

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.

## Index

- Drain La Jolla Shores Dr.  
 north of Camino de la Camina 2-12  
 X-sec. Camino del Collado  
 at Paseo Grande 13-16  
 " La Jolla Shores Dr. at  
 Paseo Grande 17-20  
 Drainage Ditch in PL 1297 21-28  
 Drain EXT. Hawthorn St, Walnut to Brooks - 29-38  
 Proposed Drain - Balboa Canyon 39-57  
 Proposed Drain - Jennings St - Albion 58-61

## Index

Drain - North of Camino de La Colima

La Jolla Storos Dr. to Ocean.

5-1-53

N.O.#

C.H.S.  
Beag  
oltman  
sehelin

Ref.

Sheet. 4332-B

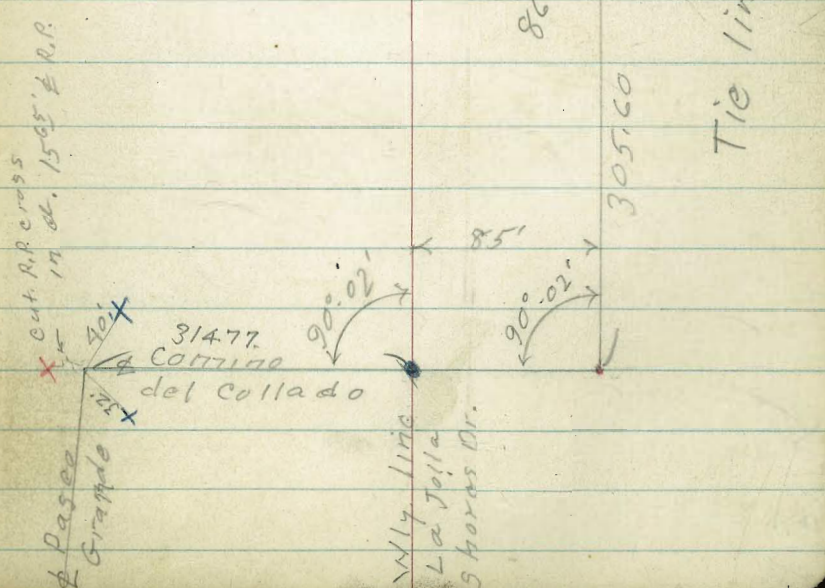
11 9609-L

F.B 1285- P-38  
P-62+63

INDEXED

MAY 11 1953

- denotes Fd. Conc. Man
- " " L&T
- x " " cross
- x " cut cross
- " Set 1/2 + disk
- " " Nail

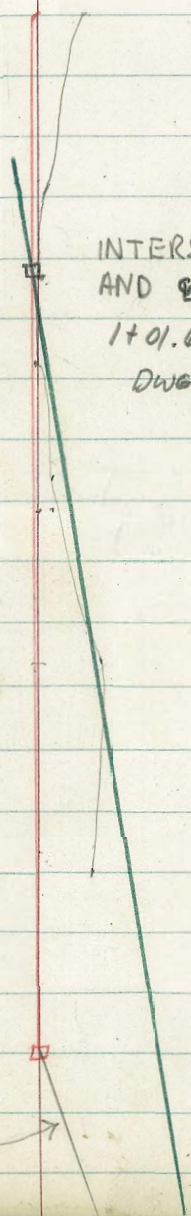


B.L.

2+03.50  
ON SURVEY LINE

INTERSECTION OF SURVEY LINE  
AND C OF DRAIN.  
1+01.62 ON DRAIN, AS PER  
DWG. 2261-D

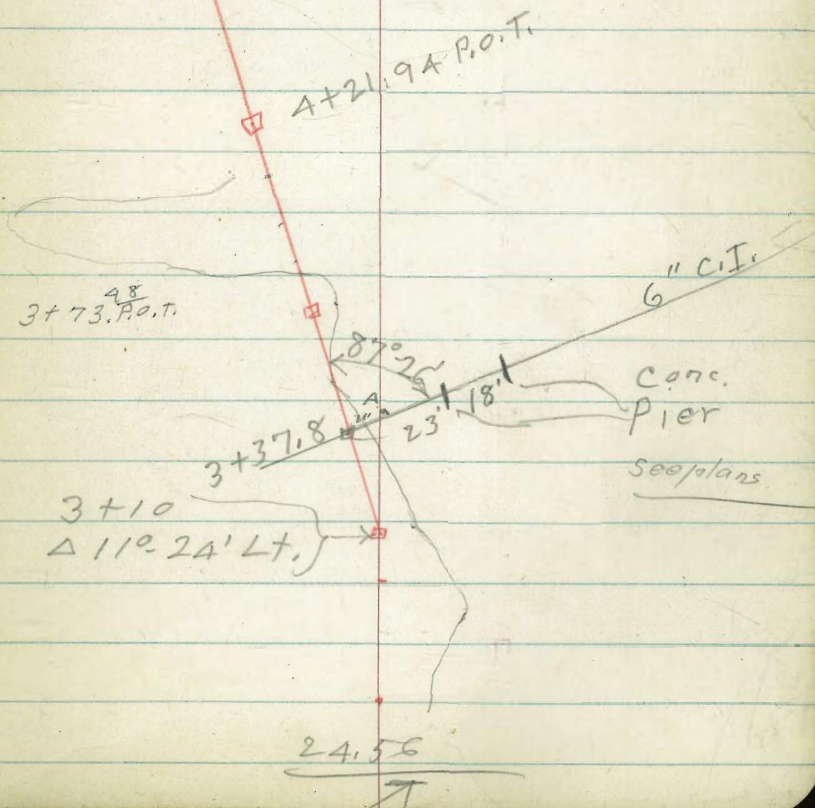
$\Delta 22^\circ-58'$  Rt.  
O to O  
 $\Delta 22^\circ-58'$   
(page 2)



B.L.

A = 11' Rt. top of pipe 10.4

9.7	9.8	10.4
23	41	53
top of Pier	top of Pier	ETIOL exposed pipe
		Top of pipe



3+73.48 P.O.T.

3+37.8

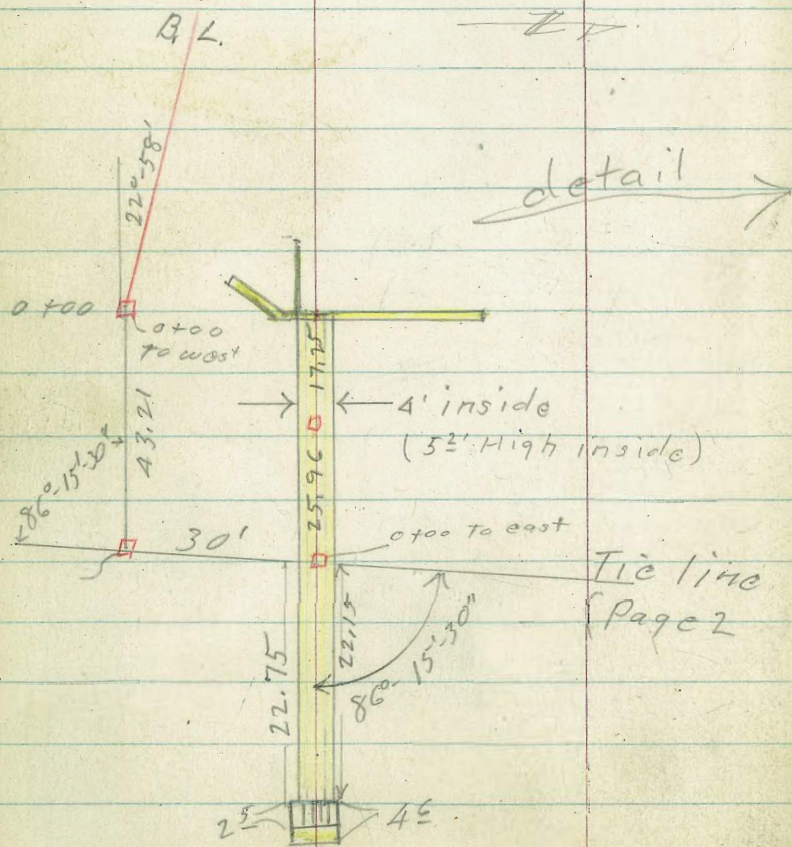
4+21.94 P.O.T.

3+10  
 $\Delta 110.24'$  Lt.

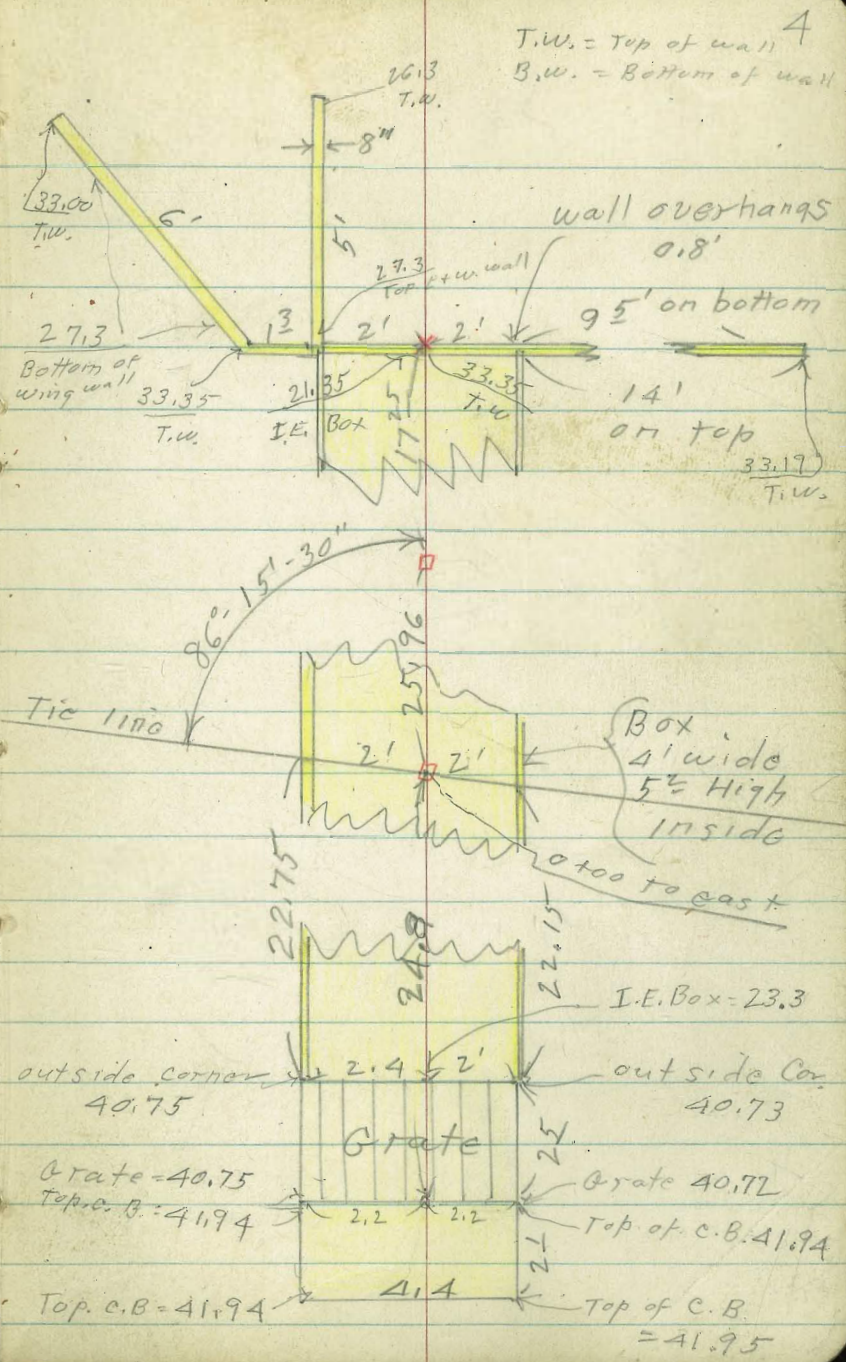
6" C.I.  
Conc.  
Pier  
Seoplans

24.56

Refer to 989-L



detail →



T.W. = Top of wall  
B.W. = Bottom of wall

wall overhangs 0.8'

9.5' on bottom  
14' on top

Box 4' wide  
5' High  
inside

I.E. Box = 23.3

outside corner 40.75  
outside Cor. 40.73

Grate 40.75  
Top of C.B. = 41.94

Top of C.B. = 41.95

The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. The notebook is bound in the center with a white strip that has four visible stitches or staples. The pages are otherwise blank, with a few faint, illegible marks. The number '5' is handwritten in the top right corner of the right-hand page. The notebook is placed on a dark, possibly black, surface.

B.L.

6

+

15.2	23.1	24.1	34.6
31.2	23.1	12.3	11.8
25	35	45	100

1700

32.2	34.2	24.4	22.2	14.2
14.0	11.45	12.0	17.5	28.1
50		9	15	18
			Top	

0+65

33.0	33.5	36.8	30.1
13.4	12.9	10.0	11.3
50	30		19
			Top

+50 Cont.

18.4	21.2	26.5	35.5	36.8
28.0	24.5	20.0	11.0	7.6
36	42	49	50	100

0+50

33.0	36.1	37.0	24.2	21.8
13.4	10.3	9.4	21.5	25.0
50		13	20	28
			Top	

0+32 - 7<sup>5</sup> Mt. = 15' pole # 60016

0+

5000 Cont.

60016

0+00

6.51  
± H<sub>46</sub>39.84 BM#2  
± H<sub>46</sub>

36.0	39.04	40.2	33.5	21.2
9.8	6.51	6.2	13.0	25.0
40	46.35	10	30	30
			Top	I.E.
			of wall	

BM#1 3.41

46.35<sup>v</sup>

42.94

U.S.G.S. plate - S.W. ly. of Camino del Collado  
+ La Jolla Shores Dr.



B, L.  
 $\frac{23.7}{60}$   $\frac{12.6}{67}$   $\frac{24.0}{73}$   $\frac{10.1}{80}$   $\frac{6.9}{130}$   $\frac{7}{292}$

2+85

$\frac{25.2}{9.0}$   
50

$\frac{25.2}{10.4}$

$\frac{25.2}{11.2}$   $\frac{16.7}{20.0}$   $\frac{8.1}{28.2}$   $\frac{11.6}{24.7}$   
 22 28 40 45  
 Top

2+50

$\frac{29.2}{6.60}$

2+25 Cont.

$\frac{10.7}{25.6}$   $\frac{14.7}{22.0}$   $\frac{26.0}{10.3}$   $\frac{29.9}{6.5}$   $\frac{30.7}{6.0}$   
 20 28 35 50 100

2+25

$\frac{29.2}{7.2}$   
50

$\frac{29.8}{6.5}$   
10

$\frac{28.8}{7.4}$

$\frac{28.3}{8.0}$   $\frac{22.1}{14.2}$   $\frac{18.8}{17.5}$   
 2 4 12  
 Top

2+00

$\frac{29.2}{6.60}$

+ 80 Cont.

$\frac{11.7}{19.2}$   $\frac{30.4}{5.9}$   $\frac{31.3}{5.0}$   
 33 40 100

1+80

$\frac{30.2}{5.6}$   
50

$\frac{31.8}{4.5}$

$\frac{31.5}{4.8}$   $\frac{12.2}{24.1}$   $\frac{12.8}{24.0}$   
 8 10 25  
 Top

+ 50 Cont.

$\frac{31.8}{4.5}$   $\frac{22.5}{3.8}$   
 40 100

1+50

$\frac{31.8}{1.4}$   
50

$\frac{31.8}{4.47}$

$\frac{31.6}{4.8}$   $\frac{20.7}{15.6}$   $\frac{12.0}{24.3}$   
 8 24  
 Top

T.P. 1.36 36.27 11.44 34.91  
 1+00 40.35

36.27

3+65

<sup>221</sup>	<sup>227</sup>	<sup>208</sup>	<sup>182</sup>
2.5	1.9	4.2	6.4
50	2		3
			Top

<sup>101</sup>	<sup>280</sup>	<sup>241</sup>
14.5	0.6	0.5
40	60	100

3+50

<sup>213</sup>	<sup>202</sup>	<sup>154</sup>	<sup>55</sup>	<sup>28</sup>	<sup>67</sup>
3.2	3.62	9.0	19.1	22.2	18.4
10		9	22	30	35
	Top.				

T.P. 0.91 24.56 12.02 23.65

24.56

+ 10. Cont

<sup>188</sup>	<sup>232</sup>	<sup>273</sup>
17.5	13.1	9.0
65	72	100

3+10 90° to Fwd. Tang.

<sup>253</sup>	<sup>96</sup>	<sup>57</sup>	<sup>121</sup>
10.64	11.0	26.7	33.0
7	28	35	42
Top			

+ Cont.

<sup>105</sup>	<sup>152</sup>	<sup>220</sup>	<sup>268</sup>	<sup>271</sup>
25.8	20.4	14.3	9.5	7.2
44	60	75	100	125

3+10 90° to back tang

<sup>252</sup>	<sup>253</sup>	<sup>253</sup>	<sup>65</sup>	<sup>39</sup>
11.3	10.64	11.0	29.8	32.4
50		7	36	40
		Top		

30.27

422  
735  
485

A+24<sup>94</sup> P.O.T.

7.9 7.2 2.62 1.5 1.1  
5.5 10.8 10.26 11.3 +5.2  
17 14 start 6 17  
beach sand top

A+08

9.0 5.5 2.2 2.5 17.9  
3.9 9.0 10.7 10.4 +5.0  
38 20 6 15  
12.88

TP 0.32 12.88 12.00 12.56<sup>✓</sup>

+

3+85

3.61 3.81 2.1 7.2 1.62 2.5 2.2 2.6 2.5 3.1  
1.7 5.8 4.7 3.5 7.9 22.1 22.4 8.0 1.5 6.8  
65 60 50 25 4 12 25 45 100  
Top

3+78 cont.

1.5 1.5 1.5  
3.4 5.5 100

3+78

3.0 2.6 1.6 1.6 2.2 2.6  
4.2 3.0 7.8 7.8 22.4 22.0  
30 10 top 4 top 8 28

3+73<sup>98</sup> P.O.T.

1.7 1.6 1.6  
7.15 7.8  
4  
Top.

24.56<sup>✓</sup>

A+70 on Beach

01	10-01	10-01
12.8	13.0	13.0
50		50

A+63

14	03	02	06	169
+1.5	12.6	12.7	12.3	+4.0
17	16		35	40
TOP.				TOP

A+45

03	17	03	10	170
4.0	11.8	12.1	11.9	+4.1
16	14		16	20
				TOP

65.14

Line to east

see page 4 for culvert

0+15

0+90 = Int. Tie line see

P-2  
P-4

0-03<sup>5</sup> = Ely edge exist. Pave0-21<sup>5</sup> = wly edge exist Pave

0-25

T.P. 6.42 46.26 3.87 39.84<sup>✓</sup>

0-42

3.87 43.71

39.84<sup>✓</sup>

11

#32

2.6  
100

#38

2.5  
100

#41

4.35  
30

#42

4.05  
30

#42

4.6  
30

#44

4.9

#45

4.8

#45

4.75

#46

4.46

#45

4.7

46.26

#47

5.0  
40

#49

6.4  
45

#51

4.8  
100

#41

4.85  
30

#46

4.63  
30

#45

4.8  
30

#30	#28	#38	#39	#41	#45	#43
10.7	10.9	8.3	10.2	10.2	8.5	2.5
43	25	18	15	43.71	6	10

B.M. #2 - page 6

If wanted suggest topog. wash from here on winds up canyon.

2+00 = defined wash

1+75 8' Rt. = start defined wash

463	481	464	460	460	469	477
4.6	4.8	6.5	6.9	6.9	6.0	5.6
15	14	9		8	9	30

418	463	456	462	442
5.1	6.6	7.3	6.7	6.7
45		8	20	30

1+00

458	474	428
7.3	9.5	10.5
10		50

442	405	4025
8.6	12.4	12.00
40	20	

0+65.14 128°-40' Rt. (90° to Fwd Tang.)

T.P., 12.00 52.95 5.31 40.95

52.95

0+65.14 = Δ 28°-40' Rt. (90° to back Tang.)

402	4025	402	400
2.4	5.31	5.4	4.3
100	4.6	20	50

0+45

436	422	373	353	402	422
6.7	4.1	9.0	11.0	6.2	4.1
100	65	50	20		50

0+30

432	372	41	402	402	402
2.6	15.0	10.9	5.6	6.1	5.4
100	50		15	50	100

46.26

Cross Sec. Intersección  
 El Paseo Grande and  
 Camino Del Collado. 6-17-53

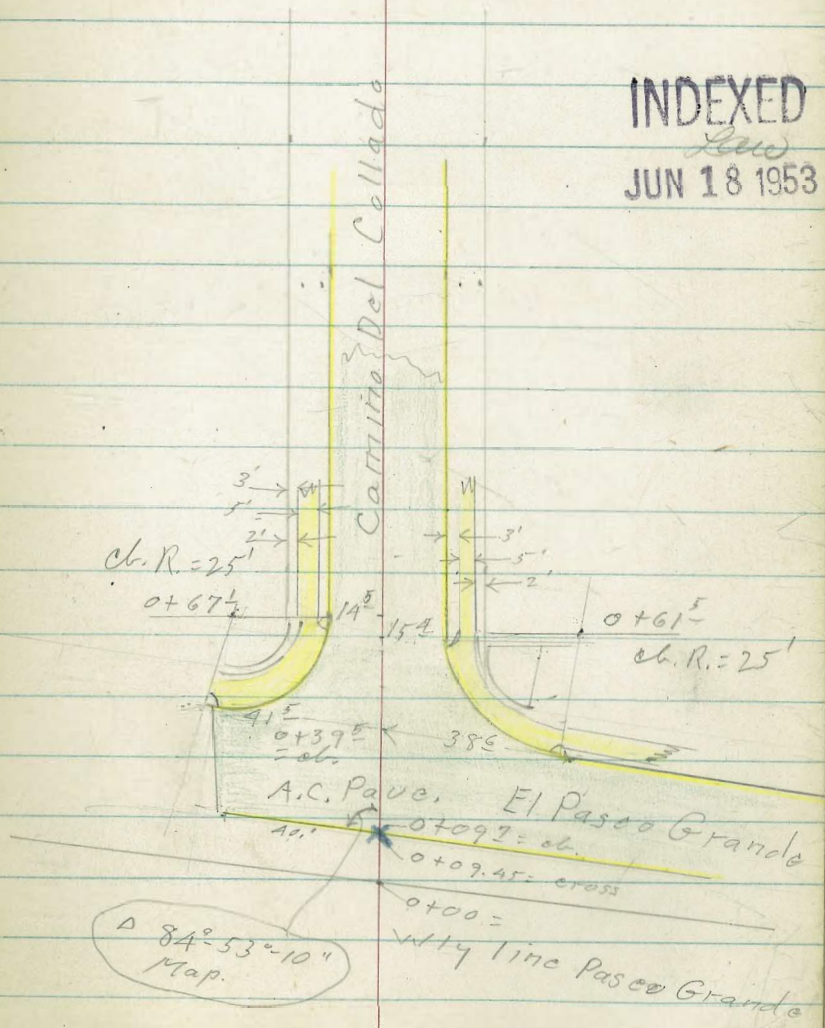
C.H.S.  
 Begg  
 Altman  
 Schelin

W.O.# 25020

• denotes Fd. L+T. } sec page 2  
 x " " cross }

← La Jolla Shores Dr. →

INDEXED  
 JUN 18 1953



Camino Del Collado  
at Pasco Grande

Reduced by  
R. Barber, 6-18-53

40' Lt. = end el. + end pass

North - see sketch.

Sec. on angle  $84^{\circ} 53' 10''$  to

0+0.97 = Face Existing el.

0+00 = wly Pasco Grande

0-25

0-50

Set B.M. #3 6.17 37.88<sup>y</sup> 12.92 31.69<sup>y</sup>  
1.67 44.61<sup>y</sup> 42.94

S.E.B.P. Camino Del Collado + Pasco Grande  
B.M. #1 - P.G.

	2918	3055	2851	2781	2732
	8.7	7.33	9.37	10.07	10.56
	100	40	50	100	100
		G	G	el	G
3124	3028	3082	3027	2979	2963
6.64	7.60	7.06	7.61	8.09	8.25
40	25	25	el	50	25
and	G	el	el	G	G
el					50
	28.88	29.88	30.8	29.8	27.68
	9.10	8.0	7.7	8.7	10.2
	100	50		50	100
	27.88	27.98	29.28	28.68	27.38
	10.0	9.9	8.6	9.2	10.5
	100	50		50	100
	26.38	26.98	27.58	26.78	25.28
	11.5	10.9	10.3	11.1	12.6
	100	50		50	100

37.88<sup>y</sup>



		31.18	31.78	32.38		31.88	31.58	31.28
		6.7	6.1	5.5		6.0	6.3	6.6
		100	50	25		25	50	80
0+67 <sup>L</sup>	15 <sup>L</sup> Lt. = E.C. 25' Rad. Cl. Ret.	5.35	5.66	6.07	5.97	6.50	6.06	5.97
		225	145	145		154	154	234
		Back of walk	Cl	G		G	Cl	Back of walk
0+61 <sup>E</sup>	14 <sup>E</sup> Rt. = E.C. 25' Rad. Cl. Ret				6.20	6.68	6.25	
						154	154	
						G	Cl	
	41 <sup>E</sup> Lt. = end. cl. + Pave.			7.2		8.40	8.47	9.15
	38 <sup>E</sup> Rt. = B.C. 25' Rad. Cl. Ret.			100		50	100	100
						G	Cl	G
0+39 <sup>E</sup>	Face Exist Ely. Cl. Paseo Grande	7.1	7.48	6.91	7.11	7.56	8.15	7.80
		50	415	415		386	386	50
			G	Cl		Cl	G	Cl
0+25 <sup>L</sup>	Paseo Grande	8.16	7.14	7.39	7.60	8.18	8.70	9.76
	41' Lt. = end Pave	100	41	25		25	50	100

37.88

Camino Del Collado

Starting B.M.

1.95

42.94 ✓

T.P. 9.32

44.89 ✓

2.31

35.57 ✓

1400.

33.58	33.68	33.58	33.31	33.38	32.58
4.30	4.2	4.3	4.57	4.5	5.3
225	100	25	234	25	80
Back of walk			Back of walk		
33.47	33.47	32.98	33.33	33.81	33.25
4.41	4.41	4.90	4.55	5.07	4.63
145	145	145	150	154	154
66	66	6	6	6	6




371.88

X-Sec. La Jolla Shores Dr.  
at Paseo Grande

C.H.S.  
Begg  
Altman  
Schelin

6-17-53  
NO 25020

Map 1913 sheet #4  
Sheet A332-B.

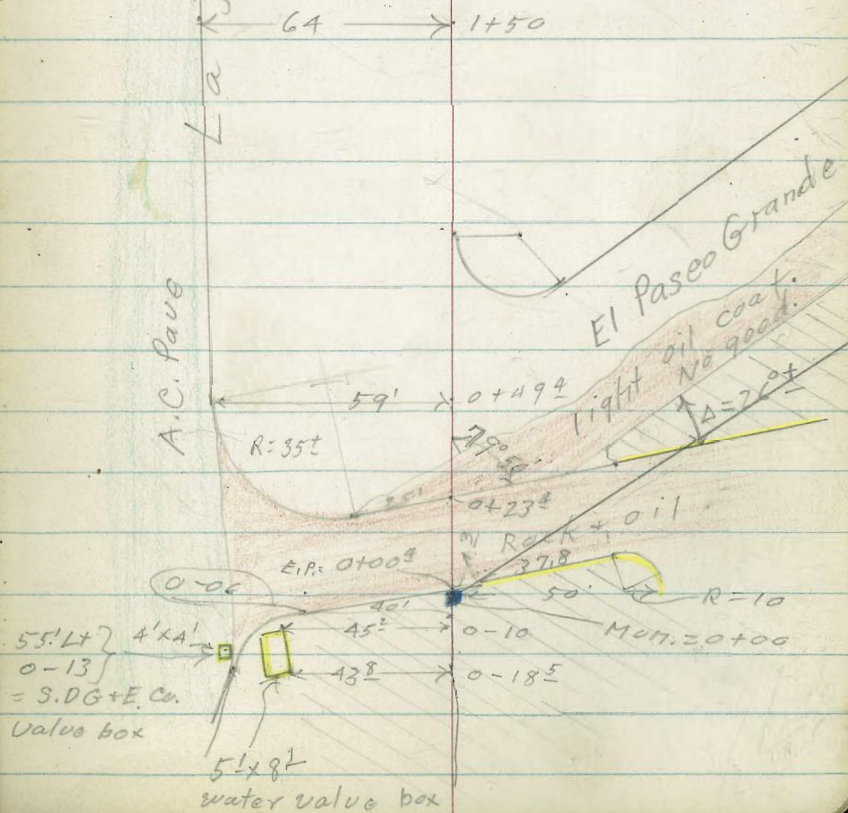
- Cross hatch denotes shrubs + trees,  
E.P. " edge of pavement.  
 denotes oil or rock + oil surface  
 " A.C. Pav.  
 " Concr.

3+04<sup>E</sup>  
(Map)

La Jolla Shores Dr.

Ely line La Jolla Shores  
Chart #1 - Map 1913 - Sheet 4

INDEXED  
JUN 18 1953



La Jolla Shores Drive  
at Paseo Grande  
Sketch - P-17

B.L

18

0-06 - 40' Lt. = E.C. Rock & oil

56.66  
3.07  
40  
PAVE.

0-10 - 45<sup>2</sup> Lt. = S.W. Cor. value box

58.29  
1.44  
45<sup>2</sup>

0-13 - 55' Lt. = Ctr. 1/4" box

58.93  
1.30  
55  
• Top of box

0-18<sup>5</sup> - 43<sup>8</sup> Lt. = N.W. Cor. value box

59.72	58.73	59.50	58.03	54.33	51.23
0.01	1.00	1.23	1.17	5.4	8.5
72	56	43 <sup>8</sup>	43		40
PAVE.	L.P.	N.W. Cor.			
		Box			

59.73<sup>v</sup>

7.29 59.73<sup>v</sup> 3.16 52.44<sup>v</sup>

= Set. B.M. #4 = Mon. 0 + 00 Page 17

7.84 55.60<sup>v</sup> 3.03 47.76<sup>v</sup>

5.96 50.79<sup>v</sup> 1.44 44.83<sup>v</sup>

3.33 46.27<sup>v</sup> 42.94

B.M. #1 - P-6.

25' Lt. = B.C. 35' Lt. Rad. in Pavc

07-A-06 79° 50' to west

0423<sup>±</sup> 43' Rt. = Ely end Exist. cl.  
= Grnd Rock + oil Pavc  
(See sketch.)

TIP. 6.36 58.80<sup>v</sup> 18.43 52.44<sup>v</sup>

07A 79° 50' to west  
0400<sup>4</sup> Sec. Lt. of E

8.43 60.87<sup>v</sup> 7.29 52.44<sup>v</sup>

Sec. on Δ 79° 50' to west see sketch.

37<sup>±</sup> Rt. = B.C. 10' cl. Ret.

4<sup>±</sup> Rt. = Ely end curb  
0400<sup>4</sup> = start Rock + oil Pavc.  
Sec. Rt of E

0400 50' Rt. = B.C. 10' Rad. cl. Ret

45.57  
13.23  
100  
cl +  
end.

58.01 57.10 54.54 52.54 49.33 49.66 45.15  
0:79 1.00 4.26 6.20 9.47 9.14 13.65  
74 66 25 43 43 100  
pave E.P. pave B.C. cl + 100  
A.C. Rock + oil G cl + G  
end

58.80<sup>v</sup>

58.77 58.37 56.64  
2.10 2.50 4.23  
73 64 41  
pave E.P. pave  
A.C. A.C. Rock + oil

60.87<sup>v</sup>

50.52 45.27  
9.21 1A.4G  
37<sup>±</sup> 100  
cl. B.C. pave

53.01 50.09  
6.72 7.09 6.80 9.64  
42 43 37<sup>±</sup>  
G cl. G

56.53 53.23 49.43 49.55 49.43  
3.20 6.5 9.8 10.18 10.3  
40 49 50 50  
pave cl pave

59.73

B.L.

1+50

57.79	51.41	48.81	48.51	45.81	43.31	41.01
5.72	6.1	8.7	9.0	11.7	14.2	16.5
64	53	47	33		50	100
E.P.						

1+00

53.61	53.49	53.41	50.51	47.51	45.01	42.11
3.90	4.02	4.1	7.0	10.0	12.5	15.4
73	61E	53	47		50	100
	E.P.					

0+50 59' Lt. = E.P. = A.C. Paue.

56.06	55.71	55.31	52.71	52.31	50.01	47.51	46.91	44.51
1.45	1.80	2.2	4.8	5.2	7.5	10.0	10.6	13.0
74	59	50	41	17		40	60	100
	E.P.							

0+49<sup>3</sup> 59' Lt. = E.C. in paue

5107 57.51<sup>v</sup> 6136 52.44<sup>v</sup>

57.51<sup>v</sup>

(see sketch)

63 Lt. = start A.C. Paue

57.47  
1.33  
73

47<sup>3</sup> Lt. = start Rock + oil

0+00 at 90° to B.L.

57.32	56.16	56.10	54.54
1.48	2.64	2.7	6.26
63	47 <sup>3</sup>	40	End paue
E.P.	E.P.		
A.C.	Rock + oil		

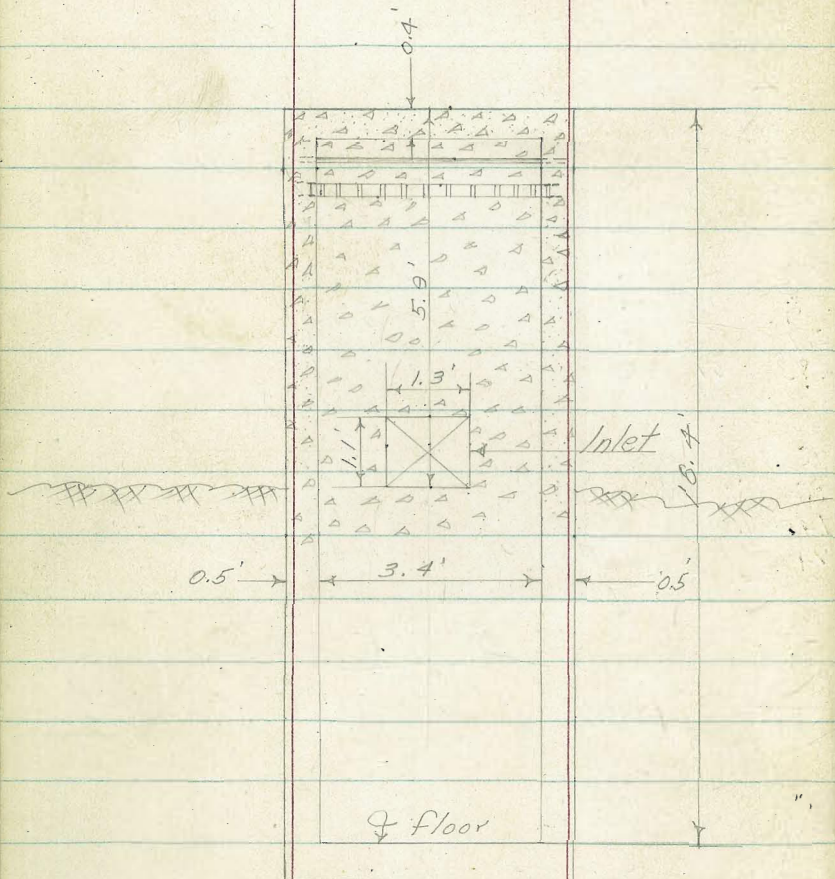
58.80

Ref DWG'S  
F.M. 2996 107AL  
9014-L

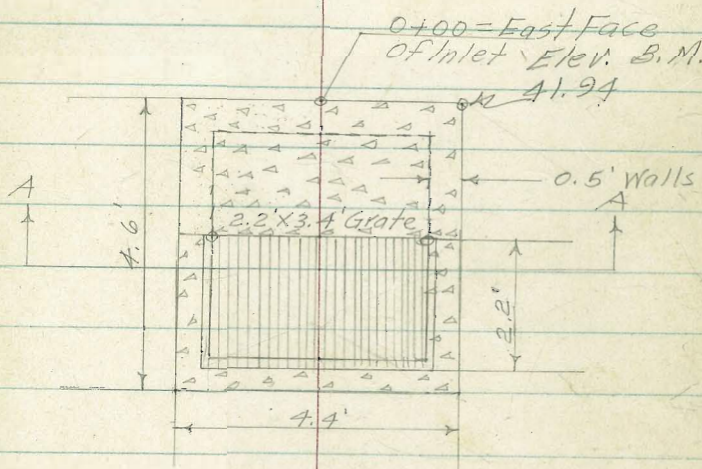
8-27-53

T.A. Stamper (2)

ALIGNMENT & CROSS SECTIONS FOR  
DRAINAGE DITCH FROM EXISTING CULVERT  
ELY. TO WLY. BDY P.L. 1297 W.O. 21166



SEC. A-A  
ELEV.



PLAN

NOTE: For Elevations of Further Details  
See Pg. 4

BASELINE FOR PROPOSED STORM DRAINAGE DITCH CONTD

8-27-53

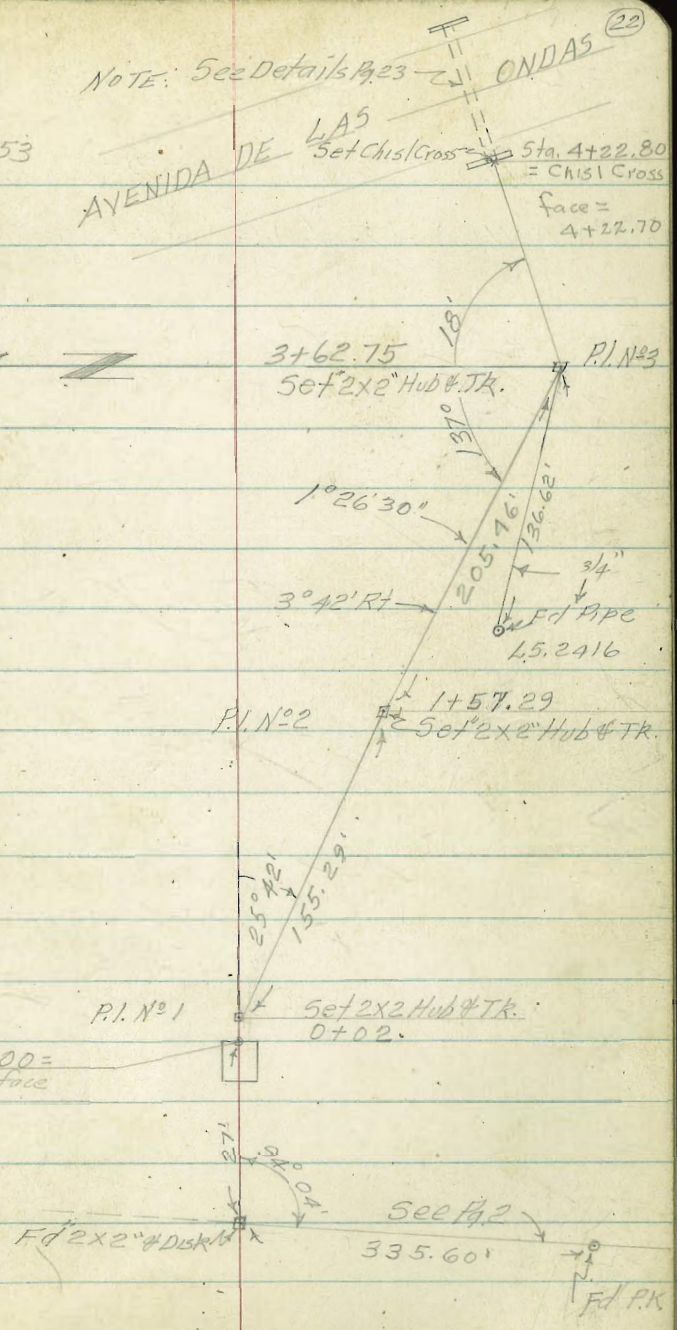
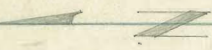
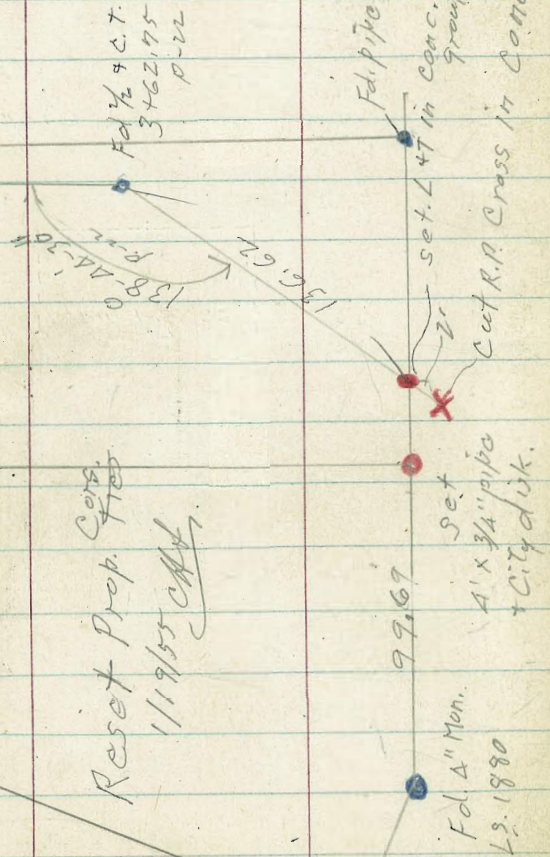
NOTE: See Details P. 23 - ONDAS (22)  
 AVENIDA DE LAS 5<sup>th</sup> Set Chis/Cross Sta. 4+22.80 = CHISL Cross  
 face = 4+22.70

La Jolla Shores Terrace Map # 299C

(15) Fd. Cross 4+22.80 P. 12 (14)

Reset Prop. Files  
 1/19/55 *CAF*

(16)

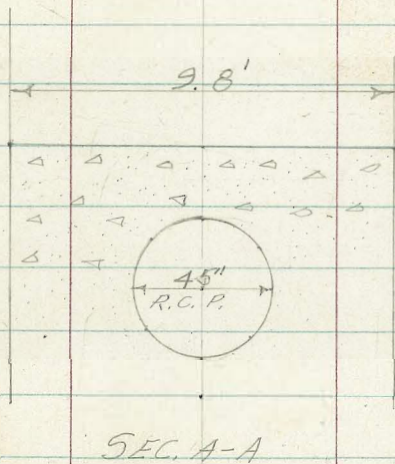




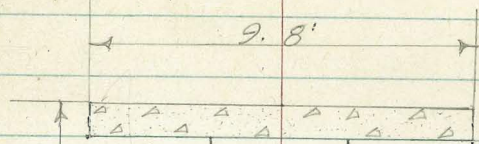
T.A. Stamper

8-27-53

DETAILS OF GRAVITY TYPE CULV. HEADWALL  
AVENIDA DE LAS ONDAS

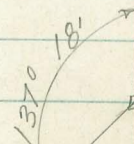
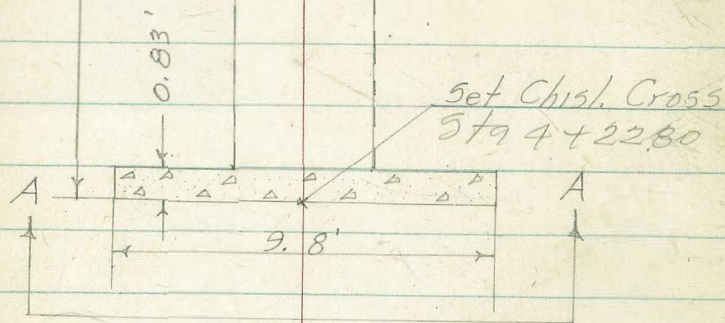


SEC. A-A



PLAN

45" R.C.P.



P.I. No 3 - 5713 + 62.75  
Set 2' x 2" Hub & TK.

8-27-53

Stampert  
Hoffman  
Morales  
Sherry

(29)

L. E. Rt.

CROSS SECTIONS OF PROPOSED DRAINAGE

DITCH FROM EXISTING CULV. ELY TO  
EXISTING 44" CULVERT. N.O. 81166

0+11

42.34	41.54	36.04	39.34	35.54	38.74	39.24	38.94	41.04	40.94
3.6	4.4	9.9	6.6	10.4	7.2	6.7	7.0	4.9	5.0
50	43	28	21	14	9	0	12	31	50

0+02 Sec on For. Tan.

42.34	33.04	32.94	36.24	40.44	40.64	41.14
3.6	12.5	13.0	9.7	5.5	5.1	4.8
50	32	20	0	10	17	50

Top  
Bank

0+02 Sec on Back Tan

41.14	42.14	40.14	36.22	37.14	40.14	40.64
4.1	3.8	5.8	9.72	8.1	5.3	5.3
50	42	13	0	15	20	50

Hub flush

0+00 Sec on Back Tan

42.04	41.04	38.04	36.09	38.14	37.74	39.94
3.0	1.9	7.9	9.85	7.8	6.2	6.2
50	14	2	0	10	22	37

F.I.  
Inlet

45.94'

B.M. + 4.00      45.94'      41.94'

S.E. Cor Top of Curb Inlet (see Pg. 4)

8-27-53

X- SEC'S CONT'D.

L E R+

1+20 Begin 4' Conc Blk Wall 29° RT

+11.26 56.53<sup>v</sup>

TP. -0.67 45.27<sup>v</sup>

1+00

45.84	45.04	44.64	44.54	43.74	44.64	44.84
0.1	0.9	1.3	1.7	2.2	1.1	1.1
50	36	0	9	11	15	35

@Bkg

0+75

44.54	43.34	43.04	43.04	42.44	43.14	42.74
1.4	2.6	2.9	2.9	3.5	2.8	2.2
50	12	8	17	12	22	50

0+50

44.24	41.84	41.44	40.94	41.64
1.7	4.1	4.5	5.0	4.3
50	20	0	21	58

0+23

42.84	41.54	42.94	41.54	40.84	40.54	39.64	41.34	40.34
3.1	4.1	3.0	4.4	5.1	5.4	6.3	4.6	5.8
50	35	23	13	0	21	35	43	50

43.94

43.94

8-27-53

X-SEC'S CONT'D.

2+50

53.73	49.13	49.93	49.03	49.13	51.53	50.03
2.8	3.7	6.6	7.5	6.7	5.1	5.0
50	33	20	8	0	12	27

2+00

51.43	50.63	47.33	46.43	49.23	49.43	46.83
3.1	5.9	9.2	10.1	7.3	7.1	7.7
50	34	22	12	0	13	50

1+75 End 9' corr Blk wall 18' rt

49.73	48.63	46.13	46.83	47.23	46.33
6.8	7.9	10.4	9.7	9.3	10.2
50	27	11	0	11	18

End wall

1+57.29 Sec on Forward Tan@90°

48.13	47.5	46.03	45.63	46.43
8.4	9.4	10.5	10.9	10.1
50	20	5	0	23

@ wall

P.1. No 2

1+57.29 Sec on Back Tan@90°

48.13	47.13	46.03	45.66	46.43
8.4	9.4	10.5	10.87	10.1
50	19	5	0	22.2

Hub flush @ wall

56.53'

3.75

X-SECS CONTD.

4+00

3+62.75 Sec @ 90° To Forward Tan

P. 1. No 3

3+62.75 Sec @ 90° to Back Tan

3+50

TP +12.66 64.83 ✓ 4.36 52 17 ✓

3+00

56.53

8-27-53

(27)

ct.                      &                      et.

72.8	63.93	51.03	41.13	55.83	54.03	62.23	70.3
40	0.9	7.8	10.7	11.0	10.8	2.6	27
Top	22	11	4	0	5	16	Top.

74.0	64.43 ✓	56.23	53.33	53.43	64.73	71.2
44	0.4	8.6	11.5	11.4	0.1	25
Top	27	14	9	Top	19	Top

64.03	56.43	53.33	53.43	64.73
0.8	8.4	11.5	11.90	0.1
27	14	9	0	19
			Top	

74.1	63.33	52.83	52.13	41.13	58.13	63.83	65.6
46	1.5	12.6	12.1	12.0	6.7	1.0	23.35
Top	20	3	0	7	14	23.35	Not finished
	on Fill						

73.8	62.3	64.83 ✓	51.53	51.53	58.6	59.8	58.0
50	9.3	0.0	52	5.0	2.1	2.3	2.3
Top of Fill	27	15	7	0	26	30	33
	on Fill						
		56.53					
						Top looks Like Completed fill	

8-27-53

X-SEC'S CONT'D.  
Sta Elev.

Lt. & Rt.

B.M. 8.18 41.94<sup>✓</sup> 41.94 (see Pg. 24)

0.21 50.12<sup>✓</sup>

T.P. -10.35 49.91<sup>✓</sup>

+0.38 60.26<sup>✓</sup>

T.P. 12.70 59.88<sup>✓</sup>

14.69 57.89<sup>✓</sup>

10.11 62.47<sup>✓</sup>

F.L. 45" R.C.P. @ Ely End Culv.

Top Headwall @ Ely End Culv.

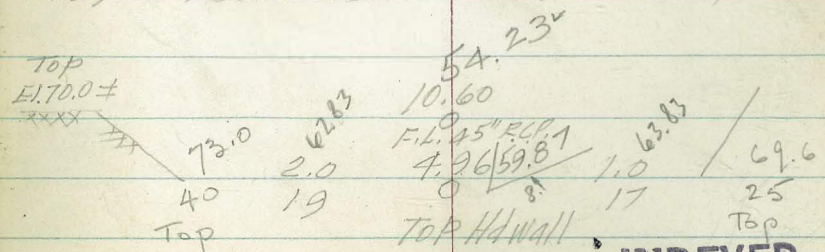
12.70 72.58<sup>✓</sup>

T.B.M. -4.95 59.88<sup>✓</sup>

Sta 4+22.80 (see sketch pg. 23)  
Top Chisel Cross & Culv. Headwall

4+22.70 W/ly Face Gravity Type Headwall

64.83



64.83

INDEXED  
JES  
AUG 28 1953

INDEXED

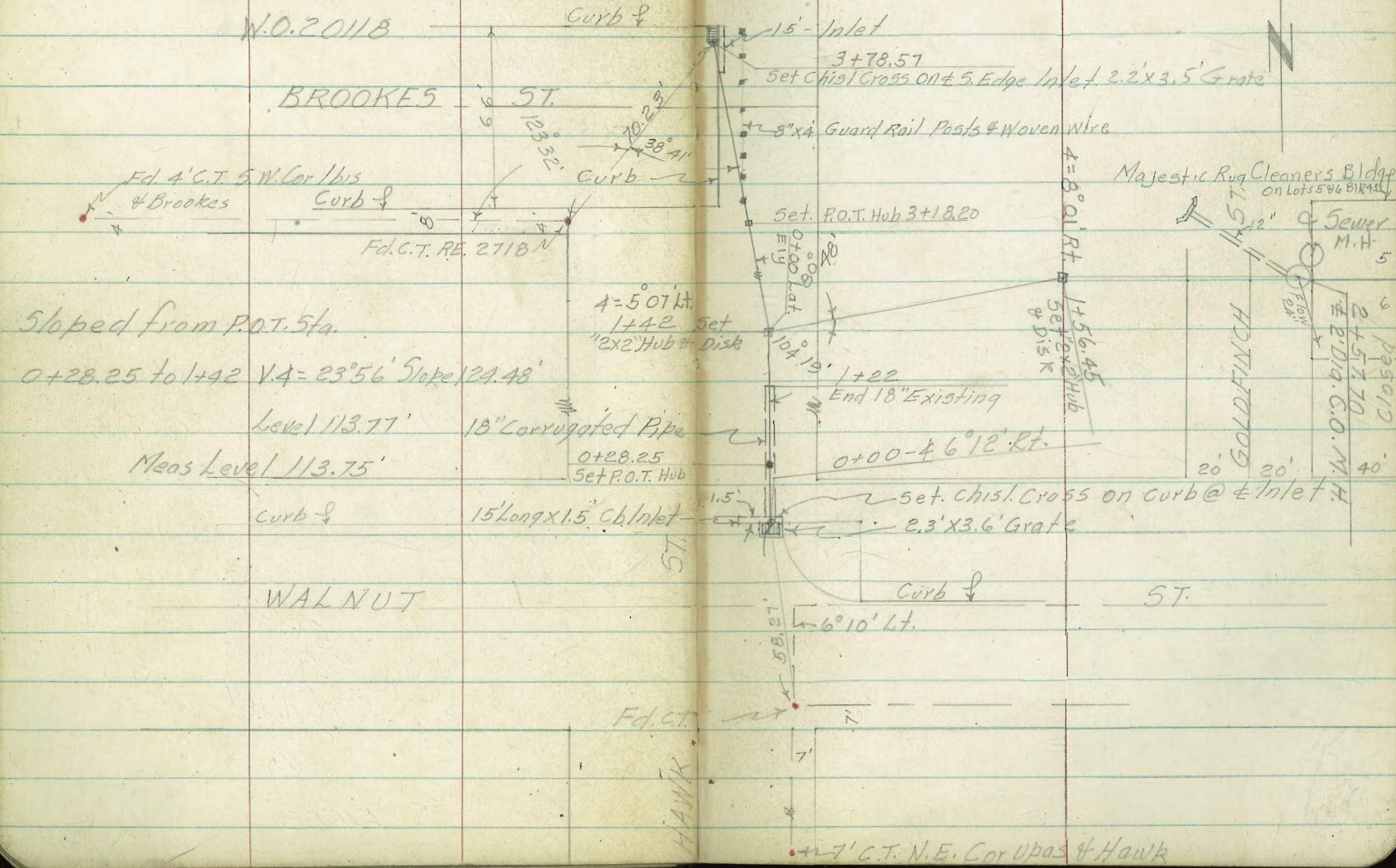
APR 2 - 1954

SURVEY FOR PROPOSED STORM DRAIN EXT.  
HAWK ST.; WALNUT TO BROOKES & JCT. FLY  
TO EXISTING C.O. FLY SIDE GOLDFINCH

Sloped from P.I. Sta. 1+42 to P.O.T. Sta. 3+18.20  
V.A. = 19° 19' Slope Dist 186.73'  
Corrected 176.22' Meas 176.20' Level





P.L. 1122  
B.K. 434

(29)



Ref F.B. 1761 4-1-54  
74

T. Sheet 450

Stamper   
Huffman   
Nordahl   
Sherry 

(30)

LEVELS ON PROPOSED DRAIN HAWK ST.

NLY FROM WALNUT ST. (See Sketch Pg. 29)

0+59 Begin Wash

+ 4.99 218.57

TP. - 12.45 213.58

0+50

+ 0.28 226.03

TP. - 13.08 225.75

0+34 Top Bank

0+00

0+00 4.40 234.43

0+00 10.87 227.96

0+00 5.37 233.46

+ 0.65 238.83

B.M. 238.18

14 4 Rt

218.6	216.1	213.8	217.2	217.3
0.0	2.5	4.8	1.4	1.3
15	0	10	15	20

218.57

227.1	222.5	220.5
4.7	3.5	5.5
15	0	20

226.03

233.5	232.6	229.8
5.3	6.2	9.0
15	0	15

235.08	234.53	233.53	234.33	233.4
3.75	4.30	5.30	4.50	5.4
25	25	0	24	20
cb	G	G	cb	

Top Curb

Bot box & Outlet 18" Pipe

Top Grate

238.83

S.W. CP. Walnut & Hawk



DRAIN ALONG HAWK ST

1+50

1+42 Sec. on Split X Hawk St.

1+25

1+22- End 18" Pipe

+0.39 196.60

TP -12.51 196.21

1+00

+0.85 208.72

Top 5' sub. @ 570

TP 0+75 -10.70 207.87

0+75

218.57

Lt. 4-1-54 Rt (3)

189.4 184.6 181.0  
7.2 12.0 15.6  
25 0 20

194.2 188.3 186.2 181.6 181.6 171.6  
2.4 8.3 10.4 15.0 15.0 25.0  
30 20 9 0 4.6

193.6 191.4 184.4 184.1 188.4 188.2  
3.0 5.2 12.2 12.5 8.2 8.4  
25 8 0 8 13 25

187.66

8.94

F.L.

196.60

203.2 201.3 198.9 193.4 198.5 198.1  
5.5 7.4 11.0 15.3 10.2 10.6  
25 8 0 7 11 25

208.72 ~~Elmsp~~

211.0 210.7 210.6 208.1 208.1 202.4 209.6 209.4  
7.6 7.9 8.0 13.5 10.5 16.2 9.0 9.2  
25 15 9 8 4 12 22 30

218.57 ~~Elmsp~~

PROPOSED DRAIN ALONG HAWK ST.

3+00		
2+90		
2+75	+12.34	237.72
TP	-0.16	225.38
2+50	+12.49	225.54
TP	-0.23	213.05
2+25	+12.75	213.28
TP	-1.92	200.53
2+00	+12.01	202.45
TP	-6.16	190.44
1+75		
		196.60

LT 4-1-54 RT

239.1	236.3	233.3
-1.4	1.4	4.4
20	0	15
	232.1	
	5.6	
	0	
231.1	228.0	221.6
6.6	9.7	16.1
20	0	20
	237.72	
224.3	220.6	215.4
1.2	4.9	10.1
20	0	20
	225.54	
215.5	211.2	206.2
-2.2	2.1	7.1
20	0	20
	213.28	
204.0	200.7	195.3
-1.5	1.8	7.2
20	0	20
	202.45	
194.1	190.44	186.0
2.5	6.16	10.6
25	0	20
	Top Hub	
	196.60	

Lt. E Rt  
4-1-54

PROPOSED DRAIN ALONG HAWKST.

Top (see sketch)

3+78.57 Chis/Cross -6.51 - 241.92

6.31

3+56.6 Intersection Curb line

242.01 242.97  
6.42 5.46  
0 0  
G cb

3+50

243.36 242.53 243.15 243.2 242.3 239.1  
5.07 5.00 5.28 5.2 6.1 9.3  
25 1.3 1.3 0 16 25  
G cb Top  
bank

3+27 - Ont Begin Guard Rail

3+25 - 3<sup>5</sup> Sec Along Curb line  
Lt = Curb line Sly Line Brookes

243.13 243.70 242.80 243.42 243.7 242.8 239.8  
5.30 4.73 5.63 5.01 4.7 5.6 9.6  
20 20 35 35 0 12 20  
G cb G cb

3+13 Top Bank Sec.

243.2 243.0 242.8 238.4  
5.2 5.4 5.6 10.0  
20 0 7 15  
Σ 248.43

+12.16 248.43

Top 5' 1/2

TP. Sta. 3+00 -1.45 236.27

237.72

DRAIN ALONG HAWK ST.

ct.

±

rt.

(39)

1-1-54

T.B.M.

-5.54

242.89

242.87

$\frac{1761}{15}$   
Top Fly Corb Opp Fly Pipe Outlet

3+78.57 - Bot. Box

237.34

11.09

3+78.57 Top Grate

241.94

6.49

Top Grate

248.43

248.43

4-1-54

PROPOSED FLY LATERAL TO GOLDFINCH  
CLEANOUT (see Sketch)

0+70

179.0	171.7	166.0	172.4	179.0
-0.5	6.7	12.9	6.0	-0.5
25	0	5	9	25
		±wash		

0+50

182.6	176.2	167.2	177.5
-4.2	2.2	11.2	0.9
25	0	6	14
	± 178.44		

+ 0.91  
TOP Stub

178.44

TP. Sta 0+35

-12.94 177.53

0+35

183.9	177.6	168.8	180.0	185.4
6.6	12.9	21.7	10.5	5.1
25	0	8	13	20
		± Wash		

0+10

187.4	183.5	170.8	179.7	185.2
3.1	7.0	19.7	10.8	5.3
25	8	0	6	20

0+00 = 1+42

185.4	181.20	180.4	184.4
5.1	9.27	10.1	6.1
15	0	11	17
	TOP Hub		

+0.03 190.47

± 190.47

B.M. TOP Stub Sta 1+75  
Line Along Hawk St. See Pg.

190.44

ELY LATERAL TO GOLDFINCH

4-1-54

(36)

2+02-16° Rt. & Cluster 10 Spread Logvat Tree

158.8 154.0 151.7 156.0 159.9

2+00-17° Lt. & Cluster 10 Spread Logvat Tree

1.8 6.6 8.9 4.6 0.7  
25 15 0 10 20

+2.32 160.59

△ 160.59

Top P.I. Hub

TP. Sta 1+56.45 - 9.50 158.27

1+75 To 2+20 Pile Barrels & Debris Approx 30' Wide

162.7 154.7 161.2 165.8

1+75-11° Rt & 10" Pepper Tree

5.1 13.1 6.6 2.0  
25 0 13 25

1+75- Lt. 5° & 10" Pepper Tree

1+73.7 Line 4' High Av <sup>Runs N1/4 S1/4</sup> Wovenwire Fence

167.8 161.5 158.3 158.3 160.4 165.4

P.I.  
1+56.45 Second Split <

0.0 6.3 9.50 9.5 7.4 2.4  
25 5 0 8 12 25

△ 167.77

+2.32 167.77

TP. -12.99 165.45

170.8 164.4 161.2 160.2 165.5 168.1

1+25

7.6 14.0 17.2 18.2 12.9 10.3  
25 3 0 10 17 25

TP.

172.6 167.7 164.4 163.4 168.5 173.6

1+00

5.8 10.7 14.0 15.0 9.9 4.8  
25 5 0 3 8 25

178.44

△ 178.44

Lt.                      ±                      Rt.

4-1-54

ELY LATERAL TO GOLDFINCH C.O.

2+52.10

152.19

8.40

0

TOP CONC

152.17

151.9

152.21

8.42

8.7

8.38

115

0

70

1 PL NWly

ftg

1 PL SWly

2+52.10 - Begin Conc. Apron

set on Conc. blocks @ corners

2+52 - End Wooden Platform 2' Rt. & 8' Lt.

2+43 - 12° Lt. & 8" Mock Strawberry Tree

2+43 - 2<sup>3</sup> Rt. & 8" Mock Strawberry Tree

2+33 - 17° Lt. & 6" Orange Tree

2+33 - 6<sup>5</sup> Rt. & 4" Orange Tree

2° Rt. to S. Edge, 14° Lt. to N. Edge

2+27<sup>5</sup> - Begin 16" Wide frame foundation

2+26 - 5° Lt. & Cluster 4-6"

2+23<sup>5</sup> - 13<sup>3</sup> Lt. & 12" Palm Tree

2+23<sup>5</sup> - 2° Rt. & 10" Palm Tree

Runs Parallel To G

2+20.5 - Wly face 10' Conv. Headwall

2+16 - out 6' High Picket fence RUNS NTS

2+11 - 13° Rt. & 6" Apricot Tree

2+11 - 20° - Lt. & Cluster Lemon Trees

151.82

149.94

151.79

151.81

151.8

152.5

8.77

10.65

8.80

8.78

8.8

8.1

140

4

0

20

10

20

End

File

Top

End

Head-wall

12"

Head-wall

Conc.

Pipe

160.59

FLY LAT. TO GOLDFINCH ST. CLEANOUT

T.B.M. -0.11 190.44 ~ 190.44 (see pg. 32)  
 +9.36 190.55

TP. -2.88 181.19 ~ 181.20  
 +13.11 184.07

12.31

TP. -0.34 170.96  
 +13.03 171.30

TP. -2.32 158.27

2+57.70 F.L. M.H. Direction of flow  
 S.E.L.Y To Raymond way  
 #

141.07 ✓  
 19.52  
 F.L.

2+57.70 & Cleanout M.H.

152.87 ✓  
 7.72  
 Rym C.O.

2+55.70 Top Conc @ M.H.

152.42 ✓  
 8.17

160.59

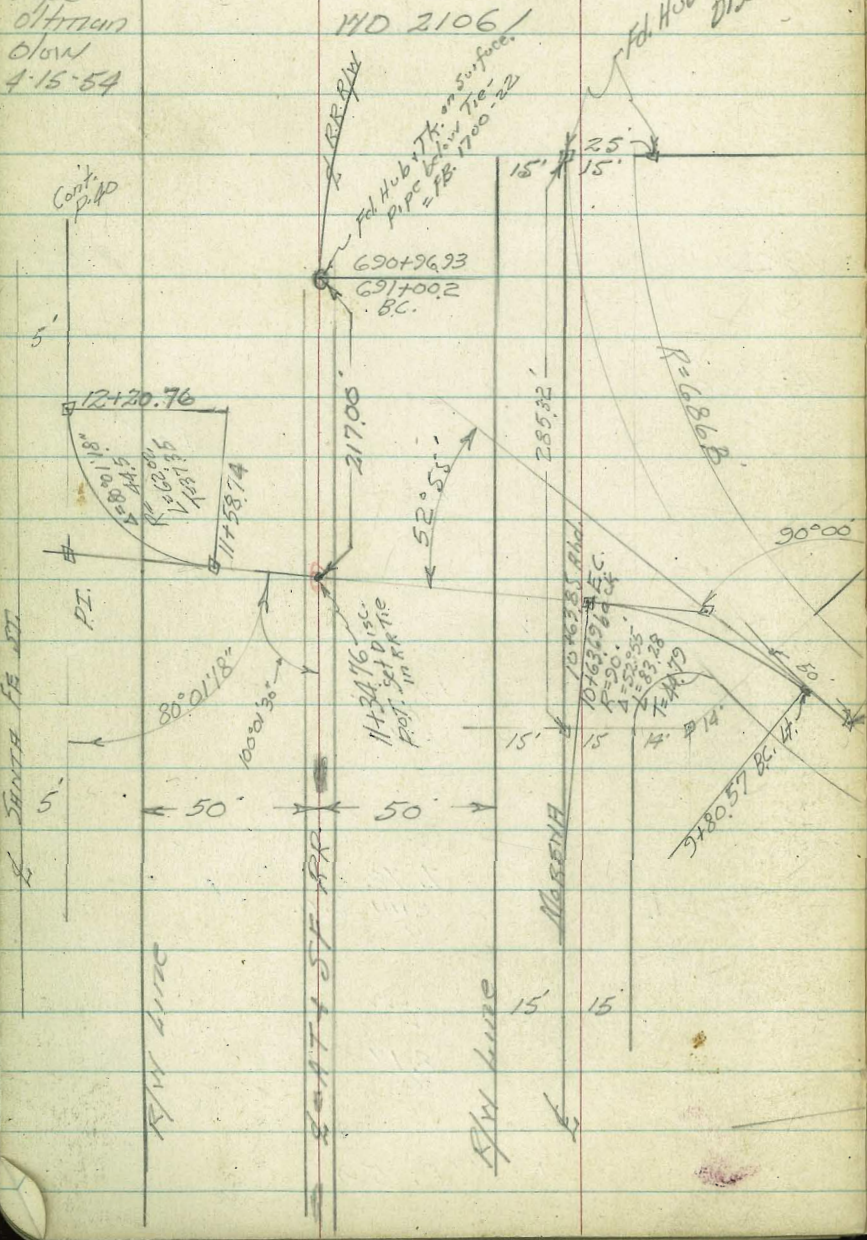
160.59



BALBOA CANYON - LOCATION

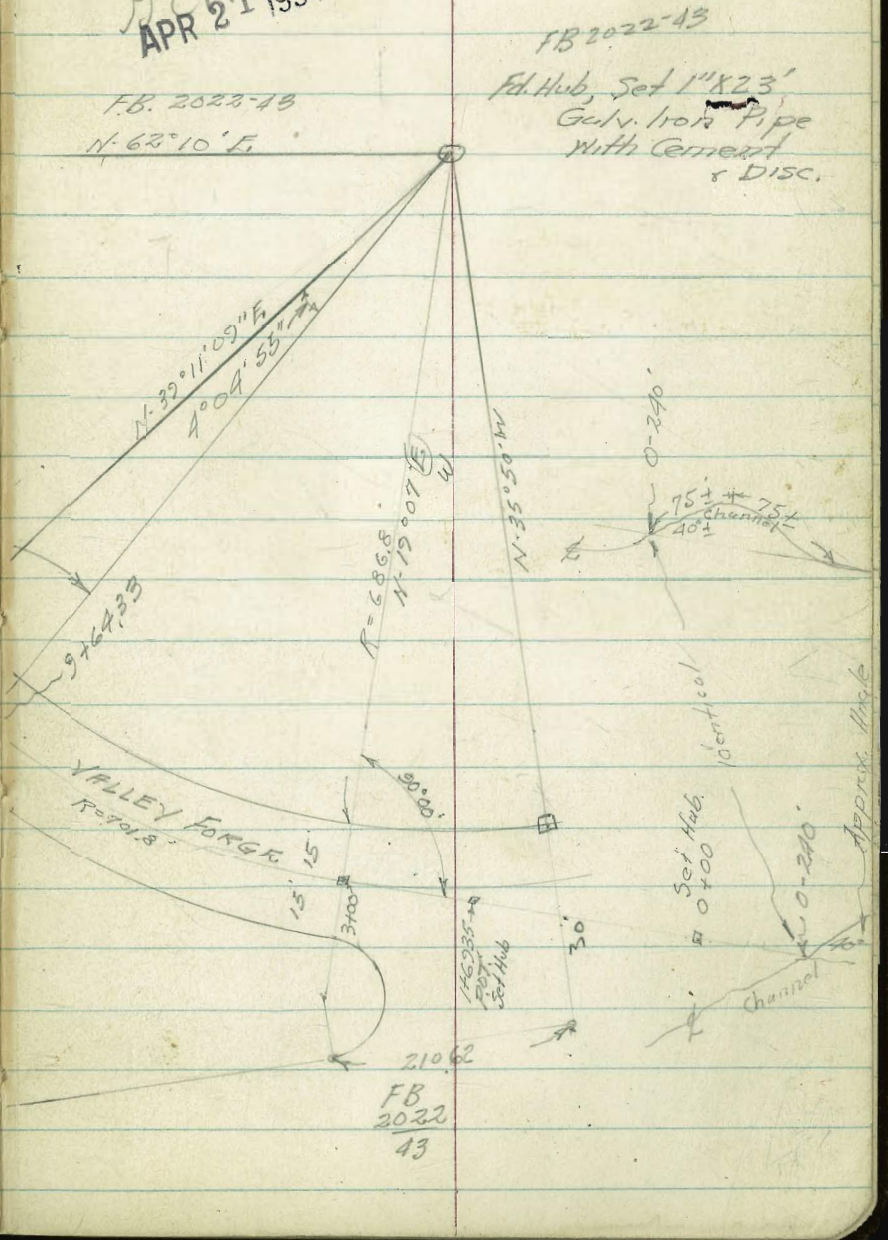
PROPOSED DRAIN. Levels - P43

Walker  
Pope  
Oltmann  
Olson  
4-15-54



INDEXED  
APR 21 1954

F.B. 2022-43  
N-62°10'E

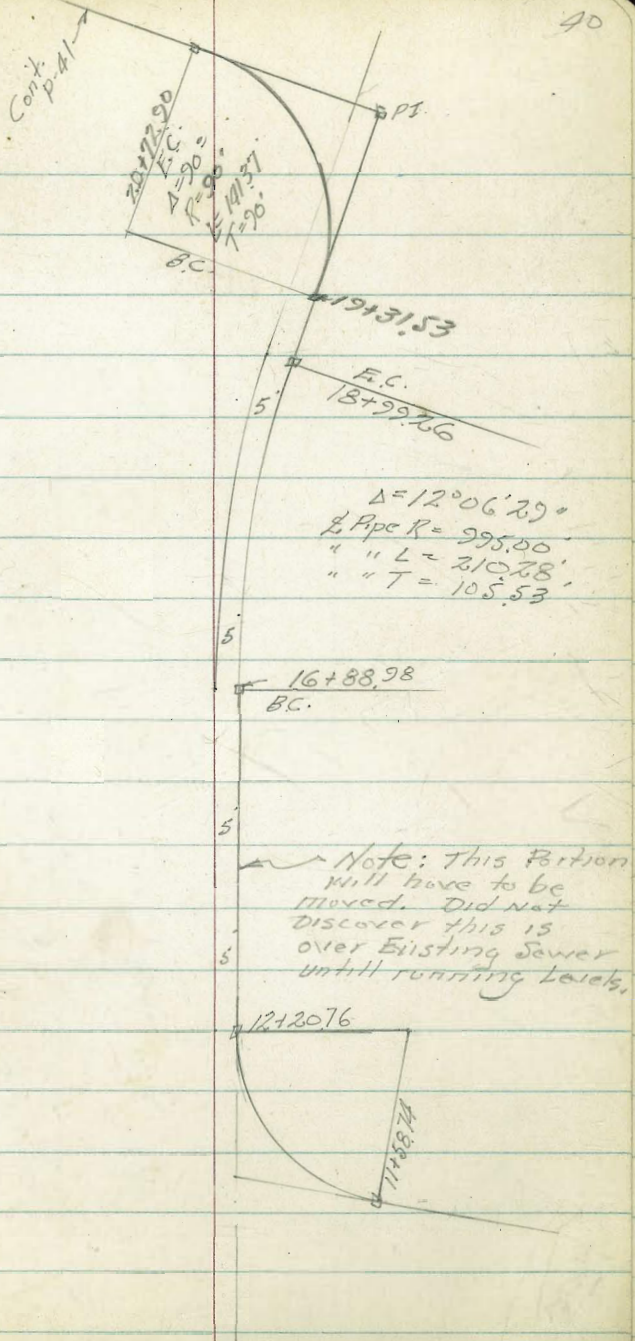


FB 2022-43  
Fed. Hub, Set 1" X 23'  
Galv. Iron Pipe  
with Cement  
& DISC.

210.62  
FB  
2022  
43

Approx. Mark

Location - Proposed Drain



$\Delta = 12^{\circ}06'29''$   
 $R = 995.00$   
 $L = 210.28$   
 $T = 105.53$

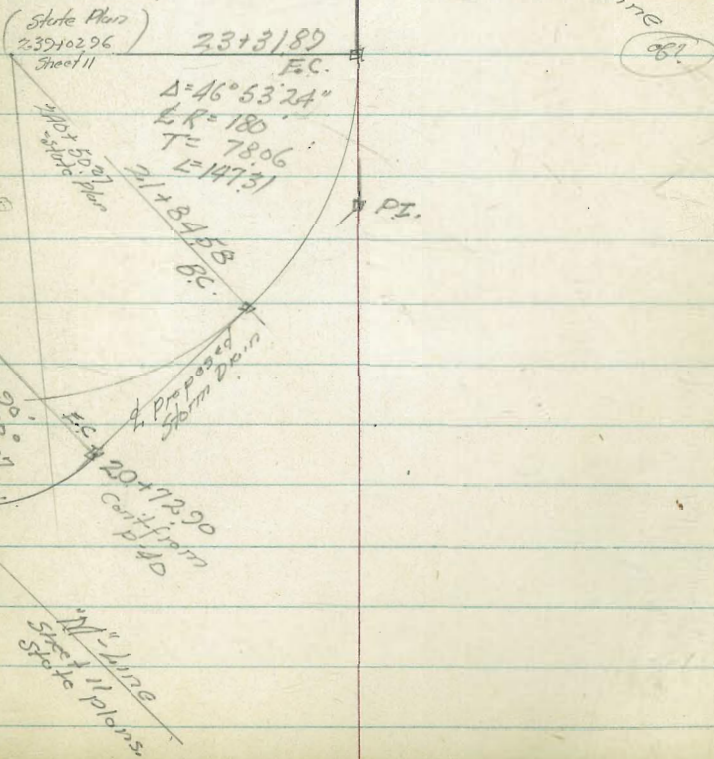
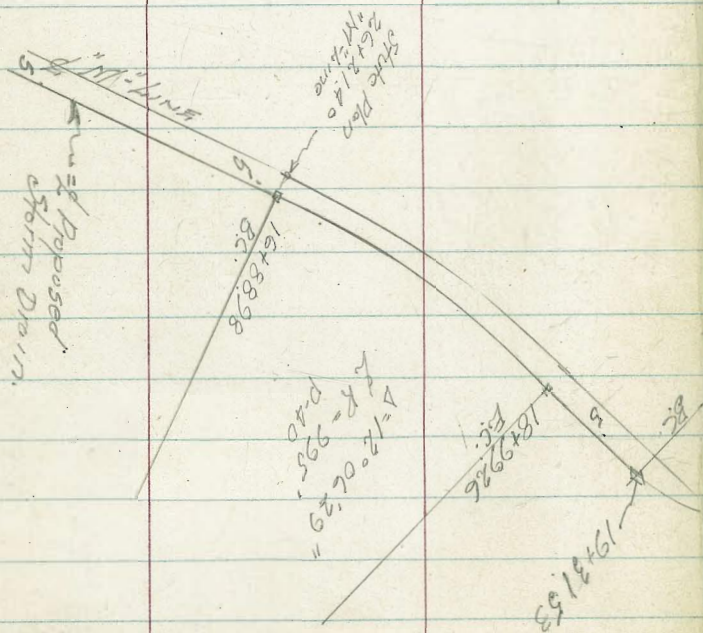
$16+88.98$   
 BC.

Note: This Portion  
 will have to be  
 moved. Did not  
 discover this is  
 over Existing Sewer  
 until running Levels.

$12+20.76$

C. SANTA FE CO.

Location - Proposed Drain



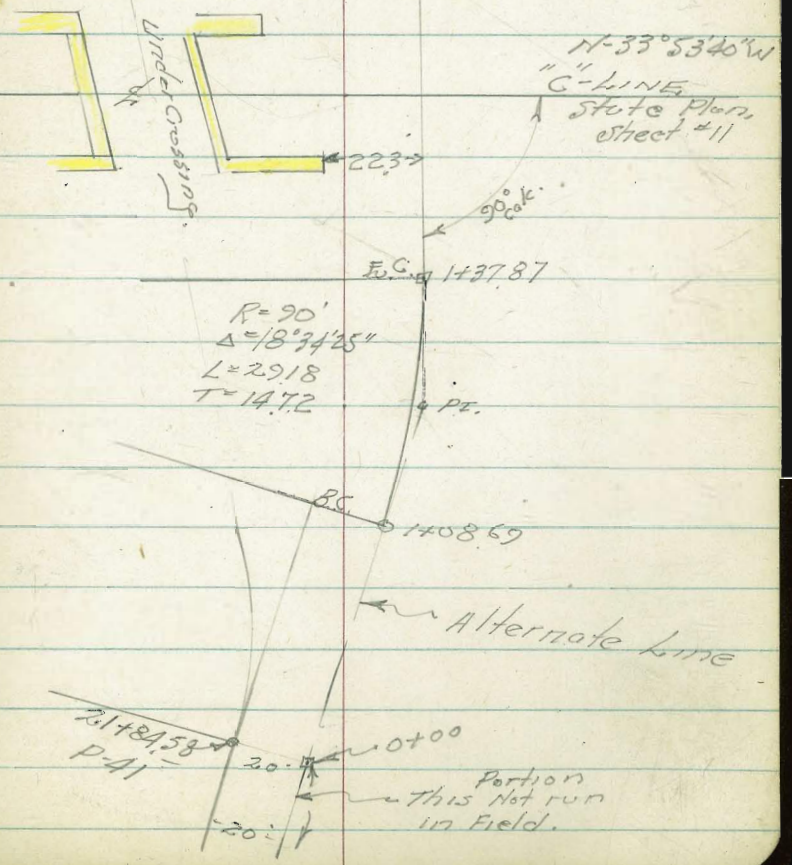
Location of Portion

Alternate Line -

Proposed Drain

Multer  
Popc  
O'Hara  
Olson  
4-20-54

Levels - P-55.57



BALBOA CANYON - PROPOSED DRAIN

Lt.

L.

Rd.

43

Walker

Pope CROSS SECTIONS

St. H. Mun

Olow Location Page 39-42

4-19-54

0+53 ← Cont. P-44

65.6	66.2	67.5	69.0	*72.35
38	26		15	37
Lch	Toe Ch			Rim MH

0+00

65.9	66.7	67.2	70.5
20	10	Hub	15
Lch.	Toe Ch		

0-50

67.9	67.2	70.4	73.5
25	15		15
Lch.	Toe Ch		

0-100

67.2	67.8	71.1	72.9
30	19		15
Lch.	Toe		

0-150

67.6	67.6	71.4	73.1
14	8		15
Lch	Toe Ch		

0-200

67.7	67.7	69.7	73.2	73.2
15	6.0		10	15
Toe	Toe Ch			

0-240 = Inty. East channel

67.8

TR

68.95

TR

61.41

TR

54.02

B.M. Chisled Cross W. Rim Bell MH 46.85  
Balboa & Santa Fe St. FB 2029-38

Proposed Drains

Lt.

L

Rt.

44

TP

75.67

3+50

558	593	625	742	745	815	820
10	65	33	13		10	15
l.ch.	Bank					

3+00

579  
55  
l.ch.

620	645	725	7248	729	745
50	20	7	oil	9	15
Bank			Hub		

2+65

635	643	705	715	724
50	26	15		10
Bank				

2+33

72.6

2+00

610	630	761	762
55	52		15
l.ch.	Toe		

TP

72.24

1+80

637	640	697	762	788	788
57	49	28		7	20
l.ch.	Toe ch.				

1+20

644	660	718	730	749	759
78	60	48		12	15
l.ch.	Toe ch.				

Proposed Drain

Lt.

E.

W.

48

6+00

69.9  
15

71.3

72.7  
15

5+50

69.9  
15

72.7

74.2  
15

5+00

71.3  
15

73.9

75.1  
15

4+81

74.0

4+70 = g. Wash

69.7

4+60

74.0

4+50

72.3

74.0

75.2  
15

4+00

72.7  
15

74.7

76.5  
8

80.0  
15

Proposed Drain

Lt. L. Rt. 46

	Lt.	L.	Rt.
9+00		679	
8+95	664 15	691	706 15
8+50	648 15	674	682 15
8+00	635 15	661	678 15
7+50	642 15	667	682 15
7+00	656 15	682	693 15
TR	71.21		
6+50		680 703	71.8 18
6+36		702	
6+30		695	
6+20		70.8	



Proposed Drain

Lt.      C.      Rt.      47

11+00

671      71.5      72.3  
15                      15

TR      72.36

10+81

71.3      72.4      70.8  
15                      15

= 10+63.85 Hhd.  
10+63.69 = E.C.  
    2 Backs

65.9      66.30      66.8  
15                      15  
                    07  
                    H-b

10+61

~~10+67.85 = E.C.~~

68.9      70.1      70.8  
15                      15

10+22.21 = ctr. curve

69.8      70.7      72.0  
15                      15

9+80.57 = B.C. Lt.

70.2      71.39      72.3  
15                      15  
                    07  
                    5746.

9+50

69.1      70.4      72.0  
15                      15

9+25

62.8

9+12

67.7

Proposed Drain

11+89.75 = Int. Pole Anchor

62.2    62.6    64.0    65.2  
15        3                    15

11+58.74 = B.C. Rt

65.5    66.05    66.2  
15                    15

11+52

66.2

11+47.5

66.9

11+42.6 = W. Rail Spur

67.48

11+32.4

67.37  
E. Rail  
Main  
Line RR.

11+30 = E. Shoulder

66.7    66.8  
15

11+25

65.5    65.4    65.6  
15                    15

11+14

62.8    63.0    63.2  
15                    15

Proposed Drain

Lt.      L      Rt.      49

15+50

66.9      67.0      67.6  
8

11  
Toe  
cut

TP

67.67

15+00

66.2      67.7      68.2      68.3      70.4      70.4  
15      7      8      12      15  
Toe  
cut

14+50

68.6      69.0      69.6  
15      15

14+00 = POT

70.0      70.09      69.6  
15      Hub      15.0

13+50

69.8      69.9      69.4  
15      15

13+36.5 Int. Existing Sewer MH 0.34

69.35  
0.3  
L. Rim  
MH

13+00

67.2      67.2      67.7  
15      15

12+50

64.3      64.6      65.7  
15

12+20.76 = ESC

63.2      63.7      63.7      65.7  
15      8      15

Proposed Drain

Lt.

L

Rt.

50

20+021

44.3  
10

44.3

44.6  
10

19+31.53 = B.C. Lt

46.8  
10

46.9

47.1  
10  
Toe  
cut

18+99.26 = F.C.

48.3  
10

48.3

48.6  
10  
Toe  
cut

TP

53.41

18+00

55.1  
7

54.8

54.6  
10  
Toe  
cut

17+50

57.2  
10

56.9

56.8  
8  
Toe  
cut Bank

16+88.98 = B.C. Rt

59.5  
10

59.3

59.4  
9  
Toe  
cut

TP

60.20

16+50

60.8  
10

60.7

60.7  
10  
Toe  
cut Bank

16+00

63.5  
10

63.4

63.5  
10  
Toe  
cut

Proposed Drain

Lt.      \$      Rt.      51

24 + 00			19.95 15.5 Top Conc. Footings Bridge	236 10	235	238 10	2023 15.5 Top Conc. Footings Bridge
23 + 50				246 10	244	240 10	
23 + 31.89 = E.C.				249 10	250	256 10	
22 + 58.23 = dr. Curve				28.0 10	280	28.5 10	
21 + 84.58 = B.C. Lt				31.0 15	32.14 Stub.	32.2 10	
21 + 50				32.0 10	34.1	34.3 10	
TR on Battery Board Tack	30.58						
TR	35.85						
21 + 00				37.0 10	37.00	37.6 10	
20 + 72.90 = E.C.				38.7 10	38.76	39.2 10	
TR	44.38						

Proposed Drain

Lt.

Rt.

RA

52

25+83 = d Wash

132

25+70

20.8 20.8 16.2 16.2 16.2  
35 125 15 25.0

25+57

21.0 20.8 16.3 16.1 16.7  
25 14 5 25

25+48

21.3 20.8 20.8  
20 20

25+28.70 = E.C.

21.7 21.78 21.4  
15 15

24+69.01 = BC RA

22.20  
Stub

TR

22.20

24+50

22.5 22.5 22.5  
10 10

Proposed Drain

4.

2.

17.

53

28+60 Edge Creek

107  
20

10.0

10.0  
20

28+16

13.8  
15

13.1

13.2  
15

28+00

14.9  
15

14.6

14.5  
15

27+50

15.2  
15

15.9

15.5  
15

27+00

15.0  
15

15.68  
107  
Stub

15.6  
15

26+50

15.7  
15

15.3

15.5  
15

T.P.

19.18

26+00

13.2  
25  
Wash  
= 750  
Fill

13.2  
10  
Wash

16.55  
07  
Stub

17.4  
25

Proposed Drains

Lt

L

Rt

54

	<u>0.00</u>
150 Lt L 2.54+38± c-line	16.32
chk slope B1A #7-A Pipe	16.32

28+75 =<sup>to</sup> Rose Canyon Creek

7.1  
100  
Dug  
Stilom  
Bed.

7.5  
Stream  
Bed.



CROSS SECTION - ALTERNATE LINE

55

Walker

Pope

Olman

Olovy

4-20-54

Proposed Drain

Location on P-42

1+95

41.0

40.5

40.0

22

30

TP

36.19

1+54 = Toe

"C"-line fill

22.8

21.2

21.2

27

40

1+37.8 / E.C.

26.3 28.3 32.5 26.1

25.1

25.1

40 32 27 17

30

TP

1+08.69 = B.C.

34.62

27.7 28.9 37.8

34.62 31.9

31.4

30 24 15

or stub

10

30

0+82

29.0 30.1

37.8

34.0

32.5

20

12

18

30

0+50

30.3

30.3

34.0

35.1

32.2

32.5

20

7

4

9

30

0+00

32.2

33.93

31.4

10

or stub

15

TP on Battle Board  
P-51

30.58

CROSS SECTION - Proposed Drain

56

5+00

16.0  
50

16.1

15.9  
50

4+50

16.7  
50

16.7

16.6  
50

4+00

16.0  
50

16.0

16.0  
50

3+30 = Top of Fill "C" - Line

17.1  
50

16.4

16.3  
50

TP

25.25

3+00

42.0  
40

40.5

40.0  
40

2+50

41.6  
40

40.8

40.4  
40

Cross Section - Proposed Drain

Lt.

Rt.

Rt. 57

chk B.M. P-54

50.3  
16.32  
16.35

6+57 = W. Bank ch.

8.3  
Flow

6+47 = Int. Main Channel

8.3  
Flow

6+15 Channel E-side

10.9  
20

10.9

11.3  
50

6+12

14.5  
25

14.5

10.9  
10

6+00

14.3  
25

14.3

14.0  
20

5+50

15.4  
40

15.5

15.3  
40

C. Allen  
 D. Smith X  
 C. Powell  
 8/13/54  
 WO# 21264  
 Ref. FB 2200  
 Dwg 10264

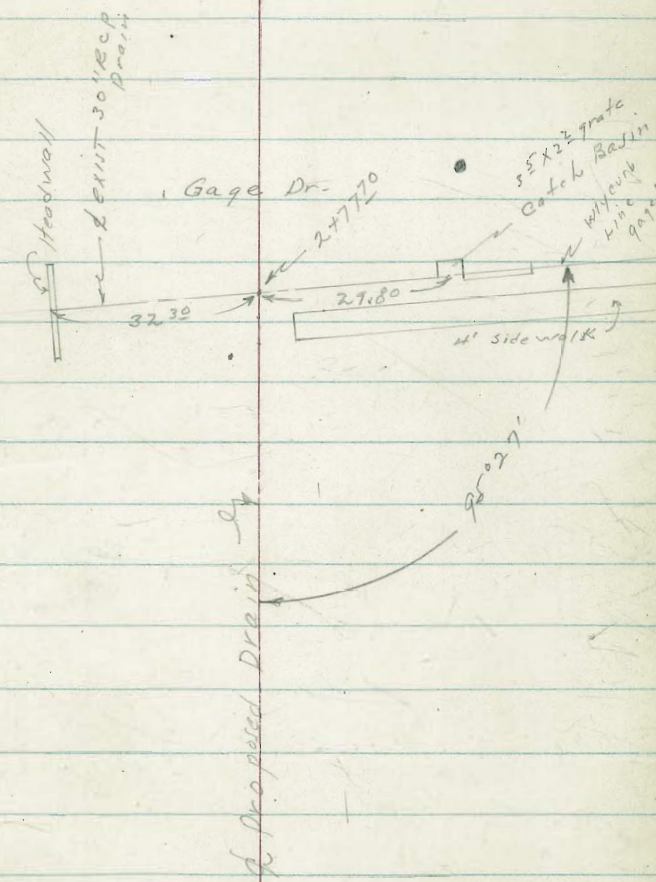
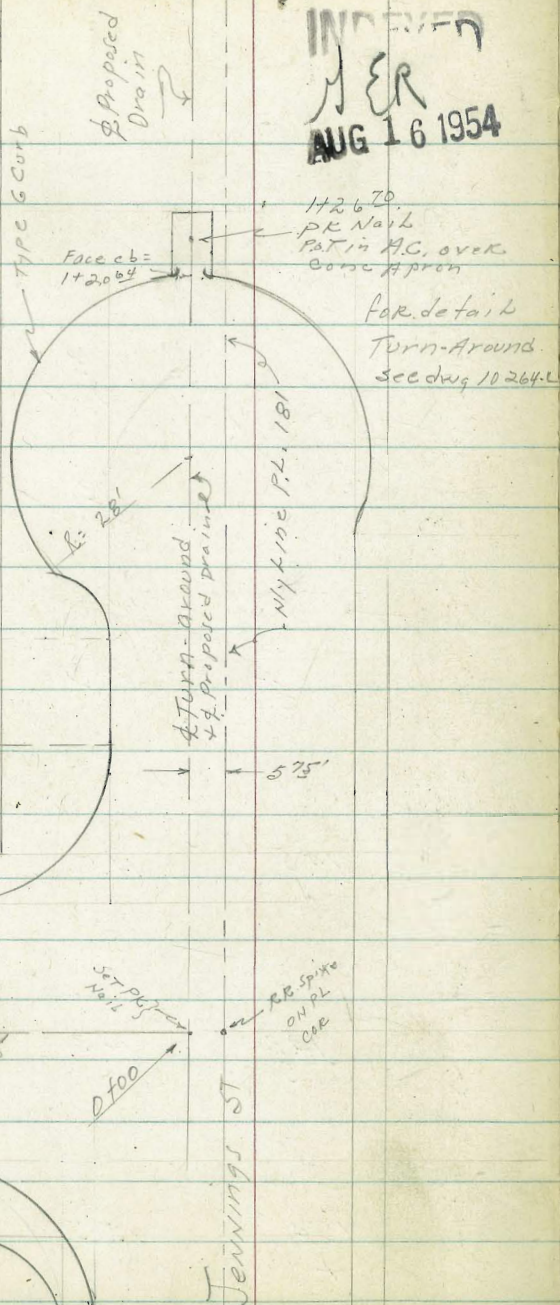
Survey for  
 Proposed Drain  
 in JENNINGS  
 ST. ELY of  
 ALBION

ALBION ST

Survey line P.L. 1832

Cont on facing page

INDEXED  
 JER  
 AUG 16 1954



Cont from facing page.

stem drain

1432

1431<sup>64</sup> = Fly edge Conc Drain slab  
covered with Ac

1420.64 = Face curb turn around.

1419<sup>14</sup> = wly edge type G. Gutter

See improvement plans - Sheet #1-10264-L

TP

2.52

265.13

262.61

LT = 11/4

Prop.  
Drain

RT = 5/4

52

257.4  
72  
10

257.7  
74  
3

254.1  
110

257.3  
78  
2

257.8  
73  
10

257.6  
75  
10  
DIRT

257.70  
743  
30  
NELYCOR  
Slab  
Ac

257.67  
746  
ON AC

257.81  
732  
30  
NELYCOR  
Slab  
Ac

257.8  
73  
10  
DIRT

259.91  
522  
100  
Topch  
90T  
on arc

259.41  
572  
100  
Topch  
90T  
on arc

259.86  
527  
30  
Topch  
90T

259.33  
580  
30  
90T  
1 Rad Ac

259.17  
596  
30  
Topch  
90T  
on arc

259.26  
587  
30  
Topch  
90T  
on arc

259.78  
535  
30  
Topch  
90T  
on arc

259.57  
576  
100  
Topch  
90T

259.89  
524  
100  
Topch  
90T

259.52  
561  
10  
wly 90T

259.40  
573  
10  
wly 90T

259.52  
561  
100  
wly 90T

265.13 T

NWBP - Jennings + Albion sts.

LT = N14

♀

RT = S14 60

Prop

Drain

215.23 π

224.5

225.0

225.3

3.3

2.8

2.5

10

10

10

TP4 1.19 215.73 13.29 214.54

2700

TP3 - 0.01 227.83 12.69 227.84

227.83 π

TP2 1.25 240.53 13.20 239.28

238.3

238.6

235.7

14.2

13.9

16.8

10

10

10

1475

240.6

240.9

241.8

11.9

11.6

10.7

10

10

10

1455 toe slope turn around

252.48 π

TP1 0.21 252.48 12.86 252.27

265.13 π

Check Inlet  
for Level  
check.

Headwall 12" thick - 9° F.W.C.

32<sup>30</sup> LT = Headwall + Nly end 30" Rep

29<sup>8</sup> RT =  $\phi$  3<sup>5</sup> x 2<sup>2</sup> grate

5' RT = Nly end of Nly curb gage <sup>Lane</sup>

2+77<sup>70</sup> = Intersection  $\phi$  Line + exist 30" <sup>Rep.</sup>

16° LT =  $\phi$  Dead Man

2+76 - 6° RT =  $\phi$  14" power pole #898

2+69<sup>5</sup> 6° RT = NW cor 4' conc walk

2+56 6° RT =  $\phi$  Dead Man

2+50

2+25

LT = Nly

$\phi$   
Prop  
Drain

RT = sly - 6'

199.10	203.60	207.1	206.88	207.36	207.58	201.38
16 <sup>63</sup>	12 <sup>13</sup>	8 <sup>6</sup>	8 <sup>85</sup>	8 <sup>37</sup>	8 <sup>15</sup>	14 <sup>35</sup>
32 <sup>30</sup> IE 30" Rep	32 <sup>30</sup> Top Head Wall	ground over Pipe	5 <sup>1</sup> 70T	5 <sup>1</sup> Tipob	29 <sup>8</sup> grate	29 <sup>8</sup> IE 30" Rep

23<sup>208.35</sup>  
29<sup>8</sup>  
Topob

207.62  
8"  
NW cor  
4' conc walk

210.4  
5<sup>3</sup>  
10

210.1  
5<sup>6</sup>

210.0  
5<sup>7</sup>  
10

213.0  
5<sup>7</sup>  
10

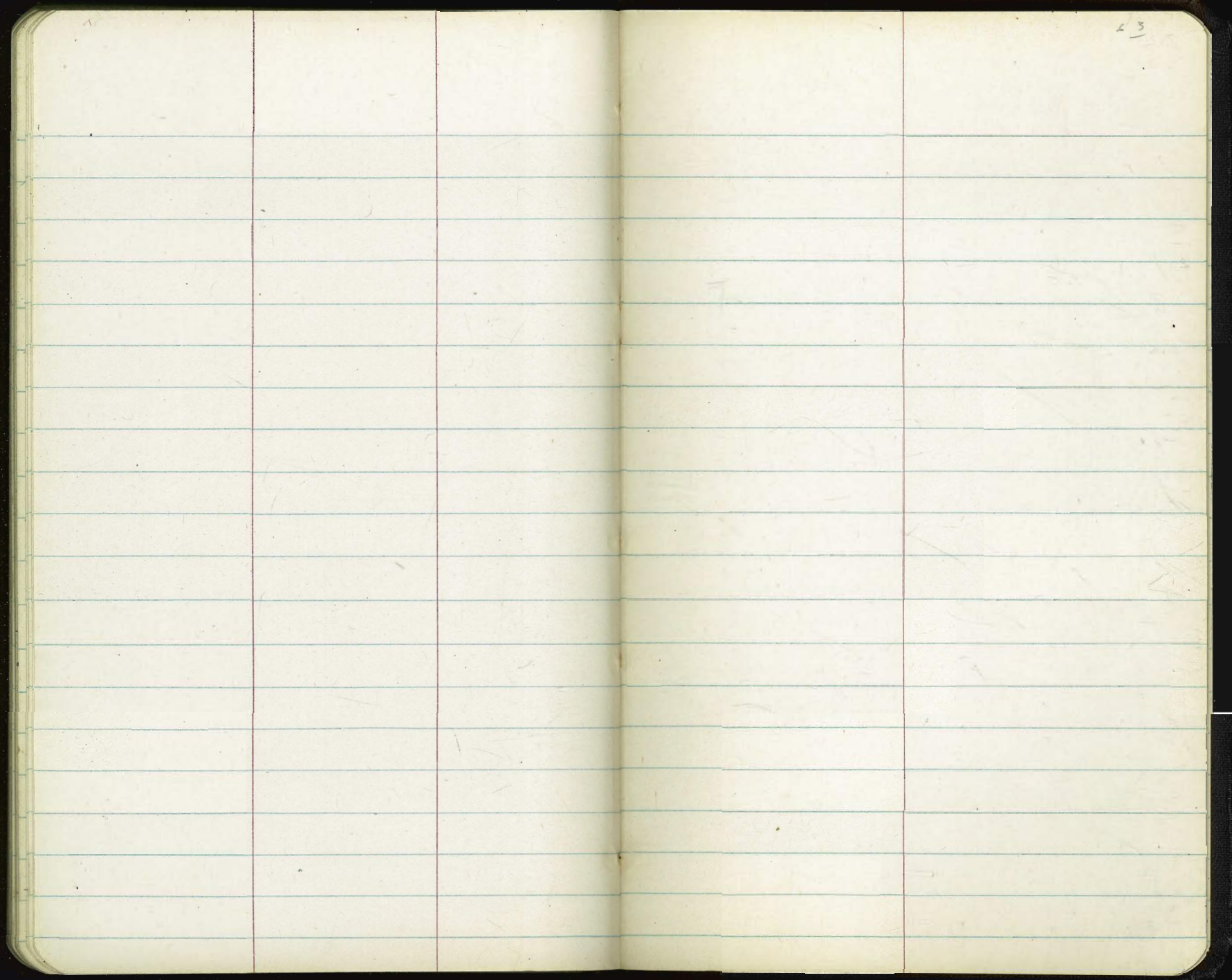
214.3  
4

219.0  
7<sup>7</sup>  
10

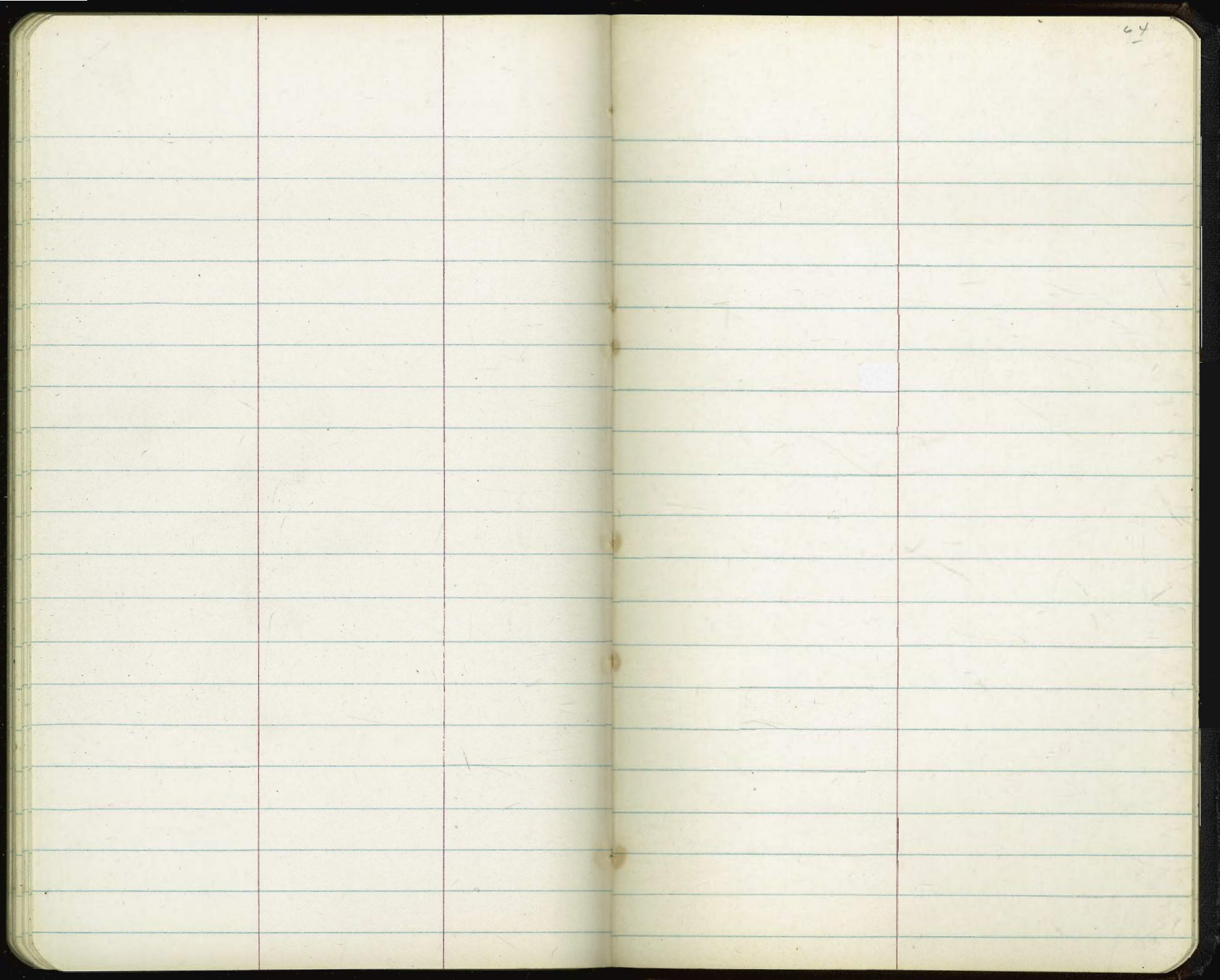
215.73 X

The image shows an open notebook with two facing pages. Both pages are cream-colored and feature light blue horizontal ruling. A vertical red margin line is drawn on each page, creating a narrow left margin. The pages are otherwise blank, with no text or drawings. The notebook is bound in a dark, possibly black, cover that is visible at the edges. The page number '62' is handwritten in the top right corner of the right-hand page.

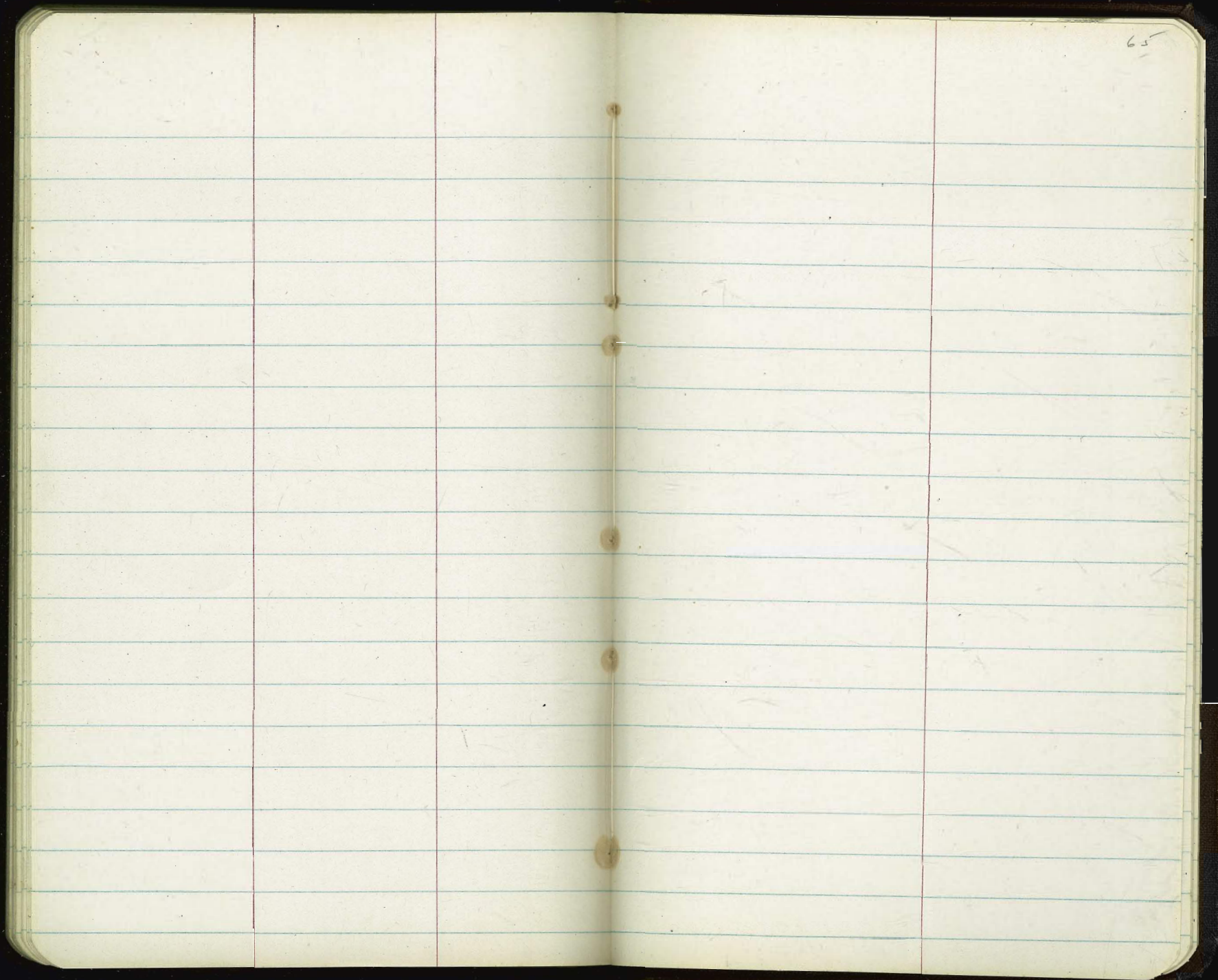




23



64



65



67

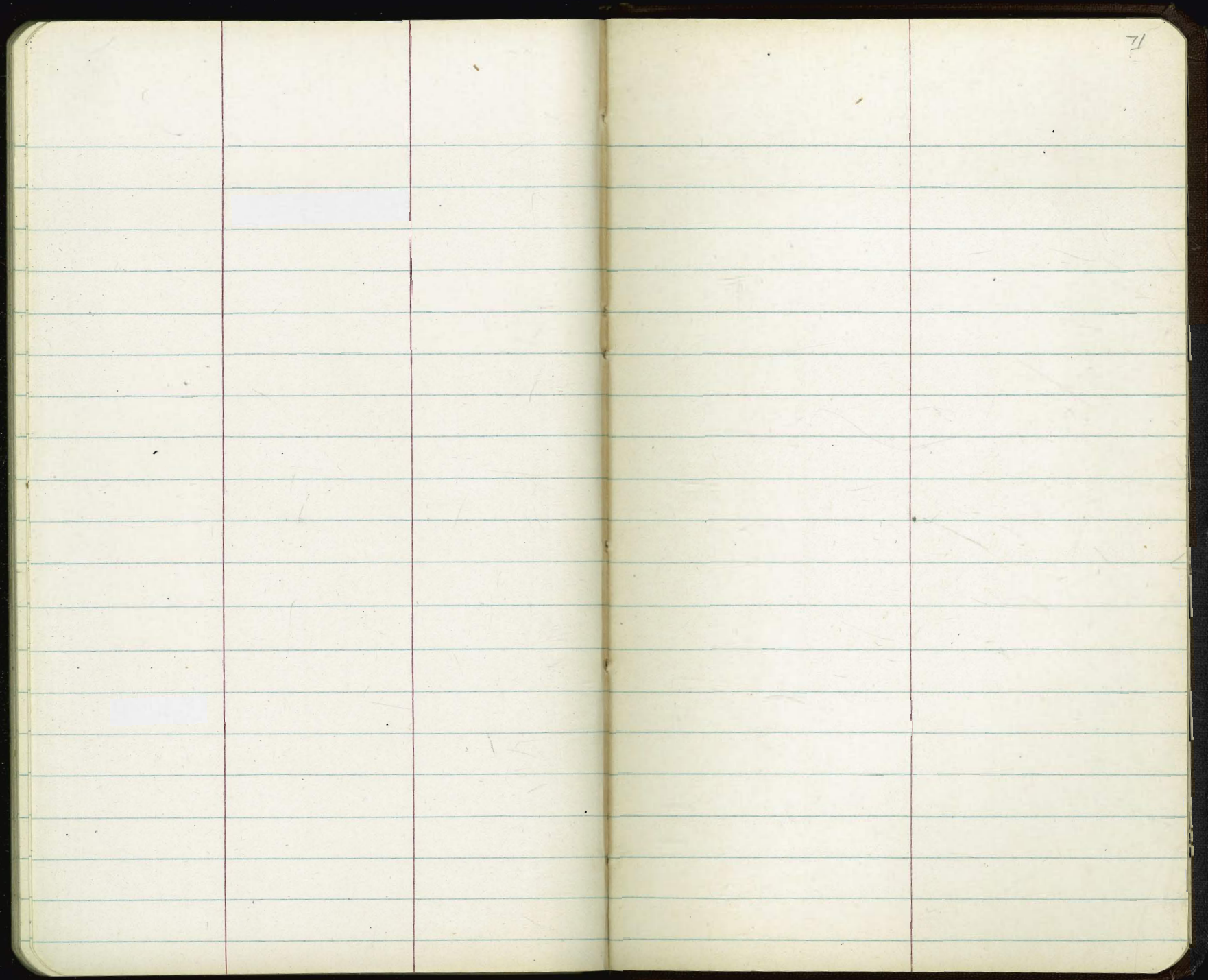
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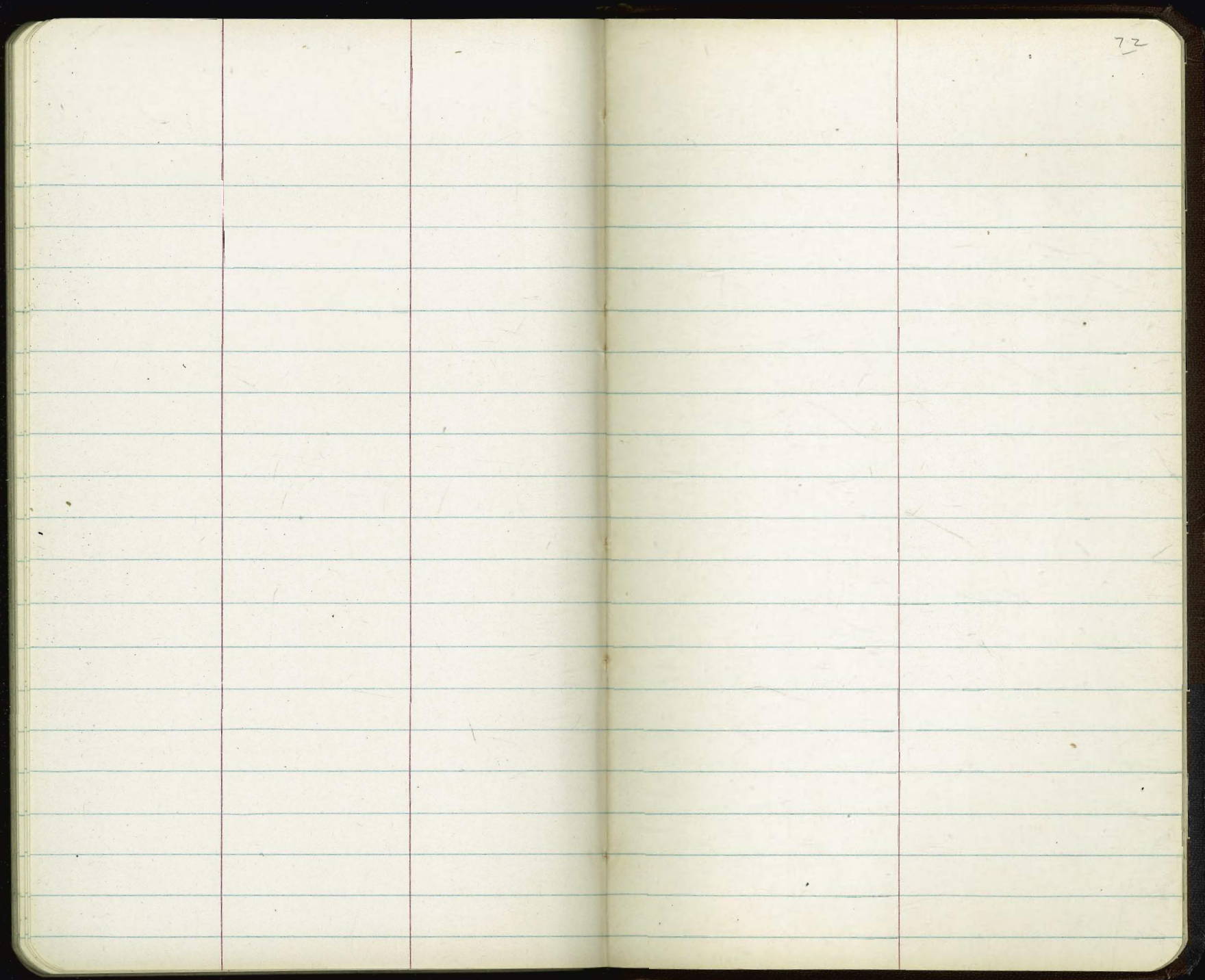




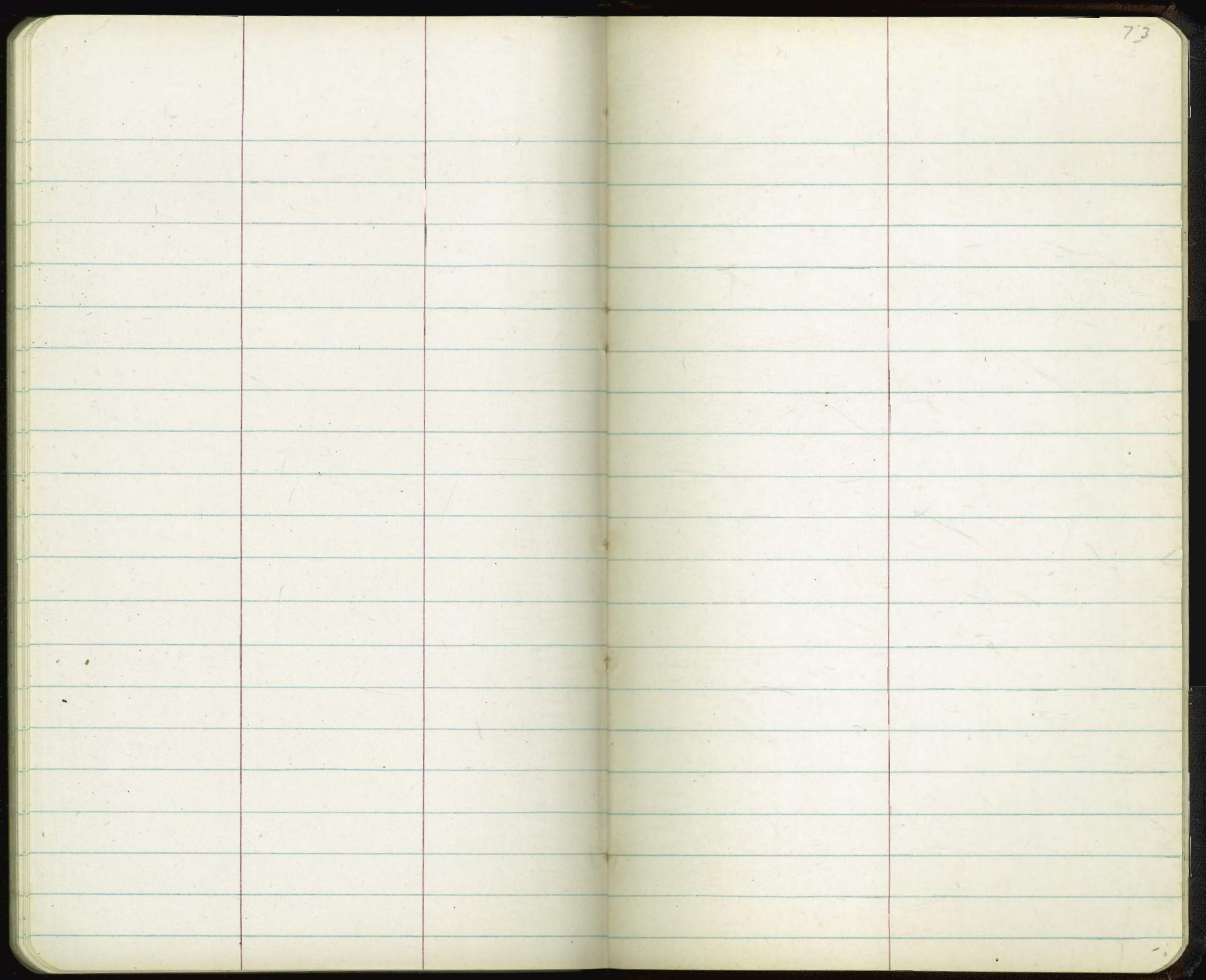




71



72









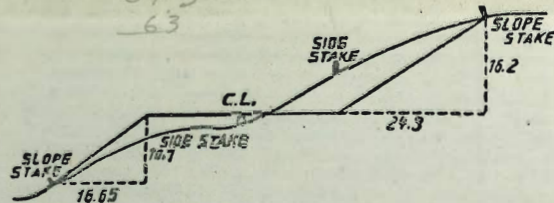








262, 61 11/69



**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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