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MISC: WORK.

F.B. 148

Table showing the difference of latitude and departure in running 80 chains at any course from 1 to 60 minutes.

Minutes	Lks.	Minutes	Lks.	Minutes	Lks.
1	2 1/3	21	49	41	95 2/3
2	4 2/3	22	51 1/3	42	98
3	7	23	53 2/3	43	100 1/3
4	9 1/3	24	56	44	102 2/3
5	11 2/3	25	58 1/3	45	105
6	14	26	60 2/3	46	107 1/3
7	16 1/3	27	63	47	109 2/3
8	18 2/3	28	65 1/3	48	112
9	21	29	67 2/3	49	114 1/3
10	23 1/3	30	70	50	116 2/3
11	25 2/3	31	72 1/3	51	119
12	28	32	74 2/3	52	121 1/3
13	30 1/3	33	77	53	123 2/3
14	32 2/3	34	79 1/3	54	126
15	35	35	81 2/3	55	128 1/3
16	37 1/3	36	84	56	130 1/3
17	39 2/3	37	86 1/3	57	133
18	42	38	88 2/3	58	135 1/3
19	44 1/3	39	91	59	137 2/3
20	46 2/3	40	93 1/3	60	140

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TABLE FOR RUNNING ON SLOPES.

In the following table the first column shows the angle, the second the number of links to be added to a chain on the slopes, to make one chain, horizontal measurement.

MICROFILMED
DEC 1964

Angle	Cor. in Links	Angle	Cor. in Links	Angle	Cor. in Links	Angle	Cor. in Links
o		o		o		o	
4	0.24	11	1.88	18	5.14	25	10.54
5	0.38	12	2.24	19	5.76	26	11.26
6	0.55	13	2.63	20	6.42	27	12.24
7	0.76	14	3.06	21	7.11	28	13.37
8	0.98	15	3.53	22	7.85	29	14.34
9	1.24	16	4.02	23	8.64	30	15.47
10	1.55	17	4.56	24	9.47	35	22.07

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4/8/03 Cowell
Davis
Luse

1

Survey of Road from 33rd & F. to Chollas Bridge

0 = center of 33rd St. 220' North of the intersection of 33rd and "F" Sts.

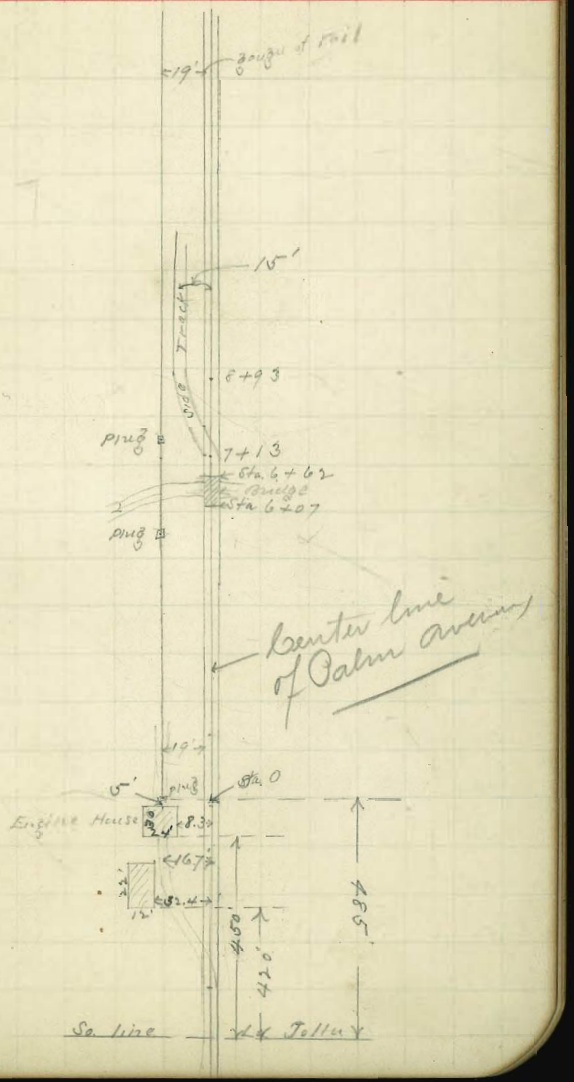
⊙ spike

5/1/03 { Pumsey, Wilkinson, Lambert

Survey for bridge on Palm St., La Jolla

Levels on Page 5

15
14
13
12
11
10
9
8
7 +50
6+07
5 +50
4
3
2
1
0



4/8/03 { Cowell, Davis, Luce

Levels over center line of Road from 33rd St East bet E and F Sts. to Chollas Creek Bridge

Sta	+	−	H.I.	Rod	Elev
	10.86				
C. of 33rd				8.50	
0				6.20	
+50				6.20	
1				6.10	
+50				4.65	
2				5.30	
+50				6.40	
+85				8.40	
3				11.20	
⊖	0.52	10.90			
+25				5.25	
+50				10.70	
⊖	1.08	11.92			
+70				3.80	
4				6.62	
+50				9.12	
5				10.12	
+50				11.48	
⊖	1.72	11.32			

Sta 0 = E. line of 33rd St. 220' N. of center of F (B.M. set by Rumsey) Spike at N.W. cor. 33rd and "F" Sts

Sta	+	−	H.I.	Rod.	Elev.
6				6.67	
+50				9.30	
7				10.00	
+50				11.30	
~~0~~	3.60	11.35			
8				3.10	
+50				4.30	
9				3.42	
+50				4.10	
10				6.98	
~~0~~	1.97	6.96			
+50				6.45	
11				7.70	
+50				6.65	
12				6.12	
+50				6.35	
13				6.40	
+50				7.75	
14				8.30	
+38				4.70	
				4.00 =	Floor of Bridge

5/1/03 Levels on Palm St., La Jolla.
Ramsey - Wilkinson, Lambt

Transit Notes on page 2

Sta.	+	⊙	−	Rod	Elev
O Plug ▲	1.40	101.40			100.00
+50				3.00	98.40
1				4.8	96.60
+50				5.5	95.90
2				6.2	95.20
+50				7.1	94.30
3				7.3	94.10
+50				8.4	93.00
4				9.7	91.70
+50				10.9	90.50
T.P.	0.98	91.48	10.90		
5				3.3	88.18
+50				6.4	85.08
6				7.1	84.38
+20				11.0	80.48
T.P.	1.53	81.09	11.92		79.56
+35				13.1	67.99
+40				13.1	67.99
B.M.	11.84	89.76	3.17		77.92
+50				6.7	83.06
T.P.	10.20	99.76	0.20		89.56

Elev. assumed

Spike driven in west end of mud sill second bent from North end of Bridge at Pearl St, P.O. & (La Jolla R.R.

100.00
1.40
101.40
10.90
90.50
0.98
91.48
11.92
79.56
1.53
81.09
3.17
77.92
11.84
89.76
0.20
89.56
10.20
99.76

Sta.	+	⊙	−	Rod.	Elev.
7				7.4	97.36
Plug +50 △				4.96	94.86
8				4.4	95.36
+50				3.9	95.86
9				3.0	96.76
+50				3.2	96.56
10				3.3	96.46
+50				3.4	96.36

5/2/03
Bunyon
Wilkinson
Lambert

Cross-sections on Third and Olive

B.M.	7.26		268.89	261.63		42" and Nutmeg
T.P.	4.63	5.59	267.93	263.30		Plug Cut Olive W/ 3rd
			South line of Olive			
W. line 3rd			6.7		261.23	
Curb			6.2		261.73	
1/4			5.9		262.03	
Center			5.2		262.73	
			50' South of Olive			
Center			5.05		262.88	
1/4			5.5		262.43	
Curb			6.0		261.93	
W. line 3rd			6.4		261.53	
			75' South of Olive			
W. line 3rd			6.4		261.53	
Curb			6.25		261.68	
1/4			5.55		262.38	
Center			5.4		262.53	

5/7/03

Rumsey
Wilkinson.

Levels on "G" St. from 6th to 25th.

Sta	+	○	−	Rod	Elev.	
3rd & D						
B.M.	3.790	43.790			40.000	
T.P.	7.856	40.368	11.278		32.512	
B.M.				1.990	30.378	N. Hinge Hydt 4th & E.
T.P.	0.650	33.058	7.960		32.408	
B.M.				2.02	31.038	N. Hinge Hydt 4th & F.
T.P.	3.796	27.982	8.872		24.186	
B.M.				3.888	24.094	N Hinge Hydt 4th & G.
T.P.	5.670	32.803	0.849		27.133	
B.M.				4.472	28.331	N Hinge Hydt 5th & G. S.E cor
T.P.	8.516	39.070	2.249		30.554	
B.M.				5.460	33.610	N. Hinge Hydt 6th & G " "
		6th & G.				
S.E cor				7.3	31.8	
N.E "				6.2	32.8	
		100' E of 16th.				
N. " G				5.1	34.0	
S. " G.				5.8	33.3	
	30.278		31.208			

Sta	+	0	-	Rod	Elev	
		7th P.G.				
S.W. Cor				4.5	34.6	
N.W. "				3.3	35.8	
N.E. "				2.3	36.8	
S.E. "				3.85	35.3	
B.M.	5.653	42.287	2.436		36.634	Cop-tack N 7' point N.E cor 7th P.G.
		100 E of 7th.				
N. line G				4.9	37.4	
S. line G				6.4	35.9	
		8th P.G.				
S.W. cor				5.7	36.6	
N.W. "				4.1	38.2	
N.E. "				3.54	38.8	
S.E. "				5.1	37.2	
B.M.				4.203	38.084	Hydt Nozzle S.E cor. 8th P.G.
		100 E of 8th				
S. line G				3.4	38.9	
N. line G				1.8	40.5	
T.P.	8.478	49.723	1.042		41.245	
		9th P.G.				
NW cor				6.95	42.8	
	14.131		3.478			

Sta	+	⊙	−	Rod	Elev.	
S.W.cor				8.45	41.3	
S.E. "				6.5	43.2	
N.E "				4.86	44.9	
B.M.				5.088	44.635	Cop. tack in 7' point N.E cor 9th & G.
		100' E of 9th.				
N line G				2.9	46.8	
S. " G.				5.0	44.7	
		10th & G.				
S.W. cor				5.0	44.7	
N.W "				3.4	46.3	
N.E. "				2.8	46.9	
B.M.				3.175	46.548	Cop. tack 7' point N.E. cor 10th & G.
S.E Cor.				4.8	44.9	
		100' E of 10th.				
S. line G				3.8	45.9	
N line G				1.8	47.9	
T.P.	7.549	54.762	2.510		47.213	
		12th & G.				
N.W cor				5.8	49.0	
S.W. "				7.0	47.8	
B.M.				4.670	50.092	N. Hinge Hydt S.E. cor 11th & G.

Sta.	+	+	−	Rod	Elev.	
S. E cor				4.35	48.5	
N.E. "				5.3	49.5	
		100' E of 11th.				
N. line G				3.6	51.2	
S. " G.				4.0	50.8	
		12th & G.				
S.W. cor				1.5	53.3	
B.M.				1.295	53.467	Spike in Cor. Post S.W. cor 12th & G.
N. W. Cor				1.0	53.8	
N. E cor				1.15	53.6	
S.E. cor				1.5	53.3	
T.P.	3.782	56.825	1.719		53.043	
		100' E of 12th				
S. line G				3.5	53.3	
N. line G				3.6	53.2	
		13th & G.				
N. W Cor				3.9	52.9	
S.W. "				4.1	52.7	
S. E "				4.6	52.2	
B.M.				3.310	53.515	Nozzle Hydt. S. E Cor. 13 & G.
N. E cor				4.6	52.2	

Sta.	+	⊙	−	Rod.	Elev.
		100 E of 13th h.			
N. line G				7.6	49.2
S. " G.				7.5	49.3
		14th h. & G.			
S.W. Cor				10.3	46.5
N.W. Cor				10.5	46.3
T.P.	1.053	46.105	11.773		45.052
		100 E of 14th h.			
N. line G				6.4	39.7
S. " G.				6.8	39.3
		200 E. of 14th h.			
S. line G.				10.3	35.8
T.P.	5.538	40.598	11.045		35.060
N. line G.				4.6	36.0
		300 E of 14th h.			
N. line G				5.6	35.0
S. " G.				6.4	34.2
		15th h. & G.			
S.W. Cor				8.6	34.0
B.M.				5.110	
N.W. Cor				5.3	35.3
	6.591		22.818		

Nozzle Hydt. S.W. Cor. 15th h. & G.

Sta.	+	⊙	−	Rod	Elev.	
N. E cor				5.0	35.6	
S.E. Cor				6.0	34.6	
		100 E of 15th				
S. line G.				4.5	36.1	
N. line G.				3.9	36.7	
		16th J.G.				
N. W. Cor.				1.7	38.9	
S. W. "				2.7	37.9	
B.M.				2.080	38.518	Spk. in Cor. Post S. W. Cor. 16th J.G.
T.P.	11.427	49.845	2.180		38.418	
S.E. Cor				9.6	40.12	
N. E "				8.8	41.0	
		100 E. of 16th				
N. line G				5.6	44.2	
S " G.				6.5	43.3	
		17th J.G.				
S. W. Cor				4.1	45.7	
N. W. "				2.5	47.3	
N. E "				1.4	48.4	
S. E. "				3.2	46.6	
B.M.			0.883		48.962	Top of Cor. Post S. W. Cor. 17th J.G.

Sta	+	○	−	Rod	Elev	
B.M.	6.015	54.977			48.962	Top Cor. frm S.W. Cor 17th and G
		100' East of 17th				
S. line G.				3.4	51.6	
N. " G				2.3	52.7	
T. P.	11.440	65.132	1.285		53.692	
		18th and G				
N.W. Cor.				6.6	58.5	
S.W "				9.0	56.1	
B.M.				2.037	63.095	Copper Tack in water table of Church S.E. Cor 18th and G.
S.E. Cor.				5.3	59.8	
N.E. "				2.4	62.7	
T.P.	12.803	77.293	0.643		64.490	
		100' East of 18th				
S. line G				10.6	66.7	
N. " G				8.1	69.4	
		19th and G				
N.W. Cor.				0.8	76.5	
S.W. "				2.8	74.5	
B.M.				1.227	76.066	Nozzle of Hydrant, S.W. Cor. 19th and G
	30.258		1.928			

Sta.	+	○	−	Rod	Elev.
T. P.	12.350	89.343	0.300		76.993
S.E. Cor.				11.4	77.9
N.E. Cor.				9.7	79.6
		100' East of 19th			
N. line G				1.7	87.6
S. " G.				3.7	85.6
T. P.	12.450	100.980	0.813		88.530
		20th w/ G			
S.W. Cor.				8.3	92.7
N.W. "				6.2	94.8
N.E "				2.8	98.2
S.E "				4.9	96.1
B.M.				1.800	
T. P.	11.423	111.445	0.958		100.022
		100' East of 20th			
S. line G				8.5	92.9
N. " G				6.5	94.9
T. P.	6.945	117.322	1.068		110.377
		21st w/ G			
N.W. Cor.				5.05	112.3
S.W. Cor.				7.1	110.2
	43.168		3.139		

Top Cement Post. S.E. Cor. 20th w/ G

Sta.	+	⊙	−	Rod	Elev.	
B.M.				3.425	113.897	Copper tack top of cor. post, S.W. cor. 21st and H
S.E. Cor.				4.0	113.3	
N.E. "				2.0	115.3	
T.P.	11.825	128.372	0.775		116.547	
		100' East of 21st				
N. line H				7.0	121.4	
S. " H				9.1	119.3	
		22nd and H				
S.W. Cor.				2.8	125.6	
T.P.	9.140	135.755	1.757		126.615	
N.W. Cor.				7.0	128.7	
N.E. "				5.0	130.7	
S.E. "				8.1	127.6	
B.M.				4.920	130.835	
		100' East of 22nd				
S. line H				4.1	131.6	
N. " H				1.0	134.7	
T.P.	11.123	145.858	1.020		134.735	
B.M.				9.565		Spike in cor. post, S.W. cor. 23rd and H
		23rd and H				
S.W. Cor.				10.5	135.4	
	32.088		3.552			

Sta.	+	⊙	−	Rod	Elev.
N.W. Cor.				8.0	137.9
N.E. "				5.9	140.0
S.E "				8.4	137.5
		75' East of 23rd			
S. line G				5.3	140.6
N. " G				2.6	143.3
T.P.	9.726	154.262	1.322		144.536
		24th and G			
N.W. Cor.				7.5	146.8
S.W. "				10.5	143.8
B.M.				8.900	145.362
S.E. Cor.				8.5	145.8
N.E. "				5.6	148.7
		100' East of 24th			
N. line G				1.6	152.7
S " G				4.3	150.0
T.P.	12.230	165.437	1.055		153.207
		200' East of 24th.			
S. line G				11.50	153.9
N. " G				8.5	156.9
	21.956		2.377		

300' East of 24th

Sta.	+	⊙	−	Rod	Elev.
N. line 4				4.4	161.0
S. " 4				7.4	158.0
		400' East of 24th			
S. line 4				3.1	162.3
N. " 4				0.5	164.9
T. P.	8.360	172.892	0.905		164.532
		500' East of 24th			
N. line 4				4.2	168.7
S. " 4				6.3	166.6
		25th and 4			
S.W. Cor				1.8	171.1
N.W. "				0.0	172.9
T.P.	8.275	179.812	1.355		171.537
B.M.				3.100	
T. P.	6.810	185.992	0.630		179.182
B.M.				1.792	
T. P.	9.034	192.506	2.520		183.472
B.M.			4.046		188.460
	32.479		9.456		

Copper tack 1' from the end of top rail of fence N.W. Cor. 25th and 4

Top of Cement Post, N.W. Cor 25th and F

Nozzle of Hydrant, S.W. Cor. 25th and D

6/13/03
Conway
Wilkinson
Lambert

Cross-section of Road on University Ave. from University Boulevard to Louisiana St.

	+	−	⊙		
B.M.	9.27		299.22		289.95 Pkg. S.W. University & Vermont
T.P.	8.54	1.19	306.57		298.03
B.M.		4.23			302.34 Spike in tel. pole N.E. cor. University & Filmore
0		Sta. 0+00			opp. N.E. cor. University & Filmore
30' South		4.2			302.4
10' South		4.0			302.6
Centr		3.7			302.9
10' North		4.1			302.5
30' "		4.0			302.6
		Sta. 0+50			
30' North		2.4			304.2
10' "		3.0			303.6
Centr		3.0			303.6
10' South		3.1			303.5
30' "		3.2			303.4
		Sta 1+00			
30' South		2.0			304.6
10' "		2.2			304.4
Centr		2.1			304.5
10' No.		2.1			304.5
30' "		1.4			305.2

T. P.	5.65	1.11	311.11		305.46
		Sta. 1+50			
No.		4.6			306.5
10' "		5.1			306.0
Center		5.4			305.7
10' So.		5.3			305.8
30' "		6.1			305.0
		Sta. 2+00			
30' So.		5.0			306.1
10' "		3.8			307.3
Center		3.9			307.2
10' No.		3.3			307.8
30' "		3.1			308.0
		Sta. 2+50			
30' No.		2.7			308.4
10' "		2.6			308.5
Center		2.8			308.3
10' So.		3.1			308.0
30' "		3.4			307.7
		Sta. 3+00			
30' So.		2.7			308.4

10' So.	3.7	307.4
Centr	3.6	307.5
10' No.	3.9	307.2
30' "	4.1	307.0
	Sta. 3+50	
30' No.	6.9	304.2
10' "	6.7	304.4
Centr	6.5	304.6
10' So.	6.4	304.7
30' "	5.8	305.3
	Sta. 4+00	
30' So.	8.6	302.5
10' "	9.4	301.7
Centr	9.8	301.3
10' No.	9.6	301.5
30' "	10.1	301.0
	Sta. 4+50	
30' No.	11.6	299.5
10' "	11.7	299.4
Cent.	12.0	299.1
10' So.	12.2	298.9

30' So.		12.6			298.5
T.P.	3.67	11.89	302.89		299.22
		Sta. 5+00			
30' So.		6.9			296.0
10' "		6.5			296.4
Cent.		6.5			296.4
10' No.		6.0			296.9
30' "		5.8			297.1
		Sta. 5+50			
30' No.		7.9			295.0
10' "		8.9			294.0
Cent.		9.9			293.0
10' So.		10.7			292.7
30' "		10.9			292.0
		Sta. 5+65			
30' So.		12.0			290.9
10' "		10.6			292.3
Cent.		10.6			292.3
10' No.		10.7			292.2
30' "		10.3			292.6

		Sta. 6+00			
30' No.		7.5			295.4
10' "		9.4			293.5
Cent.		9.1			293.8
10' So.		8.9			294.0
30' "		8.7			294.2
		Sta. 6+50			
30' So.		7.1			295.8
10' "		6.5			296.4
Cent.		6.4			296.5
10' No.		6.0			296.9
30' "		5.8			297.1
	Sta. 7+00				
30' No.		1.9			301.0
10' "		2.1			300.8
Cent.		2.3			300.6
10' So.		2.5			300.4
30' So.		3.7			299.2
		Sta. 7+55			
30' So.		5.1			297.8
10' "		3.7			299.2
Cent.		3.8			299.1

			~~0~~		
10' No.		3.3			299.6
30' "		2.0			300.9
		Sta. 7+50			
30' No.		1.5			301.4
10' "		2.8			300.1
Cent.		3.1			299.8
10' So.		3.4			299.5
30' "		3.9			299.0
T.P.	11.78	0.99	313.68		301.90
		Sta. 8+00			
30' So.		11.5			291.4
10' "		10.8			292.1
Cent.		10.5			292.4
10' No.		10.2			292.7
30' "		10.2			292.7
		Sta. 8+50			
30' No.		3.9			299.0
10' "		4.5			298.4
Cent.		5.6			297.3
10' So.		6.1			296.8
30' "		6.6			296.3

			0		
		Sta. 9+00			
30' So.		7.3			300.6
10' "		7.5			299.4
Cent.		7.9			300.0
10' No.		7.6			300.3
30' "		7.4			300.5
T. P.	11.78	0.42	325.04		313.26
		Sta. 9+50			
30' No.		11.1			314.9
10' "		11.6			314.4
Cent.		11.9			313.1
10' So.		12.4			312.6
30' "		12.7			312.3
		Sta. 10+00			
30' So.		9.7			315.3
10' "		9.2			315.8
Cent.		9.0			316.0
10' No.		8.7			316.3
30' "		8.3			316.7
		Sta. 10+50			
30' No.		7.7			317.3
10' "		8.1			316.9

			-0		
Cent.		8.4			316.6
10' So.		8.5			316.5
30' "		8.7			316.3
		Sta 11+00			
30' So.		4.8			320.2
10' "		4.8			320.2
Cent.		4.3			320.7
10' No.		4.2			320.8
30' "		4.0			321.0
T. P.	11.71	0.82	335.93		324.22
		Sta. 11+50			
30' No.		7.5			328.4
10' "		9.3			326.6
Cent.		10.1			325.8
10' So.		10.6			325.3
30' "		10.9			325.0
		Sta. 12+00			
30' So.		5.6			330.3
10' "		5.3			330.6
Cent.		5.2			330.7
10' No.		5.1			330.8

Sta. 10+63 = East Line Park Boulevard

			-0-		
30' No.		4.5			331.4
		Sta. 12+50			
30' No.		2.1			333.8
10' "		2.3			333.6
Cent.		2.4			333.5
10' So.		2.3			333.6
30' "		2.5			333.4
T. P.	8.25	0.86	343.32		335.07
		Sta. 13+00			
30' So.		8.0			335.3
10' "		7.7			335.6
Cent.		7.3			336.0
10' No.		6.9			336.4
30' "		6.7			336.6
		Sta. 13+50			
30' No.		5.5			337.8
10' "		5.4			337.9
Cent.		5.5			337.8
10' So.		5.6			337.7
30' "		5.9			337.4
B. M.		5.88			337.4

Plug S. W. Cor. Georgia and University

		Sta. 14+00				
30' So.		4.5			338.8	
10' "		4.7			338.6	
Cent.		4.9			338.4	
10' No.		5.1			338.2	
30' "		5.3			338.0	
		Sta. 14+50				
30' No.		4.5			338.8	
10' "		3.6			339.7	
Cent.		4.4			338.9	Sta 14+43 Cent Line Mergia
10' So.		4.4			338.9	
30' "		4.4			338.9	
		Sta. 15+00				
30' So.		5.6			337.7	
10' "		5.8			337.5	
Cent.		5.9			337.4	
10' No.		5.8			337.5	
30' "		5.9			337.4	
T. P.	0.58	11.51	332.39		331.81	
		Sta. 15+50				
30' No.		3.8			328.6	
10' "		3.4			329.0	

			0		
Cent.		3.4			329.0
10' So.		3.3			329.1
30' "		2.7			329.7
T. P.	0.50	11.66	321.23		320.73
		Sta. 16+00			
30' So.		3.3			317.9
10' "		4.9			316.3
Cent.		5.8			315.4
10' No.		6.4			314.8
30' "		6.3			314.9
T. P.	0.69	11.46	310.46		309.77
		Sta. 16+50			
30' No.		6.4			304.1
10' "		6.4			304.1
Cent.		5.7			304.8
10' So.		5.5			305.0
30' "		4.3			306.2
T. P.	6.04	11.99	304.47		298.47
		Sta. 17+00			
30' So.		4.2			300.3
10' "		5.5			299.0

			0		
Cent.		6.7			297.8
10' No.		7.1			297.4
30' "		7.8			296.7
T. P.	0.53	11.59	293.41		292.88
		Sta. 17+50			
30' No.		4.4			289.0
10' "		4.4			289.0
Cent.		3.8			289.6
10' So.		2.3			291.1
30' "		1.7			291.7
		Sta. 18+00			
30' So.		12.3			281.1
10' "		12.0			281.4
Cent.		11.4			282.0
10' No.		10.9			282.5
30' "		10.9			282.5
T. P.	0.50	12.02	281.89		281.39
		Sta. 18+50			
30' No.		6.7			275.2
10' "		7.8			274.1
Cent.		8.2			273.7

10' So.		8.9			273.0
30' "		10.3			271.6
T. P.	1.97	11.46	272.40		270.43
		Sta. 18+79			
30' So.		7.5			264.9
10' "		5.6			266.8
Cent.		5.1			267.3
10' No.		5.2			267.2
30' "		3.7			268.7
		Sta. 19+00			
30' No.		13.8			258.6
10' "		15.0			257.4
Cent.		13.6			258.8
10' So.		12.2			260.2
30' "		10.7			261.7
T. P.	0.41	11.90	260.91		260.50
" "	5.09	11.99	254.01		248.92
		Sta. 19+50			
30' So.		11.9			242.1
10' "		12.1			241.9
Cent.		11.9			242.1

			0		
10' No.		12.2			241.8
30' "		11.1			242.9
		Sta. 19+60			
30' No.		9.8			244.2
10' "		9.9			244.1
Cent.		9.8			244.2
10' So.		9.8			244.2
30' "		10.3			243.7
		Sta. 20+00			
30' So.		9.6			244.4
10' "		9.3			244.7
Cent.		9.2			244.8
10' No		8.8			245.2
30' "		8.2			245.8
		Sta. 20+50			
30' No.		6.0			248.0
10' "		6.5			247.5
Cent.		6.9			247.1
10' So.		7.3			246.7
30' So.		8.1			245.9
T. P.	11.42	1.15	264.28		253.86

		Sta. 21+00			
30' So.		10.9		253.4	
10' "		9.8		254.5	
Cent.		9.4		254.9	
10' No.		9.2		255.1	
30' "		7.6		256.7	
Stone	7.63	0.06	271.85	264.22	
		Sta. 21+50			
30' No.		4.6		267.3	
10' "		5.8		266.1	
Cent.		6.4		265.5	
10' So.		7.3		264.6	
30' "		9.2		262.7	
✓		Sta. 22+00			East Line Alabama
30' So.		7.4		264.5	
10' "		5.6		266.3	
Cent.		5.2		266.7	
10' No.		4.1		267.8	
30' "		2.5		269.4	
		Sta. 22+50			
30' No.		3.0		268.9	
10' "		4.4		267.5	

Cent.		5.3			266.6
10' So.		6.3			265.6
30' "		8.6			263.3
		Sta. 23+00			
30' So.		12.3			259.6
10' "		9.5			262.4
Cent.		8.7			263.2
10' No.		7.6			264.3
30' "		5.9			266.0
		Sta. 23+11			
30' No.		10.0			261.9
10' "		12.1			259.8
Cent.		12.6			259.3
10' So.		14.2			257.7
30' "		13.6			258.3
		Sta. 23+50			
30' So.		5.2			266.7
10' "		7.1			264.8
Cent.		9.8			262.1
10' No.		6.7			265.2
30' "		3.5			268.4

			6		
T. P.	11.58	0.59	282.84		271.26
		Sta. 24+00			
30' No.		13.6			269.2
20' "		17.0			265.8
10' "		12.4			270.4
Cent.		11.7			271.1
10' So.		11.2			271.6
30' "		9.8			273.0
		Sta. 24+50			
30' So.		6.2			276.6
10' "		6.9			275.9
Cent.		6.9			275.9
10' No.		7.4			275.4
19' "		8.3			274.5
30' "		13.8			269.0
T. P.	10.79	1.30	292.33		281.54
		Sta. 25+00			
30' No.		13.9			278.4
10' "		12.4			279.9
Cent.		11.3			281.0
10' So.		10.9			281.4

			~~0~~		
30' So.		10.7			281.6
		Sta. 25+50			
30' So.		8.3			284.0
10' "		8.6			283.7
Cent.		8.3			284.0
10' No.		8.4			283.9
30' "		9.7			282.6
		Sta. 26+00			
30' No.		6.6			285.7
10' "		5.9			286.4
Cent.		5.8			286.5
10' So.		5.6			286.7
30' "		5.7			286.6
		Sta. 26+50			
30' So.		3.8			288.5
10' "		4.0			288.3
Cent.		4.2			288.1
10' No.		4.4			287.9
30' "		3.7			288.6
T. P.	11.35	1.76	301.92		290.57

		Sta. 27+00			
30' No.		11.6			290.3
10' "		12.0			289.9
Cent.		12.1			289.8
10' So.		11.9			290.0
30' "		12.1			289.8
		Sta. 27+50			
30' So.		10.7			291.2
10' "		10.3			291.6
Cent.		10.2			291.7
10' No.		10.3			291.6
30' "		10.4			291.5
		Sta. 28+00			
30' No.		8.2			293.7
10' "		8.7			293.2
Cent.		8.4			293.5
10' So.		8.1			293.8
30' "		9.0			292.9
		Sta. 28+50			
30' So.		6.9			295.0
10' "		7.0			294.9
Cent.		7.2			294.7

			⊙		
10' No.		7.0			294.9
30' "		7.1			294.8
		Sta. 29+00			
30' No.		5.2			296.7
10' "		5.1			296.8
Cent.		4.9			297.0
10' So.		4.8			297.1
30' "		5.2			296.7
T.P.	11.43	3.21	310.14		298.71
		Sta. 29+57			
30' So.		10.2			299.9
10' "		10.0			300.1
Cent.		10.1			300.0
10' No.		10.0			300.1
30' "		9.9			300.2
Sta. 30		6.6			303.5
" +50		3.4			306.7
T.P.	9.92	1.01	319.05		309.13
Sta 31		9.6			309.5
" +50		7.7			311.4
" 32		6.2			312.9
" +50		4.7			314.4
" 33		3.9			315.2

⊙ 310.14
9.52
300.62
B.M. Plug N.E. cor. Louisiana and University

East line of Louisiana

6/19/03
Dunway
Wilkinson
Lambert

Check Levels from 16th and G Sts to 526 ft n/ Logan Ave

	+	o	−	Rod	Elev.	
B.M.	3.486	42.004			38.518	16th n/ G (spk in Root, S.W. cor.)
" "	0.780	38.324	4.460		37.544	" " H. (N. hinge hydt, S.E. cor.)
" "	2.426	33.796	6.954		31.370	" " I (spk in Elec. pole N.E. cor.)
" "				4.988	28.808	" " J (cop tack in baseboard S.W. cor.)
T.P.	4.516	31.892	6.420		27.376	
B.M.				3.368	28.524	" " K (spk in Elec. pole N.E. cor.)
T.P.	2.005	28.260	5.637		26.255	
B.M.				7.410		" " L (spk in Tel. pole S.W. cor.)
T.P.	1.429	21.846	7.843		20.417	
B.M.				3.699	18.147	" M. (Noyyle Hydt S.E. cor.)
T.P.	1.704	16.540	7.010		14.836	
B.M.	4.545	17.233	3.852		12.688	North hinge Hydt 520 ft n/ Logan ave
T.P.	10.826	27.097	0.962		16.271	
" "	9.583	35.520	1.160		25.937	
B.M.				3.952	31.568	21st n/ Logan (N. Hinge Hydt, S. Cor.)
T.P.	10.752	44.882	1.390		34.130	
B.M.				0.880	44.002	22nd " " (N. " " S. cor.)
T.P.	5.564	47.273	3.173		41.709	
B.M.	4.656	49.756	2.173		45.100	23rd " " (N. " " S. cor.)
T.P.	8.028	55.719	2.065		47.691	
B.M.				7.550	48.169	24th " " (spk in Elec. Pole N. Cor.)
	70.300		53.099			

	+	○	−	Rod	Elev.	
T. P.	11.778	66.211	1.286		54.433	
B. M.				0.830	65.381	25 ft W of Logan (N. hinge rydt, E. cor.)
T. P.	5.593	68.828	2.975		63.235	
B. M.			2.540		66.288	526 ft W. " (N. " " , S. cor.)

7/11/03 { Cromwell
Davis

Levels to determine Elevation of Graded Road (where same intersects Main St. near 32nd

B.M. 54.87? S.E. Cor. 32nd and Logan –
11.28
66.15
9.07
55.08
1.80
56.88
12.95
43.93
2.15
46.08
9.41
36.67
9.50
0 46.17
5.89
40.28 = Elev. of Ground at intersection of Dyke road with south line of Main St.

0 46.17
2.59
43.58 = Elev of road + center of Main St.

Levels on amended line for North Main Sewer – Ninth Ward system

7/25/03. Wheaton, McAuliffe, Johnson

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Sta	+	–	H.I.	Rod	Elev.	
			19.54	6.85	12.69	B.M. N. Hinge Hydt. on S. 20th & N. St.
0.0				7.74	11.80	
+50				11.18	8.36	In bed of ravine, flow R.
1				9.00	10.54	"
T.P.				4.90	14.64	
			21.25	6.61	14.64	
+50				10.60	10.65	"
2				7.90	13.35	
+30				8.20	13.05	Leave ravine on the right.
+50				6.16	15.09	
3 T.P.				5.52	15.73	
			22.26	6.53	15.73	
+50				5.78	16.48	
4				4.45	17.81	
+50				3.43	18.83	
5				2.52	19.74	
T.P.				2.85	19.41	5+36 to W. side of Shed 12'×12'
			30.94	11.53	19.41	
B.M.				2.13	28.80	Nozzle of Hydt. S.W. Cor. 19th & N. Sts.
+50				10.95	19.99	
6				13.00	17.94	

Sta.	+	−	H.I.	Rod	Elev.	
6+50			30.94	12.90	18.04	In bed of ravine, flow right.
7				10.86	20.08	
+50				9.26	21.68	
+80				6.70	24.24	
8				3.43	27.51	
T.P.				1.07	29.87	
			41.47	11.60	29.87	
+43				8.20	33.27	8+52.5 to W. side of House 18' E & W. × 20'
+73				6.87	34.60	
9				8.54	32.93	
+50				9.83	31.64	
T.P.				9.47	32.00	
			34.91	2.91	32.00	
+70				3.46	31.45	
+80				7.35	27.56	
10				7.92	27.00	
+30				9.20	25.71	
+35				11.40	23.51	Bed of ravine, flow left. (6 ft. wide)
+50				8.80	26.11	
11				7.36	27.55	
11+09						R. Ang. R. 5 ft. to bolt = center Julian ave

Sta.	+	−	H. I.	Rod	Elev	
+50			34.91	5.55	29.36	
+70				3.58	31.33	
+75				2.00	32.91	
12				1.05	33.86	
T.P.				1.37	33.54	
			45.46	11.92	33.54	
+50				11.00	34.46	= East line of 21st St. (about)
+65				12.60	32.86	
13				10.26	35.20	
+50				7.00	38.46	
14				4.73	40.73	
+50				1.88	43.58	
T.P.				2.27	43.19	
			49.77	6.58	43.19	
B.M.				4.52	45.25	Spike in Tel. pole N.E. Cor. 21st & N Sts.
15				4.43	45.34	
+50				3.34	46.43	
16				1.96	47.81	
+50				2.56	47.21	
T.P.				3.16	46.61	
			47.77	1.16	46.61	

Sta.	+	−	H.I.	Rod	Elev.	
17			47.77	2.27	45.50	
+50				5.08	42.69	
+85				6.37	41.40	
+90				10.74	37.00	
18				13.20	34.57	Bed of ravine, flow R.
+50				8.72	39.05	
19				8.34	39.43	
+37.6						R. ang, R. 5 ft. to bolt. for corner to Pueblo's 1155 | 1154 / 1157 | 1158
+50				4.52	43.25	
20				2.64	45.13	
T.P.				2.86	44.91	
			54.90	9.99	114.90	
+50				8.94	45.96	
21				9.27	45.63	
+50				8.48	46.42	
22				7.80	47.10	
+50				6.44	48.46	
23				6.20	48.70	
+15				7.54	47.36	
+25				5.12	49.78	
+50				6.33	48.57	

Sta.	+	−	H. I.	Rod	Elev.	
24			54.90	7.00	47.90	
+50				6.05	48.85	
25				6.05	48.85	
T.P.				4.62	50.28	
			60.23	9.95	50.28	
+50				10.83	49.40	
26				9.48	50.75	
+50				8.40	51.83	
27				6.82	53.41	
B.M.				6.28	53.95	On cement platform at N.E. post of
+50				6.64	53.59	Lincoln Park R.R. Station
28				6.92	53.31	
+50				3.70	56.53	
+80				2.70	57.53	
T.P.				1.82	58.41	
			69.30	10.89	58.41	
29				8.45	60.85	
+50				7.83	61.47	
30				7.23	62.07	
+07						R. Org. R. 5 ft. to tack in old fdtn.
+50				6.55	62.75	

Sta.	+	−	H. I.	Rod	Elev.
31			69.30	7.05	62.25
+50				6.60	62.70
32				5.34	64.00
+50				5.16	64.14
33				4.30	65.00
+25				2.36	67.00
+50				3.88	65.42
34				3.54	65.76
T.P.				3.27	66.03
			70.35	4.32	66.00
+50				6.15	64.20
+75				6.15	64.20
35				8.32	62.00
+50				8.05	62.30
36				8.56	61.79
+20				7.77	62.58
+25				9.90	60.45
+50				10.10	60.25
37				9.93	60.42
+50				10.20	60.15
38				8.32	62.00

Sta.	+	−	H. I.	Rod	Elev.	
38+50			70.35	7.40	62.95	
T.P.				6.60	63.75	Lower hinge of gate
	8/11/03	Alverson-McAuliffe				
	4.07		63.82		63.75	
39				5.4	58.4	
+50				5.1	58.7	
T.P.	5.18	4.53	68.07		58.85	
40				6.6	61.5	
+50				4.8	63.3	
41				5.6	63.1	
+50				4.4	63.7	
42				3.4	64.7	
T.P.	4.27	2.61	65.73		65.46	
+50				5.6	64.1	
43				5.7	64.0	
+50				5.6	64.1	
44				6.0	63.7	
+50				6.4	63.3	
45				5.8	63.9	
+50				5.5	64.2	

Sta	+	−	H.I.	Rod	El.	
			69.73			
46				5.5	64.2	
+34				5.2	64.5	End of line at hedge, stake was mid +84 error of 50'
TP		1.05			68.68	nail in top E/or Elm tree post 5' RE of 46+34

7/30/03

Scripps Survey La Jolla Road

Commencing on Center line of State Ave just North of Burnham's House thence Northerly

Alverson
Dawn
Mr Auliffe
Johnson

This is a change in the previous survey

Sta	Angle	M. C.
A 5+50	23°20' R.	N 50°30 E
A 10+25	15°40' R	
10+80	Sm Gulch	
11+12		
11+85		
A 12+13	0°20' R	
15+73		
16+18		
16+44		
16+73		
21+79	to Sta 43+71 at gate of Old Sch	

Level Notes

7/30/03

Scripps Survey of La Jolla Road

Alverson
McAuliffe
Johnson

This is on the chain of the previous Survey

La Jolla

Sta	+	H.I.	−	Elv.	
	7.13	115.64		108.51	Spike in Telephone pole near the S.E cor. of Connecticut & Grand Ave
T.P.	11.83	126.83	0.64	115.00	
T.P.	6.60	125.47	3.96	122.87	(Note) the following Level notes are not exact floor rod, etc. C.E.A.
T.P.	11.85	141.10	0.26	129.21	
T.P.	11.89	152.61	0.38	140.72	
T.P.			0.73	151.88	Redwood Peg.
			7/31/03		
	10.52	162.40		151.88	
0.0			1.55	160.85	
+50			3.20	159.2	
1			3.75	158.7	
+50			6.00	156.4	
2			6.00	156.4	
+25			5.80	156.6	
+50			4.50	157.9	
3			6.90	155.5	
+50			8.0	154.4	
B.M	1.63	159.00	5.13	157.27	S.E Cor State & Prospect Ave on Hub or about 40' Rt of Sta 3
4			6.50	152.5	
+25			8.00	151.0	
+50			8.50	150.50	

Level Notes continued

Sta	+	H.I.	−	Elv.	
		159.00			
T.P	0.71	148.17	11.54	147.46	
5			3.00	145.2	
+50			11.70	136.5	
T.P.	1.77	138.21	11.73	136.44	
6			10.50	127.7	
T.P	0.73	127.10	11.84	126.37	
+50			4.60	122.5	
7			8.60	118.5	
+35			13.40	113.7	
+50			12.50	114.6	
T.P	4.40	120.00	11.50	115.60	
8			9.50	110.5	
+50			9.40	110.6	
+75			9.50	110.5	
9			7.20	112.8	
+50			3.60	116.4	
10			2.10	117.9	
T.P.	1.99	120.05	1.90	118.10	
T.P			7.01	113.08	On spike at Sta 12+13

Levels continued

Sta	+	H.I	−	Elv
		120.09		
10+15			2.30	117.8
+25			0.10	120.0
+40			4.10	116.0
+50			5.70	114.4
T.P	1.61	109.56	11.74	108.35
T.P	0.15	98.24	11.87	98.05
	5.48	92.04	11.68	86.56
10+90			8.50	83.5
11			9.80	82.2
11+12			9.70	82.3
T.P.	11.86	103.39	0.51	91.53
+50			4.10	99.2
T.P	11.48	114.66	0.21	103.18
11+85			2.40	112.3
12			2.60	112.1
12+13			1.60	113.1
	1.54	114.62		113.08
12+50			3.80	110.8
13			7.60	107.0

Levels continued

Sta	+	H.I.	−	Elev	
		114.62			
13+50			10.50	103.7	103.7
T.P.	0.46	103.14	11.54	102.68	
14			1.50	101.6	
+35			3.30	99.8	
+50			6.50	96.2	
T.P.	0.07	91.37	11.84	91.30	
+85			1.60	89.8	
15			2.2	89.2	
+50			2.5	88.9	
+73			3.7	87.7	
T.P.	0.12	79.64	11.85	79.52	
16			1.7	77.9	
+18			8.8	70.7	
+44			5.5	70.1	
T.P.	11.58	91.02	0.20	79.44	
+73			6.2	84.8	
T.P.	10.84	101.59	0.27	90.75	
+88			10.5	91.1	
17			9.0	92.6	
+25			5.9	95.7	

Levels continued

Sta	+	H.S	−	Elv	
		101.59			
17+50			5.0	96.6	
18			2.2	99.4	
T.P	4.01	104.70	0.50	100.69	
+50			2.6	102.1	
19			3.2	101.5	
T P			0.51	103.79	Top of stake Sta 20+25
T.P	1.13	94.72	11.11	93.59	
19+25			5.2	89.5	
+45			5.3	89.4	
T.P	7.14	110.93		103.79	
20			11.3	99.6	
+25			7.7	103.2	
+50			0.8	110.1	
T P	11.72	122.43	0.22	110.71	
+65			8.20	114.2	
21			7.2	115.2	
+25			8.1	114.3	
+50			9.0	113.4	
+53			6.7	115.7	
+79			3.7	118.7	
B.M			2.72	119.71	Old B.M. ↳Spike in N. gate post on Road

7/31/03

Locating La Jolla Reservoir

Alverson
McAvliffe
Johnson

Kennedy

57

From N.E Cor Blk 43 La Jolla Park which is a Hub & guard stake I run southerly along East line of said Blk 43. Mag. Course S 62° 45' E 300' to Hub & guard stake at S.E. cor said Blk. 43

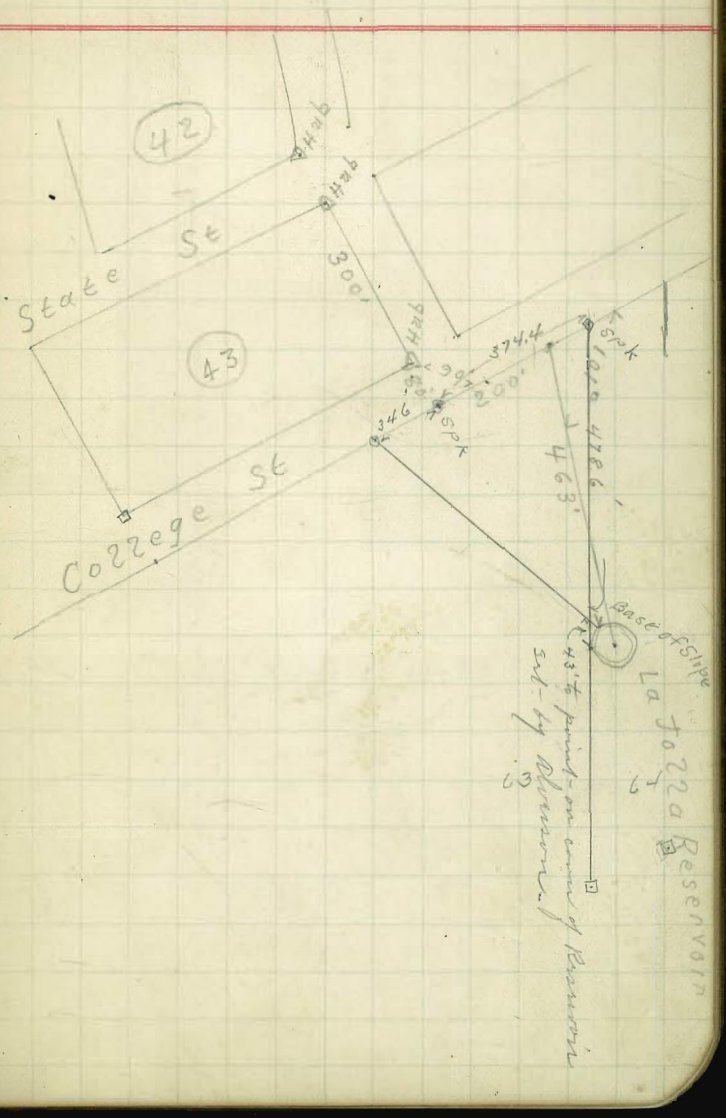
thence same course at 80' set spike

thence 90° Lt Mag. Course N 27° 15' E 200'

thence 101° Rt. Mag. course S 51° 45' E 463' to center of La Jolla Reservoir

I am unable to find the corners on the northerly Bdy of tract 63

I think a part of the Reservoir is in tract 64 (C & A)



Cross section of Scripps Road into La Jolla beginning at a point on State St. & ending at gate
Davis
McAuliffe

	Left	Center		Right
0	−1.6 / 20.0	−0.9 / 10.0	−0.2	+0.6 / 10.0	+1.7 / 20.0
+50	−1.9 / 20.0	−1.2 / 10.0	−0.5	+0.4 / 10.0	+1.2 / 20.0
1	−1.8 / 20.0	−0.5 / 10.0	+0.2	0.0 / 10.0	+0.4 / 20.0
+50	−2.2 / 20.0	−1.5 / 10.0	−0.8	+0.3 / 10.0	+1.2 / 20.0
2	−0.8 / 20.0	−0.2 / 10.0	+0.4	+1.0 / 10.0	+1.6 / 20.0
+25	+0.4 / 20.0	+1.1 / 10.0	+2.1	+3.5 / 10.0	+4.4 / 20.0
+50	+1.9 / 20.0	+3.2 / 10.0	+4.9	+5.7 / 10.0	+6.2 / 20.0
3	+3.9 / 20.0	+4.7 / 10.0	+5.5	+6.1 / 10.0	+6.6 / 20.0
+50	+6.0 / 20.0	+6.2 / 10.0	+7.4	+7.7 / 10.0	+7.7 / 20.0
4	+6.2 / 20.0	+7.1 / 10.0	+8.6	+9.2 / 10.0	+9.5 / 20.0
+25	+6.8 / 20.0	+7.6 / 10.0	+8.5	+9.2 / 10.0	+10.0 / 20.0
+50	+7.8 / 20.0	+8.5 / 10.0	+9.5	+10.1 / 10.0	+10.6 / 20.0
5	+6.4 / 20.0	+6.9 / 10.0	+7.2	+7.5 / 10.0	+8.3 / 20.0
+50	−1.9 / 20.0	−0.5 / 10.0	+1.5	+3.1 / 10.0	+4.2 / 20.0
6	−8.9 / 20.0	−7.1 / 10.0	−4.3	−2.0 / 10.0	+1.4 / 20.0
+50	−11.1 / 20.0	−8.5 / 10.0	−6.5	−3.5 / 10.0	−0.3 / 20.0
7	−12.9 / 20.0	−10.5 / 10.0	−7.5	−3.8 / 10.0	−2.0 / 20.0
+35	−13.8 / 20.0	−12.2 / 10.0	−10.2	−7.3 / 10.0	−4.2 / 20.0
+50	−14.6 / 20.0	−12.4 / 10.0	−8.4	−5.8 / 10.0	−3.0 / 20.0
8	−13.5 / 20.0	−11.4 / 10.0	−9.5	−7.4 / 10.0	−5.0 / 20.0
+50	−10.4 / 20.0	−9.2 / 10.0	−7.7	−5.9 / 10.0	−4.5 / 20.0

	Left	Center		Right
	-9.6 / 20.0	-8.4 / 10.0	-5.4 / 10.0	-3.5 / 20.0
8+75		-7.0		
	-7.7 / 20.0	-5.8 / 10.0	-1.3 / 10.0	+2.8 / 20.0
9		-3.9		
	-1.8 / 20.0	+0.2 / 10.0	+2.9 / 10.0	+5.4 / 20.0
+50		+1.4		
	+1.5 / 20.0	+3.1 / 10.0	+4.8 / 8.0	+5.5 / 10.0	+7.2 / 13.0	+10.2 / 20.0
10		+4.6		
	+2.2 / 20.0	+3.6 / 10.0	+4.5 / 10.0	+4.9 / 14.0	+6.6 / 20.0
+15		+5.0		
	-4.4 / 20.0	+5.2 / 10.0	+5.2 / 10.0	+4.4 / 20.0
+25		+7.5		
	+4.9 / 30.0	+4.4 / 10.0	+5.0 / 10.0	+3.9 / 20.0
+40		+4.0		
	+3.7 / 20.0	+3.9 / 10.0	+1.7 / 10.0	+1.1 / 20.0
+50		+2.7		
	-19.5 / 30.0	-22.6 / 20.0	-24.4 / 10.0	-26.8	-25.2 / 10.0	-21.8 / 20.0	-20.0 / 30.0
+90				
	-28.5 / 20.0	-31.0 / 20.0	-29.1 / 10.0	-27.8	-27.2 / 10.0	-25.8 / 20.0	-24.0 / 30.0
11				
	-23.3 / 30.0	-25.2 / 20.0	-28.5 / 10.0	-27.2	-24.2 / 10.0	-20.0 / 20.0	-16.1 / 30.0
+12				
	-17.3 / 20.0	-13.0 / 10.0	-8.7	-6.6 / 10.0	-3.2 / 20.0
+50				
	-0.4 / 20.0	+2.7 / 10.0	+5.9	+6.4 / 10.0	+8.6 / 20.0
+85				
	+3.8 / 20.0	+5.8 / 10.0	+6.4	+8.6 / 10.0	+11.1 / 20.0
12				
	+3.3 / 20.0	+5.3 / 10.0	+6.0 / 30	+7.9	+9.1 / 10.0	+10.9 / 20.0
+13				
	+4.0 / 20.0	+5.5 / 10.0	+7.2	+8.7 / 10.0	+11.3 / 20.0
+50				
	+4.7 / 20.0	+3.8 / 10.0	+5.5	+6.7 / 10.0	+8.7 / 20.0
13				
	+1.1 / 20.0	+2.9 / 10.0	+4.3	+5.1 / 10.0	+6.9 / 20.0
+50				
	+0.9 / 20.0	+2.7 / 10.0	+4.4	+5.5 / 10.0	+6.9 / 20.0
14				
	-1.1 / 20.0	+0.4 / 10.0	+3.0	+3.6 / 10.0	+4.7 / 20.0
+35				
	-4.2 / 20.0	-4.6 / 16.0	-2.0 / 10.0	+1.1	+3.2 / 10.0	+4.6 / 20.0
+50				

	Left.		Center		Right	
14+85	−6.1 / 20.0	−4.1 / 10.0	−3.8	−1.8 / 10.0	0.0 / 10.0	
15	−0.6 / 20.0	−2.1 / 10.0	−3.8	−3.0 / 10.0	−1.8 / 20.0	
+60	−4.2 / 20.0	−3.4 / 10.0	−2.6	−0.5 / 10.0	+0.3 / 20.0	
+73	−5.3 / 20.0	−4.3 / 10.0	−3.1	−1.9 / 10.0	−0.8 / 20.0	
16	−15.4 / 20.0	−12.8 / 10.0	−12.1	−10.6 / 10.0	−10.0 / 20.0	
+18	−21.0 / 20.0	−20.3 / 10.0	−19.3	−18.7 / 10.0	−18.0 / 20.0	
+44	−21.0 / 20.0	−20.5 / 10.0	−19.9	−19.1 / 10.0	−17.8 / 20.0	
+73	−6.7 / 20.0	−5.9 / 10.0	−5.2	−3.9 / 10.0	−2.5 / 20.0	
+88	−0.8 / 20.0	+0.2 / 10.0	+1.1	+1.6 / 10.0	+1.1 / 20.0	
17	+1.6 / 20.0	+2.3 / 10.0	+2.6	+3.6 / 10.0	+3.7 / 20.0	
+25	+5.8 / 20.0	+5.4 / 10.0	+5.0	+4.3 / 10.0	+4.0 / 20.0	
+50	+6.1 / 20.0	+5.7 / 10.0	+5.1	+3.9 / 10.0	+3.2 / 20.0	
18	+8.3 / 20.0	+7.3 / 10.0	+6.4	+5.9 / 10.0	+5.0 / 20.0	
+50	+8.1 / 20.0	+7.2 / 10.0	+6.1	+5.2 / 10.0	+4.6 / 20.0	
19	0.0 / 20.0	+1.3 / 10.0	+2.5	+3.4 / 10.0	+4.1 / 20.0	
+25	−8.2 / 20.0	−9.6 / 10.0	−11.0	−9.6 / 10.0	−8.5 / 20.0	
+45	−13.5 / 20.0	−12.9 / 10.0	−12.3	−11.7 / 10.0	−11.0 / 20.0	
20	−4.3 / 20.0	−5.0 / 10.0	−5.4	−5.9 / 10.0	−5.4 / 20.0	
+25	−3.2 / 20.0	−3.3 / 10.0	−3.3	−1.5 / 10.0	−1.0 / 20.0	
+50	−1.5 / 20.0	−1.3 / 10.0	+2.1	+4.2 / 10.0	+4.8 / 20.0	
+65	+1.9 / 20.0	+3.9 / 10.0	+5.3	+6.3 / 10.0	+7.6 / 20.0	

	Left	Center		Right
21	−2.2 / 20.0	+0.8 / 10.0	+4.2 +5.9 / 10.0	+7.3 / 20.0
+25	−3.2 / 20.0	0.0 / 10.0	+3.1 +5.6 / 10.0	+7.9 / 20.0
+50	−1.1 / 20.0	+0.6 / 10.0	+2.0 +3.9 +0.8 / 10.0 10.5	+8.3 / 20.0
+53	+0.8 / 20.0	+2.9 / 10.0	+4.2 +5.9 / 10.0	+7.5 / 20.0
+79	+4.0 / 20.0	+5.0 / 10.0	+7.0 +8.2 / 10.0	+9.5 / 20.0

8/14/03

Scripps Survey of La Jolla

Wagon Road Commencing on center Line State Ave. just North of Burnham's House & thence Northerly

△	15+55	10°20' Rt
	14+15	11°00' Rt
△	12+20	36°10' Rt
△	11+23	40°40' Lt
	11+14	
	10+89	
	10+80	Ravine
	10+33	
	10+10	Bottom of Bank
	10+09	Top of Bank
△	10+03	42°00' Rt
△	7+50	9°30' Lt
△	4+84	27°50' Rt
	0	

Alverson
Davis
McAuliffe
Lambert

This is the 2d relocation or change

63

62

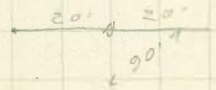
Transit Notes
condensed

22+22.5 To sta 43+71 Old survey at gate

20+40 Top of Bank
19+53 Ravine
A 19+64 16° 45' Lt

A 17+70 8° 50' Rt

B 16+70 40° 00' Lt
16+15 Foot " "
16+08 " " 2d Bank
15+78 Top of Bank



8/14/03 Level Notes

Alverson Lambert This is on the 2d relocation or change

Scripps survey of La Jolla Wagon Road from State Ave to gate.

Sta	+	HI	−	Elev
	0.23	157.50		157.27
4+84			11.28	146.2
5			12.3	145.2
T.P	0.50	145.54	12.46	145.04
+50			6.80	139.1
6			10.1	135.8
+50			13.2	132.7
T P	2.03	135 50	12.47	133.47
7			6.4	129.1
+50			8.8	126.7
T.P	0.13	123.48	12.15	123.35
8			3.4	120.1
+50			6.5	117.0
9			2.9	120.6
+50			1.0	122.5
10+03			0.78	122.7
+09			1.2	123.3
+10			6.3	117.2
+33			5.1	114.4
T.P	048	111.10	12.86	110.62

B.M. on Hub S E cor State & Prospect Ave or about 40' Rc Sta 3

Levels continued

Sta	+	HI	−	Elv.
		111.10		
10+50			2.3	108.8
10+80		} Hand Level		88.8
+88				88.5
11			14.2	96.9
+14			3.5	107.6
11+23			1.24	109.9
T.P	3.56	114.49	0.17	110.93
+50			3.00	111.5
12			+0.3	114.8
+20			1,15	113.4
+50			2.5	112.0
13			5.5	109.0
+50			8.4	106.1
14			9.7	104.8
+15			9.7	104.8
+50			12.5	102.0
T.P	0.49	102.31	12.67	101.82
15			4.0	98.3
+50			3.25	99.1
+78			5.2	97.1
16+08			11.4	90.9

Levels continued

Sta	+	HI 102.31	−	Elv.
T.P.	2.44	92.15	12.60	89.71
16+15			6.8	85.3
+50			8.5	83.2
16+70			9.5	82.6
17			8.1	84.0
+50			2.7	89.4
17+70			0.7	91.4
T.P.	11.35	102.80	0.70	91.45
18			8.2	94.6
+50			4.8	98.0
19			0.1	102.7
T.P	9.99	112.24	0.55	102.25
+50			7.2	105.0
+64			6.2	106.0
+93			14.00	98.2
20+40			0.3	111.9
T.P	9.71	121.72	0.23	112.01
+50			8.8	112.9
21			4.5	117.2

Levels continued

Sta	+	HI	−	Elev.	
		121.72			
21+50			3.0		118.7
22			4.1		117.6
A 22+15			3.15		118.5
BM			2.07	119.65	

spike on North gate post (02d RM)

Alverson
McAuliffe
Lambert

8/20/03 From a point 40' Westerly from N.W. Cor Blk 178 Unity Hts thence southerly along Center of Center St

Sta	+	H.I.	−	Elv.
B.M.	1.83	340.88		339.05
0.00			1.5	339.0
+50			1.7	339.2
1			3.8	337.1
+50			6.1	334.8
2			7.7	333.2
+50			8.6	332.3
3			9.4	331.5
+50			10.5	330.4
4			11.5	329.4
4+18			12.8	328.1
T.P.	4.78	332.96	12.70	328.18
			2.39	330.57
4+58			7.3	325.66
Now run Westerly along Center of				
0+40			8.0	324.0
+80			11.4	321.6
1+40			13.0	320.0
+80			13.8	319.1

Hub at N.E Cor Blk 178 Unity Hts

N. Line of Lincoln Ave

B.M at N.E. Cor Lincoln & Center St
Center of Center St & Lincoln Ave
Lincoln ave
West Line Center St

Opposite Center of alley

1st Survey of Richert Wagon Road commencing at end of Hardys Wagon Road near N. end of old Town Dyke thence Northerly

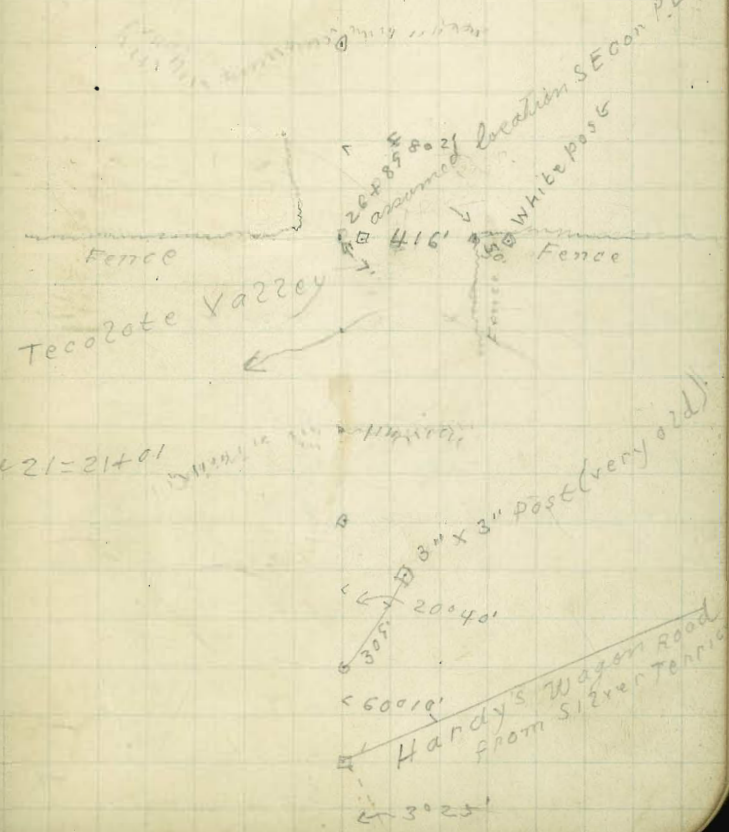
2/3/03 Alverson
mc auliffe
Lambert

Also De Hemcourt on location only

Sta	Angle	Mag. C
32+01	the North side of Wagon Road	
32+00	Set Spike on Line produced on	
31+50	End of survey + Leave Tecolote Valley	
27+35	a spike	
26+89	a point 7' Lt of (approx) point = for P.L. of Cor per fence lines. SE cor 255	
26+50	Center of Tecolote Water course	
22+50	Enter flat (Tecolote Valley)	
20+85	12° Rt	N 26° 30' W
7+50		
0.00	At U.S. Geo. B.M. on 4" x 4" post Cor P.L.	N 38° 30' W

Equation in the line 21 = 21+01

* For further description of Land connections See Page 75



Level Notes of
Richert Wagon Road

Sta	+	H.I	−	Elv	
					just north of N. end Old Town Dyke
					O.= 4" x 4" Post. U.S. Geo. B.M. Elv. 27 ft
	4.26	27.50		23.24	→ copper tack in top of above Post
−0			5.3		run southerly from 0.00 to end of O.T. Dyke
−+50			7.4		
−1			10.2		
−+50			10.8		
−2			10.3		
−2+35			9.5		
0.00			5.3		return to 0.00 + thence Northerly on line
+50			5.0		
1.			6.1		
+50			7.6		From Sta 1 to Sta 3, should make about
2			8.0		1½° embankment to avoid being muddy
+50			7.2		in wet weather
3			6.8		
+50			6.6		
4			6.3		
+50			6.1		
5			5.7		

Levels continued

Sta	+	H.I.	−	Elv
		27.50		
T.P.	2.85	25.80	4.55	22.55
5+50			3.4	
6			3.2	
+50			3.7	
7			4.3	
+50			5.0	
8			5.0	
+50			4.5	
9			4.0	
+50			3.2	
10			2.8	
+50			2.3	
11			1.4	
T.P	8.55	32.25	2.10	23.70
+50			7.2	
12			6.7	
+50			6.2	
13			5.3	
+50			4.4	
14			4.0	
+50			3.8	

Levels continued

Sta	+	H.I.	−	Elev.	
		32.25			
15			3.5		
+50			3.8		
16			4.1		
+50			6.4		
16+62			8.2		center of water course flat in small culvert about 2' x 3'
17			7.6		
+50			5.8		
18			4.0		
T.P.	4.30	32.45	4.10	28.15	
+50			5.8		
19			5.0		
+50			4.5		
20			3.3		
+50			3.1		
+85			3.10		on stake
21			3.5		
+50			8.1		
22			11.0		
T.P.	0.0	20.45	12.00	20.45	
+50			4.7		
23			6.0		

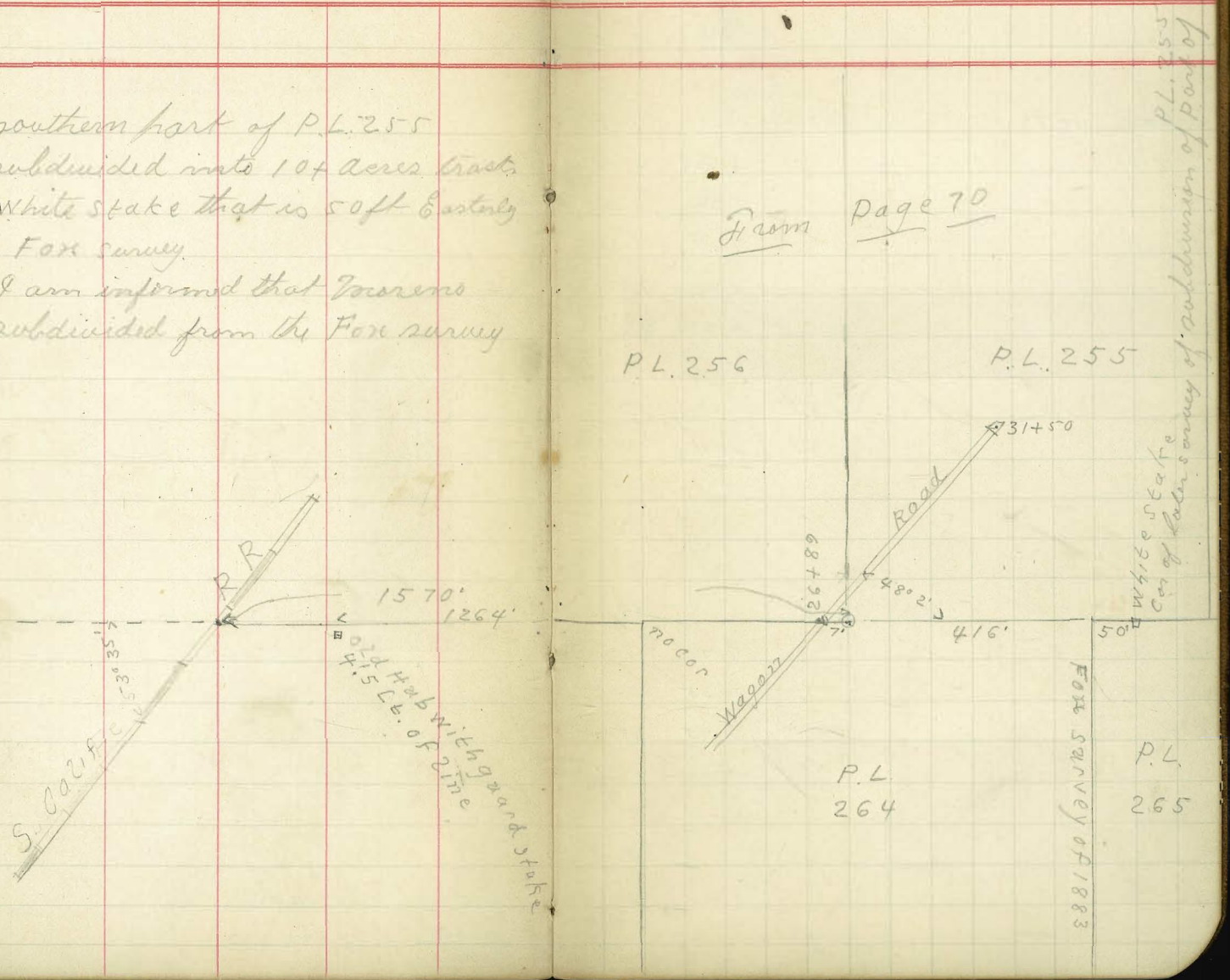
Levels continued

Sta	+	H I	−	Elv	
		20.45			
23+50			7.7		
24			9.4		
+50			10.3		
25			10.9		
+50			10.8		
26			10.8		
T.P	4.40	15.02	9.83	10.62	
26+18			6.0		Top of Bank
+30			8.5		Foot " "
+50			9.0		
27			7.8		
+35			6.5		
+50			5.3		
28			5.2		
+50			5.5		
29			5.4		
+50			5.4		
30			5.3		
+50			5.3		
31			5.0		
31+50			4.1		End of survey
32			1.72		on top of stake

The southern part of P.L. 255 was subdivided into 10 acres tracts from White Stake that is 50 ft Eastely from Fox survey.

I am informed that Torrens was subdivided from the Fox survey

From Page 70



Levels on India St from Bridge North in center of Roadway - 11/4/03 { Cornwell Davis

Sta	+	−	H. I.	Rod	
					B.M.
~~S. Bridge~~	10.78		48.76		37.98
S. end Bid.				8.95	39.81
N. " "				8.22	40.54
50' N				7.27	41.49
100' "				5.40	43.36
150' "				2.70	46.06
~~0~~					
	12.29	1.54	59.51		47.22
200' N.				10.4	49.17
250' "				7.4	52.11
300' "				4.2	55.31
350' "				0.7	58.81
~~0~~	12.44	0.40	71.55		59.11
400' N				9.2	62.35
450' "				6.35	65.20
500' "				2.75	68.80

Levels to determine Grade from Vallejo St. to Reservoir

	+	−	H.I.	Rod	Elev.
	13.23		163.23	~~13.23~~	100. assumed
0	13.06	0.97	125.82	~~13.23~~	112.76
	13.26	0.96	137.62	~~0.4~~	124.36
	9.39	0.58	146.43		137.04
		6.25			140.18

Spike at intersection of N. line of Vallejo and line bet Lots. 63-64

11/17/03 { Cromwell, Fortune, Lewis } cross-section of the Intersection of Grape + 2nd St.

Sta.	+	—	H.I	Rod	Elev
	9.40		178.40		B.M. in G-slate 169.00
	West Line 2nd St.				
S. line				7.40	171.0
curb S.				5.90	172.5
1/4				5.65	172.8
C				5.70	172.7
1/4				5.80	172.6
curb				6.10	172.3
N. line				6.6	171.8
	Curb W. Side				
N. line				6.2	172.2
curb				5.9	172.5
1/4				5.55	172.9
C				5.5	172.9
1/4				5.5	172.9
curb				5.5	172.9
6'				6.6	171.8
S. line				9.2	169.2

	Rod	Elev.
1/4 W. Side		
S. line	8.70	169.7
5'	6.20	172.2
curb	5.60	172.8
1/4	5.40	173.0
C	5.20	173.2
1/4	5.30	173.1
curb	5.60	172.8
N. line	6.00	172.4
Center line of 2nd.		
N. line	5.3	173.1
curb	5.1	173.3
1/4	5.0	173.4
C	4.90	173.5
1/4	5.20	173.2
curb	6.10	172.3
S. line	8.2	170.2
1/4 East Side		
S. line	7.8	170.6
5'	5.9	172.5
curb	5.5	172.9

Sta	+	−	H.I.	Rod	Elev.
¼				4.9	173.6
C				4.2	174.2
¼				4.3	174.1
Curb				4.1	174.3
N. line				4.3	174.1
	Curb E. Side				
N. line				4.2	174.2
Curb				3.8	174.6
¼				3.6	174.8
C				3.8	174.6
¼				4.3	174.1
Curb				4.7	173.7
↑ 5'				5.3	173.1
S. line				8.3	170.1
	East line				
S. line				5.9	172.5
Curb				3.9	174.5
¼				3.3	175.1
C				3.0	175.4
¼				3.0	175.4
Curb				3.0	175.4
N. line				3.3	175.1

80 (CSA) 7/30/03

Memorandum for future use for Wagon Road for Titus & Barnes Bird rock Bridge near line P. Lots 1773 & 1782 thence Easterly 334 ft to Center Ry track

At proposed point for Bridge which is southerly from N. Bdy P.L. 1258 thence Easterly 644 ft to center Ry track

—— " —— " ——

B.M. Plug at N.E. Cor Blk 178 339.05

N.E. Cor Center & Ln 330.56

—— " —— " ——

10/2/03

1264' a point 4'5 Rt of Hub & 1½" x 1½" stk

1320 set Lath

1570' Center of Santa Fe R R

Angle 53°35' Lt

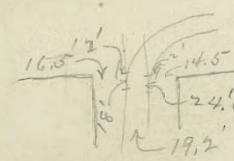
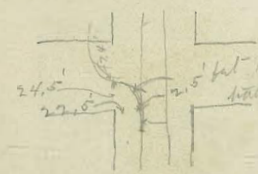
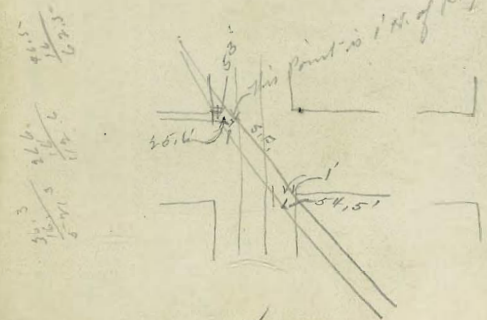
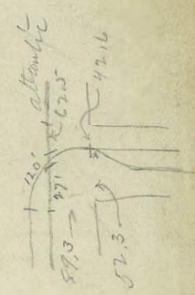
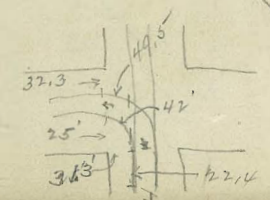
400
27
2800
800
10800
3
)32400 (1200
27
54

La Jolla

Spike in Tel hole near the S E Cor Conn & Grand Ave

Elv 108.51 B.M.

Spike in N gate post on Road

Elv 119.54 B.M.

37.98
10.78
48.76
1.54
D. St 47.22
12.29
59.51
0.40
59.11
12.44
71.55