1424

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indexed Sta "A", B' C' Control points Book 1410 P 37

3-2-31

No.	Depth.	Bottom	Time	Elev.
1	10.0	R.	9:40	-5.0
2	8.0	"		-3.0
3	17.0	"		-12.0
4	25.0	R. S.		-20.0
5	25.0	" "		-20.0
6	29.0	" "	9:46	-24.0
7	33.0	" "		-28.0
8	35.0	R.	9:49	-30.0
9	35.0	R.		-30.0
10	31.0	"		-26.0
11	30.0	"		-25.0
12	27.0	"		-22.0
13	23.0	"		-18.0
14	22.0	"		-17.0
15	20.0	"		-15.0
16	20.0	"		-15.0
17	18.0	"	9:55	-13.0
18	15.0	"		-10.0
19	6.0	"		-1.5
20	10.0	"		-5.5
21	14.0	"		-9.5
22	18.0	"		-13.5
23	21.0	"		-16.5
24	23.0	"	10:00	-18.5
25	27.0	"		-22.5

Soundings La Jolla Yacht harbor

Inst at Location Angles in Books 1407, 1410

01

Inst at sta A F.S. sta B	Defl Angles	Inst at sta 'B' F.S. sta A
128°22' L ✓	← →	10°36' R ✓
119°30' ✓		13°58' ✓
117°00' ✓		14°43' ✓
114°00' ✓		17°27' ✓
106°30' ✓		22°22' ✓
100°20 ✓		28°32' ✓
98°00' ✓		31°36' ✓
95°50' ✓		35°32' ✓
84°10' ✓		41°14' ✓
85°30' ✓		37°30' ✓
86°50' ✓		33°17' ✓
89°10' ✓		29°12' ✓
91°20' ✓		24°55' ✓
93°45' ✓		21°33' ✓
95°00' ✓		20°00' ✓
95°30' ✓		18°47' ✓
98°45' ✓		15°41' ✓
102°30' ✓		13°06' ✓
105°40' ✓		11°14' ✓
69°30' ✓		10°29' ✓
70°00' ✓		16°07' ✓
71°15' ✓		22°08' ✓
72°30' ✓		27°01' ✓
73°30 ✓		32°05' ✓
73°00' ✓		36°47' ✓

No	Depth.	Bottom	Time.	Elev.		Inst Sta A F.S Sta B	Inst at Sta B F.S. Sta A
26	29.0	Rock	10:01	-24.5		73°00' L ✓	42°09' R ✓
27	32.0	"		-27.5		73°00' ✓	46°47' ✓
28	33.0	"	10:03	-28.5		73°00' ✓	51°04' ✓
29	28.0	"		-23.5		61°45' ✓	58°42' ✓
30	26.0	"	10:05	-21.5		60°30' ✓	53°23' ✓
31	25.0	"		-20.5		59°30' ✓	44°56' ✓
32	22.0	"		-17.5		59°00' ✓	37°30' ✓
33	20.0	"		-15.5		58°00' ✓	30°18' ✓
34	19.0	"		-14.5		56°20' ✓	23°58' ✓
35	16.0	"		-11.5		53°50' ✓	18°30' ✓
36	13.0	"		-8.5		50°10' ✓	14°04' ✓
37	11.0	"	10:10	-6.5		44°38' ✓	10°00' ✓
38	8.0	"	10:11	-3.5		37°50' ✓	6°28' ✓
39	8.0	"		sta. 1+50 -3.5		3°20' R ✓	0°54' L ✓
40	12.0	"		-7.5		19°45' L ✓	7°10' R ✓
41	15.0	"		-10.5		32°20' ✓	14°18' ✓
42	18.0	"		-13.5		39°20' ✓	21°47' ✓
43	18.0	"		-13.5		43°50' ✓	29°21' ✓
44	20.0	"	10:15	at Buoy -16.0		46°30' ✓	32°54' ✓
45	21.0	"		-17.0		49°10' ✓	45°10' ✓
46	22.0	Sand		-18.0		50°30' ✓	51°25' ✓
47	23.0	Rock		-19.0		52°15' ✓	57°04' ✓
48	23.0	"		-19.0		53°30' ✓	63°03' ✓
49	24.0	"		-20.0		54°40' ✓	68°56' ✓
50	26.0	"		-22.0		55°10' ✓	73°36' ✓

No.	Depth	Bottom	Time	Elev.	Inst sta A F.S. Sta B	Inst at sta B F.S sta A
51	25.0	Rock	10:20	-21.0	55°50' L ✓	79°42' R ✓
52	23.0	"	10:23	-21.0	48°40' ✓	93°10' ✓
53	23.0	"		-19.0	46°50' ✓	91°40' ✓
54	22.0	"		-18.0	45°20' ✓	89°54' ✓
55	20.0	"	10:25	-16.0	43°45' ✓	87°27' ✓
56	21.0	"		-17.0	41°00' ✓	82°31' ✓
57	22.6	"		-18.0	38°15' ✓	76°47' ✓
58	21.0	"		-17.0	33°30' ✓	68°42' ✓
59	21.0	"		-17.0	29°50' ✓	58°23' ✓
60	21.0	S.+R.		-17.0	25°50' ✓	47°17' ✓
61	20.0	" "	10:30	-16.5	20°40' ✓	34°06' ✓
62	16.0	Rock		-12.5	16°30' ✓	24°12' ✓
63	10.0	"	10:31	-6.5 20' south waters edge point of Rocks	11°45' ✓	16°17' ✓
64	10.0	"		-6.5	9°15' ✓	10°13' ✓
65	15.0	"		-11.5	10°10' ✓	30°55' ✓
66	19.0	"		-15.5	16°00' ✓	52°20' ✓
67	18.0	"	10:35	-14.5	21°45' ✓	73°35' ✓
68	20.0	Sand		-16.5	26°20' ✓	86°40' ✓
69	22.0	Rock		-18.5	30°20' ✓	92°25' ✓
70	23.0	S.+R.		-19.5	33°00' ✓	97°18' ✓
71	23.0	" "		-19.5	35°00' ✓	100°05' ✓
72	23.0	" "		-19.5	37°00' ✓	102°11' ✓
73	22.0	Rock	10:40	-18.5	38°40' ✓	104°09' ✓
74	22.0	"		-18.5	40°15' ✓	105°49' ✓
75	25.0	"		-21.5	41°45' ✓	107°29' ✓

Soundings for La Jolla yacht basin

Locating Angles Books 1407-1410 — 3/2/31 — Moore Isbell — Lead line Rec.

No.	Depth.	Bottom	Time	Elev.	Inst Sta A FS Sta B	Inst Sta B FS Sta A
76	27.0	Sand	10:42	-23.5	A 20°40' L	108°53' R
77	23.0	"		-19.5	36°10'	119°26'
78	22.0	"		-18.5	34°40'	120°15'
79	19.0	"	10:45	-16.0	33°15'	120°51'
80	19.0	"		-16.0	31°40'	121°25'
81	19.0	Rock		-16.0	30°00'	121°47'
82	19.0	R. & S.		-16.0	27°45'	122°41'
83	18.0	" "		-15.0	25°30'	123°46'
84	18.0	Rock		-15.0	23°40' Inst Sta C.	124°48'
85	16.0	"		-13.0	21°10'	126°10' Inst Sta B FS Sta A
86	15.0	"	10:50	-12.0	18°10'	127°23'
87	14.0	"		-11.0	15°45' Inst Sta B FS Sta C	126°49'
88	15.0	"		-12.0	12°30'	127°17'
89	18.0	"		-15.0	10°00'	126°55'
90	17.0	"		-14.0	7°40'	126°50'
91	15.0	"		-12.0	6°00' Inst Sta C FS Sta B	125°27' Inst Sta A
92	8.0	"	10:53	-5.0	A 0°30'	123°11'
93	7.0	"	12.17	-7.0	5°00' R	0°20' L
94	13.0	R. & S.		-13.0	14°03' L	1°30' R
95	13.0	" "		-13.0	16°52'	2°45'
96	13.0	" "		-13.0	19°48'	4°15'
97	13.0	Rock	12:20	-13.0	22°15'	6°10'
98	16.0	"		-16.0	22°25'	7°30'
99	15.0	Sand		-15.0	23°23'	9°40'
100	17.0	"		-17.0	23°32'	11°45'

No.	Depth.	Bottom	Time	Elev.
101	17.0	Rock	12:23	-17.0
102	17.0	"		-17.0
103	15.0	"		-15.0
104	13.0	"	12:25	-13.0
105	14.0	"		-14.0
106	13.0	Sand		-13.0
107	14.0	"		-14.0
108	15.0	R.&S.		-15.0
109	13.0	" "		-13.0
110	14.0	" "	12:30	-14.0
111	13.0	" "		-13.0
112	12.0	" "		-12.0
113	13.0	" "		-13.0
114	12.0	Rock		-12.0
115	12.0	"		-12.0
116	11.0	"		-11.0
117	14.0	"	12:35	-14.0
118	15.0	"		-15.0
119	12.0	R.&S.		-12.0
120	13.0	" "		-13.0
121	12.0	" "		-12.0
122	10.0	" "		-10.0
123	10.0	Rock	12:40	-10.0
124	6.0	"		-6.0
125	6.0	"		-6.0

Inst sta B F.S. Sta C	Inst sta C F.S. Sta B
24°30' L	14°50' R
25°52'	18°10'
27°20'	24°00'
27°55'	28°05'
28°20'	32°15'
28°32'	36°30'
28°40'	40°15'
29°00'	43°50'
29°07'	48°45'
29°21'	53°50'
25°05'	53°50'
24°35'	47°30'
23°56'	40°00'
23°20'	32°50'
22°40'	27°50'
22°00'	23°10'
21°17'	17°45'
18°56'	12°45'
15°36'	8°45'
10°36'	4°30'
4°46'	1°30'
4°20' R	1°00' L
5°34' R	2°50' L
29°52' R	4°20' L
22°40' R	5°30' L

No.	Depth.	Bottom	Time	Elev.		Inst Sta B Fs Sta. C.	Inst at Sta C Fs Sta B
126	10.0	Rock	12:43	-10.0		18°05 R	5°00' L ✓
127	12.0	"		-12.0		10°22' R	3°45' L ✓
128	12:0	"		-12.0		5°15' R	2°15' L ✓
129	15.0	Sand		-15.0		0°42' R	0°15' L ✓
130	15.0	"	12:45	-15.5		2°58' L ✓	1°50' R ✓
131	6.0	Rock	-6.5	on top of Ledge		5°53' ✓	4°40' ✓
132	8.0	"	-8.5	10' south Boulder 1' under water		7°49' ✓	6°45' ✓
133	9.0	"	-9.5	10' South. Boulder on surface		8°17' ✓	8°00' ✓
134	10.0	"		-10.5		9°34' ✓	11°10' ✓
135	11.0	"		-11.5		10°25' ✓	14°50' ✓
136	8.0	"		-8.5		11°38' ✓	19°20' ✓
137	8.0	"		-8.5		12°25' ✓	23°40' ✓
138	4.0	"	-4.5	on Top of Big Rock		12°58' ✓	28°40' ✓
139	6.0	"	12:50	-6.5		13°22' ✓	31°40' ✓
140	7.0	"		-7.5		14°01' ✓	38°30' ✓
141	5.0	"		-5.5		11°16' ✓	46°40' ✓
142	5.0	"		-5.5		10°19' ✓	29°30' ✓
143	5.0	"		-5.5		8°48' ✓	21°30' ✓
144	5.0	"	-5.5	10' East Big Rock 1' under water. 20'x20'		8°23' ✓	17°45' ✓
145	8.0	"		-8.5		7°04' ✓	12°00' ✓
146	9.0	"		-9.5		5°44' ✓	8°15' ✓
147	8.0	"	12:55	-8.5		4°08' ✓	4°45' ✓
148	8:0	"	-8.5	40' West Big Rock on surface		1°53' ✓	1°40' ✓
149	7.0	"	-7.5	10' East Rock on surface		2°00' R ✓	1°30' L ✓
150	6.0	"		-6.5		5°00' R	3°30' L ✓

No.	Depth	Bottom	Time	Elev. at Buoy
151	11.0	Rock	12:58	-12.0
152	14.0	"		-15.0
153	6.0	"	12:59	-7.0

Inst sta B F.S. Sta C	Inst sta C F.S. Sta B
11°38'R ✓	6°30'L ✓
16°02'R	7°40'L ✓
20°27'R	8°30'L ✓

Soundings La Jolla Yacht Basin

No.	Depth.	Bottom	Time	Elev. (U.S.C.&G.S.)
1	18.0	Rock	10:22	-14
2	20.0	"		-16
3	18.0	"		-14
4	19.0	"		-15
5	24.0	"		-20
6	28.0	"	10:26	-24
7	37.0	"		-33
8	40.0	"		-36
9	44.0	"	10:28	-40
10	45.0	"	10:30	-41
11	42.0	"		-38
12	42.0	"		-38
13	40.0	"		-36
14	38.0	"		-34
15	35.0	"		-31
16	30.0	"	10:35	-26
17	26.0	"		-22
18	22.0	"		-18
19	20.0	"		-16
20	11.0	"		-7
21	18.0	"		-14
22	25.0	"	10:40	-21
23	27.0	"		-23
24	32.0	"		-28
25	35.0	"	10:42	-31

A1/31 Moore-Isbell

Inst at 603+81.77 MHT Base, Inst at Sta A
FS on 612+51.05 FS Sta B

19°17' L	161°13' L
22°45'	163°30'
24°52'	160°40'
27°24'	158°00'
30°11'	154°25'
31°28'	151°08
32°40'	148°20'
33°18'	145°45'
33°21'	141°25'
29°45'	136°15'
28°01'	133°35'
26°35'	133°00'
24°44'	133°30'
24°57'	133°40'
21°02'	133°30'
18°36'	133°10'
16°34'	136°30'
14°49'	139°00'
13°07'	140°40'
11°38'	141°30'
8°07'	127°30'
9°27'	125°05'
11°28'	123°07'
13°43'	121°20'
14°43'	118°40'

No.	Depth.	Bottom	Time	Elev. (U.S.C. & G.S.)			Inst at sta A & sta B FS
26	36.0	Rock	10:42	-32	15°10'	L	116°10' L
27	38.0	"		-34	16°53'	L	116°00'
28	42.0	"		-38	18°20'		115°20'
29	43.0	"		-39	20°37'		116°20'
30	45.0	"	10:45	-41	21°15'		115°40'
31	44.0	"		-40	15°15'		107°00'
32	41.0	"		-37	14°02'		106°40'
33	40.0	"		-36	12°36'		106°20'
34	37.0	"	10:50	-34	11°03'		106°10'
35	35.0	"		-32	11°18'	? UK	105°55'
36	34.0	"		-31	9°56'		110°23'
37	32.0	"	10:53	-29	9°00'		112°58'
38	26.0	"	11:07	-23	8°00'		115°15'
39	25.0	"		-22	7°13'		120°20'
40	20.0	"		-17	5°40'		122°40'
41	12.0	"		-9	4°01'		128°35'
42	15.0	"	11:10	-12	0°24'		112°05'
43	19.0	"		-16	3°16'		108°40'
44	27.0	"		-24	5°46'		104°55'
45	32.0	"		-29	7°18'		101°50'
46	34.0	"		-31	7°21'		100°00'
47	35.0	"	11:15	At Buoy -32	7°30'		98°15'
48	36.0	"		-33	8°54'		98°10'
49	40.0	"		-37	10°02'		97°45'
50	45.0	"	11:17	-42	10°37'		97°00'

No.	Depth.	Bottom	Time	Elev. (U.S.C.&G.S.)			Inst'd at Sta A Fs Sta B
51	43.0	Rock	11:18	-41	7°43' L	Inst'd at Sta B Fs. Sta A	90°20' L
52	42.0	"		-40	7°02'		89°30'
53	37.0	"	11:20	-35	5°41'		88°10'
54	35.0	"		-33	5°10'		89°20'
55	35.0	"		-33	4°15'		89°20'
56	33.0	"		-31	4°10'		91°00'
57	30.0	"	11:25	-28	2°39'		90°45'
58	30.0	"		-28	1°54'		91°10'
59	25.0	"		-23	1°09'		92°45'
60	20.0	"	11:29	-18	0°44' R		93°30'
61	34.0	"	12:45	-34	46°50' R		87°40'
62	37.0	"		-37	52°15'		84°25'
63	39.0	"		-39	57°25'		80°55'
64	42.0	"		-42	62°57'		78°30'
65	43.0	"		-43	66°50'		76°55'
66	45.0	"	12:50	-45	72°18'		74°45'
67	42.0	"		-42	78°00'		69°22'
68	41.0	"		-41	76°49'		68°35'
69	37.0	"		-37	75°06'		67°30'
70	34.0	"		-34	73°42'		66°20'
71	30.0	"	12:55	-30	71°25'		65°50'
72	30.0	"		-30	65°47'		67°45'
73	30.0	"		-30	62°08'		68°30'
74	27.0	"	1:00	-27	67°20'		62°25'
75	28.0	"	1:01	-28	73°13'		60°45'

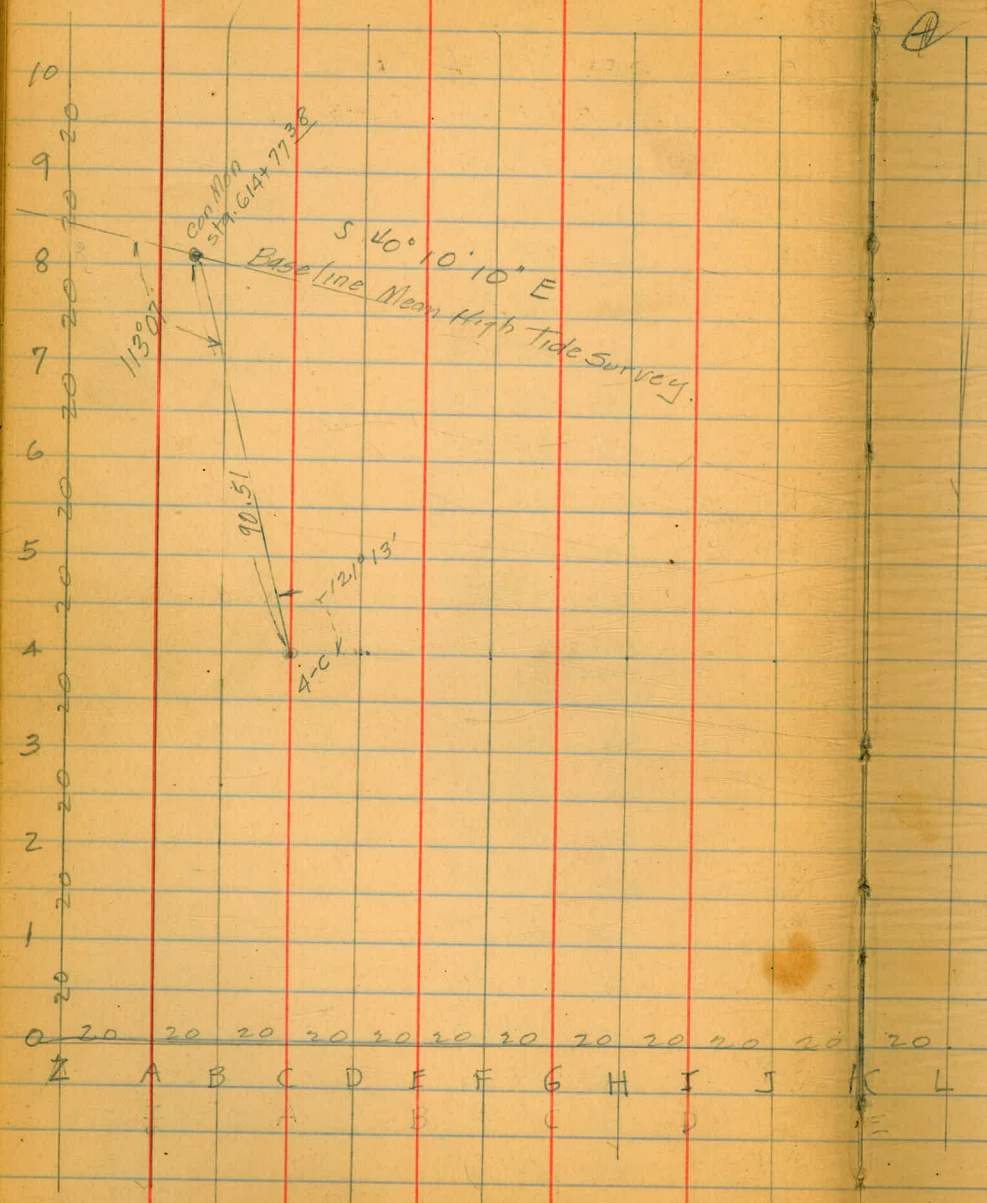
No.	Depth.	Bottom	Time	Elev. (U.S.C.&G.S.)	Inst at sta B FS. Sta A	Inst at sta A FS Sta B
76	30.0	Rock.	1:02	-30	77°38' R.	61°45 L
77	35.0	"		-35	79°40'	62°45'
78	37.0	"		-37	82°35'	63°00'
79	37.0			-37	84°25'	63°45'
80	38.0		1:05	-38	87°22'	63°25'
81	42.0			-42	89°00'	64°10'
82	50.0		1:07	-50	89°56'	64°20'
83	Deeper Than 55.0			Deeper than -55	94°18'	62°05
84	55.0		1:10	-55	94°10'	61°30'
85	40.0			-40	93°15'	60°35'
86	34.0			-34	92°15'	59°25'
87	33.0		1:15	-33	90°23'	58°30'
88	33.0			-33	88°59'	58°20'
89	32.0			-32	87°17'	57°45'
90	26.0			-26	86°14'	56°30'
91	25.0		1:20	-25	91°12'	57°25'
92	28.0			-28	93°06'	57°30'
93	30.0			-30	93°50'	54°30'
94	30.0			-30	95°53'	55°30'
95	32.0			-32	96°49'	56°05'
96	55.0		1:25	-55	97°44'	57°40'
97	Deeper Than 55.0			Deeper than -55	104°38'	53°10'
98	40.0			-40	104°25'	52°30'
99	28.0			-28	104°50'	51°50'
100	27.0		1:30	-27	103°37'	51°00'

No.	Depth	Bottom	Time	Elev (U.S.C. & G.S.)	Inst at sta B FS Sta. A	Inst at sta A FS Sta B
101	27.0	Rock	1:32	-27	101°31'R	51°00'L
102	27.0			-27	100°41'	49°55'
103	26.0		1:35	-26	101°05'	48°15'
104	23.0			-23	100°33'	45°45'
105	20.0			-20	110°21'	39°05'
106	22.0			-22	111°53'	40°35'
107	21.0		1:40	-21	112°25'	42°10
108	22.0			-22	113°30'	42°55
109	22.0			-22	113°09'	44°25'
110	20.0			-20	113°20'	45°20'
111	23.0			-23	112°50'	46°45
112	50.0		1:45	-50	112°21'	47°55'
113	30.0			-30	115°37'	45°45'
114	Deeper than 55.0			Deeper than -55	115°26'	46°50'
115	42.0			-42	114°46'	46°30'
116	23.0		1:50	-23	114°50'	45°45'
117	20.0			-20	114°27'	45°10'
118	22.0			-22	113°25'	44°40'
119	21.0			-21	114°11'	43°30'
120	21.0			-21	114°48'	42°30'
121	20.0		1:55	-20	115°41'	41°15'
122	20.0			-20	116°18'	40°15'
123	20.0			-20	116°24'	39°20'
124	19.0			-19	116°51'	38°10'
125	19.0			-19	117°27'	36°40
126	17.0		2:00	-17	118°05'	35°20

Indexed

Controll system for 2 foot Contours in La Jolla Cove

13



(See 142E)
for 1st section - grid.

90.51
113°07'

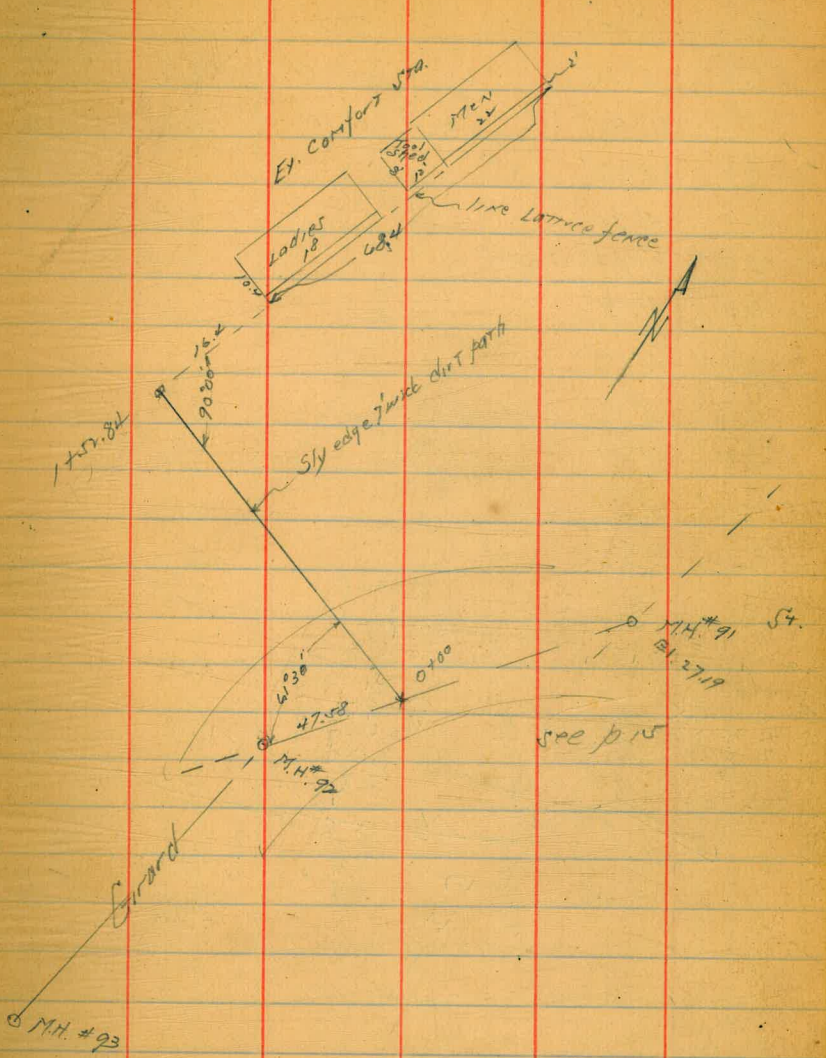
Moore 8-2-34

Levels for Proposed Comfort Sta. La Jolla Bathing Cove

indexed

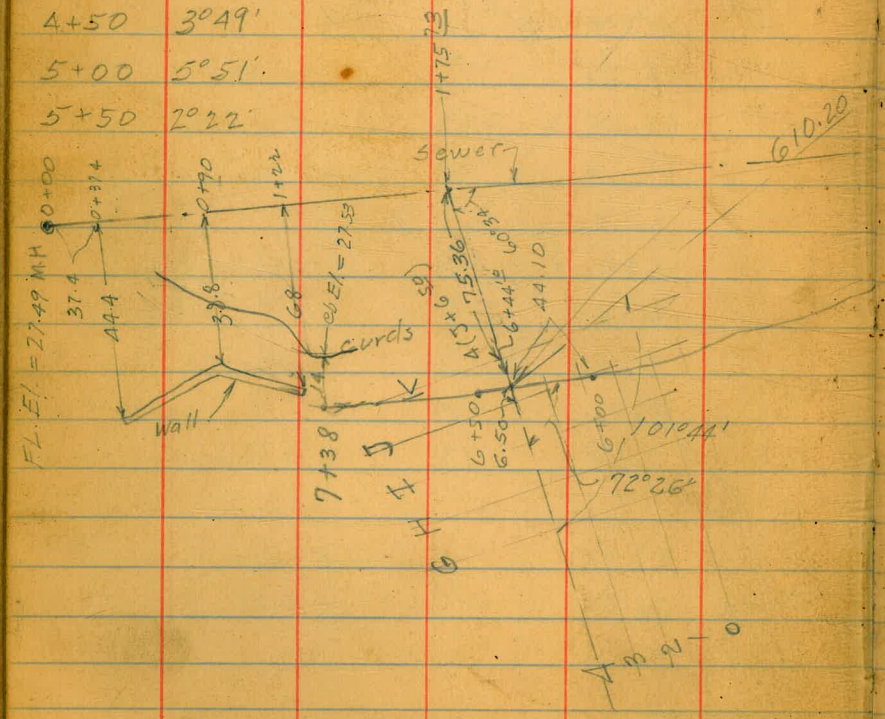
14

SEBP	0.0	47.0		47.00	Coast Blvd. & Girard St
T.P.	1.03	35.43	12.62	34.40	
T.P. set BP in curb	6.72	34.38	7.77	27.66	Sly curb Girard at La Jolla Cove 5' N'ly of F.H.
FL. MH #92			10.5	24.23	
Rim			6.2	28.13	
0+00 paving			6.67	27.71	
0+12 "			6.97	27.41	
0+47.6 gut paving			9.08	25.30	
" " Top 06			8.60	25.78	
0+57.4 " Wedge sidewalk			8.61	25.77	
+6			8.6	25.8	
2' S	Shrub bank		8.3	26.1	
1+00			9.2	25.0	
2' S	Shrub bank		8.7	25.7	
1+52.8	STUB = A		10.16	24.22	
2' S	Shrub bank		9.4	25.0	
Conc floor Ladies Toilet			10.80	24.08	
" " Men "			10.72	23.66	

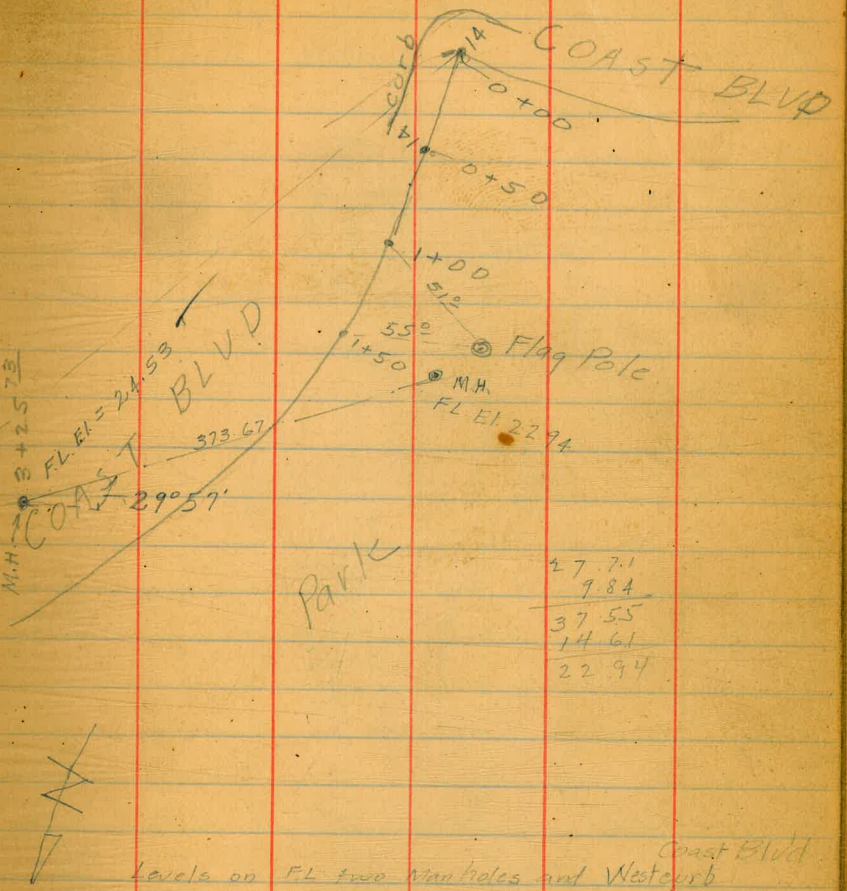


Indexed

Sta.	Defl.	Sta	Defl
0+50	5°30' R	6+00	7°54' R
1+00	11°30'	6+50	10°13'
1+50	10°03'		
2+00	4°30'		
2+50	3°07'		
3+00	3°05'		
3+50	4°08'		
4+00	3°17'		
4+50	3°49'		
5+00	5°51'		
5+50	2°22'		



Sketch showing Alignp. of East Line of La Jolla Park and ties to centroid for cove topography sewer line opposite cove.



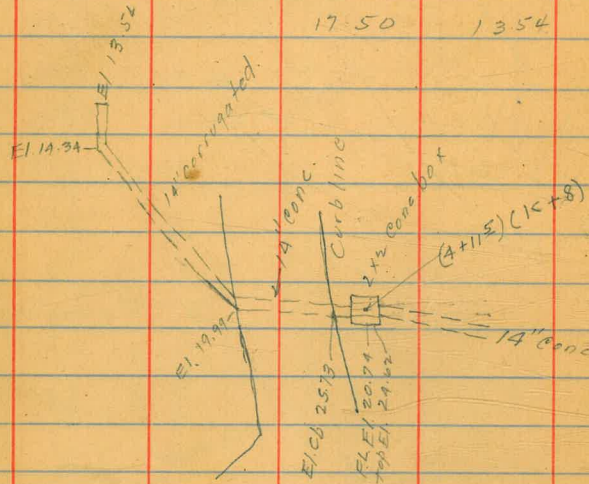
Coast Blvd

Levels on FL two Manholes and Westcurb

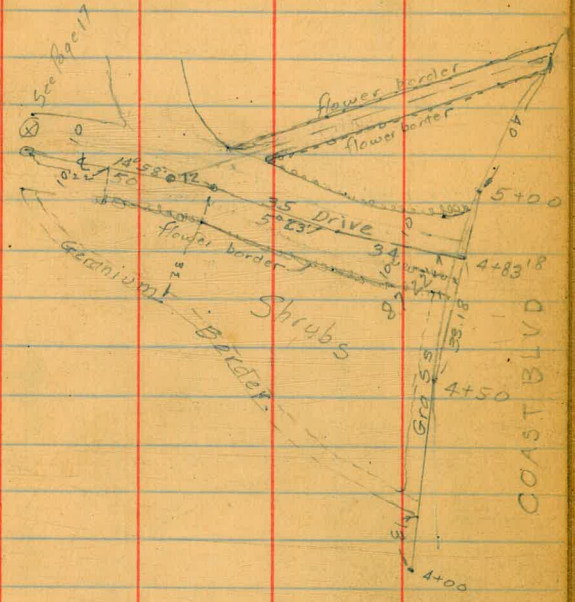
B.M	5.72	33.43		27.71	= 27.61 City Datum from U.S.G.S.
FL M.H. 0+00			5.94	27.49	
FL MH 3+25.73			8.90	24.53	
Check End wall			5.90	27.53	
Check C line			7.30	26.13	
Check S line			7.72	25.71	
Check A "			7.52	25.91	
" 3 "			4.61	25.82	
" 2 "			4.65	25.78	

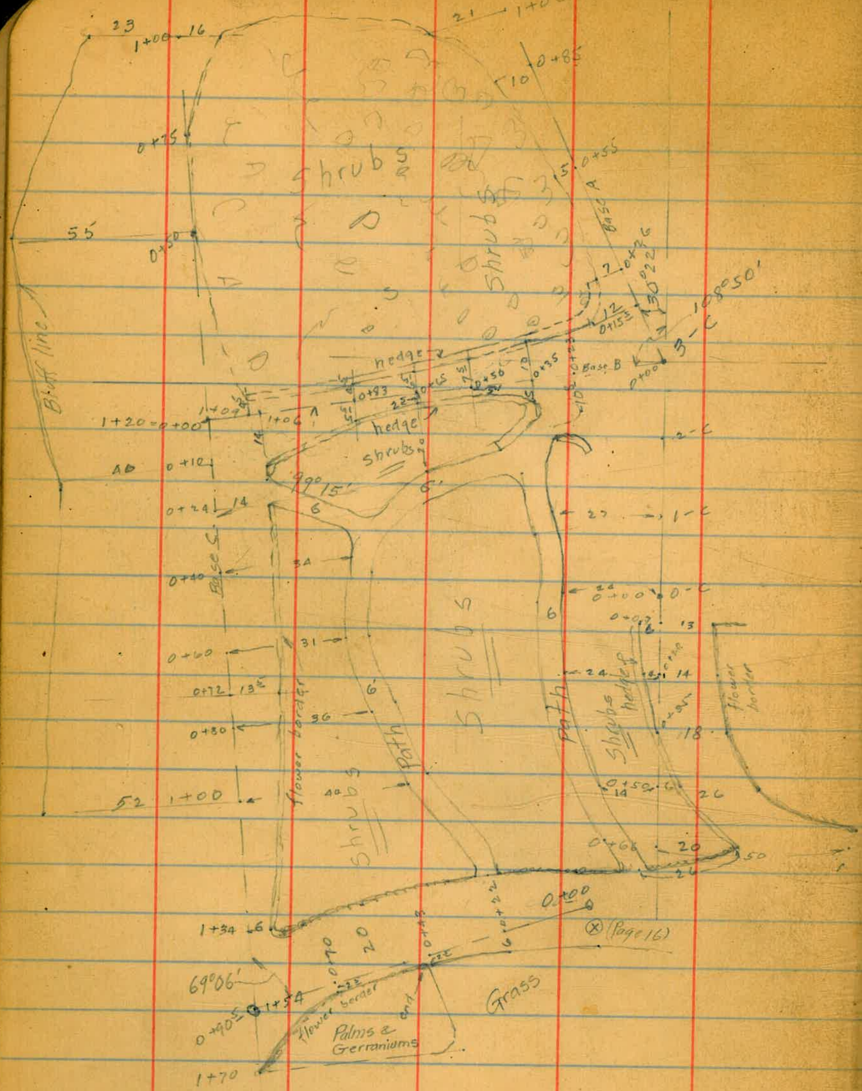
27.71
9.84
37.55
+4.61
22.94

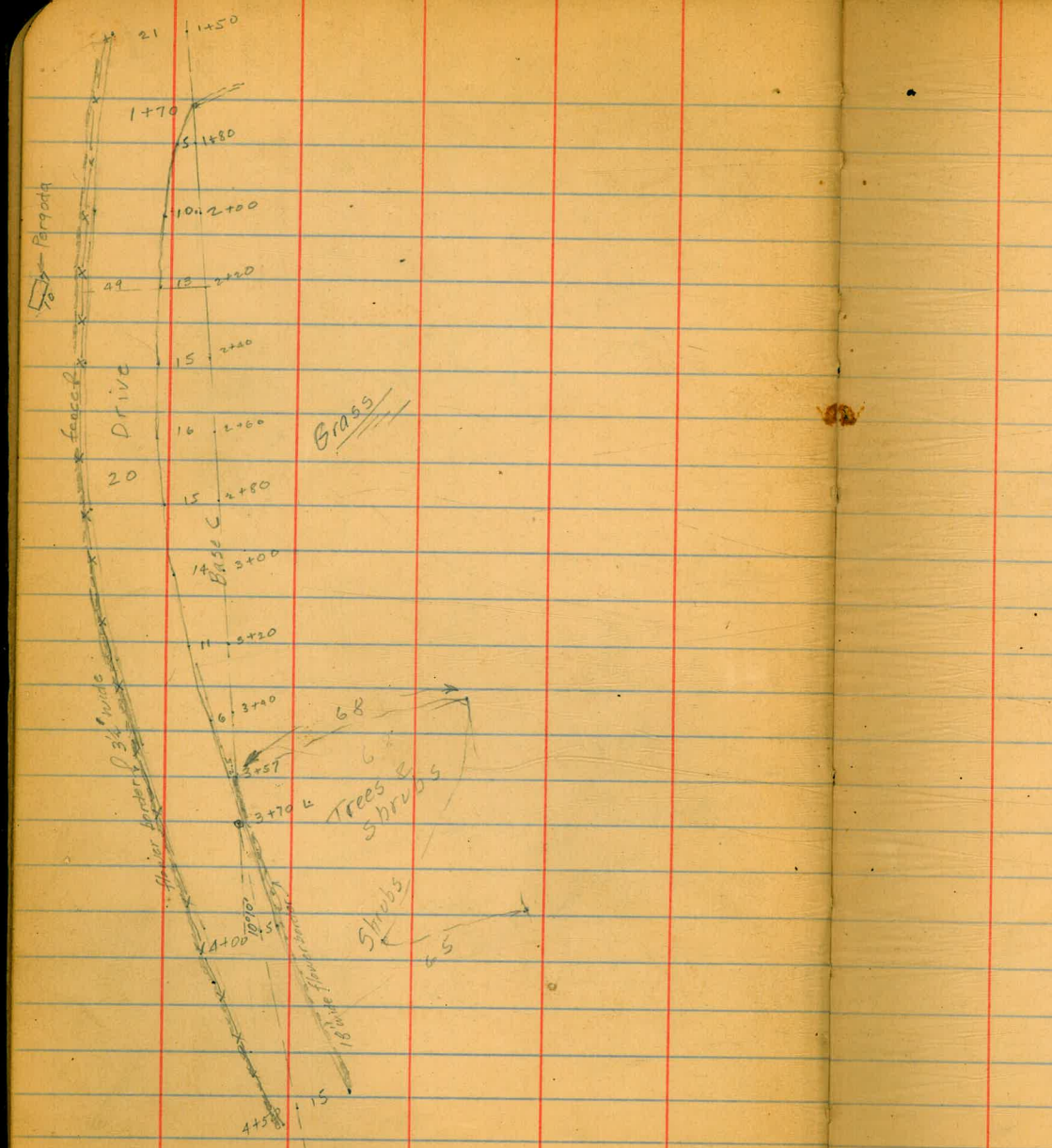
B.M	333	31.04		27.71
F.L. inlet			10.30	20.74
top inlet			6.42	24.62
top cb			5.31	25.73
at wall			11.15	19.99
at L			16.70	14.34
end			17.50	13.54

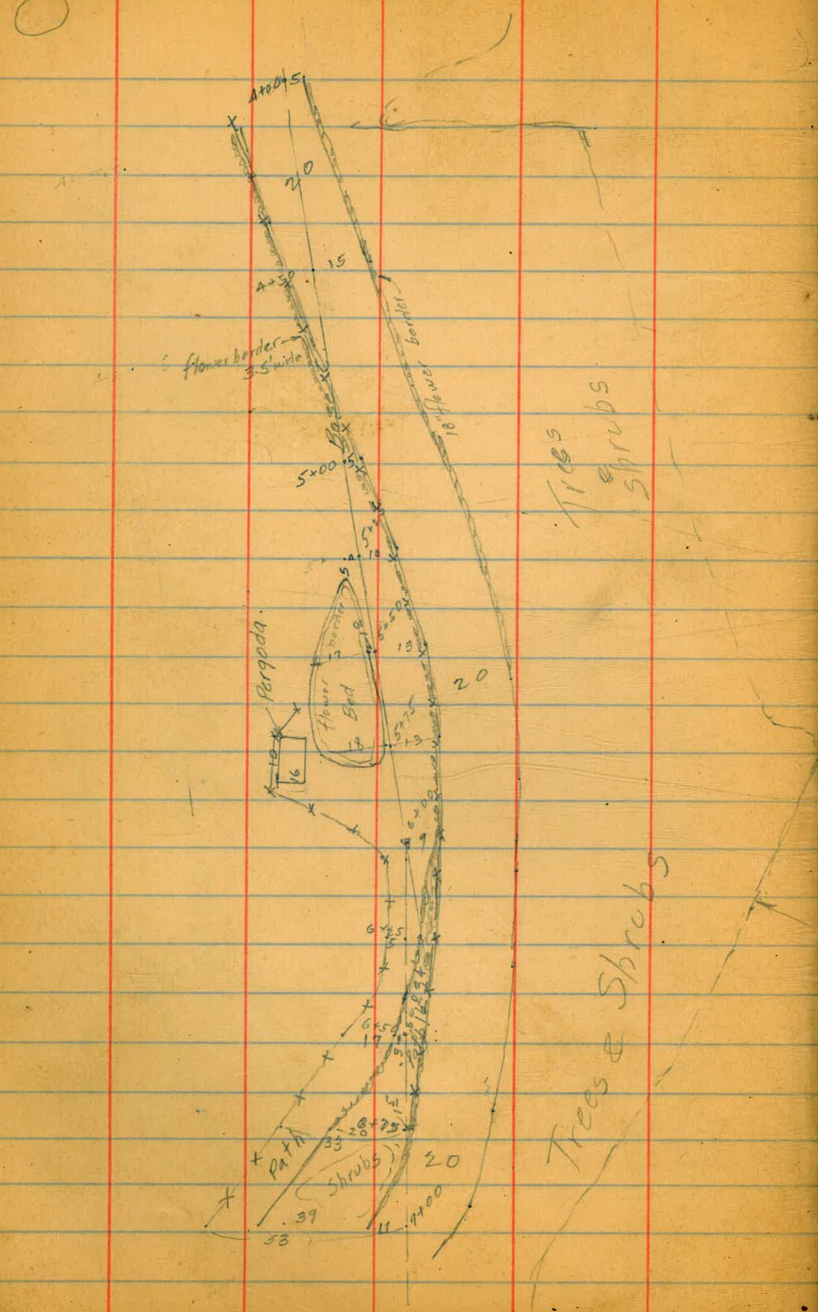


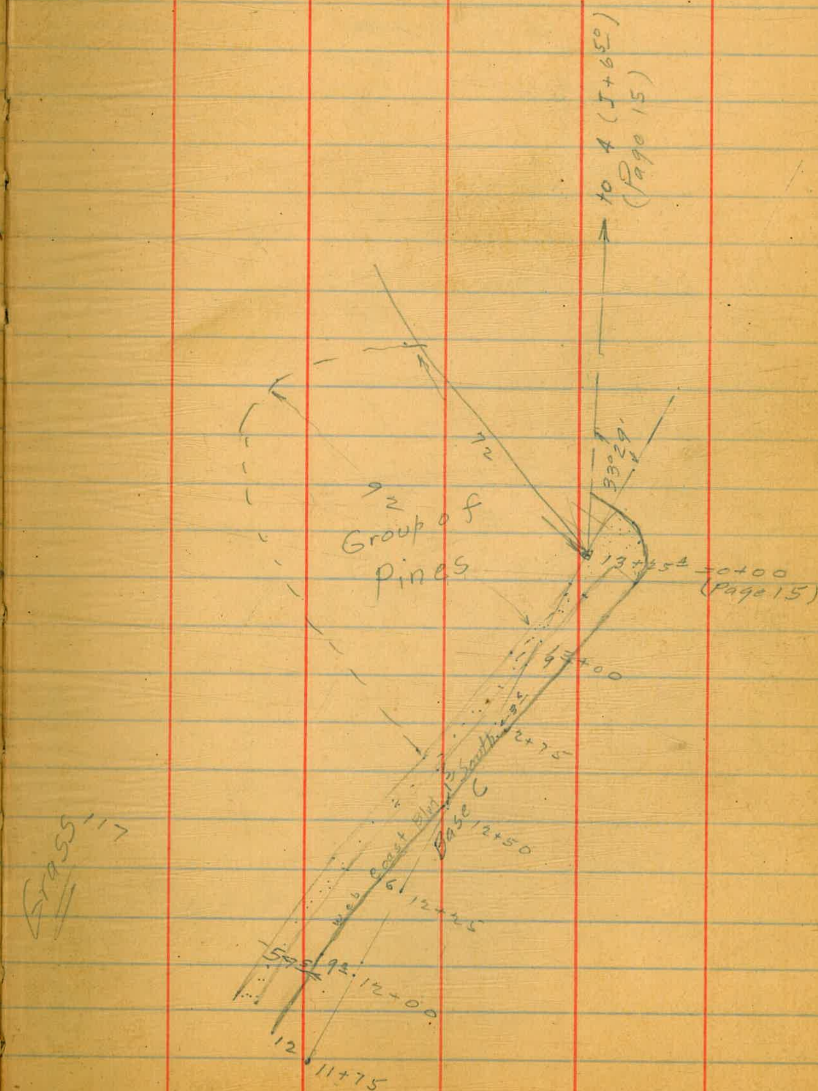
Sketch of Present inlet & Drain in Coast Blvd opp Cove

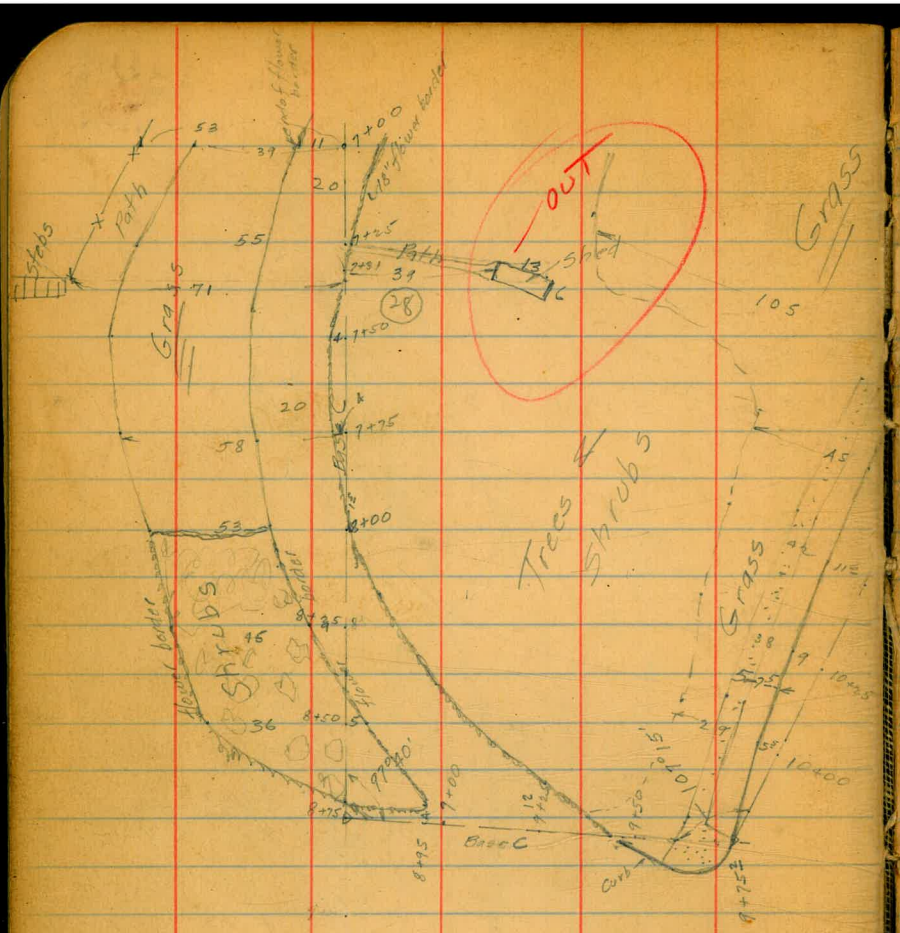



Bluff line
shrubs
shrubs
shrubs
hedge
hedge
shrubs
Base A
Base B
Base C
Shrubs
Path
Path
Shrubs
Flower border
Shrubs
hedge
Flower border
Flower border
Palms &
Gerraniums
Grass
(Page 16)
69°06'
108°50'


21
1+50
1+70
15
1+80
10
2+00
49
10
2+20
15
2+40
16
2+60
20
15
2+80
14
3+00
11
3+20
6
3+40
3+57
3+70
4+00
15
4+58
15
Drive
Grass
Edge of
68
65
Trees
Shrubs
Shrubs
fence
Parcel

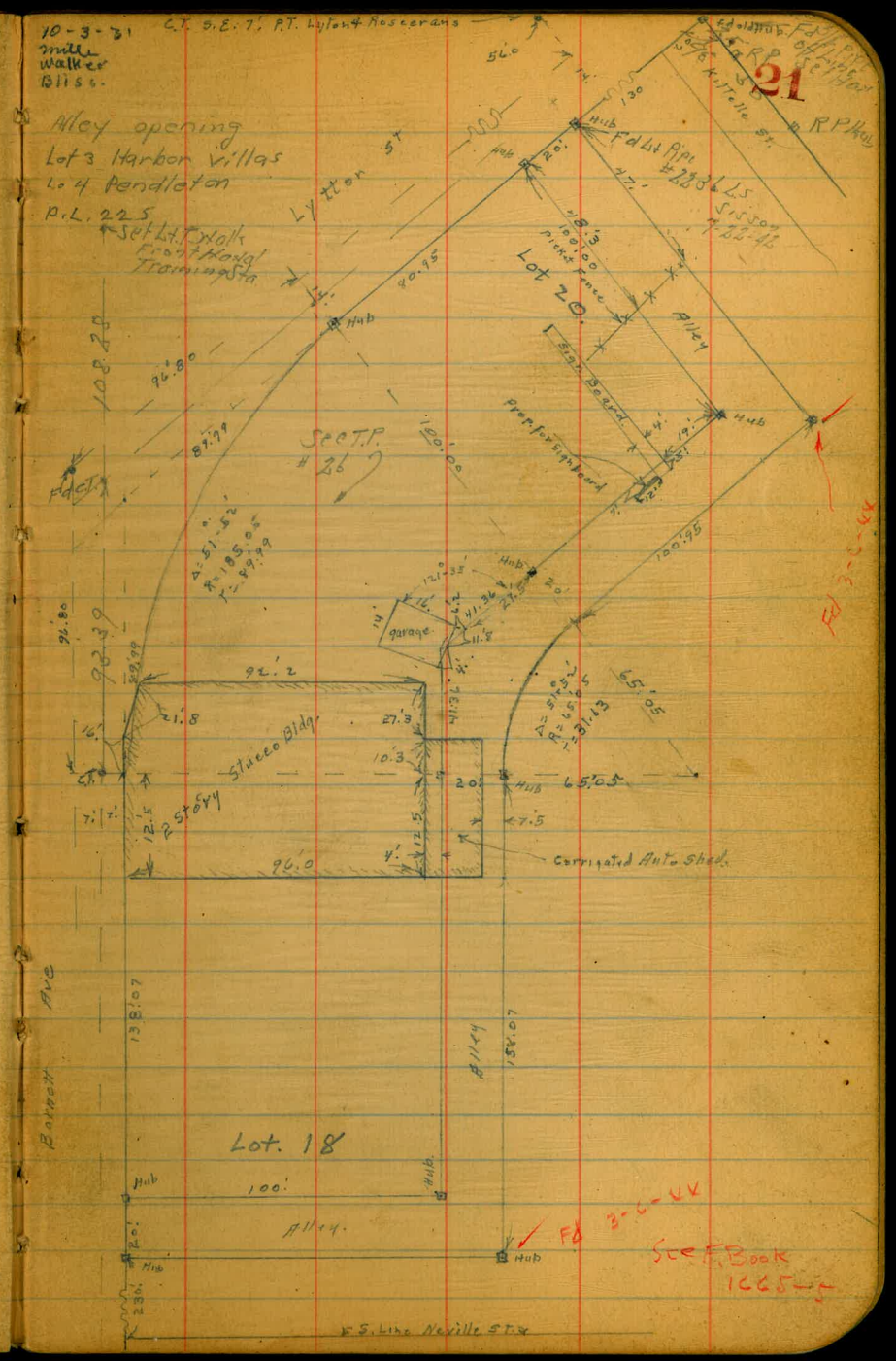

4+00
20
15
4+50
flower border 3.5' wide
18' flower border
5+00
Trees & shrubs
Pergoda
Flower Bed
20
Trees & Shrubs
path
Shrubs
20
7+00


to 4 (J+65°)
(Page 15)
33°29'
Group of pines
13+65± = 0+00
(Page 15)
13+00
12+75
Base C
12+50
12+25
12+00
11+75
Grass


OUT
Grass
Trees & Shrubs
Grass
Shrubs
Shrubs
Path
Path
Steps
Base C
7+00
7+25
7+50
7+75
8+00
8+25
8+50
8+75
9+00
9+25
9+50
10+00
10+25
10+50
10+75
11+00
11+25
11+50
11+75
12
13
28
97.80
104.00

Indexed
C.S.K.

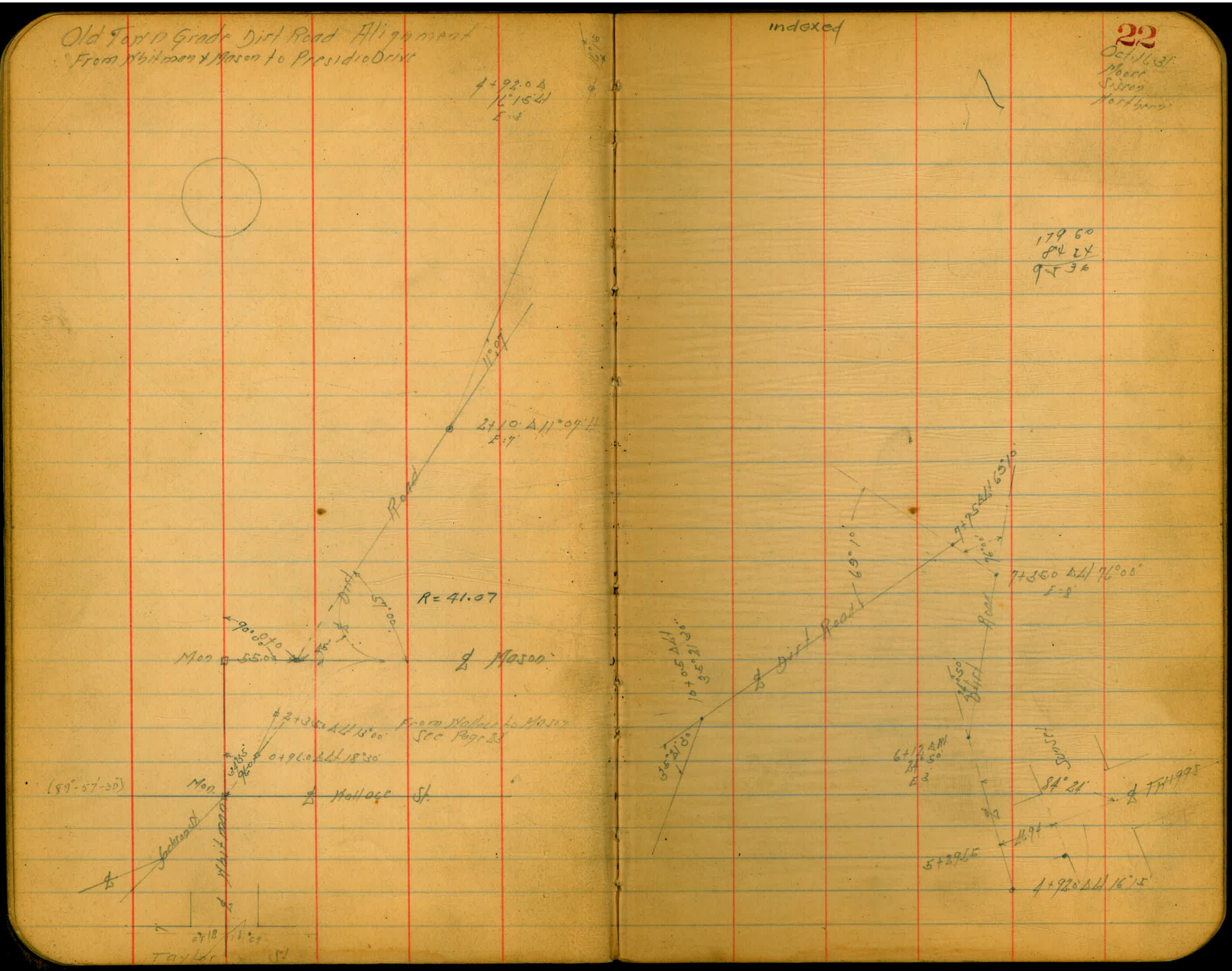
10-3-31
Mills
Walker
Bliss.



Old Town Grade Dirt Road Alignment
From Whitman & Mason to Presidio Drive

indexed

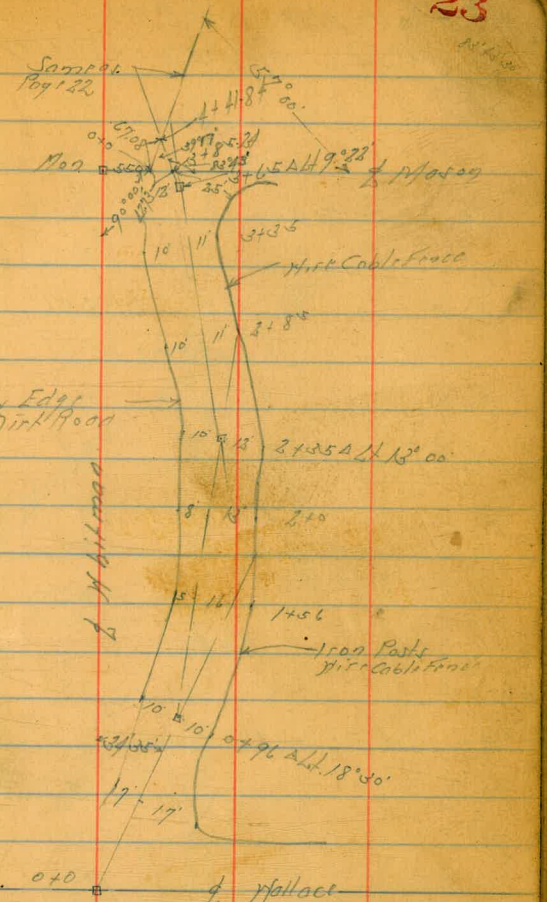
22
Oct 1963
Moore
Sisson
Northern

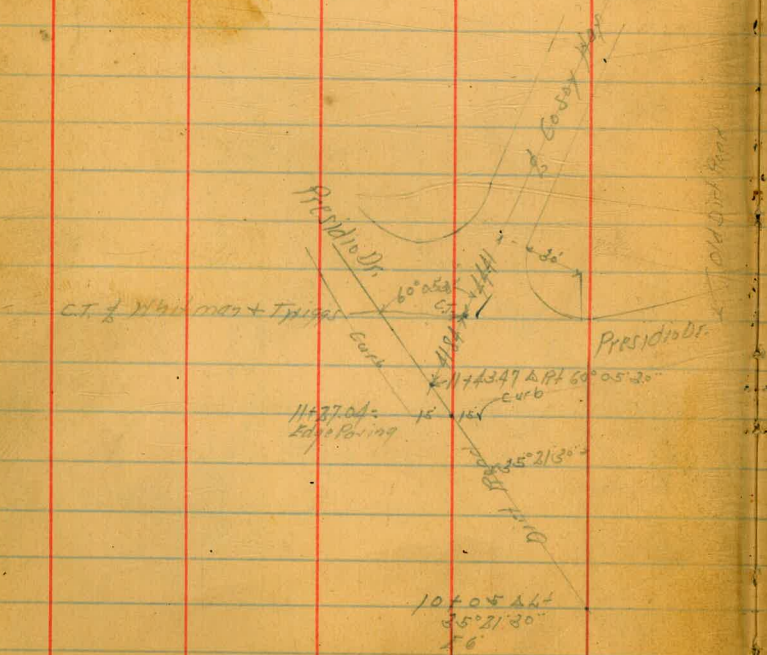


Old Town Grade

2+35
96
139

Old Town Grade Dirt Road
South of Whitman
Wallace to Mason



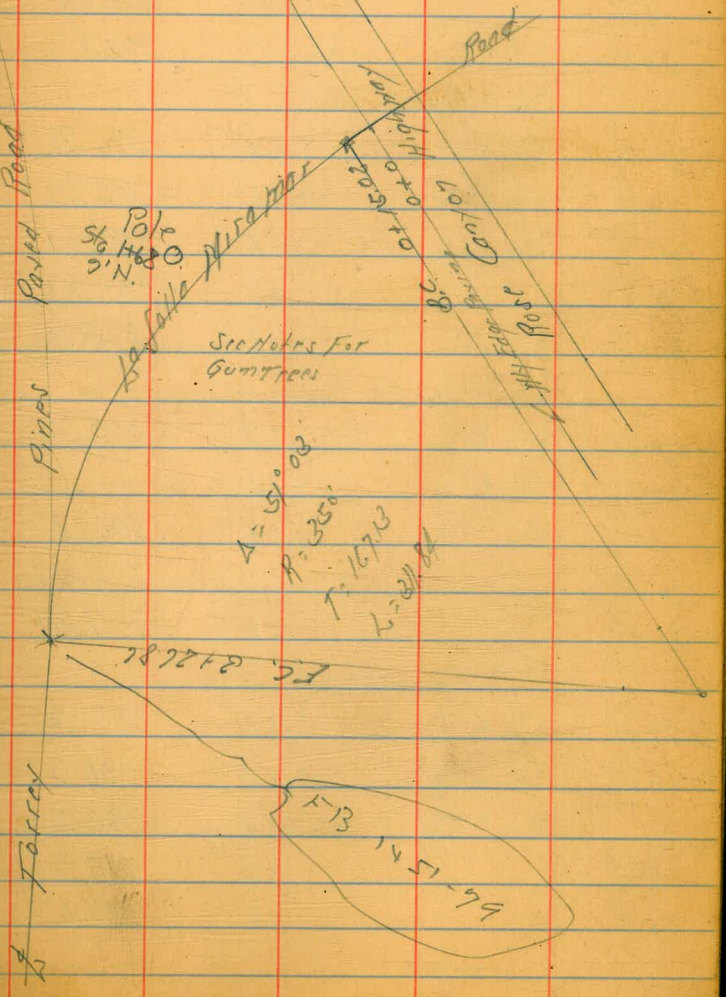


Cross Section
La Jolla Mira mar Road
Rose Canyon Highway to Torrey Pines

indexed

24
Oct 28-31
Mount
Simon
Northern

BM	7.32	403.01	395.69	TP No 1433 Page 2
		0+0 = Wly Edge Paving Rose Canyon		
20' S of Paving			7.63	395.38
℄	"	"	7.13	395.88
20' N	"	"	6.71	396.30
		0+15.02 BC ℄		
20 N			7.0	396.01
10 N			7.4	395.61
℄			7.5	395.51
10 S			7.6	395.41
20 S			7.7	395.31
		0+40		
20 S			8.1	394.91
BS: NE Cor Eucalyptus Grove				
10 S			7.4	395.61
℄			7.1	395.91
10 N			7.0	396.01
20 N			6.5	396.51
		0+50		
20 N			6.7	396.31
10 N			6.9	396.11
℄			7.0	396.01
10 S			7.2	395.81
20 S			8.0	395.01



408.01

0+75

20' S	7.8	395.21
10' S	6.7	396.31
℄	6.5	396.51
10' N	6.4	396.61
20' N	6.8	396.21

1+00

20' N	6.3	396.71
10' N	6.1	396.91
℄	6.4	396.61
10' S	7.2	395.81
20' S	7.6	395.41

1+25

20' S	7.8	395.21
10' S	6.9	.11
℄	6.5	396.51
10' N	6.1	396.91
20' N	5.8	397.21

1+50

20' N	5.8	397.21
10' N	6.3	396.71
℄	6.8	396.21
10' S	7.3	395.71
20' S	7.8	395.21

1+54

16' N of ℄ = N'ly Line of Euc. Grove.

408.01

1+68

9' N of ℄ = Elec. Pole

1+70

13' N of ℄ = N'ly Line Grove

1+75

20' S	7.8	395.21
10' S	7.4	395.61
℄	7.1	395.91
10' N	6.8	396.81
20' N	6.1	396.91

2+00

21.5 N - Ely Edge Paving Torrey Pines Rd.	5.83	397.18
10' N	6.2	396.81
℄	6.5	396.51
10' S	7.0	396.01
20' S	7.8	395.21

20' S - N'ly Line Euc. Grove

2+25

20' S	7.3	395.71
10' S	6.8	396.21
℄	6.4	396.61
11.4 N - Ely Edge Paving	5.83	397.18

403.01

2+50		
10' N on Paving	5.81	397.21
1.8' N - Fly Edge "	5.90	397.11
℄	5.9	397.11
10' S	6.3	396.71
20' S	6.5	396.51
2+75		
20' S	6.5	396.51
10' S	5.8	397.21
1.3' S - Fly Edge Paving	5.6	397.41
℄ on "	5.60	397.41
10' N " "	5.65	397.36
3+0		
11.8' N - Fly Edge Paving	5.32	397.69
℄ on "	5.13	397.88
8.7' S - Fly Edge "	5.00	398.01
10' S	5.0	398.01
20' S	6.0	397.01
3+38.86 EC		
20	5.1	397.91
10	4.34	398.67
℄	4.36	398.65
10'	4.41	398.55
15' N	4.1	398.41
3+50		
10' N - Edge Paving	3.80	399.21

403.01

℄ on Paving	3.67	399.34
10' E - Edge Paving	3.68	399.33
4+0		
10' E - Edge Paving	2.35	400.66
℄ on "	2.33	400.68
10' N - Edge "	2.36	400.65

Proposed Drainage
Barnett Ave. to Santa Fe R.R.

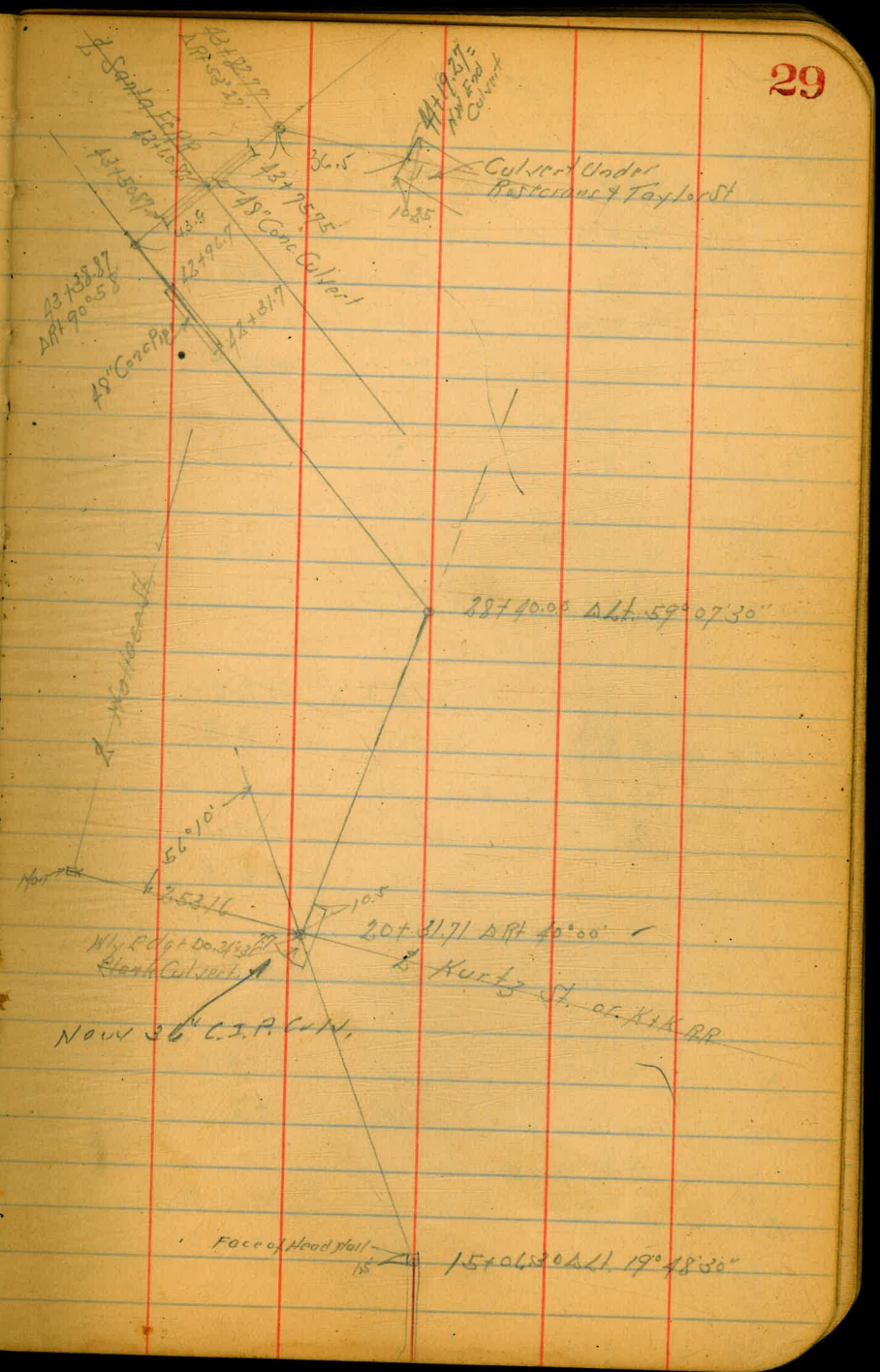
Indexed C.S.K.

BM	1.88	2+38		1.50 ← N.I.B.P. Barnett & Midway From Atlantic & Barnett
		0+0		
Top Head Wall			2.43	+0.95
Flow Line			7.41	-4.03
		0+4 = Conc Weir		
Flow Line			7.24	-3.86
Top Weir			4.55	-1.17
Ground			5.8	-2.4
		0+50		
℄			5.2	-1.8
		1+0		
℄			5.0	-1.6
		1+50		
℄			5.2	-1.8
		2+0		
℄			5.4	-2.0
		2+50		
℄			5.3	-1.9
		3+0		
℄			5.9	-2.5
		3+50		
℄			6.0	-2.6
		3+85.37 = Δ ℄		
℄	Flow line 12" Conc corrugated pipe		6.69	-2.70
	Top of Box Culvert		3.38	0.00

1-13-32
Moore Sisson Northern

45° D.P.
45° D.P.
26' Conc Iron Culvert & Headwall
14+56.50 Δ Rt 42°03'
14+75.3
1.5 Face of Head Wall
1.5 T.P. 6.30 Δ 19°35'30" 14+98.9
8+17.10 Δ Lt 40°47'30"
Centerline
3+95.57 Δ Rt 35°18'30"
1+92.6 : C.L. Line
3+91.9 : C.L. Line
3+85.37 Δ Lt 86°19'30"
9°+56'+9"
61°58'
Weir 10'
W. Line Barnett
0+0
Conc Culvert 4'H.W. 4'W. 10p Walls
190.81
2.62.0
Conc Box Culvert 9'x10'
Barnett Ave.

	3+38	
	3+94.4 - Cb Line	
℄ Top Cb	3.30	+ 0.08
Gutter on Paving	3.88	- 0.50
4+0		
℄ on Pav.	3.87	- 0.49
4+50		
℄ on Pav.	3.66	- 0.28
4+84.6 - Cb Line		
℄ Top Cb	3.58	- 0.20
Gutter on Paving	4.25	- 0.87
4+95.7 - ℄ Apt		
℄ Top Ory Wall	3.88	- 0.50
Flow Line 12" RPC	6.37	- 2.89
5+0		
℄	6.0	- 2.6
5+50		
℄	5.9	- 2.5
6+0		
℄	6.1	- 2.7
6+50		
℄	5.9	- 2.5
7+0		
℄	5.9	- 2.5
7+50		
℄	5.8	- 2.4



338

	8+17.10 Δ Lt		
TP 28' Lt = 6.56	4.62	5.32	-1.94
	8+50		
Δ		6.8	- 2.2
	9+0		
Δ		7.0	- 2.4
	9+50		
Δ		6.8	- 2.2
	9+75 = Ex. Line Golf Course		
Δ		6.8	- 2.2
12' Rt = Bottom Ditch		7.2	- 2.7
	10+0		
Δ		6.6	- 2.0
13' Rt = Bottom Ditch		7.1	- 2.5
	10+50		
Δ		5.7	- 1.1
13' Rt		7.0	- 2.4
	10+85 = Δ Ditch		
Δ = Bottom Ditch		6.9	- 2.3
	11+0		
Δ		5.4	- 0.8
10' Lt Bottom Ditch		6.9	- 2.3
	11+50		
Δ		5.5	- 0.9
45' Lt.		6.9	- 2.3

462

	12+0		
Δ		5.3	- 0.7
26' Lt = Bot. Ditch		6.9	- 2.3
	12+25		
Δ = Bot. Ditch		6.8	- 2.2
	12+50		
Δ		5.8	- 1.2
30' Rt.		6.8	- 2.2
	13+0		
Δ		5.5	- 0.9
25' Rt. Bot Ditch		6.8	- 2.2
	13+50		
Δ		5.5	- 0.9
15' Rt. Bot Ditch		6.6	- 2.0
	13+85		
Δ Bot. Ditch		6.6	- 2.0
	14+0		
Δ		6.6	- 2.0
	14+30		
Δ		5.7	- 1.1
15' Lt - Bot Ditch		6.6	- 2.0
	14+45 Δ Rt = Ex. Line Golf Course		
Flow		4.44	- 1.82
Top Head Wall		2.35	+ 2.27

	4.62			
	14+75.3 - ℄ SD Elec PP			
℄	Top Rail	1.17	+ 3.45	
	14+98.8 - ℄ SD Elec PP			
℄	Top Rail	1.11	+ 3.18	
	15+06.30 ΔLt			
℄	Flow Line	7.26	-2.66	
	Top Head Wall	3.18	+ 1.44	
	16+0			
℄		6.7	- 2.1	
	16+50			
℄		6.3	- 1.7	
	17+0			
℄		6.2	- 1.6	
	17+50			
℄		6.0	- 1.4	
TP.	7.89	6.08	5.93	-1.31
	18+0			
℄		7.6	- 1.5	
	18+50			
℄		7.2	- 1.1	
	19+0			
℄		7.2	- 1.1	
	19+65			
℄		7.5	- 1.4	
	19+80			
℄		8.6	- 2.5	

	6.08			
	20+0			
℄		7.8	- 1.7	
	20+22.7 - 54 Esd 24" RCP Do Flood Culvert			
℄	Flow Line	7.96	-1.91	-1.88
	20+31 PI: Δ Rt			
℄	02 Hub	5.88	+ 0.20	
	20+42.2 - 54 Esd Do Culvert			
℄	Flow Line	7.83	-1.75	
	21+0			
℄	Bottom Ditch 5' Wide	8.6	- 2.5	
	21+50			
℄	Bot. Ditch	8.8	- 2.7	
	22+0			
℄	Bot Ditch	8.9	- 2.8	
	22+50			
℄	Bot. Ditch	8.6	- 2.5	
	23+0			
℄	Bot Ditch	8.7	- 2.6	
	23+50			
℄	Bot Ditch	8.7	- 2.6	
	24+0			
℄	Bot Ditch	8.7	- 2.6	
	24+50			
℄	Bot Ditch	8.8	- 2.7	
	25+0			
℄	Bot Ditch	8.7	-2-6	

6.08

TP	487	4.31	6.71	-0.66
	25+50			
℄ - Bottom Ditch			6.5	- 2.3
	25+75			
℄ - Bottom Ditch			6.2	- 2.0
	26+0			
℄			5.2	- 1.0
5 Rt - Bot. Ditch			6.5	- 2.3
	26+50			
℄			4.2	+ 0.01
10 Rt - Bot. Ditch			6.8	- 2.6
	27+0			
℄			5.6	- 1.4
18' Rt - Bot Ditch			6.8	- 2.6
	27+50			
℄			4.9	- 0.7
25 Rt - Bot Ditch			6.7	- 2.5
	28+0			
℄			4.7	- 0.5
33 Rt - Bot Ditch			6.3	- 2.1
	28+30			
℄			4.2	+ 0.01
40 Rt - Bot Ditch - 5' Wid.			6.2	- 2.0

421

28+40 = ℄ Lt

℄ of Hub		4.5	- 0.44
8 Rt - Bot Ditch 5' Wid.		6.2	- 2.0
	29+0		
℄		4.8	- 0.6
15 Rt - Bot Ditch		6.2	- 2.0
	29+50		
℄		4.6	- 0.4
18 Rt - Bot. Ditch		6.3	- 2.1
	30+0		
℄		5.0	- 0.8
20 Rt - Bot Ditch		6.1	- 1.9
	30+50		
℄		4.8	- 0.6
8 Rt - Bot Ditch		6.2	- 2.0
	31+0		
℄ - ℄ Ditch		6.1	- 1.9
	31+50		
℄		5.8	- 1.6
10 Lt - Bot Ditch		6.1	- 1.9
	32+0		
℄		5.2	- 1.0
12' Lt - Bot Ditch		6.0	- 1.8
	32+50		
℄		5.5	- 1.3
19 Lt - Bot Ditch		6.2	- 2.0

33+0

℄	6.4	- 2.2
17 Lt - Bot Ditch	6.3	- 2.1
33+50		
℄	6.3	- 2.1
18 Lt - Bot Ditch	6.2	- 2.0
34+0		
℄	5.9	- 1.7
20 Lt - Bot Ditch	6.2	- 2.0
TP 8.96 8.01	5.16	-0.95
34+50		
℄	9.4	- 1.4
23 Lt - Bot Ditch	9.9	- 1.9
35+0		
℄	9.0	- 1.0
25 Lt - Bot Ditch	9.9	- 1.9
35+54		
℄	9.0	- 1.0
27 Lt - Bot Ditch	9.9	- 1.9
21 Rt of ℄ - Flow Line 24" Cdo. Under Santa Fe	9.48	- 1.47
35+75		
℄	9.6	+ 0.4
35+85		
℄	4.5	+ 3.5
36+0		
℄	5.1	+ 2.9

36+15

℄	5.1	+ 2.9
36+25		
℄	8.9	- 0.9
25 Lt - Bot Ditch	9.8	- 1.8
37+0		
℄	9.0	- 1.0
13 Lt - Bot Ditch	9.8	- 1.8
37+50		
℄	8.7	- 0.7
7 Lt - Bot Ditch	9.7	- 1.7
38+0		
℄	8.5	- 0.5
5 Lt - Bot Ditch	9.8	- 1.8
38+47		
℄ - Top 10" CI Waterline	8.20	- 0.2
5 Lt - Bot Ditch	10.2	- 2.2
39+0		
℄	8.6	- 0.6
5 Lt - Bot Ditch	9.8	- 1.8
39+50		
℄	7.8	+ 0.2
5 Lt - Bot Ditch	9.6	- 1.6
40+0		
℄	7.8	+ 0.2
3 Lt - Bot Ditch	9.6	- 1.6

40+50

℄	9.6	+ 0.4
3' Lt = Bot Ditch	9.6	- 1.6

41+0

℄	8.6	- 0.6
3' Lt = Bot Ditch	9.5	- 1.5

41+57 = Top 10" CI. Water Line

℄ of Top 10" CI. Water Line	8.31	-0.30
℄ = Bot Ditch	9.8	- 1.8

42+0

℄ = Bot Ditch	9.5	- 1.5

42+31.7 - S. Eff. End 48" Conc. Culvert

℄ = Flow Line	10.40	- 2.39

42+47

℄	5.9	+ 2.1

42+56

℄	3.5	+ 5.5

42+85

℄	2.7	+ 5.3

42+91.7 - N. Eff. End 48" Conc. Culvert

℄ Flow Line	9.14	- 1.43

43+38.97 ± Rt

℄	9.1	- 1.4

43+50.87 - S. Eff. End 48" Conc. Culvert

℄ Flow Line	9.17	- 1.66 ✓

43+60.82 - ℄ Sag to Fo

℄ Top Rail Sag to Fo	1.82	+ 6.19

43+75.75 - N. Eff. End 48" Conc. Culvert

℄ Flow Line	9.82	- 1.87 ✓

43+82.77 - ±

℄	9.3	- 1.3

44+19.27

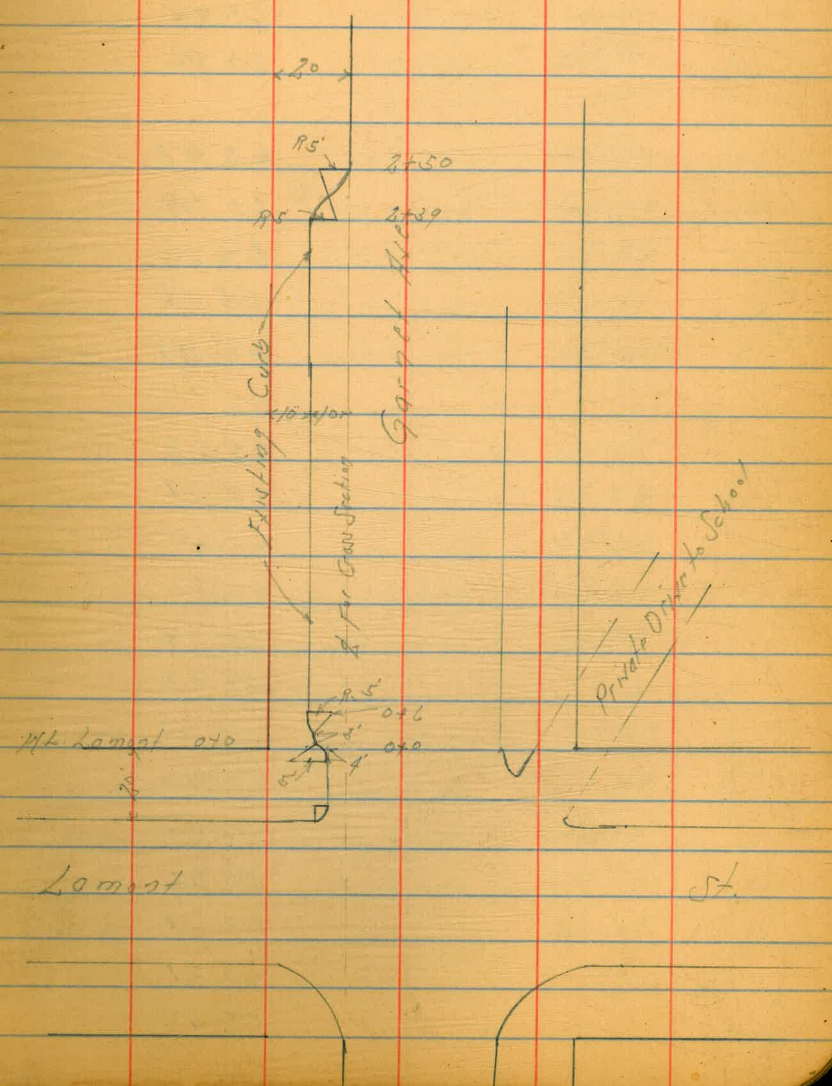
℄ Inside Top of Box	8.45	- 0.44 ⊥

- 1.5 = - 1.94

					N.W. Mon Taylor & San Diego
TP	2.60	8.71	2.90	.511	S.E. B.P.
BM			4.10	4.61 ✓	Taylor & San Diego
					⊥ 4.72
					N.E. B.P.
BM	4.72	6.06		1.34	Bar on Hydrant
TP	4.63	6.24	4.45	1.61	S.W. Mon. in Curb
BM			6.55	- 0.31	Bar on Hydrant
					- 0.15

Garnet St. Levels on Paving
West of Lamont

BM	5.93	71.76		65.83	S.W. B.P. Garnett Lamont
		0-20 = W Cb Lamont			
5 N			6.35	65.41	
℄			6.50	65.26	
5 S			6.66	65.10	
10 S			6.76	65.00	
15 S			6.87	64.89	
20 S = Sl. Garnet			6.98	64.78	
		0-7'			
5 S = Top Cb			5.88	65.78	
Gutter			6.60	65.16	
3 S			6.63	65.13	
℄			6.59	65.17	
5 N			6.37	65.39	
		0+0 = W.L. Lamont			
5 N			6.36	65.40	
℄			6.58	65.18	
6.2 S = Gutter			6.45	65.31	
Top Cb			5.82	65.94	
		0+6			
10 S = Top Cb			5.75	66.01	
Gutter			6.43	65.33	
5 S			6.52	65.24	
℄			6.55	65.21	
5 N			6.34	65.42	



7.1.76

	0+20		
5'N		6.26	65.50
℄		6.56	65.20
5'S		6.48	65.28
10'S-Gutter		6.40	65.36
Top Cb.		5.80	65.96
	0+40		
10'S Top Cb		5.79	65.97
Gutter		6.38	65.38
5'S		6.50	65.26
℄		6.51	65.25
5'N		6.25	65.51
	0+50		
5'N		6.23	65.53
℄		6.54	65.24
2'S		6.56	65.20
5'S		6.51	65.25
10'S-Gutter		6.38	65.38
Top Cb		5.83	65.93
	0+60		
10'S-Top Cb		5.83	65.93
Gutter		6.43	65.33
5'S		6.55	65.21
2'S		6.56	65.20
℄		6.55	65.21
5'N		6.21	65.50

7.1.76

	0+80		
5'N		6.23	65.53
℄		6.51	65.25
5'S		6.45	65.31
10'S-Gutter		6.40	65.36
Top Cb		5.82	65.94
	1+00		
10'S-Top Cb		5.80	65.96
Gutter		6.34	65.42
5'S		6.39	65.37
℄		6.45	65.31
5'N		6.16	65.60
	1+20		
5'N		6.15	65.61
℄		6.43	65.33
5'S		6.37	65.39
10'S-Gutter		6.39	65.47
Top Cb		5.79	65.97
	1+40		
10'S-Top Cb		5.79	65.97
Gutter		6.28	65.48
5'S		6.41	65.35
℄		6.43	65.33
5'N		6.12	65.64

7176

1+60

5'N	6.10	65.66
℄	6.37	65.39
5'S	6.31	65.45
10'S = Gutter	6.24	65.52
Topcb	5.77	65.99

1+80

10'S = Topcb	5.76	66.00
Gutter	6.20	65.56
5'S	6.30	65.46
℄	6.29	65.37
5'N	6.11	65.65

2+0

5'N	6.08	65.68
℄	6.37	65.39
5'S	6.31	65.45
10'S = Gutter	6.18	65.58
Topcb	5.77	65.99

2+20

10'S = Topcb	5.83	65.93
Gutter	6.20	65.56
5'S	6.31	65.45
℄	6.34	65.42
5'N	6.08	65.68

2+39 = CL&C

5'N	6.08	65.68
℄	6.33	65.43
5'S	6.28	65.48
10'S = Guth	6.15	65.61
	5.86	65.90

2+50 = CL.E.C.

℄ Topcb	5.91	65.85
Gutter	6.30	65.46
5'N	6.12	65.64

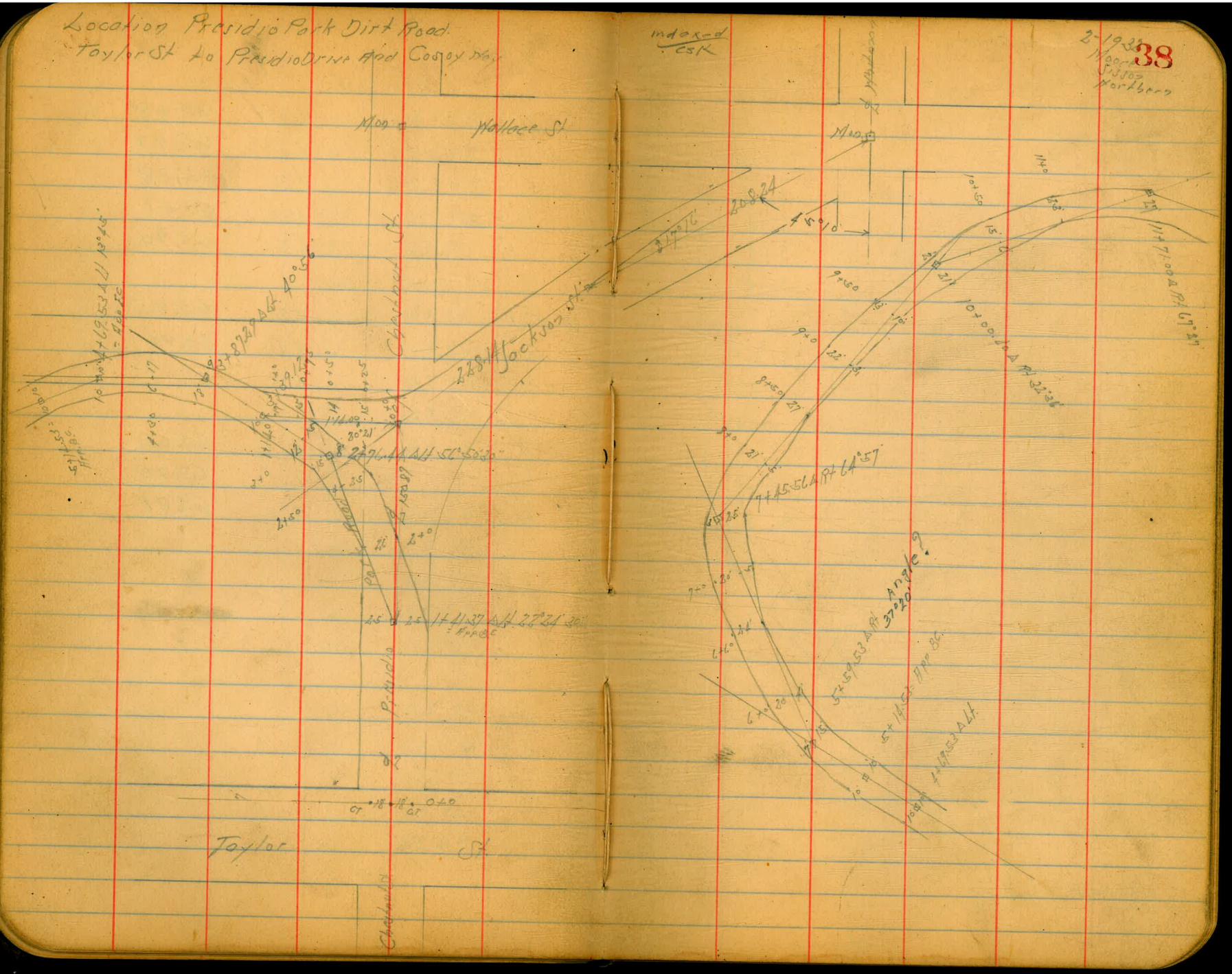
3+0

5'N	6.13	65.63
℄ = Gutter	6.36	65.40
Topcb	5.95	65.81

Location Presidio Park Dirt Road.
Taylor St to Presidio Drive and Cosby Ave.

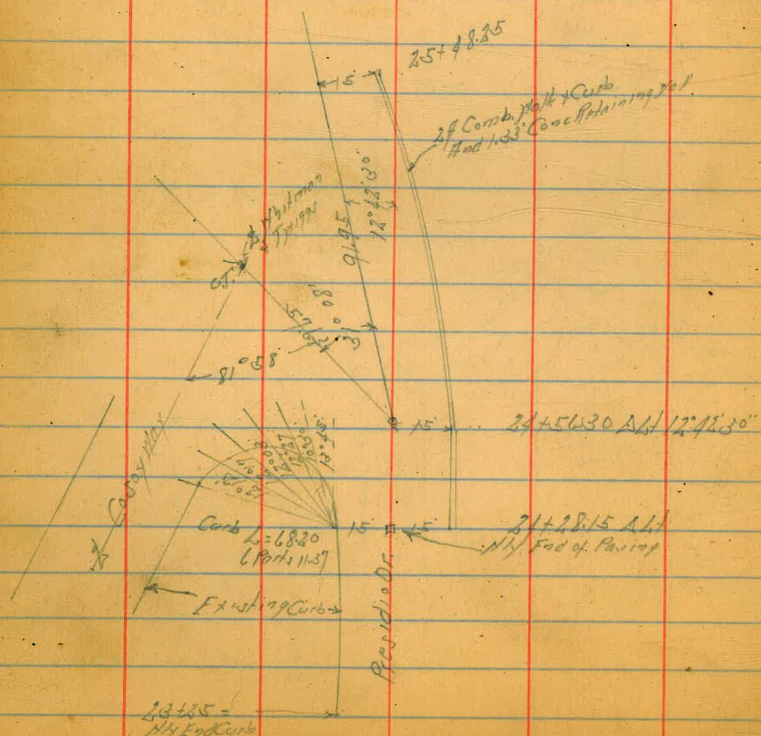
Indexed CSK

2-19-25 Location Presidio Northern

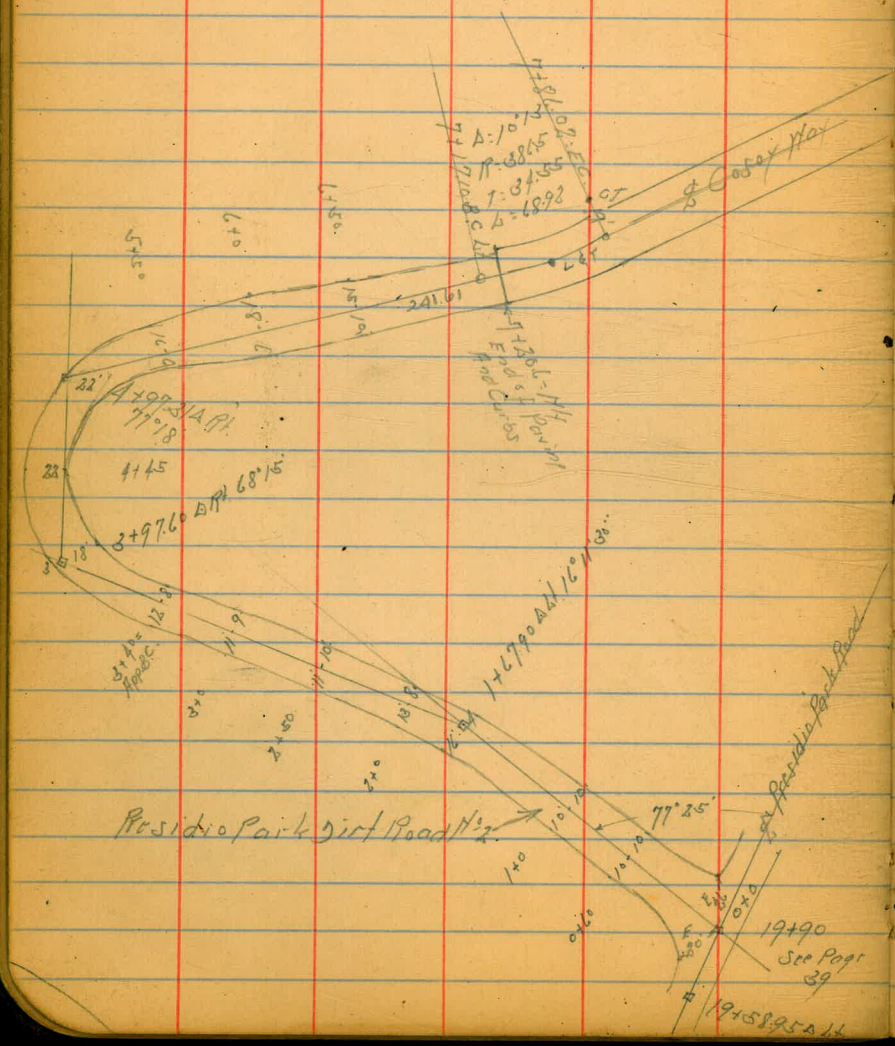



Presidio Park Road
18+32.84 Δ Rt
38°48'30"
16+95.12 Δ Rt
58°42'
14+88.10 Δ Lt
51°14'30"
Hopp P.C.
Hopp P.C.
Hopp P.C.
11+71.02 Δ Rt. 67°29'
Presidio Park Rd.
Number 2
See Page 41
1+67.90 Δ Lt 16°11'30"
24+56.30
24+28.15 Δ Lt 4°36'30"
23+25 Δ Rt
22+09.86 Δ Rt. 16°47
20+81.90 Δ Lt. 8°17'
19+30 - P.I.
19+58.96 Δ Rt 13°52'30"
18+32.84 Δ Lt 38°48'30"

Presidio Park Road.



Presidio Park Road No 2



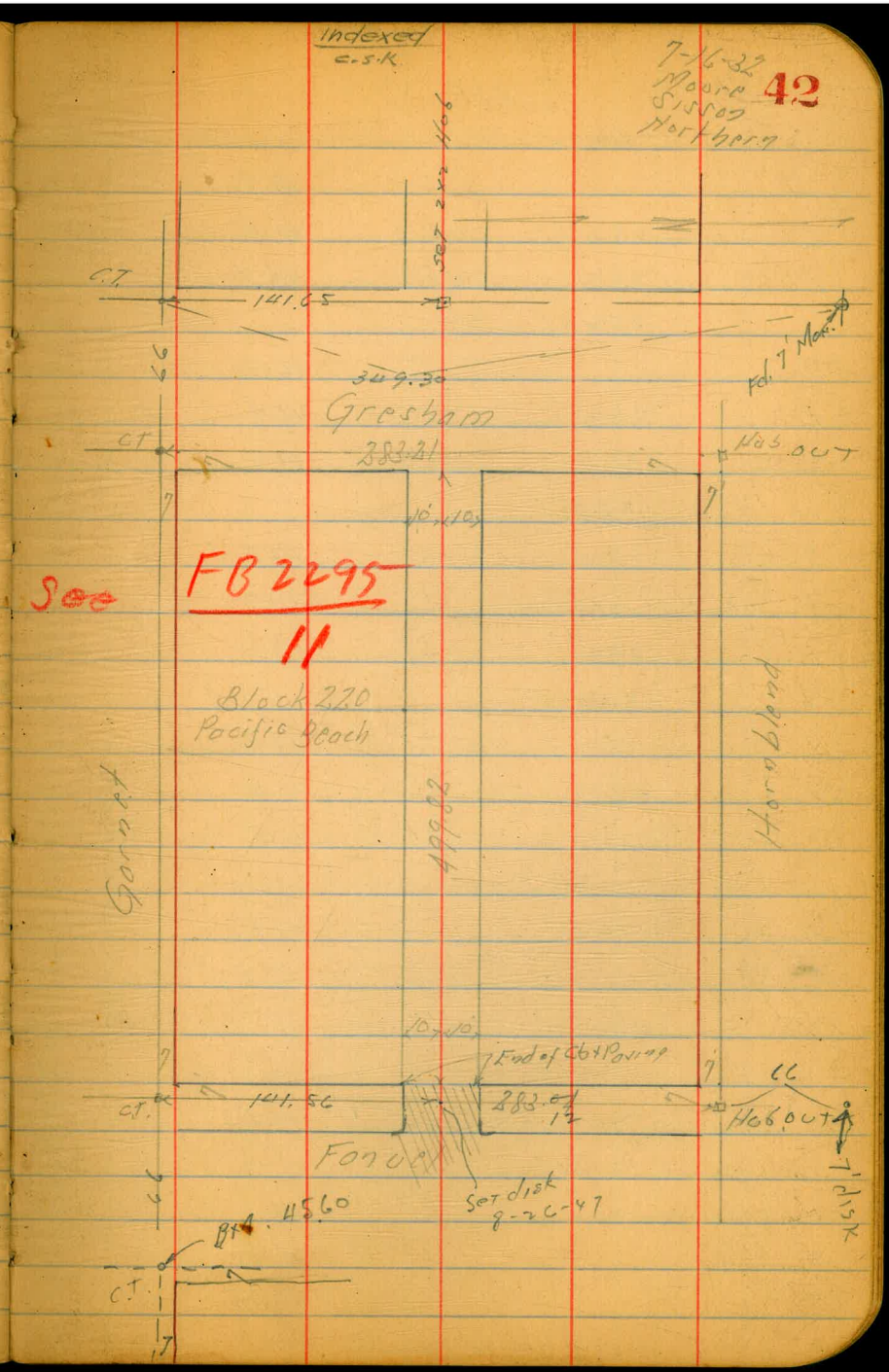
Cross Section Alley Block 220 Pacific Beach
From Fanuel to Gresham Between
Garnet + Hornblend 30' Wide

BM		5.84	51.44	45.60	Set T Tack Garnet + Fanuel
	E Gutter of Fanuel				
N	Top Cb		7.25	44.19	
N	Gutter on Paving		7.91	43.53	
℄	" "		8.06	43.38	
S	" "		8.20	43.24	
S	Top Cb		7.51	43.93	
	EL Fanuel				
S	Top Cb		7.40	44.04	
S	on Paving		7.69	43.75	
℄	" "		7.80	43.64	
N	" "		7.40	44.04	
N	Top Cb		7.00	44.44	
	10' E of EL of Fanuel				
N			6.1	44.8	
℄			6.9	44.6	
S			7.0	44.4	
	50' E				
S			6.1	45.3	
℄			6.2	45.2	
N			5.9	45.5	
	100' E				
N			5.2	46.1	
℄			5.8	45.6	
S			5.7	45.7	

Indexed
C.S.K.

7-16-32
Moore
Sisson
Northern

42



			51.44		
		150 E			
S			53	46.1	
⅄			54	46.0	
N			50	46.4	
		300 E			
N			47	46.7	
⅄			50	46.4	
S			50	46.4	
		350 E			
S			46	46.8	
⅄	on MH Cover		47	4667	
N			44	47.0	
		300 E			
N			42	47.0	
⅄			49	46.5	
S			46	46.8	
		350 E			
S			45	469	
⅄			41	47.3	
N			41	47.3	
		310 E			
N	on Hail Figure Grade for Pond		430 ✓	47.24	
		318 E			
N			42	47.2	
⅄			41	47.3	
S			44	47.0	

Plotted 1/16

			51.44		
42 - ⅄ Garage Dirt Floor			44	47.0	
		400 E			
S			40	47.0	
⅄			40	47.4	
N			38	47.6	
		450 E			
N			37	48.7	
+1			35	47.9	
⅄			35	47.9	
S			37	47.7	
		499.82 E - W ⅄ Gresham			
S			48	48.6	
⅄			30	49.4	
+5			30	49.4	
N			20	50.4	
P	430	5482	092	50.53	
		S.W. Cor. Garnet ⅄ Gresham			
S End Ch Return			265	52.17	
		N.W. Cor. Harebird ⅄ Gresham			
on Ground			70	4782	

Cross Section Cont'd
Line: Parallel Santa Fe RR & "A" Line Through R.L. 1353
Sorrento to City Limit
M.L. 10542 Bk Ford to 1440 Pages 80

	35+50		
50' Rt		9.7	95.7
40' Rt		11.9	93.5
23' Rt		8.8	96.6
℄		8.3	97.1
23' Lt		8.1	97.3
50' Lt		7.7	97.7
	35+55		
50' Lt		7.7	97.7
23' Lt		8.0	97.4
13' Lt		10.8	94.6
℄		11.6	93.8
23' Rt		12.6	92.8
50' Rt		13.2	92.2
60' Rt	Opp Abt on Bridge Ety 1 Span Brdg Bet 16' Span 16' Wide	14.2	91.2
60' Rt	Top on Deck	8.85	96.57
	35+65		
50' Rt		13.8	91.6
23' Rt		12.0	93.4
℄		11.8	93.6
23' Lt		11.2	94.2
35' Lt		10.6	94.8
48' Lt		7.9	97.5
50' Lt		7.8	97.6

10542

Feb 9 38
Mosier

	35+75		
50' Lt		10.4	95.0
23' Lt		11.7	93.7
℄		11.0	94.4
23' Rt		11.4	94.0
50' Rt		12.8	93.1
	35+80		
50' Rt		9.7	95.7
23' Rt		9.6	95.8
℄		8.0	97.4
10' Lt		8.0	97.4
15' Lt		10.8	94.6
23' Lt		10.9	94.5
50' Lt		10.4	95.0
	36+0		
50' Lt		10.6	94.8
42' Lt		7.5	97.9
20' Lt		8.0	97.4
℄		8.7	96.7
23' Rt		9.5	95.9
50' Rt		9.8	95.6
	36+50		
50' Rt	on old Road	9.9	95.5
23' Rt		9.8	95.6
℄		9.1	96.3
23' Lt		8.5	96.9

10542

50'Lt		7.8	97.6	
	37+0			
50'Lt		8.1	97.3	
23'Lt		8.6	96.8	
℄		9.2	96.2	
23'Rt		9.4	96.0	
50 Rt	of Old Road	9.3	96.1	
	37+50			
50'Rt	of Road	7.6	97.8	
23'Rt		7.0	98.4	
℄		7.6	97.8	
23'Lt		7.6	97.8	
50'Lt		7.6	97.8	
	38+0			
50'Lt		5.9	99.5	
23'Lt		5.6	99.8	
℄		5.1	100.3	
23'Rt - Tel. Pole		5.1	100.3	
30'Rt - Fly Road		6.9	98.5	
50'Rt		6.3	99.1	
BM		5.19	100.23	of Mon on Rt. Line Rt 38+0
	38+57.67-EC			
50'Rt		5.2	100.2	
21'Rt - Fly Road		5.8	99.6	
23'Rt		4.3	101.1	
℄		4.1	101.3	

10542

23'Lt		3.5	101.9	
50'Lt		2.2	103.2	
	39+0			
50'Lt		2.1	103.3	
23'Lt		3.8	101.6	
℄		4.9	100.5	
23'Rt		5.1	100.3	
26 Rt - Fly Road		5.9	99.5	
50'Rt		6.0	99.4	
	39+50			
50'Rt		5.9	99.5	
23'Rt		5.8	99.6	
℄		5.4	100.0	
23'Lt		4.2	101.2	
50'Lt		3.5	102.9	
	40+0			
50'Lt		2.1	103.3	
23'Lt		3.9	101.5	
℄		5.3	100.1	
23'Rt		5.7	99.7	
50'Rt		6.2	99.2	
	40+50			
50'Rt		5.3	100.1	40+80 22'Rt - Tel. Pole
22'Rt		5.3	100.1	
℄		4.8	100.6	
23'Lt		3.0	102.4	

		105.42			
50' Lt			0.6	104.8	
TP	11.90	116.60	0.72	104.70	
	41+0				
50' Lt			10.5	106.1	
23' Lt			13.5	103.1	41+25 23' Lt - Power Pole
℄			15.1	101.5	
23' Rt			15.6	101.0	
26' Rt			16.6		
50' Rt			16.6	100.0	
	41+50			100.0	
50' Rt			15.5	101.1	
26' Rt			15.7	100.9	
23' Rt			14.3	102.3	
℄			13.5	103.1	
23' Lt			11.9	104.7	
50' Lt			7.8	108.8	
	42+0				
50' Lt			5.2	111.4	
23' Lt			8.6	108.0	
℄			10.8	105.8	
23' Rt			12.1	104.5	
26' Rt			14.0	102.6	
50' Rt			13.9	102.7	
	42+50				
50' Rt			12.0	104.6	
26' Rt			12.5	104.1	
23' Rt			10.1	106.5	

		116.60			
℄			8.3	108.3	
23' Lt			6.4	110.2	
50' Lt			3.1	113.5	
	43+0				
50' Lt			1.0	115.6	
23' Lt			4.3	112.3	
℄			6.9	109.7	
23' Rt			9.4	107.2	
26' Rt			10.6	106.0	
50' Rt			10.8	105.8	
	43+50				
50' Rt			9.5	107.1	
30' Rt			9.2	107.4	43+75 34' Rt - Tele. Pole
23' Rt			7.2	109.4	
℄			6.3	110.3	
23' Lt			4.5	112.1	
50' Lt			0.2	116.4	
	44+00.05 = Cty Line				
50' Lt			0.7	115.9	
23' Lt			2.3	114.3	
℄ on Hub			2.57	114.03	
23' Rt			4.7	111.9	
30' Rt = Edge Road			7.4	109.2	
50' Rt	"	"	6.8	109.8	
BM			15.23	101.27	County BM Hub 100' Rt 44+00 101.79

Cross Section
Line Parallel South Fe R.R. N-W. of Sorrento

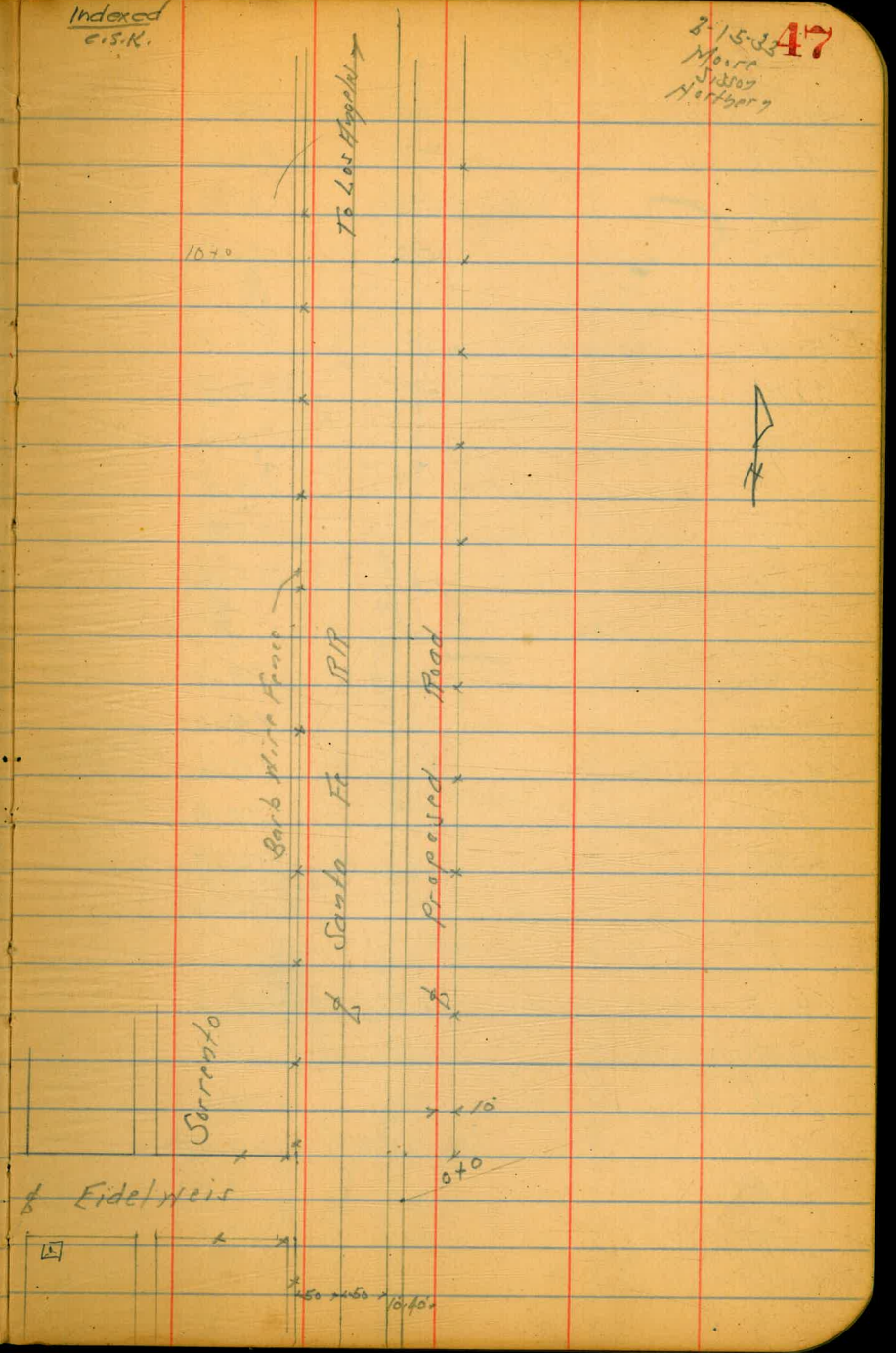
100' Wide

U.S.G.S. Datum

BM	4.78	36.62	31.84	B.P.R.R.S.F. Water Tank Sorrento
		0+00 = ℄ Eidelweis		
50' Lt		5.3	31.3	
23' Lt		5.7	30.9	
℄		6.6	30.0	
23' Rt.		7.0	29.6	
50' Rt.		7.6	29.0	
	0+10			
10' Rt.	Power Pole			
	0+25			
23' Rt.	Wind Mill & Water Tank Not in use			
	0+50			
50' Rt		7.3	29.3	
23' Rt.		7.1	29.5	
℄		6.4	30.2	
23' Lt		5.6	31.0	
50' Lt		5.3	31.3	
	1+00			
50' Lt		5.3	31.3	
23' Lt		5.2	31.4	
℄		6.1	30.5	
23' Rt		7.6	29.0	
50' Rt		7.9	28.7	
	1+50			
50' Rt		7.5	29.1	
23' Rt		7.4	29.2	

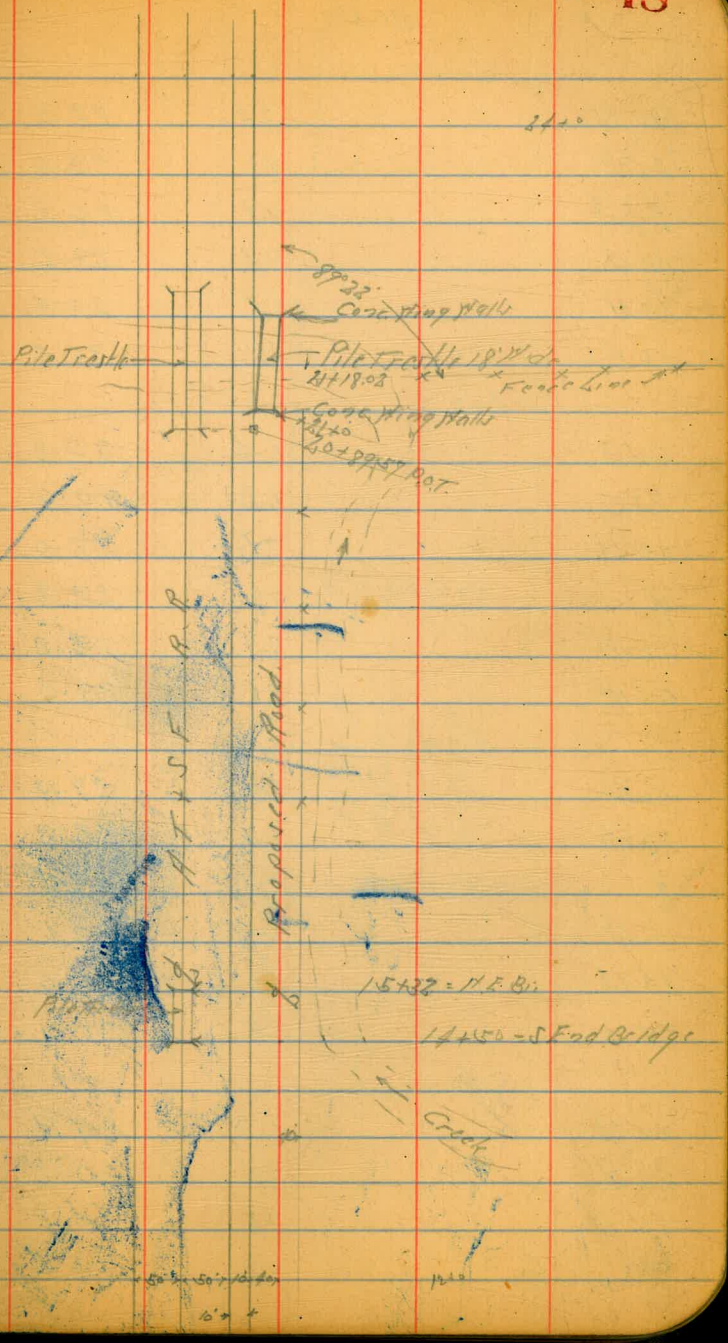
Indexed
C.S.K.

8-15-32 47
Moore
Sisson
Norberg



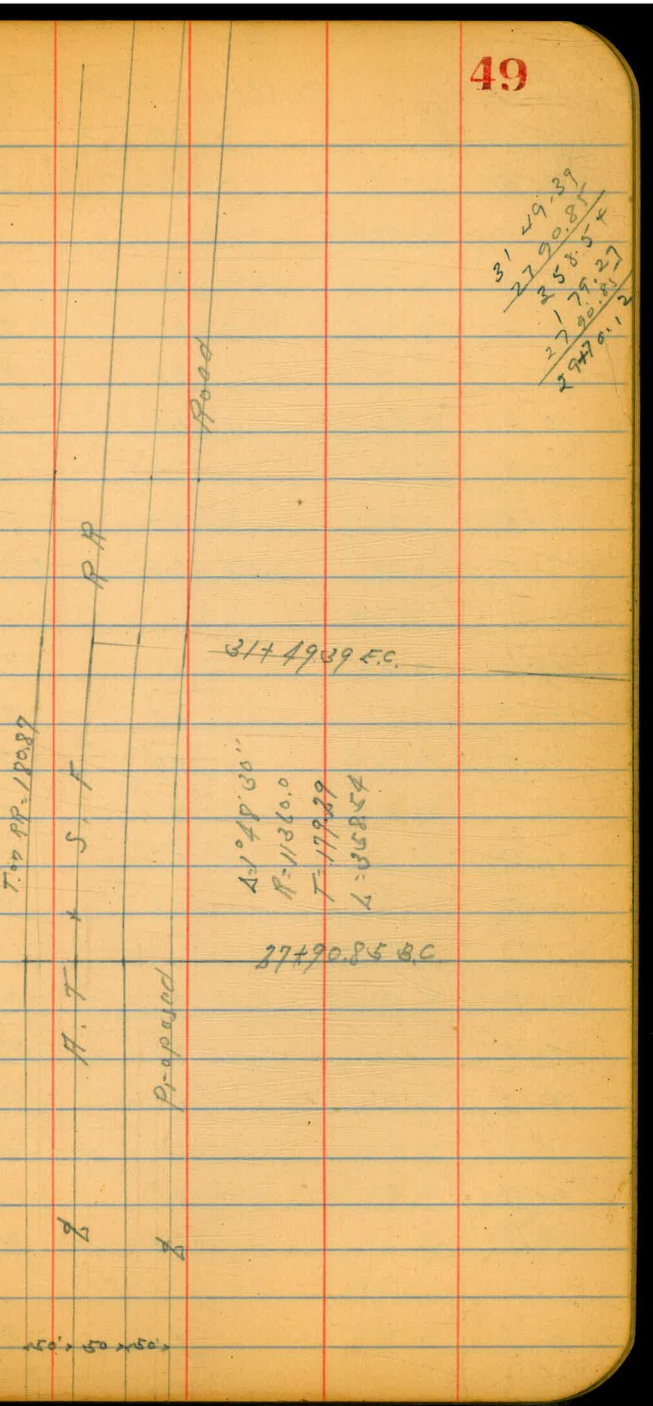
	31.6		
℄		7.0	29.6
15' Lt		7.0	29.6
23' Lt		5.5	31.1
50' Lt		5.5	31.1
	3+0		
50' Lt		5.9	30.7
23' Lt		5.7	30.9
15' Lt		7.0	29.6
℄		7.1	29.5
23' Rt		7.8	28.8
50' Rt		8.0	28.6
	2+50		
50' Rt		7.7	28.9
23' Rt		7.5	29.1
℄		7.0	29.6
15' Lt		6.7	29.9
23' Lt		5.8	30.8
50' Lt		6.0	30.6
	3+0		
50' Lt		6.0	30.6
23' Lt		5.9	30.7
15' Lt		7.0	29.6
℄		7.2	29.4
23' Rt		7.7	28.9
50' Rt		8.0	28.6

2+85
10' Rt. Tel. Pole



36.62

	3+50		
50' Rt		8.4	28.2
33' Rt		8.0	28.6
℄		7.4	29.2
15' Lt		7.4	29.2
33' Lt		6.2	30.4
50' Lt		6.1	30.5
	4+0		
50' Lt		6.4	30.2
33' Lt		6.6	30.0
15' Lt		7.6	29.0
℄		7.8	28.8
33' Rt		8.3	28.3
50' Rt.		8.1	28.9
	4+50		
50' Rt.		8.7	27.9
33' Rt.		8.3	28.3
℄		7.5	29.1
15' Lt		7.5	29.1
33' Lt		6.6	30.0
50' Lt		6.5	30.1
	5+0		
50' Lt		6.7	29.9
33' Lt		6.4	30.2
15' Lt		7.8	28.8
℄		7.8	28.8



49.39
90.85
85.54
79.27
79.83
90.12
70.12

		36.62		
23' Rt			8.7	27.9
50' Rt			8.7	27.9
	5+50			
50' Rt			8.6	28.0
23' Rt			8.6	28.0
℄			8.2	28.4
15' Lt			8.2	28.4
23' Lt			6.6	30.0
50' Lt			7.0	29.6
TP	3.63	33.53	6.72	29.90
	6+0			
50' Lt			4.1	29.4
23' Lt			4.4	29.1
15' Lt			5.9	27.6
℄			5.8	27.7
23' Rt			5.8	27.7
50' Rt			5.8	27.7
	6+50			
50' Rt			5.8	27.7
23' Rt			5.7	27.8
℄			6.0	27.5
15' Lt			5.9	27.6
23' Lt			4.6	28.9
50' Lt			4.5	29.0
	7+0			
50' Lt			4.4	29.1

		33.53		
23' Lt			4.8	
15' Lt			6.1	27.4
℄			6.1	27.4
23' Rt			6.4	27.1
50' Rt			6.0	27.5
	7+50			
50' Rt			5.8	27.7
23' Rt			6.3	27.2
℄			6.4	27.1
15' Lt			6.4	27.1
23' Lt			4.8	28.7
50' Lt			4.6	28.9
	8+0			
50' Lt			5.0	28.5
23' Lt			5.1	28.4
15' Lt			6.6	26.9
℄			7.0	26.5
23' Rt			6.3	27.2
50' Rt			6.2	27.3
	8+50			
50' Rt			6.5	27.0
23' Rt			6.1	27.4
℄			6.2	27.3
15' Lt			6.9	26.6
23' Lt			5.4	28.1
50' Lt			5.0	28.5

8+92 10' Rt. Telp Pole

	8.8.53		
	9+0		
50' Lt	5.1	28.4	
23' Lt	5.0	28.5	
15' Lt	7.2	26.3	
℄	7.1	26.4	
23' Rt	6.1	27.4	
50' Rt	6.4	27.1	
	9+50		
50' Rt	6.7	26.8	
23' Rt	6.2	27.3	
℄	6.3	27.2	
15' Lt	7.3	26.2	
23' Lt	5.7	27.8	
50' Lt	5.5	28.0	
	10+0		
50' Lt	5.5	28.0	
23' Lt	5.5	28.0	
15' Lt	7.2	26.3	
℄	6.6	26.9	
23' Rt	6.2	27.3	
50' Rt	6.2	27.3	
	10+50		
50' Rt	6.5	27.0	
23' Rt	6.3	27.2	
℄	6.3	27.2	
15' Lt	7.3	26.2	

	8.8.53		
23' Lt	5.9	27.6	
50' Lt	5.8	27.7	
	11+0		
50' Lt	5.8	27.7	
23' Lt	5.7	27.8	
15' Lt	7.1	26.4	
℄	6.9	26.8	
23' Rt	6.6	26.9	
50' Rt	6.6	26.9	
	11+50		
50' Rt	6.8	26.7	
23' Rt	6.6	26.9	
℄	7.1	26.4	11+85 10' Rt - Toe Rk
15' Lt	7.2	26.3	
23' Lt	6.0	27.5	
50' Lt	5.8	27.7	
	12+0		
50' Lt	6.2	27.3	
23' Lt	6.2	27.3	
15' Lt	7.3	26.2	
℄	7.3	26.2	
23' Rt	7.0	26.5	
50' Rt	7.1	26.4	
	12+50		
50' Rt	7.3	26.2	
23' Rt	7.2	26.3	

		6353			
℄			7.5	26.0	
15 Lt			7.5	26.0	
23 Lt			6.2	27.3	
50 Lt			6.3	27.2	
	13+0				
50 Lt			6.6	26.9	
23 Lt			6.5	27.0	
15 Lt			7.4	26.1	
℄			8.0	25.5	
23 Rt			7.5	26.0	
50 Rt			7.5	26.0	
	13+50				
50 Rt			7.9	25.6	
23 Rt			7.6	25.9	
℄			8.1	25.4	
15 Lt			7.7	25.8	
23 Lt			6.8	26.7	
50 Lt			6.9	26.6	
TP	4.55	31.94	6.14	27.39	Nail Face of Path 50' Lt
	14+0				
50 Lt			5.2	26.7	
23 Lt			5.2	26.7	
15 Lt			6.5	25.4	
℄			6.7	25.2	
23 Rt			6.3	25.6	
50 Rt			6.5	25.4	

31.94

	14+50 = Sly End RR Bridge			
50 Rt = Nly Creek		8.0	23.9	
23 Rt		7.0	29.9	14+72 10' Rt. Top Rail
℄		6.4	25.5	
15 Lt		6.5	25.4	
23 Lt		5.5	26.4	
50 Lt		5.5	26.4	
100 Lt = ℄ RR Top Rail		3.20		
	15+0		28.7	
50 Lt		5.6	26.3	
23 Lt		5.5	26.4	
15 Lt		6.4	25.5	
℄		7.0	24.9	
23 Rt		7.2	24.7	
50 Rt = ℄ Creek		8.4	23.5	
	15+32 = Nly End Bridge			
50 Rt		8.4	23.5	
40 Rt = ℄ Creek		8.8	23.1	
23 Rt		7.2	24.7	
℄		6.8	25.1	
15 Lt		6.7	25.2	
23 Lt		5.5	26.4	
50 Lt		5.8	26.1	
100 Lt = ℄ RR Top Rail		3.33	28.61	
	16+0			
50 Lt		5.7	26.2	
23 Lt		5.8	26.1	

31.94

15' Lt		7.1	24.8
℄		6.7	25.2
23' Rt		7.7	24.2
35' Rt = ℄ Creek		9.2	22.7
50' Rt		8.3	23.6
	16+50		
50' Rt		8.4	23.5
35' Rt = ℄ Creek		9.3	22.6
23' Rt		8.3	23.6
10' Rt		6.6	25.3
℄		7.0	24.9
15' Lt		7.0	24.9
23' Lt		7.0	24.6
50' Lt		5.5	26.4
	17+0		
50' Lt		6.0	25.9
23' Lt		6.8	25.1
℄		7.0	24.9
10' Rt		6.5	25.4
23' Rt		8.5	23.4
35' Rt = ℄ Creek		9.5	22.4
50' Rt		8.3	23.6
	17+50		
50' Rt		8.5	23.4
35' Rt = ℄ Creek		9.6	22.3
23' Rt		8.6	23.3

31.94

10' Rt		7.0	24.9
℄		7.7	24.2
15' Lt		7.4	24.5
23' Lt		6.0	25.9
50' Lt		6.0	25.9
	18+0		
50' Lt		5.7	26.2
23' Lt		5.9	26.0
15' Lt		7.4	24.5
℄		7.4	24.5
10' Rt		6.2	25.7
23' Rt		8.5	23.4
35' Rt = ℄ Creek		9.5	22.4
50' Rt		8.5	23.4
	18+50		
50' Rt		8.6	23.3
30' Rt = ℄ Creek		9.7	22.2
23' Rt		8.7	23.2
10' Rt		7.4	24.5
℄		7.2	24.7
15' Lt		7.3	24.6
23' Lt		6.0	25.9
50' Lt		6.0	25.9
TP	6.28	32.82	26.54
	19+0		
50' Lt		6.5	26.3

		32.82		
23' Lt		6.8	26.0	
15' Lt		7.8	25.0	
℄		8.5	24.3	
10' Rt		8.5	24.3	
23' Rt = Edge Creek		9.7	23.1	
35' Rt = " "		10.0	22.8	
50' Rt		9.5	23.3	
	19+50			
50' Rt = ℄ Creek		10.0	22.8	
23' Rt		8.1	24.7	
10' Rt		8.0	24.8	
℄		8.4	24.4	
23' Lt		6.6	26.2	
50' Lt		6.6	26.2	
	20+00			
50' Lt		7.5	25.3	
45' Lt		6.0	26.8	
23' Lt		6.0	26.8	
15' Lt		8.7	24.1	
℄		9.7	23.1	
10' Rt		8.4	24.4	
23' Rt		8.5	24.3	
50' Rt		9.0	23.8	
	20+50			
50' Rt		9.0	23.8	
40' Rt		9.6	23.2	

	32.82		
35' Rt		12.0	20.8
23' Rt		9.0	23.8
10' Rt		8.6	24.2
℄		9.1	23.7
10' Lt		9.4	23.4
23' Lt		5.2	27.6
45' Lt		5.2	27.6
50' Lt		7.6	25.2
	21+0 = S End Bridge		
100' Lt = ℄ RR Top Rail		5.58	26.24
50' Lt		7.0	25.8
40' Lt Ground		10.0	22.8
40' Lt = Wly Edge Bridge on Deck		2.70	29.12
22' Lt = Ely Edge Bridge on Deck		2.80	29.02
22' Lt Ground		12.7	20.1
℄		13.2	19.6
22' Rt		12.1	20.7
50' Rt		12.1	20.7
	21+42		
50' Rt		10.0	22.8
23' Rt		10.1	22.7
℄		16.0	16.8
19' Lt = Ely Bridge Ground		23.0	9.8
19' Lt on Deck		3.6	29.22
37' Lt = Wly Bridge on Deck		3.6	29.22
37' Lt Ground		23.0	9.8
50' Lt		23.3	9.5

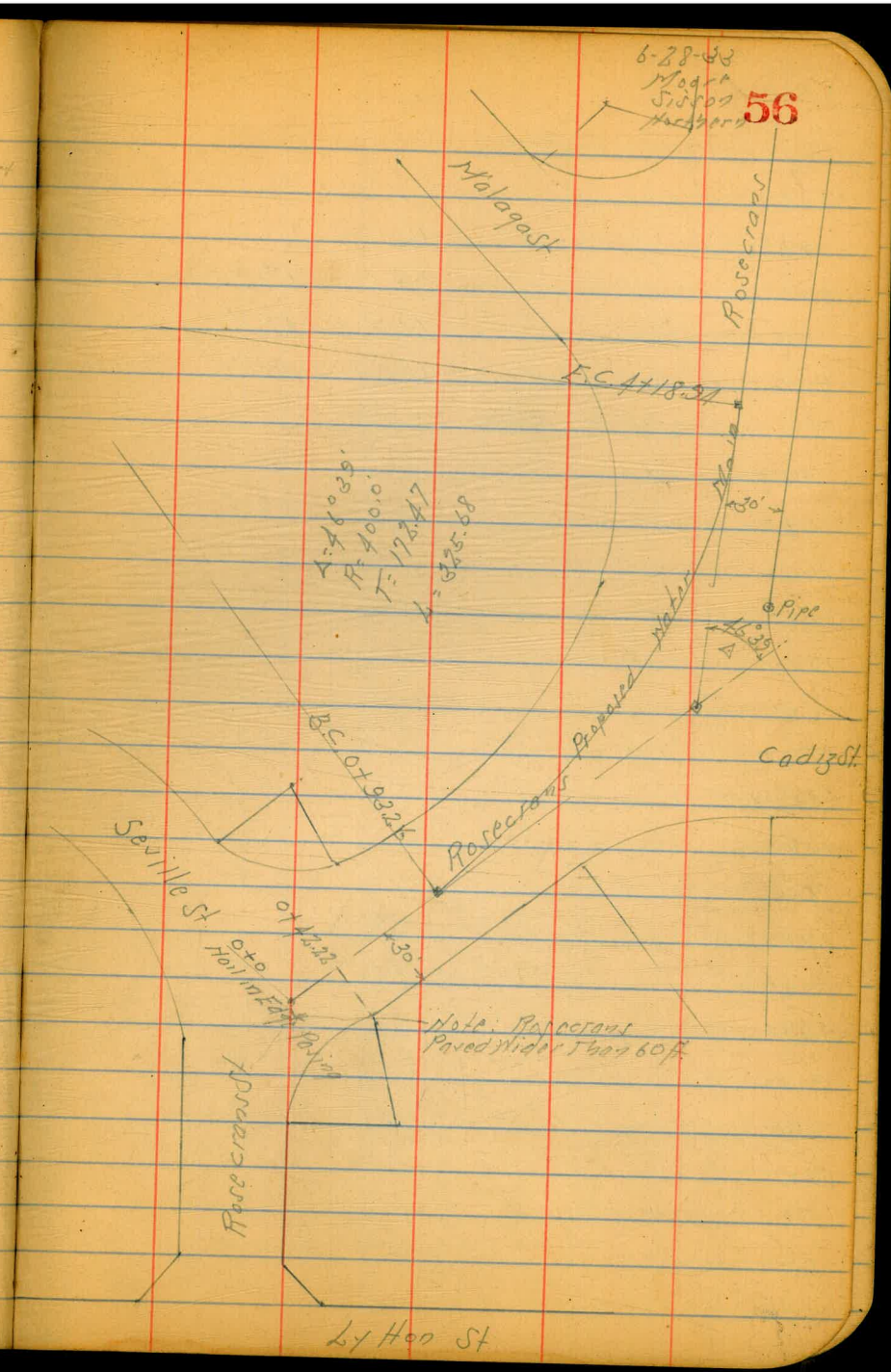
	38.82		
	22+07 = N End Bridge		
50' Lt		13.3	19.5
35' Lt	N½ Edge Bridge	13.3	19.5
35' Lt	" " on Deck	3.85	28.97
17' Lt	E½ " Br " "	3.85	28.97
17' Lt	Ground	10.1	22.7
℄		8.4	24.4
23' Rt		8.4	24.4
50' Rt		8.0	24.8
	22+50		
50' Rt		8.0	24.8
23' Rt		8.0	24.8
℄		7.2	25.6
10' Lt		7.0	25.8
23' Lt		6.9	27.9
35' Lt		6.1	27.7
40' Lt		8.4	24.4
50' Lt		8.4	24.4
B.M		4.08	28.74

07 Hub 40' Lt & 20+89.57

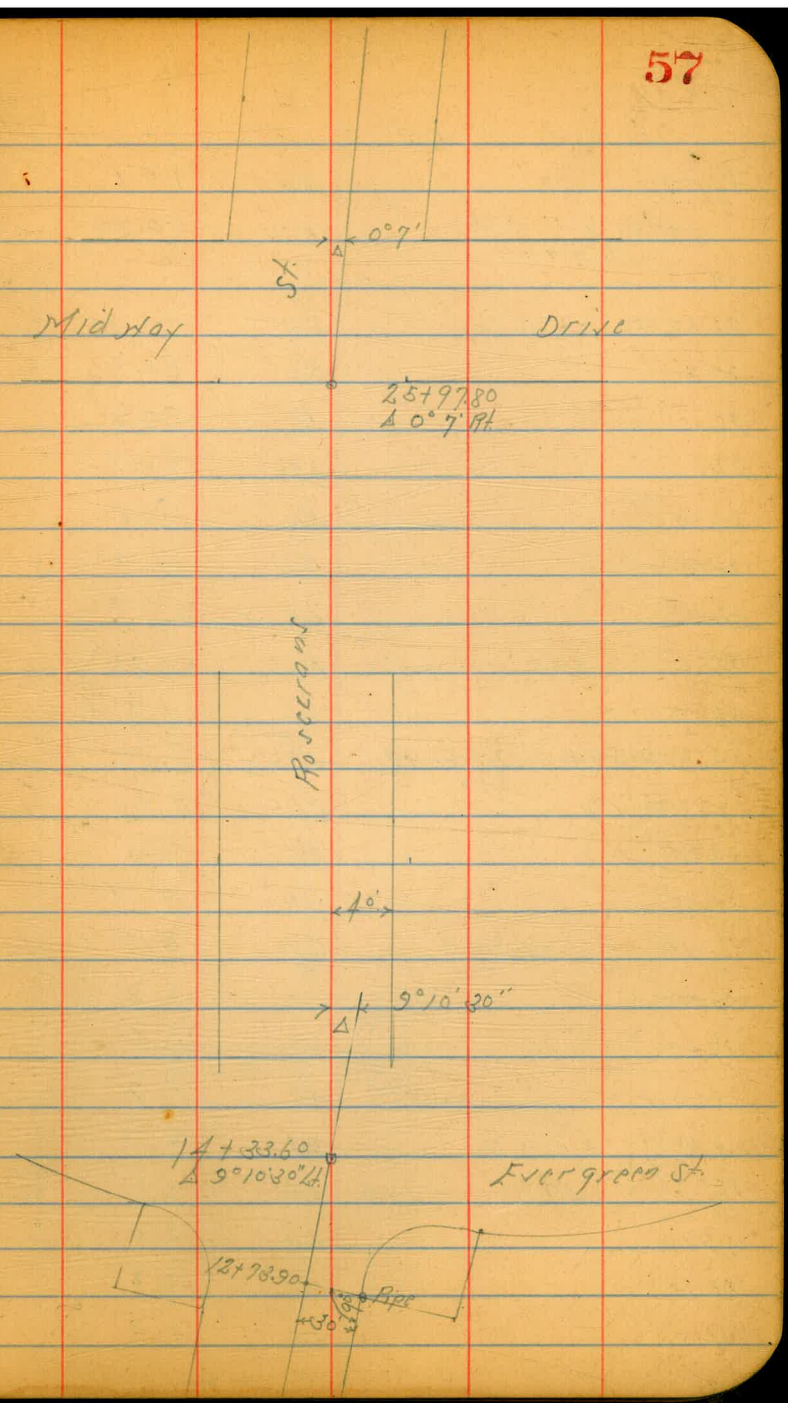
Proposed Water Main
Rosecrans St. Seville St to Taylor St.

Indexed
C.S.K.

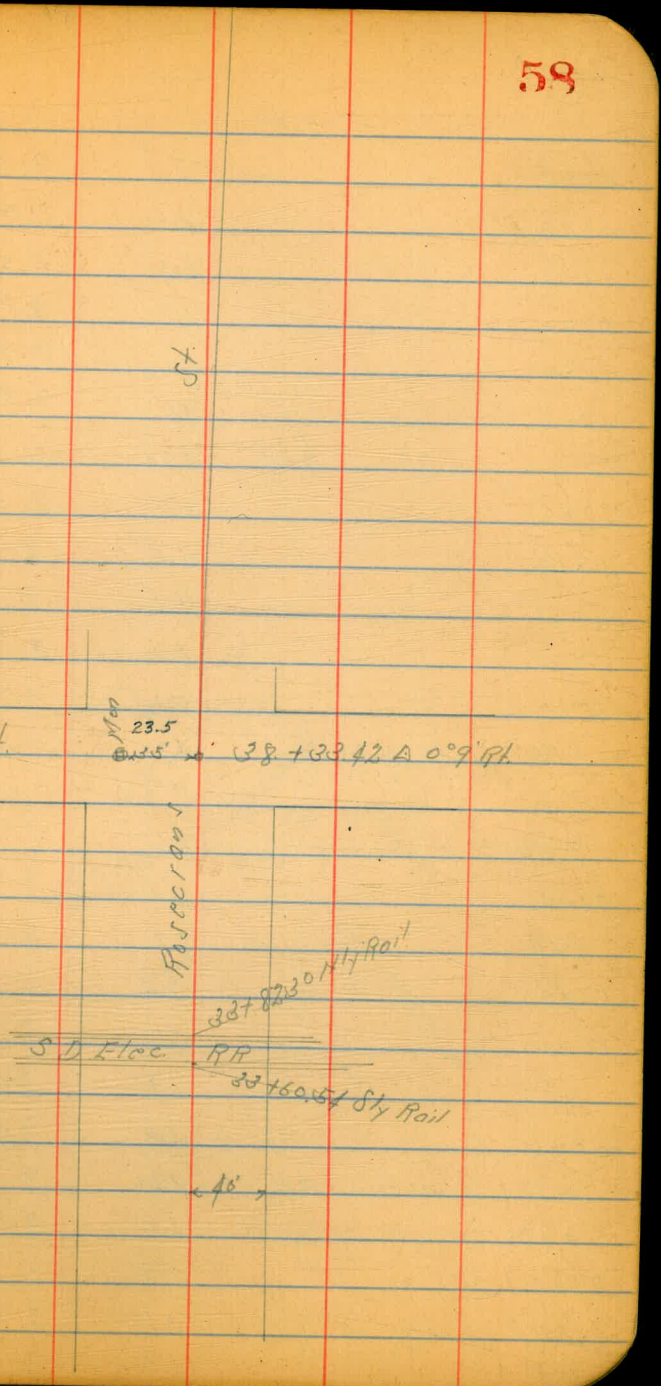
BM	0.65	42.40		41.75	S.W. Cor. Rosecrans & Hoen
0+0	on Paving		5.61	36.8	
+20			8.4	34.0	
+30			6.0	36.4	
+42.22	Opp BC on S		6.1	36.3	
+60			6.5	35.9	
+93.36	BC Lt. on Hub		8.83	33.57	
1+35	Top Sly Mark		11.8	30.6	
+38			17.3	25.1	
+50	= Bot Mark		17.9	24.5	
+65	= Top Nly Mark		11.4	31.0	
2+0			14.3	28.1	
TP	1.53	31.03	12.90	29.50	
+30			7.2	23.8	
+50			13.0	18.0	
TP	1.65	30.11	12.57	18.46	
3+0			14.0	16.1	
+50			14.9	15.2	
4+0			15.1	15.0	
+18.94	EC on Hub		15.01	15.1	
+50			15.0	15.1	
5+0			15.4	14.7	
+50			15.5	14.6	
6+0			15.6	14.5	
+50			16.1	14.0	



		20.11			
7+0			6.0	14.1	
+50			6.5	13.6	
8+0			6.8	13.3	
+50			8.7	11.4	
9+0			13.4	6.7	
TP	0.71	9.50	11.82	8.79	
+50			7.0	2.5	
10+0			10.2	-0.7	
11+0			10.5	-1.0	
12+0			10.7	-1.2	
13+0			10.6	-1.1	
14+0			10.5	-1.0	
TP	5.46	4.70	10.56	-1.06	07 Δ Hob 14+33.60
14+33.60	Δ 9°10'30" Lt.		5.5	-1.1	
15+0			5.2	-0.8	
16+0			4.9	-0.5	
17+0			4.7	-0.3	
18+0			4.7	-0.3	
19+0			4.8	-0.4	
20+0			5.1	-0.7	
21+0			4.5	-0.1	
22+0			4.5	-0.1	
TP	5.18	5.41	4.17	+0.32	
23+0			5.5	-0.1	
24+0			5.2	+0.2	

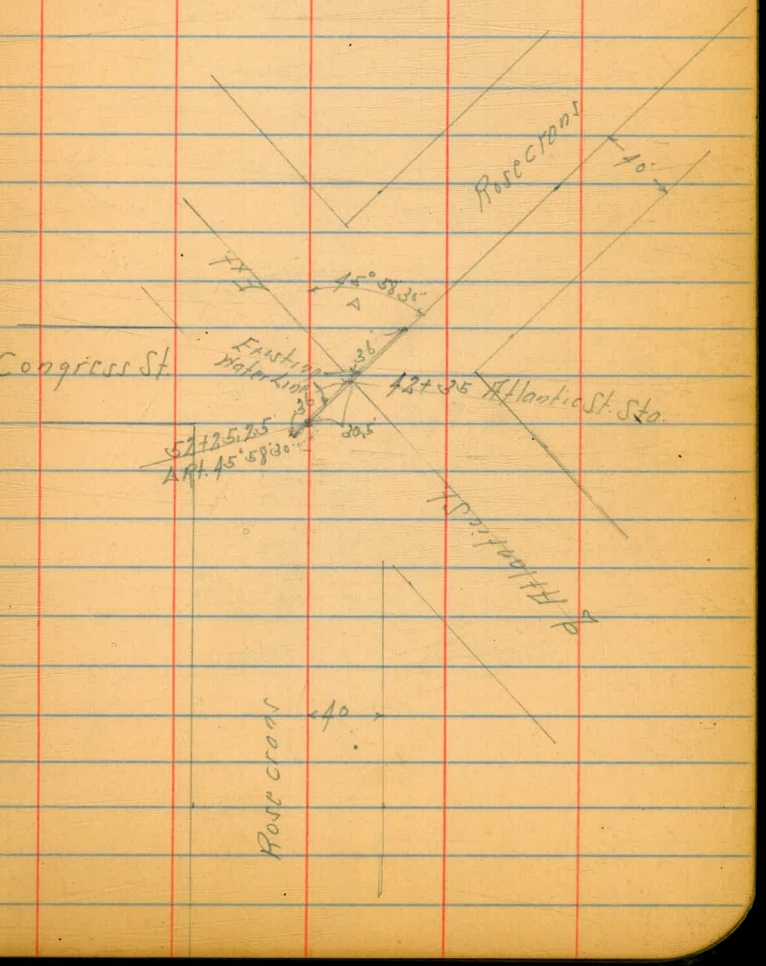


		5.41			
25+0			5.3	+0.1	
+97.80	∠ 0° 7' Rt = S/y Mid Way		5.15	+0.26	on Paving
26+93.80 = N/y Midway			5.11	+0.30	on Paving
27+0			5.0	+0.4	
28+0			4.9	+0.5	
29+0			4.7	+0.7	
30+0			4.6	+0.8	
31+0			4.5	+0.9	
32+0			4.5	+0.9	
TP	6.45	7.30	4.56	+0.85	
33+0			6.1	1.2	
+60.54 S/y Rail S.D.Elec RR			3.75	3.35	Top Rail
+82.30 N/y " " " "			3.65	3.65	Top Rail
34+0			4.2	3.1	
35+0			4.9	2.4	
+60 = ℄ Spur Track			4.80	2.5	Top Rail
36+0			5.5	1.8	
37+0			5.7	1.6	
38+0			5.6	1.7	
+33.42 = ℄ Kurtz	∠ 0° 9' Rt		5.0	2.3	
TP	4.93	7.37	4.86	2.11	Mon & Kurtz
39+0			5.1	2.0	
40+0			5.2	2.2	
41+0			5.1	2.3	



6-29-83

		7.37			
42+0			4.9	2.5	
43+0			4.6	2.8	
44+0			4.3	3.1	
45+0			4.3	3.1	
46+0			4.0	3.4	
47+0			4.0	3.4	
TP	6.29	9.67	3.99	3.38	
48+0			6.2	3.5	
49+0			5.5	4.2	
50+0			6.4	3.3	
51+0			6.3	3.4	
52+0			5.3	4.4	
+25.25 = 30.5 So. of ℄ Atlantic St.			4.7	5.0	Flow Line Existing Pipe Across Atlantic Elev. 0.00
+55.75 - ℄ Atlantic			4.6	5.1	
53+0			5.3	4.4	
+50			7.2	2.5	
54+0			7.5	2.2	
55+0.			7.7	2.0	
+50			6.9	2.8	
56+0			4.5	5.2	
+31.3 ℄ Santa Fe RR			3.44	6.23	
+82.0 = W/y Paving Taylor			4.26	5.31	
57+0			4.28	5.29	
+11.8 = Approx 10' S of ℄ Taylor St.			4.47	5.20	
BM			4.45	5.22	Mon N.L. Reinhart N.L. Taylor (5.15)



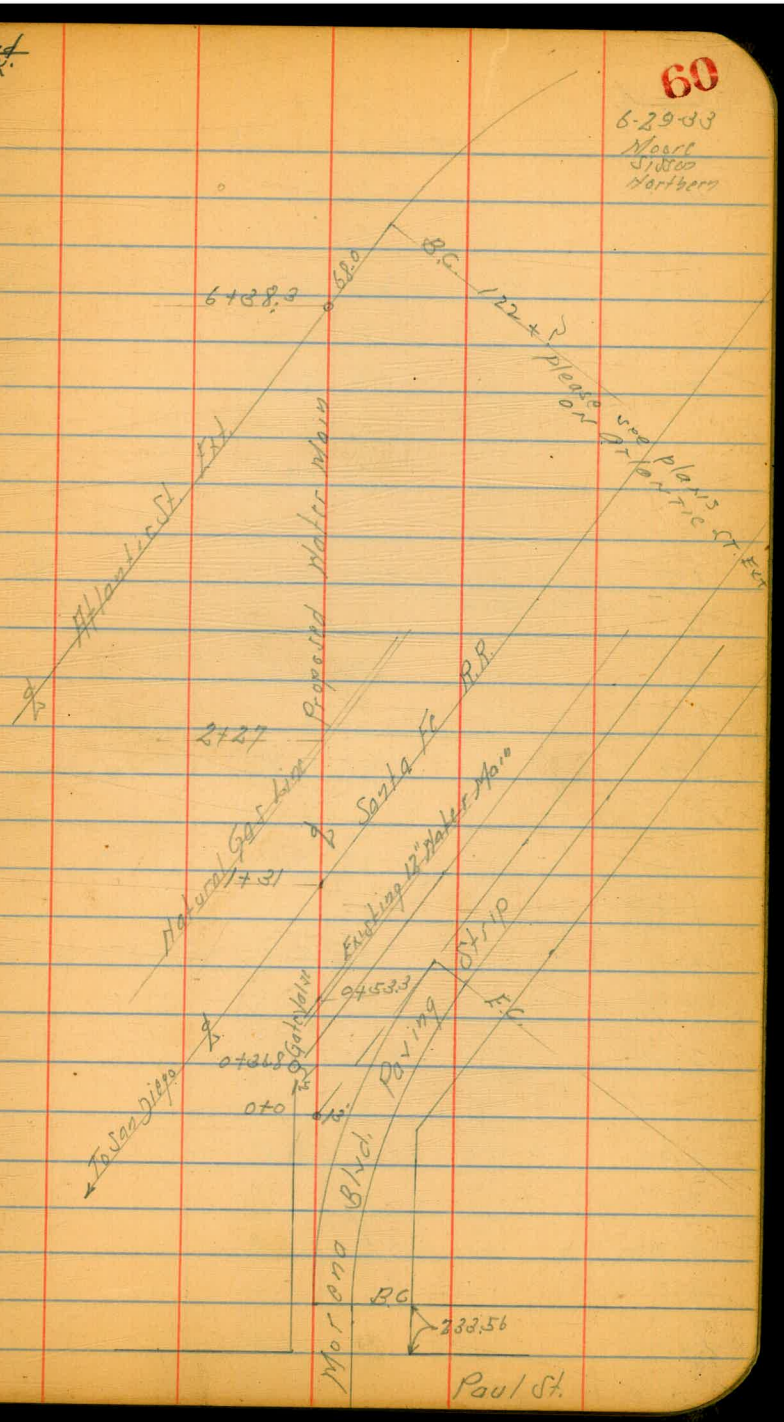
Proposed Water Main
Morena Blvd. West of Paul St to Atlantic St. Ext.

BM	9.87	9.67		-0.20	Rail Road Iron Rt Atlantic St.
		0+0			
℄			6.6		
13' Rt.	Edge Paving		5.00		
0+36.8	= Opp Water Gate		8.8		
0+53.3	= Top 12" Water Main		12.40		
0+60			9.8		
0+75			11.5		
0+90			11.3		
1+0			8.6		
1+15			4.2		
1+31	= ℄ Santa Fe Top Rail		2.46		
1+50			4.7		
1+65			8.7		

Indexed
C.S.K.

60

6-29-33
Moore
Sisler
Northern



9.67

1+78		10.1
+90	= Top Slp Construction Road	6.7
2+0		5.2
+20		6.0
+27	Toe Slop Const Road = Natural Gas Line	10.2
+50		10.3
+70		10.7
+85		7.4
3+0		7.7
+15		7.8
+30		10.5
+50		10.3
4+0		10.4

Note: Gas Line About 4 Ft. Deep

9.67

4+30	11.1
+50	8.4
+65	8.9
+75	11.4
5+0	12.5
+50	12.4
+80 = Toe Slope Atlantic St.	11.4
6+0	7.8
+383 = ℄ Atlantic St.	6.3

Proposed Water Main Ivy Avenue
Grand Ave to Lee St.

Indexed
E.S.K.

6-29-33
Moore
Sisson
Hartberg

62

	10 ft South of ℄				
B.M.	3.48	13.67		10.19	BP Nail in E Side of Pole 300 N of Intersection
0+0	= B.C. Ivy Ave & Grand Ave		5.1	8.3	
1+0			5.4	8.3	
7+80	= Existing Culvert 30" Concrete		5.2	8.5	
	50 Rt Flow Line		9.75	3.92	
	22 Lt " "		10.55	3.12	
2+0			5.3	8.5	Δ = 59°14'
3+0			5.3	8.4	R = 1900.1
4+0			5.1	8.6	L = 1964.35
5+0			5.6	8.1	
6+0			5.8	7.9	
7+0			6.3	7.4	
8+0			8.4	5.3	
9+0			8.0	5.7	
PT	4.24	9.77	8.14	5.53	
10+0			5.0	4.8	
	25 Lt of Above		8.9	0.9	
	20 Rt " "		4.3	5.5	
	35 Rt " "		8.1	1.7	
11+0			5.0	4.8	
12+0			4.9	4.9	
13+0			4.8	5.0	
	72.5 Rt of Above = Approx ℄ of Figueroa Blvd Graded		9.0	0.8	
	20 Rt		4.8	5.0	
13+05			9.1	0.7	

		9.77		
13+05	20' Rt		9.1	0.7
	20' Lt		9.1	0.7
+25			9.4	0.4
	20' Rt		9.4	0.4
	20' Lt		9.4	0.4
+28			4.9	4.9
14+0			5.2	4.6
15+0			5.3	4.5
16+0			5.2	4.6
	20' Lt.		7.7	2.1
	30' Lt.		7.2	2.6
TP	4.94	10.49	4.22	5.55
17+0			5.7	4.8
18+0			5.6	4.9
19+0			5.8	4.7
+35			5.7	4.8
+45			9.9	0.6
+64.35 E.C.			10.2	0.3
	72.5' Rt of E.C. in Graded St		9.2	1.3
+88			9.8	0.7
+93.15 = W.L. Bond			8.2	2.3
20+0			7.8	3.7
21+0			5.8	5.7
22+0			5.8	5.7
23+0			5.1	5.1

		10.69		
TP	6.02	11.78 ~~4.95~~	4.73	5.76
24+0			5.9	5.9
25+0			5.2	6.6
	20' Lt of Above		9.6	2.2
	30' Rt " "		9.4	2.4
25+57			4.7	7.1
+77			13.0	-1.2
+80	= Ely Eder Rest Canyon Cr.		16.0	-4.2
+93	= E.L. Pico St.		16.7	-4.9
26+35	W.L. Eder Rest Canyon Cr.		17.1	-5.3
+37			12.1	-0.3
27+0			12.7	-0.9
+15			5.3	6.5
	20' Lt of Above		8.4	3.4
	25' Rt " "		8.2	3.6
28+0			5.0	6.8
29+0			5.2	6.6
	20' Lt of Above		8.2	3.6
	25' Rt " "		8.1	3.7
30+0			5.0	6.8
31+0			4.9	6.9
		12.06		7.41
TP	4.65	~~12.26~~	4.37	~~4.61~~
32+0			5.5	6.6
+58.15	= E.L. Lee		5.5	6.6
32+13.15	W.L. Lee		5.3	6.8

		12.06		
		~~12.26~~		
52.5 Lt of Above =			6.8	5.3
72.5 Rt - W.L. Ley			8.7	3.4

Fay St. Cross Section — E ½ of Fay.

From 200.7' S of S.L. Rosbville to 660.7' S

℄ S.D. Elec R.R. Hc Base Line is 65' W of ℄ Fay

S.F.B.P. Peach & Girard

BM	3.27	118.32		115.05	
TP	12.38	130.46	0.24	118.08	
TP	11.98	142.27	0.17	130.29	
TP	10.03	151.97	0.33	141.94	
TP	11.87	162.55	1.29	150.68	

0+0 = 200.7' S of S.L. Rosville = St. End Paving

			153.06	
℄ St. Car Track E Rail		9.19	153.16	
			153.36	
32.5' E - Edge Paving		9.19	153.46	
0+50				
			153.1	
℄ Track		9.5	153.2	
			152.1	
6' E		10.5	~~153.2~~	
			153.3	
10' E		9.3	153.4	
			153.5	
32.5' E		9.1	153.6	
			154.9	
46.5' E - E.L. Fay		7.7	155.0	
1+0				
			153.3	
℄ Track		9.3	153.4	
			152.2	
8' E		10.4	152.3	
			153.2	
10' E		9.4	153.3	
			153.0	
32.5' E		9.6	153.1	
			153.4	
45' E		9.2	153.5	
			156.1	
46.5' E - E.L. Fay		6.5	156.2	

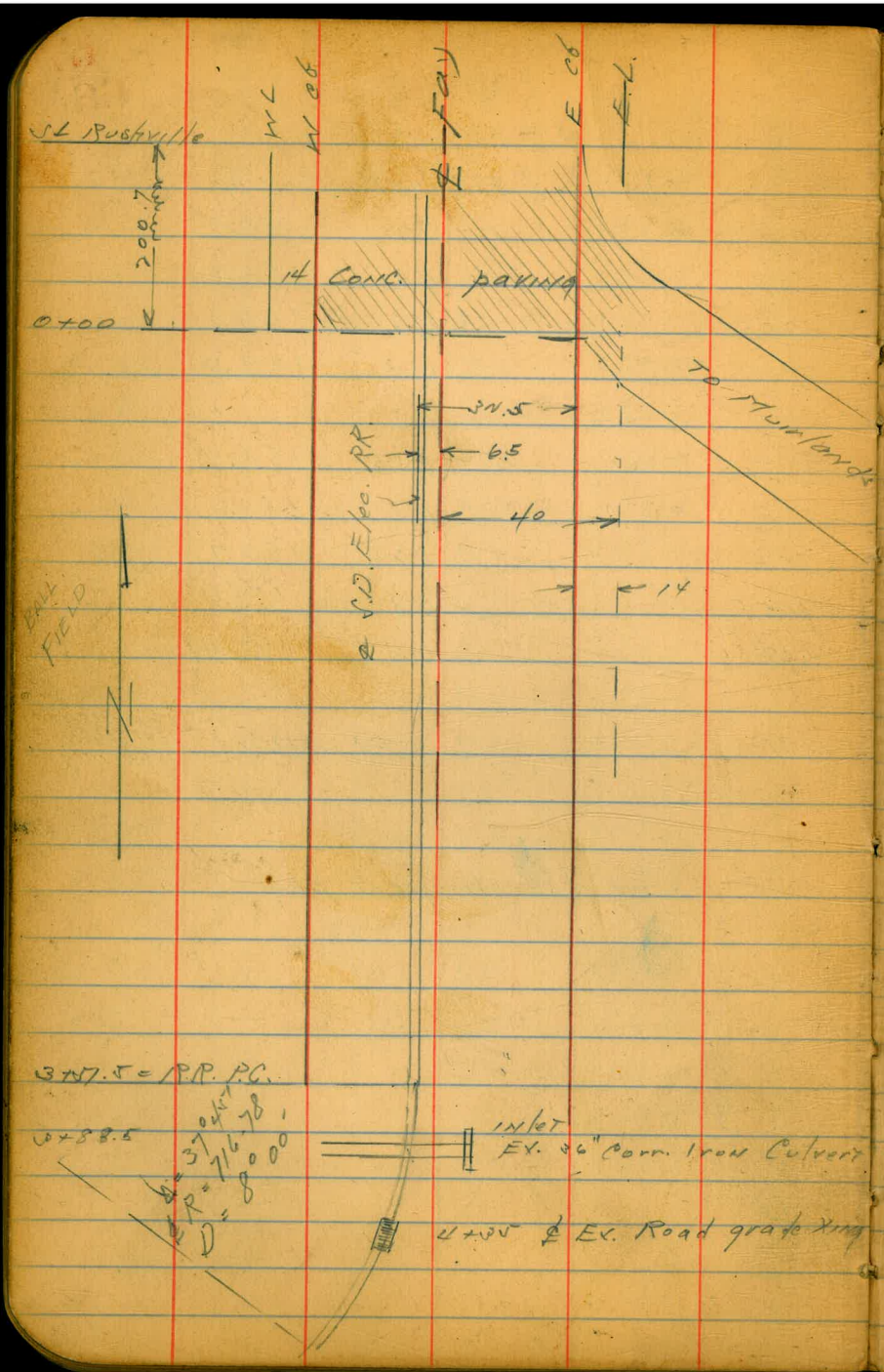
Indexed C.S.K

Nov. 27. 53 Moore Sisson Northern

		162.55		
1+50				
				153.3
℄ Track		9.3		153.4
				152.1
8' E		10.5		152.2
				153.2
10' E		9.2		153.3
				152.5
32.5' E		10.1		152.6
				153.1
42' E		9.5		153.2
				158.8
46.5' E - E.L. Fay		0.8		158.9
2+0				
				153.53
℄ Track E Rail		9.07		253.5
				151.6
15' E		11.0		151.7
				151.8
32.5' E		10.8		151.9
				151.7
43' E		10.9		151.8
				156.7
46.5' E - E.L. Fay		5.9		156.8
2+50				
				153.4
℄ Track		9.2		153.5
				152.5
9' E		10.1		152.6
				150.3
14' E		12.3		150.4
				150.2
32.5' E		12.4		150.3
				150.5
42' E		12.1		150.6
				152.5
46.5' E - E.L. Fay		10.1		152.6
3+0				
				153.3
℄ Track		9.3		153.4
				152.5
10' E		10.1		152.6
				149.5
32.5' E		12.1		149.6
				148.8
42' E		13.8		148.9

	162.55			
			148.9	
42'E		13.7	149.0	
			152.5	
45'E		10.1	152.6	
			152.6	
46.5'E = EL Fay		10.0	152.7	
	3+45.5 = BC. Rt of St Car Track			
			153.40	
℄ Track E Rail		9.15	153.50	
			152.5	
8'E		10.1	152.6	
			147.3	
16'E		15.3	147.4	
			148.2	
32.5'E		14.4	148.3	
			148.6	
48.5'E = EL Fay		14.0	148.7	
	3+88.5 = ℄ Existing 36" Corg Culvert			
			153.95	
℄ Track		9.6	153.1	
			152.2	
8'E		10.4	152.3	
			150.17	
16.5'E = Top Conc. Head Wall		12.38	150.27	
			146.17	
Flow Line		16.38	6.27	
			147.8	
33.5'E		14.8	147.9	
			148.4	
47.5'E		14.2	148.5	
	4+10			
			152.8	
℄ Track		9.8	152.9	
			152.1	
10'E		10.5	152.2	
			148.8	
17'E		13.8	148.9	
			148.6	
34.5'E		14.0	148.7	
			148.6	
48.5'E		14.0	148.7	

	162.55			
	4+35 = ℄ Existing Road Crossing			
			152.9	
℄ Track		9.7	153.0	
			153.0	
10'E		9.6	153.1	
			150.0	
37.5'E		12.6	150.1	
			149.3	
51.5E		13.3	149.4	
	4+60			
			153.00	
℄ Track E Rail		9.55	153.10	
			151.3	
14'E		11.3	151.4	
			153.6	
25'E		9.0	153.7	
			153.3	
40.5'E		9.3	153.4	
			152.3	
54.5'E		10.3	152.4	
				Top Fire Hydrant N of School Way Track
BM		10.53	152.02	
	see sketch next page			



33
6.5
23.5
8.5
41.

See Page 72 for more X sections.

X Sections for walk West of Track on Fay St.

	+	H.I	Rod.		
		0+00. = 200.7 S. of S.L. Rushville St.			Top Fire Hyd. N. of School.
	1.81	153.83		152.02	
Top Rail = BASE LINE			0.76	153.07	
Gutter			1.56	152.2	
Ctr			1.00	152.83	
21' Rt Telephone Pole					
E. Side of Walk			0.94	152.89	
W " " "			0.87	152.96	
35' Rt			4.5	149.8	
	0 + 25				
Rail Top.			0.66	153.17	
6 Rt			1.9	151.9	
12.5			6.0	147.8	
22			10.2	143.6	
29			11.9	141.9	
34			13.0	140.8	
38 Fence Toe			16.8	137.0 Level	
	0 + 50				
Top Rail			0.61	153.22	
5.6			1.8	152.0	
10.2			4.8	149.0	
15			8.4	145.5	
23			11.5	142.3	
31			12.8	141.0	
36 Toe			16.5	137.3	
38 Fence			16.5	137.3	

153.63

Indexed c.s.k.

	0+63.		
23 Rt Telephone Pole		9.2	144.6
	0+75		
Top Rail		0.53	153.30
6		1.8	152.0
10.		4.4	149.4
15		7.7	146.1
26		12.5	141.3
33		14.0	139.8
36 Toe		17.4	136.4
38 Fence.		17.4	136.4 Level.
	1+00		
	1.75 153.77	S	152.02 Top Fire Hyd
T. Rail		0.43	153.34
6.		1.8	152.0
10		4.4	149.4
15		8.1	145.7
29		13.4	140.4
32		14.2	139.6.
36 Toe		16.6	137.2
38			
	1+25		
T Rail		0.38	153.39
6		1.4	152.4
10.		4.0	149.8

		H.I. 153.77	Rod.	
15			7.8	146.0
33			13.2	146.6
36	Toe		16.8	137.0
38	Level			
		1+50		
Top Rail			0.32	153.45
6			1.3	152.5
10			3.3	150.5
15			6.4	147.4
18			7.6	146.2
31			10.2	143.6
38	Toe & Fence		16.4	137.4
		1+75		
T. Rail			0.29	153.48
6			1.5	152.3
10			3.5	150.3
12	Toe		5.1	148.7
15			6.2	147.6
31			7.9	145.9
37	Toe		15.7	138.1
38	Fence Level			

		H.I. 153.77	Rod.	
		2+00		
T. Rail			0.31	153.46
6			1.6	152.2
10			4.2	149.6
15			6.4	147.4
29			7.3	146.5
37	Toe		15.7	138.1
38	Fence Level		15.7	138.1
		2+25		
Top Rail			0.26	153.51
+6 Rt.			1.5	152.3
10			4.1	149.7
15			6.8	147.0
30			9.2	144.6
36			15.9	137.9
37	Fence Level		15.9	137.9
		2+50		
Top Rail			0.32	153.45
6 Rt.			1.9	151.9
10			4.3	149.5
18			8.8	145.0
30			12.1	141.7
34	Toe		16.1	137.7
37	Fence Level		16.1	137.7
24' Telephone pole		2+62		

HI 153.77

2+75.

Top RAIL.		0.40	153.37
6		1.5	152.3
10		4.1	149.7
16		8.2	145.6
30		12.3	141.5
34		15.7	138.1
37	Fence Level	15.7	138.1

3+00

Top RAIL		0.48	153.29
+6		1.9	151.9
10		4.2	149.6
18		8.1	145.7
31		13.7	140.1
33		15.8	135.0
37	(Fence Cor 2+97) 15.8 Level		135.0

3+25

Top RAIL		0.57	153.20
6		2.6	151.2
10		4.4	149.4
18		8.5	145.3
28		11.9	141.9
29	Fence	11.9	141.9
37	Toe	15.8	138.0
40	Level	15.8	138.0

HI 153.77

3+50

Top RAIL		0.68	153.09
6		1.6	152.2
10		4.2	149.6
16		7.6	146.2
22		9.2	144.6
30		10.1	143.7
39	Toe Level.	15.5	138.3

3+58

40	Toe.	15.5	138.3

3+60

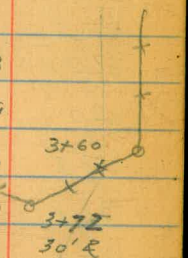
20' Rt. Cor Fence.

3+75

Top RAIL +0.5		0.84	152.93
6		1.9	151.9
10		4.2	149.6
18		7.8	146.0
30		9.6	144.2
38'	Fence	10.1	143.7

3+90

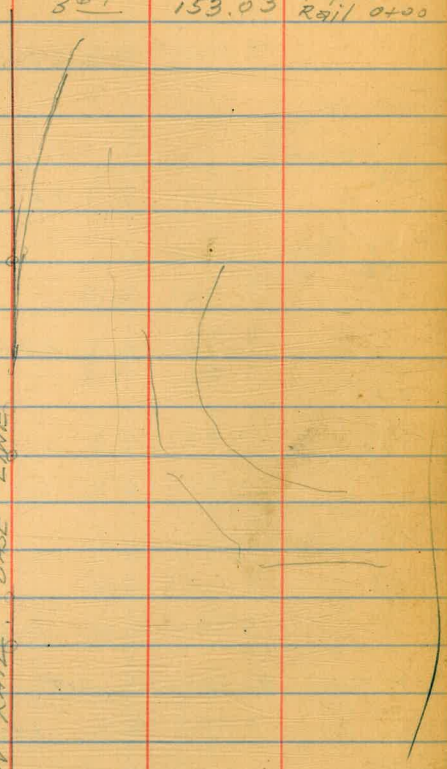
Top RAIL. +1 Left		0.93	152.84
7		2.2	151.6
11		4.1	149.7
16.9	F. Edge Headwall & 8' wide.	4.87	148.90 (Culvert 6' Wide)
18.4		4.87	148.90
18.4		8.90	144.87 Flow Line
#7.0		10.1	143.7



HI 153.77

		4+00		
0+00		1.1	152.7	
Top RAIL.	+1.8 Rt.	0.96	152.81	
+6.		2.0	151.8	
+12		4.5	149.3	
18		5.1	148.7	
31		6.1	147.7	
38		7.7	146.1	
47		8.2	145.6	
		4+15		
0+00		1.0	152.8	
0+3	Top RAIL.	1.05	152.72	
1.0		2.7	151.1	
20	Ground.	4.3	149.5	
20.8	Top Fire Hyd.	1.75	152.02	
36.0	& Cinderator.	5.1	148.7	
37.0	Fence posts Entrance			
Top Fire Hy	26 6	154 68	1.75	152.02 T.P
4+36	Top Rail W		1.65	153.03
5+00	" " W		1.83	152.85
5+15		on curve	1.83	152.85
40 Rt of W. Rail.			5.23	149.45
5+50	W. RAIL Top		1.84	152.84

	+	/	-	—	
Fire Hy.	4.70	156.72	2.31	152.02	
T.P.			3 69	153.03	Top W. Rail 0+00



12/28/33
McCARTY C.P.
Ross
Huntington
Marsh

See Page 68 for other X sects

	0.40	152.42		152.02
	0.07	140.14	12.35	140.07
		0+25		
Fence Line.			3.3	136.8
50' Rt Fence			6.4	133.7
1+88			8.8	131.3
		0+50		
+38 Fence			3.4	136.7
+70 BASKET.				
+88			6.2	133.9
		0+75		
+38			3.7	136.4
+88			6.0	134.1
		1+00		
+38			3.8	136.3
+88			6.1	134.0
		1+22		
32' Right Basketball Support				
		1+25		
+38			3.8	136.3
+88			5.8	134.3
1+88			7.9	132.2
		1+50		
+38			3.6	136.5
+88			5.9	134.2

Top Fire Hyd N of School

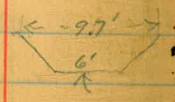
T.P. on next to Top Step

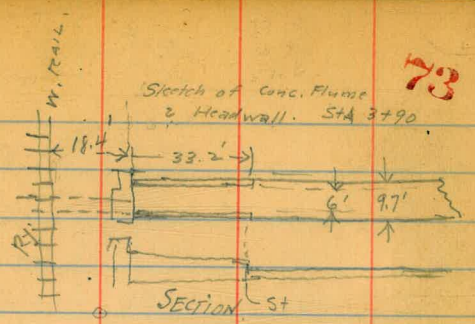
140.14

	1+75		
+38		3.5	136.6
+88		5.6	134.5
	2+00		
+38 Fence.		3.3	136.8
+63 Post (Basketball)			
+68 Post (Basketball)			
+88		5.4	134.7
	2+25		
+38		3.4	136.7
+88		5.3	134.8
1+88		8.0	132.1
	2+50		
+38		3.0	137.1
+88		5.0	135.1
+68 Right 2+84 Post.	2+75		+72 Rt. 2+84 Post
+38 Fence.		3.1	137.0
+88		4.9	135.2
	2+98.		
Cor Fence		2.9	137.2
	3+00		
+38		3.0	137.1
+88		4.7	135.4
	3+25		
+30 Fence			
+38 Toe Slope.		2.5	137.6
+88		4.4	135.7
1+88		7.1	133.0

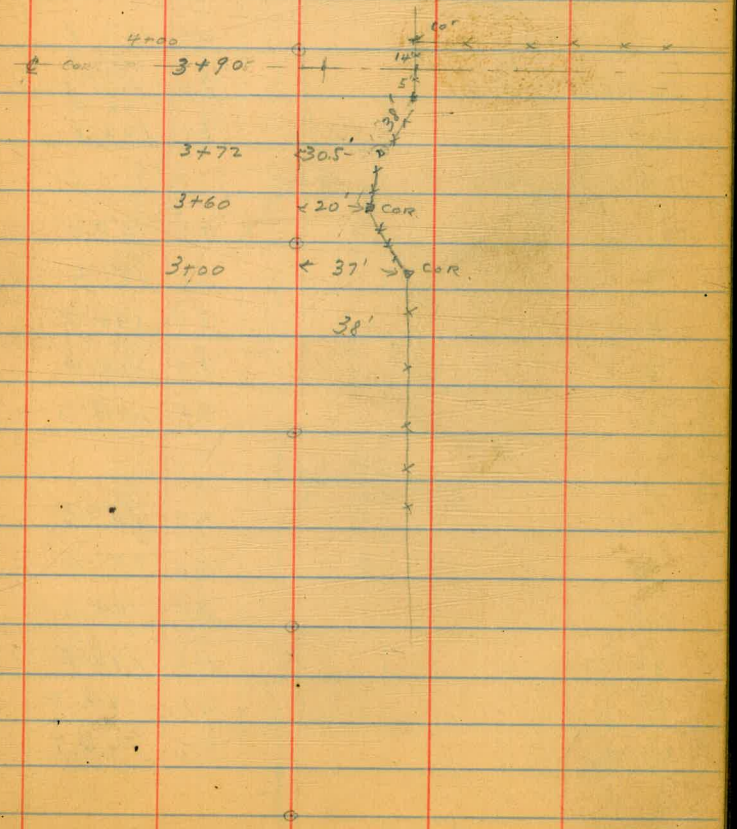
140.14

	3+50			
+24 Rt. Fence				
+41 Rt.		2.6	137.5	
+88 Rt.		4.2	135.9	
	3+59			
44 Rt.		2.4	137.7	
	3+68			
56 Rt.		2.7	137.4	
	3+70			
88 Rt.		3.7	136.4	
112 Rt. Bottom Step ℄		4.0	136.1	
1+88		7.2	132.9	
on 2nd Step from Top		0.08	140.06	T.P.
	3.17	155.19	152.02	
	3+90			
Headwall ℄ 18.4 Rt.		6.27	148.92	
18.4 Rt.		10.31	144.88	Corrug. I.
		11.66	Flow Line Pipe 143.53	
51.6 Rt.		11.66	Flow Line Conc. Culv. 143.53	
60' Rt. Fence				
88		13.06	" " ℄ " 142.13	
3+88.5 = ℄ Cor. I. Pipe		10.31	144.88	
88' Rt.	3+80 Top of Bank	12.0	143.2	
88' "	3+84.5 N. Edge of Culvert Top	12.0	143.2	
88' "	3+94.2 S " " " "	12.1	143.1	
188		15.0	140.2	
	4+04			
88' Rt. Fence E & W.		10.9	144.3	



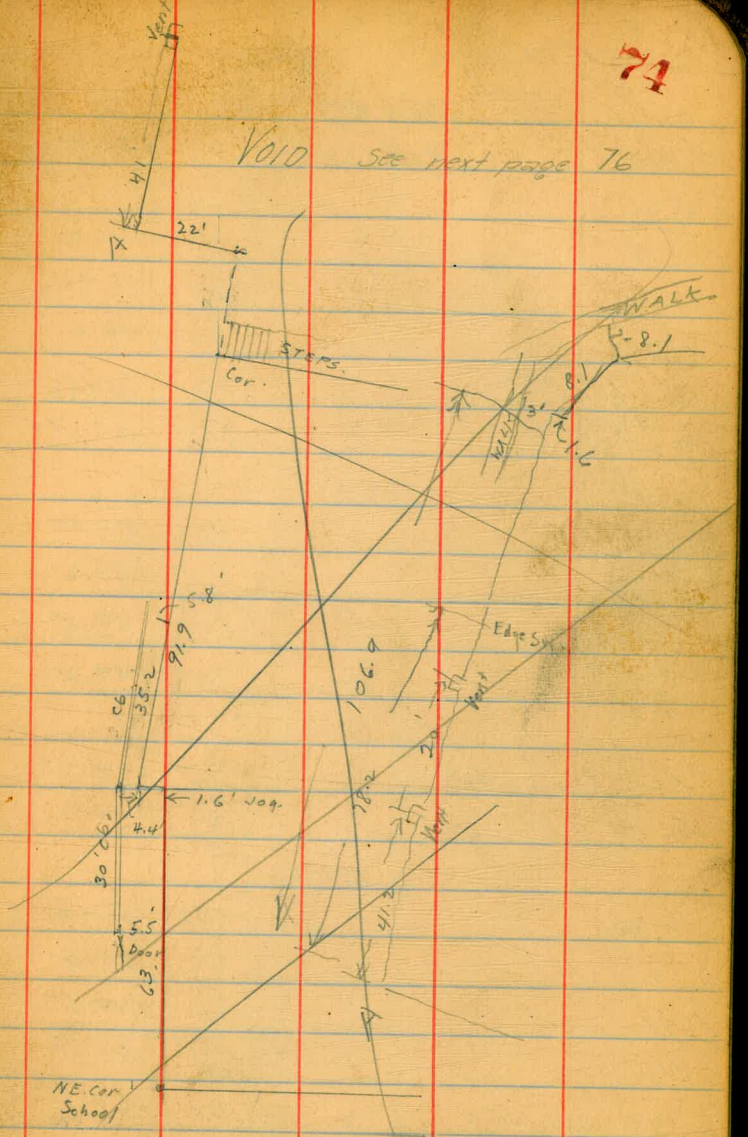


Sketch of Conc. Flume & Headwall. Sta 3+90



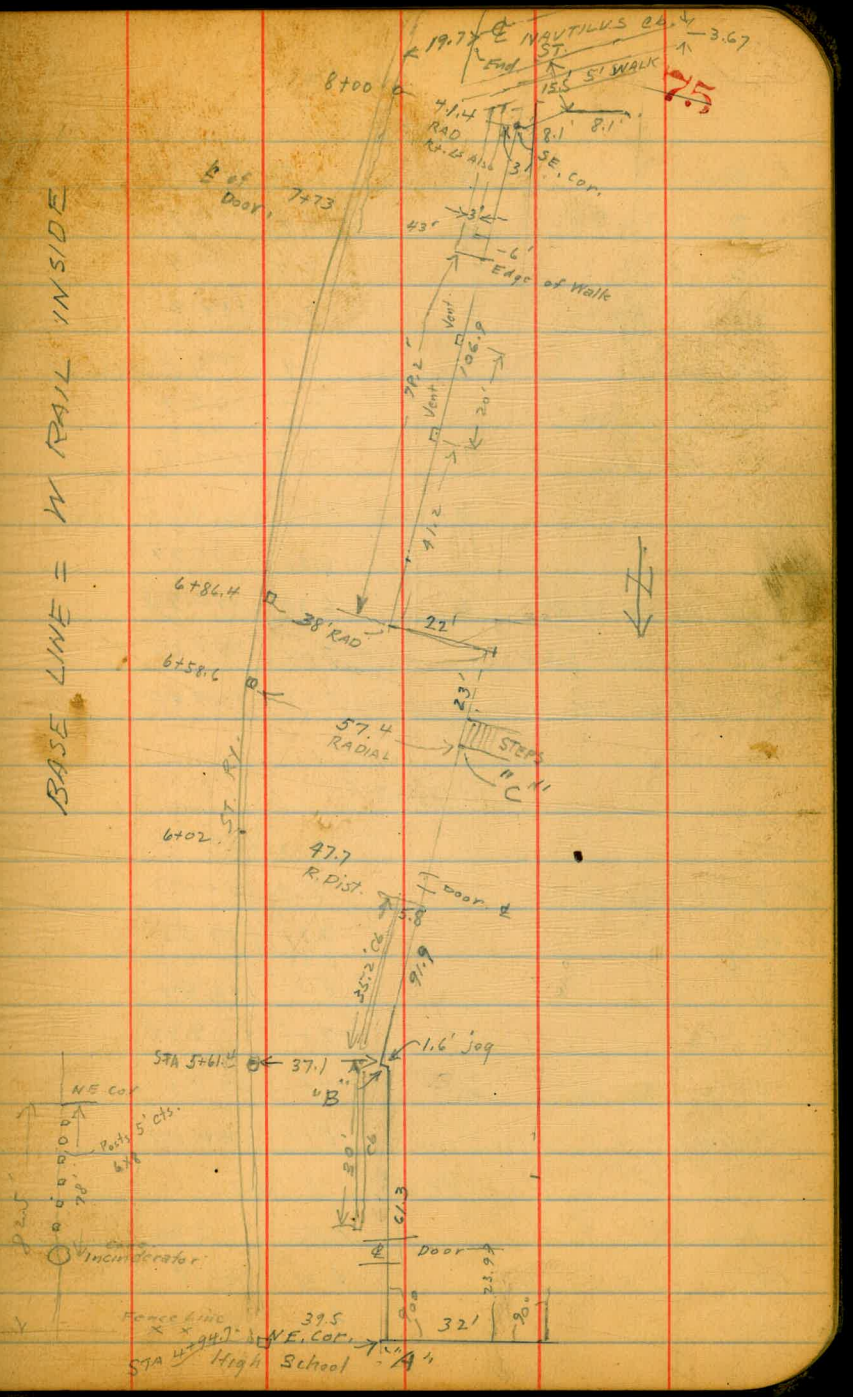
155.19

NE. Cor. School.			6.3	146.9	
D.	Doorway of		6.00	149.19	on floor.
		155.19			
	7.26	157.24	5.21	149.98	T.P.
			8.07	149.17	℄ Road N.
		4+35			
Top Rail.			4.5	152.7	
20			7.1	150.1	Guard Fence Posts
36. Rt			8.4	148.8	
41 Rt.			9.0	148.2	
		5+00			
Top Rail.			4.7	152.5	
5			5.6	151.6	
10			7.7	149.5	
33			8.3	148.9	
40			7.9	149.3	Side of School
		5+50			
Top Rail			4.7	152.5	
5			5.6	151.6	
9			8.0	149.2	
33			8.3	148.9	
34 Cb.			7.7	149.5	
39.3 Bldg			7.7	149.5	



SEE NEXT PAGE 76

	6+00			
T. RAIL.	H.I = 157.24	4.8	152.4	
5 Rt.		5.9	151.3	
10 Rt.		8.2	149.0	
38		8.3	148.9	
40.7		8.0	149.2	
40.7 Cb.		7.26	149.98	T.R.
46.2 N. Eg Conc. Walk / Bldg. line		8.05	149.19	
	6+50			
RAIL.		5.20	152.04	
6 Rt.		6.0	151.2	
10 Rt.		8.0	149.2	
55 Rt. Bldg.		7.8	149.4	
"C" Conc. Walk at corner.		7.5	149.7	
	7+00			
T. RAIL.		5.78	151.46	
6		6.7	150.5	
11		7.6	149.6	
32		7.7	149.5	
39.5 Bld		7.1	150.1	
℄ Doorway on conc. Walk at bldg. wall.		7.59	149.65	
7' out from Bldg on edge Walk		7.64	149.60	



H.I
157.24

7+50

T. RAIL		6.52	150.72
7		6.9	150.3
10		7.7	149.5
23		7.2	150.0
36		7.9	149.3
43	Ground Wt	7.5	149.7
	Vent #1	7.03	150.21
43	Vent #2	7.09	150.15

7+76.5 Sect. along N. edge sidew.

	6.97	150.27
NE. cor Sidew. 17 Rt	6.28	150.96
43 Rt. Intersect Sidew.	7.04	150.20
51 " extens Bldg. Line on N Edge Sw.	7.28	149.96

7+87

RAIL.	7.12	150.12
Gut. 18.4 Rt Edge Pav.	7.22	150.02
38	7.71	149.53
38 Cb.	7.25	149.99
58	8.35	148.89
58 Cb	7.85	149.39
50 Cb. Bld Line	7.6	149.6
50 Gut. " "	8.14	149.10

8+09.7 ℄ Nav.

Top Rail.	7.48	149.76
10	6.4	150.8
19.7	7.40	149.84

H.I
157.24

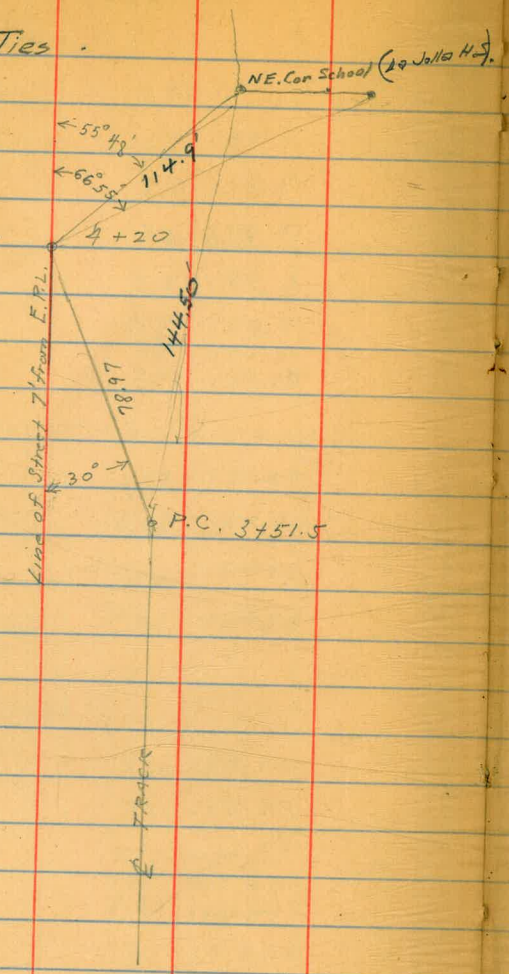
76

48.7	8.05	149.19
68.7	8.60	148.64
Gut. on edge pav. South Line	8.40	148.84
Cb. End on S. Line N.	7.95	149.29

79
19.7
8

FAY AVE

Ties.



78.97

55° 48

		H.I.			
	9.38	161.40	9.		152.02
		4+60			
E. P.L.			10.6	150.8	
+88			10.3	151.1	
		5+00			
E.P.L.			1.7	159.7	
44 Rt.			3.1	158.3	
47 Rt			9.4	152.0	
	12.99	174.06	0.33	161.07	T.P.
		5+50			
E.P.L.			3.7	170.4	
+45 Rt.			6.4	167.7	
+60 Rt.			21.2	152.8	
	12.84	186.84	.06	174.00	T.P
		6+00			
E. P. L			7.6	179.2	
+58	Edge Bank		15.2	171.6	
74	Toe Slope.			15	
	7.0	1938	0.0	186.8	T.P. HAND LEVEL
		6+50			
P.L.		193.8	2.8 N.L.	191.0	
77' Rt.		186.84	12.9	173.9	
100' " Toe slope.					
		6+70			
P.L.		193.8	1.2 N.L.	192.6	
90 Rt.		186.84	16.5	170.3	
110 Rt	Toe Slope				
		7+00			
P.L.		193.8	2.4 N.L.	191.4	
115	Edge of Bank	185.32	22.8		
122	Toe Slope				

11.19	185.32	12.71	174.13	T.P.
	7+49.35	N.L. NAUTILUS ST.		
E.P.L.		+0.4	185.72	
50		-12.0	173.3	
102 Edge Bank				
	E NAUTI			
E.P.L. Ext.		2.4	182.9	
		2.59	182.73	T.P. on old Bus. Intr. & Nautilus E.P.L. Ext.

		H.I.			
	4.07	156.09		152.02	
			11.15	144.94	
			9.99	146.10	
			8.81	7.28	146.85
			8.95	7.14	146.20
	2.32	154.34		152.02	
			8.25	146.09	
			9.38	144.96	
					146.83
—	—	—	—	—	—
				152.02	
	5.57	157.59			
0+00 W			5.28	152.31	
0+00 ℄			4.44	153.15	
0+00 E			4.20	153.39	
0+25 E			4.73	152.86	
0+25 ℄			4.73	152.86	
0+25 W			4.20	152.89	
0+50 W			6.12	151.47	
0+50 ℄			5.13	152.46	
0+50 E			5.24	152.35	
0+75 E			5.75	151.84	
0+75 ℄			5.20	151.89	
0+75 W			6.06	150.94	

36.25) 1.160.(.0032 7.0

10875

15207
534
15739

7250
7250

23.5
3.2
470
705
.752 0

146.10
.75
146.85

56.09
6.85 Gr. Rod.
9.24
7.28
.96

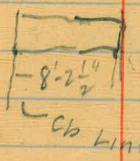
7.14
6.2
.94

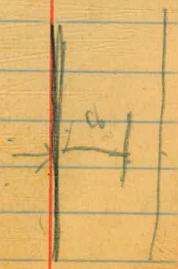
3.23
.09
146.10
.0619

146.8
3
149.8

1530
9.8
3.2

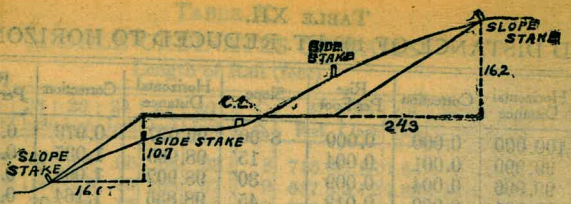
8'-2½" from Cb Line to end of pile.





		157 59		
- 1400 W			7 15	150.44
- 1400 &			6 29	151,39
- 1400 E			6 80	151,29
- 25 E			6 85	150.74
- &			6 23	150.86
- 1425 W.			7 20	149.89

IMPROVED TABLES AND INFORMATION



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0 00	0 15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1 65	1 80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3 45	3.60	3 75	3.90	4.05	4.20	4 35	2
3	4.50	4 65	4.80	4.95	5 10	5 25	5 40	5.55	5.70	5.85	3
4	6.00	6 15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7 50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9 00	9 15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10 65	10.80	10.95	11.10	11.25	11.40	11.55	11 70	11.85	7
8	12.00	12 15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13 50	13.65	13 80	13 95	14.10	14.25	14.40	14 55	14.70	14.85	9
10	15.00	15 15	15 30	15 45	15.60	15.75	15.90	16.05	16.20	16 35	10
11	16 50	16 65	16 80	16.95	17 10	17.25	17.40	17.55	17.70	17.85	11
12	18 00	18 15	18.30	18 45	18.60	18 75	18.90	19.05	19.20	19 35	12
13	19 50	19 65	19.80	19.95	20.10	20.25	20 40	20.55	20.70	20.85	13
14	21.00	21 15	21.30	21.45	21 60	21.75	21.90	22 05	22 20	22 35	14
15	22 50	22 65	22 80	22 95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24 15	24 30	24 45	24.60	24.75	24 90	25 05	25.20	25.35	16
17	25.50	25 65	25.80	25 95	26.10	26 25	26 40	26.55	26.70	26.85	17
18	27.00	27 15	27.30	27 45	27.60	27.75	27.90	28.05	28 20	28.35	18
19	28 50	28 65	28 80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30 00	30 15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31 50	31 65	31.80	31.95	32 10	32 25	32.40	32.55	32 70	32 85	21
22	33 00	33 15	33 30	33 45	33.60	33 75	33.90	34.05	34.20	34.35	22
23	34 50	34 65	34.80	34.95	35.10	35 25	35 40	35.55	35.70	35 85	23
24	36.00	36 15	36.30	36 45	36.60	36.75	36.90	37.05	37 20	37.35	24
25	37.50	37.65	37 80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39 00	39 15	39.30	39 45	39 60	39.75	39.90	40.05	40.20	40.35	26
27	40 50	40 65	40 80	40.95	41.10	41.25	41 40	41.55	41.70	41.85	27
28	42 00	42 15	42.30	42.45	42.60	42 75	42.90	43.05	43.20	43.35	28
29	43 50	43 65	43.80	43 95	44.10	44 25	44 40	44.55	44.70	44 85	29
30	45 00	45 15	45.30	45 45	45.60	45.75	45 90	46.05	46 20	46.35	30
31	46.50	46.65	46.80	46 95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48 00	48.15	48.30	48 45	48.60	48 75	48.90	49.05	49 20	49.35	32
33	49.50	49 65	49.80	49.95	50.10	50.25	50.40	50.55	50 70	50.85	33
34	51 00	51.15	51.30	51.45	51.60	51.75	51 90	52.05	52.20	52.35	34
35	52 50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54 00	54 15	54.30	54 45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55 50	55 65	55.80	55 95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57 30	57 45	57.60	57 75	57.90	58.05	58.20	58 35	38
39	58 50	58.65	58 80	58 95	59.10	59 25	59.40	59 55	59.70	59.85	39
40	60 00	60 15	60 30	60 45	60 60	60.75	60 90	61.05	61 20	61.35	40
41	61.50	61 65	61 80	61 95	62 10	62 25	62.40	62 55	62 70	62.85	41
42	63 00	63.15	63 30	63 45	63 60	63 75	63 90	64 05	64 20	64.35	42
43	64.50	64 65	64 80	64.95	65.10	65 25	65 40	65.55	65.70	65.85	43
44	66 00	66 15	66 30	66.45	66.60	66 75	66.90	67.05	67.20	67.35	44
45	67 50	67 65	67 80	67.95	68.10	68.25	68 40	68.55	68.70	68.85	45
46	69 00	69 15	69 30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70 50	70 65	70 80	70 95	71.10	71.25	71 40	71.55	71.70	71.85	47
48	72.00	72 15	72.30	72.45	72.60	72.75	72.90	73 05	73.20	73 35	48
49	73 50	73 65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75 15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

Computed by L. Leland Locke.

Mon Feb 19	Men 4	loading bricks	8 hrs.
	3	ditch excav. ditch	8 hrs
	6	cut & fill	8 "
Feb 20	8	load bricks	2 hrs.
	4	culvert	2 "
Feb. 21	5	load bricks	8 hrs
	2	culvert	8 "
	4	cut & fill	8 "

180
57
1.43

BM. B.P. Hodgart
of Tide Rep
1.05
1.33 B.P. Barnett

Lots 6 to 13 70x140 13th to Cadiz

393
36-9

ENGINEERING DEPARTMENT.
CITY OF SAN DIEGO.
CALIFORNIA.