

1837

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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Completely.

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Made in U. S. A.

W. Pt Loma Sewer	2-32	1
El Cajon at College	33	
Bird Rock Sewer	34-36	
Turquoise Blvd X-sec	37-63	
Mission Blvd (So end)	64-70	

Date Levels
notes

Proposed Line Change W.P. Loma Sewer

Begg

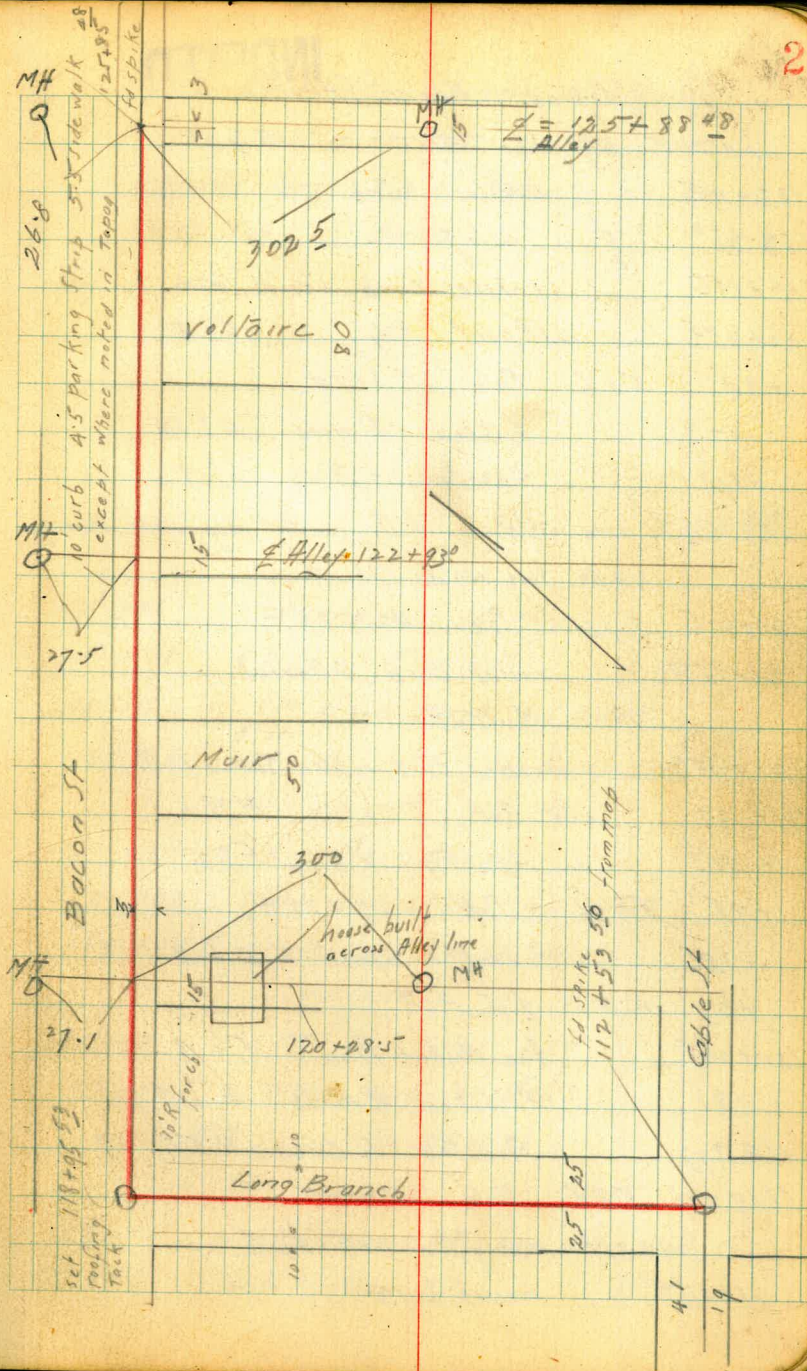
Roberts

Greer

W.P. 60163

see 18 - 1634

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Topog. Bacon St.

+02 by stucco Bldg 32 R

123+00[±] crosses curb

128-93° of alley

122+85[±] crosses curb & ends wide paving

122+85[±] end Apt Bldg 62 R

+84 5-1 L Pole P 2179

+47.7 of step 4' wide 42 R

+39.2 Apartment Bldg 62 R

122+35.2 7/2 side walk 6 R not beg wide paving
2.4 Lt side walk 32 R

121+87[±] 5-7 Lt Pole 427779 H

121+76[±] crosses curb 10' Radius
Muir St

121+45[±] crossed curb return Radius 10 R

121+137 end Apt 52 R

+91.6 by Apartment Bldg 52 R

+85 5-3 Lt Pole 427778 H

+35[±] end of fence 5.6 R

+27 4-2 Lt of 15' Pine

120+06[±] beg Picket fence 5.6 R

+81 Pilaster of porch 4.6 R

119+73 Plaster of porch 4.5 R

119+70 5-2 L Pole P 2145
2.3 Lt edge of side wall 32 R

119+11° crosses curb

3

Topog Bacon St between Long Branch
& alley east of Voltaire taken from of
Proposed Sewer 3' N of Property line on
South Side of Bacon

125+81 crosses curb on alley

125+78 5-2 Lt P 2225

125+66.6 end of curb Ramp beg sidewalk
7' Lt

125+33 end side walk beg Ramp can. 3 R
2.4 L side walk 3'0 R

+83 5-4 L Pole P 2201

124+82 sign pole 4" Steel Pipe 5.6 R

124+66.2 crosses curb on 10' Radius
Voltaire

123+95 mail box Pillor 3.7 R

123+90.7 crosses curb on 1950[±]

+61 5-8 Lt Pole 427780 H
7' Lt sidewalk 3 R

123+50 end of narrow SW beg wide walk

123+44 end of stucco Bldg 32 R

Sewer Levels Long Branch

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116
 T.P. 0.06 $\langle 10.60 \rangle$ 10.40 $\langle 0.54 \rangle$
 +50
 115
 +50
 114
 +50
 113+0
 112+53.50
 2+00
 Long Branch
 6.94 $\langle 20.94 \rangle$ 14.00

from Cable to Bacon + Bacon to Alley east of Vellaire

10.6
 0 0
 $\langle 10.60 \rangle$
 11.23 ✓
 9 71
 11.95 ✓
 8 99
 12.56 ✓
 8 38
 13.25 ✓
 7.69
 13.9 ✓
 7.04
 14.55 ✓
 6 39
 15.41 ✓
 5 53
 $\langle 20.94 \rangle$ ✓ 10.3/6/46
 SW BP cable + Brighton

121 + 45⁴ gutter
curb

121

+50

120

+50

119 + 11 curb

119 + 11 gutt

118 + 53 L.Pt

+50

118

+50

117

+50

Bacon

Long Branch

10.60

3.85 = 6.75 El.

3.10 = 7.5 El.

5

7.46 ✓

3.14 -

7.22 ✓

3.4

7.05 ✓

3.55 -

6.85 ✓

3.75 -

6.35 ✓

4.25 -

5.84 ✓

4.76 -

5.75 ✓

4.87 -

6.78 ✓

3.82 -

7.92 ✓

2.66 -

8.64 ✓

1.96 -

9.26 ✓

1.34 -

9.93 ✓

1.67 -

10.60

+50

124

123+903

+50

123+005

122+86

+50

122

121+758

TP

7.02

<13.62>

4.00

<6.60>

<10.60>

BALON

9.38 ✓

4.24

8.86 ✓

4.76

gutter

4.96 = 8.66 ✓

curb

4.11 = 9.51 ✓

9.24 ✓

4.38

curb

4.61 = 9.01 ✓

gutter

4.90 = 8.72 ✓

gutter

4.88 = 8.74 ✓

curb

4.66 = 8.96 ✓

8.64 ✓

5.00

8.27 ✓

5.35

7.99 ✓

5.63

curb

gut

7.30 ✓

6.32

<13.62>

<10.60>

654

BP NE Bacon W Point Loma Blvd

T.P.	4.56	13.32	6.83	6.49	6.54
			4.86	8.76	<u>05</u>

125 + 85 = 18

+ 81

+ 50

125

Bacon

124 + 66 = 9

13.62

8.86 El.
4.76

gutter 4.61 = 9.01 El.
curb 4.31 = 9.41

4.35 = 9.27

4.06 = 9.56

curb 4.11 = 9.51
gutter 4.86 = 8.76

13.62

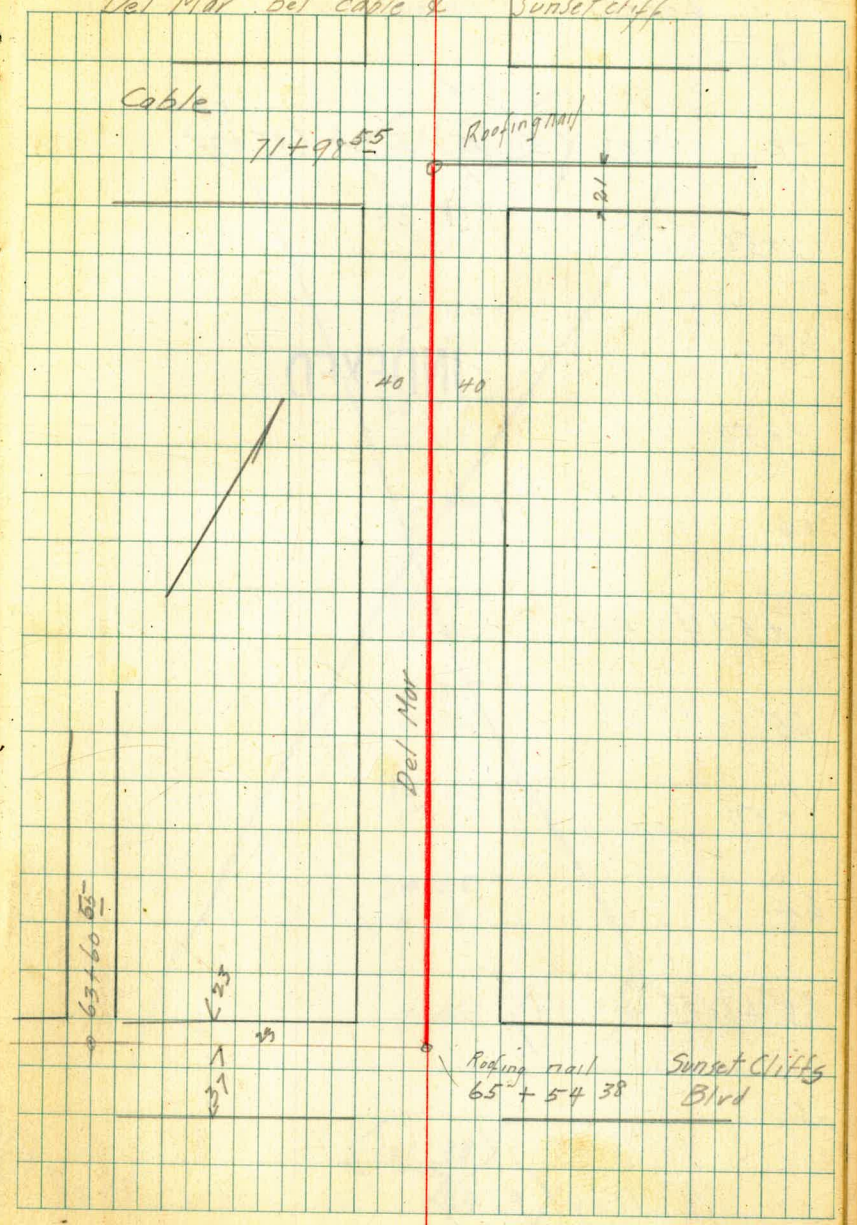
Propose Sewer line Change

see p 1634-12

INDEXED

Del Mar bet cable & Sunset cliff

8



Levels Proposed line change

68

TR. 3.83 $\left\langle \begin{matrix} 39.45 \\ 5.74 \end{matrix} \right\rangle$ $\left\langle \begin{matrix} 35.87 \\ 5.9 \end{matrix} \right\rangle$

+50

67

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+50

66

+54.38 LLH

65

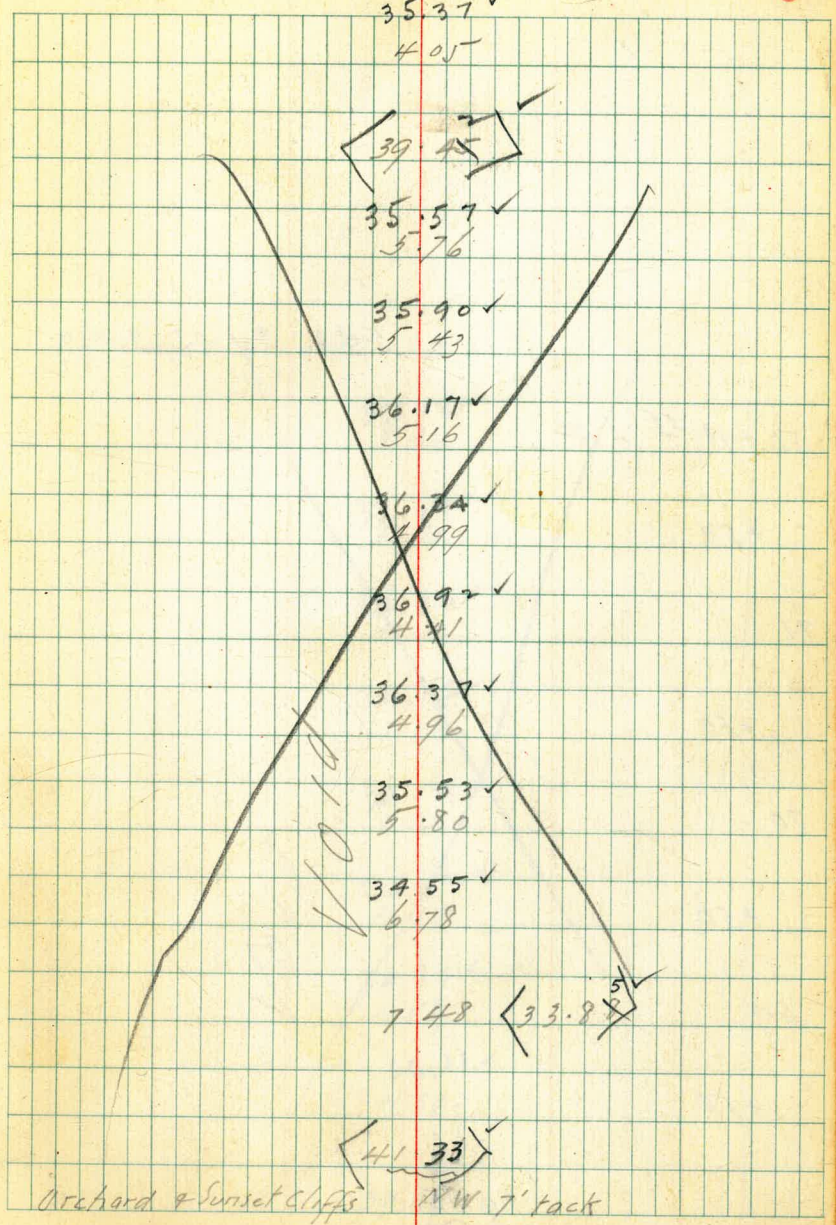
+50

64

63 + 60.55

11.29 $\left\langle \begin{matrix} 41.33 \\ 37 \end{matrix} \right\rangle$

30.0 $\left\langle \begin{matrix} 16.24 \\ 37 \end{matrix} \right\rangle$



542 34 03 33.12
81

71 +98 ⁵⁵ L RH

+50

71

+50

70

+50

69

+50

39.45²

BP Cable Del Mar SE

33.48 ✓
5.94

33.69 ✓
5.73

34.00 ✓
5.40

34.19 ✓
5.23

34.39 ✓
5.03

34.60 ✓
4.80

34.90 ✓
4.52

35.11 ✓
4.31

39.45²

VOID

Levels Sower Line Change

Del Mar from Sunset Cliffs to Cable 11

68

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6.00 34.53 ✓

+50

5.83 34.70 ✓

67

Del Mar

5.51 35.02 ✓

+50

5.19 35.34 ✓

66

5.01 35.52 ✓

+54 38 L. Lt

+

4.45 36.08 ✓

65

5.00 35.53 ✓

+50

5.91 34.62 ✓

64

Sunset Cliffs

6.81 33.72 ✓

63 + 60 55

7.51 <33.02> ✓

T.P.

7.69 <40.53> 1.07 <32.87> ✓
 5.78 <33.91> 2.813

<40.53> ✓

N.W.B.P. Pescadero + Sunset

+ H1 - E1

4.78 33.20 33.12
.08

71 + 98.55 L.Rt.

+50

71

+50

70

+50

69

68 + 50

T.P. 3.32

~~37.98~~
40.53

5.87

~~34.66~~

Del Mar

B.P. Cable and Del Mar S.E.

5.32

~~32.66~~

5.10

32.88 ✓

4.78 - 33.20 ✓

4.61

33.37 ✓

4.22

33.76 ✓

4.18

33.80 ✓

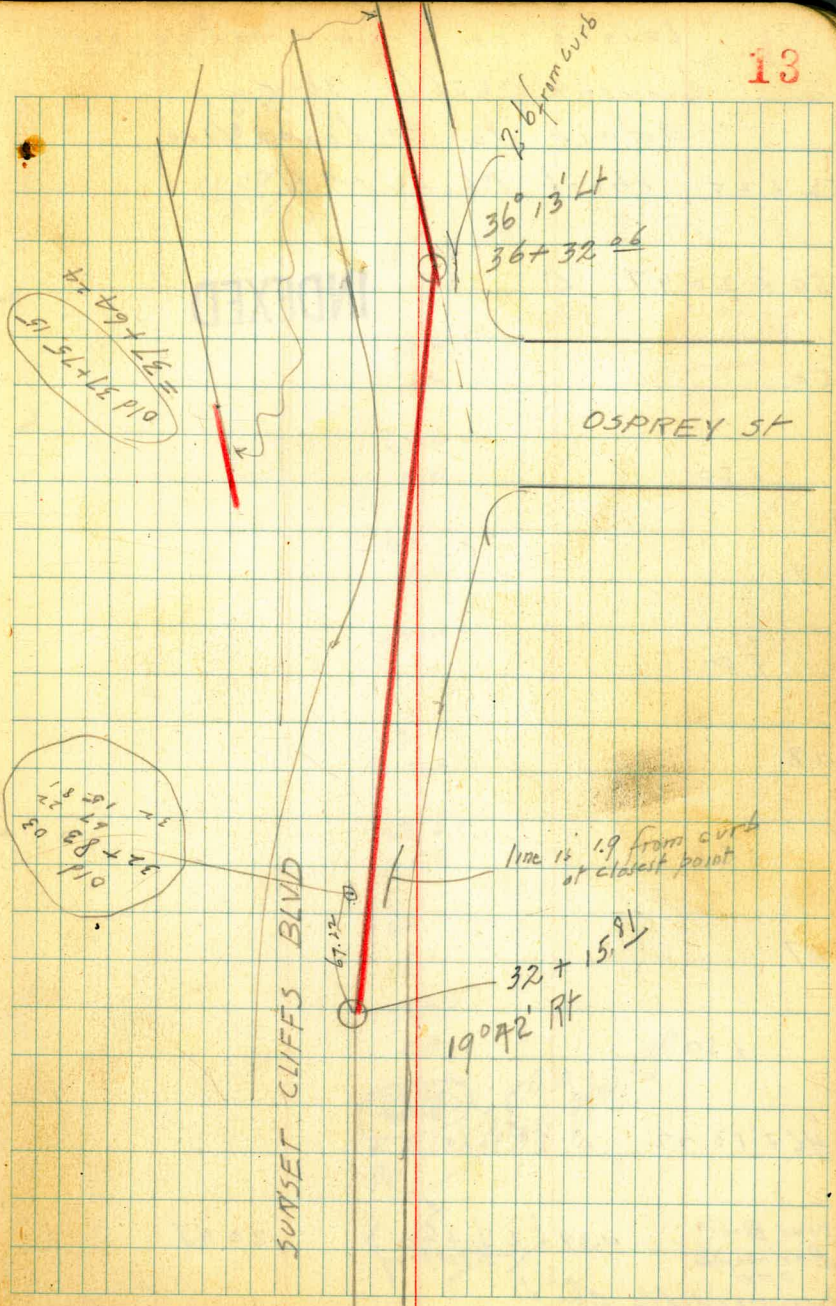
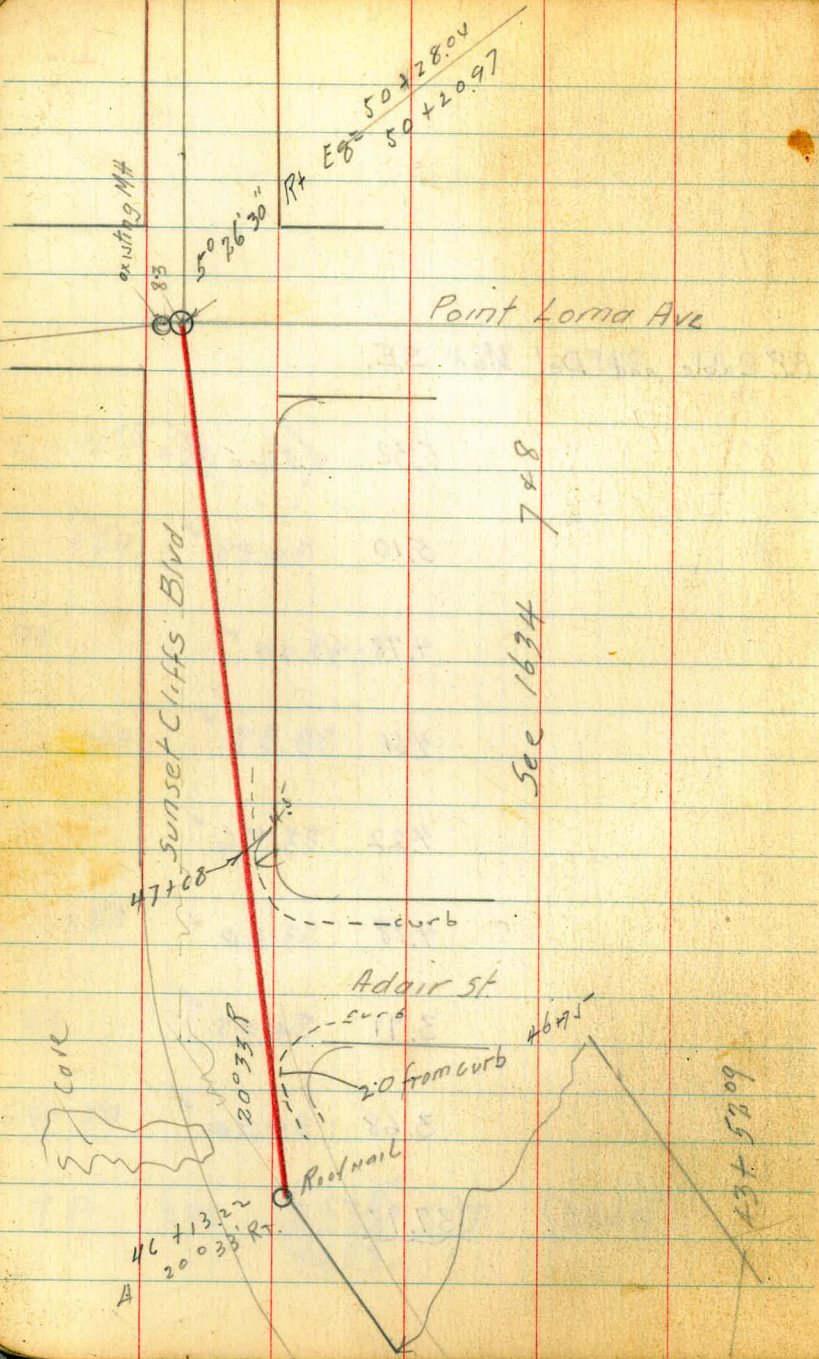
3.91

34.07 ✓

3.68

34.30 ✓

~~37.98~~



Levels on line change on
Sunset Cliffs Blvd.
Adair to Pt. Loma Ave

52 + 25 check F.L. Ex. M.H.

50 + 20.97 Δ

INDEXED

50

+ 50

49

+ 50

48

+ 68

47

+ 50

46 + 13.22 Δ 20° 33' Rt

NW B.P.
Bermuda
and
Sunset Cliffs Blvd
4.39 \leftarrow 25.3 \rightarrow 20.97

1634
25

Sketch P. 13

14

62.61 ✓
11.67
8 27

19.28 ✓ W
6.08

19.22 ✓
6.2

20.6 ✓
4.8

21.6 ✓
3.8

22.4 ✓
3.0

23.1 ✓
2.3

23.5 ✓
1.9

24.3 ✓
1.1

24.7 ✓
0.7

25.06 ✓
25.8 ✓
+ 0.6

25.96
see plus sign

\leftarrow 25.3 \rightarrow ✓

Line change on Sunset Cliffs Blvd
at Osprey St.

15

+50

36+32.06

IN

36

+50

35

+50

34

+50

33

+50

32+15.81 LRT

SEBP
Sunset
Cliffs Blvd.
at Osprey

5.16

38.31

33.15

31.7 ✓
6.6

31.7 ✓
6.6

32.0 ✓
6.0

32.0 ✓
6.3

32.1 ✓
5.6

33.0 ✓
5.3

33.0 ✓
5.3

33.0 ✓
5.3

33.1 ✓
5.1

33.6 ✓
4.7

33.8 ✓
4.5

EI

46+50

46+13

EI

46+50

38.31

$$\left. \begin{array}{l} 37 + 64 \\ 37 + 75 \end{array} \right\} \begin{array}{l} 14 \\ 15 \end{array}$$

37

 $\langle 38.31 \rangle \checkmark$

31.1 ✓

7.2

31.5 ✓

6.8

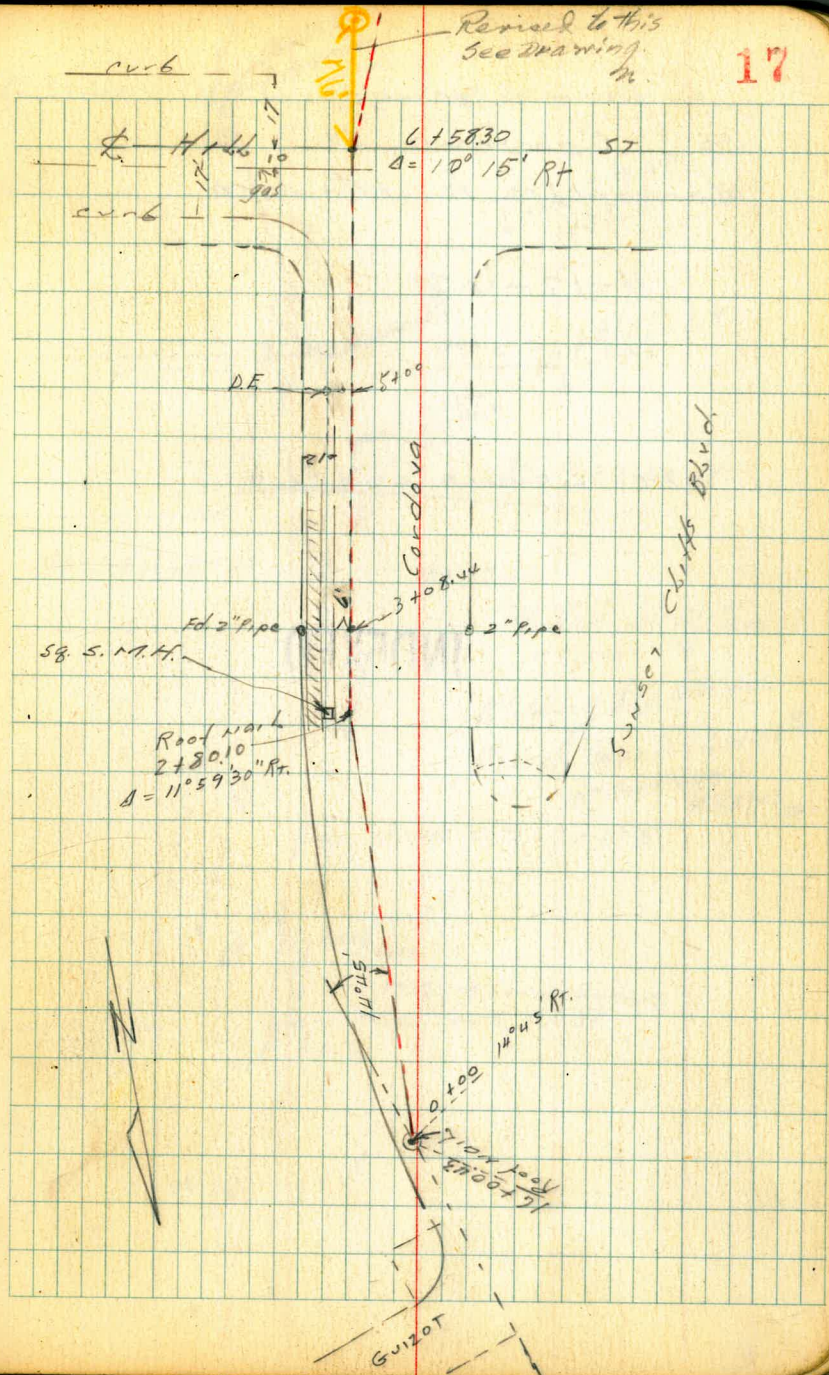
 $\langle 38.31 \rangle \checkmark$

Survey Sewer on
 2-18-48 Condova St.
 Beqq
 Green
 Roberts
 Guizot S Ly to Monaco St.
 W 60163

• = Root marks on AC PAVING

B.M. B.P. S Ely curb Return
 Guizot & Sunset Cliff Blvd.
 5639

INDEXED



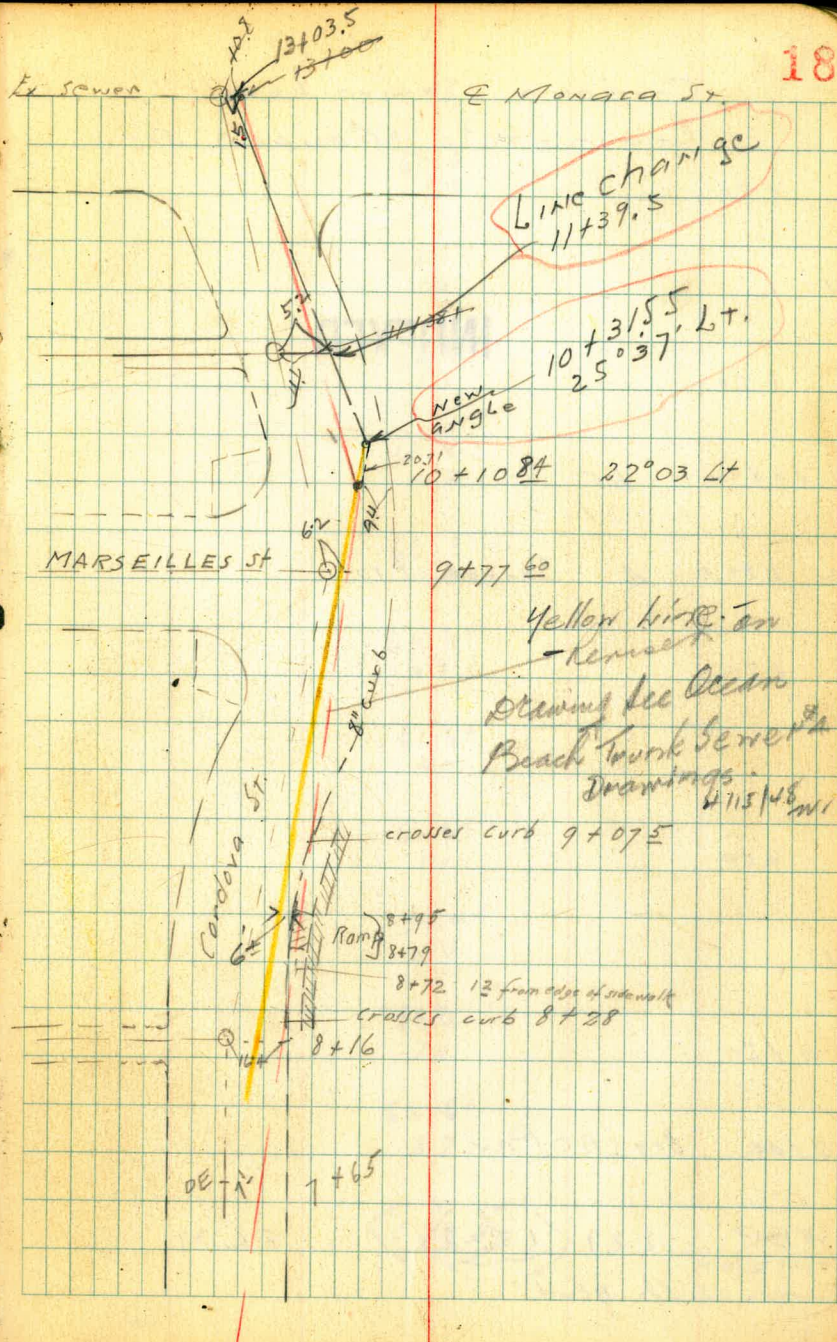
Line change on
Cordova St
Marseilles to Monaco

4-12-48

CSM

NO Levels needed

INDEXED



Condova Sewer Levels
Guizot to Monacq St

+50

INDEXED

+50

+08.4 BC

+80.1 A Sketch P17

+50

+50

+50

0400 Beg. AC Pav.

SEBP 8.89 $\langle 65.28 \rangle$ 56.39
Guizot
Sunset Cliffs Blvd.

19

63.8 ✓
1.5

64.3 ✓
1.0

64.3 ✓
1.0

63.8 ✓
1.5

63.1 ✓
2.2

62.6 ✓
2.7

61.3 ✓
4.0

60.3 ✓
5.0

59.4 ✓
6.1

58.3 ✓
7.0

56.6 ✓
8.7

$\langle 65.28 \rangle$

+95

+79

+28

+16

8

+50

7

6 +58.3 Δ 9 HILL ST

6

+50

T.P. 2.57 \leftarrow 65.68 \rightarrow 2.17 \leftarrow 63.11 \rightarrow

5

 \leftarrow 65.28 \rightarrow 62.6 \checkmark

3.1

Con drive

62.5 \checkmark

3.2

Con drive

61.2 \checkmark

4.5

947.

61.8

2.9

curb

61.1 \checkmark

4.6

61.2 \checkmark

4.5

61.2 \checkmark

4.5

60.7 \checkmark

5.0

61.2 \checkmark

4.5

62.1 \checkmark

3.6

62.8 \checkmark

2.9

 \leftarrow 65.68 \rightarrow 63.2 \checkmark

2.0

 \leftarrow 65.28 \rightarrow

check to SE B.P	7.93	37.02	37.02
T.P.	1.85	44.95	43.10
T.P.	0.23	55.64	55.41
Set B.M. Chisel Square	4.30	63.76	✓

13 + 00 at Monaca St.

+ 50

12

+ 50

11

+ 50

T.P. 11.25 $\langle 68.06 \rangle$ 1.87 $\langle 63.81 \rangle$

10 + 10.84 Δ LT

+ 50

9 + 07.5 6-76

$\langle 65.68 \rangle$

Sunset Cliffs Blvd + Monaca St. 21

Nwily Return Condova + Monaca

53.69 ✓
14.37
F.L.

64.32 ✓
3.74
10.8
P.M.
Wedge

63.9 ✓
4.2

64.0 ✓
4.1

64.4 ✓
3.7

64.9 ✓
3.2

64.1 ✓
3.4

64.3 ✓
3.8

$\langle 68.06 \rangle$

63.6 ✓
2.1

63.0 ✓
2.7

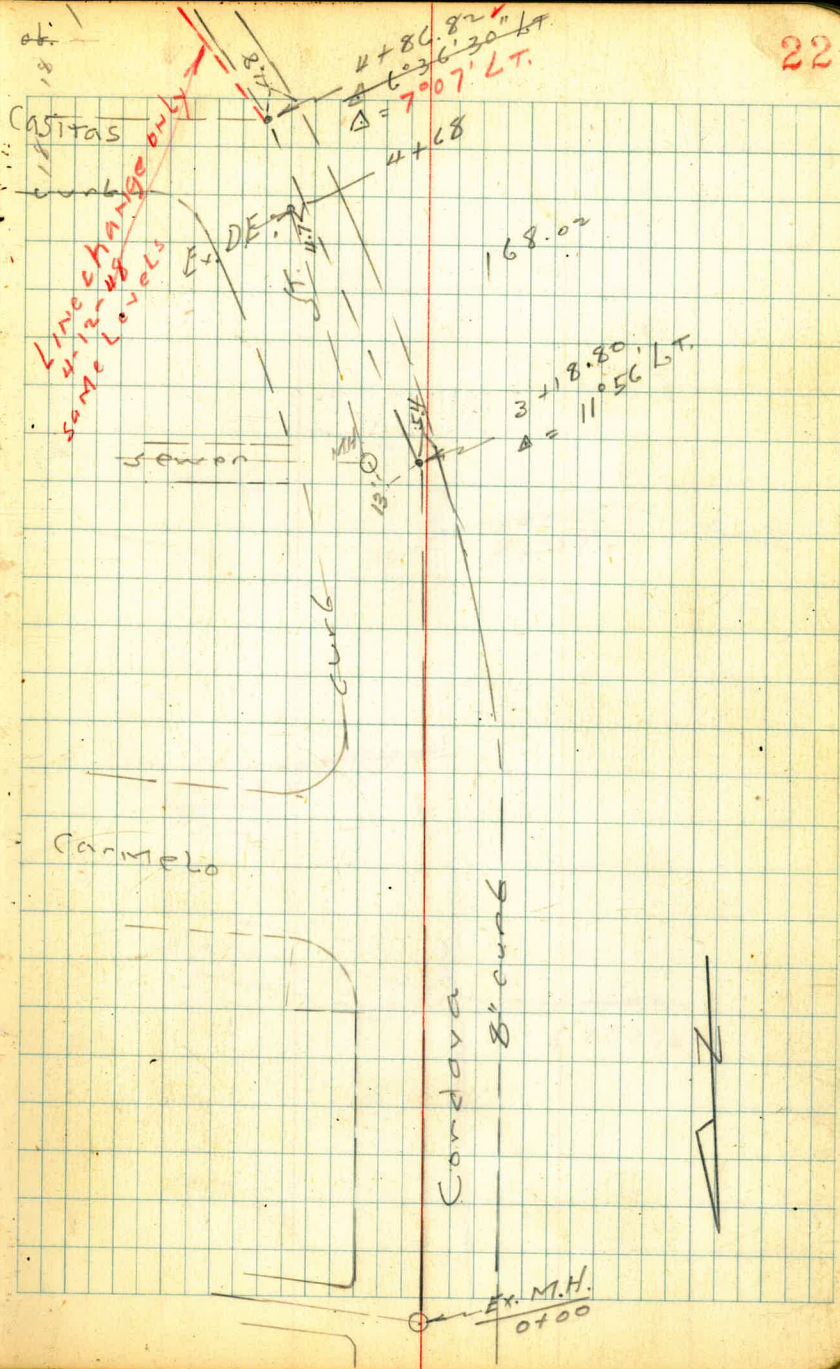
62.7 ✓
3.0
curb

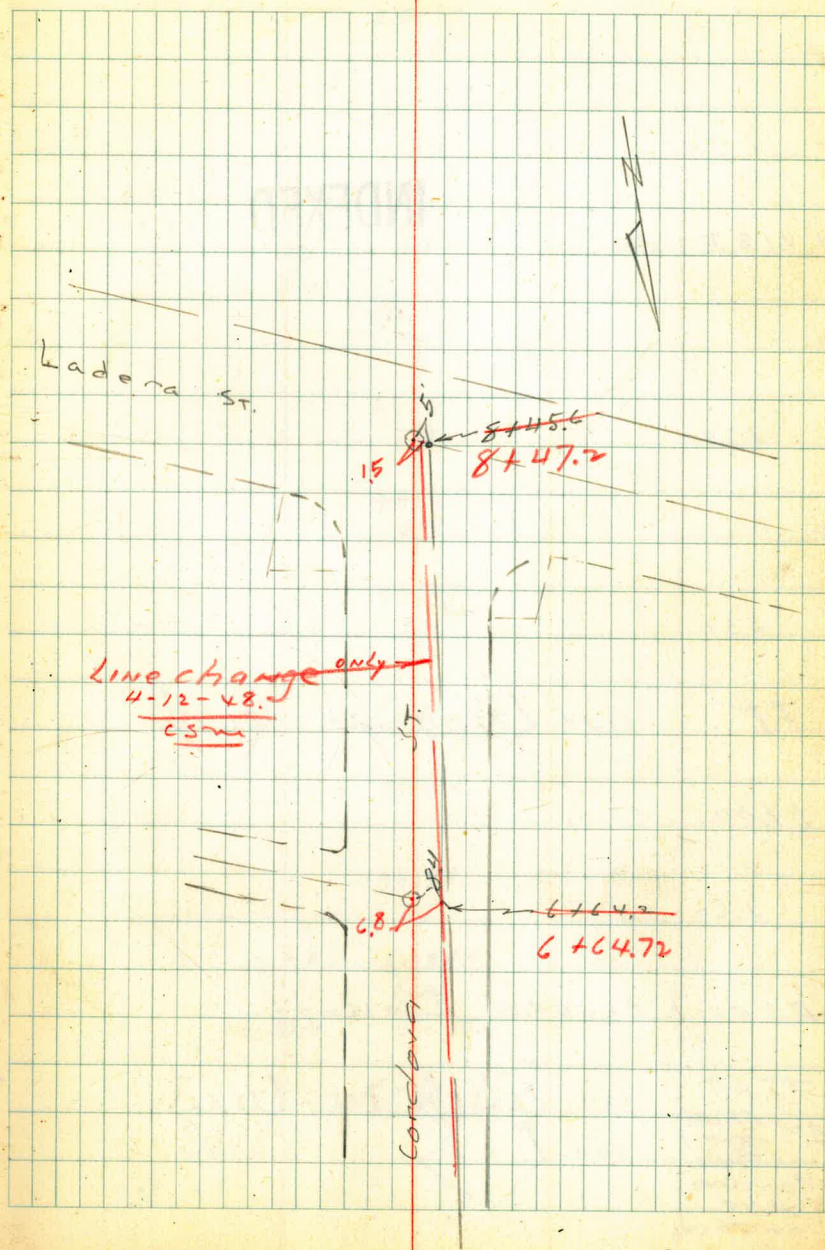
62.1 ✓
3.6
9 UT

$\langle 65.68 \rangle$

Cordova Sewer from
alley N. of Carmelo St.
Sly to Dodena St.

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Sewer levels on Cordova
Sketch P. 22

4

+50

INDEXED

3 +18.8 Δ

3

+50

2

+50

T.P. 1134 $\langle 93.07 \rangle$ 1.26 $\langle 81.73 \rangle$

1+00

+50

0+00 = Ex. N.H. & alley

T.P. 734 $\langle 82.99 \rangle$ 1.15 $\langle 75.65 \rangle$
 B.M. Chisl square
 NW Ret. 13.04 $\langle 76.80 \rangle$ 13.76
 Monaco and
 Cordova
 P. 21

24

8

89.1 \checkmark
4.0

87.9 \checkmark
5.7

80.18 \checkmark
12.89
 $\frac{13}{26}$
R.M.

87.13 \checkmark
5.3 \times
 $\frac{13}{26}$
R.M.

87.1 \checkmark
6.0

86.7 \checkmark
6.4

85.8 \checkmark
7.3

84.6 \checkmark
8.5

83.7 \checkmark
9.2

$\langle 93.07 \rangle$

81.8 \checkmark
1.2

79.5 \checkmark
3.5

17.3 \checkmark
5.65
R.M.

69.84 \checkmark
13.15
Inv. M.H.

$\langle 82.99 \rangle$ \checkmark n.

125

8

+50

7

T.P. 129 $\langle 89.2 \rangle$ 509 $\langle 87.98 \rangle$

1 cup on 2 galley

+50

6

150

5

4 + 8682 Δ Ct.

4 + 50

$\langle 93.07 \rangle$

E

83.8 ✓
55

84.4 ✓
49

85.1 ✓
36

86.9 ✓
24

$\langle 89.2 \rangle$ ✓

✓
80.07
13.00
8.4
F.L.

✓
88.12
4.95
8.4
P.124

87.9 ✓
52

88.4 ✓
49

89.6 ✓
35

90.8 ✓
23

91.0 ✓
21

90.8 ✓
23

90.2 ✓
29

$\langle 93.07 \rangle$ ✓

Chock to B.M. ^{chisel} NW $\left\langle \begin{array}{l} 10.14 \\ \langle 23.79 \rangle \end{array} \right\rangle \begin{array}{l} 63.76 \\ 0.03 \end{array}$

T.P. 1.39 $\langle 73.93 \rangle$ 9.51 $\langle 72.54 \rangle$

T.P. 0.20 $\langle 82.05 \rangle$ 12.30 $\langle 81.85 \rangle$

T.P. 6.09 $\langle 94.19 \rangle$ 1.17 $\langle 88.10 \rangle$

Set B.M. chisel square
to NW Ret. on curb 5.36 $\langle 83.91 \rangle$

8+45.6 at Ladera St

$\langle 89.27 \rangle$

chisel SB.
NW Ret. Monaca + Cordova

NW Cor Ladera + Cordova

77.81 ✓	84.33 ✓	84.11 ✓
11.46	4.94	5.2
5	5	
FL	RLM	

$\langle 89.27 \rangle$

Line change on
Sunset cliffs sewer
at Guizot St.

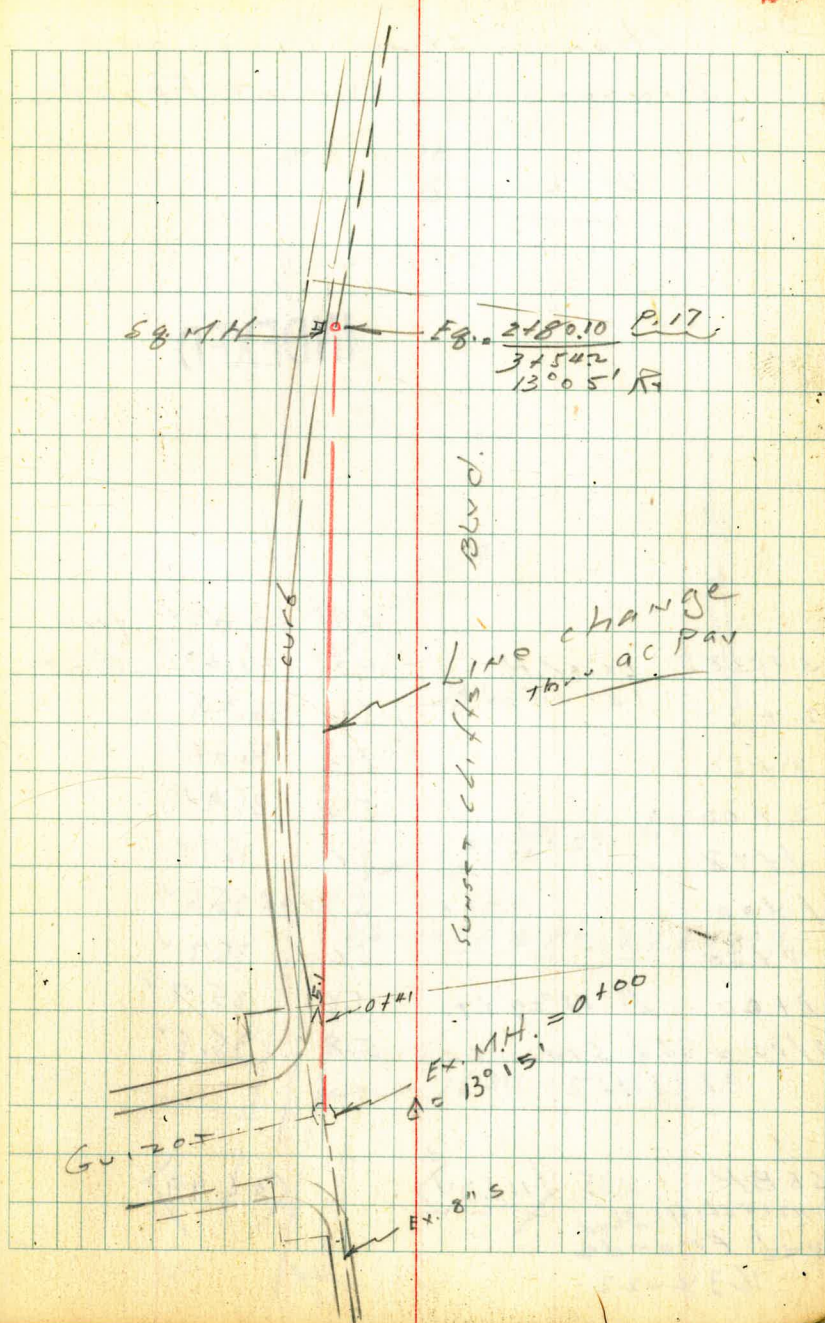
Moore
Begg
Greer
Roberts

INDEXED

4-12-48

3 + 54.2 = 2 + 80.10	2.72	63.10	✓
3 + 00	Δ 13°05' R	3.94	61.88 ✓
2 + 50		5.15	60.67 ✓
2 + 00		6.33	59.49 ✓
1 + 50		6.9	58.9 ✓
1 + 00		8.2	57.6 ✓
0 + 50		9.8	56.0 ✓
0 + 41		10.15	55.67 ✓
0 + 00	Inv.	15.16	50.66 ✓ F.L.
0 + 00 Ex. M.H. at Guizot		11.30	54.54 ✓ R.M.

SEBP
Sunset Cl. Blvd
and Guizot 9.43 $\left\langle \begin{matrix} 65.82 \\ 56.39 \end{matrix} \right\rangle$ P.19



Change sewer line on
Sunset Cliffs Blvd at Froude

4-12-48

CS-M

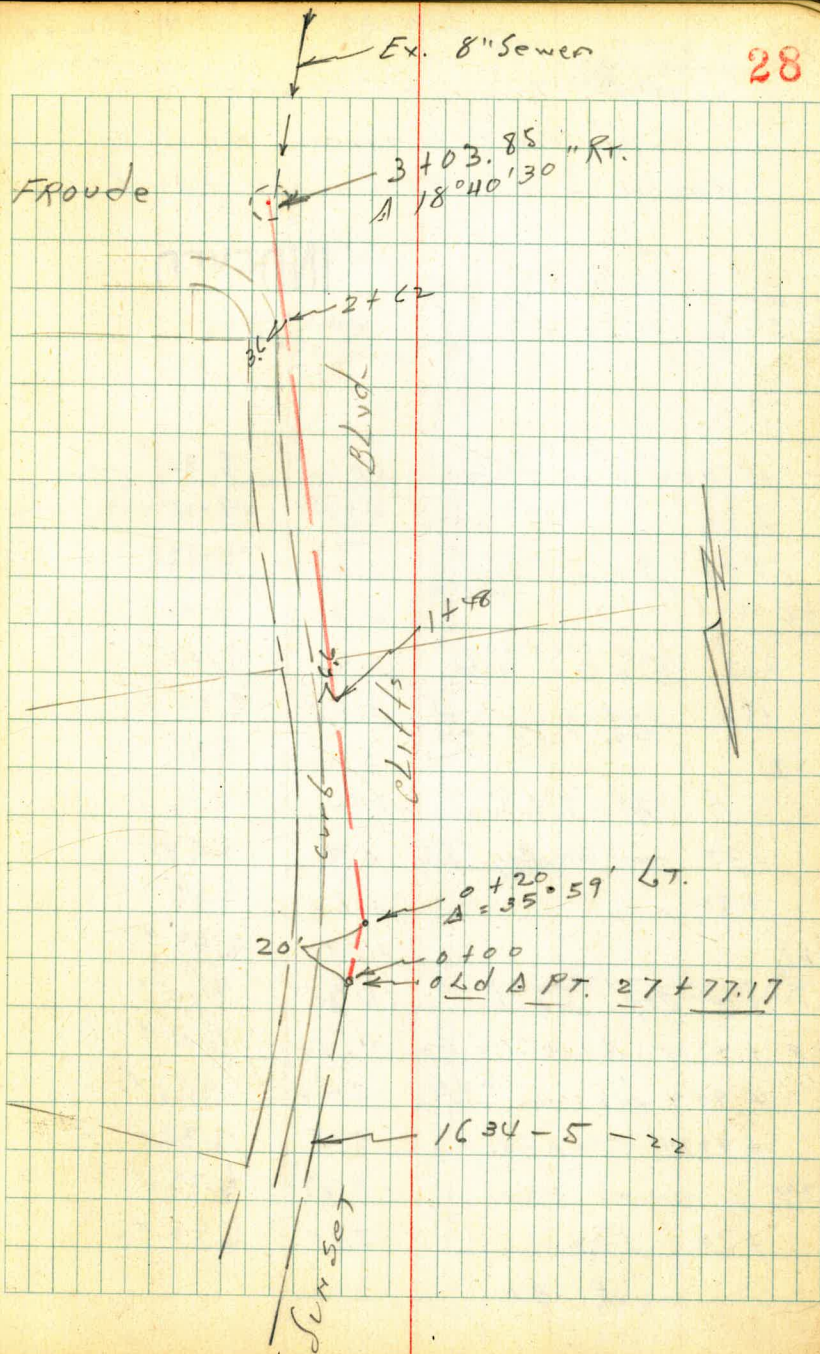
INDEXED

	7.91	33.43 ✓	INV.
3+03.85 Ex. M.H.	4.91	36.43 ✓	P.M.
2+62 18° 40' 30" Rt.	5.2	36.1 ✓	
2+50	5.3	36.0 ✓	
2+00	5.4	35.9 ✓	
1+48	5.6	35.7 ✓	
1+00	5.7	35.6 ✓	
0+50	5.6	35.7 ✓	
0+20 Δ 25° 59' Lt.	5.6	35.7 ✓	
0+00 = old sta. 27+77.17	5.8	35.5 ✓	
27+77.17			

SEBP 4.35
Sunset Cliffs Blvd
and Froude
1634-22

41.34

36.99



O.B. Trunk Sewer
Line Change at
Bacon + W. Pt Loma Blvd.

4-13-48
C.M.

INDEVED

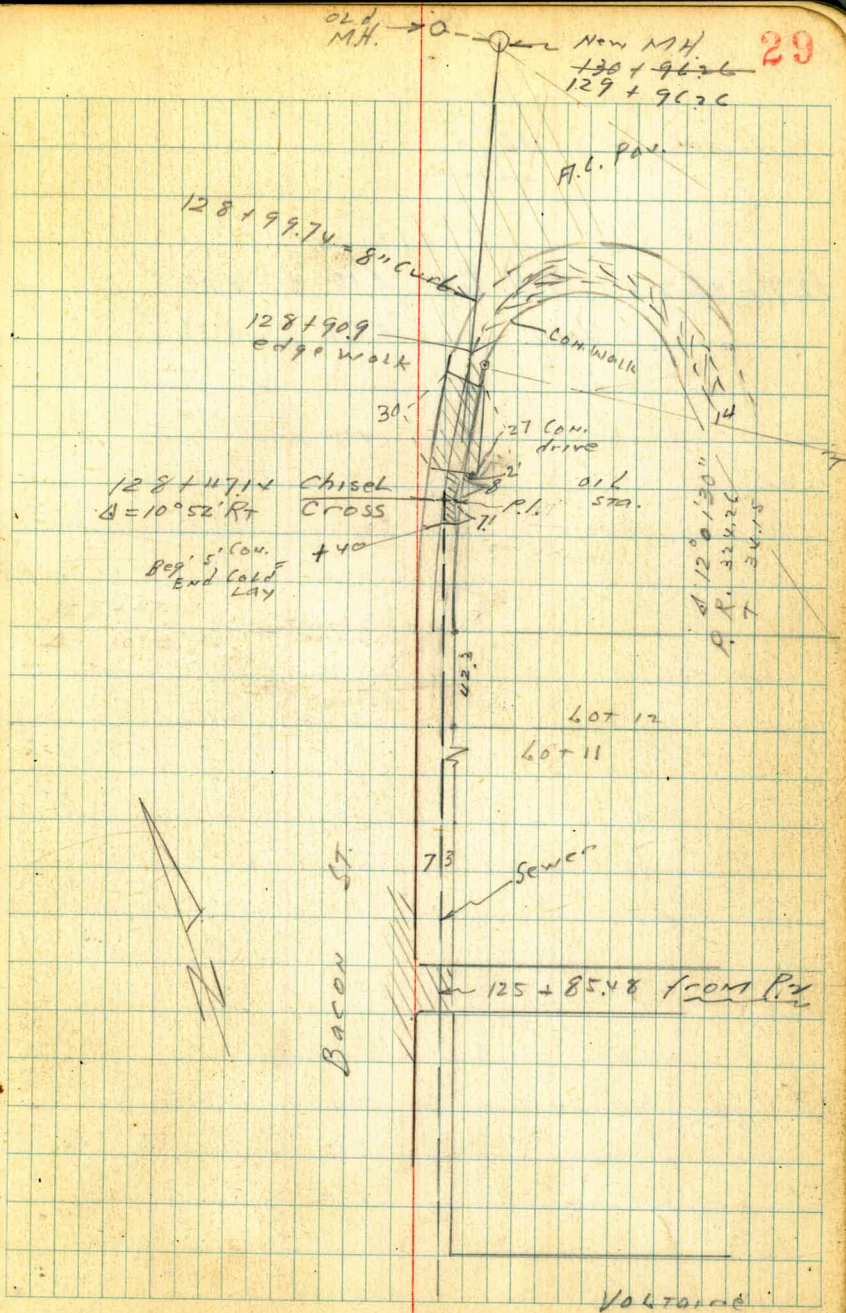
624 \leftarrow 12.70 \rightarrow

646

NEBP
Bacon +
W. Pt Loma
Blvd

125 + 85.48 = N. of Voltaine	3.86	8.84	✓	Pay
+ 95	3.65	9.05	✓	"
+ 96 Beg. 5' Cold Lay Walk	3.33	9.37	✓	
126	3.3	9.4	✓	
+ 23 End Cold Lay Beg. Con. Walk	3.43	9.27	✓	
+ 53 End " " Beg. Cold Lay	3.48	9.24	✓	
127	3.42	9.38	✓	
+ 11 end Cold Lay Beg. Con. Walk	3.64	9.06	✓	
+ 35 end Con. Beg. Cold Lay	3.78	8.92	✓	
+ 50	3.84	8.86	✓	
128	4.27	8.43	✓	
+ 40 Beg. Con. Walk	4.70	8.00	✓	
128 + 47.14 Δ 10° 52' Rt	4.70	8.00	✓	
+ 90.9 outside edge	5.20	7.50	✓	
+ 99.74 Top of	5.36	7.34	✓	
129 gut. Pav.	5.97	6.73	✓	
+ 50 Pav.	5.90	6.80	✓	

p. 30



12.70

129+9626 M.H. Rim 6.10 6.60 ✓

" INV. 12.69 0.01 ✓

Elev on Sewers
crossing Bacon St.

6.39 $\left\{ \begin{array}{l} 12.85 \\ 13.89 \end{array} \right\}$ 6.46
T.P. 4.72 $\left\{ \begin{array}{l} 13.89 \\ 14.89 \end{array} \right\}$ 3.68 $\left\{ \begin{array}{l} 9.17 \\ 10.17 \end{array} \right\}$

125+88 $\frac{48}{2}$ of Alley & Sewer from East

26.85 Left of
Proposed line } 26.85 left

122+93 $\frac{12}{2}$ of Alley & Sewer East
27.5 Left of Proposed line } 27.5 left

T.P. 5.61 $\left\{ \begin{array}{l} 12.93 \\ 13.93 \end{array} \right\}$ 6.57 $\left\{ \begin{array}{l} 7.32 \\ 8.32 \end{array} \right\}$

120+28 $\frac{5}{2}$ 27.14

See Map page 2

31

NWBP Bacon & W.P. Loma Blvd

Existing
M.H.

5.0 Rim 8.89 5.22 8.67ⁱⁿ

11.82 Branch 2.07^v

12.35 main line 1.52^v

5.60 Rim $\frac{6.09}{27.5}$ Left 5.59 $\frac{8.50}{}$
6.36
11.96 main line 1.03^v

6.65 Rim $\frac{6.28}{}$ 7.07
5.86

14.88 main line
10.73 2.20^v

TP

+ H1
4.95 $\langle 11.93 \rangle$
12.93 5.95 $\langle 6.98 \rangle$

120+285

RT 300

TP

5.52 $\langle 13.42 \rangle$ 4.03 $\langle 7.90 \rangle$

124+93

RT

TP

5.21 $\langle 14.26 \rangle$ 4.17 $\langle 9.25 \rangle$
⁴⁶

125 9848

3025 RT

TP

3.75 $\langle 13.81 \rangle$ 5.40 $\langle 9.06 \rangle$
635 646 BM

32

MH 0.70 Rim ^{11.23}

4.98 [✓]
6.95 Flowline

man hole not found

MH 1.20 Rim

10.45 Flow 4.01 [✓]

Curb Returns and Signals
 South side Fl. Cagon Ave
 at College Ave.

Moore
 Sherman
 Bunch W.O. 60280
 8-23-48

INDEXED

SW Ret.

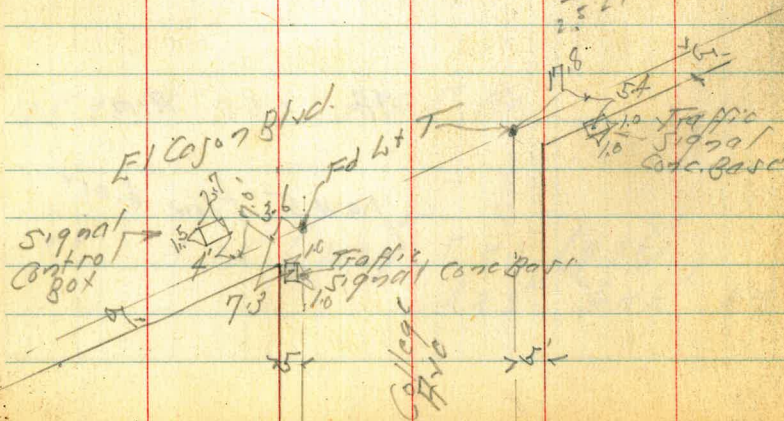
01218 64 Rt Sig. Lite

Oct. 11-48

01218 P.P. 236 C.T.

Signal

0125 11.6
 2.5 Lt to Box



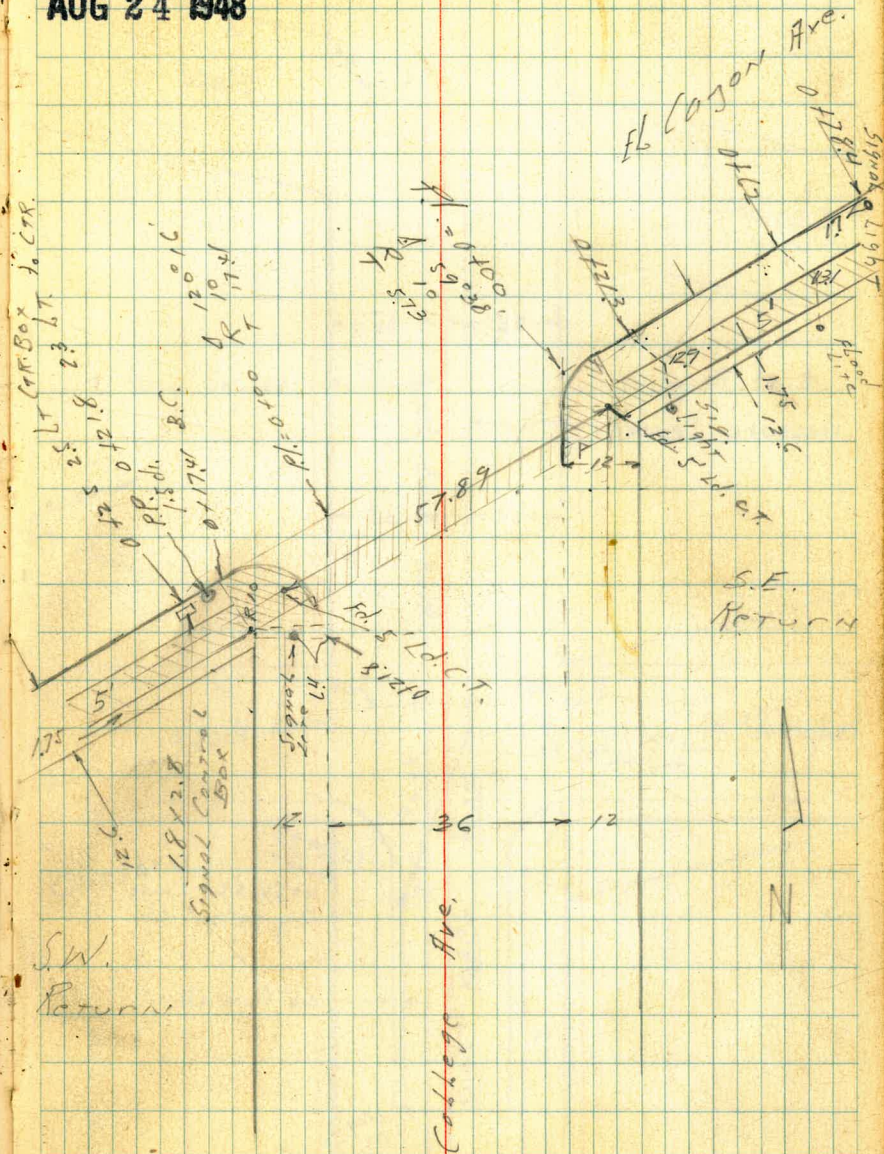
INDEXED

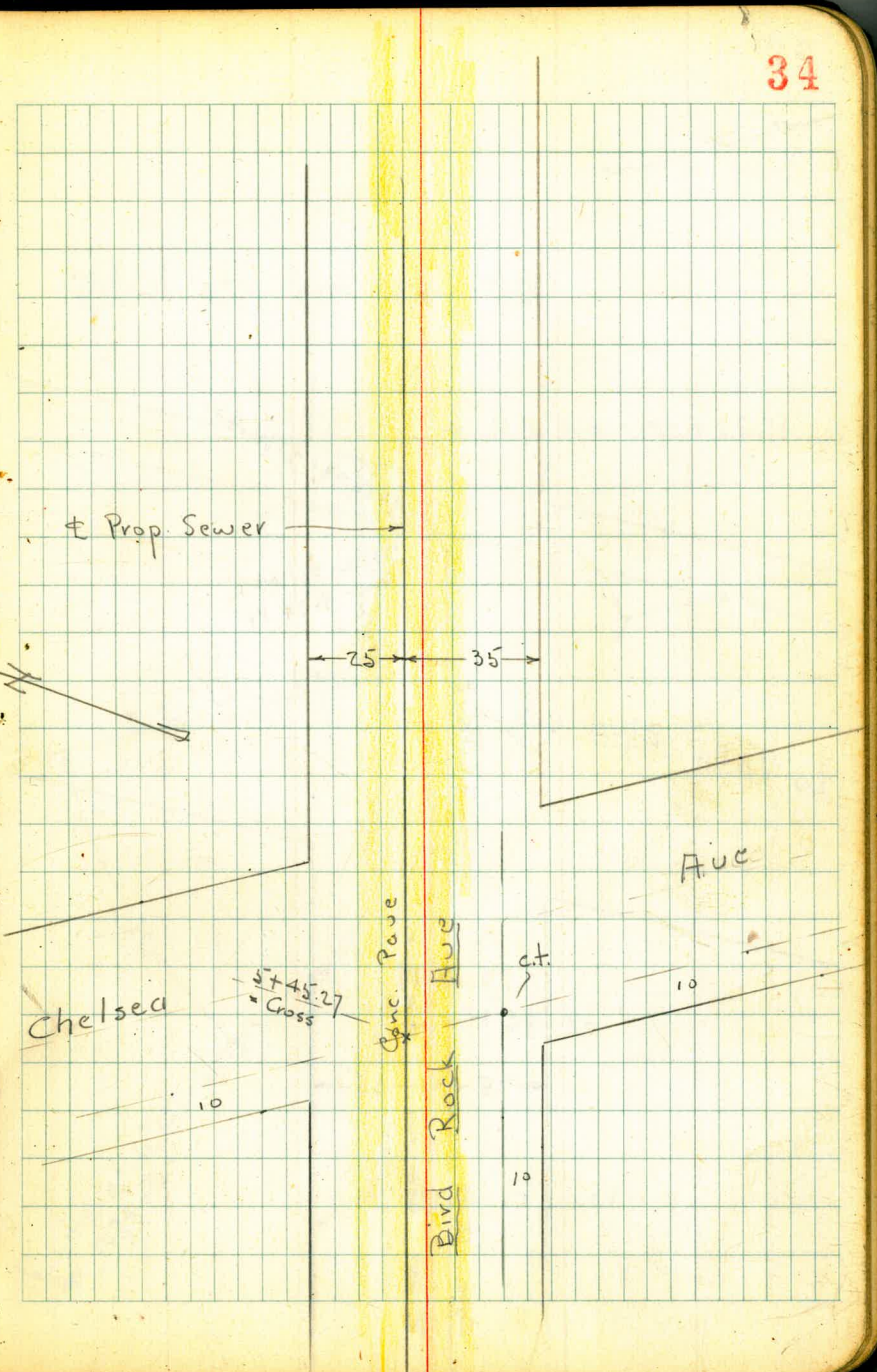
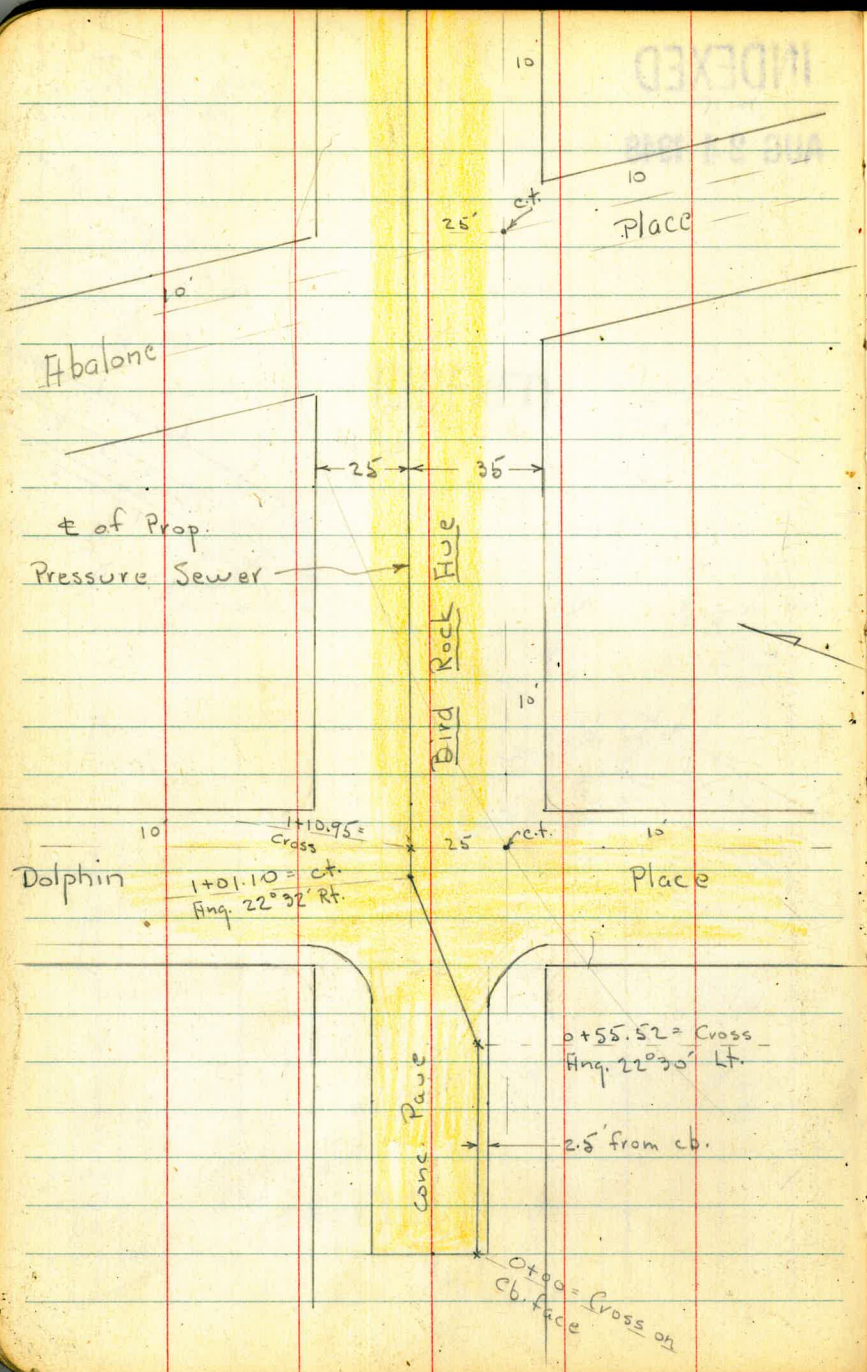
W.K.

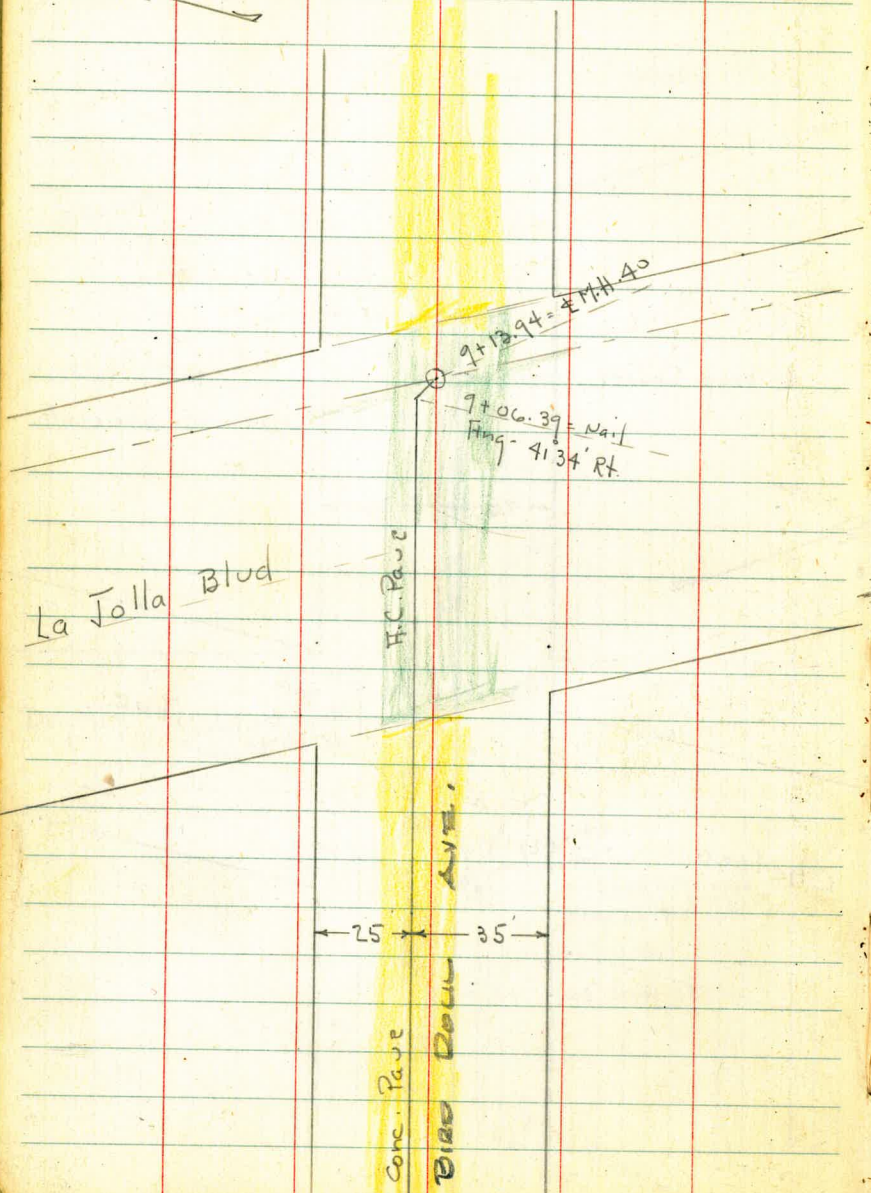
AUG 24 1948

P.L. 00
 S.E. 01213 12.9 Rt. Lite
 Ret. 01784 1.7 Lt. " "
 0162 13.1 Rt. Flood Lite

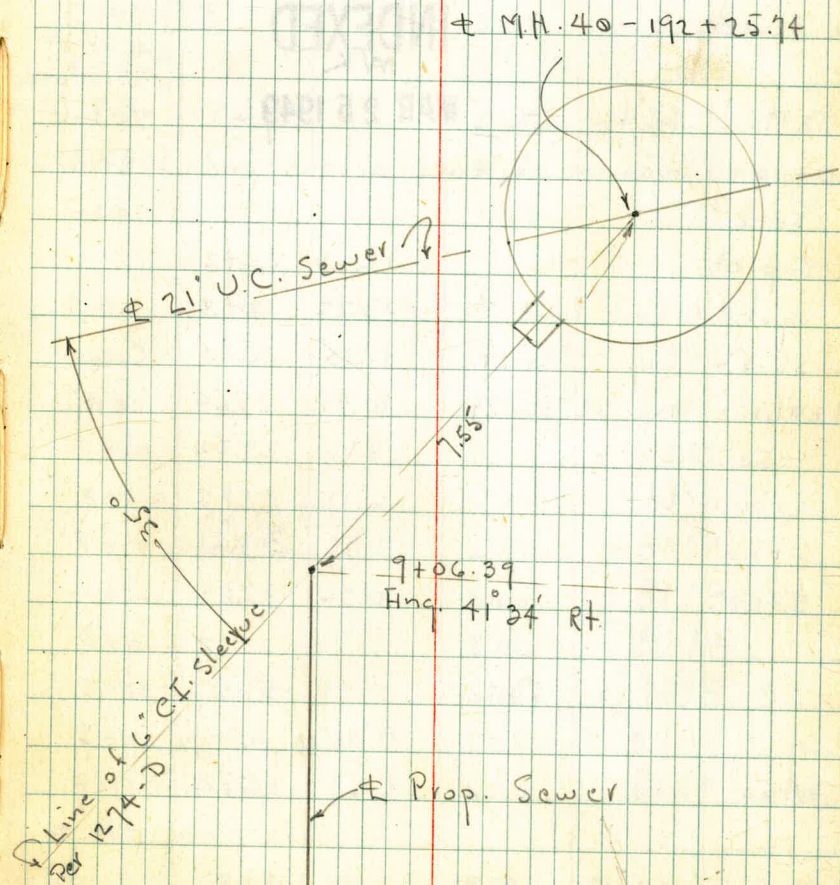
33







Detail of Conn to M.H.



Levels along \pm of Prop. Pressure
Sewer Line in Bird Rock Ave
from Tank at Dolphin to Trunk
Sewer in La Jolla Blvd.

3336 3-18-49

W.O. 60207 Osborne

See 1646-P.39 for Orig. Notes Hardin
+ Sewer Elev. + Shepard.

INDEXED
MK

1646-P.39
10' ct. Dolphin
+ B. Rock

B.M. 10.42 38.05 MAR 25 1949 63 =

0+00 = Cross on cb. face across end of Bird
Rock

Top cb. 12.63 25.42

gut. = Conc. Pipe 13.22 24.83

0+55.52 = Ang. 22° 30' Lt. 11.70 26.35 Cross

1+01.10 = Ang. 22° 32' Rt. 10.41 27.64 c.t.

1+50 8.83 29.22

2+00 6.11 31.94

2+50 3.59 34.46

3+00 0.36 37.69

T.P. 12.72 50.29 0.48 37.57

3+50 5.57 44.72

T.P. 12.43 62.32 0.40 49.89

62.32

4+00	10.18	52.14	
4+50	2.82	59.50	
T.P.	12.54	<u>74.75</u>	0.15 62.17
5+00	8.48	66.27	
5+25	6.06	68.69	
5+50	4.69	70.06	
6+00	2.17	71.58	
6+50	1.54	73.29	
T.P.	10.14	<u>84.60</u>	0.29 74.46
7+00	9.75	76.65	
7+50	8.12	78.28	
8+00	6.44	79.96	
8+18.5 = end Conc. \pm	5.87	80.53	
8+50	5.26	81.14	
8+72 = \pm	5.06	81.34	
8+92 = gut.	5.45	80.95	
9+06.39 = Ang. 41° 34' Rt.	5.29	81.11	Nail
9+13.94 = Nail =	5.30	81.10	Nail
\pm M.H. 40 = end.			
check B.M. S.W. B.P. La Jolla Blvd. + Bird Rock	5.53	79.07	79.09

6-28-49 X-Section Turquoise St
Roberts (Mission Blvd. to La Jolla Blvd)

Greer X-Section La Jolla Blvd.
Gregory (Turquoise to Colima)

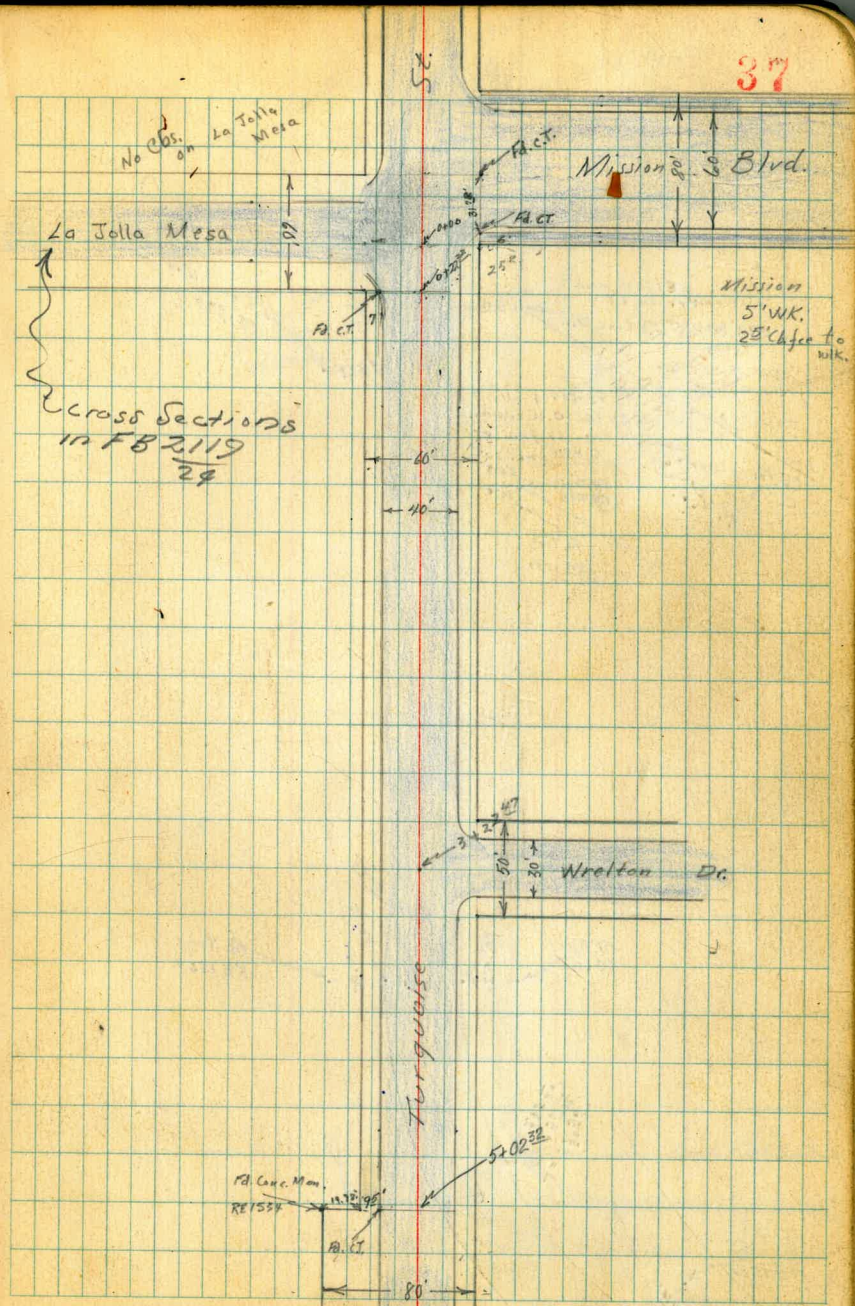
T.P. 1707, 1795, 1796

T.P. 30

INDEXED
W. K.
JUL 16 1949

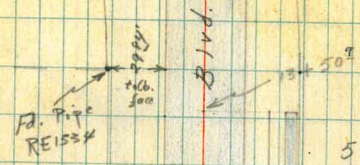
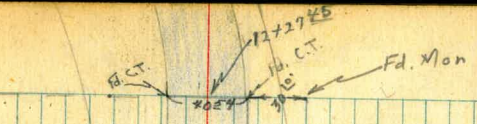
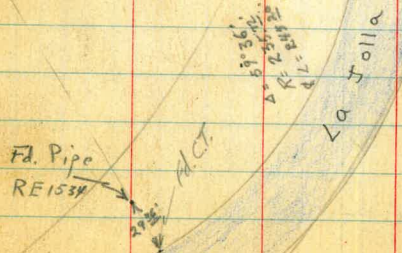
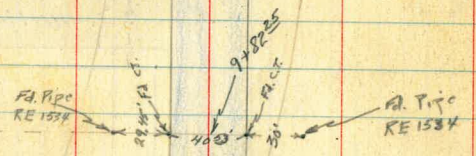
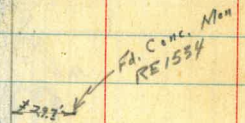
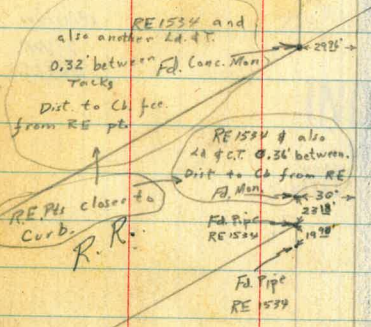
Notes Reduced 7-16-49 H. Bluminger

NOTE: All H.I.'s reduced 0.72' to
correct error in original B.M.
K.I.R.

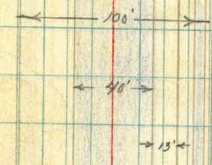


Torqu

R.O.W.

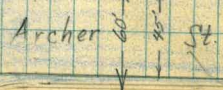


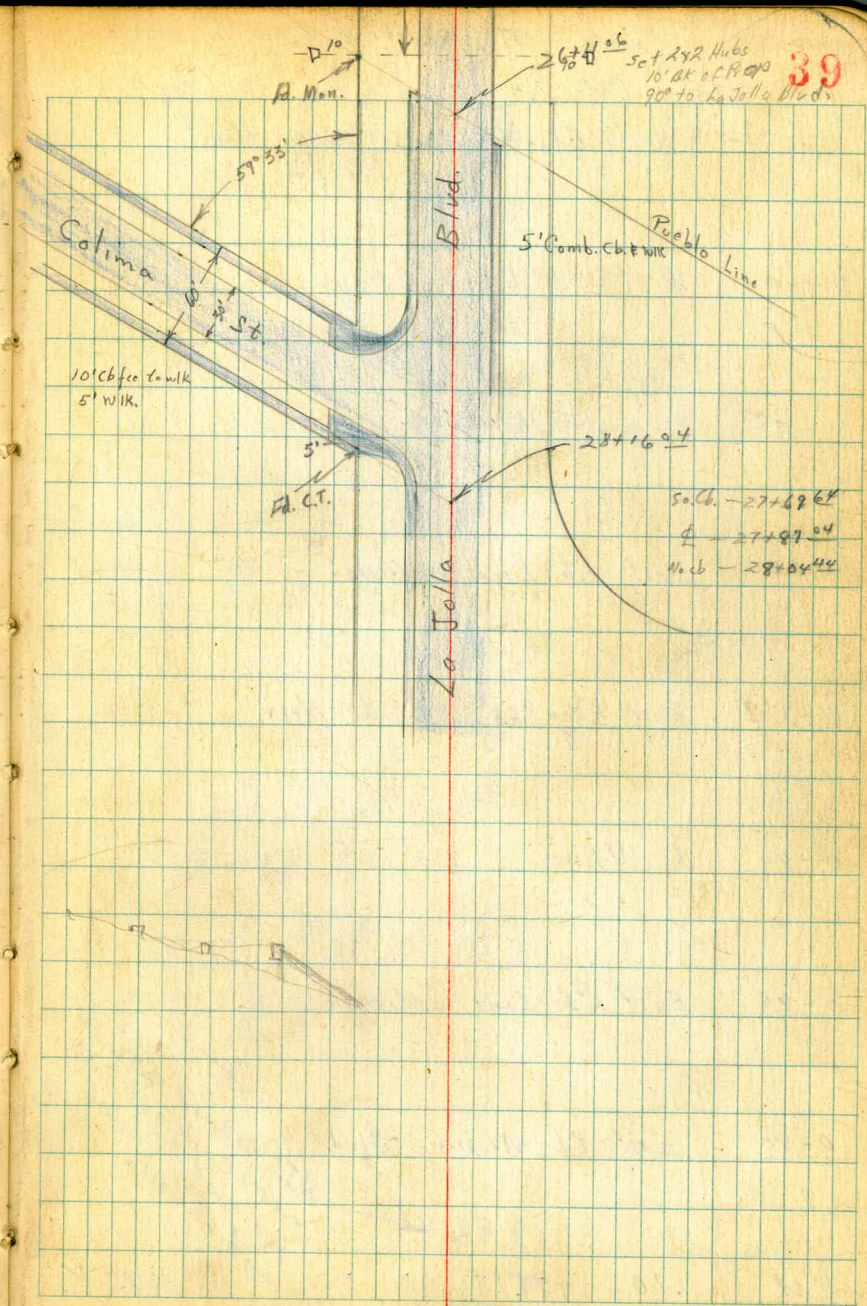
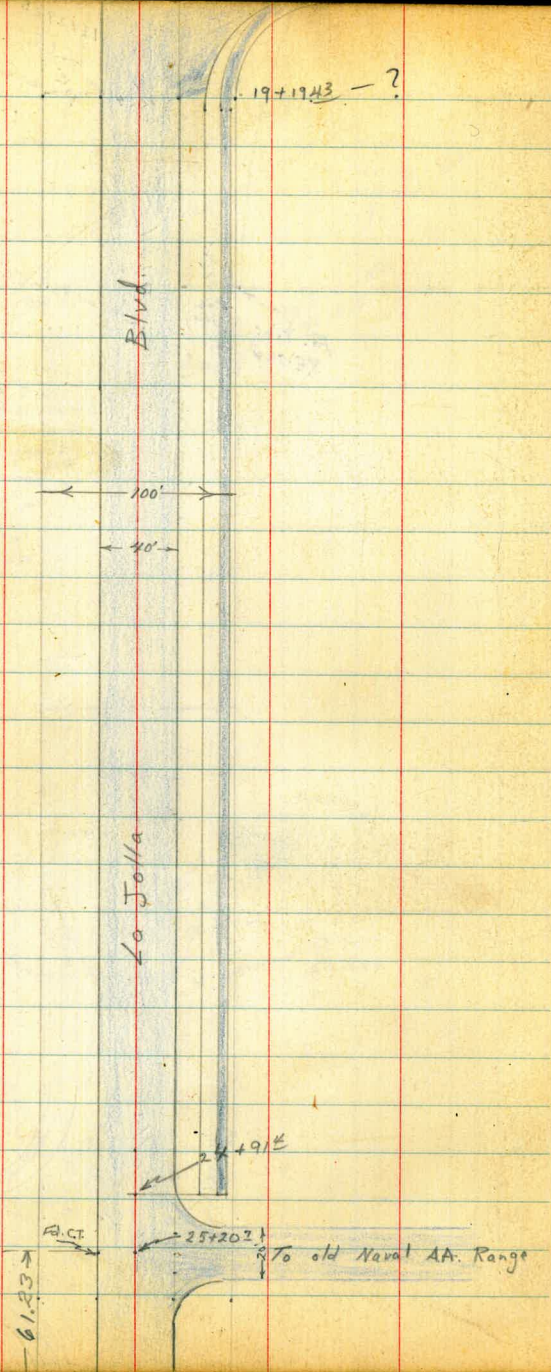
5' WK
22' Cb. jcc. to WK.
13' old. Cb. jcc. to New Cb. jcc.



La Jolla

Comb. 5' WK & roll cb.





Levels Turquoise & La Jolla Blvd
(Mission Blvd to Colima St)

0+072 West Edge Rdwy La Jolla Mesa

0+00 West P.L. Mission

0-0978 & La Jolla Mesa

0-10 West cb. line Mission

0-229 East Edge Rdwy La Jolla Mesa

0-40 & Mission

0-70 East Ch. Line Mission

0-80 East P.L. Mission Blvd.

BM 1.70

109.56 ←

~~107.28~~

107.58 ←

H.I.'s reduced 0.72' to
correct original B.M.
per S. Ward & Colima
and La Jolla Hill.

Lt.

Station	HI	BS	IS	LI	Reduction	Final
102.4	5.2	45	484	27.5	0.72	103.72
103.14	5.42	45	308	30.0	0.72	103.74
103.74	4.82	45	20		0.72	103.74
102.53	5.03	45	45		0.72	103.90
104.22	4.66	45	45		0.72	104.22
104.18	4.88	45	20		0.72	104.18
104.04	4.52	45	45		0.72	104.04
104.32	4.24	45	45		0.72	104.32
104.85	3.71	45	45		0.72	104.85
102.02	6.54	45	45		0.72	102.02
102.87	5.19	45	45		0.72	102.87
104.04	4.52	45	45		0.72	104.04
103.67	4.89	45	20		0.72	103.67
104.17	4.39	45	45		0.72	104.17
104.64	3.92	45	45		0.72	104.64
104.20	4.36	45	45		0.72	104.20
104.31	4.25	45	45		0.72	104.31
104.71	3.75	45	45		0.72	104.71
103.35	5.21	45	45		0.72	103.35
104.11	4.45	45	45		0.72	104.11
104.60	3.76	45	20		0.72	104.60
105.04	3.52	45	45		0.72	105.04
103.21	5.35	45	45		0.72	103.21
103.75	4.64	45	45		0.72	103.75
103.88	4.11	45	45		0.72	103.88
104.45	3.77	45	20		0.72	104.45
104.79	3.18	45	45		0.72	104.79
105.31					0.72	105.31

SE Top. Fire Hydrant Mission & Turquoise
Wrong See Page 50

2770 26' Rt Telephone Pole # 517442H

2750

2733 42' Rt Edge Foster & Kleiser Sign 25' Long

T.P. 3.37 104.08 8.57 100.71

2700

1750

1720⁵ 21⁵' Rt Telephone Pole # 517441H

1700

0765

0731 21⁵' Rt Telephone Pole # 517440H

0730¹ 80' cb Ret. Rt

0714 35' Rt. Guy Pole

108.56
~~109.28~~

99.3 98.70 97.99 98.19 98.02 98.75 99.1 100.5 101.8
 41 46 537 477 534 461 43 29 1.6
 40 20 20 20 20 20 29 31 70
 cb Gut Gut Gut Gut Gut Gut Gut Gut

107.36

~~104.08~~

100.0 99.50 98.91 99.58 99.12 99.81 100.4 101.4
 8.6 9.06 7.65 8.98 8.44 8.75 8.2 7.2
 40 20 20 20 20 20 45 70
 cb Gut Gut Gut Gut Gut Gut

101.1 100.84 100.10 100.59 100.11 100.75 101.1 102.3
 7.5 7.72 8.46 7.97 8.45 7.81 7.5 6.3
 40 20 20 20 20 20 45 70
 cb Gut Gut Gut Gut Gut Gut

101.9 101.80 101.17 101.65 101.19 101.82 102.9 104.4
 6.7 6.76 7.39 6.91 7.37 6.74 5.7 4.2
 40 20 20 20 20 20 45 70
 cb Gut Gut Gut Gut Gut Gut

102.6 102.00 102.44 101.94 102.9 105.0
 6.0 6.56 6.12 6.62 4.7 3.6
 40 20 20 20 45 70
 cb Gut Gut Gut Gut Gut

103.0 103.34 102.66 103.12 103.20 102.72 104.2 105.0
 5.6 5.2 5.9 5.44 5.36 5.84 4.4 3.6
 40 20 20 20 20 20 45 70
 cb Gut Gut Gut Gut Gut Gut

108.56

~~109.28~~

Contd From Page 41

T.P. 0.30 95.22 9.16 94.92 Mail in Pole
4+17E

4450

4+17E 28' Rt Telephone Pole #517443H

4+08E 39E Rt & 25' Conc. Walk

4+00

3+65

3+37⁴¹ West Ch. Line Wreton

3+22⁴¹ & Wreton

3+07⁴¹ East Ch. Line Wreton

104.08 103.36

Lt

£

Rt

42

93.3	93.2	91.7	91.36	90.66	91.32	90.65	91.40	91.8	93.3	95.1
10.1	10.2	11.7	13.00	12.70	12.94	12.71	11.96	11.6	10.1	8.3
40	32	28	20 56	20 Gutt		20 Gutt	20 Cb.	30	41	70

93.54	92.02	93.22	94.5	95.00	95.81	96.66
9.82	10.34	9.64	8.7	8.36	7.55	6.70
20 Gutt	20 Cb.	39	37.5 conc	40 conc	70 conc.	

94.16	94.4	94.11	93.46	94.02	93.52	94.20	94.6	96.0	96.9
8.8	9.0	8.25	7.70	9.34	7.84	8.16	8.3	7.4	6.5
40	30	20 Cb	20 Gutt		20 Gutt	20 Cb	50	39	70

96.1	96.2	95.62	94.99	95.26	95.00	95.68	95.8	97.9	98.4
7.3	7.2	7.74	8.37	7.90	8.36	7.68	7.6	5.5	5.0
40	51	20 Cb	20 Gutt		20 Gutt	20 Cb	29	52	70

96.24	96.04	96.46	96.16	95.89	96.39	95.91	96.63	96.6	95.8	99.5
20.2	7.32	6.90	7.20	7.47	6.97	7.45	6.73	6.8	4.6	3.9
50 Cb	50 Gutt	30 Cb	30 Gutt	20 Gutt		20 Gutt	20 Cb	30	32	70

96.55	96.78	96.49	96.87
6.81	6.58	6.87	6.79
50	30	20 Gutt	

96.90	96.56	97.46	97.12	96.83	97.30	96.69	97.43	97.1	99.4	100.3
6.46	6.80	5.70	6.24	6.53	6.06	6.67	5.91	5.9	4.0	3.1
50 Cb	50 Gutt	30 Cb	30 Gutt	20 Gutt		20 Gutt	20 Cb.	29	32	70

104.08 103.36

Cont'd From Page 42

7+11 14' Lt in Cb. Begin old RR. overpass

7+04 20' Rt Telephone Pole # 517445H

7+00

6+91.5 L in Cb. 20' Lt

6+50

T.P. 5.13 87.46 12.89 82.33

6+00

5+71 34' Rt Telephone Pole # 517444H

5+50

5+05

4+95

94.50

~~95.22~~

Lt

±

Rt

43

86.7	85.7	85.90	85.90	86.14	86.11	85.76	86.27						
+2.0	1.0	2.04	2.20	10.60	10.63	10.98	10.47						
40	30	182	157	15	14	14	10						
					Cb	Gutt							
87.4	86.4	81.8	80.9	80.5	79.94	79.32	76.83	76.33	76.45	79.1	82.5	86.4	87.4
+0.7	0.3	4.9	5.8	8.2	9.20	10.42	9.91	10.41	9.79	7.6	4.2	0.3	10.9
40	31	27	25	23	197	177	20	20	26	30	31	34	70
					Cb	Gutt		Gutt					
87.9	87.5	87.2	81.7	79.59	78.90	79.29	76.69	79.39	80.7	81.2	81.2	81.2	81.2
+1.2	+0.8	3.5	5.0	7.15	7.84	7.45	8.03	7.35	6.4	5.5	1.5	1.5	+2.6
40	33	30	29	20	20	20	20	20	29	30	31	31	70
				Cb	Gutt		Gutt	Cb					
							87.46	86.74					
89.0	88.9	84.6	83.2	82.40	81.73	82.23	81.64	82.35	84.1	84.3	90.6	90.9	
5.5	5.6	9.7	10.3	12.10	12.97	12.27	12.86	12.15	10.4	10.2	3.9	3.6	
40	33	30	29	20	20	20	20	20	29	30	32	70	
				Cb	Gutt		Gutt	Cb					
91.1	91.0	89.0	85.6	85.10	84.74	85.24	84.71	85.40	86.1	87.9	92.6	92.4	
3.4	3.5	6.5	8.7	9.10	9.76	9.26	9.99	9.10	8.4	6.6	1.9	1.9	
40	32	30	27	20	20	20	20	20	28	31	32	70	
				Cb	Gutt		Gutt	Cb					
							87.96	87.39	88.10	89.0	93.2	93.7	94.3
							6.52	7.11	6.40	5.0	1.3	0.8	0.2
							20	20	30	30	32	50	70
							Gutt	Cb					
92.7	92.6	88.9	88.6	87.97	86.50	87.96	87.71	89.0	93.1	93.9			
1.8	1.9	5.6	5.82	6.53	6.00	6.54	5.99	5.5	1.4	0.6			
40	33	26	20	20	20	20	20	27	59	70			
			Cb	Gutt		Gutt	Cb						

~~95.22~~ 94.50

Contd From Page 43

9+00

8+50

T.P. 6.65 $\frac{84.02}{1}$ 2.95 77.37

7+99 End RR. overpass Rt, L. Cb. 20' Lt

7+77.5 End RR. overpass 14' Lt. to L. Cb

7+69 45' Rt Power Pole # 1041R

7+54.5

T.P. 2.79 $\frac{80.32}{X}$ 9.93 77.53

7+33 20' Rt Begin RR overpass

7+18 40' Lt Power Pole # SDA 6007

87.46

Lt

Rt

Rt 44

60.0	79.5	76.9	74.67	74.01	74.21	73.50	74.08	75.9	76.9	76.8	76.1	76.1
33	3.8	6.4	9.2	9.24	9.09	9.80	9.22	7.4	6.4	2.5	1.8	1.8
40	33	31	20	20	20	Gutt	20	29	31	31	60	100
61.4	61.6	71.7	71.9	74.88	74.25	74.53	73.84	74.44	76.7	76.4	82.7	82.1
1.9	1.7	3.6	6.4	8.42	7.05	8.77	9.46	8.86	6.6	4.8	0.6	0.2
40	34	31	30	20	20	Gutt	20	20	28	31	31	80
				Cb.	Gutt		Gutt	Cb.				100
						84.02	83.30					
64.3	77.6	75.11	74.47	74.86	74.34	75.65	75.65	76.86	76.86	84.1	82.8	
4.7	1.8	4.4	5.13	4.74	5.26	3.25	3.25	0.74	0.74	4.8	4.33	
40	29	20	20	Gutt	Gutt	20	20	21	21	22	30	
				Cb.	Gutt		Cb.				55	
63.6	67.6	76.84	78.4	75.5	74.54	74.84	74.49	75.6	75.6	93.09	93.09	
4.2	4.0	0.76	0.76	3.78	3.78	5.04	4.76	5.11	3.78	13.49	13.49	
40	30	16	15	15	14	14	Gutt	20	20	21	25	
								Gutt	Cb.		70	
64.9	67.6	93.09	93.09	75.84	75.84	74.67	75.04	74.70	75.66	75.66	93.09	
4.3	4.2	13.49	13.49	3.76	3.76	4.93	2.56	4.90	3.74	3.74	13.49	
40	18	18	15	15	14	14	Gutt	20	20	21	22	
								Gutt	Cb.		23	
						80.32	79.60					
93.1	93.08	93.08	76.74	76.74	75.03	75.51	75.11	74.02	76.02	76.02	76.84	
6.4	6.34	6.34	10.2	10.2	11.71	11.23	11.63	10.72	10.72	7.0	7.0	
40	19	15	15	14	14	Gutt	20	20	21	22	30	
							Gutt	Cb.			39	
						87.46						

86.74

87.46

Cont'd From Page 44

12+49^E 26³Rt Telephone Pole #517446A

T.P. 3.59 77.14 10.47 73.55 C.T. EC on W. Ch.

12+27⁴⁵ E.C. of Roadway

12+00³⁵

11+45²⁵

11+01^E 30^ELt. Pole with Traffic Warning Light

10+91¹⁵

10+36⁶⁵

10+02^E 46' Lt. Power Pole #401

9+82²⁵ B.C. of Roadway

9+40

~~84.02~~ 83.70

Lt.

£

Rt

45

~~77.14~~ 76.42

73.0	72.63	72.19	72.35	71.44	71.84	72.5	71.6	71.5
14.3 40	10.47 20	11.11 20	10.95	11.86 20 Gut	11.44 20 Cb	9.8 31	8.7 20	7.5 100
73.5	72.95	72.36	72.49	71.60	71.99	72.7	71.7	71.6
9.8 40	14.35 20 Cb	10.94 20 Gut	10.81	10.00 20 Gut	11.31 20 Cb	9.6 32	8.6 20	7.1 100
74.1	73.28	72.68	72.77	71.94	72.38	72.1	71.9	72.5
9.2 40	10.02 20 Cb	14.62 20 Gut	10.53	11.36 20 Gut	10.92 20 Cb	10.2 30	8.4 33	7.8 20
74.8	73.62	72.91	73.10	72.28	72.72	72.2	71.8	71.0
8.5 40	8.68 20 Cb	10.57 20 Gut	10.20	11.02 20 Gut	10.54 20 Cb	9.1 30	7.5 33	6.3 20
74.2	74.5	73.92	73.29	72.42	72.58	72.06	71.7	71.3
7.1 40	8.8 27	9.38 20 Cb	10.01 20 Gut	9.88	10.72 20 Gut	11.24 20 Cb	8.6 31	6.0 34
77.6	77.6	74.7	74.2	73.67	73.62	72.90	72.46	72.0
5.7 40	5.7 33	8.6 25	8.6 30 Cb	9.63 20 Gut	9.48	10.40 20 Gut	9.84 20 Cb	8.3 30
76.9	76.6	76.2	74.4	73.76	73.95	72.75	72.74	72.2
4.4 40	4.7 33	7.1 30	8.46 20 Cb	9.54 20 Gut	9.22	10.15 20 Gut	9.56 20 Cb	8.1 27
76.9	76.6	76.2	74.4	73.76	73.95	72.75	72.74	72.2
4.4 40	4.7 33	7.1 30	8.46 20 Cb	9.54 20 Gut	9.22	10.15 20 Gut	9.56 20 Cb	8.1 27

~~84.02~~ 83.30

Cont'd From Page 46

18724⁴³ So. Curb Line Archer

17766 BC, cb, on Lt.

17732 { 33' Lt & 15' Storm Drain
33' Rt Begin 42" Storm Drain (Excavation for unfinished Storm Drain not shown in levels on Rt.)

17720 30' Rt Eucalyptus Tree 10"

17719⁵ 26' Rt Telephone Pole # 517450H

17+00

T.P. 441 74.51 7.04 70.10

16+50

16+43 30^ERt 10" Eucalyptus Tree

16+00

15783² 26³Rt Telephone Pole # 517449H

76.4^v

~~77.14~~

	Lt.		C		Rt									
	67.01	68.55	67.69	68.51	69.01	69.70	69.17	69.99	71.1	71.4	47			
	7.78 90 cb	8.24 90 Gutt	5.70 30	5.28 35	4.78 20	4.17	4.62 20 Gutt	5.80 20 cb	2.7 25	2.4 20				
	68.98	68.33	69.11	69.70	69.26	70.04	70.6	71.2	71.7					
	4.91 33 cb	5.46 33 Gutt	4.68 20	4.09	4.53 20 Gutt	3.77 20 cb.	3.0 23	2.6 25	2.1 20					
	66.22	68.21	69.10	68.18	68.24	69.09	69.52	69.26	70.10	70.2	71.1	61.54	71.6	72.7
	5.57 20 cb	5.58 20 Gutt	4.69 33 cb	5.61 33 Gutt	5.55 21 Edge Box	4.70 20 Gutt	3.97	4.53 20 Gutt	3.69 20 cb.	3.6 22	2.7 31	12.25 31 FL	2.2 45	4.1 20
	69.22	68.4	68.9	69.6	69.89	69.24	70.16	71.1	72.1	72.8				
	4.57 33 cb.	5.4 33 Gutt	4.9 28	4.61 20 Gutt	3.90	4.45 20 Gutt	3.63 20 cb	2.4 28	1.7 45	1.0 20				
					72.51	73.79								
	69.44	68.7	69.4	69.20	70.04	69.40	70.24	71.2	71.5	72.7				
	6.98 33 cb	7.7 33 Gutt	7.0 21	7.22 20 Gutt	6.38	7.02 20 Gutt	6.14 20 cb	5.2 26	4.6 45	3.7 20				
	69.73	68.6	69.5	69.26	69.96	69.46	70.36	71.3	71.6	72.2				
	6.69 33 cb.	7.6 33 Gutt	6.9 21	7.16 20 Gutt	6.44	6.96 20 Gutt	6.06 20 cb.	5.1 30	4.8 45	4.2 20				

76.4^v

~~77.14~~

Cont'd From Page 47

T.P. 4.86 74.95 4.42 70.09

21400

20750

20400

19782^E 27' Rt Telephone Pole # 517452H

19750

19744 31^E Rt 8" Eucalyptus Tree

19715³ End Pav. to New curb

18769⁴³ No. Curb Line Archer

18750⁵ 26^E Rt Telephone Pole # 517451H

18746⁷³ & Archer

74.51 77.79

Lt

&

Rt 48

69.51	68.7	68.9	68.64	69.33	68.82	69.54	70.6	71.1	71.9
4.28	5.1	4.7	5.15	4.46	4.97	4.23	3.0	2.7	1.9
33	33	21	20		20	20	28	25	70
cb	Gutt		Gutt		Gutt	cb			

69.65	69.0	69.0	68.69	69.29	68.92	69.65	71.1	71.5	72.1
4.14	4.9	4.8	5.10	4.40	4.87	4.14	2.7	2.3	1.7
33	33	21	20		20	20	31	25	70
cb	Gutt		Gutt		Gutt	cb			

69.64	68.9	69.1	68.76	69.47	68.92	69.68	71.1	71.3	71.9
4.15	4.9	4.7	5.01	4.52	4.87	4.11	2.7	2.5	1.9
33	33	21	20		20	20	33	25	70
cb	Gutt		Gutt		Gutt	cb			

69.52	68.7	69.1	68.86	69.51	68.97	69.78	71.4	71.7	72.0
4.27	5.1	4.7	4.93	4.24	4.82	4.01	2.4	2.5	1.8
33	33	21	20		20	20	33	25	70
cb	Gutt		Gutt		Gutt	cb			

69.36	68.73	68.92	69.55	69.07	69.80	71.4	71.6
4.43	5.06	4.07	4.24	4.72	3.99	2.4	2.2
33	33	20		20	20	28	70
cb	Gutt			Gutt	cb		

67.06	65.56	67.94	68.67	68.94	69.67	69.15	69.91	70.7	71.0	71.9
7.73	8.23	5.85	5.12	4.83	4.12	4.64	3.88	3.1	2.8	1.9
90	90	30	33	20		20	20	27	25	70
cb	Gutt					Gutt	cb			

67.06	67.99	68.62	68.97	69.63	69.16	69.93	70.8	71.1	71.8
7.71	5.80	5.17	4.82	4.16	4.63	3.86	3.0	2.7	2.0
90	50	33	20		20	20	31	25	70
					Gutt	cb			

74.51 73.79

Cont'd From Page 48

24+00

23+91 27' Rt Telephone Pole # 517 455 H

23+50

23+00

22+61⁰ 15' Storm Drain Rt & Lt.

22+57 27' Rt Telephone Pole # 517.454 H

22+46 30' Rt 18" Eucalyptus Tree

22+00

21+50

21+22^E 27' Rt Telephone Pole # 517 453 H

74.95

Lt

C

Rt

49

70.62	70.0	70.4	70.10	70.63	70.16	70.86	71.1	71.9
3.0 33 cb	4.2 33 cut	3.8 21	4.3 20 cut	3.6	4.7 20 cut	3.97 20 cb	2.8 45	2.3 70

70.01	69.4	69.7	69.45	70.07	69.56	70.26	70.9	71.1
4.22 33 cb	4.8 33 cut	4.5 21	4.78 20 cut	4.16	4.67 20 cut	3.97 20 cb	3.3 45	2.8 70

69.42	68.8	69.1	68.81	69.48	69.02	69.73	70.4	70.2	70.6
4.8 33 cb	5.4 33 cut	5.1 21	5.42 20 cut	4.75	5.21 20 cut	4.52 20 cb	3.8 29	4.0 45	3.6 70

68.10	68.14	68.97	68.10	68.15	68.4	67.92	69.08	68.55	68.75	68.60	68.56	68.9	68.91	68.41	70.0
6.13 33 cut	6.09 33 cut	5.26 33 cb	6.13 33 cut	6.08 31 cut	5.8 21	6.31 20 cut	5.15	5.64 20 cut	4.84 20 cb	5.63 20 cut	5.67 20 cut	4.3 21	7.42 35 cut	5.74 35 cut	4.2 70

69.7	68.4	68.8	68.46	69.13	68.72	69.38	69.9	69.9	70.6
5.06 33 cb	5.8 33 cut	5.4 21	5.74 20 cut	5.0	5.51 20 cut	4.85 20 cb	4.3 29	4.3 45	3.6 70

69.35	68.3	68.8	68.54	69.20	68.77	69.46	70.3	70.5	71.5
4.88 33 cb	5.7 33 cut	5.4 21	5.69 20 cut	4.93	5.30 20 cut	4.77 20 cb	3.9 26	3.7 45	2.7 70

74.23

74.95

check			6.70	71.79 = 7180
T.P.	4.10	78.49	6.65	74.39
	306	81.04		77.98 S.W. B.P.
check			7.57	99.15 = 9854
T.P.	5.16	106.72	6.62	101.56
	0.60	108.18		107.58 ←
check			0.60	107.55 = 107.58
TP	7.31	108.15	3.47	100.84
TP	9.40	104.31	0.90	94.91
TP	13.16	95.81	0.92	82.65
TP	8.11	83.57	8.76	75.46
TP	10.31	84.22	3.40	73.91
TP	3.95	77.31	1.66	73.36
TP	2.85	75.02	2.78	72.17
TP	2.67	74.95	9.42	72.28
check			3.00	78.90 = 77.98
T.P.	9.17	81.70	2.42	72.53 * End of New Walk

S.E. B.P. Midway & La Jolla Blvd.

Colima & La Jolla Blvd.

N.W. B.P. Sapphire & Mission Blvd.

Starting B.M.

Error = 0.72
 All elevations corrected
 to agree with 77.98 elev.
 HPC

S.W. B.P. Colima & La Jolla Blvd.

24+91 1/2 End New Curb & Sidewalk 34' Lt Power Pole #5306

71.82	71.77	71.62	71.0	71.6	71.12	71.22	71.12	71.84	72.6	71.7	73.1
2.41	2.46	2.61	3.2	2.6	3.11	2.51	3.11	2.39	1.6	2.5	2.1
47	42	33	33	21	20		20	20	25	45	70
Wk	Wk	cb	Gutt		Gutt		Gutt	cb			

24+50

71.19	70.5	71.1	70.63	71.21	70.70	71.41	72.0	72.4
3.04	3.7	3.1	3.60	3.02	3.53	2.82	2.2	1.8
33	33	21	20		20	20	45	70
cb	Gutt		Gutt		Gutt	cb		

74.95

74.22

27+12 cb. BC on Rt

26+65

26+51⁸ 27' Rt Telephone Pole # 5174574

26+25 Begin 5' Comb. WIK & cb. on Rt.

↑
WALKS are in on line of P.L.
Sta. is of WIK meeting cb.

26+01 Begin 5' Comb. WIK & cb. on Lt.

25+65

25+45 30' Rt. Eucalyptus 12"

25+30³ No. cb. line N.G. Sch. Road.

25+22 26⁸ Rt Telephone Pole # 5174564

25+10² So. Cb Line Naval Gunbery Sch. Road.

T.P. 8.65 81.18 72.53 * See pg. 50

71.1	71.4	71.5	71.99	71.93	71.92	71.04	71.39	71.91	71.10	71.6	71.9	71.6	
5.4	5.1	5.0	4.47	4.61	5.10	4.12	5.07	4.55	4.36	3.7	3.6	2.9	
70	45	30	2.5	2.0	2.0	2.0	2.0	2.0	2.5	2.9	4.5	7.0	
			WIK	cb	cb	out	out	cb	WIK				
73.3	73.4	73.6	74.65	74.51	74.06	74.65	74.24	74.72	74.79	75.4	75.2	76.0	
7.2	7.1	6.9	5.81	5.95	6.40	5.78	6.22	5.74	5.67	5.1	5.3	4.5	
70	52	29	2.5	2.0	2.0	2.0	2.0	2.0	2.5	2.9	4.5	7.0	
			WIK	cb	out	out	out	cb	WIK				
71.1	71.1	72.1	72.5	72.67	72.41	72.64	72.60	72.70	72.72	72.75	71.6	71.6	71.2
8.4	8.4	8.4	7.7	6.79	7.05	7.02	6.76	7.16	6.74	6.64	5.9	5.9	5.3
70	63	55	45	33	2.5	2.0	2.0	2.0	2.0	2.5	2.9	4.5	7.0
				WIK	cb	out	out	out	cb	WIK			
71.0	71.2	72.1	72.0	72.10	72.43	72.06	72.56	72.70	72.26	72.6	72.5	72.3	
9.5	9.3	8.4	7.5	7.36	8.03	7.40	7.90	7.26	7.18	5.9	6.0	5.2	
70	60	33	21	2.0	2.0	2.0	2.0	2.0	2.5	2.9	4.5	7.0	
				cb	out	out	out	cb	WIK				
70.7	71.3	72.3	72.61	71.95	72.55	72.07	72.71	73.7	72.6	71.1			
9.8	9.2	8.4	7.85	8.49	7.88	8.29	7.75	6.8	6.9	6.4			
70	33	21	2.0	2.0	2.0	2.0	2.0	3.4	4.5	7.0			
			cb	out	out	out	cb						
71.40	70.54	71.36	71.83	71.61	72.13	71.61	72.30	72.0	72.2	72.5			
9.06	8.62	8.70	8.63	8.85	8.33	8.89	8.16	7.5	7.3	7.0			
4.5	4.5	3.3	2.2	2.0	2.0	2.0	2.0	2.9	4.5	7.0			
cb	out					out	cb						
71.2	70.75	71.26	71.57	71.36	71.85	71.32	72.09	72.9	72.3				
7.15	7.11	7.18	8.89	9.10	8.58	9.14	8.37	7.6	7.2				
4.5	4.5	3.3	2.2	2.0	2.0	2.0	2.0	3.3	7.0				
cb	out					out	cb						
					81.18	80.46							

check 2.48 78.70 = 77.98 S.V.B.P.

Levels on Line Colima

28+04⁴⁴ No. Cb. Line Colima

27+85 R.Ls 27' Lt Power Pole # 5396
Levels on line of colima

27+87⁰⁴ Q Colima on Rt

27+70 R.Ls 30' Eucalyptus Tree 8"

Levels taken on line of Colima

27+69⁶⁴ So. Cb. Line Colima on Rt

81.18
X

Colima # La Jolla Blvd.

78.6	78.5	77.96	77.90	77.50	77.93	77.54	77.52	78.06	77.43	77.07	77.61	78.21
1.9	2.0	2.50	2.56	2.96	2.53	2.92	2.94	2.46	3.05	2.39	2.25	2.17
100	70	28.74 WIK.	28.11 Cb.	28.11 Gut		23.2	3.6 Gut	3.8 Cb.	3.7 Gut	2.9 Cb	1.0 Gut	1.6 Cb

78.1	78.3	78.2	77.76	77.74	77.31	77.71	77.35	77.13	77.55
2.4	2.2	2.3	2.70	2.72	3.15	2.75	3.11	3.33	2.71
100	70	35	28.74 WIK.	28.11 Cb	28.11 Gut		23.2	3.7	7.0

77.9	78.1	77.8	77.49	77.48	77.00	77.43	76.96	76.44	77.11	76.73	77.37
2.6	2.4	2.7	2.97	2.98	3.46	3.03	3.50	4.02	3.35	2.73	3.09
90	70	40	28.74 WIK.	28.11 Cb	28.11 Gut		23.18	6.62 Gut	6.62 Cb.	7.0 Gut	1.0 Cb

81.18
X 80.46

Check of Roadway of
La Jolla Blvd.

Roberts
Greer
Gregory
Acuna

(Colima to La Cañada)

T.P. 30

Map, 1810

Midway

set →
R.R. Hubert
7-13-50
GAL

20' 20"

C.T.

C.T.

BC

5x

20' 20"

C.T.

Colima

20' 20"

Birdrock

Pipe

Mon.

Ave.

Forward

Mon.

Hub.

C.T.

E.C.

5x

20' 20"

20' 20"

20' 20"

20' 20"

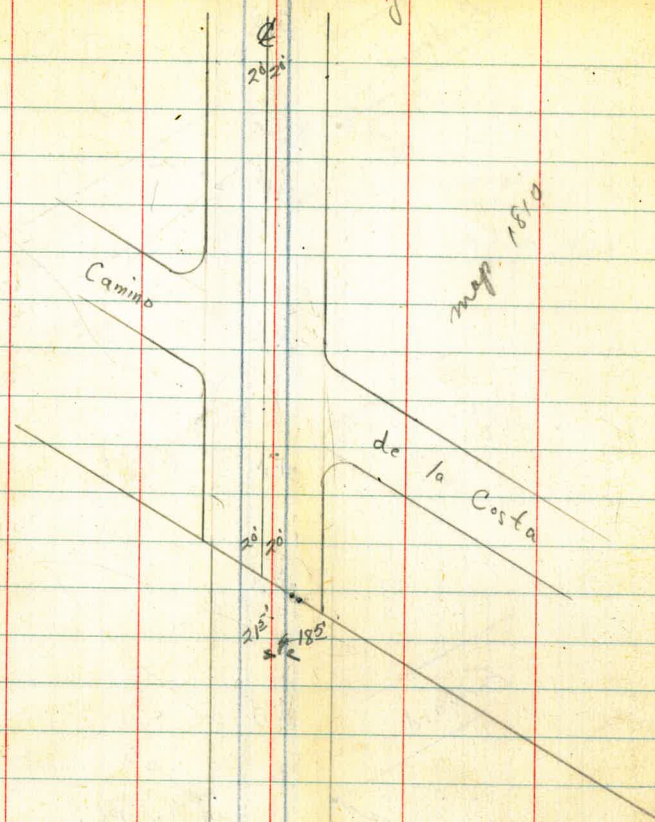
20' 20"

20' 20"

20' 20"

20' 20"

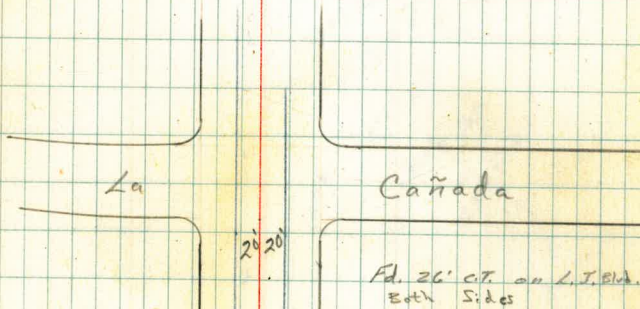
Contd From Page 53



map 971

21 18

54



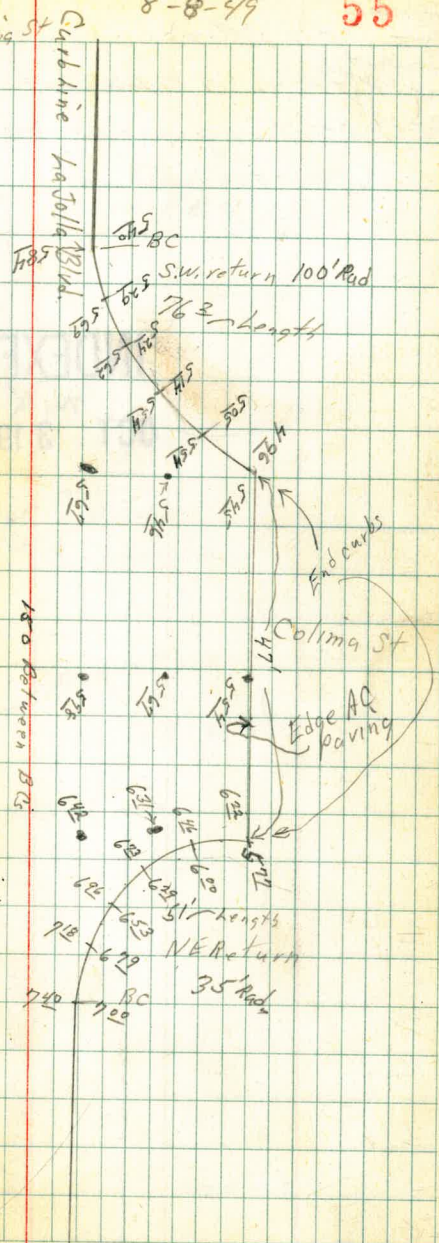
20 20

20 20

D Smith Added Levels
 W Moore La Jolla Blvd + Colima St
 J Clark
 K Acuna

W04 22017
 8-8-49

55



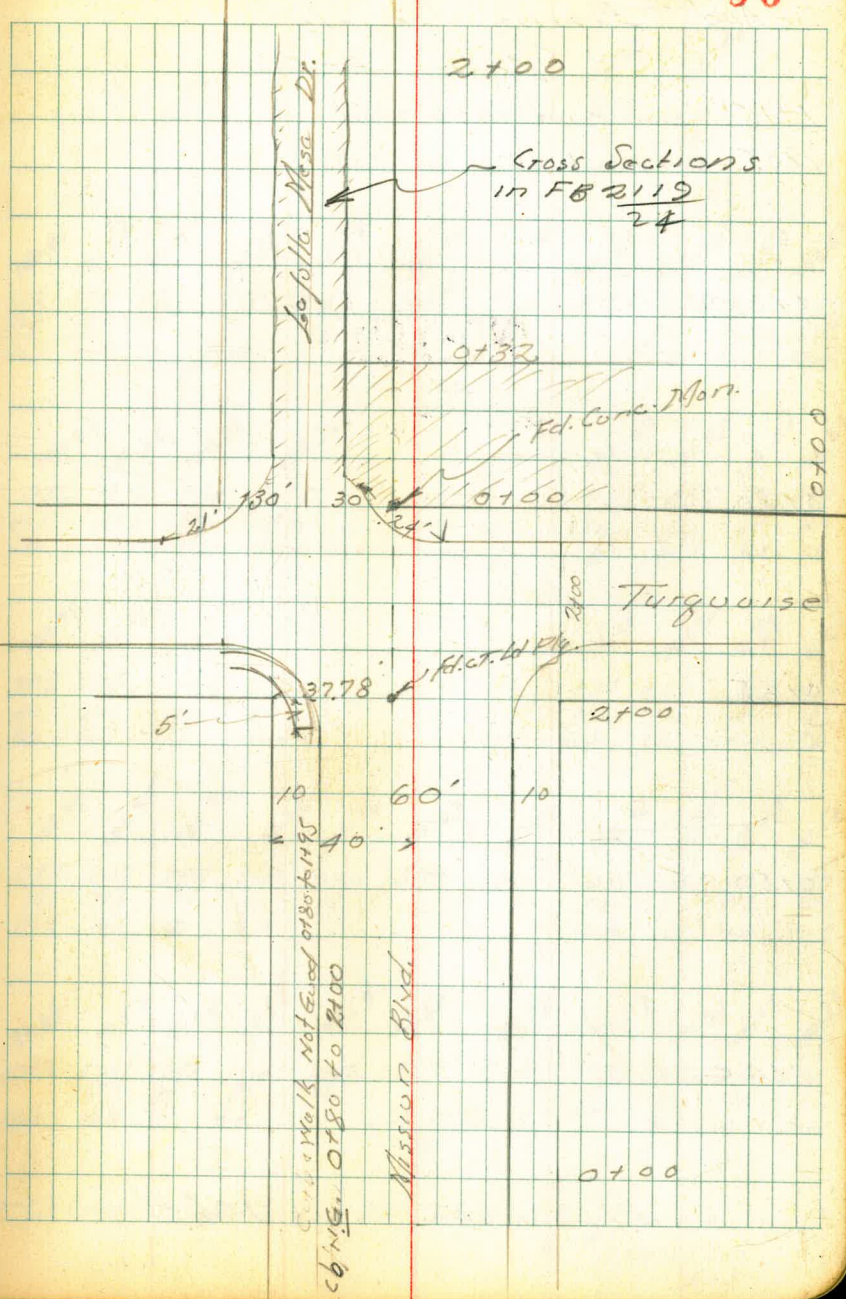
BM. 529 8327

7798 SW B.P.
 Colima - La Jolla Blvd.

Walker PAVING AND CURB LEVELS
 Johnson
 Pope ON MISSION BLVD
 Crawford
 Dick 5151 0027
 from a Point 300' South
 4-30-49 of Turquoise to Jk. Turquoise St

INDEXED
 W.K.
 OCT 3 1949

56



1780.05 = stop up 17600 154

1780

1775 = Additional

2100

1750

1728

104.36

566

30
Cb103.75
627
30
Gut104.21
581
30
Cb

103.25	102.57	103.53	103.62	103.82	103.49	104.10	104.11
677	745	649	620	620	653	592	591
37.5	30	15		15	30	30	
Walk	Gut				Gut	Cb	

103.79	103.79	103.46	104.13	104.53	104.50	104.25	104.87	105.19
623	623	626	589	549	552	574	515	483
37.5	33.1	33.1	15		15	32.8	32.8	32.8
Walk	Cb	Gut				Gut at return	Cb	Walk

104.57	101.56	102.55	103.09	103.09	103.04	103.54	103.67	103.81
815	846	747	693	693	698	648	635	621
37.5	30	15		15	30	30	32.5	37.5
10 Drive	10 Drive				Gut	Cb	Walk	Walk

101.27	101.33	101.24	101.04	
875	869	878	898	
37.5	32.5	30	30	
Walk	Walk	Cb	Gut	1100 R

Lojolla Mesa Drive
 X-Section from Turquoise
 to 200' N - Sketch D-56

0750

INDEXED
 W.K.
 OCT 3 1949

0732

0708

0704 = End Rt.

0702 = End Ret. on Lt.

0700 N. Turquoise

Lt.

Rt.

Rt.

59

104.9 51 30	104.37 565 15 edge Pol.	105.11 491	104.90 512 13 edge Pol.	105.6 44 30				
104.5 505 30	104.04 528 15 edge Pol.	104.69 533	104.67 545 18 Pol.	104.37 565 19 Pol.	105.33 469 30 Pol.			
104.1 59	107.38 664 19 edge Pol.	104.18 584 Pol.	104.16 586 14 Pol.	104.07 595 19.5 Pol.	104.62 540 20.5 Pol.	104.89 513 30 Pol.		
103.48 654 22.3 cb.	103.12 690 22.3 cut.		103.98 604 214 cut.	104.79 523 214 cb.	104.81 521 30 at Pol.			
103.7 633 30	103.46 656 23 cb.	103.02 700 23 cut.	103.48 654 15 Pol.	104.06 596	104.11 591 17.5 Pol.	103.82 620 23 cut at cb Rt.	104.80 522 23 cb.	104.8 512

110 D 2

Lopolla Mesa Drive

chk BC Ret 20' Rt 0730, TP-41 682 10320 ✓

SW Ret. Mission & Turquoise

NW Ret. Mission Turquoise & Lopolla Mesa Dr.

NE Ret. " " " "

2100

1750

1700

11002

Lt.

L

Rt.

60

103.03 6.99 BC. on Turq. cut 0	103.67 6.35 CB.	103.13 6.89 11' from Rk. cut	102.76 6.26 11' from Rk. BC. on CB.	103.46 6.56 22' from BC. on cut.	102.79 6.23 22' from BC. on CB.		
102.70 7.32 BC. cut on Turq.	103.20 6.82 BC. CB.	102.84 7.18 2' Ret. cut.	103.33 6.69 2' Ret. CB.				
105.11 4.91 BC on Turq. Tap CB	104.61 5.41 BC. cut	103.83 6.19 cut 2' Ret.	104.86 5.16 CB. 2' Ret.				
108.5 1.5 30	108.0 2.9 27	108.07 1.95 15 edge Pav.	109.04 0.98	108.81 1.2 13 edge Pav.	108.6 1.4 17	109.3 0.7 20	109.6 0.4 30
108.1 1.9 30	107.2 3.8 21	106.87 3.15 15 edge Pav.	107.93 2.05 12 Pav.	107.63 2.39 12 Pav.	107.47 2.55 13 edge Pav.	108.2 1.8 19	108.6 1.4 30
106.2 3.8 30	105.5 4.5 20	105.44 4.58 16 edge Pav.	106.47 3.55 13 edge Pav.	106.07 3.95 13 edge Pav.	106.0 4.0 16	107.0 3.0 30	
			110.02				

Cross Sections - Turquoise of
 from a Point 200' East of
 Mission Blvd to East Line
 of Mission Blvd. Sketch P-56
 1100

0775

INDEXED
 W.K.
 OCT 3 1949

0755

0750

0725

0700

658

113, 44

106.86

Mulker 9-30-49

Johnson
 Pope
 Crawford
 P. Section

61

109.2	108.92	108.38	108.88	109.02	108.4	108.54	109.01	108.5
4.3	4.52	5.06	4.86	4.42	4.54	4.88	4.43	4.9
30	20	20	10		10	20	20	30
	cb.	cut				cut		

110.1	109.69	109.16	109.69	109.86	109.65	109.30	109.4
3.3	3.75	4.28	3.75	2.58	3.79	4.14	4.0
30	20	20	10		10	20	30
	cb.	cut				cb.	

109.99	110.56
3.45	2.88
20	20
	cb.

110.7	110.52	109.95	110.49	110.63	110.46	110.14	110.72	110.6
2.7	2.92	3.49	2.95	2.81	2.98	3.30	2.72	2.8
30	20	20	10		10	20	20	30
	cb.	cut				cut	cb.	

111.8	111.34	110.79	111.26	111.36	111.28	110.89	111.99	111.5
1.6	2.10	2.65	2.18	2.08	2.46	2.55	2.2	1.9
30	20	20	10		10	20	20	30
	cb.	cut				cut	cb.	

112.1	112.10	111.54	111.98	112.08	112.03	111.64	112.18	112.3
1.0	1.34	1.98	1.46	1.86	1.41	1.80	1.86	1.1
30	20	20	10		10	20	20	30
	cb.	cut				cut	cb.	

B.M. on Top Fire Hyd. P-57

Mission Blvd.
Turquoise St.

1758

1750 = Beg. D.I.V.

1737 = End D.I.V.

1725

1702 = Beg. D.

0780

113.44

62

						106.14	106.11	106.41
						7.30	7.33	7.03
						20	27	30
						Ext.	on Pav.	on Pav.
106.7	106.98	106.58	107.15	107.35	106.91	106.34	106.93	106.9
67	646	686	629	609	653	710	651	65
20	20	20	10		10	20	20	30
	6.	Ext.				Ext.	cb.	
						106.92	107.42	
						652	602	
						20	20	
						Ext.	cb.	
108.3	108.11	107.58	108.02	108.16	107.94	107.69	107.58	108.0
51	533	586	542	528	550	575	586	54
	20	20	10		10	20	20	30
		Ext.				Ext.	cb.	
						Black Pav.	17 D.I.V.	
						108.52	108.97	
						492	447	
						20	20	
						Ext.	cb.	
						108.75	109.22	
						466	422	
						20	20	
						Ext.	cb.	
					113.44			

~~Missioa Blvd~~
Turquoise

Lt.

L

Rt.

63

2700

1775

105.25	105.15	104.61	105.19	105.60	105.60	105.36	105.72
8.19	8.29	8.83	8.25	7.84	7.84	8.08	7.72
288	27.2	22.2	10	10	10	20	30
with	cb.	cut at Rt					Per

105.9	105.60	105.19	106.17	106.63	106.35	105.75	105.88	106.04
7.5	7.84	8.25	7.27	6.81	7.09	7.69	7.56	7.40
30	20	20	10		10	20	27	30
	cb.	cut					Per	Per

113.44

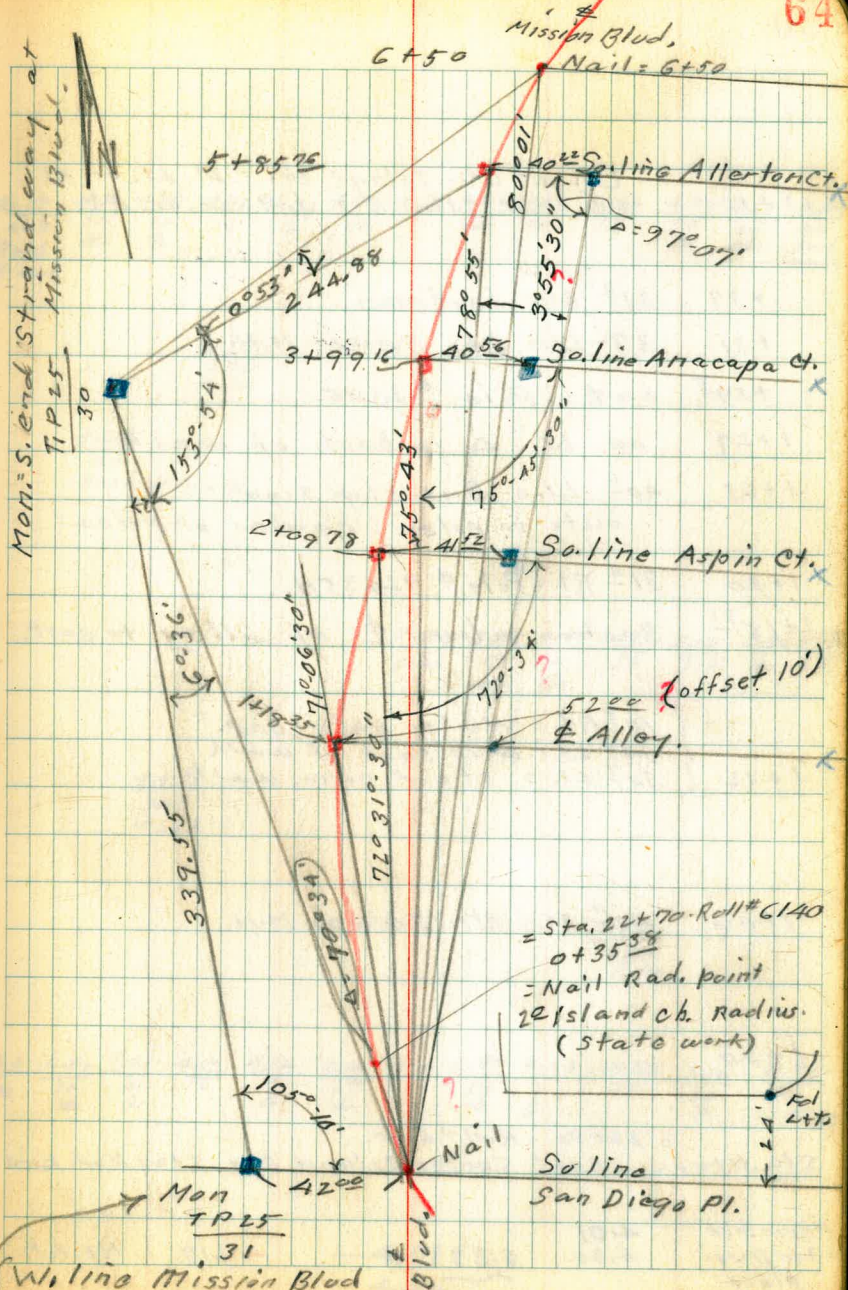
X-Sec. Mission Blvd
Aspin Ct. to Allerton Ct.
Semmermeyer 1-3-50

■ = Rd. Mon } T.P. 25
● = " LAT } 30+31
X = " cross }
■ = set 2/4 cr.
● = " nail

INDEXED
W.K.
JAN 4 1950

thus
 Δ shown on lines ($70^\circ 34'$) are at
nail (at $0+00$ Mission Blvd & So. line of
San Diego Place) and turned off
So. line San Diego Place to west,
to line shown under A ($78^\circ 58'$)
thus.

Split of ctr. island curbs are
used as Δ Mission Blvd.
Ties shown to known city points.



W. line Mission Blvd
S. " San Diego Place produced from east.

1+50 C. at Ctr. Island cl. = 2' Lt. or Rt.
Cl. Ctr. Island = 1.9 Lt. or Rt.

+37 31³ Rt. = dead man

+31 37¹ Lt. = Ctr. Sewer M.H.

+29³ 07² = Pole # 2600

1+29 40 Lt. = Δ in back of walk

1+23 40² Lt. = Bus stop sign
outs to poles = center of poles

1+20 31⁴ Rt. = Pole # 92685H.

1+18³ Section along \pm of alley to east.

1+12 { 10³ Rt. = water gate cap.
34⁴ Lt. = Δ in back of walk
30³ Lt. = start cone, walk

1+06 40⁴ Rt. = Ctr. Sewer M.H.

1+00

= 22+70 - Roll # 6140.

Sta. 0+00 = Start Center Island Obs. Sta. = Rad. point

Mission Blvd 4.01
+ San Diego 5.20
plaza 6.39 — — 1.19 N.E. & P.

For A change see P 70

4.19	4.30	4.85	4.42	4.19	3.52	3.6	3.68	4.32	4.60	4.98	4.63	4.49
40 ²	30	30	16	G	06		06	G	16	30	30	40
Back	06	06								G	06	Back
of walk												walk

4.28
37²
R. 177

4.29
40
Back of walk

3.74	3.78	4.02	4.73	5.10	4.84	4.32
Hub	19	2	16	315	41	65
	06	G				

4.51
34³
walk

4.76
40⁴
R. 177

4.4	4.54	5.03	4.62	4.32	3.66	3.9	3.85	4.44	4.80	5.16	4.83
40	30	30	16	2	19		19	2	16	30	40
	06	G		G	06		06	G		G	in Alley

4.01
6.39

3+28 31^E Lt. = cl. E.C. W. line strand Way

cont.

3+20 30' Lt. = P.R.C. of Curb W. Line Strand Way

cont.

3+00

3+00

T.P. 4.36 $\frac{5.45}{7.83}$ 2.92 $\frac{1.09}{3.47}$

+64 on Φ = Pole # 2618

2+50

2+13^E on Φ = Aspin Ct. Marker sign.

2+09⁷⁸ = So. line Aspin Ct.

2+00 W = back edge of walk.

$\frac{4.01}{6.87}$

$\frac{4.90}{3.15}$ $\frac{5.43}{3.15}$
cl G

$\frac{4.0}{7.0}$ $\frac{4.89}{4.0}$
sand W

$\frac{5.20}{4.03}$ $\frac{5.0}{7.0}$
W sand

$\frac{4.97}{2.92}$ $\frac{5.80}{2.92}$ $\frac{5.13}{16}$ $\frac{4.90}{G}$ $\frac{4.29}{cl}$ 4.5 $\frac{4.47}{cl}$ $\frac{5.07}{G}$ $\frac{5.31}{16}$ $\frac{5.67}{30}$ $\frac{5.38}{30}$
cl G cl cl cl G G cl

$\frac{4.5}{7.0}$ $\frac{4.96}{4.0}$
sand W

$\frac{5.3}{7.0}$
sand

$\frac{5.06}{3.0}$ $\frac{5.56}{3.0}$ $\frac{5.23}{16}$ $\frac{4.97}{G}$ $\frac{4.27}{cl}$ 4.4 $\frac{4.52}{cl}$ $\frac{5.15}{G}$ $\frac{5.41}{16}$ $\frac{5.76}{3.0}$ $\frac{5.44}{3.0}$ $\frac{5.31}{4.0}$
cl G cl cl cl G cl G cl W

5.45

~~7.83~~

$\frac{3.73}{4.0}$ $\frac{3.85}{3.0}$ $\frac{4.38}{3.0}$ $\frac{4.04}{16}$ $\frac{3.81}{cl}$ $\frac{3.20}{cl}$ 3.2 $\frac{3.35}{cl}$ $\frac{3.95}{G}$ 4.19 $\frac{4.53}{16}$ $\frac{4.27}{3.0}$ $\frac{4.12}{4.0}$
W cl G cl cl cl cl G cl G cl W

$\frac{3.98}{4.0}$ $\frac{4.06}{3.0}$ $\frac{4.65}{3.0}$ $\frac{4.24}{16}$ $\frac{4.01}{G}$ $\frac{3.36}{cl}$ 3.5 $\frac{3.49}{cl}$ 4.17 $\frac{4.39}{16}$ $\frac{4.72}{3.0}$ $\frac{4.05}{3.0}$ $\frac{4.24}{4.0}$
W cl G cl cl cl cl G cl G cl W

6.39

4.01

Detail curb at junction
strand way + Mission Blvd.

- +16 40' Lt. = water gate caps
- 4+14⁵ 55' Lt. = Sewer M.H.
- A+03 on Φ = Anacapa Ct, Street sign

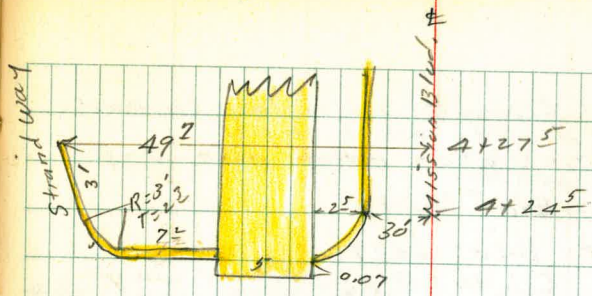
Cont.

- taken on line of Court.
- 3+99¹⁶ = So. line Anacapa Ct.
- West side Strand Way.
- 3+88 53' Lt. (at Radial) = Start Bldgs. 00
 - +85 on Φ = pole # 2626
 - 3+82 (at Radial) 51' Lt. = Approx Φ Anacapa Ct ^{to west.}
 - +77 52' Lt. = one way traffic sign.
 - 3+68 49' Lt. = No parking sign

Cont. 42' Lt. = stop sign

3+50 40' Lt. = end side walk.

7183
5.45



4.60
59' Lt.
W/L, strand way

4.85 4.72
40 30
on walk

4.72 5.12 4.88 4.64 4.00 4.17 4.20 4.81 5.04 5.32 5.00
49 30 16 G CL 1/2 CL G 16 30 30
CL CL CL

4.44 4.82
CL G
51' 51'

3.10 4.67 5.02 4.8
70 40 CL 40 W 70

5.26 5.36 5.92 4.72 4.12 4.3 4.32 4.94 5.21 5.49 5.19
40 30 16 G CL 19 CL 2 G 16 30 30
G CL CL CL CL

7.93
5.45

+97^S = Along ϕ of alley to east.
 +86^S = End 10' wide walk on Rt.
 +92 11 Rt. = water valve gate cap.

+87 on ϕ = pole # 2634

+79 52' Rt. = Pole # 2639

Cont. E.S.W. = Ely. strand way
 W.S.W. = Wly. " "

A150

71' Lt. = Wly strand way
 Cont. 37^S Lt. = back edge 5' walk

4+27^E 49^S Lt. = End cl. on Strand Way

+26 46' Lt. = (Do not enter) sign
 one way

+25 31^S Lt. = Strand way marker sign

4+24^E 30' Lt. = cl. ~~to~~ P.R.C.

A+22 = Face of curb

4+21^S 32^S Lt. = Start walk

4+17 9' Rt. = water gate cap.

~~782~~
 5.45

see sketch
 p. 67

~~5.53~~
 30^S
 2 Alley
 +06.11inc

<u>4.42</u>	<u>4.44</u>	<u>4.73</u>	<u>4.46</u>	<u>4.97</u>	<u>4.7</u>
782	59	37 ^S	37 ^S	40	70
W.S.W.		E.S.W.	W	W	Sand

<u>4.52</u>	<u>5.14</u>	<u>4.79</u>	<u>4.41</u>	<u>3.95</u>	A.1	<u>4.06</u>	<u>4.74</u>	<u>5.06</u>	<u>5.12</u>	<u>5.13</u>
30	30	16	G	06		06	G	16	30 ^S	30 ^S
cc	G					cc	G	G	G	cc

<u>4.42</u>	<u>4.42</u>	<u>4.54</u>	<u>4.24</u>	<u>4.49</u>	<u>4.93</u>	<u>5.1</u>
71	60 ^S	49 ^S	49 ^S	37 ^S	40	70
		pave	cc		W	on sand

<u>4.53</u>	<u>5.10</u>	<u>4.80</u>	<u>4.56</u>	<u>3.98</u>	A.1	<u>4.08</u>	<u>4.74</u>	<u>5.03</u>	<u>5.38</u>	<u>5.10</u>
30	30	16	G	06		06	G	16	30 ^S	30 ^S
cc	G					cc	G	G	G	cc

<u>4.30</u>	<u>4.58</u>	<u>4.60</u>	<u>5.11</u>
47 ^S	47 ^S	30	30
cc	pave	cc	G

<u>4.37</u>	<u>4.70</u>	<u>4.51</u>	<u>5.07</u>
34 ^S	34 ^S	32 ^S	32 ^S
cc	pave	walk	pave
cc			

<u>4.38</u>	<u>4.95</u>	<u>4.52</u>	<u>5.07</u>
walk	pave	32 ^S	32 ^S
37 ^S	walk	walk	pave

~~4.93~~
 5.45

789 on E = Allerton Ct. marker sign.

5+85¹⁶ Sly. line Allerton Ct. (taken Radial)

5+82 on E = Pole #2648

Cont.

5+50

5+05 E start 5' walk + 2E parking on RT.

5+00 Radial

5.45
783

69

4.85	5.02	5.42	5.31	5.4
375	30	30	372	40
W	CL	CL	W	Sand

5.44	5.06	4.93	4.22	4.25	4.43	5.08	5.34	5.74
30	16	G	CL	1/2	CL	1/2	16	30
G						G		G

4.40	4.40	4.62	4.5	4.77	5.20	5.6
121	110	99.2	65	375	372	70
W.S.W.		E.S.W.	sand	W	W.	sand

4.86	5.41	5.00	4.77	4.14	4.2	4.34	4.99	5.27	5.64	5.31
30	30	16	G	CL		CL	G	16	30	30
CL	G								G	CL

4.41	4.41	4.66	4.7	4.63	5.09	5.3
98	87	77	55	375	20	70
W.S.W.		E.S.W.	sand	W	0.7 pavc	sand

4.78	5.28	4.92	4.62	4.01	4.0	4.22	4.87	5.19	5.56
30	30	15	G	CL		12	G	16	30
CL	G					CL			pavc

5.45
783

Mission Blvd
Bench check.

INDEXED

W.K.
JAN 4 1950

N.E.B.P. Mission Blvd
& San Diego Place

6.77 -1.17 (1.19)

→ Bench book shows as 1.19 should be -1.19

N.E.B.P. Alloy
So. of Allerton St.

5.35 5.60 5.33 0.25 (0.22)

N.E.B.P. M.B.
San Luis Rey

6.41 5.58 5.24 -0.83 (0.85)

- Bench book shows as +0.85 should be -0.85

T.P. 5.48 4.41 4.95 -1.07

T.P. 3.69 3.88 9.48 0.19

T.P. 2.58 9.67 2.49 7.09

S.W.B.P. seawall

San Gabriel 2.59 9.58 - 6.99 -

plug gone - used top of wall

N.E.B.P.
San Diego Pl. Orig. B.M.
& Mission Blvd

6.03 -1.18
+1.20 (1.19)

← should be $\left. \begin{matrix} -1.19 \\ + \\ -0.85 \end{matrix} \right\}$ see above.

N.E.B.P. San Luis Rey &
Mission Blvd

6.27 -0.82
+1.55 (0.85)

C+50

5.17	5.62	5.19	5.05	4.42	4.6	4.63	5.28	5.52	5.95	5.66
30	30	16	G	cl		cl	G	16	30	30
cl	G						G		G	cl

5.45

~~7.82~~

5.45

Johnson
Greer
Cota
Eay
2-1-50
W.O. 31584
References
Eb. 1767-69
Profile Map - 3251

4-section Missouri St.
Lament St. to Easterly Termination.

2+80

INDEXED
M.K.
FEB 3 1950

26' 26'

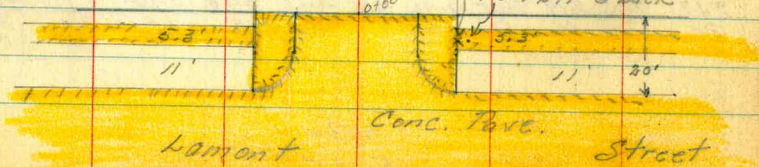
ST

Missouri

26'

Cb. Radius =
10'

Fd Chisel X on Prop. 5'
line
Fd 7' let 3' back



Lament

Conc. Base

Street

71

House

Fd Conc.

1700

19100

Fd. 3/4" pipe in Conc.

X = cut R.P. cross
171 ch. R.P. to Mon.
5/4/53
CHP

26' 26'

Street

52'

8.5'

14.5'

17.5'

Missouri

2480

See - 4271 B

4 section Missouri St

H.I

Note!! all shots on these sections were taken with a self-reading rod & all elevations are true.

North East Curb Return - 10' Radius
16.2' around - 2 parts 8.1' each

South East Curb Return - 10' Radius
16.2' around - 2 parts 8.1' each

0+00 = East Prop line Lamont = End Conc. Pave.
Start Brick wall - 25.8' Lt

0-20 = Curb line Lamont

0-40 = E Lamont St

	6.42	115.90	-	116.21
T.P.	0.50	122.32	10.21	121.82
T.P.	0.63	132.02	12.44	131.40
B.M.	0.74	143.89		143.10

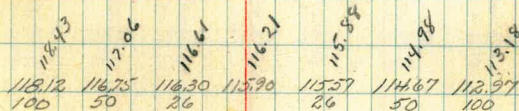
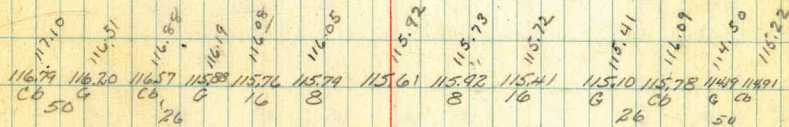
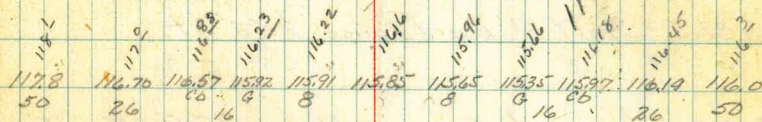
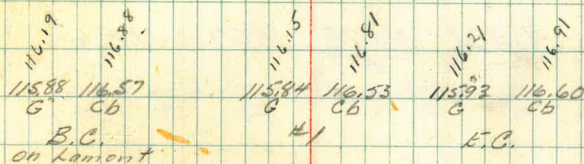
See Book 1807-78 → +.31' cor section
G.P.S. 143.41

Lt.

R

Rt.

72



3' Back
7' Net, S.E. Cor. Lamont & Missouri

7' Net N.W. Cor. Lamont & Missouri

4 Section Missouri St.

1474

T.P. 4.33 116.98 9.67 112.65
1450

1425 = End of 4' board fence 25.8' Lt.

1400

0+81.5 = Start 4' board fence 25.5' Lt.

0+76 = 6 double Garage - Ramp 25.5' Lt - 15' wide

0+50

0+98.5 = Power Pole 12.8' Lt # P-1911

0+25

122.32

Lt.

£

Rt.

73

115.5 47	114.0 26	112.6 11	112.5 11	112.6 6	113.0 9	111.5 17	111.4 26	109.6 50
-------------	-------------	-------------	-------------	------------	------------	-------------	-------------	-------------

115.3 41	114.6 26	113.4 13	113.1 13	113.1 6	113.6 10	112.1 26	111.2 50
-------------	-------------	-------------	-------------	------------	-------------	-------------	-------------

117.9 50	116.9 25.8 fence	115.2 11	114.8 11	114.9 6	115.4 9	114.2 18	114.1 26	113.2 50
-------------	------------------------	-------------	-------------	------------	------------	-------------	-------------	-------------

118.85 42	117.23 25.5	116.3 11	116.1 11	116.1 6	116.7 9	116.0 17	115.1 26	114.3 50
--------------	----------------	-------------	-------------	------------	------------	-------------	-------------	-------------

118.8 43	118.7 25.5 wall	118.3 20	117.3 11	117.1 11	117.1 6	117.9 18	117.4 21	116.5 26	115.3 50
-------------	-----------------------	-------------	-------------	-------------	------------	-------------	-------------	-------------	-------------

118.8 42	118.3 26	117.9 19	117.2 13	116.8 11	116.6 7	117.2 10	117.1 23	116.8 26	115.8 50
-------------	-------------	-------------	-------------	-------------	------------	-------------	-------------	-------------	-------------

122.32

4-section Missouri St.

3+50

3+00

2+74 = End 3' picket fence 26' Lt

2+66 = Power Pole 14.2' Rt #P1957

2+50

T.P. 5.28 $\frac{116.70}{1}$ 5.56 111.92

2+27

2+26 = Start 3' picket fence 26' Lt.

2+25

2+00

1+77

Lt.

Rt.

Rt.

74

113.5	112.9	112.2	111.6	111.6	111.2	110.7
30	26	14		9	26	50

115.0	113.5	112.6	111.8	111.7	111.0	109.3
50	26	15		9	26	46

115.1	114.6	113.6	113.0	112.0	112.0	109.3	106.6
40	26	18	13		9	26	50

115.3	114.5	112.4	112.0	111.8	110.6	108.1	107
50	26	13		7	12	26	50

113.8	113.3	112.4	112.0	111.8	110.6	109.1	107.0
30	26	13		7	12	26	50

113.5	112.8	112.2	112.1	112.0	110.1	109.1	108.7
50	26	13		8	14	26	50

113.5	113.2	112.6	112.5	112.5	113.0	111.1	109.7
48	26	13		5	9	20	26

$\frac{116.98}{1}$

4 section Missouri St.

5+24

5+00

T.P. 2.38 108.10 10.98 105.72

4+76

4+74

4+64

4+54.5 Start 3' board fence 25.2' RT

4+50

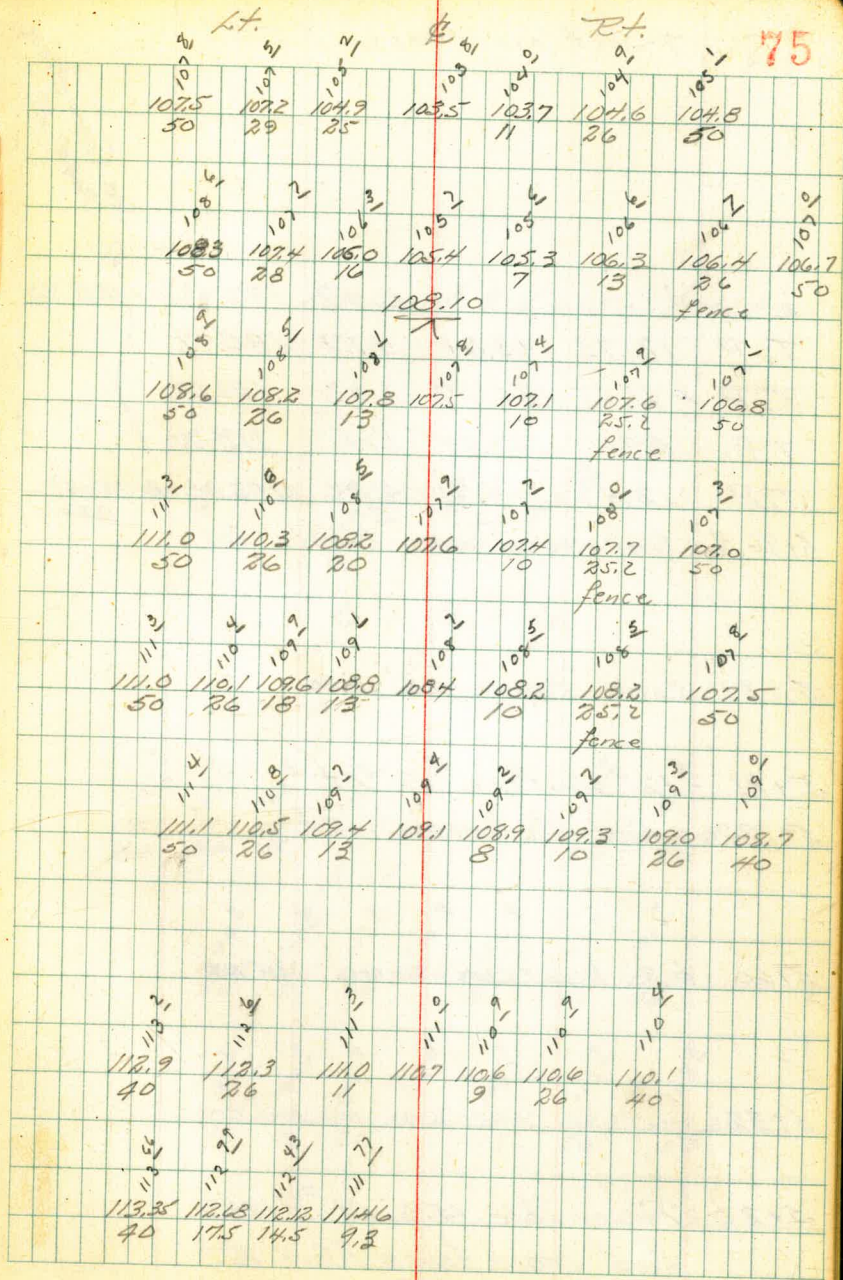
4+04 - Power Pole 15' RT

#P1983

4+00

3+79 = 8.7' wide Corrd Drive

116.70



116.70

4-section Missouri St.

See Correction
PAGE 72

		0.48	143.12	143.10
T.P.	12.73	143.61	0.29	130.88
T.P.	11.55	131.17	1.02	119.62
T.P.	6.94	120.64	1.11	113.70
T.P.	12.42	114.81	5.72	102.38
5786.8	Garage floor - Single Car			102.69 a.p.s.

5784 = Conc. Ramp 8' wide

5781 = 12" cmtree 19' RT

5779.76 = End of Missouri St

5760 = 4" R' Rock & Conc. Gutter 24' RT

5732

5730 = Power Pole 15.6' RT #P1993

End board fence 26.4' RT

108.10

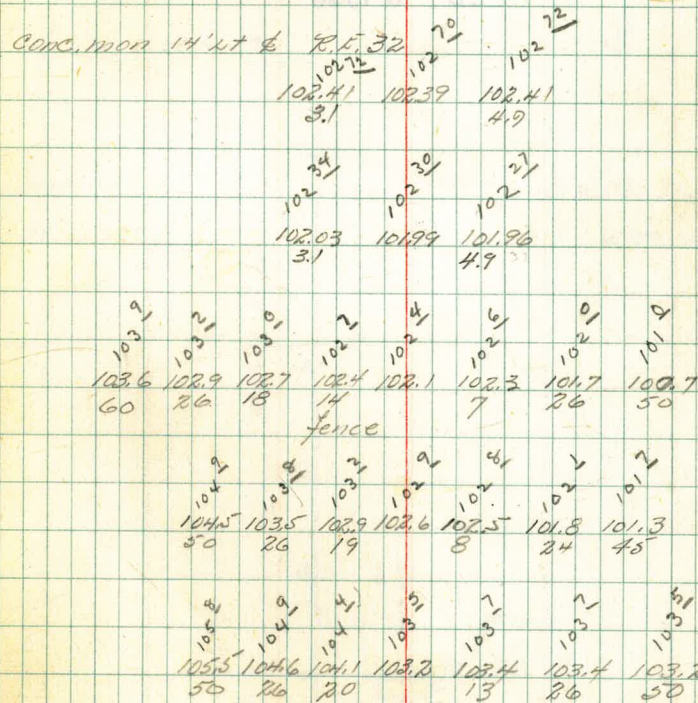
Lot.

Q

RT.

76

N.W.
7' S.W. 1/4 T Lamont & Law Streets

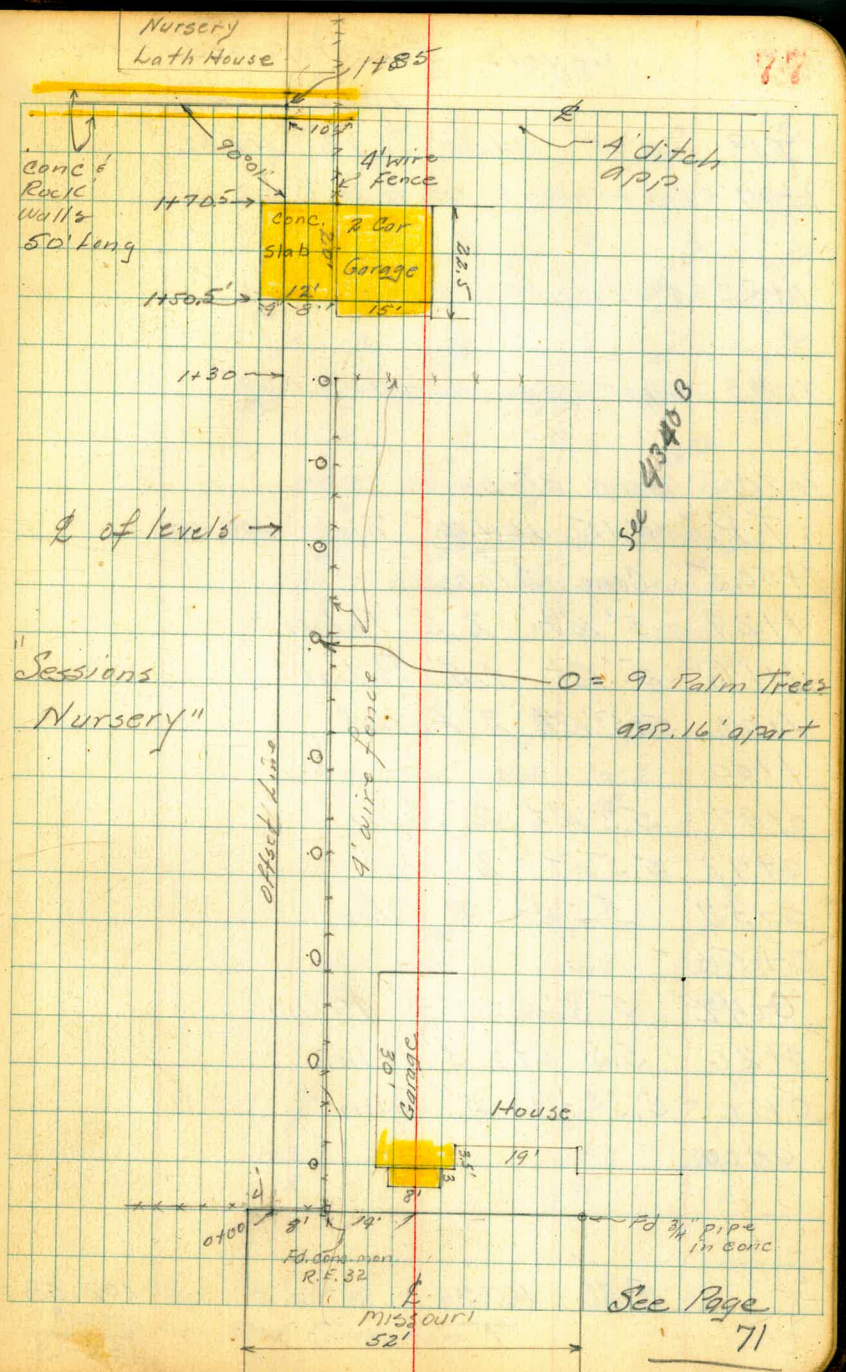


108.10

Johnson
Green
Cota
Fay
2-2-50

Proposed Drain for Missouri St

INDEXED
N.K.
FEB 3 1950



Levels for Proposed Drain

T.P. 11.98 114.80 1.93 102.82
 12.43 102.37 102.38

1487 = East edge ditch

1485 = E ditch

1483 = West edge ditch

1470.5 - Conc. slab

T.P. 4.15 104.75 7.14 100.60

1450.5 - Conc. slab

1429 5' Rt 2.5' Palm

1416 5' Rt 1.5' Palm

1403 5.5' Rt 2' Palm

1400

0487 = 5.5' Rt = 2' Palm

0472 5.5' Rt = 2' Palm

0457 5.5' Rt = 3' Palm

0450

0442 5.5' Rt = 3' Palm

0426 5.5' Rt = 3' Palm

0411 5.5' Rt = 3' Palm

0400

5.36 107.74
 102.38
 + .31
 102.69

Conc. Man - R.F. 32
 P-76

RT	RT	RT	RT
101.9 8	102.0 8	99.7 8	97.6 58
98.1 40	98.0 8	98.1 5	96.1 30
100.8 40	100.2 8	100.1 8	97.5 58
100.38 4	100.46 73	100.41 8	100.43 16
100.34 4	100.42 100	100.40 8	100.43 16
101.6 8	101.5 8	101.2 8	101.2 16
102.4 8	102.5 8	102.3 8	102.0 16
102.9 8	102.8 8	102.6 8	102.3 16

Conc. Man. 14' Rt & Missouri R.F. 32
 P-76 - See Correction
 Aps.

Sta along West Prop 550' Rad Sect taken Radial

3750 18° 13.82'

3700 15° 37.56'

2750 13° 01.30'

2715

2700 10° 25.04'

1750 7° 48.78'

c = 49.98

1700 5° 12.52'

c = 47.77

0452.02 Prop Int La Jolla Electric 2° 42' 34"

c = 51.98

PRC
0400 Prop 0° 00'

TP₂ 378 88⁵¹ 1179 8423

TP 006 9652 1022 9646

B.M. 030 10716 10686

SE Fire Hyd
Mission +
Targuise

Quantities on Electric
W. Prop line out taken to Easterly

La Jolla Blvd to
Wreilton Dr

79

(87.7) (84.8) (84.5) (86.3) (87.3)
43 37 40 22 12
33 50 75 104

(84.1) (83.2) (83.5) (85.2) (86.7) (87.4)
44 53 50 33 18 11
20 30 50 55 124

(82.2) (82.0) (82.0) (83.6) (84.1) (84.9)
62 65 55 52 42 44 36
10 25 50 75 82

(81.9) (81.8) (82.3)
66 67 62
25 48

82 76 (80.9)
(80.3) 19

INDEXED
WTC
JUN 30 1950

(83.0) (85.4) (86.6)
55 31 12
25 40 93
4

Note most Easterly out
is int of called for
grading as per plan

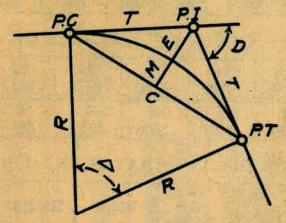
8851

X Sec After Grading
 west pt east
feet

3									
3	3700	(78.1)(80.2)(81.0)(81.8)(82.8)(84.0)(84.5)(85.3)(87.3)							
		102 83 75 62 52 45 40 32 12							
		98 80 50 21 33 50 75 104							
2	2750	(77.8)(79.9)(80.8)(80.8)(81.3)(81.9)(82.5)(82.9)(83.7)(83.9)(85.3)(87.4)							
		102 85 72 72 72 65 60 55 45 46 32 12							
		107 95 52 41 22 20 30 56 55 80 95							
2	2715	(79.1)(80.1)(81.3)(81.9)(83.2)(84.0)							
		94 84 72 66 52 45							
		100 50 25 60 93 4							
	2700	(78.7)(79.8)(81.2)(82.1)(81.9)(82.5)(83.0)(83.1)							
		95 82 73 64 60 55 54							
		100 50 10 25 50 75 82							
	1750	(81.9)(82.9)(81.0)							
		65 75 75							
		25 48							
	1700	(80.3)(79.6)							
		82 82							
		19							
CA									
	0752 ⁰²								
CA									
	0700								
T									
T	BM=TP ₂	328	8851				8423		
B									

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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CURVE FORMULAS

- Radius = $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve = D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent = $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve = $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate = $M = R(1 - \cos \frac{\Delta}{2})$ (5) = $R \text{vers } \frac{\Delta}{2}$ (6)
- External = $E = T \tan \frac{\Delta}{4} = R + \cos \frac{\Delta}{2} - R$ (8) = $R \text{exsec } \frac{\Delta}{2}$ (9)
- Long Chord = $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ = Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $+8\frac{1}{4} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. - $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

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

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{4} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{4} = 115.27$ and from Table V correction = .10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $+42 = 5.5$ or $D = 5^\circ 30'$.

78.4 - 17 A+
21.3 12.9 B+

7+11 - 14 L+

1.701 559 $\sqrt{200.000}$
1.701
2990
1200
12990
11907
9830

1.1599963

6.815
195
7.110
c.T. width 400' w RR margin

73.7

116
4640

2804.28
29
27952
74.24
11.76
259930
261106

1160
29

3.50
875

2804.28
1176
16.02

2804.28
1160

73.55

2792.68

2804.28
4640

2792.68

14 46.93
225

18 24.43

1.159
20

2 3.20
23,180

1.159
5795

A1

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) * 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.