

1632

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 40 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

DEC 28 1904

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

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

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1632

CITY ENGINEER

47.2
23.6

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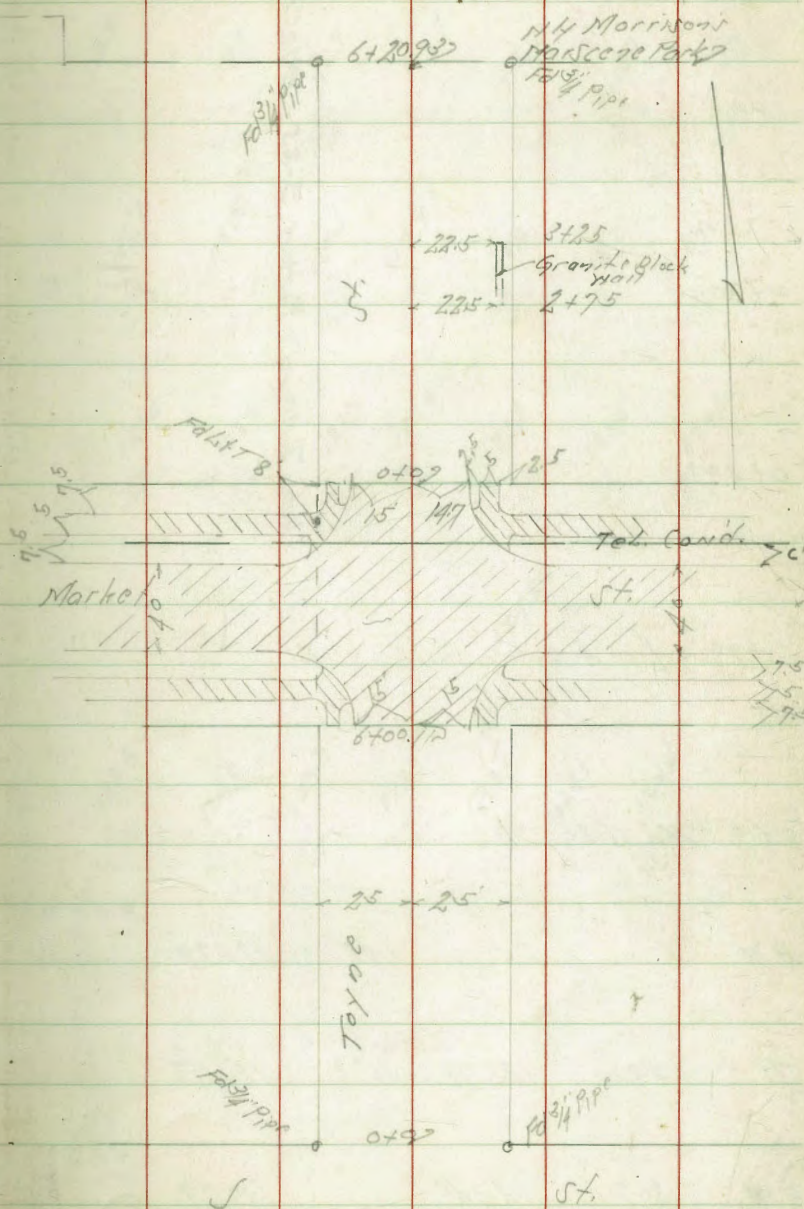
Made in U. S. A.

Cross Section Toyoast
 S St. to North Line Morrison's Marscene Park

Levels Next Page

March 24 42
 Sisson
 Northey
 W Moore

Indexed
 e.s.k.



170

0770

0740

0718: 3' Conc, Walk on Rt

070: N/S

BM

TP

BM

893

867

125.71

133.46

1.42

1168

12429

126.78

130.79

Notes Reduced & Plotted 3-25-1942 C.P.C.

NW Prop. P.P.C.

NFBP
Market 4
70795

DST

4

5

Rt-F

2

112.6
13.1
40

118.7
70
40

121.4
70
40

123.5
22
35

112.9
12.8
25

117.2
8.5
25

122.3
8.4
25

124.2
15
25

112.7
13.6
15

117.1
8.5
15

123.3
2.4
15

123.3
2.4
15

112.7
12.0
15

117.7
8.0
15

123.4
2.3
15

123.3
2.4
15

113.0
12.9
15

118.4
7.5
15

123.8
1.9
15

123.5
2.2
10

113.7
12.0
25

118.2
7.5
25

123.5
2.2
25

124.1
1.6
15

114.7
11.0
40

118.3
7.4
40

124.0
1.7
25

124.4
1.6
25

124.60

11.5 NW 3
8027014

125.71

Topo St

2175

2150

2125

210

1790

1735

17571

Lt

L

Rt

3

123.5	121.4	119.2	118.1	116.9	115.7	114.3	112.4	113.6
2.2 55	2.5 25	6.5 20	7.6 15	8.8	10.0 15	11.4 25	13.3 15	15.1 60

122.4	120.5	118.0	116.7	115.1	113.9	113.0	111.7	114.7
2.2 60	5.7 25	7.7 20	9.0 15	10.6	11.8 15	12.7 25	14.5 15	16.0 60

119.4	117.4	114.7	114.3	113.6	112.5	112.9	113.9	
6.5 40	8.5 25	11.0 20	11.4 15	12.1	13.2 15	12.8 25	11.8 40	

115.1	112.9	112.9	111.7	111.7	112.7	113.4	113.4	113.6
9.9 55	12.8 40	12.8 25	14.0 15	14.0 15	15.0 15	16.3 15	17.2 25	18.1 40

111.8	112.7	112.7	113.0	113.2	113.4	113.7		
13.0 20	13.0 25	13.0 15	13.7	14.5 15	15.3 25	16.0 40		

112.4	112.6	112.4	112.9	113.2	113.4	113.5		
13.0 40	13.1 25	13.3 15	13.8	14.5 15	15.3 25	16.2 40		

17571

4170

1323
8.5
25

1320
8.5
25

1319
8.5
25

1311
8.5
25

1298
8.5
25

1287
8.5
25

1284
8.5
25

4135

1330
8.8
25

1315
8.5
25

1311
8.5
25

1300
8.5
25

1289
8.5
25

1276
8.5
25

1263
8.5
25

410

1319
8.5
25

1300
8.5
25

1295
8.5
25

1280
8.5
25

1265
8.5
25

1247
8.5
25

1232
8.5
25

3770

1296
8.5
25

1271
8.7
25

1269
9.1
25

1253
9.5
25

1241
11.7
25

1216
14.2
25

1198
16.0
25

3735

1259
9.9
25

1241
11.7
25

1233
12.5
25

1218
14.0
25

1201
15.7
25

1182
17.6
25

1168
19.0
25

TP

11.42

135.81

1.32

124.39

135.81

370

1233
8.5
25

1205
5.2
20

1200
5.7
15

1188
6.9
15

1171
8.6
15

1159
9.8
25

1148
10.9
25

125.71

125.71

Toynost

TP 9.94 140.72 5.03 130.78

6+2011 = 5 cb line Market

6+14.25 = opp 2 cb Returns

6+0011 = 5 L Market St.

5470

5425

5401 203 lit of 2 = 11 by Power Pole

540

135.81

N.E.B.P
Markets
Toynost

5

4

3

RT

131.19 4.62 2.35 = CB	130.68 5.13 3.35 = 94hr	130.40 5.41 1.3	130.20 5.61	129.97 5.81 1.5	129.68 6.13 3.35 = 94hr	130.24 5.57 3.35 = CB
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131.12 4.69 2.09 = CB	130.51 5.30 2.09 = 94hr	129.91 5.90 2.09 = 94hr	130.46 5.35 2.09 = CB
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131.3 4.5 2.5	130.99 4.82 1.5 = CB	130.41 5.40 1.5 = 94hr	130.43 5.38	129.93 5.88 1.5 = 94hr	130.59 5.92 1.5 = CB	130.6 5.4 2.5
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131.7 4.1 2.5	131.3 4.5 1.5	131.1 4.7	131.3 4.5 1.5	131.3 4.5 1.5	131.3 4.5 1.5	131.3 4.5 1.5
---------------------	---------------------	--------------	---------------------	---------------------	---------------------	---------------------

132.6 5.2 2.5	131.8 4.0 2.0	131.8 4.0 1.5	131.3 4.5	130.9 4.9 1.5	130.7 5.1 2.5	130.7 5.0
---------------------	---------------------	---------------------	--------------	---------------------	---------------------	--------------

132.1 5.7 1.5	131.2 4.6 1.5	130.4 5.4	129.8 6.0 1.5	130.0 5.8 2.5	130.8 5.8 2.5
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135.81

1401 16.5 Lt of 2 = 11/2 Tol. Polk ✓

140

0450

0405

040 = 1/6 Market

0-14-14 opp 2 Cb Returns

0-20 = HCB Line Market

140.72

47

48

49

1352

5.5
2.5

1354

5.3
2.5

1355

5.2
1.5

1358

5.4
1.0

1351

5.6
1.0

1351

5.6
1.5

1360

4.7
2.5

1335

7.2
3.5

1336

7.1
2.5

1337

7.0
1.5

1332

7.5
1.5

1331

7.5
1.2

1342

6.5
1.5

1342

6.5
2.5

1318

8.9
2.5

1318

8.9
1.5

1310

9.7
1.0

1310

9.7
1.0

1310

9.7
1.6

1322

9.5
1.5

1333

7.4
2.5

1317

9.0
2.5

131.43

9.29
1.5-cb

130.78

9.94
1.5-Gutter

130.89

9.83

130.69

10.33
1.47-Gutter

131.16

9.56
1.47-cb

131.8

8.9
2.5

131.28

9.44
2.09-cb

130.75

9.97
2.09-Gutter

130.39

10.33
2.09-Gutter

130.92

9.80
2.09-cb

131.37

9.35
3.5-cb

130.86

9.81
3.5-Gutter

130.67

10.05
1.5

130.58

10.14

130.32

10.31
1.5

130.21

10.51
3.5-Gutter

130.81

9.91
3.5-cb

140.72

Toynost

3+50

TP 5.89 142.70 391 136.81

3+0

2+81 = 2 3 Granite Steps on PI ✓

2+50

2+0

1+50

140.72

L

L

PI

7

134.1

134.6

134.9

135.9

135.9

136.5

136.7

137.3

~~8.6~~
2.5

~~8.6~~
2.5

~~7.8~~
2.5

~~1.0~~
2.5

6.8
1.5

6.2
1.5

6.0
2.0

5.4
2.5

142.70

136.5

136.9

137.7

138.5

137.9

138.3

138.8 ✓

139.04 ✓

139.2

~~2.2~~
2.5

~~5.2~~
2.5

~~5.0~~
2.5

~~2.2~~
2.5

2.8
1.5

2.4
1.5

1.9
2.5

2.5
2.5

2.5
2.5

1.8
2.5

1.5
2.5

139.1 ✓

140.12 ✓

136.7

137.1

137.7

138.8

138.5

139.1

138.9

~~1.0~~
2.5

~~5.6~~
2.5

~~5.0~~
1.5

1.9
1.0

2.2

1.6
1.5

1.8
2.5

137.7

138.1

138.5

138.8

138.2

138.5

139.3

~~3.0~~
2.5

~~2.4~~
2.5

~~2.4~~
1.5

1.9
1.0

2.6

2.2
1.5

1.4
2.5

136.4

136.8

137.8

137.3

137.3

137.7

137.7

~~1.0~~
2.5

~~2.0~~
2.5

~~2.0~~
1.5

~~2.4~~
1.0

2.4

2.0
1.5

2.0
2.5

140.72

6+0

5+75

242 1/2 of 1/2 - My Picket Fence

5+50

5+25

245 1/2 of 1/2 - My Picket Fence

5+0

4+50

4+0

142.70

2+

1+

Rt.

8

1381
46
5

1385
41
25

1382
45
15

1384
40
10

1384
40
15

1388
40
25

1358
59
36

1370
57
25

1359
58
18

1380
47

1383
41
15

1380
47
25

1353
64
36

1365
67
25

1365
62
15

1358
59

1370
57
25

1374
55
25

1352
75
35

1355
72
25

1357
70
15

1360
67

1363
64
15

1366
61
25

1369
58
25

1347
80
35

1357
70
25

1362
65
15

1360
67

1364
66
15

1367
60
25

1373
54
25

1342
85
35

1343
84
25

1344
80
15

1355
72
5

1355
72

1360
57
15

1363
64
25

142.70

St. Z Pt

BM 10.02 130.79
HERP
Mockett
Toby
130.79

TP 0.41 140.81 2.30 140.40

6+2093: N.L. Morrison Marquette Park

142.70

1380
47
100
1395
22
100
1393
21
25
1395
22
15
1393
21
15
1394
22
15
1395
22
25
14270

B St

1770	—	3.3	—
1750	—	1.6'	3.4'
1740	—	1.5'	—
1720	—	3.1	—
1700	—	3.2'	3.1

0750	—	3.7'	3.2'
		3.8'	3.5'

12

State

576

574

2.8'

E

12

Block

1750

4.3

3.7

1758
C6 Fnd

1700

4.2

3.8

26 x 26

0750

4.3

3.8

4.3

0702

3.8

16

U21075

10

4.3

2102

3.3

1750

4.2

4.2

Core Platform

Bekins

11

1612/161

Kettner

148

SDI/RR Track

178' climb

Elect Tracks

2107

1791.5

1759

1700

3.4'

3.0'

175

3.3

4.7'

0750

3.3

4.8'

3.3'

0702

5.1'

12

India

57

12

3.2'

2107

3.6

1750

3.8

4.2

1700

3.8

4.2

0750

3.8

4.2

3.7'

0702

4.7'

12

Columbia

57

12

3.5'

2102

3.9'

L Returns

TP 358 45.10 807 91.52

2+0 = FL 2nd St

1+50

1+0

0+50

0+0 = #4 3rd St

49.59

Lt.

L

Rt

41.36

40.90

41.85

41.88

3.74
28.9-cb

1.80
28.9-cb

3.25
28.9-cb

3.22
28.9-cb

45.10

2

41.44

40.99

41.45

41.74

41.67

41.56

41.33

41.89

8.15
26-cb

8.66
26-9ul

8.14
1/3

7.85

7.92
1/3-HR

8.03
1/3

8.26
2/6

7.70
2/6

41.67

42.22

42.37

42.34

42.25

41.87

42.39

7.92
26-9ul
D.H.H.

7.37
1/3

7.22

7.25
1/3-HR

7.34
1/3

7.72
26-9ul

7.90
26-cb

42.89

42.38

42.90

43.04

43.06

42.97

42.49

43.10

6.70
26-cb

7.21
26-9ul

6.69
1/3

6.55

6.53
1/3-HR

6.62
1/3

7.10
26-9ul

6.49
26-cb

43.68

43.11

43.64

43.78

43.82

43.64

43.17

43.76

5.91
26-cb

6.48
26-9ul

5.95
1/3

5.80

5.77
1/3-HR

5.95
1/3

6.44
26-9ul

5.83
26-cb

44.37

43.81

44.43

44.45

44.45

44.26

43.81

44.44

5.22
26-cb

5.78
26-9ul

5.16
1/3

5.14

5.11
1/3-HR

5.33
1/3

5.78
26-9ul

5.15
26-cb

49.59

2

B St

0450

070 = HL 2nd St

2 Returns

HL Cb line

2 2nd

FCB line 2nd St

4510

14

Lt

A

Rt

3970

540
26

3927

583
26

3995

515
26

4012

498

4010

500
26

4003

507
26

3971

539
26

4036

421
26

4043

467
26

3999

511
26

4050

466
26

4074

436

4067

443
26

4055

453
26

4020

490
26

4070

440
26

4040

470
26

4009

501
26

4097

417
26

4045

464
26

4002

508
26

4032

478
26

4076

434
26

4090

420

4086

424
26

4080

430
26

4084

426
26

4097

444
26

4099

411
26

4104

406
26

4113

497
26

4118

492

4123

497
26

4112

498
26

4129

498
26

4137

473
26

4139

471
26

4071

439
26

4100

410
26

4137

473
26

4155

453

4152

458
26

4149

361
26

4161

449
26

4183

427
26

4510

1st

FC 6/10/15

Retur

240 - FL 1st

1450

170

4510

	4.			RI	
37.29	37.50	37.68	37.89	37.96	38.10
7.81/40	7.60/26	7.45/35	7.21	7.14/13	7.00/26
37.38	37.73	37.15	37.75	38.09	38.20
7.77/40	8.39/40	7.95/26	7.38/13	7.01	6.90/13
	37.38	36.96			38.57
	7.75/28	8.14/28.50			6.53/28.9
37.32	36.99	37.72	38.22	38.29	37.88
7.78/28	8.11/26	7.38/13	6.88	6.81/13	7.22/26
38.20	37.76	38.50	38.72	38.75	38.73
6.90/26	7.34/26	6.60/13	6.38	6.34/7	6.37/13
38.99	38.52	39.26	39.50	39.44	39.37
6.11/26	6.58/26	5.81/13	6.10	5.86/7	5.75/13
			4510		
					38.97
					39.69

Box

1750

170

0750

TP

070 - W.L. 1st

2 Returns

McCabe 1st

4510

5th 2100
B+1st

Lt.

Lt.

Rt.

16

35.85

516
26

35.41

510
26

36.21

520
13

36.41

520

36.33

518
13

35.99

512
26

36.78

470
26

36.17

524
26

35.76

525
26

36.51

500
13

36.75

476

36.67

481
13

36.23

528
26

37.02

419
26

36.60

491
26

36.11

546
26

36.81

470
13

37.05

446

36.94

457
13

36.58

495
26

37.35

416
26

36.95

815
26-C6

36.57

853
26-604

37.04

806
13

37.51

759

37.44

761
13

37.00

810
26-604

37.66

744
26-C6

37.02

808
289

36.45

865
289-604

37.56

751
289-604

36.96

817
26-C6

36.40

870
26

36.69

841
26

37.24

786
26

37.42

768
13

37.63

747

37.60

750
13

37.61

749
26

37.69

741
26-C6

4510

Lt. Lt. Rt.

↳ Returns

HCB Line Front

↳ Frost

FCB Line Front

↳ Returns

↳ Fb Frost

41.57

		35.50	34.97		36.43	36.60		
		6.01 28.9-Cb	6.54 28.9-Gul		5.08 28.9-Gul	4.91 28.9-Cb		
	35.51	34.84	35.26	35.84	36.04	36.12	36.14	36.42
	6.00 40-Cb	6.67 40-Gul	6.25 26	5.67 15	5.47	5.39 13	5.37 20	5.07 26
								5.23 33 40-Gul
								36.54 197 40-Cb
		35.49	35.73	35.84	35.96	36.09	36.44	36.53
		6.02 40	5.78 26	5.67 15	5.55	5.45 15	5.07 26	4.98 40
	35.53	34.89	35.19	35.60	35.80	36.02	36.10	36.33
	5.98 40-Cb	6.67 40-Gul	6.32 26	5.91 28	5.71 15	5.49	5.41 15	5.18 26
								5.21 33 40
								5.55 40 40
								35.96 35.53
		35.50	34.94			36.39	36.49	
		6.01 28.9	6.54 28.9			5.08 28.9-Gul	4.91 28.9-Cb	
	35.51	35.01	35.81	36.05	36.03	35.67	36.51	
	6.00 26-Cb	6.50 26-Gul	5.76 15	5.46	5.48 13	5.07 26	5.00 26-Cb	

41.87

B.H.

240 = FL Un 107

1465

1480

140

TP 4.58 40.12 597 3554 SWB.P. 34 Front 3550

0450

040 = 1/2 Front

41.51

L.

S.

R.

18

34.98	34.87	35.27	35.52	35.63	35.54	35.21	35.91
5.19 26	5.17 26	4.92 26	4.60 26	4.49	4.50 26	4.49 26	4.21 26

					35.23	35.63	
					4.89 26	4.49 26	

35.12	34.54	35.18	35.37	35.71	35.77	35.62	35.22	35.73
5.00 26	5.58 26	4.94 26	4.28 26	4.41	4.38 26	4.50 26	4.90 26	4.89 26

35.18	34.68	35.34	35.44	35.84	35.94	35.74	35.40	36.21
4.94 26	5.11 26	4.78 26	4.68 26	4.28	4.18 26	4.38 26	4.77 26	4.89 26

35.30	34.85	35.69	35.96	35.89	35.55	36.39	
6.5 26	5.66 26	5.82 26	5.55	5.62 26	5.9 26	5.11 26	

35.52	35.04	35.87	36.09	36.04	35.69	35.68	36.45
5.97 26	6.47 26	5.11 26	5.42	5.41 26	5.82 26	5.82 26	5.06 26

41.51

B.M

5.16

34.96

SNBP
34.96
34.93

0+0 = M.L. U2107

Return 21

M.C. Line U2107

U2107

ECB Line U2107

Return 21

40.12

Lt

Z

Rt

19

34.96

34.38

35.21

35.48

35.41

35.21

35.93

5.16
26-Cb

5.14
26-Gul

4.91
13

4.64

4.71
13

4.91
26

4.19
26-Cb

34.95

34.35

35.88

35.92

5.17
30.7-Cb

5.16
30.7-Gul

4.44
30.7-Gul

4.40
30.4-Cb

34.96

34.22

34.57

35.26

35.32

35.56

35.54

35.54

35.79

35.81

35.31

5.16
40-Cb

5.16
40-Gul

5.55
26

4.86
13

4.80
13

4.56

4.58
13

4.58
19

4.33
26

4.31
32

4.80
40-Gul

34.96

35.20

35.43

35.57

35.60

35.85

35.95

5.16
40

4.97
26

4.69
13

4.55

4.52
13

4.27
26

4.17
40

34.95

34.19

34.70

35.15

35.32

35.63

35.71

35.57

35.78

35.80

35.40

5.17
40-Cb

5.17
40-Gul

5.42
26

4.96
13

4.80
13

4.49

4.57
13

4.54
26

4.34
26

4.32
31

4.77
40-Gul

34.96

35.32

35.85

35.95

5.16
30.7-Cb

5.30
30.7-Gul

4.27
30.7-Gul

4.17
30.4-Cb

40.12

85%

TP 1.74 30.98 10.88 29.24

270 - F.L. State

17762

17745

1750

170

0x50

40.12

67

2

77

20

28.48

27.86

28.97

29.44

29.37

29.19

29.80

11.64
26

12.26
26

11.5
13

10.68

10.75
13

10.93
26

10.34
26

29.83

30.35

10.29
26-5ul

9.77
26-cl

29.91

30.65

10.21
26-5ul

9.77
26-cl

30.08

29.46

30.56

30.96

30.85

30.84

30.47

30.37

31.16

10.04
26

10.66
26

9.56
13

9.16

9.77
8

9.28
13

9.65
19

9.25
26

8.96
26

31.65

31.09

32.06

32.51

32.37

32.09

32.89

8.47
26

9.02
26

8.06
13

7.61

7.75
13

8.02
26

7.22
26

33.34

32.71

33.70

34.06

33.92

33.65

34.47

6.78
26-cl

7.41
26-4ul

6.42
13

6.06

6.70
13

6.47
26-4ul

5.65
26

40.12

B.M.

4.49 26.49

5 WBP
B + State
26.46

z Returns

MCB Line State

10 H of z

z State

ECB Line State

z Returns

3098

26.48

27.97

27.89

27.94

4.50
299
305-66

5.01
299

5.02
303
305-66

5.04
303

26.48

25.94

26.38

27.16

27.34

27.71

27.86

27.75

27.78

27.98

27.55

460
40-66

5.04
40-66

4.60
26

3.82
17

3.64
13

3.57

3.68
6

3.23
13

3.20
21

3.00
26

3.43
40-66

28.02

2.96
40-66

2.96
40-66

27.35

27.67

27.93

28.21

5.60
40

5.32
26

5.05
13

2.77

27.70

28.02

28.31

28.54

28.54

28.64

28.91

29.21

5.28
40

2.96
26

2.67
13

2.44

2.44

2.34
13

2.07
26

1.77
40

28.39

27.53

27.91

28.45

28.67

29.07

29.20

29.18

29.21

29.14

29.94

2.59
40-66

3.45
40-66

3.07
26

3.53
17

2.31
13

1.91

1.78
6

1.80
13

1.77
26

1.81
40-66

1.04
40-66

28.36

27.68

29.20

29.85

4.60
305-66

3.30
305-66

1.78
295-66

1.13
295-66

3098

857

2 Returns

270 - FL. Columbia

1750

170

0750

070 - N.H. State

3098

4

8

PI

22

22.39

21.81

22.31

22.36

8.59
299
26-61

9.17
299
26-61

8.67
301
26-61

8.61
301
26-61

22.39

21.75

22.36

22.43

22.34

21.99

21.76

22.41

8.59
26

9.23
26

8.62
13

8.55

8.64
13

8.99
13

9.27
26-61

8.57
26

23.50

22.87

23.43

23.55

23.64

23.74

23.60

23.35

23.06

23.64

7.88
26

8.11
26

7.57
19

7.66
13

7.31
8

7.24

7.88
13

7.63
22

7.92
26

7.34
26

24.42

23.86

24.71

24.86

24.81

24.40

25.11

6.56
26

7.14
26

6.27
13

6.12

6.17
13

6.58
26

5.87
26

25.40

24.82

25.83

25.13

26.06

25.79

26.61

5.59
26

6.16
26

5.15
13

4.85

4.92
13

5.19
26

4.37

26.46

25.84

27.02

27.35

27.44

27.34

27.22

27.99

4.52
26-61

5.14
26-61

3.96
13

3.63

3.54
8

3.64
13

3.76
26-61

2.99
26-61

3098

LH A PI

0+30

20.08	19.45	20.00	20.04	20.03	19.37	20.11
10.90 26	11.53 26	10.98 13.8	10.94	10.95 13.5	11.41 26	10.87 26

0+0 = W.L. Columbia

20.91	20.35	20.83	20.92	20.80	20.31	20.85
10.07 25-26	10.63 25-50	10.09 13	10.86	10.18 13	10.67 26	10.13 26-25

B 11

10.12 20.86

S.W.B.P.
B + Columbia
20.93

20.85	20.42	20.68	20.82
10.13 29.9	10.56 29.9	10.36 29.4	10.16 29.4

A Returns

W.C.B. Line Columbia

20.82	20.44	20.65	21.16	21.14	21.05	20.89	20.53	20.95
10.16 40-43	10.54 40-54	10.33 26	9.82 13	9.84	9.93 13	10.09 26	10.45 40	10.03 40-43

L Columbia

21.68	21.69	21.68	21.64	21.59	21.71	21.69
9.30 40	9.27 26	9.30 13	9.34	9.39 13	9.27 26	9.29 40

F. Collier Columbia

22.38	21.71	21.90	22.18	22.18	22.21	22.41	22.45	22.20	21.63
8.66 40-43	9.27 40-54	9.08 26	8.80 13	8.80	8.77 13	8.57 26	8.53 27	8.78 35	9.05 40-54

3098

3098

22.23
8.75
40-43

85%

India

ECB Line

Return

240 = FL India

1750

TP 2.57 21.07 12.48 18.50

170

3098

24

4

2

PT

16.83

16.95

16.95

16.82

16.78

16.82

16.91

16.89

4.24
10

4.12
26

4.12
13

4.25

4.29
10

4.25
13

4.16
26

4.18
10

17.42

16.61

16.92

17.24

17.21

17.19

17.22

17.14

16.67

17.40

3.65
40-cl

4.16
40-gut

4.15
26

3.83
13

3.80

3.88
13

3.85
26

3.93
26

4.40
40-gut

3.67
40-cl

17.47

16.73

17.21

17.40

3.66
29.8-cl

4.31
29.8-gut

3.86
30.3-gut

3.67
30.3-cl

17.43

16.80

17.02

17.34

17.40

17.30

16.72

17.39

3.64
26

4.27
26

4.05
22

3.73
13

3.67

3.77
13

4.25
26

3.68
26

18.32

17.65

17.92

18.19

18.16

18.21

18.17

17.99

17.53

18.27

2.74
26

3.44
26

3.13
22

2.88
13

2.91

2.86

2.90
13

3.08
19

2.54
26

2.80
26

21.07

19.08

18.51

19.07

19.14

19.02

19.03

18.71

18.45

19.14

11.90
26-cl

12.47
26-gut

11.91
20

11.87
13

11.96

11.95
13

12.27
22

12.53
26

11.94
26-cl

30.98

1+455 = Grafting on Lt.

TP 5.49 19.34 7.22 13.85

1+0

0+50

0+0 = H.L. India

BM

4.70 16.37

3418 P.
B + India
1638

Return

H.C. Line 1101

21.07

	Lt	Z	Pt	
	13.57	12.87	13.56	13.64
	5.82 26-cb	6.17 26-Gothr	5.78 16-5/4 Per	5.70 13
			5.80	5.90 13
			6.10 26	5.75 26
				19.34
	14.45	13.78	14.24	14.34
	6.62 26	7.79 26	6.83 20	6.74 13
			6.51	6.54 13
			7.02 26	6.64 26
	15.43	14.79	15.06	15.39
	5.64 26	6.28 26	6.01 22	5.88 13
			5.60	5.80 16
			5.76 13	5.88 22
			6.08 26-Gothr	6.08 26-Gothr
	16.37	15.81	16.43	16.40
	4.70 26-cb	5.26 26-Gothr	4.64 13	4.67
			4.76 13	4.90 22
			5.12 26-Gothr	4.69 26-cb
	16.39	15.95	16.16	16.46
	4.68 29-cb	5.15 29-Gol	4.91 29-Gol	4.61 29-cb
	16.31	15.93	16.16	16.57
	4.76 26-cb	5.14 26-Gothr	4.91 26	4.58 13
			4.46	4.60 13
			4.66 26	5.43 26-cb
			5.38 26-Gothr	4.63 26
			5.69 26-Gothr	4.70 26
			15.64	15.69
			16.47	16.41
			16.61	16.61
			21.07	21.07

>Returns

270 = EL Ketter

14915 = Cross Track

1483 = Opp Grating

1470

1459

1934

12.41	11.98	11.85	12.33			
6.93 30-cl	7.36 30-bul	7.48 30-bul	7.01 30-cl			
12.42	11.92	12.29	12.37	12.36	12.17	12.32
6.97 26-cl	7.47 26-bul	7.05 13	6.97	6.98 13	7.17 26-bul	7.02 26-cl
12.49	12.51	12.67	12.76	12.72		
6.85 26-cl/bul	6.83 13	6.67	6.58 13	6.62 26-cl/bul		
12.76	12.16	12.67	12.71	12.69	12.39	12.74
6.58 26	7.18 26-bul	6.67 13	6.63	6.65 13	6.95 26-bul	6.68 26-cl
13.02	12.34	12.99	13.03	12.95	12.94	12.72
6.39 26-cl	7.90 26-bul	6.35 13	6.31	6.39 8	6.40 13	6.32 26-bul
13.28	13.41	13.09	13.20	13.24		
6.04 26-cl	5.93 26-bul	6.25 17	6.14 13	6.10		

1934

WCB Line Kettner

11.44	11.59	11.27	11.14	11.04	10.74	10.29	11.28
7.90 40	7.95 26	8.07 13	8.20	8.30 13	8.60 26	9.05 40 54 8.15	8.06 40

L Kettner

12.01	11.75	11.76	11.82	11.73	11.71	11.74
7.33 40	7.59 26	7.58 13	7.52	7.61 13	7.63 26	7.60 40

17.4 W of C6 on H = L SDE/cc Tract
14.8 W of C6 on S

11.95	11.96	11.95	11.95	11.90	11.89	11.84
7.39 40	7.38 26	7.39 13	7.39	7.41 13	7.45 26	7.50 40

FCB Line Kettner

12.42	11.99	11.97	12.00	12.01	12.04	11.99	11.79	12.45
6.92 40	7.35 40 Kettner	7.37 26	7.34 13	7.33	7.30 13	7.35 26	7.55 40 Washlight	6.89 40

1934

1934

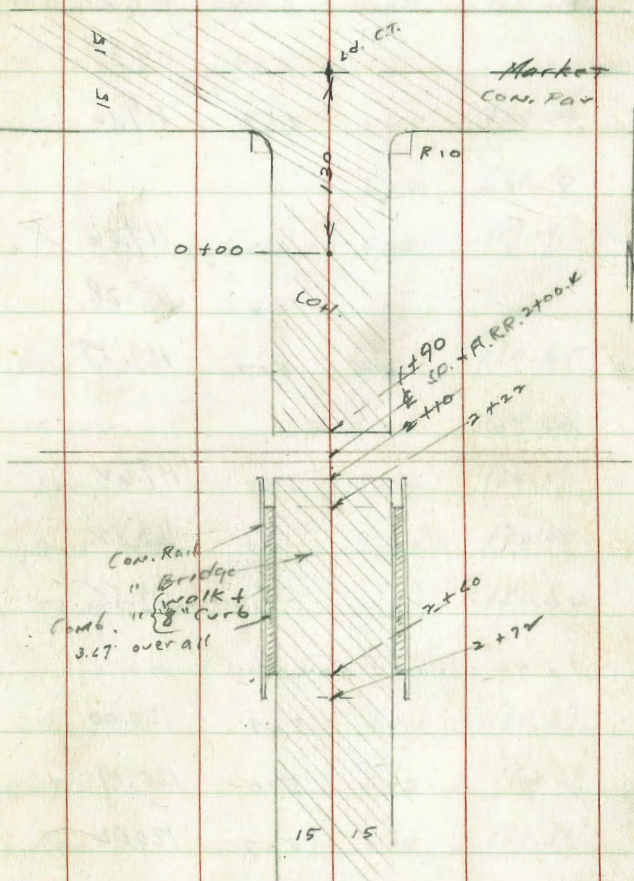
Levels on Pav. & Bridge (Concrete)
of 54th So. of Market

SWLRP on Curb	H. 24	125.29	121.05	on Bridge 54th So. of Market See Late ENCANTO Server Book. Bill Bliss NOTES
	0 + 00			
E	Pav	2.51	122.78	1618.40
C	"	2.36	122.93	
W	"	2.57	122.72	
	0 + 20			
W		4.01	121.28	
C		3.79	121.50	
E		3.93	121.36	
	0 + 40			
E		5.03	120.26	
C		4.88	120.41	
W		5.08	120.21	
	0 + 60			
W		5.78	119.51	
C		5.58	119.71	
E		5.74	119.55	

Red. Plot 6/24/42 (W)

Indexed
S.S.K.

Moore
Walker
Reed
Hazard
28
6-20-44



125.29

	0 + 80		
E	Parv	6.07	119.22
C	"	5.92	119.35
W	"	6.19	119.10
	1 + 00		
W		6.23	119.06
C		6.01	119.28
E		6.12	119.17
	1 + 50		
E		5.67	119.62
C		5.47	119.82
W		5.74	119.55
	1 + 90 = end Cox. Pav.		
W		5.49	120.00
C		5.10	120.19
E		5.27	120.02
	2 + 00.4 E Tr		
E	- 200 Fly Top H. rail	2.53	122.76
E	- 100 " " "	4.04	121.25
E	" " "	5.32	119.97
E	+ 100 wly " "	6.33	118.96

125.29

29

E	+ 200 wly H. rail	7.39	117.90
	2 + 10		
E		5.25	120.04
C		5.19	120.10
W		5.38	119.91
	2 + 20		
W	TOP curb	4.24	120.65
W	gUT	5.26	120.03
C	Parv	5.10	120.19
E	gUT	5.29	120.00
E	TOP curb	4.67	120.62
	3 + 40.9		
E	cb	4.42	120.87
E	gUT	5.08	120.21
C	Parv	4.95	120.34
W	gUT	5.00	120.29
W	cb	4.37	120.92
	2 + 60		
W	cb	4.27	121.02
W	gUT	4.95	120.34

125.29

C	par	4.70	120.59
E	gut	4.88	120.41
E	cl	4.28	121.05
	2+70		
E	par	4.70	120.59
C	"	4.58	120.71
W	"	4.79	120.50
	3+00		
W		4.25	121.04
C		4.08	121.21
E		4.29	121.00
	3+40		
E		3.43	121.66
C		3.49	121.80
W		3.68	121.65
	3+60		
W		3.20	122.09
C		3.04	122.25
E		3.24	122.05

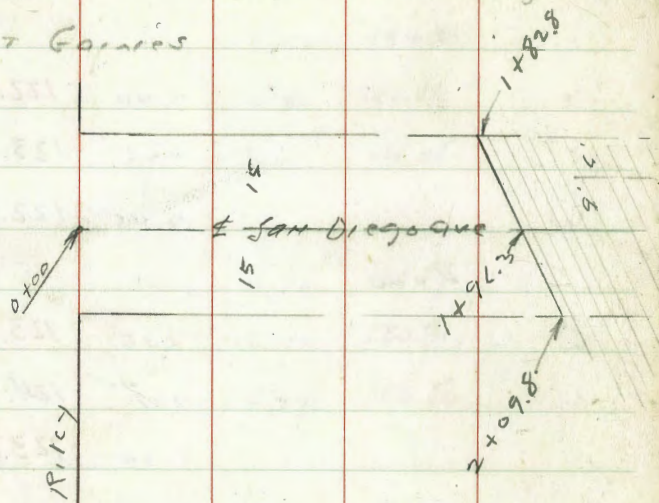
125.29

		3+80	
E		2.40	122.89
C		2.26	123.03
W		2.45	122.84
		4+00	
W		1.25	123.94
C		1.11	124.18
E		1.32	123.97

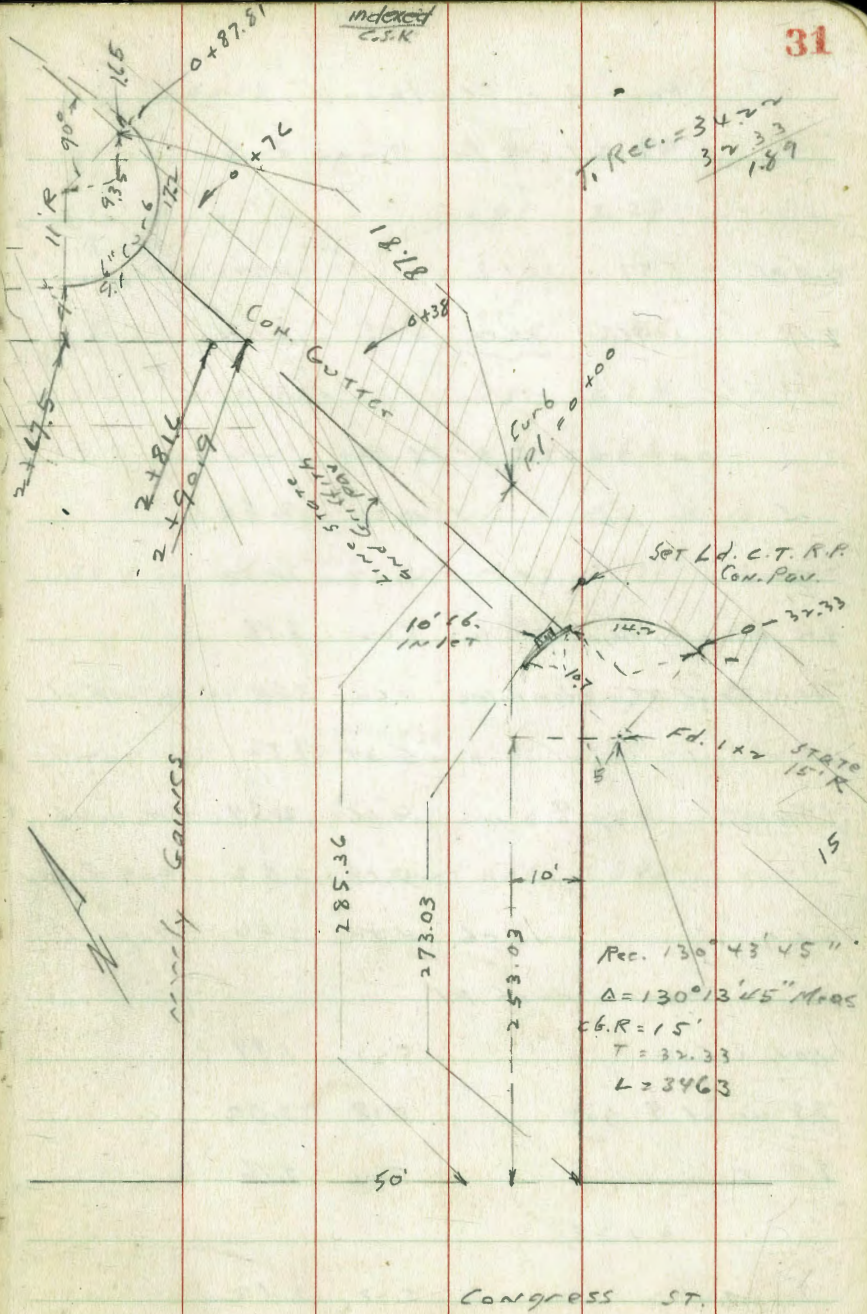
Red. & Plot. 6/24/42 (W)

Levds on Pacific & San Diego
at Gaines

Meas
8-4-42



indexed
C.S.R.



T. Rec. = 342.27
32.33
1.89

Set Ld. C.T. R.R.
Con. Pav.

Rec. $130^{\circ} 43' 45''$
 $\Delta = 130^{\circ} 13' 45''$ Meas
Cb. R = 15'
T = 32.33
L = 3463

Congress ST.

	Pav. & curb levels			
	Pacific, San Diego & Galinas			
				curb sety San Diego Taylor
B.M.B.D.	5.57	10.19	4.61	
T.P.	1.96	<u>7.20</u>	4.95	5.22
	00-32.33 = B.C. 16. Ret July Cor			
cl		4.54	2.66	
gUT		5.17	2.03	
8.7 out = fly edge	wide con. gut	5.02	2.18	
14.7 LT of B.C. = edge inlet		4.60	2.60	TOP cb
" " " " " "		5.34	1.86	gUT
19.5 " " " " " "	E "	4.66	2.54	TOP cb
" " " " " "	" "	5.18	1.52	gUT Grate
24.9 " " " " " "	end cb.	4.80	2.40	TOP cb.
	0+00 = curb P.I.			
Pav. E GUT		5.21	1.99	
8.8 W of E gut		5.18	2.02	
8.5 E " " " "		5.04	2.16	
	0+38			
E gUT		5.08	2.12	

					7.20			
					0+38			
9.1	W of E gut	4.91	2.29					
8.9	E " " " "	4.91	2.29					
					0+70			
E	gUT	4.74	2.46					
9.2	W of E gut	4.80	2.34					
9.5	E " " " "	4.57	2.63					
					0+87.81 = B.C. curvly Ret. R II			
1.65	E of curb line to South = B.C.	4.03	3.17					TOP cb
"	" " " " " "	4.64	2.56					gUT
17.7	W of B.C.	4.41	2.79					TOP cb
"	" " " " " "	4.80	2.34					gUT
24.3	W of B.C. = RETURN	4.66	2.54					TOP ^{end} curb
"	" " " " " "	4.80	2.34					gUT

Levels on San Diego 30' wide
Riley to Pacific

1 + 67 E dogan dirt floor

1 + 50

1 + 00

0 + 50

0 + 13 E dogan corr. floor

SEly Riley = 0 + 00

Top end
Curb 4.83 7.37 2.54 p. 37
NWly Cor
PAC. + S.D.

NEly = LT

\$

PT

33

$\frac{3.6}{3.80}$	$\frac{3.2}{4.2}$
21.8	21.8
Bot. slide door	dirt

$\frac{2.6}{4.8}$	$\frac{2.2}{5.2}$	$\frac{2.2}{5.2}$	$\frac{2.5}{4.9}$
15	9	15	15

$\frac{3.0}{4.4}$	$\frac{2.3}{5.1}$	$\frac{2.2}{5.2}$	$\frac{2.2}{5.2}$	$\frac{2.6}{4.8}$
15	8	15	9	15

$\frac{3.0}{3.8}$	$\frac{3.6}{3.8}$	$\frac{2.5}{4.9}$	$\frac{2.5}{4.9}$	$\frac{2.5}{4.9}$	$\frac{2.8}{4.4}$
15	11	6	19	9	15

$\frac{3.42}{3.95}$
20.4

$\frac{3.0}{4.4}$	$\frac{2.5}{4.9}$	$\frac{2.4}{5.0}$	$\frac{2.4}{5.0}$	$\frac{2.6}{4.8}$
15	9	50	7	15

7.37
7

2 + 90.9 int. of wly of Conc. gut.
and E San Diego

2 + 81.6 Sec at 90°

2 + 67.5

2 + 50

2 + 45 all on Pav now

2 + 09.8

1 + 90.3

1 + 87.8

7.37

LT
Sec. at 90°

	$\frac{238}{4.99}$	$\frac{R7}{3.31}$	$\frac{5.06}{15}$
--	--------------------	-------------------	-------------------

	$\frac{233}{5.04}$	$\frac{2.30}{5.07}$	$\frac{2.34}{5.03}$
	7.7		15

$\frac{262}{4.75}$	$\frac{254}{4.83}$	$\frac{234}{5.03}$	$\frac{236}{5.01}$	$\frac{2.41}{4.96}$
15	9	9		15
	66	90		
	TOP			

$\frac{264}{4.73}$	$\frac{2.39}{4.98}$	$\frac{2.49}{4.88}$
15		15

$\frac{285}{4.54}$	$\frac{2.47}{4.88}$	$\frac{2.50}{4.87}$
15		15

$\frac{3.00}{4.37}$	$\frac{2.55}{4.84}$	$\frac{2.61}{4.76}$
15		15
Pav	Pav	Pav

$\frac{2.98}{4.39}$	$\frac{2.64}{4.73}$	$\frac{2.2}{4.7}$
15		15
Pav	Pav	

$\frac{3.00}{4.37}$	$\frac{2.6}{4.8}$	$\frac{2.6}{4.8}$
15		15
Pav		

7.37

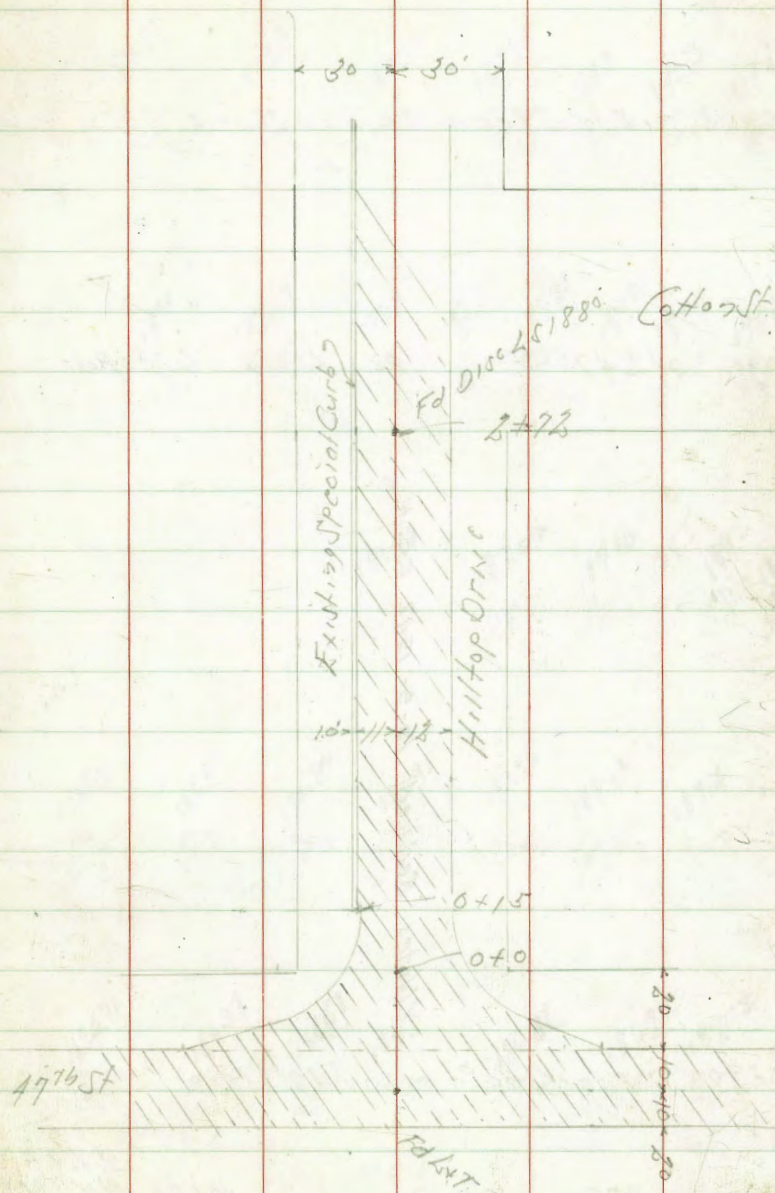
Cross Section Hilltop Drive
 47th St to Cotton St.
 Levels Next Page

Oct. 3 - 1942
 Sidson
 Hazard
 Hint



Indexed
 c. s. k.

35



0+15 = Fly Special Curve 2 South 4

0+0 = H L 4716 St 233 4 1/2 = 5/4 TC / pole

0-7'

0-9'

0-20 = H Edge Conc Pav on 4716 St

BM 878 195.59

186.81

2 1/4 H
Hilltop
4716 St

Notes Reduced 10-5-1942 C.B.H.

Lt = 5

S

Rt = 11

36

187.87

779
12 = 5/4 PC

187.84

775
12 = 5/4 PC

187.90

769

187.80

779
12 = 5/4 PC

189.7

59
16

190.3

50
30

191.4

47
10

187

8.5
30

187.07

8.57
12 = 5/4 PC

187.21

8.38

187.26

8.32
12

187.31

8.28
16 = 5/4 PC

189.2

6.4
18

189.9

5.7
30

190.4

5.2
10

186.97

8.62

187.02

8.57
12

187.13

8.46
25

189.5

6.1
25

189.2

6.4
30

188.6

7.0
10

185.3

9.3
30

186.43

9.16
12 = 5/4 PC

186.80

8.79
12

186.91

8.68

186.96

8.63
12

187.14

8.45
30 = 5/4 PC

187.4

9.2
10

185.71

9.88
15 = 5/4 PC

186.37

9.11
30

186.61

8.98
12

186.70

8.87

186.81

8.78
12

186.93

8.66
30

189.02

8.57
15 = 5/4 PC

195.59

1+25

1+0

0+75

0+50

0+20 = Brick Curb on Lt.

19559

Lt

Rt

Rt

19129

4.30
12

19097

4.55
11

19120

4.39
12

19094

4.65
12

192.1

5.5
14

192.8

5.8
30

193.1

5.5
20

19063

4.9
12

190.35

5.2
11

190.50

5.09
12

19027

5.0
12

1913

4.3
14

192.1

5.5
30

192.3

5.3
20

18994

5.65
12

18964

5.25
11

189.82

5.77
12

189.53

6.06
12

1906

5.0
14

1917

5.9
30

192.0

5.6
20

18926

6.33
12

18896

6.63
11

189.06

6.53
12

188.88

6.71
12 = 44 ft

191.1

4.5
17

190.8

4.8
30

191.0

4.6
20

18881

7.44
15 = 51' specia

18806

7.53
11 = 44' specia

19559

2+30

193.15

5.26

192.84

5.57

192.94

5.47

192.77

5.64

193.5

4.9

194.7

5.7

194.6

5.8

194.7

5.7

2+10

193.10

5.3

192.78

5.66

192.88

5.53

192.70

5.7

193.6

4.8

194.6

5.8

194.7

5.7

194.5

5.7

1+90

192.85

5.56

192.52

5.89

192.63

5.78

192.47

5.94

194.1

4.8

194.3

5.1

194.4

4.0

TP

540

198.41

2.58

193.01

198.41

1+70

192.43

3.1

192.12

3.47

192.31

3.28

192.12

3.47

193.3

3.3

194.3

1.3

194.3

3.8

194.2

4.0

1+50

191.94

3.6

191.63

3.96

191.83

3.76

191.65

3.94

192.5

3.1

193.5

2.1

193.6

2.0

193.9

4.0

195.59

195.59

2+72 - N.L. Cotton St 246 Rt of N.Y. Tel. Pole

2+50

198-41

19295

5.46
12

19269

5.77
11

19270

5.71

19260

5.81
12

1932

5.2
11

1941

4.3
23

1941

5.8
10

1943

4.0

19313

5.38
12-06

19283

5.88
11-60 Hr

19292

5.49

19272

5.67
11-11-81

1934

5.15

1942

4.4

1943

5.0

1948

3.0

198-41

Cross Section Alley Block 98 San Diego

Land Town: Between Main & Newton - Simpson

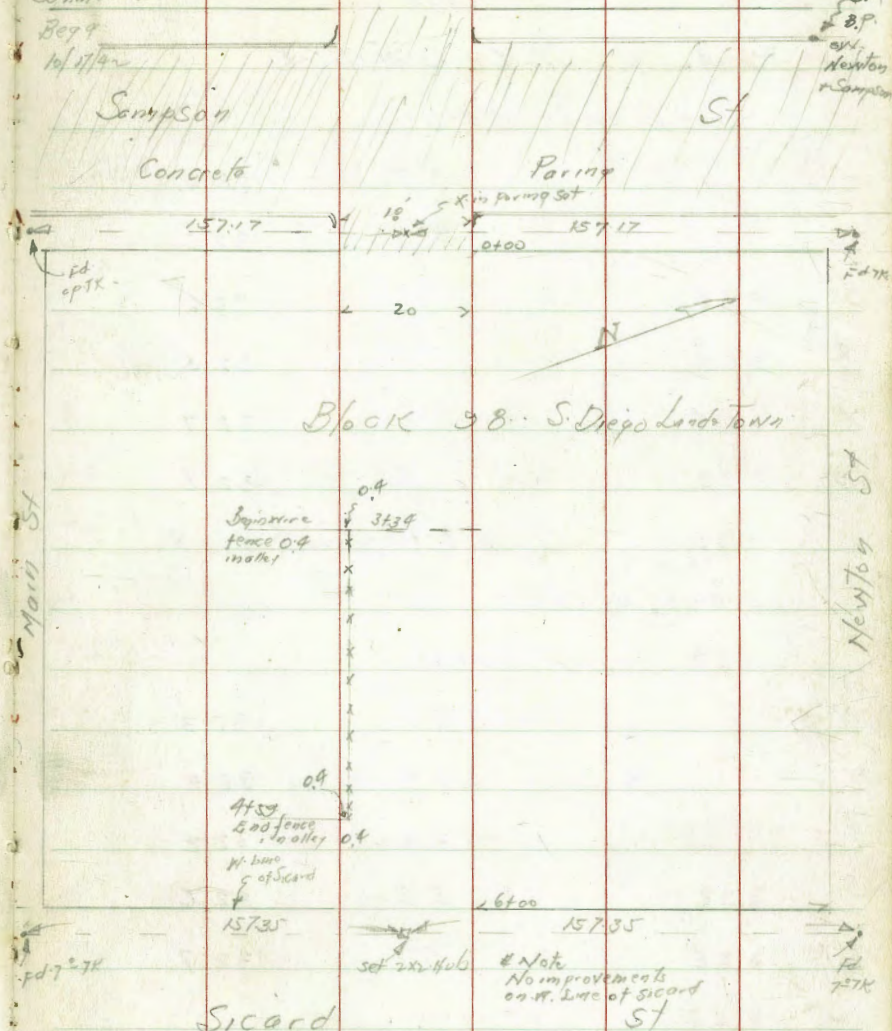
4 Sicard 20' Alley - 18' between Present alley curbs on
Simpson Street SWBP
BM. 141 38.38 36.97 Simpson & Main

0-10' = Section in East Gutter of Simpson

N Top ch	4.72	33.66	
N Gutter	5.34	33.04	
E	5.58	32.80	
S Gutter	5.80	32.58	
	0+00		
S	5.00	33.38	✓
E	4.98	33.40	✓
N on Paring	4.63	33.95	✓
	0+25		
N	4.5	33.9	
+5	5.2	33.2	
E	5.4	33.0	
+8	5.5	32.9	
S	5.7	32.7	
+5	5.8	32.6	
+15	5.7	32.7	

Platted Profile 2267 10-19-1942 CPH

Bliss
Sommer, M. 1901
Beg 9
1/11/19



38.38

0+34

Telephone pole face 6.8 Lt. of ct. ✓

0+50

-15 5.8 32.6

-5 5.8 32.6

S 5.8 32.6

φ 5.9 32.5

N 5.7 32.7

+5 5.6 32.8

+53 Telephone Guy. ✓

7.6 Lt of ct.

0+75

N-5 6.1 32.3

N 6.1 32.3

φ 6.2 32.2

S 5.8 32.6

+10 5.7 32.7

1400

-10 6.2 32.2

S 6.3 32.1

φ 6.6 31.8

41

38.38

N 6.4 32.0

1402 Power Pole ✓

inside face 8.5 R/ot φ

1750

N-5 6.1 32.3

N 6.2 32.2

φ 6.4 32.0

+4 6.6 31.8

+6 6.3 32.1

S 6.3 32.1

+5 6.3 32.1

1777

Telephone pole 8.2 Lt of ct. to face ✓

2400

S 5.8 32.6

+2 6.0 32.4

+3 6.1 32.3

φ 6.0 32.4

N 5.8 32.6

+5 5.4 33.0

	38.38			
		2403 Power Pole ✓		
inside face	7.7	Rt of ctr		
TP.	2.51	35.29	5.60	32.78
		2450		
N-5		2.0		33.3
-1		2.6		32.7
N		3.4		31.9
⊥		3.6		31.7
S		3.7		31.6
+1		2.1		33.2
+5		2.1		33.2
		3400		
S-5		2.6		32.7
S-1		2.9		32.4
S		3.9		31.4
⊥		3.9		31.4
+7		3.8		31.5
N		3.4		31.9
+5		3.3		32.0
		3414	Tel Pole ✓	
		8.3 Rt to face		

	35.29		
		3434 fence 42 3425. Ch W Section Db/ Garage on North	
N-9	Dirt floor	4.9	30.4
N-3		4.8	30.5
N		4.1	31.2
⊥		4.0	31.3
S		4.0	31.3
+5		2.8	32.5
		3430	East Sec Db/ Garage on N
	y'oot Dirt floor	4.9	30.4
		3449	Grbt Pole 8.1 Rt of d to inside face
		3450	
		3.7	31.6
S-5		3.7	31.6
S		3.8	31.5
⊥		4.1	31.2
N		4.2	31.1
+8		4.6	30.7
+12		5.6	29.7
+27		5.3	30.0
		3480	
		5.2	30.1
-20		4.0	31.3
-15			

X
35.29

N	44	309
E	45	308
S	49	304
+5	3.8	31.5
	4+00	Fence of valley
S-5	3.8	31.5
S	3.9	31.4
E	4.8	30.5
N	4.7	30.6
+3	4.1	31.2
+10	3.3	32.0

4+45 Telephone Pole. 8.8 Lt to inside fence

4+50

N-5	3.0	32.3
N	3.8	31.5
+4	4.9	30.4
E	5.1	30.2
S	5.1	30.2
+2	3.9	31.4

4+59 End fence riathy

X
35.29

4+70

43

S-5	5.0	30.3
S	5.0	30.3
E	5.2	30.1
+6	5.1	30.2
N	4.2	31.1
+5	2.8	32.5

4+80 Gr. Lt Pole. 7.8 Rt of E to inside fence

5+00

N-5	2.9	32.4
N	4.2	31.1
+6	5.1	30.2
E	5.2	30.1
S	5.0	30.3
+5	4.7	30.6

5+25

S-5	4.6	30.7
S	4.7	30.6
+4	5.0	30.3
E	5.2	30.1
+4	5.0	30.3

T
35.29

N	4.2	311
+5	4.2	311
5+50		
N-5	3.0	323
N	3.7	316
+2	4.4	309
5	4.6	307
5	4.3	310
+5	4.2	311

5+78. Tok Pok 2311 of E inside face

5+98. " Cox 2311 of E inside face

6+00

5-5	4.1	312
5	4.2	311
4	4.2	311
+7	4.1	312
N	3.7	316
+5	3.6	317

6+10' = Section W.C.B. of Sicard

N-5	3.4	317
N	4.1	312

T
35.29

44

4	4.2	311
5	4.5	308
5+10	4.8	305
+20	5.0	303
T.P	8.37	41.53
check on	2.13	33.16
	4.59	36.99
		36.97
		0.02 error

SW-8P
Simpson
Newton

Lt 7.83 €

RT

1.5	1.1	1.9	38+00	2.1	1.7	1.1	2.4
6.3	6.1	5.9	32	6.5	5.7	5.1	5.7
125	75	20	56	18	25	30	100
							175

1.1	1.8	1.5	39+00	2.0	2.0	2.3	2.6	1.5
6.7	6.5	6.3	32	5.8	5.8	5.5	5.2	6.3
100	75	50	56	25	50	100	150	225

0.7	1.0	1.5	40+00	2.4	2.6	0.8
7.1	6.8	6.3	1.9	5.6	5.3	7.0
100	50	25	5.9	25	75	175

7P 10.47 11.62 6.68 1.15

41+00

10.8	10.7	10.6	9.7	8.9	10.0	9.9
100	50	25	25	100	150	225

0.9	0.9	1.0	41+00	1.9	2.1	1.6	1.1
10.8	10.7	10.6	9.7	8.9	10.0	9.9	
100	50	25	25	100	150	225	

11.62

46

Lt

€ 42+18 E Line of Passarons

RT

3.4	3.2	1.9
9.2	9.4	9.7
25	100	175

check BM

8.33

3.23

3.20

0.01 error

SW 6.47
Pole Passarons
+ 1/2 to 1/3
spike

Elev BM

3.48

5.81

2.33

Top of
culvert A.
Wall height
+ 1 meter

Flow of

8.40

-2.59

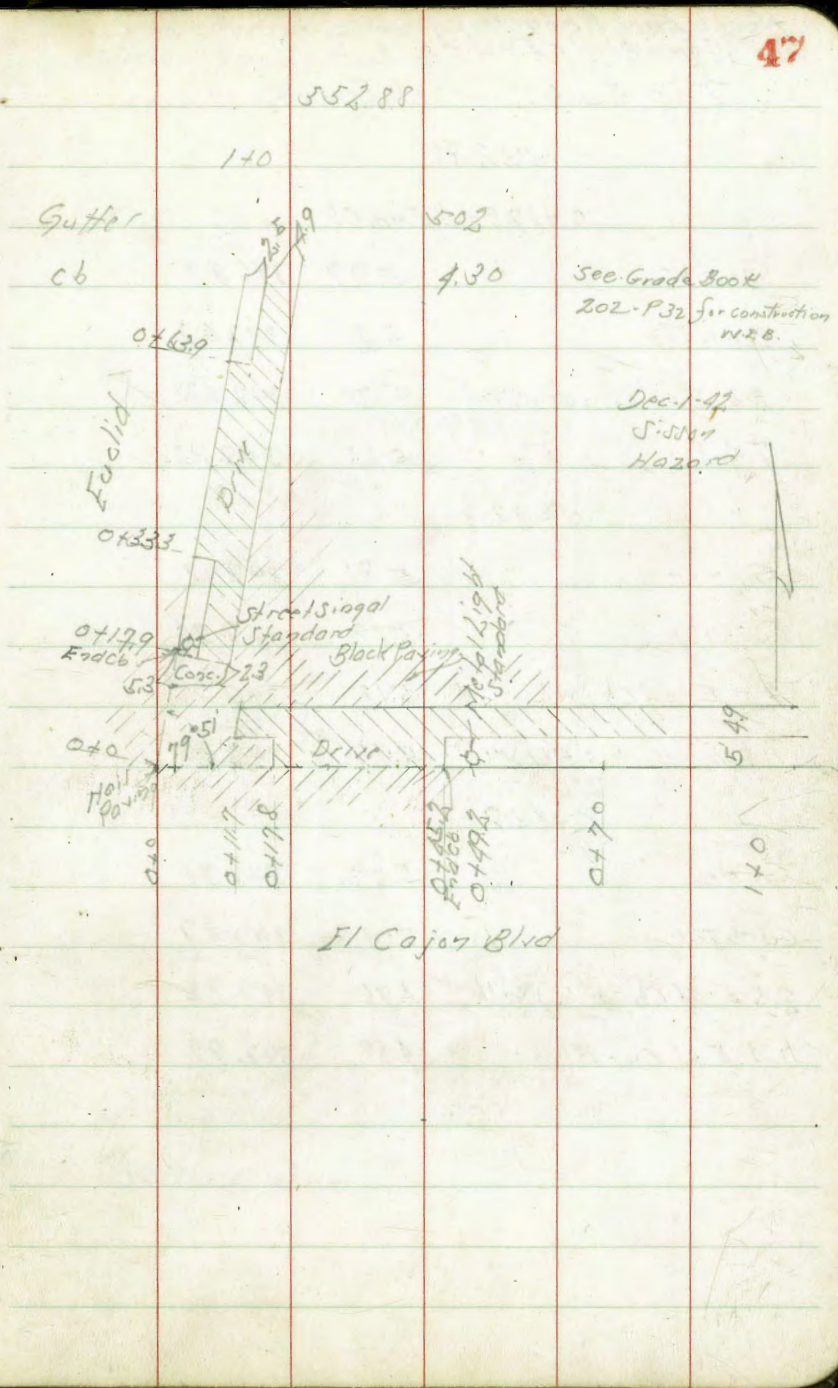
North East Return
El Cajon Blvd & Euclid

Indexed
C.S.R.

			347.20	352.89
BM	5.68	352.88	347.20	352.89
North Curb Line El Cajon				
	0+0 = P.I. of Curve			
Gutter	6.07		346.81	
	0+11.7			
Gutter	5.74		347.14	
5' H of cb line = sty walk	4.98		347.90	
10' H " " " " = 11.4 "	4.93		347.95	
	0+17.8			
Gutter	5.65		347.23	
5' H of cb line = sty walk	4.98		347.90	
10' " " " " = 11.4 "	4.91		347.97	
	0+45.2			
Gutter	5.48		347.40	
Curb top	4.79		348.09	
5' H of cb = sty walk	4.72		348.15	
10' H " " " " = 11.4 "	4.64		348.24	
	0+70			
Gutter	5.23		347.66	
Cb	4.51		348.37	

S.M.P.
El Cajon
497404

47



Cross Section Bandini St
Pacific Highway to Kurtz St

Indexed
C.S.R.

(see Page 4B)

0+70

0+73.5

0+75

0+13 = Cb FC = Cb End

0+0 = H.L. Pacific = H.L. Pavement

0-07 = H.Cb Pacific

TP 487 718 478 201

BM 475 709 204

440 FT Cont
S.L. Kurtz

Lt:W

Z

Rt:E

49

1.1	1.1	1.1	1.1	1.3	1.5	1.5	1.4	1.5
6.1	6.1	6.1	6.0	5.9	5.9	5.7	5.8	5.9
50	40	26	13		13	26	40	50

0.9	1.0	0.8	0.9	1.1	1.3	1.3	1.4	1.4
6.3	6.2	6.1	6.3	6.0	5.9	5.9	5.8	5.9
50	40	26	13		13	26	40	50

-0.6	-0.9	0.4	0.8	1.1	0.8	-0.3	1.0	1.1	1.3	1.3
7.8	8.1	6.8	6.1	6.1	6.1	7.5	6.3	6.1	5.9	5.9
50	40	30	26	13		7.5 7.5 8.1	13	26	40	50

-0.2	1.0	1.34	1.1	1.4	0.9	0.8	0.90	1.61	1.3	1.1
7.1	6.2	5.8	6.1	5.8	6.2	6.1	6.38	5.57	5.9	6.1
50	40	26-Cb	26	13		13	26-60ft	26-Cb	40	50

1.6	1.7	1.63	1.08	1.06	1.51	1.23	1.14	0.79	0.68	1.68	1.68	1.68
5.6	5.5	5.55	6.10	6.17	5.87	5.95	6.01	6.10	6.50	5.50	5.5	5.5
50	40	30-Cb	30.8	26	13		13	26	30.8	30.8	40	50

1.60	1.11	1.02	1.05	1.02	0.88	0.84	0.99	1.71
5.58	6.07	6.16	6.13	6.15	6.30	6.34	6.19	5.17
40	46-60ft	26	13		13	26	46-60ft	40

718

3x0 = SL Kertz

2x50

2x0

1x52

1x0

7.18

2.2	2.0	2.0	1.9	2.0	2.1	2.4	2.5
50	52	53	55	53	56	48	47
40	26	13		13	26	40	50

40-50 Cont'd
Box

1.7	1.8	2.1	1.8	2.0	2.4	2.7	2.9
55	54	51	54	52	48	45	42
40	26	13		13	26	40	50

40-50 Cont'd
Box

0.7	0.6	0.9	1.1	1.3	1.5	2.0	2.4	2.4	2.5
6.5	6.6	6.3	6.4	5.9	5.7	5.2	4.8	4.7	4.7
90	90	85	26	13		13	26	40	50

90-90 Cont'd
Box

0.0	0.7	1.2	1.2	1.4	-0.18	1.70	1.7	2.0	2.1	2.4
7.2	6.4	6.0	6.0	5.8	7.2	5.8	5.5	5.2	5.1	5.0
50	10	26	13		13	26	40	50	50	50

8-Top Cont'd
Box

0.0	0.7	1.0	1.2	1.2	1.4	1.9	2.3	2.2
7.2	6.5	6.2	6.0	6.0	5.8	5.2	4.9	5.0
50	40	26	12		13	26	40	50

7.18

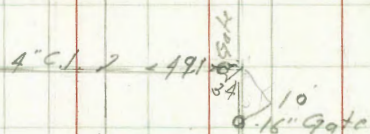
Harbor Drive 75th St to Hugost,
Location 16" Cast Iron Water Line & Laterals

Indexed
C. S. K.

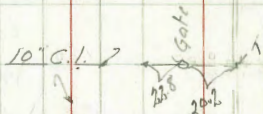
51

March 2-43
St. Row
Bliss
8999

366+68



362+98

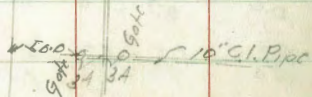


Harbor Drive

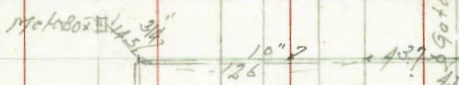
16" C.I. Waterline?

358+760 A.F.C.

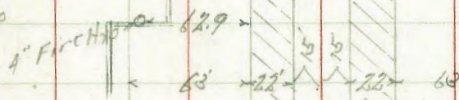
357+65



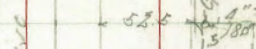
382+48



379+50



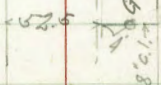
370+32



Harbor Drive

16" Cast Iron Waterline?

368+21



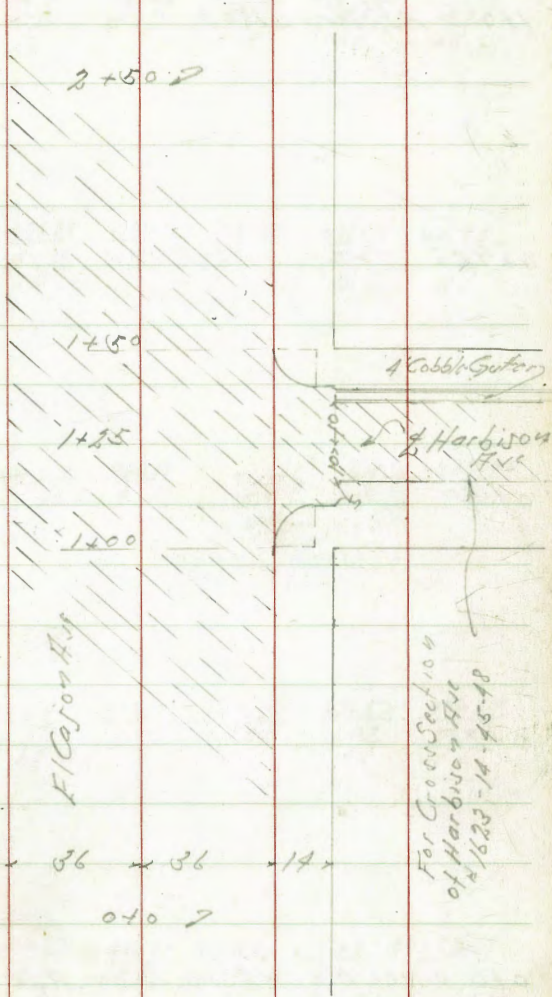
10" C.I. Pipe?

Cross Section El Cajon Ave. Ht.
Harbison Ave
Levels next page

March 9 '43
Sisson
81.55
8099

Indexed
C.S.K.

52



For Cross Section
of Harbison Ave
#1623-14.45-48

1+0 = W.L. Harrison

6+75

0+50

0+25

0+0 = 100' W of W.L. Harrison Ave

B.M. 1.13 481.59

480.46

Notes Reduced A.E.B. Platted Sections C.B.H.

SW 1/4
E 1/4 Cajon 4
72nd St

ST. N

Z

RT. 1

53

476.85	476.59	476.60	476.66	476.80	476.82	476.53	475.75	476.35
4.74	5.00	4.99	4.93	4.79	4.77	5.06	5.84	5.24
36-cb	36-50ft	33	27	18		18	36-50ft	36-cb

477.00	476.65	476.88	477.03	476.77	476.02	476.65
4.59	4.94	4.61	4.52	4.81	5.57	4.94
36	36	18		18	36	36

477.10	476.76	477.14	477.28	477.06	476.31	476.96
4.49	4.88	4.95	4.50	4.53	5.28	4.63
36	36	18		18	36	36

477.32	476.95	477.33	477.51	477.34	476.52	477.24
4.37	4.84	4.46	4.08	4.25	5.02	4.35
36	36	18		18	36	36

477.50	476.83	477.53	477.72	477.63	476.89	477.53
4.09	4.77	4.06	3.82	3.94	4.70	4.06
36-cb	36-50ft	18		18	36	36-cb

481.59

Lt Z Rt

1+75

47682	47667	47664	47668	47671	47676	47661	47603	47668
487	495	495	491	488	483	498	556	491
36-20	36-40	33	27	18		18	36-50	36-25

1+50 = F Line Harrison

47684	47662	47658	47657	47649	47643	47630	47575	47635
475	497	501	502	510	516	529	584	524
36	36	33	27	18		18	36-50	36-25

1+40 = F Cb Line

47678	47659	47656	47654	47655	47640	47626	47575	47547	47609	47597
481	500	503	505	504	519	533	584	612	550	662
36	36	33	27	18		18	36	50-50	50-25	50-25

473.98
7.61
50.50

1+25 = Harrison Ave

47644	47657	47655	47654	47640	47651	47629	47527	47518	47426
485	503	504	505	499	508	530	582	677	683
36	36	33	27	18		18	36	58	36-25

1+10 = F Cb Line Harrison

47680	47658	47656	47650	47620	47626	47642	47527	47549	47612
479	501	503	499	489	489	517	582	610	547
36-25	36-33	33	27	18		18	36	50-50	36-25

481.59

481.59

Lt

S

Rt

2+50

47767
3.91
36-Cb

47704
4.53
36-Goth

47726
3.89
18

47797
3.62

47721
3.83
18

47711
4.48

36-Goth
1201M

2+25

47737
4.27
36

47690
4.89
36

47735
4.21
18

47756
4.03

47739
4.20
18

47622
4.87
36

47735
4.21
36-Cb

36-Goth

2+0

47709
4.50
36-Cb

47670
4.19
36-Goth

47703
4.56
18

47718
4.41

47703
4.56
18

47634
3.75
36-Goth

47704
4.58
36-Cb

481.59

481.59

Cross Section Alley's Highland Gardens
Between Bertling-Dayton El Cajon & Gilbert
East & West Alley

BM	4.83	424.14	419.31	NEBP El Cajon Blvd & Dayton
TP	4.89	423.85	518	418.96

0-5' = E.C.B. Bertling

H-4	Cb BC on Pav	11.21	412.64
L	" "	11.30	412.55
S	+3.5 Cb BC	11.44	412.41

0+0 = E.L. Bertling Taken on St. Line

S	Top Cb	10.89	412.96
S	Gutter on Pav	11.30	412.55
L	" "	11.18	412.67
H	Gutter	11.15	412.70
H	Top Cb.	10.70	413.15

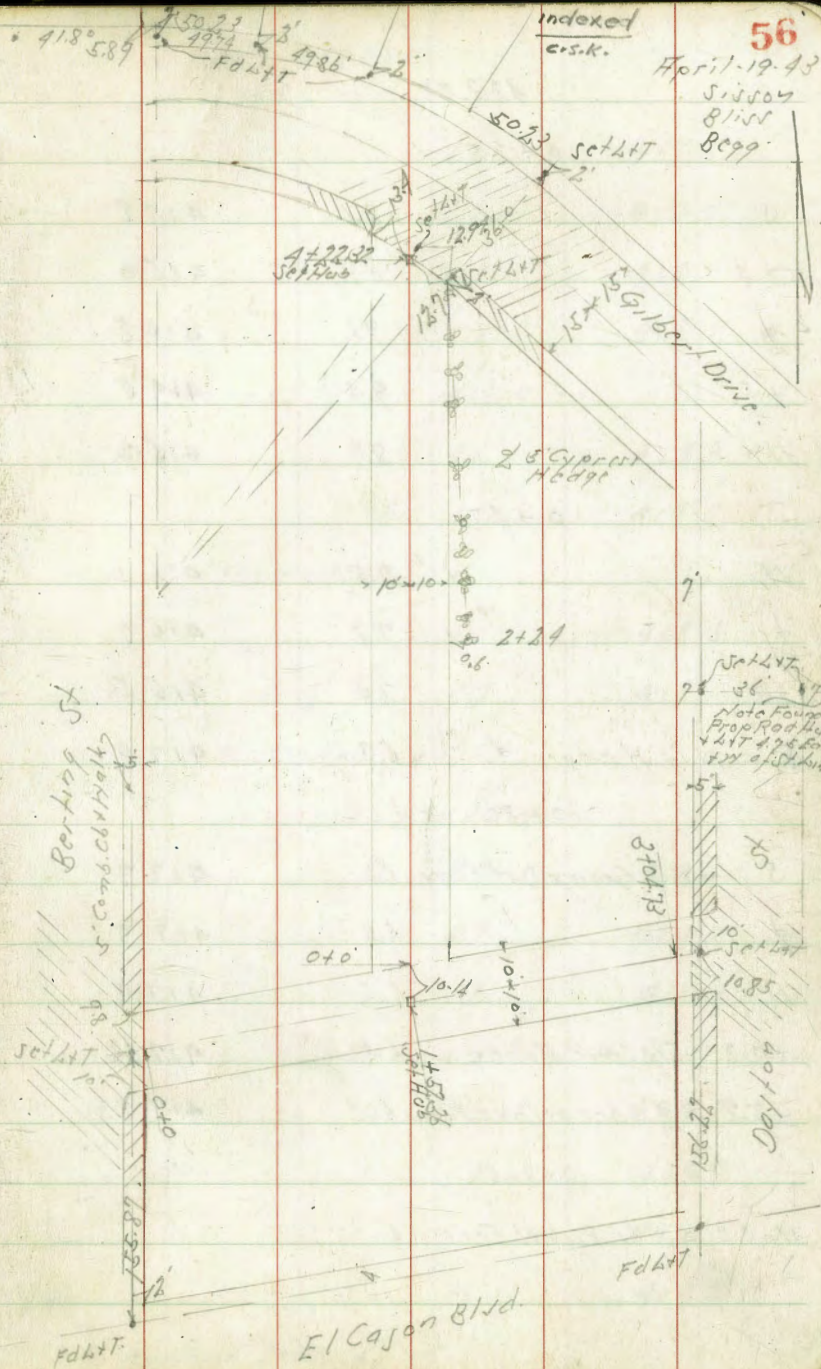
0+04

S +1.4 = 5/4 Tel. Pole

0+10

H		9.9	414.0
L		10.4	413.5
L5		10.5	413.4
S		8.8	415.1

Notes Red & Profile made April 21 1943



indexed
crs.k. April-19-43

56

Sisson
Bliss
Bepp

Note Found
Prop Rod Hub
2 1/2\"/>

423.85

0+25

S	8.1	4158
+4	8.9	4150
2	9.1	4148
+5	9.4	4145
H	8.7	4152

0+45

H	7.5	4164
2	7.2	4167
+3	7.4	4165
S = H/H Hedge ✓	6.9	4170

0+80

S = H/H Garage Dirt Floor	6.0	4179
2	6.5	4174
H	6.5	4174
+0.2 = S/H Conc Apron	6.49	41736
+5.2 = 2 Garage Conc Floor	6.02	41783

0+865

H-0.5 = H/H Picket Fence ✓

423.85

1+0

H	6.1	4178
2	6.2	4177
S	5.5	4184
+10	5.8	4181 ✓

1+42.22 = H/H H+5 Alley

-10

S

+0.7 = S/H Porch H/H Pole ✓

2

H

+0.9 = S/H Picket Fence ✓

1+52.36 = 2 H+5 Alley

H

2

S

1+62.50 = H/H H+5 Alley

-10

S

2

H

+0.5 = H/H Picket Fence ✓

57

423.85

2+0

-0.7 = Picket Fence

H 3.9 420.5

S 4.0 419.9

S 3.4 420.5

+10 3.4 420.5 ↓

-2+24

H-0.7 = Ely Picket Fence - 11/4 25 Hedge ✓

2+40

-7.8 = S Garage Dirt Floor 2.9 421.0 ✓
West Entrance

S 3.0 420.9

+2.2 = NW Cor Garage

S 3.0 420.9

H 2.6 421.3

2+75

H = Sly Edge Hedge ✓ 2.2 421.7

S 2.5 421.4

S 2.4 421.5

+2.4 = NW Garage

423.85

3+0

S 2.1 421.8

+6 2.8 421.1

S 2.6 421.3

H 2.1 421.8

3+0 9.73 = 11/4 Paving + Walks

H = TopCb 2.77 421.08

H Gutter on Paving 3.17 420.68

S " " 3.07 420.78

S Gutter " " 3.01 420.84

S TopCb 2.58 421.29

3+14.73 = Machine Dayton

S on Paving 3.19 420.66

S " " 3.26 420.59

H 3.30 420.55

Cross Section North + South Alley

	423.85		
	0+0 = 1/2 East + West Alley		
	W-0.5 = 5/4 Picket Fence		
	E-1.9 = 5/4 " "		
	0+23.7		
	-0.6 = 5/4 Conc Block Wall ✓		
W	4.9	419.0	
Z	4.9	419.0	
E	4.8	419.1	
+0.8 = Picket Fence ✓			
+5	4.6	419.3 ✓	
	0+38		
E	4.9	419.0	
Z	4.9	419.0	
W	5.3	417.6	
+5	5.5	418.4	
	0+60		
+10	6.3	417.6	
W	6.4	417.5	
Z	6.2	417.7	

Reduced Profile
A-21-43

	423.85		
E	5.8	418.1	
+10	5.5	418.4 ✓	
	0+73		
	W+0.2 = 5/4 Porch + Tail Pipe ✓		
	0+75		
E	5.9	419.0	
	5/4 Cor. Patio Conc Floor		
+1	6.0	417.9	
Z	6.4	417.5	
W	6.2	417.7	
+0.1 = Top Conc Block Wall	4.8	419.1	
+10	6.7	417.2	
	1+0		
-10	6.6	417.3 ✓	
+0.1 = Top Block Wall	4.8	419.1 ✓	
W	6.2	417.7	
Z	6.6	417.3	
+8	6.0	417.9	
E = Conc Gate Way	5.1	418.8 ✓	
	4+24.5		
-10	5.0	418.9 ✓	

423.85

E	= 1/4 Picket Fence of Cobble Wall ✓	5.3	418.6
+1		6.4	417.5
2		6.6	417.3
W		6.5	417.4
+0.10	= 1/4 Low Wall Top = 1/4 High Wall ✓	4.7	419.2
+10		6.9	417.0 ✓

TP 7.32 424.89 6.28 417.57

17.50

-10		7.1	417.8 ✓
-0.2	= Wall		
W		7.2	417.7
2		7.1	417.8
E		7.3	417.6
+10		7.0	417.9 ✓

17.75

-10		6.0	418.9 ✓
E		6.3	418.6
2		6.6	418.3
W		6.5	418.4
+10		6.5	418.4 ✓

424.89

2.40

-0.2	= 1/4 Conc Apron = 1/4 Conc Block Wall ✓	5.13	419.76
W		5.5	419.4
2		5.9	419.0
E		5.1	419.8
+10		5.5	419.4 ✓

2+05.5

W +1.1	= Conc Apron	5.36	419.53
W -0.3	= " "	5.14	419.75
W -4.3	= 1/4 Do Garage Conc F	4.97	419.92 ✓

2+24

W +1.1	= 1/4 Conc Apron	5.21	419.68
W +0.2	= 1/4 Wire Fence		
W -0.8	= on Apron	5.14	419.75
W -4.3	= 1/4 Do Garage Con	4.94	419.95 ✓

E -0.6 = 1/4 + 2' Cypress Hedge ✓

2+50

E		4.0	420.9
+5		4.3	420.6
2		4.5	420.4
W		4.5	420.4
+10		4.4	420.5 ✓

		424.89	
		3+63	
H+0.4 = 2' Conc Walk	4.20	420.69	✓
		2+74	
H+0.4 = Wly Power + Tel Pole			✓
H+0.1 = Sly Wire Fence			✓
		3+96	
H-0.2 = 2' Conc Walk	3.45	421.44	✓
		3+0	
-10	3.3	421.6	
H	3.8	421.1	
2	3.7	421.2	
+5	3.7	421.2	
F	3.3	421.6	
		3+50	
F	3.3	421.6	
2	3.5	421.4	
H	3.4	421.5	
+0.1 = 2.5' Conc Walk	3.41	421.48	
		3+74	
H+0.6 = Wly Power + Tel Pole			✓
H-0.2 = Wly Wire Fence - Sly Stucco Garage			✓

		424.89	
		3+75	
H		3.1	421.8
2		3.5	421.4
F		3.4	421.5
		3+95	
H-0.1 = W Fly Stucco Gar.	3.90	421.49	✓
Conc Floor, W Entrance		4+05	
F		3.7	421.2
2		4.0	420.9
H		3.8	421.1
TP	3.74	424.29	4.34 420.55
		4+13	
H		3.9	420.4
2		4.5	419.8
F		4.1	420.2
		4+32.32 = 5.2 Gilbert Dr. Taken on St Line	
F	Top Cb	4.26	420.03 ✓
F	Gutter on Pav.	4.70	419.59 ✓
2	" "	4.79	419.50 ✓
15 W o/2 = Gutter		4.96	419.33 ✓
15 W o/2 = Top Cb		4.70	419.59 ✓

424.29

S 06 1/2 E Gilbert Drive

W	on Pav 109	5.30	418.99	
L	" "	5.04	419.25	
L	" "	4.84	419.85	
TP	5.23	426.06	3.46	420.83
BM		6.73	419.33	N. E. B. P. F. I. Cajon Blvd. Dayton 419.31

Curb Levels West Side Canterbury Drive
Ridgeway to Palisades Road

BM 4.74

0+0 = F.C.

Top Curb 4.72

Gutter on Pav. 5.34

0+25

Top Curb 4.59

Gutter on Pav. 5.20

0+35

Top Curb 4.45

Gutter 5.09

0+40

Top Curb 4.45

Gutter 5.19

0+50

Top Curb 4.42

Gutter 5.09

0+62.5

Top Curb 4.40

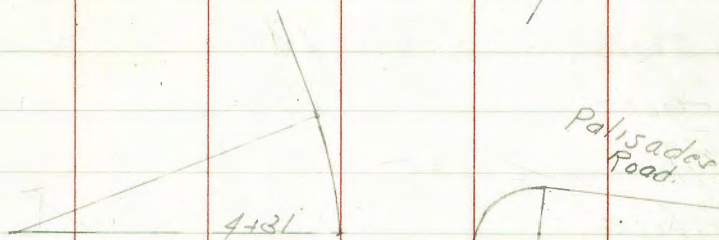
Gutter 4.98

Top Curb
P.R.C. of Curb
SE Canterbury
& Ridgeway

Indexed
c.s.f.

May 26-43
Sisson
Bliss
8299

63



Note: Eucalyptus trees
are causing the trouble

Canterbury Drive

EC 0+07

Canterbury Dr.

Ridgeway

AS BM

0780
 TopCb 4.40
 Gutter 4.98

170
 TopCb 4.21
 Gutter 4.86

1714.5
 TopCb 4.14
 Gutter 4.65

1720
 TopCb 4.23
 Gutter 4.88

1725
 TopCb 4.15
 Gutter 4.71

1744
 TopCb 4.12
 Gutter 4.77

1758.3
 TopCb 3.82
 Gutter 4.50

1758.4
 TopCb 4.03
 1770

TopCb 4.07
 Gutter 4.66

1780
 TopCb 4.08
 Gutter 4.67

240
 TopCb 3.99
 Gutter 4.63

2717
 TopCb 3.98
 Gutter 4.56

2741
 TopCb 3.98
 Gutter 4.56

TP 5.87
 2756
 4.49

TopCb 5.11 373
 Gutter 5.79 441

2+60
 Top Carb 5.14 375
 Gutter on Pav 5.84 446

2+70
 Top Cb 5.23 385
 Gutter 5.89 451

2+80
 Top Cb 5.20 392
 Gutter 5.86 448

3+0
 Top Cb 5.15 377
 Gutter 5.80 442

3+20
 Top Cb 5.06 369
 Gutter 5.68 430

3+40
 Top Cb 4.94 355
 Gutter 5.51 413

3+60
 Top Cb 4.92 350
 Gutter 5.51 413

2+80
 Top Cb 4.87 349
 Gutter 5.49 411

4+0
 Top Cb 4.74 330
 Gutter 5.40 402

4+31 = Approx BC Ht
 4.46 308
 5.09 371

4+41
 Top Cb 4.56 318
 Cb 5.18 380

4+50
 To 4.53 315
 5.18 380

4+60
 4.48 310
 5.22 384

4+70
 Top Cb 4.48 310
 5.11 373

-138

4173

Top Curb

4.47

3.09

Gutter on Pav

5.10

3.22

4180

Top Cb

4.45

3.07

Gutter

5.06

3.58

Walker
Osborne
Hazard
8-11-48

Levels on Lowell St.
From Rosecians East
To Determine Drainage Problem

Sketch
p. 73

city datum
- 0.04
Newy BM #59
NW Scott
+ Ingelow

4.49 4.45
TR 8.13 8.30 4.28 0.17

0+00 = East line Rosecians

L on paving + 0.05 8.35
1+00 L " " 2.45 5.85
2+00 L " " 4.97 5.33

3+00 = NW Scott St.

18' Lt. on Gut 7.05 1.25
L on Pav 6.87 1.43
18' Rt. " Gut 7.24 1.06

3+35 = E Scott

St. on Pav 7.53 0.77
L on Rim MH 7.07 1.23
16' Lt. on Pav 7.21 1.09
R.L. " " 6.02 2.28

0+00 = E.L. Scott St

H dirt 6.4 1.9
L on Pav 7.8 0.5
W 8.0 0.3

Indexed
C.S.N.

8.30

Lowell St.

67

0+50
- 30
N
L
S
+ 50
- 70
N
L
S
+ 50
+ 100
1+50
N
L
S
- 30
N
L
S
+ 50
5' East
of Above Shot

0.8 7.5
6.3 2.0
8.4 -0.1
8.4 -0.1
8.7 -0.4
0.9 7.4
6.9 1.4
8.5 -0.2
8.7 -0.4
7.2 1.1
9.3 -1.0
7.5 0.8
9.4 -1.1
7.8 0.5
1.7 6.6
7.2 1.1
8.9 -0.6
8.5 -0.2
7.5 0.8
9.2 -0.9

	8.30	Lowell St.	
-30	3+00 = WL	Shafter St.	
N		2.0	6.3
E		6.3	2.0
S		8.2	0.1
		8.8	-0.5
T.P.	8.43	7.06	7.67
	3+35 = E	Shafter	
N		6.4	2.7
E		8.5	0.6
S		9.1	0.0
	0+00 = EL	Shafter	
-30		3.0	6.1
N		5.5	3.6
E		7.6	1.5
S		8.2	0.9
	0+50		
-30		3.0	6.1
N		4.4	4.7
E		5.9	3.2
S		6.7	2.4
	1+00		
-10		3.0	6.1
N		3.5	5.6
E		4.3	4.8
+18 = E	8' wide ditch.		
		6.5	2.6
W		5.5	3.6

	7.06	Lowell	
W+100		5.3	3.8
	2+06.6 = Int. Navy Fence		
N		3.9	5.2
E		3.8	5.3
W		4.4	4.7
	Levels Shafter St.		
	St. Lowell = 0+00		
	0+50		
W		8.6	0.5
E		9.1	0.0
E		8.6	0.5
750		6.9	2.2
	1+00		
-40		8.1	1.0
W		8.6	0.5
E		9.3	-0.2
E		8.8	0.3
750		6.2	2.9
7+00		5.3	3.8
1+25	Navy at Fence	4.7	4.4
	2+00 = N.L. Keats		
N		8.6	0.5

indexed
C.B.N.

	\bar{x} 9.06	Sta after St	
L		9.7	-0.6
E		10.0	-0.9
+35		7.4	1.7
+64 = at Navy Fence		5.0	4.1
L Keats			
W		10.1	-1.0
L		10.4	-1.3
+33 = ^(Navy) Drainage Ditch		10.8	-1.7
E + 41 at Fence		4.6	4.5
SL Keats = 0+00			
W		8.2	0.9
L		8.0	1.1
+21		5.9	3.2
E		9.3	-0.2
+10 = ^{Ditch} Navy's Drainage		11.2	-2.1
+20 at Fence		9.1	0.0
0+35			
W		6.7	2.4
L		5.9	3.2
+33 = at Navy Fence		5.2	3.9
0+92 = Int. Navy Fence			
W		7.8	1.3
L		6.3	2.8

indexed
C.S.K.

Levels on Keats St.
From Rosecrans to Stauffer.

Mulkey
8-11-69

\bar{x} = from opp. Page
9.06

0+00 = E. Line Rosecrans.

N		2.5	6.6
L		2.5	6.6
S		3.1	6.0
1+00			
N		3.3	5.8
16' H.		5.3	3.8
L		5.0	4.1
S		5.6	3.5
+50		5.5	3.6
+100		5.6	3.5
2+00			
N		5.5	3.6
+19		7.5	1.6
L		7.3	1.8
S		7.8	1.3
+75'		7.4	1.7
3+00 = W.L. Scott St			
N		8.1	1.0
L		8.9	0.2
S		8.7	0.4

	9.06	Keats	St
	£ Keats		
S		9.8	-0.7
£ on Rim Mt.		9.02	0.04
H		9.1	0.0
	0+00 = £L	SCOTT	St
TR	4.45	^{4.49} 4.51	^{0.04} 0.06
H		4.7	-0.2
£		5.4	-0.9
S		4.3	0.2
	1+00		
-100		5.5	-1.0
H		3.6	-1.1
£		6.0	-1.5
S		5.1	-0.6
+50		5.3	-0.8
+100		5.6	-1.1
	2+00		
-50		4.3	0.2
H		4.6	-0.1
£		6.0	-1.5
S		4.2	0.3
+50		4.3	0.2
+100		4.3	0.2

	2+50	4.51	Keats	St	70
		4.49			
H			4.3	0.2	
£			5.7	-1.2	
+18			6.0	-1.5	
S			4.4	0.1	
+50			3.1	1.4	
			4.0		

Walker Osborne Hazard
 8-11-43
 Levels on Scott St.
 from Bowell St. To Harbor Drive
 π from Page 70
 4.51

indexed
 C.S.K.

	0+00 = S.L. Bowell St.		
	1+00		
W	on Property	1.6	2.9
718	" "	3.94	0.57
S	" "	4.03	0.48
+10 = Edge	" "	4.68	-0.17
E		4.4	0.1
750		4.4	0.1
	S.L. Kault = 0+00		
	0+50		
-50		4.1	0.4
W		4.5	0.0
S		5.1	-0.6
E		5.3	-0.8
	1+00		
-50		3.9	0.6
W		4.3	0.2
S		4.9	-0.4
E		4.8	-0.3
+50		4.7	-0.2

π
 4.51
 Scott St
 71

2+00 = N.L. Jarvis St

W		3.6	0.9
S		4.3	0.2
715		5.0	-0.5
E		3.9	0.6

S Jarvis St

E		4.0	0.5
S		3.9	0.6
W		4.1	0.4

7.P 5.39 6.03 3.87 0.64

S.V. CT.
 15' Line
 Jarvis
 W.L. Scott

0+00 = S.L. Jarvis St

W		5.4	0.6
S		5.9	0.1
E		5.4	0.6

1+00

W		5.8	0.2
S		6.5	-0.5
E		5.8	0.2
+50		5.0	1.0
+150		4.5	1.5
7170	at Navy Fence	4.1	1.9

7

603

Scott St

6.00

Scott St,

72

	0+25		
W+18'	on cb BC on cb.	5.64	0.39
"	" " Gut.	6.2	-0.2
	1+75		
W+18'	on cb BC on cb.	6.07	-0.04
"	" " Gut "	6.68	-0.65
chk starting @ M. P-67		6.04	-0.01
		-0.04	
		0.03	
	X corrected.		
	6.04	6.00	-0.04
			ERROR. (See page 70 for 0.02 of it) C.S.K.
	2+00 = N.L. Ingelov St.		
W		6.3	-0.3
E		6.7	-0.7
+16		7.0	-1.0
E		5.4	0.6
	E. Ingelov		
E		4.7	1.3
E		6.2	-0.2
W		6.6	-0.6
	0+00 = S.L. Ingelov		
W		5.6	0.4
E		5.2	0.8
E		4.9	1.1

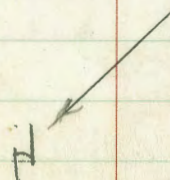
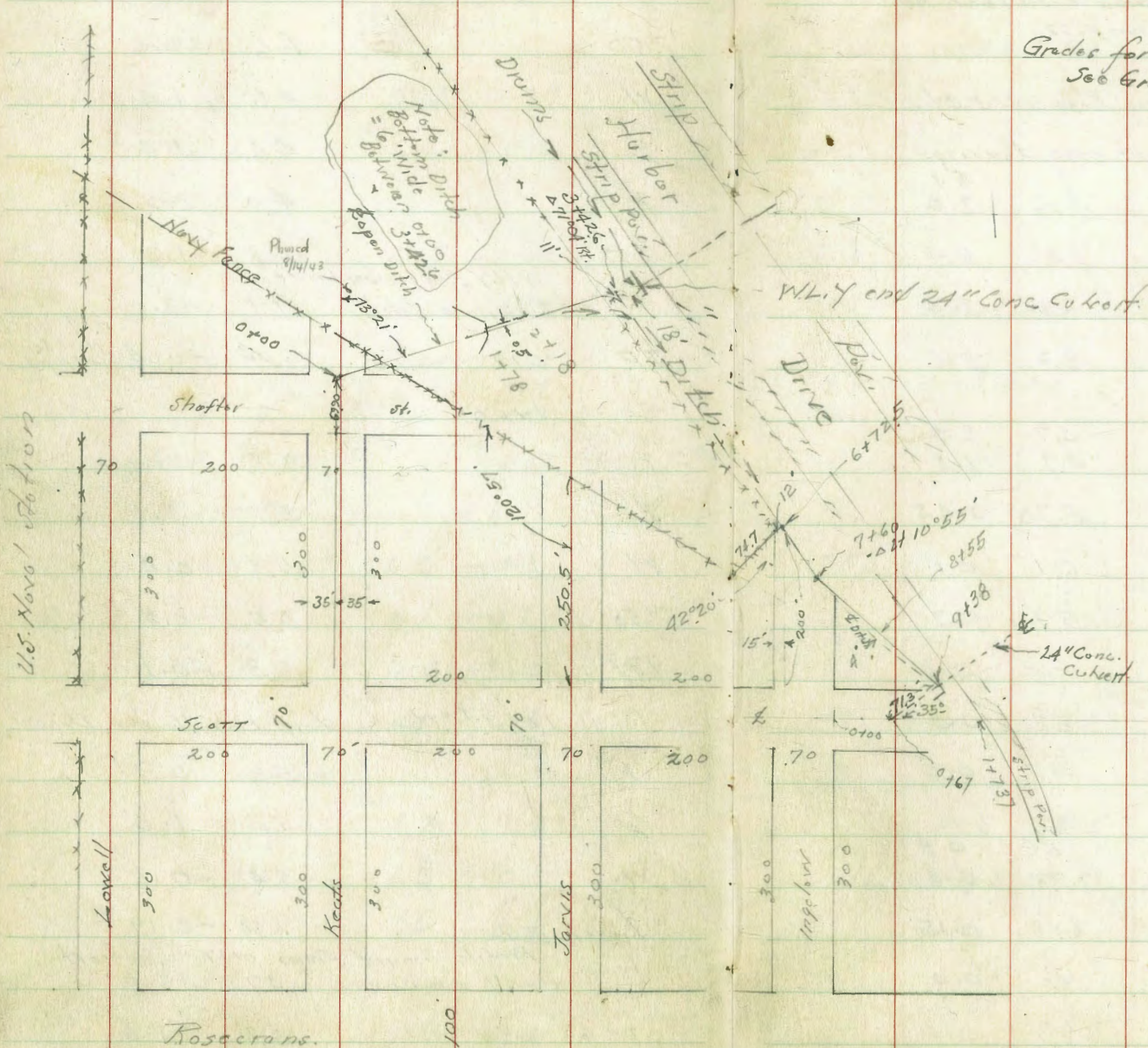
	0+50		
-50		6.6	-0.6
W		4.6	1.4
E		4.6	1.4
E		4.0	2.0
+58		4.8	1.2
+75 =	W by Side Harbor Drive Drainage Ditch	9.1	-3.1
TP		6.19	6.15
		6.04	-0.04
	1+00		
E		5.1	1.1
E		5.1	1.1
W		5.8	0.4
+50		5.5	0.7
+75		6.3	-0.1
	1+73.7 = N. edge Strip Pav. Harbor Drive		
-75		5.3	0.9
-50		5.2	1.0
W		6.4	-0.2
E on Pav.		6.34	-0.19
	Profile Ground from 0+67 To culvert		
	0+67 = 0+00	4.7	1.5
	0+60	5.2	1.0
	0+71.3 on Flow culvert.	9.62	-3.47
	" " Hd. Wall	5.86	0.29

Location Ditch & Pipes
for Drainage Area per sketch.

Indexed
E.S.K.

73

Grades for Gutters
See Grid Book 210-82



Walker,
Osborne
Hazard
8-12-48

Levels on Ingelows St.
Bet. Rosecrans & Harbor Drive
π from P-72
6.15

	0+00 = Eline Rosecrans St.		
	0+27 = East edge Spring		
-50		3.1	3.1
N		3.2	3.0
E			
		3.8	2.4
S			
		2.8	3.4
+100			
		3.6	2.6
	1+00		
-50		3.7	2.5
N		4.7	1.5
+17 on cb.		5.70	0.45
" " Gut		6.1	0.1
E			
		5.9	0.3
S			
		5.5	0.7
+100			
		5.7	0.5
+150			
		5.7	0.5
	2+00		
-100		5.4	0.8
N		5.8	0.4
+17 on lb.		6.00	0.15
" " Gut		6.6	-0.4
E			
		6.2	0.0
S		6.3	-0.1
+75		6.8	-0.70

Indexed
c.s.k.

	6.15		
	3+00 = W.L. Scott St		
	0+00 = EL. "		
	0+50		
-50		4.9	1.3
N		4.5	1.7
E			
		5.0	1.2
S			
		4.4	1.8
+47 = N Bank Ditch		4.8	1.4
	1+00		
-8' = N Bank Ditch		5.8	0.4
S		4.9	1.3
E			
		5.7	0.5
N			
		4.8	1.4
+50			
		4.7	1.5
	1+50		
-29 of Fence		3.9	2.3
N		4.5	1.7
+30 = N Bank Ditch		4.4	1.8
	4+00 6.75		
	cbk. starting B.M.P. 67	6.63	0.12
			-0.04 = B.M.
			0.16 = diff.

74

SW. BP.
Garrison
& Rosecrans

Walker
Osborne
Huggett
8-12-48

Levels on Jarvis St
Between Rosecrans & Harbor Drive

cf. SW
Jarvis
Page 71

5.26 590 0.64

Edine Rosecrans = 0700

0727 = East edge Parking

N 0.0 5.90

+18 on cb. 1.18 4.72

" Gult 1.79 4.11

2 1.76 4.14

+17 S Gult 2.06 3.84

" on cb 1.55 4.35

S 1.6 4.3

1700

-30 1.8 4.1

N 2.3 3.6

2 3.8 2.1

+17 on cone Gult 4.37 1.53

" "cb. = 1/2 end. 3.77 2.13

S 3.0 2.9

+50 2.5 3.4

2700

-100 4.2 1.7

-50 4.4 1.5

N 3.9 2.0

Indexed
c.s.k.

590.

Jarvis St

75

4.7 1.2

+17 on Gult 5.14 0.76

" " cb. 4.50 1.40

S 4.5 1.4

+50 4.6 1.3

3700 = W.L. SCOTT.

0700 = EL. "

0750

-50 5.4 0.5

N 6.0 -0.1

2 5.2 0.7

S 5.1 0.8

+50 4.6 1.3

1700

-50 5.3 0.6

S 4.5 1.4

2 5.1 0.8

N 5.8 0.1

+50 5.1 0.8

1750

-50 4.6 1.3

N 6.1 -0.2

	1450	590	Turnis St.	
L			4.8	1.1
S			4.8	1.1
+50			5.6	0.3
+75			4.6	1.3
	2100			
-53			3.5	2.4
S			3.1	2.8
L			3.9	2.0
N			4.6	1.3
+50			5.3	0.6
	2+50.5 = Int. Navy Fence			
-30			4.5	1.4
N			3.3	2.6
L			2.9	3.0
T.P.	469	7.60	2.99	2.91

Indexed C.S.K.		Levels Existing Ditch From Roots To Harbor Drive		76
			7.60	
		0+00 = 69.9' East of W.L. Shaffer St.		
L		9.3	-1.7	10' wide at this pt.
	1+00			
L		10.1	-2.5	Bottom 6' wide
	20' Lt. on Bank			
		4.2	+3.4	
	15' Lt.			
		3.7	+3.9	
	24" Iron Pipe 1+78' on Flow			
		10.43	-2.83	Temp. culvert
	W. edge 1+85' = on Temp Road			
		5.4	2.2	
	2+09' = E edge " "			
		5.1	2.5	
	2+18' on Flow 24" Pipe			
		10.67	-3.07	
	2+20			
	20' Lt.			
		4.6	3.0	
L		10.7	-3.1	
	20' Rt.			
		5.0	2.6	crosser ditch approx 90°
	2+92' = 6" G Iron Pipe			
	on Top Pipe			
		8.30	-0.70	
	3+00			
L = 2' Rt.		10.9	-3.3	
	14' Lt. of Base Line			
		5.1	2.5	Top Bank
	21' Rt. " "			
		5.2	2.4	Top Bank

		Drainage Ditch		
		Cont. from P-76		
		K		
		7.60		
T.P.	4.91	6.56	5.95	1.65
		Δ		
		3+42.6 = 71°04' RT		
18' Lt. on Production Base Line - end				Pipe 24" Gauge
on Hd Wall	4.91	1.65		
" Flow 24" Pipe	7.68	-1.12		
Δ in Base Line	6.4	0.2		
		Sand Bags		
6' Rt. on NLY Bank	7.1	-0.5		
11' R. " L. Ditch	9.7	-3.1		
22' " Bank	4.9	1.7		
		4+00		
15' Lt. Top Bank	4.1	2.5		
L = L 4' ditch	9.2	-2.6		
52' Lt. = on WLY edge Pav.	4.11	2.95	Harbor Drive	
		5+00		
52' Lt. " WLY edge Pav	4.00	2.56		
L Ditch	8.9	-2.3	4' wide	
12' Lt.	5.1	1.5		
		6+00		
12' Lt.	4.7	1.9		
L	9.2	-2.6	3' wide	

		6.56		77
52' Lt. on Pav.		3.98	2.58	
		7+60 = Δ Lt. 10°55'		
51' Lt. on Pav.		4.42	2.14	
L		9.5	-2.9	2' wide
12' Rt.		5.5	1.1	
		8+00		
13' Rt.		6.2	0.4	
3' Rt. = L Ditch		9.9	-3.3	3' wide
44' Lt. on edge Paving		4.58	1.98	
		9+00		
2A' Lt. edge Paving		5.40	1.16	
3' Rt. = L Ditch		9.2	-2.6	4' wide
17' Rt.		4.6	2.0	
		9+38		
on Flow 24" Pipe		9.95	-3.39	
" Hd Wall over Pipe		6.18	0.38	
" " " To West		7.20	-0.64	
chk starting B.M.		6.51	0.05	
		-0.04		
		0.09 diff		
		See Pg. 72		
		7		

Walker
Osborn
Hugard
Levels for Drainage - 8-12-43
San Diego Ave & Arista St.

		39.77 c.s.K.		Fl. cb.
FB 1654				
p. 27	4.52	39.87	35.25	3452.54
0+00 on lb.			378	35.99
" "grading			437	35.40
+10			7.5	32.3
+35			5.1	34.7
+50			4.3	35.5
+82			2.8	37.0
1+17			1.1	38.7
TP.	10.54	48.78	1.53	38.34
1+19			7.6	41.2
1+50			5.8	43.0

Levels over Gutter Line

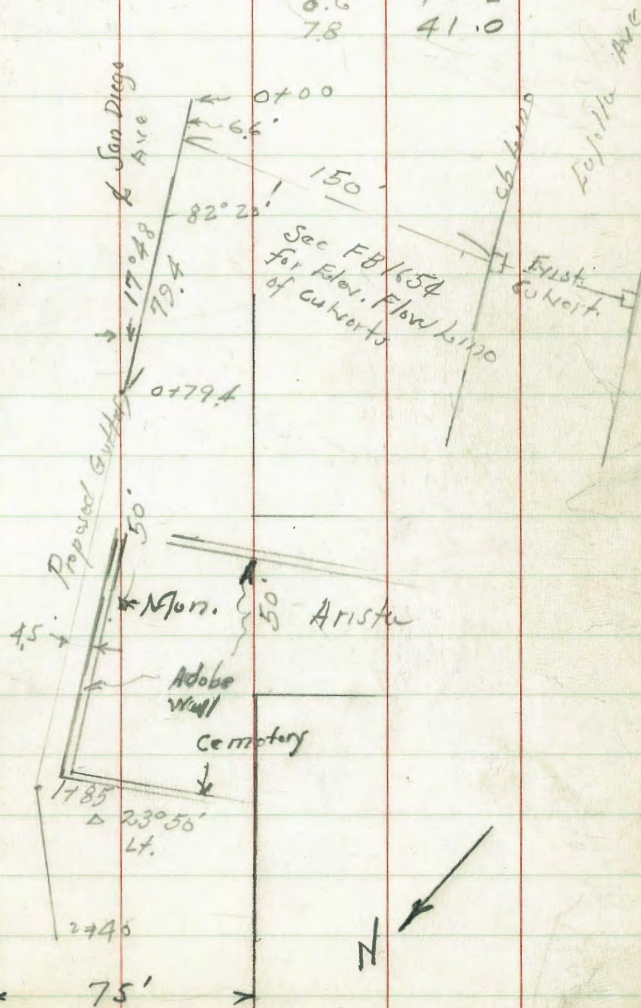
-50			7.0	41.8
-45'			6.2	42.6
-25			5.2	42.6
0+00			6.0	42.8
10' Rt.			5.4	43.4
0+50			5.6	43.2
10' R			5.4	43.4
1+00			5.8	43.0
10' R			5.3	43.5

indexed
c.s.K.

48.88

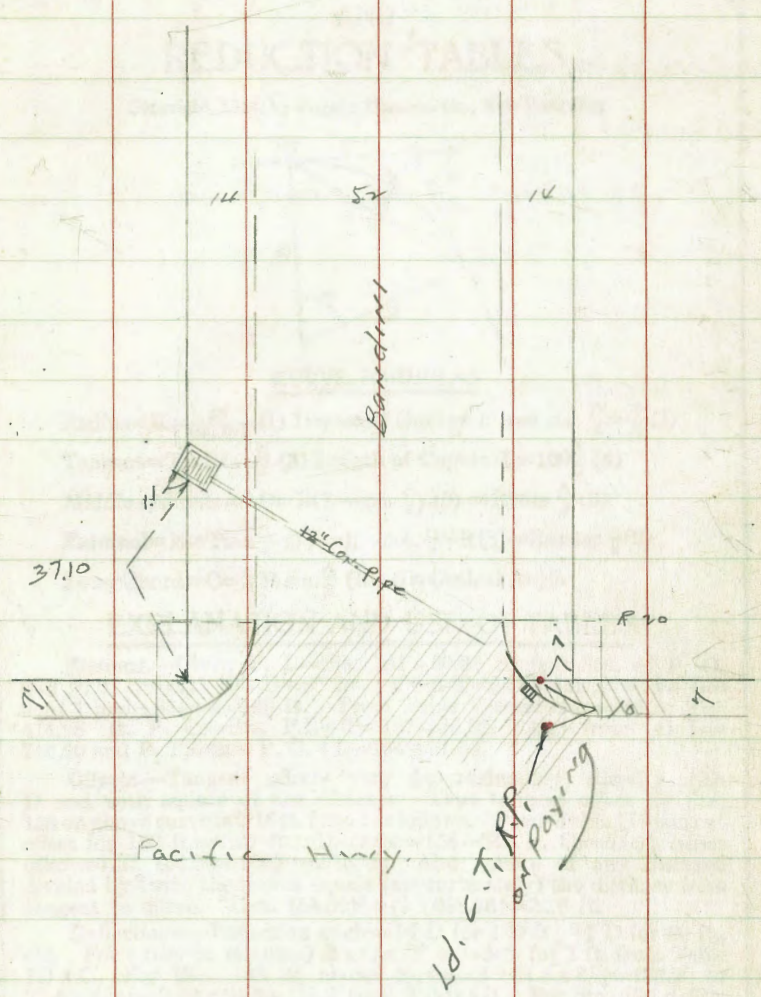
78

1+50		6.0	42.8
10' Rt.		5.6	43.2
1+85 = 8 23° 58' Lt.		6.7	42.1
10' Rt.		5.8	43.0
2+40		8.6	40.2
10' Rt.		7.8	41.0



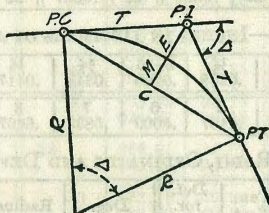
Location of Con. Box drain
 with iron grate
 2.47 x 2.47 outside
 on Bandini St. E. of Pacific Hwy.

C.S.M.
 C.S.
 W. 11/11
 18-99
 12-9-44



DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

Copyright, 1914, by Eugene Dietzgen Co., New York City



CURVE FORMULAS

Radius= $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve= D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)

Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)

Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (5)

External= $E = T \tan \frac{\Delta}{4} = R \div \cos \frac{\Delta}{2} - R$ (6) $= R \text{exsec} \frac{\Delta}{2}$ (9)

Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) $\Delta = \text{Central Angle}$

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $+8\frac{1}{2} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. - $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft. = 7.27 ft. Distance = 158 - Sta. P. C. = 54.50, hence offset = $7.27 (54.50 \div 100)^2 = 2.16$ ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2 \div (2 \times 688.26) = 2.16$ ft.

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^2$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{2} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 91.27$ and from Table V correction = .10 or $E = 91.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $+42 = 5.5$ or $D = 5^\circ 30'$.

Bliss
Sommer
Beas
12/14/12

Returns NW Hilltop Drive
+ 47th

BM 7.33 194.73 186.81 97th Hilltop

NW End BC on Paving 7.83

SW End BC " 6.90

Note Cbs will be 0.67 above present Paving

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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