

NAME El Prado Tract

R.D. #30

Class _____ Course _____ Party Job #179

Bench Levels.

R.D. #30

Bench Levels

Job #179 1987

FIELD NOTES

No. 403P

ESPECIALLY ADAPTED

TO THE USE OF

ENGINEERING STUDENTS

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK
NEW ORLEANS PITTSBURGH

El Prado Tract.

R.D.I. # 30

Bench Levels.

Job # 179

MICROFILMED

DEC 30 1964

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Page

1. Line of levels from Highway B.M. # 15 to B.M. # 1 on this tract,

2+3. B.M. # from B.M. # 1 to B.M. # 8

4. B.M. # 8 to Highway B.M. # 18

5. Check on B.M. # from B.M. # 5 to B.M. # 8.

6. Check from B.M. # 8 to B.M. # 18 on highway.

7. PROFILE FOR R.R. CROSSING
INTO TRACT FROM IMPERIAL
AVE 34

27. Bench Levels Unit #2.

34 Profile for Road Crossing - Ramoist

July 26, 1926, Glover, N.
Watson, P.

Sta	+	H.I.	-	Elev.
B.M.#5				264.960
	6.82	271.78		
T.P.			1.20	270.58
	6.915	277.495		
T.P.			1.415	276.08
	7.03	283.11		
T.P.			1.10	282.01
	10.08	292.09		
T.P.			2.18	289.91
	6.03	295.94		
B.M.#1			4.76	291.18

1.

On power line pole #70181. West side
of highway north of Encanto, +
South of El Prado.

1.

In S.E. corner of lot 107a. Nail in hub.
(not on lot cor. hub)

2						
Sta.	+	H.I.	-	Elev.	Check Level	Elev.
B.M.#1				291.18		
	11.42	302.60				
T.P.			1.13	301.47		
	11.02	312.49				
B.M.#2			4.85	307.64	307.65	
	12.22	319.86				
T.P.			1.42	318.44		
	7.46	325.90				
B.M.#3			12.58	313.32	313.34	
	11.805	325.125				
T.P.			1.67	323.455		
	8.95	332.405				
B.M.#4			9.13	323.275	323.29	
	8.38	331.655				
T.P.			4.21	327.445		
	9.435	336.88				

2.

$$\begin{array}{r} 132.36 \\ 4 \\ \hline 529.44 \end{array}$$

in S.E. Cor. Lot 107a. Nail in hub.
(not on lot hub)

in S.W. Cor. lot 106 c. Nail in hub.
(not on lot hub)

on lot hub at West side of lots 103a, +
102c. Top of lot hub.

in N.W. Cor. lot 99a. Nail in hub.
(not on lot hub)

3

Sta	+	H.I.	-	Elev.
B.M.#5			3.80	333.08 333.085
	3.80	336.88		
T.P.			4.31	332.57
	3.11	335.68		
T.P.			2.14	333.54
	10.265	343.805		
B.M.#6			4.82	338.98 339.04
	7.86	346.84		
T.P.			2.98	343.86
	5.24	349.10		
B.M.#7			5.36	343.74 343.79
	6.05	349.79		
T.P.			0.88	348.91
	11.91	360.82		
T.P.			0.29	360.53
	9.525	370.055		
B.M.#8			3.165	366.89 367.15

on lot hub at west side of lots 95a
+ 94c. Top of lot hub.

on lot hub at west side of lots 90a
+ 89c. Top of lot hub.

1m S.W. cor. of lot 86a. Nail in hub.
(not on lot hub)

1m N.W. cor. lot
(not on lot hub)

7/28/26. N. Glover, N
Upham P

4.

4.

Sta	+	H.I.	-	Elev.
B.M. #8				367.15
	0.45	367.60		
T.P.			10.88	356.72
	1.02	357.74		
T.P.			11.23	346.51
	0.30	346.81		
T.P.			11.77	335.04
	0.10	335.14		
T.P.			10.24	324.90
	5.68	330.58		
B.M. #18			7.24	323.34
				323.29 ^{alt}

on power line pole # 70197

Ran check level. Look on pages
5 and 6.

5.

Check on Bench Levels

5.

Sta	+	H.I.	-	Elev
B.M.#5				333.085

7.69 340.775

T.P.			6.845	333.93
------	--	--	-------	--------

7.36 341.29

T.P.			2.90	338.39
------	--	--	------	--------

6.85 345.24

B.M.#6			6.20	339.04
--------	--	--	------	--------

8.30 347.34

T.P.			5.56	341.78
------	--	--	------	--------

7.64 349.42

B.M.#7			5.63	343.79
--------	--	--	------	--------

7.32 351.11

T.P.			2.045	349.065
------	--	--	-------	---------

11.76 360.825

T.P.			0.14	360.685
------	--	--	------	---------

8.775 369.46

B.M.#8			2.31	367.15
--------	--	--	------	--------

6.

Sta	+	H.I.	-	Elev.
BM #8				367.15
	0.27	367.42		
T.P.			11.83	355.59
	0.82	356.41		
T.P.			11.68	344.73
	0.47	345.20		
T.P.			10.165	335.035
	0.56	335.595		
T.P.			10.815	324.78
	5.99	330.77		
BM #18			7.45	323.32 323.294 ^{OK}

6.

Power line pole #70197

7

Sta	+	H.I.	-	Elev
BM #7				343.79
	10.85	354.64		
T.P.			0.59	354.05
	11.09	365.14		
T.P.			1.41	363.73
	10.64	374.37		
B.M. #9			4.55	369.82
	2.63	372.45		
T.P.			11.95	360.50
	7.85	362.35		
T.P.			8.31	354.04
	0.445	354.485		
B.M. #7			10.705	343.78 343.79 alt.

7.

in N.W. cor of lot 20c, Nail in hub.
(not on lot cor hub)

8.

July 29, 1926, N. Glover &
Upham &

Sta.	+	H.I.	-	Elev.
B.M.#5				333.085
	9.24	342.325		
T.P.			8.09	334.235
	3.685	337.92		
B.M.#5A			5.64	332.28
	10.79	343.07		
T.P.			1.05	342.02
	11.01	353.03		
T.P.			0.57	352.46
	11.15	363.61		
B.M.#10			0.73	362.88
	5.76	368.64		
T.P.			1.39	367.25
	2.33	369.58		
B.M.#11			10.52	359.06
	2.73	361.79		
T.P.			1.78	360.01

8.

in N.W. cor of lot 92a. Nail in Hub,
S.E. cor of El Prado + El Valle Sts.

On S.E. cor. at intersec. of Cuesta St. +
El Valle St. Nail in hub.

on lot hub at W. cor. of lots 13E + 13F.

Nail in lot hub at W. cor. of lots 11f + 12d.

9.

Sta	+	H.I.	-	Elev
T.P.				360.01
	9.295	369.305		
B.M.#12			9.755	359.55
	11.57	371.12		
T.P.			2.71	368.41
	8.81	377.22		
T.P.			11.81	365.41
	0.22	365.63		
T.P.			11.89	353.74
	0.20	353.94		
B.M.#13			11.62	342.32
	11.18	353.50		
T.P.			2.62	350.88
	10.01	360.89		
T.P.			4.015	356.875
	5.735	362.61		
B.M.#14			5.15	357.46

9.

in S.W. cor. of lot B.11. Nail in hub,
N.E. cor. of Cuesta St. + Oro Ave

on lot hub at W. cor. of lots 6D+6E.

Nail in lot hub at W. cor. of lots 5D+4F.

in S.W. cor. of Lot 1D. Nail in hub. (not on
lot hub)

10.

Sta + H.I. - Elev

B.M.#14 357.46

2.15 359.61

T.P. 11.605 348.005

0.55 348.555

T.P. 12.01 336.545

0.54 337.085

T.P. 11.985 325.10

0.33 325.43

T.P. 11.53 313.90

1.62 315.520

B.M.#2 7.86 307.66 307.650K

10.

11.

Sta	+	H.I.	-	Elev.
B.M. #1				291.18
	1.76	292.94		
T.P.			8.285	284.655
	6.835	291.49		
T.P.			2.38	289.11
	6.26	295.37		
B.M. #15			4.99	290.38
	6.82	297.20		
T.P.			2.89	294.31
	5.70	300.01		
B.M. #16			3.46	296.55
	7.505	304.055		
T.P.			4.00	300.055
	7.54	307.595		
B.M. #17			3.145	304.45
	4.36	308.81		
T.P.			2.74	306.07

11.

on lot cor. hub at E. side of lots 111a + 112a.
(nail in lot hub)

in S.E. cor. of lot 115a. at N.W. cor. of Oro
Ave + Cuyamaca Ave intersection.

Nail in lot cor. hub at E. cor. of lots 118e + 119a.

12.

Sta	+	H.I.	-	Elev
T.P.				306.07

5.99 312.06

B.M.#18			2.80	309.26
---------	--	--	------	--------

5.00 314.26

T.P.			3.30	310.96
------	--	--	------	--------

8.03 318.99

T.P.			2.535	316.455
------	--	--	-------	---------

5.685 322.14

B.M.#19			4.86	317.28
---------	--	--	------	--------

6.71 323.99

T.P.			0.51	323.48
------	--	--	------	--------

4.75 328.23

BM#18			4.94	323.29	323.294 ^{OK}
-------	--	--	------	--------	-----------------------

12.

in S.E. cor. of lot 122a, at N.W. cor. of intersection of El Valle St + Cuyamaca Ave, (nail in hub)

Nail in hub in S.E. cor. of lot 127. N.W. cor. of intersection of Plata Ave. + Cuyamaca Ave. (not on lot hub)

Highway B.M.#18 on power line pole #70197.

13. X Sec. of Oro Ave N. Glover & notes
 July 30, 1926 Kirby &
 Ollerton. ch.
 Sta. + H.I. - Elev.

B.M. #16 296.55

10.01 306.56

0+00 West side of Cuyamaca Ave.

0+50

1+00

1+50

T.P.

11.94 317.75 0.75 305.81

2+00

2+50

T.P.

0.15 307.60

13. X Sec. of Oro Ave

296.0 N.E. cor. of 114' H.I. 306.86

296.0
 $\frac{10.6}{25}$

296.3
 $\frac{10.3}{15}$

296.1
 $\frac{10.5}{15}$

295.5
 $\frac{11.1}{15}$

295.1
 $\frac{11.5}{25}$

295.9
 $\frac{10.7}{25}$

296.2
 $\frac{10.4}{15}$

296.4
 $\frac{10.2}{15}$

296.8
 $\frac{9.8}{15}$

297.0
 $\frac{9.6}{25}$

298.7
 $\frac{7.9}{25}$

298.9
 $\frac{7.7}{15}$

299.2
 $\frac{7.4}{15}$

299.5
 $\frac{7.1}{15}$

299.9
 $\frac{6.7}{25}$

303.6
 $\frac{3.6}{25}$

303.7
 $\frac{2.9}{15}$

303.3
 $\frac{3.3}{15}$

304.2
 $\frac{2.4}{15}$

304.3
 $\frac{2.3}{25}$

H.I. 317.75

9.3
 $\frac{8.5}{25}$

9.2
 $\frac{8.6}{15}$

9.8
 $\frac{8.0}{15}$

11.0
 $\frac{6.8}{15}$

11.3
 $\frac{6.5}{25}$

17.0
 $\frac{0.8}{25}$

17.0
 $\frac{0.8}{15}$

17.7
 $\frac{0.1}{15}$

17.6
 $\frac{0.2}{15}$

17.4
 $\frac{0.4}{25}$

X

14.

Sta + H.I. - Elev.

T.P. 317.60

12.00 329.60

3+00

3+30 = East side of El Prado at intersection of
El Prado + Oro Ave.B.M.^{#4} 6.34 323.26 323.29 0.15.

12.45 335.74.

3+80 = West side of El Prado at intersection
of El Prado + Oro Ave.

4+00

T.P. 0.08 335.66

11.71 347.37

4+50

T.P. 0.42 346.95

14.

H.I. 329.60

21.9	22.0	22.0	22.1	22.3
<u>7.2</u>	<u>7.6</u>	<u>7.6</u>	<u>7.5</u>	<u>7.3</u>
25	15		15	25

24.5	24.5	24.6	24.7	24.7
<u>5.1</u>	<u>5.1</u>	<u>5.0</u>	<u>4.9</u>	<u>4.9</u>
25	15		15	25

H.I. 335.74

30.6	30.6	30.1	30.0	29.8
<u>5.1</u>	<u>5.1</u>	<u>5.6</u>	<u>5.7</u>	<u>5.9</u>
25	15		15	25

33.2	32.8	32.5	32.3	31.9
<u>2.5</u>	<u>2.9</u>	<u>3.2</u>	<u>3.4</u>	<u>3.8</u>
25	15		15	25

H.I. 347.37

40.1	40.1	39.7	39.2	38.4
<u>7.2</u>	<u>7.3</u>	<u>7.7</u>	<u>8.2</u>	<u>8.6</u>
25	15		15	25

x

15.

Sta.	+	H.I.	-	Elev.
T.P.				346.95

12.46 359.41

5+00

T.P.			0.64	358.77
------	--	--	------	--------

10.02 368.79

5+50

BM #12			9.26	359.53	359.55
--------	--	--	------	--------	--------

12.43 371.98

5+85 = East side of Cuesta St. at intersection
of Cuesta & Oro Ave.

T.P.			0.76	371.22
------	--	--	------	--------

12.28 383.50

T.P.			0.34	383.16
------	--	--	------	--------

12.65 395.81

15.

49.1	48.8	47.8	47.4	46.4
10.3	10.6	11.6	12.2	12.6
25	15		15	25

49.1

48.8

47.8

47.4

46.4

10.3

10.6

11.6

12.2

12.6

25

15

15

25

61.9

61.4

61.1

59.6

59.4

5.9

6.6

7.7

9.2

9.6

25

15

15

25

74.9

74.4

74.1

71.4

69.3

-2.90

-2.2

-0.6

0.8

2.7

25

15

15

15

25

3

3

3

x✓

16.

Sta. + H.I. - Elev.

6+25 = West side of Cuesta St. at intersec. of
Cuesta + Oro Ave.

6+50

T.P. 0.23 395.58

12.63 408.21

T.P. 1.09 407.12

12.12 419.24

7+00

T.P. 0.35 418.89

12.47 431.36

7+50

T.P. 1.00 430.36

8.72 439.08

16.

H.I. 395.81

44.4

 $\frac{6.6}{25}$

97.3

 $\frac{-1.5}{25}$

↗

47.9

 $\frac{7.9}{15}$

95.6

 $\frac{0.0}{15}$

↖

80.4

9.4

94.3

1.5

85.0

 $\frac{10.8}{15}$

92.4

 $\frac{3.4}{15}$

83.8

 $\frac{12.0}{25}$

90.6

 $\frac{5.2}{25}$

H.I. 419.24

11.7

 $\frac{7.5}{25}$

10.5

 $\frac{8.7}{15}$

10.0

9.2

8.0

 $\frac{11.2}{15}$

6.0

 $\frac{13.2}{25}$

H.I. 431.36

23.9

 $\frac{7.5}{25}$

23.9

 $\frac{7.5}{15}$

22.6

8.8

20.1

 $\frac{11.3}{15}$

18.2

 $\frac{13.2}{25}$

x ✓

17

Sta + H.I. - Elev.

8+00

17

H.I. 439.08

30.9

29.6

428.4

28.5

26.9

8.2

9.3

10.3

10.6

12.2

25151525

8+50

33.9

33.6

33.8

33.3

32.9

5.2

5.5

5.3

5.8

6.2

25151525

8+68.70

34.3

34.6

34.3

34.9

34.5

4.8

4.5

4.8

4.2

4.6

25151525

8+88.2

32.9

33.8

34.3

34.5

34.6

6.2

5.3

4.8

4.6

4.5

25151525

T.P.

4.57 434.51

on lot hub on SW. cor. of lot B.1.

X

18. X Sections on El Valle St.

Sta + H.I. - Elev
 B.M. 18 309.26

7.12 316.38

0+00 West side of Cuyamaca Ave. at intersec. of
 El Valle st. & Cuyamaca Ave

6.9	7.4	7.2	7.7	7.8	8.0	8.1
<u>9.5</u>	<u>9.2</u>	<u>9.2</u>	<u>8.7</u>	<u>8.6</u>	<u>8.4</u>	<u>8.2</u>
50	25	15		15	25	50

0+25 Top east edge of creek

5.6	6.0	6.4	6.6	6.6	7.2	4.4	4.3
<u>10.8</u>	<u>10.4</u>	<u>10.0</u>	<u>9.8</u>	<u>10.4</u>	<u>9.1</u>	<u>12.0</u>	<u>12.1</u>
50	25	15		15	25	40	50

0+35 Bottom center of creek

2.7	3.1	3.3	2.9	3.7	3.0	6.3	8.0
<u>13.7</u>	<u>13.3</u>	<u>13.1</u>	<u>13.5</u>	<u>12.7</u>	<u>13.4</u>	<u>10.1</u>	<u>8.4</u>
50	25	10		15	25	35	50

0+45 Top west edge of creek

7.9	8.2	8.1	8.8	9.0	9.1	9.0
<u>8.5</u>	<u>8.2</u>	<u>8.3</u>	<u>7.6</u>	<u>7.4</u>	<u>7.3</u>	<u>7.4</u>
50	25	15		15	25	50

1+00

8.0	8.4	8.3	8.6	8.7	9.0	9.0
<u>8.4</u>	<u>8.0</u>	<u>8.1</u>	<u>7.8</u>	<u>7.7</u>	<u>7.4</u>	<u>7.4</u>
50	25	15		15	25	50

1+50

7.9	8.2	8.5	8.8	9.3	10.0	10.8
<u>8.5</u>	<u>8.2</u>	<u>7.9</u>	<u>7.6</u>	<u>7.1</u>	<u>6.4</u>	<u>5.6</u>
50	25	15		15	25	50

2+00

13.6	14.6	14.9	15.3	15.3	15.7	15.9
<u>2.8</u>	<u>1.8</u>	<u>1.5</u>	<u>1.1</u>	<u>1.1</u>	<u>0.7</u>	<u>0.5</u>
50	25	15		15	25	50

T.P.

1.23 315.15

18. X Sec on El Valle St.

H.I. 316.38

6.9	7.4	7.2	7.7	7.8	8.0	8.1
<u>9.5</u>	<u>9.2</u>	<u>9.2</u>	<u>8.7</u>	<u>8.6</u>	<u>8.4</u>	<u>8.2</u>
50	25	15		15	25	50

5.6	6.0	6.4	6.6	6.6	7.2	4.4	4.3
<u>10.8</u>	<u>10.4</u>	<u>10.0</u>	<u>9.8</u>	<u>10.4</u>	<u>9.1</u>	<u>12.0</u>	<u>12.1</u>
50	25	15		15	25	40	50

2.7	3.1	3.3	2.9	3.7	3.0	6.3	8.0
<u>13.7</u>	<u>13.3</u>	<u>13.1</u>	<u>13.5</u>	<u>12.7</u>	<u>13.4</u>	<u>10.1</u>	<u>8.4</u>
50	25	10		15	25	35	50

7.9	8.2	8.1	8.8	9.0	9.1	9.0
<u>8.5</u>	<u>8.2</u>	<u>8.3</u>	<u>7.6</u>	<u>7.4</u>	<u>7.3</u>	<u>7.4</u>
50	25	15		15	25	50

8.0	8.4	8.3	8.6	8.7	9.0	9.0
<u>8.4</u>	<u>8.0</u>	<u>8.1</u>	<u>7.8</u>	<u>7.7</u>	<u>7.4</u>	<u>7.4</u>
50	25	15		15	25	50

7.9	8.2	8.5	8.8	9.3	10.0	10.8
<u>8.5</u>	<u>8.2</u>	<u>7.9</u>	<u>7.6</u>	<u>7.1</u>	<u>6.4</u>	<u>5.6</u>
50	25	15		15	25	50

13.6	14.6	14.9	15.3	15.3	15.7	15.9
<u>2.8</u>	<u>1.8</u>	<u>1.5</u>	<u>1.1</u>	<u>1.1</u>	<u>0.7</u>	<u>0.5</u>
50	25	15		15	25	50

19,

Sta + H.I. - Elev
T.P. 315.15

11.75 326.90

2+50

17.2	18.2	18.4	18.9	19.7	320.1	21.6
<u>9.7</u>	<u>8.7</u>	<u>8.5</u>	80	<u>7.2</u>	<u>6.8</u>	<u>5.3</u>
50	25	15		15	25	50

T.P. 0.44 326.46

11.71 338.17

3+00

16.3	16.0	16.1	16.0	16.4	16.6	16.8
<u>9.9</u>	<u>9.2</u>	<u>9.0</u>	9.2	<u>9.4</u>	<u>8.6</u>	<u>8.4</u>
50	25	15		15	25	50

3+30 East side of El Prado at intersec. of
El Prado + El Valle.

33.1	33.2	33.5	33.7	33.9	34.1	34.9
<u>5.1</u>	<u>5.0</u>	<u>4.7</u>	5.5	<u>5.3</u>	<u>4.0</u>	<u>3.3</u>
50	25	15		15	25	50

B.M. 3A 5.90 332.27 332.28

11.76 344.04

T.P. 0.26 343.78

11.19 354.97

H.I. 354.97

3+80 West side of El Prado + intersec. of
El Prado + El Valle.

43.7	44.1	44.5	44.6	42.8	43.3	45.8
<u>11.3</u>	<u>10.9</u>	<u>10.5</u>	10.8	<u>12.2</u>	<u>11.7</u>	<u>9.2</u>
50	25	15		15	25	50

✓

20. July 31.26

N.G. Glover, K notes
Kirby &
O'Leary - Ch.
Elev.

Sta + H.I. -

4+00

4+50

T.P.

11.51 365.47

5+00

B.M. #10

12.23 375.11

5+50

5+85 East side of Cuesta St. at intersection
of Cuesta + El Valle on South side
of El Valle.

T.P.

12.08 386.68

20.

H-I 354.97

49.0	49.5	48.7	48.7	47.4	48	50.0
<u>6.0</u>	<u>5.5</u>	<u>6.3</u>	<u>6.3</u>	<u>7.6</u>	<u>7.0</u>	<u>5.0</u>
50	25	15		15	25	50

54.4	53.9	53.7	53.6	53.7	54.1	53.6
<u>0.6</u>	<u>1.1</u>	<u>1.3</u>	<u>1.4</u>	<u>1.3</u>	<u>0.9</u>	<u>1.4</u>
50	25	15		15	25	50

H-I 365.47

59.8	59.8	59.7	59.6	59.3	59.2	58.2
<u>5.7</u>	<u>5.7</u>	<u>5.8</u>	<u>5.9</u>	<u>6.2</u>	<u>6.3</u>	<u>7.3</u>
50	25	15		15	25	50

2.62 362.85 362.880.K

67.7	66.4	66.6	375.11	65.2	65.2	63.7
<u>7.4</u>	<u>8.7</u>	<u>9.1</u>	65.5	<u>9.9</u>	<u>9.9</u>	<u>11.4</u>
50	25	15	9.6	15	25	50

72.6	72.2	71.8	71.3	70.4	69.7	68.7
<u>2.5</u>	<u>2.9</u>	<u>3.3</u>	<u>3.8</u>	<u>4.7</u>	<u>5.4</u>	<u>6.4</u>
50	25	15		15	25	50

X

21.

Sta. + H.I. - Elev.
 6+25.11 386.68 West side of Cuesta
 at intersec of Cuesta & El Valle

6+50

T.P.

0.34 386.34
 12.58 398.92

7+00

T.P.

0.24 398.68
 12.01 410.69

7+50

T.P.

0.03 410.66
 12.14 422.80

7+81.92

West edge of lots on lot line.

21,

H.I. 386.68

80.2	79.7	79.8	76.6	77.8	76.9	75.0
<u>6.5</u>	<u>7.0</u>	<u>6.9</u>	<u>7.9</u>	<u>8.9</u>	<u>9.8</u>	<u>11.7</u>
50	25	15		15	25	50

85.7	84.4	84.0	81.8	82.2	82.0	79.0
<u>1.0</u>	<u>2.3</u>	<u>2.7</u>	<u>3.9</u>	<u>4.5</u>	<u>4.7</u>	<u>7.7</u>
50	25	15		15	25	50

H.I. 398.92

39.9	36.5	35.9	34.3	32.8	31.5	29.7
<u>0.0</u>	<u>2.4</u>	<u>3.0</u>	<u>4.6</u>	<u>6.1</u>	<u>7.4</u>	<u>9.2</u>
50	25	15		15	25	50

H.I. 410.69

413.4	410	409.2	406.4	405.9	402.5	400.1
<u>42.7</u>	<u>0.7</u>	<u>1.5</u>	<u>3.3</u>	<u>5.3</u>	<u>8.2</u>	<u>10.6</u>
50	25	15		15	25	50

H.I. 422.80

21.5	17.3	16.3	14.3	11.1	109.3	105.9
<u>1.30</u>	<u>5.5</u>	<u>6.5</u>	<u>8.5</u>	<u>11.7</u>	<u>13.5</u>	<u>16.9</u>
50	25	15		15	25	50

xv

22.
 Sta + H.I. - Elev.
 8+182 property line 20' West of lot line

7.P. 12.99 409.81

H1 4m.80
 22.

25.3	20.8	19.7	17.6	15.0	13.9	10.8
+2.5	2.0	3.1	5.2	7.8	8.9	12.0
<u>50</u>	<u>25</u>	<u>15</u>		<u>15</u>	<u>25</u>	<u>30</u>

on lot hub on S.W. cor. of lot 16 d.

422.00
 418.15
 840.15
 420.07
 50.04
 330.00
 200.11

30.00
 418.15
 50.04
 330.00
 818.19

+

23. X. Sec. of Plato Ave
 Sta + H.I. - Elev.
 B.M. 19 317.28

9.92 327.20

0+00 West side of Cuyamaca Ave

17.1	17.3	17.0	17.1	17.2	17.3	17.5
$\frac{10.1}{50}$	$\frac{9.9}{25}$	$\frac{10.2}{15}$	10.1	$\frac{10.0}{15}$	$\frac{9.9}{25}$	$\frac{9.7}{50}$

0+50

16.1	16.4	16.3	16.5	16.7	16.8	17.4
$\frac{11.1}{50}$	$\frac{10.8}{25}$	$\frac{10.9}{15}$	10.7	$\frac{10.5}{15}$	$\frac{10.4}{25}$	$\frac{9.8}{50}$

1+00

17.7	19.0	18.4	18.1	18.9	19.3	19.9
$\frac{9.5}{50}$	$\frac{8.2}{25}$	$\frac{8.8}{15}$	9.1	$\frac{8.3}{15}$	$\frac{7.9}{25}$	$\frac{7.3}{50}$

1+50

23.1	24.2	23.9	24.9	25.6	25.5	27.2
$\frac{9.1}{50}$	$\frac{3.0}{25}$	$\frac{3.3}{15}$	2.3	$\frac{1.6}{15}$	$\frac{1.7}{25}$	$\frac{2.0}{50}$

T.P.

11.86 0.47 326.73 338.59

2+00

24.1	24.9	24.9	24.9	30.9	30.7	31.4
$\frac{9.4}{50}$	$\frac{8.7}{25}$	$\frac{8.7}{15}$	8.7	$\frac{7.7}{15}$	$\frac{7.9}{25}$	$\frac{7.2}{50}$

2+50

33.9	35.9	35.6	35.7	36.5	36.9	37.2
$\frac{4.7}{50}$	$\frac{2.7}{25}$	$\frac{3.0}{15}$	2.9	$\frac{2.1}{15}$	$\frac{1.7}{25}$	$\frac{1.4}{50}$

T.P.

0.30 338.29

23.

H.I. 327.20

H.I. 338.59

24.

Sta + H.I. - Elev.
T.P. 338.29

12.08 350.37

3+00

39.4	40.5	40.5	41.0
<u>11.0</u>	<u>9.9</u>	<u>9.9</u>	9.0
50	25	15	

42.4	42.0	42.3
<u>8.0</u>	<u>8.4</u>	<u>8.1</u>
15	25	30

3+30

East side of El Prado at intersec.
of El Prado + Plata Ave.

42.5	43.4	43.3	43.7
<u>7.9</u>	<u>7.0</u>	<u>7.1</u>	6.7
50	25	15	

44.4	44.6	45.3
<u>6.0</u>	<u>5.8</u>	<u>5.1</u>
15	25	30

B.M.#7

6.61 343.76 343.79 A.I.

12.84 356.63

H.I. 356.63

3+80

West side of El Prado at intersec.
of El Prado + Plata Ave.

49.7	50.1	50.2	50.8
<u>6.9</u>	<u>6.0</u>	<u>6.4</u>	5.8
50	25	15	

50.6	51.0	50.9
<u>6.0</u>	<u>5.6</u>	<u>5.7</u>
15	25	30

4+00

53.4	52.9	53.1	53.1
<u>3.2</u>	<u>3.7</u>	<u>3.5</u>	3.5
50	25	15	

53.1	53.3	53.4
<u>3.5</u>	<u>3.3</u>	<u>3.2</u>
15	25	30

T.P.

0.29 356.34

12.34 368.68

H.I. 368.68

4+50

60.0	59.6	59.6	60.0
<u>8.7</u>	<u>9.1</u>	<u>9.1</u>	8.7
50	25	15	

59.7	59.4	59.1
<u>9.0</u>	<u>9.3</u>	<u>9.6</u>
15	25	30

x

25.

Sta. + H.I. - Elev.

5+00

T.P.

12.41 381.08

0.01 368.67

5+50

BM #9

11.27 381.09

11.27 369.81 369.82

6+00

T.P.

12.09 392.52

0.66 380.43

6+50

T.P.

12.57 404.47

0.62 391.90

25,

H.I. 368.68

62.9	65.3	65.4	65.1	65.4	65.3	65.6
<u>3.8</u>	<u>3.4</u>	<u>3.3</u>	3.6	<u>3.3</u>	<u>3.4</u>	<u>3.1</u>
50	25	15		15	25	30

H.I. 381.08

71.6	72.1	72.1	72.8	72.5	72.9	72.8
<u>9.5</u>	<u>9.0</u>	<u>9.0</u>	8.6	<u>8.6</u>	<u>8.2</u>	<u>8.3</u>
50	25	15		15	25	50

H.I. 381.09

79.1	79.5	79.9	79.7	81.0	81.3	81.0
<u>2.0</u>	<u>1.6</u>	<u>1.2</u>	1.4	<u>0.1</u>	<u>+0.2</u>	<u>0.1</u>
50	25	15		15	25	30

H.I. 392.52

85.7	86.8	87.5	88.5	89.3	89.2	89.2
<u>6.8</u>	<u>5.7</u>	<u>5.0</u>	4.0	<u>3.2</u>	<u>3.3</u>	<u>3.3</u>
50	25	15		15	25	50

X

26.

Sta + H.I. — Elev.

7+00

T.P.

0.30 404.17

11.86 416.03

7+47.24 West edge of lots. on lot line.

7+67.24 West property line. 20' West of lot line.

T.P.

10.85 405.18

Note - This point torn out.
Found marker but no hub.

M. H. Peterman
Oct. 22, 1926

26.

H.I. 404.47

<u>397.2</u>	<u>399.2</u>	<u>399.3</u>	<u>398.1</u>	398.6	398.6	<u>399.2</u>
<u>7.3</u>	<u>5.3</u>	<u>5.2</u>	60	<u>5.9</u>	<u>5.9</u>	<u>5.3</u>
50	25	15		15	25	50

H.I. 416.03

403.4	405.1	405.4	<u>405.9</u>	<u>405.8</u>	<u>405.6</u>	406.9
<u>12.6</u>	<u>10.9</u>	<u>10.6</u>	10.1	<u>10.2</u>	<u>10.4</u>	<u>9.1</u>
50	25	15		15	25	50

<u>408.2</u>	<u>409.8</u>	<u>410.4</u>	<u>411.9</u>	411.3	<u>411.0</u>	<u>412.7</u>
<u>7.8</u>	<u>6.2</u>	<u>5.6</u>	4.1	<u>4.7</u>	<u>5.0</u>	<u>3.3</u>
50	25	15		15	25	50

on lot hub at N.W. cor. of lot C.4

27. Bench Levels Unit #2.

	+	H.I.	-	Elev.
B.M.#1				424.78
T.P.	2.45	427.23		
T.P.			11.98	415.25
T.P.	0.20	415.45		
T.P.			12.04	403.41
T.P.	0.45	403.86		
T.P.			12.08	391.78
T.P.	0.19	391.97		
T.P.			11.98	379.99
T.P.	0.44	380.43		
B.M.#2			3.49	376.94
T.P.			12.02	368.41
T.P.	0.15	368.56		
T.P.			11.92	356.64
T.P.	0.76	357.40		
T.P.			11.88	345.52
T.P.	tor-0.02	345.50		
T.P.			12.13	333.37
T.P.	0.58	333.95		
B.M.#3			9.54	324.41
T.P.	0.27	324.68		
T.P.			11.98	312.70
T.P.	5.10	317.80		
T.P.			0.50	317.30
B.M.#7			3.38	314.42

27.

Oct. 18, 1926.

M.H. Peterman.

D'ham.
Todd.
Brown.

Book 178, Pg. 13. 2x2 hub P.C. B/K. 12.

Starting in B/K #12
Running around blocks
#13, 14, 15, 17, 16 and
checking in on B/K #9

2x2 P.O.T. on So. We. Tr. Bdry. MKd. Hub A.

2x2 P.I. S'y. Cor. B/K. 14.

Set red-head nail top of old stump in Front Yard { Int. of 69th & Madera Sts

28.

	+	H.I.	-	Elev.
T.P.				317.30
	11.15	328.45		
B.M.#4			0.90	327.55
	11.40	338.95		
T.P.			0.43	338.52
	11.89	350.41		
T.P.			0.08	350.33
	11.30	361.63		
B.M.#5			6.77	354.86
T.P.			0.87	360.76
	4.57	365.33		
T.P.			3.65	361.68
	10.25	371.93		
T.P.			0.68	371.25
	10.41	381.66		
B.M.#6			1.82	379.84
	11.40	391.24		
T.P.			0.54	390.70
	10.74	401.44		
T.P.			0.20	401.24
	11.73	412.97		
T.P.			0.70	412.27
	11.63	423.90		
T.P.			0.35	423.55

28.

2x2 P.C. Ret. N'y. Cor. B/K. 14.

Rock with Keel-mark @ 30' S.E. of Ret. N.W. Cor. B/K. 17.

P.C. N'y. Cor. B/K. 17.

P.I. B/K. 17, N.E. Cor.

P.C. B/K. 16, N.E. Cor.

Oct. 18, 1926
M.H. Peterman.

29.

29.
379. + H.I. - Elev.

T.P. 423.55

4.96 428.51

T.P. 12.10 416.41

0.14 416.55

B.M.#14 6.73 409.82 Rec. Elev. 409.81

T.P. 11.77 404.78

1.14 405.92

T.P. 2.42 403.50 Rec. Elev. 403.57

Lot hub T6-D, old subdivision. See Pg. 22.

2x2 P.C. BIK. 9 on

30.

Oct. 20, 1926.

M. H. Peterman.
Todd:
Spaulding.

	+	H.I.	-	Elev.
T.P.				361.68
	13.14	374.82		
T.P.			3.51	371.31
	9.24	380.55		
B.M.#8			0.75	379.80
	9.96	389.76		
T.P.			0.82	388.94
	12.47	401.41		
T.P.			0.76	400.65
	13.15	413.80		
T.P.			0.24	413.56
	12.03	425.59		
B.M.#9			1.93	423.66
T.P.			0.23	425.36
	12.71	438.07		
T.P.			7.07	431.00
	7.96	438.96		
B.M.#10			5.00	433.96

30. Bench Levels Along Madera Ave. from
D.I.K. 17 to N'y. Cor. of Tract.

2x2 P.C. B.I.K.#17. Page 28.

Nail in bottom old 2x4. 50:0 West Sta. 27+00±

2x2 P.C. Block #18 N.E. Cor.
(P.I.)

Old 2x2 hub Most N'y. Cor. Unit #2.

31.

Oct. 21, 1926.

M. H. Peterman
Todd
Spaulding

	+	H.I.	-	Elev.
B.M.#9				423.66
T.P.	11.39	435.05		
			0.39	434.66
B.M.#12	11.64	446.30		
T.P.	1.20	440.93		
			6.57	439.73
T.P.			11.66	429.27
	0.39	429.66		
T.P.			11.95	417.71
	0.14	417.85		
B.M.#13			10.13	407.72 407.82
T.P.	0.32	408.04		
			12.21	⁹³ 395.83
T.P.	0.08	395.91		
			11.86	¹⁵ 384.05
T.P.	0.32	384.37		
			12.11	³⁶ 372.26
T.P.	0.57	372.83		
B.M.#11			9.09	363.74 363.82
				363.82

See Vert
PageRec. Elev. =
363.82

31. Bench Levels Around Block #20.

P.C. BIK. 18 at Seville & Madera Sts.

P.C. BIK. 19 on Seville; R=50.0

Nail (not Tack) in 2x2 P.C. S.E. Cor. BIK. 20.

Book 178/35.

32.

Oct. 22, 1926

M. H. Peterman
Spaulding.

B.M. #14

4.59 414.41

409.82

T.P.

4.59 408.10

10.90 403.51

T.P.

7.73 411.04

4.79 403.31

T.P.

1.82 412.19

0.67 410.37

T.P.

10.37 411.61

10.95 401.24

B.M. #13

3.79 407.82

Rec. Elev. =
~~407.72~~

Pg. 31.

B.M. #13.

407.82

B.M. #11.

363.82

32. Check Levels B.M. #14 to B.M. #13.

Pg. 29

Pg. 29

Note:- This plus discrepancy of 0.10 ft. agrees closely with error of 0.08 in same direction checking from B.M. #13 to B.M. #11 (see Pg. 31). Therefore I make assumption & correct to the following elevations →

33

33

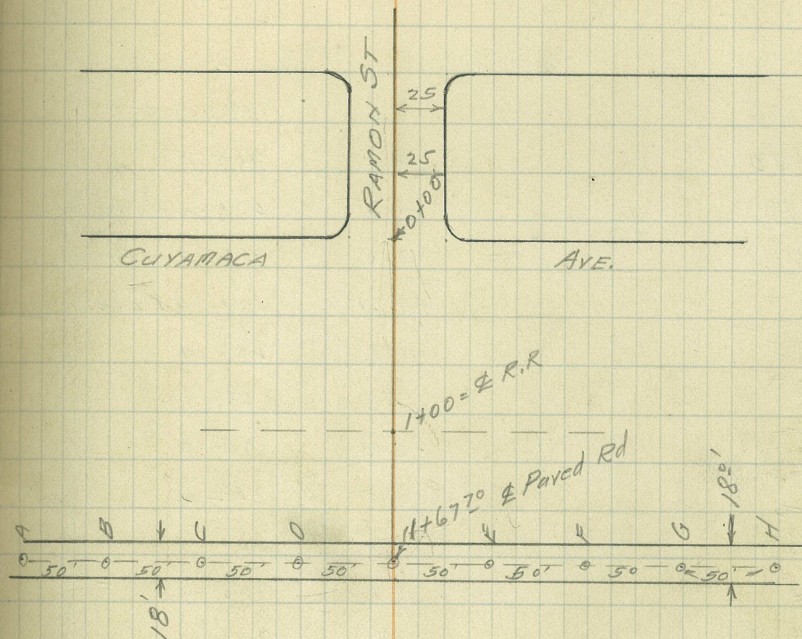
34.

Profile for Road Crossing
at Ramon St

Oct-27-26

B.M.#16		296.55	
	3.11	299.66	
0+00		4.7	295.0
0+17		5.1	294.6
0+40		6.7	293.0
0+50		5.4	294.3 Top Draw
0+54		10.8	288.9 Bottom Draw
0+60		10.6	289.1 ✓ ✓
0+65		5.2	294.5 Top Draw
0+70		5.0	294.7
0+75		7.6	292.1
0+81		6.9	292.8
0+84		4.4	295.3
0+88		3.8	295.9
0+915		2.8	296.9
1+00		2.3	297.4 ± R.R.
		1.9	297.8 Top of Rail
		1.93	297.73
	9.32	307.05	
1+09		9.8	297.3
1+12		8.7	298.4
1+15		9.3	297.8
1+18		8.8	298.3
1+22		9.7	297.4

34.



35.

307.05

1+45	8.5	298.6
1+53	4.7	302.4
1+58 ²⁰	4.31	302.74 302.64 W. Edge Paving
1+67 ²⁰	4.11	302.94 E. Paving
	4.21	302.84 E. Edge Paving
A	8.7	298.4
B	7.3	299.8
C	6.1	301.0
D	5.1	302.0
E	3.1	304.0
F	2.1	305.0
G	1.1	306.0
H	0.1	307.0
	10.55	296.50

OK
CJW
10-28-26

35.

BM. #16 = 296.55

36.

El Prado Stationing
Madera St.

19+84⁸² P.C. BIK. 17

20+76⁵⁴ P.C. " 18

33+16⁴⁴ P.C. " 18

34+06⁴⁴ P.C. " 20

35+66⁴⁴ P.C. " 20