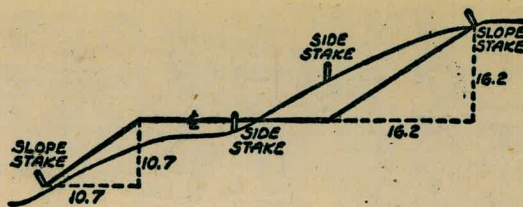




# 2016



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING  
SLOPE 1 TO 1. ROADWAY OF ANY WIDTH

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

89.30  
307  
85.27

INDEXED

through page 65

TABLE XIII—CORRECTIONS FOR TANGENTS AND EXTERNALS

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table VIII) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.03	.06	.09	.13	.16	.19	.22	.25	.28	.31	.34	.38	.42	.46
15°	.04	.10	.14	.19	.24	.29	.34	.39	.45	.51	.53	.58	.63	.68
20°	.06	.13	.19	.26	.32	.39	.45	.51	.58	.65	.72	.79	.84	.90
25°	.08	.16	.24	.33	.40	.49	.58	.67	.75	.83	.90	.99	1.06	1.14
30°	.10	.19	.29	.39	.49	.59	.69	.79	.89	.99	1.09	1.20	1.29	1.39
35°	.11	.22	.34	.47	.58	.69	.79	.81	.92	1.04	1.23	1.42	1.54	1.66
40°	.13	.26	.40	.53	.67	.80	.93	1.06	1.20	1.34	1.49	1.64	1.79	1.94
45°	.15	.30	.44	.60	.76	.91	1.06	1.21	1.37	1.52	1.70	1.87	2.04	2.21
50°	.17	.34	.51	.68	.85	1.02	1.19	1.36	1.54	1.72	1.91	2.10	2.29	2.48
55°	.19	.38	.57	.76	.95	1.14	1.32	1.52	1.72	1.92	2.14	2.35	2.56	2.77
60°	.21	.42	.63	.84	1.05	1.27	1.49	1.71	1.94	2.17	2.38	2.60	2.83	3.07
65°	.23	.46	.69	.93	1.16	1.40	1.64	1.88	2.13	2.38	2.63	2.88	3.13	3.39
70°	.25	.51	.76	1.02	1.28	1.54	1.80	2.06	2.33	2.60	2.88	3.16	3.44	3.72
75°	.27	.56	.83	1.12	1.40	1.69	1.98	2.27	2.57	2.87	3.16	3.47	3.78	4.09
80°	.30	.61	.91	1.22	1.53	1.84	2.15	2.46	2.78	3.10	3.44	3.78	4.12	4.46
85°	.33	.66	1.00	1.33	1.68	2.02	2.36	2.70	3.05	3.40	3.77	4.14	4.55	4.89
90°	.36	.72	1.09	1.45	1.83	2.20	2.57	2.94	3.32	3.70	4.10	4.50	4.91	5.32
95°	.39	.79	1.19	1.55	2.00	2.40	2.80	3.20	3.61	4.02	4.40	4.98	5.38	5.83
100°	.43	.86	1.30	1.74	2.18	2.62	3.06	3.50	3.95	4.40	4.88	5.37	5.85	6.34
110°	.51	1.03	1.56	2.08	2.61	3.14	3.67	4.21	4.76	5.31	5.86	6.43	7.01	7.60
120°	.62	1.25	1.93	2.52	3.16	3.81	4.45	5.11	5.77	6.44	7.12	7.80	8.50	9.22

FOR EXTERNALS ADD

Central Angle	DEGREE OF CURVE													
	5°	10°	15°	20°	25°	30°	35°	40°	45°	50°	55°	60°	65°	70°
10°	.001	.003	.004	.006	.007	.008	.009	.011	.012	.014	.015	.017	.018	.020
15°	.003	.007	.010	.014	.018	.023	.027	.029	.032	.035	.039	.043	.047	.051
20°	.006	.011	.017	.022	.028	.034	.038	.045	.051	.057	.063	.070	.076	.083
25°	.009	.018	.027	.036	.046	.056	.065	.074	.083	.093	.106	.120	.127	.135
30°	.013	.025	.038	.051	.065	.078	.090	.103	.116	.129	.149	.170	.179	.188
35°	.018	.035	.054	.072	.086	.109	.131	.153	.175	.197	.213	.230	.247	.264
40°	.023	.046	.070	.093	.117	.141	.172	.203	.234	.265	.277	.290	.315	.341
45°	.030	.060	.093	.119	.153	.184	.216	.254	.289	.325	.351	.378	.411	.445
50°	.037	.075	.116	.151	.189	.227	.266	.305	.345	.384	.425	.467	.508	.550
55°	.046	.093	.142	.188	.236	.283	.332	.381	.420	.479	.530	.582	.641	.700
60°	.056	.112	.168	.225	.283	.340	.398	.457	.516	.575	.636	.697	.774	.851
65°	.067	.135	.204	.273	.343	.412	.483	.554	.625	.697	.711	.845	.922	1.01
70°	.080	.159	.240	.321	.403	.485	.568	.652	.735	.819	.906	.994	1.08	1.17
75°	.095	.182	.266	.353	.440	.528	.617	.707	.797	.887	1.07	1.18	1.29	1.39
80°	.110	.220	.332	.445	.558	.671	.787	.903	1.02	1.13	1.25	1.38	1.50	1.62
85°	.128	.259	.391	.524	.657	.790	.926	1.06	1.20	1.34	1.47	1.62	1.76	1.91
90°	.149	.299	.450	.603	.756	.910	1.07	1.22	1.38	1.54	1.70	1.87	2.03	2.20
95°	.174	.350	.522	.706	.885	1.06	1.25	1.43	1.62	1.80	1.99	2.18	2.38	2.58
100°	.200	.401	.604	.809	1.01	1.22	1.43	1.64	1.85	2.06	2.28	2.50	2.73	2.96
110°	.268	.536	.806	1.08	1.35	1.63	1.91	2.20	2.48	2.76	3.05	3.35	3.66	3.96
120°	.360	.721	1.08	1.45	1.82	2.19	2.57	2.95	3.33	3.72	4.11	4.50	4.91	5.32

see p 1 for Index

~~COWRIE ST.~~

5-15

~~Sierra Mar Drive~~

16-

## (Sewer Prelim.)

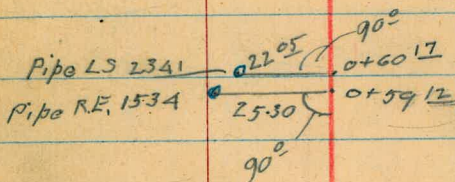
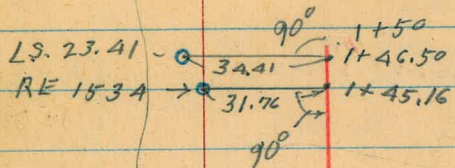
Amalfi + Torrey Road. Princess to Cowrie St Canyon	2-
Cowrie St.	5-15
Sierra Mar. Dr.	16-17
Primrose Drive	18-20
Soledad <sup>west of</sup> Whitfield	21-24
Lots 1 to 12 La Jolla Hills	{ Also 75- 25-30
Amalfi St Pump house Ely	31-36
Torrey Road (Charlotte Wly) Rerun	37-41
" " " "	12/27/29 41-46
X Sec Fairby St Chatsworth to Capistrano	47-53
Ardath & Torrey Pines Rd. X Sec	66
Torrey Pines Road <sup>Sewer</sup> Kings 1 to 5	66-74

Via. Amalfi + Torrey Rd.  
Princess to Court St.

6-28-49

Sammernoyer  
Bunch  
Clark

- = Fd. Mon.
- = Fd. Hub or stub
- = Fd. pipe + disk
- ◻ = set stub



See  $\frac{2027}{2}$

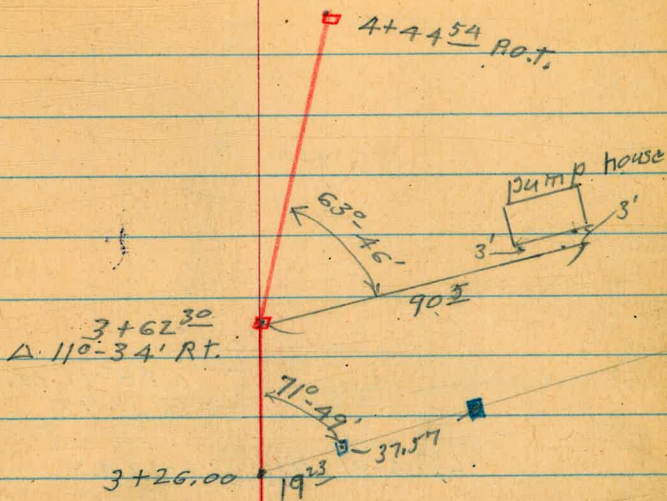
0+00 Amalfi to west  
0+00 Amalfi to East

EL: 108<sup>57</sup> FB 2028  
15

FB. 2028  
25

Fd. Mon

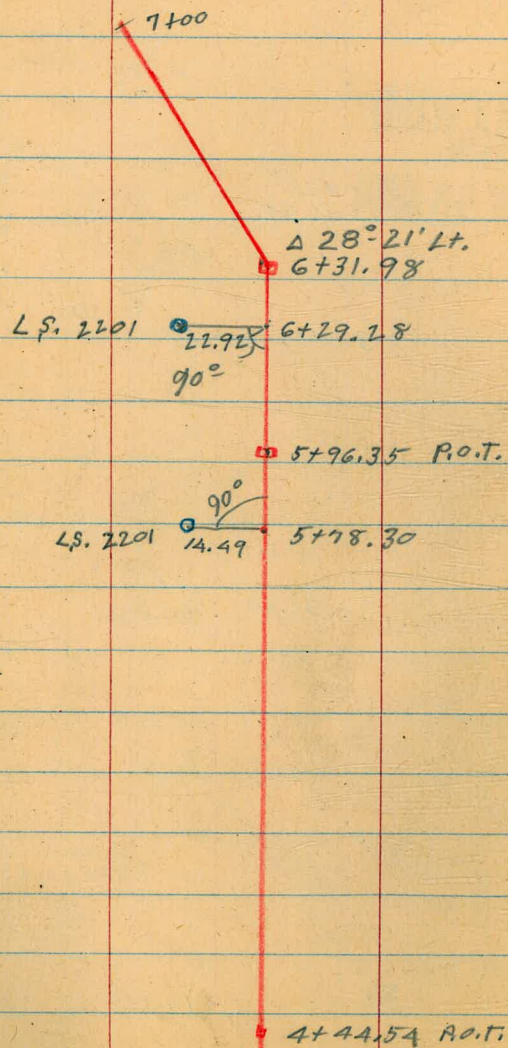
INDEXED  
NK  
DEC 28 1949



LS 2341 ○ 32.67 2+53  
90°

1+50

Amalfi + Torrey Rd.



3

orig. Torrey Rd line

Cowrie St  
Canyon line

4+90<sup>58</sup> Ahead  
= 6+73<sup>54</sup> Ahead (check)?  
9+04.30 Back  
New  $\Delta = 23^{\circ} 42' \text{ Rt.}$

7+83.10  
 $\Delta 9^{\circ} 50' \text{ Lt.}$

7+00

Levels

6-27-49

Amalfi to Torrey Road,

Princess to Cowrie St. Canyon

10857 { 0 to 100  
P. 2

68.10

## Cowrie St. Line - Rerun.

Return 10-7-49

5

Sommermeyer  
M & Coy  
Allen  
Bunch.

12-15-49

See FB 2019  
50

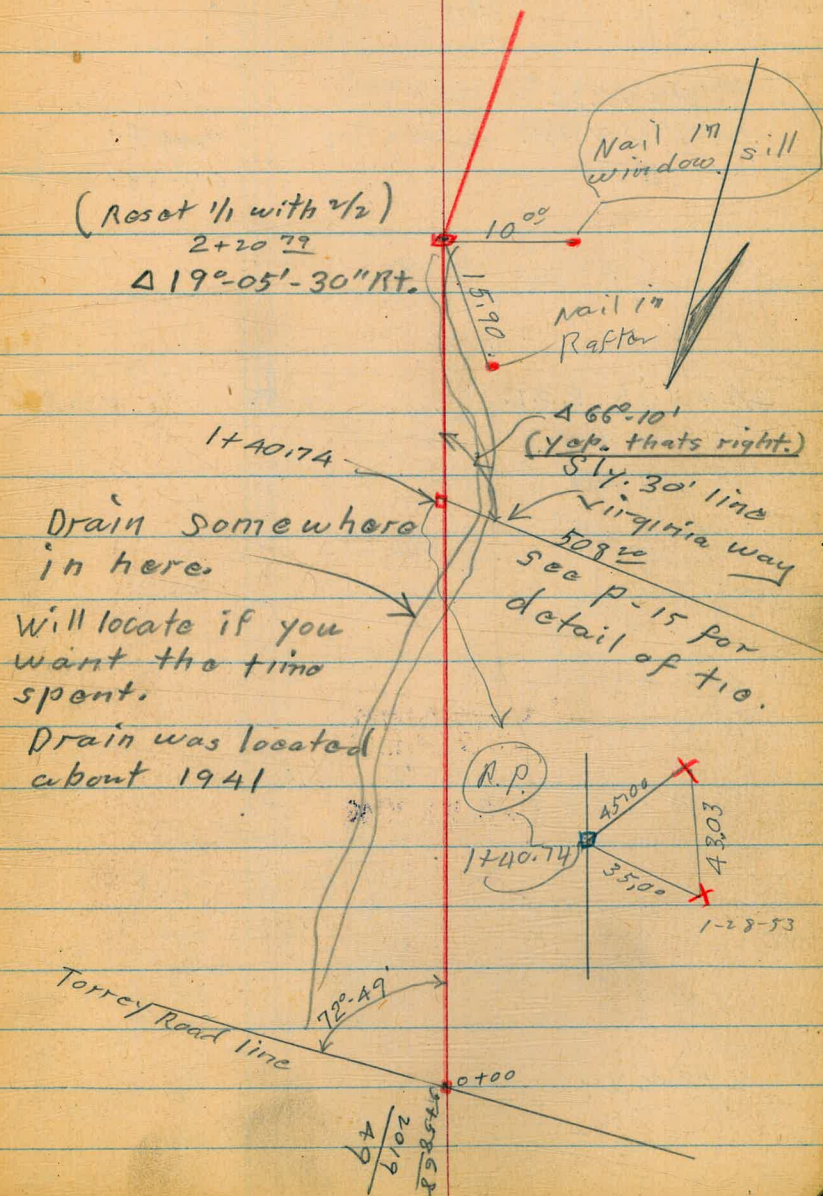
□ = Set 1/4 hub &amp; disk.

X = Cross cut in Conc.

• = Nail set in pave.

orig. line in  $\frac{FB2019}{51}$ 

Ties shown on page 15.

INDEXED  
W.K.  
DEC 28 1949(Reset 1/1 with 2/2)  
2+20 79  
 $\Delta 19^{\circ}05' - 30''$  Rt.Drain somewhere  
in here.Will locate if you  
want the time  
spent.Drain was located  
about 1941



4+92.22  
Δ 23°-27' RT.

7+07<sup>10</sup>  
Δ 7°-38'-24" RT.

See page 15 for detail  
of ties & calculations

1/2 + disk P.O.T.  
3+89.09

8+54.65  
2019  
52

8+85 = End.

8+49.51

447.60

73°-58'-54" Calc.  
500 P 15

79.36 M.H.R.P.

42.70 M.H.R.P.

Corner post  
of fence  
= post #1

4+92.22

32.98

58.78

Post  
#5

Tie to  
Near side  
of fence post

2+20.79

7+07.20  
Δ 7°-38'-24" RT.

42.70  
138°-54'

Courie St. Levels.

7

+13 6' left 14" Eucalyptus

118.2  
9.3

1700

117.8  
9.7

+80

116.5  
11.0  
11.0  
11  
Toe  
Slope

+70

T.P. 10.15 <127.45> 9.32 117.30

<127.45>  
114.4  
3.2  
114.8  
2.8  
3  
1/2 total Slope  
Toe

+55

113.5  
4.1  
113.6  
4.0  
2  
Toe  
1/2 total Slope

+18

0+00  
= 5+58.68 Torrey Pines Line 2x2 Redwood Hub + Disc

113.18  
4.44

4+90.58  
2019 7.32 117.62 110.30  
54

<117.62>

Cowrie St.

T.P. 11.61-138.00 100 126.39

2+20<sup>79</sup>  $\Delta$  19°-05'-30" RT. set. New  $\frac{1}{2}$  + disk  
3' Rt. = start wood side cone. base  
Flume (Poor to Fair Cond)

2+18 5' Rt. = End garage

2+00

+98.8 5' Rt. Cor Conc. Garage

+85 Edge Conc. Circular Drive

+77.5 Edge Concrete Circular Drive

1+38

127.71

4

8

131.2  
+3.7  
10

126.39  
1.06  
set New  
 $\frac{1}{2}$  + disk

122.8  
3.7

123.3  
4.2  
3  
Toe  
 $\frac{1}{1}$  slope

123.13  
4.32

121.5  
5.76

124.0  
121.0  
3.5  
6.5  
3  
Toe slope

127.71

Courie St.

T.P. 5.80 142.70 136.90  
 132.70 1.10 126.90

3 +33

+25

3+21

3+00

of plume  
 8' Lt. = E plume at end

+55

+50

Cross Plume Rod in plume

2+45

138.00

9

141.0  
 $\frac{+3.0}{10}$  1.1 136.9  
 $\frac{+1.4}{3}$  133.4  
 $\frac{3.0}{7}$  135.0

133.5  
 4.5

132.9  
 7.1

136.5  
 $\frac{1.5}{20}$  132.5  
 $\frac{5.5}{10}$  131.7  
 $\frac{6.3}{8}$  132.8  
 $\frac{5.2}{6}$  133.2  
 $\frac{4.7}{10}$  133.3

128.6  
 9.4

127.6  
 10.4

127.9  
 10.6

138.00

A+15

145.7	142.3	141.2	137.5	140.3	140.5
$\frac{4.8}{10}$	8.2	$\frac{9.3}{5}$	$\frac{13.0}{9}$	$\frac{10.2}{15}$	$\frac{10.0}{20}$

3+89<sup>09</sup> 1/2 P.O.T. Hub + disk

140.7  
9.8

3+82

142.0	140.5	138.1	134.6	139.3
$\frac{8.5}{10}$	10.0	$\frac{12.4}{16}$	$\frac{15.9}{18}$	$\frac{14.2}{19}$

T.R. 'old'

3+75<sup>73</sup>

12.27

150.47

4.50

138.20

2019  
69

150.47

+75

141.0	140.0	138.0	134.2	137.7	136.7
$\frac{1.7}{10}$	2.7	$\frac{4.7}{11}$	$\frac{8.5}{13}$	$\frac{5.0}{15}$	$\frac{6.0}{20}$

+65

140.9	138.9	137.0	133.8	137.3	136.6
$\frac{1.8}{10}$	3.8	$\frac{5.4}{6}$	$\frac{8.9}{9}$	$\frac{5.4}{12}$	$\frac{6.1}{20}$

3+34 A' Lt. = 18" Eucalyptus  
142.70

142.70

5+47

5+17

4+92<sup>22</sup> Δ 23°-27' RT,  
 sta. 5+69<sup>23</sup> }  
 2019 } 4.7 159.8 — 155.10  
 52 }

4+75

4+60

4+

4+40

154.1 146.4 152.1 152.5 153.1  
 $\frac{5.7}{20}$   $\frac{13.4}{13}$   $\frac{7.7}{11}$   $\frac{7.3}{10}$   $\frac{6.7}{10}$

152.8 149.4 144.9 148.6 148.2  
 $\frac{7.0}{10}$   $\frac{10.4}{3}$   $\frac{14.9}{10}$   $\frac{11.2}{3}$   $\frac{11.6}{10}$   
 155.3 151.3 145.8 144.0 146.8  
 $\frac{4.5}{10}$   $\frac{8.5}{17}$   $\frac{14.0}{17}$   $\frac{15.8}{20}$   $\frac{13.0}{24}$

159.8

153.5 149.2 147.8 142.3 145.4  
 $\frac{13.0}{10}$   $\frac{1.3}{3}$   $\frac{2.7}{10}$   $\frac{8.2}{14}$   $\frac{5.1}{14}$

151.8 144.3 140.7 144.9  
 $\frac{11.3}{10}$   $\frac{6.2}{10}$   $\frac{7.8}{10}$   $\frac{6.0}{10}$

143.5 140.2 144.1  
 $\frac{7.0}{3}$   $\frac{10.3}{8}$   $\frac{6.4}{8}$

148.2 141.5 139.5 143.2 143.0  
 $\frac{2.3}{10}$   $\frac{6.0}{8}$   $\frac{11.0}{8}$   $\frac{7.3}{12}$   $\frac{7.5}{15}$

150.47

Cowrie St.

12

G+85

4.  
165.0  
7.0

G+70

40  
10  
168.0

7.2  
164.8

15.6  
8  
156.4

90  
13  
163.0

G+33

9.6  
10  
162.4

12.1  
139.9

13.3  
5  
158.7

17.9  
7  
154.1

13.3  
16  
158.7

T.P. 13.40 172.00 1.20 158.60

17200

G+26

161.8  
+2.0  
10  
163.8

1.7  
2  
158.1

6.3  
3  
153.5

1.7  
3  
158.1

0.7  
10  
159.1

G+00

161.8  
+2.0  
10  
163.8

3.2  
1  
156.6

8.5  
1  
151.9

8.3  
4  
151.5

4.7  
5  
155.1

3.5  
10  
156.3

+88

160.8  
+1.0  
10  
161.8

4.2  
2  
155.6

8.8  
1  
151.0

4.2  
2  
155.6

3.2  
10  
156.6

5+70

6.0  
13  
153.8

9.3  
8  
150.5

5.4  
6  
154.4

4.8  
1  
155.0

4.0  
10  
155.0

159.8

Cowie St.

13

8+25

181.7	177.4	180.5	181.5
<u>4.8</u>	9.1	<u>6.0</u>	<u>5.0</u>
10		2	10

186.50

T.P.

7.10 186.50 3.60 179.40

8+00

178.3	177.5	174.6	178.4	183
<u>4.7</u>	<u>5.5</u>	8.4	<u>4.6</u>	<u>0.0</u>
10	4		5	10

7+55

174.7	168.4	177.7
<u>8.3</u>	14.6	<u>5.3</u>
10		11

7+53

174.7  
8.3

7+30

with 3' boot.

173.7	171.5	171.5	165.0	171.2
<u>9.3</u>	11.5	<u>11.5</u>	<u>18.0</u>	<u>16.8</u>
10		6	8	11

T.P.

15.35 183.00 4.35 167.65

183.00

7+07<sup>th</sup> Δ 7°-38'-24" Rt.

172.0	167.7	167.1	160.8	165.2	166.6
<u>0.0</u>	4.3	<u>1.9</u>	<u>14.2</u>	<u>6.8</u>	<u>5.4</u>
11		9	11	15	20

172.00



Check, 2019  
 (8+54.65  $\frac{2019}{52}$ )  
 183.46

3.07

183.43

1.03 ✓

8+85

 $\frac{4.0}{10}$  $\frac{1.0}{4}$ 

+0.5

 $\frac{+5.0}{10}$ 

186.0

186.0

187.0

191.5

8+49<sup>51</sup> =  $\frac{1}{2}$  p.o.t. + Tie (see sketch) $\frac{3.6}{10}$  $\frac{3.3}{4}$ 

2.6

 $\frac{0.5}{10}$ 

182.96

183.2

183.9

186.0

8+27

 $\frac{4.7}{15}$  $\frac{5.4}{10}$  $\frac{9.0}{3}$ 

5.8

 $\frac{5.0}{10}$ 

181.8

181.1

177.5

180.7

181.5

186.50

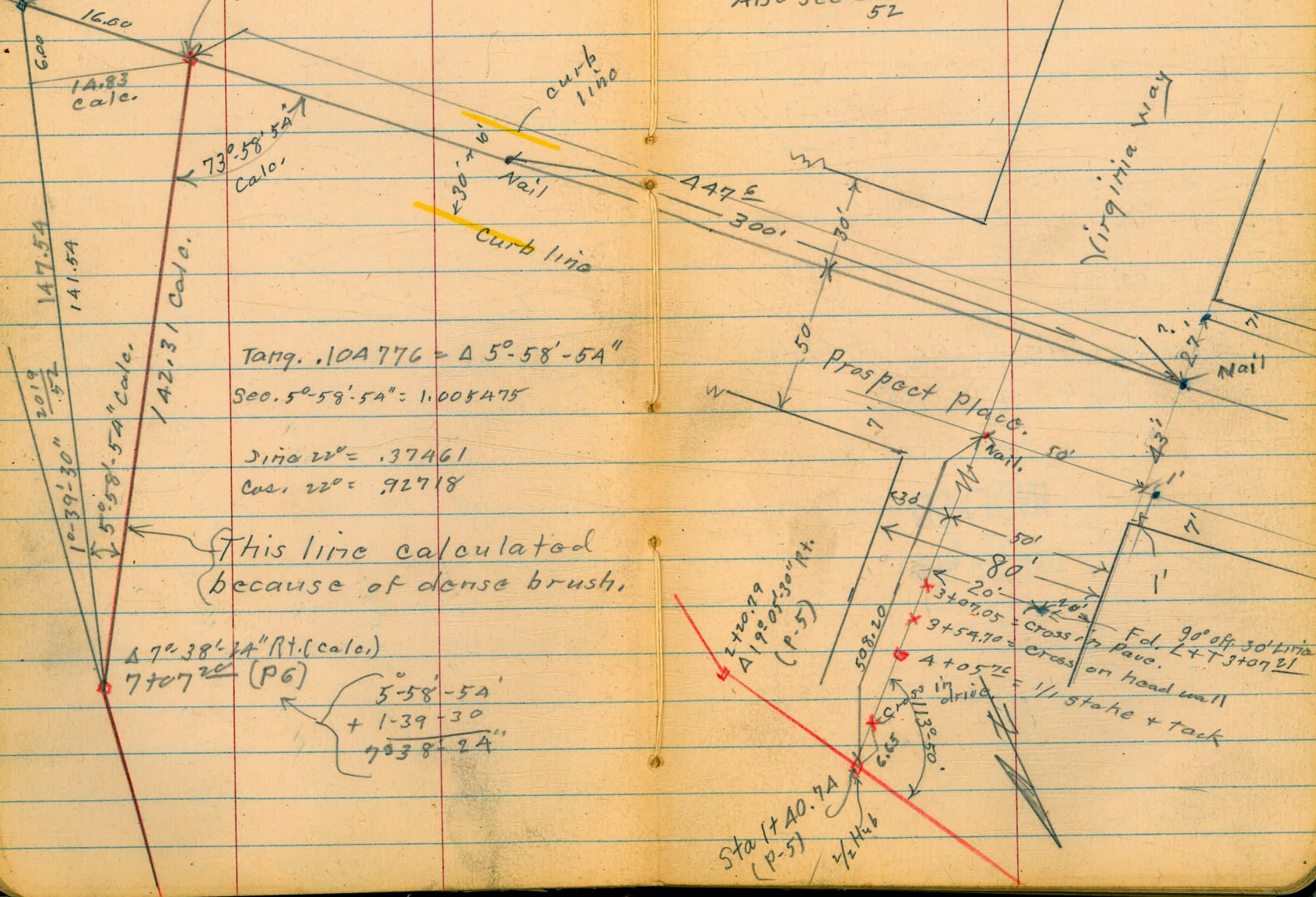
12/15/49

Detail for 8+49<sup>51</sup> -P.6

68' 00" 2019  
52

8+49<sup>51</sup> Page 6

Also see  $\frac{2019}{52}$



Tang.  $.104776 = \Delta 5^{\circ}58'54''$   
 Sec.  $5^{\circ}58'54'' = 1.005475$   
 Sine  $22^{\circ} = .37461$   
 Cos.  $22^{\circ} = .92718$

This line calculated because of dense brush.

$\Delta 7^{\circ}38'24''$  RT. (Calc.)  
 7+07<sup>20</sup> (P6)  
 $\begin{matrix} 5^{\circ}58'54'' \\ + 1^{\circ}39'30'' \\ \hline 7^{\circ}38'24'' \end{matrix}$

Sta 1+40.74  
 (P-5)  
 1/2 H.W.

Fd.  $90^{\circ}$  off  $30'$  line  
 L+T 3407.21  
 cross the pave.  
 cross on head wall  
 1/2 stake + tack

Sierra Mar Drive

7+19.39 F.B. 2028  
26

Sommermeyer  
McCoy  
Allen  
Bunch

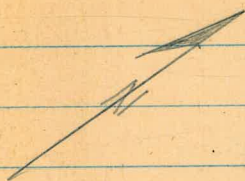
12-16-49  
W.O. 31839

See  
↙ ↘  
F.B. 2028    T.R. Book 17  
26                    39 to 42

- ▼ = Fd. R.R. spike with cut cross
- = Fd Nail in pavement.
- = set nail

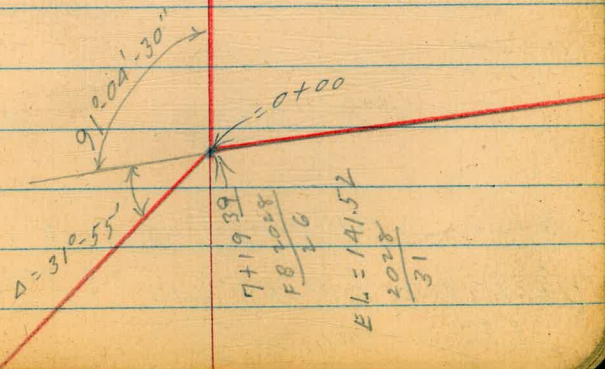
Sierra Mar Drive topped  
with rock & oil pav.

INDEXED  
M.K.  
DEC 28 1948



1+52  
▼ 1+47.25

▼ 1+45.0+53.1



Sierra Mar Dr. 12/16/49

#

17

1+52 Concr. nail. = Emd

149.7  
2.0

1+47<sup>25</sup> = RR spike

149.6  
2.1

Top. Aprox. 5' above pavement  
1+09 - 4' Lt. = Face retaining wall

1+00

146.6  
5.1

0+53<sup>1</sup> 1.5' Lt. = spike - sect.

0+50

144.4  
7.3

0+00

141.5<sup>2</sup>  
10.14

10.14 151.66

141.52 (sec below)

151.66

0+00  $\Delta 91^{\circ}04'30''$  off back Tang. (sketch)

7+19.39  $\Delta 31^{\circ}55' Lt.$   $\frac{FB 2028}{26} =$

(EL  $\Delta = 141.52 \frac{2028}{31}$ )



Primrose Drive (To south)

Sketch P. 18

12-16-49

Line to south - 93°-00' Lt. off Fwd. tang  
at old sta. 12+59.00

1+50

1+00

0+70

0+40

0+00



End. on right is above &

Stub. 12+46.90

2028  
36

11.87

195.51

183.64

19

✓  
198.5  
+30  
90

✓  
197.5  
+20  
50

✓  
201.3  
+5.8

✓  
188.2  
7.3  
100

✓  
194.2  
1.3

✓  
190.3  
5.2

✓  
186.9  
8.6

✓  
184.9  
10.6  
End ✓  
184.65  
10.80  
Hub

195.51

Primrose Drive (to North)  
 $\Delta 50^{\circ} 51'$  Rt. off. fwd. tang. (sketch P18)

W      E

0+93  $\frac{1}{2}$  + disk = end

0+88

+50

+37

+20

0+00

✓ 193.1	✓ 192.17	✓ 191.8	✓ 188.6	✓ 188.6
$\frac{2.4}{10}$	$\frac{3.34}{\frac{1}{2} + \text{ord}}$	$\frac{3.7}{5}$	$\frac{6.9}{11}$	$\frac{6.9}{14}$
	✓ 191.3			
	1.2			

✓ 190.1	✓ 188.9	✓ 186.0	✓ 185.9
$\frac{5.4}{10}$	6.6	$\frac{9.5}{8}$	$\frac{9.6}{15}$
✓ 187.1	✓ 185.4	✓ 185.1	
$\frac{8.4}{5}$	9.9	$\frac{10.4}{5}$	
	184.9 ✓		
	10.6		
	184.9 ✓		
	10.6		

N-From P.18

195.51

195.51

Soledad Ave.  
Whitfield west

12/16/49

21

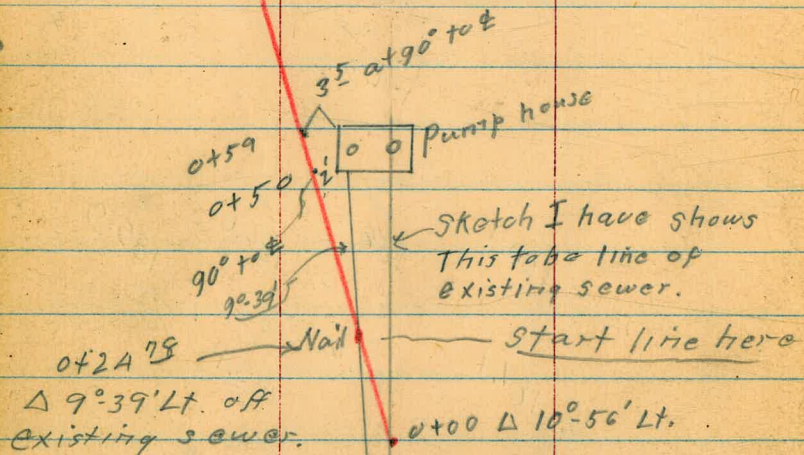
See FB 2019  
57  
" FB 2028  
43

Sommermeier  
McCoy  
Allen  
Bunch

Portion of line rerun is marked by "R"  
painted in yellow.

INDEXED

N.K.  
DEC 28 1949



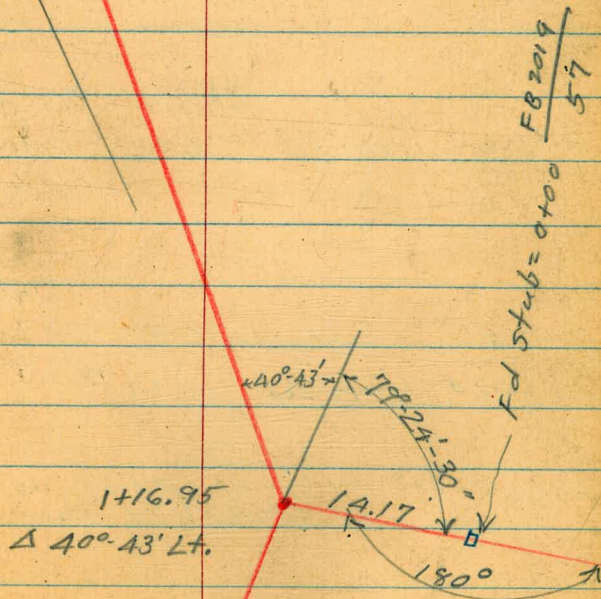
on the ground this  
looks like it might  
be line of existing  
sewer.

Check const. plans  
and check with  
sewer Dept.

Existing M.H.  
Whitfield & Soledad.

= 3+27° Ahead FB 2028  
43  
3+83° Back  
Δ 7°-43' Rt.

old line  
2+6A.78  
FB 2028  
43





1+00

10.26

10+65 7 Lt. = cb. face. Nearest point on this tangent.

0+59 - 3<sup>E</sup> Rt. = End pump well.

10.78

10.68  
3<sup>E</sup>

0+50 2<sup>o</sup> Rt. = start pump well.

10.77

10.72  
2

0+44 { 9<sup>SLT</sup> } Culvert is 18" conc. pipe.  
      { 15<sup>ERT</sup> } = 2' long curb inlets  
      = culvert intersection on  $\Phi$

13.90

11.60

10.7

11.72

16.26

9<sup>E</sup>

9<sup>E</sup>

15<sup>E</sup>

15<sup>E</sup>

I.E.

Gutter

Gutter

I.E.

0+24<sup>78</sup> = Probable crossing (check line into pump.)  
start line at 0+24<sup>78</sup>

10.38

0+00 = 1948' Wly of Existing M.H. at Whitfield Place + Soledad

9.82

0.58 190.61

190.03

BM#2  
202.8  
46

180.35

179.83

179.84

179.9

180.23

180.73

179.93

178.89

174.35

+75

186.56  
6.59      $\frac{cl}{5}$

2+50

190.9?  
2.3      $\frac{cl}{70}$

2+00

182.47  
 $\frac{cl}{98}$      10.68

1+85

182.07  
 $\frac{cl}{73}$      11.08

+50

181.19  
 $\frac{cl}{71}$      11.96

T.P.

12.58     193.15     10.04     180.57

193.15

1+16  $\frac{95}{75} = \Delta$

180.57  
10.04      $\frac{cl}{105}$   
190.61





Line Change

Lots 1-12 La Jolla Hills  
Sketch - P. 25

Seimermeyer  
McCoy  
Allen  
Bunch

12-20-49

+100<sup>E</sup> Nly edge Torrey Rd. Pavc.

91.66 +M /  
5.10

+97

91.87  
5.10

+90

87.14  
9.7

0+85<sup>2</sup> Top Ch. + ground.

85.904  
10.86

0+85<sup>6</sup> Gutter

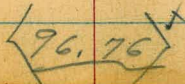
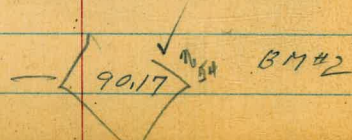
85.294  
11.52

0+70<sup>62</sup> = start of line

85.054  
11.71  
Nail

N.W.B.P  
Little St  
+ Torrey Rd  
FB 2019  
19

659 (96.76)



La Jolla Hills  
Lots 1 to 12

27

2+50 start of well defined wash

T.P. 1148  $\left\langle \begin{array}{c} 108.24 \\ 108.24 \end{array} \right\rangle$  0.00 96.76

2+21 8' Rt. = 16" Cypress

2+00

1+97 14' Rt. = Ely. end culvert headwall

Culvert.

1+92 20' Rt. = Intake N.S. 20" Iron

115' Lt. = dead man

+54 68' Rt. = pole # J.P. 2121

+50

1+305 = sly edge Torrey Rd Pav.

1+153 = Torrey Rd.

$\left\langle \begin{array}{c} 96.76 \\ 96.76 \end{array} \right\rangle$

100.2 ✓  
8.0  
10  
97.0 ✓  
16.2  
108.24 ✓  
98.2 ✓  
10.0  
10  
94.9 ✓  
1.7

89.8 ✓  
7.0  
20.5  
I.E.

92.2 ✓  
A.6

91.70 ✓  
5.00

92.16 ✓  
A.60

$\left\langle \begin{array}{c} 96.76 \\ 96.76 \end{array} \right\rangle$

La Jolla Hills

Lots 1-12

3+36 = End of exposed rock on Rt. on  $\frac{1}{2}$

T.P. 11.89  $\checkmark$  119.46 0.67  $\checkmark$  107.57

3+27

+25 = start exposed rock on  $\frac{1}{2}$

+15 6' Rt. = start exposed sand stone

3+10<sup>04</sup> = A 8<sup>0</sup>-52' Lt  $\frac{1}{2}$  Hub + disk  
 3+09.78 - 2' Rt. =  $\frac{1}{2}$  Fir stake + large nail.  
 = Top of exposed sandstone.

B.O. = Bottom of overburden =

3+04 2<sup>nd</sup> Lt. = pole # J.P. 2090

T.S. = Toe slope = bottom of rock <sup>slope,</sup>

3+00 8' Lt. = start sand stone

108.24

114.5  
 $\frac{5.0}{12}$  B.O.  
 105.7  
 $\frac{13.8}{25}$  T.S.  
 108.1  
 $\frac{11.4}{1}$  B.O.  
 100.1  
 $\frac{11.4}{1}$  B.O.  
 115.1  
 $\frac{4.4}{10}$

119.46

105.4

2.8

110.9  
 $\frac{+2.7}{8}$  B.O.  
 103.9  
 $\frac{4.3}{5}$  T.S.  
 103.9  
 $\frac{4.4}{2}$  T.S.  
 103.8  
 $\frac{+1.5}{6}$  B.O.  
 109.7

104.3  
 $\frac{3.9}{6}$  T.S.  
 110.2  
 $\frac{+2.0}{17}$  B.O.

112.0  
 $\frac{+3.8}{12}$  B.O.  
 102.5  
 $\frac{5.7}{57}$  T.S.  
 102.21  
 $\frac{6.03}{10}$   
 108.1

111.1  
 $\frac{+2.9}{13}$  Bottom of overburden  
 102.6  
 $\frac{5.6}{8}$  T.S.  
 101.2  
 $\frac{7.0}{10}$   
 105.2  
 108.24

La Jolla Hills  
Lots 1-12

4+35

T.P.

12.79

$\langle 131.46 \rangle$

0.79

$\langle 118.67 \rangle$

4+15

4+00

rock (sta 3+10 to 3+79 incl.)

Wash up to here underlain with  
3+79 cross wash

3+59<sup>87</sup> = 1/2 P.O.T.

3+45

17. = end exposed rock on left.

$\langle 119.46 \rangle$

29 ✓

$\begin{array}{r} \checkmark \\ 125.0 \\ 6.5 \\ \hline 10 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 123.5 \\ 8.0 \\ \hline 7 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 120.3 \\ 11.2 \\ \hline 5 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 117.0 \\ 14.5 \\ \hline 9 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 120.5 \\ 11.0 \\ \hline 9 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 123.5 \\ 8.0 \\ \hline 14 \end{array}$

$\langle 131.46 \rangle$

$\begin{array}{r} \checkmark \\ 119.5 \\ 0.0 \\ \hline 10 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 113.2 \\ 6.3 \\ \hline 2 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 116.9 \\ 2.6 \\ \hline 2 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 120.9 \\ +1.4 \\ \hline 10 \end{array}$

$\begin{array}{r} \checkmark \\ 127.5 \\ +8.0 \\ \hline 10 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 117.7 \\ 1.8 \\ \hline 6 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 111.3 \\ 9.2 \\ \hline 6 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 118.1 \\ 1.4 \\ \hline 15 \end{array}$

$\begin{array}{r} \checkmark \\ 119.5 \\ 0.0 \\ \hline 10 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 110.5 \\ 9.0 \\ \hline 10 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 119.5 \\ 0.0 \\ \hline 10 \end{array}$

$\begin{array}{r} \checkmark \\ 115.5 \\ 4.0 \\ \hline 15 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 109.6 \\ 9.9 \\ \hline 8 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 114.34 \\ 5.12 \\ \hline 8 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 119.5 \\ 0.0 \\ \hline 8 \end{array}$

$\begin{array}{r} \checkmark \\ 114.2 \\ 5.3 \\ \hline 12 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 109.7 \\ 9.8 \\ \hline 7 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 108.2 \\ 11.3 \\ \hline 5 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 110.6 \\ 8.9 \\ \hline 9 \end{array}$ 
 $\begin{array}{r} \checkmark \\ 119.5 \\ 0.0 \\ \hline 9 \end{array}$

$\langle 119.46 \rangle$



La Jolla Hills

Lots 1-12

30

BM #3  $\frac{2017}{33}$

Nail in pole J.P. 2070

+0.36 131.82

131.83

Also = 5+08<sup>25</sup> old line  $\frac{2017}{33}$

5+08<sup>25</sup>  $\Delta$  15°-43'-30" Lt. New line

EL. 131.0  $\frac{2017}{33}$

4+99- 3<sup>2</sup> Rt: Pole J.P. 2070

4+60

131.46

131.4C

✓ 131.5	✓ 126.5	✓ 128.8	✓ 131.06	✓ 137.5
$\frac{0.0}{20}$	$\frac{5.0}{10}$	$\frac{2.7}{6}$	0.40	$\frac{+6.0}{10}$

✓ 126.5	✓ 121.9	✓ 124.1	✓ 125.9	✓ 129.2
$\frac{5.0}{10}$	$\frac{9.6}{3}$	7.4	$\frac{5.6}{6}$	$\frac{2.3}{10}$

Amalfi St.

Charlotte (Pump house) to Princess

Sommermeyer  
McCoy  
Allen.

12-21-49  
WA 31839

FB2019	2027	2028
58	2	25

Cross on cl. R.P. to pump house  
Set in  $\frac{Q.B.250}{P}$  shown in FB2019

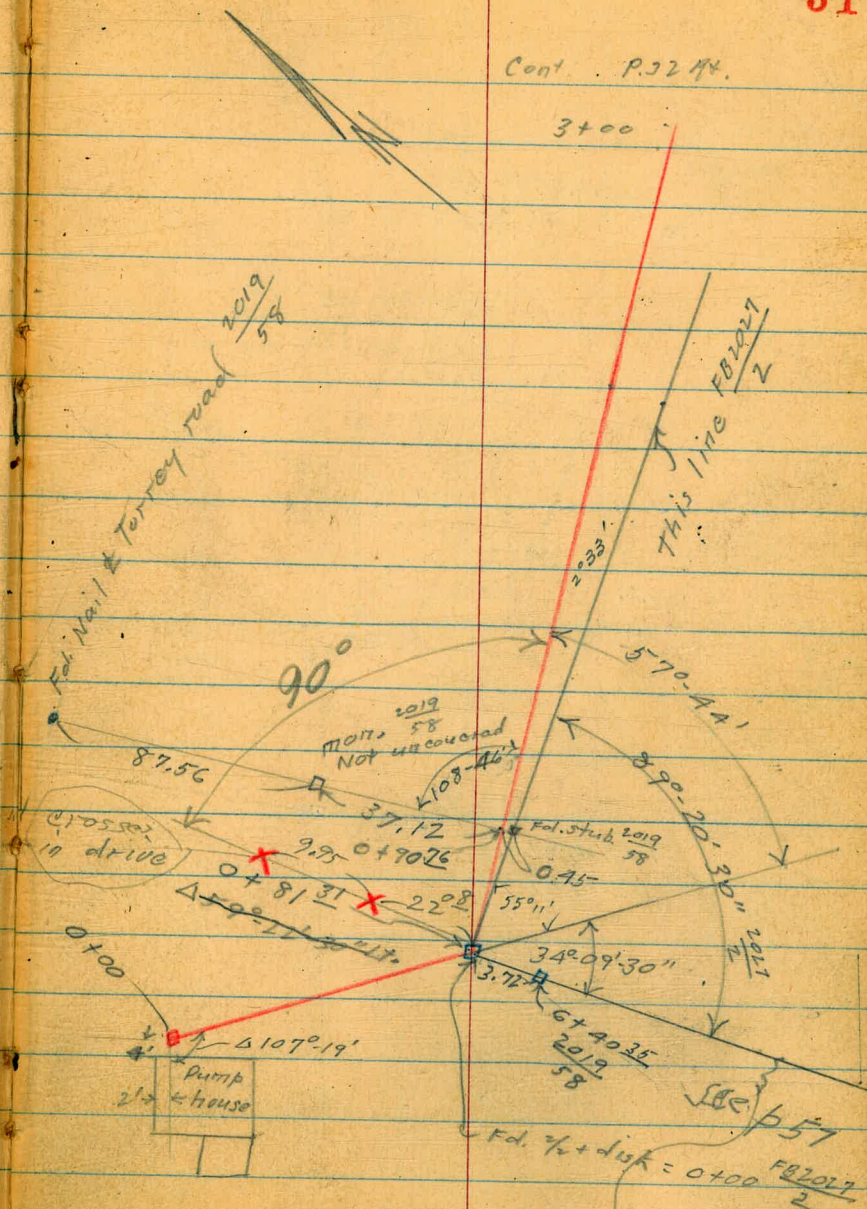
B.M. EL. = 84.24 = BM #1

□ = Fd. Hub + disk.

▣ = Set 1/2 hub

Levels - P-33

INDEXED  
W.K.  
DEC 28 1949

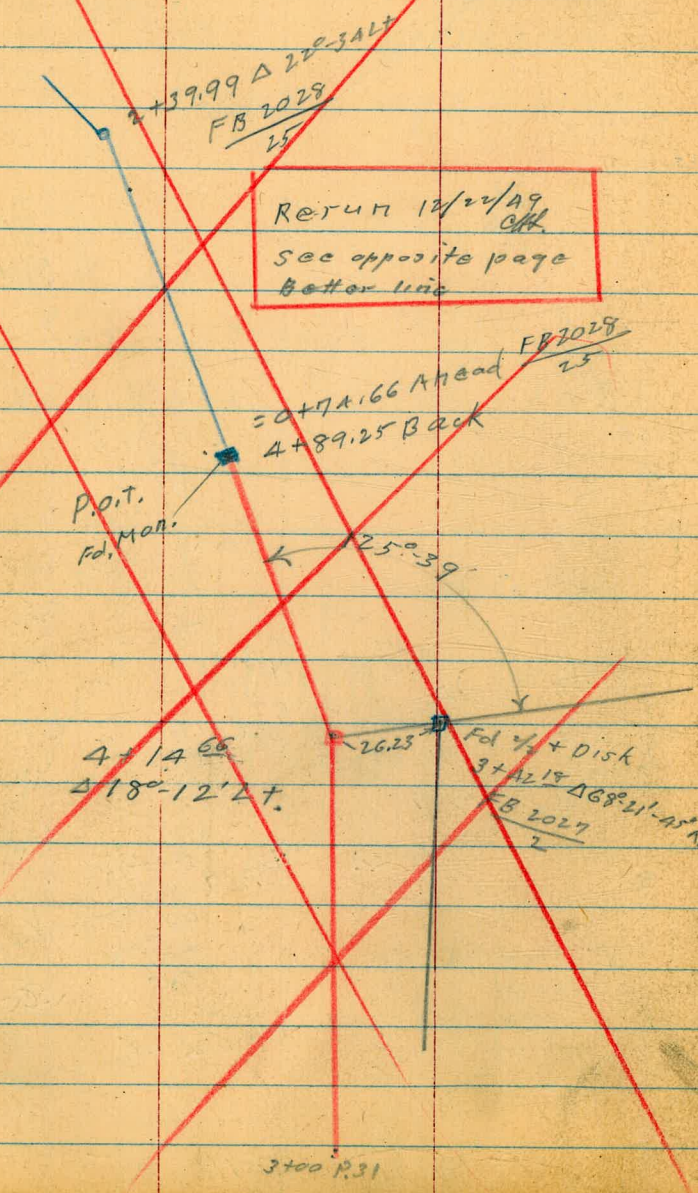


Cont. P. 224.

3+00

also 2019/65

Amalfi St.



Rerun 12/24/09  
 See opposite page  
 better line

= 0+71.66 Ahead  
 4+89.25 Back

P.O.T.  
 Fd. Mar.

25°-39'

Fd 1/2 + Disk  
 3+42.18 Δ 68°-21'-45"  
 FB 2027  
 2

3+00 P.31

Cont.  $\frac{FB 2029}{25}$

$\frac{2029}{29}$   
 El. = 13209

= 2+39.99 Ahead  $\frac{FB 2028}{25}$   
 3+53.12 Back  
 Δ 20°-06' Lt.

Also = P.I.  
 E of Amalfi St.

Fd. Mar.  
 N. Ely. line La Tolla  
 Villa tract.

42°-28'

74  
 90°

4+87.86

131°-22'

66°-21'-45"

4+17.81  
 Δ 22°-17' Lt.

16.13  
 Fd 1/2 + disk  
 3+42.18  $\frac{FB 2027}{2}$

walkers line  
 $\frac{2027}{2}$

180.17  
 22.17  
 131.55  
 70.55

From P.31

Levels Amalpi St.

Pump house - Ely

4

33

2+00

82.0  
5.1

1+50

85.0  
9.1

1+00

83.2  
10.9

82.51 Ek

0+81<sup>31</sup> Δ 57° 44' Lt. H.

11.63  
on hub

82.8  
11.3  
End.

0+60 = End new fill.

0+40

83.2  
10.9

0+00 = 1/2 disk (on new fill)

84.6  
9.5  
7  
Top of  
fill

85.61  
8.53  
Hub

85.92  
8.22  
4  
Deck of Lower  
portion Pump house  
Level with ground

9.90

94.14

84.24

BM 1  
P. 31

94.14

~~+80~~~~-4.9~~~~+78~~~~-2.4~~

Cont. page 36.

+50

3.6

103.2

+40

5.3

101.5

3+00

8.8

98.0

T.P. 13.03 106.78 0.39 93.75106.78

2+50

0.4

93.7

94.14

See page 36

35

= 0+74.66 Ahead  
4+89.25 Back Now = P.O.T. (Men.)

+50

2.0

6.5

4+14.65 = Δ 18°-12' Lt.

$\frac{17.0}{13}$   
Too slope

$\frac{11.0}{4}$

$\frac{10.78}{4}$   
Hub + Ord

108.58

9.80

26.2307

3+42.19

FB 2027

2

T.P. 11.80 118.38 0.20 106.58

118.38

4+02

$\frac{8.3}{10}$   
Too slope

$\frac{0.7}{1}$

0.7

1A<sup>6</sup> Lt. = ♀ intake 24" N/S. Culvert.  
3+95 on ♀ = Top broken down 24" iron culverts

$\frac{11.40}{1A<sup>6</sup> I.E. + ground}$

$\frac{6.7}{Top pipe + Ord.}$

$\frac{0.9}{5}$

3+93

3.3

106.78

106.78

Amalfi st. Cont. FB 2008  
25

= 2+39.99 Ahead FB 2008  
25  
6+53.12 Back = Δ 20° 06' LT

6+00

+50

+20 = start rock & oil pave.

5+00

T.P. 11.83 125.81 1.06 113.98

+50

4+17.81 Δ 22° 17' Lt. (P.32)

Lt. = start new 24" conc. Culvert.  
3+96 = Cross 24" wood & iron Culvert-18"

6.47 115.04

108.57 342.18  
2027  
11  
Also 2016  
35

✓ ✓  
122.09  
3.72 — EL. 2122.09  
FB 2028  
29

36

4.3 121.5

5.2 120.6

6.2 119.6

8.1 117.7

125.81

3.5 111.5

15  
7.5  
24x  
35  
11 240  
35  
15.3

68.7 108.17  
Hub ? 6.87

96.3 97.1 97.7 105.8 106.2 105.8  
18.7 17.9 17.3 9.2 8.8 11.2  
2A 21 18 6 30.7  
I.E. 18" Iron I.E.  
24" Concr. wood Culvert.  
115.04

Cont. from P34

Torrey Pine Road 12/24/49  
Change Charlotte street Pump house  
Wly along sly. side Torrey road.

Sommermeier  
M & Coy  
Allen  
Bunch

INDEXED  
W.K.  
DEC 28 1949

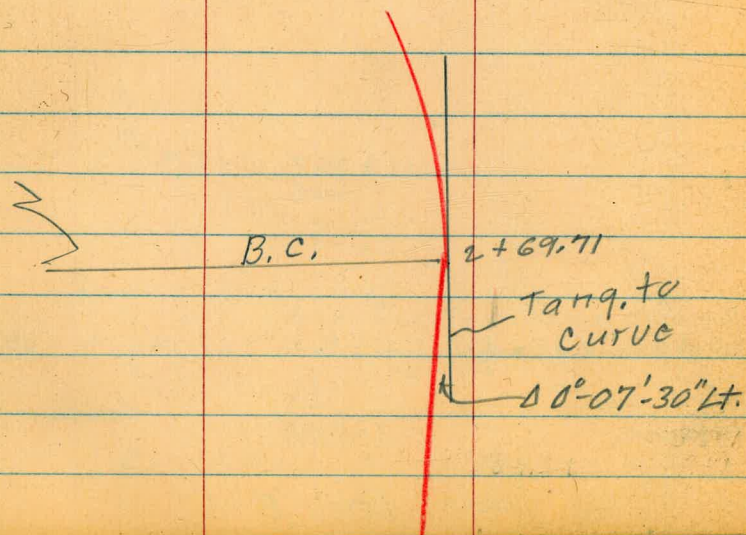
N.O. 31839

□ = Ed 1/2 hub + disk

◻ = sat 1/2 hub + disk.

See level notes for location of  
curb, Telephone, + gas lines.

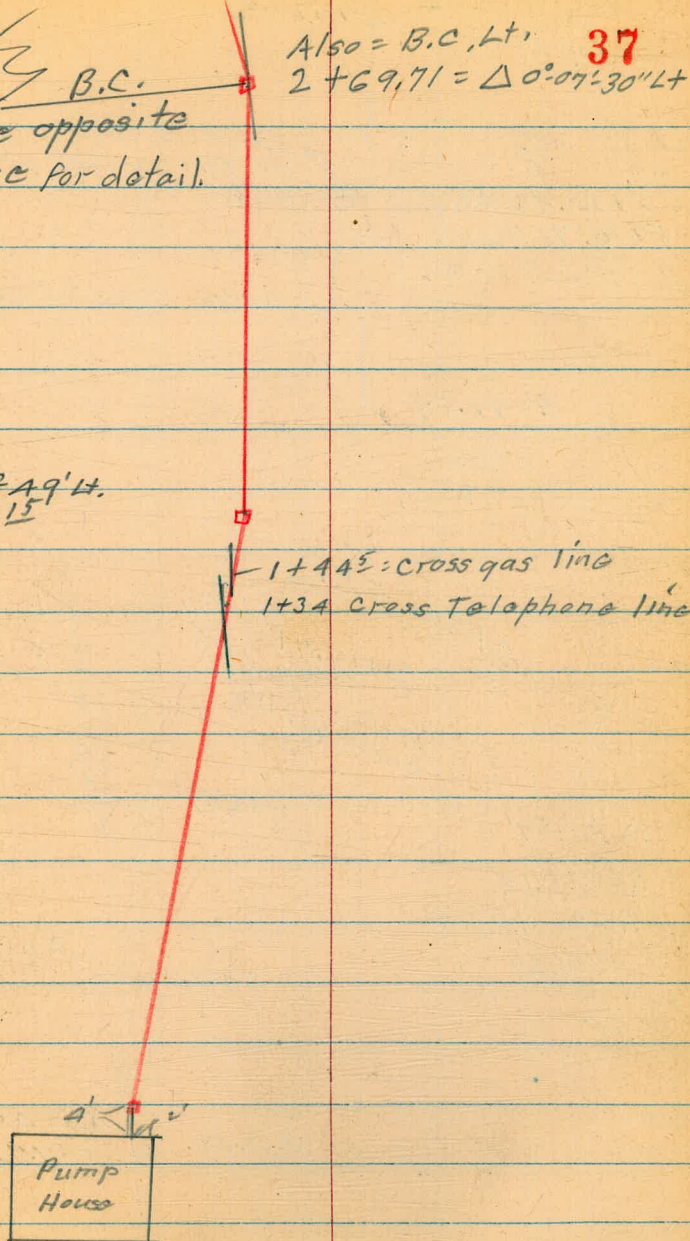
Use line on P-42



$\Delta 90^{\circ}49' Lt.$   
1+58<sup>15</sup>

see opposite  
page for detail.

Also = B.C. Lt. 37  
 $2+69.71 = \Delta 0^{\circ}07'30'' Lt$





← 0+00 ←  
Cowrie St  
Line

$\frac{2019}{49}$      $\frac{2016}{5}$

= 5+20.82 Ahead  
5+16.71 Back

$\Delta 22^{\circ} 02' 30'' RT$

3.2 Rt = Tel. M.H.  
0.7 Rt = outside of M.H.

5+26

4+96 = Cross Tel. Conduit.

4+90.59

$\frac{2019}{49}$

4+30 = E.C.

4+19.71

4+12 =  
Cross 900' line

3+69.71

Tang. to curve

$\Delta 100^{\circ} 39'$

R = 865.18

Rate = 1.9867'

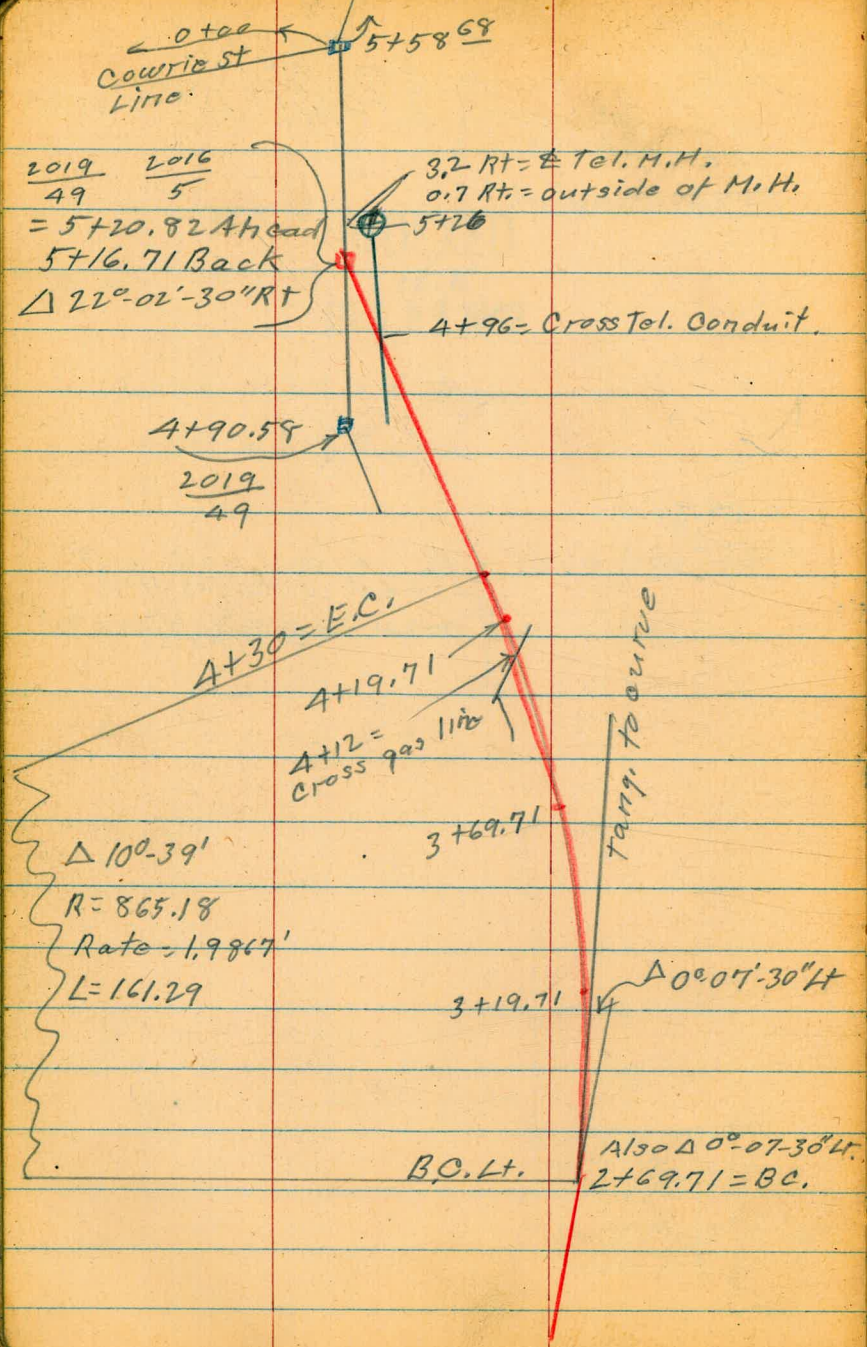
L = 161.29

3+19.71

$\Delta 0^{\circ} 07' 30'' L$

B.O.Lt.

Also  $\Delta 0^{\circ} 07' 30'' L$   
2+69.71 = B.C.



12 Mt = face of cl. (shown as cl.)  
 1+58<sup>15</sup> Δ 90-49' Lt.

\$ 92.9  
 3.50

Broken out  
 17  
 00

1+44<sup>E</sup> Cross gas line

91.9  
 4.5

+34 = Cross Tel. line

91.4  
 5.0

1+00

89.4  
 7.0

0+50

87.8  
 8.6

0+00 1/2 disk

85.82  
 10.62

0-04 = deck of lower part of pump house

12.20 96.44

84.24 P 31

85.91  
 10.53  
 Deck + Ord  
96.44

T.P. 8.68 115.60 0.66 106.92 ✓

3+69 <sup>71</sup> Def. = 30-18'-40" Lt

3+19 <sup>71</sup> Def. = 10-39'-20" Lt

3+16 .29 Lt. = pole # 307921H

2+95 T- 5.3 Lt.  
Q- 2.2 Lt

2+69 <sup>71</sup> T = 5.4 Lt. Δ 00-07' 30" Lt. to Fwd <sup>Tang.</sup>  
Q = 2.3 Lt Also = B.O. Lt.

+61 T- 5.9 Lt.  
Q- 2.3 Lt

+50

2+20 T = 7.0 Lt.  
Q = 1.7 Lt

2+06 pole # 307922H on line ✓

T.P. 1160 107.58 0.46 95.98 ✓

T = Telephone line

G = gas line

0 2+00

109.6 106.8 106.5 106.49  
+2.0 0.8 T G W 1.99  
10 7 6.9 1.5 1.9  
cc

108.6 104.6 103.9 104.01  
+10 3.0 T G 3.7 3.57  
10 6 5.5 2.1 1.8  
cc

104.8 101.3 100.6 100.7  
+2.8 6.3 7.0 6.90  
10 4 1.5  
cc

103.2 100.2 99.4 99.26  
+4.4 7.4 8.2 8.32  
10 4 2.1  
cc

107.58 ✓

96.6 96.0 95.83  
+10.2 T G 0.4 0.61  
9 6 1.2 0.6  
cc

96.44

5+58.68 1/2

2.46 113.14

113.19  
P-7

0.3 Pt. = outside of Tel. M.H.

5+26 - 3<sup>rd</sup> Lt. = Ctr. Tel. M.H.

= 5+20.82 Ahead

5+16.71 Back Δ 22°-02'-30" RT.

5+00

also = Cross telephone 1170

4+96

1' Lt. = No parking sign

4+75

1<sup>st</sup> Lt. = deadman

4+30 = E.C.

Def. = 5°-18'-30" Lt.

4+19.71

Def. = 4°-58' Lt.

4+12 =

Cross gas line

4+09

Q = 1.5 Lt.

4+03

3<sup>rd</sup> Lt. = Buy pole for pole

#1630

Continued FB 2019

41

54

111.93

3.7

3.67

3<sup>rd</sup> Lt. of M.H.

111.1

111.9

4.5  
10

3.7  
6

3.45

T  
3.2

111.74

3.86

8.8  
OK

110.2

111.4

111.4

111.1

5.4  
10

4.2  
4

4.2

4.50  
4.9  
OK

110.5

110.7

110.51

5.1  
10

T  
3.1

4.9

5.09  
2.3  
OK

112.8

108.9

109.00

108.96

2.8  
14

6.7  
9

T  
6

6.60

6.64  
2.8  
OK

112.6

108.8

108.5

108.58

3.0  
13

6.8  
9

T  
6.2

7.1

7.02  
2.5

Q  
3

115.60

Torrey Road Sewer  
Wly. from Charlotte St. Pump house

Sommermayr 12-27-49  
Allen  
Bunch

Ref. to  
FB 2019  
49.  
FB 2016  
37.

- = Fd. 1/2" disk
- = Fd. nail
- ◻ = Set. 1/2" disk
- = nail

$\frac{I}{0+0}$  = location of telephone conduit

$\frac{G}{0+0}$  = location of gas line

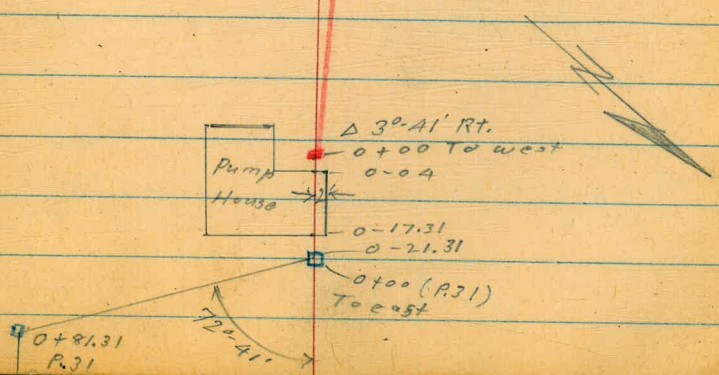
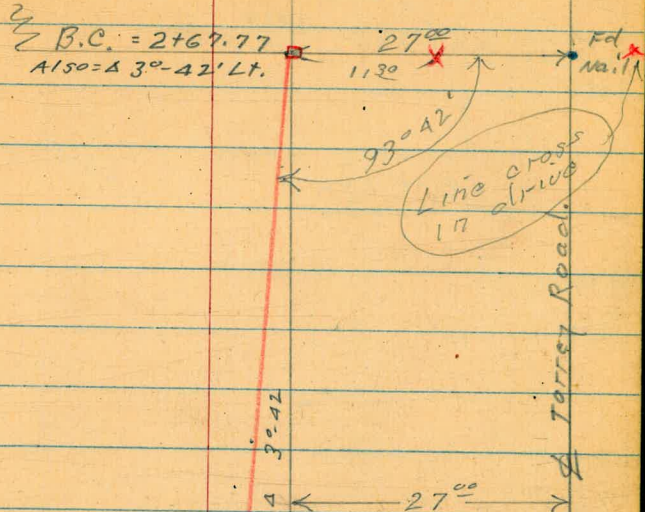
Toe = Toe of Bank

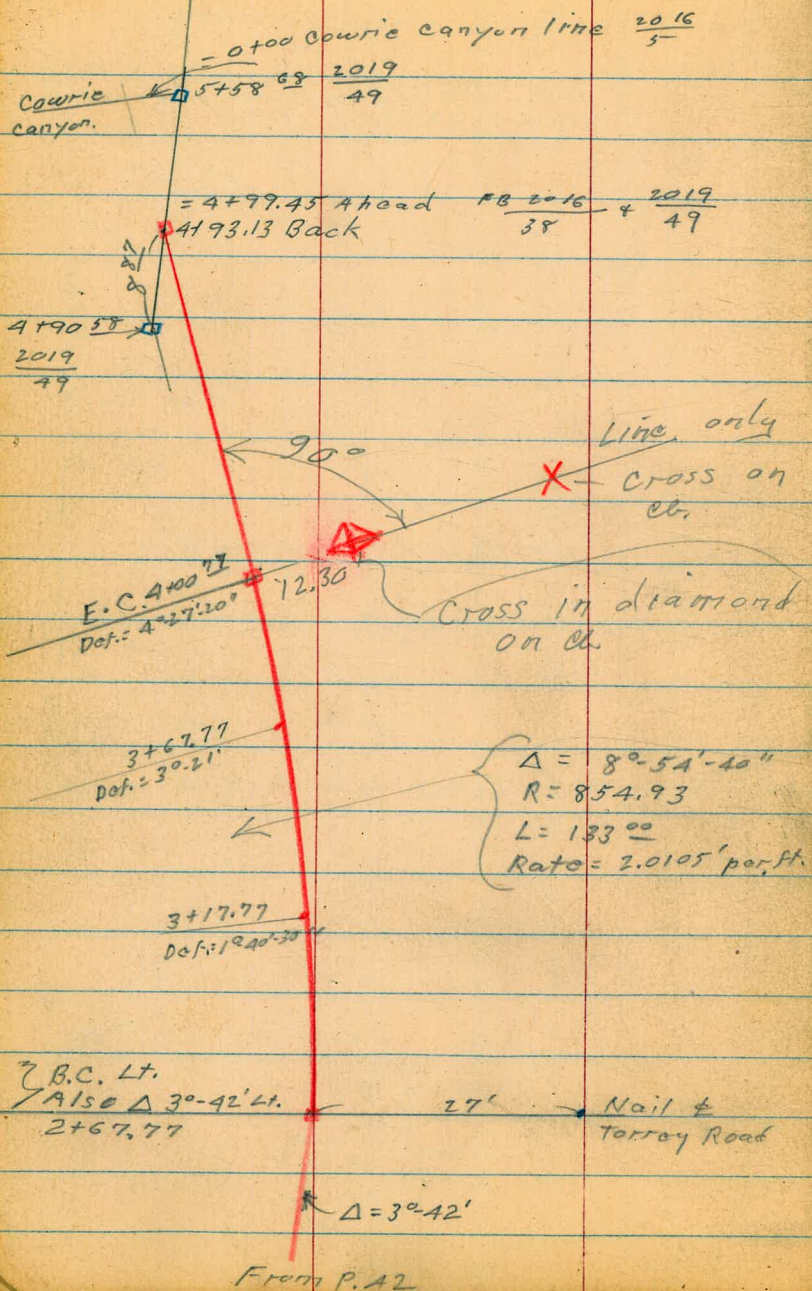
Top = T-p of bank

outs to pole are taken to face nearest

Cont. P. 43 on left.

← Tang. to Curve Lt. 42





Torrey Road.  
Wly. from Charlotte St. Pump house

12/27/49

T.P. 13.00 107.89 0.16 94.89

1+56

1+35

1+00

+50

0+00 Δ 3°-41' Rt. = 1/2 + disk

0-04 deck of pump house

10.81 95.05

84.24

BM #1

R.31

95.05

	101.4	100.1	92.9		
	+6.3	+5.0	2.2		
	16	6	Toe		
99.1		Top			
	96.9				
+4.0	+1.8	3.8	3.5	T	G
27	17	10		138	168
	Top	Toe			3.64
					19.8
					06

89.5  
5.6

88.0  
7.1

85.80  
9.25  
1/2 + disk

85.91  
9.14

Torrey Road 12/27/19

\$

45

Nail in pole 307921H.

T.P. 6.73 113.38 1.24 106.65

3+13 { 7° Lt. = base of brace pole  
68° Rt. = pole # 307921H  
= B.C Lt.

2+67.77 = Δ 30° A2' Lt. To Tang

110.7  
+ 2.8  
17

107.4  
0.5  
7  
top

104.70  
3.19  
42

T  
42

G  
7  
Top

101.1  
6.8  
8

G  
8

100.68  
7.21  
12  
cl.

2+30.

106.8  
1.1  
17

103.5  
4.4  
top

99.7  
8.2  
6  
top

98.1  
9.8  
13

2+19<sup>5</sup> 13° Lt. = Fd. 3/4" pipe L.S. # 2201

2+18

106.0  
1.7  
18

103.7  
4.2  
8  
top

101.1  
6.8  
5

T  
64

G  
11

99.6  
8.3  
6  
top

98.4  
9.5  
7  
top

98.3  
9.6  
12  
G

96.79  
11.10  
15.8  
cl.

2+12

2+03 - 13° Rt. = Face pole # 307922H

2+00

107.3  
0.6  
Top  
30

98.8  
9.1  
6  
Top

97.5  
10.4  
7  
Top

T  
79

G  
122

96.8  
11.1  
13

G  
135

96.00  
11.89  
15.7  
cl.

1+83

103.2  
4.7  
10

101.7  
6.2  
Top

96.0  
11.9  
7  
top

T  
74

G  
135

94.6  
13.30  
16.7  
1172 of  
cl.  
on face.

107.89

107.89



Torrey Road

check  $\frac{1}{2}$  A+90  $\frac{58}{54}$   $\frac{2019}{54}$

3.17 110.26 110.30

A+99.45 Ahead  
A+93.13 Back = A 20'-23' Rt

A+71

A+70 C<sup>8</sup> Rt = double dead man  
A+67 - 7' Lt. = pole # 307920H

A+50

A+47 - 15' Lt. =  $\frac{1}{2}$  post

A+07 9' Rt. = A Rt. in gas line

A+00<sup>77</sup> = E.C.

88' 4'-27'-20" to here

3+99 { 6' Rt. = Face guy pole for pole # 1630  
1' Lt. = dead man

3+73 10' Lt. = Fd. iron pin

3+67<sup>77</sup> = P.O.C.

3+21 - 7' Lt. Fd.  $\frac{1}{2}$  tack

3+17.77 = P.O.C.

113.38

Cont. FB 2019

46

110.1  
3.3  
10  
124.4  
+11.0  
4.0  
123.4  
+10.0  
3.0  
110.4  
1A  
100  
129.8  
+16.1  
2.5  
127.5  
+14.0  
1.5  
109.5  
3.9  
100  
109.8  
3.6  
110.7  
I  
4.9  
110.51  
2.87  
11.3  
cc  
109.7  
3.66  
12.5  
cc

128.0  
+14.6  
2.5  
125.4  
+12.0  
1.5  
108.98  
4.40  
100  
(09 1/2)  
I  
3.5  
108.2  
5.2  
4  
107.98  
5.40  
12.7  
cc

123.1  
+7.7  
2.0  
121.4  
+8.0  
9  
108.5  
4.9  
106.8  
6.6  
2  
100  
I  
3  
G  
9  
6.84  
12  
cc

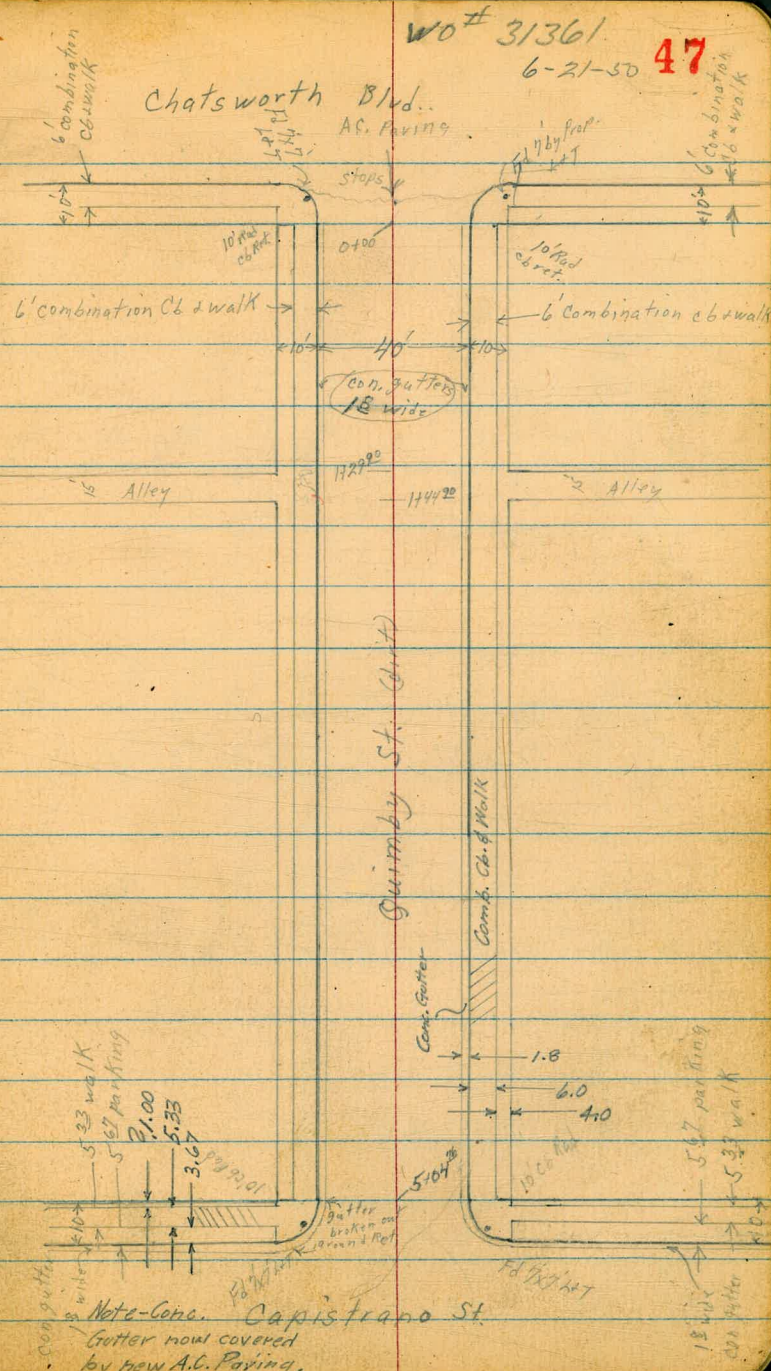
116.8  
+3.4  
1.6  
119.7  
+1.3  
6  
108.9  
4.5  
104.5  
8.9  
I  
5  
100  
G  
7.8  
cc  
12

113.38

D. Smith  
E. Sherman  
G. Cota

# Quimby St Capistrano to Chatsworth

INDEXED  
WIC  
JUN 22 1950



D. Smith  
F. Sherman  
G. Cota.

X Sec Quimby

St Chatsworth

to Capistrano

North Lt

W<sup>o</sup># 31361

6-21-50

South Rt

48

TP

1146

98<sup>52</sup>

146

87<sup>06</sup>

0+75 Rt & 21° con drive

0+50

0+00 Prop line Chatsworth Blvd

0-05 Edge AC paving very rough edge

0-10 CL line Chatsworth Blvd.

0-35 E Chatsworth Blvd

TP

729

88<sup>52</sup>

154

81<sup>23</sup>

SE 7/4<sup>th</sup> Quimby  
Chatsworth

BM

456

82<sup>77</sup>

78<sup>21</sup>

SEBP Poe  
Chatsworth

87.0	85.47	84.46	84.55	83.8
15	3 <sup>05</sup>	4 <sup>06</sup>	3 <sup>97</sup>	4 <sup>2</sup>
30	20	20	18 <sup>2</sup>	10
	06	94	94	

85.28	85.18	86.24	86.22	
3 <sup>24</sup>	3 <sup>34</sup>	2 <sup>28</sup>	2 <sup>30</sup>	
18 <sup>2</sup>	20	23 <sup>2</sup>	34	
	94 <sup>ship</sup>			
83.7	83.59	83.50	84.46	85.1
4 <sup>8</sup>	4 <sup>33</sup>	5 <sup>02</sup>	4 <sup>06</sup>	3 <sup>4</sup>
10	18 <sup>2</sup>	20	20	30
	94	94	06	

82.45	82.18	81.29	81.36	81.1	80.9	80.7	80.41	80.33	81.22	81.41
6 <sup>07</sup>	6 <sup>34</sup>	7 <sup>23</sup>	7 <sup>16</sup>	7 <sup>4</sup>	7 <sup>6</sup>	7 <sup>8</sup>	8 <sup>11</sup>	8 <sup>19</sup>	7 <sup>30</sup>	7 <sup>11</sup>
30	20	20	18 <sup>2</sup>	10		10	18 <sup>2</sup>	20	20	30
	06	94	94	edge			94	94	06	

80.27	79.61	82.21	81.72	81.31	81.09	80.89	80.65	80.49	80.31	81.15	78.12	78.77
8 <sup>25</sup>	8 <sup>21</sup>	6 <sup>31</sup>	6 <sup>00</sup>	7 <sup>21</sup>	7 <sup>43</sup>	6 <sup>3</sup>	7 <sup>07</sup>	8 <sup>03</sup>	8 <sup>21</sup>	8 <sup>37</sup>	10 <sup>40</sup>	9 <sup>20</sup>
50	80	30	30	20	10		10	20	30	30	80	80
06	94	06	94						94	06	94	06

85.30	82.52	82.17	81.82	81.47	81.13	80.74	80.36	78.31
3 <sup>22</sup>	6 <sup>00</sup>	6 <sup>35</sup>	6 <sup>20</sup>	7 <sup>05</sup>	7 <sup>37</sup>	7 <sup>28</sup>	8 <sup>16</sup>	10 <sup>21</sup>
80	30	20	10		10	20	30	80

88<sup>52</sup>

North Lt

South Pt 49

2702

96.6	94.84	93.92	94.01	93.9	93.8	93.4	92.95	92.84	93.79	94.9
22	4 <sup>52</sup>	5 <sup>44</sup>	5 <sup>35</sup>	5 <sup>4</sup>	5 <sup>5</sup>	5 <sup>2</sup>	6 <sup>41</sup>	6 <sup>52</sup>	5 <sup>57</sup>	4 <sup>4</sup>
30	20 cb	20 94+	182 94+	10		12	182 94+	20 94+	20 cb	30

1796 Lt & 1/3' cond drive

94.67	93.96	93.65	93.74
4 <sup>69</sup>	5 <sup>40</sup>	5 <sup>71</sup>	5 <sup>62</sup>
235	20 lip	20 94+	182

T<sub>2</sub> 567 99<sup>36</sup> 483 93<sup>69</sup>

99<sup>36</sup>

1775

93.9	93.61	92.68	92.73	92.6	92.6	92.3	91.72	91.65	92.62	93.0
4 <sup>6</sup>	4 <sup>91</sup>	5 <sup>37</sup>	5 <sup>27</sup>	5 <sup>2</sup>	5 <sup>2</sup>	6 <sup>2</sup>	6 <sup>80</sup>	6 <sup>87</sup>	5 <sup>20</sup>	5 <sup>5</sup>
30	25 cb	20 94+	182 94+	10		10	182 94+	20 94+	20 cb	28

1744<sup>22</sup> Easterly Alley line

99.2	98.5	95.6	91.75	90.80	90.91	90.8	91.0	90.8	90.0	89.90	90.89	91.1	91.5
702	02	30	6 <sup>27</sup>	7 <sup>2</sup>	7 <sup>4</sup>	7 <sup>2</sup>	7 <sup>5</sup>	7 <sup>2</sup>	8 <sup>52</sup>	8 <sup>62</sup>	7 <sup>63</sup>	7 <sup>4</sup>	7 <sup>0</sup>
60	37	30	20 cb	20 94+	182 94+	10		10	182 94+	20 94+	20 cb	30	45

1729<sup>22</sup> westerly Alley line

98.2	96.7	93.6	90.77	89.82	89.93	89.8	90.0	89.6	89.08	88.97	89.92	90.5	91.8
03	12	50	7 <sup>25</sup>	8 <sup>2</sup>	8 <sup>59</sup>	8 <sup>2</sup>	8 <sup>5</sup>	8 <sup>2</sup>	9 <sup>44</sup>	9 <sup>55</sup>	8 <sup>60</sup>	8 <sup>0</sup>	6 <sup>2</sup>
60	37	30	20 cb	20 94+	182 94+	10		10	182 94+	20 94+	20 cb	30	45

1700

90.4	88.70	87.72	87.83	87.8	87.8	87.4	86.97	86.87	87.82	88.1
81	9 <sup>82</sup>	10 <sup>80</sup>	10 <sup>62</sup>	10 <sup>7</sup>	10 <sup>7</sup>	11 <sup>2</sup>	11 <sup>55</sup>	11 <sup>65</sup>	10 <sup>20</sup>	10 <sup>4</sup>
30	20 cb	20 94+	182 94+	10		10	182 94+	20 94+	20 cb	30

98<sup>52</sup>

3725

94.3	North	92.81	92.85	92.90	93.0	92.8	92.5	South	94.6
30		20	20	182	10	10	182	20	30
		6	94	94		6	94	94	94

50

3716 Rt. EIS condrive

92.45	92.35	92.50	93.97
6	7	6	5
182	20	20	235
	94	94	94

3700

95.3	94.90	93.95	94.00	94.1	94.0	93.6	93.02	92.90	93.90	95.3
4	4	5	5	5	5	6	6	5	4	
20	20	20	182	10	10	182	20	20	20	30
	6	94	94			94	94	94	94	

2775

96.6	95.49	94.58	94.62	94.9	94.8	94.4	93.64	93.53	94.47	94.7
2	3	4	4	4	4	4	5	5	4	4
30	20	20	182	10	10	182	20	20	20	30
	6	94	94			94	94	94	94	94

2750 Took soil sample E

97.9	95.68	94.73	94.80	95.1	95.0	94.6	93.80	93.76	94.71	94.8
2	3	4	4	4	4	4	5	5	4	4
30	20	20	182	10	10	182	20	20	20	28
	6	94	94			94	94	94	94	94

2729 Rt. E condrive

93.61	93.54	93.70	94.71
5	5	5	4
182	20	20	26
	94	94	94

2722

99.1	95.43	94.44	94.51	94.6	94.5	94.1	93.48	93.38	94.30	95.0
2	3	4	4	4	4	5	5	5	5	4
30	20	20	182	10	10	182	20	20	20	30
	6	94	94			94	94	94	94	94

99 36

4475

4461 Lt E 92° con drive

4450

4435 Rt E 15° con drive

4435 Lt E 15° con drive

T.P. 103 87<sup>30</sup> 13<sup>09</sup> 86<sup>27</sup>

4400

3454 Rt E 12° con drive

3447

89.3 North Lt 83.30 82.96 82.56 82.0 82.0 South Rt 81.98 81.61 81.48 82.36 83.7

3° 4° 4° 4° 5° 5° 5° 5° 4° 4°

30 20 20 18 10 10 18 20 20 30

06 94 94 94 94 94 94 94 06

84.12 83.53 83.64

288 372 366

235 20 18

94 94 18

85.8 Lt 85.19 84.20 84.37 84.0 83.9 83.5 83.41 83.24 84.15 85.4

15 24 30 23 33 34 38 38 42 34 12

30 20 20 18 10 10 18 20 20 30

06 94 94 94 94 94 94 94 06

84.50 84.39 84.55 85.47

280 281 225 183

18 20 20 26

94 94 94 94

87.4 88.02 88.02 88.12 87.7 87.30 87.8 87.3 87.02 86.87 87.82 87.9

92 104 113 112 116 115 120 123 124 115 114

30 20 20 18 10 10 18 20 20 26

06 94 94 94 94 94 94 94 06

90.18 90.07 90.50 91.21

918 939 886 815

183 20 20 26

94 94 94 94

93.0 92.57 91.63 91.73 91.6 91.6 91.1 90.69 90.54 91.50 92.9

63 68 73 76 72 72 82 86 88 78 64

30 20 20 18 10 10 18 20 20 30

06 94 94 94 94 94 94 94 06

99.36

BM

10<sup>33</sup>

77.72

✓ NW 1/4 Poot  
Capistrano  
71.72

TP<sub>4</sub>

022

82<sup>05</sup>

617

8113

NW 1/4 LT  
Quincy +  
Capistrano

5134<sup>26</sup> E Capistrano

5414<sup>26</sup> West E Lino Capistrano

5404<sup>26</sup> West Prop Capistrano

84.15	81.63	81.25	81.01	80.88	80.70	80.42	81.22	78.92
3.15	5.67	6.05	6.29	6.42	6.60	6.88	7.08	8.38
85.0	81.8	81.7	81.2	80.9	80.7	80.4	80.2	78.4
23	55	59	61	64	66	62	71	82
84.57	84.03	81.09	80.53	80.49	80.38	80.17	79.85	79.62
2.73	3.27	6.2	7.01	6.77	6.81	6.97	7.13	7.25
84.57	83.83	81.09	80.29	80.7	80.6	80.3	80.0	79.6
213	347	62	70	65	62	70	73	72
81.32	81.15	80.32	80.71	80.59	80.45	80.22	79.30	79.24
5.98	6.5	6.88	6.88	6.7	6.9	7.2	8.00	8.06
30	20	20	18	10	10	18	20	20
6.71				6.65	8.7	30	7.08	

## Returns

EC, Quimby 80.33 81.22  
8<sup>19</sup> 7<sup>30</sup>

$\frac{2}{3}$  80.46 81.22  
8<sup>06</sup> 7<sup>30</sup>

$\frac{1}{3}$  80.42 81.19  
8<sup>10</sup> 7<sup>33</sup>

BC, Chatsworth 80.31 81.15  
8<sup>25</sup> 7<sup>37</sup>  
gut cb

10' Rad 15<sup>8</sup> Length 3 parts 5<sup>2</sup> ea

Sly SE Return Quimby + Chatsworth

EC, Quimby 81.29 82.18  
7<sup>33</sup> 6<sup>34</sup>  
gut cb

$\frac{2}{3}$  81.39 82.10  
7<sup>13</sup> 6<sup>42</sup>

$\frac{1}{3}$  81.48 82.11  
7<sup>24</sup> 6<sup>41</sup>

BC, Chatsworth 81.72 82.21  
6<sup>20</sup> 6<sup>31</sup>  
gut cb

10' Rad. 15<sup>4</sup> Length 3 parts 5<sup>1</sup> ea

Ely NE Return Quimby + Chatsworth

BM 729 88<sup>52</sup> 81.23 SE 7427  
Quimby + Chatsworth

## Returns

EC, Quimby 79.30 80.12 79.84  
8<sup>00</sup> 7<sup>18</sup> 7.46  
gut cb A.C. Gut

$\frac{2}{3}$  79.24 80.12 79.75  
8<sup>06</sup> 7<sup>18</sup> 7.55  
gut cb A.C. Gut

$\frac{1}{3}$  79.9 80.20 79.65  
8<sup>4</sup> 7<sup>10</sup> 7.65  
gut cb A.C. Gut

BC, Capistrano 79.7 80.13 79.62  
7<sup>6</sup> 7<sup>12</sup> 7.68  
gut cb A.C. Gut

10' Rad 15<sup>6</sup> Length 3 parts 5<sup>2</sup> ea

Wly SE Return Quimby + Capistrano

EC, Quimby 80.42 81.15 80.74  
6<sup>28</sup> 6<sup>15</sup> 6.56  
gut cb A.C. Gut

$\frac{2}{3}$  80.27 81.14 80.63  
7<sup>03</sup> 6<sup>16</sup> 6.67  
gut cb A.C. Gut

$\frac{1}{3}$  80.22 81.10 80.61  
7<sup>08</sup> 6<sup>20</sup> 6.69  
gut cb A.C. Gut

BC, Capistrano 80.40 81.09 80.61  
6<sup>20</sup> 6<sup>21</sup> 6.61  
gut cb A.C. Gut

10' Rad 16<sup>0</sup> Length 3 parts 5<sup>2</sup> ea

Nly NE Return Quimby + Capistrano

HI 87<sup>30</sup> page 52



Proposed Storm Drain Blk 15

La Jolla Park

Property line ties see

1736 / 31 + 55 +

map by A W Daniels

Begg

24/8/50

Johnson

Allan

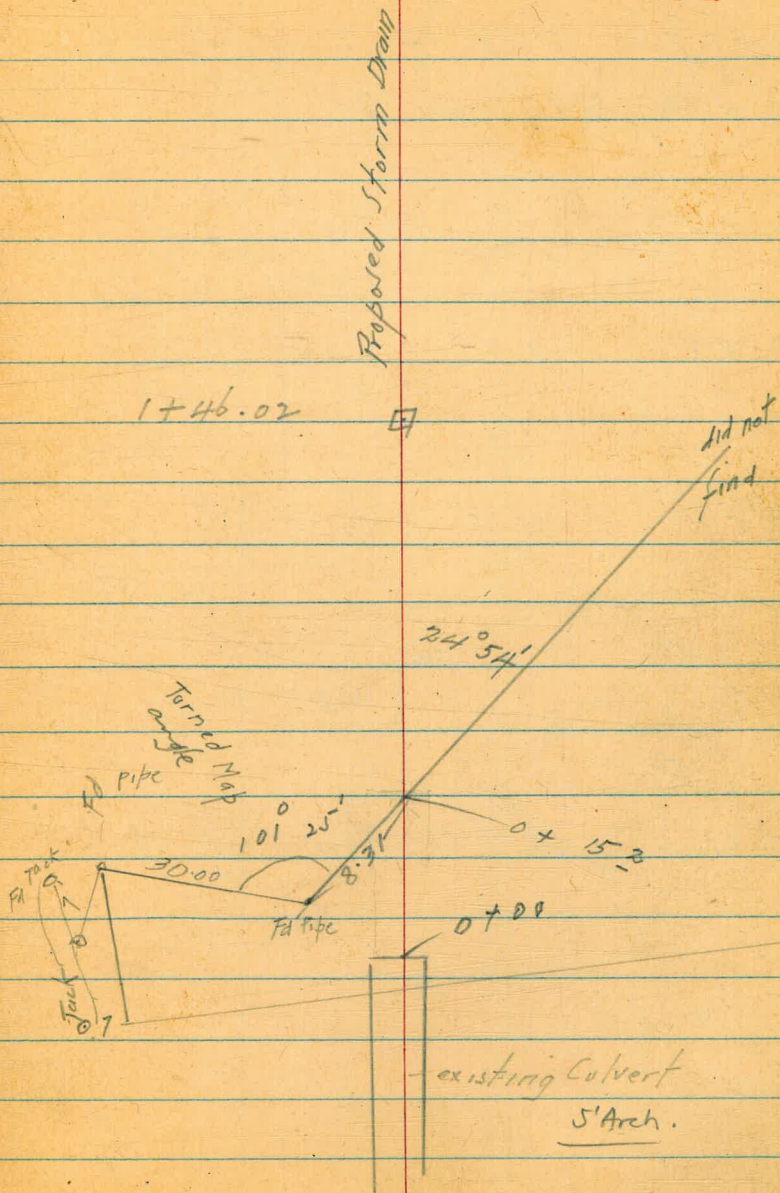
INDEXED

AUG 28 1950

S 63.17 30 W.

S 48.07 40 E

101 35 10 Turned this angle



El-21.4

# Storm Drain Contd

0+27 5.3 left end of Lath House  
0+21 8.4 R evc 30" angle of fence

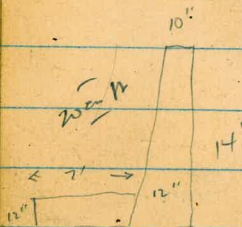
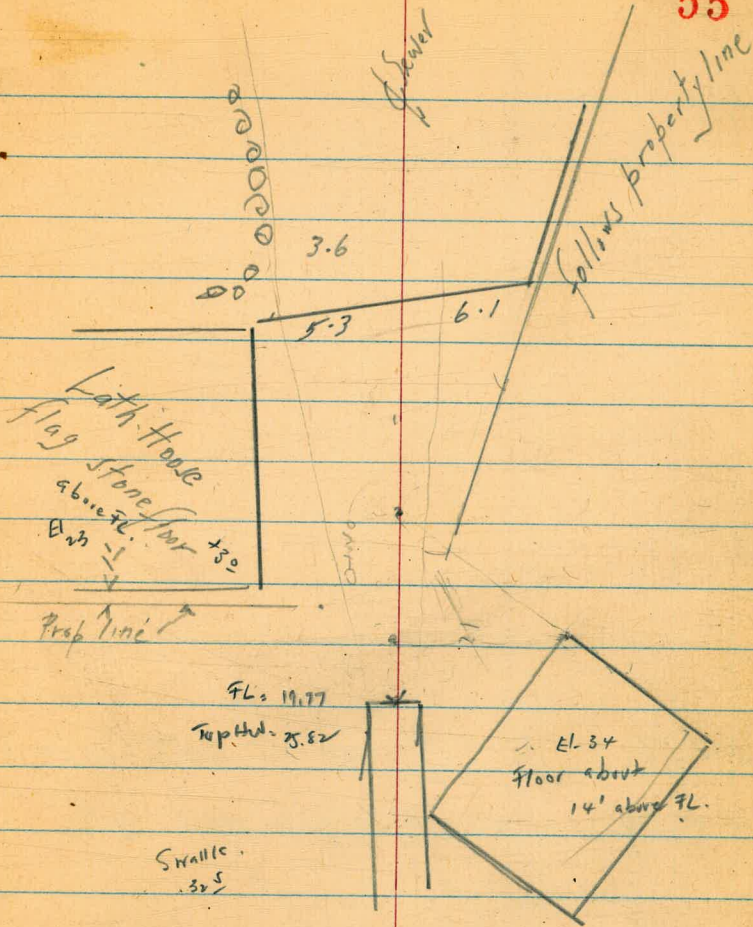
0+152 Property Line

0+09 6.7 Lt Lath House

0+40 31 R NE cor Hse

0+00

-13 NW cor House 2.7 R



0+51 15.7 R end of Lath fence

0+50 end of cobble wall 9 R.

0+35 end of wall 1' left

0+30 6.3 R beg. rubble wall

0+28 beg. cobble wall 3.6 L

0+28 7.5 L 10" acacia

Revised Levels Blk 69

#31 2016

2019  
65

1+18

1+11 20<sup>v</sup> RT 3x3  
curb inlet

1+00

0+81 33 Δ Pt in Amalfi St.

0+62

0+58

0+45

0+00 Hub - N. Side Pump Plant Charlotte St  
Torrey Pines Road.

12.01 (96.25)<sup>v</sup> (84.74)<sup>v</sup> BM on curb

Villa Tract La Jolla.

57

61.4<sup>v</sup>

14.8

15

Toe of slope

82.0<sup>v</sup>

14.3

20.5

82.5<sup>v</sup>

13.7

20

82.0<sup>v</sup>

14.3

82.4<sup>v</sup>

13.8

82.9<sup>v</sup>

13.3

82.6<sup>v</sup>

13.6

Toe

84.7<sup>v</sup>

11.5

82.8<sup>v</sup>

13.4

5

Toe

85.8<sup>v</sup>

10.4

25

85.1<sup>v</sup>

11.1

84.1<sup>v</sup>

12.1

20

83.5<sup>v</sup>

12.7

30

84.8<sup>v</sup>

11.4

4

85.58<sup>v</sup>

10.27

20

86.0<sup>v</sup>

10.26

4  
cont

(96.25)<sup>v</sup>

2+40

Toe of Slope

90.3<sup>✓</sup>  
13.8

2+05

108.1<sup>✓</sup>  
+ 4.0  
20103.6<sup>✓</sup>  
0.599.7<sup>✓</sup>  
4.4

2+02

65 ft end of storm drain

20 108.3  
+ 4.2  
65 ft

1+95

101.1<sup>✓</sup>  
3.0  
15100.6<sup>✓</sup>  
3.599.6<sup>✓</sup>  
4.5  
15

1+70

99.7<sup>✓</sup>  
6.4  
1099.7<sup>✓</sup>  
6.499.7<sup>✓</sup>  
6.4  
10

TR

958  $\left\langle \begin{array}{c} 104.08 \\ \text{min} \end{array} \right\rangle$  175  $\left\langle \begin{array}{c} 94.50 \\ 958 \\ 104.08 \end{array} \right\rangle$  $\left\langle \begin{array}{c} 104.08 \\ \text{min} \end{array} \right\rangle$   
92.6<sup>✓</sup>  
3.6

1+60

91.1<sup>✓</sup>  
4.8  
1591.3<sup>✓</sup>  
4.9  
Top91.4<sup>✓</sup>  
4.8  
20

1+45

82.0<sup>✓</sup>  
14.2  
15  
TOC

1+35

82.0<sup>✓</sup>  
14.2

1+25

 $\left\langle \begin{array}{c} 96.25 \\ \text{min} \end{array} \right\rangle$ 14.2  
15 $\left\langle \begin{array}{c} 96.25 \\ \text{min} \end{array} \right\rangle$ 

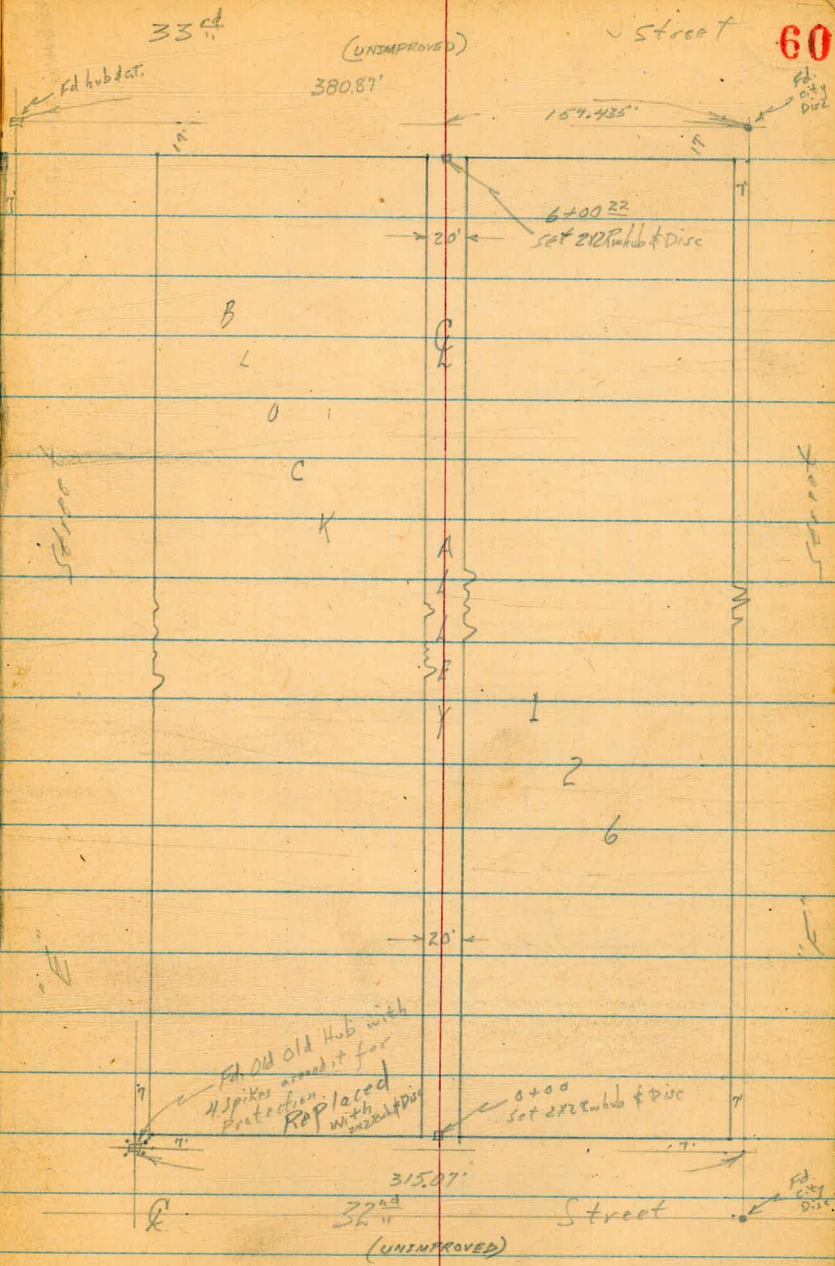
Toe of slope



Roberts  
Cota  
Moore  
Catterloo  
3-26-51  
W.O. 25020

X-Section Alley BK 126 Quarter Addition  
Between "E" and "F"  
From 32<sup>nd</sup> to 33<sup>rd</sup>  
T.P. 19934

INDEXED  
MAR 28 1951



157.435

0+70

95.7	94.2	94.6	92.0	90.4
5.2	6.7	6.3	8.9	10.5
25	10		10	25

0+58

96.1	95.9	95.6	93.5	91.3
1.8	5.0	5.3	7.4	9.6
25	10		10	25

0+48

96.3	96.0	95.8	95.3	94.2	90.4
4.6	7.9	5.1	5.6	6.7	10.5
25	10		10	25	50

0+15

97.8	96.8	95.9	94.3	93.7	86.7
3.1	4.1	5.0	6.6	12.2	14.2
25	10		10	30	50

0+00

E. Line 32<sup>nd</sup> Street

95.1	96.7	94.6	93.8	93.1	90.5
2.8	4.2	6.3	7.1	7.2	10.4
25	10		10	20	35

0-14

Edge Dirt Grading 32<sup>nd</sup>

100.2	99.5	94.6	92.7	91.3
0.7	2.4	6.3	8.2	9.6
75	50		50	100

BM

6.79

100.93

94/6 S.W. Mon.

32<sup>nd</sup> St

100.93



Cont'd From Page 61

2+45

T.P. 0.32 89.05  $\pi$  12.20 88.73

2+16<sup>E</sup> Center of 30' Pepper Tree "Dead on E"

2+01<sup>E</sup> 7<sup>E</sup> Rt to Center P. Pole # PA 323 $\pi$

2+00

1+63

10<sup>E</sup> Rt. End Ret. Wall

1+50

1+17<sup>E</sup>

10<sup>E</sup> Rt Begin Conc. Block Ret. Wall

1+01

7<sup>E</sup> Rt to Center P. Pole # PA 321 $\pi$

1+00

100.93 $\pi$

lt

84.1

3.9

70

86.2

2.8

10

86.1

2.3

10

85.5

3.5

10

83.2

5.8

40

89.05 $\pi$

88.9

12.0

20

88.0

12.2

10

88.6

12.3

7

87.0

13.9

7

86.9

14.0

10

85.6

15.3

25

91.4

9.5

25

91.0

9.7

10

91.3

9.6

5

89.8

10.1

10

87.3

13.6

10

90.1<sup>A</sup>

10.9

10<sup>E</sup>  
Top

87.4<sup>A</sup>

12.5

10<sup>E</sup>  
cont.  
5/16

86.4<sup>A</sup>

14.1

10<sup>E</sup>  
Foot

87.4

13.3

30

91.9

7.0

10

91.5

7.4

6

90.6

11.3

6

88.1

12.8

10

93.9

7.0

25

93.4

7.5

10

93.0

7.9

5

92.2

8.7

7

91.0

9.7

7

91.1

11.2

10

90.8<sup>A</sup>

10.05

10<sup>E</sup>  
Top

88.2

12.9

10<sup>E</sup>  
Foot

91.1

13.2

30

94.8

6.1

25

94.3

6.6

10

93.2

7.7

10

90.9

10.0

10

89.8

11.1

16

88.8

12.1

30

100.93 $\pi$

RT

62

Contd From Page 62

Lt

Q

Rt

63

T.P. 8.47 95.66  $\pi$  1.86 87.19

4+12

88.4	86.1	86.7	86.0	82.0
0.6	2.1	2.3	3.0	7.0
40	10		10	35

3+94

85.0	82.8	81.3	80.4	79.8
4.0	6.2	7.7	8.6	9.2
30	10		10	40

3+65

77.4	79.6	80.3	80.6	80.2
11.6	9.4	8.7	8.4	8.8
35	10		10	35

3+45

77.3	75.6	75.6	75.0	76.0
11.7	13.4	13.4	14.0	13.0
50	10		10	50

3+00

MH on Q

77.5	75.2	75.26	74.6	73.7
11.5	13.8	13.79	14.4	15.3
50	10	10	10	50

2+94

8<sup>5</sup> Rt to Center P.Pole # PA 3250

2+77

78.0	76.5	75.1	75.6	75.8
11.0	12.5	13.3	13.4	13.2
50	10		10	35

87.05  $\pi$

87.05  $\pi$

5+50

48.8 89.0 88.9 88.8 87.5  
 6.9 6.7 6.8 6.9 7.2  
 20 10 10 10 25

5+36

10<sup>±</sup> Lt & Double Garage

88.82

6.84  
 10<sup>±</sup>  
 conc

5+00

88.8 88.3 88.2 88.1 87.6  
 6.9 7.4 7.5 7.6 8.1  
 25 10 10 10 20

4+88

(Garage in Bldg.)  
 10<sup>±</sup> Rt End Conc. Slab

88.05  
 7.61  
 10<sup>±</sup>  
 Conc.

4+85

7<sup>±</sup> Rt to Center Pole # JPA 3276

4+65

7<sup>±</sup> Rt to Deadman

4+50

10<sup>±</sup> Rt Begin Conc. Slab

88.8 89.9 87.1 87.5 87.60 87.61  
 7.3 7.8 8.0 8.2 8.06 8.05  
 25 10 10 10 10<sup>±</sup> 15<sup>±</sup>  
 Conc Conc. At Bldg.

4+43

9' Lt to Center 48" Pepper Tree

95.667

95.667

Check

5.88 94.19 = 94.16

T.P.

Long Out

10.73

95.07

11.32

84.34

6+18

Edge Dirt Grading

91.0	90.9	90.6	88.8	87.6
4.7	4.8	5.1	6.9	8.1
100	50		50	100

6+00<sup>22</sup>West line 3<sup>rd</sup> Street

90.6	90.1	90.0	90.1	89.2
5.1	5.6	5.7	5.6	6.5
50	10		10	50

5+91

9<sup>5</sup>' Rt to Center 8" Pepper Tree

5+73

9' Rt to Center 18" Pepper Tree

5+55

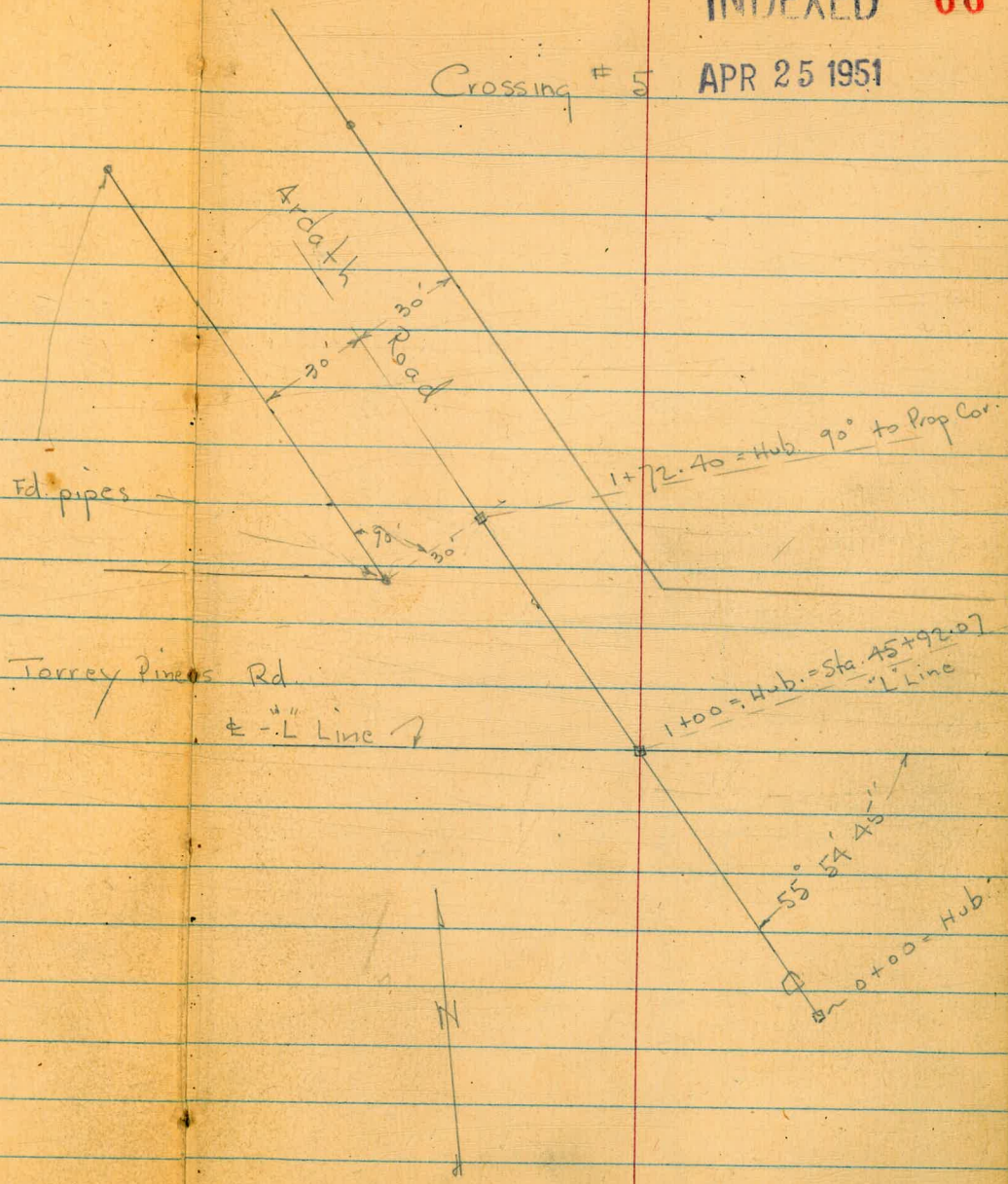
8' Rt to Center 24" Pepper Tree

95.66 A

95.66 A

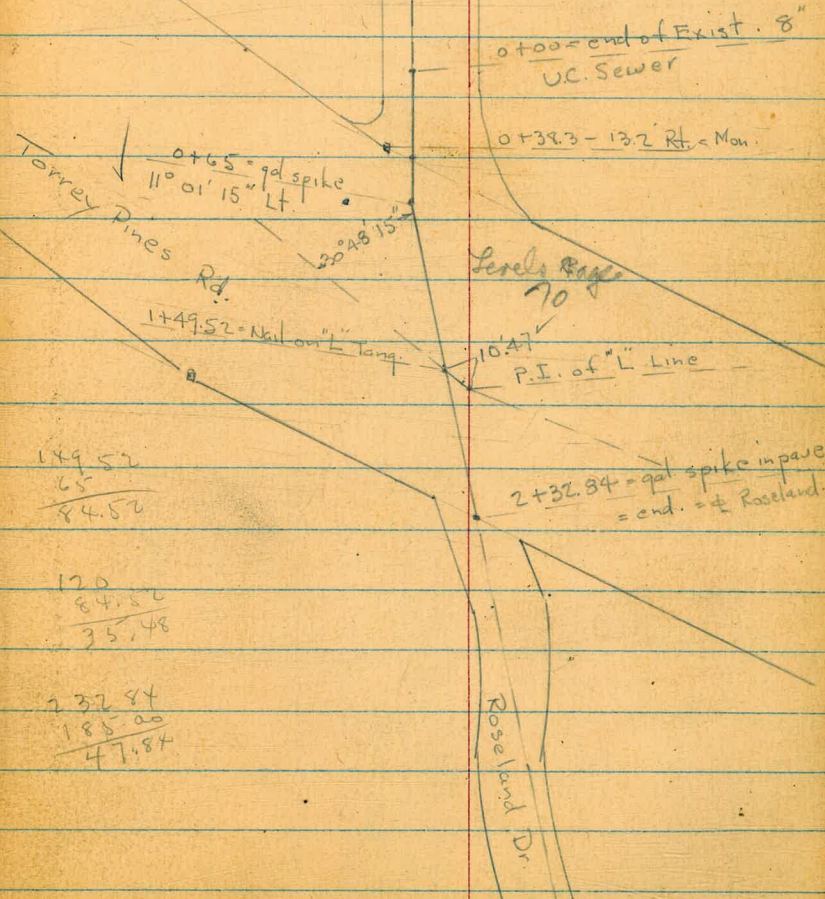
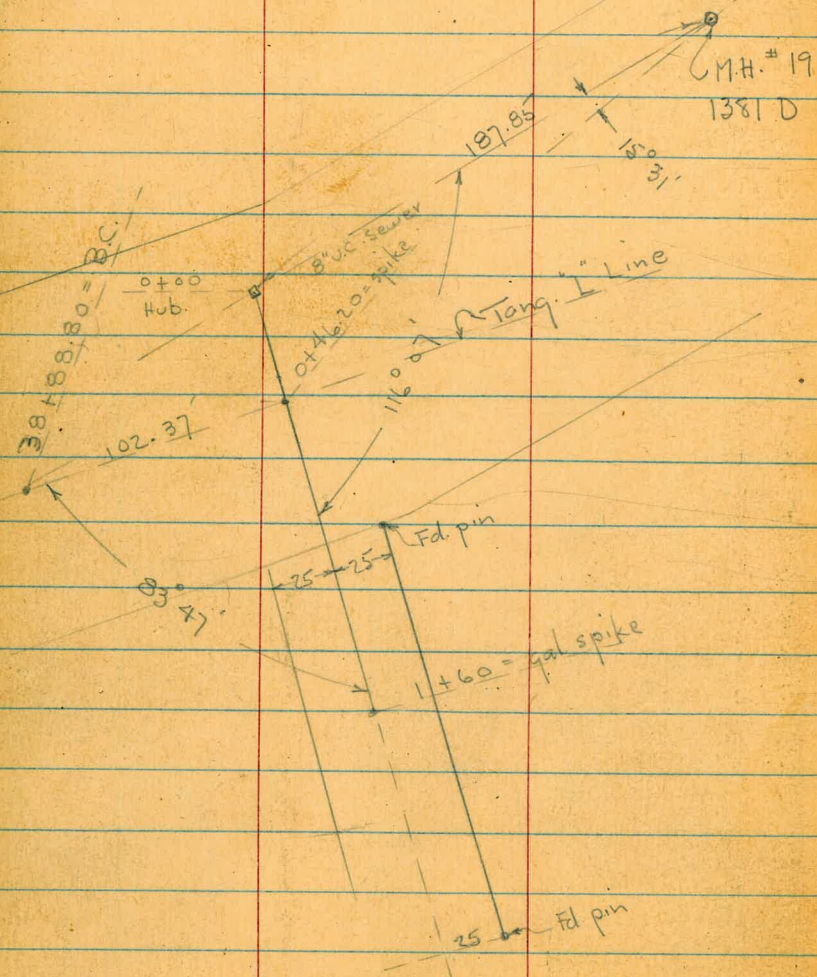
APR 25 1951

Crossing # 5



Crossing # 4

Crossing # 3



$$\begin{array}{r} 149.52 \\ 65 \\ \hline 84.52 \end{array}$$

$$\begin{array}{r} 170 \\ 84.52 \\ \hline 35.48 \end{array}$$

$$\begin{array}{r} 232.84 \\ 185.00 \\ \hline 47.84 \end{array}$$

0+00 = end of Exist. 8"  
 UC Sewer  
 0+39.3 - 13.2 Rt. = Man.  
 Torrey Pines Rd.  
 0+65 = 9d spike  
 11° 01' 15" Lt.  
 20° 48' 15"  
 10.47'  
 P.I. of "L" Line  
 2+32.84 = gal spike in pave  
 = end. of Roseland.

Roseland Dr.

at ARDATH ROAD.

68

Lt.

←

Rt.

Levels along ± of Crossing # 5 across  
New Torrey Pines R.O.W.

# 368                      4-                      51                      - 7.0.

W.O. 20798                      sketch - P. 66.

1+29.6 = edge Conc.

52.40 ✓  
4.09

1+05.4 = edge Conc. Pave

52.55 ✓  
3.94

0+94

52.1 ✓  
4.4

0+87 = ± Ditch

49.1 ✓  
7.4

0+75

51.9 ✓  
4.6

0+50

52.5 ✓  
4.0

0+00 = on Hub.

53.00 ✓  
3.99  
on Hub.

⟨ 56.49 ⟩

B.M. 442

⟨ 56.49 ⟩

52.07 = Top E.H. S. side La Jolla Shores Dr. + Torrey Pines Rd.

across St. et. Rt. angles - Flowline is about 4' Below pavement  
0+91 = over approx. loc. of 24" Steel Culvert

0+76.5 = edge A.C. + Beg. oil pave

0+45

0+24 = edge Pavc

0+00 = Hub. on Ext. 8" Sewer.

B.M. 5.15 < 57.22 > 52.07  
Beg. + Profile of Crossing # 4 - sketch - P. 67

2+00 = end.

1+72.40 = Hub.

1+53

1+41

Lt.

#

Rt.

51.5 ✓  
5.7

50.70 ✓  
6.52

49.78 ✓  
7.44

48.78 ✓  
8.44

47.49 ✓  
9.93 on Hub.

< 57.22 > ✓

46.6 ✓ m  
9.9

47.17 ✓  
9.32 on Hub

48.6 ✓  
7.9

51.7 ✓  
4.8

< 56.49 > ✓



1+63 = edge of pave

1+50

1+25

0+00

0+65 = Ang. 11° 01' 15" Lt.

0+35

0+00 = end of Exist Sewer

Beq Crossing #3 - Rose land Dr. - sketch P. 67

B.M. 0.10 <75.3>

75.27 = Nail in Pole

1+60 = end

1+25 = on oil pave

Lt.



±

Rt.

70

71.08 ✓  
4.29

71.14 ✓  
4.23

70.64 ✓  
4.73

69.62 ✓  
5.75

64.05 ✓  
11.32  
on spike

64.15 ✓  
11.22

3 on split =  
edge pave

✓  
60.61  
14.76  
10

60.50 ✓  
14.87

60.37 ✓  
15.00  
9 = edge  
Pave

57.57 ✓  
17.80

B. 2094 - P. 19

<75.37> ✓

55.34 ✓  
19.3  
on spike

58.5 ✓  
3.7

57.27

H

E

Rt.

71

Program Crossing # 2 - W. of Little St.

Sketch - P. 25 - No New Levels - Notes on

B.M.

90.10 = B.P. N.W.

P. 26 are o.k. - See diff. in B.M.'s.

Little + Torrey 90.17 on P. 26

2 + 32.84 = end.

T.P.

2.98

78.25

0.10

75.27

2 + 00 = edge of pave - oil strip.

15.83

2 + 2 = on spike

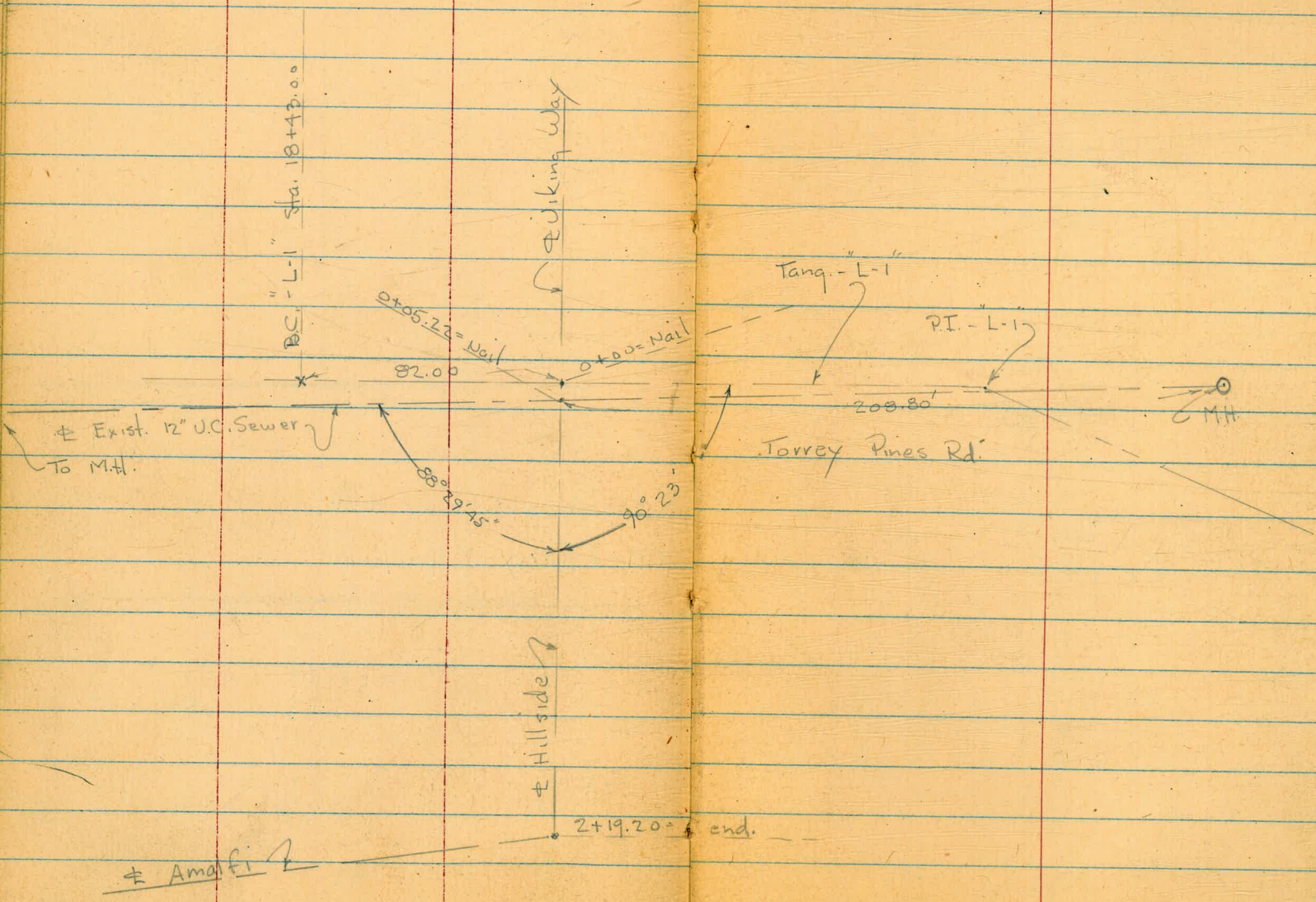
78.25

73.76

1.61

75.37

Crossing # 1



Levels along  $\pm$  of Crossing # 1

Sketch - P 72

T.P.

13.10

$\langle 120.40 \rangle$

209

$\langle 107.30 \rangle$

1+00

105.68 ✓  
3.71

0+75

102.68 ✓  
6.71

0+50

99.86 ✓  
9.53

0+25 = g.t.

97.37 ✓  
12.02

0+12

97.8 ✓  
11.60

0+05.22 = Int. with Exist. 12" V.C. Sewer

97.83 ✓  
11.56

0+00 = Int. with "L-1" Tang.

B.M.

13.11

$\langle 109.39 \rangle$

96.28 = N.E. B.P.

Uiking Way + Torrey

$\langle 109.39 \rangle$

Lt.

Rt.

Rt. 73

Lt.

±

Rt.

74

2+19.20 = ± Amalfi st. - end

119.66 ✓  
0.74

2+00

117.89 ✓  
2.51

1+75

114.57 ✓  
5.83

1+50

111.50 ✓  
8.90

120.40 ✓

"F" line Survey to  
Gravity flow at end Pump discharge -  
at Torrey Road & St Louis Terrace  
Thru Lots 1-12 La Jolla Hills

INDEXED  
JER  
JUL 12 1956

75

C.H.S.  
B099  
Schelin  
Flora

7-255  
M.O.# 31841

See old line for Ties, P. 25

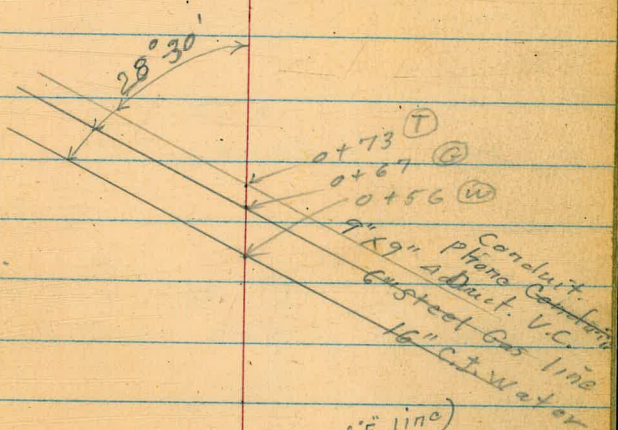
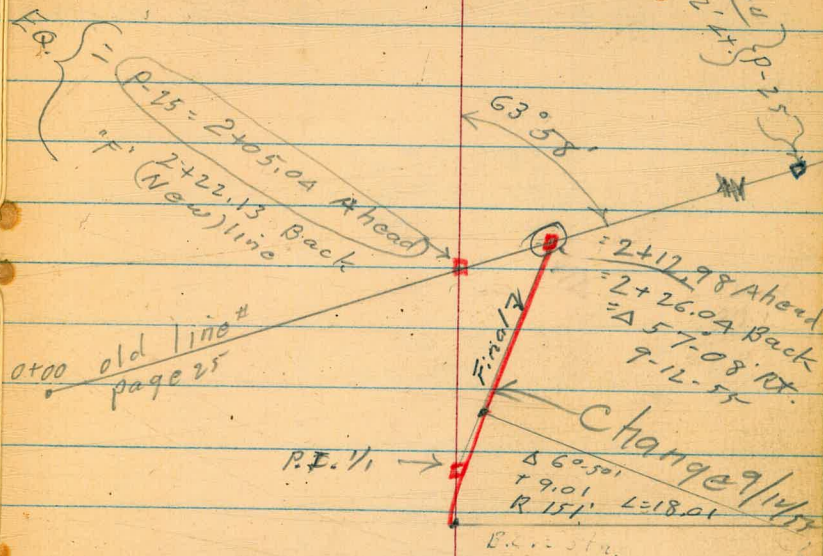
El. top of water line = 89.19  
" " " Gas " = 89.85  
" " " Telephone duct = 88.66

1+75.01 = E.C.

Sept. 12, 1955  
C.H.S.

1+57.00 = B.C. RT.

2+22.13  
1 57.00  
-----  
65.13  
9  
-----  
56.13



line at St. Louis Terrace & Torrey Rd.  
0+00 = Existing M.H. = End of pressure

0+00 (F line)

"F" line

±

76

0+73 = Cross 9"x9" A duct. <sup>conduit</sup> tile telephone

92.1 ✓  
4.7  
9<sup>rd.</sup>

88.66 ✓  
8.33  
Top of conduit

0+67 = Cross 6" gas (steel line)

92.33 ✓  
4.7  
9<sup>rd.</sup>

89.85 ✓  
7.14  
Top of main

0+66 = leave Pauc.

92.29 ✓  
4.70  
E.P.

0+56 = Cross water line

92.53 ✓  
4.46  
Pauc

89.19  
7.80  
Top of main  
16" C.I. pipe

0+36 ± Pauc.

92.9 ✓  
4.09

This for I.E. New line  
0+01 = Top of base of M.H. Use

89.45 ✓  
7.54  
<96.99>

0+00 = Existing M.H. = end of pressure line

92.97  
Rim Elev.

89.09 = I.E. Elev.

N.W.B.P. Little St + Top of Road ↘  
6.82 <96.99> 90.17

<96.99>

1+90 - 8' RT - 3" to 14" in diam. start row of Cypress

1+87 { 2'± RT = 1487' on orig. line  
2'± RT = 14" Eucalyptus

1+83 7' RT = 6" Eucalyptus

TR 5.08 {99.81} 2.26 {94.73}

1+59 Now = B.C. levels on page 79

1+40

1+20

0+90

0+84

0+83

93.7 ✓  
6.1

94.3 ✓  
5.5  
12  
Toe of bank

{99.81} ✓

93.7 ✓  
3.3

94.1 ✓  
2.9  
3  
Toe of bank

93.6 ✓  
3.4

94.0 ✓  
3.0  
3  
Toe of bank

93.5 ✓  
3.5

93.7 ✓  
3.3  
5  
Toe of bank

93.0 ✓  
4.0

92.1 ✓  
4.9

{96.99} ✓



2+12 10' RT. = A to RA in row of cypress

02 RT. = Cor. of face  
2+06 = end of head wall  
6E RT. = 20' Eucalyptus

2+04<sup>E</sup> = Cross head wall

05 RT. = A in head wall.  
1+98<sup>E</sup> 05 RT. = 14" dia 20' iron culvert.

1+96<sup>E</sup> = Face of head wall

Mortar head wall. 11" wide  
1+97<sup>E</sup> 4<sup>th</sup> RT. = start broken conc. &

93.1 ✓ 93.1 ✓ 93.0 ✓ 94.8 ✓  
6.1 6.1 6.8 5.0  
5 5 10

93.5 ✓ 91.8 ✓ 93.8 ✓  
6.3 8.0 6.0  
T.W. 2 5  
End

93.4 ✓ 91.5 ✓ 93.8 ✓  
6.4 8.3 6.0  
5 5  
+ End ahead. End to back

93.4 ✓ 91.7 ✓ 90.8 ✓ 91.8 ✓ 94.3 ✓  
6.6 10.1 7.0 8.0 5.5  
05 05 5 10  
T.W. I.E. pipe  
+ End

90.9 ✓ 93.4 ✓  
8.9 6.6  
5 T.W. to rd. back.  
End ahead.

93.6 93.4  
6.2 6.4  
4.4  
End. + T.W.

99.81 ✓

9/12/55

~~cont~~

2+2604 = A	57° 08'		95.57
2+19	cross gulch line		94.3
2+12			92.8
2+07	2 <sup>c</sup> RT. = 16" Eucalyptus		93.2
1+98	4 <sup>c</sup> Lt. = I.E. 15" Iron pipe.	89.7	91.2
1+95		4 <sup>c</sup> I.E.	91.4
1+9A <sup>5</sup>	Face culvert head wall.		93.2
1+75.01	= E.C.		94.1
1+66 <sup>09</sup>	(Mid Curve.)		93.6
1+57	= B.C.		93.6

Levels Cont from P 77

direct elevation Rgd used

~~2+25 on old line per~~~~96.6  
3.2~~~~= 2+05.04 Ahead - See P 77~~~~2+22.13 Back = ("F" line) = 563° 58' RT~~~~95.49  
4.32  
Hub + G.d.~~

2+18

~~94.2  
5.6~~~~99.81~~

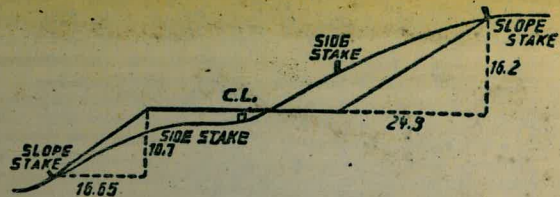
0400 2028 1938  
 29 109.57  
 9.81

10888  
 970  
 10858

17.54  
 20  
 19.7

20196  
 1213  
 18983

1232  
 147  
 1379



**DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.**  
 SLOPE 1 1/2 TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.25	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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