

1686

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

INDEXED
Completely

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

Made in U. S. A.

Old Town to Pacific Beach

SM Moore Trunk Sewer

W. Moore CONTD. from F.B. 1670 p 10.

5-15-45,

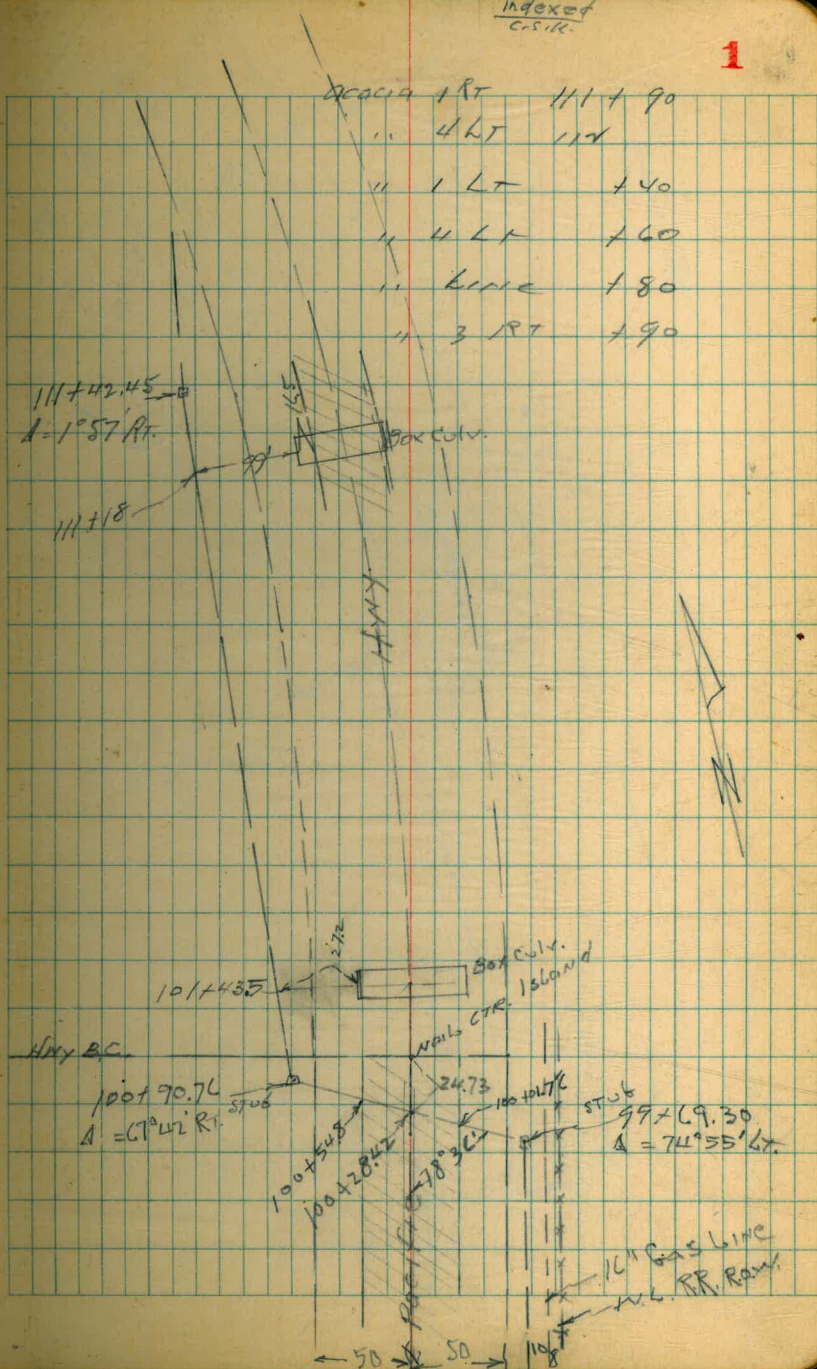
Low Level Sewer,

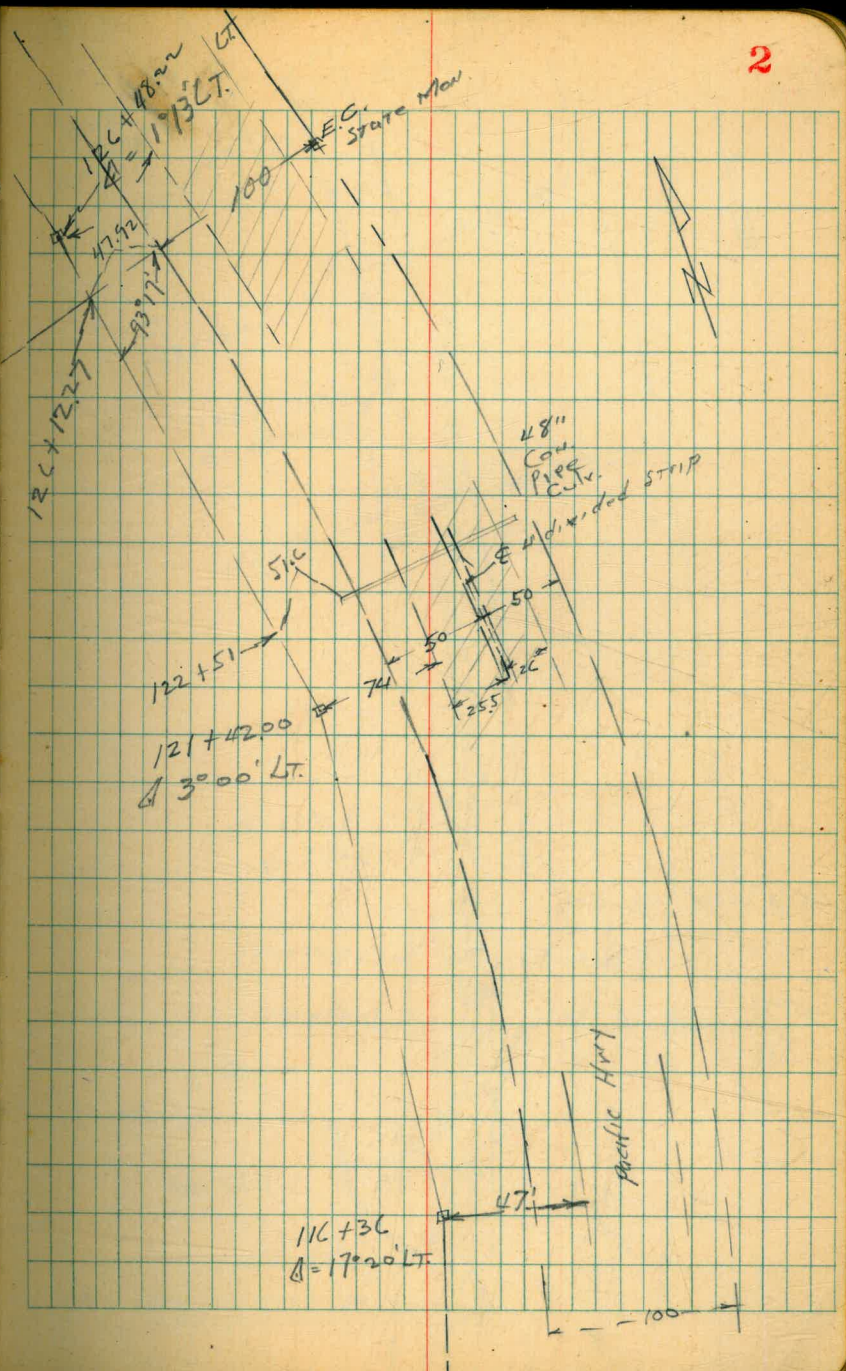
Via Line X, of Cobble Seawall

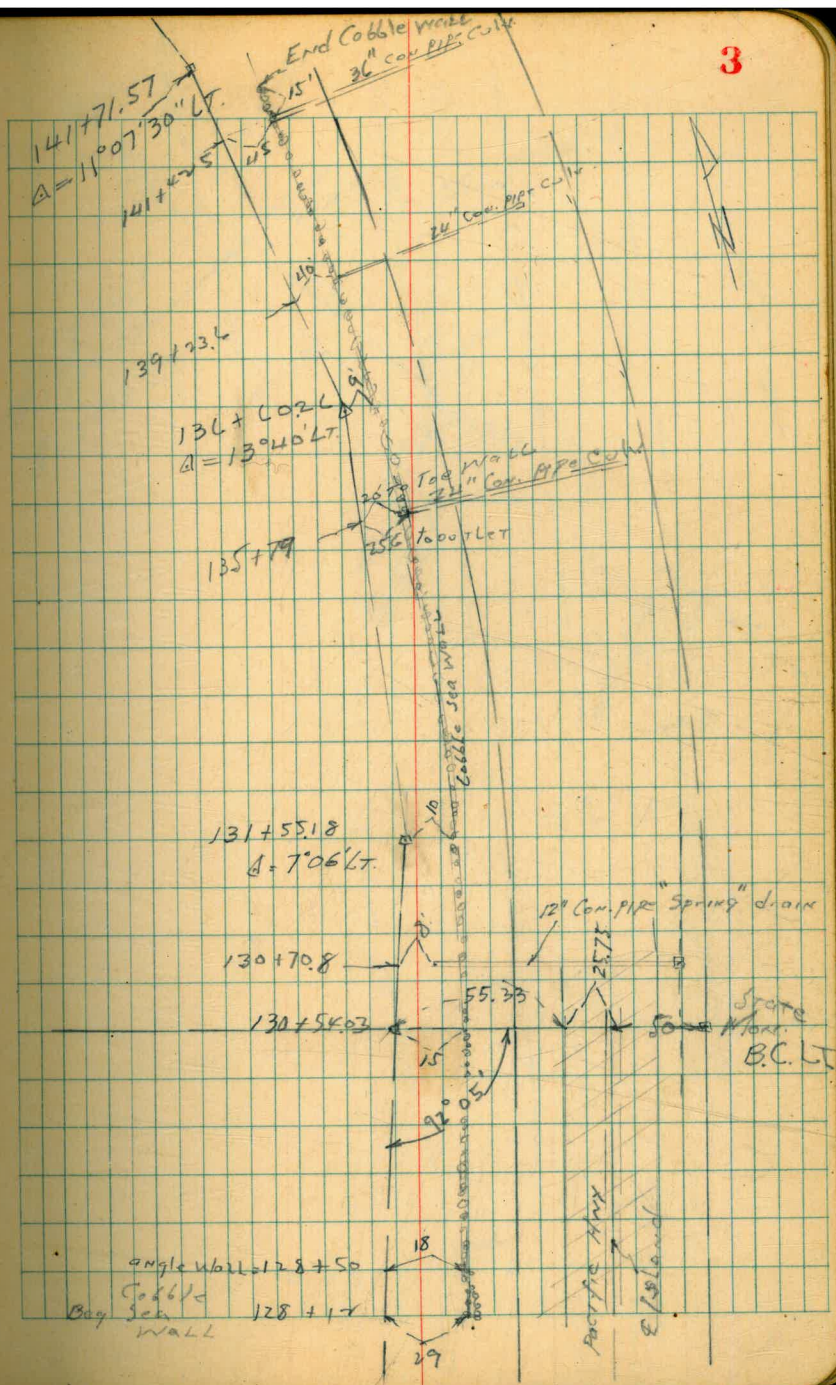
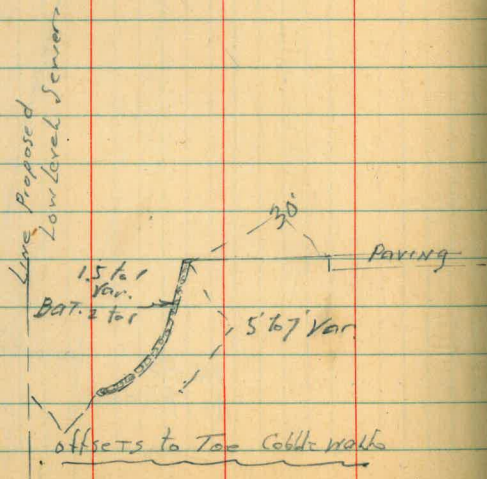
W. side Pacific Hwy.

INDEXED
C.S. 112.

1







Levels on Low Level

Trunk Section - Skeratt P.1

B.M. Mon. Sw Con	4.09	(15.50) [✓]	11.41	Morena Blvd Jellison 1247-00 SW
T.P.	3.58	(6.40) [✓]	12.68	(2.82) [✓]
99+69.30	74°55' LT	4.53	1.87	STUB
+77		5.3	1.1	✓
+81		4.4	2.0	✓
100		4.0	2.4	✓
+0170 edge Pav.		3.97	2.43	✓
+25.70		3.91	2.49	✓
+25.6 Island cb.		3.40	3.0	✓
+28.42 E Pacific		3.33	3.07	✓
+31.2 Island cb.		3.22	2.98	✓
+31.6		3.77	2.63	✓
+54.8 edge Pav.		4.22	2.18	✓
100+90.76 Δ 67°42' Rt.		5.87	0.53	STUB
101		6.1	0.3	✓
+17		5.8	0.6	✓
+21		7.2	-0.9	✓
+43.5		7.1	-0.7	✓
+50		6.7	-0.3	✓
102		7.6	-1.2	✓
+50		8.3	-1.9	✓
103		9.0	-2.6	✓

640[✓]

5

103 +50		9.7	-3.3	✓
104		9.9	-3.5	✓
+50		10.1	-3.7	✓
105		10.2	-3.8	✓
T.P.	7.43	(4.33) [✓]	9.50	(-3.10) [✓]
+50		8.5	-4.2	✓
106		8.4	-4.1	✓
+50		8.3	-4.0	✓
107		8.2	-3.9	✓
" 112.7 Rt. To edge Pav.		0.4	+3.9	✓
+50		7.8	-3.5	✓
108		7.1	-2.8	✓
+30		5.9	-1.6	✓
+35		4.7	-0.4	✓
+50		4.4	-0.1	✓
109		4.3	0.0	✓
+50		3.4	+0.9	✓
110		3.4	+0.9	✓
T.P.	4.33	(6.10) [✓]	2.56	(1.77) [✓]
+50		5.2	+0.9	✓
+95		4.3	+1.8	✓

6.10

111		5.2	+ 0.9	✓
+50		5.5	+ 0.6	✓
+06		7.2	- 1.1	✓
+10		7.2	- 1.1	✓
+12		6.2	- 0.1	✓
+18		6.2	- 0.1	✓
"	Box 99' Rt FL. Culv.	7.2	- 1.1	✓
"	115.5 Rt edge Pav.	1.2	+ 4.9	✓
+20		6.2	- 0.1	✓
+24		4.0	+ 2.1	✓
111 + 42.45	Δ 1°57' Rt	4.32	+ 1.78	✓ STUB
+50		4.6	+ 1.5	✓

T.P. STUB 3.73 4.96 4.87 <1.23> ^{25' LT. of} A111 + 42.45

112		4.1	+ 0.9	✓
+50		4.4	+ 0.6	✓
113		3.9	+ 1.1	✓
+14		4.1	+ 0.9	✓
+25		6.8	- 1.8	✓
+50		7.9	- 2.9	✓
114		8.4	- 3.4	✓
+50		8.5	- 3.5	✓

T.P. 10.63 <7.64> 7.95 <-2.99>

7.64

6

115		11.2	- 3.6	✓
+50		11.1	- 3.5	✓
116		10.9	- 3.3	✓
116	+36 = Δ 17°20' LT.	10.29	- 2.65	✓ STUB
"	4 Rt	10.0	- 2.4	✓
"	12 Rt	3.1	+ 4.5	✓
"	47 Rt edge Pav.	1.3	+ 6.3	✓
+50		10.8	- 3.2	✓
117		11.2	- 3.6	✓
+50		11.4	- 3.8	✓
118		11.7	- 4.1	✓

T.P. 10.26 <6.98> 10.92 <-3.28>

+50		11.2	- 4.2	✓
119		11.2	- 4.2	✓
+50		11.2	- 4.2	✓
120		11.2	- 4.2	✓
+50		11.2	- 4.2	✓
121		10.9	- 3.9	✓
121	+42 Δ 3°00' LT.	10.70	- 3.75	✓ STUB
"	74 Rt edge Pav.	1.5	+ 4.5	✓
+50		10.7	- 3.7	✓
122		10.6	- 3.6	✓
+50		10.9	- 3.9	✓

T.P.	10.77	$\langle 6.98 \rangle$	$\langle 7.95 \rangle$	9.80	$\langle -2.82 \rangle$	
123				11.5	-3.5	✓
+50				11.5	-3.5	✓
124				11.5	-3.5	✓
+50				11.5	-3.5	✓
125				11.5	-3.5	✓
+50				11.5	-3.5	✓
126				11.5	-3.5	✓
126 + 48.00				11.60	-3.67	✓ stub
"	70.7 ft edge Pav.			3.6	+4.3	✓

T.P.	4.60	$\langle 0.93 \rangle$		11.60	$\langle -3.67 \rangle$	✓ 124 + 48.00 A stub
127				4.6	-3.7	✓
+50				5.0	-4.1	✓
128				5.6	-4.7	✓
+50				5.6	-4.7	✓
"	18 ft Top Wall			4.6	-3.7	✓
"	23 ft Top "			+1.2	+2.1	✓
129				5.7	-4.8	✓
+50				5.7	-4.8	✓
130				5.7	-4.8	✓
+50				5.6	-4.7	✓

T.P.	10.07	$\langle 6.15 \rangle$		4.85	$\langle -3.92 \rangle$	
------	-------	------------------------	--	------	-------------------------	--

130 + 54.03				10.7	-4.6	✓
" 15 ft Top Wall				9.8	-3.7	✓
" 20 " Top Wall				21.8	+1.3	✓
" 55.3 " edge Pav				3.0	+3.1	✓
+70.8				11.1	-5.0	✓
" 8' RT FL. ^{12"} drain				10.5	-4.4	✓
131				10.8	-4.7	✓
131 + 55.18				10.8	-4.7	✓ A 7° 0' LT.
" " 10' RT Top Wall				10.1	-4.0	✓
" "				4.9	+1.2	✓
132				11.1	-5.0	✓
+50				11.2	-5.1	✓
133				11.2	-5.1	✓
+50				11.2	-5.1	✓
134				11.2	-5.1	✓
+50				11.0	-4.9	✓
135				10.9	-4.8	✓

T.P.	9.49	$\langle 5.92 \rangle$		9.72	$\langle -3.57 \rangle$	
+50				10.1	-4.2	✓
136				10.0	-4.1	✓
+50				10.7	-4.8	✓
136 + 60.26				10.62	-4.70	✓ stub
" " 9' RT Top Wall				9.7	-3.8	✓
" " 15' RT Top "				5.2	+0.7	✓
" " 4' RT. edge Pav.				3.5	+2.4	✓

5.92

137		11.1	- 5.2	✓	
+50		11.2	- 5.3	✓	
138		11.4	- 5.5	✓	
+50		11.6	- 5.7	✓	
139		11.1	- 5.2	✓	
+50		11.1	- 5.2	✓	
140		11.6	- 5.7	✓	
T.P.	9.96	6.31	9.57	-3.65	✓
+50		12.0	- 5.7	✓	
141		11.9	- 5.6	✓	
+50		11.3	- 5.0	✓	
141	+71.57	$\Delta = 11^{\circ}07'30''$	11.07	- 4.76	STUB
"	"	12 RT	10.2	- 3.9	✓
"	"	25 RT	5.2	+ 1.1	✓
"	"	81 RT edge Pav.	2.6	+ 3.7	✓
142		11.1	- 4.8	✓	
+50		10.3	- 4.0	✓	
143		9.7	- 3.4	✓	
+50		10.0	- 3.7	✓	
144		10.3	- 4.0	✓	
+50		11.1	- 4.8	✓	
145		11.3	- 5.0	✓	
T.P.	10.22	6.59	9.94	-3.63	✓

6.59

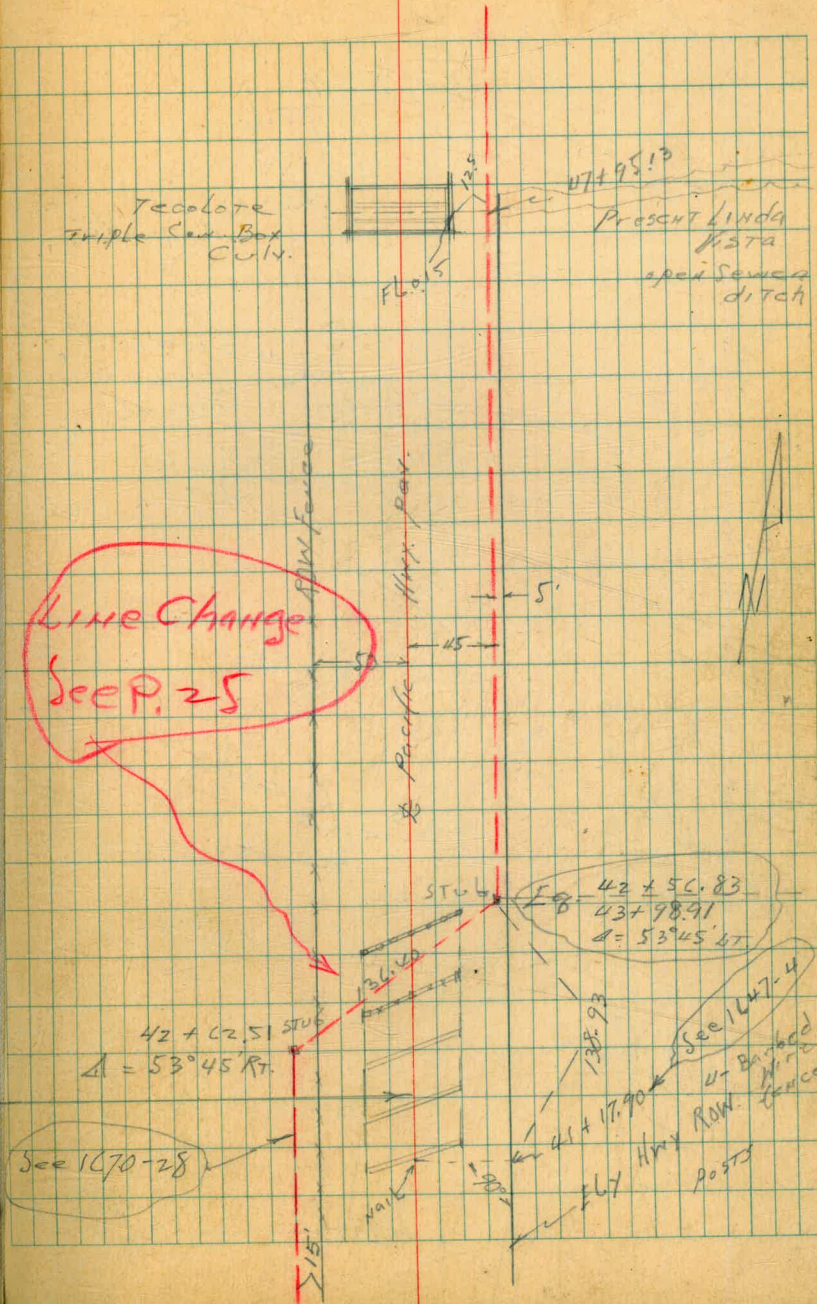
145+50		11.7	- 5.1	✓
146		11.4	- 4.8	✓
+50		11.0	- 4.4	✓
147		10.4	- 3.8	✓
+50		10.7	- 4.1	✓
148		11.0	- 4.4	✓
+50		11.1	- 4.5	✓
149		11.0	- 4.4	✓
+50		10.8	- 4.2	✓
150		9.9	- 3.3	✓
150+14.33				
151+41.08 = E8 = $\Delta 39^{\circ}18'$		9.17	- 2.58	2"x4" Stub
check to B.M. Mon. 1647-60		3.50	3.09	3.08
S.L. PL. 1208		"	-53	
W.L. Pacific		"	-70	
3'5 + 3'W of Cor.				

Sewer line change on
 Old Town to Pacific Beach job
 at Tecolote Bridge on
 Pacific Hwy to Asher's Cloverleaf Aft.

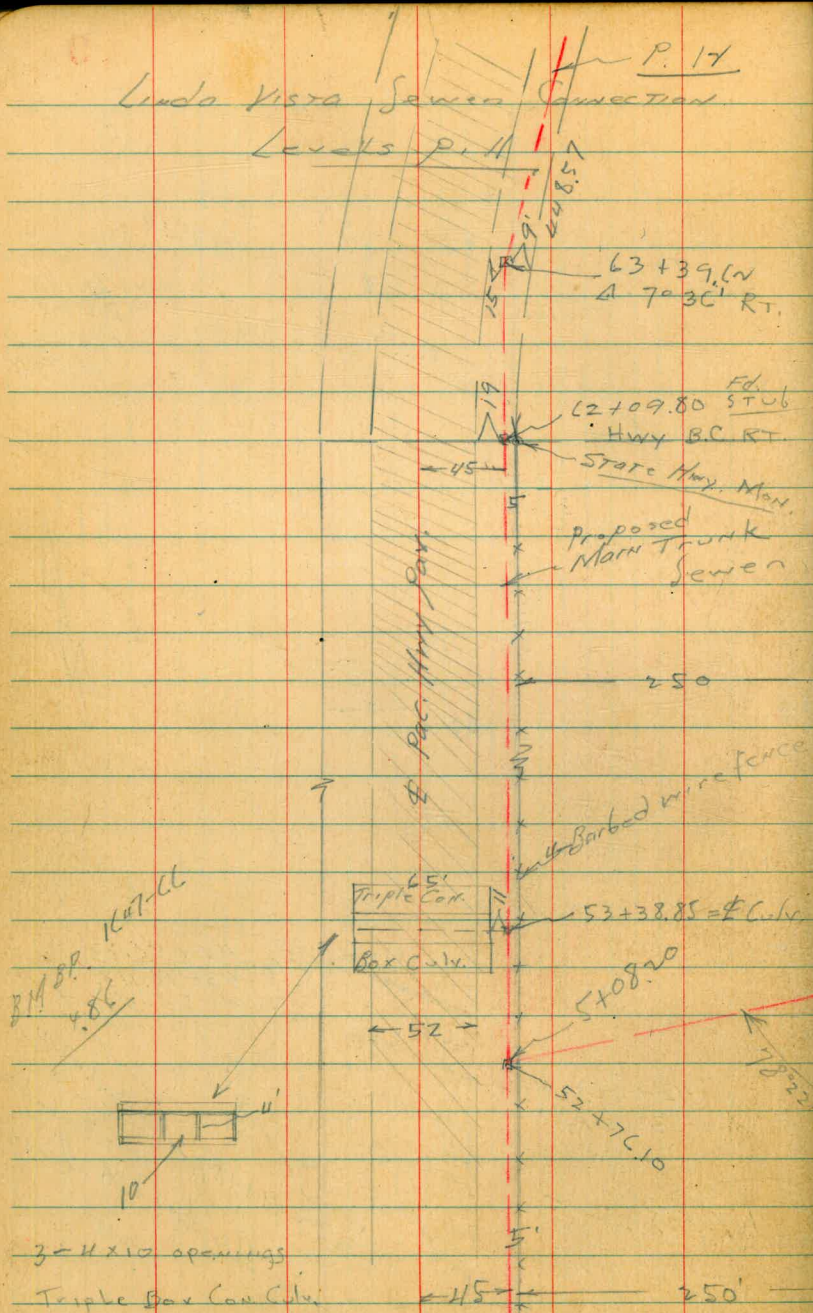
C. Moore
 Sam McCreary
 W. Moore

7-26-45. See F.B. 1647-4
 " " 1670-28

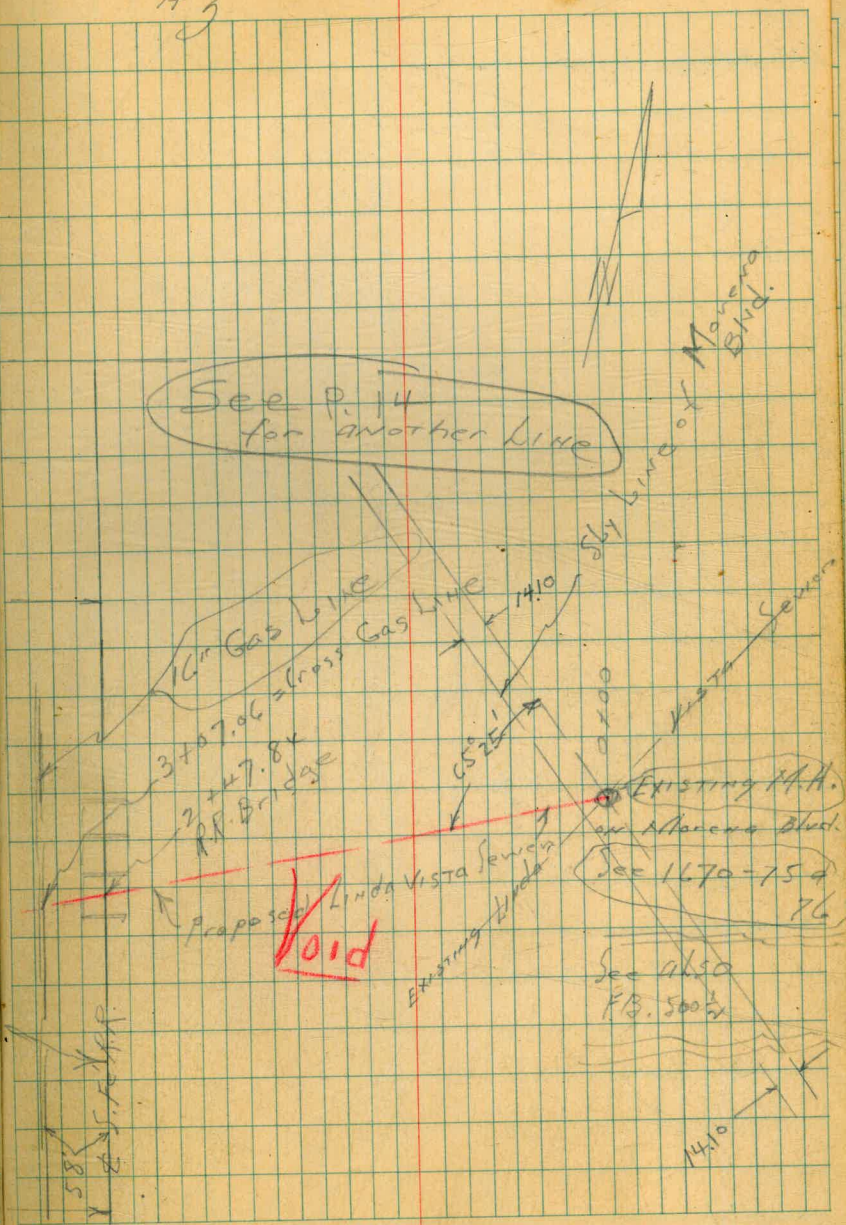
Tecolote Hwy Con. pile Bridge
 check cross on G.T. W. side mark
 on line



Linda Vista Sewer Connection
Levels p. 11



#3



Levels on Linda Vista Junction

#3

BM B.P. 4.90 9.76 4.86 Top

Morena

0+00 R.M. Ex. N.H. Blvd. 4.74 5.02 See F.B.

+40 5.1

+60 6.2

1 6.5

+50 6.4

+85 6.8

2 8.4

+23 9.2

+30 8.4

+37 ^{Pod} Rip Rap 7.8

2 +47.8x Rip Rap 7.4

← R.R.
Under
South
Bridge
Pavement

" Top Tie 3.38

Top rail 2.79

2 +60 end Rip Rap 7.5

+74 8.4

3 8.2

3+07.06 ground ^{over} 10" gas line 9.4

" Top 10" Gas Line 11.50 - 1.72

+11 8.4

+35 8.3

+41 6.6

+74 7.0

+77 8.1

E Ad wall Temple Bow Curve at 53+38.85

See 1147-66

1147-75+76 for #1 & #2

9.76

4+00 8.7

+36 8.9

+47 6.6

+56 7.1

+70 9.6

+80 10.6

+90 10.5

5+00 9.8

5+08.20 = Junction

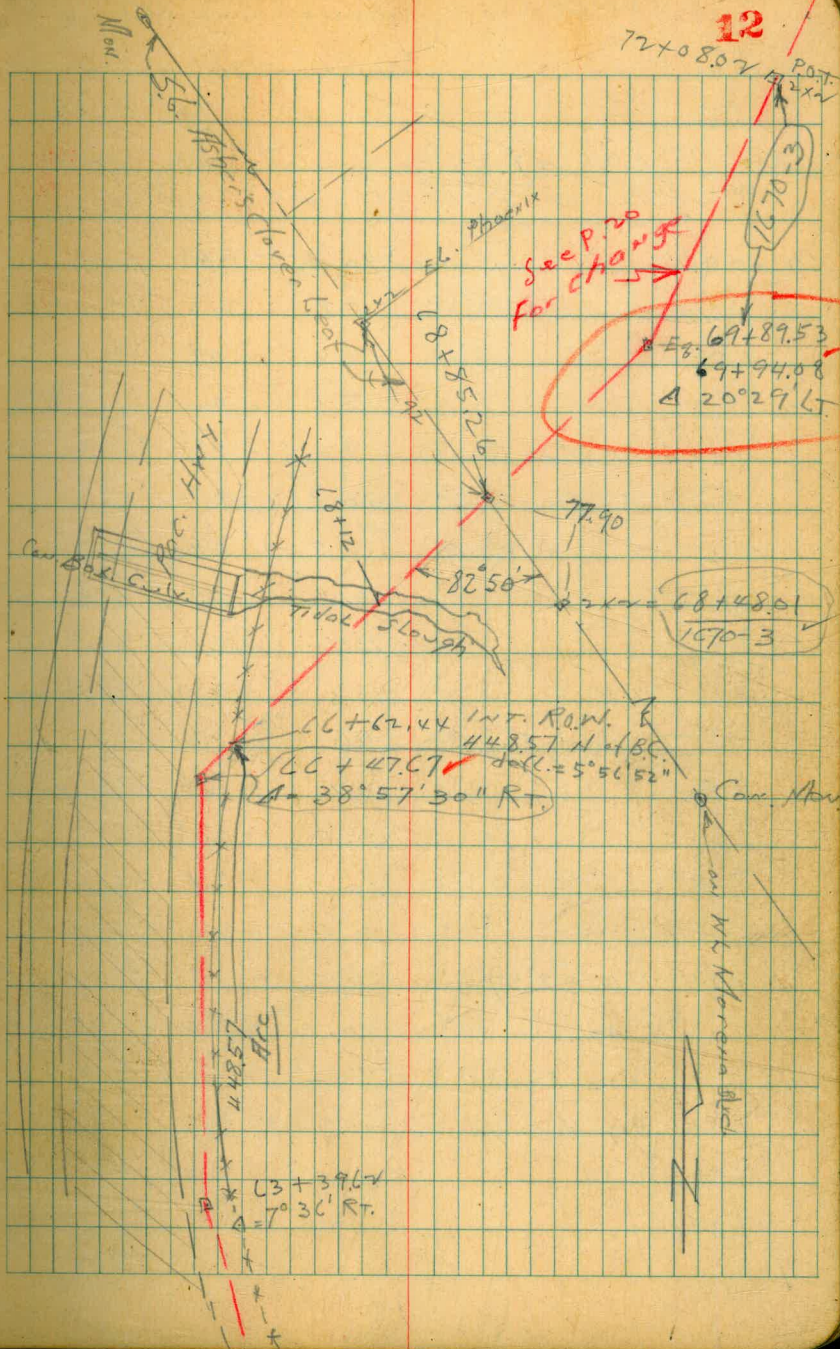
MAIN LINE

9.0

ground

47 Sta.

52+76.10



Levels on Sewer line change

Sketch p 10-12

BMBP	6.35	8.526	2.176	✓	Tap
L2 + 09.80	B.C. Hwy Curve	10.0	-1.47	✓	Toe slope
" 12	Lt. Emb.	5.7	2.8	✓	
+50		9.4	-0.9	✓	
L3		8.0	-0.1	✓	
+39.62	$\Delta 7^{\circ} 36' R$	9.0	-0.5	✓	
" 5	R+	10.6	-2.1	✓	
" 6	Lt Emb.	5.5	3.0	✓	
+50		9.4	-0.9	✓	
L4		10.0	-2.1	✓	
" 5	R+	10.5	-2.0	✓	
" 10	Lt Emb.	5.6	2.9	✓	
+50		10.7	-2.2	✓	
L5		10.0	-2.1	✓	
+50		10.9	-2.4	✓	
L6		10.0	-2.1	✓	
+47.67	$\Delta = 38^{\circ} 57' 30'' R$	9.5	-1.0	✓	
" 4	R+ Toe slope	10.9	-2.4	✓	
" 6	Lt Emb.	4.8	3.1	✓	
+55	Beq. Marshy Land	10.9	-2.4	✓	
+70		12.0	-3.5	✓	
+85		11.2	-2.7	✓	
L7		11.1	-2.6	✓	

See p 20 for change 13

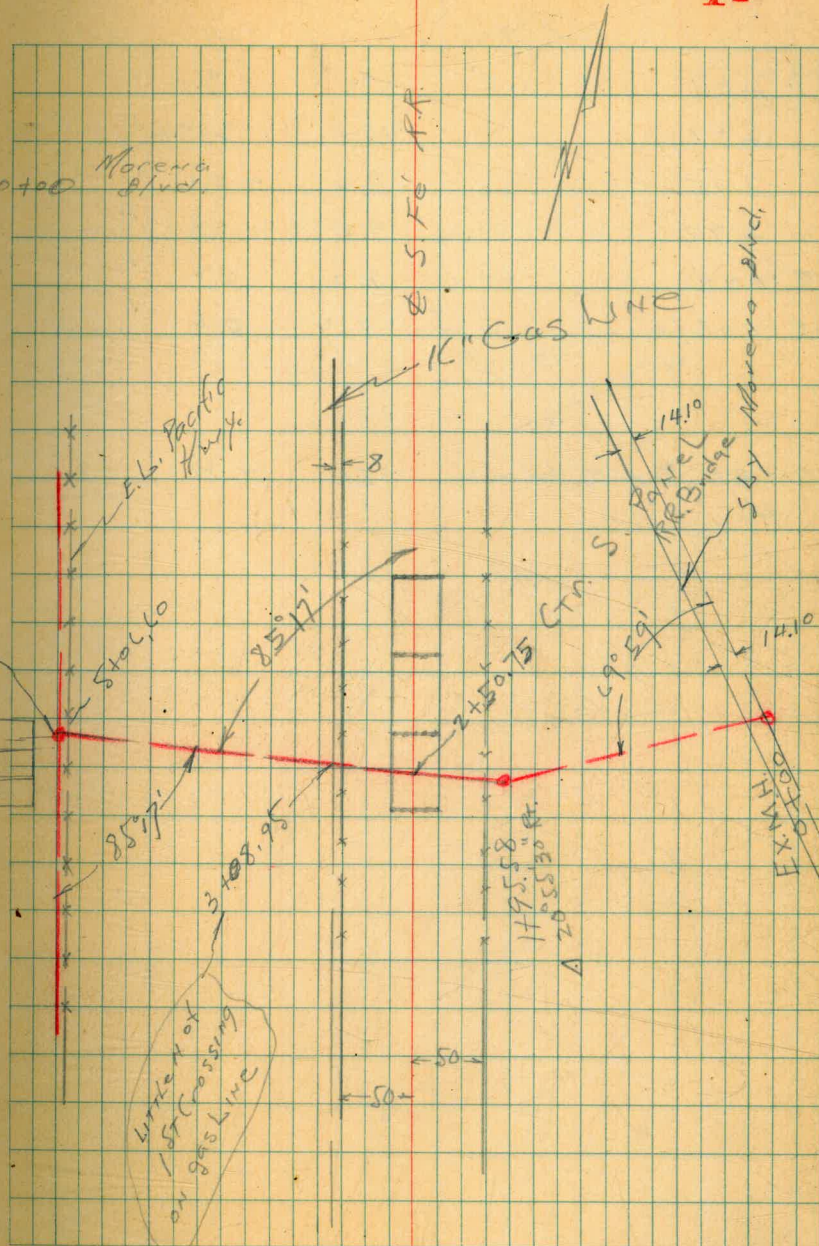
E. hd. rd. Box Culv on 1st Curve N of Cuddey
near S. L. Fisher's Cloverleaf Ter.

		8.526		
L7 +50		10.7	-2.2	✓
+90		10.3	-1.8	✓
L8		10.7	-2.2	✓
+07		13.8	-5.3	✓
+12	Tidal Slough	14.8	-6.3	✓
+18		13.0	-5.1	✓
+19		10.0	-2.1	✓
+38		10.3	-1.8	✓
+50		12.5	-4.0	✓
+64	excl Marshy ground	10.7	-2.2	✓
+82		6.5	+2.0	✓
L9		6.0	+2.5	✓
+07		6.5	+2.0	✓
+32		9.2	-0.7	✓
+50		8.0	-0.1	✓
+60		7.1	+1.4	✓
L9 + 94.08	$\Delta = 20^{\circ} 29' L$	5.07	3.40	✓
	old d. pt.			Hub
				1070-8
	Sta L9 + 89.53			
	1070 - P. 3			

Linda Vista Sewer Junction

CSM with O.T. to P.B. trunk Sewer
7-23-45

Station	Notes	Dist	Depth	Remarks
0+00	Ex. M.H.	3.44	5.0	Pin at
0+10		4.1		
0+50		3.7		
1+00		3.4		
150		3.1		
+95.58	$\Delta = 20^\circ 55' 30''$ RT	3.0		
2+00		2.7		
+05		1.8		
+20		0.9		
+31		2.0		531.4975
+44		2.4		E of N opening
+50.75	ground & RR	2.5		
+60		1.6		
+80		0.8		
3+00		1.5		
+08.95	ground over gas line	0.3		
+15		1.8		
+34		1.0		
+43		3.1		
+68		2.9		
+78		0.7		
4+00		1.1		
+35		1.1		



(8.46) ✓

4 + 114	5.5	3.0	✓
+ 57	6.2	2.3	✓
+ 75	9.2	-0.7	✓
+ 95	9.3	-0.8	✓
5 + 00	8.3	0.2	✓
5 + 06.0 Junction with Trunk Line = 53 + 49.75	7.9	0.6	✓ ground

BMBP Top E Ad wall 3.00 4.86 4.86
Hwy Culv.

15

EB: Top 16" Gas Main

BMBP	3.50	8.36	4.86	Top E Ad wall Hwy Culv.
Mostly Test Hole	11.02	-2.60	= 8.42	
	10.99	-2.63	= 8.36	

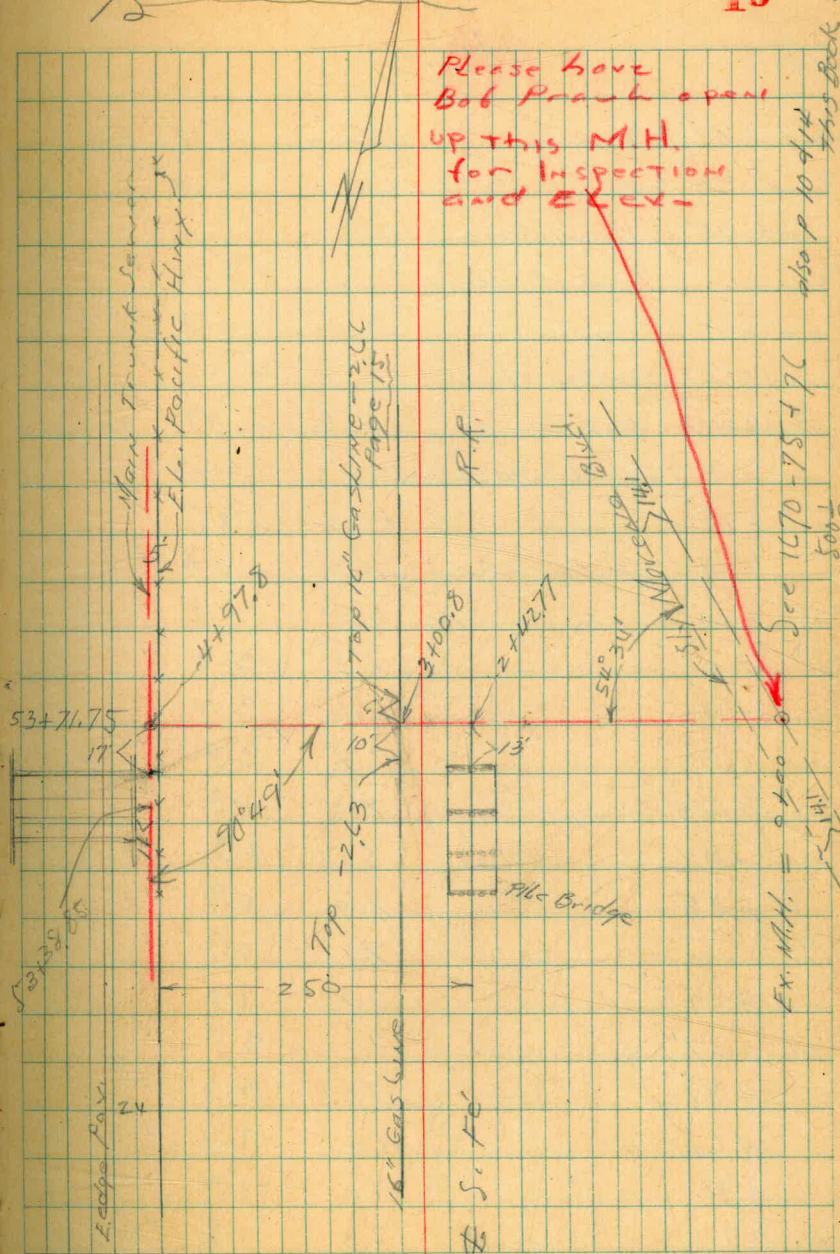
Linda Vista Sewer Junction
With Pac. Beach to Old Town

entire Main Trunk Sewer
from Morningside at Tecolote Creek
to L. Moore
Rm 6-45,

BMBP	4.90	9.76	4.86	TOP E Hdrk Hwy Box Culv.
0+00 Ex. M.H. R.M.	4.74	5.01	✓	
+40	4.8	5.0	✓	
+50	5.9	3.9	✓	
1	6.4	3.4	✓	
+50	6.9	2.9	✓	
+92	7.1	2.7	✓	
+95	8.3	1.5	✓	
✓	8.4	1.4	✓	
+04	8.9	0.9	✓	
+09	10.7	-0.9	✓	
+12	7.0	2.8	✓	
+20 Toe Enab.	7.0	2.8	✓	
+31 Shoulder	4.5	5.3	✓	
+36	4.2	5.6	✓	
+38	3.5	6.3	✓	
+42.77 ERR Top Tie	3.36	6.40	✓	
Top rail	2.78	6.98	✓	

This is best line
15

16



9.76

2+48	2.0	6.2	✓
+50	4.4	5.4	✓
+55 Shoulder	4.7	5.1	✓
+61 Toe EMB.	7.2	2.6	✓
+76	8.4	1.4	✓
+88 Edge channel	10.0	-0.8	✓
3+00.8 gas line	10.5	-0.7	✓ ground
" <u>Top 16" gas line</u> 1241		-2.65	✓
+10	10.5	-0.7	✓
+17 Wedge channel	10.2	-0.4	✓
+24	9.3	.5	✓
+33	7.8	2.0	✓
+45	6.6	3.2	✓
+50	6.8	3.0	✓
+53	8.5	1.3	✓
+74	7.5	2.3	✓
+85	8.9	0.9	✓
4	9.1	0.7	✓
+29	8.8	1.0	✓
+37	7.1	2.7	✓
+48	7.3	2.5	✓
+64	11.0	-1.2	✓
+90	11.0	-1.2	✓
4 + 97.8 = JUNCTION	8.3	1.5	✓ Toe Slope
53+71.75			✓ Main Trunk

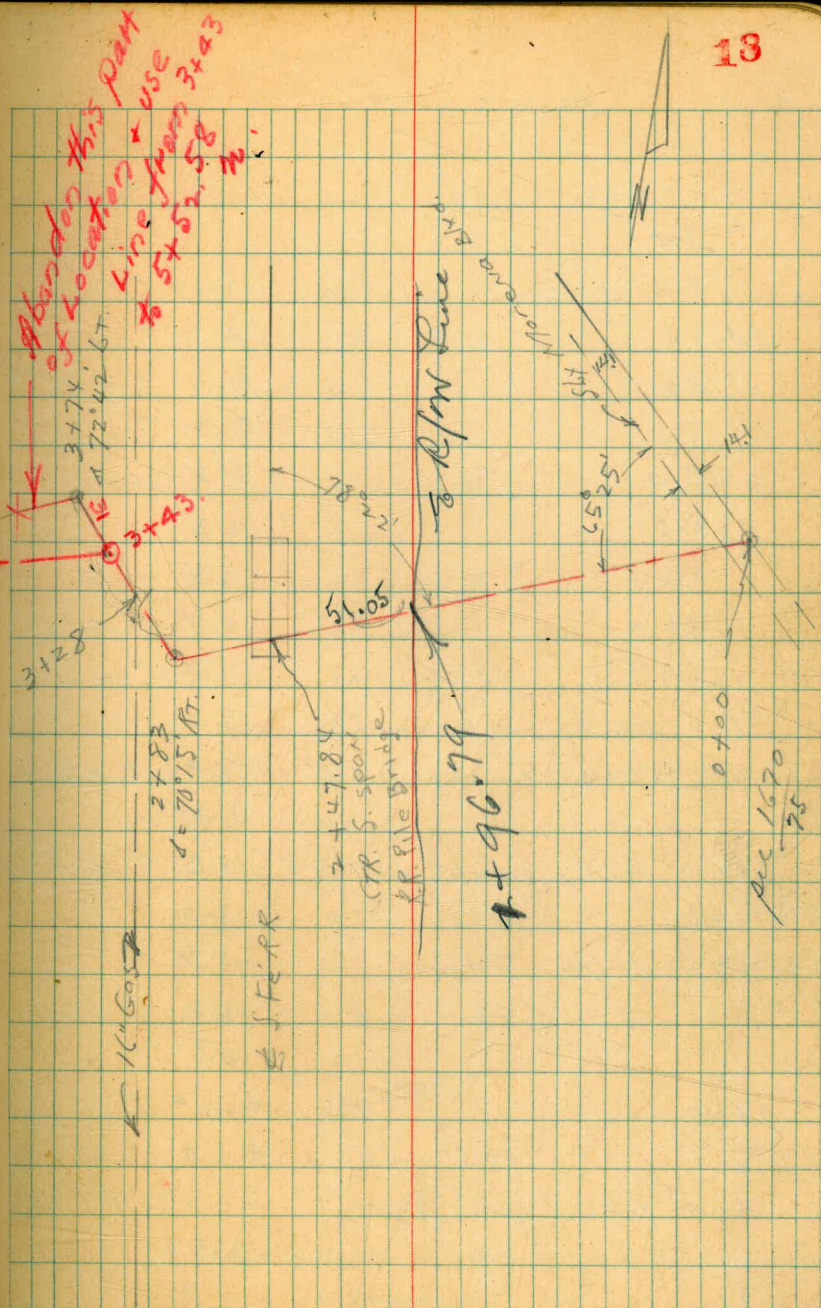
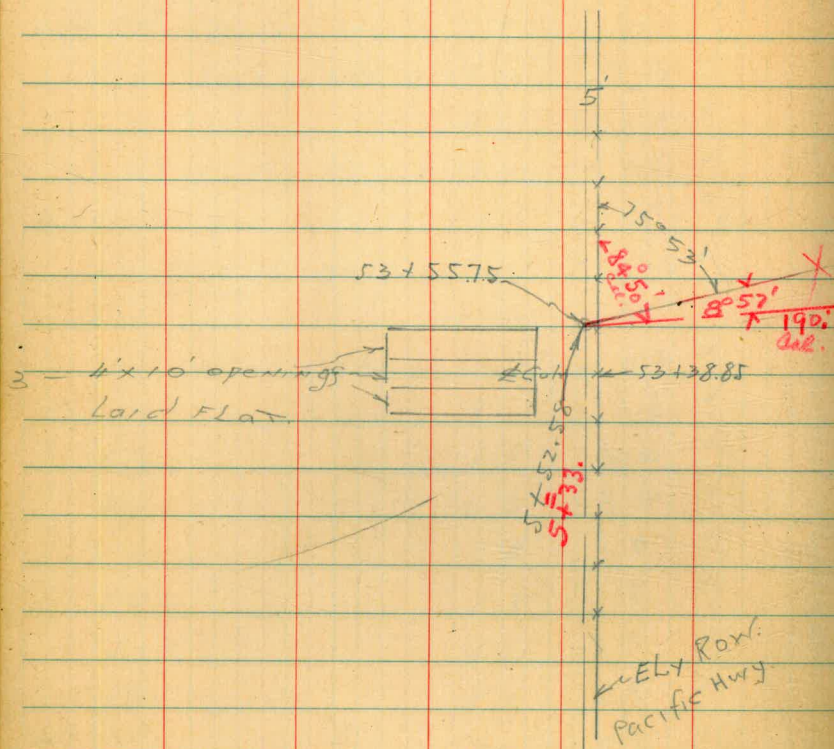
17

9.76

10' W of Junction	5.4	4.4	✓ Shoulder
19' " " "	5.5	4.3	✓ Edge Riv. Pac. Hwy

Survey #6

same Linda Vista Sewer Junction
 8-6-45 With D.T. to P.B. Trunk Sewer



Levels on #6 ✓

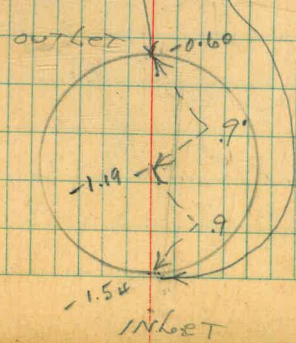
BM/BP	4.90	9.76 ✓	4.86	F 4400 Hwy Cuts
0+00 Ex. M.H. Rim	4.74	5.02 ✓		
+40	5.1	4.7 ✓		
+60	6.2	3.6 ✓		
1	6.5	3.3 ✓		
+50	6.4	3.4 ✓		
+85	6.8	3.0 ✓		
✓	8.4	1.4 ✓		
+23	9.2	0.6 ✓		
+26	8.4	1.4 ✓		
+37 ^{under} Bog. Rip rap Bridge	7.8	2.0 ✓		
+47.84 on Rip rap	7.4	2.4 ✓	± P.R.	
Top rail	2.79	6.97 ✓		
+60 end rip rap	7.5	2.3 ✓		
+74	8.4	1.4 ✓		
2 +83 Δ 70° 15' Rt	8.6	1.2 ✓		
+95	8.8	1.0 ✓		
3	9.3	0.5 ✓		
+08	11.2	-1.4 ✓		
+15	10.2	-0.4 ✓		
+28 ^{over} grand gasline	10.5	-0.7 ✓		
" Top gas line	12.38	-2.62 ✓		
+62	10.5	-0.7 ✓		

9.76 ✓

3 +74 Δ 72° 42' LT	9.9	-0.1 ✓
+84	6.9	2.9 ✓
4 +02	6.9	2.9 ✓
+00	8.7	1.1 ✓
+50	9.0	0.8 ✓
+83	9.1	0.7 ✓
+95	6.9	2.9 ✓
5	7.1	2.7 ✓
+17	10.9	-1.1 ✓
+44	11.0	-1.2 ✓
5 x 52.58 Junction	8.5	1.3 ✓

BM/BP 3.40 8.26 ✓ 4.86 ^{± P.R.} Hwy Cuts

0+00 Rim M.H.	3.24	5.02 ✓
" S side	8.86	-0.60 ✓
" Ctr	9.45	-1.19 ✓
" N side	9.80	-1.58 ✓



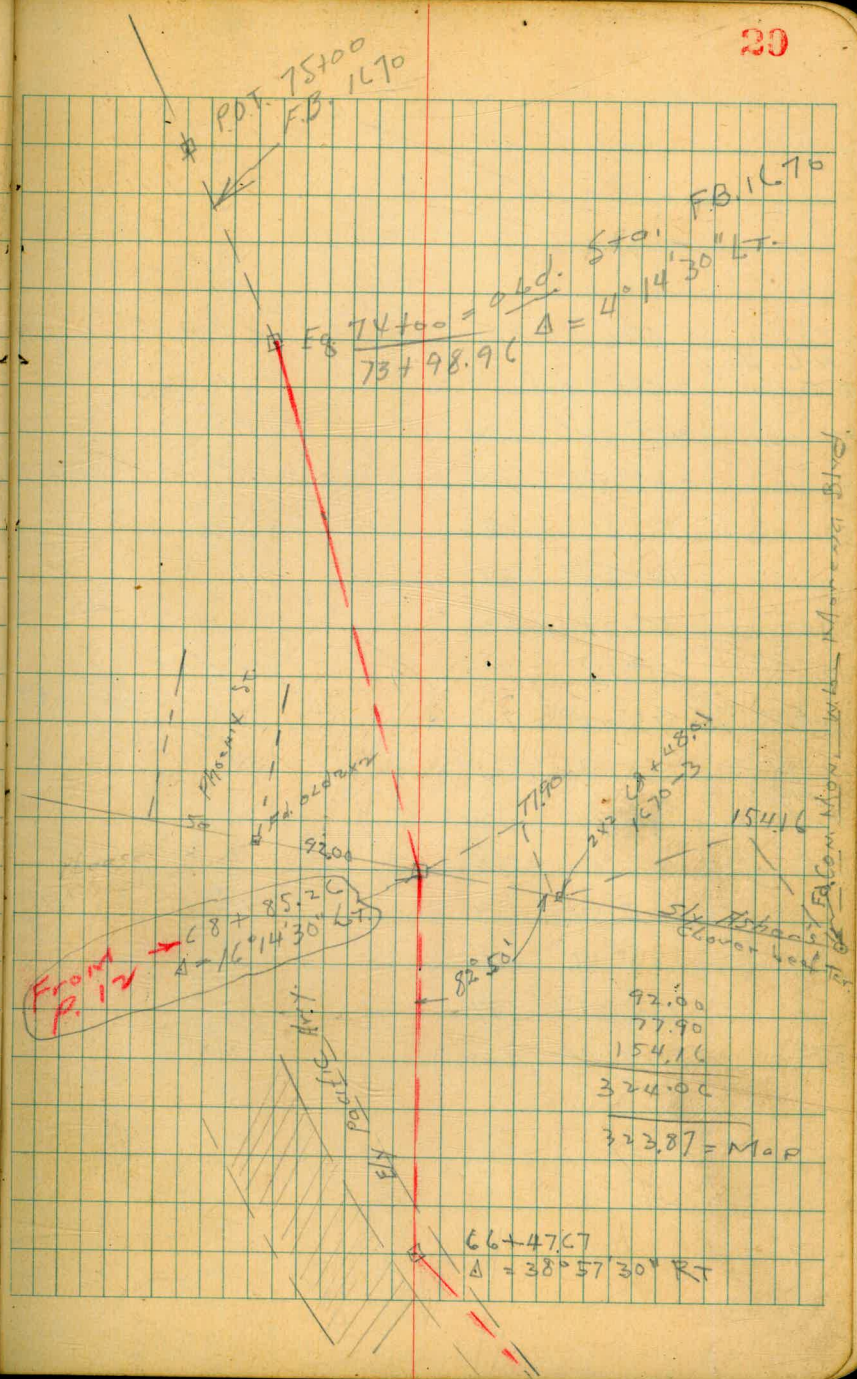
ESM
8-9-45.

C.S.M. Trunk Sewer change
 Sommermeier
 W. Moore
 8-13-45
 Via Pacific Hwy
 Sta. 68+85.26 to old Sta 74+00

1007- F.B. 1670-8
 Top E. H. H. / 1st Curve N. of Cudaby
 Box C.W.
 B.M. B.P. 7.58 9.75C 2.17C

68+85.26	A. 16°14'30" Lt.	7.6	2.2	✓	5 L. Ashes
69		7.2	2.6	✓	mv slinks
+25		7.5	2.3	✓	
+50		8.0	1.8	✓	
+75		8.6	1.2	✓	
70		8.8	1.0	✓	
+10		8.5	1.3	✓	
+50		7.1	2.7	✓	
71		5.0	4.4	✓	
+50		4.8	5.0	✓	
72		4.7	5.1	✓	
+50		4.6	5.2	✓	
73		5.5	4.3	✓	
+50		5.2	4.6	✓	
73+98.96 = 74+00		5.5	4.3	✓	
Δ = 4°14'30" Lt.					

check to 69+98.08 P. 13 6.29 3.46 3.45 ✓



8/1/15
Batted in

Location of Slough 97 C8+12
Road on Nly and Ely of Sloughs
TRANSIT on C8+00 F.S. on C8+85.26=00
Angles clockwise

	Hz.	dis.	width
N.L. Hwy			
① Calc.	259° 09'	90	21
②	262° 07'	62	16
③	288° 29'	34	15
④ Fork	3° 51'	18	15
⑤	14° 32'	54	17
⑥	30° 09'	62	12
⑦	55° 13'	70	8
⑧ END Main Slough	75° 01'	78	3 ← diff

Secondary Slough, Fly edge back

opposite			
⑨ = 4 Fork	30° 30'	23	14
⑩	100° 10'	35	11
⑪	132° 50'	54	11
⑫	139° 40'	71	11
⑬	133° 26'	97	10
⑭	141° 08'	162	12

= Present overflow from Tecolote Creek
on W side of abandoned R.R. Embankment

8-23-45
Bill Darby
Newcomb.
AP. Masley
Boyd Williams S. Col.
Soil Borings. 6" Post Hole Auger.

Sta 30+15 opposite Power Pole. + 15' N of fence

0-1 } Sandy Loam
1-4 } Dry " " more Sand
4-5 } Damp " " + Clay Content
5-8 } Wet " " + " "
8-9.5' } Drops out of Post hole digger

Sta 37+10 15' N of Adv. Sign 15' N. of fence

0-1 } Sandy Loam
1-3 } Dry " " Clay Content
3-4 } Sand " "
4-5 } Damp " " Clay.
5-6 } Wet " " fine loam
6-8 } Water " " " Very Wet

Sta 42

0-1 } Sandy loam
1-4.5 } Damp
Wet Dark Sandy loam + Clay
Water running in.

22

200' S. of recolite Creek.
Sta 45 - 5' West of fence + 2' E of Toe Hy. Emb.
0-2 } Dry Dark Sandy Loam.
2-3 } Dry Brown " + Loam.
3.5-4 } Wet " " Loam + Clay.
4-7 } Water " " " water in bdr.

53+38 Bottom Ditch. 5' N. of fence 12' E of Gate

0-1 } Dry Sandy Loam.
1-4 } Wet " " "
4-5 } " " " + Clay water in bdr.

C.S.M.

C.S.

W.F.M.

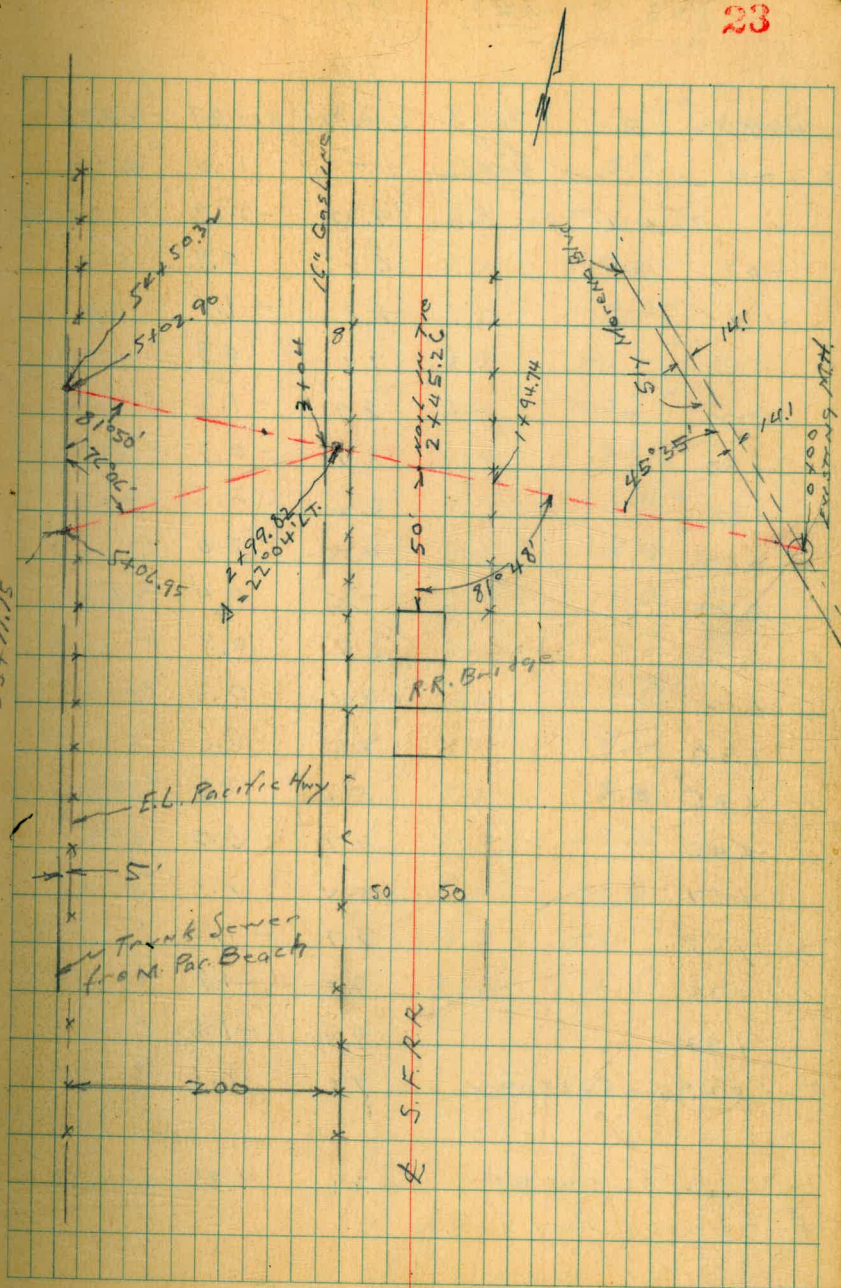
10-11-45.

Linda Vista Sewer Junction

with Pacific Beach to Old Town Sewer

0+00	2.63	<u>7.65</u>	5.02	See p. 16
+45			5.0	Rim of E. M.H.
+57			3.8	3.9 ✓
1			4.6	3.1 ✓
+50			4.8	2.9 ✓
+94			5.1	2.6 ✓
✓			6.3	1.4 ✓
+06			6.5	1.2 ✓
+11			8.4	-0.7 ✓
+14			7.0	0.7 ✓
+25			7.2	0.5 ✓
134			2.4	5.3 ✓
+39			2.4	5.3 ✓
+41			1.5	6.2 ✓
Top rails			0.57	7.08 ✓
+45.26 Top TIC			1.1	6.6 ✓
+50			1.5	6.2 ✓
+54			2.5	5.2 ✓
+57			2.8	4.9 ✓
+64			6.2	1.5 ✓
+72			6.4	1.3 ✓
+80			7.5	0.2 ✓
+90			6.2	1.5 ✓

23



7.65 ✓

2+99.8v = Δ	6.28	1.37	✓	STUB
3+04 INTERSECT 16" 99.8 Line	6.5	1.2	✓	ground
" TOP 16" pos Line	9.88	-2.23	✓	
+08	6.8	0.9	✓	
+11	8.8	-1.1	✓	
+13	7.4	0.3	✓	
+12v	8.9	-1.2	✓	
+30	8.4	-0.7	✓	
+37	5.2	2.5	✓	
+62	4.7	3.0	✓	
+73	7.3	0.4	✓	
"	6.9	0.8	✓	
+12	7.4	0.3	✓	
+30	7.2	0.5	✓	
+35	5.1	2.6	✓	
+45	4.7	3.0	✓	
+57	5.4	2.3	✓	
+68	8.7	-1.0	✓	
+75	9.5	-1.8	✓	
+93	9.3	-1.6	✓	
5 +02.90 = 54+50.3v	7.6	0.1	✓	

check to BM BP 2.79 4.86 ✓ 4.86 ✓
E. hd wall Hwy Coln.

7.65 ✓

South Leg
See sketch 24

2+99.8v Δ 22°04'LT	6.28	1.37	✓	STUB
3+08	6.8	0.9	✓	
3+11	8.8	-1.1	✓	
+13	7.1	0.6	✓	
+18	7.7	0.0	✓	
+20	8.9	-1.2	✓	
+27	8.4	-0.7	✓	
+39	4.9	2.8	✓	
+59	4.7	3.0	✓	
+66	7.3	0.4	✓	
+80	6.7	1.0	✓	
"	7.0	0.7	✓	
+35	7.0	0.7	✓	
+43	5.1	2.6	✓	
+55	5.1	2.6	✓	
+73	8.9	-1.2	✓	
+90	9.0	-1.3	✓	
5	8.8	-1.1	✓	
5+00.95 = 53+7175	6.7	1.5	✓	

C. Moore
 Surveyor
 1-28-46

Line Change at Teolote Bridge
 on Pacific Hwy. N of Cudaby

See P. 9 for old.

See end notes for
Extra Notes cuts to edge of
 "M" = sicklewood plant
 P. 27

42+71 1.5 LT to 2" di. Eucal. Tree

42+58 4' LT. to 1" di. Eucal. Tree

42+48.83 = E.B. = M.H. = 60° LT.
 43+98.66

43+91 C.S. LT. to 4" di. Eucal. Tree

43+86 10.4 LT. to Fly. end Con. Bulkhead

43+71.4 on E Sewer = E edge of Fly Con. Stringer

43+64.6 12' RT to E. end of Fly Con. BENT.

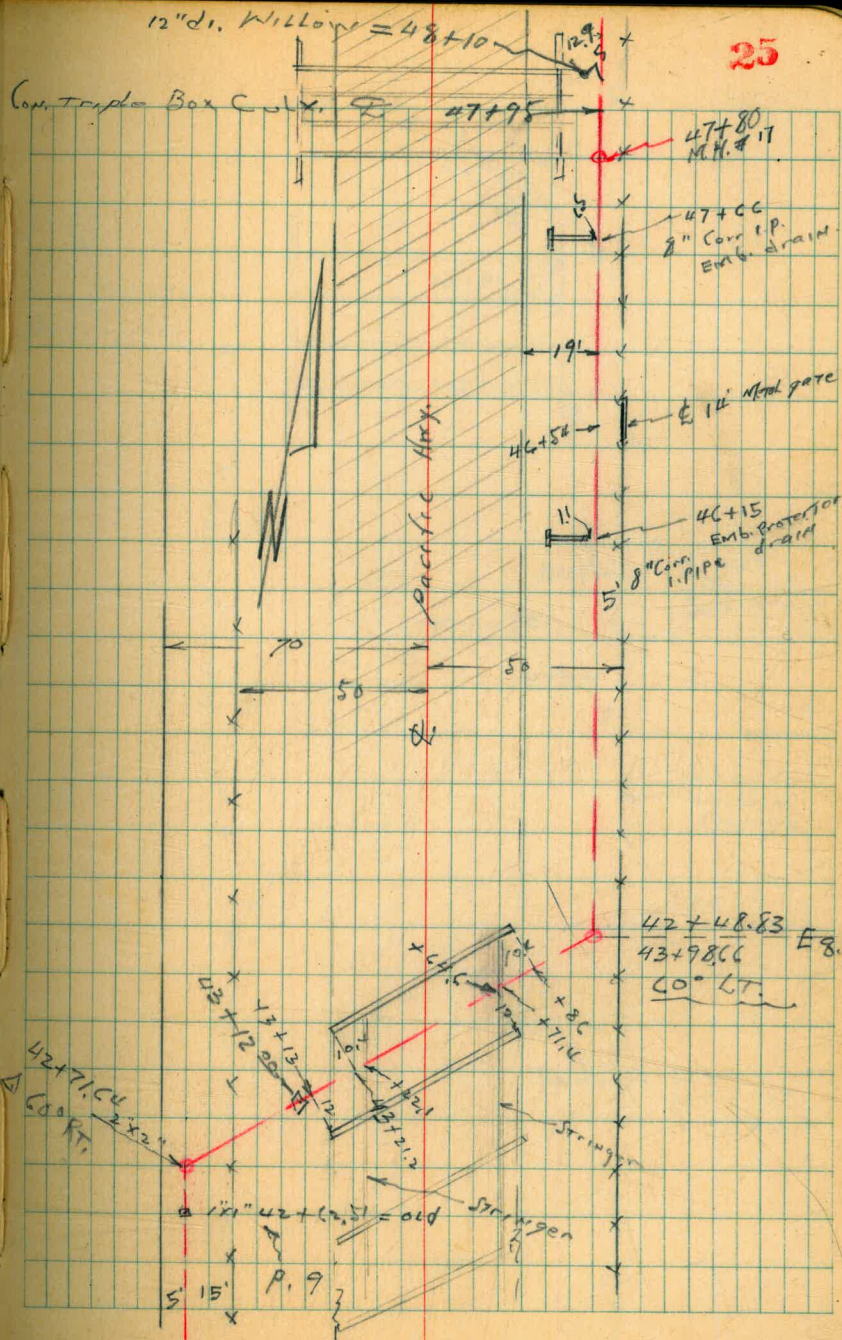
43+22.1 on E Sewer = W. edge of Fly Con. Stringer

43+21.2 10.4 LT. to W. end Con. Bulkhead

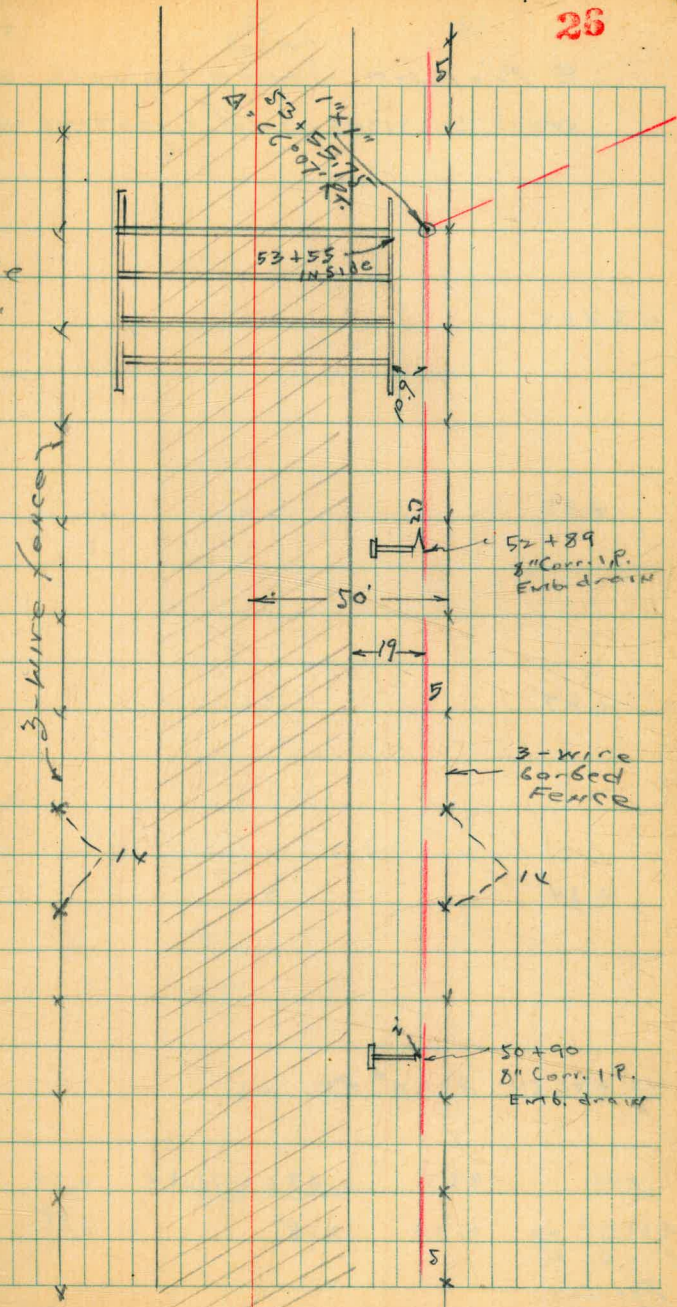
43+14 13' LT. to 2" di. Eucal. Tree

43+13 12' RT. to W. end Con. BENT

meas. to
 nearest
 side.



CON. TRUNK
BOX. CULV.



Proposed Sewer Levels with
cross sections and location of M plants

43+04

+95

+89

+84

42+71.64 A 60° RT.

TP	3.53	<u>3.87</u>	11.84	0.34
B.M.B.P. on E.C.C. E	4.33	12.18	7.85	
Facalote Bridge 1147-50				

Lt.

£
Sewer

Rt

27

3.7

4.2

3.6

1.5

1.2

3.87

42 + 58

$\frac{42+48.29}{43+98.66} = \text{Eq.} = 60^\circ \text{LT}$ Sec. on split of Δ

T.P. 10.07 10.41 3.53 0.32

+86 Beg. "M" PLANT

See Mr. Haylon
or Burbank

+80

+71.4

+0.38

BOT.
= STINGER

V3 + 22.1

+0.39

BOTTOM
= STINGER

3.87

LT

5

Rt

23

$\frac{3.5}{15}$ 8.2
M M

$\frac{9.3}{6}$

$\frac{3.0}{22}$ $\frac{4.3}{15}$ $\frac{9.9}{4}$ 10.0
M M M

10.41

+0.5.
 $\frac{10}{M}$

$\frac{3.0}{3}$
Beg. M

3.4

$\frac{3.4}{10}$

$\frac{2.7}{10}$

3.3

$\frac{3.3}{10}$

3.0

3.5

3.87

44

+ 9°

+ 7°

+ 5°

43

42 + 71

10.41

LT

E
S

RT

29

 $\frac{3.84}{24}$
Pav $\frac{4.0}{17}$
M $\frac{5.0}{9}$
M8.1
M $\frac{8.3}{5}$
M $\frac{8.9}{8}$
M

Toe

10
M

M

11
M10
M

M

8
M $\frac{4.1}{15}$
M $\frac{5.1}{6}$
M7.3
M $\frac{8.5}{5}$
M

Toe

 $\frac{3.4}{15}$
M $\frac{4.6}{4}$
M6.7
M $\frac{8.0}{5}$
M $\frac{8.3}{6}$
M $\frac{8.8}{8}$
Toe $\frac{3.0}{18}$
M $\frac{4.2}{10}$
M6.2
M $\frac{8.3}{4}$
M $\frac{9.2}{8}$
Toe10.41

44 + 15

T.P. 4.25 10.32 4.34 6.07

46

+ 50

45

+ 50

44 + 15

10.41

$\frac{3.6}{14}$	$\frac{4.2}{11}$	$\frac{7.9}{1.1}$	$\frac{7.8}{11}$	$\frac{7.7}{5}$
NT	NT	FL. 84 OUTLET		NT

10.32

$\frac{4.22}{23}$	$\frac{4.1}{14}$	$\frac{5.9}{10}$	$\frac{7.8}{2}$	$\frac{8.1}{11}$
POV	NT	NT	NT	NT

$\frac{4.0}{14}$	$\frac{4.9}{10}$	$\frac{7.9}{2}$	$\frac{8.2}{11}$
NT	NT	NT	NT

$\frac{4.02}{24}$	$\frac{4.1}{15}$	$\frac{5.3}{10}$	$\frac{7.9}{3}$	$\frac{8.2}{11}$
POV	NT	NT	NT TOC	NT

$\frac{4.1}{15}$	$\frac{4.8}{10}$	$\frac{7.8}{3}$	$\frac{8.2}{11}$
NT	NT	NT TOC	

$\frac{14}{11}$

NT

$\frac{5}{11}$

10.41

+75

+66

+50

47

+60

Beq. M

46+45

End "M"

10.32

Lt

5

Rt.

31

4.42	6.7	6.5	7.4
12.9	12	M	5 M
T.P.	M		
ADWL			

6.27
6.5
FL 8"
drain outlet

4.4	4.7	6.3	6.1	6.8
13	10	3	M	5 M
M	M	M		

4.47	4.5	6.9	7.1	7.4
22	14	3	M	5 M
PAV	M	M		

4.4	6.1	7.2
14	M	5 M
M		

4.1	4.6	6.5	8.1
14	8	M	5 M To
M			

10.32

48+20 Beg. "M"

$\frac{6.3}{12}$	6.6	$\frac{6.7}{5}$
M	M	M

48+00

$\frac{10.17}{12.9}$	$\frac{7.9}{12.9}$	7.5	$\frac{2.5}{5}$
FL.	Grd.		
Choked up			

+99

$\frac{10.17}{12.9}$	10.7	$\frac{10.7}{5}$
FL.		
Culv.		

47+95 E Box Culv.

$\frac{4.83}{1.9}$	$\frac{4.41}{12.9}$	$\frac{10.17}{12.9}$	10.6	$\frac{10.5}{5}$
Pav.	Top	FL.		
	Adm L.	Culv.		

+86

$\frac{10.13}{12.9}$	$\frac{8.5}{8}$	10.0	$\frac{10.0}{5}$
FL. Culv.			

47+80 end "M"

$\frac{8.3}{12}$	$\frac{2.0}{8}$	7.7	$\frac{7.7}{5}$
M	M	M	M

10.32

10.32

50+90 emb down

T.P. 4.53 9.25 5.60 4.72

+50

50

+50

49

48+50

10.32

Lr

←

Rr

33

$\frac{7.8}{2}$
FL. 8"
OUTLET

9.25

5.5	8.1	8.0	8.1
11	4	11	5
M	M	M	M

5.1	8.2	8.2	7.5
10	3	11	5
M	M	M	M

4.7	7.7	7.4
11	11	5
M	M	M

4.90	4.8	7.4	7.2
19	10	11	5
Pax.	M	M	M

4.7	5.1	7.1	6.8
14	8	11	5
M	M	M	M

10.32

L+

E

R+

53

+ 89 Eng. drain

+ 50

52

+ 50

51 + 00

9.25

$$\frac{4.87}{19}$$
 Pav.

$$\frac{4.7}{10}$$
 M

$$\frac{5.4}{10}$$
 M

$$\frac{8.5}{11}$$
 Top

$$\frac{8.9}{5}$$
 M

8.3

2.7

FL 8" PIPE OUTLET

$$\frac{4.9}{10}$$
 M

$$\frac{8.1}{11}$$
 Top

$$\frac{8.5}{5}$$
 M

$$\frac{4.08}{19}$$
 Pav.

$$\frac{5.1}{10}$$
 M

$$\frac{8.1}{2}$$
 M

$$\frac{8.1}{11}$$
 M

$$\frac{8.7}{5}$$
 M

$$\frac{4.1}{13}$$
 M

$$\frac{4.9}{10}$$
 M

$$\frac{8.4}{2}$$
 M

$$\frac{8.5}{11}$$
 M

$$\frac{8.5}{5}$$
 M

$$\frac{4.43}{19}$$
 Pav.

$$\frac{4.7}{10}$$
 M

$$\frac{7.8}{4}$$
 M

$$\frac{7.8}{11}$$
 M

$$\frac{7.8}{5}$$
 M
9.25

check to B.M. BP E. Top 4.39 4.86 4.80
 to mid of Culv.

53+55.75 A 11.007 Rt.

+40

+38

+36

+25

end of "M"

53+15

9.25
 2

LT

C

R

35

4.95	4.40	6.0	8.0	9.0
1.9	1.09	1.0		5
Par.	Adm. wall			

10.17	8.4	8.8	8.8
10.9	8		5
FL			

10.17	10.2	10.2
10.9		5
FL		
Culv.		

4.39	10.17	8.6	8.8	8.8
10.9	10.9	8		5
Top	FL			
Adm. l.	Culv.			

8.6	8.9	9.1
11		5
M	M	

4.6	5.0	8.7	8.8
11	8	11	5
	M	M	M

9.25

Profile of E of Sewer over Raised
Fill on R.R. Tracks - N. end Cudahy Sewer.

See P. 23.

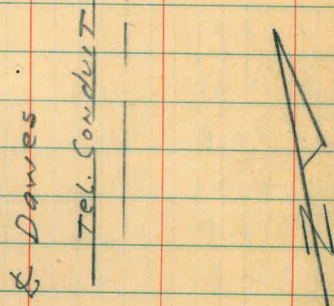
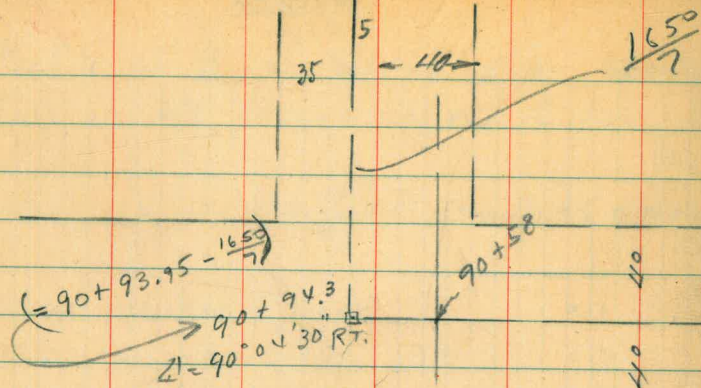
B.M.	5.26	(10.11)	4.85	B.P. in Culvert wall 53+39
2+20 = undisturbed ground	9.8		0.3	✓
2+22 = Toe of New emb.	9.8		0.3	✓
2+34.5 = Should. of Fill	2.2		7.9	✓
2+38 = Toe of Rock balast	2.1		8.0	✓
2+40 = shoulder of Rock	0.8		9.3	✓
2+43.10 = Gauge of E. rail	0.11		10.0	✓ Top rail
	0.66		9.45	✓ Bot. of Rail
2+47.90 = " " W. rail	0.11		10.00	✓ Top rail
2+50.5 = shoulder of Rock	0.7		9.4	✓
2+53.5 = Toe of Rock	2.0		8.1	✓
2+56.5 = should. of Fill	2.2		7.9	✓
2+68 = Toe of New Fill	0.8		1.3	✓
2+75 = undisturbed ground	9.3		0.8	✓

1647-50

8-16-46

7.0.

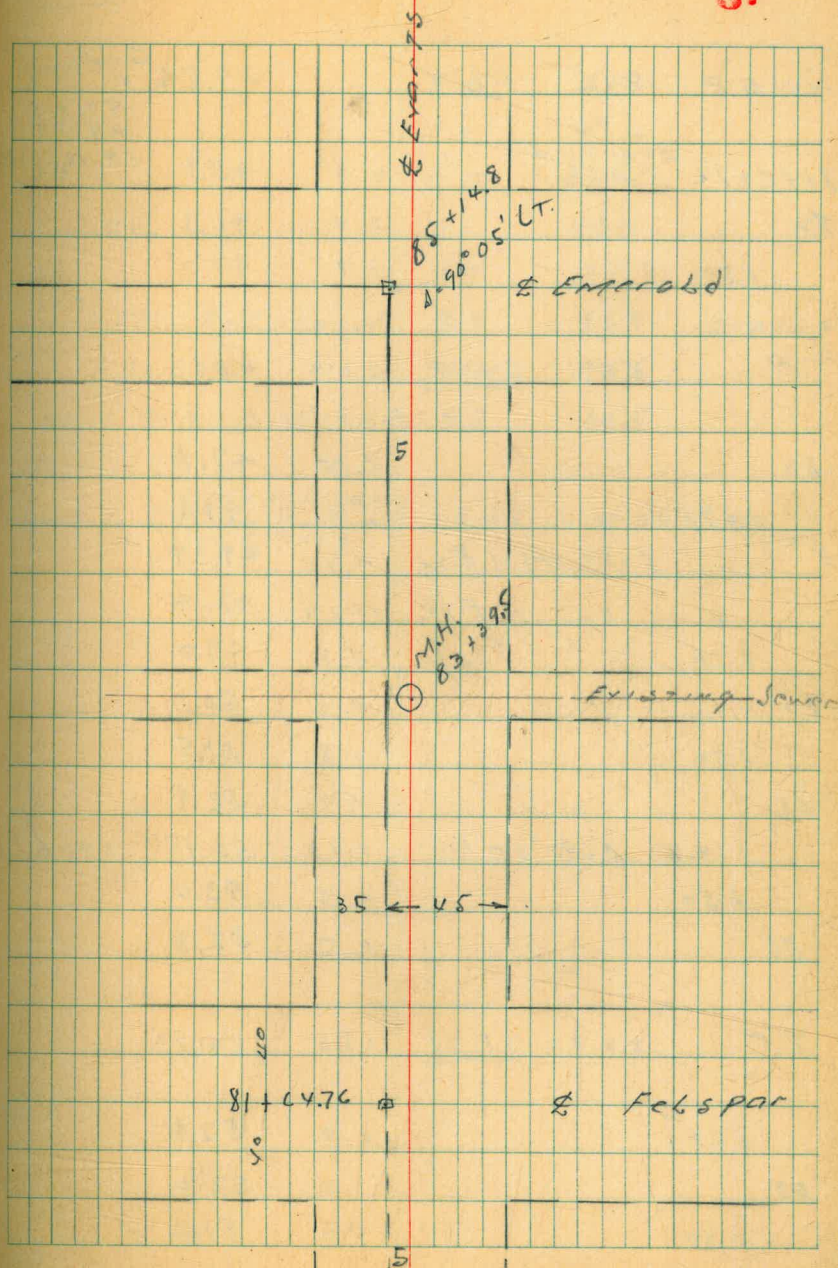
Reference B.M.?



Change of Align. of
Pacific Beach Sewer #155
Bet. Felspar + Evans
& Emerald + Dawes

C. Moore
Sergeant Meyer
W. Moore
E. Boggs
12-3-46

37



Levels on Line change Sketch P. 37

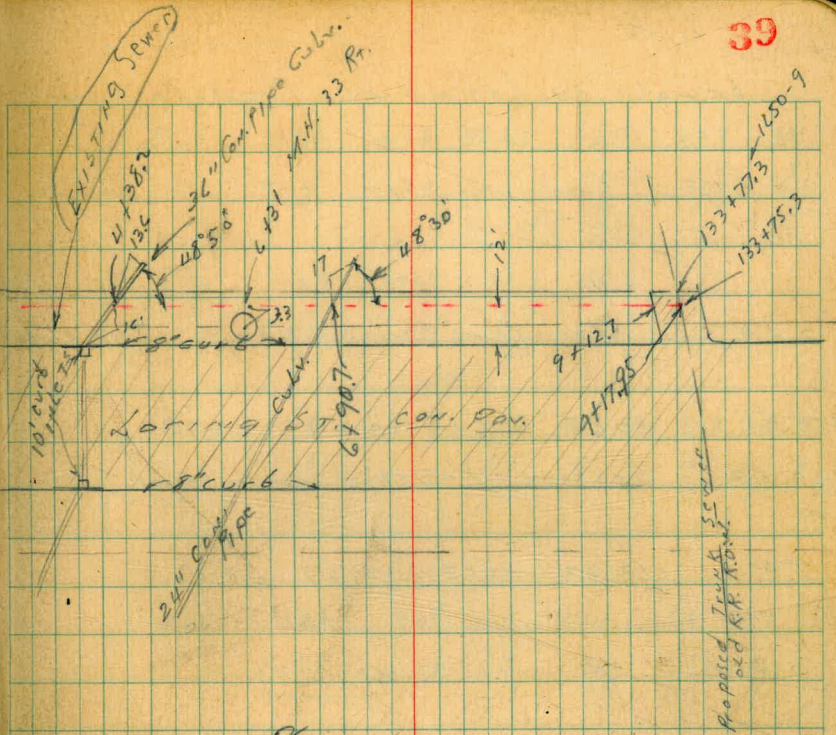
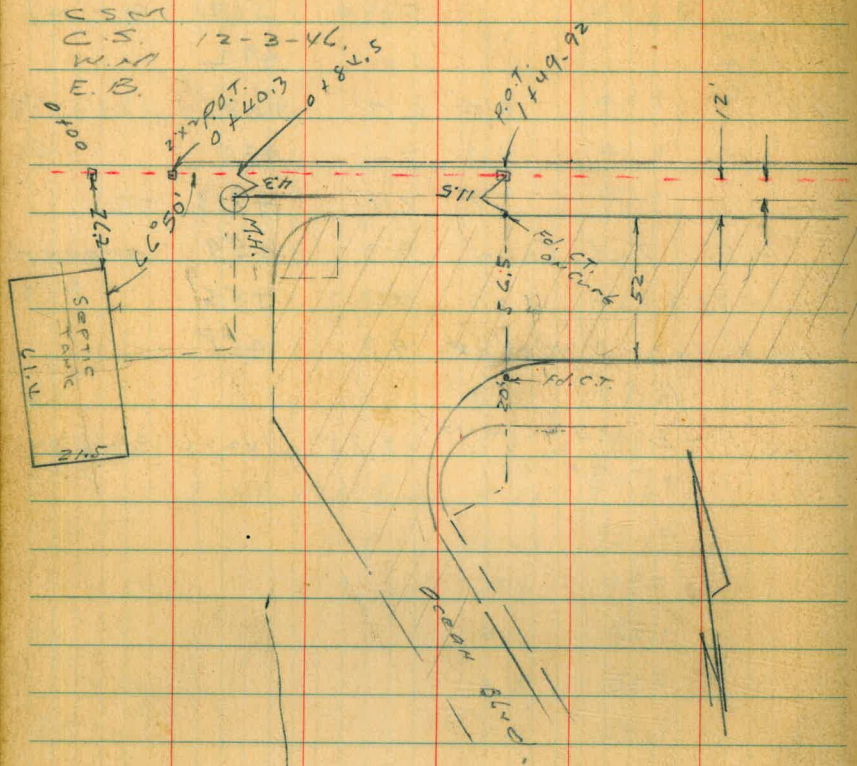
N.W.B.P.	9.16	<u>48.74</u>		39.56	GORNEY EVENTS RECORD 39.53 F.B. 1650-36
81+64.76	EVENTS + FELSPAC		2.8	45.9	
82			2.4	46.3	
+50			1.7	47.0	
T.P.	7.65	<u>54.28</u>	2.09	46.63	
83			6.5	47.8	
+39.5			5.4	48.9	
"	5' RT. M.H. RM		4.94	49.34	
"	" " F.L.		11.14	43.14	
+50			5.3	49.0	
84			4.2	50.1	
+50			2.8	51.5	
85			1.4	52.9	
+14.8	$\Delta = 90^{\circ} 05' 67$		1.13	53.15	STUB
+50			1.3	53.0	
86			1.5	52.8	
T.P.	2.48	<u>55.21</u>	1.55	52.73	
+50			2.8	52.4	
87			3.0	52.2	
+50			4.0	51.2	

55.21

33

88		5.0	50.2	
+50		6.0	49.2	
89		4.7	48.5	
+50		7.2	48.0	
90		7.9	47.3	
+58	Trk. Cond.	9.3	45.9	ground
+73		9.7	45.5	
90 + 94.3	$\Delta 90^{\circ} 43' 30''$ RT	9.7	45.5	
check to T.P.	F.B. 1650-37 150' on P.P. pole	12.85	42.36	$\frac{42.34}{0.02}$

Loring St. Pressure Line



27.60
49.92
40.3

Levels on Loring St. Pressure Line

0+84.5 Section at 90°

0+47 Parallel with Tank Top cliff

T.P. 10.68 56.44 0.39 45.76

0+26 Section Parallel with tank

T.P. 12.32 46.15 0.37 33.83

0+18 parallel with tank

0+10 Section Parallel with tank

0+00 Section on E.L. of tank

T.P. 0.37 34.20 12.89 33.83

T.P. 0.72 46.72 9.10 46.00

T.P. 0.29 55.10 10.89 54.81

T.P. 0.34 65.70 9.08 65.36

M.E.B.P. Mission Blvd 8.19 74.24 66.25

+ Hilbur
1650-41

LT = North

RT 40

EL.	49.0	49.0	49.47	42.40	53.9	48.1
	$\frac{7.4}{25}$	7.4	$\frac{6.97}{4.3}$	$\frac{14.04}{4.3}$	$\frac{7.5}{25}$	$\frac{8.3}{50}$
			P.M.M.H.	F.L.		

EL.	48.9	48.9	47.7	46.6
	$\frac{8.0}{25}$	8.0	$\frac{8.7}{23}$	$\frac{9.9}{50}$

56.99

EL.	47.5	47.4	37.6	36.9	34.6	37.6	37.6	47.5
	$\frac{+1.3}{15}$	+1.2	$\frac{8.6}{23}$	$\frac{9.3}{41}$	$\frac{11.6}{45}$	$\frac{8.6}{50}$	$\frac{8.6}{70}$	$\frac{+1.3}{100}$
			Top cliff					Top cliff

46.15

EL.	46.9	41.5	32.9	30.1	26.6	30.1	35.5
	$\frac{+12.7}{14}$	+7.3	$\frac{1.3}{10}$	$\frac{4.1}{20}$	$\frac{7.6}{60}$	$\frac{4.1}{75}$	$\frac{+1.3}{115}$
			Top cliff				Top cliff

EL.	46.2	37.7	34.0	28.0	25.1	25.0
	$\frac{+12.0}{14}$	+3.5	$\frac{0.7}{2}$	$\frac{6.5}{13}$	$\frac{9.1}{20}$	$\frac{9.2}{70}$
			Top cliff			

EL.	36.0	33.1	25.5	24.2	20.3	22.00
	$\frac{+1.8}{10}$	1.1	$\frac{8.7}{14}$	$\frac{10.0}{18}$	$\frac{13.9}{21}$	$\frac{12.20}{20.2}$
						Top tank

34.20

SE Cor. Ocean Blvd and Loring

+50

+25

3

+75

+50

+25

2

1 + 49.92

1 + 00

56.44

LT EL.

48.9
7.5

48.43
8.01
12
66

41

EL. 50.2
6.7

49.71
6.73
12
66

EL. 51.4
5.0

51.09
5.35
12
66

EL. 52.7
3.7

52.32
4.12
12
66

EL. 53.2
3.2

53.05
3.39
12
66

EL. 53.1
3.3

53.23
3.21
12
66

EL. 52.8
3.6

52.83
3.61
12
66

EL. 50.9
5.5

50.59
5.85
12
66

EL. 49.5
6.9

56.44

L x 31

6

T.P. 1236 63.93 026 51.57

+50

5

+50

4138.7 Section on Line 36" Pipe

T.P. 4.55 51.83 916 47.28

4

3 +75

56.44

L7

EL. 56.1

7.8

56.03

7.90

45.47

18.46

42

3.3
M.H.P.M

3.3
F.L.

EL. 53.9

10.0

53.62

10.31

12
06

63.93

EL. 50.2

1.6

50.21

1.62

12
06

EL. 48.3

3.5

47.82

4.01

12
06

EL. 46.6

5.2

46.65

5.18

12
06

EL. 42.07

9.76

136

FL 36" pipe

46.5

5.3

46.60

5.23

16
06

45.57

0.26

16
06

41.25

10.58

16
06

FL 36" pipe

51.83

EL. 47.6

8.8

46.94

9.59

12
06

EL. 48.3

8.1

47.50

8.94

12
06

56.44

L

E

R

9

+50

+25

8

+50

T.P. 9.92 73.20 0.65 63.28

7+00

6+90.7 culvert

6+50

63.93

EL. 70.7 70.33

2.5 $\frac{2.87}{12}$
26

EL. 69.5 69.17

3.7 $\frac{4.03}{12}$
06

EL. 68.9 68.58

4.3 $\frac{4.67}{12}$
06

EL. 68.0 67.67

5.7 $\frac{5.53}{12}$
06

EL. 64.8 64.18

8.4 $\frac{9.07}{12}$
0673.20

EL. 60.9 60.51

3.0 $\frac{3.42}{12}$
06

EL. 52.37 60.2

 $\frac{11.56}{17}$ 3.71.4.24" pipe
in cut

EL. 57.1 57.01

6.5 $\frac{6.92}{12}$
0663.93

9 + 17.95 = Trunk Sewer

9 + 12.7

9 + 12.7

73.20

EL. 70.08

3.17
Pav.

EL. 69.97

3.23
Pav

EL. 70.61

2.59
- Topc6

73.20

TRUNK SEWER #2

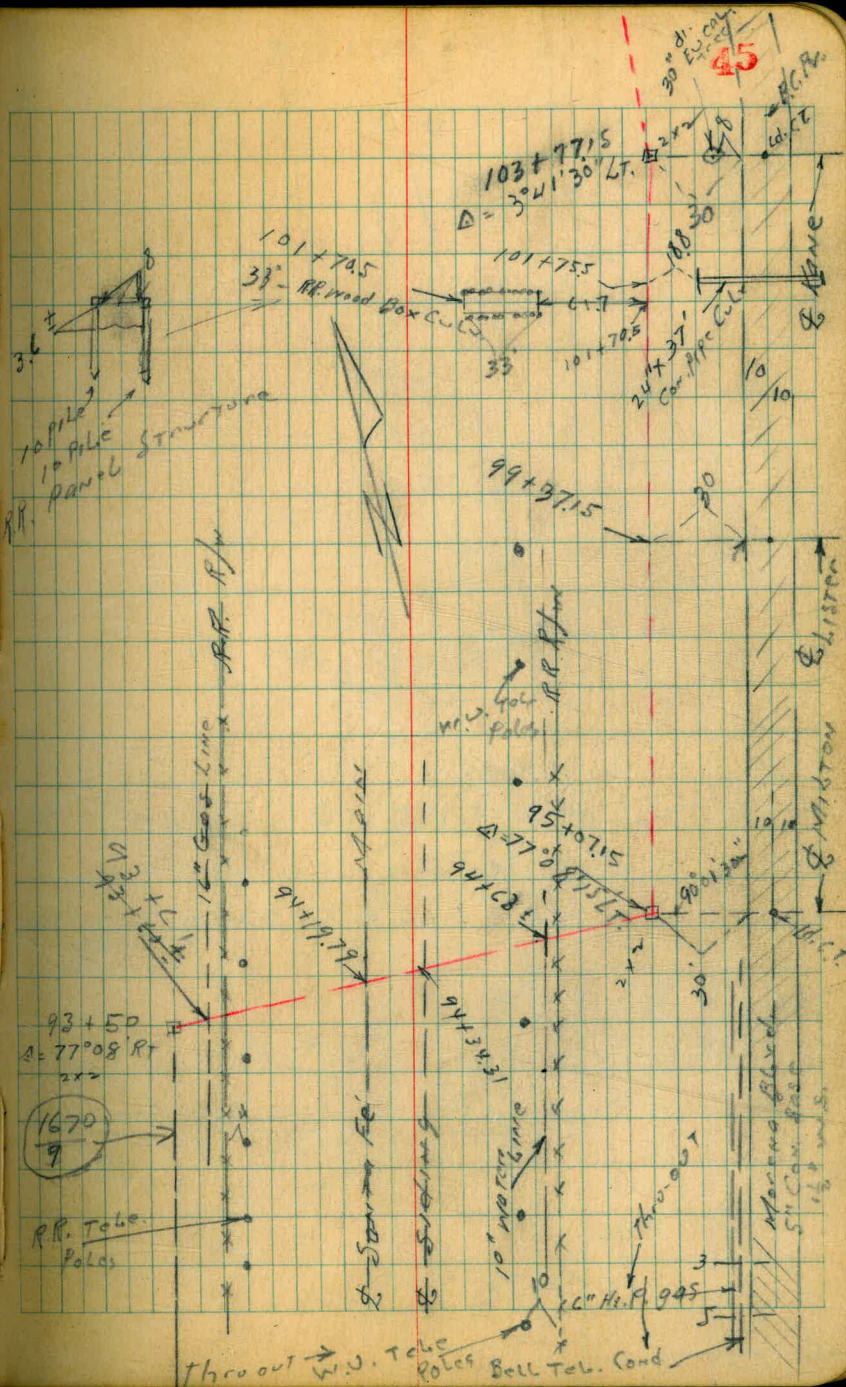
Line change, W.O. #155

Req. 93+50 across R.R. to
MILTON thence Nly and
Parallel + 30' w of wedge Pan
to

C.S.M.
C.S.
W.M.
E.B.

1-17-47

Note! Row of trees (grasia & Eucah
approx 22' RT of line
95+07.15 to 104+00
also Tele. Poles 23' RT.

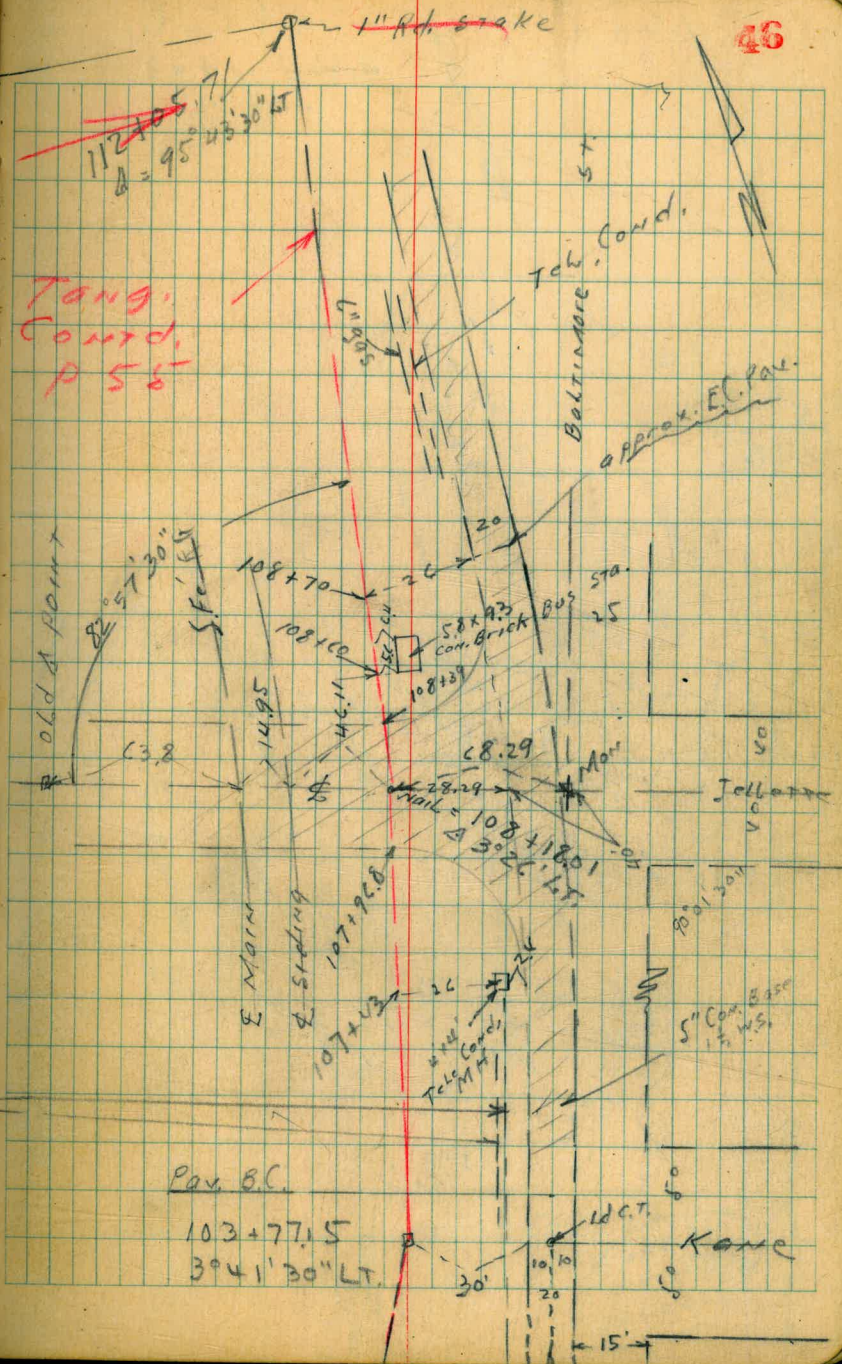


abandon
THIS
N.G.

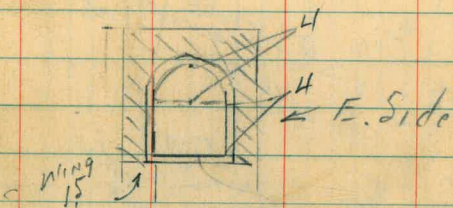
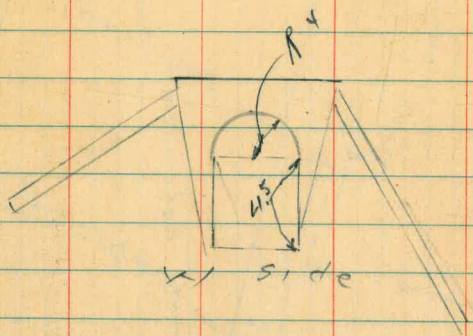
Note! on Jellison over RR,
is A.C. Pav.

108 + 46 = 7.7 ft. El. Camino Real
Bell. Thru
Mex.

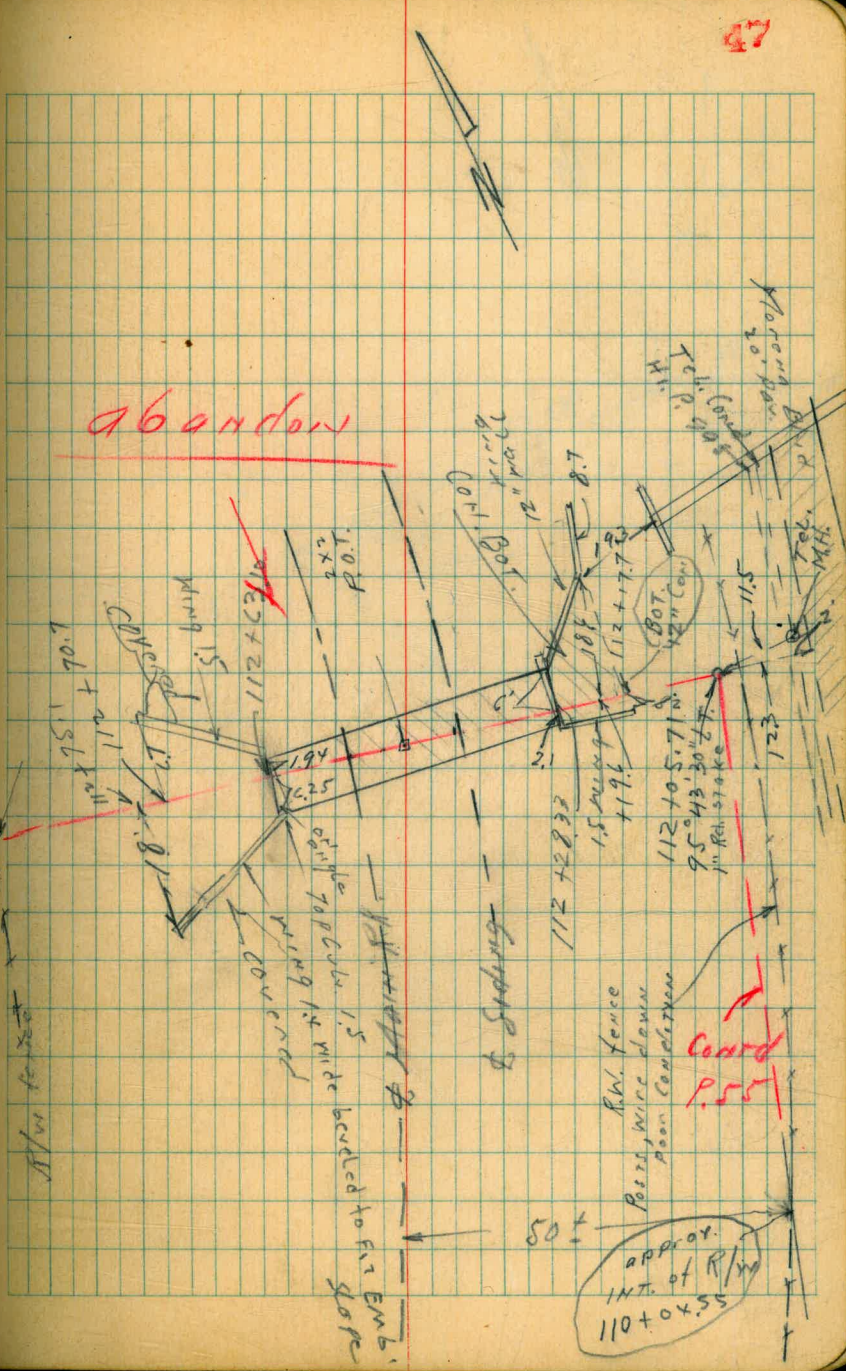
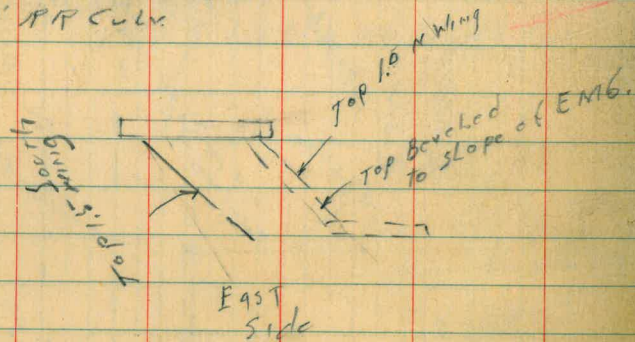
Bell Tech. Conduit
60 Hi. pr. gas

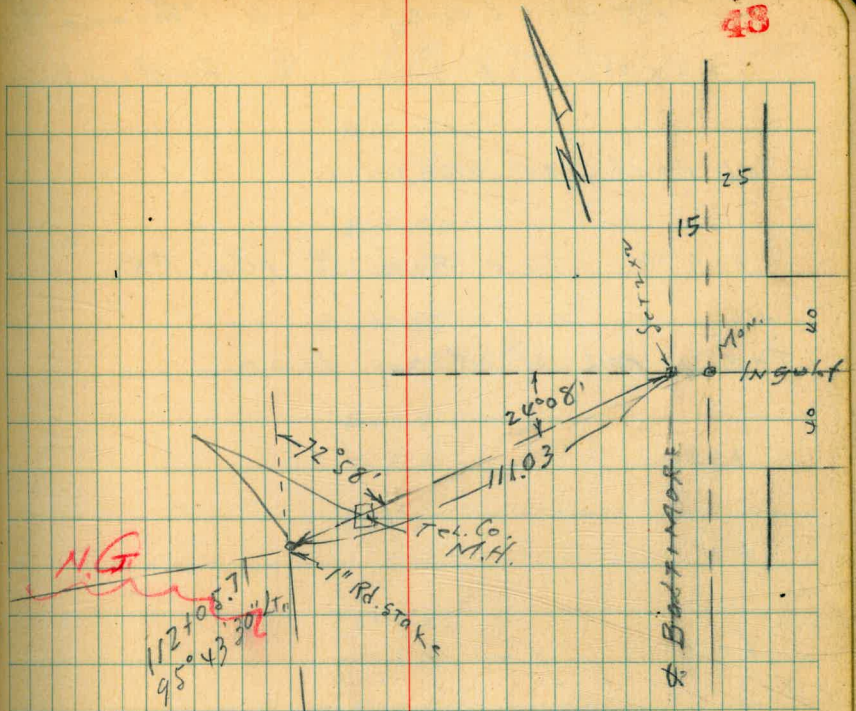


Note E 1/2 of RR Culv
 added 1943
 See PLANS



Can. Heched
 S. FC' RR Culv.





CONTD. P. 55

Sewer Levels via Morona Blvd
 +34.31 Top Tie & Siding

w/ rail of Siding

+19.79 Top Tie & M.N. R.R.

Top w/ rail of Main Line

+15

+11

+07

94

+70

+61 uncovered 1-20-47, 1914.
 Hot Int. 16" gas line

93+50 A 77°08' Pt 2 x 2 Hub

TP ⁵⁰¹ B.M.	8.00	<u>14.88</u>	5.88	6.88	10" Spike
TP	2.92	12.70	2.93	9.78	
BMBP	5.95	12.71		6.76	Top w/

29

EL. 9.5	5.2
EL. 9.99	4.91
EL. 9.97	4.91
EL. 10.55	4.33
EL. 9.8	5.1
EL. 8.7	6.2
EL. 8.6	6.3
EL. 6.6	8.3
EL. 5.8	9.1
EL. 2.86	9.9
12.02	10.0 = 90 d.
Top 16" gas line	
EL. 4.16	10.72
	<u>14.88</u>

Hub

in Telegraph Pole 24' Pt of 94+40 = 66' 570. of Sewer 18' w of W.C. of R.R. P/W.

hdw. of R.R. Culv. about 900' N of Kennedy's Rd. House

+50

+70

95+07.15 A Beg. City storm ditch

T.P. ²⁰⁷ Δ 5.00 17.29 2.59 12.29

95+07.15 A 77°08'15" LT. 2x2 hub

95+0 ~

+95

+83

+76

+63 ⁺ Int. 10" water line
4' deep?

94+50

14.88

EL.	10.9	17.1	11.6	7.9	8.6	10.7	10.90
	<u>6.2</u>	<u>0.7</u>	5.7	<u>9.2</u>	<u>2.3</u>	11	<u>6.39</u>
	2x	13	.	2	17	21	36

EL.	11.6	16.8	11.9	8.3	8.7	10.8	10.99
	<u>5.7</u>	<u>0.5</u>	5.2	<u>9.0</u>	<u>8.6</u>	<u>6.5</u>	<u>6.30</u>
	21	10		3	18	21	30

To
FMB

EL.	11.6	8.7	8.8	11.0	11.01
	<u>5.7</u>	<u>8.6</u>	<u>8.5</u>	<u>6.3</u>	<u>6.28</u>
	3	6	18	21	33

Wedge Per. 0

17.29

EL. 12.29

2.59

EL. 14.3

0.5

EL. 11.8

3.1

EL. 12.2

2.7

EL. 10.8

1.1

EL. 10.0

4.9

rod.

EL. 9.5

5.4

14.88

+50

102

+90

+75.5

+70.5

T.P. 7.70 12.44

+50

101

100 + 50

15.48

EL. 8.93	8.57
<u>3.73</u>	<u>4.09</u>
W. Rail	W. Rail
Main Line	Siding

4.96
Lark

	L _T			R		52
EL. 7.0	10.1	7.0	5.1	5.1	5.2	7.9
<u>5.7</u>	<u>2.6</u>	<u>5.7</u>	<u>7.4</u>	<u>7.6</u>	<u>7.5</u>	<u>4.8</u>
23	15	8	5		13	17

EL. 4.6	10.2	5.0	4.8	4.7	8.5
<u>8.1</u>	<u>2.5</u>	<u>7.7</u>	<u>7.9</u>	<u>8.0</u>	<u>4.7</u>
37	24	12		13	17

EL. 4.3	8.0	6.5	4.7	4.8	4.7	8.4
<u>8.4</u>	<u>4.7</u>	<u>6.2</u>	<u>8.0</u>	<u>7.9</u>	<u>8.0</u>	<u>4.3</u>
36	31	23	17		13	17

EL. 9.7	4.8	5.21	8.03	9.06	6.32
<u>8.0</u>	<u>7.9</u>	<u>7.45</u>	<u>4.63</u>	<u>3.50</u>	<u>6.34</u>
18		18.8	18.8	40	55.8

FL. top
24" beam
con. pipe
24"

6.1	3.0	4.3	4.7
<u>C.C</u>	<u>9.7</u>	<u>8.4</u>	<u>8.0</u>
6.7	6.7	2.5	

Bot. Stringer
R.P. Lark
Culvert

12.66

EL. 5.8	11.9	6.4	4.4	4.7	7.8
<u>9.7</u>	<u>3.5</u>	<u>9.1</u>	<u>11.1</u>	<u>10.8</u>	<u>7.7</u>
28	19	6		14	17

EL. 6.9	11.3	6.5	4.3	4.9	8.4	8.98
<u>8.0</u>	<u>4.2</u>	<u>9.0</u>	<u>11.2</u>	<u>10.6</u>	<u>7.1</u>	<u>6.50</u>
24	16	3		15	19	30

W. edge
Rak.

EL. 7.4	10.3	5.5	4.8	4.8	8.0
<u>8.1</u>	<u>5.2</u>	<u>10.0</u>	<u>10.7</u>	<u>10.7</u>	<u>7.5</u>
21	14	4		14	18

15.48

106

+50

105

+50 No OUTS needed

104 = Nly end STORM ditch

103+7715 = Kane prod. wly Sec. on E Kane

T.P. 6.53 14.76 443 8.23 ^{2x2 hub} 103+7715

+40 Nly end Emb. on LT,

103

12.66

LT

E

Rt

53

EL 9.2

5.1

EL 8.6

6.2

EL 8.2

6.0

EL 8.4

6.4

EL	8.1	9.4	9.1	9.2	8.6	9.1	9.56
	<u>0.7</u>	<u>5.4</u>	5.7	<u>5.6</u>	<u>0.7</u>	<u>5.7</u>	<u>5.20</u>
	25	12	9rd.	9	12	20	31

wly
Rt

EL	7.8	8.6	8.8	8.1	9.1
	<u>7.0</u>	<u>6.7</u>	6.0	<u>5.7</u>	<u>5.7</u>
	25	15	9rd.	5	19

14.76

EL	7.9	11.5	6.3	6.4	6.4	8.5
	<u>4.8</u>	<u>1.2</u>	<u>6.4</u>	6.3	<u>5.3</u>	<u>4.7</u>
	23	15	5		9	10

EL	7.5	10.0	8.1	5.6	5.6	6.0	8.4
SW	<u>2.7</u>	<u>4.5</u>	<u>7.1</u>	7.1	<u>6.7</u>	<u>4.3</u>	
	12	4	1		12	17	

12.66

Cont. P. 57

+50

+47

108+39 N. edge Pav

108+1801 Δ 3" 20' LT. nail $\frac{1}{2}$ Jellotte
 on Mon 8.15 19.56 11.41 correction
 T.P. check
 B.M. Man. 3.34 11.47 11.41
 0.01

+96.8 S. edge Pav. Jellotte St.
XING

+50

107

+50

1476

Lr

E

Ar

54

EL. 14.4

52

EL. 13.2

24

EL. 13.30

226 Pav

EL. 13.56

6.00 Pav

14.56

SW. Cor. ^{and} Marens Blvd inside Cor. R.R. Reference
 Jellotte about

EL. 13.11

1.65 Pav

EL. 11.9

2.9

EL. 10.8

4.0

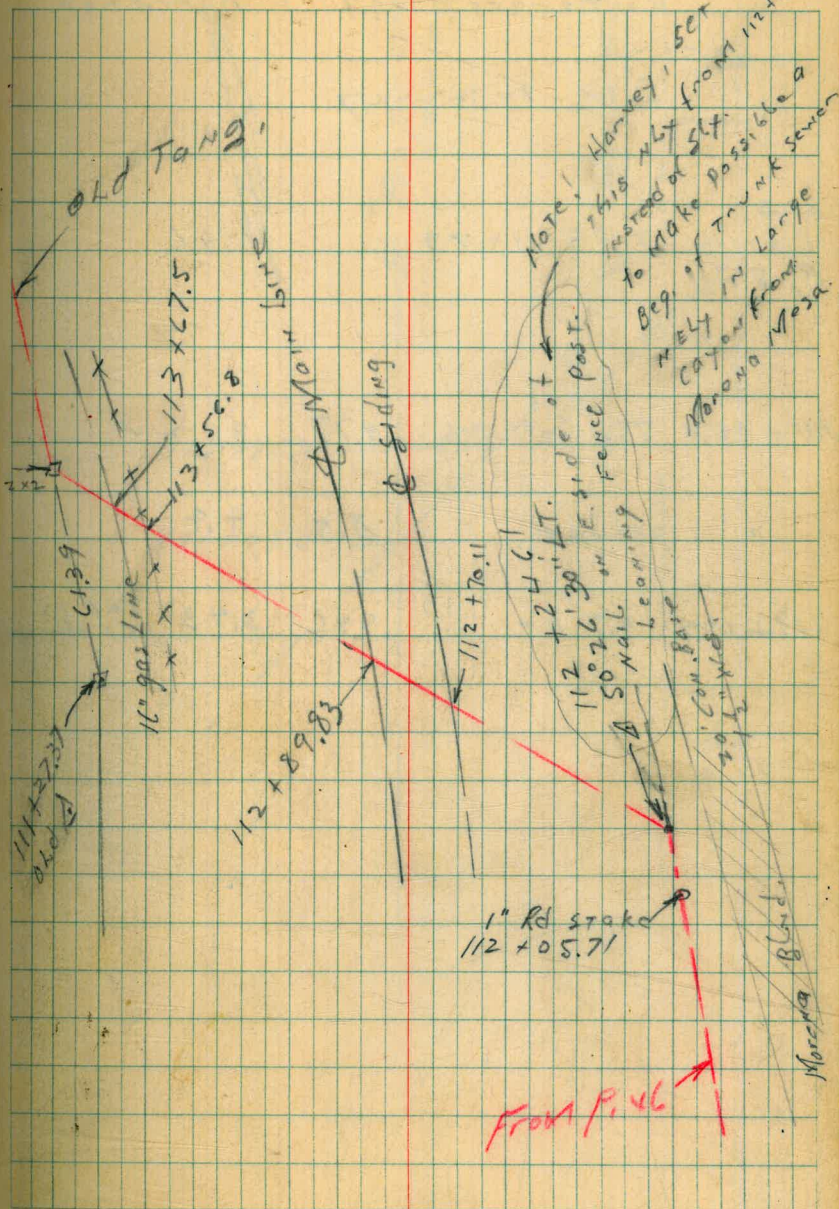
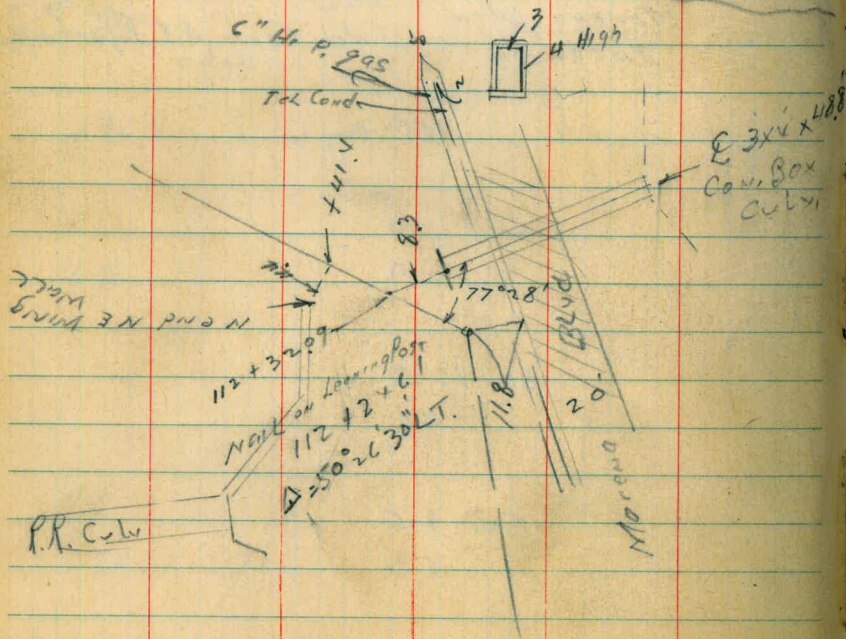
EL. 9.5

5.3

14.76

1661-23 → 120+35.71
 old Δ
 Eq. 115+67.71
 21670-11

Eq. 111+88.76
 113+85.77
 Δ = 44°56'30" RT



NOTE: Harney, SET
 this xlx from 112+09.71
 instead of st.
 to make possible a
 Bep. of trunk sewer
 xely in large
 canyon from
 Morona Mesa.

1" Rd stake
 112+05.71

FROM P. 46

Intersect 12" C.I. Water

C.S.

C.S.

W.M. 1-22-47

T.P.

Lat 7.93 12.89

4.96

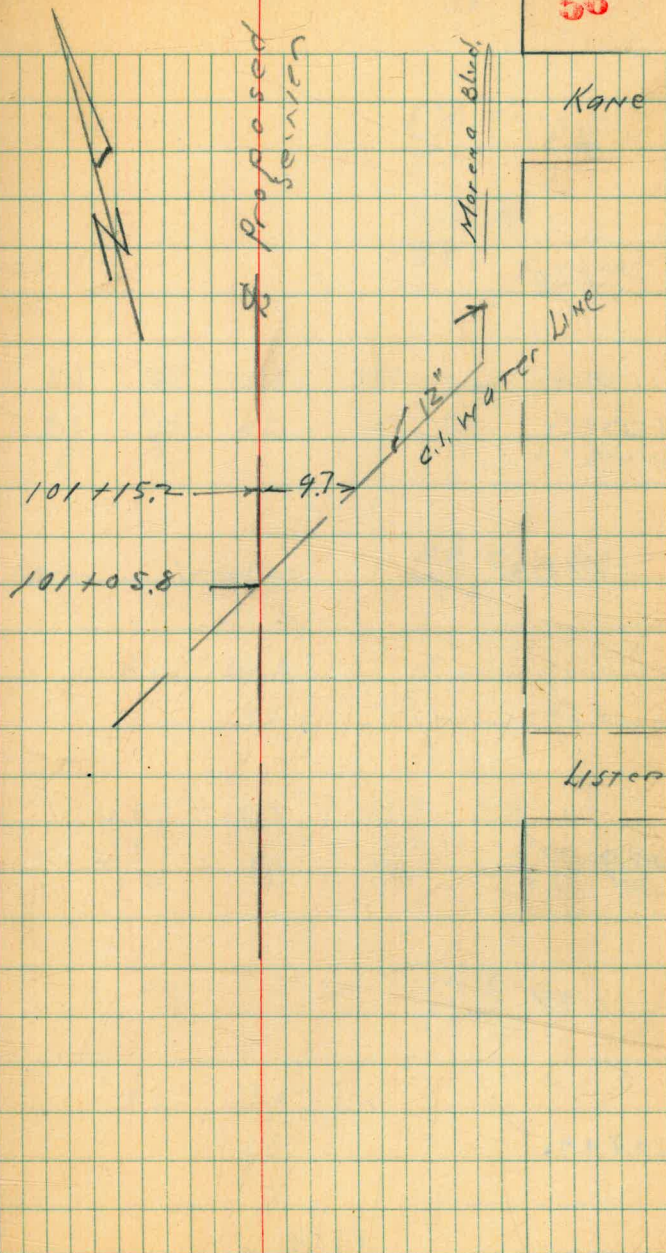
P. 52

101+05.8 Top 12" C.I. 9.77 3.12 ✓

" ground 8.5 4.4

101+15.2 9.7 Rt 9.46 3.43 Top 12" C.I. Water

56



+31

+28

110

+78.3

+50

109

+97

108+92

1956

L+

E

R+

57

8" di. Tree
11.5

Tot. Pole
9.5 with
COBLE

EL.	11.1	15.1	15.0	15.1	14.2	14.36
	8.5	4.5	4.6	4.5	5.4	5.20
	<u>8</u>	<u>3</u>		<u>13</u>	<u>15</u>	<u>21</u>

Wt. Par. chgs

(DEAD MAN) → DM.

P.P. Guy Pole
7.8

E.L. 17.5

51

EL.	12.0	17.3	17.9	14.12
	7.6		4.7	5.44
	<u>12</u>	5.3	<u>10</u>	<u>25.1</u>

Wedge Par.

Tot. P
14

E.L. 13.0

66

1956

+85

+80

+63

+50

+30

T.P. 268 17.23 501 14.55

111

+50

110 + 35

19.56

LT

Z

RT

58

W.U. Pole
10.5

EL. 14.1
3.1

10" di. fence
5.7

E.R.W.
2.2

Tel. Pole
4.5

EL. 12.6
4.6
19

10.9 10.9 13.6 14.1
4.3 6.8 2.6 3.1
16 9 C
(direct)

EL. 14.9
2.3

14.67
2.5 1.5 wood 90 ft

17.23

EL. 14.78
4.78
31.2
Rail siding

12.10 10.6 10.6 17.0
7.6 9.0 9.0 26
17 14
EL. 11.0
8.0
12

11.0 10.6 10.6 17.0
9.0 9.0 26
14
RR. drain ditch
11.0 11.0 15.3
8.0 4.3
6 7

15.2 14.3 14.60
4.4 5.3 4.96
5 11 16.6
E.R.W. fence
1 4.5
10

W.U. Pole
10

19.56

+414

+38

+3209

+26 creek

112 +2461 Δ 50°26'30" LT Sec. 90° ^{with} Back Tang.

+20

112 +03

111 +87

EL. 13.68 3.10

3.55 14.13

22.6 22.6

Top of dwt Top of Cor.

E end Culv. 98' Cor.

EL. 12.5

19

17.23

LT

R

R

59

EL. 8.21 5.0 6.7 7.5 6.0 8.5

9.02 12.2 10.5 9.7 11.2 8.7

4.4 4.4 8 10 14

"y" ditch

N.E. Cor. of EL. 4.9

HE WING 12.3

PP. Culv.

EL. 4.7

12.5

7.59

12.44 Bot Box

8.3 Culv

Line of

EL. 4.7

12.5

EL. 4.7 4.8 7.1 7.1 14.74

12.5 12.4 10.1 10.1 2.49

1.5 3 2 11.8 = wedge pav

E. face wing

W.L.

Sand creek

EL. 13.0

4.7

4.6 4.6 12.1 13.6

12.4 12.4 5.1 3.6

22.4 8 8

Sand

8.6 8.6 12.8 13.2 14.70

8.6 8.6 4.4 4.0 2.53

17 13 10 13.5 wedge pav

ditch

17.23

L+

±

R+

60

+82 Ballast

EL. 15.8

1.4

+75 Ballast

EL. 15.4

1.8

+73.3 W rail siding

EL. 15.93

1.30

+70.1 E Siding on tie

EL. 15.5

1.7

+66.9 E rail Siding

EL. 16.13

1.10

+63

EL. 15.5

1.7

+60

EL. 14.3

2.9

+52

EL. 14.0

3.7

17231723

156.8 incl RR fence

+40

+20

113

+98

+93 W rail main

+89.83 E RR main on tie

112 + 86.6 E rail main S Fc RR

1723

L+

E

R+

61

EL. 11.0

67

EL. 10.7

6.5

719

W.L. RR.

ROW fence

EL. 9.2

8.0

EL. 14.8

24

EL. 15.5

1.7

EL. 16.21

102

EL. 15.8

14

EL. 16.41

0.82

1723

8.4

8.6

77

9.6

7.0

25

Toe
RIPFILL

14.3

2.9

Shady

ground check old 8.4 8.83 8.8
111+2737 Δ

1670
11

↑
1670-15

111+88.76
113+85.77
EQ. on 2x2

EL. 7.67
9.56 2x2

113+67.5 Int. 16" gas line

17.23

EL. 10.46
6.77
7.2'
Top stub
CALL gas Co
for dist.
Stub to

10.6
C.S.
9rd. over 16" gas
line

Top 16" gas line

17.33

B.M.B.P.

#1

2.176

4.01 6.19

11.60 -5.41

11.1 -4.9

12.07 -5.88

11.1 -4.9

E. HOWALL CONC.
CULVERT - PAC. HWY.
SEE PAGE 13

Hwy culvert opp sta 68

63

OK TRUNK SEWER #2

Flow line

Water surface

} East end
Hwy. CULVERT
BEGG
MOORE
ROBERTS

1/28/47

Flow line

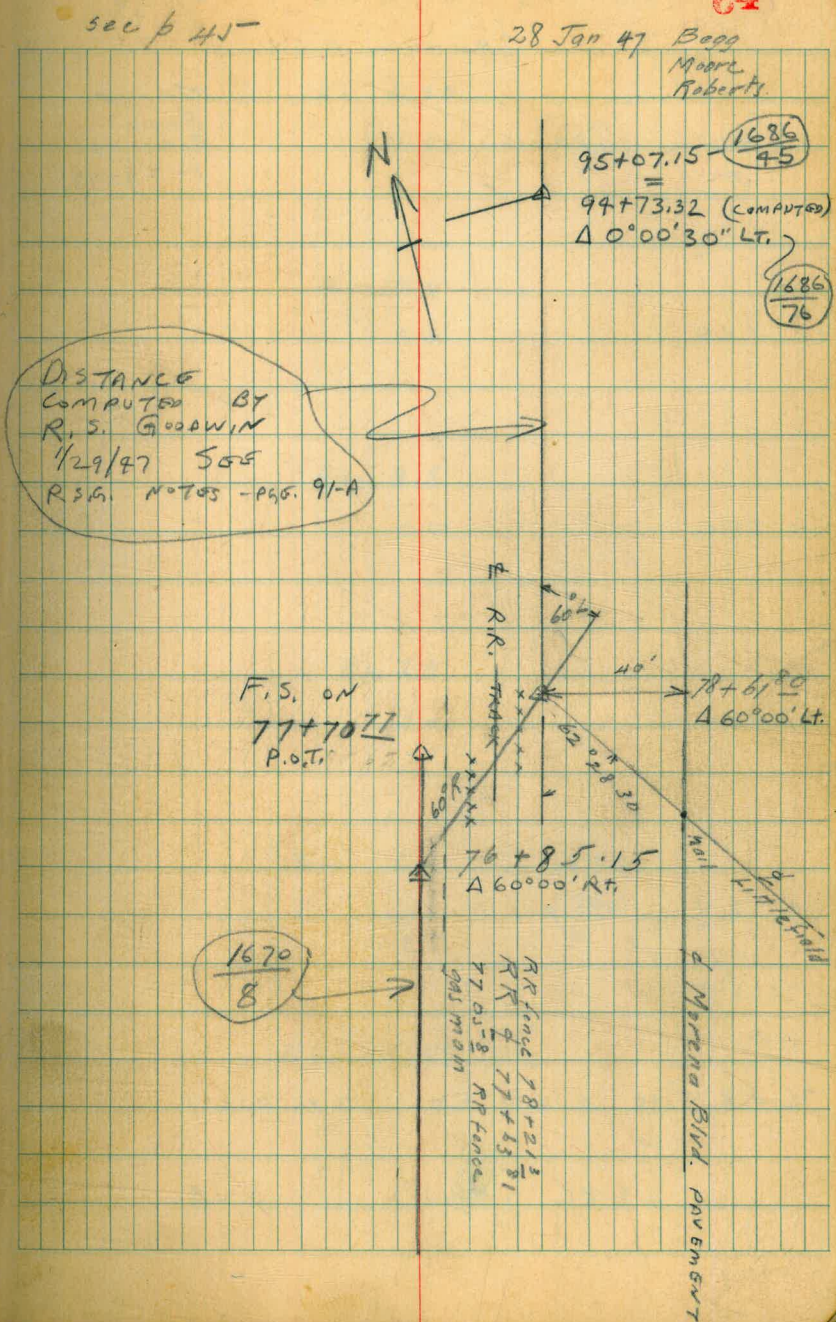
Top mud & surface of water

} West end

Hwy. CULVERT

TRUNK SEWER #2
 Pacific Sewer Line Change
 W.O. #155

76+85.15 to 94+73.32 (=95+07.15)



Levels on Line change

Sketch p. 65

763 approx

Mason
Boyer
Roberts
1-29-47

760

750

77.40

797.4 10" gas line

76+85.15 A 60° RT. 2 ft H. 6

12.86 10.34 3.48

LT

±

RT

65

EL. 11.40

4.94

Top
w/ rail Main
Line

EL. 10.9

5.4

EL. 9.8

6.5

EL. 8.3

8.0

EL. 6.9

9.4
9rd

6.93

9.41

2

on stub
call
Gasco
for
top pipe

EL. 5.59

10.75

10.34

approx. 10"
+ 12 Int. 12" Water Line

+ 08 Line Take Poles wire, etc

78

+ 92

+ 72

+ 69

1634

L+

~~2~~

RF 66

EL. 12.3

4.0

9 SOLID 3' COVER

EL. 24.9

12.6

+ 8.5

3.7

Lowest wires
overhead

9' d.

EL. 9.8

6.5

EL. 9.0

7.3

EL. 10.0

6.3

EL. 10.9

5.4

1634

+50

80

+50

79

+80

78 + 61.80 Δ 60° LT

133

1634

L+

e

R

67

EL. 13.0

3.3

EL. 13.1

3.2

EL. 13.3

3.0

EL. 14.3

2.0

(DEAD MAN)
Tel. D.M.
e

Tel.
Pole
25 ±

line of
Lime field

EL. 13.54

2.80

OH
HUB

EL. 11.8

4.5

1634

+ 05.4 TEL. D.M. ON LINE

83

+ 85

+ 50

82

+ 50

T.P. Lath 256 15.64 326 1308

81

14.74

L+

←

P+

68

DM,

EL. 11.6

4.0

EL. 10.4

5.2

EL. 11.2

4.4

EL. 12.3

3.3

EL. 12.7

2.9

15.64

EL. 12.8

3.5

16.34

+81

+66

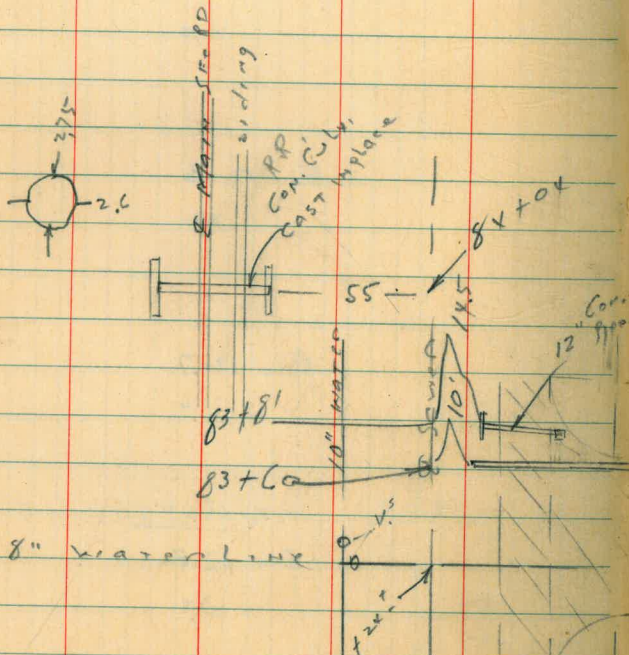
+60

+54

+35

83+24 ± 8" waterline

156.4



L+

E

R+

69

EL. 7.0

86

7.54

$\frac{8.10}{14.5} = \text{F.L. } 12''$
CONGR 110

EL. 6.9

87

EL. 5.29

4.6

5.4

3.4

10.35

11.0

10.7

12.7

F.L. 30" CORR
PIPE

41

41

10.5

TOP TO
CI WATER

GRID

EL. 7.4

87

GRID SAME
CALL ST. DEPT
FOR CLEANOUT

EL. 7.9

77

30" CORR. I.P.
cleanout

85 TON ST. EL. 9.8

waterline
5.8
9.4

LOOK UP SIZE
ALSO OTHER
POSSIBLE
LINES

85+82

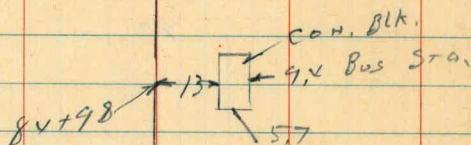
7.6

30" CORR 1.0
CULVERT

T.P. 306 1342 528 1036

+45 HIGH WATER
LINE

85



+25

+35

+00

84+00

1564

L+

R

R

70

EL. 9.3

6.3
9nd.

EL. 8.7

6.9

EL. 8.6

7.0

EL. 10.1

5.5

EL. 3.09

1255
55

INLET
F.L.

8.30 4.1 9.8 9.7

7.34 11.5 5.8 5.9
55 45 33

TOP
Hdwl

EL. 9.3

6.3

1564

86

+92

85 + 82

+77

+73

+66

85 + 53

13.42

L+

EL. 8.3
5.1

R+

71

EL. 8.6
4.8

EL. 6.2
7.2

3.7

4.7

7.0

EL. 30' Corros
outlet
and ground

EL. 8.1
5.3

EL. 8.8
4.6

EL. 7.1
6.7

EL. 9.1
4.3

13.47

88

+50

87

+54

+50

+50

86 + 30

13.42

2+

EL. 8.3

5.1

R- 72

EL. 8.4

5.0

EL. 8.0

5.4

EL. 8.2

5.7

EL. 10A

3.0

EL. 10.1

3.3

EL. 11.9

2.0

13.42

90

+50

89

+50

+30

+25 double 12" Con. pipe
Culvert, outer

88+20

13.42

Lr

EL. 10.9
2.5

Rt 73

EL. 9.8
3.6

EL. 9.0
4.4

EL. 8.9
4.5

EL. 8.9
4.5

EL. 6.8 7.07
6.6 6.35 F.b.
19.5

EL. 8.3
5.1

13.42

92+36 Cross 4" Sewer which now
dumps in Mission Bay

92

9+77 Cross
Water Sec. I think
Look this up

+50

91

90+50

T.P 5.5x 1720 175 11.66
1300

EL. 12.5
4.7
7.8

depth?

EL. 12.1
5.1

EL. 11.0
6.7
9.0

EL. 10.3
0.9

EL. 11.7
5.5

EL. 11.5
5.7

1720

+89

+79

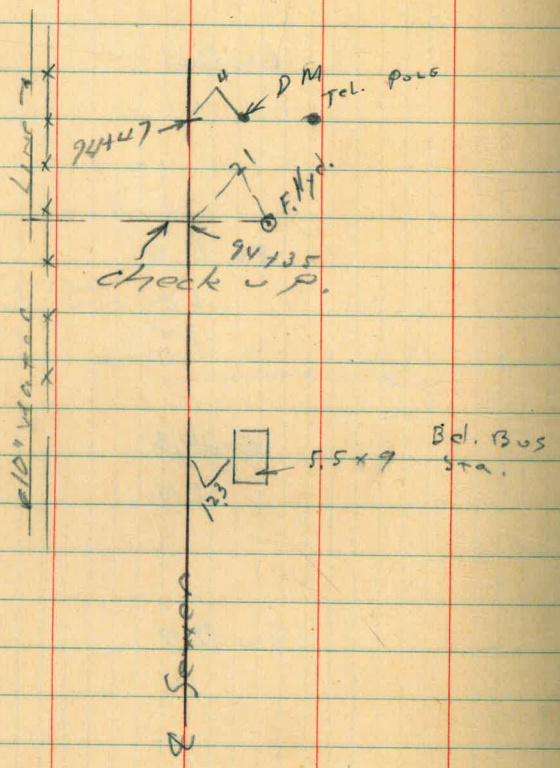
+72

+58

+50

93

92 + 50



17.20

EL. 12.6

4.5

EL. 10.3

6.9 ← 9 drainage from ditch Blvd

EL. 11.9

5.3

EL. 11.9

5.3

EL. 12.3

4.9

EL. 12.5

4.7

17.20

$\frac{1686}{45}$

95 + 071.5 Fwd. FB. = old Δ
94 + 2x5 = back (+79.5 BY ROUGH TAPING DIST.)
75.32 (COMPUTED)

SEE R.S. GODWIN NOTES - PGS. 91-A

+35 Cross water line I think

+30

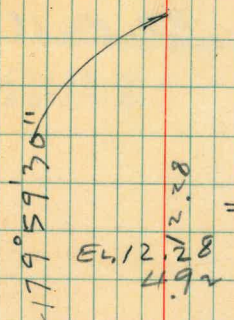
+12

94

1720

L7

R 76



EL. 12.7
4.5
9rd.

EL. 13.4
3.8

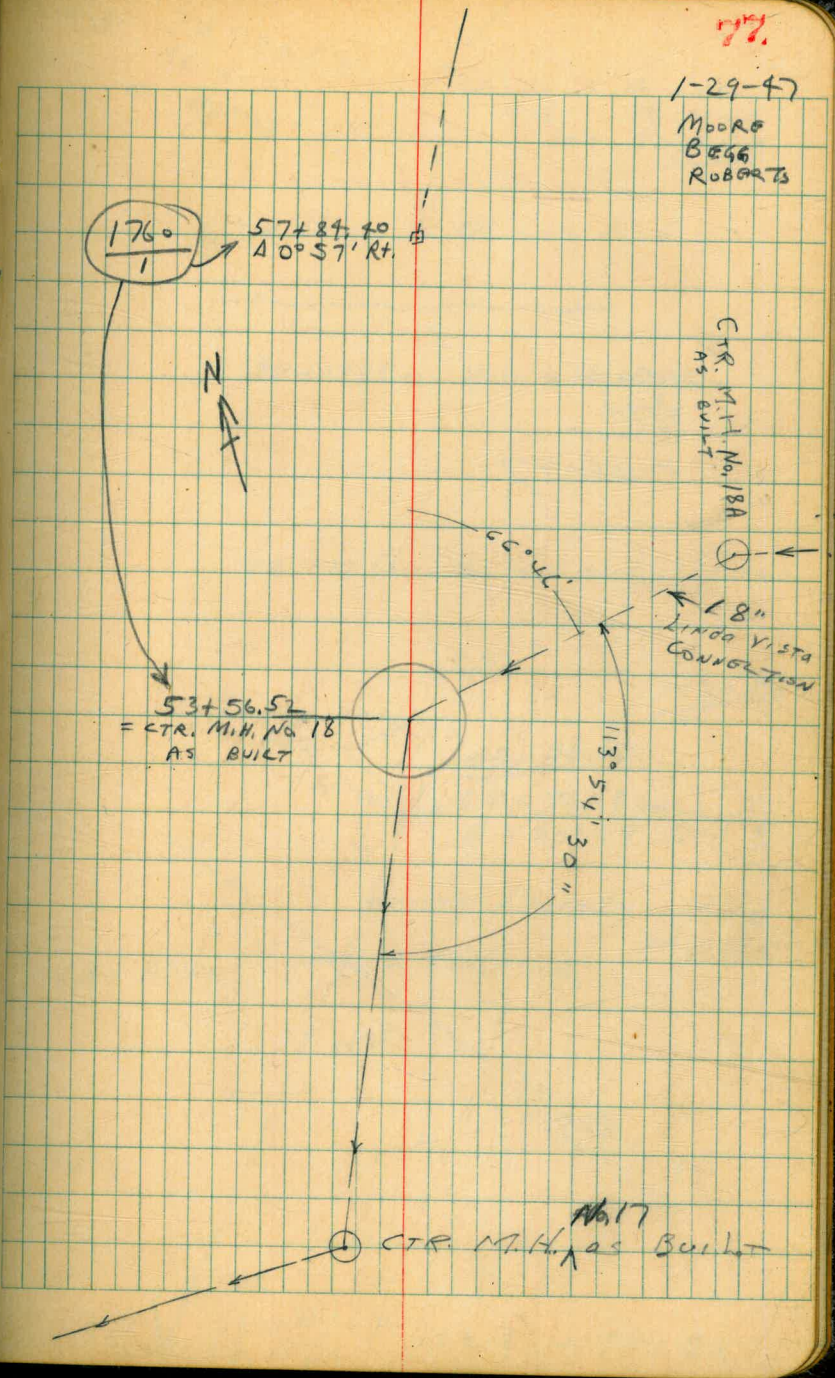
EL. 11.7
5.5

EL. 13.1
4.1

1720

TRUNK SEWER #2

ANGLES AT M.H. No. 18 - AS-BUILT



Line change on #2
trunk sewer that
is NOT a line change.

See P 12 This Book

MOORE
899
Greer
4-16-47

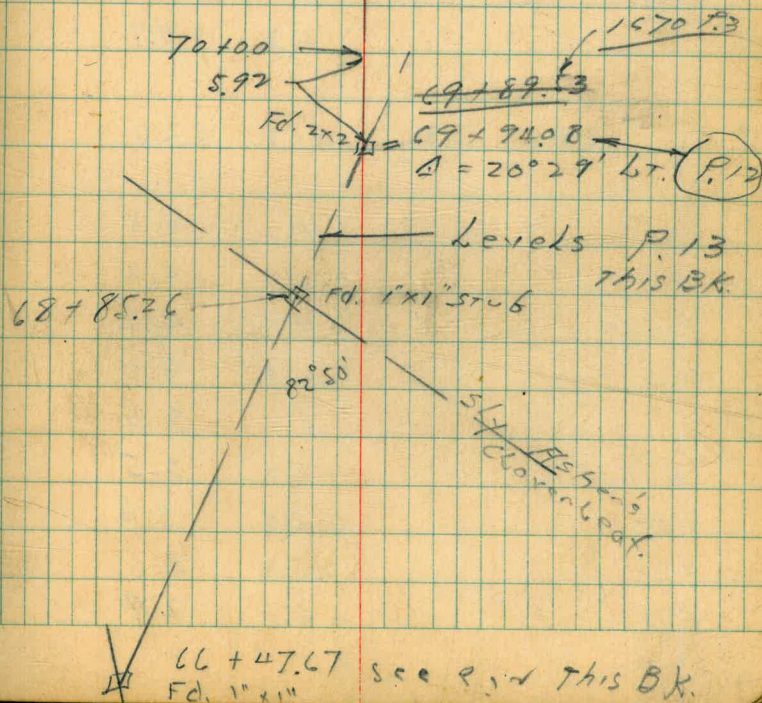
Eq. 76+06.52
76+12.45
 $\Delta = 42^{\circ}43'$ Ft.

78
Fd. 2x2 Δ Pt. Last
Hub RR. King
see 1742-73

75+04.66 Fd. 2x2 h-b

74+04.65 Fd. 2x2 h-b

72+12.00 Fd. 2x2 hub. 1670-



Levels on the TANK Sewer
Sketch p. 78

P13
BMBP 6.40 8.57 2.174 Top East

69+94.08 Δ 20° 29' 17. 5.1 3.4

70 4.8 3.8

+50 3.7 4.9

71 3.3 5.3

+50 3.0 5.6

72 2.7 5.9

+12.6 2.7 5.9

+50 3.1 5.5

73 3.9 4.7

T.P. 3.55 8.94 2.18 5.39

+50 4.1 4.8

74 4.7 4.2

+04.65 4.7 4.2

+50 4.9 4.0

75 5.4 3.5

+04.66 5.4 3.5

+50 5.3 3.6

+74 5.3 3.6

+75 6.0 2.9

79

approx 150' SW of
bd wall on 1st Curve N of Cudahy Plant

8.94

75 + 79 5.0 3.9

+82 5.0 3.9

+84 7.1 1.8

+86 4.9 4.0

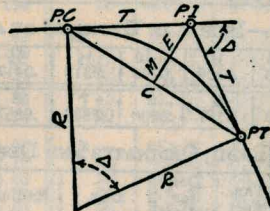
76 5.5 3.4

76 + 1245

76 + 06.52 Δ 42° 43' 17" 2 x 2 Hub 5.48 3.46 $\frac{3.42}{0.02}$

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= $M = R(1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)

External= $E = T \tan \frac{\Delta}{4}$ (7) $= R \div \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)

Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) $\Delta =$ 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 $\div 8\frac{1}{3} = 414.49$ 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= $158 - \text{Sta. P. C.} = 54.50$, 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) $.3 \times C \times D^\circ$ or=def. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve= $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ 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 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 115.27$ and from Table V correction=.10 or $E = 115.37$ 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 $\div 42 = 5.5$ or $D = 5^\circ 30'$.

1646 Bird Road

v 3.5 - 22 30 x 21

J C Bell

W M EXT.

3063

180° 40' 30"

CC 4C

4220

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 $41.9 + (20 - 16) \cdot 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.