

1607

- 6 -

Interceptor Sewer

PLATE

ENGINEERS

FIELD BOOK

NO. 1345

45

1607

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 20.6. 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 1 1/2 see inside of back cover.
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ENGINEERING DEPARTMENT,
CITY OF SAN DIEGO,
CALIFORNIA.

*Return to
City Engineer's Office
City of San Diego*

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Made in U. S. A.

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Jefferson St.
Harney.
59th
Vinest

Aristo-N. of Harney 33-
Congress to Jefferson- 38-
Market to Kenwood 43-
R.H. Way to Kettner 45

Walker
Isbell
Easterly
6-5-81

INTERCEPTOR SEWER
"Alignment"

from Treatment Plant at Una
and Kingswood to Beardsley
This is the final location, and the
Sewer constructed in the location
as shown in the following notes:

Station

5+10 = $\Delta 24^{\circ}40'20''$

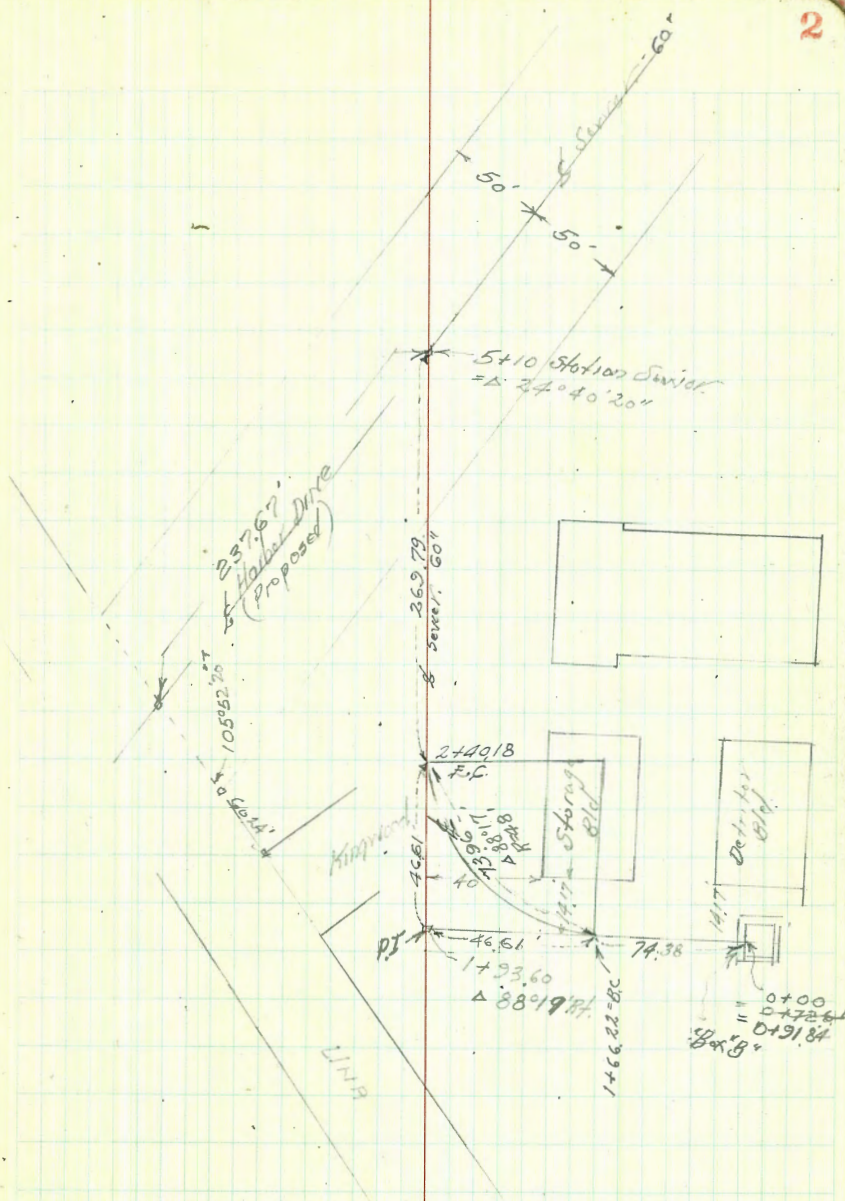
2+40.21 = F.C.

EB = 48.00
 $\Delta = 88^{\circ}19'$
L = 73.99
ST = 46.61

1+66.22 = B.C. RT

1+93.60 = $\Delta 88^{\circ}19'$ RT

0+91.81
0+72.61
0+00 = Inside edge Box "B" = 0+91.81



INTERCEPTOR SEWER

"Alignment"

Station

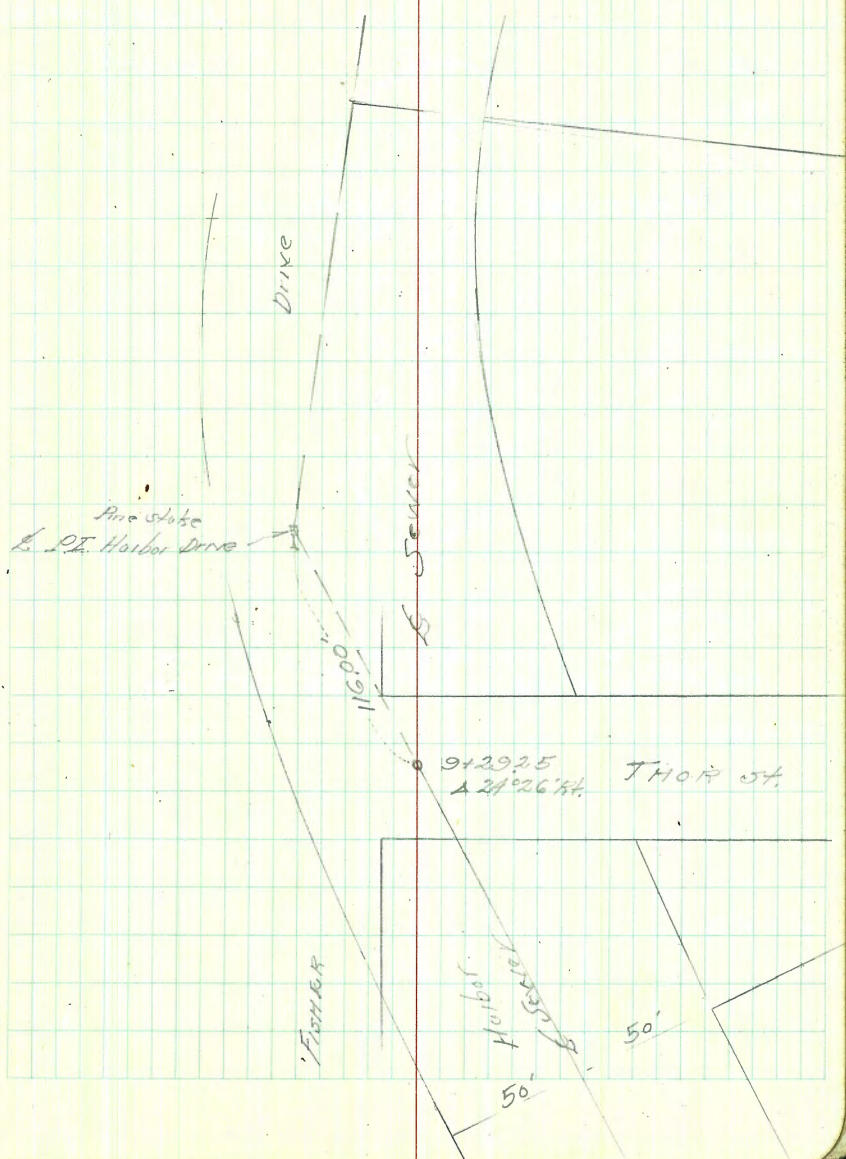
13+00

12+00

11+00

10+00

9+29.25 = Δ 24°26' RT.



Stat 1010

19+00

+75

+50

+25

18+00

17+69.54 = B.C. Pt.

17+00

16+00

15+00

14+00

$$\Delta = 37^{\circ}17'$$

$$R = 1070'$$

$$T = 360.95$$

$$L = 696.27$$

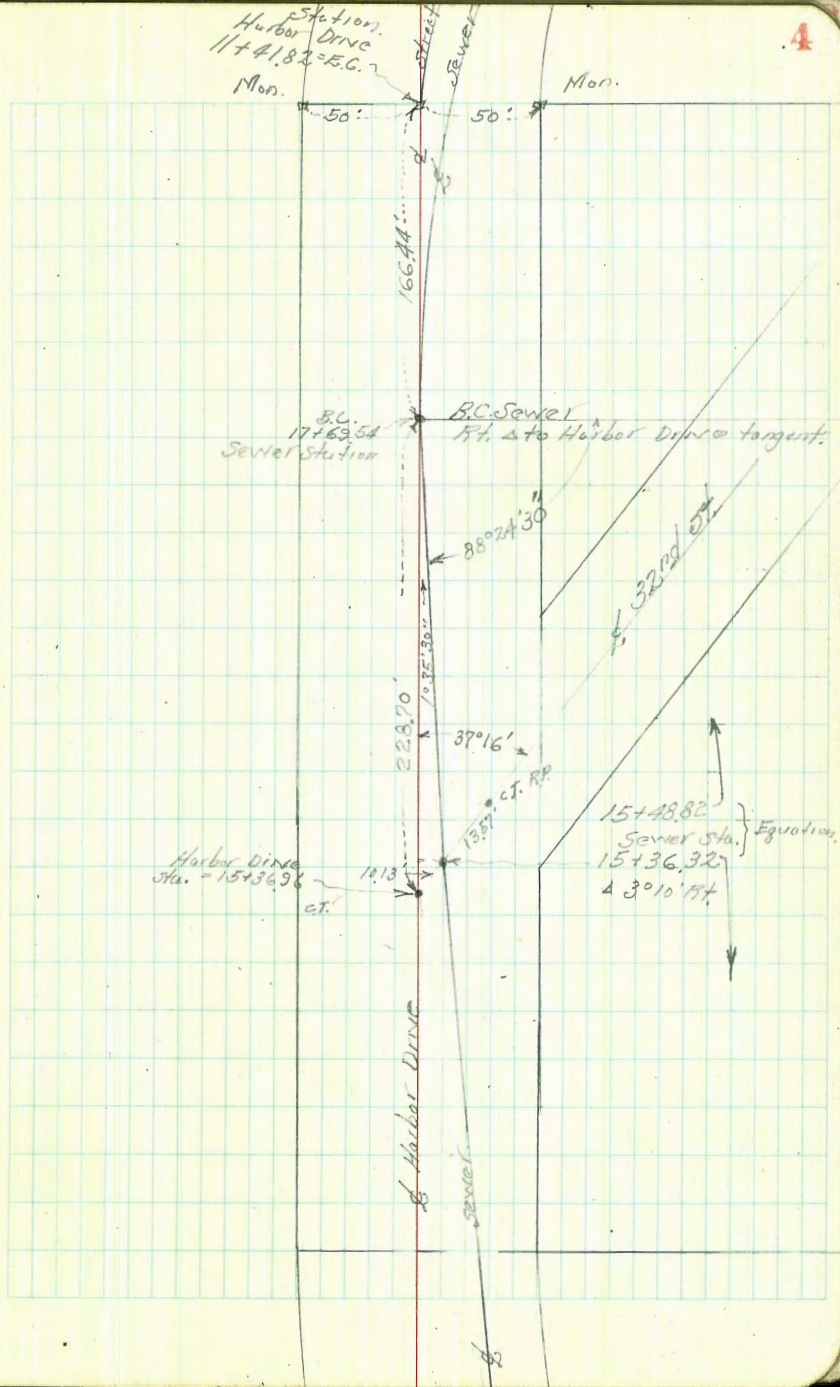
} Sewer

Line Changed
From Station 15+36.32
to East end of Harbor
See P-23 to 26
for New Alignment

$$\Delta = 3^{\circ}40' \text{ Rt.}$$
$$+36.32 = \Delta \text{ of } 3240 \text{ ft.}$$

Equation

Station
Harbor Drive
11+41.82 = E.C.
Mon.



B.C. Sewer
17+69.54
Sewer Station

B.C. Sewer
Ft. Δ to Harbor Drive tangent.

Harbor Drive
Sta. = 15+36.98
ct.

15+48.82
Sewer Sta.
15+36.32
Δ 3°10' Rt.
Equation

Station

24+88.15 = B.C. Sewer

24+65.81 = E.C. Sewer

+50

+25

24+00

+75

+50

+25

23+00

+75

+50

+25

22+00

+75

+50

+25

21+00

+75

+50

+25

20+00

+75

+50

19+25

Line changed from 32" dia st to East end siphon See p. 13-26

Harbor Drive
5+74.04 = E.C.

24+88.15 = B.C. Sewer
50' 15' 0.38' 35'

Sewer

24+65.81
E.C. Sewer

Harbor Drive
7+18.85 = B.C.
50' 50'

60" Interceptor & Sewer

Station

31+00

30+71.27 = P.O.T.

30+39.93 = F.G. Sewer.

30+00

29+00

28+00

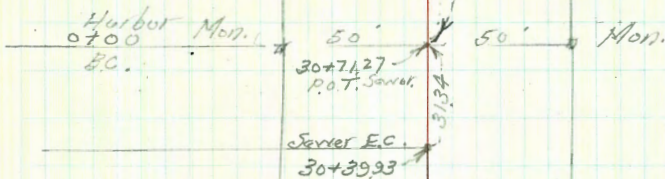
27+00

26+00

Line changed
from 32+00
to East end Siphon Cholla Creek
see p. 23-26

Sewer { $\Delta = 509.35'$
 $T = 295.32$
 $R = 625'$
 $L = 551.78'$

30+71.27
30+62



Station

37+00

36+00

$\Delta = 12^{\circ} 11' 45''$
35+56.93 = W end Siphon = West inside edge box to Siphon.

35+00

34+00

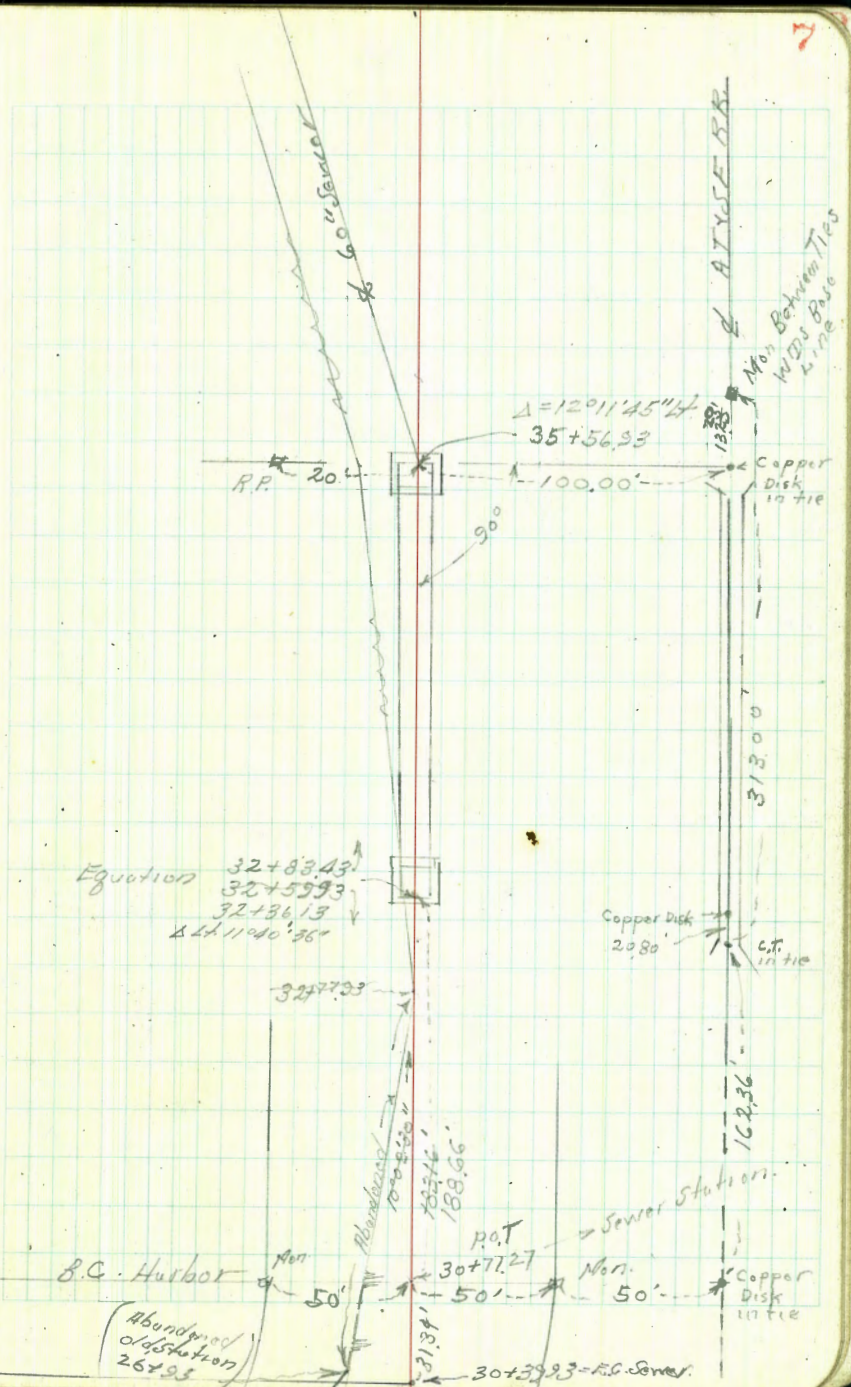
32+36.13
= 32+88.43 Equation
32+59.93 P.O.T. = East inside edge box to Siphon.

$\Delta = 10^{\circ} 02' 80''$
32+88.43 = W end Siphon

32+00

Line Change
from 32+50
to 32+83.43
Dec P-33-26

30+71.27 = P.O.T.



Station

43+00

42+39.95 } Equation
42+25.57 } $\Delta = 10.91' / \text{Sta}$

42+00

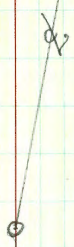
41+00

40+00

39+00

38+00

Corner



Station

49+00

48+00 = $\Delta 2^{\circ}00'$ Lt.

47+00

46+00

45+00

44+00

~~4~~

48+00 = $\Delta 2^{\circ}00'$ Lt.

60" Semicircle

~~4~~

55+49.95 = B.C. of Sewer

55+43.68 }
54+24.43 } Equation = P.O.T.
inside edge bar.

East end Siphon

54+22.92 Δ 4° 14' 11"

54+00

53+00

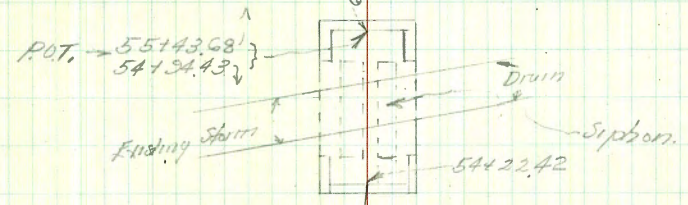
52+00

51+00

50+00

$\Delta = 14^{\circ} 22'$
 $R = 675.21'$
 $L = 169.30'$ } Sewer

Sewer B.C. 55+49.95
R.P. Cross in ch 55.50
87.50
R.P. cross in ch



60" Sewer

Station

61+05.53 = F.C.

60+00

$$\Delta = 8^{\circ}14.26'$$

$$R = 1777'$$

$$L = 255.53'$$

$$\text{Def. cur. ft.} = 96.73'$$

$$T = 127.96'$$

58+50 = B.C. Lt.

58+00

57+19.25 = B.C.

$$\Delta = 14^{\circ}22' \quad L = 218.04'$$

$$R = 780'$$

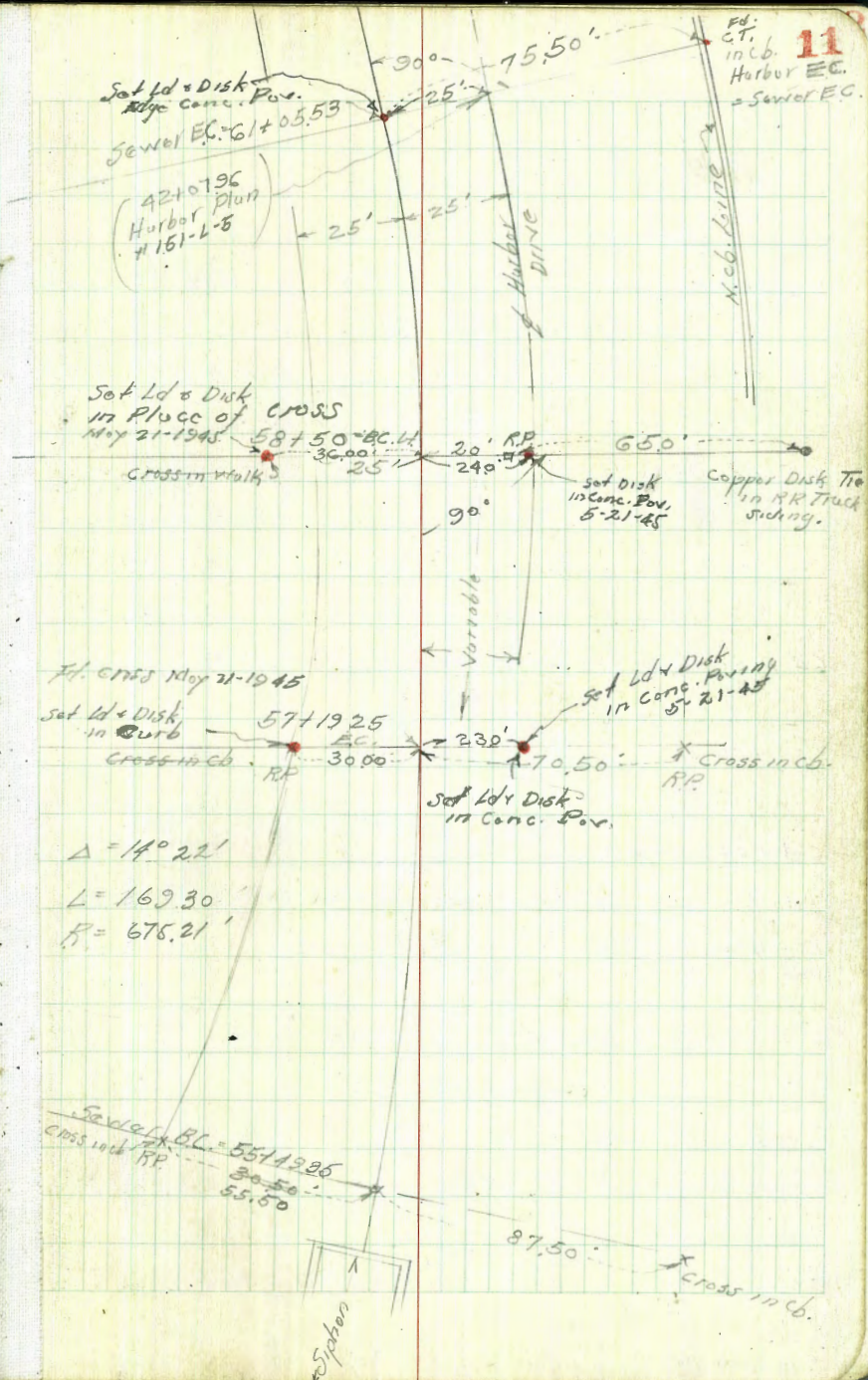
$$R = 675.21 \quad \text{Def. cur. ft.} = 220.4'$$

$$T = 85.10'$$

57+00

56+00

55+49.95 = B.C. Lt.



Profile July 18-1941

Isbell
Eastonby
Farrow

	+	π	-	
	+50		5.6	5.0
66+00			5.8	4.8
	+50		5.8	4.8
65+00			6.1(4.5)	$\Delta = 30^\circ 47' 40''$
				$R = 1780'$
	+50		6.5 4.1	$L = 956.77$
				$T = 420.20'$
64+00			6.6	$.9646 = \text{def pipe}$ 4.0'
	+56		6.7	3.9
63+33.79 = B.C. RA			6.8	3.8
B.M. 1.94		10.57		3.63
63+00				
62+00				

7/19/41

6" Lateral

15.78' 10' 800'

Existing Manhole

Radial

Grades in Grid - Book 198-51-63

6" Lateral

Existing Manhole

63+33.79 cross in cb. Above cross May 18 41 Set Lid & Disk in Place at cross

25.50' 25.50' 2.0' 16'

90°

55.50' cross in cb.

Set Lid & Disk in Conc. Paving, May 21. 1941 C.B. Walker

B.M. Top Hyd.

8-27-45 Lateral to Standard Iron Works

JUN 17

B.M. 5.16 9.96 4.80 07 R 17 13 1/2" Page 81

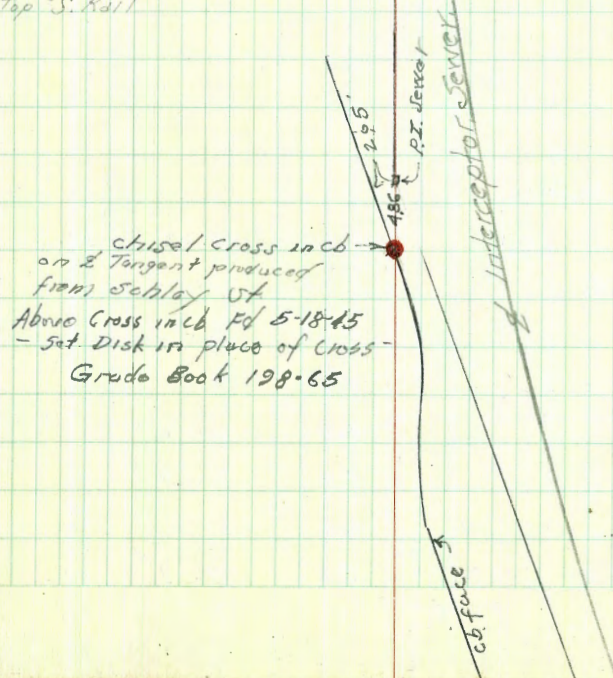
66+67.5 = MH 137" 10.28 FL Lateral

50' S Ely of MH 137 9.41 FL Lateral

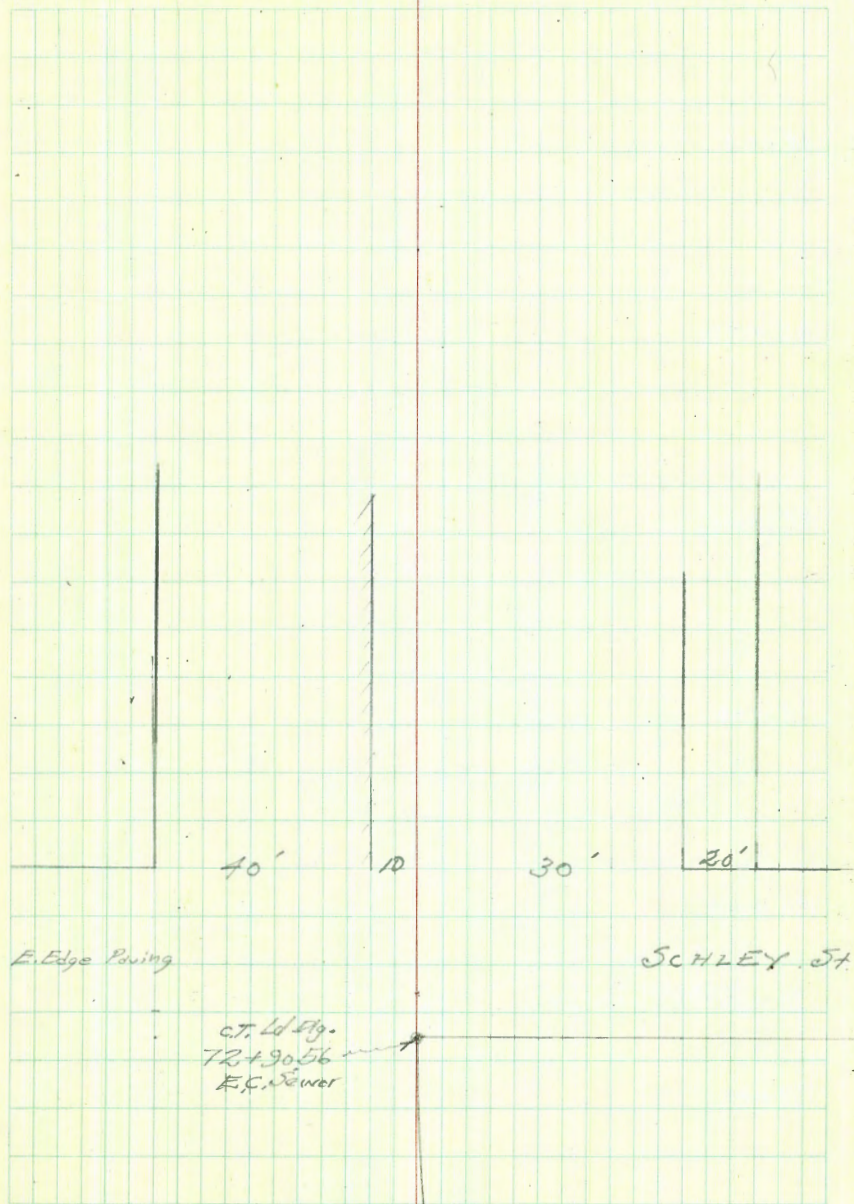
	+	π	-	
TP	12.19	21.14 ✓	1.62	8.95 ✓
+06			1.9	8.7 ✓
71+00			2.2	8.4 ✓
+20			2.6	8.0 ✓
+60			1.0	9.6 ✓
+50			2.2	8.4 ✓
+39			5.2	5.4 ✓
+26.5			10.06	0.51 ✓
+26.5			7.20	3.37 ✓
+26.5			6.15	4.4 ✓
+26.5			3.7	6.9 ✓
70+00			3.2	7.4 ✓
+99			2.66	7.91 ✓
+50			4.6	6.0 ✓
+22			3.5	7.1 ✓
69+00			4.4	6.2 ✓
+50			4.6	6.0 ✓
68+00			5.0	5.6 ✓
+50			5.2	5.4 ✓
67+00			5.4	5.2 ✓
		↑ 10.57 ✓		

33.7 Lt. of E Sewer on Flow line Culvert under Hunter Dr.
 21.7 Lt. of E Sewer on Flow line Culvert under R.R.
 1.4 Rt. of E Sewer on Flow line Culvert under R.R.
 E Culvert

Top S. Rail



	+	π	-		
78+00					
77+00					
76+00					
75+00					
74+00					
73+12.51 = E. Schley					
B.M.			5.15	20.62 ✓	20.62
72+90.56 = E.C.			5.74	20.03 ✓	
+82.56			5.04	20.73 ✓	
+50			4.5	21.3 ✓	
72+00			4.0	21.8 ✓	
+50			4.4	21.4 ✓	
+27			4.4	21.4 ✓	
TP	6.58	25.77 ✓	19.5	19.19 ✓	
71+18		21.14 ✓	8.3	22.8 ✓	



84+00

83+00

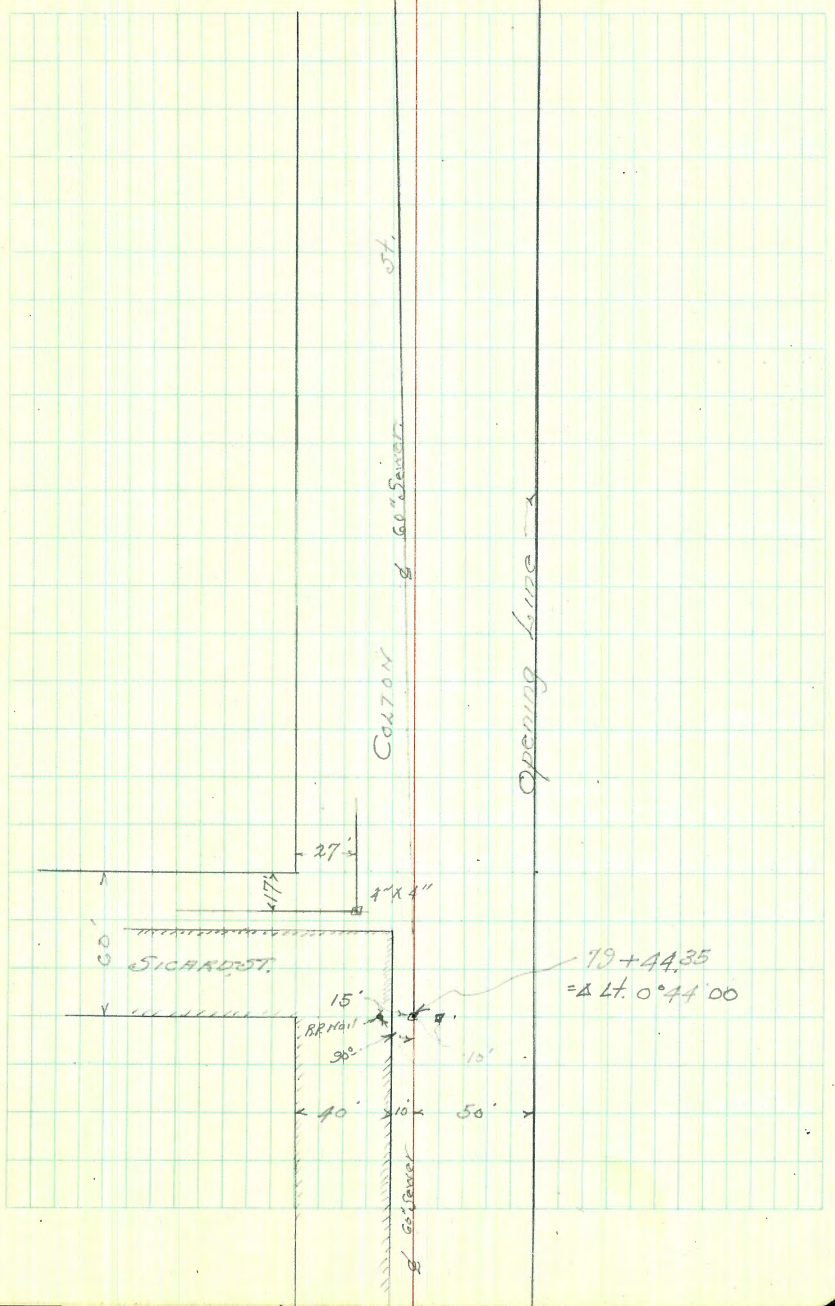
82+00

81+00

80+00

79+44.35 = Δ 0°44' Lt

79+00



90+00

89+00

88+00

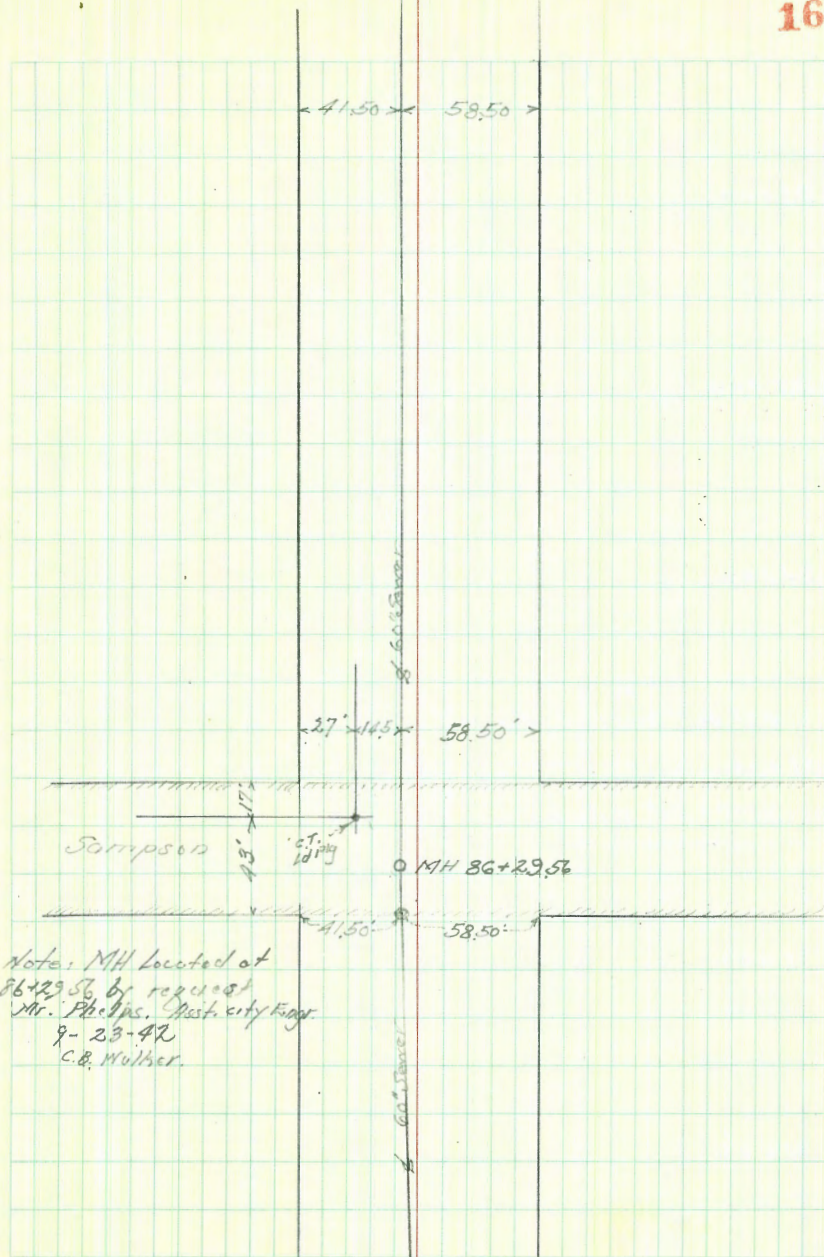
87+00

Construct
86+29.56 = MH 5' East of E of Sampson.

86+04.56 = Δ Pt. 0.44' = E. of Sampson

86+00

85+00



96+00

95+00

94+00

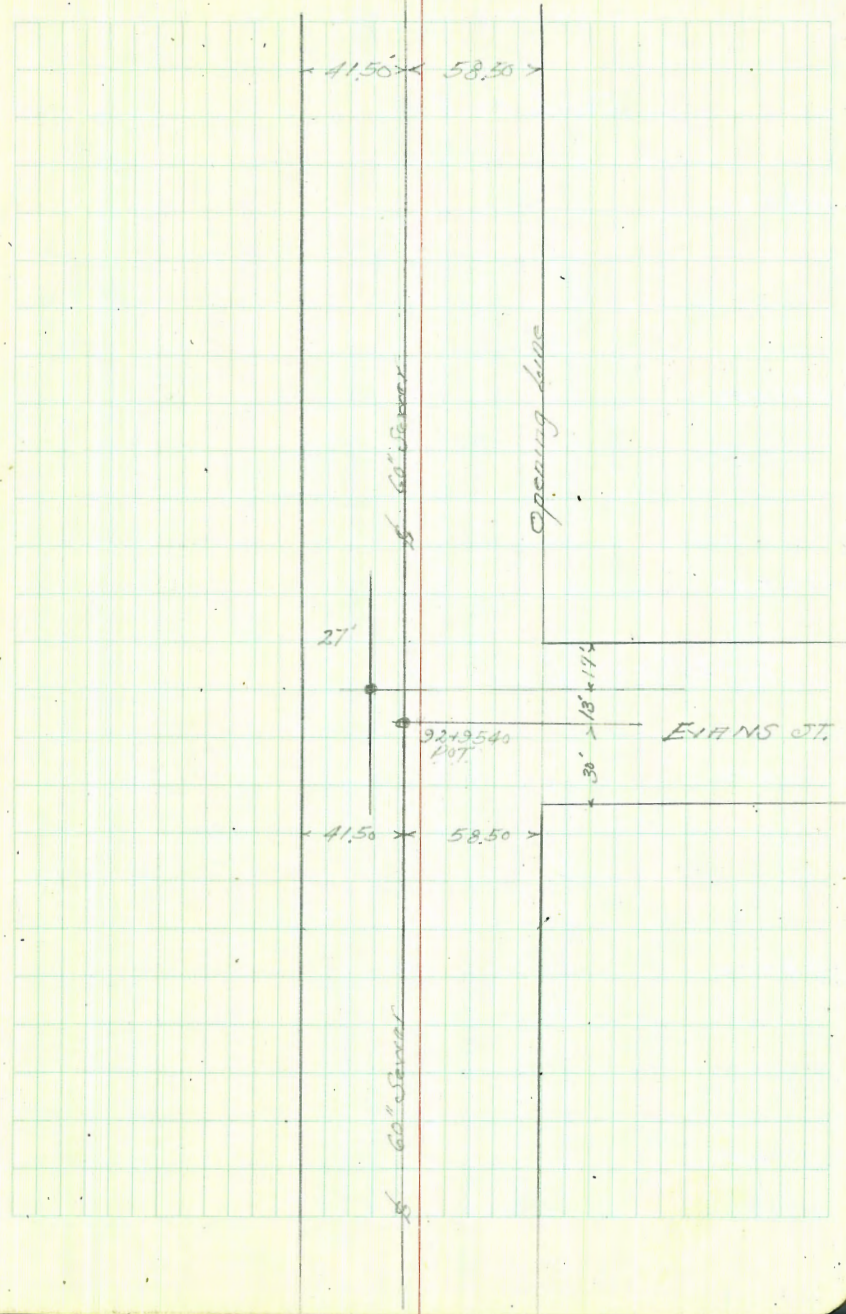
108.40 = ^{fd.} 100m Pin 13^{1/2} ft. of L

93+00

92+95.40 = DOT. of Evans

92+00

91+00



Cont. P-20

102+00

101+00

100+00

99+55+00 = P.O.T. & Dewey

98+00

98+00

97+00

< 41.5 > = 58.5 >

60° Interceptor Co. 1/400

opening base

Dewey st.

< 41.5 > = 58.5 >

108+00

This Page Void
on account of
change
line

107+00

106+49.97 = E.C.

+16.82% Crosby

106+00

+83.53 = B.C. Lt.

 $R = 1000'$ $\Delta = 3^\circ 48' 40''$ $T = 33.27$ $L = 66.42'$

105+00

104+00

103+00

Sight
on West edge White Barber
Van Compu Bld.

90°
cross in b. 346'

of Crosby

R Sight on R. RR crossing sign.

cross in b. 58'
cross in b. 365'

B.C.

A

96°

← 41.5' → 58.50' →

Cotton Street

to "Interceptor"

106+49.97
E.C.

108+00

107+00

+16.82 = P.O.T. of Crosby

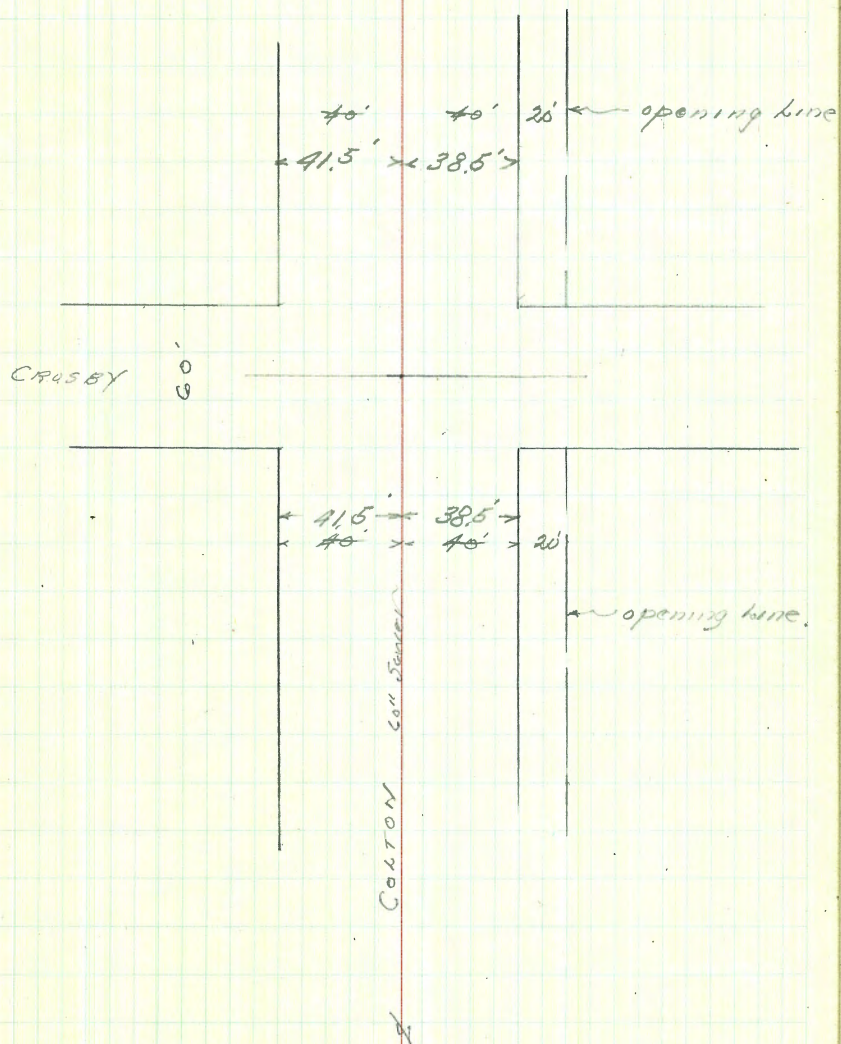
106+00

105+00

104+00

103+00

Cont. from P-18



Cont. in Grid Book 205 Page 2

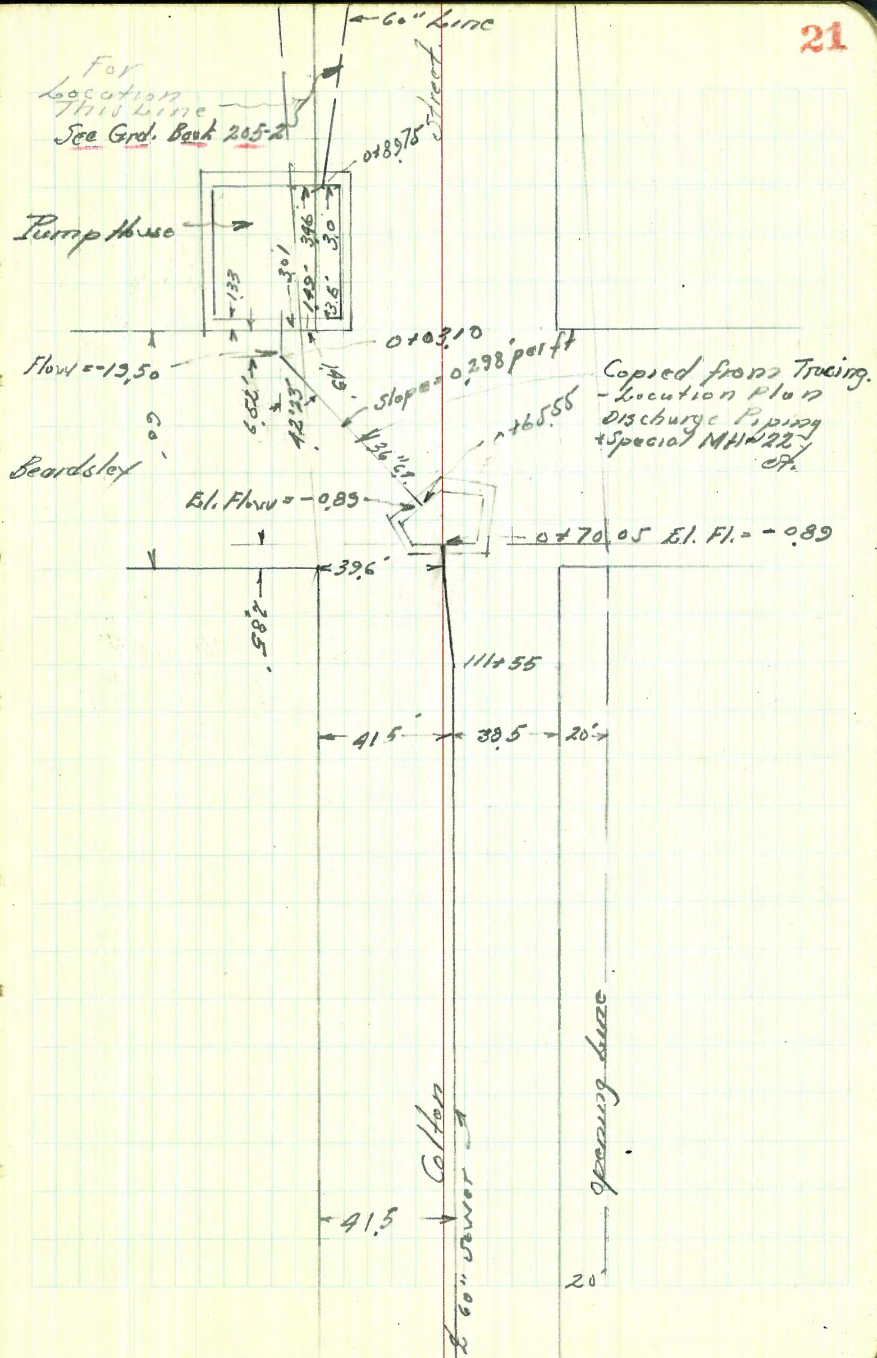
112+47.35 = M.H. #22

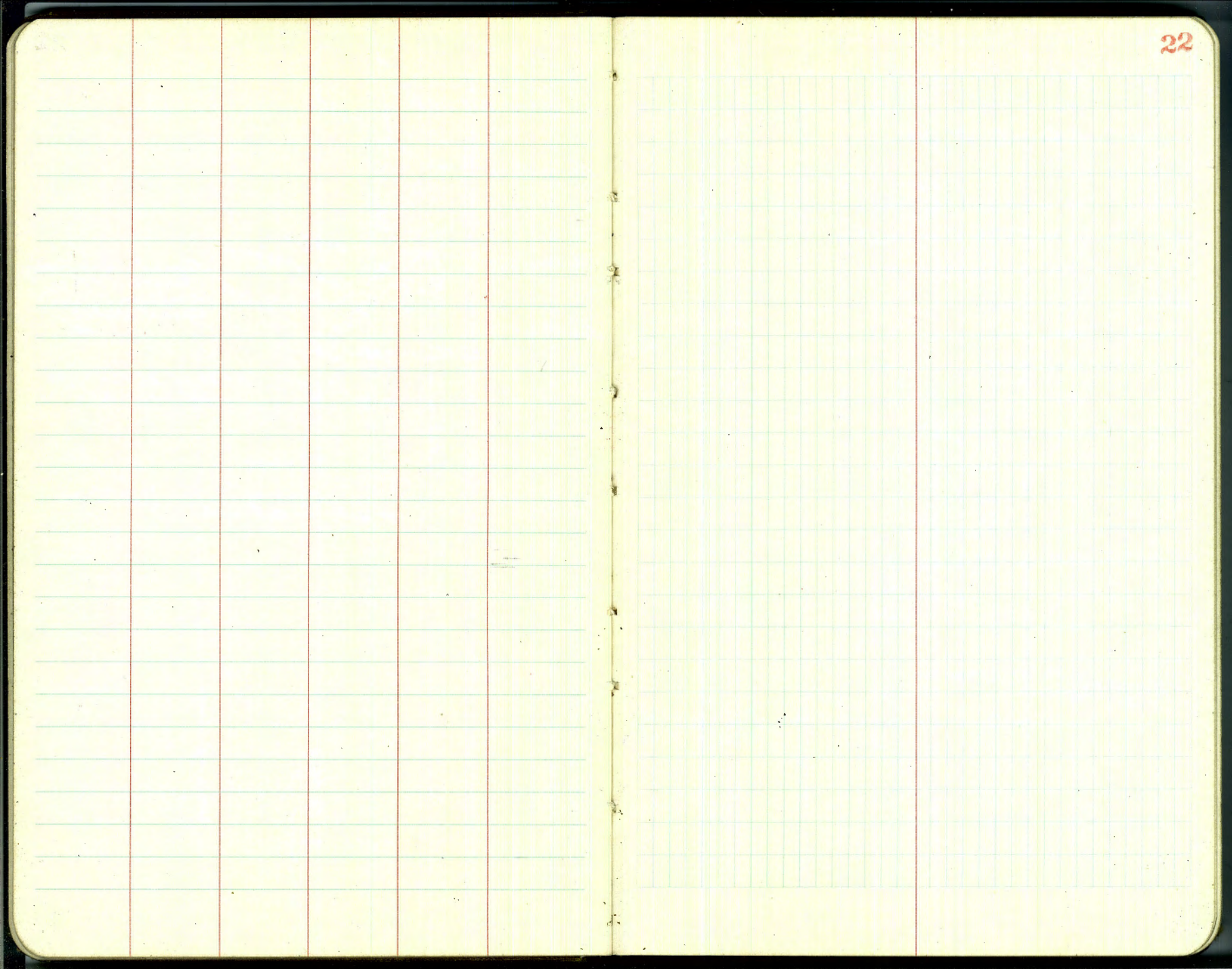
111+55 = Approx. Δ 17 60" line

111+00

110+00

109+00





Line Change 60" Sewer

Cont. from P-23

Station

23+00

22+00

21+00

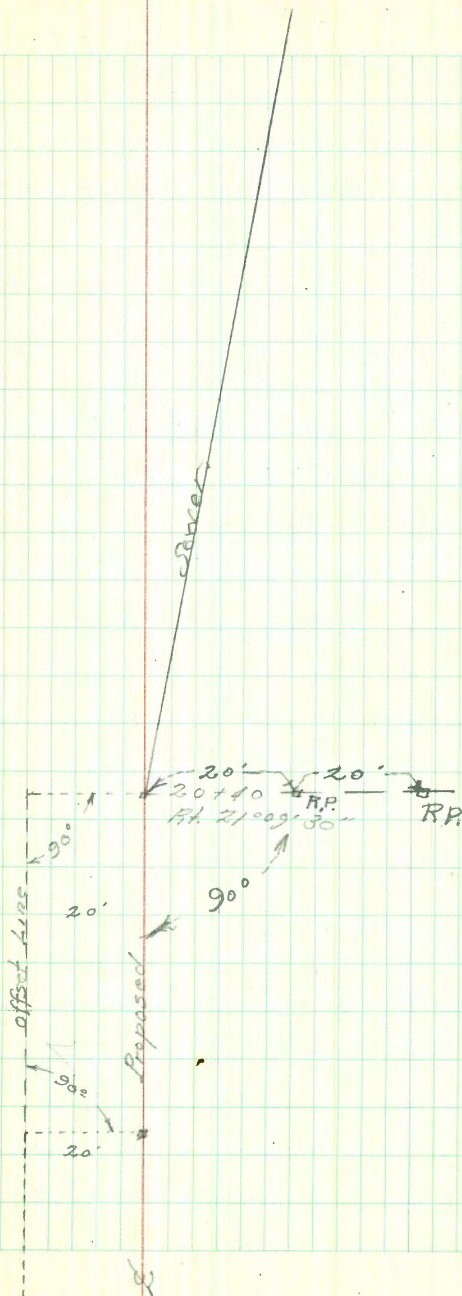
20+40 = L.P. $21^{\circ}09'30''$

20+00

19+00

18+70

24



$26+16.32$
 ~~$26+14.89$~~ = West Rail Spur Track
 $26+10.21$
 ~~$26+09.17$~~ = East Rail Spur Track

$26+00$
 $25+91.23 = \Delta L$ $28^{\circ}54'$ - Calculated

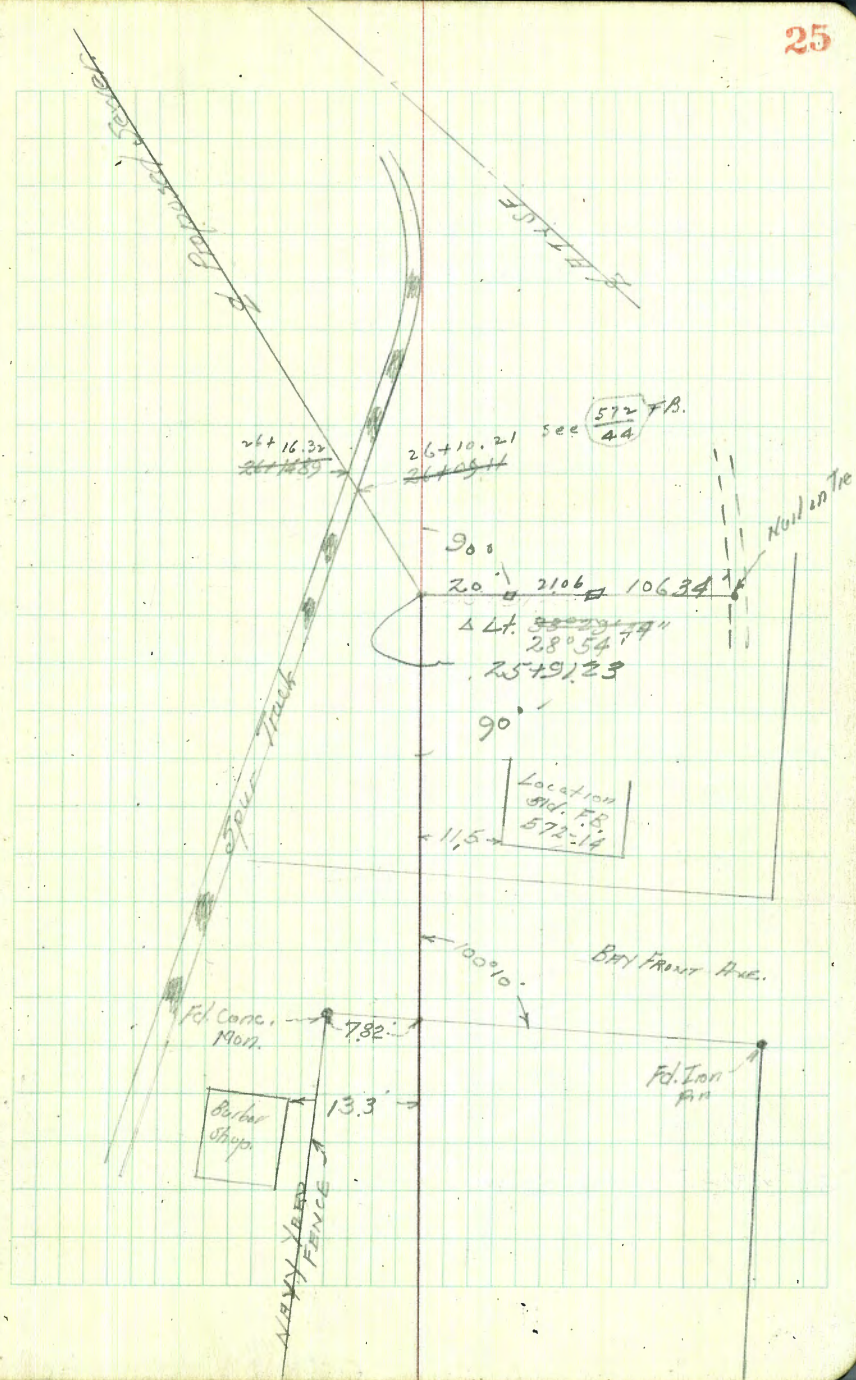
$25+00$

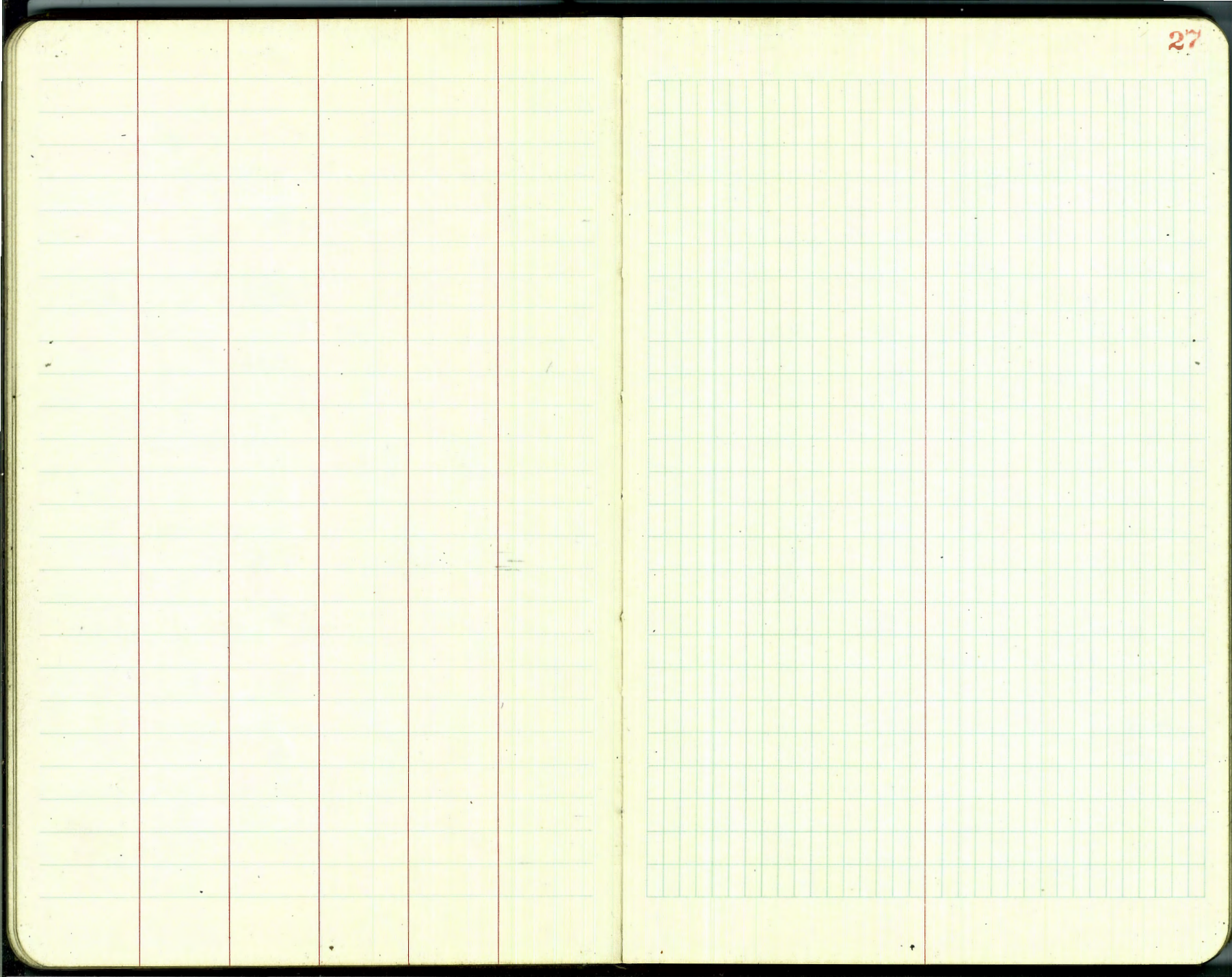
$24+68 =$ South edge Bld. on RT

$+36.50 =$ P.O.T. Nail

$24+30.86$ P.O.T. on South line Bay Front

$24+00$





Walker
Wells
Farm
10-10-41

LEVELS for Profile per
Line change as located P-23-26

F.B. 1597-38	4.67	13.31	8.64	
15+36.32			2.03	✓
15+48.82	Equation	11.28		
15+87.7	on Gut of Wcb 32nd	11.33	1.98	✓
187.67	" c6 " " "	10.81	2.50	✓
16+00		10.8	2.5	✓
+50		11.0	2.3	✓
17+00		10.8	2.5	✓
+70		10.6	2.7	✓
+78		4.4	8.9	✓
18+00		3.1	10.2	✓
+70	POT. Stake	3.23	10.08	✓
+85		4.3	9.0	✓
19+00		4.5	8.8	✓
+50		4.7	8.6	✓
20+00		5.0	8.3	✓
20+40	Δ Pt 21°09'30"	5.42	7.89	✓
21+00		5.9	7.4	✓
+50		7.2	6.1	✓
22+00		6.7	6.6	✓
+50		6.9	6.4	✓
23+00		8.0	5.3	✓
TP	4.77 10.01	8.07	5.24	✓
23+50		4.8	5.2	✓

B.M. Cont. N.W. 1/4 Sec 11+41S2

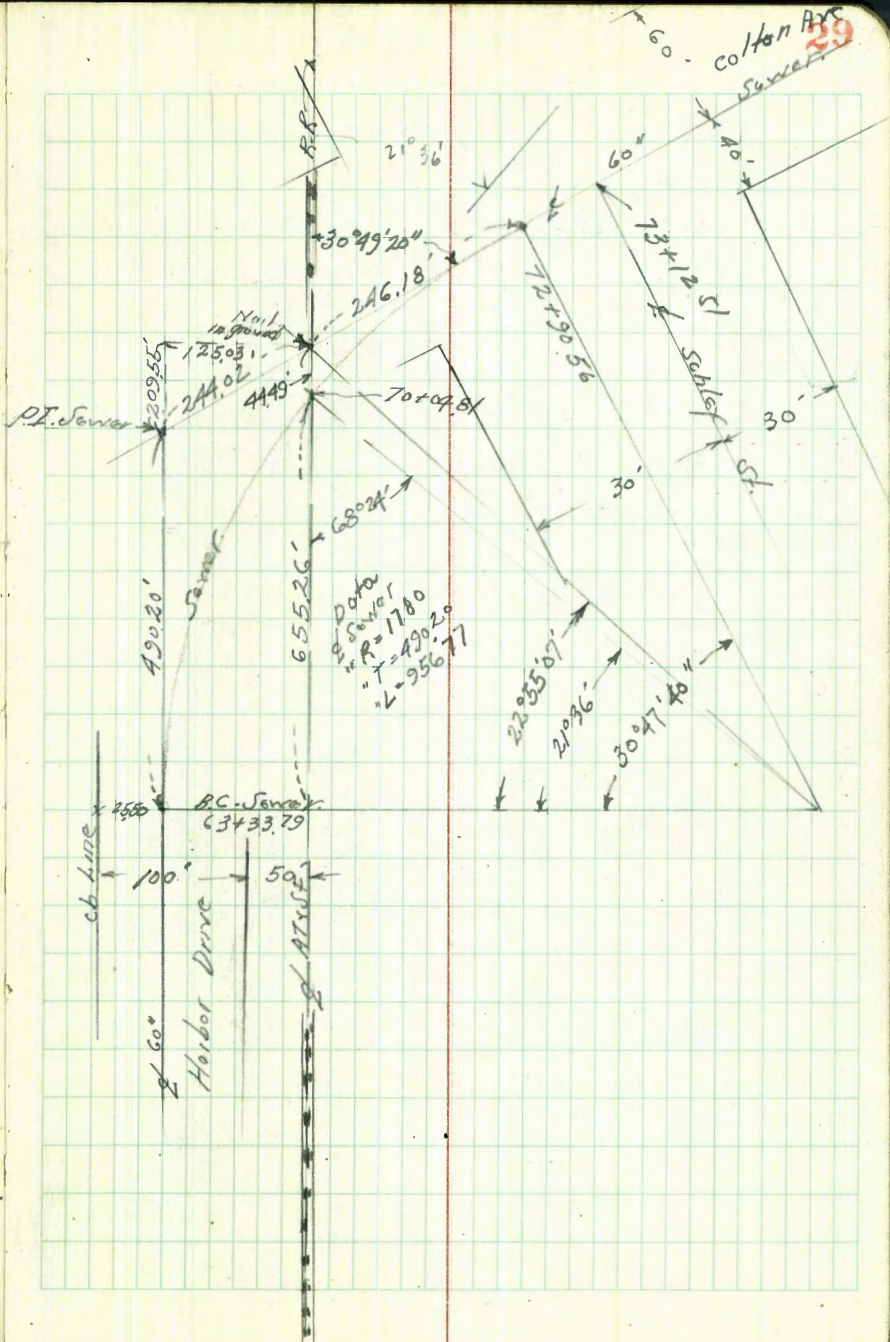
10.01 ✓ 28

24+00		4.9	5.1	✓
+50		5.1	4.9	✓
25+00		5.9	4.1	✓
TP	6.55 10.41	6.15	3.86	✓
+50	28°54'	8.0	2.4	✓
25+91.23	Δ Pt 33°29'44"	8.1	2.3	✓
26+00	" E. Rail Spur	7.76	2.65	✓
26+14.89	" W " "	7.79	2.68	✓
+18		8.2	2.2	✓
+50		5.3	5.1	✓
27+00		4.9	5.5	✓
+50		4.7	5.7	✓
28+00		4.6	5.8	✓
29+00		3.0	7.4	✓
TP	5.24 10.99	4.66	5.75	✓
30+00		4.6	6.4	✓
31+00		5.2	5.8	✓
+80		6.8	4.2	✓
32+00		7.6	3.4	✓
32+36.13	Δ Pt 11°40'36"	9.76	1.23	✓
32+07.80	Equation			
32+83.43				
32+88 ⁴³		13.6	2.6	✓
33+00		15.0	4.0	✓
chk. B.M. Bridge Spike		10.53	0.4	✓
FB 1597-38			0.44 = B.M.	
			0.01 Error	

Mulker
Wells
D. Fulton
10-30-91

Elev. A.T. and S.F. Truck
at intersection of 60" Sewer

	3.64	12.27	8.63	874. top Hqd. 54. Co. 140 + Harbor Dr.
50' West of 70+09.81 on top of Rail	4.29	7.98	7.98	Elev. Floor
70+04.81 of Sewer " " " "	4.35	7.92	-5.14	
50' E of 70+04.81 " " " "	4.46	7.81		



Walker Elevations on Existing Sewer Mths.
 Osborne
 Hazard
 4-30-43 Cost of Raising, to fit New Grades
 in Harbor Drive.

From 32nd To Market & India

Also Elev. on other Sewer Mths that are

in Harbor Drive Elev.

M.H. 85.2 from ^{South} AT&SF. ^{and} 20.1 East of Wcb 32nd
 B.M. in Grd 141-69 7.26 12.46 5.20 ^{B.M. opp Signal Base S.D.R.}

on Rim M.H. 5.52 6.94

Chk. State B.M. AT&SF Signal Base

State - 314 = # 11-A 3.66 8.80

East Siphon Chamber

East Inside edge Siphon Chamber = Equation

Station ^{60"} Sewer = 32 + 3613 = 32 + 8343 P-26 - P-7

State Station = 31173

4.06 10.27

6.21

State B.M. #13-A

Rim M.H.

4.91

5.36

(#4) West Siphon Chamber Page 7

Station 60" Sewer 35 + 56.23 = West inside edge Chamber

State Sta 2446² on Rim

5.46

4.81

M.H. # 9 = Sewer Sta. = ^{Equation} 42 + 2687 = 42 + 3295 P-8

Grd 198-22

B.M.

B.P. on Ncb

3.83

6.85

3.02

opp 42700

on Rim M.H.

4.36

2.99

Cont. opp Page

Indexed

c.s.k.

6.85

48700 on Rim M.H. #10

5.34

1.51

Cont P- 31

LEVELS on Existing M.H.s
60" Interceptor And other Sewer M.H.s
that are in Harbor Drive
from 3200 St. To Market St.
Cont. from P. 30

54+22.42 = Inside edge box P-10

4.14 8.22 4.08

M.H.#11 on Conc. Slab 7.36 0.86

54+24.43 = 55+43.68 = Inside edge box P-10

M.H.#12 on Conc. Slab 7.38 0.84

chk Top Fire Hyd SW 28th Harbor 3.75 4.47

Station 60" Sewer 64+00 = M.H.#13

1.87 10.44 8.62

on Rim M.H.#13 5.94 4.50

Sewer Sta = 66+67.63 = M.H.#13A = opposite

on Rim M.H.#13-A 5.64 4.80

72+78 = Sewer Stations M.H.#14

2.87 23.54 20.67

on Rim M.H.#14 4.38 19.16

78+70 = M.H.#15 Stead St.

2.52 22.95 20.43

on Rim M.H.#15 4.22 18.73

85+99.56 = M.H.#16 = 5'E Elms
7.52 27.09 22.57

on Rim M.H.#16 5.97

chk. state B.M.#21 -2.50 24.59

27.07 = state
0.58 diff.

18+097-32
chk. E. for 34+00 7.33 19.76

Note Fire Hyd. evidently been moved 18.98

85+99.56 = M.H.#16

2.50 26.51 24.01

on Rim M.H.#16 5.97 20.54

92+95.40 = M.H.#17 = E Elms St.

5.11 21.16 22.05

on Rim M.H.#17 7.35 19.81

99+55.40 = M.H.#18

54.94 166+58 state 5.57 23.22 17.65

on Rim M.H.#18 6.48 16.74

106+16.82 = M.H.#19 = Crosby

23.22

on Rim M.H.#19 8.57 14.65

Elev. Sewer MHO Cont. from P. 31

Sph in Pole 112+47.35 = MH#22
 1.65 17.80 16.15 State BM#24A
 on Iron Rim MH#22 4.21 13.59
 old & Cotton Approx 5' E of E. Board of
 on Rim MH 20" Sewer 5.51 12.29

MH#23 = Station 6+59.48
 FB 1597-39 N.E. Sigsbee & Colton 5.42 12.32 6.90 2 1/2" Pipe
 Rim MH#23 3.27 8.35
 11th St. Canyon Line Sigsbee & Colton
 Rim MH#40 3.89 8.43
 Rim MH 20" Sewer 6.51 5.81 Sigsbee & Colton

BM#5 14+80 = MH#24
 FB 1597-43 12.43 12.04 -0.39 State BM#27
 This BM Elev. Sphs in RR Bridge
 Revised after Plans made 5.99 6.05
 20+37 = MH#25
 8.13 7.74 -0.39 Above BM #27
 on Conc. Slab MH 1.74 6.00

24+25.85 = MH#26
 Sewer BM#6 FB 1597-43 4.07 6.41 2.34 P.I. Man
 Rim MH#26 5.02 1.09 L.A.T. & S.F.

Sewer MHO Cont. from opp. Page 32

32+89 = MH#27
 5.47 7.81 2.34 BM#6
 on Rim MH#27 4.40 3.41 Lower Lt. Page

41+16 = MH#28
 0.56 5.02 4.46 Sewer
 on Rim MH#28 4.54 0.48 BM#7
 FB 1597-43

47+01.3 = MH#29
 2.01 6.79 4.78 Sewer BM#9
 FB 1597-43
 T.P. 3.64 6.98 3.45 3.34
 on Rim MH#29 4.78 2.20

54+01 = MH#30
 4.84 7.03 2.19 BM#10
 on Rim MH 5.09 1.94 FB 1597-43

MH#31
 4.73 7.29 2.56 BM#11
 on Rim MH#31 5.05 2.24 FB 1597-43
 Girl Book 201-R-91
 201 P-54
 BM#12

MH#32 = 68+31.89
 4.73 7.27 2.54 FB 1597-43
 on Rim MH#32 5.11 2.16

2 MH#33 = 74+42.54 = 14.7 South S.L. Market St
 5.04 7.31 2.27 BM#13
 on Rim MH#33 4.83 2.48 FB 1597-43

indexed
c.s.k.

Xsec. of Jefferson St.

Arista to 224' N of Horney

C. Moore
S. M. Meyer
W. Moore
10-25-83

LT

RT

33

1450

$\frac{6.6}{9.8}$	$\frac{6.7}{9.7}$	$\frac{7.2}{9.2}$	$\frac{7.7}{8.7}$	$\frac{7.6}{8.8}$	$\frac{7.5}{8.9}$	$\frac{7.2}{8.7}$
35	25	15		15	25	35

1425

$\frac{6.9}{9.7}$	$\frac{6.9}{9.5}$	$\frac{7.7}{8.7}$	$\frac{8.1}{8.0}$	$\frac{8.2}{8.5}$	$\frac{8.8}{7.4}$	$\frac{8.7}{7.7}$
35	25	15		15	25	35

1400

offsets to Ctr. of Power Poles

$\frac{9.8}{6.0}$	$\frac{9.5}{6.6}$	P.P.	$\frac{9.6}{6.8}$	102 Cn	$\frac{9.2}{4.7}$	$\frac{9.8}{5.5}$	$\frac{11.2}{5.2}$	$\frac{11.3}{5.1}$
35	25	16.5	15		7	15	25	35

0475

$\frac{13.6}{2.8}$	$\frac{12.3}{3.1}$	$\frac{12.6}{3.7}$	$\frac{12.8}{3.5}$	$\frac{12.2}{4.7}$	$\frac{11.7}{2.7}$	$\frac{14.2}{2.8}$	$\frac{14.4}{7.0}$
35	25	15		7	9	15	25

T.P.

2.66 16.27 13.00 13.71

16.37

0450

$\frac{15.2}{11.5}$	$\frac{15.4}{11.3}$	$\frac{15.6}{11.1}$	$\frac{15.8}{10.9}$	$\frac{15.6}{16.1}$	$\frac{12.6}{9.1}$	$\frac{18.6}{8.1}$	$\frac{19.1}{7.6}$
35	25	15		5	7	15	25

0428.5

$\frac{19.3}{9.4}$	$\frac{16.2}{10.4}$	$\frac{12.1}{9.6}$	$\frac{12.5}{9.1}$	$\frac{17.9}{8.9}$	$\frac{12.6}{9.1}$	$\frac{19.8}{6.9}$	$\frac{20.4}{6.3}$	$\frac{21.2}{5.2}$
35	25	25	15		3	5	15	

Wood
steps to
Porch

0400 - NL ARISTA

$\frac{19.2}{8.5}$	$\frac{19.1}{7.6}$	$\frac{19.9}{6.8}$	$\frac{19.6}{7.1}$	$\frac{21.7}{5.0}$	$\frac{23.8}{3.9}$	$\frac{23.2}{3.5}$
25	15		3	5	15	25

T.P.

1.15 26.71 10.21 25.56

26.71

SE.P.

0.29 35.77 35.48

to Jolla Ave
261570

Reduced & Plotted 8/83

0+00 N L Conde. Beg. Cold Lay Pav. $\frac{7.6}{100}$

N c6

E Conde

T.P. 7.07 42.28 0.76 15.61

S c6 Conde

3+00 S L Conde

2+75

2+50

2+00

16.37

Top Con. Cont.
Well

$\frac{17.8}{5.0}$	$\frac{20.30}{2.38}$	$\frac{19.3}{3.4}$	PP	$\frac{19.0}{3.7}$	$\frac{19.6}{3.1}$	$\frac{18.6}{3.1}$	$\frac{19.8}{3.2}$	$\frac{18.7}{4.0}$	$\frac{14.2}{8.5}$
50	25	25	16	15	3.1	15	25	50	100

$\frac{14.2}{8.5}$	$\frac{16.2}{6.5}$	$\frac{17.3}{5.4}$	$\frac{17.4}{5.3}$	$\frac{18.5}{4.2}$	$\frac{18.7}{3.9}$	$\frac{18.5}{4.2}$	$\frac{17.8}{4.9}$	$\frac{12.7}{10.0}$
100	50	25	15	4.2	15	25	50	100

$\frac{16.5}{12.2}$	$\frac{14.2}{8.5}$	$\frac{15.9}{6.8}$	$\frac{16.4}{6.3}$	$\frac{16.9}{5.8}$	$\frac{17.2}{5.5}$	$\frac{17.2}{5.5}$	$\frac{16.5}{6.2}$	$\frac{12.7}{10.0}$
100	50	25	15	14.1	15	25	50	100

22.68

$\frac{9.1}{7.3}$	$\frac{13.1}{5.3}$	$\frac{14.2}{1.7}$	$\frac{15.4}{1.5}$	$\frac{15.0}{1.4}$	$\frac{15.0}{1.4}$	$\frac{15.3}{0.9}$	$\frac{15.9}{0.5}$	$\frac{15.2}{1.1}$	$\frac{16.8}{5.5}$
100	50	25	15	1.4	1.3	15	25	50	100

$\frac{8.6}{8.4}$	$\frac{11.7}{4.7}$	$\frac{13.3}{3.1}$	$\frac{13.4}{3.0}$	$\frac{13.5}{2.9}$	$\frac{12.6}{2.8}$	$\frac{14.3}{2.1}$	$\frac{14.6}{1.8}$	$\frac{13.7}{2.7}$	$\frac{11.5}{5.9}$
100	50	25	15	2.9	8	15	25	50	100

$\frac{8.7}{7.7}$	$\frac{9.7}{6.7}$	$\frac{9.8}{6.6}$	$\frac{10.2}{6.2}$	$\frac{10.0}{6.2}$	$\frac{10.8}{5.5}$	$\frac{10.5}{5.5}$	$\frac{10.5}{5.9}$	$\frac{10.6}{5.8}$
35	25	15	6.2	10	15	25	25	35

$\frac{6.8}{9.6}$	$\frac{7.3}{7.2}$	$\frac{7.6}{7.8}$	$\frac{8.1}{8.3}$	$\frac{7.7}{8.7}$	$\frac{7.6}{8.8}$	$\frac{7.8}{8.0}$
35	25	15	8.3	15	25	35

$\frac{6.4}{10.0}$	$\frac{6.8}{7.6}$	PP	$\frac{7.1}{9.3}$	$\frac{7.2}{9.2}$	$\frac{7.4}{9.0}$	$\frac{7.4}{9.0}$	$\frac{7.7}{8.7}$
35	25	16.7	15	9.2	15	25	35

16.37

2+15 16.7 Rt. Tel. Pole

2+07

2+00 Condo to Herney low wire fences
 ON RT. 0.3 IN. ST
 ON LT ON LINE

1+79.0

1+67.3

1+45.4

1+00

0+56

0+50 16.7 Rt. Tel. Pole

0+45.5

T.P. 7.47 30.11 0.04 22.64

0+46.5

22.68

LT

E

RT

26.1
 $\frac{4.0}{24.7}$ E Sim. 99n.
 Wood Fl.

$\frac{25.3}{4.8}$	$\frac{25.1}{5.0}$	$\frac{25.7}{4.3}$	$\frac{25.5}{4.6}$	$\frac{25.8}{4.3}$
25	17	15	15	25

$\frac{25.70}{4.41}$ E 2.4 Con. walk
 24.5

$\frac{25.74}{4.37}$ E 2.6 Con. walk
 24.3

$\frac{24.21}{5.40}$	$\frac{24.7}{5.4}$	$\frac{24.6}{5.5}$	$\frac{25.2}{4.9}$	$\frac{25.1}{5.0}$	$\frac{25.4}{4.7}$
E 6.5 Con. Drive	26	25	15	15	25

$\frac{24.1}{6.0}$	$\frac{24.2}{5.9}$	$\frac{24.6}{5.5}$	$\frac{24.5}{5.6}$	$\frac{24.7}{5.4}$
25	17	15	15	25

$\frac{24.94}{7.17}$	$\frac{23.6}{7.1}$	$\frac{23.5}{6.6}$	$\frac{23.8}{6.3}$	$\frac{23.8}{6.3}$	$\frac{23.55}{6.56}$
E 7.1 Con. Drive	26	25	15	15	25

15 Con. drive
 6.5' over all

$\frac{24.11}{6.09}$
 28.5 Top Con. porch

30.11

$\frac{22.7}{0.5}$	$\frac{22.0}{0.7}$	$\frac{22.1}{0.6}$	$\frac{22.2}{0.5}$	$\frac{22.1}{0.9}$	$\frac{22.2}{0.4}$	$\frac{22.0}{0.7}$
25.8	25	15	15	15	15	25

Top N end
 4" wall

22.68

LT

E

PT

2+00 = NK Harney

$\frac{237}{6.3}$	$\frac{245}{5.5}$	$\frac{247}{5.3}$	$\frac{247}{5.3}$	$\frac{25.6}{5.0}$	$\frac{25.6}{5.0}$	$\frac{25.1}{4.9}$	$\frac{25.4}{4.6}$	$\frac{25.5}{4.5}$
100	50	25	15	15	15	25	50	100

N cb Harney

$\frac{234}{6.6}$	$\frac{241}{5.9}$	$\frac{245}{5.5}$	$\frac{248}{5.2}$	$\frac{25.1}{4.9}$	$\frac{25.1}{4.9}$	$\frac{25.1}{4.9}$	$\frac{25.1}{4.9}$	$\frac{25.2}{4.8}$
100	50	25	15	15	15	25	50	100

E Harney

$\frac{239}{6.1}$	$\frac{247}{5.3}$	$\frac{25.1}{4.9}$	$\frac{25.2}{4.8}$	$\frac{25.5}{4.5}$	$\frac{25.6}{4.4}$	$\frac{25.6}{4.4}$	$\frac{25.6}{4.4}$	$\frac{25.6}{4.4}$
100	50	25	15	15	15	25	50	100

S cb Harney

$\frac{23.6}{6.4}$	$\frac{24.4}{5.6}$	$\frac{24.8}{5.2}$	$\frac{25.0}{5.0}$	$\frac{25.3}{4.7}$	$\frac{25.3}{4.7}$	$\frac{25.3}{4.7}$	$\frac{25.5}{4.5}$	$\frac{25.6}{4.4}$
100	50	25	15	15	15	25	50	100

2+99.6 S.L. Harney St

$\frac{243}{5.7}$	$\frac{249}{5.1}$	$\frac{252}{4.8}$	$\frac{25.1}{4.9}$	$\frac{25.6}{4.4}$	$\frac{25.5}{4.5}$	$\frac{25.6}{4.4}$	$\frac{25.5}{4.1}$	$\frac{25.8}{4.1}$
100	50	25	15	15	15	25	50	100

2+98 17.8 LT PP.

T.P. 4.36 30.03 11.44 25.67

30.03

2+76.5

25.86
 $\frac{4.5}{25.5}$ $\frac{26.3}{3.8}$ Con. Walk

2+50

$\frac{25.6}{4.5}$	$\frac{25.5}{4.6}$	$\frac{25.8}{4.3}$	$\frac{25.7}{4.4}$	$\frac{26.2}{3.9}$	$\frac{26.2}{3.9}$
25	15	15	15	18	25

2+34

25.61
 $\frac{4.50}{25.4}$ $\frac{26.2}{3.4}$ Con. Walk

30.11

30.11

$\begin{array}{r} 3000 \\ 15.6 \\ \hline 2457 \\ 18.5 \\ \hline 2155 \\ 10.3 \\ \hline 2119 \\ 5.35 \\ \hline 3654 \\ 4.13 \\ \hline 3211 \\ 7.49 \\ \hline 3910 \\ 2.91 \\ \hline 3549 \end{array}$

check back to Orig. B.M.

T.P. on B.M. BP. W. Cor. curb San Diego Ave + Conde 31.95

Spike in P.P. S. Cor.

Set B.M. Jefferson + Harney H. 30 25.73

2 + 24 = Lath Fence across ST. Prop. owner says ST. has been closed

2 + 14 end Cold Lay Pav.

2 + 04 17.2 LT P.P.

2 + 00

Harney to 2nd North

1 + 93 wire fences on RT. 0.5 in ST.

" " " LT ok back

1 + 81

1 + 50

1 + 75.5

1 + 00

0 + 98 17 LT P.P.

0 + 50

0 + 33 15.7 RT. Tel. Pole

30.03

LT

2

R

37

$\begin{array}{r} 234 \\ 6.6 \\ \hline 25 \\ 235 \\ 6.5 \\ \hline 15 \\ 239 \\ 6.1 \\ \hline 242 \\ 5.8 \\ \hline 15 \\ 244 \\ 5.6 \\ \hline 25 \end{array}$

$\begin{array}{r} 232 \\ 6.3 \\ \hline 25 \\ 232 \\ 6.3 \\ \hline 15 \\ 240 \\ 6.0 \\ \hline 242 \\ 5.7 \\ \hline 15 \\ 244 \\ 5.6 \\ \hline 25 \end{array}$

$\begin{array}{r} 2450 \\ 5.53 \\ \hline 23.5 \end{array}$ 8' Con Drive

$\begin{array}{r} 2391 \\ 6.12 \\ \hline 258 \end{array}$ 3' Con walk

$\begin{array}{r} 238 \\ 6.7 \\ \hline 25 \\ 239 \\ 6.1 \\ \hline 15 \\ 242 \\ 5.8 \\ \hline 242 \\ 5.8 \\ \hline 15 \\ 244 \\ 5.6 \\ \hline 25 \end{array}$

$\begin{array}{r} 2465 \\ 5.38 \\ \hline 23 \end{array}$ 2' do. Con Rib. Drive 46 wide overall

$\begin{array}{r} 246 \\ 6.0 \\ \hline 25 \\ 241 \\ 5.7 \\ \hline 15 \\ 243 \\ 5.7 \\ \hline 242 \\ 5.7 \\ \hline 13 \\ 245 \\ 5.5 \\ \hline 15 \\ 245 \\ 5.5 \\ \hline 25 \end{array}$

$\begin{array}{r} 244 \\ 5.6 \\ \hline 25 \\ 246 \\ 5.4 \\ \hline 18 \\ 243 \\ 5.7 \\ \hline 15 \\ 246 \\ 5.4 \\ \hline 246 \\ 5.4 \\ \hline 13 \\ 246 \\ 5.4 \\ \hline 15 \\ 248 \\ 5.6 \\ \hline 25 \end{array}$

30.03

1 sec. Harney St.

Congress to Jefferson and Wly

1732

1725

1707

1700

174

150

125

Wly Congress to 100

B.M. Spike 4.57 30.30

25.73

S. corner
Harney
JeffersonLT
South

X

RT,
North2574

4.56

25

E 4' con. work

257

4.6

25

256

4.7

18

254

4.9

15

251

5.2

13

252

5.1

13

248

5.5

13

252

5.1

15

254

4.9

18

255

4.8

25

2556

4.74

22.2

E 7.4 wide con drive

256

4.4

25

253

5.0

18

250

5.3

13

247

5.6

13

250

5.3

13

246

5.7

13

254

4.9

15

253

5.0

18

251

5.2

25

245

5.5

25.5

247

5.6

18

247

5.6

15

242

6.1

13

245

5.5

13

243

6.0

15

251

5.2

18

252

5.1

25

E S. corner
dirt clear239

6.2

25

243

6.6

18

238

6.5

15

245

5.8

13

241

6.2

15

247

5.6

18

248

5.5

25

238

6.5

25

239

6.4

18

235

6.8

15

242

6.1

13

240

6.3

15

240

5.7

18

245

5.8

25

223

7.0

25

235

6.8

18

237

7.0

15

242

6.1

13

239

6.4

15

243

6.0

18

243

6.0

25

30.30

2 + 76

2 + 50

2 + 25

2 + 20

2 + 17

2 + 00

1 + 74

1 + 68

1 + 50

30.30

$\frac{260}{4.3}$ 25	$\frac{260}{4.3}$ 18	$\frac{257}{4.6}$ 15	$\frac{255}{4.8}$ 13	$\frac{256}{4.7}$	$\frac{251}{5.2}$ 13	$\frac{253}{5.0}$ 15	$\frac{254}{4.9}$ 18	$\frac{256.4}{4.64}$ 25.6	39
$\frac{259}{4.4}$ 25	$\frac{258}{4.5}$ 18	$\frac{257}{4.6}$ 15	$\frac{255}{4.8}$ 13	$\frac{256}{4.7}$	$\frac{251}{5.2}$ 13	$\frac{253}{5.0}$ 15	$\frac{253}{5.0}$ 18	$\frac{255}{4.8}$ 25	
$\frac{259}{4.4}$ 25	$\frac{258}{4.5}$ 18	$\frac{257}{4.6}$ 15	$\frac{255}{4.8}$ 13	$\frac{256}{4.7}$	$\frac{252}{5.1}$ 13	$\frac{254}{4.9}$ 15	$\frac{254}{4.9}$ 18	$\frac{255}{4.8}$ 25	
								$\frac{25.79}{4.51}$ 25.7	✓ 4' Con. wk.
								$\frac{26.22}{4.08}$ 24.5	✓ 3' Con. wk.
$\frac{258}{4.5}$ 25	$\frac{258}{4.5}$ 18	$\frac{257}{4.6}$ 15	$\frac{255}{4.8}$ 13	$\frac{256}{4.7}$	$\frac{252}{5.1}$ 12	$\frac{254}{4.9}$ 15	$\frac{255}{4.8}$ 18	$\frac{256}{4.7}$ 25	
$\frac{257}{4.6}$ 25	$\frac{258}{4.5}$ 18	$\frac{258}{4.5}$ 15	$\frac{255}{4.8}$ 13	$\frac{255}{4.8}$	$\frac{252}{5.1}$ 12	$\frac{254}{4.9}$ 15	$\frac{254}{4.9}$ 18	$\frac{25.44}{4.86}$ 25.6 25.6 3.8	✓ Con. wk.
								$\frac{25.84}{4.46}$ 24.6	✓ 3' Con. wk.
$\frac{257}{4.6}$ 25	$\frac{257}{4.6}$ 18	$\frac{256}{4.7}$ 15	$\frac{253}{5.0}$ 13	$\frac{254}{4.9}$	$\frac{250}{5.3}$ 12	$\frac{252}{5.1}$ 15	$\frac{252}{5.1}$ 18	$\frac{252}{5.1}$ 25	

30.30

0 + 50

T.P. 3.05 27.62 5.73 24.57

0 + 25

0 + 21

0 + 00 Wly Jefferson

Wly curb

E Jefferson

E 66 Jefferson

W + 99.7 = Ely Jefferson

30.30

Profile # 403
 Reduced A.F.B. Plotted C.B.H.
 11-12-43

LT			RT			
$\frac{244}{3.2}$ 25	$\frac{244}{3.2}$ 18	$\frac{241}{3.5}$ 15	$\frac{244}{3.2}$ 15	$\frac{232}{3.9}$ 15	$\frac{241}{3.5}$ 18	$\frac{242}{3.2}$ 15
			27.62			
$\frac{249}{5.2}$ 25	$\frac{242}{5.6}$ 18	$\frac{244}{5.9}$ 15	$\frac{245}{5.5}$ 15	$\frac{241}{6.2}$ 15	$\frac{244}{5.9}$ 18	$\frac{246}{5.7}$ 25
						24.83 5.47 25.9
$\frac{252}{5.1}$ 25	$\frac{250}{5.3}$ 18	$\frac{249}{5.2}$ 15	$\frac{251}{5.2}$ 15	$\frac{246}{5.7}$ 15	$\frac{245}{5.5}$ 18	$\frac{248}{5.5}$ 25
$\frac{252}{5.1}$ 25	$\frac{250}{5.3}$ 15	$\frac{252}{5.1}$ 15	$\frac{248}{5.5}$ 15	$\frac{248}{5.5}$ 25		
$\frac{246}{4.7}$ 25	$\frac{253}{5.0}$ 15	$\frac{255}{4.8}$ 15	$\frac{252}{5.1}$ 15	$\frac{251}{5.2}$ 25		
$\frac{256}{4.7}$ 25	$\frac{254}{4.9}$ 18	$\frac{253}{5.0}$ 15	$\frac{256}{4.7}$ 15	$\frac{252}{5.1}$ 15	$\frac{251}{5.2}$ 25	
$\frac{256}{4.7}$ 25	$\frac{255}{4.8}$ 18	$\frac{254}{4.9}$ 15	$\frac{254}{4.9}$ 13	$\frac{256}{4.7}$ 13	$\frac{251}{5.2}$ 15	$\frac{252}{5.1}$ 18
						$\frac{257}{5.0}$ 25
			30.30			

1 + 75

1 + 65

1 + 57.5

1 + 43

1 + 25

1 + 01

0 + 98

0 + 75

2762

end 5' Brick Walk ✓

Begin Brick Walk ✓

LT

E

RT

$\frac{221}{5.5}$	$\frac{219}{5.7}$	$\frac{213}{6.3}$	$\frac{211}{6.5}$	$\frac{211}{6.5}$
25	18	15	14	15

$\frac{205}{7.1}$	$\frac{207}{6.9}$	$\frac{208}{6.8}$
15	18	25

$\frac{224}{5.2}$	$\frac{223}{5.3}$	$\frac{223}{5.3}$	$\frac{218}{5.7}$	$\frac{218}{5.8}$
25	18	14.5	14	14

Wood

$\frac{217}{6.4}$	$\frac{213}{6.3}$	$\frac{2158}{6.4}$
15	18	25.5

E 3.3
Cont.
WK

✓

$\frac{220}{4.92}$	$\frac{221}{5.5}$	$\frac{221}{5.6}$	$\frac{222}{5.4}$	$\frac{216}{6.0}$	$\frac{212}{5.9}$	$\frac{217}{5.9}$
24.9	18	15	15	15	18	25

E 11' oil drive

✓

$\frac{229}{4.7}$	$\frac{228}{4.8}$	$\frac{227}{4.9}$
24.5	17.5	14.5

Brick Brick Wood

✓

$\frac{231}{4.4}$	$\frac{231}{4.5}$	$\frac{225}{5.1}$	$\frac{231}{4.5}$	$\frac{226}{5.1}$	$\frac{227}{4.9}$	$\frac{228}{4.7}$
24.7	14.5	14.5	14.5	15	18	25

E Brick WK Wood

✓

$\frac{232}{3.9}$	$\frac{236}{4.0}$	$\frac{235}{4.1}$	$\frac{236}{4.6}$	$\frac{231}{4.1}$	$\frac{231}{4.5}$	$\frac{232}{4.4}$	$\frac{231}{4.4}$
24.5	19.5	18.5	14	14	15	18	25

Edge Brick Walk Wood Curbs

$\frac{2338}{4.24}$ ✓
25.4 E 3.8 WK

$\frac{245}{3.1}$	$\frac{241}{2.5}$	$\frac{238}{3.8}$	$\frac{236}{4.0}$	$\frac{240}{3.6}$	$\frac{234}{4.4}$	$\frac{238}{3.8}$	$\frac{239}{3.7}$
25	18	15	13	15	18	25	25

2762

16.74
1.84
14.85
12.33
27.18
2.61
24.57
5.32
22.89
4.16
25.73
0.13
15.77

3+00 Ely Mease ST

2+75

2+50

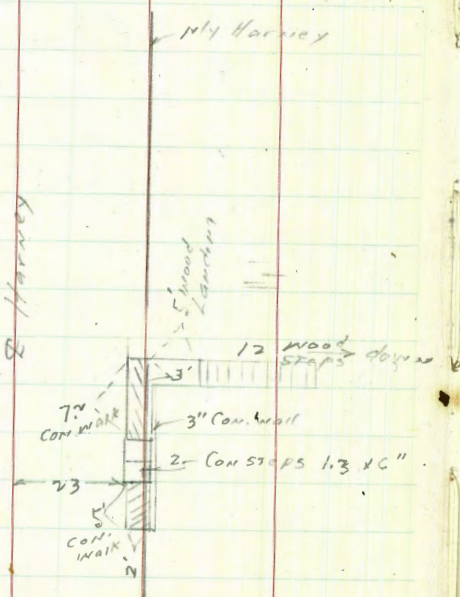
T.P. 1.60 16.74 12.48 15.14

2+24.8

2+12 = END
oil pav.
and grading

2+00

27.62



L T R T 42

$\frac{17}{15.0}$ 35	$\frac{17}{15.0}$ 25	$\frac{17}{15.0}$ 15	$\frac{15}{14.9}$	$\frac{16}{15.1}$ 15	$\frac{15}{15.2}$ 25	$\frac{15}{15.2}$ 35	
$\frac{29}{13.8}$ 35	$\frac{24}{13.3}$ 25	$\frac{41}{12.6}$ 15	$\frac{37}{13.9}$	$\frac{37}{13.5}$ 15	$\frac{34}{13.3}$ 25	$\frac{33}{13.4}$ 30	
$\frac{10.0}{6.7}$ 35	$\frac{10.1}{6.6}$ 25	$\frac{9.8}{6.9}$ 15	$\frac{10.1}{6.6}$	$\frac{9.2}{7.5}$ 15	$\frac{9.0}{7.7}$ 25	$\frac{8.3}{8.4}$ 31	$\frac{7.1}{9.1}$ 40
			$\frac{16.74}{}$				

$\frac{15.3}{17.3}$ 25	$\frac{15.7}{1.9}$ 15	$\frac{15.7}{11.9}$	$\frac{15.5}{11.8}$ 15	$\frac{15.5}{11.8}$ 25	$\frac{16.2}{11.4}$ 23	$\frac{9.0}{20.6}$ 35
						Cor. Con. Walk
$\frac{14.8}{16.7}$ 25	$\frac{17.4}{20.2}$ 15	$\frac{17.2}{19.4}$	$\frac{12.5}{10.1}$ 15	$\frac{17.83}{7.79}$ 23	$\frac{17.20}{7.24}$ 25	$\frac{10.4}{35}$
						Top Cor. Walk Top 3" Wall

$\frac{18.8}{8.8}$ 25	$\frac{17.6}{9.0}$ 18	$\frac{16.6}{9.0}$ 15	$\frac{18.7}{8.9}$	$\frac{18.3}{9.3}$ 15	$\frac{18.5}{9.1}$ 14	$\frac{18.1}{9.5}$ 18	$\frac{12.8}{9.8}$ 26.5
			$\frac{27.62}{}$				8 Sigs gall. dirt 11.

Cross Section 597 1/2 St.
Market St to Kenwood St
5' Comb. Curb & Walk + 30' Paving

Indexed
C.S.K.

TP 12.10 191.63 0.58 179.53

1+0

0+50

0+40

0+0 = H.L. Market

0-5 = N.Cb. Line Market

TP 11.21 180.11 5.69 168.90

BM 12.88 174.59 161.71

Reduced & Plotted 4-7-44 C.B.H.

H.L. Market
Market x 597 1/2

H.L. Kenwood
Imperial &
Market

April 6-44
Sisson
8/15
Osborn

4+11

8+5

43

176.73

176.28

176.50

176.07

176.69

3.38
15

3.80
15

3.61

4.04
15

3.47
15

172.29

171.82

172.13

171.77

172.30

7.82
15

8.29
15

7.98

8.34
15

7.81
15

171.37

170.94

171.31

170.94

171.46

8.74
15-Cb

9.17
15-Galv.

8.80

9.17
15-Galv.

8.65
15-Cb

168.91

168.38

168.55

168.17

168.77

11.20
15-Cb

11.23
15-Galv.

11.56

11.94
15-Galv.

11.34
15-Cb

168.87

168.28

168.23

168.16

168.08

168.67

11.24
20-Cb

11.83
20-Galv.

11.88
15

11.95

12.03
15-Cb

12.03
15-Galv.

11.44
15-Cb

180.11

For check 12.40 196.17
 = 196.19
 Rev# 1659-38

50% Top Cont
 1/2 End Rev
 Keenwood #
 1000 Dr.

4+0 = Sh. Keenwood - N/4 of Improvements

TP 6.15 208.57 1.27 202.42

3+50

3+0

TP 12.62 203.69 0.56 191.07

2+50

2+0

1+50

191.63

Lt.

2

Rd

203.99

203.46

203.57

203.39

203.92

1.58
15.06

5.11
15.64

5.00

5.18
15.64

1.65
15.06

199.49

198.93

203.57
199.13

198.81

199.45

1.20
15

4.76
15

4.66

4.83
15

4.24
15

194.92

194.32

194.68

194.36

194.92

8.77
15

9.37
15

9.01

9.33
15

8.77
15

190.36

189.85

203.69
190.10

189.78

190.41

1.27
15

1.78
15

1.53

1.85
15

1.27
15

185.83

185.33

185.66

185.25

185.90

5.80
15

6.30
15

5.97
15
= 1/4 Hon
Rim

6.38
15

5.75
15

181.16

180.75

181.04

180.69

181.29

10.47
15.06

10.88
15.64

10.39

10.94
15.64

10.34
15.06

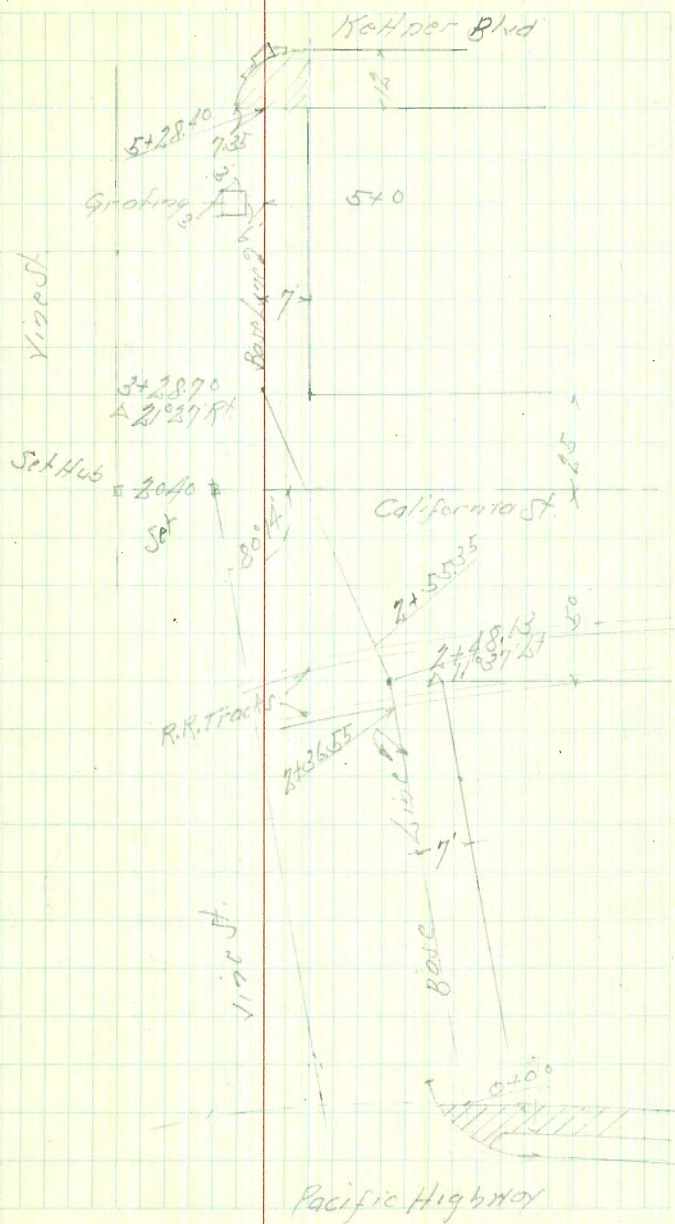
191.63

Cross Section S.E. Cb & Walk of Vine St.
 Pacific Highway to Kettner Blvd
 Levels next Page
 Ties G 193-15

May 4, 14
 S. 2504
 Bliss
 Osborne

Indexed
 C.S.K.

45



0+59

0+50

0+25

0+06 4' of Fire Hyd.

0+04.3

0+0 Edge Walk on Pacific

TP 4.55 20.41 120.5 15.86

TP 0.61 28.91 12.82 28.30

RM 1.54 41.12 59.58

55 BP
Vine & Kell 200

Reduced May 5-44
Plotted on 10-19-95 scale
Est. Grade Plat 5768 L

Lt W

8

Rt = E

46

11.91

8.50
10-17-101

12.6

7.8

12.4

8.0

11.47

8.91
10-17-101

11.32

9.09

11.15

9.26

11.2

9.2

11.16

9.25

10.45

9.96

10.41

9.96

10.52

9.79

10.69

9.92

9.79

10.82
6-1-60

9.20

10.21
6-1-60

9.68

10.42
5-15-60

9.06

10.38
5-15-60

9.01

10.35

10.06

10.35

20.41

1499 25 Ft. Wly. Power Pole
13 Ft. Dead Man in Plank Box


TP 10.59 28.72 2.28 18.13

1450

1425

140  1.5

198 6.2 = Wly 12" x 12" Post For Over Head

192  1.5

6+80 S. St. Wly Power Pole 32 Dead Man

20.41

18.42 18.7 18.6 14.2 13.3

19.30 100 10.1 14.5 15.4
10-14-01 7 7 17-11-19-199

14.43 16.7 14.3 13.5 12.0

398 87 9.1 69 87
10-14-01 7 7 17-11-19-199

14.99 15.5 14.9 12.5 11.7

6.12 49 5.5 7.9 8.7
11-5-10-1 7 7 17-11-19-199

13.73 14.31 14.4 14.2 11.8 11.0

6.68 6.10 6.0 6.2 8.6 9.4
11-5-10-1 7 7 17-11-19-199

14.31

6.10 6.10 6.10 6.10 6.10

11-5-10-1

12.81 13.8 13.5 11.9

7.66 6.6 6.9 8.5
11-5-10-1 7 7 10

20.41

+61 = Hly Full width Pav.

+55.35 = H Rail Santa Fe RR.

+48.13 = Δ 11° 37' Lt. = Sly Calif Taken line of Calif

+36.55 = Sly Rail Santa Fe RR

+21

+15 = 4.5 ft = Sly Parter Path

2+0

28.72

2335	2357	2336			
537	515	500			
2326	2325	2319			
546	547	553			
2317	2317	2310			
558	555	506	7.5 = 1 1/2 Pav		
2270	2266	2266			
604	606	606	7 = Top Pav		
2172	2152	2252			
706	710	626	10 = 5 Pav		
217	210	201			
70	77	86			
1987	202	201			
885	85	86			
10 = 5 Pav					
		17.8			
		16.5			
		10.9			
		12.4			
		28.72			

JP 12.84 11.08 0.48 28.24

+75

+50

+28.70 A 21° 27' Rt Taken List of Calf

+20

3x0

2+75

28.72

26.09	27.3	27.8	27.7	27.6
26.0	1.4	0.9	1.0	1.1
10	7	6	7	7

5/10 = 50%

24.72	25.5	26.3	26.1	26.1
4.0	3.4	3.4	3.6	3.6
10	7	7	7	7

5/10 = 50%

24.05	24.0	25.2	25.3	24.8
4.9	4.7	5.5	5.1	5.9
10	7	3	7	7

5/10 = 50%

23.9	24.0	24.1	24.3
4.8	4.7	4.6	4.7
10	7	7	7

23.6	23.7	23.8	24.1
5.6	5.0	4.0	4.6
10	7	7	7

5/10 = 50%

23.4	23.5	23.9	23.8
5.8	5.7	4.8	4.9
10	7	7	7

28.72

BM 1.50 39.58

+28.40 = S.L. Kettner

+25 36 Rt = A Picket Fence

540

+84 2 Rt = A Picket Fence

+50

+29 42 Lt = Ely Power Pole

+26 76 Rt = Sly Picket Fence

410

41.08

5280
Kettner +
1.50
39.58

Lt

Rt

Rt

37.07

38.02

38.17

38.21

4.01

3.61

2.91

2.87

11.03

11.03

11.03

11.03

Quadr.

Ob. End

107.00

35.00

35.5

35.7

35.5

35.5

29.4

6.08

5.5

5.5

5.6

7.6

11.7

6.08

5.5

5.5

5.6

7.6

11.7

6.08

5.5

5.5

5.6

7.6

11.7

37.22

38.7

34.3

34.5

34.7

24.6

6.86

7.4

6.8

6.6

6.4

6.5

11.01

7.4

6.8

6.6

6.4

6.5

6.86

7.4

6.8

6.6

6.4

6.5

91.48

31.7

32.4

32.4

32.0

31.2

9.66

9.4

8.7

8.7

9.1

9.2

11.01

7.4

6.8

6.6

6.4

6.5

11.01

7.4

6.8

6.6

6.4

6.5

28.03

28.8

29.1

29.0

28.8

28.7

13.55

13.2

13.0

13.1

13.8

13.1

11.01

7.4

6.8

6.6

6.4

6.5

11.01

7.4

6.8

6.6

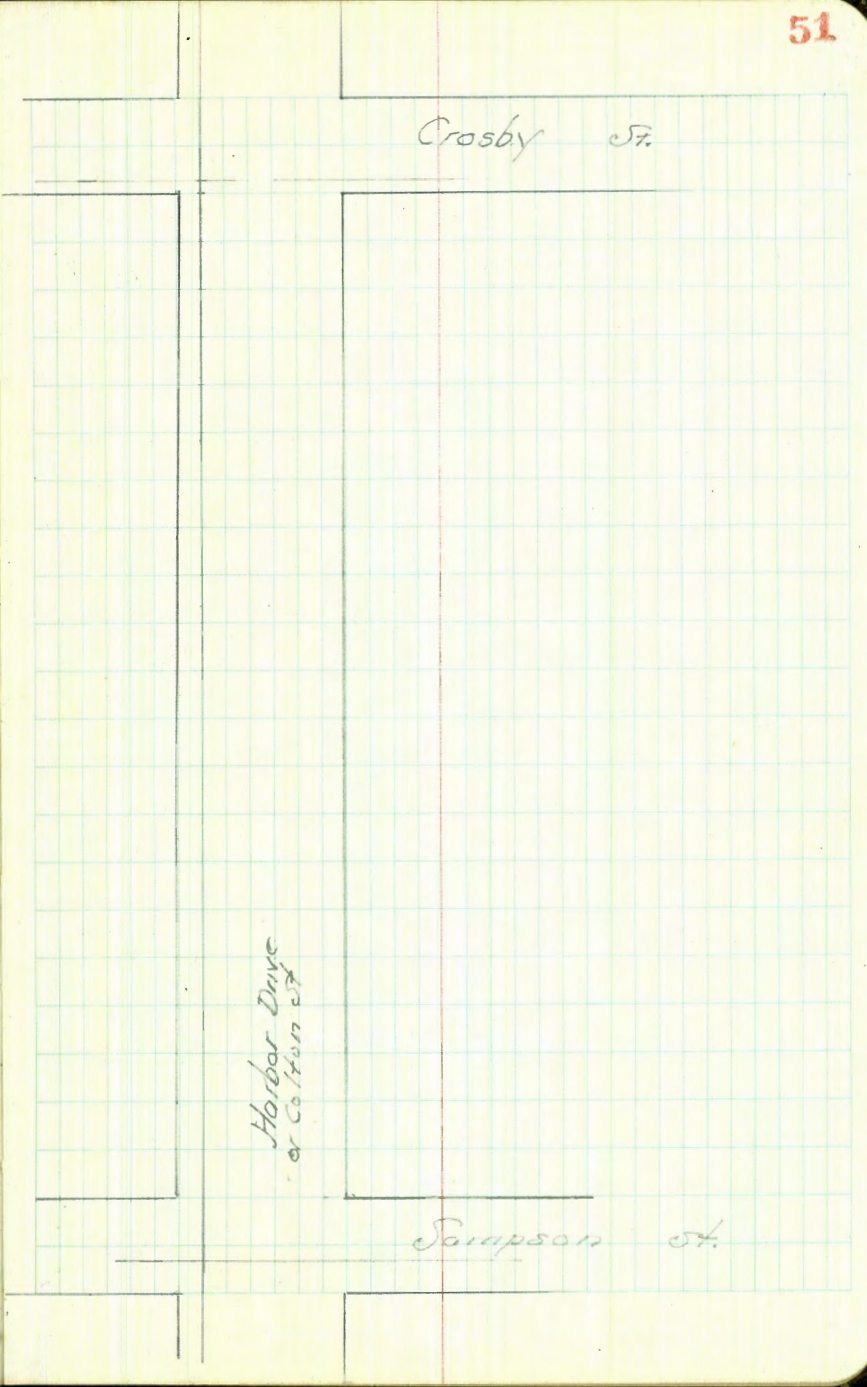
6.4

6.5

41.08

Walker Hardin Begg 9-28-45	Location at Dewey And Evans	And Elevations of Existing Sewer And Harbor Drive " "
-------------------------------------	-----------------------------------	---

Void

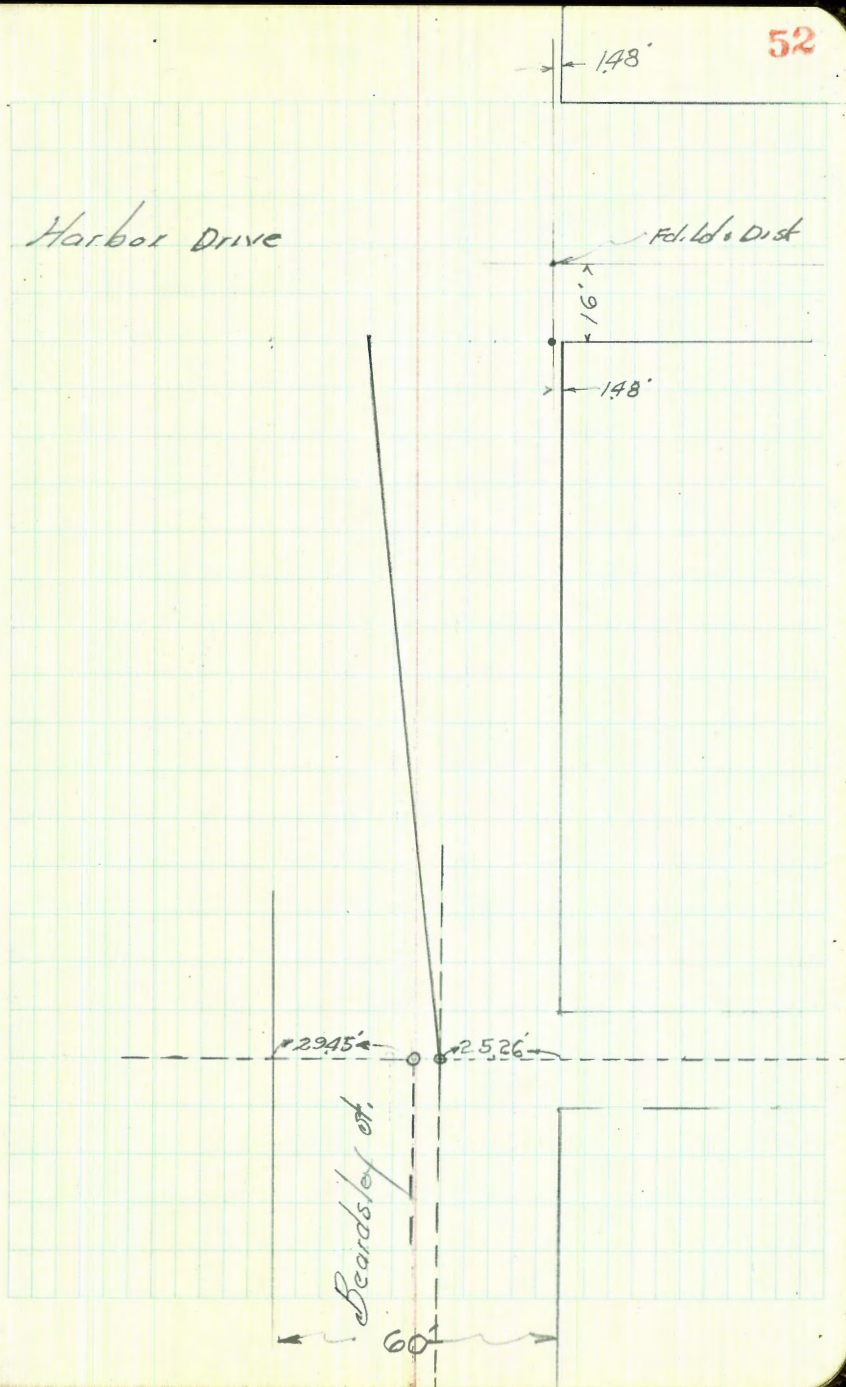


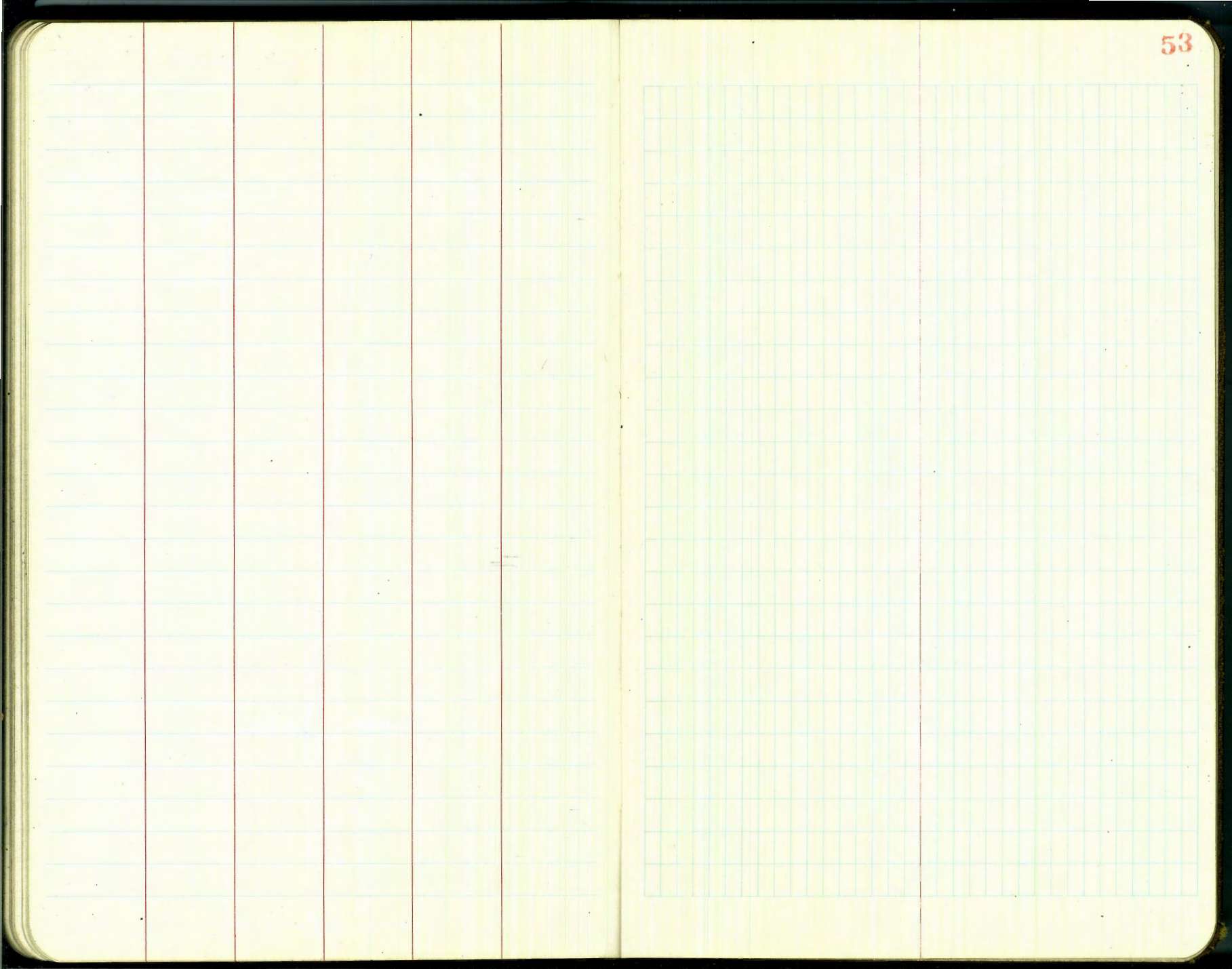
Crosby St.

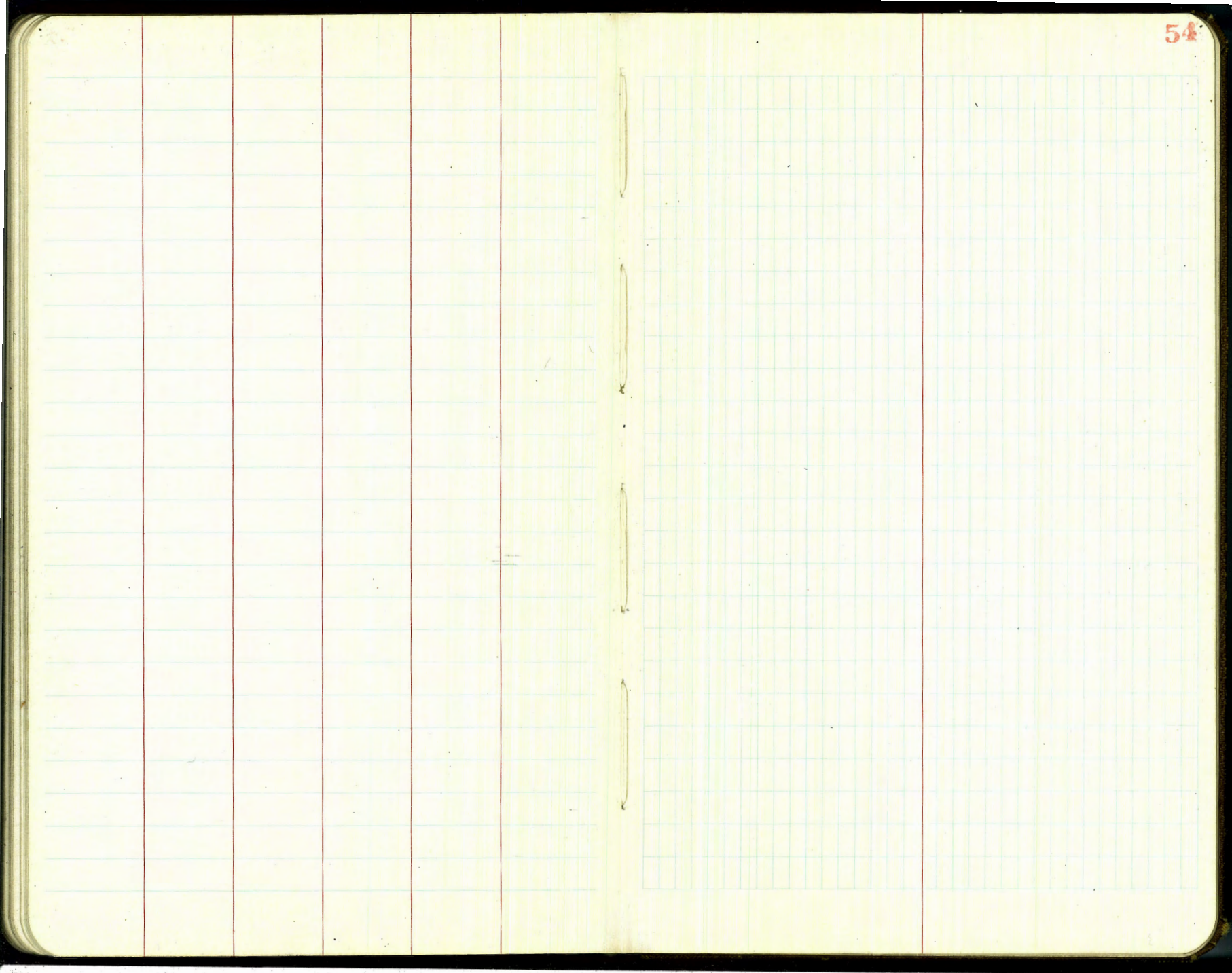
Harbor Drive
or Colton St.

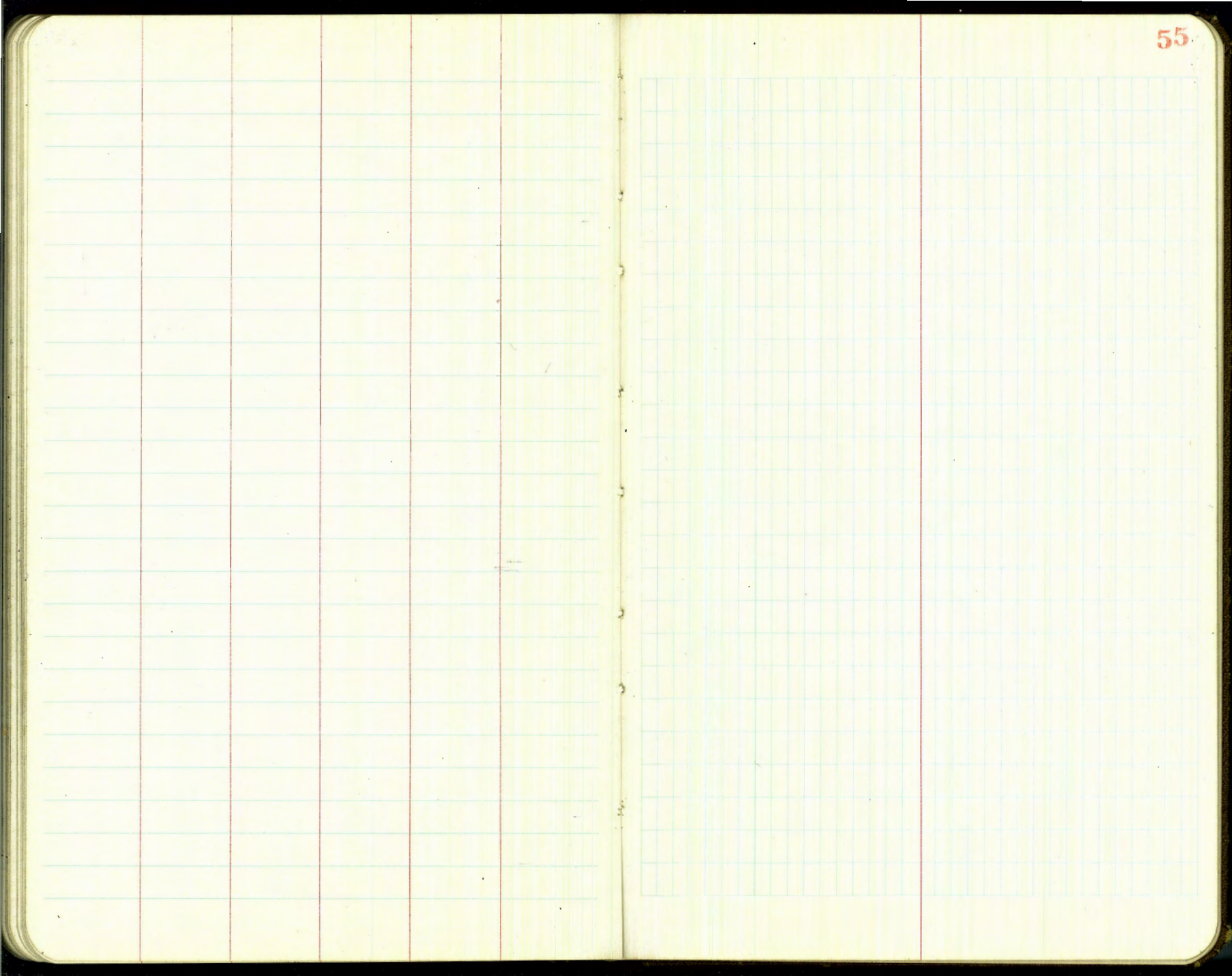
Simpson St.

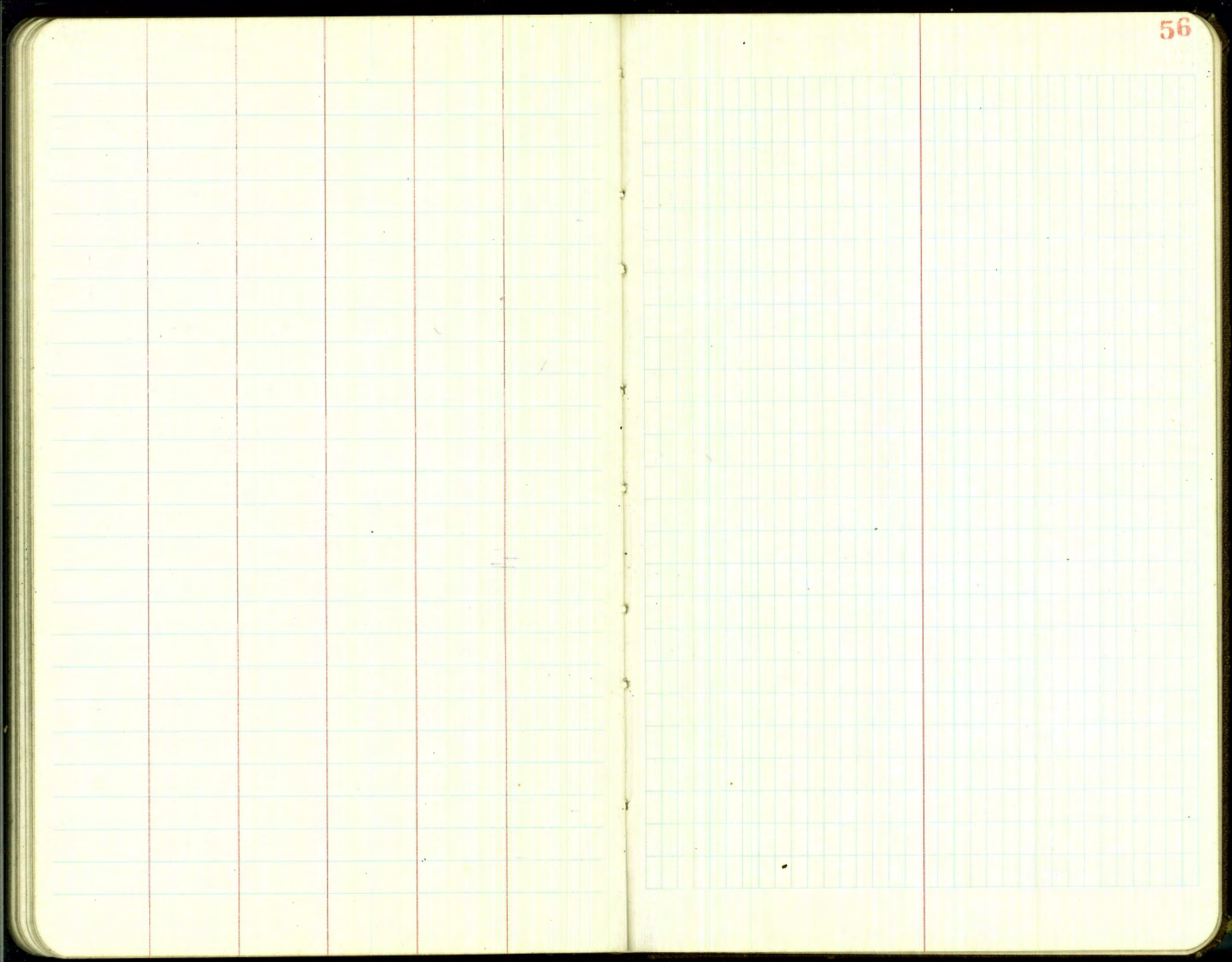
Harbor Drive











Walker
Hudson
Hazard
1-6-43

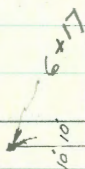
Location for Proposed Sewer
on Rigel St

Between Main and Dalbergia
and in Alley as per sketch

100

Dalbergia St.

30' x 30'



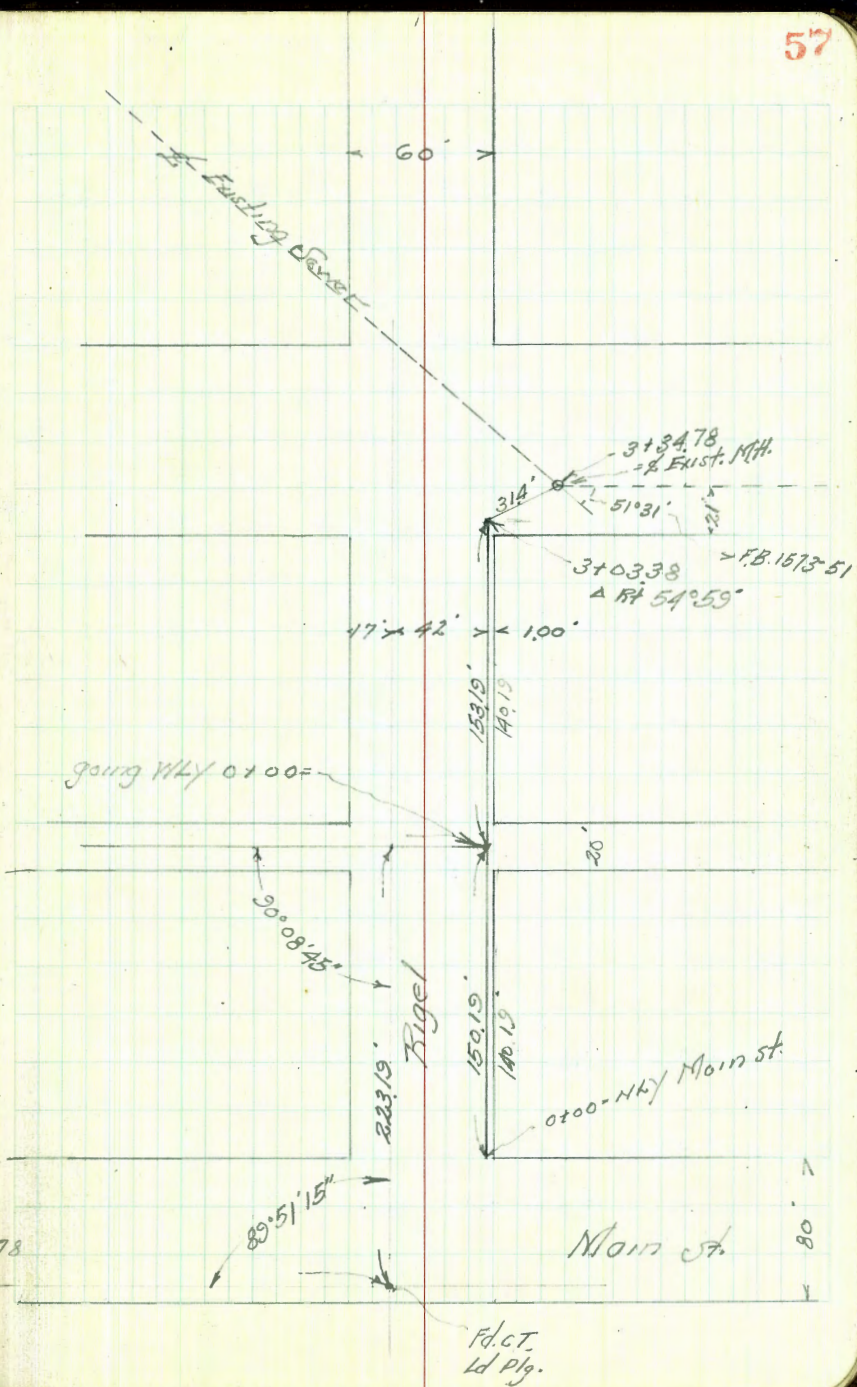
617

E. Pluto

75'

Fd. Ct.
Ld. Plg.

Meas. Copied from E.B. 1873-78
646.80



Walker
Hurdin
Hazard

Levels for Proposed Sewer
in Rigel St.
Between Main & Dalbergia

And in Alley Bet. " "
" West of Rigel St.

Location P-57

	0.78	39.64	38.86	S.W.B.P. Main + 3200
T.P.	0.18	27.29	12.53	27.11
T.P.	0.44	15.03	12.70	14.59
T.P.	5.26	10.87	2.92	5.61
chk = 11'6" bet Main		4.47	6.40	FB. 1573-38 7
			6.48	
			0.08 diff.	
		4.48		
C.T. South 7' line Main + 13' W. of E Rigel			6.39	
0+00 = N.E. Main on Walk		4.35	6.52	
+50		4.4	6.5	
1+00		4.5	6.4	
T.P.	4.49	10.67	4.69	6.18 on Pipe S.E. Cor Alley
+50.19 = P.O.T. of Alley on Gov. Stake		4.71	5.96	
2+00		3.8	6.9	
+50		4.7	6.0	
+90		5.3	5.4	
3+0.3.38 = A.R. 54° 59'		4.35	6.32	
+06		5.3	5.4	
3+34.78 = 2' M.H. on Piers		5.64	5.03	
" " " " Floor House		17.37	-6.70	

1067

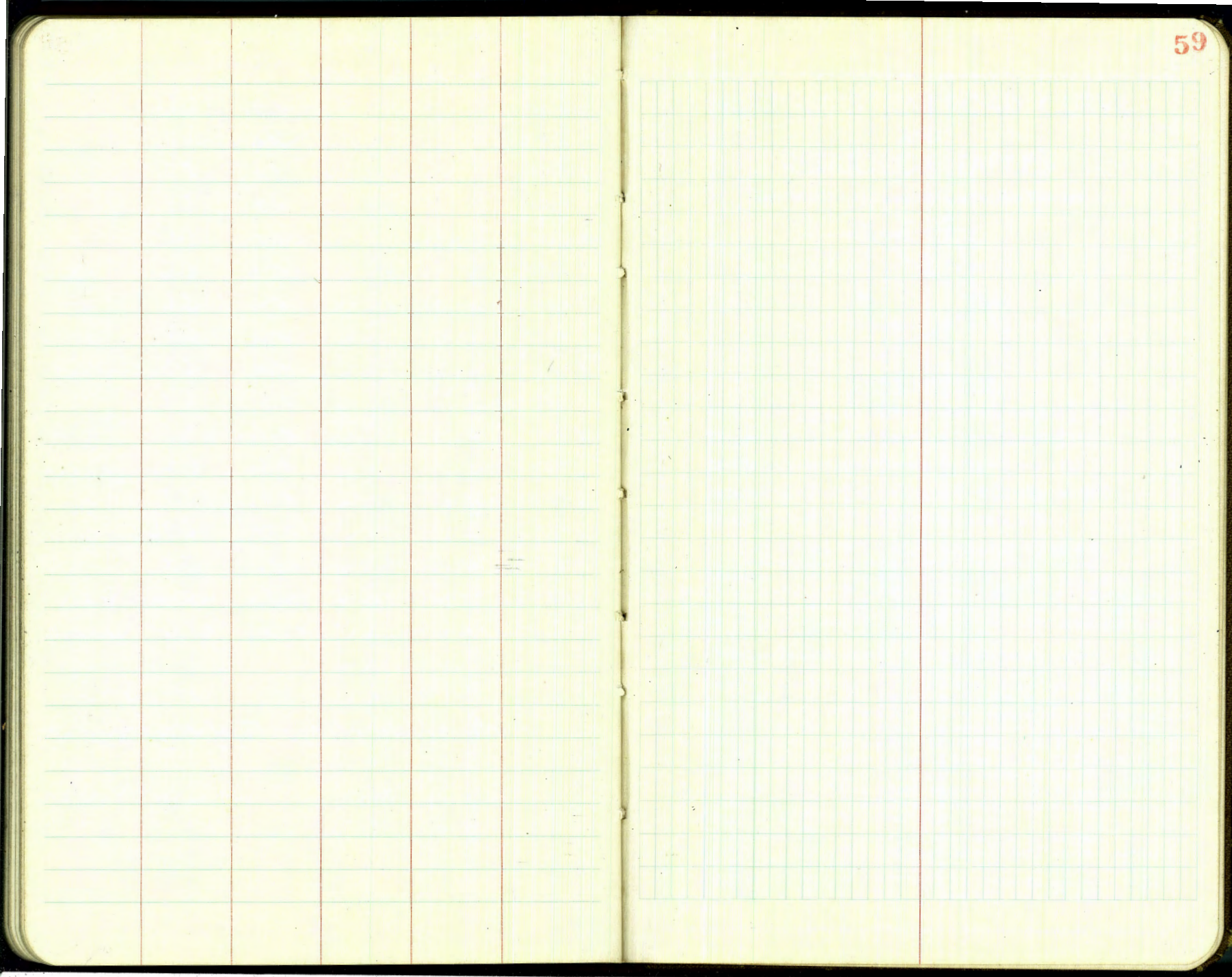
58

Levels for Alley.

0+00	4.71	5.96	
+50	4.6	6.1	
1+00	5.0	5.7	
+50	4.8	5.9	
2+00	5.2	5.5	
+50	5.2	5.5	
3+00	4.9	5.8	
+50	5.1	5.6	
4+00	5.4	5.3	
+50	4.6	6.1	
5+00	4.1	6.6	
+50	4.1	6.6	
6+00 in Hole	5.0	5.7	
+17	3.71	6.96	
+32 = Top Fill = Bank cholla creek	3.7	7.0	
+42 = Toe " = edge cholla creek	11.3	-0.6	
chk C.T. on 7' line Main	4.28	6.39	opp. Pipe

-37 of 77

Construction Notes Grid Book 205-75



1607

157
581
738

818
375
KX3

54
067
649

11 to 16 Inc.

Blk 2

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	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 41.9. 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 41.9 + (20 - 16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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