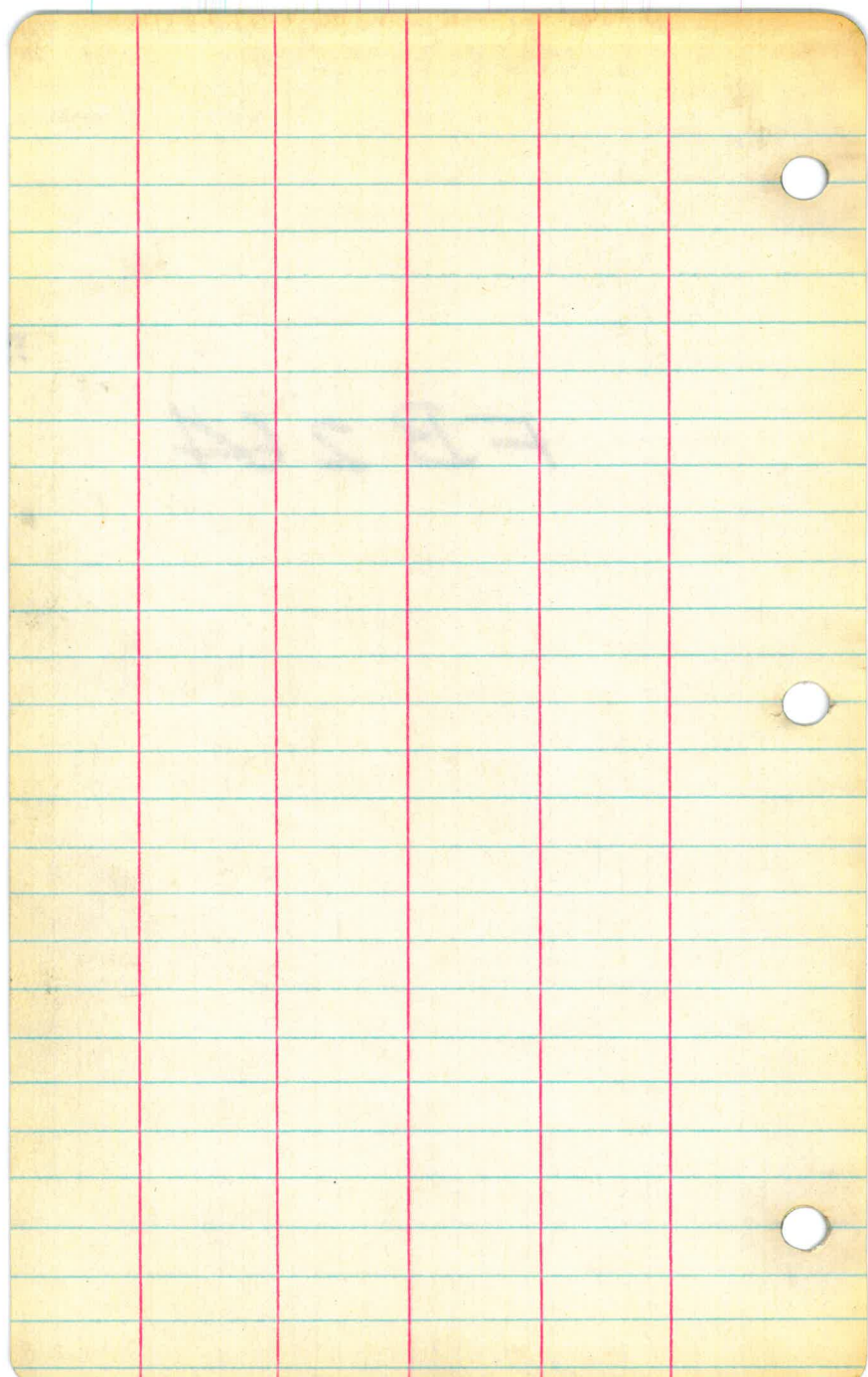


FB 264



Location & Elev.
Mission Valley Wells

1928

1

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proposed road, N. side of Lake, ¹¹⁻¹⁹²⁸
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- Otay Filter Plant - location
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Levels to Jausaud Wells.

B.M. 123.456.

-0.064 123.39

13.06 110.33

0.55 110.88

12.24 98.64

0.76 99.40

12.45 86.95

1.13 88.08

12.89 75.19

3.23 78.42

4.89 73.53

3.64 77.17

10-A

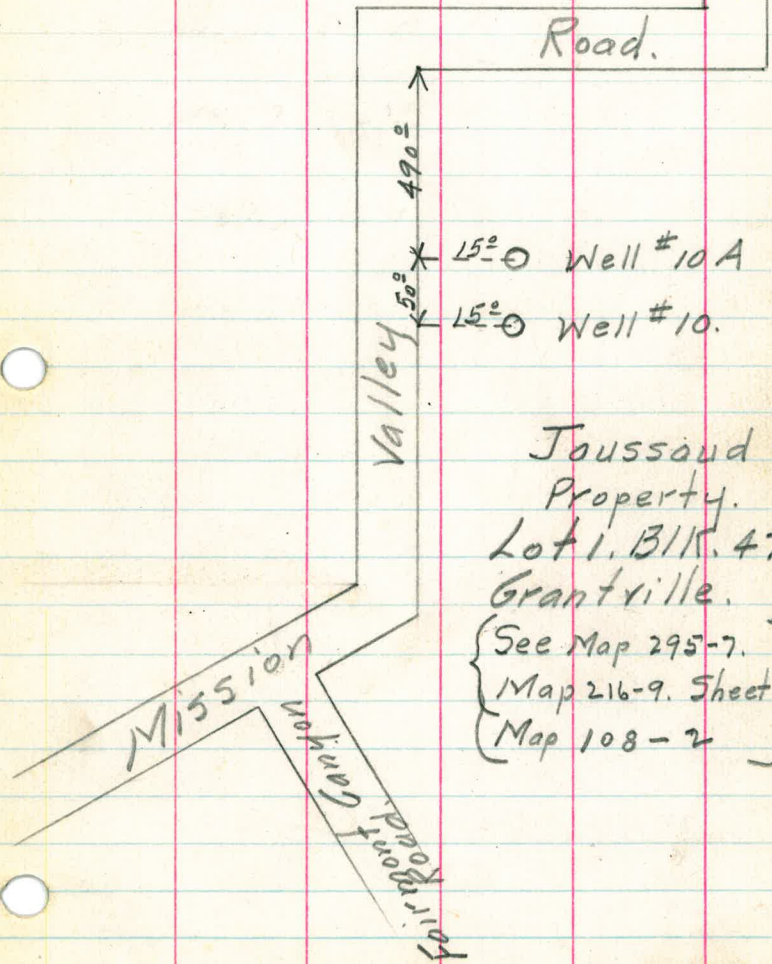
2.93 74.24

10-A

4.12 73.05

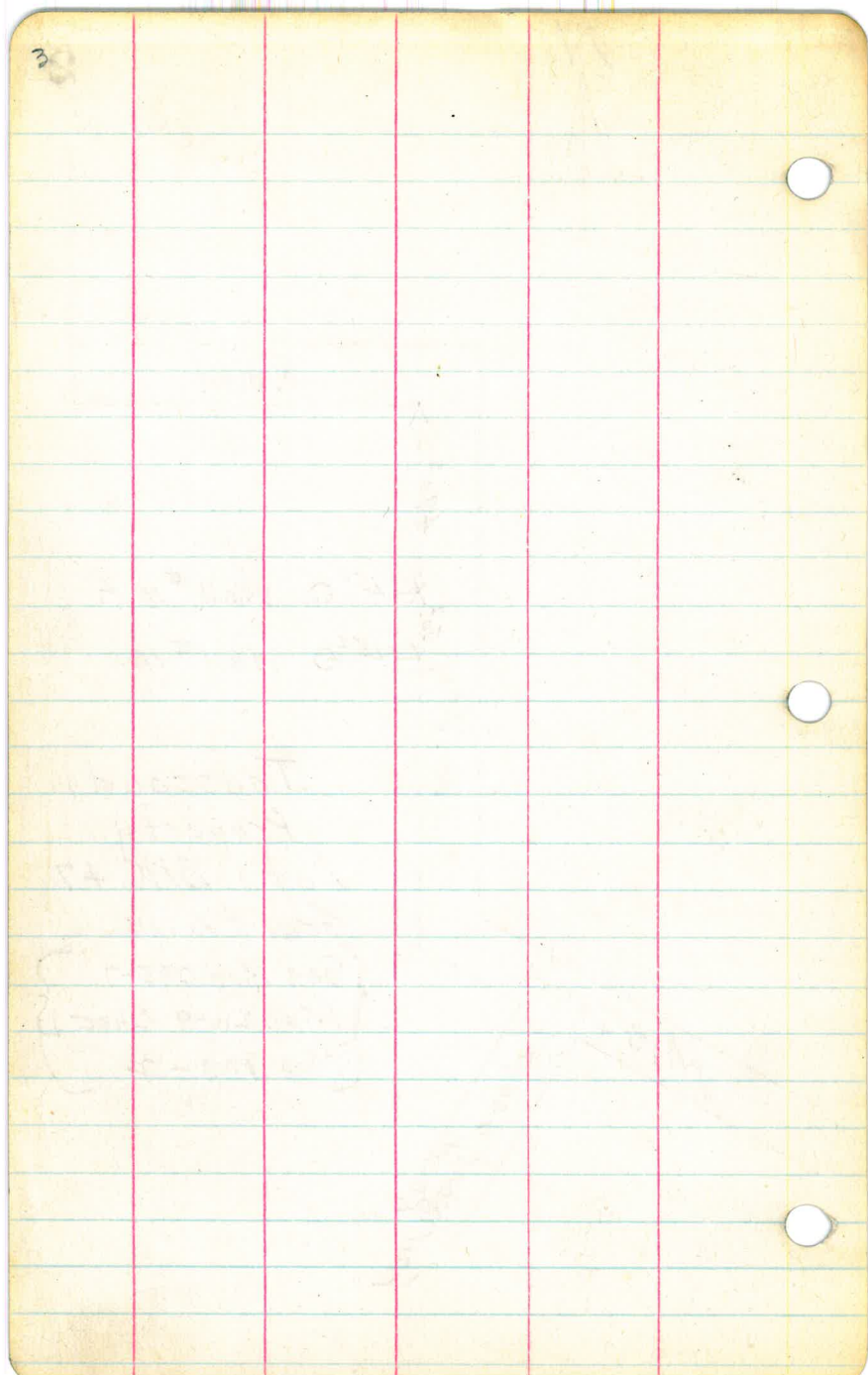
10.

1.35 75.82



Joussaud
Property.
Lot 1, B1K. 47.
Grantville.

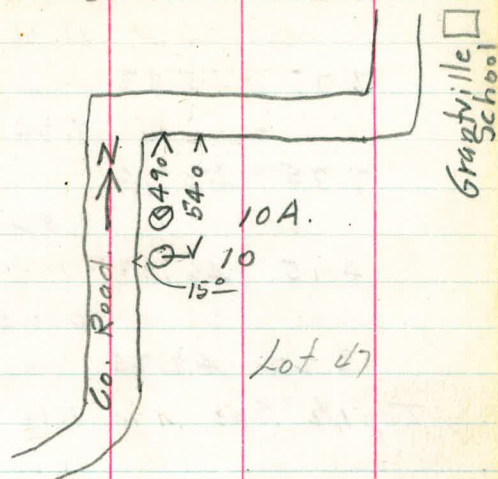
{ See Map 295-7.
Map 216-9, Sheet 1.
Map 108-2 }



Jaussaud Wells.

34

Cor. B.M. Under Granville School.



{ Top Concrete Curb,
About Old Gro., Elev. Con. Shoulder. }

Top R.P. Brass Button

5

City Well

0.49	53.94		53.45
		11.36	42.58
2.75	45.33		
		9.24	35.99
7.75	43.74		
		1.82	41.92
4.15	46.07		
		0.04	46.03
3.22	49.25		
Top 1/2" Pipe		1.11	48.14

○ Brass Plug top Ret. Wall at high Cor.
So. of Pump House.



N.W. Cor.
Lot 32.

N. Line Lot 32

48°

52°

○ Observation Well #9.
(Old City Well #10.)
Abandoned

City Limits
West Line Lot 32.



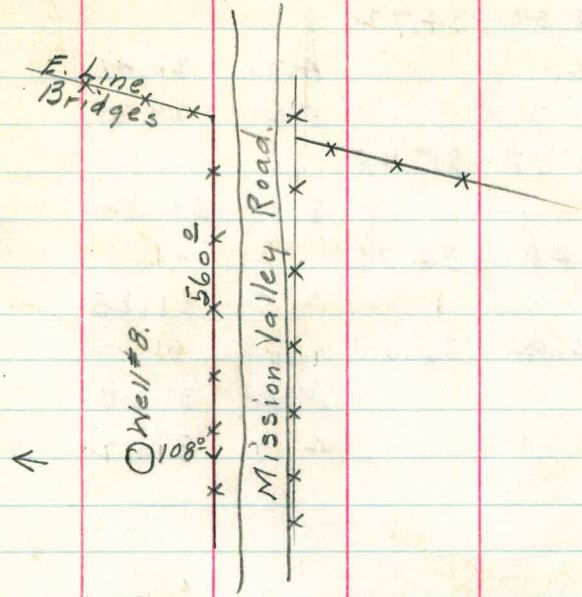
Mission Valley Pumping
Plant. City of S. D.

7

Bridges Well.

			53.45
10.68	64.13		
		0.68	63.45
6.06	69.51		
		12.01	57.50
0.16	57.66		
		10.89	46.77
4.12	50.89		
		6.00	44.89
3.60	48.49		
Well # 8.		10.71	37.78
			44.89
0.69	45.58		
		6.61	38.97
6.33	45.30		
		2.57	42.73
6.06	48.79		
		12.71	36.08
2.90	38.98		
		8.32	33.66
3.61	37.27		
		5.00	32.27
2.36	34.63		
		3.50	31.13

City Pumping Plant.



Mason Bros. Dairy was
Bonds Dairy

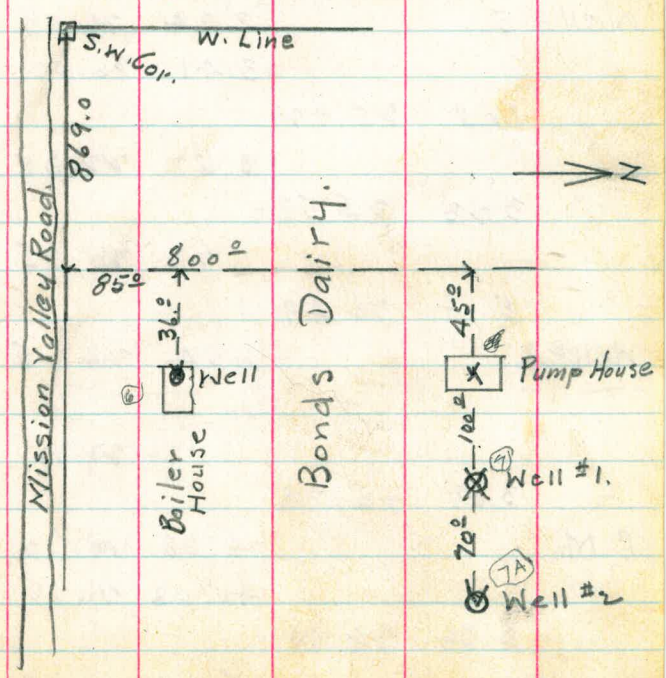
Spike in W. Side Large Pepper Tree Bonds Dairy Yard

9

				31.13
	3.59	34.72		
Well #6.			4.71	30.01
			5.41	29.31
	5.97	35.28		
			3.98	31.30
	3.46	34.76		
			3.51	31.25
	4.84	36.09		
Wells {			5.00	31.09
#7+7A. {			4.17	31.92

Top Casing in Boiler Room, Bonds Dairy.

So. Side 12" Hole in cover on Well #1
No. Side 12" Casing under cover, Well #2



				31.13
	3.07	34.20		
			5.80	28.40
	4.49	32.89		
			5.57	27.32
	4.47	31.79		
			4.99	26.80
	4.64	31.44		
B.M.			4.60	26.84
			5.90	25.54
	3.89	29.43		
Well #5.			3.34	26.09
			3.41	26.02
	1.88	25.92		
			3.57	22.35
	3.23	25.58		
			5.23	20.35
	5.14	25.49		
Well #4.			1.24	24.25
				22.35
	3.03	25.38		
B.M.			4.88	20.50
			4.28	21.10
	3.84	24.94		
Well #3.			5.35	19.59

○ Spike in Pepper Tree. Bonds Dairy.

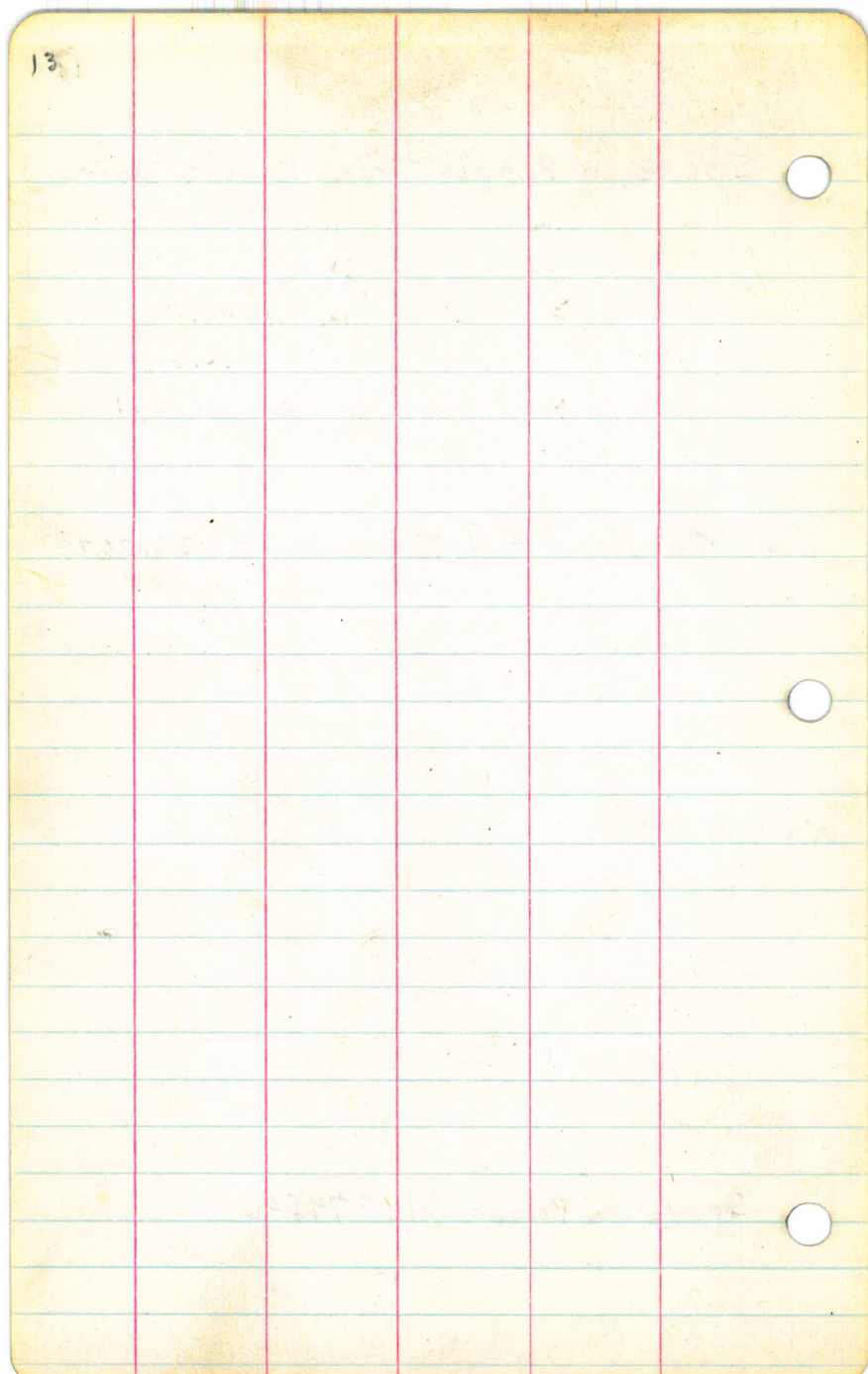
Con. Mon. Front G. A. Theuner. El. 26. 867

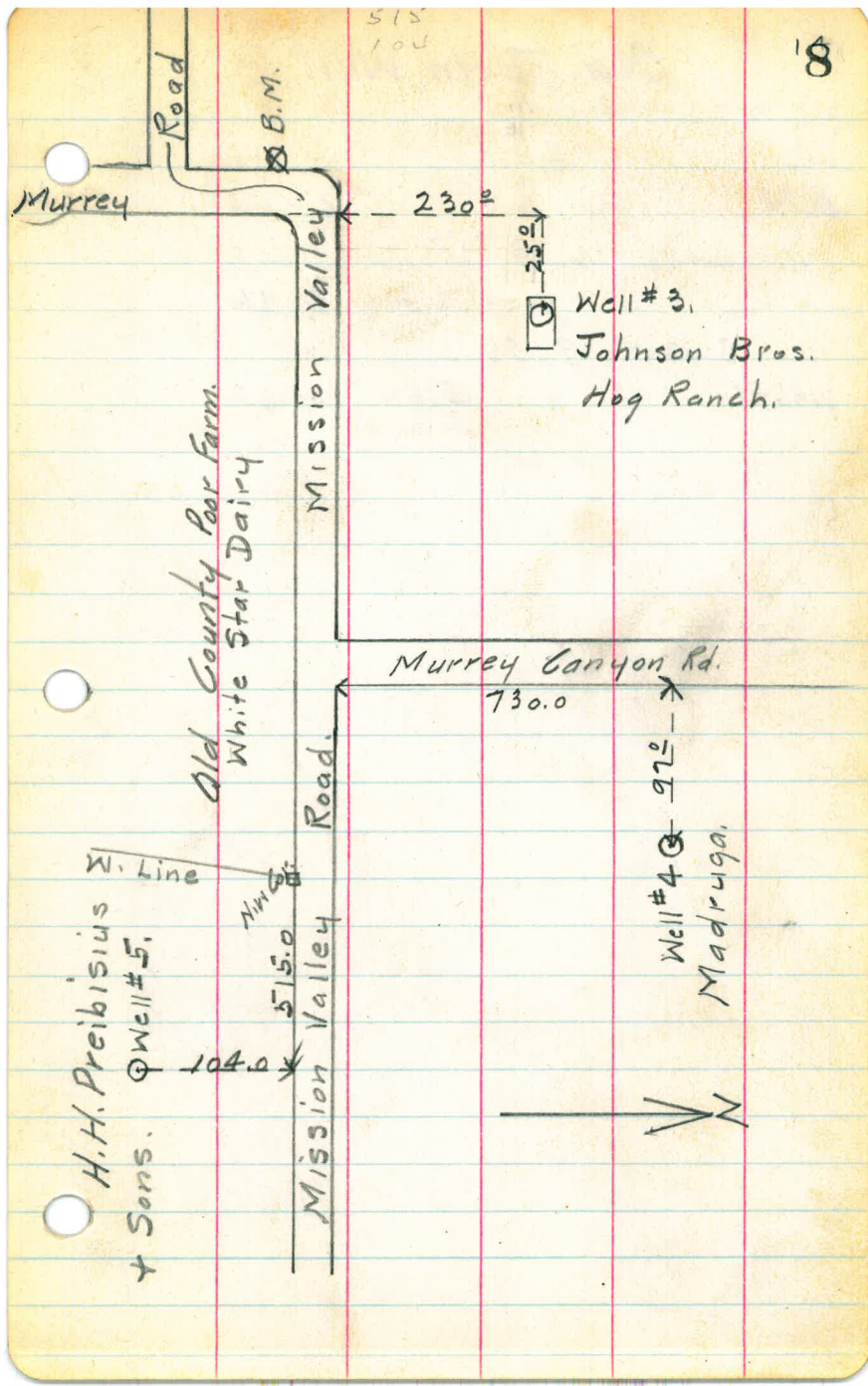
○

Nail in P. Pole.

○ Spike in Power Pole # 79546

13





15

Old Town Well

B.M

6.044

6.09 12.13

6.19 5.94

3.62 9.56

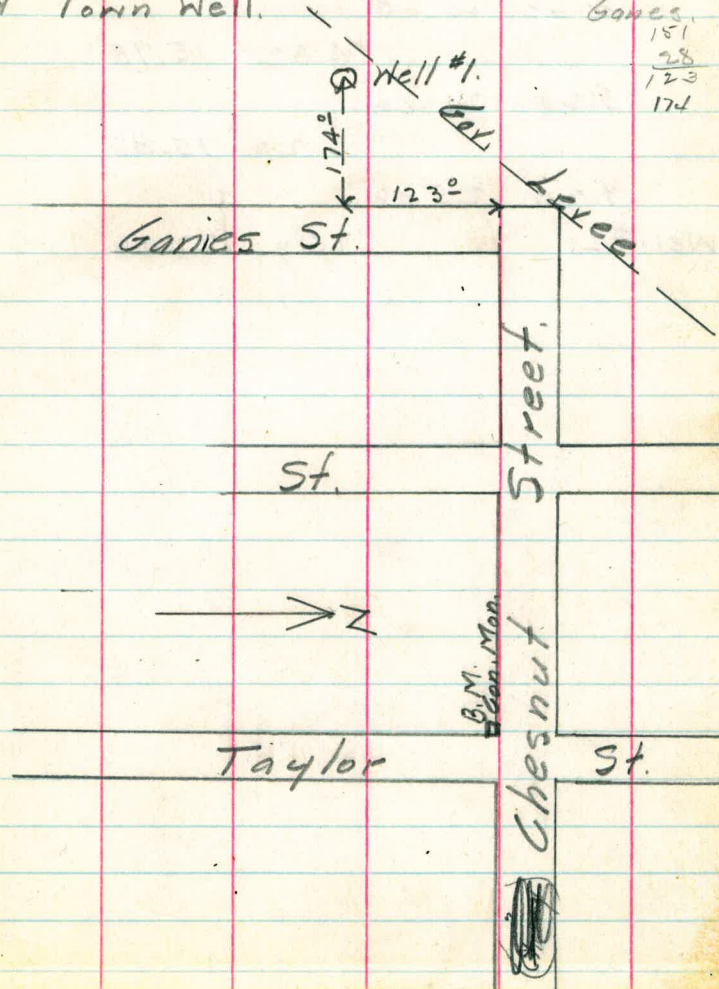
Well #1,

5.01 4.55

Brass Plug in Con. Mon. S.W. Cor.
Chesnut and Taylor Sts. Old Town.

Old Town Well.

Ganes.
151
28
123
174



Well #1

174'

123'

Ganes St.

St.

→ N

Taylor

B.M. Mon.

Chesnut Street

St.

X

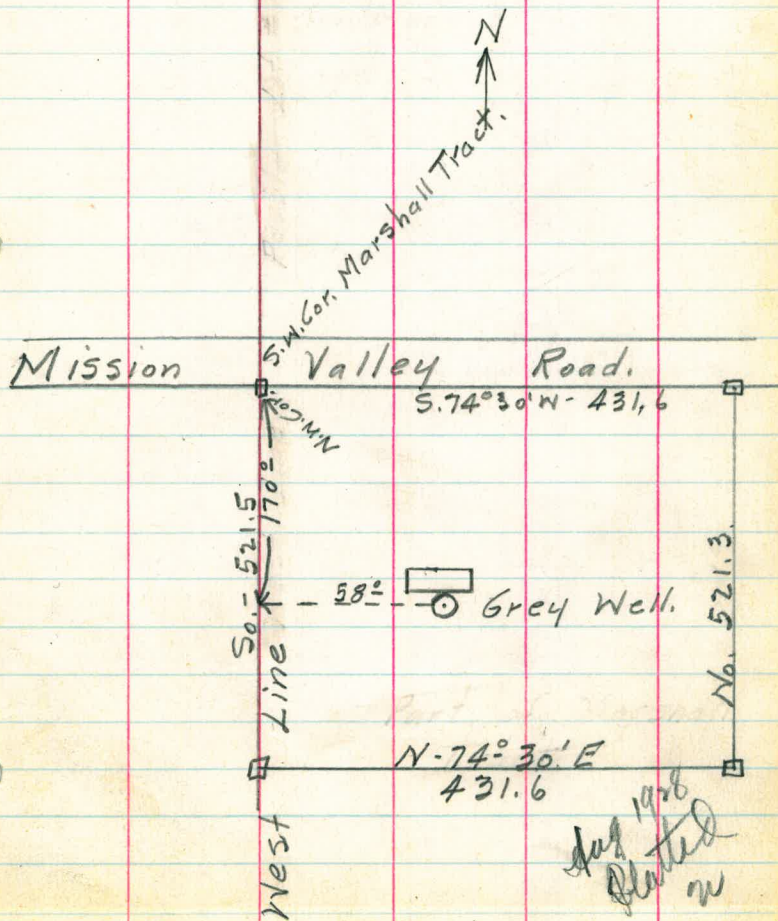
17

Greys Well.

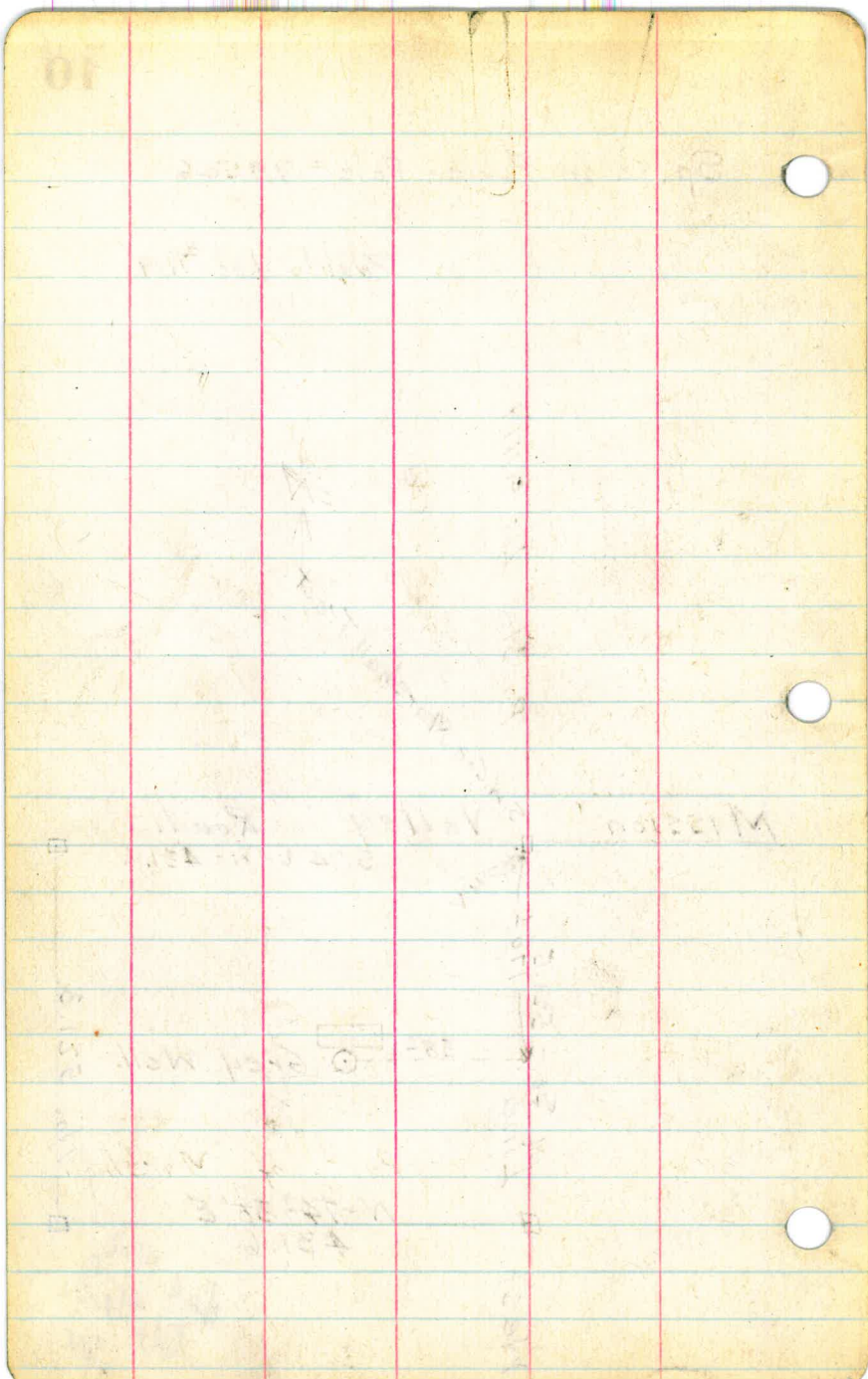
B.M			20.50
2.76	23.26		
		5.26	18.00
4.44	22.44		
		6.52	15.92
4.68	20.60		
		4.82	15.78
5.28	21.06		
		5.20	15.86
9.20	25.06		
Well #2.		2.70	22.36

○ Spike in Power Pole # 79546

Pueblo Lot # 1119



10



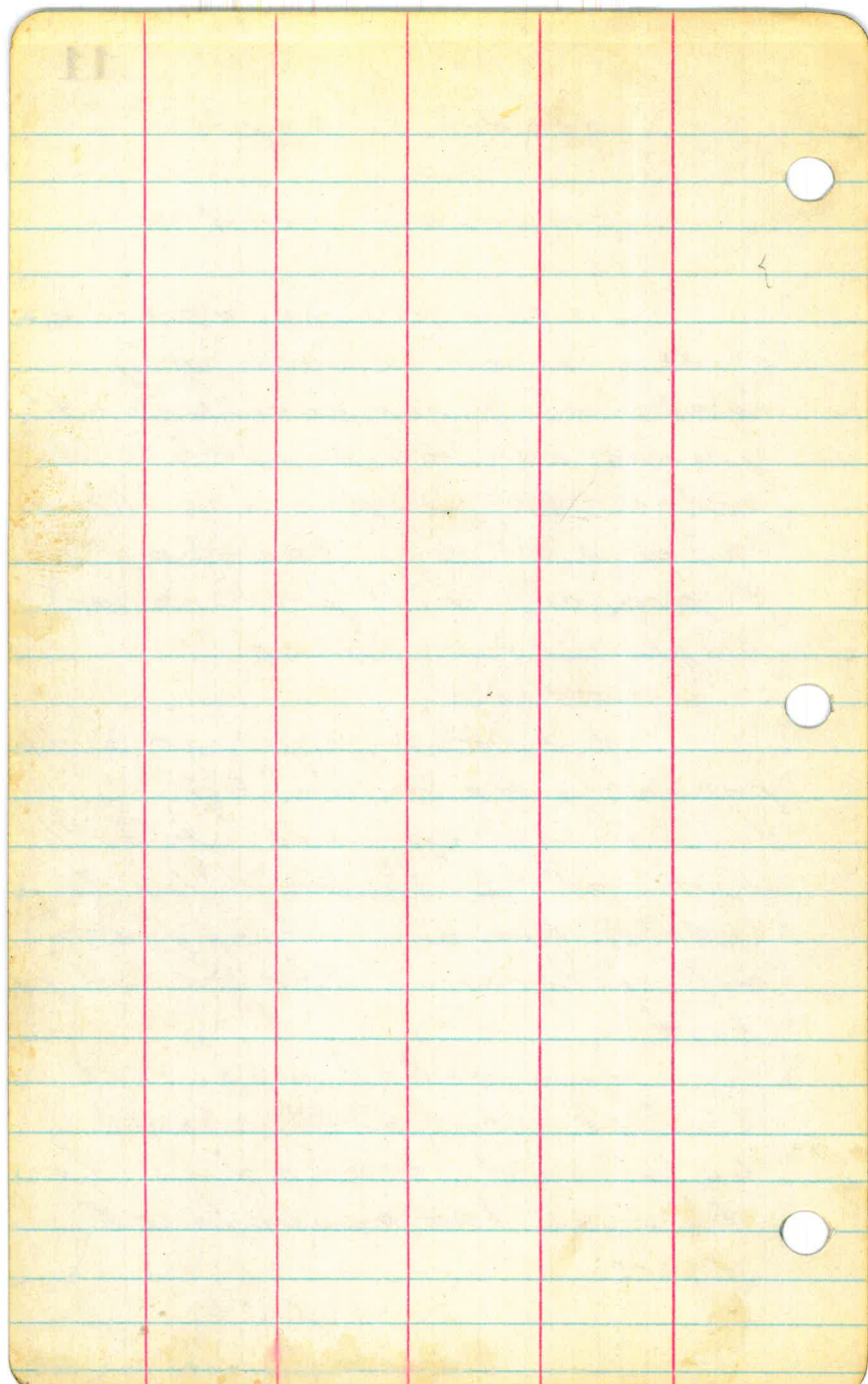
stadia Survey
for
proposed road.

In this survey a profile of the larger arrays only is shown. Minor curves and grades can be determined after topography has been taken over this section. The topog. also will prove where alignment as shown can be bettered.

A better location could probably be made by developing up side of hill from pt. "2" to pt. "9" (top of saddle). However topography will determine the relative cost.

Have noted where I believe culverts should be placed if road is to be used for a couple of years.

Hill

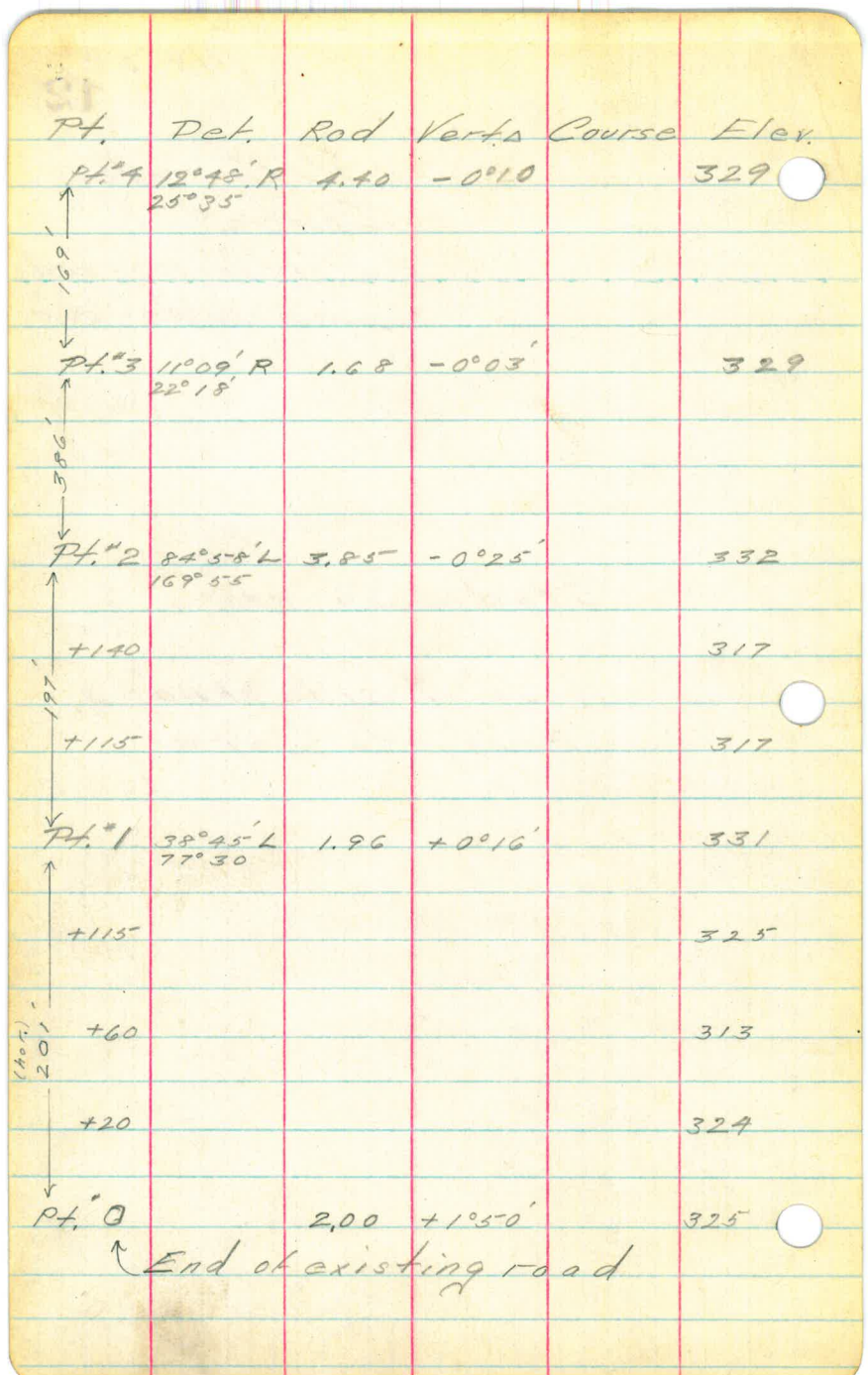


11/9/28

12

Hill-notes
Cantrell-T
Hilbourne-rod
Lawrence-axe

Stadia Survey
for
Road N. side of Lake,
Bridgeto Grava.



Pt. Det. Rod Vert. Course Elev.

Pt. 4 12°48' R 4.40 -0°10' 329

169'

Pt. 3 11°09' R 1.68 -0°03' 329

386'

Pt. 2 84°58' L 3.85 -0°25' 332

197'

+140 317

+115 317

Pt. 1 38°45' L 1.96 +0°16' 331

+115 325

(201') +60 313

+20 324

Pt. 0 2.00 +1°50' 325

End of existing road

side slopes 6-1

side slopes 6-1 Pt. 3

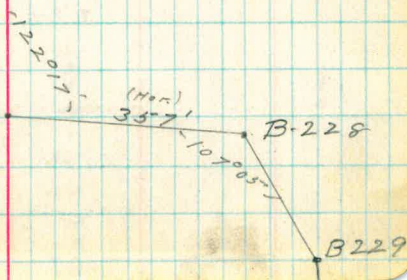
side slopes 4-1 Pt. 2

arroyo - would req. a small
wooden bridge.

side slopes 10-1 Pt. 4

+60 • arroyo 24" culv.

side slopes 12-1 0



81

Pt. Det. Rod Vert. Course Elev.

#9 20'00" R 2.00 -2°50' 406
40°00"

#8

1422'

#7

√ #6 6'33" R 1425 +3°00' 332
13°06"

551'

#5 15'05" R 3.20 +0°30' 328
30°09'30"

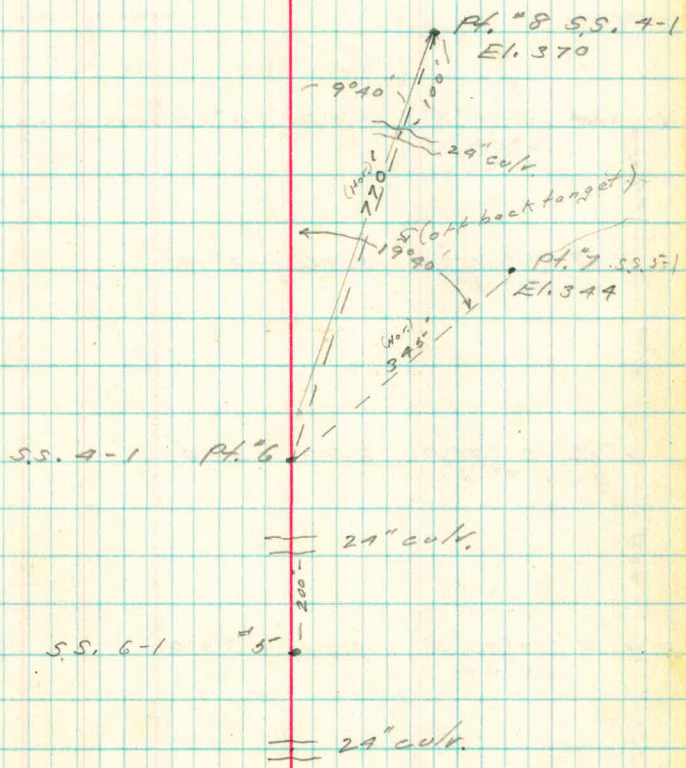
241'

3.29 -1°32' 320

1.82 -3°05' 319

1.82'

Level - Pt. #9. Top of saddle



Pt.	Det.	rod	Vert. Δ	Course	Elev.
+103					325
+91					320
+75					317
+65					320
X #14	8°05' R 16°09'	2.52	+0°25'		332
X #13	21°07'30" L 42°15'	3.30	-20'4"		345
X #12	41°36' R 83°12'	2.70	-2°50'		358
X #11	7°22' R 15°04'	4.50	-2°50'		380
X #10	10°45' R 21°30'	2.61	-2°50'		393

20'-3"
350'
270'
400'
261'
260'

arroyo 36" culv.

S.S. 5-1

S.S. 5-1

S.S. 5-1

S.S. 4-1

S.S. 4-1

pt. #10

-021-

24" culv.

	Pt.	Def.	rod	Vert. Course	Elev.
115'	X	#20 16°29' R 32°58'	3.93	+0°13'	331
151'	X	#19 14°29' R 28°58'	1.12	-0°40'	332
391'	X	#18 11°31' R 23°03'	1.30	-0°22'	333
	X	#17 6°55'30" R 13°57'	3.90	-0°47'	338
		+80			336
522'		+50			320
		+21			335
	↓	#16 34°05' L 68°10'30"	5.21	+0°18'	335
291'		+215			320
		+181			329
253'	↓	#15 28°35' R 57°10'	2.90	+0°10'	334

S.S. 5-1

S.S. 4 $\frac{1}{2}$ -1S.S. 4 $\frac{1}{2}$ -1

S.S. 4-1

 36" culv.

S.S. 5-1

S.S. 5-1

Pt.	Det.	rod	Vert. Δ	Course	Elev.
		3.70	-2°55'		319
#26	1039' R 30°17'30"	8.34	+0°45'		337
		2.56	-1°51'		338
		2.20	-1°48'		328
#25	P.O.T.	2.94	-1°43'		346
#24	7°12' R 14°24'	6.96	-0°33'		353
#23	4°53'30" L 9°47'	5.03	+0°25'		349
		3.18	-0°24'		333
#22	23°12' R 16°23'30"	7.42	+1°06'		335
#21	57°02'30" L 102°04'30"	6.00	+0°18'		332

290'
 697'
 509'
 743'
 501'
 394'

SS. 10-1

= 36" culv.

SS. 10-1

level.

level.

= 24" culv.

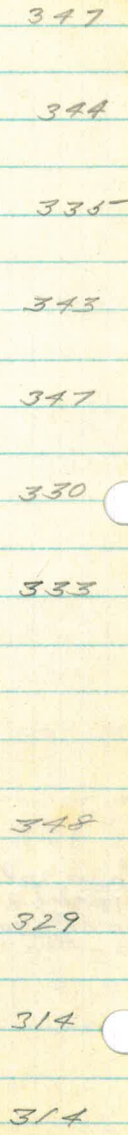
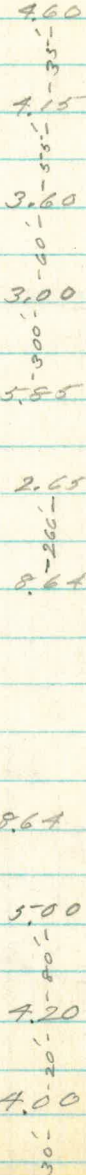
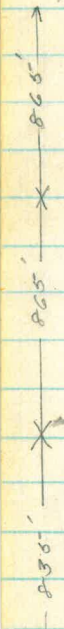
Note pt. 22 SS. 10.1
 could be moved
 uphill 20' for
 better alignment

= 24" culv.

SS. 8-1

-200-

Sta.	Det. Rod	Vert. Course	Elev.
		4.60	347
		4.15	344
		3.60	335
		3.00	343
		5.85	347
		2.65	330
	*28 18°12'30" 36°24'30"	8.64	333
	*27 1°19' L 2038'30"	8.64	348
		5.00	329
		4.20	314
		4.00	314



30" culv.

SS. 7-1

36" culv.

24" culv.

SS. 8-1

24" culv.

24" culv.

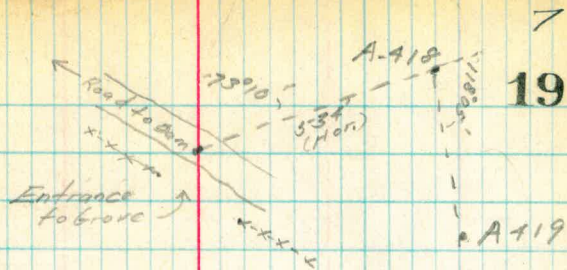
SS. 8-1 pt. "27

large array - would req.
small wood bridge

pt.	Det.	Rod	Vert Course	Elev.
*34	73°10' R 146°21'	5.42	+7°22'	331
		2.90	-0°08'	325
		2.08		318
		1.12	-3°57'	318
*33	70°18' L 18°23'	7.15	+0°25'	326
*32	21°34' L 13°08'	6.73	-1°01'	339
*31	5°19' R 10°38'	6.66	-0°32'	345
*30	11°32' R 23°03'30"	4.10	-0°24'	348
		5.00		339

716'
674'
667'
411'
526'

70'



creek small wood bridge

S.S. 8-1

36" culv.

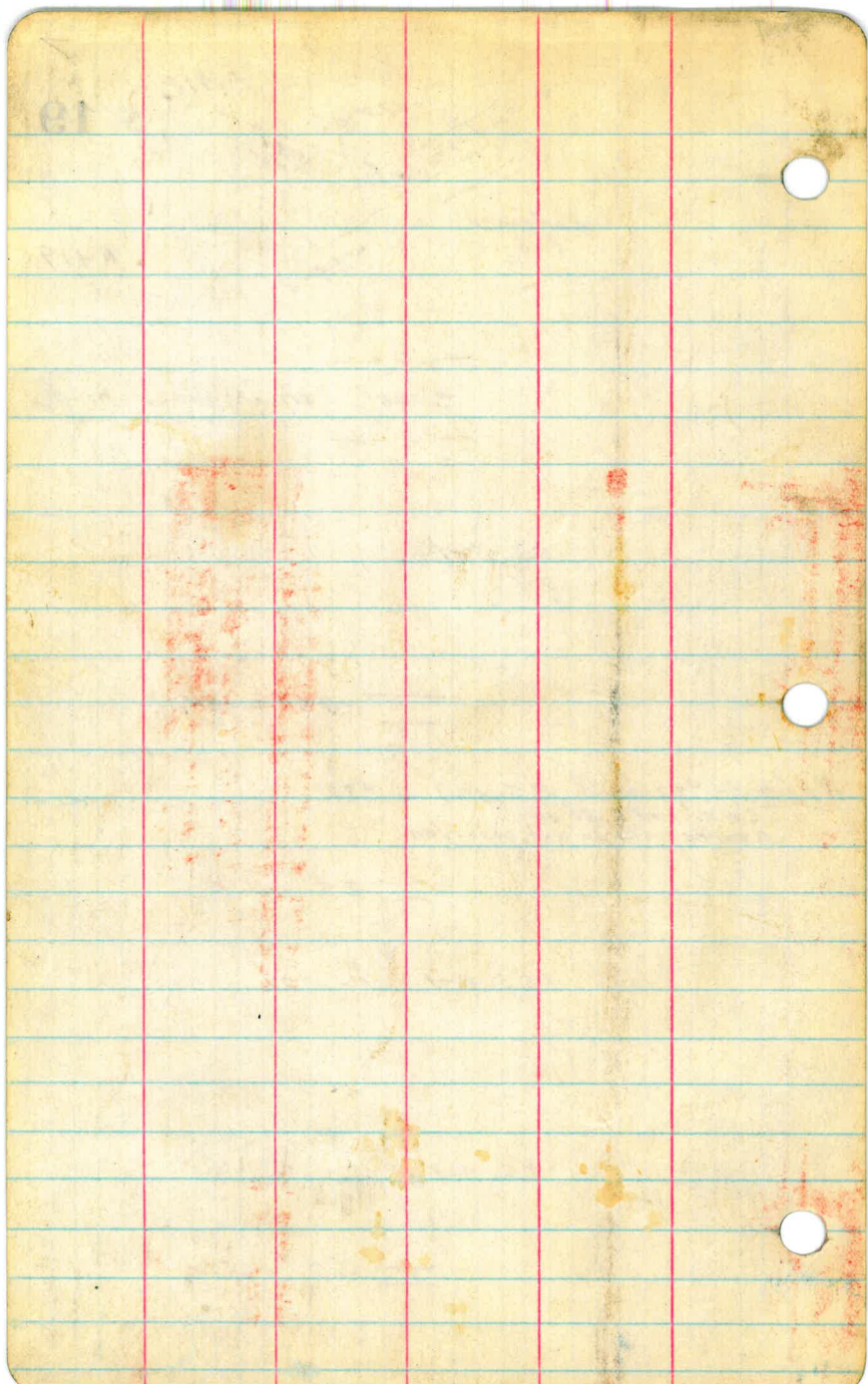
Note pt. #32 could S.S. 5-1
be moved S. 60' or
a culv. with 60' ext. inserted

24" culv.

S.S. 8-1 pt. #31

S.S. 7-1.

30" culv.



Location and Elevations
of pipes, buildings and
settling basin at Otay
Filter Plant.

Dec. 17, 1928.

Pages 1-3.

Converse

Elliot

Simpson.

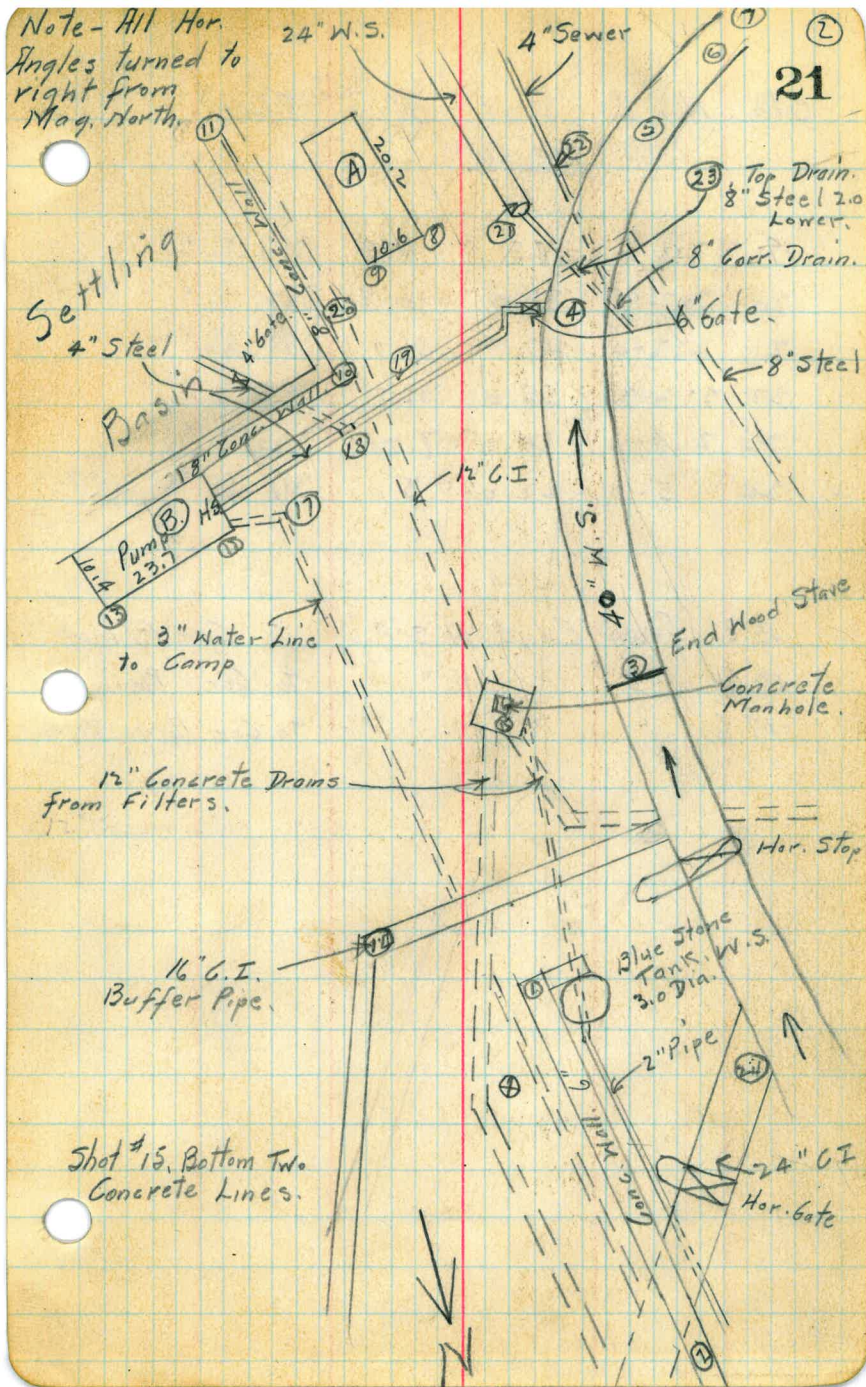
16" C.I.

12" C.I.

Otay Filter Plant

0.12 393.56 393.44

Sta.	Hor. L.	Dist.	Rod	Elev.	
✓ 1	17-40	11.5	0.71	392.85	} Conc. Wall
✓ 2	22-40	39.0	0.40	393.16	
3	280-05	13.5	1.93	391.63	
			7.4	386.16	Gro.
4	242-55	27.0	2.17	391.39	
			9.4	384.16	Gro
5	233-40	55.0	2.10	391.46	
			10.5	383.06	Gro.
6	233-05	66.0	2.03	391.53	End Trestle
			7.5	386.06	
7	234-10	97.0	1.88	391.68	
			5.2	388.36	
8	216-20	48.0	11.5	382.06	
9	204-40	43.0	11.0	382.56	
10	210-25	25.0	10.4	383.16	
11	188-20	116.0	11.5	382.06	
✓ 12	169-25	11.0	8.7	384.86	
✓ 13	116-55	28.5	8.3	385.36	
✓ 14	33-10	7.0	2.7	390.86	
15	252-0	4.0	8.1	385.46	
16	252-0	4.0	5.8	387.76	Top Manhole
17	209-20	11.0	8.0	385.56	
18	217-35	18.0	10.0	383.56	



Sta.	Hor. L.	Dist	Rod	Elev.	
		293.56			
19	216-0	18.5	9.8	383.76	✓
20	207-15	33.0	10.8	382.76	✓
21	222-0	47.0	11.7	381.86	✓
22	223-30	55.0	11.8	381.76	✓
23	248-0	34.0	7.2	386.36	✓
✓ 24	5-0	22.0	3.0	390.56	✓ cl. st. n.

13.8 from Edge W.S. Pipe to Cor. Bldg. A
 13.2 " " " " " to Cor. Basin
 19.6 " " " " " to Cor. Bldg. B.

Location of and elevations
on Pipe Lines and fillings at
Cholla Hts. Pumping Plant.

Pages 1-2.

Dec. 18, 1928.

Converse

Elliot

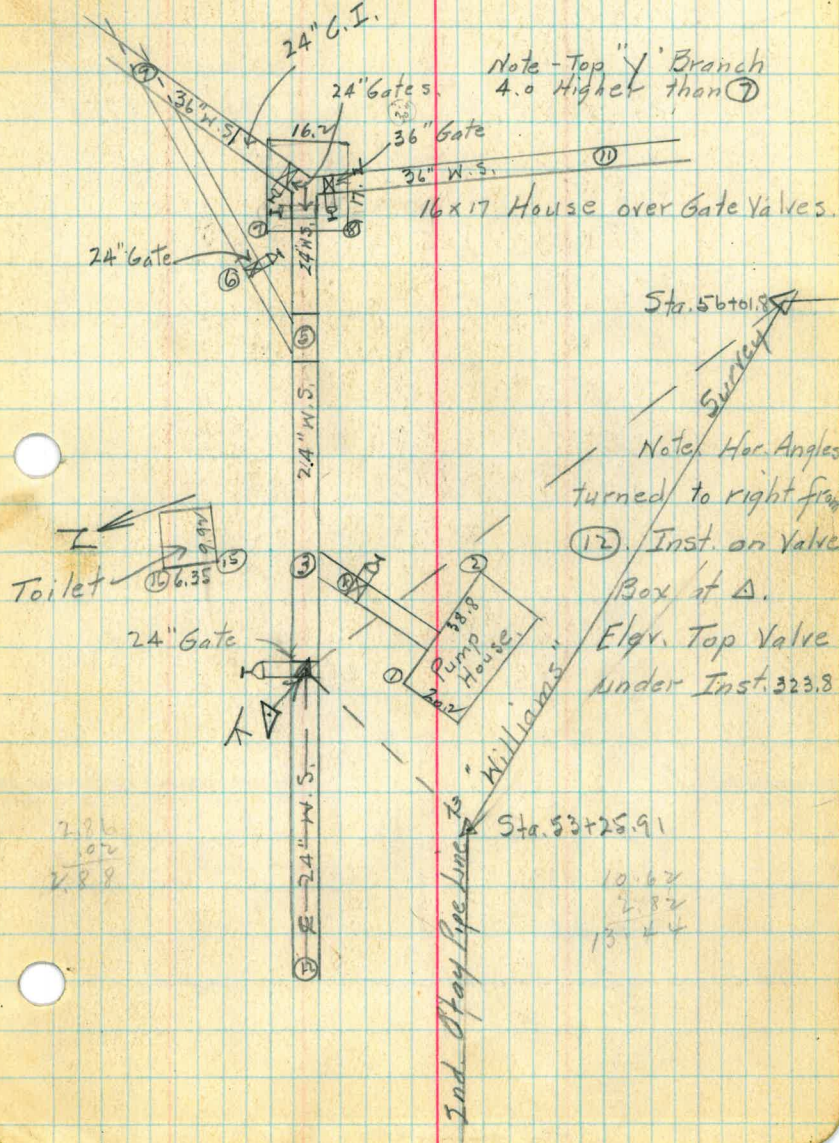
Simpson.

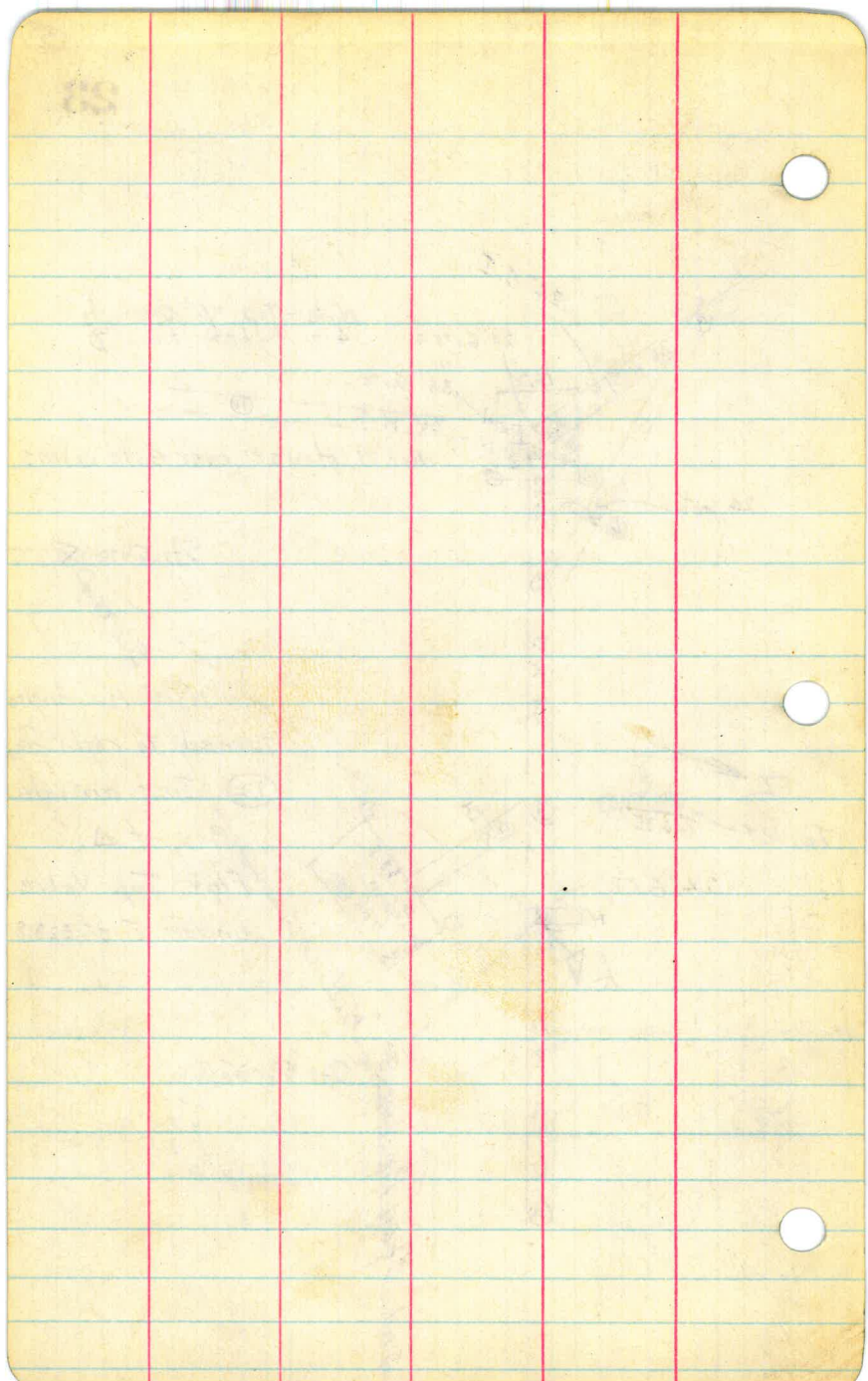
Cholla Heights.

Note: Hor. Angles Turned to Right from
Line First to *12 that (24" Pipe abandoned)

6.44 332.16 H.I. 325.72 B.M. #8

Sta.	Hor. L.	Dist.	Rad.		
①	297-25	6.0	6.0	726.4	Gro.
2	234-32	40.0	0.86	331.90	Gro.
3	174-05	17.0	4.5	329.1	Gro. Elev.
4	192-18	12.0	6.87	325.49	Top Valve.
5	179-46	^{2.40} 100.0	Vert. \angle 15.80 +8-51	347.36	Top Pipe
6	176-24	^{2.39} 107.0	+8-34 ^{15.76}	347.92	Top Valve
7	175-21	^{1.67} 118.0	+6-55 ^{13.74}	345.90	Gro.
8	183-45	^{3.26} 120.0	+9-20 ^{19.54}	351.70	Gro.
9	163-56	^{2.65} 168.0	+7-13 ^{20.93}	353.09	Top 36"
10	163-56	^{1.93} 168.0	+6-12 ^{18.04}	350.20	Top 24"
11	213-25	^{6.16} 177.0	+10-44 ^{32.39}	364.55	Top Pipe 2' Lower
12	0-0	^{1.44} 167.0	-5-20 ^{15.45}	316.71	Top Pipe 1' Higher
13	340-58	59.0		Sta. 5325.91	
14	235-42	^{-5.48} 261.0	+8-17 ^{37.19}	369.35	56 to 1.80
15	151-55	^{255.5} 27.0			
16	138-46	26.0			
	0.63	326.35		325.72	
			2.88	323.47	Elevations on Cast Iron Pipe
			13.44	312.91	





Preliminary investigation
on Second Stay Pipe Line
at University Hts. Reservoir

Dec. 18, 1928.

Pages 1-3

Converse

Elliot

Simpson

AS

$$\begin{array}{r} 100 \\ 62.67 \\ \hline 37.33 \end{array} \qquad \begin{array}{r} 56.25 \\ 43.75 \end{array}$$

$$0 + 88 - .55$$

$$+ 94.2 - .35$$

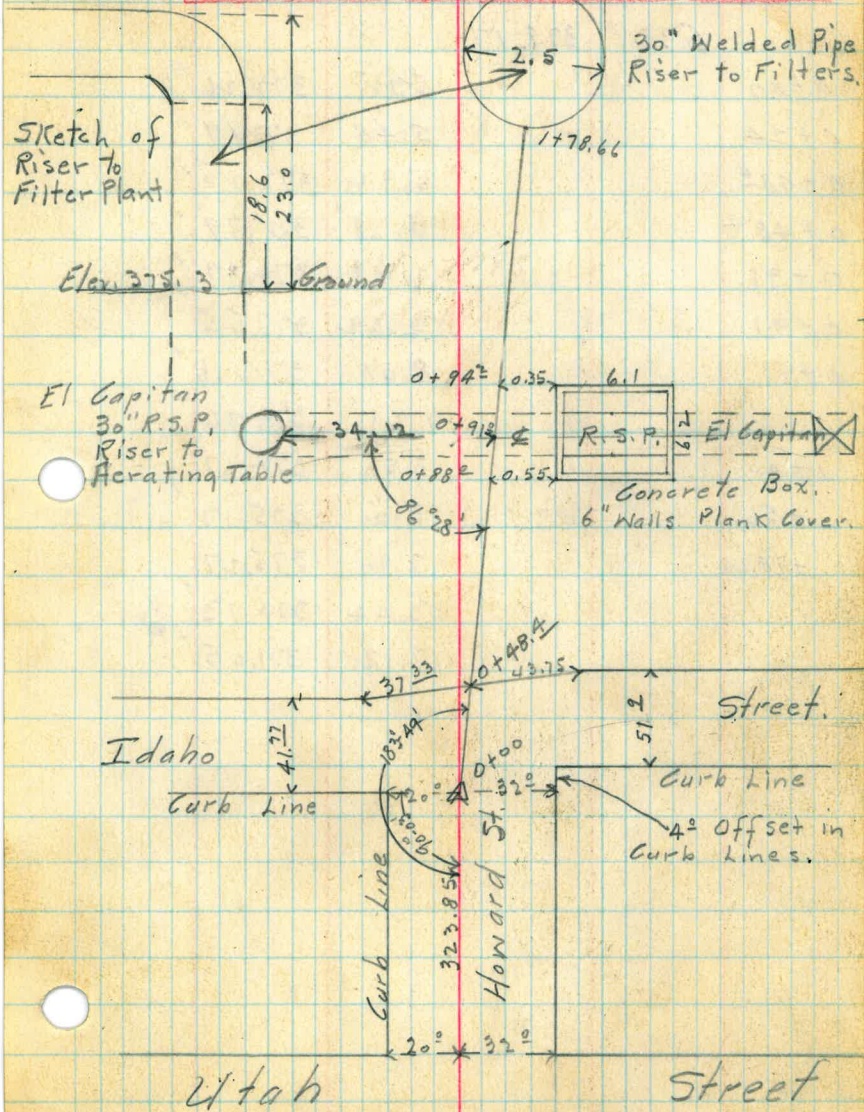
$$\begin{array}{r} 78.12 \\ 54 \\ \hline 78.66 \end{array}$$

$$\begin{array}{r} 359.60 \\ 266.28 \\ \hline 93.32 \\ 93 - 32 \\ \hline 86.28 \end{array}$$

$$\begin{array}{r} 266.28 \\ 180 \\ \hline 86.28 \end{array}$$

$$\begin{array}{r} 375.3 \\ 23.3 \\ \hline 398.6 \\ 18.6 \\ \hline 393.9 \end{array}$$

OTAY SAN DIEGO
SECOND MAIN PIPE LINE
UNIVERSITY HEIGHTS RES.



B.M.				
				372.84
	5.33	378.17		
0+00		5.91	372.26	✓
0+24		5.48	372.69	✓
0+48.4		5.92	372.25	✓
0+48.4		5.38	372.79	✓
0+91		3.28	374.89	✓
0+91		2.62	375.55	✓
0+91		8.01	370.16	✓
		7.21	370.96	✓
1+00		3.50	374.67	✓
+50		3.00	375.17	✓
+78.66		2.90	375.27	✓
		3.44	374.73	✓
		7.12	371.05	✓

Top Brass Plug S.E. Cor. Howard and
Idaho. El Capitan B.M. #191.

± Idaho } On Pavement.

Top Curb. Gro. Elev.

Gro. Elev.

Top Concrete Wall of Box. and abandoned. Built for 36" Meter

Top 30" R.S.P. El Capitan Line to New Res.

Top Concrete Covered over pipe in Box when
abandoned.

Gro. Elev.

Gro. Elev.

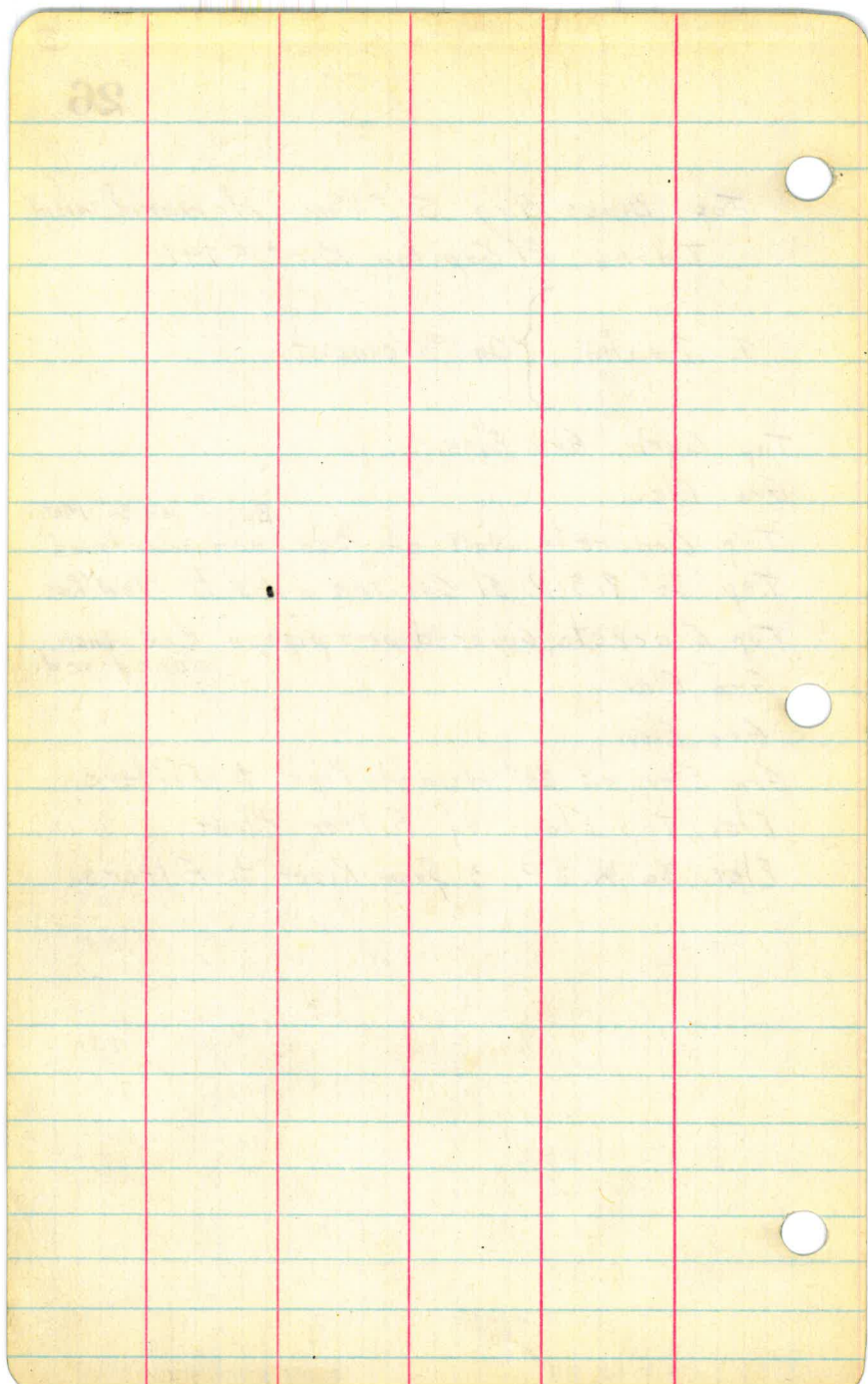
Gro. Elev. at 30" Welded Pipe to Filters.

Elev. Top Floor of Filter Plant

Elev. 30" W.S.P. 3' from Riser to Filters.

3.69
2.01

4.32
2.80
7.12



Traverse of Lands South
and West of City Property
at Challashts. Reservoir to be
acquired for new Development.

Converse

Elliott.

Simpson

Page 1-A.

Jan. 2. 1929.

306

$$\begin{array}{r} 55-25-15 \\ \hline 4 \overline{) 221-42-15} \\ 55-25-34 \end{array}$$

180-46-00

183

$$\begin{array}{r} 292 \\ 13.75 \\ \hline 305.75 \end{array}$$

$$\begin{array}{r} 2482.37 \\ 133.11 \\ \hline 2615.48 \end{array}$$

100

78

178

815.38

993.38

$$\begin{array}{r} 4 \overline{) 723-03-20} \\ 180-45-50 \end{array}$$

$$\begin{array}{r} 2475 \\ 7.37 \\ \hline 2482.37 \end{array}$$

$$\begin{array}{r} 294.46 \\ 200.54 \\ \hline 495.00 \end{array}$$

90° 20' 5"

$$4 \overline{) 361^{\circ} 22' 45''}$$

90° 20' 41''

208

138

150

89-52

$$4 \overline{) 359-28-}$$

89-52-

156-34-30

266-18-30

360

$$4 \overline{) 626-18-30}$$

156-34-38

89-15

150

135

151-16-30

245-06-10

360

$$4 \overline{) 605-06-10}$$

151-16-32

113-32-30

94-10-15

360

454-10-15

113-32-36

131-29-20

165-57-20

360

$$4 \overline{) 525-57-20}$$

131-29-20

28

N.E. Cor. Balboa Vista

Old Lot Cor.

Cor. A.

Cor. H.

N.E. 1/4 Sec. 34

594.0
103° 55' 55"

292.0

13.95

900.0

89° 55' 55"

133.11

180° 45' 55"

Cor. B.

156° 34' 38"

294.48

P.O.T.

495.9

200.54

157° 16' 32"

Cor. C.

437.74

Cor. D.

113° 22' 36"

570.0

131° 29' 20"

512.96

Cor. E.

85° 25' 34"

(Chain 815.51)
N.E.

815.38

993.38

N 0° 18' E

N.E. 1/4 Sec. 34

5.35

Hub

82° 41"

178.0

Cor. 5

1/4 Cor.

2482.37

S. 89° 29' W

Hub

S.W. Cor. City Prop.

815.38

993.38

N 0° 18' E

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

2482.37

S. 89° 29' W

$$\begin{array}{r} 306 \\ 14 \\ \hline 292 \end{array}$$

$$\begin{array}{r} 133.11 \\ 16.84 \\ \hline 116.27 \end{array}$$

$$\begin{array}{r} 89-5 \\ 43 \\ \hline 90 \quad 35 \end{array}$$

$$90^{\circ} 20' 41''$$

$$\underline{2' 20''}$$

$$90^{\circ} 23'$$

$$\underline{180^{\circ} 18'}$$

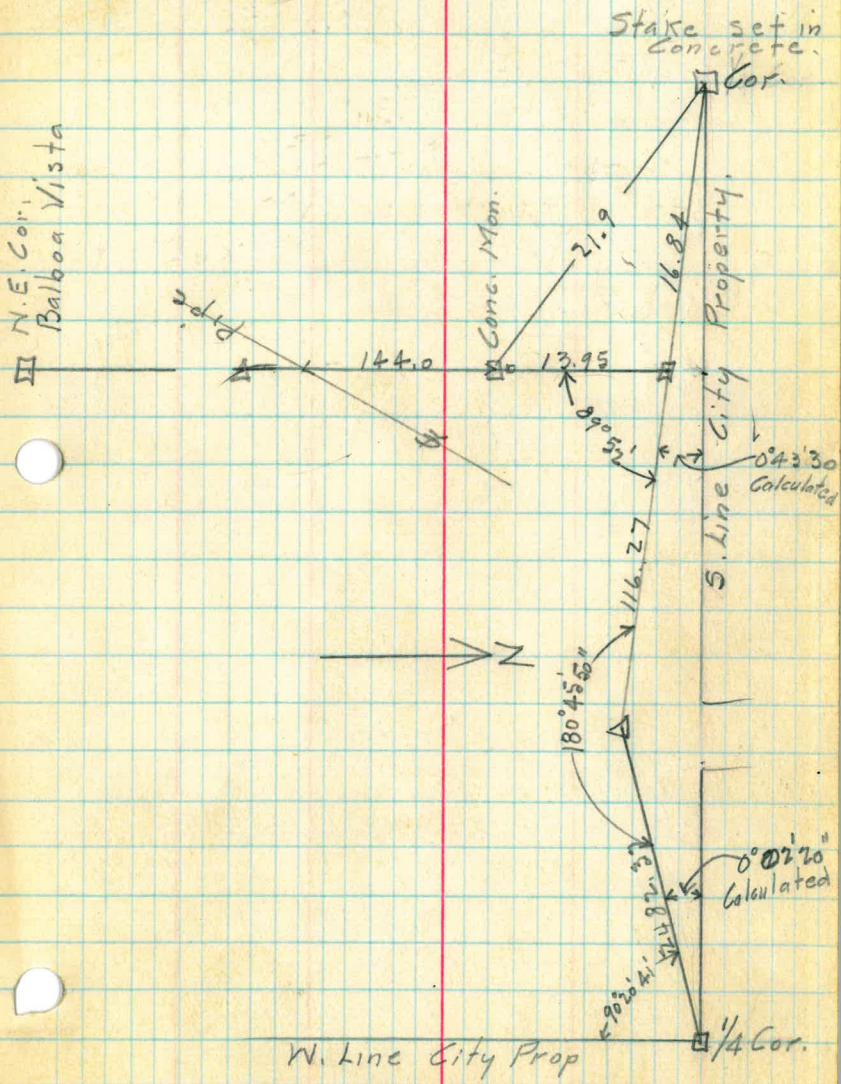
$$270^{\circ} 41' \text{ AZIMUTH} = N89^{\circ} 19' W.$$

Jan. 3, 1929.

29

③

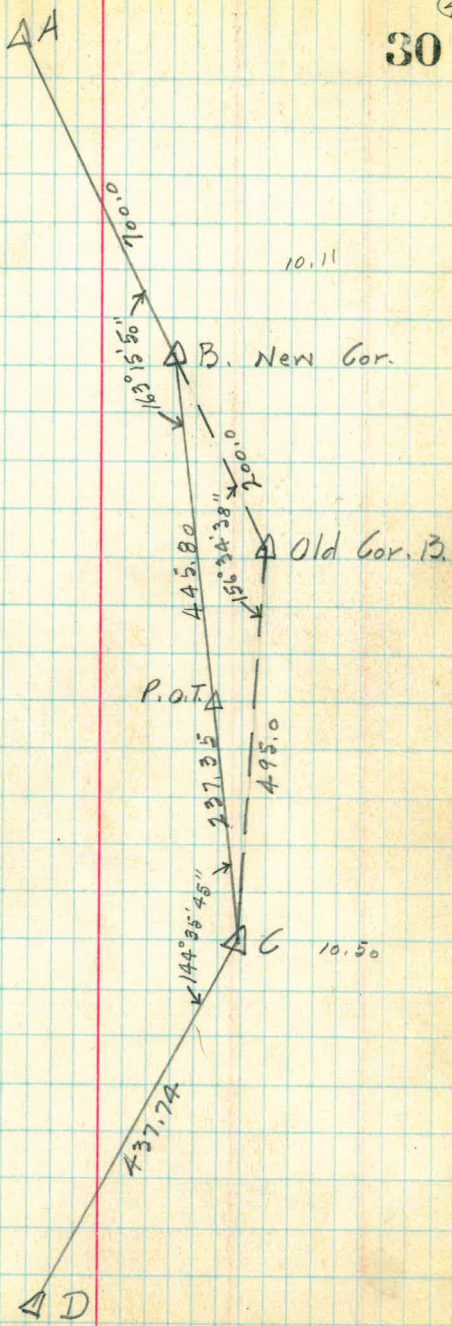
N.E. Cor.
Balboa Vista



Relocation of Corner "B."



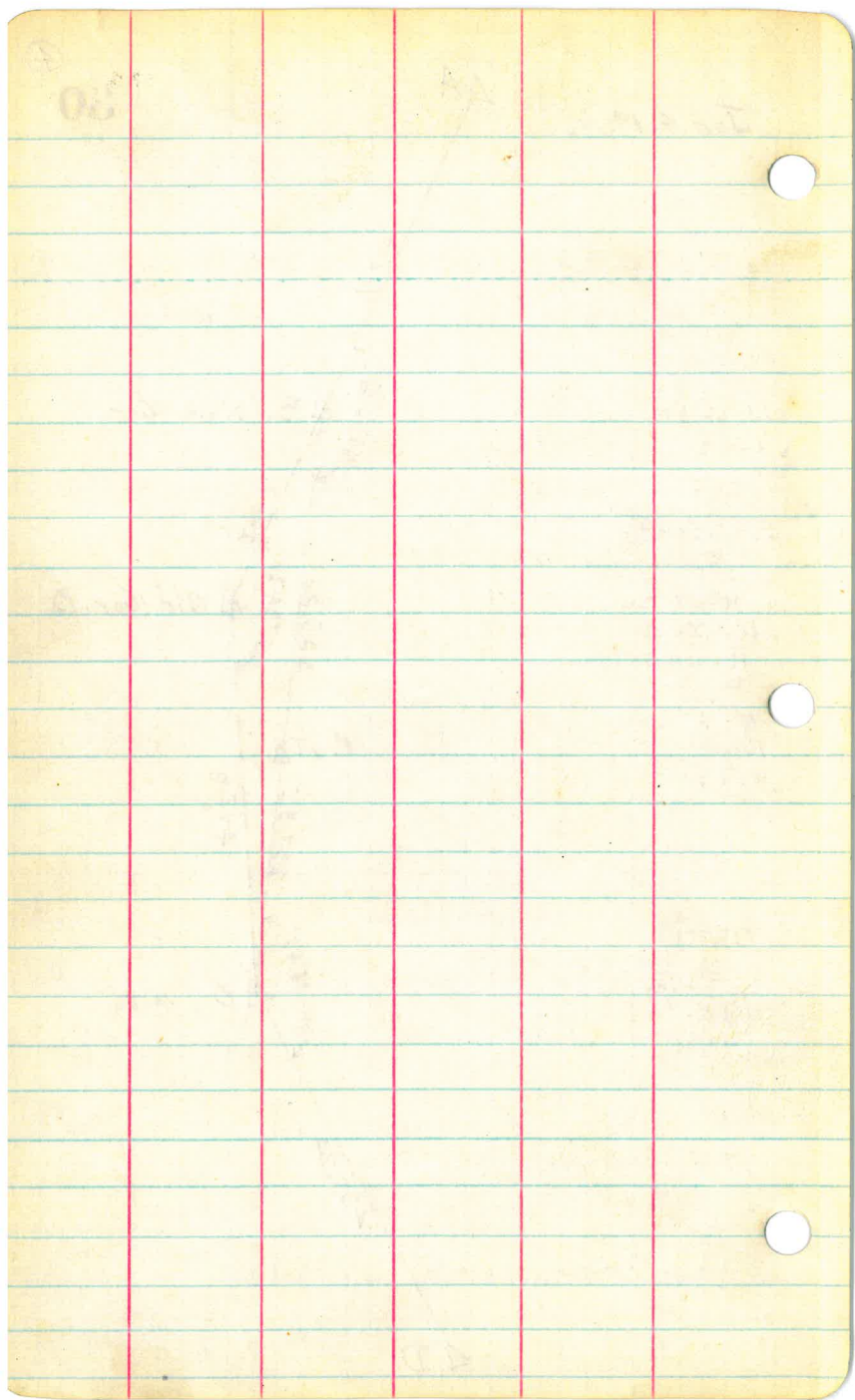
Jan. 4, 1929.



144-35-50 176
 218-23 143
 360
 4 578-23
 144-35-45 176

 16-44-20
 4 66-56-30
 16-44-10
 90
 179 59 60
 16-44-10
 163-15-50

 589-19
 16 44
 72-35



31

①

Preliminary Location for new
Supply Pipe Line to Chollas Heights
Reservoir from Otay Pipe Line at
South Line City Property to Reservoir.

Pages 1-7.

Converse

Elliott

Simpson

Jan. 1929.

6°32'

121-22

Sta. Hor. Δ Bearing Dist. Mag.

S.78°50.5'E

S.79°30'E. Var. 15°30'

2+95.32 / 2.20°42'

S.58°08.5'E

1+31.3 / 2.23°25'

S.73°25'E

0+00

S.88-35 E

6-32

S.82-03 E

58-38

23-25

179 60

121.22

58-38

179 60

145-16.5

34-43.5

23 25

58 08.5

N.E. Cor. Bolboa Vista.

△ 2+95.32

1+31.31
125° 15'

Fill

10+22

Thick Low Brush - Cactus.
Soil - few cobblestones



Cor. A.

Surrey

121° 22'

Air Valve

Pipe

Sta. 0+00
Sta. 56+01.80
Williams Survey.

5' 10 1/2" W.
305.95

Cor. H.

N. 88° 35.5' W.

Otay

Williams

Cor. I

16.84

Sta. 16+00
Set
in Concrete

N

△ Sta. 53+25.91
Williams 2nd Otay
Pipe Line Survey.

Jan. 4, 1929,

65-53.5

14.76° E

18+92.38 L.66°27.5'

5.37°10'E

4+57.93 R.35°24.5'

12+17.38 P.O.T.

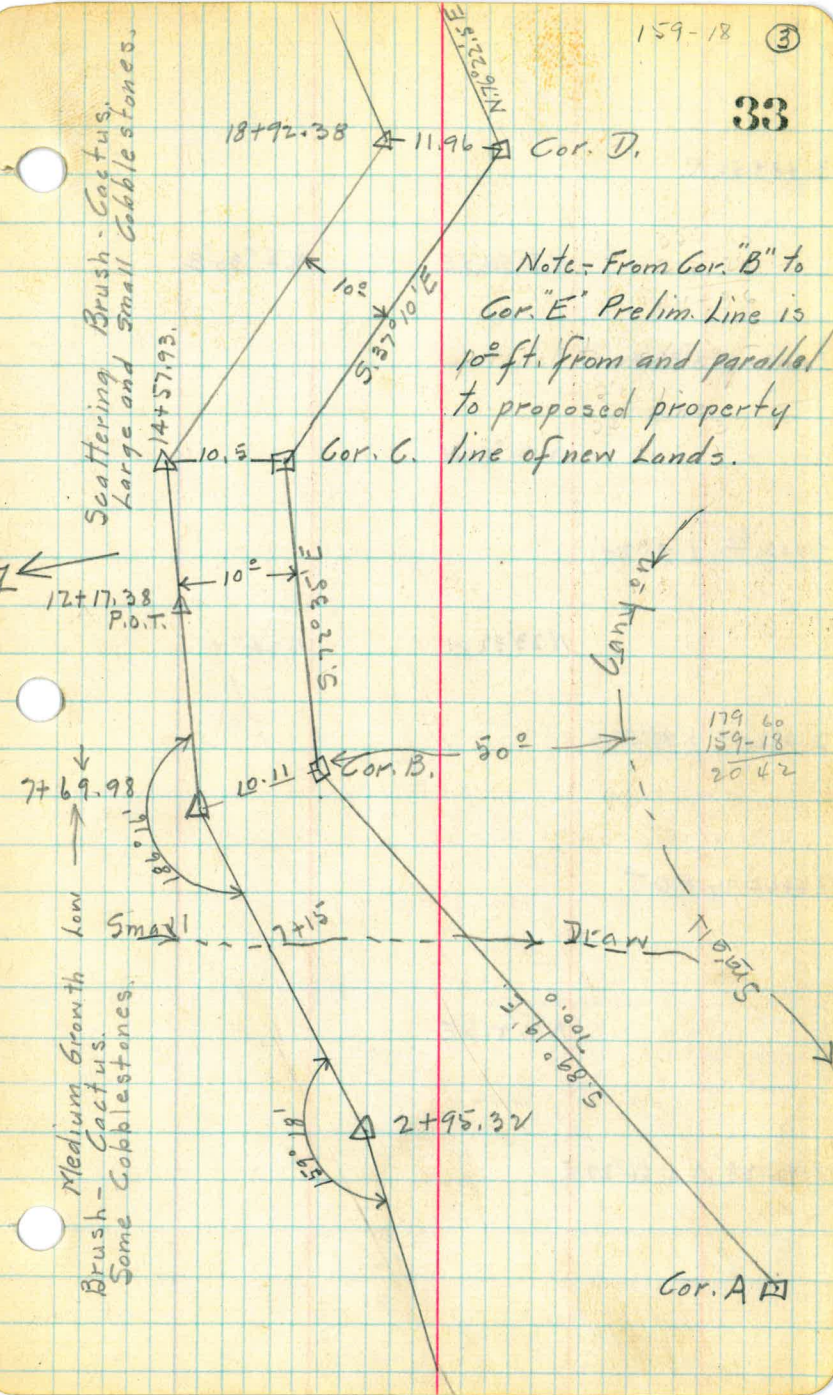
5.72°34.5'E

7+69.98 R.6°16'

5.78°50.5'E

2+95.32 L.20°42'

Note: From Cor. "B" to Cor. "E" Prelim. Line is 10° ft. from and parallel to proposed property line of new Lands.



30+88.51 R.

N.5°54.5'E

N.5°30'E

30+20.91 R.32°46.5'

N.26°52'W

28+86⁶⁶ L.3°20'

N.23°32'W

N.24°W

26+82.73 L.99°54.5'

24+64.90 P.O.T.

N.76°22.5'E

8+92.38 Δ.2.66°27.5'

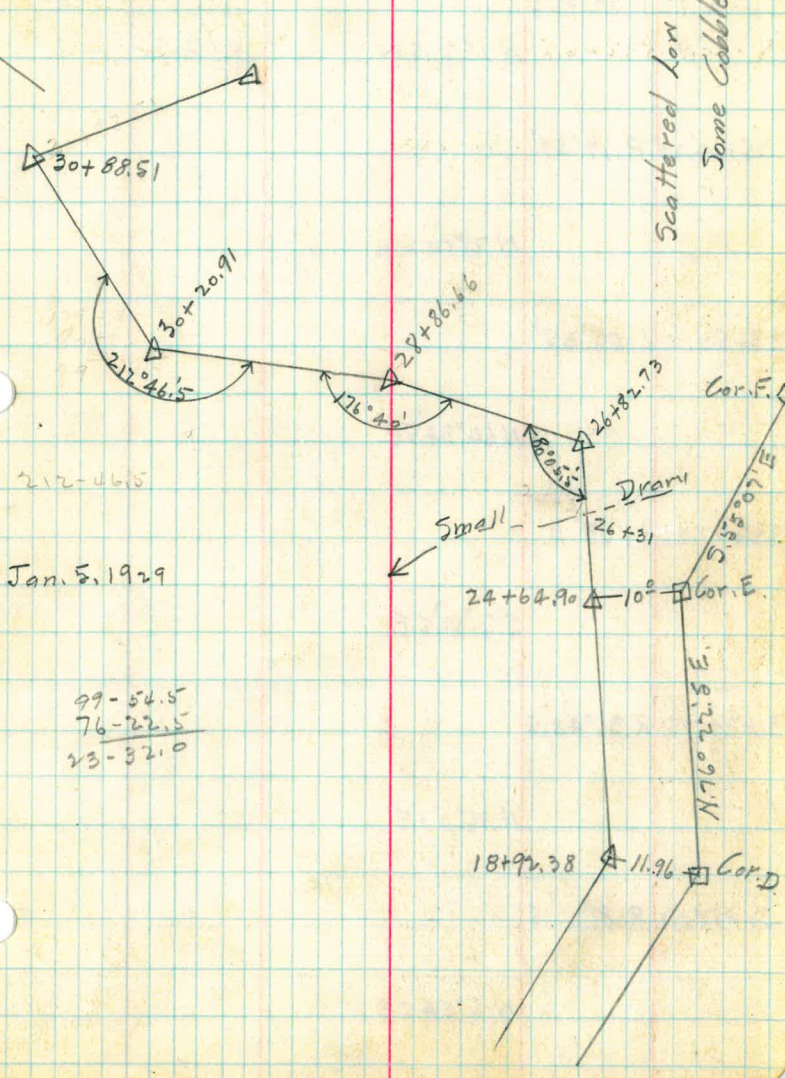
24+64.90

Ⓢ

34

$$\begin{array}{r}
 32-46.5 \\
 26-52 \\
 \hline
 9-54.5
 \end{array}$$

Scattered Low Brush.
Some Cobblestones.



212-46.5

Jan. 5, 1929

$$\begin{array}{r}
 99-54.5 \\
 76-22.5 \\
 \hline
 23-32.0
 \end{array}$$

18+92.38 11.96 Cor. D

24+64.90 10° Cor. E

Cor. F

Cor. E

Cor. D

37+52.35

N.21°11'E

36+62.83 R.22°32.5'

N.1°21.5'W

N.1°40'W

35+24.29 R.19°39'

N.21°00.5'W

33+53.2 L.85°35'

N.64°34.5'E

32+77.82 L.59°11'

S.56°14.5'E

31+39.75 R.36°48.5'

N.86°57'E

30+88.51 R.81°02.5'

N.5°54.5'E

98-57-30

179-60
98-57.5

81-02.5
5-54.5

179 60
143-11.5

36-48.5

179 60
120-49

59-11

179 60
94-24

85-36

86-57.0

36-48.5

179-60
123-45.5

56-11

179-60
125-45.5

115-34.5

85-36
21-00.5

Scattered Low Brush
Large & Small Cobbles.

37+52.35

Fence 36+73.4

157°21'5"

36+62.83

160°21'

33+53.9

98°24'

Small Draw

33+16

170°49'

32+71.82

31+39.75

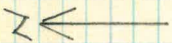
143°11'5"

30+88.51

98°53'5"

30+20.91

179 60
157-27.5
22-32.5



Jan. 7. 1929.

42+30.55

S. 81° 41' E

S. 82° 15' E

41+46.42 R. 28° 07'

N. 70° 12' E

40+52.58 L. 41° 32'

S. 68° 16' E

39+70.65 R. 10° 37'

S. 78° 53' E

S. 79° 15' E

37+52.25 R. 79° 56'

N. 21° 11' E

36+62.83

Scattered Low Brush,
Large & Small Cobbles.

42+30.55

41+46.42

40+52.58

39+70.65

37+52.35

36+62.83

Cor. G.
1/4 Cor.

56.60
30.55
87.15

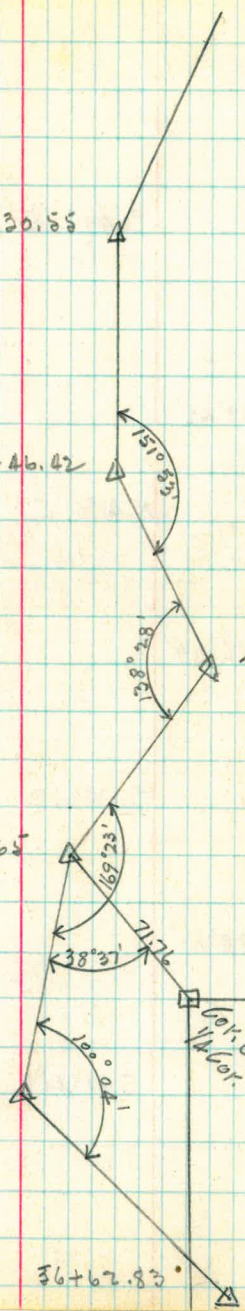


179-60
138-28
41-32
68-16
179-60
109-48
70-12

179 60
151-53
28-07
70-12
98-19
81-41

179-60
100-04
79-56
21-11
179-60
101-09
78-53

179-60
169-23
10-37



S. 49° 17' E

43+99.60 R. 89° 42'

N. 41° 01' E

42+65.10 L. 85° 29'

179 60
151-49
28 11

179 60
94-39
85-29

S. 53° 30' E

42+30.55 R. 28° 11'

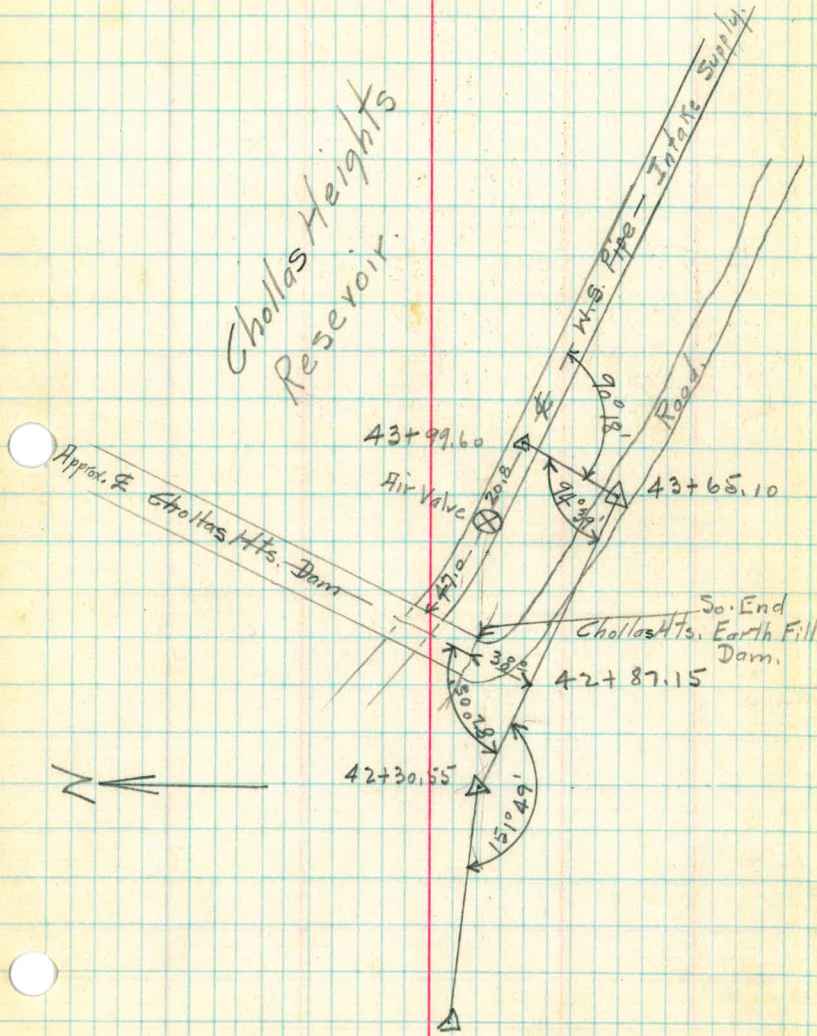
81-41
28-11
53-30
85 29
179 60
138 59

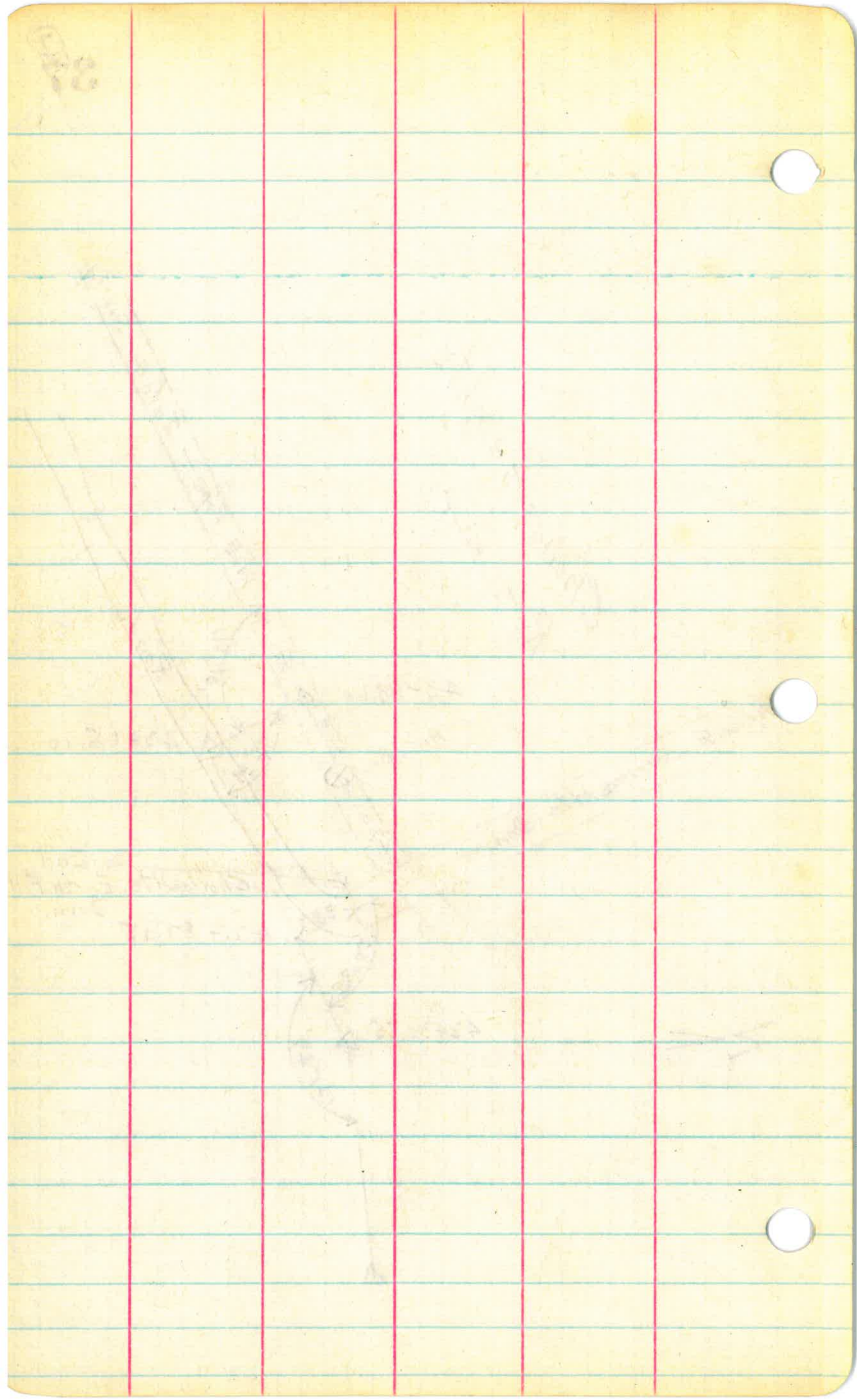
S. 81° 41' E

41 01
89 42
179 60
130 28
49 17

41+46.42

Chollas Heights Reservoir





Profile Levels on Preliminary
Line for new Pipe Line to Chollas
Heights Reservoir

Pages 1-6.

Converse

Elliott

Simpson

Jan. 1929.

? Correction
of year 1929
of 1.0' on
this elev.

B.M.#9.				<u>367.56</u>	
				379.20	
	1.45	369.01 380.65			
0+00			3.5	377.2	365.5
1+00			2.2	378.4	366.8
1+31 ³⁰			3.2	377.4	365.8
2+00			2.3	378.3	366.7
T.P.			1.78	367.23 378.87	
	4.59	371.87 383.46			
2+95 ³²			7.2	376.3	364.6
3+00			7.4	376.1	364.4
4+00			6.7	376.8	365.1
5+00			8.1	375.4	363.7
6+00			11.3	372.2	360.5
T.P.			10.82	361.00 372.64	
	12.45	373.45 385.09			
7+00			13.1	372.0	360.3
7+15			13.8	371.3	359.6
7+50			8.3	376.8	365.1
7+69 ⁹⁸			7.3	377.8	366.1
Gully 50' Fl. of Gr. B			17.4	367.7	356.0
8+00			4.6	380.5	368.8
8+30			4.0	381.1	369.4
T.P.			0.39	373.06 384.70	
	12.19	385.25 396.89			
9+00			4.9	392.0	380.3

Top Air Valve 15' L. Sta. 0+00 = 56+01.8 Williams

Note - This elev. of 379.20 Stay Pipe Line Survey.

backed in from elev. floor Outlet Tower

Chollas Mts. Reservoir Elev. 429.0 (? Datum)

Note - Elevations in Red = City Datum

On guard stake 2+00

379.20
367.56
11.64

On guard stake 6+00

360
11
371

		385.25			
		396.89			
T.P.			0.51	384.74	
	12.63	399.37		396.38	
		409.01			
10+00			3.3	405.7	394.1
T.P.			0.80	396.57	
	12.65	409.12		408.21	
		420.86			
11+00			4.0	416.9	405.2
T.P.			0.40	408.82	
	12.64	421.46		420.46	
		433.10			
12+00			1.4	431.7	420.1
12+17.30			1.3	431.8	420.2
12+38			1.6	431.5	419.9
T.P.			0.67	420.79	
	10.75	431.54		432.43	
		443.18			
13+00			8.0	435.2	423.5
14+00			7.4	435.8	424.1
14+38			6.4	436.8	425.1
14+57.93			4.4	438.8	427.1
15+00			6.3	436.9	425.2
15+45			6.6	436.6	424.9
15+70			3.7	439.5	427.8
16+00			5.9	437.3	425.6
16+22			6.1	437.1	425.4
16+43			3.4	439.8	428.1
17+00			4.0	439.2	427.5
17+56			5.4	437.8	426.1
18+00			3.5	439.7	428.0

		431.54 443.18			
18+92 ³⁸			6.3	436.9	425.2
T.P.			6.27	425.27 436.91	
	5.24	430.51 442.15			
19+00			5.5	436.7	425.0
20+00			6.9	435.3	423.6
21+00			6.7	435.5	423.8
21+35			7.7	434.5	422.8
22+00			4.8	437.4	425.7
22+70			4.2	438.0	426.3
23+00			5.3	436.9	425.2
23+40			5.6	436.6	424.9
24+00			4.5	437.7	426.0
24+28			2.9	439.3	427.6
24+64 ⁹⁰			4.3	437.9	426.2
T.P.			4.30	426.21 437.85	
	7.73	433.94 445.58			
25+00			7.7	437.9	426.0
25+22			5.3	440.3	428.6
26+00			15.5	430.1	418.4
26+31			21.6	424.0	412.3
26+68			7.7	437.9	426.2
26+82 ⁷³			5.5	440.1	428.4
27+00			5.1	440.5	428.8
28+00			5.2	440.4	428.7
28+86 ⁶⁶			5.5	440.1	428.4
29+00			5.4	440.2	428.5

④

41

10.54

10.55

10.56

10.57

10.58

10.59

10.60

10.61

10.62

10.63

10.64

10.65

10.66

10.67

10.68

10.69

10.70

10.71

10.72

10.73

10.74

10.75

Bottom Small Draw

		433.94 445.58			
30+00			5.5	440.1	428.4
30+20 ⁹¹			5.6	440.0	428.3
T.P.			5.02	428.92 440.56	
	7.75	436.67 448.31			
30+88 ⁵¹			8.4	439.9	428.3
31+00			8.0	440.3	428.7
31+39 ²⁵			8.3	440.0	428.4
32+00			7.4	440.9	429.3
32+77 ⁸²			8.1	440.2	428.6
33+00			12.6	435.7	424.1
33+16			15.7	432.6	421.0
33+53			8.3	440.0	428.4
34+00			9.7	438.6	427.0
35+00			8.4	439.9	428.3
35+24 ²⁹			8.2	440.1	428.5
36+00			7.7	440.6	429.0
36+62 ⁸³			8.3	440.0	428.4
37+00			8.5	439.8	428.2
T.P.				428.28	
37+52 ³⁵			8.39	439.92	
	4.88	433.16 444.80			
38+00			3.8	441.0	429.4
39+00			6.8	438.0	426.4
39+70 ⁶⁵			4.9	439.9	428.3
40+00			5.5	439.3	427.7
40+52 ⁵⁸			4.8	440.0	428.4
41+00			10.1	434.7	423.1

21. 24. 4

21. 24. 4

Bottom small Draw

21. 24. 4

On tub.

		433.16			
		444.80			
41+46 ⁴²			4.9	439.9	428.3
42+00			4.9	439.9	428.3
42+30 ⁶⁵			5.1	439.7	428.1
T.P.			7.06	426.10 437.74	
	4.70	450.80 442.44			
42+87 ¹⁵			1.9	440.5	428.9
43+00			2.3	440.1	428.5
43+28			3.6	438.8	427.2
43+55 ¹⁰			3.6	438.8	427.2
43+75 ¹⁰			4.0	438.4	426.8
43+95 ⁵			11.7	430.7	419.1
43+97			15.5	426.9	415.3
43+99 ⁶⁰			12.02	430.42	418.78
			11.92	430.52	418.88
			12.08	430.36	418.72
			13.44	417.36 429.00 413.2 425.0	

On inside road

"

"

On outside edge road

Bottom ditch

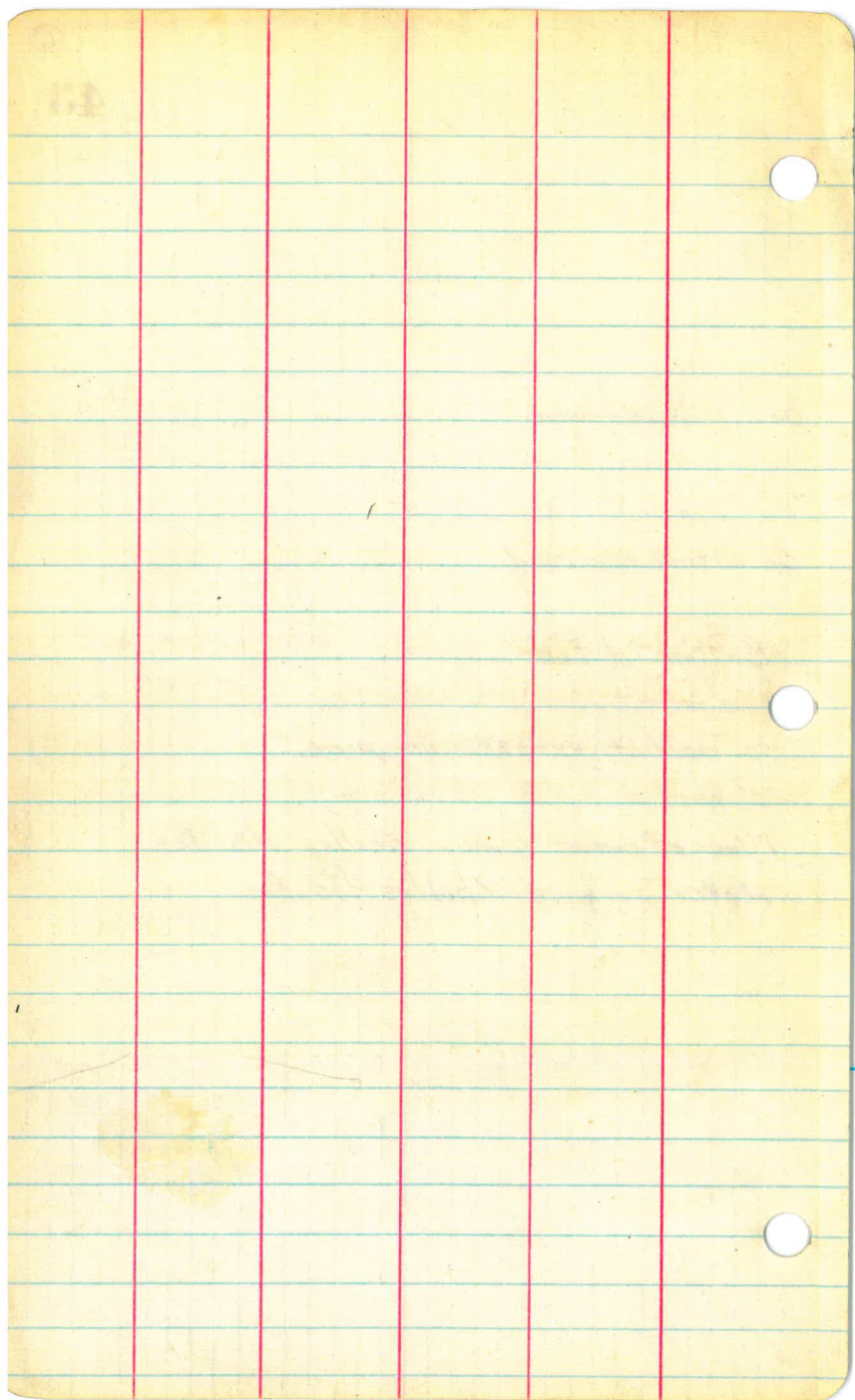
On pipe

50' east of 43+9960 on pipe

50' west " " " "

Floor of outlet tower. Chollas Hts. Res.

Water Surface Chollas Hts. Res.



Bearing	Dist	Sin	Cos	Lat.		Dept.	
				N.	S.	E.	W.
N 0-18-0 E	993.38	.005236	999986	999.37		5.20	
N 89-21-19 W	2482.37	.999936	011243	27.91			2482.21
N 88-35-29 W	116.27	.999697	024573	2.86			116.23
S 1-16-31 W	305.95	022251	999752		305.87		6.81
S 89-18-59 E	900.0	.999929	011921		10.73	899.94	
S 65-53-37 E	495.0	.912794	408414		202.16	451.83	
S 37-10-09 E	437.74	.604174	796849		348.81	264.47	
N 76-22-27 E	579.0	.971858	235561	136.39		562.71	
S 55-06-53 E	512.96	.820290	571943		293.38	420.78	

1160.53 1160.95 2604.93 7605.25

Intersection of Otay W.S.
Pipe Line and $\frac{1}{2}$ " for Dredging
Encanto Creek, Encanto.

Jan. 7, 1929.

Converse

Elliott

Simpson.

Page 1-3.

B.M. #24. 212.61

5.87 218.48

0+00 10.00 208.48 ✓

10.4 208.1 ✓

12.7 205.8 ✓

+25.5 9.47 209.01 ✓

10.6 207.9 ✓

+29 5.7 212.8 ✓

+50 5.1 213.4 ✓

8.10 210.38 ✓

+74 4.4 214.1 ✓

+88 4.4 214.1 ✓

5.02 213.46 ✓

South along Pipe from Intersection

0+00 10.00 208.48 ✓

+15 10.00 208.48 ✓

10.00 208.48 ✓

+33 9.46 209.02 ✓

10.0 208.5 ✓

+48 6.5 212.0 ✓

+53 8.90 209.58 ✓

7.2 211.3 ✓

+75 7.0 211.5 ✓

+92 8.72 209.76 ✓

6.0 212.5 ✓

North along Pipe

Nail in Tel. Pole # D-21802-T
 Otay Pipe Line Survey.

Intersection of Otay Pipe + E Dredge

Same Sta. { Gro. above Pipe Line
 Gro. below Pipe

Top Pipe

Gro. Same Sta. Toe Bank

Gro. Top Bank

Gro.

Top Pipe, Same Sta.

Gro.

Gro.

Top Pipe Same Sta. N. Side R.R. Culvert.

Blow-off 6.5' North of otao.

Top Pipe

Gro. Same Station.

Top Pipe

Gro. Same Sta. Toe Bank

Gro. Top Bank.

Top Pipe

Gro. Same Sta.

Gro.

Top Pipe

Gro. Same Sta.

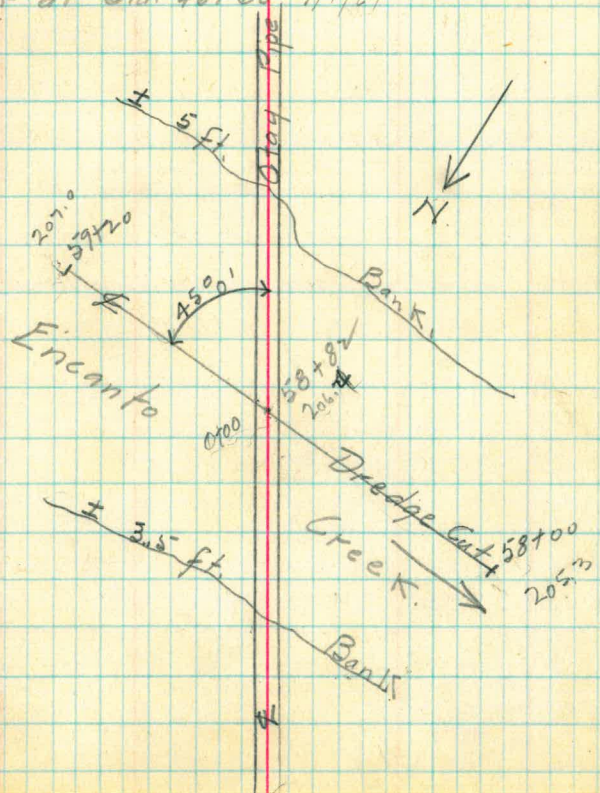
218.48

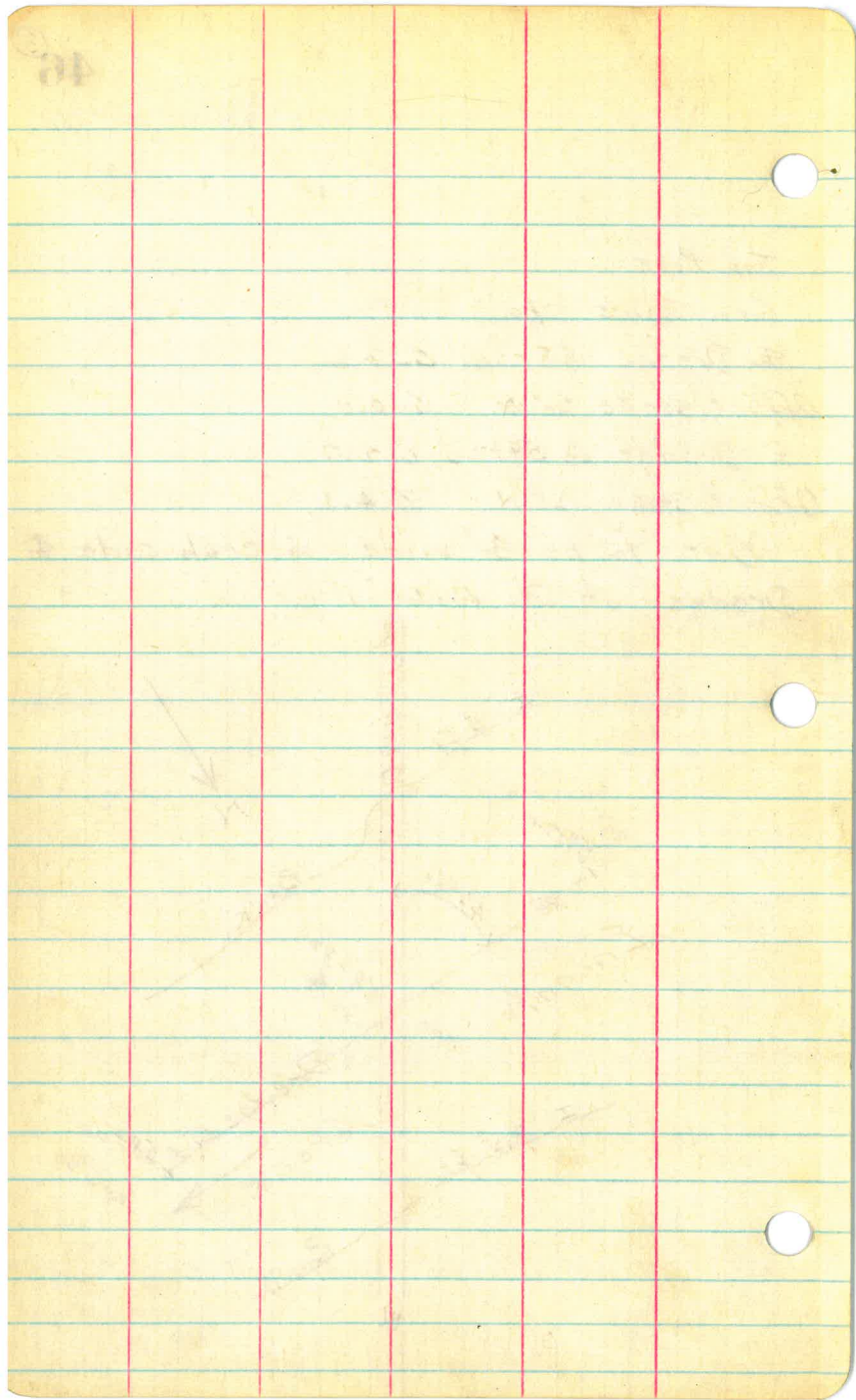
1+19

8.44	210.04 ✓	
6.5	212.0 ✓	
10.52	207.96 ✓	205.36
12.25	206.23 ✓	205.33
9.86	209.62 ✓	206.92
7.5	211.0 ✓	206.9

20
20
20
20
20
20
20
20
20
20

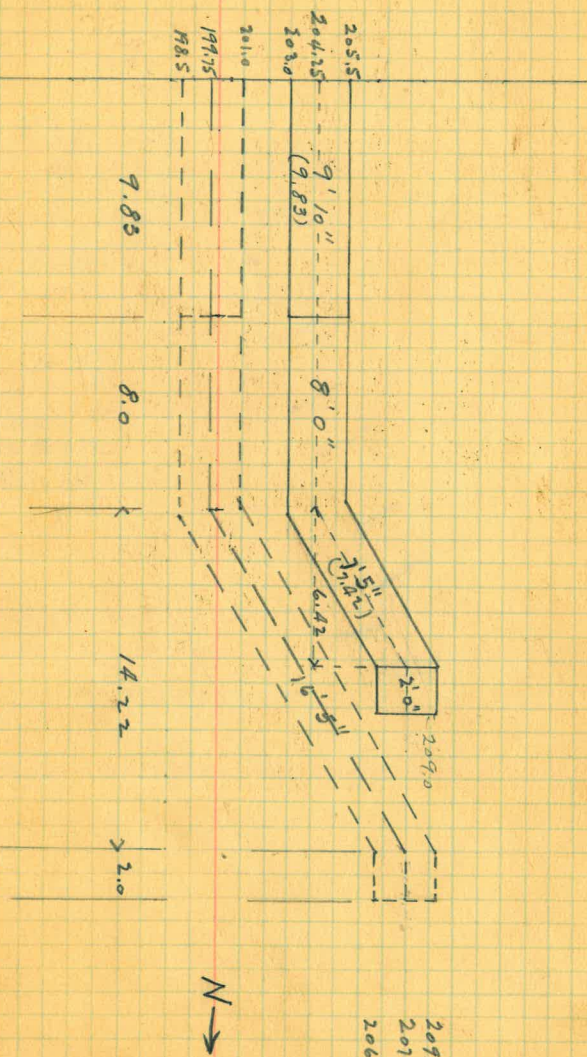
Top Pipe
 Gro. Same Sta.
 \$ Dredge 58+00 C. 2.6
 Offset stake 20' N. C. 0.9
 \$ Dredge Δ 59+20 C. 2.7
 Offset stake 20' N. C. 4.1
 Cut to be 30' wide, 15' each side \$
 Dredger at Sta. 46+60 - 1/7/29





210
208
206
204
202
200

9.83
8.
6.44
44.25



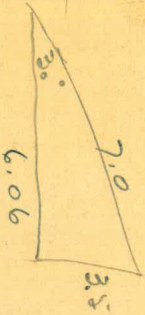
209.21
207.96
206.71

207.77

+ 25 = 209.
+ 50 = 210.4

209
1.25
207.75
3.5
204.25

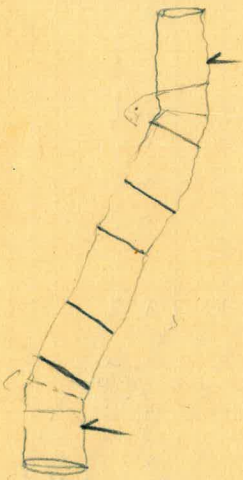
3.5

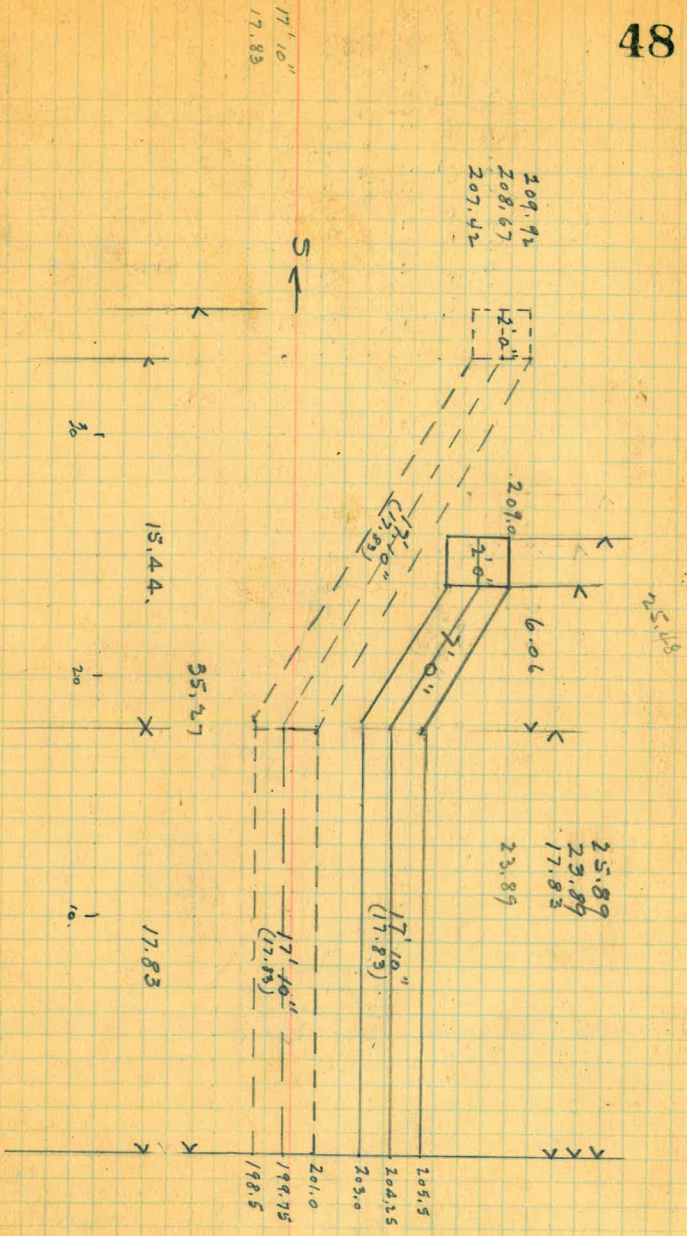


1732
3.5
8660
5196
60620

3.5

17.83
6.06
23.89





$58 + 100 = 206.5$
 $59 + 20 = 206.9$
 $58 + 82 = 206.5$
 Top Pipe to 205.5
 Bottom Pipe to 203.0
 Top Pipe as designed 204.5
 Grade to be raised 4.5
 Section of pipe to be cut out = 9.0
 Shortens section of wood stave to be cut 7.8 on each end.

204.25
 $\underline{3.71}$
 207.96

7.417
 $\underline{.866}$
 44502
 59336
 $\underline{6423122}$

8.917
 $\underline{7.5}$
 16.417
 $\underline{8.708}$

17.83
 $\underline{6.42}$
 24.25
 7.417
 $\underline{.5}$
 37085
 8.21
 $\underline{19.75}$
 207.96

207.96
 $\underline{1.25}$
 209.21
 $8' 11"$
 $7' 6"$
 $16' 5"$
 $\underline{9}$
 $7' 5"$

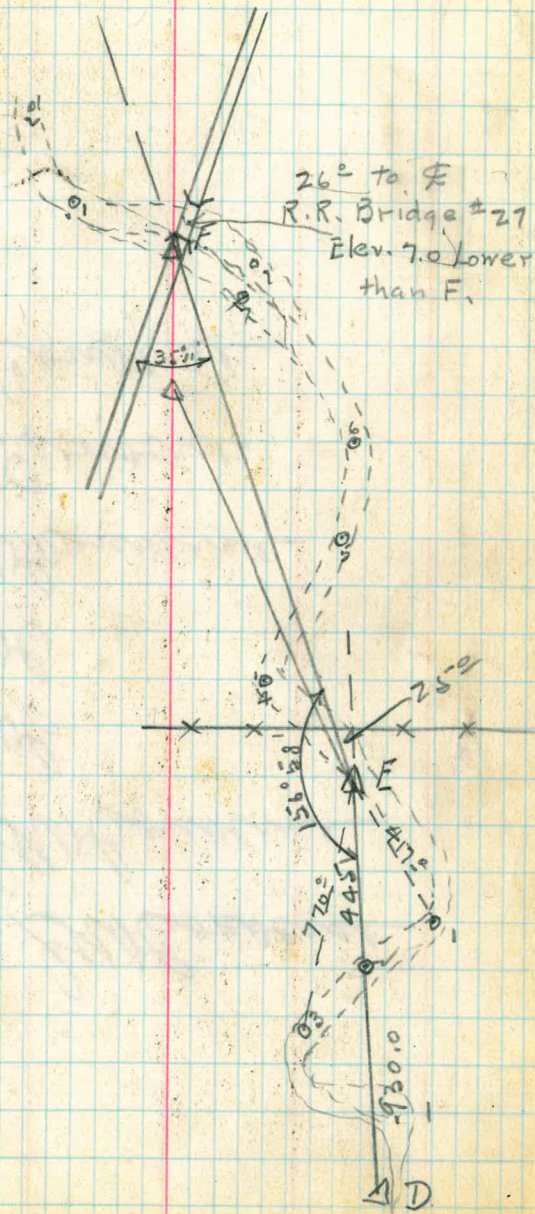
204.25
 $\underline{3.71}$
 207.96

17.83
 $\underline{14.22}$
 32.05

206.9
 $\underline{205.3}$
 1.6
 $\underline{1.4}$
 $.2$

4
 $\frac{1}{3} \times 16 = 32$
 1.1
 206.4

El Cajon Creek.



G W Converse

W Converse

W

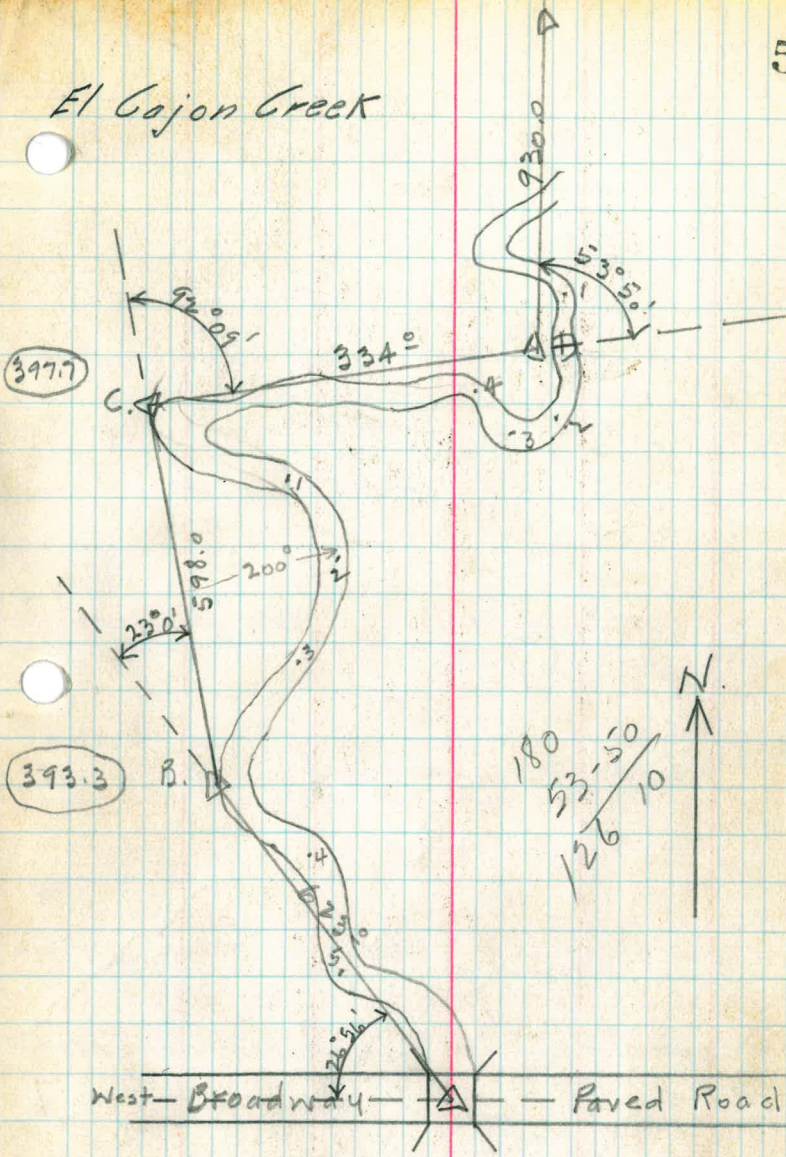
W

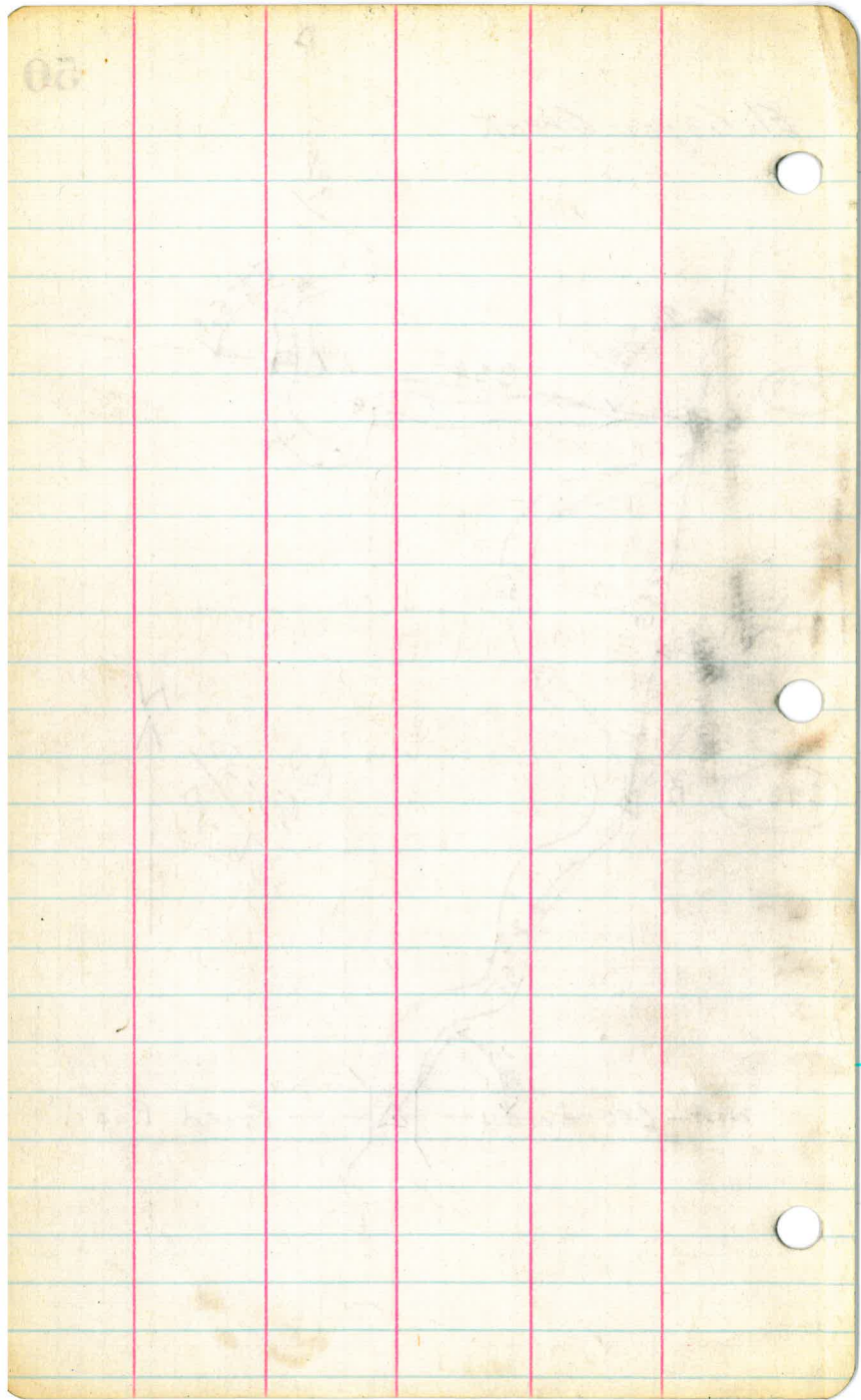
W Converse

W Converse

Converse

El Cajon Creek





Second Otay Pipe Line.
Levels for Preliminary Investigation
of Gravity Drain from Blow-off
at Wightman and 41st Streets.

Pages 1-4

Jan. 16, 1929.

Converse

Elliott

Simpson.

Note - There is no possibility of running a gravity drain along street line in any direction as street grades are plus on both Wightman (east and west) and 41st Street north and south. Plus Grade south on 41st for several blocks.

525

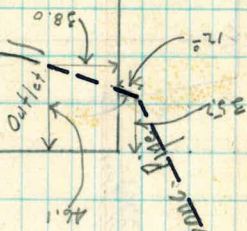
Only possible Gravity Drain from Blow-off being into Stormwater Drain Manhole and out 24" Concrete Pipe into Canyon which is on Private Property.

Alley.



Three Small Houses.

Conduit



Conduit Direction



z

Flor. 335.67

El. 332.8

12" Cor. Iron

332.1

17" Cor. Iron

Manhole for Stormwater
Drains. 41st. and Wightman

1.16
1.16
1.16

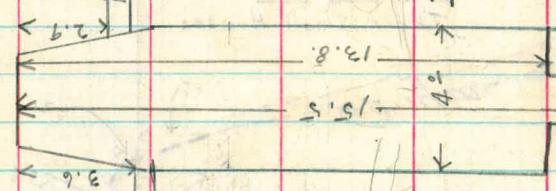
13.8
10.1

4" Inside Diameter.

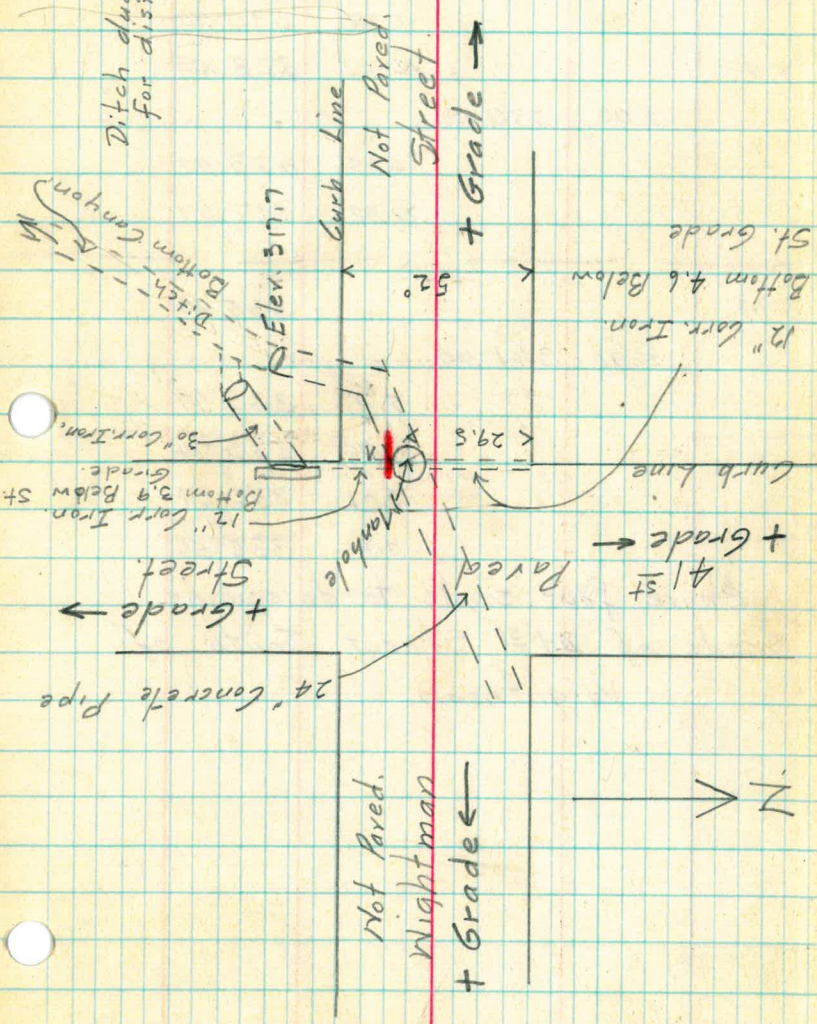
El. 321.9

El. 320.2

24" Conc. Pipe.



Ditch dug 2' wide - 1.5' deep
for distance of 200 feet.



B.M. 335.49

5.19 340.68

5.01 335.67

9.78 330.90

T.P. 12.63 328.05

2.00 330.05

6.65 323.40

12.98 317.07

B.M. 335.49

5.91 341.40

5.41 335.99

5.46 335.94

5.06 336.34

4.84 336.56

Above four shots to determine
Grade of 41st Street South of
Wightman.

N.W. Cor. Wightman & 41st Sts.

Top Cover Manhole of Stormdrain
Bottom of 30" Side Drain at Curb

Bottom of 30" Side Drain at Bottom outlet
Bottom of Conc. Main Drain at Bottom Gully

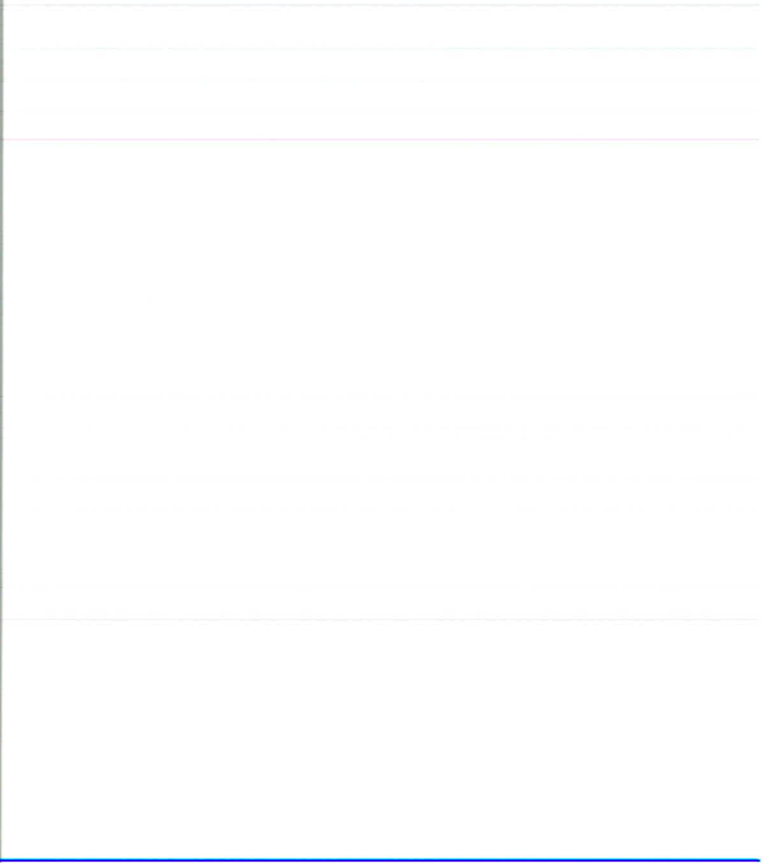
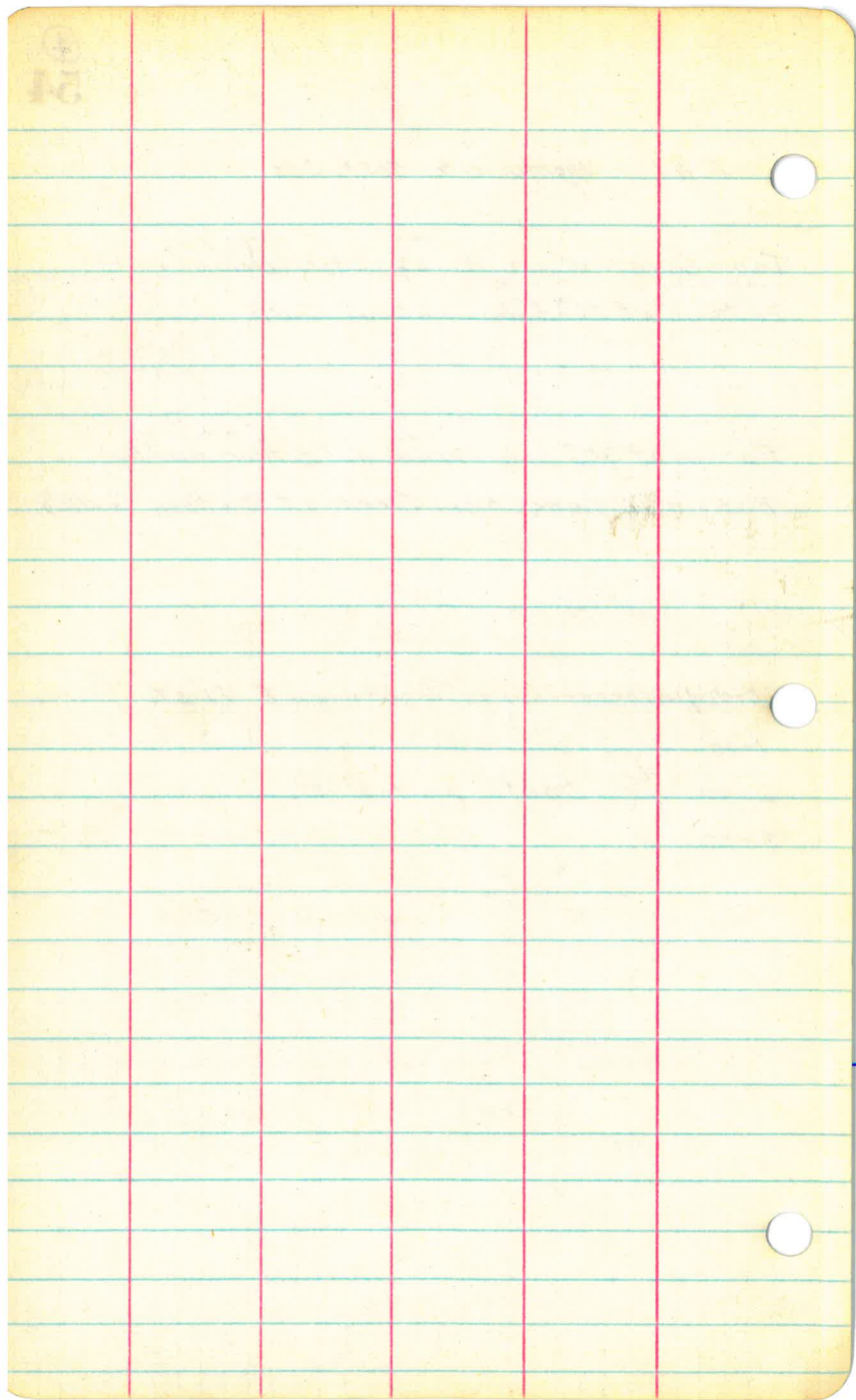
0+00 = Intersection of Wightman & 41st St.

1+00

2+00

3+00

} South on 41st St.



55 ①

Preliminary Line and Levels
for Gravity Drain from Blow-off
at Wightman and 38th Streets.
Second Stay Pipe Line.

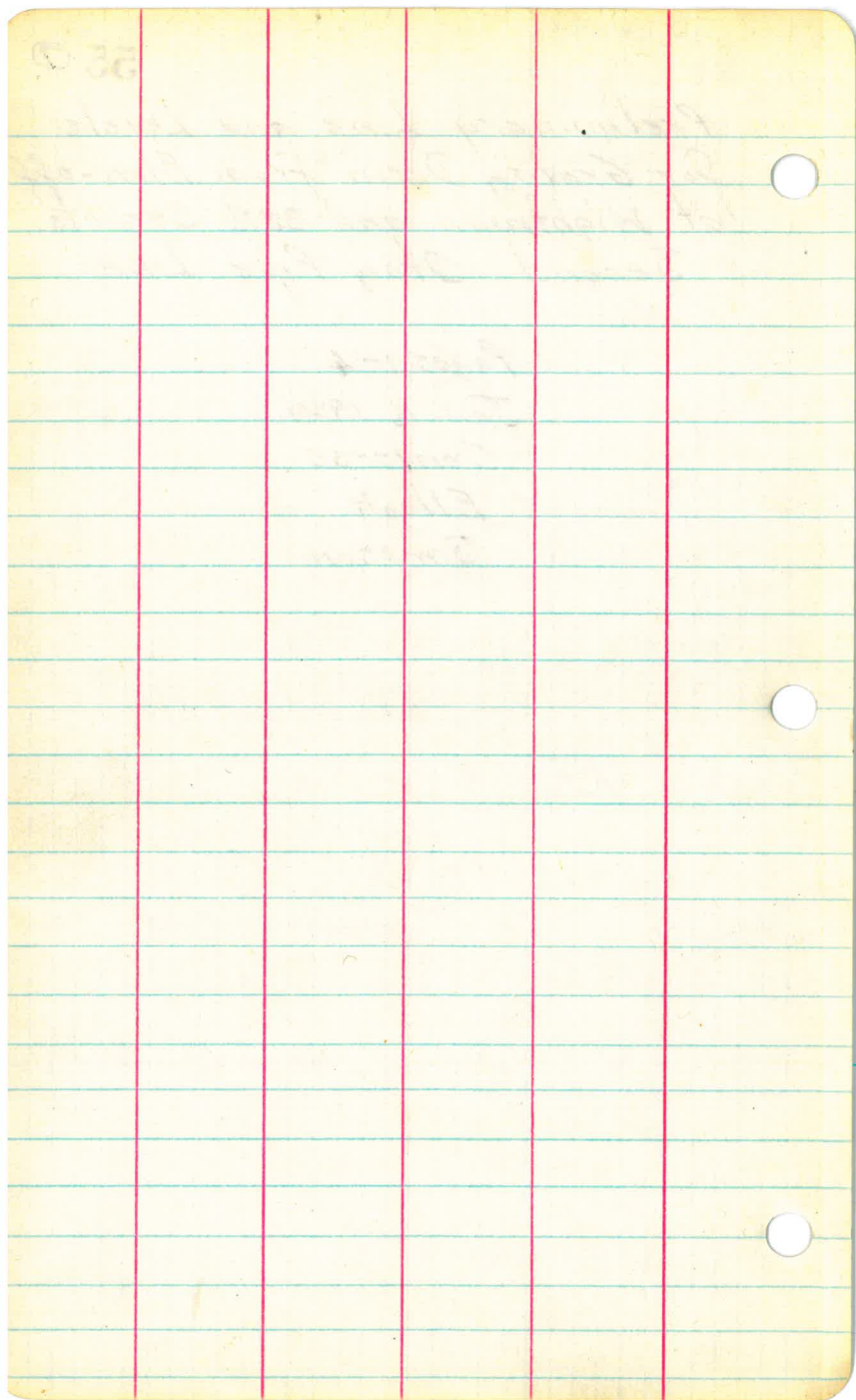
Pages 1-4.

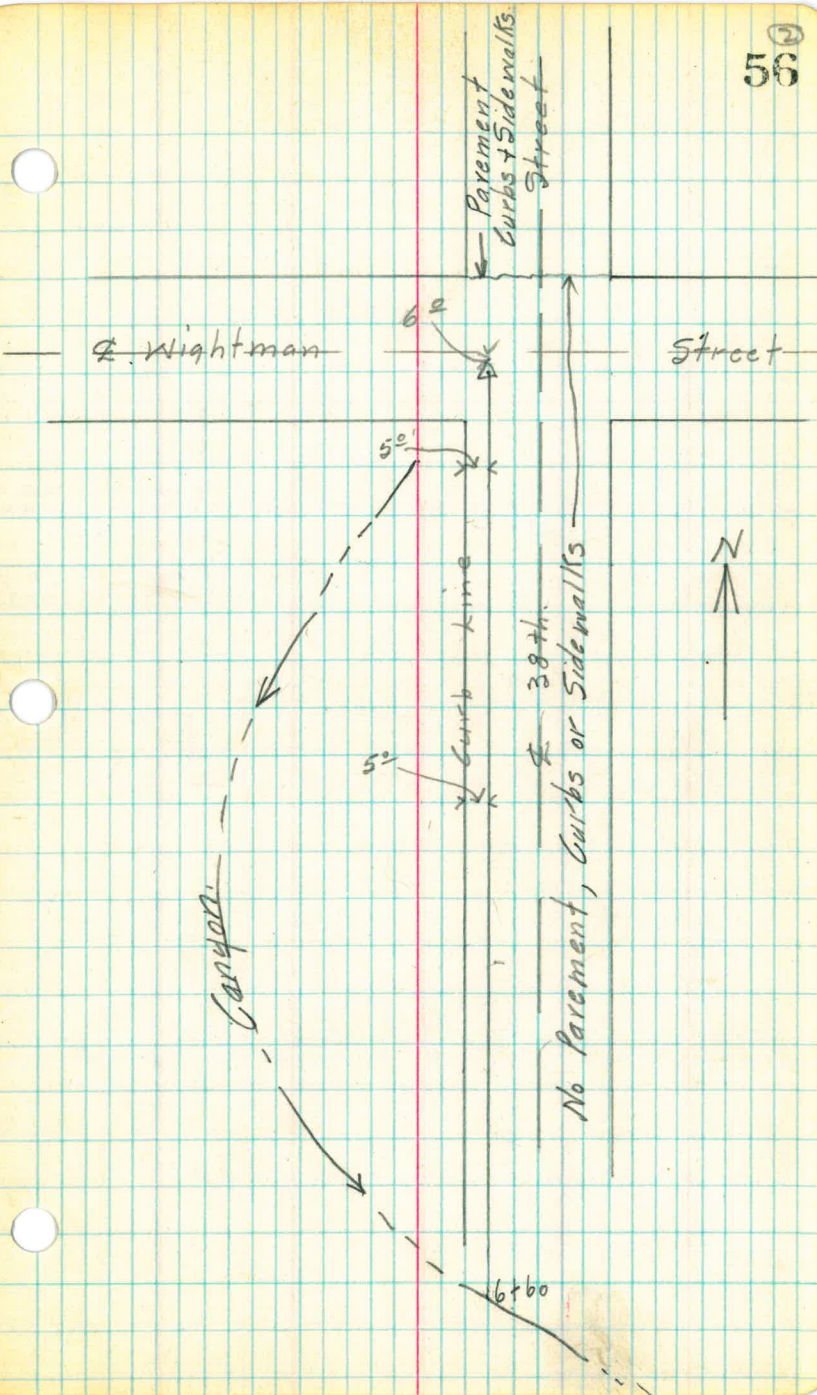
Jan. 16. 1929.

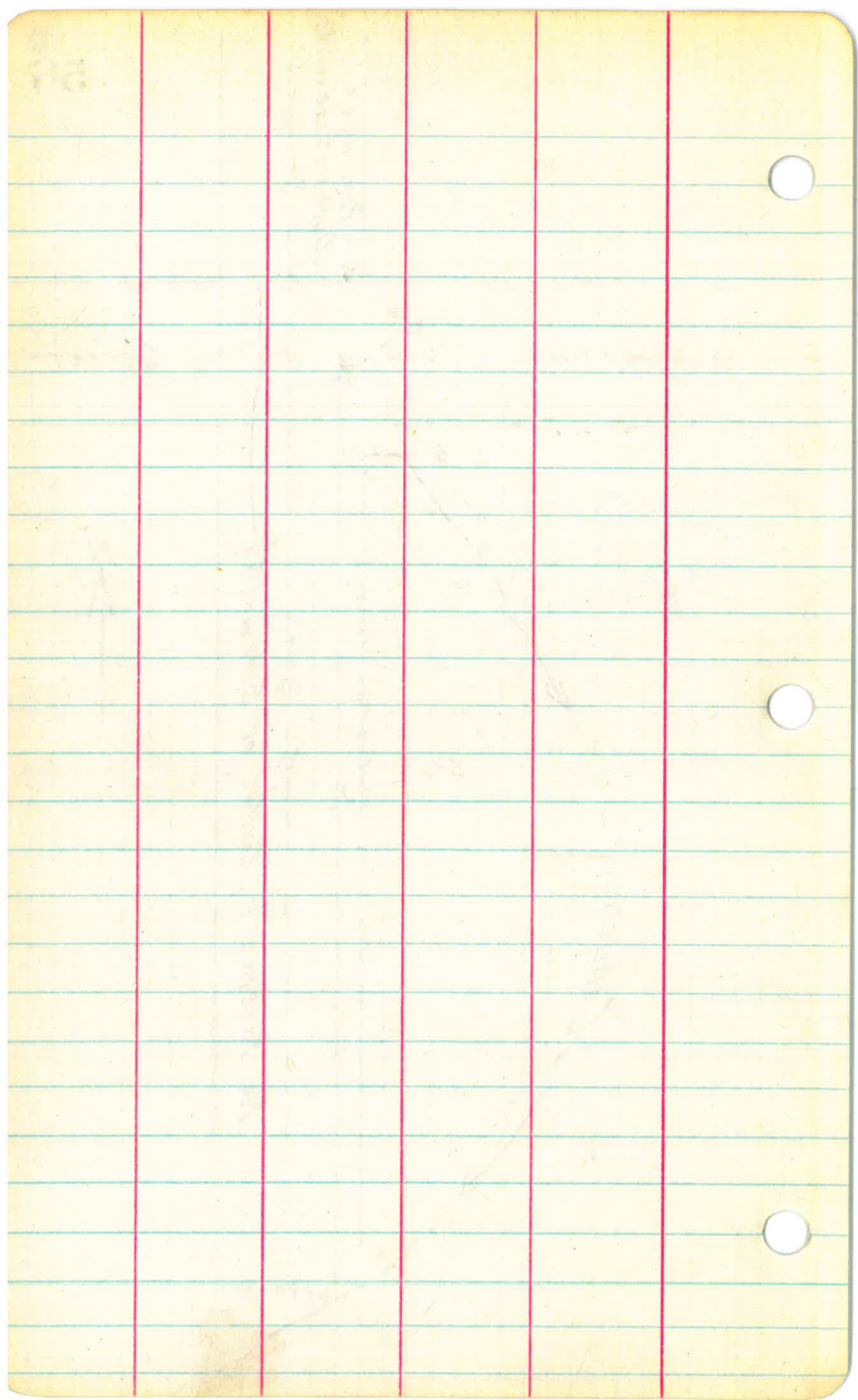
Converse.

Elliott

Simpson.







N.W. Cor.
Curb Line

5'

Wrightman

2' from Curb
Intersection to Box
Curb Line

S.W. Cor 38th

and Wrightman

12" Corra Pipe

12" Corra Pipe

1.5 x 1.5 Conc. Box

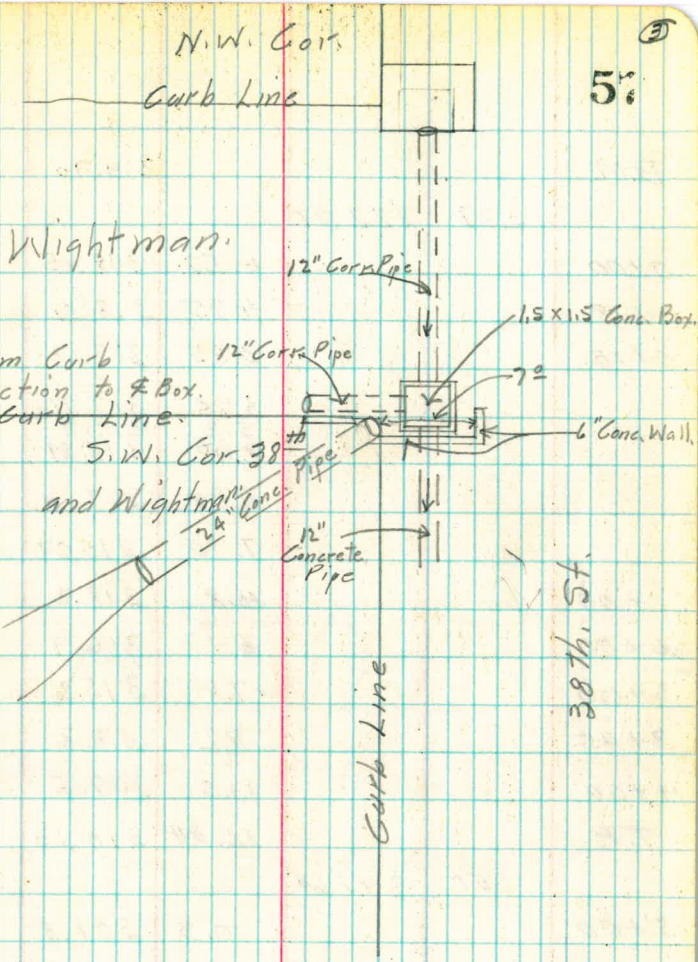
7"

6" Conc. Wall

12" Concrete Pipe

Curb Line

38th St.



B.M.				319.70
	3.27	322.97		
0+00			4.52	318.45
0+18			4.95	318.02
0+18			3.85	319.12
			5.26	317.71
			5.3	317.7
			7.08	315.89
			5.84	317.13
			7.90	315.07
1+00			4.8	318.2
2+00			6.1	316.9
3+00			7.8	315.2
3+45			9.2	313.8
4+00			13.5	309.5
T.P.			12.84	310.13
	1.51	311.64		
5+00			10.3	301.3
5+28			12.7	398.9
T.P.			13.07	298.57
	1.66	300.23		
5+45			6.9	293.3
T.P.			12.1	288.1
	1.5	289.6		
6+00			2.9	286.7
6+60			11.5	278.1

Brass Plug in Curb. N.W. Cor. 38th. & Wightman

Bottom of wall around drain. S.W. Cor. Wightman &

Top " " " "

38th. Sts.

Top 24" x 24" Conc. Drain Box

Bottom " " " "

No. Side Wightman

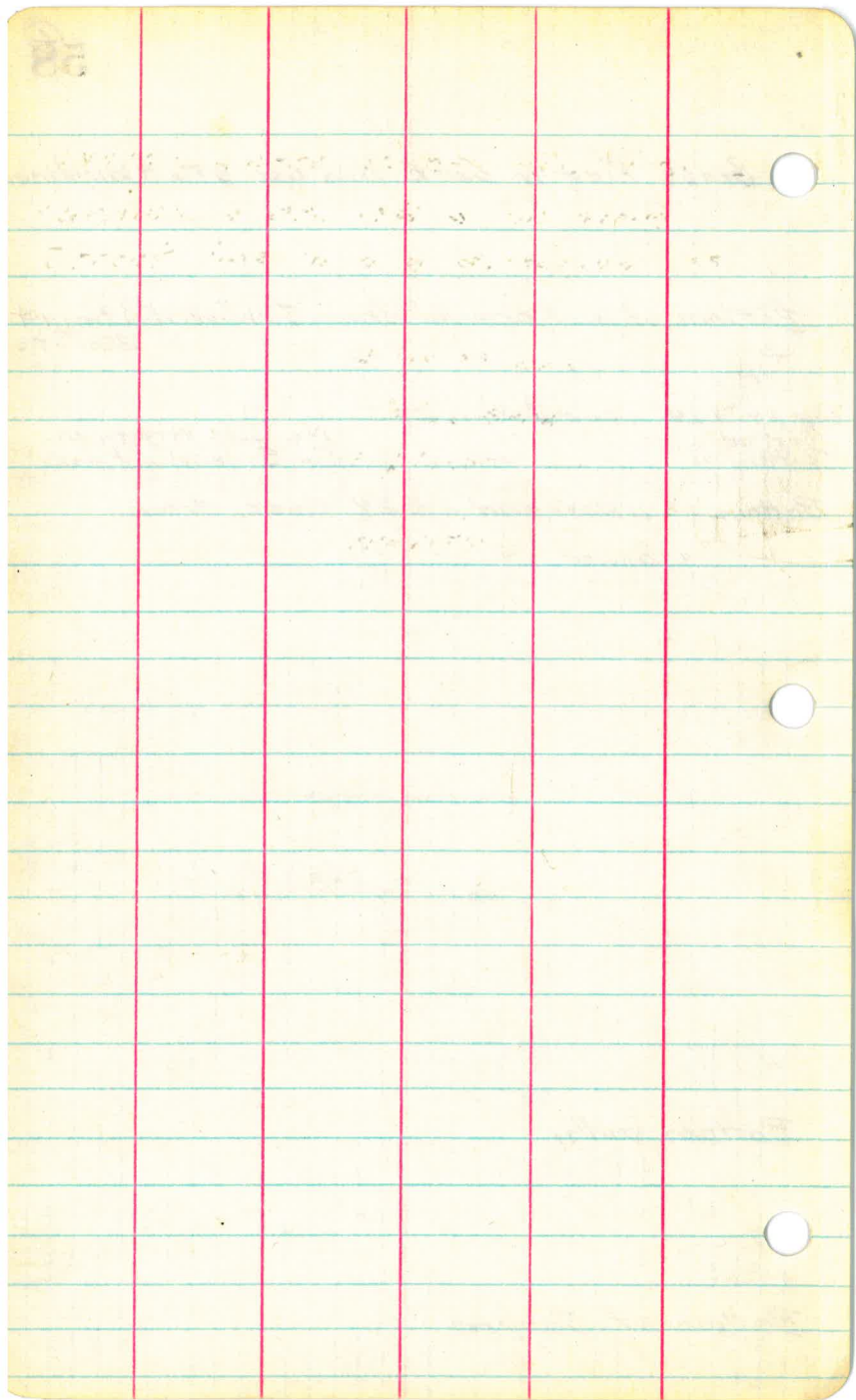
So. Side Wightman.

Bottom of upper end of 24" Conc. drain

" " Lower " " " "

Bottom Gully

Bottom of Canyon



59^①

Second Stay Pipe Line.
Preliminary Investigation for
Gravity Drain from Blow-off at
Wabash and Nighthan Streets.

Pages 1-4.

Jan. 16, 1929.

Converse

Elliott

Simpson

B.M. 349.47

0.18 349.65

12.55 337.10

0.58 337.68

12.92 324.76

0.27 324.93

9.23 315.70

0.28 315.98

0+00 2.2 313.8

1 4.8 311.2

2 11.4 304.6

T.P. 12.54 303.44

1.24 304.68

+35 4.7 300.0

+60 10.7 294.0

+69 11.2 293.5

9.1 295.6

3 13.3 291.4

T.P. 12.75 291.93

2.41 294.34

+86 8.7 285.6

4 10.0 284.3

5 13.5 280.8

T.P. 12.56 281.78

2.24 284.07

N.W. Cor. 34th. + Univ. Brass Plug in Curb.

Top of Sewer Manhole Int. of Wabash & Wightman

0+00 = Approx. 10

Top Sewer Manhole 15' L. 2+69
60' R. to Bottom Edge.

41' R. to Bottom Edge Canyon

284.02

5+06.5	3.5	280.5
	2.8	281.2
+25	6.5	277.5
+60	6.7	277.3
6	9.3	274.7
+09	10.5	273.5
+46	10.7	273.3
+50	8.4	275.6
7	10.4	273.6
+08	10.9	273.1
	11.2	272.8

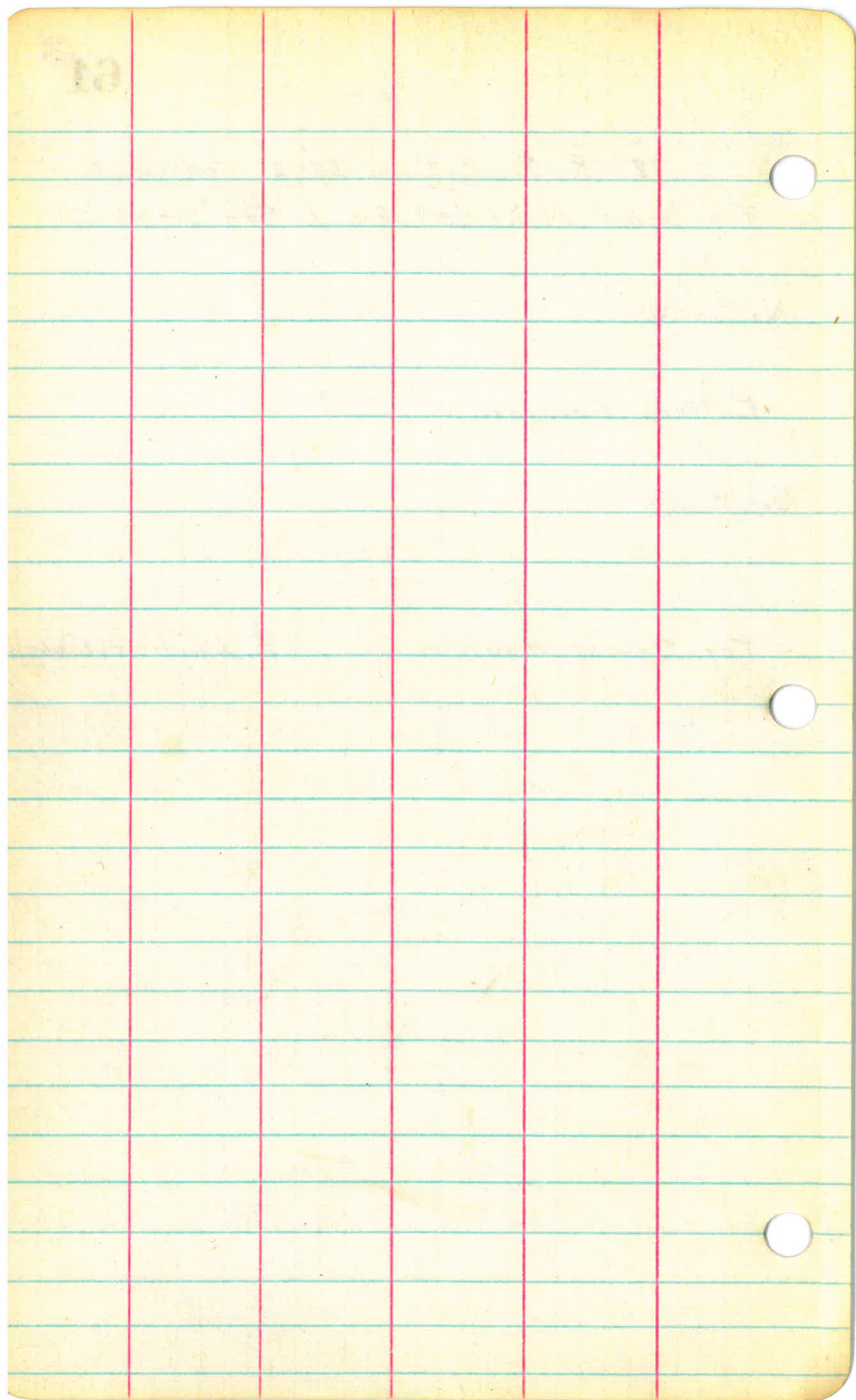
18' R. to Bottom edge canyon.
Top Sewer Manhole 18.5 L. Sta. 5+06.5

No. Bank

Bottom Canyon.

So. Bank

Top Sewer Manhole ... & Landis + Wabash.





W Mabush

10°

14.14.

Sewer Manhole.

0+00
60°

10°

W Wightman

10°

Canyon

15°

Sewer Manhole.
2+69

60°

3+00

41°

4+00

18.5

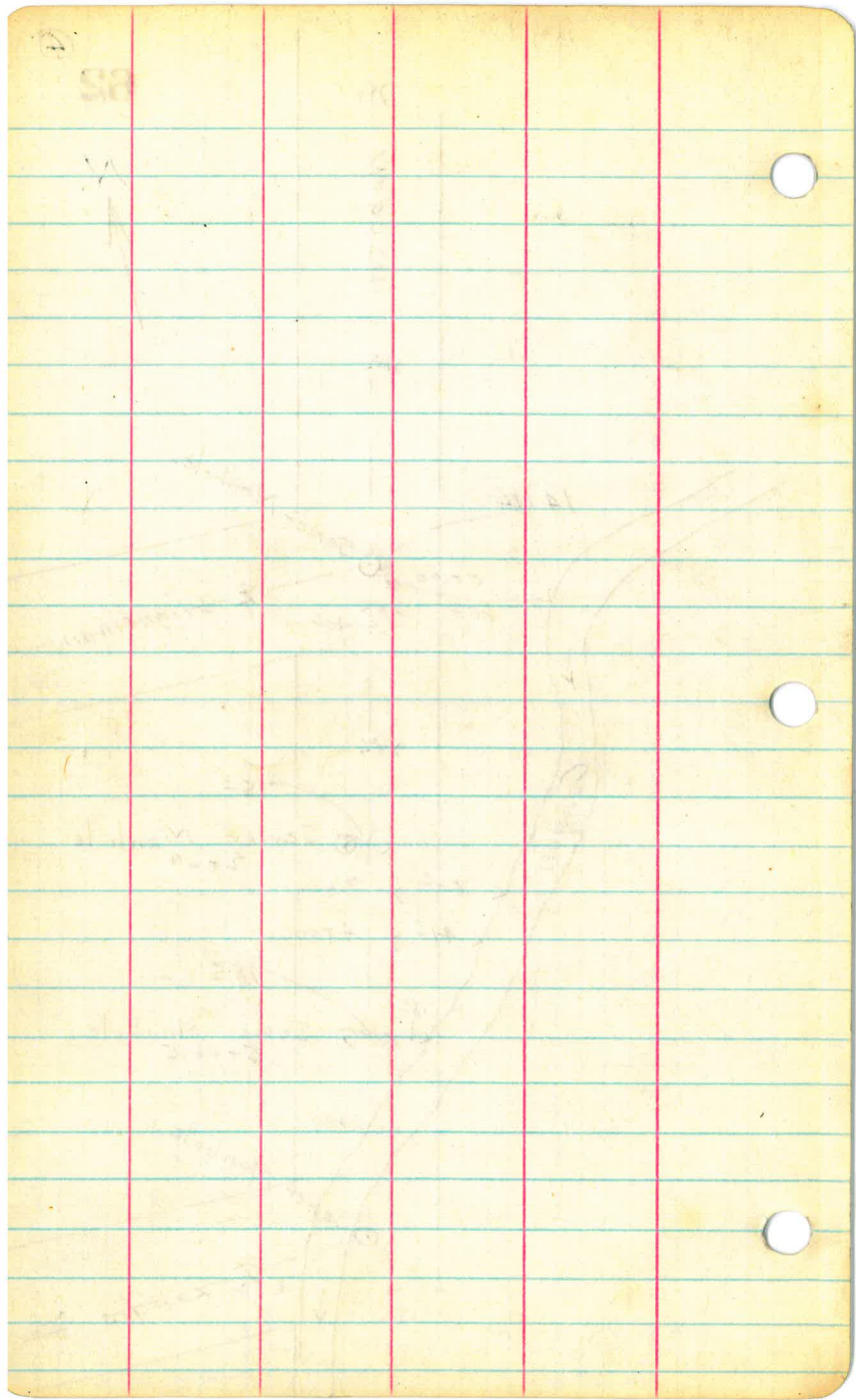
18°

Sewer Manhole
5+06.5

6+09

Sewer Manhole.

W Landis



subject; Riparian Rights ⁶²
Survey of San Dieguito River

"D line" A Traverse of Flood lines
of Dieguito River from Hedges
West to East line of Santa Fe Dam
Ranch

Various ties to prop. cor's

Line of levels over "D" line

Party Hill, Elliott, Tennant
control Level

1

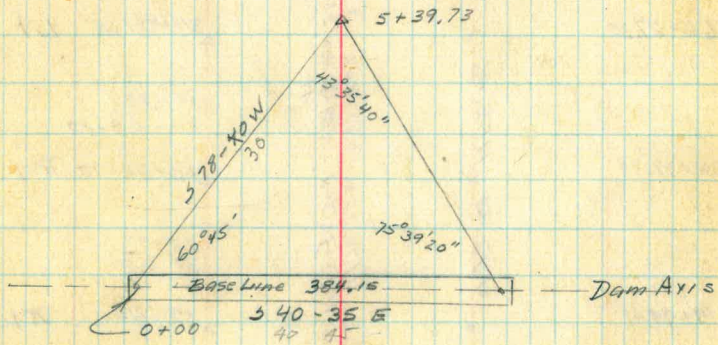
D. Line Transit Notes

West From Hodges Dam
to East line of RANCHO
SANTA FE

43+91.19	x	354.77	N 88° 48' 40" W	11-50 23-40-30
40+36.42	x	439.89	N 87° 58' 50" W	11-50-15 RT
35+96.53	x	776.50	N 88° 03' 50" W	1-12-45 2-25-30
28+20.03	x	736.17	N 88° 03' 50" W	1-12-45 Lt
20+83.86	x	557.20	N 88° 03' 50" W	19-44-45 39-29-40
15+25.96	x	731.18	N 88° 03' 50" W	19-44-50 RT
7+94.78	x	255.05	N 88° 03' 50" W	22-52-15 45-44-20
5+39.73	x	59-00 W	N 88° 03' 50" W	22-52-10 RT
0+00	x		N 88° 03' 50" W	21-55 43-50
	x		N 88° 03' 50" W	21-55 RT
	x		N 88° 03' 50" W	6-45 13-31
	x		N 88° 03' 50" W	6-45-30 Lt
	x		N 88° 03' 50" W	47-22-40 Lt

Nov 23
Hill
Elliott
Simpson
Fellner

1
64



D. Line Transit Notes

87+94.63

x 136.92 x

86+57.71

x 369.55 x

82+88.16

x 892.37 x

73+95.79

x 358.95 x

70+36.84

x 409.64 x

66+27.20

x 1155.46 x

54+71.74

x 472.23 x

49+99.41

x 608.22 x

43+91.19

N 85-30 W x N 70-15 N x N 60-45 W x S 85-0 W x S 83-30 E x N 72-30 W x N 74-30 W x
N 86-20-50 W x N 70-36-50 W x N 59-34-40 W x S 85-37-05 W x N 83-33-45 W x N 72-20-35 W x N 88-45-05 W x S 75-20-05 W
#

15-55
31-49-40
15-54-50 Lit
16-27-15
32-49
16-24-30 Lit
11-13-30
22-26-20
11-13-10 RT
10-49-30
21-38-20
10-49-10 RT
34-48-15
69-36-30
34-48-15 Lit
10-52
21-44-20
10-52-10 RT
15-44
31-28
15-44 RT
5-52
11-44-20
5-52-10
LT

Nov 24
Elliott
Soper
Palmer

65²

Road

D Line Transit Notes

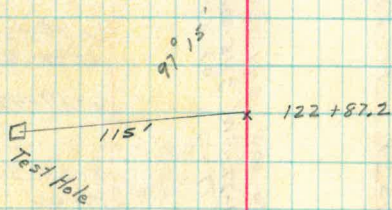
143+31.67	x	206.11	x	510.45W	S 14-15W	43	3-35-45 7-11-40
141+25.56	x	984.25	x	510.45W	S 14-15W	43	3-35-50 Rt
131+41.31	x	598.63	x	530-30W	S 31-37-25W	27	20-19-30 40-38-40 20-19-20 Lt
125+42.68	x	254.88	x	539-0W	S 31-37-25W	46	8-19 16-38 8-19 Lt
122+87.80	x	1073.80	x	536-0W	S 31-37-25W	46	3-19-30 6-39 3-19-30 Rt
112+14.00	x	1635.59	x	536-0W	S 36-36.55W	26	2-25-30 4-50-40 2-25-20 Rt
95+78.41	x	283.80	x	533-15W	S 34-41-25W	21	39-17-15 78-34 39-17-0 Lt
92+94.61	x	499.98	x	572-30W	S 34-41-25W	18	2-12-30 4-25 2-12-30 Rt
87+94.03	x		x	570-0 N	S 71-16-05W	26	4-04 8-08 4-04-00 Lt

MAG. BY
Calc. BY

Nov 26 - 1928
Hill - Chief
Elliott - Notes
Soper - H. Ch
Palmer - R. Ch

66

3



Road

4 D. Line Transit Notes

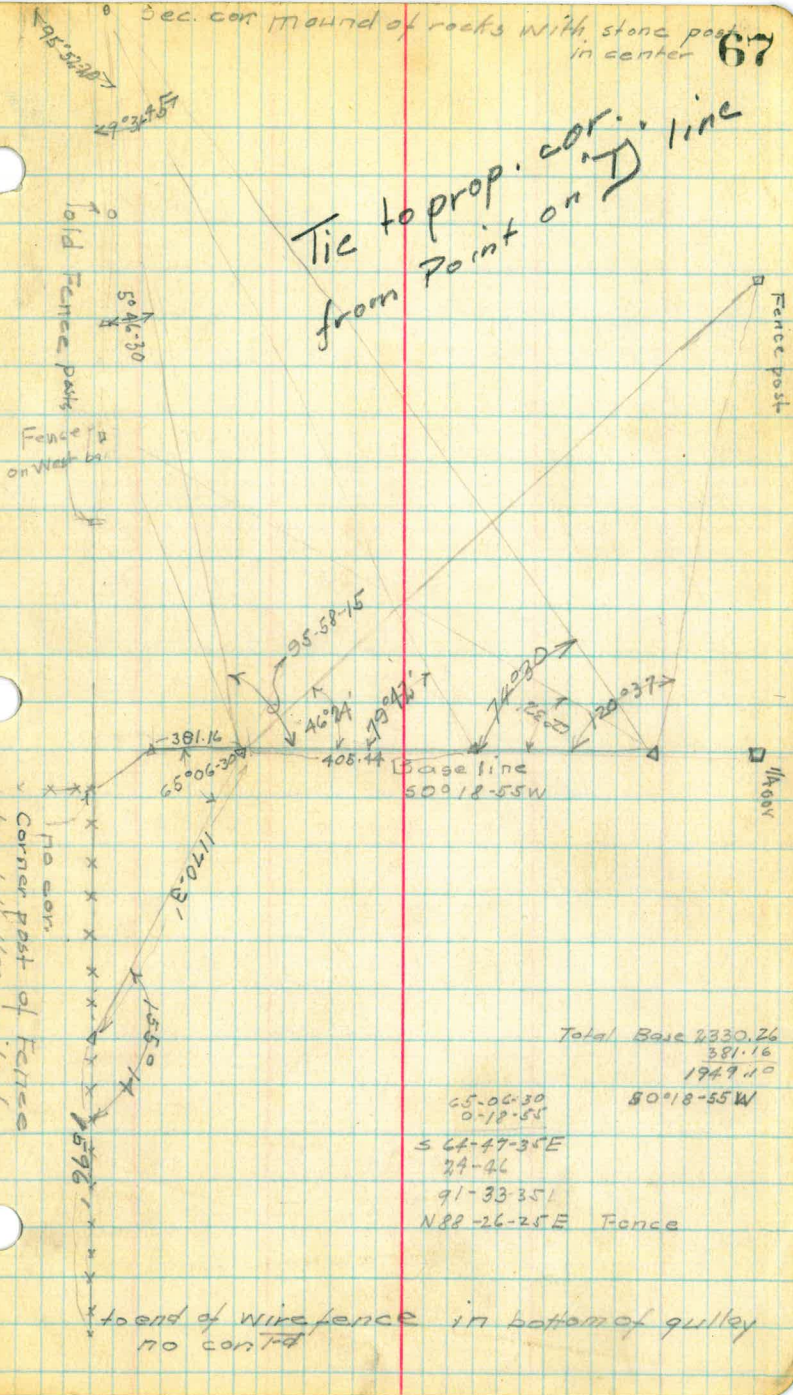
Mag B
Calc B

177 + 57.70	533.14	560-15W	16-02
172 + 24.56	143.88	544-15W	32-03-30
160 + 80.68	675.38	545-07-30W	16-01-45 RT
154 + 05.30	217.10	550-30W	6-19-45
151 + 88.20	258.20	551-22-15W	12-39-30
149 + 30.00	598.33	559-15W	6-19-45 Lt
143 + 31.67	517-0W	560-21-48W	8-54-30
	517-35-55W	551-22-15W	17-49
	507-30E	560-21-48W	8-54-30 Lt
	506-55-50E	559-15W	42-46
	07-05	560-21-48W	85-31-40
		559-15W	42-45-50 RT
		560-21-48W	24-32
		559-15W	49-03-40
		560-21-48W	24-31-45 RT
		559-15W	21-50
		560-21-48W	43-39-30
		559-15W	21-49-45 Lt

?

Sec. cor marked of rocks with stone post in center

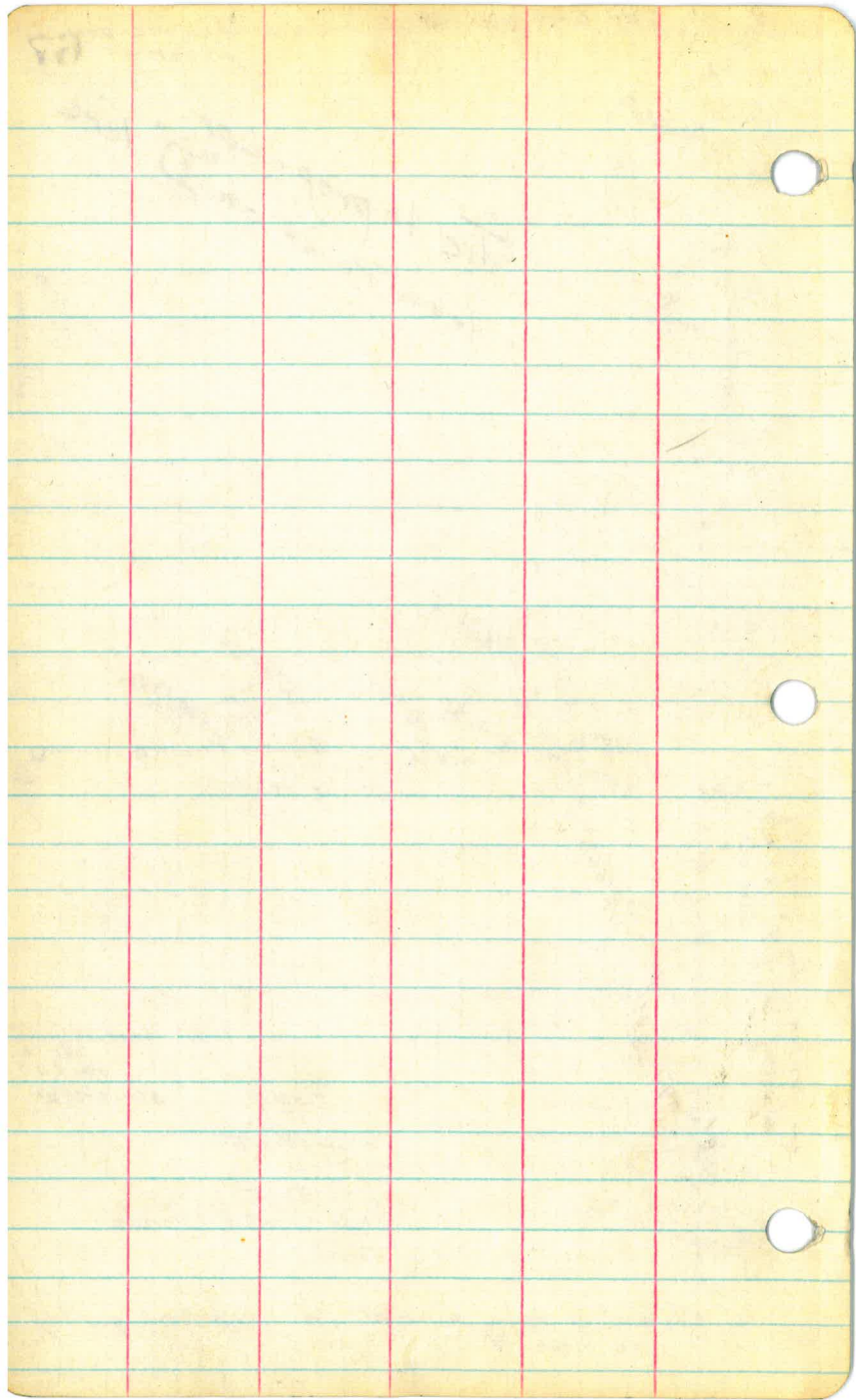
Tie to prop. cor. line from point on T line



Total Base 2330.26
 381.16
 1949.10
 80°18-55W

65-06-30
 0-18-55
 S 64-47-35 E
 24-46
 91-33-35
 N 88-26-25 E Fence

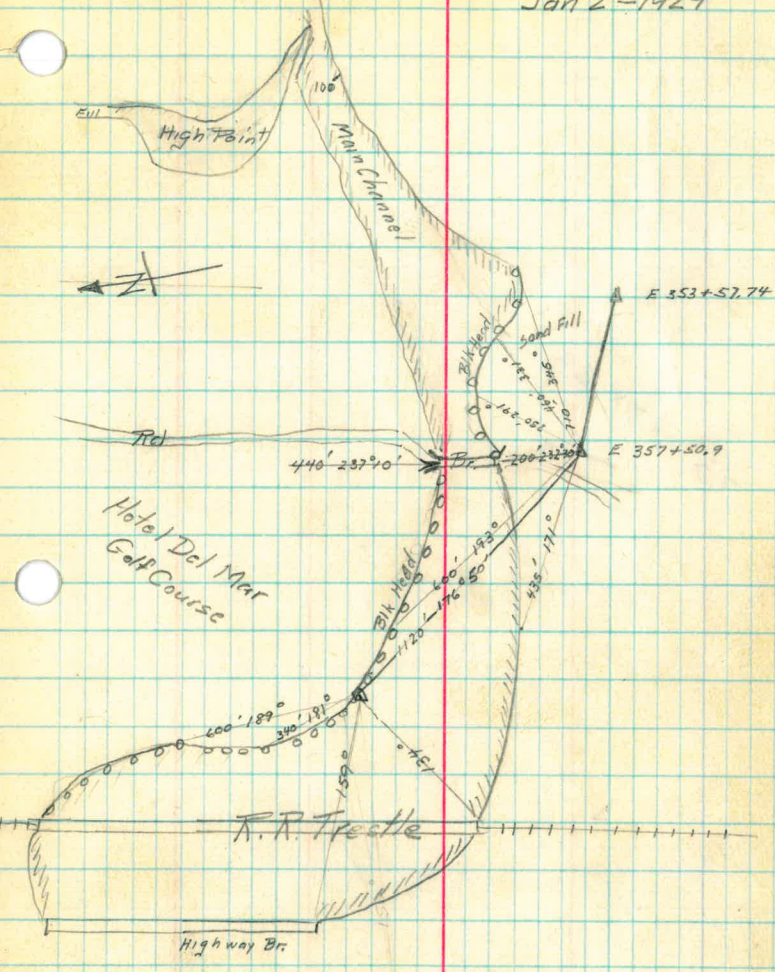
to end of wire fence in bottom of gulley no cor. T



All Angles Az. to Rl. From Backsight.

Red & Curly

Jan 2 - 1929



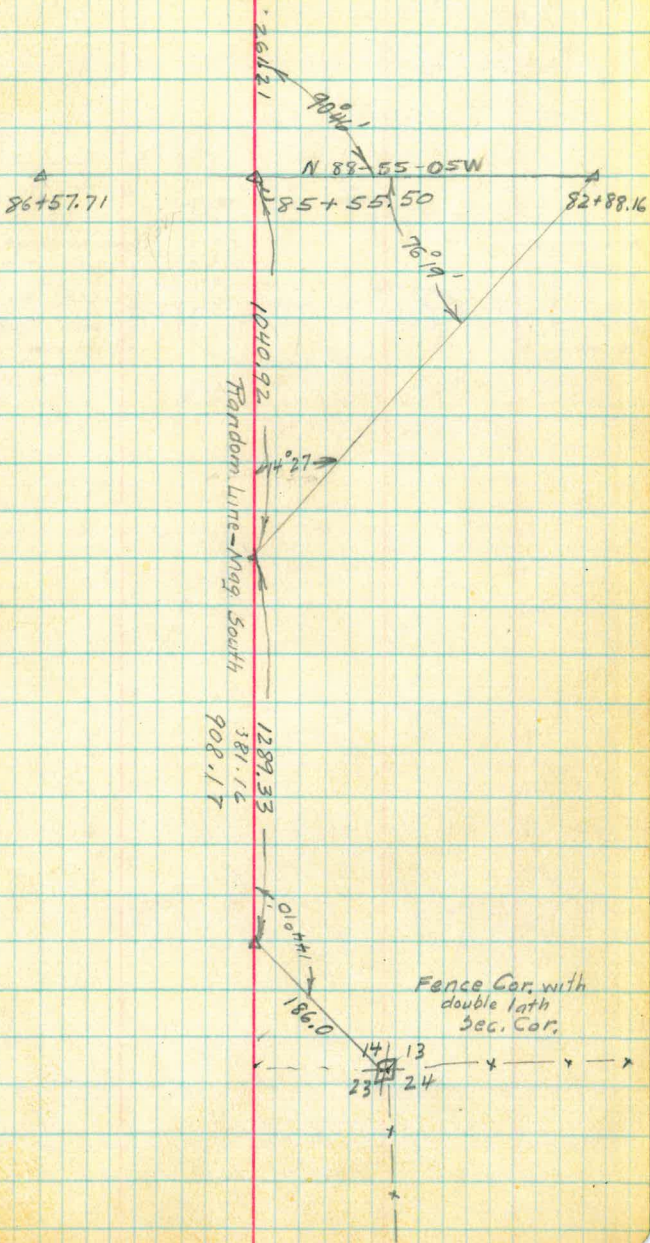
23 x 37 x 20

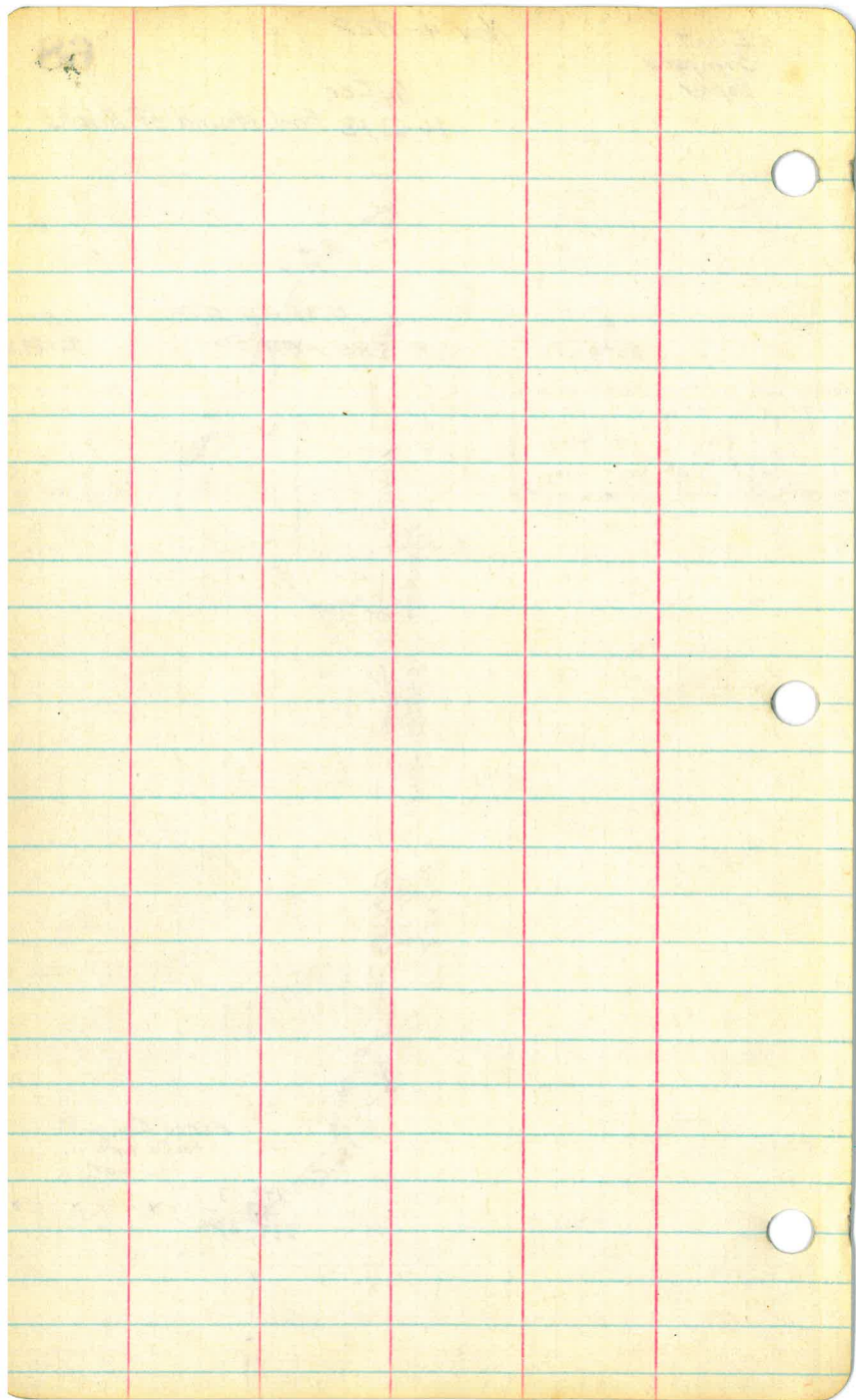
Elliott
Simpson
Soper

Nov 4 - 1928

68

1/4 Cor.
14 \square 13 Encl. Mound of Rocks





N 84-20-40 E
6-19-20
N 78-01-10 E
76-34
N 1-27-10 E

S 84-20-40 W
84-02
N 0-15-20 E to point
in mound
of rock
going
north

N 84-20-40 E old fence
90-07-10
5-46-20
95-52-20

S 0-13-00 W
84-07-40
S 84-20-40 W
0-18-00
84-01-45
95-58-41
170-09-00

S 25-48-11 W
74-30
50-18-56 W

4-19-45
175-40-15
95-48-15
79-42-00
159-24
79-41-45

95-58-11
191-56-30
95-58-30

N 19-04-55 W
120-31-10
120-37
50-18-55 W

46-24
50-18-55 W
46-05-04

155
246

6819-30
12039

Line of Levels over \bar{D} line

and Stadia Side shots to determine
width of Flood Channel

\bar{D} Line Elev.

Control
Hilburn

14-23-28				
BM			310.56	
	10.99	326.55		
T.P.			1.28	326.27
	6.38	331.65		
Point on Top of Dam			1.63	330.02
			116 ⁰⁰	214.02
	2.75	216.77		
T.P.			12.10	209.67
	1.82	206.49		
589.73			12.88	193.61
	4.64	198.25		
794.78			5.95	192.40
	1.49	193.89		
11+13.79			7.05	186.94
15+25.96			10.65	183.24
	1.06	184.30		
18+95.26			13.80	170.50
20+93.86			10.14	174.16
	1.65	175.81		
23+23.86			9.80	166.01
T.P.			12.97	162.84
	9.94	172.78		
25+85.86			12 ⁰⁰	160.78
28+20.03			3.94	168.84
29+40.03			10.61	162.17
32+40.03			10.08	162.70

Elev. on E Line

Station					Controll H. H. Merrill C. J. J. J. Lawrence
191+66.59				100	Signs Indicate High Water at this Point
	11.02	111.02			
194+37.59			7.16	101.86	(Fence Line) East side
176+92.99			1.82	109.20	
193+58.58			8.23	102.79	
Fence Line Center of Valley			13.50	97.52	
Fence Line on Lenganang			11.50	99.52	
95+58.29			10.88	100.14	High Water west side
	3.64	103.78			
192+30.03			6.98	99.30	

72

Topography "D" Line

Sta	H.I.	Ground El.	V.A.	stadia Dist. Lf or Rt.
20+83 ⁸⁶	5.3	174.16	0° 0'	210° Rt
20+83 ⁸⁶	5.3	174.16	+5° 15'	43° Lt.
18+95 ⁹⁶	5.4	170.50	+8° 54'	96° Lt.
18+95 ⁹⁶	5.4	170.50	+2° 10'	178° Rt.
15+25 ⁹⁶	5.3	183.24	+0° 50'	290° Rt.
15+25 ⁹⁶	5.3	183.24	+24° 03'	12° Lt.
11+73 ⁷⁸	5.5	186.84	+19° 13'	25° Lt.
11+73 ⁷⁸	5.5	186.84	+1° 0'	255° Rt.
7+94 ⁷⁸	5.5	192.40	+2° 48'	240° Rt.
7+94 ⁷⁸	5.5	192.40	+10° 15'	25° Lt.
5+39 ⁷³	5.1	193.61	+11° 52'	93° Lt.
5+39 ⁷³	5.1	193.61	+6° 53'	205° Rt.

Nov. 24-28

Simpson

73

Lawrence

cloudy

1:1 slope for 40' then 1:1/2 on

vertical Rock wall for 60'

3/4:1 slope

3/4:1 for 15' then 2:1 on up

1:1 slope

vertical Bank for 10' 2:1 on up

2:1 slope

4:1 slope for 100' vertical Bank 20'

2:1 slope

2:1 slope

2:1 slope

2:1 slope for 75'

Topography "D" Line

Sta.	H.I.	Ground El.	V.A.	Stadia Dist. Rt. or Lt.
35+96 ⁵³	5.2	160.24	-0°49'	267° Rt.
35+96 ⁵³	5.2	160.24	+7°36'	73° Lt.
32+40 ⁰³	5.3	162.70	+10°06'	30° Lt.
32+40 ⁰³	5.3	162.70	+0°41'	250° Rt.
29+40 ⁰³	5.4	162.17	+0°30'	235° Rt.
29+40 ⁰³	5.4	162.17	+11°0'	50° Lt.
28+20 ⁰³	5.5	168.84	+24°50'	15° Lt.
28+20 ⁰³	5.5	168.84	-1°05'	240° Rt.
25+83 ⁸⁶	5.2	160.78	+3°07'	95° Rt.
25+83 ⁸⁶	5.2	160.78	+20°0'	50° Lt.
23+23 ⁸⁶	5.1	166.01	+23°10'	16° Lt.
23+23 ⁸⁶	5.1	166.01	+2°0'	205° Rt.

11/27/28
SIMPSON
LAWRENCE

74

$\frac{3}{4}:1$ slope

4:1 slope

4:1 slope

$\frac{3}{4}:1$ slope

1:1 $\frac{1}{2}$ slope

1:1 slope

1 $\frac{1}{2}$:1 slope

$\frac{3}{4}:1$ slope

1:1 slope

2:1 slope

1 $\frac{1}{2}$:1 slope

1:1 slope

"D" Line Topography

Sta	H.I.	Ground El	V.A.	Stadia Dist. R or L
54+71 ⁷⁴	5.5	145.76	+1°04'	220° Rt.
54+71 ⁷⁴	5.5	145.76	+9°27'	25° Lt.
49+99 ⁹¹	3.4	142.54	+19°56'	24° Lt.
49+99 ⁹¹	5.4	142.54	+315'	233° Rt.
47+19 ¹⁹	5.5	138.26	+4°48'	283° Rt.
47+19 ¹⁹	5.5	138.26	+34°34'	18° Lt.
45+91 ¹⁹	5.7	143.61	+8°08'	36° Lt.
45+91 ¹⁹	5.7	143.61	+2°42'	270° Rt.
43+91 ¹⁹	5.2	144.90	+3°36'	275° Rt.
43+91 ¹⁹	5.2	144.90	+25°15'	10° Lt.
40+36 ⁴²	5.3	154.36	+12°05'	10° Lt.
40+36 ⁴²	5.3	154.36	+1°19'	285° Rt.

clear

11/26/28
SIMPSON
LAWRENCE

75

2:1 slope 100' to Road

vertical Rock Ledge 10' - 2:1 on up

2:1 for 30' - 4:1 on up

2:1 for 50' to Road

1/2:1 for 30' to Road

3/4:1 for 20' - 2:1 on up

1/2:1 for 15' - 2:1 on up

vertical Bank 35' to Road

vertical Bank 50' to Road

vertical Rock Ledge 10' - 2:1 on up

8:1 slope

1/2:1 slope

D' Line topography

Sta.	H.I.	Ground El.	V.A.	stadia Dist. Rt. off.
70+36 ⁸⁴	5.5	137.95	-21°09'	35° Lt
70+36 ⁸⁴	5.5	137.95	-0°15'	303° Lt
68+27 ²⁰	5.2	140.12	-1°49'	255° Lt
68+27 ²⁰	5.2	140.12	-11°45'	34° Lt.
66+27 ²⁰	5.3	142.38	-31°03'	6° Lt ?
66+27 ²⁰	5.3	142.38	-2°0'	255° Lt
64+04 ²⁰	5.4	125.80	+3°16'	135° Lt
64+04 ²⁰	5.4	125.80	+7°52'	92° Rt.
60+17 ⁵⁴	5.3	134.38	+1°42'	184° Rt
60+17 ⁵⁴	5.3	134.38	+34°08'	8° Lt
57+11 ⁸⁴	5.4	131.81	+16°10'	54° Lt
57+11 ⁸⁴	5.4	131.81	+4°11'	210° Rt.

11/26/28
SIMPSON
LAWRENCE

76

2:1 for 35' to Road — 1/2:1 on up

4:1 slope up Gully

vertical Bank for 10' — 3:1 on up ✓

vertical Bank for 8' to Road — 1:1 on up

vertical Bank for 6' to Road — 1:1 slope on up
20' Road way

1:1 slope for 50' — 2:1 on up

vertical Rock Bank 25' — 2:1 on up

1:1 slope to Road 20'

2:1 slope to Rd 50'

vertical Rock Bank 10' — 4:1 on up

3:1 slope

2:1 for 40' to Road

"D" Live Topography

Sta.	H.I.	Ground El.	V.A.	Stadia Rt Dist. Lt
87+94 ⁶³	5.7	133.93	-35°10'	32° Lt
87+94 ⁶³	5.7	133.93	-3°42'	280° Lt
86+57 ⁷¹	5.6	134.63	-3°46'	275° Lt
86+57 ⁷¹	5.6	134.63	-24°30'	34° Lt
81+35 ⁷⁹	5.4	134.06	-16°24'	53° Lt
81+35 ⁷⁹	5.4	134.06	-1°54'	280° Lt
79+45 ⁷⁹	5.5	132.43	-3°48'	255° Lt
79+45 ⁷⁹	5.5	132.43	-11°23'	85° Lt
77+44 ⁰¹	5.4	132.76	-6°10'	75° Lt
77+44 ⁰¹	5.4	132.76	-2°02'	320° Lt
73+95 ⁷⁹	5.5	139.61	-3°35'	265° Lt
73+95 ⁷⁹	5.5	139.61	-15°10'	42° Lt

11/26/28
SIMPSON
LOW FENCE

77

vertical Bank for 30' to Road - Then Vertical
Bank for 35'

2:1 slope

4:1 slope

1:1 for 30' to Road - 2:1 on up

2:1 for 50' to Road - vertical Bank 20'
2:1 on up

2:1 slope

1:1 for 40' - 2:1 on up

$\frac{1}{4}$:1 for 70' to Road - 1:1 on up

4:1 for 60' to Road - $\frac{1}{2}$:1 on up

$\frac{1}{2}$:1 slope for 50' - 2:1 on up

$\frac{3}{4}$:1 slope

1:1 slope for 30' to Road - $\frac{3}{4}$:1 on up

"D" Line topography

Sta	H.I.	Ground El.	V.A.	Stadia Rt Dist Lt	
107+68 ⁵²	5.6	94.61	+3°15'	425° Lt	This shot 15' El above Waterline
107+68 ⁵²	5.6	94.61	+11°37'	74° Rt	
104+71 ⁵⁰	5.7	98.35	+2°45'	103° Rt	
104+71 ⁵⁰	5.7	98.35	2°45'	475° Lt	
101+74 ⁰³	5.5	100.53	+1°30'	120° Rt	
101+74 ⁰³	5.5	100.53	3°0'	430° Lt	
98+76 ²⁶	5.4	103.37	+3°29'	425° Lt	This shot 75 El. above High Water Line
98+76 ²⁶	5.4	103.37	+2°27'	94° Rt	
95+78 ⁴¹	5.6	138.23	-32°0'	45° Lt	
95+78 ⁴¹	5.6	138.23	-2°57'	475° Lt	
92+94 ⁶¹	5.6	131.78	-2°27'	390° Lt	
92+94 ⁶¹	5.6	131.78	-32°24'	80° Lt	

11/26/28
Simpson
Lawrence

78

2:1 slope

vertical BANK 10' — $\frac{1}{2}$:1 for 80' to Road

2:1 slope for 75' to Road

2:1 slope

vertical BANK 30' to Road

$\frac{1}{4}$:1 slope

2:1 slope

$\frac{1}{2}$:1 slope for 30' to Road — 4:1 on up

vertical BANK for 40' to Road — 4:1 on up

vertical BANK for 15' — 2:1 on up.

1:1 for 60' — then 4:1 on up

$\frac{1}{2}$:1 slope for 75' to Road then vertical BANK
40' High

D. Line topography

Sta	H.I.	Ground El.	V.A	Stadia Rt Dist. Lt
141+25 ⁵⁶	5.7	80.42	+5°16'	155° Lt
141+25 ⁵⁶	5.7	80.42	+2°40'	170° Rt
131+41 ³¹	5.3	86.82	+39°05'	12° Rt.
131+41 ³¹	5.3	86.82	+1°53'	3.80° Lt.
125+42 ⁶⁸	5.6	99.26	+0°31'	470° Lt
125+42 ⁶⁸	5.6	99.26	-2°0'	120° Rt.
122+87 ⁸⁰	5.5	99.84	+0°19'	208° Rt.
122+87 ⁸⁰	5.5	93.40	+0°13'	370° Lt
118+14 ⁰	5.6	93.40	+1°39'	320° Lt
118+14 ⁰	5.6	96.46	+22°43'	17° Rt.
112+14 ⁰	5.5	96.46	+23°23'	18° Rt.
110+64 ⁷³	5.6	96.05	+18°37'	25° Rt.
110+64 ⁷³	5.6	96.05	+1°59'	215° Lt

8:1 slope for 100' - then 2:1

4:1 for 50' then 2:1 on up

vertical BANK for 25' then 2:1 slope

8:1 slope

4:1 slope

vertical BANK 60' High

vertical BANK 30' High then $1\frac{1}{2}$:1 slope

8:1 slope

4:1 slope

2:1 slope for 100' to Road

vertical BANK for 25' - 4:1 slope to Road 50'

vertical BANK for 35' to Road

vertical BANK for 12' - 2:1 on up

"D" Line topography

Sta	H.I.	Ground El.	V.A	Stadia Dist. ^{Rt or Lt}
159+65 ³⁰	5.7	76.63	Level	233° Rt.
159+65 ³⁰	5.7	76.63	+4°41'	75° Lt.
156+41 ⁸⁰	5.6	79.63	+2°01'	130° Lt.
156+41 ⁸⁰	5.6	79.63	-2°05'	95° Rt.
154+05 ³⁰	5.6	78.22	+5°0'	133° Rt.
154+05 ³⁰	5.6	78.22	+2°49'	150° Lt.
151+88 ²⁰	5.7	77.85	+7°11'	60° Lt.
151+88 ²⁰	5.7	77.85	+2°52'	180° Rt.
149+30 ⁰⁹	5.6	77.00	+1°53'	160° Rt.
149+30 ⁰⁰	5.6	77.00	+10°59'	77° Lt.
143+31 ⁶⁷	5.5	79.33	+1°18'	180° Rt.
143+31 ⁶⁷	5.5	79.33	+5°53'	142° Lt.

$\frac{1}{2}$:1 for 50' - 2:1 on up

2:1 slope

$\frac{1}{2}$:1 for 50'

$\frac{1}{2}$:1 for 40' then 2:1 on up

4:1 slope up gully

Level for 50' - then 2:1 slope on up

2:1 for 20' - then 16:1 on

2:1 slope

$\frac{1}{2}$:1 slope for 100'

Level for 100' then 1:1 on up

vertical Bank for 60'

Level for 100' then 2:1 slope

'D' Line topography

Sta	H.I.	Ground El.	V.B	Stadia Rt Dist. Lt.
176+14 ⁵⁶	5.7	64.21	+32°04'	10° Rt.
176+14 ⁵⁶	5.7	64.21	+2°15'	224° Lt.
173+94 ⁵⁶ 280	5.4	61.92	+4°40'	194° Lt.
173+94 ⁵⁶	5.4	61.92	+10°05'	64° Rt.
172+24 ⁵⁶	5.5	63.87	+5°52'	138° Lt.
172+24 ⁵⁶	5.5	63.87	+4°30'	104° Rt.
167+41 ¹⁸	5.5	67.24	+1°0'	221° Rt.
167+41 ¹⁸	5.5	67.24	+20°48'	48° Lt.
163+80 ⁶⁸	5.6	69.35	+15°01'	47° Lt.
163+80 ⁶⁸	5.6	69.35	+3°49'	248° Rt.
160+80 ⁶⁸	5.3	78.13	+5°55'	70° Lt.
160+80 ⁶⁸	5.3	78.13	-1°13'	116° Rt.

11/27/28
Simpson
Lawrence

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cloudy

vertical Bank 15' High — 2:1 on up

4:1 for 40' — 1:1 on up

Level for 125' — 1:1 on up

1:1 slope for 30' — 2:1 on up

Level for 75' — Then 2:1 on up

vertical Bank for 15' — $\frac{3}{4}$:1 on up

vertical Bank for 35' — $\frac{3}{4}$:1 on up

Level for 150'

2:1 Slope

2:1 slope in Gully

vertical Bank for 10' then 2:1 on

vertical Rock ledge 30' High

"D" Line topography

Sta.	H.I.	Ground El.	V.A.	Stadia Rt. or Dist. Lt.
------	------	------------	------	-------------------------------

		64.52	+15°01'	45° Rt.
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		64.52	+3°53'	157° Lt.
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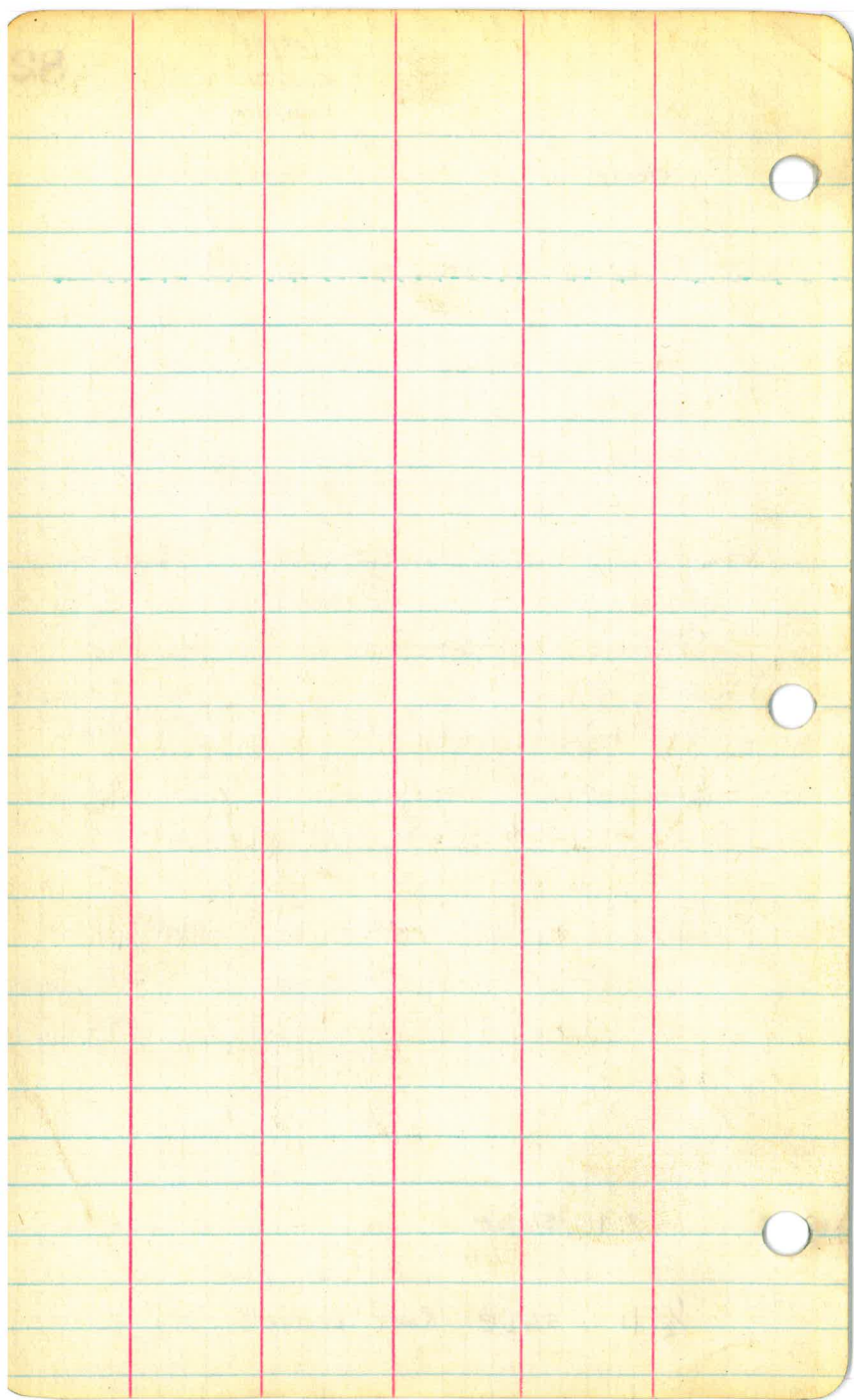
11/27/28
Simpson
Lawrence

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cloudy

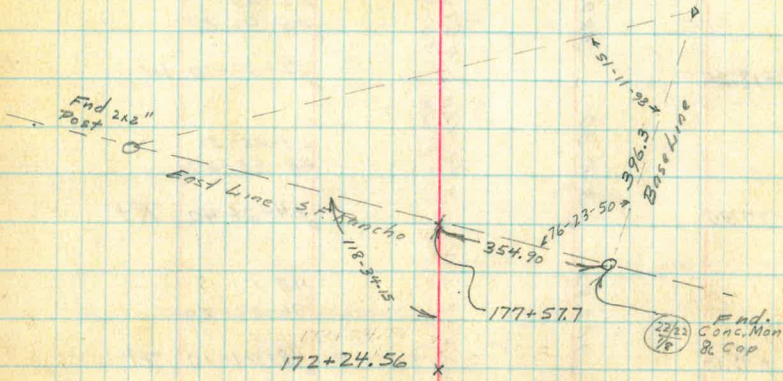
2:1 slope

1/2:1 slope Rock Ledge



Nov 27-28
Hill - Ch.
Elliott - Tr.
Soper - H.C.
Palmer - T.C.

4
83



Subject: Riparian Rights Survey
on San Dieguito River
Transit Notes of
"D. line West" from south line
of Rancho Santa Fe to Ocean
on North side of San Dieguito Valley
Various Prop. line ties
Party: RAG. Elliott, Transit

D. Line West Transit Line

West from West line of Rancho Santa Fe
on North side of San Dieguito Valley

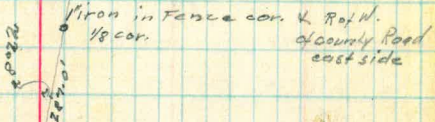
39+48.03				22-53+
	529.78			45-46-20
34+18.25				22-53-10 Lt
	540.30			24-26-30
28+77.95				48-53-20
	202.82			24-26-40 Rt
26+75.13				48-01-15
	344.39			96-02-20
23+30.74				48-01-10 Rt
	826.88			6-03-30
15+03.86				12-07-30
	316.05			6-03-45 Lt
11+87.81				75-41
	593.48			151-22
5+74.33				75-41 Rt
	594.33			8-44
0+00				17-28-20
				8-44-10 Rt
				3-39
				7-18
				3-39 Rt

N 57-30 W
 N 56-33-35 W
 N 34-45 W
 N 33-40-15 W
 N 59-0 W
 N 58-07-05 W
 N 73-0 W
 N 73-51-45 W
 S 78-45 W
 S 79-25-30 W
 S 02-15 W
 S 4-14-30 W
 S 6-30 E
 S 4-20-40 E
 S 10-0 E
 S 4-56-40 W
 S 8-08-40 E

32-49
24-26-40
8-22-20

Rd 20' - 2:1.5:1

Level 150-4:1



Rd 20' 1:1

N33-40-26 W
8-22
N25-18-25 W

Rd 20' - 1:1

Rd 20' - 3:1

Road 20' - 2:1.5:1

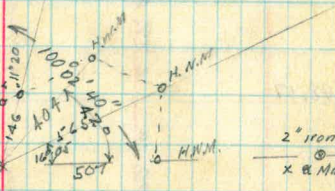
Road 20' - 1:1 Slope

RA - Rd 20' - 1-1 Slope

4x4 Pwd
N 88° 06' W

Painted white
marked on East face B.L.L.A

2" iron pipe
x & Marked



D Line West

51 + 61.62

49 + 00.66

44 + 27.81

41 + 48.17

39 + 48.03

200.14
279.64
472.85
260.96

N52-20W
N51-38-05W
S78-40W
S78-15-45W
S45-0W
N99-09-05W
N17-01-55W
N17-45W

27-07
54-14-20

27-07-10 RT

56-35
113-10-20

56-35-10 RT

49-06
98-12-20

49-06-10 Lt

4-55-20
9-51

4-55-30 RT

4:1

2:1

4:1 for 200' then 1:1

2:1

D Line West Transit Notes

80+70.45			
	381.34	S 76-01 W S 76-23 W	36-14-20 72-28-30
76+89.11	1932.3	S 38-30 W S 59-07 E	36-14-15 RT
	2932.3		38-30 77-00
73+95.88	627.76	S 78-20 W S 78-20 W	38-30-0 Lt
	277.62		40-19-30 80-39-20
67+68.12	277.62	S 78-20 W S 78-20 W	40-19-40 RT
	279.00	S 37-30 W S 58-09 E	5-01-30 10-03
64+90.50 P.O.T.	279.00		
	269.20		5-01-30 Lt
62+11.50 Side Shot	269.20		
	750.68	S 42-15 W S 43-10 W	31-55 RT
	199.20		142-55-30 285-52-30
54+60.82			142-56-15 Lt
			23-08-45 46-17-30
51+61.62			23-09-45 RT

88

Nov 28-1928

Elliott
Simpson
Paper

86

2:1 for 75' then 1/2:1 Fred Comley Ranch

4:1

4:1 for 100' then 1:1

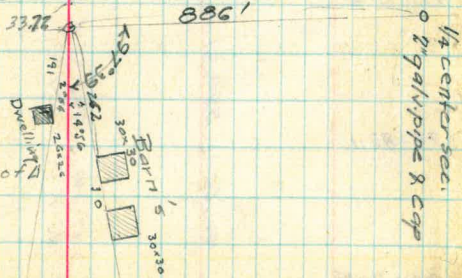
6:1

2:1

97 89
43-10-30 N 43-10-30 E
20' G
28-14-30 N 54-28-30 W

3:1

GR 11150



2 1/2° grade 200' Rt + Lt.

2 1/2° grade 2000' on split of A

78

D Line West Transit Notes

126+42.02				
	1566.93			
110+75.09	274.94			
108+00.15	516.60			
102+83.55	320.86			
99+62.69	265.49			
96+97.20	625.79			
90+71.41	589.31			
84+82.10	411.65			
80+70.45				

N70-30W
~~N70-30W~~
 S78-0W
~~S78-0W~~
 S49-0W
~~S49-0W~~
 N72-30W
~~N72-30W~~
 S82-30W
~~S82-30W~~
 S62-0W
~~S62-0W~~
 N82-45W
~~N82-45W~~
 S17-0W
~~S17-0W~~
 S17-23-ATW
~~S17-23-ATW~~
 N70-30W
~~N70-30W~~
 S78-0W
~~S78-0W~~
 S49-0W
~~S49-0W~~
 N72-30W
~~N72-30W~~
 S82-30W
~~S82-30W~~
 S62-0W
~~S62-0W~~
 N82-45W
~~N82-45W~~
 S17-0W
~~S17-0W~~
 S17-23-ATW
~~S17-23-ATW~~

31-30-30
 63-01-30
 31-30-15 TRT
 28-20-15
 56-40
 28-20 TRT
 58-01
 116-01-40
 58-00-50 LT
 25-09-30
 50-19-0
 25-09-30 TRT
 20-43-30
 41-26-30
 20-43-15 RR 5' LOW
 36-37-40
 71-15
 35-37-30 LT
 80-08-45
 160-17-20
 80-8-40 TRT
 58-49-15
 117-38-30
 58-49-15 LT

40:1

10:1

10:1

8:1

section Line MAG 51° 05' PIPE & CAP

10:1

10:1 800'

2:1

6:1

D. Line West Transit Notes

143+90.69				23-16 46-31-30
141+77.10				23-15-45 RT
138+97.05				15-09-30 30-19-20 15-09-40 RT
137+47.24				24-27-45 48-55 24-27-30 Lt
134+42.67				28-39-45 57-19-40 28-39-50 RT
132+00.59				26-38 53-15-30 26-37-45 RT
126+42.02				41-20-30 82-40-30 41-20-15 RT

558.57 242.08 304.57 149.81 280.05 213.59

568-0W N 5-0 N N 56-30W N 80-30W N 65-45N N 43-0W
568-50W N 2-05-20W N 12-25-35W N 22-53-45W N 22-27-40W

?

411

411

40:1

40:1

D. Lime West Transit Notes

88

Side Shot			
	400.0		
178+91.09	833.70	N 14-15W	Tangent
		N 14-15W	17-00-30
		N 14-15W	34-01
170+57.39	711.79	N 31-15W	17-00-30 RT
		N 31-15W	91-23
		N 31-15W	182-45-20
163+45.60	309.73	S 62-15W	91-22-40 RT
		S 62-15W	3-46
		S 62-15W	7-32
160+35.87	374.40	S 79-15W	3-46-0 Lt
		S 79-15W	11-29
		S 79-15W	22-57-45
156+61.47	198.98	S 72-30W	11-28-50 Lt
		S 72-30W	9-37-30
		S 72-30W	19-14-30
154+62.49	888.34	S 72-30W	9-37-15 RT
		S 72-30W	20-33-45
		S 72-30W	41-07-20
145+74.15	183.46	S 83-30W	20-33-40 Lt
		S 83-30W	53-44-15
		S 83-30W	107-28-30
143+90.69		S 83-30W	53-44-15 Lt

Nov 30 - 1928
Elliott
Simpson
Soper

40:1

4:1

Rd 20' - 2:1

Rd 20' - 2:1

2:1

Rd 20' - 2:1

Rd 20' - 2:1

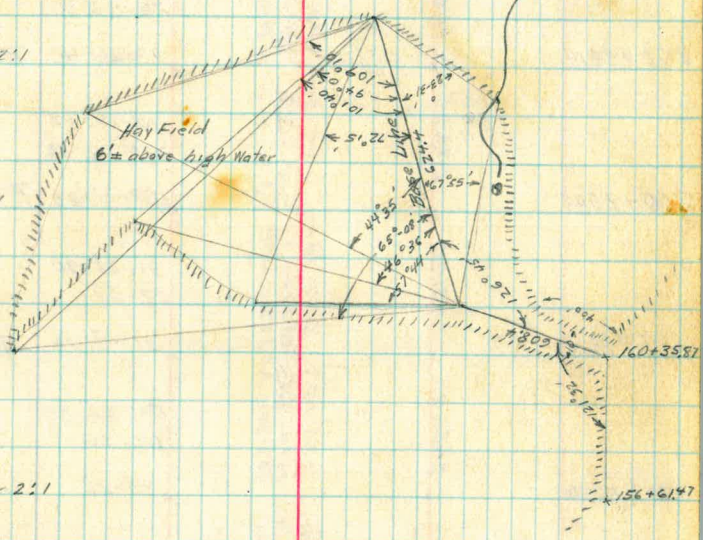
15:1

2:1

Section Cor.

112
111

Hay Field
6'± above High Water



D. Lime South Transit Notes

210 + 40.57				13-26-30 26-53-20
202 + 94.14	746.43		181-30 W 181-28 RT 181-13-10 W	13-26-40 RT
200 + 20.44	273.70		85-0 W	107-21-45 214-42-40
195 + 89.19	431.25		22-30 E 11-17 E 11-17 W 22-20 W 22-20 W 22-20 W 22-20 W 22-20 W	107-21-20 RT 31-28-30 62-57
193 + 40.90	248.29		54-0 E 53-30-20 E 53-30-20 E	31-28-30 RT 83-28-00 166-56
189 + 10.27	430.68		54-30 W 52-30 W 52-30 W 52-30 W 52-30 W 52-30 W 52-30 W 52-30 W	83-28 Lt 13-02-45 26-05-30 13-02-45 RT
183 + 39.29	570.98		16-30 W 515-39-40 W 516-54-55 W 516-54-55 W 516-54-55 W	123-20-30 246-40-30 123-20-15 Lt
178 + 91.09	448.20		46-0 W 178-44-50 W	25-45 51-29-40 25-44-50 Lt

Nov 30-1928

90

- 2:1

2:1

2:1

1:1

1:1

4:1

239 + 40.09

x 200.0

237 + 40.08

x 923.35

14-0 Lt

228 + 16.73

x 1416.93

x 528-15W
~~527-27-30~~
527-36-40W

58-56
117-52-30

58-56-15 Lt

213 + 99.80

x 359.23

x 586-15W
~~585-17-00~~
585-32-35W

28-14
56-28

28-14-0 TR

210 + 40.57

40-27-15
80-54-30

40-27-15 Lt

Dec 1 - 1928
Elliott
Simpson
Paper

91

Pacific Ocean High Water Line 239+40.08

Highway Bridge

State Highway Sta. 171+02
Sta. 237+40.08

State Highway L.A.

A.T. & S.F. R.R.

Trestle

228+16.73

251+30.0

213+99.80

2:1

S 86-32-55W
82°
S 11-27-05E

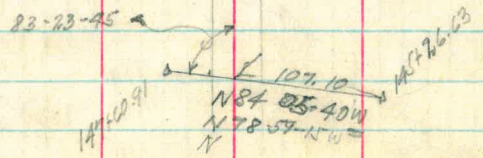
156-50-30
313-57



146.00
 100-49-
 201-38-40
 100-49-20
 78-28-45
 179-18-05
 50-48-51 E

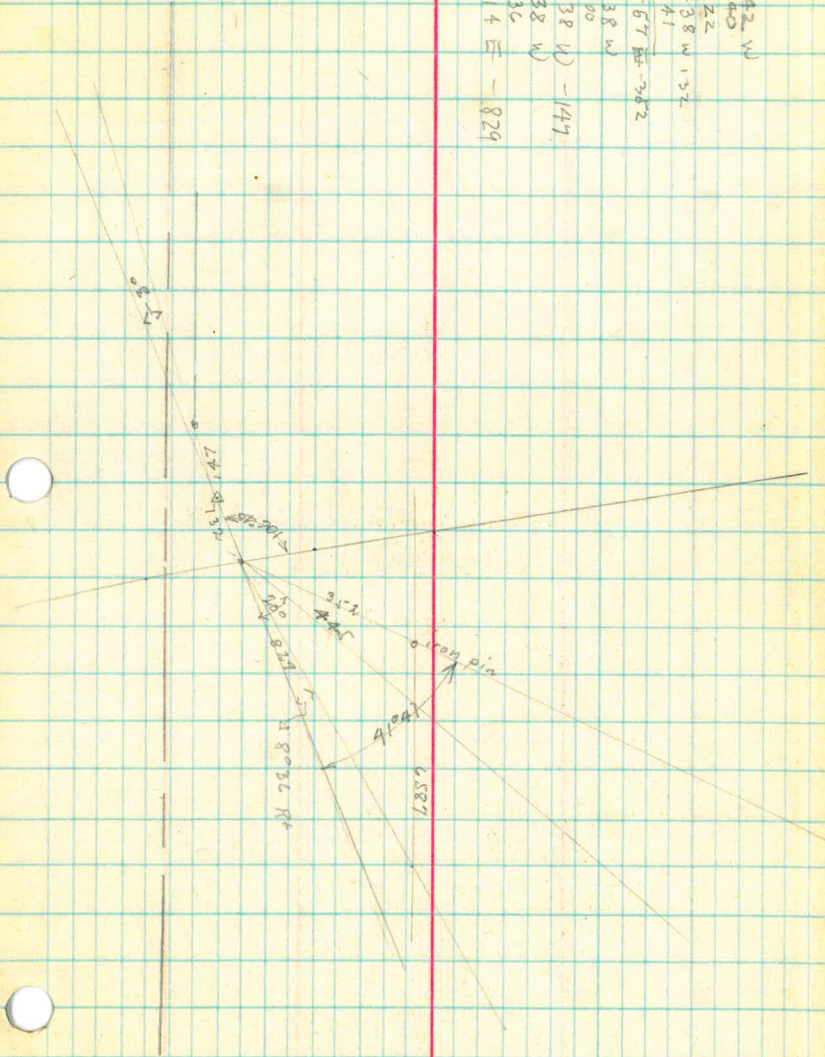
Mag. Bearing
 S 0° 41' 55" E
 2865.41

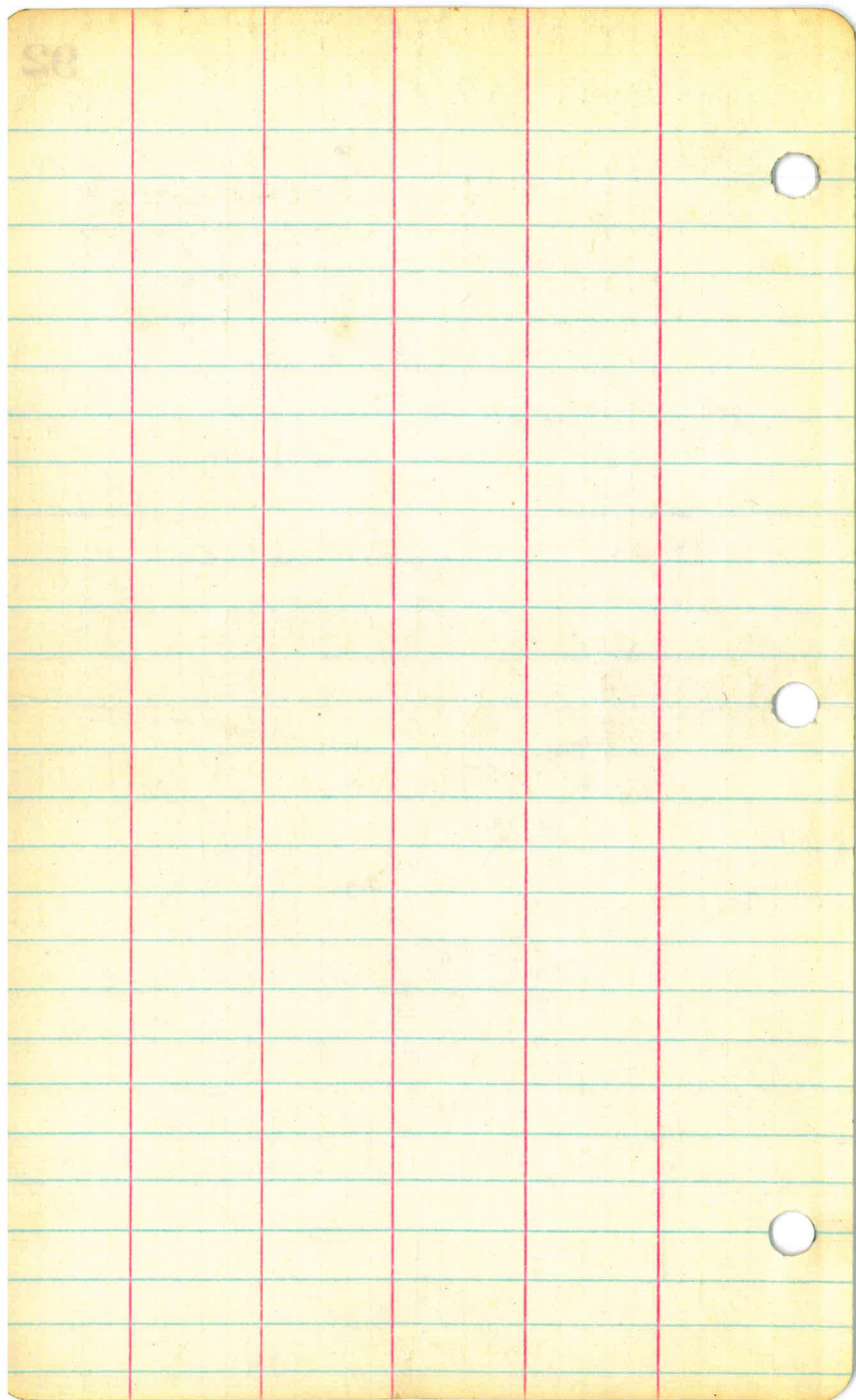
83-24
 166-47-30
 83-22-45
 83-22-45
 N 0° 41' 55" E
 N 84° 05' 40" W
 83-23-45
 0-41-35
 N 84° 05' 40" W
 78-59-15
 5-06-25



Mag. Bear
 N 84-30 W

N 11-42 W
 106-43
 118-22
 S 61-38 W 132
 41-41
 S 19-57 E 282
 S 61-38 W
 2-00
 S 64-38 W -149
 S 61-38 W
 8-36
 W 70-14 E -829





Subject: Riparian Rights Survey
on San Dieguito River 93

Transit Notes and various Prop.
line ties - of "E line West" from South
line of Rancho Santa Fe to Ocean on
South - side of San Dieguito Valley
Party: Hill - Cantrell, Transit

E
Line -
west from Rancho S.F.
Hill
Cantrell
Holloway
Palmer
Laurence

6
 stc Dist L+ R+ Col. 13- 1946

cir. No.
 63+18⁴⁰

418.75

0'-08'

581-5200

58+99⁶⁰

2169.90

~~0'-08'-10~~

10+34²⁰

235.10

37+99⁶⁰

900⁰⁰

28+99⁶⁰

900⁰⁰

19+99.60

889.60

11+00

1100⁰⁰

0+00

588-06 E

179-80
88-00
91-54

• Cor-No 8

W 88° 00' W
South Line Rancho Santa Fe

• Highway

M.H.
Carrillo
Hilbert
Laurence

ST4	Dist.	2+	RT	Corrections	Mag Bearing
17+30.27	158.69		23-18-00 46-36-00	N34-34-15W	N72-30 W
15+91.88	280.15		17-05-00 39 09-30 17-04-45	N74-57-00N	N-89-75 W
12+91.23	316.07		13-27-30 26-55-30 13-27-45	N88-24-45W	S-76-30-W
9+51.66	222.50		16-49 33-38 16-49-00	S74-46-15W	S-57-45-W
7+29.13	721.33		29-17-30 59-34-30 29-17-15	S45-21-00W	S-30°-30-W
3+4.80	304.80		8°-46 17-33-30 8-46-15	S36-42-15W	S-21-30W
Concrete Min-0700	812.80		126°-37-00 253-14- 126-37-00	S89-54-45E	S-76°-15° E
cor. R.S.F	52.70		42-44-00 80 27 30 42-43-45		
cor. No 2 R.S.F.		14°-32'36"		N47-21-30E	S-32-30 E
13.5	Pot	on south line Rancho			

s-g

s-s

s-s-2-1

8-1

9-1

s.s. 5-1

ss 5-1

s-s-5-1

Gen
Mittelpunkt

X
 R. 2.2.20
 concrete Mon. 3.5. 10-1
 for 1/2" iron spike
 newly set

pot. B.5

for No. 7 1/2" iron spike

Pot.

	Lt	Rt	1700-
			529-76-45W
34+3342	82.23	64-18-45 64-18-00 128-39-30	N86-24-30W - S-79-30W
33+5119	203.71	25-30- 50-59-3 25-29-4	N60-54-45W N-75-3W
31+4728	392.81	37-11-30 27-23- 37-11-30	S81-53-45W - S-67-30W
27+54-67	185.30	11-28-00 22-56- 11-28-00	S-56-30-W
25+69 ³⁷	391.10	1-32- 9-04-28 4-32-15	S70-25-45W
21+78.27	202.50	28-57- 37-48- 18-54	21-06' Lt S74-58-00W
19+75-45	143.10	32-20- 67-50 37-30	27-41 27-40-30 Lt N86-08-00W N-70-3W
18+82 ³⁷	101.80	17-14 28-47-30 19-15-45	20-48 41-36 Lt 20-48 N53-48-00W N-E N-49-30W
17.50 ⁵⁷			N34-37-15W

S-S-4-1

S-S 4-1

S-S-5-1

S-S-5-1

S-S-3-1

S-S-3-1

20'-18'
41-96

S-S-2-1

	Dist	LT	RT	col B -	Mog
51+115 42	283.60		21-06 22-12 12-26	118-55 FT	N 79-55-10 S - 66-00 E
51+82 02	298.95	66-33-10 133-05-30 66-32-45		533-31-30 E	S-48° E
49+33 57	167.75		42-55 85-51-20 42-55-30	576-27-00 E	S-88-30 E
47+65 77	272.44	52-28-30 109-54 52-27-00		574-00-00 E	S-38° E
44+93 35	302.60		12-04-30 29-09-00 12-04-30	531-04-30 E	S 50° 00 E
41+90 75	429.18 429.18	18-21-01 36-47-00 18-21-00		517-43-30 E	S-32° E
37+61 07	182.70	15-56-25 H 15-54- 31-23-30 15-41-45		5146-45 E	S 15° 30 E Mag. Baan
35+77 42	145.15	31-03-30 62-07 31-03-30			E S-15°-W
34+33 42				529-16-45 W	

SS-

S-S-8-1

S-S-10-1

S-S-4-1

SS. 6-1

Sta	Dist.	$\Delta-L$	$\Delta-R$	Cal. B.	Mag. B.
26+17 ⁸⁹	306.27	4°-58' 9-56'-30 4-58-15		546-22-30W	S-30-W
	4.64 ⁴			551-25-45W	S-35°-W
71+33 ⁸⁹		29-23' 58°45' 29-22-30			
	316.65			580-48-15W	S-64°-30 W
68+39 ⁸⁸			20°43' 41°26' 20-43		
	268.72			560-05-NW	S-49° W
65+68 ⁵⁸		38°-01' 76°-03' 38-01-30			
	321.25			N81-53-15W	S-81°30' W
2+46 ⁹²		10°-20' 20-40'- 10-20-			
	369.70			N71-33-15 W	S-78° W
5-8+77 ³²			87°-25'-00 174-50'-00 87-25-00		
	761.70			521-01-45W	S-5° E
5-4+15 ⁶²			12106 792°12'		
51 82-02	233.60				

S-S-3-1

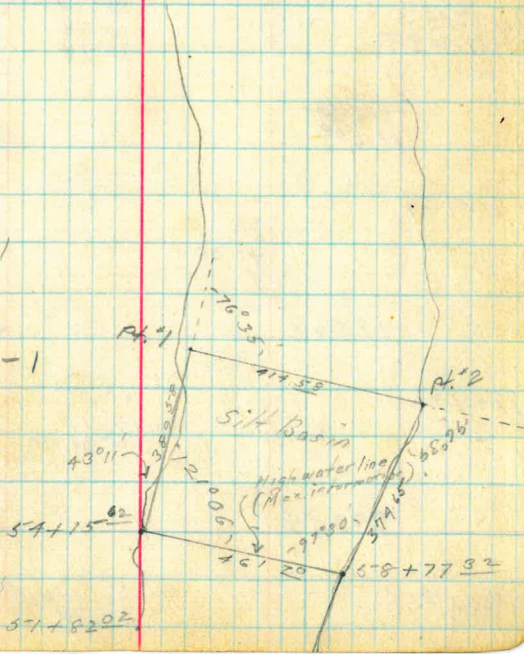
S-S-20-1

S-S-15-1

S-S-10-1

S-S-3-1

S-S-10-1



S-S-8202

88

	Dist	Lt	Rt	Calc	Mog c
87+91.37	363.95			587-59-15W	5-71° W
			32-41-30 65-23 32-41-30		
90+80.18	290.64			555-17-45W	S 38° 25' N
		4°-51-30 7-43 4-51-30			
93+97.75	202.98			560-09-15W	5-42-30' N
		00-36-30 61-12' 30-36-00			
92+17.42 95+17.37	160.33			N89-14-45W	5-73° 30' W
			30-14 60-28 30-14		
846.13 1116.08				562-31-15W	5-41° - W
84+01.29		4°-30' 7°-00' 4-30			
	193.60			565-01-15W	5-48°-30' N
82+17.63			6°-39' 13°-17' 6-32-30		
	293.55			558-22-45W	5-42°-W
79+29.19			11°-55' 23 50'-30" 11-55-15		

S-S-3-

S-S-2-1

S-S-2-

S-S-2-1

S-S-5-1

S-S-4-

S-S-4-

	P ₁₅ t	L _t	R _t	Calc. B	M ₁₀₀
	251.20			56-10-30W	S-59° W
121+76 20		18-40 07-20 18-40			
	653.33			N85-1030W N85-09-30	S-77°-30' W
16+22 92		11-34 23-09-30 11-33-45			
	192.68			N73-35-45W	S-10-00-W
14+30 24		81-09 12-18 21-09			
	425.15			N62-26-45W	N-61° 30' W
10+05 09			22-51 45-42 22-51		
	219.42			N75-1745W	S-87° 30' W (x)
12-1-28 07+85.67			20-50-30 11-41 20-50-30		
	36.65			S83-51-A5W	S 66° 30' W
104+69.02		6-34 13-08 6-34			
02 233.70				N89-34 NW	S 73° 30' W
102+35 32			2-87 4-53 2-86-30		

SS 2-1

s-s-1-1

s-s-1-1

s-s-3-1

s-s-1-1

SS-1-1

s-s-2-1

	Dist	LT	RT	Cal. Bearing	Mag
117+66.9L		12°-45' 25°-30' 12°-45'		588-15-45W	S-68°-W
	234.88			N78-59-15W	S-80°-75°W
145+26.63			12°-23' 24-46-30 12-23-15		
	389.88			588-37-30W	S-67°-15°W
141+36.23			6-28 6-36	28-12 56-23 28-11-30	L+
	346.92			556-49-30W	S-40°-30°W
137+93.2L		33°-18' 66-20' 33-10			
	471.70			589-59-30W	S-73°-W
33+23.61		6°-55' 13-50 6-55			
	623.96			N83-05-30W	S-80°-00°W
27+00.61		14°-46°-00 29-58- 14-46			
	273.16			N68-19-30W	S-85°-30°W
24+27.46			35-29-30 71°-05-00 35-30-00		

S-S-2-1

S-S-4-1

S-S-5-1

20-1

S-S-10-1

S-S-5-1

S-S-10-1

	Dist	Lt	Rt	col B-	Mag
57+94 ¹⁹	101.70				N-60°W
			79-19-30 178-36- 89-18-00		
56+77 ²⁸	116.81				S-30-30'W
		20°-35' 41°-10' 20-35			
55+95.10	82.13				S-51°-30'W
54+79 ²⁰	116.55				S-71-30'W
	127.35	22°-52' 45°-45' 22-52-30			
53+72.23	179.41				S-74°-50'W
			OK. 68°-04'-30 RT +31 16 30 65-38-15		
75+72 ⁸¹	232.90				S-8-30'W
		47-22' 59-49' 44-22			
79+39-91	179.00				S-50°-15'W
		17-21' 34-12-00 17-21			
					S-68°-5'W

S-S-5-1

S-S-3-1

S-S-3-1

Dec-4-1928 S-S-4-1

S-S-6-1

S-S-6-1

S-S-5-1

Sta	List	LT	RT	Col. B -	Mog
	207.24				S-23° E
163+98 ⁰⁹			1-20 8-40 1-20-00		
	72.60				S-27-30 E
163+25 ⁹²		52-40 105-20 52-40			
	56.93				S-24 230 W
162+68 ⁹¹		43-39 82-58 43-59			
	131.20				S-69 ^{30W}
161+37 ⁹⁹			20-30 11-01 20-30		
	76.14				S-48-30 W
160+61 ⁶¹		30-59 11-59 5-59			
	66.11				S-54-30 W
159+95 ⁸⁰		41-58 83-57 41-58-30			
	99.66				N-23 ³² W
158+93 ⁷⁴		23-27 41-53-30 23-26-45			

cañon patch

166+05.81

95.18

202.24

9-20 Rt

27-09.5
27

4-1

163+98-95

163+25.72

B-8

S-S-3-1

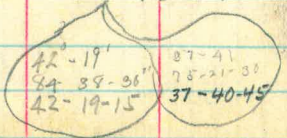
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S-S-3-1

S-S-3-1

Sta	Dist	Lt	Rt	Co/B	Mag
176492-29	666.29		118-37-36 231-17-30 615-38-45		S-27-30-W
	254.75				S-88 ⁰ 30 E
174137-51		53 ⁰ -10' 116-20-30 58-10-15			
	270.92				S-29 ⁰ 15 E
171466-59		56 ⁰ -32-30 113 ⁰ -05-00 56-32-30			
	107.84				S-27.00 W
170459-90			49 ⁰ -57 99 ⁰ -55 48-57-30		
	95.95				S-23 ⁰ -E
167462-80		24 ⁰ -54 19 ⁰ -48 24-54			
	162.76				S-2 ⁰ W
168404-05		12 ⁰ -33' 25 ⁰ -07 12-33-30			
	194.24				S-14 ⁰ -30 W
166405-21			42-19' 44-38-36" 42-19-15'	87-41 78-21-30 37-40-45	

which one?



This course is about 300 ft above
and 3 ft higher than the water of the 1928
Flood - ~~as~~ pointed out by Mr. ROUSE. 104

s-s-10-1

s-s-6-1

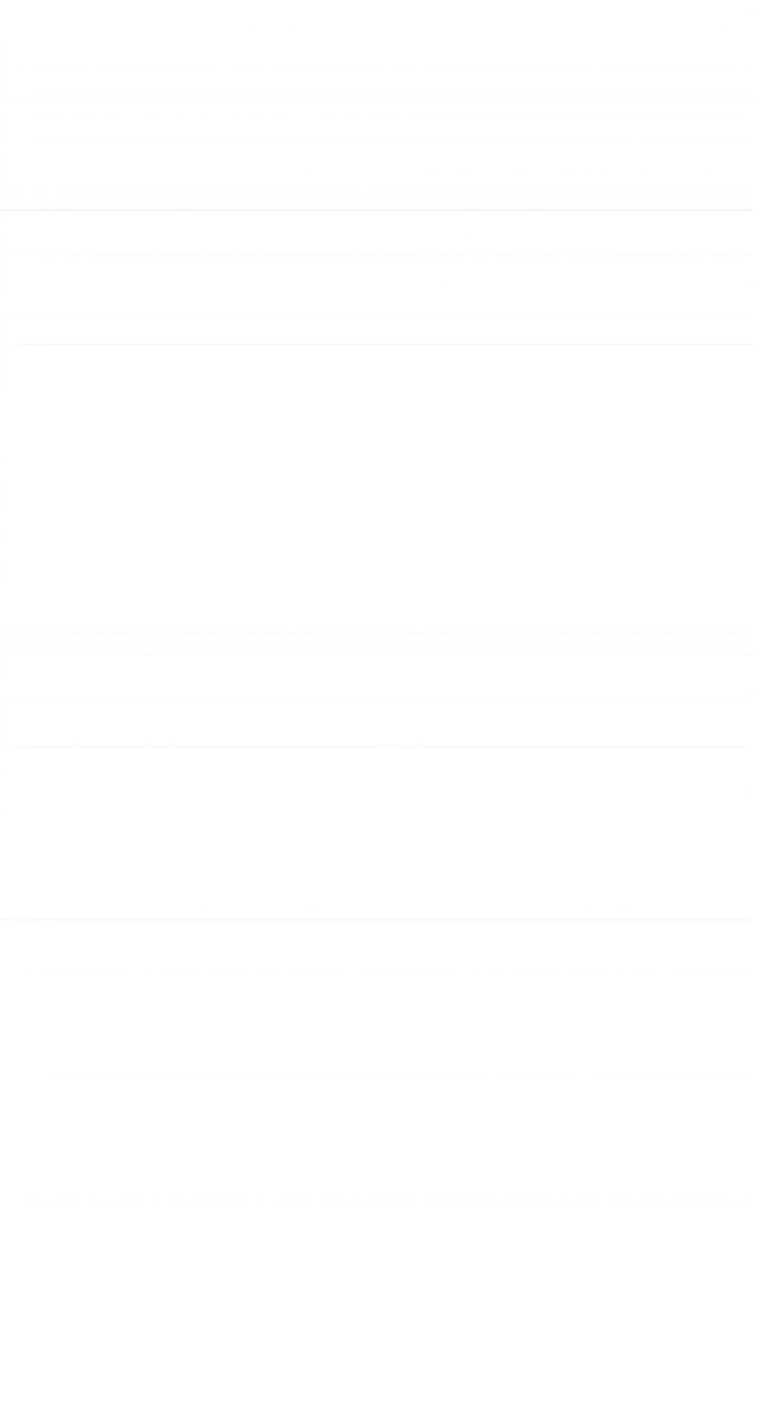
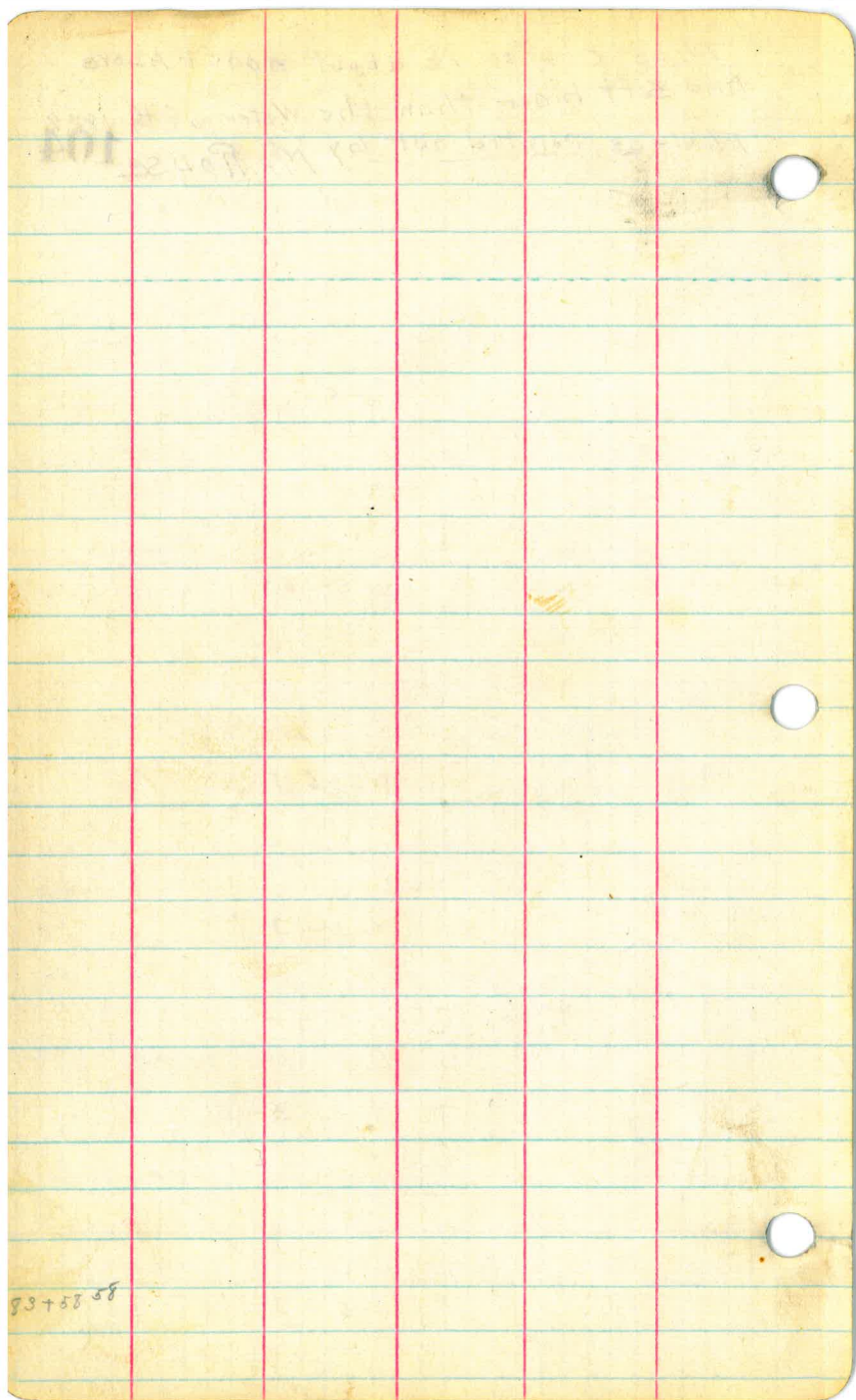
s-s-5-1

s-s-6-1

s-s-3-1

s-s-3-1

s-s-3-1



105

E-Line

West from Rancho S-F

Hill
Conrell
Hilburn
Lawrence

Sta	Dist	LT	RT	Cal Bear	Mag
	124.45				S-54-15W
198-69 ⁵⁸		69°-20' 139-39' 69-19-30			
	310.75				N-56°-30W
95+58 ⁸⁴		40-23' 80-45-30 40-22-25			
	328.81				N-16°-01W
192+30 ⁰³			28-47-30 57-36-01 28-48		
	264.84				N 45° 15' W
85765 ⁵⁹			P.T		
	606.61				N 45° 13' W
183+58 ⁵⁶			109-10 814-20-36 107-10-15		
	213.70				N 53-30 W
193+58 ⁵⁶			98-07-30 196°-15		5

S-S-2-1

S-S-1-1

PIT

S-S-3-1

107°-10'-00"

Side shaft

21207-20

21370

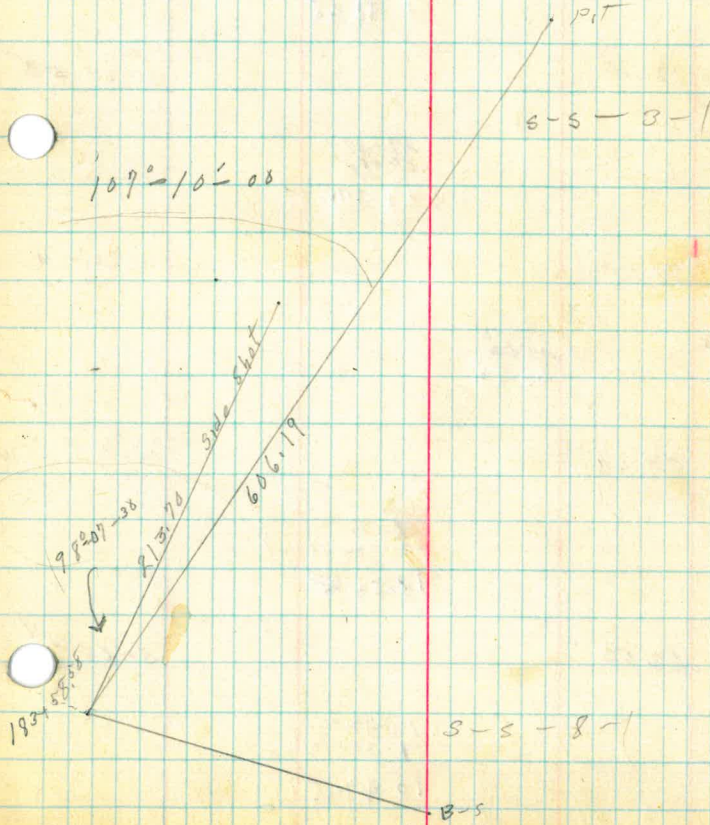
606.19

193

5505

S-S-8-1

B-S



DOI	Act	LT	RT	Col. B	Mac
268+55 ¹⁵					
	266.32				S-56° W
265+88-80		13-21-00 26-73-22 13-21-30			
	151.65				S-69-30 W
264+37.15			9-49 19-37-30 9-48-45		
	72.10				S-69-30 W
202+15.40			29-39 59-19 29-37		
	72.85				S-80° W
211+42-28		30-58 117.60 53-55			
	94.60				S-83°-30' W
200+57.60			18-56-30 27-52-00 18-56.5		
	63.53				S-65° W
99+94.09			10-47-30 21-35-00 10-47-15		

107

25⁰⁰

S-S-2-1

35⁰⁰

S-S-2-1

35⁰⁰

S-S-2-1

202+1500

240⁰⁰

high water line



201+70⁰⁰
190-00 21

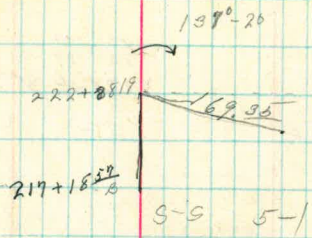
111⁰⁰

S-S-2-1

S-S-3-1

S-S-3-1

Sta	Dist	LT	RT	Col-13	Mag
226+03.73	352.96	P.O.T.			
	315.54				S-43'-W
222+78.19			162-26 324-52 162-26		N-60°-30E
	569.62				
217+18-57		48-51 97-97 48-51			
	77.06			S-70°-30' E	
216+29.57		79-02-30 158-60 79-02-30			
	355.44				S-8°-30W
212+74.41		81-06 162-11-30 81-05.45			
	224.31				S-0°-30' W
210+50+10			11-15-30 22-31 11-15-30		
	174.93				S-78°-30' W
208+53-15			22-06' 44-12 22-06-		



S-S-5-1

S-S-5-1

Sta on High Water Line S-S-5-1

13-00

S-S-2-1

Sta.	Dist.	A-L	A-R	Calc B	Mag. B
245+20.75			185°-13' 250°-28' 125-13-30		S 34° 15' W
	348.88				N 89° 30' E
242+11.87		8°41'30" 17°23' 8 41-30			
	307.62				S 82° 15' E
239+01.25		63°57' 127°54' 63-57			
	321.00				S 18° 30' E
235+03.25		34°46'30" 69°33' 34-46-30			
	175.35				S 16° 15' W
234+07.90		105°55" 211° 19'30" 105-54.45			
	208.33				N 57° 30' W
231+99.57		46°-10' 93°20' 46-40			
	242.88				S 76° W
229+51.69		32°50' 65°40' 32-50			

S.S. 6-1

S.S. 4-1

Level

Level

Level

S.S. 4-1

S.S. 7-1

Sta	Hgt	LT	RT	Col. B.	Mag.
	233.80				S-29°-36' E
263+39.99		14°-53' 29°-11' 14-53-30			
	208.45				S-14°-30' E
261+29.54		11°-03' 22°-06' 11-03			
	790.92				S-3°-30' E
256+38.92		62°-08' 129-16 62-08			
	79.98				S-58°-30' W
235+58.24		18-36 37°-12' 18-36			
	484.38				S-77-30 W
250+74.86			26°-24' 61-18-30 26-24-15		
	301-30				S 51°-30' W
247+93.06			16°-47' 33-34 16-47		
	202.30				

S-S-3/

S-S-5-1

S-S-5-1

S-S-5-1

S-S-5-1

S-S-5-1

Sfa	Dist	A-L	A-R	Calc B	Mag B
	355.70				S 1°30' W
282+06.52		16°57'			
	297.05	33°54'30"			S 18°30' W
		16°57' N			
279+09.47			56°00'		
	367.42		113°00'		S 37°30' E
			56-30		
275+15.00			23°57'		
	247.15		187°54'30"		N 11°30' E
			93-57-15		
282+99.90			28°57'		
	540.90		57-55		N 19°30' E
			28-57-30		
267+57.00		51-19-30			
	62.03	102-38			N 70°30' E
		51-19			
266+94.11		26°43'	?		
	123.18	53-26			S 83° E
		26-43			
265+71.29		53-33			
		107-06			
		53-33			

S.S. 7-1

S.S. 15-1

S.S. 3-1 (para. to back tank)

S-S-7-1

S-S-5-1

S-S-5-1

S-S-5-1

Sta.	Dist	$\Delta - L$	$\Delta - R$	Cal. B.	Mag. B.
	582.12				S 80° W
211+83.37			21° 33'		
			13° 05' 30"		
			21-32-44		
	706.95				S 58° 45' W
309+96.42		12° 5-7'			
		25° 5-7'			
		12-57			
	812.60				S 71° - 30' W
296+63.82			12° - 19'		
			24° - 38' 30"		
			12-16-45		
	865.35				S 59° - 30' N
293+98.19		5° 36'			
		11° - 12'			
		5-36			
265.95					
	361.61				S 65° W
20+37.46			59° - 21'		
			74° - 42'		
			37-21		
	314.27				S 27° 30' W
287+23.22		16° 46' 30"			
		33° 32'			
		16-46-			
	161.00				S 47° 30' W
285+62.22			42° 42' 30"		
			80° 25'		
			42-42-30		

S.S. 10-1

S.S. 10-1

S.S. 10-1

S.S. 9-1

S.S. 9-1

S.S. 10-1

S.S. 9-1

Sta.	Dist.	A-L	A-R	Calc. B.	Mag. B.
231+95.44		13°-32 27-09-30 13-32-45			N-49°-30W
229+71.47 213.70	280.95	10°-49' 21-38-30 10-49-15			N-39°W
226+90.52			18°-42' 37°-35-30 18-49-45		N-57°-30W
211.92					N-88°-30W
324+39.10			31°-16-30 52°-33 31-16-30		S-66°-20 ¹⁵ W
254.11					S-46°-30W
221+84.99	227.58		24°-49' 19°-38' 24-49		
219+59.34			20°-10' 40-20 20-10		
186.92					
217+90.49		33°-39 67-17-30 33-38-45			

S.S. 2-1

S.S. 1-1

2x2 post
with tack
cor.?

1033
10ft back

101'-25"
off back fence

112.56

11.12

14.13

Sec. CLK

1 1/2" pipe
13ft

S.S. 1-1

S.S. 1-1

S.S. 1-1

S.S. 1-1

S.S. 10-1

Sta	Dist	LT	RT	CO/B-	True
	294.62				N-51°15' W
348+61 40			22°-24' 11°-48' 22-24		
	567.92				N-74° W
342+93 93		12-10-00 29-21 12-10-30			
	131.25				N-62°-W
341+62 48		15-33-30 31-07 15-33-30			
	160.40				N-46°-W
340+62 35		15-37' 31-15' 15-37-30			
	178.25				N-30°-30' W
338+23 23			39°-29' 18°-58' 39-29		
	244.08				N 71° W
335+77 85		6-42-30 13-24-30 6-42-15			
	404.68				N-63° W

114

Sta	Dist	RT	Col/B-	Mag-
	434.13			S-18°-48'W
370+16.22		34°40' 69°00' 34-46'		
	426.57			S-16°-E
265+88.24		68°-10' 139-20 68-40		
	426.29			S53°45'W
261+62.00		65°-58' 131°56'-30 65-58-15		
	351.10			N61°50'W
257+50.90		8°-50' 17°40' 8-50		
	377.16			N62°30'W
353+73.54		14°38'30" 31°17' 15-52-30		14 37-20
	267.67			N 37° W
351+06.24		14°28' 28°55'30" 14-27-45		

S.S. 4-1

Level 10-1

Level

S.S. 2-1

S.S. 3-1

S.S. 4-1

011

Sta	Dist.	A-L	A-R	Calc. B.	Mag. B.
	426.83				50°30' E
391+96.27			7°24'30" 8°49' 4-24-30		
	478.48				54°15' E
356+67.79			12°54'30" 25°49'30" 12-54-45		
	432.25				
382+35.54		P.O.T.			
	190.07				S-17° E
380+45.49			27-46-30 65-33 27-46-30		
	549.10				S-18-00 W
374+98.37			8°02'-30 16°00' 8-02-30		
	48.92				
377+49.45		P.O.T.			

S.S. 15-1

S.S. 15-1

S.S. 15-1

on Hwy. fill

374+28.37. On R.R. fill

P.O.T. 374+49.45

Swistand (M.L.)

P.C.

45°32'

Slope to
Note
to
the
left
of
the
cross

Sta	Dist	$\Delta - L$	$\Delta - R$	Calc B.	Mag. B.
228+16.22					N-12°-E
56+71.38		2°-10' 7-20	21°-35' 0-30		N-14°-30'E
51+25.50			41°-10' 83-30 41-45		
	1895.00				N-27°W
32+30.50		6°-21' 12°-42' 6-21			N-21-30W
8+00 299+53.20			167-38-20 215-17 107-38-30		
					S 57° W
395+22.10 A 10.10			51°-12' 102°-27' 51-12		

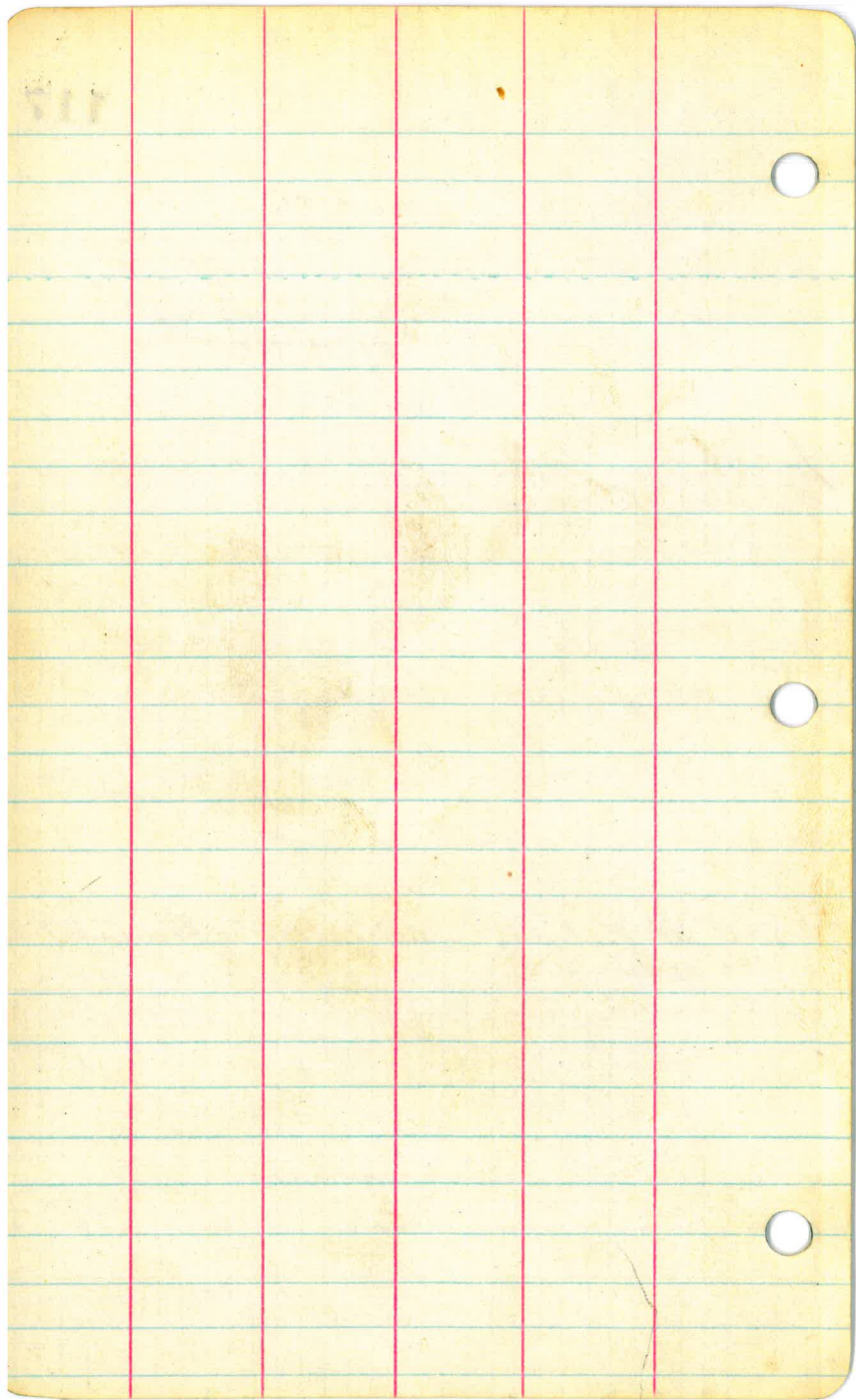
117

R-R-tic

sta-Hi way

End of E. line, - continuation is tic to W. line
At ocean S

S.S. 15-1



118

Ties on ^E Line
between Stations as Noted

811
574

Dist LT RT Cal B Mod. B

207+7672

S-71-30 W

296+6382

69-42-30
139-25-30
69-42-30

(1130.25)

S-12-30 W

263+3799
Front back
Tang.

16°-13'
32°-26'

261+2751

S-3°-30 E

256+3822

26°-04'
52°-08'
26°-04'

front back
Tang.

(584.50)

S-22°-30 W

299+0425

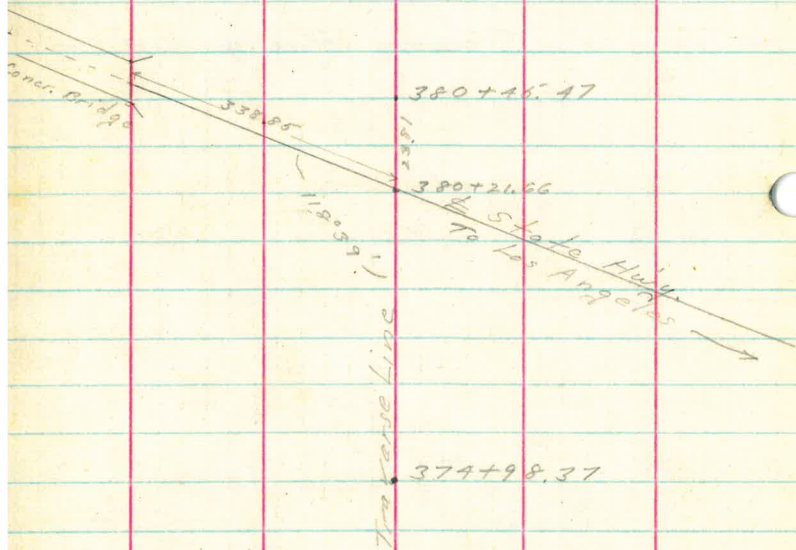
1

41°-02'
82°-05'
41°-02'-30

119

Tie to State Hwy near
Delmar

Tie to state Hwy - Delmar



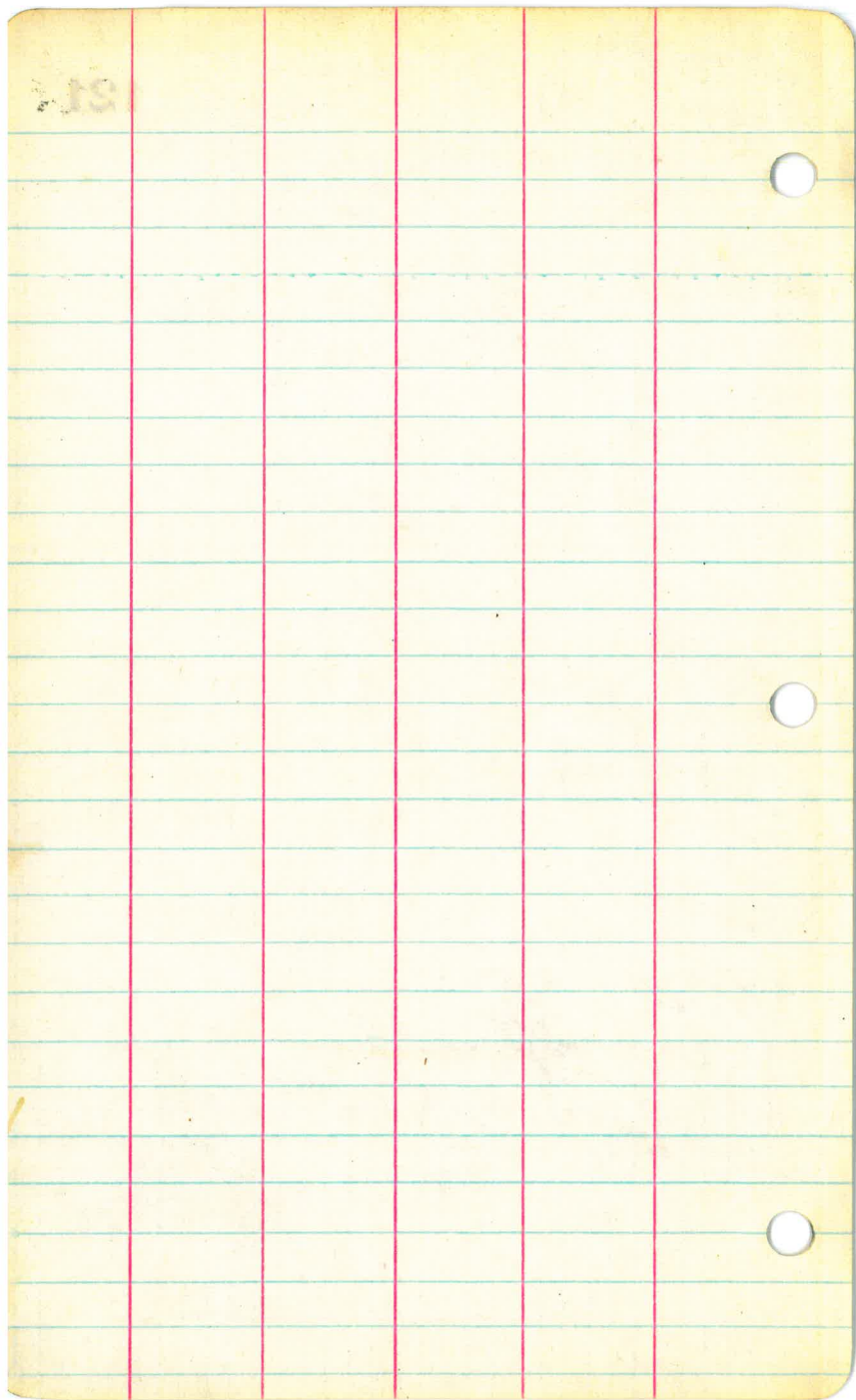
Tie from corner on Township Line
To
E Line

Sta	Bst	Lt	Rt	Col-13-	Mag-13-
245-70 ⁵					
E line 242+11.87	91.00		576-33-35 E	52-27-30 104-27-30 52-27-15	Lt
15+06.15			524-00-20 E	100-20 200-39 100-19-30	Lt
on Cor-T-Shed	1500.15		522-30 W 576-19-30 W 76-05 132-11 76-05-30	76-05 132-11 76-05-30	
Back Site on Post of final tie				76-05-30	Rt

$$Y = 14070 -$$

$$D = 78.92$$

$$\begin{array}{r} 93.92 \\ 969 \\ \hline 93.28 \\ 5036.2 \\ \hline 5129.48 \\ 71000.48 \end{array}$$



122

Elev. on W line
near County Road Camp

High Water				
Mark County Camp			100	
	7.97	104.97		
75+95 88			4.20	100.77
7+62 12			6.79	98.98
	4.95	109.43		
59+90 50			4.64	96.77
62+11 50			0.35	113.08
	4.82	107.90		
Side Shot			8.18	99.72
+ 17			7.08	100.82
	7.04	107.86		
Point by House			6.14	101.72
59+60 92			5.24	102.62
Fence - Tang West			9.21	99.65
Fence Cr. E. by Road			6.90	100.86
51+61 52			7.06	98.80
97+00 54			9.80	

Sec Line Tic.
South line sec. 12

Car on
Paving

Sec - 417

801 + 00 99

801 + 00 99

RR 105 102 (Stadl)

N. 03'

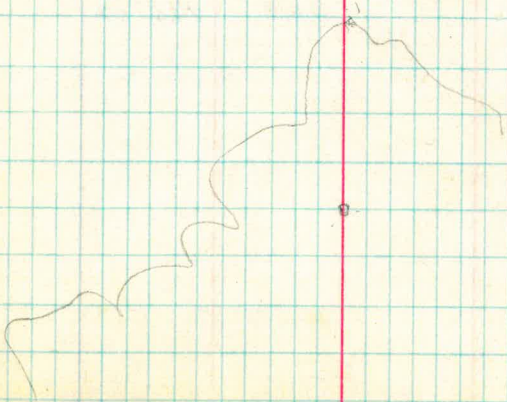
304 + 76 12

7.98
19.86

~~10~~

Sec 104

Elev- on E Line Stations



E1-

High Water on. Shed?

100.00

4.06 104.00

31+90 95

0.70 103.36

TIP

3.56 100.50 Large Log and Drift here

9.56 110.06

44+93 35

7.48 102.58

49+65 79

7.02 103.04

TIP

5.96 104.10

5.60 109.70

51+82 08

5.76 103.94

54+15 62

4.94 104.76

Fence on F

5.20 104.50

58+97 32

3.99 106.41

Ground Fl.
At wire Gate

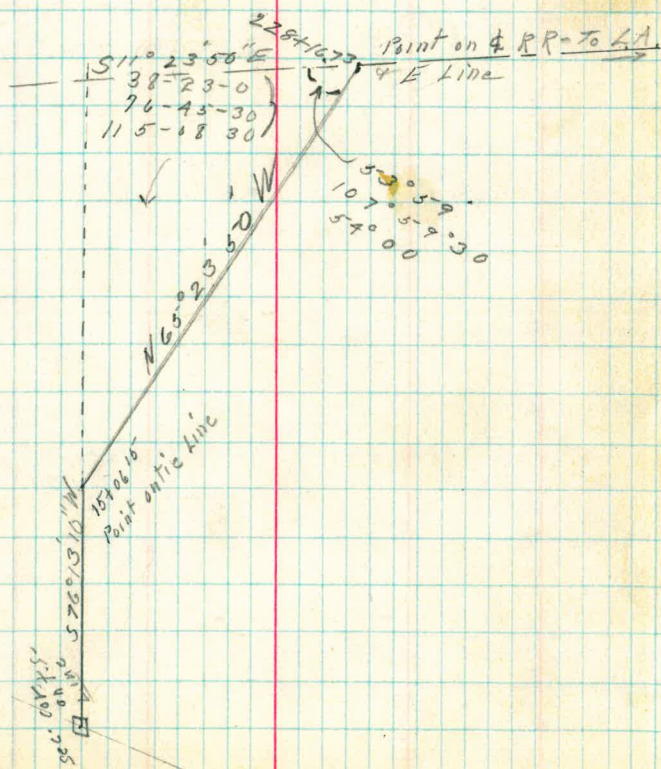
5.06 104.64

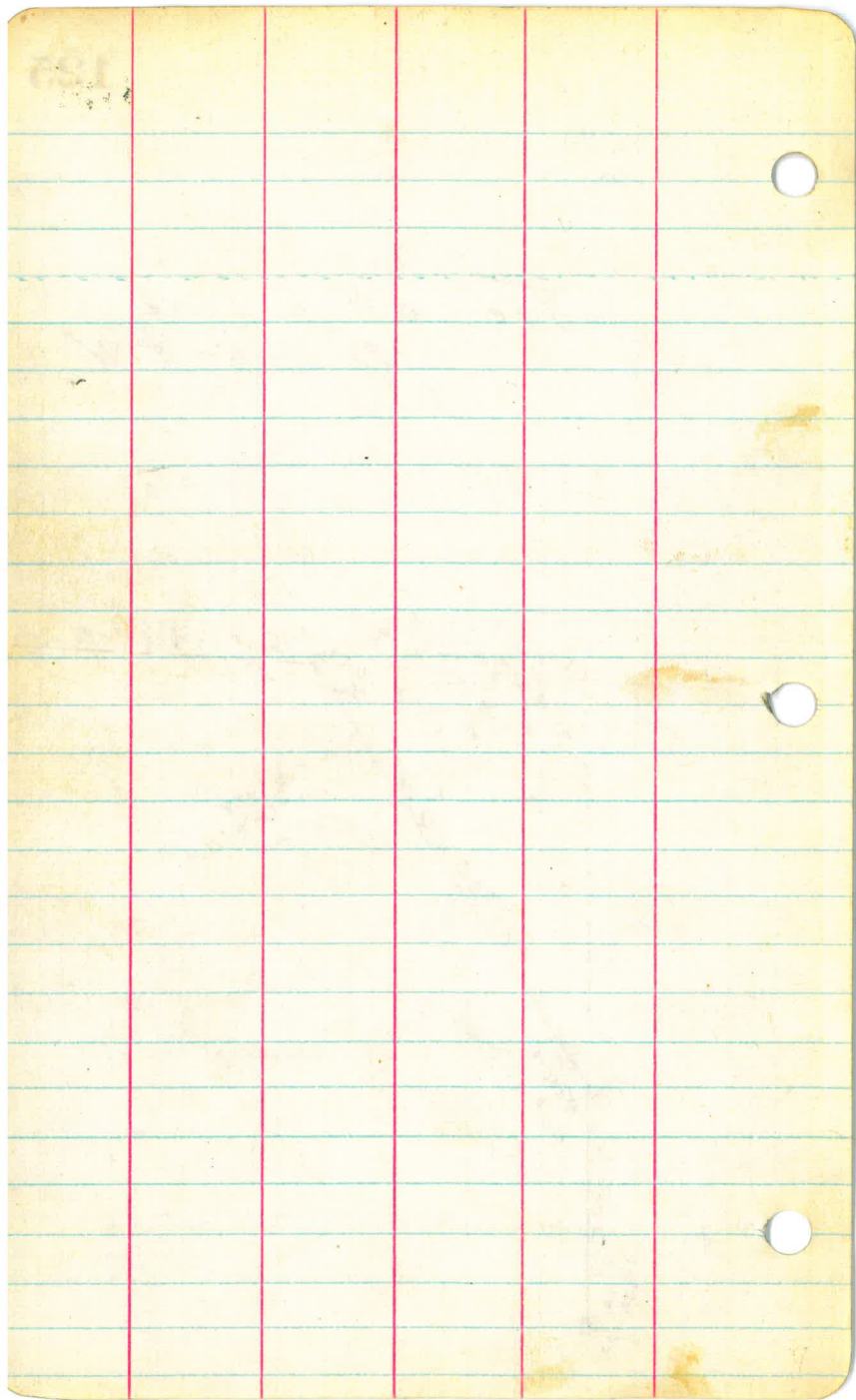
Fence Line Elev. Here Above 104.00

62+91 22

3.68 106.02

Tie on E Line
to R-R and W





Sec 101

1709.29

100-02-15

199+99.09W

E-line tie

200+50.24 P.S.T.

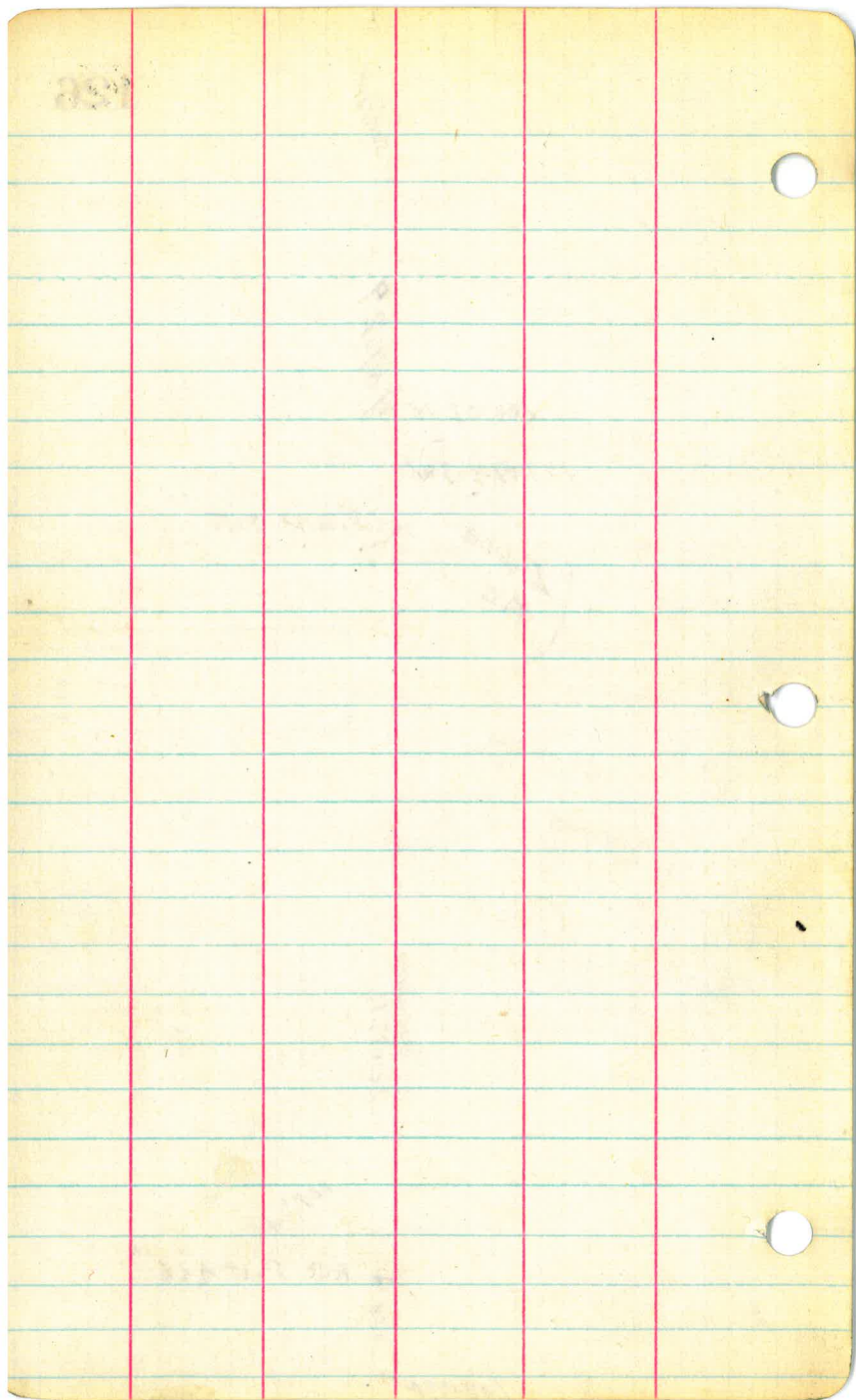
Sec Line
26+98.51

107-40'

R.R. Post 4x6" 4

888

102+99.41



W&F
Tie between Lines

551

Sta	Dist	LT	RT	Col. B	Mag
3707.98					
Sec-Cor					

709.27

26798~~II~~

100-02
 200-0420
 100-02-15

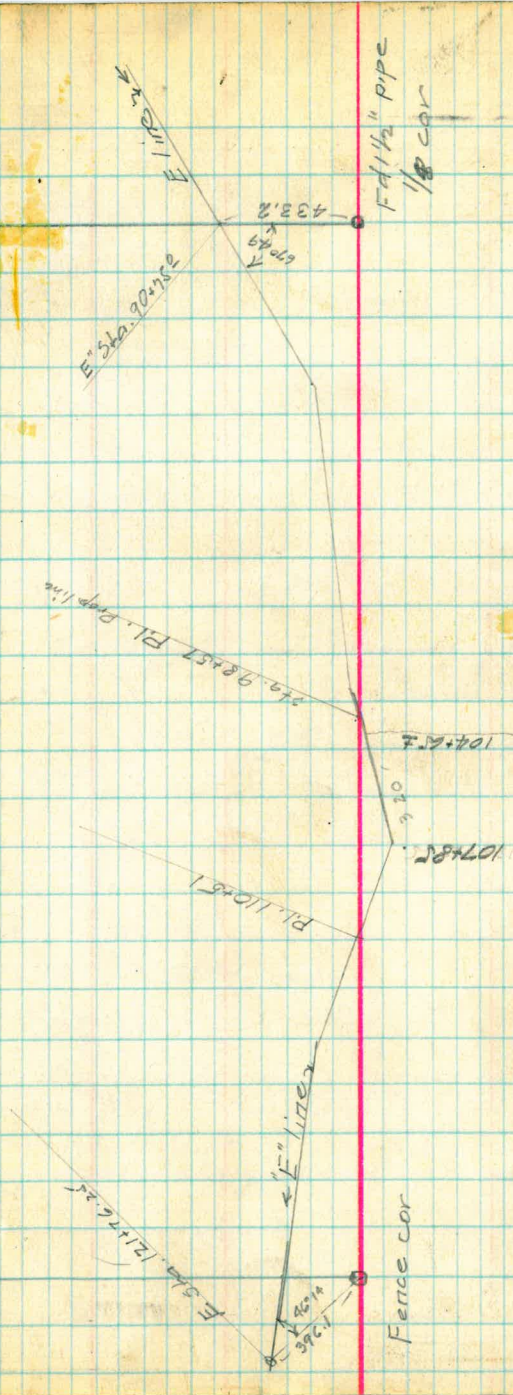
2698.51

S-12°-45'E

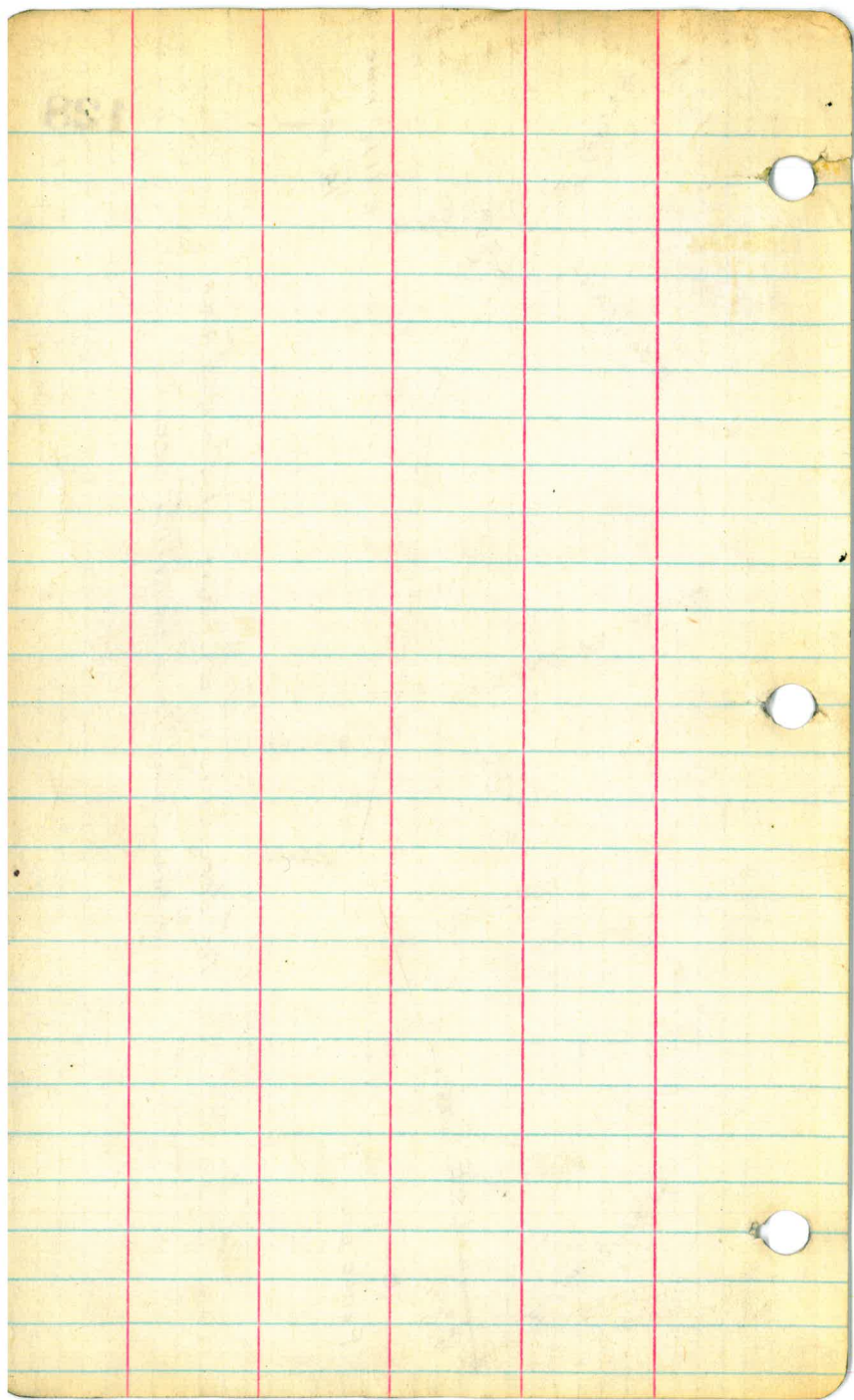
(5-28.04)

102+79~~II~~
Pot.

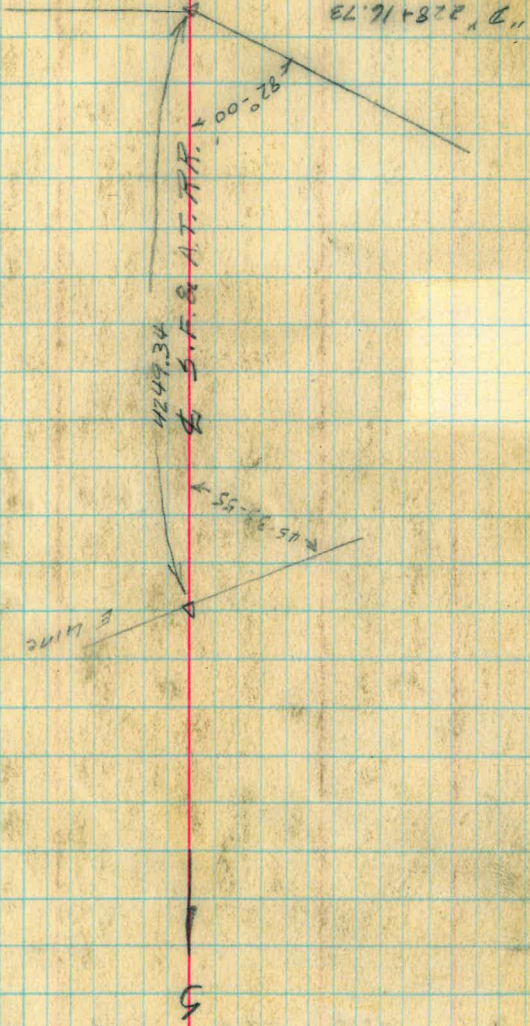
107-40
 215-20
 107-18



The ¹⁰determinative extent of flooded area
in the South 1/2 of the NW 1/4 sec. 8



4.97	13.00	18.00	13.00	4.225
3.08	9.48	8.58	4.71	3.00
1.47	3.52	4.72	8.29	1.325



1249.34
82°-00'

CS-EE-SM
OS-LO-16
RE-5A