

1493

WISCONSIN

FIELD BOOK

No. 385F

2378

38501
379.98
5.03

51846
38501
13343

MICROFILMED
DEC 24 1964

102
5515
217.15
21
238.15
237.89
-0.26

00029
01160

Our Leather Bound Engineers Note Books are carried in the following rulings:

- No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.
- No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.
- No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.
- No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter "F" to catalog number.

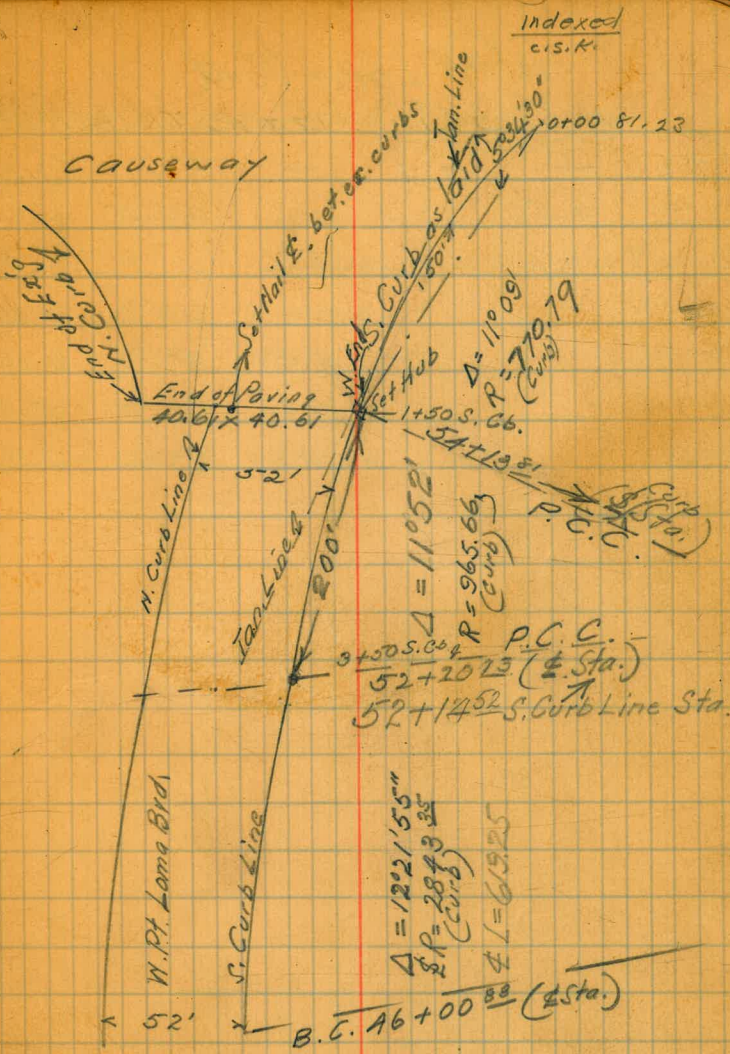
THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
CHICAGO, ILL.

1

W. Pt. Loma Blvd.

N.G.

~~H~~



W. Pt. Loma Blvd

H. Curb Line. Grade to connect

with ex'g pavement, Not Curb

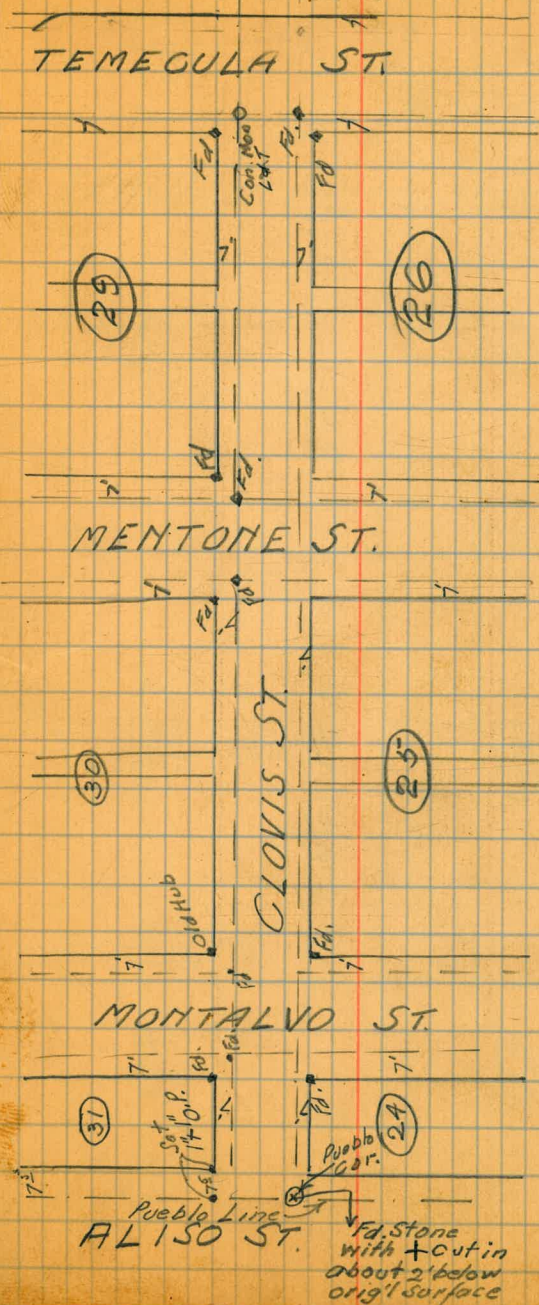
Sta	+	H.1	-	Ely	Grade		Grade	Corr F
B.M.	4.50	10.75		6.25	4.563			
54+35 ¹⁷	W Edge Exist. Pave.	3.76		6.99	6.99	Super 0.0		Grade
53+76 ²⁵		4.23		6.52	6.62	Super 0.3	6.92	F0.41
53+19 ⁵		4.84		5.91	6.26	Super 0.2	6.46	F0.551
52+71 ²		4.95		5.80	5.96	" 0.1	6.06	F0.261
52+50		6.33		4.42	5.82		5.81	F1.40

CLOVIS

RP 100' P.O. GN

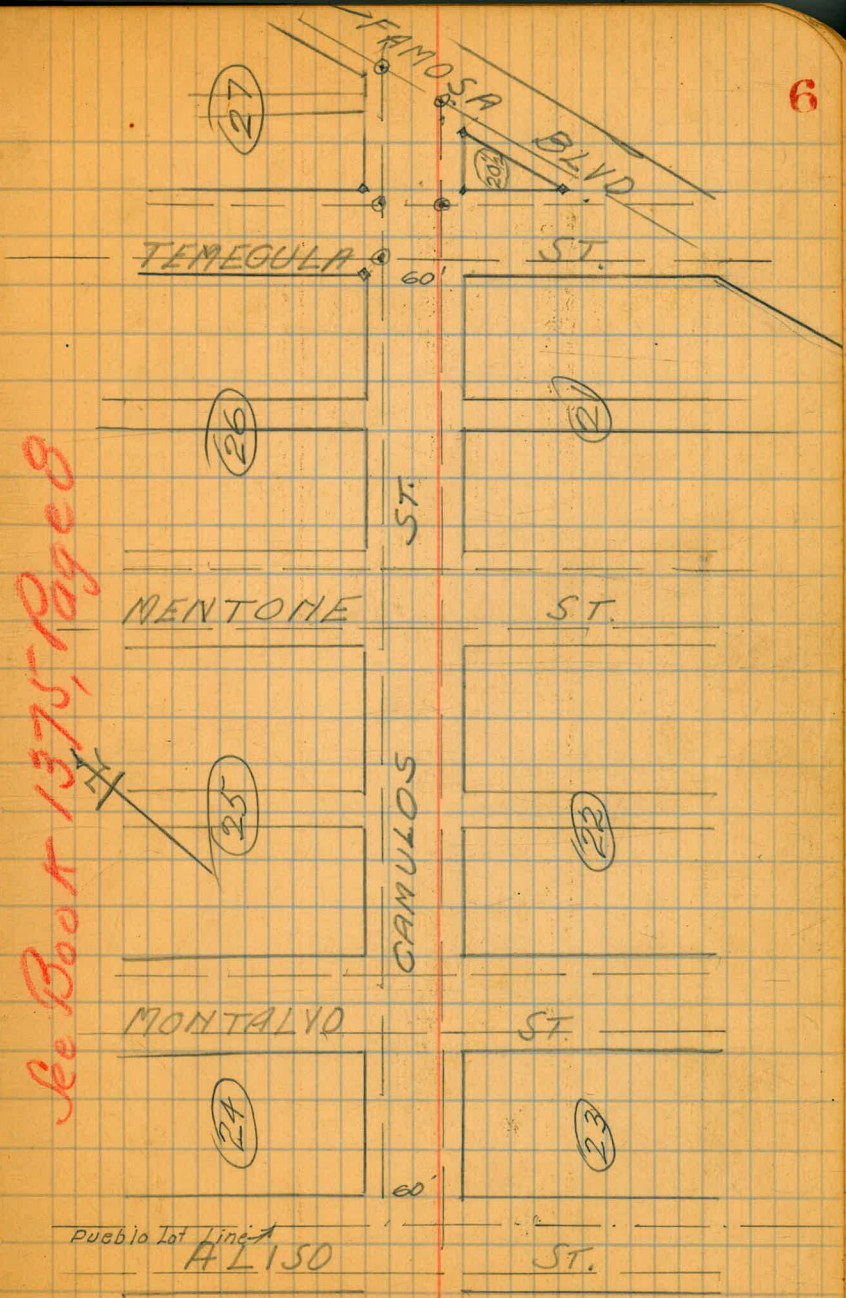
BM EV 68.38

5



Pueblo Line
Pd. Stone with + cut in about 2' below orig'l surface

CAMULOS



1/2 1/2 1/2 1/2

3

27

17

70'

Montana

3

3

W. Pt. Loma Blvd

Sec Dist 1375
Pages 748

8

(28)

Rialto

Temecula

Alley

Mentone

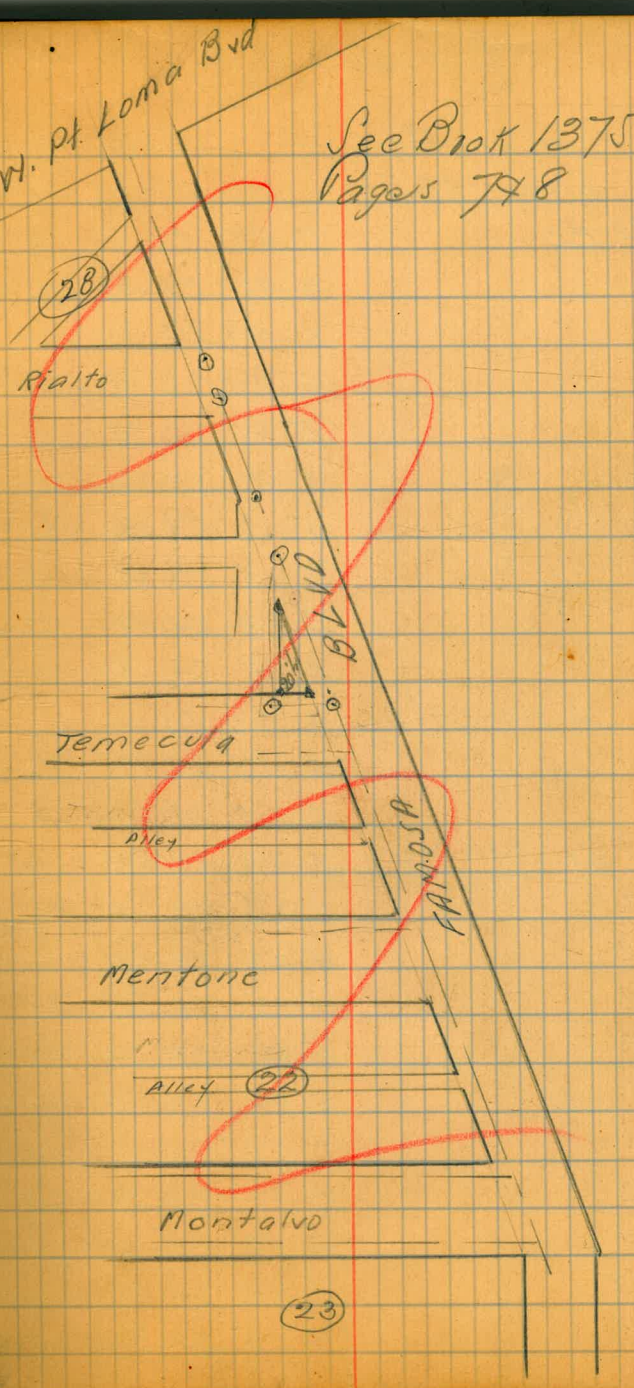
Alley (22)

Montalvo

(23)

BLVD

FATROSA



Grades W. P. Loma Blvd.

Per Profile

Indexed
C.S.K

9

Sta	+	HI	-	Elev	Grade	Cor F
B.M.	0.72	28.69		27.97	25' Tr	PH RPEC 11+11 ³⁸
11+11 ³⁸	EC.		7.53	21.16	21.35	F 0.19
11+00			7.41	21.28	21.49	F 0.21 ✓
+50			6.49	22.20	21.83	C 0.37 ✓
10+00			5.90	22.79	22.17	C 0.62 ✓
+50			5.91	22.78	22.51	C 0.27 ✓
9+00			5.47	23.22	22.85	C 0.37 ✓
+50			5.17	23.52	23.19	C 0.33 ✓
8+00			5.15	23.54	23.53	Grade ✓
+50			4.20	24.49	23.87	C 0.62 ✓
7+00			4.09	24.60	24.21	C 0.39 ✓
T.P.	4.80	29.40	4.09	24.60		
+50			4.43	24.97	24.55	C 0.42 ✓
6+00			4.74	24.66	24.85	F 0.19 ✓
5+78 ⁷⁷	B.C. (Profile Sta. 5+81 ⁷²)		4.55	24.85	24.81	C 0.04 ✓ (Grade)
5+76 ⁷⁴			4.52	24.88	24.80	C 0.08 ✓
5+56 ⁷³			4.55	24.85	24.55	C 0.30 ✓
5+36 ⁷¹			5.13	24.27	24.17	C 0.10 ✓
5+16 ⁷¹			5.73	23.67	23.65	Grade ✓
4+97 ⁹¹	EC.		6.05	23.35	23.19	C 0.16 ✓
4+96 ⁷¹			6.14	23.26	23.15	C 0.11 ✓
4+76 ⁷¹			6.91	22.49	22.50	Grade ✓
4+56 ⁷¹			7.40	22.00	21.85	C 0.15 ✓
4+36 ⁷¹			7.98	21.42	21.10	C 0.32 ✓
4+16 ⁷¹			9.05	20.35	20.30	C 0.05 ✓ (Grade)

Grades W. Pt Loma Blvd.
Cont Pg 9

Sta	+	H ₁	-	Elev	Grade	Corr F	
		29.40					
3+96 ⁴⁴			9.90	19.50	19.35	0.15	
3+76 ⁴⁴			10.83	18.57	18.40	0.17	216.94 = 16.25
3+56 ⁴⁹			11.63	17.77	17.52	0.22	
T.P.	9.13	26.90	11.63	17.77			
3+36 ⁴⁴			9.68	17.22	16.82	0.40	
3+17 ⁴³			10.56	16.34	16.28	0.06	
T.P.	6.29	31.28	1.91	24.99			
B.M.			3.69	27.59	Nail in Pole Seaside + W. Pt Loma Blvd.		27.59

Traverse of Travelled Road Thru. Collier Park
From Mendocino Blvd. to Clovis

Mar 12/34

Carter
Reedley
Stuyrock

11

P.I. #6 E. of E. Trav'd Road

P.I. #5 E. of E. Trav'd Road

P.I. #4 S. of E. Trav'd Road

3 lengths Boiler Stack
(18" diam.)
poor cond'n.
16' each

P.I. #3

P.I. #2 Approx. E. Trav'd Road

P.I. #1

Running N. Ey

See Sketch

Pueblo Lot Line
(E. Green St.)
121.5
0+00

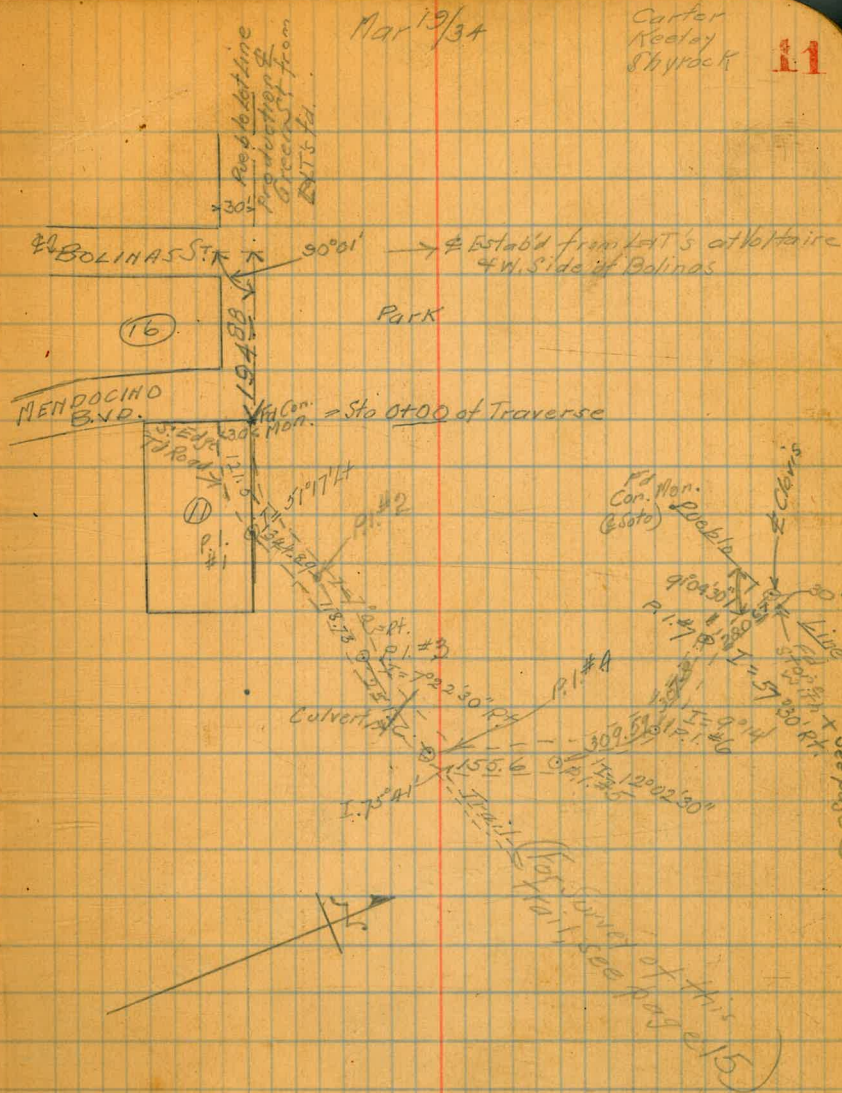
Defl. 51°17'4"

Defl. 256.6 (284m)

Defl. 762.4

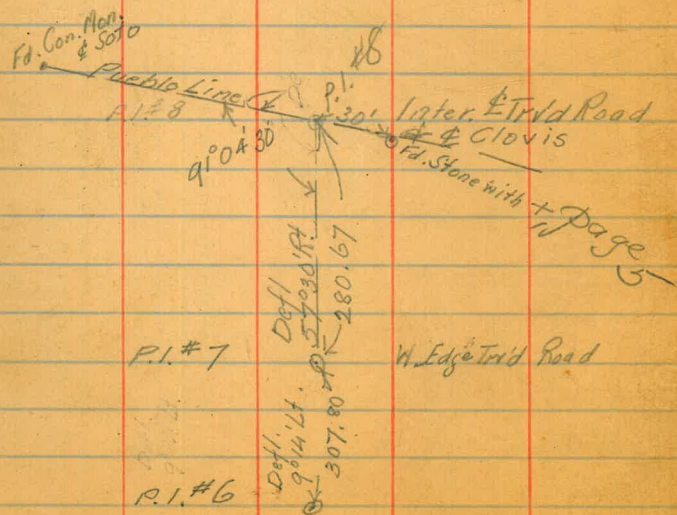
Defl. 1202.0

Defl. 309.6



Cont'd from page 11

12



Traverse of Road thru Collier Park From Wells St. (Western Add'n).

Average width of road - 23' (graded)

± Travi'd Road P.I. # 15

W of ± Travi'd Road P.I. # 14

± Travi'd Road P.I. # 13

± Travi'd Road P.I. # 12

± Travi'd Road P.I. # 11

Running N.E. P.I. # 10

P.I. # 9

Defl. 20.04 ft
 Defl. 17.83 ft
 Defl. 14.50 ft
 Defl. 10.43 ft
 Defl. 8.24 ft
 Defl. 5.18 ft
 Defl. 2.59 ft
 Defl. 1.15 ft
 P.I. # 15
 P.I. # 14
 P.I. # 13
 P.I. # 12
 P.I. # 11
 P.I. # 10
 P.I. # 9

269.15

176.88

153.53

190.80

518.33

259.41

21.5

Ocean Beach
 Ball Park
 Women's
 Fence ± 10' high

Running N.E.

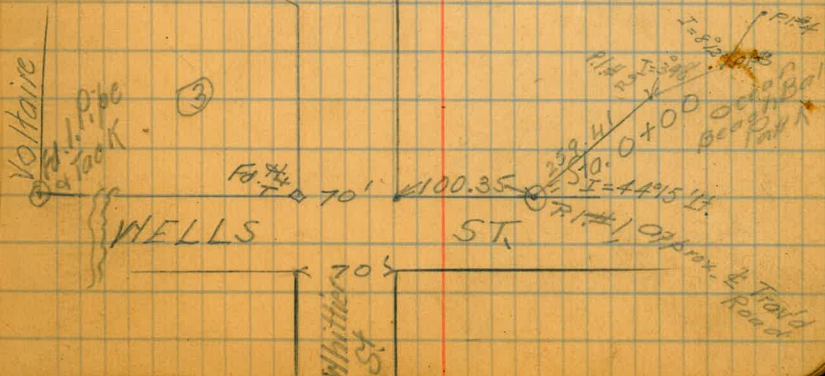
P.I. # 9

Defl. 1.15 ft
 Defl. 2.59 ft
 Defl. 5.18 ft
 Defl. 8.24 ft
 Defl. 10.43 ft
 Defl. 14.50 ft
 Defl. 17.83 ft
 Defl. 20.04 ft

6+00

Wells St

± Travi'd P.I.



Voltaire

P.I. # 9

③

70'

100.35

71#

109.41

55.10

44.95 ft

71#

109.41

Travi'd Road

Whitaker St

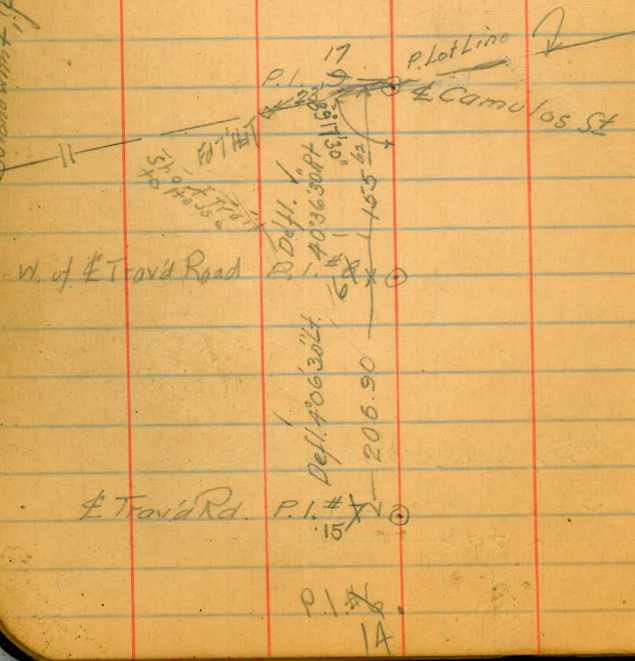
705

ST

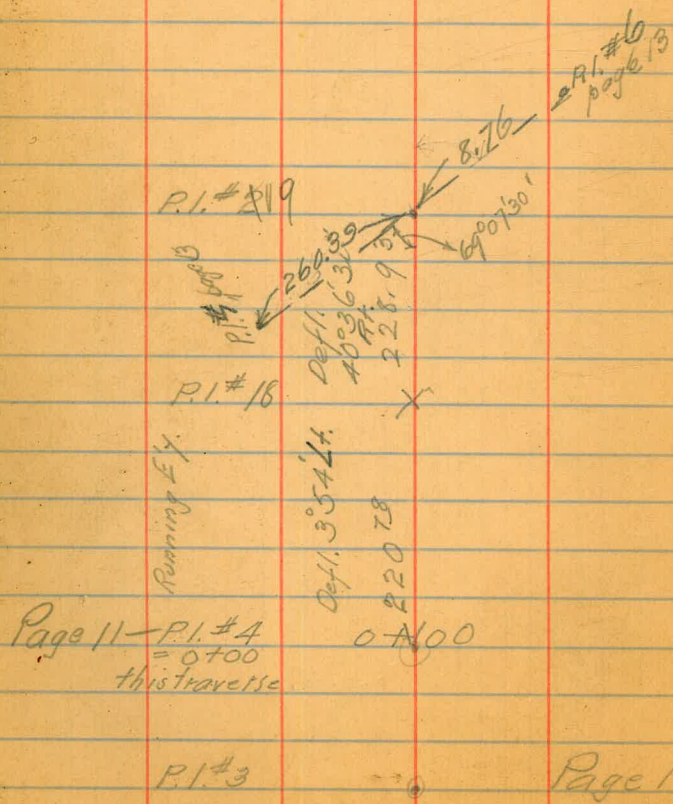
P.I. # 15
 P.I. # 14
 P.I. # 13
 P.I. # 12
 P.I. # 11
 P.I. # 10
 P.I. # 9

Cont'd from page 13

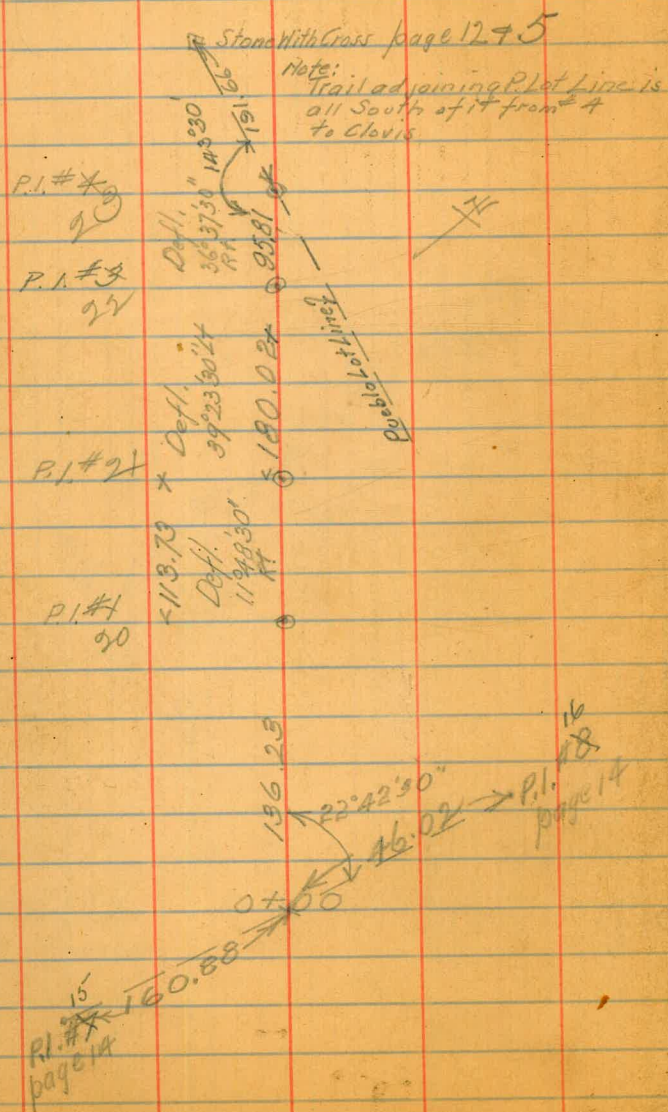
D. 1800 with +, page 5



Traverse of Trail shown on sketch, page 11.



Traverse of Short Trail Shown on page 14
used by 5 residences



W. Pt. Loma Blvd.

+ Sec's to determine fill or yet required

Mar 22/34

17

Sta	+	H.I.	-	ELV	Grade
B.M.	5.30	5.68	,	0.38	
B.M.	3.17	6.44		3.27	
38+00	N.P/L		6.0	0.4	
"	6'S. of N.P/L		5.6	0.8	
"	N.Cb.L.		3.1	3.3	
"	⊕		3.1	3.3	
"	S.Cb.L.		3.7	3.7	
"	S.P/L		5.8	0.6	
38+50	S.P/L		6.1	0.3	
"	9'H. of		5.7	0.7	
"	S.Cb.L.		3.8	2.6	
"	⊕		3.5	2.9	
"	N.Cb.L.		3.4	3.0	
"	N.P/L		4.5	1.9	
39+00	N.P/L		5.3	1.1	
"	N.Cb.L.		3.5	2.9	
"	⊕		3.7	2.7	
"	31'S. of		3.8	2.6	
"	S.Cb.L.		5.6	0.8	
"	S.P/L		6.5	-0.1	
39+50	S.P/L		6.4	0.0	
"	S.Cb.L.		5.9	0.5	
"	8'H. of		4.6	1.8	
"	⊕		4.3	2.1	

R.P. opp. 46+50, 100'

Book G-178 Pg. 78

Contd from 17

18

Sta	+	H.I	-	Elv	Grade
39+50,	2 1/2' of E	6.44	4.10	2.44	
"	N.Cb.L		5.4	1.0	
"	N.P/L		5.1	1.3	
40+00	N.P/L		4.6	1.8	
"	N.Cb.L		5.0	1.4	
"	6'S of		4.2	2.7	
"	⊕		3.9	2.5	
"	19'S of ⊕		4.0	2.4	
"	23'S of ⊕		6.1	0.3	
"	S.Cb.L		5.9	0.5	
"	S.P/L		6.0	0.4	
40+50,	S.P/L		6.3	0.1	
"	S.Cb.L		6.1	0.3	
"	5'H of		5.6	0.8	
"	8'H of Cb.L		4.2	2.2	
"	⊕		4.2	2.2	
"	19'H of ⊕		4.0	2.4	
"	22' " "		5.3	1.1	
"	N.Cb.L		5.3	1.1	
"	N.P/L		5.4	1.0	
41+00,	N.P/L		5.5	0.9	
"	N.Cb.L		5.7	0.7	
"	5'S of Cb.L		5.5	0.9	
"	8' " "		4.5	1.9	
"	⊕		4.5	1.9	

Cont'd from 18

19

Sta	+	H.I.	-	ELY	Grade
41+00	19 S. of Φ	6.44	4.4	2.0	
"	24 "		6.7	0.2	
"	S. Cb.L		6.7	0.2	
"	S. P/L		6.1	0.3	
41+40	S. P/L, B.V.C.		6.7	0.7	
"	S. Cb.L		6.3	0.1	
"	3 N. of S. Cb.L		6.1	0.3	
"	7' N. "		4.4	2.0	
"	Φ		4.6	1.8	
"	19' N. of Φ		4.5	1.9	
"	22' "		5.6	0.8	
"	N. Cb.L		5.5	0.9	
"	N. P/L		5.4	1.0	
41+80	N. P/L		5.8	0.6	
"	N. Cb.L		5.7	0.7	
"	5' S. of N. Cb.L		5.5	0.9	
"	7' " "		4.6	1.8	
"	Φ		4.8	1.6	
"	20' S. of Φ		4.9	1.5	
"	22' "		6.3	0.1	
"	S. Cb.L		6.3	0.1	
"	S. P/L		6.3	0.1	
42+20	S. P/L		6.2	0.2	
"	S. Cb.L		6.1	0.3	
"	4' N. of		6.1	0.3	

Cont'd from 19

20

Sta		H.I.	-	ELV	Grade
42+20	7' N. of S.C.L.	6.44	4.6	1.8	
"	⊕		4.5	1.9	
"	19' N. of ⊕		4.4	2.0	
"	22' " "		5.7	0.7	
"	N. Cb.L		5.2	1.2	
"	N. P/L		5.5	0.9	
42+30	N. P/L		5.6	0.8	
"	N. Cb.L		5.9	0.5	
"	11' S. of N. Cb.L		5.5	0.9	
"	13' " "		4.3	2.1	
"	⊕		4.5	1.9	
"	18' S. of ⊕		4.5	1.9	
"	22' " "		6.3	0.1	
"	S. Cb.L		6.1	0.3	
"	S. P/L		6.3	0.1	
42+35	S. P/L		6.1	0.3	
"	S. Cb.L.		5.9	0.5	
"	⊕		5.5	0.9	
"	N. Cb.L		5.8	0.6	
"	N. P/L		5.5	0.9	
42+60	N. P/L		5.2	1.2	
"	N. Cb.L		5.6	0.8	
"	⊕		5.7	0.7	
"	S. Cb.L		6.2	0.2	
"	S. P/L		6.2	0.2	

E. End Exc'g Fill

Contd from 20

21

Sta	+	H.I	-	ELV.	Grade
43+00	S.P/L	6.44	6.3	0.1	
"	S.Cb.L		6.3	0.1	
"	⊕		5.8	0.6	
"	N.Cb.L		5.5	0.9	
"	N.P/L		5.8	0.6	
43+40	N.P/L		5.5	0.9	
"	N.Cb.L		5.6	0.8	
"	⊕		5.6	0.8	
"	S.Cb.L		5.4	1.0	
"	2' S. of		6.4	0.0	
"	S.P/L		6.1	0.3	
43+80	S.P/L E.V.C.		6.2	0.2	
"	S.Cb.L		6.0	0.4	
"	3' H. of		5.4	1.0	
"	⊕		4.9	1.5	
"	25' H. of ⊕		5.2	1.2	
"	N.Cb.L		5.8	0.6	
"	N.P/L		5.4	1.0	
44+00	N.P/L		5.5	0.9	
"	11' S. of		5.8	0.6	
"	N.Cb.L		4.8	1.6	
"	⊕		4.8	1.6	
"	25' S. of		5.0	1.4	
"	S.Cb.L		5.7	0.7	
"	S.P/L		6.1	0.3	

Cont'd from 21

22

Sta	T	H.I.	-	ELV.	Grade
T.P.	{	6.44	5.80	0.64	
		5.14	5.78		
44+50	S.P/L		5.30	0.5	
"	12' N. of		5.3	0.5	
"	S.Cb.L		3.8	2.0	
"	⊥		4.1	1.7	
"	N.Cb.L		4.1	1.7	
"	2' N. of N.C.		4.8	1.0	
"	N.P/L		4.6	1.2	
45+00	N.P/L		5.8	0.0	
"	N.Cb.L		3.8	2.0	
"	⊥		4.1	1.7	
"	S.Cb.L		3.9	1.9	
"	2' S. of		5.4	0.4	
"	S.P/L		5.2	0.6	
45+50	S.P/L		5.1	0.7	
"	10' N. of		5.0	0.8	
"	S.Cb.L		3.5	2.3	
"	⊥		3.7	2.1	
"	19' N. of		3.1	2.7	
"	N.Cb.L		6.2	-0.4	
"	N.P/L		7.3	-1.5	
46+00	N.P/L		8.7	-2.9	
"	N.Cb.L		7.4	-1.6	
"	8' S. of		3.0	+2.8	

B.C. 46+00⁸⁸

Cont'd from 22

23

Sta	+	H.I	-	Ely	Grade
46+00	⊕	5.78	3.7	2.1	
"	S.Cb.L		3.9	1.9	
"	2'S. of		4.9	0.9	
"	S.P/L		5.0	0.8	
46+50	S.P/L		5.0	0.8	
"	12'H. of		4.9	0.9	
"	S.Cb.L		3.5	2.3	
"	⊕		3.2	2.6	
"	20'H. of		3.7	2.1	
"	N.Cb.L		5.5	0.3	
"	4'H. of		7.7	-1.9	
"	N.P/L		9.0	-3.2	
47+00	N.P/L		8.3	-2.5	
"	11'H. of		6.2	-0.4	
"	N.Cb.L		4.2	+1.6	
"	5'S. of		3.5	2.3	
"	⊕		2.9	2.9	
"	20'S. of		3.1	2.7	
"	S.Cb.L		4.8	1.0	
"	S.P/L		4.7	1.1	
47+50	S.P/L		4.9	0.9	
"	S.Cb.L		4.5	1.3	
"	3'H. of		2.9	2.9	
"	⊕		2.8	3.0	
"	2'H. of		3.6	2.2	

Cont'd from 23

24

Sta	+	H. I	-	Elev	Grade
47+50,	N. Cb. L	5.78	4.6	1.2	
"	N. P/L		7.6	-1.8	
48+00,	N. P/L		7.5	-1.7	
"	N. Cb. L		4.9	+0.9	
"	5' S. of		3.7	2.6	
"	⊕		3.7	2.6	
"	23' S. of		2.7	3.1	
"	S. Cb. L		4.3	1.5	
"	S. P/L		4.8	1.0	
48+50,	S. P/L		4.0	1.8	
"	S. Cb. L		4.2	1.6	
"	3' N. of		2.7	3.1	
"	⊕		2.4	3.4	
"	21' N. of		2.6	3.7	
"	N. Cb. L		3.8	2.0	
"	N. P/L		7.8	-2.0	
T. P.	{		2.18	3.60	
	{	5.92	9.52		
49+00,	N. P/L		11.9	-2.4	
"	4' S. of		11.2	-1.7	
"	N. Cb. L		7.2	+2.3	
"	4' N. of		6.2	3.3	
"	⊕		5.6	3.9	
"	23' S. of		5.8	3.7	
"	S. Cb. L.		6.9	2.6	

Cont'd from 24

25

Sta	+	H.L.	-	Elev.	Grade
49+00,	S.P/L	9.52	6.5	3.0	
49+50	S.P/L		5.8	3.7	
"	S.Cb.L		6.1	3.4	
"	3' N. of		5.0	4.5	
"	±		5.2	4.3	
"	N.Cb.L		5.8	3.7	
"	5' N. of		6.5	3.0	
"	N.P/L		12.0	-7.5	
50+00,	N.P/L		8.3	+1.2	
"	4' S. of		6.1	3.4	
"	N.Cb.L		5.9	3.6	
"	±		5.8	3.7	
"	S.Cb.L		5.3	4.2	
"	1' S. of		6.1	3.4	
"	S.P/L		5.7	3.8	
50+50,	S.P/L		4.8	4.7	
"	S.Cb.L		5.3	4.2	
"	±		6.0	3.5	
"	N.Cb.L		6.3	3.2	
"	12' N. of		6.6	2.9	
"	N.P/L		8.0	1.5	
51+00	N.P/L		6.3	3.2	
"	N.Cb.L		6.0	3.5	
"	±		5.3	4.2	
"	S.Cb.L		4.7	4.8	

Cont'd from 25

26

Sta	+	H. I	-	ELV	Grade
51+00	S. P/L	9.52	4.9	4.6	
51+50	S. P/L		4.4	5.1	
"	S. Cb.L		4.1	5.4	
"	Φ		4.0	5.5	
"	8' H. of		4.2	5.3	
"	N. Cb.L		6.1	3.4	
"	N. P/L		6.8	7.7	
52+00	N. P/L		5.6	3.9	
"	N. Cb.L		5.8	4.7	
"	17' Spot		3.8	5.7	
"	Φ		3.6	5.9	
"	S. Cb.L		3.7	5.8	
"	S. P/L		4.0	5.5	
52+50	S. P/L		3.5	6.0	
"	S. Cb.L		3.1	6.4	
"	Φ		3.9	5.6	
"	12' H. of		4.0	5.5	
"	N. Cb.L		5.4	4.1	
"	N. P/L		5.0	4.5	
T.P.	{		5.11	4.41	
		6.08	10.49		
52+71 ⁵	N. P/L		5.0	5.5	
"	N. Cb.L		4.7	5.8	
"	Φ		4.7	5.8	
"	S. Cb.L		4.2	6.3	

52+19⁵ - P.C.C. BK - 10958

Cont'd from 26

27

Sta	+	H.I	-	ELY	Grade
52+71 ⁶	S. P/L	10.49	4.8	5.7	
53+21 ⁶	S. P/L		4.9	5.6	
"	S. Cb.L		4.7	5.8	
"	±		4.3	6.2	
"	N. Cb.L		4.7	5.8	
"	g' H. of		4.6	5.9	
"	N. P/L		6.0	4.5	
53+71 ⁶	N. P/L		3.6	6.9	
"	N. Cb		3.9	6.6	
"	±		4.4	6.1	
"	S. Cb.L.		5.2	5.3	
"	S. P/L		5.5	5.0	
54+21 ⁶	Top of Cb. S. Side		4.60	5.9 ^{5.89}	
"	Gutter		5.26	5.2 ^{5.23}	
"	± (80'S ⁺)		4.03	6.4 ^{6.46}	
"	N. Cb.L (aving)		3.50	7.0 ^{6.99}	
"	N. P/L		3.84	6.7 ^{6.65}	
"	N. Gutter		5.05	5.4 ^{5.44}	
"	Top N. Curb		4.43	6.1 ^{6.06}	
B.M.			4.25	6.24	

As laid

W. End. Ex'g S. Curb, Causeway

"

For 80'S⁺

As laid

"

Book - Page 8 6.25

X - Section Portion Rialto St.

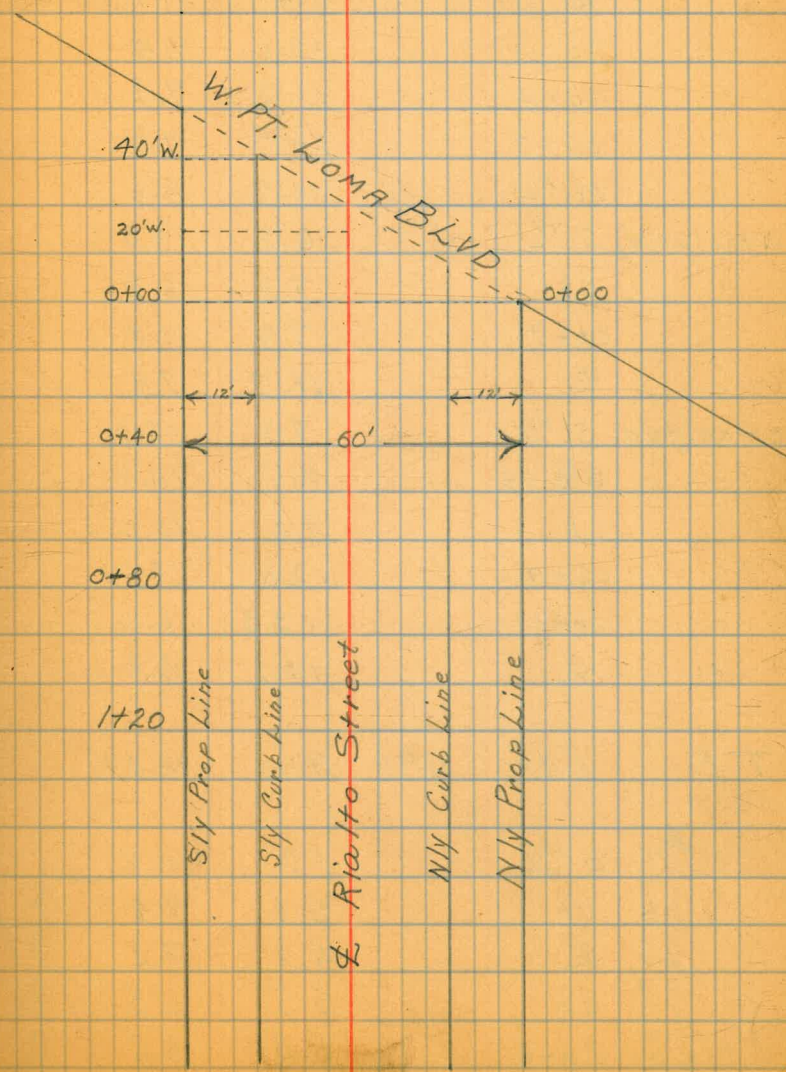
Indexed
C.S.K.

Note - Some dirt has moved from Rialto St. since this X section was made. } 28

Sta.	+	H.I.	-	Elev
B.M	12.04	13.48		1.44
T.P.	9.00	19.49	2.99	10.49
1+20	N P/L		5.4	14.1
	cb.		4.7	14.8
	⊥		3.9	15.6
	cb		2.7	16.8
	S P/L		0.9	18.6
0+80	S P/L		2.1	17.4
	cb		3.0	16.5
	cb+8		4.1	15.4
	cb+9		5.1	14.4
	⊥		5.3	14.2
	cb		5.5	14.0
	N P/L		6.7	12.8
0+40	N P/L		8.5	11.0
	cb.		7.4	12.1
	cb+2		8.5	11.0
	⊥		6.9	12.6
	⊥+9		6.4	13.1
	⊥+10		5.2	14.3
	cb		4.1	15.4
	S P/L		2.9	16.6
0+00	S P/L		5.0	14.0
	cb		6.1	13.4
	cb+4		6.4	13.1

W. End of bridge - see BK.

0+00 = S.E. Cor. w. Pt Loma Blvd + Rialto Sts.



X-section Portion Rialto St.
Continued

Sta	+	H ₁	-	Elev
		19.49		
0+00	cb+5		7.4	12.1
	£		8.4	11.1
	cb		12.1	7.4
	cb+4		11.6	7.9
	cb+7		10.5	9.0
	N. P/L		10.9	8.6
0+00 (20'w)	S. P/L		6.2	13.3
	cb		7.3	12.2
	cb+7		7.9	11.8
	£		11.7	7.8
0+00 (40'w)	S. P/L		7.3	12.2
	S P/L +6		8.7	10.8
	cb		9.5	10.0
	cb+9		12.0	7.5
	cb+13		13.5	6.0
	£		14.2	5.3
T.P.	1.49	11.98	9.00	10.49
	S P/L		1.2	10.8
	cb		2.6	9.4
	£		4.8	7.2
	cb		5.5	6.5
	cb+6		5.5	6.5

↑
S. Line of N.
Pt. Loma on Rialto

↑
ON Diagonal

0+00 = Intersection of S Line w/ Pt Loma Blvd
and the N. Easterly Line of Rialto.

X-Section Portion Rialto
Continued

Sta	+	H ₁	-	Elev
		11.98		
	C6+10		3.3	8.7
	N ^P / _L		3.4	8.6
19+80 ⁹⁹			7.47	4.51
19+35 ⁵¹			7.05	4.93
18+90 ⁰³			6.49	5.49

X-Section Portion Rialto
Continued

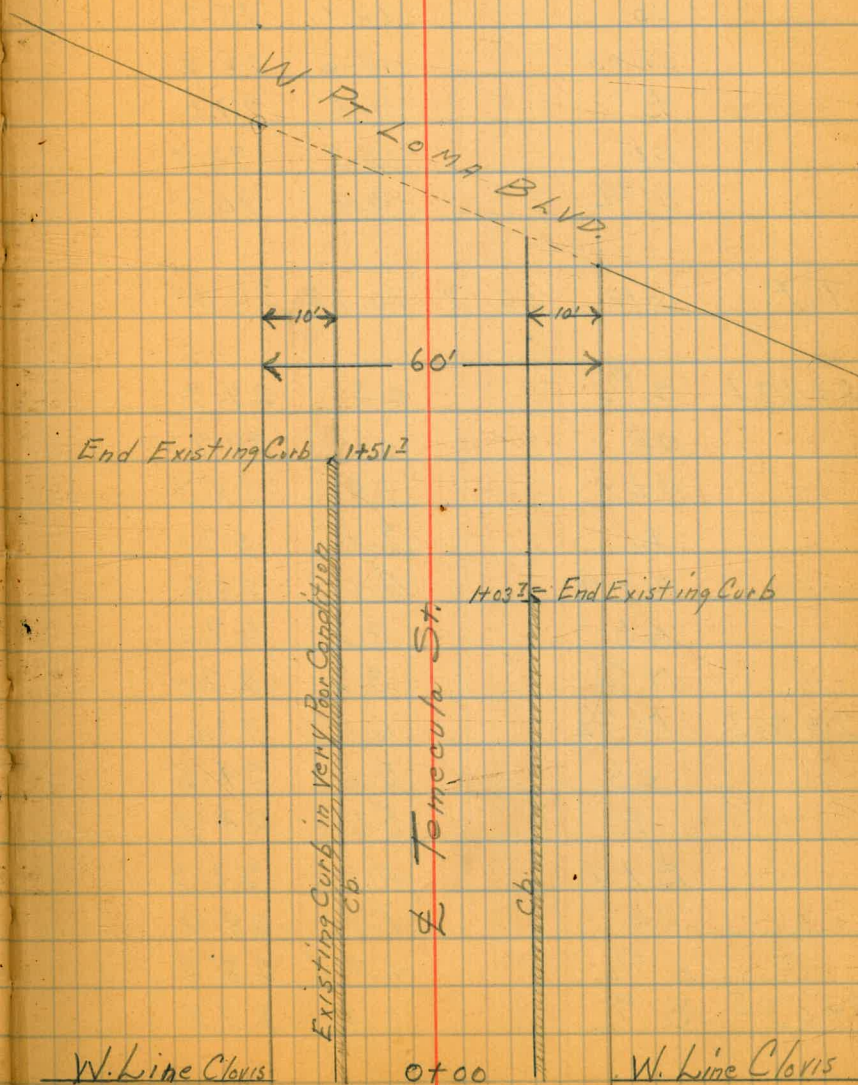
Sta	+	H ₁	-	Elev
		11.98		
	C6+10		3.3	8.7
	N 1/2		3.4	8.6
19+80 ⁹⁹			7.47	4.51
19+35 ⁵¹			7.05	4.93
18+90 ⁰³			6.49	5.49

X-Section Portion Temecula

Indexed
c. s. R.

Sta	+	H ₁	-	Elev
B.M.	7.71	35.68		27.97 25' RP
T.P.	7.52	40.83	2.37	33.31
1+03 ²	End existing curb on N.			38.58
1+51 ²	End existing S. Curb			39.43
1+23 ²	B.V.C. S P/L			40.8
	Existing Cb			39.95
	Gutter			39.1
	⊕			38.6
	cb			37.9
	cb+2			38.5
	N P/L			38.0
1+63 ²	N P/L			36.1
	cb			36.5
	⊕			36.7
	⊕ + 18			37.5
	cb			38.2
	S P/L			39.0
2+03 ²	S P/L			35.7
	cb			35.2
	cb+7			33.9
	⊕			33.1
	cb			32.9
	N P/L			33.1

0+00 = W. Line Clovis



W. Line Clovis

0+00

W. Line Clovis

X Section Portion Temecula St.

Continued

Sta	+	H _i	-	Elev
		40.83		
2+437	N P/L		12.2	28.6
	cb		12.1	28.7
	cb+5		12.6	28.2
	£		11.8	29.0
	cb		10.3	30.5
	S P/L		9.9	30.9
T.P.	0.12	30.17	10.78	30.05
2+637	S P/L		0.5	29.7
	cb		0.3	29.9
	cb5		1.9	28.3
	£		3.1	27.1
	£+9		4.0	26.2
	cb		3.2	27.0
	N P/L		3.2	27.0
2+837	N P/L		6.6	23.6
	cb		5.6	24.6
	£		5.5	24.7
	£+7		4.0	26.2
	cb		1.8	28.4
	S P/L		1.3	28.9
3+037	S P/L		2.4	27.8

X - Section Portion Temecula

Sta + HI - Elev

30.17

3+03² cb 3.0 27.2

cb+6 4.5 25.7

⊘ 7.5 22.7

3+23² S P/L 4.8 25.4

cb 4.7 25.5

cb+7 6.8 23.4

cb+15 9.8 20.4

⊘ 10.6 19.6

S P/L 9.5 20.7

cb 9.2 21.0

⊘ 10.3 19.9

cb 10.3 19.9

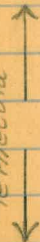
N P/L 9.0 21.2

14+88²⁵ 12.37 17.80

14+42²⁷ 11.46 18.71

13+97²⁵ 10.46 19.71

Line W Pt
Loma Blvd on
Temecula



Indexed
C.S.R.

Wawona Drive

X-Sec. Capistrano to Oliphant.

station	+	H.I.	-	Elev	
	6.09	77.79		71.70	B.M.
	11.62	89.05	0.36	77.43	T.P.
			3.15	85.90	Top B.M.
			3.12	85.93	S.Cb Ret
			5.13	83.92	N. " Ret

Plug N.W. Cor. Poe + Capistrano

SW. Cor. Capistrano

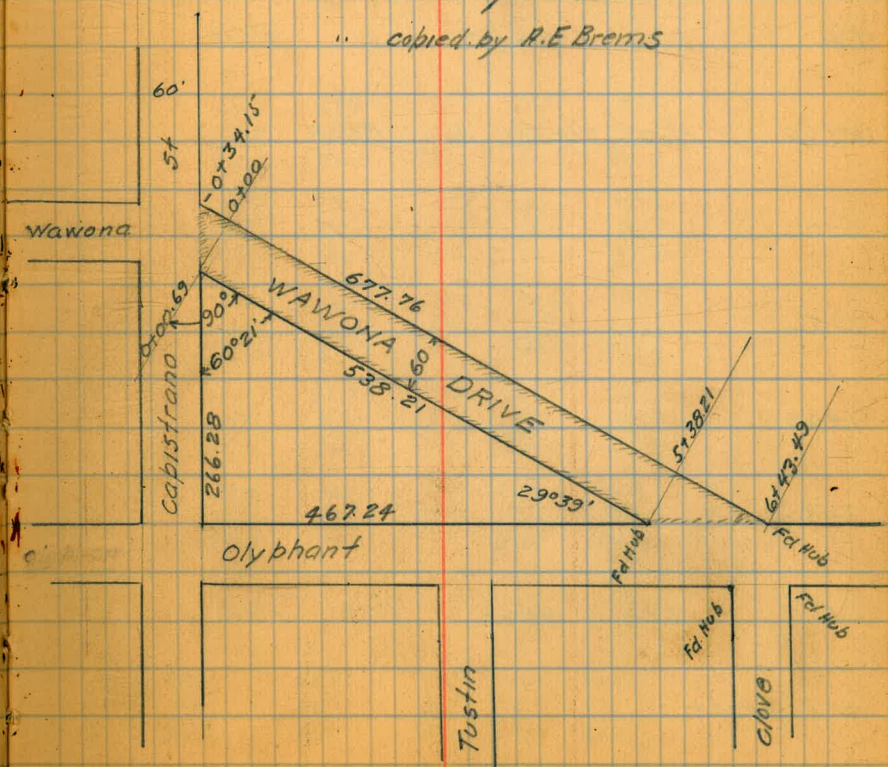
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These notes have not been plotted

These Notes Copied from Paper Covered Field Book

Notes taken by J.L. Carter

" copied by R.E. Brems



Station + 89.05 H.I. - Elev

-0+34.15 Mast Sly Car Lot 1 Blk 7

	Nly Prop	d	Sly Prop
5.1 ^{84.0}	4.9 ^{84.2}	4.6 ^{84.5}	
<u>35.0</u>	<u>30.0</u>	<u>00</u>	

-0+24.15

85.8	86.4	82.0	84.6	84.1
3.3	2.2	2.1	4.5	5.0
<u>35.0</u>	<u>30.0</u>	<u>20.0</u>	<u>12.0</u>	<u>00</u>

T.P. 11.53 99.77 0.81 88.24

-0+10

82.7	82.6	89.8	88.6	89.8	90.0	88.5
12.1	11.2	10.0 ^{Edge Cut}	11.2	10.0	9.8	11.3
<u>35.0</u>	<u>30.0</u>	<u>50</u>	<u>00</u>	<u>2.0</u>	<u>6.0</u>	<u>12.0</u>

T.P. 5.27 102.43 2.61 97.16

0+00 Mast Nly Car Lot 1 Blk 8

89.7	89.9	90.8	92.8	87.8
12.7	12.5	11.6	9.6	14.6
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>20.0</u>	<u>30.0</u>

0+10

89.6	90.3	90.9	94.7	95.3
12.8	12.1	11.5	7.2	7.1
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>30.0</u>	<u>35.0</u>

0+50

90.4	91.1	95.0	98.5	98.9
12.0	11.3	7.4	2.9	2.5
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>30.0</u>	<u>35.0</u>

1+00

92.2	92.9	92.4	102.1	101.7
10.2	9.5	5.0	0.3	-0.7
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>30.0</u>	<u>35.0</u>

1+50

90.5	91.8	98.0	101.2	100.2	99.2
11.9	10.6	4.4	1.2	-2.2	-3.2
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>8.0</u>	<u>30.0</u>	<u>35.0</u>

T.P. 1.33 98.49 5.27 97.16

1+85 Break

87.7	88.9	96.0	95.4	94.5
9.8	8.6	3.5	3.1	4.0
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>30.0</u>	<u>35.0</u>

2+00

88.4	89.6	96.8	96.2	95.1
10.1	8.9	1.7	2.3	3.4
<u>35.0</u>	<u>30.0</u>	<u>00</u>	<u>30.0</u>	<u>35.0</u>

Station	+	H.I	-	Elev
---------	---	-----	---	------

2450

Nly Prop.		I	Sly Prop.
86.4	87.2	93.8	96.8
<u>12.7</u>	<u>11.3</u>	<u>4.7</u>	<u>1.7</u>
35.0	30.0	00	30.0
			<u>2.5</u>
			35.0

3400

84.6	85.9	91.1	92.2	98.3
<u>13.9</u>	<u>12.6</u>	<u>7.4</u>	<u>1.3</u>	<u>0.2</u>
35.0	30.0	00	30.0	35.0

3450

85.1	85.9	90.3	94.3	95.4
<u>13.4</u>	<u>12.6</u>	<u>8.2</u>	<u>4.2</u>	<u>3.1</u>
35.0	30.0	00	30.0	35.0

4100

83.0	83.6	87.6	91.4	92.2
<u>15.5</u>	<u>14.9</u>	<u>11.0</u>	<u>7.1</u>	<u>6.3</u>
35.0	30.0	00	30.0	35.0

T.P. 0.81 93.03 6.27 9222

4150

78.9	78.5	82.5	86.9	82.0
<u>14.1</u>	<u>13.5</u>	<u>10.5</u>	<u>6.1</u>	<u>6.0</u>
35.0	30.0	00	30.0	35.0

5700

71.0	71.9	77.2	81.5	82.7
<u>22.0</u>	<u>21.1</u>	<u>15.8</u>	<u>11.5</u>	<u>10.3</u>
35.0	30.0	00	30.0	35.0

5710 Bottom Gully

68.5	69.2	74.1	80.2	80.7
<u>24.5</u>	<u>23.8</u>	<u>18.9</u>	<u>12.8</u>	<u>12.3</u>
35.0	30.0	00	30.0	35.0

5738.24 Mast Ely Cor Lot 11 B/k B

73.9	74.2	78.8	81.9	82.5
<u>19.3</u>	<u>18.8</u>	<u>14.2</u>	<u>11.3</u>	<u>10.5</u>
35.0	30.0	00	30.0	35.0

5750

76.0	76.4	81.5	83.2	83.9
<u>17.0</u>	<u>16.6</u>	<u>11.5</u>	<u>9.8</u>	<u>9.1</u>
35.0	30.0	00	30.0	35.0

5780 Break

64.2	80.6	83.8	82.0
<u>12.8</u>	<u>12.4</u>	<u>9.2</u>	<u>6.0</u>
35.0	30.0	00	30.0

6100

77.9	80.4	84.9	80.6
<u>13.1</u>	<u>12.6</u>	<u>8.1</u>	<u>4.4</u>
35.0	30.0	00	30.0

64349 Intersection of N. Line Wavona & Olybiant

80.3	80.9	85.8	70.4
<u>12.7</u>	<u>12.1</u>	<u>7.2</u>	<u>2.6</u>
35.0	30.0	00	30.0

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West Point Loma Boulevard - Final Grades

Profile Grades Used

Stations	Grades	Stations	Grades
0+00	25.80	0+00	25.40
0+10	25.00	0+10	24.70
0+46 ²⁵	23.05	0+45 ¹²	22.60
0+82 ⁵	21.10	0+80 ²⁵	20.50
0+98	20.20	1+00 ²⁵	19.62
1+18	19.25	1+20 ²⁵	18.67
1+38	18.30	1+40 ²⁵	17.77
1+58	17.55	1+60 ²⁵	17.10
1+64 ²⁴	17.35	1+80 ²⁵	16.50
1+78	16.90	2+00 ²⁵	16.12
1+98	16.50	2+20 ²⁵	15.80
2+18	16.20	2+36 ⁴⁴	15.60
2+34 ¹²	16.00	2+56 ⁴⁴	15.55
2+56 ⁷¹ *	15.95	2+76 ⁴⁴	15.60
2+76 ⁰²	16.00	2+96 ⁴⁴	15.82
2+97 ⁰⁴	16.20	3+16 ⁴⁴	16.25
3+17 ⁴²		3+17 ⁴²	

BC Curve #1

* Top of S. Curb Inlet Culvert #1
Checked Elev since poured 3-24-34 Elev =

*² Top of N. Curb Inlet Culvert #1
Checked Elev since poured 3-24-34

Indexed
c.s.k.

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Sta	Grades
0+00	25.60
0+10	25.00
0+44	22.72
0+78	20.80
0+98	19.65
1+18	18.70
1+38	17.85
1+58	17.25
1+64 ²⁵	17.05
1+78	16.70
1+98	16.35
2+18	16.00
2+34 ¹²	15.80
2+56 ⁷² * ²	15.75
2+72 ²⁹	15.80
2+91 ³⁴	16.05
3+10 ³⁴	16.50
3+17 ⁴²	

£ Curb Inlet

B.C. Curve #1

Profile Grade = Elev 15.95
15.43 (.52 Low)

Profile Grade = Elev 15.75
Elev 15.24 (.51 Low)

West Point Loma Boulevard - Final Grades

Profile Grades Used

Stations	Grades	BC Curve #1	Stations	Grades	Stations	Grades
3+17 ⁴²			3+17 ⁴²		3+17 ⁴²	
3+17 ⁹²	16.60		3+36 ⁴⁴	16.82	3+29 ⁴⁴	17.15
3+39 ⁹⁴	17.10		3+56 ⁴⁴	17.52	3+48 ⁴⁹	17.95
3+59 ⁹²	17.70		3+76 ⁴⁴	18.40	3+67 ⁵⁴	18.90
3+80 ⁹⁴	18.60		3+96 ⁴⁴	19.35	3+86 ⁵⁹	19.80
4+01 ⁷⁹	19.45		4+16 ⁴⁴	20.30	4+06 ⁴⁷	20.90
4+22 ⁷⁴	20.50		4+36 ⁴⁴	21.10	4+13 ⁴¹	21.20
4+59 ³³	21.80		4+56 ⁴⁴	21.85	4+34 ³²	22.00
4+78 ⁴¹	22.50		4+76 ⁴⁴	22.50	4+55 ²³	22.70
4+97 ⁵⁰	23.20		4+96 ⁴⁴	23.15	4+76 ¹⁴	23.30
4+97 ⁹¹		EC Curve #1	4+97 ⁹¹		4+97 ⁹¹	
5+16 ⁵⁹	23.80		5+16 ⁴⁴	23.65	5+12 ⁸²	24.10
5+50 ⁹⁸	24.60		5+36 ⁴⁴	24.17	5+35 ⁸¹	24.60
5+60 ⁹⁸	25.00		5+56 ⁴⁴	24.55	5+58 ⁸⁰	24.90
*5+78 ⁷⁷ = 5+81 ¹⁴			5+76 ⁴⁴	24.80	5+78 ⁷⁷ = 5+81 ¹⁴	
6+24 ⁴¹	25.70	B.C. Curve #2	5+78 ⁷⁷ = 5+81 ¹⁴		5+84 ¹⁶	25.00
6+36 ⁴¹	25.20		6+11 ⁰⁰	24.85	6+07 ¹⁵	25.00

* Equality 5+78⁷⁷ = 5+81¹⁴ - 2.37 Beginning to curve, tangent + curve.

Curve #2 - Change made in #1 curve from reverse curve

Stations up to and including 6+36.41 are 5+78⁷⁷ correcting for equality. Starting with Moore's Grades were used Except on the 4

Profile grades and 2.37 was added to Stas beyond 6+00 and following even 50' Stations to 11+11³⁸ which were Profile Grades

Moore's Grades N+5 lines Bk 6178 - Pg 32

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£ = Profile Grades

Stations	£ Grades	£ Grades	£ Grades
6+00	25.10	24.70	2490
6+50	24.76	24.55	2456
7+00	24.41	24.21	2421
7+50	24.07	23.87	2387
8+00	23.73	23.53	2353
8+50	23.39	23.19	2319
9+00	23.03	22.85	2283
9+50	22.68	22.51	2248
10+00	22.34	22.17	2214
10+50	22.00	21.83	2180
11+00	21.66	21.49	2146
11+11 ³⁵ EG Curve#2	21.58	21.35	2138

Stations	£ Grades	£ Grades	ℳ Grades
11+11 ³⁵	21.58	21.18	21.38
11+50	21.31	20.91	21.11
12+00	20.97	20.57	20.77
12+50	20.63	20.23	20.43
13+00	20.30	19.90	20.10
13+50	19.95	19.55	19.75
13+97 ²⁵	19.65	19.25	19.45
14+42 ²¹	19.07	18.60	18.72
14+88 ²⁵	18.50	17.95	18.00
15+00	18.10	17.54	17.59
15+50	16.39	15.82	15.85
16+00	14.67	14.09	14.11
16+50	12.96	12.37	12.37
17+00	11.24	10.69	10.63
17+50	9.53	8.91	8.89
18+00	7.81	7.18	7.15
18+50	6.10	5.45	5.41
18+90 ⁰³	4.70	4.05	4.00
19+35 ⁵¹	4.40	3.80	3.80
19+80 ²⁹	4.10	3.55	3.60
20+00	4.09	3.50	3.52
20+50	3.78	3.24	3.30
21+00	3.48	2.98	3.08
21+50	3.17	2.71	2.86

See next Page

Stations	£ Grades	£ Grades	£ Grades
22+00	2.87	2.45	2.64
22+50	2.58	2.20	2.43
23+00	2.27	1.94	2.21
23+45 ⁹² = 23+48 ^{42*}	2.00	1.70	2.00
23+74 ²⁹ S. N. Curb Inlet Culvert #2			2.00
23+98.99 S. Curb Inlet	2.00		
24+16.29	2.00	1.70	2.00

*¹ Equality 23+45⁹² = 23+48.62 (2.70)

*² Top S. Curb Inlet Culvert #2 Profile
3-23-24 Elev 2-23-34 (.23 High)

Grade Elev = 2.00 - Elev checked since poured

Note: - From Sta 11+11.38 to 14+88²⁵
to .30 in Elev - From 14+88²⁵ to 23+16²⁹
as given in Moore's notes.

these Grades vary from the Profile from .04
Grades correspond to Profile - These were

Grades According to Lewis

43

Stations	Grade	E Grade	W Grade
24+16.29 Elanc Famosa	2.00	1.70	2.00
24+50	2.10	1.80	2.10
25+00	2.25	1.95	2.25
25+50	2.40	2.10	2.40
26+00	2.55	2.25	2.55
26+50	2.70	2.40	2.70
27+00	2.85	2.55	2.85
27+50	3.00	2.70	3.00
28+00	3.15	2.85	3.15
28+50	3.30	3.00	3.30
29+00	3.45	3.15	3.45
29+50	3.60	3.30	3.60
30+00	3.75	3.45	3.75
30+50	3.90	3.60	3.90
30+80.76 B.C. Curve #3	3.99	3.69	3.99
31+00	4.05	3.75	4.05
31+50	4.20	3.90	4.20

0.300%

Grades According to Lewis

Stas		1/2 Grades	1/4 Grades	1/8 Grades
2 31+50	B.V.C.	4.20	3.90	4.20
2 32+00		4.33	4.03	4.33
2 32+50		4.44	4.14	4.44
2 33+00		4.51	4.21	4.51
2 33+50		4.56	4.26	4.56
2 34+00		4.57	4.27	4.57
2 34+50		4.56	4.26	4.56
2 35+00		4.51	4.21	4.51
2 35+50		4.44	4.14	4.44
2 36+00		4.33	4.03	4.33
2 36+50		4.20	3.90	4.20
2 37+00		4.02	3.72	4.02
2 37+08.58	E.C. Curve #3	4.00	3.70	4.00
3 37+50	E.V.C.	3.83	3.53	3.83
3 37+95.22	1/2 Culvert #3			
3 38+00		3.62	3.32	3.62
3 38+50		3.41	3.11	3.41
3 39+00		3.20	2.90	3.20
3 39+50		2.97	2.67	2.97
4 40+00		2.78	2.48	2.78
4 40+50		2.57	2.27	2.57
4 41+00		2.36	2.06	2.36
4 41+40	B.V.C.	2.19	1.89	2.19

0.422%

Grades According to Lewis.

Stas	£ Grade	£ Grade.	1 st Grade
41+40 B.V.C.	2.19	1.89	2.19
41+80	2.06	1.76	2.06
42+20	1.99	1.70	2.00
42+60 Apx	2.00	1.71	2.02
43+00	2.07	1.80	2.11
43+40	2.22	1.96	2.28
43+80 E.V.C.	2.43	2.18	2.53
44+00	2.56	2.31	2.67
44+50	2.87	2.65	3.03
45+00	3.18	2.98	3.38
45+50	3.50	3.32	3.74
46+00 B.B.C. Curve #4	3.81	3.65	4.10
46+50	4.13	3.99	4.45
47+00	4.44	4.32	4.81
47+50	4.75	4.66	5.16
48+00	5.07	4.99	5.52
48+50	5.38	5.33	5.88
49+00	5.70	5.66	6.23
49+50	6.01	6.00	6.59
49+81.27 P.O.C.	6.21	6.27	6.81

↑
0.6281%

↑
0.6697%

↑
-0.7113%

Grade According to Lewis

Sta	Grade		Sta	Grade	
50+00	6.32		50+00	6.33	
50+50	6.63		50+50	6.66	
50+70	6.76	B.V.C.	51+00	7.00	
50+95	6.90		51+10	7.07	B.V.C.
51+20	7.00		51+35	7.22	
51+45	7.07		51+60	7.33	
51+70	7.08	APX	51+85	7.41	
51+95	7.07		52+10	7.42	
52+20	7.02		52+35	7.43	
52+45	6.92		52+60	7.37	
52+70	6.79	E.V.C.	52+85	7.27	
53+00	6.61		53+10	7.14	E.V.C.
53+50	6.31		53+50	6.88	
54+00	6.01		54+00	6.58	
54+21.6	5.89	Top of Exg Curb.	54+21.6	6.46	Top of Exg Pave

Sta	Grade	
50+00	6.94	
50+50	7.29	
51+00	7.64	
51+50	8.00	
51+75	8.18	B.V.C.
52+00	8.34	
52+25	8.46	
52+50	8.55	
52+75	8.56	
53+00	8.57	
53+25	8.51	
53+50	8.42	
53+75	8.29	E.V.C.
54+00	8.13	
54+21.6	8.00	1'4" above Exg Pavement.

8-30-34
mels.
Walker.

See Walk & Curbs,
E. Side 2nd Ave bet. Ash & Beech Sts.

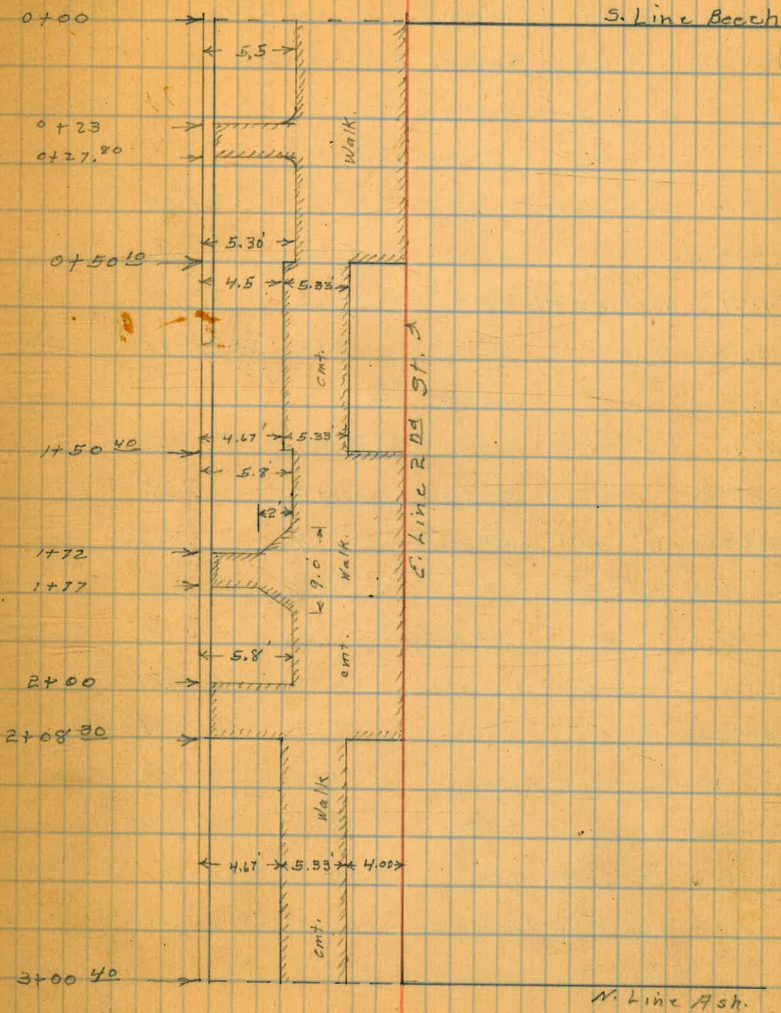
indexed
C.S.K.

64.34

47

B.M. B.P.	5.37	80.24	74.87
0+00 = S. Line Beech St.			
E. gutter		3.73	76.51
E. emt. ch		3.33	76.91
+ 5.5 = W. edge walk		3.10	77.14
+ 7.4 = E. " "		2.71	77.53
0+50 ¹⁰			
gutter		5.43	74.81
E. emt. ch		4.82	75.42
+ 4.5 = W. edge walk to S.		4.62	75.62
+ 5.3 = " " " " N		4.61	75.63
+ 9.83 = E. " " " S		4.42	75.82
+ 14 = E. " " " N		4.40	75.84
0+50 ⁶⁰			
gutter		5.45	74.79
E. emt. ch		4.55	75.67
+ 4.5 = W. edge walk		4.40	75.84
+ 9.83 = E. " "		4.26	75.98
1+00.			
gutter		7.22	73.02
E. emt. ch.		6.46	73.78
+ 4.6 = W. edge walk		6.36	73.88
+ 4.93 = E. " "		6.25	73.99

N.W. 2nd Ave
& Beech.



80.24

From 1+48⁶ to 1+50⁵ old cmt.
Blocks Laid on top of Walk. To
Make Ramp. Bad. condition

1+50⁴⁰

gutter	9.16	71.08
E. cmt. ch.	8.38	71.86
+4.67 = W. edge walk to N.	8.23	72.01
+10. = E. " " " "	8.14	72.10

1+50⁵⁰

gutter	9.16	71.08
E. cmt. ch.	7.99	72.25
+5.8 = W. edge cmt. walk to S.	7.84	72.40
+10. on " " " " S.	7.78	72.46
+14. = E. " " " " S.	7.78	72.46

2+00⁶⁰

gutter	10.90	69.34
E. cmt. ch.	9.73	70.51
+5.8 = W. edge Walk to N.	9.64	70.60
+14. = E. " " " N.	9.55	70.69

From 2+00⁶ to 2+02 cmt. Ramp
Laid on top of cmt. walk. Bad. condition

2+02

gutter	10.95	69.29
E. cmt. ch.	10.12	70.12
+4.67 on walk	10.07	70.17
+10. " "	9.97	70.27
+14 E. Edge "	9.88	70.36

80.24

2nd Ave.

48

2+08³⁰

gutter	11.20	69.04
E. cmt. ch.	10.38	69.86
+4.67 = W. Edge walk to S.	10.28	69.96
+10. = E. " " " "	10.17	70.07
+14 = E. " " " N.	9.94	70.30

2+22 Walk O.K. to N.

gutter	11.66	68.58
E. cmt. ch.	10.82	69.42
+4.67 = W. edge Walk	10.80	69.44
+10. = E. " " "	10.64	69.60

2+25.30 Walk Raised.

gutter	11.79	68.45
E. cmt. ch.	10.90	69.34
+4.67 = W. edge Walk	10.78	69.46
+10. = E. " " "	10.70	69.54

2+30.30 Walk ok. to S.

gutter	11.96	68.28
E. cmt. ch.	11.15	69.09
+4.67 = W. edge Walk	11.13	69.11
+10. = E. " " "	11.00	69.24
T.P.	4.40	71.81
		72.83
		67.41

3+00⁴⁰ = N. Line A. St.

gutter	6.12	65.69
E. cmt. ch.	5.38	66.43
+4.67 = W. Edge Walk	5.25	66.56
+10. = E. " " "	5.11	66.70
chk B.M. B.P. S.W. 3 rd Ave + Ash.	1.40	70.41 = 70.41

Cross Section Park Blvd.
Laurel St. to End of Narrows Portion

See 1319959

BM	10.17	294.12	283.95	H.F.B.P. Laurel & Park Bl.
	0-50			
g	on Paving	3.94	290.18	
	0-25			
F Gutter		3.99	290.13	
+5		3.95	290.17	
+10		4.00	290.12	
+15		3.98	290.14	
+20		3.95	290.17	
+25		3.96	290.16	
+30		3.98	290.14	
+35 = H Gutter		3.97	290.15	
	0+0			
F Gutter		4.11	290.01	
+5		4.09	290.03	
+10		4.11	290.01	
+15		4.10	290.02	
+20		4.10	290.02	
+25		4.10	290.02	
+30		4.07	290.05	
+35 = H Gutter		4.07	290.05	
	0+0.5			
F Gutter		4.16	289.96	
+5		4.11	290.01	
+10		4.07	290.05	

Indexed
C.S.K.

294.12

10.6.34
Moore
Cibros
Northway?

49

+15	4.10	290.02
+20	4.08	290.04
+25	4.09	290.03
+30	4.09	290.03
+35 = H Gutter	4.06	290.06
	0+25	
F Gutter	4.35	289.77
+5	4.31	289.81
+10	4.27	289.88
+15	4.16	289.96
+20	4.13	289.99
+25	4.13	289.99
+30	4.14	289.98
+35 = Gutter	4.17	289.95
	0+50	
F Gutter	4.44	289.68
+5	4.37	289.75
+10	4.31	289.81
+15	4.20	289.92
+20	4.15	289.97
+25	4.20	289.92
+30	4.25	289.87
+35 = H Gutter	4.33	289.79
	0+75	
F Gutter	4.62	289.50
+5	4.50	289.62

294/2

+10	4.37	289.75
+15	4.30	289.82
+20	4.25	289.87
+25	4.27	289.85
+30	4.41	289.71
+35 = W Gutter	4.52	289.60
1+0		
F Gutter	4.80	289.32
+5	4.68	289.44
+10	4.53	289.59
+15	4.37	289.75
+20	4.32	289.80
+25	4.36	289.76
+30	4.46	289.66
+35 = W Gutter	4.61	289.51
1+25		
F Gutter	4.99	289.13
+5	4.87	289.28
+10	4.71	289.41
+15	4.57	289.55
+20	4.46	289.66
+25	4.59	289.53
+30	4.68	289.44
+35 = W Gutter	4.78	289.34

294/2

50

1+50		
F Gutter	5.13	288.99
+5	4.99	289.13
+10	4.84	289.28
+15	4.68	289.44
+20	4.57	289.55
+25	4.60	289.52
+30	4.70	289.42
+35 = W Gutter	4.83	289.29
1+75		
F Gutter	5.31	288.81
+5	5.13	288.99
+10	4.91	289.21
+15	4.73	289.39
+20	4.65	289.47
+25	4.76	289.36
+30	4.86	289.26
+35 = W Gutter	4.96	289.16
2+0		
F Gutter	5.47	288.65
+5	5.23	288.89
+10	5.05	289.07
+15	4.90	289.22
+20	4.82	289.30
+25	4.90	289.22
+30	5.00	289.12

294.12

+35 - W Gutter	5.07	289.05
2+25		
F Gutter	5.56	288.56
+5	5.40	288.72
+10	5.22	288.90
+15	5.04	289.08
+20	4.95	289.17
+25	5.06	289.06
+30	5.16	288.96
+35 - W Gutter	5.21	288.91
2+50		
F Gutter	5.71	288.41
+5	5.53	288.59
+10	5.34	288.78
+15	5.14	288.98
+20	5.05	289.07
+25	5.17	288.95
+30	5.29	288.83
+35 - W Gutter	5.38	288.74
2+75		
F Gutter	5.87	288.25
+5	5.70	288.42
+10	5.47	288.65
+15	5.29	288.83
+20	5.20	288.92
+25	5.28	288.84

294.12

51

+30	5.41	288.71
+35 - W Gutter	5.58	288.54
2+91		
F Gutter	5.87	288.25
+5	5.73	288.39
+10	5.58	288.54
+15	5.35	288.77
+20	5.31	288.81
+25	5.42	288.70
+30	5.53	288.59
+35 - W Gutter	5.62	288.50
3+09.5		
F Gutter	6.14	297.98
+5	6.00	298.12
+10	5.88	288.24
+15	5.74	288.38
+20	5.65	288.47
+25	5.67	288.45
+30	5.88	288.24
+35 - W Gutter	5.88	288.24
2+96		
F Gutter	5.90	288.22
+5	5.73	288.39
+10	5.60	288.52
+15	5.42	288.70
+20	5.37	288.75

29412

+25	5.49	288.63
+30	5.57	288.55
+35 = 11 Gutter	5.56	288.56
3+14.5		
F Gutter	6.26	287.86
+5	6.12	288.00
+10	6.00	288.12
+15	5.85	288.27
+20	5.74	288.38
+25	5.70	288.32
+30	5.95	288.17
+35 = 11 Gutter	6.05	288.07
3+25		
F Gutter	6.66	287.46
+5	6.52	287.60
+10	6.36	287.76
+15	6.18	287.94
+20	6.09	288.03
+25	6.16	287.96
+30	6.26	287.86
+35 = 11 Gutter	6.45	287.67
3+50		
F Gutter	7.75	286.37
+5	7.58	286.54
+10	7.44	286.68
+15	7.21	286.91

29412

52

+20	7.18	286.94
+25	7.21	286.91
+30	7.39	286.73
+35 = 11 Gutter	7.54	286.58
3+25 75		
F Gutter	8.98	285.14
+5	8.80	285.32
+10	8.62	285.50
+15	8.40	285.72
+20	8.37	285.75
+25	8.43	285.69
+30	8.60	285.52
+35 = 11 Gutter	8.66	285.46
4+18		
F Gutter	10.71	283.41
+5	10.67	283.45
+10	10.59	283.53
+15	10.34	283.78
+20	10.29	283.83
+25	10.35	283.77
+30	10.50	283.62
+35 = 11 Gutter	10.55	283.57
4+38		
F Gutter	10.76	283.36
+5	10.84	283.28
+10	10.90	283.22

29412

+15	10.92	283.20
+20	10.94	283.18
+25	10.91	283.21
+30	10.91	283.21
+35 - H Gutter	10.90	283.22

41456

F Gutter	10.98	283.34
+5	10.84	283.28
+10	10.88	283.24
+15	10.94	283.18
+20	11.00	283.12
+25	11.00	283.12
+30	11.00	283.12
+35 - H Gutter	11.07	283.05

41706

F Gutter	10.85	283.27
+5	10.92	283.20
+10	10.84	283.18
+15	11.01	283.11
+20	11.03	283.09
+25	11.07	283.05
+30	11.10	283.02
+35 - H Gutter	11.18	282.94

41956

L	11.00	283.12
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11-14-34 40th St. X Sec. Delta to Gamma.

Miller
Walker
Bliss

60' wide 10' cbs 10' 4s.
BMs changed. F.B. 1521 P 43 to FIT BMs.
on Main St. + Highland Ave. 4-17-36 Miller

B.M. B.P.	5.58	55	⁸⁷ 97	2.81	53	²⁹ 19	63	²⁹ 39
Set. BM. B.P.P.	12.76	65	⁸² 92	2.81	53	¹⁹ 19	63	³⁹ 39
Set. BM. B.P. T.P.	13.02	76	³¹ 47	2.53	63	³⁹ 39	63	³⁹ 39

0+00 = N. line Delta St.

W				11.8	64.6			
+2.5 = W. edge N. End. ent. walk				12.71	63.70			
+7.5 = E. " " " "				12.74	63.67			
+10 N. End. ent. cl.				12.79	63.62			
gutter ground.				12.5	63.19			
"4				12.2	64.2			
♀				11.6	64.8			
"4				11.4	65.0			
gutter ground				11.3	65.1			
N. End. ent. cl.				11.64	64.73			
+2.5 = W. edge N. End. ent. walk				11.63	64.78			
+7.5 = E. " " " "				11.59	64.82			
E.				9.8	66.6			
			0+22					
0.3' E. of E. line W. End. ent. walk				7.80	68.61			
			0+25					
E				7.6	68.8			
+2				8.0	68.4			
+4				9.1	67.3			
cl				9.4	67.0			
"4				9.4	67.0			

76.41

Indexed
c.s.K.

54

♀	9.7	66.7
"4	10.3	66.1
cl	10.5	65.9
W	10.1	66.3

0+35

W	9.5	66.9
cl	9.4	67.0
+5	9.8	66.6
"4	9.4	67.0
♀	8.8	67.6
"4	8.5	67.9
+4	8.5	67.9
cl	7.6	68.8
E	7.1	69.3

0+70

E	4.8	71.6
cl	5.2	71.2
"4	5.5	70.9
♀	5.5	70.9
"4	6.4	70.0
+5	6.7	69.7
cl	6.6	69.8
W	7.1	69.3

76.47
31

1400

W			4.1	72.3	
cl			3.6	72.8	
+5			3.6	72.8	
14			2.8	73.6	
+5			2.2	74.2	
cl			2.0	74.4	
14			2.0	74.4	
cl			1.4	75.0	
E			0.6	75.8	
T.P.	12.56	88.60	0.37	76.04	75.94
		1+20			
E			10.0	78.6	
cl			10.6	78.0	
14			11.3	77.3	
cl			11.3	77.3	
+6			11.5	77.1	
14			12.1	76.5	
+5			12.6	76.0	
cl			12.4	75.8	
W			13.3	75.3	
		1+34.5			
W-10.6	Fin. floor of Garage		10.5	78.1	
W-9			11.1	77.5	
W			11.0	77.6	
cl			10.2	78.4	
14			9.6	79.0	

88.60
5040th St.

55

+5			9.0	79.6	
cl			8.9	79.7	
14			8.8	79.8	
cl			8.5	80.1	
E			7.3	81.3	
		1+50 = cl	1711.4		
E-50			1.0	87.6	
E			4.7	83.9	
cl			5.7	82.9	
14			6.1	82.5	
cl			6.3	82.3	
14			6.9	81.7	
cl			7.8	80.8	
W			8.3	80.3	
+50			11.5	77.1	
		1+75			
W			3.1	85.5	
cl			2.2	86.4	
14			1.8	86.8	
cl			1.2	87.4	
14			1.0	87.6	
+3			0.9	87.7	
+5			0.4	88.2	
cl			0.3	88.3	
T.P.	9.43	97.91	0.12	88.48	38
E		81	8.5	89.4	

97.91
81
2+00

E	4.1	93.8
cl	4.2	93.7
+5	4.8	93.1
+7	5.8	92.1
1/4	5.9	92.0
cl	6.2	91.7
1/4	6.5	91.4
+3	6.6	91.3
+5	5.9	92.0
cl	6.3	91.6
W.	6.6	91.3
2+25		
W	3.0	94.9
cl	2.7	95.2
+5	2.9	95.0
+7	3.6	94.3
1/4	3.6	94.3
cl	3.6	94.3
1/4	3.5	94.4
+3	3.3	94.6
+5	2.6	95.3
cl	2.1	95.8
E	1.9	96.0
2+50		
E	1.1	96.8
cl	1.6	96.7

97.91
8140th St.

56

+5	1.8	96.1
+7	2.7	95.2
1/4	2.8	95.1
cl	2.7	95.2
1/4	3.0	94.9
+3	3.1	94.8
+5	2.0	95.9
cl	2.1	95.8
W	2.2	95.7
2+80		
W	3.4	94.5
cl	2.9	95.0
+5	2.8	95.1
+7	4.1	93.8
1/4	4.1	93.8
cl	3.9	94.0
1/4	3.8	94.1
+4	3.7	94.2
+6	2.5	95.4
cl	2.3	95.6
E	2.5	95.4
3 2+00 = S. Line Gamma St. 80' wide 15.10		
E-50.	5.0	92.9
E.	4.3	93.6
cl.	4.0	93.9
+4	4.1	93.8

3

97.91 81

2+00 = S. Line Gamma St

Ed + 6	5.1	92.8
"4	5.3	92.6
E	5.7	92.2
"4	5.9	92.0
+4	5.4	92.5
+6	4.6	93.3
el	4.8	93.1
W.	5.0	92.9
+50	7.4	90.5

S. Line + 3

-50	8.9	89.0
W.	6.7	91.2
el	4.1	91.8
+8	5.9	92.0
"4	6.3	91.6
E,	6.0	91.9
"4	5.6	92.3
+4	5.4	92.5
+6	4.5	93.4
el	4.3	93.6
E.	4.4	93.5
+50.	5.0	92.9

S. Line + 11.

-50	4.5	91.4
E,	5.6	92.3
el	5.4	92.5

97.91 81

40th St

57

+4	5.6	92.3
+4	6.3	91.6
"4	6.4	91.5
E	6.8	91.1
"4	7.5	90.4
+5	6.6	91.3
el	6.5	91.4
W.	7.0	90.9
+50	9.1	88.8

S + 14 = S. el.

-50	12.8	85.1
W.	9.9	88.0
el	8.8	89.1
"4	8.0	89.9
E	7.2	90.7
"4	6.8	91.1
+5	6.8	91.1
el	6.2	91.7
E	6.3	91.6
+50	7.0	90.9

S + 27 = S. "4 Present - grad'd. Rd.

E - 150	9.9	88.0
E - 100	10.5	87.4
E - 50	9.4	88.5
E.	8.3	89.6
el	8.2	89.7

97. (9) 81

S. 1/4 (Con). graded Road.

E. 1/4	8.2	89.7
☒	8.5	89.4
1/4	8.9	89.0
el	9.5	88.4
W	10.2	87.7
+50'	12.9	85.0
+100'	15.0	82.9
+150'	19.3	78.6
S. 1/4 + 10		
W-50'	13.0	84.9
W	10.3	87.6
el	9.9	88.0
1/4	9.8	88.1
☒	9.6	88.3
1/4	9.6	88.3
el	9.0	88.9
E	9.0	88.9
+50'	9.7	88.2
☒		
E-50	10.1	87.8
E	9.0	88.9
el	9.7	88.2
1/4	10.5	87.4
☒	10.7	87.2
1/4	11.0	86.9
el	11.1	86.8

97. (9) 81

40th St.

58

W		11.1	86.8
W+50'		13.5	84.4
T.P.	3.08	88 ¹⁹ (29)	12.70
		☒+9	85 ¹¹ (21)
W-50		8.0	80.3
-25		7.0	81.3
W		6.6	81.7
el		6.0	82.3
1/4		4.7	83.6
☒		4.3	84.0
1/4		4.1	84.2
el		3.4	84.9
E		3.5	84.8
+50		3.1	85.2
N. 1/4			
-50'		3.7	84.6
E		4.3	84.0
el		4.3	84.0
1/4		4.9	83.4
☒		5.6	82.7
1/4		6.2	82.1
el		6.8	81.5
W		7.2	81.1
+50'		9.0	79.3

88(29)¹⁹
N. cl.

-50'	10.4	77.9
W	8.6	79.7
cl	7.9	80.4
"4	8.0	80.3
±	8.0	80.3
"4	7.9	80.4
cl	6.9	81.4
E	6.7	81.6
+50'	5.7	82.6

N. Line Gamma.

-50'	6.7	81.6
-40	8.4	79.9
E	8.9	79.4
cl	8.8	79.5
+3	8.9	79.4
+5	9.6	78.7
"4	9.8	78.5
±	9.9	78.4
"4	9.5	78.8
cl	10.0	78.3
W.	10.~	78.1
+50	12.2	76.1

88(29)¹⁹
25' N. of N. Line Gamma

59

W		13.6	74.7
cl		14.0	74.3
"4		13.9	74.4
±		13.0	75.3
"4		12.5	75.8
cl		11.8	76.5
E.		11.9	76.4
T.P.	10.81	95.92 (96.02)	3.08 85(27) ¹¹
T.P.	0.49	83.52 ⁴²	12.99 (83.03) 82.93
T.P.	1.39	71.62 ⁵²	13.29 70(23) 13
B.M. N.W. 40 th + Delta.		8.23	63(39) 29
T.P.	2.59	61.56 ⁴⁶	12.65 58(97) 87
B.M. N.W. 40 th + Epsilon		8.40	53(10) = 53(16) 04 06

Survey 12th Ave + Russ Blvd.
for Widening

2-8-35
Miller,
Walton,
Bliss

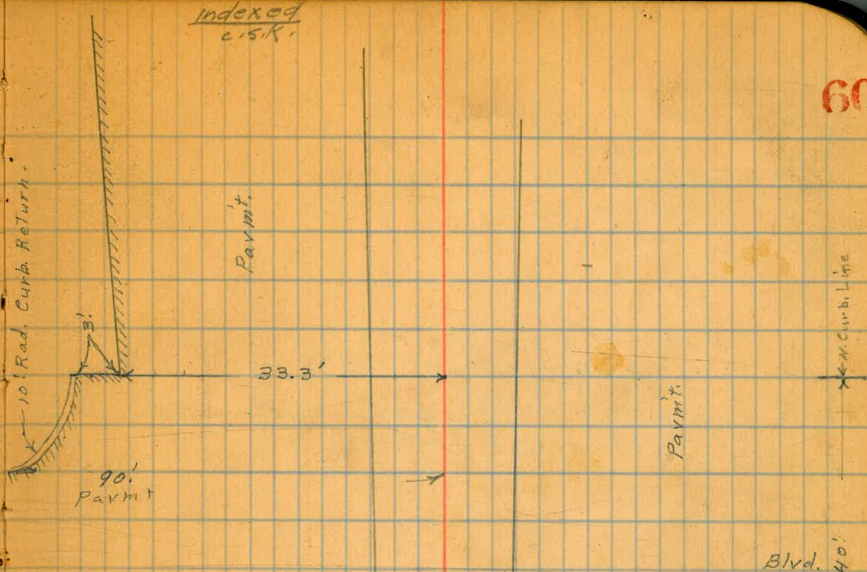
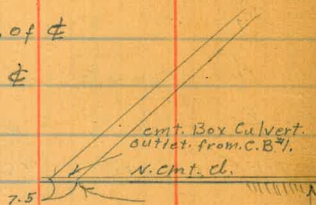
Indexed
c/sk.

60

0+80

0+59⁵ = { N. End. Curb. Return 36.6' W. of Φ
W. Edge W. Pav. 33.3' W. of Φ

0+50 = N. Curb. line to West.



Russ,
Pavmt 40'

0+20 = S. Curb to East.

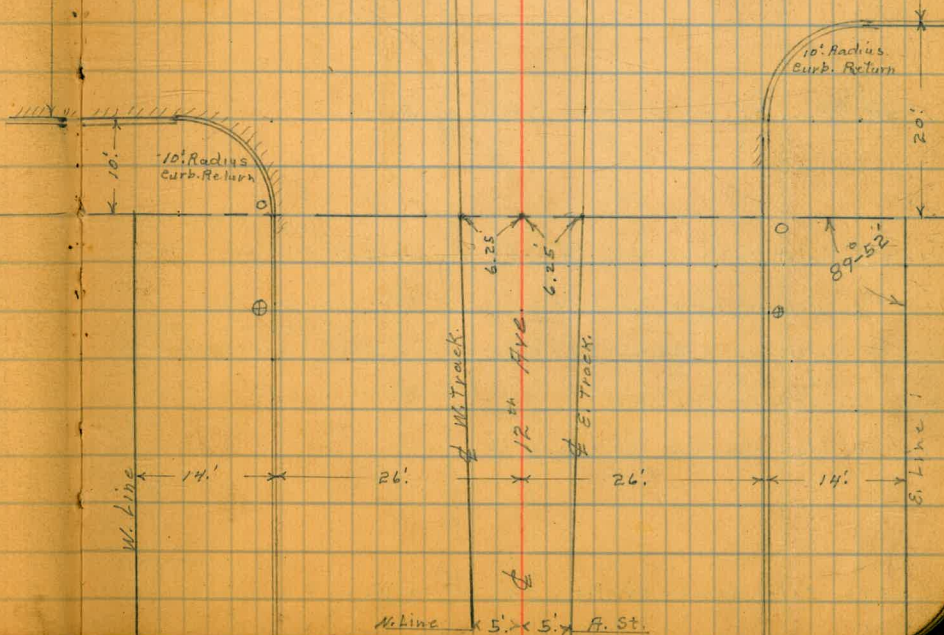
0+10 = S. Curb. to West.

0+01 = Elec Pole on W. = 0

0+00 = S. Line Balboa Park. = S. Line Russ. Blvd.

0-01 = Elec Pole on E. = 0

0-05. Light. Poles. on E. + W. Φ



Track 4' 8 1/2"

5' x 5' F. St.

2100 = {
 W. Edge of W. Pav. 51' W. of ϕ
 E. Edge of W. Pav. 21' W. of ϕ
 E. Track 9.9 E. of ϕ
 W. Edge E. Pav. 38.7 E. of ϕ

1477 = {
 W. Edge of W. Pav. 48.6 W. of ϕ
 E. Edge of W. Pav. 18.6 W. of ϕ
 W. Track 6.6 W. of ϕ
 Iron Trolley Pole 1. E. of ϕ
 P.C. Rt. ϕ E. Track. 9' E. of ϕ

1456 \angle on {
 W. Edge }
 E. Pav. } 29.7' E. of ϕ

1451 \angle on {
 E. Edge }
 W. Pav. } 15.3 W. of ϕ
 1451 W. Edge of W. Pav. 45.4' W. of ϕ

1430. P.C. Rt. on W. Track 7.8' W. of ϕ

1405⁵⁰ Catch Basin + grating 24" x 24" 41' W. of ϕ . {
 Inlet 18" Pipe to E.
 Outlet 12" " to S.

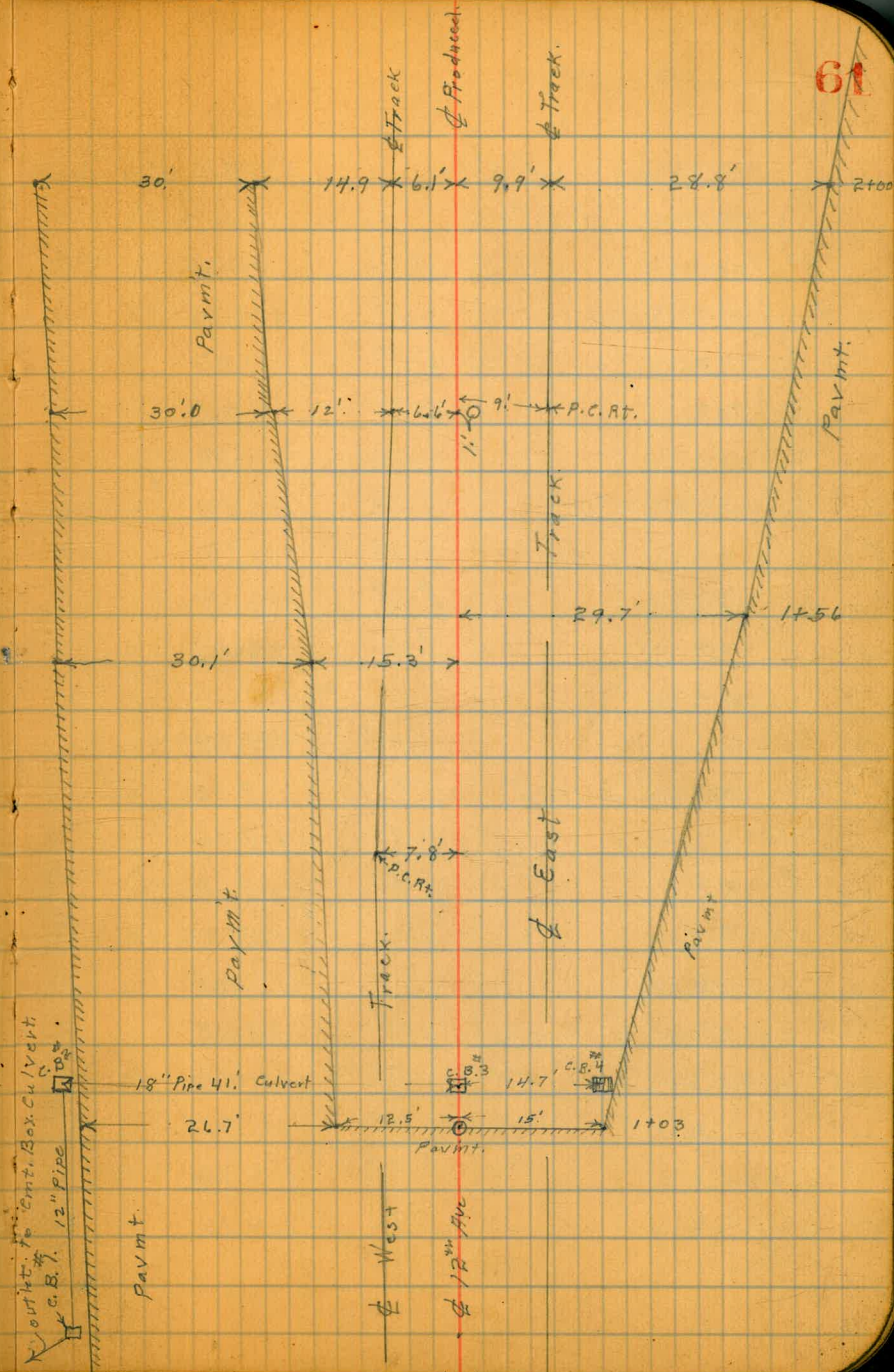
1405⁸⁰ Catch Basin + grating 24" x 24" 18" Pipe to E. + W. on ϕ

1405⁵⁰ Catch Basin + grating 24" x 24" 14.7' E. of ϕ . {
 16" Pipe to E. = inlet
 18" " " W. = outlet

1403 = {
 W. Edge pav. mt.
 Iron Trolley Pole on ϕ

1403 W. Edge of W. Pav. 39.2' W. of ϕ .

0476 Catch Basin + Grating 24" x 24" 50' W. of ϕ . {
 Inlet 12" Pipe to W.
 " 12" Cor. L. to E.
 Outlet 12" Pipe to S.



Levels on 12th & Russ Blvd.
See page 60

118.97 2

Moore
Subson
Northland
5-3-57 62

1260	118.07	10547	nm ep R + 12th	0+40		
0+00 = S.L. Russ Blvd				C	465	113.42
C pav.	6.98	111.09		465 RT W rail E Track	448	113.59
2.9 RT = W rail E Track	6.81	111.26		9.85 RT E " " "	447	113.60
8.6 RT E " " "	6.81	111.26		20 RT pav	414	113.93
26 RT gut	6.71	111.34		30 RT "	385	114.22
" RT cb	6.10	111.97		40 RT "	3.45	114.62
3.9 LT E rail W Track	7.32	110.75		4.6 LT E rail W Track	4.86	113.21
8.6 LT W " " "	7.32	110.74		9.3 LT W " " "	4.87	113.20
26 LT gut	8.29	109.58		70 LT	5.00	113.07
" " cb	8.15	109.92		31.5 LT	5.46	112.61
0+20				45 LT gut	7.25	110.82
C pav	6.09	111.98		" " Top of R.C.	6.68	111.39
4.2 RT W rail E Track	5.91	112.16		0+59.5		
8.9 RT E " " "	5.92	112.15		C	412	113.95
26 RT pav	5.93	112.14		4.75 LT E rail W Track	4.86	113.71
26 RT gut	6.06	112.01		9.45 LT W " " "	4.86	113.71
" " cb R.C.	5.58	112.49		23.0 LT W edge pav	4.82	113.25
4.15 LT E rail W Track	6.39	111.68		36.6 LT gut	5.07	113.00
8.85 LT W " " "	6.39	111.68		" " cb end	4.69	113.38
20 LT pav	6.75	111.32		4.8 RT W rail E Track	3.98	114.09
28 LT "	7.28	110.79		9.5 RT E " " "	3.98	114.09
38 LT	7.91	110.16		70 RT pav	3.68	114.39
				33 RT	3.46	114.61
				40 AT	3.07	115.00

11807

1+01			
C	PAK	1.92	116.15
5x RT	W rail E track	1.80	116.27
10.1 "	E " " "	1.81	116.26
70	RT par	1.87	116.20
16.8	" "	1.71	116.36
40	RT	1.61	116.46
5.3	LT E rail w track	2.08	115.99
10	LT W " " "	2.16	115.91
20	LT	2.16	115.91
30	LT	2.25	115.82
39.4	LT W edge par.	2.43	115.64
4.5	LT ground	2.0	115.87

1+05.5

C	Top grate c.B.	2.18	115.89
C	F.L. Cover Box	5.55	112.52 24" pipe
15	RT grate	2.00	116.07
"	RT F.L. Box	5.38	112.69
16.5	RT edge par.	1.96	116.11
30.5	LT grate C. Basin	2.41	115.66
"	" F.L. Box	6.23	111.84

1+70

C	ground	1.6	116.47
5.9	RT W rail E track	0.34	117.73
10.6	RT E " " "	0.47	117.60
23	RT edge par.	0.46	117.61

11807

63

5.4	LT rail w track	0.61	117.46
10.1	LT W " " "	0.60	117.47
10	LT edge par	0.85	117.22
30	LT par.	0.62	117.45
4x5	LT edge par.	0.83	117.24
47	LT ground	0.7	117.37
T.P.	9.82 127.37	0.53	117.54

1+51

C	ground	9.9	117.47
8.2	RT W rail E track	8.63	118.74
10.9	RT E " " "	8.77	118.64
2.9	RT edge par.	8.49	118.88
5.3	LT E rail w track	8.77	118.60
10.0	LT W " " "	8.75	118.62
15.3	LT E edge par	8.98	118.39
30	LT par.	8.80	118.57
45.5	LT edge par	8.95	118.42
56	LT ground	8.7	118.67

1+77

C	ground	8.3	119.07
6.7	RT W rail E track	7.29	120.08
11.4	RT E " " "	7.42	119.95
34	RT W edge par	6.95	120.42

to High School / 20' wide

12737

4.7	LT rail w track	7.47	119.90
9.4	LTW " "	7.55	120.02
18.5	LT E edge pav	7.70	119.67
22.5	LT pav	7.57	119.80
48	LT W edge pav	7.72	119.65
53	LT ground	7.3	120.07

T.P.	0.26	117.90	9.83	117.54	
cb to BM			12.43	105.47	105.87

5-11-35 Proposed Road. E. of S.D.E. RR.
 Tracks. In Balboa Park. from 18th St.
 Miller
 Walker
 Bliss Extension to Entrance to
 Naval Hospital.

Indexed
 C.S.K.

1353.24
 1159.72
 193.52

65

1145922 E.C.

$$\Delta = 54^{\circ} 02'$$

$$R = 480.$$

$$T = 346.72$$

$$L = 641.28$$

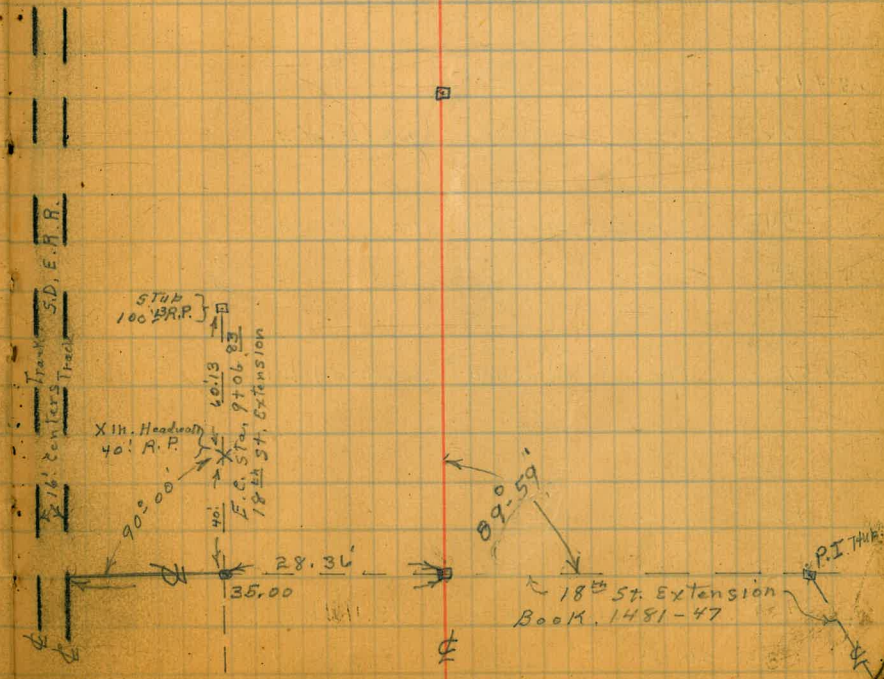
5+18⁴⁴ B.C. Rt.

3+79²⁸ P.O.T. Hub.

0400.

Park Blvd.

Park Blvd.



14+19³³

13+98³³

13+90 Tree + emt. ch. 18.5' to Lt. of d.
13+86.6 Tree + emt. ch. 20' to Lt. of d.
13+83.5 Tree + emt. ch.

13+70⁶ Tree + emt. ch. 17' to Lt. of d.

13+67²⁸

13+66.5 Tree + emt. ch. 4.5' Lt. of d.

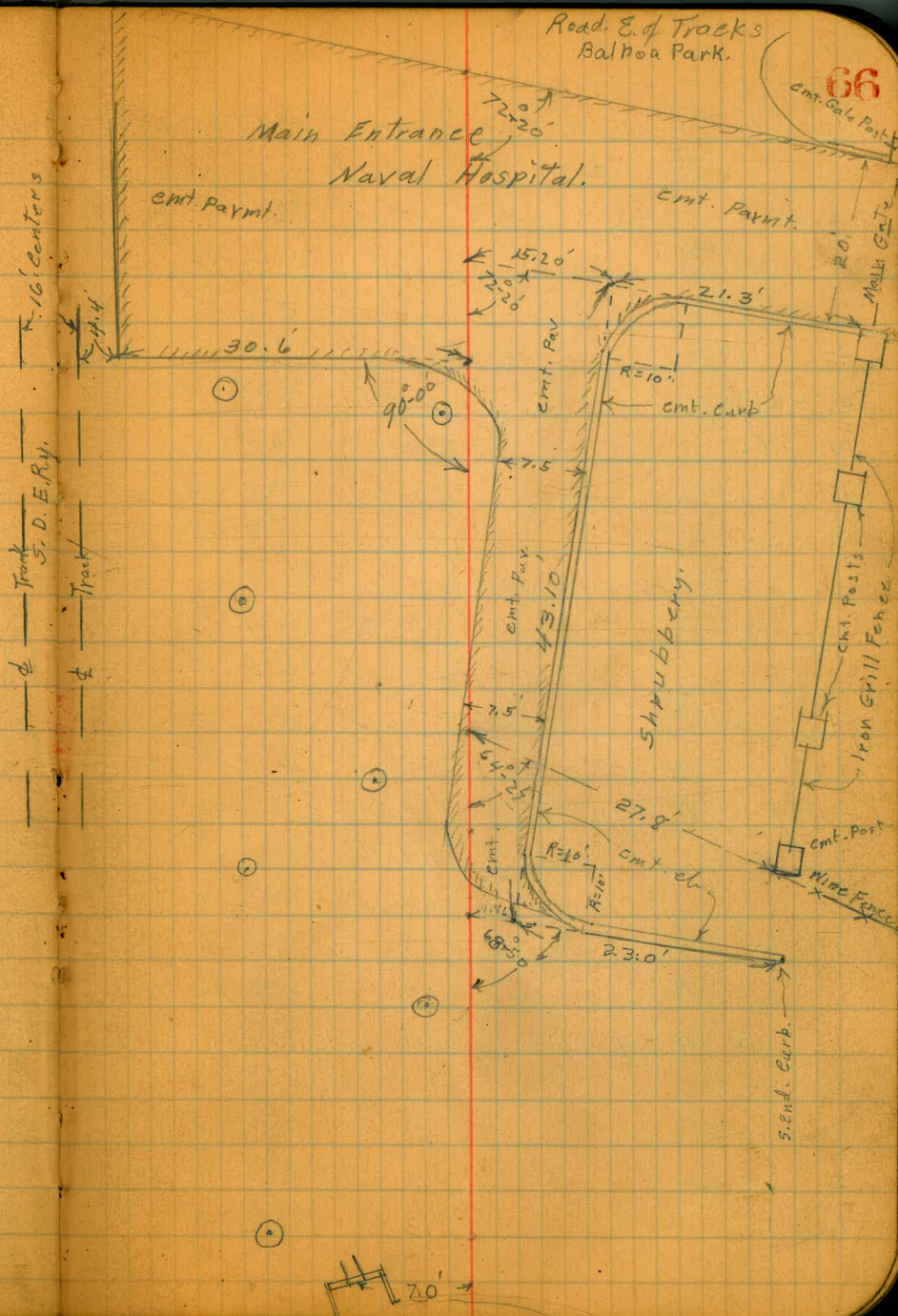
13+54⁶ Tree in emt. ch. 17' Lt. of d.

13+53²⁴

13+51 Tree + emt. curb 3.6' Lt. of line

13+38 Tree + emt. curb 13.4' Lt. of d.

13+35 outlet 8" Culvert 7.6' " " "



RM. & Hub 12.41 2/2.11 2/2.11 199.70 9+06⁸³

0+00 = ϕ 18th St. Extension

32.64 Lt. = E. Rail E. Track	12.34	199.75	✓
20' "	12.5	199.6	✓
10' "	12.6	199.5	✓
ϕ	12.8	199.3	✓
ϕ on Hub	12.95	199.16	✓
10' RT	13.1	199.0	✓
20' "	13.1	199.0	✓
30' "	13.2	198.9	✓

0+15 = π gutter

30' RT	12.8	199.3	✓
20' "	12.6	199.5	✓
ϕ	12.6	199.5	✓
20' Lt	12.2	199.9	✓

0+37

20' "	12.2	199.9	✓
ϕ	12.6	199.5	✓
20' RT	13.1	199.0	✓
30' "	13.1	199.0	✓

0+39 = ϕ Drainage Ditch from Culvert under Tracks.

30' RT	14.2	197.9	✓
20' "	14.0	198.1	✓
C	14.2	197.9	✓
20' Lt.	13.8	198.3	✓

2/2.11

0+41

Road E. of Tracks.
Balboa Park.

2/2.11

11.95

13.89

12.5

12.6

12.6

12.9

12.4

12.6

12.3

11.3

20.08

9.5

10.0

10.3

10.9

8.8

8.9

8.6

8.0

6.9

7.8

✓00.16 ✓

✓198.74 ✓

✓199.61 ✓

✓199.5 ✓

✓199.5 ✓

✓199.4 ✓

✓199.7 ✓

✓199.5 ✓

✓199.8 ✓

✓200.8 ✓

✓202.6 ✓

✓202.1 ✓

✓201.8 ✓

✓201.2 ✓

✓203.3 ✓

✓209.2 ✓

✓203.5 ✓

✓204.1 ✓

✓205.2 ✓

✓204.3 ✓

67

		212.11		
32.64 Lt = E. Rail	E. Track	<u>212.11</u> 5.73	20638	✓
20' Lt		6.1	206.0	✓
⊕		6.0	206.1	✓
20' Rt		6.5	205.6	✓
30' "		6.9	205.2	✓
		2+50		
30' Rt		4.7	207.4	✓
20' "		4.5	207.6	✓
⊕		4.2	207.9	✓
10' Lt		3.2	208.9	✓
20' "		4.2	207.9	✓
		3+00		
20' Lt		2.6	209.5	✓
⊕		2.7	209.6	✓
20' Rt		3.1	209.0	✓
30' "		4.1	208.0	✓
		3+50		
30' Rt		4.6	207.5	✓
20' "		4.0	208.1	✓
⊕		2.1	210.0	✓
20' Lt		1.7	210.4	✓
32.64 " = E. Rail	E. Track	1.46	210.5	✓
		3+90		
20' Lt		1.3	210.8	✓
⊕		1.6	210.5	✓
20' Rt		3.8	208.3	✓
30' "		4.6	207.5	✓

		212.11	Road. E. of Tracks Balboa Park	
		<u>212.11</u> 4+45		68
30' Rt		5.6	206.51	✓
20' "		4.5	207.6	✓
⊕		2.8	209.3	✓
20' Lt		1.4	210.7	✓
T.P.	9.92	220.62	1.41	210.70
		4+75		
		<u>220.62</u>	<u>220.62</u>	
20' Lt		8.8	211.8	✓
⊕		10.9	209.7	✓
20' Rt		12.6	208.0	✓
30' "		14.2	206.4	✓
		5+18 44 = B.C. RT.	L = 54° 02'	R = 68° 00'
30' Rt		14.2	206.4	✓
20' "		12.5	208.1	✓
⊕		10.46	210.6	✓
20' Lt		9.4	211.2	✓
32.35' Lt = E. Rail	E. Track	6.40	214.2	✓
		5+50	D.L. = 17° 19.8'	
20' Lt		8.4	212.2	✓
⊕		9.7	210.9	✓
20' Rt		11.9	208.7	✓
30' Rt		13.9	206.7	✓
40' "		16.5	204.1	✓

220.62

220.62

5+80

40' Rt. 18.5 v041 ✓
 30' " 16.5 v041 ✓
 20' " 14.1 v06.5 ✓
 ♀ 9.9 v10.7 ✓
 20' Lt. 7.7 v12.4 ✓

6+00 D.L. 3-26.2

20' Lt. 8.5 v11.1 ✓
 ♀ 11.6 v09.0 ✓
 20' " 15.6 v05.0 ✓
 30' " 17.6 v03.0 ✓
 40' " 19.6 v01.0 ✓

6+50 D.L. 5-32.6

40' Rt. 18.4 v02.4 ✓
 30' " 17.3 v03.3 ✓
 20' " 15.4 v05.2 ✓
 ♀ 11.4 v09.2 ✓
 20' Lt. 8.4 v12.2 ✓

7+00 Def. L. 7-39.0

20' Lt. 7.8 v12.8 ✓
 ♀ 10.2 v10.4 ✓
 20' Rt. 12.5 v08.1 ✓
 30' " 13.6 v07.0 ✓
 40' " 14.7 v05.9 ✓

7+50 D.L. 9-45.4

40' Rt. 13.4 v07.2 ✓
 30' " 11.4 v09.2 ✓

Road. E. of Tracks
Balboa Park

220.62

220.62

39

20' Rt. 7.6 v11.0 ✓
 ♀ 7.6 v13.0 ✓
 20' Lt. 5.9 v14.7 ✓

8+00

D.L. 11-51.8

20' Lt. 3.8 v16.8 ✓
 ♀ 5.6 v13.0 ✓
 20' Rt. 7.9 v12.7 ✓
 30' " 8.7 v11.9 ✓
 40' " 9.5 v11.1 ✓

8+50

D.L. 13-58.2

30' Rt. 1.7 v18.9 ✓
 20' " 2.0 v18.6 ✓
 ♀ 2.4 v18.2 ✓
 20' Lt. 2.1 v18.5 ✓

T.P. 12.77 231.51

1.88 218.74

32.6 Lt = E. Rail E. Track

231.51

221.48

9+00

Def. L. 16-04.6

20' Lt. 11.4 220.1 ✓
 ♀ 11.4 220.1 ✓
 20' Rt. 11.3 220.2 ✓
 30' " 11.5 220.0 ✓

9+50

D.L. 18-11'

30' Rt. 9.7 221.8 ✓
 20' " 9.7 221.8 ✓
 ♀ 9.9 221.6 ✓
 20' Lt. 9.7 221.8 ✓

	231.51			
	10+00	D.L.	20°-17.4	
20' Lt		<u>231.51</u>	223	✓
Φ		7.8		
		8.5	223.0	✓
20' RT		8.5	✓23.0	✓
30' "		8.6	222.9	✓
	10+50	D.L.	22°-23.8	
30' RT		7.0	224.5	✓
20' "		7.0	224.5	✓
Φ		6.8	224.7	✓
20' Lt.		6.5	225.0	✓
	11+00	D.L.	24°-30	
20' Lt.		4.7	226.8	✓
Φ		5.0	226.5	✓
20' RT		5.4	226.1	✓
30' "		5.5	226.0	✓
	11+59 ²²	E.C. D.L.	27°-01'	
30' RT		3.3	228.2	✓
20' "		3.0	✓28.5	✓
Φ Hub.		2.46	229.05	✓
20' Lt		2.3	229.2	✓
T.P.	9.47	238.68	2.30 229.21	
32.40 Lt. = E. Rail	E. Track.	<u>238.68</u>		
		5.97	232.71	✓
	11+96	<u>238.7</u>		
18.5 Lt	Eucalyptus Tree	5" Diam		
	12+00			
20' Lt		7.8	✓30.9	✓
Φ		7.6	✓31.1	✓

	238.68			
		Road E. of Tracks.		
		Balboa Park		
		<u>238.7</u>		70
20' RT		8.6	✓30.1	✓
30' RT.		8.6	✓30.1	✓
	12+30			
16' RT.	Eucalyptus Tree	10" Diam		
1' "	"	6" "		
1' LT.	"	4" "		
	12+50			
30' RT.		6.6	✓32.1	✓
20' "		6.1	✓32.6	✓
Φ		5.3	✓33.4	✓
20' Lt.		5.4	✓33.3	✓
	12+63			
4' RT.	Eucalyptus Tree	24" Diam		
	12+71			
27' Lt.	5 E.L. E. end. outler	5.15	✓33.3	✓
	Ex 12" Culvert.			
"	Top. Headwall.	2.53	✓36.15	✓
	13+00			
20' Lt		2.6	✓36.1	✓
Φ		3.2	✓35.5	✓
20' RT		3.6	✓35.1	✓
30' "		3.5	✓35.2	✓
	13+16			
13' RT.	Pepper Tree	Main Trunk	16" Diam	

238.68 ~~238.7~~
13+20

30' RT	2.2	236.5	✓
20' "	2.2	236.5	✓
ϕ	2.2	236.5	✓
10' Lt	1.2	237.5	✓
20' "	0.9	237.8	✓
T.P.	9.08	246.57	1.19
			<u>246.6</u>
			13+35

20' Lt	7.5	2391	✓
7' " Top Headwall	7.40	2392	✓
7' " {FL outlet S.W. End 8" culvert	10.03	236.4	✓
4' "	6.8	2398	✓
ϕ	6.8	2398	✓
20' RT	6.8	2398	✓
30' "	6.8	2398	✓

13+37

30' RT	6.7	2399	✓
20' "	6.7	2399	✓
ϕ	6.7	2399	✓
7' Lt	7.0	2396	✓
20' Lt	7.4	2392	✓

13+38

13.4 Lt. small tree. cmt. curb. 2.4' Radius.

13+59

3.6 Lt small. Tree cmt. ch. 2.4' Rad.

246.57

13+53, 24 ϕ

Road E. of Tracks
Balboa Park.

~~246.57~~

71

20' Lt	6.3	240.3	✓
ϕ	5.4	241.2	✓
11.8' Rt. at 2 68° 50' from Back sight	5.17	241.40	✓ Top curb at P. e
" " " " " "	5.9	240.7	✓ ground
24.86' RT. at S. End. Exp. Curb	5.97	240.0	✓ Top curb
" " " " " "	6.5	240.1	✓ ground

13+54 6

Small Tree inside cmt. ch. 4.8' Diam

13+56

ϕ on S. End. cmt. wall 5.14 241.43 ✓

13+62

4.5' RT. Top. cmt. ch. at RC.	4.56	241.01	✓
4.5' RT. S. edge cmt. walk	5.07	241.50	✓
3' Lt. N " " "	5.07	241.50	✓

13+66.5

4.5' Lt small tree in cmt. ch. 2.4' Rad.

13+70 6

17' Lt. small Tree inside cmt. ch. 2.4' Rad.

13+72

29' RT	4.9	2417	✓
20' "	4.9	2417	✓
7.70' RT cmt. ch	4.40	24217	✓
7.70' S. side cmt. Walk	4.91	24166	✓
ϕ N " " "	4.91	24166	✓
20' Lt	5.7	2409	✓

Road. E. of Tracks
in Balboa Park. 72

246.57

13+83⁵

~~246.6~~

2' Lt. of ϕ small Tree in emt. ch. 4.8' Diam.

13+86⁶

~~246.57~~

18.5 Lt small Tree in emt. ch. 2.4 Rad.

13+90

32.64 Lt. = E. Rail E. Track 5.69 $\sqrt{4088}$ ✓

30.6' " Cop emt. pav 5.63 $\sqrt{4094}$ ✓

20' Lt. edge pav 5.15 $\sqrt{4147}$ ✓

ϕ on pav 4.52 $\sqrt{4205}$ ✓

13+98³³ ϕ at \angle of 72°-20' from back sight

= W. Edge Main Entrance to Hospital

36.5' Rt. Top. ch. at Gate Post 4.21 $\sqrt{4236}$ ✓

36.5' " pav. " " " 4.67 $\sqrt{4190}$ ✓

25' " " " " " 4.58 $\sqrt{4199}$ ✓

25' " Top. ch. at B.C. 4.13 $\sqrt{4244}$ ✓

ϕ on Pav. 4.37 $\sqrt{4220}$ ✓

T.P. 0.89 235.24 12.22 234.35

T.P. 0.71 223.14 12.81 222.43

T.P. 2.37 213.79 11.72 211.42

original B.M. 14.10 199.69 = 199.70

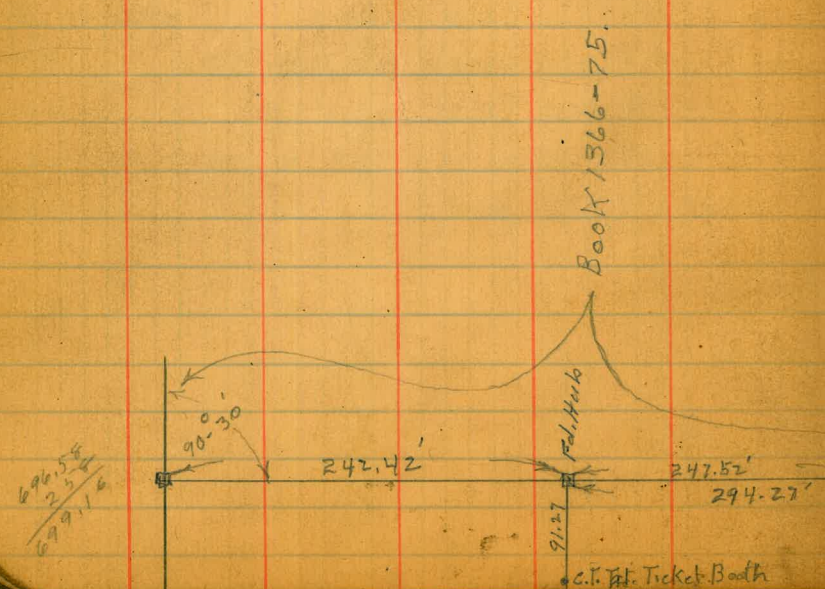
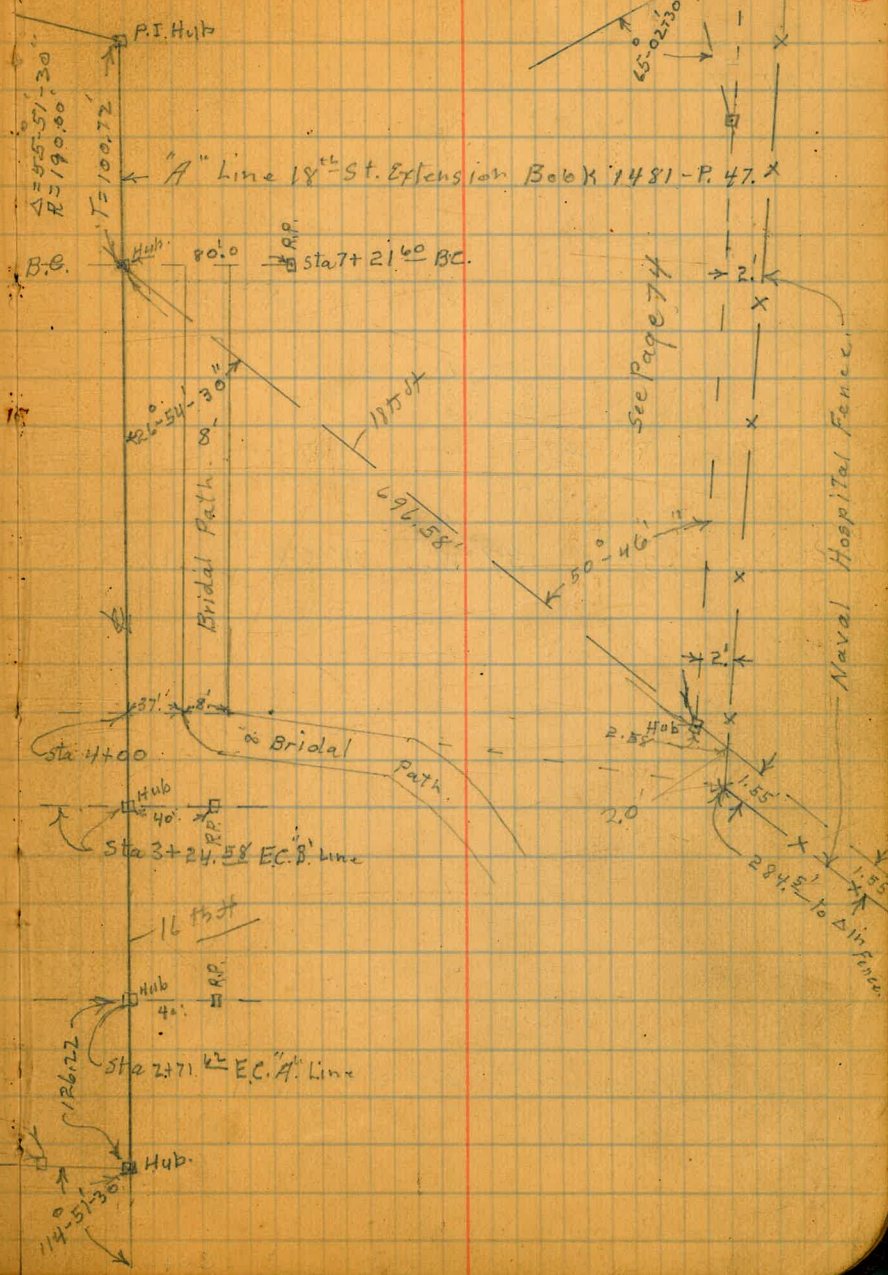
7-20-35
Miller
Walker
Bliss

Survey bet. Naval Hospital
Grounds & 18th St. Extension
Balboa Park.

indexed
C.S.K.

⊕ Road Page 66

73



696.58
233.44
463.14

Continued from Page 73.

74

20+27th Men

N. 0°-01'-40"

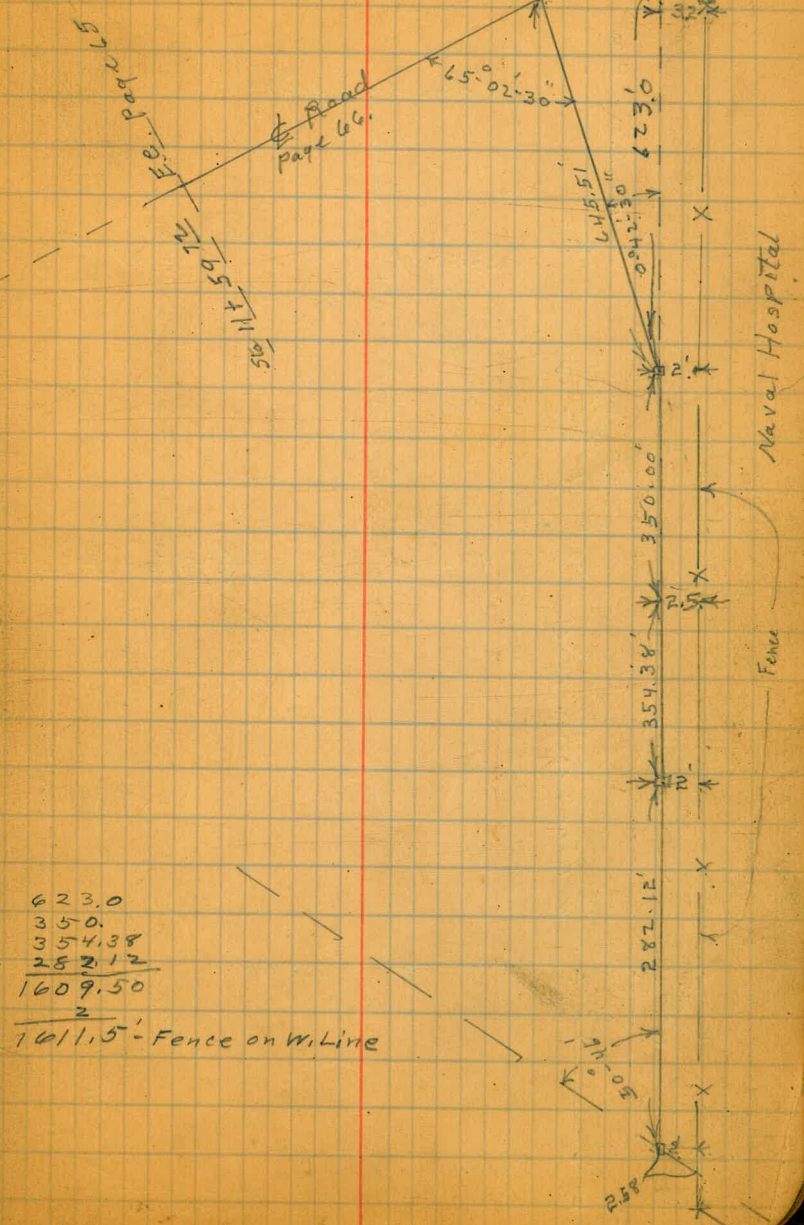
N. 0-02-08
N. 88-58
89-00

91.00
8.50

1026.53 • 9.93 137' W. N. 88°-58' W.

190-01-45

63 45



623.0
350.
354.38
282.12
1609.50
2
1611.5' - Fence on W. Line

Naval Hospital

Fence

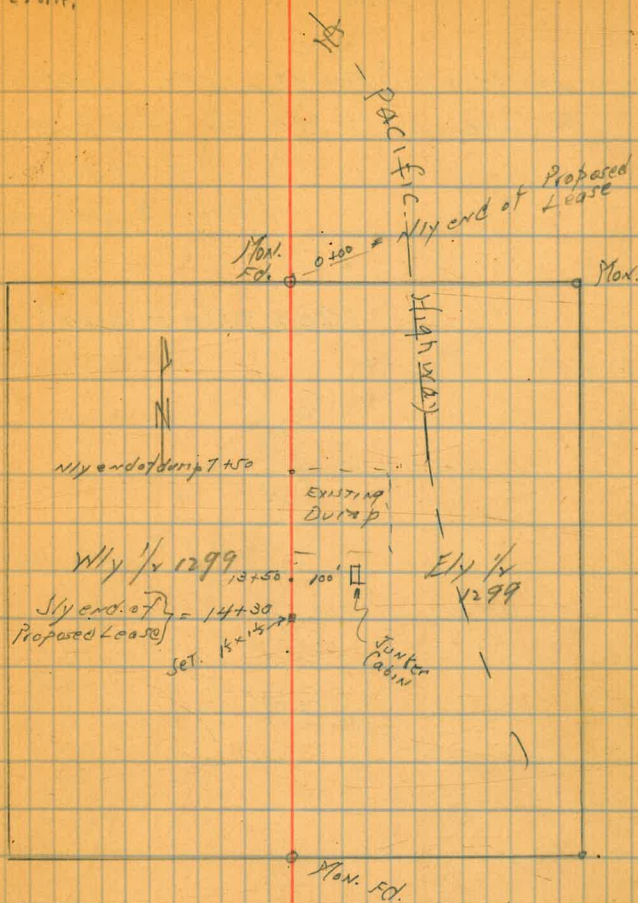
Survey for Proposed Lease of
City Dump in Ely 1/4 of PL 1299

Moore
1-9-26

indexed
cert.

plotted - 2136-B.

76



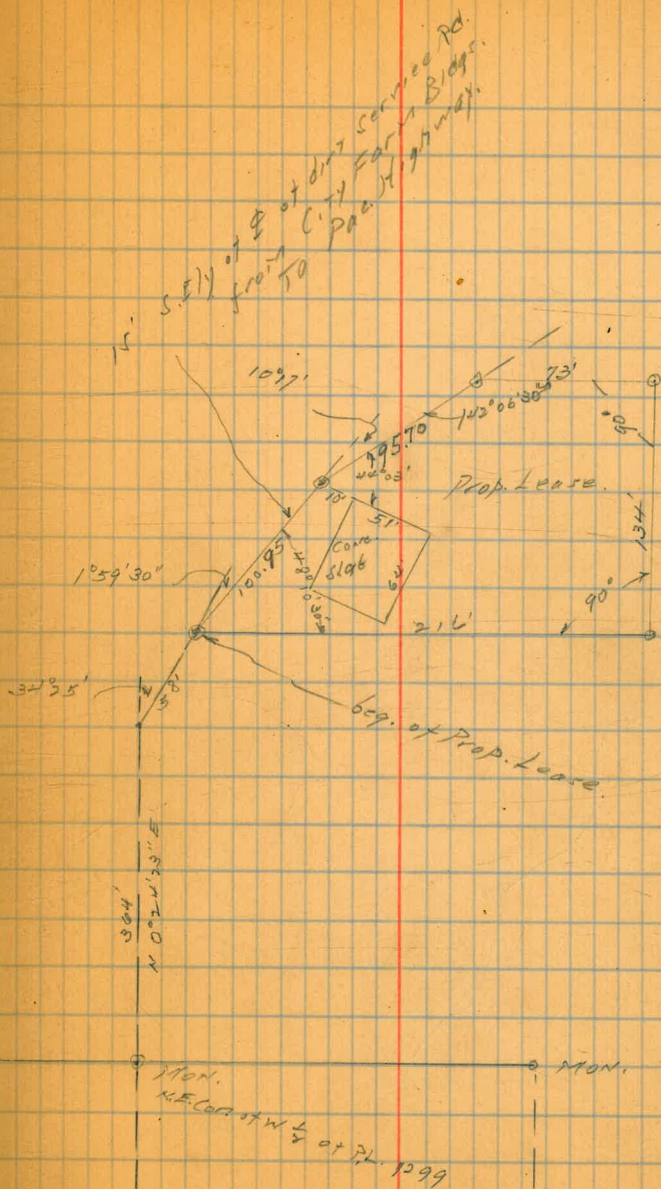
indexed
c.s.K

Survey of Proposed Lease of approx.
1/4 acre in P.L. 1311 to James C. Wilson,
City Farm.
City Pueblo Lands

Moore
Sisson
Northard

7-21-36

(500 2150 B, 0150.)



77

1299

10/21
10/22
10/23
10/24
10/25

$$\begin{array}{r} 10057.30 \\ 10000.00 \\ \hline 57.30 \\ 2.35.45 \\ \hline 10000.00 \\ 57.30 \\ \hline 10057.30 \end{array}$$

From Δ 270'
270
540 Zenophon

$$\begin{array}{r} 10057.30 \\ 10000.00 \\ \hline 57.30 \\ 2.35.45 \\ \hline 10000.00 \\ 57.30 \\ \hline 10057.30 \end{array}$$

$$\begin{array}{r} 10057.30 \\ 10000.00 \\ \hline 57.30 \\ 2.35.45 \\ \hline 10000.00 \\ 57.30 \\ \hline 10057.30 \end{array}$$

$$\begin{array}{r} 10057.30 \\ 10000.00 \\ \hline 57.30 \\ 2.35.45 \\ \hline 10000.00 \\ 57.30 \\ \hline 10057.30 \end{array}$$

5° 34' 30
2° 35' 45
8° 10' 15 ⊕
2° 35' 45
10° 46' 00 ⊕
2° 35' 45
13° 21' 45 ⊕
2° 35' 45
15° 57' 30

90

143 190

390

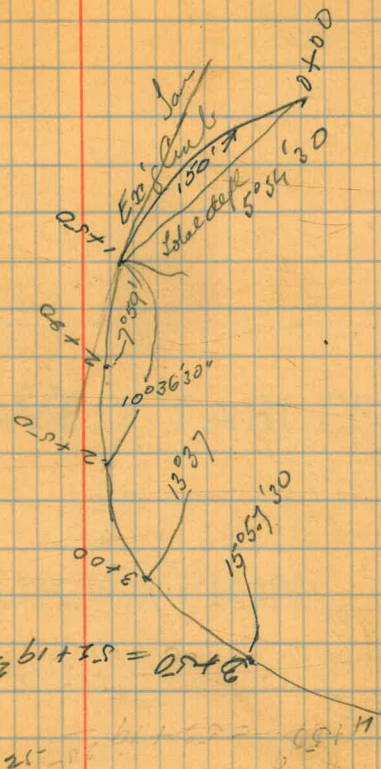
287

117

$$\begin{array}{r} 10023 \\ 10000 \\ \hline 23 \end{array}$$

7-02-30 14-06

79



$$\begin{array}{r} 54419.25 \\ 5450 \\ \hline 55+69 \end{array}$$

48.77
 0069
 39593
 76262
 .302013

.0069
 3450

11.38
 0069
 10242
 6838
 .078522

289.61
 20.95
 80.66
 113.15
 282.24

78866)540.000 (00684
 473196
 668040
 632928
 371120
 30096
 34200

24.85

30

44.55

34

44.21

84

43.87

84

43.53

34

43.19

34

42.85

34

42.51

34

42.17

34

41.83

34

41.49

34

41.15

34

40.81

34

40.47

34

40.13

34

39.79

34

39.45

34

39.11

34

00684
 11.38
 5472
 1052
 684
 484
 684
 174392

22.94
 84

24 17
 14
 22 83

42 10
 80

22 83

22 02

TABLE No. 1

19.10

80

19.07

IMPROVED TABLES AND INFORMATION

TABLE No. 2

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

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

DIRECTIONS FOR USE OF TABLES

TABLE No. 1.

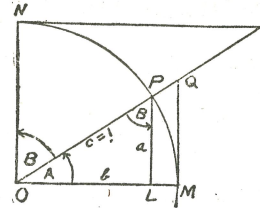
Distance of slope stake from side or shoulder stake for any width roadway, slope $1\frac{1}{2}$ to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

TABLE No. 9.

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

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



7-22-30.

TABLE II
TRIGONOMETRIC FORMULÆ.

$$\angle A = \angle MOP \quad \angle B = \angle PON = \angle OPL$$

$$R = OB = c = 1$$

$$\sin A = \frac{a}{c} = \frac{a}{1} = a = \cos B = LP$$

$$\cos A = \frac{b}{c} = \frac{b}{1} = b = \sin B = OL$$

$$\tan A = \frac{a}{b} = \frac{MQ}{OM} = \frac{MQ}{1} = MQ = \cot B = MQ$$

$$\cot A = \frac{NT}{ON} = \frac{NT}{1} = NT = \tan B = NT$$

$$\sec A = \frac{OQ}{OM} = \frac{OQ}{1} = OQ = \csc B = OQ$$

$$\csc A = \frac{OT}{ON} = \frac{OT}{1} = OT = \sec B = OT$$

$$\text{vers } A = \frac{LM}{OP} = LM = \text{covers } B \#$$

$$\text{covers } A = \frac{OP - LP}{OP} = OP - LP = \text{vers } B$$

$$\text{exsec } A = PQ = \text{coexsec } B$$

$$\text{coexsec } A = PT = \text{exsec } B$$

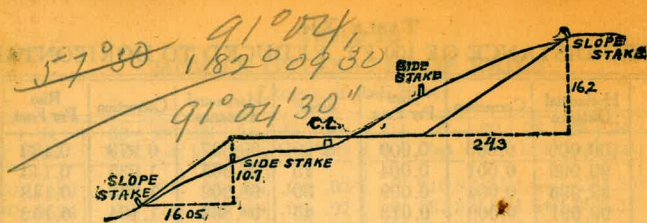
$$\sin \frac{1}{2} A = \sqrt{\frac{1 - \cos A}{2}} \quad \cos \frac{1}{2} A = \sqrt{\frac{1 + \cos A}{2}}$$

$$\sin 2A = 2 \sin A \cos A \quad \cos 2A = \cos^2 A - \sin^2 A$$

$$\text{Law of Sines} \quad \frac{\sin A}{a} = \frac{\sin B}{B} = \frac{\sin C}{C}$$

$$\text{Law of Cosines} \quad c^2 = a^2 + b^2 - 2ab \cos C$$

$$\text{Law of Tangents} \quad \frac{a+b}{a-b} = \frac{\tan \frac{1}{2}(A+B)}{\tan \frac{1}{2}(A-B)}$$



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING

SLOPE 1/4 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 05	1 20	1 35	1 50	1 65	1 80	1 95	2 10	2 25	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.

Handwritten calculations on the right page of the notebook. Includes a table of values at the top right, a large vertical calculation in the center, and smaller calculations at the bottom.

Table at top right:

650	71.81
606.23	57.95
43.77	13.86
12	
25	
17	

Large vertical calculation:

$$\begin{array}{r} 240 \\ 332.19 \\ \hline 608.63 \\ 2.37 \\ \hline 606.26 \\ 81.14 \\ \hline 78.77 \\ 22.33 \\ \hline 29.82 \end{array}$$

Other calculations:

$$\begin{array}{r} 170 \\ 100 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 13+97.77 \\ 6+06 \\ \hline 791.77 \end{array}$$

Handwritten calculations on the left page of the notebook. Includes a large vertical calculation in the center, a table of values at the top right, and smaller calculations at the bottom.

Table at top right:

24.81
21.35
7.50
24.81
19.45
5.40

Large vertical calculation:

$$\begin{array}{r} 5+76.44 \\ 29.82 \\ \hline 6+06.26 \\ 6 \\ \hline 5+76.44 \\ 23.56 \\ \hline 32.19 \end{array}$$

Other calculations:

$$\begin{array}{r} 20) .50 \\ 40 \\ \hline 100 \end{array}$$

$$\begin{array}{r} 5+76.44 \\ 24.80 \end{array}$$

$$\begin{array}{r} 14+11.38 \\ 6+06 \\ \hline 505.38 \\ 303.22 \\ \hline 467.72 \\ 454.84 \\ \hline 12.8750 \end{array}$$

$$\begin{array}{r} 791.77) 540.000 \\ 475.262 \\ \hline 64.7380 \\ 47.738 \\ \hline 63.9416 \\ 159.640 \end{array}$$

7-58-11 36-37-30
8-59-07 73-15

89-17-30

P/line from West

79.2
46
846

~~73-17-40 3°54
148-40-50 7048
3°54
12-02-30
24-05~~

~~8-12 16°28
1.4
4.42
5.82
6.99
1.17
18517
(.20)632
69-07-30
138-15
22-04-25~~

~~18517
117.000
1.02
58.980
55.550
34290
18517
15775
3048
18524
22-04-25~~

~~117.02
58.96
12-04-30
23-03-11
170-36
18-17-30
26-34-00
4-06-30
8-01-30~~

~~4-10-15
10-11-30
21-24
17-54-30
35-11-9
20-02-1
10-06~~

~~40°31'
81°13'~~

69.50
56.75 } 126.25
58.92
183.17 $\frac{35}{30.6}$ 76.81
44 2.73
69.88
7.46
76.54
6.13

~~40°36'30"
81°13'~~

52.50 52.50
69.5 21.216 70.41
57.95
56.75 52.716
537623
5892
543517
623.0
625.5
685.5
521.0
13
21.6
00632

~~206.90
46.02
160.88~~

~~21.6
00632
434
648
0912
1296
5.82
5.96~~

~~283.95
1077
294.125
86.6
16
706
16
546~~

~~05632
69.5
3160
5688
3792
5.439240
5.82
6.26~~

126.25
05632
25250
37875
75750
8979000
5.82
6.62

162