





Peters

1320  
1348.42

# 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.

# 1710

## CITY ENGINEER'S OFFICE

### INDEXED

*page 2 to 53  
also page 74 to 79  
except page 1*

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.

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  $30.6 + (20 - 16) \div 2$  or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.  
Copyright, 1914, by Eugene Dietzgen Co.

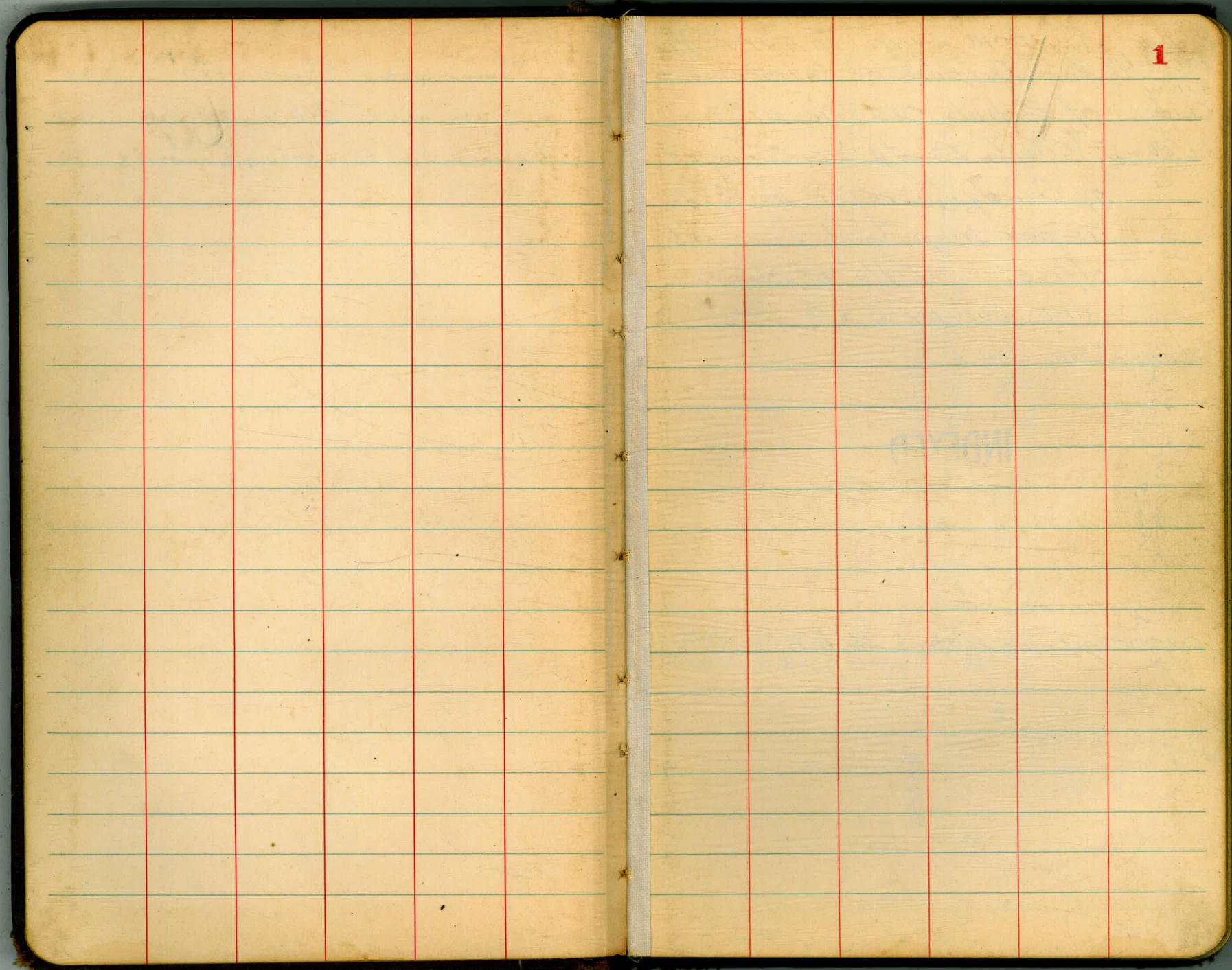


Sewer grades PLOT 13x7 22-26

X see alley Blk 4 O. Beach 27

Levels + Cuts Loring, <sup>E of</sup> HAMONT 74







Walker **RANDOM LINE TRAVERSE.**  
 Hendricks<sup>ST</sup> for Purpose of Retracement  
 Hunley  
 Cardy of Portion OLD SURVEY #3  
 Apr. 4<sup>th</sup> 1946 = (Cholla Road) as Surveyed  
 by County Surveyor in 1872  
 as per Map County Surveyor's  
 office. Title of Map =  
 OLD SURVEY 3 & 4

Stations Dist. Def. Δ

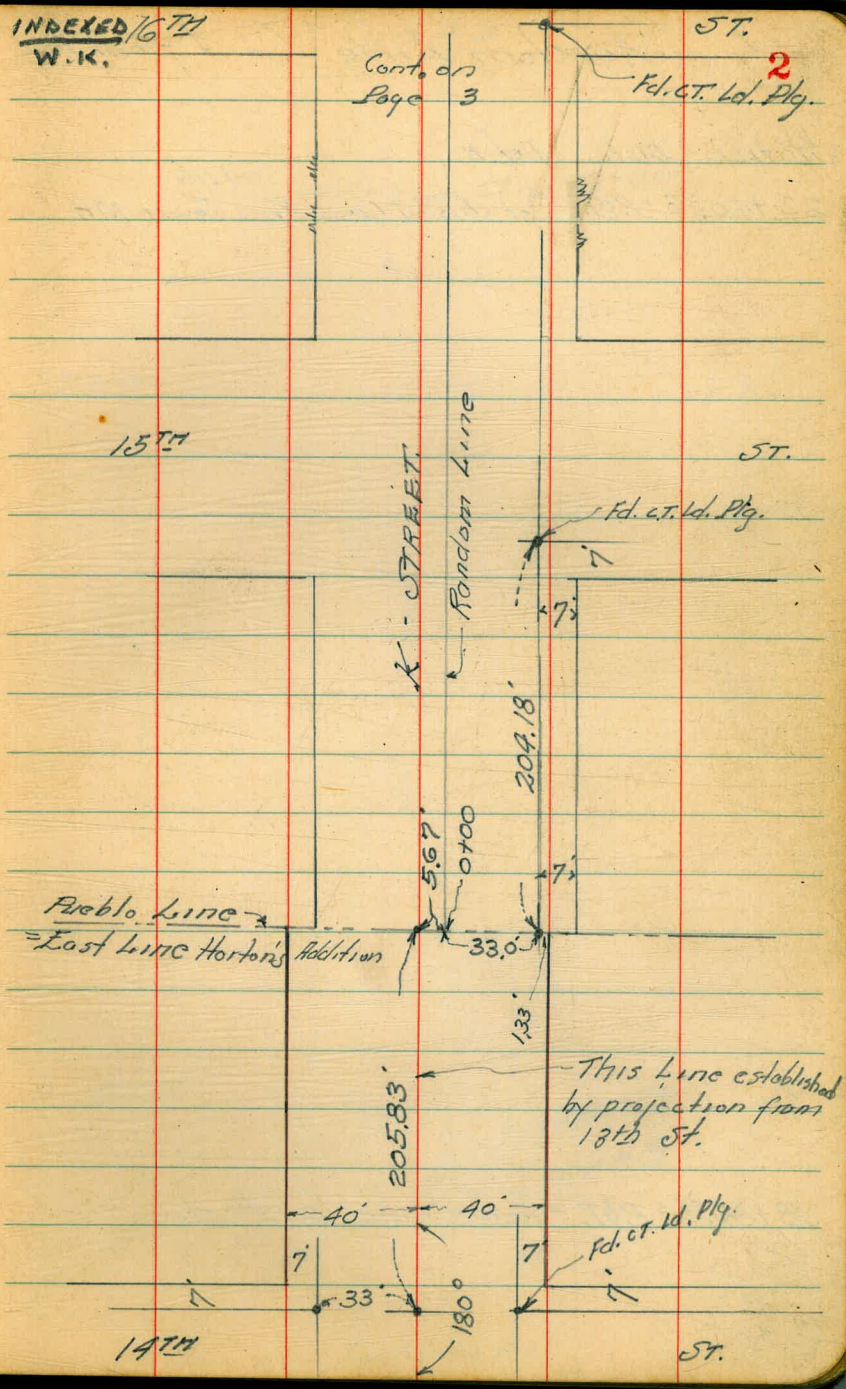
**INDEXED**

Continued  
Page 3

"A"

0+00 = East line Horton's Addition

INDEXED 16<sup>TH</sup>  
W.K.





"Random Line" Cont. from P-2

Station Dist. Def. A

22+60.38 = P.O.T. set checked Cross <sup>West side</sup> ~~Rim~~ Sewer M.H.

Cont. P. 4

3

M.H. ~~→~~ 22+60.38 = P.O.T.

80'

22<sup>ND</sup>

ST.

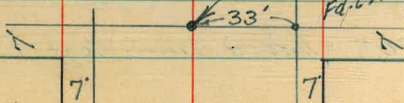
K-  
STREET

21<sup>ST</sup>

18+84.54 = P.O.T. = West 7' line 21<sup>ST</sup> ST.

18+84.54 = P.O.T.  
FD. CT. W. PLG.

ST.



Cont. from P. 2



Stations Dist. Def.  $\Delta$

"D"  $79+60.40 = \Delta L + 89^{\circ}59'$

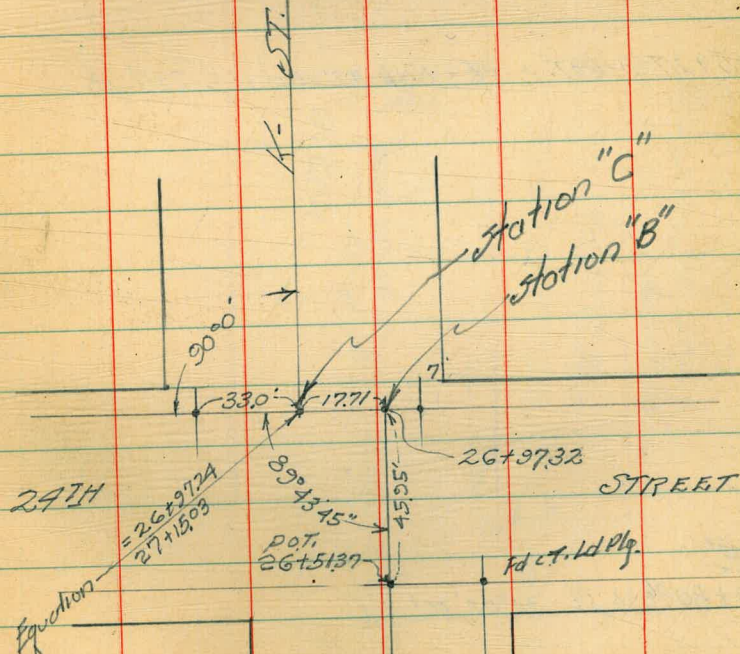
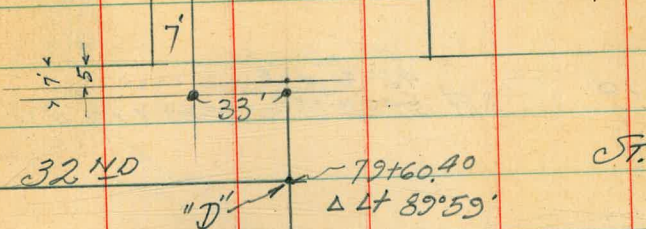
$47+00 =$  P.O.T. set Nail in Poring.  
 $46+32.58 \pm =$  West 7' Line 27th St.

$= 26+97.24$  } "C"  
 $27+15.03$  } Equation  $\Delta R + 90^{\circ}0'00''$

"B" 17.71  
 $26+97.32 = \Delta L + 90^{\circ}16'15''$

$26+51.29 =$  P.O.T. = Intersection West 7' Line 27th

Cont. P. 5



Cont. from P. 3

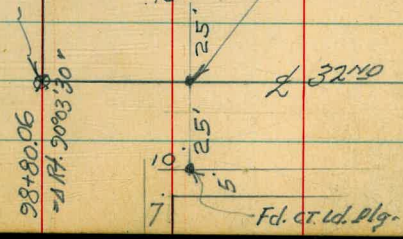
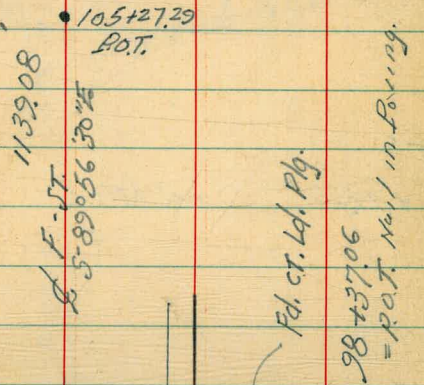
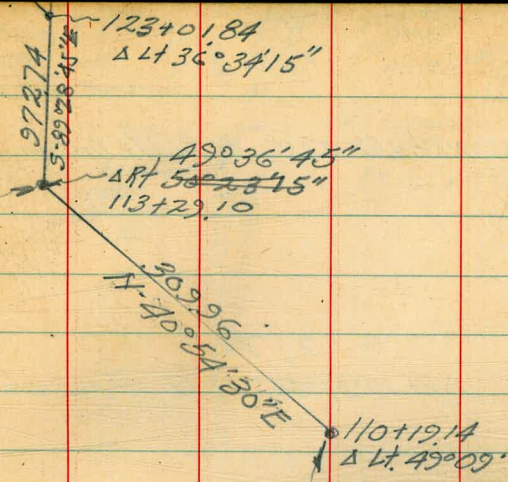


"G"  
113+29.10  $\Delta Rt$   $49^{\circ}36'45''$   
 $\Delta Rt$   $50^{\circ}28'15''$  Fed. Ld + Plg. in Conc. Paving

"F"  
110+19.14  $\Delta Lt$   $49^{\circ}09'$  Fed. Ld + Disk in Pav. P.L.

105+27.29 = POT. = Ld + Disk 13' West of  $\frac{1}{2}$  33rd St.

"E"  
98+80.06  $\Delta Rt$   $90^{\circ}03'30''$





"K"  
143+40.99  $\Delta R 15^{\circ}03'15''$  Fd. Ld + Disk in Conc. Pointing

"J"  
135+12.43  $\Delta R 19^{\circ}37'43''$  Fd. Ld + Disk

"I"  
126+44.98  $\Delta H 13^{\circ}26''$  Fd. Ld + Disk

"H"  
123+01.84  $\Delta H 36^{\circ}34'15''$

E Home Ave  
FB 1435-160  
S. La Mesa Trunk Service  
N-342871  
E-351451  
143+82.44 = Int. La Mesa Survey  
Trunk Service  
FB 1582 **6**

8.50  
Forest Hill  
P.E.  
FB 1435  
60  
143+40.99  
 $\Delta R 15^{\circ}03'15''$   
Fd. Ld + Tack

135+12.43  
 $\Delta R 19^{\circ}37'43''$   
20°21'30"

86.745'  
N-40°31'E

of Federal Blvd.

343.14'  
N-53°05'E



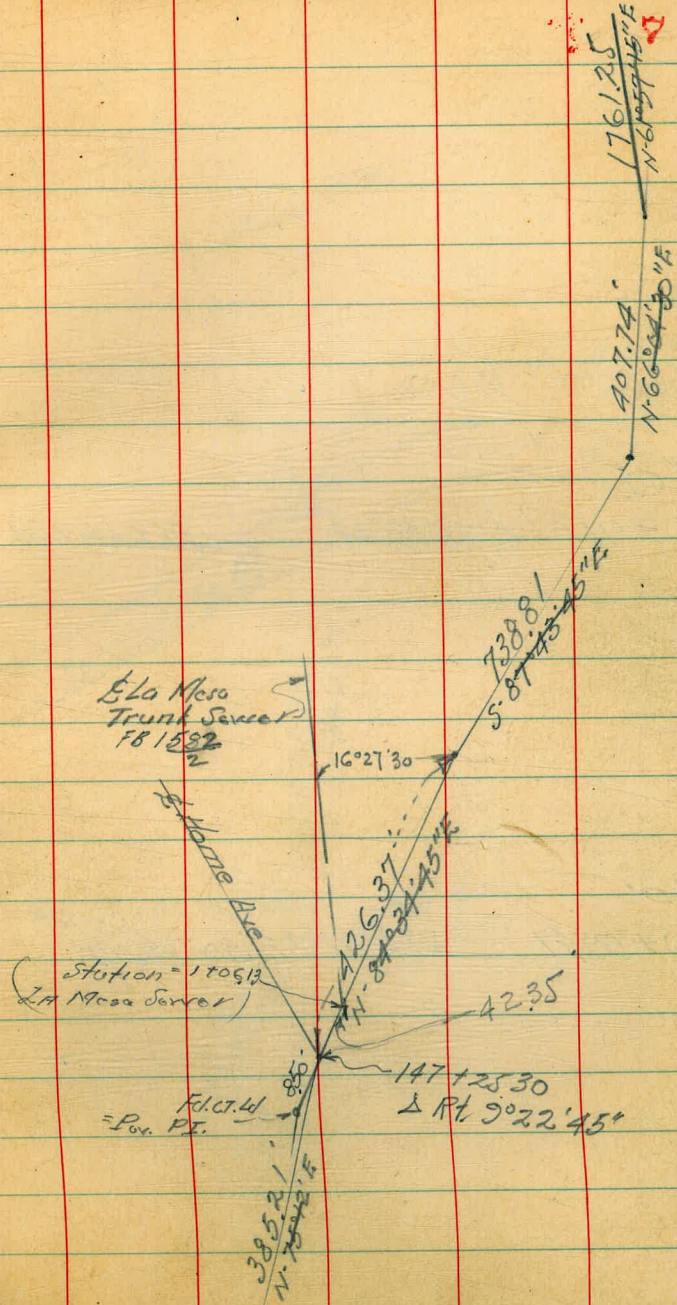
"O"  
162+28.22  $\Delta L$  4°07'15"

"N"  
158+20.48  $\Delta L$  26°11'45"

"M"  
151+51.67  $\Delta R$  07°41'30"

147+67.65 = P.O.T. = Intersection La Mesa Sewer Survey - 110613  
F.B. 1582 A2

"L"  
147+25.30  $\Delta R$  09°22'45"

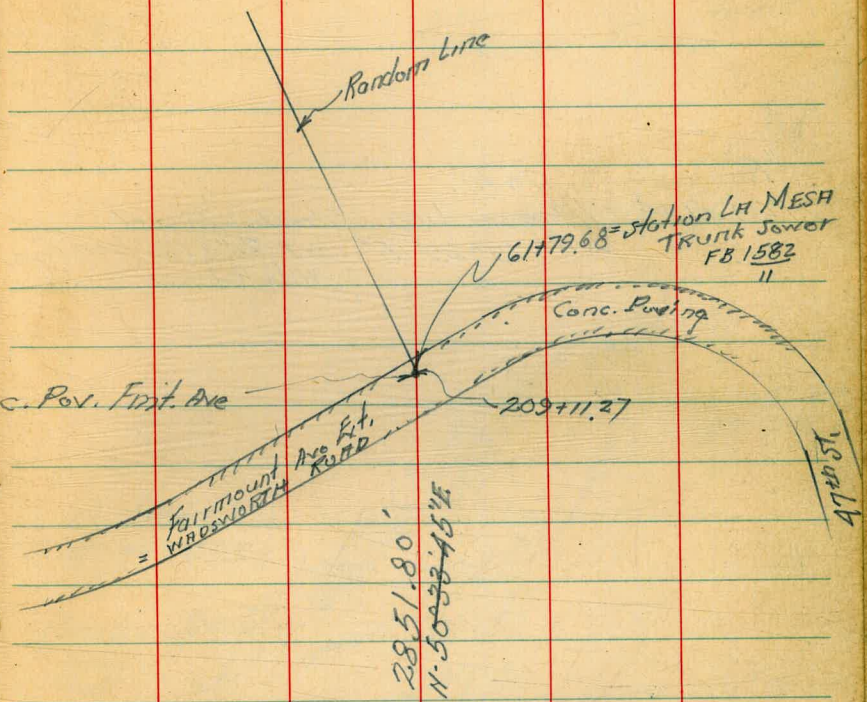




"Q"  
209+11.27 Δ 24°33' Lt.

fd. Ld. & Tack in Conc. Pav. Front Ave

"P"  
180+59.47 Sewer Δ Lt. 11°23'30" - E.M.H.



Station La Mesa Trunk Sewer = 33+27.10 FB 1582-7  
Sto. "P" 180+59.47 Δ Lt. 11°23'30"

La Mesa Trunk Sewer  
1761.25'  
N 61°25'25" E



Cont. on P-13

225 + 55.55 = Sta #63 = Lt 7° 0'

"R"

Coto.

215 + 41.04 = Intersection Cholla Road  
Δ Rt 19° 29' 15" set 2" x 12" Iron Pipe  
With Redwood

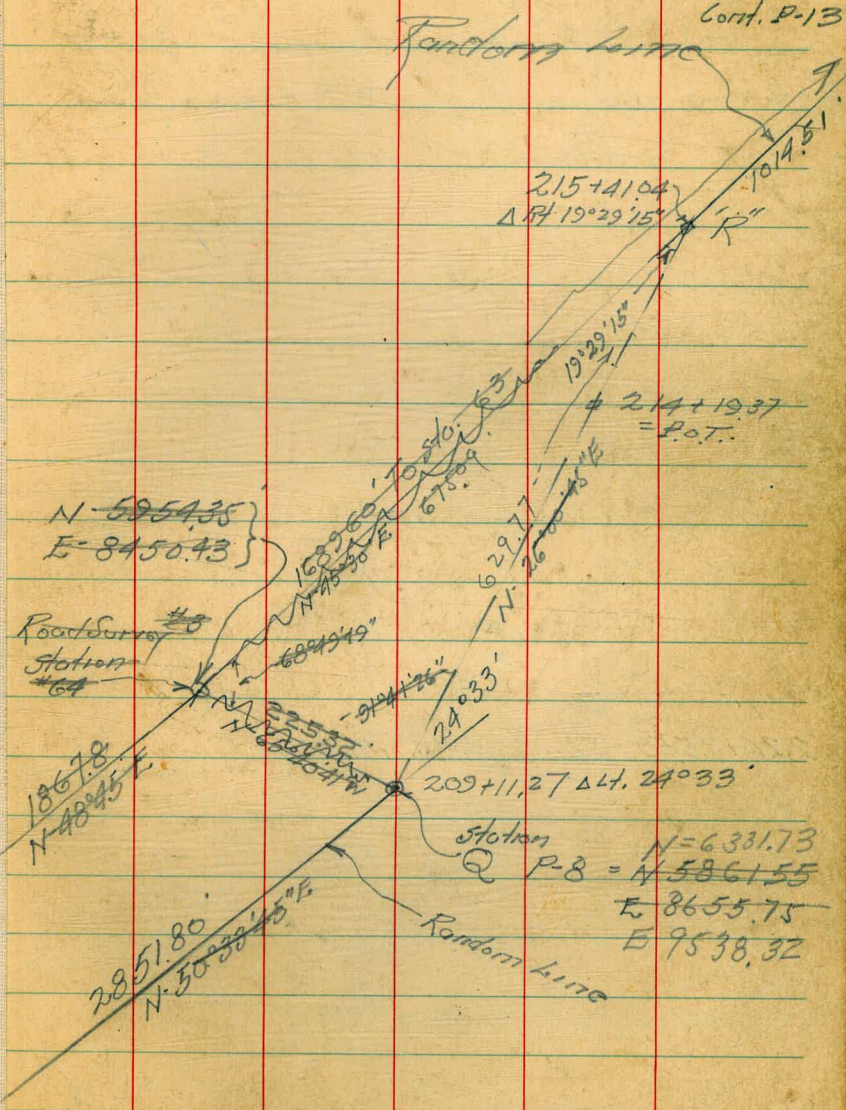
"Q"

La Mesa Survey = 61 + 7968  
PB 1582 - 11  
St. in Paring.

209 + 11.27 Δ Lt 24° 33'

Road Survey #3  
Station #65

Random Line Cont. P-13



N 59° 54' 35"  
E 8450.43

Road Survey #8  
Station #64

1867.8  
N 48° 45' E

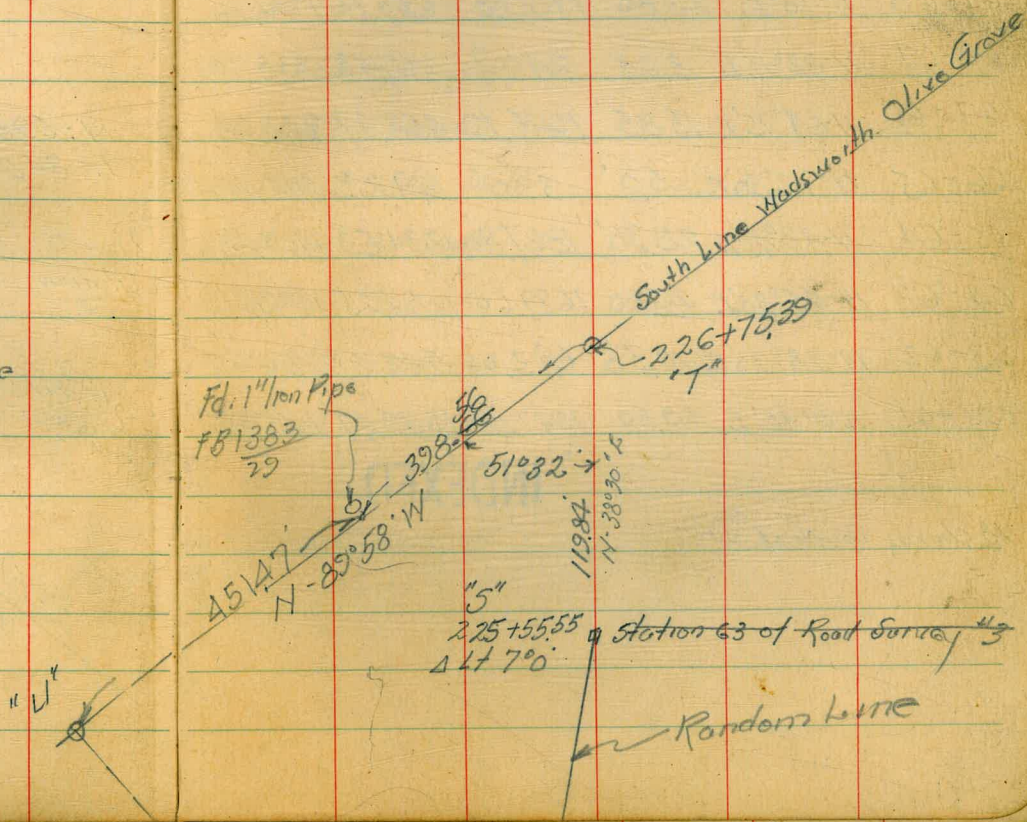
Station Q P-8 = N 6331.73  
E 8655.75  
E 9538.32

Random Line



Note: Random line is OK,  
but unable to determine  
the location of old Cholla  
Survey #3 as surveyed in 1872  
C.B. Walker

"T"  
226+75.39 = S line Wadsworth Olive Grove



Fid. 1" Iron Pipe  
FB 1383  
29

451.47  
N-85°58' W

398.22  
51°32' →  
119.84  
N-38°30' E

South line Wadsworth Olive Grove

226+75.39  
"T"

Station 63 of Road Survey #3

Random Line



Co-ordinates Old Road  
Survey No 3 - Chello Road  
from E 32nd and K St  
North to Euclid Ave

Assumed North - E 32nd K - to East

Stations	Bearings	Chains Dist.	Dist. in Feet	North	East
----------	----------	--------------	---------------	-------	------

73-72	North	26.21	1729.86	1729.86	
-------	-------	-------	---------	---------	--

72-71	N 74° 30' E	11.50	759.0'	202.83	731.40
-------	-------------	-------	--------	--------	--------

71-70	N 59° 30' E	8.10	534.60	271.33	460.63
-------	-------------	------	--------	--------	--------

70-69	N 63° 30' E	43.55	2874.30	1282.51	2572.31
-------	-------------	-------	---------	---------	---------

69-68	N 70° E	28.80	1900.8'	650.11	1786.16
-------	---------	-------	---------	--------	---------

68-67	N 82° 15' E	3.65	240.9'	32.48	238.70
-------	-------------	------	--------	-------	--------

67-66	N 64° 15' E	15.85	1046.10	454.47	942.22
-------	-------------	-------	---------	--------	--------

66-65	N 72° 30' E	5.0	330'	99.23	314.72
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65-64	N 48° 15' E	28.30	1867.80	1231.53	1404.29
-------	-------------	-------	---------	---------	---------

64-63	N 45° 30' E	25.60	1689.60	1184.25	1205.11
-------	-------------	-------	---------	---------	---------

63-62	N 38° 30' E	10.50	693.0'	542.35	431.40
-------	-------------	-------	--------	--------	--------

62-61	N 31° 45' E	29.50	1947.0'	1672.47	1034.95
-------	-------------	-------	---------	---------	---------

INDEXED

18 Chains South of <sup>St.</sup> 61

11

Lat + Long.

1932.69	731.40
---------	--------

2204.02	1192.03
---------	---------

3486.53	3764.34
---------	---------

4136.64	5550.50
---------	---------

4169.12	5789.20
---------	---------

4623.59	6731.42
---------	---------

4722.82	7046.14
---------	---------

5954.35	8450.43
---------	---------

7138.60	9655.54
---------	---------

7680.95	10086.94
---------	----------

9353.42	11121.89
---------	----------

8343.20	10496.75
---------	----------



Coordinates Random Line  
 as Run from E 32<sup>nd</sup> & K-station  
 to Station Q = 209+11.27 P-8

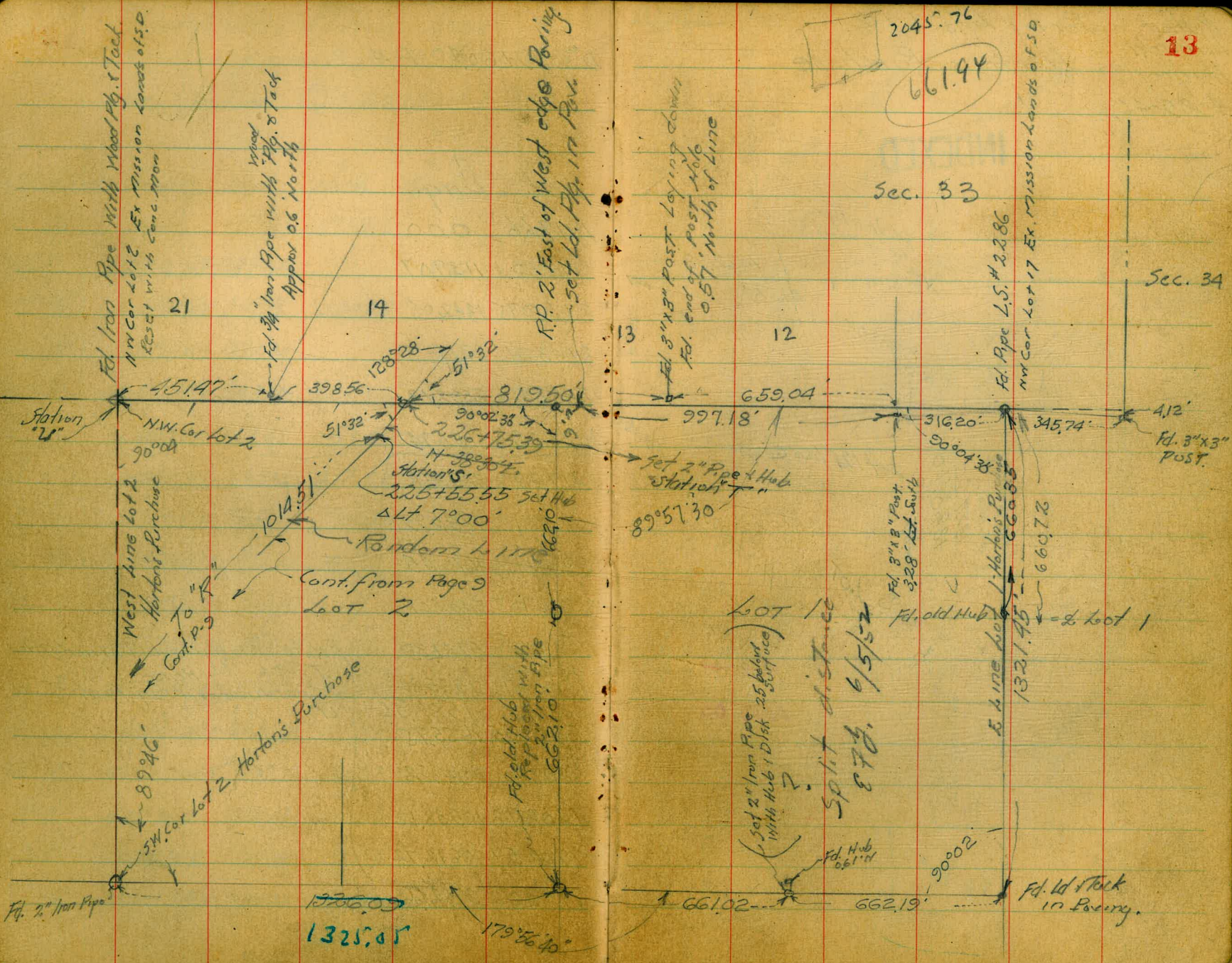
"D" 79+60.90 P-4

12

Stations	Bearings	Dist.	North	South	East	Lot.	Long.
D-E	North	1919.66	1919.66		0.00	1919.66	0.00
E-F	S-89°55'30"E	1139.08		1.16	1139.07	1918.50	1139.07
F-G	N-40°59'32"E	309.96	234.25		202.98	2152.75	1342.05
G-H	S-89°28'45"E	972.74		8.84	972.70	2143.91	2314.75
H-I	N-53°57'E	393.14	201.93		277.43	2345.84	2592.18
I-J	N-40°31'E	867.45	659.45		563.56	3005.29	3155.74
J-K	N-60°08'45"E	827.66	412.00		717.82	3417.29	3873.56
K-L	N-75°12'E	385.21	98.40		372.43	3515.69	4245.99
L-M	N-89°34'45"E	426.37	40.28		424.46	3555.97	4670.45
M-N	S-87°43'45"E	738.81		22.27	738.23	3526.70	5408.68
N-O	N-66°09'30"E	165.35			372.71	3692.05	5781.39
O-P	N-61°37'00"E	170.25	87.810		154.43	4520.15	7335.82
P-Q	N-44°33'45"E	1851.80	1811.58		671.86	4049.97	7335.82
Q-R	N-26°0'45"E	629.77	565.97		2202.50	6331.73	9538.32
R-S	N-45°30'E	1014.51	711.08		723.60	5867.55	8655.75
S-T	N-38°30'E	119.84	93.79		74.60	6897.70	9814.52
T-U	N-89°58'W	850.03	00.49	850.06		7608.78	10538.12

Note: Wrong Angle Turned at  
 "J" P-6 Hence  
 - Coordinates Wrong from "J" to  
 "L"





Fd. Iron Pipe With Wood Plg. & Tack  
 NW Cor Lot 2 Ex Mission Lands of S.D.  
 Eset with Conc. Mon

Fd. 3/4" Iron Pipe With Plg. & Tack  
 Approx 0.6 North

RR. 2' East of West edge Paving  
 set Id. Plg. in Pav.

Fd. 3" x 3" Post 10' 11" 1/2 Down  
 Fd. end of Post 406  
 0.57' North of Line

Fd. Pipe L.S. # 2286  
 NW Cor Lot 17 Ex. Mission Lands of S.D.

2045.76  
 661.94

Sec. 33

Sec. 34

West Line Lot 2  
 Horton's Purchase  
 Cont. P. 9

Cont. from Page 9  
 Lot 2

Horton's Purchase

Fd. old Hub  
 Replaced with  
 2" Iron Pipe  
 662.10

LOT 1  
 set 2" Iron Pipe  
 With Hub 1 Disk 25 below  
 surface  
 Split distance  
 870. 6/5/52

Fd. 8" x 8" Post  
 3.28' East South

Fd. old Hub  
 E. Line Post  
 Horton's Purchase

660.85

660.72

Lot 1

Fd. 2" Iron Pipe

1325.05

179°56'40"

661.02

662.19

Fd. Id. Stock  
 in Paving.

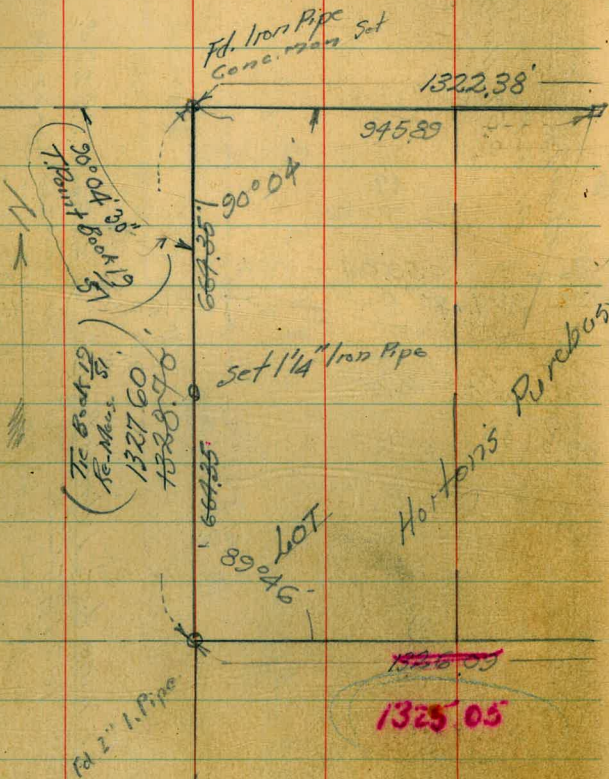
90°02'



Walker  
Hendricks  
Hunley  
4-29-46

Survey lots 1, & 2  
Hortons Purchase

INDEXED

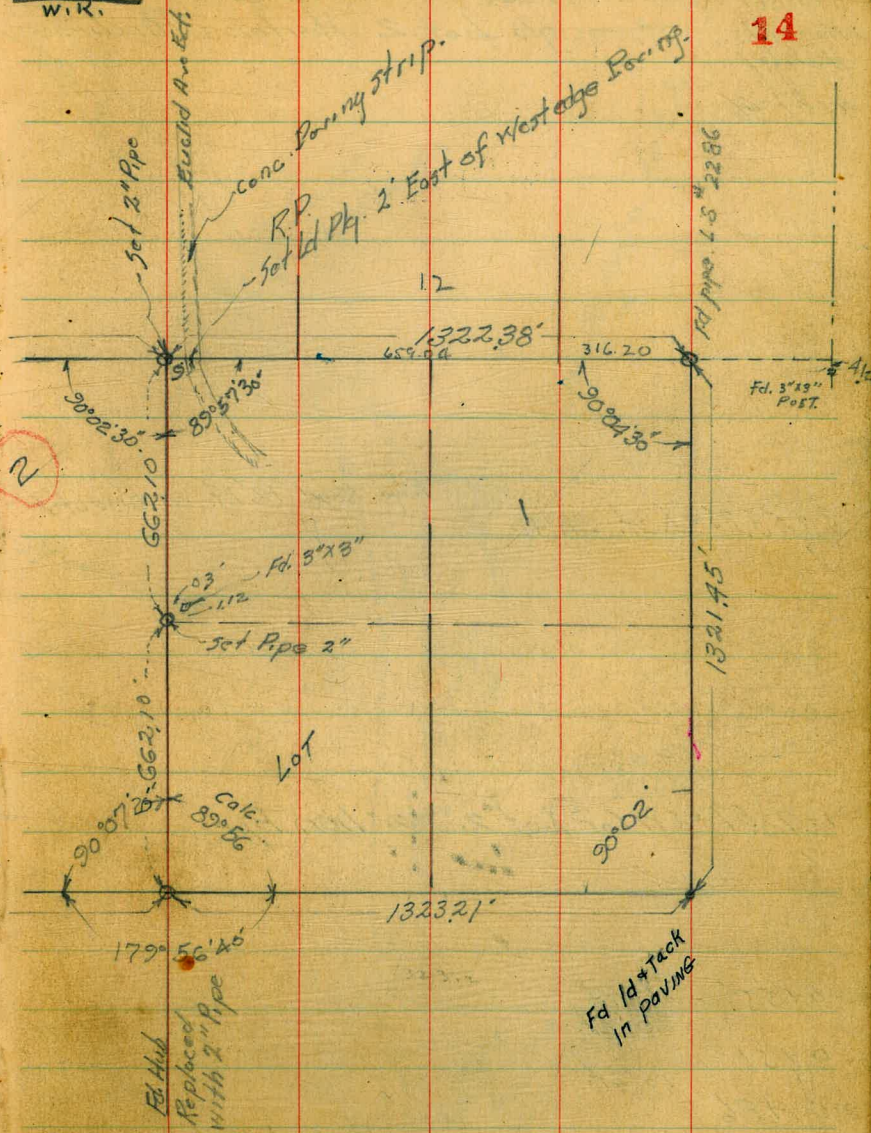


TP 19  
21  
50  
51

FB 1690

INDEXED  
W.R.

14





Walker  
Hendricks  
Huntley  
4-27-46

LOCATION OF EXISTING DIRT ROAD  
THROUGH LOT 2 HORTON'S PURCHASE

6158.7

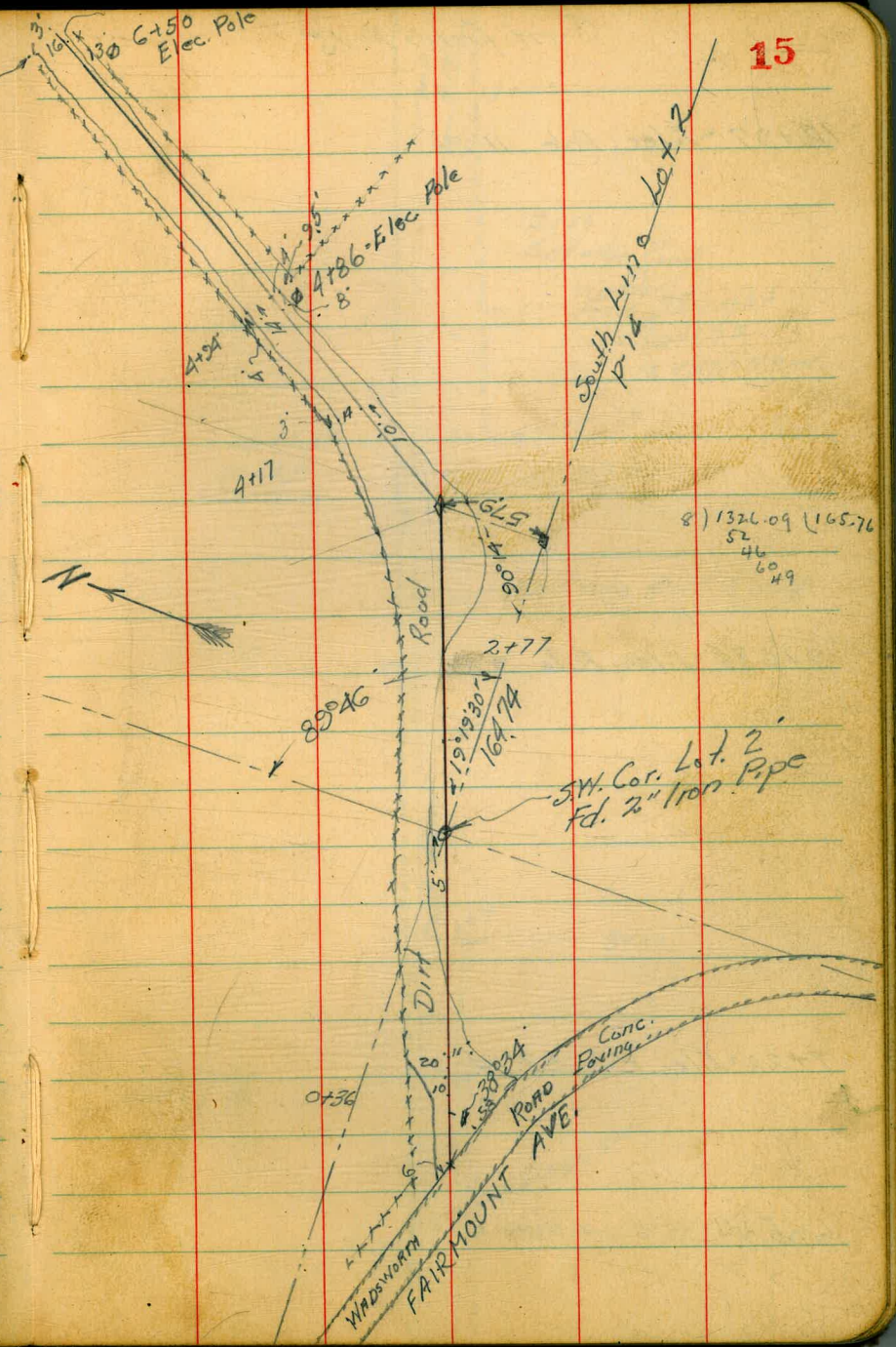
$3+53.85 = \Delta Lt. 38^{\circ}49'$

Edge Road 12' Rt. on Bisector

1+78.57 = SW Cor. Lot 2 = 2" Iron Pipe

- 0+55' 11' Rt
- 0+51 20' Lt.
- 0+51 16' Lt.
- 0+36

0+00 = NELY edge Paving  
Edge Dirt Road = 6' Lt 58' Rt





Cont. from P-15

12+97 - Elec. Pole 11' Rt

9+635 - Elec. Pole 9' Rt

7+28 - Elec. Pole 8.5' Rt

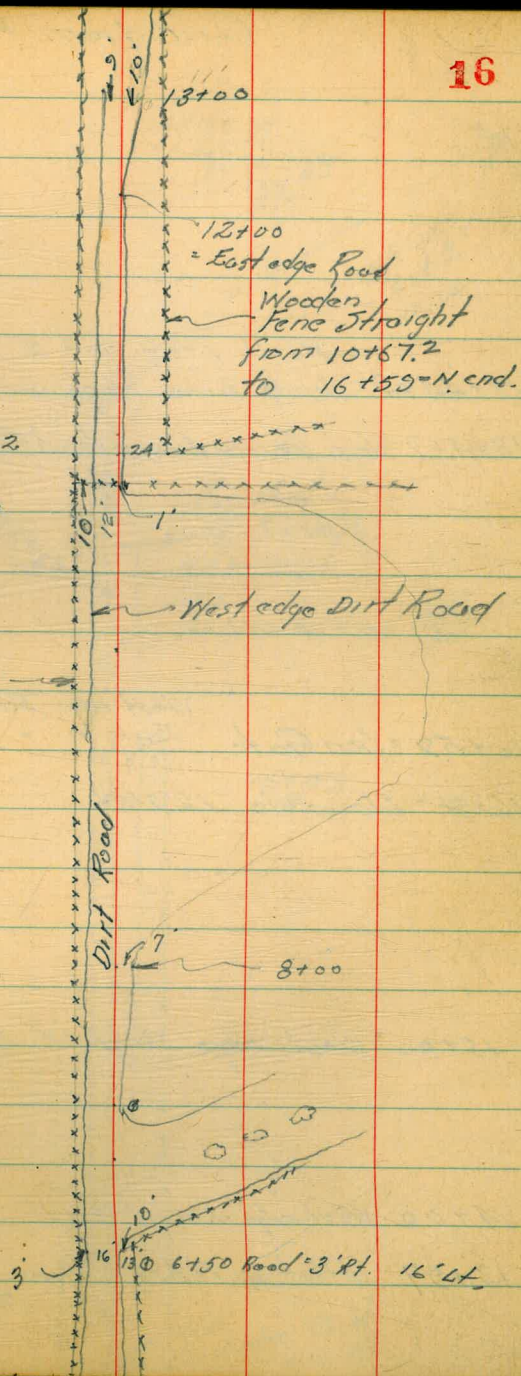
6+58.7

16

10+67.2  
10+50.9  
= Iron Gate

Fence

Road = 7+20  
3' Rt





Cont. from P-16

= North line Lot 2 Horton's Purchases  
18+44.69 = South line Mad'sworth Olive Grove  
18+41.7 = Int. Fence line = Iron Gate

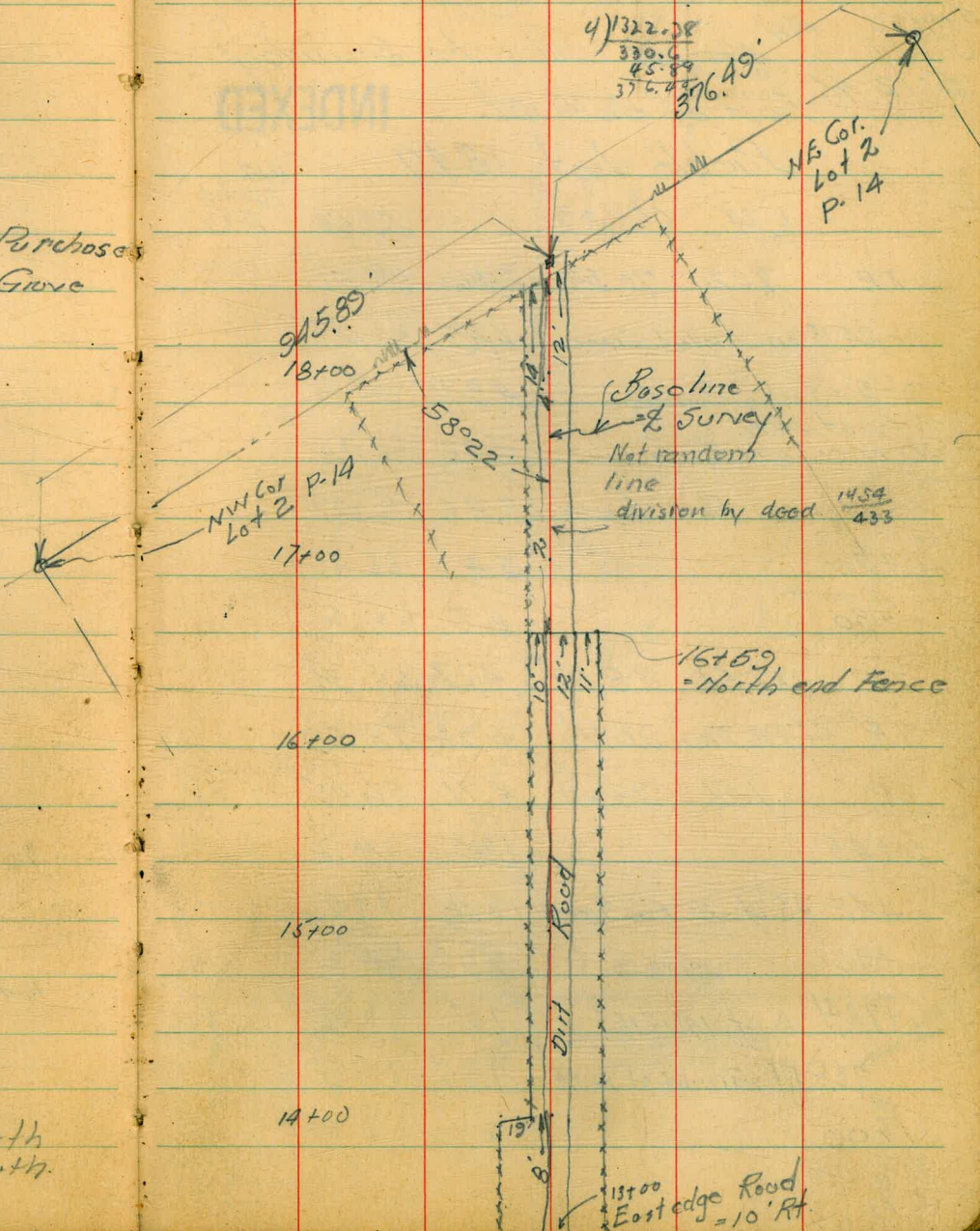
West edge Rd. = 2' Lt.  
16+59 = Iron Gate East = 12' Rt.  
16+31 = Elec. Pole 12.5' Lt.

15+00 = West edge Road = L. Base line

14+00 West edge Road = 3' Lt.

13+97 offset in Fence Line 8' Lt to North  
27' Lt " South.

17





Walker Location - Proposed Sewer to be  
 Hendricks South of Federal Blvd. (For Orson  
 Hunley Carel And West of old city Boundary  
 5-13-46 East of 36th St.

INDEXED

Pueblo Lot 1347

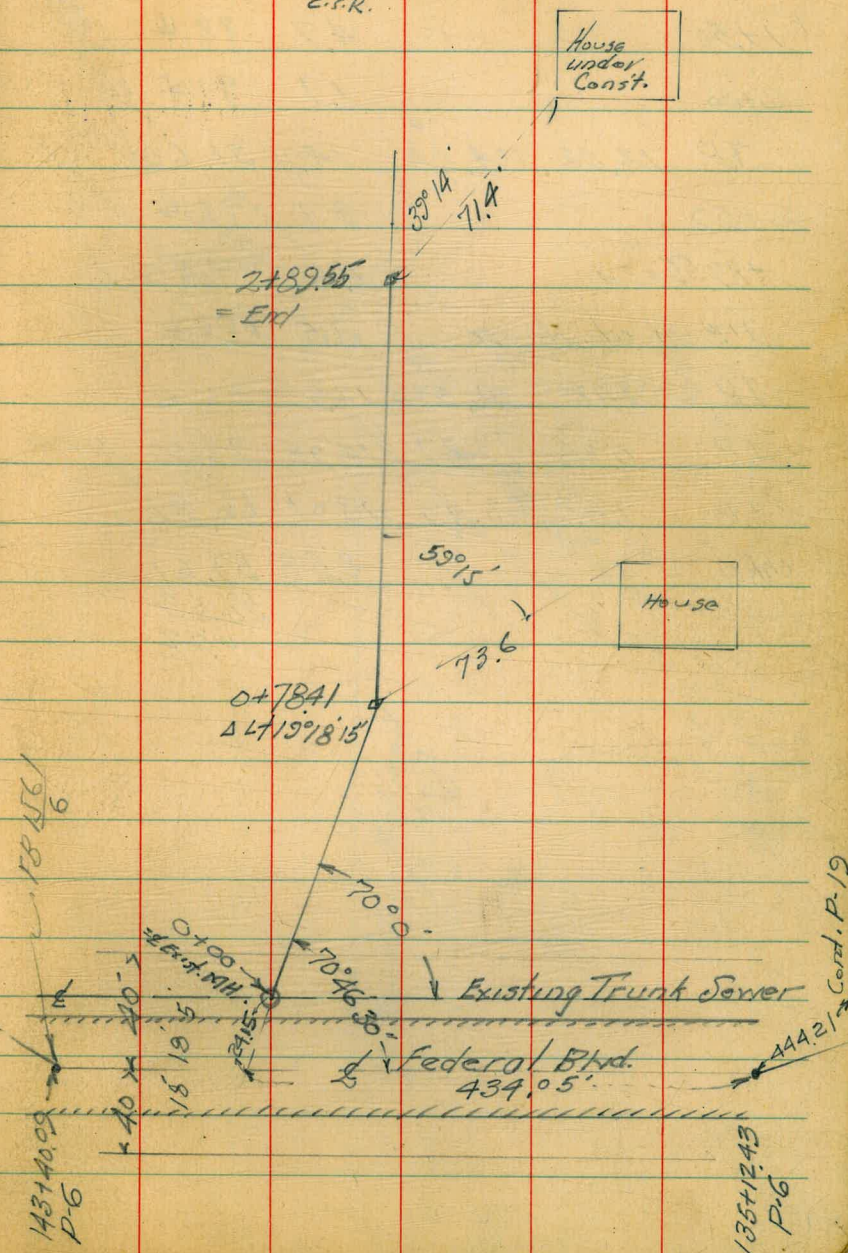
BM  
 sketch  
 P-19

	6.74	66.37	59.63	
T.P.	7.02	70.53	2.86	63.51
0-24.15 on Christed Cross		4.49		66.04
0-5 = Sedge Paving & Exist M.H.		4.87		65.66
= 0+00 on R.M.		4.82		65.71
" on Flow Line	13.46			57.07
0+20		5.4		65.1
+30		6.3		64.2
T.P.	12.51	78.87	4.17	66.36
T.P.	12.20	90.79	0.28	78.59
T.P.	7.01	93.09	4.71	86.08
0+45		18.4		74.7
+48 45'4" = 16" Euc Tree		13.4		79.7
+70		7.9		85.2
+78.4' = Δ Lt 19°18'15"		7.01		86.08
73.6 Rt = Ground at House		7.8		85.3
1+00		6.1		87.0

constructed by Sewer Dept Jones)

indexed  
 C.S.K.

18



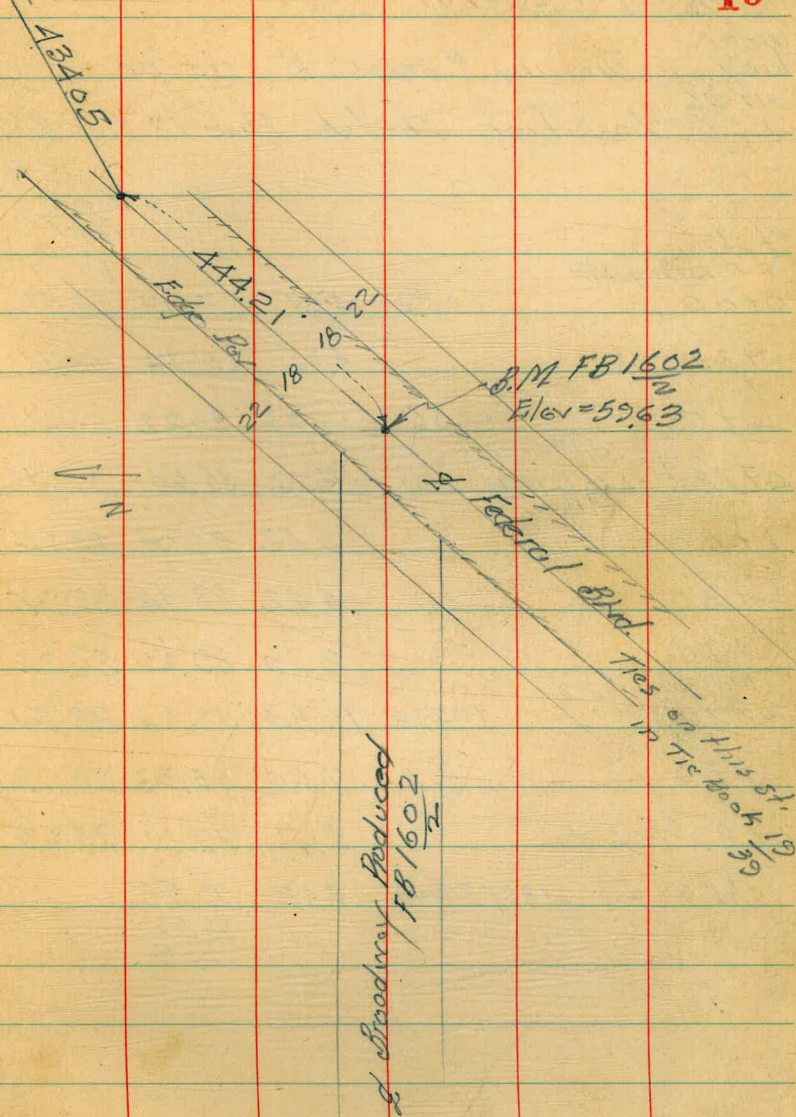


Cont. from P-18  
98.09

1+50		4.7	88.4
2+00		1.7	91.4
T.P.	12.52	104.12	1.49 91.60
2+50		8.7	95.4
+89.55 = End		4.60	99.52
71.9 Rt at House		3.5	100.6
T.P.	0.48	91.97	12.63 91.49
T.P.	0.38	79.37	12.98 78.99
T.P.	1.83	68.19	13.01 66.36
chk		8.58	59.61
			59.63
			0.02

Cont. P-18

19





Walker  
Hendricks  
Hurley  
Carey  
6-11-46

JENNER Contst. South  
of Federal Blvd. in Pl. 1347

Drawing # 3091-B as per  
Location Sketch Page 18 This Book

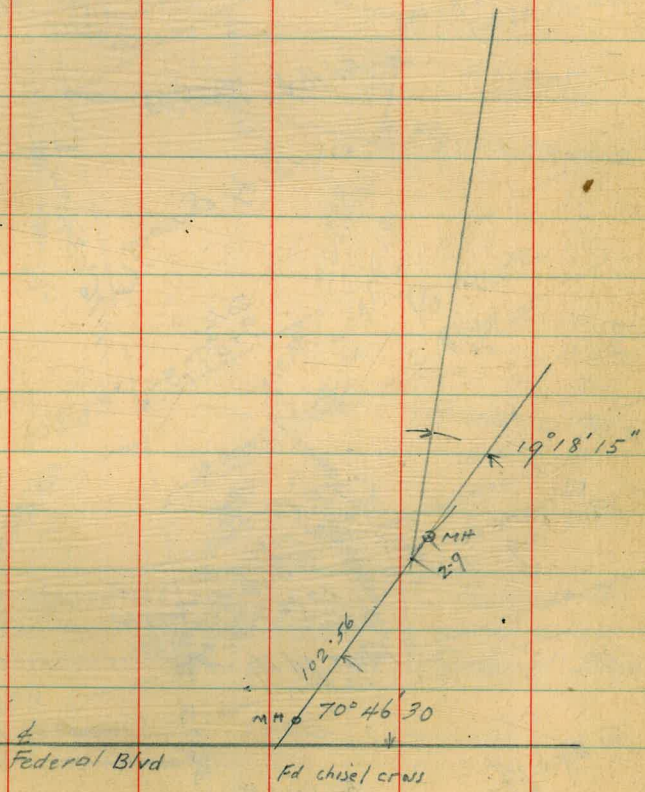
Page 18  
S.M. on Cross-0-2415 = 66.04

70.39  
4.67  
65.73 ch R. in MH

20  
66.04  
4.351  
70.39 π  
6.93 -  
63.46 T.P.  
12.341  
75.80 π  
0.421  
76.31 T.P.  
13.121  
88.43 T.  
2.33 -  
86.10 T.P.  
16.461  
92.56  
1.07 -  
91.49 T.P.  
11.491  
102.98 π

Station & Existing V.M.			Elev. Flow Line 57.07	Cuts.	offsets	
0+00	70.39	4.67	65.72	58.07	7.65	4' W
+33 Blk.		4.25	66.14	60.71	+5.43	4' W
0+50	92.56	12.34	80.22	68.31	+11.91	"
0+78.41 - 24.194815"		6.92	85.64	81.01	4.63	"
						(diag. on Bisector) 106 R 1005 R
1+00		5.52	87.04	82.24	4.80	"
+30		4.42	88.14	83.95	4.19	"
+70		2.90	89.66	86.23	3.43	"
2+10	102.98	10.34	92.64	88.51	4.13	"
+50		7.60	95.38	90.79	4.59	"
2+89.55 - End		3.67	99.31	93.05	6.26	"
chk & sub 218955 P-19		3.43	92.55			
			92.52			
			0.03			

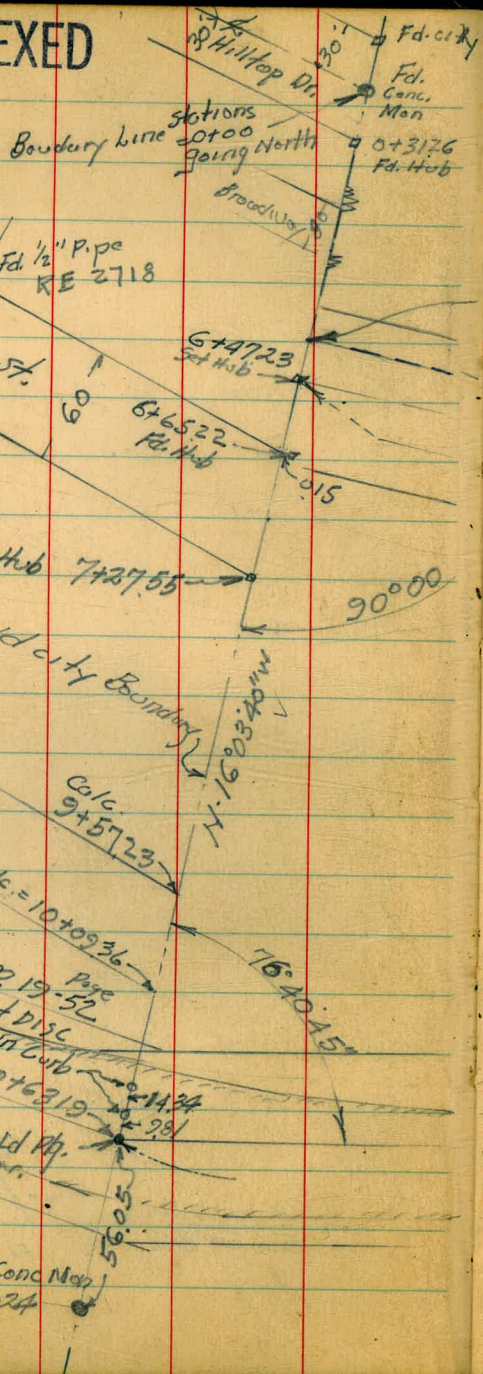






Walker  
Hendricks  
Becker  
Johnson  
7-7-47

INDEXED

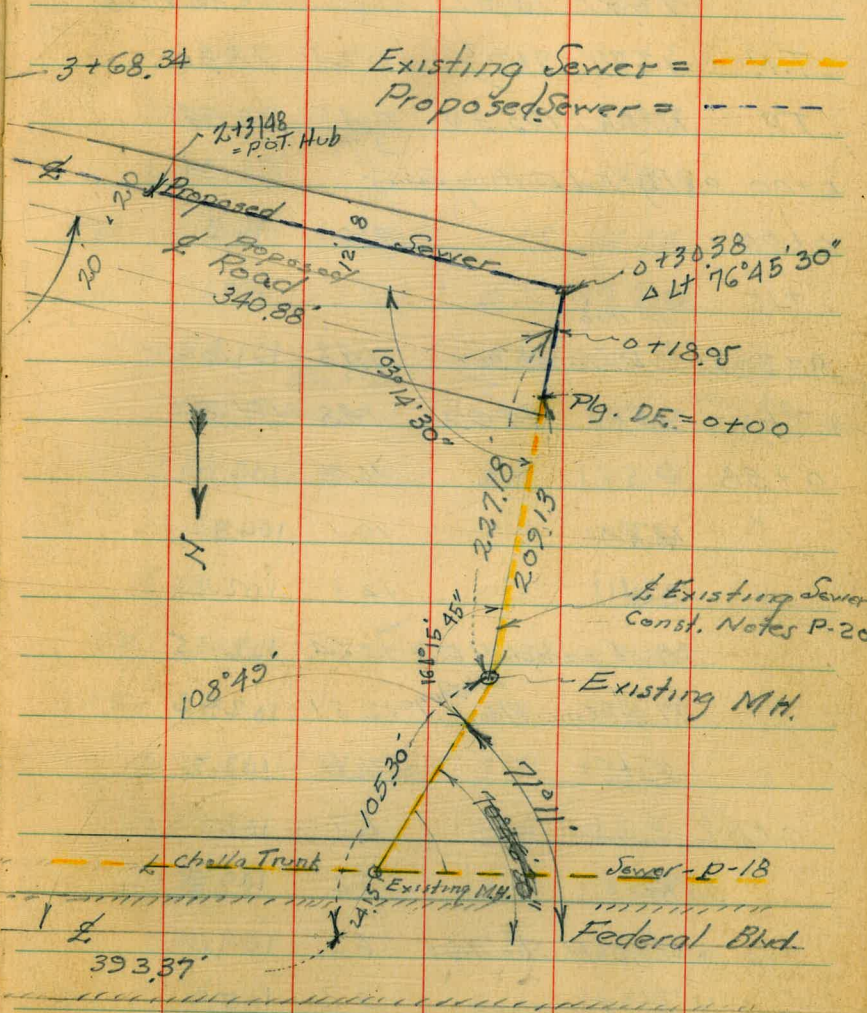


Hub & Dist TP Book 19  
INDEXED  
W.K.

LOCATION

22

PROPOSED SEWER  
in Pueblo Lot 1347  
Levels P-23



concrete  
Paving

(TP 19-52)  
Set Disc  
in Curb  
10+63.19  
F.d. Conc Man  
11+19.24

Tie Book 12  
7-24-1947

Existing Sewer  
Const. Notes P-20

Existing M.H.

Sewer - p-18

Federal Blvd.

393.37'



Walker  
Hendricks  
Bocker  
Johnson  
7-7-47

Levels For Proposed Sewer

Picble lot 1347 - Location p. 22

B.M.  
Cross in Pav.  
G-2415  
P-18

	12.47	78.51		66.04
T.P.	12.79	91.09	0.21	78.30
T.P.	12.66	103.30	0.45	90.64
0+00 on Ptg = End Existing Sewer			4.71	98.59
0+00			4.0	99.30
+15 on Hub			2.2	101.10
0+30.38 Δ Lt. 76°45'30"			1.48	101.82 ✓
T.P.	13.17	114.99	11.48	101.82
0+58			11.0	104.0
" 14' Rt			10.1	104.9
" 19' Rt			12.8	102.2
28' Rt on Asphalt Drive	12.64			102.35
77' Rt = Conc. Floor <sup>Dble. Gauge</sup>	12.51			102.48
15' Lt			11.8	103.2
0+82			6.7	108.3
56' Rt			6.2	108.8
6' Lt = Soft Shoulder			6.0	109.0
12' Lt Toe slope			2.6	105.4
26' Lt			10.4	104.6

114.99

23

14.09			1.3	113.7
" 6' Lt = Soft Shoulder			1.2	113.8
14' Lt - Toe Slope			6.6	108.4
26' Lt			7.4	107.6
11' Rt = Toe Slope			1.3	113.7
24' Rt			15.9	120.9
T.P.	12.81	127.65	0.15	114.84
1+47			5.7	122.0
23' R			5.3	122.4
70' Rt & House <sup>Back of</sup>			4.7	123.0
7' Lt = Soft Shoulder			5.3	122.4
17' Lt			10.1	117.6
26' Lt			11.7	116.0
T.P.	12.70	140.04	0.31	127.34
1+90			9.3	130.7
14' Lt = Soft Shoulder			8.7	131.3
25' Lt = Toe slope			13.8	126.2
37' Lt			17.3	122.7
9' Rt			4.7	135.3
21' Rt			0.1	139.9

Outlet Plumbing  
will be  
2' below this

Cont. P. 24



Levels - Proposed		Jawor	Cont. from P23
	140.04		
2+31.48 = P.O.T. on Hub	2.08	✓ 137.96	
18' Lt on Shoulder	1.9	138.1	
25' Lt "Toe Slope	12.0	128.0	
45' Lt.	14.7	125.3	
8' R	+0.8	140.8	
17' Rt.	+2.2	142.2	
(2+40). 65' Lt. on Floor outlet	+2.5	142.5	
	4" Soil Line		
T.P.	13.18	153.20	0.02
142.02			
2+70	2.7	143.5	
13' Rt.	10.3	142.9	
150' R	8.3	144.9	
200' R	8.4	144.8	
17' Lt. = Shoulder	2.5	143.7	
35' Lt	20.0	133.2	
45' Lt	23.3	129.9	
3+08	3.8	149.4	
9' Lt = Shoulder	3.9	149.3	
26' Lt. = Toe Slope	15.2	138.0	
37' Lt	19.3	133.9	
9' Rt	3.3	149.9	

		153.20		
(3+08) 25' Rt.		+3.0	150.2	24
33' R		+4.7	148.5	
100' Rt.		+5.5	147.7	
T.P.	11.63	✓ 163.80	1.03	152.17
3+30			10.1	153.7
16' R			2.8	154.0
30' R			5.8	158.0
50' R			6.2	157.6
84' R			6.2	157.6
100' R			5.7	158.1
3' Lt. = Soft Shoulder			10.1	153.7
17' Lt. = Toe Slope			19.9	143.9
23' Lt			22.2	141.6
30' Lt.			25.4	138.4
3+64			5.1	158.7
4' Lt = Shoulder			5.9	157.9
22' Lt. = Toe Slope			15.9	147.9
15' Rt.			4.2	159.6
25' Rt.			1.3	162.5
3+68.34 = Int. old city line			8.1	155.7
				on Nat. Ground
12' Lt. on Hub			13.20	150.6

Cont. P-25



163.80

Cont. from P-24

(3+68.34) 13' Rt Not Ground 5.3 158.5

27' Rt " " 1.3 162.5

4+00 Not Ground 3.7 160.1

12' Rt " 0.6 163.2

12' Lt 5.6 158.2

25' Lt " 10.3 153.5

4+57 +0.6 164.4

TP 0.06 151.12 12.74 151.06

TP 0.76 138.73 12.15 137.97

TP 0.22 125.90 13.05 125.68

TP 0.08 113.48 12.56 113.40

TP 0.34 101.91 11.91 101.57 2732.94

TP 1.89 90.82 12.98 88.93

TP 0.48 78.75 12.55 78.27

chk. Starting B.M. 12.73 66.02

66.04  
0.02Cross in  
Pw.69  
GWE

25



## Stake Sewer grades

Moore  
Green Per Sketch P. 22  
Roberts  
8-5-47 W.O. 21001 69796

check to P.O.T. HLG  
2+31.48 P.24

821 138.00 137.96  
0.04

2+00 = D.E.

132.95  
13.26  
5.74  
C 7.52

T.P. 10.65 146.21 0.08 135.56

+ 50

123.45  
12.19  
5.64  
C 6.55

T.P. 11.81 135.64 0.24 123.83

1

113.95  
10.12  
5.91  
C 4.21

T.P. 12.42 124.07 0.69 111.65

0 + 50

104.45  
7.89  
4.40  
C 3.49

0+00 = M.H. #2  
76°45'30" LT.

94.95  
17.39  
10.42  
C 6.97

B.M. Hub Mkd 10.52 112.34  
0+30.38  
P.23

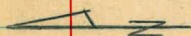
101.82

Set 2x2 R.P. P.O.T.

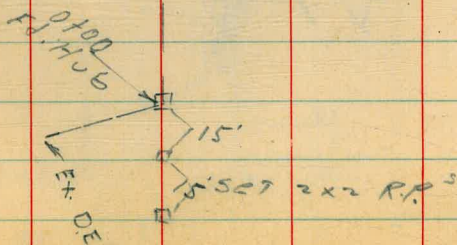
20'

Set 2x2 Mkd. 2+31.48 P.O.T.  
P.22

2+00 =  
D.E.



cut stakes  
offset 4' S





X see alley 20' wide

Moore Blk v Ocean Beach

Be 99  
Rebents

W.D. 25001

Green

17-17-47

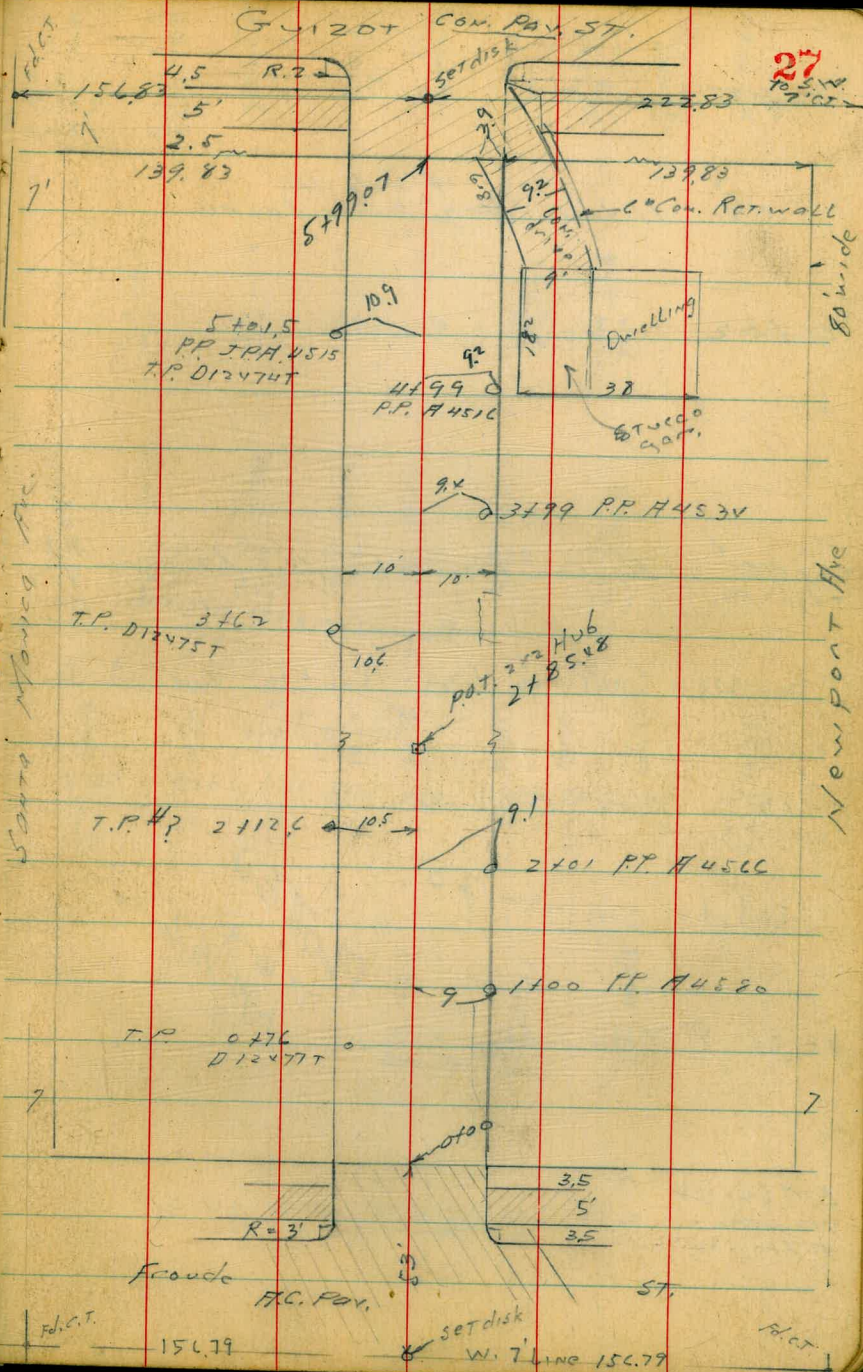
INDEXED

Note!

Pole affects to property side

FULL sections for ydgs.

~~Indexed~~





0+15 Void  
 2.105.0  
 10.7  
 Top

0+03 11.4 Lt. Bag. <sup>8" wide Bds.</sup> <sup>picket fence</sup>

0+02 Void for yardage

0+00 <sup>6"</sup> Bag. Con. Pav. 10.7 Lt. <sup>99.25</sup>  
 edge Pav  
 7.8  
 10.7  
 Bot. Wall  
 Improvements are o.k.

See New Sections P. 39 - for Sta. Marked Void for yardage

0-12 E 6 Froude

checked - 5-4-49 - 7.0

0-30 8 Froude

BM SW BP  
 Newport  
 + Froude  
 2.77 107.03

104.31

PLOTTED  
 12-20-47  
 J. M. [unclear]

5.6 4.7 4.7 5.7 5.8 7.1 9.1 10.1  
 101.4 102.3 102.3 101.3 101.2 101.6 101.7 101.7 101.6  
 Bot. dirt wall

101.5 100.6 100.0 99.1 99.2 101.6  
 6.2 6.2 7.0 7.9 7.8 5.5  
 10.7 10 7 7 10 12

103.73 99.7 99.69 99.59 99.42 99.81 100.13  
 3.30 7.3 7.34 7.44 7.61 7.22 6.90  
 10.7 10.7 9.94 9.9 10 10 26  
 Top Wall Bot. Wall

98.49 97.83 99.32 98.63 99.06 99.47 100.10 100.82 101.46  
 8.54 9.20 7.71 8.40 7.97 7.56 6.93 6.21 5.57  
 5.0 5.0 13 13 13 13 13 5.0 5.0  
 26 26 26 26 26 26 26 26 26

97.73 98.19 93.23 100.88  
 9.30 8.14 13.80 6.15  
 5.0 RIM M.H. INV. 5.0

107.03

28



1725 - Void

TP <sup>Nail</sup> P.P. 1700 7.33 12.5.14 1.44 117.81

1700 12' Lt end Picket fence on N.  
10.7 Rt = Picket fence = (end.)

0776 - Void

0750 10.7 Lt also Beg. 4" picket fence  
10.7 Lt. = S. end, 8" Cor. Blk wall  
10.6 Rt. = Beg. 8" wide picket fence  
Bds.

TP 12.28 119.25 0.06 106.97

0746 12.7 Lt. end Picket Fence

0735 Void 11.3 Lt. end 6" Cor. Ret. Wall

LT 113.4 116.4 115.8 116.7 117.3 119.0  
6.7 8.7 7.3 8.4 7.5 7.0  
30 10 10 10 10 25

115.6 114.4 114.0 125.14  
3.6 4.8 5.2 5.9 5.8 5.1 6.1 6.0  
30 12 10 5 10 10 10.7 30  
New P. 29 drain ditch

111.8 111.6 110.2 110.5 109.7 109.7  
7.4 7.6 9.0 8.7 8.7 9.5 9.5  
30 10 6 10 10 17 30  
14 yard

114.0 107.1 107.8 107.6 106.6 106.6 107.0 107.8 110.78  
5.5 12.1 11.4 11.6 12.6 12.6 12.7 11.4 11.4  
11.7 11.7 11.7 10 5 7 10 30  
Top Base dirt See new

119.25

106.46 103.6 105.7 105.7 104.1 104.2 104.3 105.7 106.2 106.8  
0.57 3.4 1.3 1.3 2.7 2.8 2.7 1.3 0.8 0.2  
113 113 113 10 5 5 5 10 10 30  
Tap Bot. dirt Wall wall



2+38 end wall on LT.

128.22	126.8	128.5	127.9	127.5	127.8	128.5	125.4
6.5	8.7	7.0	7.6	8.0	8.2	7.7	10.1
12.8	12.8	12.8	10	8	10	20	38
Top Wall	Bot Wall	dirt			Void		

2+00 end Rock & Beg. 6" Con out.

127.02	126.2	124.7	123.9	124.3	123.6	123.4	124.1	123.8	120.9
8.45	9.8	10.8	11.5	11.2	11.8	12.0	11.4	11.7	14.0
12.9	12.9	12.9	10	9	9	Void	4	10	31
Top 6" Bot. Wall	Top Rock	BT. Wall				See new.			Swale

T.P. 1044 135.47 0.11 125.03

1+75.5 2 Rock steps on LT.

122.7	122.0	122.2	121.9	120.8	121.3	120.1	119.6
2.4	3.1	2.9	2.7	4.3	3.8	5.0	5.4
13.8	13.8	13.8	10	7	7	10	40
Top Bot. STOP	Bot. Rd.	dirt		Void	See new.		Swale

1+55.4 - o.k.

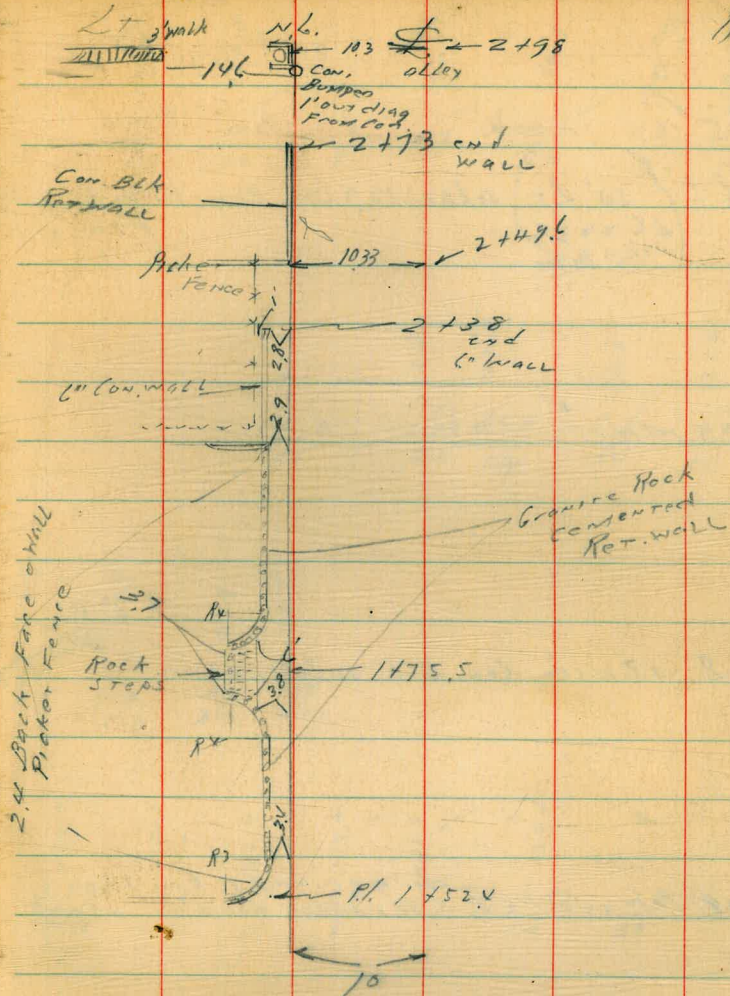
122.6	119.5	120.3	119.6	119.0	119.3	119.2	117.6
2.5	5.6	4.8	5.5	6.1	5.8	5.9	7.5
13.4	13.4	13.4	10	8	10	4.5	Swale
Top Wall	Bot. Wall	dirt					

1+50 10.9 R end Picket Fence

125.14

125.14





2+49.6 Beg. Con. Blk. wall on LT

135.47

131.74	128.7	129.2	129.8	128.4	128.7	129.0
3.73	6.8	6.3	6.7	7.1	6.8	6.5
10.33	10.33	12.2	8	10	10	2.8
TOP wall	Bot. wall	div 7	void for yardage			
			<u>135.47</u>			



3+25 ✓ o.k.

2+99.6 ± (10' LT) also 12.9 Lt Beg. Picket Fence  
25.2236  
1/2" Pipe

2+99 S.M.H. ✓ o.k.

2+98 E 37 wide Con. Blk. Indicator \$ 3' Con. Walk

✓ o.k.  
2+85.48 Pot. on E, = L. do. gar. on LT. Con. Floor Level  
16' width door

2+73 ✓ - same  
end wall on LT

135.47

136.8	135.5	135.2	134.6	134.9	134.2	132.5
10.5	0.0	0.3	0.9	0.0	1.3	3.0
17	10	8	10	10	30	58
						80

32

133.2	132.8	127.9	132.7	132.6
2.3	2.7	8.28	2.8	2.9
10	10	10	10	30

132.8	133.9	132.8	133.1
2.7	1.61	2.7	2.4
24	103	103	103
	Top	Bot.	dist

132.9	132.9	132.6	132.0	131.8	132.0	131.9
2.59	2.6	2.9	3.5	3.7	3.5	3.6
24	10	10	10	10	10	30
Con. Floor						

132.51	130.31	131.5	131.0	130.9	130.9	131.1	129.9
2.96	5.1	4.0	4.5	4.6	4.6	4.4	5.5
103	103	103	103	103	103	103	50
Top	Bot.	dist					Swale
Wall	Wall						

135.47



4730.72

4726

Wedge Cor. apron & gar. do

47255

4717 10.1 Rt Δ Bd Fence

4700 10.4 Rt Beg. Bd. Fence  
change on Lt.

3785 -

3750 -

3748.2 12.9 Lt end Picket & fence

T.P. 1166  $\frac{146.28}{135.47}$  0.85 134.62

145.2  
1.08  
16.6  
gar. Fl.

144.1  
121  
147  
apron

144.7  
1.6  
15  
144.1  
2.2  
10  
143.8  
2.5  
7  
143.8  
2.5  
8  
140.7  
1.6  
10  
144.7  
1.6  
13.7

Void

NW Cor.  
S.W. gar  
end Bd fence

142.8  
3.5  
2.5  
142.0  
4.3  
1.0  
141.4  
4.9  
Void  
142.5  
3.8  
1.0  
142.8  
3.5  
2.0

142.2  
4.1  
3.0  
140.6  
5.7  
1.0  
139.9  
6.4  
Void  
139.9  
3.5  
141.9  
4.4  
1.0  
142.4  
2.5  
138.9  
7.4  
5.6  
135.3  
11.0  
6.4  
135.5

140.6  
6.3  
3.0  
137.8  
8.5  
1.0  
137.1  
9.2  
8  
136.7  
9.6  
Void  
137.1  
9.2  
3  
135.2  
8.1  
1.0  
138.5  
7.8  
2.3  
133.8  
12.5  
5.6  
6.0  
8.0

Void. See New.

146.28



4+395 9.9 Pr Beg Bd Fence

4+354 E edge Con apron + gap,  
Back This

4+357

4+352

4+31.4 ♀

4+277

4+27 Wedge Con. apron

146.28

145.2  
106  
12.6  
99.0

145.1  
121  
14.8  
Apron

145.2  
108  
10.2  
Apron

145.2  
108  
Apron

145.3  
0.97  
13.2  
E.L. door  
Floor

145.2  
108  
10.7  
Apron

145.3  
0.97  
13.2  
W.L. Sin. gap  
door

145.2  
108  
10.2

146.28



47765 10.2 Pt Beg. wire fence

4770 E edge do gar. Con PL

4+62 R

4754 W edge do gar. Con PL

4753 9.8 Lt Beg. picket fence

4750 ✓ o.k

47495 9.8 Pt. end Bd. Fence

J.P. 702  $\frac{152.34 \times 0.96}{2}$  145.32

4741 E side gar. dirt floor  
gar. to W.

146.28

Lt

Rt

Rt

35

5.8	5.8	4.8	4.15
	x	10	25.9
146.5	146.5	147.5	148.2

5.0	5.0	6.6	6.9	6.145.9	5.146.9	4.2.5
10	9	5	5	5	10	25.9
			Void			nl. edge do. gar. door
147.3	147.3	145.7	145.4	145.9	146.9	148.09

6.7	7.0	7.1	6.5	6.146.1
10	7	7	5	10
145.6	145.3	145.2	145.8	146.1

1453  
1.0  
148

152.34

146.28



5+68 beg bd fence 17.2 R  
end of bd fence 9.8 R

8.52 159.32 1.54 150.80

5+59

5+53 & 12" conc ret wall under gate 9.5 R 12' wide  
5+47

5+50 Void

5+25 - Void

5+23.5 10.2 R end wire + Beg. Wood Rail Fence

5+00

4+99.7 10' LT end Picket

159.32

0.151.58  
0.76  
95  
95

150.9	151.2	150.7	150.4	150.7	151.5	152.0
1.4	1.1	1.6	1.9	1.6	0.8	0.3
25	20	10	Void	5	10	20

2.0	2.0	2.5	3.1	3.0	1.7	1.5
2.5	1.0	8	Void	5	8	10

2.14	2.15	2.17	4.1	3.18	2.8	2.8
20	10	10	Void	10	10	10



check to SW B.P.  
New part + Guizot 3.94 163.78 163.76

T.P. 10.69 167.72 2.29 157.03

♀ Guizot

W c6 Line Guizot

5+9907 W h Guizot - o.k.

5+935

see New Sect. at 5+75  
for yardage  
Improvements are o.k.

5+85 cor garage 12.0R

5+67 } beg garage 12-2R  
end bd fence 12.2R

159.32

L1

E

R

37

151.97	151.39	152.65	155.4	146.94	158.27	
7.35	7.93	5.05	5.64	4.83	4.16	3.61
50	50	12	12	12	12	12
06	P	06	P	P	P	06
	154.62	154.57	154.62	155.14	155.09	155.34
	4.70	4.75	4.70	4.18	4.23	3.98
	9.93	9.9	Pay	Pay	Pay	101
		Pay	Pay	Pay	Pay	105.6
	151.7	152.0	154.0	153.9	154.9	155.07
	7.6	7.3	5.3	5.4	5.2	4.25
	8.5	15	10	10	10	30.1
				Void		10.2
						4.1
	150.8	152.0	153.1	152.9	154.1	154.79
	8.6	7.3	6.3	6.4	5.9	4.53
	2.5	14	10	10	10	12.9
				Void		3.02
						2.2
						ret wall
						154.83
						159.32



SURVEY BLOCK 1

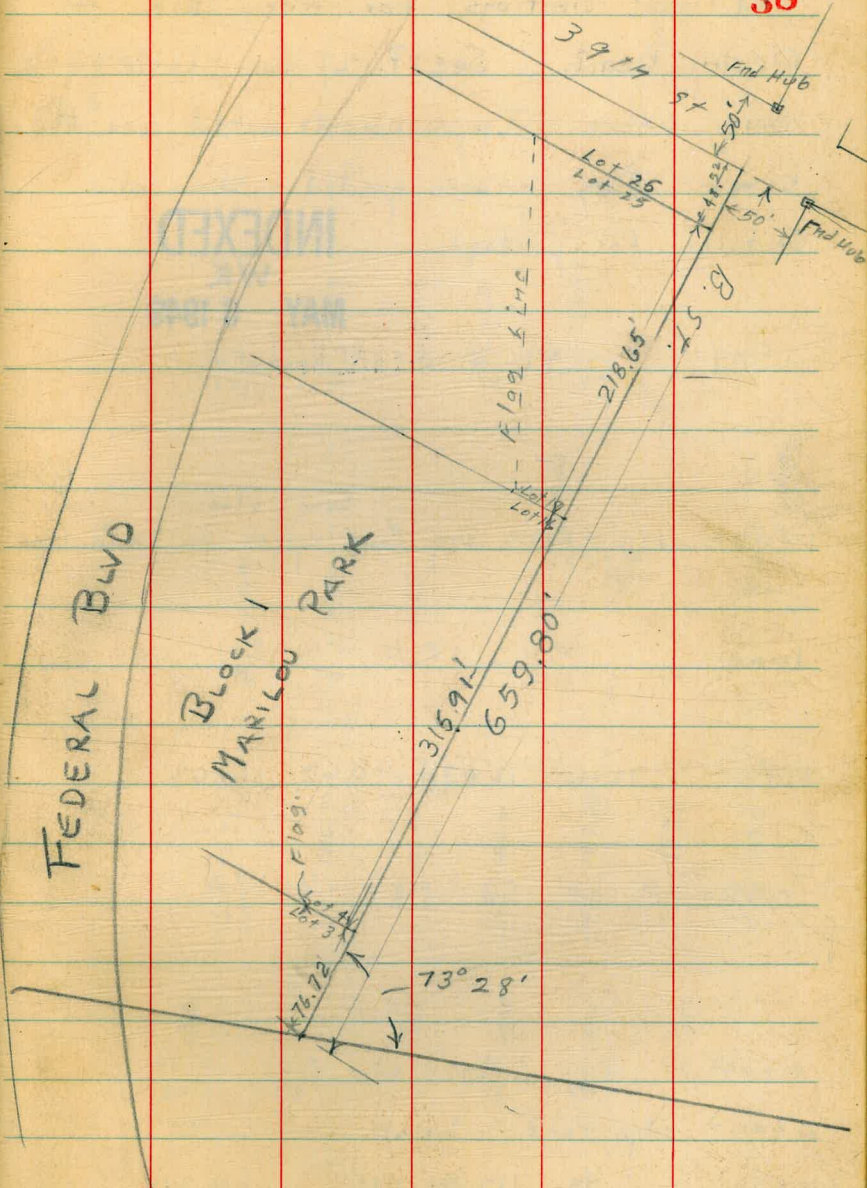
8-9-48 MARILOU PARK

HARDIN  
DECKER

INDEXED

INDEXED  
W.K.

38





Additional Sections for Alley Blk. 4  
Ocean Beach - See P. 27 for sketch &  
orig. notes. Improvements noted are the  
same - Alley has been graded - Show new  
Sections for yardage

INDEXED  
WK  
MAY 6 1949

1+29-									
1+03-	10.5								
1+00									
T.P.	13.12	124.75	0.67	111.63					
0+50									
0+05									
0+00 =	edge Pavc - Same								
B.M. = S.W. Newport + Froude.	7.99	112.30		104.31 =					

5-4-49  
7.0.

LT	+	RT
7.6 15	117.2	
7.9 10	116.9	
8.3 10	116.5	
8.3 10	116.5	
		116.43
		8.32
		10.8 = Cor. Conc.
		114.49
		10.26
		10.5 = Cor. apron
		8.95
		15.5
		floor
		Gar
		115.80
10.4 12	114.4	
11.2 10	113.6	
11.3	113.5	
11.2 10		114.49
		10.26
		10.5 = Cor. apron
		8.95
		15.5
		floor
		Gar
		115.80
4.7 11.7	107.6	
5.5 10	106.7	
5.9 7	106.6	
4.5 8	107.88	
4.5 10	107.8	
4.4 15	107.9	
12.2 10.7 = wall	100.1	
12.3 10	100.0	
12.5 7	99.8	
12.3 10	100.0	
10.2 10	102.1	
10.2 15	102.1	
		112.30



T.P. 9.21 156.25 0.88 147.04 Top Hinge

4+00

3+95

3+50

T.P. 13.12 147.92 0.69 124.80

2+38

2+05

T.P. 10.94 135.49 0.20 124.55 - Rock on wall

1+95

1+55.4 - Same

1+35 -

5.7 142.2 Lt  
15 0 7 141.5  
6.4 141.5 Rt  
5.5 142.4  
10

5.7 141.2  
15 0 7 140.1  
8.2 139.7  
8.0 139.9  
15 7.8 140.1

9.8 138.1  
15 10.4 137.5  
11 136.8  
11.3 136.6  
11.2 136.7  
10 10.8 137.1  
15

6.6 128.9  
12.8 128.0  
8.1 127.4  
8.4 127.1  
147.92  
7.6 127.9  
15 7.5 128.0

along wall  
10.125.2  
12.9 124.1  
11.4 124.1  
11.7 123.8  
10.9 124.6  
10.4 125.1  
10.8 124.7  
15 10.8

0 124.1  
15 123.3  
1.9 123.9  
1.4 123.0  
1.6 123.2  
135.49  
15.9 117.9  
7.3 117.5  
7.7 117.1  
7.7 117.1  
15 118.3  
15 118.8

124.75  
15 118.8



Meets Pave = 5+99.07

5+75

5+50

5+29- 13.8 Lt. = end apron

5+25

5+14- 14' Lt. = Beg. Conc. apron to Doub. Gar.  
 Conc. Floor

5+00- 9.6 Lt. = ± New P.pole # J.P.A. 4515

4+55

4+25.5

	Lt	Rt
	4.4	3.3
	151.9	153.0
	0.2	0.1
	152.1	153.4
	4.4	4.1
	151.7	151.0
	0.4	0.7
	150.9	151.4
	0.7	0.6
	150.6	151.7
	5.6	4.7
	13.8	9.5
	6.6	15.3
apron	150.63	151.3
6.6	150.49	151.1
13.8	13.8	15.1
apron	5.7	5.2
	150.2	151.4
6.6	150.9	151.7
6.6	149.8	149.7
6.6	149.6	149.7
5.2	150.98	151.3
17.4	15.2	15.1
floor Gar	150.0	151.3
6.2	150.1	149.7
6.3	150.0	149.7
7.7	148.6	149.7
8.1	148.2	149.7
8.0	148.3	149.7
9.0	147.3	149.7
10.0	147.3	147.0
10.7	145.6	147.5
10.0	145.6	147.0
10.7	144.2	147.5
11.6	144.7	147.5
12.3	144.0	147.5
12.6	143.7	147.5
12.8	143.8	147.5
156.28	12.6	13.2
	5.1	5.0
	144.2	144.3
	11.6	11.6

along Gar.

conc.

apron



X-Sec. For grade establishment.

Ampudia - La Jolla Blvd. to San Diego Ave  
 Trias - " " " " " " "  
 Hortensia " " " to Sunset.  
 San Diego Ave - Ampudia to Witherby

Sommermeier

10-23-50

Allen

W.P.# 25020

Bunch

T.B. sheet 510

■ = Fd. Conc. Man.

□ = " 1/2 Hub & Tack

● = " L&T.

○ = Fd. pipe

• = set Conc. Nail

521

522

528

515

Reduced

P.E.R.

1-8-51

INDEXED  
JAN 2 1951

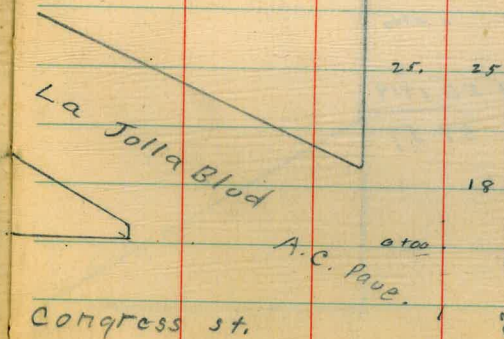
42

San Diego Ave

Levels - P. 48

Ampudia

INDEXED  
JAN 2 1951

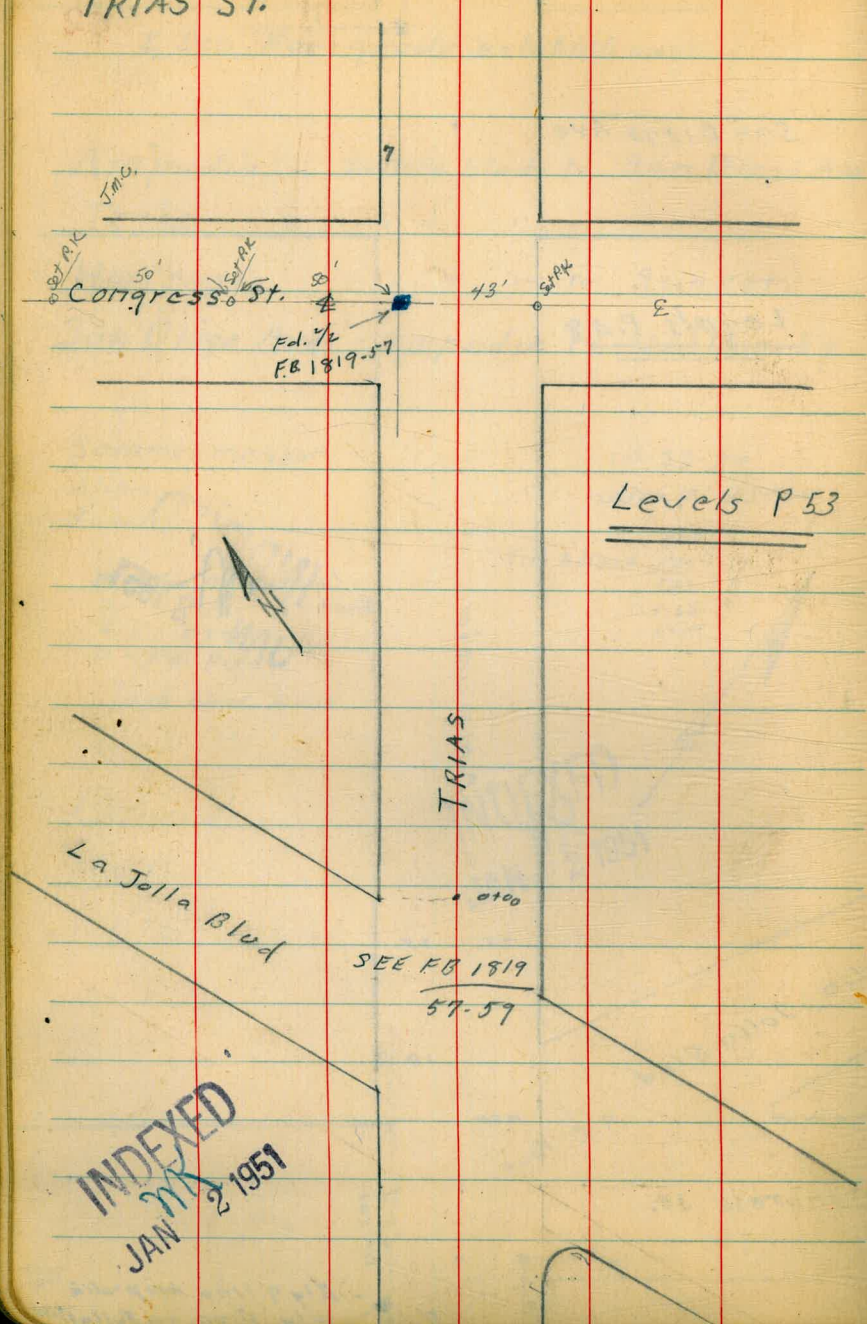


61.00  
71A 521

Ely 7'11/2 Ampudia  
Wly Prop. La Jolla Blvd



TRIAS ST.



Levels P 53

TRIAS

La Jolla Blvd

SEE FB 1819  
57-59

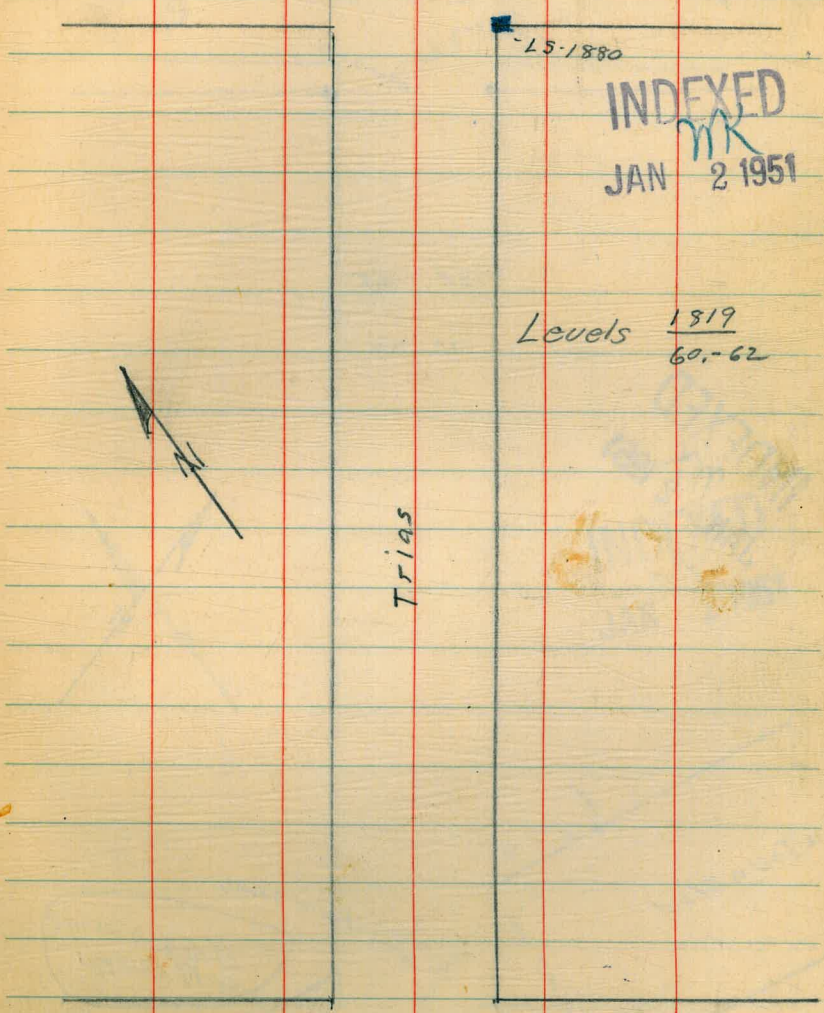
INDEXED  
JAN 2 1951

TRIAS ST

43

San Diego

Ave.



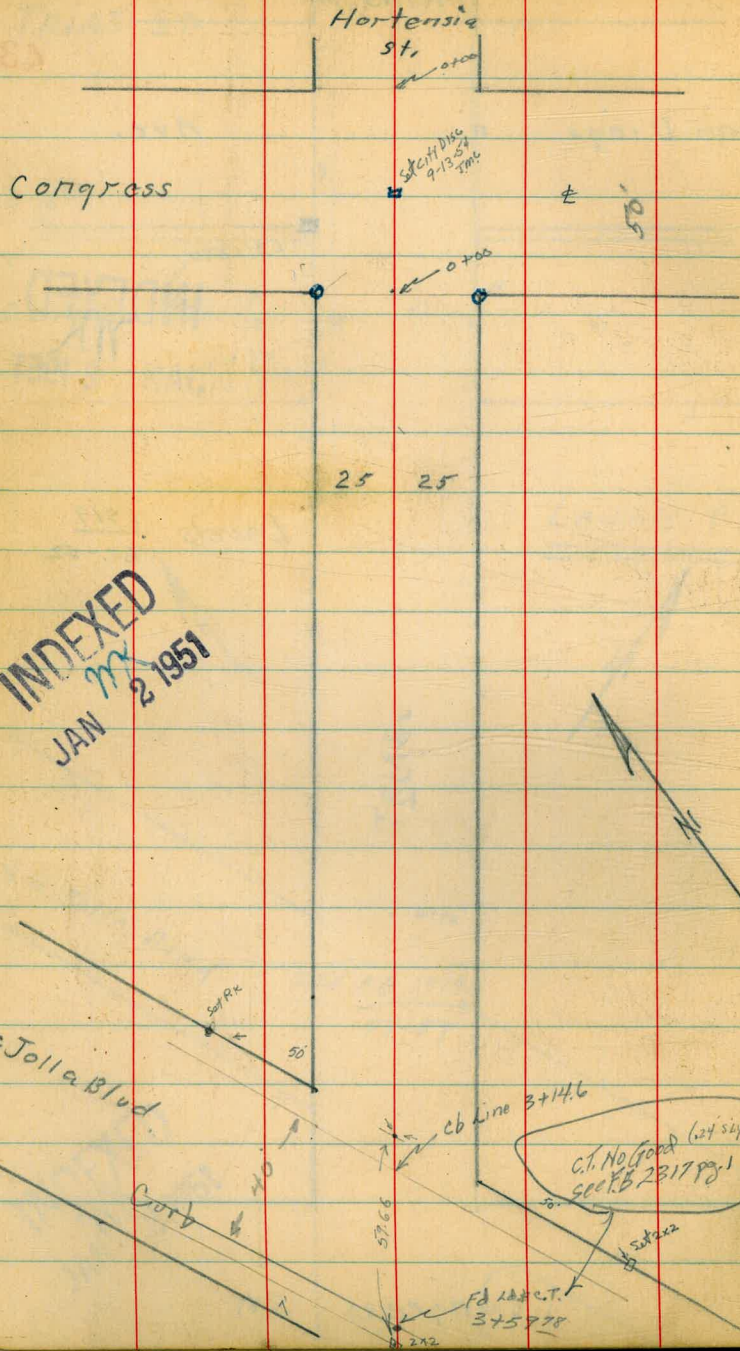
INDEXED  
MK  
JAN 2 1951

Levels 1819  
60-62

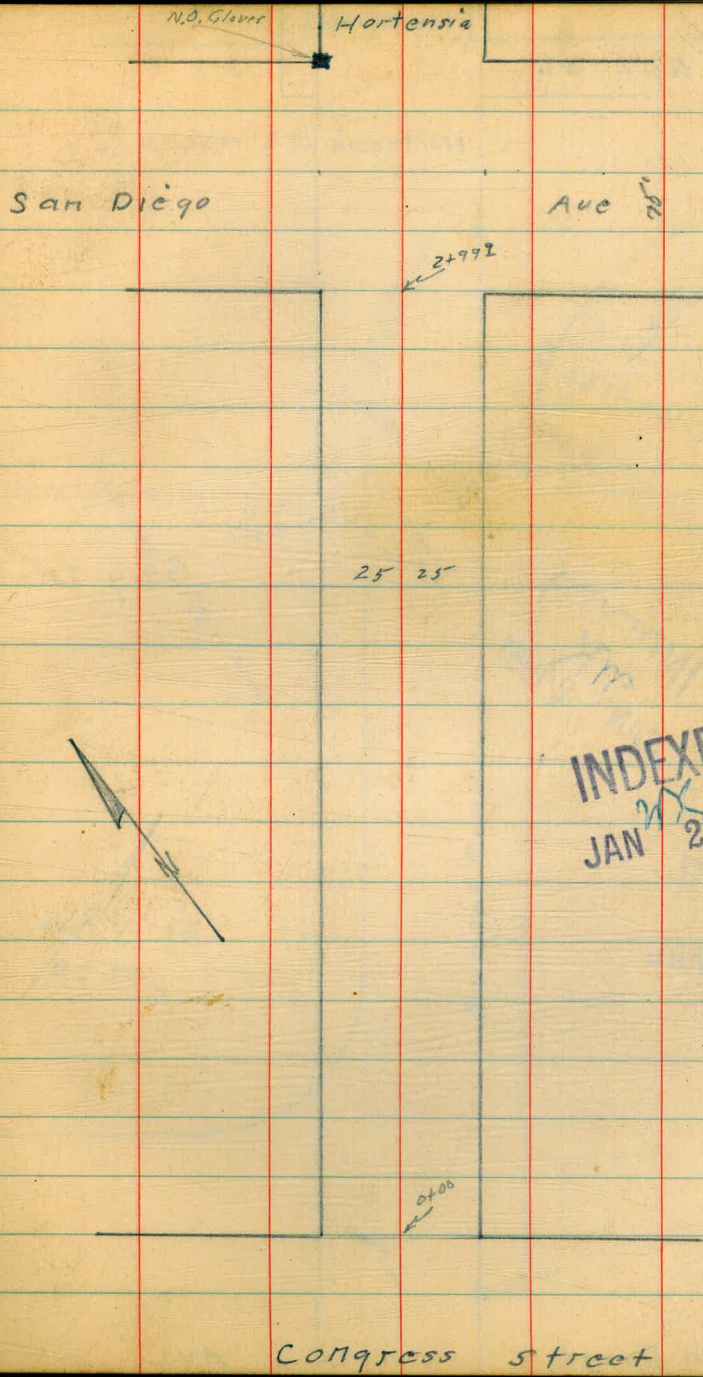
TRIAS

Congress St.





INDEXED  
 JAN 2 1951



44

INDEXED  
 JAN 2 1951



Juan st.

Hortensia

Guy st.

INDEXED  
MK  
JAN 2 1951

Low 11/11/51

0700

San Diego

Ave.

Hortensia

45

Sunset st.

$R=180$

$R=80$

$\Delta 52^{\circ}03'-10''$

$\Delta 37^{\circ}54'-50''$

$\Delta 89^{\circ}58'$   
 $R=80$

$\Delta 89^{\circ}58'$   
 $R=50$

Sunset Road

INDEXED  
MK  
JAN 2 1951



Trias

st

HORTENSIA

STREET

ixi stub

INDEXED  
JAN 2 1951

14732 P.O.T.

San Diego Ave

San Diego Ave.

INDEXED  
JAN 2 1951

Ampudia

st

TRIAS

st.



Witherby St.  
(closed)

Witherby St.  
(closed)

954

31004

Ed. 2" Pipe  
RE 1532



INDEXED  
JAN 27 1951

San Diego Ave.

01988 - POT. Hub  
CITY DISC.

Hortensia

St.



X-Sec. Ampudia sketch - P. AZ

Oct. 24, 1950

0+11<sup>E</sup> = end good pave. on t

42.89  
5.50

0+09<sup>4</sup> 15' N.E. end of curb

40.17      44.29  
4.22      4.1  
15          25  
oc.

0+05<sup>A</sup> 15<sup>4</sup> Rt. = end of good pave

43.49      44.12  
4.90      4.27  
15<sup>4</sup>      15<sup>4</sup>  
G          oc.

25<sup>E</sup> Lt }  
25<sup>4</sup> Rt } = LaJolla end ch. Ret.

taken along cb. line LaJolla Blvd.

0+07<sup>E</sup> = cb line LaJolla Blvd. Section

42.55	41.87	42.74	42.03	42.27	42.90	43.49	43.78	44.44	44.05	44.69
<u>5.84</u>	<u>6.52</u>	<u>5.65</u>	<u>6.36</u>	<u>6.12</u>	<u>5.49</u>	<u>4.90</u>	<u>4.61</u>	<u>3.95</u>	<u>4.31</u>	<u>3.70</u>
35	35	25 <sup>E</sup>	25 <sup>E</sup>	16 <sup>E</sup>		17	25 <sup>4</sup>	25 <sup>4</sup>	35	35
oc.	G.	oc.	G				G	oc.	G	oc.

0+02 27<sup>3</sup> Rt. = start stucco wall

44.59  
3.8  
27<sup>3</sup>  
oc.

0+00 = Nly. line Congress

42.99  
5.40  
on pave  
48.39

4.64 48.39 — 43.75  
SEE PROFILE # 35

S.E. B.P. Ampudia + LaJolla Blvd.



0+95 27<sup>E</sup> Rt. = start 4 car Cars  
Dirt floor

48.21  
5.5  
27<sup>E</sup>  
Floor

0+89 27' Lt. = 10' wide level conc. drive.

43.61 43.51  
10.10 10.20  
37 27  
drive

0+84 27<sup>E</sup> Rt. = end stucco wall

46.81  
6.9  
27<sup>E</sup>  
Grd

T.P. 8.45 53.71 3.13 45.26

53.71

0+50

43.39 43.79 46.19  
5.0 4.6 2.2  
25 25

0+23<sup>A</sup> 15' Lt. = end of curb.

42.79 42.97 42.69 43.29 45.39  
5.6 5.42 5.7 5.1 3.0  
25 15 15 25

0+20 16<sup>L</sup> Lt. = end good pave.

42.88 42.39  
5.51 6.00  
16<sup>L</sup> 16<sup>L</sup>  
cc 2

48.39



1+90 26<sup>E</sup> Rt. = end 4 car Gar.

50.71  
3.0  
26<sup>E</sup>  
Floor

1+50 27' Rt. = start 4 car Gar. dirt floor

44.51 44.51 47.51 48.51 49.51 50.21  
9.2 9.2 6.2 5.2 4.2 3.5  
40 35 25 25 25 27  
Floor

1+43 25<sup>E</sup> Rt. = end conc. apron to double Gar.

49.20 49.48  
4.51 4.23  
25<sup>E</sup> 27  
Apron Floor

1+34 30' Lt. = ± 12' wide Court Bldg.

44.21 44.21 47.21 47.91 49.21  
9.5 9.5 6.5 5.8 4.5  
30 27 25 25 25

1+27<sup>1</sup> 25<sup>E</sup> Rt. = start Conc. apron to double Gar.

48.95 49.38  
4.76 4.33  
25<sup>E</sup> 27  
Apron Floor

1+27 27' Rt. = end 4 car Gar. dirt floor

48.61  
5.1  
27  
Floor

1+00

43.51 44.51 45.51 48.11  
10.2 9.2 8.2 5.6  
25 20 25 25  
53.71



Ampudia

T.P. 12.35 90.76 0.28 78.41

3+00 = Sly. line San Diego Ave.

T.P. 12.82 78.69 0.11 65.87

2+50

2+17 26<sup>s</sup> Rt. = end stucco house

T.P. 12.87 65.98 0.60 53.11

2+00

1+97 26<sup>s</sup> Rt. = start stucco house

1+91 20<sup>z</sup> Rt. = 6" wall - Conc.

±

51

62.69	69.69	77.69
<u>16.0</u>	<u>9.0</u>	<u>1.0</u>
25	<u>78.69</u>	25

51.98	57.28	63.88
<u>14.0</u>	<u>8.7</u>	<u>2.1</u>
25		25

	<u>58.88</u>
	7.1
	<u>265</u>
	End. at House
<u>65.98</u>	

48.21	50.71	52.31
<u>5.5</u>	<u>3.0</u>	<u>+1.4</u>
25		25

52.31
<u>+1.4</u>
<u>265</u>
End at house

47.71	49.91	51.81	52.71	50.71	51.11
<u>6.0</u>	<u>3.8</u>	<u>1.9</u>	<u>+1.0</u>	<u>3.0</u>	<u>2.6</u>
25		20	20 <sup>z</sup>	20 <sup>z</sup>	25
			Top of wall	Base of wall	End of wall
<u>53.71</u>					



Ampudia

2

52

Set. B.M. #1.

4.50 98.18 B.M. #1

3+75 = Nly. line San Diego Ave.

T.P. 12.86 102.68 0.94 89.82

3+37.5 =  $\perp$  San Diego Ave.

Ely. 7' Hub. Ampudia + San Diego Ave.

86.98	95.78	102.68
<u>15.7</u>	6.9	<u>0.0</u>
25	<u>102.68</u>	25

64.8	73.2	82.3	90.76
<u>26.0</u>	<u>17.6</u>	8.5	<u>0.0</u>
50	25		25

90.76



Trias - sketch P. 43

See FB 1819  
60-61-62

1+01 No change from here on

1+00

0+90 10<sup>3</sup> Lt. = Ctr. pole # P3940

0+50

0+12

w = bottom of wash

0+11 16<sup>2</sup> Lt. = Ctr. pole # P3930

0+00 90° to Nly. Prop. Cor. (Same as in <sup>1819</sup> 57+60)

OK, as shown in <sup>FB 1819</sup> 57-59  
Improvements on La Jolla unchanged

Set. B.M. 10.39 54.22 B.M. #2

T.P. 12.15 64.61 3.51 52.46

12.22 55.97 43.75

#

53

63.6	64.11	63.81	60.61	64.45	64.41
+1.0	0.5	0.8	4.0	0.6	+0.2
<u>25</u>		<u>25</u>	<u>28</u>	<u>31</u>	<u>50</u>
			w		

59.71	59.71	60.11	60.0	59.7	57.5	60.61	57.5	58.0
4.9	4.9	4.5	4.6	4.9	7.1	4.0	7.1	6.6
<u>40</u>	<u>25</u>	<u>12</u>		<u>13</u>	<u>16</u>	<u>25</u>	<u>40</u>	<u>60</u>
					w			

57.41	58.51	56.91	57.0	55.5	57.0	57.1	57.41
7.2	6.1	7.7	7.6	7.1	7.6	7.5	7.2
<u>25</u>	<u>11</u>		<u>7</u>	<u>9</u>	<u>12</u>	<u>25</u>	<u>50</u>
				w			

56.0	54.3	54.0	54.6	56.4
8.6	10.3	10.6	10.0	8.2
<u>25</u>	<u>12</u>	<u>11</u>		<u>25</u>

64.61

Nly. Prop. + 7.47. Trias + La Jolla Blvd

SE. B.P. Ampudia + La Jolla Blvd.



CROSS SECTION SAN DIEGO AVE.  
from Ampudia to Witherby St.

Walker  
Pope  
Shepherd  
Tel'poogoff  
1-26-51

NO 25020

T.P. 12.88 133.14 021 130.26

1+45

T.P. 12.89 120.47 147 107.58

1+00

T.P. 12.55 109.05 291 96.50

Nail 4" X 9"  
Light Pole  
46' RT 0775

0+50

0+00

∠ Ampudia to San Diego 17.23 82.18  
on Rm M.H. NWLY Edge

12.3 99.41 98.18

Lt. L Rt.

54

141.3 135.5 127.7 120.3 112.2 108.6 100.2  
+208 +150 +72 0.2 83 119 203  
52 375 25 25 375 67

120.47

131.0 125.9 121.3 113.1 100.0 91.1  
+219 +168 +122 +4.0 91 18.0  
52 375 25 375 65

109.05

122.3 115.5 111.4 102.4 94.4 90.5 82.0  
+229 +161 +120 +3.3 50 89 174  
57 375 25 25 375 67

112.21 103.31 91.1 78.4 73.0  
+12.8 +3.9 8.3 21.0 26.4  
61 375 375 57

99.41



San Diego Ave - Cross Section

0+00 = SBL line Trias St

E. Trias St

chk 10.86 146.14 135.28 = FB 1812  
Elec. 10.86 135.34 62

3+07 Pole #2300-25' Lt

3+00.6 ± = NWLY line Trias St

TP 13.12 146.20 0.06 133.08

2+75

2+25

1+75

133.14

Lt. L Rt.

155.1	152.2	146.4	142.6	140.0	137.7	135.28
+9.0	+6.1	+0.3	3.5	6.1	8.4	10.86
50	37.5	17		12	14	37.5

on Man

156.0	153.0	145.4	142.78	138.2	133.2
+9.9	+6.9	0.7	3.6	7.9	12.9
4.5	37.5	15	on Rim MH	14	37.5

146.14

on Conc. Mon.  
5th Cor Trias St,  
+ San Diego

156.2	152.7	141.2	135.3	130.5
+1.0	+6.5	5.0	10.9	15.7
50	37.5		20	37.5

146.20

155.1	150.84	145.1	137.8	133.1	128.1	122.4
+22.0	+17.7	+12.0	+4.7	0.0	5.0	10.7
52	37.5	20		20	37.5	60

152.1	146.7	139.6	134.1	128.1	122.2	113.1
+19.0	+13.6	+6.5	+1.0	5.0	10.9	20.0
52	37.5	20		20	37.5	67

143.14	139.9	136.0	132.7	126.9	119.8	113.7	103.7
+10.0	+6.8	+2.9	0.4	6.2	13.3	19.4	29.4
52	37.5	24	15		20	37.5	67

133.14



San Diego Ave - X-Sections

Bet. Trius & Hortensia

2+45 = End 8" Conc. Tile Wall on Lt.

2+25 Cont.

2+25

TP 11.41 146.62 10.93 135.21

2+00

1+96.5 26' Lt. = Elec Pole # 2268

1+88 = Beg 8" Conc. Tile Wall on Lt.

1+50

1+00

0+51 = Elec Pole # 2288 26' Lt.

0+50

146.14

146.14  
JUN 27 1957

Lt.

R.

St.

56

156.0  
+9.4  
38.5 on wall

156.0	153.1	121.5	120.3
+9.4	+6.5	25.1	26.3
on wall	38.5	68	82
38.5	on wall		

151.6	146.9	144.9	142.7	140.5	137.1	134.1	135.0	128.8	127.2
+5.1	+0.3	17	3.9	6.1	2.5	12.5	11.6	17.8	12.4
37.5	26	18	5		11	12	3.3	40	60
146.62									

157.1	156.5	155.5	147.5	144.6	143.4	140.0	133.2	135.2	131.1	128.1
+11.0	+9.4	+9.4	+1.4	1.5	2.7	6.1	12.9	10.9	15.0	18.0
45	37.5		17	2		12	13	2.9	41	53

159.8	154.8	154.3	148.8	144.2	139.9	135.0	136.0	134.9	129.9
+13.7	+9.7	+8.2	+2.7	1.9	6.2	11.1	10.1	11.2	16.2
50	37.5	30	18		13	14	31	37.5	67

157.9	156.1	147.7	143.4	140.1	135.4	136.3	134.9	131.5
+11.8	+10.0	+1.6	2.7	6.0	10.7	9.8	11.2	14.6
50	37.5	20		13	14	30	37.5	67

154.8	153.1	145.7	143.2	140.3	135.4	134.1	130.6
+8.7	+7.0	0.4	2.9	5.8	10.7	12.0	15.5
45	37.5	15		12	14	37.5	67
146.14							



San Diego Ave

0+50

TP 1327 159.9 0.20 146.42

0+25

0+00

3+47.5 375 Lt = Pole P-4001

3+25

Hortensia

Conc. Pipe 18" Pipe

Rod

3+20 32.5' Lt. on Flow

Rod = 17.50

3+22 72' Rt. on Flow

Rod 29.7

18" Conc. Pipe

8.75 137.87 NELY Cor on Mon

3+00 = NELY Line Hortensia

2+75

2+50

146.62

Lt

R

Rt

170.9	166.5	162.3	157.9	151.7	151.2	151.5	144.9	140.4	134.9
+11.2	+6.8	+2.6	1.8	4.0	57.2	14.5	14.8	19.3	29.8
50	37.5	19	10	0	8	13	14	39	47

159.69

57

155.6	156.2	155.2	149.0	146.6	143.2	143.2	137.6	131.5
+2.0	+9.6	+8.6	+2.4	0.0	3.4	3.4	3.0	1.5
60	37.5	19		12	13	38	46	64

145.0	148.3	141.8	141.3	141.2	128.6	125.6
1.6	3.3	4.8	5.3	5.4	18.0	21.0
58	37.5		12	35	52	65

139.3	132.5	129.5	134.2	128.84	139.7	139.4	120.5	118.2
7.3	14.1	17.1	12.4	7.78	6.2	7.2	26.7	2.84
55	37.5	7	0	on Rim	12	31		72

143.3	137.87	133.6	129.4	127.9	127.6	113.8	105.9
3.3	8.75	13.0	17.2	8.7	9.0	32.8	40.7
56	37.5	26		12	28	62	90

149.6	146.4	142.8	139.8	133.6	130.4	130.4	126.4	126.2	121.8	113.1	111.0
+3.0	0.2	3.8	6.8	13.0	16.2	16.2	10.2	10.4	24.8	33.5	35.6
56	48	37.5	30	13		3	12	28	50	74	84

156.6	149.0	142.2	138.4	134.8	135.4	135.2	127.2	127.2	121.6	118.0
110.0	+2.4	4.4	8.2	11.8	11.2	11.4	19.4	17.4	25.0	28.0
50	37.5	24	14		10	28	40	50	66	75

146.62



San Diego Ave

TP 0.51 164.38 814 163.87

3+00.6 = N.V.I.V. line witherby st.

2+75 175.1  
+3.1  
47

2+50

2+00

1+50

TP 12.99 172.01 057 152.02

1+00 159.69  
5

Lt

L

R2

58

176.1 173.3 166.7 163.87 155.1 154.7 152.8 145.0  
+41 +1.3 3.3 814 169 17.3 19.2 27.0  
47 375 23 21 20 40 54 68  
2" Pipe

172.8 170.8 170.4 167.9 162.8 161.5 159.4 156.0 154.5 149.6  
+09 12 1.6 41 92 10.5 12.6 16.0 17.8 22.4  
375 34 26 18 5 5 27 50 61

174.7 172.7 170.3 169.6 165.6 163.6 160.7 155.7 153.3 150.9 146.7  
+27 +07 17 24 64 84 114 163 187 21.1 25.3  
47 375 35 23 13 13 15 47 50 70

174.2 172.2 172.3 165.7 163.4 162.4 153.2 152.2 147.2  
+22 +04 +03 6.3 8.6 9.4 18.8 19.8 24.8  
47 375 30 20 11 13 48 60

178.6 176.7 171.1 167.2 164.5 163.2 151.3 149.6 149.1 143.7  
+66 +47 0.9 4.8 7.5 8.8 20.7 22.4 22.9 28.3  
47 375 24 13 13 14 46 50 70

172.01  
5

190.7 176.3 170.7 166.7 161.9 161.6 158.7 149.9 148.3 146.9 139.3  
+210 +166 +110 +70 +22 +19 10 10.8 11.4 12.8 20.4  
47 375 23 13 0 7 12 13 44 47 67  
159.69



San Diego Ave

Completed 1-26-51

			001
2K. Cor. Trias & San Diego		135.28	P 55
Chk B.M. Mon	10.57	135.27	

TP	5.84	145.84	12.21	140.00
----	------	--------	-------	--------

TP	0.85	152.21	13.02	151.36
----	------	--------	-------	--------

3+50.6

old  
3+25.6 = 2 Mitberby (closed)

164.38

Lit.

L

Rt.

167.1	168.2	162.9	156.0	154.9
+4.7	+3.8	1.5	8.4	9.5
44	30		23	73

175.1	171.1	169.9	169.4	163.79	160.78	157.0	155.7	154.8
+10.7	+6.7	+5.5	+5.0	0.59	3.6	7.4	8.7	9.6
47	375	29	20	Rim NH	11	20	375	73

164.38



Roberts  
data  
Moore  
3-1-51

X-Sect. Hortensia  
La Jolla to Guy (Sketch Page 44)

MINUTED

MAR 1 1954

£

Re

60

2+50

69.1	68.4	67.3	66.3	64.9
5.4	6.1	7.2	8.2	9.6
50	25		25	50

Note: For Resect. HORTENSIA See FB 2317-10  
(8-21-53)

2+00

70.5	69.7	68.4	67.1	66.1
4.0	4.8	6.1	7.4	8.4
50	25		25	50

1+50

71.5	70.7	69.8	68.8	67.6
3.0	3.8	4.7	5.7	6.9
50	25		25	50

1+00

72.7	72.1	71.3	70.7	70.1
1.8	2.4	3.2	3.8	4.4
50	25		25	50

0+50

73.8	73.4	73.0	72.2	71.1
0.7	1.1	1.5	2.3	3.4
50	25		25	50

0+00

W. Line Congress

74.8	74.1	73.7	73.3	72.7
4.03	0.4	0.8	1.2	1.8
50	25		25	50

TP

9.35 74.48π 2.46 65.13

(APPROX)  
CT of Hortensia w. Cb La S. 16

74.48π

TP

11.43 67.59 0.59 56.16

BNI

13.00 56.75 #3.75 SEBP

La Jolla Ave of Anapoda



Cont'd From Page 60

T.P. 11.59 97.19T 0.28 85.60

0+65

0+50

0+00

East Line Congress

TP 12.18 85.88T 0.74 73.70 TBM

3+37.1 E Roadway La Jolla Ave.



3+14.6 E. Curb Line La Jolla Ave

67.24  
7.09  
100  
cb

3+00

74.48T

26

2

72

61

74.0 75.0 74.4 75.5 76.5  
11.9 10.9 11.5 10.4 7.4  
50 25 25 25 50

73.4 74.4 74.1 75.0 75.7  
12.5 11.5 11.7 10.9 10.2  
50 25 25 25 50

72.5 75.3 74.1 74.7 75.4  
13.4 12.6 11.7 11.2 10.5  
50 25 25 25 50

85.88T

Adj. City Disc & Mortgages & Congress

67.06 66.41 66.0 66.50 64.92 64.24 62.83  
7.42 6.07 8.41 8.98 7.56 10.24 11.65  
100 50 25 25 25 50 100

66.79 66.06 65.88 65.08 65.01 65.15 64.88 64.62 64.28 65.07 62.42 63.22  
7.69 8.2 8.6 8.40 9.07 9.33 9.60 9.86 10.20 9.44 12.06 11.26  
100 50 50 28 28 14 6.4 17 34 34 100 100  
cut cb cut cb cut cut cut cut cb cut cb

No. curb

66.9 65.7 64.9  
7.6 8.8 9.6  
25 25 25

74.48T



Cont'd From Page 61

1461

1450

1438

TP

13.06 102.33X

7.92

89.27

w. Kim 4H  
14582

1425

1415

0+80

9719X

66.

£

86.

62

99.7	89.5	89.3	88.5	93.3	83.8	85.6
12.6	12.8	13.0	13.8	17.0	18.5	16.7
40	25		10	15	25	50

87.9	88.2	87.2	83.4	84.3	85.0
14.4	14.1	15.1	18.9	18.0	16.9
50	25	10		25	50

97.3	92.5	87.3	93.3	94.3
15.0	20.0	20.0	7.0	8.0
50	25		25	50

102.33X

87.7	82.5	81.6	81.7	91.1	93.3	94.1
9.5	14.7	15.6	15.5	6.1	3.9	3.1
45	35	25	15		25	50

90.2	91.2	89.5	90.9	92.8	94.3
17.0	16.0	7.7	6.3	4.6	2.9
50	25	15		25	50

84.1	85.3	86.4	88.4	90.5
13.1	11.9	10.8	8.8	6.7
50	25		25	50

9719X



Cont'd from Page 62

T.P. 5.15 146.06~~A~~ 0.02 140.91

2+99<sup>2</sup> W. Line San Diego Ave.

T.P. 13.05 140.93~~A~~ 0.02 127.88

2+80 Top of Fill

2+66<sup>5</sup> 3" Lt 18" Culvert (conc. pipe)

2+50

T.P. 13.05 127.90~~A~~ 0.08 114.85

T.P. 12.87 114.93 0.27 102.06

2+00

1+64

102.33~~A~~

63

R E L<sup>t</sup>

122.6	133.0	134.2	136.0	137.6
8.3	7.9	6.7	4.9	3.3
50	25		25	50

140.73~~A~~

120.4	120.2	120.5	126.8	125.2
7.5	7.7	7.4	1.1	+2.7
50	25		25	50

116.98

10.92  
3.2  
INVERT

120.7	117.8	113.7	110.3	106.7	104.9	110.9
2.2	10.1	14.2	17.6	21.2	23.0	17.0
50	25		15	25	35	50

127.90~~A~~

101.2	97.5	94.4	91.4	102.8	102.3
1.1	4.1	2.9	0.9	10.5	0
55	45	25		25	50

97.4	90.7	90.4	90.1	90.1	90.4
4.9	11.6	11.9	12.2	12.2	11.9
60	40	25		25	50

102.33~~A~~



Cont'd From Page 63

T.P. 12.77 163.18  $\pi$  0.08 150.41

0+35

BM

12.63 150.49  $\pi$

137.86

Con. Man

0+00

E. Line San Diego Ave

3+70

4.8' Lt @ 24" Conc. Pipe

3+36

Top of Fill

3+38<sup>c</sup>

@ MH see pg 57

3+24

Top of Fill

3+08

Top of Fill

146.06  $\pi$

Lt

@

Rt

64

155.4	152.0	145.2	144.9	140.4	145.9	150.3
4.9	4.5	5.3	5.6	10.1	4.6	0.2
40	25		8	16	25	35

150.49  $\pi$

143.6	137.86	131.3	140.7	151.2
2.5	8.20	4.8	5.4	15.1
50	25		25	50

See pg. 57  
Conc. Man.

129.15  
16.91  
4.8  
INVERT

130.4	129.16	133.4	134.9	141.8	150.3
15.7	16.5	12.7	11.2	4.3	4.2
50	25		10	25	50

136.5	137.9	139.7	141.3	143.2
9.6	8.2	6.4	4.8	2.9
50	25		25	50

136.2	137.7	139.4	141.0	143.1
9.9	8.4	6.7	5.1	3.0
50	25		25	50

146.06  $\pi$



Cont'd From Page 64

2+00 Hit AC on Lt half

1+50

1+30 Porch is in Street. Shades of Nadas!

T.P. 12.12 200.15X 0.09 188.03  
Again and again I say!

1+00

T.P. 12.21 188.12X 0.17 175.91

0+70 An Orchard Starts in here out in Street. <sup>Good</sup> Oranges!

T.P. 12.98 176.08X 0.08 163.10

163.18X

Lt

Q

R

65

195.78 195.62 195.23 195.25 195.55  
437 453 492 49 46  
25 15 25 50

198.3 196.2 195.0 192.4 181.-  
49 40 52 78 192  
25 20 25 50

197.9 197.2 191.1 184.8 175.2  
23 3.0 9.1 154 25.0  
25 14 25 50

200.15X

185.5 182.5 179.0 172.4 166.9  
2.6 5.6 10.1 15.7 21.2  
35 25 25 50

188.12X

174.1 170.1 163.9 157.6 152.1 157.6  
2.0 6.0 12.2 18.5 24.0 18.5  
35 25 25 73 50

176.08X



Contd From Page 65

66

check 3.87 220.11 = 220.09

T.P. 11.23 223.78 0.15 212.75

T.P. 12.95 212.90 0.20 199.95

2+37<sup>8</sup> E. Curb Line Guy

2+23

200.15T

Lt

£

Rt

SWBP  
Hortensia - Sunset & Juan

195.59	195.10	194.97	195.03	195.24	195.64	196.06	196.37
456	505	518	512	491	457	409	3.78
15	15	15	225	225	50	50	
CB	Gut		Gut	CB	Gut	CB	

195.40	196	194.93	194.60	194.8	195.3	196.2
475	519	522	555	54	49	40
15	163	18	15	25	50	
CB	Gut					

200.15T

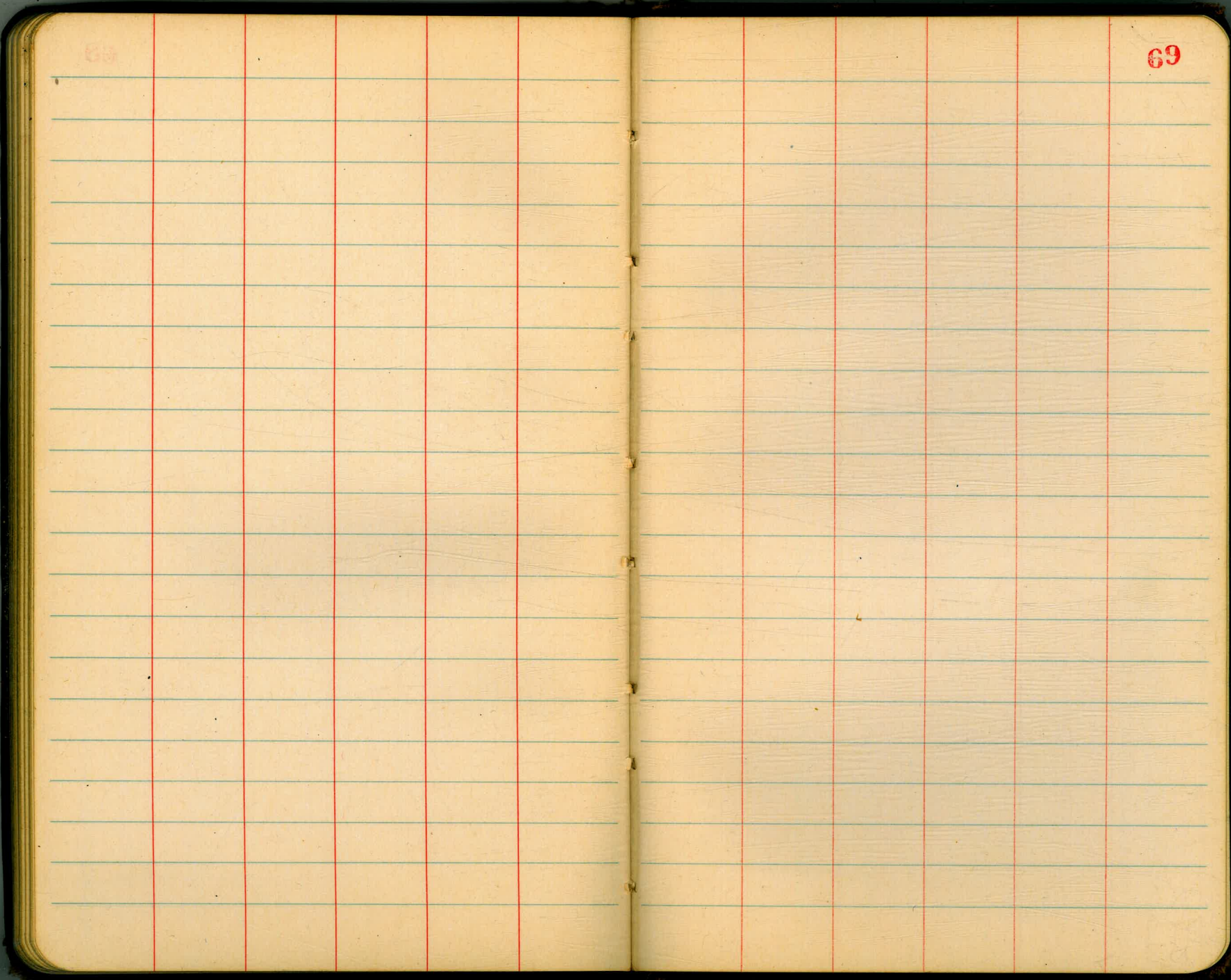






68



















INDEXED

INDEXED



Levels + Location  
of IMPRINTS on boring  
Lamont Ely

INDEXED IMPRINTS

1 + 94.7 2.35 CON WALK

1 + 61 NW Cor. New Stucco  
Hous

22625 - H.I. P. 77

1 + 00 end 8" patio wall

0 + 44 end 8" wall + Beg. of Higher  
Low 8" Con. patio wall

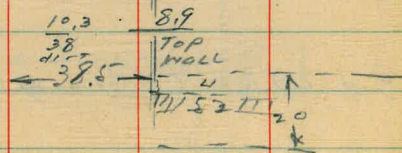
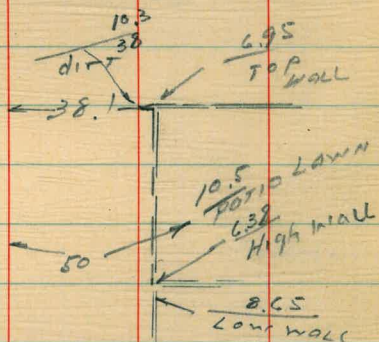
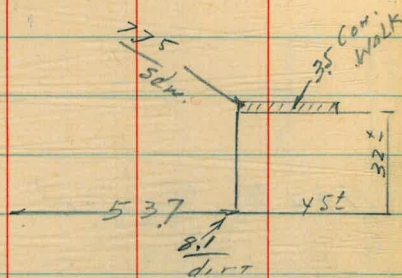
0 - 4 Beg. 8" Con. Ret. wall

21814

H.I. P. 76

LT = North

Rt 74



LAMONT

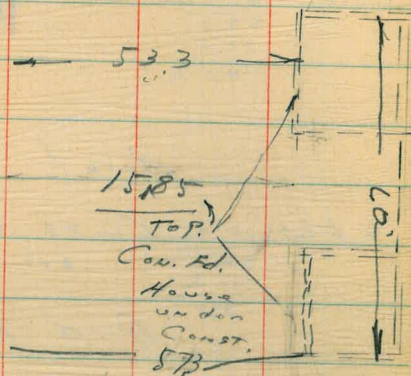


Loring St.

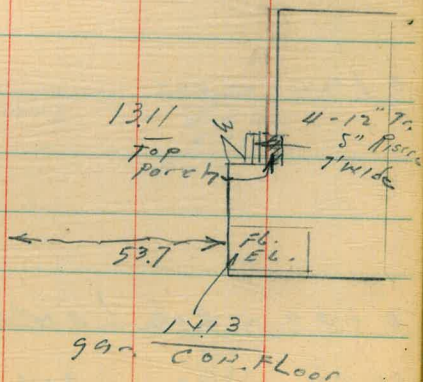
£

R-So. 75

4+48 & Ed.



3+48 59.7 Top Brick Porch



3+24.3 & Singar & FRAME Dwelling UNDER SAME ROOF.

23576



Moore CUT STAKES Centon  
 Begg ON Loring St. 36' for  
 Green  
 Roberts LAMONT Ely Rd. way  
 12-18-47

W.D. 25001

76

0+80

'INDEXED'

21210  
 60V  
 4.2V  
 C 1.4

211.60  
 6.54  
 6.94  
 F 0.4

Note!

0+60

Cuts 23' RT + Lt of E  
 or for 36' Rdwy.

and to curb grade

21120  
 7.9V  
 4.3V  
 C 2.6

210.70  
 7.4V  
 7.4V  
 0.0

0+40

210.55  
 7.5V  
 5.2V  
 C 2.3

210.05  
 8.0V  
 8.3V  
 F 0.25

0+20

210.30  
 7.8V  
 5.9V  
 C 1.9

grade valley  
 Here

209.53  
 8.61  
 8.41  
 C 0.2

0+00 = E. L. LAMONT

S.E. C.T. 11.29 218.14  
 3' SOLID LORING  
 E. T. LAMONT

206.85

old city  
 1553-7/8

207.16 = Front  
 USC 46.

210.80  
 7.3V  
 6.3V  
 C 1.0

208.70  
 9.4V  
 8.8V  
 C 0.6



N

S

1+80

$$\begin{array}{r}
 220.26 \\
 \underline{6.0} \\
 6.0 \\
 \underline{6.0} \\
 6.0
 \end{array}$$

$$\begin{array}{r}
 219.76 \\
 \underline{6.49} \\
 6.49 \\
 \underline{6.49} \\
 6.02
 \end{array}$$

1+60

$$\begin{array}{r}
 218.14 \\
 \underline{8.11} \\
 8.11 \\
 \underline{1.71} \\
 6.4
 \end{array}$$

$$\begin{array}{r}
 217.64 \\
 \underline{8.61} \\
 8.61 \\
 \underline{7.61} \\
 6.10
 \end{array}$$

1+40

$$\begin{array}{r}
 216.26 \\
 \underline{9.99} \\
 9.99 \\
 \underline{4.59} \\
 5.4
 \end{array}$$

$$\begin{array}{r}
 215.76 \\
 \underline{10.49} \\
 10.49 \\
 \underline{9.49} \\
 6.10
 \end{array}$$

1+20

$$\begin{array}{r}
 214.62 \\
 \underline{11.63} \\
 11.63 \\
 \underline{8.33} \\
 3.3
 \end{array}$$

$$\begin{array}{r}
 214.12 \\
 \underline{12.13} \\
 12.13 \\
 \underline{12.23} \\
 6.1
 \end{array}$$

T.P. 9.6 226.25 1.35 216.79

1+00

$$\begin{array}{r}
 213.24 \\
 \underline{4.9} \\
 4.9 \\
 \underline{3.1} \\
 1.8
 \end{array}$$

$$\begin{array}{r}
 212.74 \\
 \underline{5.4} \\
 5.4 \\
 \underline{6.0} \\
 0.6
 \end{array}$$

218.14 + H.I. 976



2 + 80

2 + 60

2 + 40

2 + 20

2 + 00

T.P. 1,036 235.26 135 224.90  
 226.25

N

$$\begin{array}{r} 225.98 \\ \underline{9.28} \\ 2.38 \\ \hline 22.9 \end{array}$$

$$\begin{array}{r} 225.72 \\ \underline{9.54} \\ 2.32 \\ \hline 27.2 \end{array}$$

$$\begin{array}{r} 225.02 \\ \underline{10.24} \\ 2.62 \\ \hline 27.6 \end{array}$$

$$\begin{array}{r} 223.87 \\ \underline{11.39} \\ 3.39 \\ \hline 28.0 \end{array}$$

$$\begin{array}{r} 222.29 \\ \underline{12.97} \\ 6.07 \\ \hline 26.7 \end{array}$$

S

78

$$\begin{array}{r} 225.48 \\ \underline{9.78} \\ 7.88 \\ \hline 21.9 \end{array}$$

$$\begin{array}{r} 225.22 \\ \underline{10.04} \\ 9.04 \\ \hline 21.0 \end{array}$$

$$\begin{array}{r} 224.52 \\ \underline{10.74} \\ 10.34 \\ \hline 20.4 \end{array}$$

$$\begin{array}{r} 223.37 \\ \underline{11.89} \\ 11.99 \\ \hline 20.1 \end{array}$$

$$\begin{array}{r} 221.79 \\ \underline{13.47} \\ 13.20 \\ \hline 20.27 \end{array}$$



Con Stop end of Job 1426 221.0 22099

4 + 498.87 w.l. Marrel

4 + 49.16

3 + 99.44

3 + 49.72

3 + 24.3

3 + 100 EVC

235.26

N

S

79

223.00  
72.26  
7.06  
C 5.2

223.70  
11.56  
3.93  
C 7.49

224.40  
10.86  
5.76  
C 5.1

225.10  
10.16  
5.56  
C 4.6

225.80  
9.46  
3.46  
C 6.0

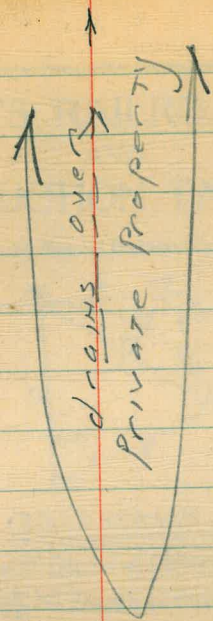
222.50  
72.76  
13.36  
F 0.6

223.20  
12.66  
12.26  
F 0.2

223.90  
11.36  
12.26  
F 0.9

224.60  
10.66  
11.76  
F 1.10

225.30  
9.96  
8.36  
C 1.6



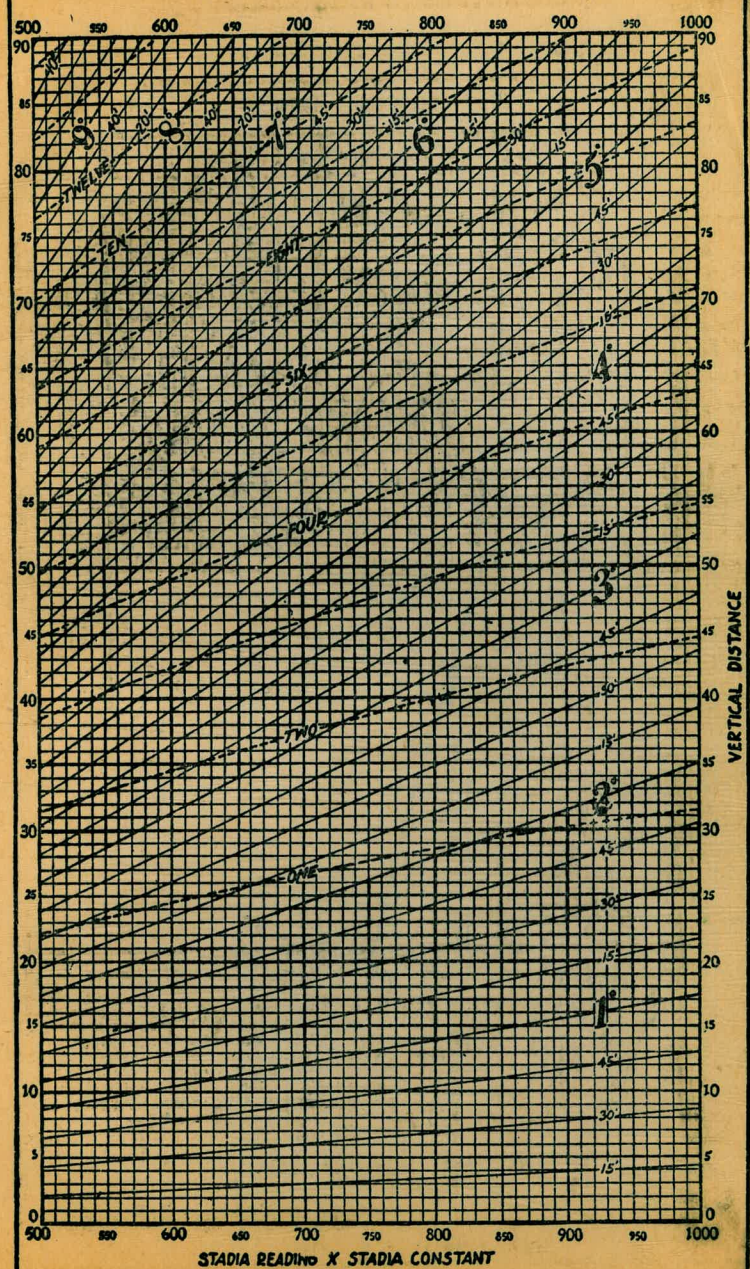
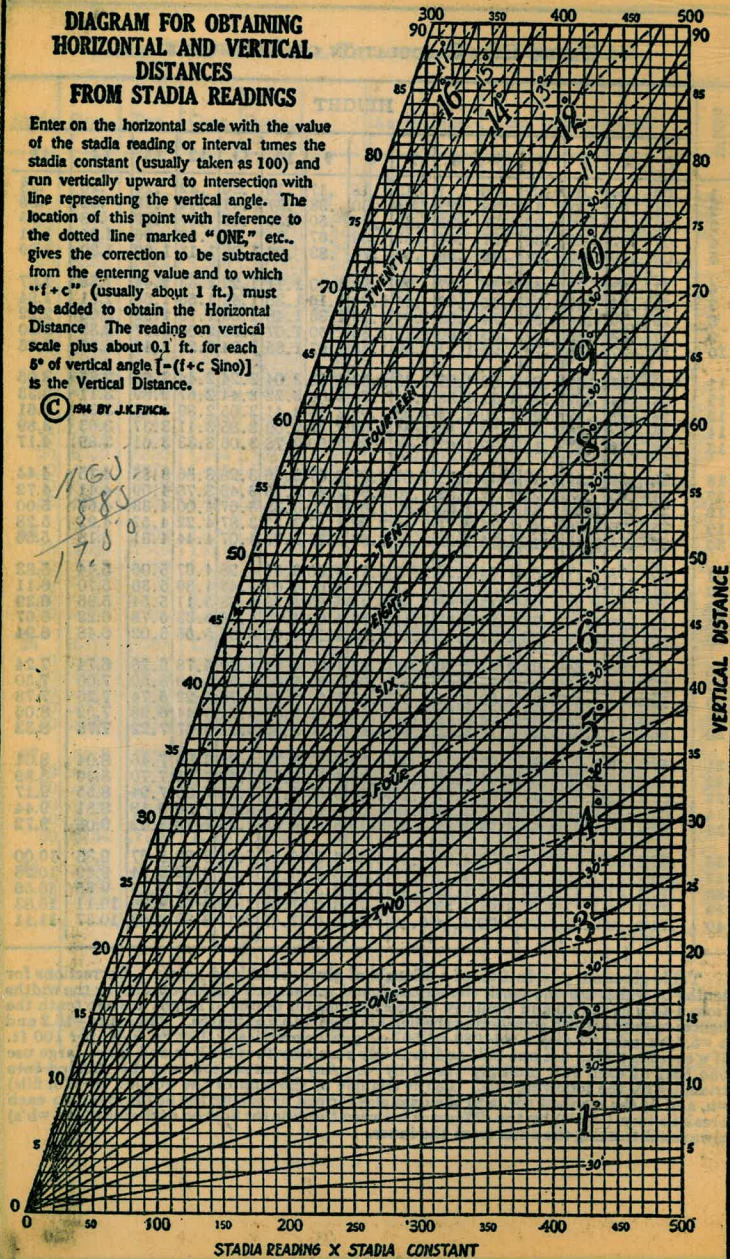


**DIAGRAM FOR OBTAINING  
HORIZONTAL AND VERTICAL  
DISTANCES  
FROM STADIA READINGS**

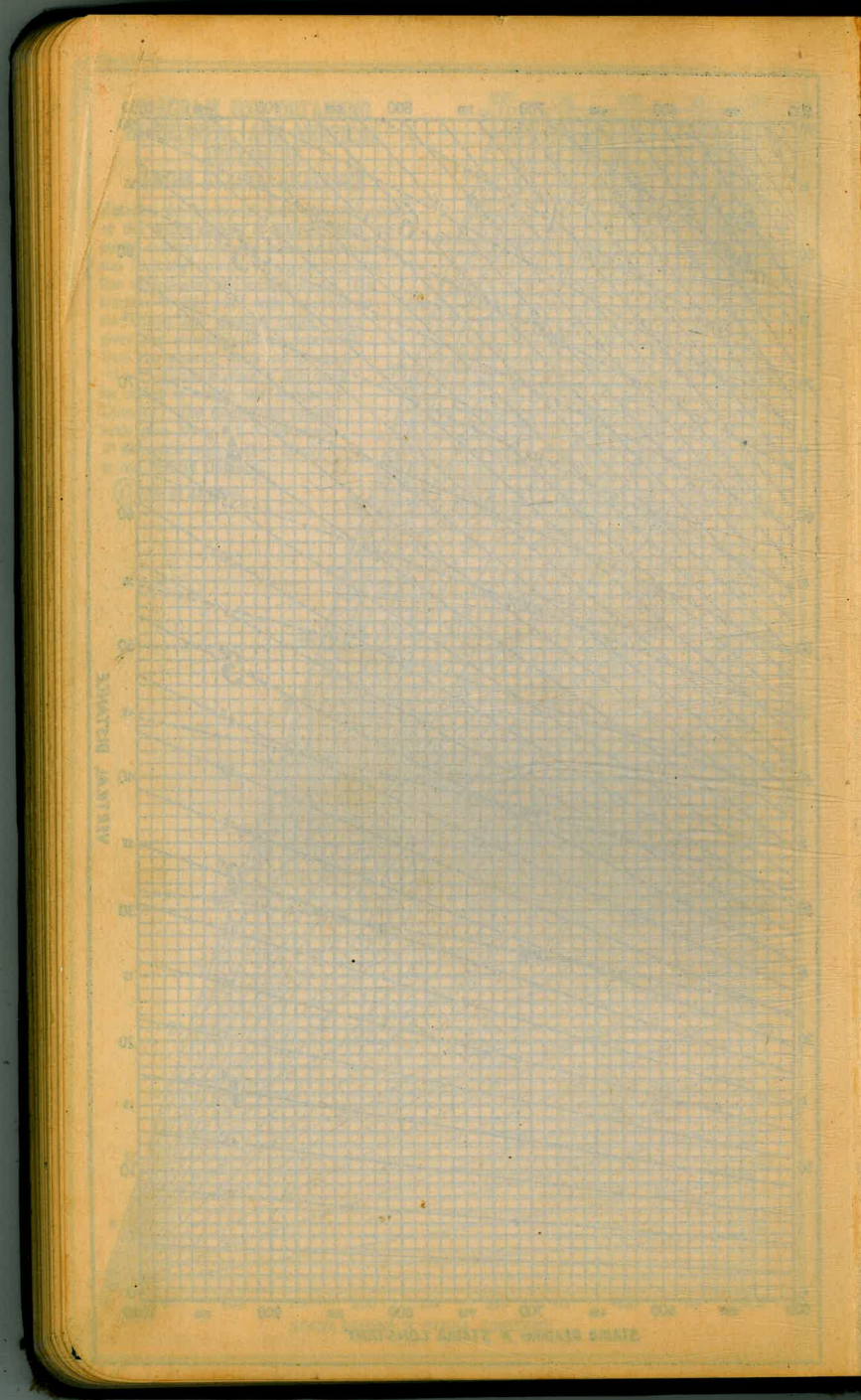
Enter on the horizontal scale with the value of the stadia reading or interval times the stadia constant (usually taken as 100) and run vertically upward to intersection with line representing the vertical angle. The location of this point with reference to the dotted line marked "ONE," etc., gives the correction to be subtracted from the entering value and to which "f+c" (usually about 1 ft.) must be added to obtain the Horizontal Distance. The reading on vertical scale plus about 0.1 ft. for each 5° of vertical angle [ $-(f+c) \sin \theta$ ] is the Vertical Distance.

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160  
585  
17.50







390

A hand-drawn sketch of a Y-shaped structure. The sketch consists of three lines meeting at a central point. The lines extend outwards and downwards, forming a Y-shape. The lines are drawn in blue ink.



24°33

.99933  
200

135.28

679  
 369.77 199.86600  
 309.23  
 199.87  
 109.36  
 84.36  
 25.00 To Line

1322.38  
 945.59  
 376.79

385.09  
 827.66 13.7  
 116

.98902  
 200  
 197.80400

1308  
 1723  
 283.81  
 197.80  
 86.01

206  
 830  
 825  
 .98925  
 150  
 4946250  
 98925  
 148.38750  
 148.39

197.80  
 23.58  
 148.39  
 369.77 = P.O.T. nail

89°55' 15"  
 197.8130  
 9000445

DISTANCES FROM CENTER OF ROADWAY FOR  
 CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2  
 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 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  $41.9 + (20 - 16) \div 2 = 41.9 + 2 = 43.9$ . For slopes of 1 on 1 see inside of front cover.

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