

NAME Rolando #1.

Class \_\_\_\_\_ Course \_\_\_\_\_ Party \_\_\_\_\_

X-sections

B.Marks.

217

1904

RETURN TO  
Watson, Valle & Gough, Inc.  
508 Spreckels Bldg.  
San Diego

# FIELD NOTES

No. 403P

ESPECIALLY ADAPTED  
TO THE USE OF  
ENGINEERING STUDENTS

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**EUGENE DIETZGEN Co.**

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK  
NEW ORLEANS PITTSBURGH



MICROFILMED

DEC 30 1964

INDEX

Bench levels (Rolando 1) 1

X-Sections of dirt  
to be removed  
after Grade stakes  
were set (

2-34



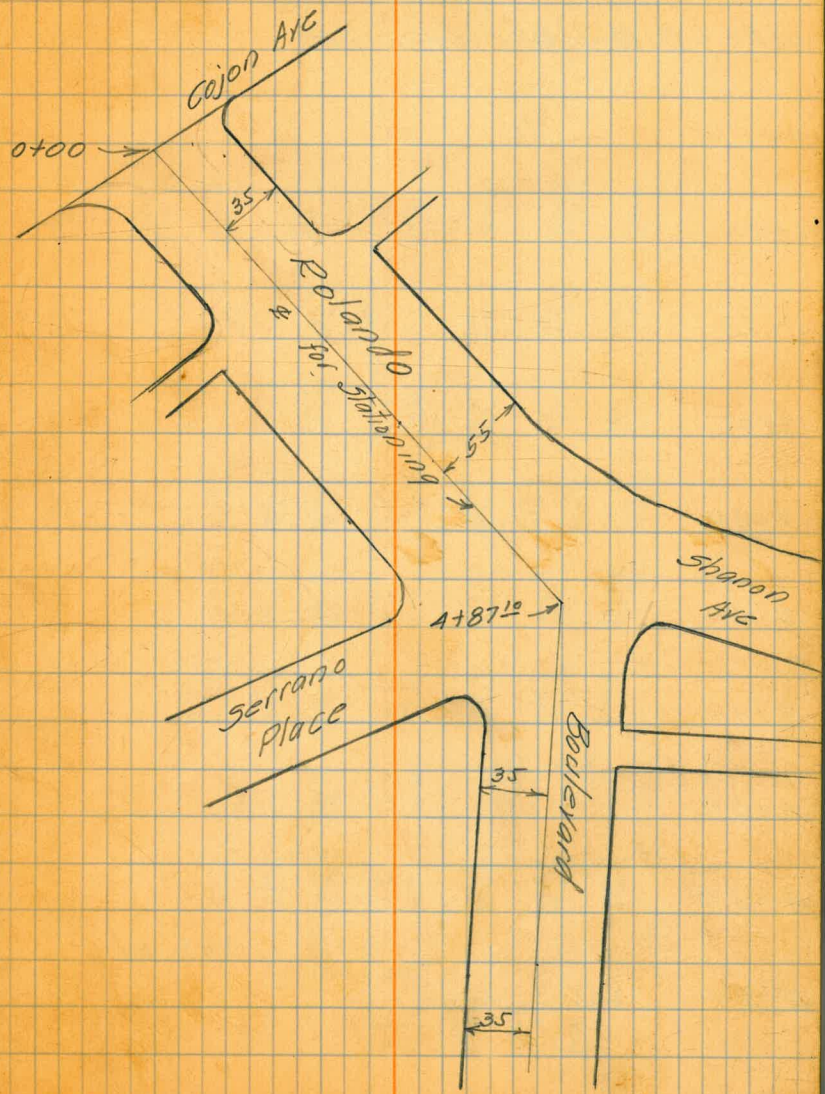
Bench Levels Rolando #1

Nov. 12, 1926  
 E.P. Chilton  
 H. Thompson  
 E. Rodier

			+64.01		BM. A 11JL. Pipe with plug & Tack, Near N.W. Cor. Unit #2
2.349	466.359	6.784	459.575	T.P.	Pipe at S.W. Ret.
5.228	464.803	3.013	461.790	T.P.	Hub at lots 12 & 13
3.410	465.200	4.720	460.480	T.P.	" " " 6 & 7
5.222	465.702	2.912	462.790	B.M.	Nail in Street marker S.W. Cor. Compa Dr. & Serrano
3.420	466.210	4.150	462.060	T.P.	Hub at Lots 24 & 25
2.000	464.060	7.5	456.489	B.M.	Nail in 2 <sup>nd</sup> Tel Pole across El Cojon.
7.015	463.504	5.060	458.444	B.M.	" " Street marker N.E. Rolando & El Cojon
8.980	464.424	2.480	461.944	T.P.	Tent stake
4.033	465.977	2.951	463.026	B.M.	Nail in Street Marker S.W. Cor. Rolando & Serrano
5.442	468.468	8.812	459.656	B.M.	Nail in " " S.E. " Shannon & Beacon
6.640	466.296	5.245	461.051	T.P.	Hub
3.218	464.269	4.740	459.529	B.M.	Nail in Street Marker S.E. Cor. Shannon & Lenore
1.170	460.699	8.540	452.159	B.M.	Pipe inside fence near N.E. Cor. Shannon & Patria
8.490	460.649	2.774	457.875	T.P.	Hub. Lots 28 & 29 on Patria
8.320	466.195	6.140	460.055	T.P.	" " 23 & 23
4.590	464.645	3.134	461.511	B.M.	Nail in Street Marker N.W. Cor. Patria & Solita
7.532	469.043	2.540	466.503	B.M. <sup>462</sup>	" " N.E. " Solita & Lenore
2.960	469.463	6.780	462.683	B.M. <sup>462</sup>	" " Solita & Beacon
0.880	463.563	9.141	454.422	T.P.	Hub. Lots 1 & 14 S.L. Solita
1.930	456.352	5.965	450.387	B.M.	Nail in Hub Near N.W. Cor. Solita & Rolando
9.575	459.962	0.320	459.642	B.M. <sup>459</sup>	" " Street Marker N.W. Cor. Solita & Compa.
5.703	465.345	1.290	464.055 = 464.01		BM. A 11JL



Sketch showing  $\frac{1}{2}$  for Stationing for  
1/5 Sec of Rolando Blvd.





X Sec Rolando Blvd

B.M. Page 1 458.44

6.64 465.08

0+00 = S. Prop. Line Cajon Ave

0+50

1+00

1+50

2+00

2+50

3+00

3+50

4+00

4+50

5+00

3.58 466.02

2.64 462.44

see page #2

Lt

HI = 465.1

Rt

3  
Nov-15-26  
Clark  
O'Dell  
Spaulding

457.5	58.1	57.8	59.7	59.0
$\frac{7.6}{.5}$	7.0	$\frac{7.3}{.2}$	$\frac{5.9}{.3}$	$\frac{6.1}{.5}$

58.3	59.1	58.6
$\frac{6.8}{.5}$	6.0	$\frac{6.5}{.3}$

59.8	59.4	58.8	59.4	59.0	59.9	60.0
$\frac{5.3}{.5}$	$\frac{5.7}{.3}$	$\frac{6.3}{.4}$	5.7	$\frac{6.1}{.7}$	$\frac{5.2}{.4}$	$\frac{5.1}{.5}$

59.7	59.3	59.7	60.6	60.5
$\frac{5.4}{.5}$	$\frac{5.8}{.3}$	5.2	$\frac{4.5}{.4}$	$\frac{4.6}{.5}$

60.2	60.1	59.6	60.3	60.2	61.3	61.6
$\frac{4.9}{.5}$	$\frac{5.0}{.4}$	$\frac{5.5}{.3}$	4.8	$\frac{4.9}{.4}$	$\frac{3.8}{.4}$	$\frac{3.5}{.5}$

60.8	60.7	60.1	60.6	60.6	60.0	61.0	61.3
$\frac{4.3}{.5}$	$\frac{4.4}{.4}$	$\frac{5.0}{.4}$	4.5	$\frac{4.5}{.3}$	$\frac{5.1}{.4}$	$\frac{4.1}{.4}$	$\frac{5.8}{.5}$

61.5	61.6	60.6	60.9	60.4	60.6
$\frac{3.6}{.5}$	$\frac{3.5}{.3}$	$\frac{4.5}{.4}$	4.2	$\frac{4.2}{.3}$	$\frac{4.7}{.4}$

62.3	62.4	61.0	61.3	61.4	60.8	61.1
$\frac{2.8}{.6}$	$\frac{2.7}{.5}$	$\frac{4.1}{.3}$	3.8	$\frac{3.7}{.3}$	$\frac{4.3}{.4}$	$\frac{4.0}{.6}$

62.1	61.7	61.4	61.5	61.9
$\frac{3.0}{.6}$	$\frac{3.4}{.4}$	3.7	$\frac{3.6}{.6}$	$\frac{3.2}{.7}$

62.5	62.0	62.7	62.8	61.8	61.8	62.3
$\frac{2.6}{.6}$	$\frac{3.1}{.5}$	$\frac{2.1}{.2}$	2.3	$\frac{3.3}{.3}$	$\frac{3.3}{.5}$	$\frac{2.8}{.7}$

HI = 466.0

63.0	63.3	62.0	62.0
$\frac{3.0}{.6}$	2.6	$\frac{2.7}{.2}$	$\frac{4.0}{.6}$

X



XSec. Rolando Blvd.

466.02

5+50

6+00

6+50

7+00

7+50

8+00

8+50

9+00

9+50

10+00

10+50

1.26

460.18

7.10

458.92

H.I. = 466.0

63.3 $\frac{2.7}{50}$	62.9 $\frac{2.2}{20}$	63.4 $\frac{2.6}{9}$	62.7 $\frac{3.3}{7}$	62.8 3.2	62.3 $\frac{3.7}{9}$	62.2 $\frac{3.8}{5.6}$	62.9 $\frac{3.1}{38}$	62.5 $\frac{3.5}{50}$
	62.0 $\frac{2.0}{35}$	62.9 $\frac{3.1}{26}$	62.3 3.7	61.6 $\frac{4.4}{22}$	62.1 $\frac{3.9}{25}$	62.0 $\frac{4.0}{35}$		
63.2 $\frac{2.8}{35}$	62.9 $\frac{3.1}{30}$	62.0 $\frac{3.7}{26}$	61.8 4.2	61.2 $\frac{4.8}{26}$	61.7 $\frac{4.3}{28}$	61.7 $\frac{4.3}{35}$		
61.7 $\frac{4.3}{35}$	61.7 $\frac{4.3}{50}$	61.2 $\frac{4.8}{29}$	61.3 4.7	60.5 $\frac{5.5}{27}$	60.9 $\frac{5.1}{30}$	60.9 $\frac{5.1}{35}$		
61.9 $\frac{4.1}{35}$	61.6 $\frac{4.4}{30}$	60.9 $\frac{5.1}{28}$	60.6 5.4	59.9 $\frac{6.1}{35}$				
61.0 $\frac{5.0}{35}$	60.8 $\frac{5.2}{28}$	60.2 $\frac{5.8}{22}$	60.2 5.8	59.7 $\frac{6.3}{35}$				
60.5 $\frac{5.5}{35}$	60.5 $\frac{5.5}{25}$	60.0 $\frac{6.0}{22}$	59.9 6.1	59.9 $\frac{6.1}{26}$	59.2 $\frac{6.8}{35}$			
60.0 $\frac{6.0}{35}$	60.2 $\frac{5.8}{24}$	59.9 $\frac{6.1}{22}$	59.6 6.4	59.8 $\frac{6.2}{35}$				
	60.2 $\frac{5.8}{35}$	59.4 $\frac{6.6}{25}$	59.1 6.9	59.1 $\frac{6.9}{21}$	58.1 $\frac{7.4}{35}$			
	58.8 $\frac{2.2}{35}$	58.8 $\frac{2.2}{26}$	58.5 $\frac{2.5}{18}$	58.6 7.4	58.3 $\frac{2.7}{30}$	58.8 $\frac{2.2}{35}$		

H.I. = 460.2

59.1 $\frac{1.1}{35}$	57.9 $\frac{2.3}{24}$	58.0 2.2	58.2 $\frac{3.2}{3.2}$	58.9 $\frac{1.3}{35}$
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4

X



X Sec Rolando Blvd.

460.18

11+00

11+50

12+00

12+50

13+00

13+50

14+00 = N. property line of Solita Ave

B.M

9.83 450.35

H.I. = 460.2

57.8	57.7	57.6	57.2	57.5	57.9	58.7
$\frac{2.4}{35}$	$\frac{2.5}{30}$	$\frac{2.6}{26}$	$\frac{3.0}{25}$	2.7	$\frac{2.3}{31}$	$\frac{1.5}{35}$

55.8	55.7	56.9	56.9	57.4	57.4
$\frac{4.4}{35}$	$\frac{4.5}{30}$	3.3	$\frac{3.3}{31}$	$\frac{2.8}{33}$	$\frac{2.8}{35}$

55.1	56.0	56.0	56.4
$\frac{5.1}{35}$	$\frac{4.2}{35}$	4.2	$\frac{3.8}{35}$

54.2	55.0	54.8	55.2	55.1	54.4
$\frac{6.0}{35}$	$\frac{5.2}{26}$	$\frac{5.4}{24}$	5.0	$\frac{5.1}{27}$	$\frac{5.8}{35}$

52.7	52.2	52.9	52.9	52.9	51.0
$\frac{2.5}{35}$	$\frac{7.0}{26}$	$\frac{7.3}{24}$	7.3	$\frac{7.3}{23}$	$\frac{9.2}{35}$

49.4	49.8	49.2	49.0	41.7	45.5
$\frac{10.8}{35}$	$\frac{10.4}{22}$	11.0	$\frac{4.2}{17}$	$\frac{13.5}{25}$	$\frac{14.7}{35}$

45.9	45.5	45.1	44.0	43.9
$\frac{14.3}{35}$	$\frac{12.7}{16}$	15.1	$\frac{16.2}{31}$	$\frac{16.3}{35}$

450.39 - Sec Page 1

X



X Sec. Shanon Ave

11.8  
3.7  
3

6

B.M. 452.16

8.77 460.93

0+00 = W. Property Line Patricia Dr.

0+50

1+00

1+50

2+00

2+50

3+00

1.37 459.56

6.95 466.51

3+50

4+00

4+50

LT E RT

H.I. = 460.9

50.0	50.9	50.7	50.5	45.4	44.9
10.9	10.0	10.4	15.5	16.0	
30	21	8	22	30	

52.9	52.4	52.3		52.5
8.0	8.5	8.6		8.4
30	18			30

56.3	56.4	56.0	55.6	55.9
4.6	4.5	4.9	5.3	5.0
30	22	20		30

58.5	58.5	57.9	57.4	57.3	57.2	57.7	57.8
2.4	2.4	3.0	3.5	3.6	3.7	3.2	3.1
30	20	18	14		21	23	30

58.6	58.9	58.6	58.2	58.7	59.0
2.3	2.0	2.3	2.2	2.2	1.9
30	26		21	22	30

59.2	58.9	59.0	59.5	59.2
1.7	2.0	1.9	1.4	1.7
30		17	19	30

59.7	59.4	60.5
1.3	1.5	0.4
30		30

H.I. = 466.5

60.0	59.8	59.8
6.5	6.7	6.7
30	6.7	30

59.5	59.9	59.4	59.3	59.9
7.0	6.6	7.1	7.2	6.6
30	12		17	30

58.7	59.0	58.9	59.0	59.5
7.8	7.5	7.6	7.0	7.0
30	14		16	30

f

f



466.51

5100

5150

6100

6150

7105<sup>30</sup>

B.M

6189

459.62

459.66

H.I = 466.5

59.0  
2.5  
30

59.9  
6.6  
30

61.3  
4.2  
30

62.6  
3.9  
30

63.0  
3.0  
30

62.0  
4.0  
20

61.6  
4.9  
22

59.0  
7.5

59.8  
6.7

61.2  
5.3

62.4  
4.1

62.5  
4.0

58.5  
3.0  
30

59.4  
7.5

60.8  
5.7  
74

62.1  
4.4  
76

58.5  
8.0  
30

59.1  
2.4  
30

61.2  
5.3  
30

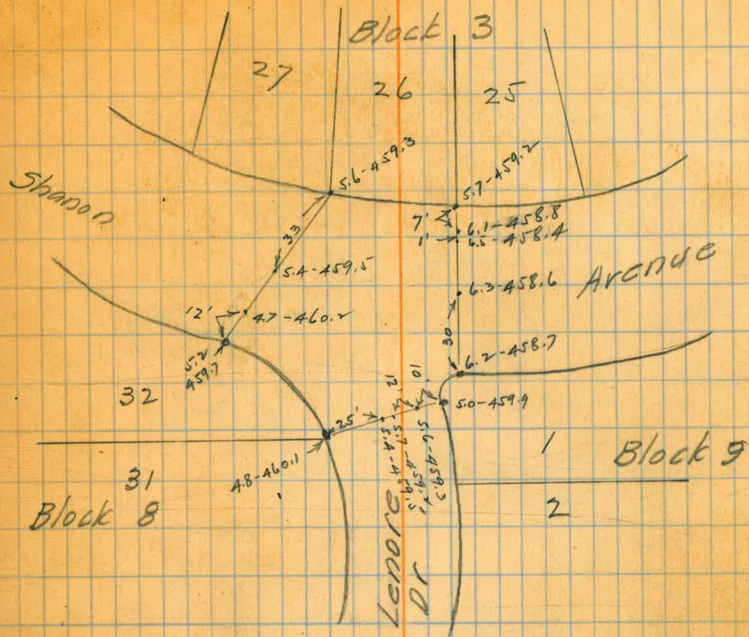
62.1  
4.4  
30

X



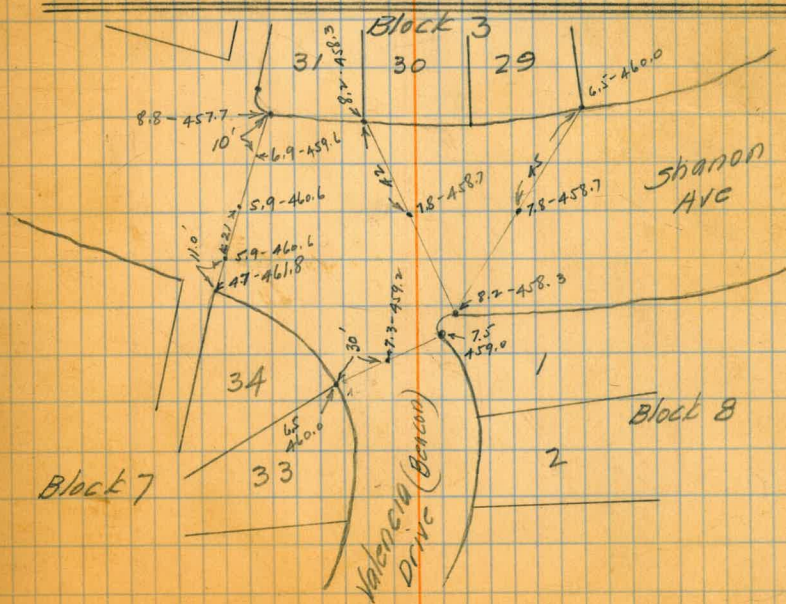
B.M	6.89	466.55	459.66
	5.23	464.93	6.85
			459.70

Intersection  
Shanon Ave + Lenore Drive



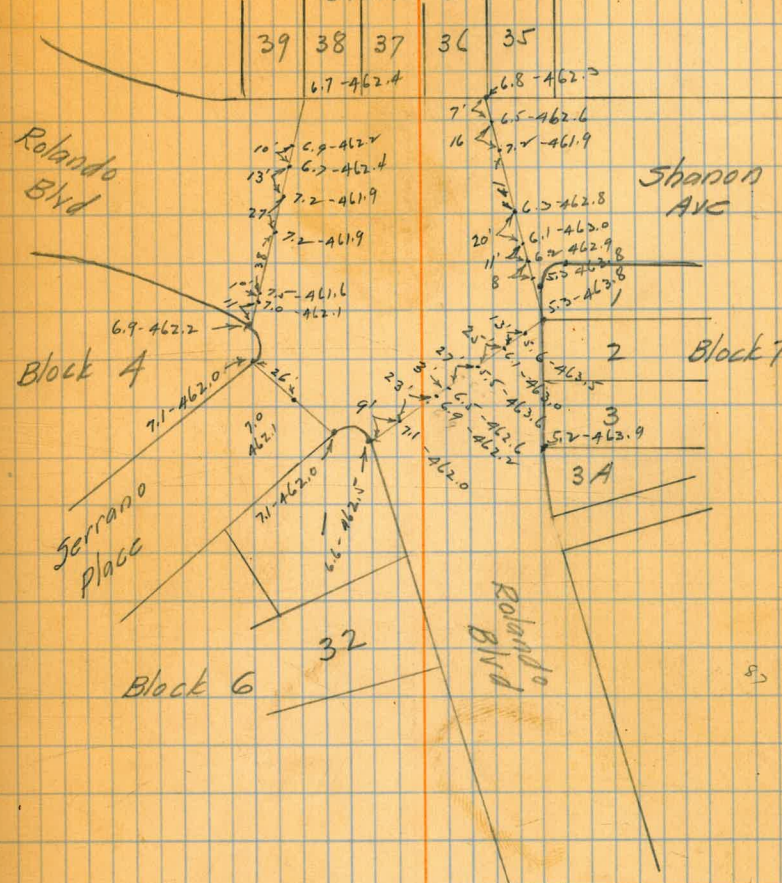
Intersection  
Shanon Ave + Valencia Drive

HI = 466.51





Block 3



Intersection

Rolando Blvd + Sharon Ave

459.66

9.45 469.11







# X5cc Valencia Drive

6.84 469.47 462.63

0+00 = N. Prop Line Solite

0150

1400

1450

2400

2450

3400

3450

4400

4450

5400

Lt

Rt

Rt

HI 469.5

11

Nov 17 26

Clark  
Orca  
Spray/No. 9

60.5  
9.0  
25

61.3  
8.7

61.5  
8.0  
25

61.0  
8.5  
25

61.5  
8.0

61.8  
7.7  
25

61.1  
8.4  
25

61.7  
7.8  
19

61.5  
8.0

62.0  
7.5  
16

62.7  
6.8  
18

62.7  
6.8  
25

61.9  
7.6  
25

62.4  
7.1  
16

62.1  
7.4  
15

62.0  
7.5

62.4  
7.1  
20

63.4  
6.1  
23

63.2  
6.3  
25

61.9  
7.6  
25

63.0  
6.5  
22

62.3  
7.2  
16

62.3  
7.2

62.8  
6.7  
17

63.2  
6.3  
19

63.3  
6.2  
25

62.9  
6.6  
25

63.3  
6.2  
18

63.0  
6.5  
17

63.1  
6.4

63.2  
6.3  
18

64.0  
5.5  
21

64.3  
5.2  
25

63.4  
6.1  
25

63.9  
5.6  
19

63.5  
6.0

64.1  
5.4  
25

63.6  
5.9  
25

64.2  
5.3

64.1  
5.4  
17

64.5  
5.0  
18

64.5  
5.0  
25

63.9  
5.6  
25

64.1  
5.4

64.3  
5.2  
16

64.6  
4.9  
17

64.5  
5.0  
25

64.1  
5.4  
25

63.9  
5.6

63.9  
5.6  
15

64.3  
5.2  
25

65.1  
4.4  
25

64.6  
4.9  
18

64.1  
5.4  
15

63.6  
5.9

63.5  
6.0  
25

X



Nov-17-26

469.47

5+50

6+00

6+63 P.C.

7+00

LT			#	RT
64.1	64.0	92.5	H.I. = 469.5	62.6
$\frac{5.4}{25}$	$\frac{5.5}{19}$	$\frac{6.0}{16}$	63.2	$\frac{6.9}{25}$
			6.3	
63.2	63.1	62.5		62.0
$\frac{6.3}{25}$	$\frac{6.4}{18}$	$\frac{2.0}{15}$	62.3	$\frac{2.5}{25}$
			7.2	
62.2	62.0	61.2	61.1	61.4
$\frac{7.3}{25}$	$\frac{7.5}{22}$	$\frac{8.3}{17}$	8.4	$\frac{8.1}{15}$
				60.5
61.3	61.3	60.5		59.9
$\frac{8.2}{25}$	$\frac{8.2}{19}$	$\frac{9.0}{16}$	60.2	$\frac{9.6}{25}$
			9.3	
				60.4
				$\frac{9.1}{19}$
				7.5

9.82 459.65

459.66 B.M. on Street Marker S.E. Cor Valencia &amp; Shanna

x



XSec Lenore Drive

Nov-17-26

466.45

Lf

±

Rt

5.23 471 .68

H.I. 471.7

D+00 = N. Prop Line Solito

0+50

65.6  
 $\frac{6.1}{2.5}$

65.7  
 $\frac{6.0}{1.5}$

66.5  
 $\frac{5.2}{7.0}$  66.2  
5.5

65.8  
 $\frac{5.9}{2.5}$

1+00

66.3

$\frac{5.4}{2.5}$

66.4  
5.3

66.3  
 $\frac{5.4}{2.5}$

1+50

65.9  
 $\frac{5.8}{2.5}$

66.5  
5.2

66.8  
 $\frac{4.9}{1.0}$

67.5  
 $\frac{4.2}{2.2}$

67.4  
 $\frac{4.3}{2.5}$

2+00

65.7  
 $\frac{6.0}{2.5}$

66.4  
5.3

66.9  
 $\frac{4.8}{2.5}$

2+50

66.5  
 $\frac{5.2}{2.5}$

66.5  
5.2

66.8  
 $\frac{4.9}{2.5}$

3+00

66.8  
 $\frac{4.9}{2.5}$

66.6  
5.1

67.7  
 $\frac{4.0}{2.5}$

3+50

65.7  
 $\frac{6.0}{2.5}$

66.6  
5.1

67.5  
 $\frac{4.2}{2.5}$

4+00

65.4  
 $\frac{6.3}{2.5}$

66.6  
5.1

66.9  
 $\frac{4.8}{2.5}$

4+50

65.7  
 $\frac{6.0}{2.5}$

66.4  
5.3

67.1  
 $\frac{4.6}{2.5}$

5+00

65.7  
 $\frac{6.0}{2.5}$

66.4  
5.3

66.7  
 $\frac{5.0}{2.5}$

66.1  
 $\frac{5.6}{2.5}$

65.9  
5.8

65.6  
 $\frac{6.1}{2.5}$

X



5+50 471.68

6+00

6+50

4.44

464.88

6+63° PC,

7+00

11.24

460.44

5.38

459.50

65.0  
6.7  
25

65.0 63.4 62.8  
8.7 8.3 8.9  
25 20 17

61.5 61.5 60.7  
10.2 10.2 11.0  
25 17 14

60.5  
4.4  
25

60.7 59.9  
4.2 5.0  
25 17

H.I. - 471.7

64.3  
7.4

62.7  
9.0

60.5  
11.2

H.I. 464.9

60.5  
4.4

60.1  
4.8

64.3  
7.4  
25

61.9  
9.8  
25

60.4  
11.3  
25

60.7  
4.2  
19

60.3  
4.6  
18

60.2  
4.7  
25

59.9  
5.0  
25

X



X Sec Patria

3+28<sup>2</sup>

4+20<sup>8</sup>

15

Nov 17-26

1.72	453.88		452.16
4.36	446.27	11.97	441.91

HI-446.3

0+00 = S. Line Cajon Ave

$$\begin{array}{r} 35.0 \\ 11.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 34.0 \\ 12.3 \\ \hline \end{array}$$

$$\begin{array}{r} 34.7 \\ 11.6 \\ \hline 25 \end{array}$$

0+50

$$\begin{array}{r} 33.9 \\ 12.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 36.2 \\ 10.1 \\ \hline \end{array}$$

$$\begin{array}{r} 37.9 \\ 8.4 \\ \hline 25 \end{array}$$

1+00

$$\begin{array}{r} 38.0 \\ 8.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 39.3 \\ 2.0 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 41.0 \\ 5.3 \\ \hline \end{array}$$

$$\begin{array}{r} 42.9 \\ 3.4 \\ \hline 25 \end{array}$$

1+50

$$\begin{array}{r} 40.0 \\ 6.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 42.5 \\ 3.8 \\ \hline \end{array}$$

$$\begin{array}{r} 46.3 \\ 0.0 \\ \hline 25 \end{array}$$

2+00

11.25	455.59
-------	--------

1.93	444.34
------	--------

$$\begin{array}{r} 39.0 \\ 7.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 42.0 \\ 4.3 \\ \hline \end{array}$$

$$\begin{array}{r} 47.1 \\ 8.5 \\ \hline 25 \end{array}$$

HI 455.6

HI-455.6

2+50

$$\begin{array}{r} 46.5 \\ 9.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 42.7 \\ 12.9 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 42.7 \\ 12.9 \\ \hline \end{array}$$

$$\begin{array}{r} 42.8 \\ 12.8 \\ \hline 14 \end{array}$$

$$\begin{array}{r} 45.4 \\ 10.2 \\ \hline 25 \end{array}$$

2+68<sup>2</sup> = N. Prop Line Sharon Ave

$$\begin{array}{r} 50.0 \\ 5.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 44.5 \\ 11.1 \\ \hline \end{array}$$

$$\begin{array}{r} 43.5 \\ 12.1 \\ \hline 6 \end{array}$$

$$\begin{array}{r} 44.2 \\ 11.4 \\ \hline 2 \end{array}$$

$$\begin{array}{r} 44.9 \\ 10.7 \\ \hline 25 \end{array}$$

2+85

$$\begin{array}{r} 51.1 \\ 4.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 49.0 \\ 6.6 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 46.8 \\ 8.8 \\ \hline \end{array}$$

$$\begin{array}{r} 44.7 \\ 10.9 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 47.5 \\ 8.1 \\ \hline 25 \end{array}$$

3+00

$$\begin{array}{r} 51.4 \\ 4.2 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 50.1 \\ 5.5 \\ \hline \end{array}$$

$$\begin{array}{r} 50.8 \\ 4.8 \\ \hline 25 \end{array}$$

3+28<sup>2</sup> = S. Prop Line Sharon Ave

$$\begin{array}{r} 52.5 \\ 3.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 51.7 \\ 3.9 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 51.1 \\ 4.5 \\ \hline \end{array}$$

$$\begin{array}{r} 50.9 \\ 4.7 \\ \hline 25 \end{array}$$

X



455.59

3750

4700

4730<sup>8</sup>

3.43

452.16

H1-455.6

$$\begin{array}{r} 53.6 \\ 2.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 53.3 \\ 2.3 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 52.5 \\ 3.1 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 51.3 \\ 4.3 \end{array}$$

$$\begin{array}{r} 51.0 \\ 4.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 54.5 \\ 1.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 54.2 \\ 1.4 \\ \hline 9 \end{array}$$

$$\begin{array}{r} 53.4 \\ 2.2 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 52.9 \\ 2.7 \end{array}$$

$$\begin{array}{r} 52.0 \\ 3.3 \\ \hline 79 \end{array}$$

$$\begin{array}{r} 52.8 \\ 2.8 \\ \hline 22 \end{array}$$

$$\begin{array}{r} 52.6 \\ 3.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 55.0 \\ 0.6 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 53.8 \\ 1.8 \end{array}$$

$$\begin{array}{r} 53.7 \\ 1.9 \\ \hline 23 \end{array}$$

$$\begin{array}{r} 54.0 \\ 1.3 \\ \hline 24 \end{array}$$

$$\begin{array}{r} 54.3 \\ 1.3 \\ \hline 25 \end{array}$$

5. Cor Lot 1-B1A-1



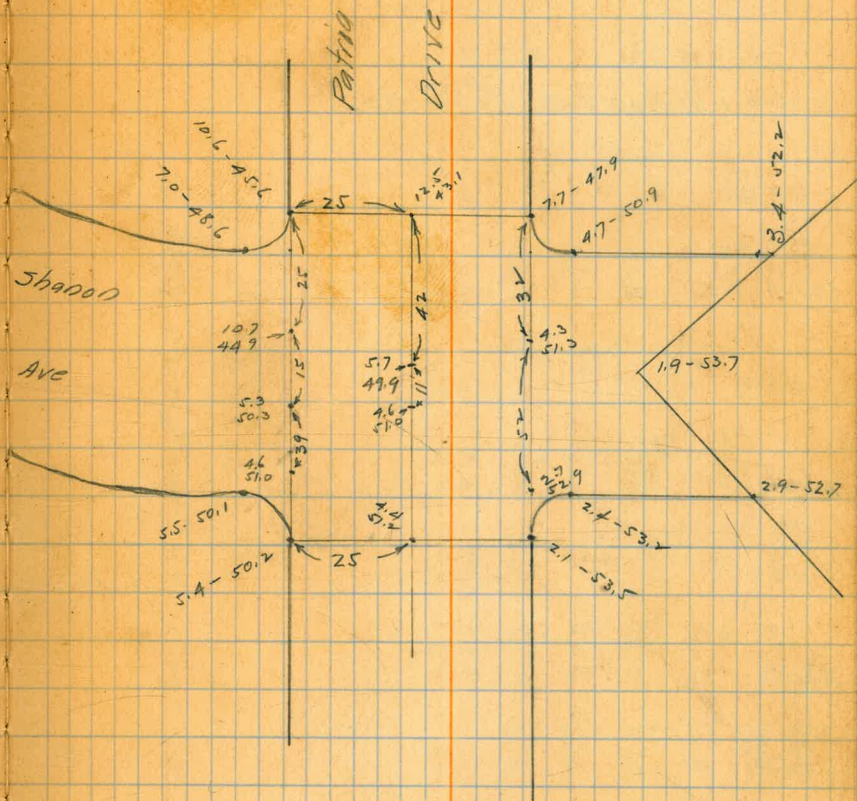
Nov 17 26

11.2  
13

17

Intersection  
Shanon Ave + Patria Drive

HI = 455.6





X Sec. Patricia Drive

Nov-17-26

461.51

H1 = 465.8

4.26 465.77

0+00 = N Prop Line Solita Ave

+50

1+00

+50

2+00

+50

3+00

+50

4+00

+50

5+00

0+00 of Sections is E. Line Block 9

	60.9 4.9				60.5 5.3 5	60.3 5.5 25	
	60.5 5.3	60.4 5.4 3	59.9 5.9 5	60.6 5.2 11	60.1 5.7 25		
	61.1 4.7	60.7 5.1 4	59.9 5.9 3	60.3 5.5 14	59.9 5.9 25		
	59.8 6.0	59.5 6.3 6	59.9 5.9 11	59.6 6.2 25			
	61.4 4.4	61.4 4.4 4	60.1 5.7 6	60.5 5.3 15	59.6 6.2 25		
	60.3 5.5	60.3 5.5 4	59.6 6.2 5	60.1 5.7 12	59.5 6.3 21	59.8 6.0 25	
	59.9 5.9	59.9 5.9 4	59.5 6.3 5	60.2 5.6 13	59.6 6.2 20	59.7 6.1 25	
	60.3 5.5	60.4 5.4 4	60.0 5.8 5	60.8 5.0 13	60.2 5.6 20	60.9 4.9 23	60.7 5.1 25
	61.5 4.3	61.7 4.1 4	61.2 4.6 5	61.8 4.0 12	61.5 4.3 20	61.8 4.0 25	
	61.4 4.4	61.8 4.0 5	61.2 4.6 6	62.3 3.5 12	61.6 4.2 22	62.2 3.6 23	62.2 3.6 25
	60.4 5.4	60.8 5.0 6	60.4 5.4 7	61.0 4.8 12	60.6 5.2 22	61.1 4.7 23	60.8 5.0 25

X

X



465.77

5+50

6+00

6+50

4.14

460.39

9.52

456.25

7+00

7+31<sup>09</sup>

P.C.

8.23

452.16

452.16

H.I. - 465.8

58.8	59.1	58.8	59.5	59.1	59.8	59.8
7.0	6.7	7.0	6.3	6.7	6.0	6.0
	5.0	6	14	21	23	25

57.9	57.7	57.1	57.8	57.2	57.8
7.9	8.1	8.7	8.0	8.6	8.0
	6	7	14	22	25

56.3	56.0	56.6	56.1	56.5
9.5	9.5	9.8	9.2	9.5
	6	7	14	21
				25

— H.I. = 460.4 —

56.9	56.4	55.4	55.7	55.4	56.0
3.5	4.0	5.0	4.7	5.0	4.4
	6	7	15	21	25

54.8	54.5	55.4	54.9	55.4
54.7	5.6	5.9	5.0	5.5
5.7	5	6	14	23
				25

X



X Sec Solita

H1 = 470.1

8.56 470.07 461.51

0+00 = W. Prop Line Patria

61.1	61.2	60.7	60.8
$\frac{2.0}{25}$	8.9	$\frac{9.4}{18}$	$\frac{9.3}{25}$

D+50

62.2	62.4	61.8	62.1
$\frac{2.9}{25}$	7.7	$\frac{8.3}{20}$	$\frac{8.0}{25}$

1+00

63.5	63.5	63.8	64.2	64.1
$\frac{6.6}{25}$	6.6	$\frac{6.3}{18}$	$\frac{5.9}{19}$	$\frac{6.0}{25}$

1+50

65.0	64.8		64.6
$\frac{5.1}{25}$	5.3		$\frac{5.5}{25}$

2+00

65.0	65.5	65.4	65.9	66.0
$\frac{5.1}{25}$	4.6	$\frac{4.7}{16}$	$\frac{4.2}{18}$	$\frac{4.1}{25}$

2+49<sup>s</sup> E. Prop Line Lenore

64.9	64.9	65.5	66.0	65.8
$\frac{5.2}{25}$	$\frac{5.2}{23}$	4.6	$\frac{4.6}{17}$	$\frac{4.1}{18}$

2+99<sup>s</sup> W. Prop Line Lenore

65.0	65.4		65.7
$\frac{5.1}{25}$	4.7		$\frac{4.4}{25}$

3+50

65.2	65.0	64.7	64.8	65.2	65.1
$\frac{4.9}{25}$	$\frac{5.1}{19}$	$\frac{5.4}{18}$	4.9	$\frac{5.3}{15}$	$\frac{4.9}{19}$

4+00

64.5	64.4	63.9	64.3	64.9	64.9
$\frac{5.6}{25}$	$\frac{5.7}{18}$	$\frac{6.2}{17}$	5.6	$\frac{5.8}{18}$	$\frac{5.2}{19}$

4+50

64.6	62.7	62.5	63.4	63.0	63.6	63.6
$\frac{2.5}{25}$	$\frac{2.4}{18}$	$\frac{2.6}{17}$	6.7	$\frac{7.1}{17}$	$\frac{6.5}{19}$	$\frac{6.5}{25}$

5+00

62.1	62.0	62.0	62.3	61.7	62.2	62.3
$\frac{8.0}{25}$	$\frac{7.8}{18}$	$\frac{8.1}{17}$	7.8	$\frac{8.4}{17}$	$\frac{7.9}{18}$	$\frac{7.8}{25}$

X



470.07  
5739<sup>8</sup> E. Prop. Line Valencia

$$\begin{array}{r} 62.1 \\ 8.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 62.3 \\ 7.8 \\ \hline 21 \end{array}$$

$$\begin{array}{r} 61.6 \\ 8.5 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 61.7 \\ 8.4 \end{array}$$

$$\begin{array}{r} 61.1 \\ 9.0 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 61.5 \\ 8.6 \\ \hline 25 \end{array}$$

5789<sup>8</sup> W. Prop. Line Valencia

$$\begin{array}{r} 60.1 \\ 10.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 59.9 \\ 10.4 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 60.0 \\ 10.1 \end{array}$$

$$\begin{array}{r} 60.5 \\ 9.6 \\ \hline 25 \end{array}$$

11.05 459.02

H1-461.6

2.53 461.55  
6750

$$\begin{array}{r} 58.2 \\ 3.4 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 57.5 \\ 4.1 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 57.4 \\ 4.2 \end{array}$$

$$\begin{array}{r} 57.3 \\ 4.3 \\ \hline 13 \end{array}$$

$$\begin{array}{r} 57.9 \\ 3.7 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 58.2 \\ 3.4 \\ \hline 25 \end{array}$$

7700

$$\begin{array}{r} 54.6 \\ 7.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 54.8 \\ 6.8 \end{array}$$

$$\begin{array}{r} 54.6 \\ 7.0 \\ \hline 14 \end{array}$$

$$\begin{array}{r} 55.6 \\ 6.0 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 55.6 \\ 6.0 \\ \hline 25 \end{array}$$

7750

$$\begin{array}{r} 51.5 \\ 10.1 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 51.6 \\ 10.0 \end{array}$$

$$\begin{array}{r} 51.4 \\ 10.2 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 51.8 \\ 9.8 \\ \hline 18 \end{array}$$

$$\begin{array}{r} 51.9 \\ 9.7 \\ \hline 25 \end{array}$$

11.21 450.34

3.99 454.33

8700 E. Prop.

$$\begin{array}{r} 47.3 \\ 7.0 \\ \hline 25 \end{array}$$

H1-454.3

$$\begin{array}{r} 48.3 \\ 6.3 \end{array}$$

$$\begin{array}{r} 47.8 \\ 6.5 \\ \hline 14 \end{array}$$

$$\begin{array}{r} 48.8 \\ 5.5 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 48.8 \\ 5.5 \\ \hline 25 \end{array}$$

8734<sup>8</sup> E. Prop. Line Rolando

$$\begin{array}{r} 45.0 \\ 9.3 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 45.3 \\ 9.0 \end{array}$$

$$\begin{array}{r} 45.5 \\ 8.8 \\ \hline 16 \end{array}$$

$$\begin{array}{r} 46.2 \\ 8.1 \\ \hline 25 \end{array}$$

9704<sup>8</sup> W. Prop. Line Rolando

$$\begin{array}{r} 43.1 \\ 11.2 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 43.5 \\ 10.8 \end{array}$$

$$\begin{array}{r} 43.9 \\ 10.4 \\ \hline 25 \end{array}$$

9750

$$\begin{array}{r} 45.3 \\ 9.0 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 45.2 \\ 9.1 \end{array}$$

$$\begin{array}{r} 45.4 \\ 8.9 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 46.6 \\ 7.7 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 47.1 \\ 7.2 \\ \hline 25 \end{array}$$

10700

$$\begin{array}{r} 47.6 \\ 6.7 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 48.1 \\ 6.2 \\ \hline 24 \end{array}$$

$$\begin{array}{r} 48.5 \\ 5.8 \end{array}$$

$$\begin{array}{r} 49.0 \\ 5.3 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 51.0 \\ 3.3 \\ \hline 19 \end{array}$$

$$\begin{array}{r} 51.6 \\ 2.7 \\ \hline 25 \end{array}$$

10750

$$\begin{array}{r} 49.8 \\ 4.5 \\ \hline 25 \end{array}$$

$$\begin{array}{r} 50.2 \\ 4.1 \end{array}$$

$$\begin{array}{r} 50.7 \\ 3.6 \\ \hline 15 \end{array}$$

$$\begin{array}{r} 52.7 \\ 1.6 \\ \hline 25 \end{array}$$

452.26

X



11+100 P

454.33

10.69 464.42 0.60 453.73

11+498 E. Prop. Campo

11+998 W Prop Line Campo

12+50

13+00

13+198

4.78 459.64

B.M. = 459.61

22

54.3	54.3	53.8	H.I.	454.3	54.6	54.0	54.3
0.0	0.0	0.5		54.6	0.3	0.0	
<u>25</u>	<u>27</u>	<u>18</u>		<u>1.7</u>	<u>1.7</u>	<u>1.9</u>	<u>25</u>

H.I. - 464.4

58.1  
48.1  
6.3  
25

48.0  
6.4  
20

56.8  
7.6  
18

56.0  
8.4

55.0  
7.2  
25

60.4  
4.0  
25

58.2  
6.2

57.8  
6.6  
9

58.9  
5.5  
25

61.1  
3.3  
25

60.4  
4.0  
15

60.6  
3.8

61.5  
2.9  
25

61.8  
2.6  
25

62.5  
1.9

62.3  
2.1  
25

63.0  
1.4  
25

63.0  
1.4

63.0  
1.4  
25

X



X Sec Campo

Nov-18-26

464.42

0+00 = 1/2 Prop. Line Solita

0+50

1+00

1+50

2+00

2+50

3+00

6.52

467.25

3+50

4+00

4+50

5+00

3.69

460.73

X

48.9  
5.5  
25

48.4  
6.0  
19

57.4  
7.0  
18

H1-464.4

56.3  
8.1

55.0  
9.4  
25

58.6  
5.8  
25

48.4  
6.0  
19

57.4  
7.0  
17

56.8  
8.3

56.0  
8.4  
25

59.3  
5.1  
25

58.9  
5.5  
19

58.0  
6.4  
17

57.2  
7.2

57.2

57.5  
6.9  
25

61.2  
3.2  
25

60.4  
4.0  
19

59.7  
4.7  
17

59.2  
5.2

59.4  
5.0  
22

61.5  
2.9  
25

61.2  
3.2  
22

60.1  
4.3  
19

59.5  
4.9

60.0  
4.4  
14

60.7  
3.7  
25

60.9  
3.5  
25

60.6  
3.8  
19

60.1  
4.3  
18

60.2  
4.2

60.1  
4.3  
25

60.9  
3.5  
25

60.7  
3.7  
18

59.9  
4.5  
15

59.8  
4.6

60.7  
3.7  
25

60.5  
6.8  
25

60.3  
7.0  
18

59.9  
7.4  
16

H1-467.3

59.7  
7.2

60.1  
7.2  
19

61.1  
6.2  
22

61.0  
6.3  
25

60.1  
7.2  
25

60.1  
7.2  
16

59.3  
8.0  
14

59.3  
8.0

59.1  
8.2  
19

59.2  
8.1  
25

58.7  
8.6  
25

58.7  
8.6  
16

58.3  
9.0  
15

58.3  
9.0

58.3  
9.0  
20

59.0  
8.3  
22

59.0  
8.3  
25

60.4  
6.9  
25

60.1  
7.2  
16

58.8  
8.5  
14

58.4  
8.9

58.2  
9.1  
25

X



467.25

5+50

6+00

6+50

7+00

H1-467.3

59.2	59.6	58.7
$\frac{8.1}{2.5}$	$\frac{7.7}{1.9}$	$\frac{8.6}{1.4}$

60.7	60.5	59.6
$\frac{6.6}{2.5}$	$\frac{6.8}{1.5}$	$\frac{7.7}{1.3}$

61.6	61.3	59.9
$\frac{5.7}{2.5}$	$\frac{6.0}{1.6}$	$\frac{7.4}{1.4}$

62.7	62.5	61.6
$\frac{4.6}{2.5}$	$\frac{4.8}{1.6}$	$\frac{5.7}{1.4}$

58.7
6.6

59.4
7.4

60.1
7.2

61.0
6.3

58.8
$\frac{8.5}{2.5}$

59.3
$\frac{8.0}{2.5}$

60.2
$\frac{7.0}{2.5}$

61.4
$\frac{5.9}{2.5}$

X



X Sec Serrano Place

N6148-26

H1-467.3

25

467.25

0+00 = R/L to P.I. Lot 3-Blk 6

0+50

1+00

1+50

2+00

2+40

$$\begin{array}{r} 61.9 \\ \underline{5.4} \\ 25 \end{array}$$

$$\begin{array}{r} 61.8 \\ \underline{5.5} \\ 24 \end{array}$$

$$\begin{array}{r} 62.0 \\ \underline{5.3} \\ 25 \end{array}$$

$$\begin{array}{r} 61.9 \\ \underline{5.4} \\ 25 \end{array}$$

$$\begin{array}{r} 62.1 \\ \underline{5.2} \\ 25 \end{array}$$

$$\begin{array}{r} 62.1 \\ \underline{5.2} \\ 25 \end{array}$$

$$\begin{array}{r} 61.7 \\ \underline{5.6} \end{array}$$

$$\begin{array}{r} 61.8 \\ \underline{5.5} \end{array}$$

$$\begin{array}{r} 61.9 \\ \underline{5.4} \end{array}$$

$$\begin{array}{r} 62.0 \\ \underline{5.3} \end{array}$$

$$\begin{array}{r} 62.1 \\ \underline{5.2} \end{array}$$

$$\begin{array}{r} 62.1 \\ \underline{5.2} \end{array}$$

R/L to → 
$$\begin{array}{r} 61.8 \\ \underline{5.5} \\ 25 \end{array}$$

$$\begin{array}{r} 61.5 \\ \underline{6.0} \\ 25 \end{array}$$

$$\begin{array}{r} 61.9 \\ \underline{5.4} \\ 25 \end{array}$$

$$\begin{array}{r} 61.8 \\ \underline{5.5} \\ 25 \end{array}$$

$$\begin{array}{r} 62.0 \\ \underline{5.3} \\ 25 \end{array}$$

Ret. Lot-1 
$$\begin{array}{r} 61.9 \\ \underline{5.4} \\ 25 \end{array}$$

2+40  
64.69

519

X



X Sec Campo Drive  
N. of Serrano

26

467.25

0+00 - PI Lot 20 Blk A

0+50

1+00

1+50

2+00

2+50

3+00

5.12 467.13

2.46 464.59

3+50

4+00

4+50

4+70 ± Return of Lot-1-Blk A

7.73 456.86

H1-467.0

61.5	61.6	61.7	61.7
<u>4.8</u>	<u>4.7</u>	<u>5.6</u>	<u>5.6</u>
45	23	52	56

61.4
<u>5.9</u>
25

62.2	62.5	61.9	61.8
<u>4.9</u>	<u>4.8</u>	<u>5.4</u>	<u>5.5</u>
25	78	77	55

61.8
<u>5.5</u>
25

62.1	62.1	61.8	61.8
<u>5.2</u>	<u>5.1</u>	<u>5.5</u>	<u>5.5</u>
25	17	76	55

61.4
<u>5.9</u>
25

61.9	62.0
<u>5.4</u>	<u>5.3</u>
25	

61.7
<u>5.6</u>
25

61.6
<u>4.7</u>

62.3
<u>5.0</u>
25

61.4
<u>4.9</u>

62.0
<u>5.3</u>
25

61.8
<u>5.5</u>

61.5
<u>5.8</u>
25

H1-464.6

62.6	61.8	61.2
<u>2.0</u>	<u>2.8</u>	<u>3.4</u>
4	4	5

60.7
<u>3.9</u>
25

59.8
<u>4.8</u>

60.1
<u>4.5</u>
25

58.4
<u>6.0</u>

58.9
<u>5.7</u>
25

58.5
<u>6.1</u>

58.5
<u>6.1</u>
25

BM-456.49

X



Alley in Block 4  
East + West

458.44

5.98 464.42

0+00 = N.W. Cor Lot 26 - Block 4

0+50

1+00

1+50

2+00

2+60? = N.E Cor Lot 10

H.I. 464.4

60.2  
4.2  
20

60.6  
3.8

60.2  
4.2  
20

60.2  
4.2

59.2  
5.2  
20

59.4  
5.0

59.3  
5.1  
20

59.1  
5.3

59.2  
5.2  
20

59.6  
4.8

59.8  
4.6

59.8  
4.6

5. Line of Alley used as base



Alley in Block 4  
North + South

464.42

0+00 = N.W. Cor Lot 10

0+50

1+00

1+50

2+00

2+50

3+00

3+45° = S.W. Cor Lot 19

H1 464.4

28

East line of Alley used as base

59.1  
5.3

59.4  
5.0  
2.0

59.7  
4.7

59.8  
4.6  
2.0

60.4  
4.0

60.2  
4.2  
2.0

60.6  
3.8

60.8  
3.6  
2.0

61.0  
3.4

61.0  
3.4  
2.0

61.6  
2.8

61.4  
3.0  
2.0

61.7  
2.7

61.6  
2.8  
2.0

61.8  
2.6

62.0  
2.6  
2.0

X



Alley in Block 3

458.44

7.27 465.71

0+00 = Ret in Lot 2

0+50

+85% = X Pt.

1+00

+50

2+00

+50

3+78

3+00

+50

10.37

455.34

4.69 460.03

4+00

+50

5+00

5+2640 = X Pt.

North & East Line of Alley used as base

H.I. = 465.7

59.6  
6.1

59.7  
6.0  
20

60.3  
5.4

60.7  
5.0  
20

61.1  
4.6

60.7  
5.0  
20

60.8  
4.9

61.5  
4.2  
20

60.8  
4.9

60.8  
4.9  
20

60.5  
5.2

60.6  
5.1  
20

60.1  
5.6

60.5  
5.2  
20

57.9  
7.8

60.1  
5.6  
20

54.7  
11.0

57.1  
8.6  
20

H.I. = 460.0

47.9  
12.1

52.4  
7.9  
20

47.3  
12.7

48.6  
11.4  
20

52.5  
7.5

51.9  
8.1  
20

X



460.00

5750

6700

67499 Return Lot 31

9.31

468.25

1.09

458.94

5.65

462.60

B.M. 462.63

H.I. = 460.0

55.7  
4.358.9  
6.1  
2.054.0  
6.053.3  
6.7  
2.056.7  
3.357.5  
2.5  
2.0

X



Alley in Block 7

5.65 468.28

462.63

0+00 = N.W Cor Lot 3A

0+50

+91.21 - ~~X~~ Pt

1+00

+50

2+02.9 = N.W Cor Lot 4

East line of Alley used as base

H.I. = 468.2

61.8	63.1
65	5.2
	2.0

63.5	63.8
4.8	4.5
	2.0

63.7	64.1
4.6	4.2
	2.0

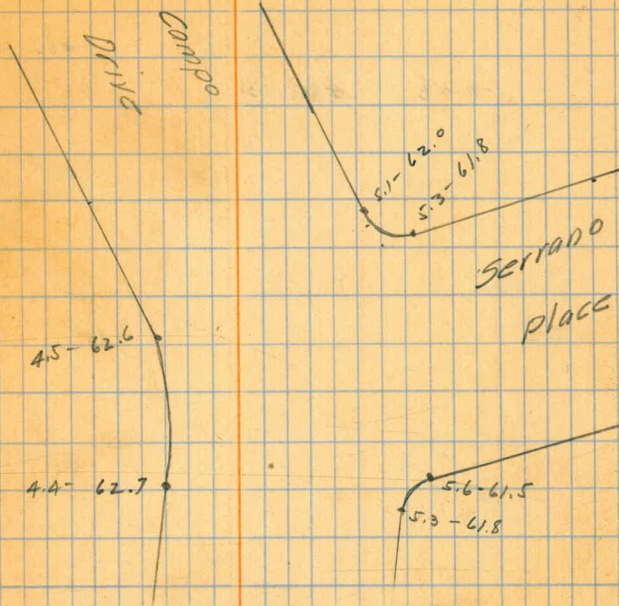
63.8	64.1
4.5	4.2
	2.0

63.2	63.3
5.1	5.0
	2.0



4.26 467.05

462.79



2.24 461.85

459.61



Solita  
Ave

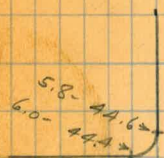
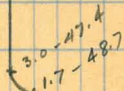
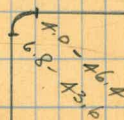
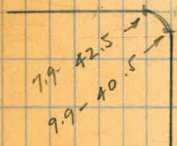




0.03

450.42

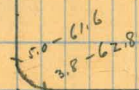
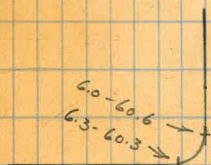
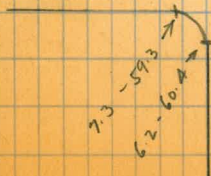
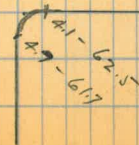
450.39

Roberto  
BvdSolita  
Ave

3.99

466.62

462.63

Solita  
AveValencia  
Drive



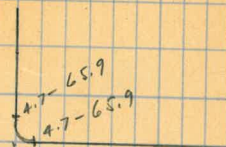
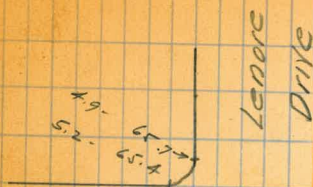
4.12 470 .57

466.45

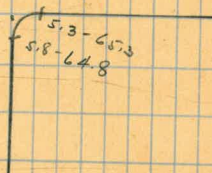
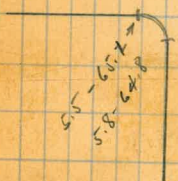
5.01 466.52

461.51

34

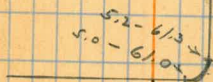


Solita Ave



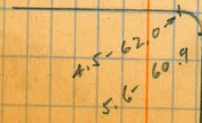
H1 - 466.5

Patricia Drive



6.2 - 60.3

Solita Ave



6.1 - 60.4



85.81  
440.59  

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526.40  
123.50  

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649.90