

1406  
Mission Bay M.H.T.

PASTIS

---

FIELD BOOK

No. 385 F

---

ENGINEERING DEPARTMENT,  
CITY OF LOS ANGELES,  
CALIFORNIA.

20475.30  
220  
MICROFILMED

DEC 23 1964

10-12-30  
100-22  
110-19-30  
180  
69-40-30  
5349-30  
43-37  
10-12-30

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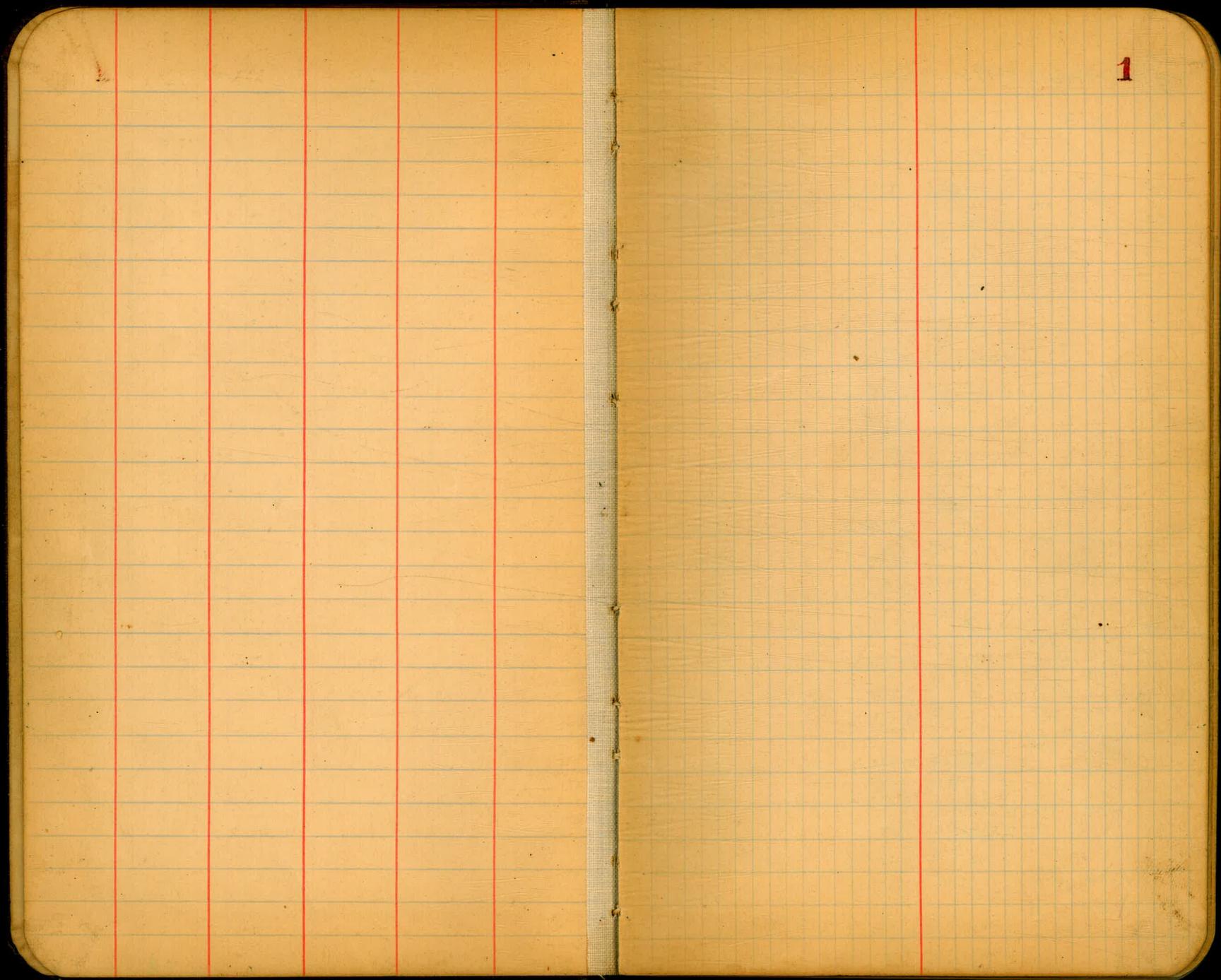
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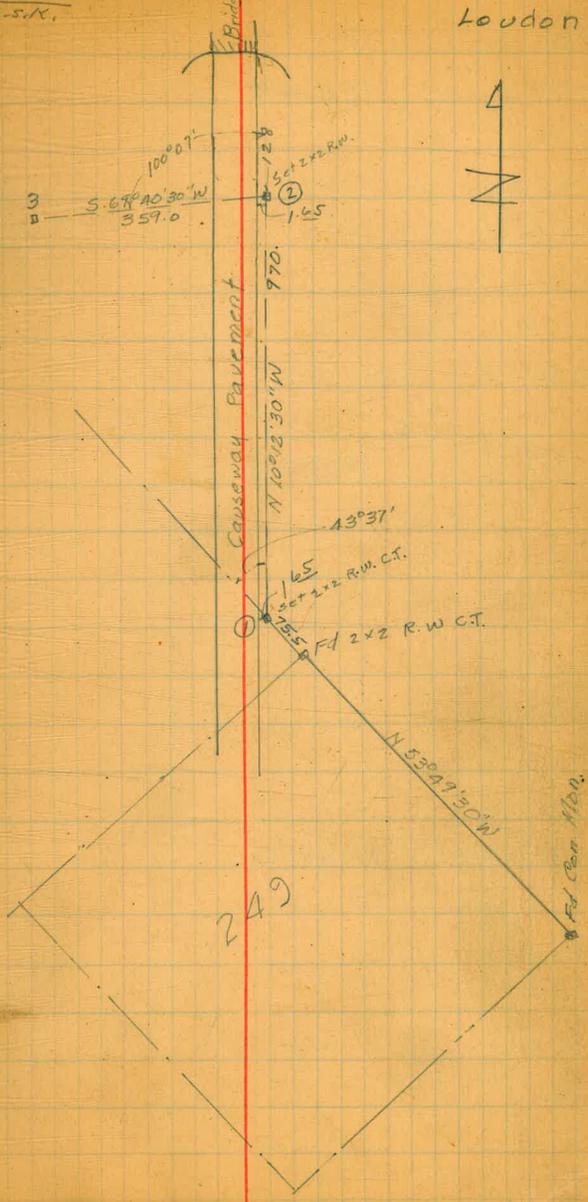


Stadia Survey of Proposed Change  
(All distances by stadia)

In M.H.T.L. of Mission Bay

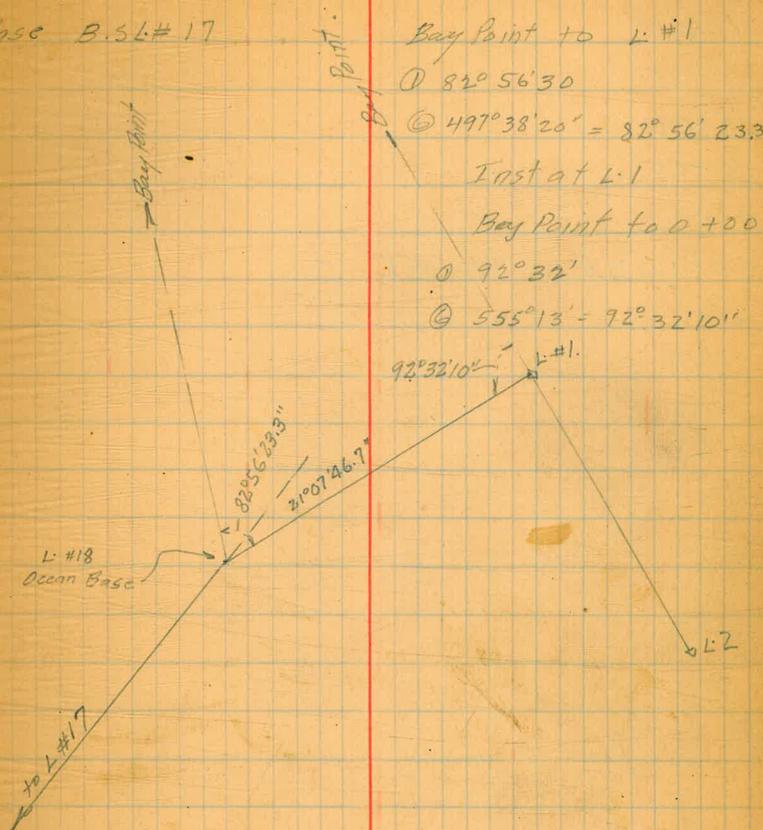
8/20/30  
London.

BS	Transit	F.S.	Defl.	Dist	Bearing	Elev.	Indexed C.S.K.
①	②	3	100°07' L	359.0	567°40' 30" W		
2	3	4	12°46' L	675.0			
3	4	Hook's Point	91°32' R	58.0			
3	4	5	6°14' R	549.0			
4	5	6	10°11' R	899.0			
5	6	7	68°32' R	119.0			
6	7	8	92°35' L	294.0			
7	8	Hook's point	37°58' L	363.0	10.01 El. CGS Datum		
			Red on SE End wall Bridge No 1	3.35			
1	9	9	55°14' R	1046.0	N45°02' E	3.74	
2	9	PL. Cor	95°15' R	28.0			
		10	5°34' R	1013.0	N50°04' E	4.28	
9	10	11	3°43' L	951.0	N46°21' E	4.20	
10	11	12	19°55' L	843.0	N26°26' E	3.88	
11	12	13	17°11' R	550.0	N43°37' E (corner)	3.57	
12	13	14	96°14' R	803.0	S40°09' E	4.13	
13	14	15	77°05' L	1361.0	N62°46' E	3.95	
14	15	16	12°34' L	401.0	N50°12' E	3.44	
15	16	17	76°21' R	778.0	S53°27' E	4.04	
16	17	Hook's pt	27°40' L	267.0			
		18	8°50' L	679.0	S62°17' E	4.12	
17	18	Pt. on PL Line 256-254	18°32' R	496.0			
		19	33°44' L	912.0		4.05	
18	19	20	48°17' L	571.0	N48°50' E	5.55	
19	20	117+50 Rec Atlantic St Ext.	101°36' R	271.0		5.00	



Sta	Defl
0+00	21°07'46"R
1+00	
2+00	
3+00	
4+00	
5+00	
6+00	
7+00	
7+69 <sup>94</sup>	L:1 91°35'55"R
8+00	
9+00	
10+00	
11+00	
12+00	
13+00	
14+00	
14+09 <sup>23</sup>	L:2 90°54'07"L
15+00	
16+00	
17+05	
18+05	
19+05	
20+05	
21+00	
22+00	

L#18 Ocean Base B.S.L#17



Inst at 0+00  
 Bay Point to L#1  
 $\odot 82^{\circ}56'30$   
 $\odot 497^{\circ}38'20' = 82^{\circ}56'23.3$   
 Inst at L:1  
 Bay Point to 0+00  
 $\odot 92^{\circ}32'$   
 $\odot 555'13' = 92^{\circ}32'10''$

23+00

24+00

25+00

26+00

27+00

28+00  $\pm 3$   $26^{\circ}08'35''L$

29+00

29+50

30+50

31+00

1/20/31.  
London.

Location of New Contour A<sup>80</sup> East of Bridge on Causeway

180  
x 4.26-w  
175-34

Inst at B 14 oriented on B 15

Az 175° 34'

Island by bridge

	Az	Dist.
1	93° 30'	253.0
2	41° 38'	282.0
3	19° 07'	460.0
4	9° 36'	605.0
5	28° 50'	726.0
6	52° 34'	673.0
7	59° 40'	489.0

Contour from B 15 S.E.

1	76° 10'	13.0
2	336° 50'	130.0
3	340° 52'	253.0
4	328° 51'	345.0

Inst at B 12 oriented on B 13 Az 114° 40'

	Az.	Dist.
5	334° 43'	242.0
6	313° 46'	600.0
7	324° 48'	447.0
8	336° 12'	498.0
9	343° 50'	321.0
10	17° 26'	266.0
11	8° 23'	385.0
12	21° 20'	336.0

Az Dist.

13	32° 55'	237.0
14	49° 52'	253.0
15	51° 42'	365.0
16	31° 52'	466.0
17	354° 45'	472.0

Inst at B 7 oriented on B 8 Az 103° 15'

18	65° 47'	328.0
19	13° 41'	175.0
20	321° 30'	228.0
21	296° 34'	528.0

Contour from 423 S.E. 1/4.

Inst at 423 oriented on 424 Az 269° 02'

1	186° 42'	15.0
2	101° 10'	94.0
3	62° 34'	70.0
4	96° 50'	272.0
5	95° 15'	458.0
6	93° 43'	648.0
7	86° 08'	550.0
8	75° 57'	444.0
9	62° 22'	384.0
10	77° 53'	534.0
11	81° 46'	662.0

Inst at H 05 oriented on 404 Az 2° 16'

12	150° 40'	370.0
13	164° 01'	536.0

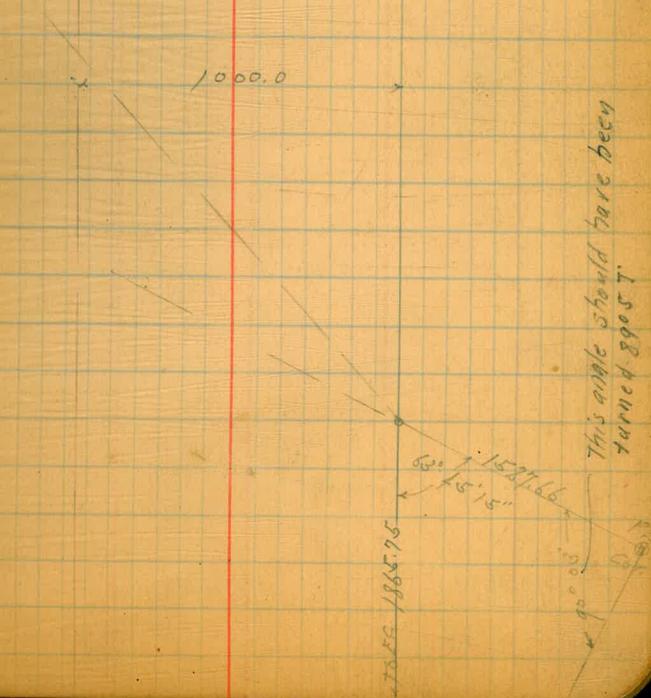
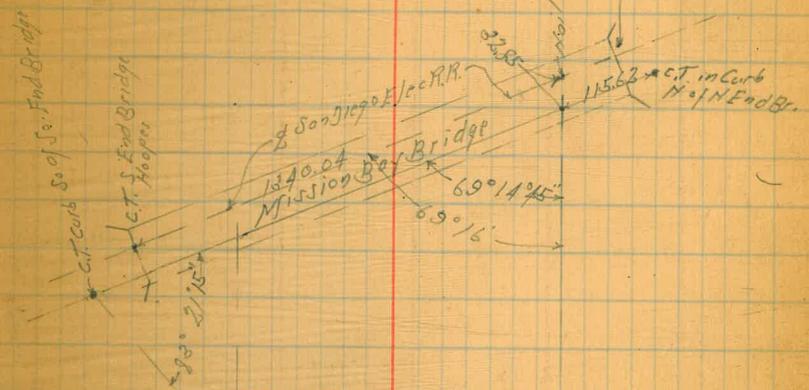
Az. Dist.

Inst at 405

14	213°48'	180.0
15	251°13'	250.0
16	265°02'	432.0
17	268°26'	629.0
18	272°57'	867.0
19	277°27'	1080.0
20	280°35'	918.0
<del>21</del>	<del>284°59'</del>	<del>915.0</del>
21	278°42'	687.0
22	282°24'	444.0
23	281°19'	195.0
24	263°55'	50.0
25	126°12'	47.0
26	9°52'	62.0



London  
Mar. Tide Baseline  
F.D. 11.07-10



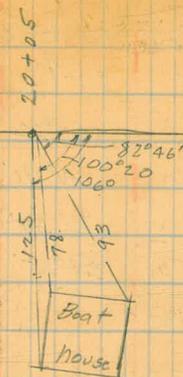
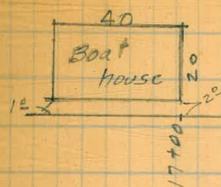
This angle should have been turned 8905 T



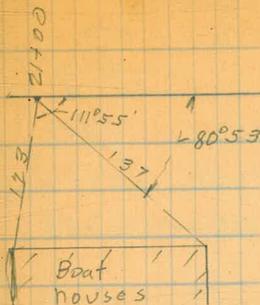


11

Sta	offset	
0+00	L 49.0	
1+00	62.5	
2+00	72.0	
3+00	38.0	
4+00	26.0	
4+40	28.0	
5+00	111.0	
6+00	255.0	
7+00	287.0	
L 7+69 <sup>94</sup>	290.0	
7+69 <sup>94</sup>	256.0	68°18' Refl L from back course
7+69 <sup>94</sup>	204.0	Mean L
7+69 <sup>94</sup>	204.0	Normal to course ahead
8+40	131.0	
9+36	156.0	
11+40	R 126.0	
12+00	95.0	
12+50	75.0	
13+00	147.0	
13+25	182.0	
13+75	95.0	
13+90	0.0	
15+00	L 23.0	
16+00	27.0	
17+05	12.0	



Inst at	10+00	F.S	L+2
Dist	Def'l L	Def'l R	
156.0	109°22'		
63.0	121°46'		
110.0	90°34'		
76.0	54°45'		
154.0		46°49'	



18+05	R	33.0
19+05		81.0
20+05		2.0
20+05		123.0
21+00		63.0
21+00		153.0
22+00		176.0
22+00		89.0
20+05	L	38.0
19+59		32.0
21+00		74.0
22+00		147.0

Mission Bay "B" Line  
Tie "A" Shoreline to South  
END Mission Beach Bridge

BM 114

40' E of A25

0.185 8.933

T.P.

6.175 11.968 3.14

T.P. TOP PIPE

NEAR B4 11408

8.79  
-0.042 Correction  
8.748 1423-50  
5.795  
6.93  
4.31 5.658

B1

B6

B2

6.93  
0.00 = B1-114

1706'11"

9.093 14.751

check to B.P. in Curb  
S. end Mission Beach Bridge

7.26

5.658 T.P. above

12.291 12.235  
0.056

Moore  
51930N  
Northward  
8-8-39.  
Murkey  
Wearby

See p 8 This Book

F.B. 1406

14

11 1407-10

11 1410-5

cal N 6°12'W 6315.94.

23° 54' 08"

191 420  
13  
23 54 08

A 24

A 25

A 26

545° 29' 35" W 1140.9  
Cal.

N 2175°  
W 16030.4

End Bay Shore Line  
beg. Nly edge of  
old S.D. River Mouth

VSC 46.

44° 36' 17"

COUNTY

B1 - 570 = Sly edge S.D. River  
 B1 - 150 = Nly slough from Collier Park  
 B1 - 35 = Sly " " " "

B1 = 0+00 B.S. on Ave 6°23' RT

B2 = 3+03 26°07' RT

" + 230 Ely edge Slough from the

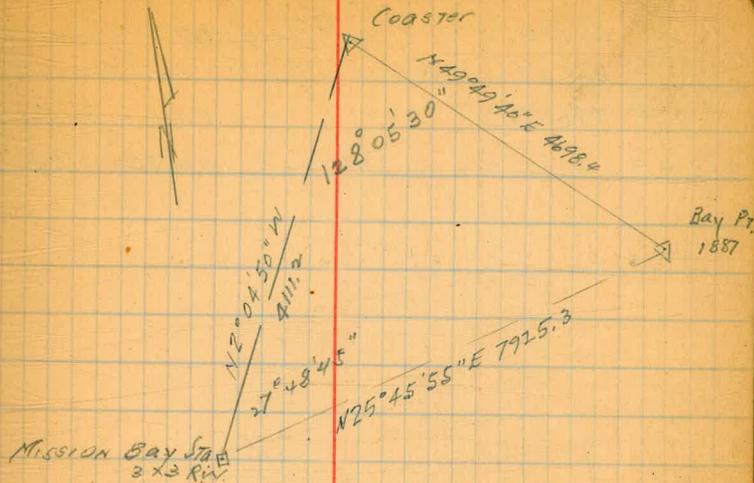
B3 = 7+58 110°42' RT

B4 11+08 109°04' LT

B5 16+08 21°20' LT

B6 18+85 43°50' RT

21+48.10 = B7 = Ld. + C.T. in E curb  
 South of South End of  
 Mission Beach Bridge



South Drainage of Ocean Beach  
 = Wly edge Slough from So.

106 52 30  
 27 48 45 ✓

708 33 180  
 128° 05' 30" ✓

Levels for Bay Shore M.H. Tide  
Line, Ely from Ingraham (Causeway)  
on Sly Shore of Mission Bay to  
Morena

B.M.B.P

V.S.C. & G. Datum.

10.862 S.E. Wing

4.93 Stipulated FB. 1406 8-26-39. **16**  
M.H.T. Elev. of  
Predicted Tides  
front Municipal Pier.

Moore  
Sisson  
Northman

Supervised by J.W. Williams  
and G. Lewis and Party.

Wall of 2<sup>nd</sup> Bridge S. of Crown Pt. Drive.

17



M.H.T. Survey  
 SLY MISSION Bay Shore Line  
 Causeway Ely to Morena  
 8-26-39

F.B. 1406  
 19

8400 P.O.T. 3x3 hub

3783.08 P.O.T. 2x4 hub

0+28.38 P.O.T. 1 1/2 x 1 1/2 hub

0+100 = Δ 58° 04' 30" RT. Chisel Cross on Rd. hd. BOLT  
 IN PAV.

Angle Pt. for "H" LINE Chisel Cross on Sq. Bolt hd IN PAV.

8 | 975° 22' 0"  
 121° 55' 30"  
 179 59 20  
 58° 04' 30"

P.O.T.  
 3783.08

200  
 60° 35'

2.034  
 200  
 407.200

0+28.38  
 3+54.70  
 3783.08

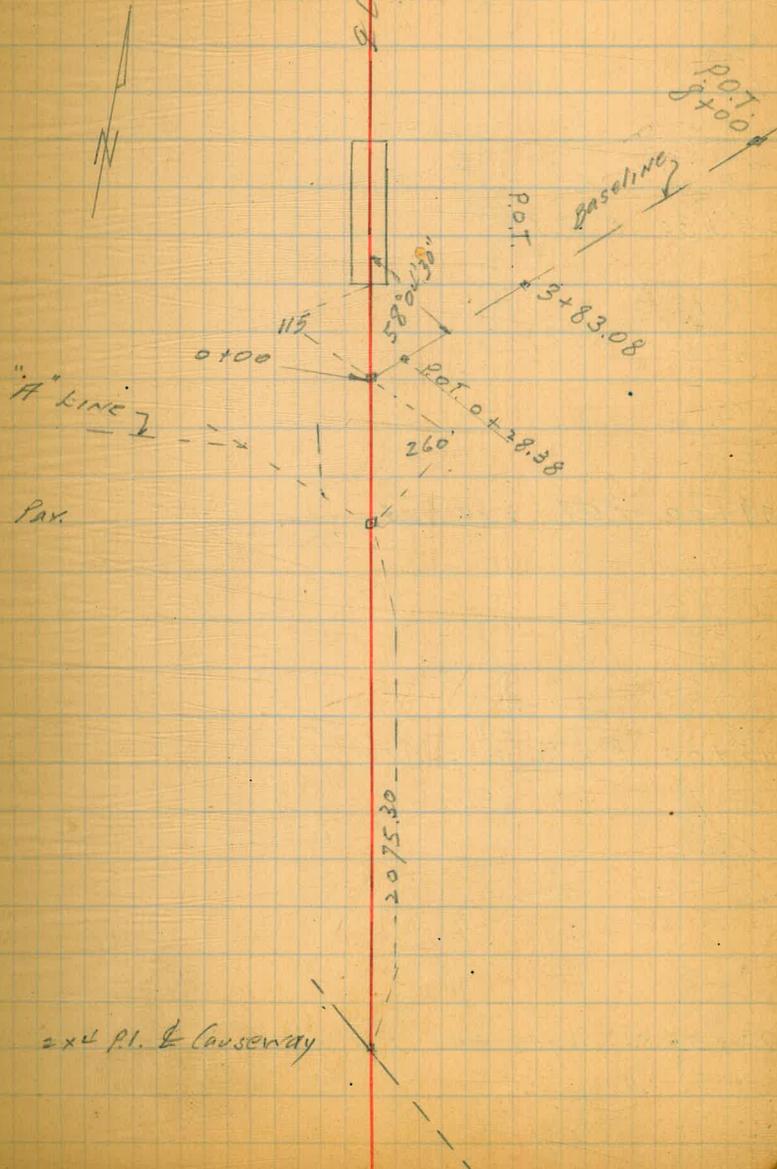
354.70  
 200

407.2  
 60° 35'

87107  
 407.2  
 174214  
 609749  
 378428  
 3546997.4

0+28.38

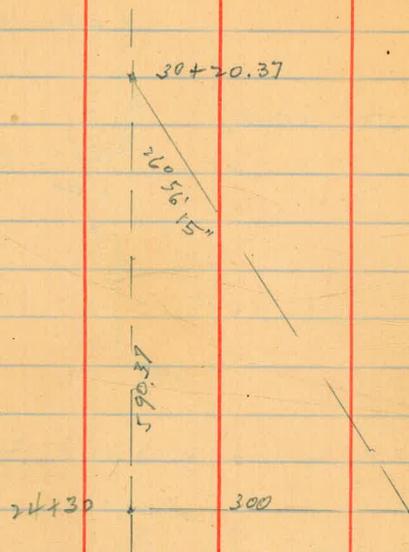
0+100



2x4 Pl. & Causeway

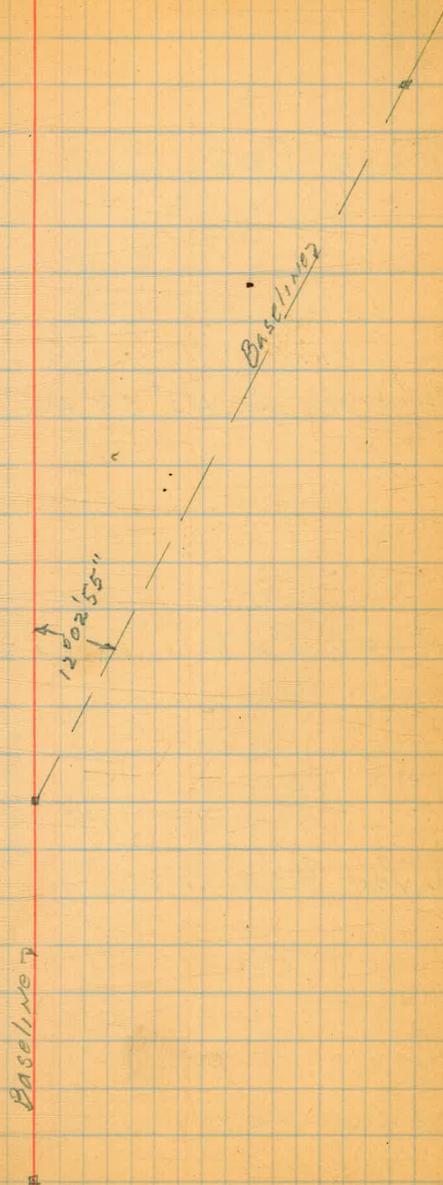


33+20 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$



$30+20.37 = A = 12^{\circ} 02' 55''$  RT.  $2 \times 3$  hub

24+30 P.O.T.  $3 \times 3$



F.B. 1406

29

50+15 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$

41+50  $\Delta$   $43^{\circ} 59' 45''$  P.T.

39+00 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$

36+00 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$

33+20 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$

$1\frac{1}{2} \times 1\frac{1}{2}$

$43^{\circ} 59' 45''$

Baseline

Δ Net Ely of Causeway

8-26-39.

8-26-39  

$$\begin{array}{r} 964^{\circ} 59' \\ 240 \\ \hline 120^{\circ} 27' 23'' \end{array}$$

8-26-39  

$$\begin{array}{r} 873^{\circ} 38' 30'' \\ 98 150 \\ \hline 109^{\circ} 12' 19'' \end{array}$$

8-26-39  

$$\begin{array}{r} 239^{\circ} 58' \\ 470 300 \\ \hline 29^{\circ} 59' 45'' \end{array}$$

8-26-39  

$$\begin{array}{r} 155^{\circ} 180' \\ 22 120 \\ \hline 19^{\circ} 25' 15'' \end{array}$$

8-26-39  

$$\begin{array}{r} 10^{\circ} 36' \\ 156 \\ \hline 1^{\circ} 19' 30'' \end{array}$$

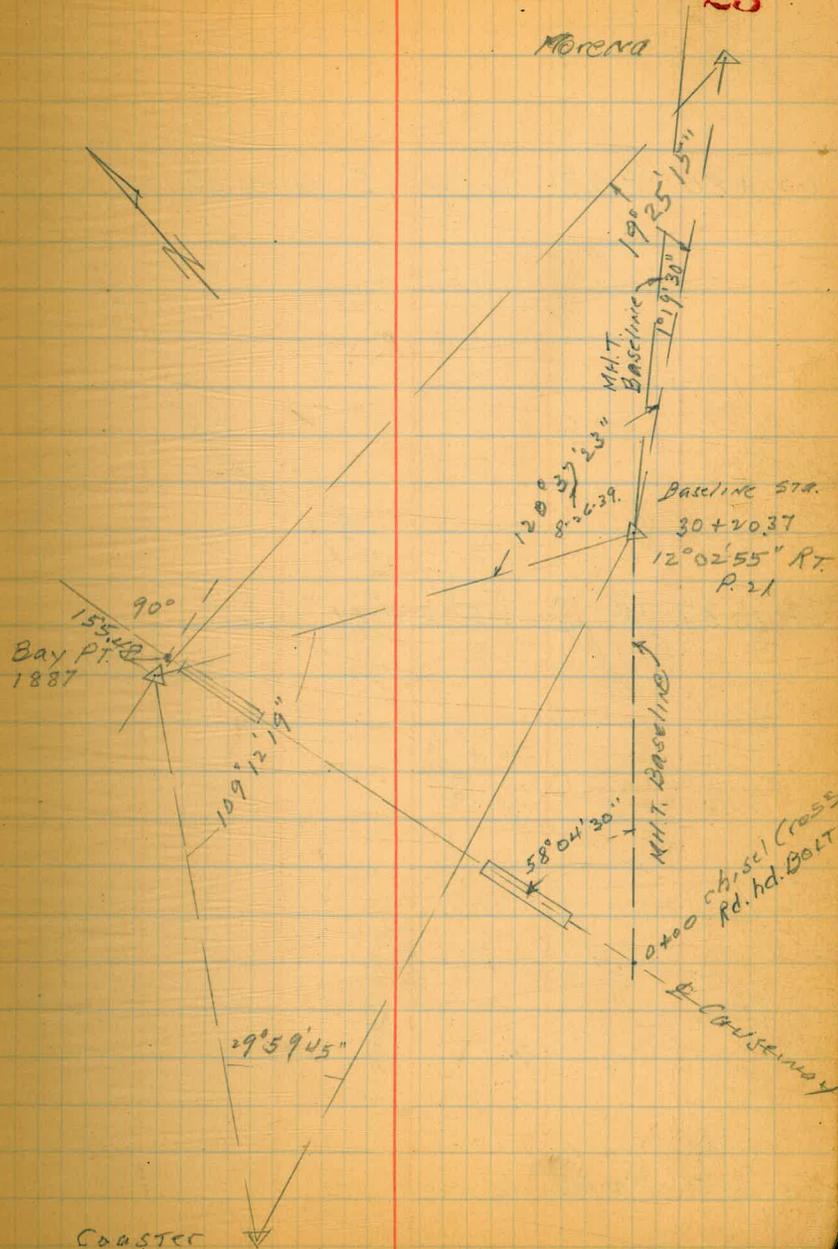
8-29-39.

① 
$$\begin{array}{r} 964^{\circ} 55' \\ 120^{\circ} 36' 53'' \end{array}$$

② 
$$\begin{array}{r} 964^{\circ} 56' \\ 120^{\circ} 37' \end{array}$$

F.B. 1406

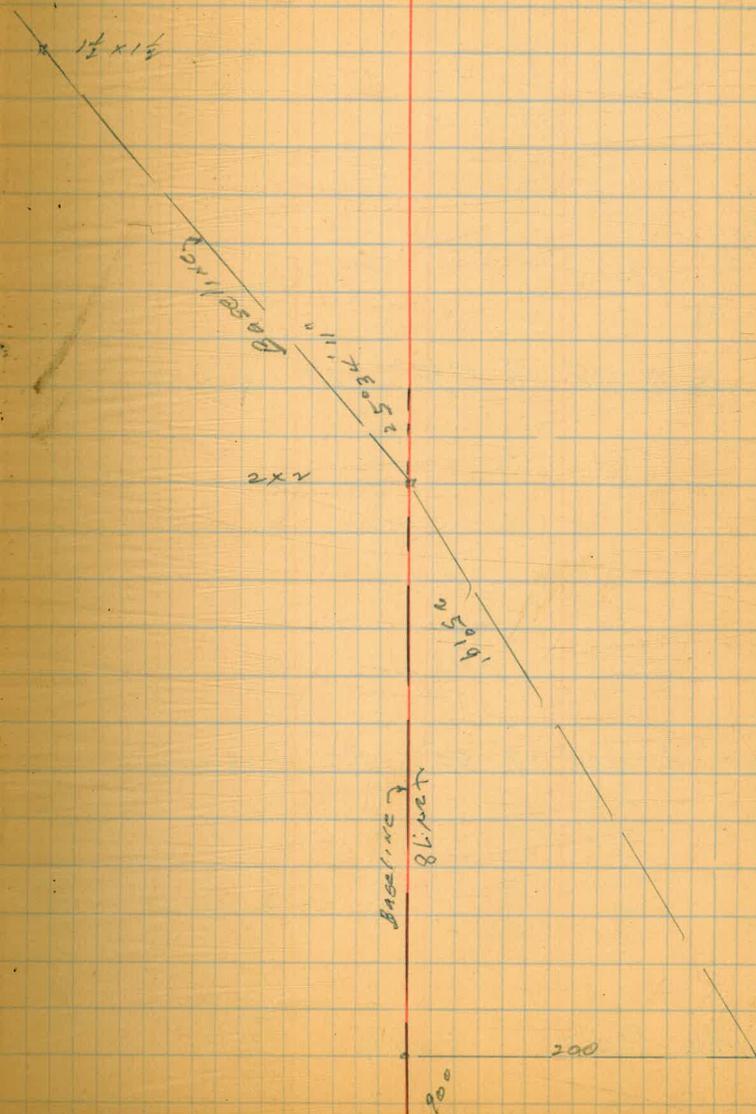
23



62+80 P.O.T. 100' W/ E Hardy Slough

54+37.78  $\Delta$   $25^{\circ} 34' 11''$  LT.

50+15 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$



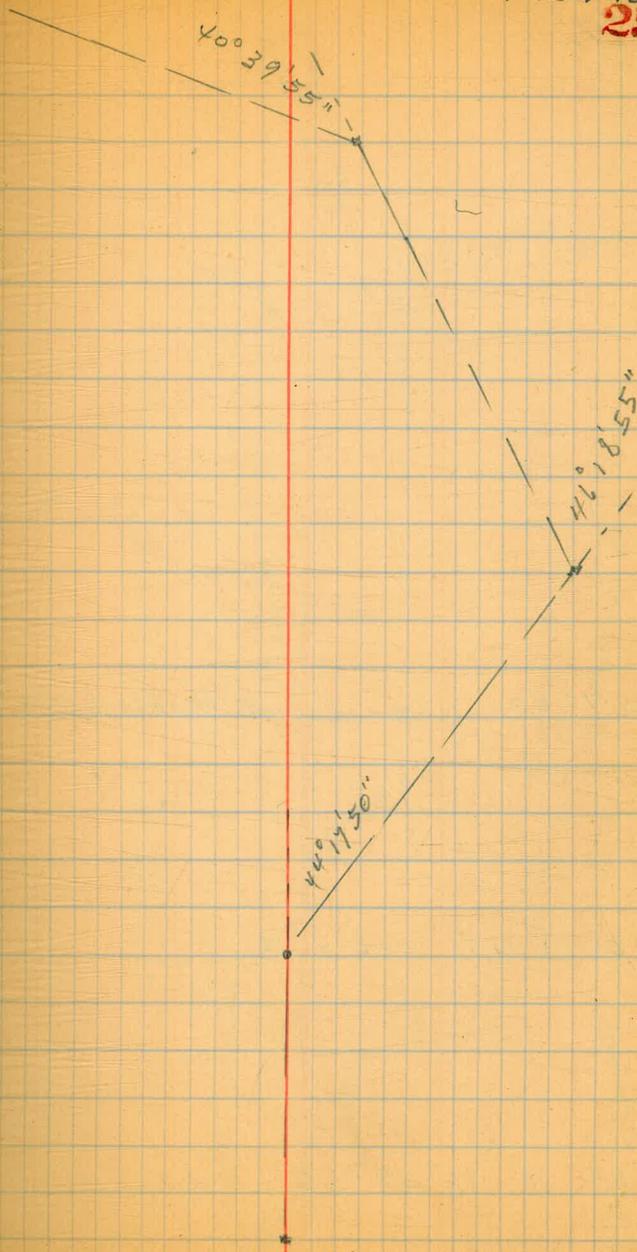
81+65  $\Delta$   $40^{\circ} 39' 55''$  LT. 2x4

74+20  $\Delta$   $46^{\circ} 18' 55''$  LT.  $1\frac{1}{2} \times 1\frac{1}{2}$

66+00  $\Delta$   $44^{\circ} 17' 50''$  RT  $1\frac{1}{2} \times 1\frac{1}{2}$

62+80 P.O.T.  $1\frac{1}{2} \times 1\frac{1}{2}$

F.B. 1406  
25



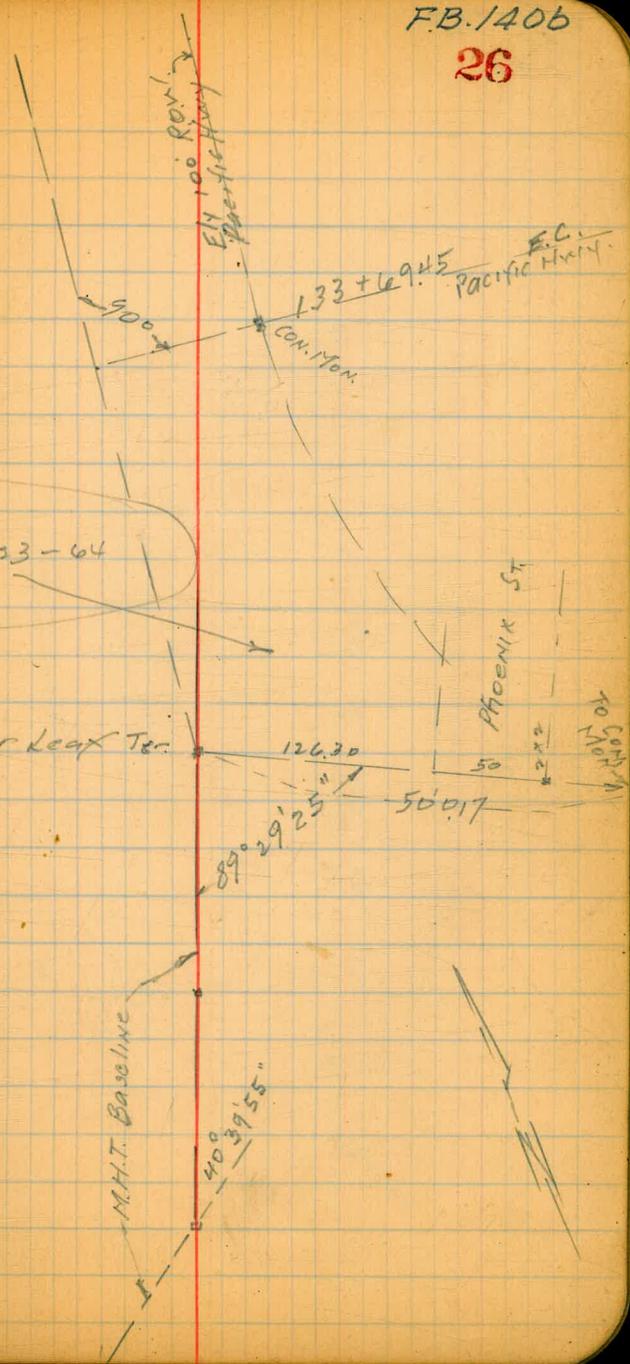
92 + 71.03 1 1/2 x 1 1/2 INT. Pueblo Line S/W

86 + 00 P.O.T. 1 1/2 x 1 1/2

81 + 65 A 40° 39' 55" LT 2 x 1

See F.B. 1453-64

Asber's Clover Leaf Ter.



El 100.00  
Pacific Hwy

133 + 69.45 F.C.  
Pacific Hwy

CON. MON.

Phoenix St

10 Corn

126.30

89° 29' 25"

500.17

M.H.T. Baseline

40° 39' 55"

FB.1406  
27



See FB 1423-64

ELY 100' R.O.W. Pac. Hwy. J

CON. MON.

P.C.

Check of  $\Delta$  NET  
ELY of Causeway  
Sec p 23

Moore  
Sisson  
Northern  
9-5-39

Morena  
FB.1406  
28

Bay Pt.  
1887

2 x 8

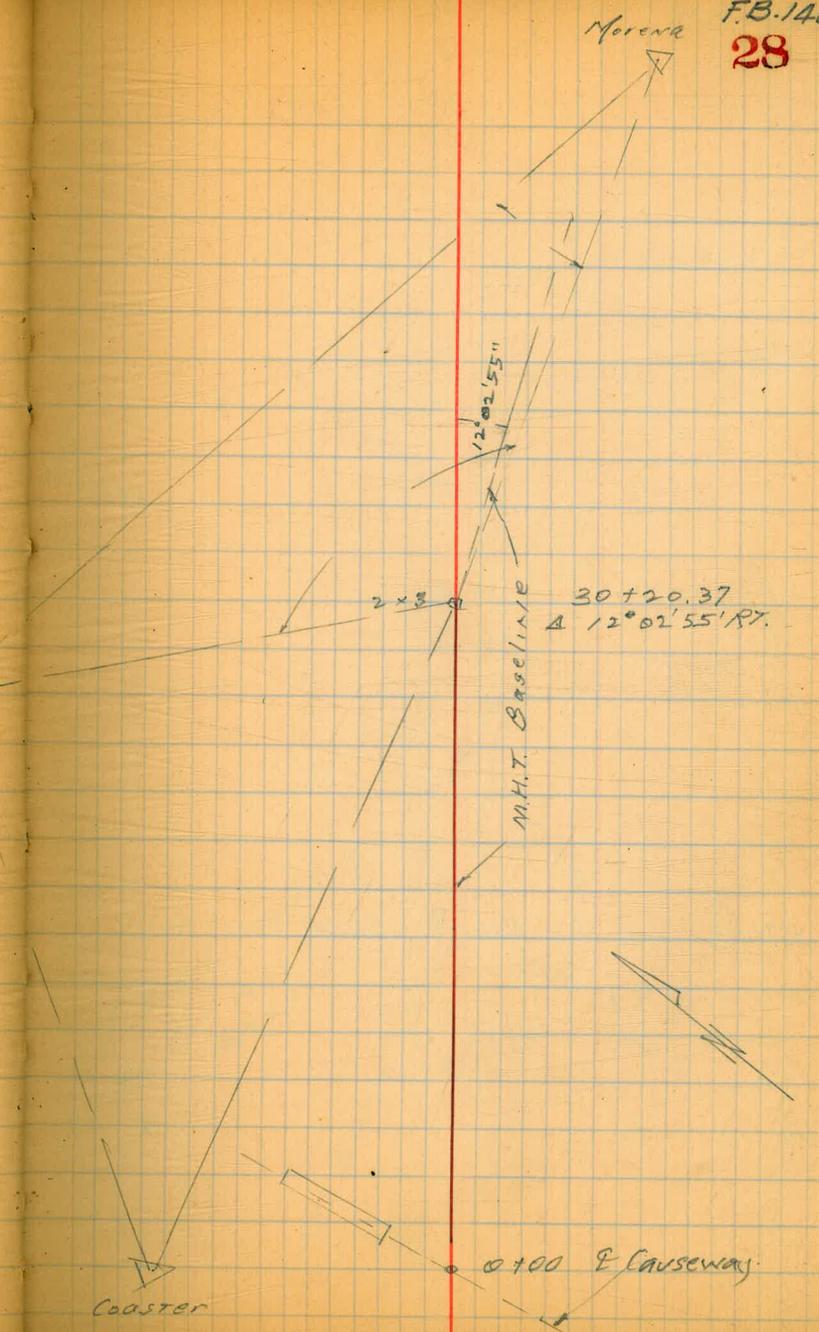
12°02'55"

M.H.T. Baseline

30 + 20.37  
 $\Delta$  12°02'55" RT.

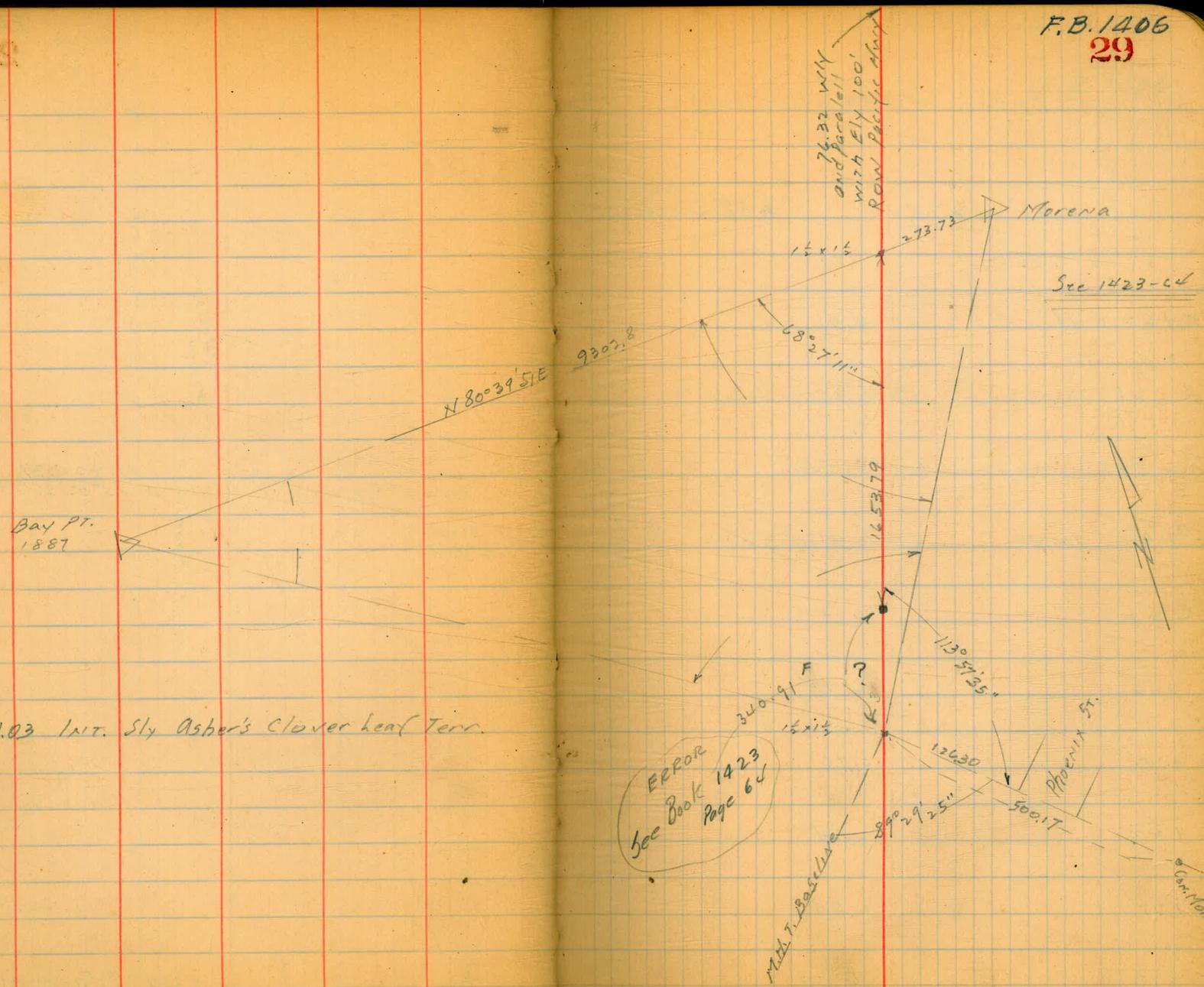
Coaster

0 + 100 E Causeway



82

F.B. 1406  
29



92 + 71.03 Int. Sly Asher's Clover leaf Terr.

ERROR  
See Book 1423  
Page 64

9-27-39

30

F.B. 1406

## Check Hughes Line

0.41	<u>10.38</u>	9.97	Cross in c.b. MISSION	Bay DATUM = "H"	
0 + 00 = "H"		0.41			
0 + 25		6.10	4.28		Ed. 1 1/2" Rd. hub El. 4.27
0 + 50		6.55			E bank of Cross ditch 2' wide 1.3 deep
0 + 94	72 RT.	6.41	3.97	$\frac{3.97}{1.23}$ 5.70	ON Con. Mon. Pueblo Cor. <span style="float: right;">VSC4G 5.305</span>
1 + 02		6.8			
1 + 10		6.84			
1 + 42		6.76			
1 + 62		6.54			
1 + 77		6.55			
2 + 10		6.53			

10.38

2 + 24

6.60

2 + 42

4.73

8.66

6.45

3.93

T.P.

T.P. = Hughes 1<sup>ST</sup> Inst. Pt.

2 + 80

4.81

3 + 19

4.80

3 + 62

4.65

4 + 07

4.81

4 + 50

4.84

4 + 74

4.91

on Mud

4 + 74

4.77

3.89

on Hughes T.P. #1 Iron Pin 3.91

4 + 87

4.90

5 + 28

4.80

5 + 68

4.73

5 + 97

4.60

8.66

6+07 4.90

6+13 4.64

6+65 4.80

7+22 4.50

7+30 6.50

7+77 4.60

8+37 4.45

8+92 4.61

9+37 3.78 8.13 4.31 4.35 Lath  
T.P.

9+57 4.01

9+72 4.12

10+17 4.58

11+19 5.00

Bot. of narrow slough

= Hughes  $\Delta$  20°45' Rt to Ely Prolongation  
of ditch #2

wly edge of small Slough

813

11 + 71		4.62
12 + 15		4.67
12 + 57	1	4.57 3.56
13 + 17	130	4.61
13 + 87	1	4.51
14 + 87		4.58
15 + 82		4.62
16 + 37		4.24

Here deflect to LT. to follow Nly edge <sup>of ditch</sup> #2

Cross old fence

Moore  
as born 4-29-40.  
Hole

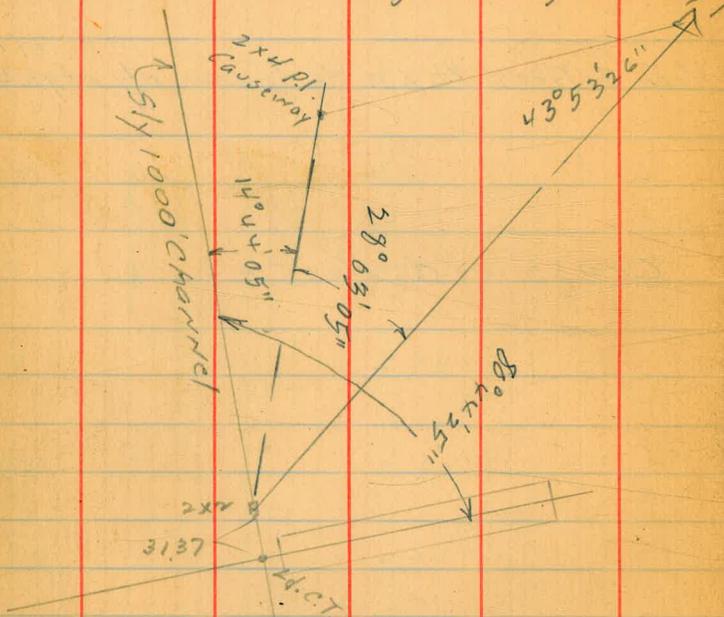
INDEXED  
ERR

51

35

Align. and Ties of Sly Side  
of Proposed S.D. River Channel  
H.T. & S.F. R.R. to Mission Beach Bridge

12+25.48 N. side EXISTING river dyke Bay



0+00 M.C.T. IN PAV. & PACIFIC HY.

NOTE: Brass Plug on S end of  
Pac. Hy. Bridge is 0.33 from steel girder  
NOTED IN F.B. 1526-22

0 - 303.95 = S.F. R.R. 2x2 RW

erway  
67.212  
00  
Nly side

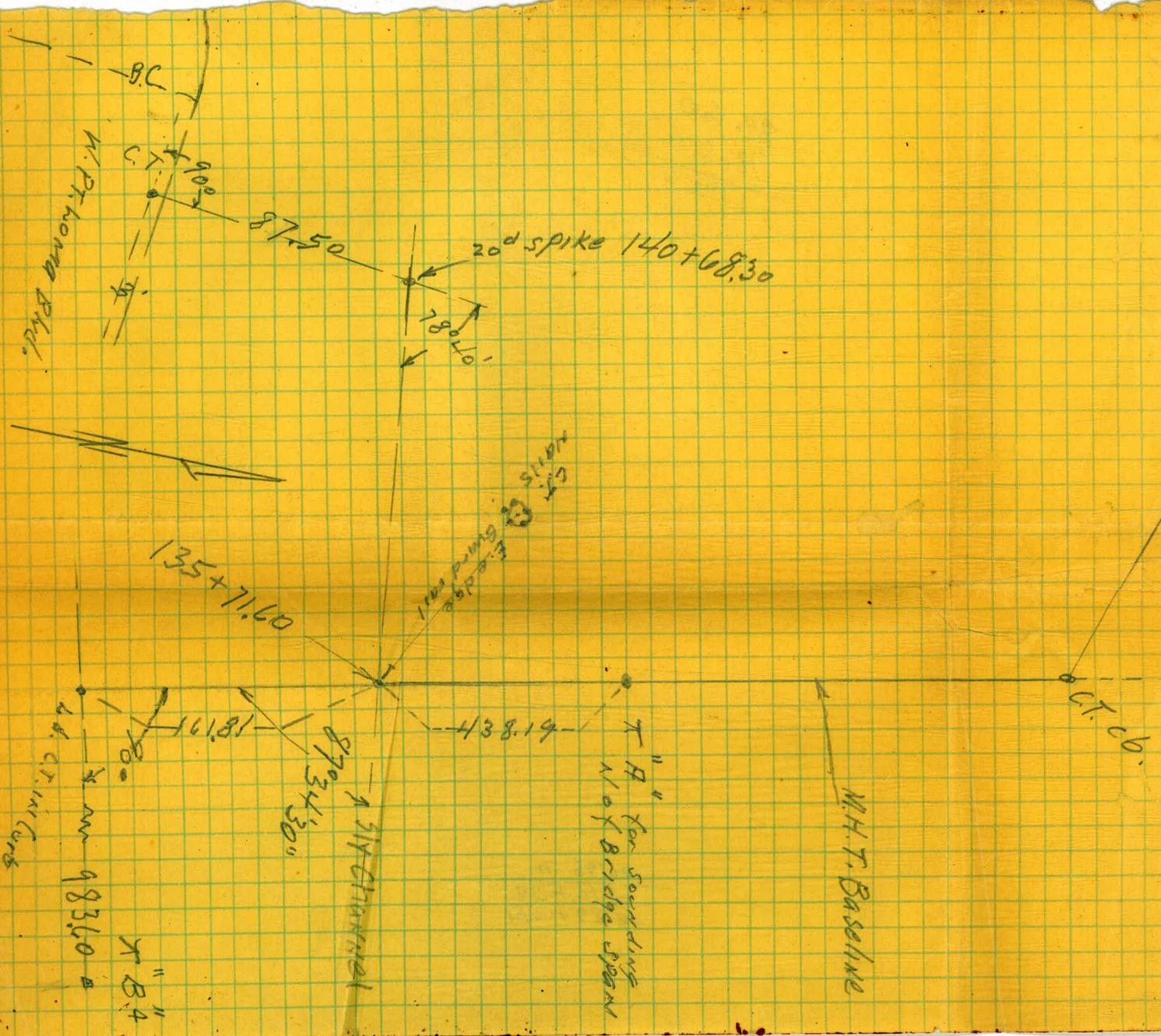
96.18

140 + 68.30
135 + 71.60
496.90

5  
FB  
1526-22  
81.218

2x2 Huc  
152.10

81.218  
80.2



$$\begin{array}{r} 140 + 68.30 \\ 135 + 71.60 \\ \hline 4 \quad 96.70 \end{array}$$

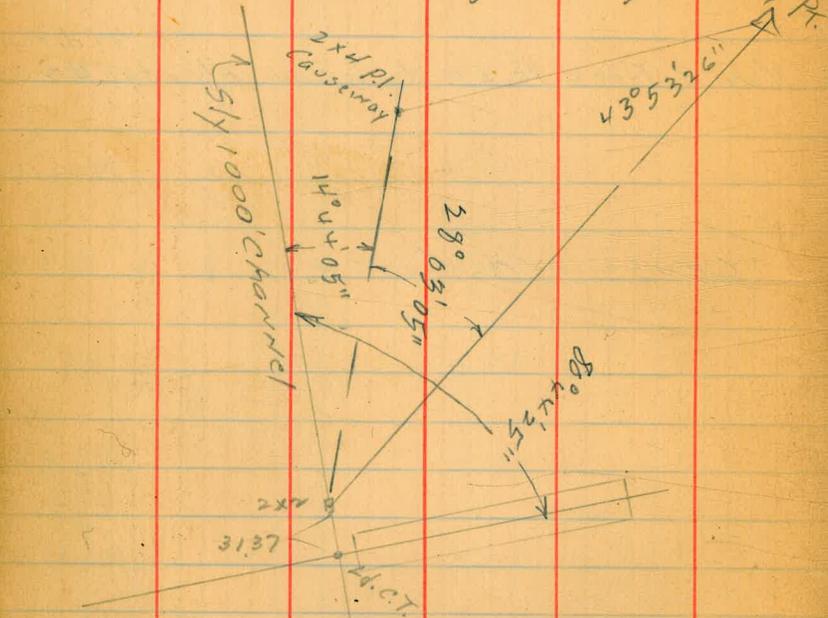
$$\begin{array}{r} 02011 \\ \hline 07-86 \\ 89-60 \end{array}$$



Moore  
Osborn 4-29-40.  
Hale

Align. and Ties of Sly side  
of Proposed S.D. River Channel  
H.T. & S.F. RR. to Mission Beach Bridge

12+25.48 N. side EXISTING river dyke Bay Pt.



0+00 H.C.T. IN PAV. & Pacific Hy.

NOTE: Brass Plug on S. end of  
Pac. Hy. Bridge is 0.33 from steel girder  
NOTED IN F.B. 1526-22

0 - 303.95 = R. S. F. RR. 2x2 RW

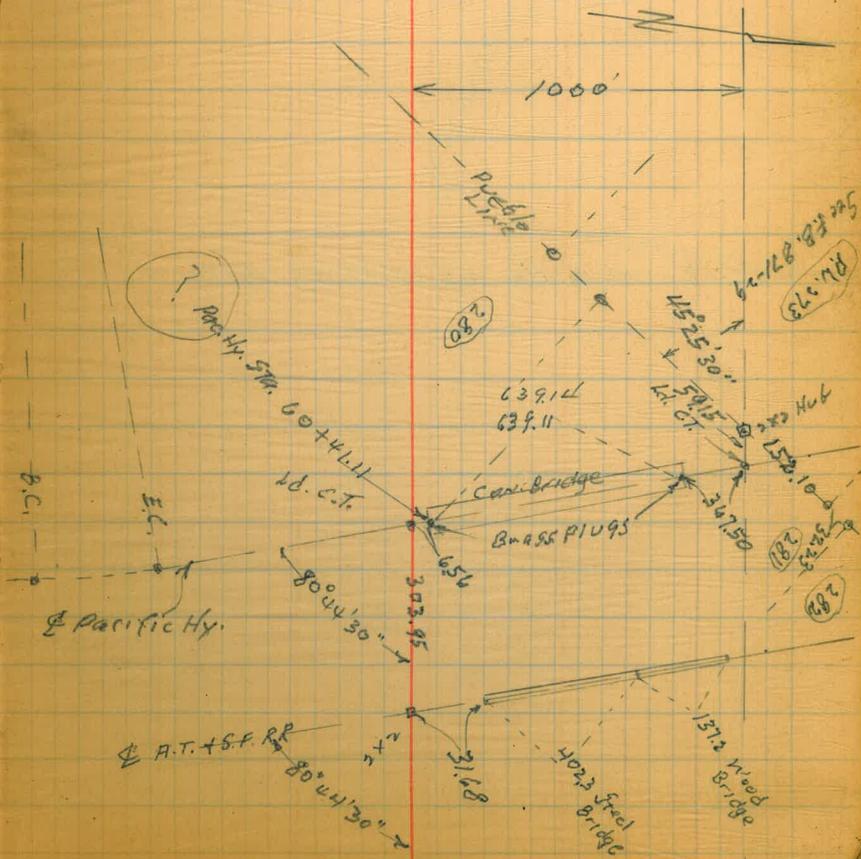
INDEXED  
EPB

35

Sly Side

Nly Side

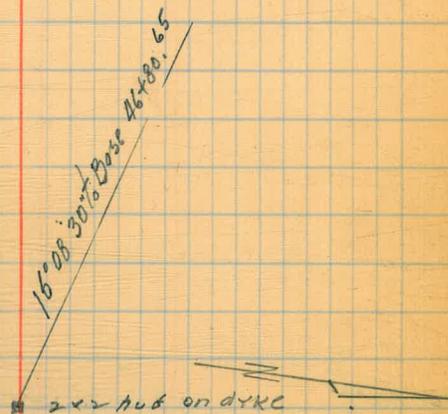
2x2 Hub on dyke



12 + 25.48 N. Side of existing dyke

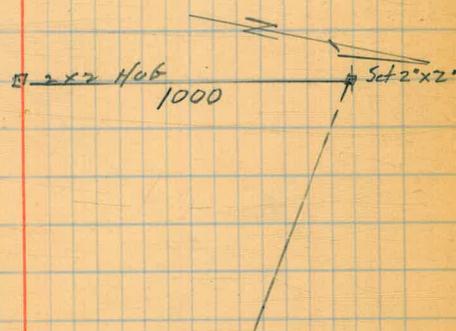
SIV side

36



46+80.65

on "Lt. Weedon" Island

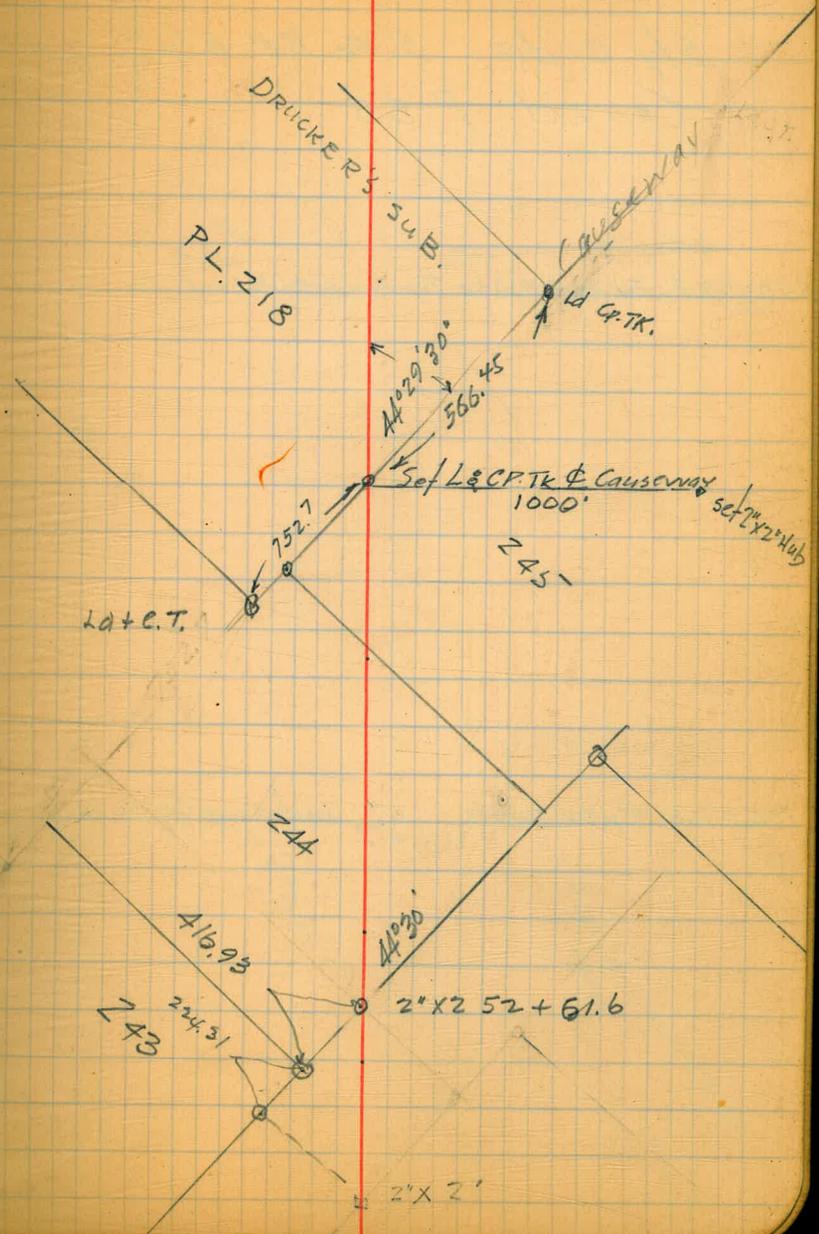


Sly side

65+96.18 Set Ld. + C.T.K.

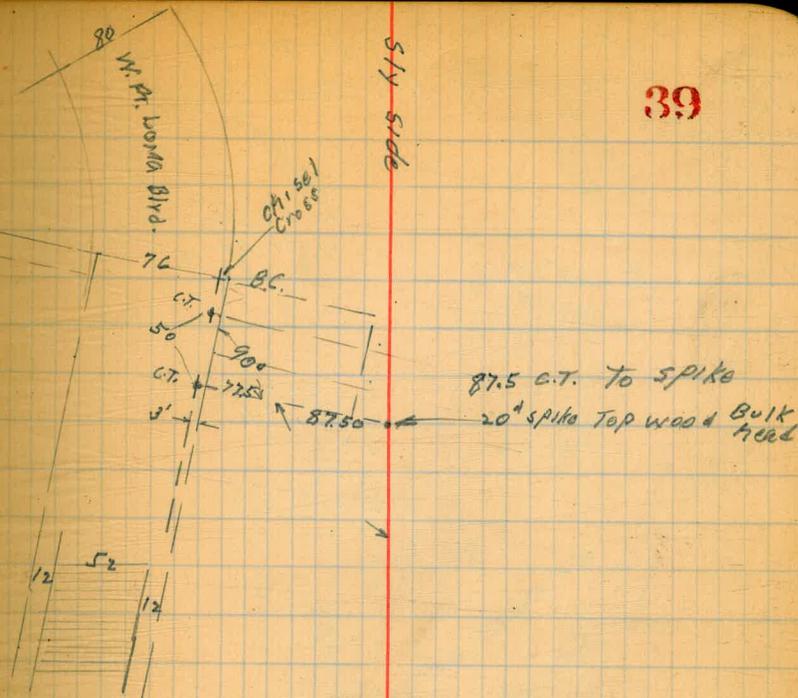
52+61.6 Set 2"x2"

52+61.6

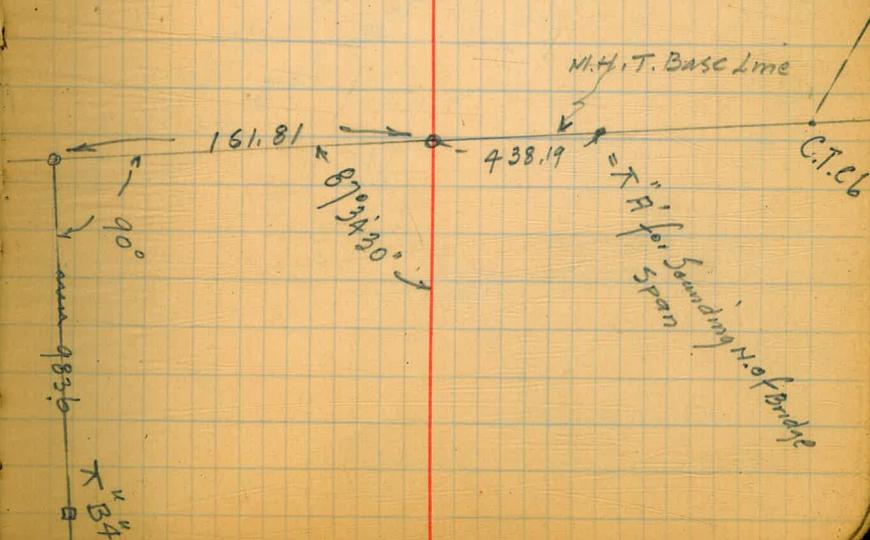


Sly side S.F. RR Ely  
CONT'D P 55

140+68.3 Fd. 20' Spike Top Wood Bulkhead

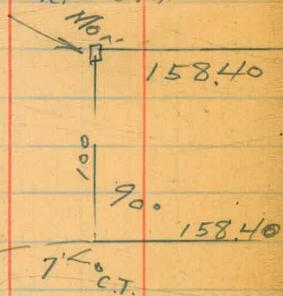


135+71.6 Cp.T.K. 8 Nails East Edge Guard rail

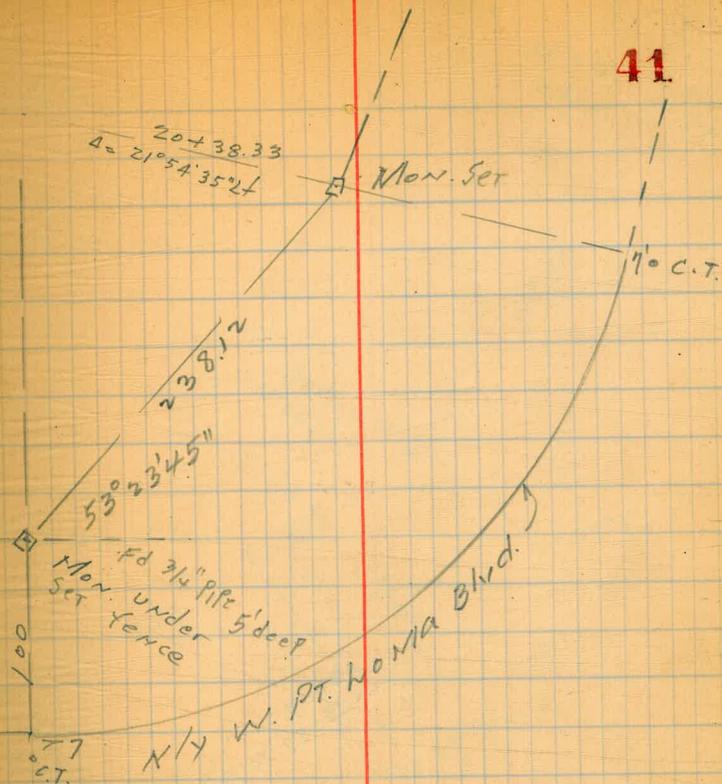




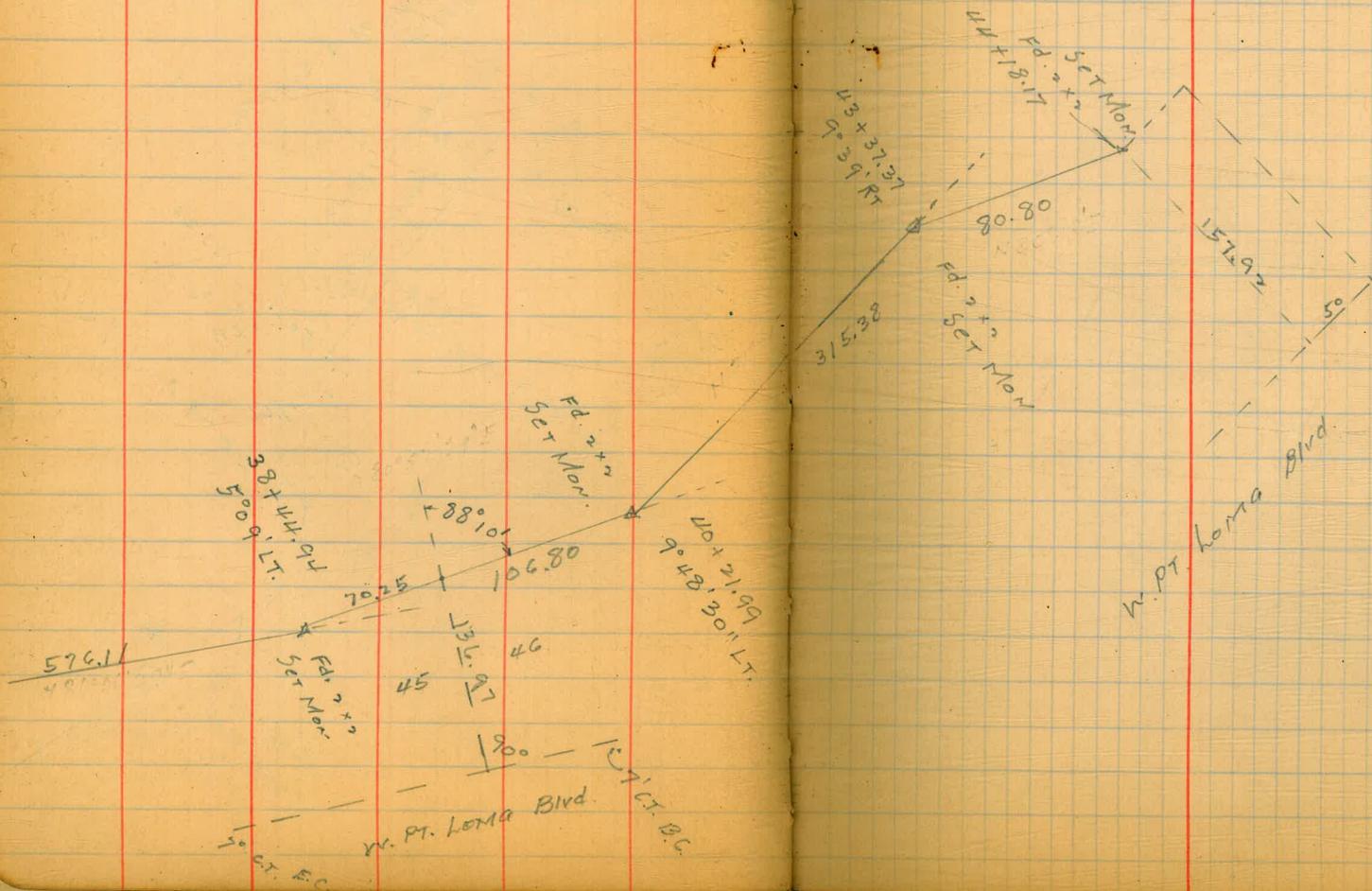
Eq. acct error  $\frac{16 + 45.57 = \text{New STA}}{16 + 41.81 = \text{old STA}}$



41

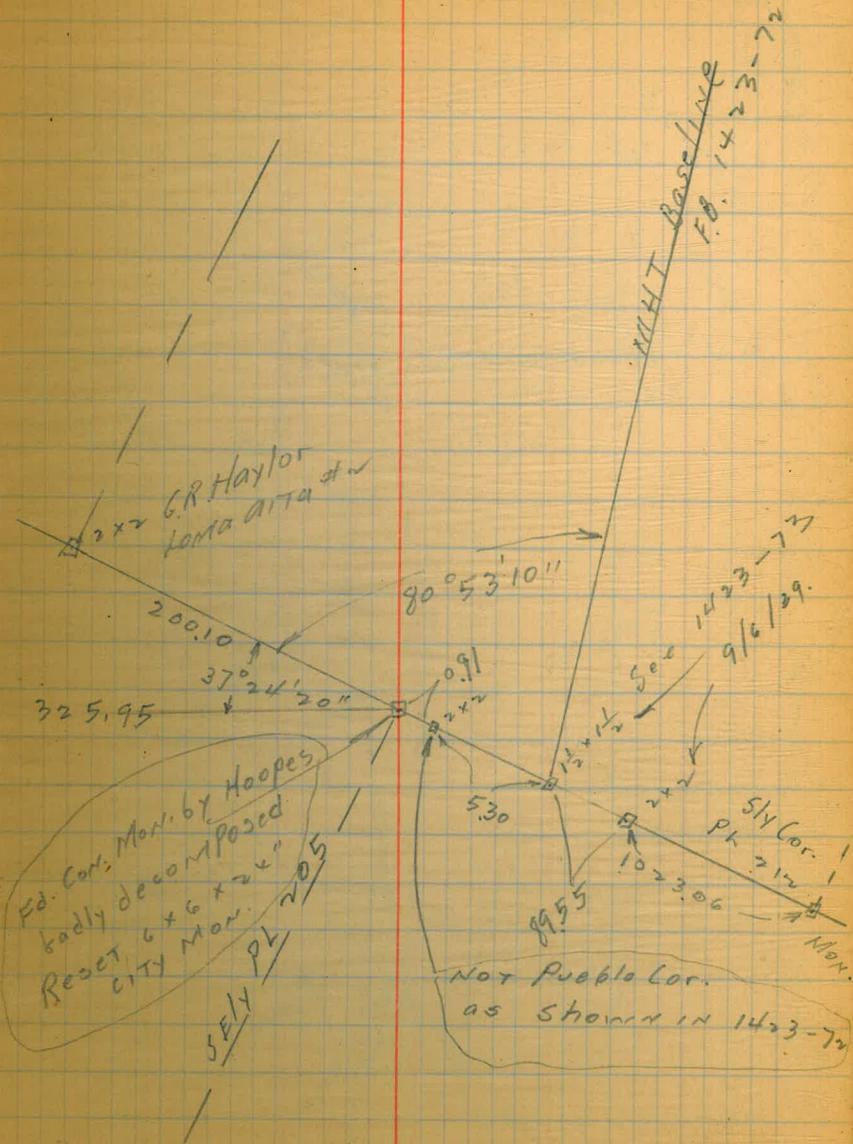
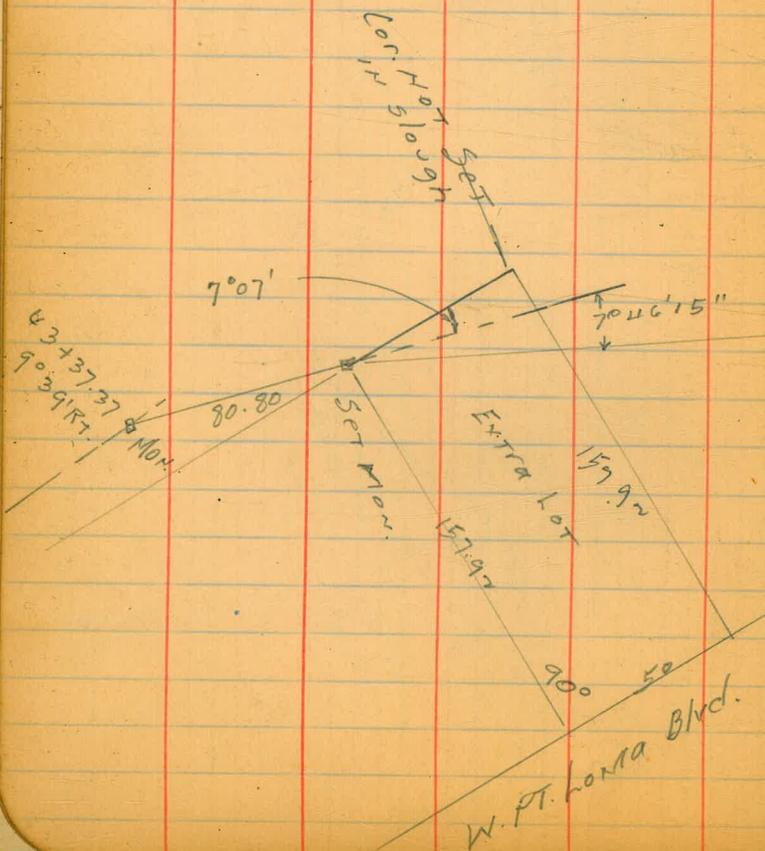






10-23-60

Tie from Nly Cor. Extra Lot  
to City Mon. Cor. Pl. 205

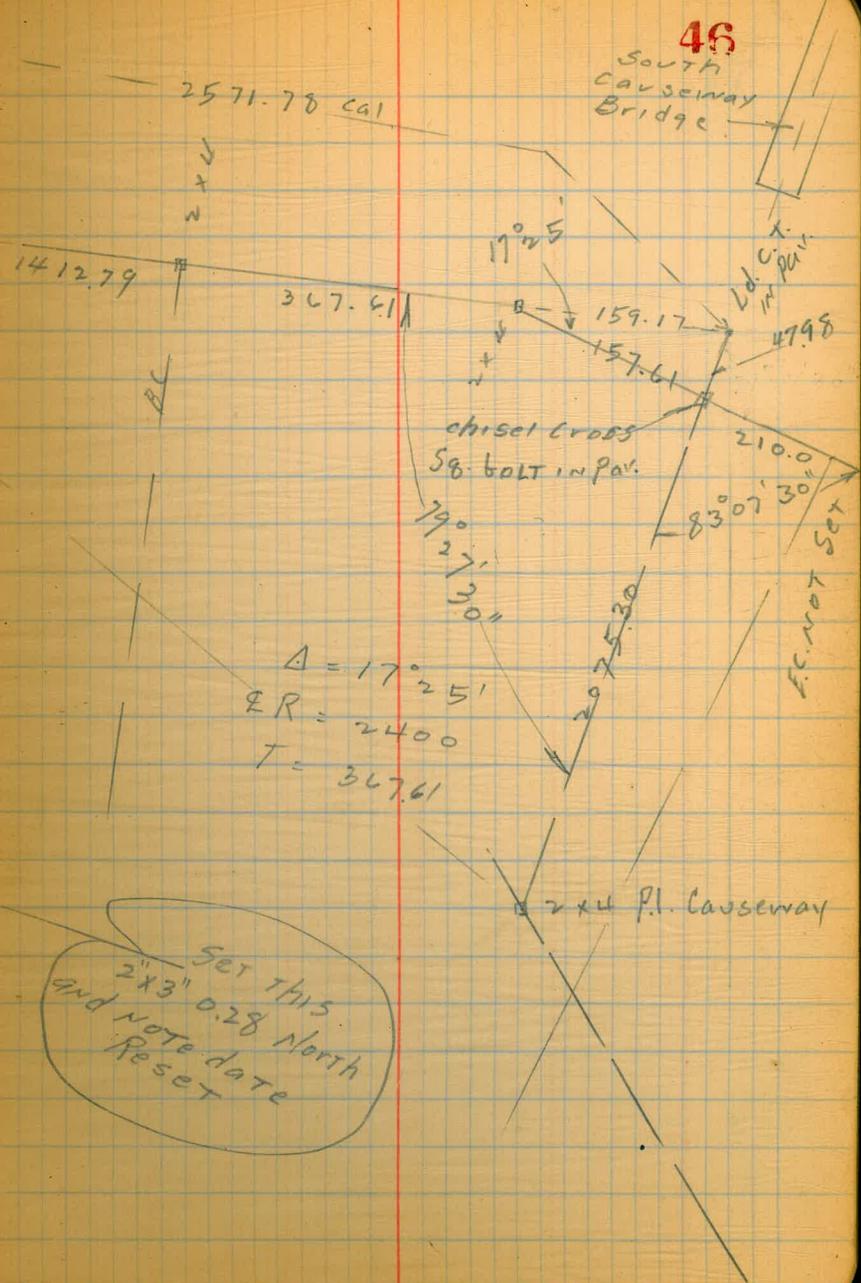
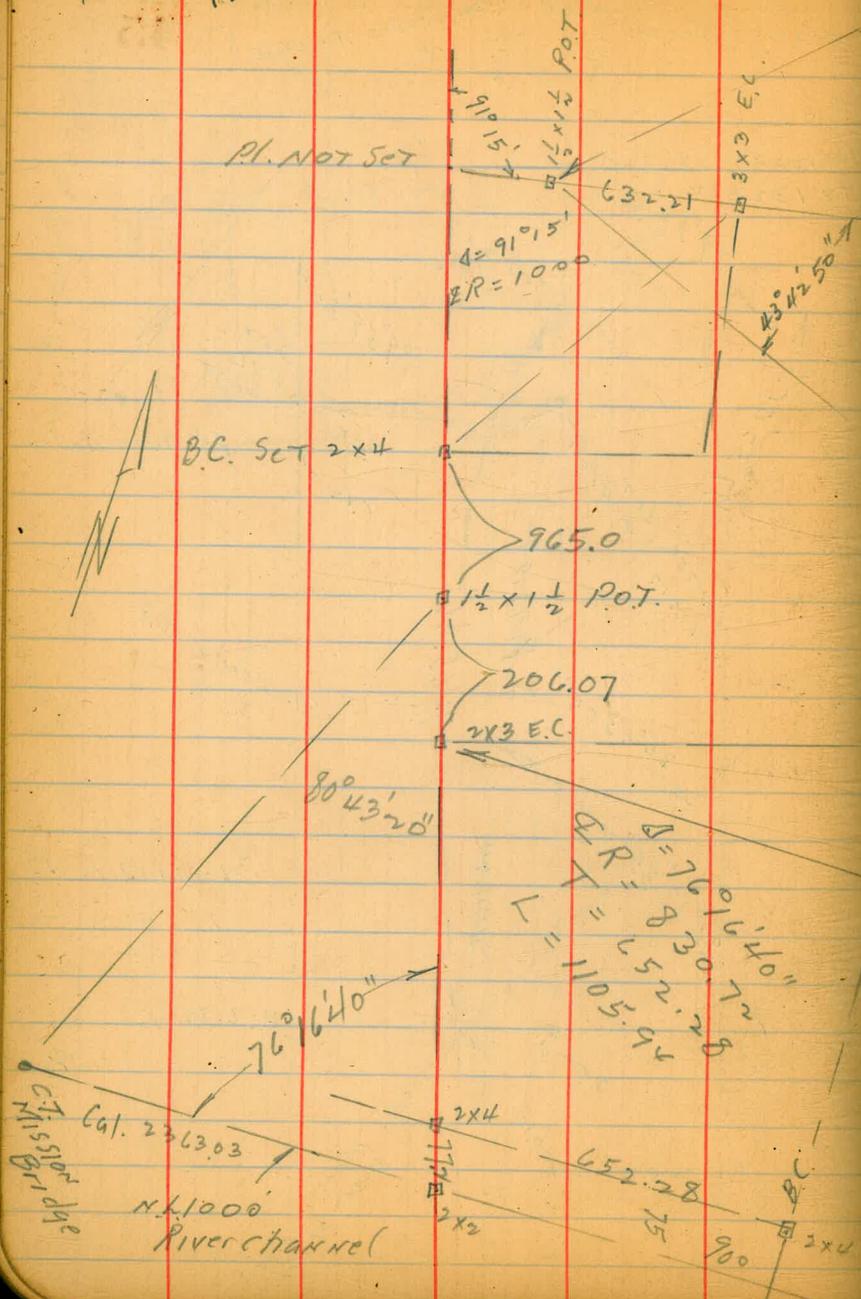


Ed. Cor. Mon. by Hoopes  
badly decomposed  
Reset  
CITY Mon.  
SELY PL 205

Not Pueblo Cor.  
as shown in 1423-72



Moores 12-11-40



46

SOUTH  
Causeway  
Bridge

$\Delta = 17^{\circ}25'$   
 $ER = 2400$   
 $T = 367.61$

Set this  
 2x3 0.28 North  
 and note date  
 Reset

Pl. NOT SET

2x4 Pl. Causeway

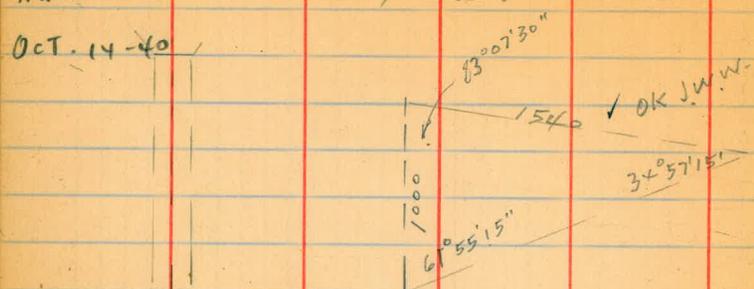
47

48

Moore  
osborne  
Hale

Proposed 150' Drive on  
Sly Shore Mission Bay  
Causeway to Morena

Oct. 14-40



34. Boston Pav.  
0+00

83°07'30"

check angle 11-28-40  
83°07'32"

Causeway



BC 14+70

2"x4" o.p.

P.O.T. 15+40 1 1/2 x 1 1/2

$$\Delta = 41^{\circ}40' \text{ LT}$$

$$ER = 3600$$

$$T = 1369.9$$

$$L = 2617.99$$

50  
2"x3" P.P.

P.I. 28+39.9

2"x4" o.p.

912.40

41°40' LT

P.O.T.

457.5

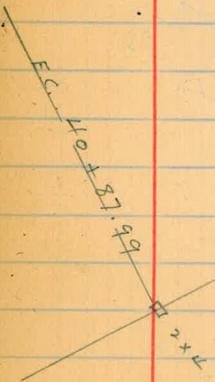
2"x4"

EC 40+87.99

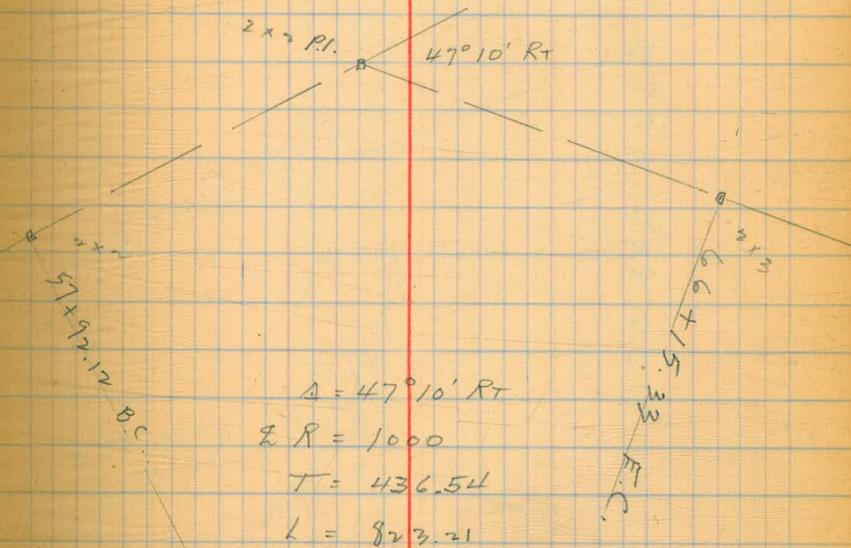
33°19'45"  
96° 912.40  
OK. J.W.W.

49

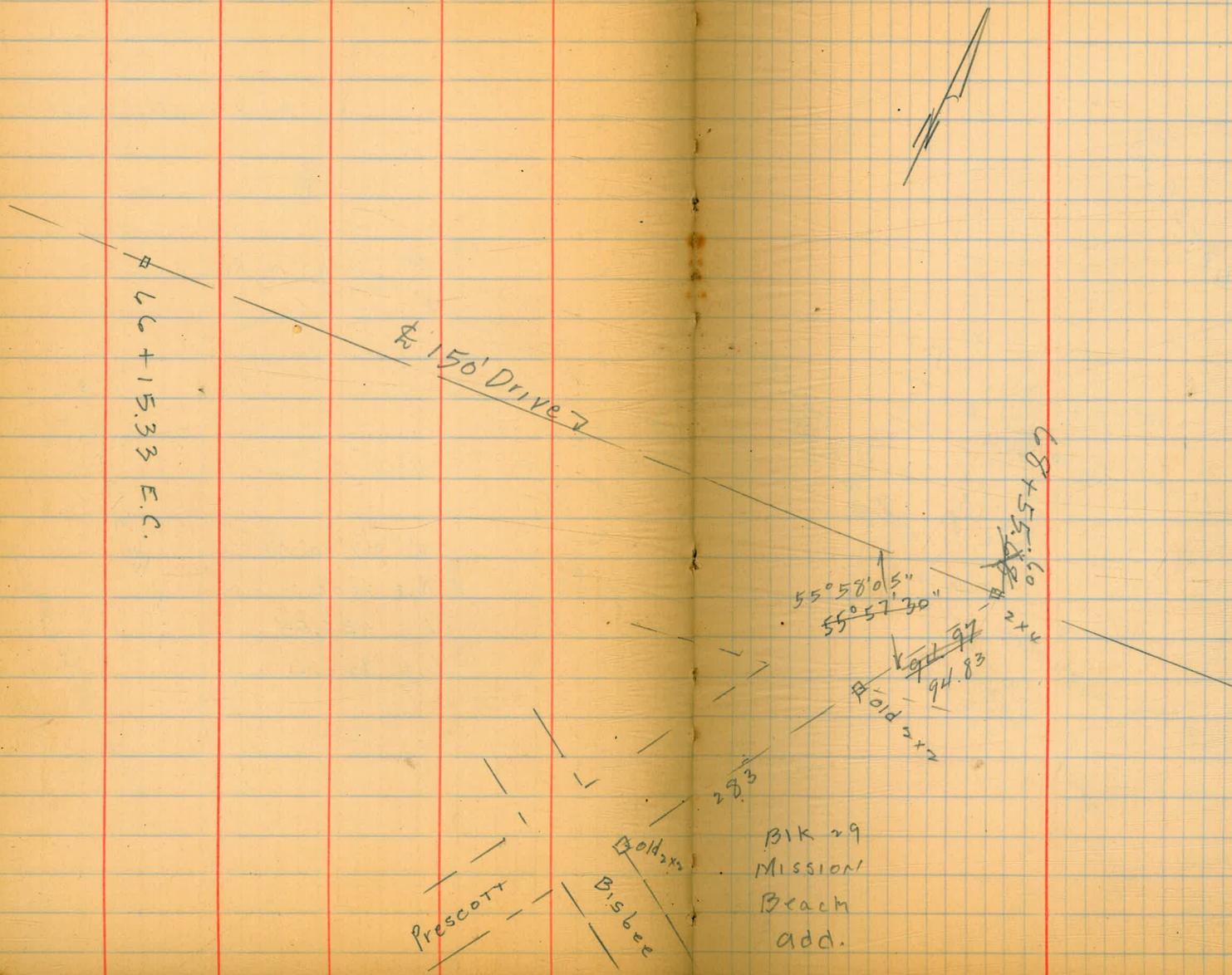
check angle 11-28-40



Ties  
P.C.C.



$\Delta = 47^{\circ} 10' \text{ Rt}$   
 $R = 1000$   
 $T = 436.54$   
 $L = 823.21$

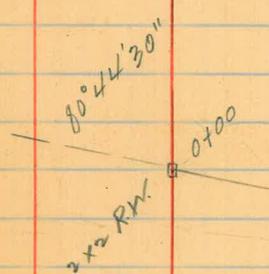






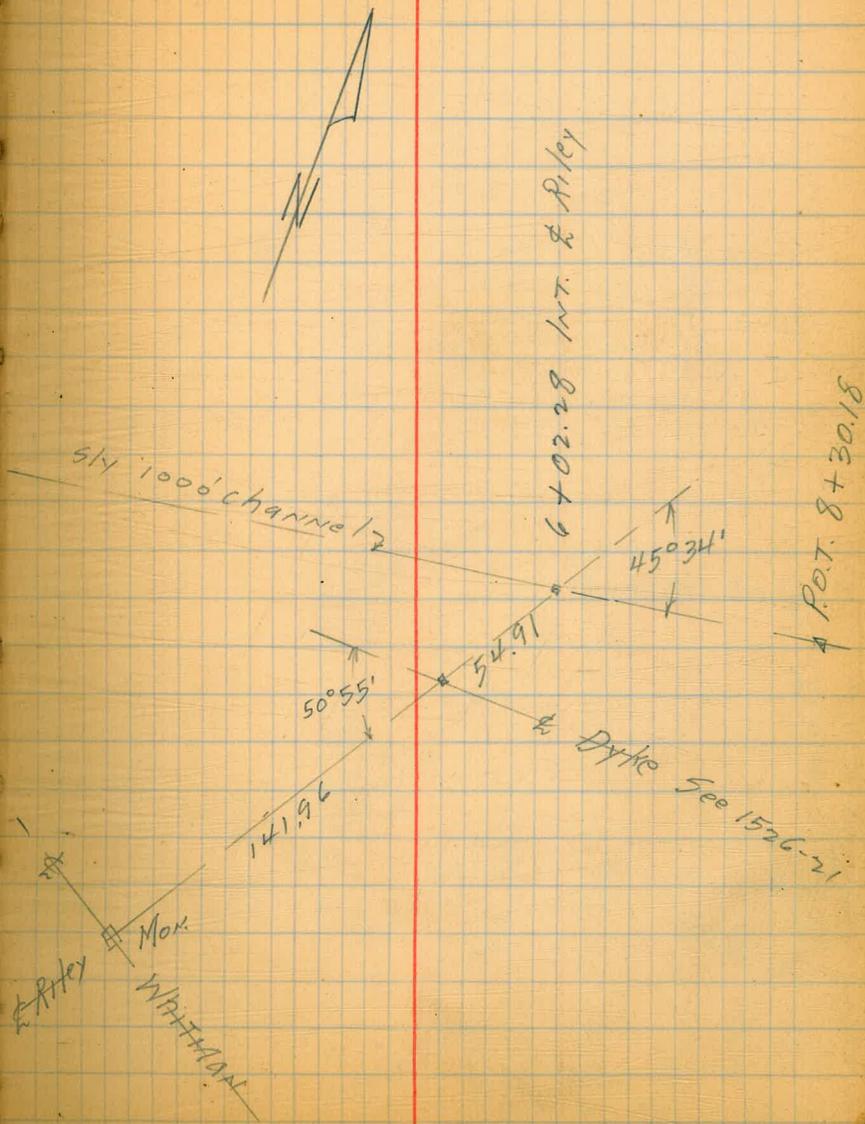
54

Moore.  
 Osborn  
 Hale S/ly of 1000' S.D. River Channel  
 Nov. 2-40 from S. Fe RR Ely, cont'd from  
 P. 35



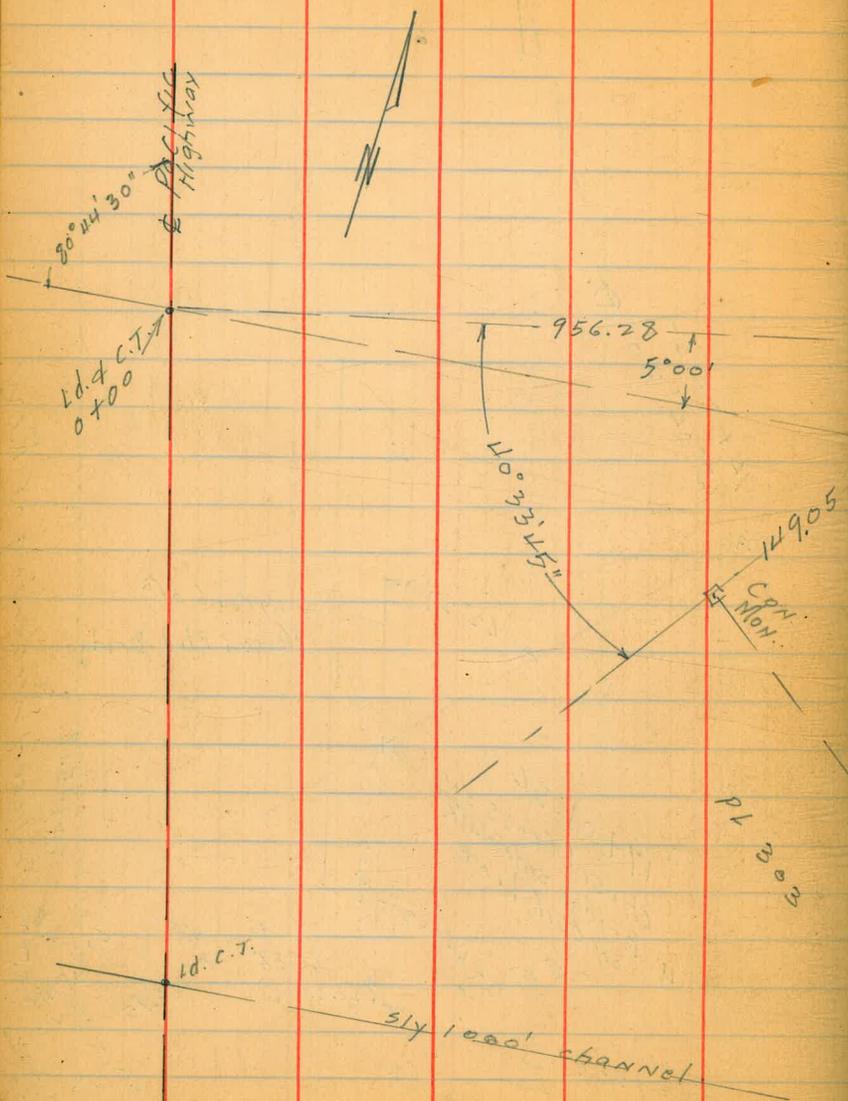
S. Fe R.R.

P.O.T. 149849  
 Edge Dyke

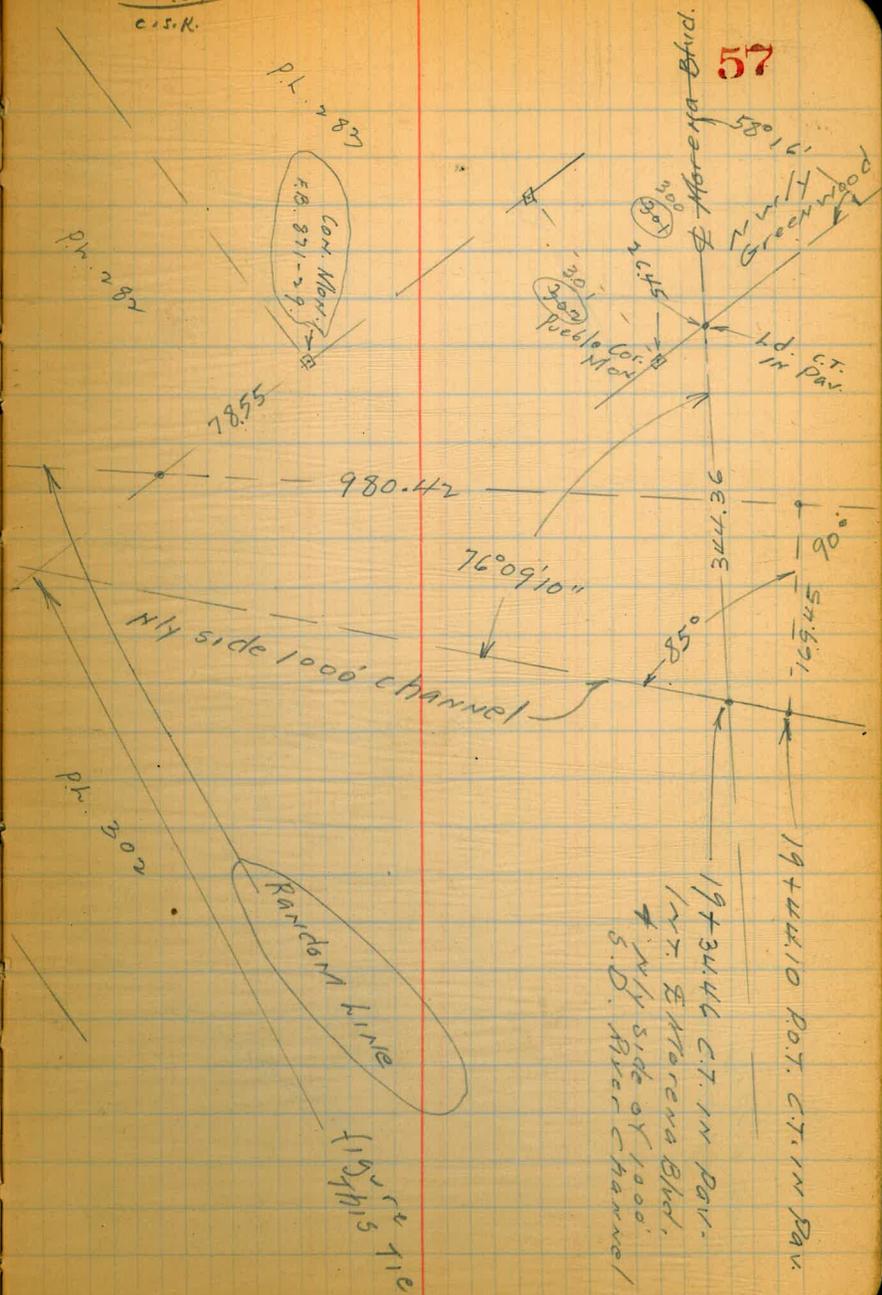




Moore Nly side of 1000' River Channel  
 Osborn Pac. Hwy. Ely to E BIKD  
 Hale Bay View Quarter Acres



indexed  
 c.s.k.



57

PL 283

PL 282

7855

980.42

76° 09' 10"

387.77

57° 59' 10"

PL 302

PL 303

Random line

Figure TIC

19+3446 C.T. IN PAR.  
 NLY SIDE OF 1000'  
 S.D. RIVER CHANNEL

19+4410 POT. C.T. IN PAR

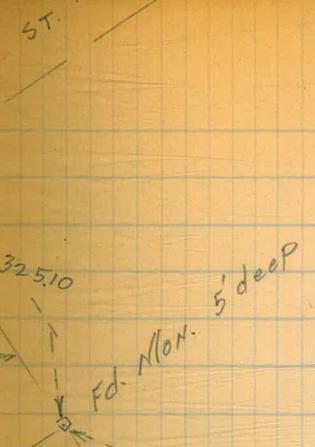
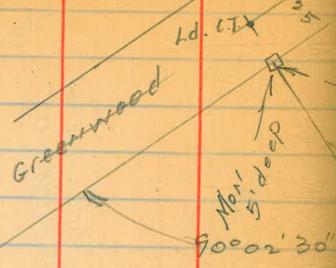
Morena Blvd.

58° 16'

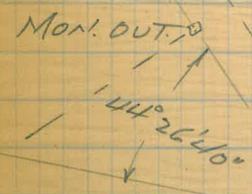
Greenwood

Pueblo Cor. Mon.

Ld. C.T. IN PAR.



~~Riley~~



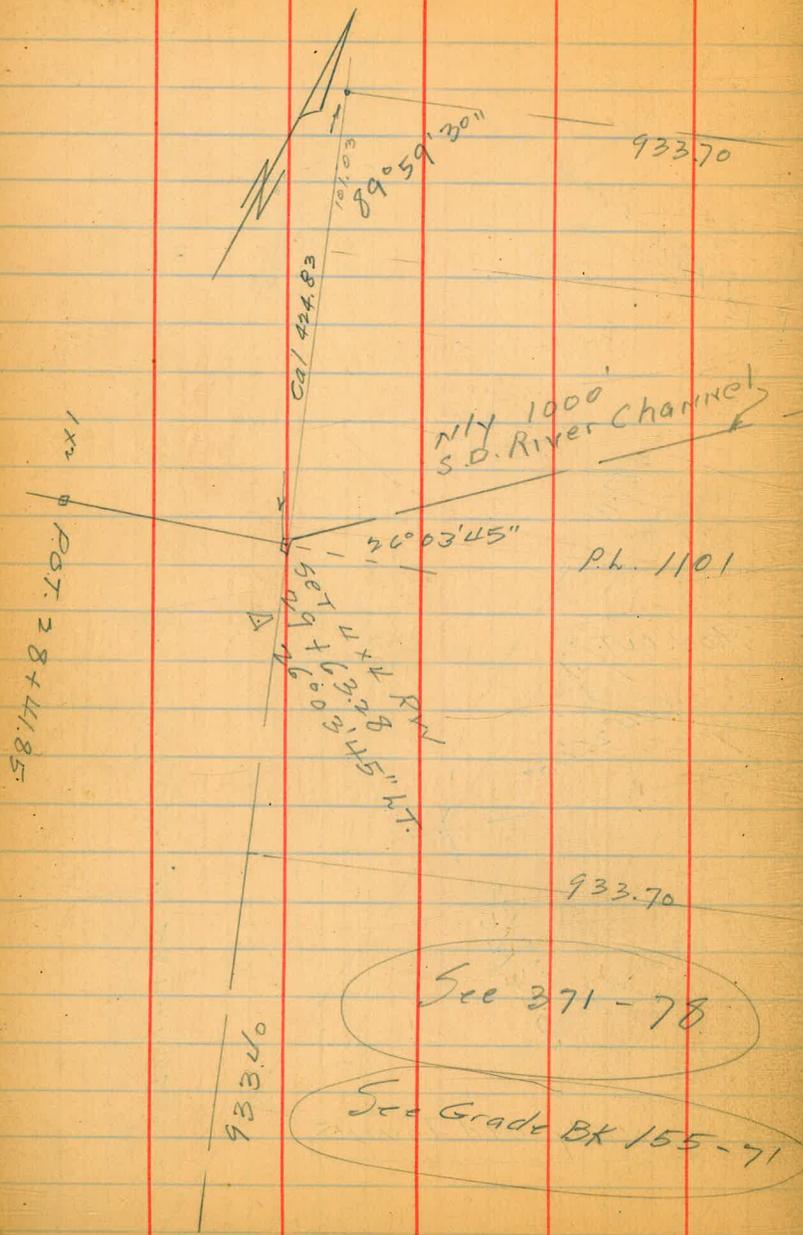
1944.10 POT. CT in Paving  
on Morgan Bldg.  
Nly 1000' channel

~~Games~~

27x220  
50x220

NEly Old Town

POT. 1x2 # 28+41.85

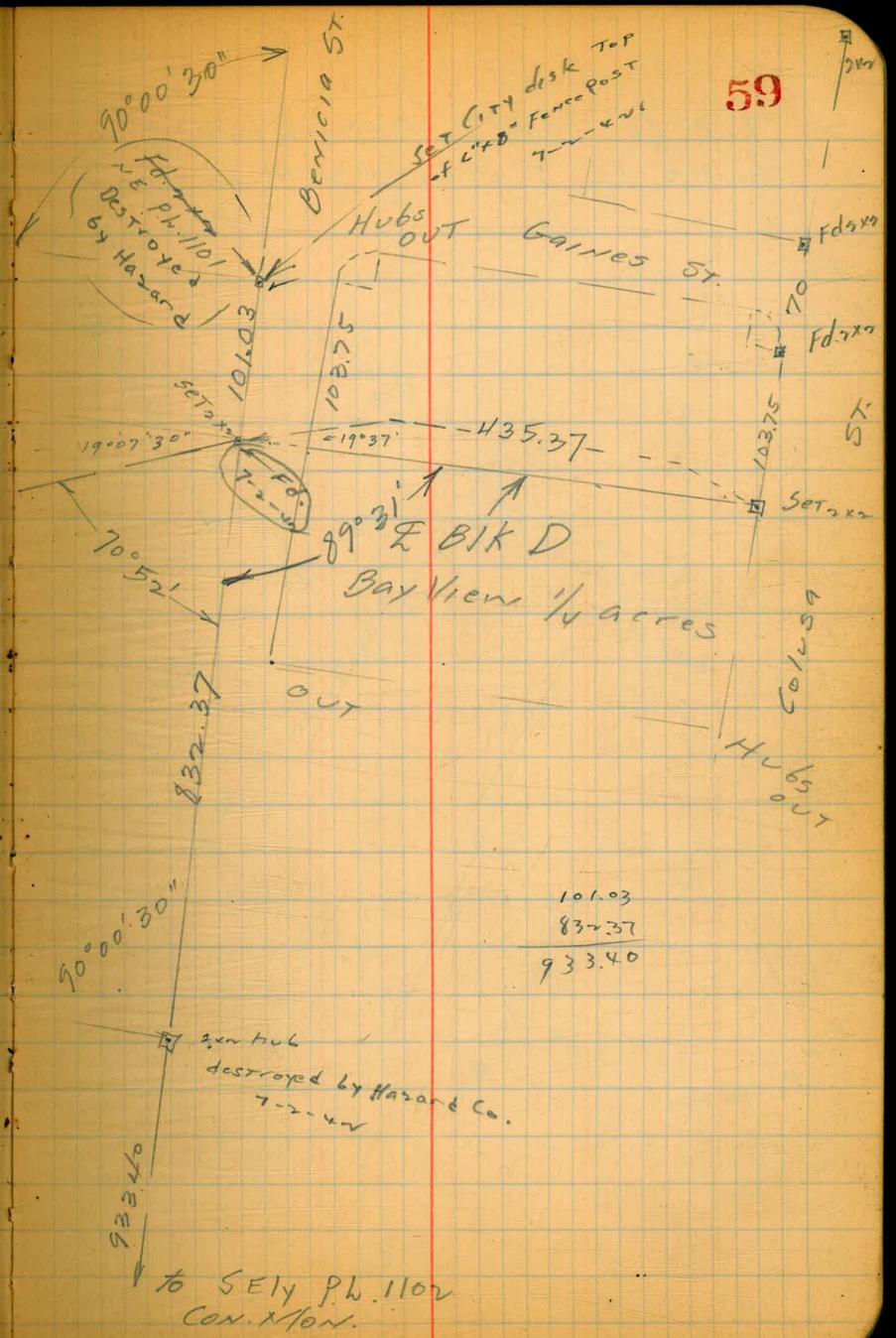


Nly 1000'  
S.D. River Channel

PL 1101

See 371-78

See Grade BK 155-71



Destroyed  
by Hazard  
7-2-42

SET CITY disk TOP  
of 4x8" Fence POST  
7-2-42

Bay View 1/4 acres

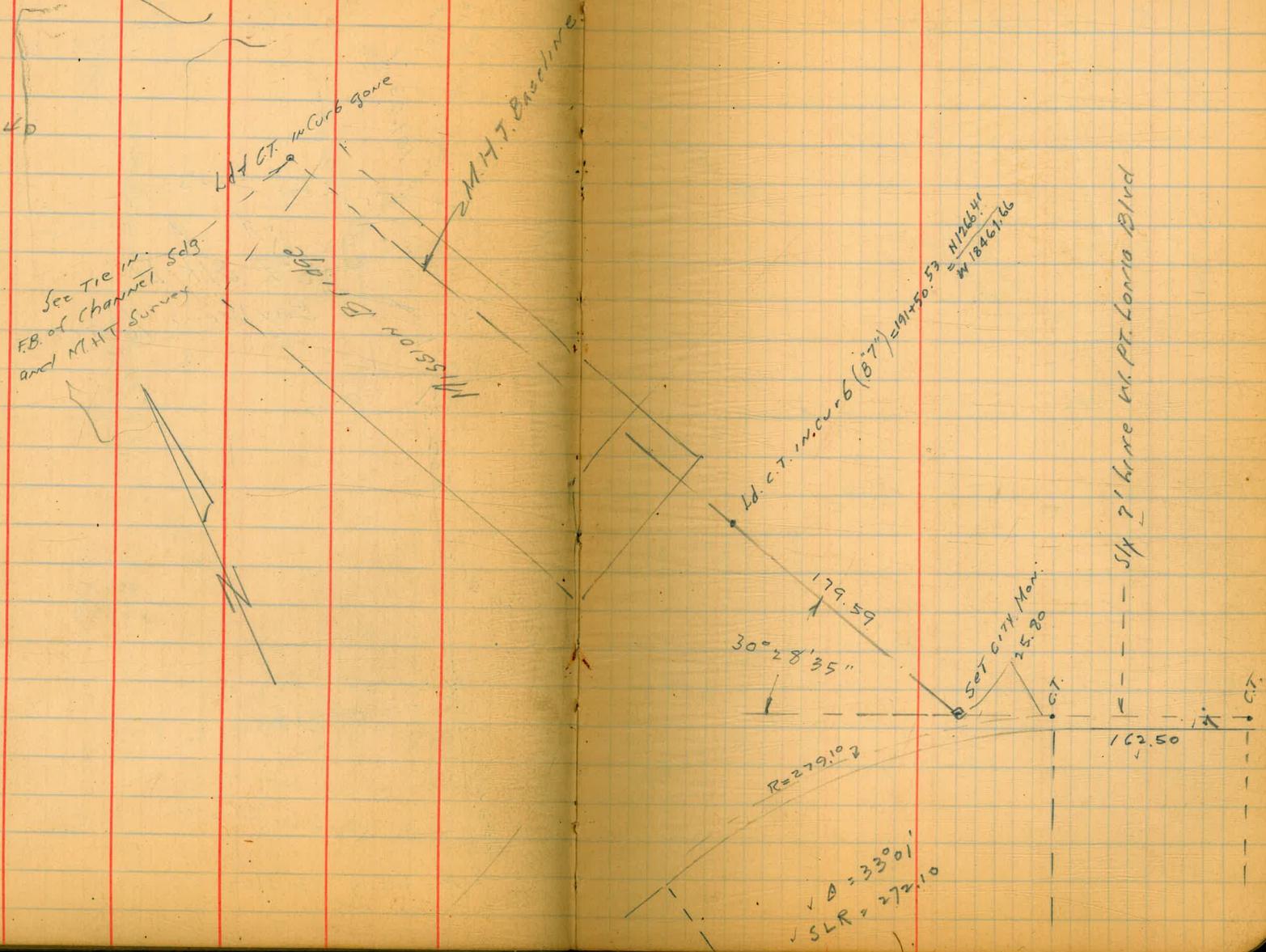
2 in tub  
destroyed by Hazard Co.  
7-2-42

to SELY PH. 1102  
CON. MON.

101.03  
83+37  
933.40

Tie to M.H.T. Base line  
with Sta 7' line of W. Pt. Loma Blvd.

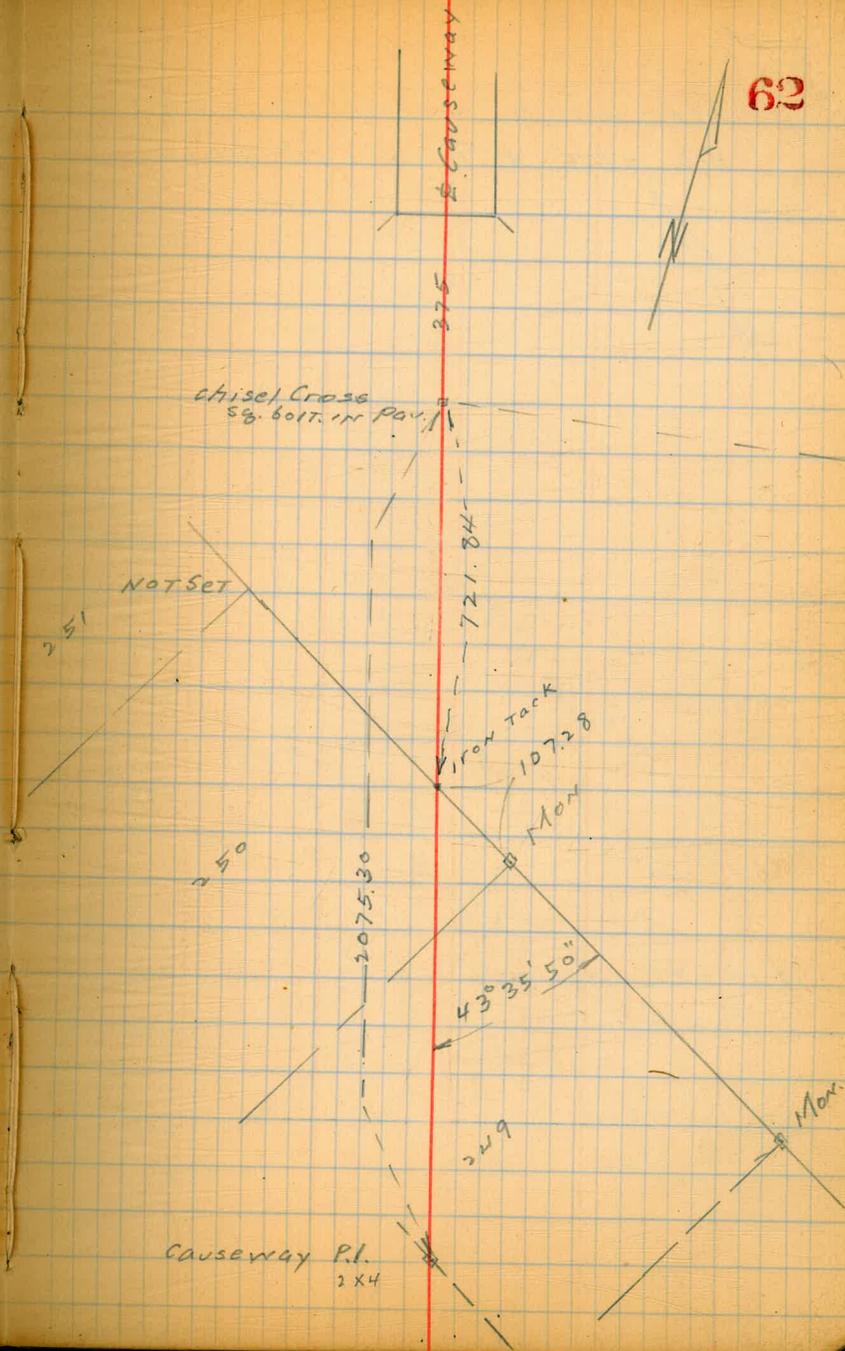
Moore  
Hale  
11-26-40





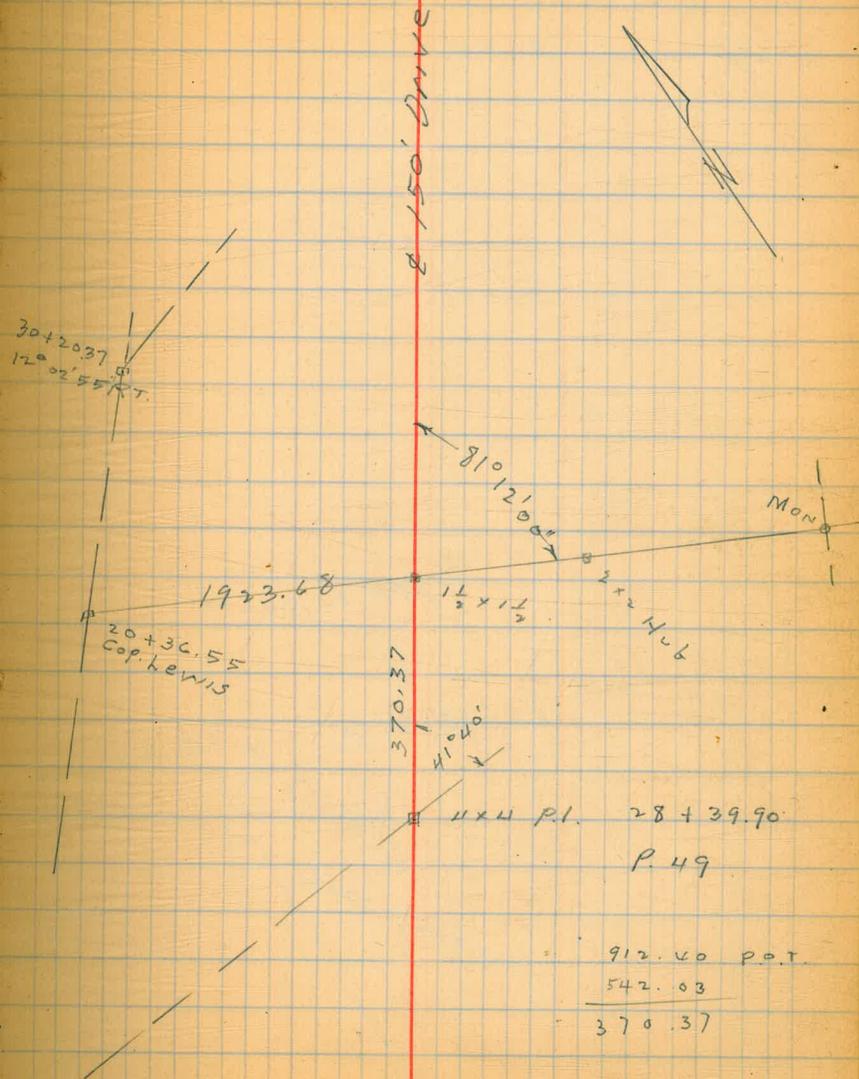
Tie of Causeway with  
Nely line Pt. 250

11-27-40



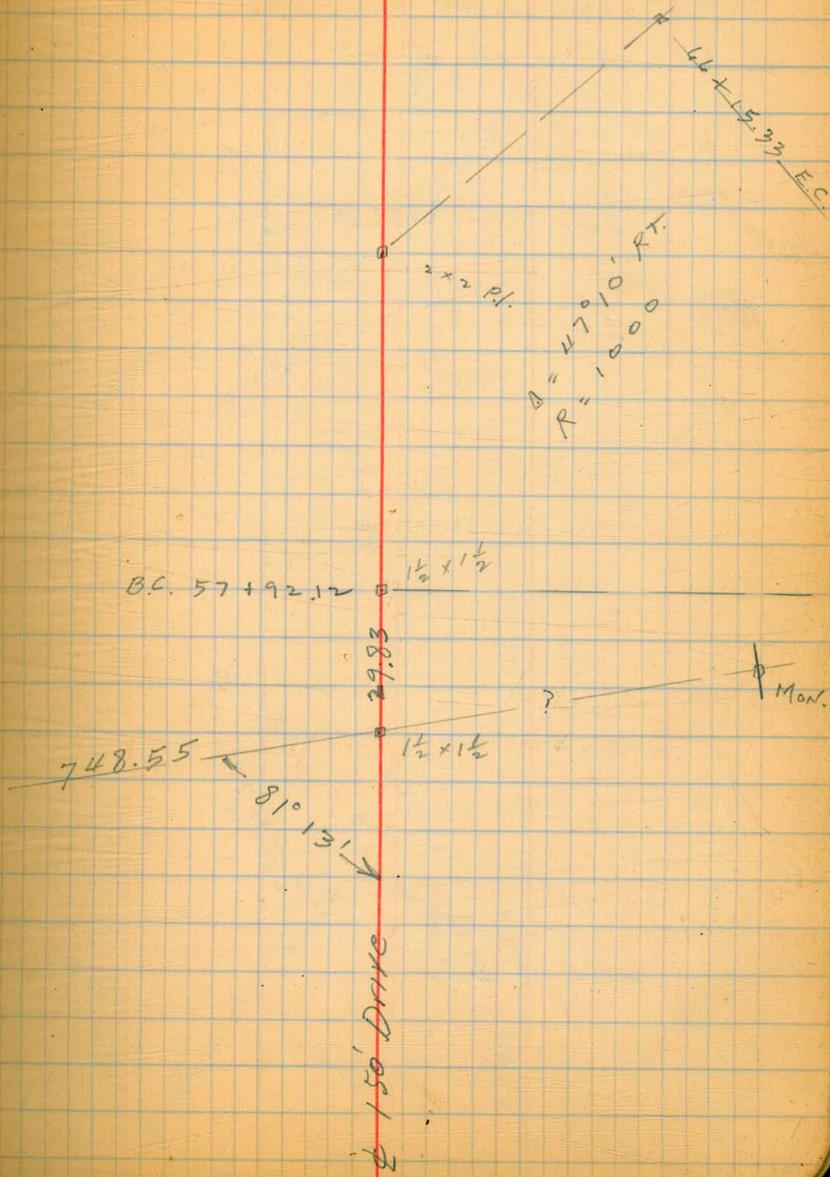
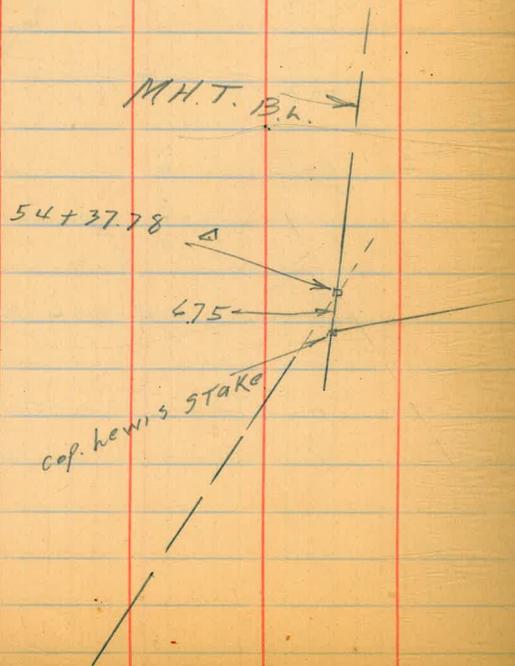
Tie with NW 1/4 line of  
P.L. 253 & E. of 150' Drive

11-27-40.



Tie with NELY line of  
P.L. 253 with E of 150' Drive

11-28-40 P 50

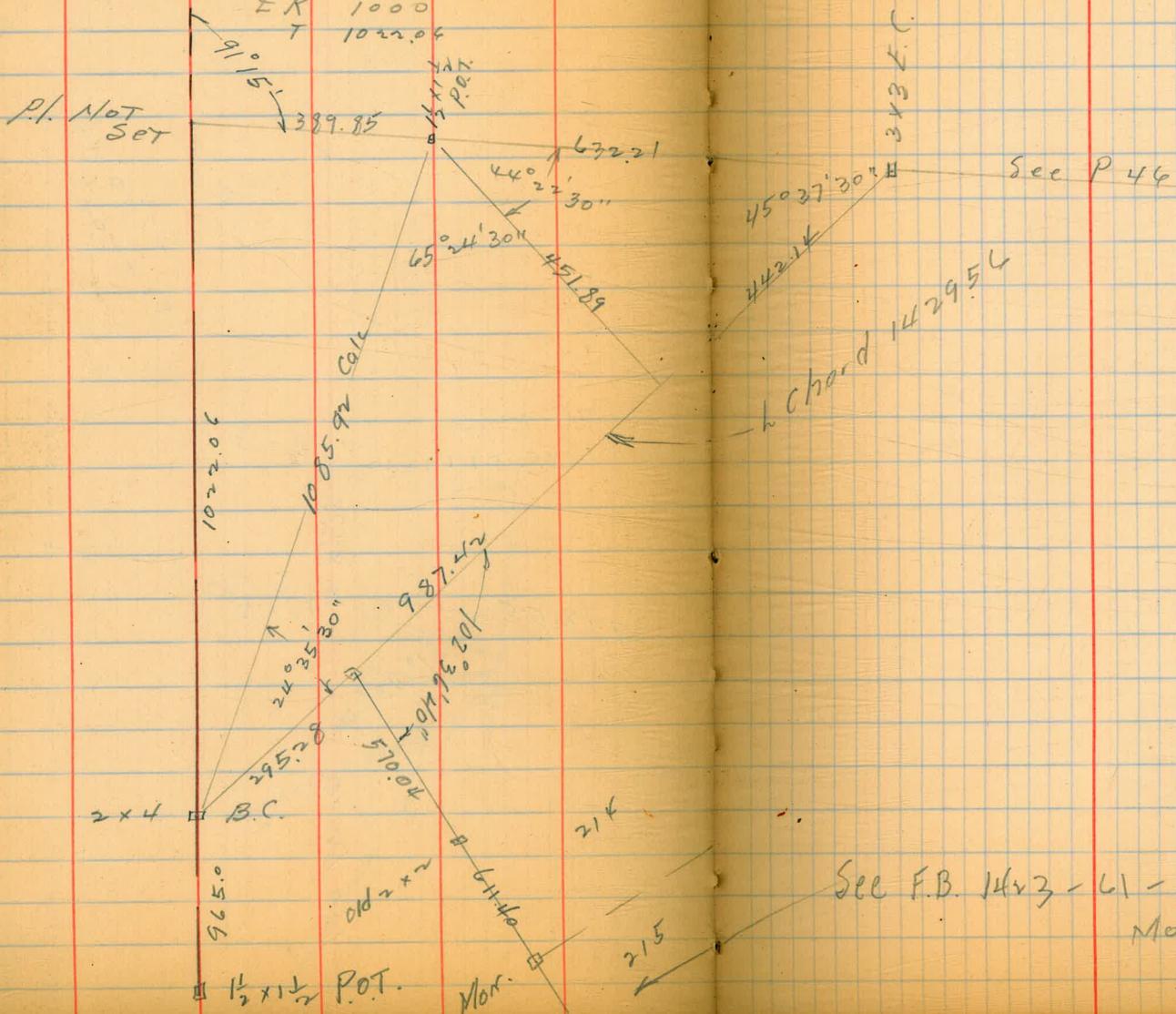


Moore 11-1940  
Hake

65

Tie with NWly line  
P.L. 214 with long chord of  
Curve with  $\Delta$   $91^{\circ}15'$

ER 1000  
T 1022.06



66



67

68



70

71

72



74

75

85

76

M.H. Tide Line - Pac. Ocean -  
Mission Beach - by Loebenstein -  
Dec. 1912

77

□	M. Minor	P.L. 1803 - start	
		A2 Dist	
		349-31	1273.5
		349-44	1056.6
		352-34	608.4
		354-54	1246.9
		357-37 <sup>5</sup>	1282.0
		358-51 <sup>5</sup>	1276.0
		355-50	1254.4
		356-24	1062.7
		354-49	1363.9
		355-51	576.4
		357-41	596.7

Av	Dist
318-53	165.2
298-21	156.2
283.06	289.1
264.51	171.4
208-20	1157.0

87

79

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope  $1\frac{1}{2}$  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

**IMPROVED TABLES**  
**AND**  
**INFORMATION**

necessary.

TABLE No. 2.

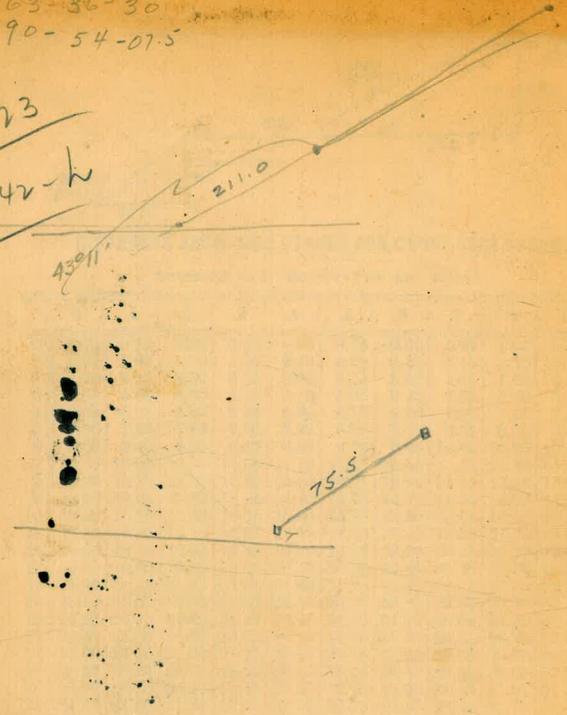
To find Tangent and External for curve of any other degree, divide by degree of curve and add correction found in column of corrections. Degree of curve with a given  $L$  may be found by dividing tangent (or external), opposite  $L$  by given tangent (or external).

The distance from a point on the tangent to the curve is very nearly the square of the tangent length divided by twice the radius.



90-54-216  
803-36-30  
90-54-07.5

3523  
5942-h



788  
1010  
222  
927

1010  
212  
798

215 380  
 91-35-30  
 549-31  
 91-35-55  
 179 60  
 63 47  
116 18

ENGINEERING DEPARTMENT,  
CITY OF SAN DIEGO,  
CALIFORNIA.