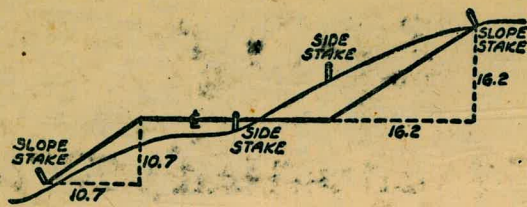


TURN TO



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING
SLOPE 1 TO 1, ROADWAY OF ANY WIDTH

| | 0 | .1 | .2 | .3 | .4 | .5 | .6 | .7 | .8 | .9 | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| 0 | 0.00 | 0.10 | 0.20 | 0.30 | 0.40 | 0.50 | 0.60 | 0.70 | 0.80 | 0.90 | 0 |
| 1 | 1.00 | 1.10 | 1.20 | 1.30 | 1.40 | 1.50 | 1.60 | 1.70 | 1.80 | 1.90 | 1 |
| 2 | 2.00 | 2.10 | 2.20 | 2.30 | 2.40 | 2.50 | 2.60 | 2.70 | 2.80 | 2.90 | 2 |
| 3 | 3.00 | 3.10 | 3.20 | 3.30 | 3.40 | 3.50 | 3.60 | 3.70 | 3.80 | 3.90 | 3 |
| 4 | 4.00 | 4.10 | 4.20 | 4.30 | 4.40 | 4.50 | 4.60 | 4.70 | 4.80 | 4.90 | 4 |
| 5 | 5.00 | 5.10 | 5.20 | 5.30 | 5.40 | 5.50 | 5.60 | 5.70 | 5.80 | 5.90 | 5 |
| 6 | 6.00 | 6.10 | 6.20 | 6.30 | 6.40 | 6.50 | 6.60 | 6.70 | 6.80 | 6.90 | 6 |
| 7 | 7.00 | 7.10 | 7.20 | 7.30 | 7.40 | 7.50 | 7.60 | 7.70 | 7.80 | 7.90 | 7 |
| 8 | 8.00 | 8.10 | 8.20 | 8.30 | 8.40 | 8.50 | 8.60 | 8.70 | 8.80 | 8.90 | 8 |
| 9 | 9.00 | 9.10 | 9.20 | 9.30 | 9.40 | 9.50 | 9.60 | 9.70 | 9.80 | 9.90 | 9 |
| 10 | 10.00 | 10.10 | 10.20 | 10.30 | 10.40 | 10.50 | 10.60 | 10.70 | 10.80 | 10.90 | 10 |
| 11 | 11.00 | 11.10 | 11.20 | 11.30 | 11.40 | 11.50 | 11.60 | 11.70 | 11.80 | 11.90 | 11 |
| 12 | 12.00 | 12.10 | 12.20 | 12.30 | 12.40 | 12.50 | 12.60 | 12.70 | 12.80 | 12.90 | 12 |
| 13 | 13.00 | 13.10 | 13.20 | 13.30 | 13.40 | 13.50 | 13.60 | 13.70 | 13.80 | 13.90 | 13 |
| 14 | 14.00 | 14.10 | 14.20 | 14.30 | 14.40 | 14.50 | 14.60 | 14.70 | 14.80 | 14.90 | 14 |
| 15 | 15.00 | 15.10 | 15.20 | 15.30 | 15.40 | 15.50 | 15.60 | 15.70 | 15.80 | 15.90 | 15 |
| 16 | 16.00 | 16.10 | 16.20 | 16.30 | 16.40 | 16.50 | 16.60 | 16.70 | 16.80 | 16.90 | 16 |
| 17 | 17.00 | 17.10 | 17.20 | 17.30 | 17.40 | 17.50 | 17.60 | 17.70 | 17.80 | 17.90 | 17 |
| 18 | 18.00 | 18.10 | 18.20 | 18.30 | 18.40 | 18.50 | 18.60 | 18.70 | 18.80 | 18.90 | 18 |
| 19 | 19.00 | 19.10 | 19.20 | 19.30 | 19.40 | 19.50 | 19.60 | 19.70 | 19.80 | 19.90 | 19 |
| 20 | 20.00 | 20.10 | 20.20 | 20.30 | 20.40 | 20.50 | 20.60 | 20.70 | 20.80 | 20.90 | 20 |
| 21 | 21.00 | 21.10 | 21.20 | 21.30 | 21.40 | 21.50 | 21.60 | 21.70 | 21.80 | 21.90 | 21 |
| 22 | 22.00 | 22.10 | 22.20 | 22.30 | 22.40 | 22.50 | 22.60 | 22.70 | 22.80 | 22.90 | 22 |
| 23 | 23.00 | 23.10 | 23.20 | 23.30 | 23.40 | 23.50 | 23.60 | 23.70 | 23.80 | 23.90 | 23 |
| 24 | 24.00 | 24.10 | 24.20 | 24.30 | 24.40 | 24.50 | 24.60 | 24.70 | 24.80 | 24.90 | 24 |
| 25 | 25.00 | 25.10 | 25.20 | 25.30 | 25.40 | 25.50 | 25.60 | 25.70 | 25.80 | 25.90 | 25 |
| 26 | 26.00 | 26.10 | 26.20 | 26.30 | 26.40 | 26.50 | 26.60 | 26.70 | 26.80 | 26.90 | 26 |
| 27 | 27.00 | 27.10 | 27.20 | 27.30 | 27.40 | 27.50 | 27.60 | 27.70 | 27.80 | 27.90 | 27 |
| 28 | 28.00 | 28.10 | 28.20 | 28.30 | 28.40 | 28.50 | 28.60 | 28.70 | 28.80 | 28.90 | 28 |
| 29 | 29.00 | 29.10 | 29.20 | 29.30 | 29.40 | 29.50 | 29.60 | 29.70 | 29.80 | 29.90 | 29 |
| 30 | 30.00 | 30.10 | 30.20 | 30.30 | 30.40 | 30.50 | 30.60 | 30.70 | 30.80 | 30.90 | 30 |
| 31 | 31.00 | 31.10 | 31.20 | 31.30 | 31.40 | 31.50 | 31.60 | 31.70 | 31.80 | 31.90 | 31 |
| 32 | 32.00 | 32.10 | 32.20 | 32.30 | 32.40 | 32.50 | 32.60 | 32.70 | 32.80 | 32.90 | 32 |
| 33 | 33.00 | 33.10 | 33.20 | 33.30 | 33.40 | 33.50 | 33.60 | 33.70 | 33.80 | 33.90 | 33 |
| 34 | 34.00 | 34.10 | 34.20 | 34.30 | 34.40 | 34.50 | 34.60 | 34.70 | 34.80 | 34.90 | 34 |
| 35 | 35.00 | 35.10 | 35.20 | 35.30 | 35.40 | 35.50 | 35.60 | 35.70 | 35.80 | 35.90 | 35 |
| 36 | 36.00 | 36.10 | 36.20 | 36.30 | 36.40 | 36.50 | 36.60 | 36.70 | 36.80 | 36.90 | 36 |
| 37 | 37.00 | 37.10 | 37.20 | 37.30 | 37.40 | 37.50 | 37.60 | 37.70 | 37.80 | 37.90 | 37 |
| 38 | 38.00 | 38.10 | 38.20 | 38.30 | 38.40 | 38.50 | 38.60 | 38.70 | 38.80 | 38.90 | 38 |
| 39 | 39.00 | 39.10 | 39.20 | 39.30 | 39.40 | 39.50 | 39.60 | 39.70 | 39.80 | 39.90 | 39 |
| 40 | 40.00 | 40.10 | 40.20 | 40.30 | 40.40 | 40.50 | 40.60 | 40.70 | 40.80 | 40.90 | 40 |
| 41 | 41.00 | 41.10 | 41.20 | 41.30 | 41.40 | 41.50 | 41.60 | 41.70 | 41.80 | 41.90 | 41 |
| 42 | 42.00 | 42.10 | 42.20 | 42.30 | 42.40 | 42.50 | 42.60 | 42.70 | 42.80 | 42.90 | 42 |
| 43 | 43.00 | 43.10 | 43.20 | 43.30 | 43.40 | 43.50 | 43.60 | 43.70 | 43.80 | 43.90 | 43 |
| 44 | 44.00 | 44.10 | 44.20 | 44.30 | 44.40 | 44.50 | 44.60 | 44.70 | 44.80 | 44.90 | 44 |
| 45 | 45.00 | 45.10 | 45.20 | 45.30 | 45.40 | 45.50 | 45.60 | 45.70 | 45.80 | 45.90 | 45 |
| 46 | 46.00 | 46.10 | 46.20 | 46.30 | 46.40 | 46.50 | 46.60 | 46.70 | 46.80 | 46.90 | 46 |
| 47 | 47.00 | 47.10 | 47.20 | 47.30 | 47.40 | 47.50 | 47.60 | 47.70 | 47.80 | 47.90 | 47 |
| 48 | 48.00 | 48.10 | 48.20 | 48.30 | 48.40 | 48.50 | 48.60 | 48.70 | 48.80 | 48.90 | 48 |
| 49 | 49.00 | 49.10 | 49.20 | 49.30 | 49.40 | 49.50 | 49.60 | 49.70 | 49.80 | 49.90 | 49 |
| 50 | 50.00 | 50.10 | 50.20 | 50.30 | 50.40 | 50.50 | 50.60 | 50.70 | 50.80 | 50.90 | 50 |

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

2007

CITY ENGINEER'S OFFICE

2126

INDEXED

to page # 58
except page # 1, 17, 19

190/3
106/3
1/5

INDEX

| | I | P |
|--|---|-------|
| Beardsley & Irving - Current | | 2 |
| Irving & Harrison " | | 3-4 |
| Pl. 1297 - Lot Corners | | 5 |
| Topog Control Points in Pl. 1299 | | 8-9 |
| Stadia Traverse Topog Control Pl. 1299 | | 10-15 |
| Bench Marks Pl. 1297 - Pl. 1299 | | 16-25 |
| Alley Cross Section Blk 94 Paloma Hts | | 26-29 |
| " " " Blk 10 Ocean Beach | | 30-33 |
| Ampudia St. Cross Sections | | 34-46 |
| Survey Proposed Road Pl. 1290 | | 47 |
| Drain Ampudia So. of Moore St. | | 48 |
| Lafolla Stuarco & Azuel St. Topog. | | 49 |
| Check B.M.s vicinity Lafolla Cliffs | | 50 |
| Macaulay St Drain | | 51-58 |
| Survey Easterly Bdry ^{Pl. 1297} West 40 Acres | | 59-61 |
| Survey Easterly Bdry ^{Pl. 1297} ^{P. Lots 1296} Proposed Subdivisions - | | 62-65 |
| Transverse - Base line to ^{Torrey} Pines Road ^{Pl. 1297-1299} | | 66-73 |

Construction Grades

Proposed Culvert

As per Drawing # 7354-L

Between Boardley & Irving

Block 227
Munnuss & Schiller's

Elev. Stakes Elev. Flow Line

Cuts Offsets

Walker
Johnson
Pope 2
Crawford
6-1-49

INDEXED

W.K.

AUG 16 1949

chk Existing Flow Line Hurd level 34.10 = 11.10

| | | | | | |
|-----------------------|------|-------|-------|--------|---------|
| 1+786Y | 1687 | 34.04 | 34.10 | | |
| 1+6940 = Δ | 1094 | 39.93 | 33.92 | 6.01' | 10' Lt. |
| 1+50. | 1312 | 37.75 | 33.55 | 4.20' | " |
| 1+20 | 1388 | 36.99 | 32.97 | 4.02' | " |
| 0+80 | 1371 | 37.16 | 32.20 | 4.96' | " |
| 0+45 | 1326 | 37.61 | 31.53 | 6.08' | " |
| 0+09.40 | 1197 | 38.90 | 30.85 | 8.05' | " |
| 0+01.64 = Δ 37°47' Lt | 928 | 41.59 | 30.70 | 10.89' | " |

2025 30.62 3067
0+00 chk Flow Line Existing Culvert 30.67 = 11.10

50.87K R-3

Construction Grades

Proposed 66" Con. Culvert

As per Drawing # 7354-L

Between Irving - Harrison Aves.
South of Commercial Ave

Walker
Johnson
Pope 3
Crowford
6-1-99

| Cont. P-4 | Elev. Stakes | Elev. Flow Line | Cuts. | offsets |
|----------------|--------------|---------------------|--------------|------------|
| 3+26.25 | 5.52 45.35 | 41.33 ⁵⁸ | 4.02 | 10' 2 1/2" |
| 3+00 | 4.85 46.02 | 40.75 ⁶⁶ | 5.27 | " |
| 2+70 | 3.29 47.58 | 40.09 ⁷⁸ | 7.49 | " |
| 2+35 | 5.13 45.74 | 39.31 | 6.43 | " |
| 2+00 | 8.54 42.33 | 38.53 ⁸⁴ | 3.80 | " |
| 1+71.25 = 8 ft | 10.17 40.70 | 37.89 ⁶⁹ | 2.81 | " |
| 1+40.25 | 8.17 42.70 | 37.20 | 5.50 | " |
| 1+09.25 | 5.98 45.39 | 36.51 | 8.88 | " |
| 0+78.25 | 7.45 43.42 | 35.83 | 7.59 | " |
| 0+70.25 | 4.81 46.56 | 35.60 | 10.96 | " |
| 0+62.25 = 8 ft | 3.16 47.71 | 35.48 | 12.23 | " |
| 0+55.25 = 8 ft | 3.50 47.35 | 35.48 | 11.87 | " |
| 0+06.25 | 7.50 43.37 | 35.37 | 8.00 | " |
| 0+00 | 6.62 44.25 | 35.36 | 8.89 | " |
| 10.11 | 50.87 | 40.76 | B.M. Top 16" | |

66" Coric. Drown
Cont. from P-3

4

0700 FB. 1842-87 35.36
chk flow line 1849 35.38

3 + 33.25 942 41.48-Plan
chk flow line Existing 41.45

Cont. from P-3 5087

Location Pueblo Lot Corners

177 P.L. 1297

Stations

Modia Distance = Method of Finding Corners

INDEXED

N.K.

AUG 16 1949

5477.9 = Δ 14 22° 45' 30" Fd. Conc. Mon

For
Additional Ties
See D-59-61

0700

0100
S-89° 01' 16" W
Fd. Conc. Mon

S-14° 25' 24" E
1207.543

Fd. Conc. Mon.
1" dia.

W.M.S. Map
577.90
S-8° 20' 06" W

Fd. Conc.
Mon
1.5" deep

W.M.S. Map
80° 41' 09"
80° 41' 15"
Turned P.S.

El Paseo
Gravels

0100

173 2

59° 29'

Fd. Conc. Mon.

CRMINO COLINA
DELA. COLINA
Field Area

5

1305

30.37

237.00
230.26

48+00° = Δ Lt 90°02'

Fd. 2" Iron Pipe

1825.22

29+74.78 = Δ Rt. 75°10'

331.95

26+53.33 = Δ Lt 75°10'

2075.45

Get.
Fd. 1½" Iron Pipe
L.S. # 2391

W.M.S. Map
1825.22
S 14°25'24"E

W.M.S. Map

331.95

S 89°35'22"E

W.M.S. Map
2075.43
S 14°25'24"E

Fd. Conc. Mon 1.5' Deep.
Set 2" x 2" x 10"
Redwood over some
with Disk Med. City Eng.

Page 47

10
 15
 Fd. Conc. Mon
 Set Nail
 in 4 Prong
 Euc. Tree
 Nail Set
 in 16" Euc Tree

PL. 1280

Mop
166773

48100 Δ 14 90° 02

6/12/12
 4567
 P.O.T.
 Fd 3/4" Iron Pipe
 L.S. 2341

Fd. 2" Iron Pipe

Control Points in Pueblo 1299

Dist Meas. with Steel Tape
from 0+00 to 26129.50

N 6471.65
E 7507.23 □ 5
12+00 = P.O.T. Set 1" x 6" Redwood

INDEXED
W.K.

AUG 16 1949

N 6671.61
E 7508.51 □ 4
10+00 = P.O.T. Set 1" x 6" Redwood

N 7421.45
E 7513.30 □ 3
2+50 = P.O.T. Set 1" x 6" Redwood

N 7671.90
E 7514.90 □ 2
0+00

Storrey Pines Road

□ N01

□ N05

Control line
□ 4

PL. 1299

□ N03

Turned
89° 59'

Spike in Paving

□ N02

660.80
Map
1862-B sheet
PL. 1311
660.79
Meas. P-74

Used This bearing as basis of Survey

190°

Pueblo line
Set 2" x 2" x 10" Redwood
Hub & Disc
1-21-55
C.B.W.
PL. 1298

5-00-21-57
Map

RPHubs Reset 1-21-55
Turned 89° 58' 10"
C.B.W.

Set
2 1/2" R.W. Hub
& Disc
2-2-51 wood
AZUL ST.
Fd. Granite Mon
SET N 89° 38' 10" W

P.L. 1312 Map.

HATCH
L-21-71

SEE LOOSE LEAF

Topog. Control Points in Pl. 1299

(Cont. by stadia P.10)

26+2950

□8

N 3042.46

E. 7498.10

21+00 = POT.

□7

N 5571.87

E. 7501.48

14+00 = POT.

□6

N 6271.69

E. 7505.25

Pl. 1296

210
South
Cont. by Stadia Traverse
P.10

5-0°16'36"W
Map

Pl. 1297

Yms.
Map

S-89°01'15"W
2489.94 P-66

Fd. Granite Mon

Pl. 1299

Pl. 1298

Control
Line } →

Pueblo Line

□7 →

□6 →

5-0°21'57"W

Stadia Traverse - Topog Control
 from 26+29.5 = Sta. 8
 Azimuths from True North

| Station | Azimuth | Stadia | Vert Δ | Horiz. dist. | Diff. Elev. | True Elev. | Coordinates |
|---|---------|--------|------------------|--------------|-------------|------------|-----------------------|
| 13 | 289°40' | 207 | 0° | 207 | 9.59 | 345.69 | N-3783.0 E-6352.2 |
| 11 | 0°0' | | | | | | |
| READING FROM 12 = El. 349.88 | | | | | | | |
| 12 | 180°0' | 536 | 0° | 539 536 | 4.97 | 349.88 | N-3713.4 E-6547.8 |
| 10 | 92°10' | 952 | +1°40' | | | | |
| READING FROM 11 = Elev. 349.5 | | | | | | | |
| 11 | 272°10' | 952 | -1°41' | 951 | -27.8 | 349.5 | N-4252.42 E-6547.8 |
| 8 | 0° | 826 | +0°25' | | | | |
| From 10 HI = 5.3 READINGS FROM Sta. 10 = El. 377.28 | | | | | | | |
| 10 | 180° | 826 | 0° | | 8.12 | 377.28 | N-4216.46 E-7498.1 |
| 9 | 90°0' | 174 | -1°41' | | | | |
| Notes - up the Page | | | | | | | |
| READING FROM 8 = El. 379.85 | | | | | | | |

Stadia Traverse - Topog. Control

11

| Station | Azimuth | Stadia | vert. Δ | Horiz. D. | Diff. Elev. | True Elev. | Coordinates |
|-------------------------------------|--------------|------------------|--------------------------------|-----------|-------------|------------|------------------------|
| Norman Glacier Circ. Mon □ 19 | 210° 57' 30" | 120 H.I. 53 | 0° 00' on 8.2 0° 00' | | - 2.9 | 331.2 | N-1324.49 E-6533.50 |
| Reading from □ 18 | | Elev. 334.1 | 0° 00' | | | | |
| □ 18 | 181° 30' | 600 H.I. 53 | 0° 00' on 134 17 H.I. 53 | | - 8.1 | 334.1 | N-1427.4 E-6595.22 |
| Reading from □ 17 | | Elev. 342.2 | | | | | |
| □ 17 | 171° 45' | 482 H.I. 53.8 | 0° 00' on 143 0° | | - 9.0 | 342.2 | N-2027.20 E-6610.93 |
| Reading from □ 16 | | Elev. 351.15 | | | | | |
| □ 16 | 177° 49' | 497 475 | +0° 38' | | + 5.27 | 351.15 | N-2504.21 E-6541.77 |
| □ 13 | 2° 0' | 714 H.I. 53.5 | 0° 00.00' +0.06' | 714 | | 345.88 | |
| Reading from □ 15 | | Elev. 345.88 | | | | | |
| □ 15 | 182° 0' | 714 H.I. 54 | 0' | | - 9.40 | 345.88 | N-2999.84 E-6522.88 |
| Reading from □ 12 | | Elev. 349.88 | | | | | |

| Sta. | Azimuth | Stadia | Vert. A | Horiz. D | Diff. Elev | True Elev. |
|------|---------|--------|---------|----------|------------|------------|
|------|---------|--------|---------|----------|------------|------------|

| | | | | | | | |
|-----------------|-------------|------|---------|-------|--------|------|-----------------------|
| 2" Pipe □ 20 | 205° 39' | 780' | 12.2030 | 742.5 | -166.9 | 1643 | N 655.15 E 6212.09 |
| □ 18 | 30° 57' 30" | | | | | | |

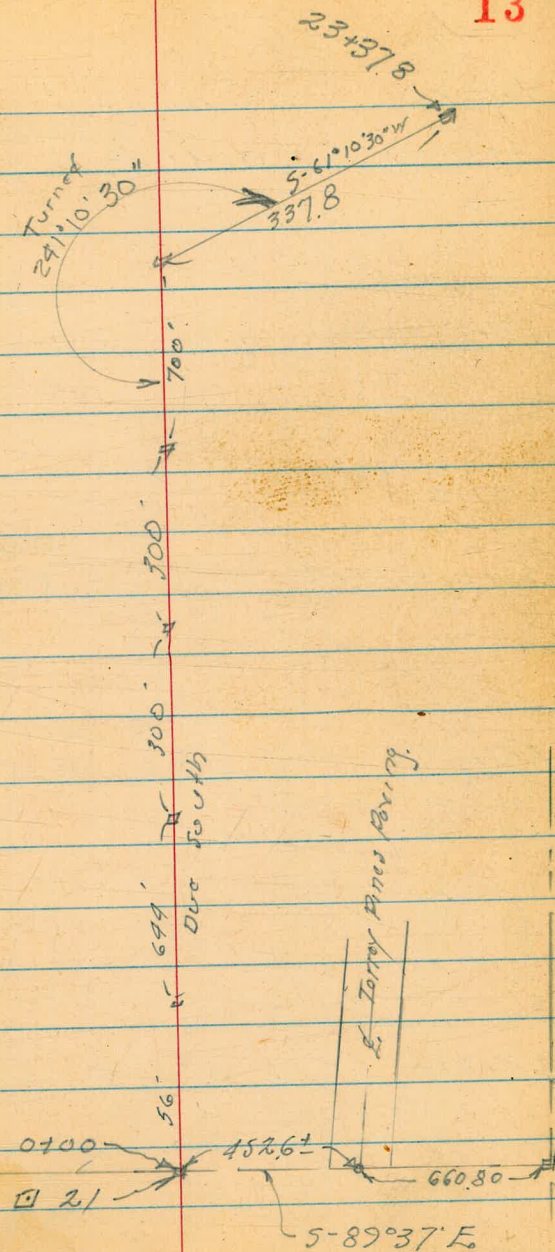
HI. 4.8
Reading From □ 19 Elev 3312

N^o 2 TRAVERSE - TOPOG. CONTROL

Pueblo 1299

Rough Distances by 300 Tape

| Station | Control N ^o | From N Azimuth | True Bearing |
|---------------|------------------------------|-------------------|-----------------|
| 20+00 | N-5664.00 E 26 E. 8618.30 | 241°10'30" | 5-61°10'30"W |
| 17+00 | N-6364.0 E. 8618.30 | | South |
| 10+00 | N-6664.0 E 8618.30 | | " |
| 7+00 | N-6964.00 E. 8618.30 | | " |
| 0+56 - P.O.T. | N-7608.00 E 8618.30 | | " |
| 0+00 | N 7664.00 E 8618.30 | | " |



| Station | Control No | Az. |
|------------------|------------|--------------------------|
| 41+00 | □ 31 | N 3747.58 E 8138.16 |
| 38+00 = P.O.T. | □ 30 | N - 4046.94 E 8169.52 |
| 30+00 = P.O.T. | □ 29 | N - 4842.56 E 8253.14 |
| 26+37.8 = P.O.T. | □ 28 | N - 5202.78 E 8291.00 |
| 23+37.8 | □ 27 | N - 5501.14 E 8322.35 |

True Bearing

S 6° 00' W

2-61° 10' 30" W
 337.8
 □ 26

| Station | Control no. | Azimuth | True Bearing |
|---------|-------------|---------|--------------|
|---------|-------------|---------|--------------|

| | | | |
|-------|------|------------------------|--|
| 57+50 | □ 34 | N 2250.23 E 7746.66 | |
|-------|------|------------------------|--|

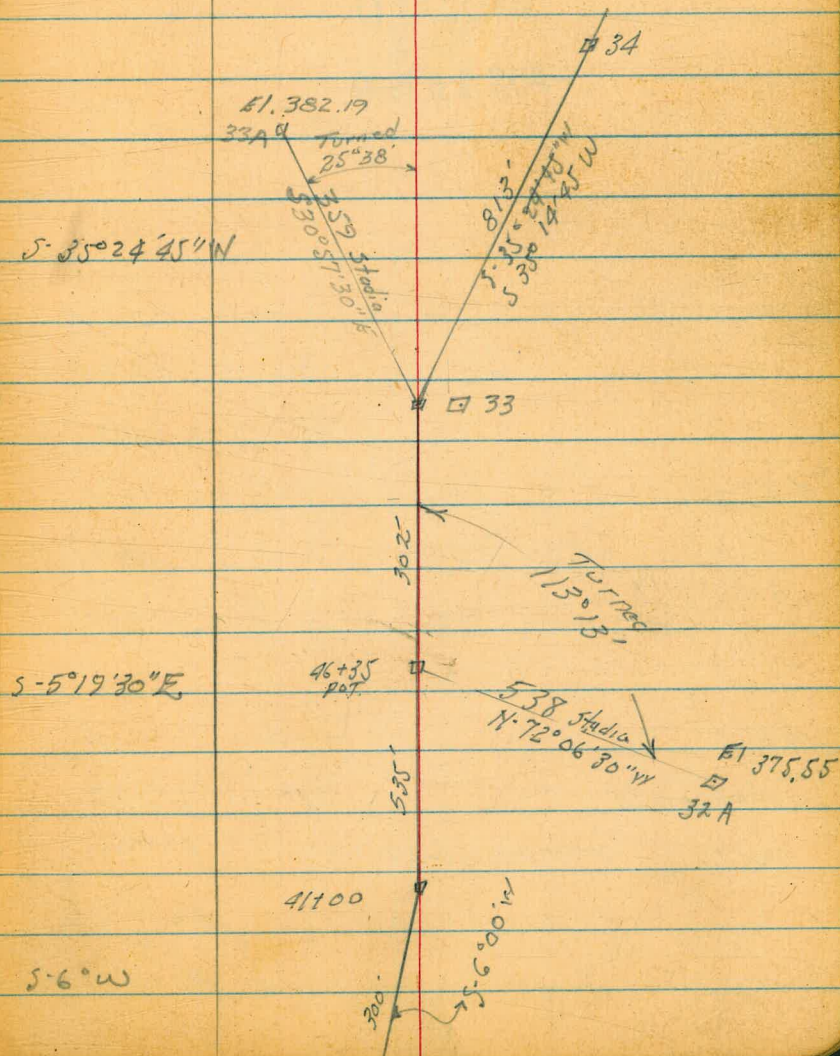
| | | | |
|--------|--|------------------------|--|
| IT 33A | | N 2606.34 E 8400.50 | |
|--------|--|------------------------|--|

| | | | |
|-----------|------|------------------------|------------------------|
| 49+37 = □ | □ 33 | N 2914.19 E 8215.83 | Azimuth = 215° 14' 45" |
|-----------|------|------------------------|------------------------|

| | | | |
|--------------|------|------------------------|--|
| 46+35 = POT. | □ 32 | N 3214.89 E 8187.81 | |
|--------------|------|------------------------|--|

| | | | |
|-------|--|------------------------|--|
| □ 32A | | N 3380.17 E 7675.83 | |
|-------|--|------------------------|--|

| | | | |
|---------|------|------------------------|--------------|
| 41+00 A | □ 31 | N 3747.58 E 8138.16 | 179° 46' 30" |
|---------|------|------------------------|--------------|



Bench Marks

Topog. Control Points
Along Hwy Line Picble 1297

INDEXED
W. K.
AUG 16 1949

TP 383 74.94

0.78 77.99

Control No 35

TP 1317 78.77 010 6560

762 6570

58.01 city of Durm

9.017

49.00

And Callado
B.M. U.S.G.S Disk SW. La Jolla Shores Dr.

~~TP 383 04~~

Control No 35 0.78 66.09

~~TP 1317 66.87 010 5590~~

762 5780

46.11 city of Durm

-2.81

49.00

And
U.S.G.S. Disk SW. La Jolla Shores Dr. Callado St.

B.M. for Topog. Control

Traverse No 3 ^{PL}

10' East of W.L. 1297 & P.L. 1280

INDEXED

OCT 11 ^{W.K.} 1949

| | | | | | |
|----|-------|-------|-----------------|------------------|---|
| | | | | 0.95 | city Elev. FB 1857-P-12 |
| | | | | 42.94 | |
| TP | 2.86 | 45.85 | 769 | 42.99 | Brass Disk |
| TP | 0.10 | 50.68 | 1317 | 50.58 | |
| | | | 0.78 | 62.97 | Hub Control No 35 |
| TP | 3.83 | 63.75 | 1258 | 59.92 | |
| | | | 1.18 | 71.32 | Hub Control No 36 |
| TP | 3.01 | 72.50 | 11.11 | 69.49 | |
| | | | 2.18 | 78.42 | Hub Control No 37 |
| | | | 1.11 | 69.49 | → Cont. P-24 |
| TP | 6.93 | 80.60 | 194 | 93.57 | on Cor Hub over Mon SW. Cor P.L. 1297 |
| TP | 12.91 | 75.61 | 461 | 62.70 | |
| TP | 13.10 | 63.31 | 032 | 50.21 | |
| TP | 13.06 | 56.53 | 095 | 37.47 | |
| TP | 13.21 | 38.42 | 183 | 25.21 | |
| TP | 1.38 | 27.04 | 252 | 25.66 | |
| TP | 12.14 | 28.18 | 258 | 16.04 | |
| TP | 11.51 | 18.62 | 2.00 | 7.11 | |
| TP | 6.21 | 2.11 | 405 | 2.90 | |
| | 3.44 | 6.25 | | 3.51 | Capilla Shores B.M. Avenida de la Playa & Sea Wall |

BENCH MARKS - 117 Pueblo Lots

(W.P. 21042)

Walker
Johnson
Pope
Crowford
6-21-49 20

For Topography Control
(see p. 50 also)

| | | | | | |
|--------|------|--------|-------|--------|--|
| | | 385.36 | | 377.38 | |
| TP #12 | 798 | 385.26 | 667 | 377.28 | |
| | | 384.05 | | 382.88 | |
| TP #11 | 117 | 383.95 | 1278 | 382.78 | |
| | | | 10.38 | 385.28 | |
| | | | 449 | 385.18 | |
| | | | | 391.17 | |
| | | | | 391.07 | |
| | | 395.66 | | 390.68 | |
| TP #10 | 498 | 395.56 | 180 | 390.58 | |
| | | 391.98 | | 393.33 | |
| TP #9 | 865 | 391.88 | 1277 | 393.23 | |
| | | | 405 | 392.05 | |
| | | | | 391.95 | |
| | | | | 394.72 | |
| TP #8 | 187 | 396.10 | 304 | 394.63 | |
| | | | 812 | 389.65 | |
| | | | | 389.55 | |
| | | 397.77 | | 395.37 | |
| TP #7 | 240 | 397.67 | 1095 | 395.37 | |
| | | | | 395.37 | |
| TP #6 | 062 | 406.32 | 1237 | 405.70 | |
| TP #5 | 634 | 417.97 | 04 | 411.63 | |
| TP #4 | 1225 | 411.77 | 003 | 399.52 | |
| TP #3 | 1300 | 399.55 | 004 | 386.55 | |
| TP #2 | 1314 | 386.59 | 000 | 373.45 | |
| TP #1 | 876 | 373.45 | 331 | 364.69 | |
| | 290 | 368.60 | | 358.10 | |

6 on 1" x 1"

5 on 1" x 1"

4 on 1" x 1"

3 on 1" x 1"

2 on 1" x 1"

Nail in Road

Spike in L. Paving @ No. 1 P. 8

Nail in Road

Nail in Road

Nail in Road

Nail in Luc. Tree Root

Copper, or
50' R.
B.M. No. B-39 Brass Wire in Conc. Man 269+30
State Highway Plans Pacific Highway
City Datum
per state
Hwy. office

copy

B.M. $E \frac{1}{2}$ Rk 1299-22

B.M. s cont. $S \frac{1}{2}$ by Studia p 8-12

| | | | |
|--------|------|-----|-------------------|
| TP #14 | | 441 | 379.95 |
| | | | 379.85 |
| | | 316 | 381.20 |
| | | | 381.10 |
| TP #13 | 7.62 | 862 | 376.7x |
| | | | 376.64 |
| | | 538 | 379.98 |
| | | | 379.88 |
| | | | 385.36 |
| | | | 385.26 |

8 00 1" x 1" R.W. Hub

Gran. Man S.W. Cor Ph. 1299

7

Beach Marks Topog. Control Points

in $E \frac{1}{2}$ P.L. 1299

Along Traverse No 2

Cont. P-23

INDEXED
W.K.
OCT 11 1949

Walker
Johnson
Pope
Crowford
6-23-49 22

| | | | | | | | |
|--------|-----|--------|------|--------|------|---------|-----------------------|
| TP #22 | 596 | 377.10 | 1175 | 371.14 | □ 31 | 41+00 | on Hub. |
| | | | 864 | 374.25 | □ 30 | 38+00 | " " |
| TP #21 | 229 | 382.89 | 1085 | 380.60 | | | |
| | | | 313 | 388.32 | □ 29 | 30+00 | " " |
| TP #10 | 125 | 391.45 | 1003 | 390.20 | | | |
| | | | 542 | 394.81 | □ 28 | 26+37.8 | " " |
| TP #12 | 667 | 400.23 | 615 | 393.56 | □ 27 | 23+37.8 | " " |
| | | | 488 | 394.83 | □ 26 | 20+00 | " " |
| TP #18 | 365 | 399.71 | 977 | 396.06 | | | |
| | | | 519 | 400.64 | □ 25 | 13+00 | " " |
| TP #17 | 672 | 405.83 | 226 | 399.11 | □ 24 | 10+00 | " " |
| | | | 949 | 391.88 | □ 23 | 7+00 | " " |
| TP #16 | 441 | 401.37 | 1267 | 396.96 | | | |
| TP #15 | 086 | 409.63 | 879 | 408.77 | | | |
| □ 22 | | | 659 | 410.97 | | | |
| □ 21 | | | 572 | 411.84 | □ 21 | = 0+00 | Traverse No 2 on Hub. |
| | 593 | 417.56 | | 411.63 | | | B.M. on TP #5 P-20 |

BMS No 2 - Traverse
Topog. Control PL 1299

23

| | | | | | | |
|-------|------|--------|--------|--------|-------|-----------|
| | | 340 | 374.27 | □ 34 | 57+50 | on Hub. |
| TP#24 | 1081 | 377.67 | 1109 | 366.86 | | |
| TR | | 475 | 373.20 | □ 33 | 49+37 | on Hub |
| TP#23 | 646 | 377.95 | 555 | 371.55 | □ 32 | 46+35 " " |
| | | 277.10 | | | | |

Bench Marks -
Topog. Control N 0 3 - Traverse
10' E. E. line P.L. 1297 & P.L. 1280

| | | | | |
|------|------|--------|-------|--------|
| T.P. | 0.46 | 176.78 | 13.16 | 176.32 |
| T.P. | 0.76 | 189.48 | 13.19 | 188.72 |
| T.P. | 0.88 | 201.91 | 13.06 | 200.93 |
| T.P. | 1.00 | 213.99 | 12.39 | 212.99 |

0.52 224.86

Hub Control #39 13+66.09

| | | | | |
|------|-------|--------|------|--------|
| T.P. | 12.39 | 225.38 | 0.00 | 212.99 |
| T.P. | 12.82 | 212.99 | 0.16 | 200.17 |
| T.P. | 12.74 | 200.33 | 0.00 | 187.59 |
| T.P. | 12.47 | 187.59 | 0.00 | 175.12 |
| T.P. | 11.99 | 175.12 | 0.00 | 163.13 |

6.17 156.96

Hub Control #38 6+00

13.17 163.13 0.00 149.96

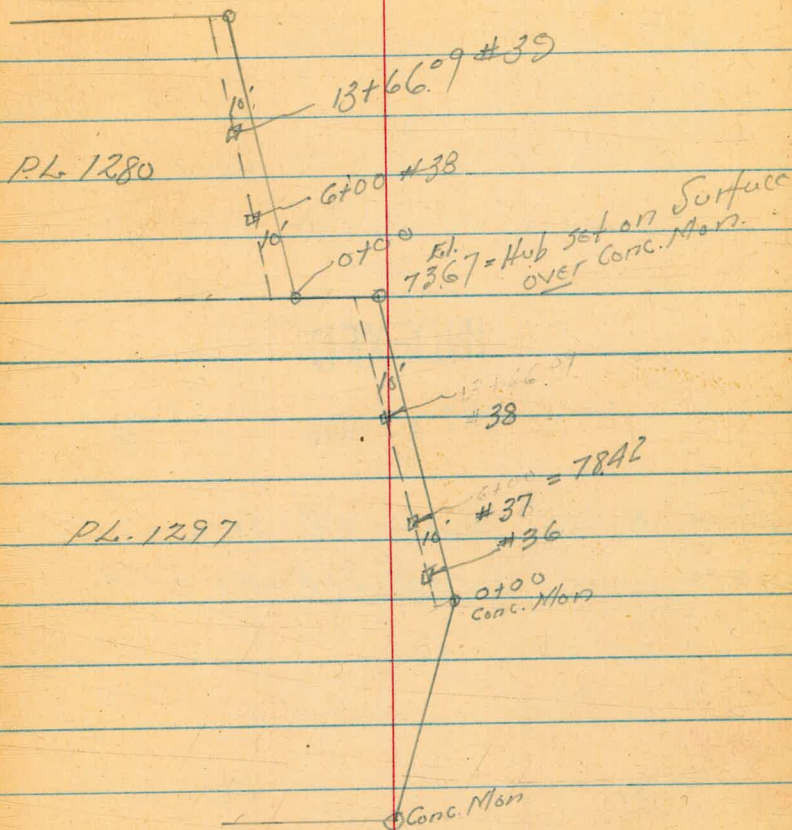
| | | | | |
|------|-------|--------|------|--------|
| T.P. | 12.82 | 149.96 | 0.07 | 137.14 |
| | | | 7.82 | 129.39 |

L.S. #2341
on 1 1/2" Iron Pipe

| | | | | |
|------|-------|--------|------|--------|
| T.P. | 12.99 | 137.21 | 0.01 | 124.22 |
| T.P. | 12.54 | 124.23 | 0.00 | 111.69 |
| T.P. | 12.94 | 111.69 | 0.04 | 28.75 |
| T.P. | 12.25 | 28.79 | 0.01 | 86.54 |
| | 12.88 | 86.55 | | 73.67 |

(P. 18 this book)
Cor. Hub over Mon. - S.W. Cor P.L. 1297

Cont. from P-18



| | | 11.99 | 114.05 | Nail in Telephone Pole #P-61053 |
|-----------|--------|-------|--------|---------------------------------|
| T.P. 0.89 | 126.04 | 13.08 | 125.15 | |
| T.P. 0.10 | 138.23 | 13.17 | 138.13 | |
| T.P. 0.35 | 151.30 | 13.15 | 150.95 | |
| T.P. 0.39 | 164.10 | 13.07 | 163.71 | |

CROSS SECTION ALLEY

Blk. 94 Pt. Loma Hts.

Blk 10 Ocean Beach

W.O. 25010

Orig. Sections = F.B. 567-62-68

Survey of Alley = F.B. 1790-4-7

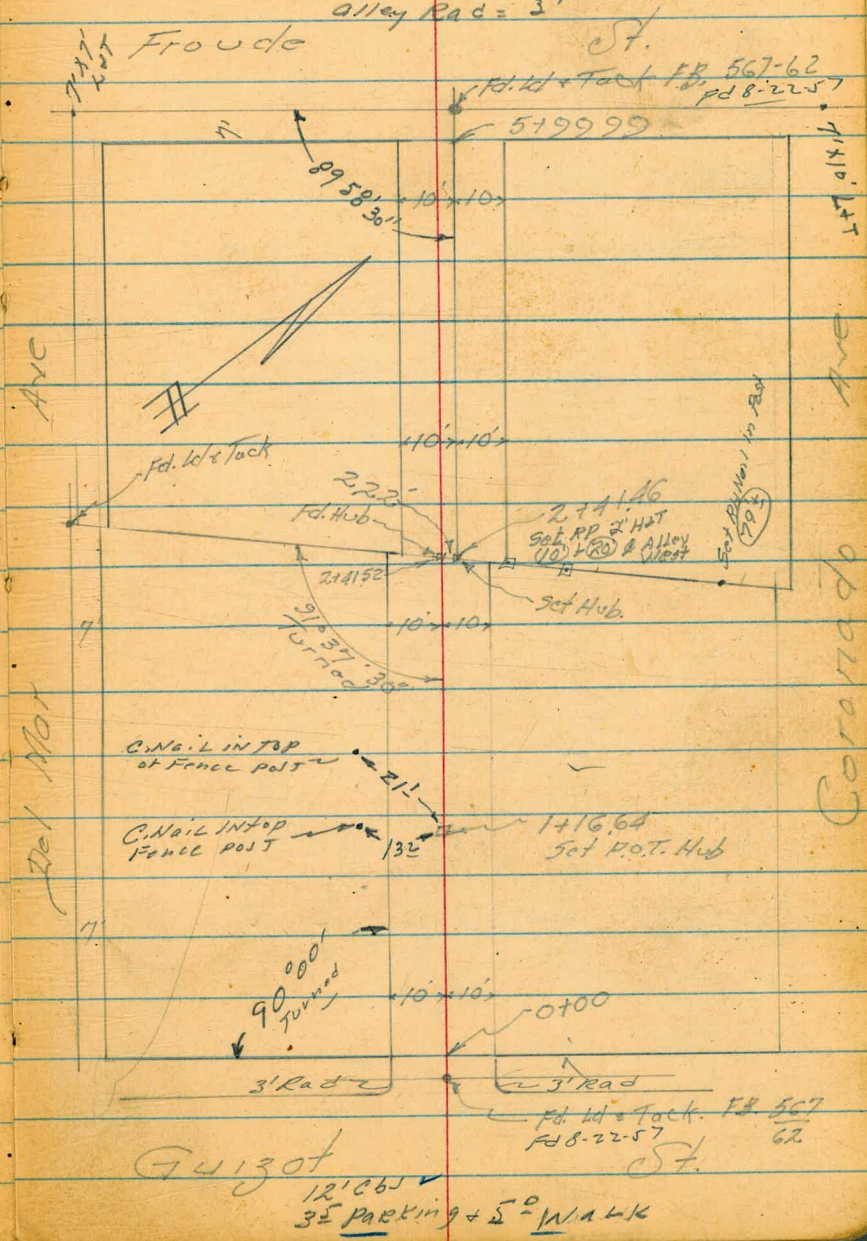
INDEXED

OCT 11 1949

For X-sec 8-22-57 see
Loose Leaf No# 31820-5CA.

Walker
Johnson
Crawford
10-7-49

12' cbs
35' parking
5° Walk
alley Rad = 3'



0+40 to 0+50. Horse Stables (12.2' 0+40 / 12.6' 0+50)
0+33 = 2 Pole Anchor 9' Lt.

0+25 = 2' Dirt Walk on Rt

0+12 to 0+40 5' Board Fence on Lt. 12' Back.

0+08.50 = 4.5' High Brick Wall 0.2' Back To Street
Runs Parallel

0+00 = Reg. Brick Wall on Rt. 0.5' Back High 4.7'

0-04.0

0-07.0

0-12.0 = Wky cb Guizot St.

090 22320

22230

BM. 10 Rt 0+00 on Top cb FB 567-62

| | | | | | | |
|-----------------------|------------------------|----------------------------|------------------------------------|-----------------------|-------------------------|---|
| 217.7 18 | 218.2 13 in yard | 219.5 12 at Fence | 219.6 10 | 219.8 3.4 | 220.1 10 | 220.22 10.4 Capc. Wall 5' Walk |
| 220.70 10.2 cb. | 220.99 10.2 Gut. | 220.95 0-030 | 221.7 10.5 Ground at Wall | 221.78 7.8 Gut. | 222.30 9.8 on cb. | |
| 220.64 10 cb. | 220.53 10 Par. | 221.12 10 | 221.93 10 Par. | 222.22 10 cb. | | |
| 220.59 10 cb. | 220.57 10 Par. | 221.12 10 | 221.87 10 Gut. | 222.16 10 cb. | | |
| 220.15 15 cb. | 220.67 15 Par. | 220.15 10 Par. | 221.03 10 Par. | 221.78 15 cb. | 222.53 15 on Par. | 222.06 15 on Par. |

Alley Block 94
Point Lorna

1406.2 = Edge drive 14' Lt

1402.4 = Edge of Lip of drive 14' Lt.

1400 = End A fence on left 13.9'

0785

0783

0762

0755

T.P

8.63 218.83 13.00 21020

21883

Floc
0750 = Pole

425571.4 25.4

0750 = End Brck wall on Rt

22320

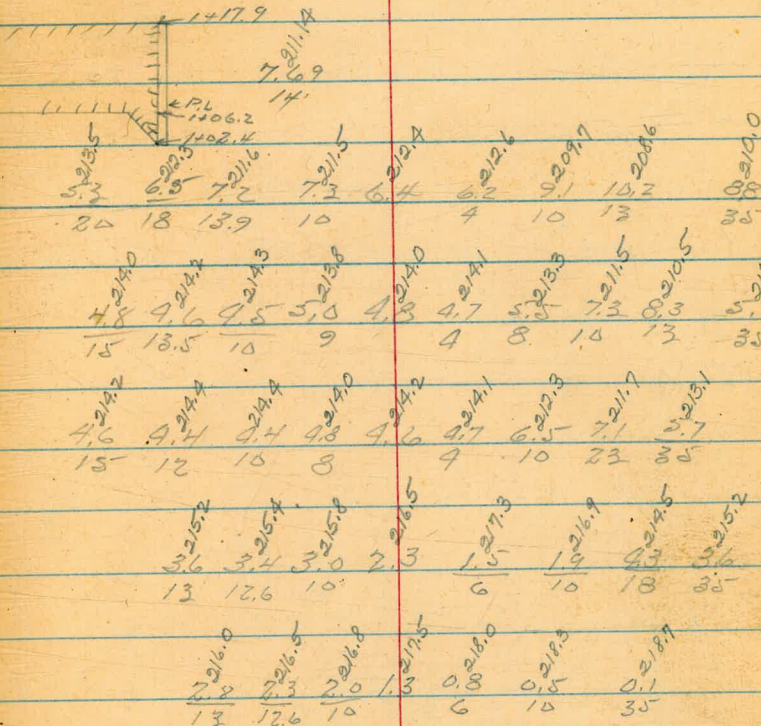
5.8 High.

| | | | | | | | | | |
|----|----|---------|----|----|----|----|----|----------------|----|
| 69 | 67 | 52 | 52 | 54 | 51 | 45 | 43 | 44 | 40 |
| 18 | 13 | 12.6 | 10 | 8 | | 6 | 10 | 10.4 | 15 |
| | | 9 | | | | | | | |
| | | Stables | | | | | | Ground at wall | |

Lt.

Rt.

202.28
16.5 13.12 9.12 8.12
68 50 20 14



Alley Block 94
Pt. Loma

1700

1799 = End 4' wire fence 10.5' lt

1798 = 8.5' lt to power pole #44534

T.P. 0.13 193.33 12.99 193.20

1795 = start 6' board fence 10.5' rt

1769

1753 = start 4' wire fence 9.8' lt

1750

T.P. 0.23 206.19 12.87 205.96

1735

1719

1717.9 = Edge conc drive 14' lt

1716.67 = P.O.T. 9.21

lt

rt

rt

29

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 192.6 | 192.6 | 191.2 | 191.2 | 190.8 | 190.5 | 190.5 | 190.0 |
| 0.7 | 0.7 | 2.1 | 2.1 | 2.5 | 2.8 | 2.8 | 2.3 |
| 15 | 13 | 12 | 10 | 10 | 10 | 10.4 | 11 |

| | | | | | | | |
|-------|-------|-------|--------|--------|-------|-------|-------|
| 193.2 | 193.0 | 192.5 | 193.33 | 193.33 | 193.3 | 193.7 | 196.7 |
| 13.0 | 13.2 | 12.1 | 13.7 | 12.7 | 12.4 | 13.9 | 12.5 |
| 15 | 10 | 6 | 2 | 4 | 7 | 10 | 35 |
| 196.2 | 196.3 | 198.3 | 198.4 | 198.3 | 199.5 | 199.5 | 196.7 |
| 10 | 9.9 | 7.9 | 7.8 | 7.9 | 6.7 | 6.7 | 35 |
| 15 | 10 | 2 | 2 | 10 | 35 | 35 | 35 |

| | | | | | | | |
|--------|--------|--------|-------|--------|-------|-------|-------|
| 200.7 | 199.5 | 199.7 | 200.3 | 200.5 | 201.6 | 204.4 | |
| 3.5 | 6.7 | 6.5 | 5.9 | 5.7 | 4.6 | 1.8 | |
| 22 | 10 | 7 | 3 | 3 | 10 | 35 | |
| | | 206.2 | 206.6 | 206.19 | 206.1 | 204.1 | 204.8 |
| | | 12.6 | 12.2 | 12.0 | 12.7 | 14.7 | 14.0 |
| | | 10 | 10 | 10 | 3 | 10 | 15 |
| | | 9.9 | 10.0 | 9.2 | 8.9 | 10.0 | 11.4 |
| | | 4.5 | 1.0 | 1.6 | 6 | 10 | 13 |
| 202.58 | 205.51 | 205.71 | 209.2 | 209.43 | 209.9 | 208.8 | 207.9 |
| 16.25 | 13.32 | 10.19 | 9.10 | 8.10 | 6 | 10 | 10.9 |
| 68 | 55 | 20 | 14 | 14 | 6 | 10 | 26 |

71883

Alley Block 10
Ocean Beach

3+75 = 12' Lt to 6' board fence

3+73

3+50 = power pole 10.5' Lt # PA4560

3+45 = 6" conc. wall 2' high 12' Lt

3+25

3+15 = 4' Picket fence 8.5' Lt

3+02

2+90

T.P. 2.00 182.33 13.00 180.33

2+78

2+53

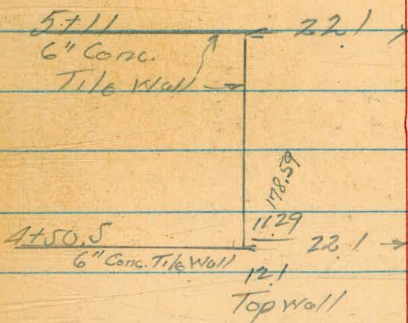
2+47

3+02 8.02 185.31 = 2+41.52 Hub
3+41.52 = 2+41.46 = Add. line Pueblo line

2+40 = End 6' board fence 11' Rt

| | | | | | | |
|------|-------|-------|-------|-------|-------|-------|
| 3+75 | 3.7 | 4.0 | 10.1 | 10.0 | 9.6 | 9.6 |
| 3+73 | 35 | 10 | | 10 | 35 | 50 |
| 3+50 | 3.7 | 3.1 | 8.4 | 9.0 | 8.7 | 7.1 |
| 3+45 | 35 | 10 | | 10 | 35 | 50 |
| 3+25 | 1.1 | 1.6 | 1.8 | 3 | 8.3 | 8.1 |
| 3+15 | 35 | 10 | 7 | 4 | 10 | 35 |
| 3+02 | 0.1 | 0.1 | 0.4 | 1.4 | 7.7 | 6.9 |
| 3+02 | 35 | 10 | 2 | 10 | 35 | 50 |
| 2+90 | +0.4 | +0.2 | 0.1 | 4.4 | 5.2 | 5.4 |
| 2+90 | 35 | 10 | 6 | 4 | 10 | 14 |
| 2+78 | 10.0 | 9.9 | 10.2 | 9.1 | 9.3 | 13.9 |
| 2+78 | 35 | 10 | 6 | 4 | 12 | 28 |
| 2+53 | 9.0 | 8.9 | 8.3 | 7.7 | 6.0 | 6.1 |
| 2+53 | 35 | 10 | 3 | 8 | 10 | 13 |
| 2+47 | 4.5 | 6.8 | 7.1 | 7.0 | 6.8 | 9.3 |
| 2+47 | 29 | 10 | 9 | 10 | 14 | 20 |
| 2+40 | 187.9 | 187.6 | 186.7 | 185.8 | 186.2 | 187.5 |
| 2+40 | 26 | 10 | 7 | 10 | 35 | 50 |
| 2+40 | | | | | | |

4+50.5 = 2' N x South Wall on Lt.



4+47

| | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 176.1 | 176.6 | 177.7 | 185.2 | 186.7 | 187.3 | 185.7 | 184.2 | 178.6 | 177.3 |
| 138 | 133 | 122 | 47 | 32 | 2.6 | 4.2 | 57 | 113 | 126 |
| 35 | 26 | 20 | 10 | 8 | | 3 | 10 | 23 | 35 |

4+29

| | | | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| 176.8 | 177.5 | 180.8 | 181.8 | 179.6 | 178.8 | 178.5 | 176.2 | 175.3 | 175.5 |
| 131 | 124 | 91 | 81 | 10.3 | 11 | 114 | 137 | 146 | 144 |
| 85 | 18 | 16 | 8 | 4 | | 10 | 16 | 31 | 36 |

7.56 189.88
T.P. = Redhead in P.P.

0.01 182.32

189.88

4+13

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 177.2 | 176.9 | 179.5 | 175.3 | 174.5 | 175.0 | 174.4 | |
| 5.1 | 5.4 | 2.8 | 7.0 | 7.8 | 7.3 | 7.9 | 7.6 |
| 35 | 20 | 11 | 6 | | 10 | 35 | 50 |
| 177.6 | 177.3 | 176.3 | 173.4 | 173.2 | 173.4 | 173.6 | 174.0 |
| 4.7 | 5.0 | 6.0 | 8.9 | 9.1 | 8.9 | 8.7 | 8.3 |
| 35 | 14 | 10 | 4 | | 10 | 35 | 50 |

4+00

182.33

182.33

Alley Block 10 O.B. 003
182.28
182.31
 Chk. Top cb 519999 757
 FB567-68

7+12

6+05

519999 = Eline Froude

5+90

5+75

515175 = L 3' Core Walk

5+50

18988

Lt. Rt.

| | | | | | | |
|------------|--------|--------|--------|----------------|--------|--------|
| 181.87 | 181.39 | 181.65 | 182.40 | 183.16 | 183.34 | 183.78 |
| 801 | 849 | 823 | 748 | 672 | 654 | 610 |
| 13 | 13 | 10 | | 10 | 13 | 13cb |
| cb-rc | Gut. | | | Pox | Gut. | Rt. |
| Alley Ref. | | | | Rt. Alley Ref. | | |

| | | | | |
|--------|--------|--------|--------|--------|
| 182.23 | 182.05 | 182.56 | 183.30 | 183.63 |
| 765 | 783 | 732 | 658 | 625 |
| 10 | 10 | | 10 | 10 |
| cb. | Gut. | | Gut. | cb |

| | | | | | |
|---------|----------|--------|--------|-----------|---------|
| 182.31 | 182.17 | 182.33 | 182.63 | 183.38 | 183.71 |
| 757 | 771 | 755 | 725 | 650 | 617 |
| 10 | 10 | 4 | Pox | 10 | 10 |
| Top cb. | Gut Pox. | | | Gut. Pox. | Top cb. |

| | | | | |
|---------|-------|-------|-------|-------|
| 183.4 | 183.5 | 183.8 | 184.7 | 185.0 |
| 6.5 | 6.4 | 6.1 | 5.2 | 4.9 |
| 16 | 10 | | 10 | 15 |
| in yard | | | | |
| Low II | | | | |

| | | | | | |
|---------|-------|-------|-------|-------|-------|
| 184.1 | 184.1 | 184.4 | 184.9 | 186.2 | 186.2 |
| 5.8 | 5.8 | 5.5 | 5.0 | 3.1 | 3.7 |
| 13 | 10 | | 10 | 15 | 35 |
| in yard | | | | | |
| Low II | | | | | |

| | | | | |
|--------|--|--|--|--|
| 184.81 | | | | |
| 5.67 | | | | |

| | | | | | |
|----------|-------|-------|-------|-------|-------|
| 185.34 | 184.8 | 185.1 | 186.1 | 186.8 | 186.6 |
| 4.54 | 6.1 | 4.8 | 3.8 | 3.1 | 3.5 |
| 10.5 | 10 | | 10 | 20 | 35 |
| Top Well | | | | | |

18938

Ampudia St. - Cross Section
 La Lolla Blvd. to Santa Fe P.R.

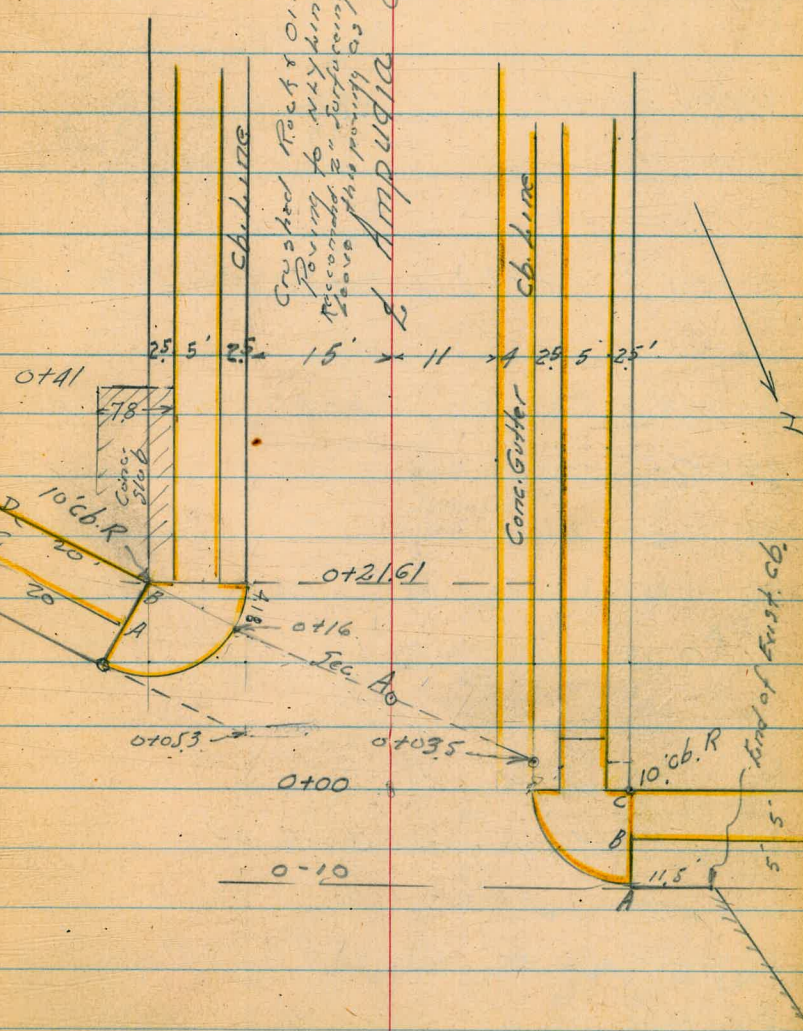
Walker
 Gregory.
 Pope
 R. Sisson

NO 31405 1/10/50

INDEXED

W.K.
 JAN 11 1950

La Lolla Blvd.



0+05.3 Cont.

Reduced
Cgt
1-11-50

| | | |
|-----------------|-------------------------|-------|
| 43.93 | 43.87 | 43.32 |
| 219 | 225 | 280 |
| 45 | 225 | 225 |
| Gut in Drive | CB "Log Drive Wet | Gut |

0+05.3 = Int cb lines on Lt. diag Sec. from cb line

| | | |
|---------|-------|------------------|
| 43.73 | 43.20 | 42.98 |
| 239 | 292 | 314 |
| 163 | 163 | 0 |
| Top cb. | Gut. | Int. cb lines |

0+01.5 - 16.5 Rt. Tele. Pole #493320H

0+00 Cont.

| | | |
|----------------------|------------|---------|
| 42.39 | 41.82 | 41.04 |
| 373 | 430 | 508 |
| 251 | 35 | 50 |
| on Sidewalk to NW | on Walk | on Walk |

0+00

| | | | | | | |
|-------|-------|------------------------|-------|-------|-------------------|----------------------|
| 43.53 | 43.01 | 42.53 | 41.51 | 42.09 | 42.3A | 42.50 |
| 259 | 301 | 359 | 461 | 403 | 378 | 362 |
| 25 | 15 | R. in Jenny Mkt. | 15 | 15 | 175. | 25 |
| | | | Gut. | cb | on Walk Return | on Walk Return |

0-05 - NLY edge Side Walk on Rt

| | | |
|---------|---------|---------|
| 42.33 | 41.75 | 41.03 |
| 379 | 437 | 509 |
| 25 | 35 | 50 |
| on Walk | on Walk | on Walk |

0-8.2 - 26' Rt. Power Pole #2351

0-10

| | | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|-------|
| 43.80 | 43.39 | 42.70 | 41.92 | 41.52 | 42.13 | 41.0A | 41.59 |
| 232 | 275 | 342 | 420 | 460 | 399 | 508 | 452 |
| 25 | 15 | 15 | 25 | 25 | 365 | 365 | |
| | | | Gut. | cb | Gut. | cb | |

S.E. B.P. Ampudia & La Jolla
2.37 46.12

43.75

46.12

Ampudia St. Cross Sections

0+41

| | | | | | | | | | | |
|------------|-------|-------|-------|-------|-------|-------|-----------|-------|-------|----|
| 44.43 | 43.66 | 42.65 | 42.51 | 42.48 | 41.74 | 41.33 | 40.62 | 40.25 | 40.93 | 36 |
| 169 | 246 | 347 | 361 | 364 | 438 | 479 | 550 | 587 | 519 | |
| 30.4 | 22.6 | 22.5 | 17.5 | 15 | 15 | 0 | 11 | 15 | 0 | |
| Conc. slab | Slab | Walk | Walk | cb | cut | | Conc. cut | cut | cb | |

0+21.61

| | | | |
|-------|---------------|-------|-------|
| 43.82 | 43.59 | 41.55 | 41.63 |
| 230 | 253 | 457 | 449 |
| 25 | 22.6 | 175 | 225 |
| Walk | on Conc. slab | Walk | Walk |

0+21.61 = E.C. 10' cb Ret on Lt.

| | | | | | | | |
|-------|-------|-------|-------|-------|-----------|-------|-------|
| 43.50 | 43.23 | 42.96 | 42.36 | 41.97 | 41.20 | 40.84 | 41.46 |
| 262 | 289 | 316 | 376 | 415 | 492 | 528 | 466 |
| 225 | 175 | 15 | 15 | | 11 | 15 | 15 |
| Walk | Walk | cb | cut | | Conc. cut | cut | cb |

0+06 = Bk. in walk

| | | | | |
|-------|-------|-------|-------|-------|
| 41.67 | 41.38 | 41.91 | 42.02 | 42.08 |
| 445 | 474 | 421 | 410 | 404 |
| 11 | 15 | 15 | 175 | 225 |
| Catch | cut | cb | Walk | Walk |

Section A - diag. sec

| | | | | |
|--------|-------|-------|---------|--------|
| 43.20 | 42.62 | 42.30 | 41.42 | 41.95 |
| 292 | 350 | 382 | 470 | 417 |
| 185 | 185 | 15.3 | 15.3 | |
| Top cb | cut | cut | cb Ret. | Top cb |

S.E. Return Cont.

| | |
|---------|---------|
| 44.33 | 43.82 |
| 179 | 230 |
| D | E |
| on walk | on walk |

S.E. Return

| | |
|---------|---------|
| 44.28 | 43.80 |
| 184 | 232 |
| 20 | A |
| -C | on walk |
| on walk | 46.12 |

Ampudia - Cross Sections

Lt

R

Rt

37

Walk Below Corb. Rot. in About 0.2

see Levels

2+99.8 = End Conc. Gut = NH₄ Line

| | | | | | | | | | | |
|------------|-------|-------|----------|---------|-------|-------|-------|----------|-------|--------------|
| 35.25 | 35.15 | 35.01 | 34.96 | 34.40 | 34.18 | 33.55 | 33.37 | 33.97 | 34.00 | 34.21 |
| 314 | 324 | 338 | 343 | 399 | 421 | 484 | 502 | 442 | 439 | 418 |
| 25 Walk | 22.5 | 17.5 | 15 Cb | 15 9 | 11 | 15 | 9 | 15 Cb | 17.5 | 22.5 Walk |

2+80

| | | | | | | | | | |
|--------------|--------------|----------|---------|-----------------|-----------------|-----------------|----------|--------------|--------------|
| 35.64 | 35.47 | 35.51 | 34.81 | 34.65 | 34.08 | 33.83 | 34.49 | 34.47 | 34.69 |
| 275 | 292 | 288 | 358 | 374 | 431 | 456 | 390 | 392 | 370 |
| 22.5 Walk | 17.5 Walk | 15 Cb | 15 9 | 11 Conc. Gut | 15 Conc. Gut | 15 Conc. Gut | 15 Cb | 17.5 Walk | 22.5 Walk |

38 39

T.P. 370 38.39 1193 34.69

2+76.3 - 16.5 Rt. Power Pole # 3908

2+50

| | | | | | |
|----------|-------|-----------------|-----------|----------|-------|
| 36.86 | 35.68 | 35.37 | 34.85 | 34.64 | 35.34 |
| 976 | 1044 | 1075 | 1127 | 1198 | 1078 |
| 15 Cb | 15 | 11 Conc. Gut | 15 Gut | 15 Cb | 15 |

2+00

| | | | | | |
|----------|-------|-----------------|-----------|----------|-------|
| 37.85 | 37.18 | 36.73 | 36.26 | 35.95 | 36.77 |
| 827 | 824 | 939 | 986 | 1017 | 935 |
| 15 Cb | 15 | 11 Conc. Gut | 15 Gut | 15 Cb | 15 |

1+57 - 16.5 Rt. Power Pole # 3924

1+50

| | | | | | |
|----------|-----------|-----------------|-----------------|-----------------|----------|
| 39.30 | 38.54 | 38.26 | 37.63 | 37.33 | 38.08 |
| 682 | 758 | 786 | 849 | 879 | 804 |
| 15 Cb | 15 Gut | 11 Conc. Gut | 15 Conc. Gut | 15 Conc. Gut | 15 Cb |

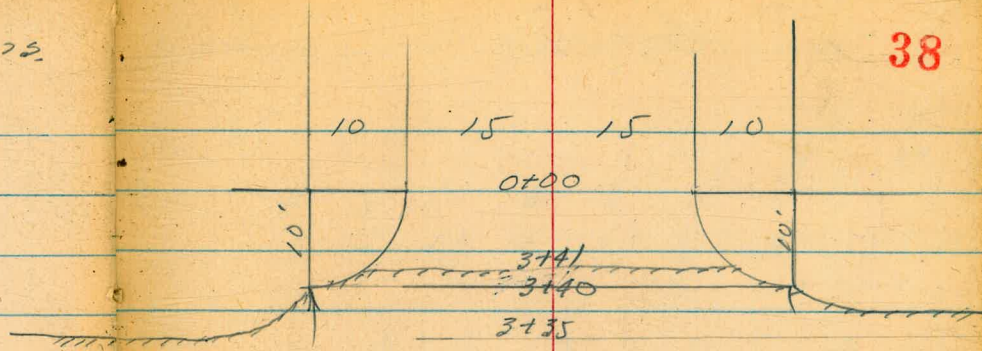
1+00

| | | | | | |
|----------|-------|-----------------|-----------|----------|-------|
| 40.68 | 40.03 | 39.59 | 38.98 | 38.68 | 39.16 |
| 544 | 609 | 653 | 714 | 744 | 666 |
| 15 Cb | 15 | 11 Conc. Gut | 15 Gut | 15 Cb | 15 |

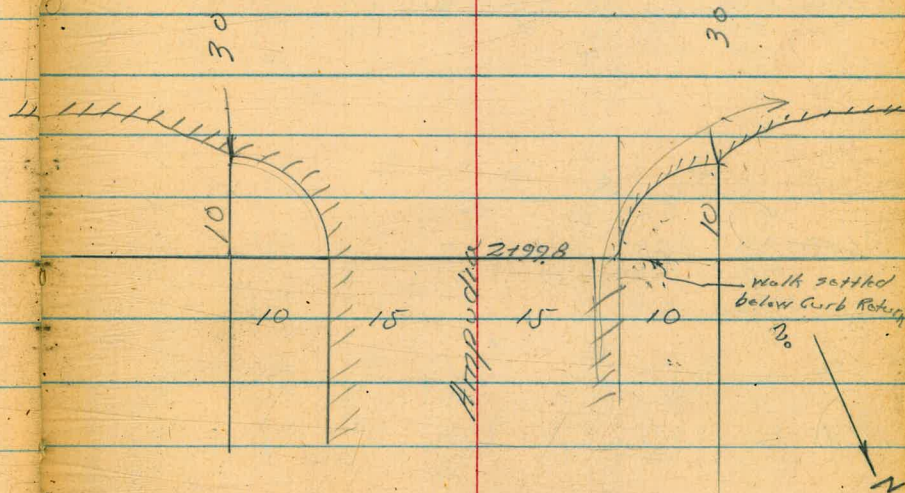
46.12

46.12

Ampudia - Cross Sections



Jefferson



3+10

3+08.5 - 27.5 Rt. Tele. Pole #414261H

3+03.5 - 3' Dia. Eucalyptus 26.5 Rt.

3+00 = EC. Curb Return

| | | | | | | |
|--------------|-------|-------|-------|-------|-------|--------------------|
| 34.99 | 34.55 | 34.43 | 34.19 | 33.51 | 33.26 | 34.13 |
| 340 | 384 | 396 | 420 | 488 | 513 | 426 |
| 25 | 25 | 15 | | 15 | 25 | 25 |
| EC. cb. Ret. | cut | | | | cut | EC. cb. Ret on cb. |

| | | | |
|-----------|-------|-------|-------|
| 34.07 | 34.17 | 34.43 | 34.55 |
| 432 | 422 | 396 | 384 |
| 15 on cb. | 175 | 225 | 25 |
| | walk | walk | walk |

38.39

Atopudia - Cross Sections

Lat.

ℓ

Rt

39

0+20

| | | | | | | | | |
|-------|-------|-------|------|-----|------|-------|-------|-------|
| 34.29 | 34.17 | 34.12 | 33.3 | 33 | 32.3 | 33.21 | 33.28 | 33.26 |
| 4.10 | 4.22 | 4.27 | 5.0 | 5.0 | 6.0 | 5.18 | 5.11 | 5.03 |
| 22.5 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 |
| Walk | Walk | cb | | | | cb | Walk | Walk |

0+04.5 - 16.5 Rt. Power Pole #3898

34.80

0+00 = Skyline Jefferson

359
25
Walk

| | | | | | | | | | |
|-------|-------|-------|------|------|------|-------|------|-------|-------|
| 34.69 | 34.62 | 34.44 | 33.7 | 33.5 | 32.7 | 33.48 | 33 | 33.63 | 33.62 |
| 3.70 | 3.77 | 3.85 | 4.6 | 4.8 | 5.6 | 4.91 | 4.86 | 4.76 | 4.77 |
| 22.5 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 | 25 |
| Walk | Walk | cb | | | | cb | Walk | Walk | |

3+40

| | | | | | | |
|--------|-------|-------|-------|-------|-------|-------------------|
| 34.49 | 34.09 | 33.88 | 33.68 | 33.14 | 33.06 | 33.1 |
| 3.90 | 4.30 | 4.51 | 4.71 | 5.25 | 5.33 | 4.98 |
| 25 | 25 | 15 | | 15 | 25 | 25 |
| on cb | cut | | | | cut | on cb |
| EC Ref | | | | | | EC. Ch. Ref. 1000 |

3+35

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 33.80 | 34.19 | 34.09 | 33.83 | 33.33 | 33.18 | 32.71 |
| 4.59 | 4.20 | 4.30 | 4.56 | 5.06 | 5.21 | 5.68 |
| 50 | 25 | 15 | | 15 | 25 | 50 |

3+25

| | | | | | | |
|-------|-------|-------|-----------|-------|-------|-------|
| 35.29 | 34.75 | 34.49 | 34.04 | 33.52 | 33.32 | 32.66 |
| 3.10 | 3.64 | 3.90 | 4.35 | 4.87 | 5.07 | 5.73 |
| 50 | 25 | 15 | R. 100 MH | 15 | 25 | 50 |

3+15

| | | | | | | |
|-------|-------|-------|-------|-------|-------|-------|
| 35.24 | 34.74 | 34.50 | 34.20 | 33.57 | 33.18 | 32.31 |
| 2.15 | 3.65 | 3.89 | 4.19 | 4.82 | 5.21 | 6.08 |
| 50 | 25 | 15 | | 15 | 25 | 50 |

38.39

Ampudia - Cross Sections

2+86 - 29' Rt 9" Acacia Tree

2+80

| | | | | | | | | |
|-------|-------|-------|------|------|------|-------|-------|-------|
| 27.63 | 29.49 | 29.90 | 28.8 | 28.9 | 28.7 | 29.29 | 29.34 | 29.18 |
| 331 | 345 | 354 | 41 | 4.0 | 4.2 | 3.65 | 3.60 | 34.6 |
| 2.25 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 |
| Walk | Walk | cb | | | | cb. | Walk | Walk |

Ampudia Moore

N.E. Top Fire Hydr.

TP. 149

32.94

6.74

31.45

~~32.94~~

2+50 - 16.5 Lt. Tele. Pole # JP3855

2+40 - 16.5 Rt. Power Pole # JP3858

2+00

1+50

1+00 - 16.5 Rt. Power Pole # 3878

0+50

38.39

| | | | | |
|-------|------|-------|------|-------|
| 29.96 | 29.1 | 29.4 | 28.9 | 29.72 |
| 8.43 | 9.2 | 8.9 | 9.4 | 8.67 |
| 15 | 15 | | 15 | 15 |
| cb. | | | | cb. |
| 30.89 | 30.1 | 30.3 | 29.8 | 30.52 |
| 7.60 | 8.2 | 8.0 | 8.5 | 7.87 |
| 15 | 15 | | 15 | 15 |
| cb. | | | | cb. |
| 31.76 | 31.1 | 31.2 | 30.6 | 31.23 |
| 6.63 | 7.2 | 7.1 | 7.7 | 7.16 |
| 15 | 15 | | 15 | 15 |
| cb. | | | | cb. |
| 32.67 | 31.9 | 31.9 | 31.3 | 32.05 |
| 5.72 | 6.4 | 6.4 | 7.0 | 6.34 |
| 15 | 15 | | 15 | 15 |
| cb. | | | | cb. |
| 33.62 | 32.8 | 32.8 | 32.0 | 32.80 |
| 4.77 | 5.5 | 5.5 | 6.3 | 5.59 |
| 15 | 15 | | 15 | 15 |
| cb. | | 38.39 | | cb. |

Ampudia St. Cross Section

41

0+07.4 - 16.7 Rt. Power Pole #3834

0+20

0+14.5 - 16.5 Lt. ϕ 8" Palm Tree

0+03.5 - 16.5 Lt. ϕ 9" Palm Tree

0+00 = Sky Line Moore St.

3+39.5

3+24.5 = ϕ Moore

3+09.5

3+07.5 - 25.8' Rt. Power Pole #2352

2+96 - 27' Rt. ϕ 3' Palm Tree

2+99.5 = N.L. Line Moore

2+94.6 - 16.4 Lt. Fire Hydrant

| | | | | | | | | |
|-------|-------|-------|------|------|------|-------|-------|-------|
| 28.03 | 27.99 | 27.87 | 27.8 | 27.8 | 27.5 | 27.88 | 27.95 | 28.07 |
| 491 | 500 | 507 | 5.6 | 5.1 | 5.4 | 5.6 | 4.99 | 4.87 |
| 22.5 | 17.5 | 15 | 15 | 15 | 15 | 15 | 17.5 | 22.5 |
| Walk | Walk | cb | | | | cb | Walk | Walk |

| | | | | | | | | | | |
|-------|-------|-------|-------|------|------|------|-------|-------|-------|-------|
| 28.29 | 28.22 | 28.17 | 28.05 | 27.4 | 28.1 | 27.7 | 28.07 | 28.13 | 28.20 | 28.25 |
| 465 | 472 | 477 | 489 | 54 | 4.8 | 5.2 | 4.87 | 4.81 | 4.74 | 4.69 |
| 25 | 22.5 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 | 25 |
| Walk | Walk | Walk | cb | | | | cb | Walk | Walk | Walk |

| | | | | | | | | |
|------|----------|------|------|------|------|------|-----------|------|
| 28.2 | 28.06 | 27.8 | 27.8 | 28.3 | 28.0 | 28.0 | 28.05 | 28.1 |
| 4.7 | 4.88 | 5.1 | 5.1 | 4.6 | 4.9 | 4.9 | 4.89 | 4.8 |
| 50 | 25 | 25 | 15 | | 15 | 25 | 25 | 50 |
| | cb. | | | | | | EC. cb | |
| | EC. Ret. | | | | | | Red. Ret. | |

| | | | | | | |
|------|------|------|-----------|------|------|------|
| 28.3 | 28.1 | 28.3 | 28.76 | 28.4 | 28.3 | 28.3 |
| 4.6 | 4.8 | 4.6 | 4.18 | 4.5 | 4.6 | 4.6 |
| 50 | 25 | 15 | Ret. M.H. | 15 | 25 | 50 |

29.44
3.50
50
cb

| | | | | | | | | |
|------|-------|------|------|------|------|------|-------|----------|
| 28.6 | 29.04 | 28.3 | 28.2 | 28.9 | 28.4 | 28.4 | 29.01 | 28.1 |
| 4.3 | 3.90 | 4.6 | 4.7 | 4.0 | 4.5 | 4.5 | 3.93 | 4.8 |
| 50 | 25 | 25 | 15 | | 15 | 25 | 25 | 50 |
| | | | | | | | cb | EC. Ret. |

| | | | | | | | | | | |
|-------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|
| 29.28 | 29.23 | 29.12 | 29.06 | 28.4 | 28.8 | 28.5 | 29.05 | 29.13 | 29.28 | 29.33 |
| 3.66 | 3.71 | 3.82 | 3.88 | 4.5 | 4.1 | 4.1 | 3.89 | 3.81 | 3.66 | 3.61 |
| 25 | 27.5 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 | 25 |
| Walk | Walk | Walk | cb | | 32.94 | cb | | Walk | Walk | |

Ampudia St. Cross Section

Lt R Mt.

1+98.5 Brk in Curb

26.55
6.39
15
cb

1+50 - 16.5 Rt Power Pole P3824

| | | | | |
|-----------|------|------|------|-----------|
| 26.90 | 26.4 | 26.8 | 26.3 | 26.93 |
| 6.04 | 6.5 | 6.1 | 6.6 | 6.01 |
| 15 cb. | 15 | | 15 | 15 cb. |

1+17.5 = End Brk in Walk

| | | |
|------------|--------------|--------------|
| 27.20 | 27.33 | 27.50 |
| 5.74 | 5.61 | 5.44 |
| 15 curb | 17.5 Walk | 22.5 Walk |

1+00

| | | | | | | |
|-----------|------|------|------|----------|--------------|--------------|
| 27.29 | 26.6 | 27.3 | 26.9 | 27.27 | 27.44 | 27.59 |
| 5.65 | 6.3 | 5.6 | 5.0 | 5.67 | 5.50 | 5.35 |
| 15 cb. | 15 | | 15 | 15 cb | 17.5 Walk | 22.5 Walk |

0+95 = Brk in Walk ?

| | | |
|----------|-------|-------|
| 27.28 | 27.40 | 27.51 |
| 5.66 | 5.54 | 5.43 |
| 15 cb | 17.5 | 22.5 |

0+50

| | | | | |
|-----------|------|-------|------|------|
| 27.69 | 27.1 | 27.6 | 27.3 | 27.6 |
| 5.25 | 5.8 | 5.3 | 5.6 | 5.33 |
| 15 cb. | 15 | | 15 | 25 |
| | | 32.97 | | cb ? |

Ampudia St. - Cross Sections

1+35 = N.Y. Rail Dble Track

1+12.72 = 1st Storm Drain set Hub

0+64.3 = POT. set Hub

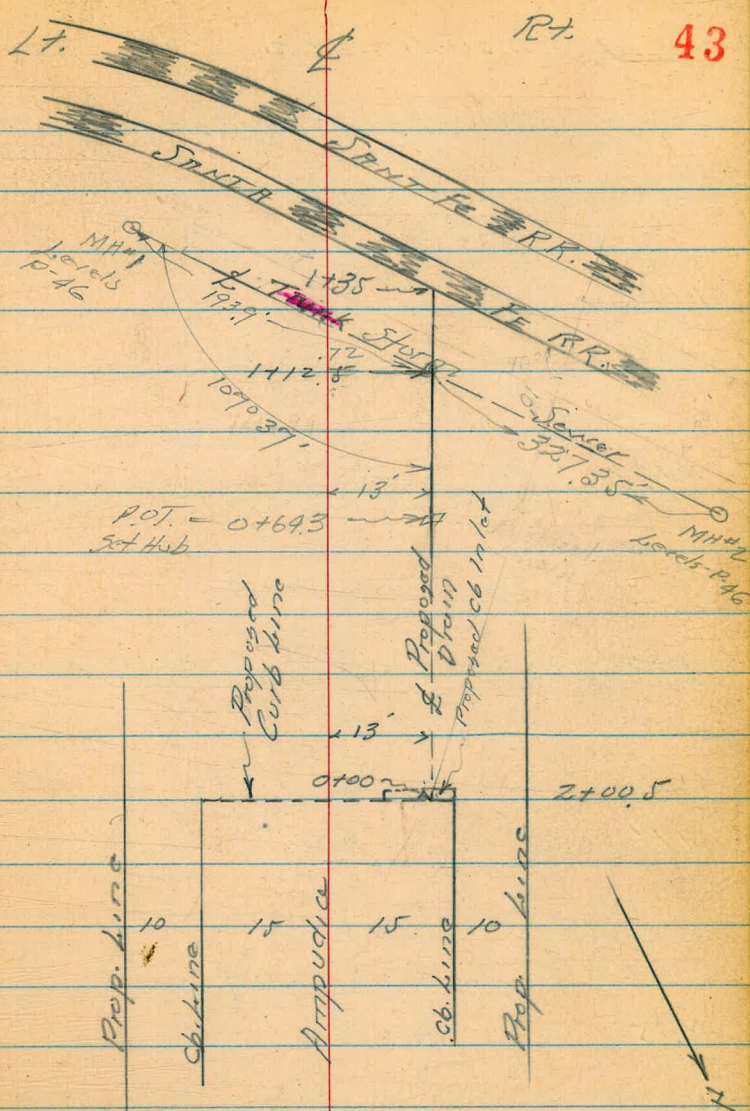
Locals P-44

0+00 Proposed Drain

3294

2+00.5 End Curb & Walk Rt. & Lt.

| | | | | | | | | |
|-------|-------|----------|-------|-------|------|-------|-------|-------|
| 26.63 | 26.57 | 26.49 | 26.10 | 26.1 | 26.2 | 26.52 | 26.60 | 26.75 |
| 6.31 | 6.37 | 6.45 | 6.9 | 6.8 | 6.7 | 6.42 | 6.34 | 6.19 |
| 22.5 | 17.5 | 15 | 15 | | 15 | 15 | 17.5 | 22.5 |
| Walk | Walk | cb | cb | | cb. | Walk | Walk | Walk |
| | | (Broken) | | | | | | |
| | | | | 32.94 | | | | |



Ampudia St.

44

Levels Proposed Drain

| | | | | | |
|------|------|------|------|------|------|
| 1+05 | 11.5 | 11.0 | 10.1 | | |
| | 21.4 | 21.9 | 22.8 | | |
| | 5 | | 7 | | |
| 0+94 | 12.2 | 12.2 | 11.9 | | |
| | 20.7 | 20.7 | 21.0 | | |
| | 5 | | 5 | | |
| 0+85 | 13.8 | 15.5 | 13.1 | | |
| | 19.1 | 17.4 | 19.8 | | |
| | 5 | | 12 | | |
| 0+71 | 24.1 | 24.1 | 22.5 | 18.3 | 17.9 |
| | 8.8 | 8.8 | 10.4 | 14.6 | 15.0 |
| | 5 | | 5 | 13 | 18 |
| 0+35 | 26.2 | 26.1 | 25.8 | | |
| | 6.7 | 6.8 | 7.1 | | |
| | 5 | | 5 | | |
| 0+00 | 25.9 | 26.1 | 26.6 | | |
| | 7.0 | 6.8 | 6.3 | | |
| | 5 | | | | |

32.94

Ampudia Street

Levels - Proposed Drain

Cont from P. 44

| | | | | |
|----------------|----------|------|------|-------------|
| | | | | <u>0.01</u> |
| Check Starting | BM P. 35 | 4.30 | | 43.78 |
| | | | | 43.76 |
| TP | 466 | 4806 | 0.49 | 43.40 |
| TP | 1297 | 4389 | 202 | 30.92 |

1+35 = (1162) Rail Santa Fe Dble Track

6.1
26.2

1.

1+10

32.94

| | | | |
|--|------|-------|------|
| | 5.3 | 5.3 | 5.2 |
| | 27.6 | 27.6 | 27.7 |
| | 10 | | 10 |
| | | 32.94 | |

Walker
Gregory
P. J. S. S. S.
Bill Fox
1-19-50

Ampudia St. - Cont. from P45

Levels on Existing Storm Drains M.H. 2.

| | | | | |
|---------------------------|------|-------|-------|--------------------|
| | | 12.50 | 4.92 | |
| | | | 6.74 | TP45 by Hand level |
| check Rail 1+35 | | 10.51 | 6.21 | |
| on Invert M.H. #2 | | 23.43 | -5.01 | |
| on Rim M.H. #2 | | 14.71 | 2.79 | |
| Invert on Flow M.H. #1 | | 20.68 | -3.26 | |
| on Rim M.H. #1 | | 4.93 | 12.49 | |
| TP | 0.37 | 17.42 | 12.03 | 17.05 |
| | 2.61 | 29.13 | | 26.52 |

BM on End of 15' FH & 2+00.5 P43

CONTINUE Page 48

1483.97 8052-L

SURVEY PROPOSED ROAD

IN PUBLIC Lot 1290

Drawing 8052-L No 27364

C. Walker
D. Smith 12-5-50
R. Session

47

R.P. Nutt
Euc. Trees 10.
14+83.44
Fol. Conc. Mon
See P-7

R. Nutt
in Euc. Tree

14+83.44
Fol. Conc. Mon

12+255.3-PT.
Set Pav. Stake

11+15.13-PT.
Set Hub & Disc

Set
8+32.44
Set Hub & Disc

4+2809
4+96.19-PT.
Set Hub & Disc

4+07.96

40.04
40.04

10-5-54 = C. Conc. Mon
Set 1 1/4" Pipe 1d. Disc
(Now Conc. - Mon)

3+449.76-PT.
Set Pav. Stake
5.0 Disc. in Stone
@ 10-5-54

0+00
Set Pav. Stake

BC.
 $\Delta = 17^{\circ}03'21''$
 $R = 500'$
 $T = 74.97'$
 $L = 148.84'$

E.C.

40'

40'

83.78
87^{\circ}25'02''

2+87.37

41.32

41.32

15^{\circ}27'37''

FAVITE PL. 1290

INDEXED

DEC 6 1950

■ = Set Hub & Disc

□ = Pine Stake

Pl. 1290

{ Set 2x2's
8-9-56-T.C }

4.19
3.50
7

114 PL 1290

Grade Stakes Draining Ampudia

0+00 = 200.5' so. of 5 1/4 line Moore st.

From page 46

12-7-50

48

0+73²⁰ PVC.

8.25
20.26
8.32
C 11.94

0+48⁶⁶

12.66
15.85
3.71
C 12.14

0+24³³

17.08
11.43
28.6
C 8.57

1/2 Culvert of 18" pipe = 0+00

| | |
|---------------|-----------|
| Top cb. 26.50 | FL. 21.50 |
| 2.01 | 7.01 ✓ |
| 1.88 | 1.88 |
| C 0.13 | C 5.13 |

Edge culvert

26.50
2.01
2.25
F 0.24

End of exist. Cb.

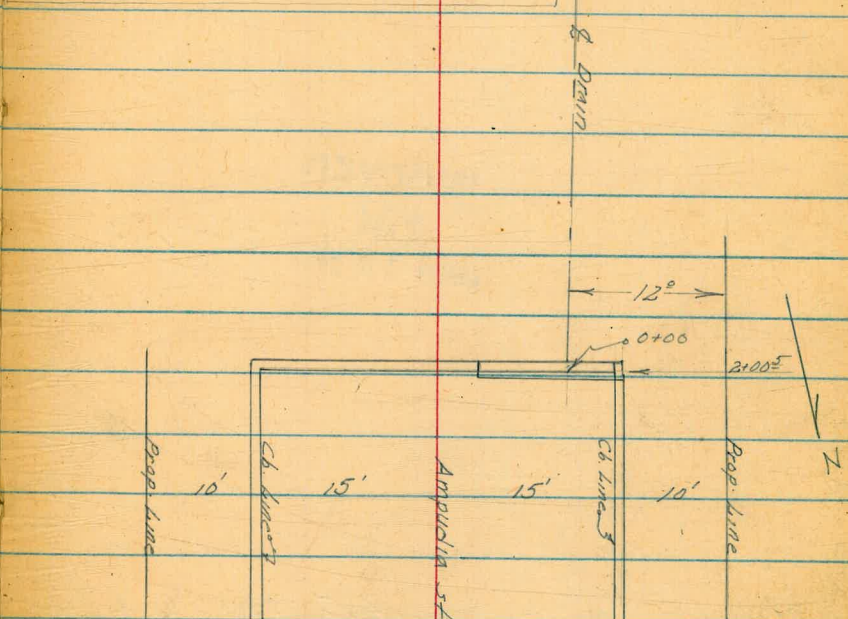
| | |
|------------|------------|
| 28.51 | 28.51 |
| West 26.50 | East 26.50 |
| 2.01 | 2.01 |

T.P. 2.01 28.51A
6.24 32.74

6.24 26.50
31.45 N.E. Ampudia
& Moore - Fire Plug

Rough Grade Stakes 0+10

| | | |
|-----------|--------|-----------|
| West line | ± | East line |
| 26.42 | 25.84 | 26.02 |
| 27.25 | 26.57 | 26.69 |
| C 0.83 | C 0.73 | F 1.73 |



1+05 End 18" Pipe

-0.59
20.18
12.51
C 7.67

0+97

21.7
17.42
8.67
C 9.35

0+89

25.3
15.06
6.92
C 8.14

0+81

6.53
13.06
3.50
C 9.56

T.P. 2.53 19.57A

11.45 17.06

Dec 1950 Levels for Topography
Hendrix Sewage Drain Area vicinity of
Shepard Crawford La Jolla Shores Dr. & Azul St.
110# 20006

49

INDEXED
MK
JAN 10 1951

| | | | | | |
|-----|------|-----------------------|--------|--------|---|
| TP | | 405 | 380.52 | | |
| TP | 5.67 | 384.57 | 1.87 | 378.90 | LG DISC. 683.40 North on West Line La Jolla Cliffs LS 223(C) |
| | | 792 892 | 371.85 | | on stub S.W. Cor La Jolla Cliffs |
| TP | 7.69 | 380.77 | 5.76 | 373.08 | |
| TP | 1.27 | 378.84 | 12.81 | 377.57 | |
| B17 | 0.73 | 390.38 | | 389.65 | on stub Control point #2 P 8 & 20 this BK |

1-30-57 Levels to Check Benches
 Hendricks in Vicinity of La Jolla Cliffs.
 Allen Subdivision
 Shepard
 25020-WO.

(see p. 20)
 p. 8
 This Book

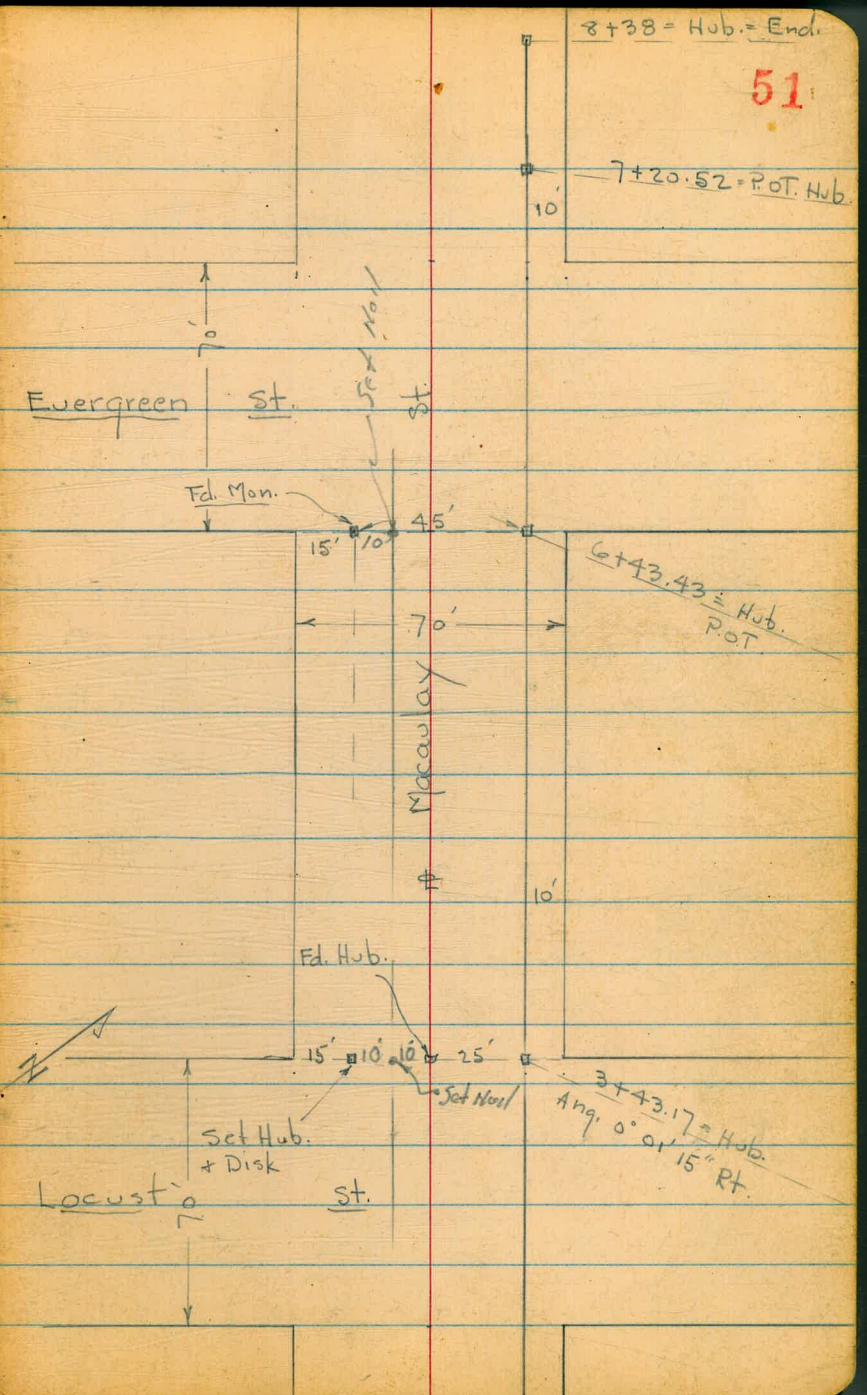
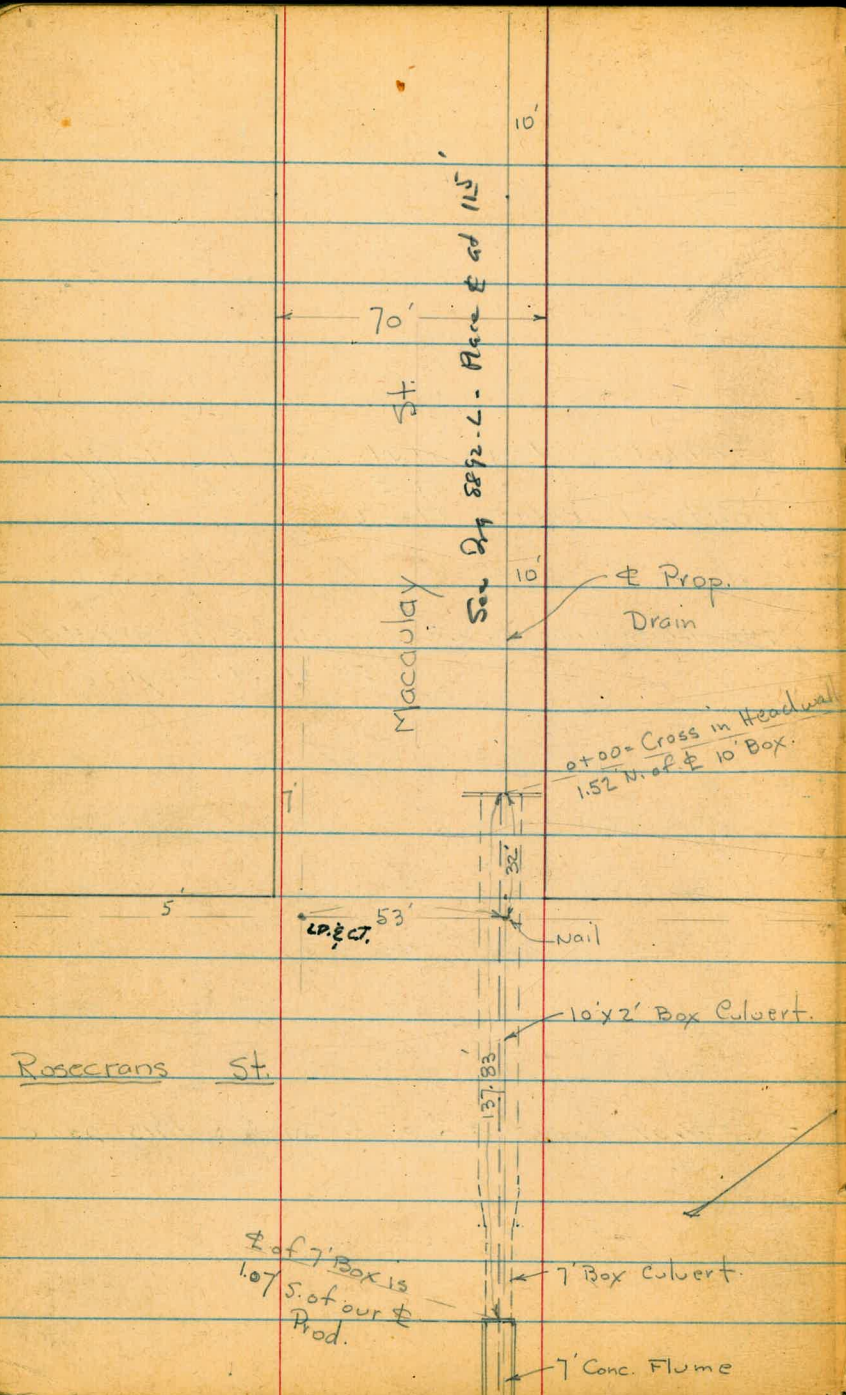
Transfer B.M.

| | | | | |
|------|-------|--------|----------|--------|
| B.M. | | 6.05 | (388.51) | |
| B.M. | 4.91 | 394.56 | | 389.65 |
| B.M. | | 9.10 | (358.01) | 358.10 |
| T.P. | 1.09 | 367.11 | 1255 | 366.02 |
| T.P. | 1.45 | 378.57 | 1330 | 377.12 |
| T.P. | 1.05 | 390.42 | 1246 | 389.37 |
| T.P. | 4.29 | 401.83 | 1288 | 397.54 |
| T.P. | 1.84 | 410.42 | 797 | 408.88 |
| T.P. | 5.84 | 416.88 | 041 | 411.01 |
| T.P. | 13.15 | 411.42 | 1.80 | 398.27 |
| B.M. | 10.42 | 400.07 | | 389.65 |

Granite Mon. NW. Cor. P.L. 1299
 NE Cor. P.L. 1298
 Control Point No. 2

Top Brass wire in Conc. Mon. - State B.M. #39
 50' Rt. Sta. 269+30

= Control Point #2 = p. 20 & 8 This Book



INDEX

APR 2 1951

Survey for Prop. Drain in Macaulay St. - From Exist. Box Culvert at Rosecrans to Ditch along Wabaska Dr. sketch - P. 51

5244

2-29-51

Osborne
Hardin
Hatch
Pullen.

W.O. 20819

cont on P. 54

0+25

11.6' Lt. = ± Water Meter

0+08 = Cross 1" Water Service pipe flush with bottom of Conc. apron.

0+05.5 = end of wing walls

See Detail - P. 53

0+00 = inlet 10'x2' Box Culvert.

0-137.83 = end Box + Beg. Flume - E. side of Rosecrans.

7.81 17.69 12.26 9.88 = 7'±
B.M. 6.83 22.14 15.31 = s.w. 7'ct.

Lt. #

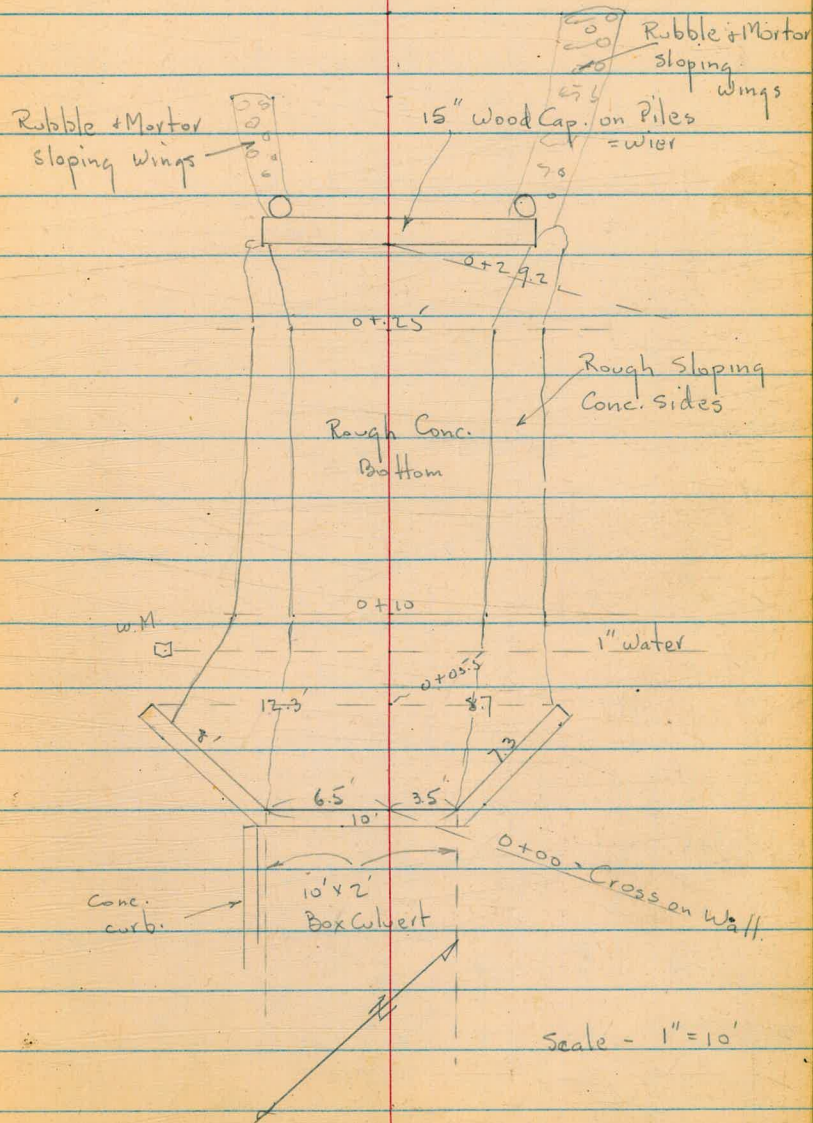
st. 52

| | | | | | | | |
|-------------------|------------------|----------------|------------|------------|------------------|-------------------|---------------|
| 11.60 | 13.0 | 11.31 | 8.27 | 8.12 | 8.73 | 10.89 | 12.9 |
| 6.09 | 4.7 | 6.38 | 9.42 | 9.57 | 9.46 | 6.80 | 4.8 |
| 19 | 11 | 7 | 5 | | 5.5 | 8 | 12 = Top Bank |
| edge A.C. Pave | | Top-edge Conc. | slope | | slope | Top-edge Conc. | |
| 10.95 | 10.20 | 7.75 | 7.67 | 7.82 | 10.25 | 10.94 | |
| 6.74 | 7.49 | 9.94 | 10.02 | 9.87 | 7.44 | 6.75 | |
| 12.3 | 11 | 5 | Conc. Bot. | 5 | 8.7 | 8.7 | |
| Top-end wing wall | edge Rough Conc. | Beg. slope | | Beg. slope | Rough Conc. | Top-end wing wall | |
| | 10.95 | 6.99 | 7.03 | 10.94 | 7.02 | 10.94 | |
| | 6.74 | 10.70 | 10.66 | 6.75 | 10.67 | 6.75 | |
| | Top wall | 6.5 I.E. | I.E. | Top wall | 3.5 I.E. at wall | Top wall | |
| | | | 12.539 | | | | |
| | | | 17.69 | | | | |
| | | | | | | | |

12.30 = I.E. Box Culvert.

Disk in Conc gut = S.W. Rosecrans + Macaulay
Locust & Newell

Detail of inlet to Box Culvert.



1+50

| | | | | | |
|-------|------|--------|------|------|------|
| 12.90 | 14.1 | 11.6 | 12.7 | 14.3 | 14.6 |
| 3.79 | 3.6 | 6.1 | 5.0 | 3.4 | 3.1 |
| 21 | 15 | 10 | 5 | 5 | 10 |
| AC. | | * Wash | | | |

1+18- Rough Conc. Wier on Lt.

| | | | | | |
|-------|-------|-------|------|------|--|
| 12.76 | 11.36 | 11.12 | 12.3 | 13.0 | |
| 4.93 | 6.33 | 6.57 | 5.4 | 4.7 | |
| 13.5 | 10 | 5 | 5 | 10 | |
| | conc. | conc. | | | |

1+00

| | | | | | | | |
|-------|------|------|------|-----|------|------|------|
| 12.90 | 13.6 | 11.9 | 12.0 | 9.7 | 11.9 | 13.0 | 12.5 |
| 4.79 | 4.1 | 5.8 | 5.7 | 8.0 | 5.8 | 4.7 | 5.2 |
| 20 | 12 | 10 | 3 | 5 | 6 | 8 | 20 |
| AC. | | | | | | | |

0+65

| | | | | | | |
|-------|------|------|------|------|------|------|
| 12.31 | 13.3 | 12.0 | 10.8 | 11.5 | 12.7 | 12.3 |
| 5.38 | 4.4 | 7.7 | 6.9 | 6.2 | 5.0 | 5.4 |
| 20 | 11 | 5 | 9 | 12 | 20 | |
| AC. | | | | | | |

0+41.5 = end wing on Rt.

0+37 = end wing on Lt.

| | | | | |
|---------------|----------------|------|--------------|---------------|
| 12.40 | 10.1 | 11.0 | 10.5 | 12.82 |
| 5.29 | 7.6 | 6.7 | 6.2 | 4.87 |
| 8 | 6 | 7.3 | 9 | 12.3 |
| Top-end wing. | Bottom of wing | | Bottom wing. | Top-end Conc. |

0+29.2 = edge 15" Wood Cap on piles

| | | | | | | | | | | |
|-----------|------|------------|--------------|-------|---------|----------|-------|--------------|------------|------|
| 11.73 | 13.4 | 12.56 | 10.79 | 8.97 | 8.99 | 10.91 | 9.28 | 10.90 | 12.00 | 12.5 |
| 5.96 | 4.3 | 5.13 | 7.30 | 8.72 | 9.20 | 7.28 | 8.41 | 7.29 | 5.69 | 5.2 |
| 19 | 12 | 8.5 | 7 | 7 | Bottom. | Top Cap. | 8 | 8 | 8.7 | 12 |
| Edge Pile | | edge conc. | Top end Cap. | Conc. | | | Conc. | Top end Cap. | edge Conc. | |
| | | | | | 17.69 | | | | | |

3+50

| | | | | | | |
|--|------|------|---------|------|------|----------|
| | 19.7 | 14.9 | 13.0 | 14.6 | 15.4 | 20.0 |
| | 4.4 | 9.2 | 11.1 | 9.5 | 8.7 | 4.1 |
| | 17 | 10 | 4 | | 9 | 16 = Top |
| | Top | | ± Ditch | | | |

3+41.5 = Cross 4" C.I. Sewer

16.1
Ditch
16.05
8.03
Top
Pipe

3+00

| | | | | | | | | |
|--|-------|------|------|------|---------|------|------|----------|
| | 17.35 | 18.6 | 13.9 | 14.2 | 12.2 | 14.1 | 14.4 | 18.9 |
| | 6.73 | 5.5 | 10.2 | 9.9 | 11.9 | 10.0 | 9.7 | 5.2 |
| | 24 | 16 | 5 | | 5 | 10 | 15 | 20 = Top |
| | A.C. | | | | ± Ditch | | | |

2+50

| | | | | | | | |
|--|-------|------|------|---------|------|------|----------|
| | 14.03 | 17.1 | 13.6 | 11.3 | 14.0 | 13.9 | 17.5 |
| | 8.05 | 7.0 | 10.5 | 12.8 | 10.1 | 10.2 | 6.6 |
| | 24 | 10 | 5 | ± Ditch | 4 | 10 | 17 = Top |
| | A.C. | | | | | | |

2+29 = Cross 4" C.I. Sewer on Angle

12.0
12.1
ground.
± Ditch
14.81
9.27 = Top
Pipe

I.P. 9.50 24.08 ✓ 3.11 14.58 ✓

24.08 ✓

2+00

| | | | | | | | |
|--|-------|------|---------|------|------|------|------|
| | 15.03 | 16.3 | 11.3 | 13.4 | 13.2 | 16.5 | 16.7 |
| | 26.6 | 1.4 | 6.4 | 4.3 | 4.5 | 1.2 | 1.0 |
| | 23 | 12 | 6 | | 5 | 8 | 20 |
| | A.C. | | ± Ditch | | | | |

1+72 = Cross 4" C.I. Sewer lat. Pier
in Bottom of Ditch ± = 18" x 18" Conc

| | | | |
|--|----------|----------|----------|
| | 12.01 | 12.59 | 13.04 |
| | 5.62 | 5.00 | 4.60 |
| | 15 | 2 | 17 |
| | Top Pipe | Top Pipe | Top Pier |

6+50

| | | | |
|------|------|------|---------|
| 28.1 | Lt. | | Rt. |
| 3.6 | 10.0 | 11.4 | 12.9 |
| 14 | 12 | 4 | 4 Ditch |
| Top. | | | 12 Top. |

6+00

| | | | | | | |
|-------|------|------|---------|------|------|------|
| 25.37 | 26.9 | 19.1 | 17.2 | 18.7 | 25.7 | 26.0 |
| 6.28 | 4.8 | 12.6 | 14.5 | 13.0 | 6.0 | 5.7 |
| 28 | 20 | 11 | 4 Ditch | 4 | 10 | 20 |
| AC. | | | | | | |

5+50

| | | | | |
|------|------|---------|------|------|
| 25.4 | 18.7 | 17.2 | 18.4 | 24.8 |
| 6.3 | 13.0 | 14.5 | 13.3 | 6.9 |
| 18 | 10 | 4 Ditch | 10 | 20 |
| Top. | | | | |

T.P. 8.85 31.65 12.8 22.90

31.65

5+00

| | | | | | | |
|-------|------|------|------|---------|------|----------|
| 22.74 | 23.3 | 22.4 | 17.0 | 16.7 | 18.7 | 23.4 |
| 1.34 | 0.8 | 1.7 | 2.1 | 7.4 | 5.4 | 0.7 |
| 25 | 18 | 8 | | 5 | 16 | 22 = Top |
| AC. | | | | 4 Ditch | | |

4+50

| | | | | |
|------|------|---------|------|------|
| 22.1 | 19.2 | 16.6 | 16.7 | 18.1 |
| 2.0 | 4.9 | 7.5 | 7.4 | 6.0 |
| 13 | | 1 | 12 | 20 |
| | | 4 Ditch | | |

4+00

| | | | | | | |
|-------|------|------|---------|------|------|----------|
| 20.08 | 21.1 | 20.4 | 16.1 | 16.2 | 16.3 | 20.9 |
| 4.00 | 3.0 | 3.7 | 8.0 | 7.9 | 7.8 | 3.2 |
| 24 | 15 | 7 | 4 | | 10 | 16 = Top |
| AC. | | | 4 Ditch | | | |

3+87.4 = Cross 4" C.I. Sewer

8.2
ground.
6.09
Top Pipe

24.081

8+00

| | | | | | | | |
|--|-------|------|---------|------|------|------|-------|
| | 30.89 | 31.5 | 29.0 | 26.3 | 26.5 | 31.5 | 32.3 |
| | 0.76 | 0.2 | 7.7 | 5.4 | 5.2 | 0.2 | + 0.6 |
| | 18 | 14 | 5 | | 4 | 10 | 20 |
| | AC. | | ± Ditch | | | | |

7+62 12 Rt = Beg Row of Large Euc. Trees.

7+50

| | | | | | | | |
|--|------|------|---------|------|------|------|--|
| | 30.7 | 29.2 | 22.4 | 22.7 | 29.0 | 29.4 | |
| | 1.0 | 7.5 | 9.3 | 9.0 | 7.7 | 2.3 | |
| | 19 | 12 | 3 | | 3 | 15 | |
| | | | ± Ditch | | | | |

7+00

| | | | | | | | | |
|--|-------|------|------|---------|------|------|------|------|
| | 28.53 | 29.3 | 22.5 | 20.5 | 21.8 | 27.1 | 29.0 | 29.3 |
| | 3.12 | 2.4 | 9.2 | 11.2 | 9.9 | 8.6 | 2.7 | 2.4 |
| | 24 | 19 | 7 | 4 | 9 | 5 | 11 | 20 |
| | AC. | | | ± Ditch | | | | |

6+83 = w. edge Bridge

7.9' Rt. = Near edge piles

7.3 Lt. = Near edge of piles along abutment. } ± of Bridge

6+71.10 = E. edge of Wood Bridge

| | | | |
|--|---------|--------------------|-------------|
| | 19.4 | 26.19 | 27.77 |
| | 12.3 | 5.46 | 3.88 = Deck |
| | ± Ditch | Bottom Stringer | |
| | 19.5 | 26.15 | 27.74 |
| | 12.2 | 5.50 | 3.91 |
| | Ground | Bottom of Stringer | Top Deck |
| | ± Ditch | | |

6+65.8 = Cross 2" Water Main

4.33 = Top of Pipe

6+54.5 = ± of 4- 3" Iron pipes - Cross.

| | | | |
|--|--------|--------------|-----------------|
| | 19.7 | 24.41 | 27.11 |
| | 12.0 | 7.24 | 7.94 |
| | Ground | Top of Pipes | Bottom of Pipes |
| | | 31.65 | |

Lowell & Evergreen
check B.M. - SE. B.P.

7.86

25.30 ✓

25.30 ✓

T.P.

5.96

33.16 ✓

4.45

27.20 ✓

8+20 = end

8+10 - 11" Rt. = end Row of Trees

8+08 = Cross 4" C.I. Sewer

| | | | | |
|---------|----------|---------|------|------|
| 31.3 | 29.8 | 24.6 | 26.7 | 27.0 |
| 0.4 | 6.9 | 7.1 | 5.0 | 4.7 |
| 9 | 2 | ± Ditch | 4 | 10 |
| Top | | | | |
| 25.3 | 29.39 | | | |
| 2 | | | | |
| 6.4 | 2.26 | | | |
| ground. | Top pipe | | | |

31.65 ✓

SURVEY EASTERLY LINE of
NW 40 Acres Pueblo Lot 1297

Walker

Pope

Clark

Huffman

5-11-51

Cont on P-60

NO 20136

5+78.00 = Angle Point 22°44'14" Fd. Conc. Mon
4" dia.

3+44.49 = P.O.T. Set Hub & Disk

0+25.33 = P.O.T. Set Hub & Disk

PL. 1297

7-18-51

Meas.

2489.94'

Roll # 7433
2488.29'

0+00 = Fd. Conc. Mon

Fd. Granite Mon.

PL. 1298

PL. 1299

P.O.T.

12+00

P-8

Fd. Stake

Offset Line

P-8

0+00

Mon.

INDEXED

MAY 16 1951

22°44'
Turned

5+78.00
Fd. Conc. Mon
4" dia.

P.O.T.
3+44.49

319.16'

80°41'
15"
Turned

Set Redwood Hub & Disk
0.3' below
Surface

Turned
99°18'15"
0+25.33

22380'
Meas.

25.33'

90°

Offset Line

Not Found.

Wood Stake
P.O.T. Occurs

Yms. Map
N-89°01'15" E
Pueblo Line

0+00
Fd. Conc. Mon

Set Disk

Set Ad & Disk
in Conc. Wall

Fd. 4" x 4" Guard
With 4" x 4" Wood
Guard Post Marked
50' P.P.

N

Survey Easterly Line of West
40 Acres P.L. 1297

Cont. on P-61

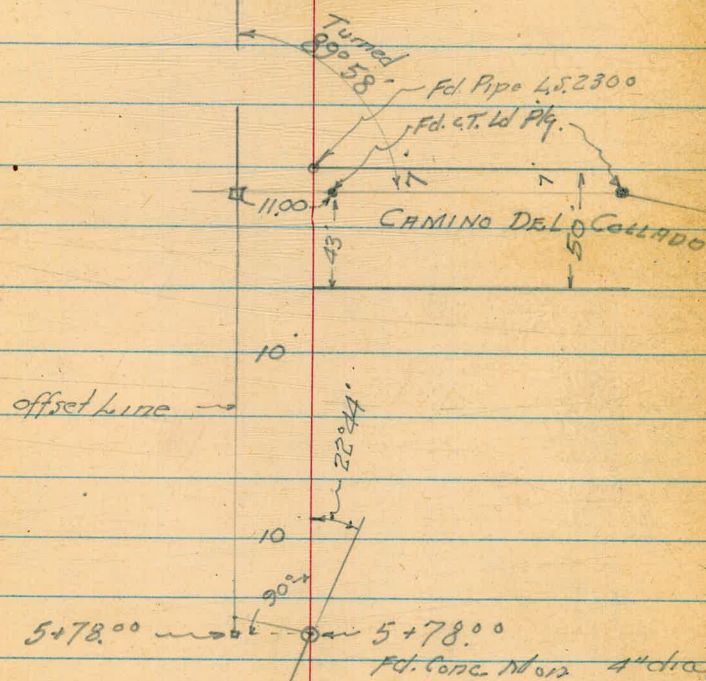
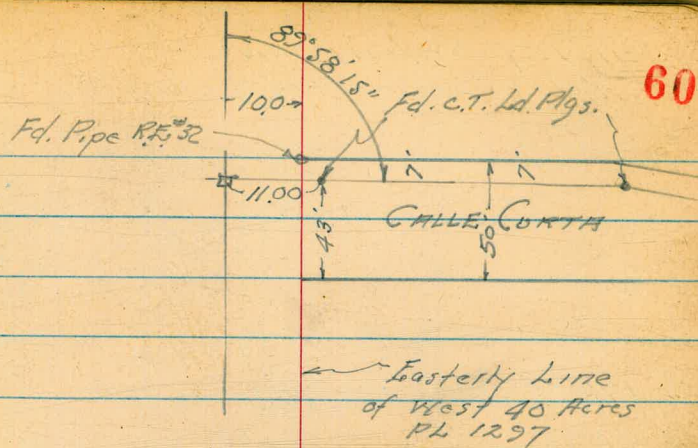
P.O.T.
11+91.58 set Hub on T-line

7+41.69 = P.O.T. set Hub on T-line

5+78.00 set Hub on 10' offset line

Cont from P-59

60



5+78.00 set Hub on 10' offset line
F.d. Conc. No. 12 4" dia.

SURVEY Easterly Line
of West 40 Acres PL 1227

Fd 1 1/2" Iron Pipe
L.S. # 2341-16

20+78.75 = Angle Pt. on offset line Set Hub.

20+76.09 = opp to Cor at 90° to offset

19+36.50 = P.O.T. Set Hub.

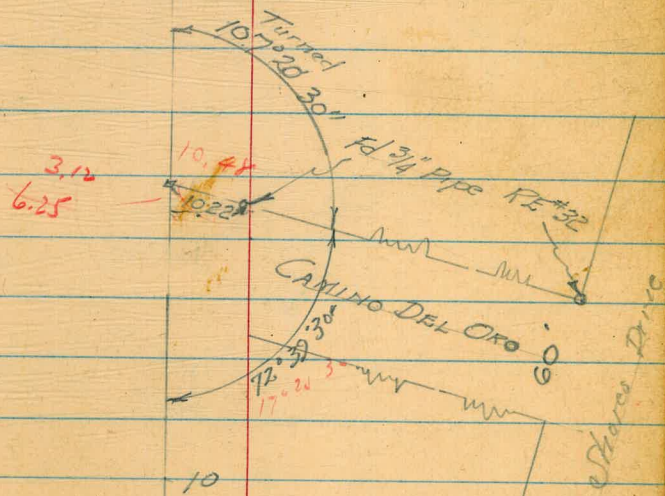
Cont. from P. 60

Mess. twice (Same)
321.86



Easterly Line of the
West 40 Acres
PL 1227

offset line

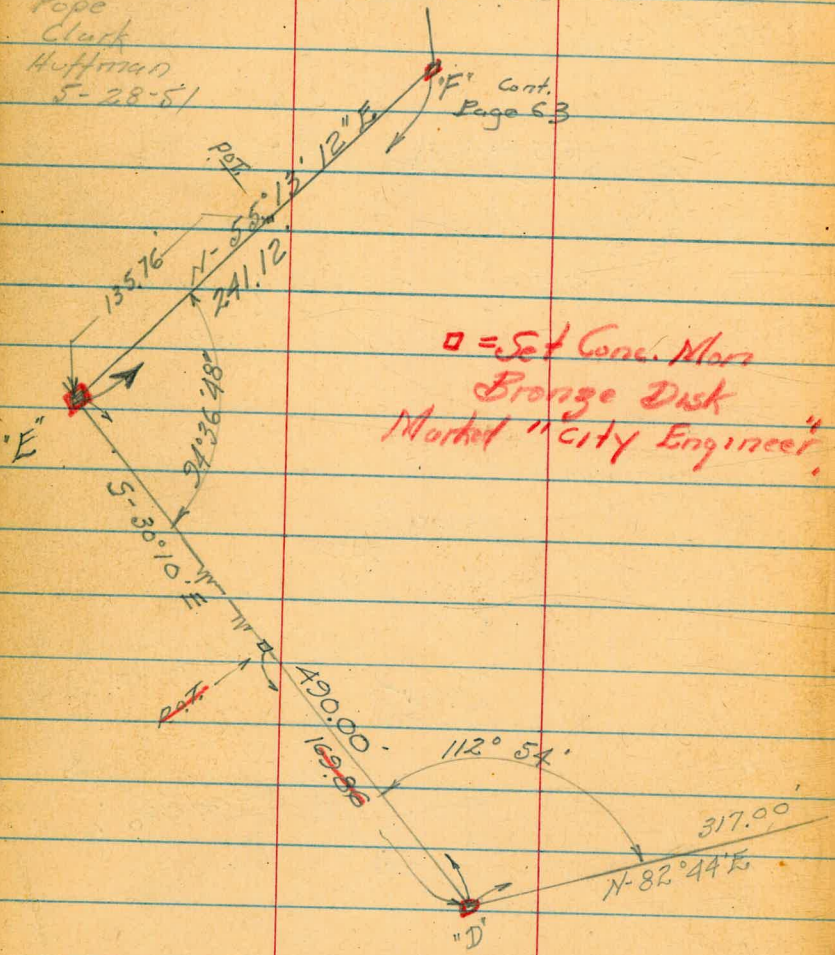


SURVEY - Easterly Boundary
 Line of Subdivision of Portion
 Pueblo Lot 1297 - (City owned)
 bound

Walker
 Pope
 Clark
 Huffman
 5-28-51

No 20136

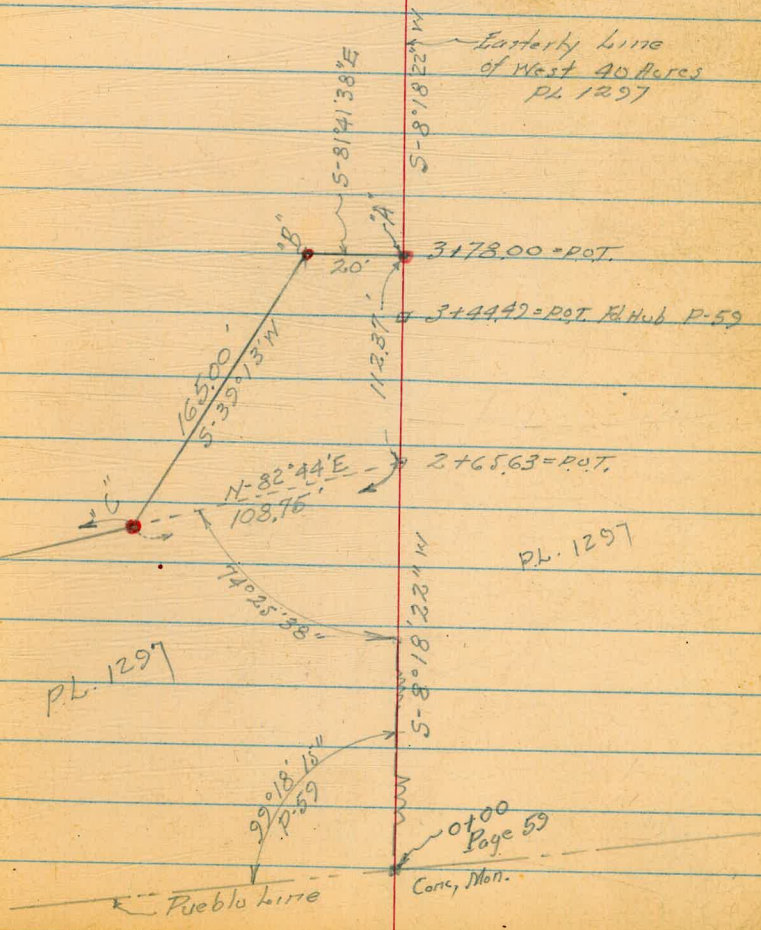
F Cont.
 Page 53



□ = Set Conc. Mon.
 Bronze Disk
 Marked "City Engineer"

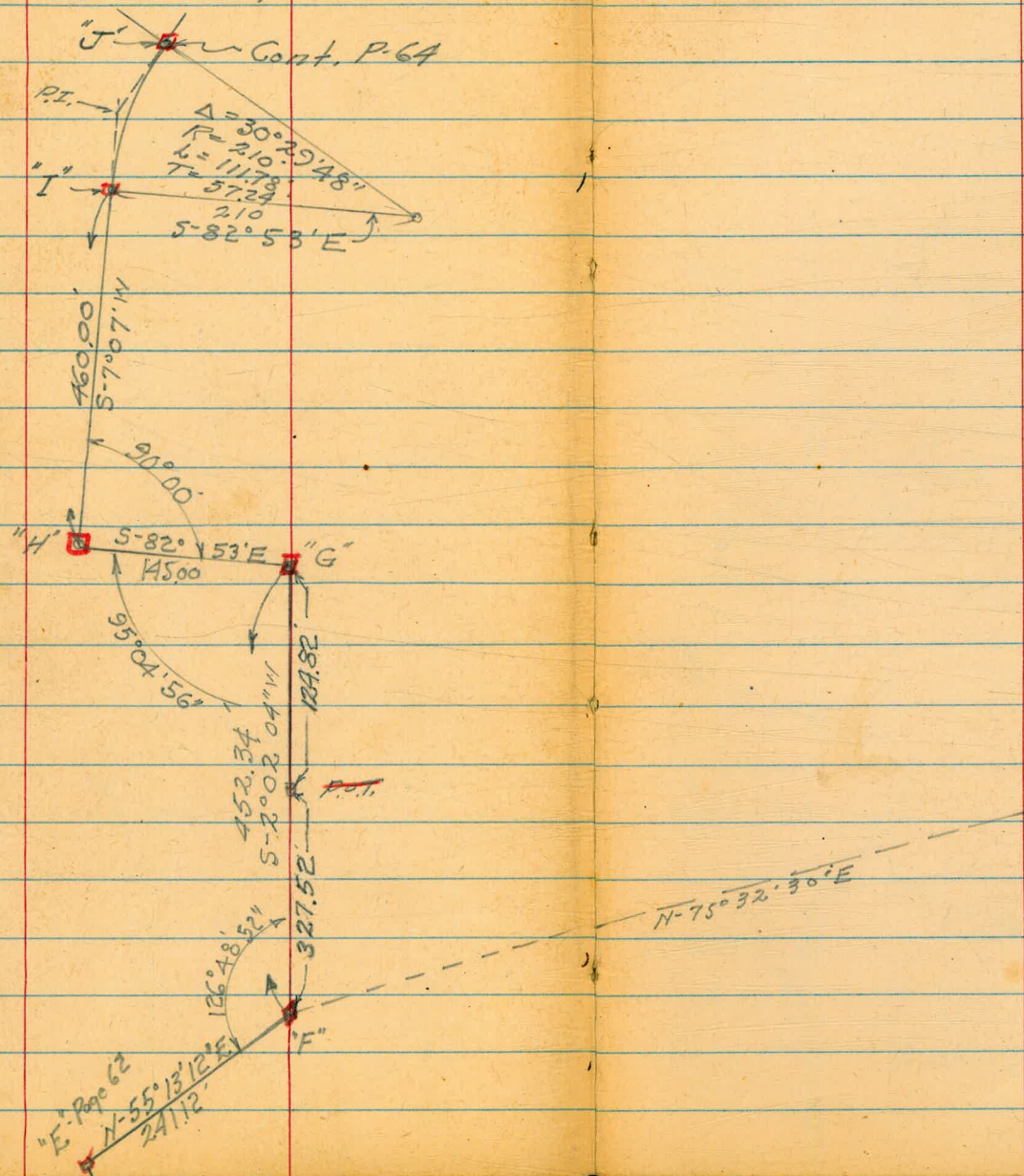
Conc.
 Fd. Mon.
 5+78.00
 Page 59

Easterly Line
 of West 40 Acres
 PL 1297

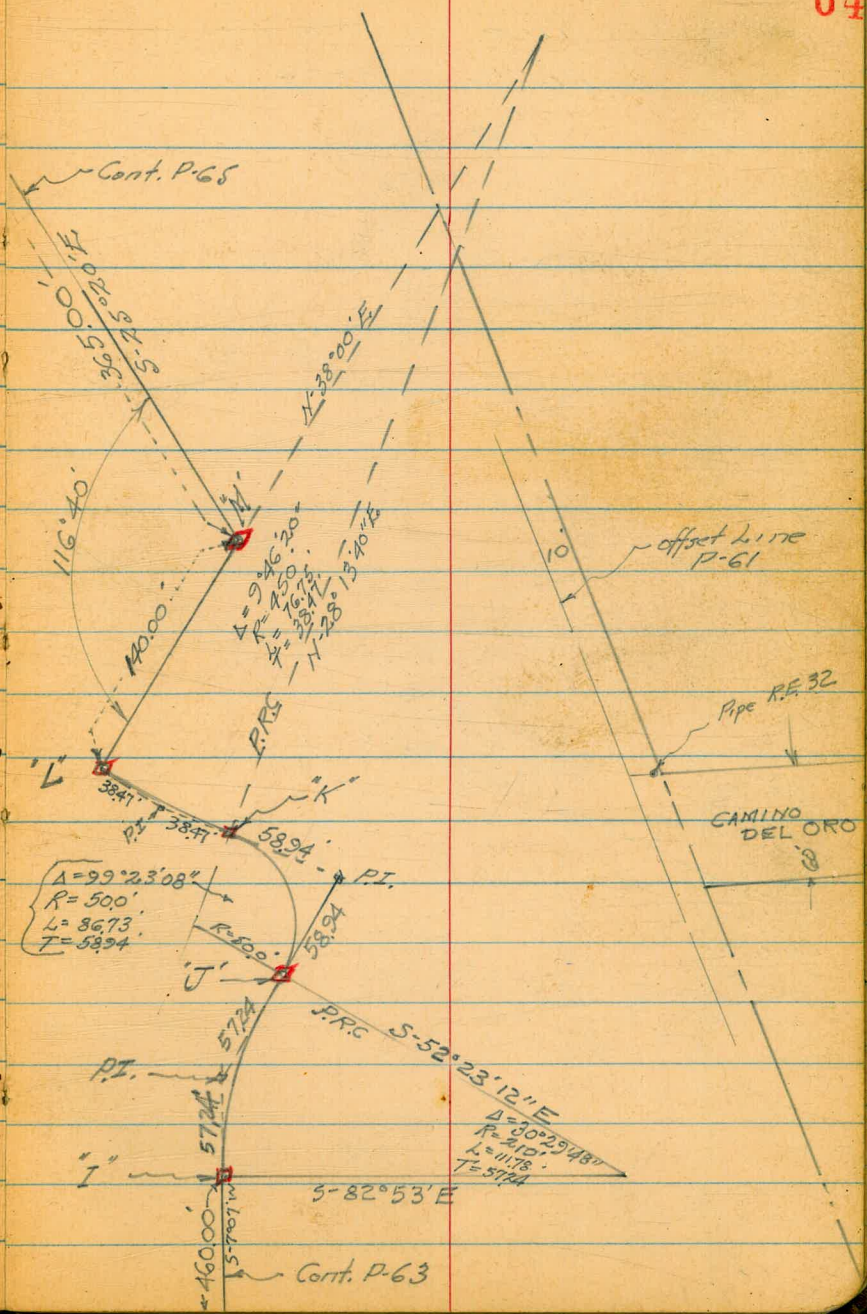


0+00
 Page 59
 Conc. Mon.

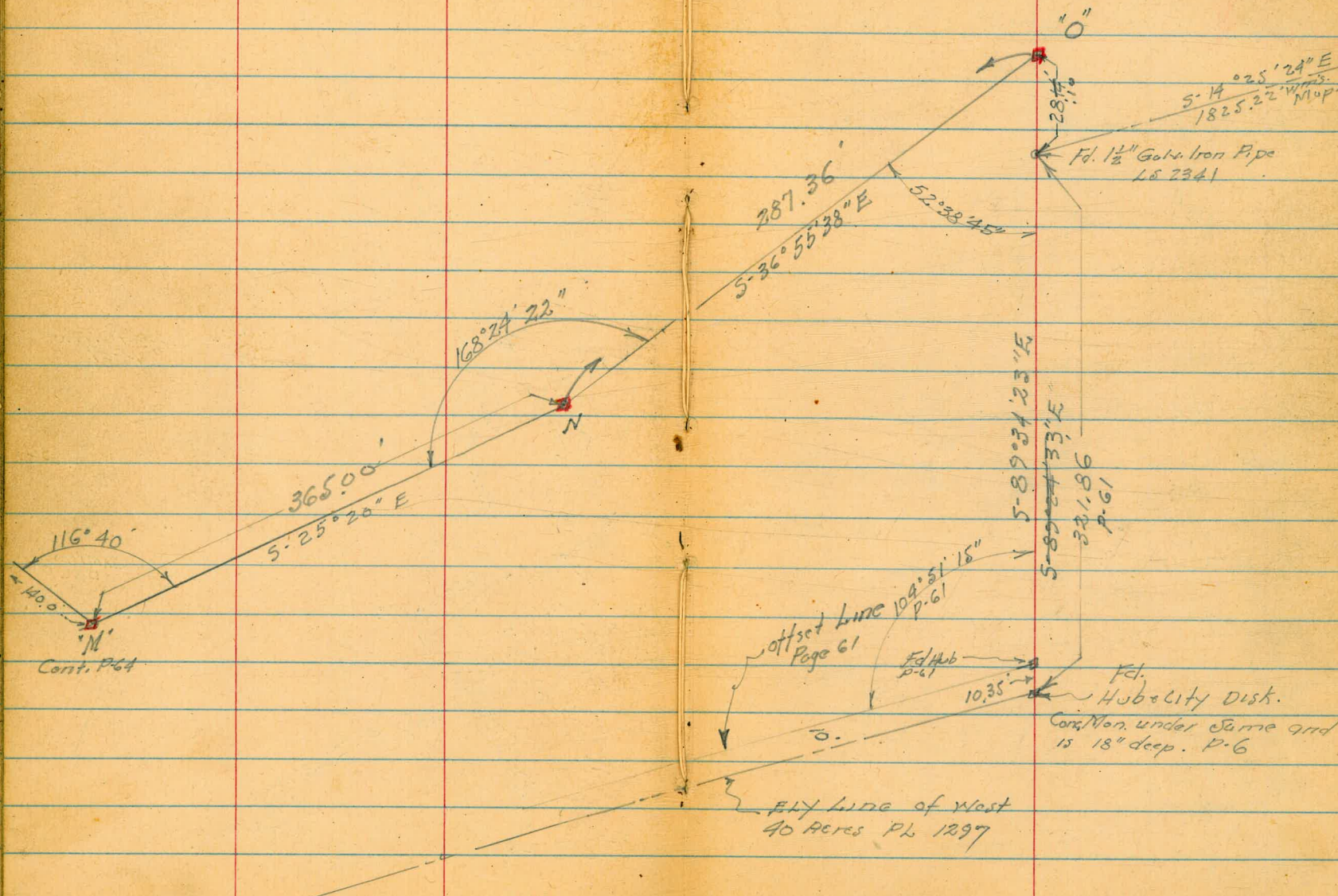
SURVEY - EASTERLY BDRY. of
 The Subdivisions of Portion
 P.L. 1297 - Cont. from P. 62



Survey Eastern Subdivision -
 - Boundary Line in Pl. 1297
 Cont. from P. 63



Survey Eastern Subdivision
 Boundary line in PL 1297
 Cont. from P-64



PUEBLO LOTS 1299, 1296, 1297.

BASE LINE CONTROL TRAVERSE
for Proposed Subdivisions

7+90.63 = Δ 93°14'45" W. Set Hub.

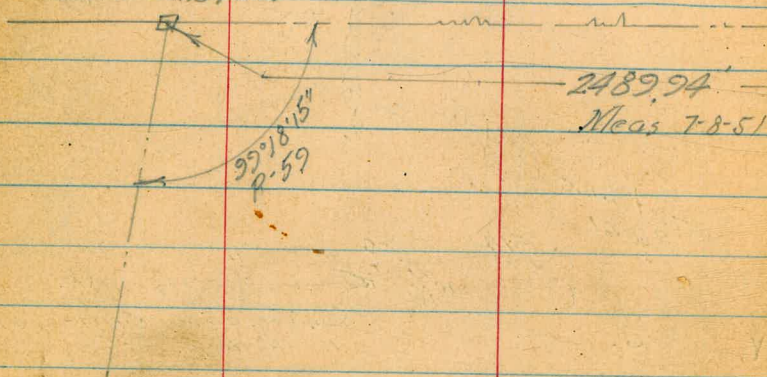
S-85°37'56" E

5+90 = Δ RT 94°00' Set Hub

N-0°22'04" E

0+00 = P.H. Cor. Fd. Granite Mon.

Fd. Conc. Mon.

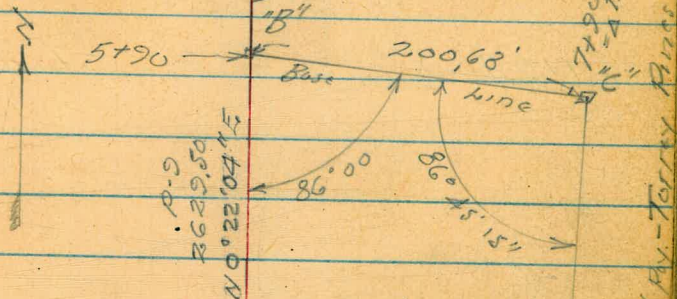


Walker
Pope
Clark
Hoffmann
6-5-51

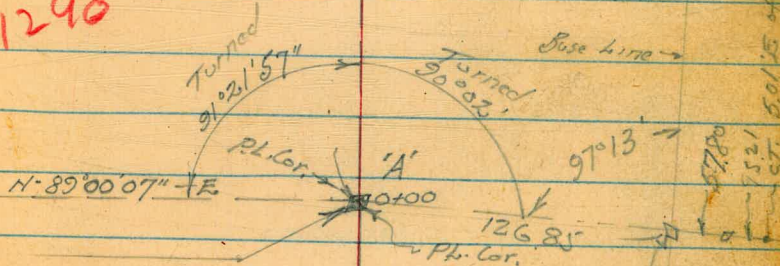
66

PL 1298

PL 1299



1298



PL. 1297

PL 1296

INDEXED
Law
OCT 17 1951

13+96.20
 Δ 46°29'30"

Base line \rightarrow

7+90.63
 Δ 93°14'45" W
501.5 of N. - Terry Run. RL.

Base Line - Traverse Cont. from P. 66

28+18.22 = POT. Set Hub

S-74°17'04"W

23+12.70 Δ 73°09'45" Rt. Set Hub

20+25.06 = POT. Set Hub

17+59.64 = POT. Set Hub

S-1°07'19"W

13+96.20 = Δ 6°29'30" Lt. Set Hub

S-7°36'49"W



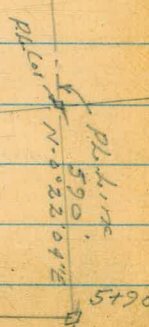
Base Line



"D" 13+96.20
Δ 6°29'30" Lt.

7+90.63
P-66

200.63
P-66



5+90

Base line ~ Traverse Cont from P. 67

68

38+62.13 = Δ 31°00' RT

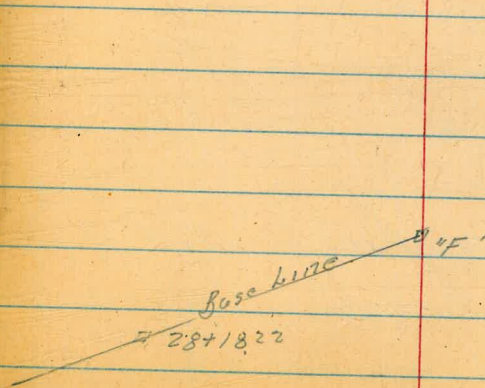
N-84°08'41"W

37+03.18 = Δ 90°00' RT Set Hub

S-5°51'19"W

33+44.05 = Δ 68°25'45" Lt. Set Hub

28+18.22 = P.O.T. Set Hub



49 + 34.19 N-82°02'49"E
48 + 34.24 = Δ 37°05' RT.

47 + 31.72
46 + 31.77 = POST Set Hub

N-54°57'49"E

45 + 66.60
44 + 66.65 = Δ 45°31' RT Set Hub

N 9°26'49"E

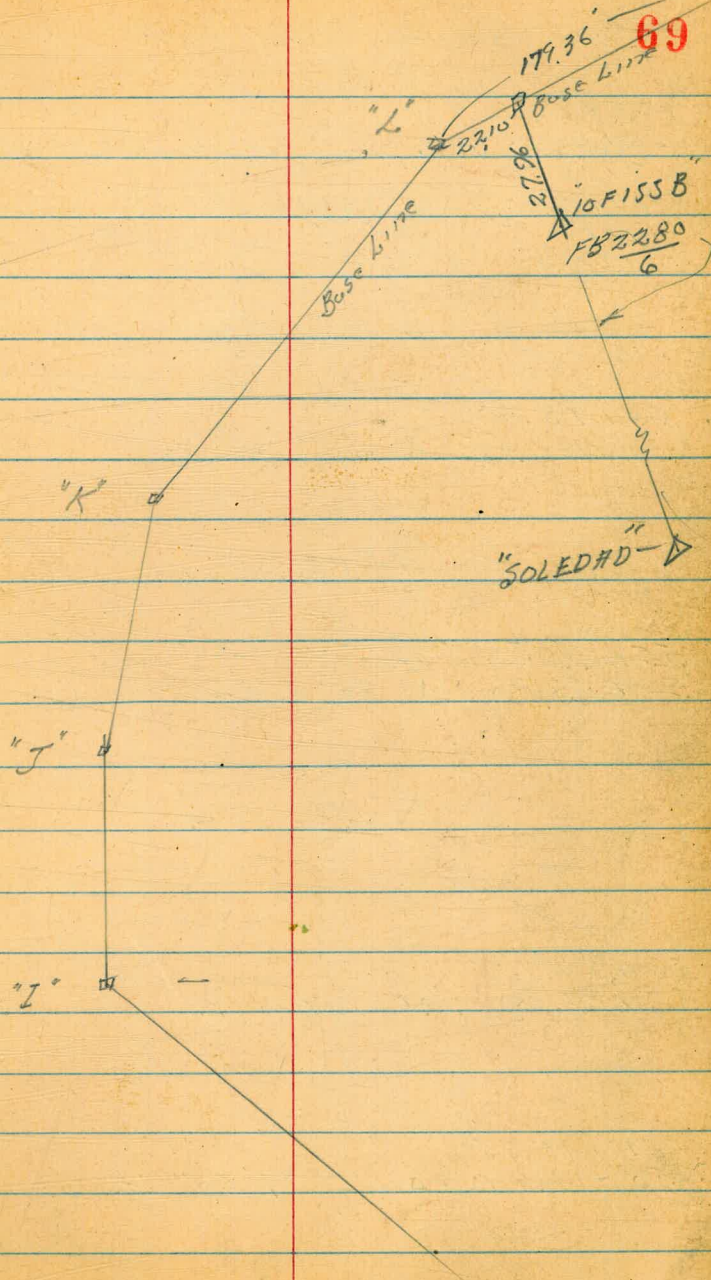
43 + 24.85 Δ = 14°05'30" RT Set Hub

N 4°38'41"W

41 + 24.93 = Δ 48°30' RT Set Hub

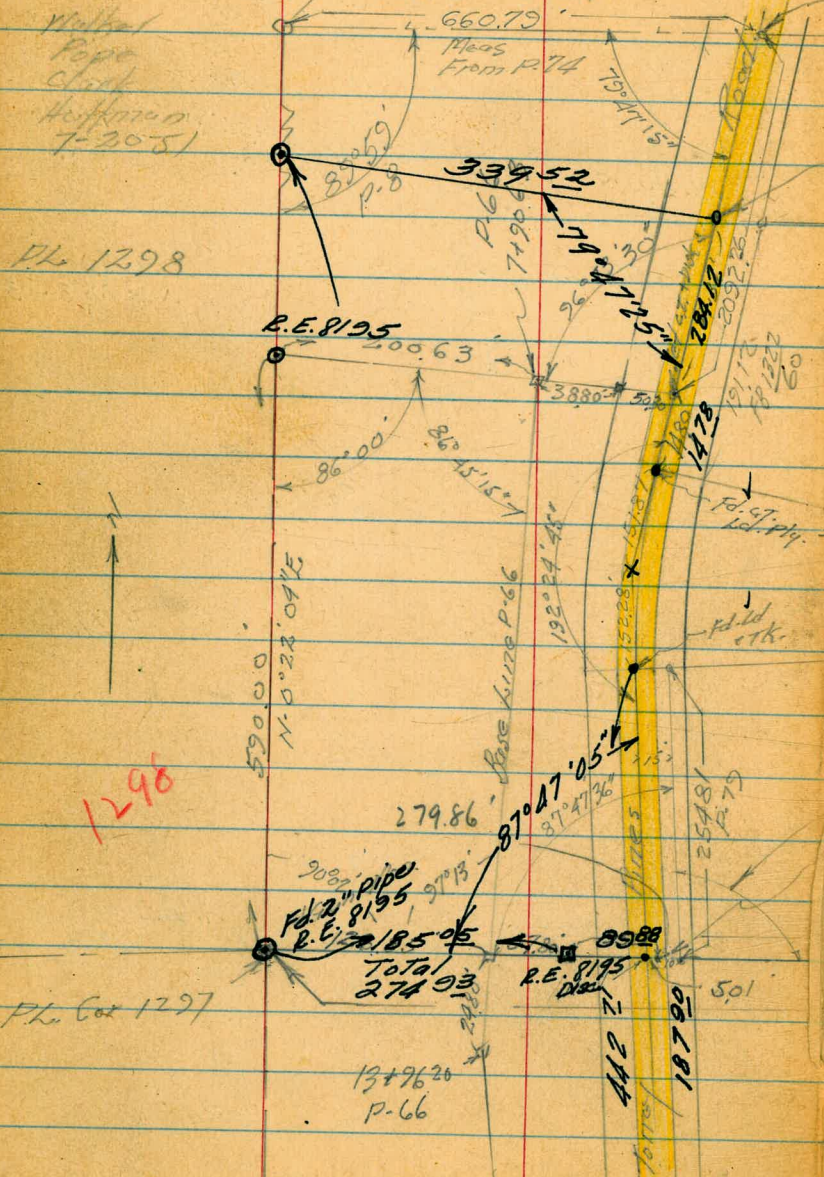
N-53°08'41"W

40 + 25.67 = POST Set Hub



Ties Proposed Subdivision

To Torrey Pines Road



PL 1298

1298

PL. Cox 1297

Page 19
This book.

71

Fd. Spike
in Poring
Dist. P-74

Fd. Disc R.E. 8195-60

PL. 1299

Random
Line
P-74

in Poring
FB 1322-60
 $\Delta = 12^{\circ} 29' 40''$ $\Delta = 12^{\circ} 25' 45''$ = Field
R 1400.00
ET = 152.23

$92^{\circ} 12' 24''$

Fd. c.t. w. Plg.
FB 1322-60

Meas.
703.93

Meas
1320.51

PL. 1296

Set Pot. Huber Disk
146.47
Set P. 74
Pipe
190.25
336.72
Fd. com.

Tentative location Proposed Corners
of Subdivisions in PL. 1226, 1227

PL. 1229 by Station Azimuths from True North Clockwise

| Station | Dist. | Azimuth |
|-----------------------------|-------|---------|
| Reading from "D" | | |
| "D" | 266' | 14°49' |
| "D ² | 65' | 68°24' |
| "D ³ | 85' | 170°15' |
| Reading from 17462.84 - POT | | |
| "D ⁴ | 175' | 3°27' |
| Reading from 20425.06 - POT | | |
| "D ⁵ | 106' | 85°12' |
| "D ⁶ | 222' | 150°15' |
| Reading from E. | | |
| "E ¹ | 93' | 144°09' |
| "E ² | 255' | 232°02' |
| "E ³ | 355' | 255°13' |
| Reading from 2.811822 - POT | | |
| "E ⁴ | 74' | 162°34' |
| "E ⁵ | 155' | 235°39' |
| "E ⁶ | 2.25' | 216°10' |

Walker 7-20-51
Clark
Pope
Huffman

72

| Sta. | Dist. | Az. |
|---------------------------|-----------------|-----------------|
| Reading from "F" | | |
| "F ¹ | 279' | 118°31' |
| "F ² | 178' | 94°35' |
| Reading from G | | |
| "G ¹ | 187' | 26°33' |
| "G ² | 119' | 64°04' |
| "G ³ | 80' | 142°19' |
| "G ⁴ | 186' | 156°30' |
| "G ⁵ | 191' | 181° |
| "G⁶ | 420' | 320° |
| Reading from H | | |
| "H ¹ | 146' | 3°00' |
| Reading from I | | |
| "I ¹ | 20' | 166°30' |
| "I ² | 270' | 346°30' |
| Reading from K | | |
| "K ¹ | 112' | 332°30' |
| "K ² | 280' | 346°57' |

Cont. P. 73

Cont. from P 72

73

Reading from ~~A~~ ^{P.O.T.} 53+27.75

Station Dist. Az.

307

"M-1 230' 286°51' = P.O.T. Proposed Bdy., Line 1

Reading from "N"

"N-1 135' 40°30'

"N-2 265' 74°

"N-3 283' 67°00'

"N-4 170' 18°30'

"N-5 350' 317°0'

Reading from "O"

"O-1 ~~280~~ 346°0'

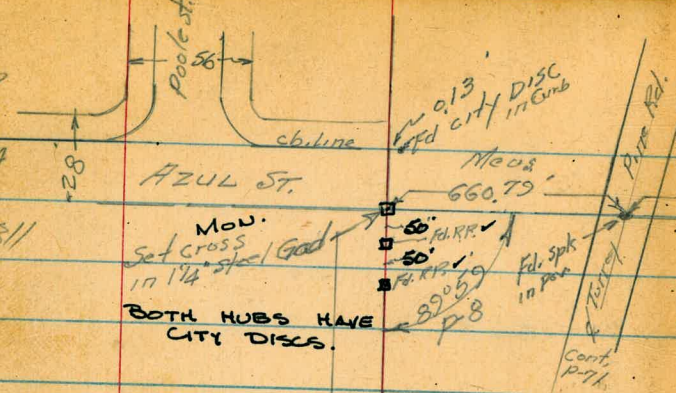
N.L.

"O-1 285' ± 324°42' = P.L. line 1297 Approx

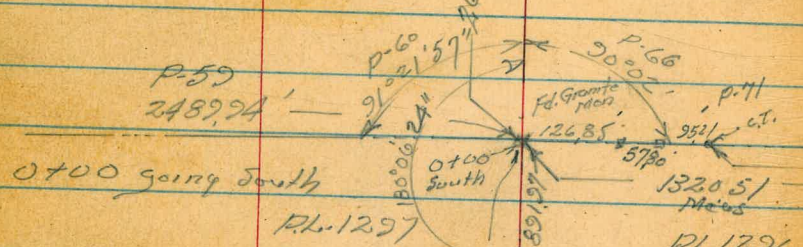
Walker
Pope
Oltman
Oltman

Oct 5, 1954

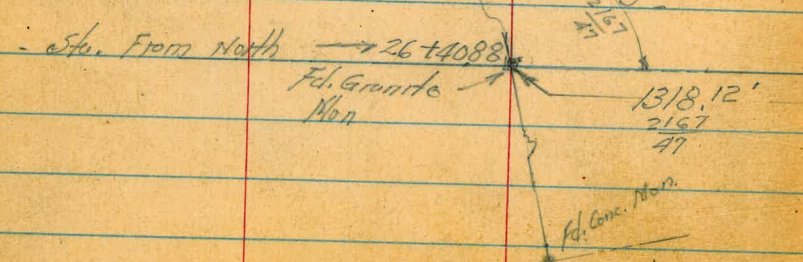
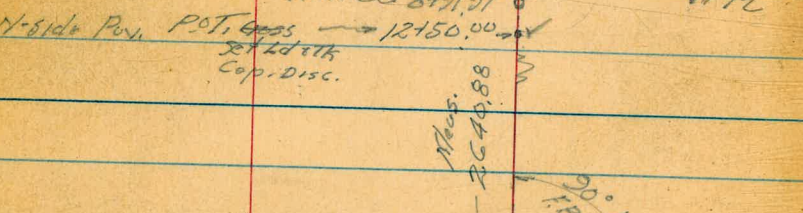
FB 2311



PL 1298
W 1/2



PL 1297
W 1/2

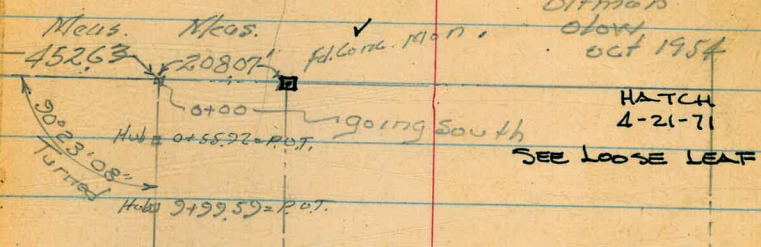


TIES - SALE PUEBLO LANDS

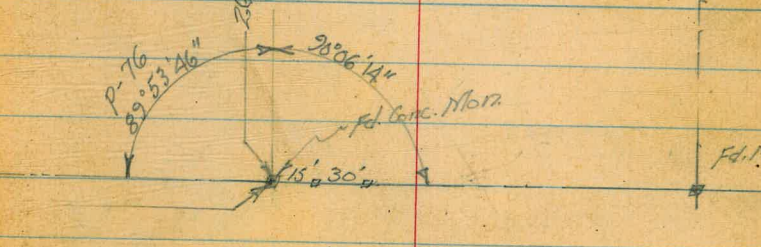
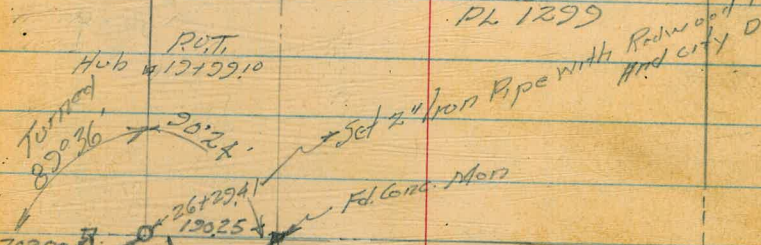
NO 20136

Walker
Pope
Oltman
Oltman
Oct 1954

74



PL 1299
W 1/2



PL 1296
E 1/2

HATCH
4-21-71
SEE LOOSE LEAF

PL 1299
E 1/2
Set 2" Iron Pipe with Redwood and city disc.

PL 1298

PL 1299

TIES-SALE PUEBLO LANDS

NO 20136

75

Walker

Pope

of Ariz

10-7-54

18-23-54

PL 1297

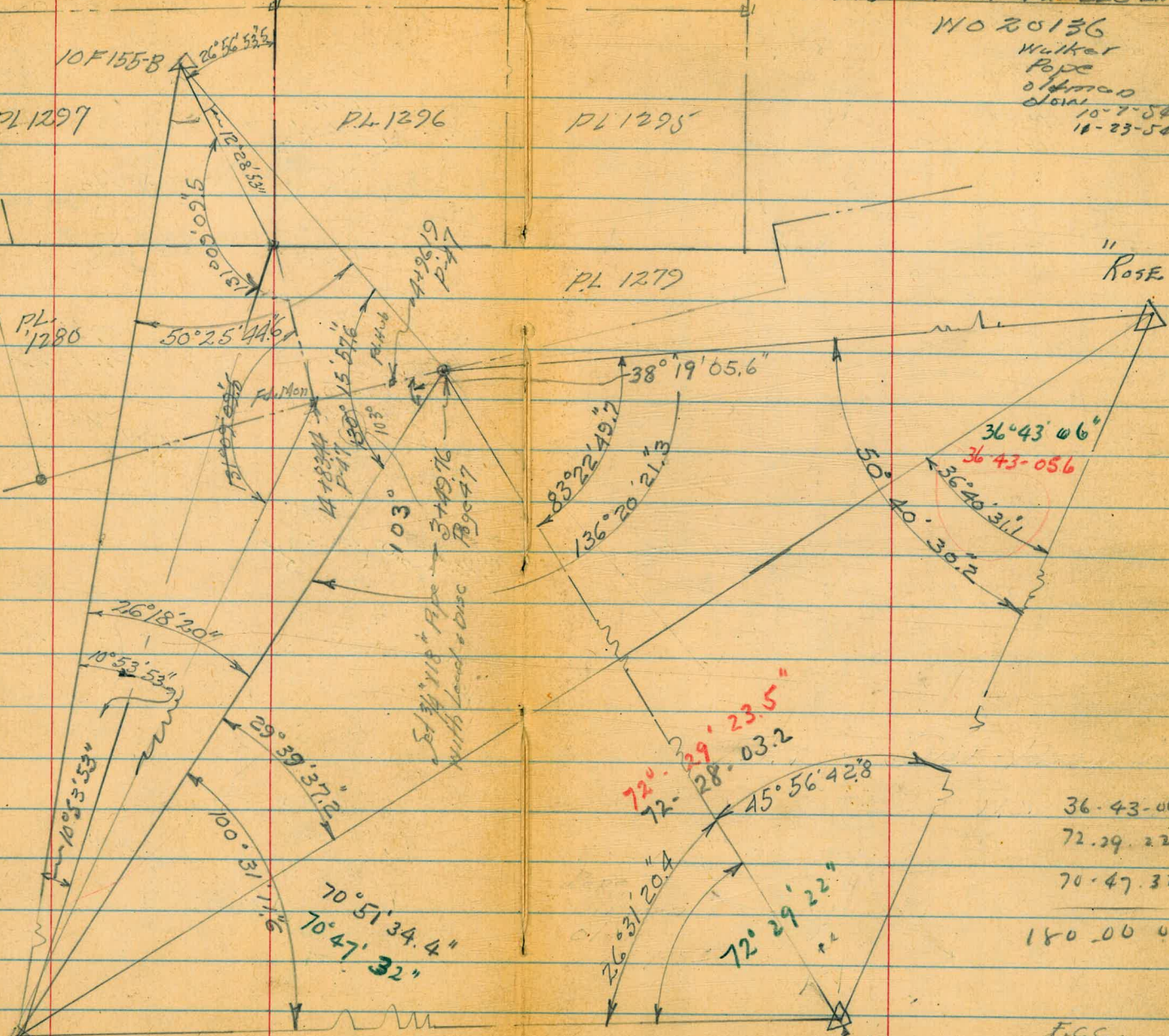
PL 1296

PL 1295

PL 1280

PL 1279

"Rose"

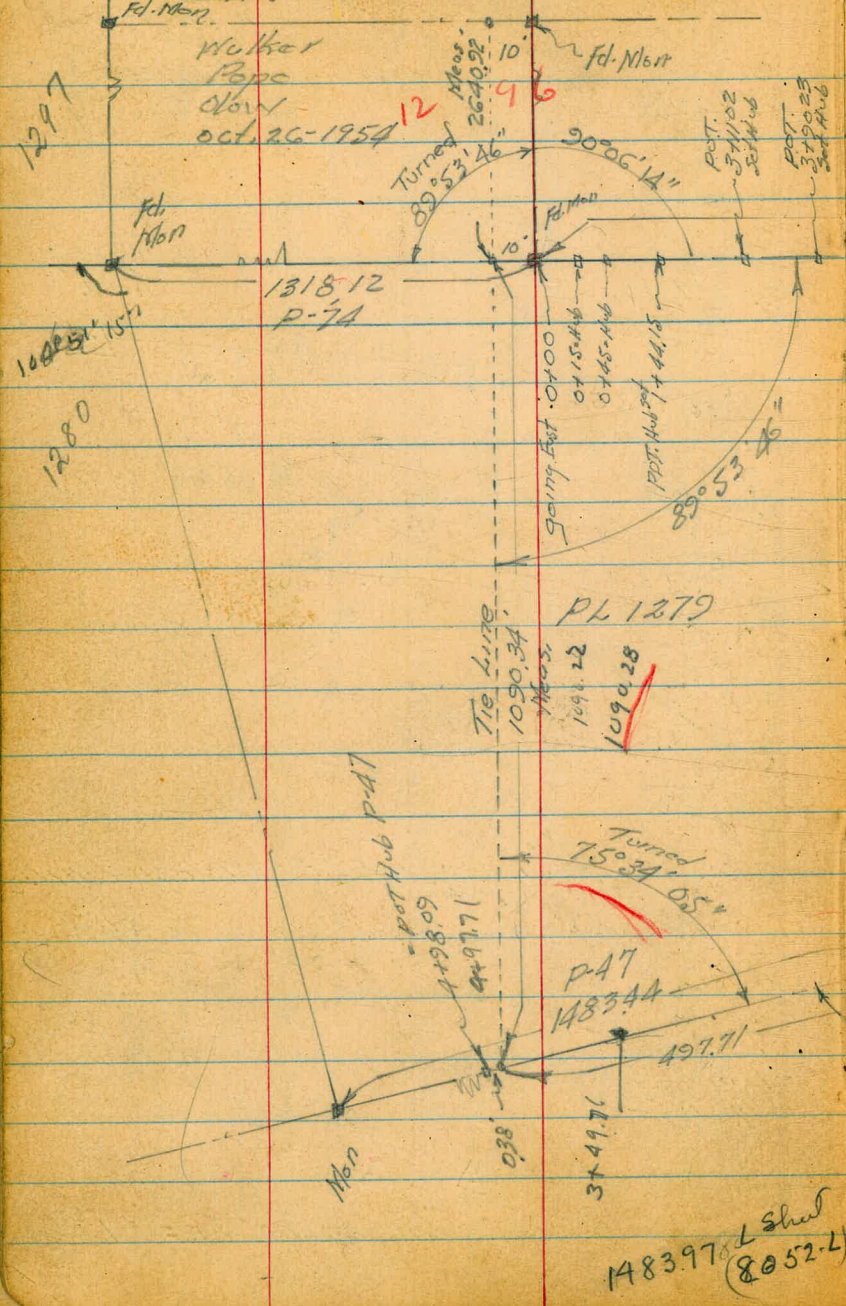


SOLEDA D

36-43-06
 72-29-22
 70-47-32
 180-00-00

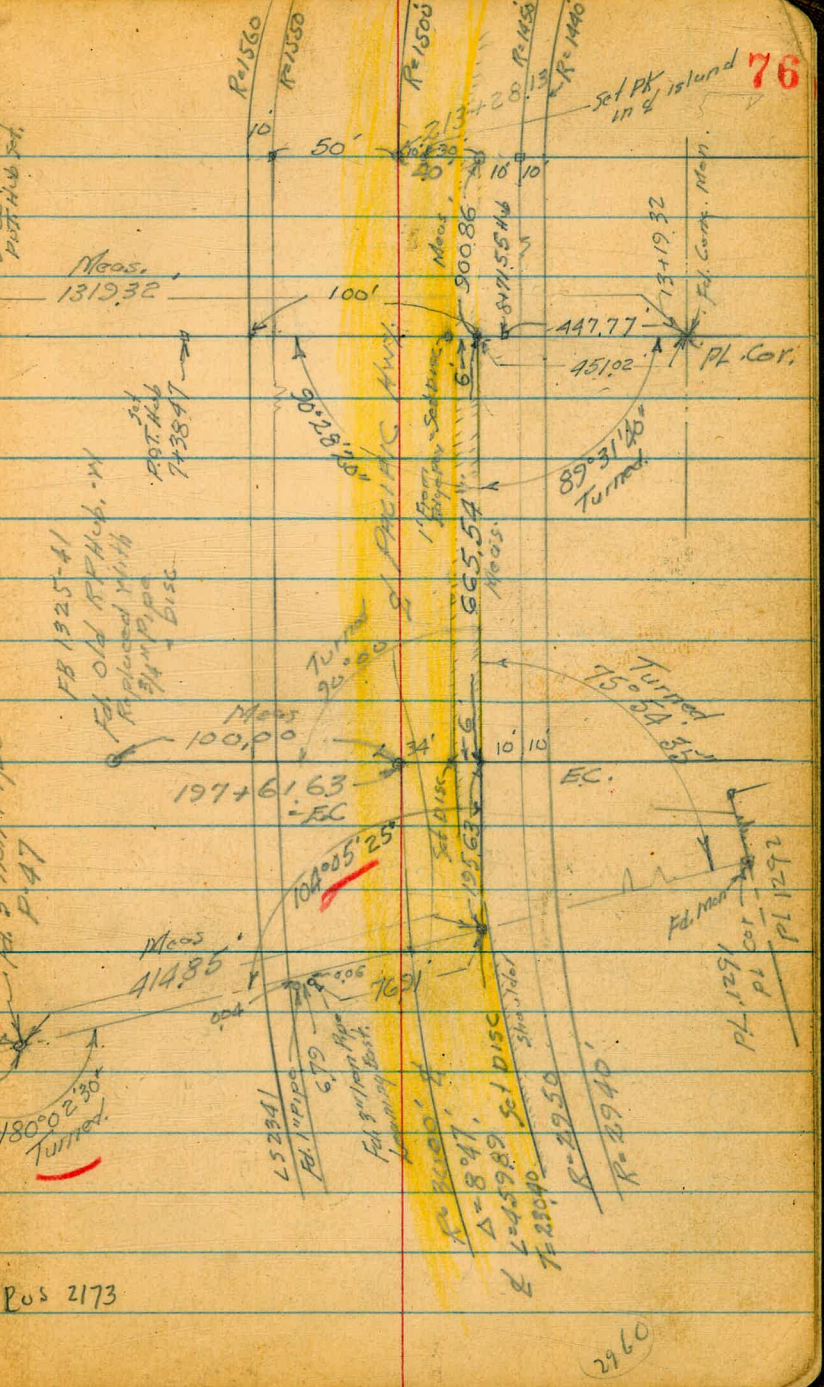
ECC.
 "ADRILLO" Part #1
 ECC.
 See P-80

TIES to Jule Pueblo bands



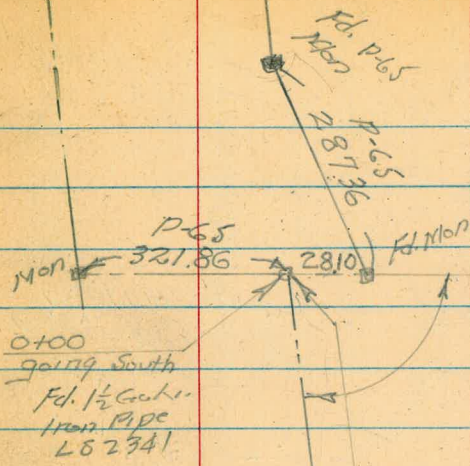
148397 L Shul
(8052-L)

Pos 2173



2460

76



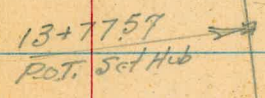
PL. 1297

PL. 1296

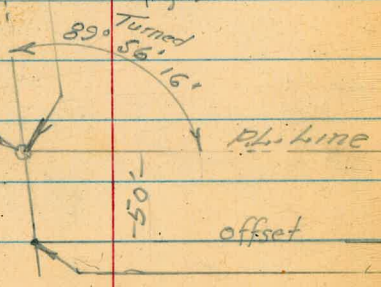
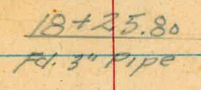


P.L. 1280

P.L. 1279



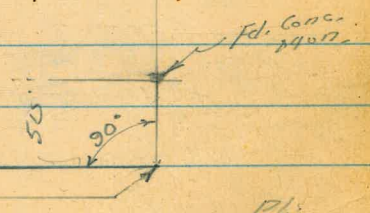
Angle of sketch not drawn correctly



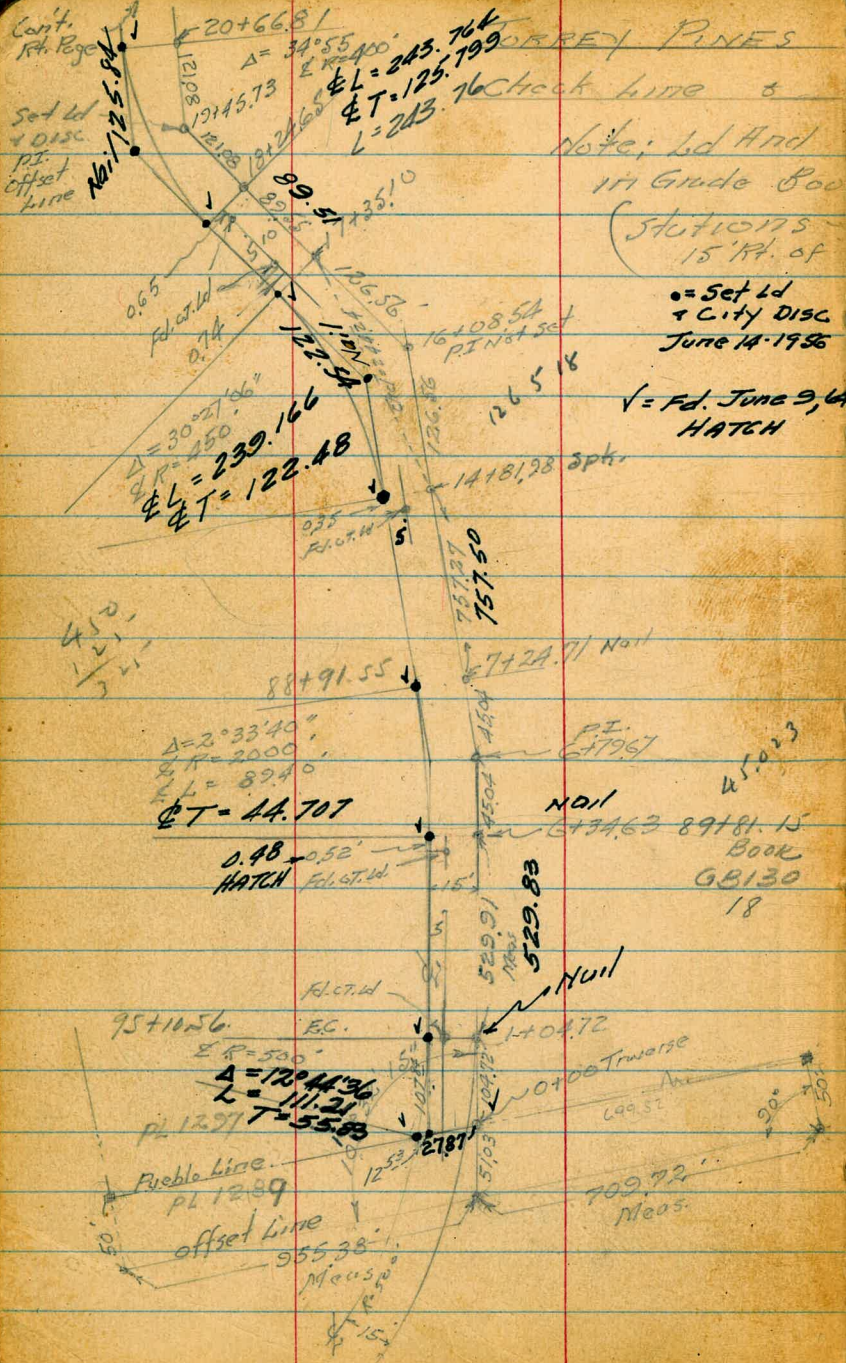
offset

1665.10
Meas.

PL 1289



P.L. 1290



Note: Ld And Tracks Fd. in Conc. Paving are Noted in Guide Book 130.

(Station 175 15' Ft. of = are on Traverse L = offset Line)

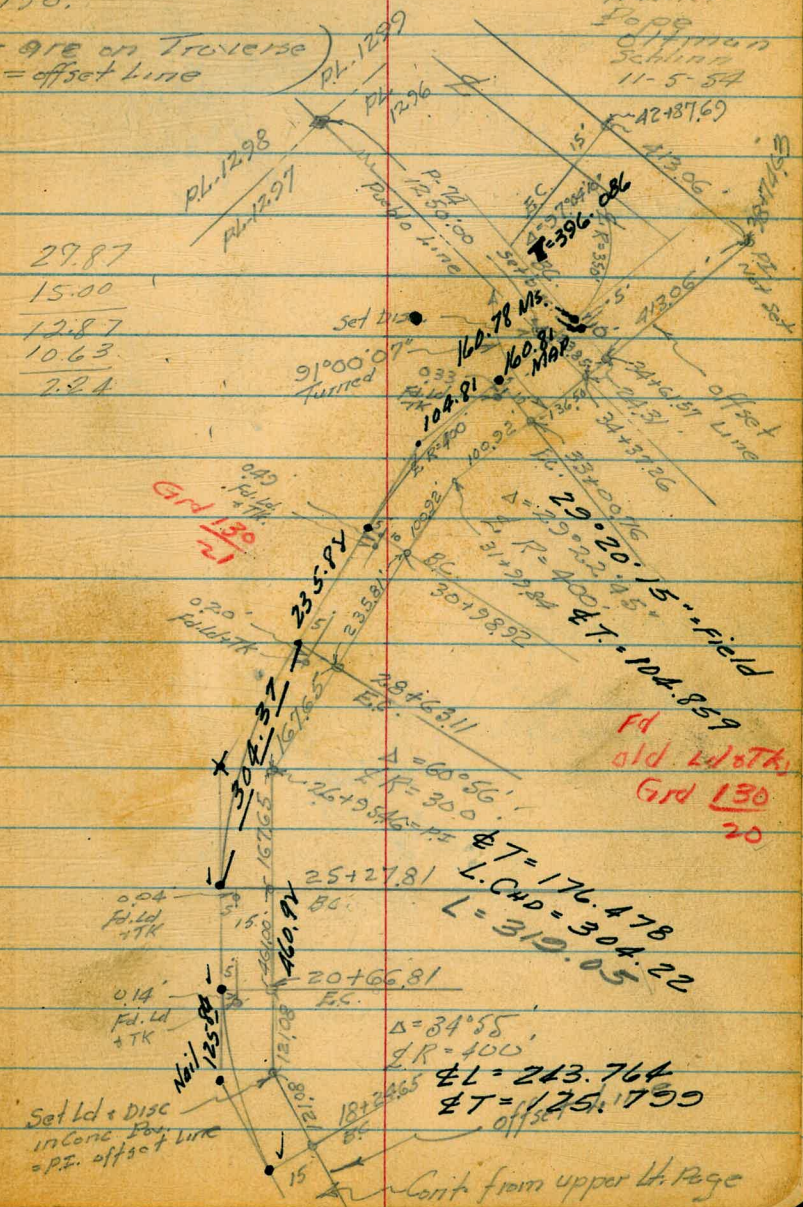
• = Set Ld + City Disc June 14-1956

√ = Fd. June 9, 64 HATCH

ROAD Distances From Sta. P.L. 12.80

Tracks Fd. in Conc. Paving are Noted

29.87
15.00
12.87
10.63
2.24



Walker Page 11-5-54

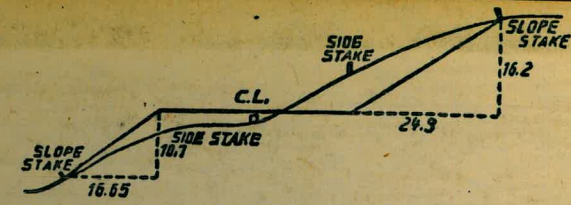
Set Ld 91°00' Turned

old work Grid 130 20

Set Ld + Disc in Conc. Pav. = P.L. offset Line

Cont. from upper Lt. Page

371.85
 96
 381.45
 127.75
 368.75
 901
 612
 289
 289° 40
 579 20
 160
 219 020
 2629.50
 590
 2039.5
 103
 153
 1300
 470
 526
 220
 12.51
 14.71
 381.10
 188.40
 379.85
 5.55
 15.75
 493
 20.68
 19
 519
 3196
 852
 4048
 3196
 794
 3990
 5.014
 44.987
 286
 42.12
 2107.27
 3731
 76
 380.7
 4299
 612
 4911
 338
 153
 185
 1471
 772
 2243
 MH #23 Elev Cuts
 7766
 7498
 8528
 MH #24 21.94
 North Corner of Dal Oro
 49.00
 6.12
 42.88
 4077
 2852
 3225
 4071



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
 SLOPE 1/2 TO 1. ROADWAY OF ANY WIDTH.

| | 0 | .1 | .2 | .3 | .4 | .5 | .6 | .7 | .8 | .9 | |
|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|----|
| 0 | 0.00 | 0.15 | 0.30 | 0.45 | 0.60 | 0.75 | 0.90 | 1.05 | 1.20 | 1.35 | 0 |
| 1 | 1.50 | 1.65 | 1.80 | 1.95 | 2.10 | 2.25 | 2.40 | 2.55 | 2.70 | 2.85 | 1 |
| 2 | 3.00 | 3.15 | 3.30 | 3.45 | 3.60 | 3.75 | 3.90 | 4.05 | 4.20 | 4.35 | 2 |
| 3 | 4.50 | 4.65 | 4.80 | 4.95 | 5.10 | 5.25 | 5.40 | 5.55 | 5.70 | 5.85 | 3 |
| 4 | 6.00 | 6.15 | 6.30 | 6.45 | 6.60 | 6.75 | 6.90 | 7.05 | 7.20 | 7.35 | 4 |
| 5 | 7.50 | 7.65 | 7.80 | 7.95 | 8.10 | 8.25 | 8.40 | 8.55 | 8.70 | 8.85 | 5 |
| 6 | 9.00 | 9.15 | 9.30 | 9.45 | 9.60 | 9.75 | 9.90 | 10.05 | 10.20 | 10.35 | 6 |
| 7 | 10.50 | 10.65 | 10.80 | 10.95 | 11.10 | 11.25 | 11.40 | 11.55 | 11.70 | 11.85 | 7 |
| 8 | 12.00 | 12.15 | 12.30 | 12.45 | 12.60 | 12.75 | 12.90 | 13.05 | 13.20 | 13.35 | 8 |
| 9 | 13.50 | 13.65 | 13.80 | 13.95 | 14.10 | 14.25 | 14.40 | 14.55 | 14.70 | 14.85 | 9 |
| 10 | 15.00 | 15.15 | 15.30 | 15.45 | 15.60 | 15.75 | 15.90 | 16.05 | 16.20 | 16.35 | 10 |
| 11 | 16.50 | 16.65 | 16.80 | 16.95 | 17.10 | 17.25 | 17.40 | 17.55 | 17.70 | 17.85 | 11 |
| 12 | 18.00 | 18.15 | 18.30 | 18.45 | 18.60 | 18.75 | 18.90 | 19.05 | 19.20 | 19.35 | 12 |
| 13 | 19.50 | 19.65 | 19.80 | 19.95 | 20.10 | 20.25 | 20.40 | 20.55 | 20.70 | 20.85 | 13 |
| 14 | 21.00 | 21.15 | 21.30 | 21.45 | 21.60 | 21.75 | 21.90 | 22.05 | 22.20 | 22.35 | 14 |
| 15 | 22.50 | 22.65 | 22.80 | 22.95 | 23.10 | 23.25 | 23.40 | 23.55 | 23.70 | 23.85 | 15 |
| 16 | 24.00 | 24.15 | 24.30 | 24.45 | 24.60 | 24.75 | 24.90 | 25.05 | 25.20 | 25.35 | 16 |
| 17 | 25.50 | 25.65 | 25.80 | 25.95 | 26.10 | 26.25 | 26.40 | 26.55 | 26.70 | 26.85 | 17 |
| 18 | 27.00 | 27.15 | 27.30 | 27.45 | 27.60 | 27.75 | 27.90 | 28.05 | 28.20 | 28.35 | 18 |
| 19 | 28.50 | 28.65 | 28.80 | 28.95 | 29.10 | 29.25 | 29.40 | 29.55 | 29.70 | 29.85 | 19 |
| 20 | 30.00 | 30.15 | 30.30 | 30.45 | 30.60 | 30.75 | 30.90 | 31.05 | 31.20 | 31.35 | 20 |
| 21 | 31.50 | 31.65 | 31.80 | 31.95 | 32.10 | 32.25 | 32.40 | 32.55 | 32.70 | 32.85 | 21 |
| 22 | 33.00 | 33.15 | 33.30 | 33.45 | 33.60 | 33.75 | 33.90 | 34.05 | 34.20 | 34.35 | 22 |
| 23 | 34.50 | 34.65 | 34.80 | 34.95 | 35.10 | 35.25 | 35.40 | 35.55 | 35.70 | 35.85 | 23 |
| 24 | 36.00 | 36.15 | 36.30 | 36.45 | 36.60 | 36.75 | 36.90 | 37.05 | 37.20 | 37.35 | 24 |
| 25 | 37.50 | 37.65 | 37.80 | 37.95 | 38.10 | 38.25 | 38.40 | 38.55 | 38.70 | 38.85 | 25 |
| 26 | 39.00 | 39.15 | 39.30 | 39.45 | 39.60 | 39.75 | 39.90 | 40.05 | 40.20 | 40.35 | 26 |
| 27 | 40.50 | 40.65 | 40.80 | 40.95 | 41.10 | 41.25 | 41.40 | 41.55 | 41.70 | 41.85 | 27 |
| 28 | 42.00 | 42.15 | 42.30 | 42.45 | 42.60 | 42.75 | 42.90 | 43.05 | 43.20 | 43.35 | 28 |
| 29 | 43.50 | 43.65 | 43.80 | 43.95 | 44.10 | 44.25 | 44.40 | 44.55 | 44.70 | 44.85 | 29 |
| 30 | 45.00 | 45.15 | 45.30 | 45.45 | 45.60 | 45.75 | 45.90 | 46.05 | 46.20 | 46.35 | 30 |
| 31 | 46.50 | 46.65 | 46.80 | 46.95 | 47.10 | 47.25 | 47.40 | 47.55 | 47.70 | 47.85 | 31 |
| 32 | 48.00 | 48.15 | 48.30 | 48.45 | 48.60 | 48.75 | 48.90 | 49.05 | 49.20 | 49.35 | 32 |
| 33 | 49.50 | 49.65 | 49.80 | 49.95 | 50.10 | 50.25 | 50.40 | 50.55 | 50.70 | 50.85 | 33 |
| 34 | 51.00 | 51.15 | 51.30 | 51.45 | 51.60 | 51.75 | 51.90 | 52.05 | 52.20 | 52.35 | 34 |
| 35 | 52.50 | 52.65 | 52.80 | 52.95 | 53.10 | 53.25 | 53.40 | 53.55 | 53.70 | 53.85 | 35 |
| 36 | 54.00 | 54.15 | 54.30 | 54.45 | 54.60 | 54.75 | 54.90 | 55.05 | 55.20 | 55.35 | 36 |
| 37 | 55.50 | 55.65 | 55.80 | 55.95 | 56.10 | 56.25 | 56.40 | 56.55 | 56.70 | 56.85 | 37 |
| 38 | 57.00 | 57.15 | 57.30 | 57.45 | 57.60 | 57.75 | 57.90 | 58.05 | 58.20 | 58.35 | 38 |
| 39 | 58.50 | 58.65 | 58.80 | 58.95 | 59.10 | 59.25 | 59.40 | 59.55 | 59.70 | 59.85 | 39 |
| 40 | 60.00 | 60.15 | 60.30 | 60.45 | 60.60 | 60.75 | 60.90 | 61.05 | 61.20 | 61.35 | 40 |
| 41 | 61.50 | 61.65 | 61.80 | 61.95 | 62.10 | 62.25 | 62.40 | 62.55 | 62.70 | 62.85 | 41 |
| 42 | 63.00 | 63.15 | 63.30 | 63.45 | 63.60 | 63.75 | 63.90 | 64.05 | 64.20 | 64.35 | 42 |
| 43 | 64.50 | 64.65 | 64.80 | 64.95 | 65.10 | 65.25 | 65.40 | 65.55 | 65.70 | 65.85 | 43 |
| 44 | 66.00 | 66.15 | 66.30 | 66.45 | 66.60 | 66.75 | 66.90 | 67.05 | 67.20 | 67.35 | 44 |
| 45 | 67.50 | 67.65 | 67.80 | 67.95 | 68.10 | 68.25 | 68.40 | 68.55 | 68.70 | 68.85 | 45 |
| 46 | 69.00 | 69.15 | 69.30 | 69.45 | 69.60 | 69.75 | 69.90 | 70.05 | 70.20 | 70.35 | 46 |
| 47 | 70.50 | 70.65 | 70.80 | 70.95 | 71.10 | 71.25 | 71.40 | 71.55 | 71.70 | 71.85 | 47 |
| 48 | 72.00 | 72.15 | 72.30 | 72.45 | 72.60 | 72.75 | 72.90 | 73.05 | 73.20 | 73.35 | 48 |
| 49 | 73.50 | 73.65 | 73.80 | 73.95 | 74.10 | 74.25 | 74.40 | 74.55 | 74.70 | 74.85 | 49 |
| 50 | 75.00 | 75.15 | 75.30 | 75.45 | 75.60 | 75.75 | 75.90 | 76.05 | 76.20 | 76.35 | 50 |

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