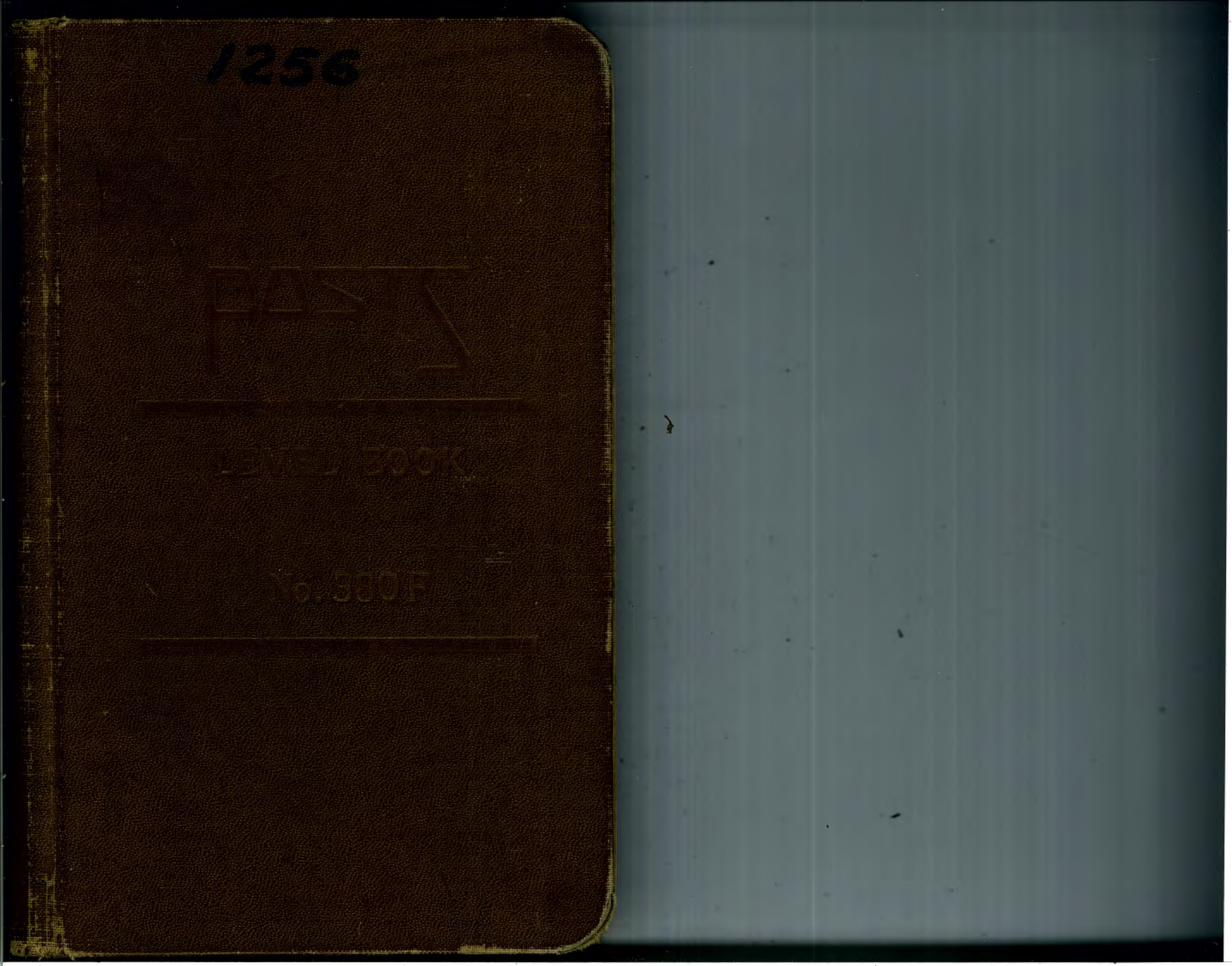

1256

Our Leather Bound Engineers Note Books are carried in the following rulings:

No. 380 LEVEL BOOK. Left and Right Hand Page the same as Left Hand Page of this Book.

No. 382 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 4 x 4 to the inch, Center Line Red.

No. 384 MINING TRANSIT BOOK. Left Hand Page as in this Book, Right Hand Page 8x8 to the inch, Center Line Red.

No. 385 FIELD BOOK. Left Hand Page as in this Book, Right Hand Page 8 vertical and 4 horizontal lines to the inch, Center Line Red.

We also carry the Note Books listed above, bound in extra strong Fabri-Hide (otherwise the same quality of book), which can be furnished at a somewhat lower price.

In ordering Fabri-Hide covered books, add the letter *"F"* to catalog number.

THE FREDERICK POST CO.

ENGINEERING and DRAFTING SUPPLIES

IRVING PARK STATION

CHICAGO, ILL.

X. Sec. Alley 22 Re Sub. Blks K+L Teralta 58

Division Approved 7/2/20 HH

Indexed
C.S.K.

Sub. of Blks. K & L

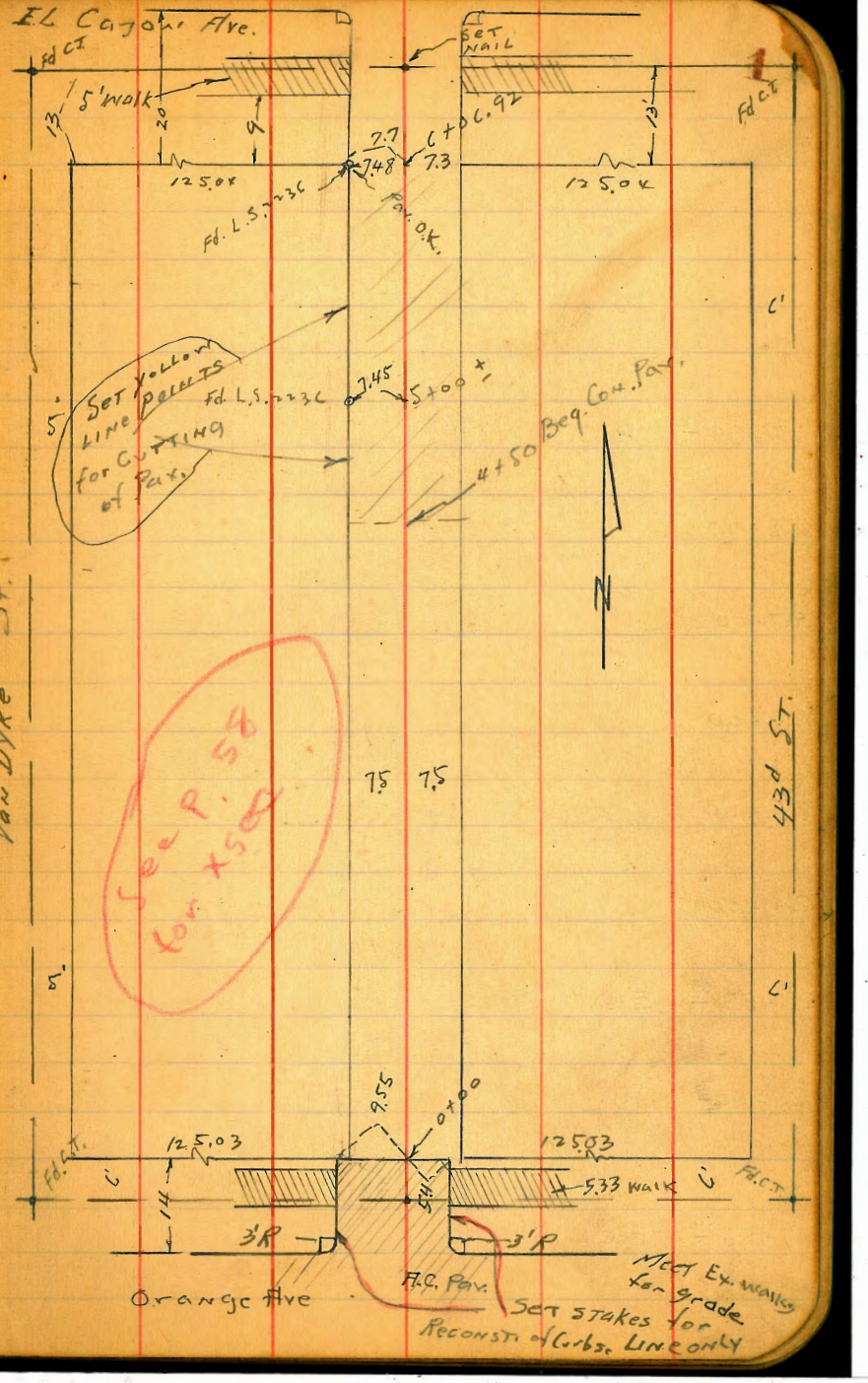
Survey of alley Blk 22, Tenalta

C. Moore
Surveyor-Inspector
W. Moore
3-7-xL

50' Long
only one o/l of Fence in alley 0.15
on E Side

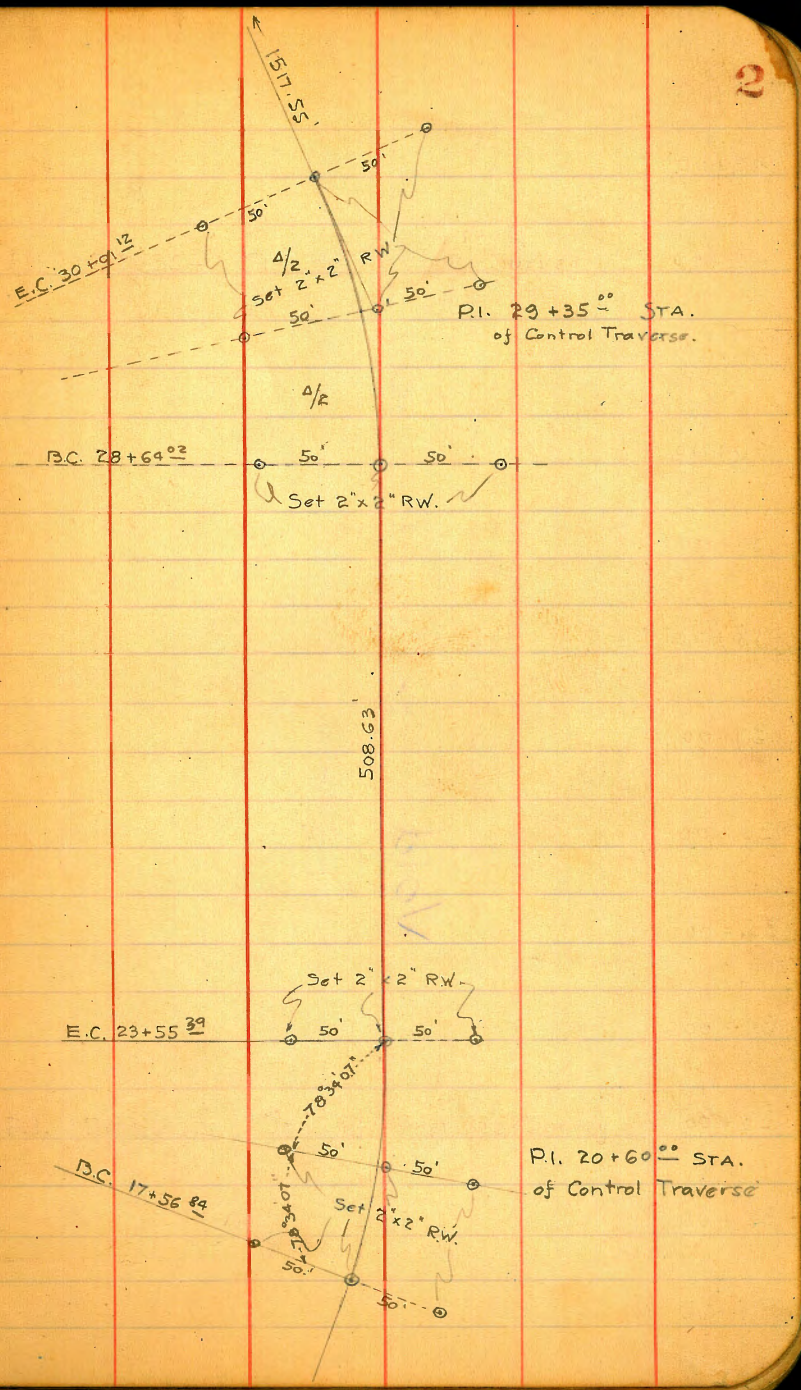
Notify Power & Tel Co.'s
about Poles on
Private Property

C+0 c.9 rr 7.5 Rt to 14" w Con Corr. / Bldg.
C+0 c.x end Con wall 7.1 Rt,
5+47 Beg. Conc. Wall 7.25 Rt also SW Cor Corr. / Bldg. which is O.K.
5+4C 7.3 Lt to ℄ 14" Guy P.P.
5+22.5 C.9 Lt to ℄ 14" P.P.
5+00 8.1 Lt. to edge Pav.
4+50 Beg. Con. Pav 8.2 Lt to edge Pav.
4+01 C.2 Lt to ℄ 16" P.P.
3+00 7.2 Lt to ℄ 14" P.P.
2+01 7.4 Lt to ℄ 14" P.P.
1+01 7.2 Lt to ℄ 15" P.P.
0+27 7.9 Lt to ℄ 18" P.P.
0-12.2 7 Rt to ℄ 10" Tel. Pole



30+01 12	E.C.	R = 1500'
		Δ = 5°14'12"
		T = 68°59'
		L = 137.10
28+64 02	B.C.	
28+00		
27+00		
26+00		
25+00		
24+00		
23+55 39	E.C.	
		R. = 1500'
20+60 00	P.I.	Δ = 22°51'46"
		T = 303.16
		L = 598.55'
17+56 84	B.C.	

Void See New Alignment pg. 22



43+00

42+00

41+00

40+00

39+00

38+00

37+00

36+00

35+00

34+00

33+00

32+00

31+00

Void

52+00

51+00

50+00

49+00

48+00

47+00

46+38.27

E.C.

R = 1500'

Δ = 4°34'47"

T = 59.97'

L = 119.60'

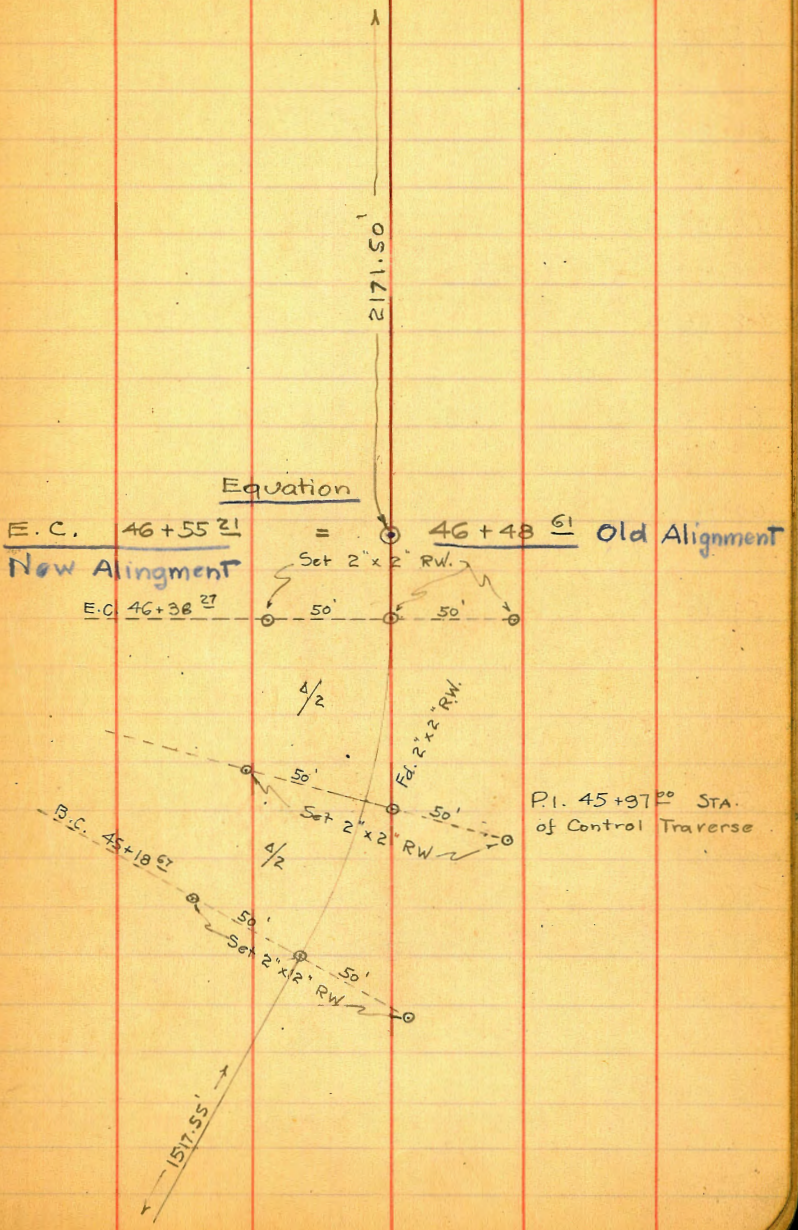
45+18.67

B.C.

45+00

44+00

Void
See New Alignment
pg. 22



65+00

64+00

63+00

62+41 65 P.O.T.

62+00

61+00

60+00

59+00

58+00

57+00

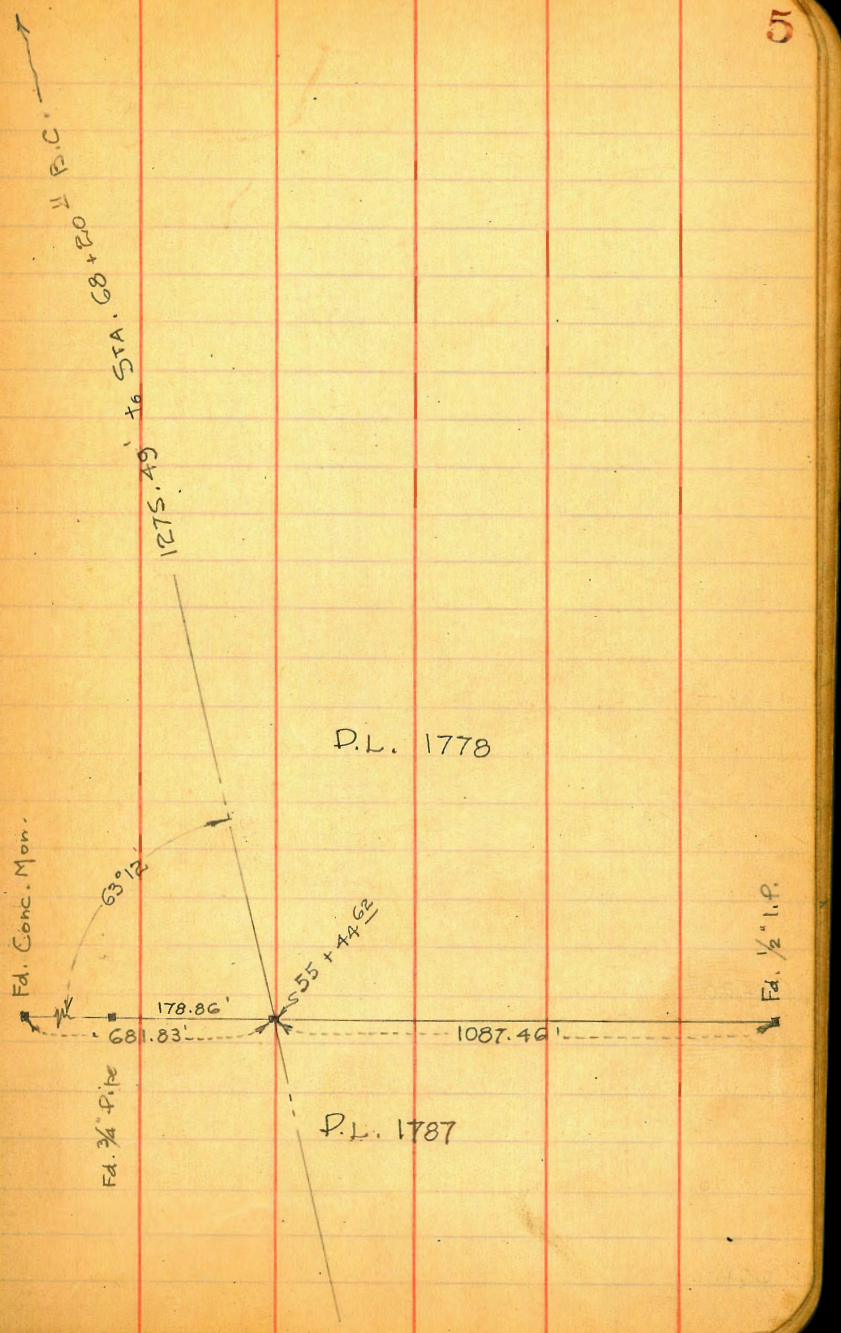
56+00

55+44 62 P.O.T. Intersection with P.L.L. 1778 & 1787

55+00

54+00

53+00



75+00

74+00

73+00 61 P.O.T.

72+00

71+00

70+00

69+88 10 E.C.

R = 1500'
Δ = 6°25'
T = 84.09
L = 167.99'

8408

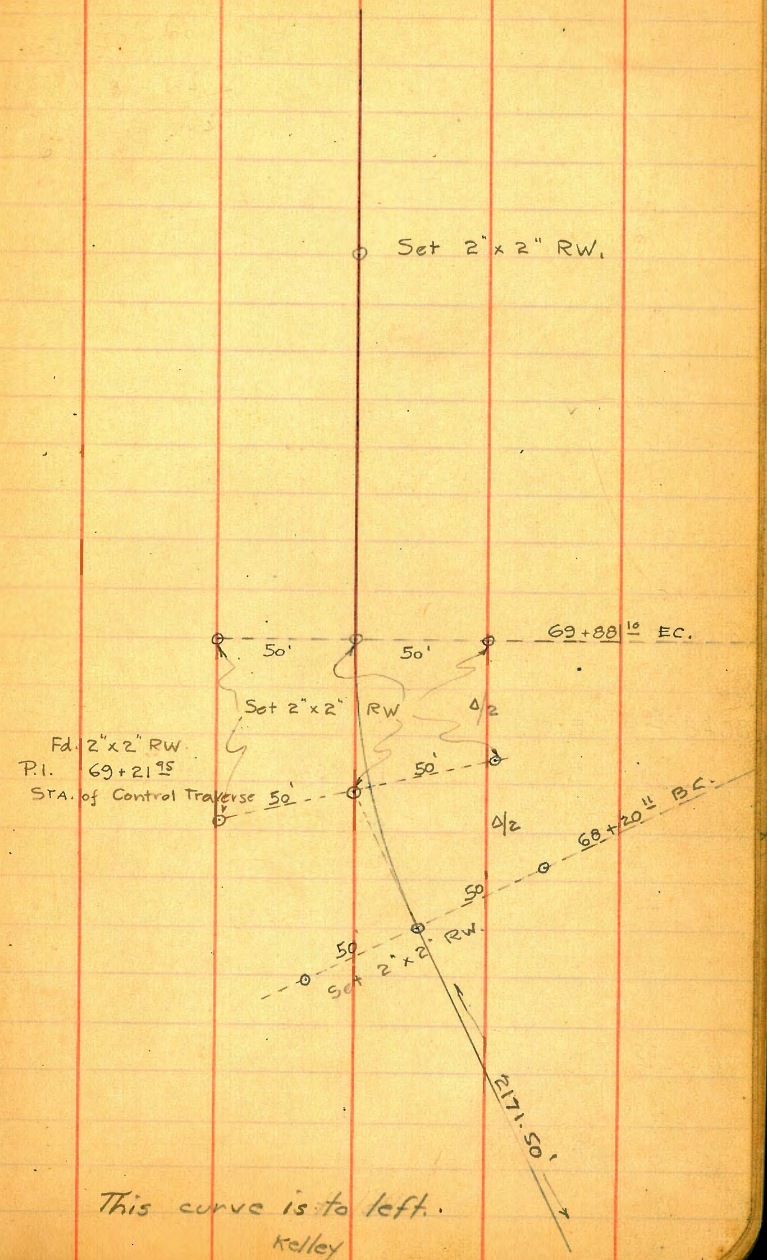
68+20 11 B.C.

67+87 24 B.C. New Alignment, see pg. 30

67+50 60 P.O.T.

67+0.0

66+00



This curve is to left.

Kelley

83+00

82+00

81+00

80+86 84 E.C.

R = 1500'

Δ = 18°07'

T = 239.15 ✓ 239.14

L = 474.29

76+12 55 B.C.

76+00

297.46'

Set 2"x2" RW.

50' 50' E.C. 80+86 84

Δ/2

Fd. 2"x2" RW.

P.I. STA. 79+75 95 (24+16 70)
of Control Traverse

50' 50'

Δ/2

50' P.I.

B.C. 76+12 55

Set 2"x2" RW.

50'

50'

95+18.19 P.O.T

95+00

94+00

93+00

92+97.55 E.C.

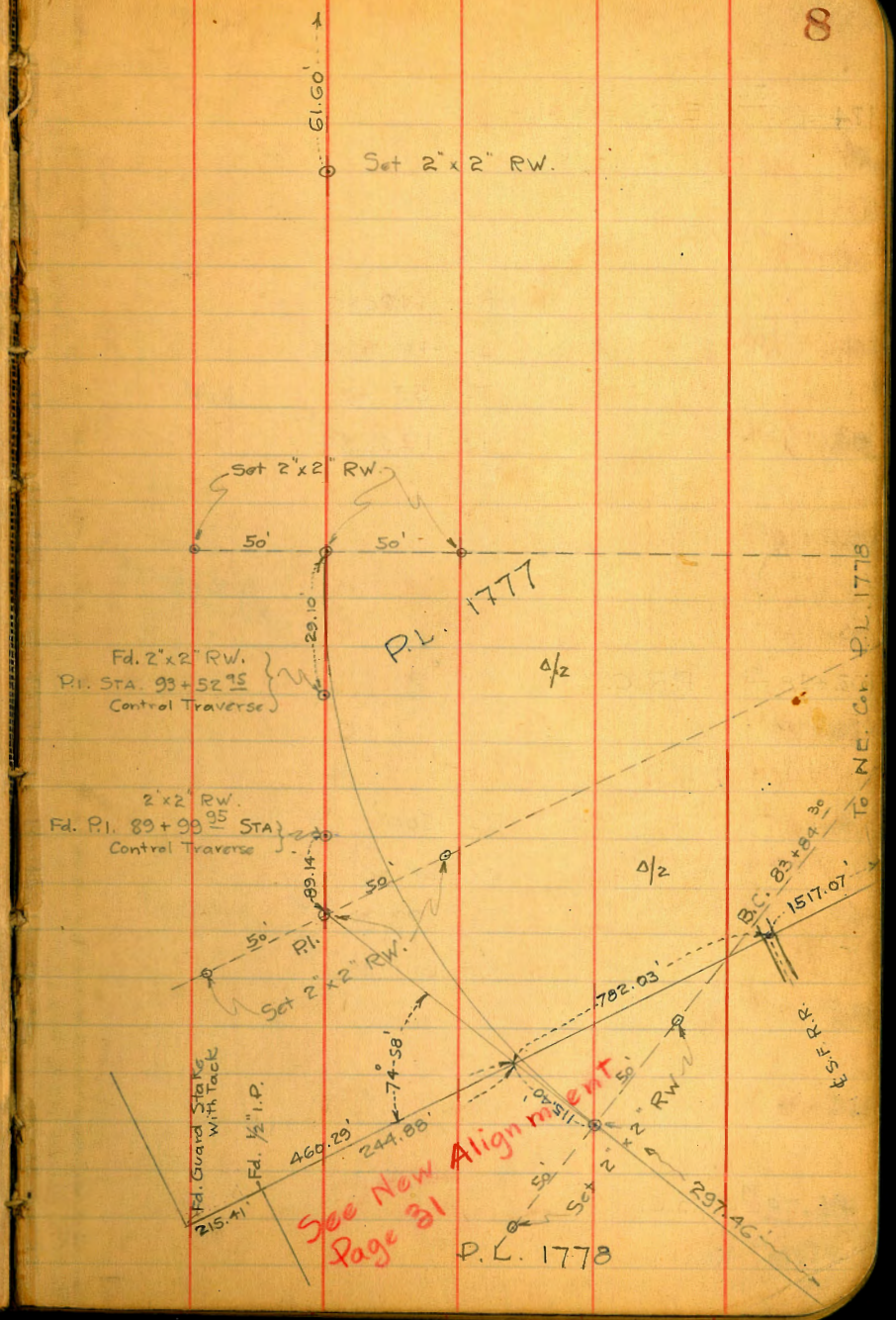
R = 1500'

Δ = 34° 53' - R

T = 471.27'

L = 913.24'

83+84.30 B.C.



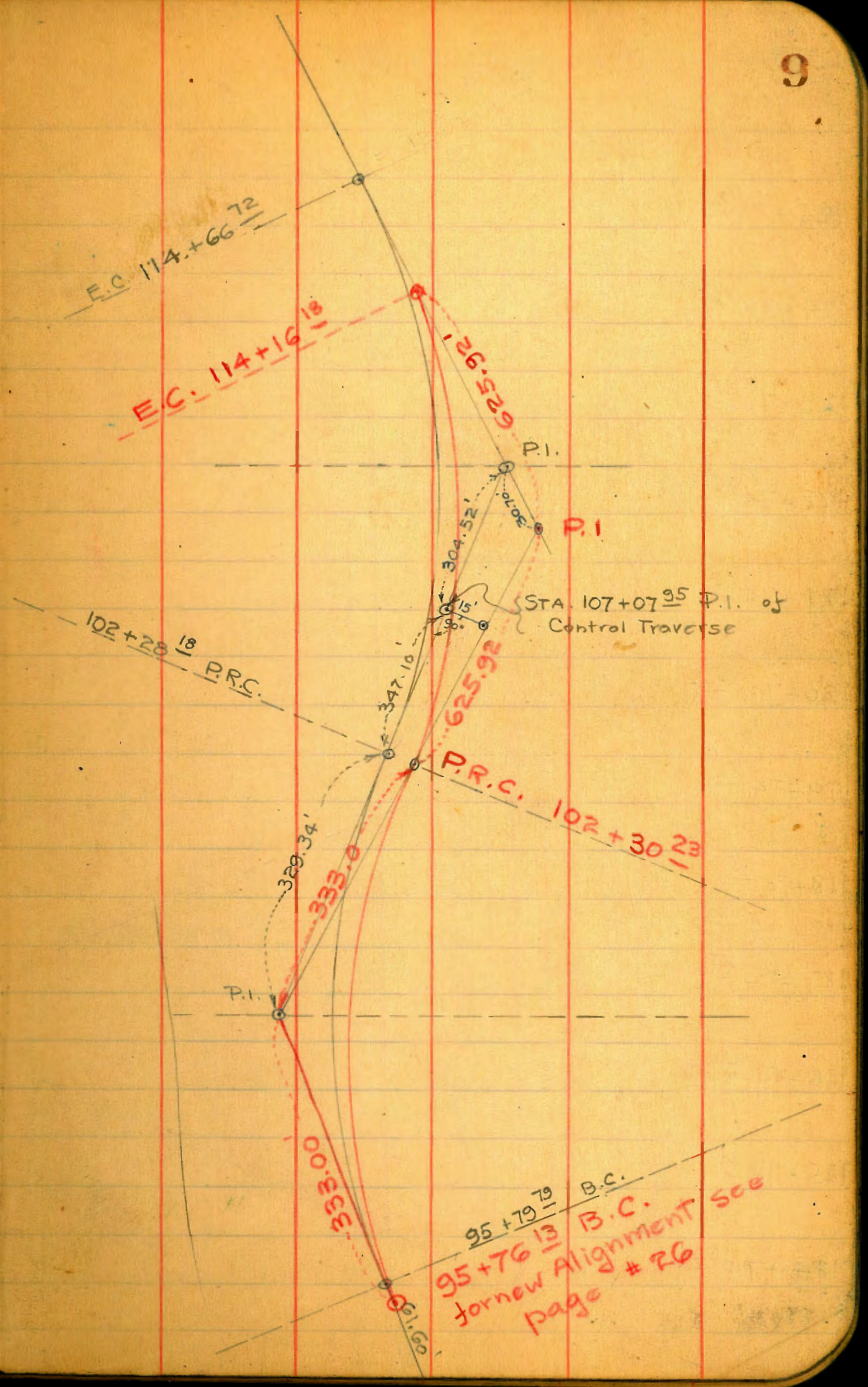
114+66 72 E.C

R= 1612.80'
Δ= 44°00'00"
T= 651.62' 6516'
L= 1238.54'

102+28 18 P.R.C.

R= 1500'
Δ= 24°46'
T= 329.34'
L= 648.39'

95+79 79 B.C.
95+76 13 New BC



125+74 85

124+74 85

123+74 85

122+74 85

121+74 85

120+74 85

119+74 85

118+74 85

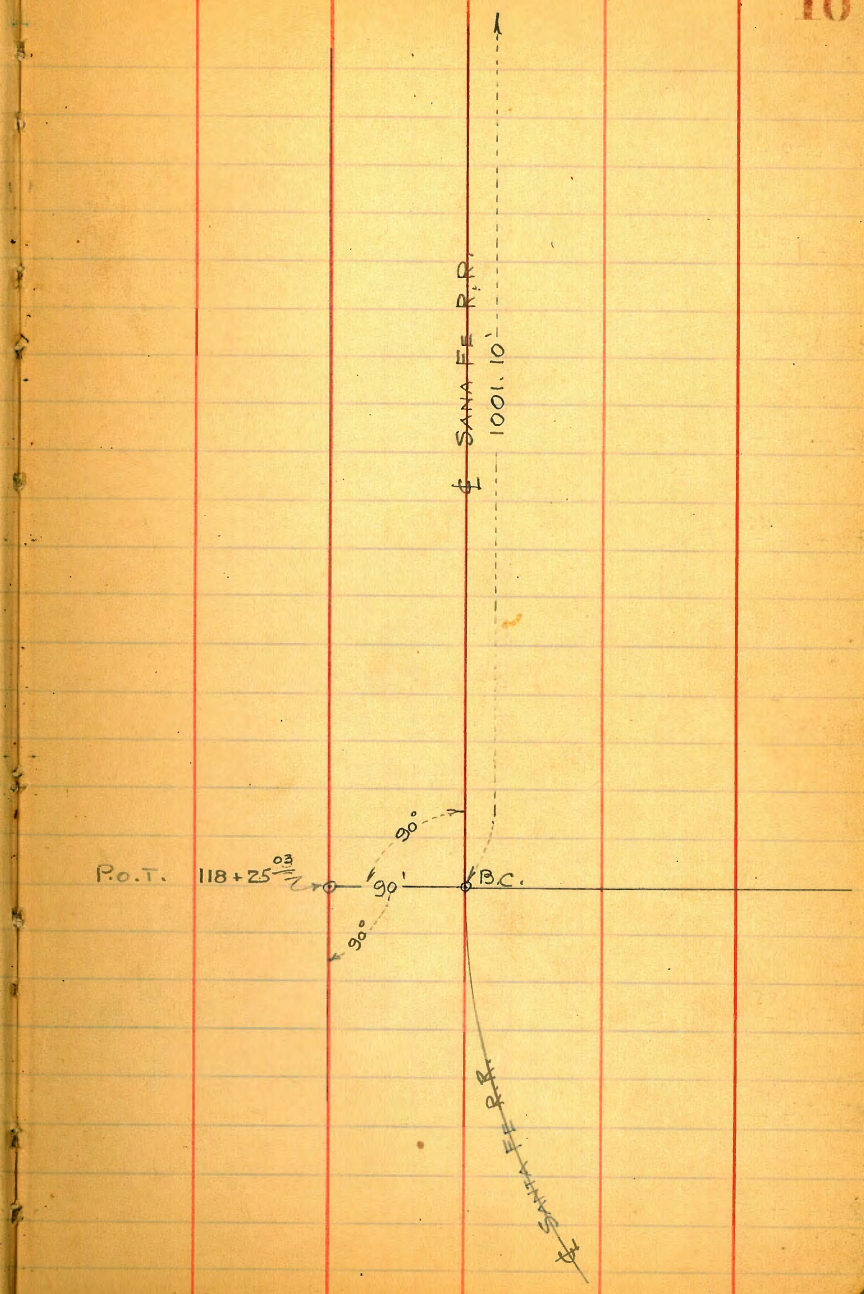
118+25 03 P.O.T.

117+74 85

116+74 85

115+74 85

114+74 85



136+78 11

135+78 11

134+78 11

133+78 11

133+16 42 E.C.

R = 1500'

Δ = 16°52' + L

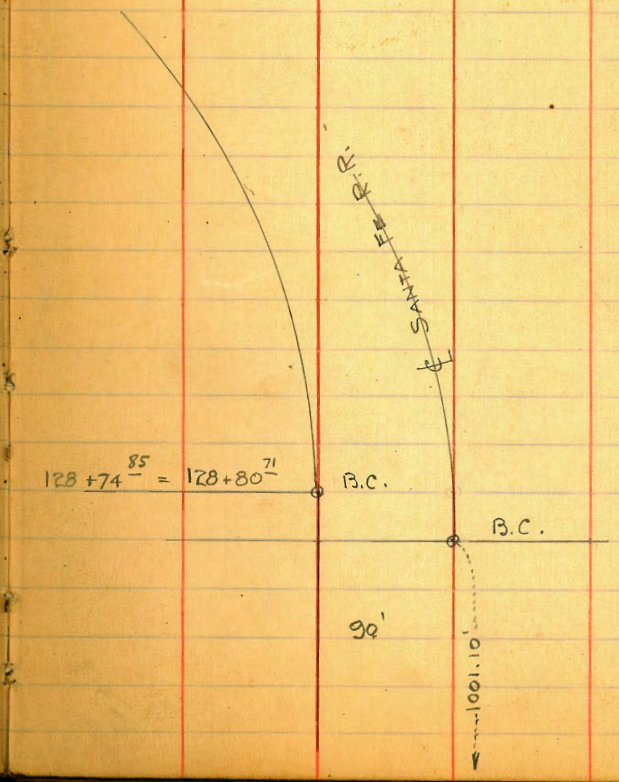
T = 222.39 ✓

L = 441.57

128+74 85 B.C. = 128+80.71 B.C.

127+74 85

126+74 85



156+85 49 E.C.

R = 1232.42
Δ = 46°50' - R' Rumpart 49
T = 533.74'
L = 1007.38

146+78 11 B.C.

145+78 11

144+78 11

143+78 11

142+78 11

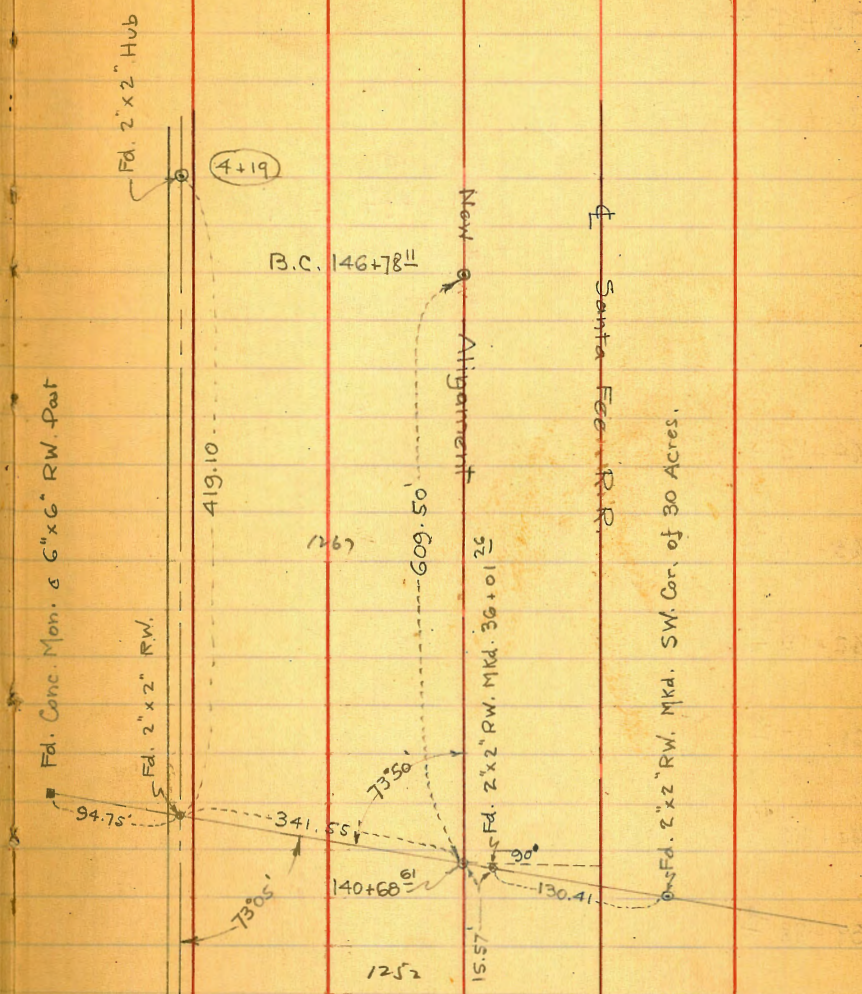
141+78 11

140+78 11

139+78 11

138+78 11

137+78 11



NOTE:
This Tie is made with ℄ Proposed Alignment 90' from ℄ R.R.
For New Tie 100' from ℄ R.R.
See pg. 34

173+29 27

172+48 74 E.C.

R = 1500'
Δ = 31°54' - L
T = 428.70' ✓
L = 836.45'

P.L. 1290

P.L. 1291

Fd. Conc. Mon. "6"x6" - Postmarked 1269, 1268, 129'

89°50'

717.98'

0°28'

Fd. 2"x2" Stake with Tack. Painted White

Fd. 2"x2" Stake with Tack. Painted White

91°32'

1924.53'

18.32'

172+57 63

E.C. 172+48 74

0°59'30"

1661.04'

B.C.

265.45'

S 89°30' E

719.19'

Fd. 1" Pipe with Cement Filling

Fd. Conc. Mon. "6"x6" Post Marked 1290, 1266 & 1267'

327.90'

164+21 18

B.C. 164+12 29

16.07'

90°

90°

90°

P.L. 1267

164+12 29 B.C.

163+12 29

162+12 29

161+57 29

160+12 29

159+88 29

158+88 29

157+12 29

156+85 49 E.C.

R.R.

100'

682.10'

SANTA FE

B.C.

156+85 49 E.C.

$83°18' = 89-60$

$\Delta/2 \; 166°36 = 83°18$

$\Delta = 6°42'$

184+04 $\frac{67}{}$ E.C.

R = 1500'

Δ = 6°42' ← R

T = 87.81 878°

L = 175.40

182+29 $\frac{27}{}$ B.C. = 182 + 19 $\frac{29}{}$ B.C.

181 + 29 $\frac{27}{}$

180 + 29 $\frac{27}{}$

179 + 29 $\frac{27}{}$

178 + 29 $\frac{27}{}$

177 + 29 $\frac{27}{}$

176 + 29 $\frac{27}{}$

175 + 29 $\frac{27}{}$

174 + 29 $\frac{27}{}$

$180°$
$6-42$
$173\ 18$

= 183 + 96 $\frac{64}{}$

See pg. 38

200+62.40 E.C. ✓

R = 1500'

Δ = 16°09'48" - R

T = 212.99' ✓ ✓

196+39.25 P.C. ✓ L = 423.15'

196+00 P.O.T.

194+90.64 = 201+61.80 P.I. Control Traverse

191+97.64 = 198+68.80 P.I.

190+97.64

189+97.64

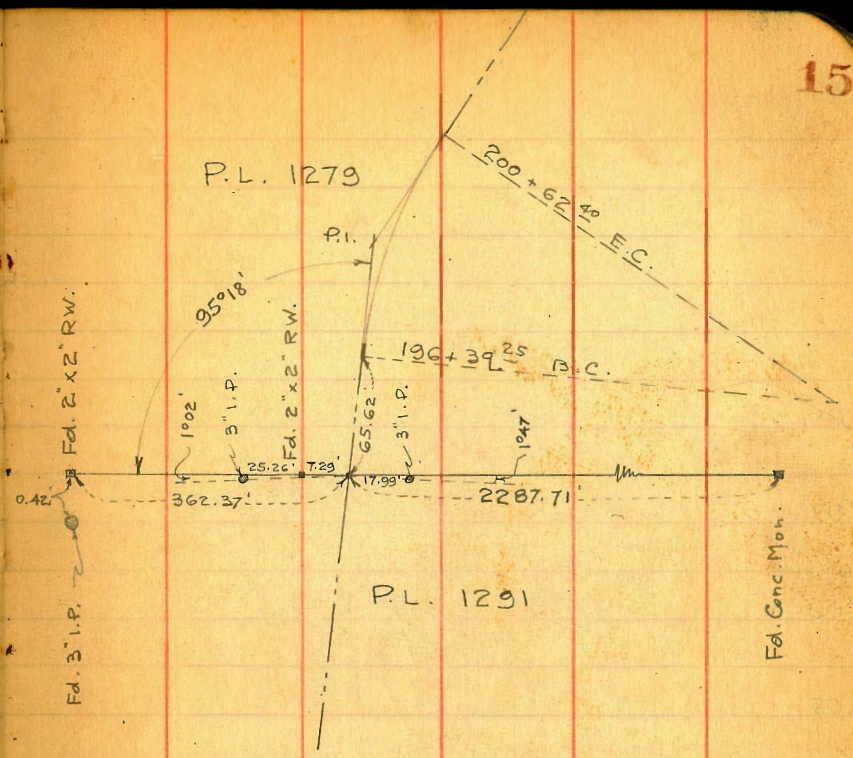
188+10.28

187+97.64

186+97.64

185+97.64

184+97.64



offset
54

210+00

209+00

208+00

207+00

206+00

205+00

204+49.61 Intersection with S.P.L. Leavetts

204+00

203+91.81 E.C.

R = 1500'

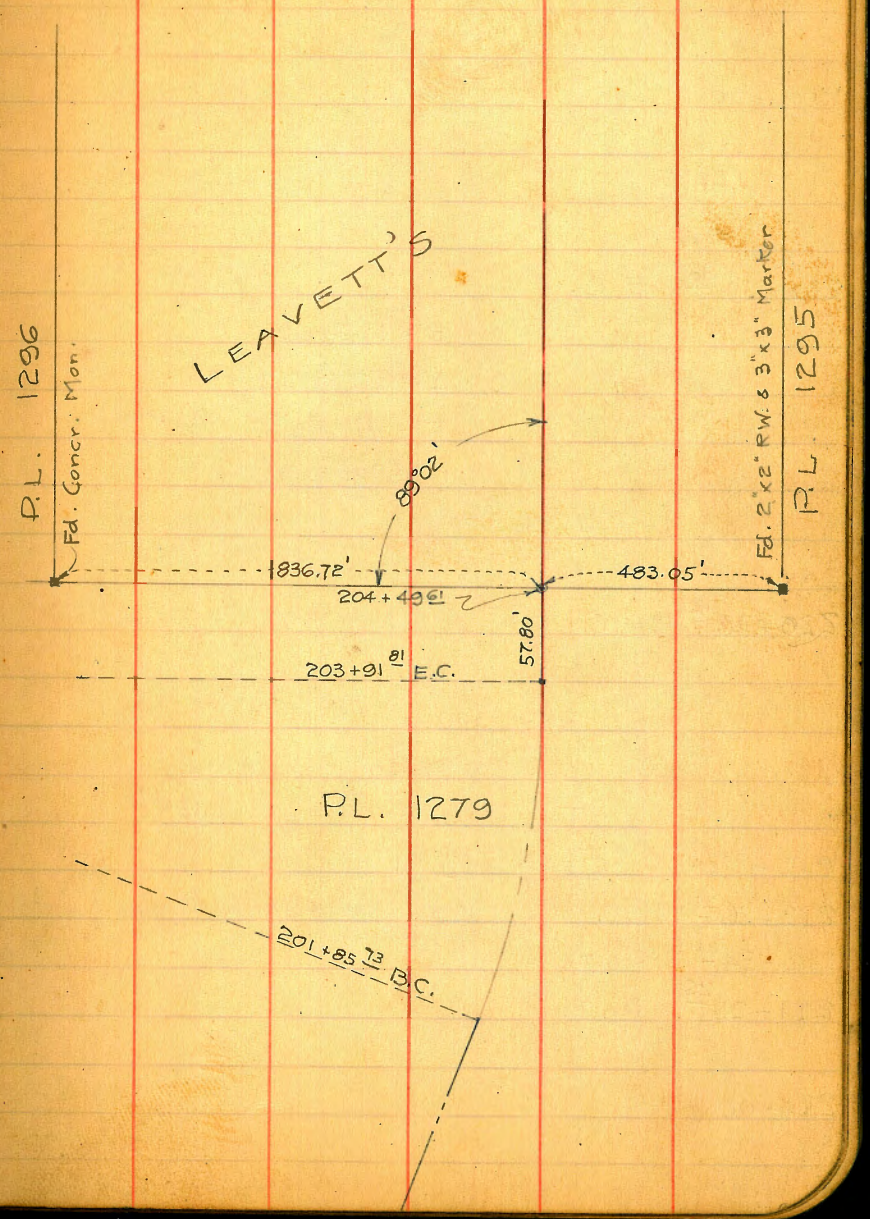
Δ = 7°52'18" - L

T = 103.19 103.20

L = 206.08

201+85.73 B.C.

201+00



235+00

234+00

233+59 98 E.C. ✓

Void

R = 1453.56

Δ = 52°11' – L

T = 711.83' ✓ ✓

L = 1323.86'

Defl. ∠ 1°58'17" L^s = 100.02'

220+36 12 P.R.C. ✗

R = 1500'

Δ = 28°38'40" – R

T = 383.0'

L = 749.91'

38 x 96

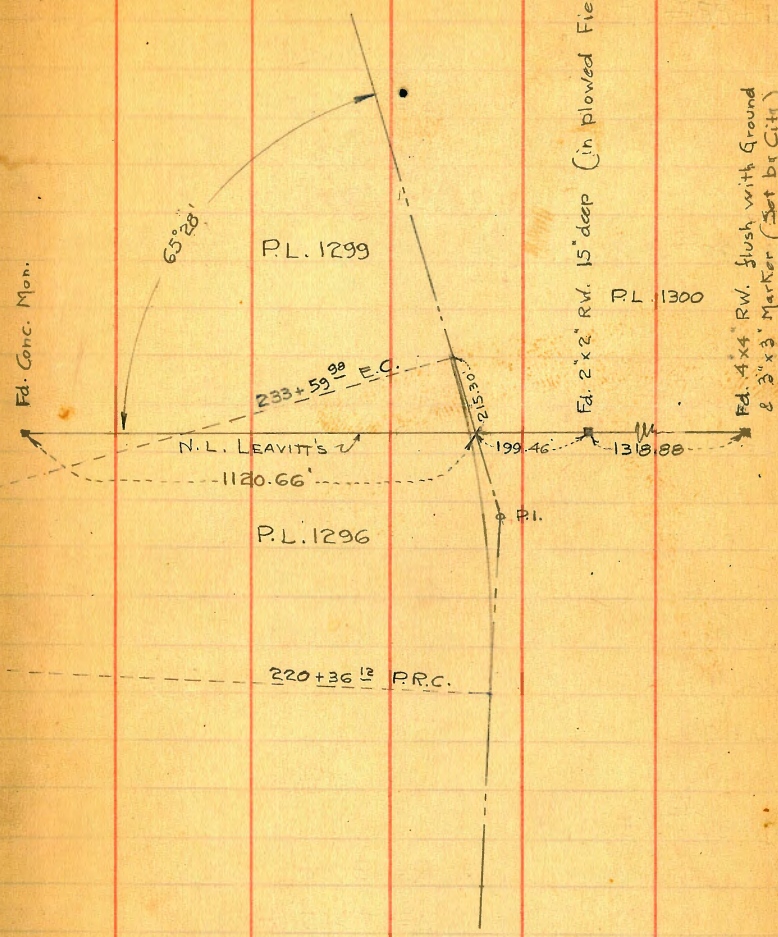
213+35 98

212+86 21 B.C. B.C. New Alignment, see pg. 46

212+34 21 P.O.T =

211+25 25 P.O.T.

211+00



P.I. 7+84 63 of Control Traverse. 1.40' E of Tangent

245+87.31 E.C. ✓

R = 3000'
Δ = 3°55' - R
T = 102.58 ✓
L = 205.08

243+82.23 ✓ B.C. Defl. Δ 0°57'18" L^S = 100.005'

243+00

242+00

241+00

240+00

Void

239+37.73 E.C. ✓

R = 3000'
Δ = 7°45' - R
T = 203.20 ✓
L = 405.99

Defl. Δ 0°57'18" L^S = 100.005'

235+31.94 B.C. ✓

260+91 22 E.C. ✓

R = 3000'
Δ = 8°11'30" - L
T = 214.83' 214.82
L = 428.91'

256+62 31 B.C. ✓

255+00

254+00

Void

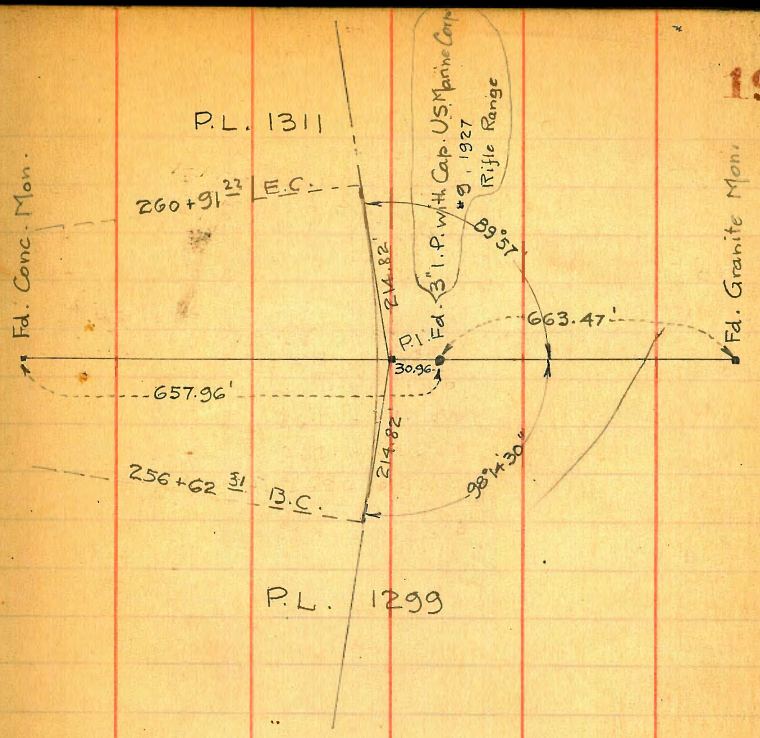
253+92 53 E.C. ✓

R = 1500'
Δ = 21°05' + R ✓
T = 279.14 ✓
L = 551.95

248+40 58 B.C. ✓

248+06

247+00



280+00

279+00

278+00

277+00

276+00

275+00

274+00

273+00

272+95 $\frac{89}{}$ = 272+92 $\frac{92}{}$ E.C. New Alinqment , See pg. 48

272+78 $\frac{46}{}$ E.C. ✓

R = 1500'

Δ = 42°22' - L

T = 581.31 ✓

L = 1109.16'

P.I. 0/1

261+69 $\frac{30}{}$ B.C. ✓

281 +04 79/4

℄ Existing Pavement

Change from Sta. 8+75 to 46+55 21

18+98 98

17+98 96

16+98 94 B.C.

16+00

15+00

14+00

13+00

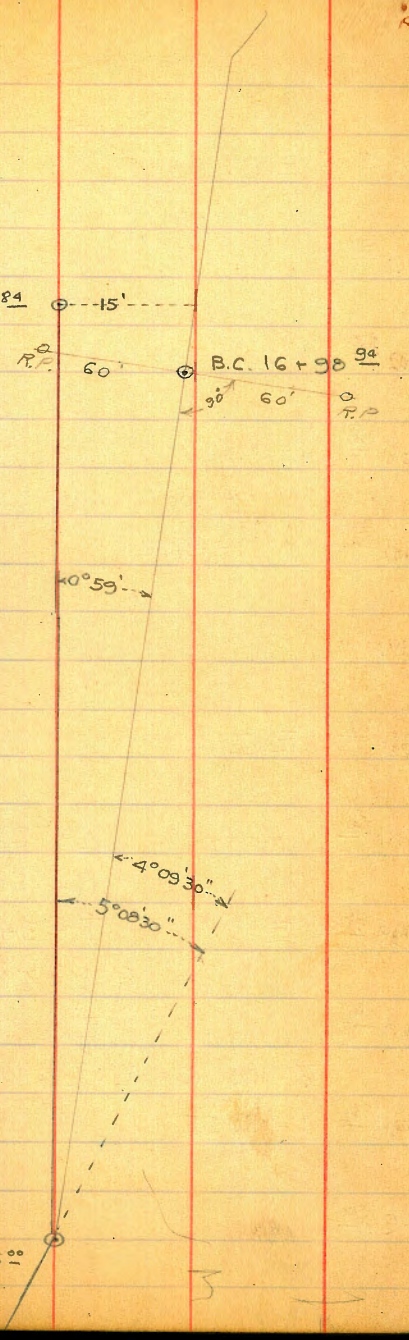
12+00

11+00

10+00

9+00

8+75 00



28+16 79 E.C.

Δ = 5°28' - R
R = 3000'
T = 143.22' ✓
L = 286.28'
E = 3.42'

27+30 57

26+30 59

25+30 56 B.C.

2 - 100' Chords - L^S = 100.005' Defl. ∠ 0°57'18"
25+00 1 - 86.22' " - L^S = 86.22' " 0°49'24"

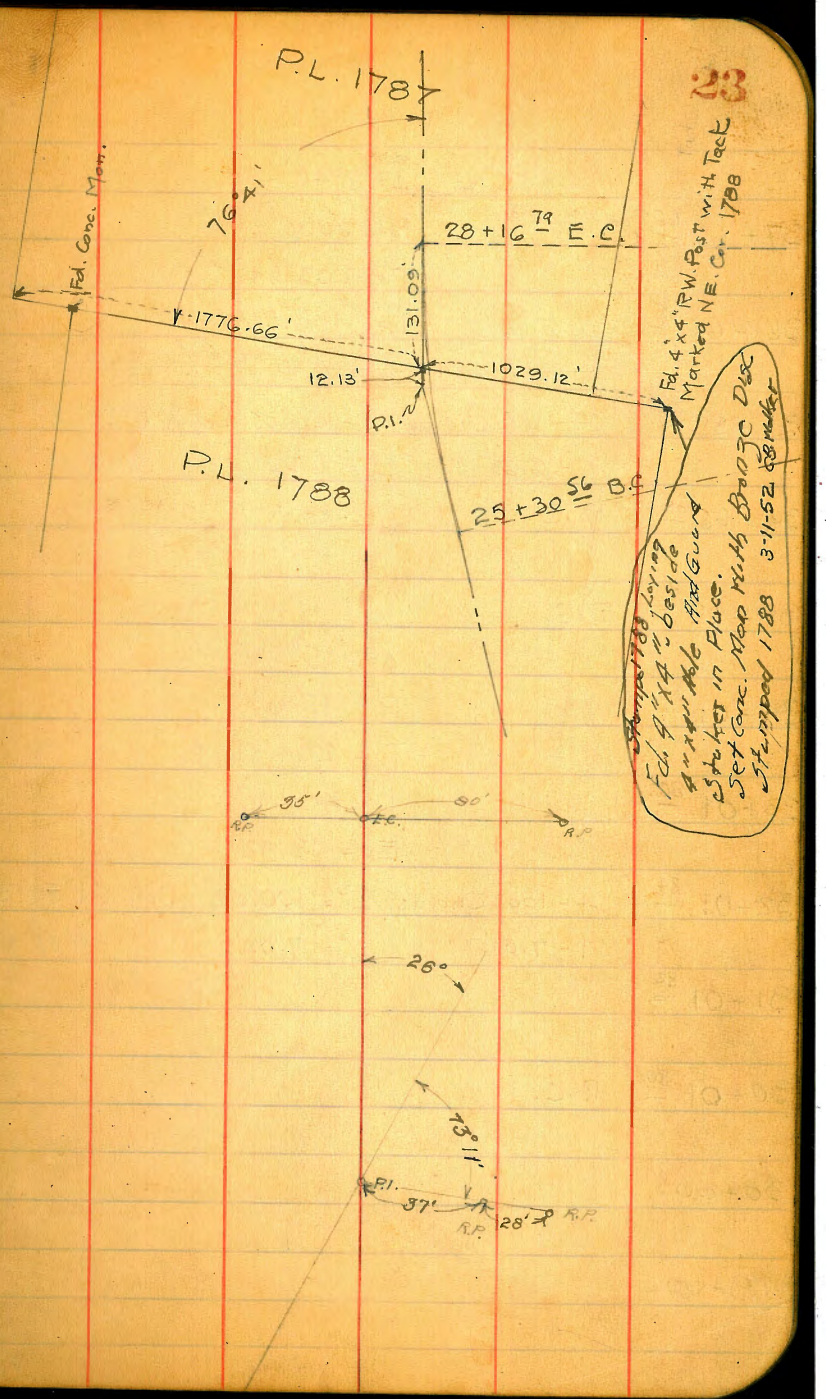
24+00

23+79 62 E.C.

80.56

Δ = 26°00' - L
R = 1500'
22+99 06 T = 346.31' ✓
L = 680.68'
21+99 04 Ex = 39.45'
6 - 100' Chords - L^S = 100.02' Defl. ∠ 1°54'37"
20+99 02 1 - 80.55' " L^S = 80.56' " 1°32'18"

19+99 00



$\Delta = 7°46' - R$

37+65 66 — R = 3000'

T = 203.64 ✓

36+65 65 — L = 406.66

Ex = 6.9

35+65 64 — 4 - 100' Chords L^S = 100.005 Defl. @ 0°57'18"

1 - 6.63' " L^S = 6.63' " 0°03'48"

34+65 64 — B.C.

34+08 90 — E.C.

$\Delta = 15°33' - L$

34+01 88 — R = 1500'

T = 204.81' ✓

33+01 86 — L = 407.10'

Ex = 13.92'

32+01 84 — 4 - 100' Chords L^S = 100.02' Defl. @ 1°54'37"

1 - 7.01' " L^S = 7.02' " 0°08'02"

31+01 82

30+01 80 — B.C.

30+00

29+00

46+55 21 E.C. = 46+48 61

Δ = 5°43'

2 Δ = 11°26'

Δ = 5°22' - L

R = 1500'

T = 70.31' 70 30

L = 140.50' Ex = 1.65'

1-100' Chord Ls = 100.02' Defl. @ 1°54'37"

1-40.47 " Ls = 40.48 " 0°46'23"

45+14 71 B.C.

45+00

44+00

43+00

42+00

41+00

40+00

39+00

38+72 30 E.C.

38+65 67

Change from STA. 95+76 13 to 128+80 71

5

106+30 31

4

105+30 29

3

104+30 27

2

103+30 25

1

102+30 23 P.R.C.

7 53.84

101+76 39

$\Delta = 26^{\circ}-03'-30'' - R$

6

$R = 1438.21$

100+76 33

$T = 333.0$ 33x81

5

$L = 654.10$

99+76 29

$Ex = 38.0$

4

6-100' Chords $L^s = 100.04$ Defl. @ 1°59'34"

98+76 25

1- 53.82 " $L^s = 53.84$ " 1°04'21"

3

97+76 21

2

96+76 17

1

95+76 13 B.C.

118 + 80 58

117 + 80 58

116 + 80 58

115 + 80 58

114 + 80 58

114 + 16 18 E.C.

12

113 + 30 47

11

112 + 30 44

10

111 + 30 41

9

110 + 30 39

8

109 + 30 37

7

108 + 30 35

6

107 + 30 33

Δ = 45°18' - L

R = 1500'

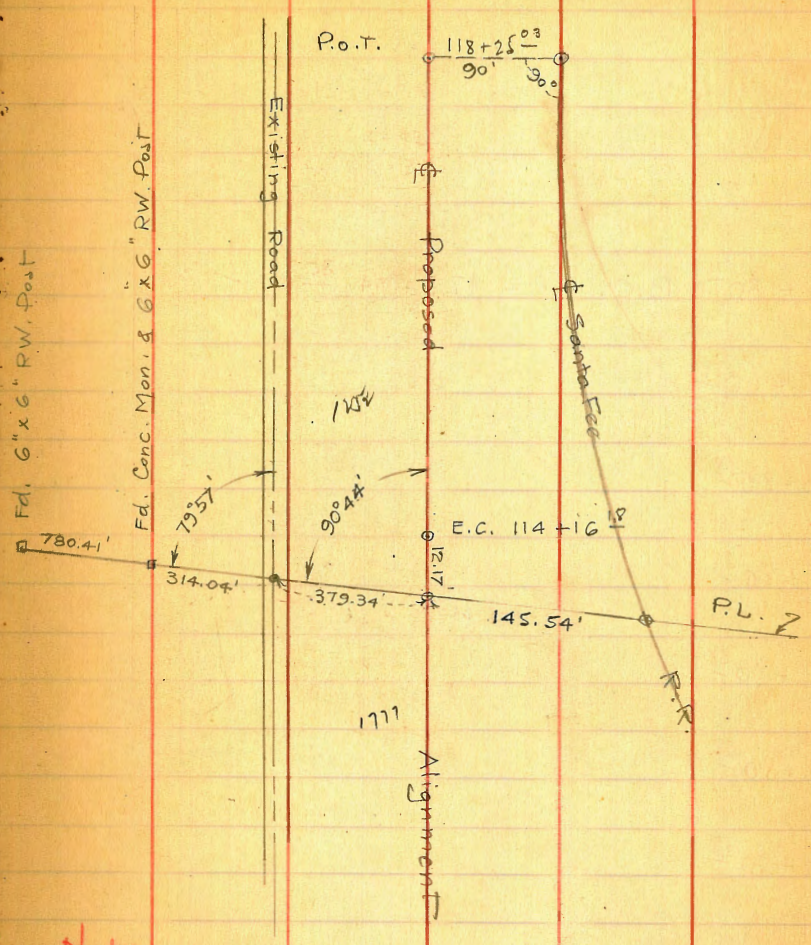
T = 625.92' 625 93

L = 1185.95

Ex =

11 - 100' Chords L^s = 100.02 Defl. @ 1°54' 37"

1 - 85.69 " L^s = 85.71 " 1°38' 13"



Note:

This Tie is made with ℄ of Proposed Alingment 90' from ℄ R.R.

For New Tie see pg. 32

$128 + 80^{71}$ B.C. $= 128 + 74^{85}$

$127 + 80^{58}$

$126 + 80^{58}$

$125 + 80^{58}$

$124 + 80^{58}$

$123 + 80^{58}$

$122 + 80^{58}$

$121 + 80^{58}$

$120 + 80^{58}$

$190 + 18^{58}$?

0+00		
+50		
1+00		
+50		
2+00		
+50		
3+00		
+50		
3+75.15	B.C.	
		Δ = 14°-03' - R
4+75.17	①	R = 1500'
5+75.19	②	T = 184.85
6+75.21	③	L = 367.83
		L for 100' Chords = 100.02'
		Defl. ∠ for " = 1°54'37"
7+42.98	E.C.	
	75.70'	
8+18.68	B.C.	
		Δ = 4°-09'-30" - L
		R = 1500'
		T = 84.45'
		L = 168.86

L for 100' Chords = 100.0n'
Defl. ∠ for " = 1°54'37"

9+27.57	E.C.	
9+00		
10+00		
11+00		
12+00		
13+00		
14+00		
15+00		
16+00		
16+97.30	B.C. = 16+98.99	see pg. 22

Change from STA. 67 + 87 24 B.C.
See Page # 6

82 + 19 39	⑨		
81 + 19 37	⑧		
80 + 19 34	⑦	Δ = 28°27'50"	- R 28°29'25"
79 + 19 32	⑥	R = 2372.03'	2369.37
78 + 19 29	⑤	T = 601.50	601.53
77 + 19 27	④	L = 1178.40	1178.17
76 + 19 24	③	Defl. ∠ 1°12'29" for 100' Chord	
75 + 19 22	②	L^S = 100.025	
74 + 19 19	①	Ex. for 100' Chord = 1.41'	
73 + 19 17	B.C.		
73 + 00			
72 + 00			
71 + 00			
70 + 20 68	E.C.		
		Δ = 8°55' - L	Δ = 8°59'
		R = 1500'	2Δ = 17°58'
		T = 116.96'	
		L = 233.44	
67 + 87 24	B.C.		
67 + 50 60	P.O.T.		

P.I.

1016.60

Δ = 8°58'10"
R = 1500
T = 117.65
L = 234.82

103 + 00

102 + 00

101 + 65 91 E.C.

100 + 98 01

99 + 97 98

98 + 97 96

97 + 97 93

96 + 97 90

95 + 97 88

94 + 97 85

93 + 97 82

92 + 97 80

91 + 97 77

90 + 97 74

89 + 97 71

88 + 97 69

87 + 97 66

86 + 97 63

85 + 97 61

84 + 97 57 P.C.C.

84 + 19 44 (11)

83 + 19 42 (10)

Δ = 47°46' = 47°46'15"

2Δ = 95°32'30"

Δ = 47°47'40" - R

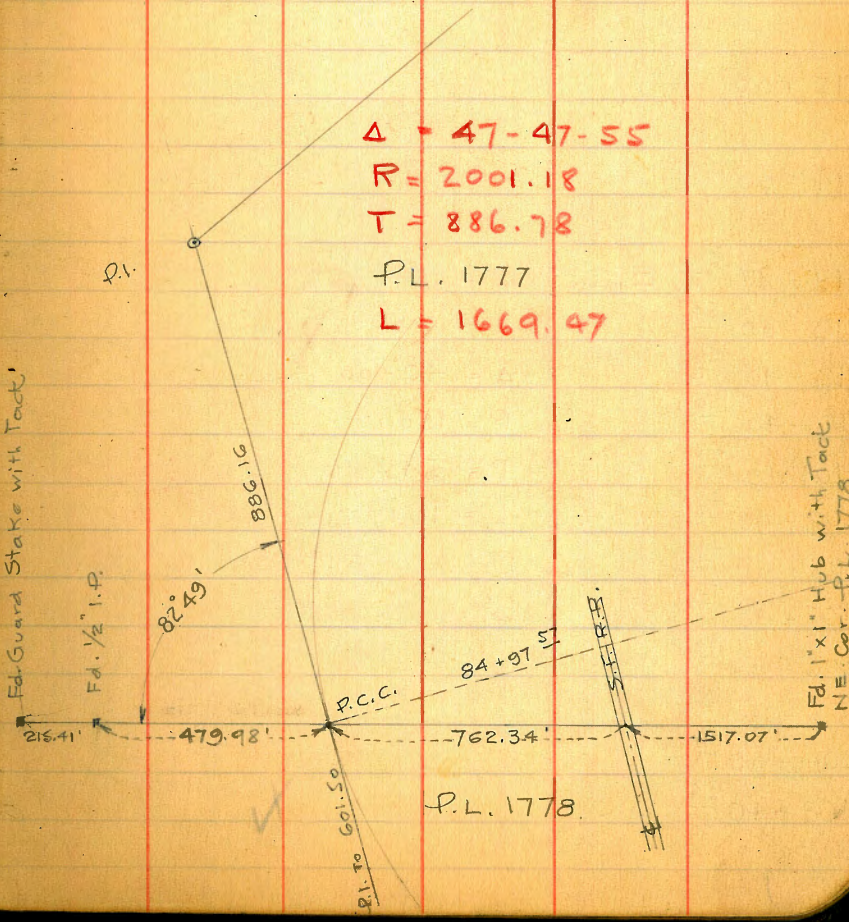
R = 2000.00

T = 886.16'

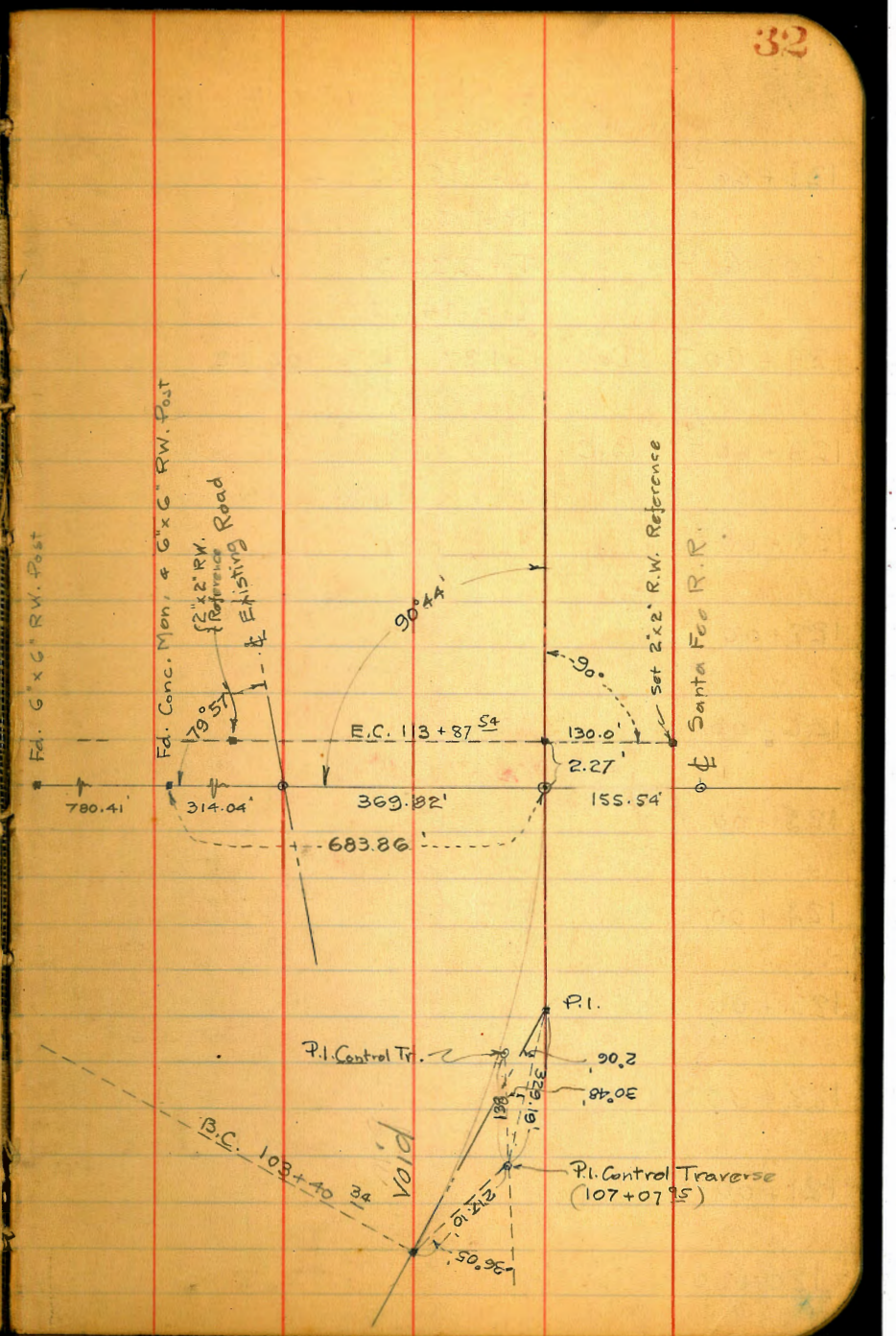
L = 1668.34'

Defl. @ 1°25'58" for 100' Chord

L^S = 100.027



119+00			
118+00			
117+00			
116+00			
115+00			
114+00			
113+87 54	E.C.	Δ = 40°-02'	
113+40 54		2Δ = 80°0	
112+40 52		Δ = 40°-00' – L	
111+40 50		R = 1500' ✓	
110+40 48		T = 545.96	546.95
109+40 46		L = 1047.20	1048.07
108+40 44		Defl. ∢ 1°54'37" for 100' Chord	
107+40 42		L^s = 100.02	
106+40 40			
105+40 38			
104+40 36			
103+40 34	B.C.		



$\Delta = 16°53' = 16°52'30''$
$2\Delta = 33°45'$

$\Delta = 16°52' - L$
$R = 1500'$
$T = 222.39'$
$L = 441.57'$
$D = 3°54'37''$ $L_S = 100.02'$

131 + 60	55
130 + 60	53
129 + 60	51
Defl.	
128 + 60	49
B.C.	
128 + 00	
127 + 00	
126 + 00	
125 + 00	
124 + 00	
123 + 00	
122 + 00	
121 + 00	
120 + 00	

$\Delta = 16°48'$
$R = 1500'$
$T = 221.51$
$L = 439.82$

143+00

142+00

141+00

140+55.67 Intersection with P.L.L.

140+00

139+00

138+00

137+00

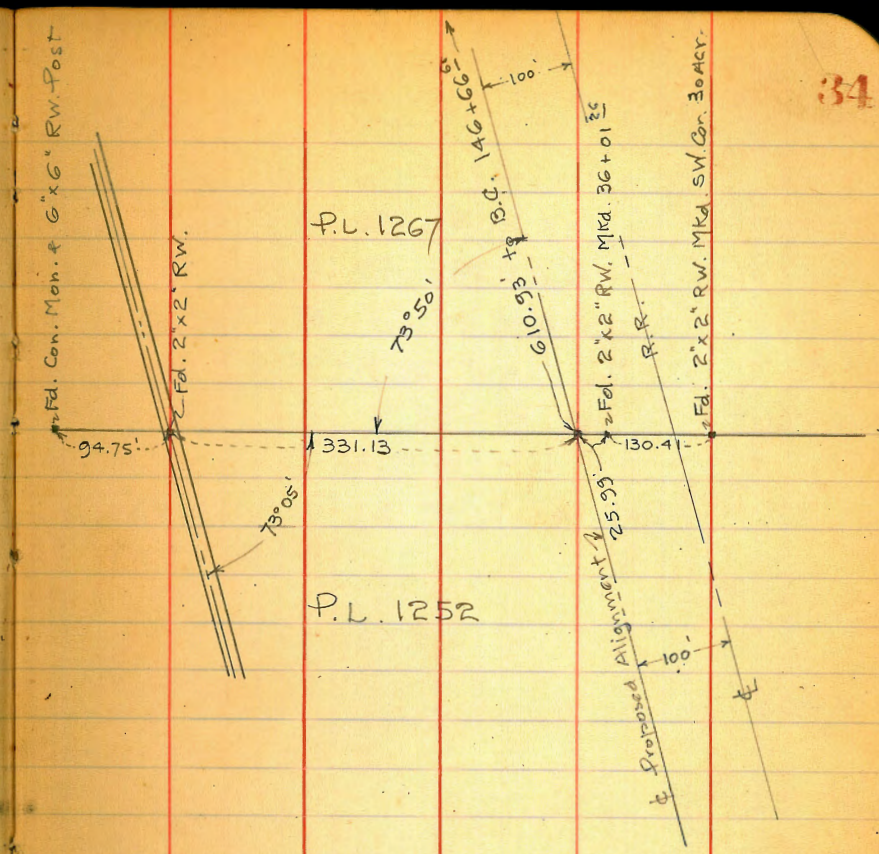
136+00

135+00

134+00

133+02.06 E.C.

132+60.57



46°45'

154+66 84		Δ = 46°50'
153+66 81		2Δ = 93°40'
152+66 78		Δ = 46°50' - R
151+66 75	Defl. Δ 2°19'31"	R = 1232.42'
150+66 72		T = 533.74'
149+66 69		L = 1007.38'
148+66 66		L^S 100.03'
147+66 63		
146+66 60	B.C.	
146+00		
145+00		
144+00		

18.0
46.50
-10
133

533.74
1585.89
2119.63

Δ = 46-45
R = 1232.42'
T = 532.67
L = 1005.58

164 + 21 ^{13} B.C.

164 + 00

163 + 00

162 + 00

161 + 00

160 + 00

159 + 00

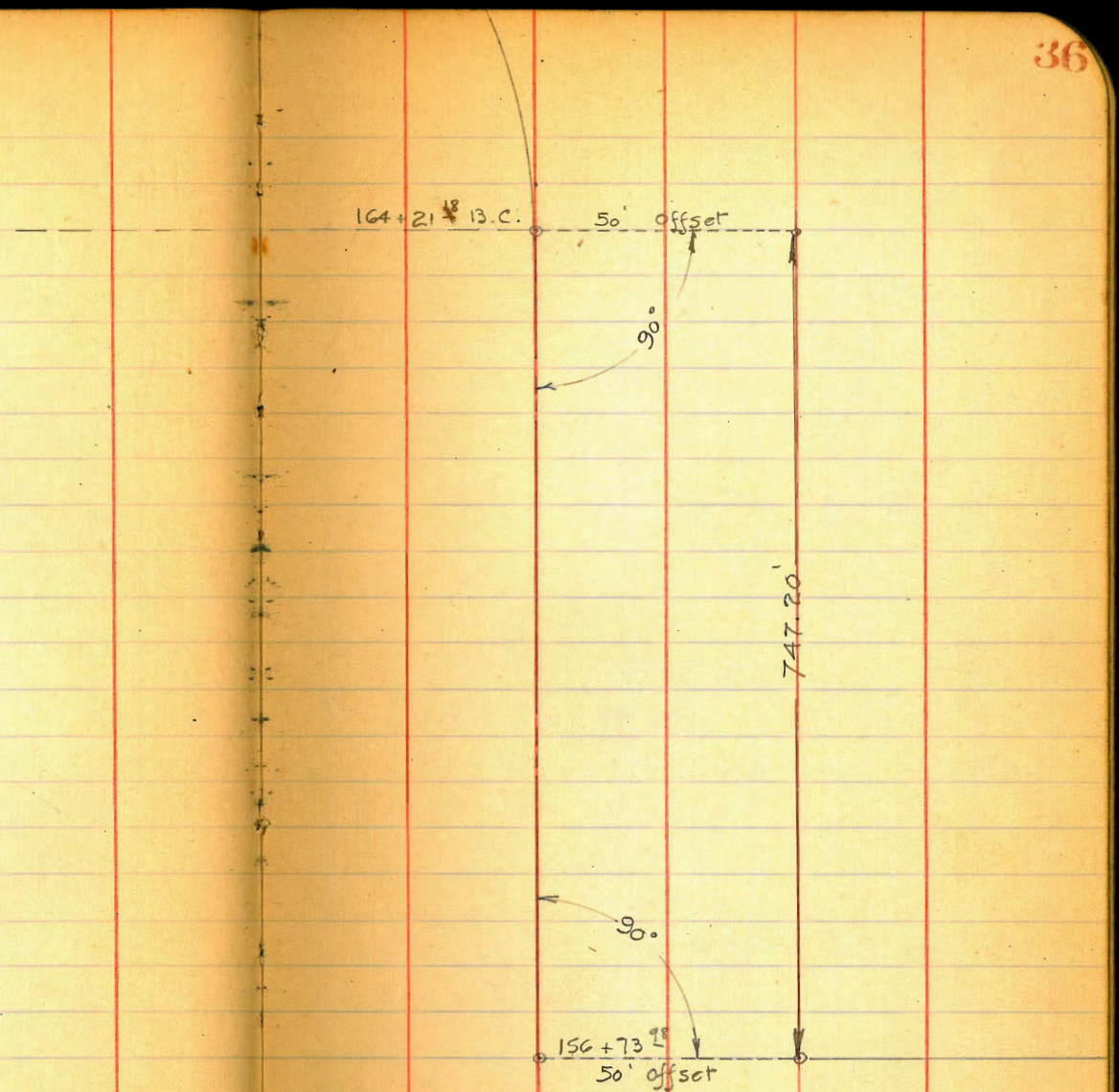
158 + 00

157 + 00

156 + 73 ^{98} E.C.

156 + 66 ^{90}

155 + 66 ^{87}



120
31-54
148-06

175 +00

174 +00

173 +00

172+57 63 E.C.

172+21 34

171+21 32

Δ = 31°55'
2Δ = 63°48' = 31°54' ✓

170+21 30

Δ = 31°54' - L ✓
R = 1500' ✓

169+21 28

T = 428.70' ✓
L = 836.45' ✓

168+21 26 Defl. ∠ 1°54'37" L^s = 100.02'

167+21 24

166+21 22

165+21 20

182 + 19.24
172 + 57.63
961.61

182 + 19 24
178 + 33.50
385.74
182 11.32
178+25.58 P.O.T.

182+19 24 B.C. = 182 + 29 27 B.C. see pg. 14

182+00

181+00

180+00

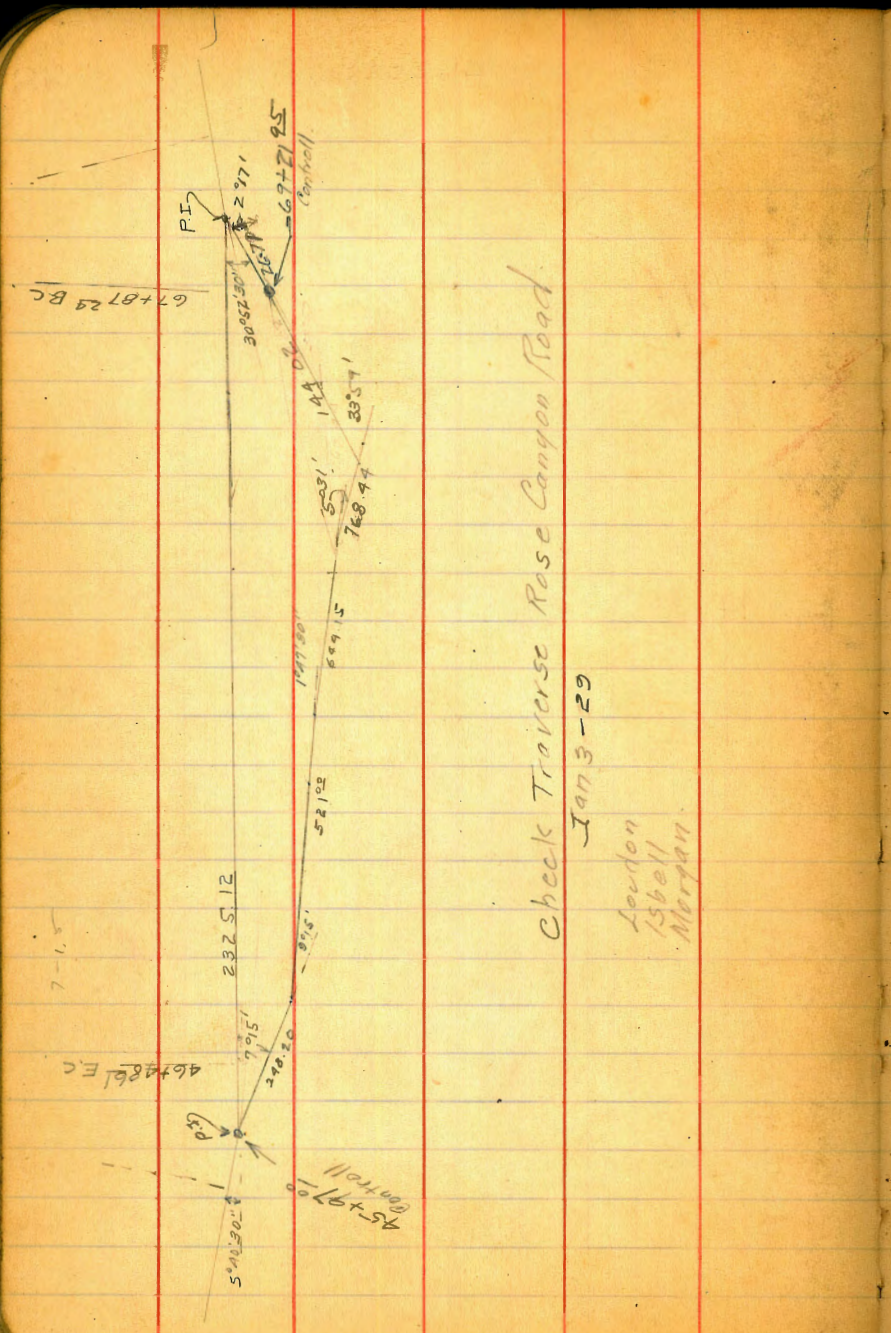
179+00

178+33 59 P.O.T.

178+00

177+00

176+00



Jan 4-29
Loudon
Isbell
Morgan

69+21.95

Rose Canyon

Tracing Control traverse

39

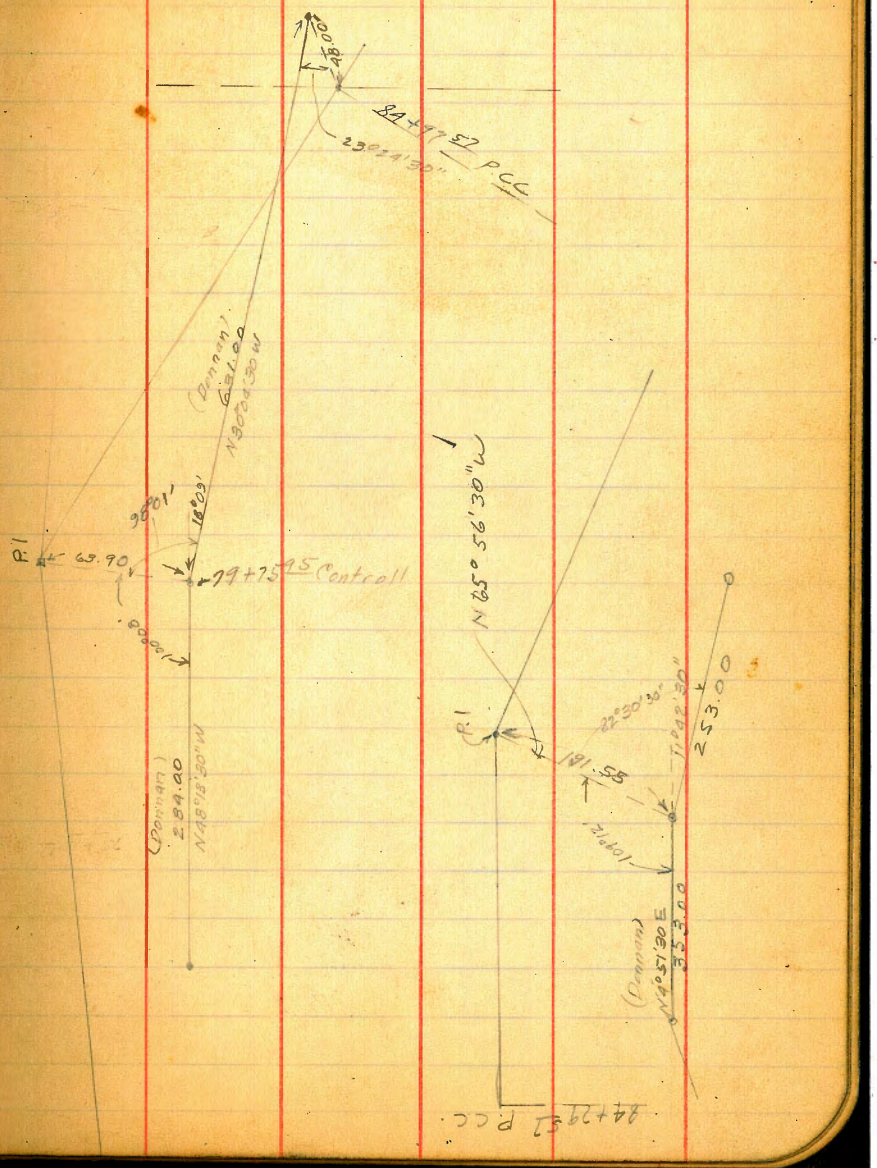
Def'l.	Dist	
17°10' R	265.00	
27°21' R	164.00	
41°35' L	175.01	
28°25'30" R	166.00	
9°12'45" L	283.95	
13°09' R	631.10	
7°27 R	392.98	
27°28' R.	352.94	
11°42'30" R	252.95	
24°34' L	168.00	
16°31' L	134.00	
54°13'30" R	800.10	
36°55'30" L	830.2	
44°37' L	158.00	
41°13'30" R	295.94	
32°59' L	137.96	
18°32'30" R	177.20	
	629.20	P.L. line
33°17'30" R	200.00	No Hub Set Nail
21°43' L	126.00	No Hub Set Nail
13°56'30" L	136.00	No Hub Set Nail
30°56' L	257.00	No Hub Set Nail
41°46' R	298.00	
12°43' R		

Jan 5-28

Rose Canyon

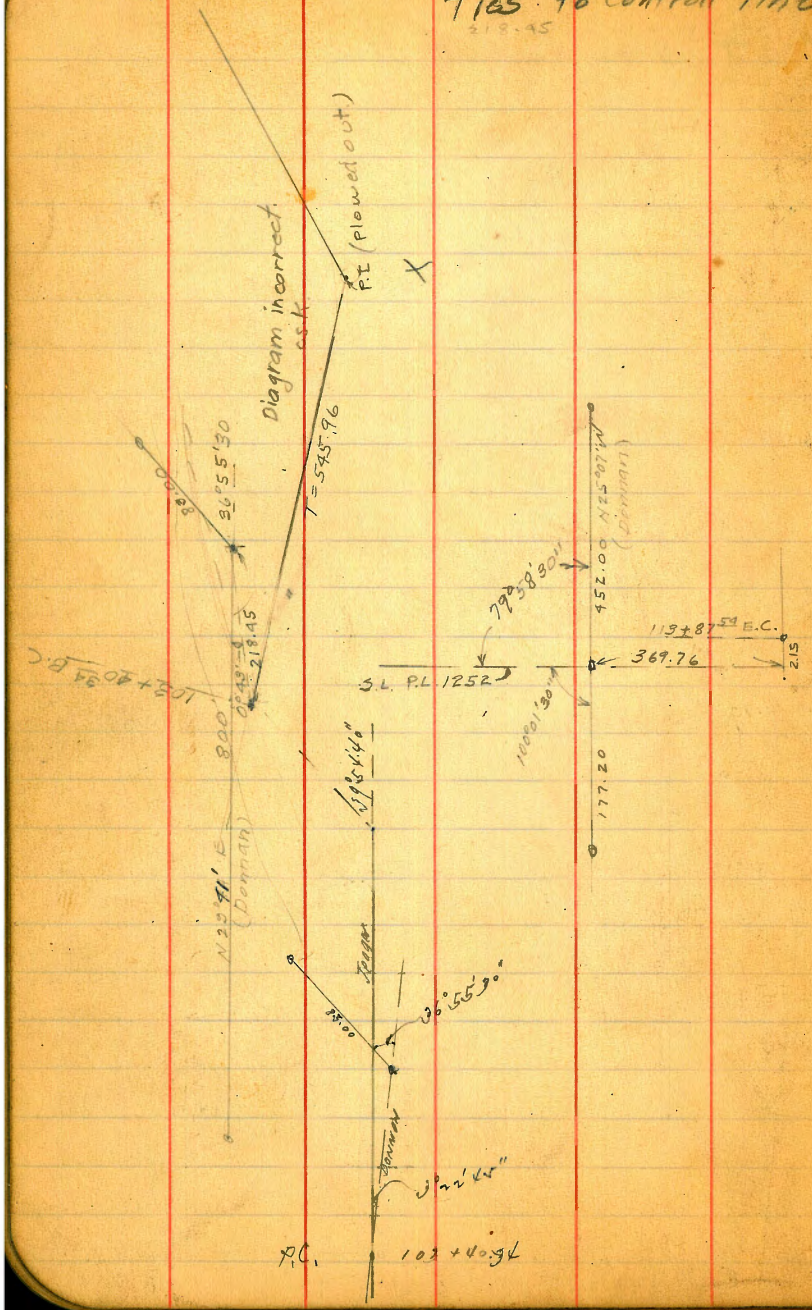
92.85
98.70
191.55

Tries to Controll line



Rose Cotton

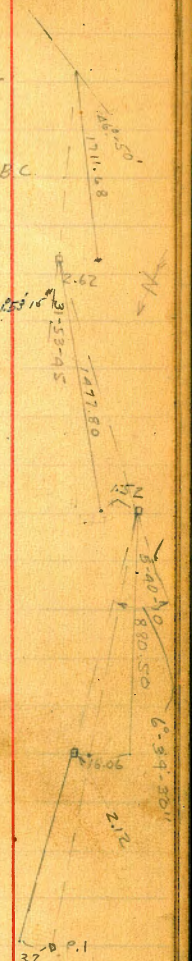
Ties to Controll line



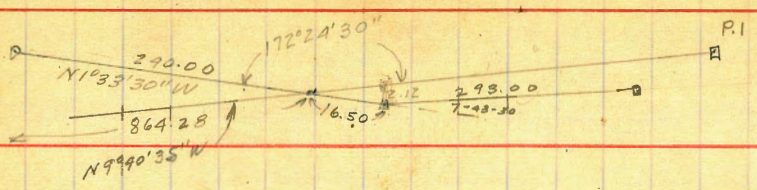
47-16-20

Re-running courses on Newline from sta 103+40.34

	Defl.	Dist.	
103+40.34	B.C.	545.96	
P.I	39°54'40" L	2239.29	Hub out set from B.C.
P.1	16°54'45" L	2119.63	
P.1	46°55'15" R 46°59' R	1711.68	Hub out set from B.C.
P.1	31°57'15" 31°53'45" L	1477.80	
P.1	6°34'30" 6°42'50" R 5°-40'10" R	880.65 880.50	
		293.00	Hub Cont. traverse.
		654.73	
P.1.			

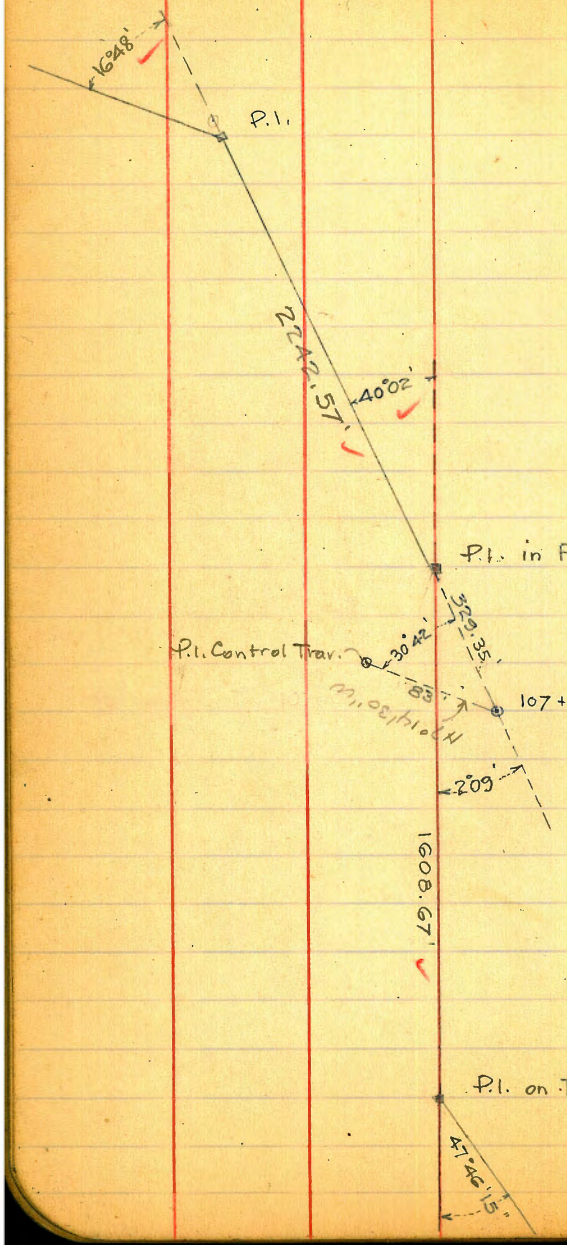


37


290.00
N16°33'30"W
172°24'30"
P.I
293.00
7-43-36
16.50
864.28
to P.I
N9940'35"W

Rose Canon

Check Traverse between P.I.'s

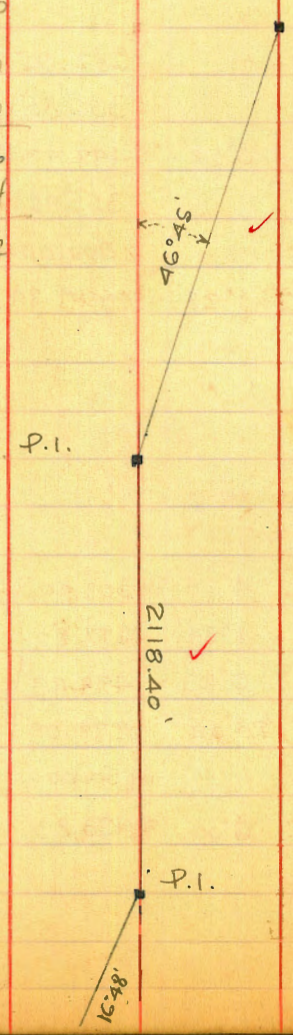


	Slope Dist	V.A.	Hor. Dist	Total Dist.	Δ
					16°48'
P.I.					33°36'
			382.05		
			(386.85)		
	500.00'	0°58'	499.93		
			355.95	2242.57'	
			500.00		
	500.00'	1°28'	499.84		
					40°02'
P.I.					80°09'
	304.08'	4°24'	303.90		
	317.92'	1°34'	317.80		
	500.00'	0°23'	499.99	1608.67	
	296.00'	20°02'	278.09'		
			50.00'		
	159.77'	6°00'	158.89		
P.I.					

535.01
534.67
.34

749.80
746.81
2.19

747.20
16415.13
15665.57
749.56
2.34
747.22



	Slope Dist	V.A.	Hor. Dist.	Total Dist	Δ
					47.20
P.I.					
	115.19'	3°35'	114.96		428.55
	314.10'	3°16'	313.59		
164+21.18	B.C.				
			246.84	1710.37'	✓
	500.00	0°37'	499.97		
156+73.98	E.C.				
			535.01		
					46°45'
P.I.					93°30' ✓
			138.00		
	487.13'	2°32'	486.65'		
			45.00	2118.40'	✓
	500.00'	1°20'	499.87'		
	500.00'	1°12'	499.89		
	449.16	1°34'	448.99		
P.I.					

Change of Alingment from 212+86 21 B.C.

JAEGER
Bailey
Clavert
Brooks
} Febr. 20th 1929.

	Slope Dist.	V.A.	Hor. Dist	Total Dist.	Δ
P.I. for Sta. 212+86 21 B.C. & 220+36 12 P.R.C.					
	500.00'	2°18'	499.60		
			380.00		25°03'-R
N 23°39'50" E			80.00	1103.47 ✓	50°05'
			140.00		
			3.87		
P.I.					44°41'-L
	214.0'	5°58'	212.84 ✓		89°22
	500.0'	0°55'	499.93 ✓		
N 21°01'10" W	500.0'	4°43'	498.31 ✓		
			180.0	2285.42' ✓	
			65.0		
			500.0		
			121.0		
N	{318.0'	1°33'}	208.34 ✓		
	-{111.97'	11°58'}			
P.I.					28°21'50"-R
	101.30'	3°12'	101.14' ✓		
N 7°20'40" E	500.0'	0°10'	500.0'		
	380.0'	3°08'	379.43' ✓	1717.97' ✓	
	500.0'	3°18'	499.17'	1720.62'	
N			238.23'		
P.I.					50°04'40"-L

N 42°44'-08" W

		101.0'
Z		

P.I. for Sta. 261+69 30 B.C. & 272+69 30 E.C. see pg. 20

231+00		
230+00		Δ = 44°41'
229+00		R = 1500'
228+00		T = 616.47'
227+00		L = 1169.81'
226+00	d = 99.99'	Δ/2 = 1°54'35"
225+00		
224+00		
223+00		
222+00	d = 62.50'	Δ/2 = 1°11'38"
221+37 53	B.C.	
221+00	153.77'	
220+00		
219+83 76	E.C.	
	d = 83.71	Δ/2 = 1°35'56"
219+00		Δ = 25°03 - R
218+00		R = 1500'
217+00		T = 333.23'
216+00		L = 655.81
215+00	d = 99.99'	Δ/2 = 1°54'35'
214+00	d = 72.09'	Δ/2 = 1°22'36"
213+27 95	B.C. New Alignment	
	49.77'	
212+78 18	Old B.C. See pg. 17	= 212+86 21

1	1-11-38 ✓
	1-54-35
2	3-06-13 ✓
	1-54-35
3	5-00-48 ✓
	1-54-35
4	6-55-23 ✓
	1-54-35
5	8-49-58 ✓
	1-54-35
6	10-44-33 ✓
	1-54-35
7	12-39-08 ✓
	1-54-35
8	14-33-43

253+00
252+00 Δ = 28° 21' 50"
251+00 R = 2000'
250+00 T = 505.40'
249+00 L = 990.09
248+00 d = 99.97' Δ/2 = 1° 25' 56½"
247+00
246+00
245+00 d = 29.15' Δ/2 = 0° 25' 03"
244+70.89 B.C.
244+00
243+00
242+00
241+00
240+00 1163.55'
239+00
238+00
237+00
236+00
235+00
234+00
233+07.34 E.C.
233+00 d = 7.30' Δ/2 = 0° 08' 22"
232+00

0-08-27
1-54-35
2-02-57 ✓
1-54-35
3-57-32 ✓
1-54-35
5-52-07 ✓

1-54-35
1-54-35
3-49-10

274 + 00 408.33'
273 + 00
272 + 86 53 E.C.
d = 86.48 Δ/2 = 1°39'13"
272 + 00
271 + 00
270 + 00 Δ = 50°04'40"
269 + 00 R = 1500'
268 + 00 T = 700.70'
267 + 00 L = 1311.03'
266 + 00 d = 99.99' Δ/2 = 1°54'35"
265 + 00
264 + 00
263 + 00
262 + 00
261 + 00
260 + 00 d = 24.54' Δ/2 = 0°28'07"
259 + 75 59 B.C.
259 + 00
258 + 00
257 + 00 514.52'
256 + 00
255 + 00
254 + 60 98 E.C.
d = 60.94' Δ/2 = 0°52'22½"
254 + 00

284+44 48 E.C.

284+00 d = 44.42' Δ/2 = 1°16' 18"

283+00 Δ = 42° 57' - R

282+00 R = 1000'

281+00 T = 393.40'

280+00 L = 749.62'

279+00 d = 99.96' Δ/2 = 2°51'54"

278+00

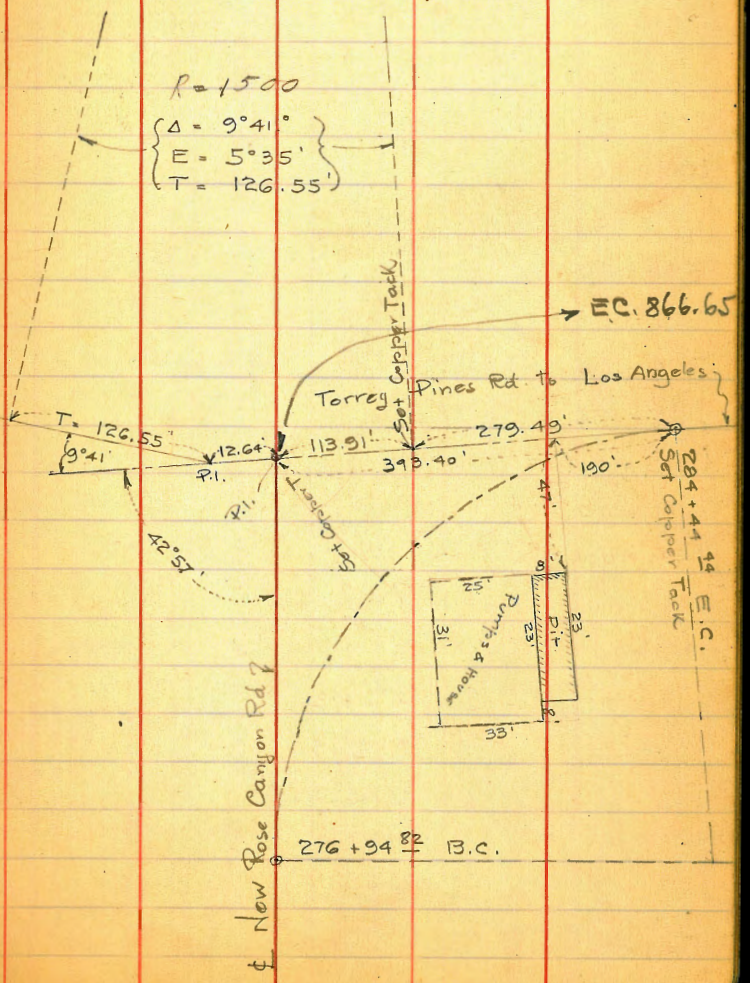
277+00 d = 5.18' Δ/2 = 0°08'54

276+94 86 B.C.

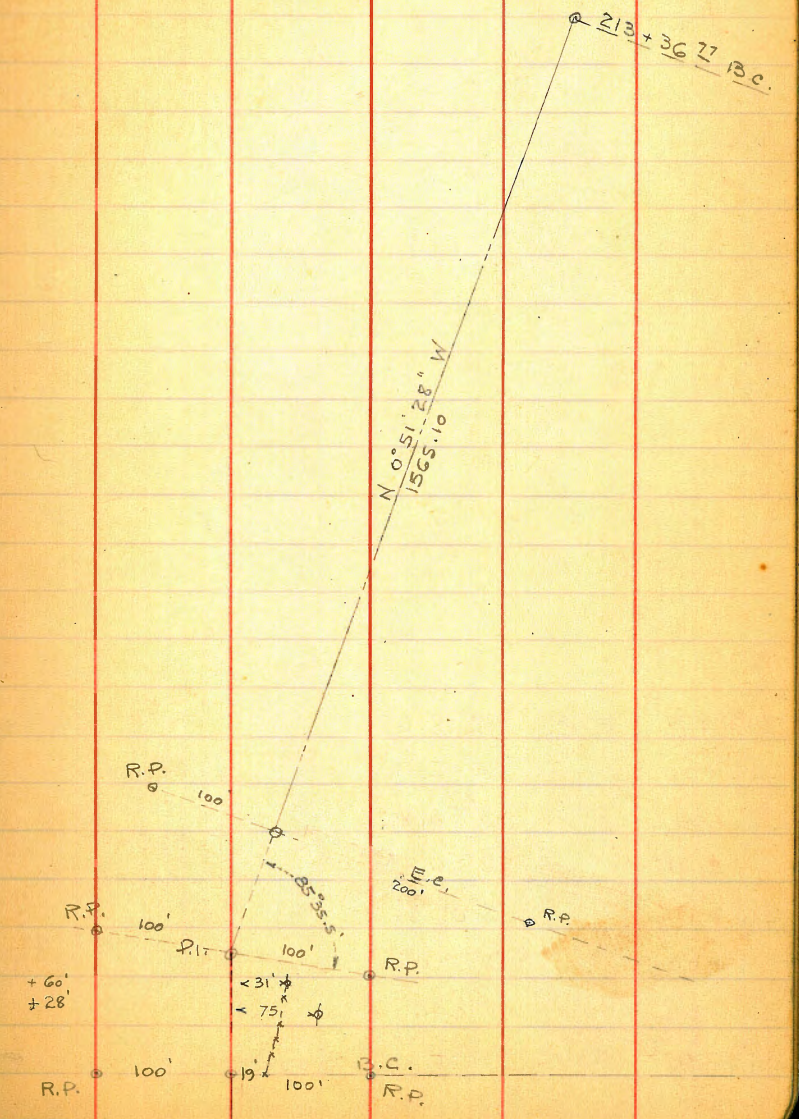
276+00

275+00

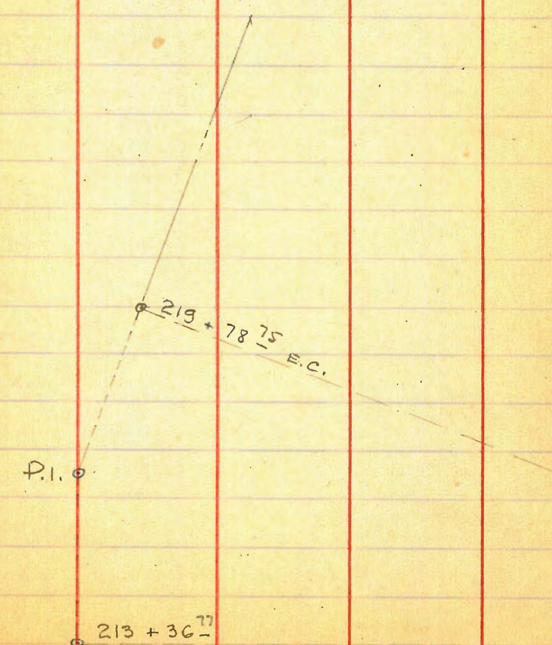
282+50 27' Edge of pvmt



Sta	Alignment	Defl. ∠	True Bearing	Curve Data
213+00				
212+00				
211+00				
210+00				
209+00				
208+00				
207+00				
206+00				
205+00				
204+00	1565.10		N 0°51'28" W	
203+00				
202+00				
201+00				
200+00				
199+00				
198+00				
197+71.67	E.C.	4°24'36"		R = 3000'
197+00		3°43.52'		Δ = 8°49'12"
196+00		2°46'.23'		T = 231.36
195+00		1°48.94'		L = 461.81
194+00		0°51.65'		
193+09.86	B.C.	Rt.		
			N 9°40'40" W	



STA	Align.	Defl. ∠	True Bearing	Curve Data	
219 + 78[75]	E.C.	12°15.65'			See pg. 46
219 + 00		10°45.41'		Δ = 24°31'18"	
218 + 00		8°50.82'		R = 1500'	
217 + 00		6°56.23'		T = 325.98	
216 + 00		5°01.64'		L = 641.98	
215 + 00		3°07.05'			
214 + 00		1°12.46'			
213 + 36[77]	B.C.	Bt.			



1/28/30

Plotted 1-29-30 F.C.

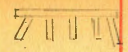
Moore
Flood
Pearce
Bailey

Levels for Storm Drain Ditch
69th St to 66th St Encanto

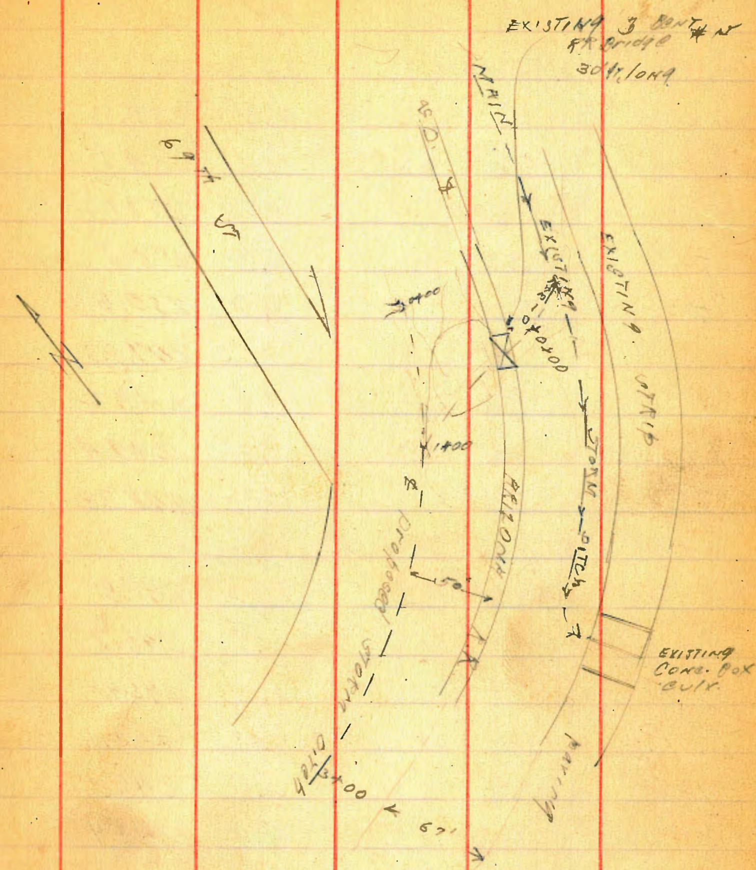
℄ Ditch = N.W. RR. Right of Way = 50' N of ℄ Track Akin & 69th St

℄ Sta					
N.W. R.R. Spike in Pole	6.70	258.28		251.58	
0−85			8.2	250.1	
0+00 on S. Side Track			6.4	251.9	See Sketch
0+28 = ℄ bridge & ℄ Track			7.1	251.2	on mod
			2.72	255.56	on S. Rail
0+50			7.0	251.3	
1+00			7.2	251.1	×
0+00 = 100' E of NW Cor @ R.R. to 69th St. 69 & Aikin			5.9	252.4	
0+50			6.5	251.8	
1+0.0			7.2	251.1	
+50			7.5	250.8	
2+00			6.9	251.4	
S. Rail opp Sta 2+00			4.04	254.24	
+50			5.1	253.2	
3+00			3.3	255.0	
S Rail opp Sta 3			4.75	253.53	
N Edge Pvmt 67' S of ℄ Track at Sta 3+00					
+50			2.8	255.5	
4+00			3.0	255.3	
S rail opp Sta 4+00			5.55	252.73	
T.P.	3.02	258.58	2.72	255.56	
4+50			2.9	255.7	

Piles not driven
Probably set on
mud sills



5 - 10" x 10" R.W.
☐ pile bent



℄ Sta.	+	358.58 ↑	−	Elev
5+00			2.9	255.7
S. Rail opp 5+00			6.50	252.08
5+50			3.3	255.3
6+00			4.1	254.5
S Rail opp 6+00			7.50	251.1
6+50			5.8	252.8
7+00			8.0	250.6
S. Rail opp 7+00			8.75	249.83
7+50			9.4	249.2
8+00			9.7	249.4
S Rail opp 8+00			10.26	248.32
8+39 = S.L. 68th St to N. projected South				
8+50			10.2	248.4
9+00			11.9	246.7
S. Rail opp 9+00			12.10	246.48
T.P.	1.72	247.42 ↓	12.88	245.70 ↓
9+50			2.1	245.3
10+00			4.0	243.4
S Rail opp. 10+00			2.79	244.65
10+50			5.1	242.3
11+00			6.4	241.0
S Rail opp 11+00			4.62	242.80
11+50			7.6	239.8
12+00			8.6	238.8
S Rail opp 12+00			6.47	240.95
12+50			9.7	237.7

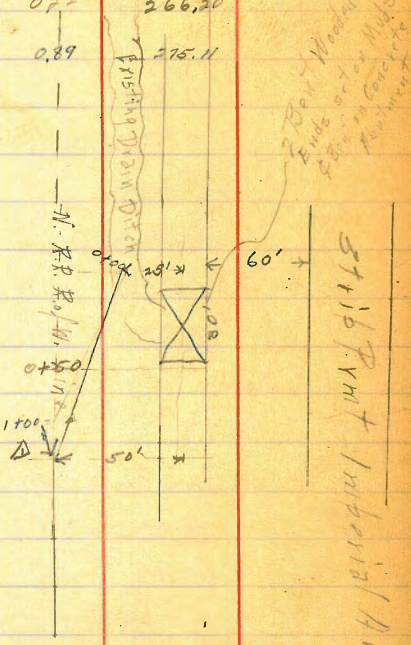
℄ Sta	+	247.42 ↑	−	Elev	
13+00			11.2	236.2	
S Rail opp 13+00			8.28	239.14	
T. P.	0.86	239.66 ↓	8.62	238.80	
13+50			5.0	234.7	
14+00			5.9	233.8	
S Rail opp 14+00			2.53	237.13	
14+50			7.4	232.3	
15+00			9.1	230.6	
S. Rail opp. 15+00			4.52	235.14	
15+50			10.9	228.8	
16+00			11.7	228.0	
S. Rail opp 16+00			6.48	233.18	
16+50			12.4	227.3	
T.P.	0.83	231.99 ↓	8.50	231.16 ↓	67th Street = 227.02
N.W. Spike			4.95	227.04	
16+96 = W.L 67th St to Projected South					
17+00			5.4	226.6	
S Rail opp 17+00			0.62	231.37	
17+50			6.0	226.0	
18+00 N. Edge pvmt is 76' from ℄ R.R. Track			7.2	224.8	
S Rail opp 18+00			2.35	229.65	
18+22			8.0	224.0	
18+30 = Top of embankment			5.1	226.9	
18+45 = Creek bottom			14.4	217.6	
18+57 = ℄ Creek bottom			14.5	217.5	x
18+70 = Creek bottom			14.3	217.7	
18+85 = Top W Embankment			6.1	225.9	

Levels of Extension of Storm Drain Line
Encanto E of 69th St. Ref. P.52 This Foot
Station ing on ℄ proposed Ditch = N.A.T.R.R. R. of way 69th & Akins St

Flood Prairie Valley 1/29

N.W. R.R. Spike in Pole	8.25	259.83		251.58	
T.P.	7.47	266.42	0.88	258.95	
J.P.	9.80	276.00	0.70	266.20	
T.P.	6.24	281.35	0.89	275.11	

Plotted F.C. 1-29-30



0+00			
S. Rail opp ℄ Sta 0+00		1.81	280.04
16' S of ℄ Top of Embankment R.R. Roadbed		2.4	279.0
0+00 ℄		7.6	273.8
15' N of ℄		3.4	278.0
0+35			
℄		3.4	278.0
℄ bridge on creek bed		9.4	272.0
℄ " on S. Rail		1.69	279.66

281.35

0+50		
S Rail	2.05	279.30
15' S of ℄	5.4	276.0
℄	3.5	277.9
1+00 = A		
25' N of ℄	6.0	275.4
℄	5.7	275.7
25' S of ℄	6.1	275.3
S Rail	2.83	278.32
1+50		
S Rail	3.62	277.73
30' S of ℄	7.2	274.2
℄	7.4	274.0
10' N of ℄	6.6	274.8
2+00		
10' N. of ℄	4.6	276.8
℄	6.3	275.1
25' S of ℄	9.5	271.9
S Rail	4.31	277.04
2+50		
S Rail	4.96	276.39
30' S of ℄	9.7	271.7
℄	6.0	275.4
10' N of ℄	4.9	276.5
3+00		
10' N of ℄	5.7	275.7

		281.35 ↑		
		3+00 Cont.		
℄			6.9	274.5
35 S of ℄			10.3	271.1
S Rail			5.70	275.7
		3+50		
S Rail			6.30	275.1
30' S of ℄			10.6	270.8
℄			9.1	272.3
10' N of ℄			8.1	273.3
		4+00		
10' N of ℄			9.2	272.2
℄			10.3	271.1
30' S of ℄			10.8	270.6
S Rail			6.93	274.42
		4+50		
S Rail			7.67	273.68
35 S of ℄			11.1	270.3
℄			10.1	271.3
10' N of ℄			8.4	273.0
		5+00		
10' N of ℄			10.3	271.1
℄			10.8	270.6
15 S of ℄			12.0	269.4
30 S of ℄			11.7	269.7
S Rail			8.30	273.05
T.P.	0.21	272.80	8.76	272.59

		272.80 ↑		
		5+50		
S Rail			0.44	272.36
25' S of ℄			4.8	268.0
℄			3.5	269.3
25 N of ℄			2.3	270.5
		6+00		
25 N of ℄			4.2	268.6
℄			4.4	268.4
25' S of ℄			5.5	267.3
S Rail			1.01	271.79
		6+50		
S Rail			1.56	271.24
30 S of ℄			6.2	266.6
℄			5.2	267.6
35 N of ℄			4.3	268.5
		7+00 = Aproximate City Limits on ℄		
40' N of ℄	Coolerentes from N		5.9	266.9
℄			6.2	266.6
30' S of ℄			6.1	266.7
S Rail			3.20	270.6
		7+50		
℄			6.8	266.0
		8+00		
S Rail			3.54	269.26
35 S of ℄			8.1	264.7
℄			8.0	264.8
35 N of ℄	Taylor		8.4	264.4

	272.80 ℄		
	8+50		
℄		8.8	263.0
	9+00		
S Rail		4.74	268.06
35' S of ℄		8.8	264.0
℄		9.2	263.6
20' N of ℄		9.2	263.6
	9+50		
℄		9.6	263.2
	10+00		
30' N of ℄		10.2	262.6
℄		9.9	262.9
30' S of ℄		9.7	263.1
S Rail		6.10	266.7
	10+50		
℄		10.2	262.6
	11+00		
S Rail		7.46	265.34
20 S of ℄		11.4	261.4
℄		10.5	262.3
10' N of ℄		10.0	262.8
	11+50		
℄		10.6	262.2
	12+00		
10' N of ℄		11.0	261.8
℄		11.6	261.2

		272.80 ℄			
35' S of ℄			11.7	261.1	
S Rail			8.68	264.12	
T.P.	1.36	265.11	9.05	263.75	
		12+50			
℄			5.5	259.6	
		13+00			
S Rail			2.14	262.97	
20 S of ℄			7.2	257.9	
℄			6.7	258.9	
20' N of ℄			5.1	260.0	
		13+50			
℄			7.0	258.1	
		14+00			
12 N of ℄			6.9	258.2	on Road
6 N of ℄			8.0	257.1	
℄			6.1	259.0	
25 S of ℄			6.2	258.9	
S Rail			3.32	261.79	
		14+50			
℄			7.3	257.8	
		15+00			
S Rail			4.67	260.5	
35 S of ℄			7.8	257.3	
℄			8.1	257.0	
4 N			9.3	255.8	
12 N			8.4	256.7	
			~~4.62~~		

		265.11		
		15+50		
℄			8.8	256.3
		16+00		
10' N of ℄ on Road			10.0	255.1
4 N of ℄			10.7	254.4
℄			9.5	255.6
35' S of ℄			9.6	255.5
S Rail			5.84	259.27
		16+50		
℄			10.4	254.7
		17+00		
S Rail			7.20	257.9
25' S of ℄			11.5	253.6
℄			11.4	253.7
6' N of ℄			12.3	252.8
10' N of ℄ on Rd			11.8	253.3
		17+50		
℄ Ditch runs across ℄ from N			12.9	252.2
		18+00		
10' N on Rd			11.8	253.3
℄			11.8	253.3
35' S			14.4	250.7
S Rail			8.57	256.54
T.P.	1.75	257.32	9.54	255.57

257.32

18+50 = 0+00 = 100' E of NW Cor 69 T 4 Akins

S Rail	1.32	256.0	
25' S of ℄	6.5	250.8	
℄	5.0	252.32	
10' N of ℄ on Rd	4.9	252.4	
R.R. Spike in Pole	5.77	251.55	N.W. 69 T 4 Akins
		251.58	
		.03 Error.	

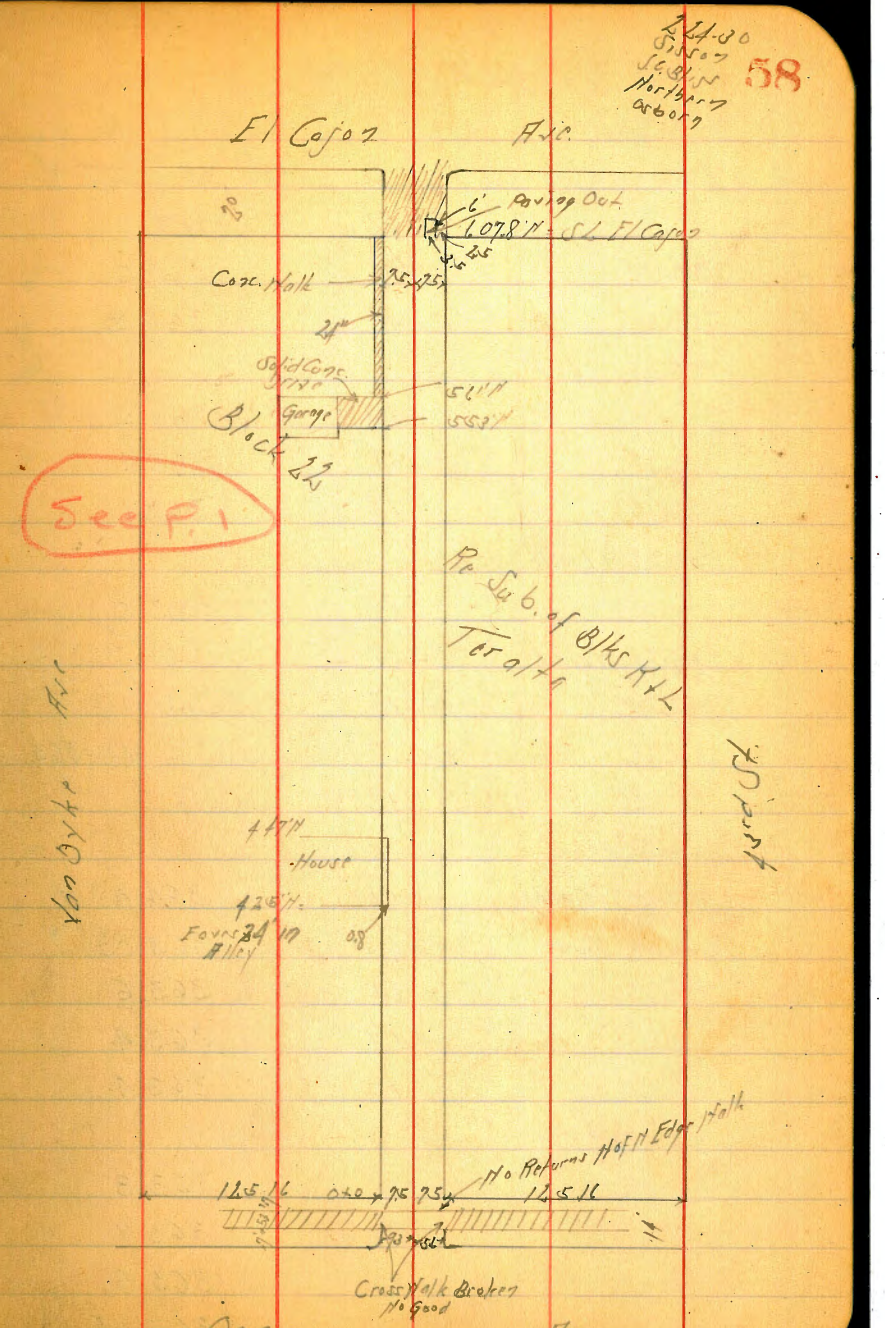
Cross Section
Alley Block 22 Rafub Blks K+L Terrace
From Orange to El Cajon Between Van Dyke + 43rd St.

N Side

BM	5.86	366.89	361.03	NW BP Orange + Van Dyke
		N Curb of Orange		
W. on Top Curb		5.68	361.21	
E " " "		5.82	361.07	
		North Line Orange		
E		5.6	3613	
℄		5.4	3615	
W		5.1	3618	
		6' W of N.L. Orange		
W		4.9	3620	
℄		5.1	3618	
E		4.4	3625	
	30' W			
E		4.1	3628	
℄		4.6	3623	
W		4.3	3626	
	65' W			
W		4.3	3626	
℄		4.1	3628	
E		3.6	3633	
	93' W			
E		3.7	3632	
℄		4.0	3629	
W		4.3	3626	
+1.8 ℄ Garage Conc Floor		4.25	362.64	

Plotted 2-26-30 CBH

58



366.89

110' N

-.2 = ℄ Garage Dirt Floor	4.65	362.25	✓
W	4.2	362.7	
℄	3.9	363.0	
E	4.1	362.8	

140' N

E	3.7	363.2	
℄	3.8	363.1	
W	3.8	363.1	

160' N

W	3.9	363.0	✓
+.02 = ℄ of 3 Conc Walk to 3 Cottages	3.85	363.04	198' N = ℄ of 3 Conc Walk to 3 Cottages on W Line
℄	3.8	363.1	
E	3.7	363.2	3.45 = 363.44
TP 6.41 370.13	3.22	363.67	

202' N

-.6 = S/y End Do Garage Conc Floor	5.69	364.44	✓
-1 = Edge Conc. Apron	4.80	363.83	✓
E	4.5	363.6	
℄	4.7	363.4	
W	4.7	363.4	

218' N

W	4.3	363.8	
℄	4.4	363.7	
E	4.2	363.8	
+1 = Edge Conc Apron	4.18	363.95	✓

370.13

+.5 = N/y End Do Garage Conc Floor	5.70	364.43	✓

850' N

E	5.6	364.5	
℄	5.6	364.5	
W	5.4	364.7	

875' N

W	5.4	364.7	
℄	5.4	364.7	
E	5.5	364.6	

300' N

E	5.5	364.6	
℄	5.3	364.8	
W	4.9	365.2	

814' N

W	5.2	364.9	
℄	5.3	364.8	
E	5.3	364.8	
+.95 = ℄ Garage Dirt Floor	5.4	364.7	✓

340' N

E	5.2	364.9	
℄	5.0	365.1	
W	4.8	365.3	

360' N

W	5.0	365.1	
℄	4.9	365.2	

	870.13		
E		4.9	365 2
+1.4 = ℄ Garage Dirt Floor		4.9	365.2 ✓
	400'N		
E		5.3	364 8
℄		5.3	364.8
W		5.3	364 8
	435 N		
W		5.8	364 3
℄		6.1	3640
E		6.0	3641
	470 N		
E		6.6	3635
℄		6.4	3637
W		6.1	3640
	508 N		
-7.9 = ℄ Garage Conc Floor		5.82	36431 ✓
-6.7 on Edge Conc Apron		6.80	363 93 ✓
W		6.2	3639
℄		6.4	3637
E		6.5	3636
	536 N		
E		6.1	3640
℄		6.2	3639
W		6.2	3639
+8.3 = ℄ Garage Dirt Floor		6.1	3640 ✓
	553 N		

	870.13		
-7 = S Ly Edge Garage		5.41	364 69 ✓
W on Edge Conc Drive		5.70	364 43 ✓
℄		5.9	364 2
E		6.1	3640
	561 N		
E		6.1	3640
℄		5.9	3642
W on Edge Conc Drive		5.69	364 44 ✓
+7 = N Ly Edge Garage		5.40	364 73 ✓
	586 N		
W on Edge Conc Walk		5.74	364 39 ✓
℄		5.9	364 2
E		6.1	3640
	600 N		
E		6.5	3636
℄		6.2	3639
W Edge Conc Walk		6.14	363 99 ✓
	607.8 N = S.L. of El Cajon Ave		
W Top Cb.		6.40	363 73
Gutter on Paving		6.55	363 58
℄ on "		6.98	363 15
E " "		6.98	363 15
Top Cb.		6.74	- 363.39
	S Cb of El Cajon		
E on Paving		7.60	362 53
℄ " "		7.50	362 63

		370.13			
W on Paving			7.38	362.75	
TP	3.75	367.74	C14	363.99	SW BP
BM			4.11	363.58	El Cajon & VanDyke 363.51

Levels on New Garage Blk 22 Teralta

B.M.	4.32	367.90		363.58	SW. Van Dyke & El Cajon
T.P.	4.31	368.46	3.75	364.15	

00 = N. Line Orange

453.3 N. = S. End 4 Garages on E.

E. Line	4.5	364.0
0.8 E. of E. Line cmt. apron	4.89	363.57
8.7 " " " " garage floor	4.78	363.68

484' N. N. End above garages on E.

E. Line	4.8	363.7
0.8 E. of E. Line = cmt apron	4.90	363.56
8.7 " " " " garage floor	4.83	363.63

529. N. S. End garage on W. cmt. floor 8.4 Back

W. Line on cmt. apron	4.20	364.26
8.4 W. of W Line cmt. floor	3.75	364.71

540'. N. = N. End above garage

W. line on cmt. apron	4.04	364.38
8.4 W. of W. Line cmt floor	3.68	364.78

This garage was Raised and cmt Floor & Apron constructed

4-28-33 Udal 54. X Sec. Plum to Clove 18' cbs 8.5 1/4S
Miller
Walker
Bliss

BM. B.P.	10.28	197.44		187.16	S.W. Udal + Willow S.W. Udal + Plum.	+13		5.1	185.6
B.M. B.P.			5.75	191.69		+18 = S. Line		5.0	185.7
T.P.	6.12	190.66	12.90	184.54			1+20		
	0+00 = W. Line Plum					S		7.4	183.3
	0+25 = P.C. Curb Returns					+5		7.9	182.8
S. cb			0.42	190.24		cb		7.2	183.5
gutter			1.05	189.61		1/4		6.7	184.0
1/4			0.70	189.86		℄		6.8	182.9
℄			0.57	190.09		1/4		7.3	183.4
1/4			0.64	190.02		cb		6.9	183.8
gutter			0.90	189.76		+4		6.5	184.2
N. cb.	1400 40 on S		0.25	190.41	Started Asph Mixing 1/3	+12		4.2	186.5
	0+99 70 on N		W. End Pavmt + walk			N		2.4	188.3
N. Line			1.2	189.5			1+35		
+7			2.6	188.1		N		3.3	182.4
+11			4.0	186.7		+6		4.4	186.3
+13 = N. edge walk			7.30	183.4		+11		4.9	185.8
+18 = N. cb			7.38	183.28		cb		5.3	185.4
gutter			8.07	182.59		1/4		6.0	184.7
1/4			7.58	183.08		+4		7.1	183.6
℄			7.56	183.10		℄		6.9	183.8
1/4			7.33	183.33		1/4		7.3	183.4
gutter			7.54	183.12		cb		7.8	182.9
S. cb			6.87	183.79		S.		9.1	186.6
+5. S. Edge walk			6.83	183.83					
+11			6.5	184.16					

		190.66		
		1+55		
S			11.7	179.0
+7			9.1	181.6
el			8.7	182.0
1/4			8.2	182.5
℄			7.5	183.2
1/4			8.2	182.5
el			7.5	183.2
N			5.4	185.3
		1+85		
N			9.6	181.1
el			10.4	180.3
1/4			9.6	181.0
℄			9.2	181.5
1/4			9.2	181.5
el			9.2	181.5
S			15.8	174.9
+10			18.7	172.0
T.P.	0.13	180.41	10.38	180.28
		2+00		
-10			9.3	171.1
S			8.1	172.3
+5			7.1	173.3
el			2.3	178.1
1/4			0.8	179.6
℄			0.0	180.4
1/4			0.0	180.4

		180.41		
el			1.3	179.1
N			2.1	178.3
		2+25		
N			2.7	177.7
el			2.7	177.7
1/4			2.5	177.9
℄			2.1	178.3
1/4			3.1	177.3
el			4.5	175.9
+13			8.6	171.8
S			9.4	171.0
+10			10.1	170.3
		2+50		
S			10.0	170.4
+11			8.9	171.5
el			7.4	173.0
1/4			5.3	175.1
℄			4.5	175.9
1/4			4.5	175.9
el			4.7	175.7
N.			5.5	174.9

		180.41		
		2+75		
N		8.1	172.3	
+8		8.3	172.1	
cb		7.0	173.4	
1/4		6.9	173.5	
℄		7.4	173.0	
3/4		8.5	171.9	
cb		9.7	170.7	
S.		10.9	169.5	
		2+95		
S		12.2	168.2	
cb		11.5	168.9	
1/4		10.9	169.5	
℄		10.9	169.5	
1/4		9.9	170.5	
cb		8.5	171.9	
N.		9.0	171.4	
T.P.	3.67	172.72	11.36	169.05
		3+00 = E. line Clove Intersection Paved		
N.	ground		4.8	167.9
+2.1 N.	"		4.9	167.8
+2.1	N. edge walk		5.41	167.31
+9.7	curb		5.45	167.27
+9.7	gutter		5.93	166.79
+9.7	ground		4.5	168.2
N cb line	"		5.10	167.7
" "	pavmt.		5.93	166.97

		172.72		
1/4	ground		5.6	167.1
1/4	pavmt.		6.00	166.7
℄	"		6.13	166.6
℄	ground		5.8	166.9
1/4	"		6.0	166.7
1/4	pavmt.		6.32	166.40
S cb line	"		6.47	166.25
S cb "	ground		6.1	166.6
+7.5	gulley		6.63	166.09
+7.5	cb & ground		6.09	166.63
+15 S. edge walk	"		6.11	166.61
S line			5.8	166.9
T.P.	12.47	184.12	1.07	171.65
T.P.	11.10	194.31	0.91	183.21
BM.			2.62	191.69

S.W. Udal & Plum.

Curb & Gutter Levels on Bancroft

for St. Dept. Topping Job

Madison to Adams

Squalk by M.R. Bug, Harbor Engr.

Fd. SEBP "N" curb	5.8 ✓	38687	38499 / 381.31	San Diego Madison Bancroft
			? N.G.	
	0 + 00 N & Madison		Back in	
W c6		5.56	381.25	
gT		5.97	38084	
C		5.48	381.33	
gT		6.11	380.70	
E c6		5.59	381.22	
	0 + 25			
E c6		5.50	381.31	
gT		5.99	380.82	
C		5.59	381.22	
gT		5.88	380.93	
W c6		5.33	381.48	
	0 + 50			
W c6		5.20	381.61	
gT		5.76	381.05	
C		5.48	381.33	
gT		5.83	380.98	
E c6		5.35	381.46	
	0 + 75			
E c6		5.31	381.50	
gT		5.79	381.02	

Look up B.M. Elev. in old E. San Diego Bench Book

Moore 7-11-vm.

C		5.36	381.45
gT		5.78	381.03
W c6		5.31	381.50
	1 + 00		
W c6		5.08	381.77
gT		5.60	381.21
C		5.24	381.57
gT		5.68	381.13
E c6		5.30	381.51
	1 + 25		
E c6		5.21	381.60
gT		5.60	381.21
C		5.14	381.69
gT		5.48	381.33
W c6		4.95	381.86
	1 + 50		
W c6		4.95	381.86
gT		5.41	381.40
C		5.06	381.75
gT		5.47	381.34
E c6		5.03	381.78
	1 + 75		
E c6		4.94	381.87
gT		5.37	381.44
C		4.96	380.87
gT		5.27	381.54
W c6		4.78	382.03

		38681		
	2+00			
W cb		4.66	382.15	
QT		5.24	381.57	
C		4.89	381.92	
QT		5.27	381.54	
E cb		4.80	381.91	
	2+25			
E cb		4.76	382.08	
QT		5.16	381.68	
C		4.89	381.92	
QT		5.11	381.70	
W cb		4.65	382.16	
	2+50			
W cb		4.57	382.24	
QT		5.00	381.81	
C		4.63	382.18	
QT		5.05	381.76	
E cb		4.65	382.16	
	2+75			
E cb		4.56	382.15	
QT		4.97	381.84	
C		4.56	382.25	
QT		4.93	381.88	
W cb		4.45	382.36	

		38681			
	3+00				
W cb			4.26	382.55	
QT			4.75	382.06	
C			4.48	382.33	
QT			4.92	381.89	
E cb			4.53	382.28	
	3+05.5				
W side	FL. OUTLET 3" drain		4.76	382.05	C. ICON
W cb			4.25	382.56	
QT			4.78	382.03	
	3+25				
E cb			4.35	382.46	
QT			4.79	382.02	
C			4.25	382.56	
QT			4.67	382.14	
W cb			4.15	382.65	
	3+50				
W cb			4.10	382.71	
QT			4.57	382.24	
C			4.18	382.63	
QT			4.63	382.18	
E cb			4.14	382.67	
T.P.		5.77	38831	4.27	382.54

	3+75		
E c6		5.63	382.68
gr		6.04	382.27
c		5.59	382.72
gr		5.97	382.38
w c6		5.47	382.84
	4+00		
w c6		5.40	382.91
gr		5.87	382.44
c		5.58	382.73
gr		5.94	382.37
E c6		5.44	382.87
	4+25		
E c6		5.45	382.86
gr		5.91	382.40
c		5.56	382.75
gr		5.87	382.44
w c6		5.39	382.92
	4+50		
w c6		5.34	382.99
gr		5.77	382.54
c		5.45	382.86
gr		5.85	382.46
E c6		5.38	382.83

38831

	4+75		
E c6		5.18	383.13
gr		5.74	382.59
c		5.35	382.96
gr		5.64	382.69
w c6		5.19	383.12
	5+00		
w c6		5.11	383.20
gr		5.50	382.81
c		5.15	383.16
gr		5.60	382.71
E c6		5.01	383.30
	5+25		
E c6		5.00	383.31
gr		5.56	382.75
c		4.99	383.32
gr		5.42	382.89
w c6		5.01	383.30
	5+50		
w c6		4.77	383.54
gr		5.25	383.06
c		4.87	383.44
gr		5.43	382.88
E c6		4.91	383.40

	5+75	water stands in VK gutter			
E c6			4.87	383 4.4	here
gt			5.35	382.96	
c			4.77	383 5 4	
gt			5.18	383.13	
W c6			4.80	383.57	
	5+98.70				
W c6			4.64	383.67	
W F.L.	4" curb drain		5.21	383.10	Conc. Pipe
gt	pav		5.21	383.10	
c			4.78	383.53	
gt			5.35	382.96	
E c6			4.74	383 5 7	
T.P.	6.44	390.04	4.71	383.60	
	6+25				
E c6			6.30	383.24	
gt			7.07	382 97	
c			6.49	383.55	
gt			6.91	383 13	
VK c6			6.28	383 76	
	6+48.4				
W c6			6.37	383.67	
F.L. + gt	3" curb drain Hole thru c6		6.98	383.06	

	6+49.5	S. side alley		
W c6			6.40	383.64
gt			6.90	383.14
c			6.31	383 73
gt			6.93	383 11
E c6			6.21	383 83
	6+58	= Ealley		
E.L.	pav		6.22	383.82
c6	pav		7.01	383.03
c	S.M.H. RIM		6.35	383.69
c6	pav		6.84	383.20
W L	pav		6.17	383.87
	6+67	W L alley		
W c6			6.07	383.97
gt			6.76	383 28
c			6.36	383 68
gt			6.89	383.15
E c6			6.13	383 91
	7+00			
E c6			6.04	383 98
gt			6.90	383.14
c			6.22	383 82
gt			6.75	383.29
W c6			5.92	384.12

	7+45				
w c6		5.84	384.20		
gT		6.71	383.33		
C		6.00	384.04		
gT		6.79	383.25		
E c6		5.86	384.20		
	7+47.5				
E c6		5.79	384.25		
E FL c6	drain outlet	6.49	383.55	4"Tile	
gT		6.76	383.28		
C		5.86	384.18		
gT		6.05	383.99		
w c6		5.80	384.24		
	7+81				
W c6		5.56	384.48		
gT		6.57	383.47		
C		5.57	384.47		
gT		6.80	383.24		
E c6		5.59	384.45		
	7+90.6 SL Adams				
E c6		5.50	384.54		
Top	Hdwall	5.60	384.44		
gT FL	25 wide drain outlet	6.74	383.30	from	
C		5.24	384.80	Intersec	
gT "	" " "	6.54	383.50	of Adams	
hd	wall	5.5~	384.5~		
W c6		5.5~	384.5~		

T.P.	6.34	391.16	5.2~	384.82	
T.P.	5.69	39304	3.81	382.35	
check to BM	BP NW	curb	4.7~	388.32	388.3~
Adams & Felton					

		+	H.I.	−	Elev.
TBM. #5					92.15
		13.00	105.15		
				0.0	105.15
		13.00	118.15		
0+00 = PL				8.0	110.2
+7'	E. Edge	Road		4.4	113.75
+29'	W. "	"		4.9	113.3
+34'				0.7	117.5
	T.P.			0.0	118.15
		13.00	131.15 (13 wrong)		
+67'				6.9	124.3
0+70'					113.75
		+5.00	118.75		
+0'	E. Edge	Rd		5.6	113.15
+25'	W. "	"		6.2	112.6
+31'				2.6	116
+44'	T.P.			0.0	118.75
		13.00	131.75		
+86'				5.7	126.1
					113.15
		5.2	118.35		
1+70	℄ Rd.			5.50	112.85
+16'	W. Edge	Rd.		6.2	112.2
+21'				3.6	114.8
+42'	T.P.			0.0	118.35

		13.0	131.35	
				7.3
+75'				
		6.0	118.85	
2+70	P.C.C.			6.6
+10'	W. Edge	Rd.		7.0
+16'				1.6
	T.P.			0.0
		13.0	131.85	
+61'				5.4
		6.1	118.35	
4+12	℄ Rd.			7.5
+14'	W. Edge	Rd		8.5
+22'				1.8
	T.P.			0.0
		13.0	131.35	
+53'				8.2
+68'				4.4
		6.3	116.95	
5+12	E. Edge	Rd.		7.8
+22'	W. "	"		8.6
+31'				1.7
	T.P.			0.0

124.1
112.85
112.25
111.9
117.3
118.85
126.5
112.25
110.65
109.9
116.6
118.35
123.2
127.0
110.65
109.15
108.2
115.3
116.95

									12315		
		13.0	129.95			+48'				2.5	120.7
+52'				7.6	122.4	+68'				1.6	121.6
+71'				0.0	129.95						103.35
					109.15			13.0	116.35		
		13.0	122.15			9+12				12.1	104.25
6+12				19.0	103.15	+8'	W. Edge Rd			12.3	104.1
+4'	E. Edge Rd.			16.2	106.0	+16'	T.P.			0.0	116.35
+26'	W. "	"		16.7	105.5			13.0	129.35		
+41'				5.6	116.6	+38'				4.0	125.4
+59'				0.0	122.15	+48'				0.0	129.4
					103.15						104.25
		5.60	108.75					13.00	117.25		
7+12				11.6	97.15	10+12	P.C.			15.0	102.3
+7'	E. Edge Rd.			5.4	103.4	+9'	W. Edge Rd.			15.6	101.7
+33'	W. "	"		5.3	103.5	+19'				8.0	109.3
+59'	T.P.			0.0	108.75	+31'				3.0	114.3
		13.0	121.75			+38'	T.P.			0.0	117.25
+75'				5.7	116.1			13.0	130.25		
					97.15	+51'				5.9	124.4
		13.0	110.15			+62'				0.0	130.25
8+12				6.8	103.35						
+20'	W. Edge Rd			7.0	103.2						
	T.P.			0.0	110.15						
		13.0	123.15								
+24'				10.4	112.8						

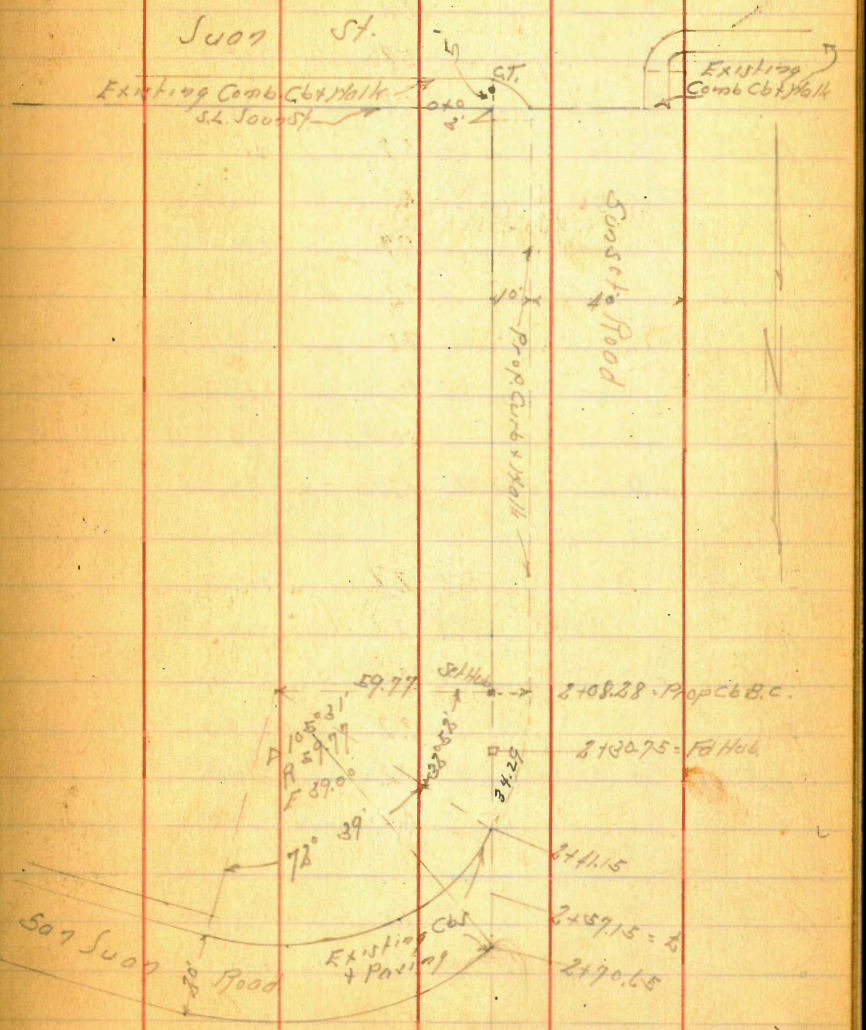
Cross Section Sunset Road (Hortensia St)
Swan St. to 300' So. of S.L. Swan

50' Wide
10' Cbs.

				SX.BP Swan+Sunset Rds
B.M.	384	223.93		220.09
		S.L Swan St.		
W			12	219.7
+9.45 End Cb.			2.90	221.03
Gutter on Pav			3.39	220.54
Cb	"	"	3.39	220.54
℄	"	"	2.89	221.04
E Gutter	"	"	2.46	221.47
Cb = End Top			1.98	221.95
+℄			1.6	222.3
E			0.0	223.93
		S.E. Return		
-5'			1.55	222.38
-10'			1.09	222.84
		S.W. Return		
℄ of Return			3.23	220.70
W End	"		3.87	220.06
		3' So of S.L. Swan - Cb. E Corn		
E			0.0	223.93
Cb			2.5	221.4
℄			3.0	220.9
Cb			3.4	220.5
W			4.3	219.6

Dec. 5-32
Moore
Sheet
Northern

76



		223.93		
	25 S of S.L. Sec 7			
W			6.8	212.1
Cb			6.3	217.6
⊿			5.9	218.0
Cb			5.8	218.1
E			5.7	218.2
	50 S			
E			8.7	215.2
Cb			9.2	214.7
⊿			9.5	214.4
Cb			10.0	213.9
W			10.3	213.6
TP	1.11	212.13	1291	211.02
	75 S			
-5			2.4	209.7
W			2.4	209.7
Cb			2.0	210.1
⊿			2.2	209.9
Cb			1.2	210.9
E			0.3	211.8
	100 S			
E			3.5	208.6
Cb			4.8	207.3
⊿			5.8	206.3
Cb			5.9	206.2
W			6.9	205.2

		212.13		
+5			7.6	204.5
	116 S			
W of Town Hall			8.85	203.28
	126 S			
-173 = ⊿ Do. Garage Cor. Floor 15 Doors			11.26	200.87
W			10.6	201.5
+5			9.5	202.6
Cb			9.8	202.3
⊿			9.4	202.7
Cb			8.7	203.4
E			7.4	204.7
	150 S			
E			11.7	200.4
Cb			11.9	200.2
⊿			12.2	199.9
Cb			12.8	199.3
W			13.1	199.0
+5			13.3	198.8
TP	2.94	202.08	1299	199.14
	177 S			
-8 = NE Cor. No.			4.2	197.9
W			4.6	197.5
Cb			5.2	196.9
⊿			5.0	197.1
Cb			4.7	197.4
E			4.7	197.4

	202.08		
	200 S		
E		6.4	195.7
Cb		6.6	195.5
℄		6.6	195.5
Cb		6.5	195.6
+3		6.5	195.6
+5		5.6	196.5
W		5.2	196.9
	208.88 S Cb B.C. on W		
-7 = SE Cor. Ho		5.2	196.9
W		5.5	196.6
Cb		6.6	195.5
℄		7.0	195.1
Cb		7.0	195.1
E		6.9	195.2
	230.75 S Hub on W		
E		7.8	194.3
Cb		7.6	194.5
℄		7.2	194.9
Cb		7.0	195.1
+7		6.4	195.7
W		5.3	196.8
	241.15 S End Cb on W		
W - End Cb Top		6.20	195.88
Gutter on Pav.		6.72	195.38
-12 Top Cb		5.08	197.02

	202.08		
-24 on Top Cb		3.69	198.39
W Cb		6.9	195.2
℄		7.2	194.9
Cb		7.7	194.4
E		8.2	193.9
+20		10.5	191.6
	257.5 S = ℄ San Jose Rd.		
-10		10.8	191.3
E		9.3	192.8
Cb		8.6	193.5
℄		7.0	195.1
Cb		6.1	196.0
W on Paving		5.13	196.65
+15 " " ℄		4.01	198.07
+30 " " ℄		2.50	199.58
	270.65 = Cb ℄ on S		
-30 on Top Cb		1.68	200.40
Gutter on Pav.		2.10	199.98
-15 " " "		3.48	198.60
Top Cb		2.97	199.11
W " "		4.30	197.78
Gutter on Pav.		4.75	197.33
Cb		5.7	196.4
℄		7.1	195.0
Cb		9.1	193.0
E		10.7	191.4

		20208			
+15			14.8	187.30	
	300	∫			
-15			30.0	182.1	
F			13.7	188.4	
Cb			11.1	191.0	
℄			8.2	193.9	
+5			8.1	194.0	
Cb			5.6	195.5	
M			3.4	198.7	
TP	1253	21426	0.35	201.73	
TP	1075	22165	0.36	213.90	
B.M.			1.57	220.08	SM 8R Jacob Wisconsin 220.09

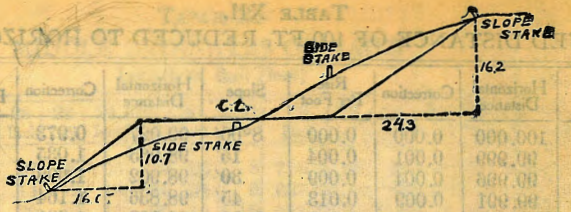
1500'		1453.56'
1-54-37	~	1-58-14 ~
3-49-14	~	3-56-28 ~
5-43-51	~	5-54-44 ~
7-38-28	~	7-52-56 ~
9-33-05	~	9-51-10 ~
11-27-42	~	11-49-24 ~
13-22-19	~	13-47-38 ~
15-16-56	~	15-45-52 ~
		17-44-06 ~
		19-42-20 ~
		21-40-34 ~

2294 36.12
13 23.86
N 42 59.98
33
.9

I. Δ 50°02'

II Δ 28°16'

IMPROVED TABLES AND INFORMATION



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ 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

Computed by L. Leland Locke.

257 + 51 92
+ 5 51.95
263 + 03.87

1 - 25 - 56.5
7 - 175 - 395.5
10 - 01 - 35
54 - 22
10 - 53 57

259 + 75.98
254 + 60.94
2 515.04

289 + 83.73
32.20
290 + 15.93

5280) 29016 (5.5
26400
2616

270
14x
412

179 - 60
103 - 19
76 - 41

69 + 21 95
1 16 96
70 38.91

254 + 60.94
5 14.52
259 + 75.46

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO
CALIFORNIA

651.62 T

289 +

1-54-35 +
1-54-35
3-49-10 +
1-54-35
5-43-45 ✓
1-54-35
7-38-20 ✓

1-45-58
0-42-59 +
0-42-59
1-25-58
42-59
2-08-57
42-59
2-51-56
42-59
3-34-55
42-59
4-17-54
42-59
5-00-53
42-59
5-43-52
42-59
6-26-51
42-59
7-09-50
42-59
7-52-49
42-59
8-35-48
42-59
9-18-47
42-59
10-01-46 +

0-57-18
0-28-39 -
0-28-39
0-57-18 +
28-39
1-25-57 +
28-39
1-54-36 +
28-39
2-23-15 +
28-39
2-51-54 +
28-39
3-20-33 +

95-32-30
47-46-15
47-46

254 +60.94 1-25

1.27
533.74
535.01

89-60
6 42
83-18
83 18
166-36

475.00
393.40
81.60

84-28-30

47-47-40
47-47-40

95-35-20

83°16'
166 32'

1/4

15'