1661

[illegible]

ENGINEERS

FIELD BOOK

No. 40 [illegible]

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

MORENA

1661

CITY ENGINEER'S OFFICE

1917 Rt to 25' Line Moving B
7" W. 16" Gas

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

Survey Lot A Block 297 Hortons Add. 1

Mooreland Dr. & Jewell — 58 - 59

Bonair Place Tyrian St. - Draper 61 - 63
Alley Blk. F - Starkey's Prospect Park 64 - 65
Bonair Street Tyrian St. to end 66 - 73
Curlew. Arroya to Maple 74 - 79

Survey Lot A Block 297 Hortons Add.
Also Opening South East Corner
Nutmeg & Curlew St.

Nov 22-49
HS-SO 7
D Smith
Chavez
Bunch

W.O. 20006

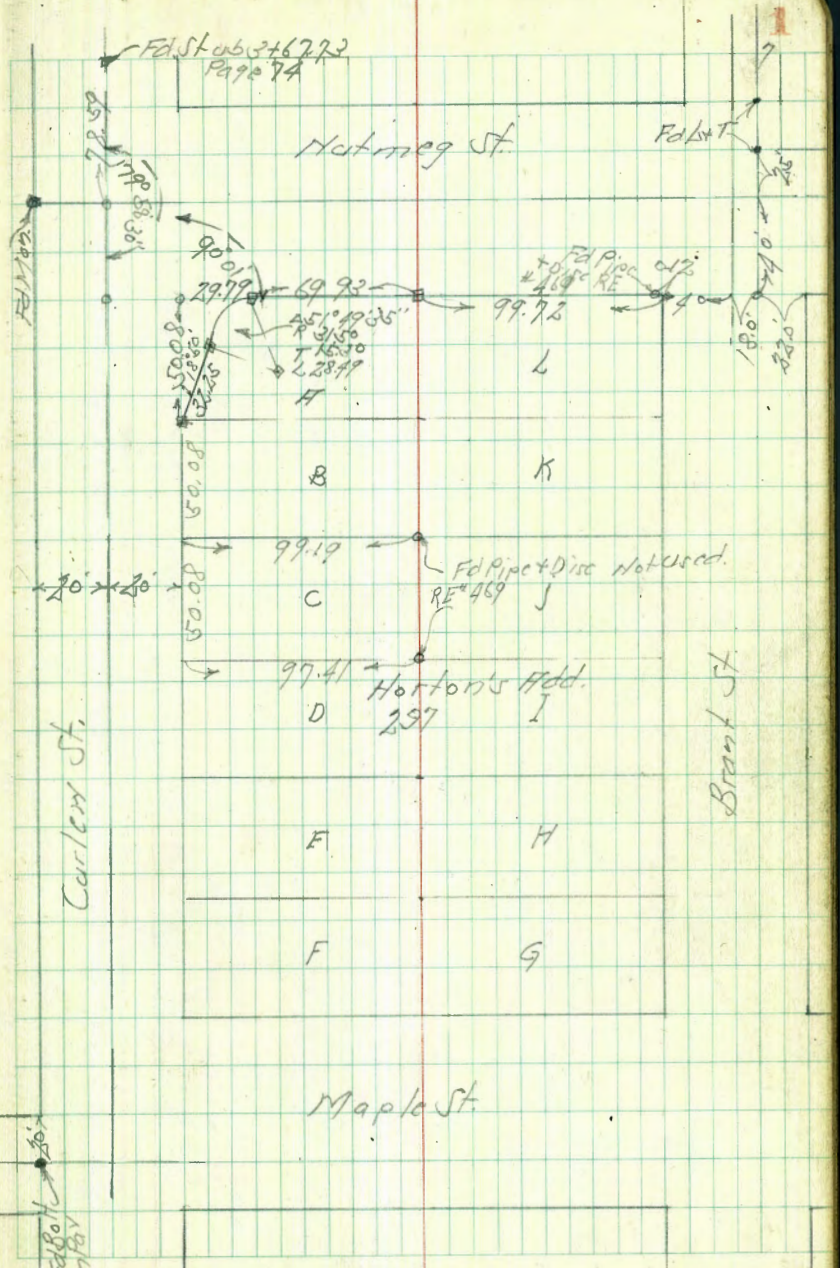
B Sheet # 3534-B

Indicates

⊠ Hub & Disc. Set ⊠

○ Nail Set ○

R.E. # 169 E.C. Kastens.



Indexed
C.S.K.

Plotted on Tracing 6010
C.S.K.

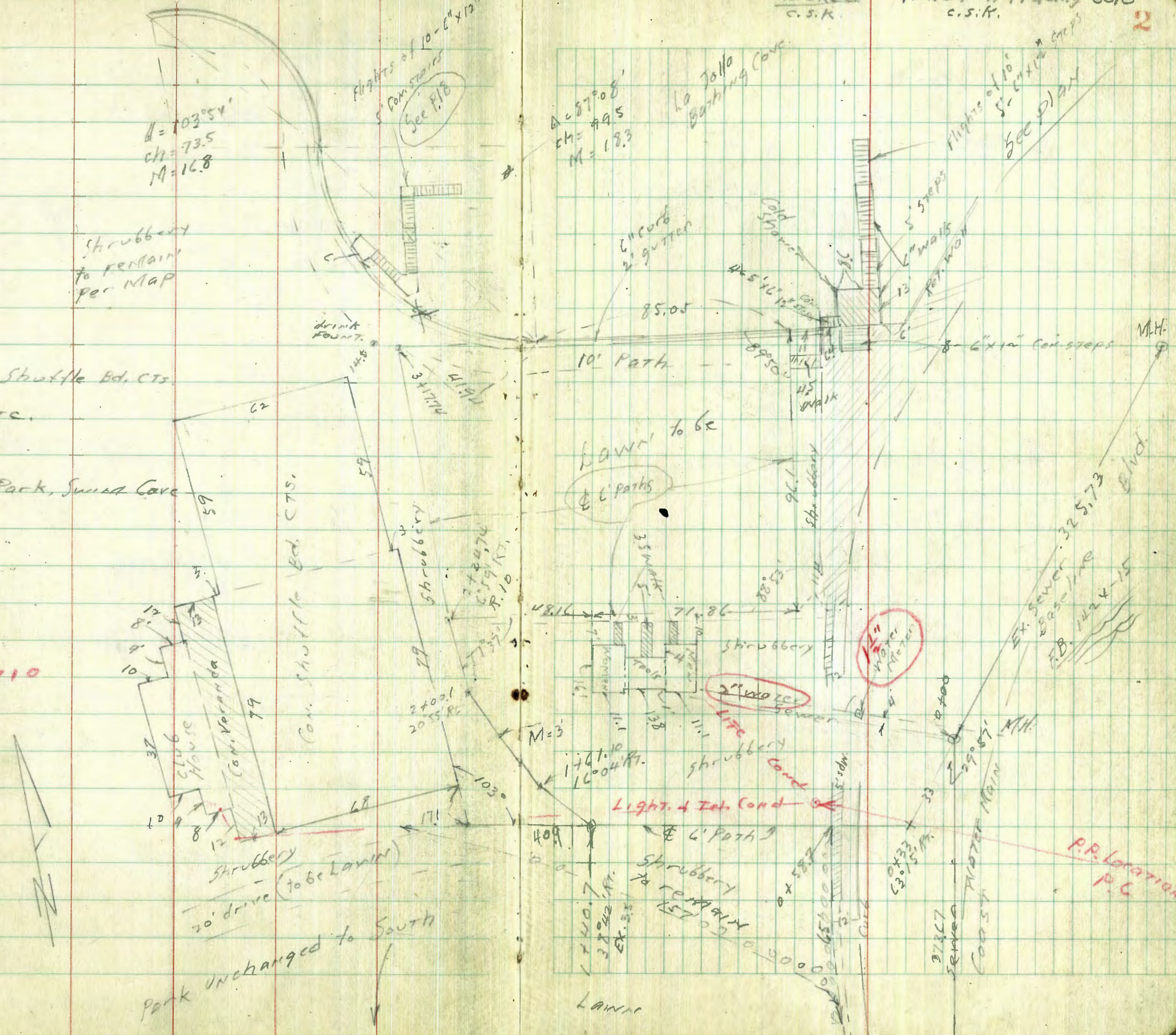
2

Location Shuffle Bd. Cts.
Toilets etc.

La Jolla Park, Sunset Cove

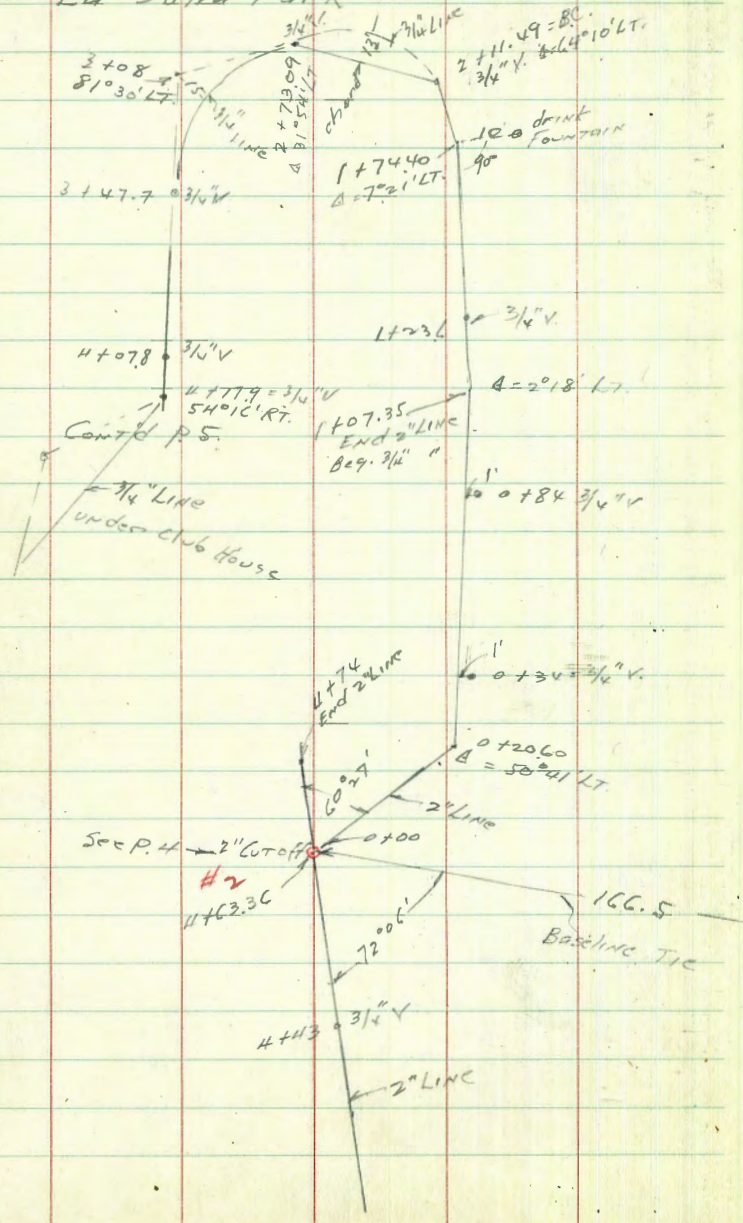
10-14-43.

Roll 6010
F.B. 1410



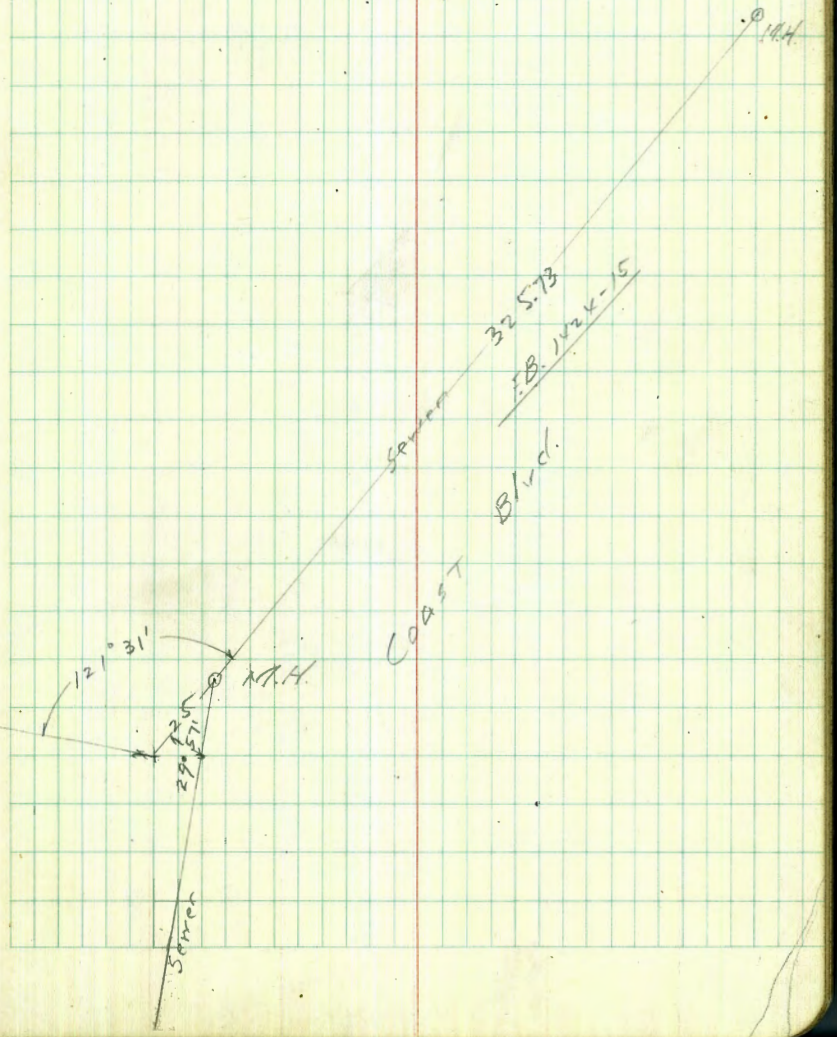
Plotted
C.S.K.

Location of Water Lines
La Jolla Park



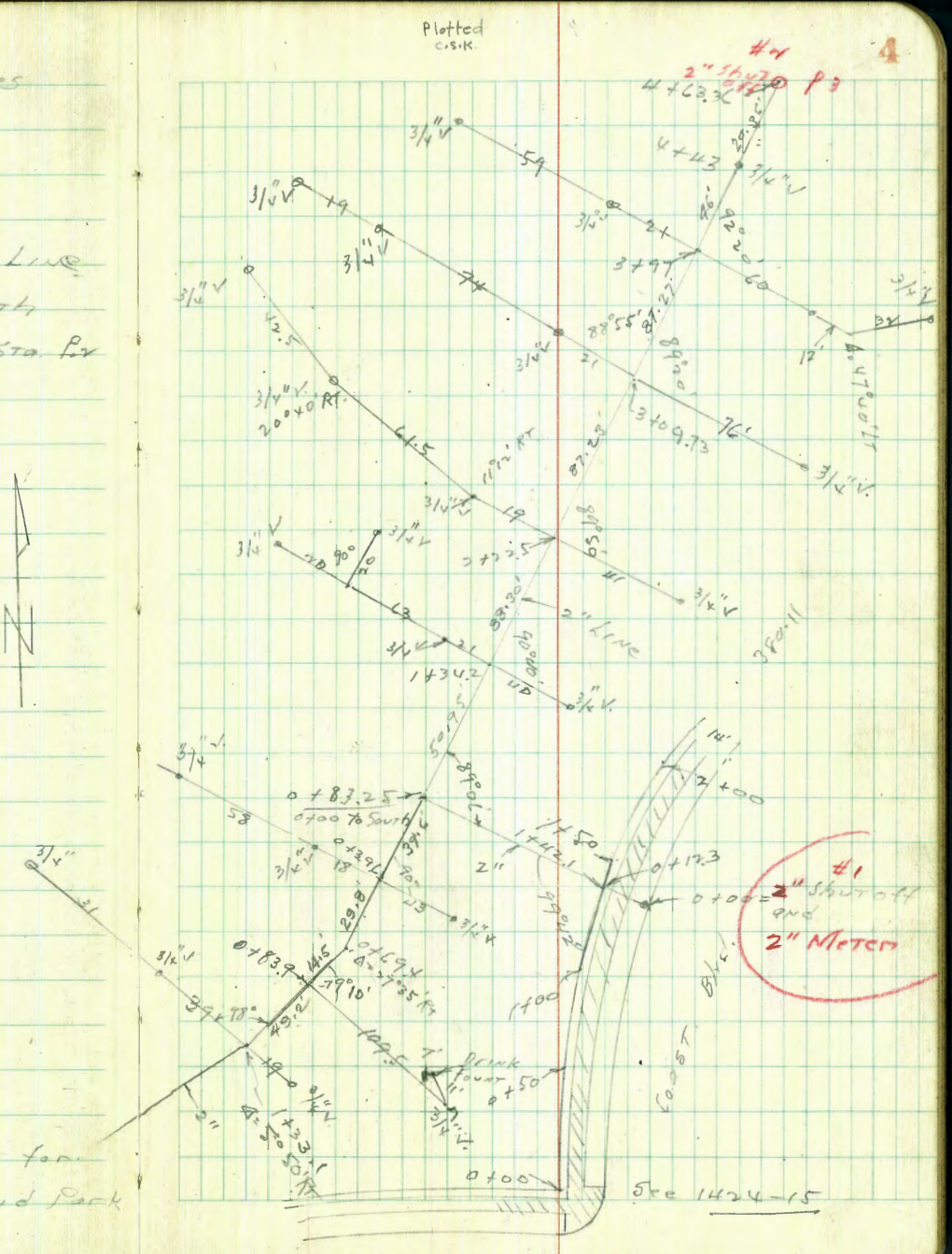
Plotted
C.S.K.

3



Location of 2" & 3/4" Water Lines
La Jolla Park

2" Cutoff #1 shuts off entire Park Line
2" " #2 " " all Lines North
Separate Meter & Service to Comfort Sta. Pr

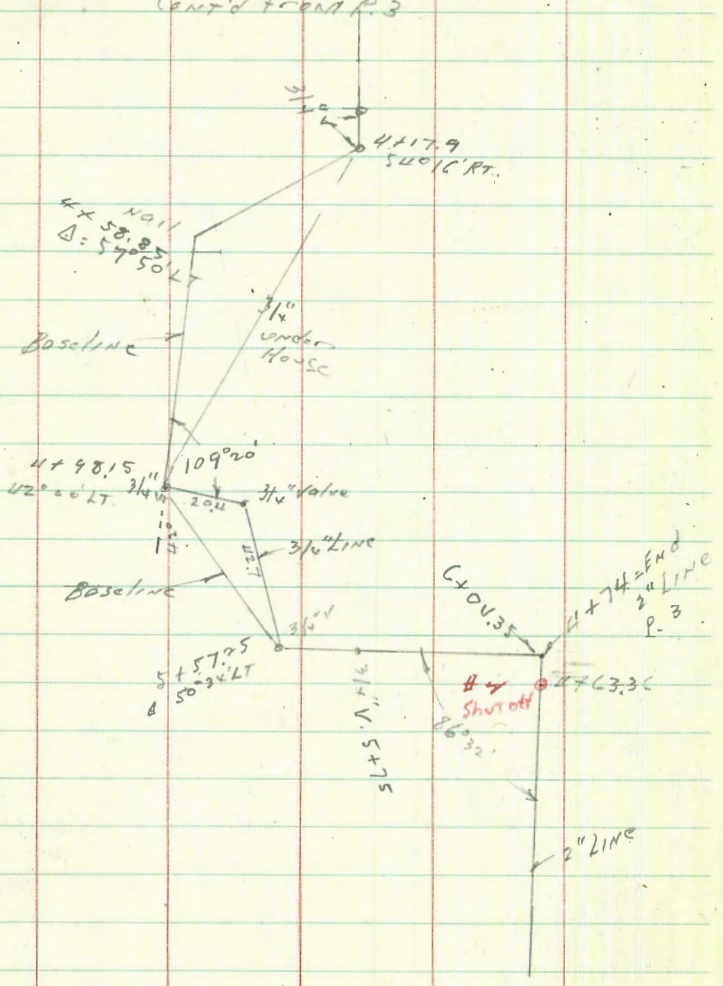


P. 7 for
Sly end Park

Plotted - c.s.k.

La Jolla water lines in Park

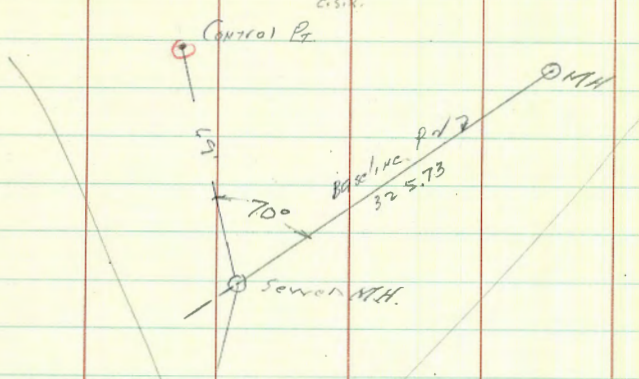
Cont'd from P. 3



Location of 3/4" V.S from Control Pt.

0°00' F.S. on M.H. angles turned clockwise

Plotted



✓ 10'	33°18'	3/4" Garden V.
✓ 20'	45°07'	Power Tel. Pole. Continues to clubhouse & Tennis Pk.
✓ 29'	65°30'	3/4" ✓
✓ 95'	108°10'	"
✓ 50'	119°43'	"
✓ 8'	162°50'	"
✓ 89'	179°-7'	"
✓ 72'	223°57'	"

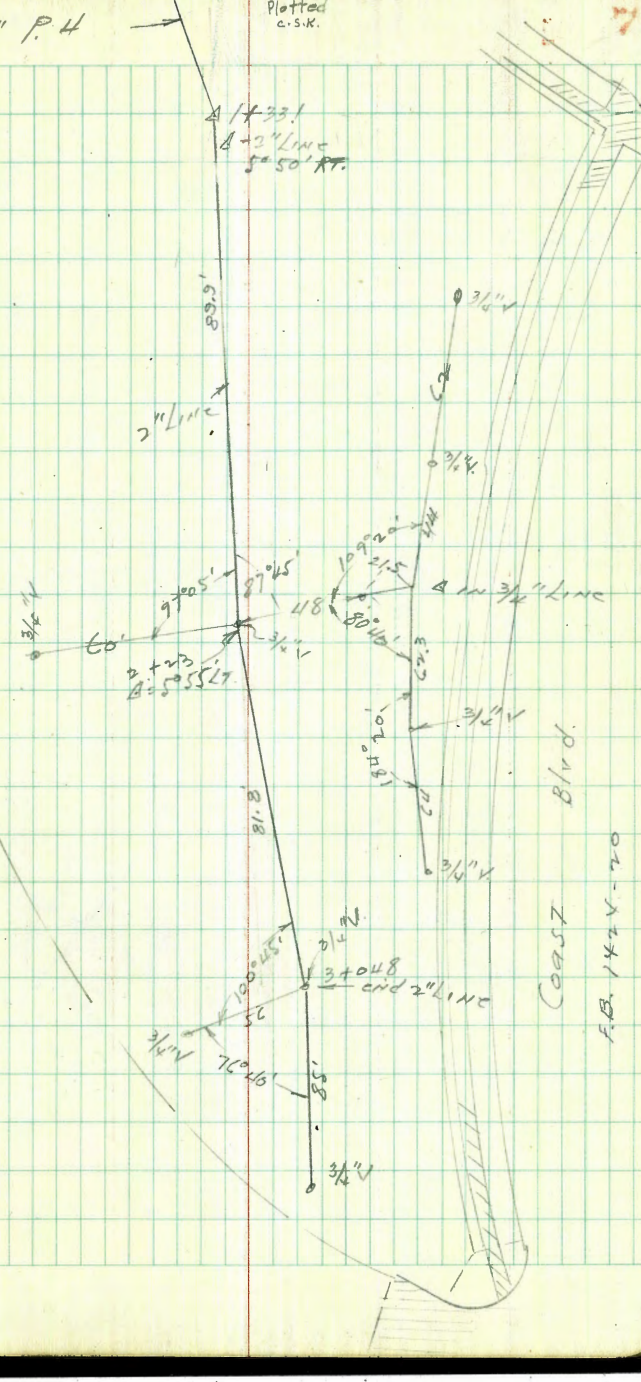
They plan on putting in a Sprinkling System in place of these 3/4" garden Valves

See P 19 for 1" Water Line

Water Lines

Sly ½ La Jolla Park

Plotted C.S.K.

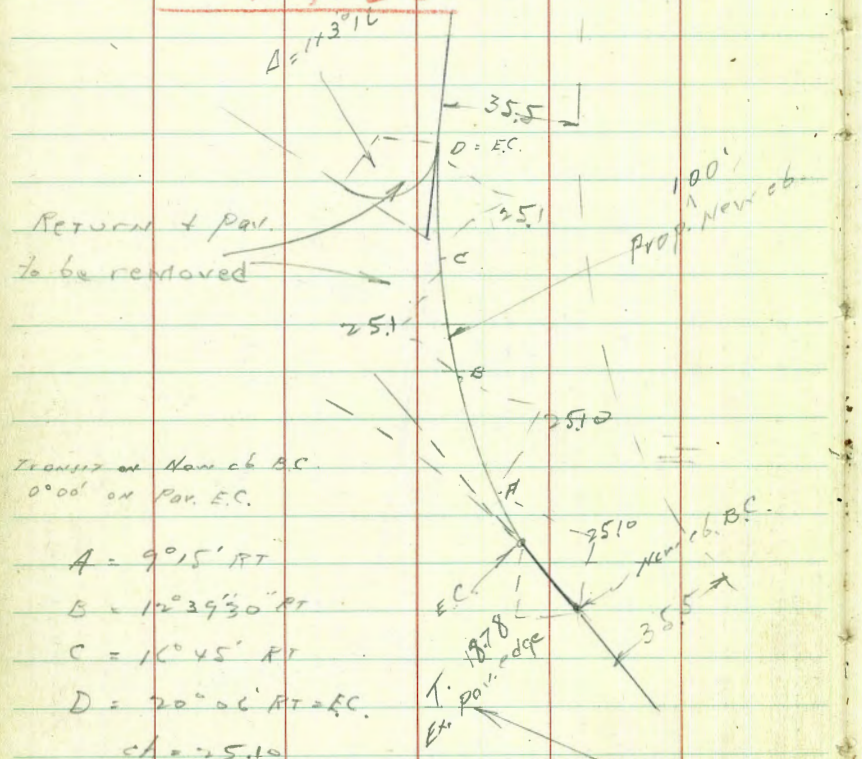


Plotted C.S.K.

New B.C. and A-B-C & D chisel X on Pav.

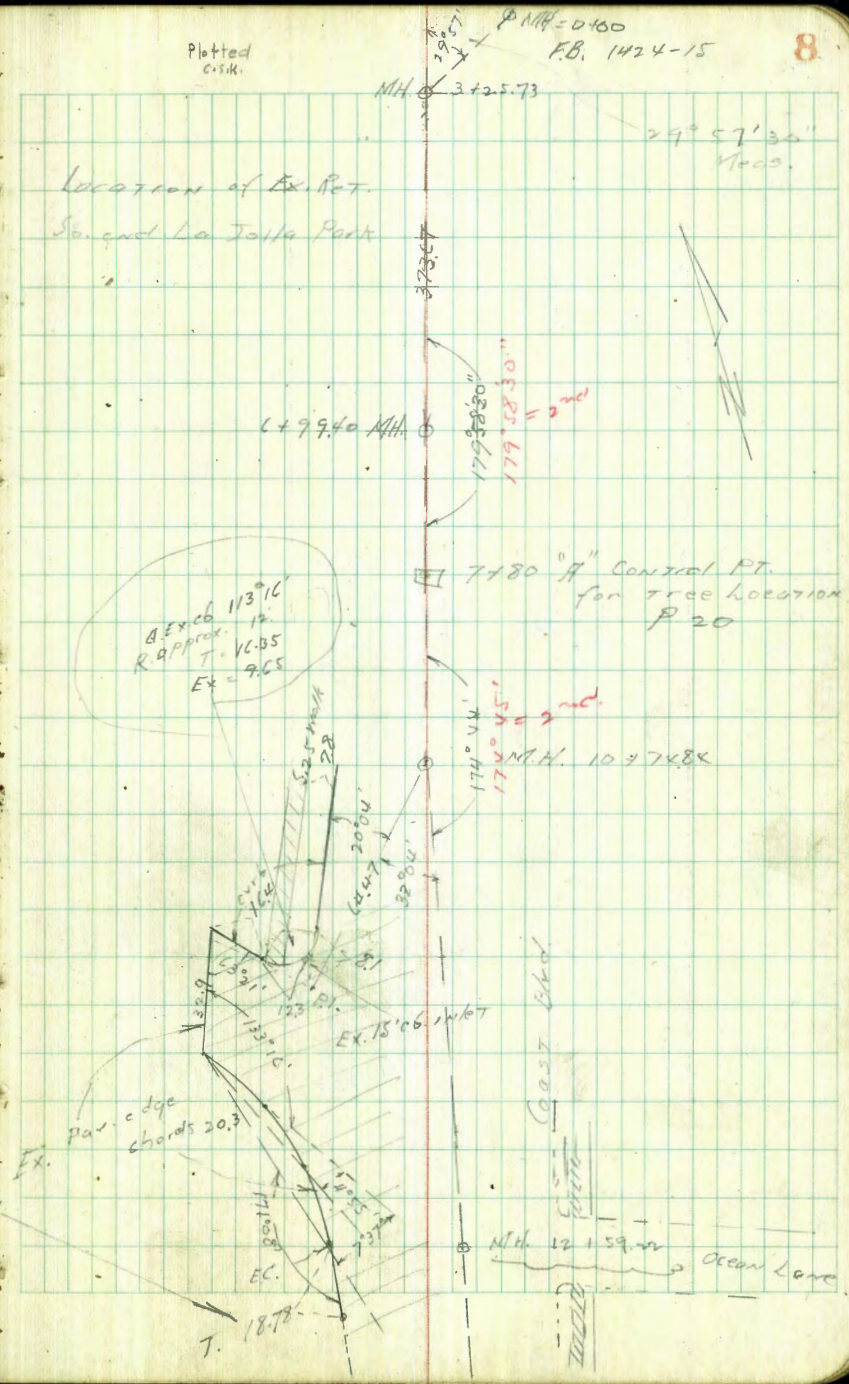
Proposed New cb S. end La Jolla Park

See Page 50.



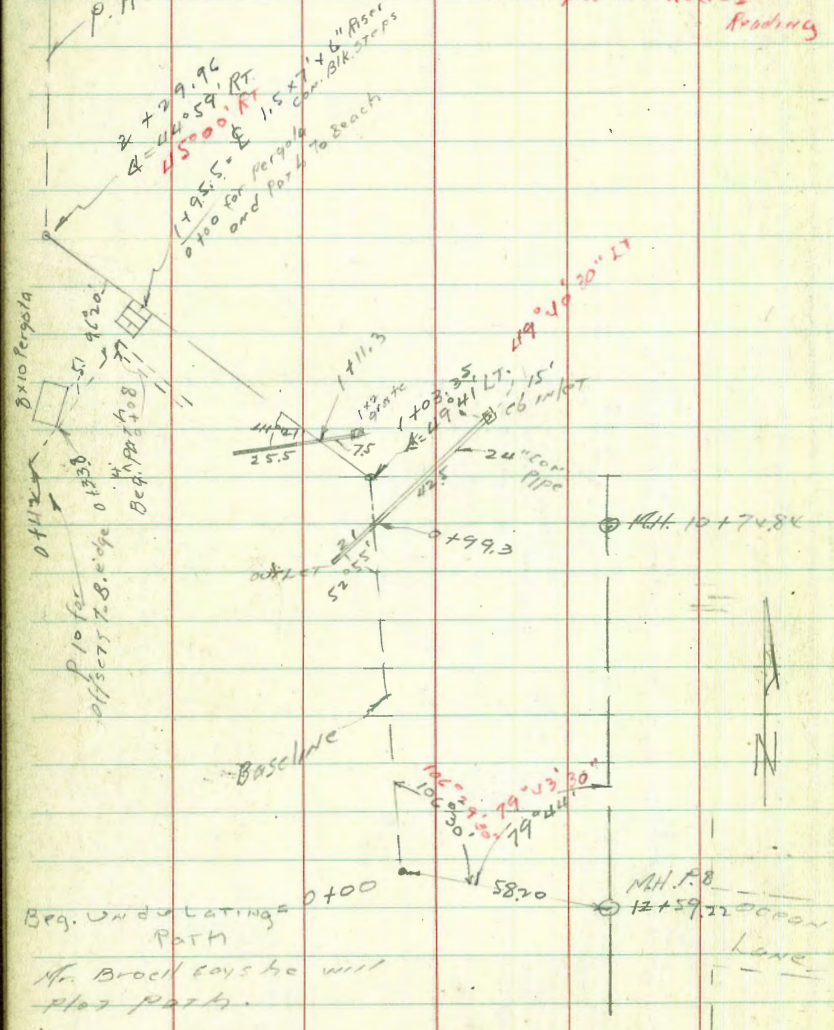
Plotted C.S.K.

Location of Ex. P.T. So. end La Jolla Park



Plotted C.S.K.

Location of Bluff edge



Plotted C.S.K.

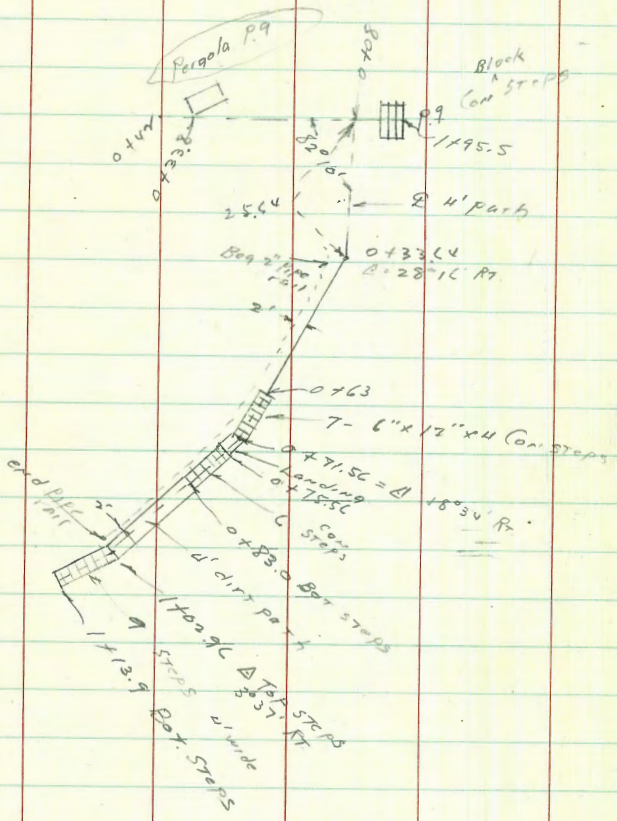
Offsets to Break

9

0	+00	9' LT to Bluff edge
	+29	9' "
	+45	6' "
	+47	1' "
	+55	1' "
	+68	2' "
	+86	4' "
0	+99.3	Inv. 7 x 4" Culv.
1	+00	16' LT
1	+03.35	Δ Baseline 49°41' LT.
1	+11.3	Inv. 1' Conc pipe drain
1	+31	10' LT to B. edge
	+44	6' "
	+47	2' "
	+52	on Line
	+65	1' RT
	+70	on Line
	+90	2' LT
2	+00	1' LT
	+05	5' LT
	+09	13 LT
	+21	21 LT
	+28	12 LT
	+29	3 LT
2	+29.96	Δ 44°59' RT.

Plotted
C.S.K.

Location of Path to Beach



Bluff edge at Pergola

10

Plotted - C.S.K.

0+08 = Path to Beach

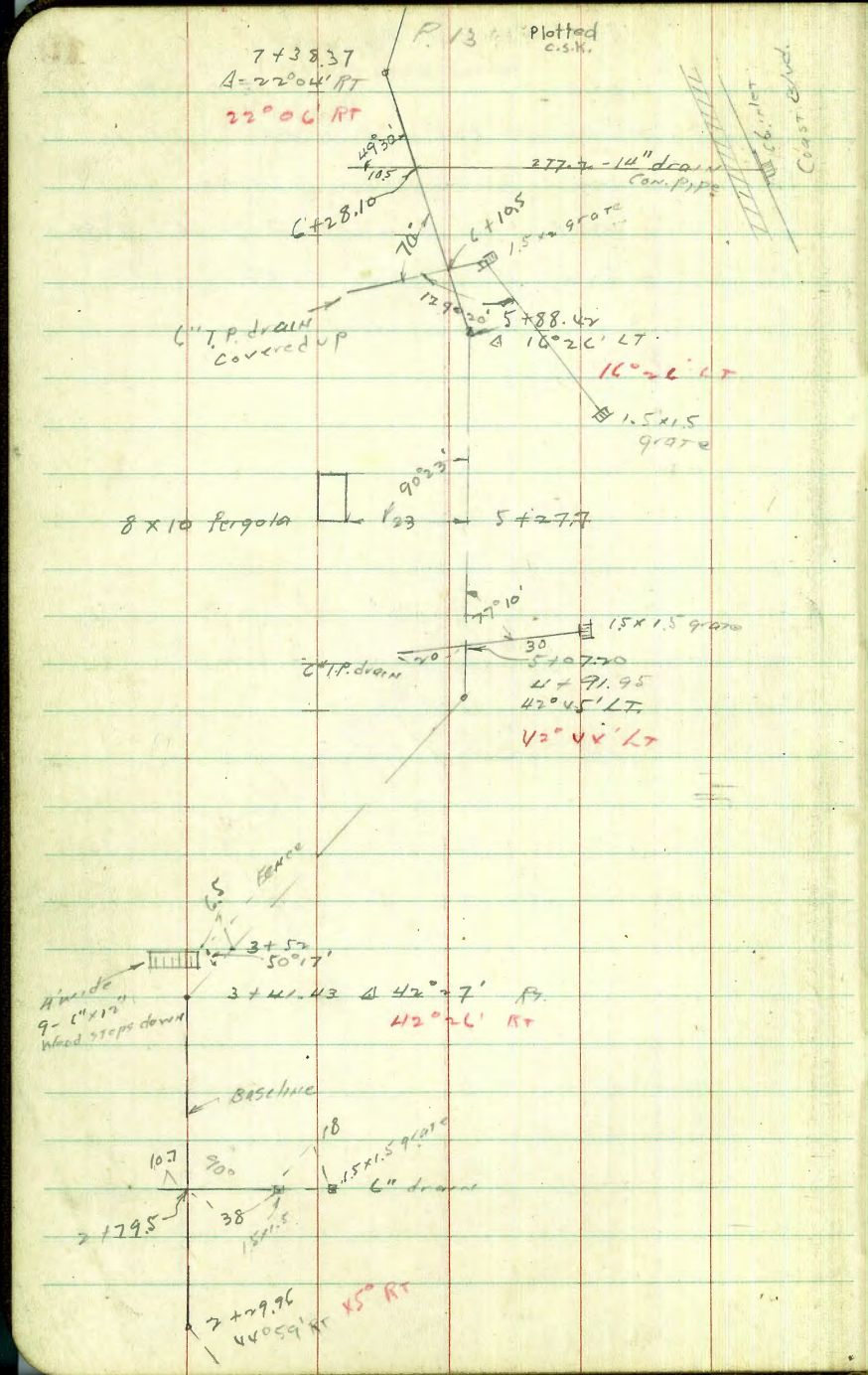
0+12 3' Lt and 11. Rt to Bluff edge

0+20 on Line end of 15 Ft.

0+32.8 S Cor Pergola 9 Lt & 13' Rt

0+42 6' Lt + 5 Rt.

Plotted c.s.k.



Plotted c.s.k.

2+32	3' LT	To Bluff edge
+42	5 "	
+52	3 "	
+77	8 "	
2+79.5	= 6" drain	
+82	6' LT	To Bluff edge
+88	10 "	
+95	10 "	
3+02	5 "	
+32	5 "	
+41	3 "	
3+41.43	Δ 42°7' RT.	
3+52	N. edge 4' wood steps & Beg wire fence	2 rails
3+53	10 LT Bluff edge	
+69	11 " "	7' LT To fence
+80	11 " "	7 " " "
4+00	10 " "	5 " " "
+15	6 " "	4 " " "
+32	4 " "	2 " " "
+48	3 " "	1 " " "
+60	4 " "	1 " " "
+69	2 " "	2 " " "
+82	7 " "	4 " " "

7+38.37
2+28.10
1,10.27

C+28.10
5+88.47
3+59.63

Plotted - C.S.K.

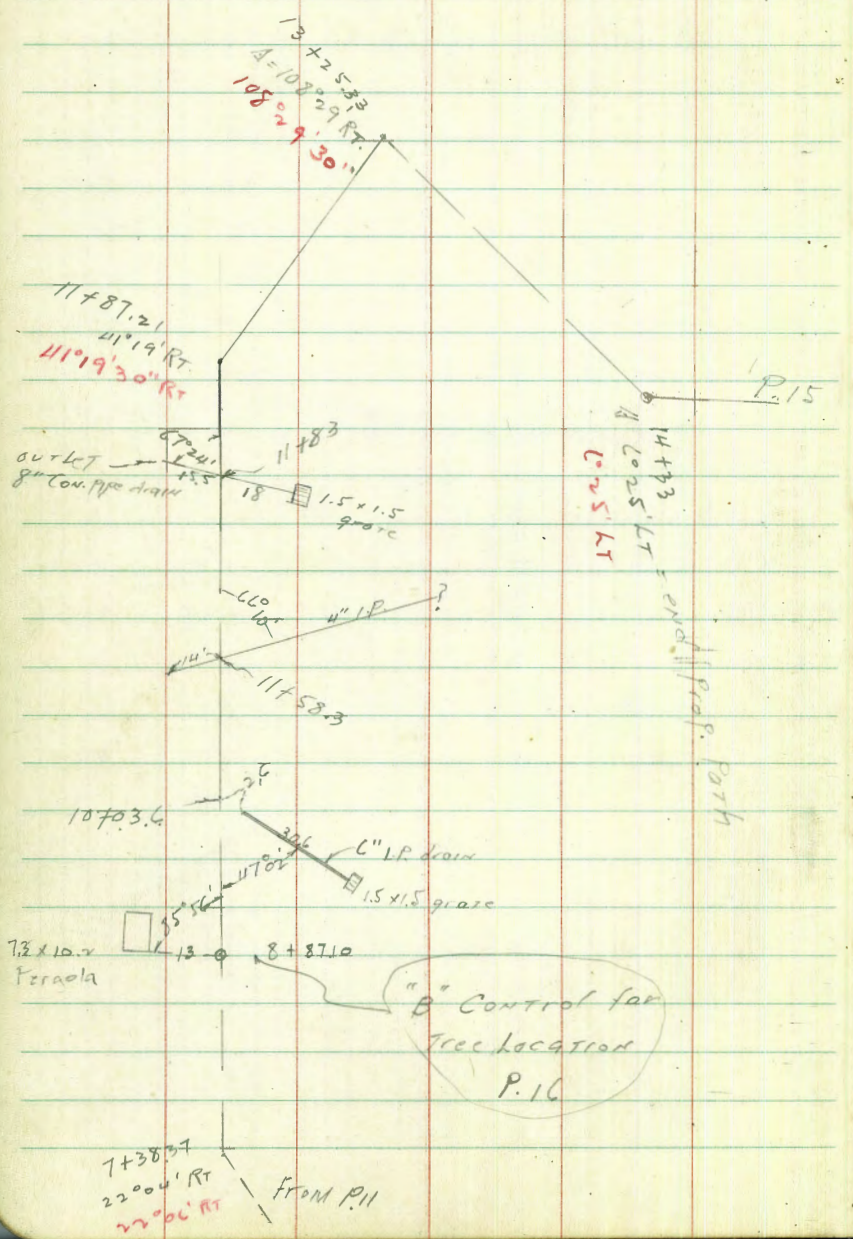
Location of Pergola
and EXISTING 4' dirt path
to Pergola and Bluff edge

5 to 6	6' LT	Bluff edge = Upper Terrace
to 9	9 "	" for undulating Path.
to 25	10 "	" " " "
to 31	18 "	" " " "
to 45	17 "	" " " "
to 64	15 "	" " " "
to 78	9 "	" " " "
to 87	12 "	" " " "

offsets to EXISTING 4' path to Pergola

5 to 6	3' LT	℄ 4' path - 6' LT. fence & Bluff edge
to 9	8 "	" " " - 10 " " "
to 23	21 "	" " " 31 " " 33' LT Bluff edge
to 43	22 "	" " " 28 " to end of fence 28' LT
to 46	21 "	" " " 23 LT Bluff edge
to 67	18 "	" " " 20 " "
to 87	7 "	" " " 12 " "

Plotted
c.s.k.



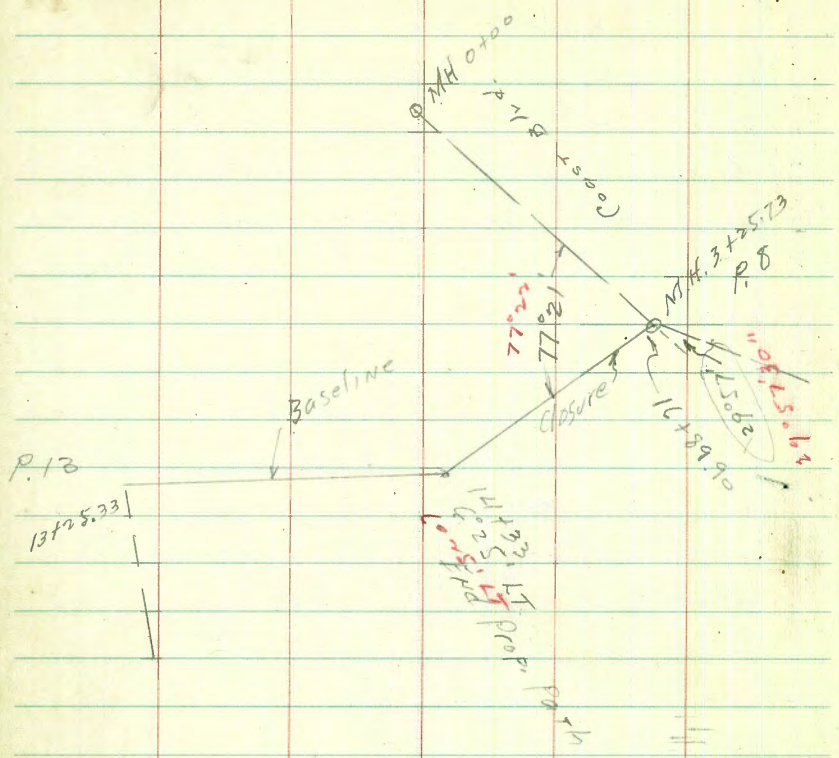
Plotted
c.s.k.

C+25	11	Lt	Bluff edge
+35	5	"	"
+44	5	"	"
+50	4	"	"
+68	12	"	"
+77	7	"	"
+88	6	"	"
7+00	8	"	"
+07	11	"	"
+19	10	"	"
+25	7	"	"
+29	7	"	"
+37	4	"	"
+57	4	"	"
+70	8	"	"
+75	12	"	"
+86	13	"	"
+90	10	"	"
8+15	13	"	"
+41	12	"	"
+54	11	"	"
+68	14	"	"
+80	12	"	"
+86	26	"	"
9+00	23	"	"
+10	12	"	"

Plotted
C.S.K.

9 + 25	8 Lt	To Bluff edge
+ 55	16 "	"
+ 80	4 "	"
+ 93	5 "	"
10 + 00	3 "	"
+ 15	Line	
+ 27	5 Lt	"
+ 40	Line	
+ 48	"	
+ 58	1 Lt	"
+ 70	4 Rt	"
+ 85	1 Lt	"
11 + 00	2 Rt	"
+ 15	4 "	"
+ 20	Line	
+ 26	6 Lt	"
+ 38	10 "	"
+ 50	5 "	"
+ 70	9 "	"
+ 87	4 "	"
+ 95	4 "	"
12 + 00	1 "	"
+ 15	Line	
+ 20	5 Lt	"
+ 30	8 Lt	"
+ 37	16 "	"

Plotted
C.S.K.



L2	+45	19	Lt to	Bluff edge
	+65	14	" "	"
	+80	16	" "	"
	+96	10	" "	"
13	+16	9	" "	" 12' Lt to end Spillway Rubble
	+20.7	6" C6. + 2' Con. gut. end on Line		
	+25	4' Lt	Bluff edge	

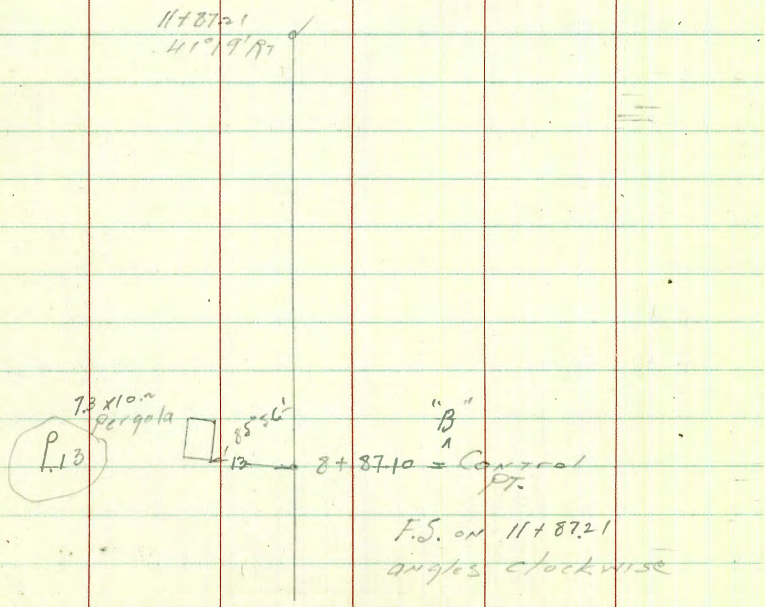
13	+26	9	Lt to	Bluff edge
	+94	6" Curb on Line		
	+30	3.4	Lt to Curb	— 19' Lt to Bluff edge
	+40	11.9	" "	" 25 " " "
	+53	+50	" "	" 26 " " "
	+70	22.2	" "	" 29 " " "
	+77	21.1	" "	" 25 " " "
	+90	16.8	" "	" 22 " " "
14	+02	10.8	" "	" 14 " " "
	+45	6.6	" "	" 10 " " "
	+25	3.7	" "	" 11 " " "
	+33	2.2	" "	" 5 " " " = approx

Mly Cen. of Cox. Stairs

plotted
c.s.K.

La Jolla Park

Stadia Location of Group of Palms

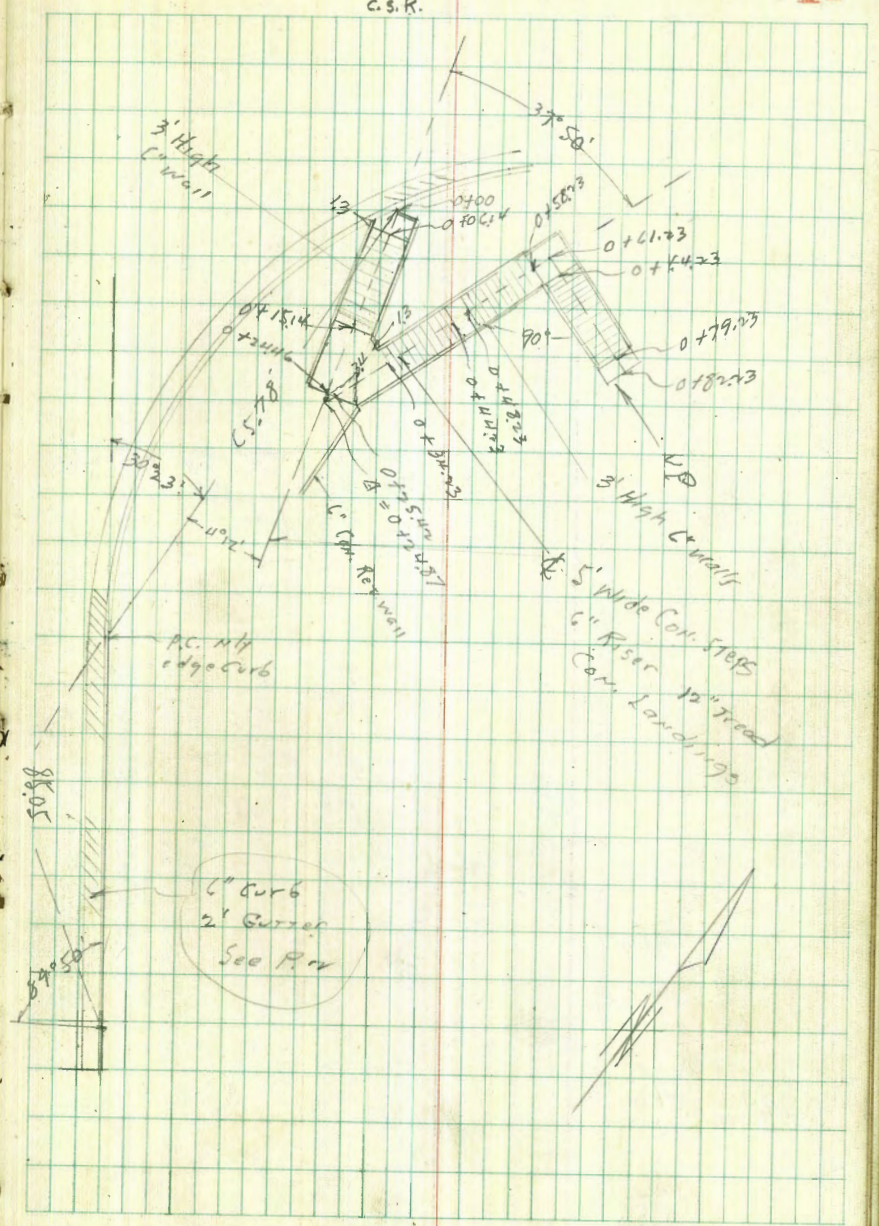


Plotted
c.s.K.

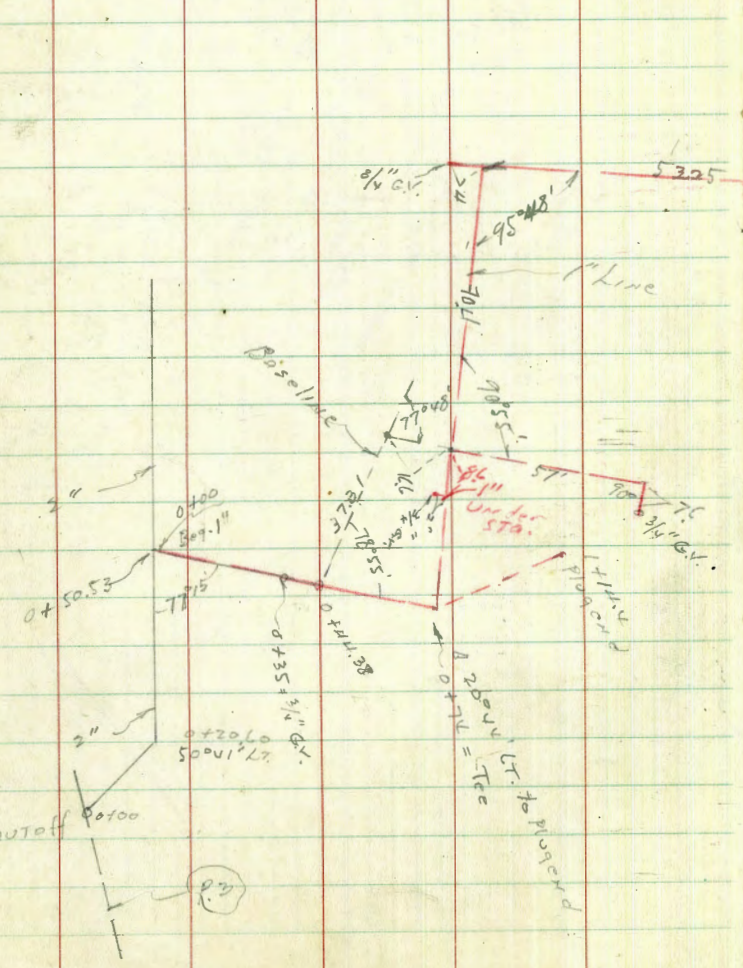
✓	25°00' Rt	134'	16" Palms
✓	25°34' "	141'	14" "
✓	27°19' "	143'	16" "
✓	30°12' "	128'	16" "
✓	33°42' "	137'	16" "
✓	35°33' "	83'	12" "
✓	38°58' "	76'	20" " (91' - 18" Palms)
✓	41°05' "	98'	14" "
✓	42°12' "	107'	15" "
✓	45°12' "	89'	24" "
✓	48°17' "	102'	20" "
✓	49°35' "	114'	24" "

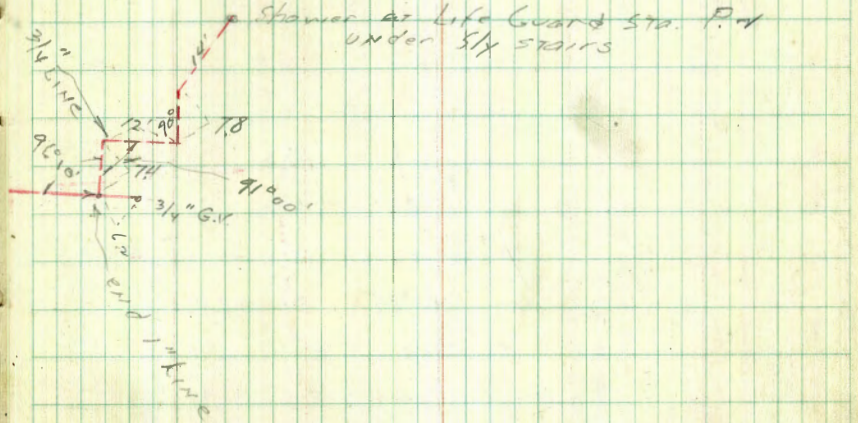
Location of Mly. Con. Stairs
La Jolla Swim Cove

Plotted
C.S.K.

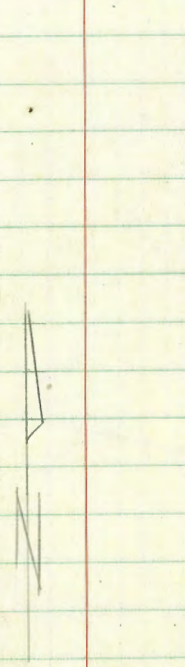


Location 1" water lines around Comfort Sta.
Comfort Sta. is not connected to this system





Location of Trees
Sly end of Park P. 8
T on "A" F.S. on 6+99.4 = 0°00'
angles clockwise



P 8

Plotted
C.S.K.

✓	8°26'	Rt	80'	8" diam Tree
✓	17°48'		73'	8" "
✓	91°00'		45'	12" Pine
✓	92°33'		54'	20" "
✓	102°45'		70'	24" "
✓	108°18'		41'	12" "
✓	111°00'		24	30" "
✓	120°00'		34	12" "
✓	124°00'		69	30" "
✓	129°20'		67	18" "
✓	139°11'		67	12" "
✓	141°40'		73	14" "
✓	191°20'		244	24" Cypress
✓	192°48'		267	20" "
✓	195°29'		270	12" "
✓	196°05'		253	18" "
✓	199°31'		269	12" "
✓	"	"	255	16" "
✓	203°09'		247	14" "
✓	205°09'		235	30" "
✓	207°03'		218	5' "
✓	207°45'		197	5' "
✓	209°03'		260	14" "
✓	211°44'		349	16" "

P. 21

Location of Trees

✓ 212° 25'	234'	15" diam	Cypress
✓ 224° 27'	95'	4'	" "
✓ 301° 20'	29'		Stone & Bronze Tablet "A"
✓ 294° 06'	33'	8"	" Tree in Honor
✓ 310° 01'	93'		Stone " "B"
✓ 308° 33'	94'	6"	" Pine
✓ 314° 16'	228'	15"	" Cypress
✓ 317° 20'	245'	26"	" "
✓ 317° 33'	227'	30"	" "
✓ 335° 48'	59'	Flag Pole	
✓ 349° 02'	52'	Stone & Bronze Tablet "C"	
✓ 354° 37'	93'	8" Tree	

Plotted C.S.K.

21

Tablet in Honor Kate O Sessions 82nd Birthday Nov 2, 1939

" " " " "

" by Eleanor B. Parkes Oct 18-1934 Fourth Univ. of Birth of Ellen Browning Scripps, for which This Park is named

Cent Mem. Abraham Lincoln 1809-1909 erected by the People of La Jolla

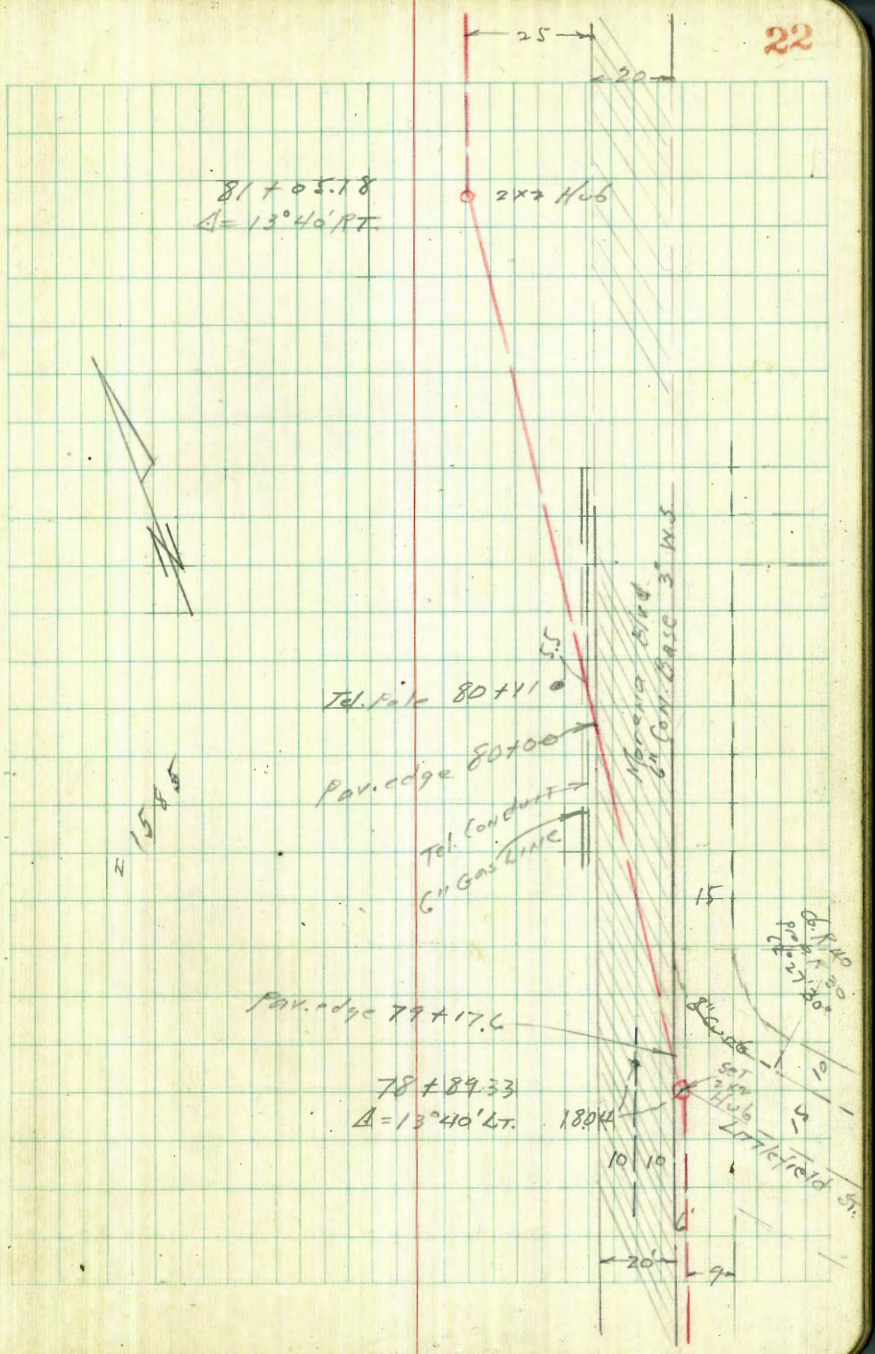
Proposed Line change
of Trunk Sewer
Old Town to Pacific Beach.

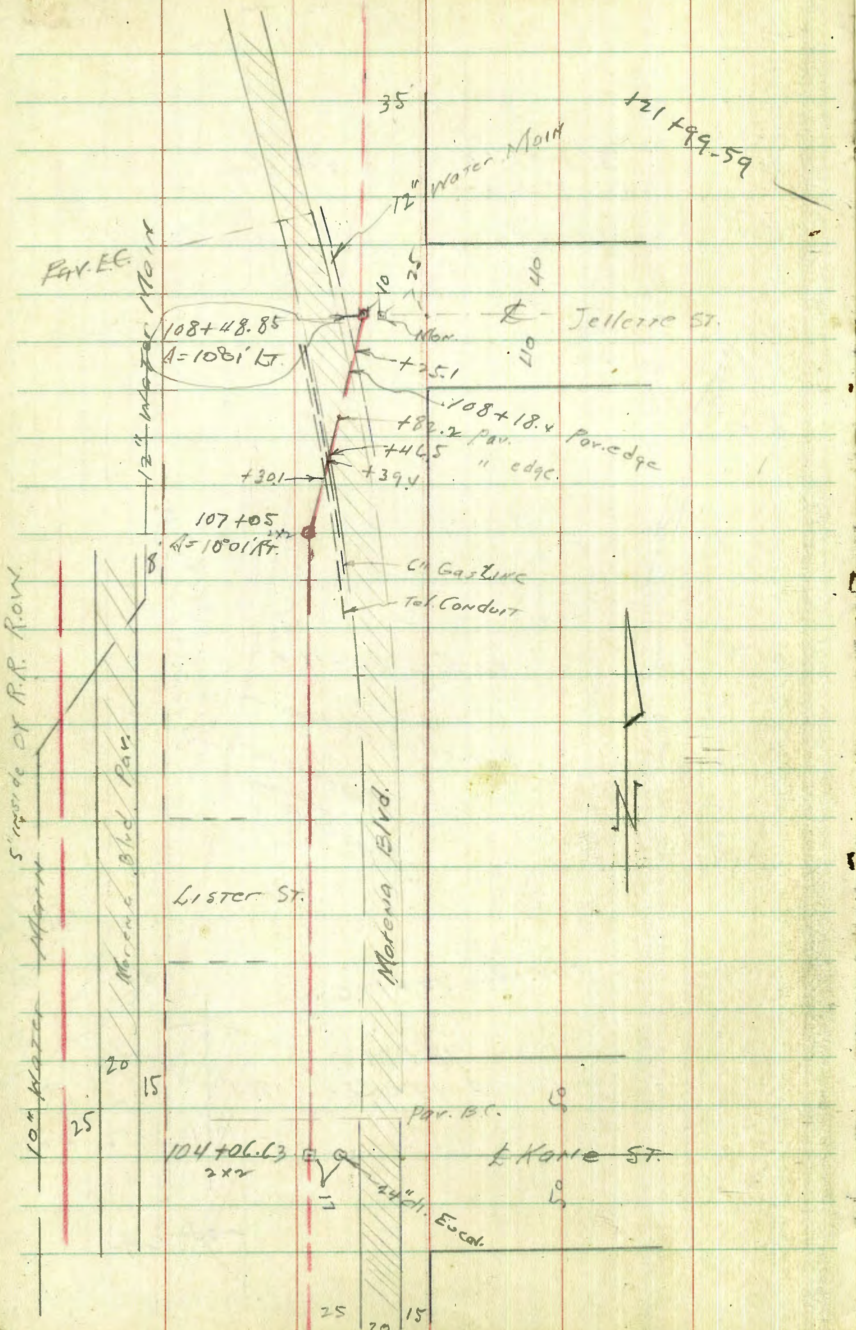
Change Beg. at Littlefield
at Marena Blvd.

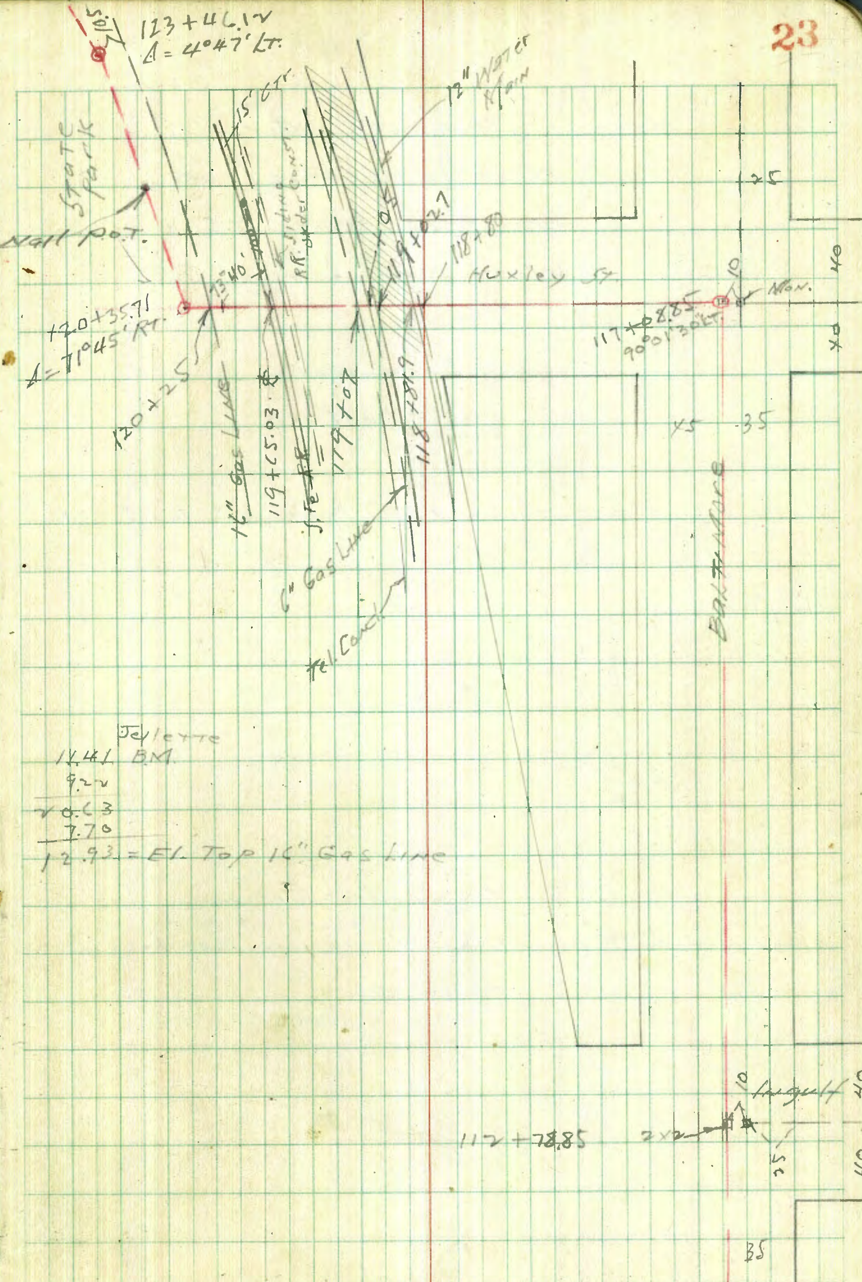
C Moore
Sommermeyer
W Moore

12-30-49

25' W. of Paving







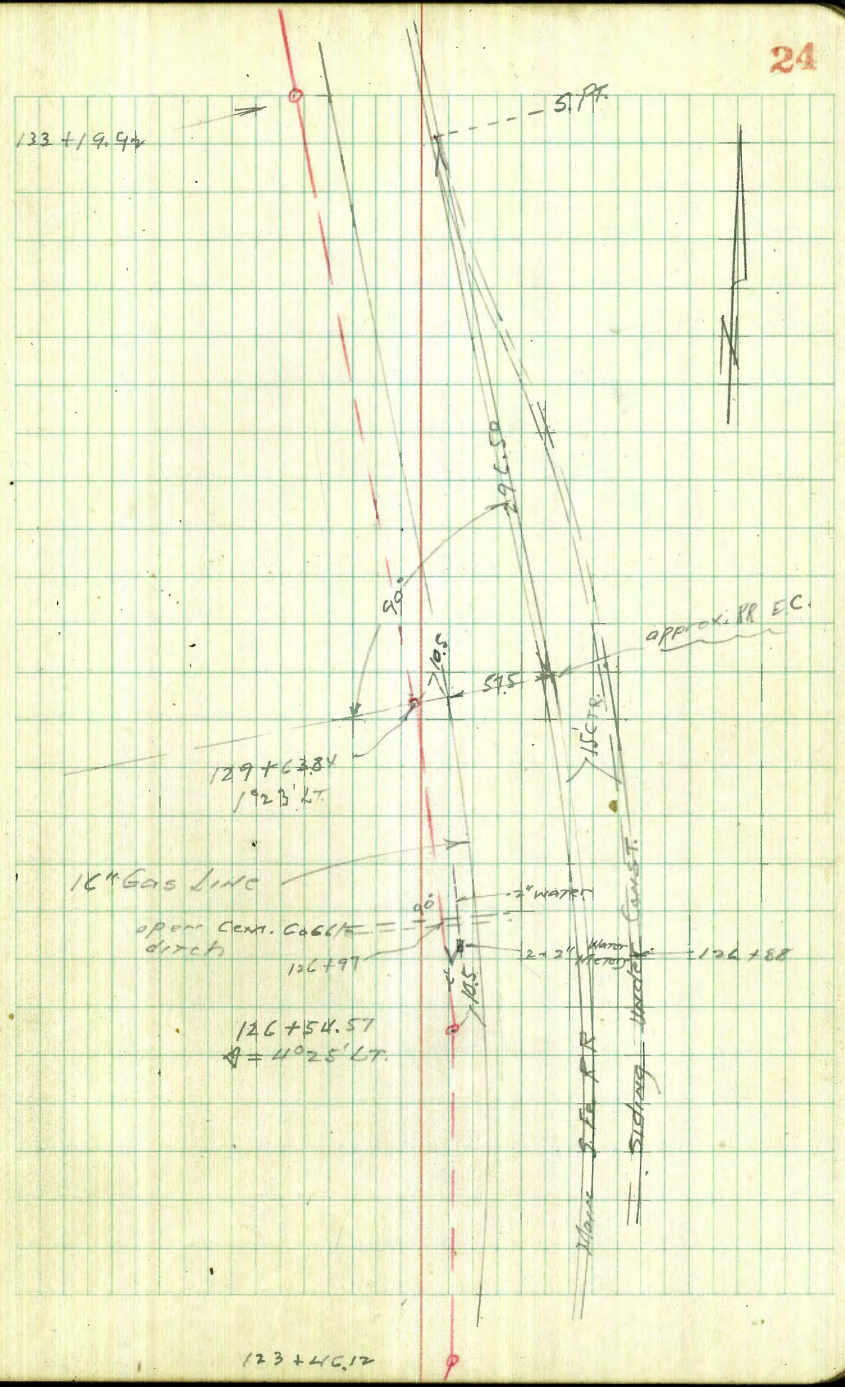
Jellette
14.41 BM.
6.22
20.63
7.70
12.93 = El. Top 14" Gas Line

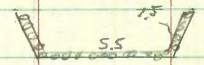
Note! Kept 10.5 Min.
West of 16" Gas Line
Which is approx. 7.5 W of
West Row Line of RR.

Suggest hand work
thru State Park

Cross slope thru Park 0.5 to 1.5 % 1

This 2" State Park water line
crosses & recrosses line but
is now dead

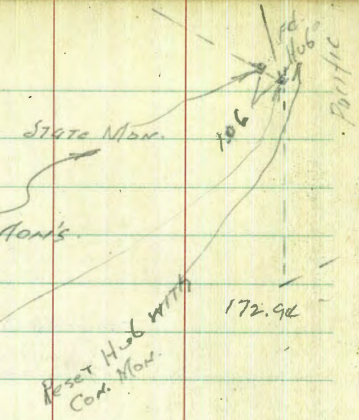




140+79.00
Δ L° 52'30" LT.
CCM. Cobblestone
24" C.S.P.
140+63
139+74.97 POT.
137+94.30
Δ = 1°47' LT.
1°47' LT
136+76.00 POT.
10.5
57.5
Ex. Hwy R.O.W.
16" Gas Line
Radial
135+13.20
STATE R.O.W. BC Mon.
El. 554.58
546
89°53'30"
20°
20' offset line
133+19.94 POT.
Ex. Hwy R.O.W.

These Con. State Mon's are N.G. I think.

Hub is good.



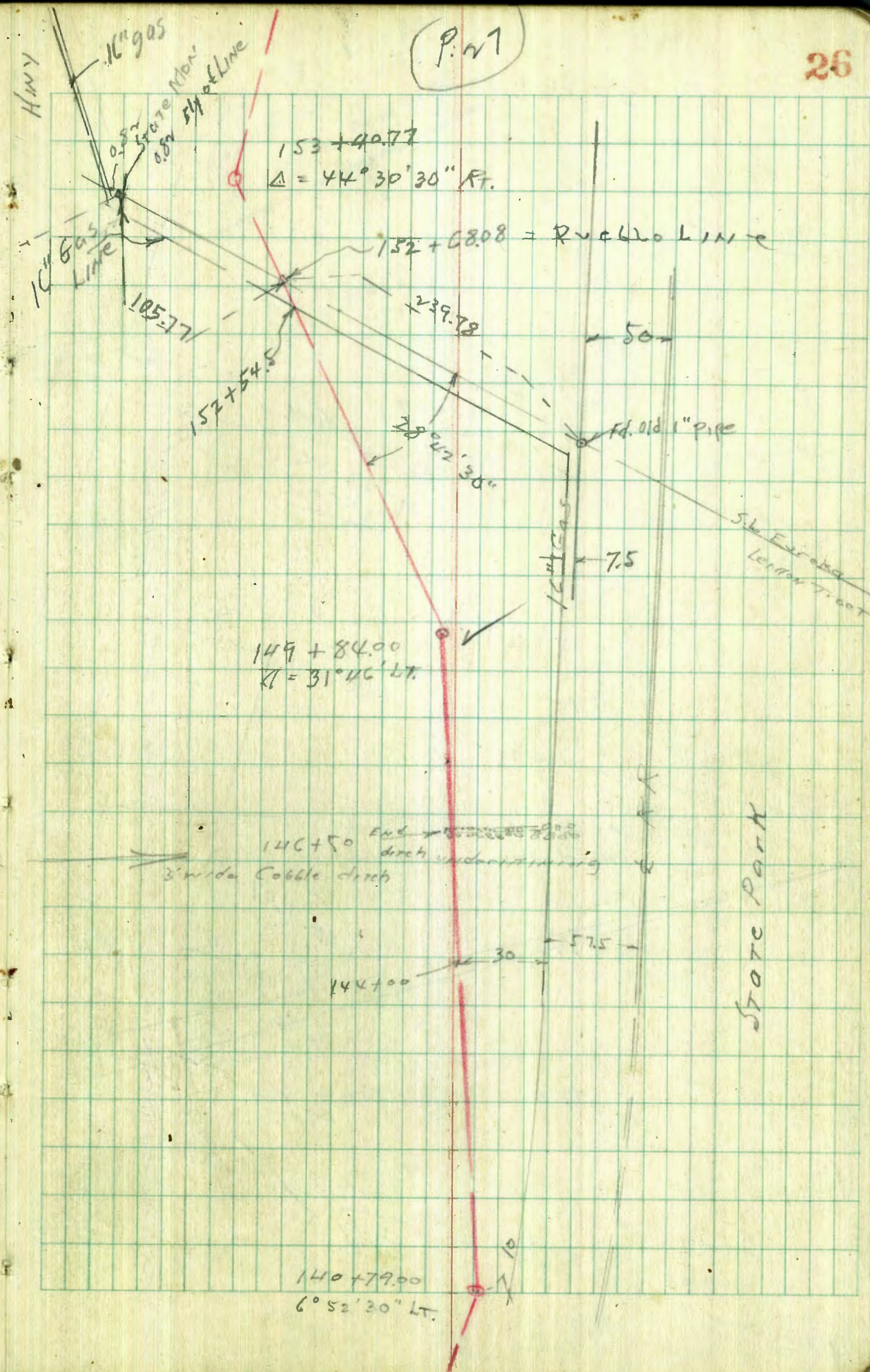
172.94
1.06

174.00 See F.B. 1647 (Meas. Bet. State Mons)

172.11 Calc.

1.88

0.94



1-12-44.
C Moore
Sommerhayer
H Moore
⊙ = 1½ x 1½ Pav. Stakes

Sta 1742-70 for proposed Line change

Sketch cont. P 38

2nd choice P. 39

159+74.96
Δ = 78°53'30" Rt.

157+95.39
Δ = 90° Lt.

157+87.89

90°

78°53'

Marine Terrace

Pacific

1380-3
14+2-6.4
Reset Mon.
1-28-44
CS me

Reset Cor. Mon.

See F.B. 1422

157+85.39

Recovery old 2" pipe driven

Marine Terrace

155+45.39

℄ of dividing Island and Pav. Improvement

F.B. 1447-

44°12'15"

Fd. Mon. 1380-3

Co

See F.B. 1380-3 14+2-6.4 10.68 Rt

Fd. Very old split R.R. Tie Fence Post Top burned off.

453 + 40.77
Δ = 44°30'30" Rt.

STATE MON. N.G.

10.6

40.6

40.6 replaced with Cor. Mon.

P. 26

State Bridge

0.87

This is Strobkle Co. R.L.

Hilgtus

P. 26
Fd. old 1" pipe

3944.40

3924

3914

3899

Line Change

Sewer Levels, Littlefield N/y West of Moreno Blvd.

Moore
T-6-VK

Sketch p. xx. Note! See D.A.V. for Water Lines

NW Cor. Spike Tel. Pole	3.65	(1808) ✓		(14.43)	Moreno Blvd Littlefield
7.8+89.33	Δ 13°40' Lt	4.x	13.9	✓	
7.9+17.6	edge Pav	4.3	13.8	✓	
+88	℄ "	4.4	13.7	✓	
80	edge "	4.9	13.2	✓	
+xx		5.1	13.0	✓	
+55		5.0	13.1	✓	
+85		4.0	14.1	✓	
81+05.18	Δ 13°40' Rt	5.1	13.0	✓	
+50		5.3	12.8	✓	
82		5.3	12.8	✓	
+50		5.4	12.7	✓	
83		6.x	11.9	✓	
+50		7.3	10.8	✓	
+60		6.3	11.8	✓	
+69		6.0	12.1	✓	
+96		8.3	8.8	✓	
84		10.0	8.1	✓	
+19		10.6	7.5	✓	
+24		13.x	4.9	✓	

(18.08) ✓

+26	13.3	4.8	✓
+30	10.6	7.5	✓
+50	10.5	7.6	✓
AC3	8.9	9.2	✓
+75	7.x	10.9	✓
+89	7.3	10.8	✓
85+07	8.4	8.7	✓
T.P.	2.51 (13.72) ✓	7.33 (10.75) ✓	
+50	4.3	9.0	✓
86	3.8	9.5	✓
+10	3.8	9.5	✓
+40	4.6	8.7	✓
+45	7.6	5.7	✓
+47	7.6	5.7	✓
+53	4.6	9.3	✓
+65	4.6	8.7	✓
+85	2.2	11.1	✓
87	2.1	11.2	✓
+30	5.1	8.2	✓
+60	5.1	8.2	✓
88	5.0	8.3	✓
+50	4.4	8.4	✓
+83	4.5	8.8	✓

13.26

+87		6.4	6.9	✓
+89		6.4	6.9	✓
+92		4.3	9.0	✓
89		4.7	8.6	✓
+50		4.4	8.9	✓
90		3.7	9.6	✓
+50		3.0	10.3	✓
91		2.2	11.1	✓
+50		1.6	11.7	✓
T.P	4.50	1.37	~~11.87~~ (16.41)	✓
+77		4.9	11.5	✓
+90		5.9	10.5	✓
92		5.9	10.5	✓
+36		5.7	10.7	✓
+57		4.0	12.4	✓
93 approx intersec. of 4" Sewer		3.8	12.6	✓
+50		4.1	12.3	✓
94		4.2	12.2	✓
+37		4.6	11.8	✓
+43		5.8	10.6	✓
+45		5.8	10.6	✓
+51		4.7	11.7	✓
95 Cross Water Here		4.8	11.6	✓

(16.41) ✓

+35		6.1	10.3 ✓
+50		6.1	10.3 ✓
96		6.6	9.8 ✓
+50		7.0	9.4 ✓
97		7.5	8.9 ✓
+50		7.7	8.7 ✓
98		8.1	8.3 ✓
T.P	2.77	~~17.79~~	6.39 ~~10.02~~ ✓
+50		4.7	8.1 ✓
99		4.9	7.9 ✓
+50		5.2	7.6 ✓
100		5.4	7.4 ✓
+50		5.7	7.1 ✓
+01		6.4	6.7 ✓
+50 approx intersec. 12" Water		6.5	6.3 ✓
101		6.7	6.1 ✓
+05		6.4	6.4 ✓
+06		7.4	5.4 ✓
+08		7.4	5.4 ✓
+09		6.4	6.4 ✓
+50		6.5	6.3 ✓
103		6.5	6.3 ✓
T.P	5.29	~~14.44~~	3.24 ~~9.15~~ ✓

		(14.44) ✓			
103+33			7.3	7.1 ✓	
+50			6.0	8.4 ✓	
+67			5.6	8.8 ✓	
+77			6.3	8.1 ✓	
+79			6.9	7.5 ✓	
+81			6.4	8.0 ✓	
+91			5.6	8.8 ✓	
104			5.5	8.9 ✓	
+06.13	℄ Kane		5.2	(9.27) ✓	2x4 Hub
+50			5.6	8.8 ✓	
+85			5.9	8.5 ✓	
105			5.4	9.0 ✓	
+50			4.7	9.7 ✓	
106			4.0	10.4 ✓	
+17			6.4	10.0 ✓	
+24			3.7	10.7 ✓	
+50			3.3	11.1 ✓	
107			2.7	11.7 ✓	
+05	Δ 10°01' Rt		2.91	(11.53) ✓	2x2
+46.5	edge Pav.		1.78	12.66 ✓	
+82.2	℄ "		1.03	13.41 ✓	
108+18.2	edge "		0.77	13.67 ✓	
108+48.85	Δ 10°01' Lt		0.64	13.80 ✓	2x2 & Jellette
CITY BM.					
T.P. Common	9.30	(20.72) ✓	3.02	(11.42) ✓	11.41 ✓
Jellette St Xing.					

		20.72 ✓			
+75			4.8	13.9 ✓	
+90			5.8	14.9 ✓	
109			6.4	14.3 ✓	
+50			5.3	15.4 ✓	
+75			4.9	15.8 ✓	
110			2.9	17.8 ✓	
+35			1.8	19.6 ✓	
+50			1.0	19.7 ✓	
111			0.6	20.1 ✓	
+50			1.6	19.1 ✓	
112			2.8	17.9 ✓	
Δ 25			1.9	18.8 ✓	
+50			2.8	17.9 ✓	
+78.85	℄ Laguit		3.0	17.7 ✓	
T.P.	2.57	(21.88) ✓	1.41	(19.31) ✓	
113			4.8	17.1 ✓	
+06			5.2	16.7 ✓	
Δ 13			14.7	7.2 ✓	
+17			14.7	7.2 ✓	STORM WATER BOWL
+25			10.1	11.8 ✓	
+37			5.9	16.0 ✓	
+50			5.5	16.4 ✓	
114			5.2	16.7 ✓	

		21.88		
114 +50		4.5	17.4	
115		3.7	18.2	
+25		3.C	18.3	
+50		2.7	19.2	
116		0.1	21.8	
T.P.	12.33	(34.13)	0.08	(21.80)
+25		9.5	24.6	
+50		C.1	28.0	
+65		3.5	30.6	
117		2.0	32.1	
+0.85	A 90°01'30" LT	1.47	32.66	℄ Huxley 2x2
+50		3.C	30.5	
+25		5.2	28.9	
118		6.8	27.3	
+15		7.5	26.6	
+35		10.0	24.1	
+60		10.7	23.4	
+74		12.0	22.1	
T.P.	+31	(23.58)	11.86	(22.27)
+76		3C	20.0	
+81.9	edge Pav	3.33	20.25	

	(23.58)		
119 +02.7 Wedge pav	3.C4	(19.94)	
+10	4.0	19.6	
+13	1.7	22.4	
+30	2.2	21.4	
+34	5.8	17.8	
+37	5.8	17.7	
+42	4.5	19.1	
+55	4.4	19.2	
+58	3.2	20.4	
+C5.03 ℄ Main ℄P	3.4	20.2	on T.P.
Top ⌶ rail	2.70	20.88	
" W "	2.97	20.61	
+70	3.7	19.9	
+75	4.7	18.7	
+85	4.9	18.7	
+87	6.0	17.6	
120	C.7	16.9	
+17	6.6	17.0	
+25 Int. 16" Gas Line	7.5	16.1	ground
" Top 16" " "	10.65	(12.93)	Top 16" gas P. +3
+29	8.7	15.4	
120 +35.74 A 71°45' Rt.	10.77	(12.81)	1½" x 1½" Pav. STAKE
T.P. 0.98	(13.79)	10.77	(12.81) " "

		⟨13.79⟩ ✓		
120 + 50			1.0	12.8 ✓
121			2.8	11.0 ✓
+ 50			3.1	10.7 ✓
122			2.8	11.0 ✓
+ 50			2.4	11.4 ✓
123			2.9	10.9 ✓
T.P.	3.98	⟨14.91⟩ ✓	0.86	⟨12.93⟩ ✓
123 + 46.12	Δ 40°47' LT.		6.05	10.86 ✓ 1½ x 1½
+ 50			5.1	10.8 ✓
124			8.2	8.7 ✓
+ 50			9.3	7.6 ✓
125			10.4	6.5 ✓
+ 50			9.3	7.6 ✓
126			9.7	7.2 ✓
T.P.	4.44	⟨13.40⟩ ✓	7.95	⟨8.96⟩ ✓
126 + 54.57	Δ 4°25' LT.		4.87	8.53 ✓ 1½ x 1½
+ 90			4.2	9.2 ✓
+ 94			4.9	8.5 ✓
+ 95.5	Cobble drift		7.4	6.0 ✓
+ 99.5			7.3	6.1 ✓
127 + 01			4.9	8.5 ✓

		⟨13.40⟩ ✓		
+ 05			3.4	10.0 ✓
+ 25			4.6	8.8 ✓
+ 50			5.7	7.7 ✓
+ 75			6.5	6.9 ✓
128			6.1	7.3 ✓
+ 25			6.2	7.2 ✓
+ 50			5.2	8.2 ✓
+ 75			3.5	9.9 ✓
+ 95			2.7	11.2 ✓
129			4.3	9.1 ✓
+ 35			4.7	8.7 ✓
T.P.	8.16	⟨17.03⟩ ✓	4.53	⟨8.87⟩ ✓
129 + 13.84	Δ 10°23' LT.		8.16	8.87 ✓ 1½ x 1½
130			7.1	9.9 ✓
+ 50			7.8	9.2 ✓
131			6.8	10.2 ✓
+ 50			7.1	9.9 ✓
T.P.	12.44	⟨17.33⟩ ✓	12.14	⟨4.89⟩ ✓
132			7.5	9.8 ✓
+ 50			7.6	9.7 ✓
133			5.8	11.5 ✓

CONT'd. P34

Location of Trees & Palms in Grove

To 5' Rt or Lt.

120 + 45	2 Lt	2" diam Tree
+ 67	1 "	5" " "
+ 87	Line	3" " "
121 + 10	2.5 Rt	6" " "
+ 30	Line	2" " "
+ 51	1 Lt	4" " "
+ 75	Line	4" " "
+ 96	"	3" " "
122 + 17	"	8" " "
+ 38	"	4" " "
+ 56	"	8" " "
+ 76	1 Lt	3" " "
+ 98	2 Lt	2" " "
123 + 37	2 Lt	3" " "
+ 48	4 Rt	4" " "
+ 58	1 Lt	6" " "
+ 78	Line	4" " "
124 + 03	"	3" " "
+ 25	1 Rt	2" " "
+ 46	2 Rt	3" " "
+ 69	3 Rt	4" " "
+ 87	5 Rt	4" " "
+ 93	3 "	5" " "
125 + 03	6 Rt	4 " "

+ 41	6 Lt	8" dia Tree
+ 97	5 Lt	8" "
126 + 18	4 Lt	6" "
134 + 43	on Line	24" " Palm
+ 63	" "	" " "
+ 84	" "	18" " "
135 + 15	5' Lt	6" " "
+ 75	6 Lt	30" " "
136 + 02	7 Lt	24" " "
+ 21	"	" " "
+ 43	5 Lt	" " "
+ 56	9 Lt	" " "
137 + 17	10 Lt	20" " "
+ 46	8 Lt	" " "
+ 85	3 Lt	24" " "
141 + 34	20 Lt	10" " "
144 + 85	6 Rt	2" Pine
145 + 07	3 Rt	3" "
+ 50	6 Rt	3" "
+ 85	4 Lt	2" "
146	6 Lt	2" "
+ 30	4 Lt	2" "

Level Correction

		(17.33)	from P 32		
133+19.92	P.O.T.		5.7	11.6	✓
+50			5.2	12.1	✓
134			5.3	12.0	✓
+15			5.4	11.9	✓
+27			8.8	8.5	✓
+50			9.6	7.7	✓
T.P.	13.02	(17.25)	13.10	(4.23)	
135	Spring		10.5	6.7	✓
+10	"		9.5	7.6	✓
+20			6.6	10.6	✓
+50			4.9	12.3	✓
136			6.0	11.2	✓
Set B.M.	B.C. Row Mon. 6.88 Lt. State of 135+13.20		11.75	5.50	5.46
+50			6.5	10.7	
T.P. 136+72	P.O.T.		4.80	12.45	1½×1½
		Correction		12.41	

B.M. State Mon.

1.19 — 7.85

B.C. State Mon

check to 135+13.20 — 7.29

C.C.C. E.B. 1447-C9

(5.46) Corrected

to opposite page

Levels Contd.

T.P. 136+72	4.09	16.50		12.41 = Correction
137			4.9	
+25			5.3	
+50			7.3	
+65			8.6	
138			7.1	Line change
+25			7.6	
+50			7.6	Acct. of Cobble ditch
+75			11.1	
139			10.9	
+25			10.2	
+50			8.4	
+80			6.5	
140			6.8	
T.P.	4.55	15.61	5.44	11.06
140+43.39 P.O.T.			6.55	1½×1½

15.61

140	+50	6.5	
	+55	8.8	
	+57	9.0	
	+57.5	10.5	Line change
	+60.5	10.8	& Cent. of cobble ditch
	+63	10.5	
	+63.5	8.9	
	+65	8.5	
	+71	5.6	

Levels on Line change acct. of Cobble ditch

P.I. 14+11		5.50	17.91	P.O.T. 136+76
137			5.8	12.1
	+50		6.5	11.4
	+80		7.7	10.2
137	+94.30	Δ 1°47' Lt.	7.50	10.41
138	+25		4.9	13.0
	"	C Lt	7.2	10.7
	"	C Rt	3.1	14.8
	+50		5.5	12.4
	"	C Lt	8.8	9.1
	"	C Rt	3.6	14.3

17.91

139		8.3	9.6
"	C Lt	11.3	6.6
"	C Rt	5.8	12.1
140		7.4	10.5
"	C Lt	9.6	8.3
"	C Rt	5.1	12.8
+50		2.3	15.6
"	C Lt	8.0	9.9
"	C Rt	+2.5	20.4

T.P.	5.66	22.86	0.71	17.20
+05			3.6	19.3
"	C Lt		8.7	14.2
"	C Rt		1.8	21.1
+74.97	P.O.T.		3.17	19.69
"	C Lt		6.5	16.4
"	C Rt		1.0	21.9
140			3.6	19.3
"	C Lt		7.1	15.5
"	C Rt		1.4	21.5
+25			6.4	16.5
"	C Lt		8.6	14.3
"	C Rt		3.6	19.3
140			9.1	13.8
"	C Lt		11.0	11.9
"	C Rt		6.9	16.0

		<22.86>			
+54		8.0	14.7		8.6 9.4
"	6 LT	10.0	12.9		14.3 13.0
"	6 RT	6.4	16.5		
+60	Top Side ditch	13.4	9.5		5.5
+60.5	Bot. "	14.4	8.5		4.4 4.4
+63	℄ "	14.6	8.3		
"	" "	18.4	4.5	18 LT	
"	" "	22.3	0.6	32 LT	
"	" F.L. 24" Appx.	24.8	−1.9	51 LT	
"	℄ ditch	10.8	12.1	23 RT	
"	" " "	2.1	20.8	24 RT	
+72	Top RR spill way	7.0	15.9		
"	6 LT	8.7	14.2		
"	6 RT	5.4	17.5		
140 +79.00	△ 60°52'30" LT.	6.76	16.10		
+91		7.7	15.2		
141		9.7	13.2		
+07		8.4	14.5		
+25		7.3	15.6		
+45		7.7	15.2		
+62		9.9	13.0		
+75		7.4	15.5		
+85		9.6	13.3		
+95		8.7	14.2		
142 +03		11.2	11.7		

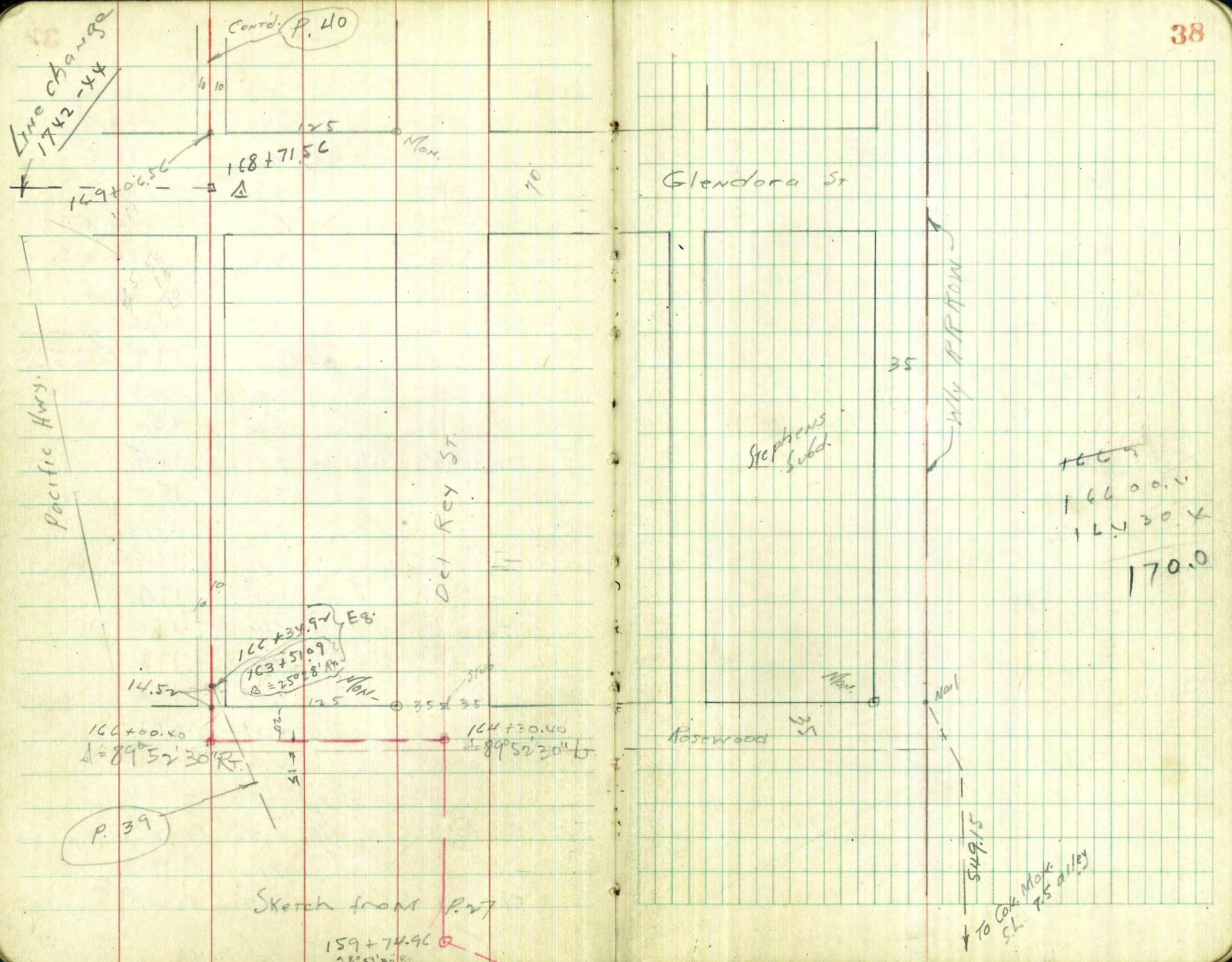
		<22.86>		
+11		11.0	11.9	
+17		8.9	14.0	
+50		7.9	15.0	
+70		7.3	15.6	
+90		9.2	13.7	
T.P.	2.57	<17.07>	8.36	<4.50>
143			7.8	14.3
+10			3.7	13.4
+30			7.2	14.9
+50			7.9	14.2
+74			4.3	12.8
+79			5.9	11.2
+85			5.3	11.8
+89			3.7	13.4
144			3.6	13.5
+20			4.4	12.7
+26			9.0	8.1
+35			8.8	8.3
+45			5.6	11.5
+58			4.9	12.2
+80			6.7	10.9
+93			8.0	9.1
145			8.1	9.0

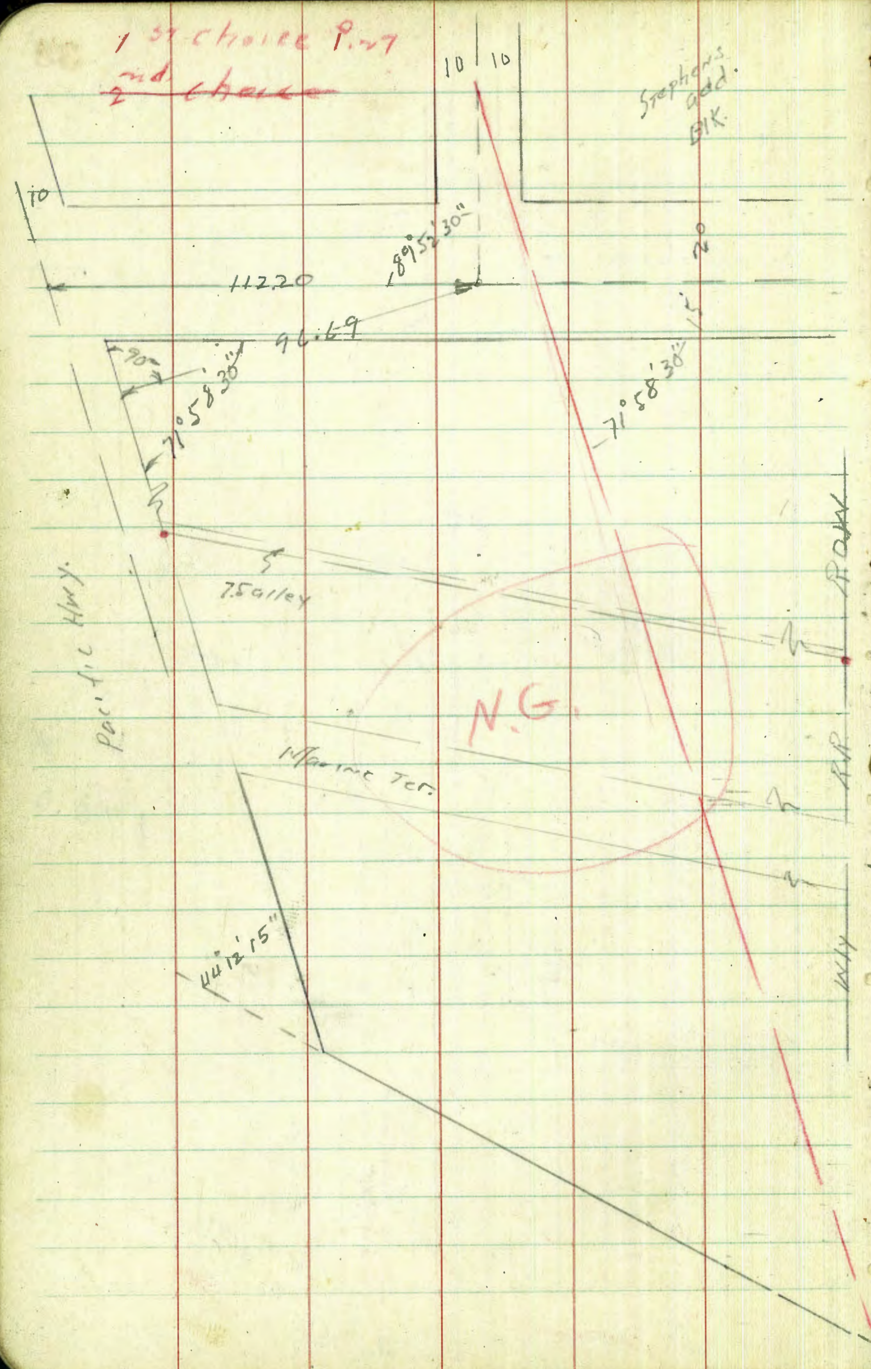
		17.07			
+25			7.2	9.9	
+50			7.5	9.6	
146			7.1	10.0	
+25			6.9	10.2	
T.P.	5.45	(16.47)	6.05	(11.07)	
+48			5.9	10.6	
"	1' LT		10.2	6.3	
+49.5	2 cattle track		6.8	9.7	end cattle tracks is breaking down
"	1' LT		10.2	6.3	
"	10' RT		5.9	10.6	front wash
+51			6.0	10.5	
"	1' LT		10.0	6.5	
+51.5			6.0	10.5	
"	5 LT		6.0	10.5	
147			5.1	11.4	
+50			4.6	11.9	
148			4.6	11.9	
+50			4.5	12.0	
149			5.0	11.5	
+50			4.8	11.7	
149 + 84.00			4.47	12.00	1½ x 1½
△ PT.					
T.P. 1½ x 1½	10.36	(14.36)	4.47	(12.00)	

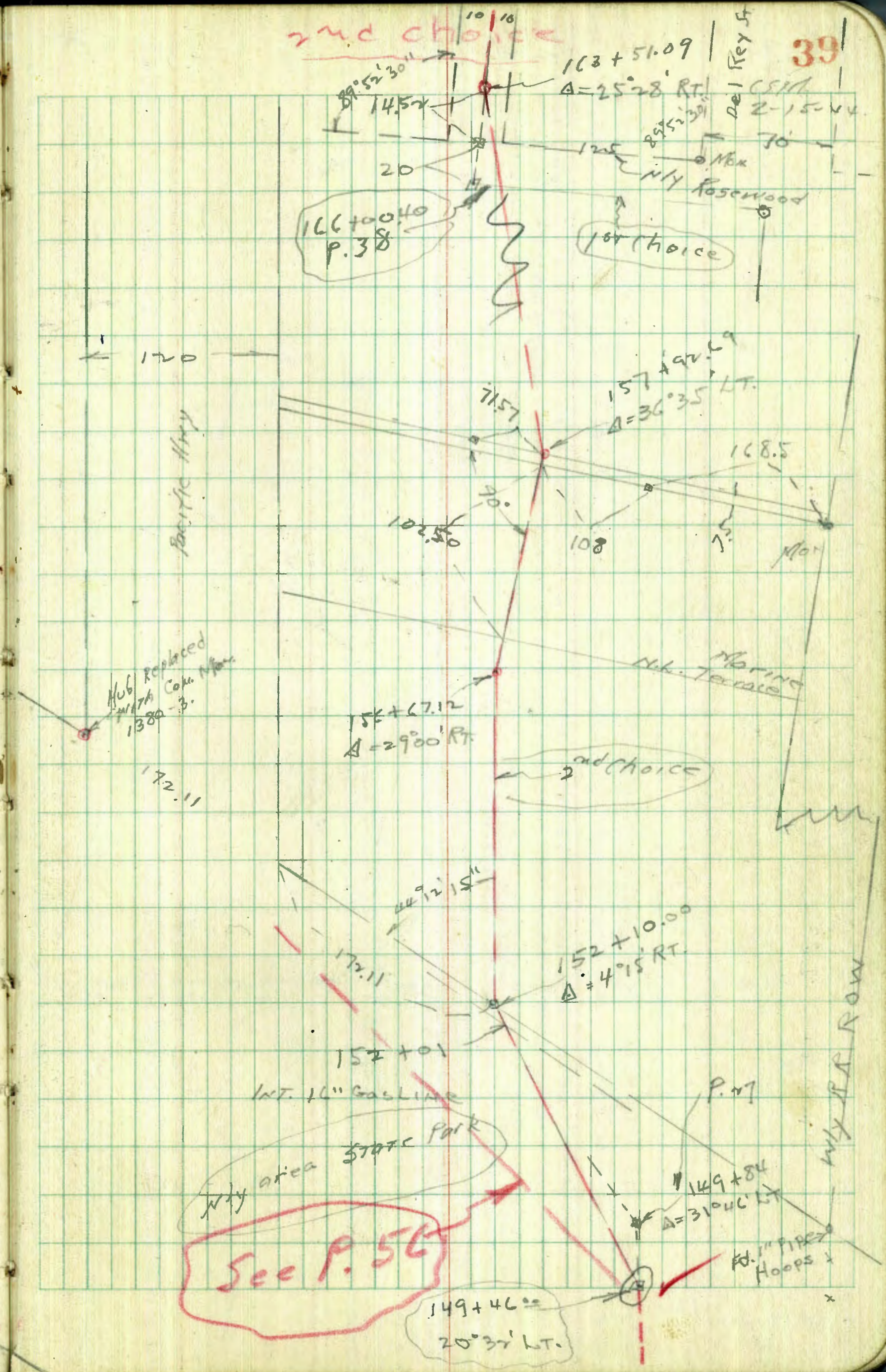
(22.36)

150		10.8	11.6
+50		11.5	10.9
151		10.8	11.6
+40		9.6	12.8
+70		8.0	14.4
152		6.4	18.0
+46		2.8	21.6
+54.5 Int. 16" Gas Line		4.8	20.6 ground
+85		4.5	17.9 16" gas line approx. 4' deep
153		7.5	14.9
+15		7.2	15.2
153 +40.77 Δ 44°30'30" RT		9.6	12.8
+75		7.4	15.0
154		7.4	15.0
+50		5.9	16.5
155		6.5	17.9
+50		5.4	17.0
156		4.6	17.8
+20		4.0	18.4
+35		2.3	20.1
+50		2.3	20.1
T.P.	6.08	(2.59)	2.50 (19.86)
+65		7.1	18.8
+80		5.0	20.9

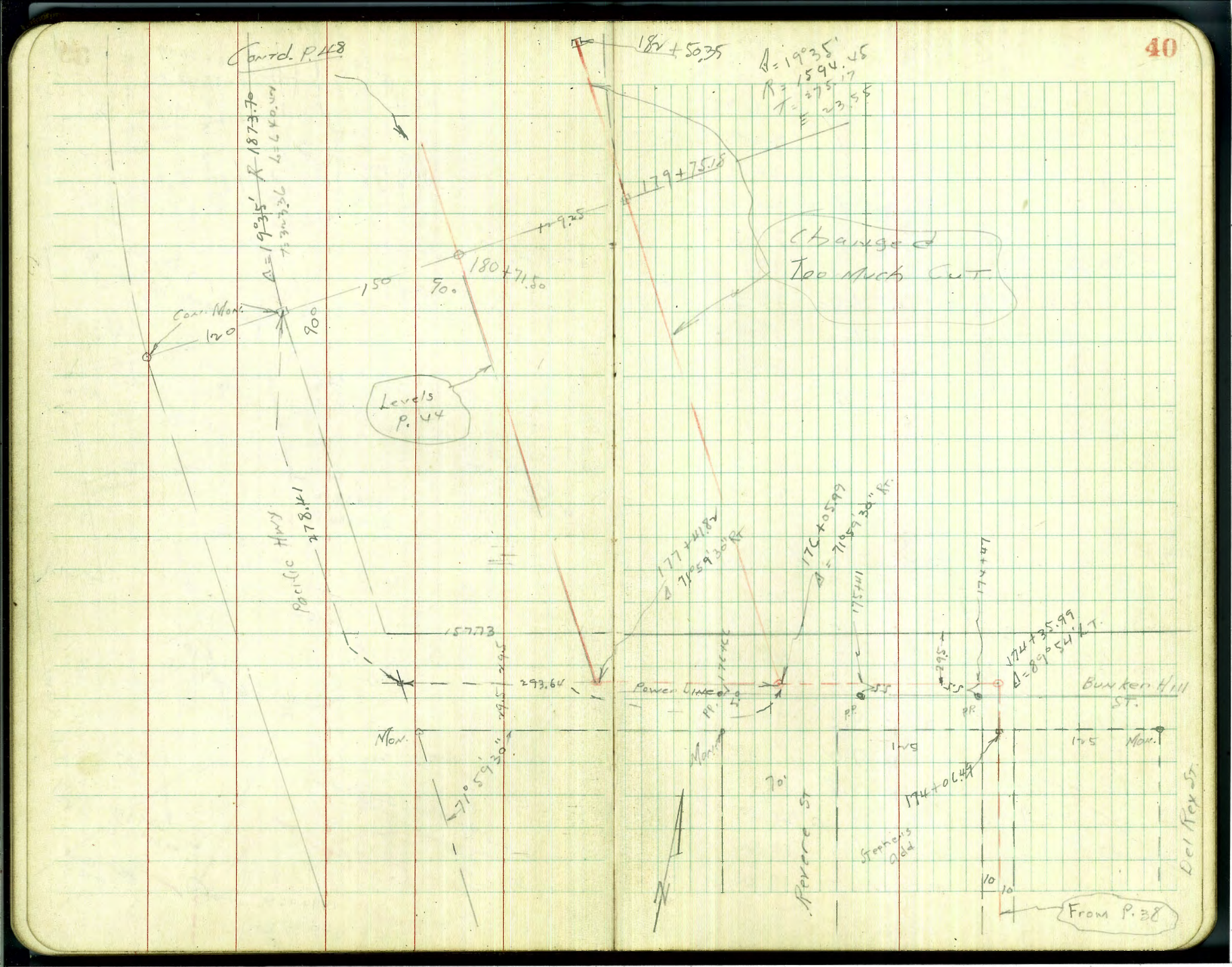
Contd P. 41


Line change 1742-44
Cont'd P. 40
125
Mon.
168+71.56
169+06.56
Pacific Hwy.
Del Rey St.
166+34.97 E8
163+51.09
14.52
Mon.
125
35
35
166+00.40
Δ=89°52'30" Rt.
164+30.40
Δ=89°52'30" Lt.
P. 39
Sketch from P. 27
159+74.96
Glendora St.
35
Stephens Subd.
Wly R/W
Mon.
Nail
Rosewood
35
549.15
To Cor. Mon. S.L. 7.5 alley
166 00.4
164 30.4
170.0


1st choice P.27
2nd choice
10
10
Stephens Add. Blk.
10
112.20
89°52'30"
96.69
90°
71°58'30"
71°58'30"
7.5 alley
Pacific Hwy.
Marine Ter.
N.G.
44°12'15"
W'ly R.R. ROW


2nd choice
10
10
163+51.09
Δ=25°28' RT.
Del Key St
CSM 2-15-44
89°52'30"
145.27
89°52'30"
20
125
Mon
N'ly Rosewood
70'
166+00.40
P.38
1st choice
120
Pacific Hwy
157+92.69
Δ=36°35' LT.
71.57
168.5
102.50
70'
108
Mon
Hub Replaced with Conc. Mon. 1380-3.
172.11
N.E. Marine Terrace
155+67.12
Δ=29°00' RT.
2nd choice
44°12'15"
172.11
152+10.00
Δ=4°15' RT.
152+01
Int. 16" Gas Line
W'ly area State Park
P.27
149+84
Δ=31°46' LT
Fd. 1" Pipe & Hoops
149+46.00
20°37' LT.
W'ly R.R. ROW

See P. 56


Contd. P. 48
Δ=19°35' R=1873.70 L=640.40
T=340.36
Cont. Mon.
120
150
90°
90°
180+71.50
+9.25
Levels P. 44
Pacific Hwy
278.41
157.73
293.64
Mon.
71°59'30" Rt.
18+50.35
Δ=19°35'
R=1594.48
T=275.17
L=545.15
179+75.15
Changed
Too Much Cut.
177+41.82
Δ 71°59'30" Rt.
176+05.99
Δ=71°59'30" Rt.
175+11
174+47
174+35.99
Δ=89°54' Lt.
Power Lines
Bunker Hill St.
Mon.
174+06.45
Revere St.
Stephen's Add
Del Rey St.
From P. 38

	25.94	FROM P. 37		
157		4.6	21.3	✓
+50		3.0	22.9	✓
≠ 95.39 Δ 90° LT.		1.4	24.7	✓
158 +50		4.1	21.8	✓
159		5.4	20.5	✓
+50		6.8	19.1	✓
+74.96 Δ 78°53'30" RT.		7.40	18.5	✓ Stub
160		7.0	18.9	✓ 18.54
+50		5.6	20.3	✓
161		4.8	21.1	✓
+50		3.8	22.1	✓
162		3.3	22.6	✓
+50		3.1	22.8	✓
T.P.	1.68	310		✓
163		2.4	22.3	✓
+50		3.5	21.0	✓
164		4.1	20.4	✓
+18		4.6	19.9	✓
+20		7.4	17.3	✓
+22		4.8	19.7	✓
+30.40 Δ 90°07' LT		4.30	20.22	✓ Stub
+50		5.3	19.2	✓
+60		6.5	18.0	✓

	24.52			
165		4.8	19.7	✓
+80		6.4	18.1	✓
166		7.4	17.1	✓
+50		8.6	15.9	✓
166 + 00.40 Δ 89°53' RT		9.5	15.0	✓ Approx Grade 6.7%
T.P.		8.87	15.65	✓ ✓ on Meter Box

3-14-44. Seneca levels on 2nd. choice. Sketch p39.

T.P Stub 149+84 Δ	11.4	(3.42)	12.00	P37
149+46.00 Δ 20°32' LT		11.8	11.6	
150		12.4	11.0	
+50		12.6	10.8	
+80		12.0	11.4	
+51		11.1	12.3	
+12	1' RT 2" pipe			
+20	7' LT " "			
+35		9.2	14.2	
+50		6.0	17.4	
+72		2.3	21.1	
T.P.	6.50	(8.45)	1.87	(21.95)
+88		3.9	24.5	
152+01	ground	over 16" Gas Line	3.7	24.7
+10	Δ 4°15' RT		3.90	24.55
+50			3.3	25.1
+84	Ctr. 12" Pepper Tree		4.5	23.9
153			4.8	23.6
+50			7.2	21.2
154			10.1	18.3

(8.45)

+50			16.5	17.0
155			13.2	15.2
T.P.	6.56	(21.91)	13.10	(15.35)
+50			7.0	14.9
+56			6.7	15.2
+30			6.6	15.3
156+67.1 Δ 29°00' RT			5.33	16.58 Stub
157			4.3	17.6
+50			2.8	19.1
157+92.69 Δ 30°35' LT			1.26	20.65 Stub
158			1.3	20.6
+50			0.8	21.1
159			0.7	21.2
+50			0.8	21.1
160			0.8	21.1
+50			1.1	20.8
T.P.	1.58	(8.40)	1.09	(20.85)
161			2.4	20.0
+50			3.4	19.0
162			4.5	17.9
+50			6.3	16.1

	22.40 ✓			
16W +80		6.5	15.9	✓
+91		6.8	16.0	✓
+93	Wash	8.1	14.3	✓
+94		6.5	15.9	✓
163		6.9	15.5	✓
163 +51.09	Δ 25°38' Rt.	7.60	14.80	✓ Stub & alley
T.P. on Meter Box	5.15 ⟨20.80⟩ ✓	6.75	⟨15.65⟩ ✓	15.65 P.41 ✓
164		5.9	15.1	✓
+50		5.8	15.4	✓
165		5.0	15.8	✓
+50		5.0	15.8	✓
166		4.9	15.9	✓
Old. City BM Adon	E.L. Pacific & W.L. Revere St.	10.69	10.11 ✓	1647-70 10.09
+50		4.8	16.0	✓
167		4.1	16.7	✓
+50		3.5	17.3	✓
168		2.9	17.9	✓
T.P.	2.80W ⟨25.88⟩ ✓	2.7W	⟨18.06⟩	
+50		7W	18.7	✓

	⟨25.88⟩ ✓		
+40		7W	18.7 ✓
+70		8.0	17.9 ✓
+90		7.9	18.0 ✓
169 +04.50	W.L. Glendora	6.89	18.99 ✓
+15		6.2W	19.7 ✓
+50		6.1	19.8 ✓
170		5.4	20.5 ✓
+50		5.0	20.9 ✓
+71		4.6	21.3 ✓
+50		4.2W	21.7 ✓
171W		4.2W	21.7 ✓
+15		6.2	19.7 ✓
+21		4.0	21.9 ✓
+50		2.8	23.1 ✓
173		0.8	25.1 ✓
T.P.	2.21 ⟨28.27⟩ ✓	0.2W	⟨25.65⟩ ✓
+50		2.5	25.8 ✓
174		3.0	25.3 ✓
+04.69	S.L. Bunker Hill St.	3.46	24.81 ✓ Stub
+28		4.3	24.0 ✓
174 +35.99	Δ 89° 54' Lt	3.39	24.88 ✓ Stub
+50		4.6	23.7 ✓
175		6.8	21.5 ✓

28.27

175 + 50.			8.6	19.7	
176			10.3	18.0	
176	+05.99	A 71°59'30" Rt	10.47	⟨17.85⟩	Stub
	+40		10.5		
	+47		6.1		
177			5.0		
	+50		4.4		
178			4.7		
T.P.		7.07	31.51	3.83	24.44
	+50			8.0	
179				7.7	
	+30			7.9	
	+35			7.0	
	+50			6.6	
	+75.18			6.15	Stub
180				5.7	
	+50			3.7	
	+56			3.0	
	+65			1.7	
	+80			0.8	
T.P.		8.78	39.16	0.63	30.88

39.16

181		6.8		
	+50	4.3		
182		3.9		
182	+50.35	4.37	34.78	Stub
T.P.	111		11.05 ⟨-8.11⟩	Nail in P.P.
T.P.			14.30 ⟨17.97⟩	X 30 Stub H

℄ Levels on change Sketch p. 40

Sta 176 + 05.99 w/y to 188 + 88.10

176 + 05.99	Stub	⟨23.58⟩		⟨17.85⟩ Stub
	+50		7.1	16.5
177			8.6	15.0
	+41.87	A 71°59'30" Rt	9.93	13.65 Stub
	+74		9.8	13.8
	+85		7.7	15.9
178			8.1	15.5
	+50		7.5	16.1
179			7.2	16.4
	+50		7.2	16.4
	+58		6.7	16.9
	+63		7.5	16.1

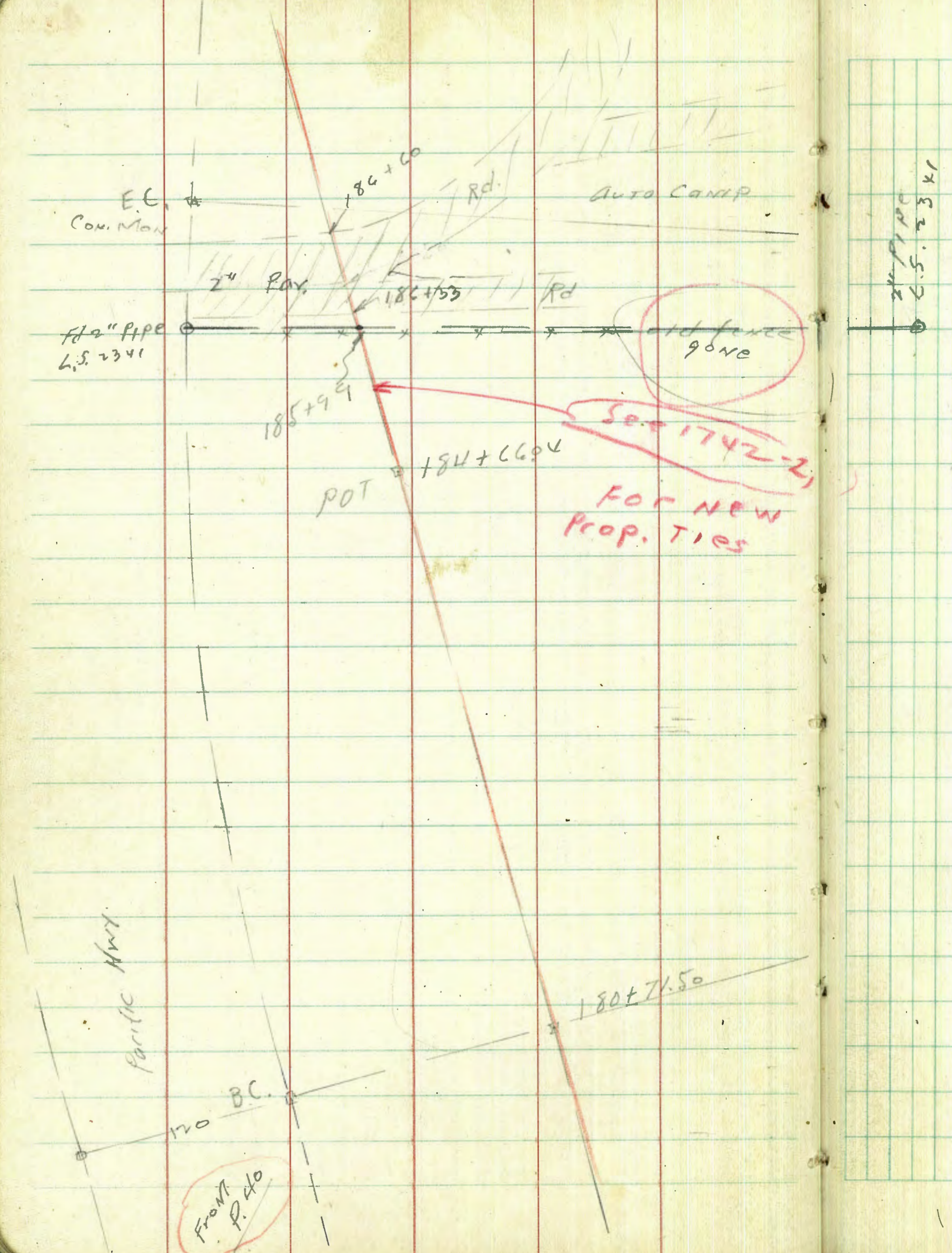
			<23.58>					
179 +66				C.C	17.0			
180				5.7	17.9			
+20				4.2	19.4			
+71.5	POT			3.47	19.91	STUB		
181				3.4	20.2			
+50				1.9	21.7			
T.P.	10.97	<31.67>		2.88	<20.79>			
184				8.0	23.7			
+50				5.5	26.2			
183				4.6	27.1			
+50				4.6	27.1			
184				2.1	29.6			
TP	4.45	<34.38>		1.74	<29.53>			
+50				2.8	31.6			
+66.4	POT			2.81	31.57	STUB		
+80				3.0	31.4			
185				3.7	30.7			
+50				4.6	27.8			
186				9.0	25.4			
+25				10.5	23.9			
+30				11.4	23.0			

			<34.38>					
T.P.	1.08		<22.80>	12.60	<21.78>			
186 +50				1.7	21.2			
+65				2.5	20.4			
+90				4.4	18.5			
187 POT				4.85	18.01			
+50				5.2	17.7			
+66				5.2	17.7			
T.P.	6.28	<21.27>		7.87	<14.99>			
188				3.8	17.5			
+17.79 F.L. Pacific Hwy				3.82	17.45	STUB		
+35				3.6	17.7			
+45				5.2	16.1			
~~+56 ground~~ 16" gas line over				5.2	16.1			
+75				4.6	16.7		F.L. C.O.	
188 +80.10				5.11	16.16	STUB		
check to State BM1 iron bolt SE Con Pump Island of Gen. Pet. Serv. Sta. NW Cor. Balboa & Pacific				4.95	<18.32>	18.28		
						0.04		

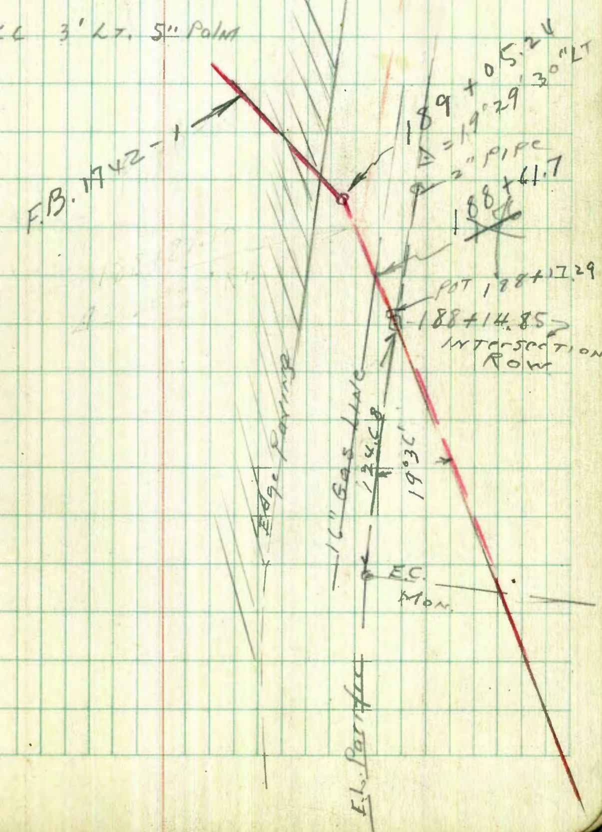
9/15/45 C. Moore + Party. Via R.H. + H.H.K.

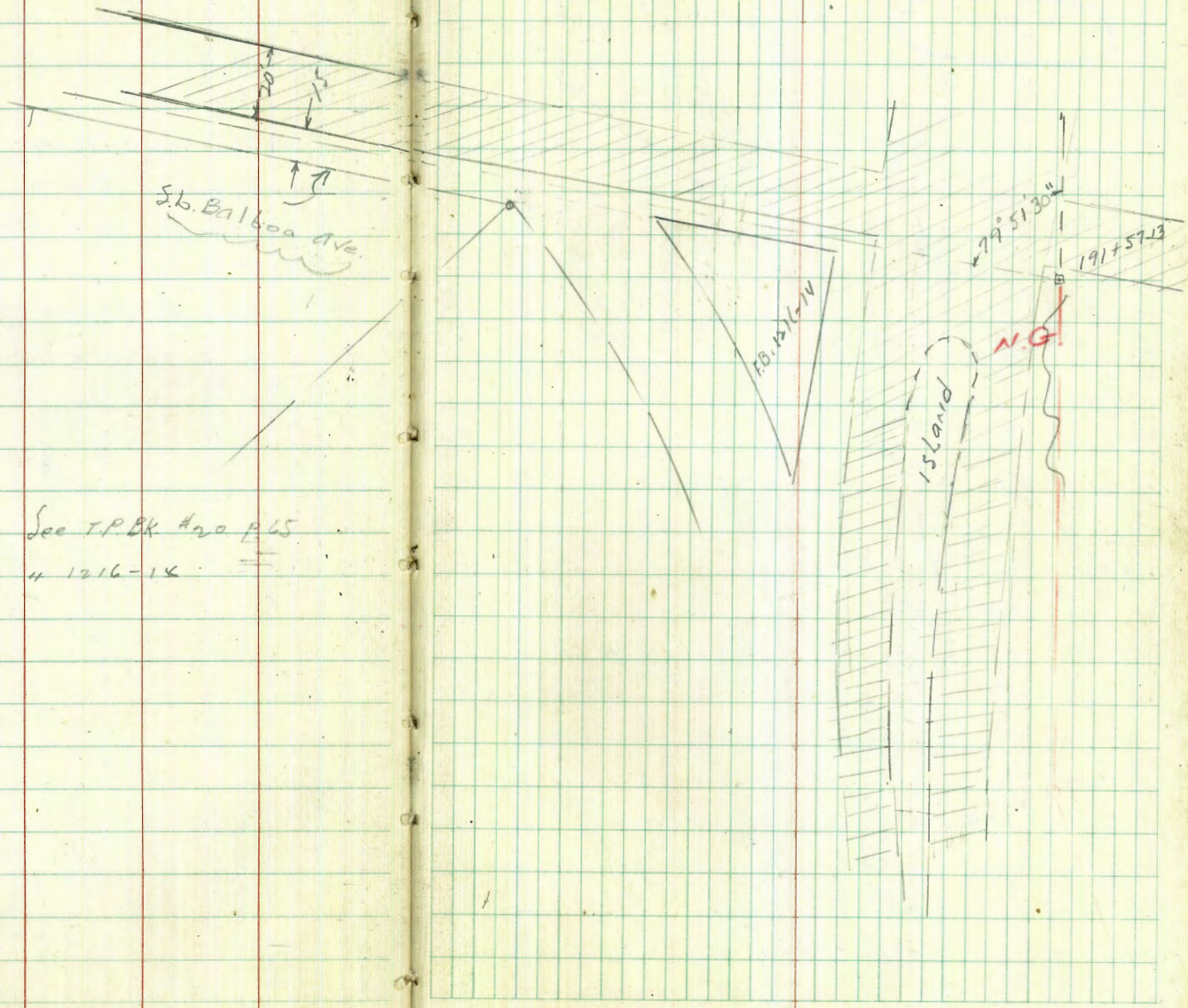
Pac. R'Way & Morena Blvd. Sta 100 + 1670/14 F.B. Mon. Collette St.

Section South B.M.	Through Culverts S of Collette St.			11.41	
	3.37	(14.78)			
T.P.	4.17	(8.14)	10.81	3.97	
			8.84	- 0.70	Top Gas Line
			7.50	0.64	Drain Ditch.
			11.27	- 3.13	Cul. F.L.
	6.71	(11.68)	3.87	4.97	
			10.8	0.9	Cobble Wall.
			9.3	2.4	Ground W. end R.R. Bridge
			2.83	8.85	Top Rail W. Track
			3.11	8.57	" " E "
			9.1	2.6	Ground E end R.R. Bridge
			8.0	3.7	118' E = ER/W Ry.
			7.5	4.2	Ground at Culv. Morena Blvd.
			6.49	5.19	FL W end Culv at Morena Blvd.
			3.68	8.00	Top Headwall
T.P.	5.69	(14.79)	2.58	9.10	
			3.38	11.41	B.M. above.
Section	Culvert N of Collette St		Sta 110 + 1670/14		
B.M.	5.43	(16.84)		11.41	Mon. Collette St.
			13.74	3.10	F.L. E end Culv Ry.
			14.50	2.34	" W. "
T.P.	3.86	(10.57)	10.13	6.71	Top 16" Gas line
			11.01	- 0.44	F.L. E end Culv. Pac R'Way



186+70 4" Pepper Tree
187+00 P.O.T. Stub
187+37 3' Rt. 4" Eucal Tree
187+66.40 P.O.T. Stub
188+34.30 P.O.T. Stub
+ 66 3' Lt. 5" Palm





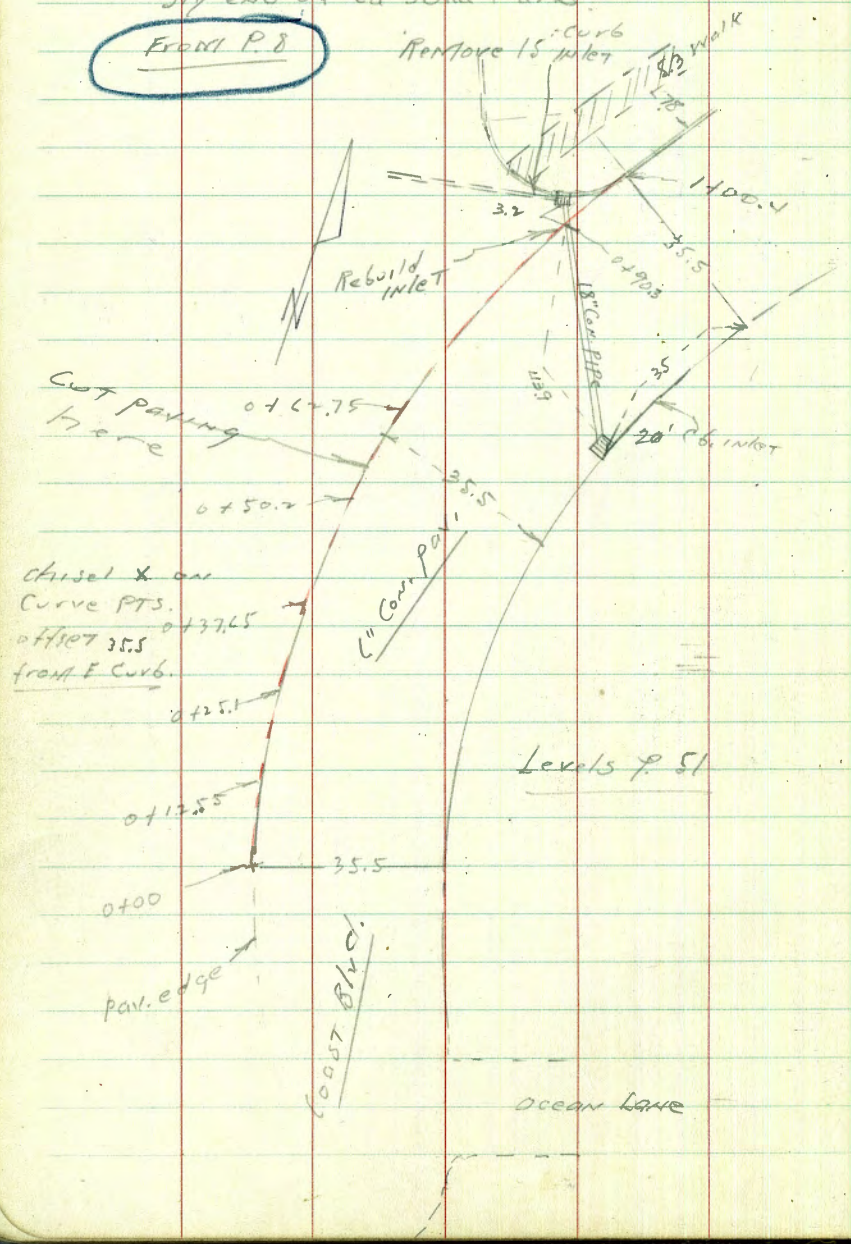
See T.P.Bk #20 p.45
& 1216-14

Indexed
C-S-K.

Moore
Soukup & Meyer
W. St. Clare
5-1-44.

Prop. New Curb & Curb Inlet at
S/y end of La Jolla Park.

From P.8



Coast Blvd. Pav. Levels

0+37.65

0+25.1

0+12.55

0+00 Beg. Proposed New Curb and
" of Pavmt. Cutting

00-25

00-50

T.P.	3.24	40.30 ✓	40.50	37.06 ✓	Coast Blvd
SEBP	0.56	47.56 ✓		42.00	Grade

Coast Blvd

Lt			Rt		
35.30 5.00	35.61 4.69 1/4	35.70 4.60	35.70 4.60 1/4	35.60 4.70 97.	36.27 3.88 C6
35.26 5.04	35.63 4.67 1/4	35.72 4.58	35.76 4.54 1/4	35.66 4.64 .97	36.38 3.92 C6
35.34 4.96	35.61 4.69 1/4	35.75 4.55	35.77 4.53 1/4	35.67 4.63 97	36.35 3.95 C6
35.80 4.90 Pav. edge	35.72 4.58 1/4	35.82 4.48	35.85 4.45 1/4	35.69 4.61 97	36.39 3.91 C6
35.68 4.62 Pav. edge	35.89 4.41 1/4	35.95 4.35	36.97 4.33 1/4	35.86 4.50 97	36.39 3.91 C6
35.97 4.33 W. Pav. edge	36.11 4.19 1/4	36.08 4.22 40.30 ✓	36.07 4.23 1/4	35.88 4.42 97.	36.28 4.02 C6

40.30
1.90
38.40
9.37
47.77
0.77 ✓
47.00 orig. B.M.

1+25

1+00.4 End New Curb. Join old Curb here

0+90.3 Ext. 18" Con. Pipe drain on drag.

0+87.85

0+75.3

0+62.75

0+50.2

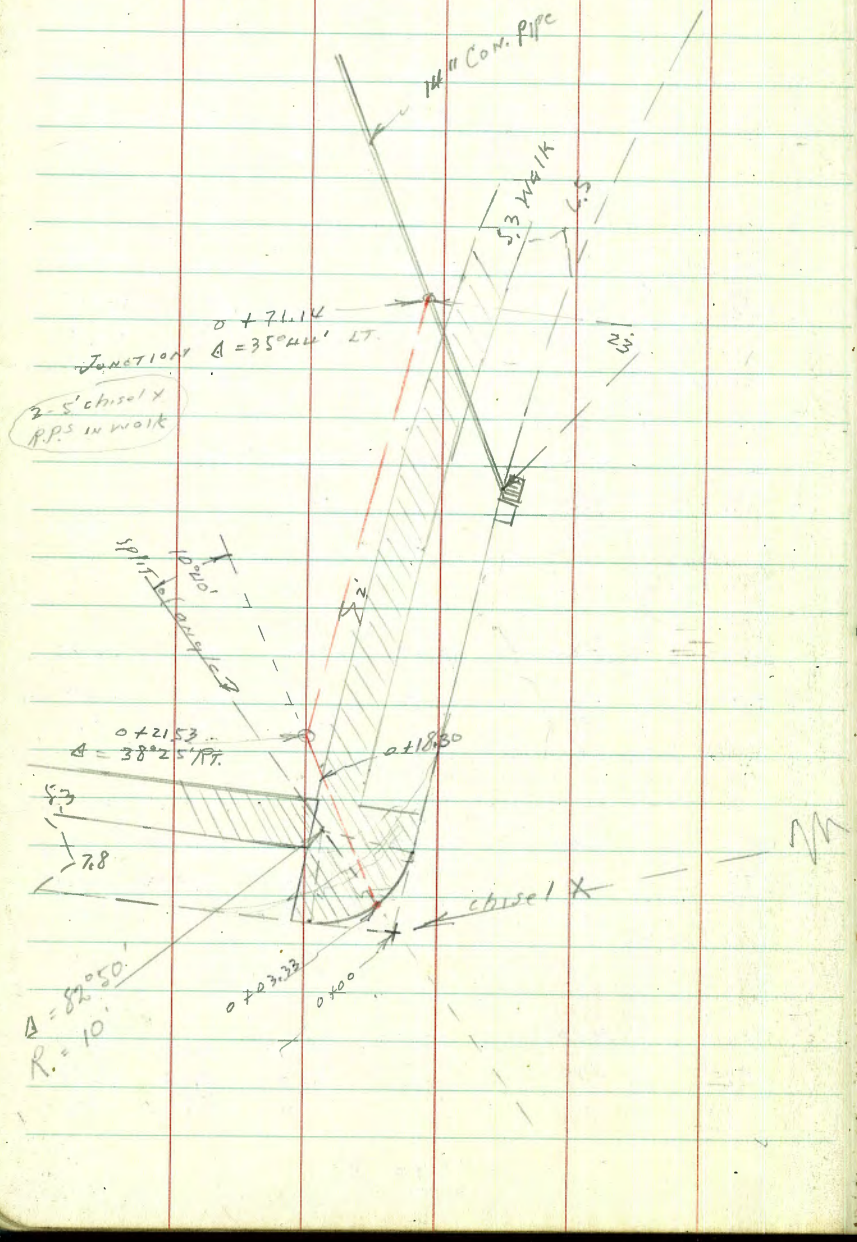
40.30

LT

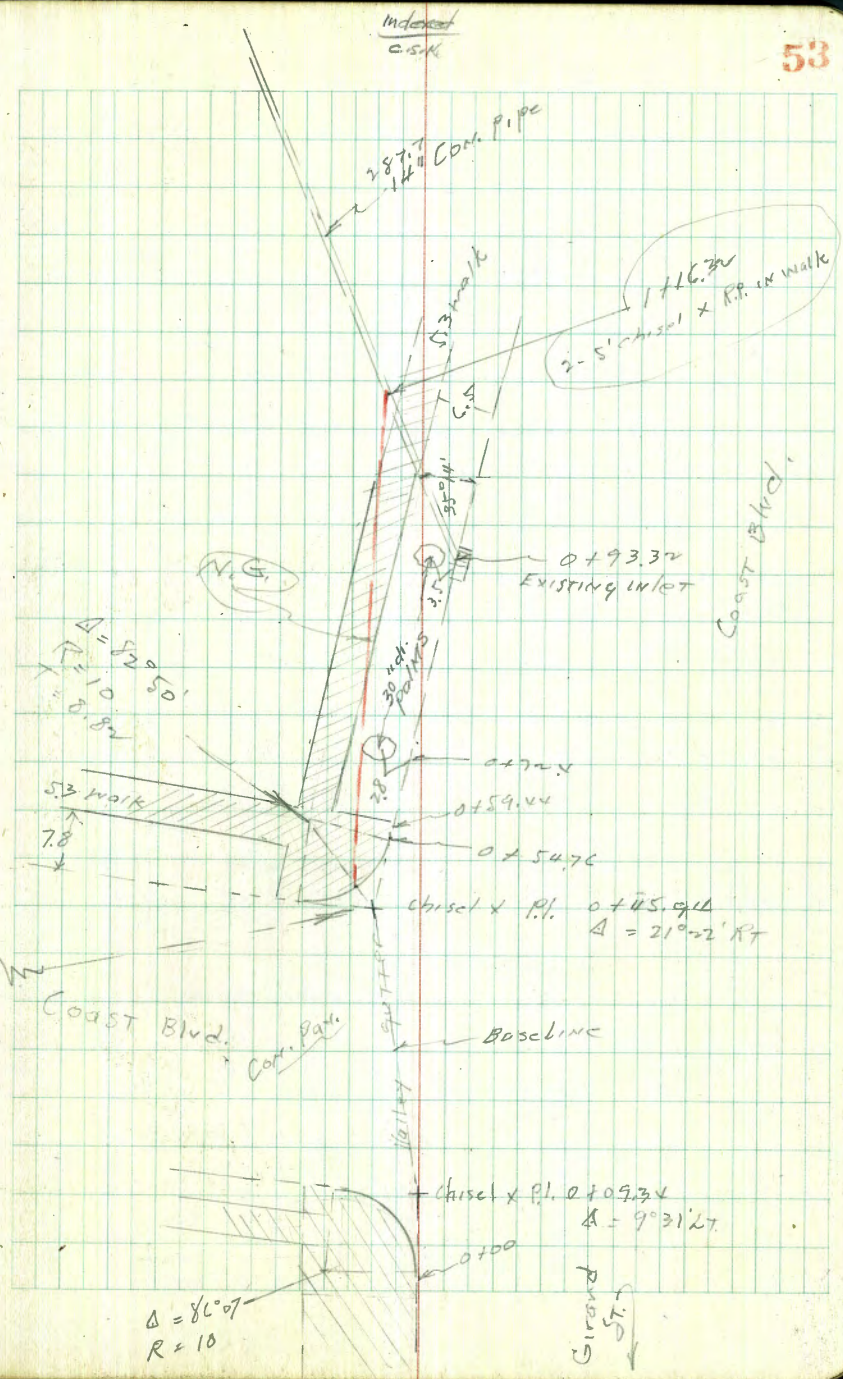
36.97	36.97	36.37		36.93	36.93	37.90
3.88	4.33	3.93	36.74	3.37	3.37	2.90
C6	9T	1/4	3.56	1/4	9T	C6
35.70	34.87	35.67	36.28	36.29	36.25	36.87
4.40	5.48	4.68	11.1V	4.01	4.05	3.46
Top Curb	9T	1/4		1/4	9T	C6
	28.15	34.67	34.88		35.98	28.85
	12.15	5.08	5.4V		4.86	11.88
	3.V	3.V	Fav.		43.9	43.9
	F.H.-Box	grate			Top grate	F.H. Box
	35.01	35.58	36.00	35.97	35.88	
	5.29	4.72	4.30	4.33	4.47	
		1/4		1/4	9T	In drive
	35.35	35.68	35.87	35.75	35.50	36.26
	4.95	4.66	4.46	4.55	4.80	3.81
		1/4		1/4	9T	C6
	35.33	35.66	35.69	35.65	35.45	36.25
	4.97	4.64	4.61	4.65	4.81	3.85
		1/4		1/4	9T	C6
	35.37	35.58	35.71	35.67	35.62	36.51
	4.93	4.74	4.59	4.63	4.78	3.79
		1/4		1/4	9T	C6

40.30 ✓

Curb Inlet at
Coast Blvd. & Girard St.



Indexed
C.S.K.



Levels on Valley Gutter
across Coast Blvd

0+54.76	℄ B.C.			
0+45.9x	P.I. chisel Cross 31°-22' Rt.			
0+36.79				
0+27.64	℄ Coast Blvd			
0+18.49				
0+9.3x	P.I. Ret.			
0+00	P.C. Ret.			
B.M. P.81	1.67	48.67 ✓	47.00	

Note:
Sections Taken on
Line of Coast Blvd.
NOT 90° with ℄ Baseline

Lt B.L. Rt

54

49.71	49.81	45.10	45.21	49.65	49.83	45.16	45.50
3.96	3.76	3.57	3.46	4.05	3.84	3.51	3.17
30	20	11.7	℄	0.1	5	10	15
Walk	Walk	Walk		Gut.			

49.80	49.83	45.05	49.78	49.88	49.93	49.97	45.25	45.00
4.27	3.84	3.63	3.93	3.83	3.84	3.70	3.42	2.67
20	20	10	10		2	5	12	20
Gut	℄	℄	Gut					

45.09	45.38	45.38	45.22	45.18	45.38	45.92	45.20
3.58	3.79	3.79	3.45	3.49	3.29	2.73	2.27
20	11	5		2	5	12	20

45.77	45.90	45.86	45.59	45.63	45.76	46.37	46.80
2.90	2.73	2.81	3.08	3.04	2.91	2.30	1.87
20	13	7		3	5	12	20

46.09	46.24	46.13	45.96	46.03	46.19	46.75	47.19
2.58	2.43	2.54	2.71	2.64	2.48	1.92	1.48
20	1X	7		3	5	12	20

46.28	46.98	46.98	46.30	46.31	46.65	47.17	47.66
2.39	1.69	1.69	2.37	2.36	2.05	1.50	1.01
10	10	9.3	9.3		5	12	20
Gut	℄		Gut				

47.03	46.63	47.05	47.50
1.64	2.04	1.63	1.17
0.1	Gut.	5	10
Top ℄			

48.67 ✓

levels cb, inlet & drain

0+71.14 Junction with 14" pipe

0+21.53 Δ 38°25' Rt.

0+18.3 edge walk

0+03.33 cb Δ 10°40' Rt ant split T inlet

0+00 P.I. chisel Cross

0+93.37

0+72.14

0+59.44

U 8.67

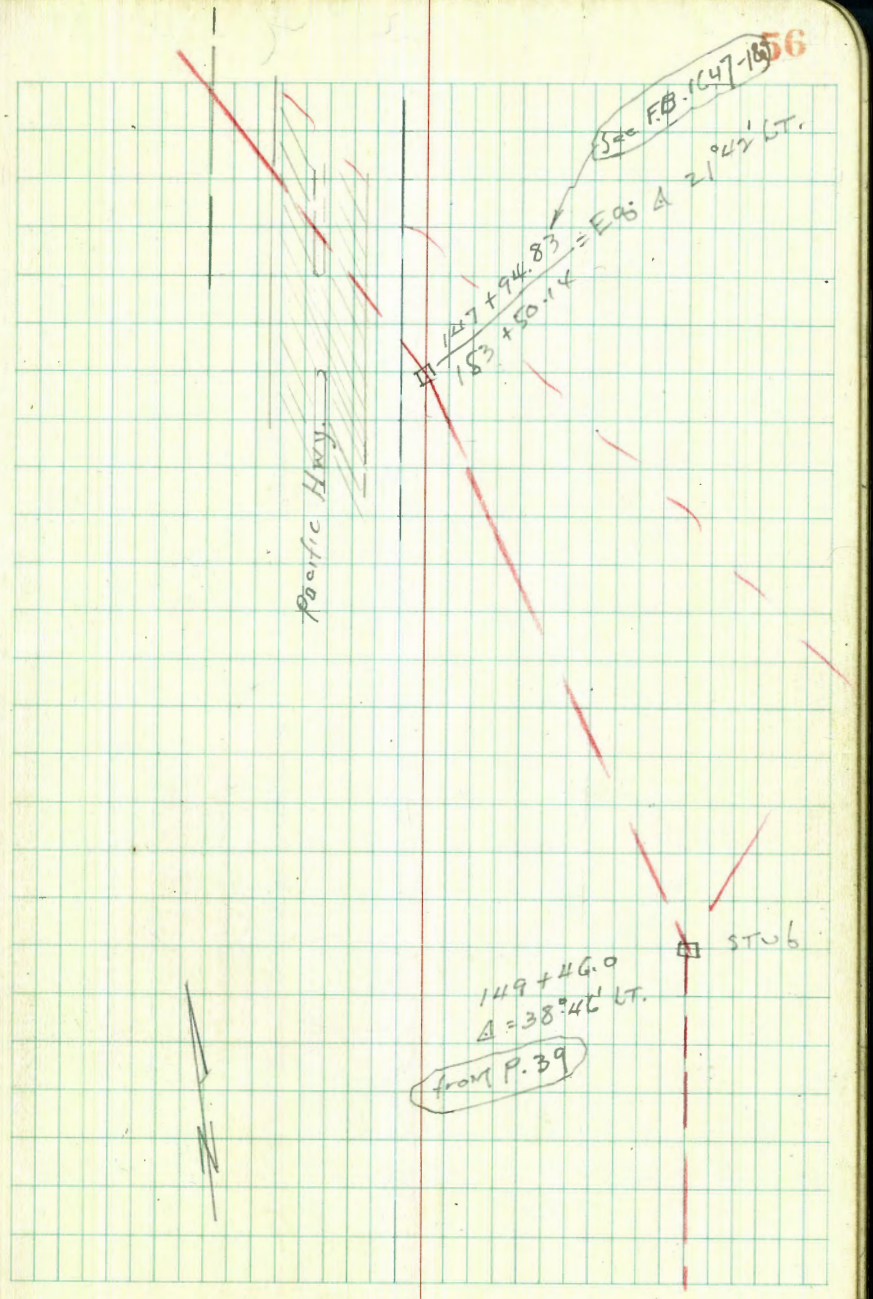
Notes Redriven

Lt				Bk.			Rt
	20.19			21.1			
	8.48			7.6			
	Top 14" Pipe			Lawn			
				25.0			
				7.7			
				Lawn			
				22.93			
				7.74			
	29.81			25.20			
	2.86			3.47			
	gut			cb			
				29.82			
				3.83			
				gut.			
				22.66	22.13	28.56	
				6.01	6.54	8.11	
				cb.	grate	F.L. 14" Pipe Inlet	
					gut		
29.15	29.24		29.28	23.67			
4.52	4.45		4.39	5.80			
11.8	6.5		cb	9.10			
Walk	Walk			gut.			
24.75	29.52	25.07	25.11	25.00	29.29	29.28	25.11	25.21
3.97	3.73	3.60	3.56	3.67	41.8	3.89	3.56	3.26
30	20	11.8	6.5	cb	0.1	5	10	15
Walk	Walk	Walk	Walk					

U 8.67

GS1A. Tie from Sewer Line
9-14-44 Thru State Park to
Low Line across Rose Canon
River Delta via Pacific Beach Dr.
See F.B. 1647-18.
Line no' Sly from Pueblo Line

T.P. STUB 149+84	5.45	17.45	12.00	P. 37
149+46	Δ=38°46' LT.	5.80	11.65	
150		7.2	10.2	
+10		8.4	9.0	
+50		9.6	7.8	
151		9.7	7.7	
+50		8.7	8.7	
152		8.8	8.6	
+25		9.9	7.5	
+50		7.0	10.4	
153		19.1	7.3	
+50.14 = Eq. 147+94.83	Δ 21°42' LT.	12.63	4.82	
check to BM Mon 1647-70		14.36	3.09	3.077 / 3.085



12-22-44 Levels on Moorland Dr. and Jewell

NWBP	1.67	35.53		33.86	Ingraham Moorland
T.P.	1.90	28.40	9.03	26.50	

S c6 Moorland

W-13		4.41	23.99	23.81
W.L. Jewell		4.59	23.81	23.63
W c6	"	4.79	23.61	23.43
E	"	Inaccessible		
E c6	"	5.33	23.07	22.89
E.L.	"	5.56	22.84	
+13		5.71	22.69	

S gut Moorland

-13		6.14	22.26	
E L	Jewell	5.97	22.43	
E c6	"	5.78	22.62	
E	"	5.50	22.90	
W c6	"	5.20	23.20	
W L	Jewell	5.00	23.40	
+13		4.86	23.54	

E Moorland

EL Jewell -13		5.70	22.70	
EL	"	5.42	22.78	
E c6	"	5.42	22.96	
E	"	5.12	23.28	

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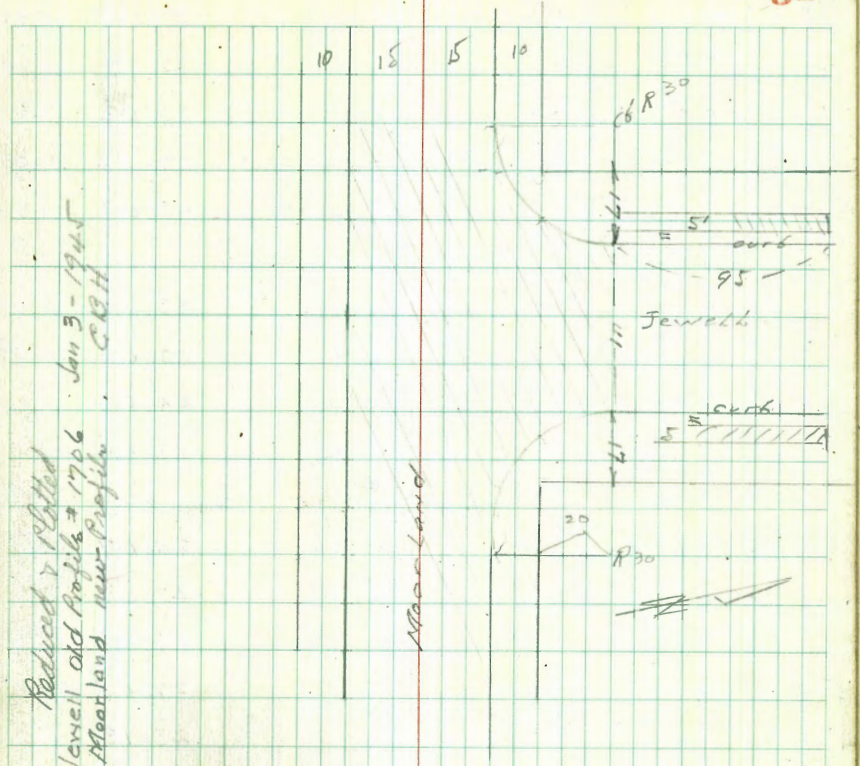

W c6 Jewell	4.87	23.53	5
W L "	4.65	23.75	7
+13	4.53	23.87	9

N c6 Moorland

-13 Top c6 pc.	4.32	24.08	23.90
-13 "	4.80	23.60	23.42
W L Jewell	4.94	23.46	23.28
W c6 "	5.10	23.30	23.12

28.40

E Jewell		5.35	23.05	22.87
E c6	"	5.53	22.87	22.69
EL	"	5.78	22.62	22.44
+13	gut	5.84	22.56	22.38
+13	c6 pc.	5.36	23.04	22.86
	Ctr of Returns			
N.E.	c6. Ret. c6.	5.28	23.12	22.94
"	gut.	5.78	22.62	22.44
NW	c6 Ret. c6	4.36	24.04	23.86
"	gut	4.96	23.44	23.26
	20'N of NL Moorland = edge Pav.			
W c6	Jewel	4.33	24.07	23.89
W gt	"	4.87	23.53	23.40
E	"	4.95	23.45	23.32
E gt	"	5.75	22.65	22.47
E c6.	"	5.27	23.13	22.95
	67.5 N of N L Moorland			
W c6	Jewell	4.15	24.25	
E c6	"	4.99	23.41	
	115'N of N L Moorland			
E c6	and Top	4.70	23.70	
W "	end "	4.02	24.38	
			30.69	
SWBP Moorland & Ch. PT. Dr.		Ltr	21.68	21.68

23.68.
23.37
23.27
22.46
22.96

24.07
23.23

23.52
24.20

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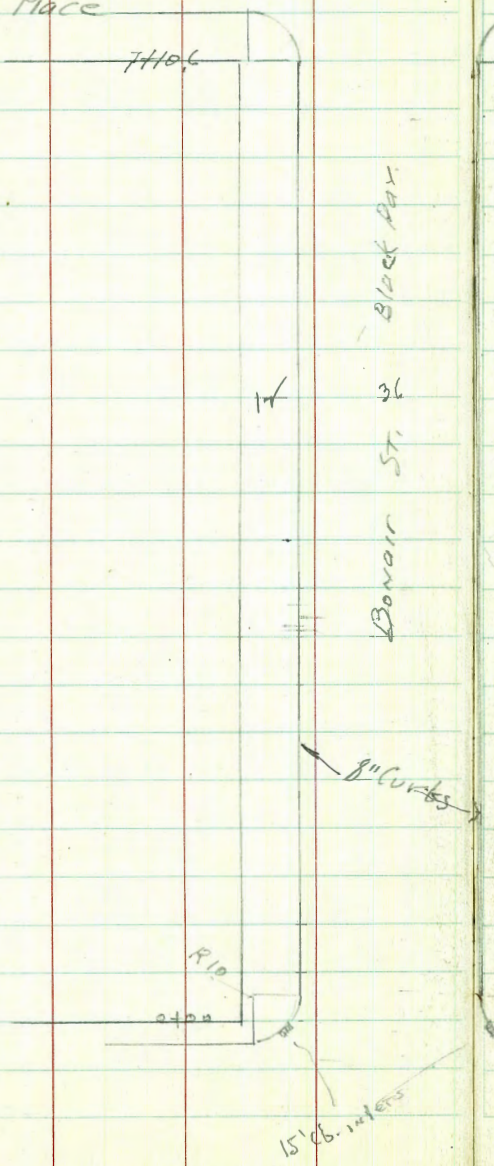
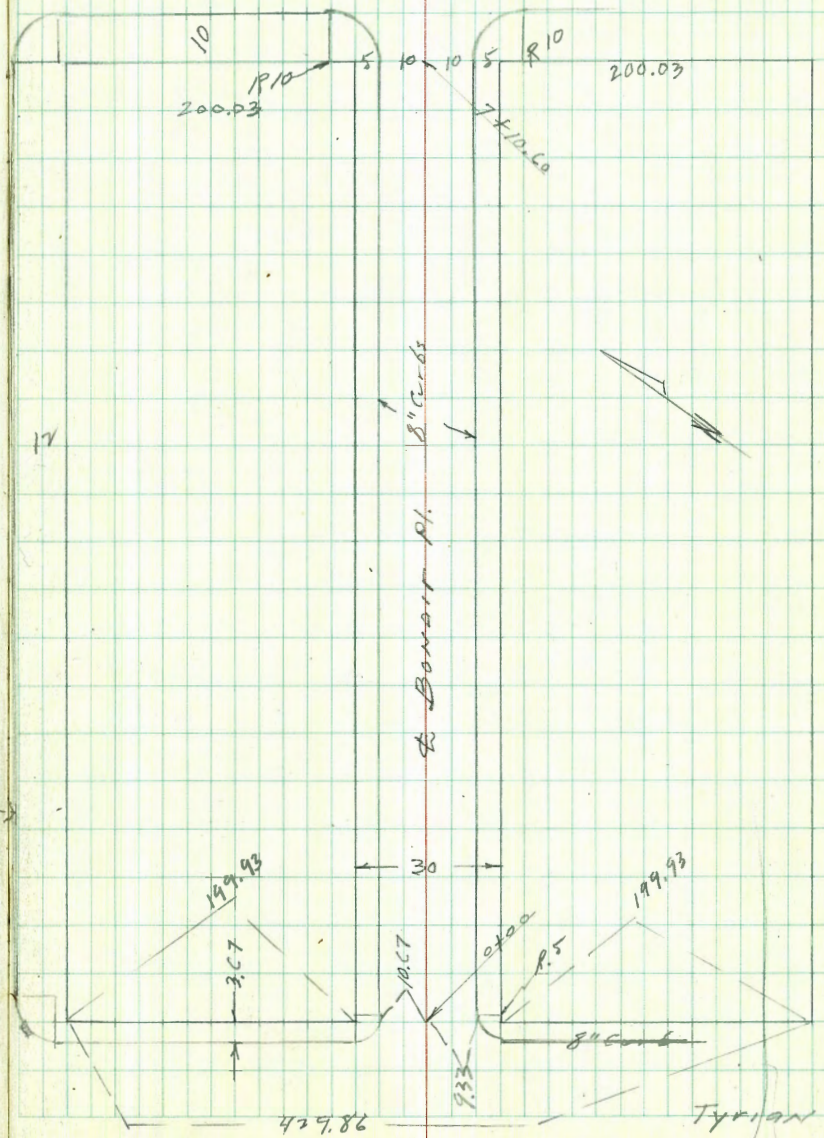
C.S.K.

Cross Sec. Bonair St.
and Bonair Place

Moore
Sommer-Meyer
W.E.M.
12-29-44.



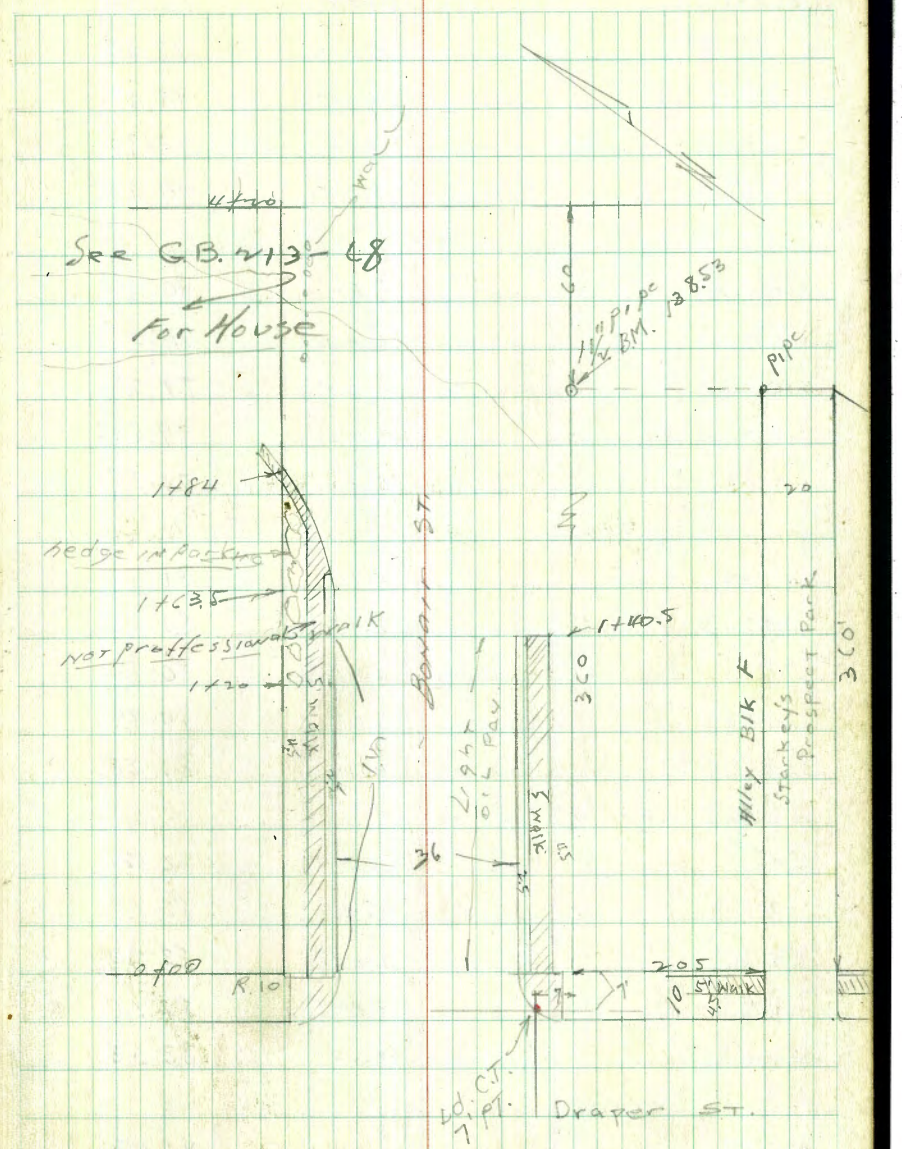
Draper



C.S. 9-44, Indexed C.S.K.

Curb Levels on Bonair Place, 30' wide to Establish grades

					old City Monument
SEBP	2.14	85.94		83.80	Rosemont Electric
T.P.	7.62	84.30	9.26	76.68	
Fd. SEBP			3.97	80.33	Gravilla Tyrian
T.P. Chisel □ SE Cor.	9.07	85.95	7.42	76.88	Bonair Pl. Tyrian
	0-3.67				
SL c6			9.08	76 87	
SL 9T.			9.72	76 23	
C			9.98	76.01	
NL 9T.	Plotted		10.09	75 86	
NL c6			9.52	76 43	
	0+00 = E.6. Tyrian ST				
N c6			9.49	76.46	
9T			10.05	75 90	
C			9.88	76 11	
9T	Reduced		9.63	76 32	
S c6			9.03	76 92	
	0+50				
S c6			7.91	78 04	
9T			8.39	77 56	
C			8.41	77 54	
9T			8.75	77 20	
N c6			8.29	77 66	



	1+07	85.95			
N c6			6.99	78.96	
gr			7.42	78 53	
C			7.07	78 88	
gr			7,15	78 80	
S c6			6.75	79 20	
	1+50				
S c6			5.82	80.13	
gr			6.43	79 72	
C			6.24	79 71	
gr			6.42	79 53	
N c6			6.00	79 95	
	2+00				
N c6			4.74	81 21	
gr			5.27	80 68	
C			5.02	80 93	
gr			5.07	80 88	
S c6			4.70	81 25	
	2+50				
S c6			3.41	82 54	
gr			3,80	82 15	
C			3.75	82 20	
gr			3,82	82 13	
N c6			3.37	82 58	
	3+00				
N c6			1.87	84 08	
gr			2,30	83 59	

		85.95			62
C			2,23		83.62
gr			2,42		83.53
S c6			1,97		83,98
	3+50				
S c6			0,46		85.49
gr			0.88		85.07
C			0.72		85.23
gr			1.00		84.95
N c6			0.52		85 43
T.P.	13.00	98.63	0.32	85.63	
	3+75				
N c6			12.39		86.24
gr			12.81		85.82
C			12.71		85.92
gr			12.77		85.86
S c6			12.37		86.26
	4+00				
S c6			11.62		87.01
gr			11.95		86.68
C			11.78		86.85
gr	IN drive		11.97		86.66
	4+15				
N c6			10.73		87.90
gr			11.17		87.46

98.63

C			10.98	87	65
QT			11.13	87	50
S C6			10.67	87	96
	4+40				
S C6			8.95	89	68
QT			9.41	89	22
C			9.27	89	36
QT			9.36	89	27
N C6			9.00	89	63
	4+70				
N C6			6.77	91	86
QT			7.15	91	48
C			6.83	91	80
QT			7.10	91	63
S C6			6.71	91	92
	5+00				
S C6			4.39	94	14
QT			4.86	93	77
C			4.64	93	99
QT			4.83	93	80
N C6			4.41	94	22
	5+50				
N C6			0.54	98	09
QT			1.04	97	59
C			0.87	97	76
QT			1.03	97	60
S C6			0.45	98	18

T.P.	13.04	111.67	0.00	98.63
	6+00			
S C6			9.64	102.03
QT			10.04	101.61
C			10.01	101.66
QT			10.08	101.59
N C6			9.54	102.13
	6+50			
N C6			5.73	105.94
QT			6.20	105 47
C			6.09	105.58
QT			6.19	105.48
S C6			5.73	105.94
	6+75			
S C6			3.77	107.90
QT			4.19	107.48
C			4.20	107.47
QT			4.20	107.47
N C6			3.74	107.93
	7+10.6 = W.L. Draper St.			
N C6			4.93	110.74
QT			1.34	110.33
C			1.27	110.45
QT			1.41	110.26
S C6			0.94	110.73

indexed
c.s.i.

CSM X sec. 20' alley, Blk. F Stanley's Prospect Park

1x-29-4x

111.67 Fwd. P.63

T.P.	12.43	1x380	0.30	111.37	Rock

W c6 Draper St.

N 1 – 10	P.C.		1x94	110 86	c6 Top
S – 10	"		12.71	111 09	" "

E c6 Draper

S	Top 2' alley Ret.		11.81	111 99	
N	" " "		11.99	111 81	
	0 + 00				
S	Top end c6		11.58	112 22	
N	" " "		11.70	112.10	
	0 + 03				
N			6.5	117 3	
C			6.3	117 5	
S			6.1	117 7	
	0 + 50				
S			2.0	121 8	
C			2.1	121 7	
N			1.6	122 2	

Reduced & Plotted on Bonair Place Profile

T.P.	13.01	136.03	0.78	123.02	

136.03

	1 + 00				
N			9.8		126.2
C			9.9		126.1
S			10.1		125.9
	1 + 35				
S			6.6		129.4
C			6.3		129.7
N			6.3		129.7
	1 + 67				
N			3.1		132.9
C			3.5		132.5
S			3.6		132.4
T.P.	9.23	144.44	0.67	135.41	
	4 + 75				
S			9.0		135.6
C			11.7		132.9
N			11.4		133.2
	1 + 84				
N			8.4		136.2
C			8.6		136.0
S			8.8		135.8
	2 + 21				
S			8.0		136.6
C			8.1		136.5

		144.64			
N			8.0	136.6	
	2+40				
N			5.0	139.6	
C			5.0	139.6	
S			4.8	139.8	
T.P.	12.81	156.22	1.23	143.41	
	2+75				
S			11.3	144.9	
C			12.1	144.1	
N			12.5	143.7	
	2+85				
N			11.1	145.1	
C			10.6	145.6	
S			7.7	148.5	
	3+05				
S			3.4	152.8	
C			5.4	150.8	
N			7.7	148.5	
+10			9.4	146.8	
	3+20				
−10			8.0	148.2	
N			11.7	151.5	
C			9.9	153.3	

156.22

S		9.9	155.3
	3+30		
S		0.4	156.0
C		2.4	154.0
N		4.3	151.9
+10		6.5	149.7
	3+48		
−10		7.7	148.5
N		4.1	152.1
C		1.4	155.0
S		+1.5	157.7
	3+60 end alley		
S		+1.6	157.8
C		2.3	153.9
N		6.3	149.9
+10		9.4	146.8
T.P.	1.74	145.15	12.81 143.41 T.P.

NOT SAME T.P.

Set B.M. on 1" pipe Lot Cor. 30.0' E of Draper on S.L. of Bonair ST. C.C.W. 138.53

CSM
1-2-45.

Curb Levels on Bonair St. Tyrian to Ely. termination

Co'rride 12' curbs 9' 1/2 S

Chisel Cross SE Con. Curb	4.89	81.77		76.88	Tyrian & Bonair Pl.
		0 - 3.67	f c6 Tyrian		
S.L. c6			6.42	75 35	✓
" gt			7.18	74 59	✓
c			7.19	74 58	
N.L. gt			7.89	73 88	✓
" c6			6.96	74 81	✓
		0 to	E.L. Tyrian		
N c6			7.01	74 76	✓
gt			8.01	73 76	✓
c			7.0	74 77	
gt			7.38	74 39	✓
S c6			6.35	75.42	✓
		0 to 6.33	c6 PC		
S c6			6.24	75 53	
gt			6.92	74 85	
c			6.71	75 06	
gt			7.29	74.48	
N c6			6.72	75 05	
		750			
N c6			5.17	76 60	
gt			575	76.02	
c			5.05	76 72	

Reduced Plotted Profile 1816

Indexed C.S.K.

81.77

gt			5.20	76 57
S c6			4.67	77.10
	1+00			
S c6			2.90	78.87
gt			3.58	78.19
c			3.50	78.27
gt			3.98	77.79
N c6			3.39	78.38
	1+50			
N c6			1.61	80.16
gt			4.72	79.55
c			1.61	80.16
gt			1.74	80.03
S c6			1.10	80.67
T.P.	7.10	88.74	0.63	81.14
	2+00			
S c6			5.75	82.49
gt			6.32	81.92
c			6.10	82.14
gt			6.77	81.47
N c6			6.73	82.01
	2+20			
N c6			5.44	82.80
gt			5.99	82.25

		88.24		
C			5.34	82.90
gr			5.52	82.72
S c6			5.00	83.24
	2+50			
S c6			3.67	84.57
gr			4.31	83.93
C			4.15	84.09
gr			4.74	83.50
N c6			4.20	84.04
	3+00			
N c6			1.83	86.41
gr			2.36	85.88
C			2.01	86.23
gr			1.98	86.26
S c6			1.41	86.83
T.P.	12.4x	100.51	0.37	87.87
	3+50			
S c6			11.34	89.17
gr			11.90	88.61
C			11.95	88.56
gr			12.52	87.99
N c6			11.87	88.64
	4+00			
N c6			9.48	91.03

		100.51		
gr			9.97	90.54
C			9.50	91.01
gr			9.58	90.93
S c6			9.02	91.49
	4+50			
S c6			6.78	93.73
gr			7.33	93.18
C			7.43	93.28
gr			7.66	92.85
N c6			7.22	93.29
	5+00			
N c6			4.89	95.62
gr			5.37	95.14
C			4.91	95.60
gr			5.00	95.51
S c6			4.41	96.10
	5+50			
S c6			2.06	98.45
gr			2.72	97.79
C			2.66	97.85
gr			3.14	97.37
N c6			2.57	97.94
T.P.	12.5x	114.70	1.35	99.16

		11170			
	6+00				
N c6			11.42	100	28
qr			12.13	99	57
c			11.58	100	12
qr			11.55	100	15
S c6			10.90	100	80
	+ 50				
S c6			8.62	103	.06
qr			9.30	102	.40
c			9.37	102	33
qr			9.86	101	84
N c6			9.25	102	45
	7+00				
N c6			6.82	104	86
qr			7.31	104	39
c			7.14	104	.56
qr			7.07	104	63
S c6			6.32	105	.36
	7+10.6	W L Draper			
S c6			5.89	105	.81
qr			6.63	105	07
c			6.79	104	91
qr			6.99	104	.71
N c6			6.36	105	34
SWBP	Draper Bonair		6.16	105.54	105.53

11170

W c6 Draper			
N L c6		6.21	105.49
" qr		6.80	104.90
c		6.42	105 28
S L qr		6.2	105.50
"		5.66	106.04
E c6 Draper			
S L c6		4.78	106.92
qr		5.2	106.50
c		5.32	106.38
qr		6.0	105.70
N L c6		5.69	106.01
0+40 E L Draper			
N c6		5.59	106.11
qr		5.76	105.94
c		4.96	106.74
qr		5.06	106.64
S c6		4.74	106.96
T.P.	12.90	124.19	0.41 · 111.29
0+48			
S c6		12.15	112.04
qr		12.76	111.43
1/2		12.37	111.82
L		12.85	111.34

Bonair 6.9 CAS 1/13

1/4		13.22	110.97
gr		13.40	110.79
N c6		12.97	111.22
	1+00		
N c6		7.39	116.80
gr		7.95	116.24
1/4		7.52	116.67
c		7.03	117.16
1/4		6.51	117.68
gr	in drive	6.82	117.37
c6 +2.5	edge walk	6.36	117.83
c6 +7.5	" "	6.14	118.05
	1+20		
S c6		4.36	119.83
gr		4.82	119.37
1/4		4.38	119.81
c		5.00	119.19
1/4		5.43	118.76
gr		5.77	118.42
N c6	End 8" C6. and Beg. C" " (Homemade)	5.29	118.90
	1+40.5		
N c6		4.15	120.04
gr		4.58	119.61
1/4		3.80	120.39
c		3.09	121.09
1/4		2.37	121.82

gr		2.59	121.60
S c6 end c6 + walk	on South side	2.03	122.16
SL		1.8	1224
	1+63.5 Scratch PC1		
SL		0.0	1242
+11		0.2	124.0
c6		0.9	123.3
+5		0.3	123.9
1/4		0.4	123.8
c		1.3	122.9
1/4		2.3	121.9
gr		3.0	120.6
c6	P.C.	3.31	120.88
T.P.	10.53 1834.08	0.64	123.55
	1+84		
N L	Top curb	11.98	122.10
+7		11.0	123.1
c6		11.0	123.5
1/4		10.9	123.2
c		9.9	124.2
1/4		9.0	125.1
+3		8.9	125.2
c6		9.6	124.5
+1		8.9	125.2
S.L.		8.6	125.5

Back up please → 1+73.6			
S.L +0.8 E Top 38 Wide Con. Brick Steps	8.4	125.44	✓
1+90			
S.L end Brickwall	8.3	125.8 ground	
+11	8.3	125.8	
c6	9.2	124.9	
+6	8.4	125.7	
1/4	8.6	125.5	
C	9.4	124.7	
2+07			
S.L	7.0	127.1	
+6	8.3	125.8	
c6	7.6	126.5	
+3	7.2	126.9	
1/4	7.6	126.5	
C	8.3	125.8	
2+20			
N.L	9.1	125.0	
+10	8.8	125.3	
c6	9.3	124.8	
1/4	8.4	125.7	
C	7.5	126.6	
1/4	6.8	127.3	
c6	6.5	127.8	
+4	6.2	127.9	

c6+7	7.6	126.5
S.L.	7.7	126.4
+10	5.7	128.4
2+29		
S-14	5.1	129.1
S-7 Storm ditch	7.4	126.7
S.L.	6.7	127.4
c6	5.4	128.7
+2	6.0	128.1
1/4	6.3	127.8
C	7.0	127.1
1/4	7.9	126.2
c6	8.7	125.4
+3	8.3	125.8
+11 Top 4" Conc. Wall	7.92	126.16
N ground	8.8	125.3
2+32		
E	6.9	127.2
S 1/4	6.2	127.9
S c6	5.7	128.4
S.L.	4.2	129.9
+10 Storm ditch	7.0	127.1
+16	7.0	127.1
+17	5.7	128.4
+22	3.3	130.8

	2 + 40		
S −34		1.8	132 3
−25	Storm ditch	5.0	129.1
−13		2.6	131.5
S		3.9	130 2
c6		5.2	128.9
1/4		5.8	128.3
c		6.3	127 8
1/4		7.3	126 8
c6		8.0	126 1
+2		7.5	126 6
+7.3	W.L. Con. drive	7.47	126 61
N	" " "	7.52	126 56
+12		7.84	126 24
	2 + 57		
−10	drive	6.69	127 39
N	"	6.46	127 62
+4.6	E.L. Con. drive	6.40	127 68
+5	Beg. cobble wall	6.5	127 6 ground
c6	1A ST	6.6	127 5
+2		7.0	127 1
1/4		6.2	127 7
c		5.6	128 5
1/4		5.0	129 1
c6		4.4	129 7
+7		3.1	131 0
SL.		3.1	131 0

	2 + 26.8		129.55 New wall
N +5 & 3.4 opening		4.53	
	2 + 87		
S	Top old RR slope	1.3	1328
c6		2.8	131 3
1/4		3.2	130 9
c		3.9	130 2
1/4		4.4	129 7
c6	TS/N	4.3	129 8
+7	cobble wall	4.1	130 0
N		4.1	130 0
	3 + 00		
N		3.8	130 3
+5	end Cobble wall 1-2-1965	3.8	130 3
T.P.	11.33 144.99	0.42	133.66 Top of Rock SE Con wall
	3 + 02		
−10		15.1	129 9
N		15.0	130 0 ✓
c6		14.8	130 2
1/4		14.5	130 5
c		14.1	130 9
1/4		13.0	132 0
c6		9.1	135 9
S	Top Embankment	5.5	139.5

	3+15		
S		5.6	139.4
C6		5.4	139.6
+7		5.4	139.6
1/4		5.8	139.2
C		8.3	136.7
1/4		11.0	134.0
C6		12.1	131.9
+2	Toe Slope	13.8	131.2
Δ1		14.2	130.8
+10		14.3	130.7
	3+29		
−10		13.7	131.3
Δ1	Toe Slope	13.6	131.4
C6		10.2	134.8
1/4		6.9	138.1
+4	Top Emb	5.2	139.8
C		5.2	139.8
1/4		5.1	139.9
C6		5.8	139.2
S		7.3	137.7
+10		7.3	137.7
	3+49		
−10		6.6	138.4
S.L.		6.5	138.5

C6		6.4	138.6
1/4		6.8	138.2
+7		6.5	138.5
C		6.1	138.9
1/4		5.1	139.9
C6		4.4	140.6
Δ1	Top Embankment	4.8	140.2
+21	Toe	21.7	142.3
	3+68		
−10		4.1	140.6
Δ1		4.8	140.2
C6		6.5	138.5
1/4		6.3	138.7
C		6.4	138.6
1/4		6.4	138.6
C6		6.3	138.7
S		6.4	138.6
+10		6.9	138.1
	3+74		
−10		6.9	138.1
S		6.5	138.5
C6		6.2	138.8
1/4		6.1	138.9
C		6.2	138.8
1/4		6.1	138.9

144.99

c6		6.3	138.7
N		6.N	138.8
-15		4.5	140.5
	3+86		
-10		5.9	139.1
N		5.7	139.3
c6		5.6	139.4
1/N		5.7	139.3
c		6.1	138.9
1/N		6.N	138.8
c6		6.7	138.3
S		6.7	138.3
+10		5.6	139.4
	4+00		
-10		3.6	147.4
S		4.7	140.3
c6		6.5	138.5
1/N		6.N	138.6
c		6.1	138.9
1/N		5.9	139.1
c6		5.6	139.4
N		5.N	139.6
+10		5.N	139.6
	4+20		
-10		5.N	139.8

144.99

145

73

N	5.3	139.7
c6	5.8	139.2
1/N	6.1	138.9
c	6.N	138.8
1/N	5.8	139.2
c6	5.1	139.9
S	2.7	142.3
+10	0.9	144.1

check to pipe P6.5 6.N5 138.5N 138.53

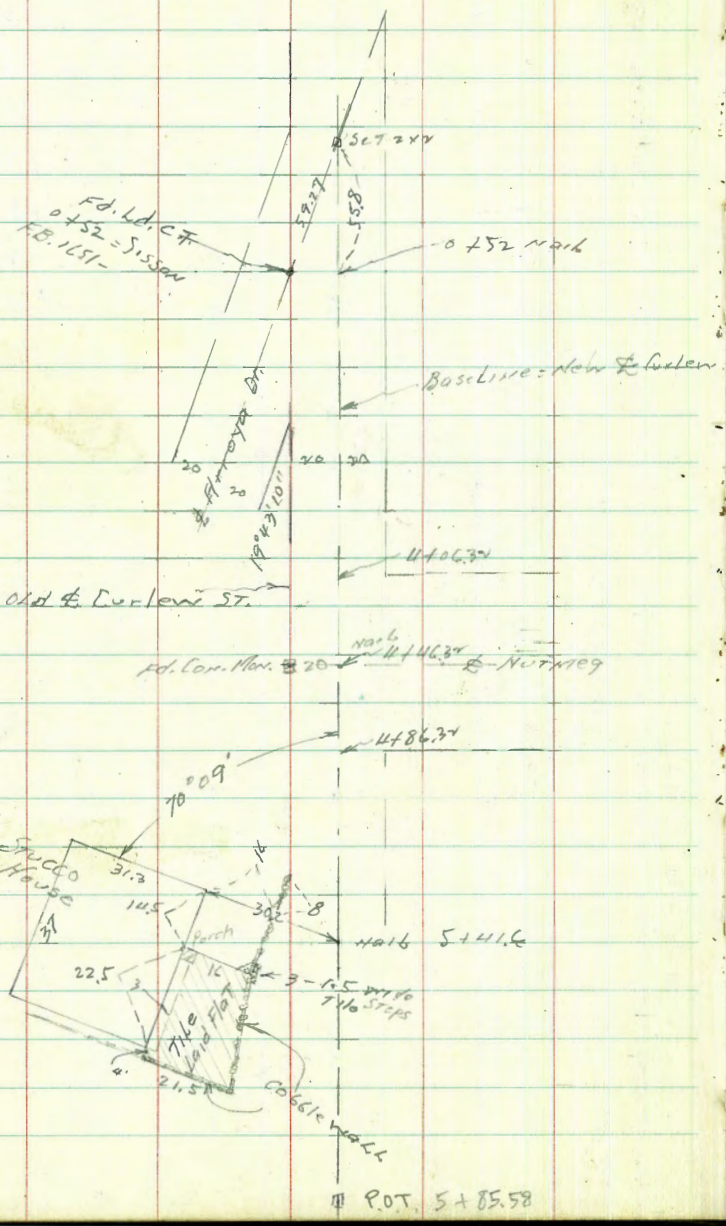
Indexed
C.S.K.

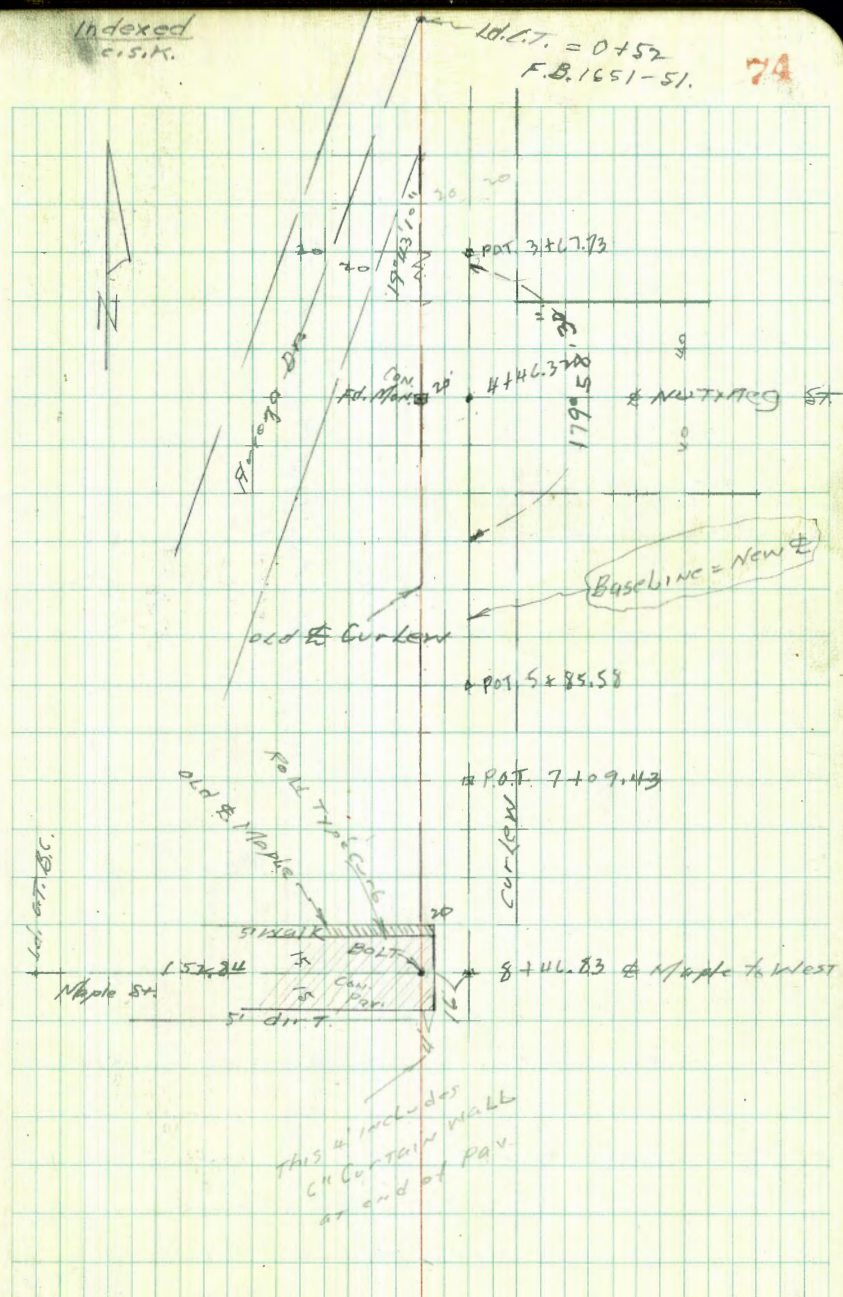
74

Meese
Smethyn
WEM
2-9-45.

Sec Curlew St. 40' wide

Acroya Dr. to Maple St.





Ysec Curlew Sect.

Arroya Dr. & Maple

4+46.32 E Nutmeg

4+20.32 N c.l.

4+06.32 W c.l. Nutmeg

+70

3+50 Sisson Sta. Contd.

3+28 F.B. 1651-51 No change to North

Reduced Plotted Profile = 220.

2-14-45

T.P.	13.04	127.70	0.03	114.66
T.P.	12.83	114.89	2.72	102.06
T.P.	13.08	104.78	4.07	91.70
Ld. C.T. Pav. W.L. Curlew & Arroya Dr.	12.70	95.77		83.07

Field Book 1651-52

Lt. = E ℄ Rt. = W

75

129.6	124.8	121.4	116.9	111.6	103.9
+1.9	2.9	6.3	10.8	16.1	23.8
20	10		10	20	35
127.9	124.1	120.3	117.2	112.7	108.6
+0.7	2.6	7.x	10.5	15.0	19.1
20	10		10	20	30
128.3	125.6	121.7	117.6	113.2	110.3
+0.6	2.1	6.0	10.1	14.5	17.x
20	10		10	20	30
131.0	127.9	124.1	122.5	118.4	114.4	109.5
+3.3	+0.x	1.x	5.x	9.3	13.3	18.x
20	17	10		10	20	37
128.7	124.9	120.8	117.3	112.9	109.1
+1.0	2.8	6.9	10.4	14.8	18.6
20	10		10	20	30

127.70

5+60					
T.P. Nail pole	6.84	144.91	1.95	138.07	15' Rt. 5+78
5+48					
5+30					
5+10					
T.P.	12.72	140.02	0.40	127.30	
4+86.32	SL Nutmeg				
4+72.32	S 66 Nutmeg				
		127.70			

Lt. = E ℄ Rt. = W

			℄				
5+60	144.7 (0.2 / 20)	142.3 (2.6 / 10)	140.2 (4.7)	137.5 (7.4 / 10)	135.5 (9.4 / 19 Top wall)	131.4 (13.5 / 20)	131.4 (13.5 / 30 Tile walk)
			144.91				
5+48	144.7 (+4.7 / 20)	142.9 (+2.0 / 10)	139.2 (0.8)	134.1 (5.9 / 17 Top wall)	131.5 (8.5 / 18)	131.4 (8.6 / 33.5 Tile walk)	131.9 (8.1 / 33.5 Floor El.)
5+30	142.6 (+2.6 / 20)	139.9 (1.0 / 10)	135.9 (5.0)	134.2 (5.8 / 10 Top end Cobble wall)	131.4 (8.6 / 10)	129.4 (10.6 / 20)	126.6 (13.4 / 30)
5+10	137.4 (2.6 / 20)	133.9 (6.1 / 10)	129.7 (10.3)	126.0 (14.0 / 10)	123.3 (16.6 / 20)	120.9 (19.1 / 30)	
			140.02				
4+86.32	130.8 (+3.1 / 20)	127.5 (0.2 / 10)	124.0 (3.7)	121.0 (6.7 / 10)	118.1 (9.6 / 20)	115.9 (11.8 / 30)	
4+72.32	129.5 (+1.8 / 20)	125.2 (2.5 / 10)	121.5 (6.1)	118.0 (9.7 / 10)	114.8 (12.9 / 20)	111.1 (16.6 / 31)	
			127.70				

T.P.	0.58	132.81	12.68	132.23
6+65				
6+30				
6+02				
5+90				
5+76				
5+75				

144.91

Lt. = E ℄ Rt = W

130.7	130.4	130.3	129.4	129.4	128.8
14.2	14.5	14.6	15.5	15.5	16.1
20	10		10	20	30
137.9	136.8	135.9	134.7	132.5	131.0
7.0	8.1	9.0	10.2	12.4	13.9
20	10		10	20	30
142.2	139.6	134.9	135.7	134.9	133.5
2.7	5.3	8.0	9.2	10.0	11.4
20	10		10	20	30
141.6	140.9	140.0	137.5	135.6	133.7
3.3	4.0	4.9	7.4	9.3	11.2
20	10		10	20	30
143.9	142.1	140.0	138.0	135.9	133.5
1.0	2.8	4.9	6.9	9.0	11.4
20	10		10	20	30
143.9	141.9	139.9	138.0	135.9	135.8	131.4
1.0	2.8	4.8	6.9	9.0	9.1	13.5
20	10		10	20	21.5	27

Top wall

Tile

144.91

131.4
13.5
26
Tile

135.3
9.6
26
Top wall

Lt = E ℄ Rt = W

T.P.	0.10	81.89	13.06	81.79
5 + 05				
T.P.	0.49	94.85	12.98	94.36
7 + 80				
7 + 60				
T.P.	0.12	107.34	13.02	107.22
7 + 40				
7 + 20				
T.P.	0.10	120.24	12.97	119.84
6 + 88				
		132.81		

80.7	81.6	82.9	82.6	83.5	84.1	84.5	82.3
14.7	13.4	12.9	12.3	11.4	10.8	10.4	12.5
30	20	10		10	20	27 Top Cut	27

94.85

88.2	88.6	89.6	90.9	92.9	94.1	95.9
19.1	18.7	17.7	16.4	14.4	13.2	11.4
30	20	10		10	20	30 Top Cut

97.0	99.2	99.8	101.3	102.2	103.1	104.2
10.3	8.1	7.5	Co	5.1	4.2	3.1
30	20	10		10	20	28 Top Cut

107.34

106.8	108.0	109.1	109.9	110.6	110.7	111.0
13.2	12.2	11.1	10.3	9.6	9.5	9.2
30	20	10		10	20	25 Top Cut

115.8	116.3	117.6	118.2	118.0	117.4	117.0
4.4	3.9	2.6	2.0	2.2	2.8	3.2
30	20	10		10	20	20 Top Cut

120.24

125.1	126.2	126.3	126.2	125.6	124.6	
7.3	6.5	C.L.	6.6	7.3	8.2	
20	10		10	20	33 Top Cut	

132.81

check to orig. BM.		0.53	83.07	83.07
T.P.	5.28	83.60	8.52	78.32
T.P.	5.05	86.84	0.10	81.79

8+61.83 S 06

8+46.83 ℄ Maple, ℄ Pav. Con.

8+31.83 N. Curb

8+16.83 N. Maple To Int

81.89

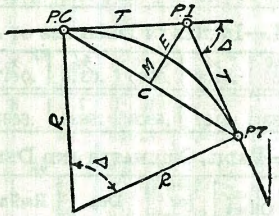
77.4	77.0	76.3	76.0	75.7	75.39	75.28
4.5 / 30	4.9 / 20	5.6 / 10	5.9	6.2 / 10	6.56 / 15	6.61 / 20
						Top Curb
77.8	77.1	76.7	76.4	75.9	74.82	74.73
4.1 / 30	4.8 / 20	5.2 / 10	5.5	6.0 / 10	7.07 / 15	7.16 / 20
						Pav.
77.8	77.5	77.3	76.8	76.5	75.56	75.49	75.33
4.1 / 30	4.4 / 20	4.8 / 10	5.1	5.4 / 10	6.3 / 12	6.45 / 15	6.56 / 20
							Top Curb
77.9	77.8	77.2	76.9	76.6	76.9		
4.0 / 30	4.5 / 20	4.7 / 10	5.0	5.3 / 10	5.0 / 10		

81.89

El. Rose Canon Creek

Store BM	4.17	(9 x 5)	18.28	New Pac. Balboa
creek bed at Rose Canon Bridge		20.0	4 x 5	
High water Marks This year		16.0	8 x 5	
Above BM	3.89	(22.17)	18.28	
T.C.	4.58	(18.01)	8 7x	13 x 3
℄ Bond St.	Sedge	Pav. Balboa	4.81	13.20 F.L. 4.17 (6 1/2)
creek bed at Balboa Ave Bridge		17.71	0.3 x	

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

Radius=R=$\frac{50}{\text{sin. } D/2}$(1) Degree of Curve=D and sin. $\frac{D}{2}=\frac{50}{R}$ (2)

Tangent=T=Rtan$\frac{\Delta}{2}$ (3) Length of Curve=L=100$\frac{\Delta}{D}$ (4)

Middle ordinate=M=R(1—cos. $\frac{\Delta}{2}$) (5)=Rvers $\frac{\Delta}{2}$ (6)

External=E=Ttan$\frac{\Delta}{4}$-(7)=R ÷ cos.$\frac{\Delta}{2}$—R(8)=Rexsec$\frac{\Delta}{2}$(9)

Long Chord=C=2 R sin.$\frac{\Delta}{2}$ (10) △=Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.=Sta. 161+60.35 to find Sta. of P. C. and P. T. △=62° 10′ D=8° 20′. From Table IV for 1° curve T=3454.1 and ÷8⅓=414.49 ft. From Table V correction=.36 or T=414.85 ft. P. C.=Sta. P.I.—T=157 +45.50. Also from (4) L=746.00 and P. T.=Sta. P. C.+L=164+91.50.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 $(54.50 \div 100)^2$=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26)$=2.16 ft.

Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′ +8° 20′ ÷2=6° 26.2′, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve E=960.6 for 8° 20′=960.6 ÷ 8⅓=115.27 and from Table V correction=.10 or E=115.37 ft. Or suppose △=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and ÷42=5.5 or D=5° 30′.

17960
10630
7330

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For some slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9+(20—16)÷2 or 2 ft. added to 41.9 =43.9. For slopes of 1 on 1 see inside of front cover.

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