

TIE POINT 30

LA JOLLA



1882

1883

1884

T. P. 30



# EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and  
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning  
Roadway 16 feet wide. Side Slopes 1 on 1.  
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be  $30.6 + (20 - 16) \div 2$  or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1½ see inside of back cover.

Copyright, 1914, by Eugene Dietzgen Co.

160.08

## TIE POINT BOOK 30

## LA JOLLA

## CITY ENGINEER'S OFFICE

INDEXED

*to page # 36  
except page # 20*

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

MAY 20, 1943



Chicago

H

0  
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32  
33  
34  
35  
36  
37  
38  
39  
40

Example  
to be a  
of road  
30.6 = 32

	Page
Dolphin - Bird Rock to Chelsea ✓	1
Abalone - Bird Rock to Chelsea ✓	1
La Jolla Blvd - Bird Rock to ✓	1
Electric Ave - Bird Rock to ✓	1 (Back)
Beaumont - Bird Rock to ✓	1 (Back)
Waverly - Bird Rock to ✓	2
Belleview - Bird Rock to ✓	2
Dolphin Pl. - Bird Rock to ✓	2 (Back)
Abalone Pl. - Bird Rock to ✓	3
Chelsea - Sea Rose Pl. to Bird Rock ✓	3
Sea Rose Pl. + Chelsea ✓	3
La Jolla Blvd - Midway to S.H. Bird Rock ✓	4
Electric Ave - Midway to S.H. Bird Rock ✓	4
Chelsea Ave + Forward ✓	4
Beaumont - Midway to Bird Rock ✓	5
Forward - Beaumont to Taft ✓	5
Waverly - Midway to S.H. Bird Rock ✓	5
Belleview - Midway to S.H. Bird Rock ✓	5
Taft - Forward to Bird Rock ✓	5
Linda Rosa - Midway to Bird Rock ✓	6
Forward - Taft to Linda Rosa ✓	6
Midway - La Jolla Blvd - Electric ✓	7
La Jolla Blvd + Midway ✓	7
Electric Ave + Midway ✓	7
Electric Ave + Colima ✓	8
Beaumont - Colima to Midway ✓	8
Waverly - Colima to Midway ✓	8
Belleview - Colima to Midway ✓	8
Taft - Colima to Midway ✓	8
Colima - Electric to Taft ✓	8
Midway - Beaumont to Taft ✓	8

Chelsea Opening, N. End Ave. 37  
 La Jolla Mesa Dr. (Muirlands Dr. - South) 35 + 36  
 La Jolla Park, Blk 48, Base Line and Prospect 50  
 Ad Bahr Dr. & Soledad Ave - Ties 41



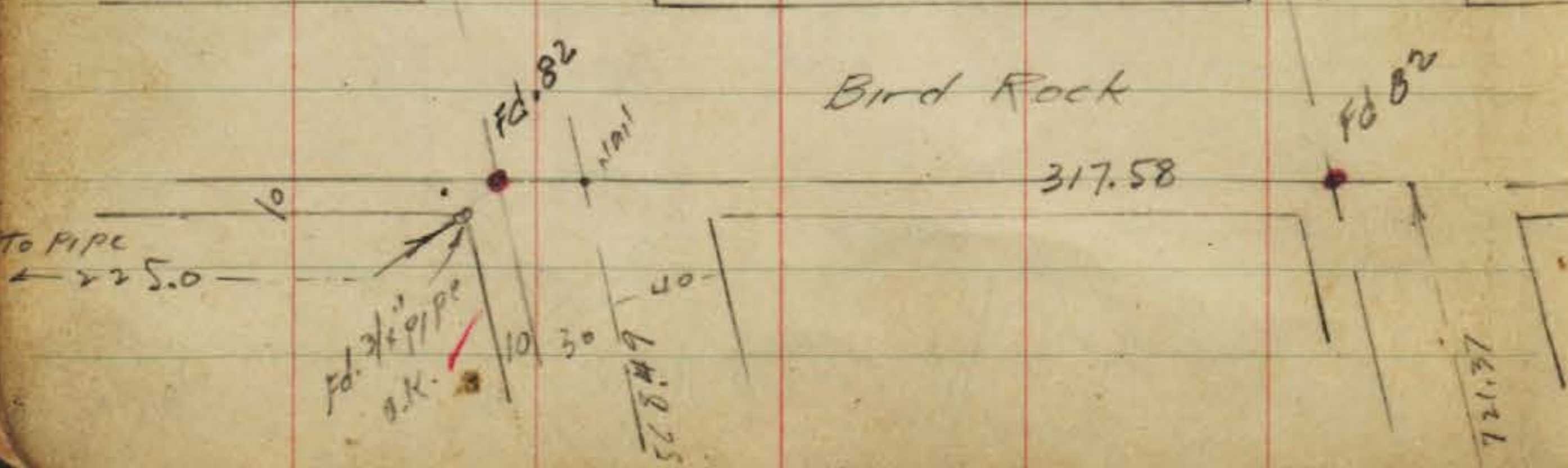
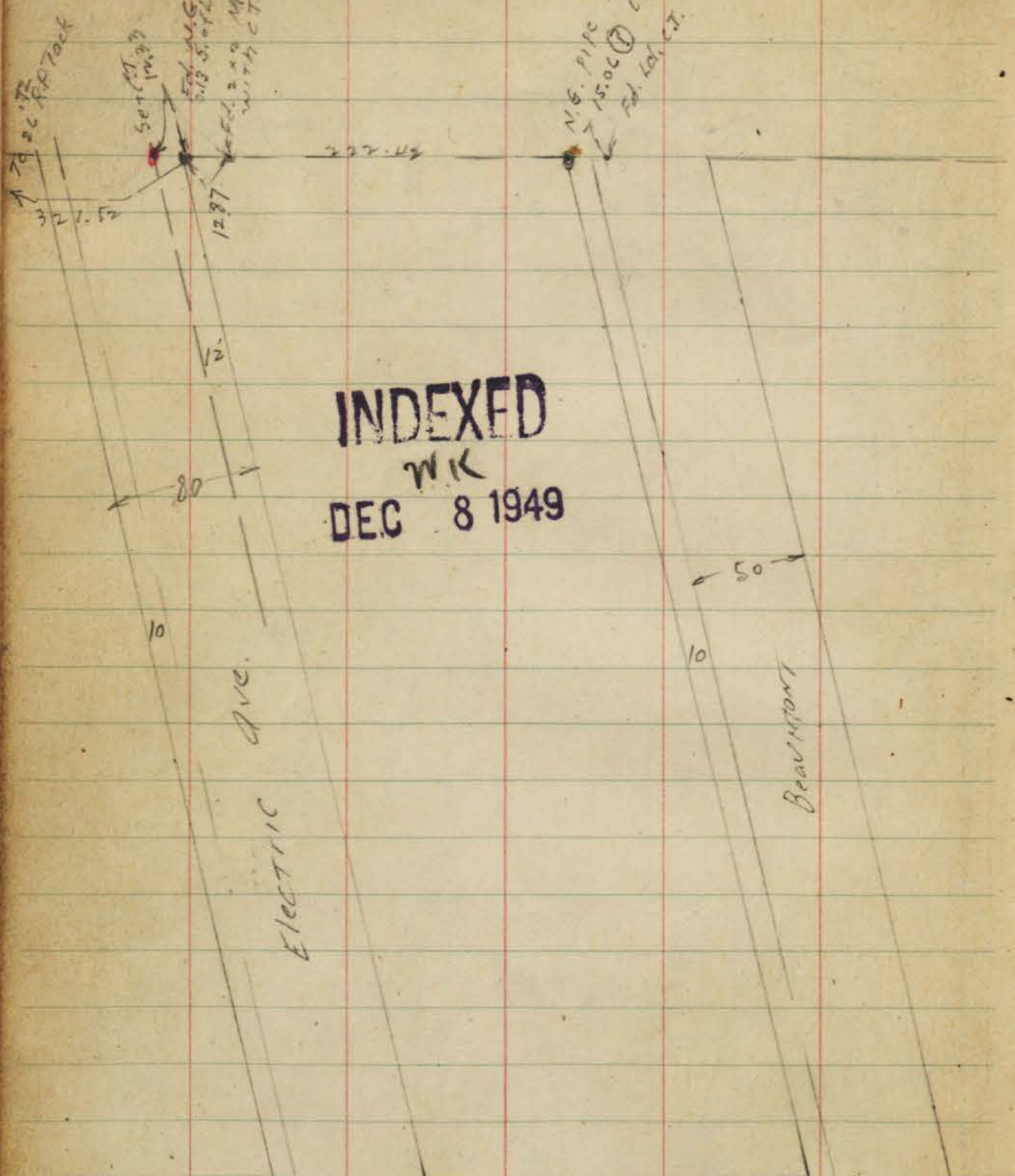
	Page
OceanView + Pearl	✓ 24
OceanView	✓ 25
Location of 12" Con Ref. Wall to T1 Add.	✓ 26
Cont of Above Survey	✓ 27
Tie to M.H.T. baseline at Nhy old	✓
Cor of Nicholson's Add.	✓ 28
Tie for Closure Nhy Cor Nicholson's	✓
to 7' C.T. on Pearl + Olivetas	✓ 29
Ivanhoe Ave	✓ 32
Virginia Way	32
Olivet Ave.	32
✓ Cabrillo	32
Mar. Ave	32
( Pepito St.	32
Pearl St.	32
Exchange Place	33
Virginia Way	33
Olivet Ave.	33
Ivanhoe Ave.	33
Mar. Ave.	33
Pepito St.	33
✓ Chelsea Ave. (opening Blk 15)	34
La Jolla Mesa Drive	35
Muirlands Drive	36
La Jolla Mesa Drive	38
Blk 48 - La Jolla Park	51

	Page
( Taft + Colima	✓ 9
Linda Rosa + Colima	✓ 9
Beryl + Mission Blvd	✓ 10
Tourmahine + Mission Blvd	✓ 11
Sapphire	✓ 11
Colima + Electric Ave	✓ 12
Agate + Turquoise	✓ 12
Mission Blvd + Turquoise	✓ 12
La Jolla Blvd + Electric	✓ 12
Colima - Belleview to Mission Blvd	✓ 13
Belleview + Colima	✓ 13
Van Nuys + Mission Blvd	✓ 13
Archer + Mission Blvd	✓ 13
( Taft + Colima	✓ 13
Colima + La Jolla Mesa Drive	✓ 14
Linda Rosa Ave + Colima	✓ 14
Mission Blvd + Pueblo Line 1783	✓ 14
La Jolla Mesa Drive + Linda Rosa	✓ 15
La Jolla Mesa Drive +	✓ 15
Torano Rd + La Jolla Mesa Drive	✓ 16
Torano Rd	✓ 17
La Jolla Mesa Drive	✓ 18
Bescano Rd + Zamora Rd	✓ 19
Bescano Rd + La Jolla Mesa Drive	✓ 19
Survey Blk 41 La Jolla Park	✓ 21
" " " " " " Cont	✓ 22
Olivetas Ave - Marine to Pearl	✓ 23
( Marine to Monte Vista Ave	✓ 24
Olivetas + Pearl st.	✓ 24
Vista Del Mar	✓ 24



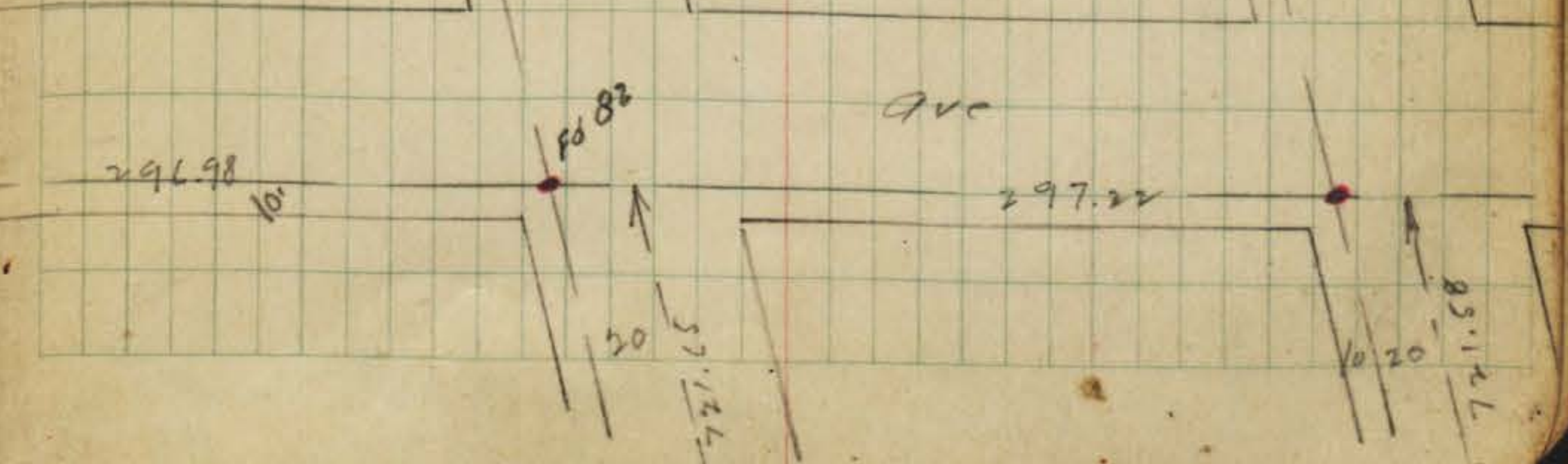
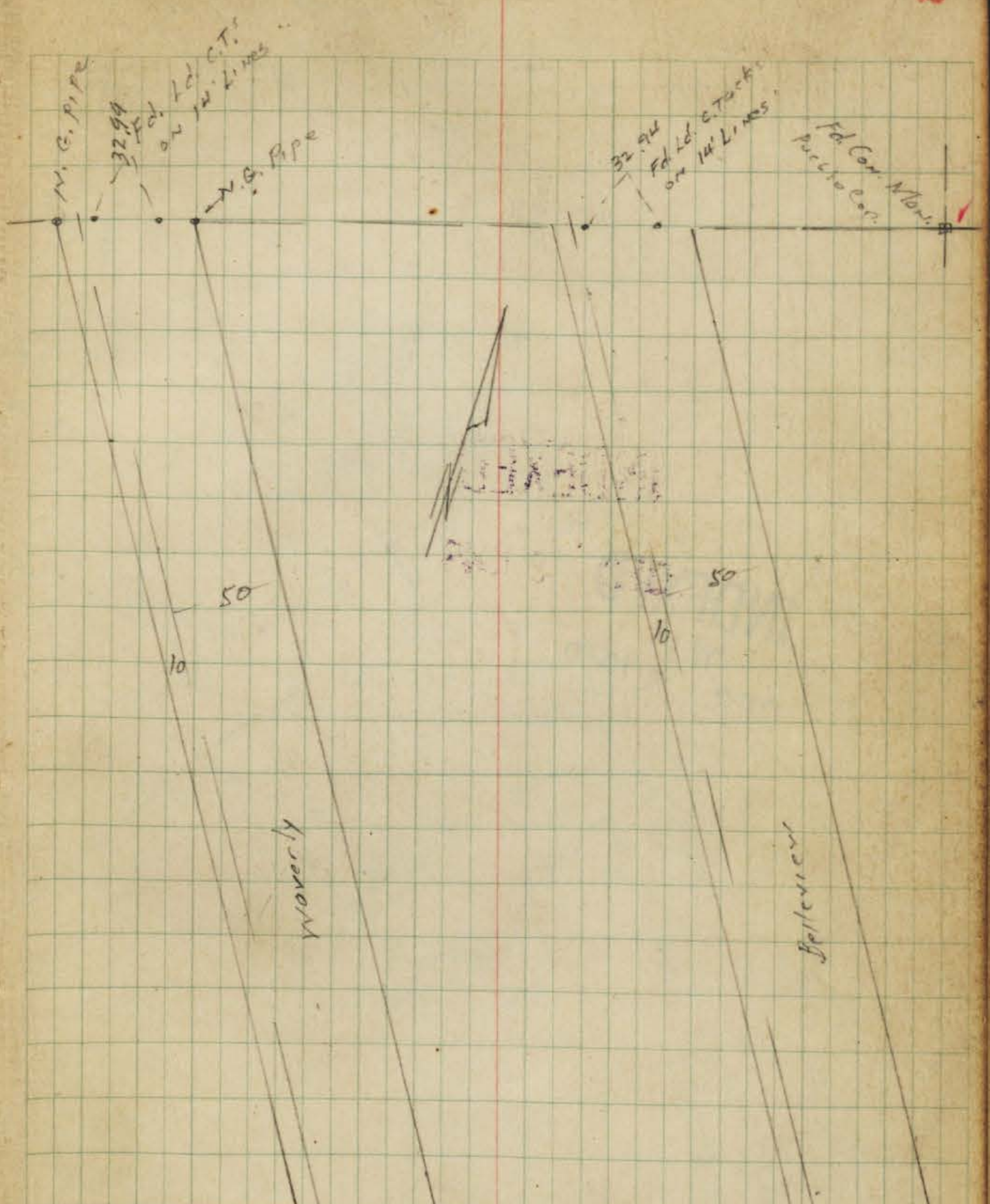






Plotted on Tie sheets  
c. S.K.

2





Bird Rock

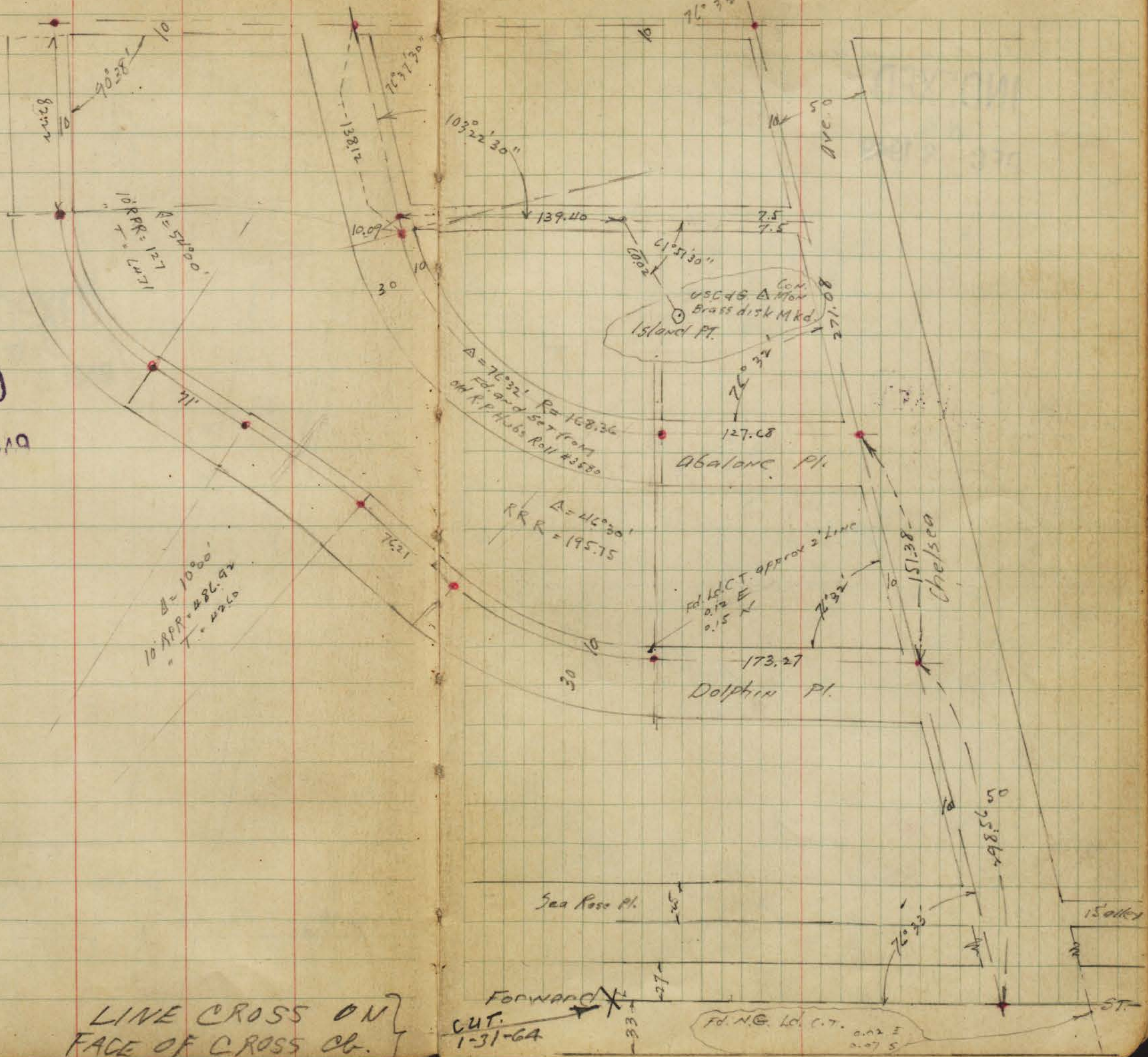
Plotted on Tie sheets

Ave. Sec p. 1

138<sup>m</sup>

3

INDEXED  
WIK  
DFC 8 10/19



LINE CROSS ON  
FACE OF CROSS CB.

FORWARD  
CUT.  
1-31-64

F.D. N.E. L.O. C.T.  
0.02 E  
0.07 S



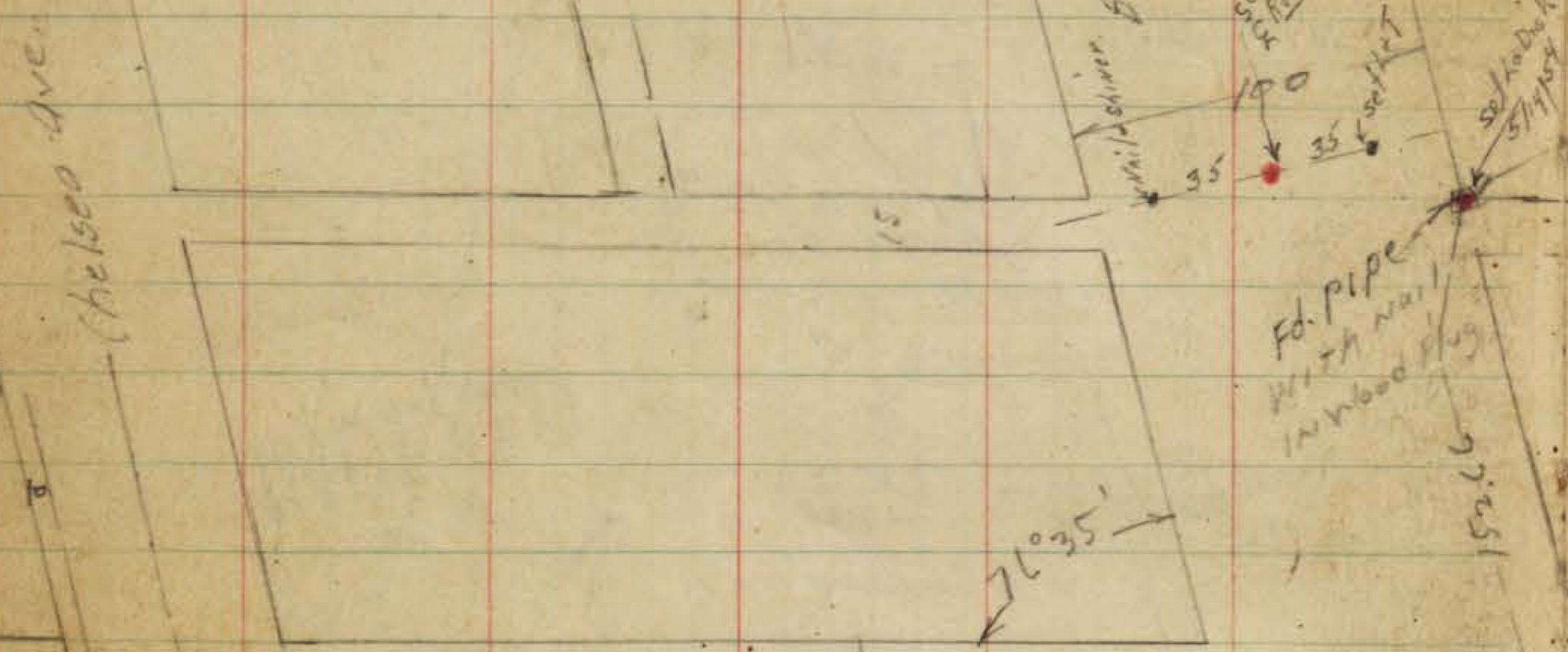
Plotted on Tie Sheets  
C.S.K.

Bird Rack  
SET DISK

S.L. Bird Rack Ave.

INDEXED

W.K.  
DFC 8 1949



383.30  
Forward

229.68

224.68

10.56

240.24

239.75

Bird Rack Add.

51K. NOW

0.49 Long

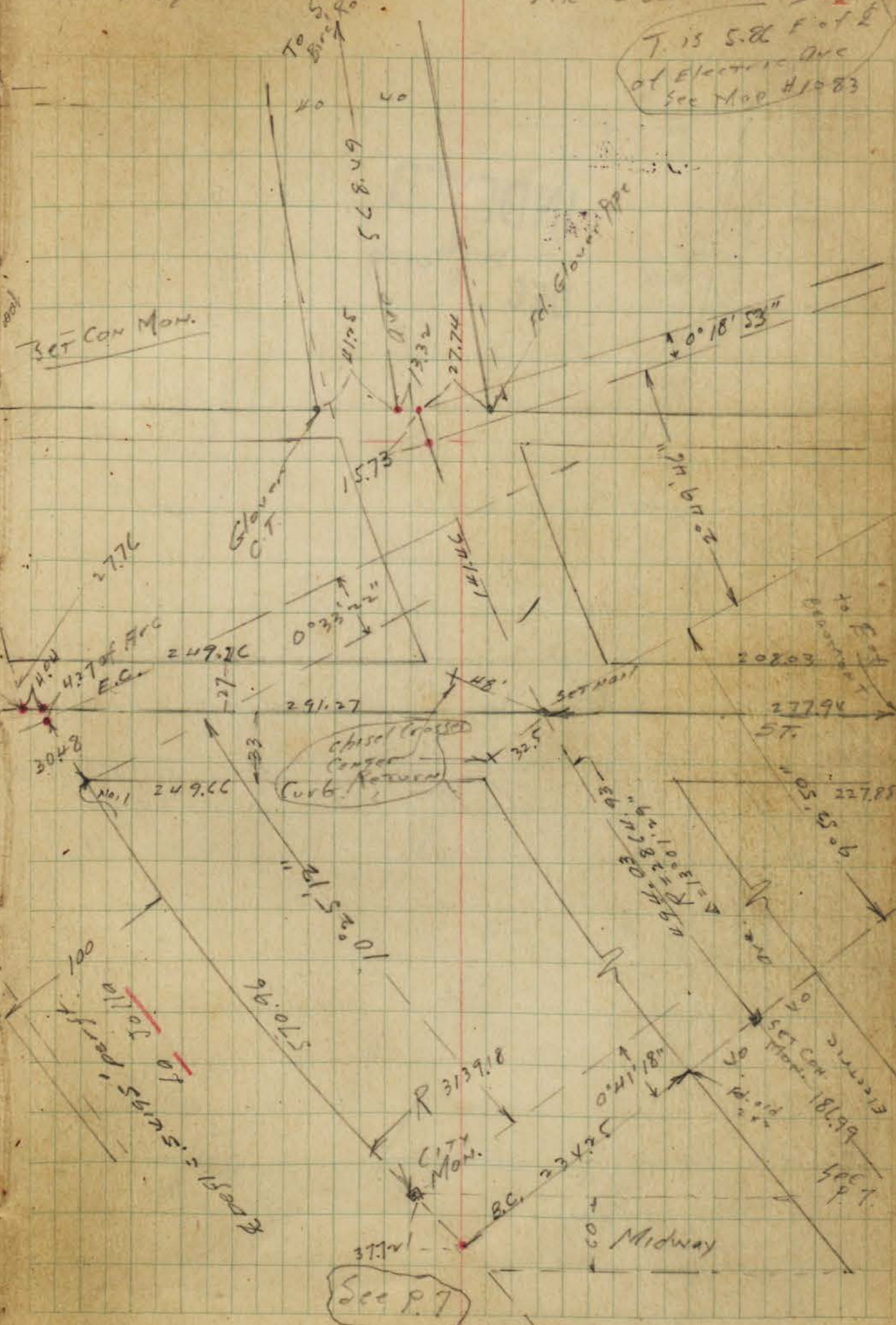
$\Delta = 11^{\circ} 39' 52''$   
 $R = 3239.18$

NOTE! Curbs on Electric Ave  
are NOT parallel with  
property lines.  
are 18' more or less

CITY by

The Sea

T. is 5.8 F of E  
of Electric Ave  
See Map #1083



To Bird Rack Ave.  
50  
40  
68.75  
58.75

SET CON MON.

27.76

437' of FRC  
E.C.

249.76

3048

249.66

291.27

105.01

96.96

570.15

100

3139.18

23425

37.74

105.01

105.01

105.01

105.01

105.01

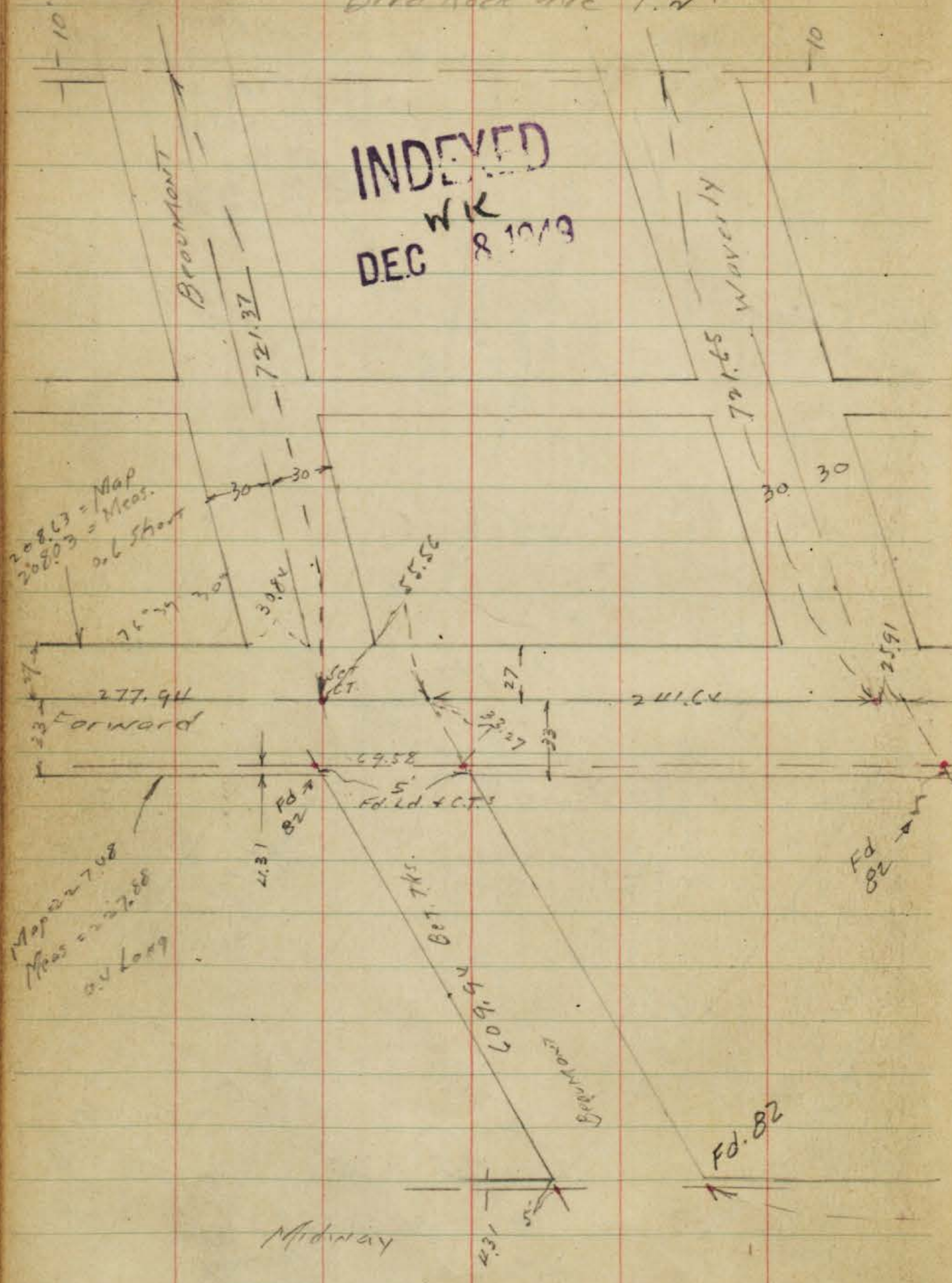
105.01

See p. 7



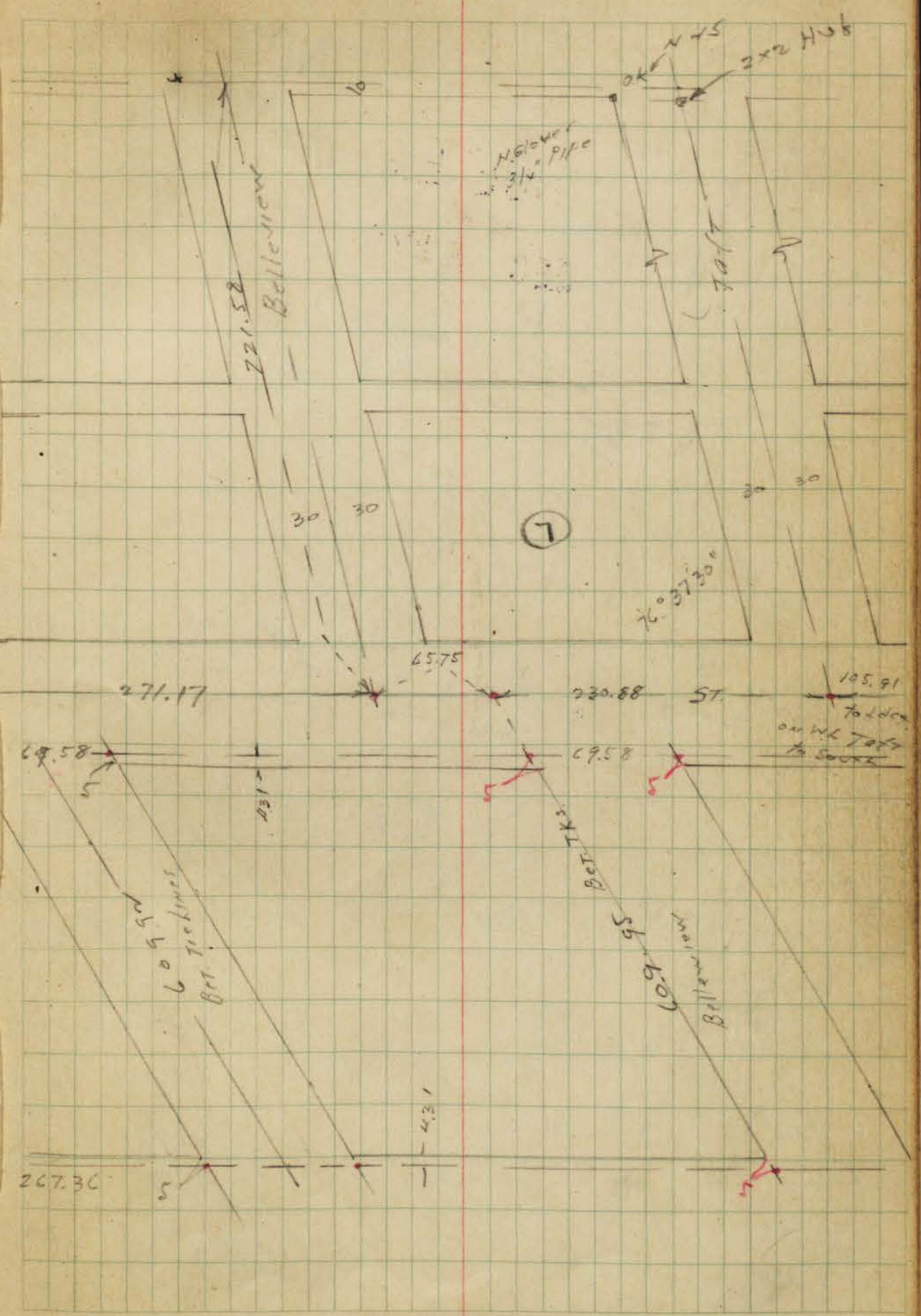
Bird Rock Ave P.d.

INDEXED  
WK  
DEC 8 1919



Plotted on Tie sheets  
C.S.K.

5









Plotted on Tie sheets  
C131K.

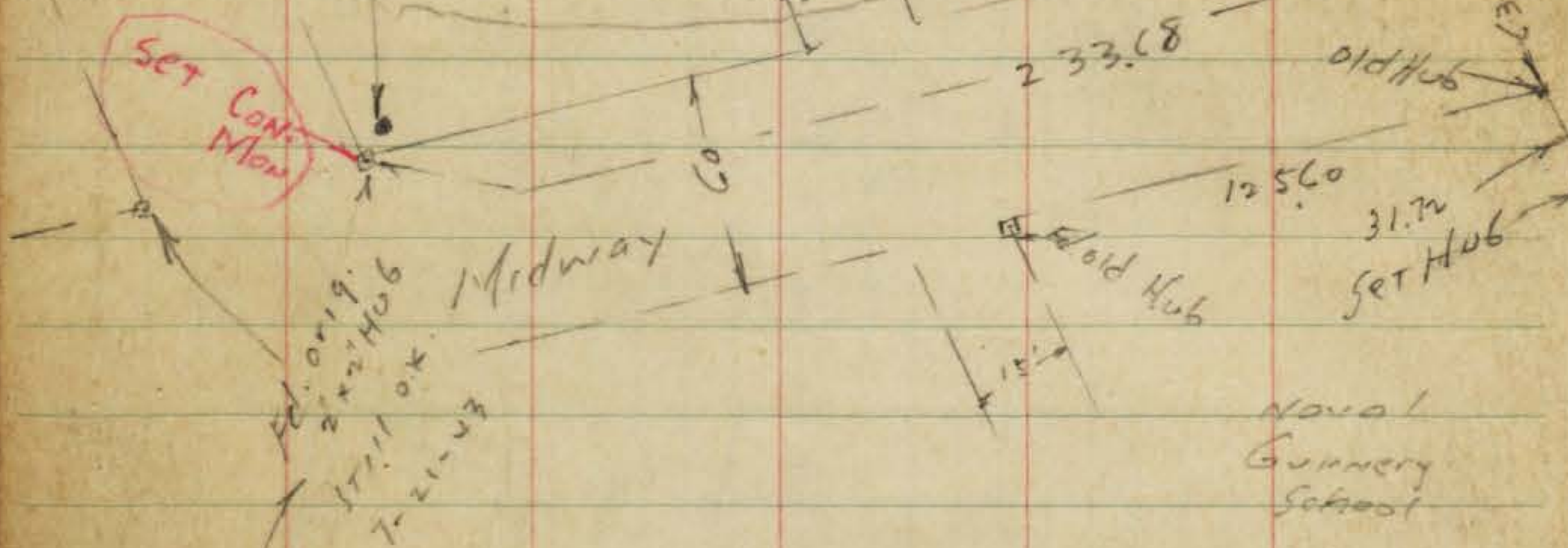
See p. 4

$R = 3239.18$   
 $0.5306$

This is N.G.

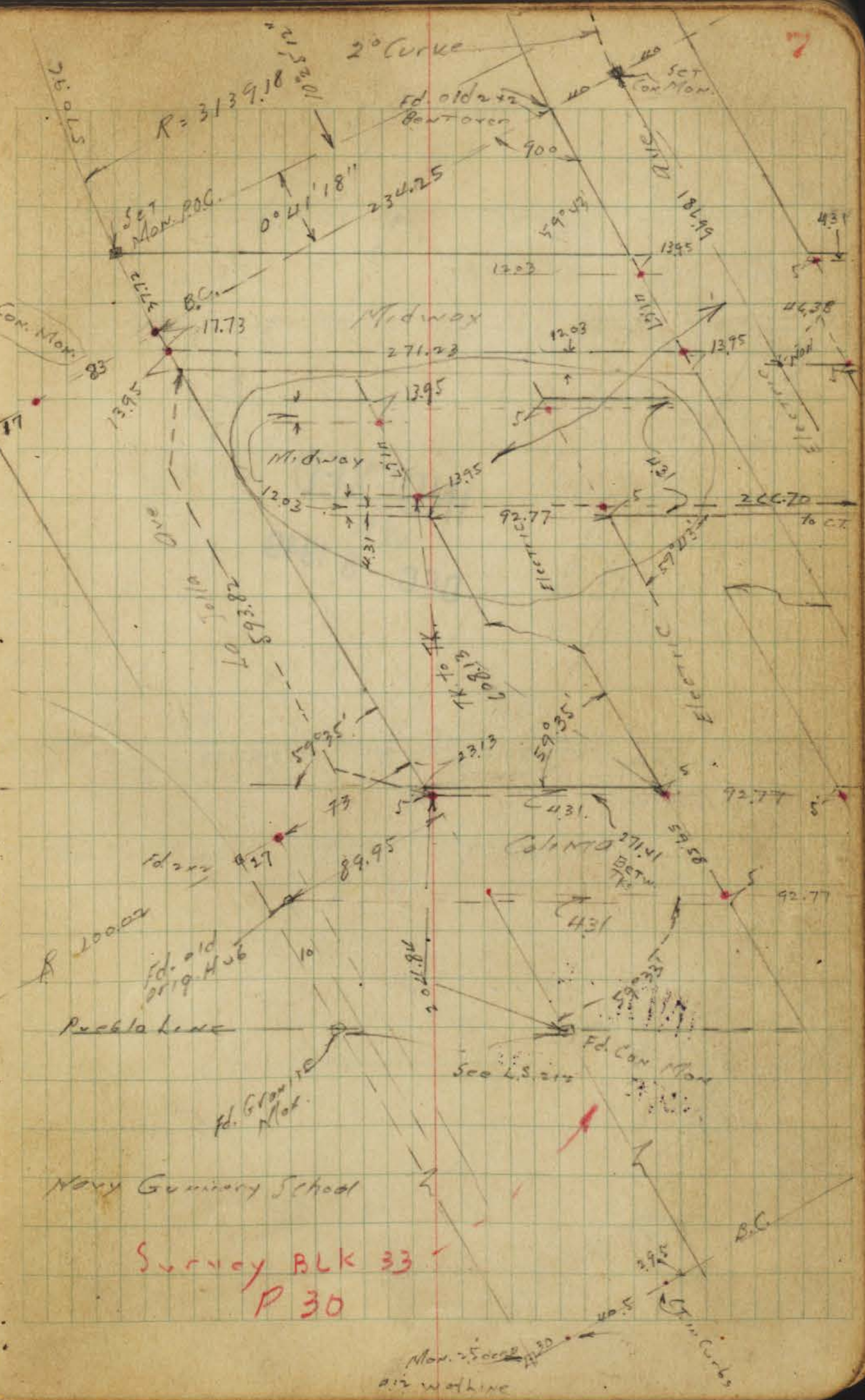
Fd. Con. Mon. MKd Norman Glover  
L.S. 1880 - 1940  
SW Cor. Blk 16

0.87 too far east  
0.56 " " North



Glover, I think found the butt of the  
old "x" harness stake which I found  
Laying on ground near Mon.  
old "x" Hub with Cap. 7th is 1" below Mon. MKd.  
Glover

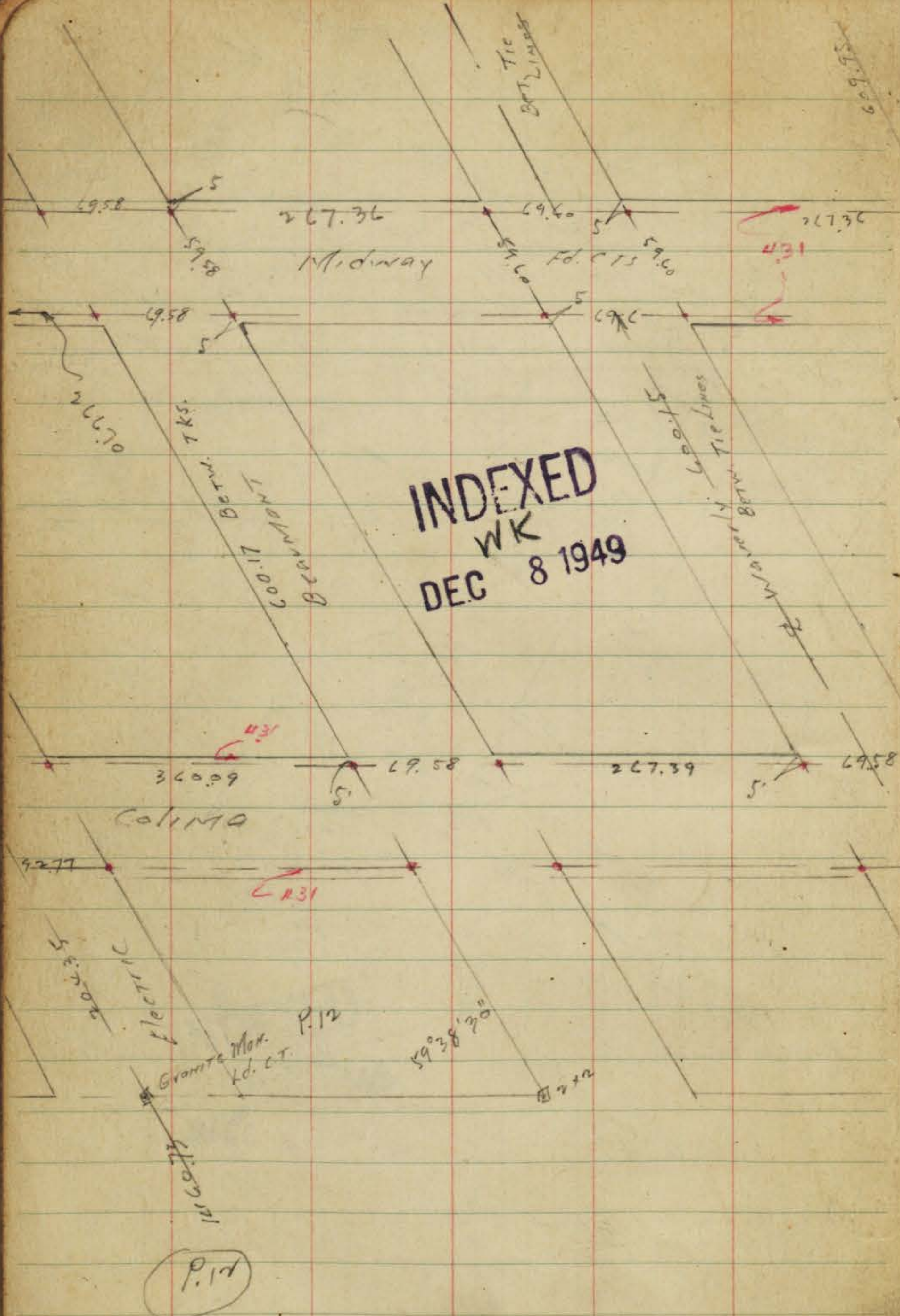
**INDEXED**  
MK  
8 1949



Survey BLK 33  
P 30

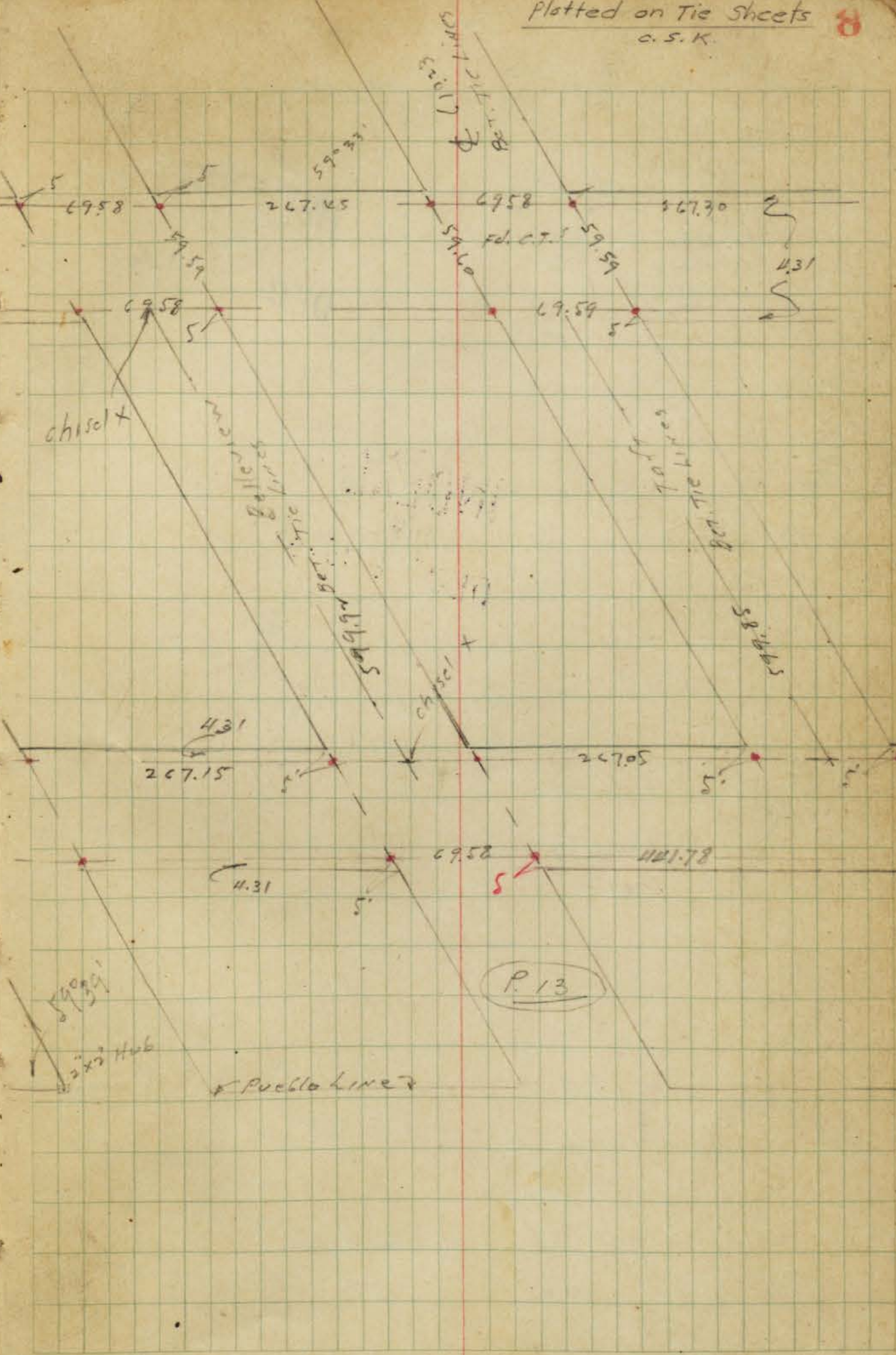
Mon. 25 Sec 30  
air washing





INDEXED  
WK  
DEC 8 1949

P. 12



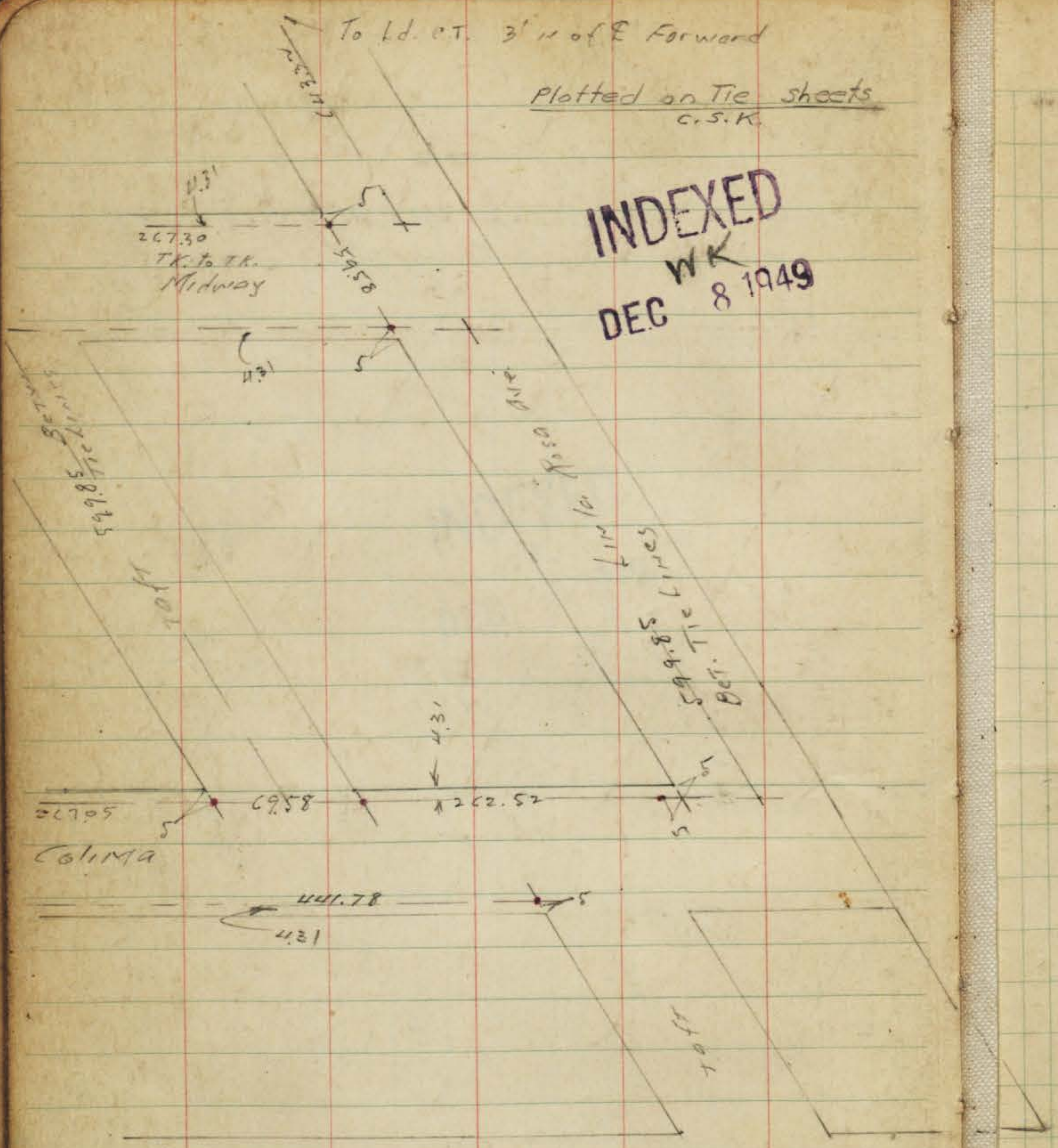
P. 13



To Id. of 3' 11" of E Forward

Plotted on Tie sheets  
C.S.K.

INDEXED  
WK  
DEC 8 1949



P. 13



Plotted on Tie sheets  
10-31-44 C.S.K.

To E.C.

San Diego  
old T.O. P.B. & L.S.

R.R. R.O.W.

G. Moore  
Sundtmeier  
H. Moore

P-1-2-43

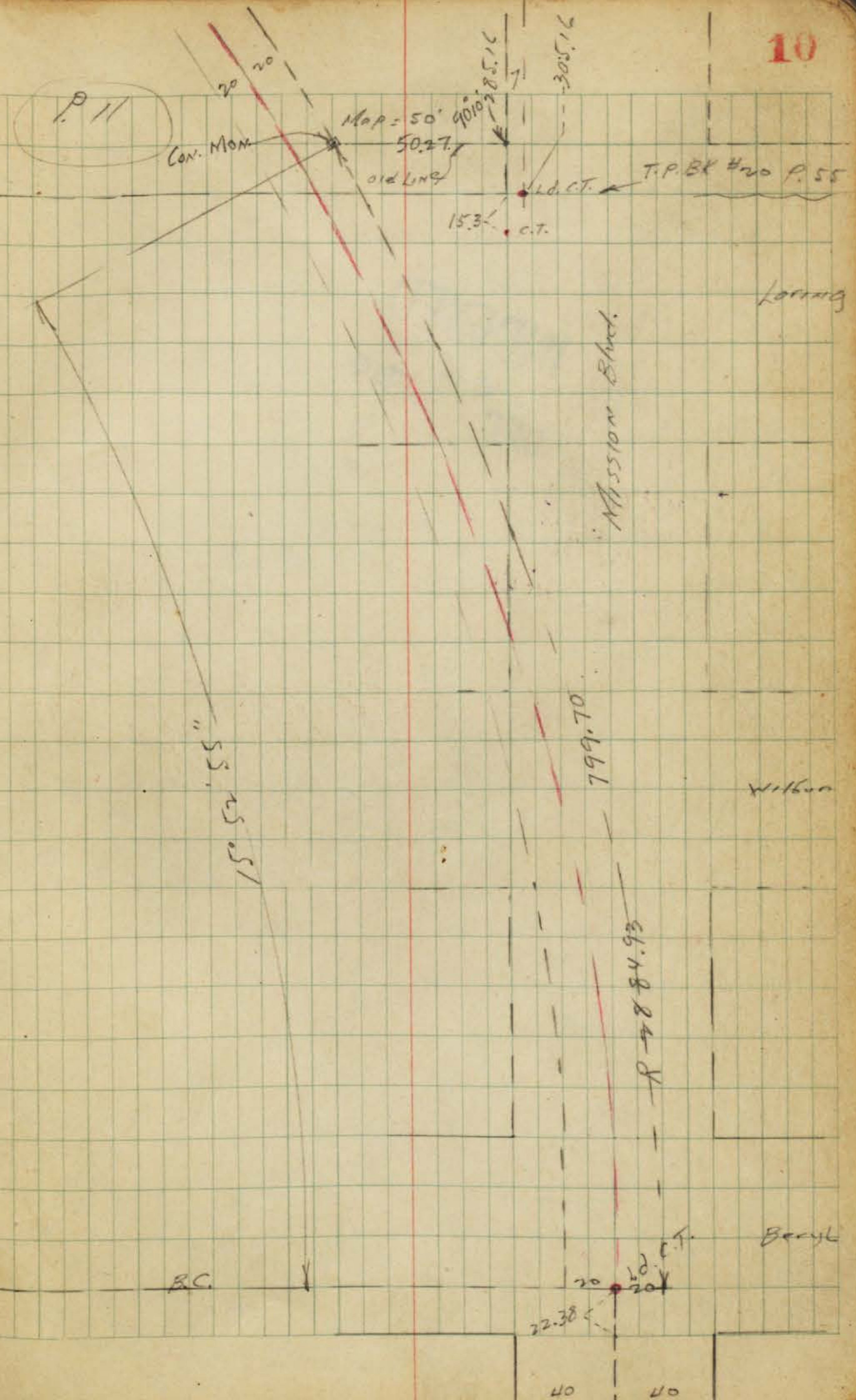
INDEXED

WK  
DEC 8 1949

$\Delta = 30^{\circ} 14'$   
old  $\Delta R = 2864.93$   
 $30^{\circ} 14'$   
40 Curve

For Tics in Metrolship Tye Tract 41

See Gr. BK. 174-10



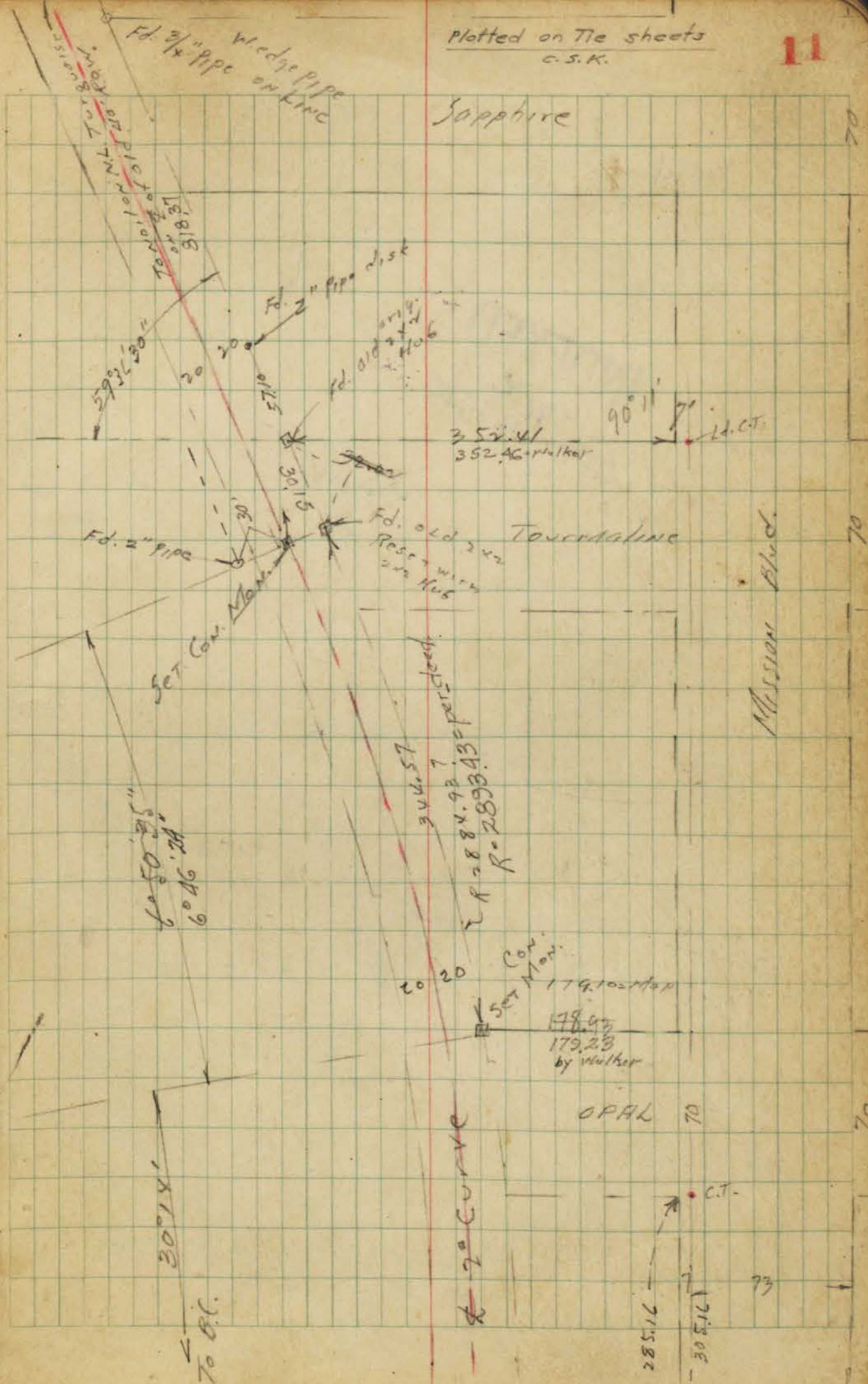


INDEXED  
 WK  
 DEC 8 1949

*F.C.*

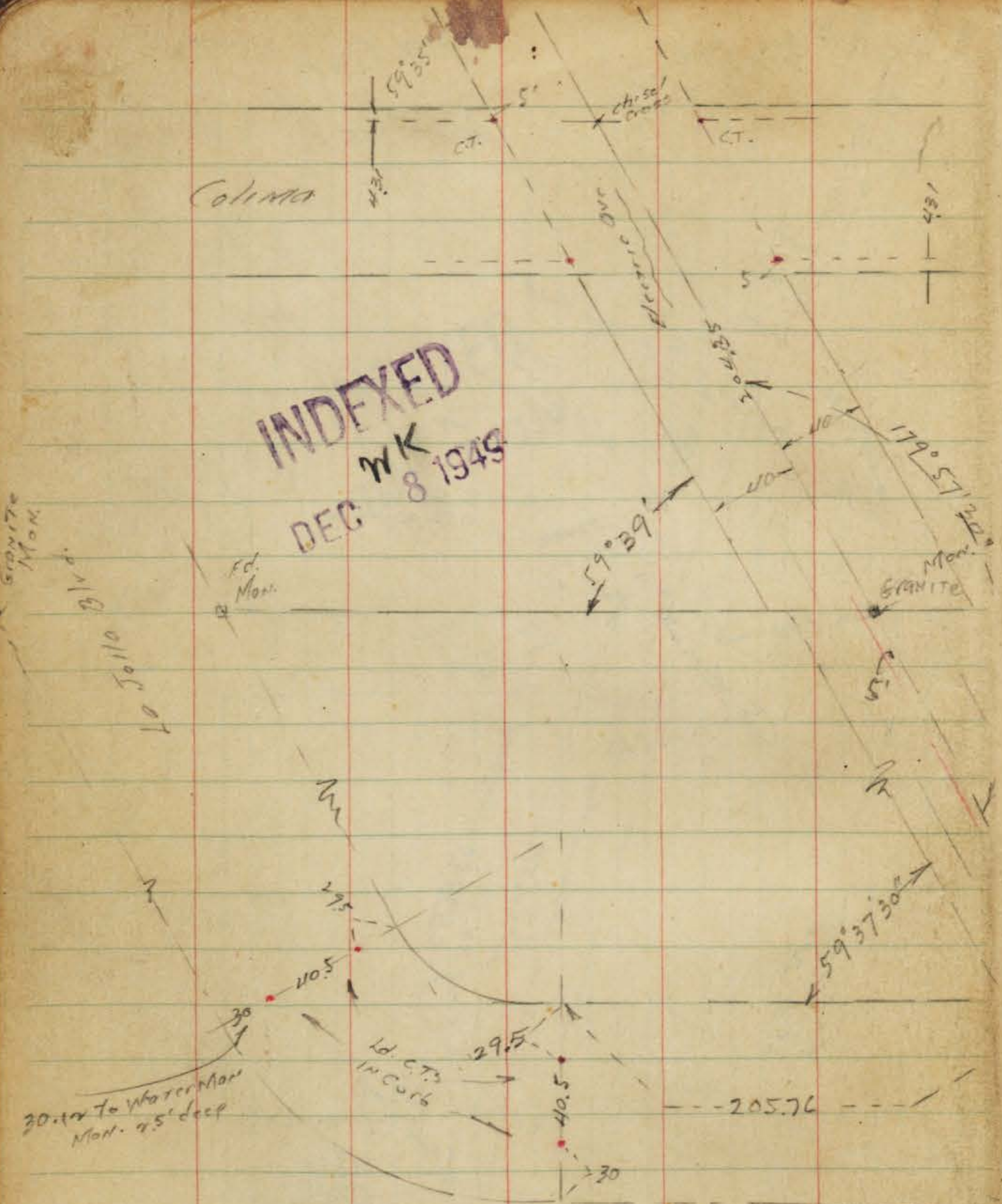
Plotted on Tie sheets  
 C.S.K.

11

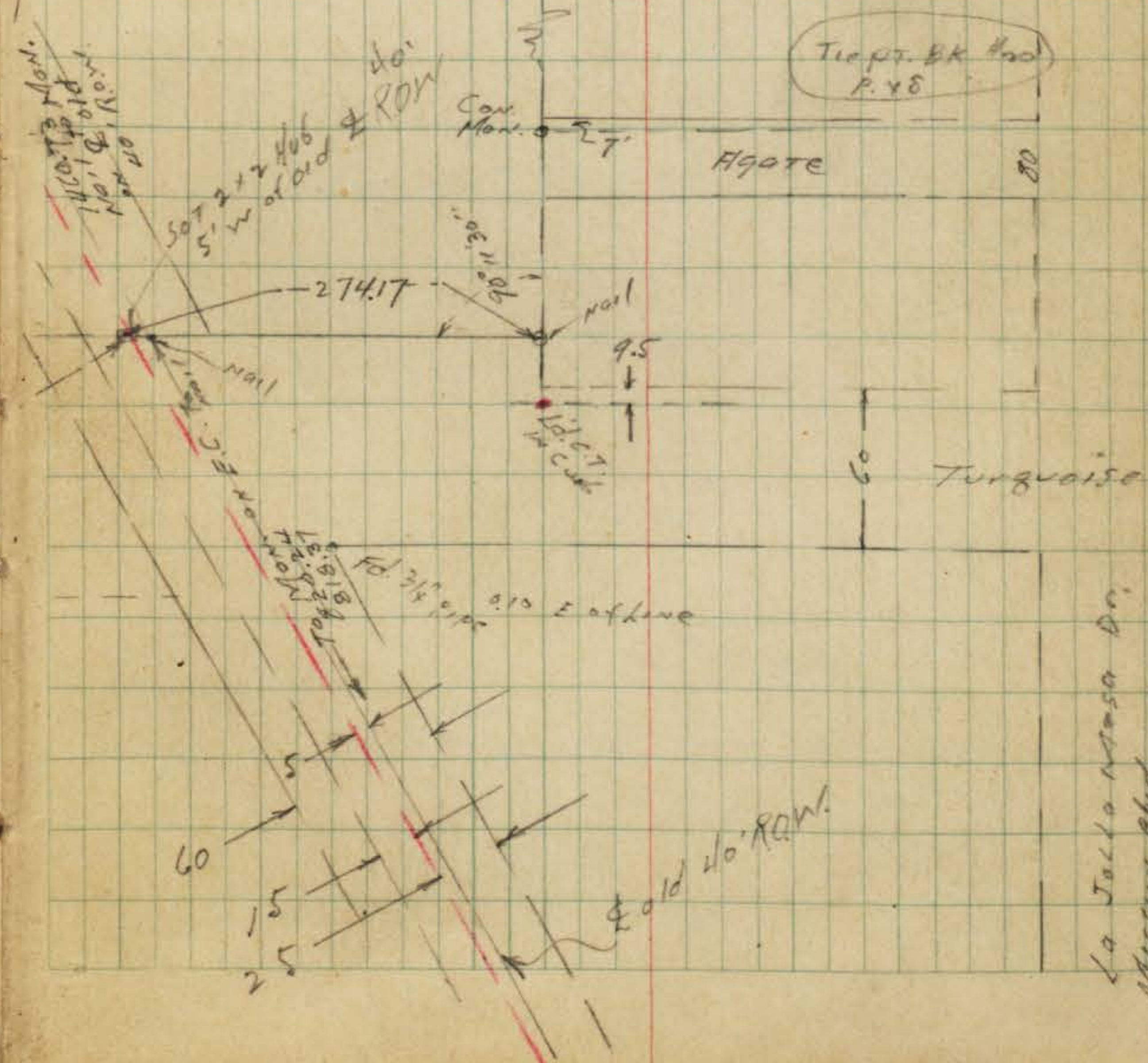




INDEXED  
WK  
DEC 8 1949



P. 8





P. 8

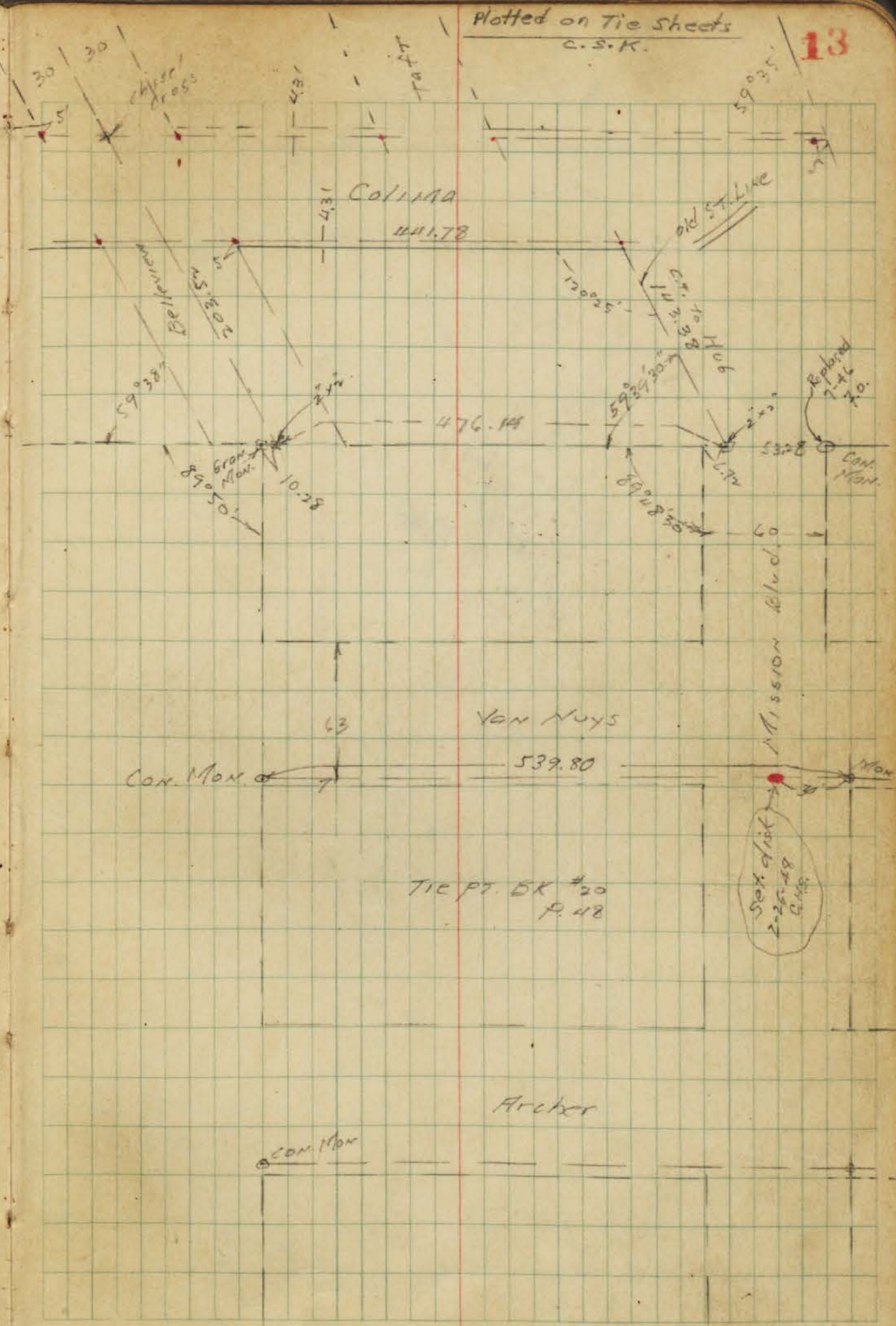
INDEXED  
MK  
DEC 8 1949

Navarro

Pueblo Line

Plotted on Tie Sheets  
C.S.K.

13

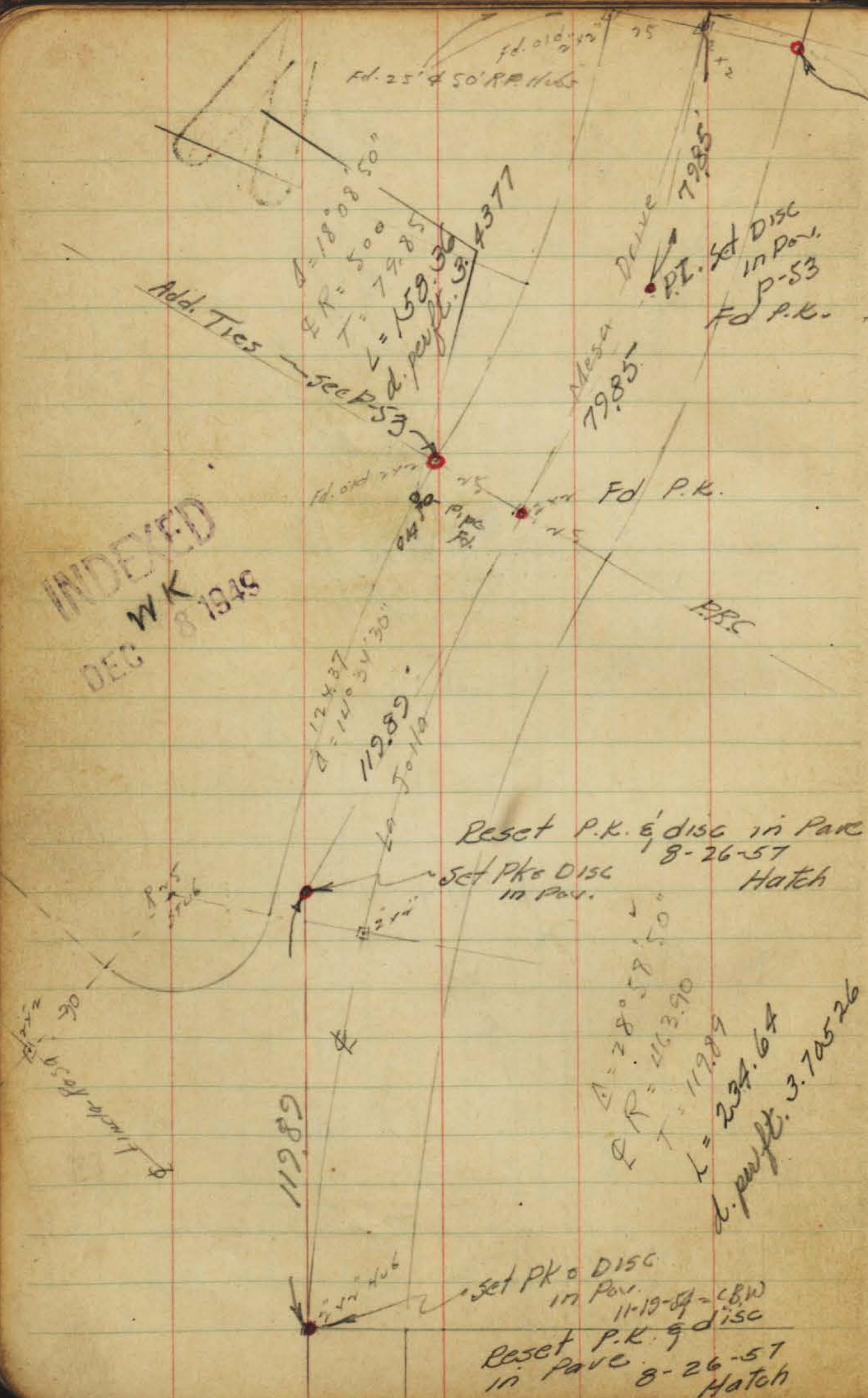




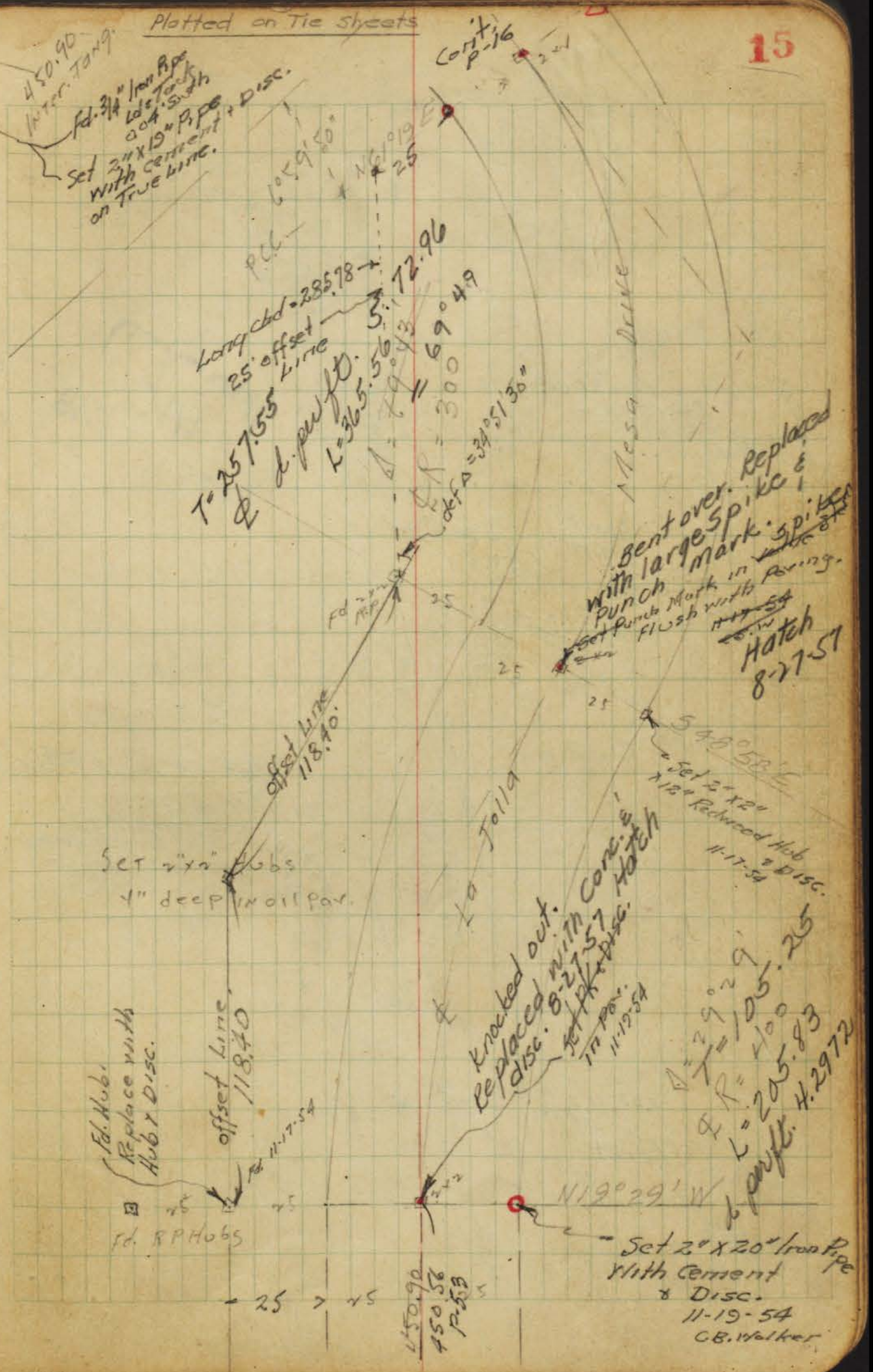




INDEXED  
DEC WK 8 1945



Plotted on Tie Sheets









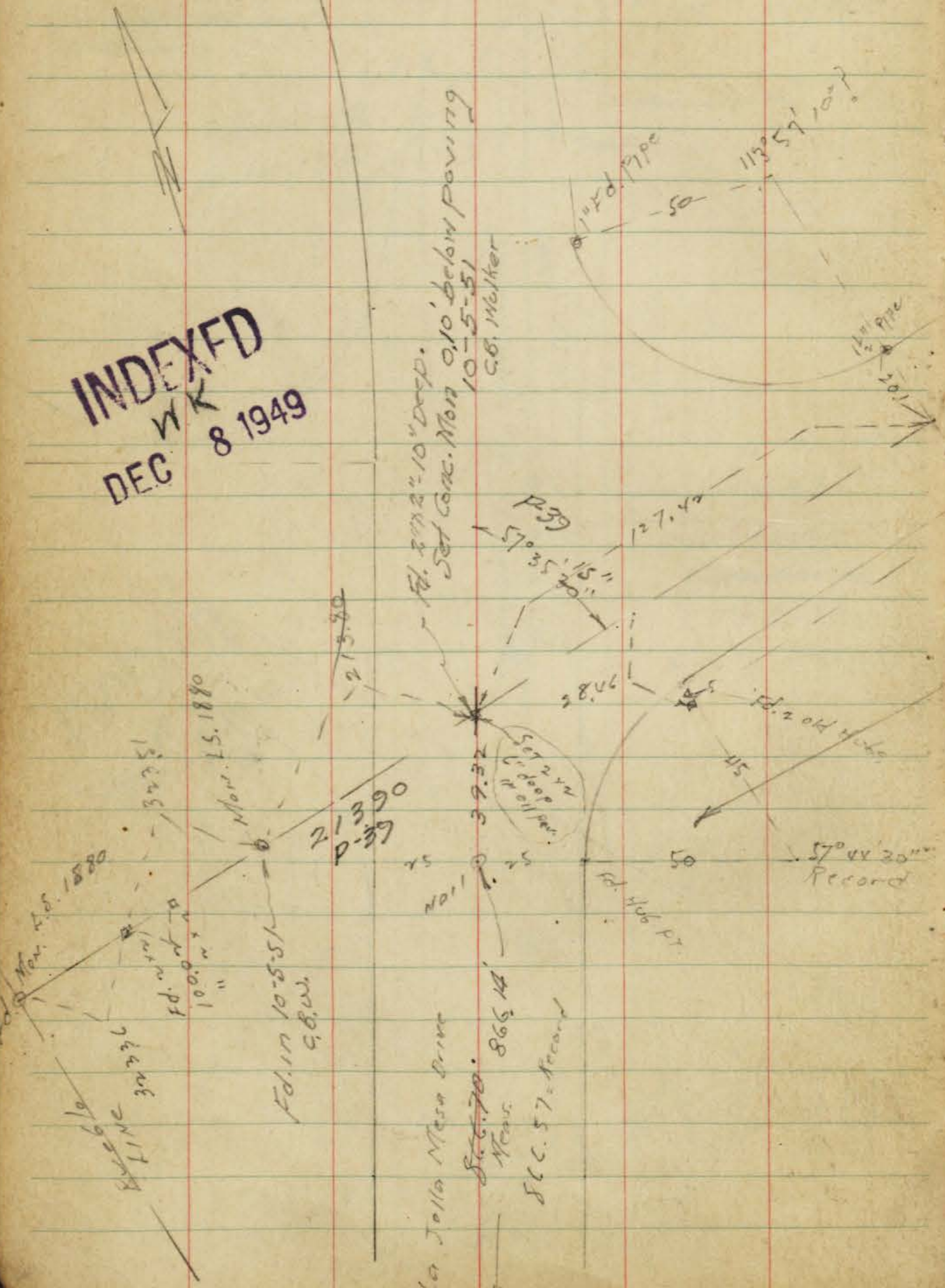




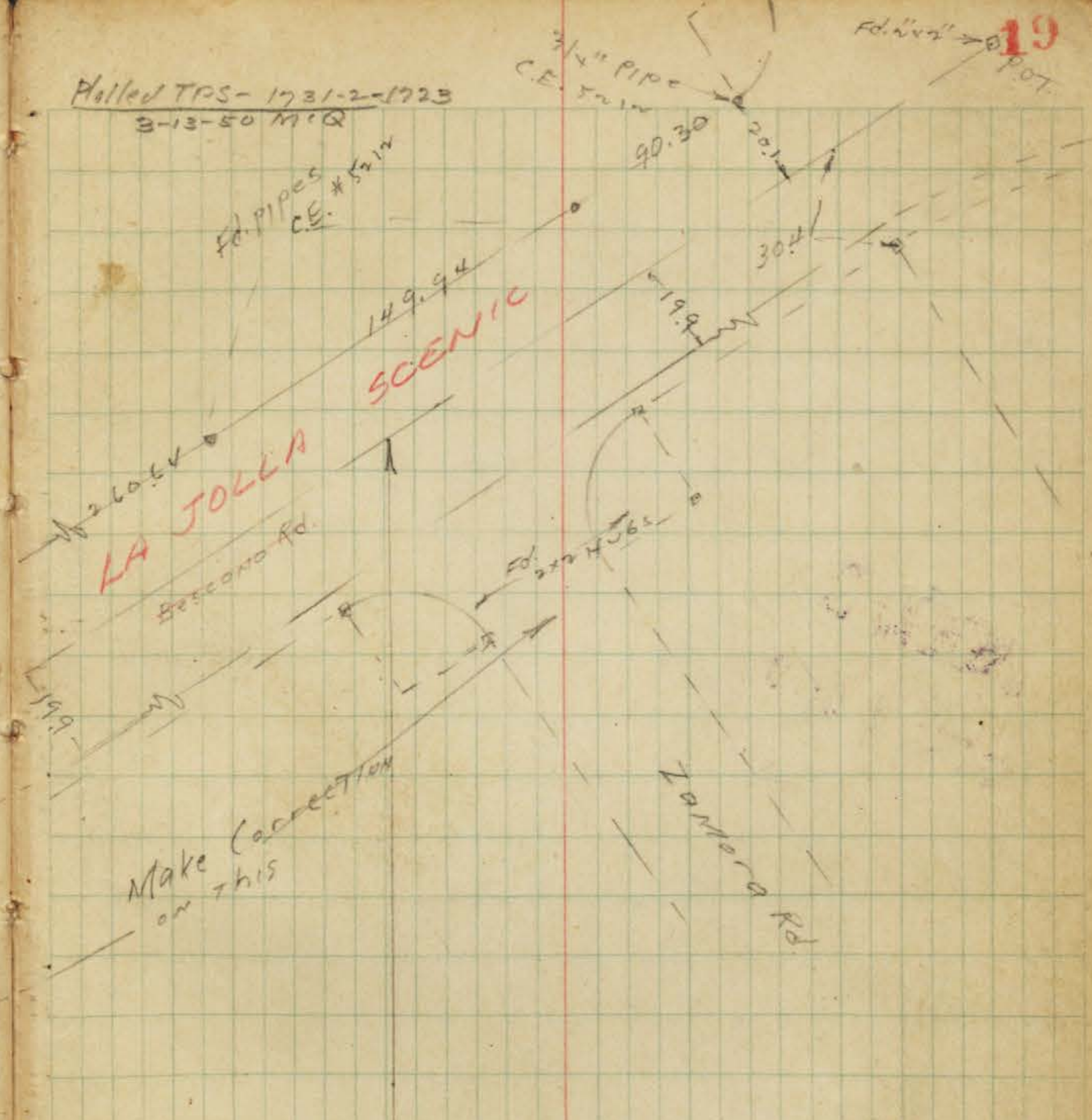




INDEXED  
 WK  
 DEC 8 1949



Plotted TPS-1731-2-1723  
 3-13-50 MCR



of Pueblo Lat according  
 to L.S. 1880 and C.E. 5212





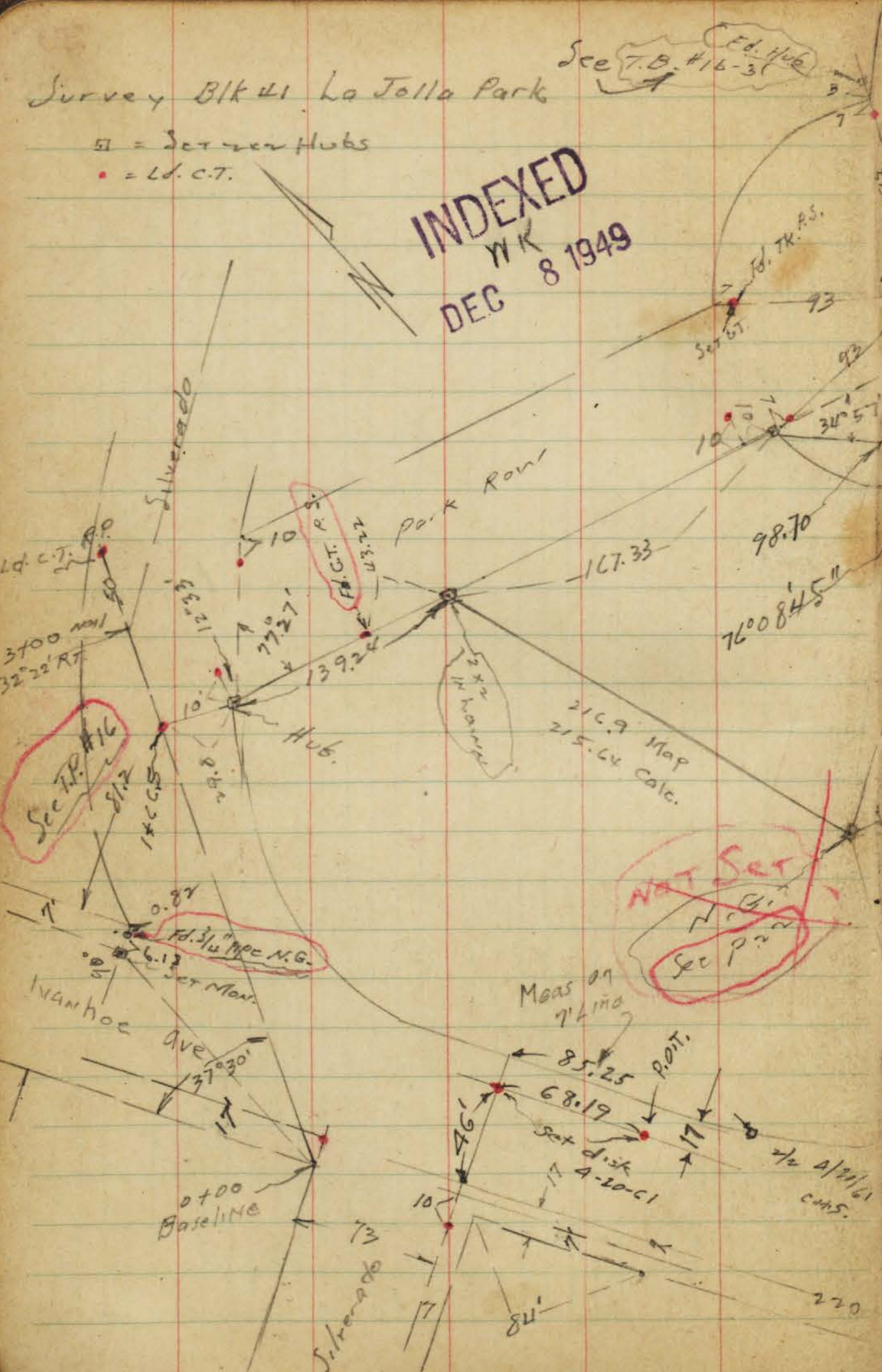


Survey Blk 41 La Jolla Park

□ = Set new Hubs  
 • = Ld. C.T.

**INDEXED**  
 WK  
 DEC 8 1949

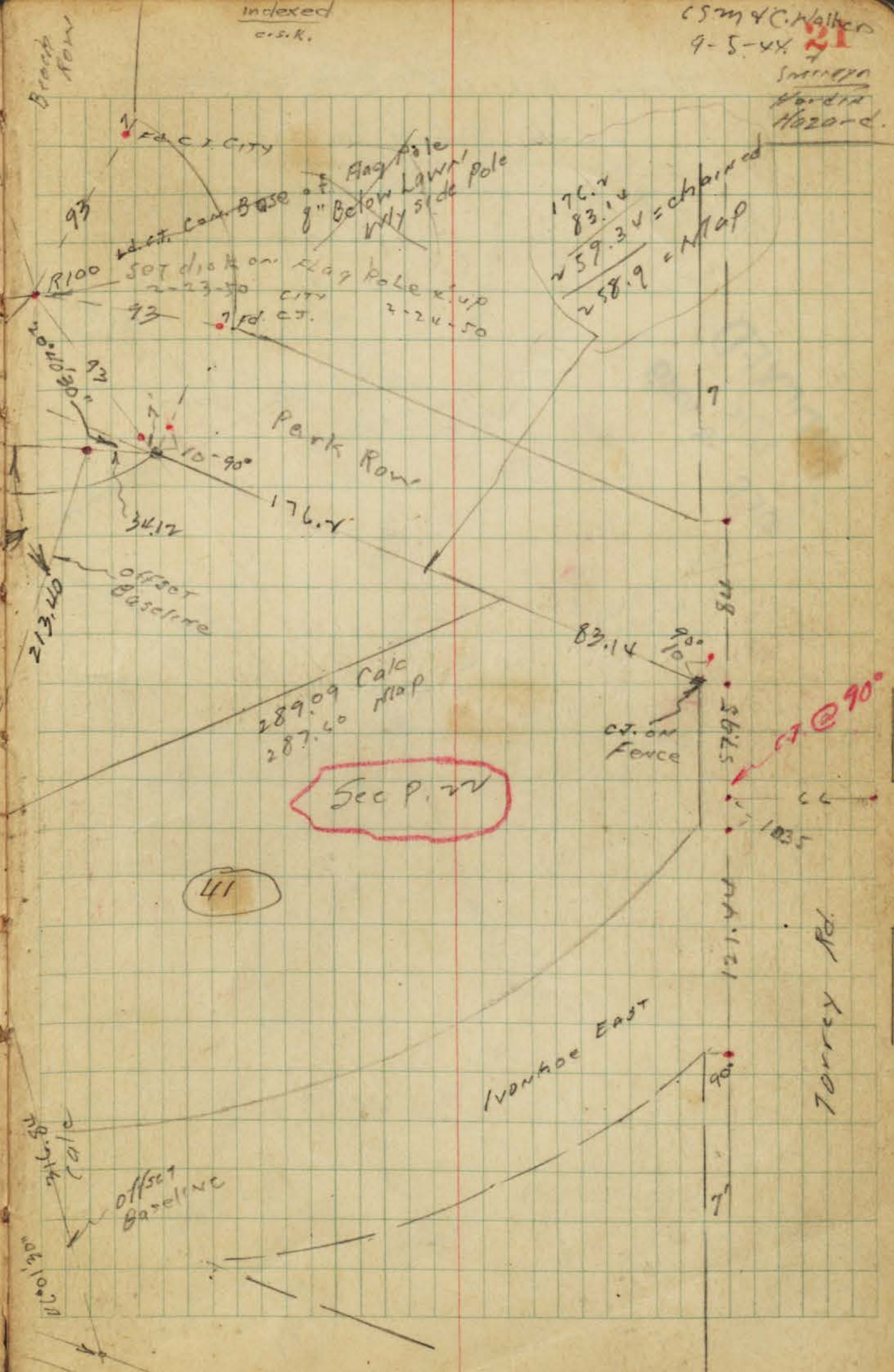
See 7.B. #16-31  
 Ed. Hub



indexed  
 c.s.k.

C.S.M. & C. Walker  
 9-5-44

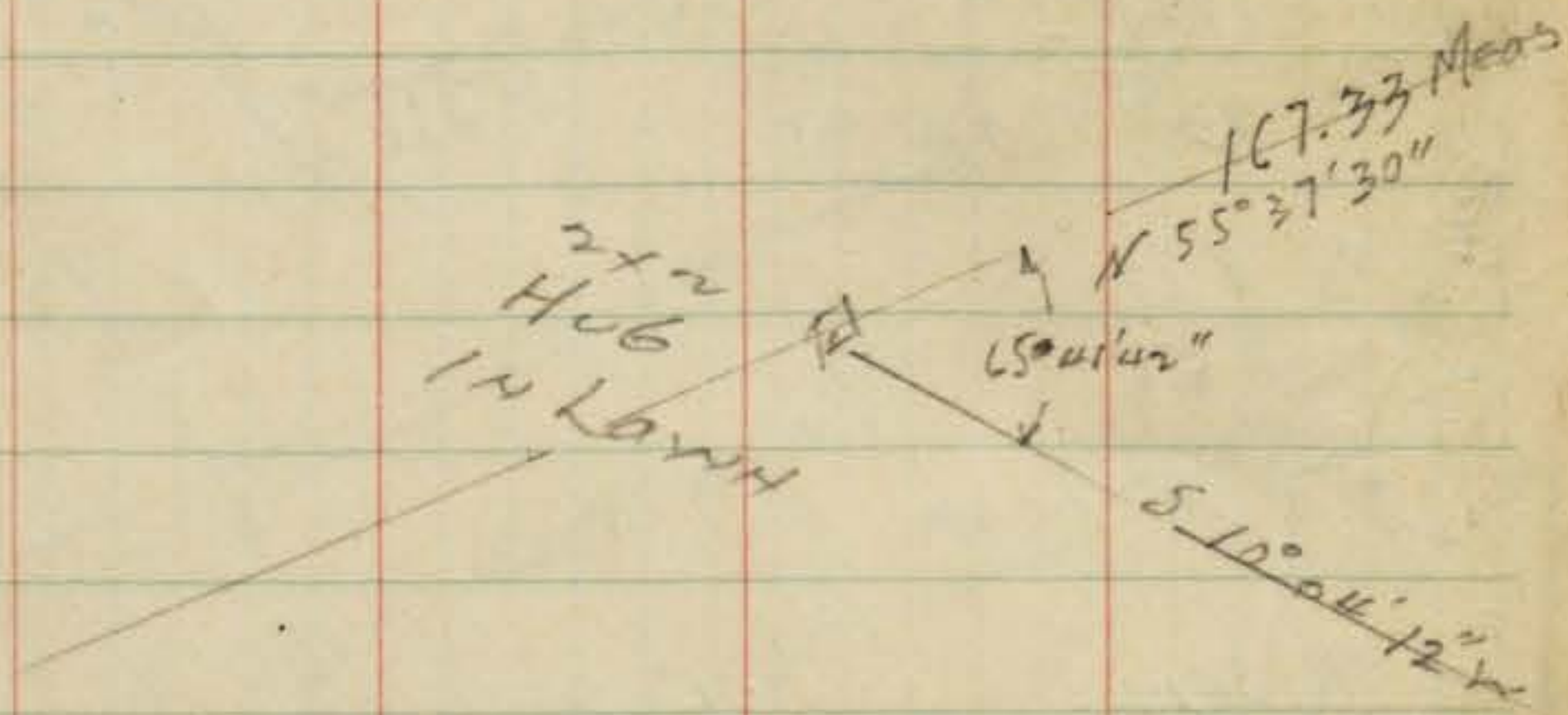
Smiley  
 Hazard





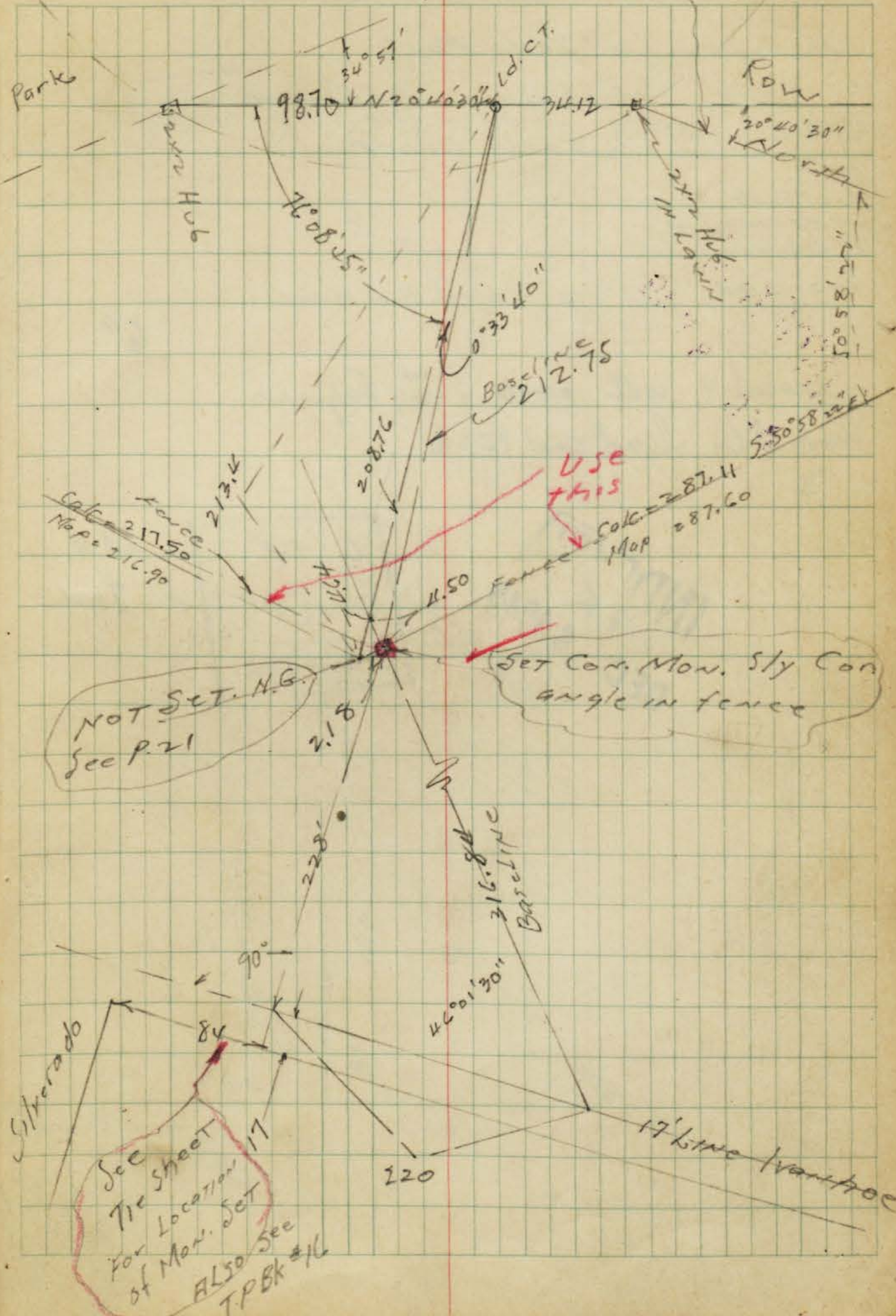
Ties Bk 41 L.S. PK.  
 Cont'd from p. 21

**INDEXED**  
 NEG. 8 1949



Plotted on T.P. Sheet - 1190

Bearings Assumed for Calc. 22





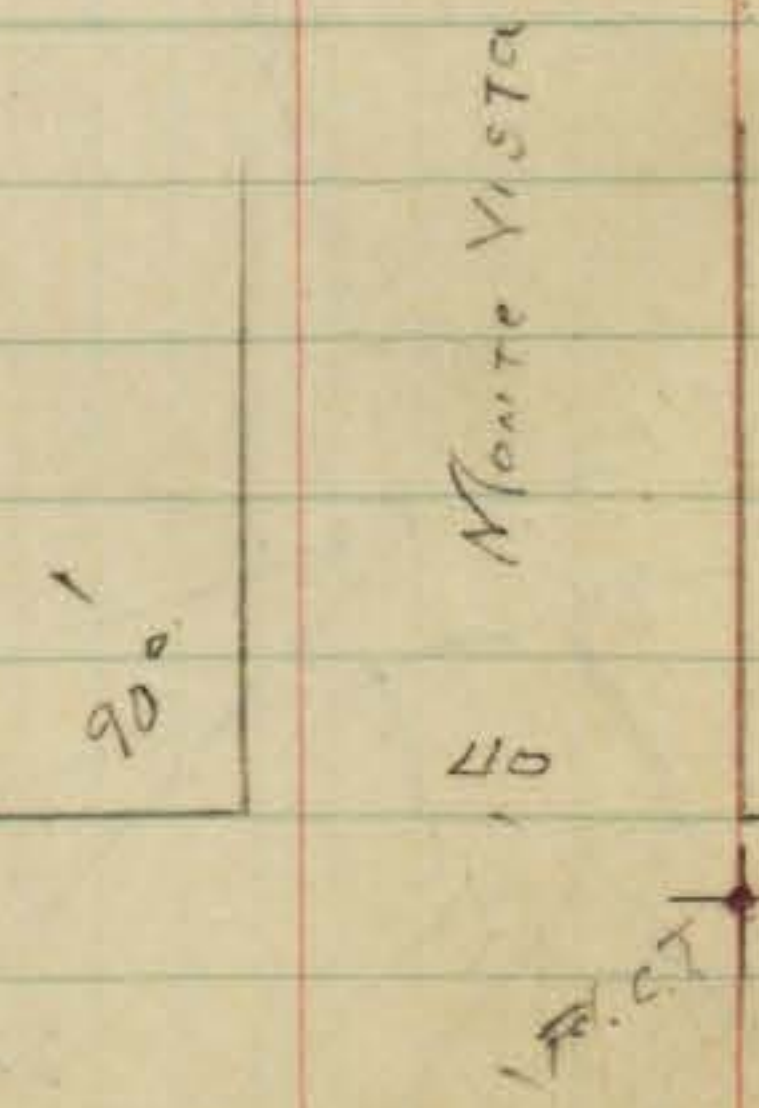
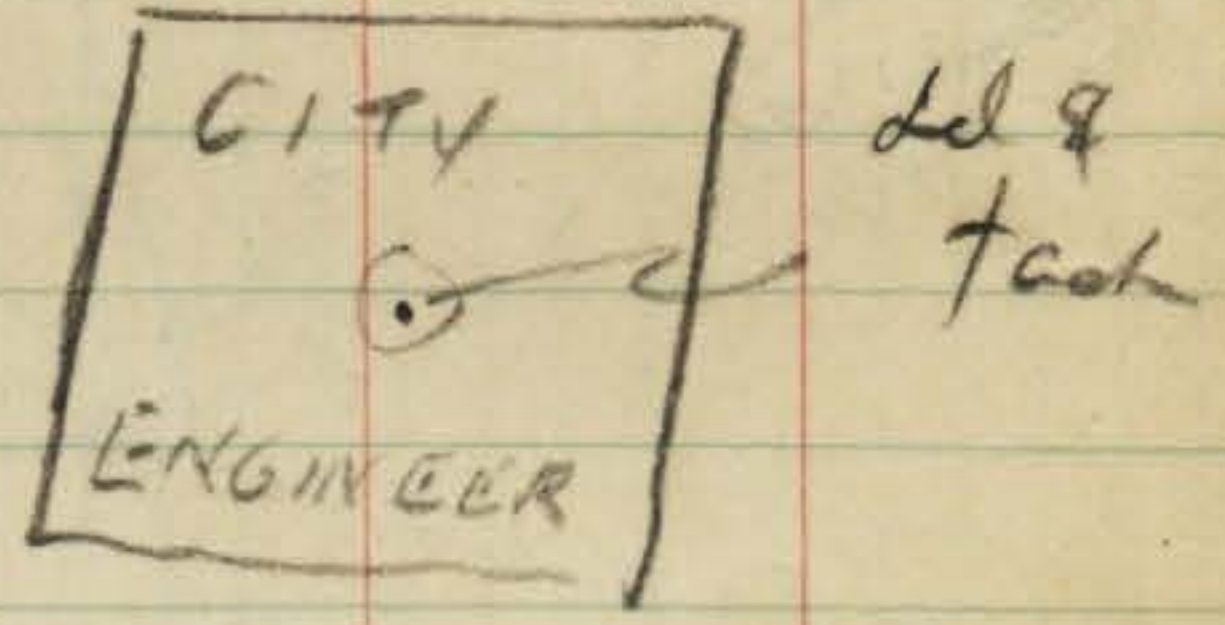
Land Survey in  
 La Jolla Park  
 Nicholson's Add. and  
 La Jolla Beach

C. Moore  
 Sommermeyer  
 W. Moore  
 11-20-44.

- = Ld. C.T.
- = 2x2 R.W. Hubs
- = SET CON. MARK 6"

inscribed with words "City Engineer"  
 marked by lead and tack

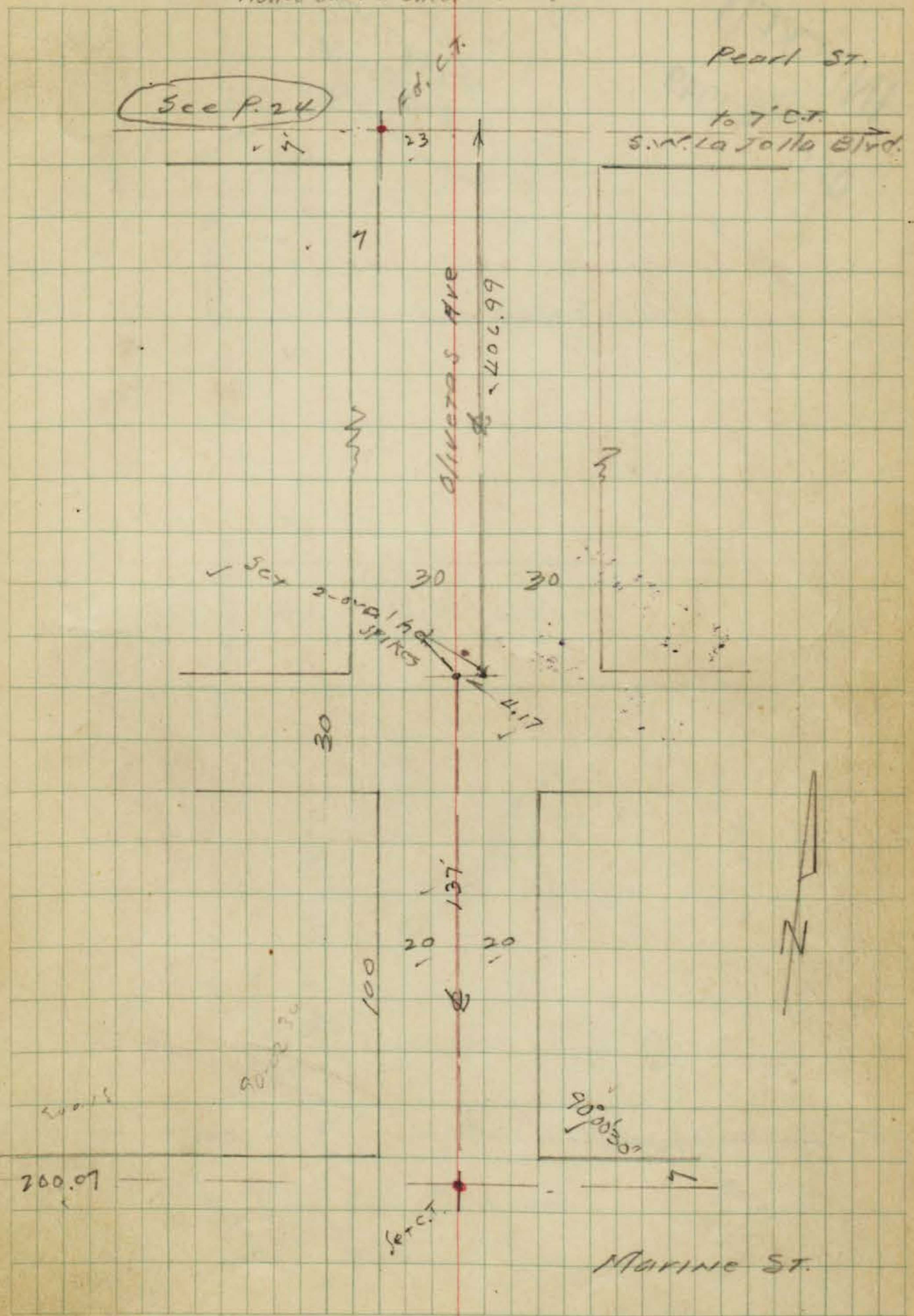
INDIVFA  
 DEC 8 1949



200.07

Indexed  
 C.S.K.

Plotted on T.P. Sheets - M<sup>10</sup>Q







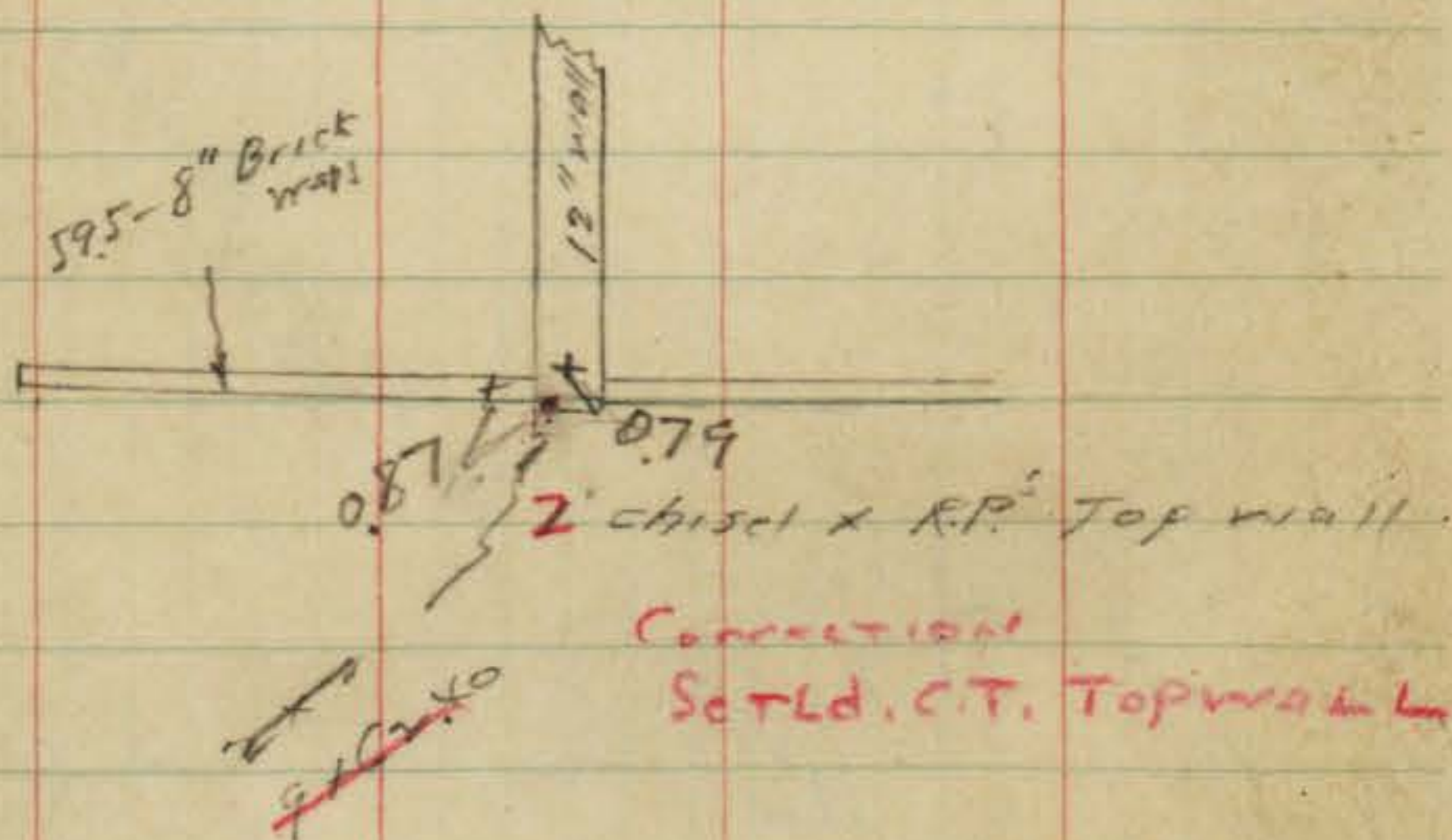


INDEXED

DEC 8 1949

112+25.53  
 $\Delta = 28^{\circ}09' R$

Sketch for ~~X~~ tie cuts for  $\Delta 946.10$



13+53.19  
 $\Delta = 14^{\circ}44'30'' R$

Electric Pole  
Rock wall

193.09'

Connection  
Set Mon. 0.24 mly

Fd. 1" pipe ctd.  
Reset Conn. Mon.

10+32.10  
13+27.30  
 $\Delta = 73^{\circ}53'40'' R$

115.69.81

946.10  
93000'  
 $\Delta = 93^{\circ}00' R$

142.80  
142.82' ctd.  
(Mehler 8/25/44)

Connection  
Set Ld. c.T. on wall  
mly. 0.26 mly.

7+87.47  
 $\Delta = 93^{\circ}00' R$

16+55.17  
9000'

Occur here  
(closed)

17-55-41  
FD. 1" pipe which is a replacement  
of old Hub shown F.B. 10-5-41

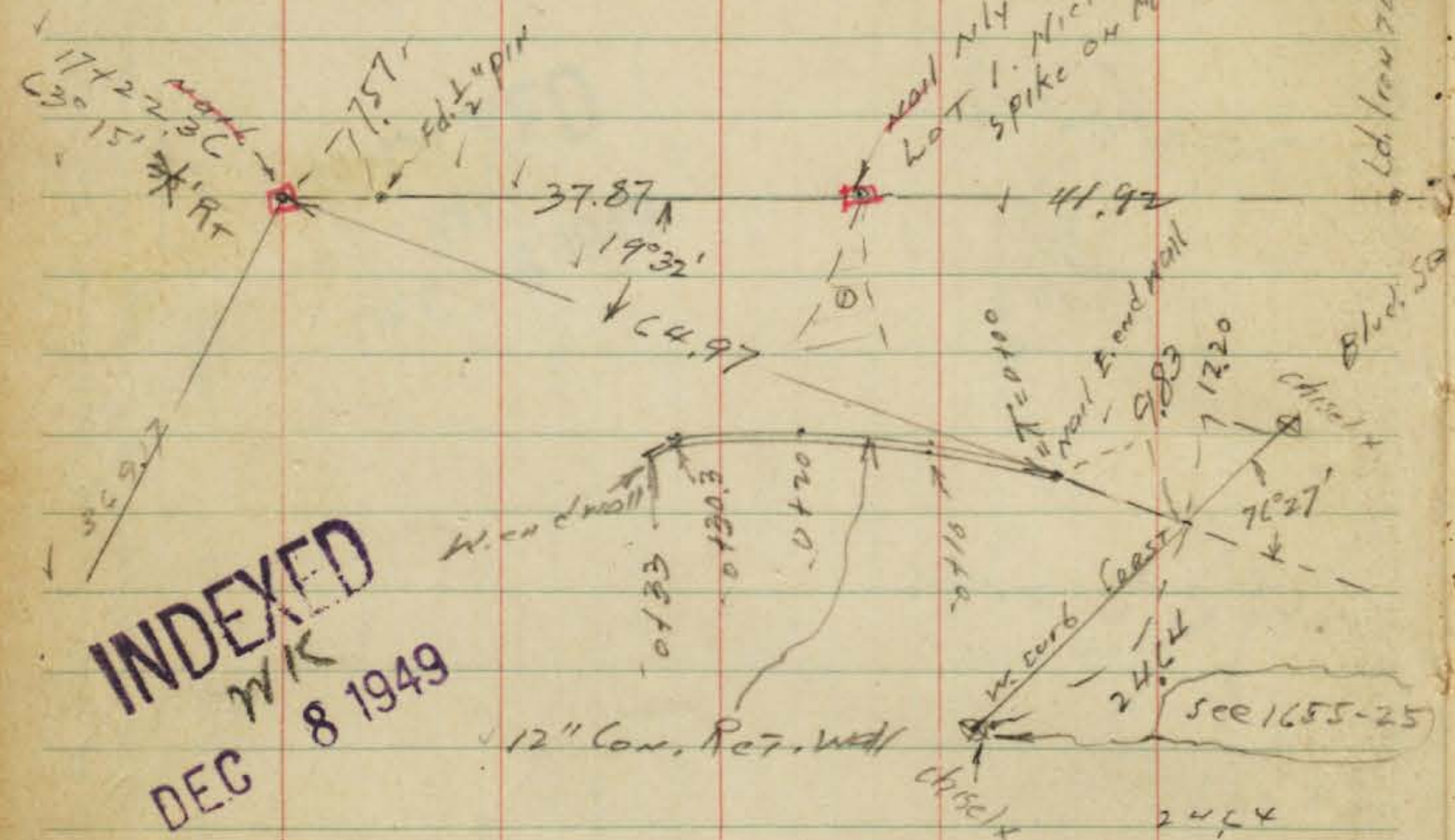
Fd. 1" pipe 2408'

Fd. 1" pipe

142  
130  
120



Location of 12" Con. Ret. Wall  
on Lot 1 Nicholson's add.



**INDEXED**  
WK  
DEC 8 1949

deth for location 12" wall

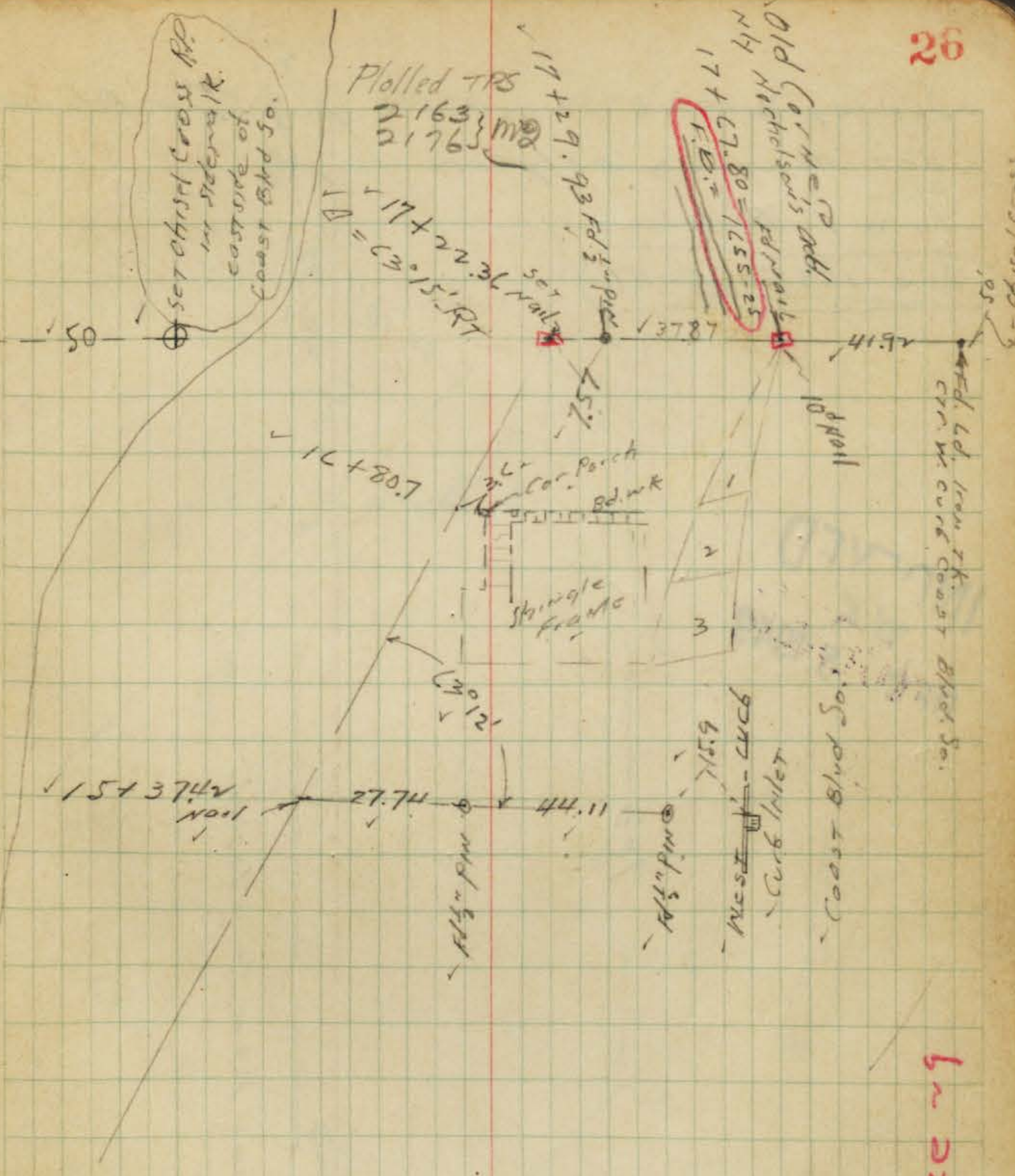
$\pi$  on nail = 0+100, F.S. on nail 17+22.36

0+10 9° 15' LT.

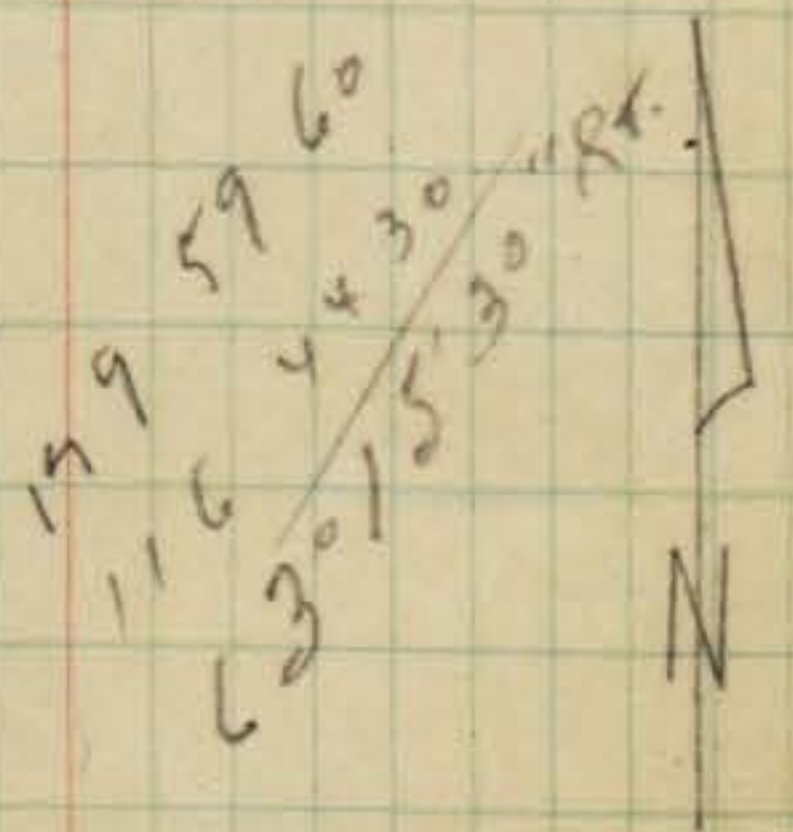
0+20 11° 56' LT.

0+30.3 15° 23' LT. =  $\Delta$  in wall

0+33 — under Vine, approx 19° 00' LT.



$\Delta$  Nail 173+53.19  
14044'30" RT.



angles Contd. See ~9



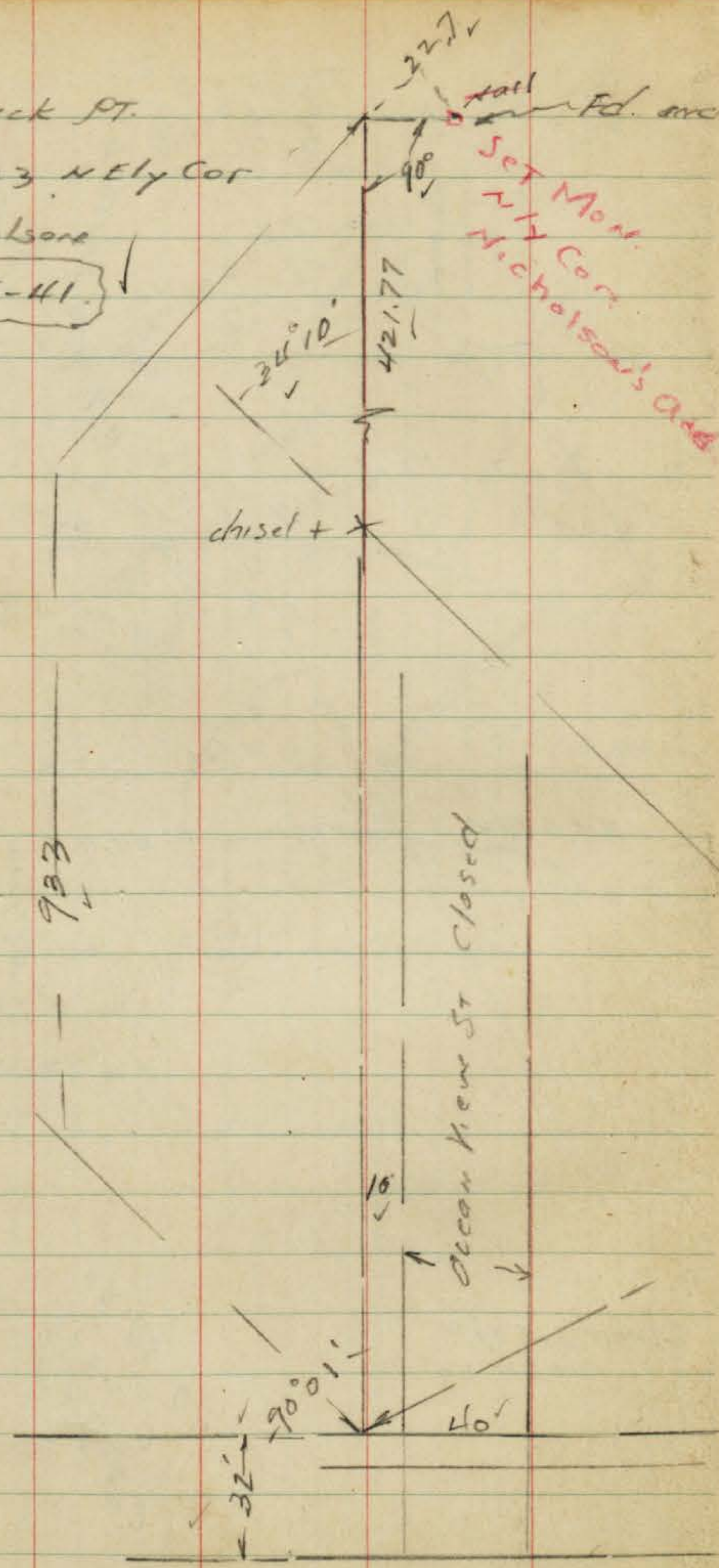
Survey to check pt.

SET 4-27-43 NELY Cor

Lot 1 Nicholas

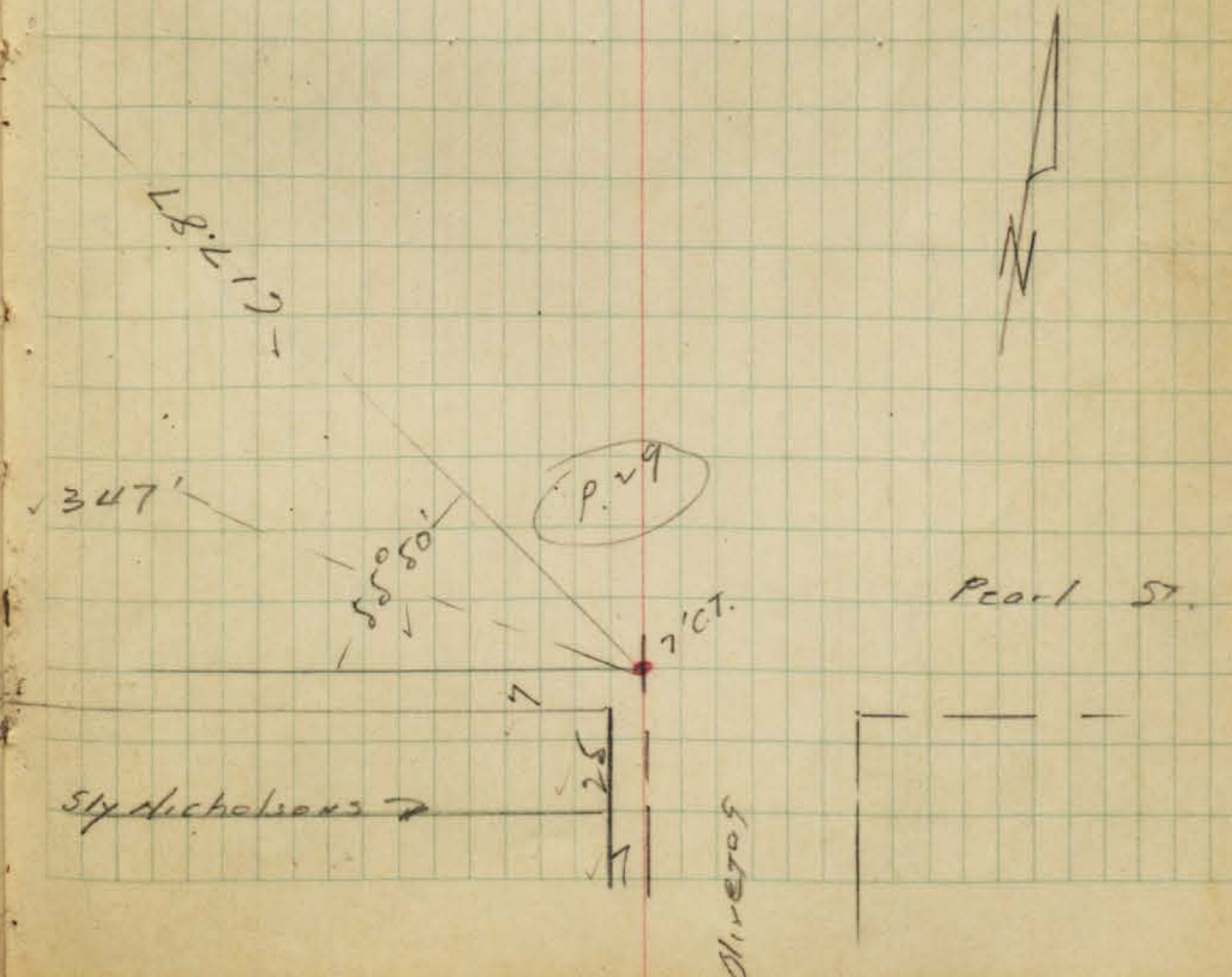
See 1655-25-41

INDEXED  
W.K.  
DFC 8 1949



checked 0.10 by MEAS. 0° 00' 45" Δ

55° 50' 30"  
70° 01' 00" " Would have checked  
90° 10' 30" fd. 10 d Nail in Sandstone

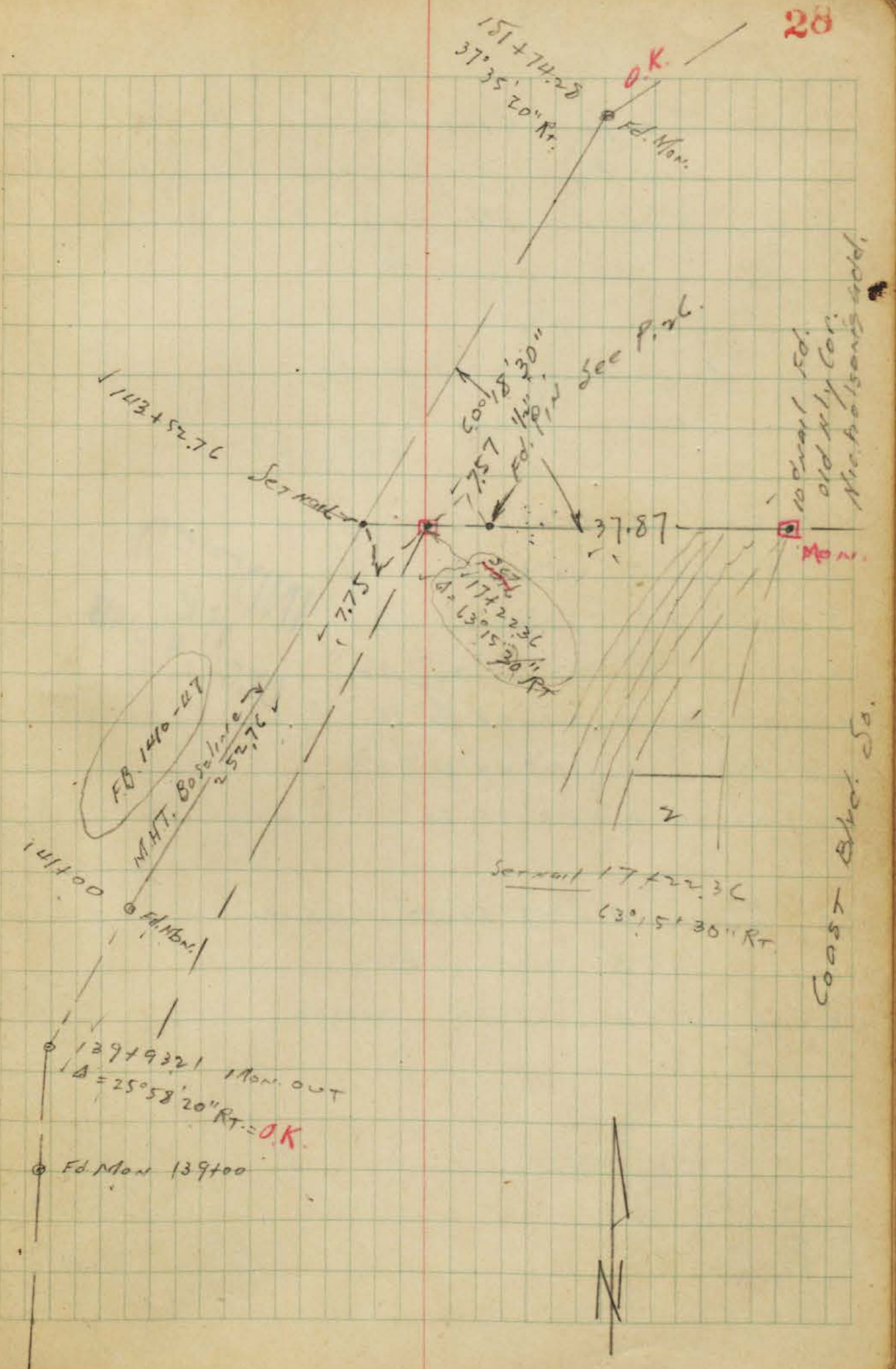




Tie To M.H.T. Baseline  
at Nly old Cor. of Nicholson's add  
See F.B. 1410-17+18

INDEXED  
DEC 8 1949

93.20





Tie for closure

My Cor. Nicholson's to 7' C.T. on Pearl & Olivetas

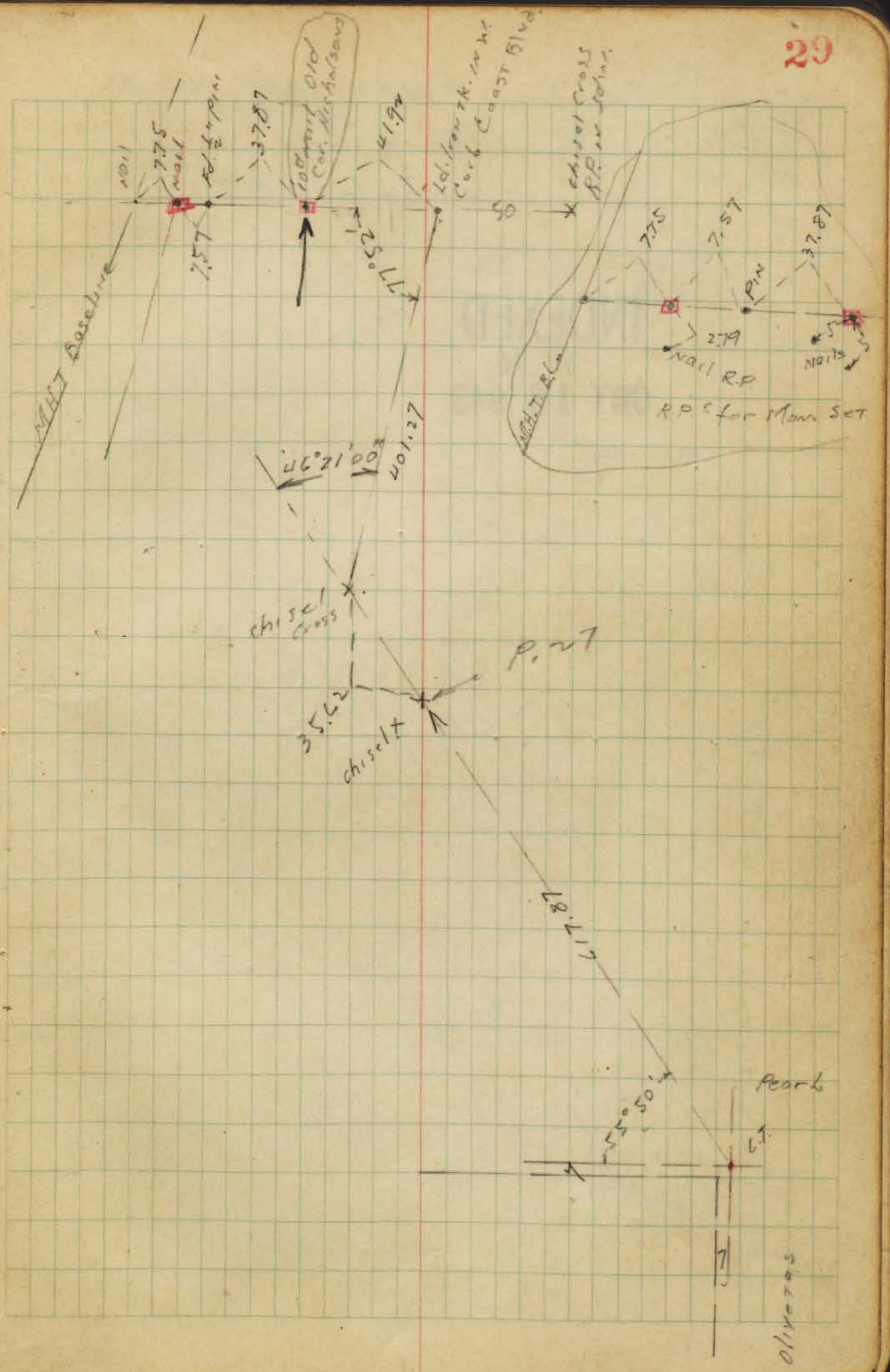
First reading of angles very windy  
Sketch p. 24

- 6 + 55.42 Δ 90° 01' Lt.
- 7 + 87.42 Δ 92° 59' Rt
- 9 + 62.40 Δ 93° 03' Lt
- 10 + 32.10 Δ 73° 57' 30" RT
- 12 + 25.53 Δ 28° 08' 30" Rt.
- 13 + 53.19 Δ 14° 44' 30" RT
- 17 + 22.36 Δ 63° 15' 30" RT.

INDENTED  
WK 8 1949  
DEC

- 87.36 Next Δ 77° 51' 30" inside
- 401.27 Δ 46° 21' Lt
- 653.49 Δ 55° 30' inside

41.82  
7.57  
37.87  
45.44





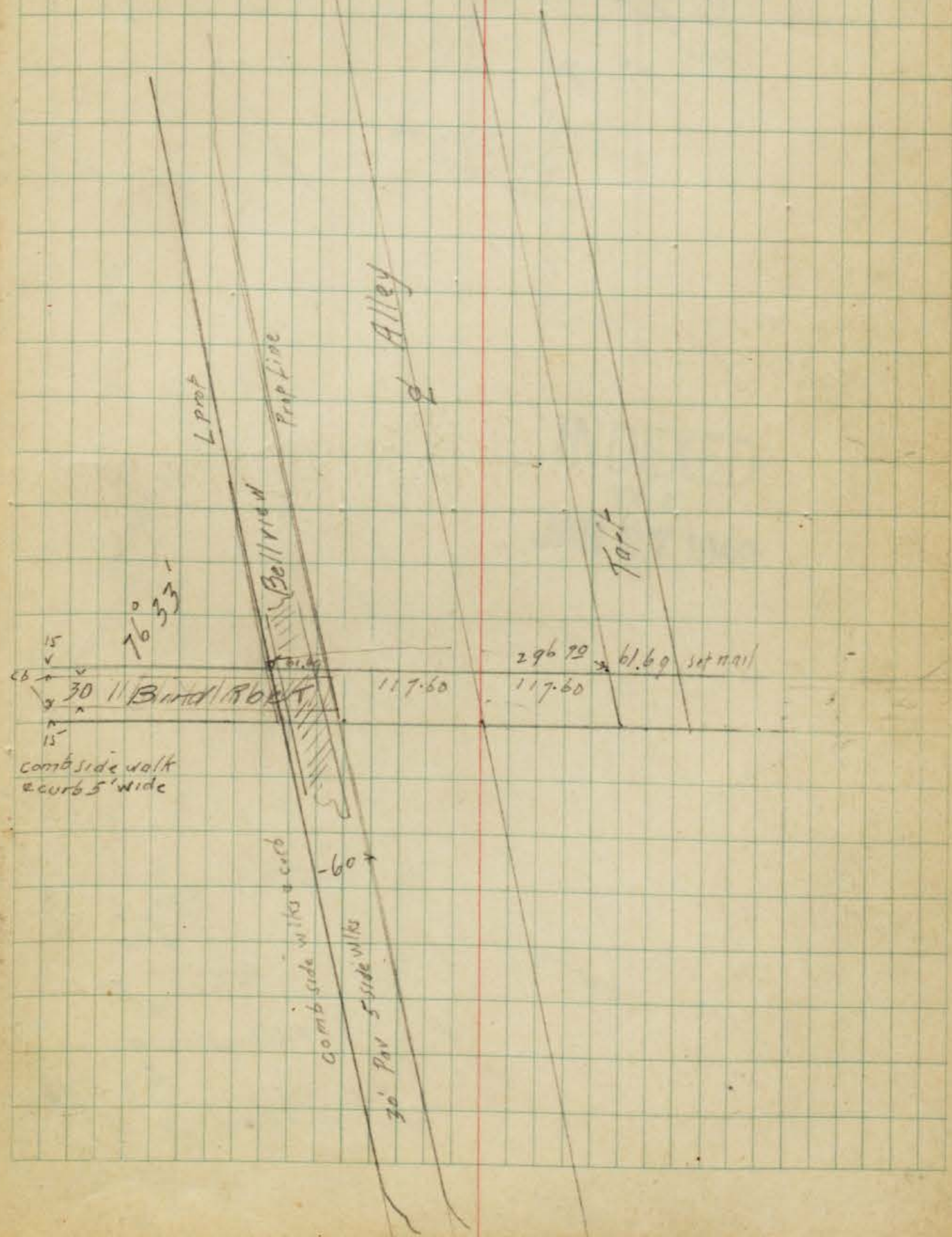




X Section Bird Rock

30

Void see  $\frac{1772}{10}$



15  
15  
30  
15  
Comb side walk  
curb 5' wide

10 33

L prop

Bird Rock

Alley

Prop line

296.99  
61.69 set nail

117.60

117.60

Comb side walk  
with curb

60'

30' Pav  
5' side walk



Wanchoe Ave East

33  
Set by Disc

Virginia Hwy 70

192.84

Set by Disc  
100.00

Oliver Ave

2020.30

By 1933

57.14.15  
Fid Hub Disc  
7.55  
Fd Com Mo  
77.50  
Le Disc Conc  
Base of fence Post  
89.55

Fd. Pipe et Disc R.E. #409  
13.70

Cabrillo  
5.23  
5.33  
Folk + Pearl

St. Villa Tract  
La Jolla Park

Set by Disc

Set by Disc  
Curb 54/66.17 let

INDEXED  
WK  
JAN 27 1949

Next Page

Set by Disc







Survey opening of  
Chelsea Ave. thru  
Lot 15 La Jolla Hermosa  
BLK 29

Moore  
Boyer  
Sherman  
Bunch  
1-21-49.

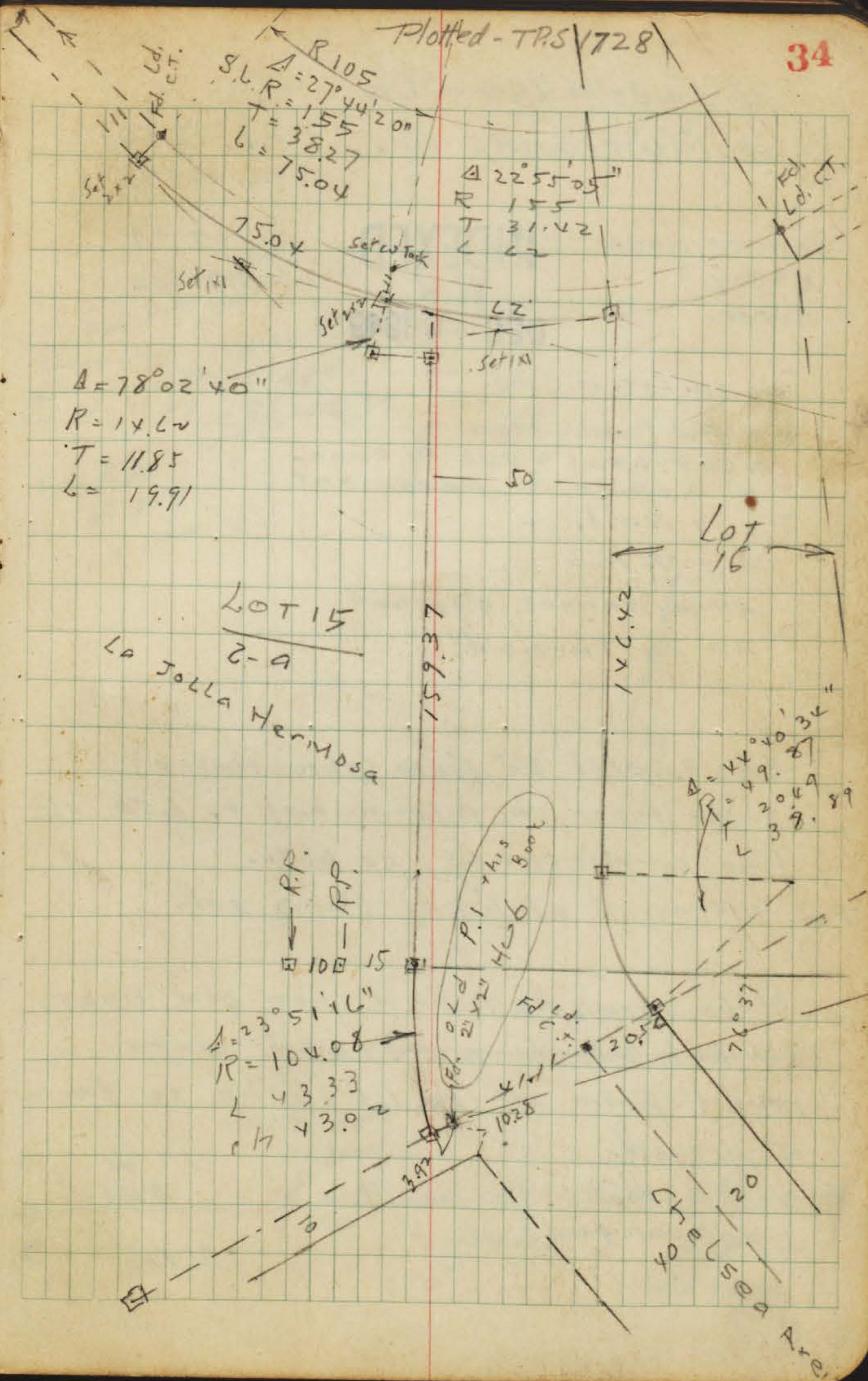
3282-B

W.D. 27098

Set 2x2 Hubs

INDEXED  
WK  
JAN 25 1949

to Ld. Ct.





La Jolla Mesa Dr.  
at Muirlands Dr. (P.L. 1256)  
(P.L. 1257)

Sommermeier  
McCoy  
Rorer.

**INDEXED**  
W.K.  
DEC 6 1949

11-29-49  
v.l.o. 20006

- = Fds L&T. in Conc.
- = Fd Conc. Mon.
- ⊙ = Set, Lead & Dist in conc.
- ⊖ = " spike in pavement
- = " Nail. " "
- = " 1/2 hub

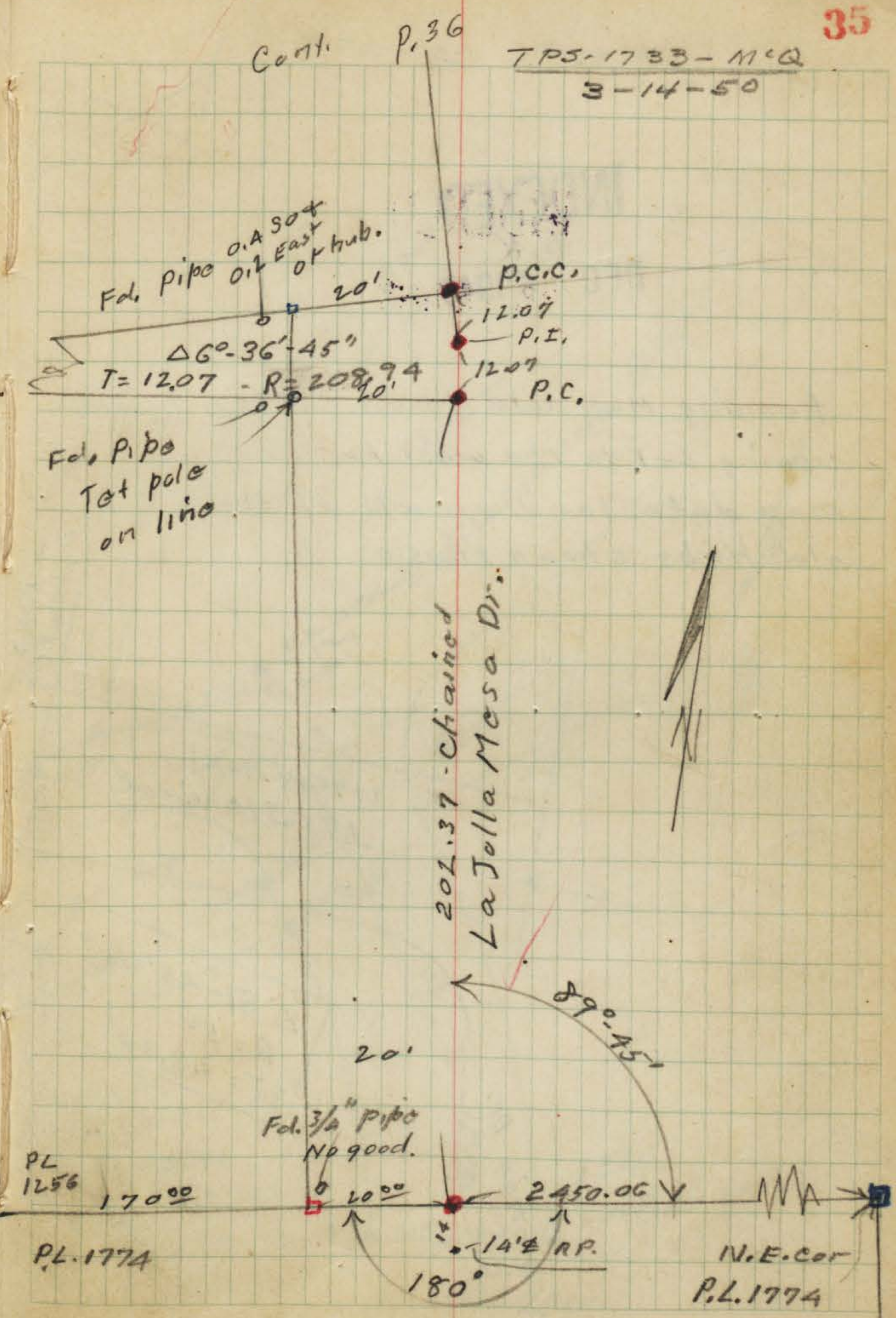
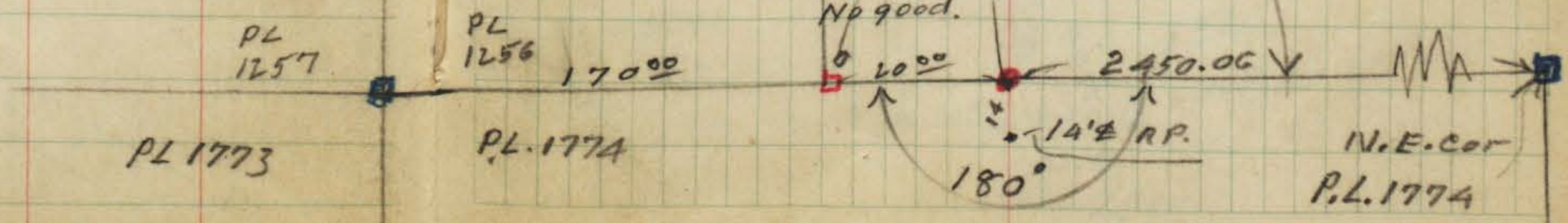
All distances chained  
All Δs Turned.

Fd. Several 3/4" pipes (shown thus - o)  
these pipes vary from 0.05 to 1.50 off  
line or distance, or both.

Fd. No record of pipes being set.

Hubs shown as found are old hubs,  
(all but 3 tacks gone) and were  
found from 0.1' to 1.1' below surface  
of ground.

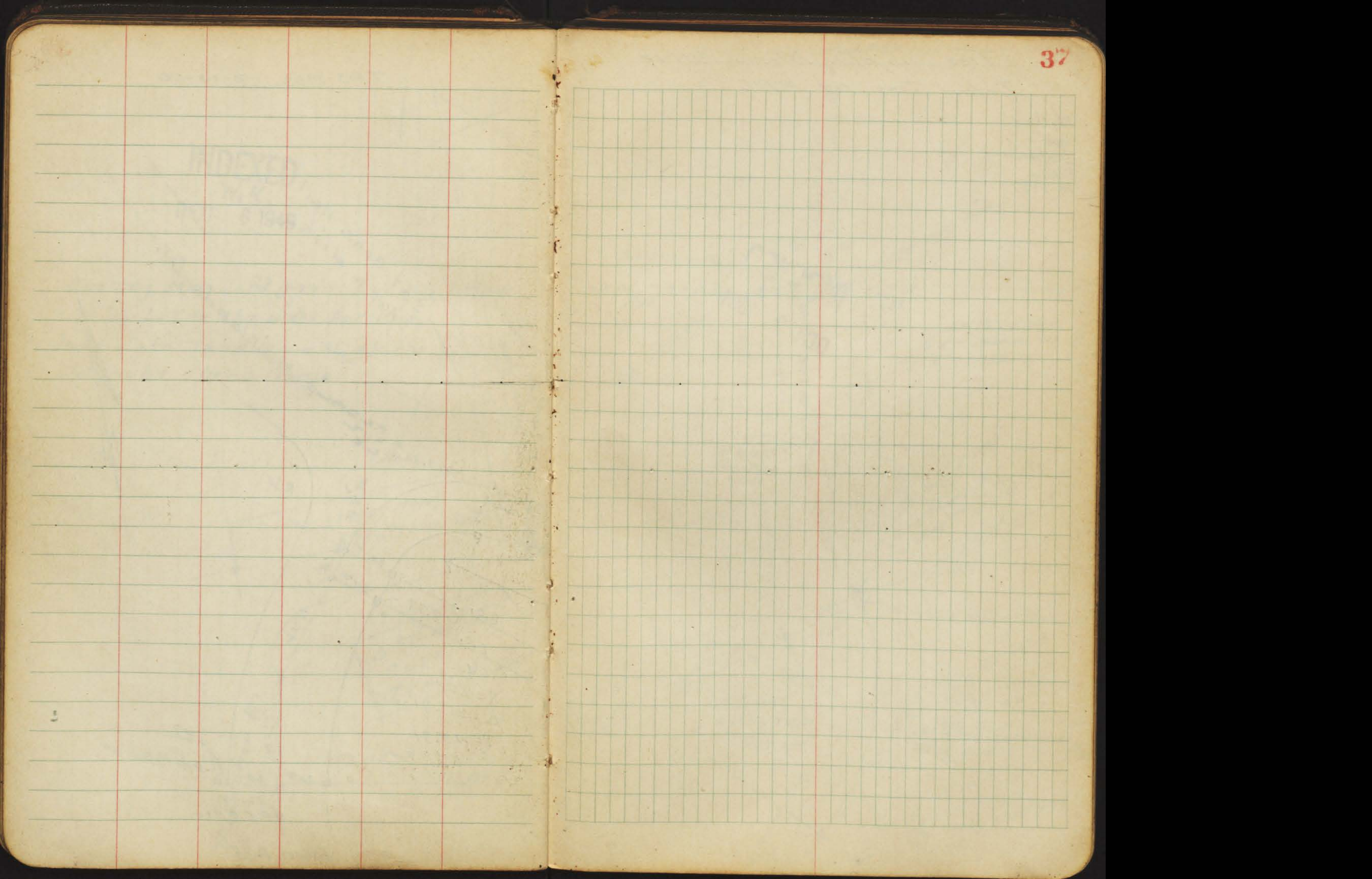
3 with tacks  
3 without tacks.













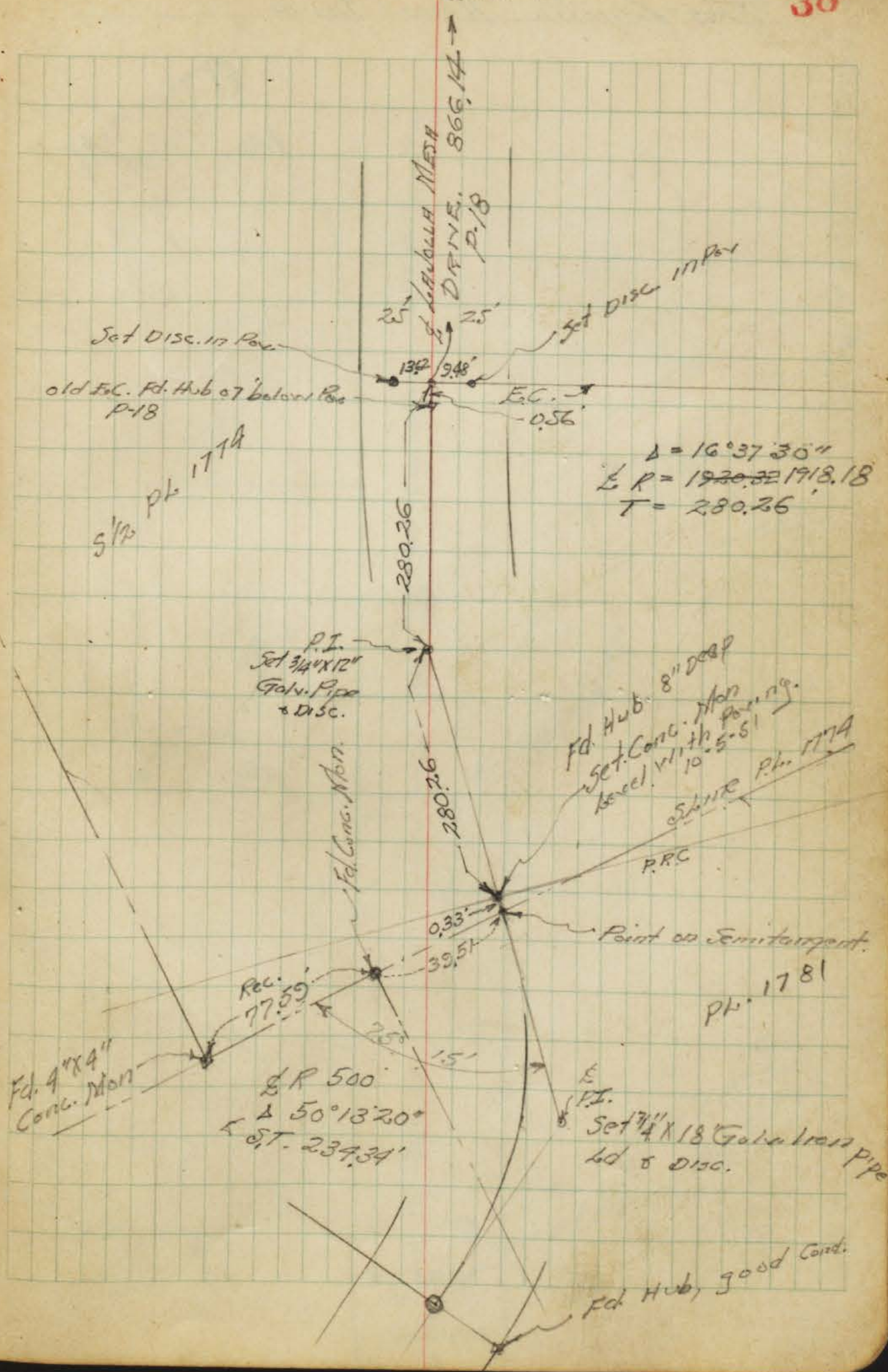
Ties Lapolla Mesa Drive  
Detail Ties of P.R.C

Walker  
Pope  
Huffman  
Kellio  
10-8-51

INDEXED  
210  
OCT 9 1951

Cont. P-39

38

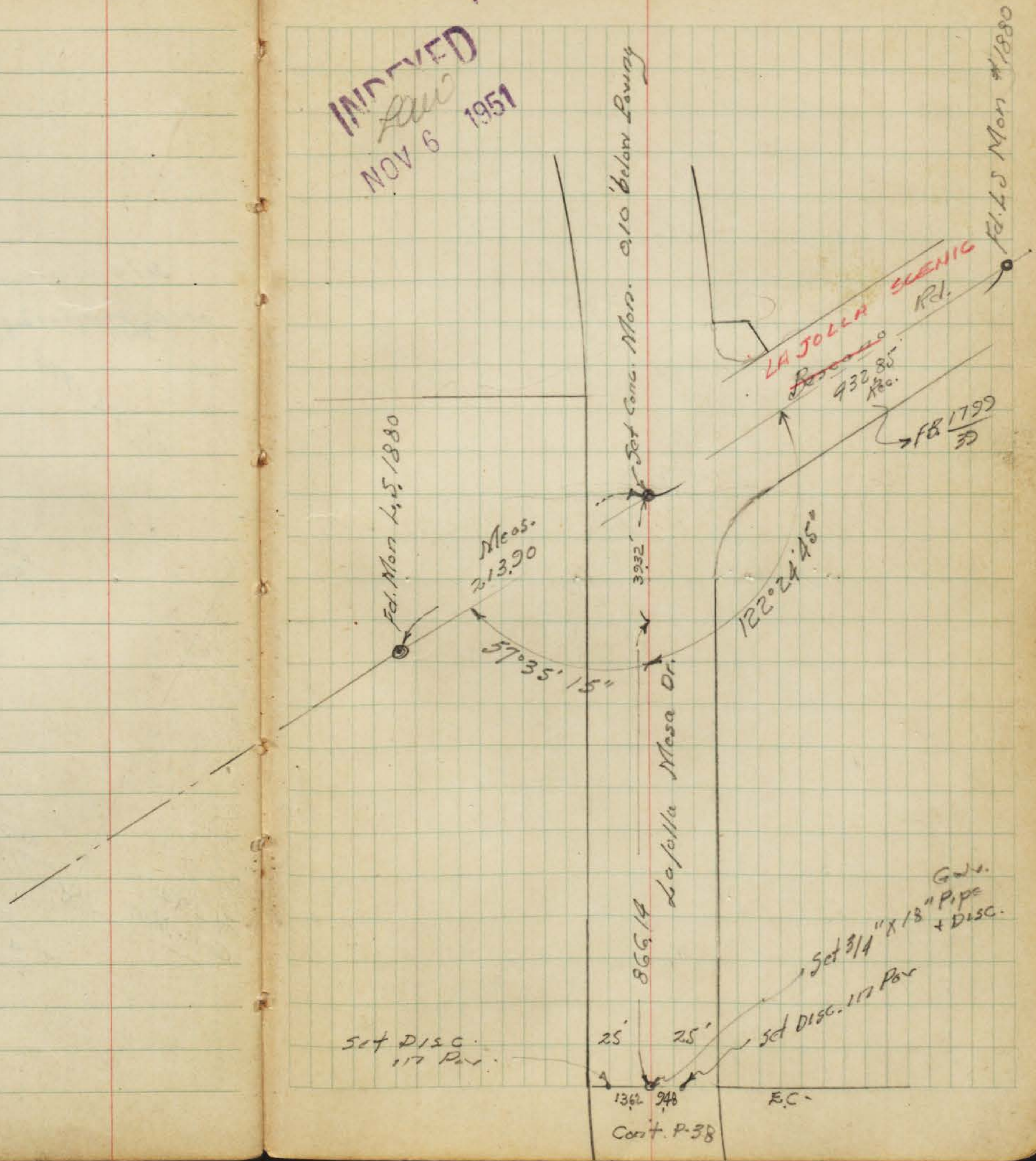




Ties-Lajolla Mesa Drive

10

INDEXED  
Law  
NOV 6 1951



Fd. Mon 4.5/1880

Fd. Mon 4.5/1880

Meas. 213.90

$57^{\circ}35'15''$

3932'

$122^{\circ}24'45''$

LA JOLLA SCENIC Rl.

932.85' Acc.

FB 1799/35

866/4 Lajolla Mesa Dr.

Set DISC. 17 Pcr.

25' 25'

Set 3/4" x 1/8" Pipe + DISC.

Set DISC. 17 Pcr.

1362 948 Corr. P-38

E.C.









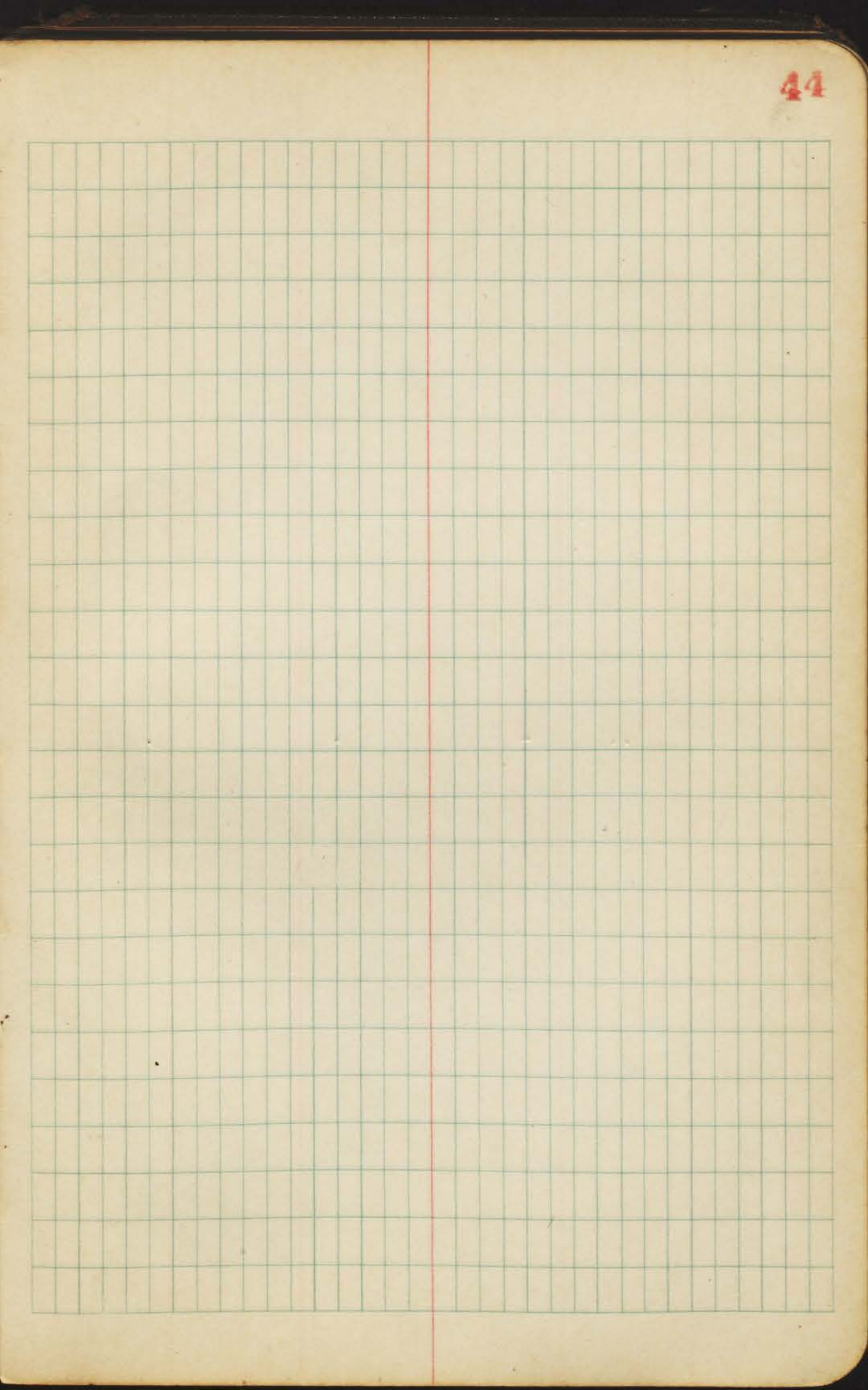
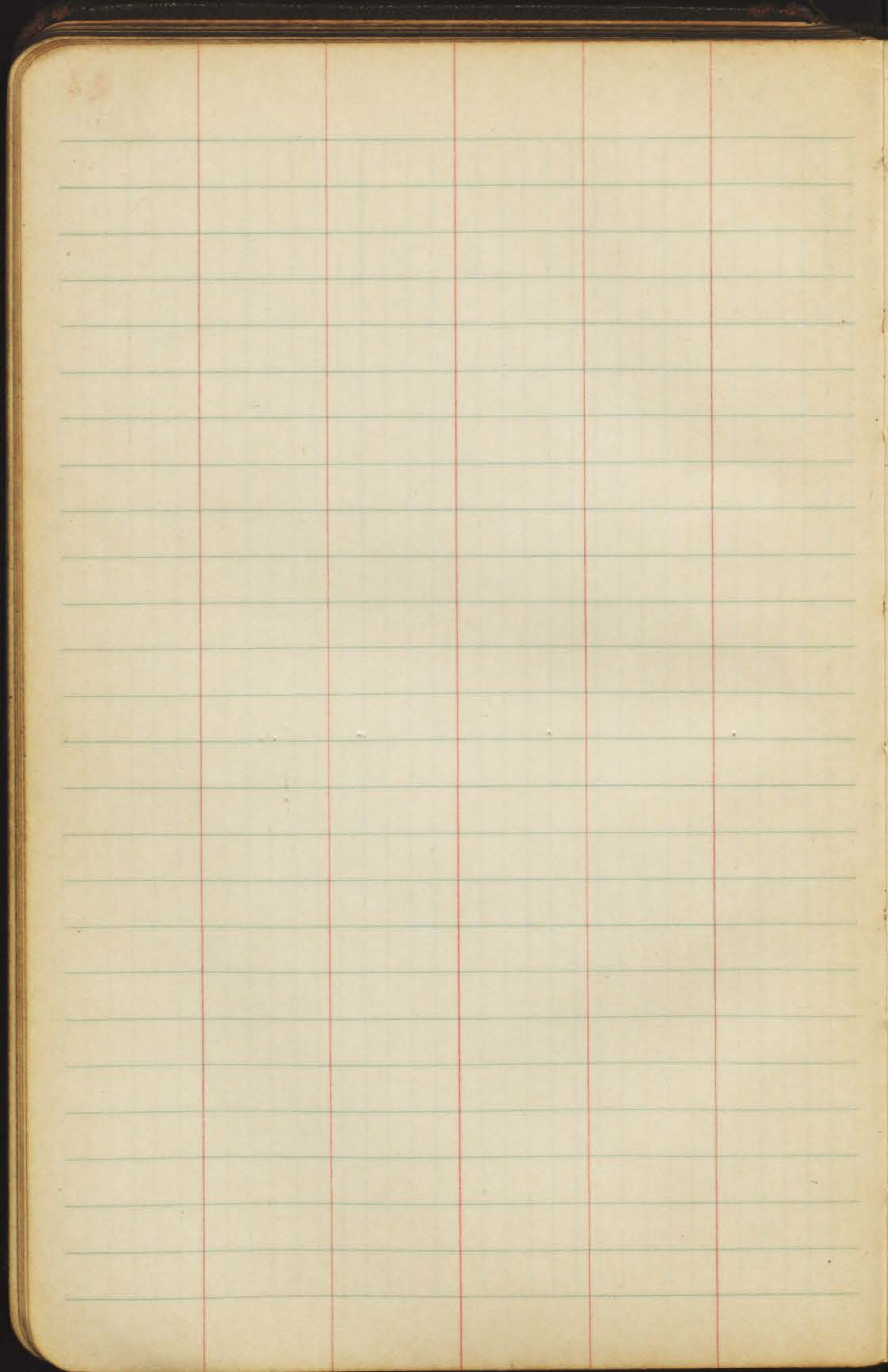


















A ledger page with 6 vertical red lines and 25 horizontal green lines. The lines create a grid of 5 columns and 25 rows. The columns are of varying widths, with the first column being the widest and the last being the narrowest.

A ledger page with 12 vertical green lines and 25 horizontal green lines. The lines create a grid of 11 columns and 25 rows. The columns are of varying widths, with the first column being the widest and the last being the narrowest.

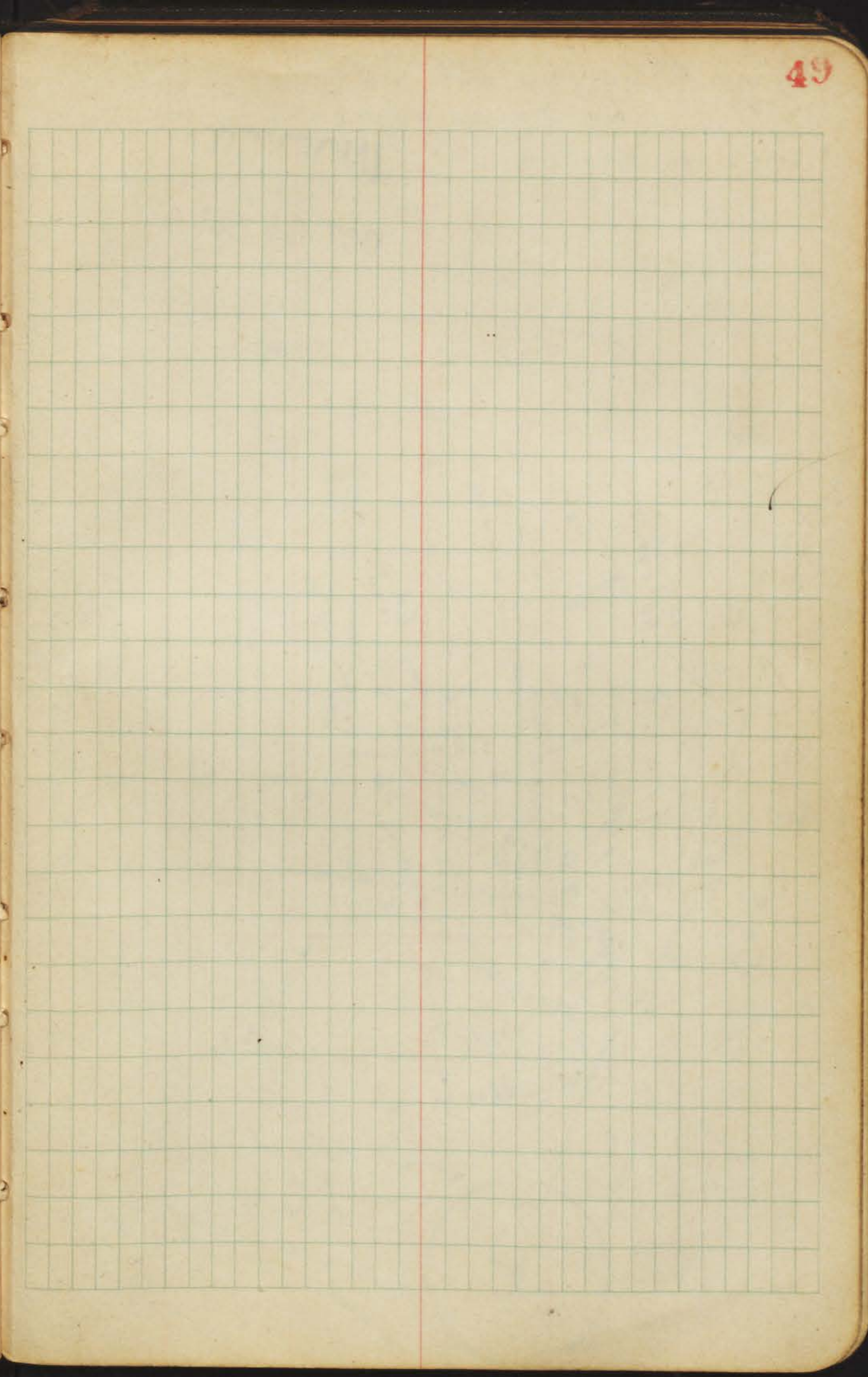
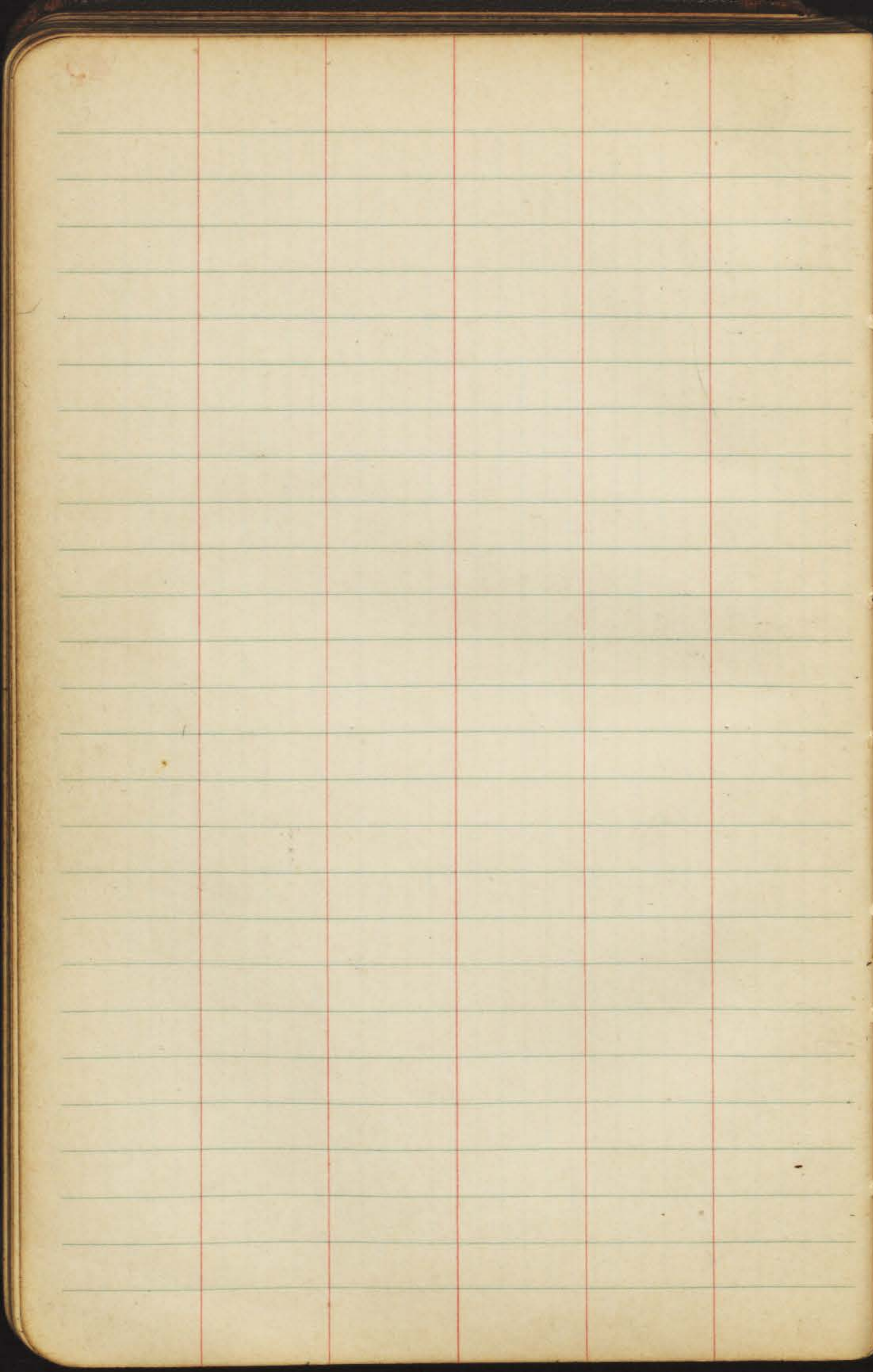


















Survey Blk 48 La Jolla Park

Meas. 134' Baseline

to Pts. N side of Prospect

INDEXED  
NOV 6 1951

6+12.53 = Int. with Blk. "H"

6+00.61 = div. line betw. 2 garages

5+44.50 0.15' W of 3/4" Pipe Lt 22.57

4+98.69 Ld. Tk. Top wall Lt 28.98

4+48.69 Ld. in. tk. Lt 33.92

3+444.28 Ld. in. Tk Lt 32.33

3+00.28 Ld. in. tk Lt 31.60

2+00.28 Ld. in. tk Lt 28.75

1+59.70 P.O.T. disk

1+50.23 Ld. in. tk Lt 25.85

1+00.25 Ld. in. tk Lt 20.92

0+00 disk E.6 Lot 1

8.0 Lt to curb 134 Lt to disk RE 32

14.6 Lt to curb

19.6 Lt to curb

22.7 Lt to curb (Tk. to In. Pipe & BLK. 101.3)

22.0 Lt to curb

18.9 Lt to curb

16.2 Lt to curb

14.3 Lt to curb







TIES

LA JOLLA MESA  
DRIVE

Walker  
Pope  
Oltman  
Olson  
11-18-54

Cont. P. 15

25'

25'

DRIVE

Meas.  
450.56

1542

126.46

130.04

25'

25'

25'

15'

$\Delta$  1808.50"  
R=500

185' R=2" PIPE  
R=10' RE 1534

LA JOLLA MESA  
R=500

72.85'

72.85'

PI. 50' H. DISC

R=1011.25  
L=1498'  
D=8.28'  
D=110.11'

DRIVING 7197.8

50.98'

25'

200'

25'

25'

FD. 1" PIPE  
RE 1534

Cont. P. 15  
TO P.I.  
R=463.90'

119.89'

131.89'