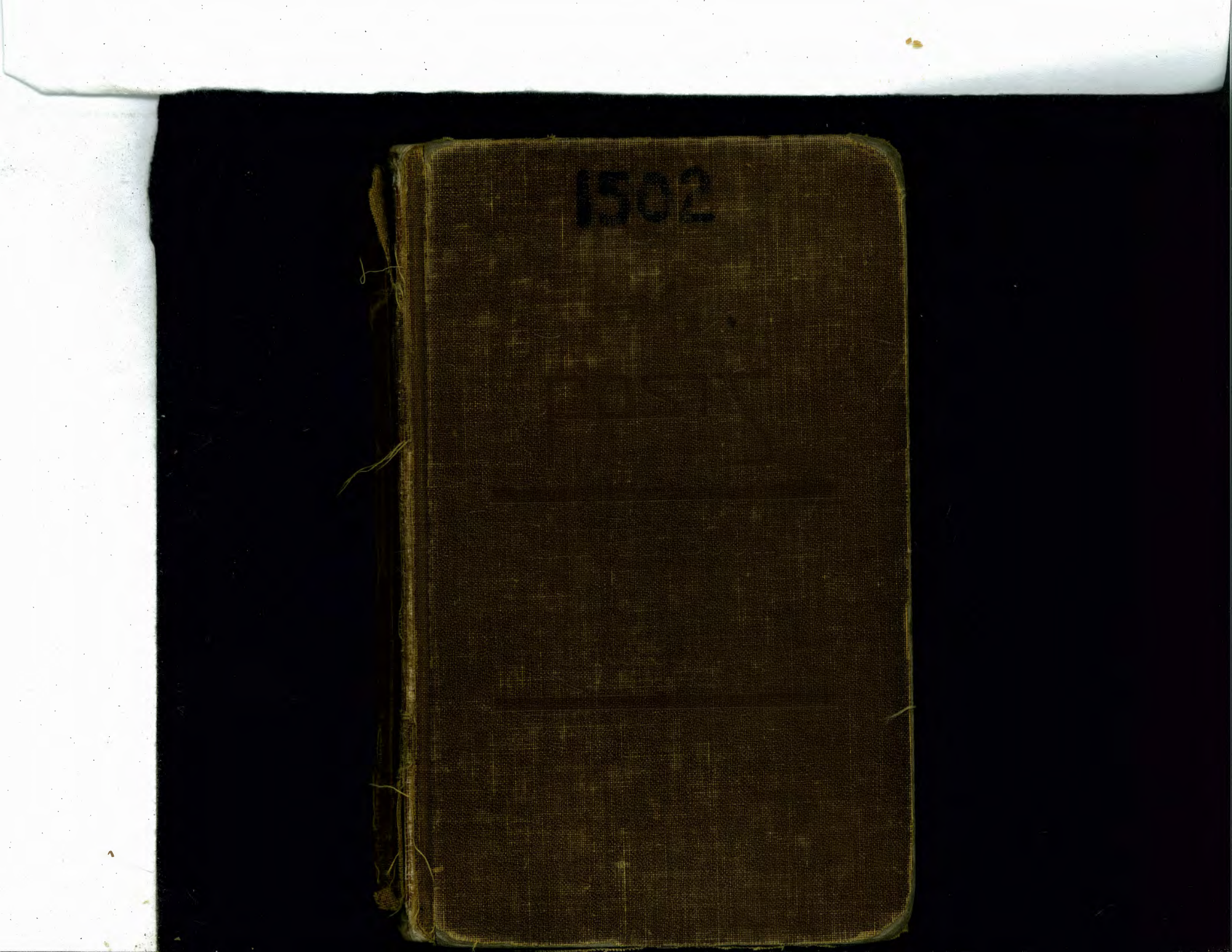
1502

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ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO
CALIFORNIA.

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THE FREDERICK POST CO.
ENGINEERING and DRAFTING SUPPLIES
IRVING PARK STATION
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INDEXED
completely
except pages #6, 7

1.784

Powder House
Canyon Road

Grades, as Constructed
Sta. 39+21 to 66+00 - Page 1-3
" 66+00 to 69+46 " 5
Profile, ℄ Road 54+00 -
to 65+75 " 4
Tie points Moreno Sub. - 48 -

Powder House Canyon Road Grades

6/22/34
Green
Watkins
Lane

(137.63)

Grades as Staked For Const. are 0.2' Below Proposed Grades To Sta. 54+00

Sta.		18' Lt	℄	16' Rt.	
43+00		129.95 / 7.68 / 6.9 / .78	130.45 / 7.18 / 6.5 / .68	129.95 / 7.68 / 6.7 / .98	
+50		130.84 / 6.79 / 6.0 / .79	131.34 / 6.29 / 5.6 / 0.69	130.84 / 6.79 / 5.9 / .89	
42+00		131.73 / 5.90 / 4.8 / 1.1	132.23 / 5.40 / 4.45 / 1.05	131.73 / 5.90 / 4.15 / 1.75	
+50		132.63 / 5.00 / 3.95 / 1.05	133.13 / 4.56 / 3.9 / 0.6	132.63 / 5.00 / 4.00 / 1.00	
41+00	E.V.C	133.52 / 4.11 / 3.3 / 0.8	134.02 / 3.61 / 3.6 / 0.0	133.52 / 4.11 / 3.35 / .76	
+50		134.31 / 3.32 / 2.62 / 0.70	134.81 / 2.82 / 2.82	134.31 / 3.32 / 3.32 / 0.0	
40+00		134.70 / 2.93 / 2.1 / 0.8	135.20 / 2.43 / 2.43 / 0.0	134.70 / 2.93 / 2.9 / 0.0	-1.784%
+50		135.0	135.50 / 2.13 / 2.0 / 0.0		
39+21	℄ Pvt.				

El. B.M.#5 = 118.152 [illegible] c.e.r.

Sta.		Lt. 18'	H.I. (127.91)	Rt. 16	
48+00		121.03 / 6.88 / 5.88 / 1.00	121.53 / 6.38 / 5.8 / 0.58	121.03 / 6.88 / 6.28 / 0.60	127.91 / 5.8 / 122.11 / 1.90
+50		121.92 / 5.99 / 5.30 / .69	122.42 / 5.49 / 4.74 / 0.75	121.92 / 5.99 / 5.23 / 0.76	124.01 / 7.23 / 116.78
47+50		122.81 / 5.10 / 4.45 / .65	123.314 / 4.60 / 4.60 / 0.0	122.81 / 5.10 / 4.85 / 0.25	
+50		123.70 / 4.20 / 3.60 / 0.60	124.21 / 3.70 / 3.70 / 0.0	123.70 / 4.20 / 4.00 / 0.0	
46+00		124.70 / 3.31 / 2.65 / .66	125.10 / 2.81 / 2.81 / 0.0 / (132.44)	124.70 / 3.31 / 3.31 / 0.0	-1.784%
+50		125.49 / 6.95 / 6.35 / .60	125.99 / 6.45 / 6.45 / 0.0	125.49 / 6.95	
45+00		126.38 / 6.06 / 6.06 / 0.0	126.88 / 5.56 / 5.85 / -0.29	126.38 / 6.06 / 6.06 / 0.00	
+50		127.27 / 5.17 / 4.6 / .57	127.77 / 4.67 / 4.5 / 0.17	127.27 / 5.17 / 4.70 / 0.47	
44+00		128.17 / 4.27 / 3.1 / 1.17	128.67 / 3.77 / 3.5 / 0.27	128.17 / 4.27 / 3.7 / 0.57	
+50		129.06 / 3.38 / 2.65 / .73	129.56 / 2.88 / 2.23 / .65	129.06 / 3.38 / 2.50 / .88	

Grades

		18' Lt	℄	16' Rt.	
52+50		113.80 5.57 5.30 .27	113.50 5.87 5.60 .27	112.90 6.47 5.85 .62	115.38 1.88
52+00		114.79 4.58 4.5 .08	114.39 4.98 4.55 .43	113.79 5.58 4.60 .98	
51+50		115.58 3.79 2.82 .97	115.28 4.10 3.30 .80	114.68 4.70 3.50 1.20	
+26.42	B.C	115.90 3.47 2.65 .82	115.70 3.67 2.85 .82	115.20 4.17 3.10 1.1	
51+00	B.M. 117.58	116.28 6.73 6.3 1.63	(124.01) 116.18 7.83 7.23 0.60	115.68 8.33 7.60 .73	El. 116.78
+50		116.87 7.14 6.4 1.04	117.07 6.94 6.6 0.34	116.57 7.44 7.00 .44	117.13
50+00		117.46 6.55 5.45 1.10	117.96 6.05 5.7 .35	117.46 6.55 5.8 .75	
+50		118.35 5.66 4.60 1.06	118.85 5.16 4.65 0.5	118.35 5.66 5.0 .66	
49+00		119.25 4.76 4.5 .26	119.75 4.26 3.8 .46	119.25 4.76 3.9 .86	
48+50		120.14 3.87 2.5 1.37	120.64 3.37 2.70 .67	120.14 3.87 3.1 0.77	

Grades

		18'-Lt	111.62	16'-Rt	B.M. #6 99.914 11.20 109.114 2.43 106.684 4.94 111.62 5.92 105.70 2.40 108.10
57+00	108.37	105.17 6.45 5.45 C 1.0	105.67 5.95 5.95 0.0	105.17 6.45 6.00 C .45	
+50		106.07 5.55 4.65 C .90	106.57 5.05 5.05	106.07 5.55 5.1 C .45	
		(106.92)	107.42	106.92	
56+00		106.96 4.70 4.00 C 0.7	107.46 4.20 4.20 0.0	106.96 4.70 4.70 0.0	
+50		107.80 3.82 2.90 C 1.1	108.30 3.32 3.3 0.0	107.80 3.82 3.25 C .57	8.70 106.68 115.38
55+00		108.64 2.98 1.50 C 1.48	109.14 2.48 2.48 0.0	108.64 2.98 2.65 C .33	
+50		109.48 2.14 1.3 C .8	109.98 1.64 1.60 0.0	109.48 2.14 1.6 C .5	
		(110.36)	110.86	110.36	4.52
54+00		110.32 9.05 7.60 1.45	110.82 8.55 7.7 .8	110.32 9.05 8.15 .90	
+50		111.52 7.85 6.3 1.55	111.72 7.65 7.0 .65	111.22 8.15 7.75 .40	3.66
53+00	2.66 2.1	112.71 8.66 6.1 .56	112.61 6.76 6.45 .31	112.11 7.26 6.2 1.06	2.77
52+73.46	E.C	113.27 6.10 5.10 1.00	113.07 6.30 5.90 .40	112.57 6.80 5.80 1.00	2.31

Transition To Proposed Grades (As Shown on Blueprint)

Grades

	18' Lt		16' Rt
62+00	96.25	96.75	96.25
	6.42	5.92	7.66
	5.95	5.92	7.66
	.47	0.0	
+50	97.15	97.65	97.15
	5.52	5.02	5.52
	4.42	5.02	4.50
	1.10		1.02
61+00	98.04	98.54	98.04
	4.63	4.13	5.87
	3.20	4.13	5.87
	C 1.43	0.0	
+50	98.93	99.43	98.93
	3.74	3.24	4.98
	2.94	3.24	4.98
	C .80	0.0	
60+00	99.82	100.32	99.82
	2.85	2.35	4.09
	1.65	2.35	3.94
	C 1.20	0.0	C .15
+50	100.71	101.21	100.71
	7.96	6.90	3.20
	1.35	6.90	3.20
	C .61		
59+00	101.61	102.11	101.61
	6.50	6.00	6.50
	5.95	6.00	5.85
	C .55	0.0	.65
+50	102.50	103.00	102.50
	5.60	5.10	1.41
	4.80	5.10	4.
	C .8	0.0	
58+00	103.39	103.89	103.39
	4.71	4.21	4.71
	4.21	4.21	4.15
	C .5	0.0	C .56
57+50	104.28	104.78	104.28
	3.82	3.32	3.82
	2.80	3.32	3.2
	C 1.0	0.0	C 0.6

Grades

	18' Lt.	℄	16' Rt.
	Cont Page 5		87.594
			6.24
			93.834
66+00	89.80	~~89.23~~ 89.70	89.25
	4.03	4.13	4.58
	4.50		4.58
	C 0.53		
+75	90.05	~~89.60~~ 90.10	89.60
	3.78	3.73	4.23
	3.30	3.73	3.60
	.48		C .63
+50	90.41	~~90.01~~ 90.51	90.01
	3.42	3.32	3.82
	3.42	3.32	3.82
65+00	91.20	~~90.90~~ 91.40	90.90
	2.63	0.0	0.0
	2.63		
+50	91.99	~~91.79~~ 92.29	91.79
	1.84	0.0	0.0
	1.84		
64+00	92.79	~~92.69~~ 93.19	92.69
	1.04	0.0	0.0
	1.04		
+50		93.58	94.08	93.58
		3.52	3.64	4.14
		3.52	3.64	4.14
63+00		94.47	94.97	94.47
		2.63	2.75	3.25
		2.63	2.75	
62+50		95.36	95.86	95.36
		2.66	2.16	2.36
		1.50	2.16	2.36
		C 1.16	0.0	

Profile ℄ Rd. Sta. 56 to 65+75

	+	H. I.	−	Ground Elev.	Grade
+50					
62+00			4.4	96.59	95.66
+50					
61+00			2.4	98.59	98.34
+50					
60+00	0.62	100.99	8.0	100.37	100.12
+50					
59+00			6.5	101.87	101.91
+50					
58+00			4.4	103.97	103.69
+50					
57+00			2.7	105.67	105.47
+50					
56+00			1.1	107.27	107.26
+50					
55+00					
+50					
54+00					
B.M. #6	10.45	108.37		97.92	

Grades Revised, See Page 2

	+	H.I.	−	Ground ELEV	Grade
+75.2			4.67	90.14	89.90
+50					
65+00			3.6	91.21	91.20
+50					
64+00	2.14	94.81	8.32	92.67	92.99
+50					
63+00			6.3	94.69	94.77
		100.99			

Grades

	Pvmt.	18'-Lt.	℄	16'Rt.
68+00	86.88		86.88 6.95 6.95	86.68 7.15 7.15
+75			87.71	
+50	87.24		87.39 6.44 6.44	87.19 6.64 6.64
+25				
67+00	88.64		88.10 5.73 5.73	87.80 6.03 6.03
+75				
+50		89.20	88.90 4.93 4.93	88.50 5.33 5.33
+25				
66+00		89.80 4.03	89.70 4.13	89.25 4.58

— Pershing Dr. Return

From 66+00 To 68+00 ℄ Grades (Crown) Flattened To meet Pavement @ Elev. 86.88

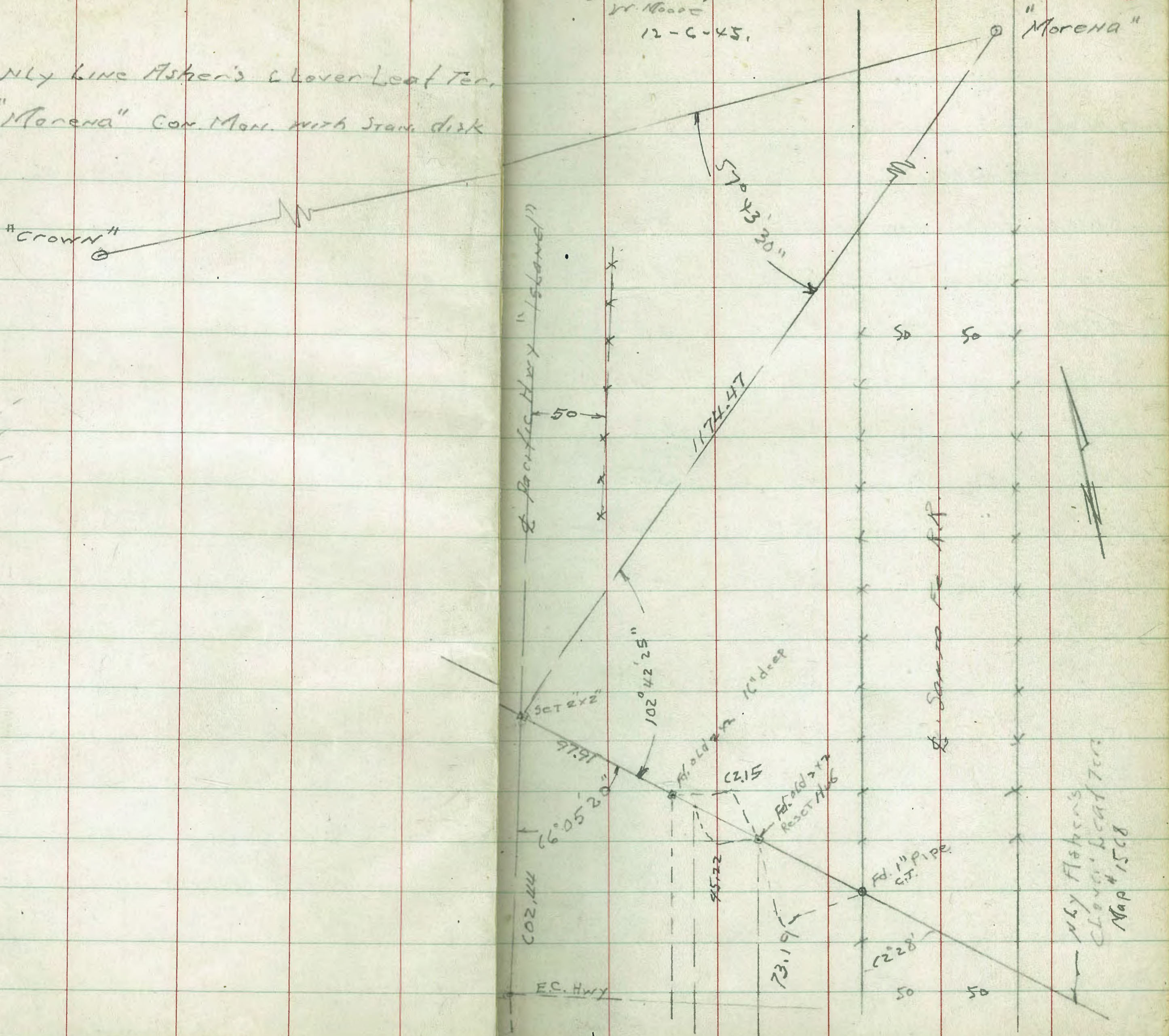
℄ = 93.834

			℄ (on Pvt.)	16'R.
69+44				
				℄ = 91.59
69+00		86.47	86.27	86.17 5.42
+75.05			86.44	86.34 5.25 5.25
+50	86.47		86.44	86.34 5.25 5.25
+16				

C. Moore
Sonnemeyer
W. Moore
12-6-45.

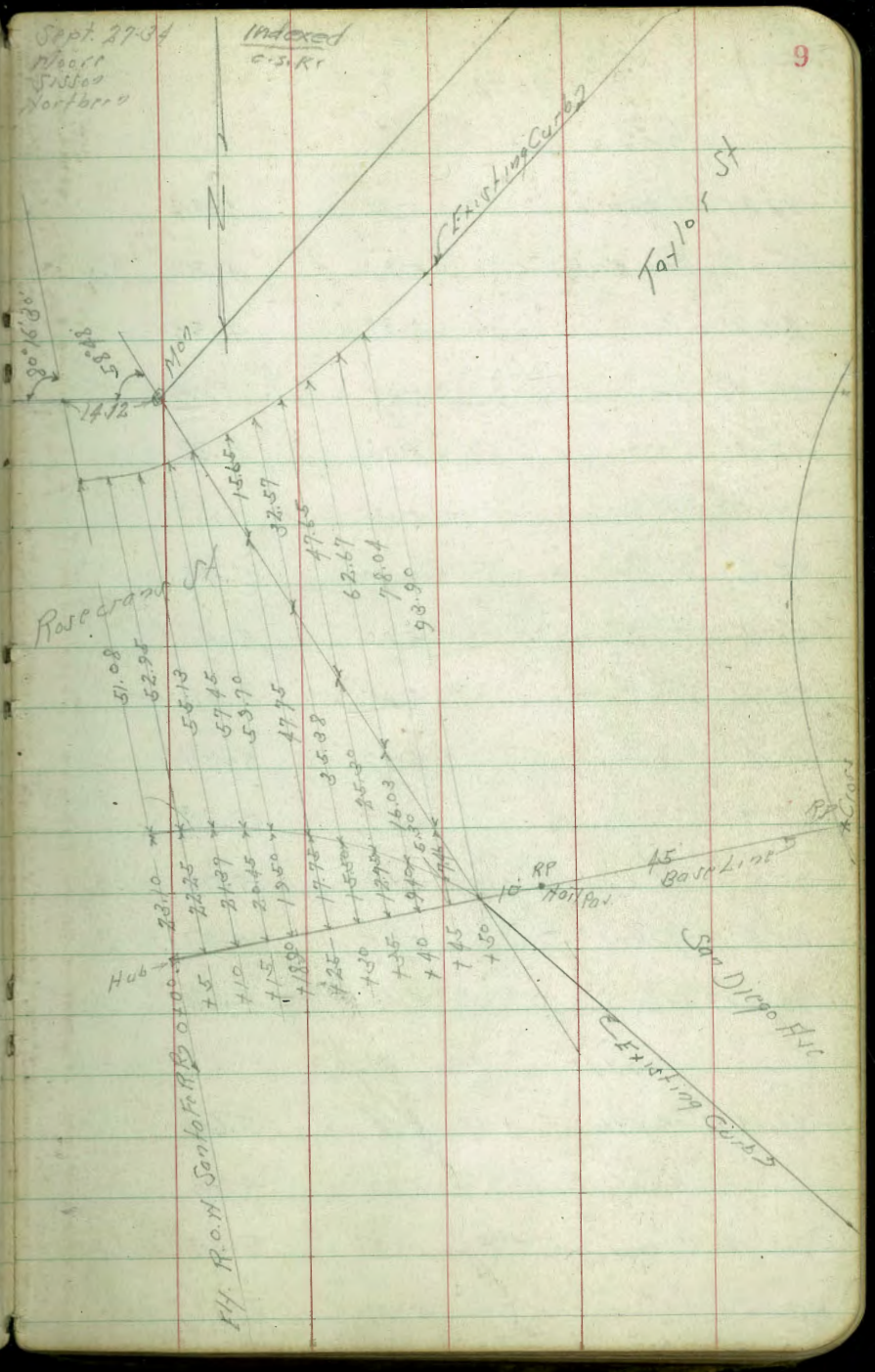
indexed
C.S.K.

Tie Nly Line Asher's Clover Leaf Ter.
to "Morena" Con. Mon. with Stan. disk



Cross Section
Rosecrans St At Taylor & San Diego Ave

B.M.	5.57	10.72		5.15	Mon N-29 Rosecrans & W. Taylor
		0+0			
23.10' N	Top Cb Sacked		5.47	5.25	
	Gutter on Curve		6.04	4.68	
25' N	"	"	5.96	4.76	
30' N	"	"	5.53	5.19	
35' N	"	"	5.50	5.22	
40' N	"	"	5.34	5.38	
45' N	"	"	5.25	5.47	
50' N	"	"	5.22	5.50	
55' N	"	"	5.24	5.48	
60' N	"	"	5.29	5.43	
65' N	"	"	5.37	5.35	
70' N	"	"	5.57	5.15	
74.18' N	Gutter	"	5.76	4.96	
	Top Cb		5.14	5.58	



10.72

0+25

22.25N Top Ch	5.28	5.44
Gutter on Pav	5.92	4.80
25N " "	5.87	4.85
30N " "	5.67	5.05
35N " "	5.50	5.22
40N " "	5.35	5.37
45N " "	5.30	5.42
50N " "	5.28	5.43
55N " "	5.20	5.42
60N " "	5.37	5.35
65N " "	5.47	5.25
70N " "	5.63	5.09
75.20N Gutter	5.75	4.97
Top Ch	5.10	5.62

0+10

21.37N Top Ch	5.12	5.60
Gutter on Pavmt	5.79	4.93
25N " "	5.68	5.04
30N " "	5.55	5.17

10.72

35N	5.46	5.26
40N	5.38	5.34
45N	5.34	5.38
50N	5.35	5.37
55N	5.37	5.35
60N	5.44	5.28
65N	5.53	5.19
70N	5.65	5.07
75N	5.79	4.93
76.50N Gutter	5.79	4.93
Top Ch	5.14	5.58

0+15

20.45N Top Ch	5.05	5.67
Gutter	5.67	5.05
25N	5.59	5.13
30N	5.52	5.20
35N	5.47	5.25
40N	5.42	5.30
45N	5.42	5.30
50N	5.45	5.27

10.72

55'N	5.48	5.24
60'N	5.50	5.22
65'N	5.55	5.17
70	5.65	5.07
75'N	5.77	4.95
77.30'N Gutter	5.80	4.92
Gutter? Curb	5.17	5.55
0+18.30		
19.50'N Top Ch	5.03	5.69
Gutter	5.66	5.06
25'N	5.58	5.14
30'N	5.50	5.22
35'N	5.46	5.26
40'N	5.46	5.26
45'N	5.48	5.24
50'N	5.50	5.22
55'N	5.51	5.21
60'N	5.53	5.19
65'N	5.57	5.15
70'N	5.65	5.07

10.72

75'N	5.76	4.96
79.20'N Gutter	5.78	4.94
Top Ch	5.22	5.50
0+25		
17.75'N Top Ch	5.04	5.68
Gutter	5.70	5.02
20'N	5.67	5.05
25'N	5.61	5.11
30'N	5.54	5.18
35'N	5.50	5.22
40'N	5.49	5.23
45'N	5.54	5.18
50'N	5.56	5.16
55'N	5.56	5.16
60'N	5.56	5.16
65'N	5.60	5.12
65.5'N	5.60	5.12
70'N	5.65	5.07
75'N	5.74	4.98
80'N	5.83	4.89
81.15'N Gutter	5.83	4.89

10.72

81.15'N - Top Cb	5.27	5.45
0+30		
1550'N Top Cb	5.05	5.67
Gutter	5.70	5.02
20'N	5.68	5.04
25'N	5.63	5.09
30'N	5.58	5.14
35'N	5.54	5.18
40'N	5.54	5.18
45'N	5.58	5.14
50'N	5.62	5.10
50.88'N	5.62	5.10
55'N	5.62	5.10
60'N	5.63	5.09
65'N	5.68	5.04
70'N	5.74	4.98
75'N	5.78	4.94
80'N	5.83	4.89
83.45 - Gutter	5.85	4.87
Top Cb	5.23	5.49

10.72

0+35		
12.75'N Top Cb.	5.06	5.66
Gutter	5.69	5.03
15'N	5.71	5.01
20'N	5.70	5.02
25'N	5.66	5.06
30'N	5.60	5.12
35'N	5.59	5.13
38.05'N	5.59	5.13
40'N	5.61	5.11
45'N	5.65	5.07
50'N	5.68	5.04
55'N	5.68	5.04
60'N	5.73	4.99
65'N	5.78	4.94
70'N	5.80	4.92
75'N	5.82	4.90
80'N	5.86	4.86
85'N	5.90	4.82
85.70'N - Gutter	5.90	4.82

10.72

85.70 N Topcb	5.26	5.46
0+40		
9.40 N: Topcb	5.05	5.67
Gutter	5.71	5.01
15 N	5.72	5.00
20 N	5.70	5.02
25 N	5.68	5.04
25.43 N	5.68	5.04
30 N	5.63	5.09
35 N	5.66	5.06
40 N	5.69	5.03
45 N	5.72	5.00
50 N	5.74	4.98
55 N	5.77	4.95
60 N	5.80	4.92
65 N	5.83	4.89
70 N	5.83	4.89
75 N	5.84	4.88
80 N	5.89	4.83
85 N	5.91	4.78

10.72

88.10 = Gutter	5.91	4.81
Topcb	5.30	5.42
0+15		
5.30 N Topcb	5.05	5.67
Gutter	5.71	5.01
10 N	5.78	4.94
12.76 N	5.78	4.94
15 N	5.77	4.95
20 N	5.76	4.96
25 N	5.73	4.99
30 N	5.70	5.02
35 N	5.74	4.98
40 N	5.77	4.95
45 N	5.80	4.92
50 N	5.84	4.88
55 N	5.85	4.87
60 N	5.85	4.87
65 N	5.88	4.84
70 N	5.88	4.84
75 N	5.88	4.84

1072

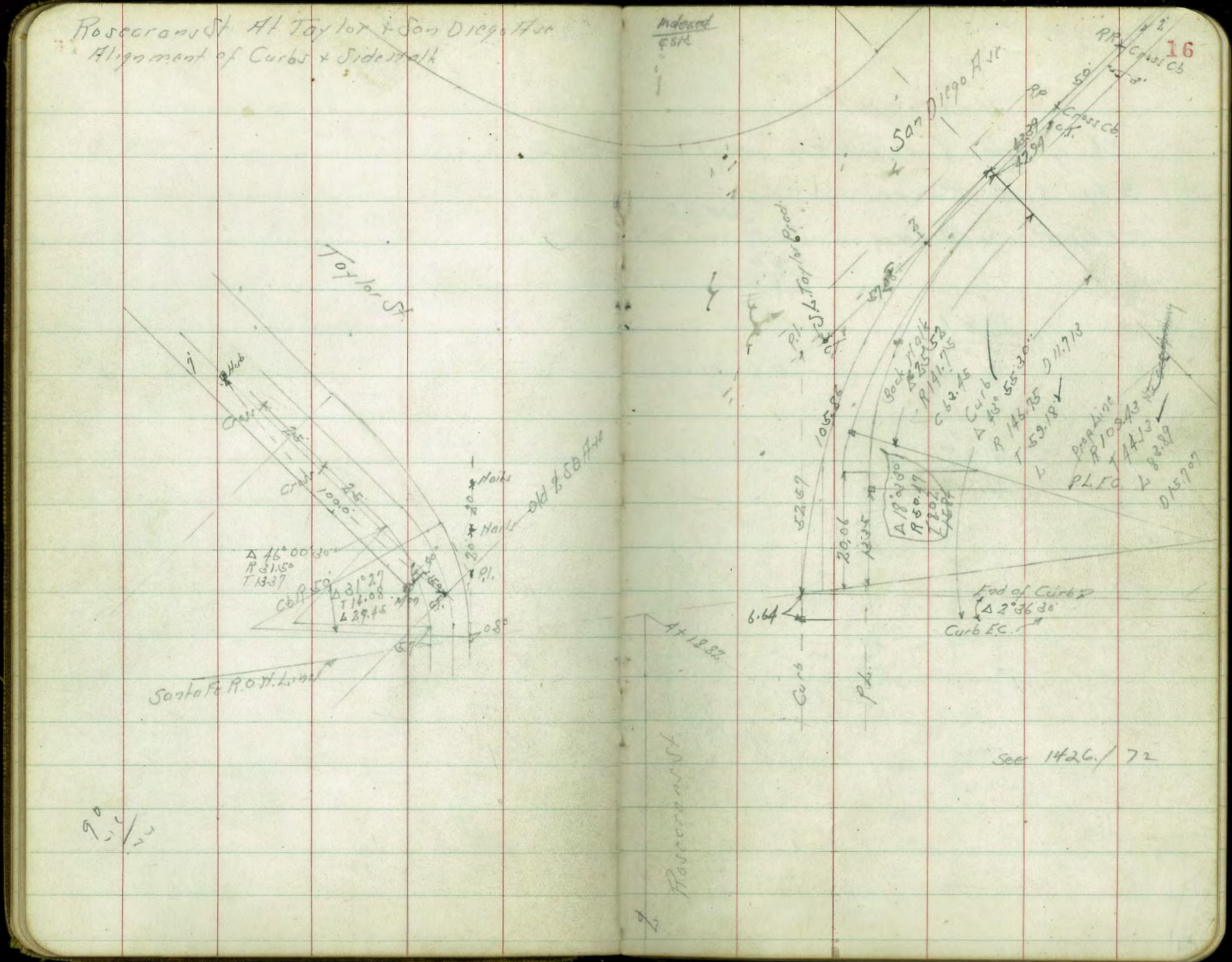
80'N	5.90	4.82
85'N	5.96	4.76
90'N	5.97	4.75
90.80'N Gutter	5.97	4.75
Top Cb	5.30	5.42
0+50		
Begin Lin Top Cb	5.07	5.65
Gutter	5.70	5.02
5'N	5.80	4.92
10'N	5.83	4.89
15'N	5.82	4.90
20'N	5.79	4.93
25'N	5.78	4.94
30'N	5.76	4.96
35'N	5.81	4.91
40'N	5.85	4.87
45'N	5.88	4.84
50'N	5.91	4.81
55'N	5.90	4.82
60'N	5.90	4.82

1072

65'N	5.93	4.79
70'N	5.95	4.77
75'N	5.93	4.79
80'N	5.93	4.79
85'N	5.95	4.77
90'N	5.98	4.74
93.90'N Gutter	5.97	4.75
Top Cb	5.30	5.42
25'NEly in Gutter	6.04	4.68
0+50		
5' E of NCb SO Axe	5.86	4.86
10' E " "	5.91	4.81
15' E " "	5.97	4.75
20' E " "	6.05	4.67
25' E " "	6.11	4.61
10 S 0+50		
Gutter	5.73	4.99
20'S 0+50		
Gutter	5.75	4.97

	10.72		
	30'S 0+56		
Gutter		5.70	5.02
	40'S 0+50		
Gutter		5.65	5.07

Rosecrans St At Taylor + San Diego Ave
Alignment of Curbs + Sidewalk



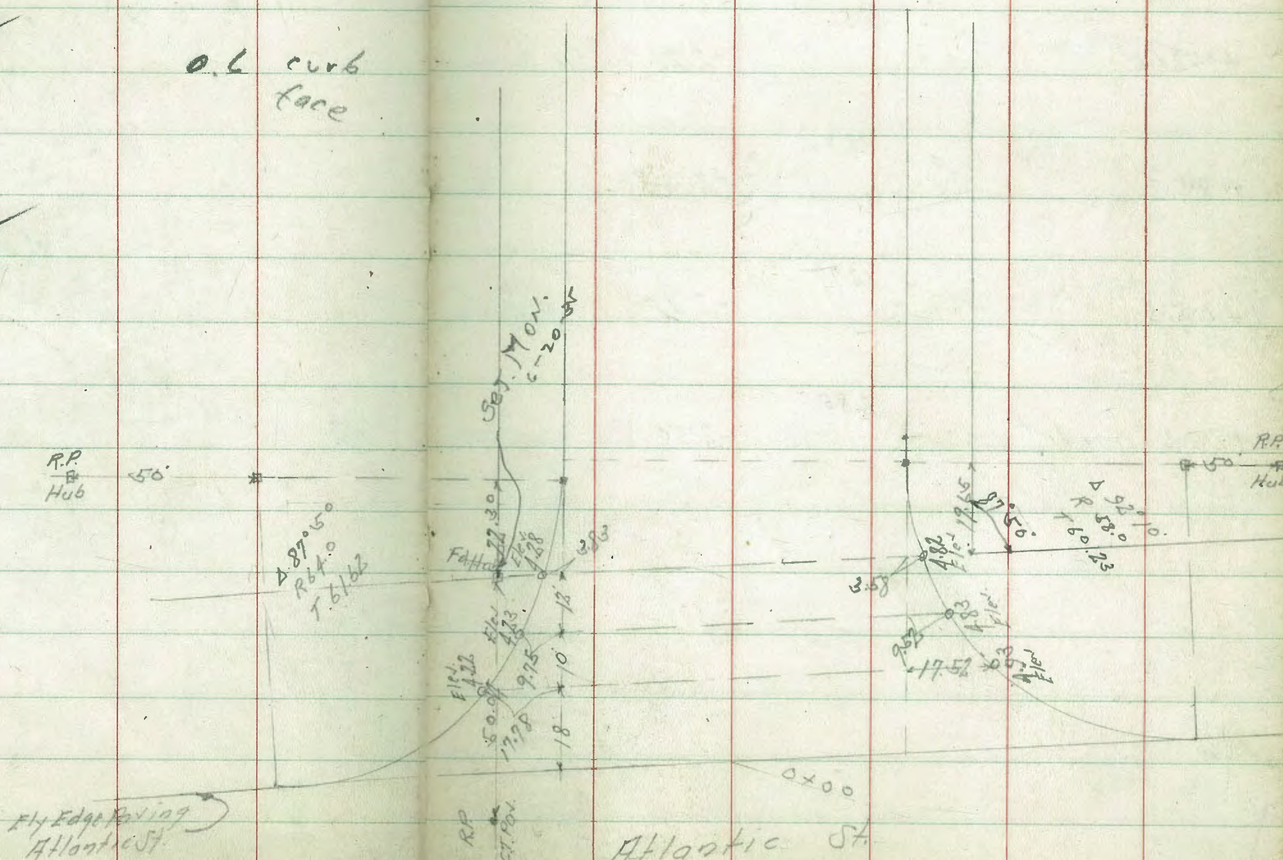
4-12-41

Cb grade for Water Meter

Sly Side Rosecrans

Ely Pac. = 0+00		4.62 BMBP 6.20 10.82
1+00	5.81 5.01	
		0.6 curb face
1+35	5.95 4.87	

NE Cor. Taylor & San Diego Ave



Rosecrans St. Culvert Grades
N of Santa Fe. RR

Sta 3+12.85

BM	5.20	10.35		5.15	Mon Rosecrans + Taylor
			12.35		
0+0 = Inlet				-2.00	
			12.43		
+20				-2.08	
			12.56		
+52.65				-2.21	
			12.69	.0039	
+85.3				-2.34	
			12.77		
1+05.3				-2.42	
			12.85		
+25.3 = Outlet				-2.50	

Indexed
C&K

11-23-34
Moore

		10.35		Stakes 10' E of ℄	Hin
0+0 = Inlet			Flow Line -1.96	12.31 6.98 C5.33	12.53 9.01 C3.52
+32 = Existing Pipe			-2.08	12.43 6.96 C5.47	
+64.65			-2.21	12.56 4.51 C8.05	
+97.30 = Existing Pipe			-2.34	12.69 7.26 C5.43	
1+25.30			-2.45	12.80 8.47 C4.33	13.02 12.87 C0.15

BM 5.15
5.42
10.57
9.22
1.35 BM Set

Rosecrans St Grades
Atlantic St. to Taylor St.

℄ Sta.	N C6	℄	S C6
1+48.11	4.96	5.55	5.23
1+23.11	4.81	5.42	5.13
+98.11	4.66	5.30	5.08
+80	4.55	5.15	4.96
+60	4.42	4.85	4.88
+40	4.30	4.60	4.80
+28	4.28	4.48	4.75
+18	4.32	4.52	4.80
0+0	4.50	4.78	5.09
BM			5.15

S = 0.0082

S = 0.0039

N & Mon Rosecrans + Taylor

N	℄	S

No - For N.L. See Page 25-27

For S.L. " " 28-29

For ℄ " "

℄ Sta.		HCb	℄	Scb
3+68.11		6.15		
3+58.11		6.20	6.27	
3+38.11		6.08	6.35	
3+18.11		5.97	6.36	
2+98.11		5.85	6.30	5.85
2+78.11		5.70	6.17	5.75
2+48.11		5.55	6.05	5.64
2+28.11		5.40	5.92	5.54
1+98.11		5.26	5.80	5.44
1+78.11		5.11	5.67	5.34

See Page 22 for Voids

N	℄	S

℄ Sta.		NCb	∠	SCb
4+18.80 - ℄ R.O.W. Santa Fe RR		5.00		5.61
3+98.11		5.30		5.88
3+78.11		5.90		6.10

	N	℄	S	

SC6

4+38.11	5.25
4+18.11	5.45
3+98.11	5.82
3+88.11	6.17
3+78.11	6.16
3+48.11	6.06
3+28.11	5.95
2+98.11	5.85

SW. Cor. Rosecrans St + San Diego Ave.
Curb Line

			Gutter	Cb. Grade	
					BM 4.62 5.68 10.30 T
					3.20
1+05.86	End Cb.	20°39.50'	5.40 4.90 ✓	6.00	
					3.26 ✓
+91.02		17°46.10'	5.25 5.05 ✓	5.94	
					3.40 ✓
+71.02		13°51.86'	5.12 5.18	5.80	
					3.54 ✓
+51.02		9°57.60'	5.00 5.30 ✓	5.66	
					3.65 ✓
+31.02		6°03.33'	5.01 4.90 5.29 5.40	5.55	
c = 19.98					
					3.52 ✓
+11.02		2°09.08'	5.05 5.25 ✓	5.68	
c = 11.00					
					3.40
0+00 = B.C.			5.20 5.10	5.80	SEBP Rosecrans + San Diego Av.
BM	4.58	9.20		4.62	

SW. Cor. Rosecrans & San Diego Ave.
Property Line

12-4-34

					Prop Grade	
BM Set				5.81	4.62	B.P. S.E. Rosecrans + San Diego Av. & Curve
BM	5.28	10.43			5.15	
+97.24 = ROW					6.14	4.3 7.4 F 3.1 4.7
+83.89 = E.C.		21°57.75'			6.08	4.4 8.4 F 4.0 6.0
+68		17°48.08'			5.90	4.6 8.6 F 4.0 6.0
+49		12°49.64'			5.76	4.7 8.1 F 3.4 5.1
+30		7°51.21'			5.62	4.8 8.3 F 3.5 5.3
+11		2°52.78'			5.74	4.7 4.9 F 0.2 0-3
						4.10
0+0	B.C.				5.85	
BM	5.30	10.45			5.15	

H.W. Cor Roseerans St & Taylor

			Gutter	Cb Grade	
					10.30 ℄
					4.86 / 5.10 / 0.24
+28.25 = P.C. : Existing Cb.			4.86 (5.11)	5.50	3.70
+14.52			4.98 (5.23)	5.55	3.15
+00.8 : B.C.				5.60	3.60
0+00 : El. R.O.W.			5.10 (5.30)	5.60	3.60
B.M.	4.58	9.20		4.62	S.E.B.P. Rosecrans & San Diego

Rosecrans St.
North Line

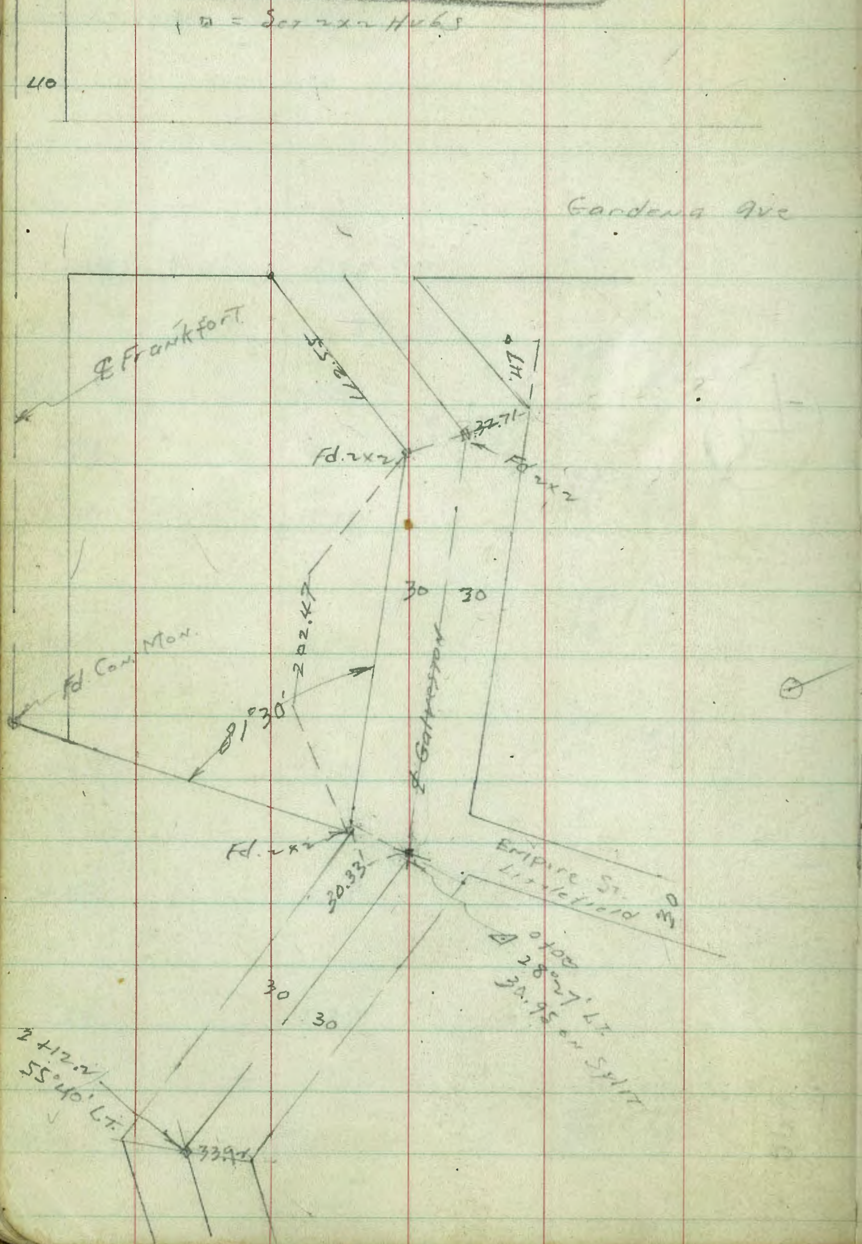
		Edge Pav. Grade									
+50		5.55		3.2 / 6.7 F 3.5 / 5.3							
2+0		5.26		3.5 / 6.6 F 3.1 / 4.7							
+50		4.96		3.8 / 6.4 F 2.6 / 3.9							
1+0		4.66		4.1 / 6.5 F 2.4 / 3.6							
+62.30 = B.C.		4.43		4.3 / 6.1 F 1.8 / 2.7							
+40		4.30				3.83'N	4.28	4.6 / 7.0 F 2.4 / 17.6	From Cb on Rad. Line		
+28		4.28				9.75'N	4.23	4.7 / 8.1 F 1.4 / 16.1	From Cb on Rad. Line		
+18		4.32				17.78 N of Curb Line	4.22	4.7 / 3.1 C 1.6 / 15.6	From Cb on Rad. Line		
0+0 = Edge Pav.		4.50									
BM	3.57	8.72		5.15	N.H. N. of Rosecrans + Taylor	BM	3.74	8.89		5.15	

North Line		Edge Pav. Grade			
+08.8 = End C6		Prop. Grade 5.75		4.8 / 9.3 F 4.5 / 6.8	
BM	5.42	10.57		5.15	
4+00		5.30		3.4 / 9.3 F 6.1 / 9.2	
+98		5.51	5.1 / 9.7 F 4.8 / 7.2		
+80		5.90		2.8 / 6.6 F 3.8 / 5.7	
+70		6.15		2.6 / 3.8 F 1.2 / 1.8	
+60		6.20		2.5 / 3.0 F 0.5 / 0.8	
+40		6.08		2.6 out	
+20		5.97		2.8 / 7.0 F 4.2 / 6.3	
2+00		5.85		2.9 / 7.0 F 4.1 / 6.2	
		X 872			

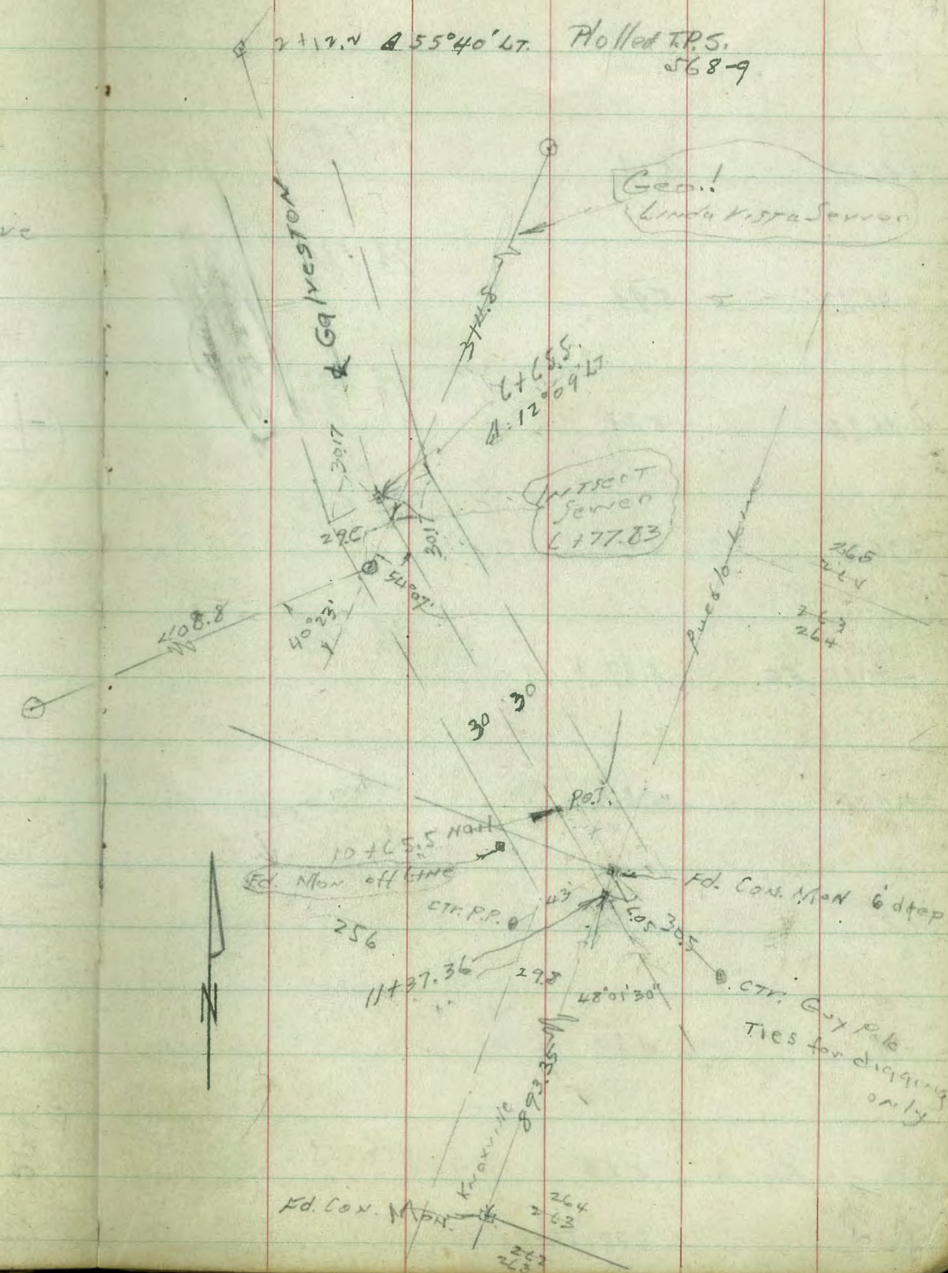
Survey Galveston St.
Knoxville to Gardena

C.S.M.
C.S.
N.M. 9-7-44

⊡ = Set 2x2 Hubs



Indexed
C.S.N.



Rosecrans St
South Line

	Edge Pav. Grade		
2+46.22	5.64	3.1 / 6.6 F 3.5 / 5.3	
+96.22	5.44	3.3 / 6.9 F 3.6 / 5.4	
1+46.22	5.23	3.5 / 5.7 F 2.2 / 3.3	
+96.22	5.03	3.7 / 5.2 F 1.5 / 2.3	
+68.50 +59.65 E.C.	4.87	3.9 / 4.9 F 1.0 / 1.5	
+40	4.80	3.58 S of C6 4.82	4.1 / 4.7 F 0.6 / 14.9 From C6 on Rad. Line
+28	4.75	9.52 S of C6 4.83	4.1 / 4.5 F 0.4 / 14.6 From C6 on Rad. Line
+18	4.80	17.52 S of C6 4.83	4.0 / 4.4 F 0.4 / 14.6 From C6 on Rad. Line
0+0 = Edge Pav	5.09		
	℄ 8.72 of Ford 25		℄ 8.89

South Line

4+36.22	5.25		
4+16.22	5.45		
3+96.22	5.82	2.9 / 7.9	F 5.0 / 7.5
3+81.22	6.17	2.6 / 3.2	F 0.6 / 0.9
3+71.22	6.16	2.6 / 3.0	F 0.4 / 0.6
3+46.22	6.06	2.7	out
3+21.22	5.95	2.8 / 7.6	F 4.8 / 7.2
2+96.22	5.85	2.9 / 6.8	F 3.9 / 5.9
	8.72		

Roseerans Finish Grading
N Line Sta.

Dec. 24-34
Moore
Sisson
Bliss

		N		S		N ½		S ½	
2+00		5.26	4.38	5.44	4.20	5.64	4.16	5.80	4.00	5.73	4.07	
1+50		4.96	4.68	5.23	4.41	5.87	4.43	5.55	4.25	5.51	4.29	5.80 T
1+00		4.66	4.98	0.46 Crown	5.03	4.61	5.10	4.70	5.30	4.50	5.28	4.53
-20		4.54	5.10	0.40 Crown	4.96	4.68	4.94	4.86	5.15	4.65	5.16	4.64
-37.7	= B.C. N	4.43	5.21	0.20 Crown	4.87	4.77	4.73	5.07	4.91	4.89	4.9C	4.84
-60		4.28	5.36	0.06 Crown	4.82	4.82	4.46	5.84	4.60	5.20	4.71	5.09
-72		4.23	5.41		4.83	4.81	4.38	5.42	4.48	5.32	4.61	5.19 4.75 5.05
-82		4.22	5.42		4.93	4.71	4.42	5.38	4.52	5.28	4.66	5.14 4.80 5.00
-100												
BM	5.02	9.64 T			4.62	S.E.B.P. Roseerans						

4.23 5.52
4.32 5.48

	H			S		H ¼		℄		S ¼	
+23.095 +10.75 H.R.O.H	5.10	4.54 4.07 0.47	0.35 Crown	5.40	4.24	5.44	4.36	5.60	4.20	5.60	4.20
4+0	5.30	4.34 ✓	0.32 Crown	5.82	3.82 ✓	5.67	4.13	5.88	3.92	5.93	3.87
+85	5.75	3.89 5.89 F2.00	0.08 Crown	6.17	3.47 4.47 F1.00	5.87	3.93	6.04	3.76	6.07	3.73 BM 4.62 5.18 9.80
+70	6.15	3.49 4.49 F1.00	0.02 Crown	6.14	3.50 ✓	6.18	3.62	6.18	3.62	6.17	3.68
+60	6.20	3.44 ✓	0.12 Crown	6.10	3.54 ✓	6.25	3.55	6.27	3.53	6.21	3.59
+40	6.09	3.55 ✓	0.30 Crown	6.01	3.63	6.30	3.50 ✓	6.35	3.45	6.26	3.54
+20	5.97	3.67 ✓	0.41 Crown	5.93	3.71	6.27	3.63	6.36	3.44	6.24	3.56
3+0	5.85	3.79 ✓	0.45 Crown	5.85	3.79 ✓	6.19	3.61	6.30	3.50	6.19	3.61
2+50	5.55	4.09 ✓		5.64	4.00 ✓	5.92	3.88	6.05	3.75	5.96	3.84
		9.64 T									

Surfacing Roscrans + San Diego Ave

			70' Lt	60' Lt	50' Lt	40' Lt	30' Lt	20' Lt	10' Lt	Baseline
0+50								4.98	5.00	5.00 5.4
0+35					5.06 5.21	5.12 5.18	5.17 5.13	5.18 5.12	5.17 5.13	5.12 5.18
0+18.9			5.10 5.20 5.25 F0.05	5.14 5.06 5.13 F0.07	5.30 5.0	5.37 4.99	5.38 4.92	5.36 4.94	5.30 5.0	
BM	5.68	10.30		462						

indexed
ESR

Atlantic St Lighting
Vine to Horasthy

	W		E	
2+60 = 40'S Emory	9.30	0.0	9.60	0.0
1+25	8.80	0.0	9.10	0.0
	changed 20'S + web of 105'S			
00 = 20' N of Bean	8.30	-0.5	8.60	0.0
12+62 = 20'S Bean	8.25	0.0	8.55	0.0
11+42	8.60	0.0	8.90	0.0
10+22	8.95	0.0	9.25	0.0
9+02	9.30	0.0	9.60	0.0
7+82	9.60	0.0	9.90	0.0
6+62 = 20'N of Vine	9.95	0.0	10.25	0.0

10.00
4.27
14.27
5.66
8.61
4.83
13.44 ✓

Near Horasthy Atlantic

3-27-35
Moore

	W		E	
2+80 = 10'S Horasthy	10.20	0.0	11.3	curbed
1+40	10.40	0.0	10.70	0.0
00 = 10'N Emory	9.75	0.0	10.05	0.0

Atlantic St Lights
Grape to Juniper

		W		E	
2+60 =	20' S Juniper	9.06	-0.30	9.96	0.0
1+30		9.50	0.0	10.40	0.0
00 =	20' N Ivy	9.36	0.0	10.26	0.0
2+60 =	20' S Ivy	9.03	0.0	9.93	0.0
1+30		8.69	0.0	9.59	+1.5
00 =	20' N Hawthorn	8.85	+1.0	9.25	+0.5
2+60 =	15' S Hawthorn	8.0	0.0	8.78	-0.13
1+30		7.05	+0.5	7.70	0.0
00 =	15' N Grape	6.10	+0.5	6.68	0.0

Cedar to Grape

10.40
4.17
14.57
3.17
3.40
8.14
11.54
NE Juniper Atlantic

6.64
2.77
9.41
5.93
3.48 FR
SE Grape Atlantic

Curbed

4.95 - SE Beech Atl
4.40
9.35 ?

	W		E	
3+68 = 10' S Grape	5.65	0.0		
2+50	5.05	0.0		
1+23	4.15	0.0		
25' N Elm = 0+00	3.64	0.0		
4+98 13' S Elm	3.55	0.0	3.75	0.0 5+17 13' S Elm
3+57	3.93	+1.0	4.19	0.0 3+75
2+35	4.27	0.0	4.59	0.0 2+50
0+95 = N.L. cedar	4.64	0.0	5.01	0.0 1+20 20' N Cedar
00 = 25' S Cedar	4.93	0.0	5.47	0.0 00 = 25' S Cedar

Lights
Ash to Cedar

		W		E	
1+33		5.27	0.0	5.55	0.0
00=32' N Beech		5.61	0.0	5.15	curbed
2+60=20' S Beech		5.46	0.0	4.85	+0.5
1+35		5.21	0.0	4.65	0.0
00=20' N Ash		4.94	0.0	4.43	curbed

9.35 π Fwd.
1.93
7.42
2.09
9.51
3.05
6.46 T.P.
1.17
7.63
3.77
3.86
4.23
8.09
4.23
3.86
4.87
8.73
4.06
4.67

ch. to BM Bdwy 4.68
0.01

Bdwy to Ash

		W		E	
10+31 = SL H				3.00	Brk
10+11			Lamp	3.14	0.0
8+76			Lamp	4.04	0.0
7+64			Lamp	4.78	0.0
7+30				5.00	Brk
6+50				5.00	Brk
6+47			Lamp	4.97	0.0
5+27			Lamp	4.55	F. 0.53
4+09				4.14	Brk
4+02			Lamp	4.18	0.0
3+10			Lamp	4.40	-0.67
1+60			Lamp	4.76	-0.90
0+60				5.00	Brk.
0+20			Lamp	4.70	-0.87
00 = NL Bdwy				4.50	Brk.

Lights
Fl to Ash

		W		E	
		7.63 ↑			
3+00 ⊥ Ash		4.60		4.20	
2+80	0.0	4.50	Lamp	4.10	0.0
1+45	0.0	3.87	Lamp	3.47	0.0
0+20	0.0	3.29	Lamp	2.89	0.0
00 = N ⊥ Fl St		3.20		2.80	

plotted on detail C.S.K. 5-3-35.

indexed - C.S.K.

Proposed Road thru PL. 1280
from La Jolla Cañon Drive
to Am. Legion Boy Scout Camp.

Moore
Sisson
Northern 5-2-35.

8 Eucal. Trees to be removed

No levels taken. approx + 7% grade.

5+70.50 = Δ 9°42' LT. C.T. in Eucalyptus Stump

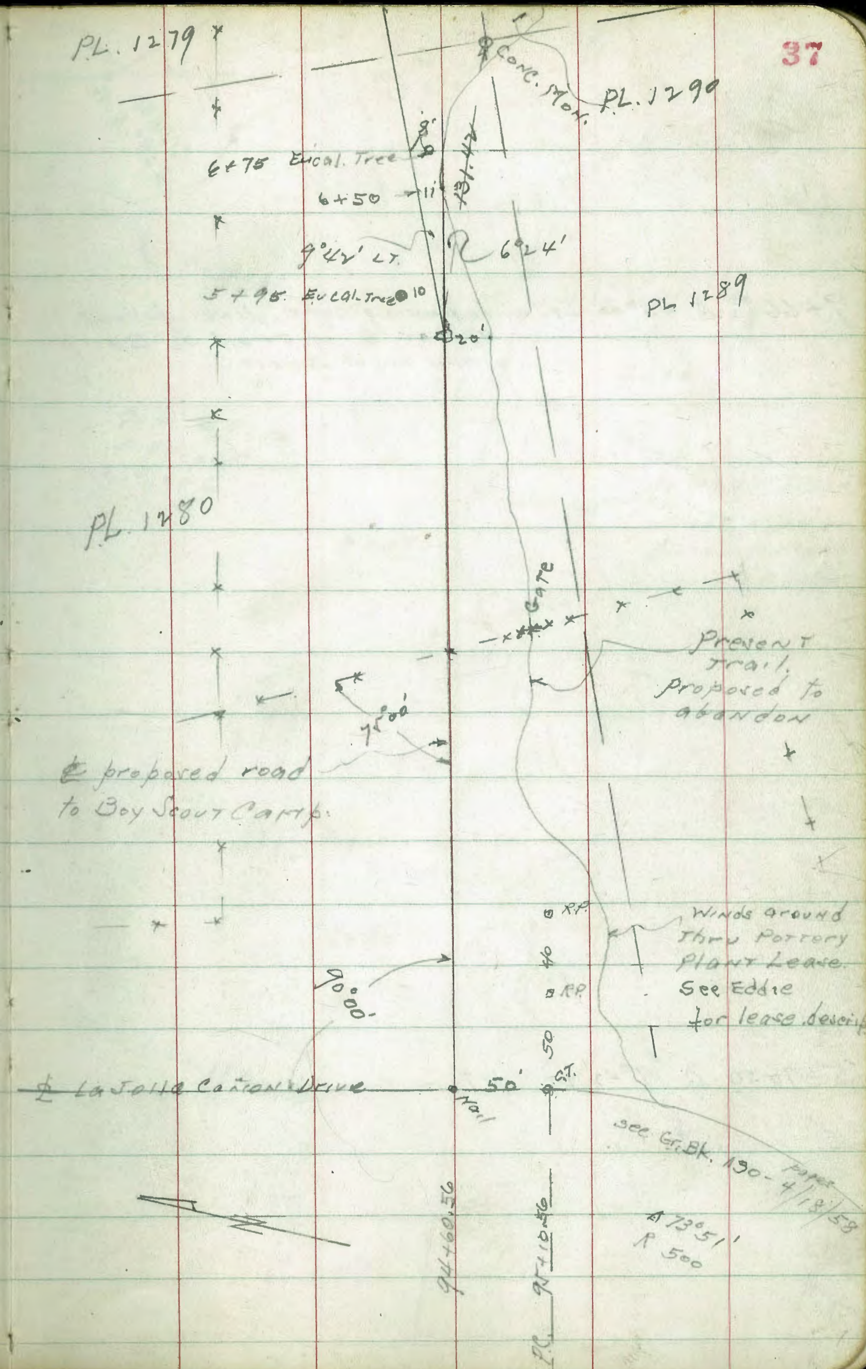
2+25 3 strand barbed wire fence

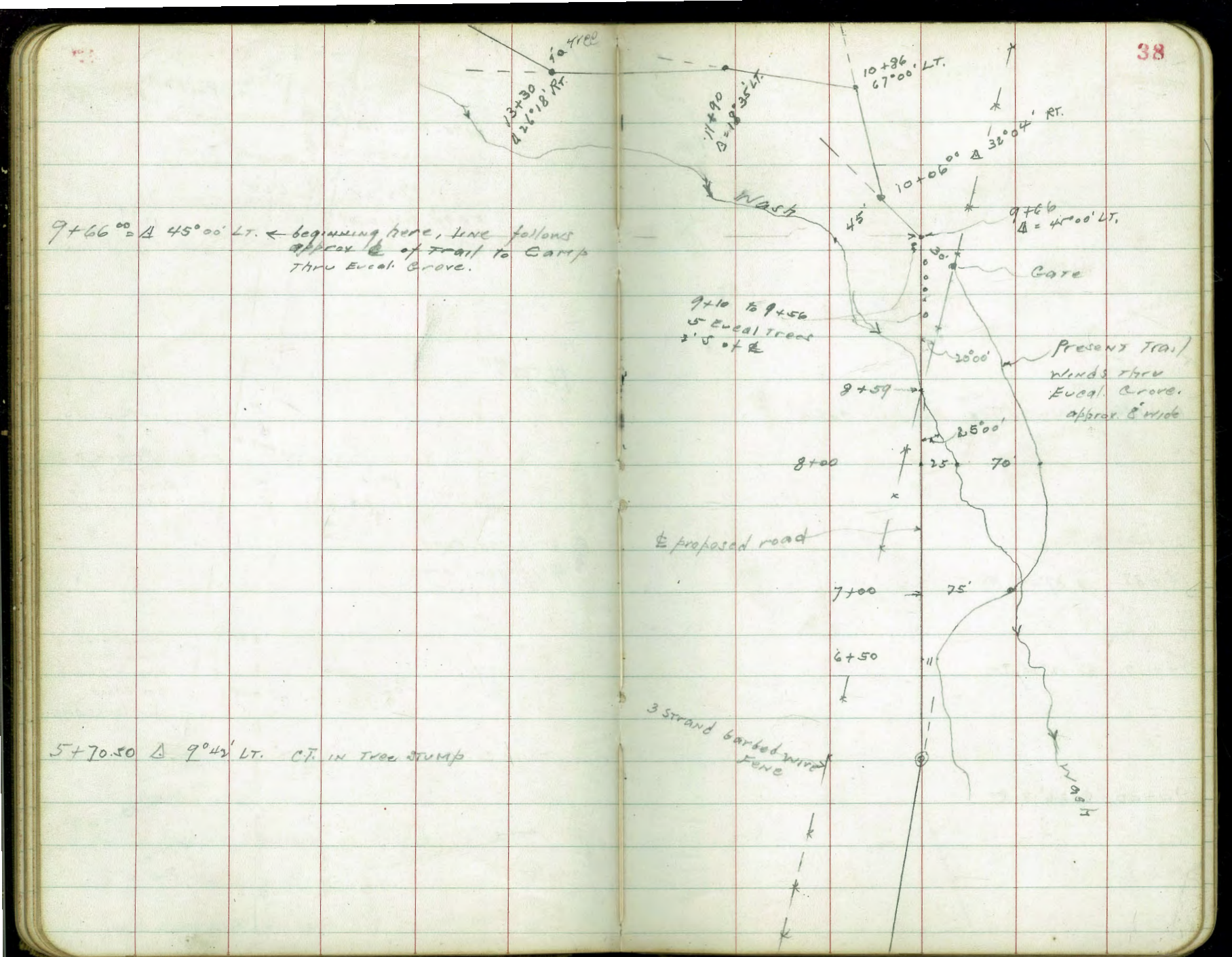
℄ La Jolla Cañon Dr. = 0+00

Note!

Located proposed road here to not interfere with Pottery Works Lease, also fewer trees destroyed.

CSM



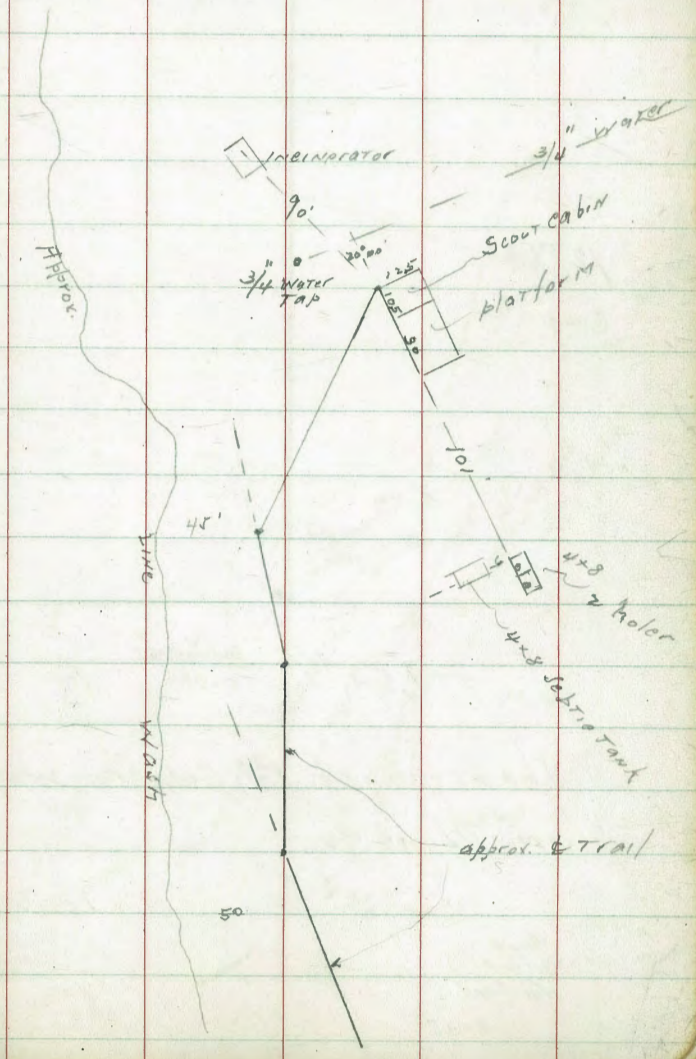

10 tree
13+30
Δ 24°18' Rt.
11+90
Δ = 18°35' Lt.
10+86
67°00' Lt.
32°04' Rt.
10+06.00 Δ
Wash
9+66
Δ = 45°00' Lt.
45'
20'
Gate
9+10 to 9+56
5 Eucal trees
3' S of ℄
20°00'
Present Trail
winds thru
Eucal. Grove.
approx. 8' wide
9+59
25°00'
8+00
25
70'
℄ proposed road
7+00
75'
6+50
3 Strand barbed wire
fence
9+66 ← beginning here, line follows approx ℄ of trail to Camp
Thru Eucal. Grove.
5+70.50 Δ 9°42' Lt. CT. IN tree stump

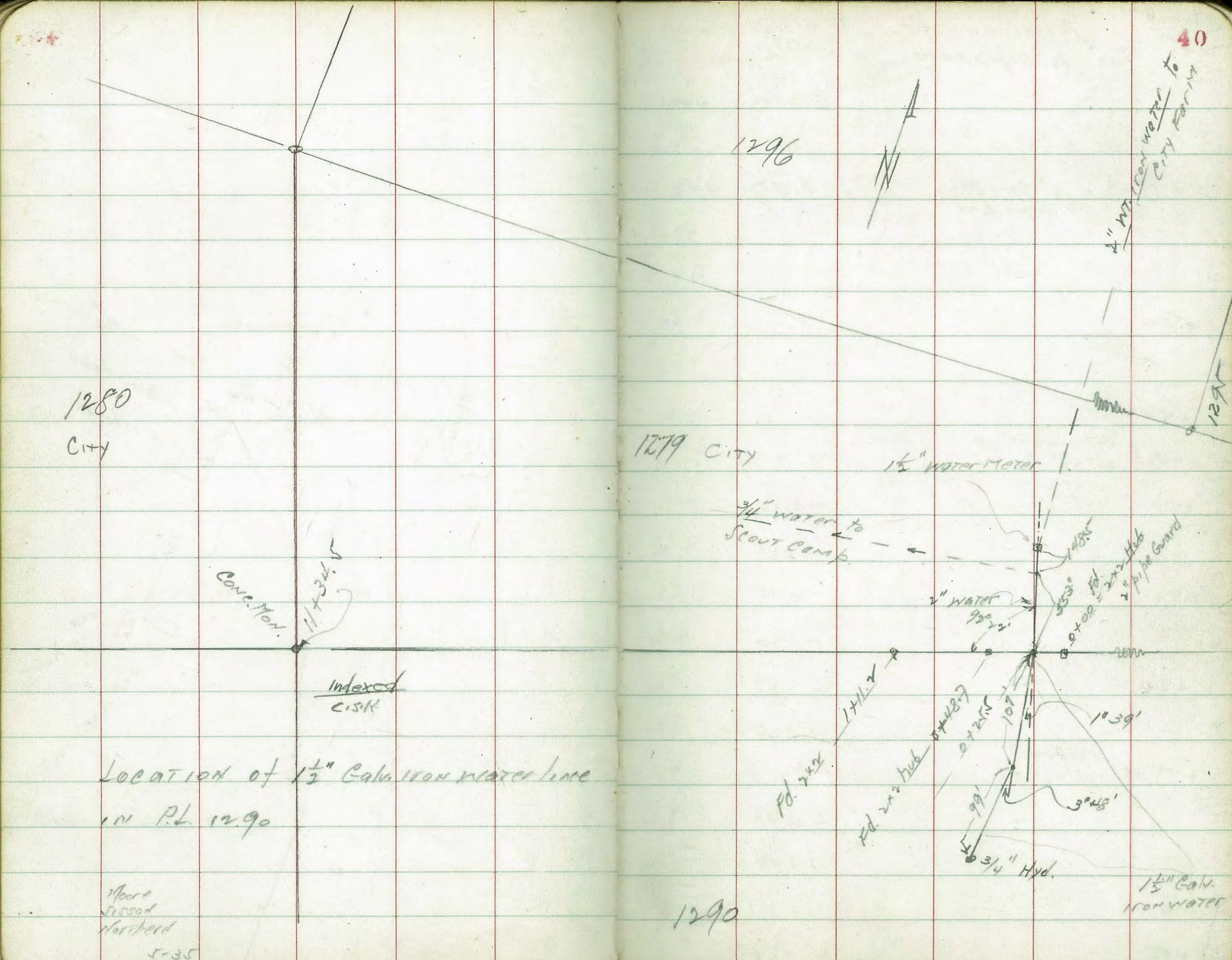
16+14.00 = NWly Cor. Boy Scout Cabin

14+87 Δ 37°49' Rt.

14+20 Δ 12°20' Lt.

13+30 Δ 26°18' Rt





Location of 1½" Galv. iron water line in P.L. 1290

Moore
Sisson
Northerd
5-35

Indexed
E.S.K.

Rosecrans St. 16" Water Main Const.
Pac. to Ingraham

		Grade	grade value Top of Box
S'ly Congress = 0 + 69.03		0.0	
0 + 99.03 = 16" Gate Valve of Valve Box		0.0	4.42
1 + 50			
2			
+ 50			
3			
+ 50			
4 + 04.03	Jefferson St. 16" x 6" Tee N	0.0	
+ 50		-0.12	
5		-0.24	
+ 50		-0.35	
6		-0.46	
+ 50		-0.57	
7		-0.68	
+ 54.03	Moore St. 16" x 6" Tee	-0.80	
8		-0.91	
+ 50		-1.01	
9		-1.11	
+ 50		-1.21	

S.E'ly. San Diego & B.P. Rosecrans

	Cuts.	Top val. Box	
4.67 5.47 10.04			10.04 = π
	C 4.7		6.39 3.75 4.81
	C 4.5	C 0.1	8.06 π 5.41 2.65 3.81 6.46 π
	C. 4.0		
	C. 3.7		
	3.8		
	3.9		
	3.6		
	3.5		
	3.4		
	3.5		
	3.7		
	3.6		
	3.7		
	3.9		
	C 3.9		
	3.9		
	4.0		
	4.1		
	3.9	T.P.	

10				-1.30		Cuts				
+50				-1.40		3.8	Top Box	6.46 x		
11 +04.03	Handcock 16"x6" Tee			-1.50		3.7				
+50				-1.63		3.8				
12				-1.77		3.8				
+50				-1.91		3.9				
13				-2.05		4.1				
+50				-2.19		4.0				
14				-2.35	Grade Top Valve Box	4.3				
NL Kurtz +18.65	=16" Gate Valve & Box			-2.40	2.92	4.6				
+53.65	=16"x6" Cross			-2.45		4.5	Co.15			
15				-2.52		4.1				
+50				-2.59		4.3				
16				-2.67		4.1				
+50				-2.74		4.3	T.P.	6.46 x 4.90 1.56 0.95 5.51 x		
17				-2.82		4.4				
+50				-2.90		5.1				
18				-2.97		4.1				
+50				-3.04		4.9				
19				-3.12		5.5				
						6.3	= T.P.			

					CUTS			
+50			-3.20		5.3	5.51 x		
20			-3.27		4.8			
+50			-3.35		4.1			
21			-3.42		4.0			
+50			-3.50		4.0			
22			-3.57		3.8			
+50			-3.65		3.9			
23			-3.72		3.9			
+50			-3.80		4.0			
24			-3.87		4.1			
+50			-3.94		4.0			
25			-4.01		4.2			
+50			-4.10		4.2			
	Sly Ingraham							
+83.45 = 16" Gate Valve			-4.20		4.3			
26 +40.45 = 16"x12" Cross			-4.20		4.6			
+79.45 = Sly Ingraham			-4.20	Grade Change	4.4			
27			-4.20	-4.20	3.9 Stub T.P.	1 Started to here 1-21-36		
+50			-3.93	-4.17	4.0	5.51 x 1.76 0.25 = T.P. 4.86 4.61 x	Started 2-27-36	
28			-3.78	-4.14	3.9			
+50			-3.63	-4.12	3.9			

		Grade Change
29	-3.48	-4.10
+50	-3.33	-4.08
30	-3.18	-4.06
+50	-3.03	-4.04
31	-2.88	-4.02
+39.39 = N.L. Cauby	-2.70	-4.0
+88.39 = 16"x6" ~~Box~~	-2.60	"
32 +03.39 = S.L. Cauby	-2.57	"
+50	-2.59	"
33	-2.61	"
+50	-2.63	"
34	-2.65	"
+50	-2.67	"
35	-2.69	"
+50	-2.71	"
36	-2.73	"
+50	-2.75	"
37	-2.77	"
+50	-2.79	"
37 +72.83 = B.C. RT	~~-2.80~~	-4.0

3.8	4.6' π
3.9	5.21 −0.60 T.P.
4.0	
3.8	
3.7	
3.5	
3.5	16" x 8" Cross Extra
3.3	
3.2	
3.7	
3.3	
3.7	
3.6	
3.7	
3.5	
3.8	
3.8	
3.8	
3.6	
3.4	ended here = -27.36

Station	Note	Angle		Grade Change	Cuts
38		0°38.64	−2.81	−3.8	+3.0
+50		1°49.67	−2.83	−3.5	+2.6
39		3°00.70	−2.85	−3.2	+2.3
+06	16" Gate Valve	3°09.22	−2.85	−3.20	+2.6
+50		4°11.73	−2.87	−2.9	+2.0
39 +62.63 = E.C.		4°29′37″	−2.87	−2.9	+2.2
+76	= 16"×6" Cross		−2.88	−2.8	+1.9
40			−2.89	−2.6	+2.0
+50			−2.91	−2.3	C 1.7
41			−2.93	−2.0	C 1.8
+50			−2.95	−1.7	C 1.9
42			−2.98	−1.4	C 2.8
+61 = Brk.			−3.0	−1.0	C 3.0
43			−2.02	−0.07	C 2.8
+21	= 16"×6" Tee		−1.50	0.43	C 3.1
+50			−0.78	1.12	C 4.1
44			0.50	2.30	C 5.6
+50			1.75	3.48	C 7.2
45			3.0	4.67	C 7.4
+50			4.25	5.85	C 7.5
46			5.50	7.03	C 6.8

−0.6 T.P.
5.9
5.3 Δ
T.P. 3.27
2.03

1.70 = ℄ Grade of Pav.
Rosecrans
SWBP Lytton

21.75
3.71
24.26
13.02
31.26
0.29
31.73
13.11
18.62
1.02
19.64
9.73
9.91
9.12
11.03 π
0.26
10.77
9.92
√ 0.69

= T.P. Stub = 2.03 ch. 2.10

46 +50		6.75	8.21	C 5.9		2069 = 7
47		8.0	9.40	C 4.9		028
+50		9.25	10.58	C 3.9		2 0.41
47 +90 = 16"x6" Tee		10.75	11.54	C 3.0		11.60
48 +09.77 = B.C. Rt.		10.75	12.0	C .30	BREAK	3 2.01
+50	2°15.59	11.75	13.16	C .21		0.57
49	5°04.11	13.0	14.01	C 0.9	Break	2 1.49
+50	7°52.63	14.25	15.5	C 0.7		1 0.65
50	10°41.15	15.50	17.54	C 1.9		4 2.14
50 +16 = Brk.	11°35'	16.0	18.0	C 3.1	Break	
+50	13°29.67	18.38	20.06	C 4.6		
51	16°18.19	21.90	23.09	C 5.2		
+50	19°04.71	25.41	26.12	C 5.4		
52	21°53.23	28.92	29.16	C 4.2		
+25.13 E.C.	23°20	30.68	30.68	C .42		
+70.13 Make Conn. to Ex. 16" at Ely Seville St.		32.37	32.37	C 0.3		

Moore

Moore St. 12" Water Main Const.

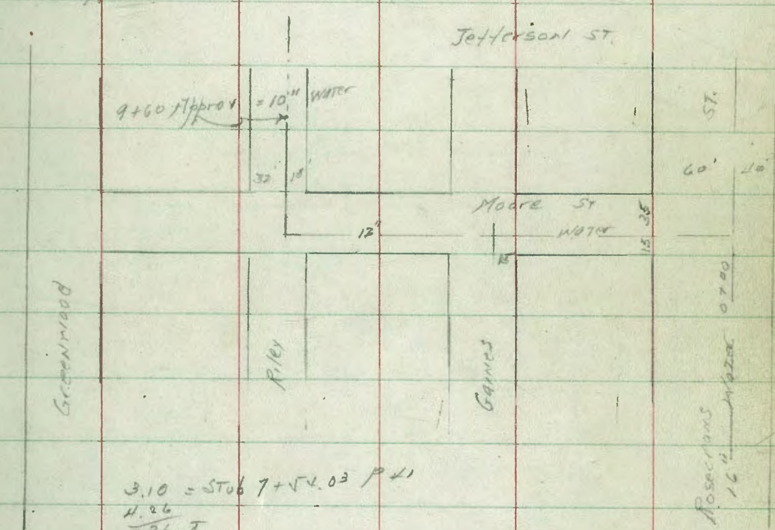
Rosecrans to Riley to Jefferson

Station		Grade	Cuts
0+00 = 16" Main on Rosecrans		-0.80	
0+60 = W'ly	" = F.H. Tee S'ly	-0.70	3.9
1+10		-0.62	3.7
+60		-0.54	4.1
2+10		-0.44	3.6
+60		-0.38	3.5
3+10		-0.30	2.9
+60		-0.22	3.9
3+75 = Cross on Gaines		-0.20	3.5
4+10 = W'ly	"	-0.12	3.0
+60		-0.06	3.5
5+10		0.04	3.1
+60		0.10	3.3
6+10		0.18	3.5
+60		0.26	3.1
7+10 = E'ly Riley		0.35	2.5
+28 = Cross = Δ 90° Rt		0.40	2.9
7+63 = N'ly Moore St.		0.37	2.6
8+00		0.34	2.8
+50		0.28	3.1

Indexed
C.S.K.

Station	Grade	Cuts
9+00	0.25	3.4
9+50	0.20	3.6

9+60 = Approx. Conn. to Ex. 10" line



3.10 = Stub 7+54.03 P41
4.26
7.36 x
4.50
2.86
4.90
7.76 x

Moore, Sisson, Northorn April '36

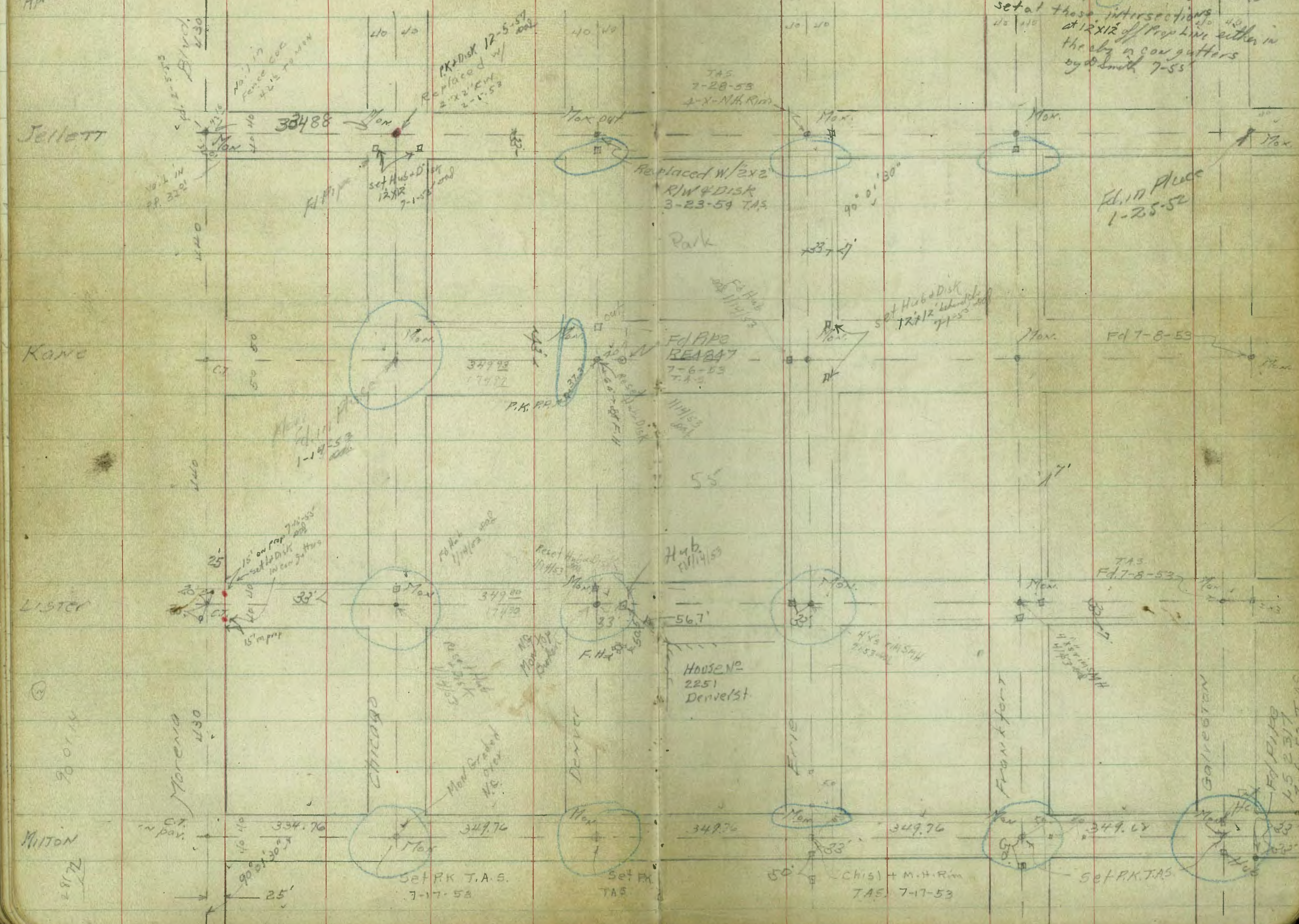
MORENA TIE POINTS.

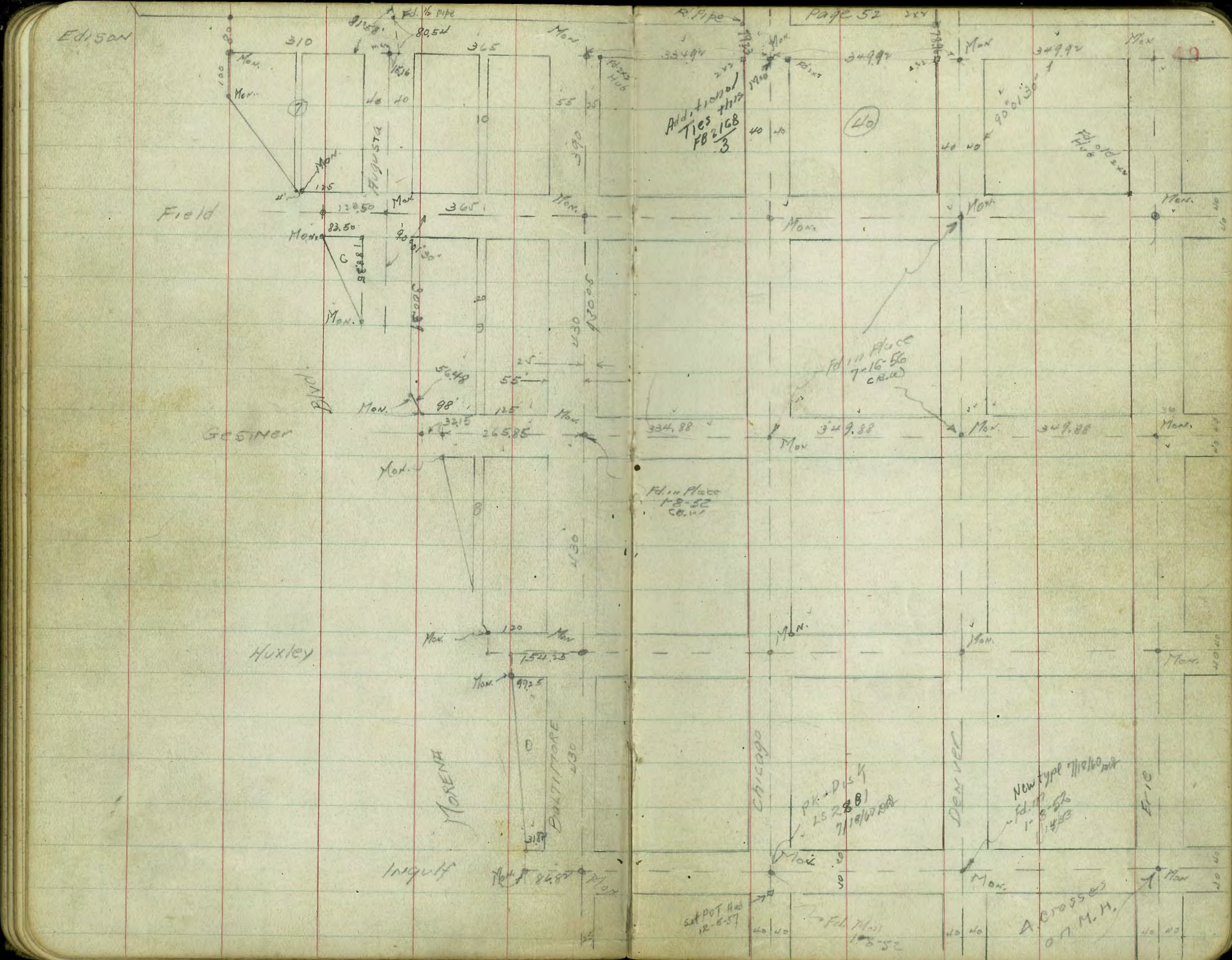
Indexed C.S.K.

Hub Set April 49

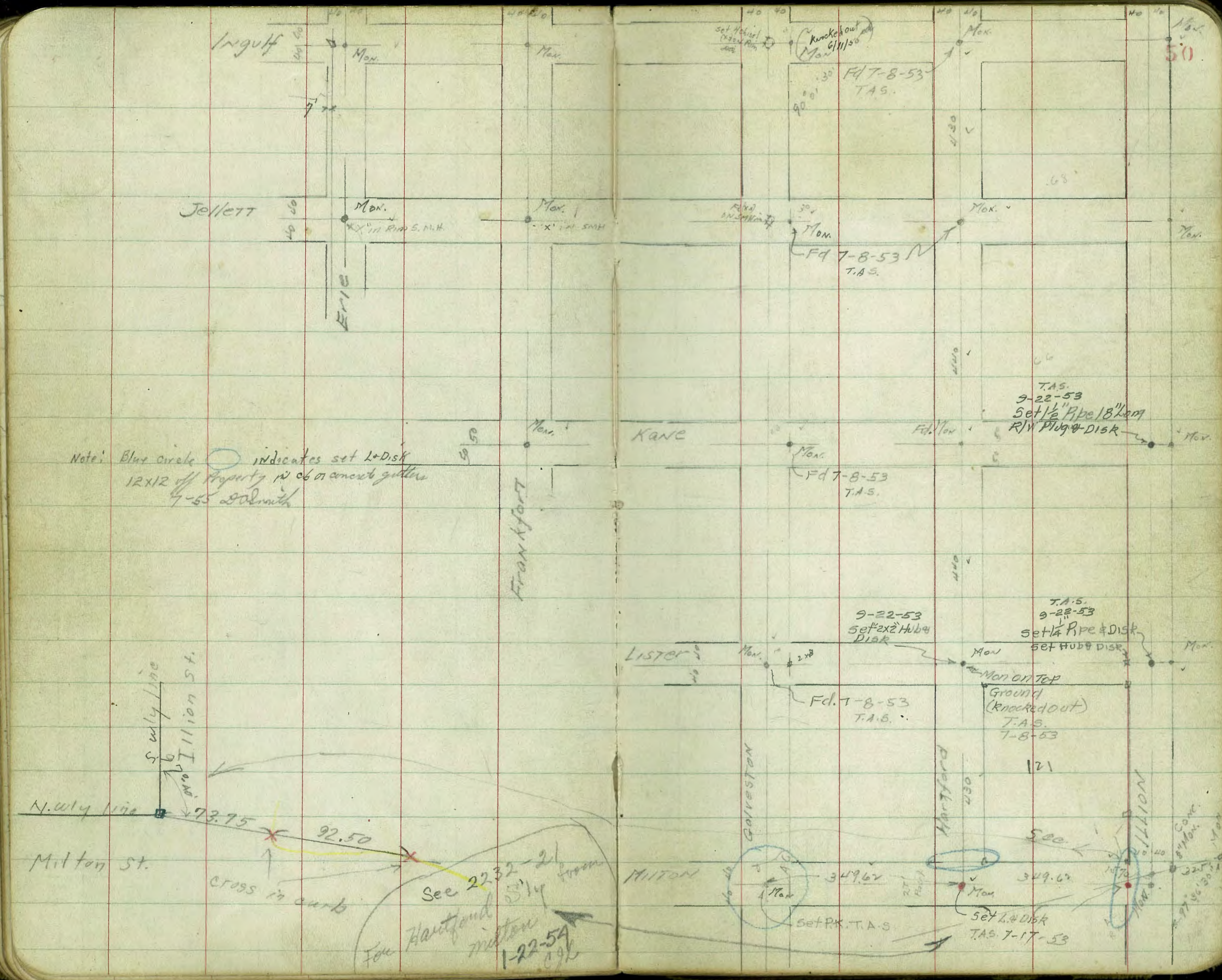
Checked 1/15/[illegible]

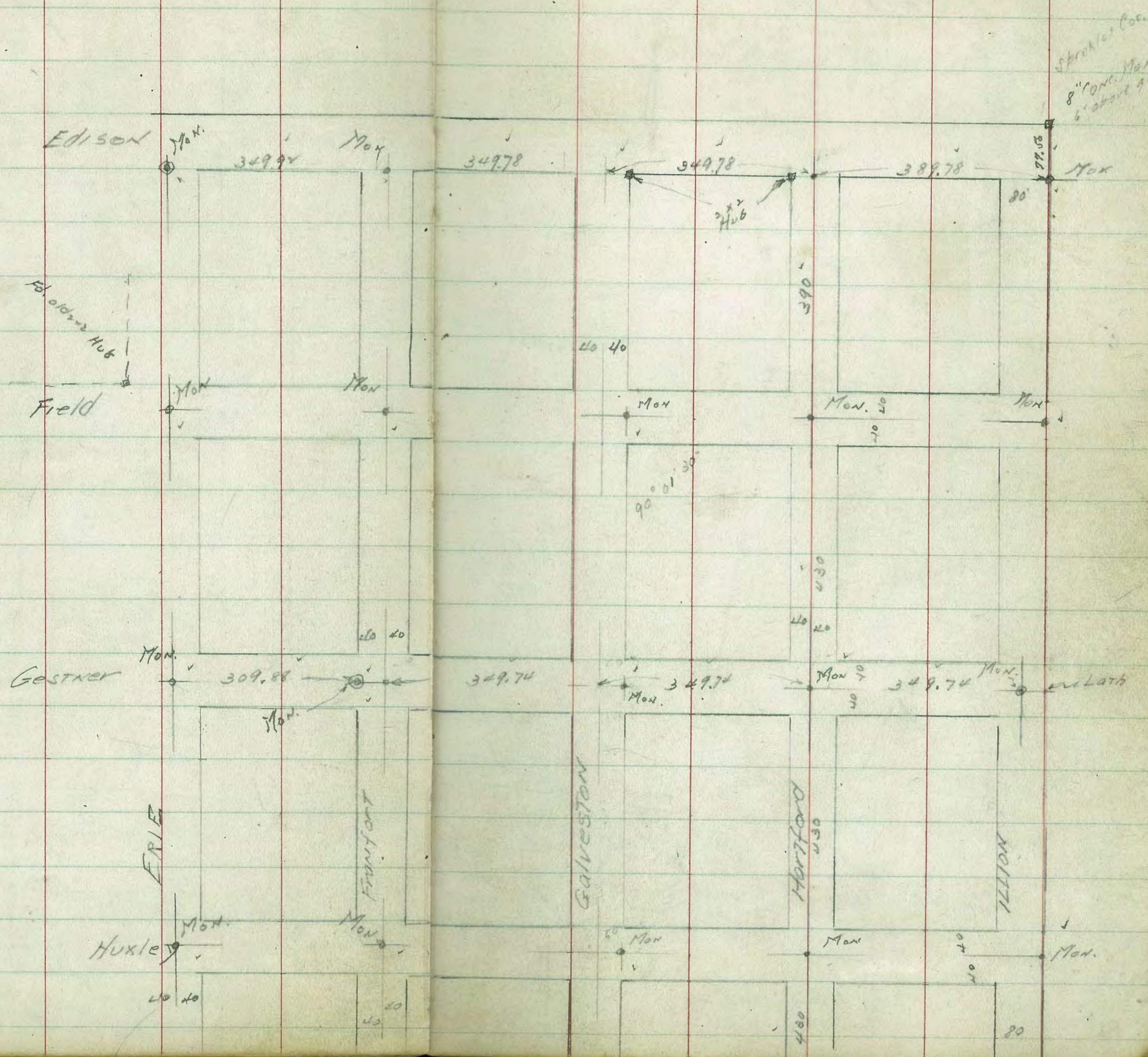
Note: the Blue Circle indicates L+Disks set at these intersections at 12x12 off Prop Line either in the sdw or gutters by Smith 7-55





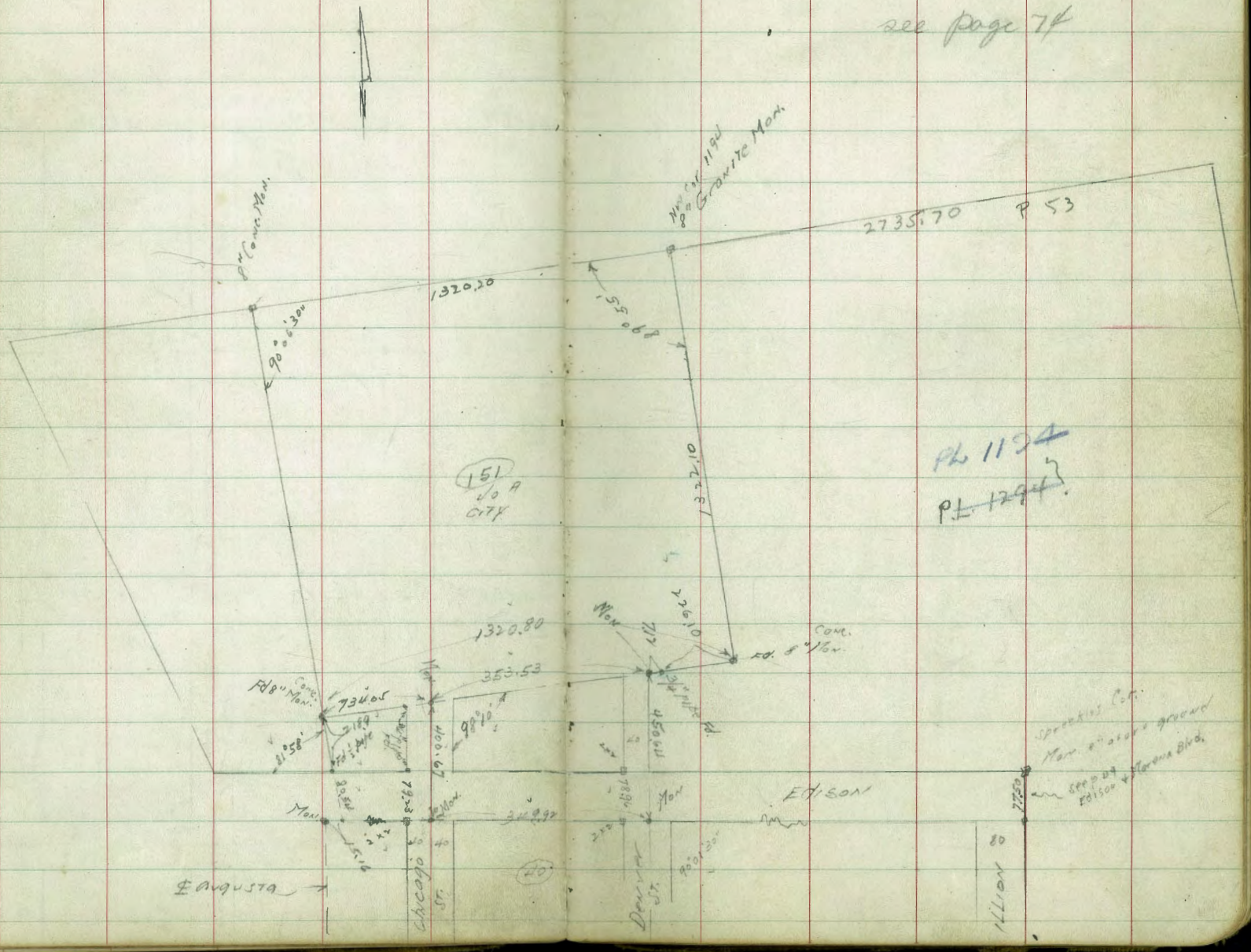
Page 52
49
Edison
Field
Gesiner
Huxley
Ingulf
Augusta
Blvd
Morena
Baltimore
Chicago
Denver
Erie
Additional Ties this FB 2168 3
Fd in Place 7-16-56
Fd in Place 1-8-52
PK + Disk LS 2881 7/18/60
New type 7/18/60
Set POT Hub 12-6-57
A crosses on M.H.
Fd Mon 1-8-52
R. Pipe
Mon.
310
365
334.84
349.92
349.88
334.88
265.85
754.25
430

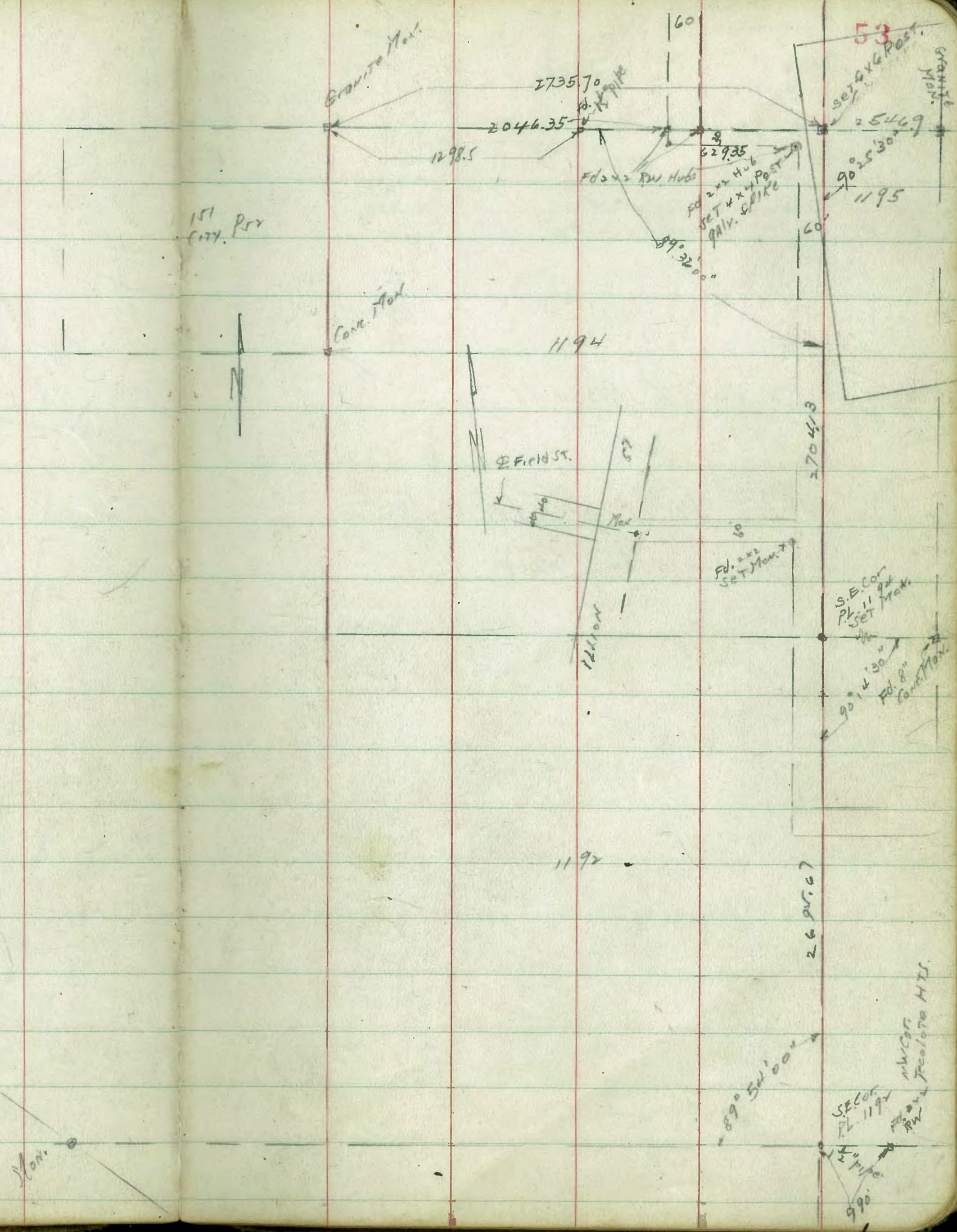

Ingulf
Mon.
Jellett
Mon.
"X" in Rim S.M.H.
Erie
Frankfort
Kane
Lister
Milton
Galveston
Hartford
Ilion
Fd 7-8-53 T.A.S.
Knocked out 6/11/56
T.A.S. 9-22-53 Set 1½" Pipe 18" Long R/W Plug & Disk
Fd. Mon.
9-22-53 Set 2x2" Hub & Disk
T.A.S. 9-22-53 Set 1¼" Pipe & Disk Set Hub & Disk
Mon on Top Ground (knocked out) T.A.S. 7-8-53
121
Fd. 7-8-53 T.A.S.
349.62
Set P.K. T.A.S.
Set L & Disk T.A.S. 7-17-53
See
Note: Blue circle indicates set L+Disk 12x12 off property in cb or concrete gutter 7-55 D.D.Smith
S.wly line
Ilion St.
N.wly line
73.75
92.50
Milton St.
cross in curb
See 2232-21 for Hartford S'ly from Milton 1-22-54

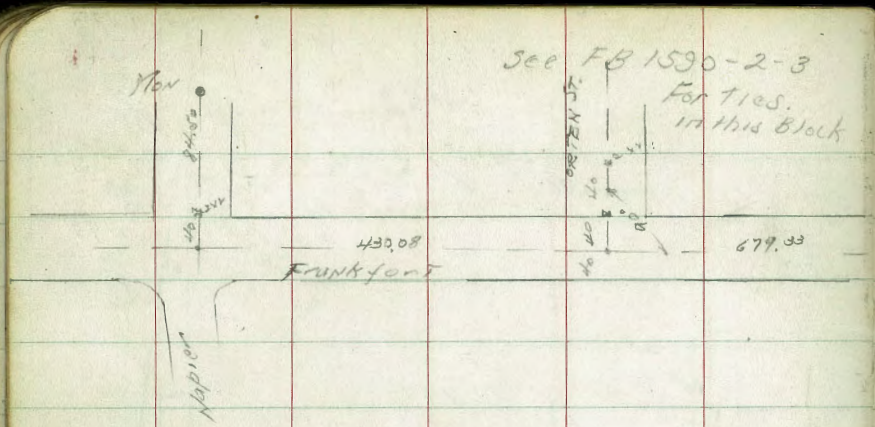

Edison
Field
Gestner
Huxley
Erie
Galveston
Hartford
Illion
Mon.
349.98
349.78
349.78
389.78
349.74
349.74
349.74
2x2 Hub
Fd. old 2x2 Hub
Sprekles Cor.
8" Conc. Mon.
6' about gr.
Lath
390
430
430
480
90° 01' 30"
40 40
80'
80

Morena Blvd

see page 7#

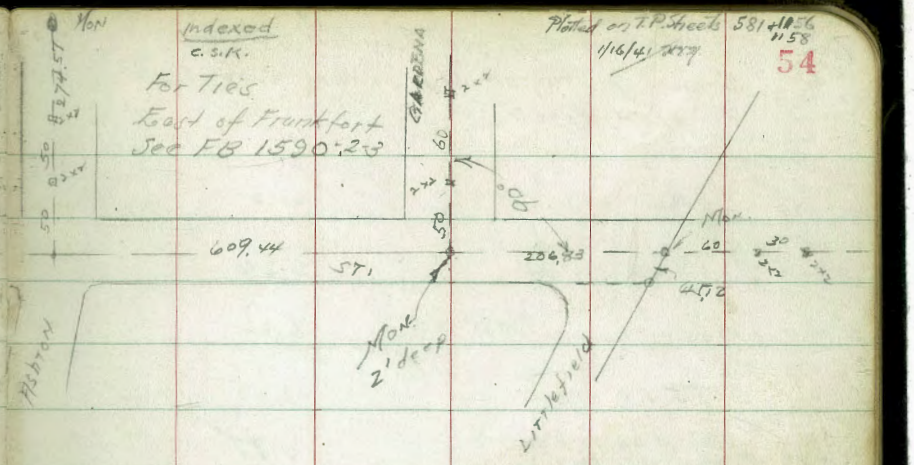



Granite Mon.
1735.70
2046.35
1298.5
529.35
Fd 2x2 R.W. Hubs
Fd 2x2 Hub
Set 4x4 Post & galv. spike
89°32'00"
60
Set 4x4 Post
Granite Mon.
90°25'30"
1195
Conc. Mon.
1194
℄ Field St.
Mon.
Fd. 2x2 Set Mon.
S.E. Cor.
Set Mon.
90°4'30"
Fd. 8" Conc. Mon.
1192
89°54'00"
S.E. Cor.
Fd 2x2 RW
Pipe
Mon.



See p 48 for R.P.s on Milton St.

R.P.s for Frankfort St.
Littlefield to Napier



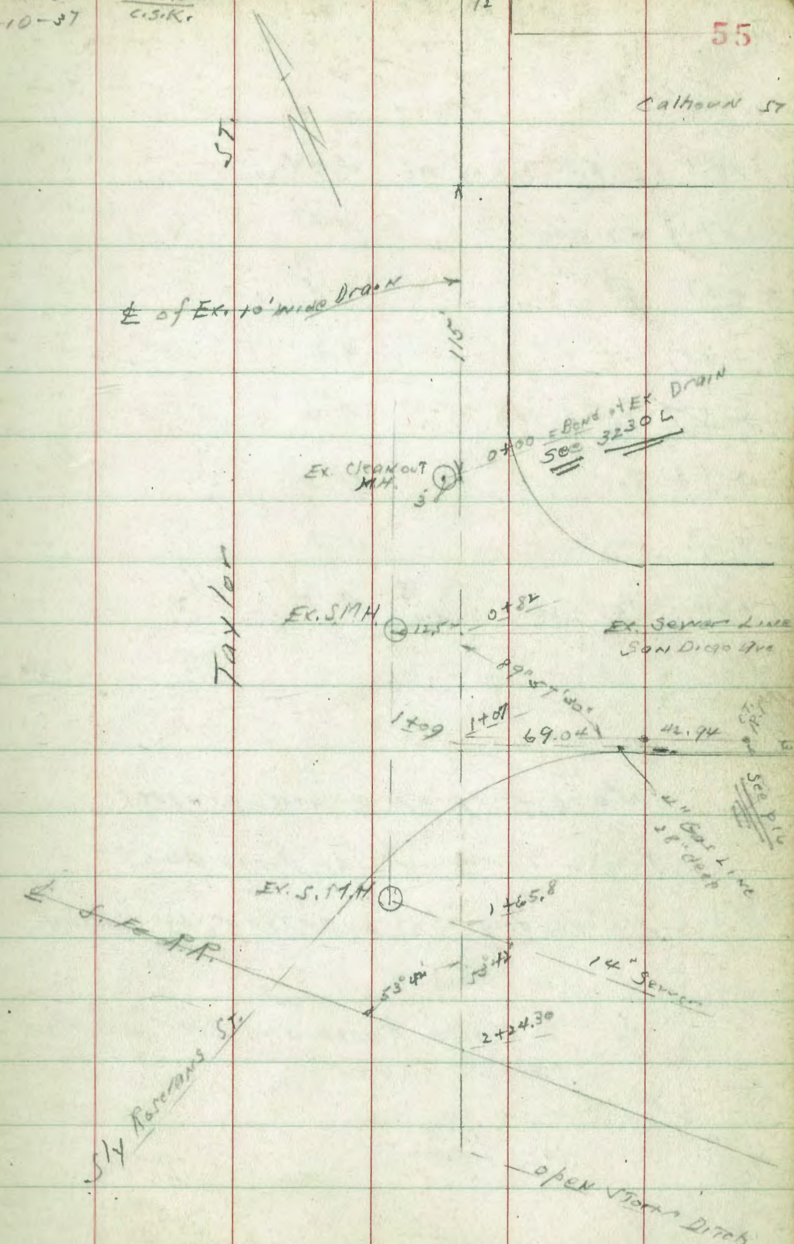
Plotted on T.P. sheets 581+1056
1158
1/16/41
54

Proposed Ext. of Taylor St.
Drain produced Sly across S. Fé R.o.W.
To open ditch

B.M. in Curb Front of Oil Stn	5.96	10.58		4.62	San Diego Taylor
0+00 Top outside edge Sdw.				6.26	
5' Wly of 0+00 = ℄ Top of Cleanout M.H.				6.22	
" " " F.L. Ex. drain				12.08	-1.50
0+24 ℄ Curb & pav. in gutter of oil St. Drive in				6.77	
0+50 pav.				6.46	
0+82 "				5.93	
12.5 Wly of 0+82 = Ex. S.M.H. Rim.				5.83	
" " " " = F.L. of Sewer from				10.06	San Diego Ave
1+00 pav.				5.61	
1+22.4 " in gutter				5.35	
" Top of Curb Sly of San Diego				4.82	
1+28 " inside edge Sdw. "				4.76	
1+34				4.9	
1+44				8.4	
1+65.8 Top of 14" Cem. pipe Sewer				8.85	
1+90				9.4	
2+00				7.8	
2+10				6.1	
2+21.3 Ely rail of R.R.				4.45	

Moore
2-10-37

indexed
C.S.K.



10.58

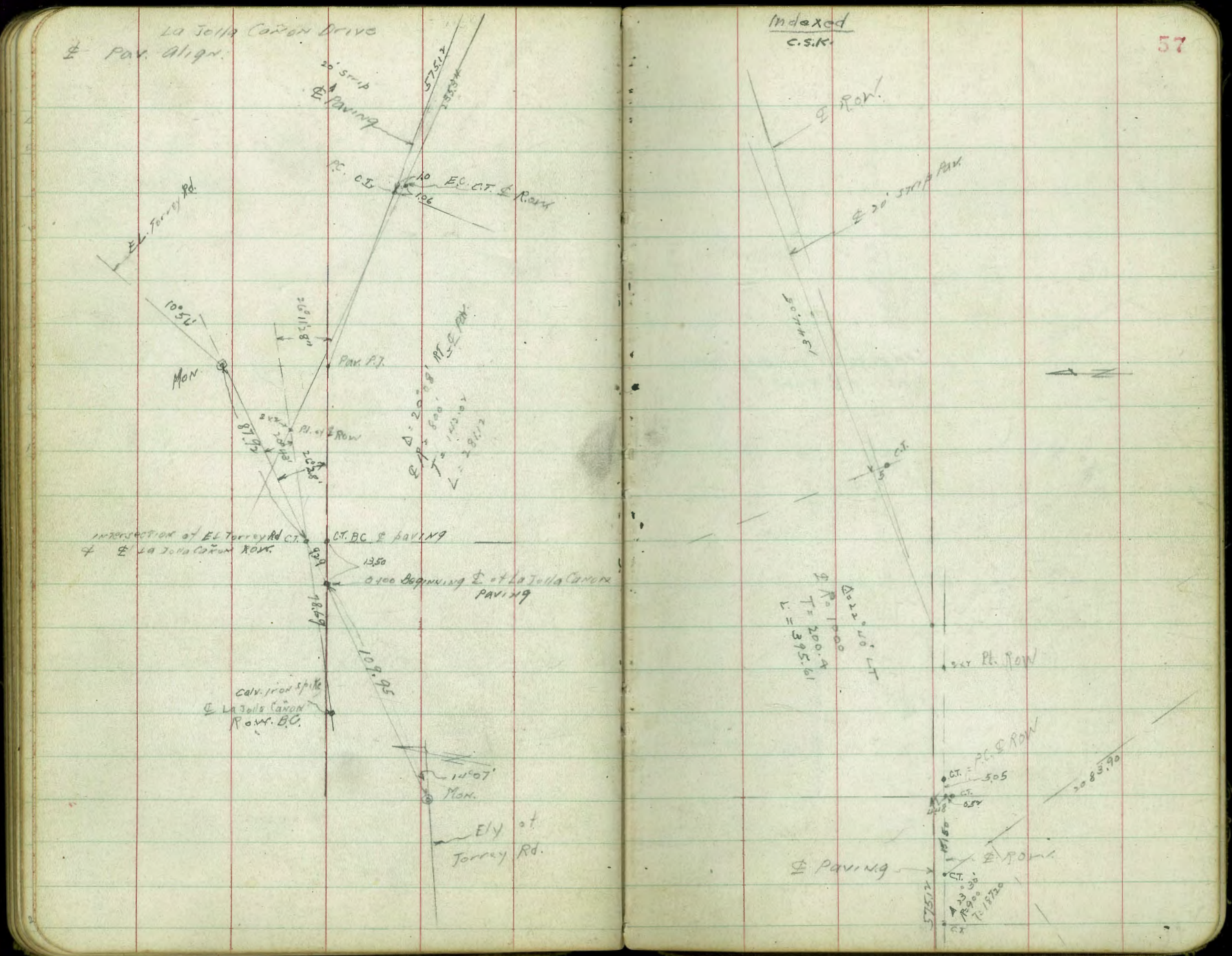
2+24.3	℄ R.R. Top of Tie		4.9
2+27.3	W/y rail		4.7
2+37			6.5
2+45			9.3
2+57	Top ditch		9.4
2+58	Bot "		11.0
2+63	" "		11.3
2+66	Top "		9.5

Note — prop. drain crosses water line on San Diego Ave. No evidence of location on paving.

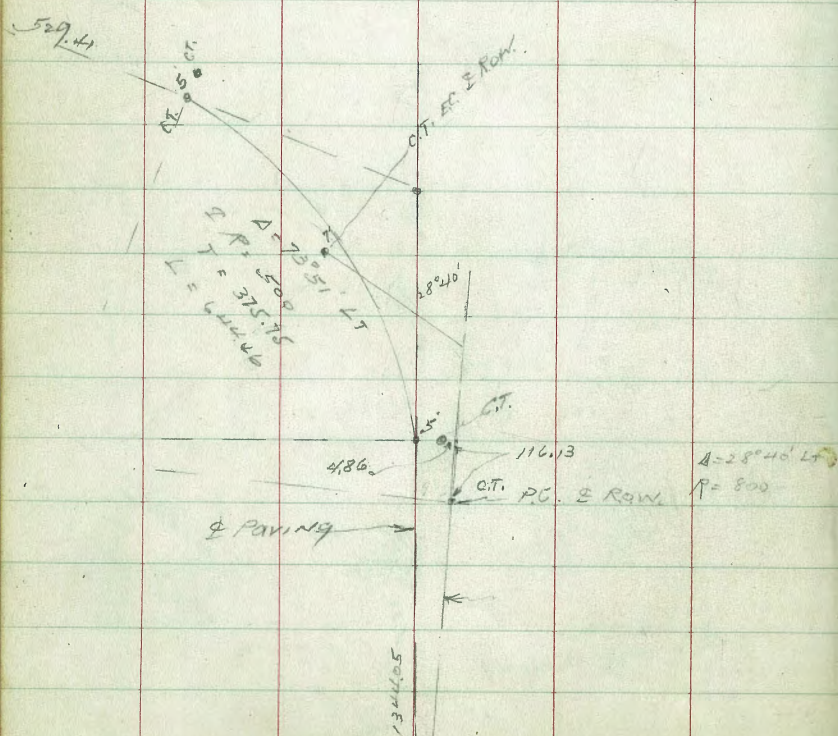
see 3230L

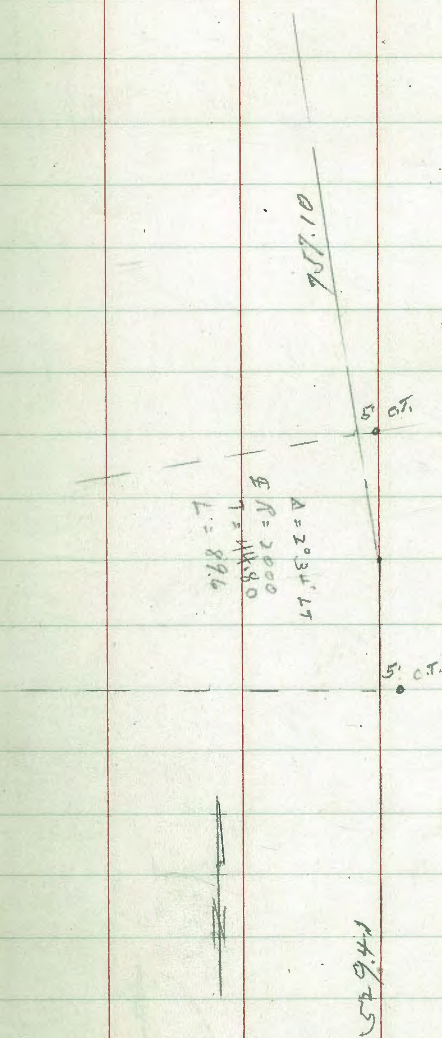
" also Rosecrans Plan & Pav. Pac. to Taylor.

see 1420-77

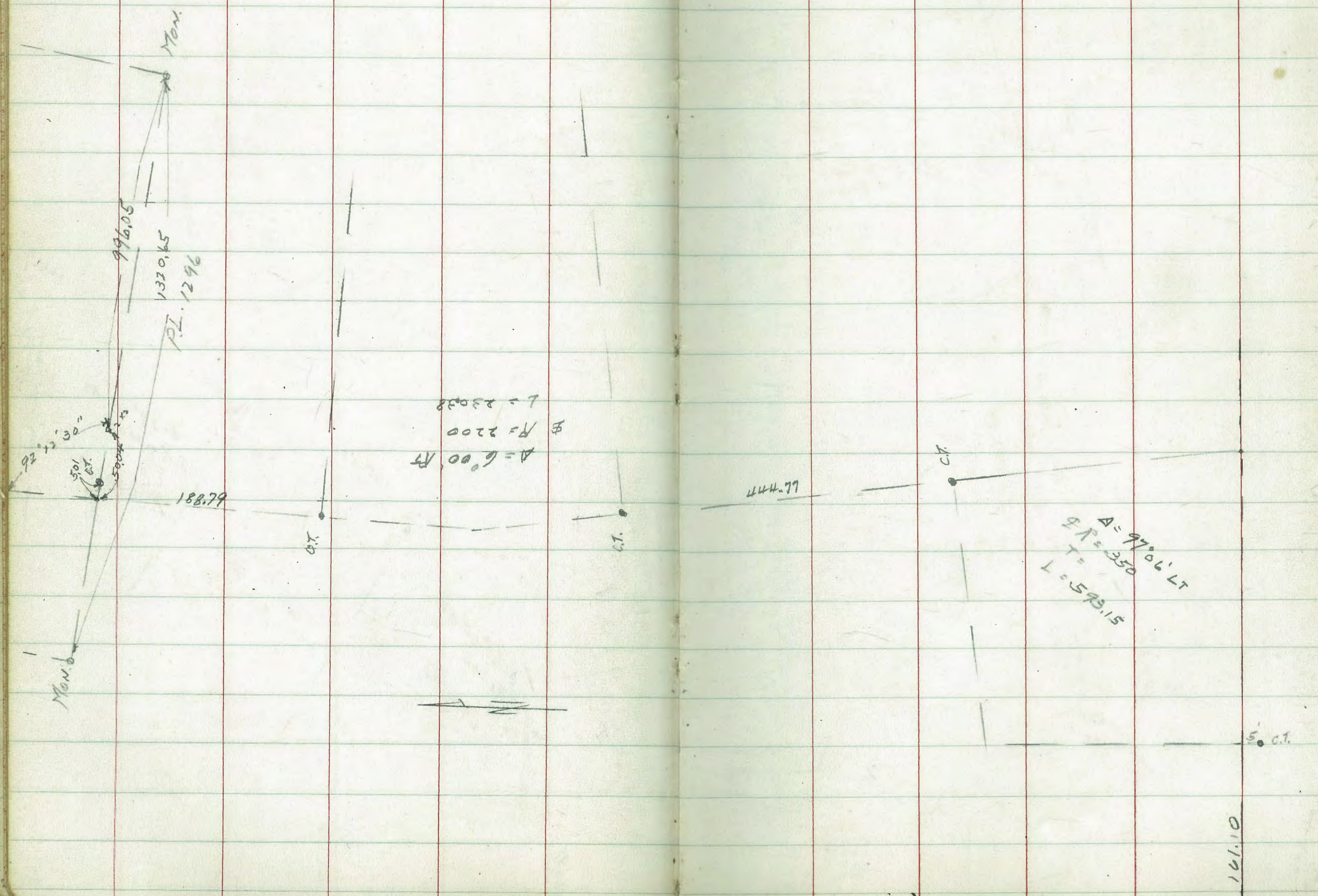

La Jolla Canon Drive
℄ Pav. Align.
20' strip ℄ Paving
S75°17'E
253.54'
P.C. C.V.
40
106
E.C. C.T. ℄ R.O.W.
E℄ Torrey Rd.
10° S.C.
MON.
210.18'
Pav. P.T.
87.42'
Pt. of ℄ ROW
2.00'
2.00'
℄ Pav. Δ = 20°08' Rt. ℄ Pav.
T = 500.00'
L = 175.72'
INTERSECTION of E℄ Torrey Rd C.T. ℄ La Jolla Canon ROW.
C.T. BC ℄ PAVING
92.9
13.50
0'00 Beginning ℄ of La Jolla Canon PAVING
98.69'
109.95
Calv. iron spike ℄ La Jolla Canon ROW. B.C.
14°07'
MON.
Ely of Torrey Rd.
Indexed
C.S.K.
℄ ROW.
℄ 20' strip ℄ Pav.
S0°14'E
C.T.
℄ Pav. R = 1000 T = 200.4 L = 395.61 Δ = 22°40' Lt
Pt. ROW
P.C. ℄ ROW
C.T.
5.05
C.T.
0.51
18.50
℄ ROW
C.T.
30.
A 33
R 90°
T. 18.20
C.T.
S75°17'E
℄ Paving
N 30°83.90

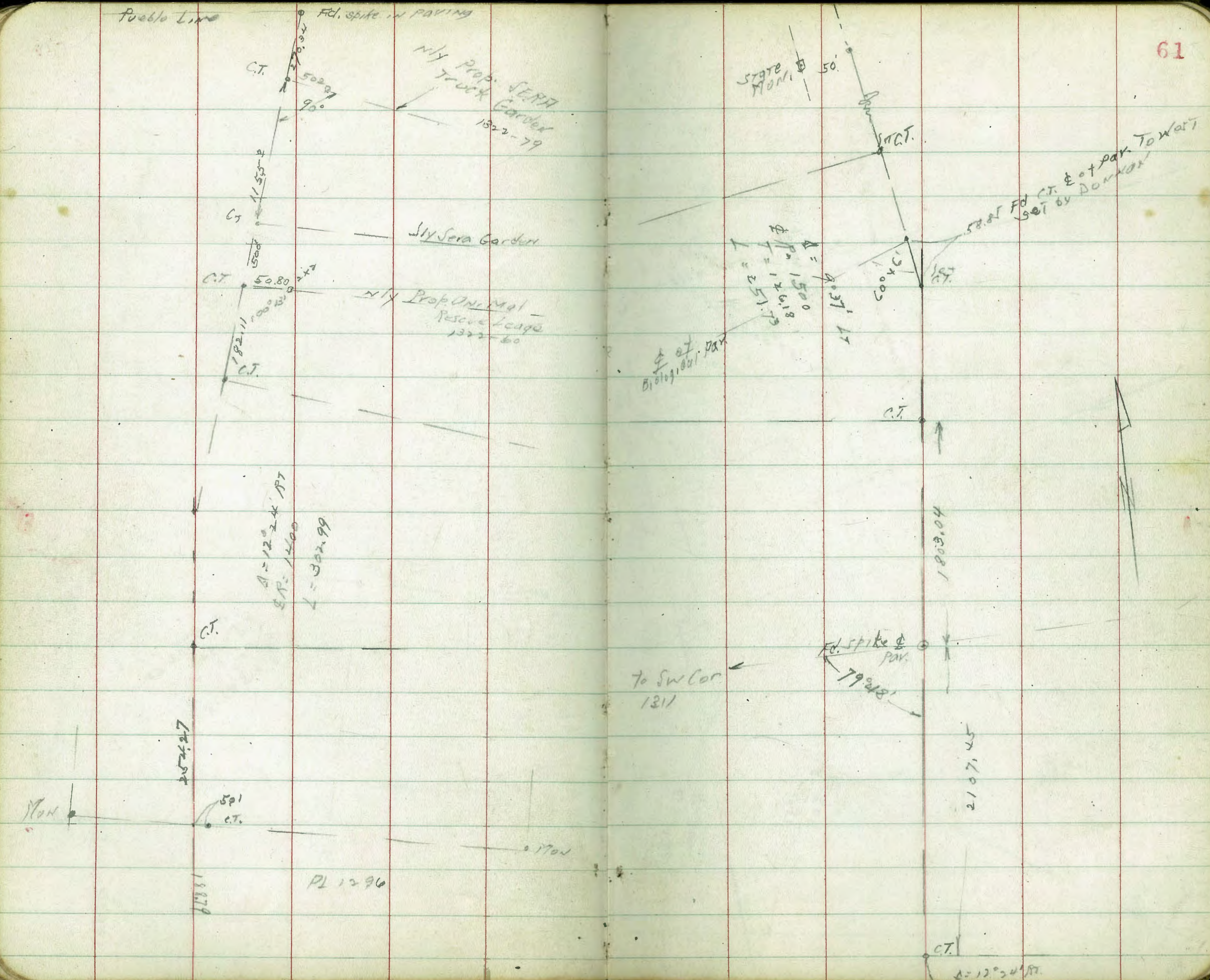
See page 67 for diff. betw.
₵ pav. & ₵ R.o.W.



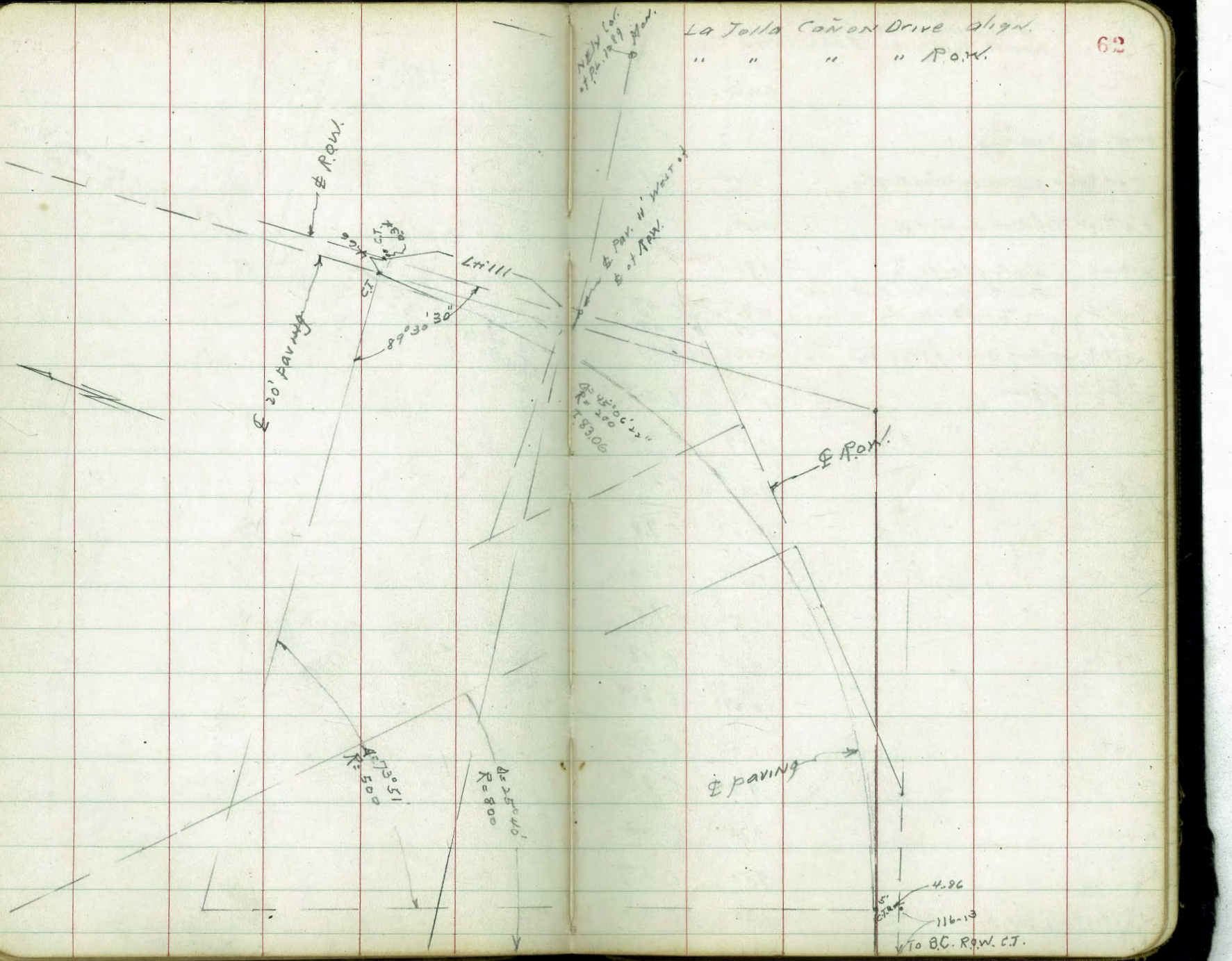



460.97
5' C.T.
Δ = 35°00' RT.
℄ R = 400
T =
L = 244.35
C.T.
88.19
5' C.T.
℄ R = 450
T =
5'
757.10
460.97
5 C.T.
Δ = 60°54' RT.
℄ R = 300
T =
L = 318.87
5' C.T.
235.57
5' C.T.
Δ = 29°24' RT.
℄ R = 400
T =
L = 205.27
161.10
5' C.T.


Mon.
996.05
1370.65
P.I. 1296
92°13'30"
188.79
C.T.
Δ = 6°00' Rt
R = 2200
L = 230.38
C.T.
444.77
C.T.
Δ = 97°06' Lt
R = 350
T =
L = 593.15
C.T.
161.10
Mon.


Pueblo Line
Fd. spike in paving
C.T.
90°
N'ly Prop. SERA Truck Garden
1322-79
S'ly Sera Garden
C.T.
50.80
N'ly Prop. Animal Rescue League
1322-60
C.T.
Δ = 12°24' Rt
℄ R = 1400
L = 302.99
C.T.
Mon.
C.T.
Mon
PL 1296
State Mon.
50'
C.T.
Fd C.T. ℄ of Par. To West
Set by Donnon
℄ of Biological Par.
C.T.
1803.04
Fd. spike ℄ Pav.
To SW Cor
1311
79°48'
2107.45
C.T.

La Jolla Cañon Drive align.
" " " " R.O.W.



11

16" Water line Const.
El Camino del Rio
Taylor To Mason & Ft. Stockton

Station				Grade F.L.	
00 = Ex. 16" at Taylor				12.17	C 4.3
0 + 47.06 = ~~16" Bend Δ = 30°19' Rt.~~				12.02	C 5.3
0 + 75.06 = 16" Bend Δ = 30°19' Rt.				12.00	C 4.7
1 + 00	align. change To avoid Marston Park Trees			11.90	C 4.3
1 + 50	T = 83.10			11.70	C 3.7
2 + 00				11.50	C 3.2
2 + 18.5 = 16" Bend Δ = 30°19' Rt				11.46	C 3.1
2 + 57.6 / 2 + 50 = Eq.				11.36	C 3.2
3				11.19	C 3.0
+ 50				11.03	C 4.1
4				10.87	C 9.8
+ 50				10.70	C 11.9
5				10.54	C 9.0
+ 50				10.38	C 7.8
6				10.21	C 8.2
+ 50				10.05	C 7.8
7				9.89	C 8.5
+ 50				9.70	C 4.3
8				9.50	C 3.9
+ 48.68 = 16" Bend Δ = 32°36' Rt.				9.30	C 3.2

Indexed
C.S.K.

20.07 = BM BP S end of old Town Bridge S.W. Cor.
1.81
1.88 = T

Tang = 111.10 / 28 / 83.10

betw. Sta 2 + 00 & 9 + 00 Cut .5 deeper than shown on Cut stakes

+ T.P. 88 / 13.04 T.P. / 1.86 / 13.18 T

10.10 / 13.08 / 5.93 / 19.01

T.P. here

1.434 = B.M. B.P. Top Conc. Wall
Old Pump Plant
Smith St.

Station	Grade F.L.	Cut
9	9.25	C 4.6
+10 = Break	9.20	C 6.2
+51	10.0	C 7.0
+91.68 = 16" Bend Δ 40° 47' Rt.	10.80	C 1.5
10+00 = Break	11.0	C 1.3
+40	13.5	C 2.9
+80 = Break	16.0	C 1.6
11 +25	17.5	C 4.8
11 +65.68 = 16" Bend Δ = 21° 05' Lt.	18.85	C 7.6
11 +70 = Break	19.0	C 7.9
12	20.7	C 5.7
+50	23.53	C 6.3
13	26.36	C 4.0
+50	29.2	C 4.7
14	32.03	C 6.1
14 +51.48 = 16" Bend = Δ 50° 13' Lt.	34.95	C 3.9
14 +70 = Break	36.0	C 3.5
14 +89.68 = Connection to Ex. 16" Line	40.24	C 1.4

38.2

19.01 HI

T.P. 2.31
16.70
9.11
25.81 = HI

T.P. 1.26
24.55
11.74
36.29

T.P. 2.44
33.85
10.57
44.42 = HI

Top old 16" Pipe

5-20-36

Par. Grades Maple Pl. 30 wide +.3 dip on ℄

Note! Grade raised, order Mr. Rhodes

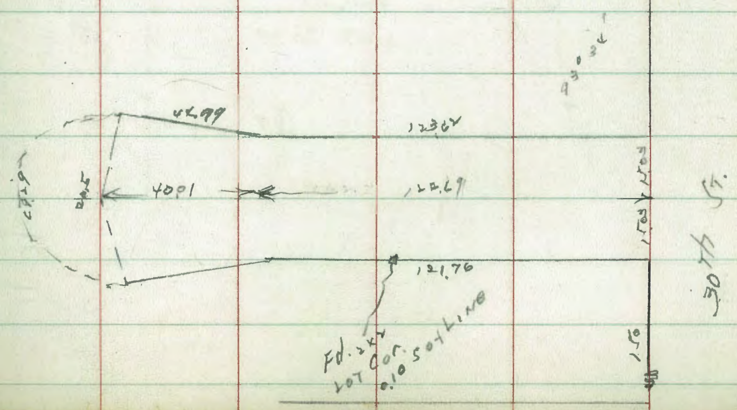
	SL	℄	NL
N/L 30th	280.40	280.20	280.40
+40	283.70	283.40	283.70
+80	286.30	286.0	286.30
1+27.69 = Δ	287.80	287.50	287.80
1+67.7 = R	288.60	288.30	288.60

Indexed
C.S.K.

SE 30th & Kalama

289.71
3.50
293.21
8.51
284.70
7.67
292.37

SL.	280.40 / 11.97 / 10.97 / C 1.0	283.70 / 8.67 / 6.17 / C 2.50	286.30 / 6.07 / 4.43 / C 1.64	287.80 / 4.56 / 3.96 / C 0.60
NL	11.97 / 10.17 / C 1.80	8.07 / 7.03 / C 1.04	6.07 / 5.53 / C 0.54	4.57 / 4.45 / C 0.12
SL.	288.60 / 3.71			
NL	3.77 / 3.77 / 0.0			

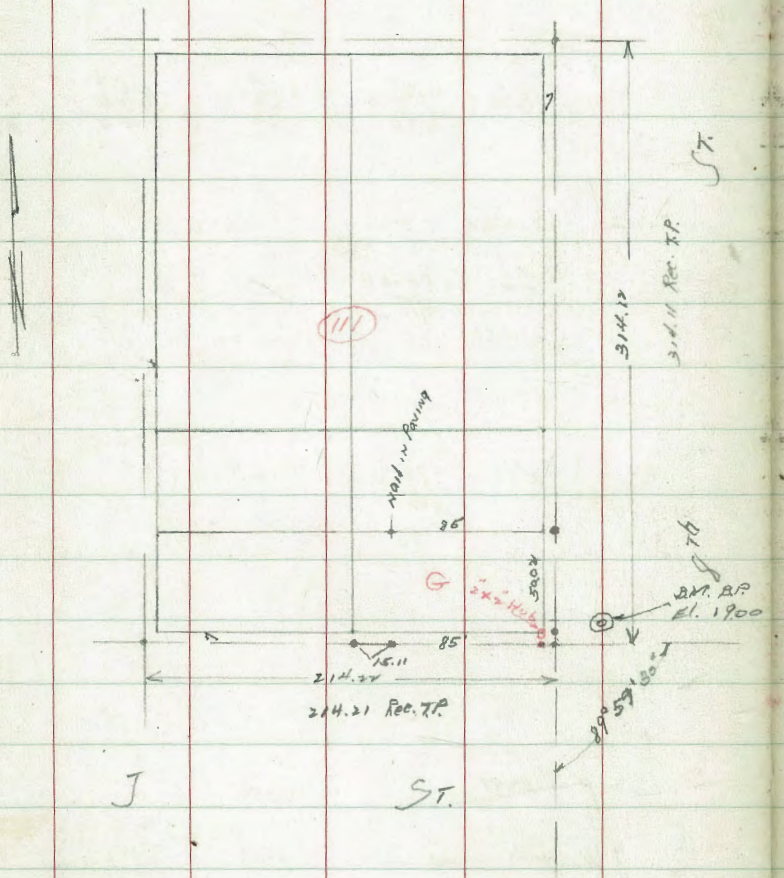


Indexed
C.S.K.

Moore
Sisson
Northern
6-19-36

Survey of Fire Sta. #4 = Lot G / III Hortons Add.

o = Set Id. & C.T.



Aug. 14, 36 Alley Paving by St. Dept.
Moore Sisson BlK 4 La Jolla Park

		W	E
00 Sly Pearl		85.39	85.70
0 + 20	Brk	85.63	85.77
0 + 40	"	86.03	86.14
0 + 75		86.72	86.80
1 + 10		87.41	87.47
1 + 45		88.11	88.14
1 + 80	Brk	88.80	88.80
2 + 30		90.07	90.07
2 + 80		91.35	91.35
3 + 30	Brk	92.62	92.62
3 + 50	"	93.07	93.07
3 + 70	"	93.40	93.40
4 + 00	= Sly end	93.80	93.80

85.43
6.44
91.87
2.83
89.04
7.59
96.63

W cb. E cb 86.0 / 5.87 — indexed C.S.K.

W.	85.39 6.48	85.63 6.24 6.21 C 0.03	86.03 5.84 5.79 C 0.05	86.72 5.15 4.15 C 1.0	87.41 4.46 4.51 F 0.05
E.	85.70 6.17	85.77 6.10 5.62 C 0.48	86.14 5.73 5.33 C 0.40	86.80 5.07 5.03 C 0.04	87.47 4.40 3.86 C 0.54
W	88.11 3.76 3.93 F 0.17	88.80 7.83 7.68 C 0.15	90.07 6.56 6.46 C 0.10	91.35 5.28 4.28 C 1.0	92.62 4.01 3.79 C 0.22
E	88.14 3.73 3.03 C 0.70	88.80 3.07 2.83 C 0.24 = T.P.	6.56 6.03 C 0.53	5.28 4.78 C 0.50	4.01 3.61 C 0.40
W	93.07 3.56 3.88 F 0.32	93.40 3.23 3.56 F 0.33	93.80 2.83 2.83 0.0		
E	3.56 3.30 C 0.26	3.23 2.80 C 0.43	2.83 1.73 C 1.10		

Indexed
C.S.K.

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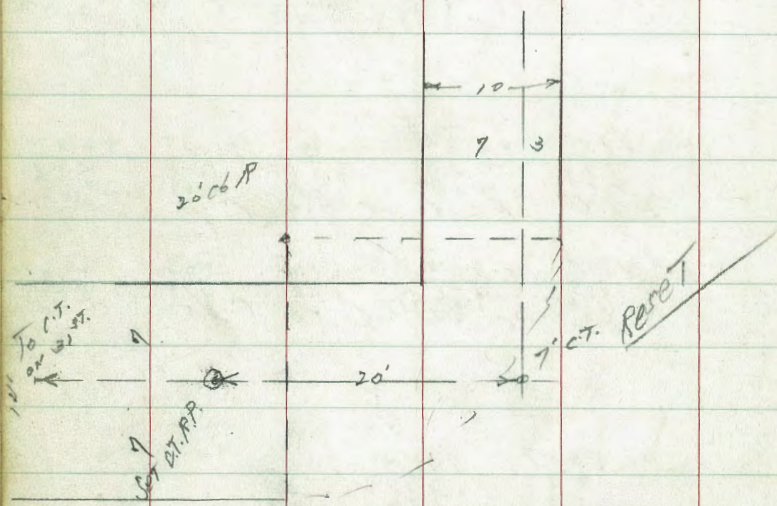
NW Cor 32nd & Juniper

Moore
9-29-36

Const. of 20' Curb R. Return

Grades to f.t Ex. Pav



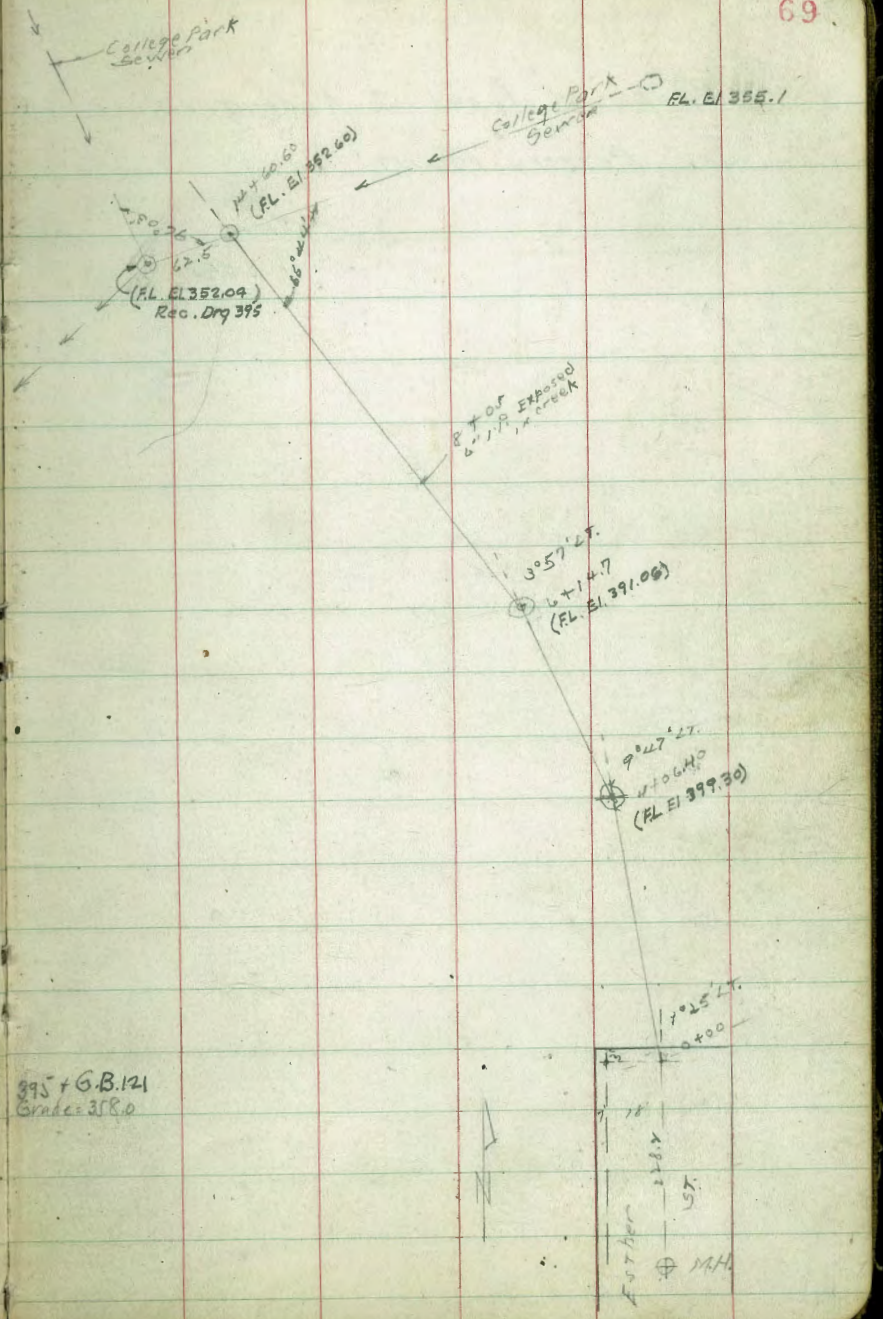
Indexed c.s.k.

Location of Existing 6" Conc. pipe Sewer from Nly end of Esther St. to College Park Sewer.

Moore 11-30-36

(~~434.6~~ Profile) Nly end Esther St. (434.0 Profile)

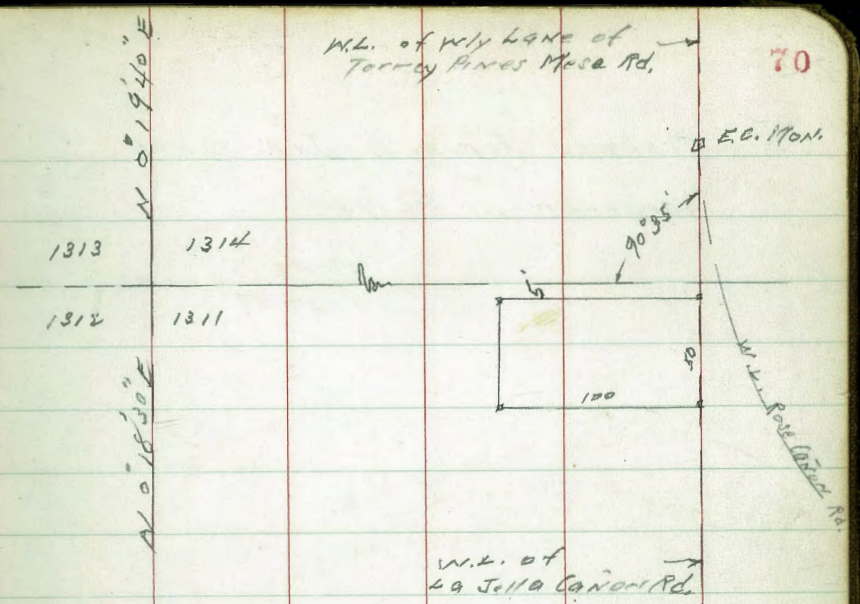
Top curb W. S. Ue	2.9±	437.44			
E "			3.7±	433.70	" "
T.P.	0.3±	425.04	12.7±	424.70	
T.P.	0.72	412.78	12.98	412.06	
4+06.4	Rim M.H.		9.22	403.56	
"	F.L. "		13.48	399.30	
T.P.	0.9±	400.64	13.08	399.70	
.6+14.7	F.L. M.H.		9.58	391.06	
"	Rim "		5.23	395.41	
T.P.	1.5±	389.10	13.08	387.56	
8+05	F.L. Exposed I.P.		7.50	381.60	
T.P.	0.93	377.48	12.55	376.55	
T.P.	1.33	366.08	12.73	364.75	
14+60.6	Rim M.H.		.631	359.77	
" "	F.L. "		13.48	352.60	
62.5 Nly	Junction M.H. F.L.		14.00	352.08	352.04 / 351.8 See Dtl Street
" "	" Rim		6.89	359.19	



Indexed
C.S.R.

Proposed lease to Rodriquez
for Pottery Plant

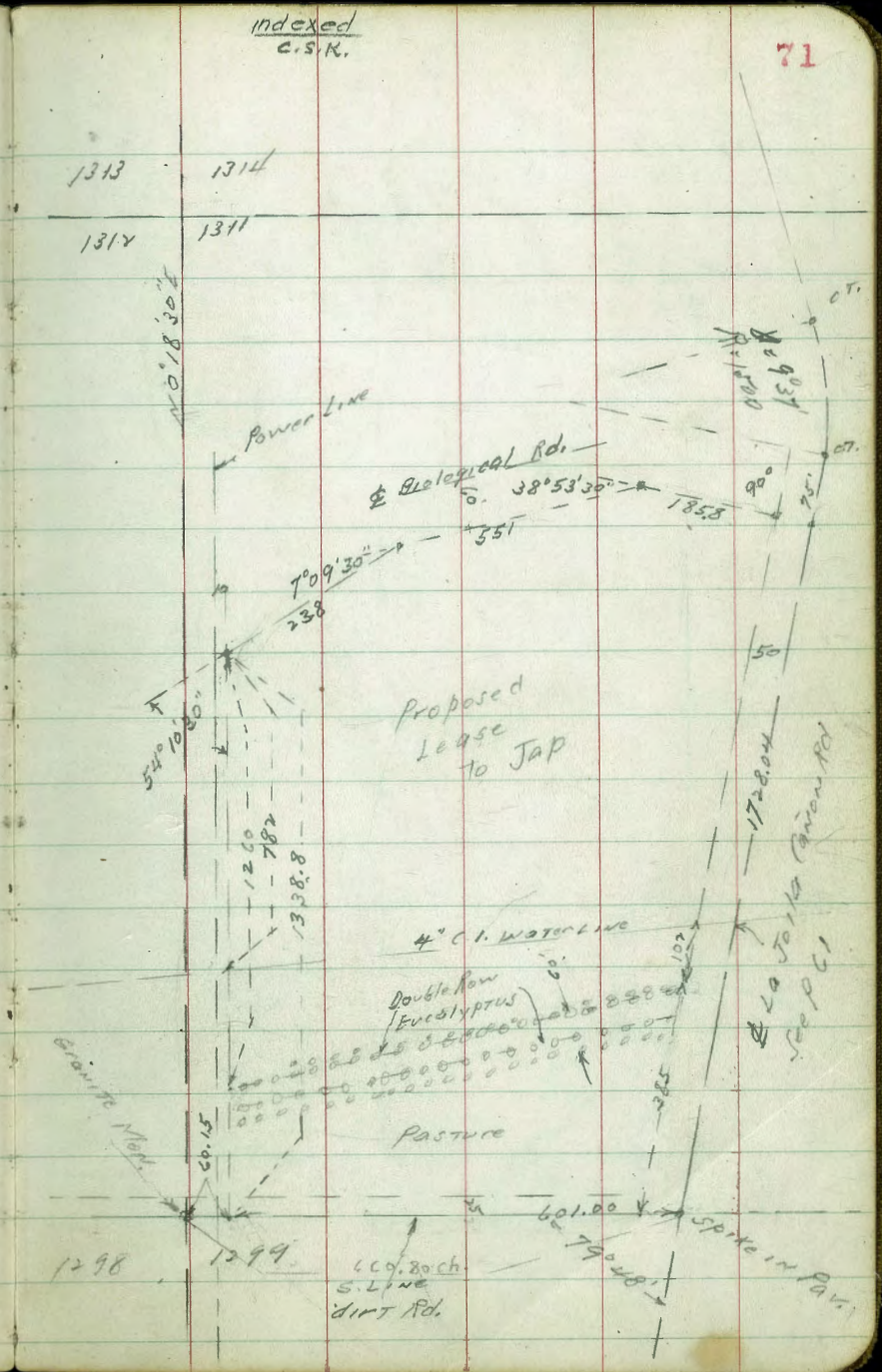
Moore
5-25-38



Proposed lease to Jap truck gardener in P.L. 1311

Moore
5-25-38

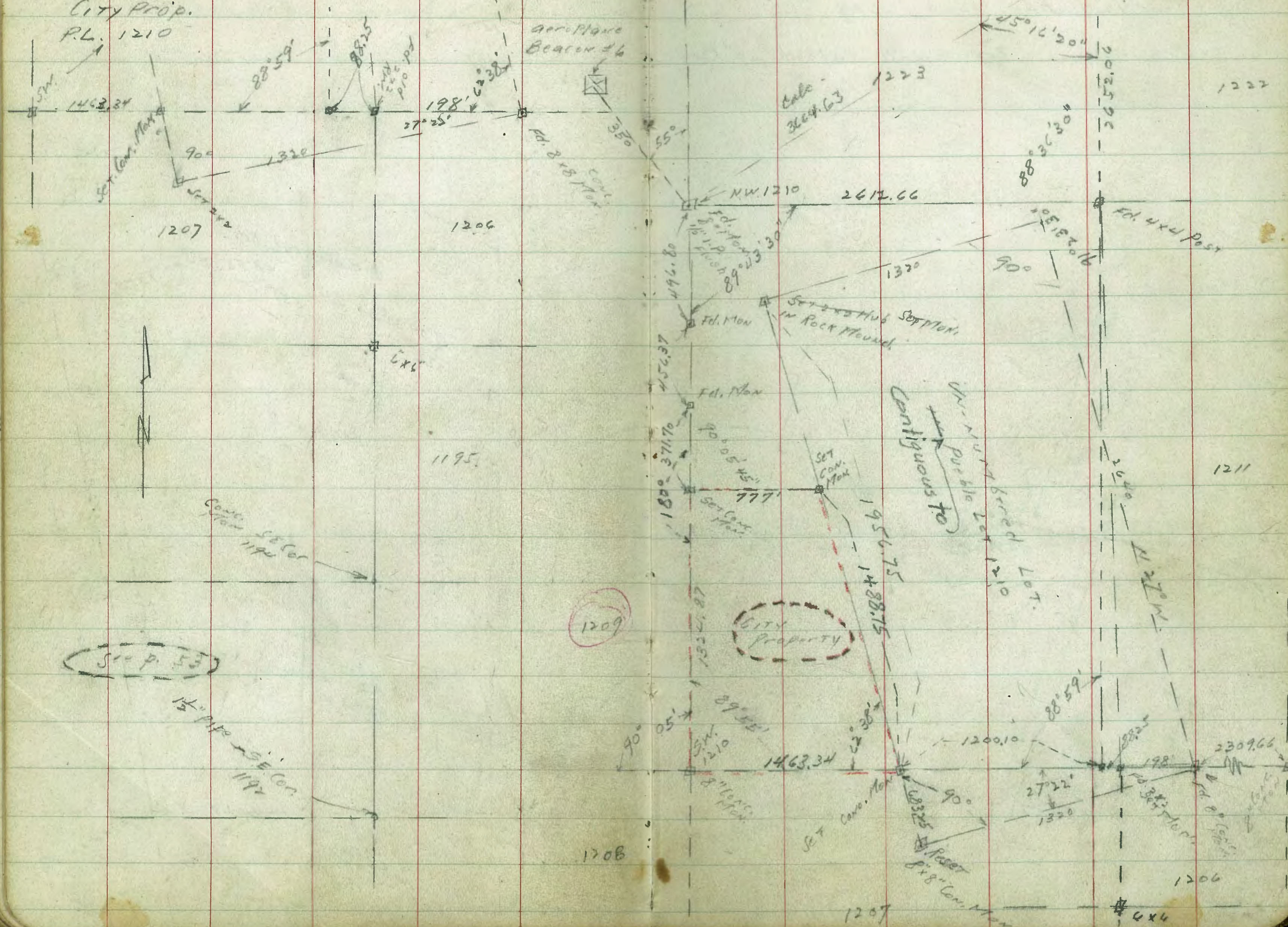
indexed
C.S.K.



Moore
7-38

Indexed
C.S.K.

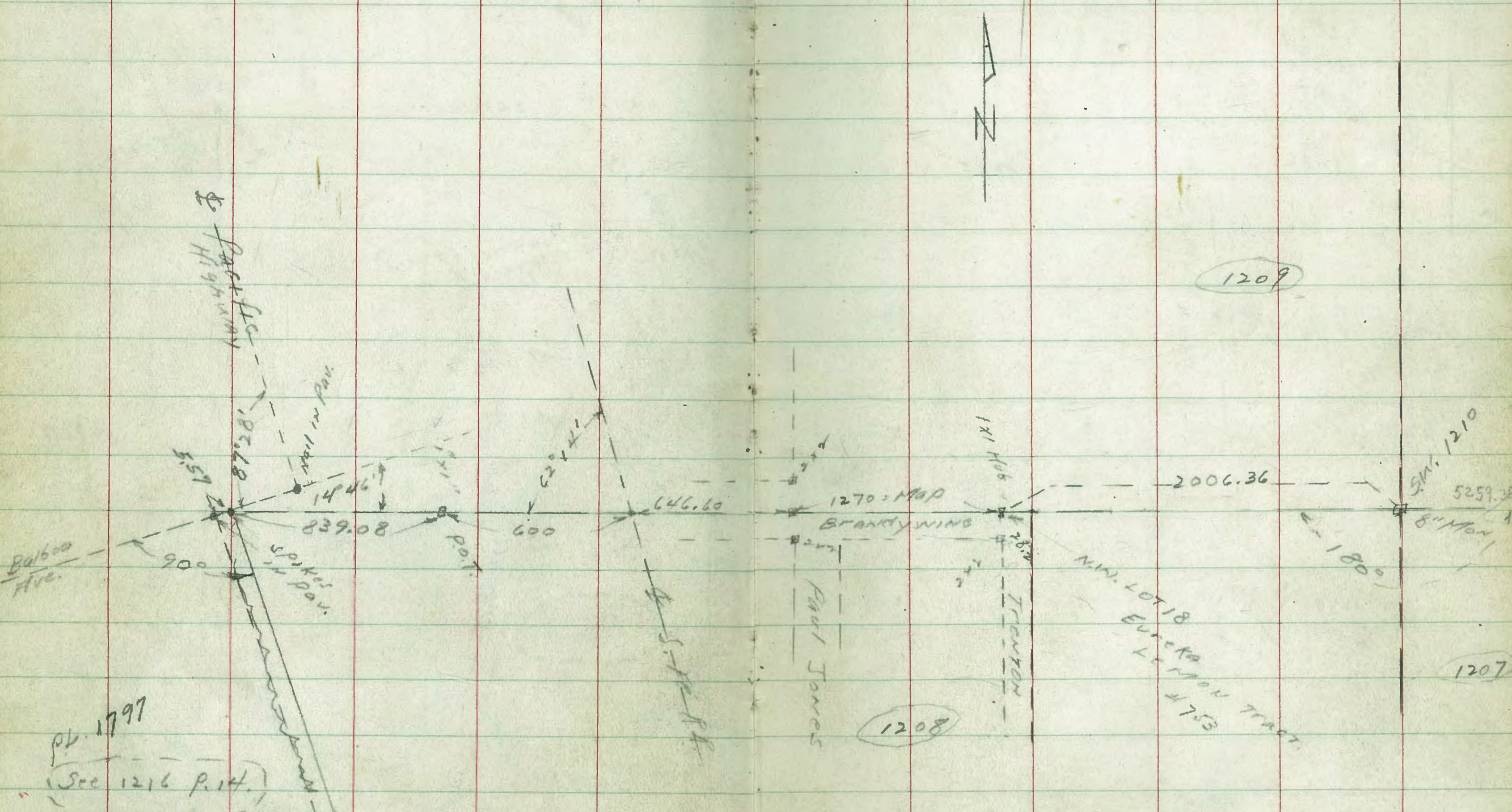
Survey of
City Prop.
P.L. 1210



Indexed
C.S.K.

Survey P.L. 1208 - 1209

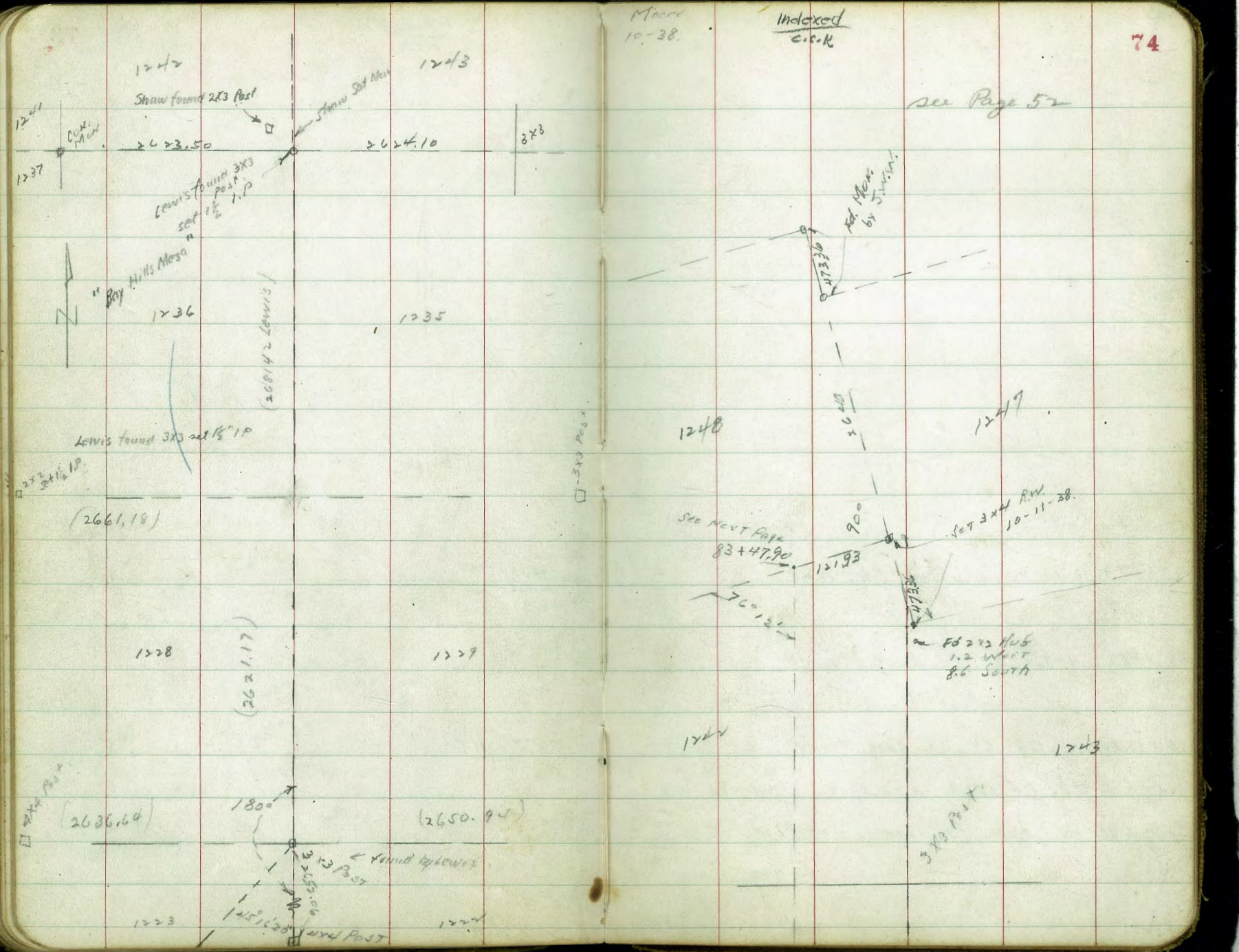
Brandywine Trenton to Balboa at Pacific



PL. 1797
(See 1216 P.14.)
T.P. BK.20 p 65-67

Moore
10-38.

Indexed
C.C.K



83+47.90 INT. S'ly of P.L. 1248

52+98.7 147.5 RT Fd. Rock Mound

25+93.50 25.6 RT. Fd. Rock Mound

0+00 = S.E. P.L. 1228 3x3 Post Produced N'ly

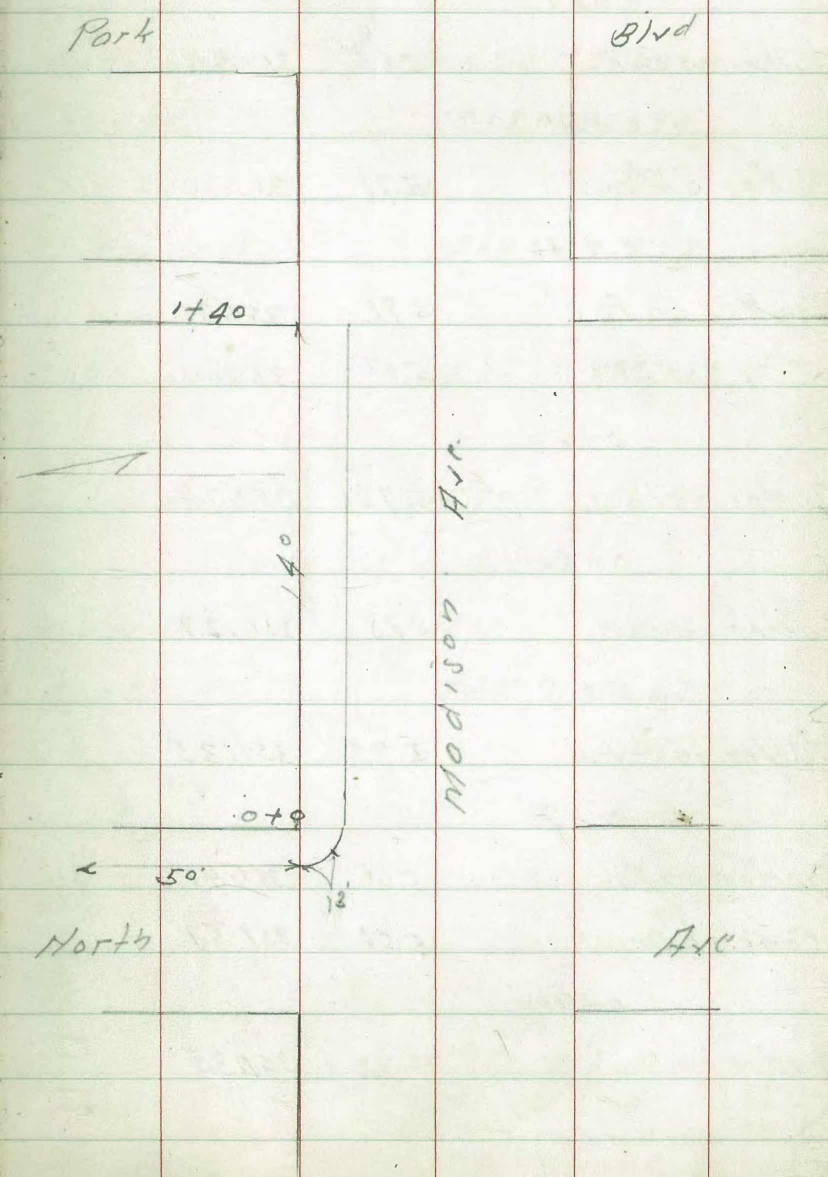
Back Sight on N.E. P.L. 1210 4x4 Post

Madison Ave.
Levels on North Gutter East of North Ave.

Indexed
C.S.K.

Nov. 15-38
Sisson
Northern

BM	5.73	352.51		346.78	S.W. B.P. Monroe & North Ave.
TP	5.30	357.07	0.74	351.77	
		50' N of N.L. Madison			
E Top Cb			4.49	352.58	
Gutter on Pav.			5.01	352.06	
		25 N of N.L. Madison			
Gutter on Pav			5.26	351.81	
		N.L. Madison			
E Top Cb			4.91	352.18	
Gutter on Pav			5.45	351.62	
		13' S.E. = ⊥ Ret			
Top Cb			4.91	352.16	
Gutter on Pav			5.54	351.53	
		E.L. North = 0+0			
Top Cb			4.94	352.13	
Gutter on Pav.			5.63	351.44	
		0+10			
Gutter on Pav			5.65	351.42	



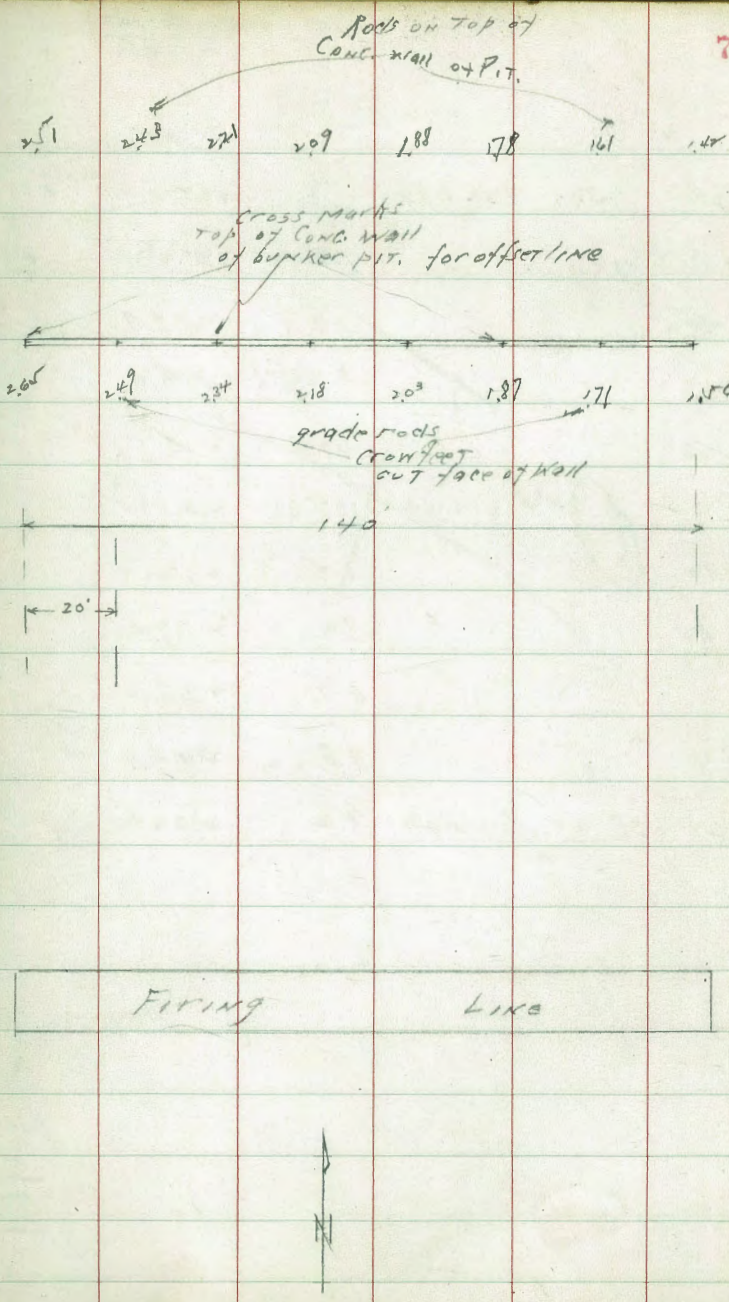
	357.07	
0+20		
Gutter on Pav	5.65	351.42
0+30		
Gutter on Pav.	5.71	351.36
0+40		
Gutter on Pav	5.72	351.35
Top Cb	5.06	352.01
0+50		
Gutter on Pav	5.78	351.29
0+60		
Gutter on Pav.	5.78	351.29
0+70		
Gutter on Pav	5.72	351.35
0+80		
Gutter on Pav	5.66	351.41
Conc in Drive	5.56	351.51
0+90		
Gutter on Pav	5.72	351.35

	357.07	
1+0		
Gutter on Pav	5.75	351.32
Top Cb	5.13	351.94
1+10		
Gutter on Pav	5.69	351.38
1+20		
Gutter on Pav	5.86	351.21
1+30		
Gutter on Pav	5.90	351.17
1+40 = W. L. Alley		
Gutter on Pav	6.01	351.06
Top Cb	5.89	351.68

Indexed
C.E.K.

Moore
4-22-36

Construction of Wall Track for Moving Target at Police Pistol Range



Puterbaugh Cuts
S of Pringle

Indexed
C.S.K.

				Ground El.	Assumed El.	Grade		
								0
Bridge Par.	1.36	226.36		225.0				20
0+00 St. Pringle			1.36	225.0		225.0	0.0	40
+20			1.7	224.7		223.6	C 1.1	60
+40			3.2	223.0		219.9	C 3.1 ✓	82 PC
+60			6.9	219.5		215.15	C 4.3 ✓	90
T.P.	0.84	214.64	12.56	213.80				100
+82 PC			1.5	212.1		211.1	C 1.1 ✓	110
+90			5.2	209.2		209.5	F 0.3 ✓	120 EC
1			8.2	206.4		208.6	F 2.2 ✓	
+10			9.8	204.8		207.2	F 2.4 ✓	
+20 = E.C. = Ely Puterbaugh			8.0	206.6	Top 2x4	206.6	0.0 ✓	

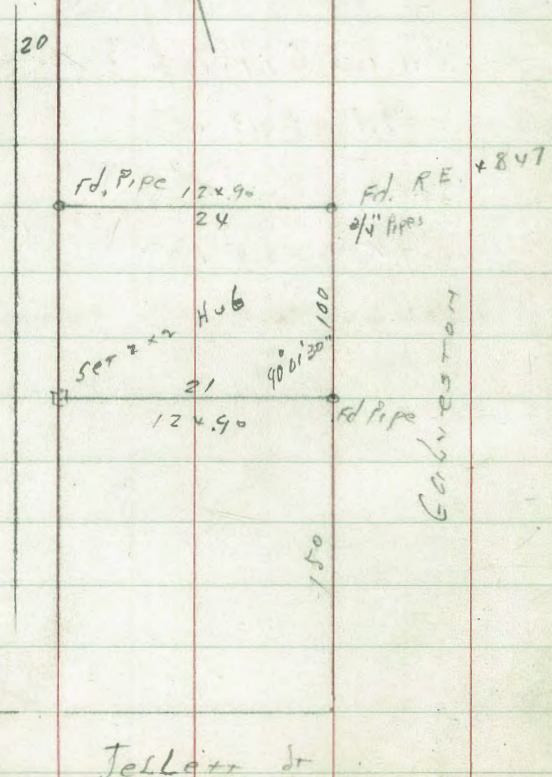
80

Moore
Begg
Sherman
Sisson
8-17-49

Set S.W. Cor Lot 21
Fd. NW " " 24
Blk 85 Moreno
W.O. 20006

Ingulf

INDEXED
W. K.
AUG 17 1949



Jellett Jr

80

IMPROVED TABLES
AND
INFORMATION

TABLE X.

MIDDLE ORDINATES OF RAILS

Length of Rail (feet)

C ° ′	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch	C °	R Feet	30 Inch	28 Inch	26 Inch	24 Inch	22 Inch	20 Inch
0–20	17189	.08	.07	.06	.05	.04	.03	8	716.8	1.88	1.64	1.42	1.20	1.01	.84
0–40	8594	.16	.14	.12	.10	.08	.07	9	637.3	2.12	1.84	1.60	1.35	1.14	.94
1–0	5730	.24	.20	.18	.15	.13	.10	10	573.7	2.36	2.05	1.78	1.50	1.27	1.04
1–20	4297	.31	.27	.23	.20	.17	.13	11	521.7	2.59	2.26	1.95	1.65	1.39	1.15
1–40	3438	.39	.34	.29	.25	.21	.17	12	478.3	3.83	2.47	2.15	1.81	1.54	1.26
2–0	2865	.47	.41	.35	.30	.25	.20	13	441.7	3.05	2.66	2.30	1.96	1.66	1.36
2–20	2456	.55	.48	.41	.35	.29	.23	14	410.3	3.30	2.87	2.48	2.10	1.78	1.46
2–40	2149	.63	.55	.47	.40	.33	.27	15	383.1	3.54	3.08	2.68	2.26	1.91	1.57
3–0	1910	.71	.62	.53	.45	.38	.31	16	359.3	3.76	3.28	2.83	2.40	2.04	1.67
3–20	1719	.78	.68	.59	.50	.42	.35	17	338.3	4.00	3.48	3.02	2.57	2.16	1.78
3–40	1563	.86	.75	.65	.55	.46	.38	18	319.6	4.21	3.67	3.18	2.70	2.28	1.87
4–0	1433	.94	.82	.71	.60	.50	.42	19	302.9	4.45	3.89	3.36	2.86	2.41	1.98
4–20	1323	1.02	.89	.77	.65	.55	.45	20	287.9	4.70	4.09	3.55	3.00	2.54	2.09
4–40	1228	1.10	.96	.83	.70	.59	.48	22	262.0	5.16	4.44	3.84	3.30	2.80	2.29
5	1146	1.18	1.03	.89	.75	.63	.52	24	240.5	5.64	4.92	4.20	3.59	3.04	2.50
6	955.3	1.41	1.23	1.06	.90	.76	.62	26	222.3	6.07	5.29	4.58	3.88	3.29	2.70
7	819.0	1.65	1.44	1.24	1.05	.89	.73								

TABLE XI.

SHORT RADIUS CURVES

Radius Feet	Chord Feet	Central Angle	Deflection Angle	Deflection for 1 Foot
35	10	16-26	8-13	49.3
45	10	12-46	6-23	38.3
50	15	17-16	8-38	34.5
60	15	14-22	7-11	28.8
75	15	11-30	5-45	23.0
100	20	11-30	5-45	17.3
120	20	9-34	4-47	14.3
150	20	7-39	3-49	11.5
190	25	7-32	3-46	9.15
200	25	7-10	3-35	8.6
225	25	6-25	3-12	7.7
240	25	5-58	2-59	7.2
250	25	5-44	2-52	6.9
275	25	5-12	2-36	6.2
288	50	9-58	4-59	6.0
300	50	9-32	4-46	5.7
350	50	8-12	4-06	4.9
376	50	7-40	3-50	4.6
400	50	7-10	3-35	4.3
410	50	7-00	3-30	4.2

To find length of curve divide angle from P. C. to P. T. by central angle of chord, and multiply by length of chord.