

1164

COPY OF J. L. CARTER'S
FIELD NOTES

WAS

FIELD BOOK

No. 385

84.00
 5° 28'
 84.32
 N 70° 30' W
 82.30
 84.32
 167.02
 3150
 4.16702
 89.52
 8
 139.52
 99.52

Indexed

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INDEX

	pages
Xsec. Marine St. (Ladolla)	1-3
" Vistadel Mar "	4-5
" Pacific Pines Tract	6-32
" " " Lament St.	6-11
" " " Pacific Ave	12-14
" " " Oliver "	15-17
" " " Reed "	18-20
" " " Jewell St.	21-22
" " " Kendall "	23-25
" " " Shasta "	26
" " " Sequida "	27
" " " Alleys	28-31
" " " B.M. ^s	32
Collier Mt. View to Alexis	70
Levels City Gardens Road	60
Profile Culvert-Union-Thorne	68
" " Puterbaugh	67
" " Walnut-Kite	66
" " Horton-Upas	65
" " Upas-State	64
El Cerrito Hts No 2 high point	63

Xsec's of Marine St. from

B.M.	0.83	69.69	68.86
			10.36 59.33
	9.60	68.93	
B.M.		4.64	64.29
	4.42	68.71	
		6.59	62.12
	1.39	63.51	
B.M.		3.99	59.52
		10.94	52.57
	2.25	54.82	
B.M.		7.62	47.20
		4.33	50.49
	6.40	56.89	
B.M.		5.65	51.24
	10.04	61.28	

0+00	E. PL Olivetas		
+20	♀	"	"
+40	W	"	"
+70			
+120			

Olivetas West to Ocean 6/11/25

Brass plug, N.W. cor. Grarilla + La Jolla ^{Blvd}

Top of hydrant on St. running West from High School, 300' East of CHH

Plug in curb S.W. cor. Bellerederer + Monte Vista

Top of hydrant E. side of Fern Glen.

Nail in guy pole N.E. cor. Marine + Monte Vista

	South	♀	North
Top of curb at return	58.5 Elev. 1.8 Rod 2.0 Dist. out	59.7 1.6	59.5 1.8 2.0 Top of curb at return
	58.9 2.1 30	59.3 2.0	58.9 2.1 30
	59.1 2.2 30	58.8 2.5 2.0 Top curb	58.8 2.5 30
	57.7 3.6 30	57.5 3.8	57.6 3.7 30
	55.2 6.1 30	55.5 5.8	55.4 5.9 30

Marine St (cont.)

South ♀ North

61.28

1+70

$\frac{53.7}{7.6}$
30

$\frac{52.9}{8.7}$

$\frac{53.1}{8.2}$
30

2+20 E. P/L Monte Vista

$\frac{51.8}{9.0}$
30

$\frac{51.5}{9.8}$

$\frac{51.1}{9.9}$
30

T.P. 2.53 53.77 10.04 51.24

+70

♀

"

"

$\frac{51.2}{2.2}$
130

$\frac{50.9}{2.9}$
30

$\frac{51.0}{2.8}$

$\frac{46.8}{3}$

$\frac{51.0}{2.8}$

$\frac{51.0}{2.8}$

$\frac{49.1}{3.7}$
130

+60

W

"

"

1

$\frac{50.0}{3.5}$
33

$\frac{41.1}{12.7}$
30

$\frac{50.0}{3.8}$
18

$\frac{50.2}{3.6}$

$\frac{49.1}{4.7}$
8

$\frac{41.6}{12.2}$
9

$\frac{41.6}{12.2}$
11

$\frac{48.3}{5.5}$
18

+80

$\frac{48.0}{4.8}$
15

$\frac{43.8}{10.0}$
30

$\frac{48.8}{5.0}$
14

$\frac{49.0}{4.9}$

$\frac{49.0}{4.8}$

$\frac{38.9}{14.9}$
4

$\frac{38.8}{15.0}$
5

$\frac{48.8}{5.0}$
22

$\frac{49.2}{7.6}$
30

3+00

$\frac{44.1}{9.7}$
33

$\frac{35.1}{18.7}$
30

$\frac{37.6}{14.2}$
22

$\frac{44.8}{9.0}$
3

$\frac{42.5}{11.3}$

$\frac{41.6}{12.2}$
10

$\frac{48.4}{5.4}$
30

T.P. 0.90 42.59 12.08 41.69

+20

$\frac{37.3}{8.3}$
36

$\frac{33.1}{9.5}$
30

$\frac{30.1}{12.5}$
29

$\frac{35.0}{7.6}$
10

$\frac{26.8}{15.8}$
3

$\frac{34.8}{7.8}$

$\frac{39.1}{5.5}$
12

$\frac{40.7}{1.9}$
30

$\frac{47.4}{4.8}$
57

+36

$\frac{38.0}{9.0}$
30

$\frac{32.5}{10.1}$
22

$\frac{24.2}{18.2}$
180

$\frac{24.9}{15.2}$
13

$\frac{33.5}{9.1}$

$\frac{34.9}{7.7}$
30

$\frac{46.6}{4.0}$
64

+52

T.P. 1.59 32.18 12.00 30.59

$\frac{31.8}{10.8}$
30

$\frac{39.2}{3.4}$
18

3+52 (cont.)

$\frac{29.2}{3.0}$
30

$\frac{33.2}{4.0}$
24

$\frac{23.4}{8.8}$
12

$\frac{23.4}{8.8}$

3+58

$\frac{27.2}{5.0}$
30

$\frac{22.8}{9.4}$

$\frac{22.6}{9.6}$
16

$\frac{25.5}{3.7}$
20

$\frac{25.3}{2.9}$
30

$\frac{28.0}{7.2}$
80

+70

$\frac{34.3}{4.1}$
30

$\frac{33.2}{4.0}$
17

$\frac{22.6}{9.6}$

$\frac{22.4}{9.8}$
18

$\frac{28.0}{4.2}$
30

$\frac{28.8}{4.2}$
80

Marine St. (cont.)

32.18

3+86 Garage 36' South
T.P. 0.46 29.30 33.1 28.84

+0.2

+20

+40

+70 E P/L Vista Del Mar

5+20 W P/L " " "

+70

T.P. 0.03 18.86 10.47 18.83

6+05

+34

+46

T.P. 10.56 22.39 0.03 18.83

B.M. 5.47 23.92

South & North

3

con. floor garage
 $\frac{31.0}{7.2}$ $\frac{29.9}{2.3}$ $\frac{27.0}{8.2}$ $\frac{21.0}{11.2}$ $\frac{27.9}{7.3}$ $\frac{27.8}{4.4}$
 $\frac{36}{30}$ $\frac{10}{30}$ $\frac{11}{30}$ $\frac{30}{30}$ $\frac{80}{30}$

$\frac{31.1}{7.5}$ $\frac{29.3}{0.0}$ $\frac{28.0}{7.3}$ $\frac{19.9}{9.7}$ $\frac{19.6}{9.7}$ $\frac{26.1}{3.2}$ $\frac{25.8}{3.5}$
 $\frac{30}{30}$ $\frac{21}{30}$ $\frac{12}{30}$ $\frac{30}{30}$ $\frac{46}{30}$ $\frac{60}{30}$

$\frac{32.2}{7.2}$ $\frac{27.8}{1.5}$ $\frac{26.5}{2.8}$ $\frac{25.6}{3.7}$ $\frac{24.9}{4.7}$
 $\frac{30}{30}$ $\frac{15}{30}$ $\frac{30}{30}$ $\frac{60}{30}$

con. floor garage
 $\frac{25.8}{3.5}$ $\frac{25.0}{4.3}$ $\frac{24.5}{4.8}$
 $\frac{30}{30}$ $\frac{30}{30}$

$\frac{26.6}{2.7}$ $\frac{23.9}{5.7}$ $\frac{22.8}{6.5}$
 $\frac{30}{30}$ $\frac{30}{30}$

$\frac{25.0}{4.3}$ $\frac{21.4}{7.9}$ $\frac{19.2}{10.1}$ $\frac{19.3}{10.0}$
 $\frac{30}{30}$ $\frac{30}{30}$ $\frac{50}{30}$

$\frac{23.3}{6.0}$ $\frac{21.7}{7.6}$ $\frac{15.6}{13.7}$ $\frac{18.8}{10.5}$
 $\frac{30}{30}$ $\frac{30}{30}$ $\frac{50}{30}$

$\frac{22.3}{13.7}$ $\frac{19.7}{40.8}$ $\frac{14.9}{4.0}$
 $\frac{30}{30}$ $\frac{30}{30}$

$\frac{21.2}{7.3}$ $\frac{15.1}{3.8}$ $\frac{4.1}{14.5}$
 $\frac{30}{30}$ $\frac{30}{30}$ $\frac{30 \text{ on beach}}{30}$

$\frac{9.3}{14.6}$ $\frac{4.3}{14.6}$ $\frac{3.7}{15.2}$
 $\frac{30}{30}$ $\frac{30}{30}$ $\frac{30}{30}$

on Beach

Nail in post pole S.W. cor. Marine + Vista del Mar

Vista del Mar (cont.)

31.64

4+00

+50

+70

+75 S.P./ Golden Vista St.

T.P. 569 36.13 120 30.14

4+90

+94

5+34 Bot. of arroyo

+65

Note Series of arroyos as
last extending for approx
400' N. to beach.

West

±

East 5'

22.5

22.6

19.8
11.8

19.7
11.9

19.9
11.7

21.7
9.9

22.4
9.2

23.4
8.2

22.3
9.3

22.8
8.8

24.0
7.6

28.4
3.2

31.6
0.0

31.1
0.5

24.8
11.3

29.6
6.5
16

30.8
5.3

33.5
2.6

22.6
13.5

21.1
15.0

21.7
14.4

9.3
26.8

10.6
25.5

16.7
19.4

27.2
8.9

29.6
6.5

31.8
4.3

Xsec's Lamont St.

BM. 120 6709 65.89

0-40 \neq Garnet

0+00 S P/L "

+50

1

+25 N. L. Alley

+45 S. L. "

2+45

+70 NP/L Hornblend

+90 N. curb "

3+10 \neq "

+30 S curb "

+50 S P/L "

(Pacific Pines)

6

East \neq West

40' 20' 20' 40'

Brass plug in curb S.W. cor. Lamont & Garnet

66.4
0.7

66.2 65.9 65.7 65.9 66.1
0.9 1.2 curb 1.4 1.2 curb 1.0

64.8 64.6 64.5 64.5 64.8
2.3 2.5 " 2.6 2.6 " 2.3

63.5 63.2 63.2 63.2 63.6
3.6 3.9 " 3.9 3.9 " 3.5

62.9 62.6 62.5 62.6 62.8
4.2 curb 4.5 4.6 4.5 curb 4.3

62.2 62.0 62.1 62.0 62.3
4.7 5.1 curb 5.0 5.1 curb 4.8

60.9 60.3 60.3 60.3 60.8
6.2 6.8 " 6.8 6.8 " 6.5

60.2 59.9 59.9 59.8 60.1
6.9 7.2 " 7.2 7.3 " 7.0

59.7 59.8
7.4 curb 7.3 curb

59.7 59.7 59.7
7.4 7.4 7.4

59.9 59.9
7.2 curb curb 7.2

60.2 59.9 59.6 59.9 61.2
6.9 7.2 7.5 7.2 5.9

Lament St. (cont.)

TP. 0.98 60.37 7.20 59.89

+100

+50

+75 N.L. Alley

+95 S.L. "

5-

+50

6

+20 N.P./L Grand

+33.6 N. curb (on skew) meas. at W.P./L.

B.M. 2.91 53.29 9.99 50.38

6+50

7

+23.75 (40' W) S. curb 4.5 48.8

+43.75 (20' W) W. " 4.5 48.8

7

East		±	West	
40'	20'		20'	40'

58.2	57.7	57.8	57.9	57.2
2.2	2.7 curb	2.6	2.5 curb	3.2

56.2	55.8	56.2	56.3	56.1
4.2	7.6 "	4.2	4.1 "	4.3

55.0	54.7	55.2	55.4	55.7
5.7	5.7 "	5.2	5.0 "	4.7

54.3	53.7	54.4	54.6	54.9
6.1	6.7 "	6.0	6.8 "	5.5

54.0	53.5	54.2	54.5	53.7
6.7	6.9 "	6.2	5.9 "	5.7

51.8	51.5	52.5	52.6	52.8
8.6	8.9 " end of curb	7.9	7.8 "	7.6

50.0	49.8	50.8	50.8	51.0
10.7	10.6	9.6	9.6 "	9.7

49.6		50.3	50.4	50.5
10.8		10.1	10.0 "	9.9

49.5		50.1		50.7
10.9 curb		10.3		10.0

Brass plug N.W. cor. Grand + Lament

49.4		49.9		49.5
3.9		3.7		3.8

48.5		49.1		48.6
4.8		4.2		4.7

End of curb at return

Lamont St. (cont.)

5329

7+50

8

+50

+70

N.L. alley

+90

S.L. "

9

+50

10

T.P. 3.22 45.66 10.85 42.14

10+15

N.L. Thomas

+55

~~φ~~ "

+95

SP/L "

11+50

East ~~φ~~

West

8

40'

40'

47.0
6.3

48.2
5.1

49.4
3.9

45.6
7.7

46.6
6.7

47.5
5.8

44.3
9.0

45.2
8.1

45.0
7.7

43.8
9.5

44.7
8.6

46.0
7.3

43.4
9.9

44.4
8.9

45.9
7.4

43.1
10.2

44.1
9.2

45.8
7.5

42.4
10.9

43.2
10.1

45.3
8.0

41.7
11.6

42.1
11.2

44.4
8.9

41.6
4.1

42.0
3.7

44.2
1.5

40.6
5.1

41.4
4.3

43.1
2.6

40.2
5.0

41.0
4.7

43.5
2.2

39.7
6.0

40.9
4.8

42.4
3.3

Lamont St. (cont.)

4566

12+00
 7+5
 +20 N.L. alley
 8
 +40 S.L. "
 +5
 +50
 +7
 13
 +5
 +50
 9 T.P. 6.83 46.31 6.18 39.48
 13+65 NP/L Reed
 +5
 14+05 "
 10
 T.P. +45 S.P/L "
 10+
 15
 +3 B.M. 343 42.88
 15+50
 +5
 +79.5 N.L. alley
 11+
 +95.5 S.L. "

East 4 West 9

40'
 39.0 40.7 42.3
 6.7 5.0 3.4
 39.0 40.5 41.6
 6.7 5.2 4.1
 38.7 40.5 42.3
 7.0 5.2 3.4
 38.9 40.4 42.4
 6.8 5.3 3.3
 38.7 40.2 42.0
 7.0 5.5 3.7
 38.5 40.0 41.9
 7.2 5.7 3.8
 39.1 39.7 41.4
 7.2 6.6 4.9
 38.9 40.0 40.5
 7.4 6.3 5.8
 38.5 40.5 41.5
 6.8 5.8 4.8
 40.0 41.1 41.5
 6.3 5.2 4.8
 Top hydrant S.E. cor. Lamont + Reed.
 40.6 41.3 41.5
 5.7 5.0 4.9
 40.8 41.2 41.5
 5.5 5.1 4.8
 40.6 41.0 41.5
 5.7 5.3 4.8

Lamont St. (cont.)

4631

16+50

17

+29.9 N P/L Oliver

TP 346 4344 633 39.98

17+54.9 ♀ Oliver

+79.9 S P/L Oliver

18

+50

+99 N.L. alley

19+15 S.L.

+50

20

+36.8 N P/L Pacific

TP 626 4131 839 35.05

East

40'

40.6
5.7

40.1
6.2

40.3
6.0

40.0
3.7

39.8
3.6

39.5
4.0

38.8
4.7

38.1
5.0

37.2
5.7

37.2
6.2

34.9
8.5

34.8
9.1

♀

40.7
5.7

40.4
5.9

40.1
6.2

39.9
3.5

39.7
3.7

39.5
3.9

38.7
4.8

37.6
5.8

37.3
6.1

36.7
6.7

35.6
7.8

35.2
8.2

West

40'

40.5
5.8

40.7
6.7

40.7
5.7

40.4
3.0

40.1
3.0

39.9
3.5

39.2
4.3

38.6
4.8

38.3
5.1

37.2
6.2

36.0
7.9

35.1
8.3

10

Lamont (cont.)

20+77.3 4131
♀ Pacific

21+17.8 SP/L "

B.M. 580 3551

East ♀ West "

<u>40'</u>		<u>40'</u>
33.2	31.2	33.6
8.1	7.1	7.8

32.4	33.3	32.9
8.9	8.0	8.4

Top of pipe N.W. cor. Pacific + Lamont

Xsec. Pacific Ave

B.M.	5-80	41.31		35.51
0+00	W.L. Lamont			
+50				
1				
+50				
2				
+50				
TP.	10.67	50.74	12.7	40.07
3+00				
+50				
4				
+50				
5	E.P./L Kendall			
+10				

South ϕ North ¹²
40.5 40.5

Top pipe	N.W. cor	Lamont + Pacific
32.9 8.4	33.6 7.8	35.1 8.3
33.8 7.5	34.0 7.3	35.4 5.9
34.6 6.7	34.7 6.6	36.1 5.2
35.4 5.9	36.1 5.2	37.0 4.3
36.8 4.5	37.3 4.0	38.4 2.9
39.3 2.0	39.0 2.3	40.0 1.3
40.8 9.9	40.9 9.8	41.6 9.1
42.7 8.1	42.9 7.8	43.3 7.4
44.1 6.3	44.7 6.0	44.8 5.9
45.6 5.2	45.8 4.9	46.1 4.6
46.7 4.0	46.8 3.9	47.0 3.7
45.3 5.4	44.7 6.0	45.5 5.2

Pacific (cont.)

5011

5+40 ~~♀~~ Kendall
 +80 W.P.H. "
 B.M. 9.86 56.74 3.86 46.88

6

+08

+56

7

+50

8

+50

9

+50

10

+50

South30.5

$$\begin{array}{r} 41.5 \\ 6.2 \\ \hline 49.5 \end{array}$$

44.7

6.0

45.1

5.0

45.1

11.6

48.0

8.7

48.5

8.2

48.9

6.8

50.8

5.9

51.7

5.0

52.5

4.2

53.1

3.6

52.3

4.4

51.0

5.7

49.2

7.5

44.9

5.8

44.6

6.1

44.1

12.6

48.1

8.6

48.5

8.2

48.8

6.9

50.3

6.7

51.1

5.6

52.0

4.7

52.3

4.4

51.8

4.9

50.6

6.1

48.9

7.8

North

13

30.5

45.2

5.5

45.6

5.1

44.7

12.0

49.1

7.6

48.0

8.7

48.9

7.8

49.9

6.8

50.7

6.0

51.5

5.2

51.8

4.9

51.5

5.2

50.5

6.2

49.0

7.7

Top pipe NW cor Kendall + Pacific

Pacific (cont.)

56.74

10+80

B.M. 2.14 50.87 8.01 48.73

11+20

11+60 End Pacific at W side Jewel
80'S = S.P.H. Pacific Fortuna

12+00

+50

13

+50

14

+50

South

30.5

47.9
8.8

46.4
4.5

45.7

5.8

80

Park

40'

44.9
6.5

43.3
7.6

43.0
7.9

43.0
7.9

43.6
7.3

43.4
7.5

4

47.7
9.0

46.3
4.6

45.8

5.1

44.5
6.1

43.5
7.7

43.3
7.6

43.5
7.7

43.4
7.7

43.7
7.2

North

30.5

47.9
8.8

46.4
4.5

46.1

4.8

40'

44.8
6.3

43.8
7.1

43.4
7.5

43.5
7.7

43.6
7.3

44.0
6.9

19

Top pipe N.E. cor Pacific Jewel

Xsec. Oliver Ave

BM. 690 48.15 41.25
 0+00 W. P/L Lamont

+50

1

+50

2

+50

3

+50

4

+50

T.P. 657 54.47 0.25 47.90

5 E P/L Kendall

BM 549 48.98

South & North ¹⁵
22.5 22.5

Top pipe S.W. cor Lamont + Oliver

40.5 40.5 40.9
 7.7 7.7 7.3

40.8 41.1 41.2
 7.4 7.1 7.0

41.2 41.6 41.7
 7.0 6.6 6.5

41.4 41.9 41.8
 6.8 6.3 6.4

41.9 42.1 42.3
 6.3 6.1 5.9

42.7 42.8 42.7
 5.5 5.4 5.5

43.7 43.3 43.1
 4.5 4.9 5.1

44.1 43.9 43.7
 4.1 4.3 4.5

44.7 45.0 44.9
 3.5 3.2 3.3

47.0 46.5 46.0
 1.2 1.7 2.2

48.2 48.5 48.3
 6.3 6.0 6.2

Pipe S.E. cor Oliver + Kendall

Oliver (cont.)

5447
 5440 ~~W.P./L~~ Kendall
 +80 W.P./L "
 6
 +50
 7
 +50
 8
 +50
 9
 T.P. 778 60.07 2.18 52.29
 9 +50
 10
 +50

South ²⁵⁰⁹

d

North

16

South	d	North
22.5 17.3 7.2	17.4 7.1	22.5 17.6 6.9
18.8 5.7	18.4 6.1	18.8 5.7
18.2 6.3	18.5 6.0	18.7 5.8
17.9 6.6	18.5 6.0	18.7 5.8
18.1 6.1	18.9 5.6	19.1 5.4
19.2 5.3	19.6 4.9	19.8 4.7
50.1 4.4	50.8 3.7	50.8 3.7
51.6 2.9	52.0 2.5	52.3 2.2
52.7 1.8	53.2 1.3	53.4 1.1
53.9 6.2	54.3 5.8	54.5 5.6
54.0 6.1	54.7 5.4	54.9 5.2
53.7 6.4	54.3 5.8	54.6 5.5

Oliver (cont.)

6007
 10+80 E P/L Jewel
 11+20 ~~✓~~ "
 +60 W P/L
 B.M. 601 54.06

South

North

17

<u>22.5</u>		<u>22.5</u>
53.4	54.2	54.6
6.7	5.9	5.5
52.7	53.3	53.8
7.4	6.8	6.3
51.8	52.4	52.8
8.3	7.7	7.3

Pipe S.E. cor Oliver + Jewel

Xsec. Reed Ave.

B.M. 4.90 42.78 42.88
0+00 W.P.L. Lamont

+50

1

+50

2

+50

3

+50

4

T.P. 883 56.03 0.58 47.20

+50

5

E.P./L Kendall

B.M.

4.65 51.38

South ~~4~~ North ¹⁵
40' 40'

Top hydrant S.E. cor. Lamont + Reed

41.5 40.4 41.5
6.3 7.1 6.3

42.2 41.7 42.7
5.6 6.1 5.1

42.6 43.1 43.2
5.2 7.7 4.6

42.8 43.4 43.6
5.0 7.1 7.2

43.2 43.7 44.0
7.6 4.1 3.8

43.9 44.2 44.8
3.9 3.6 3.0

44.9 45.3 45.4
2.9 2.5 2.7

45.9 46.1 46.3
1.9 1.7 1.5

47.1 47.6 47.7
0.7 0.2 0.1

48.1 49.0 49.1
7.9 7.0 6.9

50.6 50.4 50.6
5.4 5.6 5.7

Pipe S.E. cor. Kendall + Reed

Reed (cont.)

5603

5740 ± Kendall

+80 W.P/L "

6

+50

7

+50

8

3 T.P. 10.95 6530 1.18 54.85

8+50

9

+50

10

+50

+80 E.P/L Jewell

South

±

North

19

40.1
19.8
6.2

50.4
5.6

40.1
54.0
5.0

51.2
4.8

51.2
4.8

51.9
4.1
3.9

20 end of cars
at return

52.0
4.0

52.4
3.6

52.9
3.1

52.6
3.4

53.0
3.0

53.6
2.4

52.8
3.2

53.5
2.5

53.9
2.1

53.3
2.7

54.0
2.0

54.7
1.3

54.4
1.6

55.0
1.0

55.4
0.6

56.1
9.2

56.6
8.7

56.6
8.7

56.9
8.4

58.1
7.2

58.3
7.6

58.3
7.0

59.3
6.0

59.4
5.9

59.1
6.2

60.1
5.2

60.2
5.1

59.6
5.7

60.1
5.2

60.6
4.7

59.8
5.5

60.1
5.2

60.3
5.0

Reed (cont.)

65.30

11+20 ♀ Jewell

+60 WP/L "

12

+50

13

T.P. 2.04 56.02 11.32 53.98

13+50

14

T.P. 3.80 48.22 11.60 44.92

14+50

15

+50

South40'58.9
6.158.3
7.056.5
8.852.0
9.355.0
10.352.0
4.049.0
7.045.7
2.542.9
5.341.7
6.5

♀

59.5
5.859.1
6.257.9
7.156.3
9.054.5
10.852.2
5.845.3
10.342.9
5.341.4
6.842.5
5.7North40'59.9
5.159.2
6.158.1
7.256.1
9.253.0
12.346.5
9.542.9
13.140.8
7.440.1
8.140.5
7.7

20

Xsec Jewell St.
 South from pt. 120 N. of Reed

BM. 182 62.48 60.66

0+00

+5-0

1

+20 N. P. L. Reed

2

S " "

+5-0

3

+34.5 N.L. alley

+50.5 S.L. "

4

+5-0

+85 N.L. Oliver

East \pm West 21
 40' 40'

Pipe S.E. cor. Jewell & Reed

60.0 59.3 57.5
 2.3 3.2 6.0

60.5 59.7 58.6
 2.0 2.8 3.9

60.5 60.1 59.1
 2.0 2.1 3.1

60.4 60.0 59.2
 2.1 2.5 3.3

59.8 58.9 58.3
 2.7 3.6 4.2

58.5 57.8 57.2
 4.0 4.7 5.3

57.8 57.1 56.5
 4.7 5.1 6.0

57.5 56.5 55.9
 5.0 6.0 6.6

57.0 56.1 55.9
 5.5 6.4 6.6

56.4 55.5 54.6
 6.1 7.0 7.7

55.1 54.6 54.1
 7.4 7.9 8.4

54.6 53.8 52.8
 7.9 8.7 9.7

Jewell (cont.)

62.98
 5735 S.L. Oliver
 T.P. 121 55.25 8.44 57.04
 57350

6

+60 N.L. Alley

+76 S.L. "

7

+50

8+04.6 N.L. Paertie
 B.M. 652 48.23

East
40'

±

West
40'

22

53.4
9.152.7
9.851.8
10.753.1
2.252.3
3.051.5
3.852.0
3.351.2
4.150.5
4.850.8
4.549.8
5.549.5
6.050.5
4.849.5
5.848.9
6.449.9
5.449.0
6.348.1
7.249.1
6.247.9
7.146.9
8.147.9
7.446.6
8.746.1
9.2

Pipe N.E. cor. Jewell + Paertie

Xsec. Kendall St.

B.M. 488 56.26 51.38

0+00 SP/L Thomas

+50

1.

+25 N.L. Alley

+45 S.L. "

2

+50

+70 N.P./L Reed

3 +50 SP/L "

4

+50

+845 N.L. Alley

East & West 23

40' 20' 20' 40'

Pipe S.E. cor Reed + Kendall

51.2 53.9 53.4 51.9 55.2
2.1 2.1 curb 2.9 1.4 curb 1.1

53.6 53.5 53.0 54.4 54.5
2.7 2.8 " 3.3 1.9 " 1.8

53.2 53.0 52.7 53.9 54.1
3.1 3.3 " 3.6 2.4 " 2.2

52.8 52.6 52.6 53.6 53.8
3.5 3.7 end of curb 3.7 2.7 " 2.5

52.4 52.4 53.4 53.6
3.9 3.9 2.9 " 2.7

51.7 52.2 52.7 53.0
4.6 4.1 3.6 " 3.3

51.2 51.3 52.2 52.5
5.1 5.0 7.1 " 3.8

50.6 51.1 52.0 52.1
5.7 5.2 7.3 " 4.2

50.6 49.8 51.8
5.7 6.5 6.0

50.0 49.7 51.2
6.3 6.6 5.1

49.5 48.9 50.6
6.8 7.4 5.7

49.5 48.9 50.2
6.9 7.4 6.1

Kendall (cont.)

56.26
 5+00.5 S.L. Alley
 T.P. 3.60 52.78 7.08 49.18
 +50

6

+35 NP/L Oliver

+85 SP/L

7+50.

8+10 N.L. Alley (on West.)

+26 S.L. " " "

+50

9

+578 NP/L Pacific (on Wi.)

T.P. 2.36 49.28 5.86 46.92

10

+37 Jog in Kendall St

40'	East	±	West
49.2 7.1		48.7 7.6	50.0 6.3
49.0 3.8		48.3 7.5	48.9 3.9
48.4 7.1		47.8 5.0	48.8 7.0
48.3 7.5		47.7 5.1	48.8 4.0
48.3 4.5		47.3 5.5	48.8 7.0
47.9 4.9		47.1 5.7	48.1 4.7
47.6 5.2		47.1 5.7	47.4 5.7
47.5 5.3		46.9 5.9	46.9 5.9
47.2 5.6		46.4 6.4	46.6 6.2
47.9 4.9	46.0 6.8 35	45.8 7.0	46.1 6.7
47.1 5.7	45.5 7.3 35	45.5 7.3	45.8 7.0
46.9 2.4	44.4 7.9 35	44.6 4.7	44.9 4.7
46.9 2.1	45.3 4.0 35	44.4 7.9	45.3 4.0

Kendall (cont.)

1928

10 + 97.3 Beginning of curb on West

11 + 50

12

+ 50

13

+ 50 N P/L Chico (approx.)

East	±	West	
		20'	70'
45.0 4.3	41.6 4.7	45.3 4.0 curb	45.1 3.8
44.2 5.1	41.0 5.3	44.2 5.1 "	44.5 4.8
42.9 6.4	42.9 6.4	43.1 6.2 "	43.3 6.0
41.6 7.7	41.6 7.7	41.8 7.5 "	41.9 7.4
40.5 8.8	40.2 9.1	40.6 8.7 "	40.9 8.4
39.3 10.0	39.3 10.0	39.5 9.8 "	39.8 9.5

Profile Shasta St. South from Pacific (cont)

26

B.M. 830 57.03 48.73

0+00 S/P Pacific Ave.

+50

+80 Beginning of graded portion

1

+50

2

+50

3

+37 N/P Chico (Approx.)

±

Pipe N.E. cor. Pacific & Jewett

52.6

1.1

52.8

1.2

50.0

7.0

49.6

7.1

49.5

7.5

49.1

7.2

48.7

8.3

48.3

8.7

47.9

9.1

Profile Seguida St South from Pacific Ave. (cont) 27

B.M. 10.55 46.06 35.51
0+00 S P/L Pacific Ave

+50

1

+50

2

+50

3

+10

Pipe N.W. cor Pacific + Lament

39.5
6.6

38.2
7.9

37.0
9.1

35.9
10.2

34.6
11.5

33.6
12.5

33.1
13.0

32.3
13.8

Profile Alley between

Oliver + Reed

B.M. 4.52 47.40 42.88

0+00 W.P/L Lamont

+50

1

+50

2

+50

3

+50

4

+50

T.P. 9.72 55.94 1.18 46.22

5 E.P/L Kendall

+40

⊘

||

⊘

Top of hydrant Reed + Lamont

41.5
5.9

41.7
5.7

42.3
5.1

42.3
5.1

42.4
5.0

42.4
5.0

42.7
4.7

43.5
3.9

45.0
2.4

46.8
0.6

49.2
6.7

49.0
6.9

Alley bet. Oliver + Reed (cont)

5594

5+80 WP/L Kendall

~~50.3~~
50.3
5.650.3
5.650.8
5.151.0
4.951.8
4.152.9
3.054.0
1.955.3
0.656.7
5.757.4
5.057.3
5.157.3
5.156.3
6.1

6

+50

7

+50

8

+50

9

T.P. 7.92 62.42 084 5510

+50

10

+50

5

+80 EP/L Jewett

11+20

φ

"

Profile Alley between

B.M. 628 47.53 41.25

0+00 WP/L Lamont

+50

1

+50

2

+50

3

+50

4

T.P. 743 53.25 1.71 45.82

+50

5

EP/L Kendall

+40

⊕

11

Pacific + Oliver

30

⊕

Pipe S.W. cor. Lamont + Oliver

37.8
9.7

38.7
8.8

39.2
8.3

40.1
7.4

41.1
6.4

42.3
5.3

43.1
4.4

44.2
3.3

45.3
2.2

46.9
6.4

47.6
5.7

48.6
6.7

Alley bet. Pacific & Oliver (cont.)

31

53.25
5780 W.P./L Kendall

6

+50
B.M. 8.50 55.38 46.88

7

+50

8

+50

9

+50

10

+50

+80 E.P./L Jewell

11+20

⊕

⊕
47.5
5.8

47.9
5.1

47.8
5.5

Pipe N. W. cor. Kendall & Pacific
48.0
7.1

48.1
7.0

49.3
6.1

50.2
5.2

51.1
4.3

51.7
3.7

51.6
3.8

51.1
4.3

50.6
4.8

49.7
5.7

Bench Marks - PacificPines Tract

32

						Elev.
B.M.	Brass plug in curb	S.W.	cor	Lamont + Garnet		65.89
"	" " " "	N.W.	"	" " Grand		50.38
"	Top of hydrant	S.E.	"	" " Reed		42.88
"	" " Pipe	S.W.	"	" " Oliver		41.25
"	" " " "	N.W.	"	" " Pacific		35.51
"	" " " "	" "	"	Kendall " "		46.88
"	" " " "	N.E.	"	Jewell " "		48.73
"	" " " "	S.E.	"	Oliver + Kendall		48.92
"	" " " "	" "	"	" " Jewell		54.06
"	" " " "	" "	"	Reed " Kendall		51.35
"	" " " "	" "	"	" " Jewell		60.56

Cross Sections at La Jolla Crest
Oct. 5/1926

33

	+	H.I.	-	Elev.
B.M.				68.86
T.P.	7.49	76.35	0.64	75.71
T.P.	7.45	83.16	6.18	76.98
B.M.	7.84	79.84	7.38	72.44
T.P.			1.99	77.83

spike in
Tel. Pole
at S.E. Cor
Pushville
La Jolla Blvd

La Jolla Blvd

N.W. Cor. Gravilla and La Jolla Blvd.

	+	H.I.	-	Elev.
		76.35	0.56	75.79
	7.37	83.16	6.50	76.66
	3.16	79.84		

	+	H.I.	-	Elev.
0+00	W 1/2	1.06	78.89	8.2 70.7
	C			8.6 70.3
	1/4			8.5 70.4
	E			8.4 70.5
	1/4			8.5 70.4
	C			7.7 71.2
	E 1/2			6.3 72.6

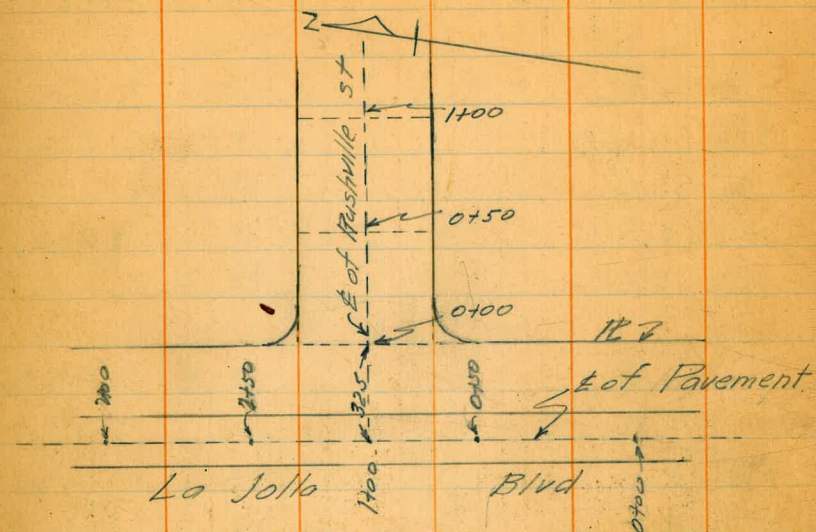
0+50	W 1/2			8.1 70.8
	C			9.1 69.8
	1/4			8.9 70.0
	E			8.8 70.1
	1/4			8.9 70.0
	C			11.3 67.6
	E 1/2			5.9 73.0

	T	HI	-	Elev
1+00	W	78.89	9.0	69.9
	C		9.5	69.4
	1/4		9.2	69.7
	2		9.1	69.8
	1/4		9.2	69.7
	C		8.0	70.9
	E		7.1	71.8

1+50	W		9.8	69.1
	C		9.9	69.0
	1/4		9.7	69.2
	E		9.6	69.3
	1/4		9.6	69.3
	C		8.1	70.8
	E		7.5	71.4

2+00	W		9.9	69.0
	C		10.3	68.6
	1/4		10.0	68.9
	E		9.9	69.0
	1/4		10.0	68.9
	C		9.3	69.6
	E		8.1	70.8

Cross Sections at La Jolla Crest.
 Oct. 6, 1926. T.J. Allen



Sta		H.I.	-	Elev
0+00	15' out	78.89	7.4	71.5
	10' out		7.4	71.7
	5' out		7.1	71.8
	N/R		7.0	71.9
	Curb		7.0	71.9
	1/4		7.1	71.8
	E		7.1	71.8
	1/4		6.8	72.1
	C		6.3	72.6
	5' R		6.2	72.6
	5' out		6.1	72.8
	10' out		6.1	72.8
15' out	6.1	72.8		
0+15	N/R		4.5	74.4
	C		5.6	73.3
	1/4		5.6	73.3
	E		5.7	73.2
	1/4		5.6	73.3
	C		5.1	73.8
5' R	4.5	74.4		

Sta		+	H.I.	-	Elev
0+50	N/E		78.89	3.1	75.8
	C			3.7	75.2
	1/4			3.4	75.5
	E			3.2	75.7
	1/4			3.3	75.6
	C			3.5	75.4
	S/E			3.2	75.7

1+0	N/E			1.1	77.8
	C			1.3	77.6
	1/4			1.1	77.8
	E			0.9	78.0
	1/4			1.1	77.8
	C			1.4	77.5
	S/E			1.3	77.6

T.P.		+	H.I.	-	Elev
1+50	N/E	13.11	90.94	10.8	80.1
	C			11.1	79.8
	1/4			10.9	80.0
	E			10.6	80.3
	1/4			10.6	80.3
	C			10.8	80.1
	S/E			10.7	80.2

Sta		+	H.I.	-	Elev
2+0	N/E		90.94	7.9	83.0
	C			8.1	82.8
	1/4			8.2	82.7
	E			8.0	82.9
	1/4			8.0	82.9
	C			8.3	82.6
	S/E			8.2	82.7

2+50	N/E			5.8	85.1
	C			6.0	84.9
	1/4			5.9	85.0
	E			5.8	85.1
	1/4			5.8	85.1
	C			6.0	84.9
	S/E			5.8	85.1

3+0	N/E			3.6	87.3
	C			3.7	87.2
	1/4			3.7	87.2
	E			3.6	87.3
	1/4			3.7	87.2
	C			3.7	87.2
	S/E			3.8	87.1

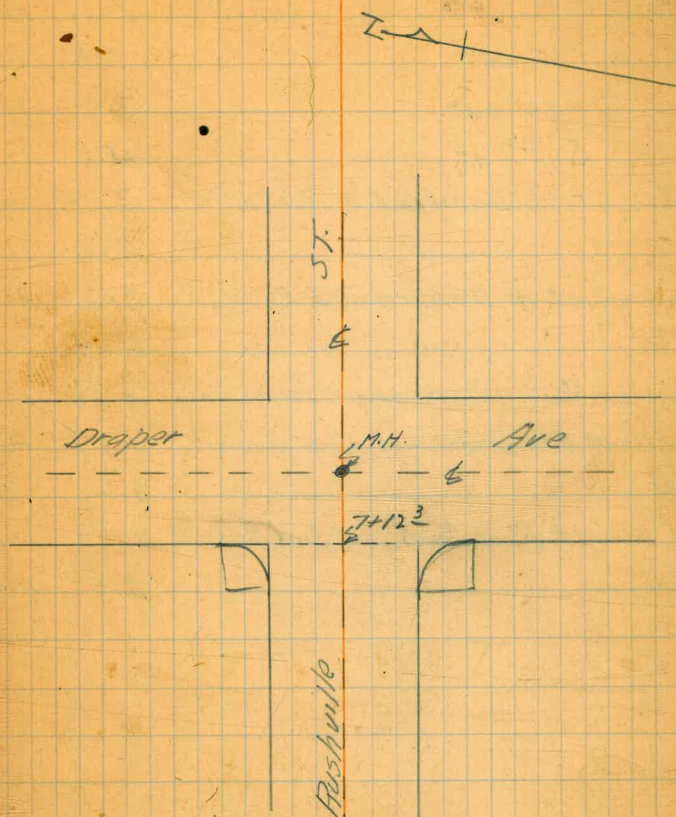
Sta		+	H.I.	-	ELEV
3+50	N/P		90.94	1.8	89.1
	C			1.9	89.0
	1/4			1.8	89.1
	E			1.7	89.2
	1/4			1.6	89.3
	C			1.7	89.2
	S/P			1.7	89.2
T.P.				1.08	89.86
4+0	N/P	11.9	101.78	10.3	91.5
	C			10.4	91.4
	1/4			10.5	91.3
	E			10.3	91.5
	1/4			10.2	91.6
	C			10.3	91.5
	S/P			10.4	91.4
4+50	N/P			7.7	94.1
	C			7.7	94.1
	1/4			7.8	94.0
	E			7.6	94.2
	1/4			7.6	94.2
	C			7.5	94.3
	S/P			7.4	94.4

Sta		+	H.I.	-	ELEV
5+0	N/P		101.78	4.4	97.4
	C			4.3	97.5
	1/4			4.9	96.9
	E			4.9	96.9
	1/4			4.9	96.9
	C			4.8	97.0
	S/P			4.7	97.1
5+50	N/P			2.2	99.6
	C			1.9	99.9
	1/4			2.6	99.2
	E			2.5	99.3
	1/4			2.4	99.4
	C			2.4	99.4
	S/P			2.3	99.5
6+0	N/P			+ 0.3	101.5
	C			+ 0.3	101.5
	1/4			0.7	101.1
	E			0.5	101.3
	1/4			0.4	101.4
	C			0.6	101.2
	S/P			0.8	101.0
T.P.			101.78	0.76	101.02

		+	H 1	-	Elev
6+50	N FL	7.3	108.34	3.8	104.5
	C			3.7	104.6
	1/4			5.4	102.9
	E			5.3	103.0
	1/4			5.3	103.0
	C			5.5	102.8
	S FL			5.7	102.6

6+97 ³	N FL			4.3	106.0
	C			4.7	105.6
	1/4			4.0	104.3
	E			4.1	104.2
	1/4			4.3	104.0
	C			4.4	103.9
	S FL			4.5	103.8

7+12 ³	N 15' out			4.4	105.9
	10			4.6	105.7
	S			4.7	105.6
	FL			4.9	105.4
	C (top)			3.03	105.31
	1/4			3.9	104.4
	E			4.0	104.3
	1/4			4.1	104.2
	C (top)			3.51	104.83



	+	H1	-	Elev
7+1 ³	FL	108.34	3.8	104.5
	5' out		3.8	104.5
	10' out		3.9	104.4
	S 15' out		4.1	104.2
Curb turn at W Draper and N Rushville				3.14 105.20
Gutter " " " " "				3.8 104.5
Curb turn at W Draper and S Rushville				3.66 104.68
Gutter " " " " "				4.4 103.9
Manhole E's Draper + Rushville				2.86 105.48
Curb turn at E of Draper and N of Rushville				2.17 106.17
Gutter " " " " "				3.2 105.1
Curb turn at E of Draper and S of Rushville				4.80 105.50
Gutter " " " " "				3.6 104.74

Oct 11, 1926

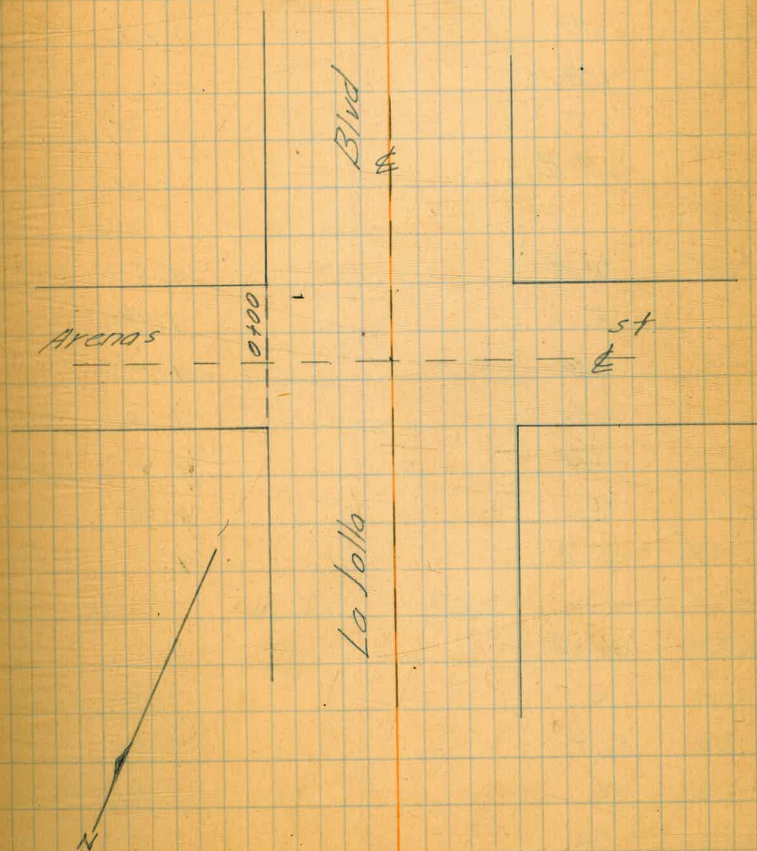
T.J. Allen

40

Cross sections of La Jolla Crest.

Sta		+	H.I.	-	Elev
BM.					72.44
	La Jolla Blvd				
50' S.	E Pav	9.56	82.00	13.3	687
	1/4			13.4	686
	C			13.0	690
	E H			12.3	697
E Arenas					
	E Pav			13.9	681
	1/4			14.0	680
	C			13.8	682
	E H			12.6	694
50' N	E Pav			14.0	680
	1/4			14.1	679
	C			13.9	681
	E H			13.0	680

S.E. Cor spike in Pole



Sta	+	HI	-	Elev
0+00	N.B.	82.00	12.6	69.4
	C		12.7	69.3
	1/4		12.7	69.3
	E		12.6	69.4
	1/4		13.1	68.9
	C		12.5	69.5
	S.B.		12.0	70.0
0+15	N.B.		9.5	72.5
	C		9.5	72.5
	1/4		9.5	72.5
	E		9.4	72.6
	1/4		9.2	72.8
	C		9.4	72.6
	S.B.		9.1	72.9
0+50	N.B.		7.6	74.4
	C		7.6	74.4
	1/4		7.6	74.4
	E		7.7	74.3
	1/4		7.6	74.4
	C		7.5	74.5
	S.B.		7.6	74.4

41

Sta	+	HI	-	Elev	
1+00	N.B.	82.00	4.7	77.3	
	C		4.8	77.2	
	1/4		4.9	77.1	
	E		5.0	77.0	
	1/4		5.0	77.0	
	C		5.2	76.8	
	S.B.		5.2	76.8	
1+50	N.B.		2.1	79.9	
	C		2.3	79.7	
	1/4		2.3	79.7	
	E		2.4	79.6	
	1/4		2.4	79.6	
	C		2.6	79.4	
	S.B.		2.5	79.5	
T.P.			1.29	80.71	
2+00	N.B.	12.80	93.51	12.0	81.5
	C			11.9	81.6
	1/4			11.6	81.9
	E			11.3	82.2
	1/4			10.9	82.6
	C			10.7	82.8
	S.B.			11.0	82.5

Sta		H.I.	-	Elev
2+50	N TP	93.51	10.4	833
	C		10.1	834
	1/4		9.9	836
	E		9.3	842
	1/4		9.1	844
	C		9.0	845
	S TP		8.5	850
3+00	N TP		8.7	848
	C		8.3	852
	1/4		7.8	857
	E		7.4	863
	1/4		7.4	863
	C		7.1	864
	S TP		7.1	864
3+50	N TP		5.5	880
	C		6.0	875
	1/4		6.0	875
	E		6.0	875
	1/4		6.0	875
	C		6.1	874
	S TP		5.3	882

42

		H.I.	-	Elev
4+00	N TP	93.51	4.8	887
	C		4.7	888
	1/4		4.6	889
	E		4.5	890
	1/4		4.4	891
	C		4.4	893
	S TP		3.7	898
4+50	N TP		3.3	902
	C		3.1	904
	1/4		2.8	907
	E		2.9	906
	1/4		2.7	908
	C		2.7	908
	S TP		1.8	917
5+00	N TP		0.5	930
	C		0.1	934
	1/4		0.4	933
	E		+0.4	937
	1/4		+0.4	937
	C		+0.3	938
	S TP		+1.5	950
TP			0.71	92.80

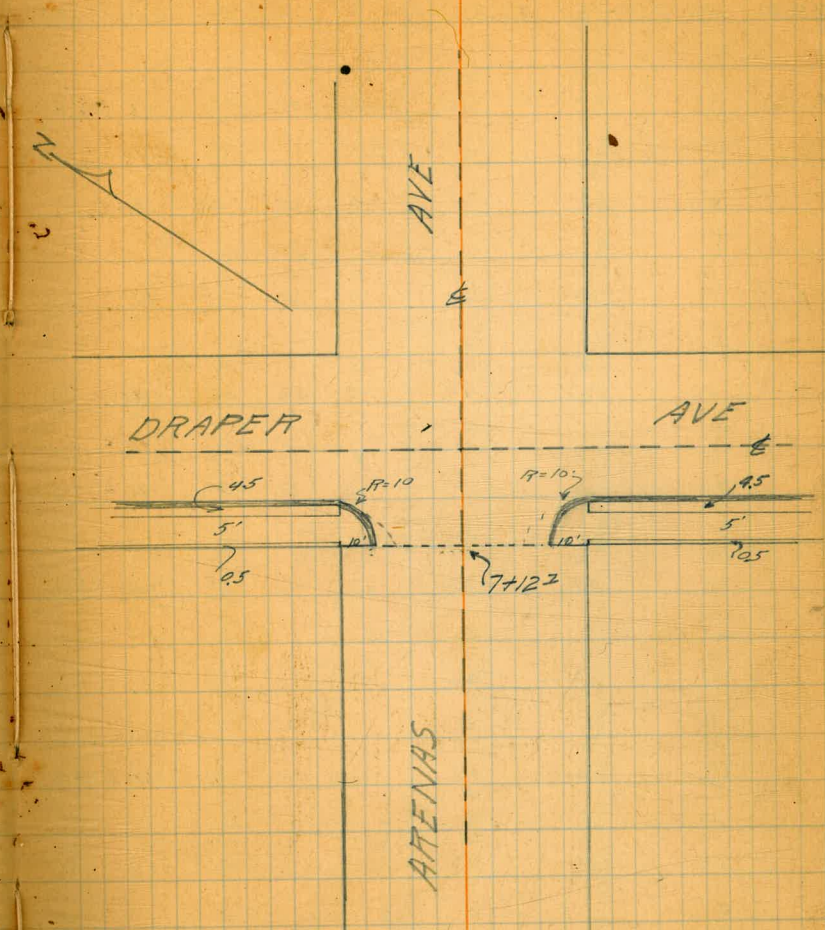
		+	H.I.	-	Elev.
5+50	N P	11.76	104.56	4.8	99.8
	C			4.6	100.0
	1/4			5.1	99.5
	E			5.5	99.1
	1/4			5.8	98.8
	C			6.4	98.2
	S. P			6.3	98.3
6+00	N P			2.5	102.1
	C			2.4	102.2
	1/4			2.3	102.3
	E			2.2	102.4
	1/4			2.7	101.9
	C			2.6	102.0
	S. P			2.8	101.8
T.P.				1.62	102.94
6+50	N P	9.95	112.89	7.6	105.3
	C			7.6	105.3
	1/4			7.6	105.3
	E			7.6	105.3
	1/4			7.7	105.2
	C			7.5	105.4
	S. P			7.9	105.0

		+	H.I.	-	Elev.
7+00	N P	112.89		4.6	108.3
	C			5.1	107.8
	1/4			4.9	108.0
	E			4.7	108.2
	1/4			4.8	108.1
	C			5.2	107.7
	S. P			5.2	107.7
7+12 ²	N P			3.6	109.3
	Top. C			3.34	109.55
	1/4			4.1	108.8
	E			4.1	108.8
	1/4			4.1	108.8
	Top. C			3.47	109.42
	S. P			4.1	108.8
				3.43	109.46
				3.42	109.47

N.W. Cor. Curb turn
S.W. Cor. Curb turn

Draper Ave.

Sta	+	H.I.	-	Elev
50' N	E	112.89	3.4	109.7
	1/4		3.6	109.3
	C (top)		3.68	109.21
	1/2 W		3.6	109.3
E Arenas	E		3.1	109.8
	1/4		3.5	109.4
	Gutter		4.1	108.8
	1/2 W		4.0	108.9
50' S	E		3.6	109.3
	1/4		4.0	108.9
	C (top)		3.98	108.91
	1/2 W		4.4	108.7



Cross Section of
Abbison Sl Grand to Sk Loring

JEDP

6.50

13.33

6.83

Brand
Esplanade

Sl Grand

S CB

S 1/2

S

N 1/2

N 06

N 1/2

+ 50

1

+ 50

2

+ 70 Sl Grand

Top of Sl. A45

Nov 7-1926
Dillon
C. Moore

45

VI	-10-	-15-	-25-	-45-	El Brook	1/2+13	E	1/4	cb	EPL
5.0		5.6	4.9	5.4	5.0	5.0	6.2	6.1	6.0	6.3
72		75	84	79	83	83	71	72	73	70
5.0		5.6	5.3	5.1	4.9	4.9	5.6	5.4	5.4	6.0
73		75	80	76	84	84	75	74	69	73
5.0		6.0	4.2	5.9	6.2	6.2	6.1	5.9	6.0	6.1
73		73	71	74	71	71	72	74	73	72
5.0		7.0	6.1	5.5	6.3	6.3	6.2	6.4	6.1	6.6
63		63	62	68	70	70	71	69	66	67
5.3		5.4	5.6	5.7	6.4	6.4	6.2	5.7	6.0	6.7
70		69	65	76	69	69	71	76	68	66
5.9		6.6	5.5	6.4	5.7	5.7	6.6	7.0	7.0	7.0
64		67	75	69	76	76	65	63	63	63
5.3		6.3	6.6	6.4	6.8	6.8	7.3	7.1	7.0	7.3
60		63	69	67	77	77	60	62	63	60
5.3		6.2	6.4	6.9	6.2	6.2	6.3	6.5	7.5	7.6
60		61	69	64	71	71	50	60	58	55
7.6		8.5	7.3	7.2	6.5	6.5	7.6	7.4	7.7	7.8
57		48	60	61	68	68	57	59	52	55
5.4		6.6	6.5	7.6	6.9	6.9	6.2	8.6	5.0	5.3
45		47	62	57	64	64	5.1	47	53	51
5.0		4.3	4.3	5.0	6.3	6.3	4.6	5.1	5.1	5.7
38		41	53	53	60	60	47	52	52	46
5.9		4.2	5.0	4.5	7.5	7.5	5.5	7.1	8.3	8.1
34		35	41	48	55	55	48	46	40	39

+ 41.
1333 -

WL	CB	1/4	1/2	3/4	1/4	1/4	CB	EL
9.9	9.6	8.9	8.6	7.8	8.5	9.0	9.1	9.5
34	37	44	53	47	5.5	43	42	38
9.5	9.1	8.9	8.0	8.9	7.9	9.1	9.5	9.5
38	42	44	53	44	5.4	42	38	38
10.3	9.8	9.4	9.4	8.8	8.8	9.2	9.4	9.5
30	35	39	39	45	45	41	39	38
9.8	9.5	9.4	9.5	9.5	9.5	9.3	9.7	9.7
35	38	39	38	38	38	4.0	36	36
10.3	10.1	9.6	8.6	8.5	8.8	8.8	9.6	9.7
30	37	37	47	38	4.5	35	37	36
10.7	10.3	9.8	8.7	9.6	9.0	9.7	9.7	10.4
26	30	35	46	37	43	36	22	29
11.3	11.0	10.8	9.9	10.7	9.8	11.4	10.8	10.8
58	61	63	72	64	73	57	63	53
12.1	12.2	11.8	10.3	11.2	10.6	12.3	10.6	10.7
40	49	53	68	59	65	48	55	64
12.2	12.3	11.7	10.8	11.9	11.4	13.0	12.1	11.5
49	48	54	63	52	57	41	50	52
12.4	12.6	12.9	12.9	13.1	13.1	12.2	12.3	12.1
47	45	42	42	40	40	43	48	40
13.7	13.4	14.0	14.13	14.13	14.13	13.9	14.1	14.3
34	35	31	299	30	30	33	30	38
15.3	15.1	15.1	15.1	15.1	15.1	14.9	15.0	15.3
150	20	20	20	20	20	22	21	20

Seb.

5/4

1/4

N 1/4

N 1/2

N.L. Hornblend

+50

1+00

+50

2+00

SL Garnet +70

NL Garnet

1544

1333
263
10.70
641
17.11

W Rail 334 - 9.99

T.P. 641 17.11 263 10.70

17.11
169
15.23
681
22.23

495 - W. Rail

17.11
209
17.11

308 Top of NWCL

181

2223

169

2273
093
2130
2166
2196

TR

866

29.96

093

21.30

1+00

279 Top of NW Cnd Ref. N.L. Falgout.
270 Cnd 19.61
267 Top of N Rail on N. N+50

N. Rail 4-11-18.12

at N. Rail

N.L. Garnet + 50

SL Falgout 270

1+00

1.50

2.00

5/8

5/4

1/2

N 1/4

N 1/2

N.L. Falgout

N+50

47

Point	N.L. 15.4	cb 15.5	1/4 15.1	1/2 Track 15.3	3/4 15.1	1/2 15.3	cb 15.5	EL 15.0
68	616.0	615.9	615.2	615.6	614.8	615.9	615.9	616.1
69	615.8	616.0	615.9	616.2	615.6	615.9	616.2	616.1
70	616.4	616.3	615.7	616.7	616.1	616.2	616.4	616.5
71	616.8	616.3	615.7	616.7	616.1	616.2	616.4	616.5
72	616.5	616.7	616.9	617.8	617.2	617.4	617.3	617.3
73	616.8	617.1	617.2	618.0	617.5	617.6	617.8	617.8
74	616.9	617.5	617.3	618.3	617.8	618.0	617.8	617.6
75	617.4	617.4	617.8	618.4	618.4	618.2	618.3	618.1
76	617.5	617.9	617.8	618.7	618.4	618.4	618.4	618.5
77	618.3	618.3	618.0	619.0	619.0	618.8	618.6	618.6
78	618.5	618.5	618.4	619.4	619.4	619.4	619.1	619.1
79	618.7	618.7	618.6	619.7	619.7	619.7	619.7	619.7
80	618.9	618.9	618.8	620.0	620.0	620.0	620.0	620.0
81	619.1	619.1	619.0	620.4	620.4	620.4	620.4	620.4
82	619.3	619.3	619.2	620.8	620.8	620.8	620.8	620.8
83	619.5	619.5	619.4	621.2	621.2	621.2	621.2	621.2
84	619.7	619.7	619.6	621.6	621.6	621.6	621.6	621.6
85	619.9	619.9	619.8	622.0	622.0	622.0	622.0	622.0
86	620.1	620.1	620.0	622.4	622.4	622.4	622.4	622.4
87	620.3	620.3	620.2	622.8	622.8	622.8	622.8	622.8
88	620.5	620.5	620.4	623.2	623.2	623.2	623.2	623.2
89	620.7	620.7	620.6	623.6	623.6	623.6	623.6	623.6
90	620.9	620.9	620.8	624.0	624.0	624.0	624.0	624.0
91	621.1	621.1	621.0	624.4	624.4	624.4	624.4	624.4
92	621.3	621.3	621.2	624.8	624.8	624.8	624.8	624.8
93	621.5	621.5	621.4	625.2	625.2	625.2	625.2	625.2
94	621.7	621.7	621.6	625.6	625.6	625.6	625.6	625.6
95	621.9	621.9	621.8	626.0	626.0	626.0	626.0	626.0
96	622.1	622.1	622.0	626.4	626.4	626.4	626.4	626.4
97	622.3	622.3	622.2	626.8	626.8	626.8	626.8	626.8
98	622.5	622.5	622.4	627.2	627.2	627.2	627.2	627.2
99	622.7	622.7	622.6	627.6	627.6	627.6	627.6	627.6
100	622.9	622.9	622.8	628.0	628.0	628.0	628.0	628.0

Carly's Sky down from Emerald to Diamond

29.96
28.12
29.06
29.70

506

476

127

698x

H.I.
29.96

24.87
509 Top Rail

26.21
305 Top Rail

1+50

2+00

500

5/4

4

N/4

Nch

NL Emerald

150

1+00

150

2+00

Station	Top Rail	Bottom Rail	Track
509	24.87	24.99	24.93
510	24.88	24.99	24.93
511	24.89	24.99	24.93
512	24.90	24.99	24.93
513	24.91	24.99	24.93
514	24.92	24.99	24.93
515	24.93	24.99	24.93
516	24.94	24.99	24.93
517	24.95	24.99	24.93
518	24.96	24.99	24.93
519	24.97	24.99	24.93
520	24.98	24.99	24.93
521	24.99	24.99	24.93
522	25.00	24.99	24.93
523	25.01	24.99	24.93
524	25.02	24.99	24.93
525	25.03	24.99	24.93
526	25.04	24.99	24.93
527	25.05	24.99	24.93
528	25.06	24.99	24.93
529	25.07	24.99	24.93
530	25.08	24.99	24.93
531	25.09	24.99	24.93
532	25.10	24.99	24.93
533	25.11	24.99	24.93
534	25.12	24.99	24.93
535	25.13	24.99	24.93
536	25.14	24.99	24.93
537	25.15	24.99	24.93
538	25.16	24.99	24.93
539	25.17	24.99	24.93
540	25.18	24.99	24.93
541	25.19	24.99	24.93
542	25.20	24.99	24.93
543	25.21	24.99	24.93
544	25.22	24.99	24.93
545	25.23	24.99	24.93
546	25.24	24.99	24.93
547	25.25	24.99	24.93
548	25.26	24.99	24.93
549	25.27	24.99	24.93
550	25.28	24.99	24.93
551	25.29	24.99	24.93
552	25.30	24.99	24.93
553	25.31	24.99	24.93
554	25.32	24.99	24.93
555	25.33	24.99	24.93
556	25.34	24.99	24.93
557	25.35	24.99	24.93
558	25.36	24.99	24.93
559	25.37	24.99	24.93
560	25.38	24.99	24.93
561	25.39	24.99	24.93
562	25.40	24.99	24.93
563	25.41	24.99	24.93
564	25.42	24.99	24.93
565	25.43	24.99	24.93
566	25.44	24.99	24.93
567	25.45	24.99	24.93
568	25.46	24.99	24.93
569	25.47	24.99	24.93
570	25.48	24.99	24.93
571	25.49	24.99	24.93
572	25.50	24.99	24.93
573	25.51	24.99	24.93
574	25.52	24.99	24.93
575	25.53	24.99	24.93
576	25.54	24.99	24.93
577	25.55	24.99	24.93
578	25.56	24.99	24.93
579	25.57	24.99	24.93
580	25.58	24.99	24.93
581	25.59	24.99	24.93
582	25.60	24.99	24.93
583	25.61	24.99	24.93
584	25.62	24.99	24.93
585	25.63	24.99	24.93
586	25.64	24.99	24.93
587	25.65	24.99	24.93
588	25.66	24.99	24.93
589	25.67	24.99	24.93
590	25.68	24.99	24.93
591	25.69	24.99	24.93
592	25.70	24.99	24.93
593	25.71	24.99	24.93
594	25.72	24.99	24.93
595	25.73	24.99	24.93
596	25.74	24.99	24.93
597	25.75	24.99	24.93
598	25.76	24.99	24.93
599	25.77	24.99	24.93
600	25.78	24.99	24.93

7453

TP 1783

TP 579

7453

0.61

7392

1783

86.75

0.15

86.60

579

92.39

342

88.97

St. Loring 2+70

0.61 7392

0.15 86.60

342

8897 ch
89.02 on BMin Baynes
& LoringWL
712
79Cb
718
77• 1/4
717
78Φ
720
751/4
720
75Cb
726
79EL
726
79

54

683
395
1078

B.M.

+
395

H.I.
1078

-

Elev
683
N.L. Thomas 0700

+50

1700

731

2700

+50

S.L. Grand 1700

N.L. Grand 0700

+50

1700

070

1008

7750

T.P.

728

1726

+ Sec. Ocean Blvd 30' wide

From Emerald to Pacific Ave

Nov. 13 1926
D. Allen
C. Moore

55

W. -15-

-15-

F

60

61

58

48

47

50

55.8

63

57

50

45

57

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73

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74

34

69

36

34

39

81

78

77

27

30

31

91

91

91

91

97

91

97

97

96

101

100

100

101

100

100

1078
070
1008
728
1726

Bank

70

Top of Hill 67
46

653
495 SW

812
386 SW

74
366 SW

Wall 12' high, 37'

Bank 45'

+	H.1.	-	
	1736		2100
			+50
			Hornblend ST
			SL
			NL
			+50
			1400
			+50
			2100
			+50
			SL Garnet st.
			1501
T.P on SCL of Garnet St	2509	235	1501
1006			Edge of Gneiss 203
			NL Garnet

1736
235
1501
1006
2509

W	-15-	E	-15-	F
901	69	501	68	701
801	66	401	64	601
701	62	301	501	501
601	53	201	401	401
501	48	101	301	301
401	43	001	201	201
301	36		101	101
201	33		001	001
101	25			
001	15			
901	15			
801	11			
701	9			
601	8			
501	7			
401	6			
301	5			
201	4			
101	3			
001	2			
901	1			
801	0			

11000
50-

1504

N Edge of SW 428

+50

+100

+50

+200

S.L. Felspar

± Felspar

N.L.

+50

+100

+50

+200

N Bank 25 -

W. 15-

163
88

173
78

186
5

192
59

199
52

202
42

212
39

217
37

222
29

224
20

229
12

246
10

15-

Φ

162
89

179
82

183
68

190
61

203
48

207
41

208
43

217
34

221
30

221
20

227
14

244
10

15:

E

191
87

212
79

181
70

181
62

182
48

192
45

192
45

212
37

212
31

222
23

222
13

244
10

2509
039
2470
292
3042

TP

+ .
572

2509

H.L.

3042

-

039

2470

SL Emerald 2+

± Emerald

+ 6.6

N comb line

58

W

E

W Bank

-60

256

-15-

48

352

-15-

752

322

41

262

292

42

42

248

262

347

358

Top of SW.

247

3.65 top of SW.

FELSPARST



EL.
Ocean Blvd.

Levels on Proposed Road
for City Gardens Tract
N. of S.D. River

B.M. Top Hydt	3.27	11.93	8.66	19-27 Mills	Taylor & Whitman
T.P.	9.37	20.58	0.77		
T.P.	0.99	19.80	1.77		
T.P.	5.33	17.94	7.14		
T.P.	3.71	17.87	3.78		
26.55% of 1000 - N. Line Paving			4.10		13.77
15.5% of 1000 N. Side of N. Line Eavegrook at Bal PL. 300 & PL. 301			3.8		14.07
0+50			9.08		8.79
1+00				on Mon	7.47
1+50			10.4		7.6
2+00			10.2		7.97
2+50			7.9		8.67
3+00			9.2		8.67
3+50			9.2		8.37
4+00			9.5		16.9
4+50			10.0		8.0
4+60			9.9		(16.9) 7.87
5+00			10.0		8.94
T.P.	4.02	12.94	8.91		8.6
5+50			4.4		9.4
6+00			3.6		9.3
+50			3.7		8.7
7+00			4.3		7.5
+50			5.5		6.2
8+00			4.8		5.7
+30			7.6		4.4
			8.2		

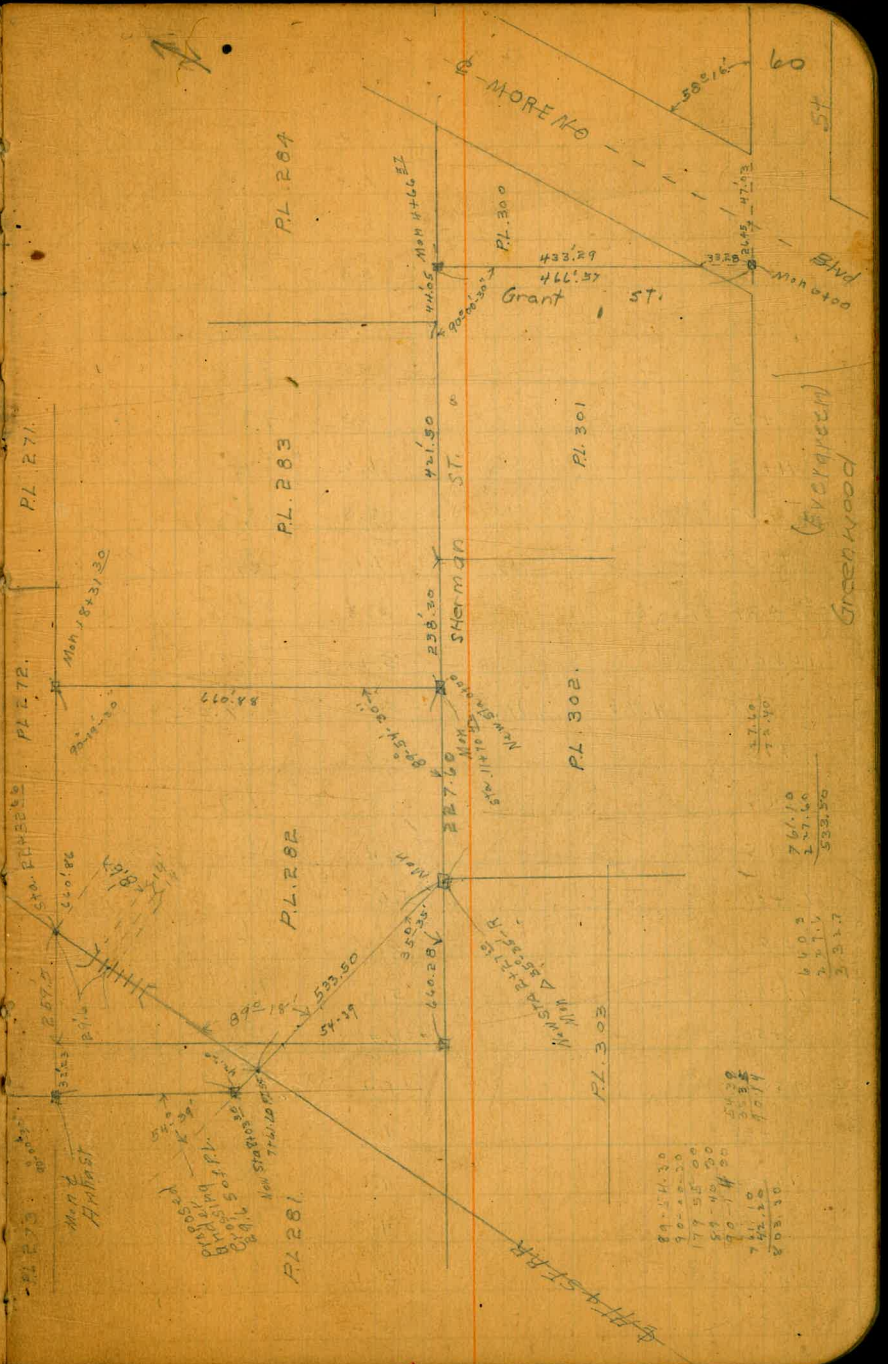
Alignment
Plotted 4/10/27
Clear

on PL. 283 + 301

4+60

on PL. 283 + 301

20909
12410
53715
CTC-46



89-11.30
90-11.30
179-45.00
50-14.00
50-14.00
742.10
803.10

76.10
2.7.60
533.50
64.02
2.3.17
2.3.17

Greenwood
(overgrown)

12.98

8+65			7.2	58
9+00			7.8	52
+40			7.2	58
+70			5.9	71
10+00			5.6	74
+40			5.0	80
+75			5.3	77
11+00			6.6	64
+30			4.5	65
+55			7.1	59
11+70	$\Delta 89^\circ 54' 20'' R$		6.3	67
12+00			5.2	78
T.P.	4.70	11.98	5.70	7.28
+15			3.9	81
+40			3.8	82
+65			4.4	76
13+00			5.6	64
+50			5.4	66
14+00			5.0	70
+50			4.7	73
15+00			4.4	76
+50			4.5	75
16+00			4.6	74
+50			4.8	72
17+00			5.1	69
+50			5.2	68

11.98

61

18+00			5.5	65
18+31 ²⁰	$\Delta 89^\circ 40' 20'' L$		5.8	62
18+50			5.2	68
19+00			4.9	71
+30			4.9	71
+60			6.0	60
+85			6.7	53
20+00			8.1	39
T.P.	8.20	14.18	6.00	5.94
+40			9.5	87
+55			11.2	30
+80			9.6	46
21+00			9.6	46
+40			10.0	42
+60			8.8	54
+80			12.6	16
+90			12.4	18
22+32 ⁶⁰	= P.I. of AT + S.F. Track		3.40	10.78 Top Rail
29.6	5.0 ft Above P.I. = Proposed Crossing		13.7	65 ground under
V V V V	✓ ✓ ✓ ✓ ✓		6.00	82 Bottom Stringer
22+55			10.0	42
+90			11.2	30
23+00			8.7	51
+25			6.2	80
+35			6.6	76

on R.L. B + 281 + 282

on R.L. B + 281 + 282

23 + 45		4.6	96	
+ 70		4.7	95	
+ 90		10.4	38	
24 + 00		12.0	22	
+ 18		11.6	26	
+ 40		7.9	63	
+ 70		7.9	63	
25 + 00		8.0	62	
25 + 24 ³¹ Min. $\frac{1}{2}$ Anna S	8.1 PL 272 R 73 N of PL 281	8.2	60	
T.P. on Mon	10.01	14.26 ✓	9.93	4.25 ✓
T.P.	2.76	9.77 ✓	7.23	7.03 ✓
T.P.	11.02	18.43 ✓	2.38	7.41 ✓
T.P.		1.62	16.81 - 16.80	5.07 Weeks of 7.41

For Additional Notes See Page 69.

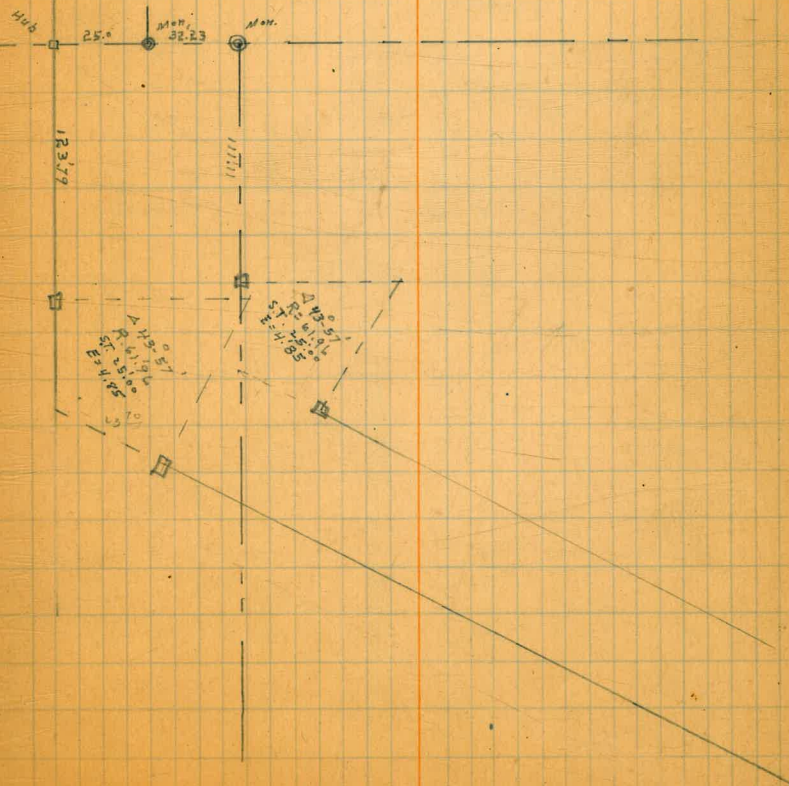
25-46-20
18-10-20
43.57 00

62

32.23
12.50
44.73

PL. 272

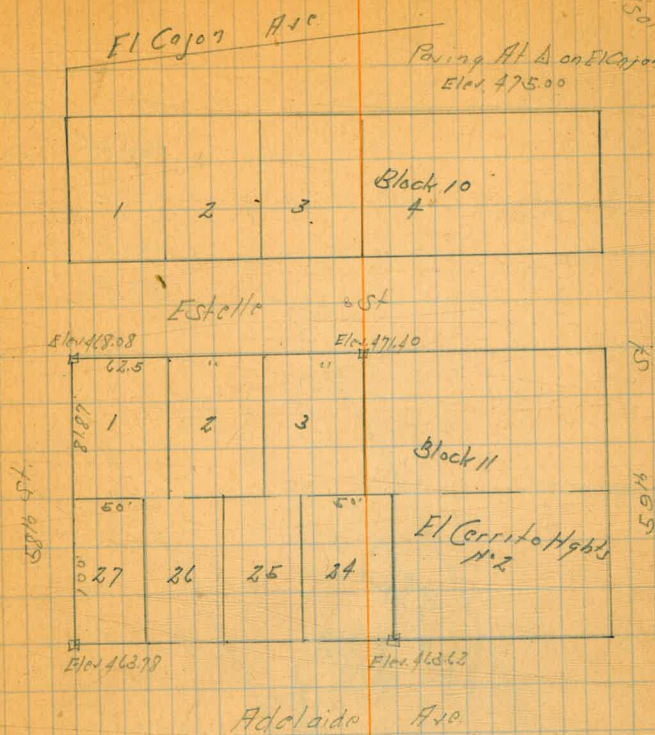
123.70
111.11
2/234.90
117.45



Location of High Point
South of El Cajon Ave.
El Cerrito Hgts No 2

63

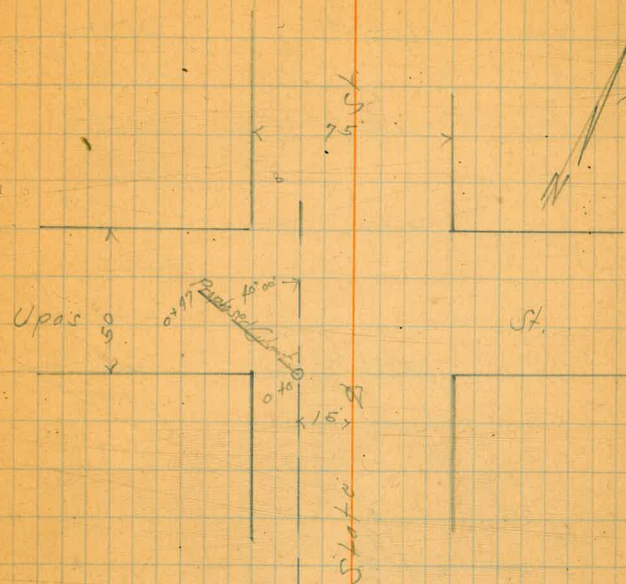
8.15.27
8.5.50
8.11.11
50th St



Proposed Culvert Upas + State

BM	560	164.81	159.21	2 Mar Upas + State
0+0		0.77	164.04	on Stub
+27		7.6	157.6	
+35		15.0	149.8	
+47		17.3	147.5	

~~Noted
9/21/21
MHL~~

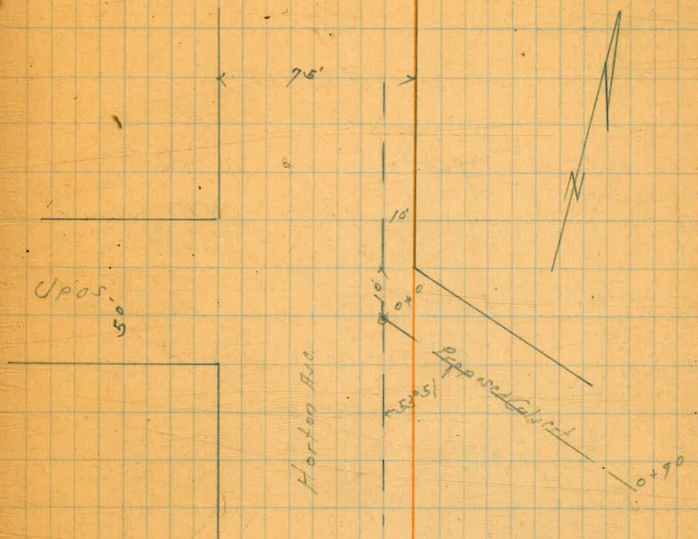


Proposed Culvert Horton + Upos

65
3-17-37
5:55 PM
3/17/37
3/17/37

BM	344	259.53		256.09	S.E. Horton Breakfast Kite
TP	0.20	246.77	12.92	246.57	✓ S.W. B.P. Horton + Kite
BM			3.21	243.56	
TP	0.12	239.14	12.75	239.02	✓
0+0			4.8	227.3	on Stab
TP	0.20	221.90	12.64	221.50	✓
7.35			1.7	200.2	
7.50			8.2	213.5	
TP	0.90	210.24	12.56	209.34	✓
1.60			2.4	207.8	
7.75			9.5	200.7	
0+90			16.8	193.4	

Plotted
3/21/37
MPC

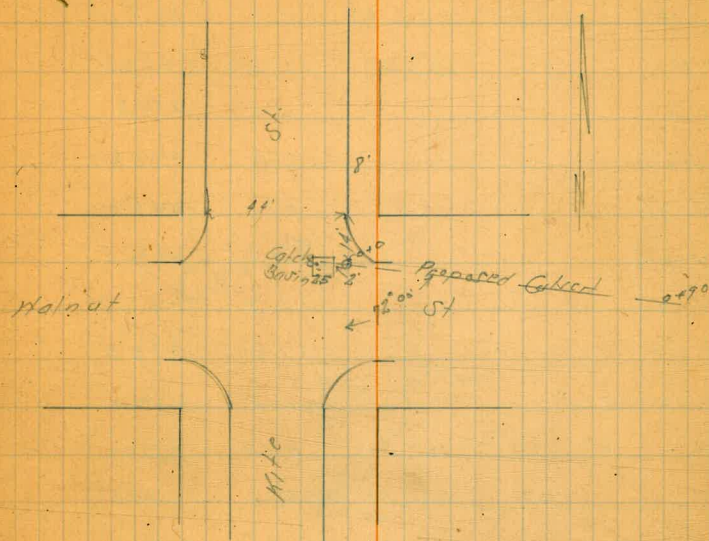


Proposed Culvert Walnut & Kite

				SW&P Walnut & Kite
BM	191	245.17		243.51
010			2.7	242.8
			3.08	242.39
			2.7	242.8
			11.0	234.5
TP	0.19	232.67	12.99	232.48
			4.6	228.1
			10.7	227.19
TP	1.45	221.22	12.90	219.77
			6.9	214.3
			15.0	206.2

~~Plotted 3/21/27
APC~~

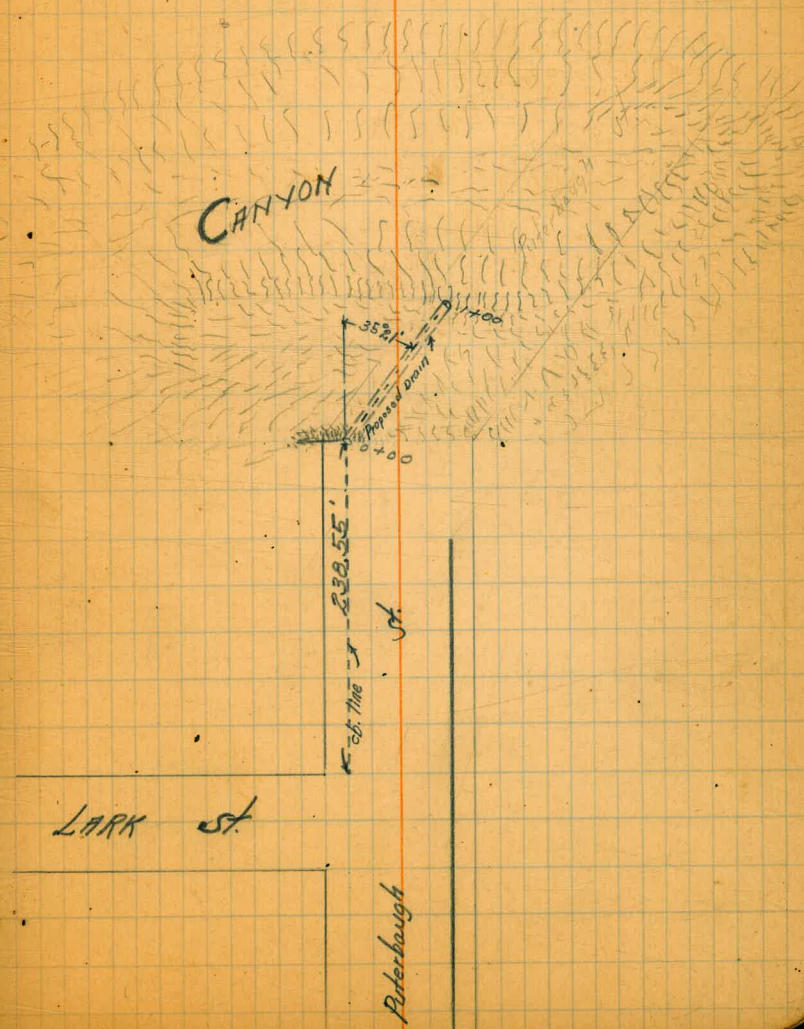
66 3-17-27
S. W. P.
G. L. S.
S. L. M.



Walker
4-1-29

Proposed Drain on Peterbaugh
West of Lark St.

574 S.P.K. in Pole Brooks + Jbis	12.47	259.06		246.59
T.P.	10.45	269.28	0.33	258.73
T.P.	0.46	265.57	4.17	265.11
T.P.	1.71	255.05	12.23	253.34
- 1'			4.2	250.8
0+00			6.4	248.6
+ 17			8.9	246.1
+ 20			10.9	244.1
+ 37			12.7	242.3
+ 84			17.0	238.0
1+00 = End			20.5	234.5'
T.P.	12.27	267.19	0.13	254.92
T.P.	1.07	261.12	7.14	260.05
T.P.	3.83	251.98	12.97	248.15
chk. on B.M. S.P.K. Brooks + Jbis			5.33	246.65
				246.59 - B.M.
				+ 0.06 in Error



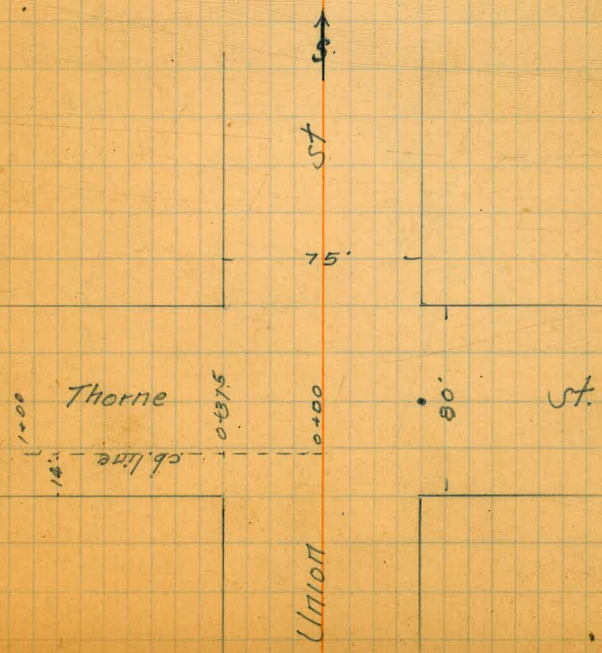
Walker

Profile for Culvert on Union + Thorne

24

on Ground & Section at
splitter on & Thorne
on West line Union

84	216.0	207.6	207.6
0+00 = & Union		4.4	
+37.5 = E.L. "		4.5	
+65		7.7	
+90		12.3	
+100		12.9	



Walker

Levels for Proposed Road for City Gardens Tract New Location From sta 11+70 to 1/2 sta 25+24. See Page 60 for Plat

4-25-27 Miller

12.21

3.30
96.70

6.9

or 50'

BM Mon	5.61	9.86	4+25	Page 62
T.P.	5.57	12.16	3.27	6.59
T.P.	3.78	11.65	4.29	7.11
00=Mon 11+70	Page 60		4.7	7.0
0+15			2.9	1.9
0+40			5.2	6.5
0+50			3.5	8.2
0+65			7.0	4.7
1+00			7.3	4.4
1+25			7.7	4.0
1+40			4.8	6.9
2+00			4.2	7.5
2+27 Mon Δ	35-35 R		4.9	6.8
T.P.	4.92	12.21	4.36	7.27
2+68			5.1	7.1
2+85			6.6	5.6
3+00			4.6	7.6
3+15			7.0	5.2
3+55			7.0	5.2
3+60			4.4	7.8
4+00			4.2	8.0
4+50			4.3	7.9
5+00			4.3	7.9
5+50			4.5	7.7
6+00			4.8	7.4
6+50			4.8	7.4

alignment plotted 4/14/25 HPG

Bet 302 + 303

7+00	5.3	6.9
7+40	5.9	6.3
7+50	2.55	9.7
7+61 ⁰⁰ PL with S.F.R.R.	0.86	11.35
7+70	2.3	9.9
7+80	6.7	5.4
8+03 ³⁰ Δ 54-39' A.T.P. 4.40 10.85	5.76	6.45
8+50	6.4	4.5
9+00	7.0	3.9
9+50	7.5	3.4
9+80	8.5	2.4
10+00	6.0	4.9
10+50	5.0	5.9
11+00	4.8	6.1
11+31 ⁸⁰ - old sta 25+24	Page 62	5.0
T.P. on BM Mon	6.59	4.26 = 4.25

Top Rail

in Hub

11.31.85
8.03.30
32855

9-5-29 X-section Collier Ave - Mountain
 J. C. Bliss View to Alexie - 50' wide - 30' Roadway
 Diebert Roadway x-section only - Curbs & gutters existing
 Rausen

B.M. S. W. B.P. Mountain View & Collier 391.37
 + 1.04

Σ 392.41

Section along E.L. Mountain View - Sketch next page

North Tpcb	1.65	390.74
New Gutter Mt View	2.44	389.97
Edge Gutter	2.19	390.22
⊕	2.2	390.2
Edge Gutter	2.92	389.49
New Gutter Mt. View	3.24	389.17
S Tpcb	2.50	389.91

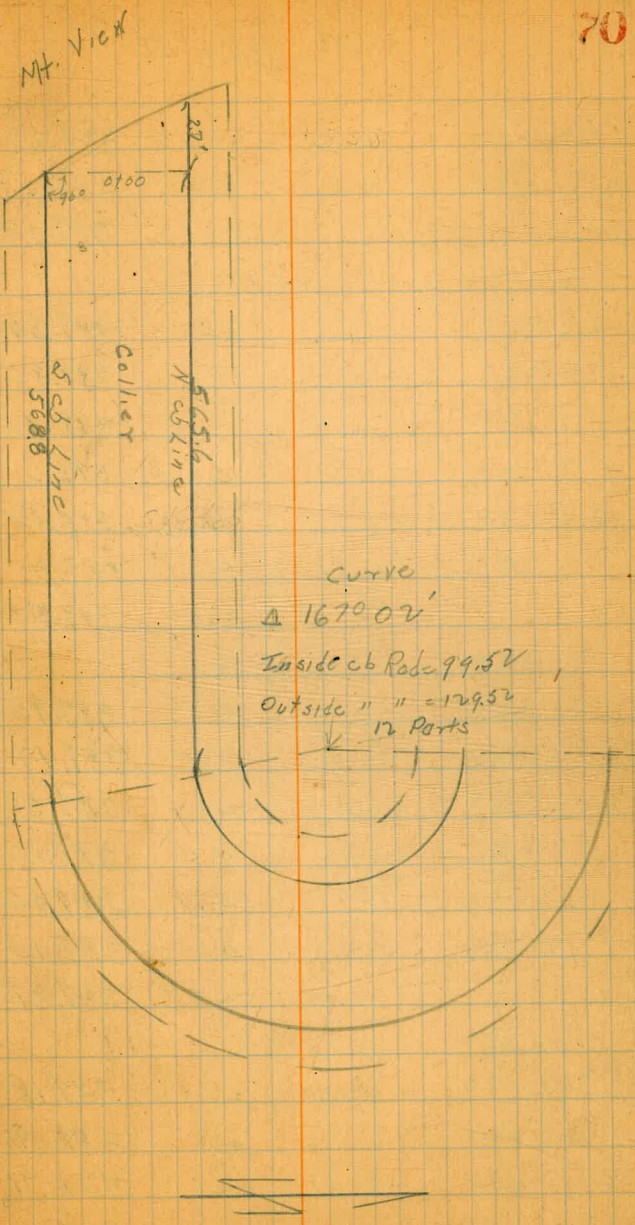
0400 - sketch

S Tpcb	2.50	389.91
G	3.24	389.17
E.G.	2.92	389.49
⊕	2.4	390.0
E.G.	2.93	389.48
G	3.25	389.16
N Tpcb	2.46	389.95

0425

N Tpcb	3.12	389.29
G	3.95	388.46
E.G.	3.55	388.86
⊕	3.1	389.3

Plotted T.L. 9/14/29



π 392.41

E.G	3.58	388.83
G	3.90	388.57
STpcb	3.08	389.33
	0+50	
STpcb	3.81	388.60
G	4.60	387.81
E.G	4.29	388.12
⊥	3.8	388.6
E.G.	4.29	388.12
G	4.5	387.76
NTpcb	3.54	388.57
	0+75	
NTpcb	4.46	387.95
G	5.24	387.17
E.G.	4.90	387.51
⊥	4.4	388.0
E.G.	4.97	387.44
G	5.31	387.10
STpcb	4.54	387.87
	1+00	
STpcb	5.23	387.18
G	6.01	386.40
E.G.	5.65	386.76
⊥	5.1	387.3
E.G.	5.68	386.73

π 392.41

71

G	5.95	386.46
NTpcb	5.24	387.17
	1+25	
NTpcb	6.00	386.41
G	6.78	385.63
E.G	6.52	385.89
⊥	6.1	386.3
E.G.	6.52	385.89
G	6.28	385.63
STpcb	6.04	386.37
	1+50	
STpcb	7.03	385.38
G	7.77	384.64
E.G.	7.52	384.89
⊥	7.1	385.3
E.G.	7.53	384.88
G	7.85	384.56
NTpcb	7.09	385.32
	1+75	
NTpcb	8.26	384.15
G	9.06	383.35
E.G	8.77	383.64
⊥	8.32	384.1
E.G	8.66	383.75
G	9.01	383.40

π 392.41

S Tpcb	816	384.25	
	2400		
S Tpcb	9.68	382.73	
G	10.48	381.93	
E.G.	10.14	382.27	
Φ	9.7	382.7	
E.G.	10.22	382.19	
G	10.48	381.93	
N Tpcb	9.68	382.73	
	2425		
N Tpcb	11.31	381.10	
G	12.02	380.39	
E.G.	11.88	380.53	
Φ	11.3	381.1	
E.G.	11.67	380.72	
G	12.00	380.41	
S Tpcb	11.22	381.19	
T.P.	12.20	12.20	379.71

+ a06

π 379.77

2450

S Tpcb	0.40	379.37	
G	1.18	378.59	
E.G.	0.83	378.94	
Φ	0.4	379.4	

π 379.77

72

Φ			
E.G.	0.85	378.92	
G	1.12	378.65	
N Tpcb	0.31	379.46	
	2475		
N Tpcb	2.04	377.73	
G	2.85	376.92	
E.G.	2.53	377.24	
Φ	1.9	377.9	
E.G.	2.61	377.16	
G	2.99	376.78	
S Tpcb	2.17	377.60	
	3400		
S Tpcb	3.92	375.85	
G	4.20	375.07	
E.G.	4.35	375.42	
Φ	3.7	376.17	
E.G.	4.30	375.47	
G	4.60	375.17	
N Tpcb	3.28	375.99	

3425

N Tpcb	5.49	374.28	
G	6.28	373.49	
E.G.	5.96	373.81	
Φ	5.4	374.4	

T 379.77

E.G	6.08	373.69
G	6.35	373.42
S Tpcb	5.53	374.24
	3450	
S Tpcb	7.12	372.65
G	7.94	371.83
E.G	7.59	372.18
♀	7.0	372.8
E.G	7.61	372.16
G	7.89	371.88
N Tpcb	7.09	372.68
	3475	
N Tpcb	8.61	371.16
G	9.45	370.32
E.G	9.17	370.60
♀	8.7	371.1
E.G	9.22	370.55
G	9.54	370.23
S Tpcb	8.73	371.04
	4400	
S Tpcb	10.41	369.36
G	11.26	368.51
E.G	10.91	368.86
♀	10.4	369A
E.G	10.70	369.07

T 379.77

73

G	10.96	368.81
N Tpcb	10.20	369.57
	4425	
N Tpcb	11.75	368.02
G	12.52	367.25
E.G	12.29	367.48
♀	11.7	368.1
E.G	12.25	367.52
G	12.52	367.25
S Tpcb	11.74	368.03
T.P.		-12.77
	4109	
	T 368.09 ✓	
	4450	
S Tpcb	1.55	366.54
G	2.30	365.79
E.G	2.01	366.08
♀	1.5	366.6
E.G	2.18	365.91
G	2.50	365.59
N Tpcb	1.70	366.39
	4475	
N Tpcb	3.26	364.83
G	4.05	364.03
E.G	3.78	364.31

T. 368.09

Q	3.2	364.9
E.G	3.59	364.50
G	3.84	364.25
STpcb	3.05	365.04

5+00

STpcb	4.60	363.49
G	5.40	362.69
E.G	5.18	362.99
Q	4.9	363.2
E.G	5.39	362.70
G	5.66	362.43
N.Tpcb	4.90	363.19

5+80

N.Tpcb	6.95	361.14
G	7.73	360.36
E.G	7.45	360.64
Q	6.7	361.39
E.G-out		
G	7.30	360.79
STpcb	6.56	361.53

B.C = 5+68.5 cb Line - 5+65.6 N cb Line

STpcb	Curve Data	8.40	359.67
G	4167° 02'	9.22	358.87
E.G	Inside ch. R=99.52	8.81	359.28
Q	Outside ch. R=129.52	8.22	359.9

12 Parts

T 368.09

74

E.G	9.0	359.09
G	9.28	358.81
N.Tpcb	8.58	359.51

Part 1

N.Tpcb	9.18	358.91
G	10.00	358.09
E.G	9.68	358.41
Q	9.0	359.1
E.G	9.76	358.33
G	10.17	357.92
STpcb	9.42	358.67

Tap Grating culvert inlets South Inlet 10.25

Half Way between Parts 1 & 2 North Inlet 9.01

STpcb	9.52	358.52
G	10.25	357.84
E.G	10.10	357.99
Q	9.1	359.0
E.G	9.78	358.31
G	10.07	358.02
N.Tpcb	9.27	358.82

Part 3

N.Tpcb	8.83	359.26
G	9.62	358.47
E.G	9.38	358.71

π 36809

£	8.7	359.4
E.G	9.44	358.65
G	7.69	358.40
STpcb	8.95	359.14

Part 4

STpcb	8.32	359.77
G	9.12	358.97
E.G	8.71	359.38
£	8.0	360.1
E.G	8.72	359.37
G	9.02	359.07
N.Tpcb	8.22	359.87

Part 5

N.Tpcb	7.57	360.58
G	8.30	359.79
E.G	7.98	360.11
£	2.2	360.89
E.G	8.30	359.79
G	8.83	359.26
STpcb	8.09	360.00

Part 6

STpcb	7.33	360.76
G	8.05	360.04
E.G	7.63	360.46
£	6.6	361.5

π 368.09

75

E.G	7.33	360.76
G	7.63	360.46
N.Tpcb	6.85	361.24

T.P - 0.17 367.92 ✓

+12.85 380.77 ✓

T.P - 0.23 380.54 ✓

+12.30 392.84 ✓

B.M. S.W. S.P. N.Tpcb + Collier -1.45 391.39 ✓

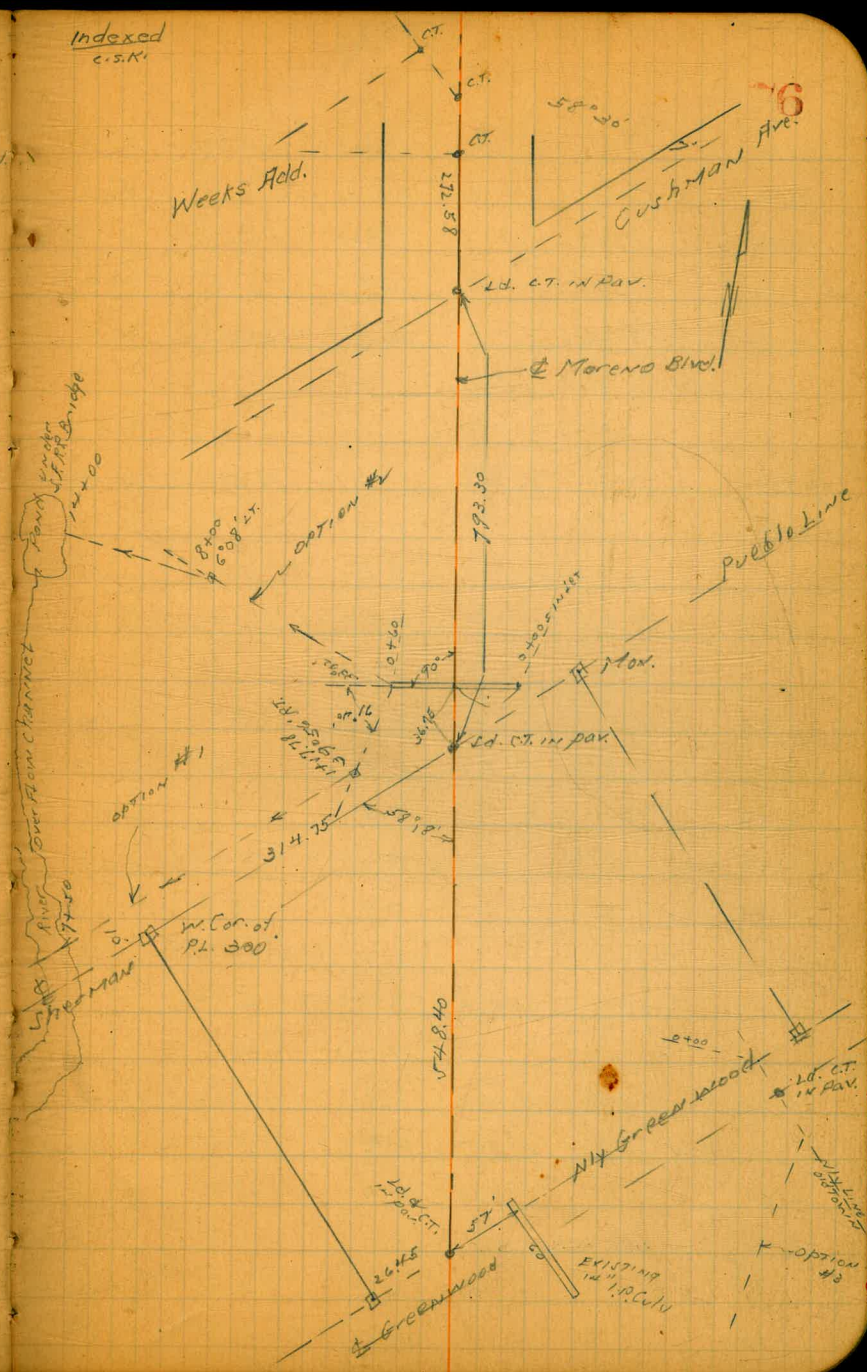
Correct 391.37 ✓

Moore
3-18-37

Proposed Culvert & drain
at intersection of Moreno Blvd.
and Sherman St.
To drain water

Indexed
C.S.K.

Max. B.M.	I.L.V	18.48	16.86	Moreno Blvd. Setbacks
00-50 in Pond			15.5	3.0
0+00 = inlet prop. Culv.			11.4	7.1
+12			3.3	15.2
+18 Ely edge pav			4.09	14.4
+40 @ Moreno Blvd. Pav.			3.84	14.7
+38 Wly pav.			4.06	14.4
+45			5.2	13.3
+60 outlet Culv. 71°40'27"			10.8	7.7
1. +17.78 Δ 99°56' RT			7.50	10.94 on Hub
+40			7.7	10.8
✓ +00			10.8	7.7
+50			10.7	7.8
3			10.4	8.1
+50			9.7	8.7
4			9.9	8.6
T.P	3.85	13.14	9.21	9.17
+50			5.0	9.1
5			4.0	9.1
+25			3.0	10.1
+50			4.6	8.5
6			5.4	7.9
+45			6.1	7.0
+60	Half		11.2	1.9



13.12

6+70			11.1	12.0	
+75			6.8	6.3	
+90			7.8	5.3	
7+00			12.7	0.4	
+50	in River overflow channel		12.2	0.7	
option #1 Levels					
T.P.	17.78	1.30	12.22	10.92	on Hub
0+90			4.3	7.9	
1			7.0	5.2	
+50	"		7.1	5.1	
2			8.4	3.8	
+50	"		9.0	3.2	
3			8.5	3.7	
+50	"		8.4	3.8	
4			8.0	4.2	
+50	"		7.4	4.8	
5			8.7	3.5	
+50			9.2	3.0	
6			9.1	3.1	
+50	Top Side of old channel		6.4	5.8	
7			6.4	5.8	
+20	"		6.7	5.5	
+50	in old channel		9.3	2.9	
8			8.5	3.7	
+20	"		9.8	2.4	

12.22

8+40	in old channel		8.4	3.8	
+70	"		9.4	2.8	
T.P.	+78	10.82	6.8	6.0	
9+00	"		8.0	2.8	
+40	Top Side old channel		6.0	4.8	
10	"		3.9	6.9	
+50	"		4.5	6.3	
11	"		4.7	6.1	
+50	"		5.0	5.8	
12	"		6.3	4.5	
+50	in old channel		8.0	2.8	
13	"		8.4	2.4	
+50	"		8.8	2.0	
14	"		10.0	0.8	edge pond in water
+50			11.0	-3.2	
option #3 To drain thru Truck garden					
T.P.	+17.78	7.87	18.79	10.92	on Hub
T.P.	3.58	17.67	4.70	14.09	
0+00	only Greenwood		9.3	8.4	
0+17			4.0	13.7	
0+25			4.87	12.8	
0+40			4.6	13.1	
0+50			7.7	10.0	
0+60	El. Truck Garden		9.0	8.7	over
12+00	To River				

EXISTING 14" I.P. CULV.
at Morena Blvd. & Camp Kearney Rd.

17.67

F.L.E. of EX. 14" I.P. CULV.

10.50

7.2

at Intersection of

Morena Blvd. & Camp Kearney Rd.

78

Pipe Line on Felspar & Allison

16.7 ft. Sof N.P.L.

56 Top of Pipe = 18.0

41 Top of Curb = 19.5 H.I. 23.6

56 Top of Curb at Alley = 19.4 H.I. 24.0

TD

$$\begin{array}{r} 55 \\ 67 \\ \hline 11.7 \end{array}$$
 = 11.3 End of Pipe

NE Cor Cass & Garnett St. Elev. 28.54

Spike Elev. Pole S.W. Diamond & Cass 43.70

S.W. Cor of Wilbur St 26' cut on Wilbur 10' on Allison

Use 6 ft. curb on return

☉ of track on S.L. of Wilbur is curb line
N. Rail

W. Curb on Allison will begin at 15' S of S.L. of Wilbur St.

5' 2" curb return on N.L. of Wilbur + W.L. of Allison

N. Rail is 2.2 ft. from W.L. of Allison at curb on N.L. of Wilbur St.

Culvert at S. Coline of Grand Ave

		H.I.	
B.M.	0.5	7.13	683
End of Curb			
+65		1.3	58
+79		5.6	1.5

213 from E.L. of Alley on Fe 5 pm

about 100' slope 45° to 230 the vertical

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

Distance of slope stake from side or shoulder stake for any width roadway, slope 1% to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body

IMPROVED TABLES

AND

INFORMATION

necessarily.

TABLE No. 2.

To find Tangent and External for curve of any other degree, divide by degree of curve and add connection found in column of connections.

Degree of curve with a given T may be found by dividing tangent (or external), oppositely, 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.

150
20
110

26719
211
26508 = BMSE

30.46
21.83
52.29

560.81

550
44.7
5.89

606.99
560.81
39.98

Δ 167.00'
Inside: 99.52
Out: 129.52

2-24-28
N. 36-07.20 E
A. 46-17-00

281.11
405.00
1486.11.12.905

620
200
25

252.41
28.70
28.1.11
930.00
1211.11

From P.I to
PC 46.32 from 11/760

11.52 to Monument

101.04
73.4
10834

4.25
5.61
9.86
3.27
6.59
5.57
12.16
4.02
7.87
3.74
17.65

260
150
310
370
310
930

659.80
227.60
887.40
4405
93148

12.21
4.25
7.96

446.57
44.05
421.50
238.30
703.85
1176.42
660.88
1831.30
660.46
32.03
2524.39

26.70

6.69

441.50
44.05
465.55
238.30
703.85
427.60
981.45

659.84
44.05
703.89
157.81
861.20

1163

FIELD BOOK