

1663



ENGINEERS'
FIELD BOOK

No. 403F

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS.

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6 + (20-16) ÷ 2 or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.
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1663

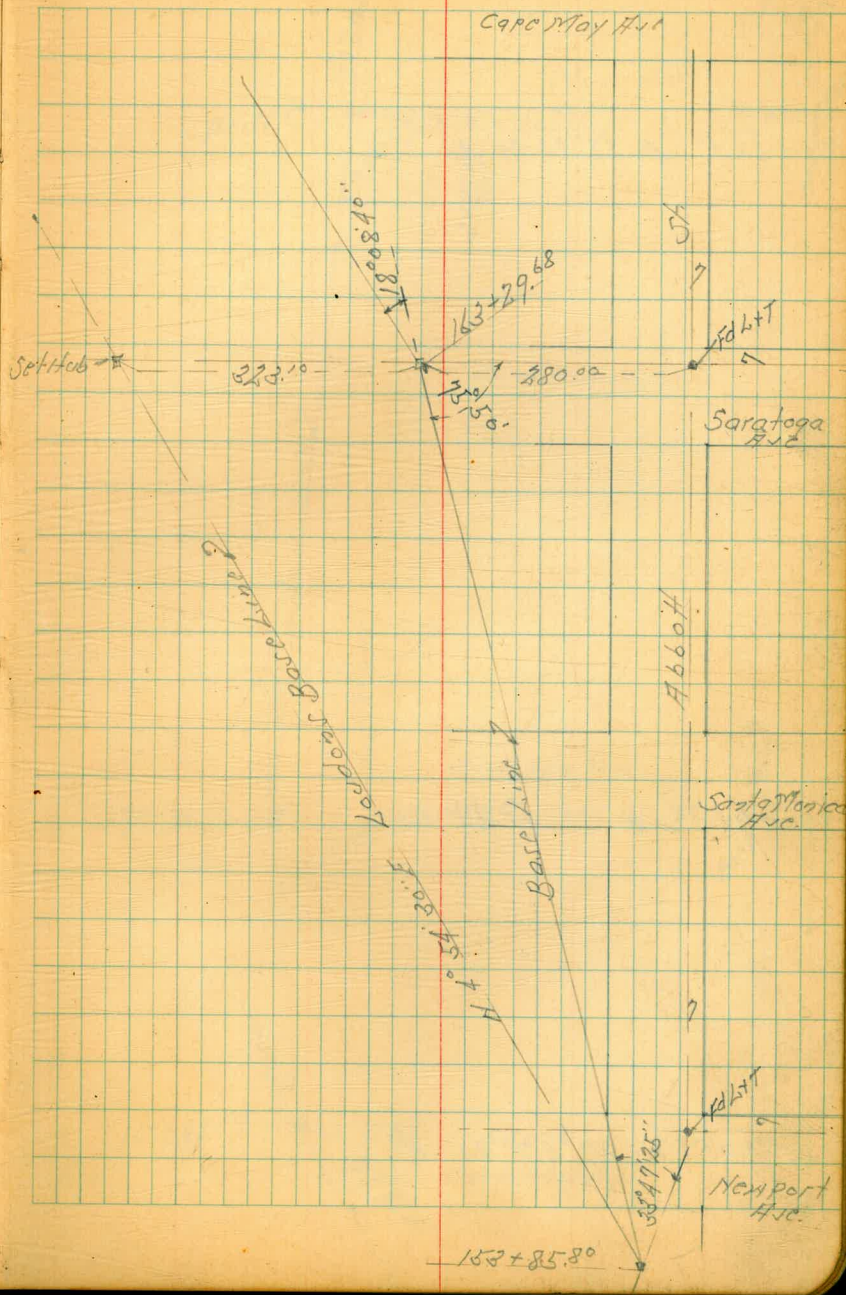
CITY ENGINEER'S OFFICE

This Field Book is manufactured of a High
Grade 50% Rag Paper having a WATER
RESISTING SURFACE, and is sewed with
Bing Special Enamel Waterproof thread.

Made in U. S. A.

163+29.68 Δ 18° 08' 40" Lt.

153+85.80 Δ

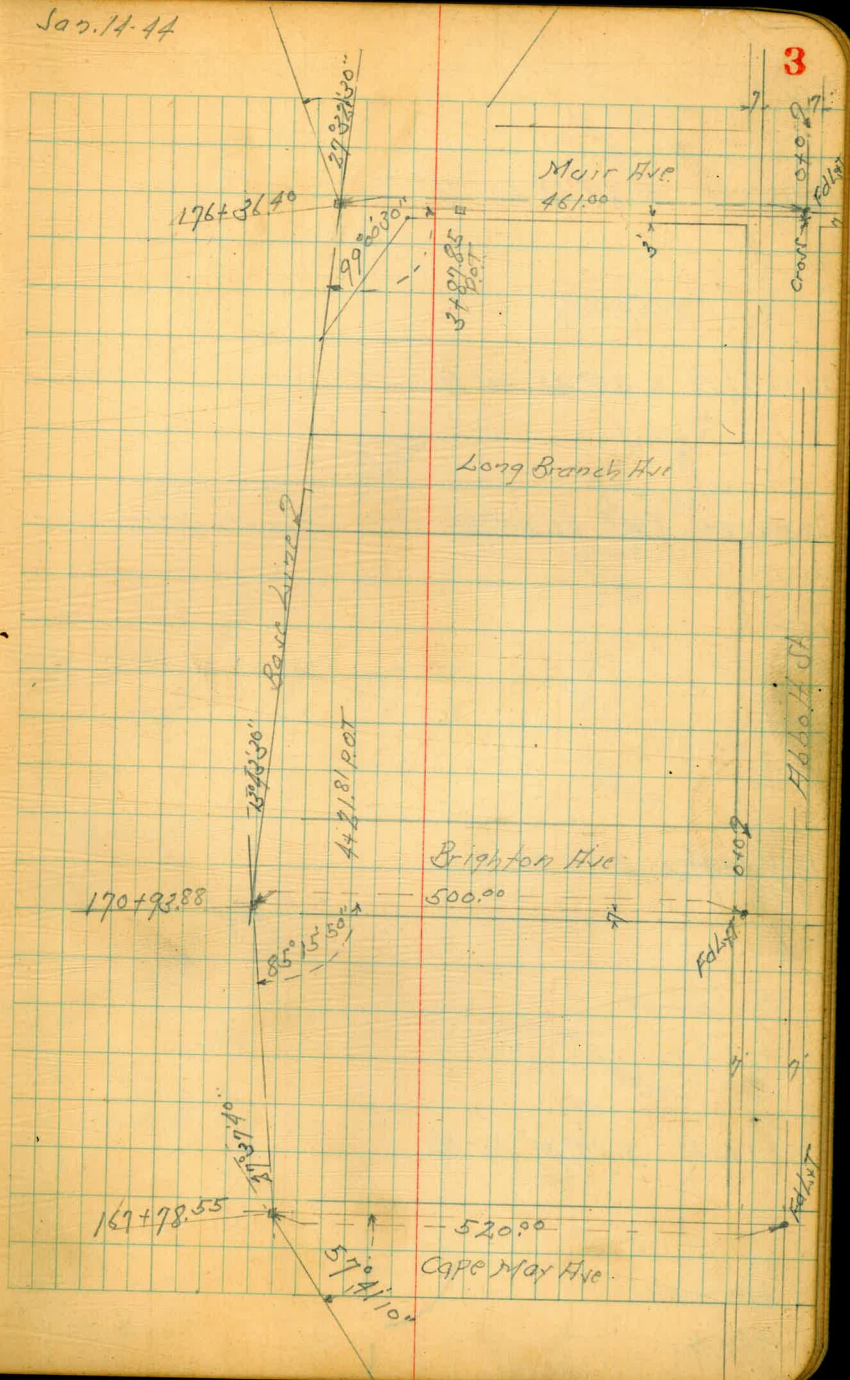


176+36.40 Δ 27° 32' 30" Lt

170+93.88 Δ 13° 43' 30" Rt

167+78.55 Δ 27° 37' 40" Rt

Jan. 14-44



191+55.88 Δ $89^{\circ}52'40''$ Lt

187+98.89 Δ $56^{\circ}33'50''$ Lt

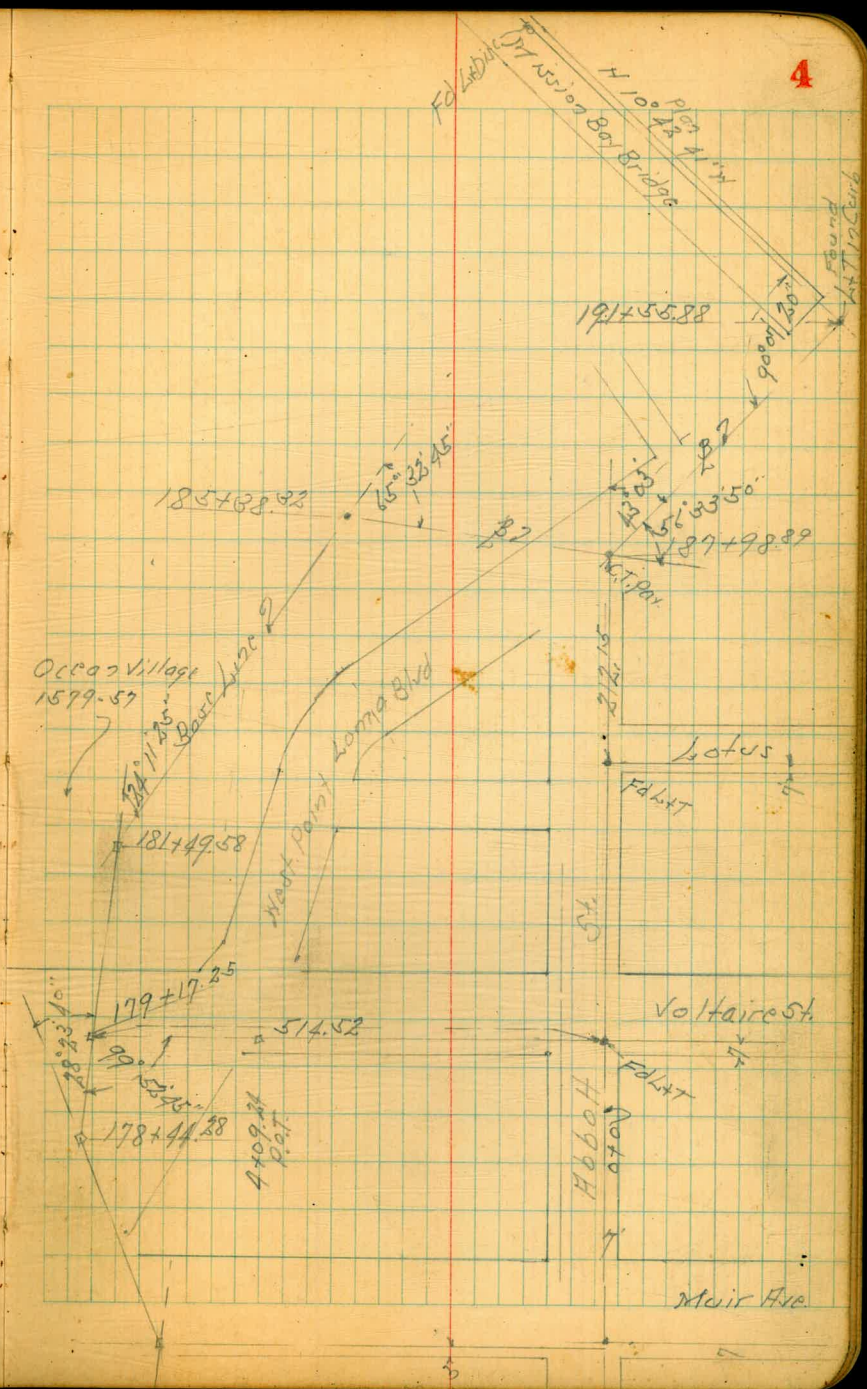
185+38.82 Δ $65^{\circ}32'15''$ Rt

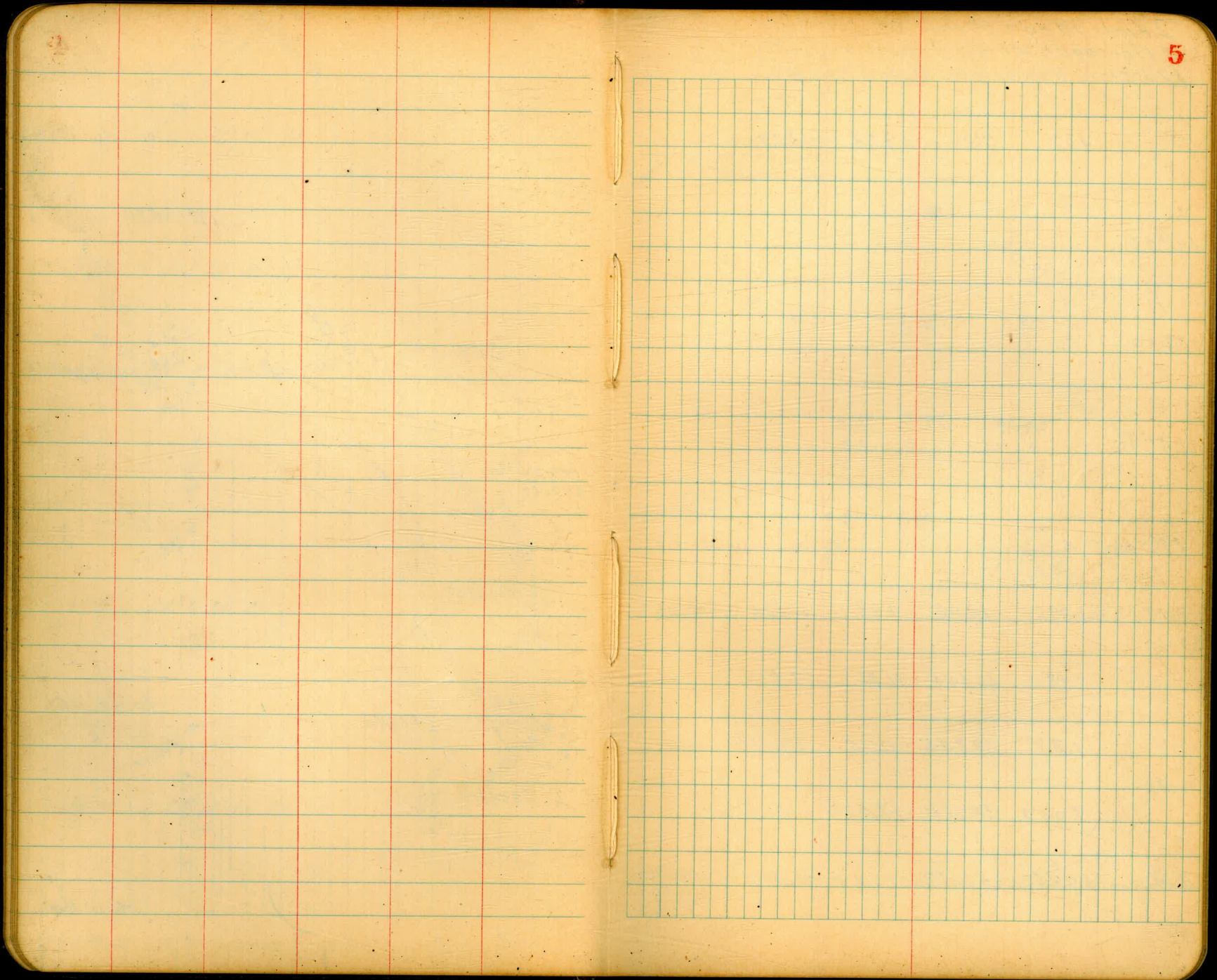
Copper Tack Top of Pile

181+49.58 Δ $24^{\circ}11'25''$ Rt

178+44.28 Δ $28^{\circ}33'40''$ Rt

176+36.10





Levels Mean High Tide Line
 Narragansett Ave. to South End of
 Mission Bay Bridge Ocean Beach

TP 407 7.36 9.73 3.29

149+0

148+0

147+0

146+0.52 Δ

taken on split of Δ

BM 1.395 13.02 9.83 11.625

3.98 21.755 11.81 17.475

1.87 29.285 11.75 27.415

2.050 39.165 12.025 37.115

BM 3.795 49.140 45.245 #1410-74

Jan. 12-1944
 Sisson
 Bliss
 Osborne Rod
 BP 99 Tape

6

Note: - cuts taken
 Right Angles to Baseline
 Except where Noted

Baseline

RT

11.1

4.91

8.11

5.2

5' of Conc Wall
 S by House

4.91

7.32

7.82

8.11

5.7

5.2

15' of Conc Wall
 N of Bath House

4.91

5.92

14.42

8.11

7.1

+1.4

49' Base
 S by

4.91

6.42

15.52

8.11

6.6

+2.5

30' Conc Wall

13.02

Chisel D Top of N. Wall Conc Steps S by Bath House

B.P. in Cross Curb S + West End of Narragansett Ave
 U.S.C + G Datum

TP 8.03 15.025 9.35 6.995

155+0

154+0

B.M 0.905 16.345 1.43 15.44

TP 11.38 16.87 1.87 5.49

153+8580 A Lt 0.7 Split

153+0

152+0

151+0

150+0

7.36

Lt

\$

7

4.91
11.43
7

5.44
10.9

4.91
11.43
11

5.34
11.0

16.34

N.E. B.P. E. End Curb Return N. Export Hwy. Abbott St

on Hwy 153+8580

4.91
2.45
8

5.46
1.9

3.06
4.3

4.91
2.45
33

1.96
5.4

4.91
2.45
73

2.66
4.7

4.91
2.45
100

3.26
4.1

4.91
2.45
82

7.36

Jan. 13-44 Lt.

\$

8

163+0

<u>4.91</u>	<u>10.14</u>
9.33	4.1
153	

162+0

<u>4.91</u>	<u>10.44</u>
9.33	3.8
125	

161+0

<u>4.91</u>	<u>10.94</u>
9.33	3.3
104	

160+0

<u>4.91</u>	<u>11.64</u>
9.33	2.6
80	

TP 1.555 - 14.24 2.240 12.685

159+0

<u>4.91</u>	<u>14.24</u>
10.11	3.0
85	

158+0

<u>4.91</u>	<u>7.92</u>
10.11	7
31	

157+0

<u>4.91</u>	<u>5.62</u>
10.11	9.4
21	

156+0

<u>4.91</u>	<u>5.72</u>
10.11	9.3
18	

15.025

15.025

169+0

168+0

TP 3.99 14.02 5.58 10.03

167+0

166+0

165+0

164+0

TP 5.695 15.61 8.34 9.915

BM 4.20 18.255 3.945 14.055

TP 4.44 18.00 0.68 13.56

14.24

Lt.

B

9

4.91

9.11
14.7

10.02

4.0

4.91

9.11
12.6

10.12

3.9

14.02

07 Hub 167+78.55 Base Line

4.91

10.70
12.2

10.81

4.8

4.91

10.70
13.5

11.31

4.3

4.91

10.70
13.7

11.01

4.6

4.91

10.70
14.0

10.21

5.4

15.61

11.21 7' head & tack Saratoga Ave x Hobbs St.

TP 0.13 13.08 0.10 12.95

176+0

175+0

174+0

TP 4.18 13.05 5.15 8.87

173+0

172+0

171+0

170+0

14.03

Top of Piped 3" Pipe at End of Main Ave.

4.91 7.85
8.14 5.2
150

4.91 8.25
8.14 4.8
155

4.91 8.45
8.14 4.6
193

13.05

4.91 8.82
9.11 5.2
219

4.91 9.22
9.11 4.8
212

4.91 9.32
9.11 4.7
211

4.91 9.52
9.11 4.5
178

14.03

18240

TP 5.86 8.84 4.72 2.98

+67 5' rft of base line - Bulk Head

181

18040

+75

2.53 7.70 7.91 5.17

17940

17840

17740

13.08

Lt.

B

Rt

11

2.24

66

84
30

8.84

2.70

50

Bulk Head
7'

2.60

51

8 1/2 Head
3'

4.91

2.79
40

7.70

3.78

93

4.91

8.17
32

4.91

8.17

8

5.18

79

4.91

8.17

112

6.88

62

13.08

TP 4.15 15.08 5.01 10.93

189+0

187+98.89 A

Taken on Split of A

187+0

186+0

TP 8.23 15.94 1.13 7.71

185+0

184+0

183+03

8.84

Jan. 15. 44

Lt.

B

Rt.

12

$\frac{4.91}{110.3}$
84

$\frac{10.64}{5.3}$
85.7064
800H

$\frac{4.91}{110.3}$
134

$\frac{10.44}{5.5}$
76.7272
800H

$\frac{4.91}{110.3}$
111

$\frac{9.14}{6.8}$

$\frac{4.91}{110.3}$
56

$\frac{8.04}{7.9}$

15.94

3.1101 10.94 18.5+24 B

$\frac{4.91}{3.93}$
20

$\frac{5.84}{3.0}$

B.H.
30.6

$\frac{4.91}{3.93}$
18

$\frac{5.84}{3.0}$

$\frac{4.34}{4.5}$

$\frac{4.91}{3.93}$
16-B.H.

2.84

Lt. 28

BM

2.92 12.16 12.18

191+0

190+0

15.08

S.P. East Carb 9' So. of So End Mission Bay Bridge

4.91 12.28
 10.17 2.8
 33 22

4.91 10.08
 10.17 50
 29 7-Top of
 bank 15.08

Trunk Sewer #3 A Line
 Mission Valley Trunk Sewer
 Line Change 35+53.59 to 139+62.19 State Rd Mission
 Valley Hwy

44+56.82 $\Delta 2^{\circ} 45' Lt$

44+0

65' Lt of 2. Slightly Top of Slope

1340

63' Lt

42+0

58' Lt

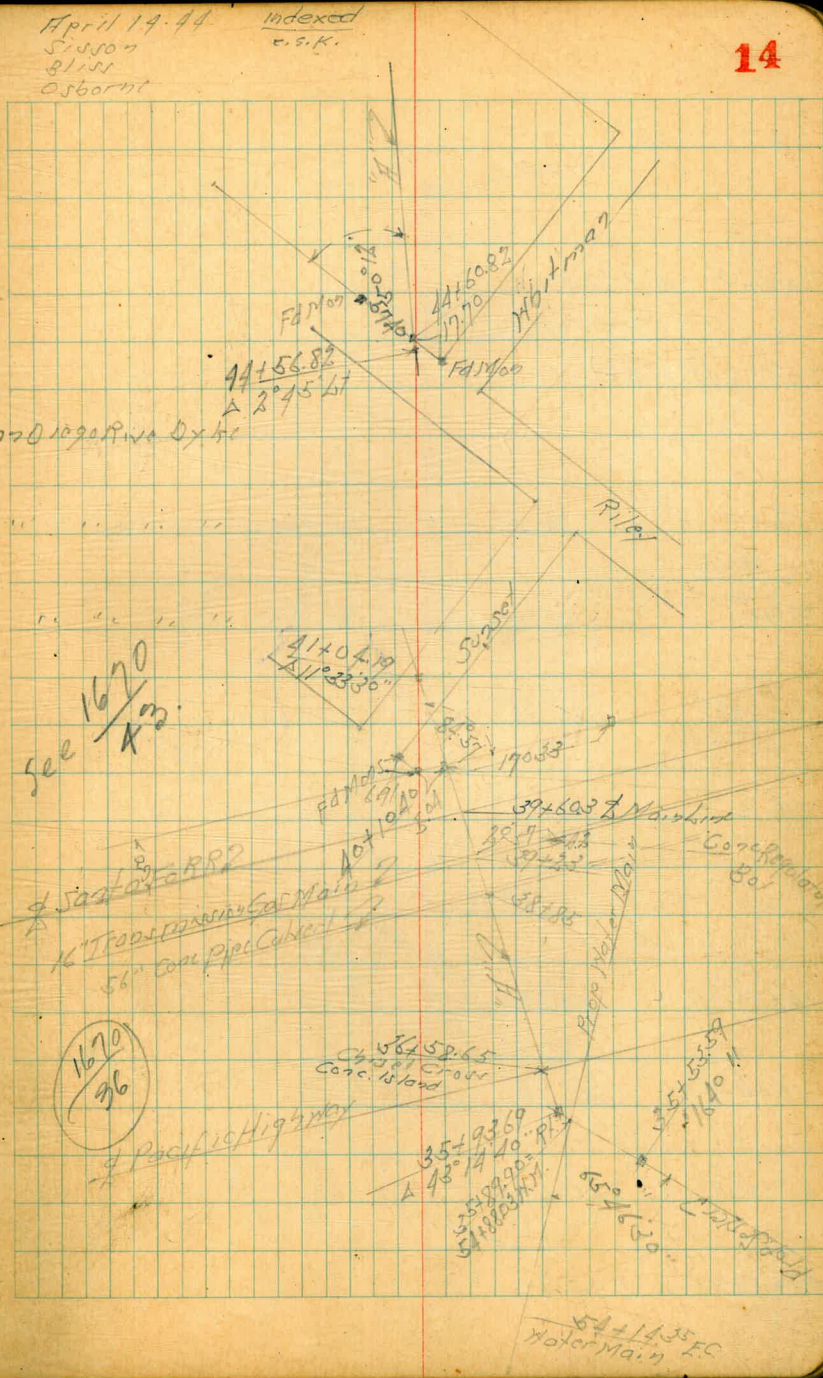
41+04.19 $\Delta 11^{\circ} 33' 30'' Rt$

56' Lt of 1/2 - 1/4

35+93.69 $\Delta 43^{\circ} 14' 40'' Rt$

April 14-44 Indexed
 Sisson
 81/51
 Osborn
 U.S.K.

14



56+44.36 Δ 11° 23' 30" Lt

55+74.49 P.O.T

52+0 20' Lt of 2 - Sly Toe of Slope of Dyke

51+0 30' Lt " " " " " "

50+0 36' Lt " " " " " "

49+0 42' Lt " " " " " "

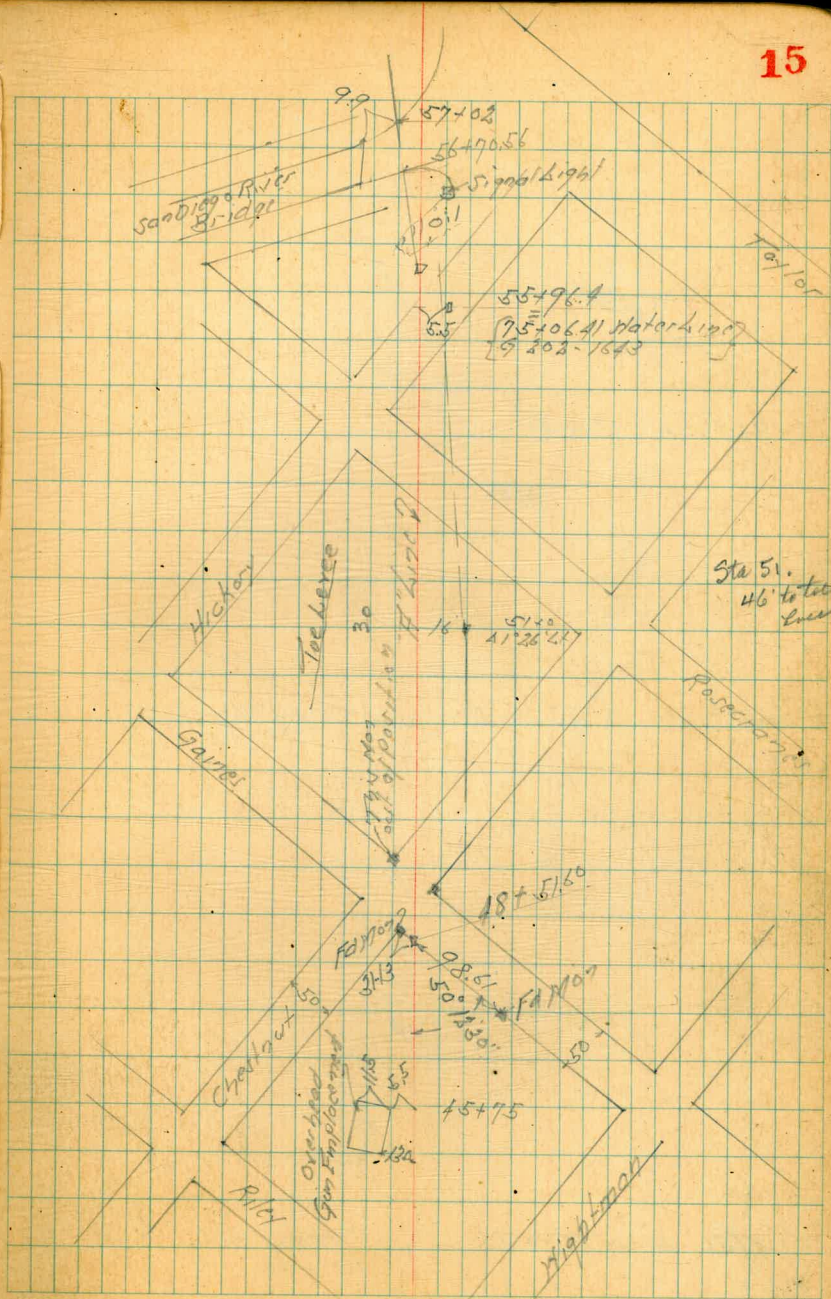
48+0 51' Lt " " " " " "

47+0 57' Lt " " " " " "

46+0 59' Lt " " " " " "

45+0 65' Lt of 2 - Sly Toe of Slope of Dyke

44+56.82 Δ 2° 45' Lt



Levels Truck Survey #3
Alignment & Original Levels 1640-P4

April 19-44
Sisson
Bliss
Osborne **17**

Station	Description	Level	Height	Notes
8M	6.54 <11.57>	5.03		Chin/Cross 5' 36" Lt 25+19
20+80	Approx End Exist	7.6	4.0	1670 197 5' 12" Lt 20+20
21+0		7.1	4.5	
+50		8.1	3.5	
+80.01	A 8° 56' 20" Lt	6.98	4.59	on Stab
22+0		6.6	5.0	
+50		5.6	6.0	
23+0		5.0	6.6	
+50		5.0	6.6	
24+0		5.1	6.5	
"	4' Rt - Edge Oil Pav	4.5	7.1	
"	14' Rt - Edge Conc	4.50	7.07	
+50		5.4	6.2	
+80	2 1/2 Lt - Fly Pav Pole			
25+0		5.2	6.4	
+96.5	92 Rt 3 1/4 Pav Pole			
+13	Edge Oil to Start	5.25	6.32	
+50	on Oil Pav	5.3	6.3	
26+0	1 1/4 " "	5.5	6.1	
TP	490 <10.82>	5.65	<5.92>	
+30.54	A 8° 56' 20" Rt	6.65	4.17	on Stab
"	5.5 Rt - 1 1/4 Oil Pav	5.0	5.8	
+50		7.0	3.8	
+90	1.5 Lt Out of 18" Conc	8.63	2.19	Flank line
27+0		6.2	4.6	
"	5' Lt	8.6	2.2	

Station	Description	Level	Height	Notes
27+0	5.5 Rt - 1 1/4 Oil Pav	5.1	5.7	
+50		6.2	4.6	
+96.5	5 1/2 Lt - 5 Fly Woven Wire Fence			
28+0		6.6	4.2	
"	5' Lt	8.3	2.5	
"	5.5' Rt - 1 1/4 Oil	5.2	5.6	
+50		6.2	4.6	
29+0		6.6	4.2	
"	5' Lt	8.6	2.2	
"	5.5' Rt - 1 1/4 Oil	5.4	5.4	
+31	28 Lt - Out of 18" Conc	8.52	2.50	Flank line
+50		6.2	4.6	
+65	Edge Oil Pav	6.0	4.8	
+68	5' Lt - 1/2 Fly Woven Wire Fence			
+91.19	A 35' 25' 15" Lt	5.95	4.87	on Oil Pav
+94	1 1/4 Oil Pav	6.2	4.6	
30+0		6.4	4.4	
+13	6 1/2 Lt - 5 Fly Wire Fence			
+50		6.5	4.3	
31+0		5.8	5.0	
"	10' Rt - Top Fill	5.1	5.7	
+23	1.5 Rt - Out of 18" Conc	5.24	5.58	Flank line
+50		5.3	5.5	
"	5' Rt on Fill	3.1	7.7	
"	5' Lt	6.2	4.6	

<10.82>

31+65		4.4	6.4	✓
32+0		4.8	6.0	✓
"	5' ft	2.2	8.5	✓
"	5' ft	6.4	4.4	✓
+56.86	13.0' Lt. Wire Fence 33' 32' ft	5.96	4.86	on stub
TP	10.49	<15.34>	5.97	<4.85> ✓
+70		9.4	5.9	✓
+86	Edge oil Pump Ramp to Track	2.4	11.9	✓
33+05		3.1	12.2	✓
+09		3.2	12.0	✓
+24	11' Lt = Sky Wire Fence			
+40		9.7	5.6	✓
"	5' ft	7.7	7.6	✓
"	5' Lt	10.3	5.0	✓
34+0		10.0	5.3	✓
+22	7.6' Lt. Nly Wire Fence			
+50		10.3	5.0	✓
35+0		10.6	4.7	✓
+53.59		11.29	4.05	on stub
+69	Top Fill	10.3	5.0	✓
+93.69	43' 14' 10' ft	3.6	11.7	✓
"	5' Lt.	6.1	9.2	✓
TP	6.85	<19.02>	3.17	<12.17> ✓ <small>on Hous L 25+93.59</small>
36+0		2.5	15.5	✓
+02		2.7	16.3	✓

<19.02>

36+06	Sly Oil Pav	2.55	16.47	✓
+15	Sly Conc "	2.16	16.86	✓
+26	Sly Conc to North	1.74	17.28	✓
+50		1.42	17.59	✓
+58.65	Top 2 Conc Island	0.99	18.03	✓
+79.5	Nly Pav to North	1.81	17.21	✓
+89.1	Gutter	1.92	17.10	✓
"	Top Cb	1.21	17.78	✓
+95		1.1	17.9	✓
37+0		3.4	15.6	✓
+23	Top Fill	13.8	5.2	✓
38+0		14.5	4.5	✓
+30		15.9	3.6	✓
+60		16.0	3.0	✓
+78	Top Ball	9.4	9.6	✓
+85	5.6" Conc Pipe Culv.	10.73	8.74	✓
+87		9.4	8.29	✓
+87		9.4	9.6	✓
39+0		11.8	7.2	✓
+23	Top 1/6' Transmission Gas Main	11.96	7.06	✓
+33		11.6	7.4	✓
+56		6.3	12.7	✓
+60.3	1/2" San + Fe Top Rail	4.86	14.16	✓
+78		7.1	11.9	✓
TP	2.07	<19.66>	11.43	<7.59> ✓
+92		7.2	2.5	✓

(966)

4040		7.3	2.4 ✓
430		44	5.3 ✓
438	10.9 Rt. S.W. Cor Bldg		8/109 18' x 14' 16' x 15'
454	4.7 Rt. N.W. Cor		
460		44	5.3 ✓
41+04.19	171° 33' 30" Rt.	441	5.25 ✓ 0.25 Std
439	6.0 Rt. N.W. Cor Bldg		20' x 15'
447	7.0 Rt. 1/2 18' Cotton Wood Tree		
450		4.7	5.0 ✓
472	35 Rt. 1/2 18' Cotton Wood Tree		
42+0		4.8	4.9 ✓
433	2.7 Lt. 1/2 16' Pepper Tree		
450		4.8	4.9 ✓
4340		4.5	5.2 ✓
416	3' Lt. 1/2 16' Pepper Tree		
TP	390 (9.48)	4.08	(5.58) ✓
450		3.5	6.0 ✓
4795	Top C. l. Water Main	5.80	3.68 ✓
4410		3.5	6.0 ✓
425		4.7	4.8 ✓
456.82	Δ 2° 15' Lt.	1.8	4.7 ✓
4540		4.4	5.1 ✓
450		5.1	4.4 ✓
4640		5.0	4.5 ✓
450		4.9	4.6 ✓

(998)

4740		4.6	4.9 ✓
450		4.6	4.9 ✓
466	3' Lt. 1/2 Cotton Wood Tree		
475	1.5 Rt. 12" "		
485	7.3 Rt. 12" "		
4840		5.1	4.4 ✓
TP	469 (994)	4.23	(5.25) ✓
450		5.3	4.6 ✓
4940		5.1	4.8 ✓
450		5.5	4.4 ✓
5040		5.1	4.8 ✓
450		5.0	4.9 ✓
5140		4.5	5.4 ✓
450		3.6	6.3 ✓
5240		2.8	7.1 ✓
"	20' Lt. Top Slope Dyke	3.1	6.8 ✓
450		2.6	7.3 ✓
5270		2.9	7.0 ✓
"	11' Lt. Top Slope Dyke	2.7	7.2 ✓
450	13.8 Rt. 1/2 Eucalyptus	2.8	7.1 ✓
TP	12.9 (19.55)	2.58	(7.36) ✓
5440	Top Slope Dyke	11.2	8.3 ✓
450		6.8	12.7 ✓
"	Rt. Top Slope	11.3	8.2 ✓
468		5.4	14.1 ✓

111

		19.55		
54183	120 Rt. 1/2 16" Pepper Tree			
5540		4.8	14.7	✓
"	10' Rt. Top Slope	10.5	7.0	✓
+38	Fly Top Dyke	1.3	18.7	✓
"	9' Rt. Top Slope	7.7	11.8	✓
+75		1.1	18.4	✓
TP	5.14	23.72	8.58	✓
BM		3.69	20.02	✓
BM	2.81	22.81	20.00	✓
+95	1/4 Oil Pav.	4.27	18.54	✓
5640	-E	4.2	18.5	✓
+14.36	Δ 11' 23' 30" Lt	3.92	18.89	on Stake
"	15' Lt. 1/4 Top Dyke	3.8	19.0	✓
+52	4.8' Rt. 1/4 Top Cb	3.05	19.76	✓
+70.56	= Top Cb	2.92	19.88	✓
"	Gutter	3.68	19.13	✓
57+02	"	3.54	19.27	✓
"	Top Cb	2.76	20.05	✓
"	99' Lt. 1/4 Cb Bridge	2.93	19.88	✓
57+10		4.0	18.8	✓
+50		6.0	16.8	✓
"	22.5 RT = Top Cb	1.66	21.15	✓
"	25' Lt	12.8	10.0	✓
+77	15' Rt. Cable D.M. S.E.			
+85	14' Rt. 1/4 Top Pole			
+92	6' Lt. Cable D.M. to East			

800' End
Old Town
Bridal
20.00
1640-10

April 26-44
5:50 a.m.
8:10 p.m.
056090

20

		22.81		
5810		8.5	14.3	✓
"	10' Rt	7.6	15.2	✓
"	20' Rt	1.3	21.5	✓
"	25.5' Rt. Top Cb	1.26	21.55	✓
"	5' Lt	8.9	13.9	✓
"	20' Lt	13.4	9.4	✓
+15	6' Rt. 1/4 Pole or Pale			
+37	90' Lt. Cable D.M. to S.W.			
+35	1' Lt. 14" Pepper Stamp			
+40	4' Lt. 12" Pepper Stamp		15.4	✓
+50		8.2	14.6	✓
"	24' Lt. S.W. Rip Rap	12.7	10.1	✓
"	12' Rt	5.9	16.9	✓
"	23' Rt	1.0	21.8	✓
"	28.5' Rt. Top Cb	1.00	21.81	✓
+80		8.9	13.9	✓
+87	= 5' Top Rip Rap	9.9	12.9	✓
59+0		12.0	10.8	✓
"	11' Lt. 1/4 Bot Rip Rap	18.0	4.8	✓
"	7' Rt. 5' Top "	9.7	13.1	✓
TP	188	12.89	11.89	✓
+55	= 1/4 Bot Rip Rap	8.7	4.1	✓
+50		8.9	3.9	✓
60+0		9.6	3.2	✓
"	18' Rt. 1/4 Bot Rip Rap	9.0	3.8	✓
"	35' = 5' Top "	2.8	10.0	✓

Cont P. 11

Trunk Sewer No. 3 H Line
Mission Valley Trunk Sewer

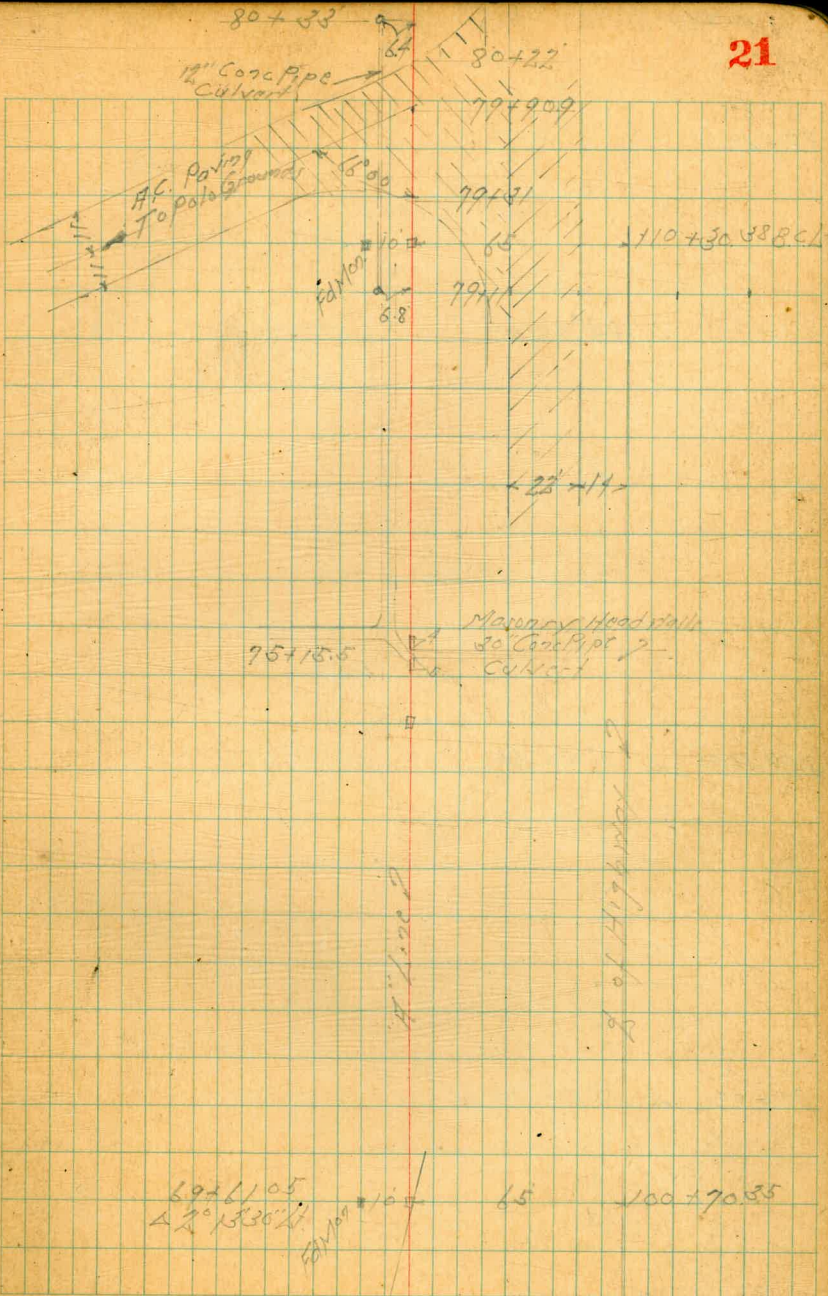
79+21.4 P.O.T. = 110+30.38 B.C. H. 4614

74+72.20 P.O.T.

69+61.05 $\Delta 2^{\circ}13'36''$ H.

B. L. Ford Page 16

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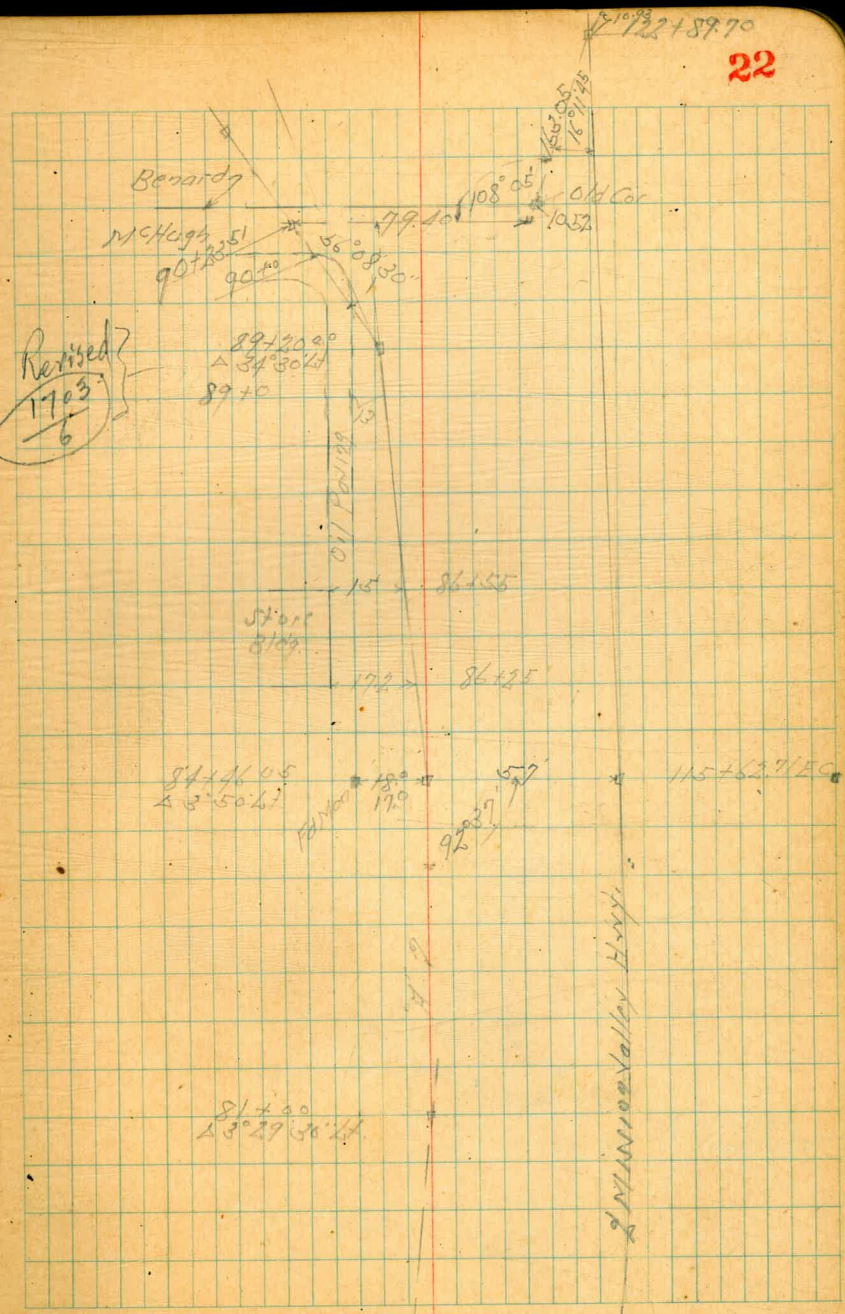
92+50.00

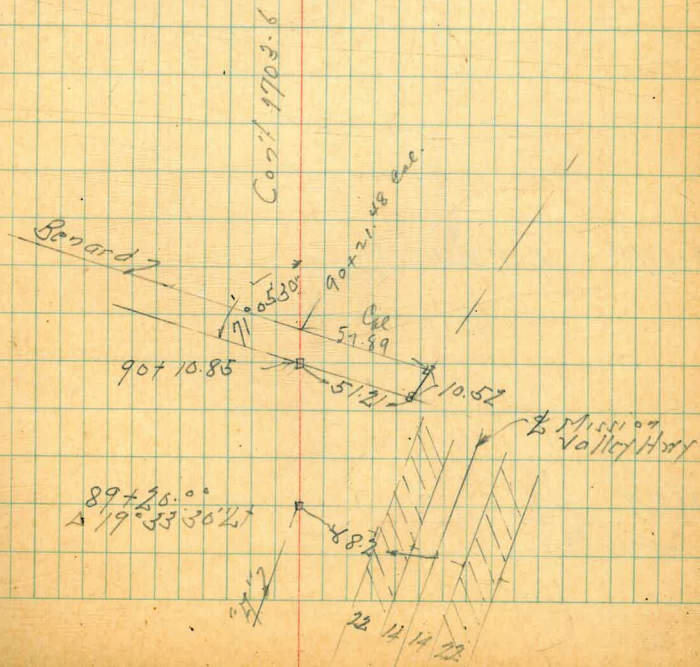
89+20.00 Δ 34°30'47"

73.95

84+46.05 Δ 3°50'47"

81+00 Δ 3°29'30"47"





Truck Survey H^o 3 A' Line

8+38.10 Δ 6° 32' 30" Lt
 Δ 5° 08' 30" Rt

5+25.46 Δ 28° 51' Rt

2+68.38 Δ 11° 51' 30" Lt

0+00

8+38.10
 Δ 6° 32' 30" Lt
 Δ 5° 08' 30" Rt

5+25.46
 Δ 28° 51' Rt

2+68.38
 Δ 11° 51' 30" Lt

0+00
 3' Wire Fence
 10' Palm Tree

(12.80) 81 Ford Page 20

60+50		9.5	3.3	✓
+55	A 18° 22' 10" Rt	9.51	3.29	out stud
"	23' Rt = 1/4 Bat Rip Rap	8.5	4.3	✓
"	33' Rt = Fly Top	8.5	9.3	✓
6140		8.9	3.9	✓
+50		8.5	4.3	✓
6210		9.1	3.7	✓
"	15' Rt = 1/4 Rip Rap	8.6	4.2	✓
+50		8.8	4.0	✓
6240		8.7	4.1	✓
"	15' Rt = 1/4 Rip Rap	7.7	5.1	✓
+50		8.8	4.0	✓
+95°	A 7° 19' Rt	8.81	3.99	out stud
"	15' Rt = 1/4 Rip Rap	9.0	3.8	✓
TP	12.36 (16.35)	8.81	(3.99)	out stud 62425
64+31	18' Rt = 1/4 & Wire Fence			
+50		12.6	3.7	✓
65+0		12.4	4.0	✓
"	13' Rt = 1/4 Rip Rap	10.7	5.6	✓
"	16' Lt	10.3	6.0	✓
"	20' Lt = Fly Channel	12.6	3.7	✓
+50		12.2	4.1	✓
+90	A = 8' Wire Fence			
66+0		12.8	3.5	✓
"	24' Lt = Top Bank	12.2	4.1	✓
"	14' Rt = 1/4 Rip Rap	9.8	1.0	✓

(16.35)

66+50		10.1	6.2	✓
+78	6' Rt = 1/4 Masonry	9.41	6.94	✓
"	143' Outlet 30" Conc	9.13	7.22	✓
67+0	Pipe Culvert	9.6	6.8	✓
"	15' Rt = 1/4 Rip Rap	7.1	9.2	✓
+50		8.5	7.8	✓
+70		7.2	9.1	✓
+80	1/4 Oil Rd Ramp	35.5	12.80	✓
68+0	Fly " "	32.5	13.00	✓
+15		11.1	5.2	✓
+50		10.8	5.5	✓
69+0		9.8	6.5	✓
"	18' Lt	11.9	4.4	✓
"	20' Rt = 1/4 Oil Shoulder	1.5	14.8	✓
RM 99		2.69	(12.61)	Top City Map 12.61 12.61 12.61
+50		9.0	7.3	✓
70+0		6.0	10.3	✓
"	17' Lt	8.5	7.8	✓
"	18' Rt = 1/4 Oil Shoulder	1.6	14.7	✓
TP	6.41 (17.61)	5.18	(11.17)	✓
+16	11' Lt Gas Valve Top	8.90	8.91	✓
+33	15.5' Lt 8" Conc Casing	8.8	8.8	Ground
+58	4.5' Deep	7.1	10.5	✓
+58	43' Lt Outlet 36" Conc	12.18	5.43	Flow Line

17.61

71+0		7.6	10.0	✓
"	10' Rt = Toe Fill Slope	7.1	10.5	✓
"	24' Lt	8.6	9.0	✓
+50	9.8' Lt - W/ 2 Wire Fence	8.4	9.2	✓
72+0		8.5	9.1	✓
"	10' Rt = Toe Fill Slope	8.5	9.1	✓
+50		7.7	9.9	✓
73+0		7.7	9.9	✓
"	10' Rt = Toe Fill Slope	7.3	10.3	✓
+50		7.3	10.3	✓
74+0	10.5' Lt - 2 Wire Fence	7.4	10.2	✓
"	9' Rt = Toe Fill Slope	7.0	10.6	✓
+66	6.3' Rt - W/ Archer Pole			
"	7.8' Lt - Cable Dredger			
+50		7.2	10.4	✓
+62		6.5	11.1	✓
+67	W/ Top Dist Ramp	4.6	13.0	✓
+88	FLY " " "	4.3	13.3	✓
+94		6.5	11.4	✓
75+0		8.8	10.8	✓
+10		7.6	10.0	✓
+15.5	4' x 8' x 4' Masonry 2' Outlet 30" Conc Culvert	10.75	6.86	Flow line
+23		6.6	11.0	✓
+50		7.1	10.5	✓
76+0	10.3' Lt - 3 Wire Fence	8.1	9.5	✓
"	4' Lt - Bottom of Drainage Ditch	9.3	8.3	✓

27

17.61

TP	6.41	6.60	11.01	✓
76+50		7.5	9.9	✓
77+0		7.5	9.9	✓
+04	2' 5' Down Drain Extends 3/4 of 2'	8.0	9.4	✓
+50		7.4	10.0	✓
78+0		7.4	10.0	✓
"	18' Pt - W/ Okaliba	3.1	15.3	✓
"	5' Lt - Bottom 4' Drainage Ditch	8.7	8.7	✓
+50		6.7	10.7	✓
79+0	10' Lt - 3 Wire Fence	6.6	10.8	✓
+21.5	7.5' Down Drain Extends 4' W/ 2' to Box 33	7.18	10.24	✓
B.M.		5.88	11.53	Top Man 7061 79+26.11
+50		6.8	10.6	✓
80+0		6.9	10.5	✓
"	18' Pt - W/ ON SAO	3.1	15.3	✓
"	7' Lt - 2' 10" No. 6	8.2	9.2	✓
+28	10' Lt - 3 Wire Fence			
B.M.		5.88	3.74	RR Station See Table 10' Lt 80+28
+48	11' Lt - 2' 21" Edge Tree			
+50		7.4	10.0	✓
81+0	13' 27" 30" Lt	7.91	9.51	on Skds on Skds 81+0
TP	6.67	6.67	9.51	✓
+09	9' Lt - 2' Triple 30" Fence			
+19	5.5' Lt - 18' Fence			
+30	7' Lt - 18' Double Fence			

(16.18)

81450		6.3	9.9 ✓
+85	1.5 Rt - 11.5' Darts Drain	5.30	10.9 ✓
8210		5.1	11.1 ✓
"	16 Rt - 11/2 Oil Shoulder	0.5	75.7 ✓
"	12' H - 3 Wire Fence	5.8	10.4 ✓
+01	8' Lt - 2 16" Fuc Tr		
+11	2.5 Rt - 2 36" Fuc Tr		
+42	2' Rt - 2 20" " "		
+51	2' Rt - 2 20" " "	4.8	11.4 ✓
+62	2' Lt - 2 24" " "		
+72	2' Rt - 2 24" " "		
+72	8' Lt - 2 20" " "		
+82	8' Lt - 2 7" " "		
+82	2' Rt - 2 24" " "		
+92	8' Lt - 2 20" " "		
8310		4.6	11.6 ✓
+03	2' Rt - 2 26" Fuc Tr		
+13	2.5 Rt - 2 20" " "		
+13	8' Lt - 2 20" " "		
+34	2' Rt - 2 24" " "		
+34	8' Lt - 2 24" " "		
+44	8' Lt - 2 14" " "		
+50		4.5	11.7 ✓
+52	2' Rt - 2 16" Fuc Tr		
+65	2.5 Rt - 2 18" " "		
+65	8' Lt - 2 23" " "		

28

(16.18)

83475	8.5' Lt - 2 32" Fuc Tr		
+95	8' Lt - 2 18" " "		
8420		4.4	11.8 ✓
+07	2' Rt - 2 24" Fuc Tr		
+16	7.5' Lt - 2 24" " "		
+24	12.7' Lt - 5 1/2 Tol Pak		
+28	2' Rt - 2 18" Fuc Tr		
+35	7.5' Lt - 2 18" " "		
+35.05	3° 50' Lt	4.78	11.40 50' 60'
"	18' Lt - Wire Fence		
+56	8' Lt - 2 16" Fuc Tr		
+58	3' Rt - 2 24" " "		
+66	6.5' Lt - 2 20" " "		
+68	4' Rt - 2 10" " "		
+78	2.5 Rt - 2 18" " "		
8540		4.4	11.8 ✓
"	12' Rt - 1 1/2 Shoulder	0.6	15.6 ✓
"	16' Lt - Fence	4.3	11.9 ✓
+09	14' Lt - 2 18" Fuc Tr		
+18	2.5 Lt - 2 18" " "		
+22	10.5' Lt - 1 1/2 Wire Fence		
+50		2.9	13.3 ✓
+99	1' Rt - 2 15" Fuc Tr		
+80	9' Lt - 1 1/2 " "		
+88		1.8	14.4 ✓

		(16.18)		(18.54)	191	(14.27)
TP	4.27					
85490	4 1/2 Lt. Sky 10" Power Pole					
+91	9 5/8 Lt. - 2" Fuel Tree					
+91	1/4 Oil + Rock Pavine 3.40		15.14			
	70 Auto Ch					
8610	0.7 Pav	3.47	15.07			
+20	3' Rt - 2" 20' Fuel Tree					
+25	172 Lt 5 1/4 Cor Stone	2.25	16.19	0.2 Floor		
+50	0.7 Pavine	2.84	15.70			
+50	4' Rt - 1/2 12" Fuel Tree					
+52	1' Rt - 1/2 12" " "					
+70	8' Rt - 1/2 24" " "					
+79	1/4 Oil + Rock Pavine	4.36	14.18			
8740		4.7	13.8			
"	18' Rt - 1/4 Oil + Sbc	1.9	16.6			
"	6' Lt - 1/4 16" Oil Pav					
+50		4.7	13.8			
+73	2' Rt - 1/2 18" Fuel Tree					
+94	4' Rt - 1/2 16" " "					
8810		4.9	13.6			
"	10' Lt - 1/4 10" Paving	5.2	13.2			
+01	1.8 Rt - 1/2 12" Fuel Tree					
+09	3.8 Lt. - 1/2 10" Porv. Pole					
+33	5' Rt - 1/2 14" Fuel Tree					
+50		4.6	13.9			
+54	8' Rt - 1/2 24" Fuel Tree					
+69	13 Lt - 2.25 " "					

29

		(18.54)		
88287	10 Lt - 1/2 20" Fuel Tree			
8910		5.0	13.5	
"	5' Rt - Top Full Slope	4.8	13.7	
"	20' Rt - 1/4 Oil + Shoulder	2.5	21.0	
"	10' Lt - Sky 10" Paving	5.1	13.4	
+11	1.4 Lt - Cable grad Min. Pole to Pav		See 1703/7	
+20	4.34 30 Lt	4.80	13.74	0.2 No. 5
7730	5.48	(19.22)	4.80	(13.94) 0.2 No. 6
				8.2 No. 7
+31	7.7 Rt - 1/2 24" Pole			
+38	1/4 Oil Pavine	5.78	13.44	
+50	0.7 " "	5.62	13.59	
+52	10' Lt - 1/2 16" Fuel Tree			
+89	9' Lt - 1/2 14" " "			
9010	1/4 Oil Pavine	5.43	13.79	
+30	Top Rock Dyke	4.1	15.1	
+21	Base " "	6.8	12.4	
+26	15' Rt - 1/2 36" Fuel Tree			
+50		6.9	12.3	
9140		6.7	12.5	
"	80' Rt - Top Hill Slope	6.7	12.5	
+50		6.2	13.0	
9240		5.8	14.0	
"	65 Rt	6.5	12.7	
"	90 Rt	8.1	11.1	
"	90 Rt - Top Hill Slope	6.5	12.7	

927.50 = S.W. Jungle 5.13 14.09 on Stab
 + 75 = Dry Channel 9.3 9.9 on Stab
 TP 11.64 (25.38) 5.48 (13.77) 897.20
 TP 10.18 35.03 0.53 24.85
 TP 8.57 42.71 0.89 34.14
 TP 2.71 43.11 2.31 40.40
 TP 0.78 31.02 12.87 30.24
 TP 0.84 19.30 12.56 18.46

"H" Line
Sketchy Page 24

19.30

4-27-44
 Sisson
 Bliss
 Osborne
 30

0.40 = H.E. Cor. Jungle 8.21 11.09 on Stab
 " 7' Lt. Top Bank 8.2 11.1
 " 35' Lt. Water Channel 14.8 4.5
 " 27' Lt. Along Fence = 8.5 10.8
 Toe of Hill Slope
 + 50 9.0 10.3
 " 3' Lt. Top Bank 9.0 10.3
 " 13' Lt. Sly Channel 13.4 5.9
 1.40 9.2 10.1
 " 5' Lt. Top Bank 9.3 10.0
 " 12' Lt. Sly Cho 13.1 6.2
 " 27' Lt. Present Water 14.2 5.1
 " 19' Lt. Toe of Hill Slope 9.2 12.1
 + 50 9.3 10.0
 2.40 8.5 10.8
 " 23' Lt. Top Bank 9.4 9.9
 " 22' Lt. Toe Hill Slope 8.5 10.8
 + 68.38 A 11° 51' 30" St 8.90 10.40 on Stab
 " 13' Lt. Toe Hill Slope 8.3 11.0
 " 54' Lt. Top Bank 9.0 10.3
 TP 500 (15.40) 8.90 (10.40) on Stab 2168.38
 3.40 5.1 10.3
 4.3 4' Lt. 8" Willow Tree 10.6
 + 50 4.8 10.6
 4.40 4.8 10.6
 " 15' Lt. Toe of Hill Slope 4.6 10.8
 " 45' Lt 7.4 8.0

15.40

445		51	10.3	✓
"	12' Rt	28	12.6	✓
460		41	11.3	✓
510		39	11.5	✓
"	15' Rt	40.5	15.9	✓
"	35' Lt	50	10.4	✓
+2546	A 28° 51' Rt	475	10.65	oo Stub
"	16' Rt. To CH. II	22	13.2	✓
"	35' Lt	54	10.0	✓
+60		33	12.1	✓
"	10' Rt	42.3	17.7	✓
"	25' Lt	59	9.5	✓
JP	791	0.90	44.50	✓
610		67	15.7	✓
"	15' Rt	00	22.4	✓
"	10' Lt	120	10.4	✓
"	15' Lt - Bottom Sump	16.5	5.9	✓
+10		5.6	16.8	✓
"	2' Lt	60	16.4	✓
"	12' Lt - Sump	15.5	6.9	✓
"	13' Rt	40.4	22.8	✓
+80		68	15.6	✓
"	7' Lt	85	13.9	✓
"	17' Lt	140	8.4	✓
"	13' Rt	21	20.3	✓

22.41

740		74	15.0	✓
"	9' Lt	91	13.3	✓
"	18' Lt	121	9.8	✓
"	15' Rt	46	17.8	✓
415		90	13.4	✓
450		75	12.9	✓
"	30' Rt	70	15.4	✓
"	25' Lt	117	10.7	✓
810		92	13.2	✓
"	15' Rt	71	15.3	✓
"	25' Lt	112	11.2	✓
+3810	A 5° 08' 30" Rt	890	13.51	oo Stub
"	15' Rt	49	17.5	✓
"	25' Lt	113	11.1	✓
910		87	13.7	✓
"	15' Rt	70	15.4	✓
"	25' Lt	108	11.6	✓
+20		82	14.2	✓
+27		94	13.0	✓
+60		73	15.1	✓
"	25' Lt	90	13.4	✓
"	15' Rt	74	15.0	✓
JP	1217	739	15.02	✓
1010		110	16.2	✓
"	25' Rt	88	18.4	✓
"	25' Lt	119	15.3	✓

27.19

101326	H/4 Masonry Apron	11.26	15.93	✓
+476	10.5' Rt. Arch Culv	11.20	15.99	Flaxline
+512	SE/4 Apron	10.94	16.25	✓
+60		10.3	16.9	✓
+70	Doping Drain H/4 Bank Protector	7.75	19.44	✓
+76.5	FL6 " "	5.95	21.24	✓
+87	H/4 Oil Shoulder	2.3	24.9	✓
1170		2.2	25.0	✓
+107.2	H/4 Conc Pav	2.13	25.06	✓
+50.1	SLY " "	2.48	24.71	✓
+75.60	Mission Valley Hwy	3.97	23.22	o/s Stub

BM 720 <32.53> 1.86 <25.33> Checked H/4
Flax Arch
Culvert

H/4 Stake
BM 4.66 <28.47> RR Spike 1/2
For Top
7/11/18 11.11
28.47

Additional Levels H-Line 79+11 to 80+33
Entrance to Polo Grounds

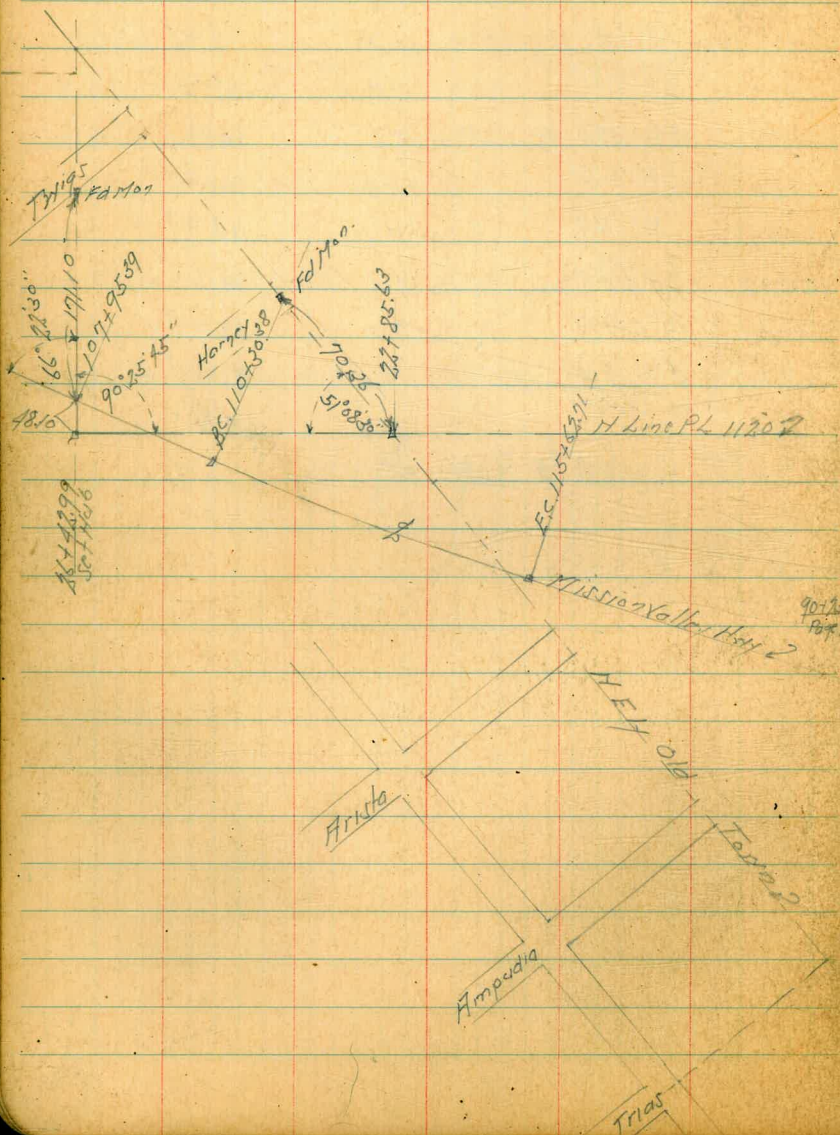
Jan 7-16 32
5.11
8.17
8.99
Top of 1903
10.61
79+21.11
1890.37

Sketch page 21

BM	8.67	<20.24>	11.53	✓
79+11			10.2	10.0 ✓
"	6.8' H of 12" H/4 12" Conc Culv		11.30	8.90 Flaxline
+18			6.7	13.5 ✓
+31	H/4 F.C. Pav.		5.5	14.1 ✓
+50			5.5	14.7 ✓
+90			5.3	14.9 ✓
80+22	H/4 F.C. Pav.		5.6	14.6 ✓
+33			7.0	13.2 ✓
"	6.4 H of 12" Conc Culv		10.60	9.60 Flaxline
+49			9.7	10.5 ✓

Ret to Page 27

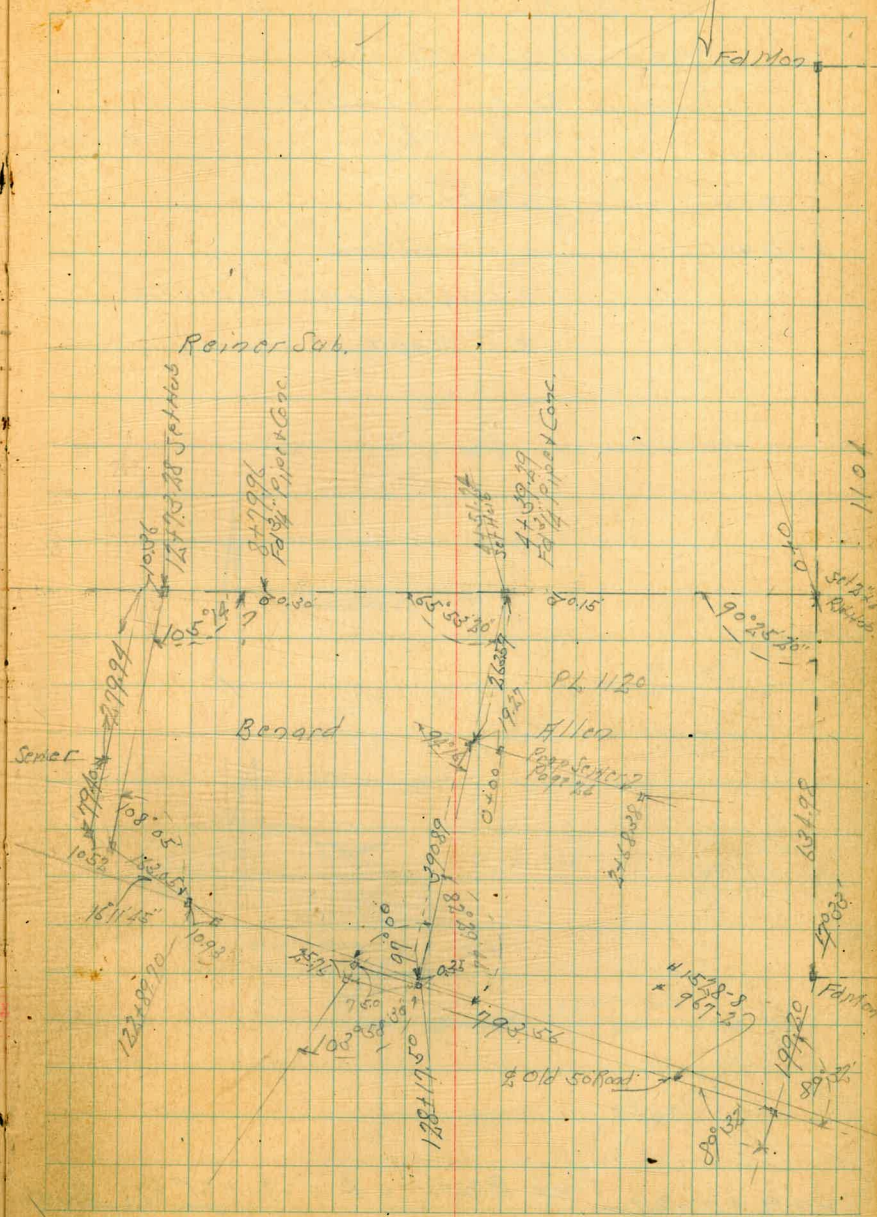
Survey to Establish North Line Pl. 1120
 And Bernard Property N of Mission Valley Hwy.



Indexed
 C.S.K.

May 22-44
 S. 0002
 8112
 Osborn

33



Survey for Soundings in
Channel and Ocean
Saratoga to San Gabriel Pt.

C. Moore
W. "
E. J. 1899
8-16-44.

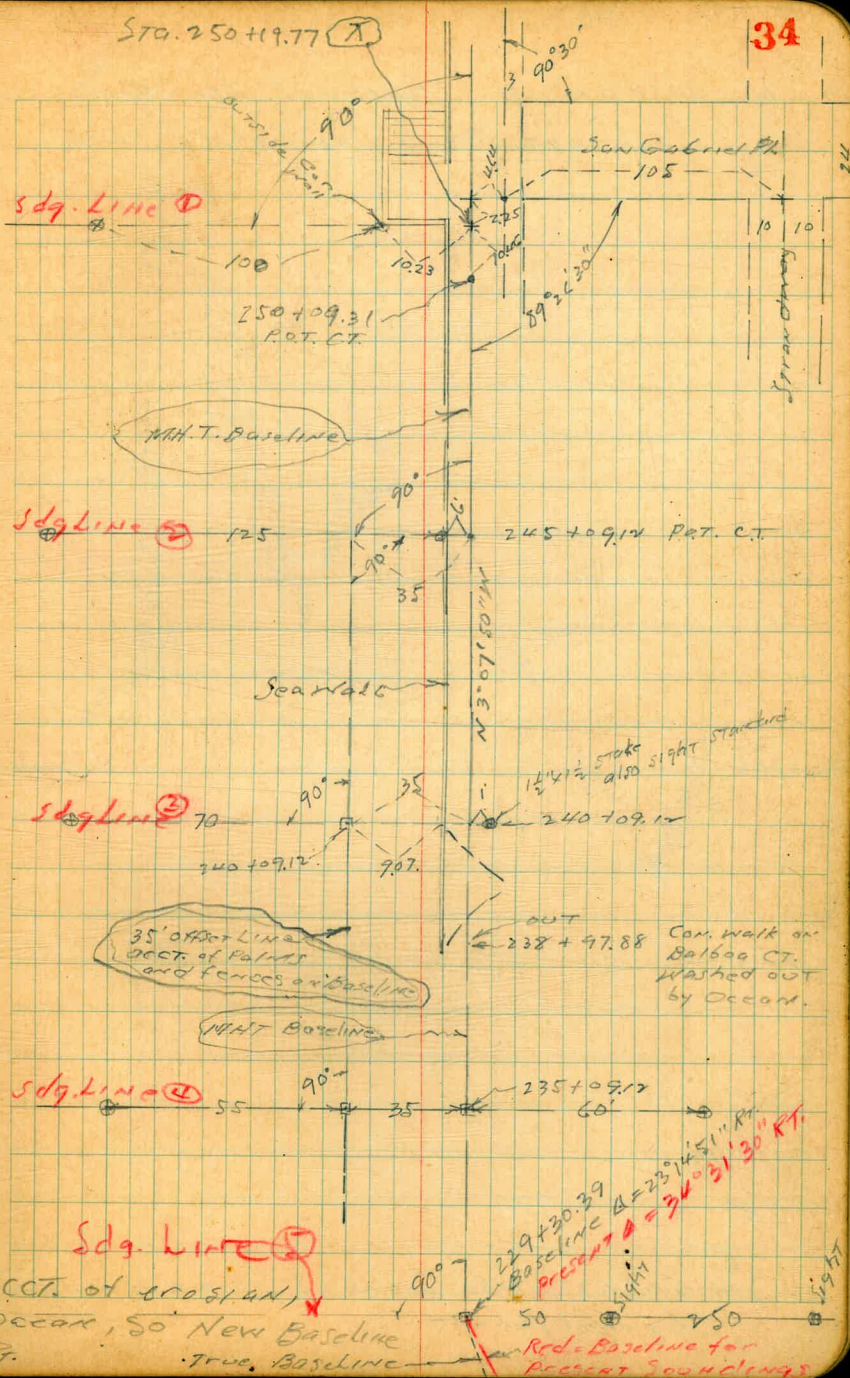
- = Ch. C.T.
- + = Chisel Cross
- = 1 1/2" x 1 1/2" x 14" O.P. Stakes
- ⊕ = Sight Standards



229+30.39 True Baseline Δ = 23° 14' 51" RT. BUT
True A pt., STA. 217127.89 is out in
for present soundings is Δ 34° 31' 30"

Indexed
C.S.K.

34



Ocean & Channel Soundings
Saratoga Arc to San Gabriel Place

Sdg. line # ⑥

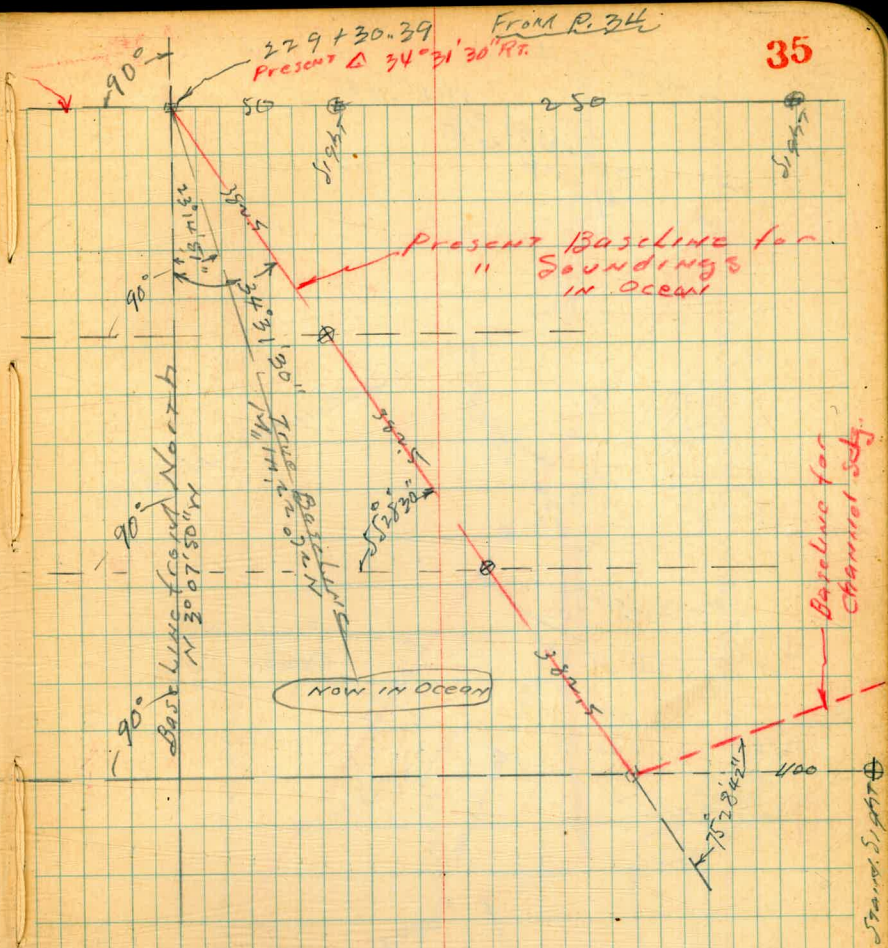
Sdg. ⑦

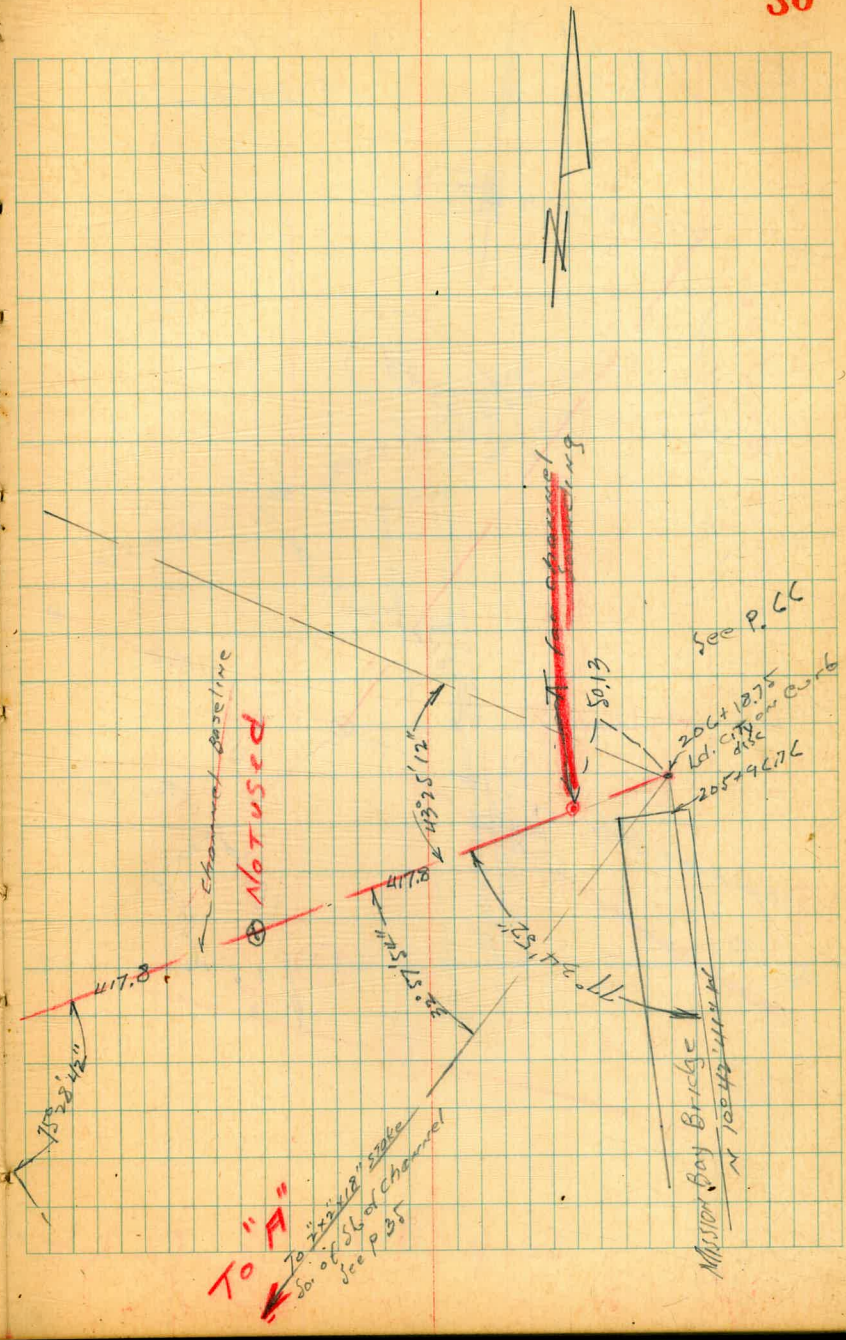
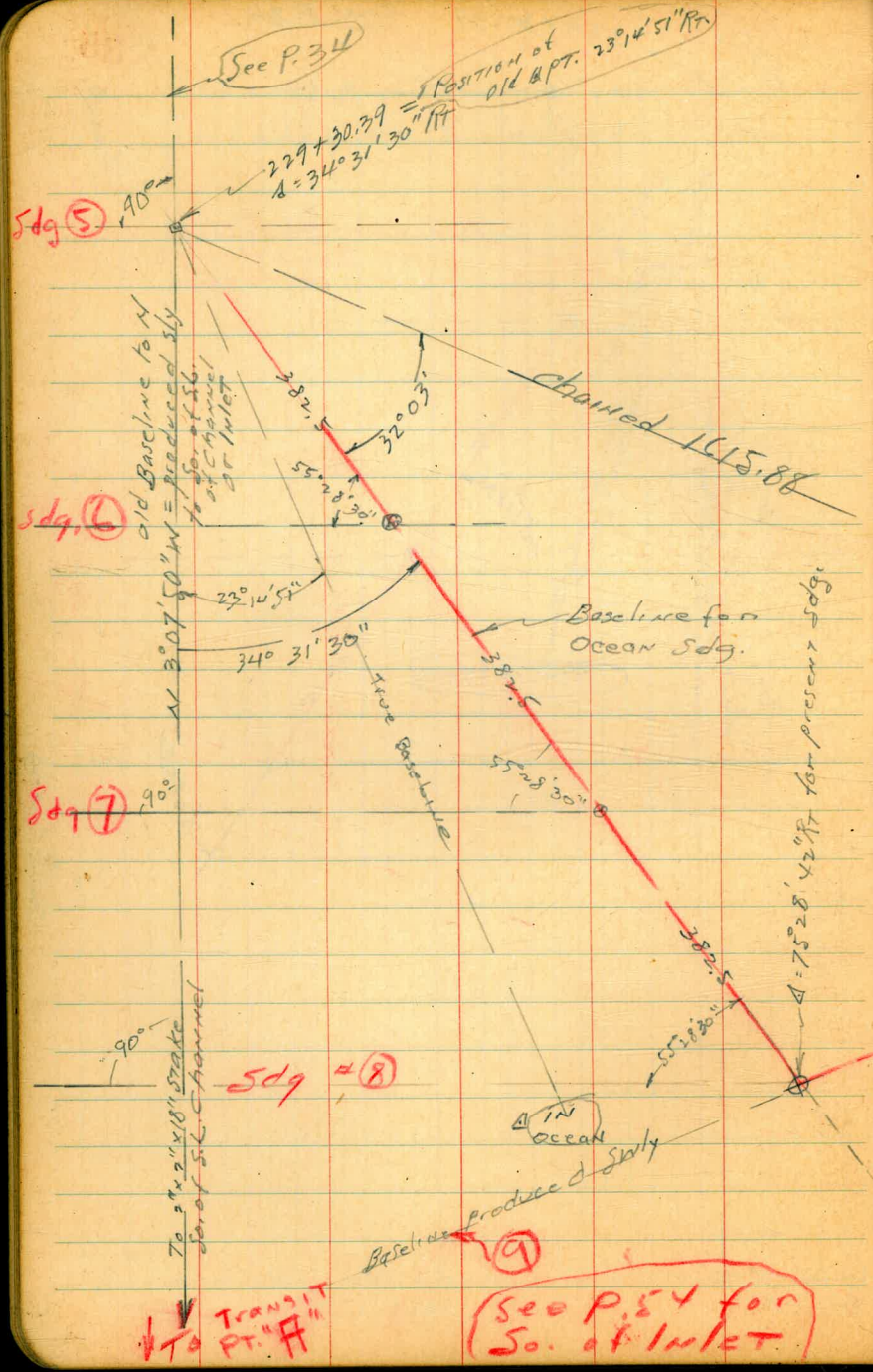
Sdg. ⑧

Set 2"x18" Stake South of Shore of
Channel Inlet.

Set 2"x18" RW. STAKE

35





Sketch for Sdg's

⑨ - ⑩ - ⑪

BL. to N.
See P. 34

⑤

229 + 30.39 = 259.39

True Baseline
N 3°07'50" W

P. 35 + 36

Not Used

Sdg Line ⑧

90°

90°

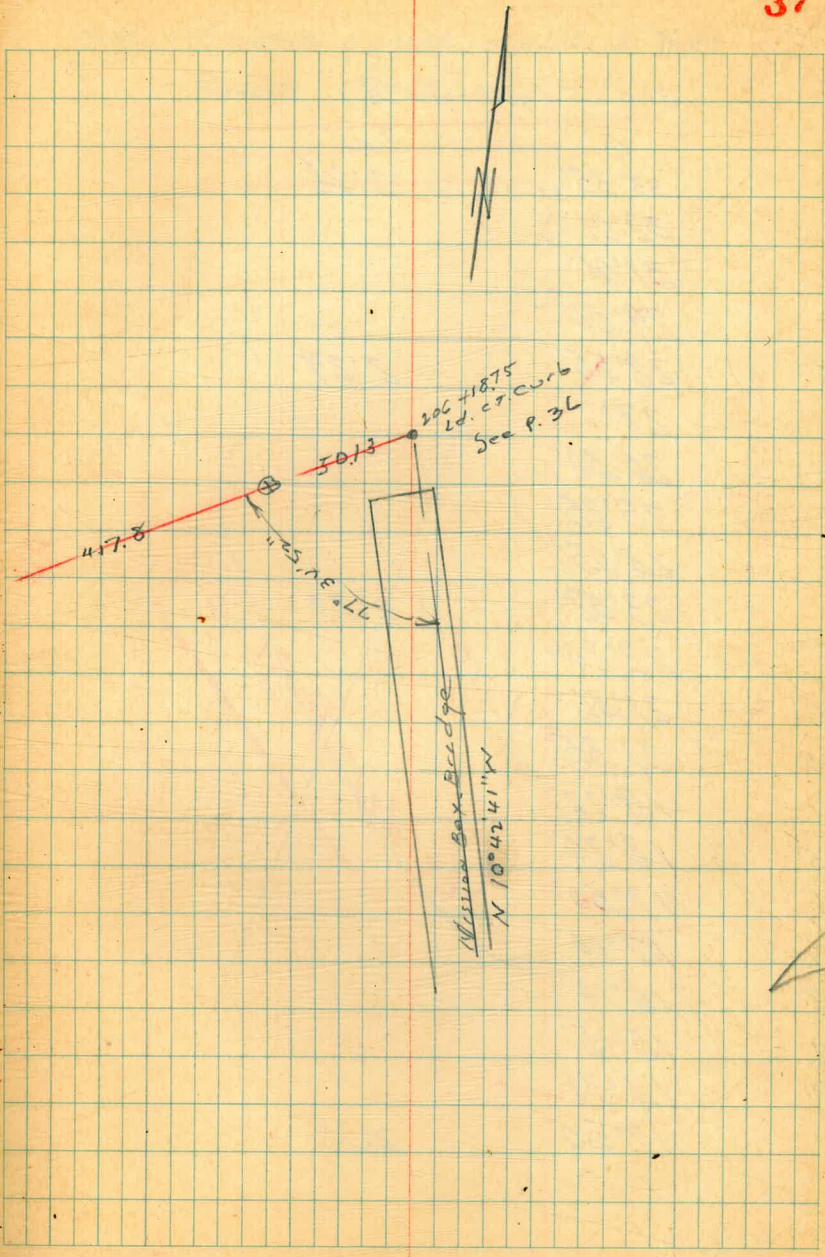
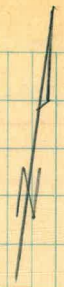
④ Bl. Prod. Swly

Aux. B.L.

⑩

⑪

See p. 54 for So. of inlet



Aug. 18, 1944

PEAKLEY POINT - Summit.

38

π on 229+30.39 Az. to N.

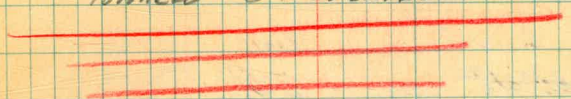
Beq. Sdg. Line (D)

	Δ	Time
1	33° 35'	2:28
2	32° 01'	
3	31° 01'	
4	29° 50''	
5	28° 55''	2:29
6	27° 51'	
7	26° 30'	
8	25° 25'	
9	24° 05'	
10	23° 08'	2:30
11	22° 20'	
12	21° 46'	
13	21° 35'	
14	19° 22'	
15	18° 20'	
16	17° 50'	
17	17° 10'	
18	16° 10'	
19	15° 15'	
20	14° 30'	
21	12° 50'	2:38

Void

See Next Page 39

NOTE:- SOUNDINGS START OUTSIDE & WORK
TOWARDS SWEEP LINE.



Aug. 10, 1914

C Moore
W.F.M.
E. Baqq

π on 229+30.39 Az. To N.

Beq. 506. LINE ①

	Δ		TIME
1	33° 48'	LEFT	2:51
2	33° 00'		✓
3	32° 30'		✓
4	31° 50'		✓
5	31° 08'		✓
5	30° 15'		✓
1	29° 28'		✓
2	28° 28'		✓
3	27° 40'		✓
4	26° 47'		✓
5	25° 30'		✓
1	24° 40'		✓
2	23° 12'		✓
3	22° 25'		✓
4	21° 28'		✓
5	20° 20'		✓
1	19° 10'		✓
2	18° 02'		✓
3	16° 44'		✓
4	15° 40'		✓
5	14° 05'		✓

39

	Δ		TIME
1	13° 15'	LEFT	✓
2	12° 20'		✓
3	11° 30'		✓
4	10° 40'		✓
5	9° 53'		✓
	8° 30'		
1	8° 30'		2:57

Sdg. all start outside
and work towards
shoreline -

approx. M.H.T. line for -
Profile of shore NOT
wanted above M.H.T.

Aug. 18, 1944

π on 229+3039

Az. to N

Bss. Spa. Line #2

	Δ		Time
1	16°30'	Loct ✓	3:07
2	15°50'	" ✓	
3	14°18'	" ✓	
4	13°12'	" ✓	
5	12°16'	" ✓	
1	6	10°11'	" ✓
2	7	39°14'	" ✓
3	8	37°40'	" ✓
4	9	36°08'	" ✓
5	10	34°10'	" ✓
1	11	32°38'	" ✓
2	12	31°24'	" ✓
3	13	29°50'	" ✓
4	14	27°50'	" ✓
5	15	26°45'	" ✓
1	16	25°20'	" ✓
2	17	23°35'	" ✓
3	18	22°10'	" ✓
4	19	21°20'	" ✓
5	20	18°50'	" ✓

40

	Δ		Time
1	21	17°10'	Loct ✓
2	22	14°41'	" ✓
3	23	13°07'	" ✓
4	24	11°20'	" ✓
5	25	8°50'	" ✓

Time 3:15

Aug. 18, 1944

π in 229 + 30.39 Az. to N.

Bas. Sdg. Line # 3

	A		TIME	FLAGS
1	✓ 58°25'	LEFT	3:38	1
2	✓ 57°58'	"		2
3	✓ 57°02'	"		2
4	✓ 56°08'	"		1
5	✓ 54°30'	"		1
6	✓ 52°53'	"		2
7	✓ 51°18'	"		2
8	✓ 50°08'	"		1
9	✓ 48°20'	"		1
10	✓ 46°22'	"		2
11	✓ 44°50'	"		2
12	✓ 43°08'	"		1
13	✓ 41°20'	"		1
14	✓ 39°51'	"		2
15	✓ 37°50'	"		2
16	✓ 37°32'	"		1
17	✓ 29°22'	"		1
18	✓ 27°10'	"		2
19	✓ 25°05'	"		2
20	✓ 23°18'	"		1
21	✓ 21°08'	"		1
22	✓ 19°28'	"		2
23	✓ 17°42'	"		2

41

	A		TIME	FLAGS
24	✓ 16°16'	LEFT		1
25	✓ 14°48'	"		1
26	✓ 13°22'	"		2
27	✓ 12°18'	"		2
28	✓ 11°06'	"		1
29	✓ 9°55'	"	3:49	1
	8:18			2

Aug. 18, 1944 Sdg. Line # (4)

T on Sdg. Line #10 Sta. 250+19.77

F.S. on 229+30.39

	Δ	FLAGS	TIME
1	✓ 44°31'	1	4:16
2	✓ 43°26'	2	
3	✓ 42°33'	2	
4	✓ 41°24'	1	
5	✓ 40°04'	1	
6	✓ 39°45'	2	
7	✓ 37°08'	2	
8	✓ 34°38'	1	
9	✓ 33°45'	1	
10	✓ 31°52'	2	
11	✓ 30°00'	2	
12	✓ 28°53'	1	
13	✓ 27°05'	1	
14	✓ 25°53'	2	
15	✓ 24°20'	2	
16	✓ 22°05'	1	
17	✓ 20°47'	1	
18	✓ 19°14'	2	
19	✓ 17°32'	2	
20	✓ 15°54'	1	
21	✓ 15°12'	1	
22	✓ 14°20'	2	
23	✓ 12°15'	2	

42

	Δ	eg.	FLAGS	TIME
24	✓ 12°08'		1	
25	✓ 10°44'		1	
26	✓ 9°08'		2	
27	✓ 8°01'		2	
28	✓ 6°50'		1	4:25:30

Aug. 18 - 1944 Sdg. Line # 5

on Sdg. Line #1 Sta. 250+19.77

F.S. on 229+30.39

	A	B.	Flags	Time
1	✓ 41°21'	"	1	4:40:45
2	✓ 40°27'	"	1	
3	✓ 39°22'	"	2	
4	✓ 38°17'	"	2	
5	✓ 37°05'	"	1	
6	✓ 35°36'	"	1	
7	✓ 34°48'	"	2	
8	✓ 33°34'	"	2	
9	✓ 32°16'	"	1	
10	✓ 31°18'	"	1	
11	✓ 30°07'	"	2	
12	✓ 29°14'	"	2	
13	✓ 28°01'	"	1	
14	✓ 26°52'	"	1	
15	✓ 25°54'	"	2	
16	✓ 24°37'	"	2	
17	✓ 22°57'	"	1	
18	✓ 21°33'	"	1	
19	✓ 20°18'	"	2	
20	✓ 19°33'	"	2	
21	✓ 18°31'	"	1	
22	✓ 17°33'	"	1	
23	✓ 16°50'	"	2	

43

	A	Flags	Time
24	✓ 15°52' P.	2	4:53:30
25	✓ 14°28'	1	
26	✓ 12°55'	1	
27	✓ 11°12'	2	
28	✓ 9°40'	2	
29	✓ 8°35'	1	
30	✓ 7°21'	1	
31	✓ 6°12'	2	
32	✓ 5°15'	2	
33	✓ 4°17'	1	
34	✓ 3°24'	1	4:53:30

Aug. 19-24

Sdg. Line (C)

TRANSIT ON "A"
F.S. to N ON TRUE B.L.

	Δ	Hogr	TIME
1	✓ 37° 44' Lt.	1	10:30
2	✓ 35 38 "	✓	
3	✓ 35 02 "	✓	
4	✓ 34 10 "	1	
5	✓ 32 40 "	1	
6	✓ 30 50 "	✓	
7	✓ 28 50 "	✓	
8	✓ 27 08 "	1	
9	✓ 25 10 "	1	
10	✓ 23 13 "	✓	
11	✓ 21 15 "	1	check.
12	✓ 18 42 "	1	
13	✓ 17 05 "	✓	
14	✓ 15° 33 "	✓	
15	✓ 14 05 "	1	
16	✓ 12 31 "	1	
17	✓ 11 40 "	✓	
18	✓ 8 11 "	✓	
19	✓ 6 43 "	1	
20	✓ 4 15 "	1	
21	✓ 2° 44 "	1	
22	✓ 1 22 "	✓	
23	✓ 0 17 RT	1	

44

24 ✓ 1° 22 RT

1

25 ✓ 2° 33' "

✓

10:40

Aug 19 44

Sdg. Line ⑦

π on "A"

F.S. on true BL to N

	Δ	Flags	TIME
1	✓ 43° 38' LT	1	10.52
2	✓ 42 25 "	1	
3	✓ 41 30 "	✓	
4	✓ 40 25 "	✓	
5	✓ 39 30 "	1	
6	✓ 38 28 "	1	
out 7	✓ 37 50 "	✓	
8	36 10 "	d	check here
9	✓ 35 03 "	✓	
10	✓ 33 40 "	1	
11	✓ 31 50 "	1	
12	✓ 29 15 "	✓	
13	✓ 27 24 "	✓	
14	✓ 25 25 "	1	
15	✓ 24 14 "	1	
16	✓ 22 38 "	✓	
17	✓ 20 50 "	✓	
18	✓ 19 15 "	1	
19	✓ 17 00 "	1	
20	✓ 15 10 "	✓	
21	✓ 13 15 "	✓	
22	✓ 11 25 "	1	
23	✓ 9 24 "	1	

45

	Δ	Flags	TIME
24	✓ 7° 30' LT	✓	11:03
25	✓ 6° 12' "	✓	
26	✓ 4° 40' "	1	
27	✓ 3° 05' "	1	
28	✓ 0° 44' LT	✓	
29	✓ 1° 35' RT	✓	
30	✓ 3° 12' "	1	
31	✓ 4° 50' "	1	
32	✓ 6° 45' "	✓	
33	✓ 7° 50' "	✓	
34	✓ 9° 20' "	1	
35	9° 55' RT.	1	

Aug. 19. 44 Sdg Line ⑧

At an "H"

F.S. on BL to N.

	Δ	Flags	TIME
1	✓ 51° 04' LT	1	11:15
2	✓ 50° 05' "	1	
3	✓ 48° 42' "	~	
4	✓ 47° 00' "	~	
5	✓ 45° 20' "	1	
6	✓ 44° 05' "	1	
7	✓ 41° 55' "	~	
8	✓ 39° 44' "	~	
9	✓ 37° 40' "	1	
10	✓ 35° 41' "	1	
11	✓ 34° 35' "	✓	
12	✓ 32° 43' "	~	
13	✓ 30° 40' "	1	
14	✓ 29° 00' "	1	
15	✓ 26° 25' "	~	
16	✓ 24° 25' "	~	
17	✓ 22° 47' "	1	
18	✓ 19° 15' "	1	
19	✓ 16° 55' "	~	
20	✓ 13° 08' "	~	
21	✓ 10° 39' "	1	
22	✓ 7° 06' "	1	
23	✓ 4° 13' LT	✓	

46

	Δ	Flags	TIME
24	1° 32' LT	✓	✓
25	0° 15' RT	✓	1
26	2° 47' "	✓	1
27	5° 25' "	✓	~
28	8° 27' "	✓	~
29	10° 18' "	✓	1
30	12° 28' "	✓	1
31	15° 01' "	✓	~
32	15° 55' "	✓	~
33	16° 40' "	✓	1

11:25

Aug 19 4x Sdg Line (9)

T on "H"

F.S. to N on tower Bb.

	Δ	Flags	TIME
1	✓ 71° 17' Lt.	1	11:40
2	✓ 69° 55' "	1	
3	✓ 67° 45' "	1	
4	✓ 65° 01' "	✓	
5	✓ 62° 25' "	1	
6	✓ 60° 18' "	1	
7	✓ 57° 45' "	2	
8	✓ 56° 11' "	2	
9	✓ 54° 15' "	1	
10	✓ 52° 13' "	1	
11	✓ 49° 52' "	2	
12	✓ 47° 50' "	2	
13	✓ 43° 55' "	1	
14	✓ 41° 18' "	1	
15	✓ 37° 17' "	2	
16	✓ 32° 06' "	2	
17	✓ 28° 30' "	1	
18	✓ 24° 24' "	1	
19	✓ 20° 37' "	2	
20	✓ 17° 28' "	2	
21	✓ 13° 42' "	1	
22	✓ 8° 28' "	1	
23	✓ 3° 42' "	2	

47

	Δ	Flags	TIME
24	0° 55' Pt.	✓ 2	11:52
25	3° 38' "	✓ 1	
26	5° 58' "	✓ 1	
27	7° 45' "	✓ 2	
28	10° 15' "	✓ 2	
29	11° 25' "	✓ 1	
30	12° 30' "	✓ 1	
31	14° 15' "	✓ 2	
32	15° 10' "	✓ 2	
33	16° 15' "	✓ 1	

Aug 19 44 Sdg Line (10)

T on "A"

F.S. to pt on true B.L.

	Δ	Flags	TIME
1	✓ 57° 31' LT.	1	12:06
2	✓ 56 13 "	1	
3	✓ 54 38 "	2	
4	✓ 52 54 "	2	
5	✓ 51 06 "	1	
6	✓ 49 07 "	1	
7	✓ 47 41 "	2	
8	✓ 46 22 "	2	
9	✓ 44 15 "	2	
10	✓ 42 47 "	1	
11	✓ 41 49 "	2	
12	✓ 40 35 "	2	
13	✓ 39 27 "	1	
14	✓ 36 40 "	1	
15	✓ 34 58 "	2	
16	✓ 32 42 "	2	
17	✓ 29 35 "	1	
18	✓ 26 23 "	1	
19	✓ 23 04 "	2	
20	✓ 19 27 "	2	
21	✓ 15 05 "	1	
22	✓ 10 23 "	1	
23	✓ 5 10' LT.	2	

48

	Δ	Flags	TIME
24	✓ 1° 39' LT	2	
25	✓ 2° 50' RT	1	
26	✓ 6° 48' "	1	
27	✓ 10° 38' "	2	
28	✓ 13° 35' "	2	
29	✓ 15° 50' "	1	
30	✓ 18° 26' "	1	
31	✓ 21° 37' "	2	
32	✓ 23° 48' "	2	
33	✓ 24° 49' "	1	
34	✓ 26° 30' "	1	
35	✓ 27° 45' "	2	
36	✓ 29° 00' "	2	12:24

Aug. 19. 44 Sdg Line (11)

T on "A"

F.S. to N on true Bl.

	A	Flags	TIME
1	✓ 84° 44' LT	1	12:34
2	✓ 83° 38' "	1	
3	✓ 82° 20' "	2	
4	✓ 80° 25' "	2	
5	✓ 78° 01' "	1	
6	✓ 75° 58' "	1	
7	✓ 72° 50' "	2	
8	✓ 70° 40' "	2	
9	✓ 69° 41' "	1	
10	✓ 68° 12' "	1	
11	✓ 66° 58' "	2	
12	✓ 65° 57' "	2	
13	✓ 64° 43' "	1	
14	✓ 63° 02' "	1	
15	✓ 61° 50' "	2	
16	✓ 58° 19' "	2	
17	✓ 55° 53' "	1	
18	✓ 53° 55' "	1	
19	✓ 52° 25' "	2	
20	✓ 50° 23' "	2	
21	✓ 48° 30' "	1	
22	✓ 46° 42' "	1	
23	✓ 45° 48' "	2	

49

	A	Flags	TIME
24	43° 40' LT ✓	✓	
25	41° 38' " ✓	1	
26	38° 47' " ✓	1	
27	36° 18' " ✓	2	
28	33° 28' " ✓	✓	
29	31° 01' " ✓	1	
30	29° 26' " ✓	1	
31	26° 50' " ✓	2	
32	24° 40' " ✓	2	
33	21° 35' " ✓	1	
34	17° 10' " ✓	1	
35	13° 00' " ✓	2	
36	8° 00' " ✓	2	
37	3° 35' " ✓	1	
38	1° 07' " ✓	1	
39	2° 23' RT ✓	2	
40	0° 35' " ✓	✓	
41	9° 50' " ✓	1	
42	12° 02' " ✓	1	
43	13° 39' " ✓	2	
44	15° 23' " ✓	2	
45	18° 50' " ✓	1	
46	23° 37' " ✓	1	
47	26° 36' " ✓	2	
48	28° 53' RT ✓	2	

Sdg. Line (11) Contd.

	Δ	Flags	TIME
49	✓ 31° 06' RT	1	1:00
50	✓ 32° 17' "	1	
51	✓ 33° 23' "	1	
52	✓ 34° 06' "	2	

Aug. 19-44. Sdg. Line (12)

T on 229+30.39, F.S. on H = to So.

	A	Flags	TIME
1	✓ 44° 10' RT	1	3:07
2	✓ 41° 50' RT	1	
3	✓ 40° 45' "	2	
4	✓ 38° 50' "	2	
5	✓ 37° 45' "	1	
6	✓ 34° 54' "	1	
7	✓ 33° 20' "	2	
8	✓ 31° 45' "	2	
9	✓ 29° 35' "	1	
10	✓ 28° 23' "	1	
11	✓ 26° 55' "	2	
12	✓ 26° 10' "	2	
13	✓ 24° 53' "	1	
14	✓ 23° 45' "	1	
15	✓ 23° 00' "	2	
16	✓ 22° 25' "	2	
17	✓ 20° 36' "	1	
18	✓ 19° 25' "	1	
19	✓ 17° 24' "	2	
20	✓ 15° 55' "	2	
21	✓ 14° 45' "	1	
22	✓ 12° 50' "	1	
23	✓ 10° 25' "	✓	
24	✓ 8° 40' RT	✓	

51

	A	Flags	TIME
25	✓ 7° 10' RT	1	
26	✓ 5° 50' RT	1	3:11

Aug. 19-44 Sdg. Line (13)

TON 42943.39, FS. on "A" to So.

	△	Flags	TIME
1	✓ 38°35' Rt	1	3:24
2	✓ 37°00' "	1	
3	✓ 35°06' "	2	
4	✓ 33°43' "	2	
5	✓ 32°10' "	1	
6	✓ 30°18' "	1	
7	✓ 29°03' "	2	
8	✓ 27°16' "	2	
9	✓ 25°50' "	1	
10	✓ 24°40' "	1	
11	✓ 23°25' "	2	
12	✓ 22°15' "	2	
13	✓ 21°03' "	1	
14	✓ 19°56' "	1	
15	✓ 17°25' "	2	
16	✓ 15°40' "	2	
17	✓ 14°20' "	1	
18	✓ 13°05' "	1	
19	✓ 11°44' "	2	
20	✓ 10°35' "	2	
21	✓ 9°40' "	1	
22	✓ 8°05' "	1	
23	✓ 6°50' "	2	
24	✓ 6°00' Rt.	2	3:33

Aug. 19-24.

Sdg. Line (14)

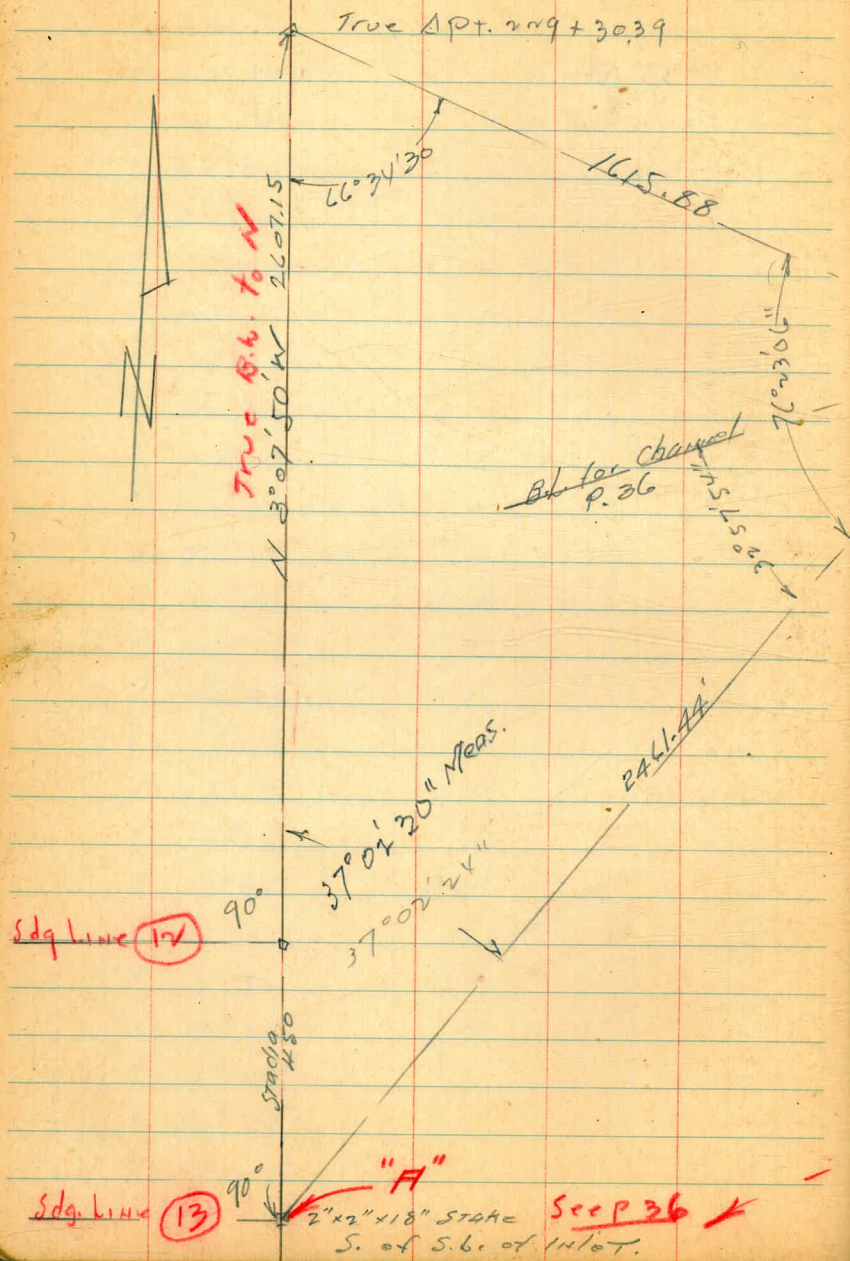
π on 22.9 + 30.29, F.S. on "H" =

	Δ	Flags	TIME
1	✓ 30° 30' Rt.	1	3:47
2	✓ 34° 40' "	1	
3	✓ 33° 15' "	✓	
4	✓ 31° 27' "	✓	
5	✓ 30° 05' "	1	
6	✓ 29° 15' "	1	
7	✓ 28° 00' "	✓	
8	✓ 26° 50' "	✓	
9	✓ 26° 00' "	1	
10	✓ 24° 50' "	1	
11	✓ 24° 35' (23° 35')	✓	
12	✓ 22° 25' "	✓	
13	✓ 21° 25' "	1	
14	✓ 20° 23' "	1	
15	✓ 19° 20' "	✓	
16	✓ 18° 10' "	✓	
17	✓ 17° 15' "	1	
18	✓ 16° 05' "	1	
19	✓ 15° 04' "	1	
20	✓ 13° 50' "	✓	
21	✓ 12° 40' "	✓	
22	✓ 11° 25' "	1	
23	✓ 10° 25' "	✓	
24	✓ 9° 28' "	✓	

53

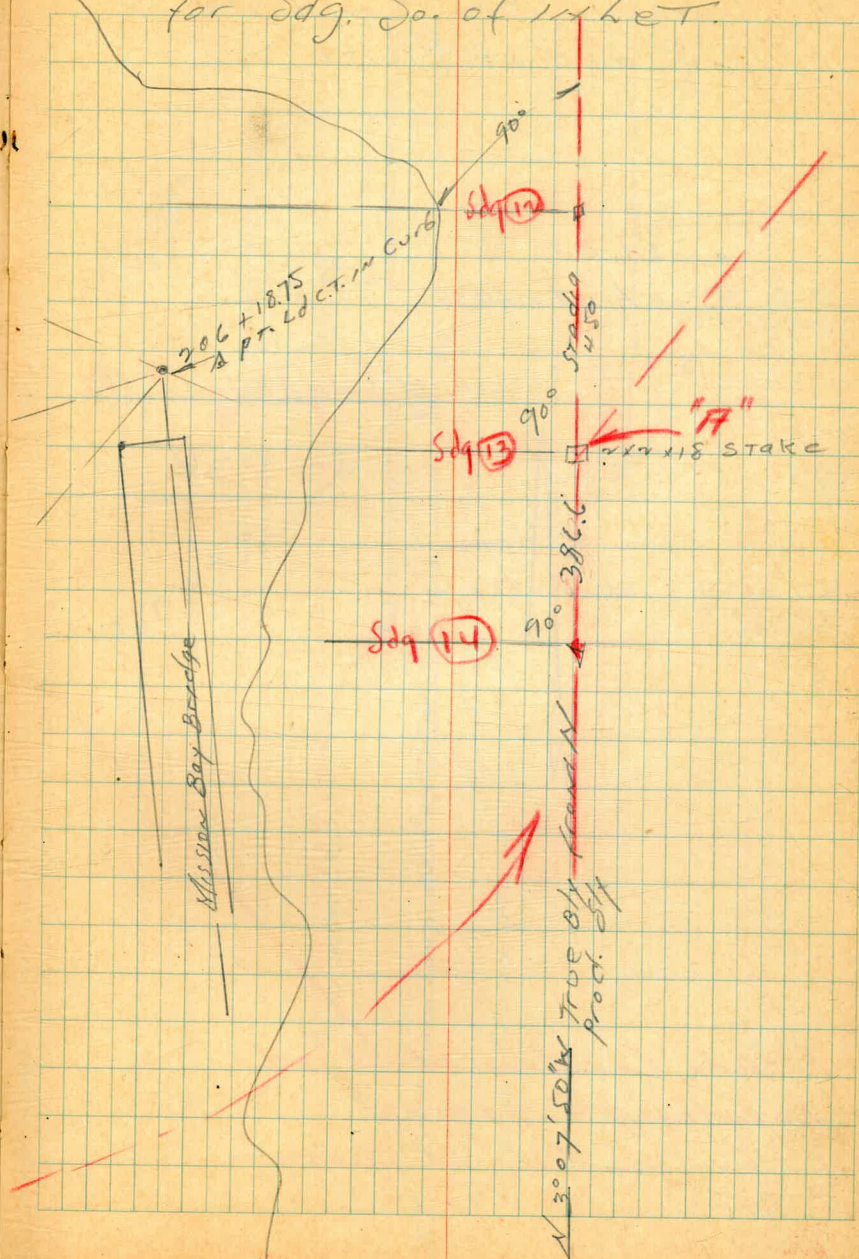
to Sec

	Δ	Flags	TIME
25	8° 30' Rt ✓	1	
26	7° 40' " ✓	1	
27	7° 08' " ✓	✓ F.L.N.S.	3:55



Sketch Cont'd. from p. 36 + 37
for Sdg. So. of Inlet.

54



Sketch for
Outside Car. Landing
for aerial photo,

• = Ld. C.T.
+ = Chisel cross

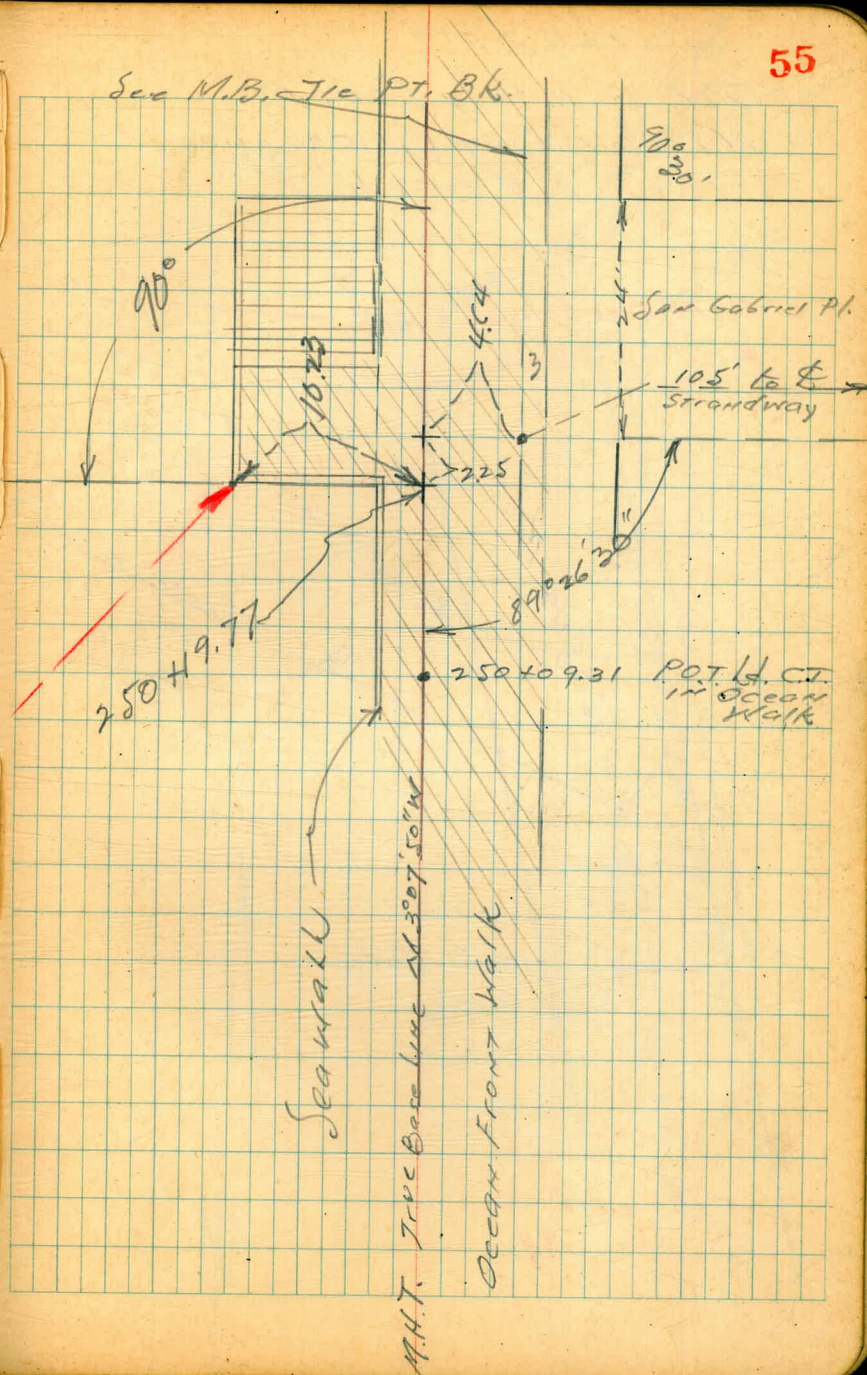


Sdg. Line # ①

See P. 34

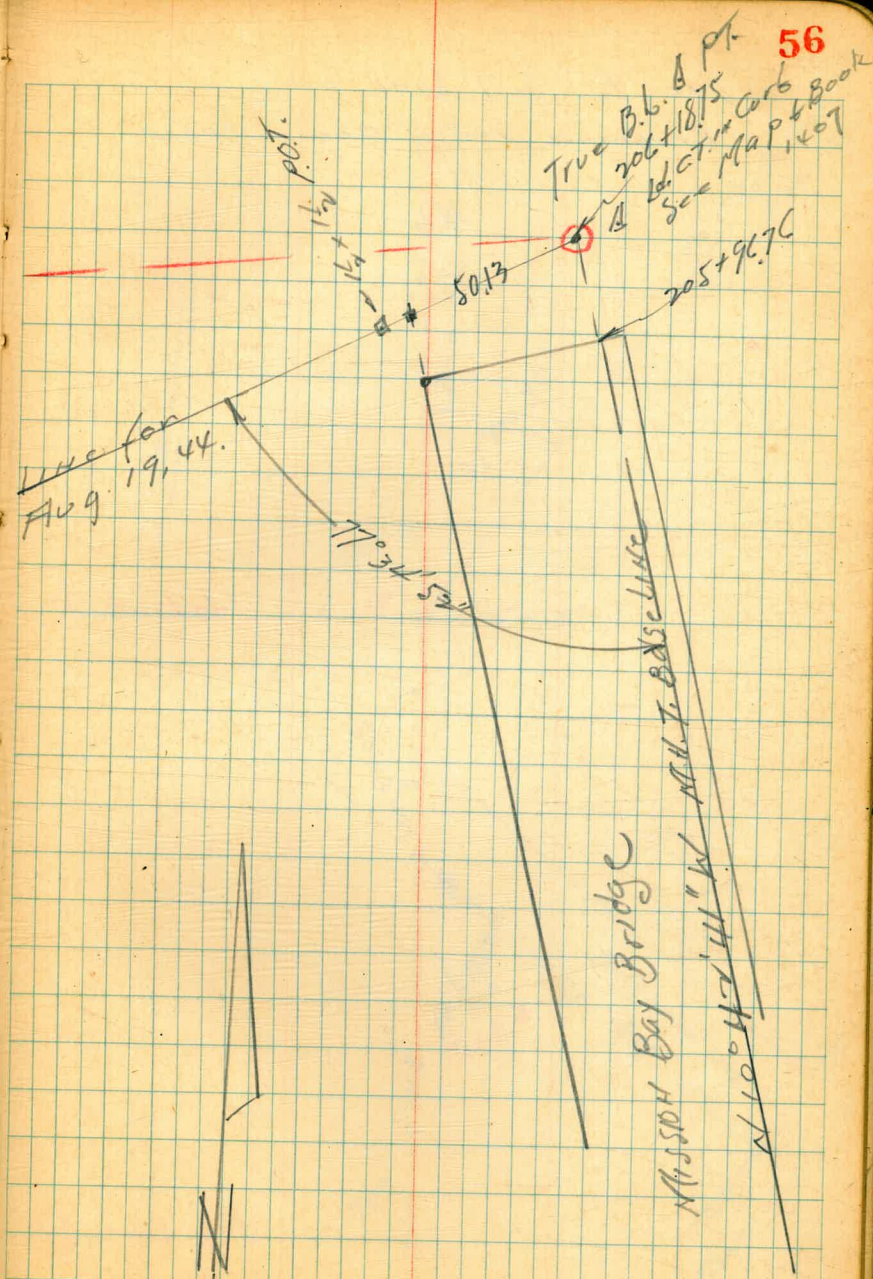
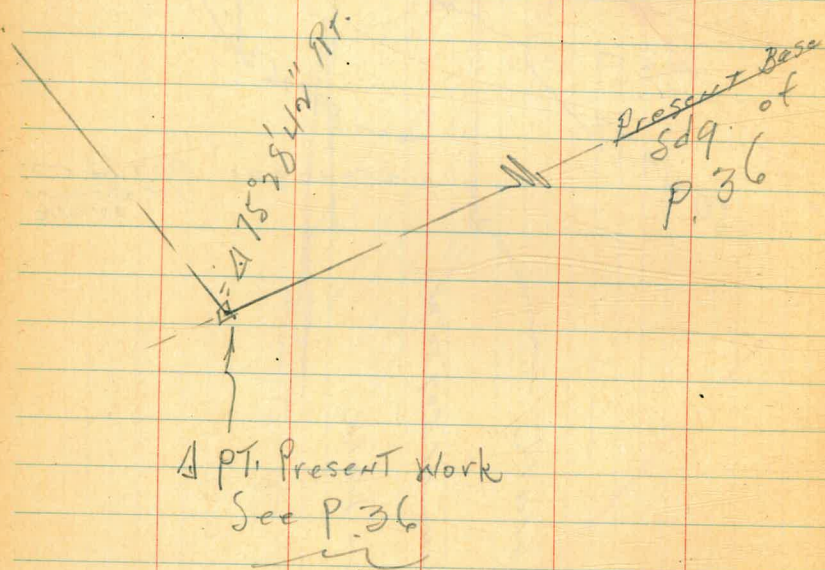
Outside Car. Can. Wall of
Landing & Stairs
Good for #1 or photo

55



Sketch for
Tie to N.Wly Cor. of
Mission Bay Bridge for
Aerial Photo.

C.T. in curb good for
#2 on Photo

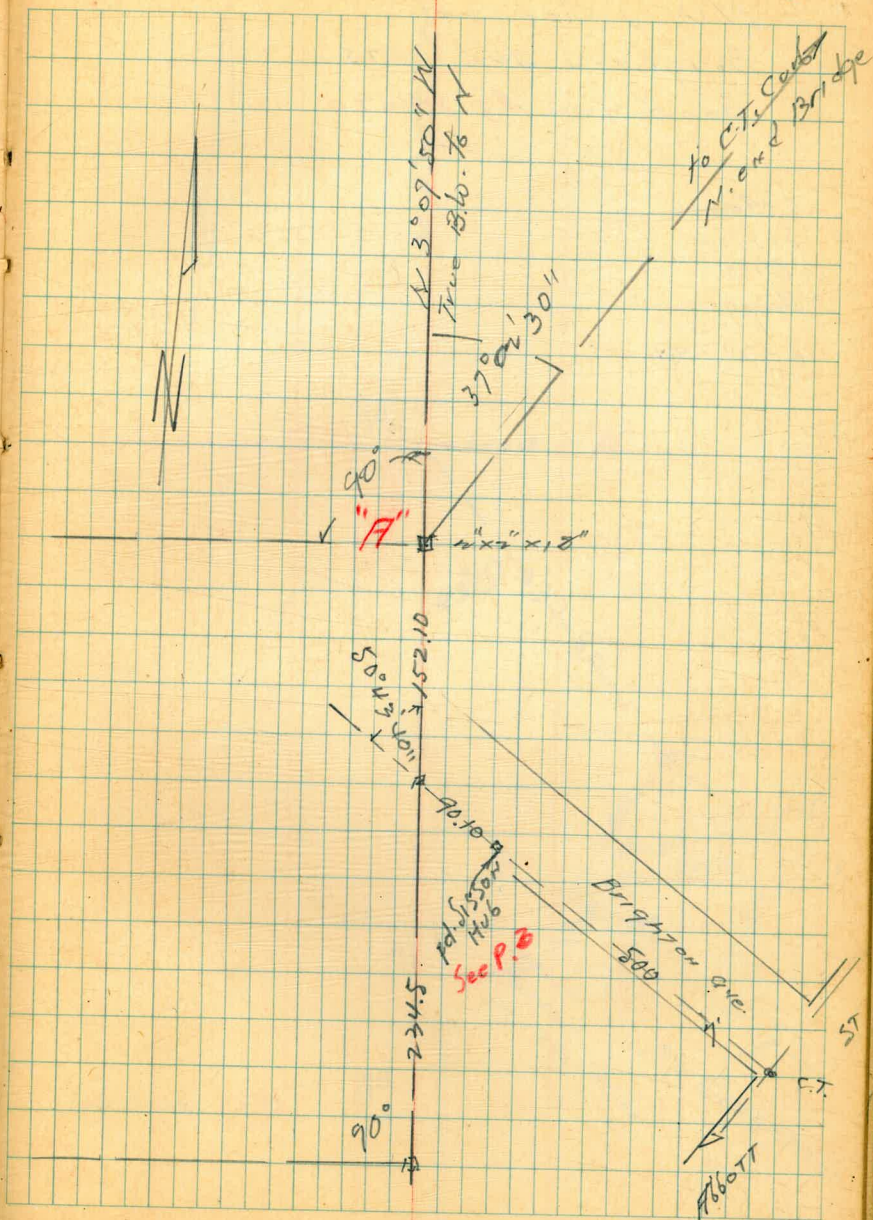


Tie to 50.7' line on
Brighton Ave, Ocean Beach

Sdg line (13)

Sdg. line (14)

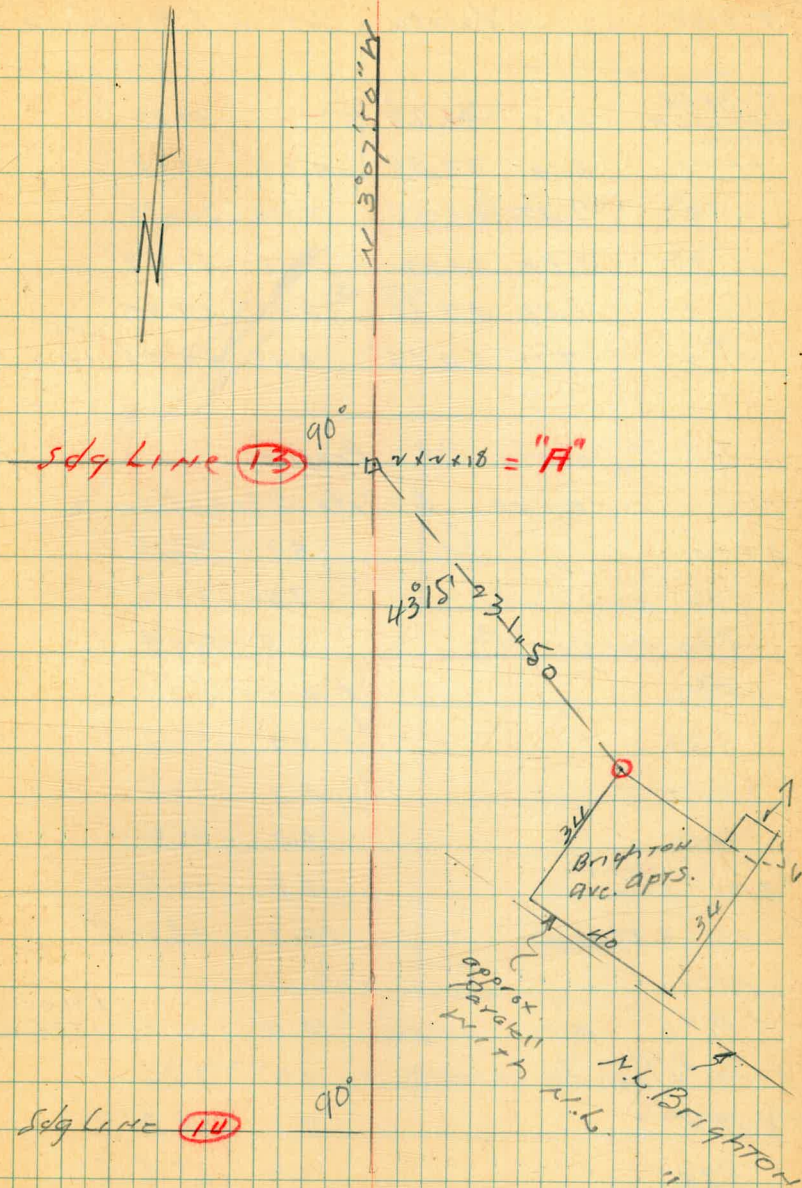
57



NWly Cor. of
Brighton Ave APTS.
good for #3 PHOTO

C. Moore
Sisson
Bliss
Beggs
8-21-44

58



Sommermeier
W. Moore.
7-8-AA

Sewer Profile
Valeta - Soto & Etiwanda Sts.

Page
58 1/2

B.M. - SE BR Larkspur & W. Pt. Loma Blvd.	2.34	32.63	-	30.29
T.P. #1	6.14	33.89	4.88	27.75
" #2	1.43	22.28	13.04	20.85
" #3	12.84	34.97	0.15	22.13
" #4	12.52	47.46	0.03	34.94
" #5	7.11	50.16	4.41	43.05

25' LT 0+25
12' STUB

Valeta St. Profile.

0+00 = @ Soto Street.

0+00	50.16	8.1	42.1
+30 N.Wly. Line Soto		7.0	43.2
+60		5.8	44.4
1+00		4.5	45.7
+50		3.7	46.5
2+00		3.7	46.5
+50		5.0	45.2
3+00 S. Fly Line Etiwanda		7.7	42.5
+30 @ Etiwanda		10.1	40.1
T.P. #6	0.31	40.36	10.11
3+60 N.Wly Line Etiwanda		3.9	36.5
4+00		8.1	32.3
+30		11.9	28.5
T.P. #7	0.36	28.25	12.47

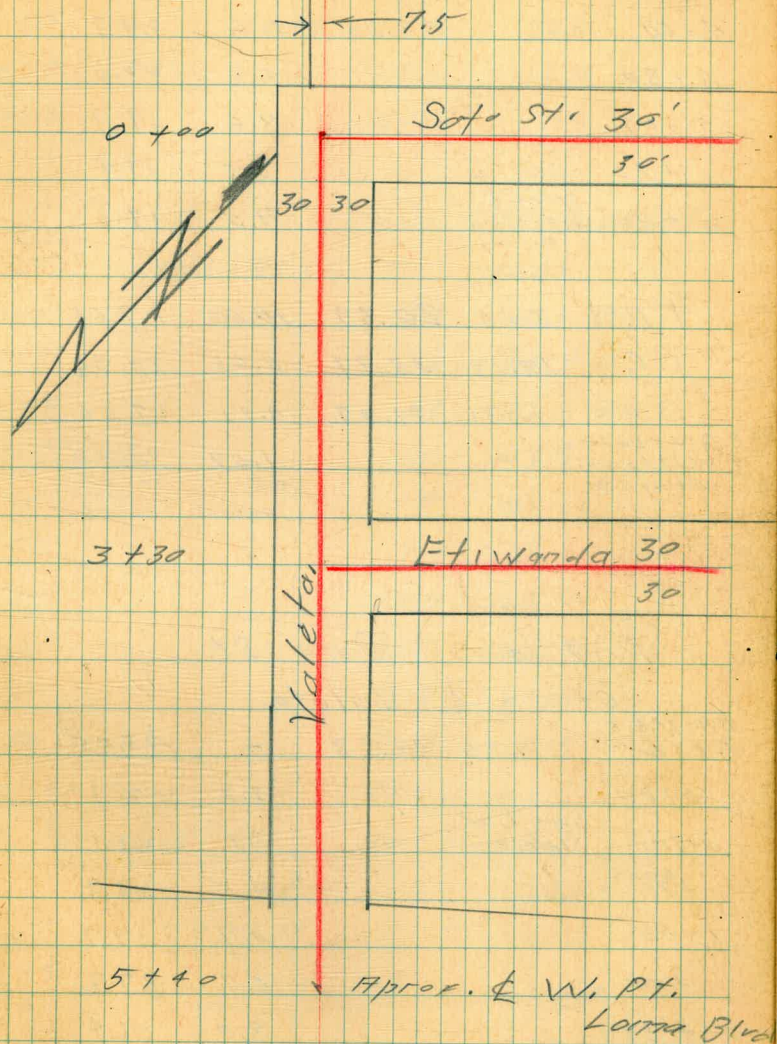
12' XI @ Valeta
+ @ Etiwanda

De Puy. Add.

indexed
O.S.N.

59

See P. 78



4+60		28.25	3.6	24.7
4+80			5.8	22.5
5+08			8.6	19.7
+22	1st. Water line		8.5	19.8
+40	Approx. W.P. Loma Paving		9.0	19.3
T.P.#8		3.24	20.89	10.60
T.P.#9		17.13	33.97	0.05
T.P.#10		2.31	31.97	4.31
B.R.S.E. Larkspur + W.P. Loma - starting B.M.			1.67	30.30
			S.P.	30.29
			Error	0.03

Profile on Soto St.

0+00 = ϕ Valleta

B.M. - T.P.# 5				
P. 58 1/2	1.33	44.38	-	43.05
0+00			2.3	42.1
0+30	S.W. Ly Line		3.3	41.1
	Valleta			
+70			4.5	39.9
1+00			4.7	39.7
+50			6.7	37.7
+85			8.0	36.4
2+00			9.8	34.6
+25			14.7	29.7

2+50		44.38	21.6	22.8
+75			28.0	16.4
3+00			35.0	9.4

Profile Etiwanda 0+00 = ϕ Valleta

B.M. - T.P.# 6				
1st ϕ Etiwanda	310	43.15	-	40.05
0+00			3.1	40.1
+08			2.8	40.4
+09			0.8	42.4
+30	S.W. Ly Line		1.5	41.7
	Valleta			
+55			1.9	41.3
+73			7.4	35.8
1+00			14.9	28.3
+25			22.0	21.2
+50			31.8	11.4
+70			38.9	4.3
1+83	Top slope		44.3	-1.1
2+00	in marsh		46.5	-3.3
		40.6	45.7	34.6 = 2400
EL. El. House	100' W of	51		40.1
" " "	2+00 Soto			
" " "	75' W of 50 "	+08		46.0

Blk 240 M.B.

Levels in alley 16' wide

BET. Yarmouth & Windmillere CTS

EAST of Mission Blvd.

See T.P. BK #25 - P. 14-15

BMBP	0.80	7.88	7.08	Sea Wall
T.P.	5.03	4.81	8.10	York Ct.
RP				ctr. Island
T.P. Ld. Ct.	3.77	4.13	4.45	Mission Blvd.

00-10 - E c6 Blvd.

N pav.		5.27	-1.14
C "		5.22	-1.09
S "		5.31	-1.18

0-04

S c6		4.80	-0.67
S pav. edge		5.42	-1.29
C " "		5.29	-1.16
N " "		5.45	-1.32
N c6		4.96	-0.83

0-0.8

CTR. SMH. Rim		5.21	-1.08
---------------	--	------	-------

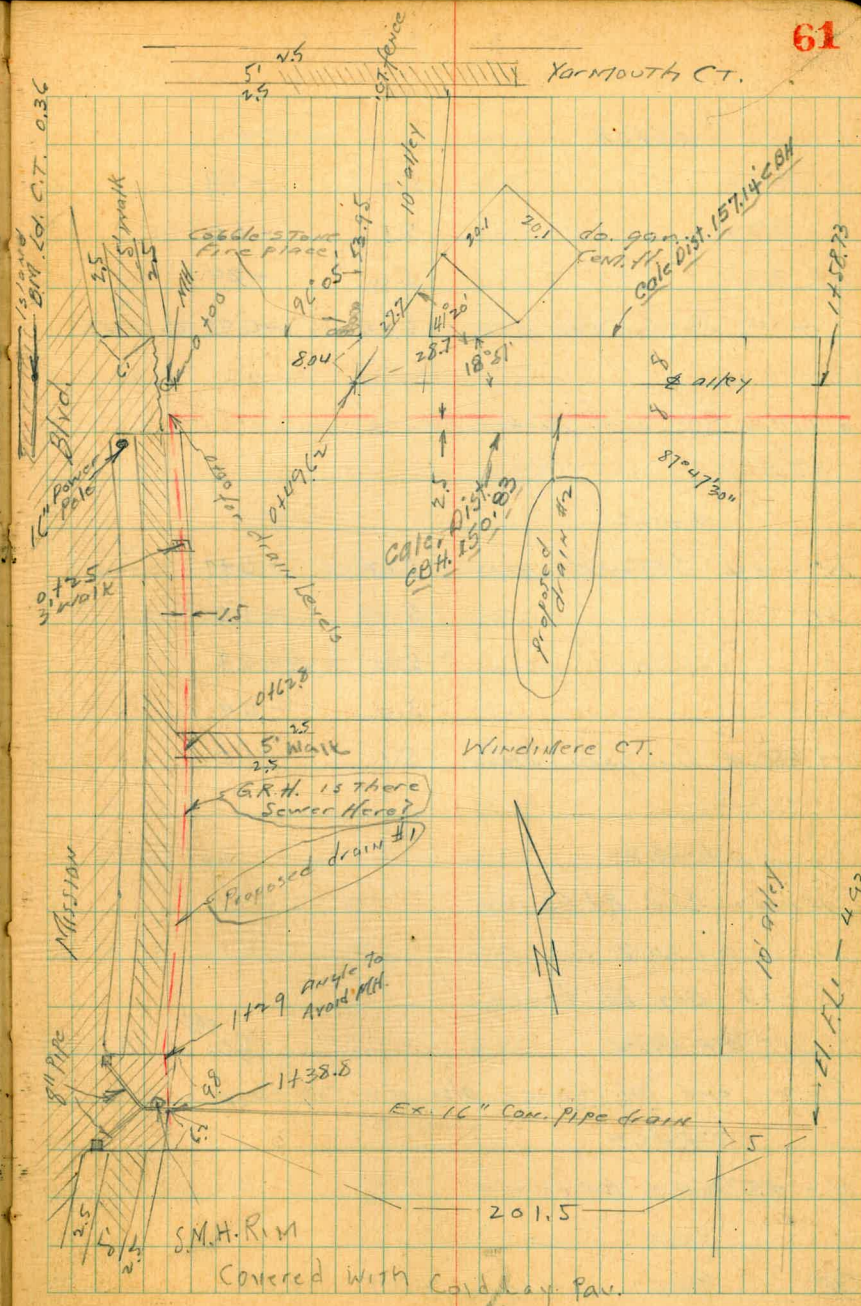
0+00

N c6		4.94	-0.81
N dirt		5.2	-1.1
C " "		5.4	-1.3
S " "		5.4	-1.3

This Hole to drain

S c6. Beq. Picket fence ON KING		4.81	-0.68
---------------------------------	--	------	-------

Redwood Plotted 12-8-44



11.11.1 - 4.93

0 + 108			
S	5.0	-0.9	
C	5.1	-1.0	
N	5.0	-0.9	✓
+0.4 SW Cor. do. gar.	5.05	-0.92	Cor. Pl.

0 + 116.5 S.W. end picket fence

0 + 26			
N - 0.4 S.E. Cor. do. gar.	5.12	-0.99	✓
N	5.1	-1.0	
C	5.0	-0.9	
S	5.0	-0.9	
+25' E SW. gar. dirt floor	5.1	-1.0	

0 + 29.8

N - 0.3 Beg. Bd. fence

0 + 30.8

S - 2.7 Beg. Bd. fence

0 + 42.2

S - 2 end Bd. fence also NW Cor. Stucco gar.

0 + 46.2

N - 0.5 end Bd. fence

T.P. 249 4.13 249 1.64

0 + 49.52 NW 10' alley to North			
S	4.9	-0.8	
C	5.0	-0.9	
N	4.9	-0.8	
+4.4 Beg. Bd. fence on line			
+53.95 on Cor. walk	4.86		x - 0.73
0 + 53.2			
S - 1.1 SW. gar. ^{COH.} floor	4.97		-0.84
0 + 58.2			
S - 0.6 N.E. Cor. above Stucco gar.			
S on line Beg. Bd. fence			
0 + 59.67 E.W. 10' alley to North			
S	5.0	-0.9	
C	5.1	-1.0	
N	5.1	-1.0	
+5.4 on walk at	4.85		-0.72 yard mark St.
0 + 61.5			
S + 1.5 N edge Power Pole			
Cor. do. Gar. on N. side	4.56		-0.43 Shown on sketch
0 + 75			
N	4.7	-0.6	
N + 0.8 West, 1' wide ^{Brick} walk	4.6		-0.51 ✓
C	4.9	-0.8	
S	5.0	-0.9	

		4/3		
T.P.	2.72	<u>4.36</u>	2.49	1.64
	0+99			
S			4.3	0.1
+3			4.9	-0.5
C			4.9	-0.5
N			5.0	-0.6
tot. S edge 12" Brick Walk			4.52	-0.16 ✓
" Wedge Cor. Porch			4.19	0.17 Top of Bot. STEP
	1+05.5			
N - 0.5 S.E. Cor. Cor. Porch	2.87		1.49	Top ✓
" ground			4.9	-0.5
	1+21			
N - 4.22 Top Cor. Porch	3.35		1.01	✓
N			4.0	-0.2
C			4.9	-0.5
+5			4.9	-0.5
S			4.3	0.1
	1+45			
-1 W. yard			3.8	0.6
S			5.0	-0.6
C			4.9	-0.5
N			5.0	-0.6
	1+48.73 W.L. 10' alley to South			
N			4.9	-0.5

436 63

C		5.2	-0.8
S		5.0	-1.2
W. yard		3.8	0.6
	1+51		
S on line end of fence & Wood Bulkhead			
2.77 in South A alley			
	1+58.73 E.L. 10' alley to South		
-10		7.3	-2.9
S		6.9	-2.5
C		6.6	-2.2
N		6.0	-1.6
+10		5.0	-0.6

Levels on Proposed drain #2

4.35 π Fwd.

0+00	5.6	-1.2
0+15	5.3	-0.9
0+50	5.3	-0.9
0+63 1' R. to Abutment Pole	5.3	-0.9
1+00	5.0	-0.6
+30	4.7	-0.3
+45	4.8	-0.4
+53	6.0	-1.6
+60	6.8	-2.4
1+80	8.8	-4.4

J.P. R.P. L.C.T. 3.79 4.15 11.00 0.36 on Blvd Island

Levels on proposed drain #1

4.15 π

0+0	5.4	-1.2
0+02.5	5.4	-1.2
0+07.5 Top curb	4.86	-0.71
0+25 π 3' con. walk	4.90	-0.81
0+28 π 5' con. walk	4.85	-0.70 - on Windward
1+00	4.8	-0.6
1+29 angle Top curb	4.85	-0.70
" Gut.	5.39	-1.24
1+38.8 ground	5.2	-1.0
" Top 10" Con. Pipe drain	7.04	-2.89
N. Grate in alley	5.39	-1.24
" FL 8" Pipe	7.54	-3.39
S. Grate	5.44	-1.29
" FL 8" Pipe	6.99	-2.84

Levels on Pav. in E. gutt. of
MISSION Blvd. 1 st. alley S. of
Windemere St. Nly

501	<u>537</u>	0.36
0400 N.L. alley		
Top of N grate	6.41	-1.24
Top curb	6.17	-0.80
0425		
gut	6.08	-1.11
cb	6.17	-0.80
0450		
gut	6.40	-1.03
cb	6.07	-0.70
0475		
gut	6.39	-1.02
cb	6.15	-0.78
1400		
gut	6.50	-1.13
cb	6.25	-0.88
1420 S.C. alley		
gut	6.55	-1.18
cb	6.15	-0.78
1434 P. alley		
gut	6.46	-1.09
1442.5 N.L. alley		
gut	6.51	-1.14
cb	6.23	-0.86

Reduced & plotted 12-8-44
on profile L.B.H.

537

65

1475		
gut	6.47	-1.10
cb	6.18	-0.81
2401.5 E. Yacupon St. CT.		
gut	6.37	-1.00
cb	6.12	-0.75
2425		
gut	6.36	-0.99
cb	6.04	-0.67
2450		
gut	6.27	-0.90
cb	6.02	-0.65
2475		
gut	6.23	-0.86
cb	6.06	-0.69
3400		
gut	6.29	-0.92
cb	6.07	-0.70
3450		
gut	6.32	-0.95
cb	6.08	-0.71
4400		
gut	6.47	-1.10
cb	6.26	-0.89

5.37
5.59
-0.22
8.14
7.92
0.83
7.09
7.08
orig. B.M.

Pav. falls to Pacific Beach Dr., from here

Elev. M.H.T. = 4.91

Survey M.H.T. Line

Si. end Mission Beach

W. Moore
W. Meyer
H. Stone
5-24-45.

see 1407

Plotted on 6469-L
C.S.K.

234+60.84

67°02'

56°59'

230+00
Δ = 33°03' RT.

225+00
Δ = 11°39' RT.

P.C.T

Indexed
C.S.K.

66

11+20
Δ = 52°15' RT.

Baseline for Level
6-11-45, P. 72

69°20'

49°59'

246+18.75
Δ = 132°26' Lt.

City
disc
and Curb
See p. 36

Baseline

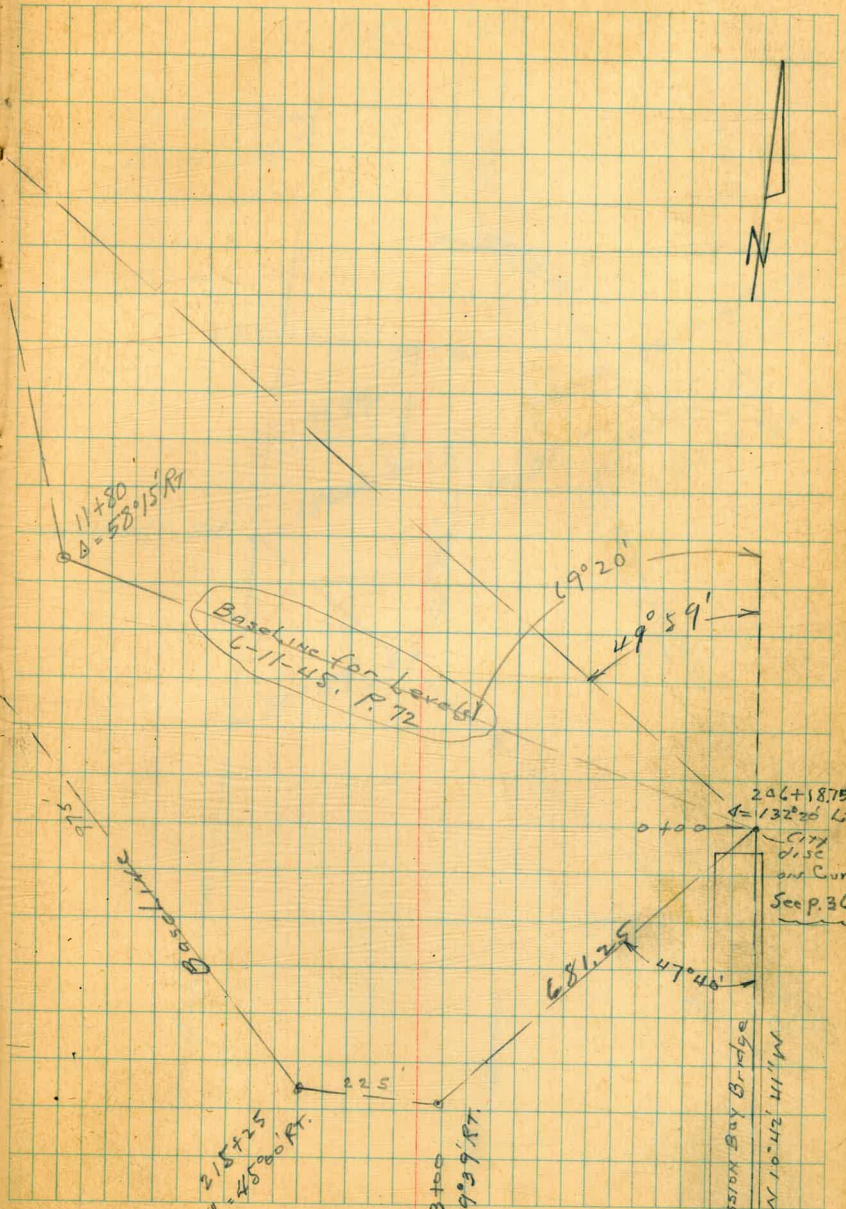
68°25'

47°00'

215+25
Δ = 45°00' RT.

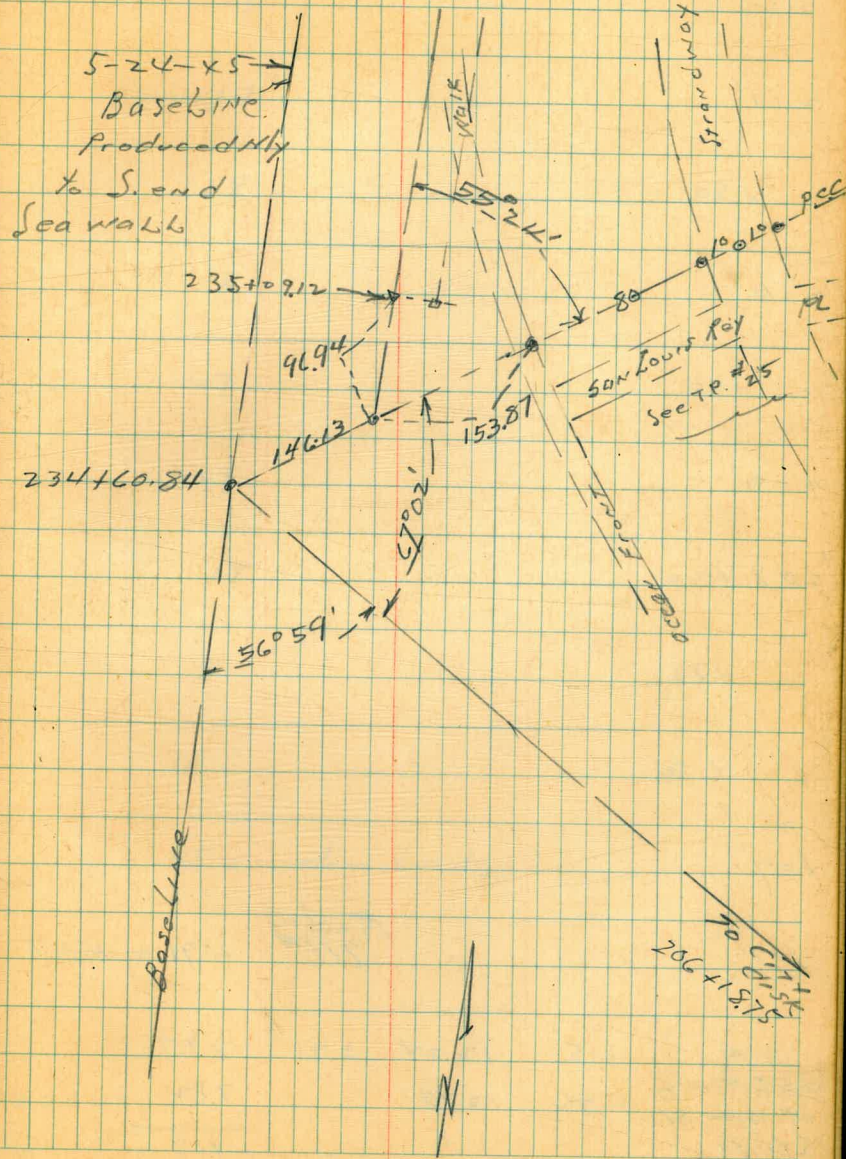
213+00
Δ = 49°39' RT.

Mission Bay Bridge
N 1/4 W 24.01 W



Sounding Line 240709.12
 35' offset
 See P. 34

True B.G. 1407
 67.



San Louis Key
 Sec. T.P. #25

1515
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 1599
 1600

212

15

211

17

+50

18

210

18

+40

27

209

27

208+20

17

+85

8

+50

18

107

45 = under bridge

Rod 7
7112

491 = M.H.T.

T.P.	3.15	12.07	3.91	8.87	
NEBR INC				7.82	= USC+G
Mission Blvd	4.96	12.78			
S.D. PL.				-1.19	= CITY
				9.01	

221

220

219

218

217

216

215 + 25 @ 45° RT

+50

214

+50

T.P.

5.90

10.93

6.99

5.03

213 + 100 @ 49° 39' RT

12.00

Taken on SPLIT

Lt.

86

RT

69

53

54

26

46

70

78

50

63

64

48

8

rod
6.07 4.91 = M.H.T.

232

231

230 Δ 33°03' Rt Taken on Split

7.30 4.91 = N.H.T.

T.P. 4.61 12.21 4.59 7.60

229

228

227

226

225 Δ 11°39' Rt Taken on Split

224

223

222

Rod
7.28 4.91 = N.H.T.T.P. 5.19 12.19 3.93 7.0010.93

Lt.

Bl.

Rt.

70

59

72

60

62

55

50

50

25

29

30

40

BM. B.P. Top S. end of

Seawall

0.44 16.15 16.14

241

240 + 30 = approx. opp. S. end Seawall
= E Balboa Ct.

240

239

238

237

Road

11.68

4.91 = MHT

T.P.

5.41

16.59

1.03

16.18

236

235

234 + 60.84 = on Road

234

233

17.21

2

Lt

B.L.

71

73

87

93

102

100

96

92

78

76

71

64

C.S.M. Levels on Proposed Park Area

C.S. South end Mission Beach

6-11-48 Sketch p. 66

16 + 27

11 + 80 = Δ 58° 15' RT. Sec. on split.

T.P. 643 17.15 5.6v 10.7v

7 + 60

4 + 50

Note! Sta. etc. by Stadia

1 + 65

0 + 00 = 206 + 18.75 = City disk Top E ch.
at N. end Mission Bay Bridge

NEBP 8.5v 16.34

7.8v Mission Blvd
San Diego Pl

USC+G DATUM

LT.

~~LT.~~

RT

12

9.55	12.45	10.15	9.95	9.85
7.6	4.7	7.0	7.7	7.3
200	50		130	310
	Rd			

9.15	10.75	9.15	8.45
8.9	6.6	8.0	8.7
60	Rd.	250	460

8.94	17.15	9.34
7.4	9.34	7.0
330	7.0	350
Rd.		

9.04	10.24	8.64
7.3	6.1	7.7
350		200
Rd		Rd.

7.04	10.34	8.94	11.44
9.3	6.0	7.4	4.3
150	Rd.	70	140
		Rd	

Top Web.
Mission Blvd

11.34

check to BM BP Top of S. end
Sea Watch 1.8 16.14
0.02

25+86 Sec. @ 90°

22+16

T.P. 6.28 17.30 4.53 10.82

19+37

17.15

LT.

2

Rt.

73

10.10
7.7
35

10.20
7.1

10.30 13.20
7.0 4.1
55 106

← sand at seawall

9.90
7.4
151

10.10
7.7
75

High wave
Mark, 6-10-45 17.30

12.40
4.9

13.10
4.7
49

15.50
1.8
63

Top Rock
Rip Rap,
placed
by City

10.15
7.0
175

12.15
5.0
20
Rd.

11.75
5.4

12.05
5.1
140

17.15

approx
40' N. of S. end of Sea wall
at Belden Ct.

1/2 sec 20' alley
Blk 198 Pacific Beach

Moore
Jasper Meyer
W.F.M.
10-25-45

N.W.B.P. 9.06 48.59 39.53 GARNET EVERTS

0-40

S o.l. Pav. 6.19 42.40

N " 5.80 42.79

0-20

N dirt 5.9 42.7

C " 6.2 42.4

S " 6.3 42.3

S Top cb. 5.53 43.06

0-1

N + 0.2 Bsq. picket fence

0 + 0.0 E.l. EVERTS

S Top curb 5.26 43.33

+1 5.6 43.0

C 5.2 43.4

N 4.8 43.8

0 + 0.2

S - 0.1 NW Cor. Bd. house Con. Piers

0 + 1.1

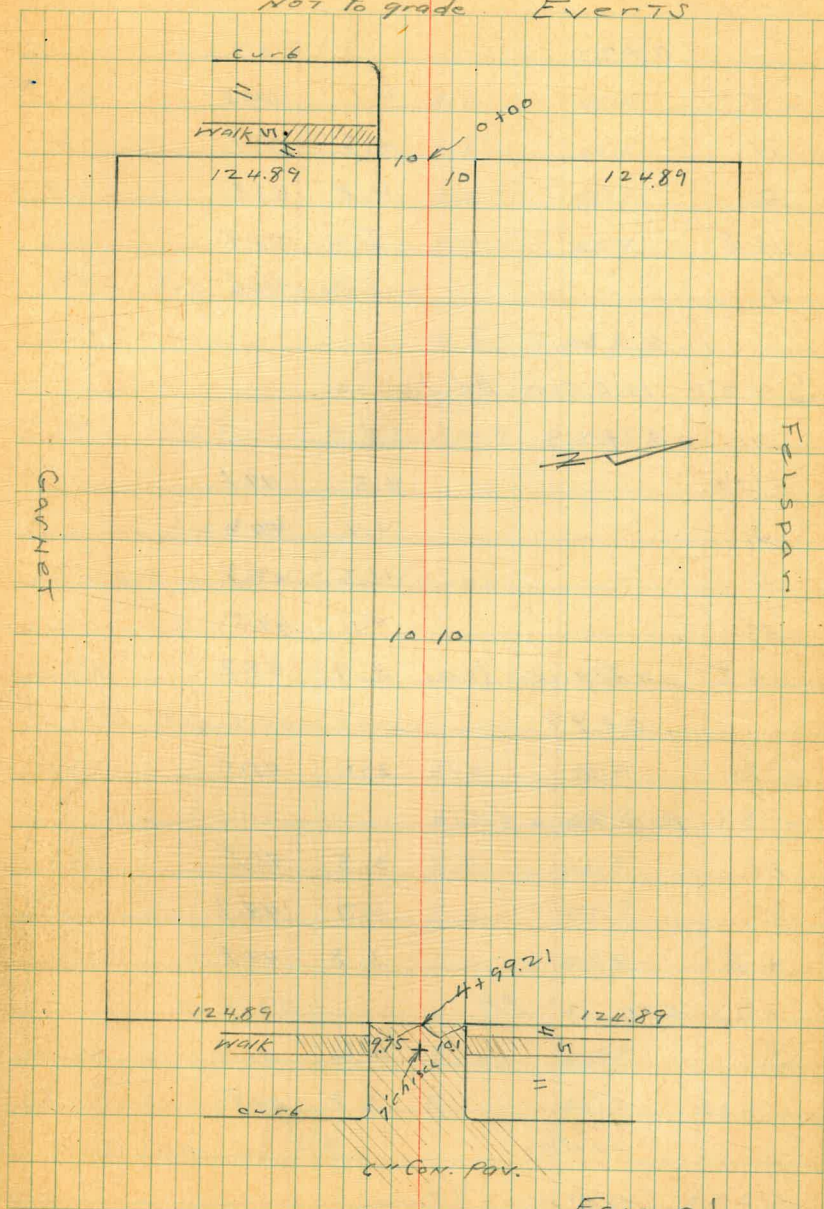
N + 0.2 Jog in fence

N - 5 Bsq Bd "

Indexed
C.F.M.

20' o.l. Pav.
NOT to grade EVERTS

74



Robert Meyer
Charles Meyer

48.59

0+20

- 5	4.1	44.5
N	4.5	44.1
C	4.8	43.8
+ 8	5.2	43.4
S	5.0	43.6

0+32.5

S-0.1 N.E. Cor Bd. house

0+49

- 10	4.5	44.1
S	4.4	44.2
C	4.3	44.3
N	4.1	44.5
+ 5 end picket fence	3.9	44.7

0+99

- 10	3.1	45.5
- 3.6 Beg. wire fence		
N	3.5	45.1
C	3.7	44.9
+ 8	3.8	44.8
+ 9.4 ctr 12" P.P.		
S	3.6	45.0
+ 10	3.8	44.8

1+40

N-3.3 end wire fence

48.59

75

1+49

- 10	3.6	45.0
S	3.5	45.1
C	3.4	45.2
N	3.2	45.4
to C Beg. wire fence		
+ 10	2.5	46.1

T.P. 5.67 50.97 3.29 45.30

1+65

N-0.6 end wire fence

2+00

- 10	4.6	46.4
- 0.4 Beg. Wood fence		
N	5.0	46.0
C	5.3	45.7
+ 8	5.5	45.5
S	5.3	45.7
+ 10	5.6	45.4

2+50

- 10	5.2	45.8
S	4.8	46.2
+ 1.1 ctr 10" P.P.		
C	4.8	46.2

50.97

C + 9		4.7	463
N		4.5	465
+ 0.1	Bd. Fence		
+ 10		4.1	469
	3 + 00		
- 10		3.9	421
- 0.2	end Bd. fence		
N		4.3	467
C		4.6	464
+ 8		4.7	463
S		4.3	467
+ 10		4.6	464
	3 + 25		
- 25		5.2	458
- 10		4.6	464
S		4.4	466
C		4.4	466
N		4.1	469
+ 10		3.8	472
	3 + 49.5		
- 10		3.4	476
- 0.2	beg. Bd. fence		
N		3.8	472
C		4.1	469
S		4.4	466

50.97

76

S + 10		5.0	460
+ 25		6.2	44.8
+ 44.5	N edge con. walk	5.45	45.52
			NEW CONSTR.
T.P.	5.76	<u>52.37</u>	4.36 466.1
	3 + 91		Bd. fence ends at W.L. of do. garage
N - 0.2	& do. gar. wide	4.8	47.6 dirt fl.
	4 + 00		
- 44.5	con. walk	6.87	45.50
- 25		7.5	44.9
- 10		5.9	46.5
S		5.1	46.3
	+ 1.2 con. 16" RR		
C		5.2	47.2
N		4.9	47.5
	+ 0.8 wire fence		
+ 10		4.7	47.7
	4 + 19		
	N - 1 end wire fence		
	11 + 32		
N - 5.9	10.6 beg. gar. wide	4.36	48.01 con. floor
	wire fence ends and beg. garage		
	at W.L. and E.L. of garage		

52.37

4+48

N-1.1 end wire fence

4+49

-10 4.4 48.0

-2 Beg. hedge

N 4.8 47.6

C 4.9 47.5

S ground 5.2 47.2

S Top Con. Ed. New Bldg ^{N.W. Con} 4.00 48.37 level

+10 5.8 46.6

+25 6.8 45.6

4+75

S 5.0 47.4

C 4.6 47.8

N 4.4 48.0

+1 4.0 48.4

+2 hedge

+5 4.2 48.2

4+99.21 = W.L. FANUEL

-2 hedge 4.1 48.3

N Top cb 4.15 48.22

N par 4.53 47.84

C " 4.78 47.59

S " 4.37 48.00

S Top cb 4.24 48.13

N.E. Con Bldg.

52.37

77

W.L. LINE FANUEL

S Top cb 4.57 47.80

S par 5.00 47.37

C " 4.85 47.52

N " 4.75 47.62

N Top cb 4.23 48.14

T.P. 10.25 58.53 4.09 48.28

T.P. 10.35 68.61 0.27 58.26 ^{Fd. BM. B.P.} ^{S.E. Cor.} ^{FANUEL +} ^{EMERALD}S.E. Top Emerald and
F.H. FANUEL 8.30 60.31 ^{SEASON} ^{60.29} ^{0.02}

T.P. 6.31 73.98 0.94 67.67

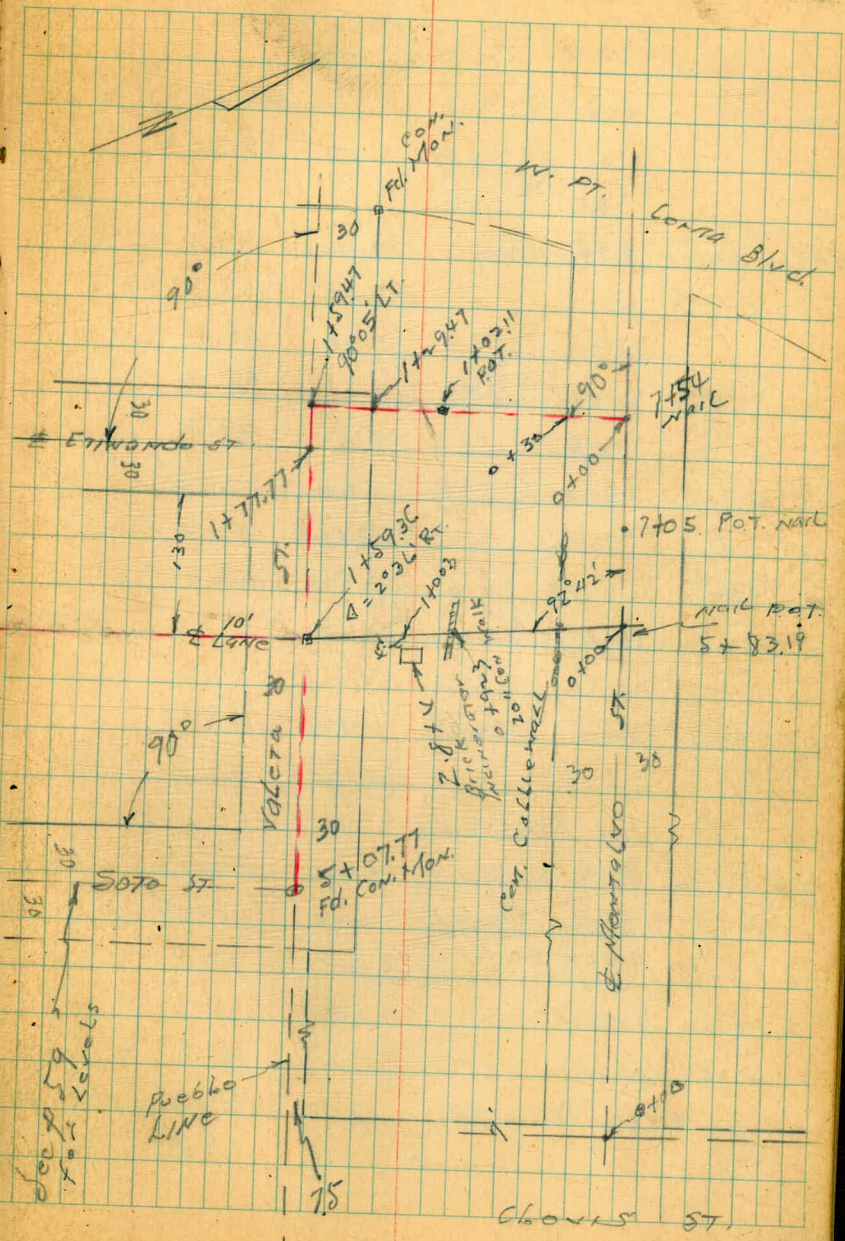
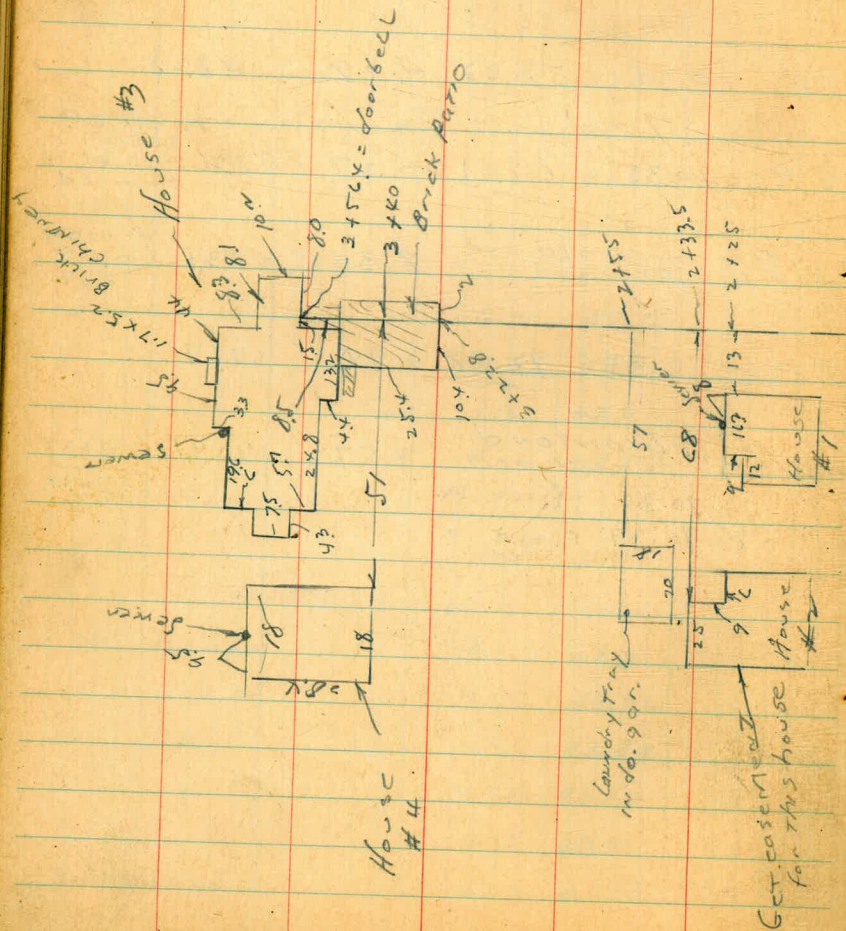
N.W. B.P. DIAMOND
GRESHAM 3.57 70.41 70.37

70.31 office Bk

O.K. 70.37 Field "

Valeria St. Sewer
 Contra Alta #2

11/19/45
 C.S.M.
 S.
 W.M.



Sewer Levels TARI BIK 31
 LONTA K.LTA 42
 Montolvo to Yolota St.
 Mto De Puy's odd.

Station	Description	Reading	Level	Notes
Spiky Swly P.P.	12.64	36.70	24.06	Montonio W.P. Loma
T.P.	13.18	47.49	24.31	
5+8219=0700	2" Montolvo	4.4	43.1	✓
0+19.7	guy	4.0	43.5	✓
"	Top curb	3.40	44.09	✓
+29.8	Base Cobble Wall	3.1	44.4	✓
+30	Top "	0.1	47.4	✓
T.P.	5.40	52.89	47.49	✓
0+31		5.7	47.2	✓
+50		5.5	47.4	✓
+65	5.6 LT = 8" Truadee Tree			
+76	4.1 " " " "			
0+923	2" 20" Con. Walk	4.71	48.18	✓
1+50		5.4	47.5	✓
+51.5	cross picket fence			
1+59.36	Δ 2" 30" RT	6.2x	46.65	✓
T.P.	3.61	50.26	46.65	Δ stub
1+8936	5.3 LT Beg. Con. fence 4.5 RT " Express hedge	3.6	46.7	✓
2+00		3.9	46.4	✓
+25		4.6	45.7	✓
"	21 LT. House #1	2.9	47.4	Floor cl.
"	" " Sewer	4.8	45.5	ground

5026

79

Station	Description	Reading	Level	Notes	
2+33.5					
5.0	45.3			Plumbing?	
"	6.8 LT House #2	3.5	46.8	Floor cl.	
2+55					
5.8	44.5				
57' LT	do. garage	6.5	43.8	4.8 Ground Floor cl.	
2+59	4.2 LT P.P.				
3+00		7.7	42.6	✓	
3+22.8	Beg. Brick Pava	8.12	42.14	end fence 51' LT	
"	" " " Step down	8.91	41.35		
128.7	" Ramp	8.89	41.37	end hedge to RT	
142x	" Bot. Brick Ramp	9.77	40.49	✓	
3+50.4	= door bell House #3	10.27	39.99	✓ Sun. Porch Floor cl.	
T.P.	381	45.17	8.90	44.36	
	Floor cl. E 1/2 House #3	5.1	40.1	✓	
"	" House #4	5.2	40.0	✓	
T.P.	2.40	41.90	5.67	39.50	
ground at Sewer			3.4	38.5	House #3
"	"		3.3	38.6	" #4
T.P.	8.76	47.22	3.44	38.46	
T.P.	0.29	40.98	4.63	40.59	
check to orig. B.M.			10.95	24.03	
				24.06	
				003	

30.5

~ 80 - 28)

201.5

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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