

1835

DELAGEN
PUBLISHERS

ENGINEERS'
LEVEL BOOK

No. 410F

1835

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 1 1/2 see inside of back cover.
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CITY ENGINEER'S OFFICE

INDEXED
Completely

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.

$$\begin{array}{r} 788.34 \\ 111.55 \\ \hline 899.89 \end{array}$$

$$\begin{array}{r} 16.23 \\ 88.34 \\ \hline 27.89 \end{array}$$

44.12

62.01

27.89

$$\hline 89.90$$

$$\begin{array}{r} 788.34 \\ 27.89 \\ \hline 816.23 \end{array}$$

8+44.12

27.89

8+72.01

$$\hline 899.90$$

42.39

25.86

$$\hline 68.25$$

94.11

25.86

$$\hline 119.97$$

45.85

Proposed Drain Playa Del Sur 52-61

X-Sect. La Paz - San Bernardino road 62-66

" " Alley BIK 88 Pt. Loma Hgts. 67-74

" " Playa Del Norte - La Jolla Blvd to 75
West ~

La Jolla Trunk Sewer

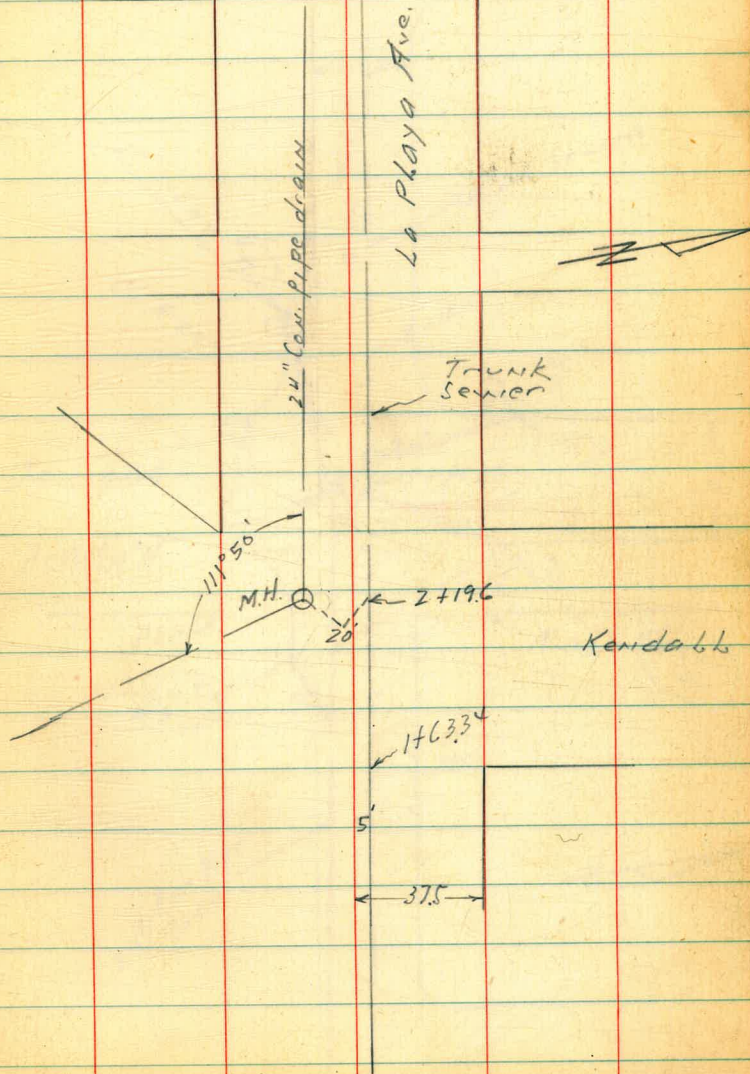
W.O. 60058

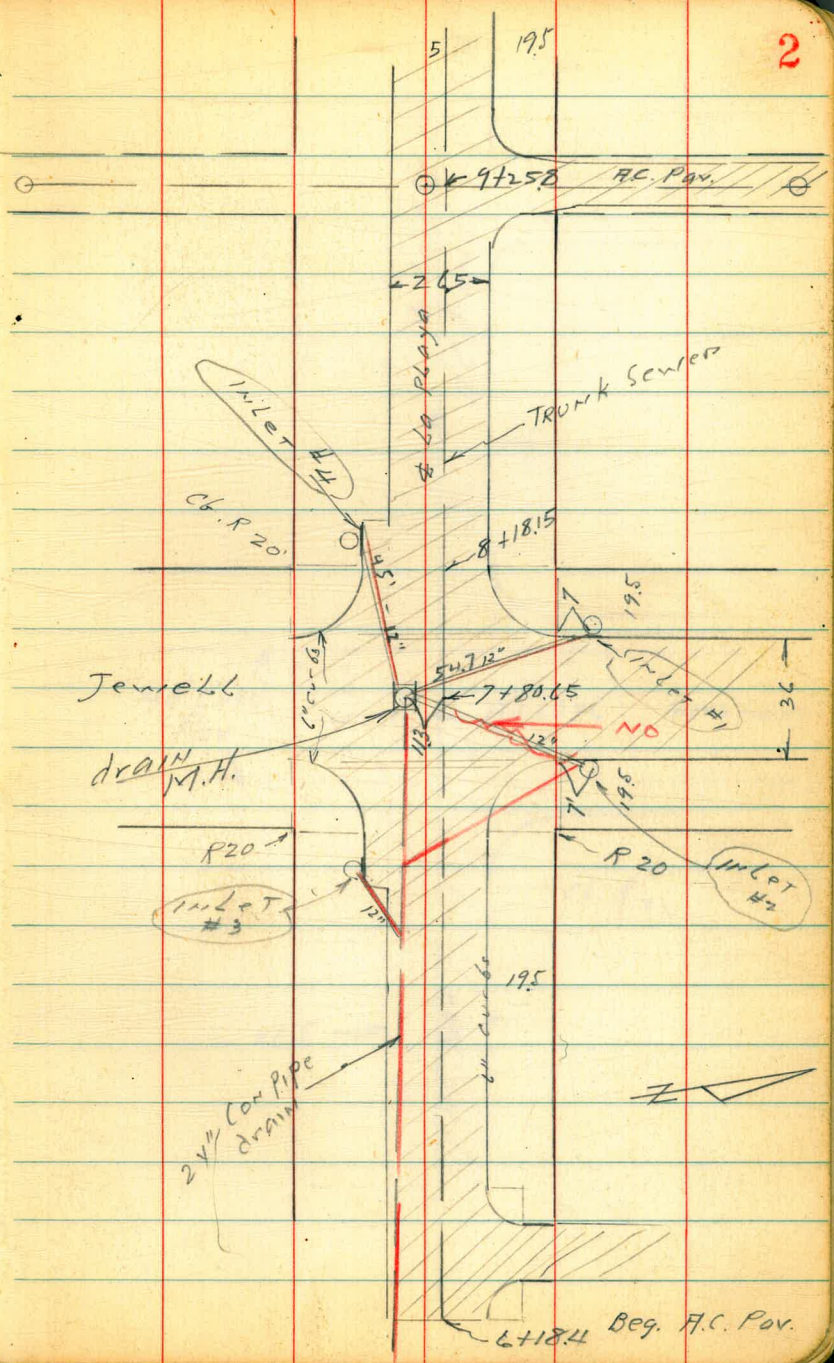
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MARCH 16 1948

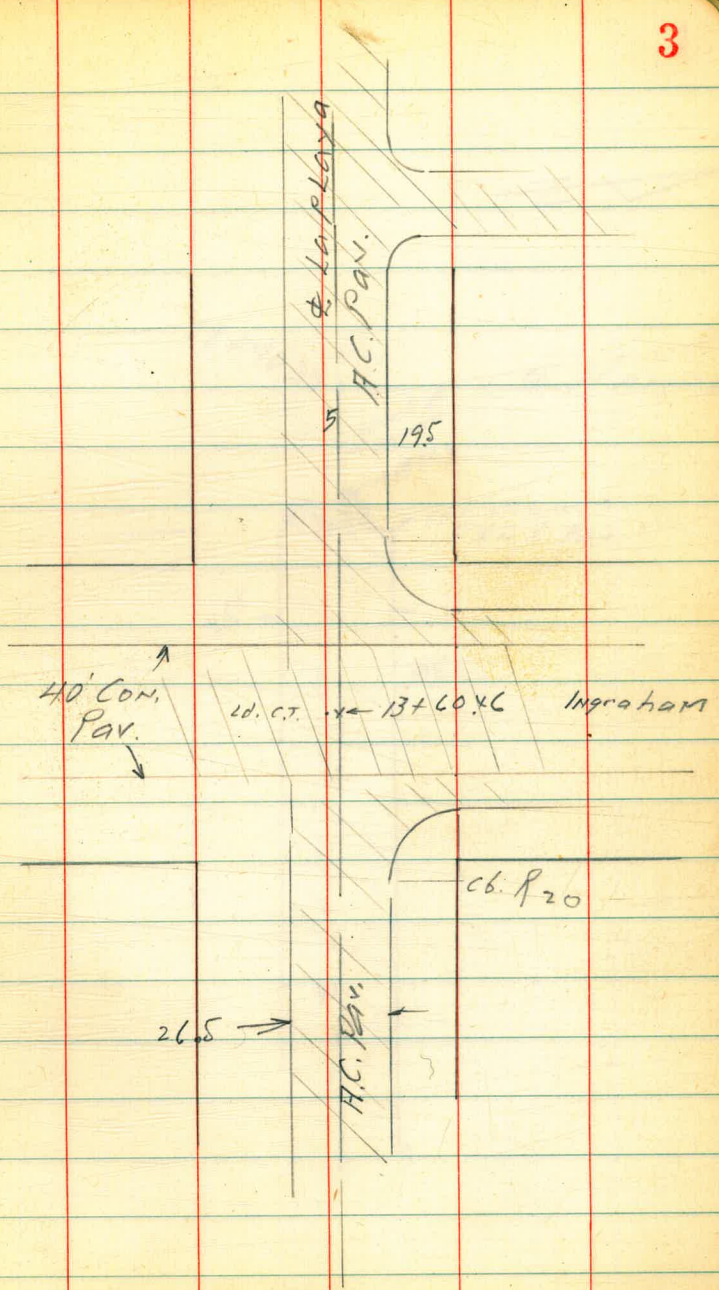
Moore
Begg
Green
Roberts
3-5-48

1

Shasta









19+40.39

G. Haines

Trunk
sewer

19709

end curb
and Pav.

26.5

195

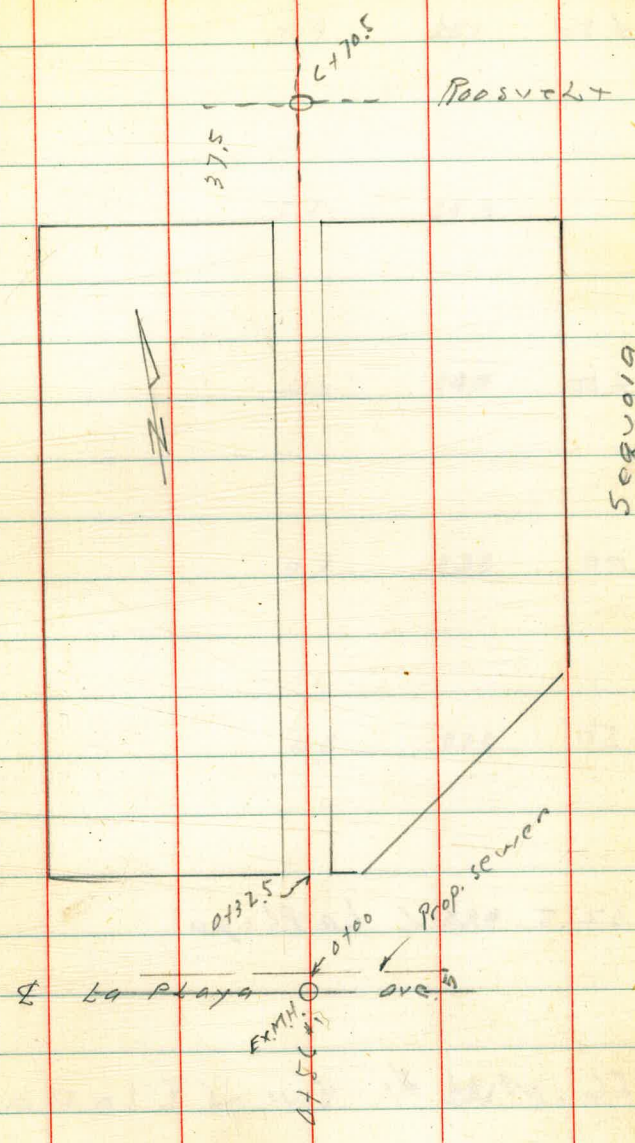


Alley Blk 28
Fortuna Park Add

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WK
JUN 28 1949

Kendall

Seguia



E levels alley Blk 27

+50

2

6

2.9

25.1

3.7

24.3

+50

4.0

24.0

+100

4.7

23.3

0+50

4.8

23.2

0+32.5 = NL La Playa

5.0

23.0

0+56 = M.H. #1 5' N of E La Playa = 0+00

4.9

23.1

B.M. Mon.
NE Cor Kendall
La Playa 3.08 27.97 24.89

27.97

5 + 50

T.P. 624 33.77 0.44 27.53

5

+ 50

4

+ 50

3400

27.97

55

28.3

33.77

0.1

27.9

0.6

27.4

1.2

26.8

1.9

26.1

2.6

25.4

27.97

7

Check to Orig BM. 889 24.88 24.89

6 + 70.5 2 Roosevelt LT Ex. M.H.

+ 50

+ 32.5

6 + 00

33.77

8

25.14

14.52

8.13
RIM Ex. M.H. →

19.25

INV.

7.9

25.9

6.9

26.9

6.1

27.7

33.77

Sewer levels on PAYMT.
on La Playa

7+80.65 opposite drain M.H.

+62.6 2' 3' Cor. cross walk

+50

INDEXED

WK
JUN 28 1949

7

+50

6+18.4 Beg. ^{A.C.} Pav. P.V.

T.P. 1.84 28.37 5.71 26.53

2+19.6 opposite drain M.H. at Kendall

BM Mon.
NE Cor.
Kendall
La Playa
7.35 32.24 24.89

L7

E

Rt.

9

14.83 22.90
13.54 5.44 5.34 23.03
11.3 11.3
INV. RIM

5.43 22.94

5.35 23.02

3.81 24.56

2.23 26.14

1.97 26.40

28.37

10.17 24.37 24.4
22.07 7.87 7.8
20 30
INV. drain RIM M.H.

32.24

9100

8150

7498.7 E 3' Con. Cross Walk

Set B.M. chisol \square \square \square \square \square \square
NW Con. La Playa
and Jewell

cb inlet #4

cb inlet #3

drainage
at Jewell

cb inlet #2

cb inlet #1

2837

24.02

4.35

23.38

4.99

22.95

5.42

23.21

22.72

29.12

5.16

5.65

8.25

curb

gut

Bot. Box

23.29

22.82

19.99

5.08

5.55

8.38

curb

gut

Bot. Box

23.12

22.59

19.76

5.25

5.78

8.61

curb

gut

Bot. Box

23.17

22.65

19.96

5.20

5.72

8.41

curb

gut

Bot. Box

2837

10

13

+50

12

+50

11

+50

J.P. 549 30.02 38V 2V.53

10

+50

+25.8 Alley

28.37

26.02

21.00

11

25.62

21.40

25.36

4.66

25.10

4.92

24.96

5.06

24.80

5.22

30.02

24.57

3.80

24.32

4.05

24.17

4.20

28.37

16

+50

15+05.5

15

+50

14

13+804 end Con. + Bog A.C Pav.

T.P. chisel
Cross

13+6046 5.99 32.35 3.66 26.36 26.34
1(50-3)

13+6046 E Ingratant

13+40.5 edge Con. Pav

30.02

LT

27.74
4.81

27.32
5.03

27.19
5.16
5
M.H.R.M

27.13
5.22

27.07
5.28

26.63
5.72

26.24
6.11

32.35

26.00
4.02

30.02

12

Check to Chris. & Ingraham
and La Playa

599 2636 2634
000

19+09 end HC Pay at
La Playa
and
Haines

28.77

3.58

28.94

3.41

28.76

3.59

28.65

3.70

28.65

3.70

5

M.H.P.M

28.36

3.99

28.06

4.29

27.76

4.59

32.35

32.35

Sewer Levels on Paved alley
West of Jewell.

La Playa N to Ex. M.H.

3132.5

Ex. M.H.

€

25.02

4.04

RIIM

19.77

9.29

14

INX-

3

25.02

4.04

+50

INDEXED

WIK
JUN 28 1949

24.90

4.16

2

24.81

4.25

+50

24.68

4.38

+100

24.54

4.52

+50

24.48

4.58

+20

24.25

4.81

+13

23.94

5.12

0+00 = 5' N of E La Playa Ave. = 9+25.8

24.17

4.89

B.M. Chisel
square
NW Cor
La Playa
+ Jewell

5.92

29.06

23.14

29.06

Sewer Level on dirt ALLEY
West of Jewell and
South of La Playa Ave.

E

3 + 0 5

Ex. M.H.

26.24

18.51

2.82

10.55

RIM

Inv. M.H.

+ 50

26.8

2.2

27.1

1.9

+ 50

26.7

2.3

26.3

2.7

+ 50

25.06

4.0

8 + 13 S edge A.C. Pav.

24.04

5.02

12 + 00 = 5' N of E La Playa Ave = 9/25.8

24.17

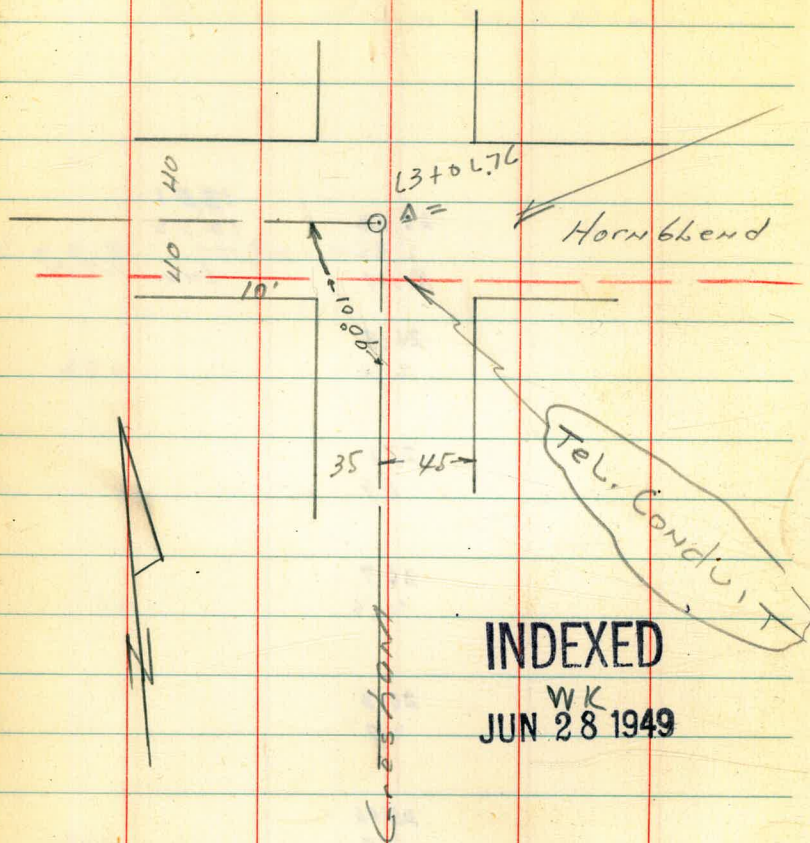
4.89

29.06

H.I.P. 14

29.06

Line Change on Gresham St.



INDEXED

WK
JUN 28 1949

16

March

Grand

Gresham St

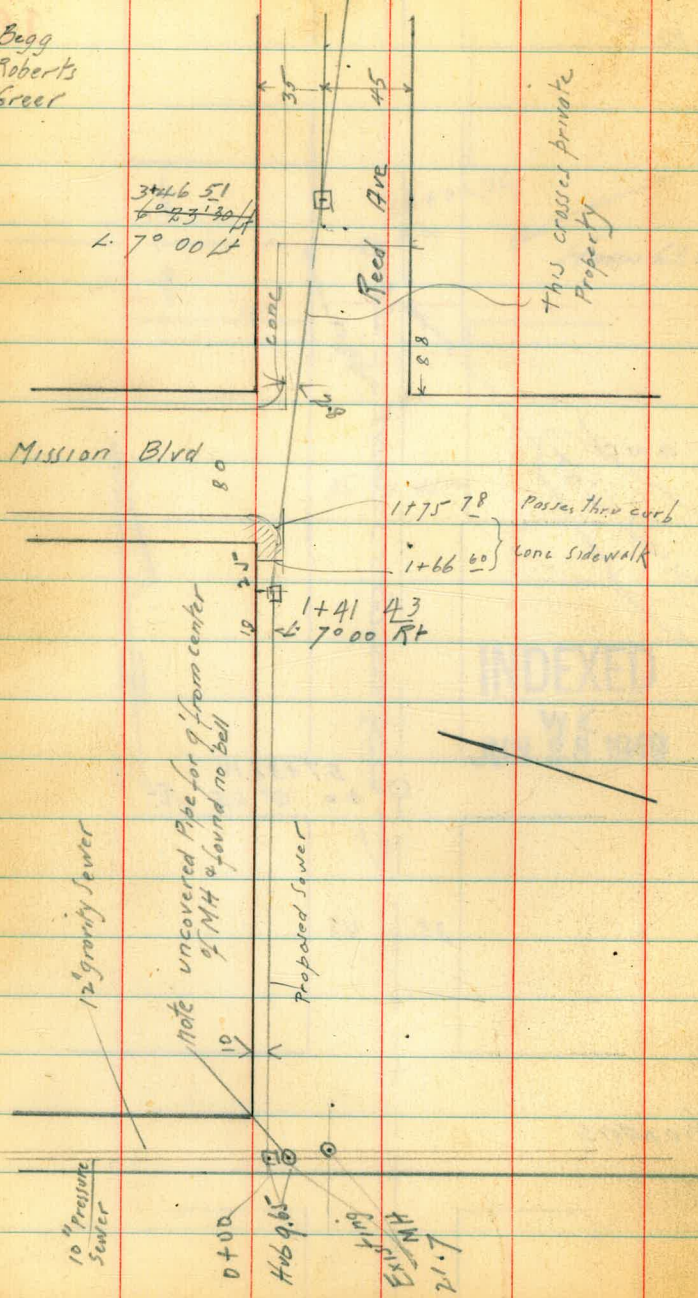
57+38.10
 $\Delta = 0^{\circ} 05' R$

35 45

THOMAS

Proposed Pressure Sewer Line Change

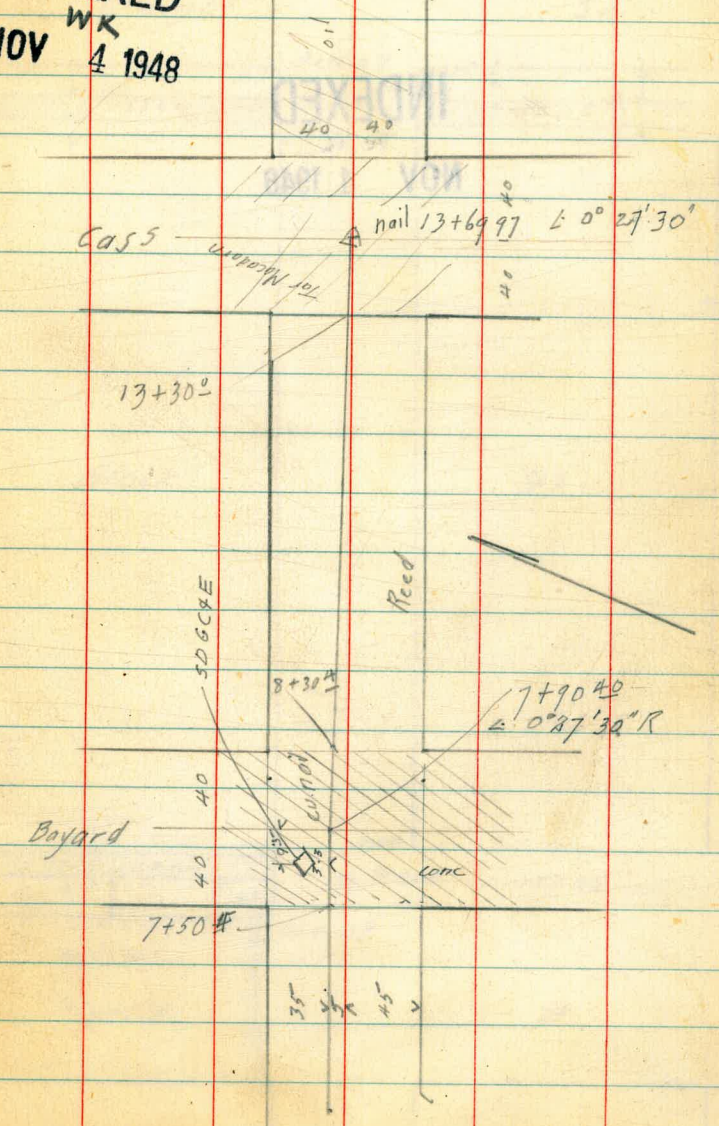
Bagg
Roberts
Greer



Reed St. from Alley west of Mission Blvd
to Cass - from Cass to Gresham see old notes

17

INDEXED
NOV 4 1948
WK

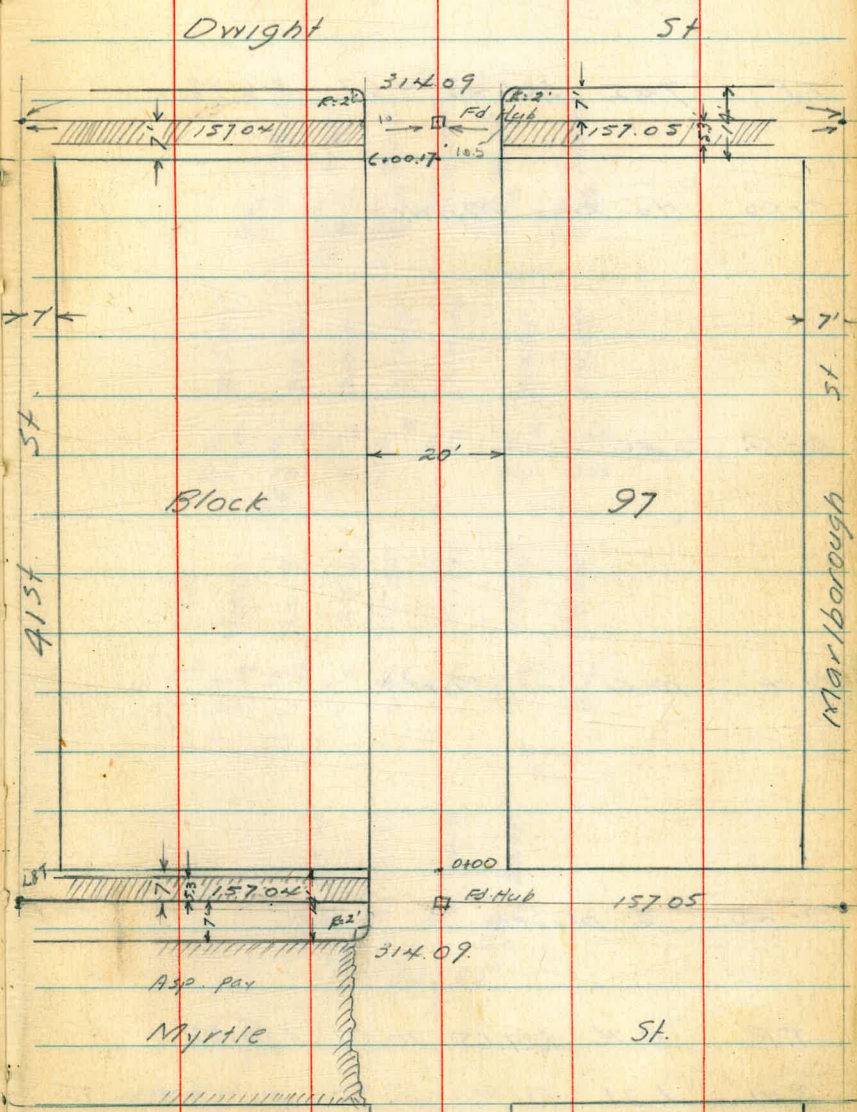


11-3-48
Hendricks
Roberts
Rorer
Greer
NO# 31543

X Sect. Alley Block 97
City Hts

INDEXED
WIK
NOV 4 1948

INDEXED
NOV 1948



Levels Alley Block 97
City Hts.

0103

T.P. 745 324.43 4.67 316.98

0+00 No. Line Myrtle

0-12 Ch. EC.

0-14 No. Ch. Line Myrtle

0-40 & Myrtle

T.P. 0.76 321.65 10.87 320.89

B.M. 1.21 331.76 330.55

19

317.33
7' 7" 7' 8" 8' 8" 7' 7'
13 10 6 8 4 7 10 20

316.55 316.23 316.03 316.33 316.63 316.83
5' 5' 5' 5' 5' 5'
20 9.8 9.8 10 20
Ch. 0

316.45 316.12 315.85 314.25 314.95 314.85 314.45
5' 5' 5' 6' 6' 6' 7'
20 10 10 7 10 10 20
Ch. 0

317.53 317.05 316.09 315.65 315.55 314.95 314.65 312.45
4' 4' 5' 6' 6' 6' 7' 9'
50 50 12 12 10 10 50
Ch. 6 Ch. 6

317.04 315.59 315.05 312.95
4' 6' 6' 8'
50 12 50
Epic pay 321.65
T

NW B.P. 41st & Dwight

0+34.5 @ 12' garage conc Floor 219 Lt.

520.42
4.01
219
Floor

0+18.7 @ Single 9' garage conc Floor 196 Lt.

320.79
364
4.04
24
196
Floor Apron

0+15

320.22
4.22
19
320.33
5.1
13
318.73
5.7
10
318.23
6.2
6
317.83
6
5
317.53
6.9
5
317.83
6.6
10

0+13

320.33
4.42
20
320.23
4.22
13
319.43
5.0
10
318.23
6.2
6
317.63
6.8
5
317.53
7.1
5
317.23
6.7
10

0+107

320.23
4.22
20
319.73
4.1
13
318.93
5.5
10
317.23
7.2
6
316.83
7.6
5
316.53
7.9
5
317.13
7.3
10

324.43
π

324.43
π

1+09.0 & 12' Garage Conc Floor 15.8 KI.

1+04.2 & 10' Garage Conc Floor 13.6 RT

1+00

0+70

0+625 Power Pole # PA 3509 10.44

0+44

324.43

320.90
353
158
Fl.

320.41
396
106
Apron

320.43
320.23
319.63
319.23
318.53

320.93
320.43
320.03
319.53
319.23
318.73
317.43

320.43
320.43
320.03
319.83
319.03
318.53
318.03

324.43
7

1+ 91 & 18' Garage Dirt Floor 14.4 RT

1+ 85.5 & 10' Garage Conc. Fl. 17.8 Lt

1+ 58 & 10' Garage Conc. Floor 18' Lt.

1+ 50

1+ 40 & 10' Garage Conc. Fl. IN RT

324.43

321.93
25
14

322.09
234 30'
178 131
Fl. Ramp

321.37
300 502
18.0 15.0
Fl. Apron

320.73
37 41 42
18 10 10 20

319.62
281
IN
Fl.

324.43

3+50

3+00.60 & Sewer MH. & Power Pole # PA3551. 9' L

3+00

T.P. 824 331.90 0.77 323.66

2+50

2+00 Power Pole # PA3529 8.1 L

324.43

325.80	325.80	326.00	325.50	325.40
6'	6'	5'	6'	6'
20	10		10	12

324.43
7' L
Rim

324.90	324.80	324.40	324.40	324.50
7'	7'	7'	7'	7'
20	10		10	18

		331.90		
323.73	323.73	↑	323.33	323.33
07	07	09	11	11
10	10		10	16

322.33	322.53	322.03	322.03	321.83	322.03
2'	1'	2'	2'	2'	2'
18	10	3		10	14

324.43

5+50

5+03 Power Pole # PA 3581-82L

5+00

4+80 End. Picket Fence 9.9 Lt

4+65 Beg. Picket Fence 9.5 Lt

4+61 End. Lath Fence 9.3 Lt

4+28

4+16 End. Stucco Bldg 9.4 Lt Beg. Lath Fence 9.3 Lt

4+00 Power Pole # PA 3569 7.7 Lt

3+86 Beg. Stucco Bldg 9.4 Lt

331.90

Lt.

327.80	327.30	327.50	327.30	327.80
4'	4'	4'	4'	4'
10	5	5	5	10

327.00	326.90	327.50	327.10	326.80	325.80	325.70
4'	5'	4'	4'	5'	6'	6'
20	12	10	10	10	12	20

327.50	327.10	326.90	326.40	327.10	326.60	325.40
4'	4'	5'	5'	4'	5'	6'
20	10	5	5	8	10	20

327.30	327.20	327.00	326.70	326.40	326.10	325.60
4'	4'	4'	5'	5'	5'	6'
20	10	9	9	10	15	20

326.70	326.40	326.00	325.90
5'	5'	5'	6'
9.4	10	20	
Bldg			

331.90

Pt.

B.M. 365 331.03 330.99

6+40.17 to Dwight

6+14.17 50.00 line Dwight.

6+07.17

T.P. 5.70 334.68 2.42 329.48

6+00.17 to line Dwight

331.90

H.V.B.P. Marlborough & Dwight.

330.08	330.18	330.18	330.18	330.38
K ⁶	K ⁵	K ⁵	K ¹⁴	K ¹⁴
50	10		10	50

329.75	329.28	329.84	329.38	329.38	329.68	329.58	329.58	329.98	329.58	330.13
K ¹²	K ¹⁴	K ¹⁴	K ¹⁴	K ¹⁰	K ¹⁰	K ¹⁰	K ¹²	K ¹²	K ¹⁰	K ¹⁴
55	55	12	12	10	50	50	10	12	12	50
cb	cb							cb	cb	cb

329.91	329.68	329.63	330.08	330.14
K ¹²	K ⁵⁰	K ⁵⁰	K ¹⁴	K ¹⁴
97	97	14.4	10.1	10.1
cb				cb

329.91	329.970	334.68	329.50	329.90	329.92
198	22	24	20	198	
96	96		10	10	cb
cb	cb				

331.90

Location + Levels on Culvert at Hinson Pl.
 2-20' Lengths of 18" Corr. Iron put on by
 City Crew.

BM.	3.03	416.43	17.04	413.40	N.F. Adams + 54 [±]
	1.30	405.69	12.04	404.39	

18" RC. Pipe at Box
 0+00 = F.L. of 8.66 397.03

T.P. 0.81 ²⁵ 394.15 12.25 ⁴⁴ 393.34

1+07 = Pipe (18" Corr. Iron) leaves ground
 Top of Pipe 7.43 386.82

1+34.55 = end of pipe = in air

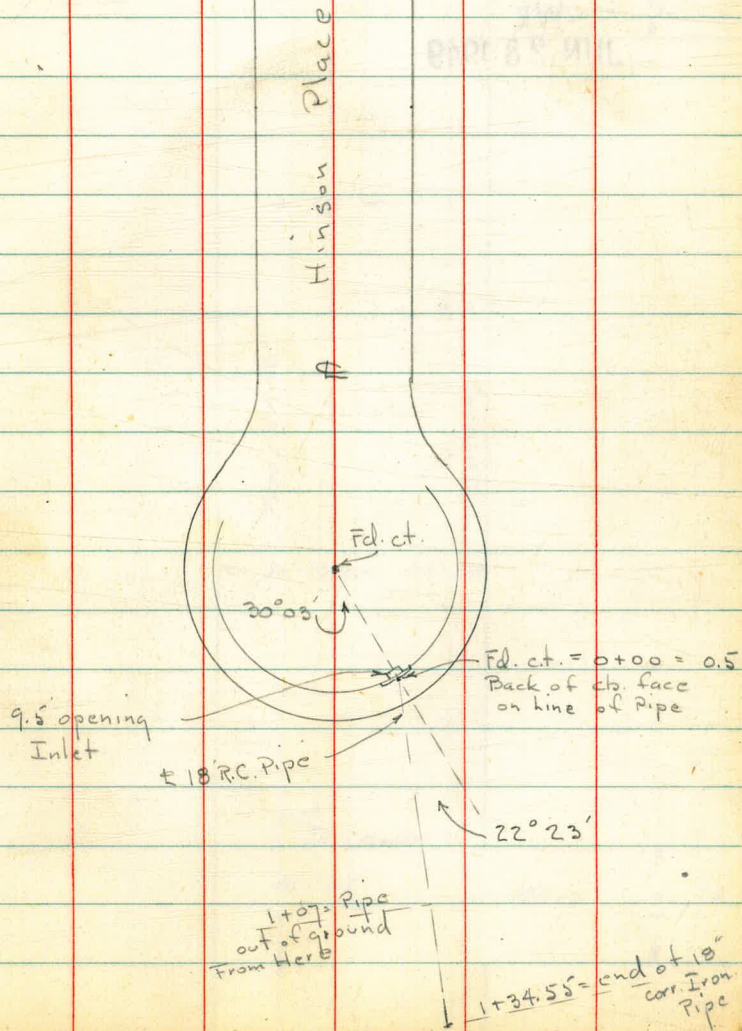
F.L. 18" Corr. Iron 14.60 379.65

W.O. 60340

12-3-48 26

70.

INDEXED
 WK
 DEC. 6 1948

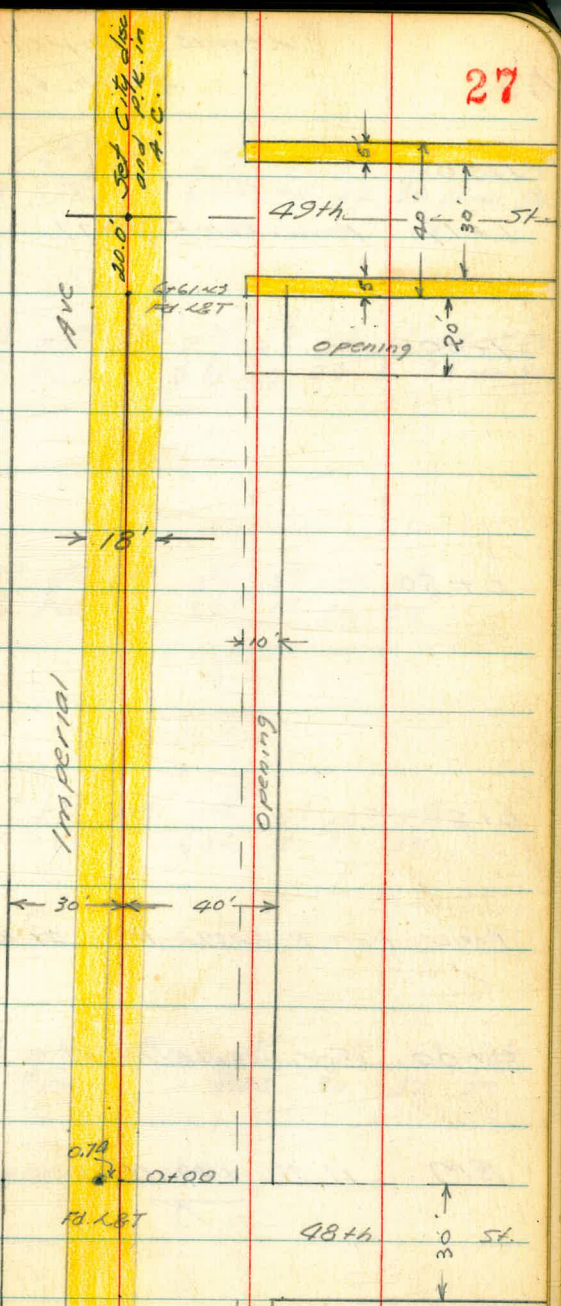


6-22-49 X Section Imperial Ave
 Hendricks
 Roberts 48th. to 49th St.
 Greer
 Gregory

INDEXED
 WK
 JUN 28 1949

INDEXED
 WK
 DEC 6 1948

27



Levels Imperial Ave
48th. to 49th

1+50

1+19 Power Pole # 76077 21.5 RT

1+00

0+80

0+50

Power Pole # 84292-H 21' Lt.

0+00 E Line 48th St.

BM 11.21 149.10
137.89

28

6⁵ 6⁶ 6⁷ 6⁸ 6⁹ 6¹⁰ 6¹¹ 6¹² 6¹³ 6¹⁴ 6¹⁵ 7⁰ 5⁶ 4¹ 4² 4³ 4⁴ 4⁵ 4⁶
50 46 43 30 20 15 9.59 8.42 15 23 30 39 41 50

8¹ 7⁹ 8² 7⁸ 7⁷ 7⁶ 7⁵ 7⁴ 7³ 7² 7¹ 5⁴ 7⁶ 8⁴
50 30 16 9.63 8.37 12 23 30 39 40 50

8⁸ 8⁷ 8⁶ 9⁰ 8⁵ 8⁴ 8³ 8² 9⁰ 8⁸
50 30 22 16 9.65 8.35 15 30 50

8¹ 9⁰ 9⁴ 9⁹ 9⁵ 9⁴ 9³ 10³ 10² 9²
50 43 30 14 9.69 8.31 15 30 50

6² 8⁴ 9⁷ 11² 11³ 11² 11³ 12² 11⁸ 16³
50 36 22 15 8.74 8.26 30 39 50

Q L&T Imperial @ 48th St

Imperial St. Cont'd.

4100

3+83 Power Pole # 76078 21' Rt.

3+50

3+45 Power Pole # D 1191T 22' Lt.


3100

2+50

2+46 Power Pole # 7 21' Rt.

2100

1+94.5 Power Pole # 307330 H. 21.5' Lt.

14910


4

29

47 58 54 524 514 522 56 58 53 56 75 75
 50 30 15 9.30 870 23 29 30 39 43 50

57 56 53 51 56 545 535 549 58 62 57 57 62
 50 41 30 23 15 9.35 8.65 15 24 27 30 50

54 59 56 556 552 565 60 68 70 69 57 55
 50 40 30 9.41 8.59 22 26 30 37 39 50

54 53 53 59 528 548 528 61 54 53 54 62
 50 30 22 15 9.47 8.53 17 22 30 40 50

54 45 51 48 61 606 600 609 64 58 44 43 56 67
 50 46 30 21 15 9.52 8.48 15 18 30 39 40 50

6+42 Telephone Pole #84295# 22' Lt

T.P. 5.30 152.74 390 147.44

L&T & Imperial & Westline 49th St

6+00

5² 5⁵ 5³ 5⁰ 4⁹ 5¹⁰ 5⁷ 5⁹ 5³ 5⁵ 7⁶ 7⁸
 44 30 15 9.07 89² 14 30 31 40 43 50

5+50

6² 5⁹ 5⁷ 6¹ 5⁸ 5⁷ 5⁸ 6² 6³ 6³ 6² 6⁵ 8² 8⁴
 50 43 30 17 9.13 887 17 27 30 31 41 43 50

5+00

5⁵ 5⁵ 6³ 6³ 6² 6² 6⁴ 6² 6⁵ 6⁹ 6³ 7⁴ 6⁶ 6⁷ 7⁸ 7⁸
 50 48 39 30 21 15 9.19 881 19 26 29 30 40 42 50

4+93 Power Pole #211912T 22' Lt

T.P. 6.79 151.34 4.55 144.55

151.34

4+50

4⁷ 4⁵ 5¹ 4⁸ 4⁷ 4⁸ 5² 5⁸ 5² 5⁰ 6² 7⁴
 50 30 18 9.25 8.75 27 29 30 40 43 50

149.10

7+01⁴³ E. Line 49th St.

5.7	5.0	4.5	4.33	4.29	4.11	4.8	4.17
50	30	19	9		9	20	30
							walk

6+61⁴³ W. Line 49th St.

5.6	5.5	5.37	5.30	5.37	5.8	5.5	4.97
50	30	9.00		9.00	19	23	30
							walk

6+45 Power Pole # 76079 21' Rt

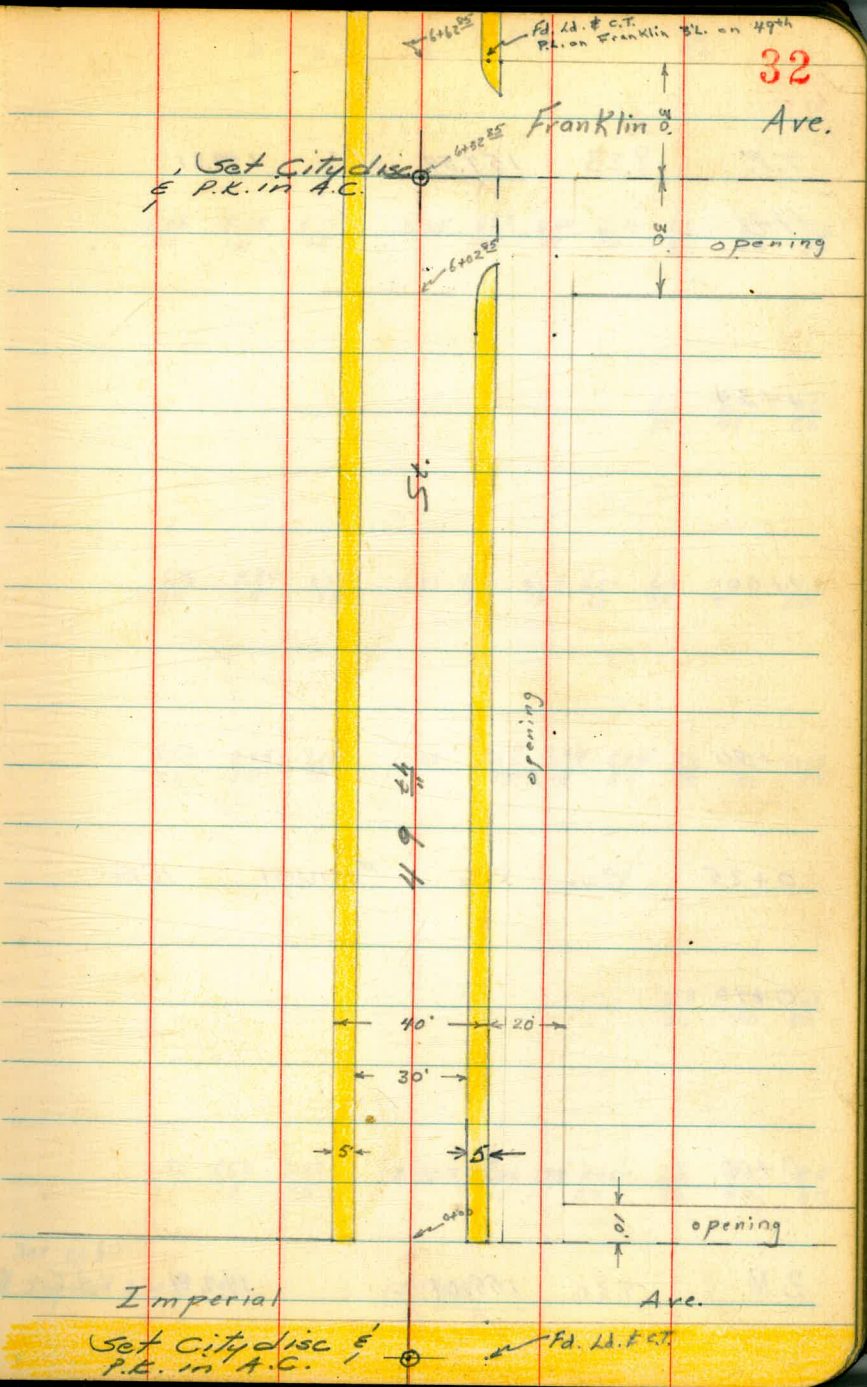
152.74
/

152.74
/

6-27-49
Roberts
Greer
Gregory
no. 25001

X-Section 49th St.
Imperial to Franklin

INDEXED
WK
JUN 28 1949



49th St. Cont'd

T.P. 8.23 157.54 5.73 179.31

1+41

1+34

1+00

0+50

0+25

Power Pole

#J172081

16' Rt

0+10

0+00

S. Line Imperial

BM

7.60

155.04

147.44

L & T

At.

±

Rt.

33

5.35 5.45 6.15 6.05 6.63 6.04 6.14 6.6 6.9 7.6
20 15 15 15 15 20 30 40 50

6.7 6.9 9.6
30 41 50

5.78 5.84 6.49 6.41 7.17 6.47 6.62 6.8 7.1 10.7
20 15 15 15 15 20 30 40 50

6.22 6.25 7.11 7.03 7.68 6.98 6.84 7.2 7.1 11.9
20 15 15 15 15 20 30 40 50

7.7 7.9 11.3
30 40 50

6.45 6.62 7.22 7.32 7.96 7.29 7.26 7.9 8.2 8.5
20 15 15 15 15 20 30 40 50

See 73.30

± Imperial & W.L. 49th

155.04

49th St. Cont'd

4+50

6.38	6.43	7.11	7.21	7.67	7.09	7.04	7.5	8.2	9.7
20	15	15		15	15	20	30	40	50

4+00

5.61	5.69	6.49	6.48	6.95	6.23	6.22	6.9	7.4	9.1	9.5
20	15	15		15	15	20	30	40	45	50

3+60 Power Pole * P177791 16'Rt

3+50

5.88	5.94	6.48	6.36	7.07	6.31	6.45	7.0	8.2	8.6
20	15	15		15	15	20	30	40	50

3+00

6.30	6.34	6.88	6.56	7.31	7.01	6.94	7.3	7.4	9.1	9.7
20	15	15		15	15	20	30	40	45	50

2+50

6.76	6.80	7.31	7.30	7.71	7.40	7.35	7.4	8.2	9.3
20	15	15		15	15	20	30	40	50

2+48 Power Pole * P97119 16'Rt

2+00

6.95	7.01	7.98	7.98	8.49	7.35	7.79	8.2	8.4	9.9
20	15	15		15	15	20	30	40	50

157.54

157.54

Rt 34

Check 6.58 148.32 = 148.23

S.E. Top, Hyd.
Franklin & 49th

6+32²⁵ New & Franklin

8.23 8.28 8.25 8.58 8.75 8.8 7.4
20 15 15 15 40 100

6+11⁸ End curb

154.90
7.66
1.24
1.75

8.84 8.15
20 20

6+02²⁵ New No. Line Franklin

7.60 7.66 8.21 7.99 8.45 8.11 8.05 7.7 7.7 7.0
20 15 15 15 15 20 30 40 100

5+50

6.33 6.39 7.05 7.03 7.45 6.78 6.72 7.0 7.0 7.7
20 15 15 15 15 20 30 40 50

5+02 Power Pole # P7441 16' Rt

T.P. 5.66 154.90 8.30 149.24

154.90
*

5+00

7.73 7.78 8.48 8.33 8.80 8.21 8.17 8.9 8.8 10.2 10.8
20 15 15 15 15 20 30 40 42 50

157.54
↑

157.54
↑

D. Smith
 W. Moore
 J. Clark
 F. Acuna

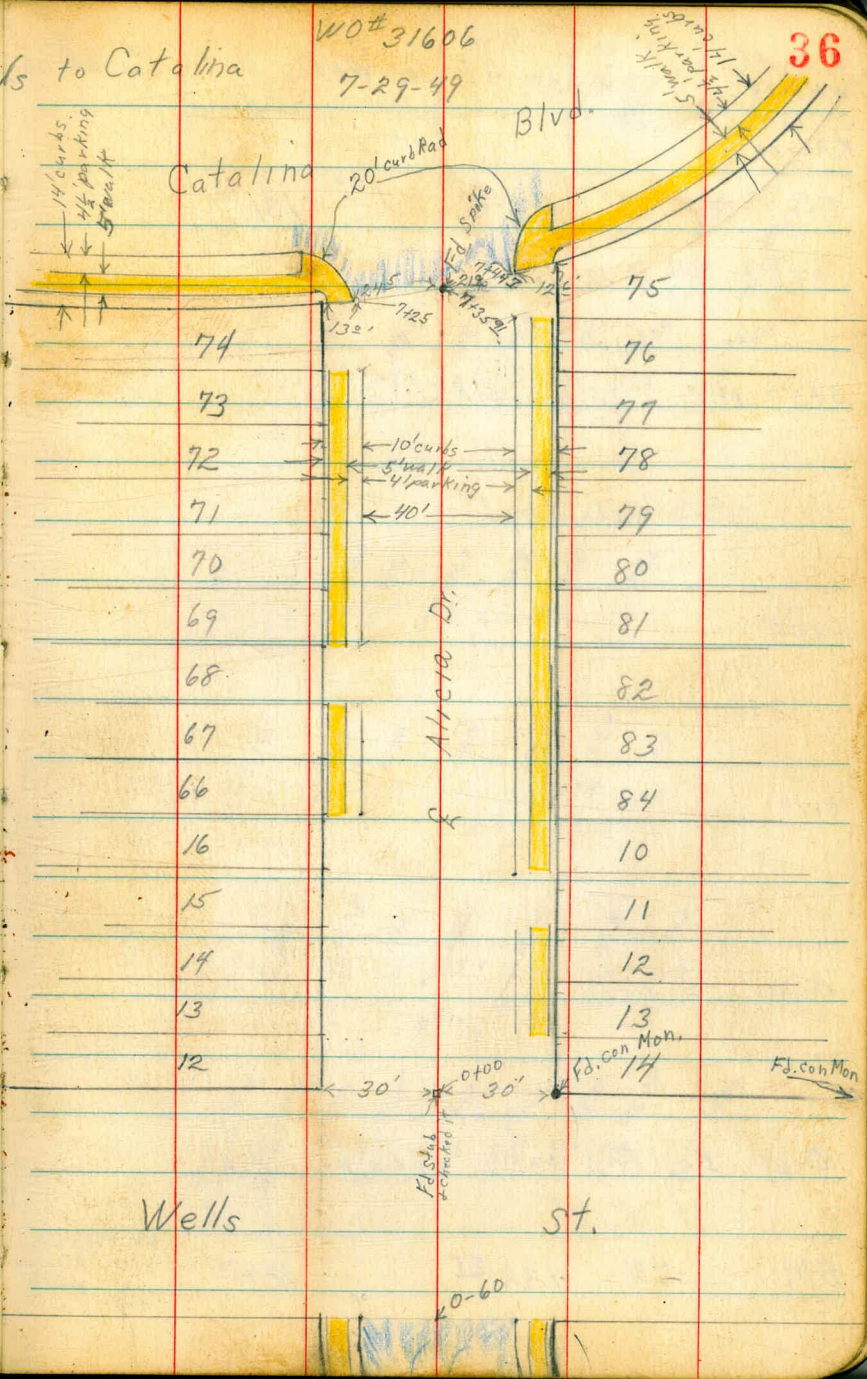
Cross Sec Alicia Dr. Wells to Catalina

WO# 31606
 7-29-49

36

Additional notes in FB# 1743-7

INDEXED
 W.K.
 AUG 9 1949



D. Smith
W. Moore
J. Clark
F. Acuna

X Sec Alicia Wells St to Catalina

TP 1099 142¹⁵ 139 131¹⁶

0462 Rt & 12' drive

0450 Rt Begin curb walk

0410 22^{1/2} Lt & Water Hyd

0400

0-10

0-30 & Wells

0-60 East Prop Wells edge paving AC.

BM 781 132⁵⁵ 124²⁴

NW Prop cor.
Mon. Alicia
Wells
FB1743-11

WO# 31606

7-29-49

37

Lt = South

Rt = North

128.6
128.8
129.7
129
128.9
128.1
128.22
128.56
128.17
322 338
20 24
404 +03 22 30 32 45 423 372
30 20 10 3 10 20 20 29
94
416
518
1/4

128.4
127.3
127.1
126.7
126.9
125.2
125.2
35 42 53 55 59 67 74 74
30 20 12 10 10 20 30

126.1
124.4
123.3
119.9
20 42 52 62 82 93 127
30 20 20 20 30 20

121
127.9
127.2
125.81
124.1
123.7
120.6
16 42 54 62 82 82 120
30 20 20 20 30 30 80
MH
optim

126.51
125.81
125.34
125.85
124.73
124.11
123.37
123.95
123.82
639 661 721 747 782 844 918 866 872
29 20 20 10 7 10 20 20 29
1/4
Curb End
1/4
Curb End
1/4
Walk

132⁵⁵

Cont,

2400 RT Begin curb + walk

1488 32' Lt & 8' con drive

1475

1450 RT End curb + walk

1442 RT & 13' drive

1425

1400

0496 32' Lt & 3' con walk + steep

0475

	140	139.8	138.2	137.5	136.8	136.1	135.4	134.7	134.0	133.3	132.6
LT	22	30	33	36	43	52	53.4	54	54.4	54.4	54.4
	30	20	10	10	20	20	20	20	20	20	20
	139.4	138.4	137.8	137.5	136.8	136.1	135.4	134.7	134.0	133.3	132.6
RT	22	30	44	47	52	61	51	50	50	50	50
	30	20	10	10	10	20	21	30			
	138.3	137.3	136.7	136.3	135.8	135	134.4	134.26			
	32	42	55	59	64	72	80	78			
	30	20	10	10	10	20	20	20			
	137.6	136.6	135.9	135.2	134.7	134.2	133.5	132.8			
	46	56	63	70	75	83	92.9	90			
	30	20	10	10	10	20	20	20			
	136.5	135.4	134.5	134	133.4	132.8	132.1	131.4			
	52	65	72	82	88	101	105	103			
	30	20	10	10	10	20	20	20			
	134.4	134.1	133.1	132	131.3	130.2	130.10	130.26			
	78	81	94	102	102	120	120.5	118.9			
	30	20	14	12	10	10	20	20			

138.74
34
32

508
502
501
500

142 10

cont

3+11 RT & 13' drive

3+00 LT & 13' drive

2+75'

2+59 RT & 12' drive

2+53 LT & 11' drive

2+50

2+45' LT Begin curb & walk

2+44 21⁶ LT & power pole #4055

2+40 RT & 14' drive

2+25

LT

E

RT

132.96
412
20

138.51
364
24

39

189.46	187.86	188.62	188.7	189.7	189.2	188.7	188.4	188.67	188.83
220	272	353	34	34	30	33	38	348	323
29	24	20	20	10	30	10	20	20	29
walk	walk	in drive	cut				cut	curb	walk

189.44	189.59	189.6	189.7	189.7	189.7	189.6	188.27	188.90
271	282	27	26	2	33	35	337	325
29	20	20	10	2	10	20	20	29
walk	curb	cut				cut	curb	walk

138.17
378
20

138.27
336
24

189.22	189.45
293	350
24	20

188.81	188.62	189.1	189.8	189.6	189	188.3	188.82	188.81
284	353	22	24	26	33	32	363	334
29	20	20	10	10	20	20	20	29
walk	in drive	cut				cut	curb	walk

187.72	187.73
283	302
29	20
walk	cut

140.2	189.2	189.4	189.2	189.1	189.7	188.05	
20	27	28	28	34	44	424	410
30	20	10	20	16	20	20	29
					cut	curb	walk

137.80
485
20

135.42
373
24

142.15

TP, 018 13100 1133 13082 End wall 4445 Lt 30'

4712 Rt 12' drive

4706 Lt 13' drive

4700

3795 Lt Begin curb walk

3775

3761 Rt 12' drive

3750

3745 Lt End curb walk

3725

181 23 132 25
 1042 970
 20 24
 866 940
 27 20
 184 20 182 25
 795 819 184 2 182 3
 29 20 20 20 94 94 94 883 860
 walk curb 29 29
 184 2 184 2 184 2 184 2 184 2
 752 726 70 70
 29 29 curb curb
 135 2 135 2 135 2 135 2 135 2
 67 62 72 71 73 73 628 662
 30 20 10 10 20 20 20 29
 94 24.5
 185 2 185 2 185 2 185 2
 39 51 56 5 53 55 523 585
 30 20 10 10 20 20 29
 94 curb walk
 442 457 42 42 40 42 45 47 398
 29 20 20 10 10 20 20 29
 walk curb curb curb curb curb curb
 182 2 182 2 182 2 182 2 182 2
 335 355 42 42 40 42 45 47 398
 29 20 20 10 10 20 20 29
 walk curb curb curb curb curb curb

142 15

T.P. 0⁰⁹ 118⁹¹ 121⁸ 118⁸²

5461 RT E 13' Drive

5457 LT E 13' Drive

5450

5412 RT E 13' Drive

5406 AT E 13' Drive

5400

4461 RT E 12' Drive

4456 LT E 13' Drive

4450

1246 1189
20 24

1093 1154
24 20
1202 130 67
1022 1033 102 102
29 20 20 10
walk curb cut

12453
24 20
647 706
24 20

12524 125 25
566 590 66 60
29 20 20 10
walk curb cut
1242 124 124 124 124 124 124
657 635
20 20 20 20 20 20
walk curb cut

1270 128 53
200 267
24 20
130 129 20
135 129 45
1290 1292
20 18 20 10
walk curb cut
1282 128 26
204 204
29 29
walk

13100

Cont

7735⁹⁴ East Prop Catalina take on line of Catalina
Edge AE Paving

TP 2²⁴ 110⁰⁸ 11⁶⁷ 107²⁴

7725 219 Lt to curb return end at 90°

7700 Rt End of curb & walk

6761 Rt E 14 Drive

6750

6745' At End curb & walk

6711 Rt E 13' Drive

6706 Lt E 15' Drive

6700

42

107 37	LT	37	51	64	10	RT	44	04	04	01
27	107	110	116	105	105	104	105	104	104	104
375	308	321	323	442	498	564	504	557	557	557
WALK	245	245	122	112	112	212	212	345	345	345
	curb	94				94	curb	WALK	WALK	WALK

110.08

109 01	103 5	107 9	102 5	102 6	102 4	101	102 44	101 67
96	103	110	114	113	115	112	1147	1124
30	21	20	10	10	20	20	20	29
					94	5.16	1095	110 23

113 5	111 8	111 3	111 5	111 3	111 1	110 2	111 2	111 33
54	71	76	74	76	70	81	722	758
30	21	20	10	10	10	20	20	29
						94	curb	WALK

6746
29
WALK

6720
curb
94

113 01
488
20

114 56
435
24

115 62
329
24

114 55
403
20

116 40	116 19	115 21	115 3	115 61	115 3	115 1	115 42	115 67
251	273	31	32	34	36	38	349	327
29	20	20	10	10	10	20	20	29
WALK	curb	94				94	curb	WALK

118 21 14

Cont

NE. RETUR ALICIA & CATALINA BLVD.

SE. RETURN ALICIA DR & CATALINA BLVD. 20' R

BM. 106.72 327 109.80

SEBP ALICIA & CATALINA.

BM

335

106 23

SEBP
Catalina +
Alicia

TP

107

109 23

108 23 ✓
SE Top Hyd
Catalina +
Alicia
FO 7743-14

7749 approx E Catalina take along Catalina

7749 approx East curb Line Catalina Taken on
Line of Catalina

7743 20' RT End curb of return @ 90°

Lt

£

RT

43

EC. CATALINA

102 68 7 12 Gurr	113 12 6 43 CB	103 02 6 73 Gurr	103 26 6 04 CB	103 26 6 30 Gurr	104 24 5 56 CB	104 44 5 36 Gurr	105 24 4 26 CB	104 68 5 23 Gurr	104 68 5 23 CB
------------------------	----------------------	------------------------	----------------------	------------------------	----------------------	------------------------	----------------------	------------------------	----------------------

EC. ALICIA

106 23 3 57 Gurr	106 23 2 95 CB	106 23 3 44 Gurr	106 23 2 87 CB	106 23 3 44 Gurr	106 23 2 87 CB
------------------------	----------------------	------------------------	----------------------	------------------------	----------------------

109 80

106 23	103 21	102 94	102 05	99 27
344	617	1714	800	1077
93	212	219	90	90

Curb line
Alicia

105 24	107 25	106 67	106 09	105 22	104 46	103 52	102 54	100 28	100 91
184	233	341	399	486	562	650	740	828	920
93	54	43	47	282	562	282	40	40	90

Curb line
Alicia

110 08

D. Smith
 W. Moore
 J. Clark
 F. Acuna

Cross Sec, Tennyson St.
 Wells to Catalina

Added Notes FB # 1743-16

INDEXED
 W. K.
 AUG 9 1949

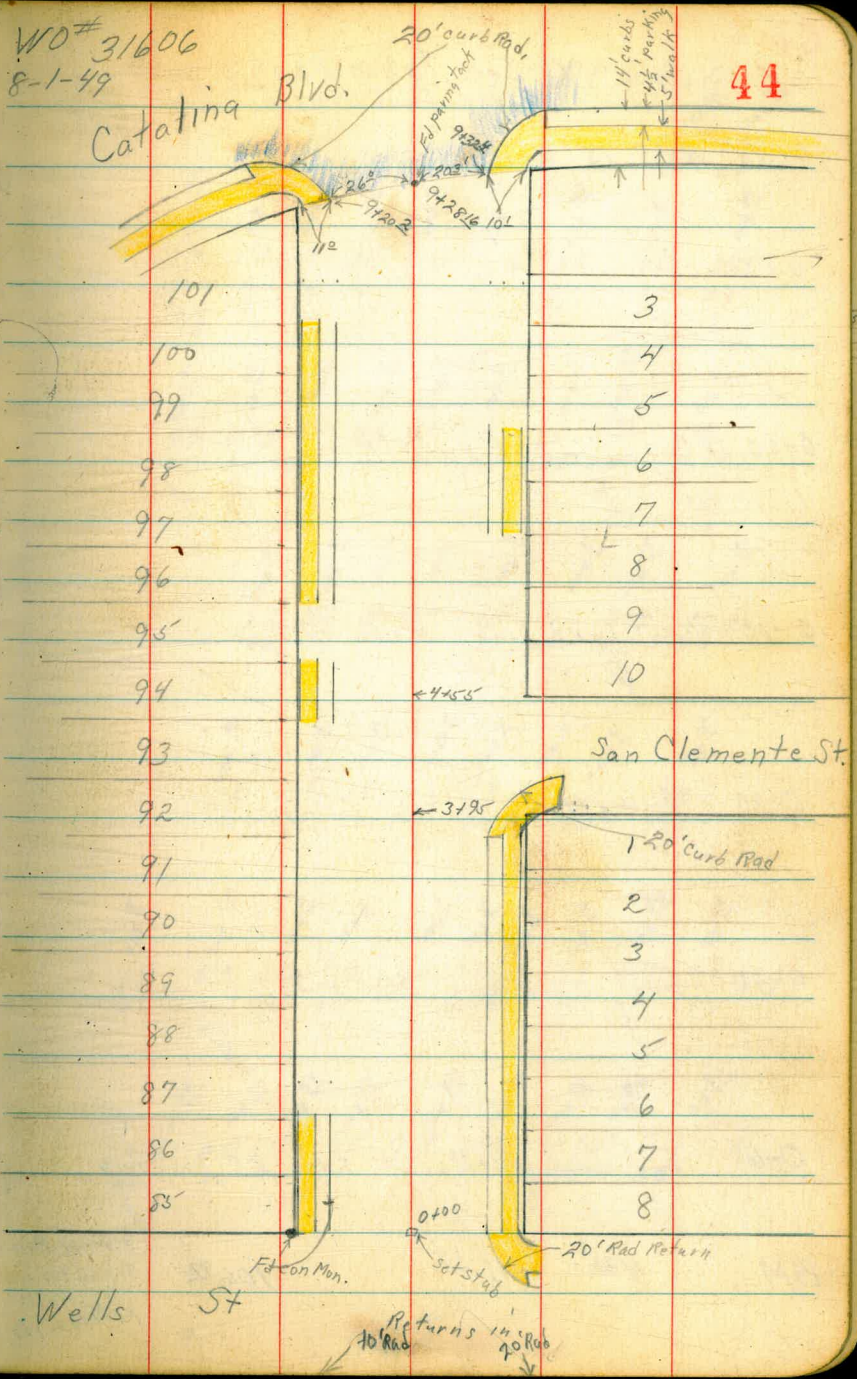
N.W. RETURN TENNYSON & WELLS	BC. WELLS		1/4 103.27		1/2 104.59		3/4 104.23		EC. TENN. 105.93
	103.83	104	104.59	105	105	105	105		
	82	793	82	744	72	699	72	678	
	GUT	CB	GUT	CB	GUT	CB	GUT	CB	GUT
<u>112 03</u>									

N.E. RETURN TENNYSON & SAN CLEMENTE	BC. TENNYSON		1/4 125.7		1/2 125.91		3/4 126.97		EC. S.C. 125.44
	125.2	125.64	125.7	125.91	125.97	125.92	126.97		
	62	563	55	536	55	525	58	563	
	GUT	CB	GUT	CB	GUT	CB	GUT	CB	GUT
<u>131 L2</u>									

S.E. RETURN CATALINA & TENNYSON	BC. CATALINA		1/4 89.04		1/2 89.04		3/4 89.05		EC. TENNYSON
	89.11	89.13	89.04	89.04	89.04	89.04	89.04		
	322	290	355	292	359	297	353		
	GUT	CB	GUT	CB	GUT	CB	GUT	CB	GUT

N.E. RETURN CATALINA & TENNYSON	BC. CATALINA		1/4 86.70		1/2 86.70		3/4 86.70		EC. TENNYSON
	85.32	85.95	86.07	86.70	86.70	86.70	86.70		
	731	658	644	632	656	593	610		
	GUT	CB	GUT	CB	GUT	CB	GUT	CB	GUT
<u>92 63</u>									

WO # 31606
 8-1-49



Wells St

Returns in 20' Rad

X Sec Tennyson
Wells to Catalina

0+55 RT & 15' Drive

0+50

0+00 Lt Begin curb + walk

0-10 West curb line Wells St

0-30 E Wells St

0-50 East curb line Wells St

0-60 East Prop Wells St Edge AC paving

BM

425

111 17

106 92

SW cor Mon
Tennyson &
Wells
FB#7743-18

45

Lt = South

E

RT = North

109 17	108 24	108 4	103 51	108 5	105 21	103 57	101 21	101 21	101 21
28	223	27	26	26	30	32	316	298	280
29	20	20	10	2	30	20	20	29	24
walk	curb	cut				cut	curb	walk	
107 17	106 21	106 5	106 2	106 2	105 5	104 7	105 21	105 21	104 57
420	428	42	48	50	56	65	525	596	298
29	20	20	10	10	10	225	225	30	29
walk	curb	cut				cut	curb	walk	
109 21	106 5	106 5	105 2	104 7	104 7	104 7	105 21	105 21	104 57
20	44	51	55	65	70	702	10 18	90	51
20	30	20	20	20	40	40	90	90	29
						cut	curb		
108 4	106 5	105 2	105 0	104 7	104 7	103 5	103 5	103 5	102 21
28	50	55	62	68	74	78	112	90	90
20	30	20	20	20	30	40	90	90	29
107 2	105 21	104 7	104 2	104 1	103 5	102 7	103 21	103 21	102 21
35	590	62	70	74	72	73	72	793	115
20	30	20	20	16	20	40	40	90	90
	curb	cut				cut	curb		
104 84	104 21	103 21	103 21	103 85	103 57	102 21	103 21	103 21	102 21
62	656	734	719	7	32	760	821	762	752
29	20	20	10	10	10	225	225	30	29
walk	curb	cut				cut	curb	walk	

111 17

Cant

2+50 22⁵ Lt E power pole #4035

2+10 32⁵ Lt E 2 ribbon drive 7' overall

2700

1765 E of SMH

1760 132⁵ Lt E 2 ribbon drive 7' overall

1750

1700 Lt End curb & walk

IP. 12⁵⁴ 123¹⁵ 0⁵⁶ 110⁶¹

0+56 Lt E 12' Drive

46

121 ⁵	121	119 ⁵	119 ⁵	119 ⁵	118 ⁵	118 ⁵	118 ⁵	118 ⁵
122 ⁵	122	120	120	118	118	118	118	118
30	20	17	10	10	10	10	10	10

curb walk

120 ²⁵	117 ²⁴	117 ²⁴	117 ²⁴	116 ⁵	115 ⁵	115 ⁵	115 ⁵	114 ²³
312	309	309	309	309	309	309	309	309
325	325	325	325	325	325	325	325	325

Kasterly

119 ⁵	119 ⁵	117 ³¹	117 ³¹	116 ⁵	115 ⁵	115 ⁵	115 ⁵	114 ²³
40	43	52	61	64	70	72	72 ⁵	71 ²
30	22	18	10	10	10	10	10	10

curb walk

116 ⁵¹	116 ²⁵	116 ²⁵	116 ²⁵	116 ²⁵	115 ⁵	115 ⁵	115 ⁵	114 ²³
654	630	630	630	630	630	630	630	630
32	32	32	32	32	32	32	32	32

Kasterly

116 ⁵¹	116 ²⁵	116 ²⁵	116 ²⁵	116 ²⁵	115 ⁵	115 ⁵	115 ⁵	114 ²³
64	80	82	88	82	95	102	97 ⁶	96 ⁷
30	21	19	10	10	10	10	10	10

curb walk

112 ²⁹	112 ²⁹	111 ²¹	111 ⁴	111 ³	110 ⁷	110 ³	110 ⁵⁴	110 ²⁵
110 ⁵	112 ²	120	112	119	123	122	125 ¹	1240
29	20	20	10	10	10	10	10	10

curb walk

123¹⁵

163	24
163	24

111²⁷

cont.

4736 12° RT & 3x3' con Gas & Elec MH

4725 E San Clemente

4705 36° LT & 8' drive con East Carbine San Clemente

4700 23° LT & Fire Hyd

3795 East Prop San Clemente St.

3785 BC curb on RT

3750 23° LT & Power Pole # 4075

3710 31° LT & 9E con drive

3700

TP₂ 9°⁰³ 131²⁰ 0⁴⁸ 122⁶⁷

47

LT	RT	RT	RT
127 ⁷	127 ⁰	126 ⁴	126 ⁵⁷
40	42	52	55
30	20	20	30

LT	RT	RT	RT
127 ²³	127 ⁰	126 ⁴	126 ⁵⁷
22	32	46	51
36	30	20	20

LT	RT	RT	RT
126 ⁰	126 ³	126 ³	125 ²
32	42	54	58
30	20	10	10

LT	RT	RT	RT
127 ⁴	125 ⁸¹	124 ²	124 ³
43	52	70	73
30	20	17	10

LT	RT	RT	RT
127 ⁴	124 ³	124 ³	124 ³
70	82	92	98
30	20	17	10

131²⁰

Cont.

5750

5741 Lt Begin curb + walk

5725

5700 Lt End curb + walk

4762 Lt 2/4' drive way

4755 West Prop San Clemente St

4750 Lt Begin curb + walk

4740

Lt

£

Rt

48

124.81	124.50	124.2	124.5	124.2	125.0	125.2	125.2	125.5
687	70	74	73	62	64	55	42	42
29	20	20	10	10	17	20	20	30
Walk	curb	get						

125.2	125.1	125.4	125.3	125.6	125.7	126.0	126.2	126.4
689	667	63	64	61	58	52	48	43
29	20	20	10	10	10	18	22	30
Walk	curb	End						

126.2	126.4	126.2	126.2	126.2	126.2	126.2	126.2	126.2
525	547	58	52	52	54	55	42	42
29	20	20	10	10	19	21	30	
Walk	curb	End						

126.57	126.5	126.2	126.2	126.2	126.2	126.2	126.2	126.2
54	580	501	518	55	54	53	51	45
24	20	20	10	10	20	30	40	50
Walk	curb	End						

126.57	126.57	126.57	126.57	126.57	126.57	126.57	126.57	126.57
501	518	55	54	53	51	45	43	52
29	20	20	10	10	20	30	40	90
Walk	curb	End						

126.24	126.21	126.21	126.21	126.21	126.21	126.21	126.21	126.21
496	516	51	53	52	51	56	61	92
29	20	20	10	10	20	30	40	90
Walk	curb	End						

126.2	126.5	126.5	126.5	126.5	126.5	126.5	126.5	126.5
49	51	51	51	54	63	68	100	
30	20	10	10	20	30	40	90	

13/20

cont.

6745 RT & 14' drive

TP₃ 0.75 119⁵⁵ 1290 118⁸⁰

6725

6711 LT & 12' drive

6702 RT Begin curb & walk 32' RT End 8' con wall

6700

5775

5763 RT & dirt drive way

5762 LT & 15' driveway

5755 32' RT Begin con wall 8" wide

LT

♀

RT

24

49

117 24
229 172 117 53
20 24

119 55
119 54
119 42
119 0
118 9
119 0
119 0
119 10
119 3
119 23
119 25
120 6
122 8
122
122
126
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119 27
118 5
120 6
120 4
119 2
116 6
24 20

121 4
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13/20

123 52
9.18
32
Top wall

cont

50

8700

LT	£	RT
102 ⁰⁵	101 ²¹	100 ⁰⁸
5 ⁰⁰	5 ²³	6 ³
29	20	10
walk	curb	driv
132	126	
24	20	

7761 Lt £ 13' drive

7760 30 Rt £ 8' con drive

106³¹
0²⁸
50

774

016

107⁰⁵

12⁶⁶

106⁸⁹

107⁰⁵

7750

LT	£	RT
107 ¹⁶	106 ⁸¹	106 ⁴
12 ³⁹	12 ⁶⁶	13 ²
29	20	10
walk	curb	driv
807	937	
24	20	

7711 Lt £ 14' drive

7705 Rt End curb & walk

7700

LT	£	RT
112 ¹³	111 ⁸³	111 ⁵¹
743	772	81
29	20	10
walk	curb	driv
814	983	
20	29	
th. drive	walk	

6795 Rt £ 14' drive

6761 Lt £ 13' drive

LT	£	RT
115 ²²	115 ²²	111 ⁸¹
363	433	766
24	20	20
114 ²⁶	116 ⁸¹	116 ²⁵
250	223	33
29	20	10
walk	curb	driv
117 ⁰	116 ⁸¹	117 ⁰⁶
28	28	242
10	20	29
th. drive	curb	walk

6750

119⁵⁵

BM. cont. 74° 8988
 TP 10° 8725 -
 9765 approx 2 Catalina
 SEBP Tennyson Catalina
 NE curb End Tennyson
 8724 Catalina
 FB 7743-14-22

97436 approx curb line Catalina

97324 19° RT End of curb of Return

972816 East Prop Catalina taken along Catalina
 paving edge 9727

97203 24° LT End of curb of Return

9700

TP 22° 9728 1247 9458

8750 31° RT & 8' drive

8705 LT End curb + walk

9751
 659 882 1029 1096 1188 1258 1469
 100 50 21 20 365 865
 RT 21
 51

9129 9103 8922 8512 9528 8857 8603
 539 598 756 816 950 1041 1125 1195 1132 1420 1355
 100 100 50 50 21 20 365 365 865 865
 Curb Curb Curb Curb Curb Curb Curb Curb Curb Curb

748 769 835 858 923 923 1049 1000 1024
 37 26 24 13 10 203 202 304
 walk Curb Curb Curb Curb Curb Curb Curb Curb Curb

952 931 912 902 901 901 901 901
 44 44 64 64 62 62 71 40
 30 25 20 10 10 20 20 30

9728
 973 980 963 961 952 952 952 952
 93 94 105 108 112 113 112 102 981
 30 25 21 20 10 10 20 31
 drive

10122
 529 walk
 10143
 529 curb
 202

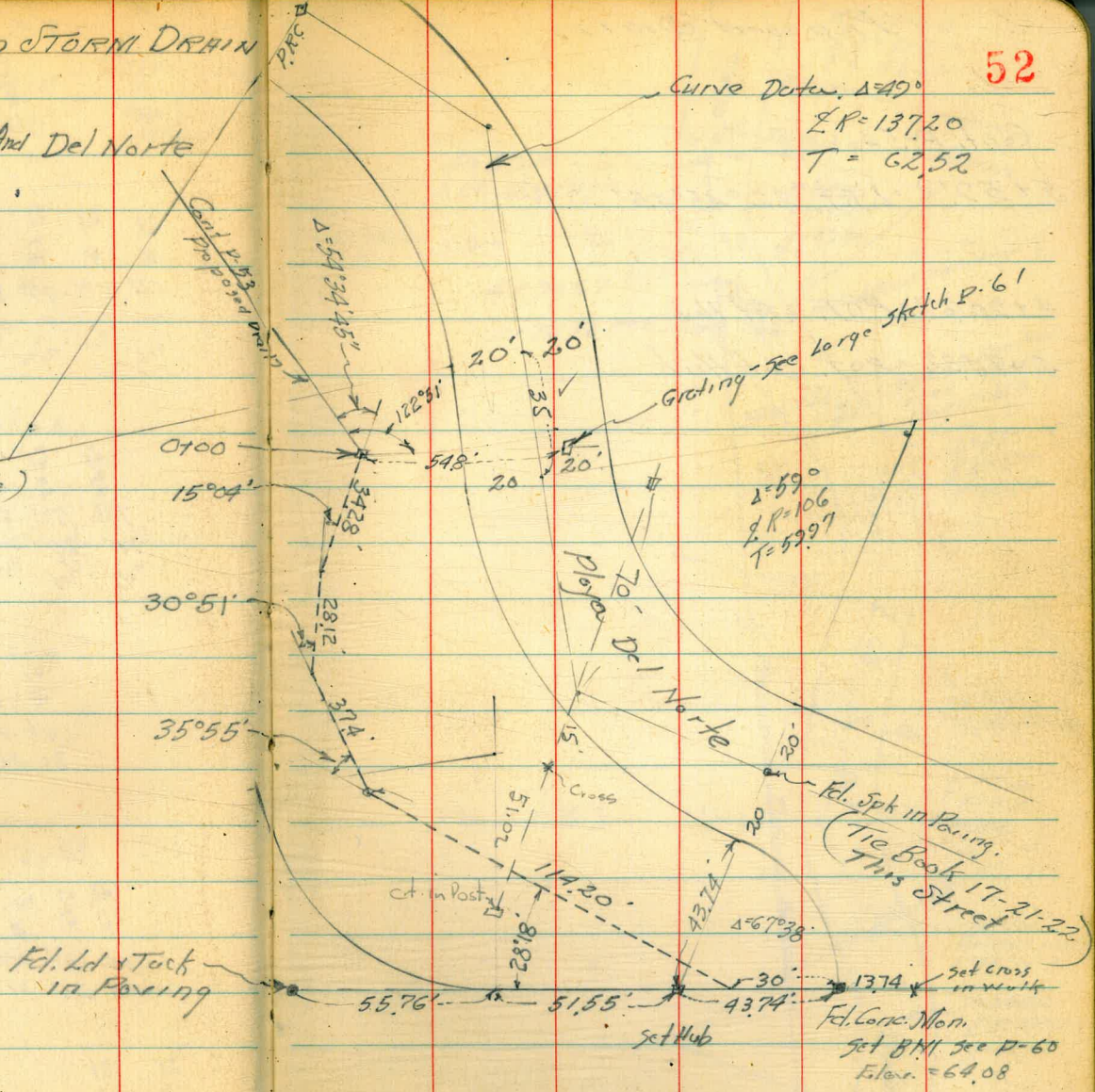
10705

LOCATION - PROPOSED STORM DRAIN
West of La Jolla Blvd.
Between Playa Del Sur And Del Norte

INDEXED
W.K.
AUG 9 1949

Cont. P. 53

$\Delta 47 59^{\circ} 34' 45''$
0100 - End Existing Pipe (Not Accessible)



See 2029/22 For these

Proposed Drain

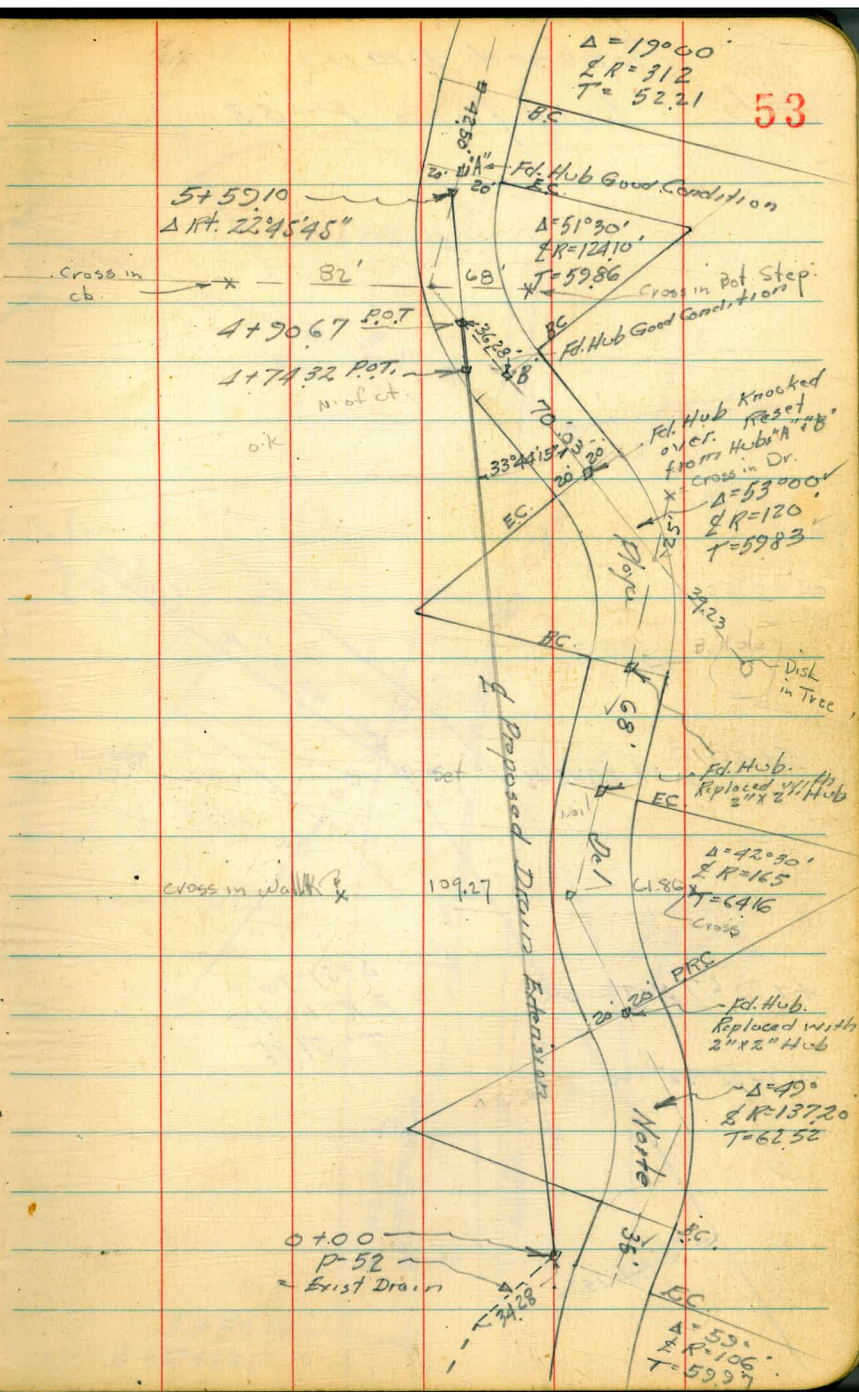
Cont. P-54

$5+59.10 = \Delta RT. 22^{\circ}45'45''$

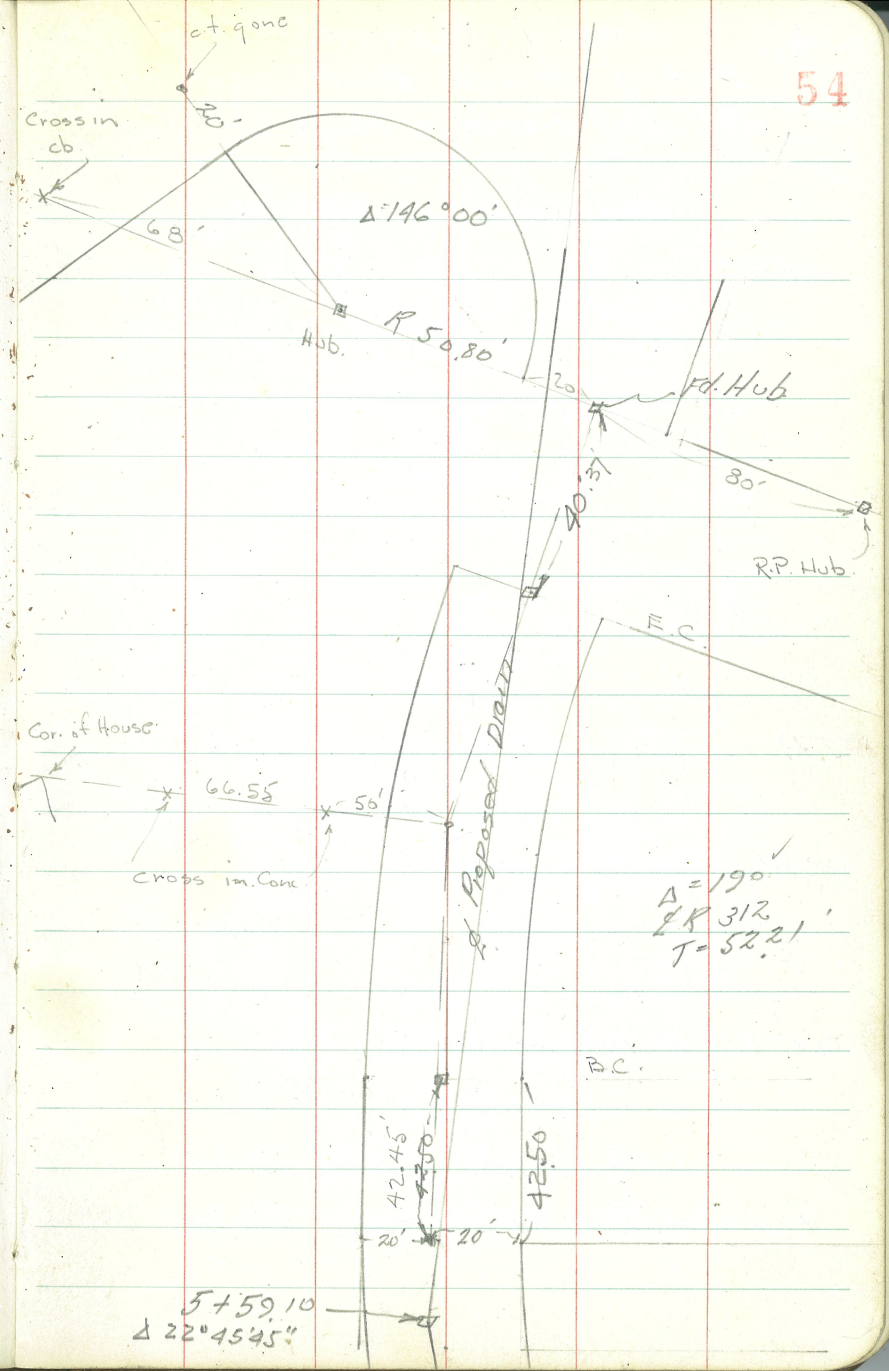
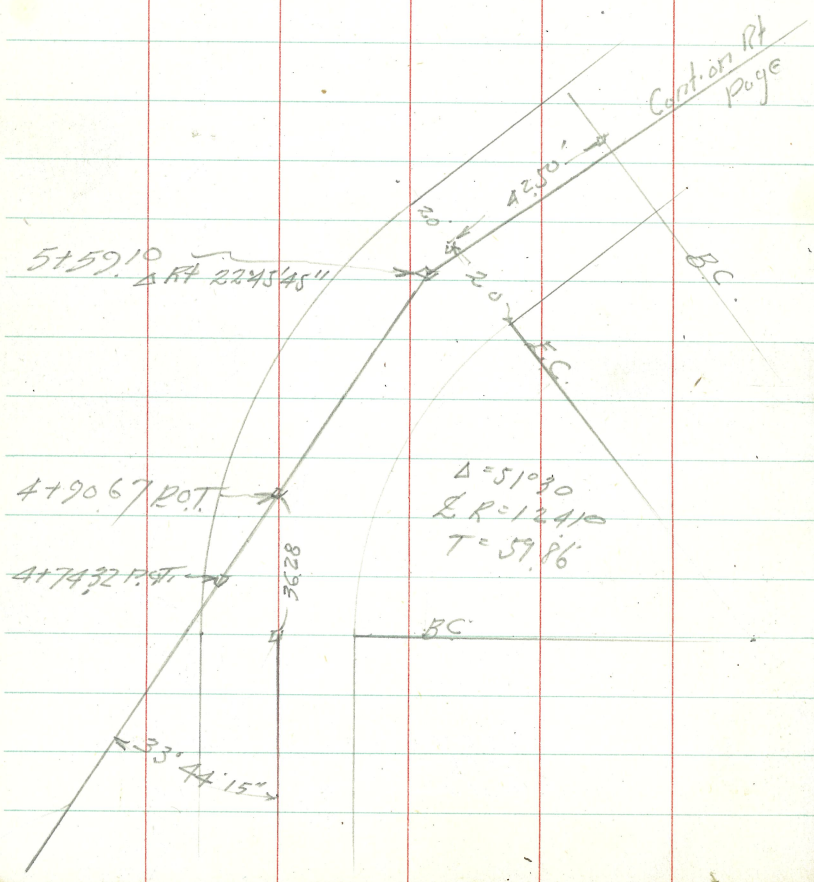
$4+90.67 = P.O.T. \text{ Set Hub}$

$4+74.32 = P.O.T. \text{ Set Hub}$

$0+00 = \text{End Existing Drain (Not Accessable)}$



Proposed Drain
Cont. from P. 53



Walker
Johnson
Pope
Crawford
8-1949

Levels - Proposed Drains
West of La Jolla Blvd
Bet. Del Norte & Playa Del Sur

Location P-52-54

1+25

0+73

0+35

T.P. 337 54.85 12.41 31.48

0+25 - Top Slope New Fill

0+00 Section on New Fill

0 08 63.89 12.92 63.81

4.97 76.73 72.36

1.98
38

55

Lt	£	Rt
48.1	41.2	51.0
6.10 25	137 Ditch - Mt. 14 Ground	39 17 Fill
		50.6 42 25 17 Road

44.6	45.2	54.4	55.2
10.2 20 Not Ground on Steep Hill	11.7 Not Ground	0.5 20 Fill	27 25 10 Road

47.6	44.6	45.6	52.4	55.2
7.2 25	10.2 10	9.2	2.4 12	+0.6 22
		54.851		

53.7	53.2	53.7
10.2 25	10.7	10.2 25

55.5	55.47	55.5
8.4 25	8.42	8.4 25
	63.891	

B.M. 514. B.P. La Jolla Blvd. & Bon Air St.

Levels - Proposed Drain
Cont. from P-55

56

2+79

43.4	38.4	36.4	37.2	37.7
3.5	8.5	19.7	9.7	2.2
2.5	8	Not Ground	2.2	2.5
Not.	Not Ground	Toe Bank	2	
			2nd water way	

2+58

36.9
10.0
Not Ground

2+41

36.9	36.9	40.7	43.7	46.9
10.0	10.0	6.2	3.2	0.0
2.5	10	Not Ground	1.5	2.3
Ditch	Ditch		Not Ground	Not Ground

2+30

37.5
7.4
Not Ground

2+11

41.8	37.8	37.8	39.8	49.0
5.1	9.1	9.1	7.1	+2.1
2.5	1.5	Not Ground	8	2.5
	Not Ground	Ditch	Toe	in Road
	Ditch		Not Fill	
		46.2		

T.P. 3.85 46.21 11.72 43.06

1+90

41.9	38.4	46.0	48.8
13.1	16.5	8.8	6.1
2.5	1.2	in Fill	2.5
	Ditch		in Road

54.85

54.85 ↓

Levels - Proposed Drain
Cont. from P. 56

57

4+90.67 POT, on Hub

4+15

4+10

3+90

3+67

3+32

2+90

17.0 ^{29.9}	14.2 ^{32.7}	9.79 ^{37.12}	6.4 ^{40.5}
2.5	1.5 Nat	Nat.	3.4

18.0 ^{28.9}	6.4 ^{40.5}	6.4 ^{40.5}	4.5 ^{42.4}
5.8 L. old Waterway	3.2 New Fill	New Fill	2.5

4.6^{42.3}
New
Fill

14.0^{32.9}
Toe
New Fill

6.4 ^{40.5}	12.8 ^{36.1}	12.7 ^{34.2}	13.2 ^{33.7}
2.5	9 Nat. Ground	Nat. Ground old waste	11 old wash = Toe Fill

18.2 ^{40.1}	1.5 ^{45.4}	5.1 ^{41.8}	13.6 ^{33.3}
2.5 Nat.	10 Nat.	Nat.	2.8 Nat. Ground old Water Way

4.9^{42.0}
Nat. Ground
46.9/1

Levels - Proposed Drain
Cont. from p. 57

6+87 & Wash

6+73

6+25

6+08 Pole Anchor 2' Rt.

6+035 Elec Pole 12' Lt.

5+59.10 = ART

5+32 Not. Ground To end of line

TP 1.37 36.06 12.22 34.69

46.91

20.8
16.3

^{24.8} 11.3 23 Bank	^{21.6} 14.5 11 Wash	^{21.6} 14.5 5 Wash	^{26.1} 10.7 Bank of Wash	^{27.9} 8.2 25
---------------------------------------	---------------------------------------	--------------------------------------	--	------------------------------

^{24.6} 11.5 25 17 Wash	^{26.1} 10.0 6 17 Wash	^{30.5} 5.6	^{30.6} 5.5 25
--	---	------------------------	------------------------------

^{26.6} 19.5 25 17 Wash	^{26.07} 9.9 07 Hub	^{26.1} 10.0 4	^{24.7} 14 18	^{24.7} 14 25
--	--------------------------------------	------------------------------	-----------------------------	-----------------------------

^{28.4} 7.7 25 17 Wash	^{29.2} 6.9 Not	^{37.1} +1.0 14 Not.	^{37.6} +1.5 25 Not.
---	-------------------------------	---------------------------------------	---------------------------------------

36.06

46.91

Levels - Proposed D10.11
Cont from 1258

9+32

9+00

8+50

8+00

7+50

T.P. 2.45 26.64 11.87 24.19

7+00

6+95 in Wash

3606

1

18.1 ^{8.5}

59

^{13.9} 127 ^{16.5} 10.1 ^{16.5} 10.1 ^{15.6} 11.0 ^{8.1} 18.4
25 9 30 41

^{18.4} 8.2 ^{18.6} 8.0 ^{18.4} 8.2 ^{18.9} 7.7 ^{11.1} 15.4
25 25 63 90

^{25.6} 1.0 ^{24.8} 1.8 ^{22.5} 6.1 ^{19.5} 6.7 ^{20.5} 5.8 ^{13.6} 13.0
25 13 25 76 100
Bank

^{25.5} 1.1 ^{26.3} 1.3 ^{21.9} 4.7 ^{22.1} 4.5 ^{21.8} 4.8 ^{17.8} 3.8 ^{15.7} 10.9
14 25 48 51 92
Bank L Wash

26.64
5

Notes Reduced -
8-12-95

^{25.6} 10.5 ^{24.5} 11.6 ^{22.3} 15.8
25 19
in Wash

^{22.5} 15.6

3606

Levels Proposed Drains

Cont. from P-59

Sketch P-61

Flow Line 24" Iron Pipe	7.96	53.18	
Groting Existing Inlet	568	58.46	
	567	61.14	55.47 on stub of P-55

SW. Cor Lopezita Blvd. + Ploja Del Sur Norte			
Jet of M. Conc. Man	5.24	64.08	
	5.43	62.32	63.89

Check starting BM.	3.58	72.36	
T.P.	12.05	75.24	0.19 63.89
T.P.	11.93	64.08	0.14 52.15
T.P.	11.92	52.29	0.14 40.37
	12.16	40.51	28.35 BM. Below

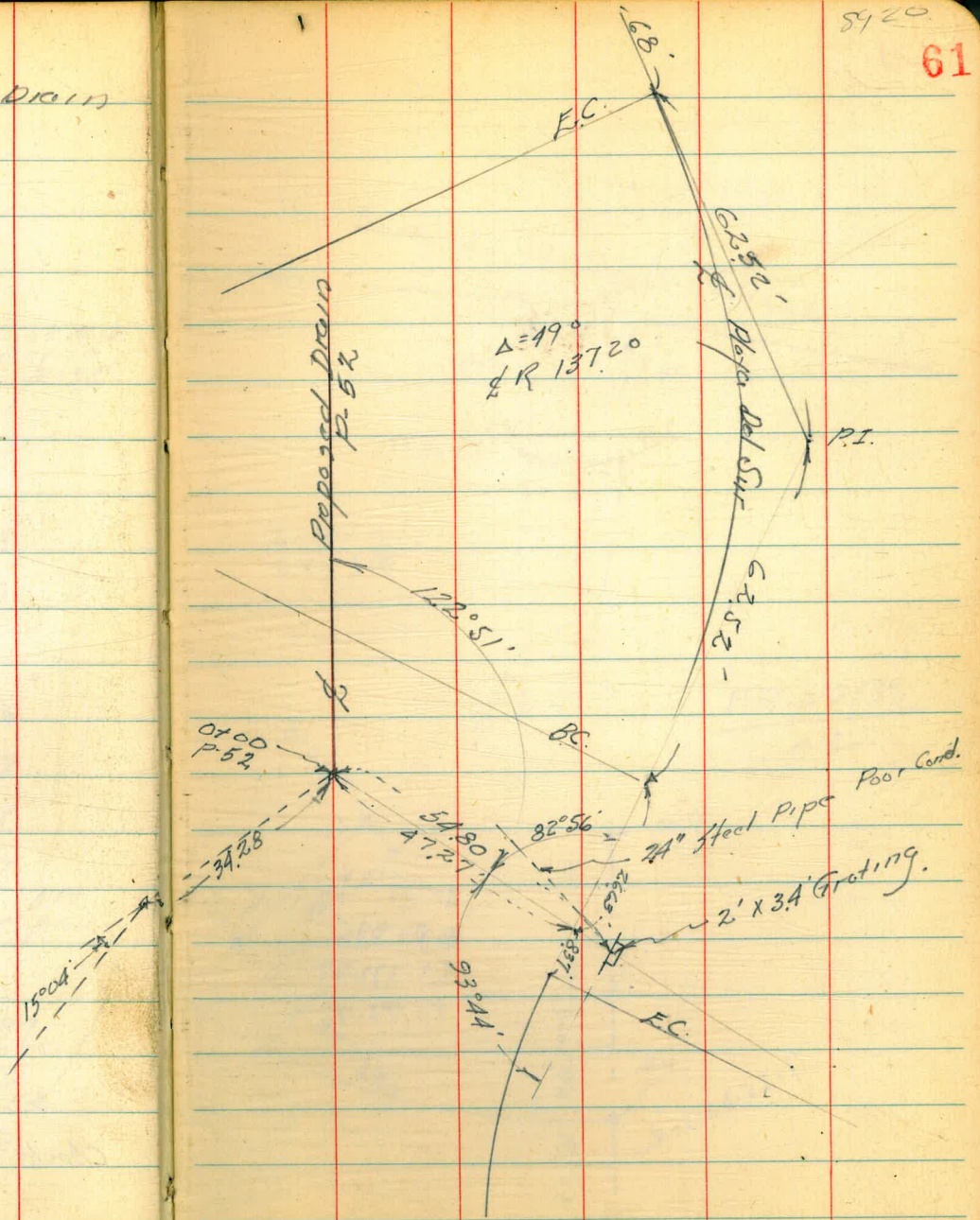
diff. → 0.37
 Record → 27.96
 2.93 28.35

Check BM BP			
T.P.	12.31	31.28	7.67 18.97
		26.64	

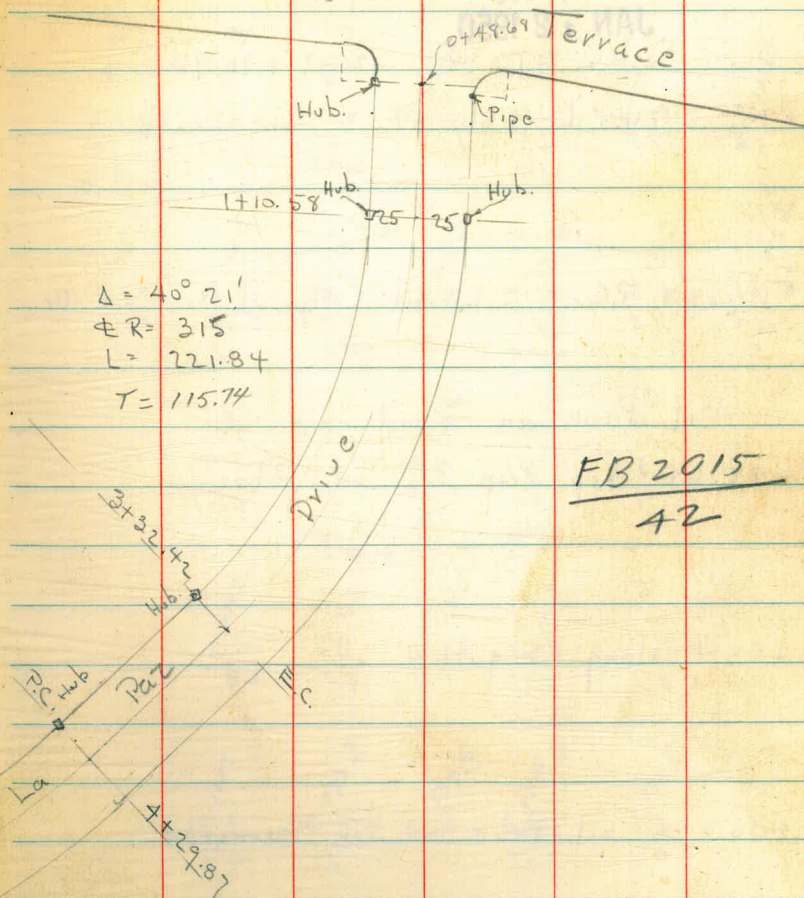
Check Top cb N.E. of end Ploja Del Sur

Locations Grating
 Inlet - Ties To Proposed Drain
 Sketch Comp from P-52

INDEXED
 W.K.
 AUG 9 1949



San Bernardo



$\Delta = 40^{\circ} 21'$
 $R = 315$
 $L = 221.84$
 $T = 115.74$

FB 2015
 42

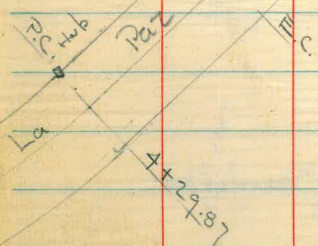
Pipe

7+25.38 = end.

Hub.

7+02.64 25 25 = E.C.

$\Delta = 39^{\circ} 34'$
 $R = 395$
 $L = 272.77$
 $T = 142.08'$



7-Sect. La Paz Drive - from
San Bernardo Terrace to end.

4091

INDEXED

Osborne
Hardin
Haetch
Shepard

1-11-50

W.O. 25020

JAN 12 1950

T.P. 1.45 173.38 12.69 171.93

1+35 = 24.5 Lt. = sly. of 3' Conc. walk

1+10.68 = P.C. - 25.3' Lt. = Nly. of 8.5' Conc. Dr.

Oil Pave on Roadway

0+48.68 = opp. Prop. P.C. on Rt.

0+23 = along S. gut.

0+00 - on oil Pave in San Bernardo

B.M. 1.22 184.62

183.40

N.W. B.P. - Plug gone
San Jacinto
+ San Bernardo

Lt.

F

Rt.

63

Lt.	F	Rt.
174 ²² 10.40 37.5 at porch	174 ¹² 10.50 24.5	172 ¹ 12.5 17 edge
175 ¹⁰ 9.22 40 Dr.	176 ¹⁵ 9.47 25.3 Dr.	173 ³ 10.7 12 edge
	178 ² 5.9 25	177 ¹¹ 7.4 16 edge oil Pave
	174 ¹⁰ 5.6 50	173 ² 5.9 25
	177 ¹⁵ 5.4 50	177 ⁹ 5.7 25
		172 ⁵ 6.1 25
		177 ¹⁴ 6.0 25
		177 ¹⁵ 6.0 25
		177 ¹⁵ 7.1 50
		172 ⁴ 12.5 16 edge
		174 ¹⁰ 10.6 25
		172 ² 11.9 25
		171 ¹ 13.5 25

184.62

3+80

3+70 - 24.8 Lt = Φ 15' Conc. Dr.

T.P. 0.81 161.43 12.76 160.62

3+32.42 = E.C.

3+14 - 24.4 Lt = Φ 8' Conc. Dr.

2+82.42

2+32.42

1+82.42

Lt.

 Φ

Rt.

161.2	160.3	158.2	158.8	158.6	161.4	161.4
0.2	0.9	2.7	2	2.8	0.0	+3.0
35	25	15	15	14	25	35
161.25		edge		edge		
0.08	0.63					
40	24.8					
	Dr.					

162.0	162.0	160.8	161.0	160.1	160.8	161.4
11.1	11.4	12.6	12.4	13.3	12.0	12.0
35	25	14	15	25	35	
		edge		edge		

162.85	162.50
10.52	10.88
40	24.4
Dr.	Dr.

164.3	164.1	163.4	163.2	163.1	163.9	163.5
9.1	9.3	10.0	9.7	10.3	9.5	9.9
35	25	15	16	25	35	
		edge		edge		

165.2	164.8	164.5	164.0	164.4	164.0	166.2
7.7	6.2	6.8	6.4	7.0	6.4	7.2
35	25	17	14	15	25	35
		edge		edge		

169.5	170.1	169.6	170.1	169.2	170.5	170.1
4.1	3.3	3.8	3.3	3.5	2.9	3.3
35	25	15	14	25	35	
		edge		edge		
			173.38			

6+79.87

6+29.87

5+97- 25.2 Lt. = Φ 7' Conc. Dr.

5+79.87

5+42. 23.9 Lt. = Φ 14' Conc. Dr.

5+29.87

4+79.87 - 24.6 Lt. = nly. of 14' Conc Dr.

4+29.87 = P.C. - 24.2 Lt. = Φ 8' Conc. Dr.

149.3 12.6 35	Lt. 149.1 12.2 25	148.8 12.6 15 edge	149.4 12.0	148.9 12.5 15 edge	R+ 150.2 10.7 25	152.3 9.1 35	65
151.6 9.4 35	151.2 10.2 25	149.2 11.7 15 edge	150.2 11.2	149.3 11.5 13 edge	150.9 10.4 25	152.8 8.6 35	
153.2 7.8 40 Dr.		151.8 9.5 15.2 Dr.					
153.2 4.2 35	152.2 8.7 25	151.0 10.4 15 edge	151.0 10.1	151.0 10.4 12 edge	151.6 9.8 25	152.5 8.9 35	
153.4 5.7 40 Dr.	154.0 7.3 23.9 Dr.						
151.3 4.1 35	155.8 5.6 25	152.0 8.6 15 edge	152.9 8.5	152.8 8.6 14 edge	153.2 8.2 25	154.1 7.3 35	
158.9 2.5 40 Dr.	156.8 4.8 24.6 Dr.	155.1 6.3 14 edge	155.0 6.4	154.4 7.0 16 edge	155.2 6.1 25	156.2 5.2 35	
160.5 0.8 40 Dr.	158.9 2.4 24.2 Dr.	156.8 4.6 14 edge	156.2 4.7	156.1 5.3 15 edge	160.0 3.4 25	159.0 2.4 35	

Splice in Pole - U.L. + w.L. of
Set B.M. Sub.

11.52 149.91

7+50 - for Profile

7+25.38 = end at Sub. Line

7+02.64 = E.C. - 23.8' Rt. = wly. of 3.5' Conc. Steps
+ walk

		147.2	147.5	147.2	148.1	148.2
	16.5	14.3	13.5	13.3	13.2	
	25	9	soil	20	25	
		edge		edge		
	147.4	147.8	148.3	148.2	149.4	149.6
	13.8	13.6	13.1	12.7	12.9	11.8
	35	25	12	16	25	35
			edge		edge	
	148.1	148.4	148.4	149.2	149.8	151.40
	13.1	12.8	13.0	12.4	12.7	11.45
	35	25	14	15	23.8	25.5
			edge	16.43	edge	step
					walk	walk
						9.65
						35

Alley BIK 88 Pt. Loma Hgts.

Cross section for grade Est. W.O. 25020
3-6-50

Sammermeyer

McCoy

Allen

Burch

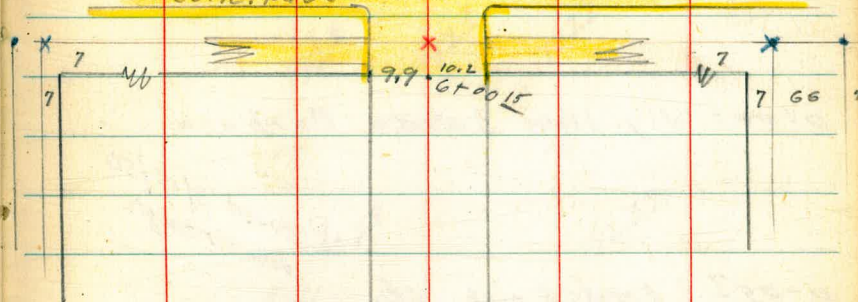
- = Fd. L+T.
- + = " cross in walk
- = set of disk
- × = cut cross in Conc.

See: PROFILE No.
4123

INDEXED
W. K.
MAR 14 1950

67

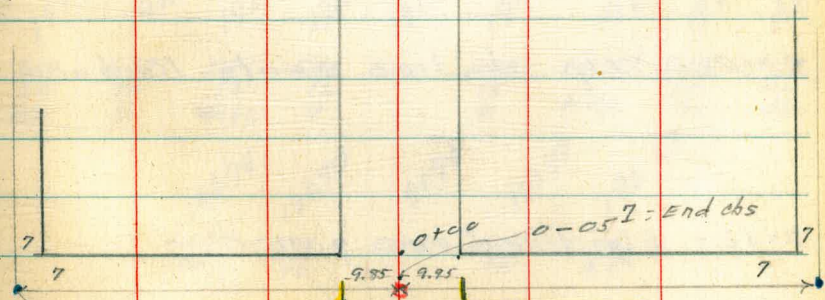
QUIZOT. Conc. Pavement.
Conc. Pav.



Newport

2+49.5 P.O.T.

Santa Monica



Santa Barbara
unimproved.

0-00 = Wly. line Santa Barbara

Reduced 3/15/50
John Firebaugh

0-05 = Emd Exist cl.

0-08 = cl. E.C. (V Rad. Ret.)

0-09 = Wly edge Conc. gutter

0-10 = Wly. cb. line Santa Barbara

0-12 = Fly. line Conc. gutter

Santa Barbara
Santa Monica 3.37 197.58 — 194.21 N.W.B.A

192.5
5.0
10
192.4
5.2
10
192.2
4.7
10

192.27
5.31
9.85
192.57
5.01
9.25

192.26
5.32
9.85
cl. E.C.
192.55
5.03
9.25
cl. E.C.

191.75
5.83
70
191.66
5.92
191.93
5.65
105

191.45
6.13
70
cl
90.81
6.77
70
G
192.23
5.35
72
cl. B.C.
191.58
6.00
72
G
191.56
6.02
72
G
191.88
5.70
72
G
192.53
5.05
72
cl. B.C.
192.44
5.14
60
G
193.08
4.50
60
cl

190.95
6.63
70
191.70
5.88
72
191.74
5.84
72
191.99
5.59
72
192.58
5.00
60

197.58
}

1+50

1+46

10° Rt. = End Conc. Apron to double Gar.

1+37

11° Lt. = start 6" wide 4' High Conc. wall.

1+31

10' Rt. = start Conc. to double Gar.

1+00

0+97

10' Rt. = ± 2⁵' wide Conc. walk

0+50

188² 188¹ 189²
 $\frac{7.4}{10}$ 7.5 $\frac{8.6}{10}$

189.04 189.90
 $\frac{8.54}{10}$ $\frac{7.68}{14}$
 Apron Floor

188²
 $\frac{8.7}{11}$
 Base of Wall

189.37 189.95
 $\frac{8.21}{10}$ $\frac{7.63}{14}$
 Apron Gar. Floor

189⁶ 190² 190¹ 190³ 191²
 $\frac{8.0}{50}$ $\frac{7.4}{10}$ 7.5 $\frac{7.3}{10}$ $\frac{6.4}{50}$

190.90
 $\frac{6.68}{10}$
 walk

191¹ 191⁵ 191⁸
 $\frac{5.7}{10}$ 6.1 $\frac{5.8}{10}$

197.58

2+50 $\frac{183'}{4.6}$ $\frac{182'}{4.9}$ $\frac{181'}{6.0}$
 $\frac{10}{99}$

2+49^e 9^g Rt. = start wall. - Conc. footing
 6" wide Conc. block
 $\frac{183'}{4.5}$ $\frac{181.4}{6.0}$ $\frac{187.1}{0.3}$
 End Base Top
 $\frac{99}{99}$

2+45 12^e Rt. = End double Bar
 conc. apron to
 $\frac{183.72}{3.96}$ $\frac{185.09}{2.59}$
 apron Bar
 $\frac{12}{27}$

2+30 12^e Rt. = start^{conc.} Bar.
 apron to double
 $\frac{184.13}{3.55}$ $\frac{185.09}{2.59}$
 Apron Bar
 $\frac{12}{27}$
187.68

T.P. 3.01 187.68 12.91 184.67

2+00 $\frac{185.3}{12.3}$ $\frac{185.6}{12.0}$ $\frac{185.4}{12.2}$ $\frac{185.8}{11.8}$ $\frac{186.6}{11.0}$
 $\frac{50}{10}$ $\frac{50}{10}$

1+51 11^e Lt. = End 6" wide wall
 $\frac{187.4}{10.2}$ $\frac{188.1}{9.5}$
 Base End
197.58

3+50¹ 10⁵ Lt. = start Conc. wide.

10[±] Rt. = ± 6" wide Conc. wall
 3+50 10⁵ Lt. = end Conc. Ret. wall

3+48

3+30 10' Lt. = start Conc. Ret. wall

3+00 Cont.

also = E N. + S. Conc. wall

3+00 9⁹ Rt. = End 6" wide Conc. wall.

4

177 ⁵	179 ⁵	175 ⁹	177 ²				
10.2 50 End. west of wall	8.2 10 ⁵ Top.	11.8 10 ⁵ Base	14.7 10 ⁵ End				
179 ⁶	179.5 ³	177 ¹	177 ¹	176 ¹	177 ⁴	177 ⁹	179 ¹
8.1 50 End.	8.15 10 ⁵ Top	10.0 10 ² Base	10.6 10	11.0	10.3 10	10.7 10 ⁴ Base	8.6 10 ⁴ Top wall
	178 ⁴	177 ⁰	176 ⁸	177 ⁶			
	9.3 10	10.7 5	10.9	10.1 10			
	179 ⁸	178 ⁸	179 ²				
	7.9 10 Top	8.9 10 Base	8.5 10 End				
				181 ²		179 ⁶	
				6.5 50 Top of wall + End to East		8.1 50 End. to west of wall	
	181 ⁸	181 ³	180 ⁶	180 ²	180 ³	185 ⁶	
	5.9 50	6.4 10	7.1	7.0 9.2 End	7.0 9.9 Base wall	2.1 9.9 Top	
				187.68			

Alley BIK, 88 PA Loma Hgts

4+18 10' Lt. = 3' wide Conc. walk

4+13 11² Rt. = Start Conc. Apron to Sing. Gar.

4+00 Cont

Also start 6" conc. wall.

4+00 10' Lt. = End 6" wide Conc. wall

T.P. 1.50 176.40 12.78 179.90

3+81 10² Lt. = start 6" wide Conc. wall.

3+69 10² Lt. = End Conc. wall.

72

17322 17336
 $\frac{3.18}{15}$ $\frac{3.04}{10}$

17318 17332
 $\frac{3.22}{11\frac{1}{2}}$ $\frac{3.08}{14\frac{1}{2}}$
 Apron Gar.

1755 1742 1745 1740
 $\frac{0.9}{50}$ $\frac{2.4}{50}$ $\frac{1.9}{10\frac{1}{2}}$ $\frac{2.4}{10\frac{1}{2}}$
 End End Top Base
 West East wall to west
 of wall of wall

1744 1735 1742 1738 1743 1741
 $\frac{2.0}{10\frac{1}{2}}$ $\frac{2.8}{10\frac{1}{2}}$ $\frac{2.2}{10}$ $\frac{2.6}{10}$ $\frac{2.1}{10}$ $\frac{2.3}{50}$
 Top Base
 Wall to East 176.40

1782 1732 1754
 $\frac{9.0}{10\frac{1}{2}}$ $\frac{14.0}{10\frac{1}{2}}$ $\frac{12.3}{10\frac{1}{2}}$
 Top Base End

1792 1745 1752
 $\frac{8.4}{10\frac{1}{2}}$ $\frac{13.2}{10\frac{1}{2}}$ $\frac{12.0}{10\frac{1}{2}}$
 Top Base End

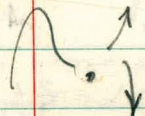
187.68

Alley Bk. 88 Pt. Loma Hqts.

5+00 Cont.

5+00 also = start 6" wide Conc. wall.
12² Rt. = End 6" Conc. wall

A+72 10² Lt. = End Conc. Apron to double Bar.



A+57 10² Lt. = start Conc. apron to double Bar.

A+50 10¹ Lt. = End 6" wide Conc. wall.
11⁶ Rt. = start 6" wide Conc. wall

T.P 2.31 172.35 6.36 170.04

A+24 11² Rt. = End Conc. Apron to Sing Bar.

±

73

165⁴
7.0
14
8.0
30

167² 165⁰ 165³ 165³ 165³ 166⁸
5.4 7.4 6.9 7.1 7.1 5.6
10 10 10 12² 12² 12²
End Base top wall

169.42 170.92
2.93 1.43
10² 30
Apron Bar.

170.04 170.92
2.31 1.43
10² 30
Apron Bar

172⁰ 170⁰ 170³ 169⁵ 169⁷ 169⁵ 169² 169⁵
0.4 2.4 2.2 2.9 2.7 2.9 3.2 2.9
10¹ 10¹ 10 11⁶ 11⁶ 11⁶ 11⁶
top wall Base End Base top wall

172.35

172.85 173.33
3.55 3.07
11² 14²
Apron Bar.

176.40

Alley BIK. 88 Pt. Lama Hqts

S.W.B.P.
Newport
Quizot

1.63 $\frac{+0.04}{163.72}$ (163.76)

6+12¹⁵ = Ely Cl. line Quizot Rods on Pavc.

10.2 Rt. = start Alley cdo.
9.9 Lt. = " " "
6+00¹⁵ = start Conc. Pavc
= Ely. line Quizot

T.P. 5.71 165.35 12.71 159.64

5+50

5+40 22' RT = end same

5+25 22' RT = start Conc. apron to ^{double Gar.}

5+17 13⁹ RT = End 6" wide Conc. wall.

~~157.03~~ ~~155.03~~ ~~156.03~~ ~~155.95~~ ~~155.50~~ ~~154.90~~ ~~154.73~~ ~~152.16~~ ~~159.80~~
7.32 $\frac{9.32}{50}$ $\frac{9.40}{10}$ 9.85 $\frac{10.45}{10}$ $\frac{10.62}{12}$ $\frac{12.55}{50}$

~~156.72~~ ~~156.22~~ ~~155.64~~ ~~155.45~~ ~~155.55~~
8.63 $\frac{9.13}{99}$ 9.71 $\frac{9.90}{105}$ 9.80 $\frac{10.5}{105}$
G. G. G. G. G.

165.35

~~162.6~~ ~~161.9~~ ~~160.2~~ ~~160.8~~ ~~160.6~~
 $\frac{9.8}{30}$ $\frac{10.5}{10}$ 12.2 $\frac{11.6}{10}$ $\frac{11.8}{30}$

~~162.73~~ ~~162.93~~
 $\frac{9.62}{22}$ $\frac{9.42}{25}$
apron Gar.

~~162.91~~ ~~163.03~~
 $\frac{9.44}{22}$ $\frac{9.32}{25}$
apron Gar.

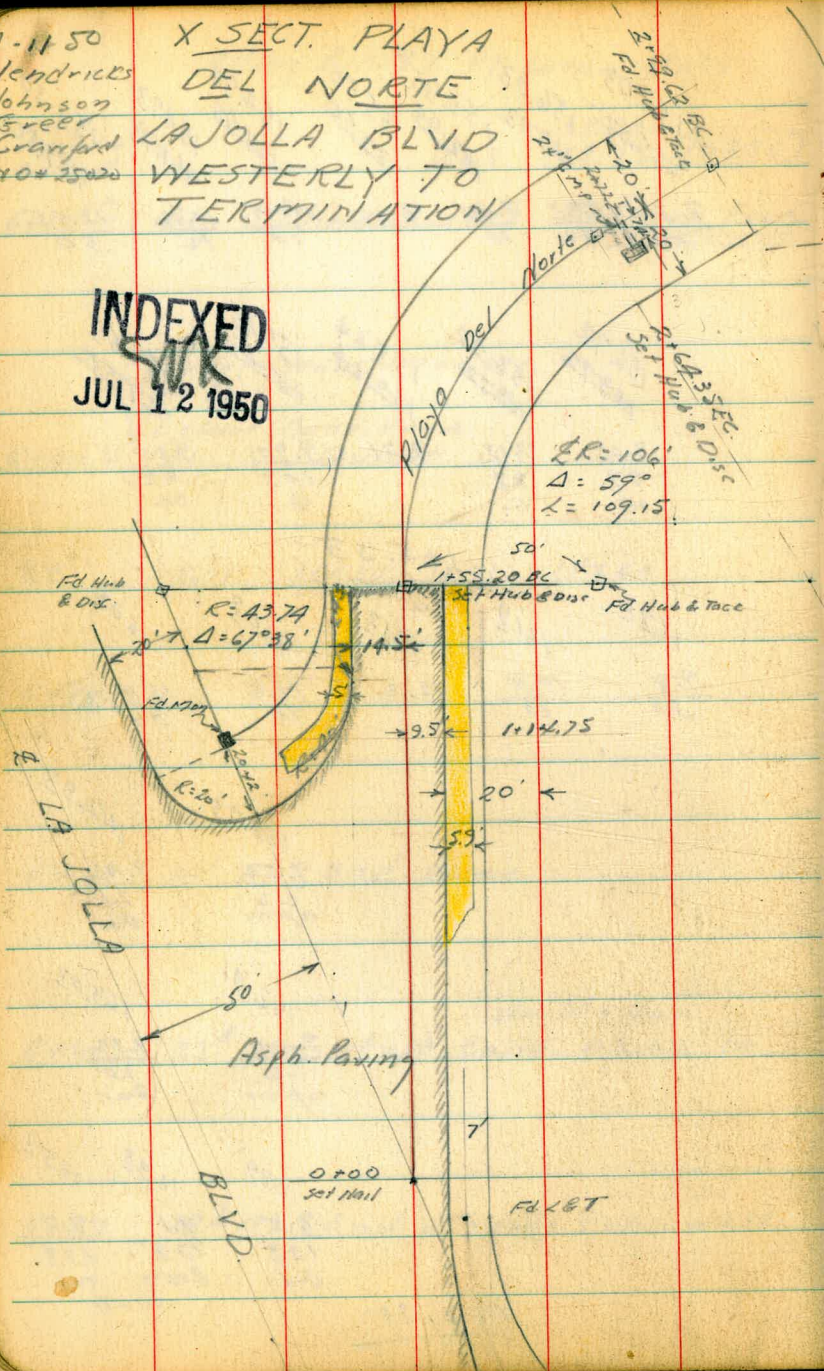
~~163.9~~ ~~163.3~~ ~~165.1~~
8.5 $\frac{9.1}{139}$ $\frac{7.3}{139}$
G.d. Base top wall

172.35

7-11-50
Hendricks
Johnson
Green
Crawford
1102 25020

X SECT. PLAYA
DEL NORTE
LAJOLLA BLVD
WESTERLY TO
TERMINATION

INDEXED
JUL 12 1950



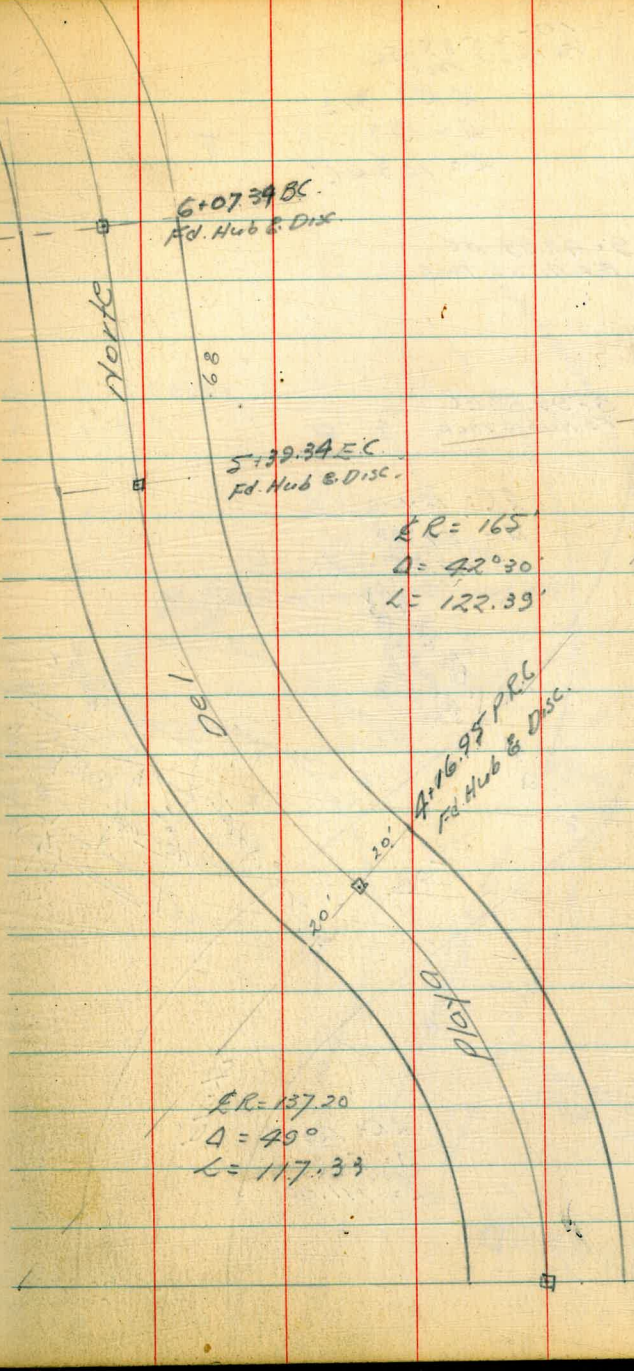
R=106'
Δ=59°
L=109.15'

R=43.74
Δ=67°38'

Asph. Paving

BLVD

FLIET



6+07.34 BC
Fd. Hub & Disc

5+39.34 EC
Fd. Hub & Disc

R=165
Δ=42°30'
L=122.39'

4+16.95 PRG
Fd. Hub & Disc

R=137.20
Δ=49°
L=117.33'

2+99.62 BC
Fd. Hub & Disc

1014585 EC
Fd Hub & Track
LR = 312'
Δ = 19°
L = 103.46'

9+42.39 BC
Fd Hub & Track

8+99.83 EC
Fd Hub & Track

LR = 124.10'
Δ = 51°30'
L = 111.55'

1+88.34 BC
Fd Hub & Track

LR = 120'
Δ = 53°
L = 111.00'

6+07340
Fd Hub & Track

New E - Notes -
B-1979-P.72

Fd. Hub
Base of Hub disc
FB 1303 MSB

LR = 94.77'

47.06

12+6

LS = E.C.

50.50 (ties)

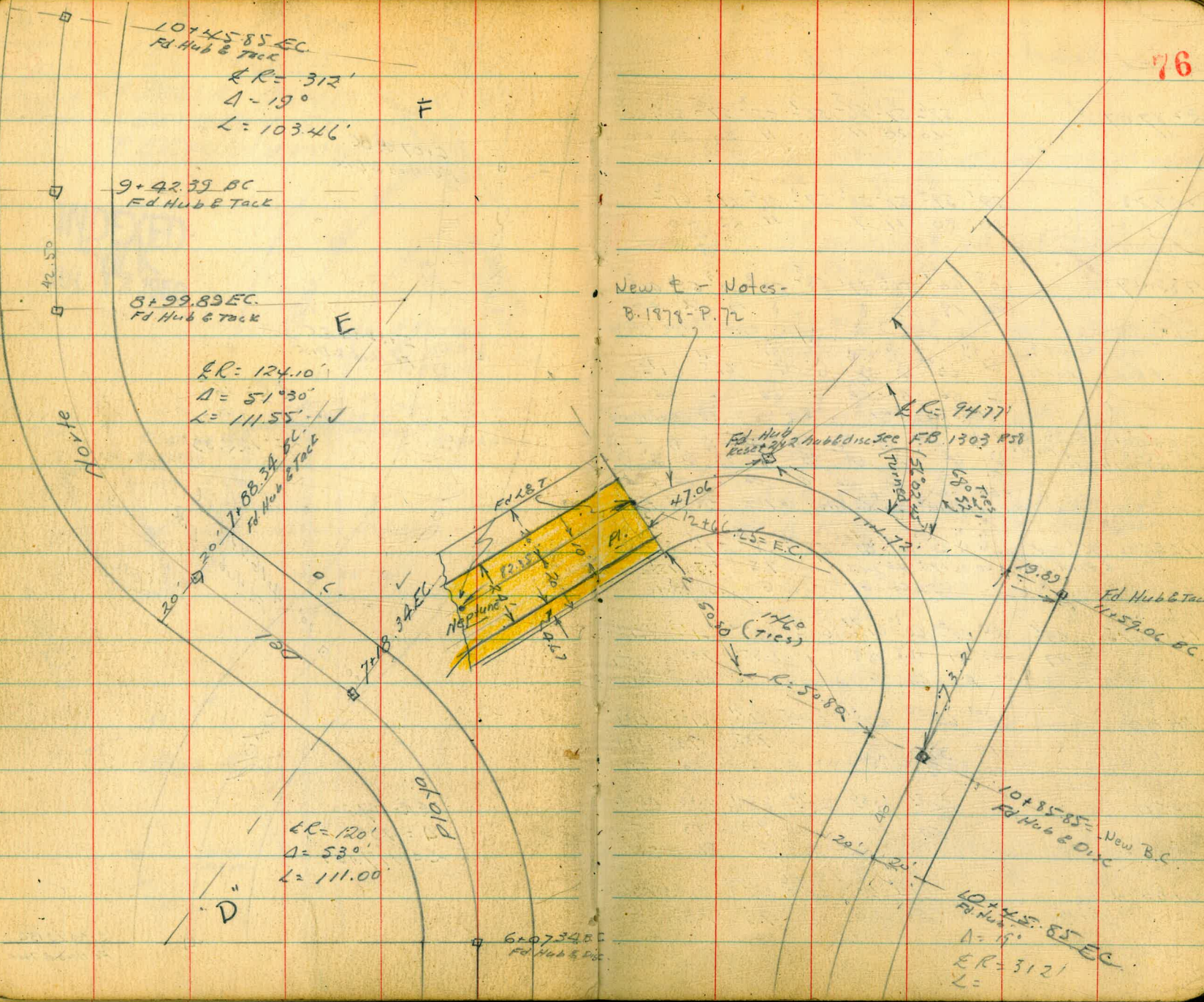
L = 50.80'

19.89

Fd Hub & Track
1+59.06 BC

10+85-85 = New BC
Fd Hub & Disc

10+45-85 EC
Fd Hub
Δ = 19°
LR = 312'
L =



Levels Playa Del Norte

Sections checked in pencil are OK.
 " " " " Red-Have

2+37.07 ✓ ^{changes} 57⁸ 57⁵ 56⁵ 56⁷ 55⁸ 57⁵ 60⁶ 60³
 40 20 " " 11 20 28 40

2+09.78 ✓ 59¹ 59⁴ 57⁸ 58¹¹ 57⁷ 56⁵ 61⁶ 61²
 See B. 1878-P. 71 for New shot on Lt. 40 20 11 7 11 22 40

1+82.49 ✓ 60⁵ 60¹ 58⁹ 59¹ 58⁵ 57³ 58⁷ 62² 61⁵
 TP dk To Here 40 18 13 8 8 13 22 40

40' CB Rad. 1 parts 62⁸⁴ 63⁴⁶ 64³⁶ 64⁹¹ 64²⁴ 61¹¹ 61⁷⁶
 G Ch G Ch G Ch G Ch
 PCC #1 #2 EC - Del Norte

SE CB Rad. 20' Rad. La Jolla & Del Norte 1:33.2 3 parts 63²² 64⁰⁴ 63⁴⁶ 64⁰⁴ 63⁵² 63⁹⁵ 63⁴⁰ 63⁹⁰ 62⁸⁴ 62⁴⁶
 G Ch G Ch G Ch G Ch G Ch
 +50' 150' on La Jolla on La Jolla #1 #2 PCC

1155.20 BC (End Ch) 40 20 17.5 14.5 14.5 9.5 9.5 15 2 20
 & ASPA Pav. SW Ch G G Ch SW

1+14.75 63⁷ 62⁶ 62²⁴ 62³⁰ 61⁷⁷ 60⁹⁹ 60⁴⁴ 61¹³ 61¹⁴
 47 283 21 188 188 9.35 9.35 15.1
 SW SW Ch G G Ch SW

1+00 63²¹ 62⁵⁶ 62³¹ 61⁴⁵ 60⁹¹ 61⁵² 61⁵¹
 312 312 20 9.35 9.35 15.1
 Ch G G Ch SW

0+50 64⁵⁷ 63⁸⁶ 62⁹⁹ 62⁴¹ 63⁰⁰ 63⁰⁹
 50 20 9.3 9.3 15
 G Ch SW

0+00 W. Lanz La Jolla Blvd 66³⁷ 65²⁸ 64⁵⁶ 63⁹⁴ 64⁰¹ 64⁷⁴
 50 20 9.3 9.3 15
 G Ch SW

checked. 10-23-50 7.0

4

77

4+47⁵⁸ ✓ 51⁷ 51⁰ 49⁸ 50¹ 49¹ 50² 50² 52⁴ 53¹ 54³
 45 32 23 12 10 17 20 26 45

4+16⁹⁵ PRL ✓ 51⁵ 51¹ 50⁶ 51⁰ 50⁵ 51⁶ 54⁰ 55²
 48 32 28 20 16 24 40

3+87⁶¹ ✓ 51⁸ 51² 51⁶ 50⁹ 51⁷ 52³ 54³ 55⁷ 56²
 40 21 20 10 15 20 29 50

3+58²⁸ 52⁹ 52⁶ 51⁸ 52³ 52⁰ 52⁷ 53⁵ 55⁵
 50 39 33 20 14 20 40

3+38²⁵ 53⁵ 53⁶ 52⁴ 53⁰ 52⁶ 53⁵ 54² 55⁰ 55⁵
 45 36 32 20 12 14 20 40

2+99⁶² ✓ 54⁶ 54⁶ 53³ 53⁸ 54⁶ 53⁹ 54⁹ 56¹ 57¹ 57⁴
 40 32 27 20 14 15 20 27 40

2+72.1 (2 x 3.4 grade) 55⁰⁵ 52.82
 74 74
 Grate FL.

2+66 Power Pole 18.7 ft. #287

2+64³⁵ ✓ 56² 56¹ 55⁰ 55⁸ 54⁷ 56⁹ 58⁷ 59⁵
 40 20 17 8 20 24 40

6+62.84 ✓
 44⁶ 44⁷ 43⁸ 44³ 45¹ 45⁶ 50⁵
 45 28 20 20 24 29

6+38.09 ✓
 45³ 45³ 44³ 45³ 45³ 45⁷ 47³
 40 26 20 17 20 31

6+07.34 BC ✓
 45³ 45⁹ 45⁰ 45⁸ 46³ 47¹ 47¹ approx
 40 25 20 20 27 27.5
 4' Conc. Wall from Gar.

5+53 Single Garage on Rt.
 (Rt. to E)
 47³ 47⁷
 29.7 32.5
 Ramp Fl.

(Garage is Parallel to Lots)
 5+58 Double Garage on Rt.
 (Rt. to S)
 48¹⁹ 48²⁹
 29.5 33
 Ramp Fl.

5+42 Power Pole # 339 12' Lt.

5+39 EC 11' Rt. ✓
 Fire Hydr.
 48¹ 47¹ 47⁰ 47² 47² 47² 48¹ 51¹
 36 20 10 7 14 20 40

5+08.75 ✓
 49³ 45⁷ 47² 45⁰ 47.8 47² 48⁹ 52³ 53³
 40 24 19 8 10 20 29 38

4+78.15 ✓
 50⁵ 50⁴ 48⁵ 48⁹ 48⁸ 48² 50⁰ 51¹ 52⁷ 53¹
 40 23 19 12 5 18 20 25 40

8+62 36⁰ 36³ 36⁵ 36⁰ 35⁶
 40 20 20 40

8+44.12 35⁹ 36⁴ 36⁶ 37⁴ 36⁷
 Begin New Sections Here 40 20 20 36
 See 1878-72

8+16.23 39⁴ 39² 38⁷ 38¹ 38⁹ 38²
 40 20 12 20 40

7+88.34 BC ✓
 41¹ 40⁸ 40⁶ 40⁷ 40⁶ 41⁴ 43⁰
 40 20 13 14 20 40

7+39 & Garage on Rt. ✓
 43⁷ 42⁵ 41⁵ 41⁸ 42⁶ 42⁵
 40 20 16 20 29.3
 Fl.

7+16 Power Pole # 311 19' Lt.

7+18.34 EC ✓
 43⁷ 43⁸ 42² 42⁵ 42⁸ 44³ 45³
 See 1878-271 40 20 17 11 20 24
 7+09.3

6+90.59 ✓
 44⁵ 44³ 43² 43² 44⁸ 45¹
 45 25 20 20 26

6+82 Single Gar on Rt.
 (Rt. to S to E Gar.)
 44⁸ 45²²
 18.6 28.9
 Fl.

£

10+85.85 BC. 25⁵ 25⁰ 21⁷ 20.8 22² 21²
on Lt. 50 32 18 20 30

10+45.85 E.C. 25⁵ 24⁸ 23⁶ 23² 22⁹ 19⁹ 20⁹ 24² 24⁰
40 18 12 18 22 28 34 46

10+30 25³ 24⁹ 24¹ 20² 20⁸ 24⁴ 25⁴
40 20 8 16 19 33

10+17 B.M. of Ditch 25⁴ 24⁶ 22⁵ 20⁶ 20⁶ 21⁴ 25⁴ 26³ 25⁹
37 16 4 2 5 10 20 36

10+00 25² 24¹ 21⁶ 21⁷ 25⁶ 26⁷ 26⁸ 27⁹
35 20 14 6 20 34 40

9+68.25 26⁰ 23³ 26¹ 28¹ 29¹ 29⁵
38 16 4 20 40
(0.104)

9+42.39 BC. 27⁸ 25² 24⁵ 26⁸ 30⁹ 31⁰ 30⁷
50 40 5 6 20 40

9+33 power Pole #257 19' Lt.

8+99⁸ E.C. 29⁶ 26² 25⁴ 29³ 34⁰ 34¹ 33⁹
40 30 5 13 20 40

8+84 30⁰ 29⁶ 26⁸ 26¹ 26⁷ 27⁰ 32² 34⁴ 34⁸ 34³
42 33 30 20 4 9 15 20 40

£

B.M.

17.33 17.40

C.T. 0190
FB 1303 P. 58

12+72.97

17⁸ 17¹ 10² 9² 9⁰
114 46 20 46

12+44.50

17⁵ 17⁰ 15⁸ 13³ 8⁰ 7⁵
48 24 15 23 35

12+16.02

17⁸ 17⁵ 16⁹ 16⁰ 9⁸ 8²
50 20 13 27 42

11+57²

18⁰ 18⁰ 18¹ 17⁹ 16² 10⁷ 10⁷
50 25 23 31 40 55

(+P. 11)

11+59⁰ BC

18⁶ 20¹ 19² 18³ 18⁷ 18⁷ 19⁵ 20⁴
on Rt. 67 59 52 40 20 20 40

11+43

24⁴ 23⁰ 19⁴ 19¹ 18² 19² 19⁸ 20⁵
68 45 39 31 20 20 40

11+20

25¹ 23² 20² 19⁸ 20² 20⁵ 21⁴
50 37 28 20 20 40

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Central Angle	Tangent	External	Central Angle	Tangent	External	Central Angle	Tangent	External
31°	1589.0	216.3	41°	2142.2	387.4	51°	2732.9	618.4
10'	1598.0	218.7	10'	2151.7	390.7	10'	2743.1	622.8
20	1606.9	221.1	20	2161.2	394.1	20	2753.4	627.2
30	1615.9	223.5	30	2170.8	397.4	30	2763.7	631.7
40	1624.9	226.0	40	2180.3	400.8	40	2773.9	636.2
50	1633.9	228.4	50	2189.9	404.2	50	2784.2	640.7
32	1643.0	230.9	42	2199.4	407.6	52	2794.5	645.2
10	1652.0	233.4	10	2209.0	411.1	10	2804.9	649.7
20	1661.0	235.9	20	2218.6	414.5	20	2815.2	654.3
30	1670.0	238.4	30	2228.1	418.0	30	2825.6	658.8
40	1679.1	241.0	40	2237.7	421.4	40	2835.9	663.4
50	1688.1	243.5	50	2247.3	425.0	50	2846.3	668.0
33	1697.2	246.1	43	2257.0	428.5	53	2856.7	672.7
10	1706.3	248.7	10	2266.6	432.0	10	2867.1	677.3
20	1715.3	251.3	20	2276.2	435.6	20	2877.5	682.0
30	1724.4	253.9	30	2285.9	439.2	30	2888.0	686.7
40	1733.5	256.5	40	2295.6	442.8	40	2898.4	691.4
50	1742.6	259.1	50	2305.2	446.4	50	2908.9	696.1
34	1751.7	261.8	44	2314.9	450.0	54	2919.4	700.9
10	1760.8	264.5	10	2324.6	453.6	10	2929.9	705.7
20	1770.0	267.2	20	2334.3	457.3	20	2940.4	710.5
30	1779.1	269.9	30	2344.1	461.0	30	2951.0	715.3
40	1788.2	272.6	40	2353.8	464.6	40	2961.5	720.1
50	1797.4	275.3	50	2363.5	468.4	50	2972.1	725.0
35	1806.6	278.1	45	2373.3	472.1	55	2982.7	729.9
10	1815.7	280.8	10	2383.1	475.8	10	2993.3	734.8
20	1824.9	283.6	20	2392.8	479.6	20	3003.9	739.7
30	1834.1	286.4	30	2402.6	483.3	30	3014.5	744.6
40	1843.3	289.2	40	2412.4	487.2	40	3025.2	749.6
50	1852.5	292.0	50	2422.3	491.0	50	3035.8	754.6
36	1861.7	294.9	46	2432.1	494.8	56	3046.5	759.6
10	1870.9	297.7	10	2441.9	498.7	10	3057.2	764.6
20	1880.1	300.6	20	2451.8	502.5	20	3067.9	769.7
30	1889.4	303.5	30	2461.7	506.4	30	3078.7	774.7
40	1898.6	306.4	40	2471.5	510.3	40	3089.4	779.8
50	1907.9	309.3	50	2481.4	514.3	50	3100.2	784.9
37	1917.1	312.2	47	2491.3	518.2	57	3110.9	790.1
10	1926.4	315.2	10	2501.2	522.2	10	3121.7	795.2
20	1935.7	318.1	20	2511.2	526.1	20	3132.6	800.4
30	1945.0	321.1	30	2521.1	530.1	30	3143.4	805.6
40	1954.3	324.1	40	2531.1	534.2	40	3154.2	810.9
50	1963.6	327.1	50	2541.0	538.2	50	3165.1	816.1
38	1972.9	330.2	48	2551.0	542.2	58	3176.0	821.4
10	1982.2	333.2	10	2561.0	546.3	10	3186.9	826.7
20	1991.5	336.3	20	2571.0	550.4	20	3197.8	832.0
30	2000.9	339.3	30	2581.0	554.5	30	3208.8	837.3
40	2010.2	342.4	40	2591.0	558.6	40	3219.7	842.7
50	2019.6	345.5	50	2601.1	562.8	50	3230.7	848.1
39	2029.0	348.6	49	2611.2	566.9	59	3241.7	853.5
10	2038.4	351.8	10	2621.2	571.1	10	3252.7	858.9
20	2047.8	354.9	20	2631.3	575.3	20	3263.7	864.3
30	2057.2	358.1	30	2641.4	579.5	30	3274.8	869.8
40	2066.6	361.3	40	2651.5	583.8	40	3285.8	875.3
50	2076.0	364.5	50	2661.6	588.0	50	3296.9	880.8
40	2085.4	367.7	50	2671.8	592.3	60	3308.0	886.4
10	2094.9	371.0	10	2681.9	596.6	10	3319.1	892.0
20	2104.3	374.2	20	2692.1	600.9	20	3330.3	897.5
30	2113.8	377.5	30	2702.3	605.3	30	3341.4	903.2
40	2123.3	380.8	40	2712.5	609.6	40	3352.6	908.8
50	2132.7	384.1	50	2722.7	614.0	50	3363.8	914.5

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Central Angle	Tangent	External	Central Angle	Tangent	External	Central Angle	Tangent	External
61°	3375.0	920.2	71°	4086.9	1308.2	81°	4893.6	1805.3
10'	3386.3	925.9	10'	4099.5	1315.6	10'	4908.0	1814.7
20	3397.5	931.6	20	4112.1	1322.9	20	4925.5	1824.1
30	3408.8	937.3	30	4124.8	1330.3	30	4937.0	1833.6
40	3420.1	943.1	40	4137.4	1337.7	40	4951.5	1843.1
50	3431.4	948.9	50	4150.1	1345.1	50	4966.1	1852.6
62	3442.7	954.8	72	4162.8	1352.6	82	4980.7	1862.2
10	3454.1	960.6	10	4175.6	1360.1	10	4995.4	1871.8
20	3465.4	966.5	20	4188.5	1367.6	20	5010.0	1881.5
30	3476.8	972.4	30	4201.2	1375.2	30	5024.8	1891.2
40	3488.3	978.3	40	4214.0	1382.8	40	5039.5	1900.9
50	3499.7	984.3	50	4226.8	1390.4	50	5054.3	1910.7
63	3511.1	990.2	73	4239.7	1398.0	83	5069.2	1920.5
10	3522.6	996.2	10	4252.6	1405.7	10	5084.0	1930.4
20	3534.1	1002.3	20	4265.6	1413.5	20	5099.0	1940.3
30	3545.6	1008.3	30	4278.5	1421.2	30	5113.9	1950.3
40	3557.2	1014.4	40	4291.5	1429.0	40	5128.9	1960.2
50	3568.7	1020.5	50	4304.6	1436.8	50	5143.9	1970.3
64	3580.3	1026.6	74	4317.6	1444.6	84	5159.0	1980.4
10	3591.9	1032.8	10	4330.7	1452.5	10	5174.1	1990.5
20	3603.5	1039.0	20	4343.8	1460.4	20	5189.3	2000.6
30	3615.1	1045.2	30	4356.9	1468.4	30	5204.4	2010.8
40	3626.8	1051.4	40	4370.1	1476.4	40	5219.7	2021.1
50	3638.5	1057.7	50	4383.3	1484.4	50	5234.9	2031.4
65	3650.2	1063.9	75	4396.5	1492.4	85	5250.3	2041.7
10	3661.9	1070.2	10	4409.8	1500.5	10	5265.6	2052.1
20	3673.7	1076.6	20	4423.1	1508.6	20	5281.0	2062.5
30	3685.4	1082.9	30	4436.4	1516.7	30	5296.4	2073.0
40	3697.2	1089.3	40	4449.7	1524.9	40	5311.9	2083.5
50	3709.0	1095.7	50	4463.1	1533.1	50	5327.4	2094.1
66	3720.9	1102.2	76	4476.5	1541.4	86	5343.0	2104.7
10	3732.7	1108.6	10	4489.9	1549.7	10	5358.6	2115.3
20	3744.6	1115.1	20	4503.4	1558.0	20	5374.2	2126.0
30	3756.5	1121.7	30	4516.9	1566.3	30	5389.9	2136.7
40	3768.5	1128.2	40	4530.4	1574.7	40	5405.6	2147.5
50	3780.4	1134.8	50	4544.0	1583.1	50	5421.4	2158.4
67	3792.4	1141.4	77	4557.6	1591.6	87	5437.2	2169.2
10	3804.4	1148.0	10	4571.2	1600.1	10	5453.1	2180.2
20	3816.4	1154.7	20	4584.8	1608.6	20	5469.0	2191.1
30	3828.4	1161.3	30	4598.5	1617.1	30	5484.9	2202.2
40	3840.5	1168.1	40	4612.2	1625.7	40	5500.9	2213.2
50	3852.6	1174.8	50	4626.0	1634.4	50	5517.0	2224.3
68	3864.7	1181.6	78	4639.8	1643.0	88	5533.1	2235.5
10	3876.8	1188.4	10	4653.6	1651.7	10	5549.2	2246.7
20	3889.0	1195.2	20	4667.4	1660.5	20	5565.4	2258.0
30	3901.2	1202.0	30	4681.3	1669.2	30	5581.6	2269.3
40	3913.4	1208.9	40	4695.2	1678.1	40	5597.8	2280.6
50	3925.6	1215.8	50	4709.2	1686.9	50	5614.2	2292.0
69	3937.9	1222.7	79	4723.2	1695.8	89	5630.5	2303.5
10	3950.2	1229.7	10	4737.2	1704.7	10	5646.9	2315.0
20	3962.5	1236.7	20	4751.2	1713.7	20	5663.4	2326.6
30	3974.8	1243.7	30	4765.3	1722.7	30	5679.9	2338.2
40	3987.2	1250.8	40	4779.4	1731.7	40	5696.4	2349.8
50	3999.5	1257.9	50	4793.6	1740.8	50	5713.0	2361.5
70	4011.9	1265.0	80	4807.7	1749.9	90	5729.7	2373.3
10	4024.4	1272.1	10	4822.0	1759.0	10	5746.3	2385.1
20	4036.8	1279.3	20	4836.2	1768.2	20	5763.1	2397.0
30	4049.3	1286.5	30	4850.5	1777.4	30	5779.9	2408.9</

$4.07 \times 2 = 8.14$
 $4.92 \times 2 = 9.84$
 $5.81 \times 2 = 11.62$
 12.0
 $6+61 = 12.2$
 15.8
 $10+85.85 = 95.85$
 73.21
 $77+59.06 = 136.11$

38.50
 39.24
 $14 \times 1 = 14$
 $75 \times 20 = 1500$
 $1+66 = 67$
 60
 147.44
 14474
 270
 14562
 14832

34.35
 $147 \times 5 = 735$
 8.26
 $8.37 \times 100 = 837$
 $8.48 \times 200 = 1696$
 $8.59 \times 300 = 2577$
 $8.70 \times 400 = 3480$
 $8.81 \times 500 = 4405$
 $8.92 \times 600 = 5352$
 $9.00 \times 700 = 6300$

43.2
 65
 3.67
 110.58
 61.90
 $+ 48.68$
 147.2
 19.90
 94.82

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 $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.