

EUGENE DIETZGEN CO.
DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 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.
Copyright, 1914, by Eugene Dietzgen Co.

1689

CITY ENGINEER'S OFFICE

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.

Proposed 8" Water Main

ON 28TH ST.

A to Webster

C. Moore

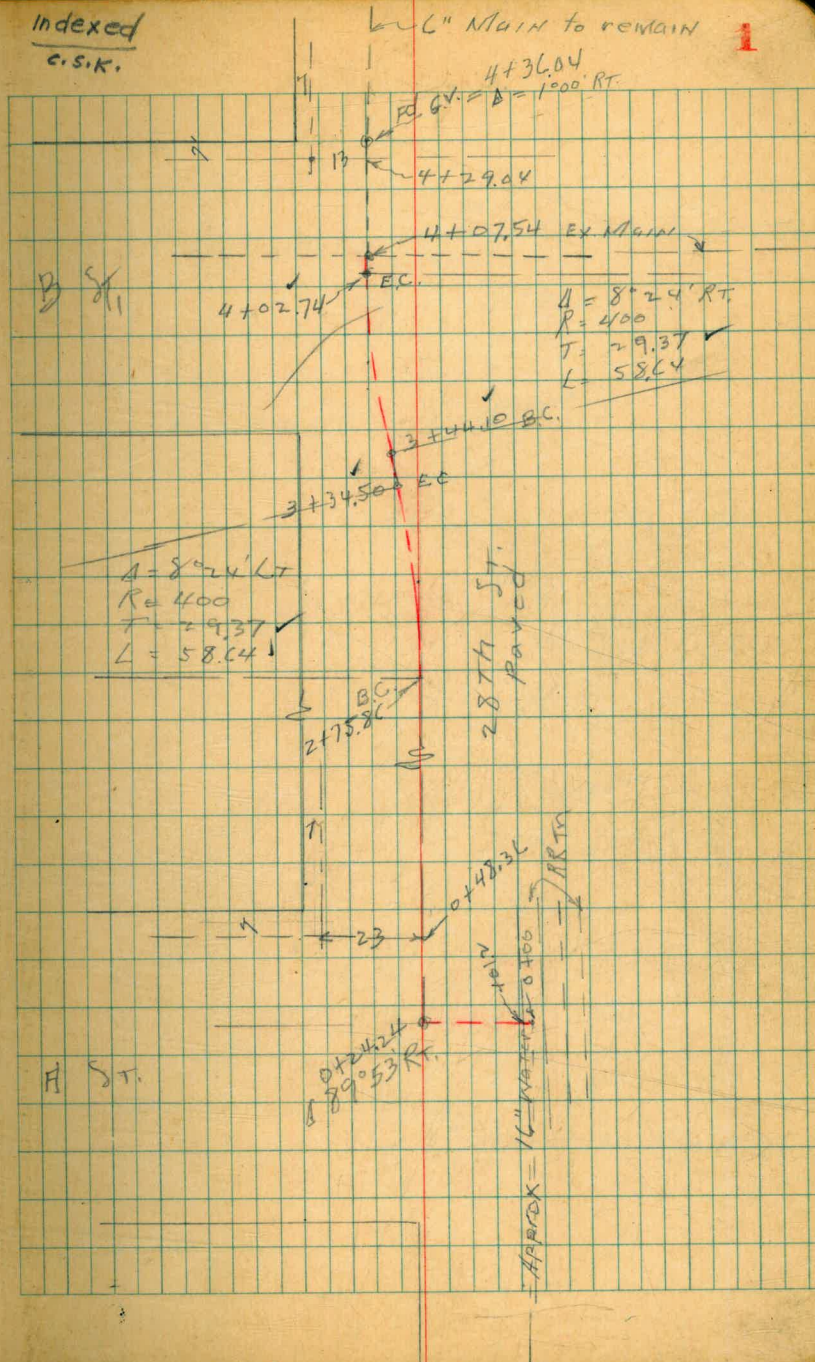
SONNENBERG

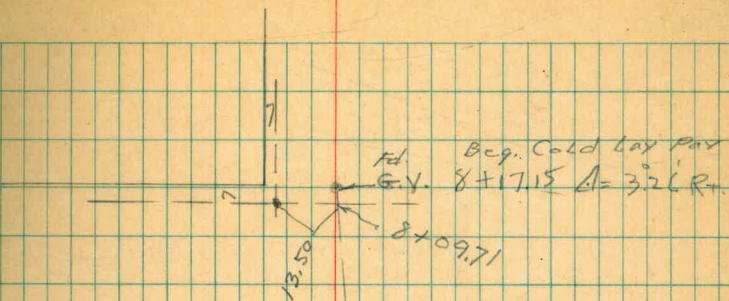
W. Moore

8-7-45.

Indexed

C.S.K.





C St.
Con. Pav. 2" MS.

18" N/6in'

Fd.
25 G.V. 7+37.03 Δ=426'LT.

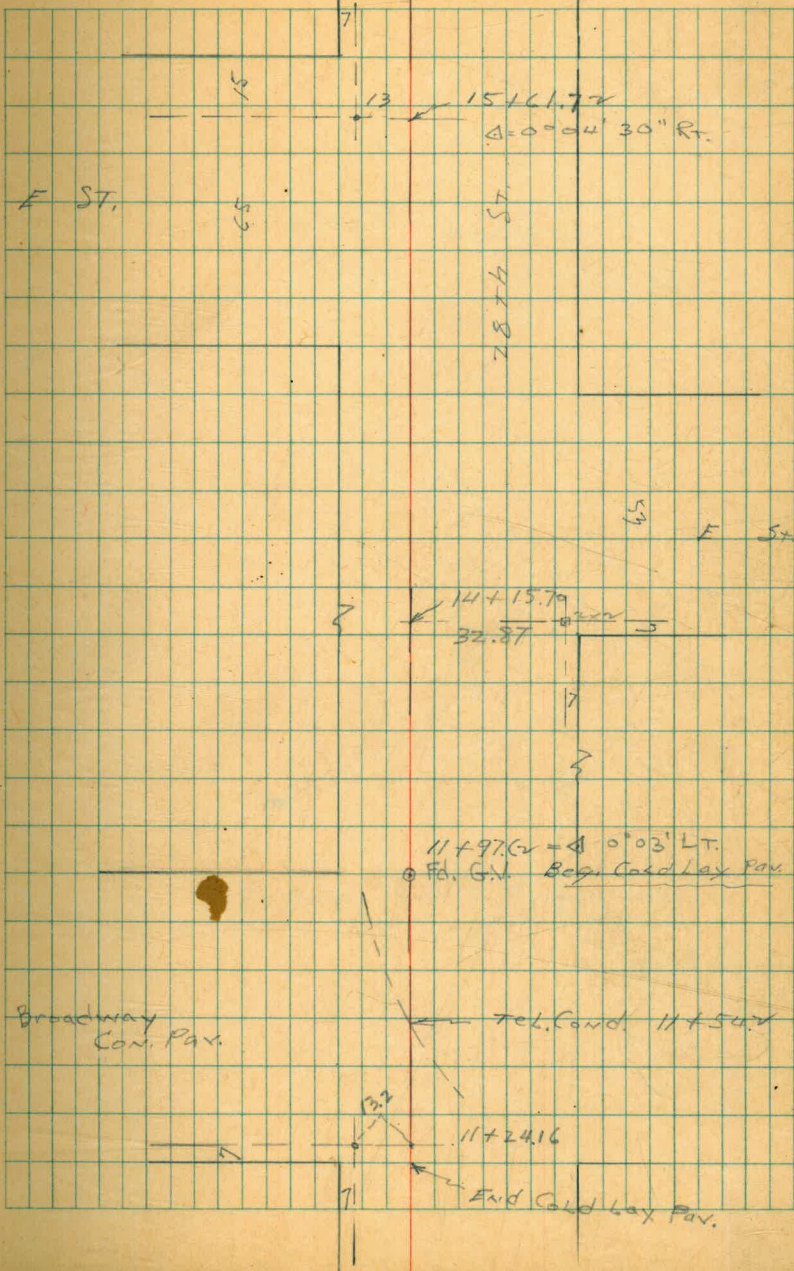
ST.
CON. PAV.

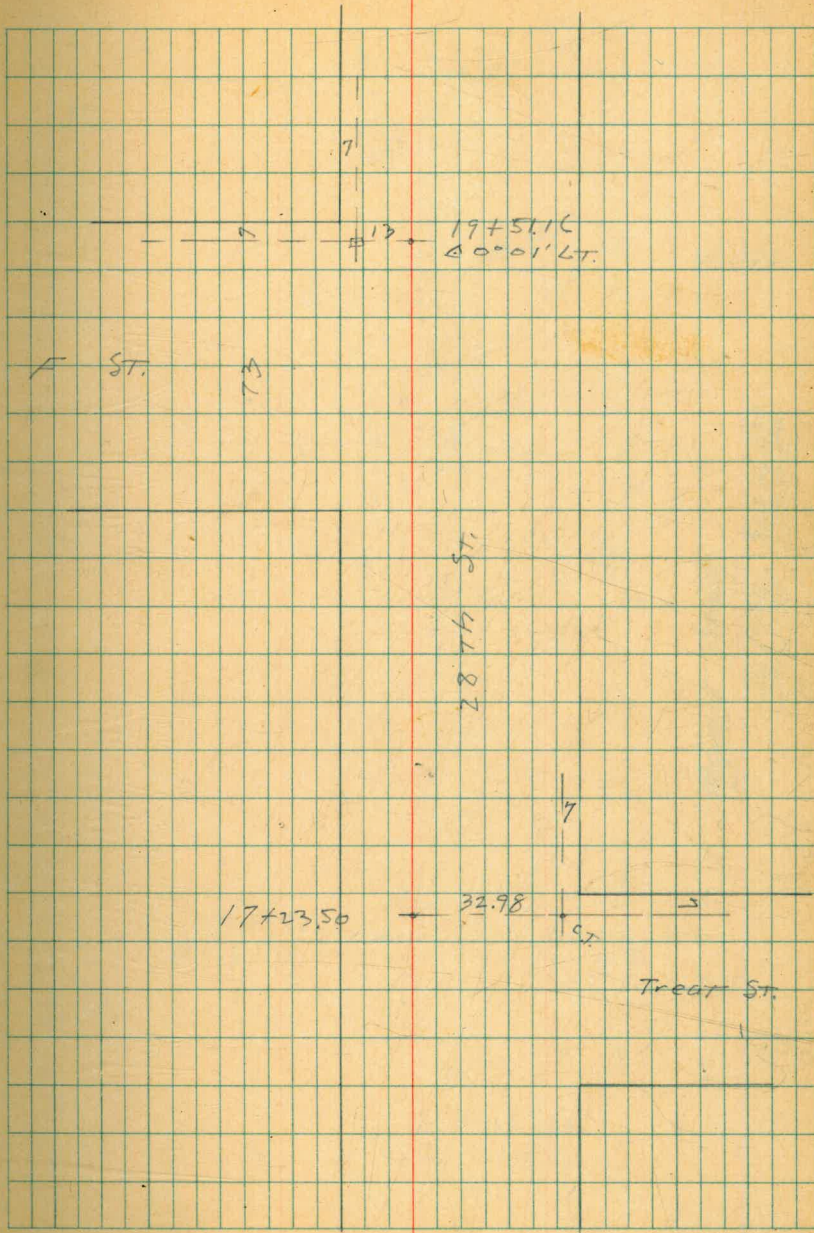
3 1/2" to Remain

28" H

Fd.
20 G.V. 4+36.04 Δ=1'00'RT

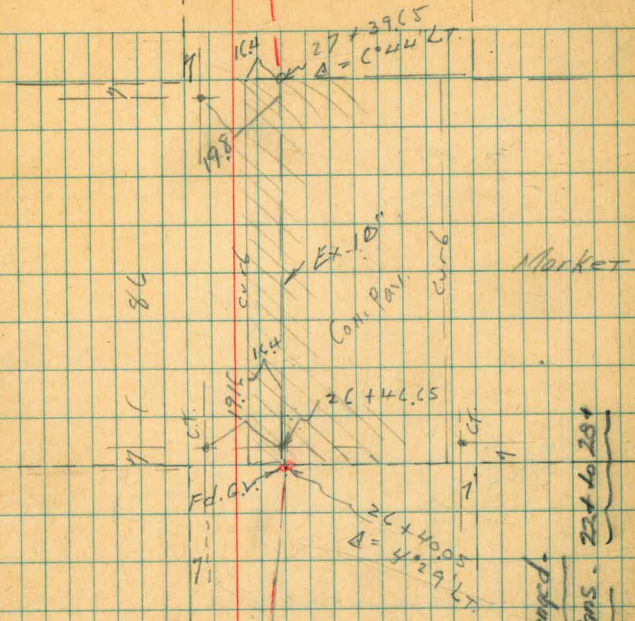
B St.





28.76 ST.

28101.84
 $\Delta = 6^{\circ}16'RT$ 5



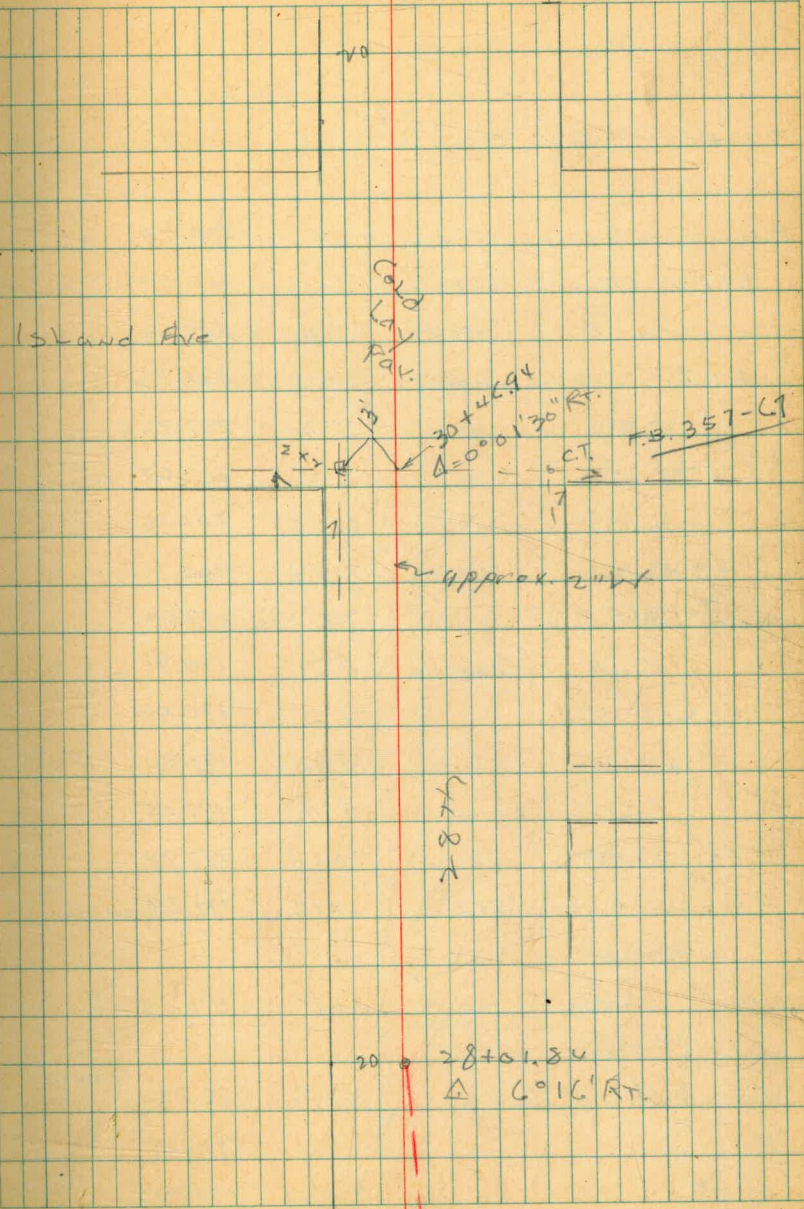
Alignment Changed.
See Plans. 22 to 28+

$23+17.34$
 $\Delta = 5^{\circ}40'RT$

G St.

$22+67.34$
 40

28th St.



Water Levels
on 28th, A Sky

HWBP	0.52	<u>197.50</u>	206.98	A d 28th
0+00 approx. Loc.	1.73		205.77	
+0.1x Top F rail	1.70		205.80	E Track
+24.24 Δ 89°53' RT	1.84		205.66	
+48.36 S7' Line A ST	2.65		204.85	
1	3.78		203.72	
+50	4.86		202.64	
2	6.25		201.25	
+50	7.39		200.11	
+75.86 BC	7.86		199.64	
CTR. Curve	8.59		198.91	
3+34.50 EC	9.41		198.09	
3+44.0 BC	9.70		197.80	
CTR. Curve	9.95		197.55	
4+02.74 E.C.	10.08		197.92	
4+07.54 Ex. Main	10.16		197.39	ON B ST
T.P.	0.59	<u>197.64</u>	197.05	✓
4+36.04 Δ 1°00' RT	0.77		196.87	approx. SL B ST
5	5.34		192.28	
+50	8.85		188.79	

7

		<u>197.64</u>	12.43	185.21
T.P.	0.09	<u>185.05</u>	12.68	184.96 ✓
+50			3.38	181.67
7			6.95	178.10
+37.03 Δ = 40°26' LT			9.74	175.31 approx. N.L. C ST 175.98
check to NE BR. 28th + C			9.04	176.01 ✓ 176.05
+50			10.16	174.89
+70			10.10	174.95
8+02			10.87	174.18
+09.71 S7' Line C ST			10.75	174.30
8+17.15 30°26' RT			10.69	174.36 Boggy Cold Lay
+50			12.29	172.76
T.P.	0.74	<u>172.44</u>	12.75	172.30 ✓
9			2.16	170.28
+50			4.53	167.91
10			6.96	165.98
+50			9.31	163.13
11			11.25	161.29
+17.16 N.L. Bdwy END Cold Lay			11.89	160.55 Boggy Cold Lay
T.P.	1.45	<u>162.76</u>	11.13	161.31 ✓

NE 7' Ld. C.T.
28th + Bdwy.

162.70

11 + 31		2.50	160.26
+ 54.2	Tel. Cord.	24.2	160.39
+ 65		2.63	160.13
+ 83		3.45	159.31
11 + 97.0	SL. Bdwy.	3.40	159.36
			Req. of Cold Lay
12 + 50		3.64	159.12
13		3.69	159.07
+ 50		3.84	158.92
14		4.20	158.56
+ 15.7	N 7' of E to W	4.33	158.93
+ 50		4.50	158.20
15		4.64	158.12
+ 25		4.83	157.93
+ 61.7	S 15' of E to E	5.82	156.99
+ 76.7		6.60	156.16
" 10	LT. Top Curb	4.88	157.88
Ed. S.E. P.W. curb	²⁸⁷⁴ + E ST	4.88	157.88
16		8.04	159.72
+ 50		11.60	151.16
T.P.	0.05	150.23	12.58
			150.18
17		1.55	147.68

150.23

17 + 23.5	S 7' of Treat	4.16	146.07
+ 50		5.84	144.39
18		9.33	140.90
+ 50		12.35	137.88
T.P.	0.24	137.81	12.46
			137.57
+ 75		0.99	136.82
19		1.87	135.99
+ 51.0	S 7' of F	3.69	134.12
20		5.44	132.37
+ 50		7.15	130.66
21		8.77	129.09
+ 50		10.49	127.32
22		12.24	125.55
T.P.	0.33	125.33	12.81
			125.00
+ 50		1.36	123.97
23		2.73	122.60
+ 17.34	S 40' RT	3.21	122.12
+ 50		4.52	120.81
24		6.87	118.96
+ 50		9.69	115.69

125.33

25 1276 112.57

T.P. 071 112.87 12.47 112.66

+50 274 110.13

26 451 108.26

+40.05 Δ 4' x 9' LT. 5.96 106.91

CON. PIPE
MKT.

Market
ON NE 7' LD CT, Δ 28' x 7' 5.90 104.97

unders
Bridge

7+39.45 Δ 6' x 4' LT. 7.09 105.78

CON. PIPE
BYPASS

28+01.84 Δ 6' x 10' RT. 8.52 109.35

+50 976 103.11

29 1078 102.09

T.P. 052 102.51 10.88 101.99

+50 1.45 101.06

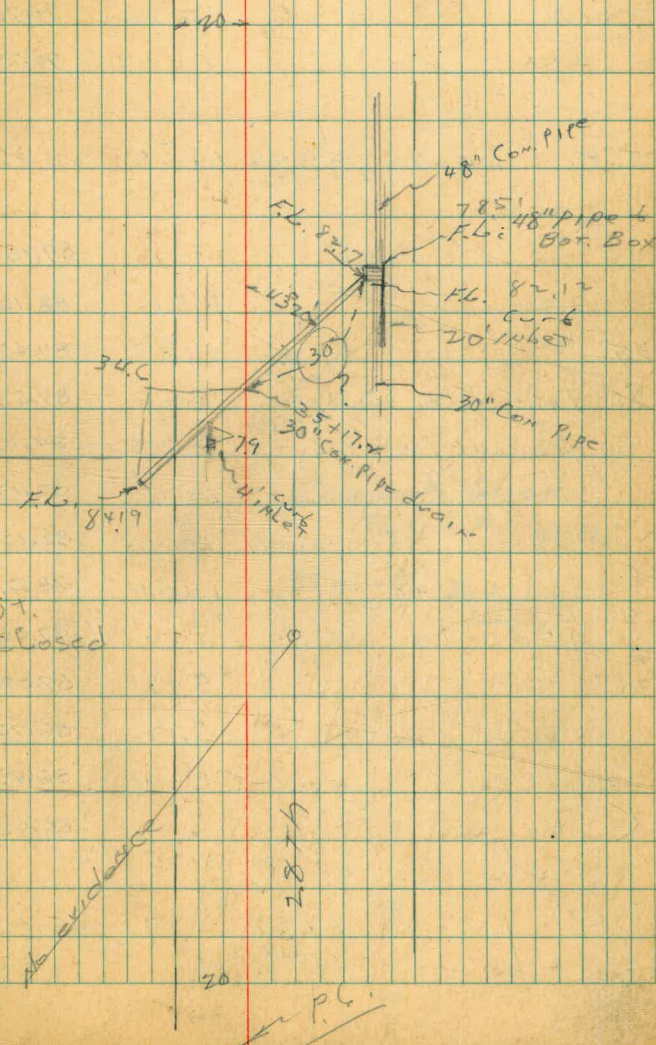
30 2.56 99.95

+46.94 N 7' Island 3.38 99.13

31 +30 98.21

+25 4.97 97.59

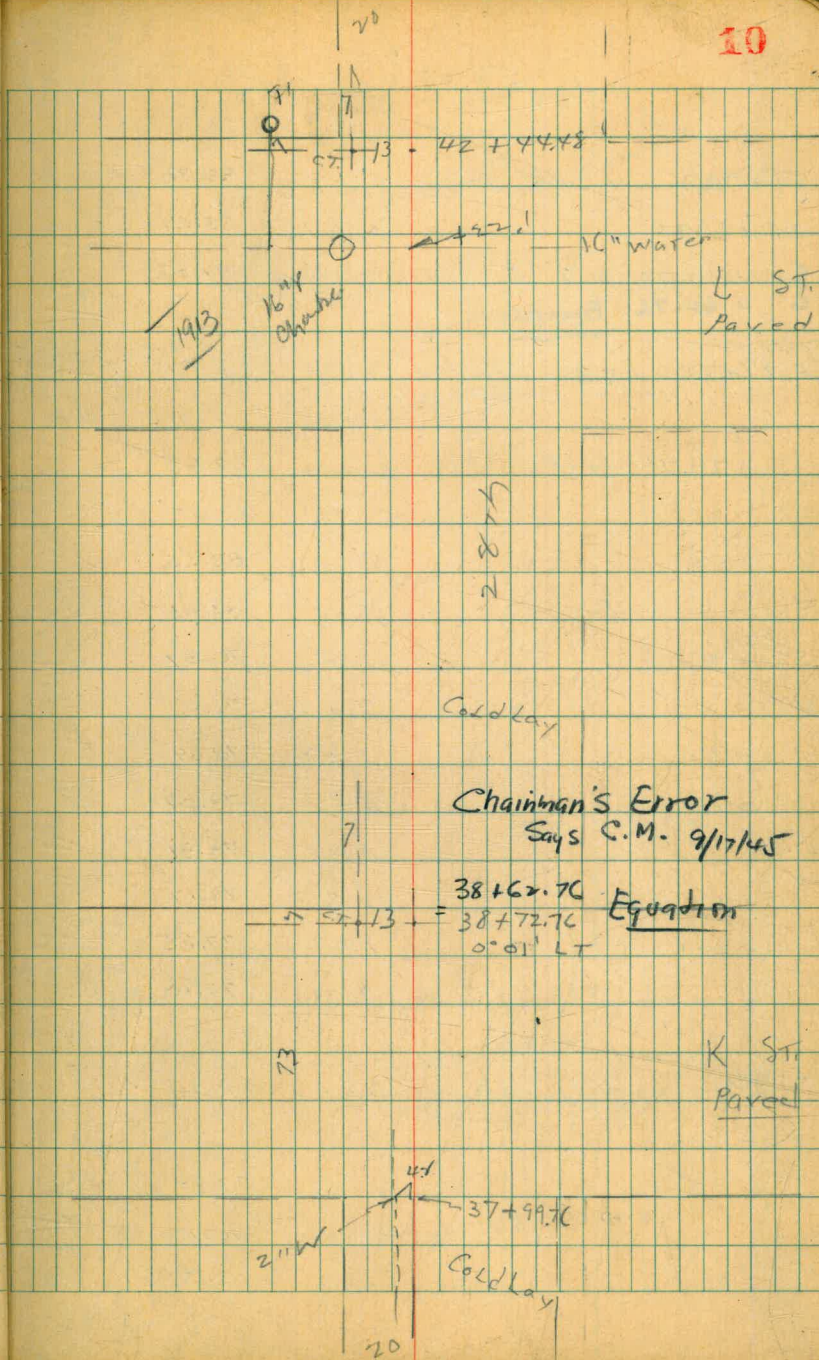
SW BP 28th + Island 4.38 98.13 98.03



5
Gt.
closed

10251

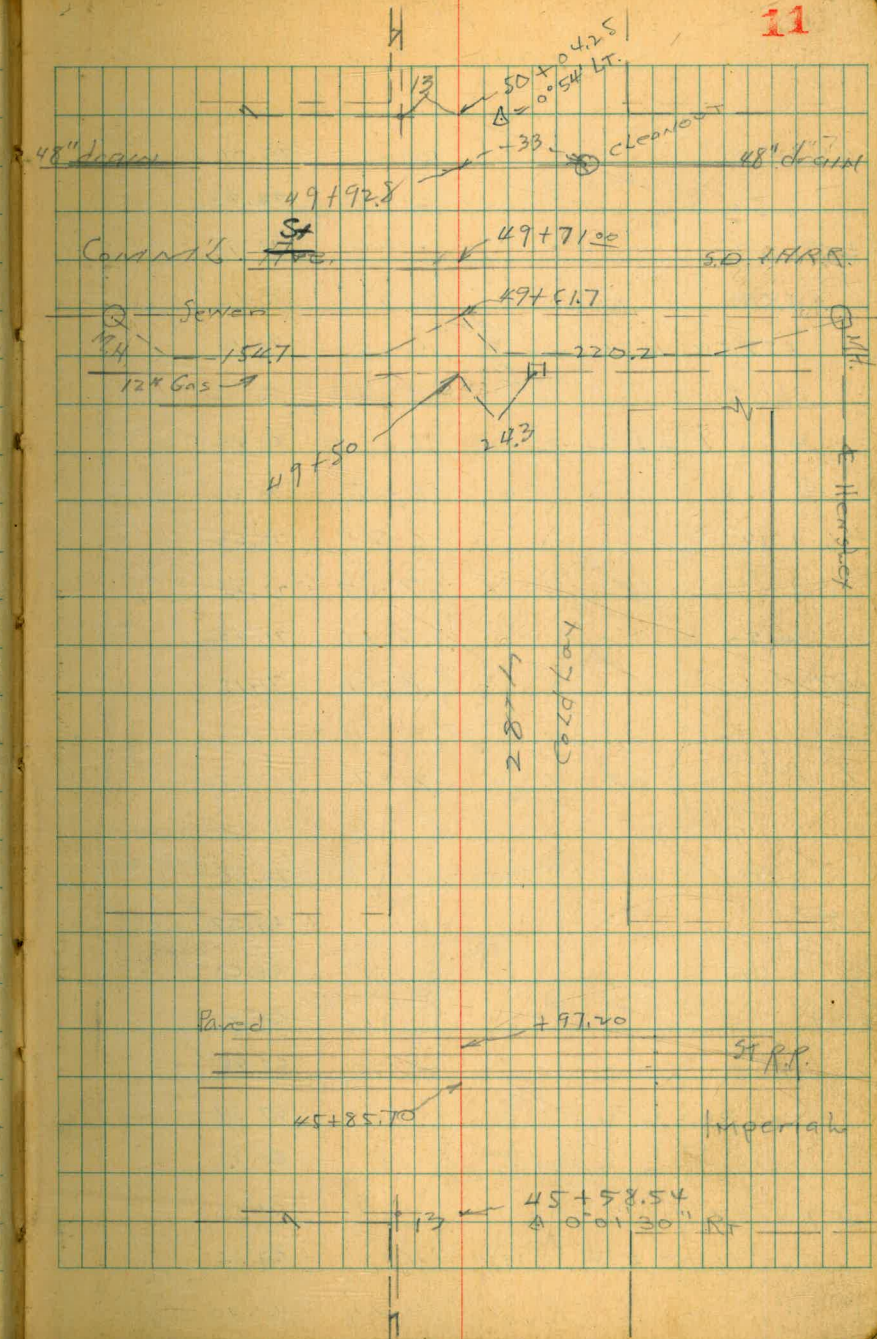
2	31 + 50	5.80	96.71
	32	7.47	95.04
T	+ 50	9.29	93.22
	33	10.81	91.70
	+ 50	12.27	90.24
	T.P.	2.67	92.52
		12.66	89.85
	34	3.37	89.15
	+ 50	4.36	88.16
T	35	4.85	87.67
	+ 17.2	5.00	87.52
	34.6	8.33	89.19
	36	10.35	82.17
	F.L.	10.40	82.12
T	FL. 48" PIPE	14.01	78.51
	+ 50	5.24	87.28
	36	5.48	87.09
	+ 50	5.77	86.75
	37	6.09	86.43
	+ 50	6.49	86.03
	T.P.	3.03	88.58
		6.97	85.55



88.58 ✓

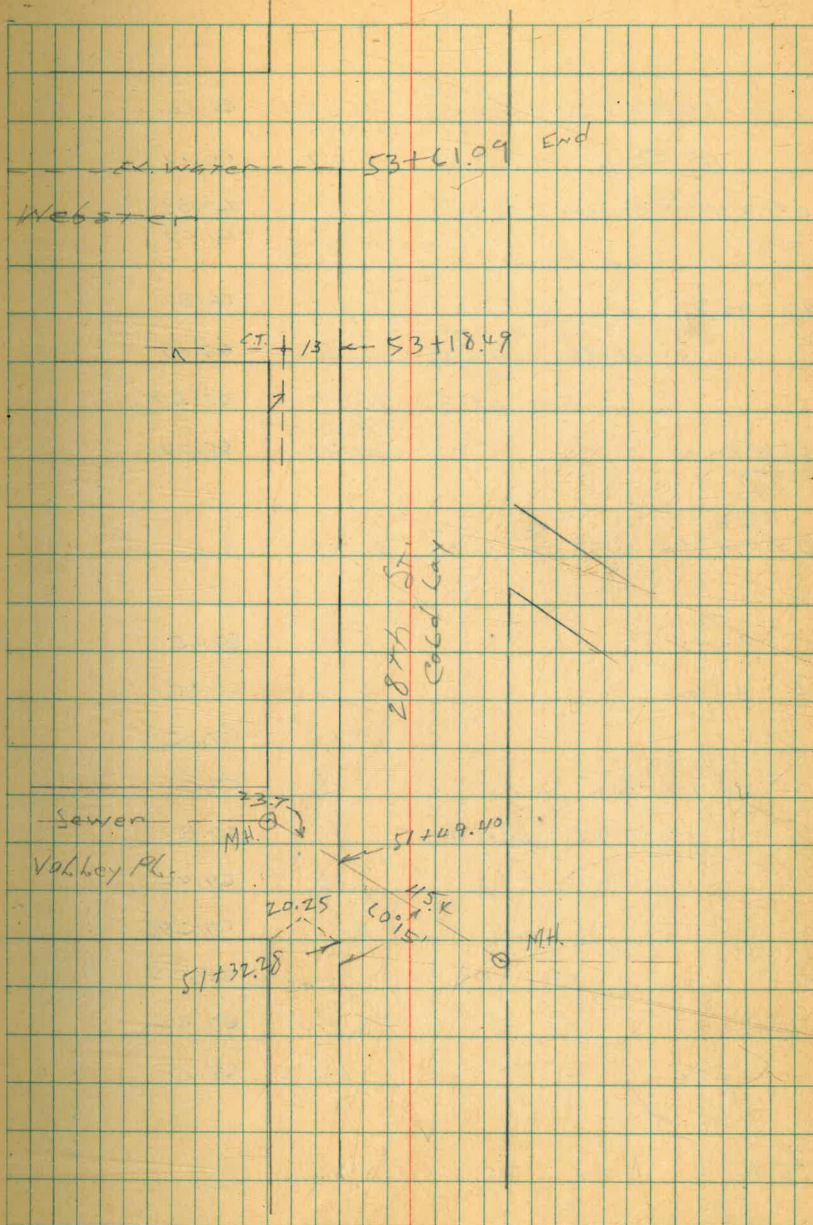
37+99.76	44 K ST.	2.78	85.80
38+39.76		3.07	85.51
Σ = +72.76	57' K	3.76	84.82
Σ + 62.76 Equation.			
T.P. ON			2873
S.E. 7' 4d. ST.	1.73	86.77	3.59
			84.99
			K ST
+79.76	SL. K	2.09	84.63
39		2.97	83.75
+50		4.17	82.55
40		5.11	81.61
+50		6.03	80.69
41		7.09	79.63
+50		7.88	78.89
+84		8.65	78.07
42		8.41	78.31
+10		8.55	78.17
+22.1		8.87	77.85
+44.48	57' of K ST	9.54	77.18
T.P.	2.37	79.43	9.66
			77.06 ✓
+50		2.35	77.08
43		3.27	76.16
+50		3.89	75.59

11



79.43

44		44.2	75.01
+50		49.5	74.48
45		55.3	73.90
+50		6.31	73.12
758.54 N 7 Line	IMP. to E	6.25	73.18
+65		6.41	73.02
N. rail of N Track		6.01	73.82
S " " S " "		6.15	73.28
46 + 13		6.81	72.62
+27		7.27	72.16
+50		7.66	71.77
47		8.28	71.15
T.P.	0.08	71.64	7.87 71.56
+50		1.26	70.38
48		2.10	69.59
+50		2.96	68.68
49		3.71	67.93
+50		4.18	67.96
"	24.3 W. RIM M.H.	4.30	67.39
"	" " Top 12" Line	9.71	61.93
49 + 61.7		4.34	67.30
"	154.7 E RIM M.H.	4.28	67.36
"	" " F.L. "	9.94	61.70



71.64

49+61.7	220.2 W	RIM Sewer M.H.	5.44	66.20	
"	"	" F.L.	11.47	60.17	
49+71	Tr. CTG		4.21	67.33	
"	Top Rails	N-435	4.35	67.29	
"	"	S-435	4.35	"	
49+92.8	INT. drain		4.75	66.89	
"	33 W RIM	cleanout M.H.	5.75	65.89	
"	"	" F.L. 48" pipe	16.07	55.57	+1.03v
50+00			4.85	66.79	

Set B.M. S.E. T.C.T. 28th + Comm. 4.77 66.87 ✓

+25			5.09	66.55	
+50			4.98	66.66	
51			4.59	67.05	
+49.4	Int. Sewer		4.13	67.51	Valley Pl.
"	45.4 W S.M.H. RIM		3.77	67.87	
"	"	" F.L.	7.18	69.86	
"	23.7 E S.M.H. RIM		4.10	67.59	
"	"	" F.L.	6.42	65.22	
52			3.82	67.82	
+50			3.64	68.00	

T.P. 7.76 75.57 3.83 67.81 ✓

Notes reduced 9.5.95

75.57

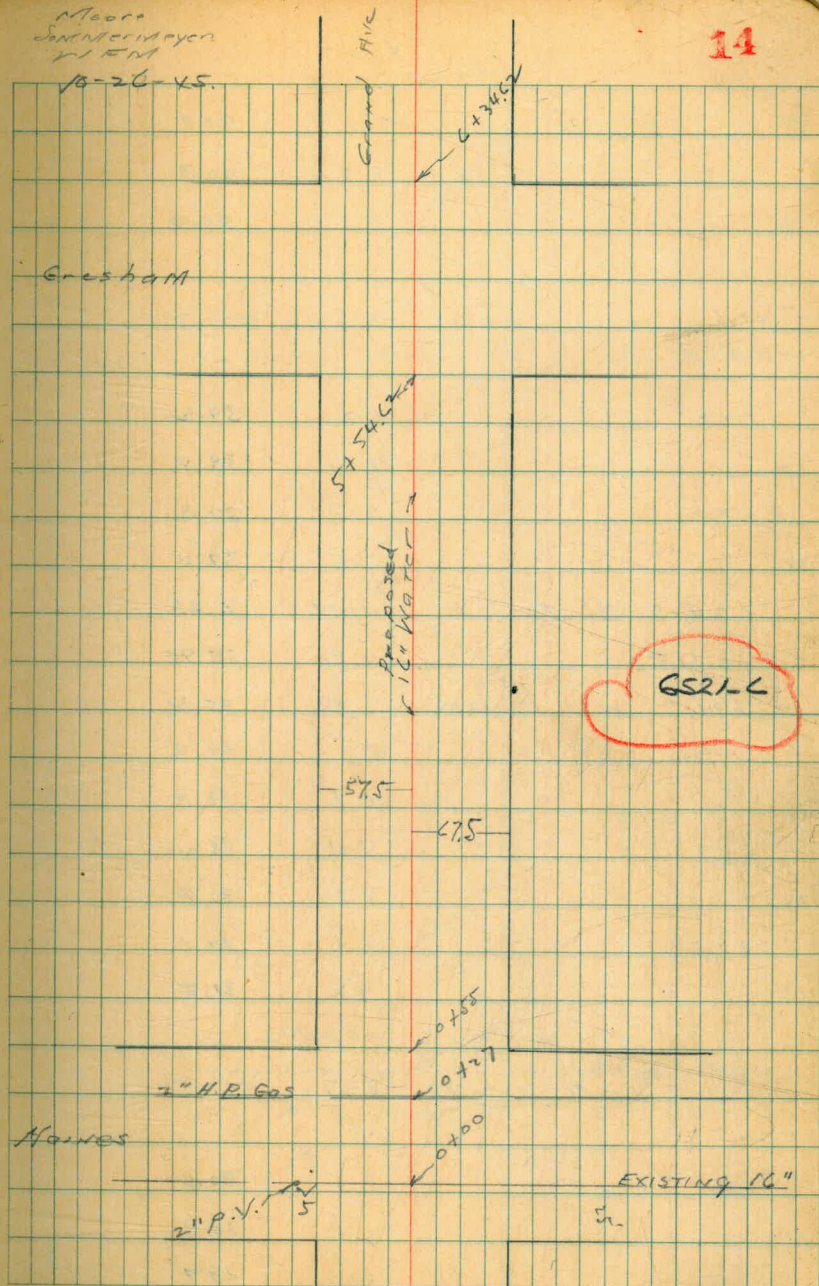
53			7.32	68.25	
+50			6.87	68.70	
53+61.09	End		6.66	68.91	
T.P.	9.75	83.96	1.36	74.21	
check to NWBP	Franklin Sampson	1.85	82.11	82.02	0.09 diff.

Proposed 16" Water Line
on Grand Ave.
Haines to Cass St.

				Inversion Grade
NEBP	5.80	<u>61.65</u>		55.85
T.P.	1.84	<u>57.41</u>	6.08	55.57
0 + 00			3.0	59.2
+ 55	W.L. Haines		3.8	53.6
1			4.4	53.0
+ 50			5.5	51.9
2			6.3	51.1
+ 50			7.2	50.2
3			8.0	49.4
+ 50			8.9	48.5
T.P.	0.36	<u>49.06</u>	8.71	48.70
4			1.4	47.7
+ 50			2.2	46.9
5			3.0	46.1
+ 54.6	E.L. Gresham		4.0	45.1
+ 84.6			4.3	44.8
6	+ 34.6	W.L. Gresham	4.8	44.3
+ 50			5.1	44.0
7			5.9	43.2
+ 50			6.7	42.4

Moore
S. W. MAYER
W. E. M.
10-26-45.

14



4906

✓

8		7.4	41.7
+50		8.3	40.8
9		9.1	40.0

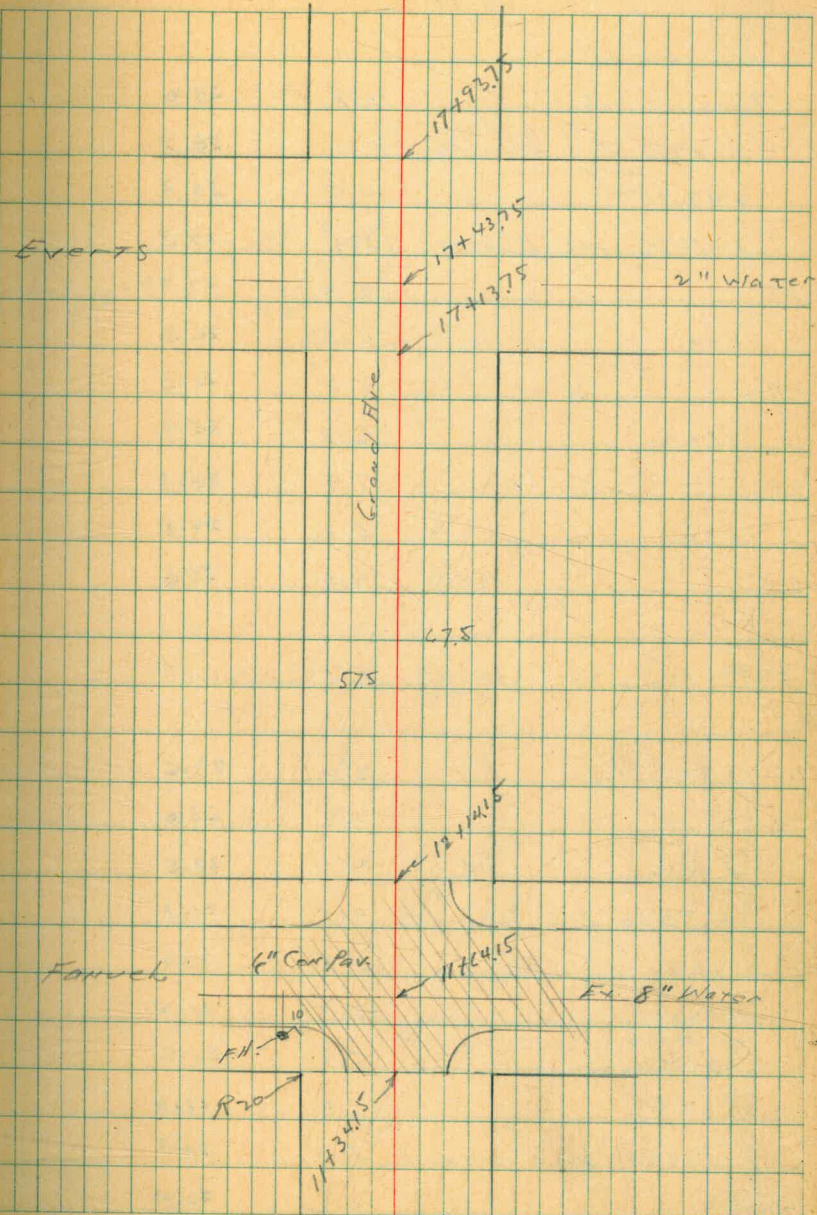
T.P. 0.00 40.45 8.83 40.23

+50		1.3	39.2	
10		2.0	38.4	
+50		2.7	37.8	
11		3.4	37.0	
+34.15	EL. FANUEK	4.02	36.43	pav.
+64.15		4.50	35.95	"
12	+14.15	5.09	35.36	"
+50		6.1	34.4	
13		6.7	33.8	
+50		7.2	33.2	
14		7.7	32.8	
+50		8.4	32.0	
15		9.0	31.4	

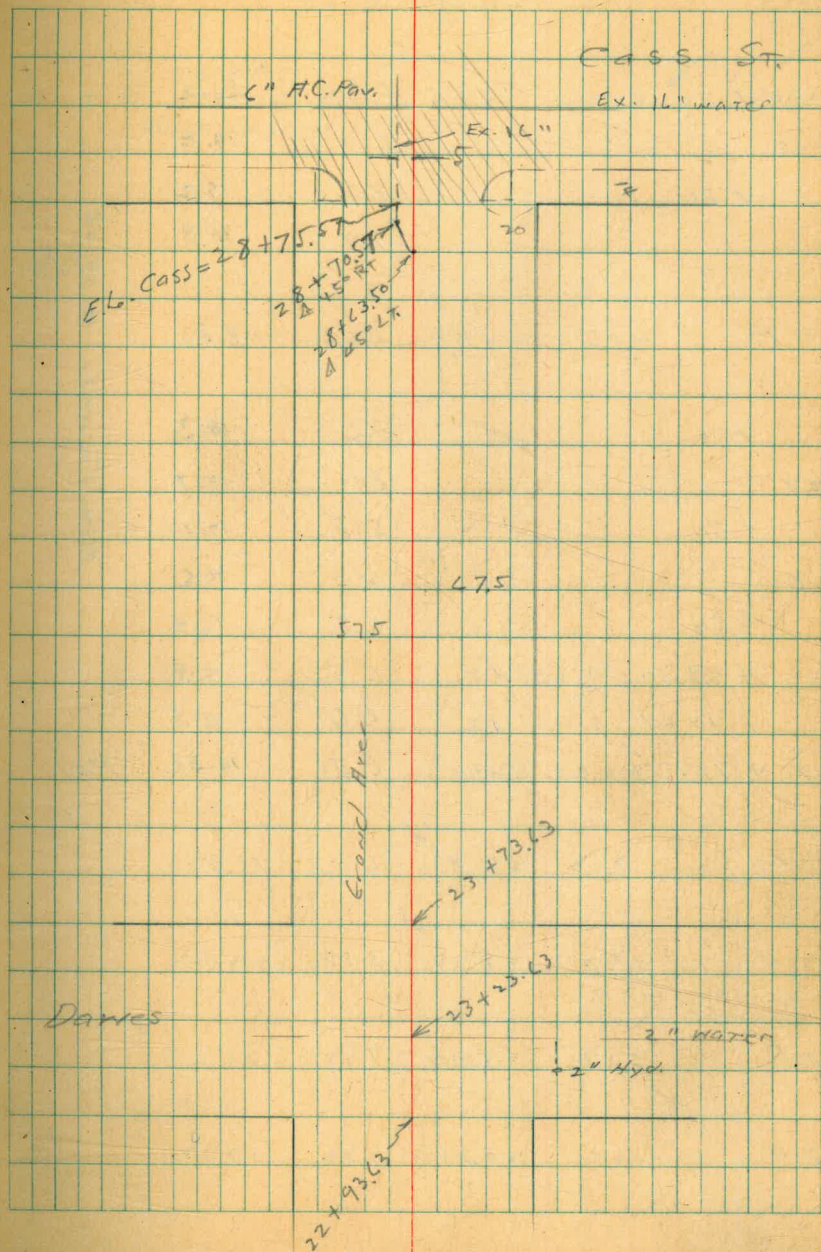
T.P. 1.29 32.77 8.97 31.48

+50		1.9	30.9
16		2.5	30.3
+50		3.1	29.7

15



17		3.8	29.0
+137.5	E.L. Events	4.1	28.7
+143.75		4.5	28.3
+193.75	WL Events	5.3	27.5
18		5.4	27.4
+150		6.0	26.8
19		6.5	26.3
+150		6.9	25.9
20		7.5	25.3
+150		8.0	24.8
21		9.0	23.8
T.P.	2.34	<u>26.49</u>	8.62
			24.15
+150		3.0	23.5
22		3.5	23.0
+150		4.0	22.5
+93.63	E.L. Dawes	4.8	21.7
23 + 14		5.5	21.0
+23.63		5.3	21.2
+40		5.9	20.6
+65		5.5	21.0
+73.63	W.L. Dawes	5.7	20.8
24		6.1	20.4



26.49

24 + 50 6.3 20.2

25 6.7 19.8

+ 50 7.3 19.2

26 7.7 18.8

T.P. 4.05 ✓ 22.88 7.66 18.83

+ 50 4.6 18.3

27 5.2 17.7

+ 50 5.8 17.1

28 6.3 16.6

+ 50 6.5 16.9

+ 63.50 Δ 45° LT 6.5 16.9

+ 70.57 Δ 45° RT 6.6 16.3

28 + 75.57 = BL. Cass 6.51 16.37 PAV.

T.P. 9.03 ✓ 25.83 6.08 16.80

T.P. 6.50 ✓ 28.75 3.58 22.25

T.P. 6.17 ✓ 27.42 7.50 21.25

T.P. 1.14 ✓ 20.86 7.70 19.72

Notes Reduced - 10.29.95

20.86

check to SEBP
MISSION Bldg.
and GARNET

6.78

14.08 ✓

17

14.08 ✓

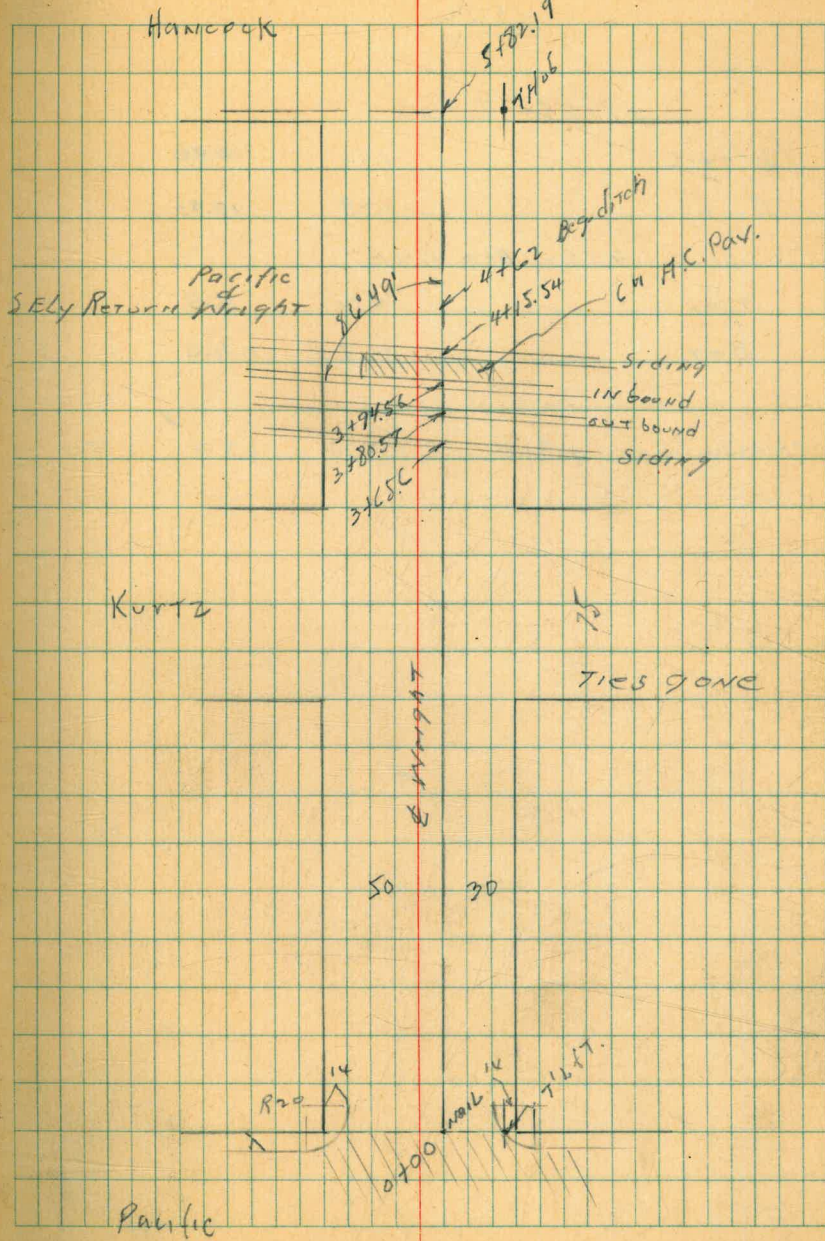
Prop. Water Line on
Wright St. C 5th
Pacific to Hancock 11-1-45

SW 1/4 7' C.T.	6.22	7.75	1.53	Kurtz BANDING
T.P.	5.51	7.54	2.03	
T.P.	12.86	15.72	2.86	chiseled = 5g. ex

0+00	Ely Pacific edge Pav.	13.23	2.99
+50		13.2	2.5
1		13.1	2.6
+5		12.8	2.9
2		12.3	3.8
+50		9.7	6.0
3		7.0	8.7
+55		4.2	11.5
3+65.6 @ Track			
W rail		2.81	12.91
E rail		2.84	12.88
3+80.57 @ Track			
W rail		2.18	13.58
E rail		2.26	13.56
3+94.56 @ Track			
W rail		2.05	13.67
E rail		2.07	13.65

over

indexed
Curb
see 1 sec. 18



15.72

4 + 15.54 @ Track

W rail 1.32 14.80

E " 1.29 18.93

4 + 11.24 Beg. ditch

Top 2.7 15.5

Bot 4.7 11.0

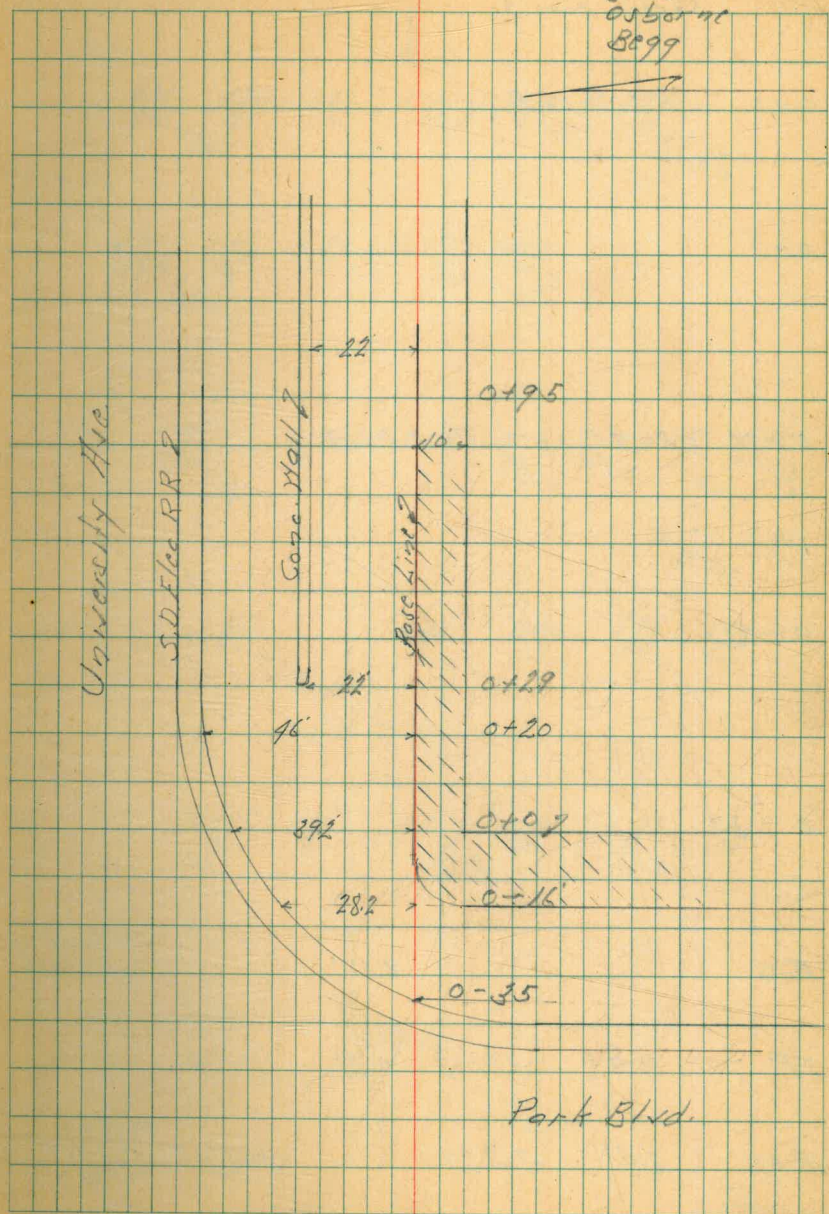
check to orig BID 14.20 1.52 ✓ 1.52

Levels South East Corner
University Ave And Park Blvd.

Levels next page

indexed
crs. K

Dec. 6. 45
Sisson 20
Bliss
Osborne
8899



Levels South East Corner
 University Ave x Park Blvd.
 Sketch page 20

0-10 = FL Park Blvd

0-8

0-16 = East Curb of Park Blvd

0-26

0-35

BM

5.10

SE 1/4
 Univ + Park

TP

972

321.12

0.89

311.40

BM

8.41

312.29

303.88

NW 1/4
 University
 45 cent

11

5

21

Base Line 2

476 495 541 540 510 498
 392 S Rail 25 16 50 cut 5.0 ch 10.5 ch Univ + Park

485 506 540 548 517
 343 S Rail 22 16 50 cut 0.46

498 528 550 570 512 589 537
 28 S Rail 10 10 cut 10.46 2.70 cut 10.46

623 556
 30 cut 30.46

521 544 550 584 607
 166 S Rail 10 10 20 30

570 540 555 558 588 602
 20 16 10 20 30

321.12

0+70

TP 8.85 327.42 2.55 318.57

0+50

0+40

0+25 = Brk Paving Grade

0+20

0+10

221.12

H

Base Line?

22

6.71 7.06 7.76 7.11
22 10 5ul 0.0=cb

327.42

2.26 2.68 3.46 2.80 2.61
22 10 5ul 0.0 10.51 Walk
10.51 0.0

3.24 3.76 4.46 3.81 3.62
22 10 5ul 0.0=cb 10

4.87 5.15 5.40 5.02 4.83
21 10 5ul 0.0=cb 10

4.75 4.87 5.25 5.34 5.08 4.90
16=5.80 25 10 5ul 0.0=cb 10

4.75 4.92 5.34 5.39 5.08 4.90
13.5 25 10 5ul 0.0=cb 10.51 Walk
10.51 0.0

221.12

NE Curb University 10.27 317.15 No BP
↓ Park Blvd.

0495

327.42

4.21 4.63 5.20 4.58
22-5/16 1/0 1/4-5/16 1/8-5/16
5/16-5/16 5/16-5/16

327.42

Cross Section Alley Block 10
 Roseville Heights From Bangor St to Concord St
 Between Hill St. And Talbot St.

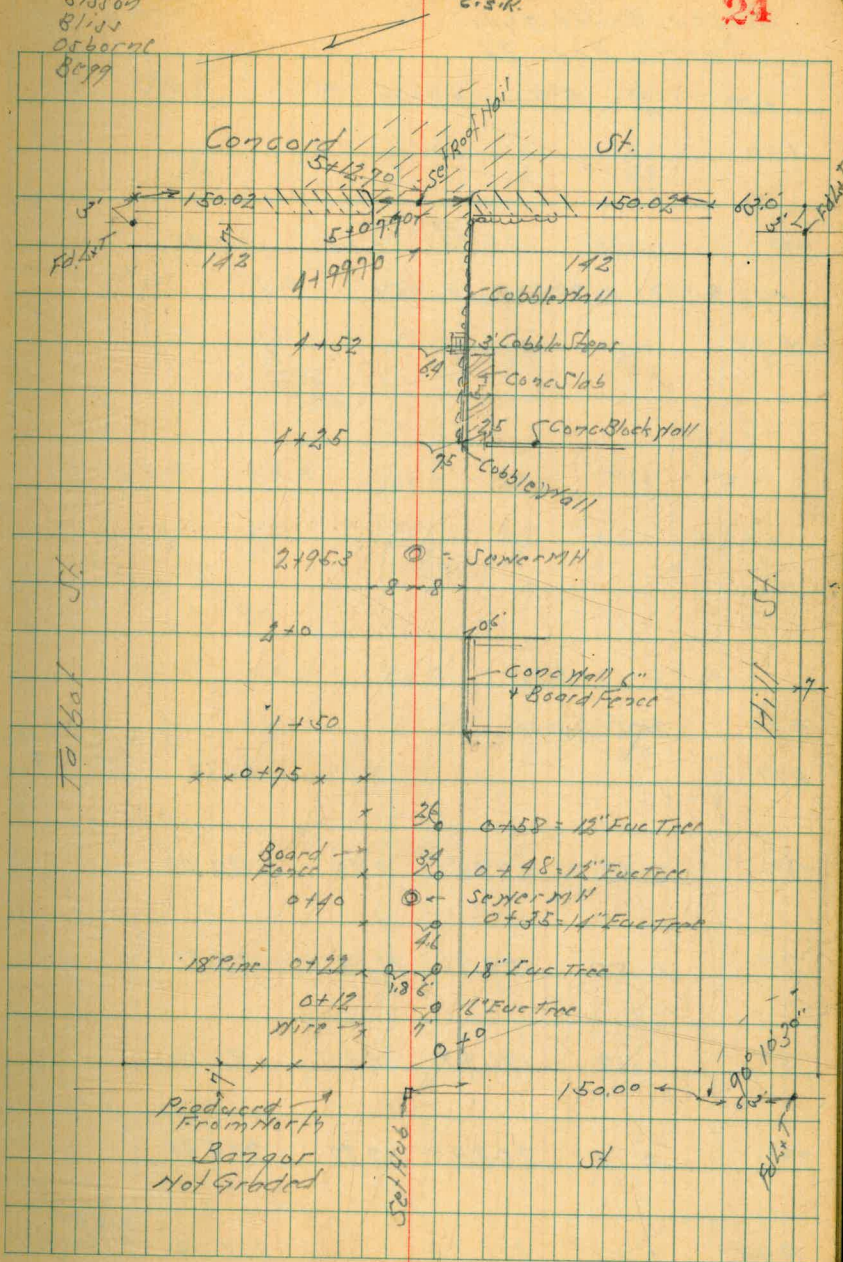
Levels next page

3-19-46 Notes Reduced Wherry

Dec. 7-45
 Sisson
 Bliss
 Osborne
 Sapp

Indexed
 C.S.R.

24



Cross Section Alley Block 10
Roseville Heights
Sketch Page 24

Lt = 5

2

Rt = 11

25

+29	2 = 5' Acacia Tree			
+10				
TP	11.35	188.73	0.13	177.38
+98	61 Rt = Sky Power Pole			
+75				
+40				
040	= N.L. Bangor St.			
BM		12.87	164.64	Hub W 7 Line Bangor 2 17167
TP	7.45	177.51	9.90	170.06
TP	0.55	179.96	12.08	179.41
TP	0.39	191.49	12.85	191.10
TP	0.14	203.95	12.82	203.81
B.M.	0.54	216.63	216.09	H.M.B.P. Concord + 171607

174.2	177.0	177.3	179.6	182.2	
11.5 20	11.7 8	11.4	9.1 8	6.5 20	
		188.73			
171.2	173.2	174.1	175.8	177.8	
6.3 20	4.8 8	3.4	1.7 8	70.3 20	
					18.4118000 17167
163.4	168.8	169.7	169.8	171.5	173.0
9.1 20	8.7 8	7.8 8	7.7 5	6.0 8	4.5 20
					0.25000 17167
163.5	164.5	165.5	166.8	169.1	
14.0 18	13.0 8	13.0	10.7 8	8.4 20	
					177.51

+70

TP 1266 22599 0.22 213.33

+40

+34 8' Rf of $\frac{1}{2}$ = 4" Pepper Tree

2+0

+95.3

11.6

on M.H. Run

TP 1293 213.55 0.30 200.62

2+50

+48 6.6 Rf of $\frac{1}{2}$ = Sly Power Pole

TP 1229 200.92 0.10 188.63

2+0

11' Lt of $\frac{1}{2}$ = 24" Euc. Tree

1+50

188.73

210.2 214.2 215.6 217.5 221.5 222.5

158
20 148
8 10.4 8.5 4.5 3.5
8 11 20

225.99

209.0 209.3 209.1 210.4 213.6

16
20 38
8 4.5 3.5 0.8
8 20

199.7 201.5 202.4 204.4 207.0

139
20 121
8 11.2 9.2 6.6
8 20

213.55

190.3 192.3 193.6 196.0 198.6

10.6
20 8.6 7.3 4.9 2.3
8 8 20

200.92

183.7 186.7 187.6 190.0 191.7 193.7

50
20 20
8 1.1 1.8 1.20 1.50
8 8.6 = 1 1/4 Conc
Hall Top

179.5 184.2 184.0 185.1 188.53 188.7

3.2
20 4.5 4.7 3.6 0.58 0.9
8 8.8 = 1 1/2 Conc
Hall Top

188.73

Lt.

L

Rt.

27

+90

+57

+37

+25

TP 12.56 238.45 0.10 225.89

470

+91 6.2 Rt of L = Sly Power Pole

3785

22599

228.7 229.3 233.2 233.4 234.3 234.8 235.0 238.4

97 25	91 15	5.2 12	50 8	41	3.6 8	0.4 8	0.0 10
----------	----------	-----------	---------	----	----------	----------	-----------

15 = Roll
Cox Tom
8 = Top of
Holl

8 = Bottom
Holl
8 = Top of
Holl

226.37 226.6 233.2 234.5 235.2 237.9 237.9

12.08 167	11.8 13	5.2 8	39	3.2 9	0.5 8	0.5 12
--------------	------------	----------	----	----------	----------	-----------

167 = All Conc
8 = Top of
Holl

9.8 = Base of
Holl
7.8 = Top of
Holl
12.8 = 1/4 Hour

225.59

12.86 165	11.5 13
--------------	------------

165 = All Conc
11.5 = 1/4 Hour

229.7 2237 228.2 228.8 230.7 233.8 237.6 238.0

97 25	147 14	10.2 10	96 8	7.7	4.6 7.5	0.8 7.5	0.4 10
----------	-----------	------------	---------	-----	------------	------------	-----------

14 = 3/4
Cox Tom
10 = Top of
Holl

7.5 = Bottom
Holl
7.5 = Top of
Holl

219.9 223.0 224.8 227.6 236.6

61 20	38	1.2	1.6 8	1.0 20
----------	----	-----	----------	-----------

217.4 217.9 219.8 220.5 225.5 229.4

8.6 20	81	6.2	5.5 8	0.5 10	1.3 20
-----------	----	-----	----------	-----------	-----------

22599

BM 11.27 216.07
 H.M.B.P.
 Concord +
 Talbot
 216.07

TP 0.17 227.34 1628 227.17

5+12.70 = E. Cb of Concord

5+077 = Fly Pav 179

4+99.70 = E.L. Concord

238.45

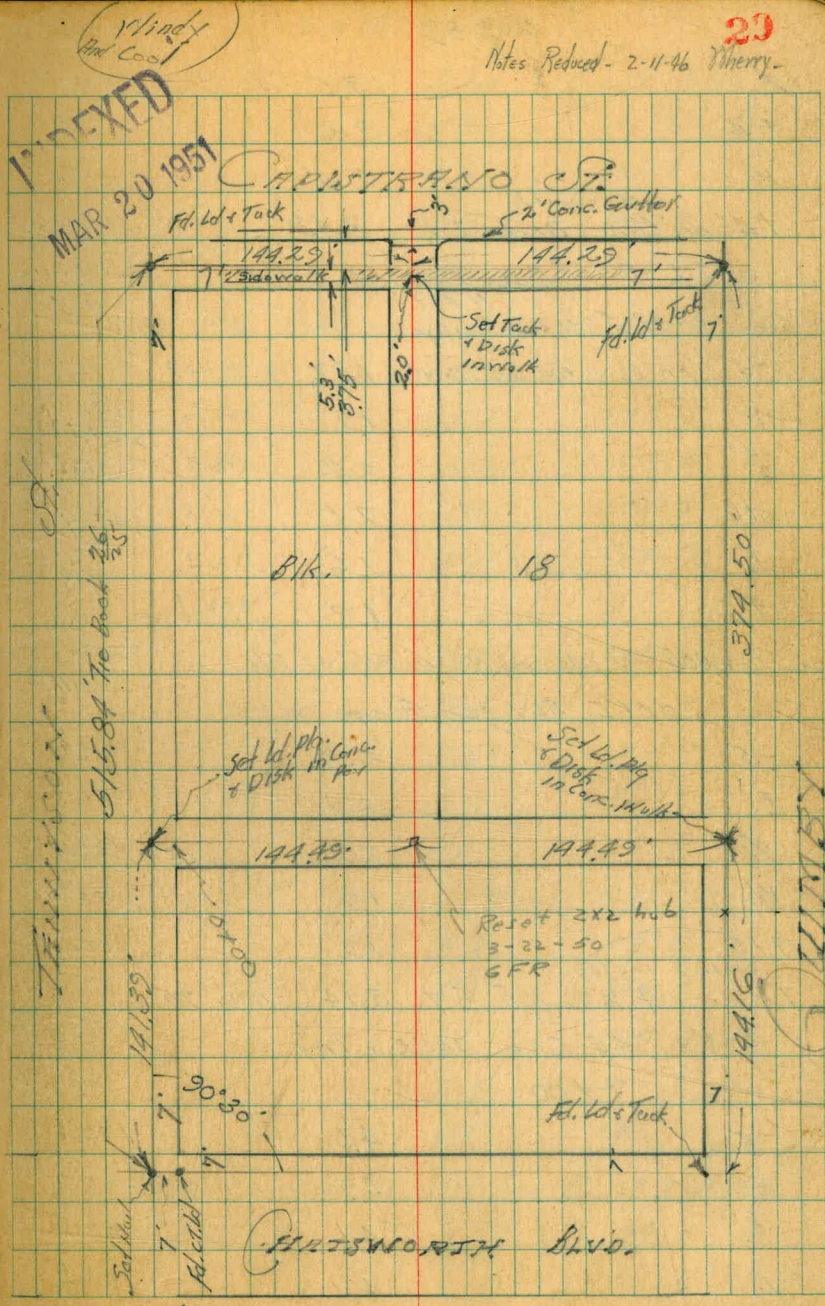
229.79	229.52	230.21	230.67	231.05	231.58	231.04
8.66 10-CB	9.13 20-60th	8.24 8-90th	7.78	7.40 8-90th	6.87 20-60th	6.41 20-CB
230.56	230.24	230.72	231.32	231.67		
7.89 78-CB 7th	8.21 78-90th	7.73	7.13 8-90th	6.78 8-CB 7th		
229.1	230.0	233.0	232.3	233.7	236.4	
9.3 25	8.4 15	5.4 8	6.1	4.8 8	4.7 8-90th	2.8 20-60th

238.45

Walker
Hurdin
Hurdley
1-3-46

Cross Section 15' Alley Blk 18
Point Lorna Hts. Map #1106
between Chatsworth Blvd.
and Capistrano St. and
between Quimby and Tennyson Sts.

N + S.			
7.24	103.89	96.65	
	0-10' SLY line Tennyson		
W on cb Rot.	6.38	97.51	
W Guts Conc. Pav.	7.06	96.83	
L on " "	6.99	96.90	
E " " "	6.21	96.98	
" " cb Rot	6.24	97.65	
	0+00=SLY line Tennyson		
E on Top cb	6.04	97.85	
" Con Guts.	6.30	97.59	
L " " Pav.	6.52	97.37	
W " " Guts	6.30	97.59	
" on cb	6.16	97.73	
	0+05		
-0+0 on N+S Drive	3.37	100.52	
W	4.7	99.2	
L	5.1	98.8	
+5'	4.8	99.1	
E	2.3	101.6	
+5'	2.7	101.7	
	0+16=Brk in Drive on W		
-5'	1.4	102.5	
E	1.7	102.2	
+3	3.2	100.7	



10389

2	3.5	100.4	
+4	3.2	100.7	
W	2.5	101.4	
+4' on Conc. Drive = 8th	2.43	101.46	
0+22 = 16" Euc. Tree	4' E.E.L.		W. Line
0+32.5 = Head Garage			0+65
-4' on SLY end Conc. Drive	1.82	102.07	Conc. Floor
W	1.9	102.0	Garage
L	2.2	101.7	0+15
+6	2.1	101.8	0+32.5
E	1.6	102.3	4' 27"
+5	1.0	102.9	4' 30"
0+40.5 = Tel Pole on 12' in Alley = 2 Pole			0+60
0+65 = SLY end Garage on W			Walk
-5	2.0	101.9	
E	2.1	101.8	
L	2.0	101.9	
W	1.9	102.0	
+1.5	1.9	102.0	
TP	4.82	105.57	3.14 100.75
0+98	4.5' E.E.L. = 16" Euc. Tree		
	1+00		
-5	4.0	101.6	
W	3.9	101.7	
L	4.1	101.5	
E	4.1	101.5	
+5	4.0	101.6	
1+26	4' E.E.L. = 16" Euc. Tree		

105.57

30

1+30.0 NLY Line & E & W Alley

E	4.4	101.2	
L	4.8	100.8	
W	4.7	100.9	
+5	4.9	100.7	
1+40 = 2 Pole on W 15' in Alley = 2 12" Pole			
	1+45		
-5	5.1	100.5	
W	5.0	100.6	
L	5.0	100.6	
E	4.9	100.7	
	1+75		
-5	5.4	100.2	
E	5.4	100.2	
L	5.6	100.0	
W	5.7	99.9	
+5	5.8	99.8	
2+100 = 36" Euc. Tree 3' W W.L.			
-5	5.8	99.8	
W	5.6	100.0	
L	5.6	100.0	
E	5.5	100.1	
+5	5.5	100.1	
2+118 = N edge House on E 33' Back			
33' of House	6.1	99.5	
E	6.1	99.5	

10557

L	6.1	99.5
W	6.3	99.3
+5	6.5	99.1
2+28 = Garage on W. Conc. Floor Apron		
-36.2 on Garage Floor	7.77	97.80
-20.2 " Toe 8" Wide Conc. Apron.	7.43	98.14
W	6.5	99.1
L	6.2	99.4
E	6.1	99.5
+2.7' at House (logs at 2+29)	6.1	99.5
2+30 3.6' W WL = 30" Evn Tree		
2+32 = Pole on W 1.3' in Alley = 10" Plc		
2+51 = S end House on E		
-2.7' at	6.2	99.4
E	6.4	99.2
L	6.7	98.9
W	7.4	98.2
+5	7.7	97.9
2+51 to 2+75 = 5' High Cypress Hedge on E ^{1" Back}		
2+67 = L 16" Evn. Tree on W 3.5' Back		
-5	8.1	97.5
W	7.7	97.9
L	7.4	98.2
E	7.0	98.6
+5	6.9	98.7

10557

31

2+71			
-5	7.7	97.9	
E	7.7	97.9	
L	8.4	97.2	
+4	9.9	95.7	
W	9.0	96.6	
+5	9.4	96.2	
TR	0.95	99.54	
6.28 98.59			
2+74.98 = NLY line Quimby St			
-5	6.3	93.2	
W	5.9	93.5	
L	5.5	94.0	
E	4.5	95.0	
+1' on Cobble Wall	3.2	96.3	
2+78.98 = NLY edge East 6' Conc. Walk			
E on Walk	7.67	91.87	
L " "	8.20	91.34	
W " "	8.68	90.86	
2+84.98 = N cb. Quimby			
-5 on cb.	9.11	90.43	
" " Conc. Cut.	10.07	89.47	
W " cb.	8.80	90.74	
" " Conc. Cut.	9.74	89.80	
L " " "	9.29	90.31	
L " " cb.	8.31	91.23	
E " " "	7.78	91.74	
" " " Cut.	8.76	90.78	

99.54
2+84.98 Cont.

E +5 on Conc. Gut.	8.43	91.11
" " " cb	7.98	92.06
2+86.78 = SLY edge Conc. Gut.		
-5 on Conc. Gut.	8.39	91.20
E " " "	8.64	90.90
∠ " " "	9.13	90.41
W " " "	9.62	89.92
+5 " " "	9.96	89.58

TP 7.08 105.67 0.95 98.59

East + West Alley

E. Line N + S Alley = 0+00

chk 1+37.99 P-30	4.92	100.75
S	4.9	100.8
E	4.9	100.8
N	4.4	101.3

0+09 = W. edge Garage on South ^{Dble.} 27' Back ^{Apron}

4.98 100.69

0+24 = E " Above Garage ^{Apron} 27' Back

4.96 100.71

0+25

-4.7 = Garage on Ground	5.2	100.5
S	4.9	100.8
∠	4.8	100.9
N	4.5	101.2
+5	4.8	101.2

0+41 = 12" Euc. Tree on South 4' Back

105.67

32

0+50

-5	4.9	100.8
N	5.1	100.6
∠	5.1	100.6
S	5.4	100.3
+5	5.4	100.3
0+55 = Pole Anchor on N 15' in Alley		
0+80 = Pole on N 15' in Alley		
0+81 = ∠ 28" Euc Tree on South 4' Back		
0+80 = 8" Deep Conc. Ret. Wall on N - 0.9' in Alley		
-5	6.0	99.7
S	6.0	99.7
∠	5.8	99.9
+6.8 at Wall	5.6	100.1
" on "	4.89	100.78
N	5.6	100.1
+5	5.6	100.1
1+19.8 = E. end Above Wall on N 0.5' in Alley		
-5 on Ground	6.7	99.0
N " "	7.0	98.7
N " Wall	5.66	100.01
∠	7.1	98.6
S	7.1	98.6
+5	7.2	98.5
1+21 = 12" Euc Tree on South 4' Back		

10567

E + W Alley

1+50

-5	8.5	97.2
S	8.3	97.4
E	8.2	97.5
N	8.4	97.3
+5	8.0	97.7

1+80 = 19" Elev. Tree on N 4' Back
 2+21 = 18" " " " 4.5' Back
 2+00

-5	9.3	96.4
N	9.6	96.1
E	9.9	95.8
S	10.2	95.5
+5	10.4	95.3

T.P. 3.45 98.48 10.64 95.03

2+50

-5	4.5	94.0
S	4.3	94.2
E	3.9	94.6
N	3.6	94.9
+5	3.6	94.9

2+80 = Pole on N 1.5' in Alley = 8
 3+00

-5	4.2	94.3
N	4.4	94.1
E	4.8	93.7
S	5.2	93.3
+5	5.3	93.2

9848

33

3+35

-5	6.7	91.8
S	6.1	92.4
E	5.8	92.7
N	5.2	93.3
+5	5.0	93.5

3+50

-5	5.3	93.2
N	5.9	92.6
E	6.9	91.6
S	7.1	91.4
+5	8.0	90.5

3+60 = H.L. Capistrano

-5	8.1	90.4
S	7.7	90.8
E	7.3	91.2
N	6.7	91.8
+5	6.2	92.3

3+61 = W edge East Side Walk

N on Walk	7.05	91.43
E " "	7.54	90.94
S " "	8.06	90.42

3+66.3 E edge Walk

S on Walk	8.27	90.21
E " "	7.78	90.70
N " "	7.26	91.22

98.48 E-W Alley

3+69 = West edge Conc. Guit.

N+95 on cb.	7.38	91.10
+05 on Conc. Guit.	8.07	90.41
E " " "	8.45	90.03
S " " "	9.00	89.48
" " Top cb.	8.40	90.08

3770 = W cb. Line Capistrano St

-5 on cb.	8.71	89.77
" " Conc. Guit.	9.49	88.99
S " " "	9.11	89.37
E " " "	8.58	89.90
+7 " " "	8.12	90.36
N+5 on cb.	6.89	91.59
" " Guit.	7.66	90.82

3+72 = E. edge Conc. Guit.

-5 on Conc. Guit.	7.46	91.02
N " " "	7.78	90.70
E " " "	8.29	90.19
S " " "	8.92	89.56
+5	9.25	89.23

T.R. 5 6.31 104.44 0.35 98.13

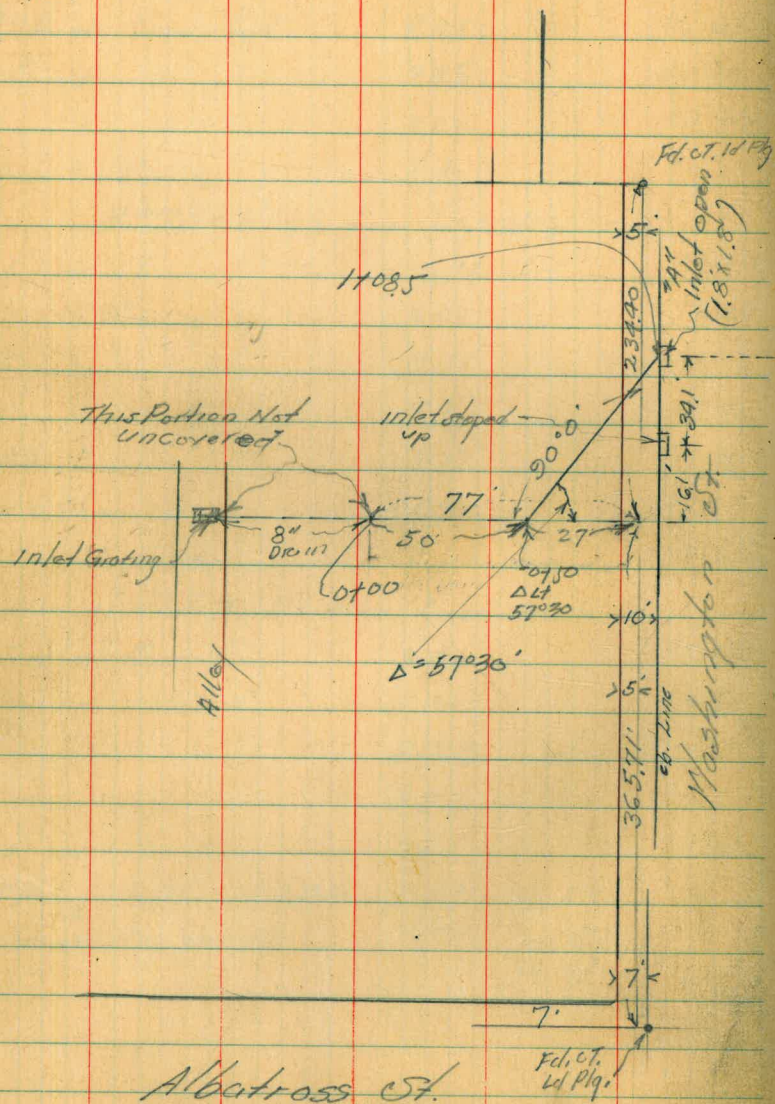
chk. starting BM. 8.2 7.77 96.67

96.65

0.02

Walker
Harden
Hanley
1-3-46

Location Existing 8" Drain
Blk. 5- Florence Heights



Albatross St.

indexed
c.s.R.

see 3017-B
for drawing

35

587	268.93	263.06		
T.P. 504	10.57	258.36		
Flow line "A" Inlet	7.96	260.97		
Grating	5.76	263.17		
cb.	5.29			
0+00 Floor 8"	5.70	263.23		
0+04 " 12"	6.00	262.93		
+20 " 12" = 8" h	6.46	262.47		
0+50				
1108.5 = cb.				
Ground Profile				
0+00		4.4		
+20"		4.7		
+50 = Δ Lt. 57°30'	4.68	264.25	262.47	
+67		4.6		
+95		5.0		
1108.5 cb.		5.29		
" Grating		5.76		
" Floor		7.96		
Const. Grades Above 12"				
0+00			263.23	
+04			262.93	
+20 = 8" h			262.47	
+50 = Δ Lt. 57°30'	4.68	264.25	262.07	+2.18
+68	4.22	264.71	261.83	+2.88
+95	5.08	263.85	261.47	+2.38
1108.5 = south cb. line	5.29	263.64	261.30	+2.34

1.35

Cross Section Poe & Quincy Sts
Capistrano St to Sly Poles of Home Hts

Aug. 12-46

S. J. 809
Bliss
Osborn
8899

Notes Reduced 1-15-46 W. H. W.

Levels for drain at 7+39.7
ON POE ST.

T.P. 7+76.36 $\frac{+6.85}{1.85}$ $\frac{45.76}{67.00}$ 65.15

0+00	Top Sly cb. on Poe	44.2
0+05	Wly edge <small>CON. MARK</small>	43.8
0+09	Sly " "	44.3
0+37	" "	5.4
0+43	" "	11.4

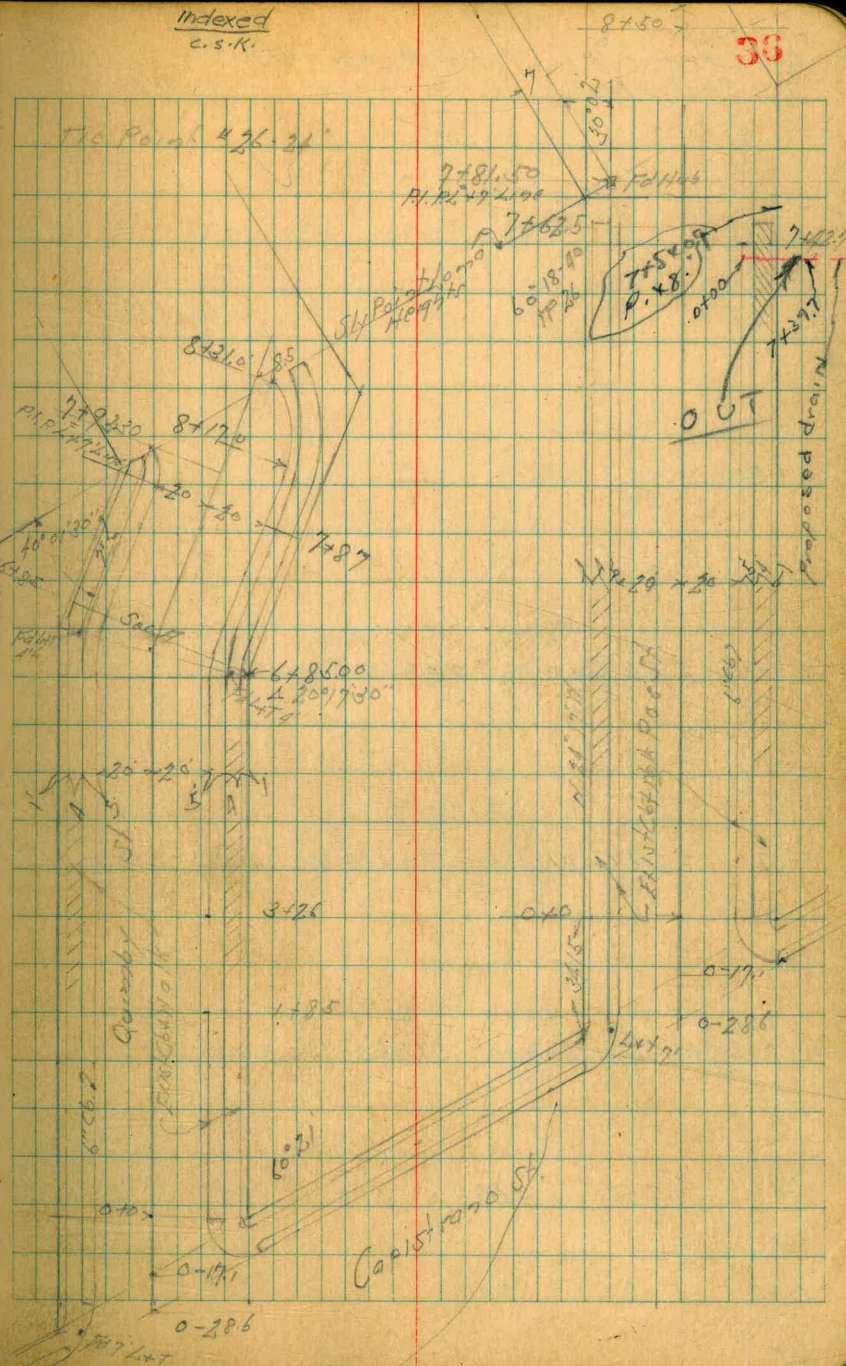
T.P. 0+89 $\frac{55.35}{12.54}$ 54.46

0+49		4.5
0+58	See P 48	8.5
0+74	for change	8.3
0+76		10.4
0+80	CON. Main Wash	10.8

LOCATION IS O.K.

Indexed
c.s.k.

33



Cross Section Poc St.
Capistrano St to Sky Point Lomatts
Sketch Page 36

Lt. E

2

Rt. W

37

1+0

69.78	69.2	69.6	69.5	68.9	68.5	68.92
5.08	5.7	5.7	5.1	6.0	6.1	5.91
20	20	10		10	20	20.06

0+50

70.14	69.6	70.0	69.9	69.4	69.0	69.39
4.72	5.3	4.9	5.0	5.5	5.9	5.19
20.06	20	10		10	20	20.06

0+0 = S.L. Capistrano on Rt

70.67	70.1	70.3	70.3	69.8	69.7	69.98
1.12	4.8	4.6	4.6	5.1	5.2	4.88
20.06	20	10		10	20	20.06

0-171 = S.L. Capistrano Taken on diag

70.91	70.7	70.6	70.4	69.9	69.8	70.02
3.95	4.2	4.8	4.5	5.0	5.1	4.81
23.3	23.3	10		15	24	27.06

0-286 = S.L. Capistrano Taken on diag

71.16	70.8	70.5	69.9	69.5	70.01
3.70	4.1	4.4	5.0	5.1	4.85
20.06	15		20	20.5	20.5:cb top

TP 2.45 74.86 7.00 72.41 Top
SW Lined
Capistrano
Poc

74.86

BM 1.20 79.41 78.21 SERP
Chairs worth
9 Pools

1+0

IP 2.31 70.37 7.80 67.06

2+50

2+0

2+50

2+0

1+50

7486

66.41 66.8 66.6 66.0 65.4 65.91

$\frac{296}{20.70}$ $\frac{36}{10}$ 3.8 $\frac{14}{10}$ $\frac{50}{20}$ $\frac{446}{20.03}$

70.27

67.73 67.0 67.1 67.1 66.5 65.9 66.41

$\frac{713}{20}$ $\frac{79}{20}$ $\frac{78}{10}$ 7.8 $\frac{84}{10}$ $\frac{9.0}{20}$ $\frac{845}{20.03}$

68.13 67.4 67.7 67.6 67.0 66.5 66.88

$\frac{679}{20}$ $\frac{75}{20}$ $\frac{74}{10}$ 7.3 $\frac{79}{10}$ $\frac{84}{20}$ $\frac{798}{20.03}$

68.54 67.9 68.4 68.3 67.8 67.0 67.48

$\frac{632}{20.03}$ $\frac{70}{20}$ $\frac{65}{10}$ 6.6 $\frac{71}{10}$ $\frac{79}{20}$ $\frac{738}{20.03}$

69.01 68.4 68.7 68.6 68.1 67.5 68.04

$\frac{585}{20.03}$ $\frac{65}{20}$ $\frac{67}{10}$ 6.3 $\frac{68}{10}$ $\frac{74}{20}$ $\frac{682}{20.03}$

69.48 68.9 69.2 69.1 68.6 68.11

$\frac{538}{20.03}$ $\frac{60}{20}$ $\frac{57}{10}$ 5.8 $\frac{63}{10}$ $\frac{675}{20.03}$ $\frac{675}{20.03}$

7486

7+0

6+50

+37

6' Conc Walk on rt out

6+0

5+50

5+0

4+50

70.37

Lt

T

Rt

39

64.60	64.3	64.4	64.0	63.3	62.9	63.04
5.77 20.65	61 20	60 10	64	71 10	75 20	75.3 20.65
65.05	64.9	64.8	64.6	63.8	63.2	63.42
5.32 20.65	5.5 20	5.6 10	5.8	6.6 10	7.3 20	6.95 20.65
65.44	65.1	65.2	64.9	64.2	64.0	63.87
4.93 20.65	5.3 20	5.2 10	5.5	6.2 10	6.1 20	6.50 20
65.89	65.6	65.6	65.5	64.7	64.3	64.38
4.48 20.65	4.8 20	4.8 10	4.9	5.7 10	6.1 20	5.99 20.65
66.36	65.8	66.1	65.9	65.2	64.6	64.98
4.01 20.65	4.6 20	4.3 10	4.5	5.5 10	5.8 20	5.39 20.65
66.79	66.0	66.4	66.2	65.7	65.0	65.49
3.58 20.65	4.4 20	4.0 10	4.3	4.7 10	5.1 20	4.88 20.65

70.37

8+0

7+94 = Bottom Walk on Rt.

5cc A

TP 8 8.20 72.35 5.22 65.15

on Hqs.
Rt. side
7+800
7+7636

7+71.06 = A

7+62.5 = CB + Walk End on Rt.

OK.

7+61 = End Walk on Rt.

7+42.7 = End of Rt

70.37

	72.3	70.1	66.7	64.9	62.3	61.1	60.3
	18 35	22 15	6.6	8.4 15	11.0 35	12.2 30	13.0 20
	71.0	68.3	66.3	64.2	61.8	56.2	55.0 56.5
	20 35	5.0 15	7.0	9.1 15	11.5 35	12.1 50 = Bottom Walk	18.5 70 = Bottom Walk 8.5
	67.7	65.0	63.8	63.3	63.0	61.5	60.9 61.2
	5.6 35	8.3 25	9.5 15	10.0	10.2 10	11.8 25	11.2 35
				73.55			
	68.0	65.1	63.6	63.5	62.7	62.1	60.6 58.8
	21 30	5.2 20	6.8 10	6.9	7.7 10	8.2 20	9.8 30
	64.24	64.09	64.4	63.6	63.5	62.9	61.9 62.27 61.9
	6.13 25 = End Walk	6.98 20 = End Walk	1.0 10	1.8 10	6.9	7.5 15	8.5 20
	64.14	64.1	64.0	63.6	62.9	62.4	62.55
	6.23 20 = End	6.5 20	6.1 10	6.8	7.5 10	8.0 20	7.82 20 = End

See page 47 For New Section

70.27

Cross Section Quimby St
 Capistrano St to Sky Point Loma Hts.
 Sketch Page 36

1+10.5

1+0

0+50

0+0 = S.L. Capistrano on Rt.

0-171 = S.L. Capistrano Taken on Diag

0-286 = S.C.B. Line Capistrano Taken on Diag

TP 9.26 90.40 1.30 81.14

BM 10.03 82.44 72.41

S.F. 89
 Capistrano
 + Quimby
 81.21

S.F. 10.03
 Capistrano
 + Post
 Page 37

502.14
 S. 1000
 81.51
 21.60 or
 80.92

Δ = E

2

Rt: 11

41

84.88

5.52

20

20

20

20

20

20

20

84.8 84.67 83.8 84.2 84.2 83.6 83.0 83.70 83.9

56
30 57.3
20.56 66
20 67
10 68
10 71
20 70
20 70
20 70

84.0 83.47 82.5 82.6 82.7 82.1 81.5 82.37 82.4

64
30 69.3
20.4 79
20 78
10 77
10 80
10 80
20 80
20 80

82.9 82.50 81.7 81.5 81.1 80.8 80.4 81.16 81.4

75
30 79.6
20.56 87
20 88
10 92
10 96
10 10.0
20 92
20 92
20 90

82.06 81.5 81.4 80.9 80.6 80.3 81.15

83.4
20.3 89
20.3 90
15 95
15 98
15 10.1
21 97.5
24.56

81.97 81.6 81.3 80.9 80.4 79.8 79.9 81.01

84.3
20.3 88
20 91
15 95
15 10.0
15 10.6
30 10.5
20.5 95.9
20.5 105.56 Top

90.40

Quimby St.

3 + 0

2 + 75

2 + 50

IP 12.99 102.87 0.52 89.88

2 + 0

1 + 85 = Sky Good Curb 0791

1 + 50

90.70

Δ: F

Δ

Rt. 11

42

95.7	94.95	93.8	94.1	94.0	93.5	93.3	93.8	94.1
$\frac{75}{30}$	$\frac{792}{20.48}$	$\frac{91}{20}$	$\frac{88}{10}$	89	$\frac{94}{10}$	$\frac{96}{20}$	$\frac{91}{20}$	$\frac{88}{30}$
94.0	93.57	92.4	92.6	92.6	92.0	91.8	92.6	92.9
$\frac{89}{30}$	$\frac{930}{20.48}$	$\frac{103}{20}$	$\frac{103}{10}$	103	$\frac{109}{10}$	$\frac{111}{19}$	$\frac{109}{21}$	$\frac{100}{30}$
92.8	92.15	91.1	91.0	91.1	90.7	90.5	91.3	91.5
$\frac{101}{30}$	$\frac{1072}{20.48}$	$\frac{118}{20}$	$\frac{119}{10}$	118	$\frac{122}{10}$	$\frac{124}{20}$	$\frac{116}{20}$	$\frac{114}{30}$
102.87								
90.2	89.47	88.3	88.6	88.4	87.9	87.6	88.4	88.9
$\frac{07}{30}$	$\frac{093}{20.48}$	$\frac{21}{20}$	$\frac{18}{10}$	20	$\frac{25}{10}$	$\frac{28}{20}$	$\frac{20}{20}$	$\frac{15}{30}$
89.3	88.60	87.7	87.8	87.7	87.2	86.8	87.68	87.8
$\frac{11}{30}$	$\frac{180}{20.48}$	$\frac{27}{20}$	$\frac{26}{10}$	27	$\frac{33}{10}$	$\frac{36}{20}$	$\frac{272}{20.48}$	$\frac{26}{30}$
87.1	86.78	85.9	86.0	86.1	85.5	85.2	85.76	85.8
$\frac{303}{30}$	$\frac{362}{20.48}$	$\frac{45}{20}$	$\frac{44}{10}$	43	$\frac{49}{10}$	$\frac{52}{20}$	$\frac{464}{20.48}$	$\frac{46}{30}$

90.70

Quimby St.

4 + 40

4 + 25

4 + 10

3 + 75

3 + 50

3 + 26 = 114 Good Cb on R

102.87

Lt.

S

Rt.

43

101.2	100.79	100.1	99.9	100.1	99.4	99.0	99.40	99.0	99.0
17 30	208 20 CB	28 20	30 10	28	35 10	39 20	37 20 CB	38 20 CB	39 20
100.7	100.24	99.6	99.4	99.5	98.9	98.6	98.95	98.87	98.9
23 30	168 20 CB	33 20	35 10	34	40 10	43 20	39 20 CB	40 20 CB	40 20
100.1	99.61	98.4	98.5	98.6	98.2	97.9	98.52	98.7	
28 30	326 20 CB	45 20	44 10	43	47 10	50 20	43 20 CB	44 20	
99.3	98.61	97.7	97.9	97.9	97.3	97.0	97.60	98.1	
36 30	426 20 CB	52 20	50 10	50	56 10	59 20	52 20 CB	58 20	
97.9	97.49	96.7	96.8	96.8	96.3	95.9	96.58	96.9	
50 30	538 20 CB	62 20	61 10	61	66 10	70 20	63 20 CB	68 20	
96.8	96.33	95.3	95.6	95.5	95.0	94.6	95.33	95.9	
41 30	654 20 CB	76 20	73 10	74	79 10	83 20	75 20 CB	76 20	

102.87

Quincy St.

5+75

5+50

5+25

5+0

IP 12.83 114.26 1.44 101.43

4+75

4+52

102.87

4

8

12

16

104.9 104.23 103.5 103.7 103.8 103.2 102.6 103.76 103.5

$\frac{9.4}{30}$ $\frac{10.83}{20.56}$ $\frac{10.8}{20}$ $\frac{10.6}{10}$ $\frac{10.5}{10}$ $\frac{11}{10}$ $\frac{11.7}{20}$ $\frac{11.0}{20.56}$ $\frac{10.8}{30}$

104.0 103.67 102.9 103.2 103.2 102.7 102.2 102.82 103.2

$\frac{10.7}{30}$ $\frac{10.59}{20.56}$ $\frac{11.9}{20}$ $\frac{11.1}{10}$ 11.1 $\frac{11.6}{10}$ $\frac{12.1}{20}$ $\frac{11.41}{20.56}$ $\frac{11.1}{30}$

102.5 101.9 102.2 102.5 102.5 102.2 102.14 103.7

$\frac{11.8}{30}$ $\frac{12.1}{20.56}$ $\frac{12.1}{10}$ 11.8 $\frac{11.8}{10}$ $\frac{12.1}{20}$ $\frac{12.12}{20.56}$ $\frac{10.6}{30}$

103.1 102.56 101.6 101.8 101.8 101.3 100.9 101.79 102.0

$\frac{11.8}{30}$ $\frac{11.70}{20.56}$ $\frac{12.7}{20}$ $\frac{12.5}{10}$ $\frac{12.5}{10}$ $\frac{13.0}{10}$ $\frac{13.1}{20}$ $\frac{12.17}{20.56}$ $\frac{13.03}{30}$

114.23

102.5 102.05 100.9 101.1 101.1 100.5 99.9 101.07 100.8

$\frac{3.4}{30}$ $\frac{0.82}{20.56}$ $\frac{2.0}{20}$ $\frac{1.8}{10}$ 1.8 $\frac{3.4}{10}$ $\frac{3.0}{20}$ $\frac{1.80}{20.56}$ $\frac{3.1}{30}$

101.7 101.87 100.2 100.4 100.5 99.8 99.2 100.01 99.99 99.5

$\frac{1.7}{30}$ $\frac{1.50}{20.56}$ $\frac{2.7}{20}$ $\frac{1.5}{10}$ 2.4 $\frac{3.1}{10}$ $\frac{3.5}{20}$ $\frac{2.86}{20.56}$ $\frac{2.88}{20.56}$ $\frac{3.1}{30}$

102.87

BM		11.59	65.23		op H05 PL L12047 Pop 5 8.5.15 Page 40
TP	0.22	76.82	12.40	76.60	↑ This I think should be the 7' Pt. Hub
TP	0.03	89.00	12.89	88.97	
TP	0.45	101.86	12.85	101.41	

8+31

8+17 = C6 BC on Pt

8+0

7+93 = C6 End on Lt

7+87 = C6 BL on Lt

11426

115.5	112.7	111.5	109.7	108.06	108.6	108.1	107.9	106.9	100.6
42 30	16 20	28 10	46	62 8.5 10	57 10	62 20.07 20.53	61 28	71 35 45	137
112.9	110.4	109.7	109.1	108.2	107.6	107.63	107.7		
14 30	39 20	46 10	52	61 10	67 20	663 20.53	66	30	
111.3	109.2	109.2	108.7	107.9	107.4	107.39	107.7		
30 30	51 20	51 10	56	64 10	69 20	687 20.53	66	30	
				109.16					
				510 23.5 20					
112.5	109.12	108.9	108.9	108.4	107.6	107.0	107.13	107.3	
18 30	51 20.53	51 20	51 10	59	67 10	73 20	713 20.53	70 30	

11426

BM		11.59	65.23		op Hus Pt. Lined F7 Pop St. 6.5.18 Page 40
TP	0.22	76.82	12.40	76.60	This I think should be The 7' Pt. H.v.
TP	0.03	89.00	12.89	88.97	
TP	0.45	101.86	12.85	101.41	

8+21

8+17 = Cb BC on St.

8+0

7+93 = Cb End on St.

7+87 = Cb BC on St.

11436

115.5	112.7	111.5	109.7	108.06	108.6	108.1	107.9	106.9	100.6
112.9	110.4	109.7	109.1	108.2	107.6	107.63	107.7		
111.3	109.2	109.2	108.7	107.9	107.4	107.39	107.7		
				109.16					
112.5	109.12	108.9	108.9	108.4	107.6	107.0	107.13	107.3	

11436

Cross Section Paost #1
Fly Line of Point Loma Hills

Sketch Page 36

Sections taken normal to Paost

8+50

83.4	71.2	70.2	68.7	66.5	64.5	63.0	61.3	60.6
10.5 70	17 30	27 20	4.2 10	6.4	8.4 10	9.9 20	11.6 30	12.3 25

8+37

74.6	69.8	68.6	66.4	64.9	63.7	61.5	59.6	58.7	57.4
4.7 60	3.1 30	4.3 20	6.5 10	8.0	9.2 10	11.4 20	13.2 30	19.2 50	21.5 75

8+0

72.3	69.9	67.1	65.3	64.1	62.7	62.3	62.4	61.6
4.6 20	3.0 30	5.5 20	7.6 10	8.8	10.2 10	10.6 20	10.5 30	11.8 50

7+81.50 = P.L. Fly Line + P.L. Line

B.M. # 7.80

72.95

65.15

07 Feb.
P.L. Fly Line
7+81.50
Page 40
7+76.36

H-I

Z

R-N

Jan 19-16
S. 1111
81.55
6.60
8.99

83.4 71.2 70.2 68.7 66.5 64.5 63.0 61.3 60.6

74.6 69.8 68.6 66.4 64.9 63.7 61.5 59.6 58.7 57.4

72.3 69.9 67.1 65.3 64.1 62.7 62.3 62.4 61.6

68.1 65.9 63.7 63.4 62.6 62.4 62.5 58.2

72.95

See p 36 for old
Drain Levels on Poe ⁰³²⁰
at Sta. 7+54.09 2-8-46

7' P.L. Hub 2.15 67.30 (5.15)

0+00 = Slyob. Poe	4.9	62.4
+08 No c.b. here	5.0	62.3
+10 in waxy edge	6.9	60.4
+16 of hole	7.8	59.5
+17	4.9	62.4
+27	5.4	61.9
+36	10.3	57.0

T.P.	0.40	<u>55.20</u>	12.50	52.80
+46		6.1		49.1
+55 in Alaska	from N.E.	8.2		47.0
+67		9.6		45.6
0+71 Main waste		11.1		44.1

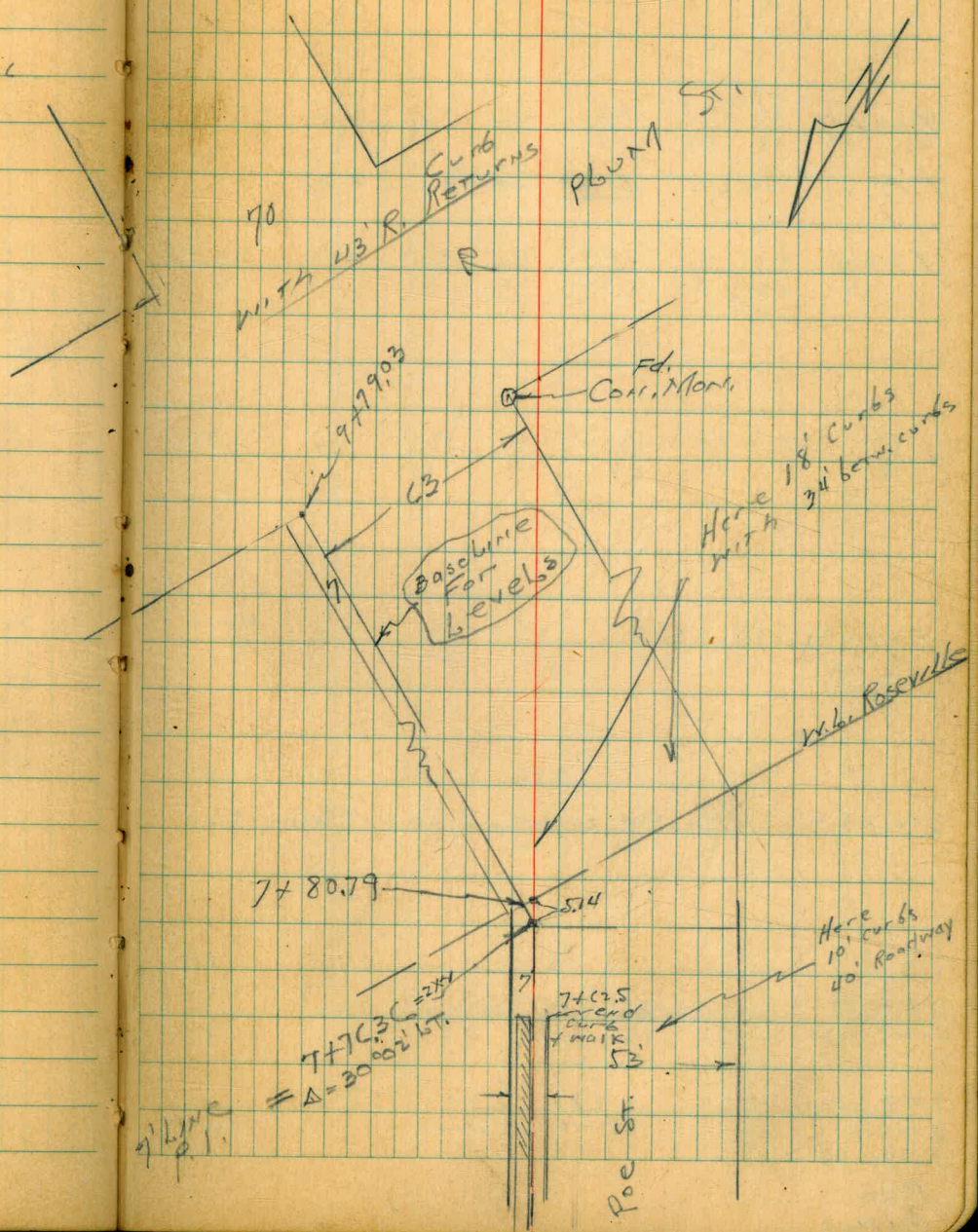
Notes reduced 2.9.46 W. H. W.

See F.B. 1677-51
For change 045

Add. Levels on Poe St.

C.M.
O.S.
M.M. 3-5-41

37/8



add'l. Levels on Poe St
 Pegline toward PLUM

8+61

8+49

T.P. 12.6 81.54 0.93 68.88

8+24

8+01

7+94

7+80.79 ^{Sec.} at 90° = on Wly line of Roseville

7+76.36 ^{Sec.} taken on split of Δ
 Δ = 30° 02' 17"

T.P. 7' line 4.66 69.81 65.15
 Δ H-6
 7+76.36
 P. 40
 This book

LT. W Nly 7' Line Poe St.
 = Baseline Rt = South 50

+ 2.5 7	+ 0.7	4.2 15	5.9 29	4.1 43	6.5 63	7.8 80		
- 0.7 7	2.0	6.6 76	9.3 20	8.9 32	6.9 43	7.0 50	9.0 63	10.9 80
		<u>81.54</u>						
+ 6.7 7	+ 5.5	+ 1.0 18	- 0.9 21	4.2 45	4.3 59	4.8 63	6.9 80	
+ 1.5 7	+ 1.0	- 2.9 22	6.3 45	8.1 63	14.5 73	9.3 78	7.7 90	
0.0 7	0.8	3.0 14	5.1 35	7.3 48	8.7 57	11.3 63	14.7 80	
68.3			63.2			61.9		
6.0 7	2.7	5.0 10	6.6 30	7.8 50	7.9 63	7.7 75		
68.1			63.6			61.9		
1.7 2.5	4.0	6.1 13	7.2 35	7.2 55	7.9 75			
		<u>69.81</u>						

Levels on cb + sdw. on
SLY side of Roe

H.I.
69.81

	5+47.5		
scb		5.41	
cb+5 = nly edge w/ walk		5.37	
cb+9 = sly " " "		5.27	
	5+55.5		
scb		5.51	
+5		5.35	
+9		5.24	
	6+33.5		
scb		6.27	
+5		6.23	
+9		6.24	
	6+41.5		
scb		6.32	
+5		6.33	
+9		6.30	
	6+71		
scb		6.53	
+5		6.58	
+9		6.52	
	6+73		
scb		6.55	
+5		6.60	
+9		6.55	

↑
Walk
Sunken
but passable
↓

↑
full
width
here
Broken
out
Walk
out
↓

↑
1/2 walk
to be replaced
↓

69.81

51

	7+01.5		
scb		6.78	
+5		6.75	
+9		6.80	
	7+11		
scb		6.90	
+5		6.80	
+9		6.85	
	7+20.5		
scb		7.08	
+5		6.98	
+9		7.13	
	7+29.5		
scb		7.11	
+5		7.00	
+9		7.16	
	7+42.7 = end curb on S side		
scb		7.26	
+5		7.16	
+9		7.23	
	7+54		
cb+5 on walk		7.28	
cb+9 " "		7.39	

↑
Walk
Sunken

↓

↑
1/2 of
Walk to
be replaced

↑
Walk
Sunken

Add'l. Levels on Quincey St.
 W.L. Roseville Ely towards Plum St

3-7-46 NOTES Reduced Mercury -

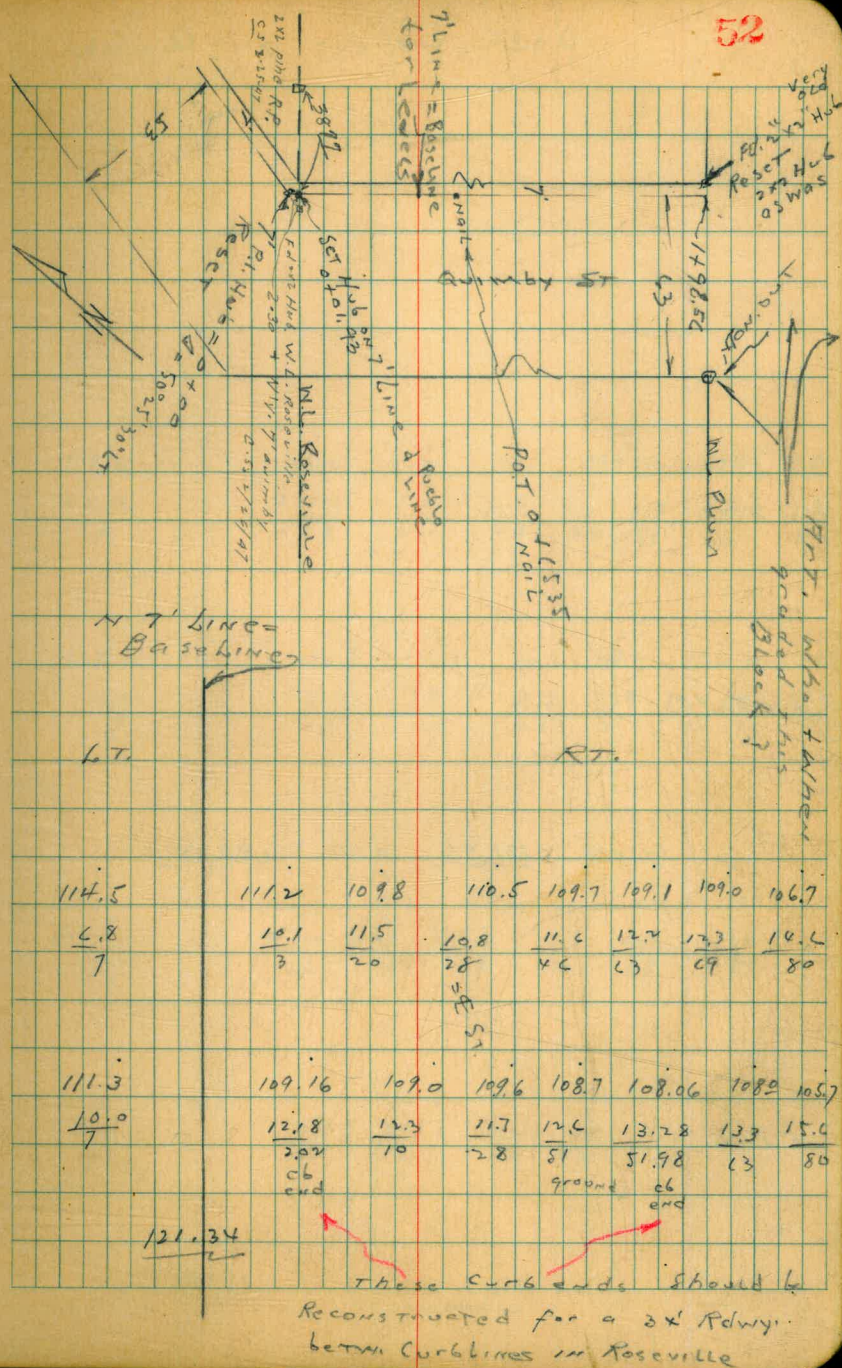
Contd. P. 53

0 + 12

0 + 01.93 = wly Roseville

Tap band 121.8 121.34 109.16
 on North
 see P. 46

c 5 mm
 3-5-46



Add. Levels on Quimby

N 7' Line

0 + 80

138.3	133.2	131.0	129.5	129.9	126.2	123.5	119.4
+ 6.3	+ 1.5	- 1.0	2.5	2.1	5.8	3.5	12.6
7	18	21	28	30	50	63	80

0 + 60

132.0	126.8	125.0	124.2	124.2	119.6	117.7	114.5
0.0	5.2	7.0	7.8	7.8	12.4	14.3	17.7
7	18	21	28	35	50	63	80

I.P. 110.2 131.96 0 + 40 120.94

131.96

0 + 37

125.5	122.3	117.2	117.0	113.4	112.4	109.9
+ 4.4	+ 1.0	- 4.1	4.3	7.9	8.9	11.4
7	14	22	28	50	63	80

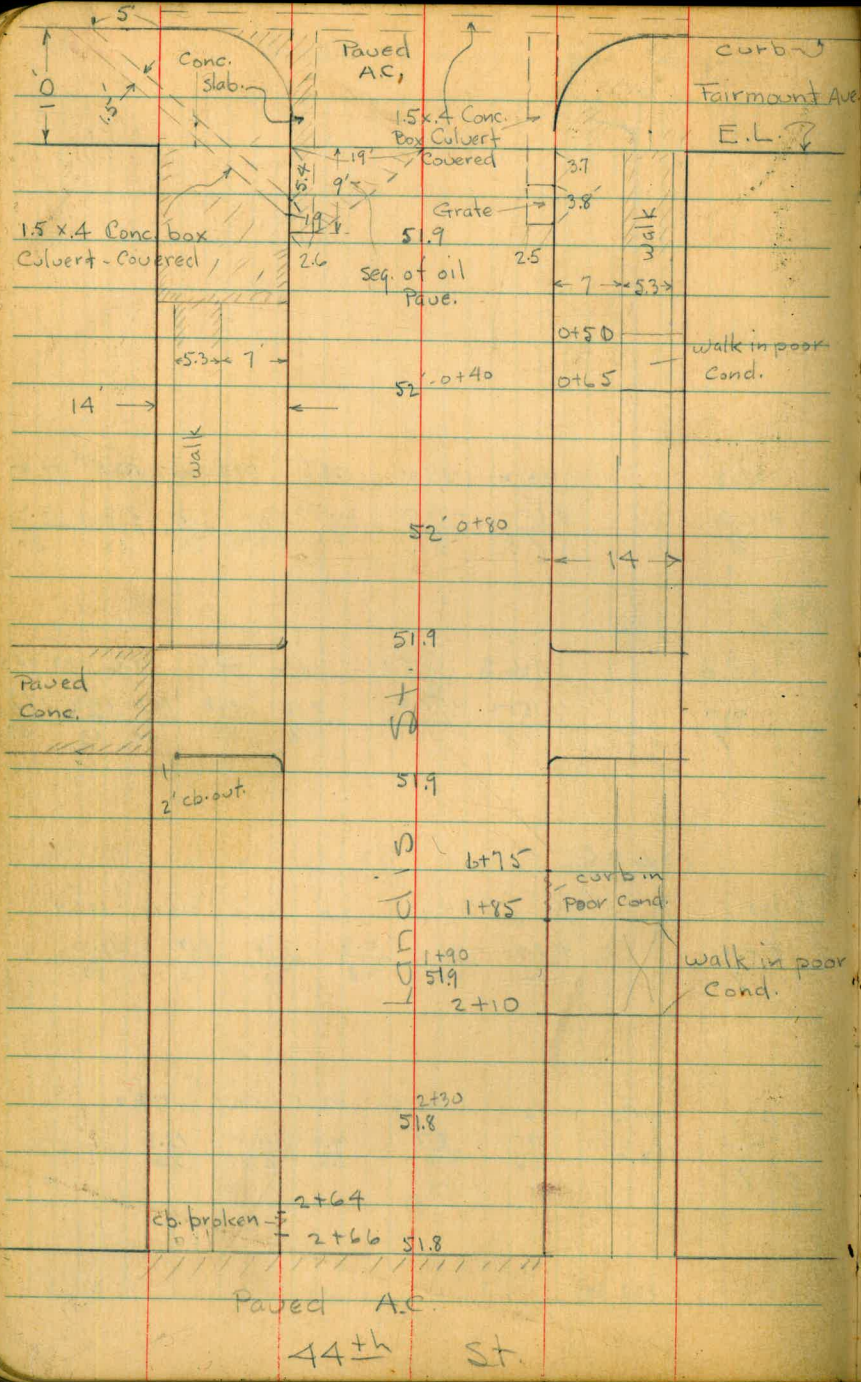
0 + 22

121.3	119.3	112.1	112.6	112.1	110.1	108.0
0.0	2.0	9.2	8.7	9.2	11.2	13.3
7		20	28	40	53	80

141.34

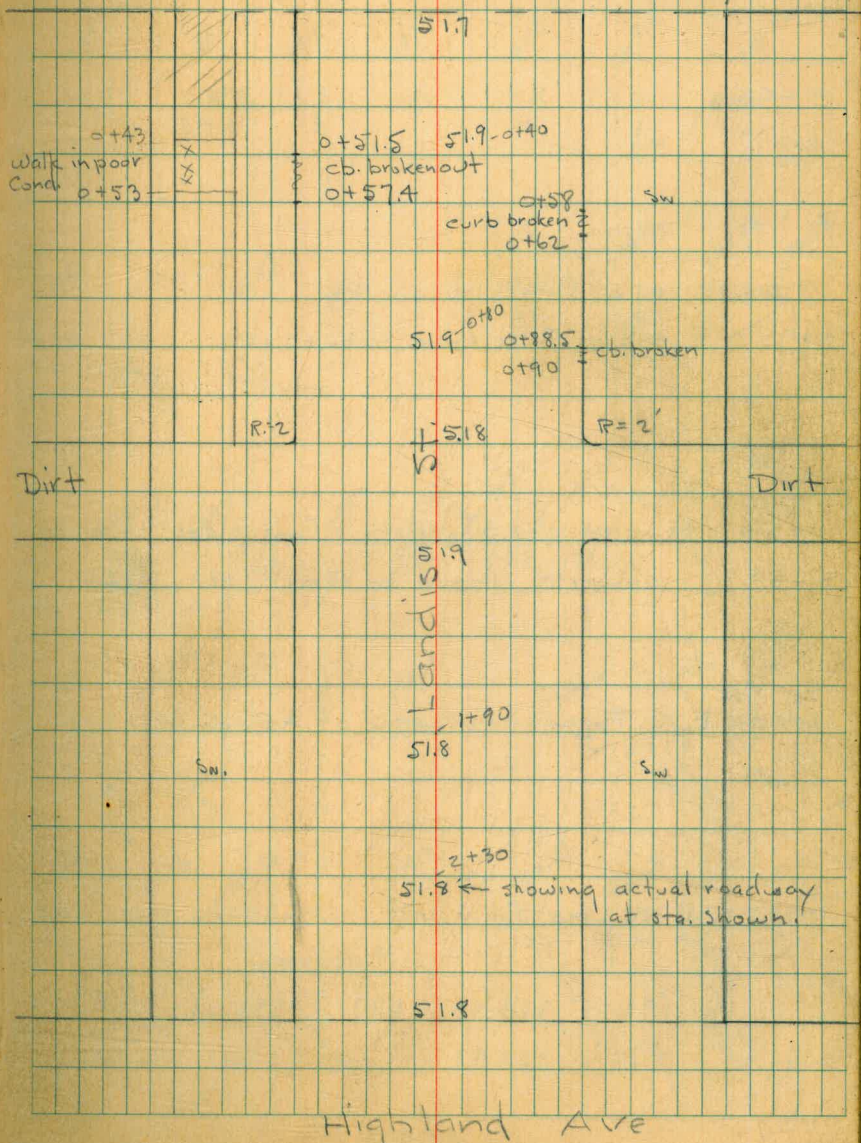
131.34

11.5



44th

Notes Reduced 5-13-46
r/herry.



X- Sect. Landis - Fairmount to Highland.

80' st. 14' cbs.

0+40

0+09 E. end of Conc. Slab on Rt.

0+7.5 = E. end of Inlet + Conc. slab. on Lt

0+5.4 Showing elev. of inlets + Conc. slabs - covering

0+3.7 culverts - shown on sketch.

0+00 = E. L. Fairmount = edge of A.C. pave.

0-10 = E. cb. Line Fairmount - to show flow at Cross
Culvert

	1.72	354.33	5.87	352.61	
B.M.	3.77	358.48		354.71	near Wightman + 44'

F Osborne
Hardin
Carey
Kreft. \$-25-46

Landis
55

	Lt				Rt			
	399.86	399.1	399.2	399.1	348.9	348.5	399.02	
	4.47 26 Top cb	5.2 26 cut	5.1 13	5.2	5.4 13	5.8 26 cut	5.31 26 Top cb.	
	399.91	398.85	398.87	399.1	348.5	348.11	347.98	348.58
	4.92 26 Top cb.	5.48 26 FL inlet	5.46 23.5 edge conc.	5.2 13	5.8 13	6.22 23.5 edge of slab	6.35 26 cut	5.75 26 Top cb.
	399.45	399.43	399.0	399.0	348.11	347.94	348.60	
	4.88 26 Top slab	4.90 23.5 edge of slab.	5.3 13		6.22 23.5 edge of Conc. slab	6.39 26 FL inlet	5.73 26 Top cb.	
	399.45	399.42	399.11	398.68	348.61	348.57	348.36	348.52
	4.88 26 Top cb + Conc. cover.	4.91 23.5 Top edge Conc. Cover.	5.22 13	5.45	5.72 13	5.96 23.5 Top edge Conc. cover	5.97 26 cut	5.79 26 Top cb.
	398.67	399.36	399.38	399.01	349.55	348.45	347.70	347.61
	5.06 47 FL inlet of culvert	4.97 47 Top cb.	4.95 26 N. abutting with Top of slab.	5.32	5.78 26 = 5c b line	5.88 40 Top cb	6.63 40 FL inlet of culvert	6.72 45 outlet cross culvert

354.33

0+00 = EL. 44+6

0-12 = E. cb. 44th = F.L. Cross gutter.

2+82.3 = W. cb. 44th - to show cross gutter.

T.P. 5.72 357.70 2.35 351.98

2+70.3 = W.L. 44th = edge of AC. pave

2+30

2+95 = 8.5 Drive Dirt - cb. has been knocked out for drive.

1+90 = 10' Drive on Lt. = 2 conc. strips 4' at cb. Poor. Cond. + 2.5 at S. side of walk

Lt.				Rt.			
352.95	352.30	352.28	351.94	351.90	351.83	352.52	
4.75 40 Top	5.34 40 gut.	5.42 26	5.76	5.80 26	5.87 40 gut.	5.18 40 Top	
352.47	351.97	352.01	351.92	351.64	351.62	352.25	
5.23 40 Top	5.73 40 gut.	5.69 26	5.78	6.06 26	6.08 40 gut.	5.45 40 Top	
352.49	352.14	351.99	357.70	351.91	351.91	351.80	352.07
1.84 26 Top	2.19 26 gut.	2.34 13	2.42	2.42 13	2.53 26	2.26 26	
351.98	351.3	351.5	351.6	351.4	350.8	351.59	
2.35 26 Top	3.0 26 gut.	2.8 13	2.7	2.9 13	3.5 26	2.74 26	
351.76		351.1					
2.57 3.3 = S. side walk		3.2 26 = gut. in Drive					
351.64	351.09	351.0	351.1	350.8	350.7	350.97	
2.69 3.3 S. side of walk	3.24 2.6 gut.	3.3 13	3.2	3.5 13	4.1 26	3.36 26	
			354.33				

1+66 - curb sunk on Rt.?

1+45 = E.L. Alley

1+25 = W.L. 20' Alley

0+85.5 = Φ 9.3 Conc. drive on Rt

0+83.5 = Φ 9.5 Conc. drive on Lt.

0+80

0+40

0+00 = E.L. 44th = Edge of A.C. Pave

L

353.00 4.30 40	352.22 4.48 26 TOP	352.9 4.8 26 cut	353.1 4.6 13	353.1 4.6	352.9 4.8 13	352.8 4.9 26	352.95 4.75 26	352.10 4.54 40
352.42 4.27 40 TOP cut	352.23 4.47 26 TOP	352.8 4.9 26 cut	353.0 4.7 13	353.0 4.7	352.8 4.9 13	352.8 4.9 26 cut	352.93 4.77 26 TOP	352.19 4.51 40 TOP cut
353.21 4.44 33 S. side walk	352.62 5.07 26 cut edge of Dr.					352.31 5.39 26 edge of dr.	353.00 4.70 33 N. side walk	
353.01 4.63 26 TOP	352.6 5.1 26 cut	352.8 4.9 13	352.8 4.9	352.6 5.1 13	352.5 5.2 26 cut	352.81 4.89 26 TOP		
352.93 4.77 26 TOP	352.6 5.1 26 cut	352.8 4.9 13	352.6 5.1	352.4 5.3 13	352.3 5.4 26 cut	352.62 5.08 26 TOP		
352.78 4.92 26 TOP	352.24 5.43 26 cut	352.44 5.26 13	352.43 5.27	352.37 5.33 13	352.09 5.61 26 cut	352.63 5.97 26 TOP		
357.70								

352.95 Top cb. 58
4.75 Rt.

B.M.

4.11

353.59

7' Tack NW.
Landis + Highband

Gutter around S.W. Ret.

Gutter around N.W. Ret.

2+70 = W.L. Highland - paved A.C. = edge of Pav.

2+30

1+90

1+85 = E 9.5' Conc. Drive on Rt.

Lt.

Rt.

59

O.K. See 1709 - 35 in heavy -

352.82

352.58

4.88

E Ret. in gut

5.12

S. end
on S.L.
Landis

352.92

353.12

4.78 = N. end
on N.L. +
Landis

4.58 = E Ret
in gut.

353.94

353.08

353.12

353.16

353.10

352.92

353.26

4.26

4.62

4.58

4.54

4.60

4.78

4.44

Top 26

26
gut

13

13

26
gut

26 Top

353.41

352.9

353.3

353.9

353.1

352.8

353.18

4.29

4.8

4.4

4.4

4.6

4.9

4.52

Top 26

26
gut

13

13

26
gut

26 Top

353.34

352.9

353.3

353.2

353.1

352.9

353.02

4.36

4.8

4.4

4.5

4.6

4.8

4.68

26
Top

26
gut

13

13

26
gut

26 Top

352.53

353.17

5.17

26

edge of dr.

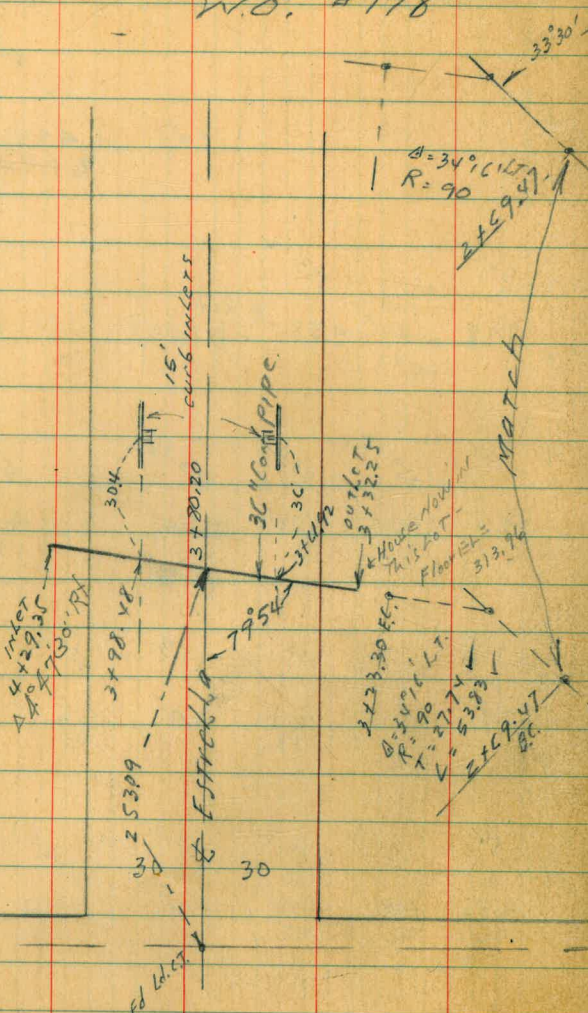
4.43

33

N. side
walk

357.70

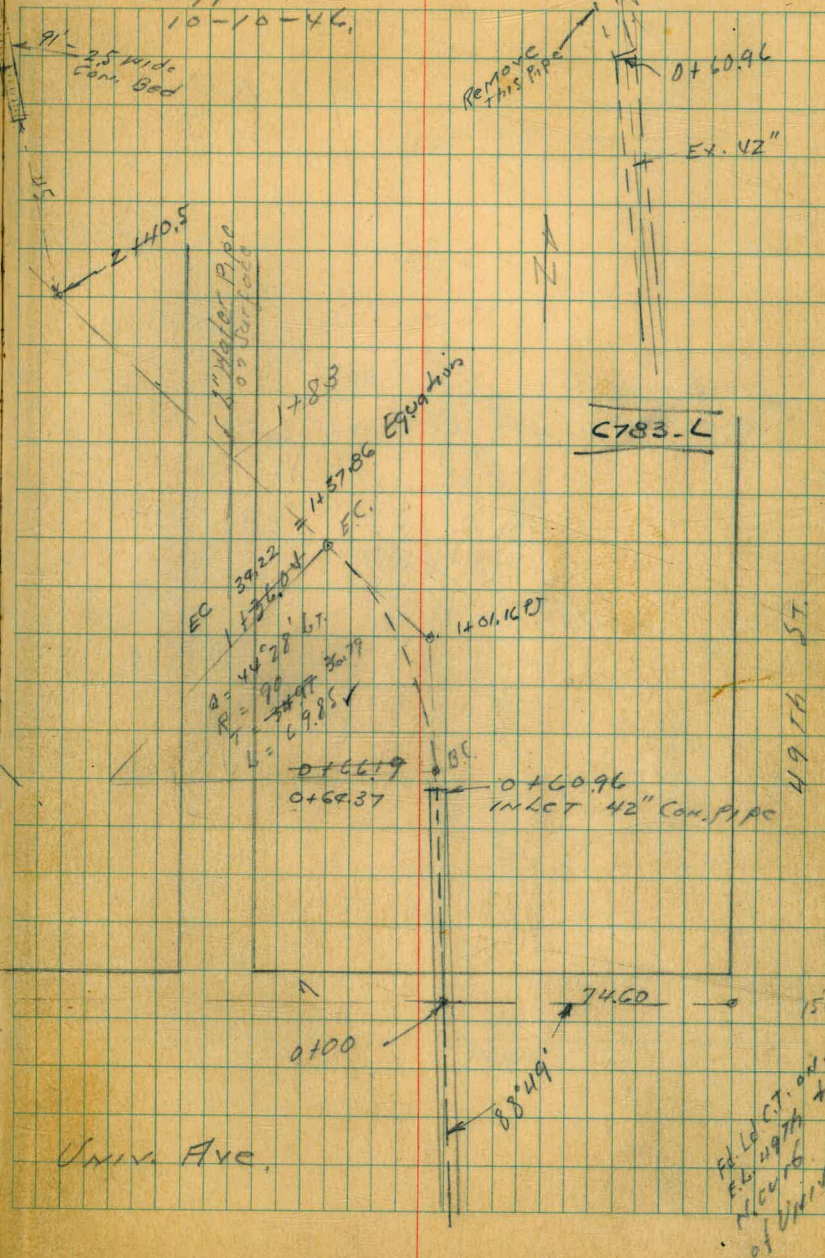
Survey Storm drain
47th to 49th Betw.
Univ. + Polk Ave
W.O. #178



Moore
Sampson Meyer
W. Moore
8099

Indexed
C.S.K.

60

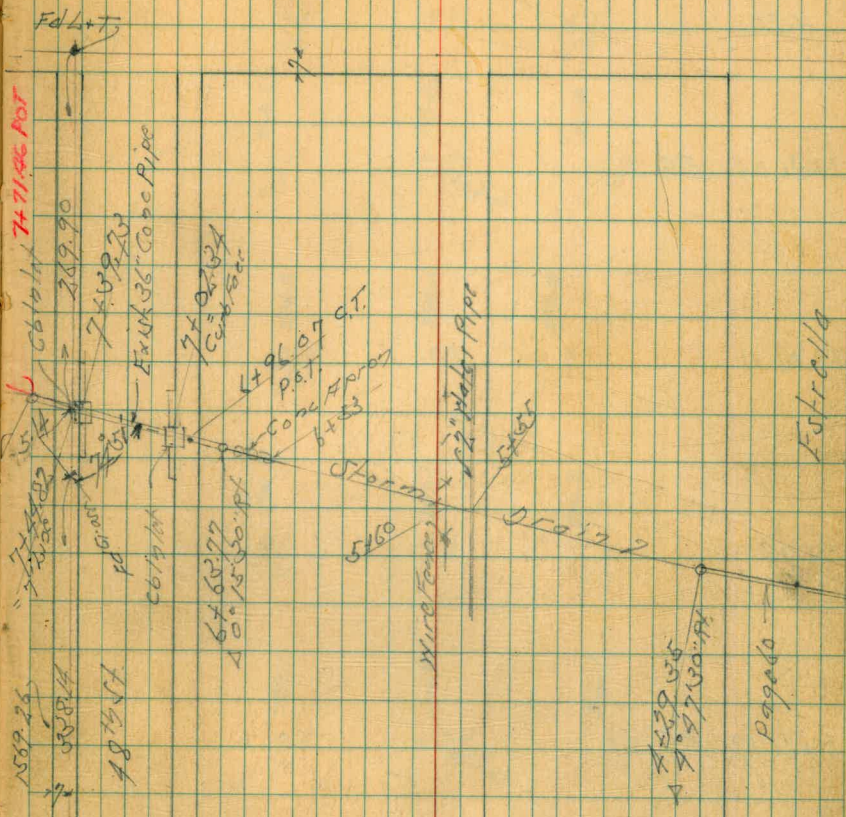
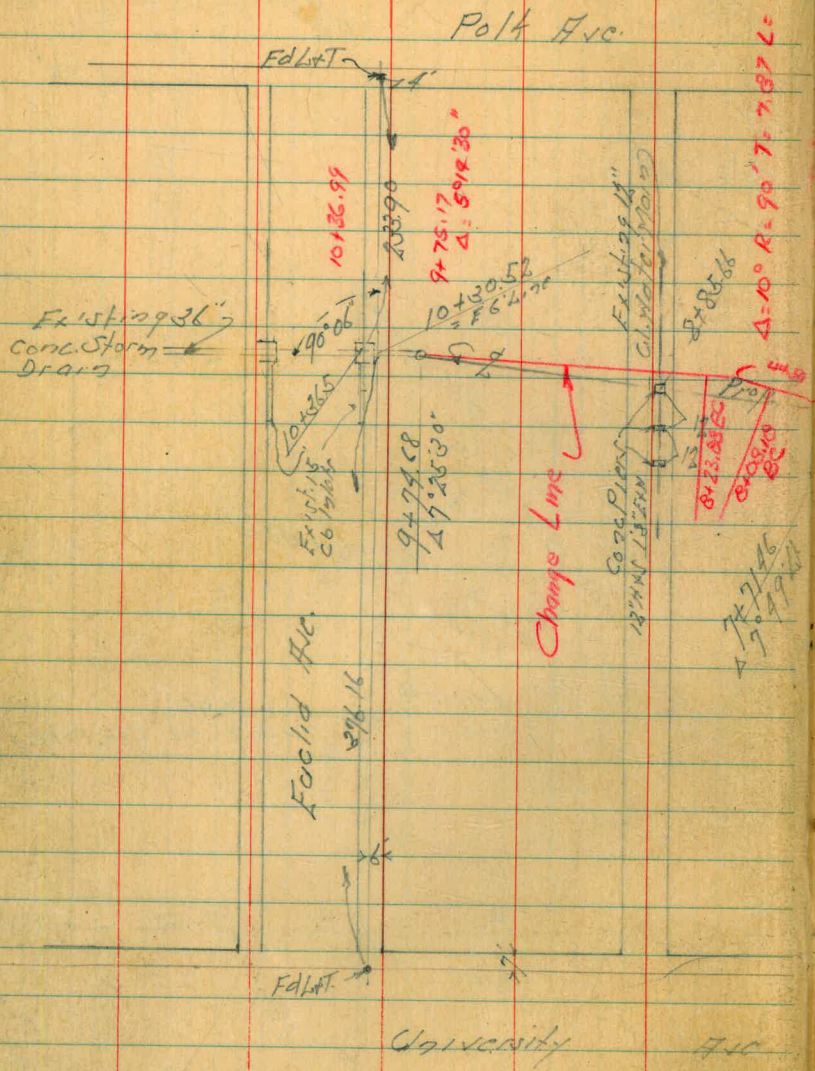


Univ. Ave.

PL. L. CT. ON
FL. 49th
N. CORNER
of Univ.

Oct. 16 '46
 S. J. Mason
 W. C. Coy
 Model
 #1107

61



Levels Proposed Storm Drain
 Euclid Ave + 49th University + Polk
 Sketch Page 10

+92 79 Lt of 1/2 Ivy Parlor Pole
 +50

1+36.04 F.C.

1+01.11

0+799

0+66.19 B.C. Lt.

0+60.96

TP 2.40 306.52 12.85 304.12

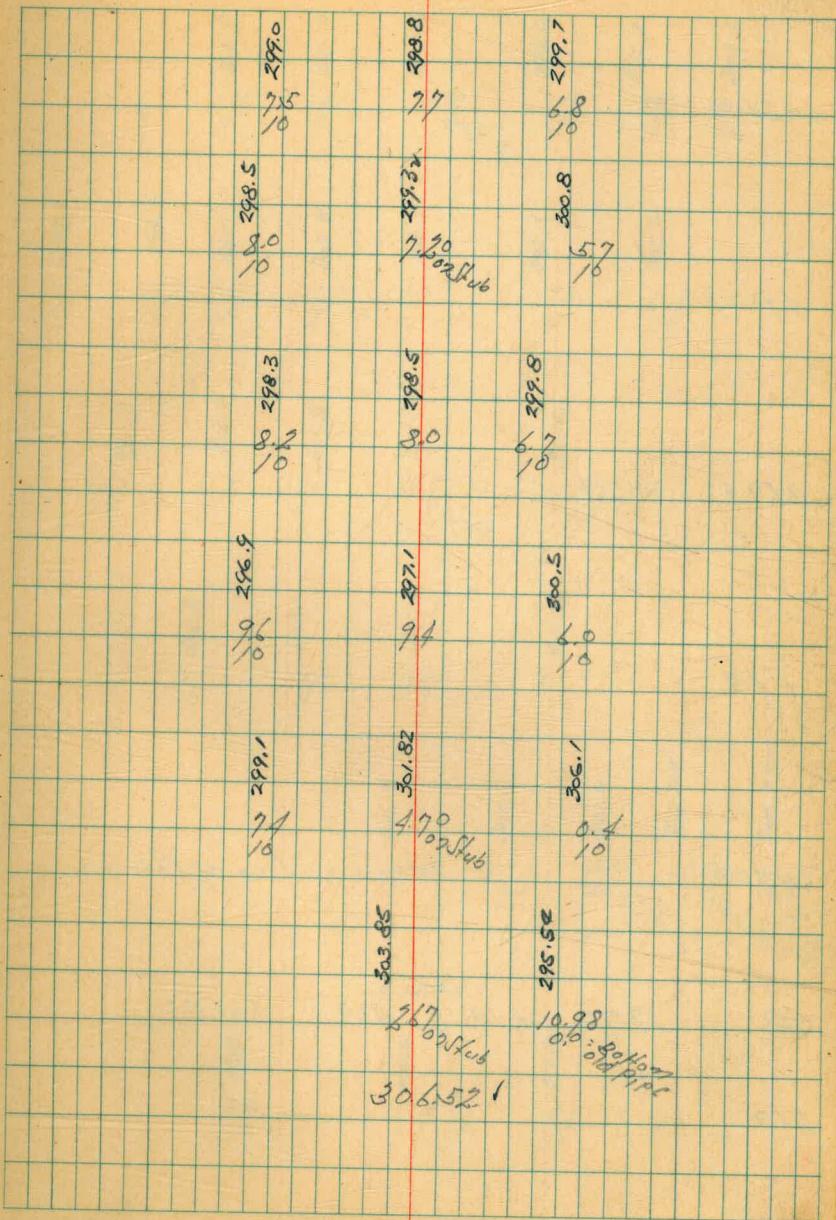
B17 4.61 316.97 312.36 NE RP 4976
 University

Lt.

2d

Rt.

62



$\Delta 4^{\circ} 47' 30'' \text{ Rt}$
+29.35 = Wly 36" Conc. Pipe

4710

+98.48 = W Cb Line Estrella Taken on Drag.

+80.2

+61.92 = E Cb Line Estrella Taken on Drag.

+51

2732.25 = Fly 36" Conc. Pipe

314.13

47.

47

R1

61

305.6	305.6	308.1	308.08	308.1	305.5	306.2
10.05	10.05	10.0	10.05	10.0	8.6	7.9
			= Bottom Pipe			
			326			
			0.5			
			313.1		2.42	6.00
			1.0		304 ⁰ drift	304 ⁰ Bottom 50'
			313.3			
			0.8			
			313.3		2.95	6.45
			0.8		306 ⁰ drift	306 ⁰ Bottom 50'
			312.8			
			1.5			
300.9	301.9	300.1	300.35	300.1	302.1	300.1
10.0	10.0	10.0	10.78	10.0	10.0	10.0
			= Fly Pipe			

314.13 ↓

TP 11.41 324.55 1.81 313.14

6+0

+87 1' Rt of $\frac{1}{2}$ - $\frac{1}{2}$ 3" Plum Tree

+81 1' Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 8" Fig Tree

+75 2' Lt of $\frac{1}{2}$ - $\frac{1}{2}$ 6" Fig Tree

+57 = $\frac{1}{2}$ " Gas Line

+55 = $\frac{1}{2}$ " Water Line

+50

5+0

TP 8.90 314.45 8.58 305.55

4+50

314.18

Lt.

Rt

Rt

65

~~312.8~~
10

~~312.8~~
6

~~309.5~~
10

~~309.2~~
6

~~311.9~~
6

~~312.1~~
10

309.05

5' 10" Toppic

311.20

3' 25" Topp

~~309.1~~
10

~~307.6~~
6

~~307.9~~
6

~~309.8~~
6

~~301.8~~
10

~~308.85~~
10

~~307.65~~
6

~~306.8~~
10

~~306.8~~
10

~~307.8~~
6

~~307.6~~
10

314.45

~~306.0~~
10

~~306.3~~
10

~~305.5~~
10

~~305.5~~
6

~~307.2~~
10

314.13

+39.78 = WCB line of 48' 6" ST

+21

7702.34 = E' Cb line of 48' 6" ST

+91

TP 6.96 329.20 2.31 322.24

+63.77 $\Delta 0^{\circ} 15' 30'' R$ = Fly 36' Conc Pipe

+53 = Fly Conc Hpr 27

6+40

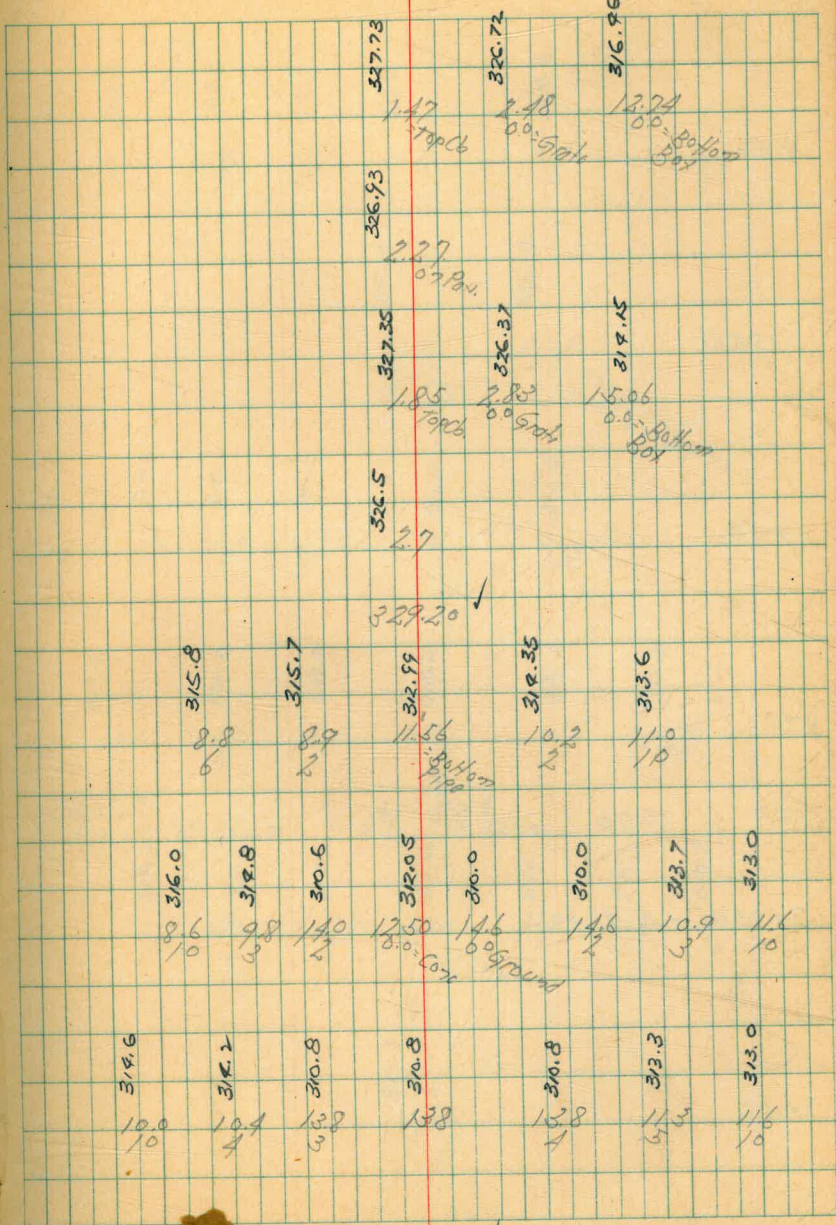
324.55

Lt.

Rt.

Rt.

65



9+0

785.66

750

8+0

TP 12.90 333.80 8.30 320.90 ^{07 Top} ^{Conc. Pipe} _{7+71.46}

7+71.46 = Δ 7° 49' 47" = w/ly 36" Conc Pipe

7+50

329.20

Lt.

Rt

Rt

67

320.7	323.3	319.7	319.7	322.6	322.6
15.1	10.5	14.1	14.1	11.2	9.2
6	10	7	10		10
319.9	320.5	318.0	318.2	320.2	319.8
15.9	15.2	15.8	15.6	10.6	14.0
6	6	6	6	6	10
319.2	319.0	317.9	317.6	318.1	319.0
10.0	10.2	11.3	11.0	11.1	10.2
			Bottom		
327.3	324.13	320.6	320.1	325.02	322.6
1.9	9.67	11.2	13.7	8.78	9.2
	102.04			1700 Water Main	10
	Pipe				
329.20					

BM 5.95 312.30 ^{NEBP} 4011.4916
 312.36
 TP 2.15 318.25 10.99 316.10
 BM 0.34 327.09 13.31 326.75 ^{SWBP} Univ +
 Euclid 326.68
 TP 0.70 340.06 10.13 339.36
 BM 8.65 349.49 2.14 340.84 ^{HXB BP} University
 + Euclid 340.68

10 + 36.5 = E Cb 4175 Euclid = East Cb 17107

10 + 0.5

TP 11.85 342.98 2.67 331.13

+ 74.68 = Fly 36" Core Storm Drain

9 + 50

333.80

Lt.

T

Rt

63

Notes Reduced. 10.22.06

325.8	322.8	321.6	321.6	321.7	322.9	326.0
8.0 10	9.0 10	12.2 3	12.2 3	13.1 3	8.9 10	7.8 10
9.0 10	9.0 10	11.2 3	11.2 3	11.4 3	9.1 10	8.0 10
325.8	325.1	322.6	322.18	342.98	322.8	325.8
325.7	325.7	325.7	325.7	325.7	325.7	325.8
4.88	6.06	18.19	0.8 = Bottom 50'	0.0 = Gate		
338.10	336.92	328.70				

11.62 36" Bolt 36"
 Core Pipe

333.80

Proposed Change of Curb Inlet
West Side of Sampson St. South of Main St.
Locals for Inlets Page 70

BM					
1.88		31.90	30.02		11/17/41 Main x Sampson
0-197	= H End Cb Return	2.85	29.05		
"	Gutter	3.44	28.96		
0+0	= S.L. Main St.	3.21	28.69		
"	Gutter	3.84	28.06		
+25	= Cb	4.17	27.73		
"	= Gutter	4.72	27.18		
+37.5	= Cb = 1/4 Conc Dr.	4.64	27.26		
"	Gutter	5.20	26.70		
+50	" in Drive	5.70	26.20		
"	1/4 Part of Cb = Conc Floor	4.97	26.93		
+75	Gutter in Drive	6.66	25.24		
+1+0	" " "	7.84	24.26		
+35.5	= 1/4 Conc Cb Inlet Gutter in Drive	9.34	22.56		
"	= Cb	8.33	23.57		

Indexed
L.S.K.

Nov. 19-46

Sisson

McCoy

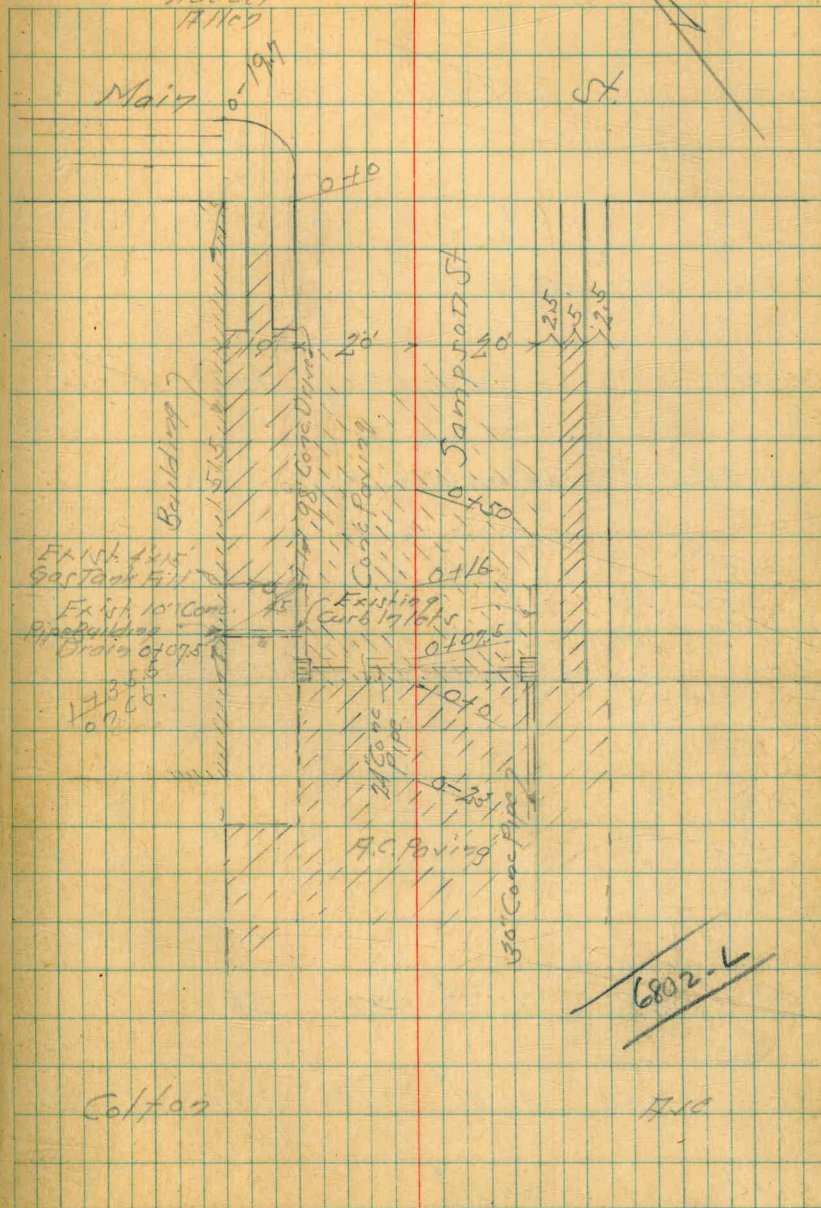
Haddel

Allen

Work Order

218

63



6802-L

Colton

AVC

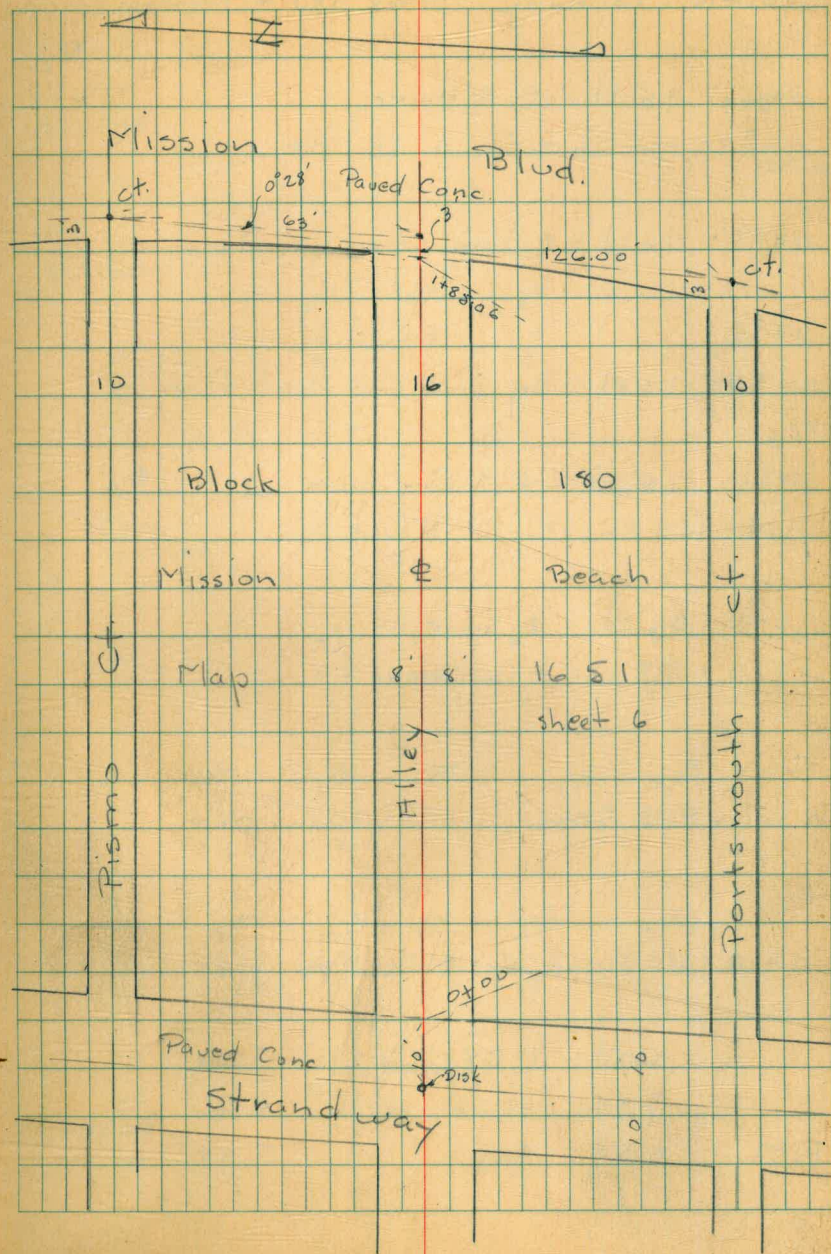
X-Section 16' Alley in Block 180
 Mission Beach - Bet. Pismo + Portsmouth cts.
 and Mission Blvd. + Strandway.

670

W.O. 1330

12-9-46

Osborne
 Hardin
 Worrell
 Smith



Levels - 16' Alley Block 180 - Mission Beach

0+48 = 9.5 Lt. = \pm S. House

0+48 = end Doub. Gar. on Rt. 13.4

0+36 = 9.6 Lt. = \pm Sing. Gar. - Dirt floor

0+35

0+30 = 12.8 Rt. = Beg. Doub. Gar. Dirt floor

0+26 = 13.4 Rt. = \pm 2' Conc. walk

0+24 = 10.9 Lt. = \pm S. House

0+11 = 10.9 Lt. = \pm Small House

0+10 = 9.7 Rt. = \pm Small House

0+00 = E.L. Strandway = edge Conc. pave

0-10 = \pm Strandway = \pm 20' Conc. pave

	5.50	12.78	5.27	7.28
	7.99	12.55	5.11	4.56
B.M.	2.59	9.67		7.08

SW. B.P. in wall
San Jose

Lt = N

Rt = S.

72

3.5					
8.96					5.1
9.5 = floor					7.6
					13.4 = floor
6.1					
7.7					
9.6 = floor					
	5.2	5.0	4.8		
	7.6	7.8	8.0		
	8		8		
				5.1	
				7.6	
				12.8	
					5.53
					7.25
					13.4
					walk
1.18					
5.60					
10.9 = floor					
8.19					
4.59					
10.9 = floor					
	7.1	6.8	6.9	8.31	
	5.7	6.0	5.9	4.47	
	8		8	8.7 = floor elev.	
	7.46	7.16	7.42	7.75	7.49
	5.32	5.02	5.36	5.03	5.29
	5.0	8		8	
	7.10	7.50	7.52	7.50	7.12
	5.58	5.28	5.26	5.28	5.56
	5.0	8		8	5.0
			12.78		

1+47 - 9.2 Rt. = Φ S. House

1+25

1+14 - 9.7 Rt. = Φ Sing. Gar. - Dirt floor

1+26 - 9.7 Rt. = Φ Sing. Gar. = Conc. floor

T.P. 3.92 5.18 11.52 12.6

1+00

0+96 - 8.5 Lt. = Φ Sing. Gar. - Dirt floor

0+81 - 9.5 Rt. = Φ Sing. Gar. - Dirt floor

0+75 - Φ Sing. Gar. on Lt. - Conc. floor + Apron

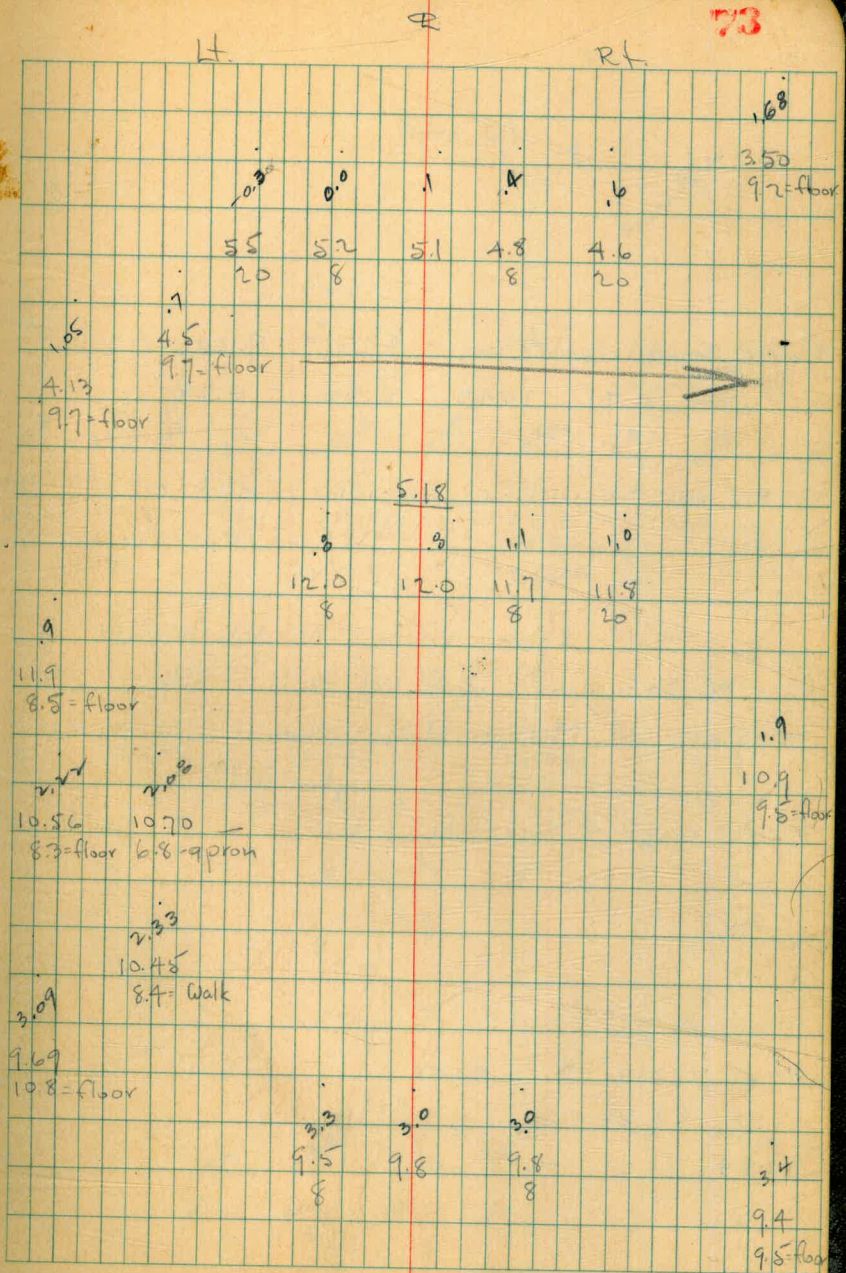
0+73 - 8.1 Rt. = Φ P. pole

0+68 - 8.4 Lt. = Φ 3' Conc. Walk

0+63 - Φ S. House - 10.8 Lt. - Conc. floor.

0+60

0+56 - 9.5 Rt. = Φ Sing. Gar. - Dirt floor.



S.W. R.P. - Sewall - Santa Clara 3.23 7.20 7.19 ✓

T.P. 10.71 10.43 5.46 - 0.28

1+95.06 = W. cb. line - Mission Blvd.

9' Lt. = S.E. Cor. Bld. + 8.3 Rt. = N.E. Cor. Cafe

Sect. along Curved W.L. of Miss. Blvd.

1+85.06 = W.L. Mission Blvd. - edge of Conc. pave
is 0.3 w.

1+84 - 0.2 Lt. = Sewer M.H. 5.10 - on Rim

1+75

1+65 = 9.2 Lt. = S.W. Cor. Tailor Shop

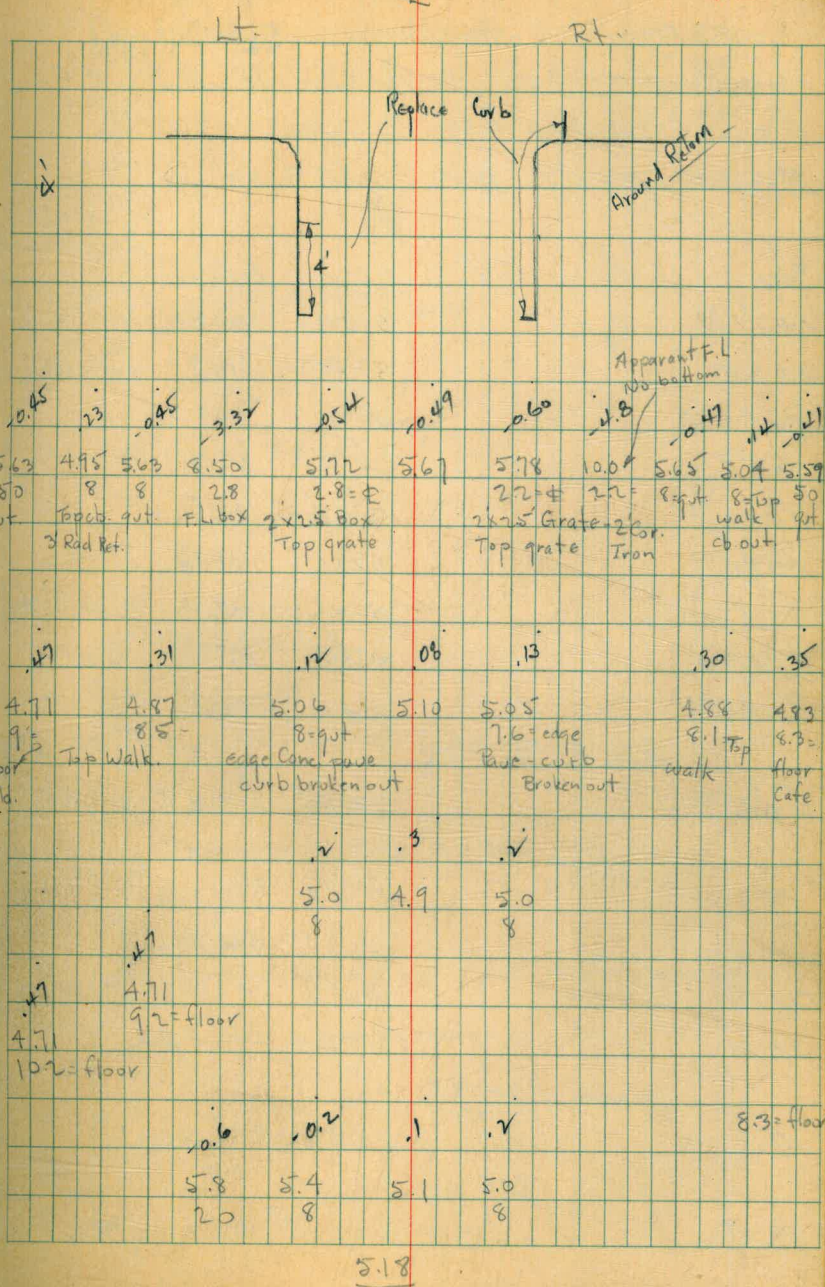
1+61 - 10.2 Lt. = S. House

1+59 - 8.3 Rt. = N.W. Cor. of Cafe

1+54 - 9' Lt. = P. pole

1+50

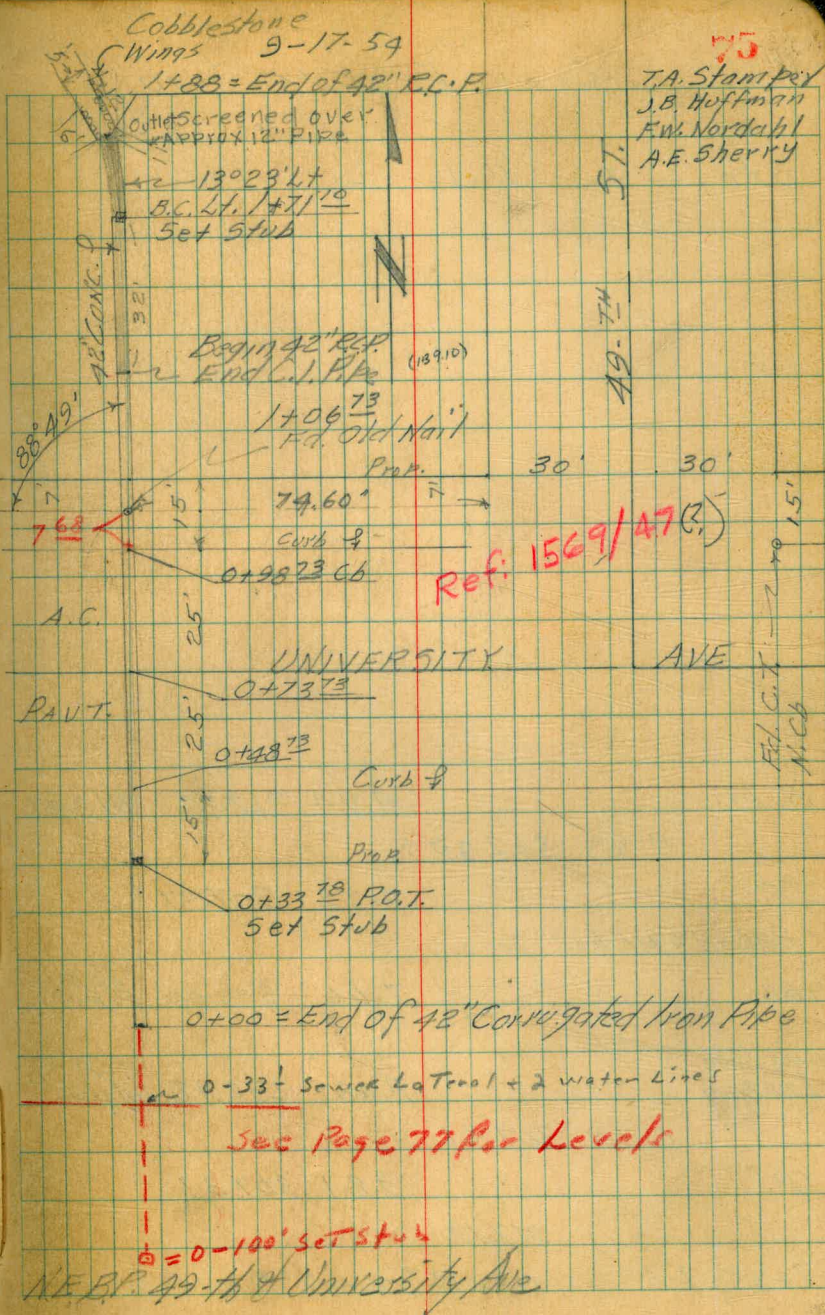
74



INDEXED
MER
SEP 20 1954

LOCATION OF EXISTING CURB
UNIVERSITY AVE BETWEEN 49TH ST &
ESTRELLA AVE SLY TO TERMINATION FOR
REPLACEMENT. W.O. 20483.

Sta.	+	H.I.	-	Elev.	
B.C. Lt. 1+71.10			5.34	311.84	00 Stub
1+69			3.5	313.7	TOP bank
1+50			4.3	312.9	
1+25			4.4	312.8	
0+98 ⁷³			4.92	312.26	Topcb
0+98 ⁷³			5.45	311.73	Gut
0+73 ⁷³			4.45	312.73	± Univ. Ave
0+48 ⁷³			4.90	312.28	Gut
0+48 ⁷³			4.46	312.72	Topcb
	4.52	317.18			
T.P. 0+33 ⁷⁸			0.95	312.66	Top Stub
	12.01	313.61			
T.P.			0.63	301.60	
0+03			7.6	294.6	
0+00			8.26	293.97	Top
0+00			11.77	290.46	F.L.
	0.63	302.23			
T.P.			12.26	301.60	
	1.50	313.86			
B.M.				312.36	



CULV. PROFILE CONTD

9-17-54

76

Sta + H.I. - Elev

B.M. 4.94 312.36 312.36

(See Pg 75)

9.93 317.30

TP. 0.29 307.37

1+88 - 1° Rt. & 18" Tree

1+88 7.66 300.00 Top Pipe

End Pipe 1+88 11.48 296.18 RCP Inlet 42"

0.29 307.66

TP. 9.81 307.37

317.18

1+85 - 7' Lt. Cluster 4 Trees 2' Dia

Levels for extending 42" corr iron pipe
 100' sly - See sketch page 75
 Cliff Allen, WO # 204P3 - 3/9/55

O-41 = Bank of Drainage ditch

O-50 6° RT = wly bank drainage ditch

ditch angles wly.

O-60 20° RT = L in exist drainage ditch

O-75' - 24° RT = wly bank of exist ditch

28° RT = wly bank of existing ditch
 O-100' - 100' sly of end exist 42" corr pipe
 BM. 10.36 300.82 290.46
FL. exist pipe at base

LT = wly

RT = ely

INDEXED
 SER
 MAR 10 1955

74
 Top of Bank
 of Drainage Ditch

2982	2985	2912	2885	2875	2902
40 10	73	89 65 wly Bank	122 65 wly Bot.	132 160 ELY Bot.	1000 172 ELY Bank
2967	2925	2905	2872	2862	2846
41 10	73	102 20 Bank	132 22 wly Bot.	139 27 ELY Bot.	112 29 ELY Bank
2972	2930	2905	2892	2868	2878
310 10	79	103 12	110 24	140 26 Bot.	142 33 Bot.
					130 100 10 Top Ely Bank
2952	2936	2892	2872	2862	2862
50 10	72	118 15	132 280 Top wly Bank	148 300 Bottom Channel	148 360 ELY Bot.
			300.82 T		

TP, 10.36 290.46 Starting
B.M.

Sec 0400 Page 75

Origin Not Known.

0+00 - 6" RT = 24" Conc. pipe from wly.

0-24 - in approx & exist Ditch

Pipes are in air & unsupported
and also 3" sewer lateral.

0-33' Base Line Crosses 2-3" Water Laterals (read)

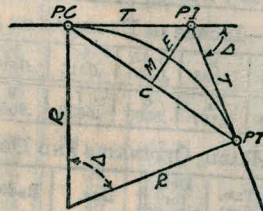
0+40 = Bottom ditch

2988	2984	2982	2885	2891	2915	29137	29087
60	74	120	123	117	92	945	995
10	80	60	123	30	40	50	50
	Top Bank wly.	wly Bot.	Bot.	Ely Bot	Top Ely Bank	Top Sewer Pipe	Top Water Pipe
			29257	29215			
			829	867			
			Top 3" Sewer Lateral	Top 3" Water Pipes			
			2887	2872			
			119	134			
			Bottom Ditch	Ely Bot.			
						109	
						110	
						Ely Top Bank	

300.82 X

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) Δ —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 $\div 8\frac{1}{2} = 414.49$ 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) $.3 \times C \times D^\circ$ 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 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 115.27$ 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 $D = 5^\circ 30'$.

8121 SE Quincy Cops

10²
23
M
S-4202

Vanderburg Plk Co.

P.C. L-77-83

Kemp DOWSON (P.O. 25)

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

28-01.84
75 Roadway 16 feet wide. Side Slopes 1 on 1 1/2
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.

MADE IN U.S.A.