50	"	5.43	0.20	✓	

## Check Bench Levels

B.M. B.P.	0.79	$\langle 7.92 \rangle$		7.13	So. end of sewer
T.P.	3.55	6.72	4.73	3.19	✓
T.P.	4.79	4.61	6.92	- 0.18	✓
Check to B.P.	San Luis Rey Pl. Mission Blvd.		5.18	- 0.07	✓ - 0.85 0.02
T.P.	5.34	5.37	4.58	0.03	✓
T.P.	2.89	4.12	5.14	0.23	✓
B.M. B.P. NE Cor. Mission Blvd.			5.32	- 1.22	✓

check B.M. B.P. in N.E. cb.   
 San Diego Pl. & Mission Blvd.   
  $\langle 4.50 \rangle$

		$\langle 5.63 \rangle$		
14	sdw	5.65	-0.02	✓
+50	"	5.85	-0.22	✓
T.P.	4.65	$\langle 4.50 \rangle$	5.78	$\langle -0.15 \rangle$ ✓
15	sdw	4.91	-0.41	✓
+50	"	5.08	-0.58	✓
+60	"	5.12	-0.62	✓
"	Tch. Cable	7.12	-2.62	✓
+6.11	curb	5.12	-0.64	✓
"	gt.	5.22	-0.94	✓
15+49.1	Int. Sewer	5.23	-0.93	Par. ✓
Baywalk	52 E M.H. Pipe	5.24	-0.74	✓
"	" " " " Fl.	8.68	-4.18	✓
"	70x W " " RM	4.76	-0.26	✓
"	" " " " " Fl.	M.H. Plugged	full of sand	
15+77.1	gt.	5.48	-0.98	✓
"	curb	5.21	-0.71	✓
16	sdw	5.39	-0.89	✓
+50	"	5.56	-1.06	✓
+54.5	"	5.60	-1.10	✓
"	2' W Fl. 2" pipe	8.41	-3.91	and some Box ✓
"	" " Top grate	6.32	-1.82	✓
"	5' W Top Curb	5.66	-1.16	✓

T.P.	4.47	$\langle 5.23 \rangle$	5.69	$\langle -1.19 \rangle$ ✓
16+50.4	Top ch. Ret.	6.38	-1.10	✓
"	gt.	6.72	-1.44	✓
17	Par.	6.72	-1.44	✓
+167	gt.	6.27	-1.39	✓
"	cb	5.91	-0.63	✓
+12.2	Top Junc. Box	5.79	-0.51	✓
"	Int. Fl. 12" Cor. Pipe	9.53	-4.25	✓
17+25.6	B.C. Ret.	5.9	-0.62	✓
"	4' W cb	5.82	-0.54	✓
17+51.80	B.C.	5.6	-0.3	✓
"	4' W cb	5.57	-0.29	✓
18		5.1	+0.2	✓
+50		5.0	0.3	✓
19+107	EC.	4.9	0.4	✓
"	4' W cb	4.51	0.77	✓
+50		4.3	1.0	✓
20		3.6	1.7	✓
"	4' W cb	3.84	1.46	✓
+50		3.2	2.1	✓
21		2.5	2.8	✓
+20		2.3	3.0	✓
21+33.05	Eq. 19+76.4=B.C.	3.4	1.9	FB. 1633-11 ✓
"	4' W cb	4.23	3.05	✓

CSM

6-30-44

Levels on U.S. Mil. Cav. Cable

49

old. @ PT. 182 + 5800

1646-3

4.50

6.15

1.65

210 Hub

Tap 1/2" Cable, 24' S. of line 11.70

-5.55

U.S. Mil. Cav. Cable

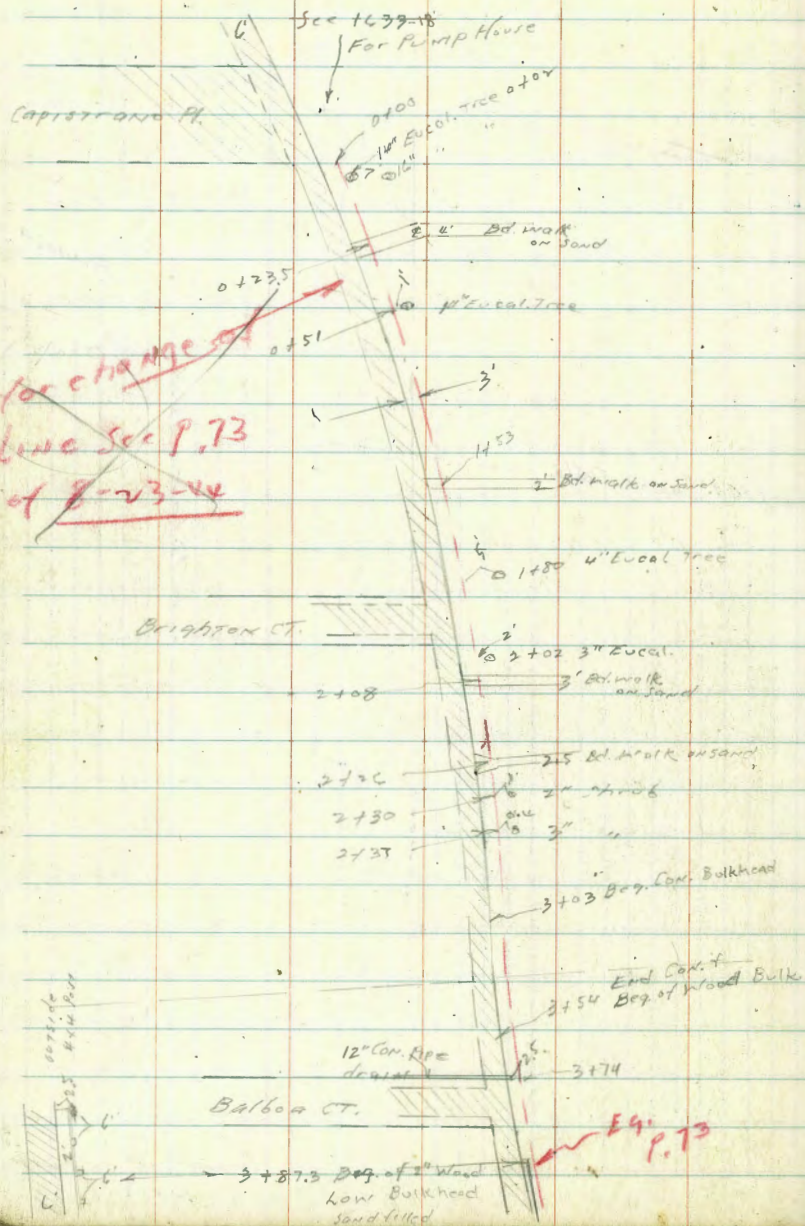
M. P. Lantz Blvd

FANOSA

R. Jensen

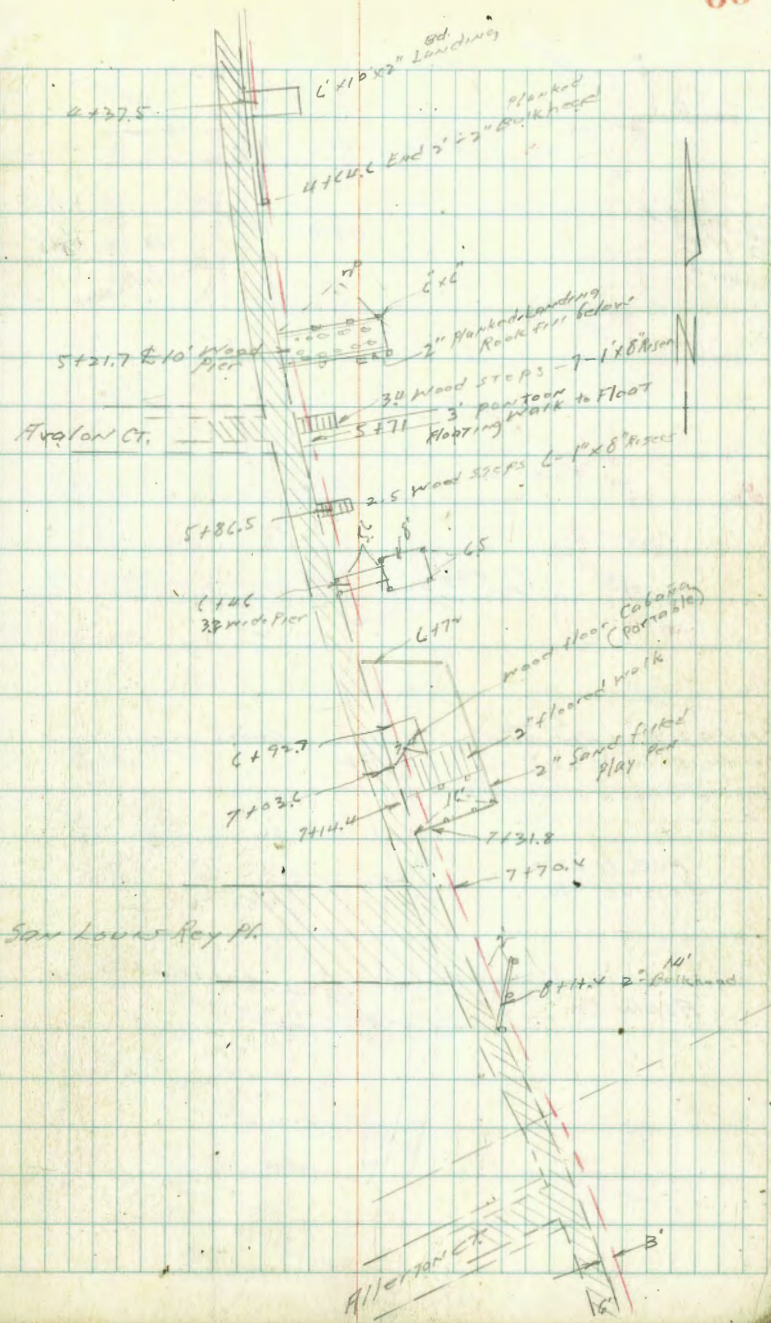
Pressure Sewer  
via Bayside Walk  
Capistrano Pl. Fly

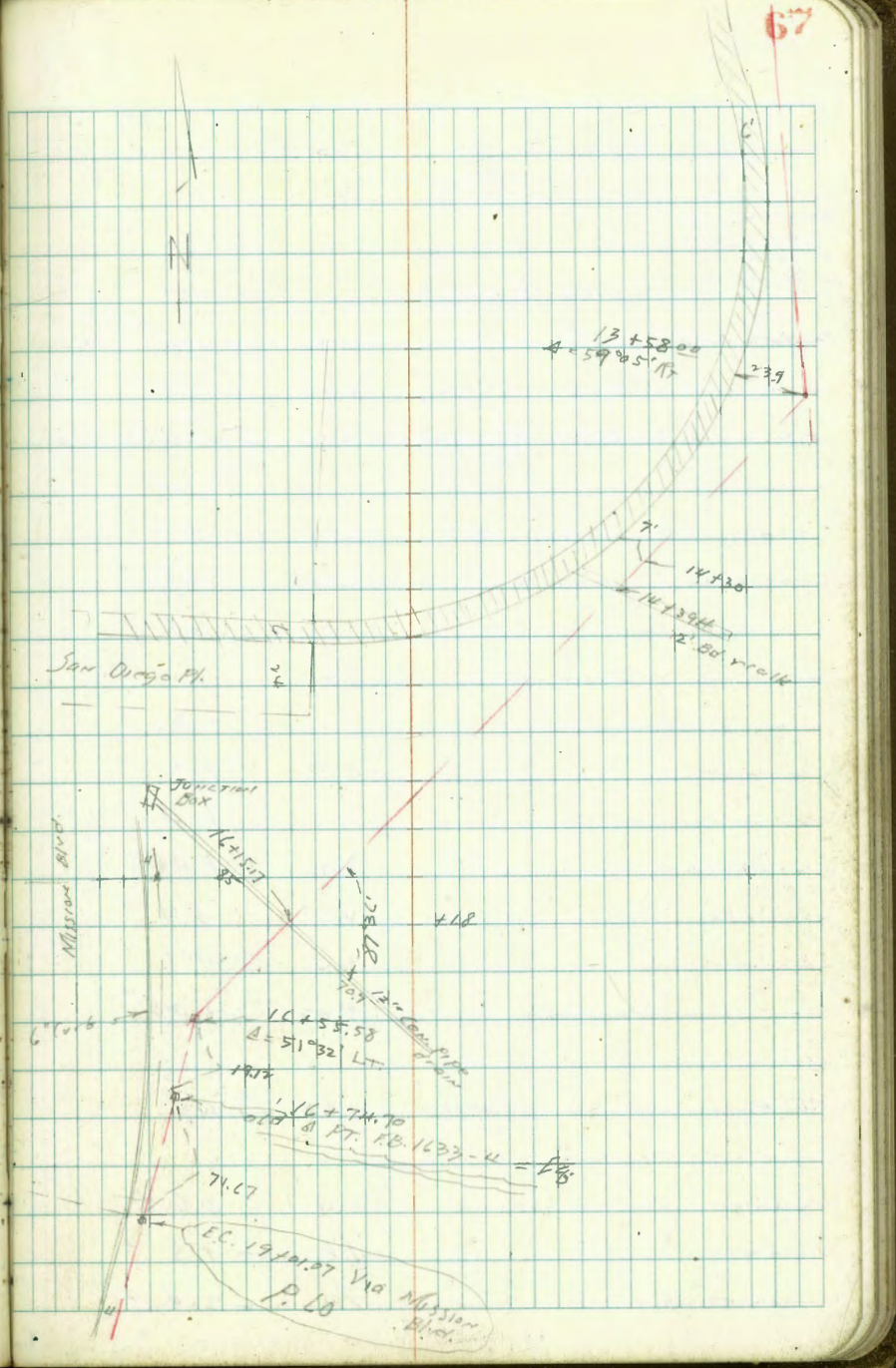
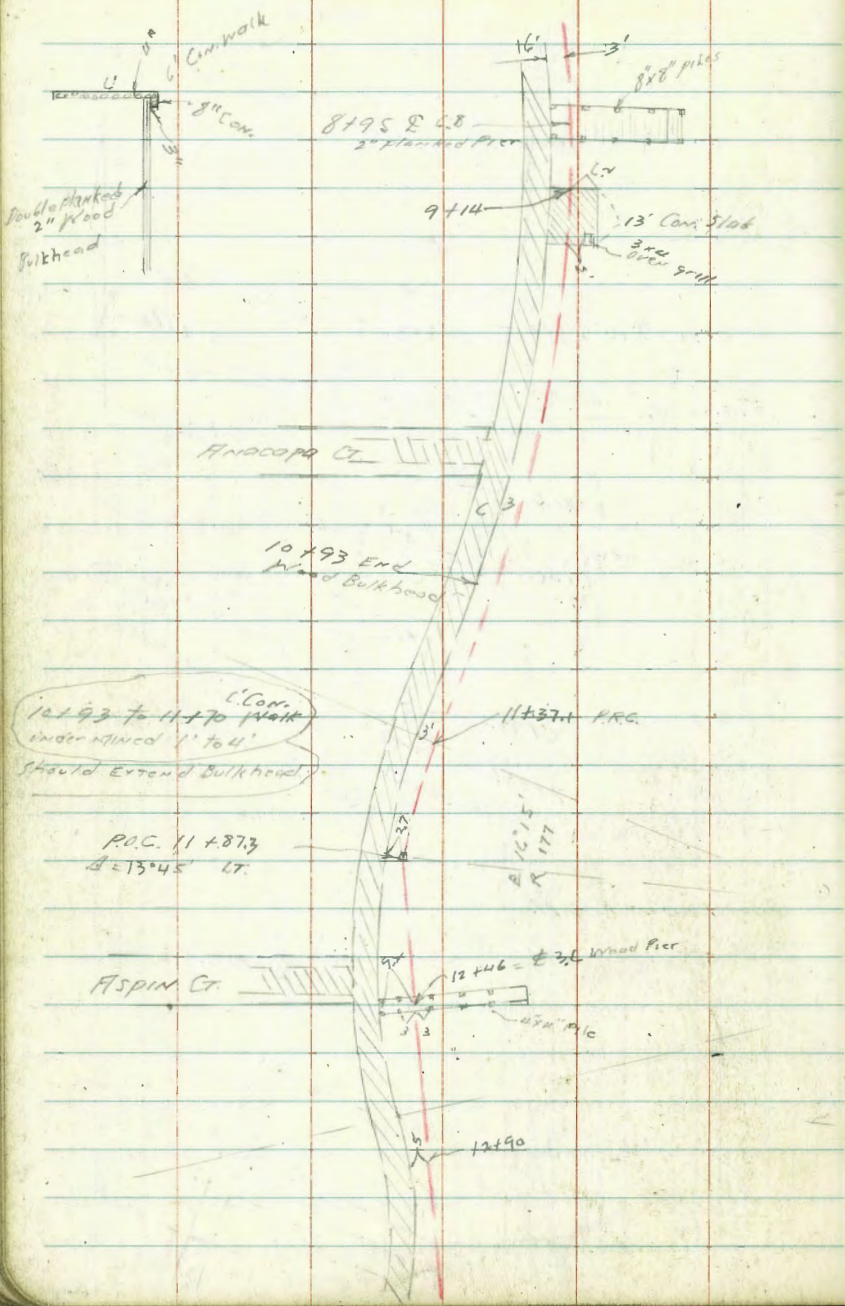
C. Moore  
San Diego 1911-12  
W. S. H.  
7-7-44



for change  
line Sec 9.73  
of 7-23-44

Eq. 9.73





## Sewer Levels on Proposed

Pressure Sewer via Bayside Walk  
Capistrano Pl. Sly.B.M.B.P. N.E. Cor.  
1st Alley So. of  
Brighton Ct.  
on Mission Blvd.

5.52 &lt;3.47&gt; -2.05

Ed. B. Rincomb

3.90 -0.43 <sup>m 7/8/44</sup> ✓

T.P. 5.63 &lt;5.34&gt; 3.76 -0.29 ✓

T.P. Next 5.74 &lt;4.30&gt; 4.76 0.58 ✓

0 to S.E. Capistrano Pl. 5.7 0.6 ✓

" 3' W. Con. Walk 5.77 -0.55 ✓

+50 5.7 0.6 ✓

1 5.7 0.6 ✓

" 3' W. Con. Walk 5.26 1.06 ✓

+50 5.0 1.3 ✓

2 4.9 1.4 ✓

" 3' W. Con. Walk 4.90 1.42 ✓

+50 4.9 1.4 ✓

3 5.2 1.1 ✓

" 3' W. Con. Walk 5.07 1.25 ✓

T.P. 4.30 &lt;6.04&gt; 4.58 &lt;1.74&gt; ✓

3+03 5.4 0.6 ✓

+07 7.8 -1.8 ✓

+25 8.4 -2.4 ✓

Marked -0.26 by STATE Yellow Paint.

SW Cor. 1st Alley N. of Capistrano Pl. on Mission Blvd. F. Hyd. Near

Wall Fence Post SW Cor. Capistrano Pl. + Bayside Walk

(6.04)

3	+50		10.4	-4.4	✓
	+74	25W FL 12" Coy. Pipe FRGIN	11.83	-5.79	✓
	+873	Top rock pile	9.0	-3.0	✓
	"	Bag Low n Bulkhead	9.0	-3.0	Top 2" Plank
	+90	Sand	11.6	-5.6	✓
4	"	"	12.0	-6.0	✓
	"	1'W Top 2" Bulkhead	9.0	-3.0	✓
	"	3'W sdw	5.04	+1.0	✓
	+12	Sand	12.2	-6.2	✓
	+19	Top Rock pile	10.3	-4.3	✓
	+24	Sand	11.6	-5.6	✓
	+325	Top 2" wood Landing	9.7	-3.7	✓
	"	1'W Top 2" Bulkhead	8.8	-2.8	✓
4	+644	Sand	11.6	-5.6	✓
	"	End 2" Bulkhead	8.8	-2.8	Top
	+70	Top rock pile	9.5	-3.5	✓
	+77	sand	11.9	-5.9	✓
5	"	"	12.8	-6.8	✓
	"	3'W sdw	5.06	+0.98	✓
	+16	sand	12.6	-6.6	✓
	+17	Top rock under Landing	10.5	-4.6	✓
	+17	Top 2" planked Box	9.0	-3.0	✓
5	+21.7	2 Landing on deck	5.8	+0.2	✓
	+26	Top rock	10.6	-4.6	✓
	+27	Sand	11.6	-5.6	✓

(6.04)

5	+50	sand	11.5	-5.5	✓
6	"	"	10.4	-4.4	✓
"	"	3'W sdw	4.97	+1.07	✓
	+30	Sand	9.6	-3.6	✓
	+46	Top Landing deck	5.5	+0.5	✓
	+50	Sand	9.9	-3.9	✓
8	+72	"	10.3	-4.3	✓
	"	Top 2" wood Bulkhead	6.5	-0.5	✓
	"	Sand in play pen	7.3	-1.3	✓
7	+14.4	Edge 2" threaded mast	5.8	+0.2	✓
	"	Sand	7.4	+1.4	✓
	"	3'W sdw	4.83	+1.21	✓
	7.10	5.08	(6.35)	4.77	(1.27)
7	+31.8	Sand Play Pen	7.8	-1.4	✓
"	"	Top 2" Bulkhead	6.8	-0.4	ground Play Pen
"	"	Sand beach	9.7	-3.3	✓
150	"	"	10.2	-3.8	✓
8	"	"	10.2	-3.8	✓
"	"	3'W sdw	5.05	+1.30	✓
	+50	sand	10.1	-3.7	✓
8	+35	"	9.4	-3.0	under pier
"	"	deck piece	6.8	-0.4	✓
9	"	sand	8.9	-2.5	✓
"	"	3'W sdw	5.06	+1.29	✓



<L35>

9	+20.5	CR. Cont. 2106	7.9	-1.5	✓
	+30	sand	8.1	-1.7	✓
	+50	"	6.5	-0.1	✓
	+65	CR. of Bacon Grain	5.5	+0.9	✓
	+75		6.2	+0.2	✓
10		sand	7.0	-0.6	✓
"		3' W edge	5.9	+1.06	✓
	+150	sand	8.5	-2.2	✓
10	+93	" <sup>Thompson's Wood</sup> end Bulkhead	8.3	-1.9	✓
"		3' W edge	5.4	+0.91	✓

T.P. 4.96 <L102> 5.29 <L101a>

11	+37.1	MRC sand	7.8	-1.8	✓
"		3' W edge	5.1	+0.88	✓
	+55	sand	6.9	-0.9	✓
	+75	"	5.2	+0.8	✓
11	+87.3	A 13'45" LT sand	5.3	+0.7	✓
"		27' W edge	5.06	+0.96	✓
11		sand	5.3	+0.7	✓
	+25	"	6.8	-0.8	✓
	+46	"	6.7	-0.3	✓
"		deck wood piece	5.0	+1.0	✓
	+80	sand	6.1	-0.1	✓
13		"	4.5	+1.5	✓

<L01>

13	55 W	top edge	5.8	+0.94	✓
	+75	sand	5.0	1.0	✓
	+45	"	5.0	1.0	✓
13	+58	A 59'05" RC sand	3.6	2.4	✓
	+85	sand	3.6	2.4	✓
14		"	5.1	0.9	✓

T.P. 4.91 <L01> 4.92 <L10>

14	+30	sand	5.2	0.8	✓
"		7' W edge	5.06	0.95	✓
	+50	sand	5.2	0.8	✓
15		"	6.7	-0.7	✓
	+50	"	8.0	-2.0	✓
16		"	8.4	-2.4	✓
	+15.27	"	8.5	-2.5	✓
"		Top 12" Comp Pipe drain	10.3	-4.3	✓
	+29	sand	8.5	-2.5	✓
	+40		5.5	+0.5	✓
16	+55.58	A 51'03" LT	5.9	+0.1	✓
16	+74.7	= E8. old A pt.	5.7	+0.3	see 1633

check for B.M. NE San Diego Pl. and Mission Blvd. 7.9 <L118> -1.19

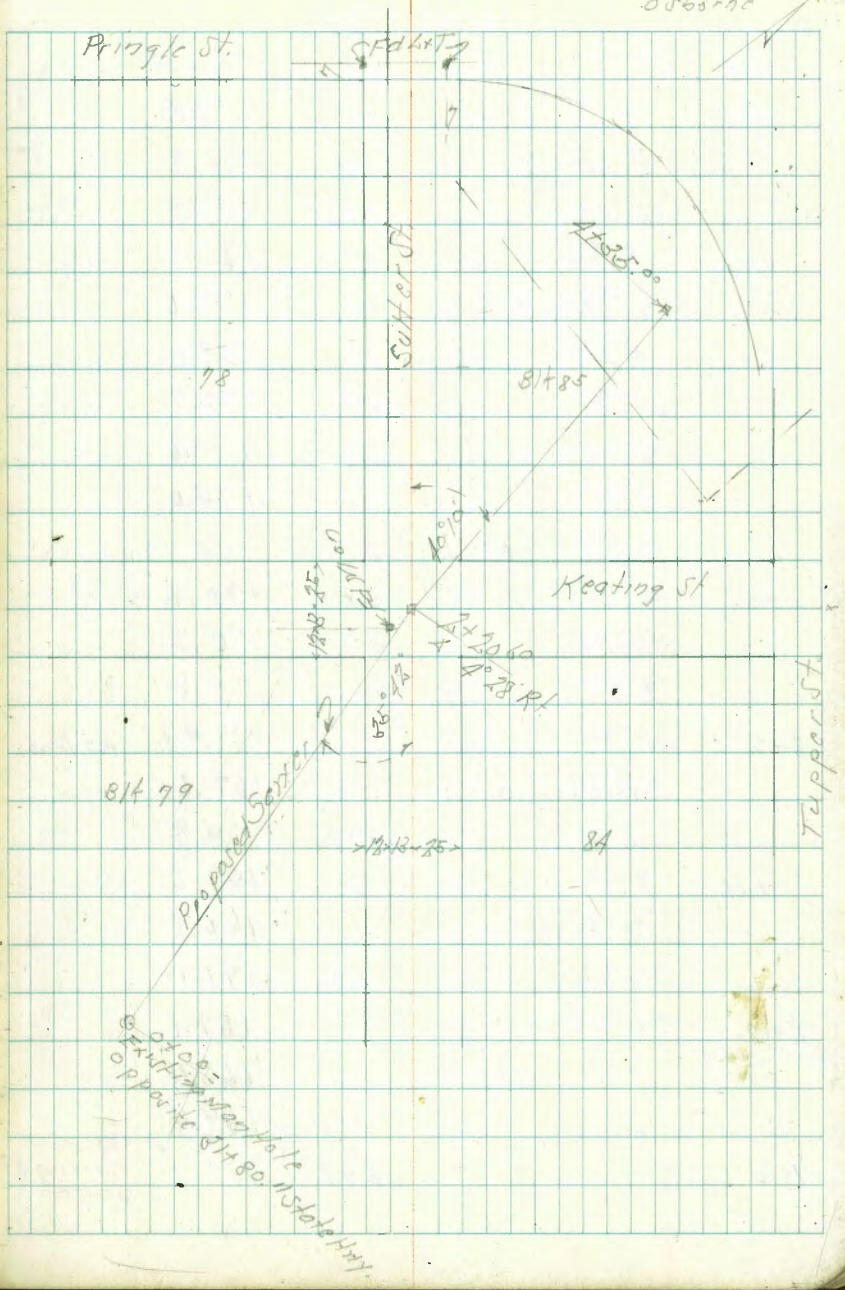
Proposed Sewer Block 85 + 79  
Middletown Add.

BM	1.30	267.31		266.01	HEBP Pringle Washington
TP	2.12	259.39	10.04	257.27	
TP	0.49	247.10	12.78	246.61	
TP	0.00	234.44	12.66	234.44	
TP	0.03	222.82	11.65	222.79	
4125			267	220.15	as stub
4110			10.5	212.3	
TP	0.25	210.36	12.71	210.11	
3195			31	207.3	
"	6' Lt of 2		41.5	211.9	
"	6' Rt " = Bottom Drax		4.6	205.8	
3172			10.8	199.6	
"	6' Lt		6.6	203.8	
"	6' Rt = Bottom Drax		11.8	198.6	
TP	0.69	198.06	12.99	197.37	
3150	= Bottom Drax		4.6	193.5	
"	6' Lt of 2		4.6	193.4	
"	6' Rt " "		3.8	194.3	
3122			8.2	189.9	
"	6' Lt of 2		8.2	189.9	
"	6' Rt " "		9.0	189.1	
TP	1.41	186.60	12.87	185.19	
310			3.0	183.1	
"	6' Lt		3.0	183.1	
"	6' Rt		2.5	184.3	

Indexed  
C.S.K.

July 19-21  
Sisson  
Bliss  
Osborne

71



18660

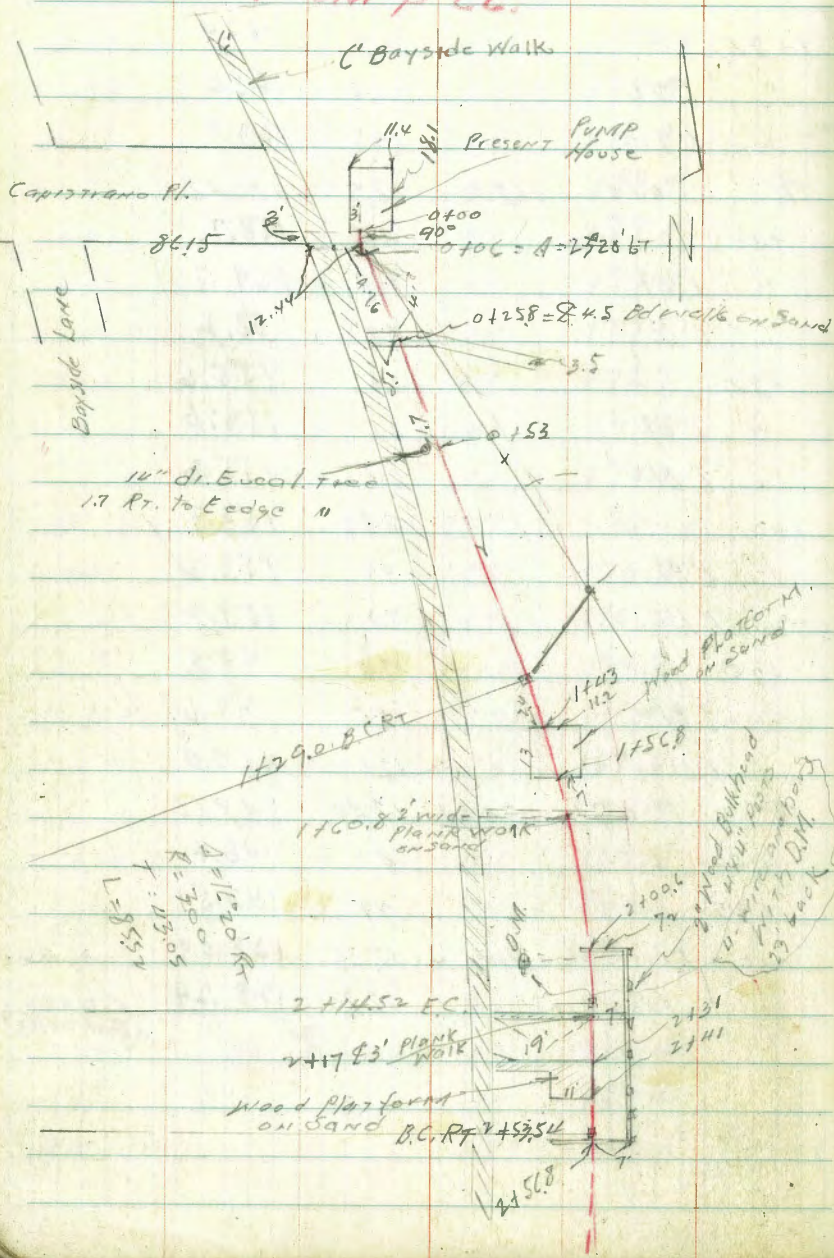
2+92		42	182.4	
+85		77	178.9	
"	6' RT of 2	77	178.9	
"	6' Lt "	77	178.9	
+75		91	177.5	
"	6' RT of 2	90	177.6	
"	6' Lt "	88	177.8	
+50		129	172.7	
"	6' RT of 2	140	172.6	
"	6' Lt "	126	174.0	
TP	0.26	174.13	12.83	173.77
+31		39	170.2	
"	6' RT	39	170.2	
"	6' Lt	+0.5	174.6	
2+20.60		2.72	171.41	0.75 feet
"	6' RT of 2 - Bot. Draw	6.5	167.6	
"	6' Lt "	+0.8	174.9	
+10		6.6	167.5	
"	6' RT - Bot Draw	7.6	166.8	
"	6' Lt	3.0	171.1	
2+0		7.0	167.1	
"	6' RT - Bot Draw	8.7	165.4	
"	6' Lt	4.7	169.4	
B.V		6.99	167.14	13' May 7 Keating + Sutter

174.13

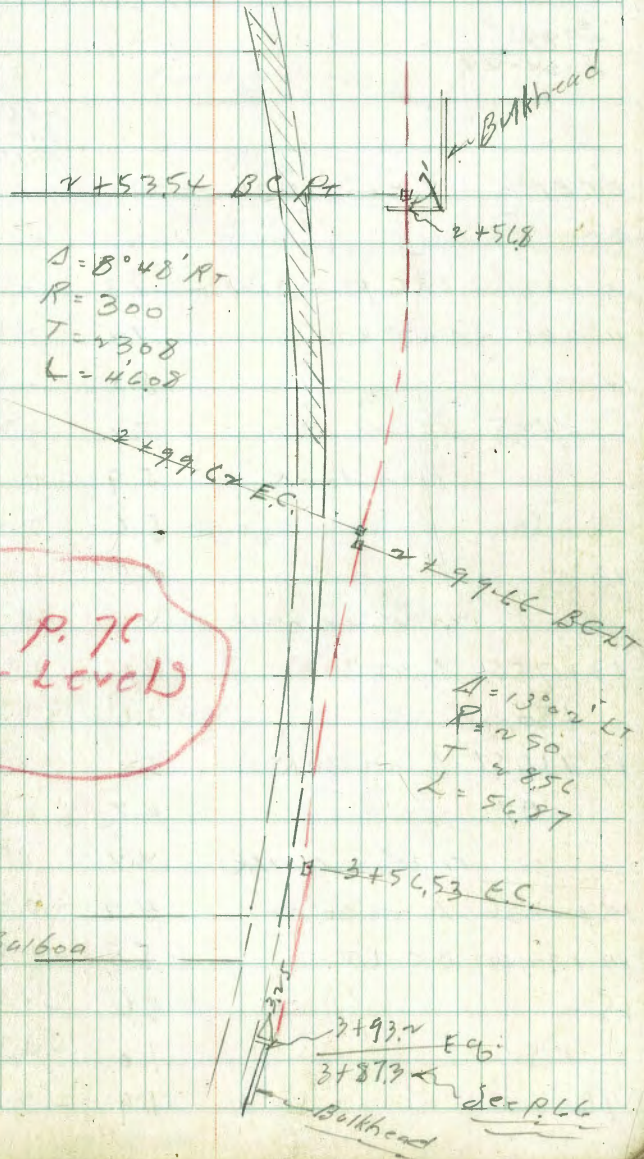
1+75		11.7	162.4	
"	6' RT	10.5	163.6	
"	6' Lt	10.2	163.9	
TP	0.64	162.06	12.71	161.42
+50		34	158.7	
"	6' RT	2.4	159.7	
"	6' Lt	39	158.2	
+25		6.5	155.6	
"	6' RT	6.5	155.6	
"	6' Lt	6.3	155.8	
1+0		8.8	153.3	
"	6' RT	8.9	153.2	
"	6' Lt	8.9	153.2	
+95		12.3	149.8	
"	6' RT	12.5	149.6	
"	6' Lt	12.1	150.0	
TP	0.78	150.44	12.40	148.66
+50		9.0	146.4	
+25		7.9	142.5	
0+0 =	Exit Man Hole	12.35	138.09	0.9 feet
	Flow Line	22.20	128.24	

123.00  
Book 210/63

Change of Line of Pressure  
Sewer on Bayside Walk  
From P. 66.



C. Moor  
E. B. 995 8-23-44



See p. 76  
for Levels

$\Delta = 8^{\circ} 48' RT$   
 $R = 300$   
 $T = 130.8$   
 $L = 460.8$

$\Delta = 13^{\circ} 02' LT$   
 $R = 250$   
 $T = 85.6$   
 $L = 56.87$

17th Line change on Pressure sewer

Bayside Walk at San Diego Pl.

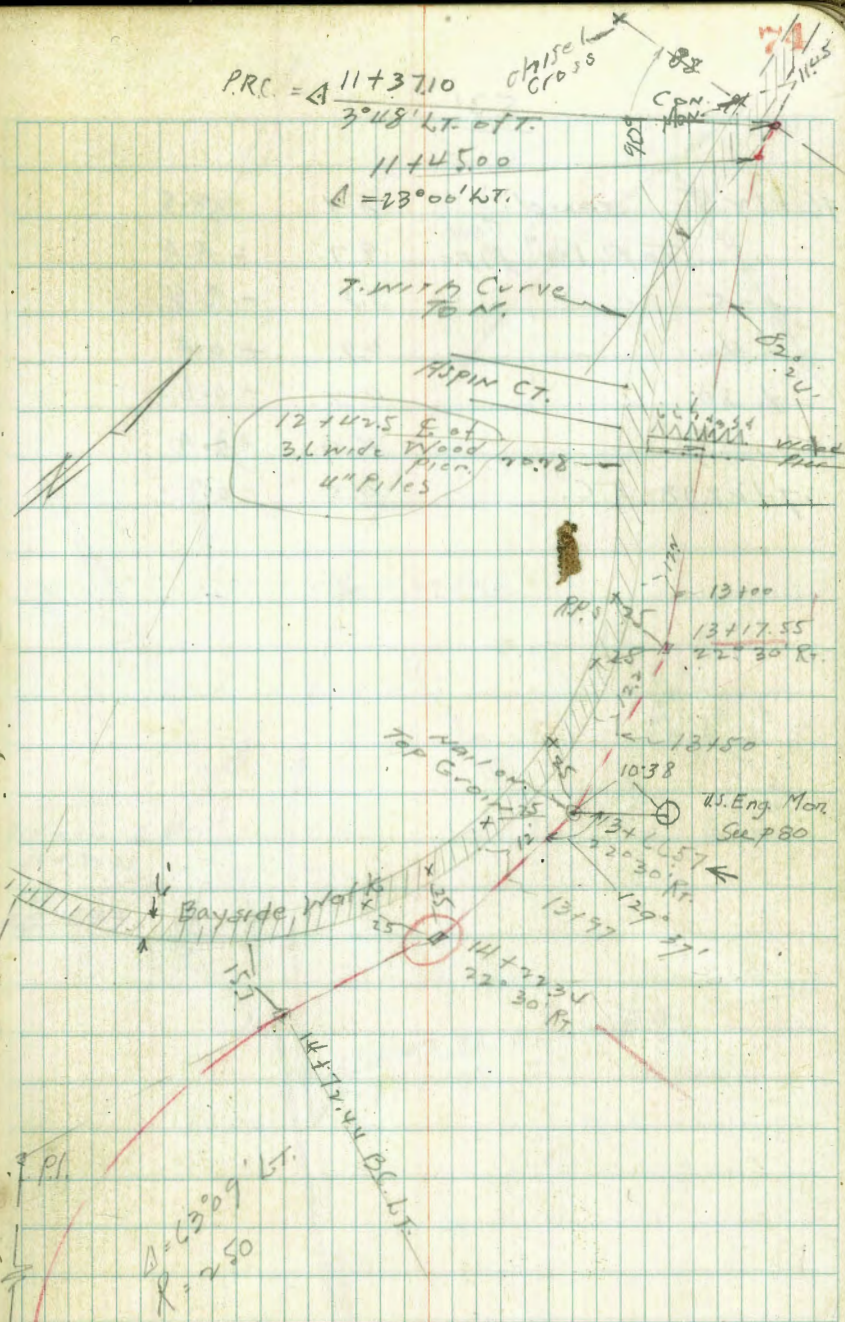
C. Moore to Mission Bay Bridge

8-24-44

NE Cor. Curve  
San Diego Pl. &  
Mission Blvd.

EMBR.	C. 50	S. 31		
11+37.10	PRC PT = $\Delta 3^{\circ} 48' 17''$	7.3	-2.0	
11+44.5	$\Delta 23^{\circ} 47'$	7.7	-1.9	
11		8.3	-3.0	
+44.5	SAND	7.4	-2.1	
"	Pier deck	5.9	-0.6	
+50		5.6	-0.3	
13		4.5	+0.8	
"	12" W. on walk	4.4	+0.8	
13+17.55	$\Delta 22^{\circ} 30' R$	4.3	1.0	
+50		3.6	1.7	
13+22.57	$\Delta 22^{\circ} 30' R$	3.0	2.3	
+97		4.7	0.6	
"	12" W. = walk	4.4	0.9	
14+22.34	$\Delta 22^{\circ} 30' R$	4.7	+0.6	
14+27.44	B.C. 6T.	5.5	-0.2	
15		5.6	-0.3	
+50		7.0	-1.7	
16		7.9	-2.6	

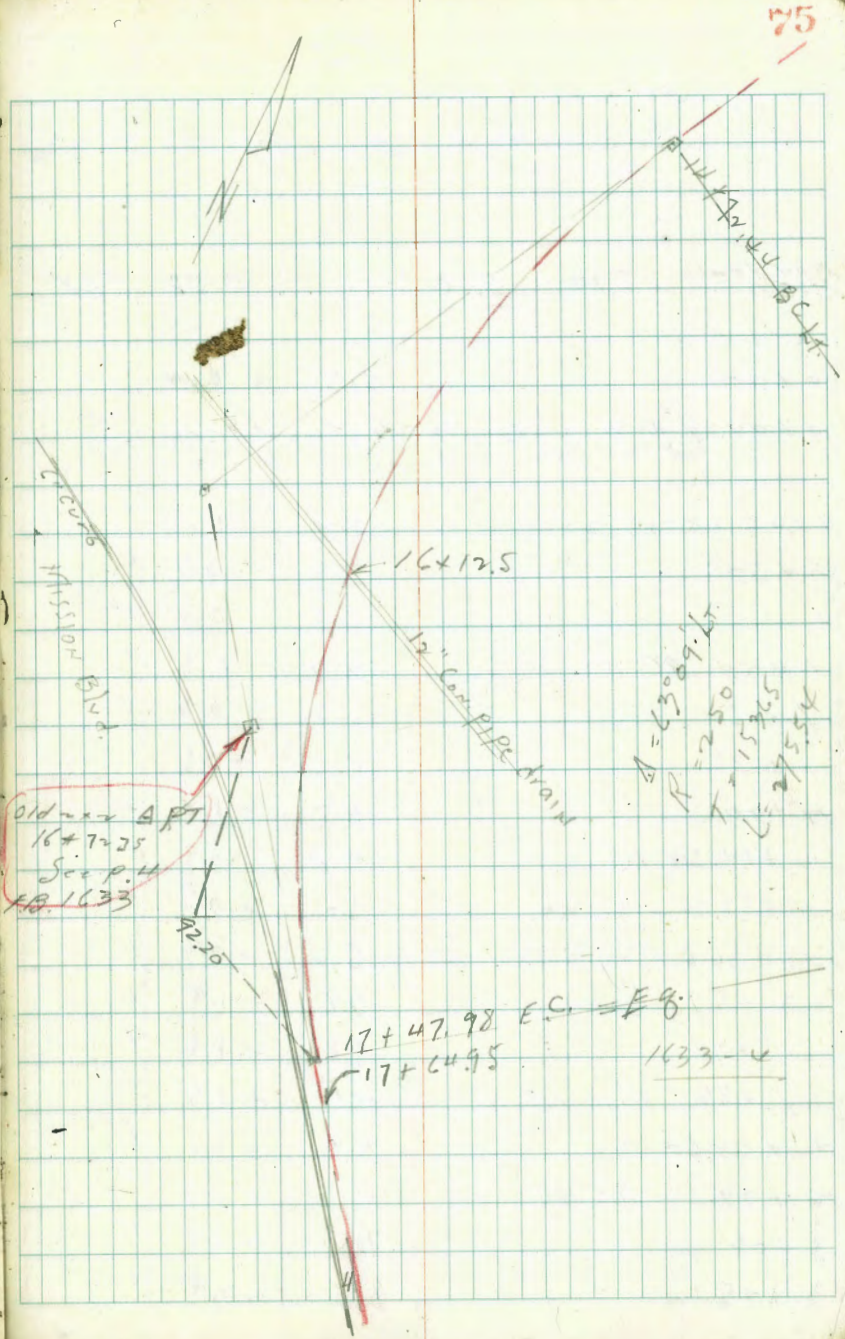
PRC =  $\Delta 11+37.10$  chisel cross  
 $3^{\circ} 48' 17''$  LT. BT.  
 $11+44.500$   
 $\Delta = 23^{\circ} 00' 47''$



Contd. P. 75

531

16+12.5	SAND	8.1	-2.8
"	Top 12" Pipe	9.7	-4.4
+25		8.8	-3.5
+40		4.9	+0.4
+50		4.7	+0.6
17		4.9	+0.4
17+47.98	EC.	4.5	+0.7



Old ~~map~~ ART  
16+72.25  
See P. 44  
FB 1633

Sewer Levels  
 Sketch p. 73

Nail fence post. 5.10 5.68 0.58 P. 68

0+00 5.5 + 0.2 ✓

0+04 =  $\sqrt{}$  R<sub>2</sub> to Edge 12" di. Eucal tree  
 5' LT " " " " " "

0+06 =  $\Delta$  + 3° 20' LT 5.4 0.3 ✓

0+50 5.4 0.3 ✓

1 5.5 0.2 ✓

1+29 B.C. Pt 4.9 0.8 ✓

1+50 5.1 0.6 ✓

+75 6.5 - 0.8 ✓

4+00 4.7 + 1.0 ✓

4+14.54 E.C. 4.8 + 0.9 ✓

4+53.54 = B.C. Pt. 5.0 + 0.7 ✓

4+56.8 Top Bulkhead 5.0 + 0.7 ✓

2+57 Sand 7.6 - 1.9 ✓

+78 6.8 - 1.1 ✓

+85 Top Mole 4.1 + 1.6 ✓

4+99.64 E.C. 4.1 + 1.6 ✓

4+99.66 B.C. LT 4.1 + 1.6 ✓

3+06 7.5 - 1.8 ✓

3+25 8.1 - 2.4 ✓

3+56.53 E.C.

10.2

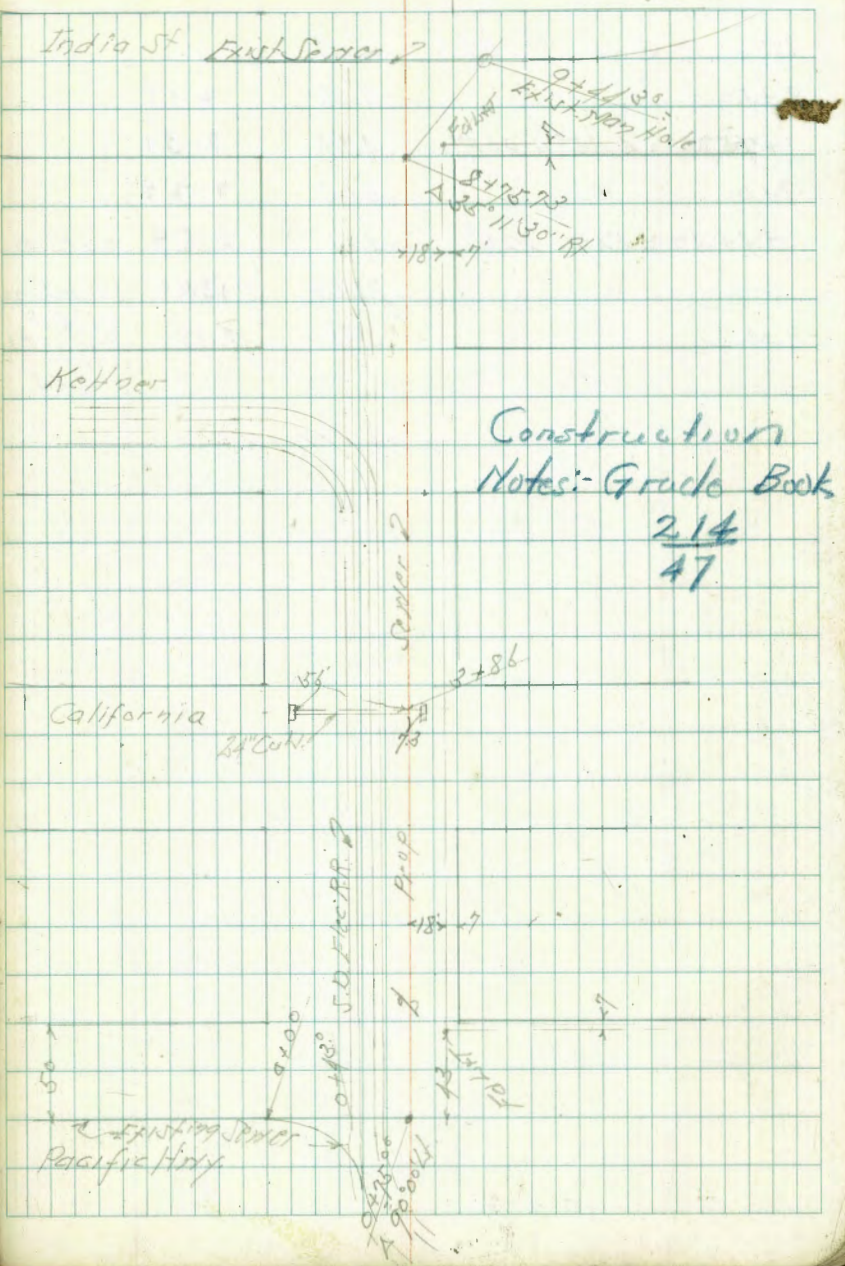
- 4.5 ✓

Proposed Sewer Market St  
Pacific Hwy to India St

BM	4.21	5.61	1.40	SMB.P Market St Kettner
TP	5.15	6.98	1.83	
0+0	= 1/2 Market		3.78	3.20
+43	= Top of Rail S.D. Elev		3.52	3.46
+58.2	= 5 Rail		3.51	3.44
+75.00	= 490°00' Lt		3.55	3.43
1+0			3.62	3.36
+50			4.26	2.72
2+0			4.78	2.20
+50			5.34	1.64
3+0			5.93	1.05
+50			6.10	0.88
+86	= Cross Cut		6.40	0.58
"	7.3 Rt = Bot Inlet		11.74	-4.76
TP	5.35	6.19	6.14	0.84
3+88	56' Lt = Bot Inlet		10.34	-4.15
4+0			5.45	0.74
+50			5.22	0.97
5+0			5.09	1.10
+50			4.98	1.21
6+0			4.68	1.51
+50			4.15	2.04
7+0			4.23	1.96
+50			4.16	2.03
8+0			4.11	2.08

indexed  
c.s.k.

Sep 15-44  
S.W.S.  
Bliss  
O.S.G.



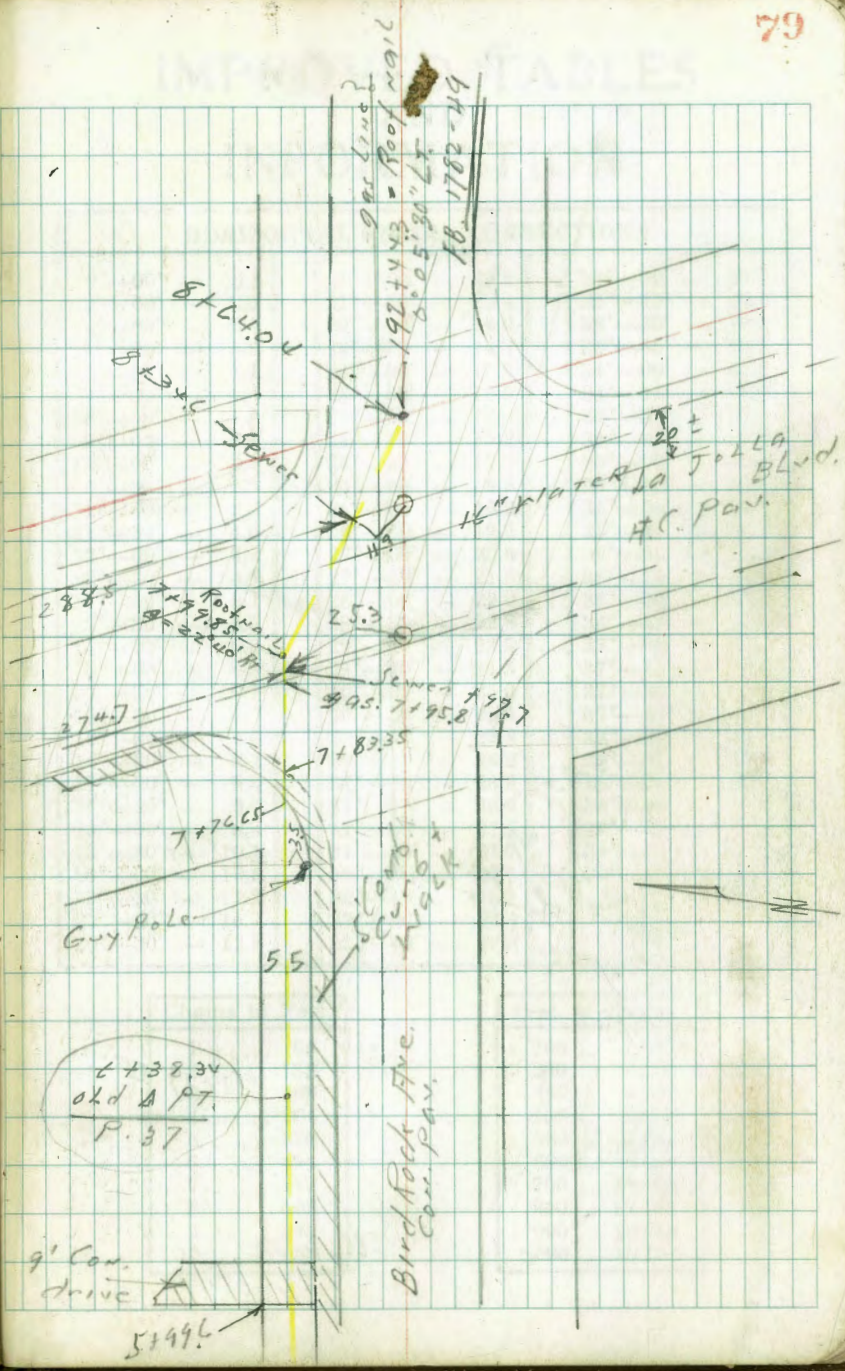
Constructors  
Notes: Grade Book  
2.14  
47



		6.19			
IP	514	725	4.08	2.11	
8450			5.08	2.17	
47573	-135° 11' 30" R		4.94	2.31	
940			5.03	2.22	
44430	= First MH		4.66	2.59	09 R100
"			2.15	-13.90	Floxhine
B.M.			4.88	2.37	SMBP Magnet 17010 2.42

Moore  
Bog  
Green  
Line change on  
3-29-48 Bird Rock Ave.  
Pressure Line  
FROM P. 27 This Bk.

B.M. Sw BP Bird Rock Ave La Jolla Blvd. 535	84.44	79.09	1650-45
5+99.6	W.P. Conv. drive	9.83	74.61
6+086	E.L. " "	9.59	74.85
6+50		8.5	75.9
7		7.1	77.3
+50		5.1	79.3
+76.65	Conv. walk	4.82	79.62
+83.35	curb	4.87	79.57
"	gutter	5.31	79.13
7+97.7	Sewer (Pan)	4.91	79.53
"	25.3 Pt. Rim M.H.	5.16	79.28
"	" " F.L.	18.36	66.08
"	274.7 Lt. Rim M.H.	5.48	78.96
"	" " F.L.	14.70	69.74
7+99.85	Δ 22°40' RT	4.86	79.58
8+15		4.77	79.67
8+24.6	Sewer	5.10	79.34 (Pan)
"	288.5 Lt. Rim M.H.	5.45	79.99
"	" " F.L.	12.63	71.81
8+404	Proposed M.H. 192+44.3	5.11	79.33



Tie To US Eng Mon.

M# 39

2° 17'

14 + 22 34

129° 37'

US Mon Diego

10° 38'

13 + 66 57

22° 30'

13 + 17 55

Hl Water Mk

see p 74

# IMPROVED TABLES AND INFORMATION

## HORIZONTAL STADIA CORRECTIONS

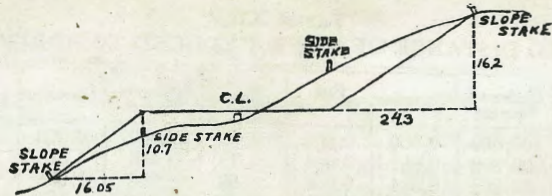
2°-00'	— 0.1	21°-00'	— 12.8	38°-00'	— 29.7
3°-00'	— 0.3	21°-30'	— 13.4	38°-15'	— 30.1
4°-00'	— 0.5	22°-00'	— 14.0	38°-30'	— 30.5
5°-00'	— 0.8	22°-30'	— 14.7	38°-45'	— 30.9
6°-00'	— 1.1	23°-00'	— 15.3	34°-00'	— 31.3
7°-00'	— 1.5	23°-30'	— 15.9	34°-15'	— 31.7
8°-00'	— 1.9	24°-00'	— 16.5	34°-30'	— 32.1
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'	— 36.1
14°-30'	— 6.3	29°-30'	— 24.3	37°-15'	— 36.4
15°-00'	— 6.7	30°-00'	— 25.0	37°-30'	— 37.0
15°-30'	— 7.2	30°-15'	— 25.4	37°-45'	— 37.4
16°-00'	— 7.6	30°-30'	— 25.8	38°-00'	— 37.8
16°-30'	— 8.1	30°-45'	— 26.2	38°-15'	— 38.2
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



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1 1/4 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 05	1 20	1 35	1 50	1 65	1 80	1 95	2 10	2 25	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.

13 17.55  
 12 42.5  
 -----  
 7 5.05

13 66.67  
 13 17.55  
 -----  
 49.12

14 72.44  
 14 22.34  
 -----  
 50.10

C  
 0-20  
 0-40  
 1-0  
 1-20  
 1-40  
 2-0  
 2-20  
 2-40  
 3-0  
 3-20  
 3-40  
 4-0  
 4-20  
 4-40  
 5  
 6  
 7

To fit

1655-

ENGINEERING DEPARTMENT  
SAN DIEGO,  
CALIFORNIA.

3515.15  
 38  
 3553.15  
 573  
 2980.5  
 1901.3  
 500  
 4401.3  
 321.3  
 80  
 1821.3  
 80  
 1741.3  
 500  
 1211.3

7  
 2  
 9 = 80 SL  
 1.03  
 7.97 = P.  
 7  
 28.97  
 38.37  
 52.50  
 32.50

1422.34  
 1260.57  
 55.77

ENGINEERING DEPARTMENT  
 CITY OF  
 SAN DIEGO,  
 CALIFORNIA.

22.3  
 38.37  
 7.97