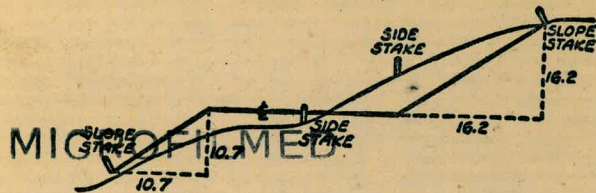


2106

TRAVEL BOOK



0 31 1964

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.

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	.55	.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	1.29	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		

Index on page 1

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	.286	.383	.480	.578	.678	.777	.877	.977	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		

Country Club Hqts. La Jolla.	
Prelim - Sewers	page.
BIK - D	2-8
	20-22
Country Club Dr. & Carrizo Dr.	9-10
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Encelia Dr + BIK E:	15-16
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BIK "D" Country Club Hqts. La Jolla
Re-run

Sommermeier
Acuna
Shepard

7-12-50

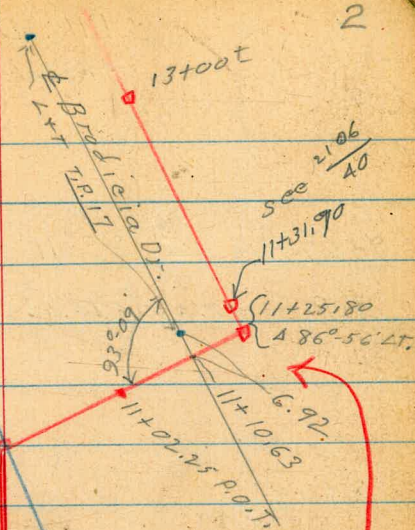
N.O. 31865

For original line see
$$\left\{ \begin{array}{r} 2095 \\ 28 \\ \hline 2106 \\ 2 \end{array} \right.$$

INDEXED

JUN 22 1951

$\Delta = 17^{\circ} 52'$
 $F02095$
 $28 \cdot 28$
original line
 $= 10 + 38.98 A.O.T.$
 $10 + 27.95$
 $\Delta 70^{\circ} 44' RT.$



2

old line
 $\frac{2095}{28}$
see
P-40
14/29/50

9+67.31 P.O.T.

8+57.23
 $\Delta 83^{\circ} 11' RT.$
New
 $\Delta 23^{\circ} 59' RT.$
7+38.12 $\frac{2095}{28}$

90°
2°
15°

(7)

(8)

(6)

Blk. "D" Re-run 7/1/50
Sketch - P. 2

8+57²³ Δ 83° 11' Lt. (Sec. on split Δ)
T.P. 12.43 $\langle 540.02 \rangle$ 0.51 $\langle 527.59 \rangle$

8+10

7+85^E 4⁸ Lt. = end of Conc. pavement

7+84^E 3^A Lt. = 3/4" pipe LS 6416

7+58^E

7+38¹² Δ = 23° 59' Rt.

12.38 $\langle 528.10 \rangle$ — $\langle 515.72 \rangle$

B.M. = 1/2 Hub Δ 7+38¹² FB 2095
49 EL. $\langle 515.72 \rangle$

3

530.1 ✓
7.9
10
530.44 ✓
9.58
10
528.7 ✓
11.3
10
 $\langle 540.02 \rangle$ ✓

526.9 ✓
1.2
10
528.0 ✓
4.1
520.9 ✓
7.2
10

519.8 ✓
8.28
4⁸
pave
520.8 ✓
7.3
519.0 ✓
9.1
10

518.4 ✓
7.86
6^E
gutter
518.50 ✓
9.60
4^E
Edge
pave
518.6 ✓
9.5
518.4 ✓
9.7
4

515.72 ✓
12.38
Hub
 $\langle 528.10 \rangle$ ✓

This also = 10+38.98 ahead. from Sta 9-10-11

10+27⁹⁵ Δ 70° 44' RT.

10+00

9+44 Top of fill

T.P. 6.55 $\left\langle \begin{array}{l} \downarrow \\ 566.81 \\ \downarrow \end{array} \right\rangle$ 0.15 $\left\langle \begin{array}{l} \downarrow \\ 560.26 \\ \downarrow \end{array} \right\rangle$

T.P. 12.86 $\left\langle \begin{array}{l} \downarrow \\ 560.41 \\ \downarrow \end{array} \right\rangle$ 3.44 $\left\langle \begin{array}{l} \downarrow \\ 547.55 \\ \downarrow \end{array} \right\rangle$

9+24 = Toe of fill

T.P. 11.84 $\left\langle \begin{array}{l} \downarrow \\ 550.99 \\ \downarrow \end{array} \right\rangle$ 0.87 $\left\langle \begin{array}{l} \downarrow \\ 539.15 \\ \downarrow \end{array} \right\rangle$

8+80

563.6 ✓	563.5 ✓	563.4 ✓
<u>3.2</u>	3.3	<u>3.4</u>
10		10

562.4 ✓	562.4 ✓	562.4 ✓
<u>4.4</u>	4.4	<u>4.4</u>
10		10

557.4 ✓	561.1 ✓	561.5 ✓
<u>9.4</u>	5.7	<u>5.3</u>
10		10

$\left\langle \begin{array}{l} \downarrow \\ 566.81 \\ \downarrow \end{array} \right\rangle$

548.8 ✓	550.4 ✓	555.0 ✓
<u>2.2</u>	0.6	<u>4.0</u>
10		7

$\left\langle \begin{array}{l} \downarrow \\ 550.99 \\ \downarrow \end{array} \right\rangle$

538.3 ✓
1.7

$\left\langle \begin{array}{l} \downarrow \\ 540.02 \\ \downarrow \end{array} \right\rangle$

10+98^E

10+97^I = gutter
Back edge Cobble Cl. +

10+79

T.P. 11.68 $\langle 586.95 \rangle$ 1.48 $\langle 575.27 \rangle$

10+67 13³ Rt. = S. Ely. Corr House

T.P. 10.56 $\langle 576.75 \rangle$ 0.62 $\langle 566.19 \rangle$

10+42^E Cross 6" Conc. wall

10+42

$\langle 566.81 \rangle$

580.6
6.3

581.3
5.6
el.

581.2 578.2 572.9
5.7 8.7 14.1
10 10

$\langle 586.95 \rangle$

576.8 571.2 571.4
0.0 4.6 5.4
10 13

$\langle 576.75 \rangle$

567.8
+ 1.0

563.8
3.0

$\langle 566.81 \rangle$

T.P. 13.10 $\left\langle \begin{array}{c} \downarrow \\ 599.15 \\ \downarrow \end{array} \right\rangle$ 0.90 $\left\langle \begin{array}{c} \downarrow \\ 586.05 \\ \downarrow \end{array} \right\rangle$

11+25⁸⁰ 86°-56' Lt.

582.5[✓]
4.4

11+23⁷⁴ back edge el.

581.7[✓]
5.2

11+22⁸ 17 Cobble gutter

581.7[✓]
5.7

11+20⁷⁸ = End pavement
6" Lt. 2" 3" long grate
Catch basin

581.77[✓]
5.18
62

581.19[✓]
5.76

580.45[✓]
6.50
5

11+10⁵³ = Intersect & Brodicia Di.
Produced from N.E.

581.07[✓]
5.88

11+00⁷ Edge pave.
5" Lt. = Ctr. 3" long grate
Catch Basin

581.15[✓]
5.80
58

580.67[✓]
6.28

580.15[✓]
6.80
5

$\left\langle \begin{array}{c} \downarrow \\ 586.95 \\ \downarrow \end{array} \right\rangle$

check 0+7125 ²⁰⁹⁵/₅₉ 4.56 606.87 ^N (607.39)

13+00 End of line 1/2

12+50

12+22 (610.83) 0.54 (598.61)

12+00

E.P. = edge pave.
C. cl. = top cobb/c cl.

11+60

606.80	607.27	607.42	608.0
4.03	3.56	3.41	2.8
5	2.9		5
E.P.	C. cl.		

599.51	600.05	600.1	601.0
11.32	10.78	10.7	9.8
5	2.9		5
E.P.	C. cl.	(610.83)	

599.75	599.15	593.1	594.4
6.70	6.40	6.0	4.7
5	2.4		
E.P.	C. cl.		

586.51	587.0	587.6	589.0
12.58	12.1	11.5	10.2
5	2.4		5
E.P.	C. cl.		

(599.15)

Line change Blk. D.
7-12-50

#

8

See F.B. 2095-P28

Sta. 13+38⁹⁶ to 14+17⁵
= 14+25.98 Ahead (F.B. 2095-P28)
14+17.75 = Δ 99°-20' Lt.

622.54 ✓
1.16
Hub

14+04 13^E RT. = end house

623.0 ✓
9.7
10

621.0 ✓ 619.1 ✓ 617.8 ✓
2.7 4.6 5.9
3 10 13^E

13+81 17^E RT. = start house
= N.E. ly Cor. house

614.9 ✓ 611.8 ✓
8.8 11.9
17^E

13+72

615.6 ✓ 613.0 ✓ 616.7 ✓ 605.6 ✓
8.1 10.7 7.0 18.1
10 8 15

13+41⁹⁶ Δ 100°-01' RT.

614.0 ✓ 608.2 ✓
11.7 15.5
10
90° to fwd.
Tang

13+38⁹⁶ $\frac{2095}{28}$

607.3 ✓
16.4

14+15.98 3.22 <623.74> — <620.52>
2095.
28

<623.74> ✓

Country Club Dr. (South)
 Change 1+81.31 to 2+18.61

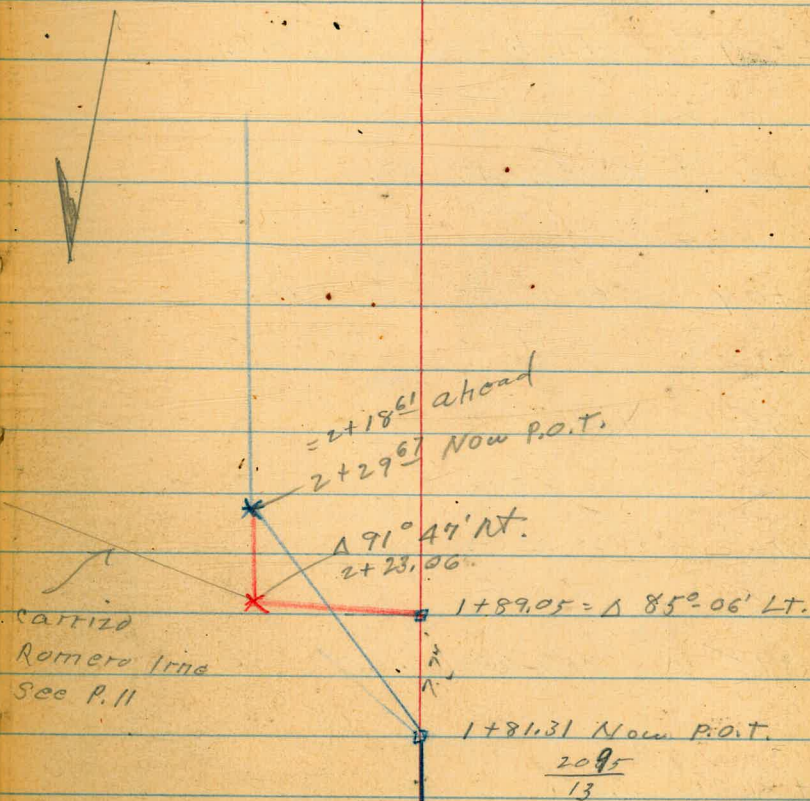
7-13-50

Sommerneyer
 Begg
 Shepard

D = Ed Hub. $\frac{2095}{Page 13}$
 X = Ed Cross "
 X = cut cross in pave.

Blue line = old line $\frac{2065}{13}$

INDEXED
 JUN 22 1951



Country Club Dr. - south

Sketch - P. 9

7/13/50

♀

10

2+18.61^{head} $\frac{2095}{20}$

2+29⁶⁷ old Δ - Now = P.O.T.

2+23⁰⁶ Δ 91°-47' RT.

2+09¹ approx Δ C.C. Drive

1+92¹ gutter

1+92⁰⁵ cross cb.

1+89⁰⁵ Δ 85°-06' LT.

1+81.31 = P.O.T.

12.58 $\langle 458.96 \rangle$ - $\langle 44638 \rangle$
B.M. = old Δ 1+81.31
2095-19

449.43[✓]
9.53

449.05[✓]
9.91

448.03[✓]
10.93

446.76[✓]
12.20

447.04[✓]
11.92

447.26[✓]
11.70

446.38[✓]
12.58

$\langle 458.96 \rangle$ [✓]

Carrizo - Romero Line

Change 0+00 to

7-13-50

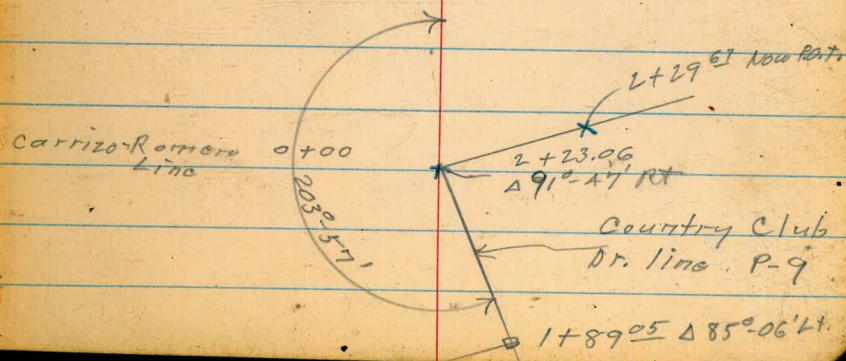
D = Fd Hub } FB 2095
 X = Fd cross } 23

11

= 1+88.87 Ahead
 1+91.34 back
 Now = Δ

Fd 1/2 $\frac{2095}{23}$

2+13.87
 $\frac{2095}{23}$



Carrizo Romero Line Change
Sketch. P11 7/13/50

12

1+00 2³ Lt. = back of cl.

T.P. 12.19 $\langle 470.60 \rangle$ 0.55 $\langle 458.41 \rangle$

0+75 3² Lt. = back of cl.

0+46³ 4³ Lt. = back of cl.
cl. E.C.

0+25¹ top cl.

0+25 @

0+00
= 0+00
2+23⁰⁰ P. 9x10

$\langle 458.96 \rangle$ ✓

461.93 ✓ 8.67 3.1 0	462.20 ✓ 8.40 23 00	462.4 ✓ 8.4	462.4 ✓ 8.2 4
------------------------------	------------------------------	----------------	---------------------

$\langle 470.60 \rangle$ ✓

458.40 ✓ 0.76 0	458.51 ✓ 0.45 3 00	458.7 ✓ 0.3	460.5 ✓ + 1.5 5
-----------------------	-----------------------------	----------------	-----------------------

454.20 ✓ 4.76 5 0	454.73 ✓ 4.23 42 00	454.8 ✓ 4.2	455 ✓ 4.0 5
----------------------------	------------------------------	----------------	-------------------

451.91 ✓
7.05

451.36 ✓
7.60

449.05 ✓
9.91

X From P. 10

$\langle 458.96 \rangle$ ✓

Cont. in 2095 to sta 3+57.43

= 1+88² Ahead

1+91³ Back Δ 38°-35' ^{Rx} ~~Lx~~

476.15[✓]
1.81

1+83² Back edge of

474.72[✓]
3.24

1+81¹ leave pave. start Conc. curb + @

474.13[✓]
3.83

1+58

471.10[✓]
6.86

T.P. 10.40 \langle 477.96 \rangle 3.04 \langle 467.56 \rangle

\langle 477.96 \rangle [✓]

1+23⁴ leave gutter - start Pave.

465.59[✓]
5.01
E.P.

1+16¹ = cross back of curb

467.6 [✓]	467.55 [✓]	464.74 [✓]	464.9 [✓]
5.98	6.15	5.86	5.7
5	0.8		5
on pave	0		

\langle 470.60 \rangle [✓]

470.60[✓]

Carrizo Romero Line Change

±

1A

3+57⁴³ to

7-13-50

4+85.7⁹ sketch ²⁰⁹⁵ 23 16.7 to Cor. Lots in Juan Diego
 4+64.18 Ahead
 4+53.14 Back = P.O.T. Δ 30° 15' Lt 2106
 23.

506.13
 0.88

8⁵ Rt. = N.W. cor. Garage

4+45⁵ 4¹ Lt. = end Car.

505.8	505.8	505.6	500.0	500.7
1.8	1.8	2.0	4.6	6.9
4.1		3	7E	8E
			Face + Sid. + Gar	Floor ±
			Top wall	

4+26 3¹ Lt. = start frame Car.

500.4	502.8	503.4	503.4	500.4
7.2	4.8	4.4	4.2	7.2
3.3	3.1		6.	11E
				S.D.
				N.D.
				Also Car Floor

4+13 - 9⁵ Rt. = start loose rock wall
 4+09 - 2¹ Lt. = " " cobe brick wall.
 3+87

499.2	499.4	499.7	499.9	498.5
8.4	8.2	7.9	7.7	9.1
3.0	1		6	10
N.D.				S.D.

3+65

495.6	496.1	498.0	498.0	495.1
12.0	11.5	9.6	9.6	12.5
2E	1		5	9
N.D.				S.D.

both drives - are plant mix
 S.D. = Nly. edge E+W. drive on south

N.D. = Sly. edge E+W. Drive on north

3+57^{A3} Δ

494.3	494.3
13.3	13.3
N.D.	7
	S.D.

B.M. = old Δ
 3+65²¹
 2095
 31

13.25 (507.61) — 494.36

(507.61)

BIKE + Encelia Dr. Re-run 7/13/50

15

Sketch $\frac{2095}{28}$

5+17

681.91 ✓ 4.46 4.9 E.P.	681.87 ✓ 4.50	681.83 ✓ 4.54 5
---------------------------------	------------------	-----------------------

5+00

681.81 ✓ 4.56 6.2 E.P.	681.80 ✓ 4.55	681.81 ✓ 4.56 5
---------------------------------	------------------	-----------------------

4+75

E.P. = edge pave

681.49 ✓ 4.88 5.6 E.P.	681.49 ✓ 4.88	681.46 ✓ 4.91 5
---------------------------------	------------------	-----------------------

4+45⁶⁰ = start Conc. Pave

681.0 ✓ 5.4 2.2 c.gutter	680.97 ✓ 5.40 pave	680.99 ✓ 5.38 5 pave
-----------------------------------	--------------------------	-------------------------------

4+35

in cobble gutter

680.71 ✓
5.66

4+33^E - cross back of cobble ch

681.27 ✓
5.10

4+20^{A1} Now = $\Delta 23^{\circ} 20'$ Lt **change to $\Delta = 24^{\circ} 00'$ Lt**

Δ h = B.M.

5124

686.37 ✓

SEE Map 1555-D.

681.13

686.37 ✓

Encelia Dr.

6+50± Encelia Dr.
62' Att. = 1/2 end pave. on

4⁸ Rt. = Fire Hydt.
5+71²⁹ = 1/2 end of line

5+63⁷ Con. lots. 5 & SW of 8' Strip
4⁶ Lt. = R.E. 2058
" on changed supple to 24" hot air

5+59⁶⁰ = End Pave

5+32 = cross Elec. or gas line
8" P.I. water



678.5 ✓
7.9
62±

683.95 ✓
2.42
Hub

more this line to 2' of this loc.

683.53 ✓
2.84
54
End conc.
Pave

682.8 ✓
3.55

682.25 ✓
4.12
5

682.49 ✓
3.88
11.5
E.P.

682.25 ✓
4.12
5

682.00 ✓
4.35

681.89 ✓
4.48
5

686.37 ✓

BIK B
From Country Club Dr.

7/19/50

From 2095 ±
76

17

9+13 - 7^e Lt. = Near cor. of House

✓
477.2
7.6

8+94

✓
479.7
5.1
10

✓
478.0
6.5

✓
473.2
11.6
10

8+53 20' Lt. = end soil pipe (4")

✓
478.50
6.4
20
Top of pipe

8+47 start fill

480.5
4.3
12
Top of fill

✓
472.8
12.0

✓
471.8
13.0
10

8+00

✓
473.9
10.9

7+89⁶⁵ Now Δ 28° 10' Pt.

✓
476.8
8.0
10

✓
474.50
10.27
Hub

✓
474.0
12.8
10

BM = old Δ 8+08
2095

8.57 { 484.77 } - { 476.20 }

78

{ 484.77 } ✓

Conti Page 28

10+06.60
10+09.95
10+19.99

10+04.45 1/2 end of line

EL = 481.85 $\frac{1095}{79}$

481.85 ✓
2.92
Hub

10+02 top slope

481.1 ✓
2.7
76
Back edge
cl.

481.9 ✓
2.9

477.3 ✓
7.5
10

9+77 start toe slope

483.2 ✓
1.6
10

477.8 ✓
7.0

475.1 ✓
9.7
10

9+25 end fill

478.2 ✓
6.6
10

475.3 ✓
9.5

473.0 ✓
11.8
10

9+19

477.1 ✓
7.7
10

477.1 ✓
7.7

471.8 ✓
13.0
10

{ 484.77 } ✓

Rerun profile - A line
 from $\frac{2095}{9}$ 7/14/50

Balance of profile unchanged.

11+59

11+58

T.P.

5.70 $\left\langle \begin{array}{l} 402.21 \\ \checkmark \end{array} \right\rangle$ 0.00 $\left\langle \begin{array}{l} 396.51 \\ \checkmark \end{array} \right\rangle$

11+00

10+58

T.P.

13.30 397.11 0.00 383.81

10+39⁶⁵ Δ 11°-02' Rt.

10+32

B.M. = 10+26 $\frac{2095}{9}$

I.E. pipe

13.01 $\left\langle \begin{array}{l} 383.81 \\ \checkmark \end{array} \right\rangle$ $\left\langle \begin{array}{l} 370.80 \\ \checkmark \end{array} \right\rangle$

402.21 ✓
0.0

397.8 ✓
4.4

$\left\langle \begin{array}{l} 402.21 \\ \checkmark \end{array} \right\rangle$

396.5 ✓
0.6

394.8 ✓
2.3

$\left\langle \begin{array}{l} 397.11 \\ \checkmark \end{array} \right\rangle$

381.4 ✓
2.4

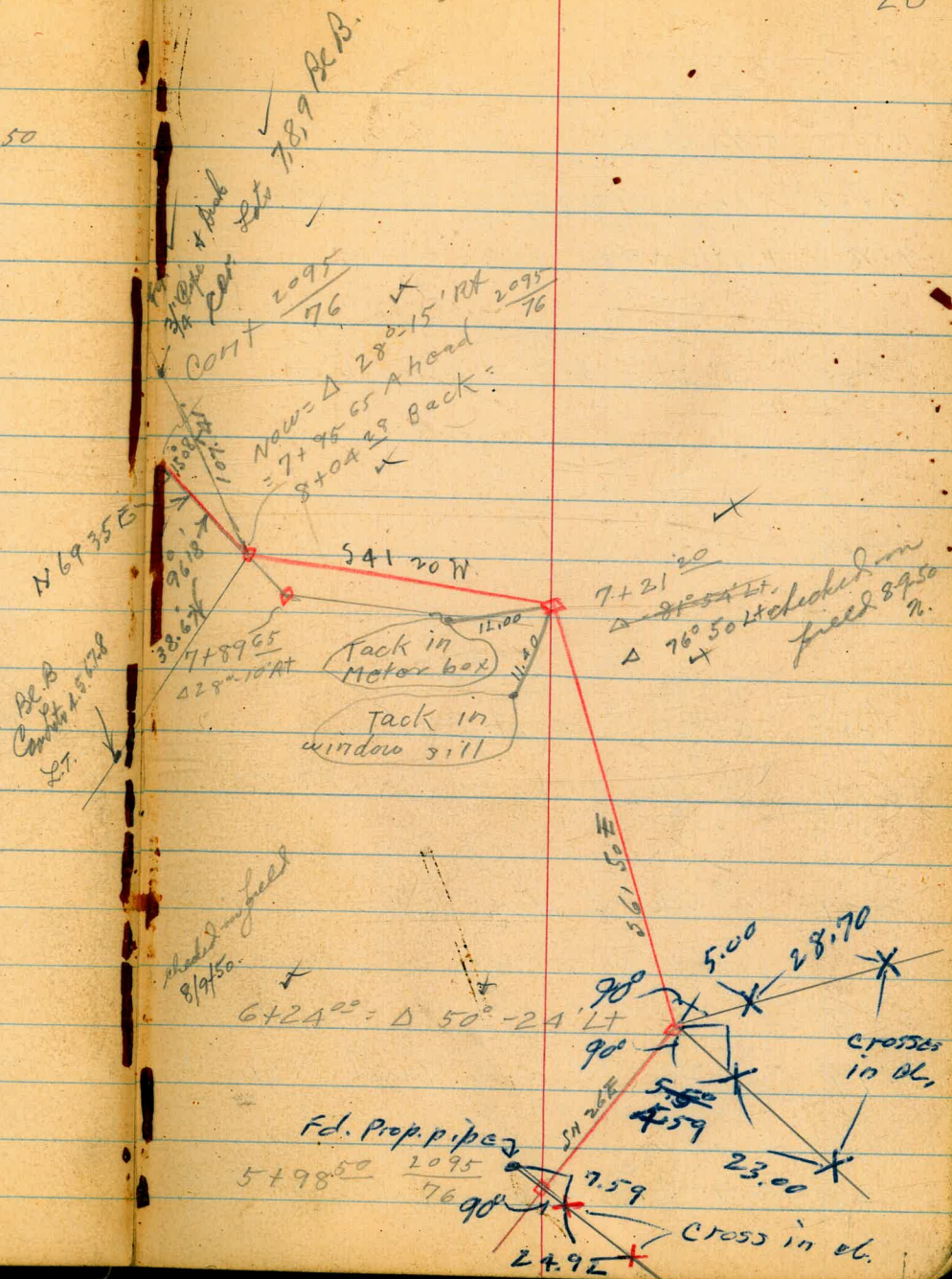
378.5 ✓
5.3

$\left\langle \begin{array}{l} 383.81 \\ \checkmark \end{array} \right\rangle$

10+55
 $\frac{2.23}{1.6} = 1.39$

Change Country Club Drive
South of A. line

8-2-50



T.P. 5.94 $\langle 476.01 \rangle$ 2.42 $\langle 470.07 \rangle$

7+21²⁰ Δ $81^\circ 54' Lt.$ This angle remeasured Page 20
 Δ $76^\circ 50' Lt.$

7+16 - 4³ Lt. = Near cor. House

6+85 4¹ Lt. = topped with brick
 \pm 8" conc. wall

6+60

6+24²⁰ = Δ $50^\circ 24' Lt.$

6+19 10' Lt. = end conc. block Gar.

6+09 10⁵ Lt. = \pm double Gar.

5+99 3² Lt. = \pm 8' conc. block wall

3.95 $\langle 472.49 \rangle$ $\langle 468.54 \rangle$ $\sqrt{8.15}$

468 1¹
4.4

469. $\sqrt{3.3}$
4¹
top. conc. wall

469. 6¹
2.9

465 4³ 464.7 9¹
7.26 7.70
Hub 2.6
top of
90° to back Tang

466. $\sqrt{6.25}$
10⁵
Floor

465 9¹
6.6
3.2
Base $\langle 472.49 \rangle$

BM #1 - 2095 Pipe Cor. lot 6. (3' Rt of 5+98⁵)
22

Check Hvb 2095
8+08 P. 78 (476.10) +0.2 476.2

= 7+95.65 Ahead ✓

8+04.8 Back = Δ 28°-15' Mt.

7+90

7+67 - 6³ Lt. = end house

7+48 Cross soil pipe + Tank

(Same cor. as shown at 7+16)

7+24² - 6³ Lt. = Cor. of house

473.90
2.10
Hub

472.11 ✓
3.9

470.11 ✓
5.9

464.0 ✓
12.0
Tank

465.1 ✓
10.3
End Top 4" sewer pipe

All on & Prop. sewer

476.01 ✓

Carizzo Romero

8/2/50

From P-247FB2095
P-26

B.I.K.E.

Lot 16

Lot 15

13+91 23

top Edge of Fill

APPROX. $116^{\circ}03'$

Nail

13+101.30 - P.26

13+1095

13+05.52

See P. 46
1/8/51

E.C. 12+21.31

E.C. of Romero Dr.

4 parts
ch. = 32' each

$\Delta 63^{\circ}11'30''$
 $R = 112.92$

P.C.C. Romero Dr.
2095
24

also = B.C. RT.
= $\Delta 22^{\circ}04'$ off tang.
Sta 10+92.53

$22^{\circ}04'$

P.I. of Romero Dr.

90°

128.68

90°

$24'$

90°

Rottiero Dr.
10+92⁶³ to 13+91

$$12 + 21.31 = E.C.$$

$$11 + 89 \frac{14}{10} \quad \#3$$

$$T.P. \quad 7.48 \left\langle 604.52 \right\rangle \quad 1.28 \left\langle 597.04 \right\rangle$$

$$11 + 80$$

$$11 + 56.97 \quad \#2$$

$$11 + 24 \frac{80}{10} \quad \#7.$$

$$10 + 92 \frac{63}{10} = B.C.$$

$$11.60 \left\langle 598.32 \right\rangle \quad \text{---} \quad \left\langle 586.72 \right\rangle$$

24

$$\begin{array}{r} 611.5 \\ + 13.0 \\ \hline 624.5 \end{array} \quad \begin{array}{r} 600.1 \\ + 3.8 \\ \hline 603.9 \end{array} \quad \begin{array}{r} 598.2 \\ + 6.3 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 596.8 \\ + 7.7 \\ \hline 604.5 \end{array}$$

$$\begin{array}{r} 605.5 \\ + 1.0 \\ \hline 606.5 \end{array} \quad \begin{array}{r} 599.4 \\ + 5.1 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 595.4 \\ + 9.1 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 595.2 \\ + 9.3 \\ \hline 604.5 \end{array}$$

$$\left\langle 604.52 \right\rangle$$

$$\begin{array}{r} 593.6 \\ + 4.7 \\ \hline 604.5 \end{array}$$

$$\begin{array}{r} 596.7 \\ + 1.6 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 597.1 \\ + 6.2 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 597.2 \\ + 6.1 \\ \hline 604.5 \end{array}$$

$$\begin{array}{r} 595.0 \\ + 3.3 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 589.0 \\ + 7.3 \\ \hline 604.5 \end{array} \quad \begin{array}{r} 588.8 \\ + 9.5 \\ \hline 604.5 \end{array}$$

$$\begin{array}{r} 597.1 \\ + 5.60 \\ \hline 604.5 \end{array} \quad \left\langle 598.32 \right\rangle$$

B.M.#2 $\frac{2095}{37}$

14+00

595.5 ✓
9.0

13+91

598.1 ✓
5.8
10
599.9 ✓
4.6
Rim

13+50

599.0 ✓
3.5
14
Too slope
599.4 ✓
5.1
599.9 ✓
4.6
10
601.3 ✓
3.2
25
Rim13+10.95 = 0+09⁸⁰ to left. (p.23)599.9 ✓
4.6

13+00

601.5 ✓
3.0
12
To C
bank
600.0 ✓
4.3
600.0 ✓
4.5
10

12+50

602.0
2.5
10
Too
bank
598.9 ✓
5.6
599.1 ✓
5.4
10
604.52 ✓

Brodiaea & Encelia Dr.
See sketch ²⁰⁹⁵
28 8/2/50

Sommermayor
Newcomb X
Begg
Allen
Bunch

16+40 = P.O.C. = Prop. M.H.

+25

16+00

+75

Pave. = 7' RT.

15+50

cb. = 4' RT. = top Cobble cb.

16.19 $\left\langle \begin{array}{c} \downarrow \\ 654.39 \\ \leftarrow \end{array} \right\rangle \left\langle \begin{array}{c} \downarrow \\ 638.20 \\ \leftarrow \end{array} \right\rangle$

2

26

649.1[✓] 649.1[✓] 648.8[✓]
5.3 5.3 6.0
cb pave

647.5[✓] 647.9[✓] 647.5[✓]
6.9 6.5 6.9
cb pave

645.8[✓] 646.5[✓] 646.1[✓]
8.6 7.9 8.3
cb pave

644.1[✓] 644.1[✓] 643.7[✓]
10.3 10.3 10.7
cb pave

641.1[✓] 641.1[✓] 640.6[✓]
13.2 13.2 13.8
cb pave

$\left\langle \begin{array}{c} \downarrow \\ 654.39 \\ \leftarrow \end{array} \right\rangle$

B.M. = L+T 17' RT. 15+31 ⁴⁸

$\frac{2095}{55} = B.M. 74$

L+T 17' at 17+08.5
2095 PFC

0.82 < 653.57 >

653.57

= 17+08.85 Ahead
17+05.91 = E.C. (Figure for 87' Rad.)

655.1 ✓	654.4 ✓	653.6 ✓
+0.7	0.0	0.8
	cl	pauc

652.6 ✓	651.8 ✓	651.1 ✓
1.8	2.6	3.3
	cl	pauc

16+75

< 654.39 >

B.K.B.

sketch p. 29

200'

140'

125'

These distances are
from Sta 10+40 + Along
E of Carrizo

469.7
14.7
25.2 +
E Carrizo

475
9.0
E Carrizo

470.9
13.5
E Carrizo

471.2
13.2
E Carrizo

From 10+40 Δ RT. to Δ end of pave
to E Carrizo +

476.10
8.27
E Carrizo

10+40 on pave.

479.35 479.08 478.75
5.02 5.29 5.62
5 5

10+26^s Edge Conc. gutter

479.50
4.87

10+23^s Back of. cb.

480.01
4.36

252 (484.37)

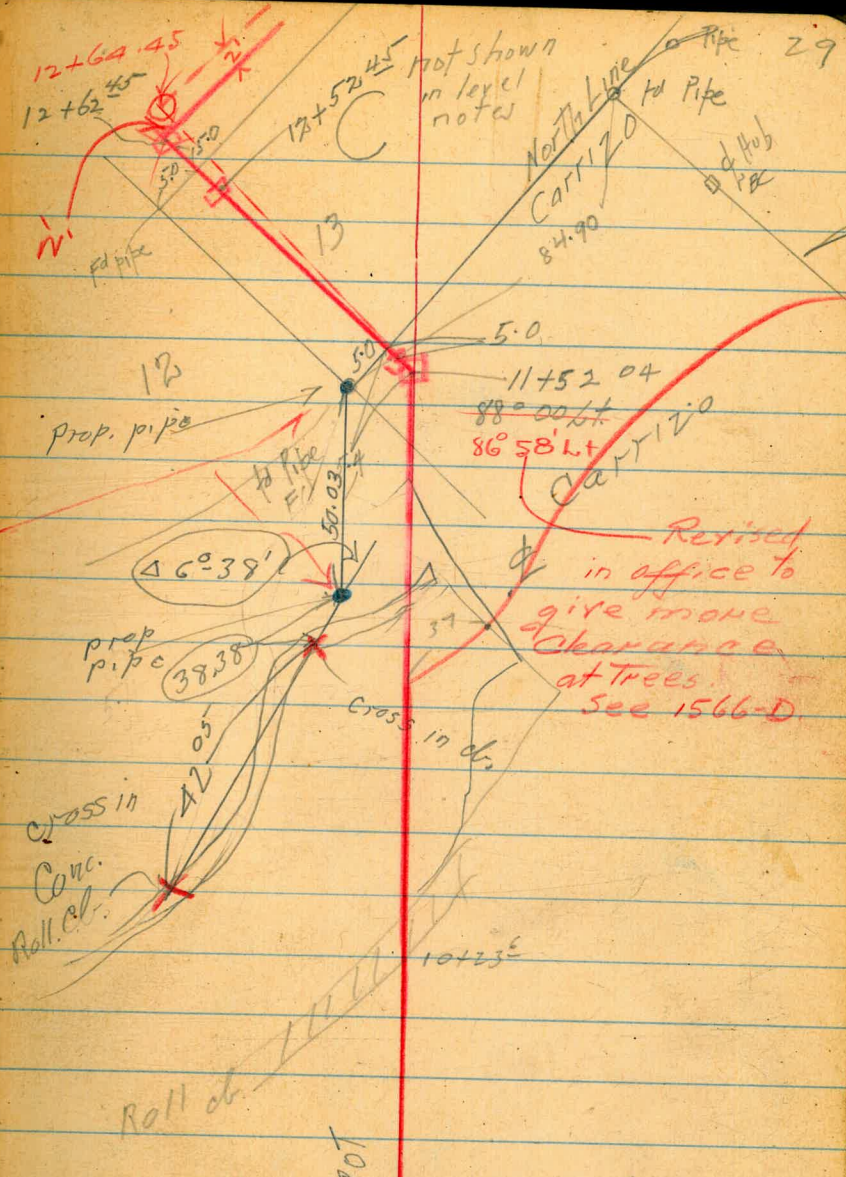
481.85

= P.O.T. 10+04 $\frac{45}{18}$
2106
18

From Page 18

BIK. B. & BIK C
 Extended
 from 10+04.45 to
 13+83.45

Raset
 6/30/52



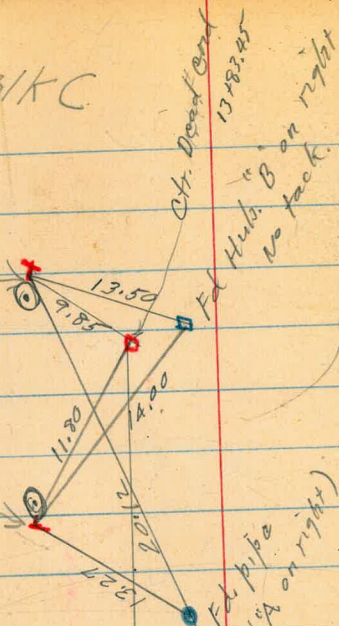
From
 2095
 76

90T
 10+04.45 = 1/2 P.O.T.

$$\frac{2106}{18}$$

B/KC

Nails in Eucalyptus trees

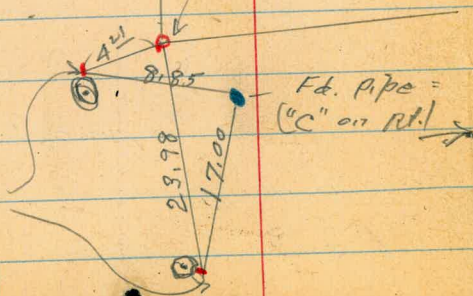


Reset
6/30/52

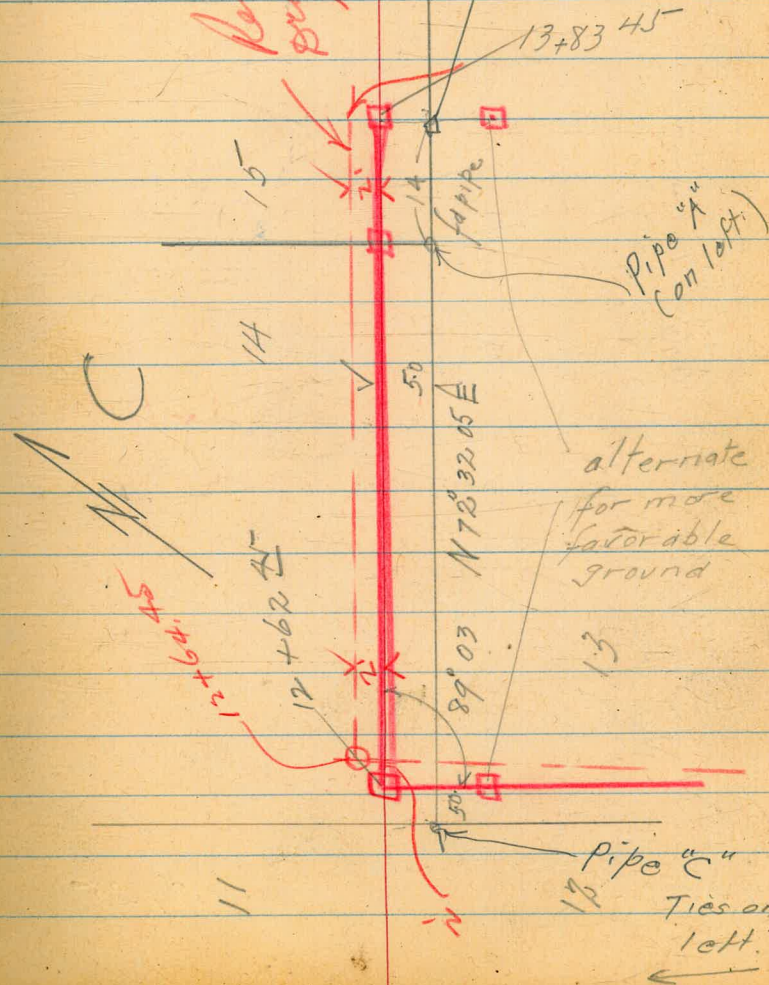
R.P.s for Prop. Cor. + M.H.

12+64.45
CTR. M.#435
Δ 91° 59' Rt.

Nails in Eucalyptus trees



Revised on Feb
Revised to give
Revised to give
and measure
to 1566.0



BLK B&C

T.P

13:10 <494.84> 1.84 <481.74>

12+00

11+65

~~N.A.S.A~~

11+52.04 Hub

11+00

10+75.5 end pav

10+63 Yes elect conduit?

10+50

10+27.6 edge conc g

12H.45 Curb roll type

10+04.45

1.73 <483.58>

<481.85>

479.6 ✓
4.0

472.9 ✓
10.7

471.73 ✓
11.85

474.5 ✓
9.1

476.29 ✓
7.29
9.7
curb

476.17 ✓
7.41

478.15 ✓
5.43

479.54 ✓
4.04

480.01 ✓
3.57

<483.58>

Pot see p 18

13+24 2.7R 12" evc

13+10

13+00

12+99 10R 12" evc

12+96 4.6R 12" evc

12+78 2.6R 13" evc

12+63⁴⁵ ▽

2.0
1.8 25
top of slope

TP 13.50 $\langle 507.86 \rangle$ 0.48 $\langle 494.36 \rangle$
12+50

12+46 12" evc 1/2 RT
 $\langle 494.84 \rangle$

500.0

7.6

9

501.9

0.0

20 13

top of slope

494.3

13.6

490.6

17.3

10

495.2

13.7

490.4

17.5

13

496.5

11.4

500.74

7.07

tree 16"
5 1/4"

$\langle 507.86 \rangle$

493.4
4

$\langle 494.84 \rangle$

13
~~X~~ + 83 45'

on Pipe 13+70±

13 + 50

13 + 47 45' 12" evc

13 + 25

{ 507.86 }
~~494.84~~

for record only
1.00 493.84

519.9 514.9 512.0 509.1
+ 12.0 + 7.0 + 4.1 + 1.2
20 10 10
toe of slope

508.9 502.1 499.6
+ 1.0 5.8 8.3
10 10

503.9 497.7 493.7
4.0 10.2 14.2
10 { 507.86 }
~~494.84~~ 10

Country Club Hqts.
Bik "D" Sewer Prelim

Sommermeier
Beqqn
Allen
Bunch

Nov. 28, 1950

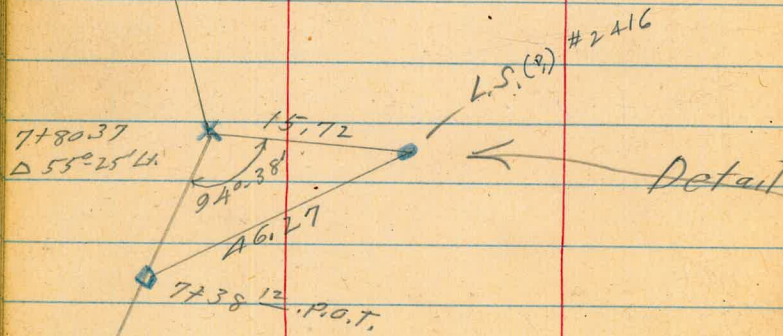
Detail of green line in $\frac{FB2095}{28}$

Line in black = line as shown in $\frac{2095}{28}$

□ = Fd. 1/2 Hub - $\frac{2095}{28}$

◻ = set. 1/2 Hub.

x = Cut cross in Pav.



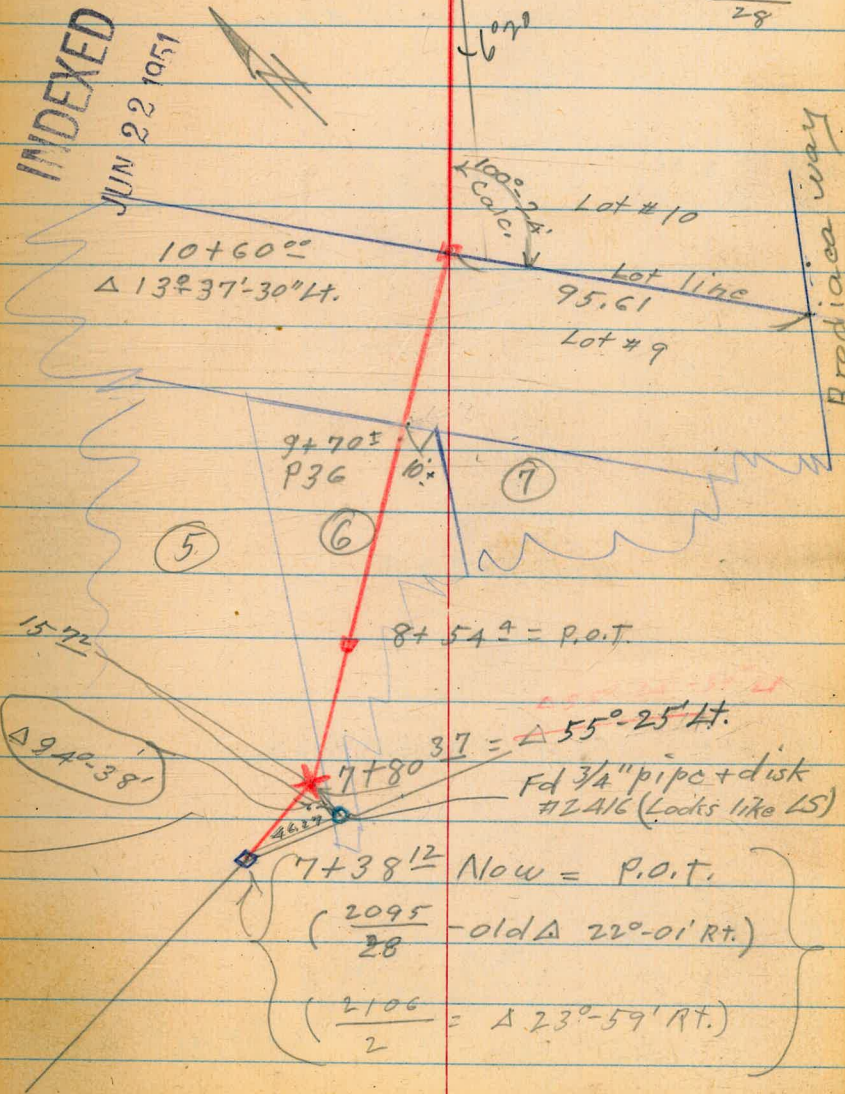
Detail

Station
107.02

= 13+44.66 Ahead.
12+37.64 Back
Δ 95° 00' Rt.

14+21.40
Δ 101° 20' Lt.
 $\frac{2095}{28}$

INDEXED
JUN 22 1951



BIK D

35

7+867 Leave page.

✓
519.63
9.40

7+80137 = Δ 55° 25'

✓
519.48
9.55 10.8 ex to table

7+656

✓
518.81
10.22

7+50 - gutter

✓
517.03
12.00

7+442 start Conc. Page

✓
516.57
12.46

7+38¹² old Δ now = P.O.T.

✓
515.72
13.31

13.31 $\left\{ \begin{array}{l} \downarrow \\ 529.03 \\ \downarrow \end{array} \right.$

515.72

7+38¹² $\frac{2095}{49}$

✓
 $\left\{ \begin{array}{l} \downarrow \\ 529.03 \\ \downarrow \end{array} \right.$

BIK D

36

9+08

9+00

T.P.

4.33 $\left\langle \begin{array}{c} \times \\ \hline 544.78 \\ \hline \end{array} \right\rangle$ 0.57 $\left\langle \begin{array}{c} \times \\ \hline 540.45 \\ \hline \end{array} \right\rangle$

8+80

8+54 $\frac{4}{4}$

$\frac{1}{2}$ hub. P.O.T.

8+50

T.P.

13.21 $\left\langle \begin{array}{c} \times \\ \hline 541.02 \\ \hline \end{array} \right\rangle$ 1.22 $\left\langle \begin{array}{c} \times \\ \hline 527.81 \\ \hline \end{array} \right\rangle$

8+00

8' Lt. = edge Pave.

4

540.8 ✓

4.0

540.6 ✓

4.2

$\left\langle \begin{array}{c} \times \\ \hline 544.78 \\ \hline \end{array} \right\rangle$ ✓

539.5 ✓

1.5

536.48 ✓

4.54

536.2 ✓

4.8

541.02 ✓

519.56 ✓

9.47

2.0

8' Pave + Ord.

$\left\langle \begin{array}{c} \times \\ \hline 529.03 \\ \hline \end{array} \right\rangle$ ✓

BIK D

T.P. 12.45 $\left\langle \begin{matrix} \downarrow \\ 580.78 \\ \uparrow \end{matrix} \right\rangle$ 0.71 $\left\langle \begin{matrix} \downarrow \\ 568.33 \\ \uparrow \end{matrix} \right\rangle$
10+35 T.F. = Toe of Fill

T.P. 11.98 $\left\langle \begin{matrix} \downarrow \\ 569.04 \\ \uparrow \end{matrix} \right\rangle$ 0.83 $\left\langle \begin{matrix} \downarrow \\ 557.06 \\ \uparrow \end{matrix} \right\rangle$

10+00

9+80

T.P. 13.15 $\left\langle \begin{matrix} \downarrow \\ 557.89 \\ \uparrow \end{matrix} \right\rangle$ 0.04 $\left\langle \begin{matrix} \downarrow \\ 544.74 \\ \uparrow \end{matrix} \right\rangle$
9+70± 10' N.I. = Lot. Cor. at 90 to E

9+65

9+40 = Bottom of cross wash

9+33

567.2
2.8
11.0
T.F.

$\left\langle \begin{matrix} \downarrow \\ 569.04 \\ \uparrow \end{matrix} \right\rangle$

556.1
1.8

551.0
0.9

$\left\langle \begin{matrix} \downarrow \\ 557.89 \\ \uparrow \end{matrix} \right\rangle$

544.6
0.2

532.0
12.8

536.2
8.6

$\left\langle \begin{matrix} \downarrow \\ 544.78 \\ \uparrow \end{matrix} \right\rangle$

BIK, D

T.P. 13.10 $\langle 605.78 \rangle$ 0.49 $\langle 592.68 \rangle$

11+65

11+50

11+20

11+00

T.P. 12.62 $\langle 593.17 \rangle$ 0.23 $\langle 580.55 \rangle$

= Δ 13° 37' - 30" Lt.

10+60 = $\frac{1}{2}$ Hub. = Cross lot line

✓
583.1

10.1
11
T.F

✓
591.4

1.8

✓
586.7

6.5
T.F

✓
577.9

15.3
9
T.F

✓
583.6

9.6
top lower
bench

✓
579.5

13.7
1
T.F

✓
579.9

13.3

✓
 $\langle 593.17 \rangle$

✓
572.08

8.70
T.F

✓
 $\langle 580.78 \rangle$

BIK-D

13+44⁶⁶ $\frac{2095}{80}$ (609.33) 3.55 609.31 ✓

= 13+44⁶⁶ Ahead

12+37⁶⁹ Back = Δ 95° 10x.

(13)

12+31

T.P.

7.43

(612.86) ✓

0.35

(605.43) ✓

12+28 017 natural ground

12+10

11+90

(609.31) ✓

3.55
2/2

607.2 ✓

5.7

(612.86) ✓

2.9
15 ✓

602.9 ✓

604.1 ✓

1.7

603.4 ✓

2.4

590.6 ✓

595.6 ✓

15.2
6
T.P.

10.2

(605.78) ✓

BRODIAEA WAY

at
Romero Drive

12/19/50

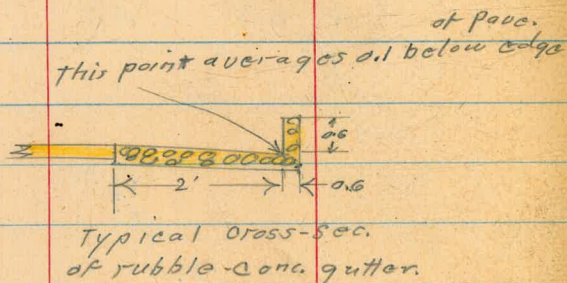
Sommermeier

Begg
Allen
Bunch

FB2095
23
Map 1975

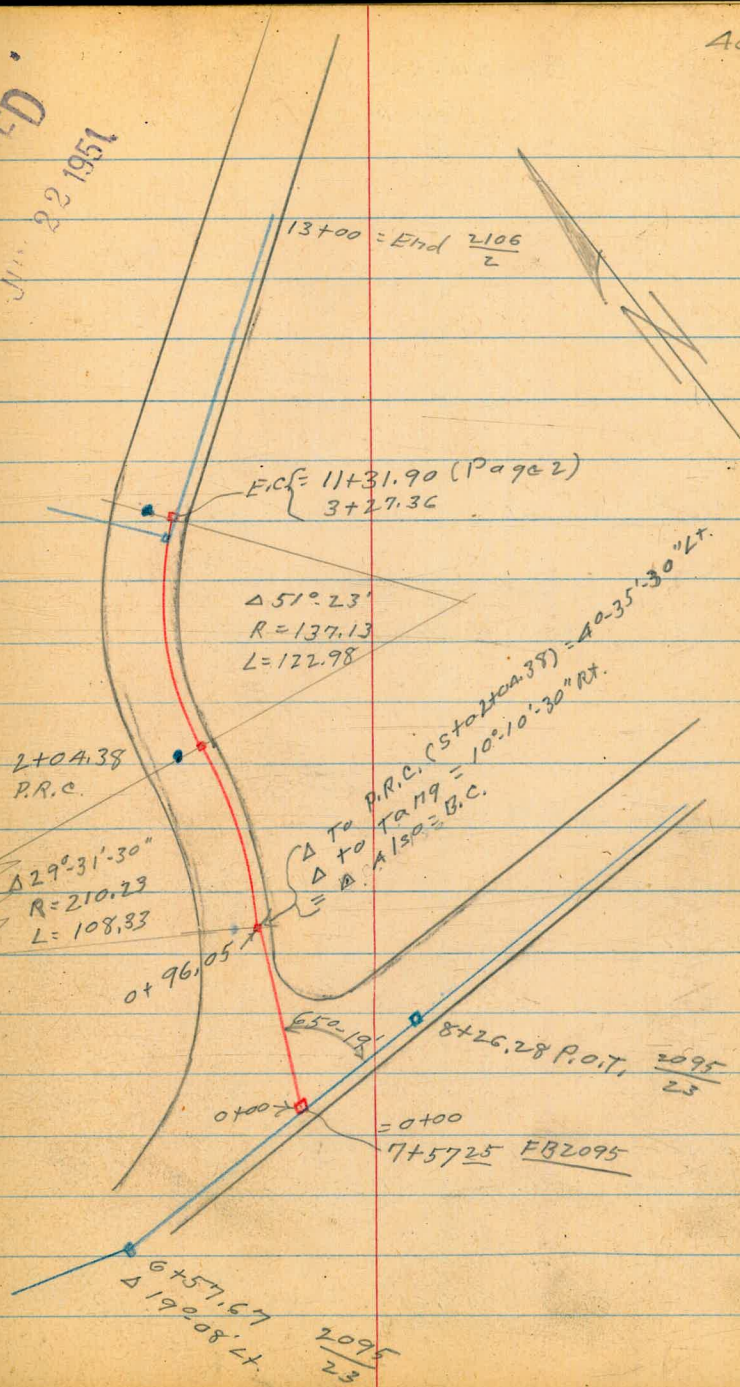
- = Fd. L+T. \pm street
- ◻ = Fd. $\frac{1}{2}$ Hub
- ◻ = set $\frac{1}{4}$ Hub

Rubble + Conc. gutter elevations not shown - use sketch below for relative Elev.



REVISION
 JUN. 22 1951

40



Bradiaea Way
Levels

0+37

541.13 ✓
6.94

0+10? 5' Lt. = 6" water gate valve.

0+07? = end gutter + start Cono. pave.

538.75 ✓ 539.16 ✓ 539.81 ✓
9.92 9.51 8.86
5 5 5

0+05⁵ gutter

539.0 ✓
9.7

0+05- Top ch.

539.4 ✓
9.3

= 0+00
7+57.25 F.B. 2095-P23

7/6 Lot Cons

539.50 ✓
9.17
548.67 ✓

0.35 $\left\langle \begin{array}{l} 548.67 \\ \hline \end{array} \right\rangle$ - $\left\langle \begin{array}{l} 548.32 \\ \hline \end{array} \right\rangle$

L+T. 17' Lt. 8+26.25 2095
36

Brodiaea way

0+74^A = back of cb., top of cb

544.8[✓]
3.9

0+73^E = Top face cb

544.8[✓]
3.9

0+73^E = G.

544.2[✓]
4.5

0+70 = End Conc. pave start gutter

543.7 [✓]	543.69 [✓]	546.2 [✓]
<u>4.96</u>	4.98	<u>25</u>
5		5 Quel

0+57

543.18 [✓]	543.33 [✓]	543.36 [✓]
<u>5.19</u>	5.34	<u>5.31</u>
5		5

0+49

542.61 [✓]	542.92 [✓]	543.17 [✓]
<u>6.06</u>	5.75	<u>5.50</u>
5		5

← 548.67[✓] →

Brodiaea Way

1+50

1+25

Ti.P. (0+96⁰⁵) 12.15 $\left\langle \begin{array}{l} 560.02 \\ \hline \end{array} \right\rangle$ 0.80 $\left\langle \begin{array}{l} 547.87 \\ \hline \end{array} \right\rangle$

See page 40
0+96⁰⁵ = Angle pt. also B.C.

0+94 - 18' Lt = ctr. Fire Hydt.

T.S. = Toe main dirt bank
E.P. = edge of Pavc.

0+80

548.67

554.0 ✓ 6.0 5 E.P.	554.0 ✓ 6.0 3	554.7 ✓ 5.3 2	555.0 ✓ 5.0	556.0 ✓ 4.0 3 T.S.	557.1 ✓ 2.9 5
-----------------------------	---------------------	---------------------	----------------	-----------------------------	---------------------

550.7 ✓ 8.30 5 E.P.	551.5 ✓ 8.5 3	551.5 ✓ 8.5	554.0 ✓ 6.0 5 T.S.
------------------------------	---------------------	----------------	-----------------------------

$\left\langle \begin{array}{l} 560.02 \\ \hline \end{array} \right\rangle$

546.84 1.83 5 E.P.	547.6 ✓ 1.1 3	547.87 ✓ 0.80 1/2 End.	549.87 ✓ +1.2 6
-----------------------------	---------------------	---------------------------------	-----------------------

544.55 ✓ 4.12 3.8 E.P.	545.7 ✓ 3.0	548.1 ✓ 0.6 5 T.S.
---------------------------------	----------------	-----------------------------

548.67

Brodiaea Way

4

2+50

✓ 569.5	✓ 570.5	✓ 571.0	
13.7	12.7	12.2	
5	3		
E.P.			572.6 ✓
		583.20 ✓	10.6
			10
			7.5

T.P. 13.24 <583.20> 0.59 <569.96>

2+25

✓ 565.16	✓ 565.9	✓ 566.2	✓ 568
5.39	4.7	4.3	2.4
3	3		8
E.P.			7.5

2+04³⁸ = P.R.C.

✓ 561.67	✓ 562.4	✓ 562.60	✓ 564.0
8.88	8.1	7.95	6.5
5	2	406	7.5
E.P.			

2+00

562.0
8.6

1544. 2+04.38
Set B.M. & Road L.T. 2.77 <561.78>

T.P. 11.14 <570.55> 0.61 <559.41>

<570.55>

1+75

✓ 557.29	✓ 558.2	✓ 558.5	✓ 559.4	✓ 563.0
2.73	1.8	1.5	0.6	+3.0
5	3		3	8
E.P.				7.5

<560.02>

<560.92>

15' Lt. 3+27.36
Set B.M. on Lt

9.94 <581.83>

check 1/2 Hub
11+31.80 P-C

9.29 <582.48> (582.5)

3+35- 3' Lt. end cb. inlet

582.93	582.97	583.9
8.84	9.00	7.9
5	3.1	3
E.P.	G	cb

3+27.36 = E.C.

581.75	581.67	582.8	583.21	584.5	584.7
10.02	10.10	9.0	8.56	7.7	7.1
5	3.1	3	Hub	3	6
E.P.	G	cb			T.S.

start 10' cb. inlet
2 x 3.5' grate

3+25 = 3' Lt beginning grate curb inlet

581.46	581.4	582.5
10.31	10.35	7.3
5	3.1	3.0
E.P. on grate	GUTTER on grate	3.0 TOP curb

<591.77>

T.P. 9.16

<591.77> 0.59 <582.61>

3+00

577.43	578.4	578.4	581.2
5.77	5.0	4.8	2.0
5	3		6
E.P.			T.S.

2+75

579.32	574.2	574.6	576.9
9.81	9.0	8.6	6.3
5	2		6
E.P.			T.S.

583.20

Romero Drive
 Also Lots 688 - BIKE
 LaJolla Country Club Hqts.

INDEXED
 JUN 22 1951

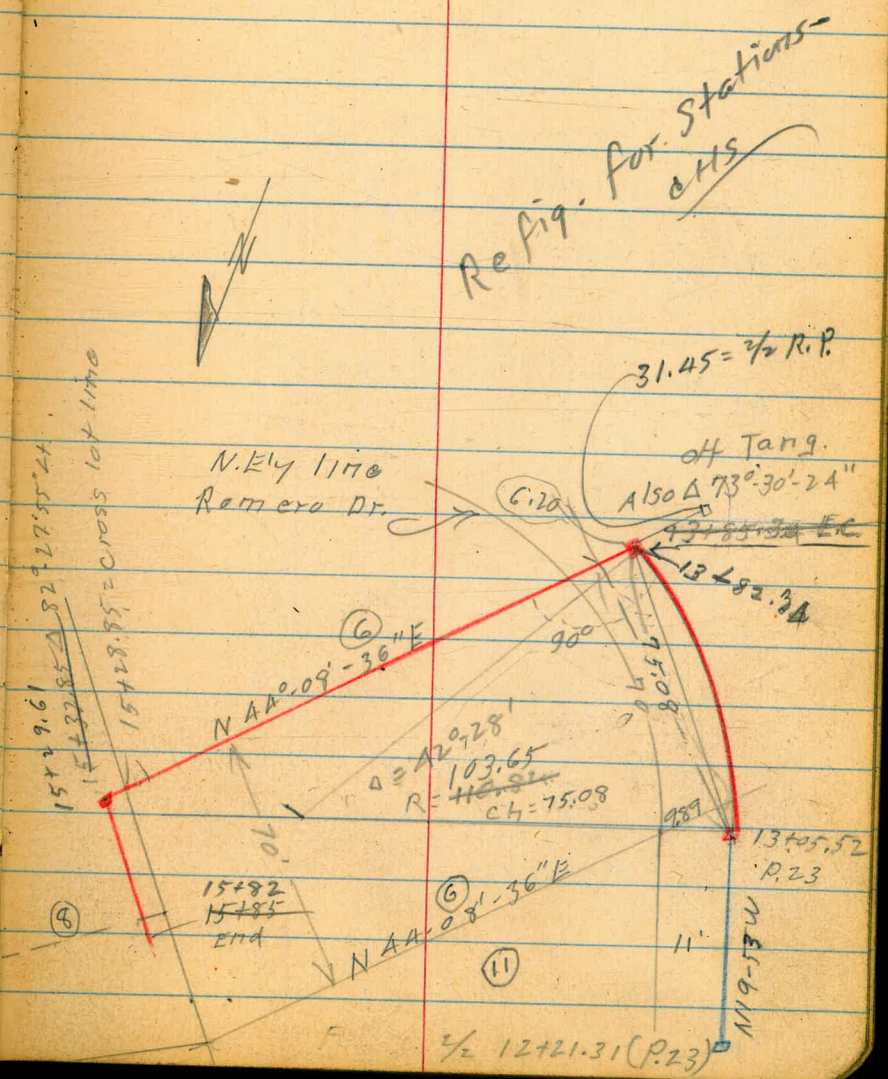
Sommermeier
 Begett
 Allen
 Bunch

1-8-51

Levels P-47-49

• = Set. 1/2 + disk

line Rad. = 110.82.
 Prop. B, C. so as to make sewer
 M, H. at 13+10.25 (P.23) moved back to



15+22.96
 15+22.85
 15+28.95 = cross loc line

T.P. 13.14 $\langle 617.42 \rangle$ 0.41 $\langle 604.28 \rangle$

13+97
14+00

602.7 ✓
2.0
601.2 ✓
3.5
10

13+87
13+90

597.8 ✓
6.9
599.0 ✓
7.7
10

Cut 3.0' off stations
from here to end.

13+82.34
13+85³⁴ = E.C. also A

597.57 ✓
7.15
Hub
599.3
5.4
30
Rim (Radial to
curve.)

13+45² Mid curve

599.5 ✓
5.2
7
T.S.
599.1 ✓
5.6
599.8 ✓
4.9
10

Rim = rim of main Canyon
T.S. = toe slope

13+05.52 (From P. 23) B.C. Lt.

600.6 ✓
4.1
7
T.S.
600.6 ✓
4.66
 $\langle 604.672 \rangle$
4.0
37
Rim

4.72 $\langle 604.72 \rangle$ - $\langle 600.00 \rangle$

1/2 13+01.30 F.B. 2095
38

15+29⁸⁵
15+32⁸⁵ Δ 82°-27'-55" Lt.

15+27
15+25 8' Lt. = Twin trunk Eucalyptus 4" trunks

T.P. 10.40 $\langle 637.67 \rangle$ 1.19 $\langle 627.27 \rangle$

12+97
15+00

14+89
14+92 10' Lt. = Cypress 6" trunk
14+82
14+85

T.P. 11.30 $\langle 628.46 \rangle$ 0.26 $\langle 617.16 \rangle$

14+47
14+50

14+31
14+34

14+04
14+07

$\langle 617.42 \rangle$

632.09 ✓ 631.5 ✓ 634.8 ✓
5.58 6.12 2.9
0.7 10 10
4.46 90° to 90° to
H. 6 Back tang. Fwd. tang.

$\langle 637.67 \rangle$

626.0 ✓ 625.3 ✓ 624.7 ✓
2.5 3.2 3.8
10 10

623.2 ✓ 621.9 ✓ 620.5 ✓
5.3 6.6 8.0
10 10

$\langle 628.46 \rangle$

617.7 ✓ 616.7 ✓ 613.8 ✓
40.3 0.7 3.6
10 10

616.7 ✓ 616.1 ✓ 615.0 ✓ 614.4 ✓ 611.1 ✓
0.7 1.3 2.4 3.0 6.3
10 9 10 15

614.6 ✓ 614.5 ✓ 609.7 ✓
2.8 2.9 7.7
10 $\langle 617.42 \rangle$ 10

5.14 641.66⁰² ✓check to 1494 $\frac{F.B. 2095}{40} \langle EL. 641.68 \rangle$ T.P. 10.10 $\langle 646.80 \rangle$ 0.97 $\langle 636.70 \rangle$ ✓

15485 end of line

15480 9' Lt. = Face 9" Eucalyptus

15478 2³ 4' = Face 22" diam Eucalyptus15462 2³ 4' Lt. = Face 6" diam Eucalyptus

15450

15444 2⁸ 4' = Face 16" diam Eucalyptus

635.3 ✓	637.7 ✓	640.4 ✓
$\frac{2.4}{10}$	0.0	$\frac{+2.7}{10}$

632.7 ✓	634.1 ✓	636.2 ✓
$\frac{5.0}{10}$	3.6	$\frac{15}{10}$

 $\langle 637.67 \rangle$ ✓

Federal Blvd. Right of Way And
Lots in Block 1 Orange Park

Set Spike in Pav.
From 2070-7

10'

17' x 43'

17' x 43'

34' 1/2" x 5'

25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

S 89° 28' 12" W

Fd Conc. Mem.

Pickwick St.

659.81

17' x 43'

Fd Conc. Mem.

Broadway
660.03

S 88° 58' 28" W

Fd 1/2" Pipe
w/ Stake
or Disc

SE 1/4 R/W Federal Blvd 2

S 89° 32' 33" E

101.04
11,006.12 W

Denotes
Hub + Disc Set

INDEXED

SEP 20 1951

Sept. 13. 51
H. Sisson
Clark
Berolucci
Fritz
#10 20006

50

R/W Sheet #
74962

1611

47.48

7504

75008

7504

12 11 10 9 8 7 6 5 4 3 2 1

Right of Way

108.50

25.00

25.00

1699

6500

1105.26 W

35' 1/2" x 5'

1800

100.79

108.50

689

7498

149.92

Cont'd From Page 51
N. & S. Alley

2+00

346 358 363 365 3725
35 10 92 92
Gutt Gutt

1+72 99 Rt Begin Comb. 2' Walk & Curb

347 362 366 368 3760 3768
35 10 92 92 112
Gutt cb Walk

1+48^{1/2} Break in Curb

370 3791
92 92
Gutt cb

1+44^{1/2} 99 Rt Begin Conc Curb (Goes into Apron wall)
(show in EFW Alley.)

349 362 365 370 3716
35 10 92 92
Gutt cb

1+00

357 357 358 360 370
40 10 10 35

0+50

336 344 348 350 357
35 10 10 35

0+00 No. Prop. Line (Par. Edge)

3451 3417 3419 3481 3532
92 92 102 102
cb Gutt cb

0-20 No. Curb Line

3215 3293 3430 3362 3415 3528 3470 3685 3744
50 50 12 12 12 12 50 50
cb Gutt cb Gutt cb Gutt cb

0-40 E Chalcedony (At Par.)

3240 3429 3705
50 50

BM

Used Direct Elevation Rod

3381 NEBP

Law & Ocean Blvd.

Cont'd From Page 52

E. & W. Alley Begins next page.

3+10.52 L Low (conc. Paved)

2+90.52 So. Curb Line

2+70.52 So. Line Low (Pav. Edge)

2+35

Lt

Rt

Rt

53

33.45
50

35.60

37.25
38

33.66
50
cb

33.09
50
Gutt

35.22
13
cb

34.65
13
Gutt

35.13

35.77
13
Gutt

36.33
13
cb

36.51
33
Gutt

37.11
33
cb

35.57
92
cb

35.36
92
Gutt

35.38

35.88
10
Gut

36.40
10
cb

36.50
122
Walk

34.3
35

35.4
10

35.9

36.1
10
Gut

36.84
10
cb

Cont'd From Page 53

E. & W. Alley
(oiled surface)

Lt

Q

Rt

54

0+99.5 81' Rt to Center T. Pole # A720
T.P. 40.20

0+77 82' Rt to deadman

0+61.5 98' Lt END PICKETT FENCE

0+50 98' Lt Begin Pickett Fence

40.0 39.5 39.2 38.7 38.3
20 10 10 30

0+44.2 89' END Conc Apron

39.13 38.79
16.2 8.2
Floor conc.

0+28 Break in Apron

38.64
8.2
conc

0+04 Break in Conc Apron

39.12 37.76
16.2 9
Floor conc

{ 82' Lt Begin Conc Apron
0+00 } East Line of N & S Alley

37.91 37.16 36.8 36.6
12.2 8.2
conc conc 10

Cont'd From Page 54

Lt

R

Rt

55

2+54³ 11⁹ Lt Begin conc Apron

4749 4816
17² 11²
Floor Conc

2+50

480 477 4790 4734 4734 4750
16 10 9 10 25
AC AC AC

2+49 8⁰ Rt to Center P. Pole # A760

2+43 11⁹ Lt End Apron

4872 4798
16² 11²
Floor Conc.

2+27 12⁹ Lt Begin Conc Apron

4870 4775
16² 12²
Floor Conc.

2+00

476 473 470 4680 4685 4693
30 10 8 10 22
AC AC AC

1+50

466 450 449 4437 4425 4481
30 10 7 10 20
AC AC AC

1+12 7⁰ Rt Begin 3" AC Pav. Backyard of Motel

4215 4216
7² 15
AC AC

1+00 10⁰ Lt to End N^o S. Conc. Blk Wall

428 4217 426 428 422 420 416 418
30 10 10 10 5 10 15
Top Fk GRD

Cont'd From Page 55

Check 33.79 = 33.81

Check 48.73 = 48.49

4710.19 West Curb Line

51.07	50.51	49.78	50.28	49.40	49.22	49.76	48.39	48.74
50	50	13	13		13	13	50	50
cb	Gutt.	Gutt.	cb		Gutt.	cb	Gutt.	cb

4700.19 West Prop. Line Mission Blvd (Pav. Edge)

50.30	50.06	49.57	49.69	49.91
10	10		10	10
cb	Gutt.		Gutt.	cb

3780

51.0	50.8	49.9	50.1	50.1	49.69	49.80
20	10	7		8	10	25
					AC	AC

3750

50.5	50.1	49.6	49.6	49.66	49.14
20	10	8		10	25
				AC	AC

3714 18' Lt & Single Garage

49.78	49.58
18'	16'
Floor	Apron

3700

49.9	48.9	48.4	48.6	48.00	47.95
18	10	8		92	10
				AC	AC

2789 18' Lt. & 18' wide Car Port

T.P. 48.35

49.74
18'
Conc

2771 11' Lt End Conc Apron

49.57	48.82
17'	11'
Floor	conc.

X-Sec. Maple St. W.O. #25020
Columbia to State

12-26-51
C.H.S.
Begg.
R. Sisson
W. Altman

- = Fd. Ltt.
- = set nail in Pav

Have no tie points - previous notes,
or map. of State + Maple area.
Produced line from west as
shown on sketch & intersected
wly. cl. on State St.

Reduced & Plotted
1/29/52
H. Mills

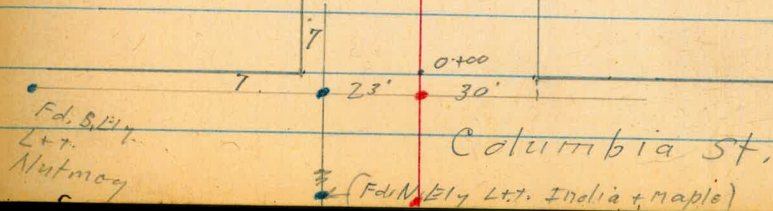
B.L.

57

Existing wly curb. - State St.

B.L. line = 2 Maple Produced
from west

INDEXED
Law
DEC 27 1951



Maple St.

T.P. 6.69 98.35 6.55 91.66

0+41 - 21⁸ ft = start Conc. drive.

91.62
6.59
218
91.52
6.69
35

0+24 26⁵ Lt. = Δ in Conc. walk

91.39
3.82
26⁵
on walk

0+20 19⁸ Rt. = 2⁵ wide Conc. walk.

91.23.
5.98
198
walk.
91.40
5.81
29

20' Lt }
20' Rt } - end existing cl.

0+00 = Ely. line Columbia = end A.C. Pavc.
20' Lt = start 3' wide E. + W. walk.

91.6
91.06
93.48
92.25
3.6
4.15
4.73
4.96
6.20
5.71
5.7
30
20
20
G.
cl.
30

0-10 = cl. line to north

92.21
96.61
94.21
93.52
93.26
92.86
1.00
1.60
4.00
4.65
4.95
5.35
75
75
30
30
20

0-12 = cl. line to south

92.80
92.01
91.65
92.36
85.96
86.65
5.41
6.20
6.56
5.85
12.25
11.56
20
30
30
75
75
G.
cl.
G.
cl.

8.41 98.21 0.71 89.80

98.21

12.64 90.51 — 77.87

S.E.B.P. Maple + India

0+89

0+8A 24' Lt. = Δ in line of patio + start
Conc. wall.

33' Lt. Also = start flag stone patio

0+76 33' Lt. = end conc. drive

0+60 Lt. = start Conc. drive to
double cor.

0+53 21' Lt. = end conc. drive

of street.
work. not important to grade
0+45 12' Lt. = start shrubs + Conc.

0+42 26' Lt. = end conc. walk

93.5	82.4	88.2	88.2	B.L.	81.0	89.9
4.9	11.0	10.2	10.2	10.5	10.4	8.5
366	366	36	30		14	30
Top of wall	Base of wall					

93.2	82.2	82.9
5.2	11.2	10.5
24.7	24.7	24
Top of wall	Base of wall	End
at patio		

93.5	92.6	93.4	88.7	88.35	88.7	94.1	94.0
4.70	4.8	5.0	9.7	10.0	7.7	8.3	8.4
332	30	22	10		14	17	30
drive							

94.00	94.17
4.35	4.18
356	456

91.52	91.57
6.83	6.78
216	316

94.0	93.2	92.4	91.63	91.57
4.4	5.2	8.0	6.72	6.78
30	12		215	30
			on drive	

94.41
3.94
262

98.35

c T.P. 1.15 8732 10.18 88.17
1+28 29 Lt. = ± 2' wide Conc. walk

c 1+22 28^c Lt. = end apron to double Car.

c 1+18

1+02 28^c Lt. = start Conc. Apron Car. to double

1+01

1+00 17³ Mt. = ± 9" wide wall N.+S. Conc.

c 0+94 36^c Lt. = ± Sing. Car. dirt floor

879
9.00
40
8720
9.15
30
8720
9.15
29
8761
8.74
32^c
Car.
8733
9.02
28^c
Apron

8745
8.9
30
8811
10.3
Rim of
Canyon
776
20.8
30
714
27.0
53
Rim of
Canyon

8761
8.74
32^c
Car. floor
8748
8.87
28^c
Apron

872
9.2
30
877
10.7
884
10.0
17
884
15.0
18
Base
of wall
878
13.6
30
8804
10.31
55
end of
wall

872
9.2
30
877
10.7
883
10.1
17³
8811
10.24
30
886
15.8
55
Rim of
Canyon

882
10.2
36^c

98.35

B.L.

3.10 ^{0.10} 88.02 (87.92)

S.E.B.P. Kalmia + State

T.P. 7.13 91.12 0.45 83.99

T.P. 11.70 84.44 0.75 72.74

T.P. 11.94 73.49 3.15 61.55

2+12¹ = wly gutter line state

2+12 = wly. el line state

2+00⁺ = wly line state

1+70

T.P. 0.72 64.70 12.88 63.98

T.P. 0.57 76.86 13.03 76.29

1+39

1+39

57200
7.70
60
G
5748
7.22
30
G
57290
6.80
58.25
59.24
6.45
30
G
5.46
60
60.

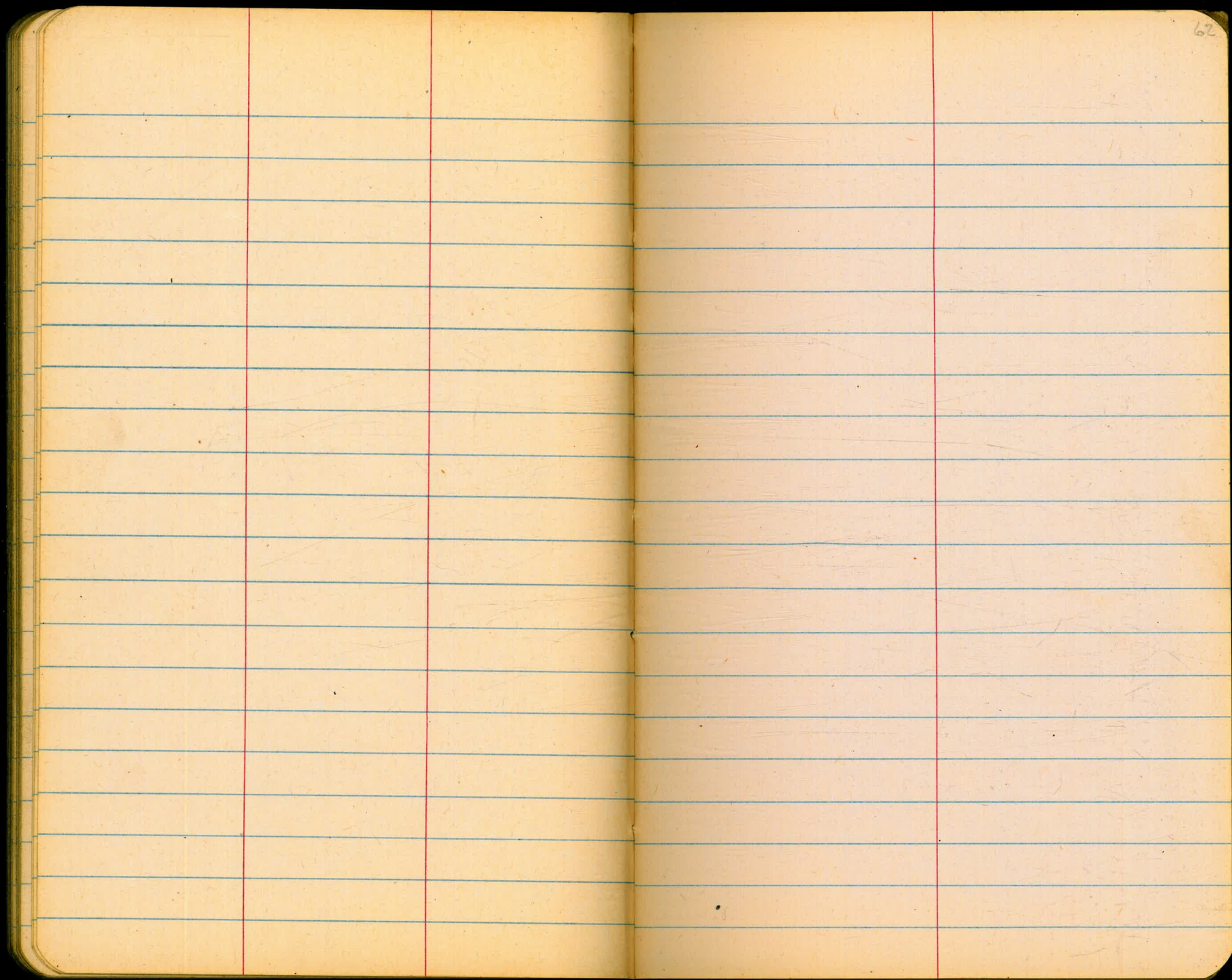
5762
7.08
60
60.
5805
6.65
30
6.
5843
6.27
5886
5.84
30
60.
5784
4.82
60
60.

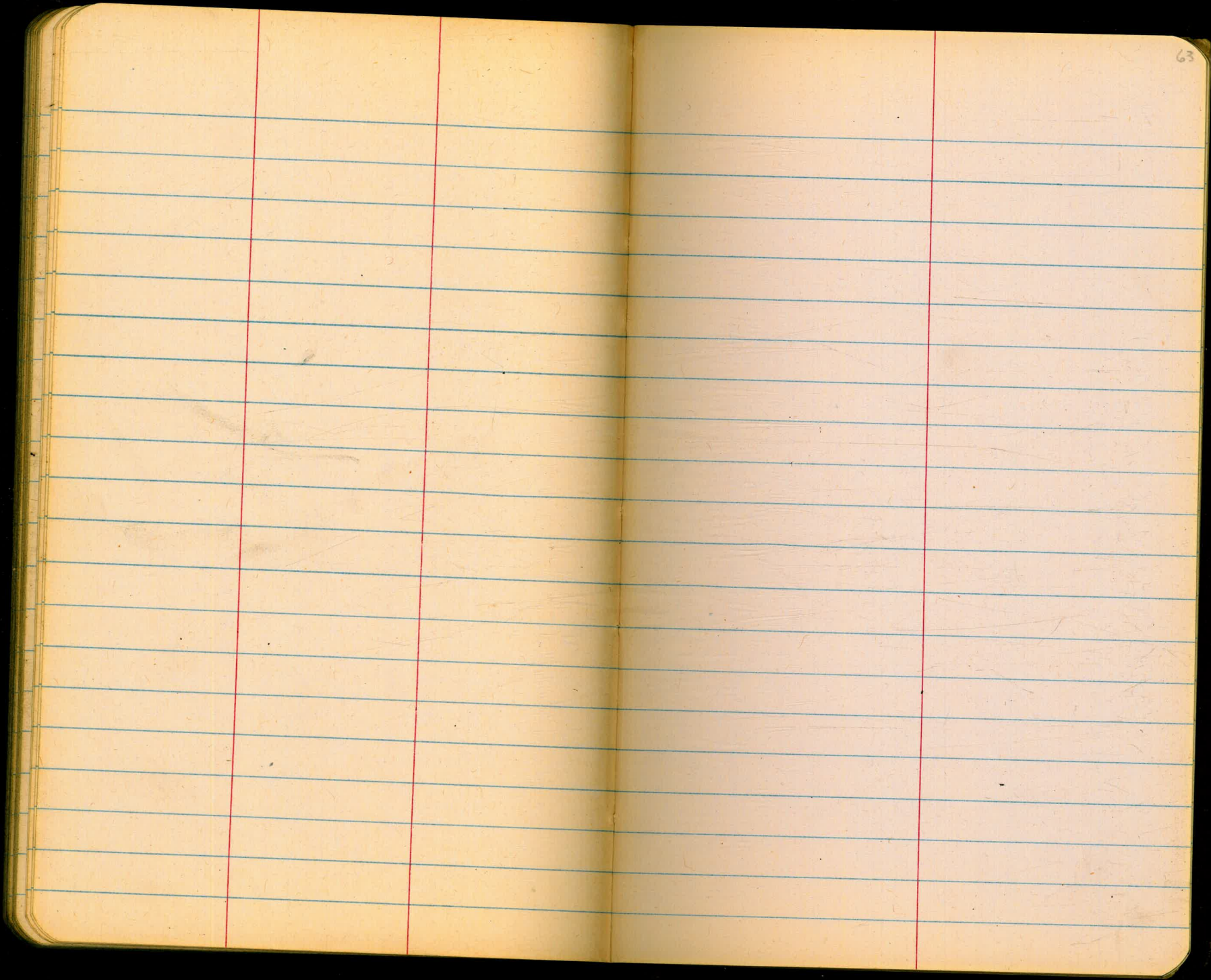
5812
6.15
30
584
6.3
6.2
30

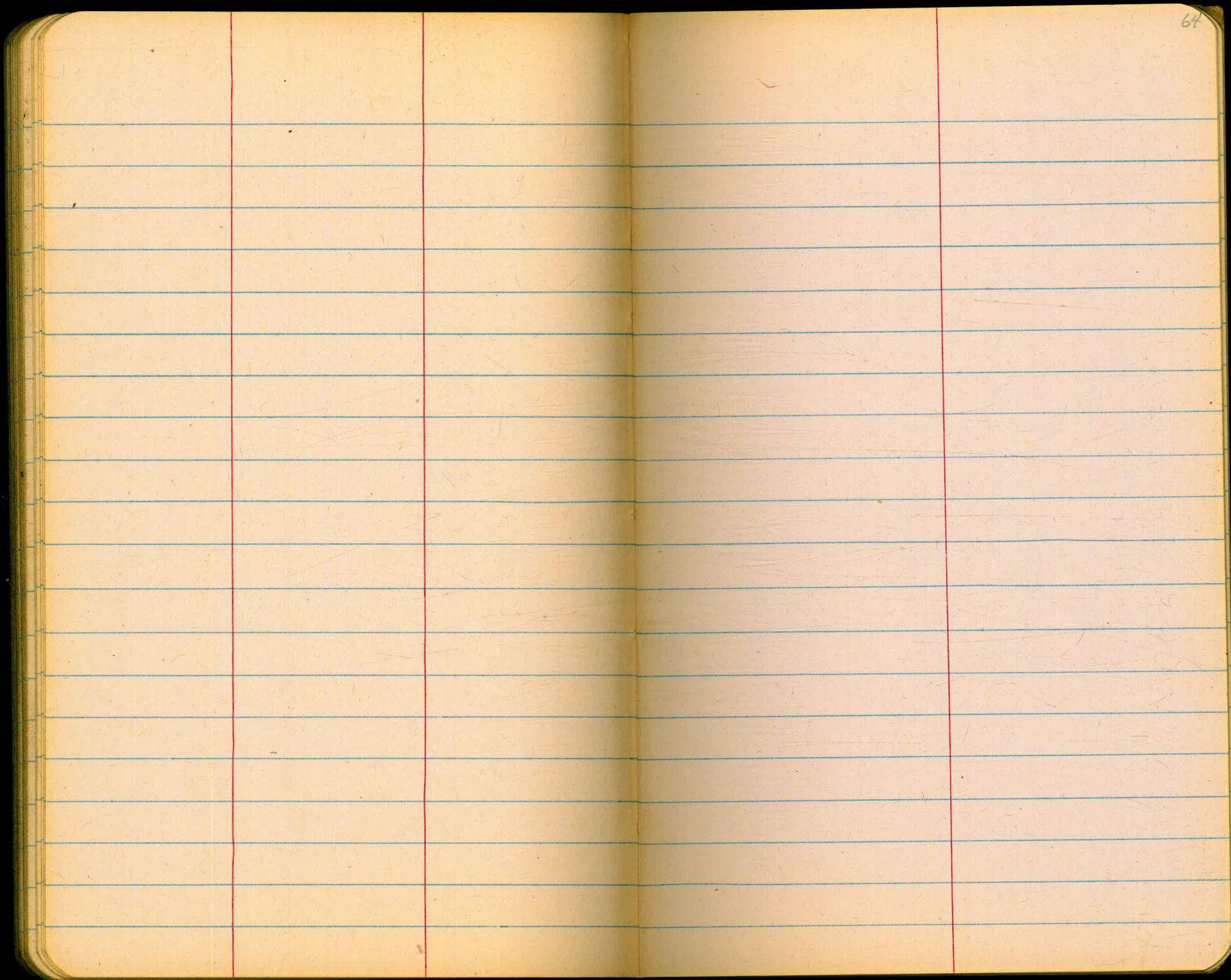
717
+7.0
30
579
4.8
578
4.9
30

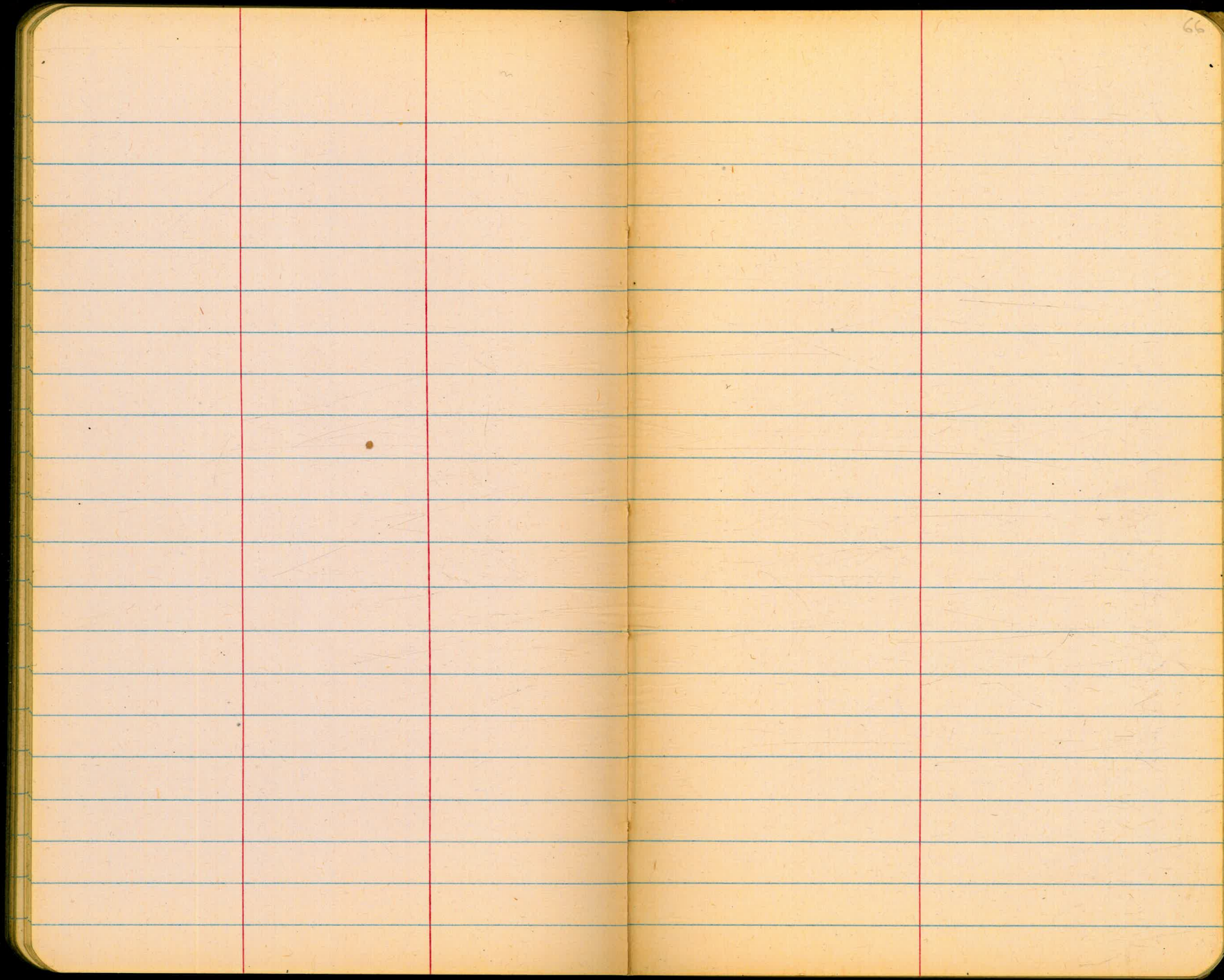
64.70

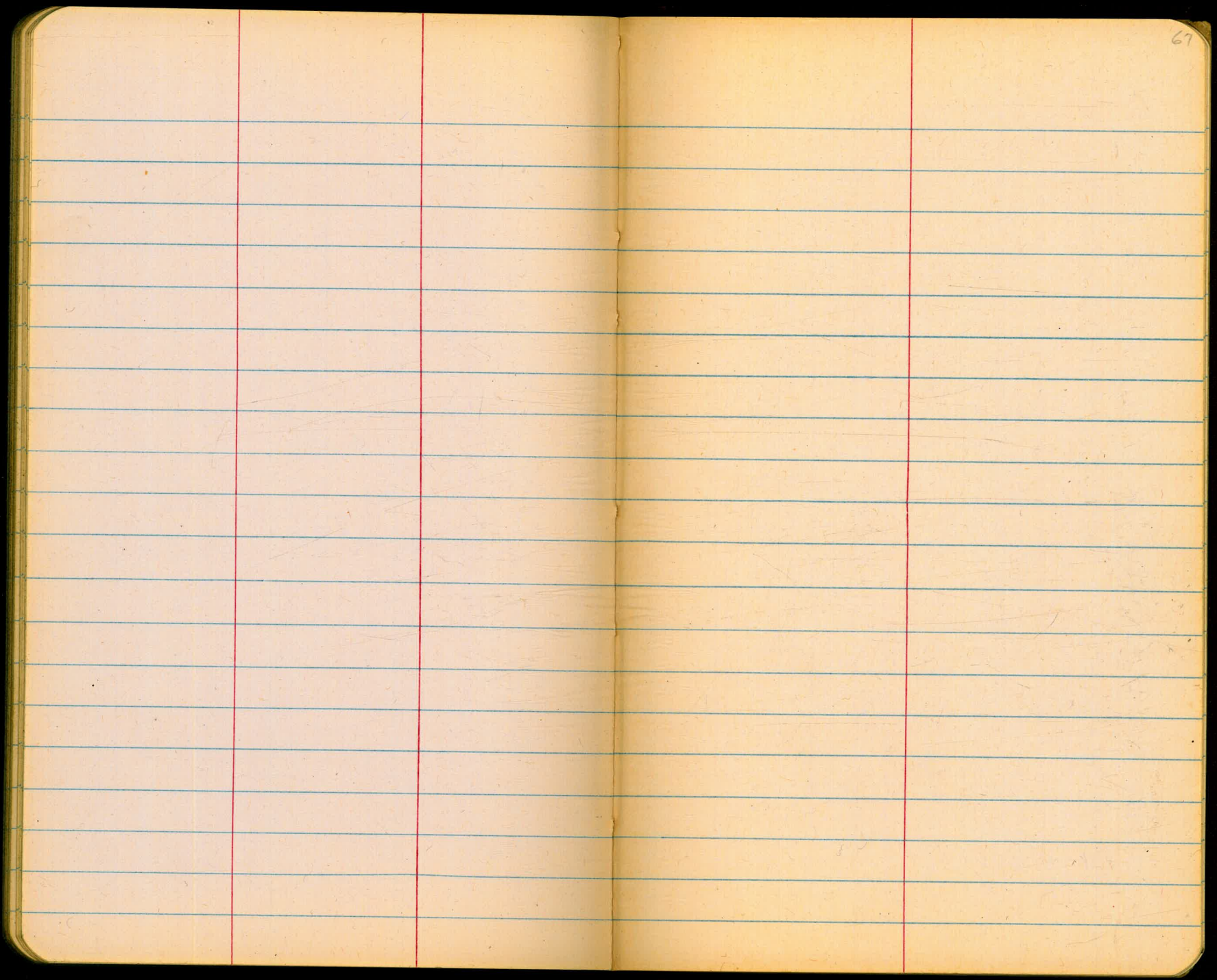
893
0.0
30
760
13.3
89.32
652
24.1
30
60.7
28.6
46
60.3
29.0
60

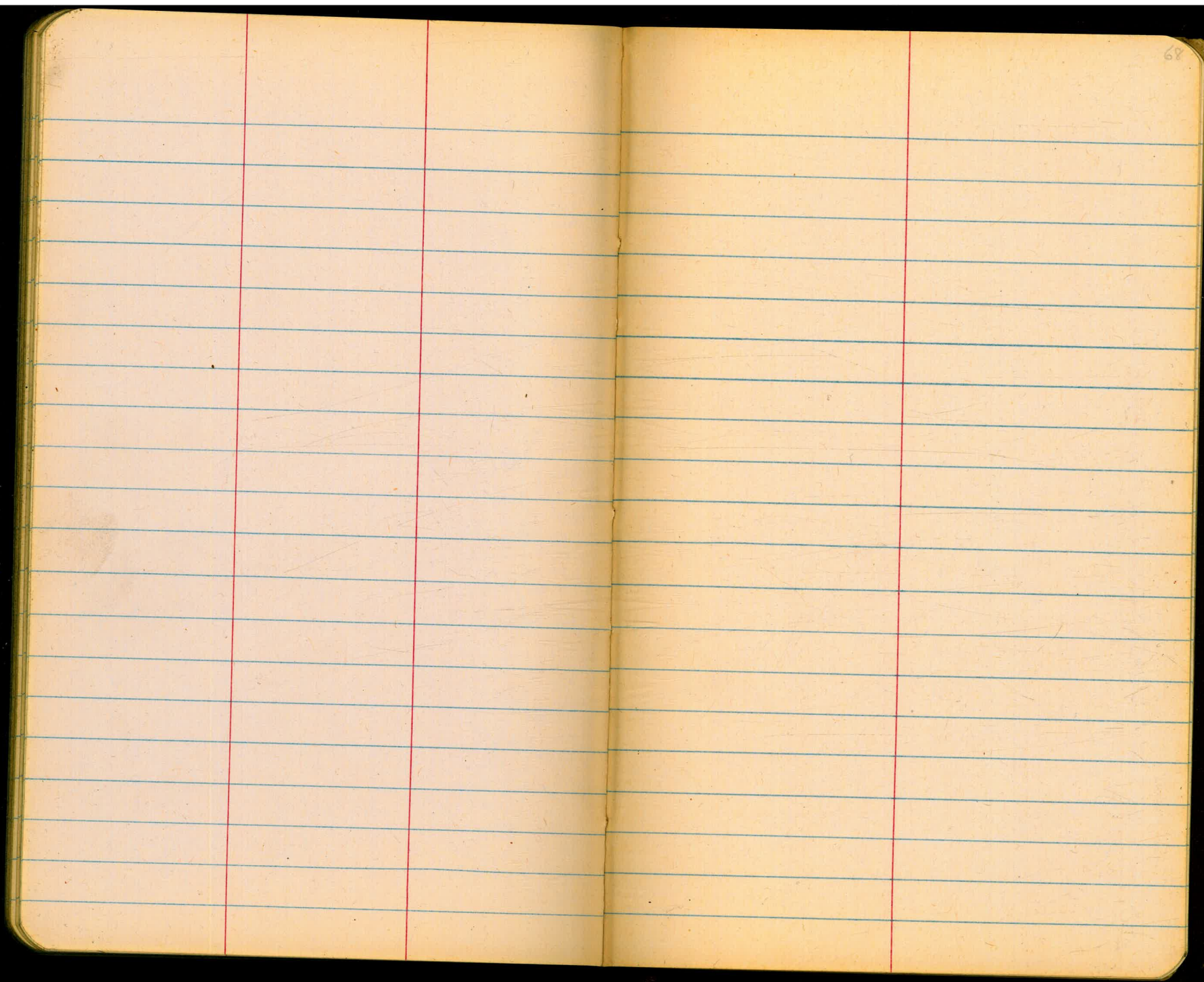


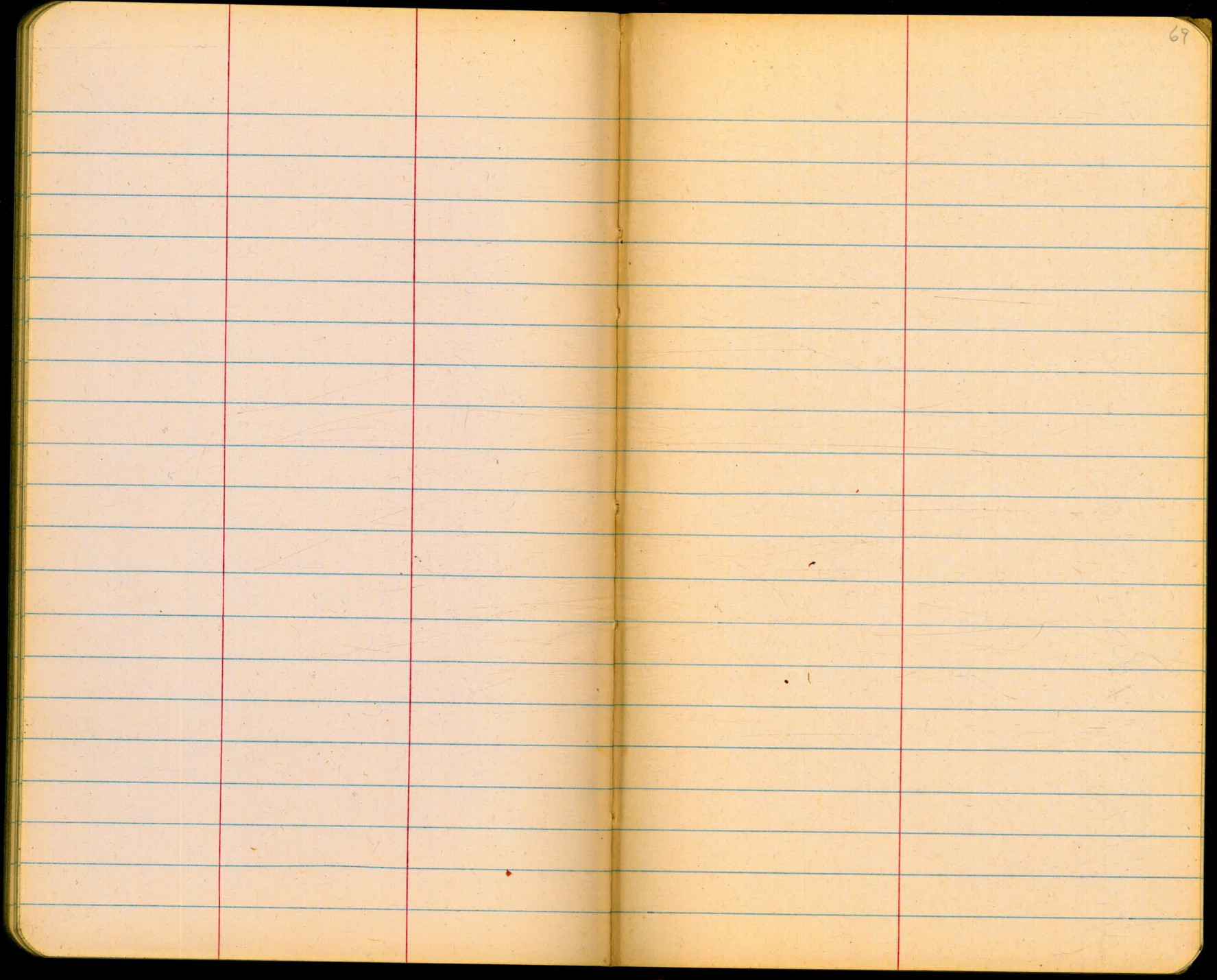


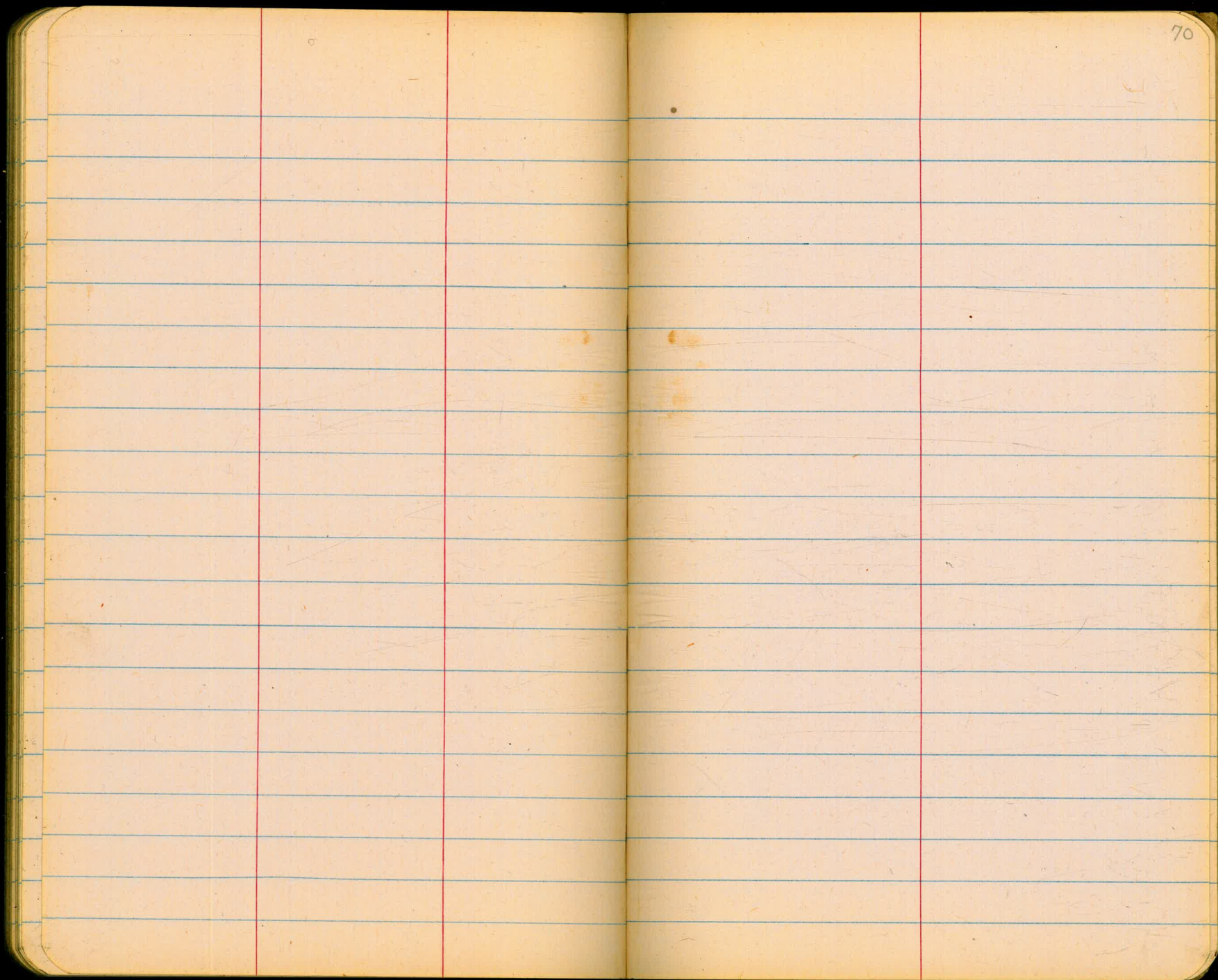










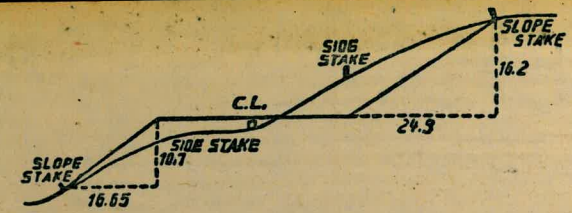


A20-491

273
116
1200
16.19

17 + 07.53
132
17088.5

5.70.55
8.77
561.78



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.
SLOPE 1 1/4 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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