

NAME San Miguel  
Job #175  
Class \_\_\_\_\_ Course \_\_\_\_\_ Party Book #3  
B.M. Levels  
X-Sections 0+0-58+0

121

1982

# FIELD NOTES

No. 403P

ESPECIALLY ADAPTED

TO THE USE OF

ENGINEERING STUDENTS.

EUGENE DIETZGEN Co.

MANUFACTURERS

DRAWING MATERIALS

MATHEMATICAL AND SURVEYING INSTRUMENTS

MEASURING TAPES

CHICAGO SAN FRANCISCO NEW YORK  
NEW ORLEANS PITTSBURGH



SAN MIGUEL AVE

Book # 3

MICROFILMED

DEC 30 1964

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X-SECS 0+00 - 58+00, 10-35	



San Miguel & Valencia St. Benches

BM#1 Elev. 484.70

BM#1A 482.69

BM#2 475.16

BM#3 447.91

BM#4

BM#5

BM#6

BM#7

BM#8

BM#9

BM#10

BM#11

Top of Fire Hydrant L Sta. 0+00.



B.M. Levels Valencia St.

B.M.			380.45
9.16	389.61		
		1.12	388.49
11.93	400.42		
		0.44	399.98
12.56	412.54		
		2.34	410.20
12.18	422.38		
		1.72	420.66
9.48	430.14		
#5 B.M. Established		3.02	427.12
12.32	439.44		
		0.28	439.16
5.07	444.23		
		4.15	440.08
1.88	441.96		
B.M. #4 Established		1.39	440.57
7.73	448.36		
		1.38	446.97
8.47	455.44		
		0.20	455.24
11.56	466.80		
		2.93	463.87

July 16, 1926

Darwin  
Cape Land  
Francisco.

B.M. #21 on Tel. Pole West Side Co. Paved Road.

2<sup>nd</sup> Pole South of Valencia St.

Nail in Tel. Pole R Sta 28+31

Nail in Tel. Pole R Sta 17+00



				463.87		
	11.49	475.36				
BM #2 Established	0.70	475.16	✓			Nail in Tel Pole L Sta 6+44
	10.16	485.32				
			2.48	480.84		
	4.67	485.51				
BM #1 Established	0.73	484.78	O.K.			Top of Fire Hydrant L Sta. 0+00
BM #1A	2.82	482.69				Nail in Fence Post N.E. Cor. Valencia Marked B.M. Elev. 481.84
Check Levels BM #1 to BM #21.						
B.M. #1				484.78	O.K.	Top of Fire Hydrant L Sta 0+00
	1.58	486.36				
			3.67	482.69		Nail in Fence Post Marked B.M. Elev. 481.84
			7.60	478.76		
	1.77	480.53				
BM #2	1.		5.80	475.17	O.K. 475.16	Nail in Tel. Pole L Sta 6+44
	1.76	476.92				
			12.54	464.38		
	2.93	467.31				
			11.02	456.29		
	0.07	456.36				
			8.69	547.67		
	4.03	551.70				
BM #3 Established	3.79	447.91	O.K.			Nail in Tel. Pole L Sta 13+79
	2.03	449.94				
			6.51	443.43		



X

443.43

2.56 445.99

BM#4

5.43 440.56 440.57

OK

Nail in tel. pole R Sta 17+00

12.4 441.81

1.72 440.09

4.48 444.57

7.10 437.47

0.28 437.75

BM#5

10.61 427.14 427.12

OK

Nail in Tel. Pole R Sta 28+31

0.02 427.14

13.02 414.12

1.50 415.62

12.37 403.25

0.45 403.65

11.76 391.89

2.57 394.26

BM#6

Established

1.40 393.06 393.10

OK

Nail in Power Line Pole on W. Side Highway  
on South Line Valencia Street

0.22 393.28

7.66 385.62

1.74 387.36

Highway

BM#21

6.95 380.41 380.45

OK



6  
Check Levels Between Highway BM

Highway BM #21			380.45
6.85	387.30		
		1.63	385.67
7.83	393.50		
BM #6		0.40	393.10
10.58	403.68		
		3.03	410.65
12.56	413.21		
		0.12	413.09
8.74	421.83		
		3.49	418.34
9.07	427.38		
BM #5		0.26	427.12 OK

#21 & Valencia St BM #5  
Changed to Palm Ave.

Spike in Power Line Pole 300' S. of Valencia

Nail in Power Line Pole on West side of Highway  
and on South Line of Valencia St.

Nail in tel. pole R Sta 28+31



## B.M. Levels Miguel St.

BM#6			393.10	
	12.14	405.24		
			1.00	404.24
	11.88	416.12		
			0.00	416.12
	12.48	428.60		
			0.39	428.21
	12.44	440.65		
BM#7	Established	1.49	439.16	OK 439.17
	13.09	452.25	(439.17)	See Page 7
			1.71	450.54
	1.20	451.74		
			6.93	445.31
	13.04	458.35		
BM#8	Established	2.50	455.85	OK 455.87
	12.94	468.79	(455.86)	
TP			6.70	462.09
	3.81	465.90		
BM#9	Established	6.06	459.84	
			(459.85)	

Cont. on Page 8.

Nail in Power Line Pole on W. side of Highway  
on S. Line of Valencia St.

2x2 Hub 35' R. Sta. 44+00

on Bolt of Water Meter 25' L. Sta. 58+18  
Top of Most Northerly Bolt on Meter

Nail in tel. pole R. Sta. 68+30

Nail in Tel. Pole L. Sta. 72+80  
Marked BM#33  
Elev 457.63



Jan Miguel St B.M. Levels

Check Levels bet BM#6 & BM#9

BM#6			393.10	
	11.49	404.59		
			0.86	403.73
	12.66	416.39		
			0.15	416.24
	13.05	429.29		
			0.42	428.87
	12.73	441.60		
BM#7			2.42	439.18
				OK 439.17
				439.16
	12.92	452.09		
			0.02	452.07
	2.42	454.49		
			7.50	444.99
	5.75	450.24		
			12.12	438.12
	9.77	447.83		
			0.34	447.49
	10.81	458.30		
BM#8			2.42	455.88
				OK 455.87
				500 page 7 455.86
	1.10	456.97		
			8.77	448.06

7-17-26

Dorval  
Copeland  
Francisco



448.06

12.41 460.47

3.96 456.51

12.52 469.03

6.87 462.16

4.22 466.38

BM#9

6.54 459.84 OK

B.M. Levels cont. from Page 6

BM#9

459.84

Marked BM#33  
Nail in Tel pole L Sta 72+80 Elev. 457.63

0.61 460.45

6.86 453.59

11.76 465.35

2.91 462.44

4.29 466.73

BM#10

Established

7.01 459.72

Nail in Fence cor. Post L Sta 82+82

2.19 461.91

13.08 448.83

10.89 459.77

4.16 455.56

3.49 459.55

12.70 446.85

3.42 450.27

BM#11

12.93 437.34

2x2 Hub 35' L Sta. 98+00

1.65 438.99

12.79 420.70



426.20

3.49 429.69

12.76 416.93

0.56 417.49

13.08 404.41

0.41 404.82

BM#12 Established 11.91 392.91

2.04 394.95

12.85 387.10

0.31 382.41

BM#13 Established 12.31 370.10

0.92 371.02

12.49 358.53

0.17 358.70

12.54 346.10

0.33 346.49

BM#14 = BM#9 13.01 333.98 333.53

2.79 336.27

BM#15 Established 6.01 330.70

2x2 Hub 40' L Sta 107+00

2x2 Hub 60' L Sta 111+80

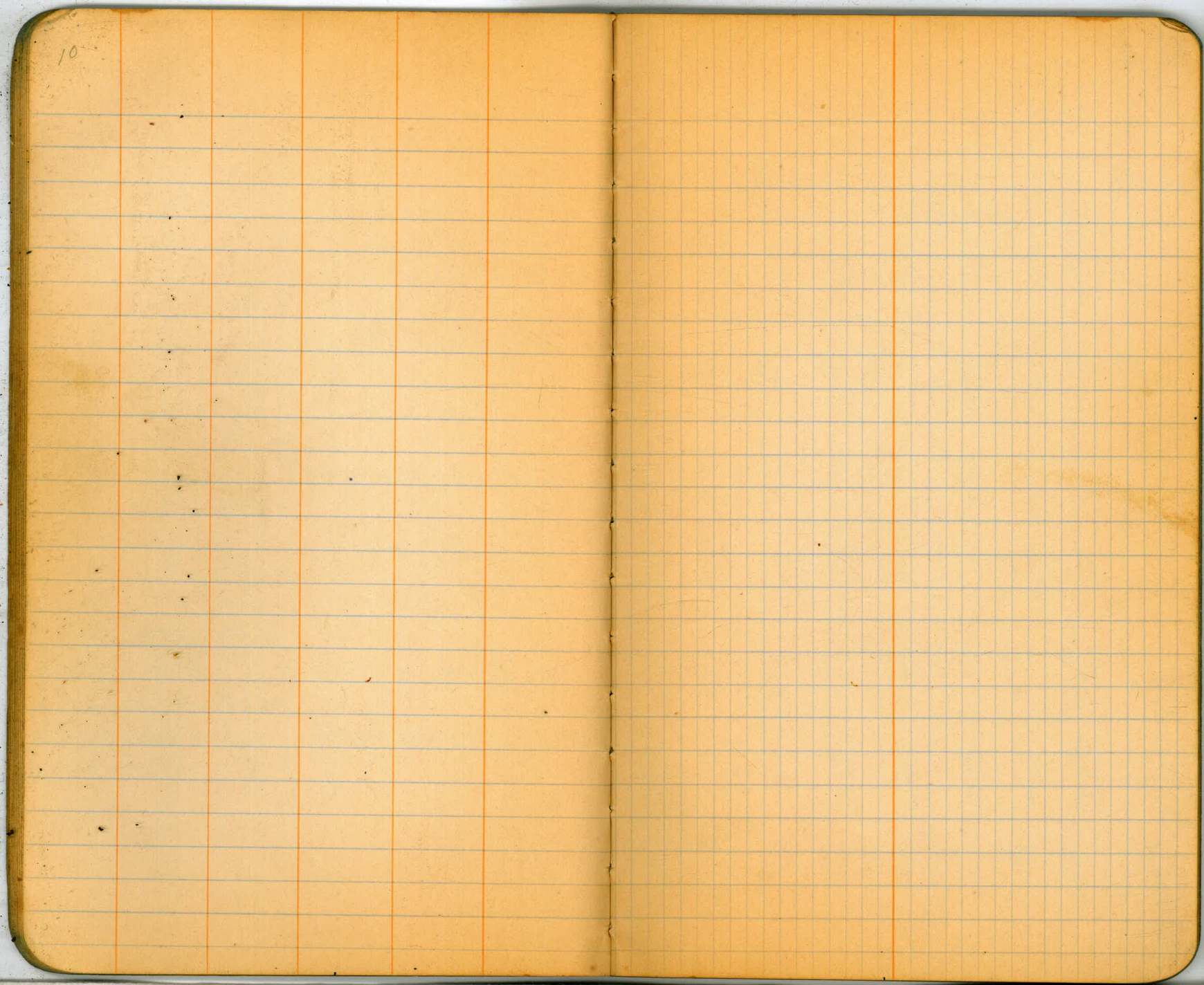
1"x1" plug 30' R Sta 13+75

On 2x2 Hub R.P.P.I #35

Marked BM#9  
 Elev. 333.53  
 Bolwy Ext B.M.  
 See Book #63, Pg 7



10





Valencia St X-Section

B.M. 1

0.92 485.70 484.78

0+00

0+07

along center of road on Right

+50

+100

+50

2+00

+50

7-17-26  
Corral Hotel Chain  
Copeland T  
Francisco P

Top Fire Hydrant L Sta 0+00

H-1 485.70

83.3	83.4	81.8	81.9	81.6	80.8
22	25	32	38	42	42
30	15	5		11	30

83.4	83.1	81.7	81.8	80.8	80.4	79.6	79.8	79.8
22	25	42	39	42	52	61	59	52
30	15	5		30	50	86	100	150

82.4	82.9	81.5	81.9	82.1	81.0	80.0
22	28	42	38	32	42	57
30	15	5		6	17	30

82.7	82.2	80.7	81.1	81.1	80.5	79.7	78.6
30	32	50	46	46	52	60	71
30	13	5		3	11	21	30

82.1	81.7	80.1	80.5	80.5	79.6	78.3
36	40	52	52	52	61	72
30	14	6		4	13	30

81.9	81.4	79.8	80.5	80.5	79.4	78.1
38	42	57	52	52	63	75
30	13	6		5	14	30

82.4	81.9	80.8	79.8	80.3	80.5	79.5	78.3
32	38	42	52	54	52	62	74
30	13	7	5		5	14	30



12

485.70

3700

+50

4700

4+31 Line of telephone poles start here

+50

5+00

5+19 Power Line starts going west on Palm Ave.

+50

Line of palms start here. " " " "

6+00

+50

TP

5+19

477.90

12.99 472.71

H.I. 485.70

83.5	82.0	80.9	81.2	81.1	80.0	78.7
$\frac{22}{30}$	$\frac{32}{8}$	$\frac{48}{3}$	$\frac{45}{4}$	$\frac{46}{6}$	$\frac{57}{17}$	$\frac{72}{30}$

83.5	82.1	81.3	81.5	81.6	81.0	80.3	78.7
$\frac{22}{30}$	$\frac{36}{8}$	$\frac{41}{2}$	$\frac{43}{2}$	$\frac{41}{6}$	$\frac{42}{16}$	$\frac{54}{17}$	$\frac{70}{30}$

83.9	83.7	81.5	81.7	81.5	81.5	81.1	80.2	79.2	78.4
$\frac{18}{30}$	$\frac{22}{23}$	$\frac{32}{8}$	$\frac{42}{4}$	$\frac{42}{4}$	$\frac{42}{7}$	$\frac{46}{13}$	$\frac{55}{17}$	$\frac{65}{23}$	$\frac{73}{30}$

83.2	82.7	81.7	81.8	$\frac{78}{81.2}$	79.6	77.8
$\frac{25}{30}$	$\frac{50}{16}$	$\frac{48}{6}$	$\frac{39}{3}$	$\frac{42}{13}$	$\frac{61}{17}$	$\frac{72}{30}$

82.2	80.5	80.0	80.2	80.3	78.7	76.9
$\frac{35}{30}$	$\frac{52}{4}$	$\frac{52}{2}$	$\frac{55}{5}$	$\frac{52}{7}$	$\frac{72}{15}$	$\frac{82}{30}$

80.2	78.7	78.5	78.7	75.1	76.7	75.2
$\frac{55}{30}$	$\frac{72}{12}$	$\frac{72}{5}$	$\frac{72}{7}$	$\frac{72}{6}$	$\frac{76}{12}$	$\frac{90}{20}$

78.3	76.3	76.2	76.5	76.1	75.3	73.5
$\frac{72}{30}$	$\frac{92}{5}$	$\frac{95}{5}$	$\frac{92}{6}$	$\frac{96}{12}$	$\frac{102}{17}$	$\frac{122}{30}$

75.2	71.8	73.1	73.2	74.0	57.2	71.8
$\frac{105}{30}$	$\frac{132}{13}$	$\frac{112}{5}$	$\frac{125}{5}$	$\frac{112}{6}$	$\frac{122}{16}$	$\frac{132}{30}$

Mail 3' from ground in Tel. pole R. Sta. 4+90



13

Sta.	+	H.I.	-	Elev
5+42		477.90		475.15

2.75	477.91
------	--------

7+00

T.P.

0.92	468.14
------	--------

7+50

8+00

8+50

9+00

T.P.

1.57	456.69
------	--------

9+50

10+00

10+50

T.P.

3.05	454.78
------	--------

10.70	467.21
-------	--------

13.02	455.12
-------	--------

4.96	451.73
------	--------

Left.  
H.I. - 477.91

Right.

70.5	70.5	68.8	69.3	69.5	69.3	67.8
$\frac{7.5}{30}$	$\frac{7.5}{10}$	$\frac{7.2}{5}$	$\frac{8.2}{5}$	$\frac{8.2}{5}$	$\frac{8.6}{12}$	$\frac{10.2}{30}$

on Hydrant R Sta 7+24 2<sup>nd</sup> Hydrant N. of Tel. pole

H.I.	468.14
60.3	64.8
$\frac{1.8}{30}$	$\frac{3.3}{15}$
62.2	61.0
$\frac{5.9}{30}$	$\frac{7.1}{15}$
58.6	58.2
$\frac{9.5}{30}$	$\frac{9.9}{15}$
56.1	55.9
$\frac{12.0}{30}$	$\frac{12.3}{12}$
60.3	61.1
$\frac{4.0}{15}$	7.0
60.3	60.3
$\frac{7.8}{15}$	$\frac{10.3}{15}$
59.7	57.8
$\frac{8.4}{30}$	$\frac{10.9}{30}$
54.8	54.8
$\frac{13.3}{30}$	$\frac{12.7}{15}$

H.I. - 456.69

54.7	54.2	54.5	53.7	53.2
$\frac{2.0}{30}$	$\frac{2.5}{15}$	2.2	$\frac{3.0}{15}$	$\frac{3.5}{30}$
53.2	52.8	52.8	53.0	52.9
$\frac{3.5}{30}$	$\frac{3.9}{10}$	$\frac{3.9}{5}$	3.7	$\frac{3.8}{5}$
52.2	51.5	51.7	51.9	51.6
$\frac{4.5}{30}$	$\frac{5.2}{10}$	$\frac{5.0}{5}$	4.8	$\frac{5.1}{5}$
49.4	51.2	51.2	49.4	49.4
$\frac{7.3}{30}$	$\frac{5.5}{10}$	$\frac{5.5}{10}$	$\frac{7.3}{30}$	$\frac{7.3}{30}$

On telephone pole at N.E. Cor of Palm Aven Washington.

Glover & Notes.  
Burke. P  
Watson 7/21/26



14  
Sta + H.I. - Elev.  
11+00 is E. side of Washington at intersection  
457.78

11+14.5 Intersection of Palm Ave + Washington E of both.

11+23 W. side of Washington at intersection.

11+32 Culvert on W. side of Washington at intersection

11+50

12+00

T.P. 3.41 451.20 6.99 497.79

12+50

13+00

H.I. - 454.76 486 486 47.6  
11+00 is on top of culvert running N. + S. across Valencia.  
East side of Washington st.  
47.6 47.0  
44.3 49.1 50.1 50.5 50.3 49.4  
5.5 5.7 4.7 4.7 4.3 4.3 4.5 5.4 6.2 6.2 7.2 7.2 7.8  
15 12 12 10 5 5 10 15 17.5 17.5 30 30 50  
54.5 53.0 51.4 50.4 45.9 44.8  
-0.3 1.8 3.4 4.4 8.9 10.0  
200 100 30 30 100 200

54.8 53.4 52.0 51.3 50.6 50.4 50.1 49.9 49.4 48.9 47.4 46.1 44.7  
-0.6 0.0 1.4 2.0 3.5 4.2 4.4 4.7 4.9 5.4 6.6 7.4 8.7 10.1  
200 170 100 50 30 10 5 5 10 30 50 100 200

54.9 52.9 51.5 50.4 50.4 50.2 50.1 49.9 49.5 47.7 46.7 45.3 43.5  
0.0 1.9 3.3 4.4 4.4 4.6 4.7 4.9 5.3 7.1 8.1 9.5 11.3  
172 100 50 30 10 5 5 10 30 50 100 200

(Refer to sketch on page 34) (top of pipe)  
50.6 48.4 47.4 49.4 49.8 49.9 49.9 49.9 49.6 48.9 48.6 47.6 47.4 46.5 45.3  
4.2 6.4 6.4 5.9 5.0 4.9 4.9 4.9 5.2 5.9 6.2 7.2 7.4 8.3 9.5  
21 17 16.3 16.3 15 10 5 5 10 13.5 13.5 30 50 100  
51.0 3.8 (bot of pipe)

50.6 49.6 48.7 49.4 49.4 48.7 48.7 46.8  
4.2 5.2 6.1 5.4 5.6 6.1 6.6 8.0  
30 13 12 5 5 10 30

49.6 48.5 47.6 48.0 48.1 47.7 46.4 46.1  
5.2 6.3 7.2 6.8 6.7 7.1 7.9 8.7  
30 13 11 5 5 10 30

Top of irrigation pipe opposite 12+10 on N. side of Palm Ave

48.7 47.9 46.9 47.4 47.3 47.1 46.5 45.4  
2.5 3.3 4.3 3.8 3.9 4.1 4.7 5.8  
30 15 11 5 5 10 30

48.7 48.0 46.9 47.0 47.1 46.8 46.5 45.6  
3.0 3.2 4.3 4.2 4.1 4.4 4.7 5.6  
30 18 11 5 5 10 30



15

Sta.	+	H.I.	-	Elev.
13+50		451.20		
BM#3			3.28	447.92 447.91 OK.
	2.83	450.74		

14+00

H.I. 450.74						
47.4	46.5	46.2	46.2	46.3	46.1	45.7
$\frac{3.3}{30}$	$\frac{4.2}{16}$	$\frac{4.5}{14}$	$\frac{4.2}{5}$	$\frac{4.4}{5}$	$\frac{4.6}{9}$	$\frac{5.0}{30}$

14+50

46.2	45.2	45.5	45.6	45.6	45.2	44.5
$\frac{4.5}{30}$	$\frac{5.5}{10}$	$\frac{5.2}{5}$	$\frac{5.1}{5}$	$\frac{5.1}{5}$	$\frac{5.5}{10}$	$\frac{6.2}{30}$

15+00

45.0	45.0	42.4	44.1	44.2	44.0	43.1
$\frac{5.7}{30}$	$\frac{5.7}{20}$	$\frac{7.3}{14}$	$\frac{6.6}{5}$	$\frac{6.5}{5}$	$\frac{6.7}{7}$	$\frac{7.6}{30}$

15+50

44.0	43.8	42.0	42.9	42.8	42.3	42.6	41.5
$\frac{6.7}{30}$	$\frac{6.2}{20}$	$\frac{8.7}{13}$	$\frac{7.8}{5}$	$\frac{7.9}{5}$	$\frac{8.4}{6}$	$\frac{8.1}{7}$	$\frac{9.2}{30}$

16+00

41.9  
8.8

T.P.			8.73	442.01
	2.99	445.00		

16+00

H.I. 445.00							
43.5	42.7	40.9	41.9	42.0	41.5	40.4	40.2
$\frac{1.5}{30}$	$\frac{2.3}{17}$	$\frac{4.1}{13}$	$\frac{3.1}{5}$	$\frac{3.0}{5}$	$\frac{3.5}{6}$	$\frac{4.2}{15}$	$\frac{4.8}{30}$

16+50

43.0	42.4	40.3	41.0	41.1	40.5	39.7	39.5
$\frac{2.0}{30}$	$\frac{2.6}{18}$	$\frac{4.7}{13}$	$\frac{4.0}{5}$	$\frac{3.9}{5}$	$\frac{4.5}{7}$	$\frac{5.3}{15}$	$\frac{5.5}{30}$



16

Sta.	+	H.I.	-	Elev.
17+00		445.00		
B.M.#4			4.45	440.55

	2.22	442.77		
17+50				

17+51.5 Culvert of 12' Corugated iron pipe.  
 X Section taken at angle of pipe

B.M.#4				440.57
	2.04	442.61		

17+81 To show drain ditch of culvert at 17+51.5

18+00

18+50

19+00

Glover. T. notes  
 Burke. P  
 Upham. Ch. 7/22/26

40.0	41.1	39.2	40.1	40.1	39.4	38.7	38.3
<u>3.0</u>	<u>3.8</u>	<u>5.8</u>	<u>4.9</u>	<u>4.9</u>	<u>5.6</u>	<u>6.7</u>	<u>6.7</u>
30	18	13	5		6	15	30

Line of palms  
 Row Trees & Pole line & Water Line  
 Hose bibbs

40.5	39.0	39.9	38.4	37.6	37.7	37.0
<u>2.3</u>	<u>3.8</u>	<u>3.8</u>	<u>4.4</u>	<u>5.2</u>	<u>5.1</u>	<u>5.6</u>
30	17	14	5	10	9	15

bottom of pipe  
 top of pipe  
 catch basin

37.7	37.7	38.7	38.9	38.5	38.4	37.4	37.5	37.0	37.3
<u>5.1</u>	<u>5.1</u>	<u>4.1</u>	<u>3.05</u>	<u>3.8</u>	<u>3.9</u>	<u>4.3</u>	<u>4.4</u>	<u>5.4</u>	<u>5.3</u>
18	17	17	17	14	3.9	4	5	5	9

3.1 39.7  
 19

H.I 442.61

40.6	39.6	38.6	38.8	38.7	38.4	37.7	37.0	35.6	34.7	33.1
<u>2.0</u>	<u>3.0</u>	<u>4.0</u>	<u>3.8</u>	<u>3.9</u>	<u>4.2</u>	<u>4.9</u>	<u>5.6</u>	<u>7.0</u>	<u>7.9</u>	<u>9.5</u>
30	18	19	5		5	10	12	30	50	100

40.3	39.8	38.2	38.5	38.4	38.3	37.7	36.1
<u>2.5</u>	<u>2.8</u>	<u>4.4</u>	<u>4.1</u>	<u>4.2</u>	<u>4.3</u>	<u>4.9</u>	<u>6.5</u>
30	19	14	5		5	10	30

39.4	38.9	37.6	37.9	37.8	37.5	37.0	35.8
<u>3.2</u>	<u>3.7</u>	<u>5.0</u>	<u>4.7</u>	<u>4.8</u>	<u>5.1</u>	<u>5.6</u>	<u>7.1</u>
30	20	13	8		5	10	30

38.3	37.2	37.3	37.2	36.9	36.3	35.2
<u>4.3</u>	<u>5.4</u>	<u>5.3</u>	<u>5.4</u>	<u>5.7</u>	<u>6.3</u>	<u>7.4</u>
30	15	5		5	10	30



17

	+	H.I.	-	Elev
19+50		442.61		

37.7	36.9	36.9	36.8	36.7	36.2	35.0
$\frac{4.9}{30}$	$\frac{5.7}{15}$	$\frac{5.7}{5}$	5.8	$\frac{5.9}{5}$	$\frac{6.4}{10}$	$\frac{7.6}{30}$

20+00

38.2	38.1	37.3	37.4	37.5	37.2	36.5	35.7
$\frac{4.4}{30}$	$\frac{4.5}{17}$	$\frac{5.3}{12}$	$\frac{5.2}{5}$	5.1	$\frac{5.4}{5}$	$\frac{6.1}{12}$	$\frac{6.9}{30}$

T.P.

4.57 438.04

7.14

\* 445.28

Rock in road. 20+37.5 H.I. = 445.18

20+50

39.7	39.6	39.9	38.3	38.5	38.2	37.8	36.5	
$\frac{5.5}{30}$	$\frac{2.1}{21}$	$\frac{5.6}{21}$	$\frac{7.3}{11}$	$\frac{6.9}{5}$	6.7	$\frac{6.9}{5}$	$\frac{7.4}{10}$	$\frac{8.7}{11}$

Power line poles.  
+ line of Palm Trees  
Tel. pole line

21+00

41.5	41.0	39.1	39.4	39.6	39.5	39.2	37.8
$\frac{3.7}{30}$	$\frac{4.2}{17}$	$\frac{6.1}{10}$	$\frac{5.8}{5}$	5.6	$\frac{5.7}{5}$	$\frac{6.0}{10}$	$\frac{7.4}{30}$

21+50

41.3	41.2	41.1	39.9	40.2	40.5	40.3	40.0	40.6	39.1
$\frac{0.2}{30}$	$\frac{0.0}{26}$	$\frac{1.0}{20}$	$\frac{5.4}{11}$	$\frac{4.9}{5}$	4.7	$\frac{4.9}{5}$	$\frac{5.2}{9}$	$\frac{4.6}{11}$	$\frac{6.1}{30}$

22+00

41.2	41.1	40.3	40.6	40.7	40.5	40.2	40.9	39.2
$\frac{0.0}{30}$	$\frac{0.5}{20}$	$\frac{4.9}{11}$	$\frac{4.6}{5}$	4.5	$\frac{4.7}{5}$	$\frac{5.0}{9}$	$\frac{4.3}{11}$	$\frac{6.0}{30}$

22+50

41.9	40.7	39.9	39.4	39.5	39.2	39.0	37.6
$\frac{3.3}{30}$	$\frac{4.5}{17}$	$\frac{6.3}{13}$	$\frac{5.8}{5}$	5.7	$\frac{6.0}{8}$	$\frac{6.2}{8}$	$\frac{7.6}{30}$

23+00

39.4	39.2	38.0	38.4	38.6	38.2	37.3	36.5
$\frac{5.8}{30}$	$\frac{6.6}{23}$	$\frac{7.2}{12}$	$\frac{6.8}{5}$	6.6	$\frac{7.0}{5}$	$\frac{7.9}{11}$	$\frac{9.7}{30}$



18

Sta	+	H.I.	-	Elev
23+50		445.19		$\begin{array}{r} 36.9 \\ \underline{8.3} \\ 30 \end{array}$
23+53		14 in. iron pipe culvert		$\begin{array}{r} 36.7 \\ \underline{8.5} \\ 22 \end{array}$
24+00		Line of Palms end here, but Power line continues.		$\begin{array}{r} 37.4 \\ \underline{7.8} \\ 12 \end{array}$
T.P.		6.47		$\begin{array}{r} 37.7 \\ \underline{7.5} \\ 5 \end{array}$
	7.91	446.72		$\begin{array}{r} 37.6 \\ \underline{7.6} \\ 30 \end{array}$
24+50				$\begin{array}{r} 37.3 \\ \underline{7.9} \\ 5 \end{array}$
25+00				$\begin{array}{r} 37.2 \\ \underline{8.0} \\ 7 \end{array}$
25+50				$\begin{array}{r} 35.1 \\ \underline{10.1} \\ 12 \end{array}$
26+00				$\begin{array}{r} 33.4 \\ \underline{11.4} \\ 30 \end{array}$
26+50				$\begin{array}{r} 33.5 \\ \underline{11.7} \\ 30 \end{array}$
				$\begin{array}{r} 29.7 \\ \underline{16.0} \\ 100 \end{array}$
				$\begin{array}{r} 39.0 \\ \underline{6.2} \\ 30 \end{array}$
				$\begin{array}{r} 38.1 \\ \underline{7.1} \\ 12 \end{array}$
				$\begin{array}{r} 38.3 \\ \underline{6.9} \\ 5 \end{array}$
				$\begin{array}{r} 38.1 \\ \underline{7.1} \\ 30 \end{array}$
				$\begin{array}{r} 37.7 \\ \underline{7.5} \\ 6 \end{array}$
				$\begin{array}{r} 35.6 \\ \underline{9.6} \\ 11 \end{array}$
				$\begin{array}{r} 34.3 \\ \underline{10.9} \\ 30 \end{array}$
				H.I. - 446.62
				$\begin{array}{r} 41.1 \\ \underline{5.5} \\ 30 \end{array}$
				$\begin{array}{r} 39.7 \\ \underline{6.9} \\ 14 \end{array}$
				$\begin{array}{r} 39.2 \\ \underline{7.4} \\ 12 \end{array}$
				$\begin{array}{r} 39.7 \\ \underline{6.9} \\ 5 \end{array}$
				$\begin{array}{r} 39.6 \\ \underline{7.0} \\ 30 \end{array}$
				$\begin{array}{r} 39.2 \\ \underline{7.4} \\ 6 \end{array}$
				$\begin{array}{r} 37.2 \\ \underline{9.4} \\ 11 \end{array}$
				$\begin{array}{r} 35.9 \\ \underline{10.7} \\ 30 \end{array}$
				$\begin{array}{r} 44.3 \\ \underline{2.3} \\ 30 \end{array}$
				$\begin{array}{r} 44.4 \\ \underline{2.2} \\ 24 \end{array}$
				$\begin{array}{r} 41.6 \\ \underline{5.0} \\ 15 \end{array}$
				$\begin{array}{r} 40.8 \\ \underline{5.8} \\ 11 \end{array}$
				$\begin{array}{r} 41.3 \\ \underline{5.3} \\ 5 \end{array}$
				$\begin{array}{r} 41.3 \\ \underline{5.3} \\ 30 \end{array}$
				$\begin{array}{r} 40.8 \\ \underline{5.8} \\ 6 \end{array}$
				$\begin{array}{r} 41.2 \\ \underline{5.4} \\ 9 \end{array}$
				$\begin{array}{r} 40.2 \\ \underline{6.4} \\ 12 \end{array}$
				$\begin{array}{r} 38.9 \\ \underline{7.7} \\ 30 \end{array}$
				$\begin{array}{r} 41.3 \\ \underline{1.3} \\ 30 \end{array}$
				$\begin{array}{r} 41.4 \\ \underline{1.2} \\ 25 \end{array}$
				$\begin{array}{r} 41.3 \\ \underline{3.3} \\ 15 \end{array}$
				$\begin{array}{r} 41.5 \\ \underline{3.7} \\ 11 \end{array}$
				$\begin{array}{r} 42.1 \\ \underline{4.5} \\ 5 \end{array}$
				$\begin{array}{r} 42.1 \\ \underline{4.5} \\ 30 \end{array}$
				$\begin{array}{r} 41.6 \\ \underline{5.0} \\ 6 \end{array}$
				$\begin{array}{r} 43.0 \\ \underline{3.6} \\ 9 \end{array}$
				$\begin{array}{r} 41.9 \\ \underline{4.7} \\ 30 \end{array}$
				$\begin{array}{r} 44.8 \\ \underline{1.8} \\ 30 \end{array}$
				$\begin{array}{r} 44.8 \\ \underline{1.8} \\ 24 \end{array}$
				$\begin{array}{r} 43.6 \\ \underline{3.0} \\ 14 \end{array}$
				$\begin{array}{r} 41.4 \\ \underline{5.2} \\ 10 \end{array}$
				$\begin{array}{r} 41.7 \\ \underline{4.9} \\ 5 \end{array}$
				$\begin{array}{r} 41.7 \\ \underline{4.9} \\ 30 \end{array}$
				$\begin{array}{r} 41.4 \\ \underline{5.2} \\ 6 \end{array}$
				$\begin{array}{r} 43.6 \\ \underline{3.0} \\ 11 \end{array}$
				$\begin{array}{r} 43.6 \\ \underline{3.0} \\ 30 \end{array}$
				$\begin{array}{r} 43.6 \\ \underline{3.0} \\ 30 \end{array}$
				$\begin{array}{r} 43.6 \\ \underline{3.0} \\ 24 \end{array}$
				$\begin{array}{r} 42.0 \\ \underline{4.6} \\ 14 \end{array}$
				$\begin{array}{r} 39.8 \\ \underline{6.8} \\ 10 \end{array}$
				$\begin{array}{r} 40.1 \\ \underline{6.5} \\ 5 \end{array}$
				$\begin{array}{r} 40.1 \\ \underline{6.5} \\ 30 \end{array}$
				$\begin{array}{r} 39.7 \\ \underline{6.9} \\ 5 \end{array}$
				$\begin{array}{r} 43.5 \\ \underline{3.1} \\ 10 \end{array}$
				$\begin{array}{r} 43.1 \\ \underline{3.5} \\ 30 \end{array}$



19

Sta + H.I. - Elev.

27+00 446.62

T.P. 11.98 434.74

0.56 435.30

27+50

28+00

B.M.5

8.11 427.19 427.12 O.K.

0.28 427.40

28+50

Line of Eucalyptus trees on both sides of Palm Ave  
start here.

29+00

29+50

T.P.

10.86 416.54

0.73 417.27

H.I. 446.62

40.5	40.5	39.6	36.6	37.1	37.1	36.2	39.9	40.7
6.1	6.7	7.8	10.0	9.5	9.5	10.4	6.7	5.9
30	26	13	11	5		5	9	30

H.I. 435.20

35.2	35.2	34.2	34.4	32.9	32.3	33.3	32.6	34.4	35.1	34.9
0.0	0.0	1.0	0.8	2.3	1.9	1.9	2.6	0.8	0.1	0.3
30	22	17	12	11	5		7	9	14	30

31.4	31.4	29.0	26.5	25.1	24.2	25.6	24.2	25.6
3.8	3.8	6.2	6.7	6.1	6.0	6.6	6.0	6.6
30	24	13	11	5		8	9	30

H.I. 427.40

24.2	24.5	23.5	24.5	24.9	24.9	24.1	24.6	23.4
2.7	2.9	3.9	2.9	2.5	2.5	3.3	2.8	4.0
30	15	12	11	5	5	9	10	13

20.0	20.5	20.3	20.6	21.2	21.2	20.3	18.0
7.4	6.9	7.1	6.6	6.2	6.2	7.1	9.4
30	12	11	5	5	5	10	30

17.9	17.2	17.5	17.8	17.7	16.8	13.6	12.4
9.5	10.2	9.9	9.6	9.7	10.6	13.8	15.0
30	70	5		5	10	21	30



80  
Sta + H.I. - Elev

30+00 417.21

30+50

31+00

31+50

32+00

I.P. 12.05 405.22  
0.45 405.67

32+50

33+00

33+50 = East side of street intersecting Palm Ave. from the North

H.I. 417.27

17.2 15.1 14.2 15.0 15.3 15.2 14.4 11.2 10.1  
 $\frac{0.1}{30}$   $\frac{2.2}{13}$   $\frac{3.1}{11}$   $\frac{2.3}{5}$  2.0  $\frac{2.1}{5}$   $\frac{2.9}{10}$   $\frac{6.1}{22}$   $\frac{7.2}{30}$

16.9 16.4 12.1 13.0 13.3 13.2 14.5 9.3  
 $\frac{0.4}{30}$   $\frac{0.9}{21}$   $\frac{5.2}{11}$   $\frac{4.3}{5}$  4.0  $\frac{4.1}{5}$   $\frac{4.8}{10}$   $\frac{8.0}{30}$

17.5 17.3 10.2 11.1 11.3 11.2 10.7 10.9 9.0  
 $\frac{-0.2}{30}$   $\frac{0.0}{21}$   $\frac{7.1}{11}$   $\frac{6.2}{5}$  6.0  $\frac{6.1}{5}$   $\frac{6.6}{10}$   $\frac{6.4}{12}$   $\frac{8.3}{30}$

16.3 15.9 8.2 9.0 9.0 9.0 8.5 9.1 8.0  
 $\frac{1.0}{30}$   $\frac{1.4}{21}$   $\frac{9.1}{11}$   $\frac{8.3}{5}$  8.3  $\frac{8.3}{5}$   $\frac{8.8}{11}$   $\frac{8.2}{12}$   $\frac{9.3}{30}$

13.6 13.1 5.4 6.2 6.4 6.5 6.3 7.1 6.5 5.9  
 $\frac{3.7}{30}$   $\frac{4.2}{22}$   $\frac{12.1}{12}$   $\frac{11.1}{5}$  10.9  $\frac{10.8}{5}$   $\frac{11.0}{11}$   $\frac{10.2}{12}$   $\frac{10.8}{20}$   $\frac{11.4}{30}$

H.I. 405.67

18 15 4.5 2.5 3.5 3.7 3.7 3.4 3.2 2.0  
 $\frac{-3.1}{30}$   $\frac{-2.8}{20}$   $\frac{1.2}{12}$   $\frac{3.2}{11}$   $\frac{2.2}{5}$  2.0  $\frac{2.0}{5}$   $\frac{2.3}{10}$   $\frac{2.5}{20}$   $\frac{3.7}{30}$

3.5 0.6 99.6 0.5 0.6 0.7 0.0 98.5  
 $\frac{2.2}{30}$   $\frac{5.1}{14}$   $\frac{5.9}{10}$   $\frac{5.2}{5}$  4.9  $\frac{5.0}{5}$   $\frac{5.7}{12}$   $\frac{7.2}{30}$

2.1 97.7 97.5 96.9 97.7 98.0 97.6 97.2 94.9 93.6 90.9 90.6  
 $\frac{3.6}{25}$   $\frac{8.0}{15}$   $\frac{8.2}{11}$   $\frac{8.8}{10}$   $\frac{8.0}{5}$  7.7  $\frac{7.9}{5}$   $\frac{8.5}{10}$   $\frac{10.8}{30}$   $\frac{12.1}{50}$   $\frac{14.8}{100}$   $\frac{15.1}{200}$   
 $\frac{2.8}{30}$



21

Sta. + H.I. - Elev.

33+84 = West side of street intersecting Palm Ave. from  
the north.

34+00

T.P.

1.79

396.44

34+50

35+00

35+50

36+00

T.P.

4.83

394.04

36+50

H.I. - 405.67

1.0	1.0	96.0	95.9	95.4	96.1	96.3	96.1	95.4	93.5	92.6	90.0	90.1
4.5	4.7	2.7	2.8	10.3	9.6	9.4	9.6	10.3	12.2	13.1	15.7	15.6
30	27	17	13	72	5	5	5	11	30	50	100	200

99.8	99.7	95.1	94.6	95.4	95.6	95.4	94.9	94.4	93.4
5.9	6.0	16.6	11.1	10.3	10.1	10.3	10.8	11.3	12.3
30	26	17	16	5	5	5	10	16	30

11.02 394.65

H.I. 396.44

96.4	96.2	93.1	92.7	93.4	93.8	93.7	93.0	91.4
0.0	0.2	3.3	3.7	3.0	2.6	2.7	3.4	5.0
30	25	18	12	5	5	5	10	30

94.2	94.1	91.4	91.8	92.1	92.3	92.1	91.4	90.2
2.2	2.3	4.6	4.6	4.3	4.1	4.3	5.0	6.2
30	24	18	11	5	5	5	10	30

91.0	90.3	90.7	90.9	91.1	90.9	91.4	88.8	88.9
5.4	6.1	5.7	5.5	5.3	5.5	6.0	7.6	7.5
30	21	12	5	5	5	9	13	30

88.6	89.2	90.0	90.3	89.9	89.4	88.0	88.1
7.6	7.2	6.4	6.1	6.5	7.0	8.4	8.3
30	12	5	5	5	10	13	30

H.I. 394.04

87.5	88.3	88.7	89.2	89.1	88.6	87.7	87.9
6.5	5.7	5.3	4.8	4.9	5.4	6.3	6.1
30	11	5	5	5	10	12	30



22

7/23/26

N. Glover. K notes  
Burke &  
Bunker. Ch.

Sta + H.I. - Elev

36+85 = East edge of wooden box culvert

36+87 Center of culvert

36+89 = West edge of culvert

37+00

37+47 E. Edge of pavement, state highway.  
this X Sec. is at right angles to Palm Ave.37+47 East edge of pavement taken on line of  
pavement.

B.M. 6 0.93 393.11 393.10 O.K.

9.42 402.52

37+56 Center of pavement on line with pavement

37+66 West edge of pavement on line with pavement.

H.I. 394.04

bot. of box	top of box								
84.1	84.9	85.5	86.1	86.4	86.6	87.0	87.4	87.6	88.0
99	91	85	81	84	46	39	40	7.4	7.0
200	100	50	30	12	12	11	11	30	50
				84.4	84.4	90.1	90.0	86.6	87.4
				8.4	4.6	3.9	4.0	7.4	6.8
				12	12	11	11	30	50

84.1	84.9	85.5	86.1	86.4	86.6	87.0	87.4	87.6	88.0
99	91	85	81	84	46	39	40	7.4	7.0
200	100	50	30	12	12	11	11	30	50
				84.4	84.4	90.1	90.0	86.6	87.4
				8.4	4.6	3.9	4.0	7.4	6.8
				12	12	11	11	30	50

86.7	87.2	87.6
End of tel. pole line + line of Eucalyptus trees	End of power pole line + line of Eucalyptus trees	
90.4	90.5	90.5
7.3	6.8	4.4
30	16	14
11	5	5
		3.8
		4.1
		5.8
		5.5
		13
		16
		30

88.2	89.6	89.7	90.5	90.1	90.5	90.5	92.6	92.7	93.1	93.4
5.8	4.4	4.3	3.5	1.9	1.5	1.5	1.4	1.3	0.9	0.6
30	30	28	25	10	5	5	5	10	30	50

90.7	91.7	92.1	92.3	92.5	92.8	92.8	93.0	93.4	93.4	94.3
3.3	2.3	1.9	1.7	1.5	1.2	1.2	1.0	0.6	0.6	-0.3
100	50	30	15	15	15	30	50	50	100	100

H.I. 402.52

88.3	90.7	91.7	92.1	92.3	92.5	92.8	93.0	93.4	94.3	96.0
14.2	11.8	10.8	10.4	10.2	10.0	9.7	9.5	9.1	8.2	6.5
200	100	50	30	15	15	15	30	50	100	200

88.1	90.5	91.5	91.9	92.1	92.3	92.5	92.8	93.1	94.0	95.9
14.4	12.0	11.0	10.6	10.4	10.2	10.0	9.7	9.4	8.5	6.6
200	100	50	30	15	15	15	30	50	100	200



37+66 West edge of pare. X Sec. taken at right ang to  
Palm Ave

H.I 402.52

91.0	91.2	91.3	91.3	91.1	91.9	91.2	93.5
10.5	10.3	10.2	10.2	10.4	10.6	10.5	9.0
30	20	5		5	10	20	30

37+81

91.9	91.2	91.7	92.8	93.2	93.3	93.7	94.0	94.6
10.6	11.3	10.8	9.7	9.3	9.2	8.8	8.5	7.9
30	16	10	5		5	10	24	30

38+00

93.6	93.6	93.9	94.0	94.2	94.3	95.6
9.9	8.7	8.6	8.5	8.3	8.2	6.9
30	10	5		5	10	30

38+15 Bottom of railroad embankment. East side

93.4	94.3	94.7	95.0	96.4	96.6	97.0	97.3	97.7
9.1	8.2	7.8	7.5	6.1	4.9	3.0	2.93	3.7
30	10	5		5	10	25	34	50

top of east rail ← top of west rail →

38+31 Top of east rail. X Sec. taken at right ang. to Palm  
Ave.

94.1	94.4	97.3	97.7	98.9	99.0	99.4	99.6
8.4	8.1	8.2	4.8	3.64	3.48	4.5	5.4
30	25	10	5	98.9	99.0	30	50

East rail West rail

38+36.5 Top of west rail. X Sec taken at right ang. to Palm Ave.

94.9	96.6	98.4	98.7	98.8	97.9	97.3	96.6
7.6	5.9	3.84	3.67	4.6	5.2	5.7	
30	20	10		10	20	30	

East rail West rail

38+36.5 Top of west rail taken on line of track.

7.44	5.52	8.98	10.56	3.67	3.14	2.72	1.72	0.0
200	100	50	30		30	50	100	200
95.1	97.0	93.6	94.0	98.8	99.4	99.0	0.8	2.5

38+50

97.4	97.4	97.4	97.3	97.0	96.2	95.9	95.6	97.3
5.1	5.1	5.1	5.2	5.5	6.3	6.6	6.9	5.2
30	20	10	5		5	10	20	30



38+86<sup>24</sup> P.I. at intersection of Palm Ave + Cypress

977	979	985	988	987	984	982	988	989
$\frac{4.8}{30}$	$\frac{4.6}{20}$	$\frac{4.0}{10}$	$\frac{3.7}{5}$	3.8	$\frac{4.1}{5}$	$\frac{4.3}{10}$	$\frac{3.7}{20}$	$\frac{3.6}{30}$

39+00 Railroad Ave crosses Cypress here, this X Sec.  
taken on approx.  $\frac{1}{2}$  of Railroad Ave

945	967	976	982	988	991	992	986	991	994	0.3	2.0	2.5	5.2
$\frac{8.0}{20}$	$\frac{5.8}{100}$	$\frac{4.9}{50}$	$\frac{4.3}{30}$	$\frac{3.7}{10}$	$\frac{3.4}{5}$	3.3	$\frac{3.7}{5}$	$\frac{3.4}{10}$	$\frac{3.1}{30}$	$\frac{2.2}{50}$	$\frac{0.5}{100}$	$\frac{0.2}{112}$	$\frac{2.7}{200}$

39+15 West side of Railroad Ave. showing gutter.

97.6	98.3	99.0	99.4	99.4	99.3	99.3	99.6	99.9
$\frac{4.9}{50}$	$\frac{4.2}{30}$	$\frac{3.5}{10}$	$\frac{3.1}{5}$	3.1	$\frac{3.2}{5}$	$\frac{3.2}{10}$	$\frac{2.9}{30}$	$\frac{2.6}{50}$

38+79 Lower end of drain pipe crossing Railroad Ave  
at Cypress. Refer to sketch on page 33.

top of pipe	97.7	96.7
bot of pipe	$\frac{4.8}{10}$	$\frac{5.8}{10}$

39+10 Upper end of drain pipe crossing Railroad Ave  
at Cypress. On north side of Cypress

top of pipe	97.6	97.6
bot of pipe	$\frac{3.9}{11}$	$\frac{4.9}{11}$

7.P 2.43 400.09'

10.27 410.36'

39+15 Opposite curb of sidewalk running N+S.  
on W. side of Railroad Ave. Showing curb.  
Curb starts here + runs west on both sides of Cypress

99.0	99.4	99.0	99.5	99.7	99.6	99.3	0.2	0.4
$\frac{11.4}{30}$	$\frac{11.0}{13}$	$\frac{11.4}{13}$	$\frac{10.9}{3}$	10.7	$\frac{10.8}{5}$	$\frac{11.1}{14}$	$\frac{10.2}{14}$	$\frac{10.0}{30}$
11.3	8.85	8.84	9.4	9.5	9.2	1.0	0.9	1.5
$\frac{9.1}{30}$	$\frac{8.85}{19}$	$\frac{8.84}{12}$	$\frac{9.4}{12}$	$\frac{9.5}{5}$	9.2	$\frac{9.4}{5}$	$\frac{9.5}{12}$	$\frac{8.95}{12}$
1.3	1.6	1.3	1.3	1.3	1.3	1.3	1.3	1.3
$\frac{9.1}{30}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$	$\frac{8.83}{19}$

40+00

4.5	4.7	4.6	3.2	3.8	4.1	3.8	3.4	4.4	4.7	4.6
$\frac{5.9}{30}$	$\frac{5.75}{19}$	$\frac{5.82}{12}$	$\frac{7.2}{12}$	$\frac{6.0}{5}$	6.3	$\frac{6.6}{5}$	$\frac{7.0}{12}$	$\frac{6.00}{12}$	$\frac{5.76}{19}$	$\frac{5.76}{19}$



25

	+	H.I.	-	Elev.
40+50		410.36		
T.P.			0.83	409.53

	10.80	420.33
--	-------	--------

41+00

41+50

41+71 - Curb + sidewalk end here

41+76<sup>21</sup> P.I. at intersection of Cypress + San Miguel.41+76<sup>21</sup> East end of 12" box culvert crossing Cypress at intersection of Cypress + San Miguel.

Refer to sketch on page 32.

42+00 West end of culvert.

42+60

T.P.			0.07	420.26
------	--	--	------	--------

	12.02	432.28
--	-------	--------

42+50

7.4	7.4	7.3	6.2	7.0	7.2	7.0	7.1	7.8	7.6	7.3
3.0	2.99	3.09	4.2	3.4	3.2	3.4	3.3	2.93	2.77	3.1
30	19	12	12	5		5	12	12	19	30

H.I. 420.33

13.1	11.0	10.8	10.0	10.1	10.3	10.1	9.7	10.5	10.6	10.3
7.2	9.33	9.56	10.3	10.2	10.0	10.2	10.6	9.83	9.73	10.0
23	19	12	12	5		5	11	11	19	30
7.0										
30										

16.8	16.5	14.7	14.5	13.1	13.1	13.5	13.2	12.4	13.6	13.6	14.7
3.5	3.8	5.68	5.88	7.2	7.2	6.8	7.1	7.9	6.71	6.55	5.6
30	23	19	12	12	5		5	11	11	18	30

16.4	15.7	15.8	14.5	15.2	15.2	14.8	14.6	15.7	16.4	16.6
3.4	4.6	4.5	5.3	5.1	5.1	5.5	5.7	4.6	3.9	3.7
30	20	14	13	5		5	13	14	24	30

15.1 top of culvert  
5.2  
16

14. bottom of culvert  
6.2  
15

16.4 top of culvert  
3.9  
13

15.4 bottom of culvert  
4.9  
13

19.0	18.8	18.1	17.3	16.3	16.6	17.0	17.2	17.6	17.3
1.3	2.5	2.2	3.0	3.0	3.7	3.3	3.1	2.7	3.0
30	23	18	10	9	5		5	10	30

H.I. 432.28

26.0	24.7	23.7	23.6	22.4	23.2	23.5	23.6	22.9	23.6	24.3
7.3	7.6	8.6	8.7	9.9	9.1	8.8	8.7	9.4	8.7	8.0
30	21	17	12	10	5		5	12	14	30



26

43+00

T.P.

11.63

443.63

0.28

432.00

43+50

44+00

B.M.#7

10.88

450.05

4.45

439.18

439.17 O.K.

44+50

45+00

45+50

T.P.

6.61

456.35

0.31

449.74

46+00

H.I 432.78

288	288	283	287	291	292	287	286	30.0
<u>35</u>	<u>35</u>	<u>40</u>	<u>36</u>	<u>32</u>	<u>31</u>	<u>41</u>	<u>37</u>	<u>2.3</u>
30	13	11	5		5	13	14	30

H.I 443.63

350	356	339	336	327	333	335	334	331	324	34.0	34.5	34.4
<u>86</u>	<u>80</u>	<u>98</u>	<u>140</u>	<u>109</u>	<u>103</u>	<u>101</u>	<u>102</u>	<u>105</u>	<u>102</u>	<u>96</u>	<u>91</u>	<u>92</u>
30	23	19	12	13	5		5	12	15	23	25	30

367	396	376	373	366	373	377	376	373	378	383	401	396
<u>54</u>	<u>50</u>	<u>60</u>	<u>63</u>	<u>20</u>	<u>63</u>	<u>59</u>	<u>60</u>	<u>63</u>	<u>58</u>	<u>53</u>	<u>35</u>	<u>40</u>
30	22	18	12	10	5		5	12	15	21	26	30

H.I 450.05

409	41.4	406	406	398	407	41.7	41.1	407	41.3	41.3	
<u>91</u>	<u>86</u>	<u>94</u>	<u>94</u>	<u>94</u>	<u>102</u>	<u>93</u>	<u>88</u>	<u>89</u>	<u>93</u>	<u>87</u>	<u>87</u>
30	22	19	13	11	5		5	19	27	30	

43.9	44.6	43.7	43.6	43.1	43.9	44.4	44.3	43.9	44.3	44.7
<u>61</u>	<u>57</u>	<u>63</u>	<u>64</u>	<u>69</u>	<u>61</u>	<u>56</u>	<u>57</u>	<u>61</u>	<u>57</u>	<u>58</u>
30	20	18	12	11	5		5	10	11	30

48.1	48.9	48.0	48.0	47.5	48.1	48.4	48.4	48.0	48.6	48.6
<u>19</u>	<u>11</u>	<u>20</u>	<u>20</u>	<u>25</u>	<u>19</u>	<u>16</u>	<u>16</u>	<u>20</u>	<u>14</u>	<u>14</u>
30	19	17	11	10	5		5	11	15	30

H.I 456.35

51.3	51.7	50.9	51.3	51.4	51.6	52.0	51.6
<u>51</u>	<u>52</u>	<u>55</u>	<u>51</u>	<u>50</u>	<u>49</u>	<u>44</u>	<u>48</u>
30	12	10	5	5	5	18	30



27

Glover, T. notes  
Burke, P.  
Bunker, Ch.

T.P. 2.99 453.36  
2.70 456.06

Nail in power line pole, N.W. Cor. Buena Vista st. +  
San Miguel. HI 456.06

46+15 East side of Buena Vista St. at Intesece  
of San Miguel + " "

51.5 51.7 51.9 52.1 52.3 52.1 52.3  
4.6 4.4 4.2 4.0 3.8 4.0 3.8  
30 10 5 5 10 30

46+25 Center of Buena Vista St. at Intersection

49.1 50.6 51.5 51.6 51.9 52.0 52.2 52.3 52.4 52.4 52.4 51.9 51.1  
7.0 5.5 4.8 4.5 4.2 4.1 3.9 3.8 3.7 3.7 3.7 4.2 5.0  
150 100 30 30 10 5 5 10 30 30 100 200  
 $\frac{12.6}{200}$

46+37 West side of Buena Vista St. at Intersec

51.7 52.0 52.0 52.0 51.8 51.8 51.9  
4.4 4.1 4.1 4.1 4.3 4.3 4.2  
30 10 5 5 10 30

46+50 Sidewalk starts on North side of San Miguel, here  
no curb.

51.8 52.0 52.0 51.9 51.8 51.7 51.7 51.7 51.7  
4.3 4.1 4.1 4.2 4.3 4.4 4.4 4.4 4.5  
5 10 5 5 10 22.5 27.5 30  
S. edge of sidewalk N. edge of sidewalk

47+00

50.6 50.6 50.8 50.8 50.4 50.5 50.5 51.4  
5.5 5.5 5.3 5.3 5.7 5.6 4.9 4.7  
30 10 5 5 5 10 27.5 30  
N. edge of sidewalk

47+50

49.8 49.8 50.3 50.4 50.1 49.6 51.0 50.5  
6.3 6.6 5.8 5.7 6.0 6.5 5.1 5.6  
30 10 5 5 5 11 20 27.5 30  
N. edge of sidewalk

48+00

50.1 49.7 50.1 50.3 49.9 50.5 49.2 50.9 50.9  
4.0 6.4 6.0 5.8 6.2 5.6 6.9 5.2 5.22  
30 10 5 5 5 11 15 20 27.5  
N. edge of sidewalk  
50.5  
5.6  
30

X



28

456.06

T.P.

5.51

450.55

3.17

453.72

48+50

48+95 East edge of stable 22' Left of C

49+00 Stable on left side street. 22' from C

49+10 West edge of stable. 22' Left of C

49+50

50+00

50+50

51+00

51+32 End of sidewalk

51+50

52+00

H1 453.72

50.3  
N. edge of sidewalk

50.4	51.3	50.3	50.4	50.5	50.3	50.7	49.7	51.0		
3.3	2.4	3.4	3.3	3.2	3.4	3.0	4.0	3.4	3.24	2.7
30	20	10	5		7	9	15	19	27.5	30

Top of dirt pile

50.0	49.3	49.8	50.0	49.6	50.5	49.3	50.3	49.7	50.4
0.0	4.4	3.9	3.7	4.1	3.2	4.4	3.4	4.0	2.9
22	12	5		6	12	15	20	27.5	30

N. edge of sidewalk

48.9	48.9	49.1	49.1	48.8	49.1	48.5	49.7	49.8	
4.8	4.8	4.6	4.6	4.9	4.6	5.2	4.0	4.95	3.9
30	10	5		6	7	14	17	27	30

47.4	47.6	47.7	47.7	47.6	47.5	48.3	47.7	48.3
6.3	6.1	6.0	6.0	6.1	6.2	5.4	6.00	5.4
30	10	5		5	10	18	27	30

46.3	46.0	46.3	46.2	46.0	46.5	46.1	47.2	46.7	47.3
7.4	7.7	7.4	7.5	7.7	7.2	7.6	6.5	6.98	6.4
30	10	5		5	12	15	19	27	30

45.1	45.1	45.4	45.2	45.1	45.5	45.5	45.0	46.3	45.9	46.7
8.6	8.6	8.3	8.5	8.6	8.2	8.2	8.7	7.4	7.84	7.0
30	12	5		3	5	12	14	17	27	30

N. edge of sidewalk

44.4	44.0	44.7	44.5	44.5	45.4	45.4	44.0	45.8	45.6
9.3	9.7	9.0	9.2	9.2	8.3	8.3	9.2	7.9	8.1
30	14	5		5	7	12	15	20	30

42.1	42.4	41.5	42.0	41.7	41.6	43.6	43.9	43.4	45.2	44.5
11.6	11.3	12.2	11.7	12.0	12.1	10.1	9.8	10.3	8.5	9.2
30	17	13	5		3	6	13	16	20	30



29

45372

T.P.

11.57 442.15

270 444.85

52+50

52+63 East end of 12" Corg. iron pipe culvert crossing  
New Jersey St. at San Miguel. (Sketch on page 31)52+63 East side of New Jersey St. at intersection.  
Showing gutter on same.

52+77 Center of New Jersey St. at intersec.

52+90 West side of New Jersey St. Showing gutter.

52+84 West end of pipe culvert crossing New Jersey.

53+00

53+03 Culvert crossing San Miguel. 12" Corg. iron pipe.  
(Sketch on page 31.)

H.1 444.85

36.6	36.6	37.9	38.4	38.2	38.2	37.2	36.3	36.0	38.9
8.3	8.1	7.0	6.5	6.7	6.7	7.7	6.6	6.9	6.0
30	20	15	5	4	5	7	13	30	

37.5  
7.4

bot. of pipe → 36.6  
top of pipe → 8.3  
12

36.6  
9.3  
12

35.5	35.6	37.3	37.7	37.5	37.6	37.5	36.3	37.6	38.1
9.4	9.3	7.6	7.2	7.4	7.3	7.4	8.6	7.3	6.8
30	19	14	5	5	5	10	12	30	50

33.9	34.3	36.8	37.1	37.1	37.4	37.7	38.1	38.6	40.2	43.2
11.0	10.6	8.1	7.8	7.8	7.5	7.2	6.8	6.7	4.7	1.7
30	20	13	5	5	5	15	30	50	100	200

33.1	33.4	36.1	36.8	36.6	36.9	37.1	37.7	38.3
11.8	11.6	8.4	8.1	8.1	8.0	7.8	7.2	6.6
30	22	12	5	5	5	15	30	50

36.8  
8.1

36.6  
top of pipe → 8.1  
5

36.6  
bot. of pipe → 8.7  
11

36.2  
top of pipe → 9.7  
11

35.2  
37.2  
15

36.3  
8.6  
30

31.4	33.2	36.0	36.5	36.6	36.6	35.2	36.0	36.2	36.5
13.5	11.7	8.9	8.4	8.3	8.3	9.7	8.9	8.7	8.4
50	27	18	5	5	7	11	14	30	50

bot. of pipe → 33.1  
33.7  
11.8  
30

34.1  
7.8  
20

36.1  
top of pipe → 8.7  
20

36.2  
36.6  
36.6  
36.0  
35.0  
35.3  
35.7  
36.3

8.3  
8.1  
8.9  
6

8.3  
8.1  
8.9  
8

8.9  
9.9  
9.6  
10

8.7  
9.2  
9.2  
12

8.4  
8.6  
30

23.9  
21.0  
200

29.6  
15.3  
100

31.6  
13.3  
50

bot. of pipe



30

53+50

444.85

34.4	34.6	36.1	36.0	36.0	36.0	36.3	36.6
$\frac{10.5}{30}$	$\frac{10.3}{23}$	$\frac{8.8}{17}$	$\frac{8.9}{5}$	$\frac{8.9}{5}$	$\frac{8.9}{5}$	$\frac{8.6}{10}$	$\frac{8.5}{30}$

54+100

36.3	36.7	37.4	37.3	37.8	37.3	37.8	37.9
$\frac{8.6}{30}$	$\frac{8.2}{14}$	$\frac{7.5}{5}$	$\frac{7.6}{5}$	$\frac{7.1}{5}$	$\frac{7.6}{13}$	$\frac{7.1}{15}$	$\frac{7.0}{30}$

54+50

38.1	38.7	38.8	38.9	39.3	39.0	40.6
$\frac{6.8}{30}$	$\frac{6.2}{10}$	$\frac{6.1}{5}$	$\frac{6.0}{5}$	$\frac{5.6}{5}$	$\frac{5.9}{10}$	$\frac{4.9}{30}$

55+100

40.4	41.0	41.2	41.0	40.9	41.4	41.0	41.4
$\frac{4.5}{30}$	$\frac{3.9}{10}$	$\frac{3.7}{5}$	$\frac{3.9}{5}$	$\frac{4.0}{2}$	$\frac{3.5}{5}$	$\frac{2.9}{10}$	$\frac{3.0}{30}$

T.P.

0.51

444.34

H1 456.37

55+50

12.03

456.37

43.3	43.8	44.0	43.9	43.8	44.3	44.3
$\frac{13.1}{30}$	$\frac{12.6}{10}$	$\frac{12.4}{5}$	$\frac{12.5}{5}$	$\frac{12.6}{5}$	$\frac{12.1}{10}$	$\frac{12.1}{30}$

56+100

47.5	47.0	47.3	47.2	47.4	47.5	47.5
$\frac{8.9}{30}$	$\frac{9.4}{10}$	$\frac{9.1}{5}$	$\frac{9.2}{5}$	$\frac{9.0}{5}$	$\frac{8.9}{10}$	$\frac{8.9}{30}$

56+50

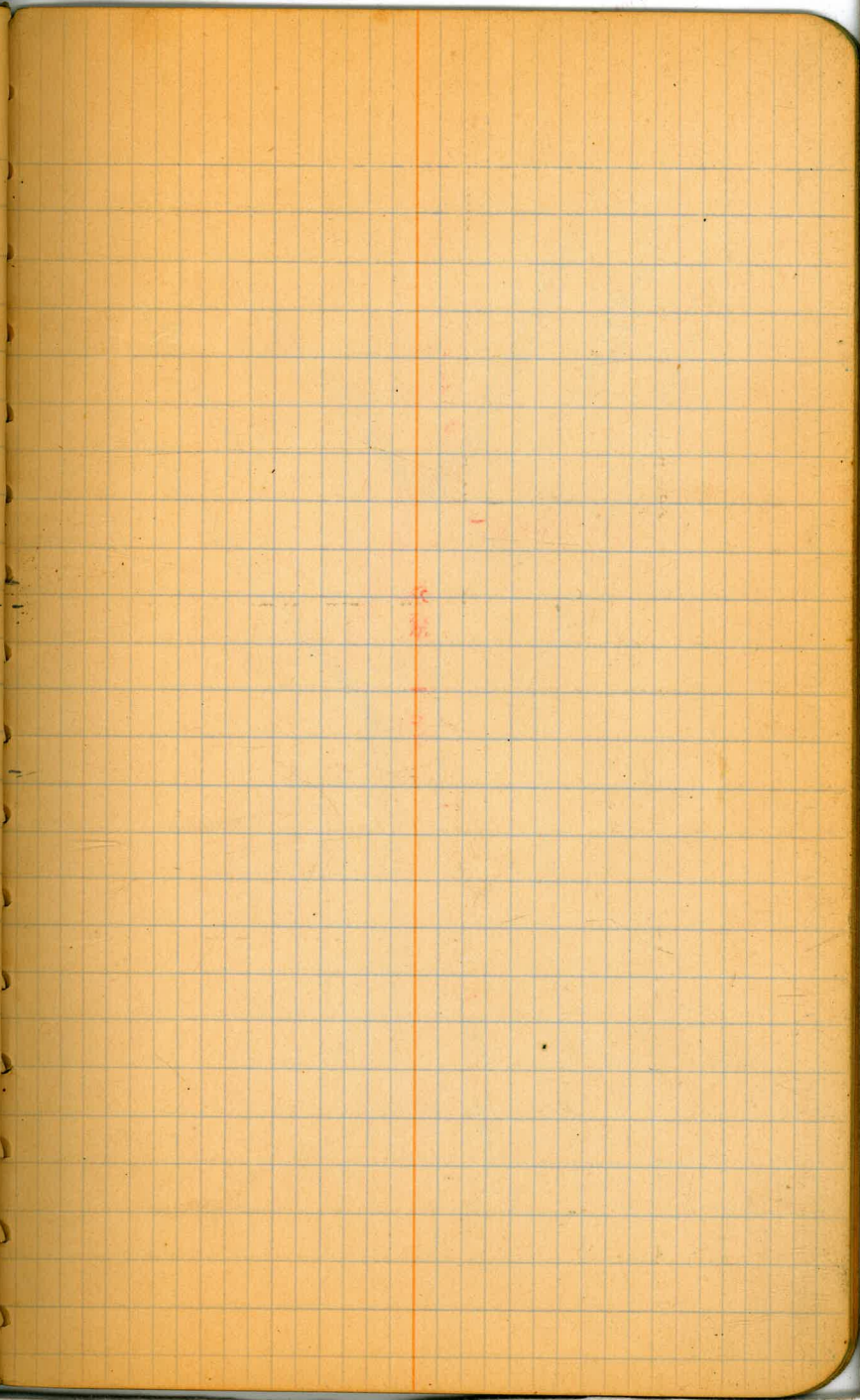
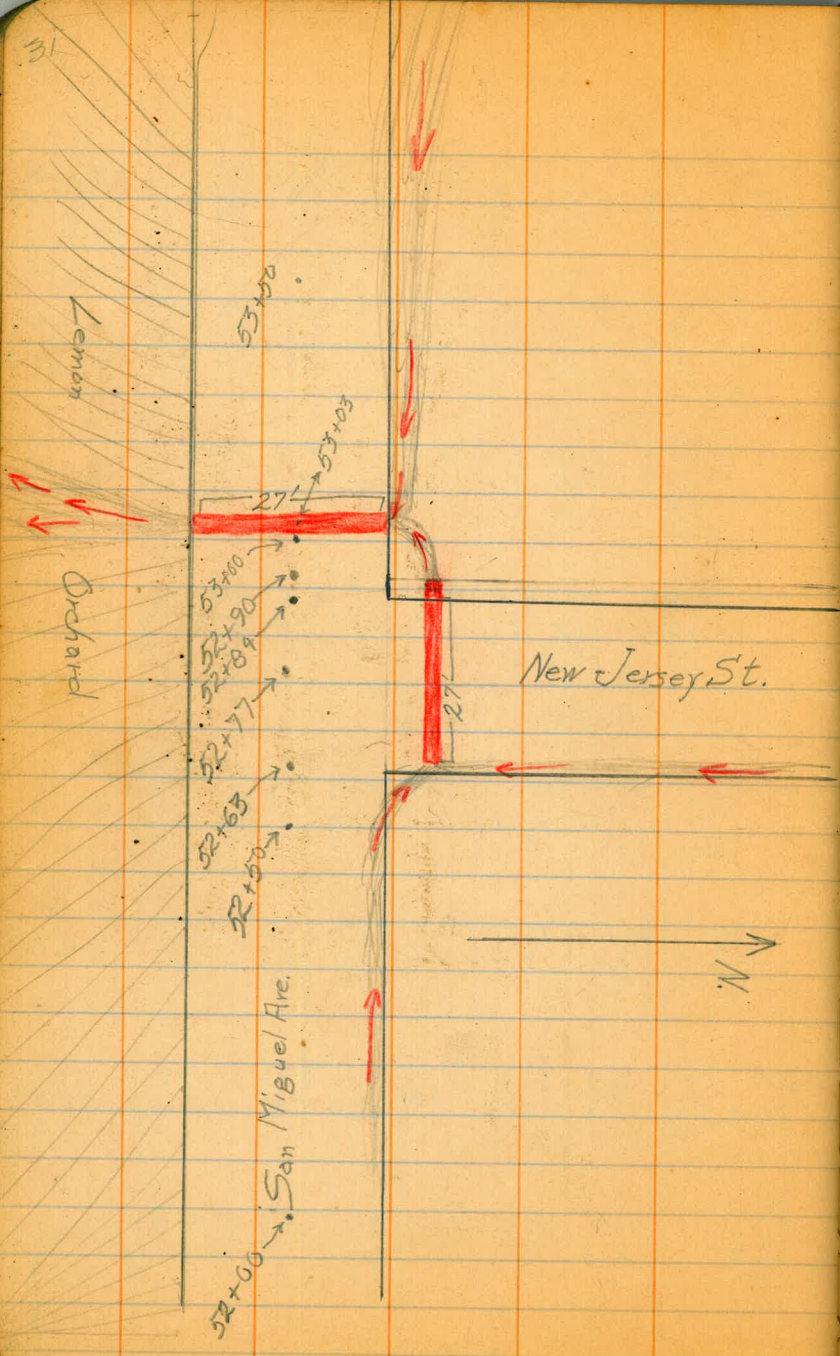
52.3	52.0	51.4	51.7	51.6	51.4	51.8	52.2	52.2
$\frac{4.1}{30}$	$\frac{4.4}{15}$	$\frac{5.0}{13}$	$\frac{4.7}{5}$	$\frac{4.8}{5}$	$\frac{5.0}{3}$	$\frac{4.6}{4}$	$\frac{4.2}{10}$	$\frac{4.2}{30}$

57+100

54.1	53.9	54.3	54.1	54.0	54.5	54.4	54.5
$\frac{2.3}{30}$	$\frac{2.5}{14}$	$\frac{2.1}{5}$	$\frac{2.5}{5}$	$\frac{2.4}{3}$	$\frac{1.9}{4}$	$\frac{2.0}{10}$	$\frac{1.9}{30}$

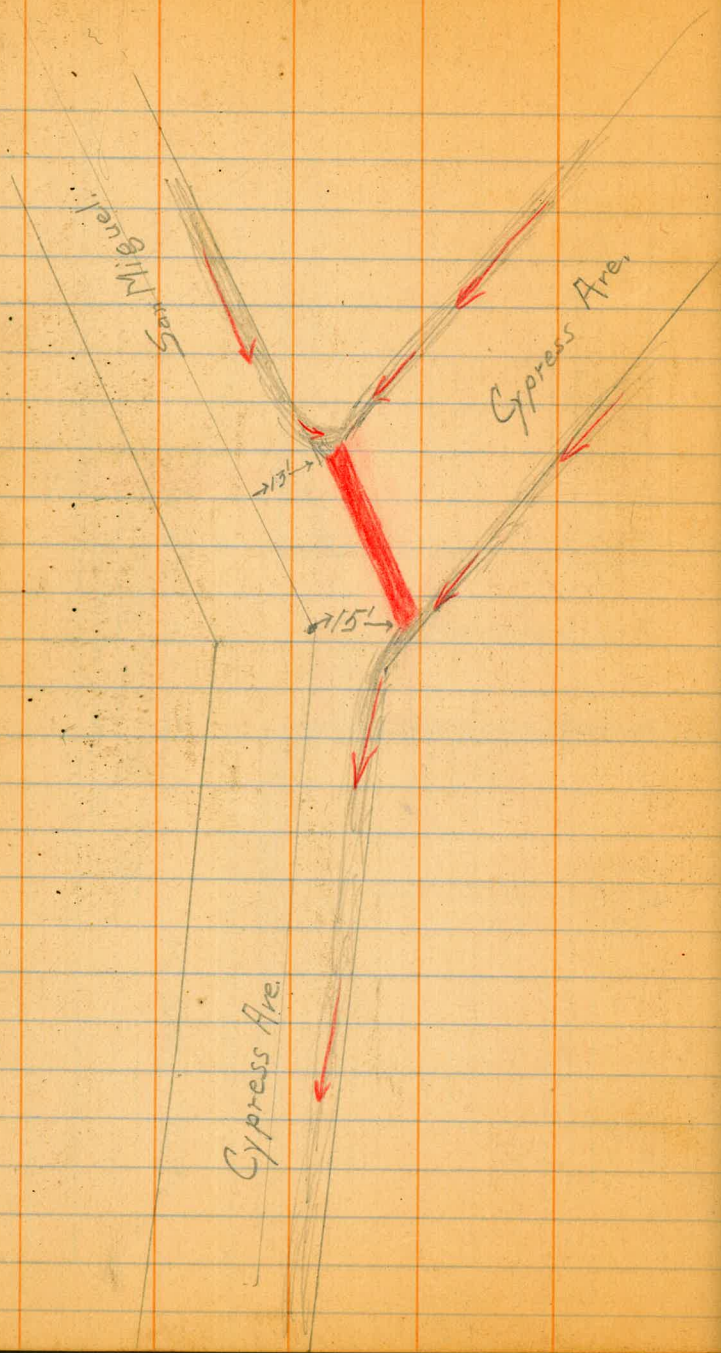
Continued on page 35



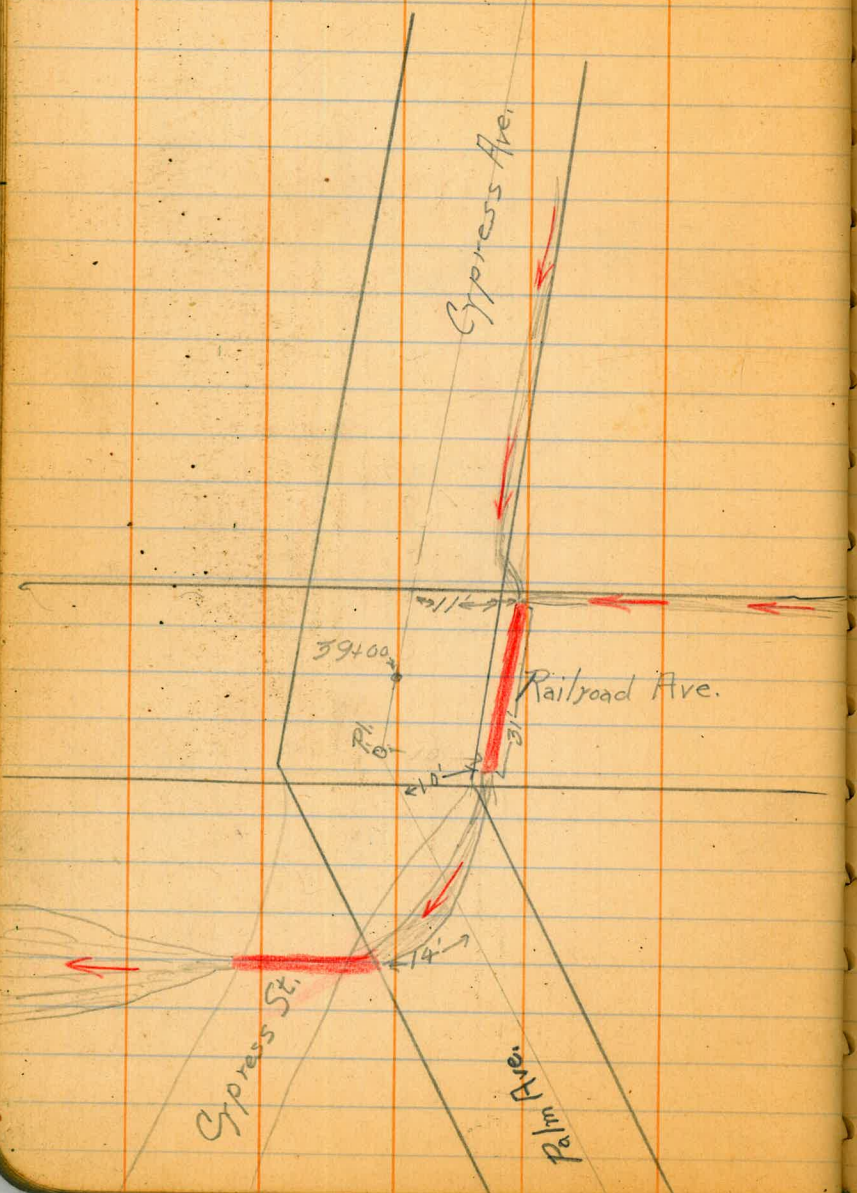




Wooden Box Culvert.







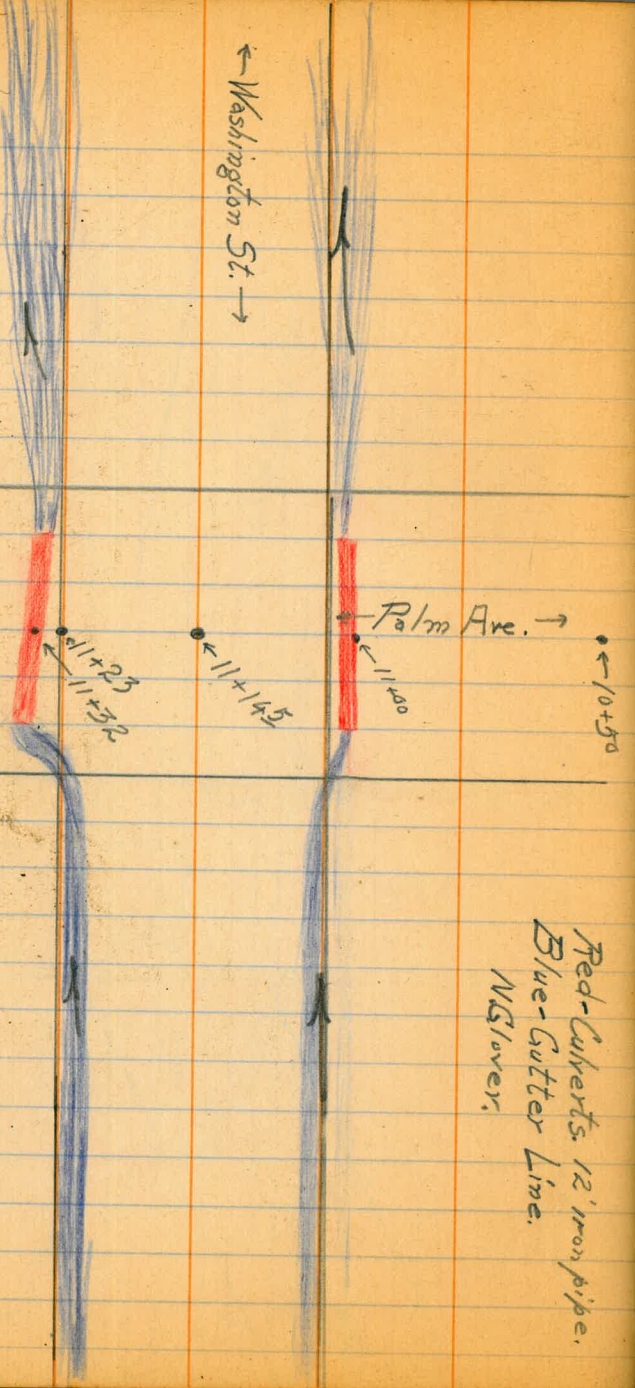


34



← Washington St. →

← Palm Ave. →



Red-Culverts 12' iron pipe.  
Blue-Gutter Line.  
NG-Over.



35

456.37

57+50

T.P.

4.46

460.70

0.13

456.24

58+00

B.M. #8

4.81

455.89

455.87 O.K.

547	549	553	557	557	557	558	557
$\frac{1.7}{30}$	$\frac{1.6}{14}$	$\frac{1.1}{5}$	1.2	$\frac{1.2}{3}$	$\frac{0.7}{4}$	$\frac{0.9}{10}$	$\frac{1.2}{30}$

H.I. 460.70

559	562	565	563	567	564	567	561
$\frac{4.8}{30}$	$\frac{4.5}{13}$	$\frac{4.2}{5}$	4.4	$\frac{4.5}{3}$	$\frac{4.3}{4}$	$\frac{4.5}{10}$	$\frac{4.6}{30}$

See Pg. 7 this book -

x



Brooklyn #88

Valencia  
San Miguel W-

9.16  
806  
473  
17.77  
85.57  
7.80  
87.29  
85.57  
4.75  
81.06

86.80

✓  
✓

1626  
368  
8270  
8734  
8045  
691

FIP 2278  
FC. 2278

PI 11+15<sup>65</sup> Valencia (San Miguel)  
at Wash

777  
50  
91  
918

427