

**LOS ANGELES COUNTY  
PUBLIC WORKS**

**BENCHMARKS**



*Public Works*  
LOS ANGELES COUNTY

**SANTA FE QUAD**

**2013 ADJUSTMENT**

**2013 BASELINE**

**NAVD 88 DATUM FOOT/METER**

## PREFACE

The Department of Public Works level net is composed of more than 1,700 miles or 2720 kilometers of levels supporting in excess of 9,000 benchmarks. Previously when a major readjustment of the net was undertaken, to emphasize the complete break with previous elevations, the CY, CG, and CL, series benchmarks were re-labeled DY, DG, and DL, respectively. Beginning in 1993 the Baseline readjustment year will be indicated on Baseline BM's, as indicated below (\*). Henceforth all BM numbers will be labeled as a Y, G, or L series that will no longer indicate the major adjustment year.

To facilitate the adjustment, indexing and distribution of the adjusted values of the net, the county territory was divided into 33 quads or areas. For the identification purposes each quad was given a name (i.e. "Rosemead", "La Mirada", and "Santa Fe"...etc). When benchmarks and elevations in the quad are used, the name of the bench and quad must be stated in the description, i.e.:

(*)	BASELINE	90.057	L&BR IN CTR OF CB RET @ NE COR	Y 9191
	(1990)	295.461	LA HABRA BLVD & VALLEY HOME AVE	

It is expected that this general adjustment will for the most part remain sound for 8 to 10 years. Updating constrained adjustments will continue in the future. When a quad is readjusted, new elevations will be published and the date of readjustment will be noted in the benchmark description. Two benchmarks with different adjustment dates will not normally agree with each other.

The basic accuracy of the net is reflected by an indicated field probable error of  $\pm 0.017$  feet per mile (4mm per kilometer) of leveling as determined from conditions of closure. However, many years of experience in vertical control in the greater Los Angeles basin and Antelope Valley indicates that because of varying degrees of subsidence and heaving, the true datum is recovered only by obtaining substantial agreement of a number of benchmarks.

The users of this network of benchmarks are invited to assist in its maintenance by notifying this department of cases of obliteration, apparent mistakes in descriptions or elevations, and the disturbance of benchmarks.

**Datum: North American Vertical Datum of 1988 (NAVD88)**

Note: NAVD 1988 minus approximately 2.3 feet (70 cm) equals NGVD 1929 Datum. For more accurate equations at individual benchmarks refer to previous publications.

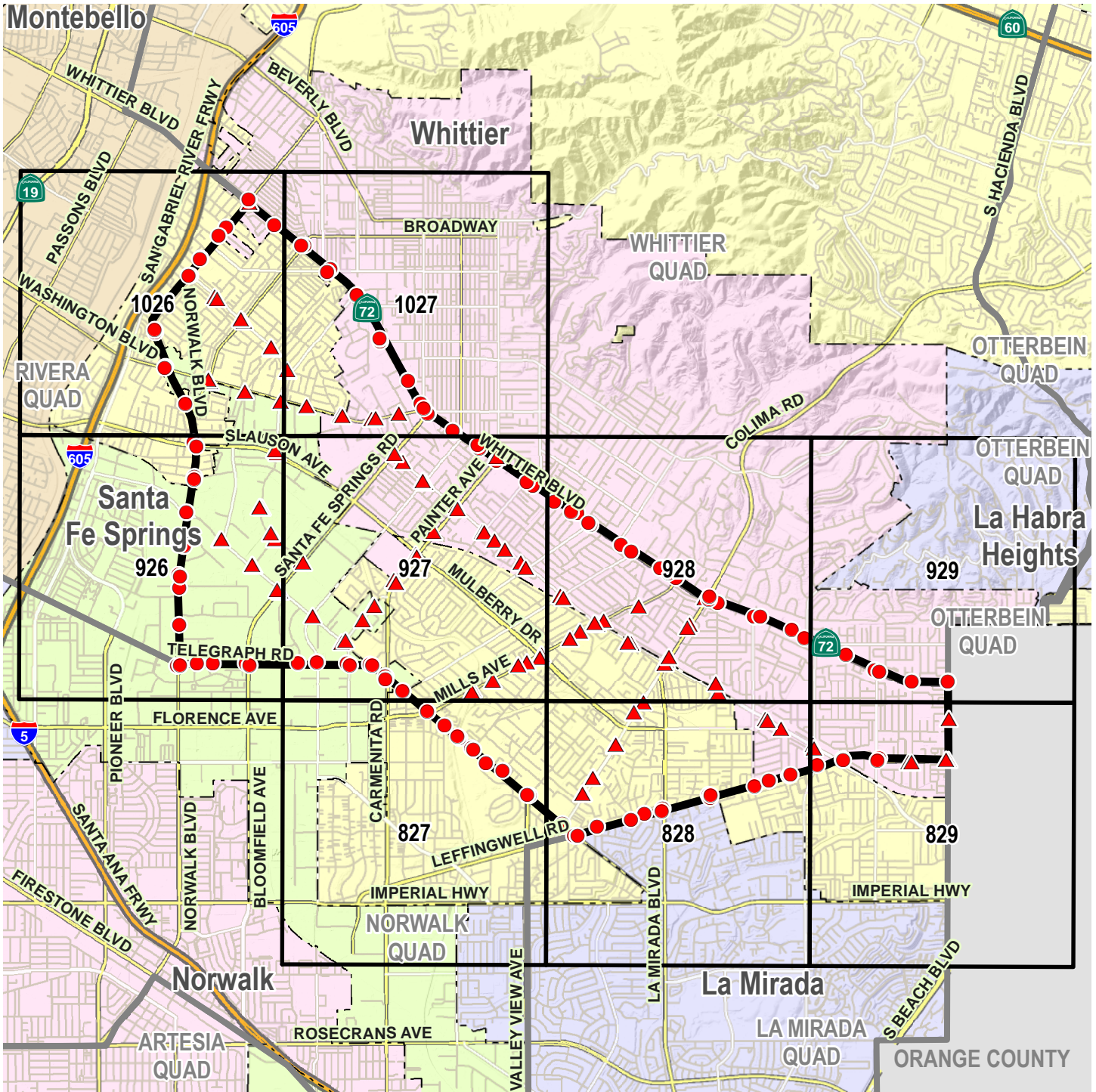
**Abbreviations used in Benchmark Descriptions**

<b>Abbreviations</b>	<b>Descriptions</b>	<b>Abbreviations</b>	<b>Descriptions</b>
<i>ABUT</i>	Abutment	<i>LT</i>	Lead and Tack
<i>ALG</i>	Along	<i>LACE</i>	Los Angeles City Engineer
<i>ANG PT</i>	Angle Point	<i>LACS</i>	La County Engineer
<i>B/W</i>	Back of Walk	<i>LAFC</i>	La County Flood Control
<i>BCR</i>	Begin Curb Return	<i>L&amp;BN</i>	Lead and Bench Nail
<i>BC</i>	Begin Curve	<i>L&amp;BR</i>	Lead and Brad
<i>BLDG</i>	Building	<i>L&amp;N</i>	Lead and Nail
<i>BM</i>	Benchmark	<i>L&amp;SPK</i>	Lead and Spike
<i>BT SPK</i>	Boat or Bolt Spike	<i>L&amp;T</i>	Lead and Tack
<i>BR CAP</i>	Brass Cap Monument	<i>MCR</i>	Middle Curb Return
<i>C B</i>	Catch Basin	<i>MKD</i>	Marked
<i>CTR</i>	Center	<i>MC</i>	Middle Curve
<i>C/L</i>	Centerline	<i>MON</i>	Monument
<i>C/L INT</i>	Centerline Intersection	<i>N/O</i>	North of
<i>C/L PROD</i>	Centerline Produced	<i>NR</i>	Near
<i>CONC</i>	Concrete	<i>OPP</i>	Opposite
<i>COR</i>	Corner	<i>PI</i>	Point of Intersection
<i>COE</i>	Corps of Engineers	<i>PK&amp;W</i>	PK Nail and Washer
<i>CULV</i>	Culvert	<i>P/L</i>	Property Line
<i>CYN</i>	Canyon	<i>POST</i>	Point on Simi-Tangent
<i>CB</i>	Curb	<i>PP</i>	Power Pole
<i>CS MON</i>	Co. Eng. Monument	<i>PVMT</i>	Pavement
<i>CT SPK</i>	Cut Spike	<i>PROD</i>	Produced
<i>DPW</i>	Dept of Public Works	<i>RD</i>	Road
<i>DR</i>	Driveway	<i>RDBM</i>	Road Dept Benchmark
<i>E/O</i>	East of	<i>RDBM TAG</i>	Road Dept Benchmark Tag
<i>ECR</i>	End Curb Return	<i>RR</i>	Railroad
<i>EC</i>	End Curve	<i>R/W</i>	Right of Way
<i>ENT</i>	Entrance	<i>SDMH</i>	Storm Drain Manhole
<i>FL</i>	Flow line	<i>SMH</i>	Sewer Manhole
<i>FTG</i>	Footing	<i>SPK</i>	Spike
<i>FRWY</i>	Freeway	<i>ST&amp;W</i>	Spike Tin and Washer
<i>F/W</i>	Front of Walk	<i>S/O</i>	South of
<i>GAR</i>	Garage	<i>TP</i>	Telephone Pole
<i>HDWL</i>	Head Wall	<i>USC&amp;GS</i>	US Coast and Geodetic Survey
<i>HSE</i>	House	<i>USGS</i>	US Geological Survey
<i>HWY</i>	Highway	<i>WK</i>	Walk
<i>INT</i>	Intersection	<i>W/O</i>	West of
<i>IP</i>	Iron Pipe		

# QUAD COVERAGE INDEX MAP



# SANTA FE QUAD INDEX







- Quad Boundary
- Baseline BM
- Field Book Grid
- Interior BM

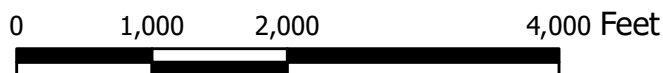




# GRID 827 SANTA FE QUAD



-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM



# GRID 828 SANTA FE QUAD

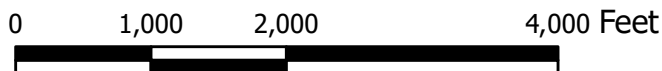
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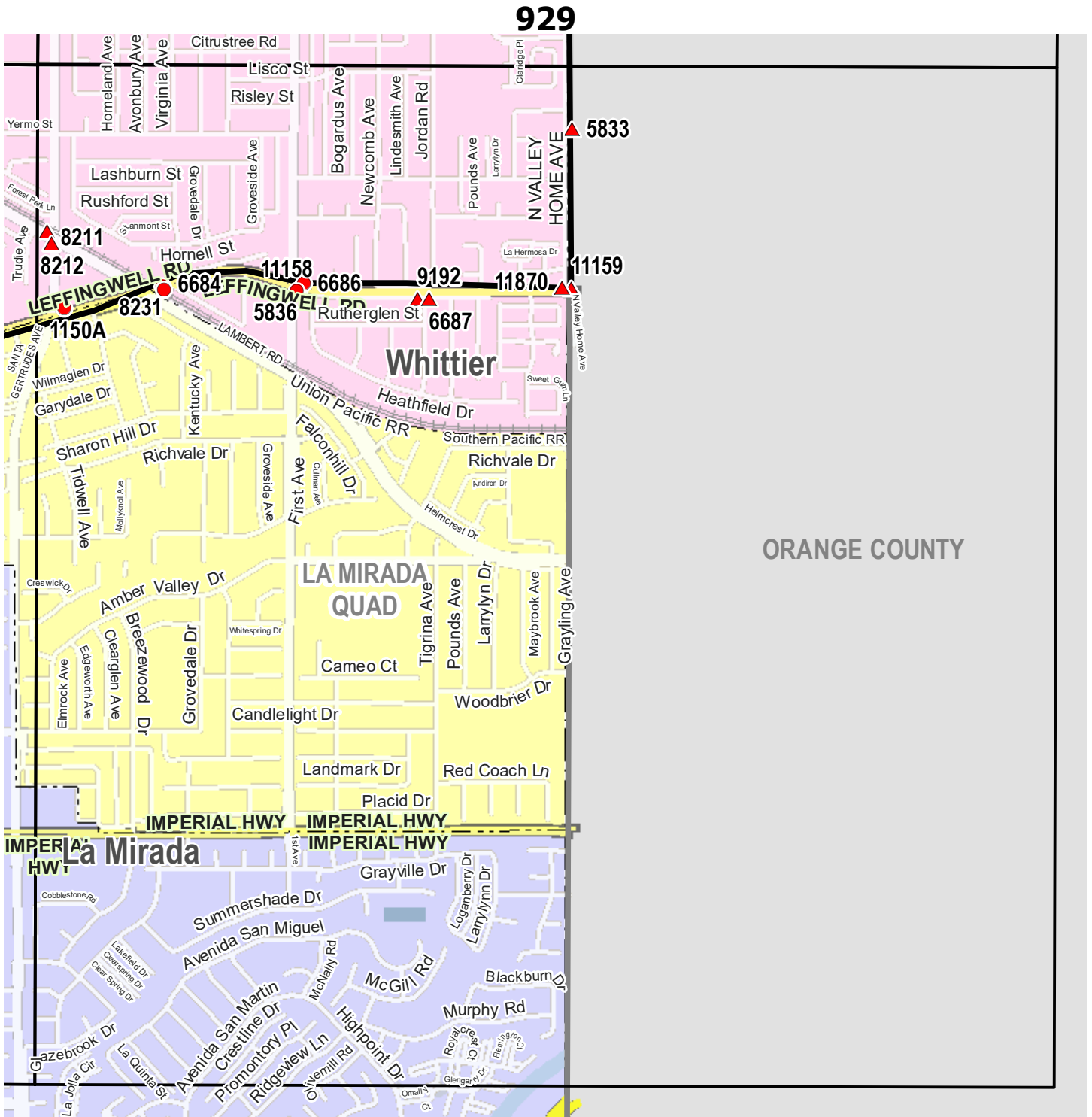
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829

- Quad Boundary
- Field Book Grid
- Baseline BM
- ▲ Interior BM



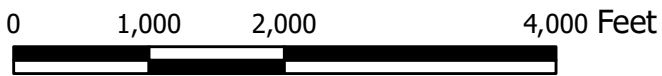
# GRID 829 SANTA FE QUAD



ORANGE COUNTY



- Quad Boundary
- Baseline BM
- Field Book Grid
- Interior BM









# GRID 926 SANTA FE QUAD

1026



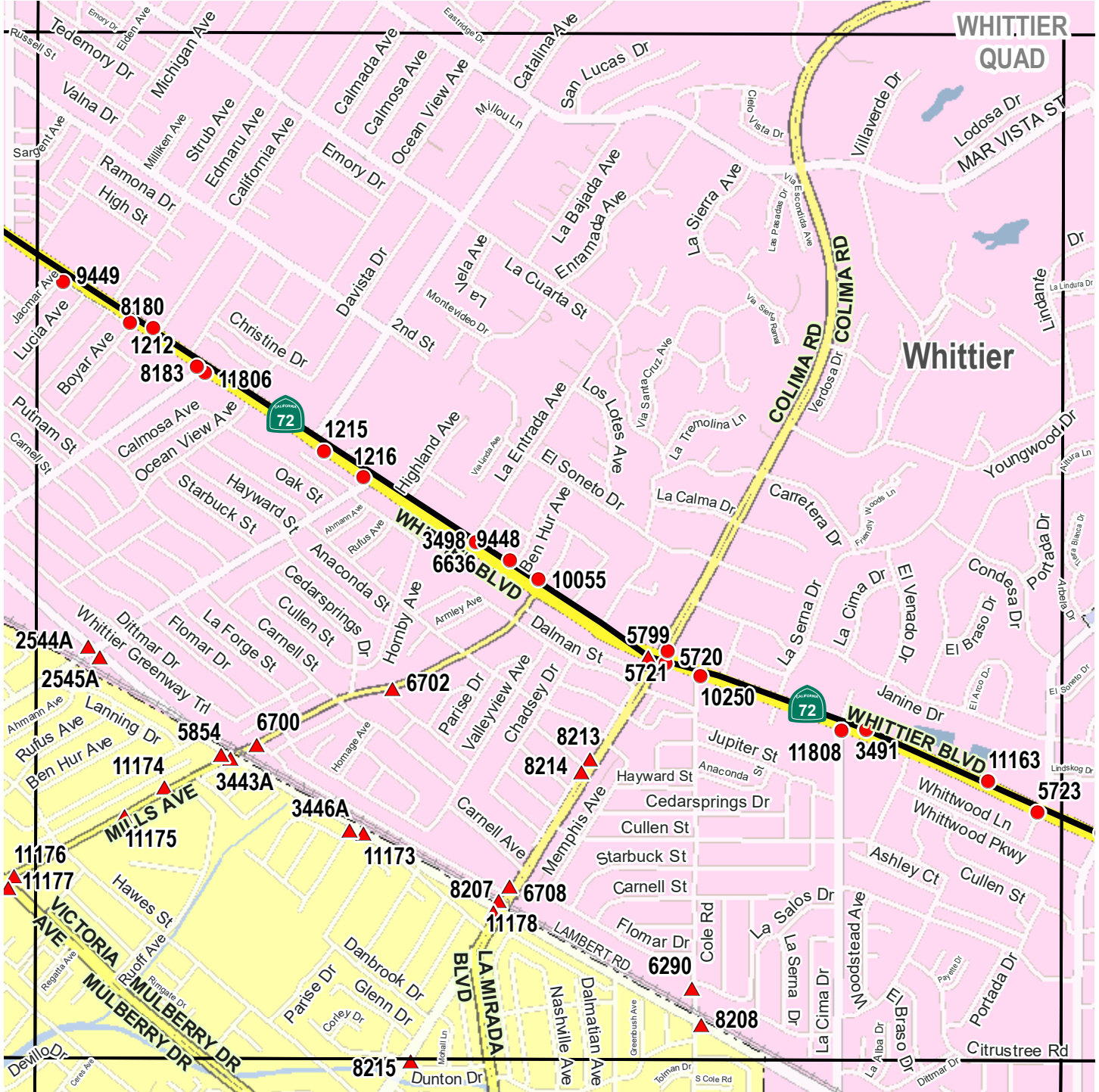
-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM










# GRID 928 SANTA FE QUAD

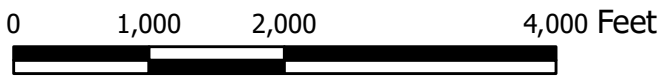


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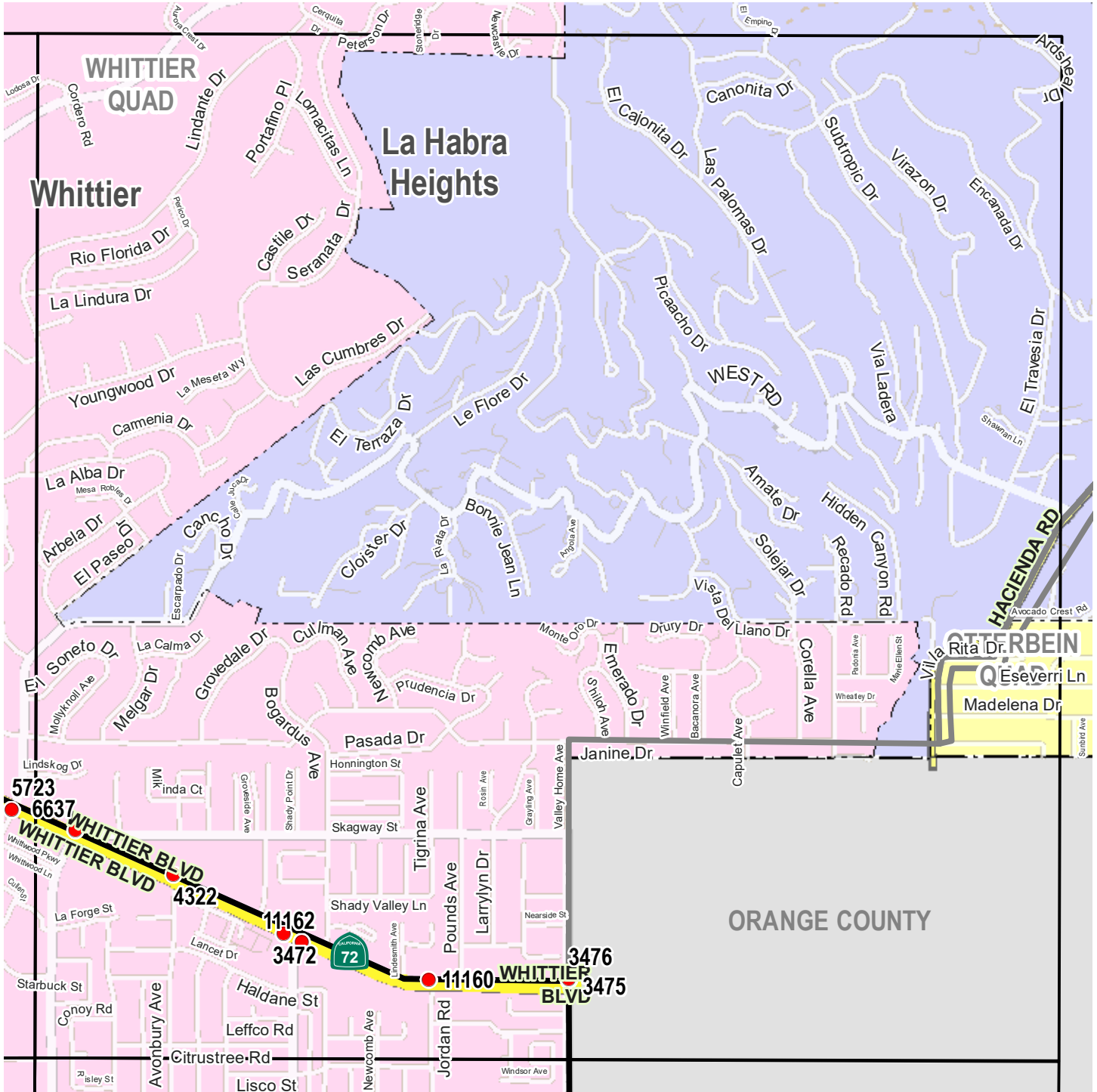
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828

-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM







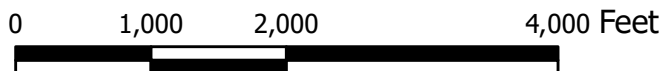
# GRID 929 SANTA FE QUAD



928

829

-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM









# GRID 1026 SANTA FE QUAD







926

-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM



# GRID 1027 SANTA FE QUAD



-  Quad Boundary
-  Baseline BM
-  Field Book Grid
-  Interior BM

