



EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
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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 $1\frac{1}{2}$ see inside of back cover.

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CITY ENGINEER'S OFFICE

11 + 71.05
85
12 + 56.05

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Alley BIK 50, Olive Hill, X-Sec. 15' Alley 1-6

Alley BIK. 15, Las Alturas #4 31-

San Jacinto Drive - Groveland to Imperial 34

Castana St. & Alley BIK. 16, X-Sec. 35

Levels on San Jacinto Dr. 38

Beech and Duval - levels in gutters 54

Ext. C. L. B. K. 3 Valencia Park 78

Alley Bet. Imperial & Madrone 57

from 66th to Woodman in

Encanto Park Addition

Knoxville St., from Tonopah to

Empire, set flags for loc. prop. opening 62

Commercial, X-Sec. for track 68

Alley BIK. 217, Pacific Beach - 72

1 sec of 15' Alley
 BIK 50 Olive Hill

Moore
 South of Mey
 H.F.M.
 10-24-45

SNAP 6.01 370.43 364.47 El Canyon
 41 St.

0-25

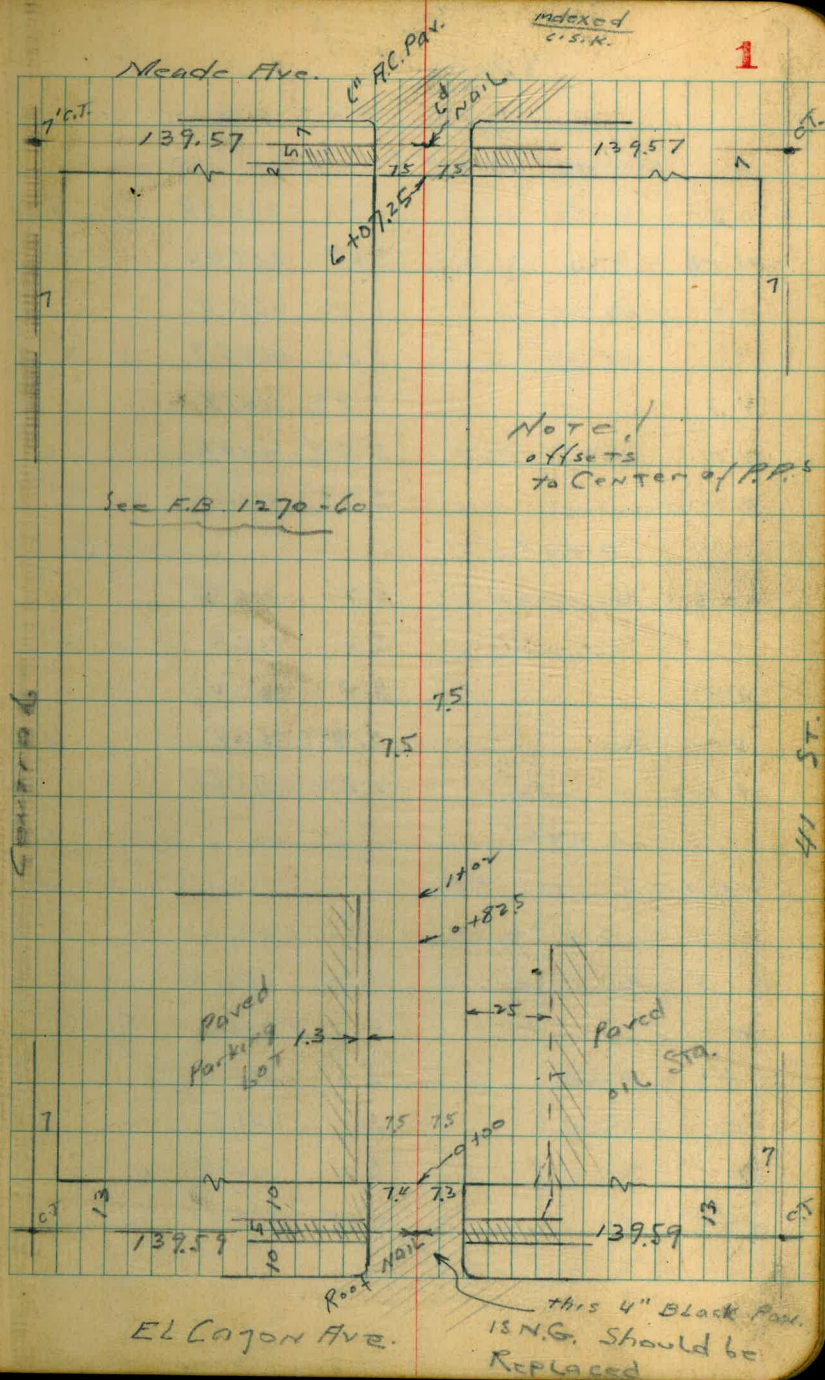
E c6	5.66	364.77
E 9T pav.	6.27	364.16
C "	6.31	364.12
W 9T "	6.21	364.22
W c6	5.50	364.93

0-15

W c6	5.37	365.06
9T pav.	5.74	364.69
C "	6.15	364.27
+3 "	6.12	364.31
9T "	5.82	364.61
E c6	5.47	364.96

0-7

E c6	5.42	365.01
9T pav.	5.61	364.82
+4 "	5.98	364.45
C "	5.95	364.48
9T "	5.51	364.92
W c6	5.26	365.17



370.43

0 + 00 N.L. EL Cañon

- 1.3		4.96	365.47
W CB		5.19	365.24
9T pav		5.32	365.11
C "		5.86	364.57
+ 3 "		5.89	364.54
9T "		5.54	364.89
E CB		5.35	365.05

0 + 15

- 25 pav edge		4.91	365.52
E		5.2	365.2
C		5.2	365.2
W		4.9	365.5
+ 1.3 " "		4.82	365.61

0 + 42

W + 0.5 12" PP

0 + 50

- 1.3 pav edge		4.70	365.73
W		4.7	365.7
+ 1		5.1	365.3
C		5.1	365.3
E		5.0	365.4
+ 2.5 " "		4.78	365.65

370.43

2

0 + 82.5

- 25 Pav edge		4.60	365.83
F		5.0	365.4
C		4.8	365.6
W		4.6	365.8
+ 1.3 " "		4.49	365.94
		1 + 0.2	
- 1.3 pav edge		4.50	365.93
W		4.9	365.5
C		5.2	365.2
E		4.9	365.5
+ 1.0		5.0	365.4

1 + 04.5

E of 5' wide ^{oak} wood shed on E.L. valley

1 + 07

E Beg. Loxh fence on LINA
 W + 1 " " " 1' in valley

1 + 43

E + 2 olive tree 2' in valley

1 + 50

- 50		5.2	365.2
E		5.2	365.2
C		5.3	365.1
W		5.1	365.3
+ 1.5		4.9	365.5

370.43

T.P. 509 370.46 500 365.37

1+57 = Jog in fence

W - 0.1 Lath fence

W - 0.7 " "

E " " on line

1+85

W + 0.5 10" P.P.

2+00

-25 4.5 3660

W 4.9 365.6

+2 5.1 365.4

C 5.0 365.5

E fence on line 4.9 365.6

+25 4.9 365.6

2+05 = Jog in fence

W - 0.1 = end Lath fence

W - 2.0 Beg. wire fence

2+22.5

E - 0.4 angle in fence

2+24

-25 4.9 365.6

E hand-ditch ^{yard} to alley 5.2 365.3

C 5.1 365.4

+4 4.9 365.6

W 4.4 366.1

+25 4.1 366.4

3

370.46

2+50

-25 4.5 366.0

W 4.3 366.2

+3 4.7 365.8

C 4.9 365.6

E 4.8 365.7

+25 4.8 365.7

2+57

W - 2 end wire fence

E end Lath "

E + 1.2 Beg. picket " 1.7 in alley

2+71

E - 1.2 Beg. ^{Wedge, Cor.} 4.6 wide walk 4.36 366.6 parallel street outlet

2+97

E - 1.2 end 4.6 ^{Cor} walk 4.27 366.6

E - 0.8 S.W. Cor. to addition to Dwelling

3+00

E - 0.8 against Bldg. 4.8 365.7 ground

E 4.8 365.7

+2 4.6 365.9

C 4.9 365.6

W 4.8 365.7

+25 4.6 365.9

3+07

E + 1.5 end picket fence 1.5 in alley

E - 0.8 N.W. Cor. Bldg. = Wash Room

370.vL

3+08

W-31 Beg wire fence

3+29

W-02 Ctr. of 12" P.P.

3+47

W-26 end wire fence

W-02 Beg Lark "

3+50

-15 4.3 366.2

W 4.3 366.2

C 4.8 365.7

E 4.8 365.7

+25 4.7 365.8

3+57

E +11 Beg wire fence 1/2 in alley

3+63

E Ctr. 12" diam pepper tree on line

3+74

E Ctr. 6" tree 0.8 back

3+83

E Ctr. 10" pepper tree on line

4+00

-25 4.2 366.3

E 4.2 366.3

C 4.4 366.1

370.vL

4

W 4.5 366.0

+25 4.3 366.2

4+03

E-1 = Ctr of 10" di. pepper tree

Lark fence 0.6 in alley on E

" " 0.8 back on W

T.P. 6.8 371.98 4.56 365.90

4+44

-25 5.7 366.3

W end fence 5.7 366.3 on line

+0.4 Ctr. 12" P.P.

C 5.9 366.1

E 5.8 366.2

+25 5.8 366.2

4+49

W-43 E sin. gar. 5.64 366.34 Conf. fl.

E-0.5 angle in fence

4+57

E-4 end fence

4+67

E-4 E sin. gar. 5.5 366.5 dirt fl.

E 5.4 366.4

C 5.7 366.3

W 5.5 366.5

+12 5.4 366.6

371.98

4172

E - 0.8 Beg. rail fence

4182

W - 1.0 Beg. Lark "

5100

-25 5.3 366.7

W 5.3 366.7

C 5.3 366.7

E 5.4 366.6

+25 5.3 366.7

5107

E - 1.0 Encl rail fence

5108

W - 1.1 & 8' wood shed

5114

E - 12.5 & Six gar 4.76 367.22 Com. floor

5120

W - 1.0 and Lark fence

and Beg. Board "

5148

E - 11 & Six gar. 4.67 367.31 Com. floor

E 4.7 367.3

C 4.8 367.2

W 4.9 367.1

+20 4.9 367.1

371.98

5

5157

W - 1.0 and Bd. fence and Beg. Picket fence

W + 1.2 Ctr. 12" P.P.

5173

-25 4.1 367.9

W 4.4 367.6

C 4.5 367.5

E 4.4 367.6

+2 Sw Cor. of House 4.4 367.6 ground

+15 4.3 367.7

T.P. 5.44 371.88 4.54 367.44

5197

W - 0.7 and Picket fence

6101

E - 4 N.W. Cor. house ^{of} 5.0 367.9 ground

E 5.0 367.9

C 5.0 367.9

+5 5.0 367.9

W 4.7 368.2

+5 4.5 368.4

6107.25 SL Meade

W 4.75 368.13

gts pav. 4.93 367.95

374.88

W + 4	fav.	5.07	367.81
C	"	5.01	367.87
+5	"	5.09	367.79
E 9T.	"	4.78	368.10
E cb		4.56	368.32

Sch. Line Meade

E cb		4.78	368.10
9T.	fav	5.28	367.50
C	"	5.29	367.59
9T	"	5.25	367.63
W cb		4.80	368.08

41 57 and Top N. W. Cor Meade Curb	5.15	367.73	367.74
---------------------------------------	------	--------	--------

T.P.	3.40	371.17	5.11	367.77
------	------	--------	------	--------

T.P.	4.20	369.95	5.42	368.75
------	------	--------	------	--------

check to orig. B.M.	5.52	364.43	364.44
			001

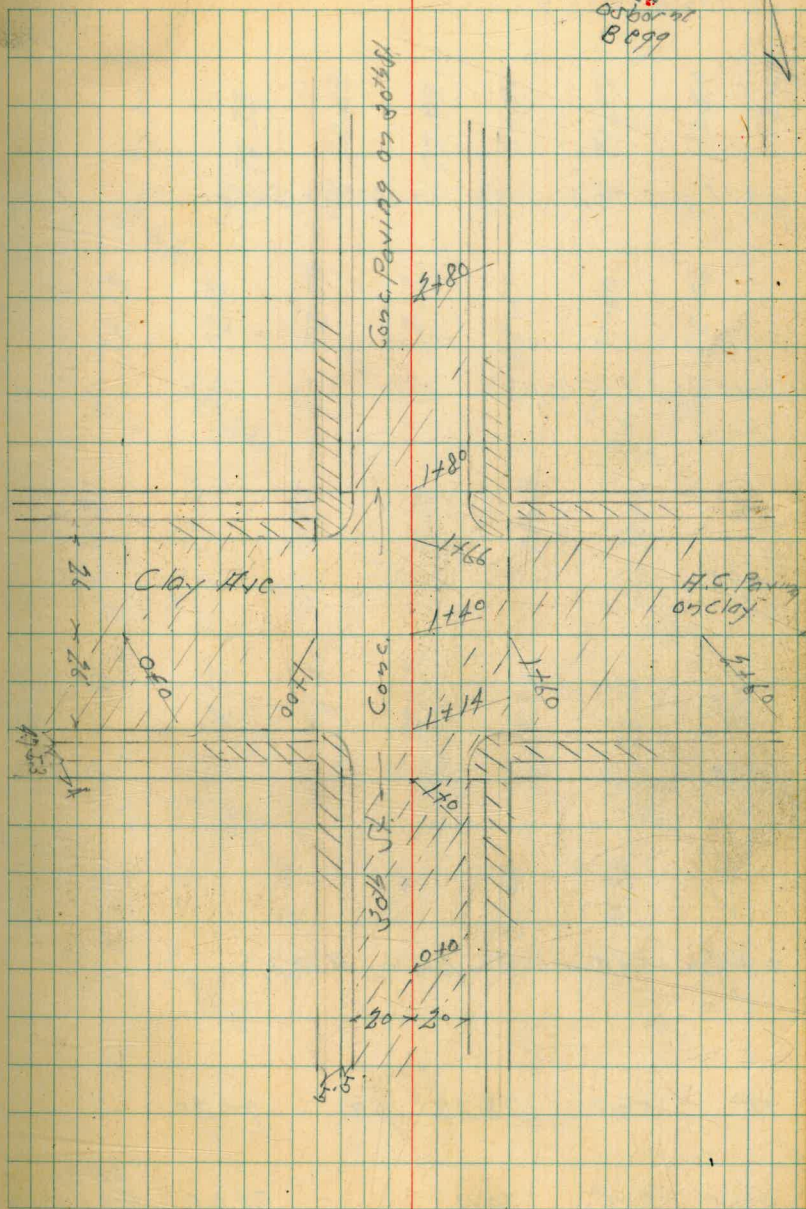
6

B.P. B.M. is gone at this corner

Cross Section 30th St 100' South of Clay Ave.
 100' North of Clay Ave
 Clay Ave 100' West of 30th to 100' East of 50th St
 Levels Page 8-11

Indexed
 C.S.K.

Nov. 14. 15
 515509
 811
 8899



Cross Section 30th St. 100' South of Clay Ave
to 100' North of Clay St.
Sketch Page 7

1714 = S.C. Lign Clay = Valley Gutter

170 = S.L. Clay

+75

+50

0+0 = 100' South of S.L. Clay Ave

TP 5.07 78.27 6.91 72.20

B.M. 2.06 80.11 78.05 S.F.B.P.
Clay + 29th St

Lt. West

Rt. East

8

519 530-Cb	530 530-Gutter	591 591	604 604	618 618	646 646	670 670	697 697	618 618	618 618
73.08	72.47	72.33	72.23	72.09	71.81	71.57	71.50	72.09	72.09
511 520-Cb	582 582-Gutter	569 569	574 574	596 596	617 617	641 641	667 667	691 691	618 618
73.13	72.45	72.58	72.53	72.21	71.60	72.06	71.60	72.06	72.09
493 493-Cb	496 496-Gutter	490 490	468 468	468 468	515 515	555 555	585 585	611 611	618 618
73.91	73.31	73.57	73.59	73.12	72.42	72.42	72.42	73.69	73.69
477 477-Cb	485 485-Gutter	486 486	478 478	478 478	488 488	501 501	510 510	528 528	528 528
74.87	74.22	74.41	74.49	73.99	73.26	73.26	73.69	73.69	73.69
453 453-Cb	453 453-Gutter	459 459	451 451	451 451	464 464	481 481	490 490	490 490	490 490
76.72	75.96	76.18	76.16	75.63	74.93	75.37	75.37	75.37	75.37
153 153-Cb	153 153-Gutter	159 159	151 151	151 151	164 164	181 181	190 190	190 190	190 190
76.72	75.96	76.18	76.16	75.63	74.93	75.37	75.37	75.37	75.37

30+55

2+0

1+80 = H.L. Clay

1+66 = H.C.B. L. Clay = Valley Gutter

1+53

1+40 = $\frac{1}{2}$ Clay

1+27

7827

540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
72.87	72.32	72.30	72.23	72.10	71.98	71.80	71.66	71.53
540 20-66	595 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
72.99	72.32	72.30	72.43	72.41	72.12	71.60	71.98	71.92
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
73.07	72.30	72.30	72.23	72.10	71.98	71.80	71.66	72.08
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
73.07	72.30	72.30	72.23	72.10	71.98	71.80	71.66	72.08
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
73.06	72.86	72.66	72.59	72.51	72.38	72.17	71.95	72.10
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
73.06	72.86	72.66	72.59	72.51	72.38	72.17	71.95	72.10
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
72.84	72.68	72.50	72.39	72.19	72.03	71.95	71.95	71.95
540 20-66	597 20-66	597 20-66	604 10	617 10	619 10	647 20	661 20-66	679 20-66
72.84	72.68	72.50	72.39	72.19	72.03	71.95	71.95	71.95

7827

TP

518

73.09

90°F K10
Cloy 4306

2480

2450

2425

7827

5.92 60-61	6.46 20-60	6.7 10	6.03	6.43 10	6.97 10-60	6.53 20-60
72.66	72.00	72.29	72.38	72.04	71.39	71.74
5.61 20-61	6.57 20	5.98 10	5.89	6.33 10	6.88 10-60	6.41 20-60
72.81	72.19	72.37	72.44	72.09	71.47	71.63
5.46 20-61	6.08 20-60	5.90 10	5.80	6.18 10	6.80 20	6.41 20-60
72.35	71.81	72.10	72.24	71.84	71.35	71.74

7827

Cross Section Clay Fsc.
 100' West of W. 2. 30th to 100' East of E. 2. 30th
 Sketch Page 9

indexed
 cross

2+60

2+10

1+85

0+75

0+50

0+0 = 100' West of W. 2. 30th St.

8.17

5.25

78.34

73.09

NW 1/4 + 1
 Clay + 30th
 Page 10

Lt. H

A

Pt = 5

11

8.70 26-cb	7.17 26-cb	6.65 26-cb	5.98 26-cb	5.15 26-cb	4.71 26-cb	8.74 26-Gutter	7.75 26-Gut	6.94 26-Gutter	5.93 26-Gutter	5.71 26-Gutter	5.43 26-Gutter	8.58 26-Gutter	7.43 26-Gutter	6.99 26-Gutter	5.35 26-Gutter	5.19 26-Gutter	4.93 26-Gutter	8.74 26-Gutter	7.75 26-Gutter	6.94 26-Gutter	5.93 26-Gutter	5.71 26-Gutter	5.43 26-Gutter	8.58 26-Gutter	7.43 26-Gutter	6.99 26-Gutter	5.35 26-Gutter	5.19 26-Gutter	4.93 26-Gutter	
70.14	71.17	71.69	72.08	73.19	73.53	70.59	70.59	71.40	72.41	72.63	73.15	73.19	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15
8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	
69.60	70.91	71.40	72.99	73.15	73.15	70.91	70.91	71.40	72.99	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15	73.15
8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	
69.63	70.80	71.26	73.02	73.21	73.21	70.80	70.80	71.26	73.02	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21	73.21
8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	
69.63	70.46	70.88	72.68	72.84	72.84	70.46	70.46	70.88	72.68	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84	72.84
8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	
69.63	70.94	70.94	73.12	73.28	73.28	70.94	70.94	70.94	73.12	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28	73.28
8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	8.71 13	7.75 13	6.83 13	5.93 13	5.15 13	4.67 13	

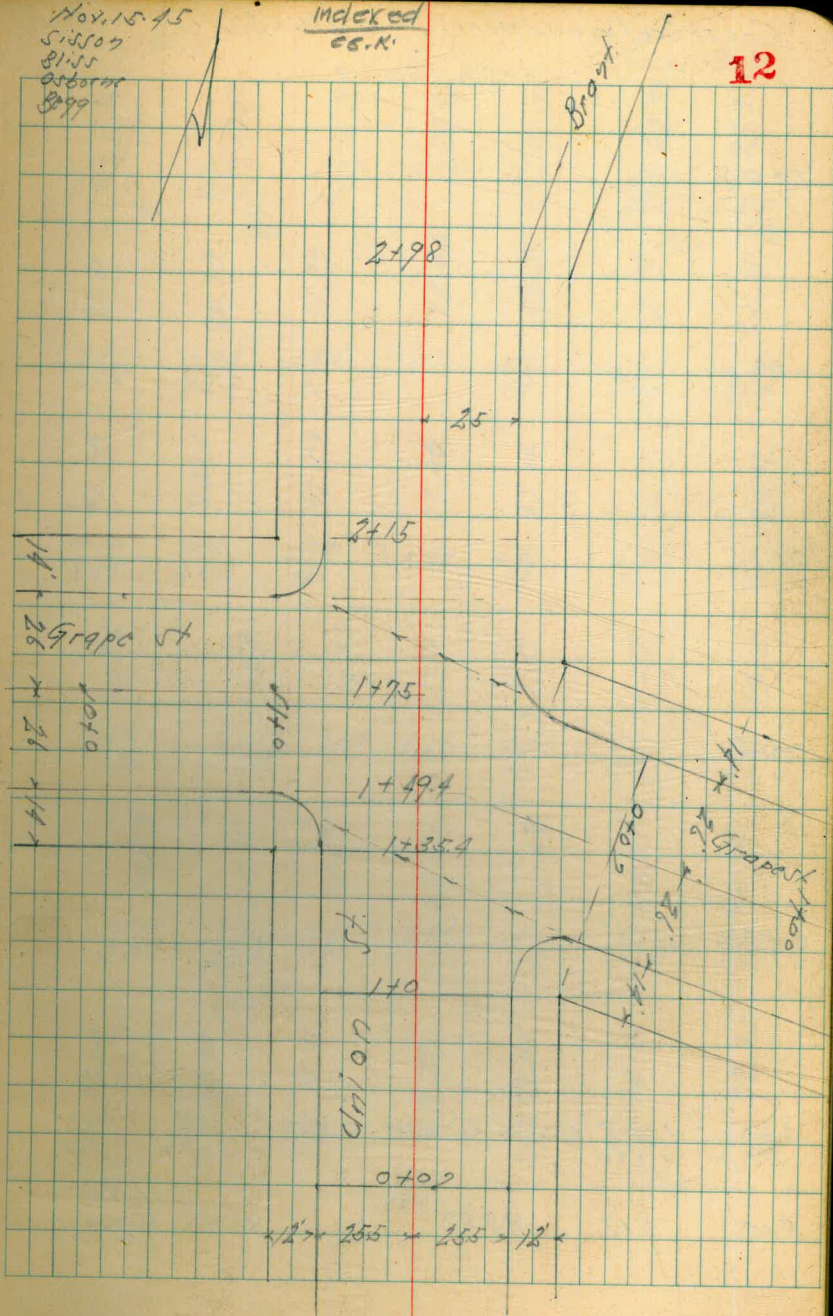
78.34

Cross Section Grapes St & Union St.
Intersection
Levels Next Page

Nov. 15. 45
Sisson
Bliss
Osborn
Bry

Indexed
C.S.K.

12



Cross Section Union St. North + South
of Grape St. Sketch Page 12

1+05

1+0

0+75

0+50

0+25

0+0 = 100 S of S. L. Grape to East

B.M

7.15

98.57

91.42

SX BP
Grape +
Union

Lt. W

Rt. E

13

91.26	90.77	91.75	91.47	92.81	92.78	93.33
715 255	780 255	682 255	611	652 255	659 255	651 255
91.21	90.73	91.73	92.46	92.81	92.79	93.33
726 255	784 255	681 255	611	656 255	658 255	654 255
91.05	90.61	91.59	92.30	92.74	92.71	93.32
727 255	796 255	689 255	627	653 255	658 255	654 255
90.96	90.53	91.49	92.17	92.57	92.57	93.12
761 255	804 255	708 255	640	650 255	650 255	651 255
90.83	90.37	91.34	92.01	92.42	92.47	93.05
774 255	820 255	723 255	656	656 255	659 255	654 255
90.68	90.24	91.31	91.89	92.28	92.36	92.95
789 255	836 255	726 255	668	679 255	681 255	659 255
			98.57			

43109 St.

1+69

1+62

1+494 = SCb Lind Grape to H

1+354 = SL Grape to H

1+19

1+12

9857

St. H

St. F

14

91.87	92.43	92.90	93.21	93.60	93.75	93.93	94.51
670 37.5	614 25.5	567 3	536	497 3	482 3	464 33-60d	486 33-60
91.59	92.24	92.15	92.10	93.61	93.91	94.35	
698 37.5	633 25.5	582 3	539	493	466 3	422 33-60	
91.39	90.78	91.37	92.15	92.77	93.37	93.92	94.52
718 37.5-60	709 37.5-60d	710 25.5	643 3	580	520 3	465 33-60	405 33-60
91.40	90.87	91.52	92.11	92.88	93.53	94.24	
717 25.5	720 25.5	705 3	676	569 3	504 33-60	456 33-60	
91.28	90.86	91.79	92.29	92.51	92.73	93.33	
729 25.5	727 25.5	678 3	628	600 3	524 33-60	456 33-60	
91.20	90.85	91.77	92.43	92.69	92.71	92.74	93.33
729 25.5	727 25.5-60d	680 3	614	588 3	524 33-60	456 33-60	456 33-60

9857

Union St.

2+50

2+25

2+15 - H.L. Grape to West

2+01 - H.Cb Line Grape to West

1+87

1+75

98.57

Lt

Rt

Rt

15

6.5 37.5	91.92	6.7 37.5	91.86	6.2 37.5	92.31	6.2 37.5	92.36	6.5 37.5	92.61	6.5 37.5	93.13
6.98 37.5	92.49	6.26 37.5	92.31	6.3 37.5	91.64	6.3 37.5	92.04	6.3 37.5	92.27	6.3 37.5	92.86
5.69 37	92.88	6.0 37	92.51	5.6 37	91.95	5.6 37	93.12	5.6 37	93.49	5.6 37	94.11
5.41	93.16	5.61	92.96	5.17	92.63	5.6	94.01	4.24	94.33	5.60	94.97
5.1 37	93.45	4.98 37	93.59	4.53 37	94.04	4.6	94.51	4.75	94.82	4.99 37	95.58
4.89 36.5 9d	93.65	4.77 36.5	93.85	4.28 36.5	94.29	4.88 36.5	94.71	4.75 36.5	94.99	4.82 36.5	95.95
4.4 36.5 9d	94.43	5.38 36.5	94.75	5.0 36.5	95.27	4.98 36.5	95.59	4.6 36.5	95.92	4.86 36.5	96.71

98.57

2798 = A C6 07 R1

2795

9857

Lt

S

R1

16

94.49	94.07	95.36	96.33	96.96	97.07	97.74
$\frac{108}{25.5}$	$\frac{155}{25.5}$	$\frac{321}{13}$	2.24	$\frac{161}{13}$	$\frac{158}{25}$	$\frac{925}{26}$
93.98	93.53	94.88	95.71	96.26	96.48	97.38
$\frac{459}{26.5}$	$\frac{504}{26.5}$	$\frac{369}{13}$	2.86	$\frac{451}{13}$	$\frac{209}{26}$	$\frac{119}{26}$

9857

Cross Section Grape St
 100' west of West Line Union St
 Sketch page 12

+10

+75

+50

+25

0+0 = 100' west of W.L. Union

B.M.

3.13

94.55

91.42

SW. 8P
 Grape
 Union

Lt. N

8

Rt. S

17

91.2 26-13	85.43	748 26	87.12	56 26	88.94	39 26-13	90.64
928 26-13	84.77	807 26	86.48	629 26	88.26	164 26-13	89.91
921 13	85.34	753 26	87.00	581 13	88.71	44 13	90.41
912	85.42	758	87.05	595	88.80	412	90.43
950 13	85.05	777 26	86.78	613 26	88.43	446 13	90.09
1060 26-13	84.35	856 26	85.99	601 26	89.59	538 26-13	89.17
962 26-13	84.93	807 26	86.53	668 26	88.16	480 26-13	89.75
9455							

Cross Section Grape St.
100 East of East Line Union
Sketch Page 12.

L=11

2

R=5

18

+10

+75

TP. 6.06 107.80 2.57 101.74

+50

+25

0+0 = E.L. Union 02 South

B.M. 12.89 104.81

J.W. B.P.
Grape St
Union

7.82 26-16	76.79	98.17	100.00	103.51
8.57 26-Gutter	75.74	97.46	99.26	102.74
8.64 13	95.67	97.42	94.27	103.02
9.09	95.22	11.03	107.80	101.91
9.93 13	94.38	96.25	98.27	102.42
11.22 26-Gutter	93.09	95.04	97.23	101.43
10.90 26-16	93.41	95.85	97.71	101.95
4.89 26-16	101.68	101.68	100.00	103.51
5.06 26-16	102.92	102.92	99.26	102.74
4.78 13	101.15	101.15	94.27	103.02
4.89	100.94	100.94	107.80	101.91
5.58 13	100.27	100.27	98.27	102.42
6.57 26-Gutter	99.31	99.31	97.23	101.43
5.85 26-16	94.79	94.79	97.71	101.95

First Ave. West Curb Levels
 Broadway to C St. Levels next page

Gutter Grades
 Jan. 26-46
 Sutton
 Osborn
 Bagg

Gutter Grades

1+54

33.47

5.44
 Chisel Cross

1+70

33.28

5.63
 Roof Tack

0+86

32.91

6.00
 Roof Tack

8.11

7.49

38.91

31.42

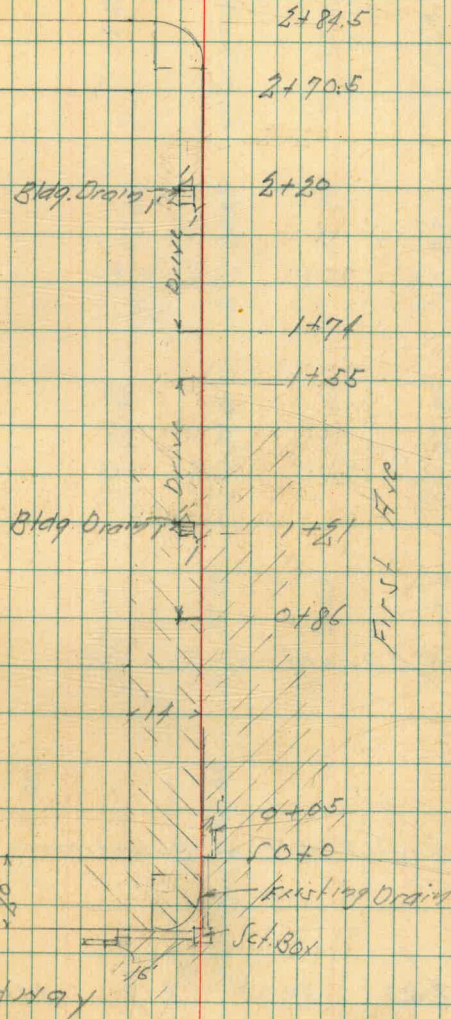
See last page
 Broadway
 First
 Page 20

Index of
 c/s. R.

Nov. 15-45
 Sutton
 Blinn
 Osborn
 Bagg

19

"C" St.



First Ave Hoop Curb & Gutter Levels
Broadway to C St. Sketch Page 19

0+50

0+25

0+05

0+0 = N.L. Broadway

0-20 = North Curb Line Broadway

TP 8.33 39.75 2.19 31.42 SW Lining Broadway & First

BM 9.07 33.61 24.54 SW BP E & First

Lt: 21

Next Curb
Line

Rt: F

20

32.35
7.40
Gut

32.05
7.20
Gut

31.62
8.12
Gut & C

31.19
8.54
F.L. Inlet

31.05
8.90
16.51

32.67
7.08
Gut

32.42
7.20
Gut

32.21
7.51
Gut

32.16
7.57
Gut

31.05
8.70
F.L. Inlet
801

32.09
6.06
Gut

32.84
7.41
Gut

32.03
6.78
Gut

32.35
7.40
Gut

33.41
6.13
Gut

33.11
6.84
Gut

32.84
6.91
Gut

32.76
6.99
Gut

39.75

1450

1421 = Bldg Drain

140

0788

0786 = Sly Drive

0795

3975

Lt. 21

West Carb
2.75

Rt. E

21

33.53
6.87

33.33
6.87

33.55
6.87

33.25
6.87

33.50
6.87

33.28
6.87

33.18
6.87

33.24
6.87

33.93
6.87

33.25
6.87

33.95
6.87

33.07
6.87

33.79
6.87

33.11
6.87

32.88
6.87

33.02
6.87

33.72
6.87

32.62
6.87

33.09
6.87

33.01
6.87

33.71
6.87

32.64
6.87

33.02
6.87

32.89
6.87

33.64
6.87

3975

TP 6.26 40.78 5.23 34.52

2+20 = NY Drive

2+19

2+0

1+76

1+74 = NY Drive

1+55 = NY Drive

39.75

Lt = W

Rt = F

22

Head Cams
Line

57 34.01
588

57 33.83
597

6.01 33.74
6.01

33.58

6.17 34.1
6.17

33.41

6.1 34.60
6.1

33.87

5.88 34.07
5.88

33.87

5.88 34.07
5.88

33.76

33.63

33.99

5.76 34.06
5.76

33.80

5.95 34.16
5.95

34.81

5.11 34.05
5.11

33.88

5.87

34.01

33.80

33.76

5.99 34.45
5.99

33.60

6.15 34.16
6.15

34.16

5.59 34.87
5.59

34.15

5.60

34.01

34.47

34.45

5.60 34.68
5.60

34.30

5.15 34.87
5.15

34.87

39.75

BM

3.88

36.90

Spy Lead No
plug
B + 1st
36.93

2+84.5 = South Carb line CST

2+70.5 = S.L. CST

2+45

40.78

47

PL

23

34.94

5.84
11-66

34.32

6.46
14-66

34.79

5.99
17-66
17-66

34.94

5.81
3-66

35.25

5.53
3-66

34.40

6.38
19-66

34.86

5.92
2-66

34.60

6.18
3-66

35.15

5.62
3-66

34.16

6.67
19-66

34.61

6.17
17-66

34.40

6.20
3-66

35.10

5.68
3-66

40.78

(Ridge Road)

Indexed
C.S.K.

X sec 40' Road on S.L. of P.L. 143

21100
3011 M...
W. M...
1-11-46

at Silvergate Ave and Catalina Blvd

Location of trees, etc.

- 00-6 19' LT. Beg Cypress hedge
- 00-6 21 " to P.P.
- 0+26 16' " to Telip 10" di.
to ctr Large 10 to 25 ctrs
- 0+67 19' RT Beg. line Cypress ± 12" to 24" di.
trees
- 0+80 20' LT end Cypress hedge
- 1+05 20' LT to ctr. Beg. Row Cypress 6" to 10" di.
6± ctrs.
- 1+51 15.5 LT to ctr. 10" Telipole
- 2+06 18' RT End Large Cypress
- 2+46 21 RT 8" 14" Eucal.
- 2+57 17' " 16" "
- 2+64 17' " 16" "
- 3+00 15.4 LT to E 10" Telipole
- 3+24 18' RT " " 30" di. Cypress
- 3+80 17 RT " " 16" " Pepper tree
- 4+56 19.5 RT Beg. & Row Cypress Tree 25' ctr.
and ends at E.L. Catalina
- 4+71 16 LT to E 10" Telipole
- 6+54 16 " " " " " "
- 8+39 19 " " " " " "
- 8+60 21' LT end Row " " S
- 8+69 17 RT " " " " " " → This Cypress
15 48" di.

This Row
ends at
Catalina

24

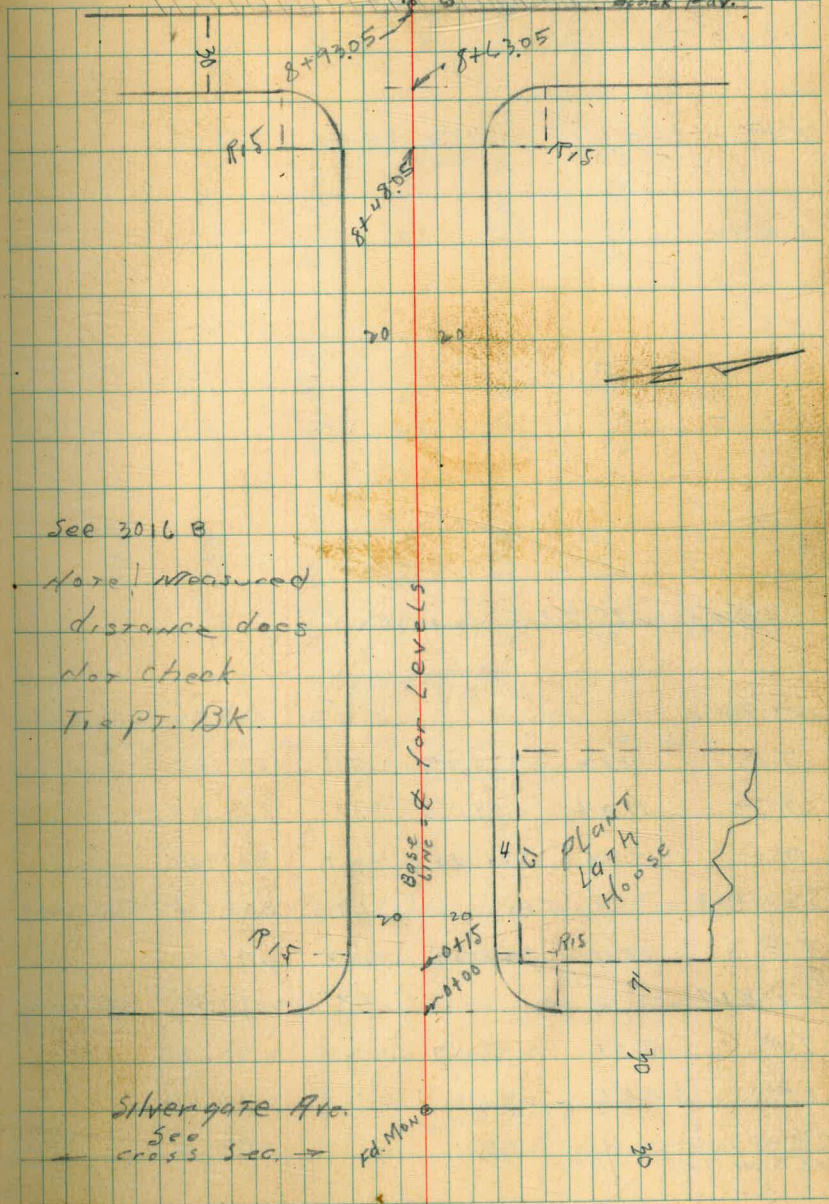
Catalina Blvd.

Ed. Spike

10/10

20 Strip

Block Pav.



Levels on 40' Road

1+00

T.P. 0.51 331.76 4.9x 331.15

0+50

0+15

0+100 = W.C. Silvergate Ave

Set B.M. 3.05 333.04 Galv. iron

T.P. 4.12 336.09 0.56 331.97

T.P. 11.04 332.53 0.21 321.49

T.P. 12.44 321.70 0.97 309.26

Set B.M. 3.69 305.64 Galv. iron

T.P. 13.11 309.33 0.24 296.22

Set B.M. 1.97 294.47 Galv. iron

T.P. 5.56 296.44 3.22 290.88

T.P. 4.67 294.10 6.28 289.43

B.M. ^{IN E} Curb 2.11 295.71 293.60
of Silvergate

15' Set
S.L. Dudley

LT = +0.50 + 4

0.31.2
20

1.30.50
10

30.1
1.7

29.9
1.9
7

30.6
1.2
10

30.8
1.0
20

25

4.32.1
20

4.32.0
10

331.76
4.21.5
4.6

4.31.5
10

3.32.3
3.8
20

3.32.8
20

4.32.1
10

4.31.9
20

4.31.9
10

3.32.2
3.9
20

3.32.8
3.3
35

3.32.8
3.0
20

4.32.1
4.1
10

3.32.0
4.3
10

3.31.8
4.2
20

4.31.9
4.4
35

336.09 H.I.

Spike in P.P. SW Cor of Silvergate and
unmarked 40' Rd. approx 600' S of Pio Pico
on S.E. of P.R. 143.

Spike in P.P. NW Cor Silvergate + Pio Pico

Spike in P.P. SW Cor Silvergate + Dupont

← E is Baseline

4700

3750

T.P. 0.30 319.26 12.80 318.96

3400

2450

2400

1450

331.76

L7

R

26

$\begin{array}{r} 15.5 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 14.4 \\ 4.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 14.1 \\ 5.2 \\ \hline 19 \end{array}$

$\begin{array}{r} 14.1 \\ 5.2 \\ \hline 19 \end{array}$

$\begin{array}{r} 14.8 \\ 4.5 \\ \hline 19 \end{array}$

$\begin{array}{r} 14.9 \\ 6.2 \\ \hline 21 \end{array}$

$\begin{array}{r} 18.3 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 17.2 \\ 2.1 \\ \hline 19 \end{array}$

$\begin{array}{r} 16.9 \\ 2.4 \\ \hline 19 \end{array}$

$\begin{array}{r} 16.8 \\ 2.5 \\ \hline 19 \end{array}$

$\begin{array}{r} 17.4 \\ 1.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 17.4 \\ 1.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 21.0 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 19.9 \\ 11.9 \\ \hline 13 \end{array}$

$\begin{array}{r} 319.26 \\ 19.8 \\ \hline 12.0 \end{array}$

$\begin{array}{r} 20.1 \\ 11.7 \\ \hline 8 \end{array}$

$\begin{array}{r} 20.4 \\ 11.4 \\ \hline 20 \end{array}$

$\begin{array}{r} 23.9 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 22.8 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 22.7 \\ 9.1 \\ \hline 19 \end{array}$

$\begin{array}{r} 22.7 \\ 8.1 \\ \hline 8 \end{array}$

$\begin{array}{r} 23.2 \\ 8.0 \\ \hline 19 \end{array}$

$\begin{array}{r} 23.3 \\ 11.5 \\ \hline 19 \end{array}$

$\begin{array}{r} 26.4 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 25.5 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 25.4 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 25.3 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 26.0 \\ 2.8 \\ \hline 19 \end{array}$

$\begin{array}{r} 26.0 \\ 2.7 \\ \hline 19 \end{array}$

$\begin{array}{r} 27.1 \\ 20 \\ \hline 20 \end{array}$

$\begin{array}{r} 28.0 \\ 3.8 \\ \hline 12 \end{array}$

$\begin{array}{r} 28.0 \\ 3.8 \\ \hline 12 \end{array}$

$\begin{array}{r} 27.9 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 28.2 \\ 2.9 \\ \hline 19 \end{array}$

$\begin{array}{r} 28.6 \\ 2.7 \\ \hline 19 \end{array}$

331.76

7+00

6+50

6+00

5+50

T.P. 26.9 311.25 10.70 308.56

5+00

4+50

319.26

LT

R

Rt

27

$\frac{4.0}{70} 07.2$

$\frac{4.8}{20} 06.4$

$\frac{5.5}{13} 05.7$

$\frac{5.1}{5} 05.6$

$\frac{5.7}{20} 05.5$

$\frac{6.2}{20} 05.0$

$\frac{7.9}{70} 03.3$

$\frac{3.4}{70} 07.6$

$\frac{4.4}{20} 06.7$

$\frac{5.1}{12} 05.6$

$\frac{5.5}{5} 05.7$

$\frac{5.8}{10} 05.4$

$\frac{6.4}{20} 04.8$

$\frac{7.2}{70} 04.0$

$\frac{3.1}{70} 07.6$

$\frac{4.3}{20} 07.0$

$\frac{4.7}{15} 06.5$

$\frac{4.8}{5} 06.4$

$\frac{5.7}{10} 06.0$

$\frac{5.7}{20} 05.5$

$\frac{7.3}{70} 05.1$

$\frac{2.1}{70} 309.25$

$\frac{2.8}{20} 08.45$

$\frac{3.3}{15} 08.0$

$\frac{3.5}{5} 07.8$

$\frac{3.4}{12} 07.8$

$\frac{3.7}{20} 07.6$

$\frac{5.2}{70} 07.1$

$\frac{9.0}{20} 10.3$

$\frac{9.9}{15} 09.4$

$\frac{9.8}{311.25}$

$\frac{9.7}{7} 09.6$

$\frac{9.4}{20} 10.1$

$\frac{5.1}{20} 12.7$

$\frac{7.5}{12} 11.8$

$\frac{7.5}{5} 11.8$

$\frac{7.9}{20} 11.8$

$\frac{6.8}{10} 12.5$

$\frac{5.6}{20} 12.7$

319.26

8+93.05 = E. edge 20' Pav. on Carolina Blvd.

8+77.05

8+63.05 = E.L. Carolina Blvd.

8+48.05 = Prop B.C. Rt + Lt 20'

on E
T.P. Spike
in paving 4.51 211.01 4.09 306.50 on
Carolina Blvd.

8+00

B.M.

7+50

T.P. 4.92 310.59 5.58 305.47

319.26

LT	Rt	28
2.50 70	0.8.5	
3.51 70	0.7.7	
4.07 20	0.7.39	
4.11 70	0.6.94	
5.18 20	0.6.35	
5.54 70	0.5.83	
6.04 70	0.5.47	
6.56 70	0.4.65	
307.4 70		
4.06.7 20		
4.06.8 20		
4.06.2 20		
4.05.7 20		
4.05.6 20		
4.06.1 15		
4.05.6 15		
4.05.6 20		
4.06.0 20		
4.05.4 20		
4.04.2 70		
307.1 70		
4.06.2 20		
4.06.1 15		
4.05.6 15		
4.05.6 20		
4.05.6 20		
4.06.0 20		
4.05.4 20		
4.03.0 70		
4.07.1 70		
4.06.2 20		
4.05.3 15		
4.05.6 15		
4.05.6 20		
4.05.6 20		
4.04.8 20		
4.03.9 70		
4.07.0 70		
4.06.6 20		
4.05.7 15		
4.05.6 20		
4.05.6 20		
4.05.2 20		
4.03.2 70		
310.59 70		

check to Starting B.M.	2.11	293.61	293.60	
T.P.	4.12	295.72	5.15	289.60
T.P.	0.21	294.75	11.58	294.54
T.P. Spike	0.58	304.14	10.71	305.64
T.P.	1.51	316.35	9.80	314.84
T.P.	11.23	324.64	0.15	313.41
T.P.	16.23	313.56	3.51	303.33
B.M. Spike	0.34	306.84		306.50

9 + 13.05 wedge Pav.

9 + 03.05 ♀ Pav. + ♀ Catalina Blvd.

211.01

Lt

⊕

Rt 20

Silvergate + Pio Pico 305.64 P.25

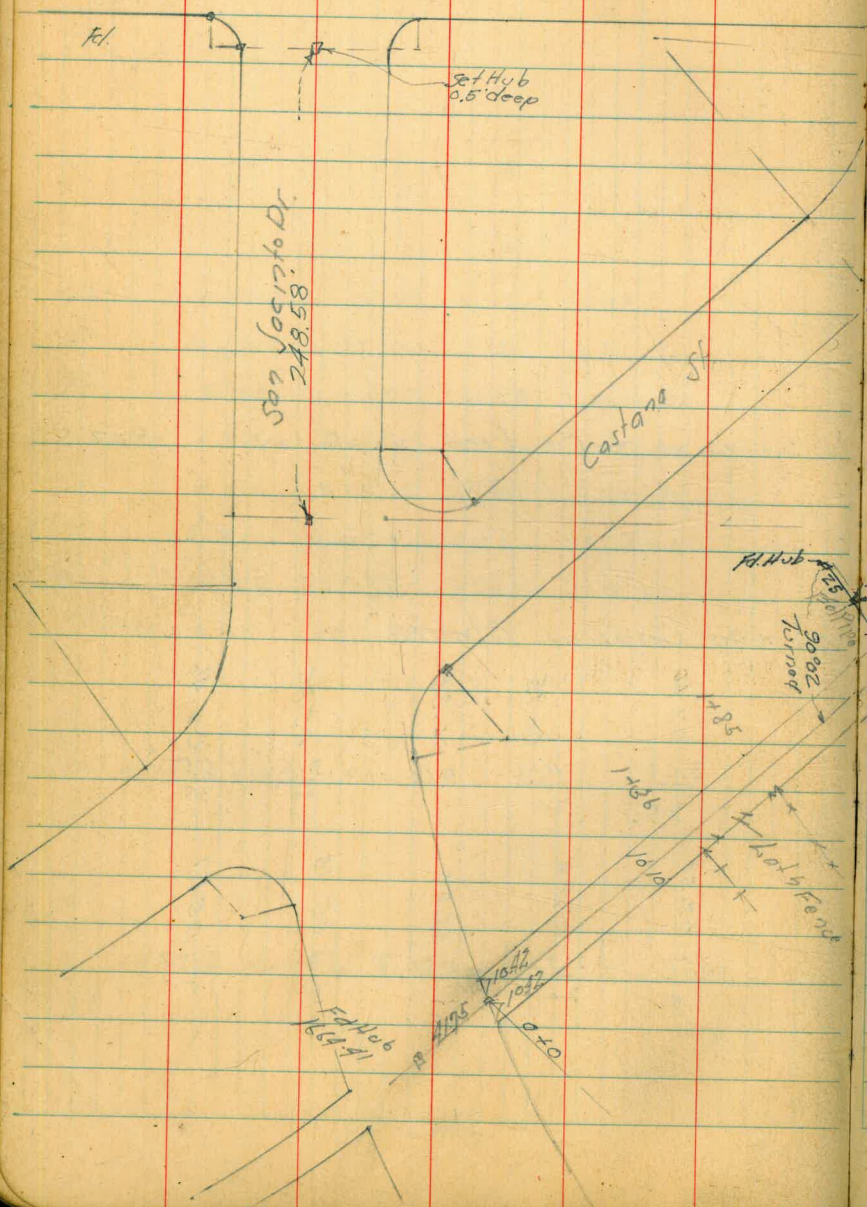
Bl. and Catalina Blvd.

07.40	06.95	06.38	05.85	05.46
3.61	4.00	4.03	5.10	5.54
35	20		20	35
07.50	07.08	06.50	06.95	06.57
3.57	3.97	4.57	5.00	5.44
35	20		20	35

211.01

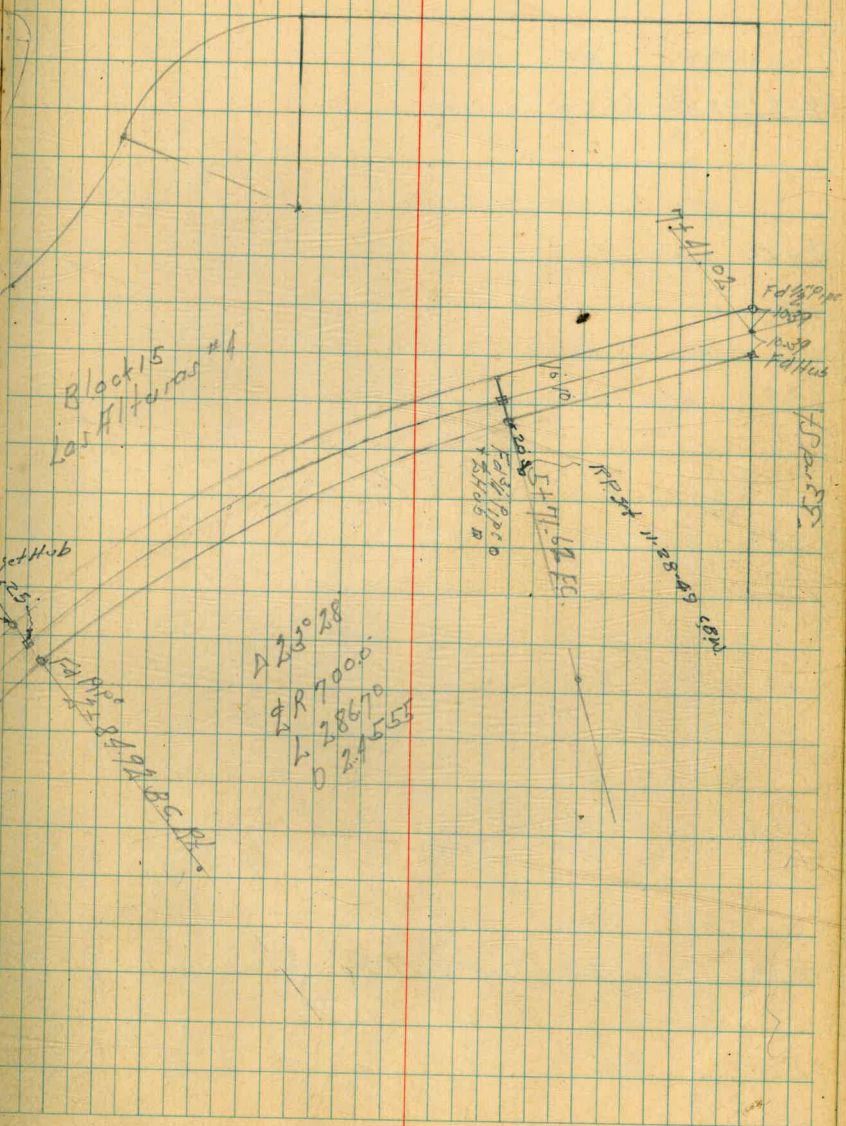
Los Altos No 4
Cross Section Alley Block 15

Graveland Cr.



indexed
C.S.R.

Feb 26-46
Sisson
Osborn
Burr
Walden **30**



$AZ 3^{\circ} 28'$
PR 7000
L 28670
O 24655

Cross Section Alley Block 15 Las Alturas #4
 From San Jacinto Dr to 53rd St. Between Groveland
 & Imperial Ave Sketch Page 30

2+84.92 SC Rt

2+50

Notes Redwood 3-15-46
 Merry

2+0

750

140

0+50

0+0 = E. San Jacinto Dr. Take on hill San Jacinto

R14

865 155.79

147.14

548570
 1584-48

indexed
 as K.

L1

2

Rt. 5

31

149.1	148.8	148.86	148.7	149.1
6.7 20	7.0 10	6.92 07/46	7.1 10	6.7 20
149.3	149.6	149.3	149.8	149.9
6.5 20	6.2 10	6.5	6.0 10	5.9 20
149.8	149.8	149.8	150.1	150.2
6.0 20	6.0 10	6.0	5.7 10	5.6 20
150.7	150.8	150.4	150.4	150.4
5.1 20	5.0 10	5.4	5.1 10	5.1 20
151.9	151.8	151.5	150.6	150.4
3.9 20	4.0 10	4.3	5.2 10	5.4 20
151.8	150.8	150.1	149.2	148.4
4.0 20	5.0 10	5.7	6.6 10	7.4 20
148.0	148.2	148.3	148.0	147.8
7.8 20	7.6 10.4	7.5	7.8 10.4	8.0 2.5
		155.79		

5+71.62 = FC

750

510

7P

778

15729

6.28

149.51

07/16/66
10/5/510

1150

410

3+50

310

155.79

Lt.

L

Rt. 32

150.3 150.6 150.35 150.4 150.4

$\frac{7.0}{20}$ $\frac{6.7}{10}$ $\frac{6.9}{10}$ $\frac{6.9}{10}$ $\frac{6.9}{20}$

149.7 150.0 149.3 150.0 150.1

$\frac{7.6}{20}$ $\frac{7.3}{10}$ $\frac{7.5}{10}$ $\frac{7.3}{10}$ $\frac{7.3}{20}$

148.6 148.9 149.1 150.1 150.0

$\frac{8.7}{20}$ $\frac{8.4}{10}$ $\frac{8.2}{10}$ $\frac{7.2}{10}$ $\frac{7.3}{20}$

157.29

148.7 149.7 150.1 150.3 150.2

$\frac{7.1}{20}$ $\frac{6.1}{10}$ $\frac{5.7}{10}$ $\frac{5.5}{10}$ $\frac{5.6}{20}$

149.2 149.1 149.1 149.3 149.9

$\frac{6.6}{20}$ $\frac{6.7}{10}$ $\frac{6.7}{10}$ $\frac{6.5}{10}$ $\frac{5.9}{20}$

149.4 149.1 149.8 150.1 149.9

$\frac{6.4}{20}$ $\frac{6.7}{10}$ $\frac{6.0}{10}$ $\frac{5.7}{10}$ $\frac{5.9}{20}$

149.0 148.8 148.7 148.7 148.5

$\frac{6.8}{20}$ $\frac{7.0}{10}$ $\frac{7.1}{10}$ $\frac{7.1}{10}$ $\frac{7.3}{20}$

155.79

BM

2.33

154.96

2 LAT
 2 Imperial
 4500 ft
 155.22
 4/152-54

7+41.02 = 44.53rd St Taken on line of 58th St

7+0

6+50

6+0

157.29

152.7 152.4 152.7 152.6 152.5

46 20	49 10.4	46	47 10.4	48 20
----------	------------	----	------------	----------

151.7 151.9 152.2 152.5 152.1

56 20	54 10	51	48 10	52 20
----------	----------	----	----------	----------

151.4 151.8 151.8 151.5 151.7

59 20	55 10	55	58 10	56 20
----------	----------	----	----------	----------

150.7 151.1 150.9 150.8 150.8

66 20	62 10	64	65 10	65 20
----------	----------	----	----------	----------

157.29

Walker
Handricks
Huntley
Care
3-20-46

CROSS SECTION - SAN JACINTO DRIVE,
from Groveland to Imperial Ave
30' wide
20' cbs. 10' lvs.
stations are 2

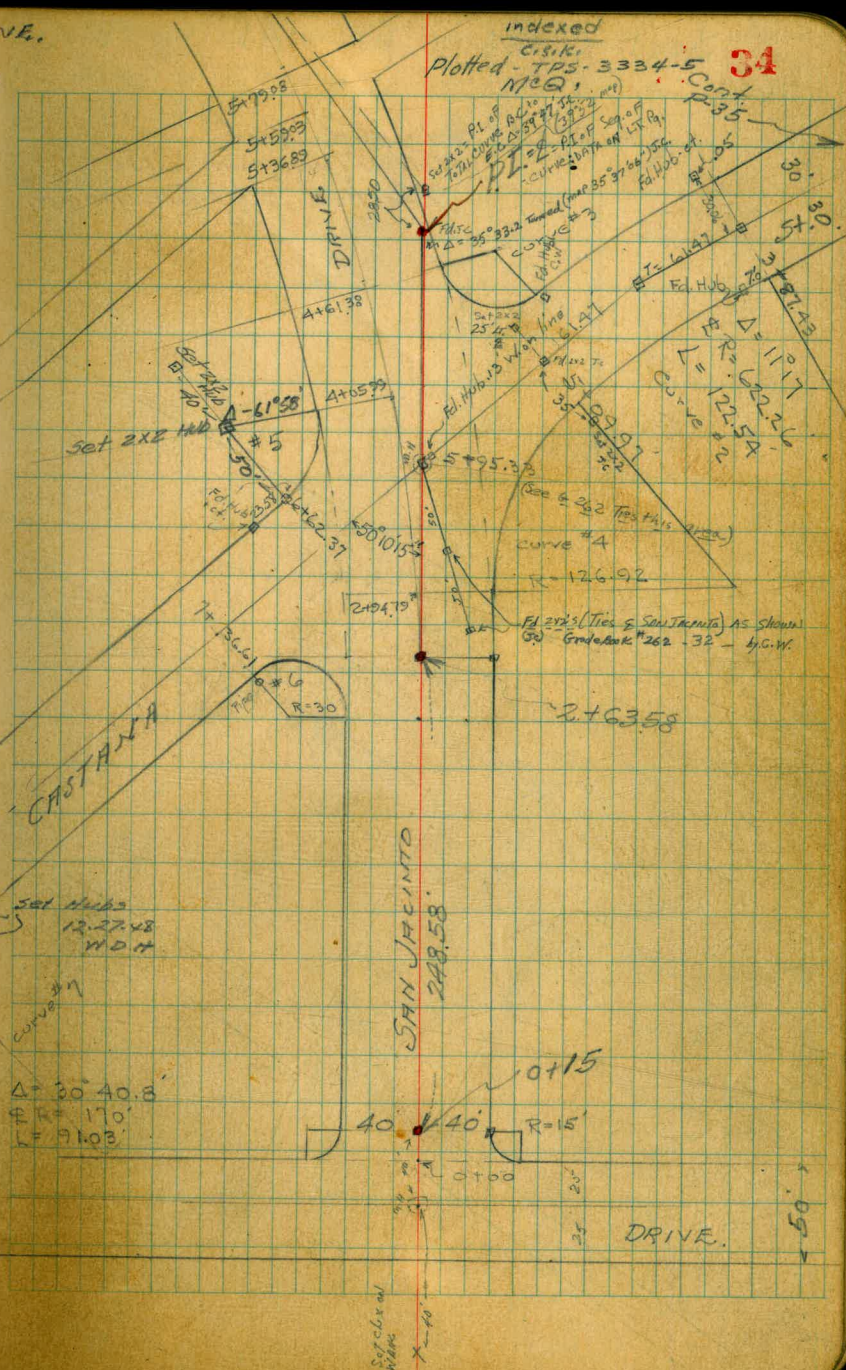
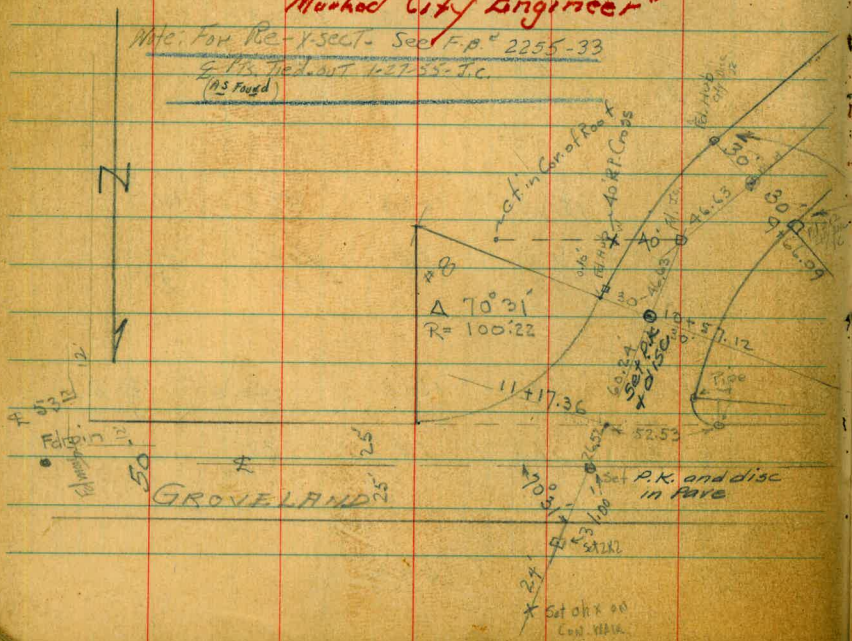
Map # 2052

P.R.C. to N.E. Cor. Imp. Ave
 $R = 690$
 $T = 221.65$
 $L = 128.94$
 $\Delta = 35^\circ 37' 06''$

B.C.

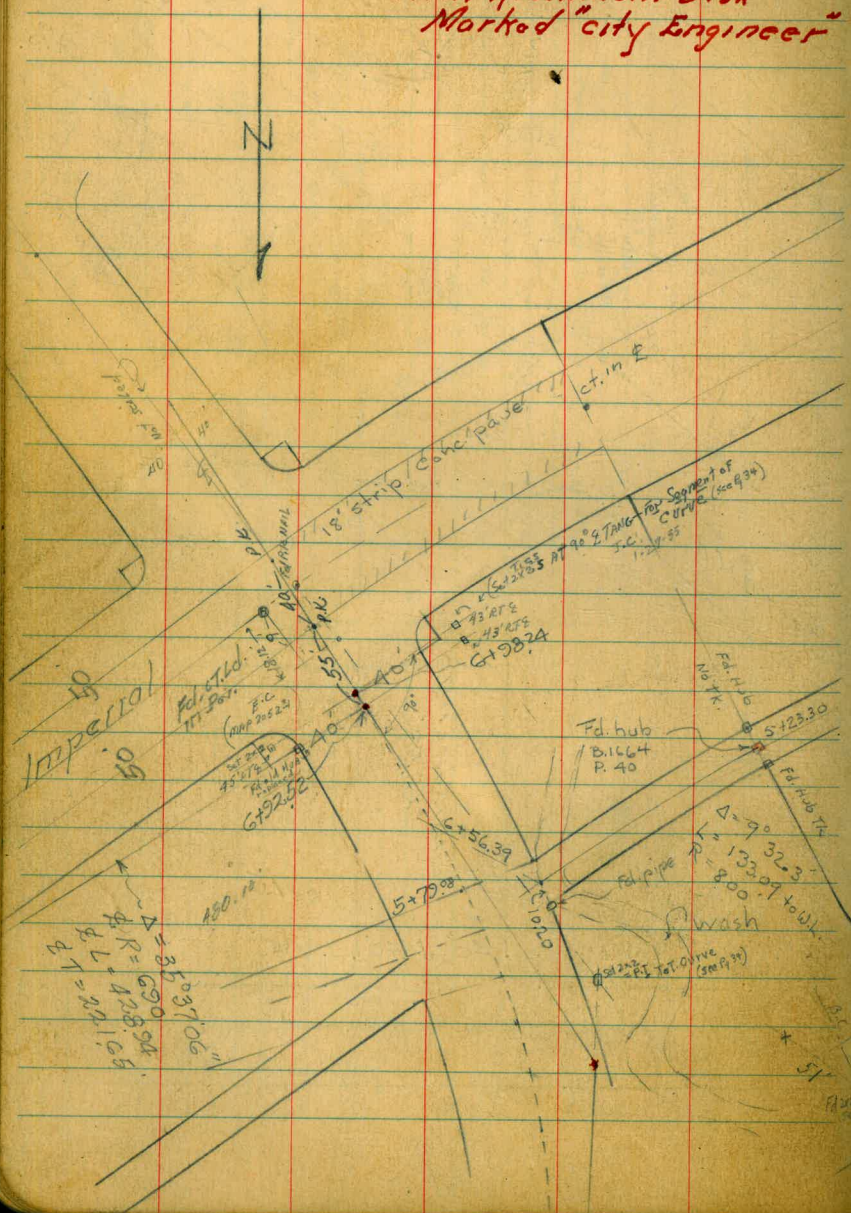
**" = 2" x 2" Redwood Hub With Aluminum Disk
Marked City Engineer "**

Note: For Re-xysect. Sect F.B. # 2255-33
 S.P. tied out 1-27-35 - I.C.
 (No Found)



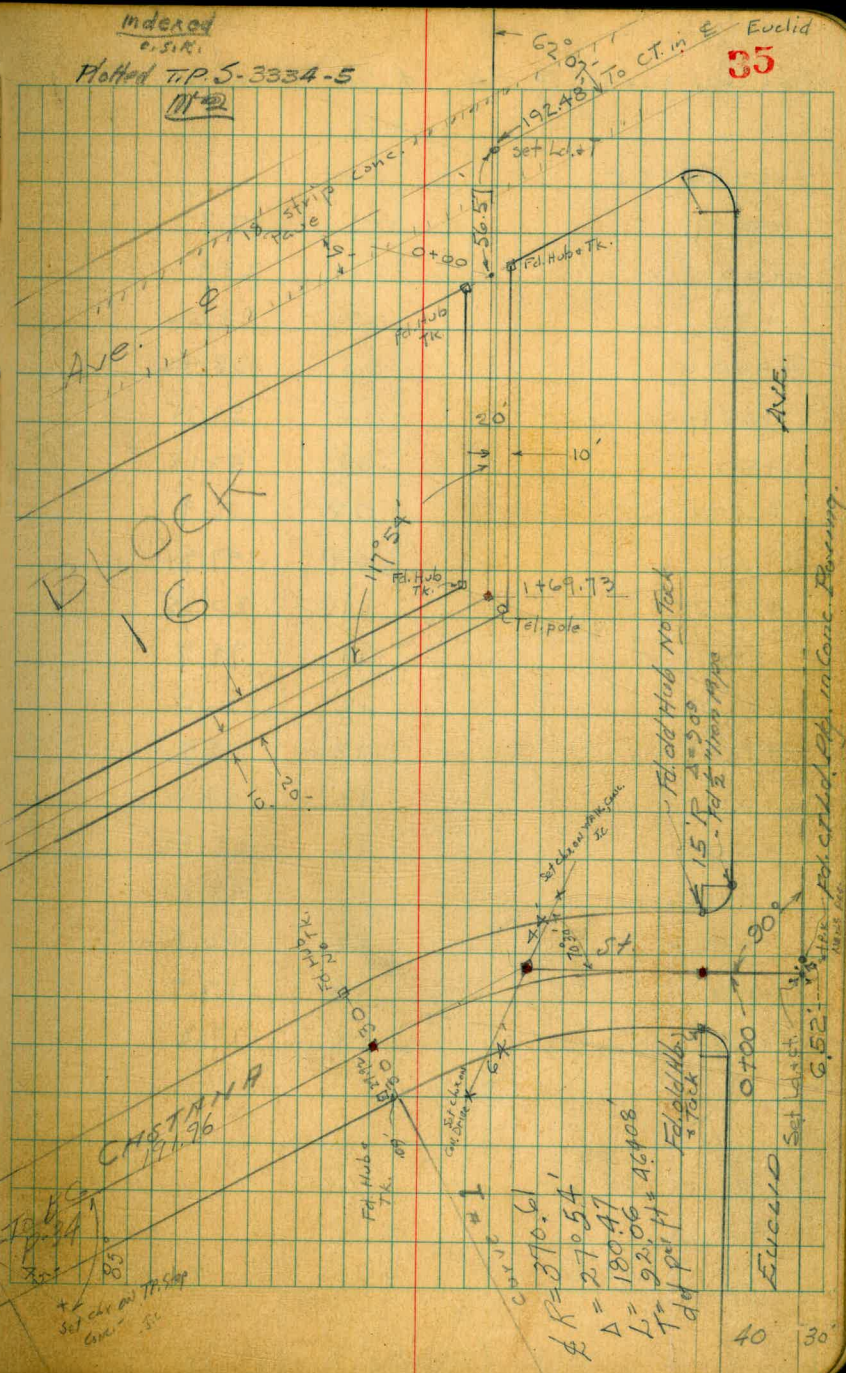
X-Sect. Castana St. + Alley in Bk.
16 - 20' Alley.

= 2" x 2" Redwood Hub set
With Aluminum Disk
Marked "City Engineer"



Indexed
e.s.r.
Plotted T.P. 5-3334-5

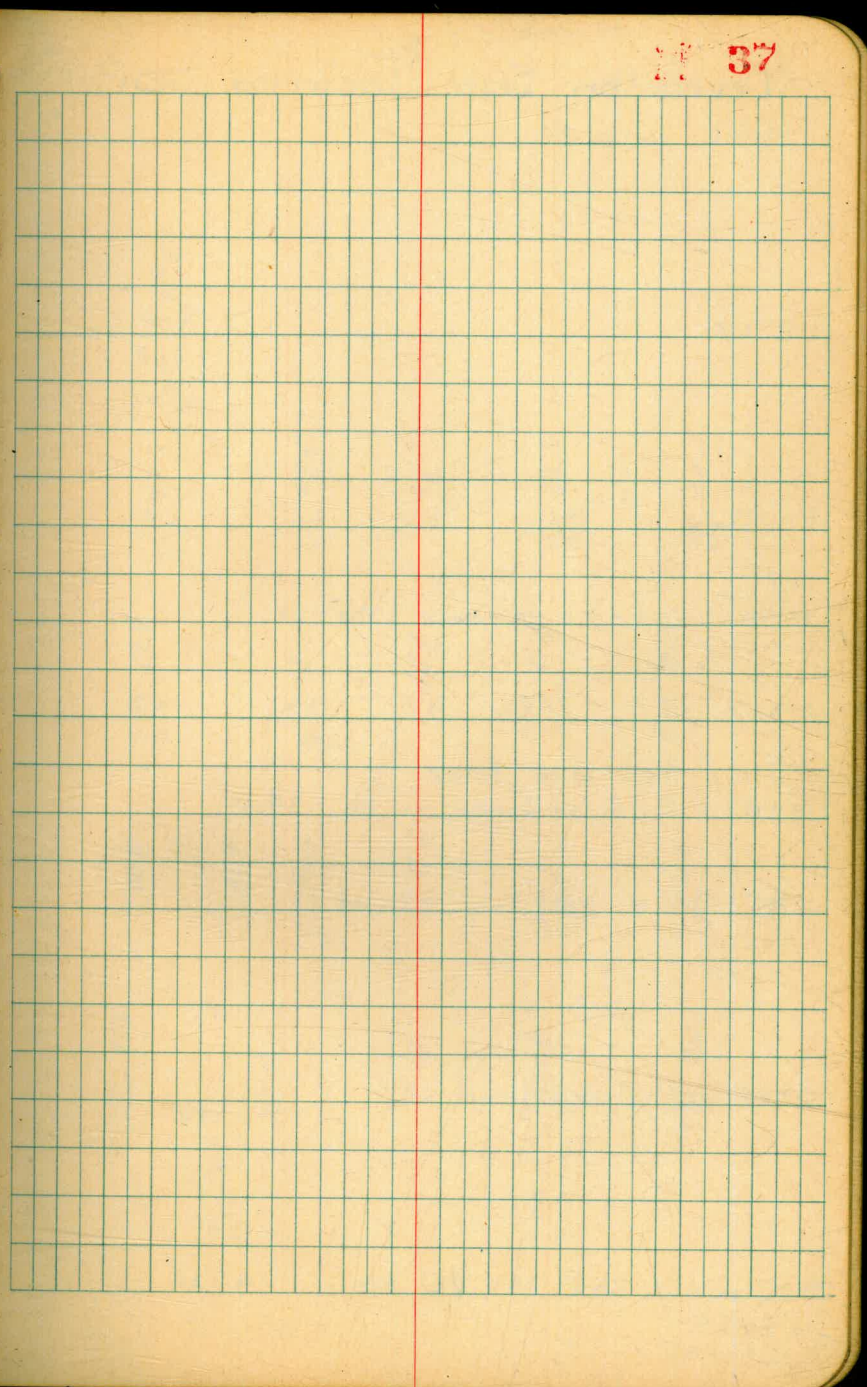
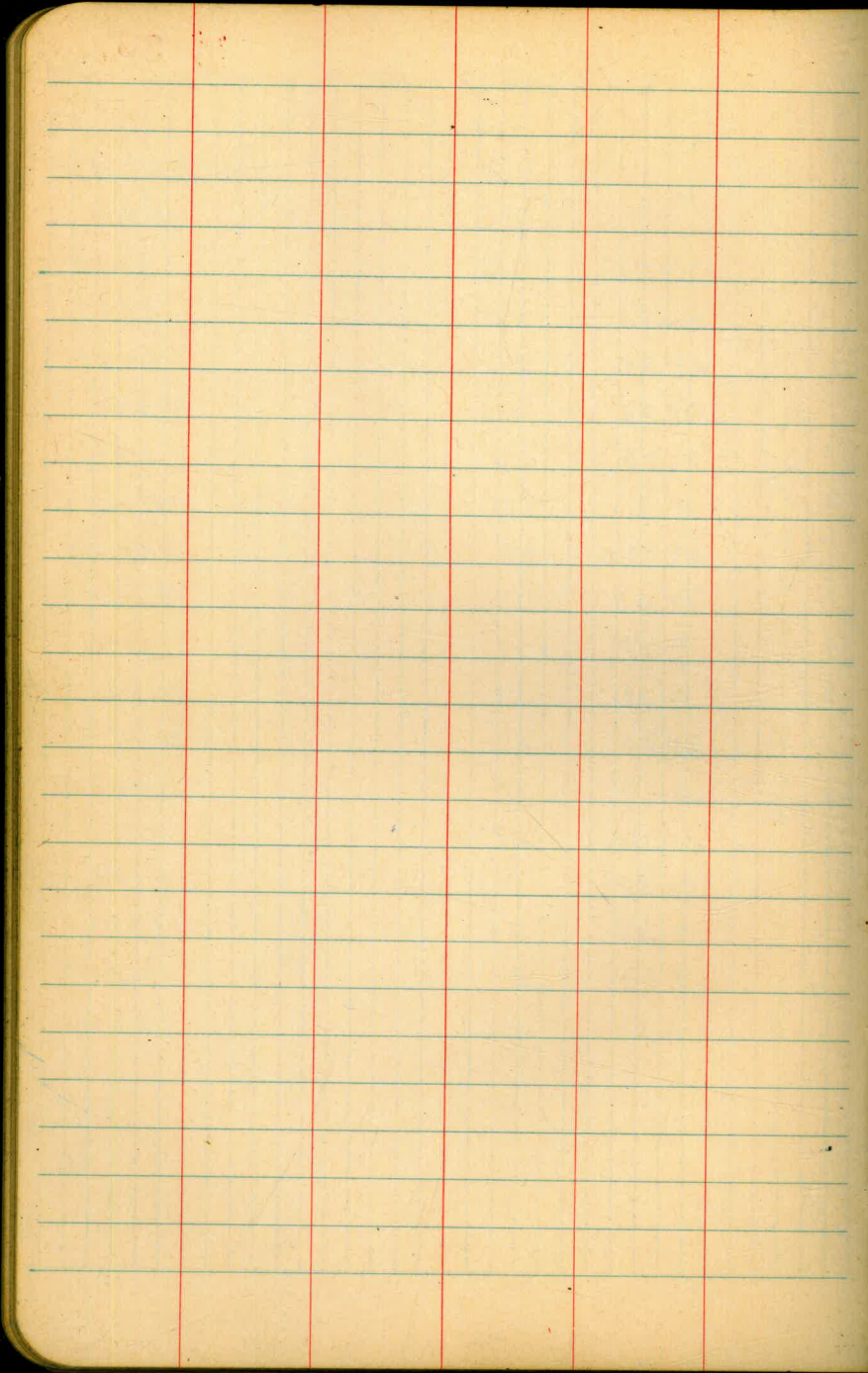
Euclid
35



Curve #1
R = 370.61
Δ = 27° 54'
L = 180.47
T = 92.06
d of pol H = 46.08
d of pol H = 46.08

Def. for curve P. 34. † San Jacinto

	Def.	
2+63.58 = B.C.	00	
+94.29	01	17.7"
3+00	01	28.9
+50	03	33.66
4+00	05	38.42
+05.99	05	54.75
+50	07	43.18
+61.38	08	12.9
5+00	09	47.94
+36.89	11	20.85
+50	11	72.7
+59.03	12	16.0
+79.08	13	05.95
6+00	13	57.46
+50	16	02.22
+92.52	17	48.10
+98.24	18	02.8
7+08	18	27.7
7+28	19	17.6



Levels on San Jacinto Dr.

Sketch on p. 34.

1+20

1+00

0+70 = End of wire fence 40' Lt.

0+50

Begin wire fence

0+43 = End of fence on Lt. 39.5'

0+15 = P.C. 15' Rad. Prop. curves

0+00 = S.H. Groveland

B.M. on Hub 255 149.69

Sta. 5+85.90

B 1664 p. 45

147.14

San Jacinto Dr.

Rt.

38

Osborne
Grosvencamp
Harden
3-25-45

Lt.

44.9
44.9
40
4.9

43.9
43.9
40
3.9

42.5
42.5
40
2.5

41.6
41.6
40
1.6

45.26
45.26
40
5.26

43.6
43.6
40
3.6

42.5
42.5
40
2.5

41.2
41.2
40
1.2

41.1
41.1
40
1.1

8' conc.

43.7
43.7
40
3.7

42.4
42.4
40
2.4

41.3
41.3
40
1.3

40.7
40.7
40
0.7

43.3
43.3
40
3.3

41.8
41.8
40
1.8

41.3
41.3
40
1.3

40.8
40.8
40
0.8

43.1
43.1
40
3.1

41.8
41.8
40
1.8

40.8
40.8
40
0.8

40.3
40.3
40
0.3

Begin fence

149.69

3+50

2+94.79

2+63.58 = B.C.

2+50

2+00

1+50

$\begin{array}{r} 45.6 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.9 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.8 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.2 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 43.7 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 45.4 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.8 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.5 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.2 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 43.9 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 45.7 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.7 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.6 \\ 40 \\ \hline \end{array}$
B.C. on lib.

$\begin{array}{r} 44.1 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.3 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 46.0 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.9 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.6 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.4 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.4 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 45.6 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.4 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.7 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.3 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.3 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 45.1 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.1 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.2 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 43.8 \\ 40 \\ \hline \end{array}$

$\begin{array}{r} 44.3 \\ 40 \\ \hline \end{array}$

149.69

5+79.08

5+59.03

5+36.89

5+07 - wash turns to w.

5+00

T.P. 10.42 157.89 2.22 147.47

4+61.38

4+05.99

47.6
90

48.0
50

49.2
50

50.5
50

48.0
50

47.1
40

48.8
40

49.8
40

50.9
50

47.4
40

47.6
30

48.1
50

47.7
30

47.7
40

46.1
30

47.8
20

47.6
20

47.7
20

47.4
20

47.2
10

47.1
10

47.6
10

47.1
20

45.7
40

46.9
20

45.9
20

45.9
20

47.6
50

45.3
10

45.4
40

44.9
40

45.2
40

45.8
40

45.0
40

44.8
90

42.1
40

45.7
50

44.3
50

42.6
50

44.0
50

37.3
50

35.7
10

T.

T.

10

10.00
stand

E. bank

E. wash

E. wash

E. bank

E. wash

viscom 300

149.69

6+00

6+50

6+92.52

6+98.24

7+08

7+28

50.7
20.0
47.2

9.6
4.0
48.3

9.0
20.0
48.1

10.3
4.0
47.6

10.9
20.0
47.0

11.2
4.0
46.7

11.3
5.0
46.6

9.0
20.0
49.8

5.0
4.0
49.4

2.0
20.0
49.8

8.2
4.0
49.7

9.0
20.0
48.4

10.1
4.0
47.8

10.2
5.0
47.7

5.4
5.0
53.3

5.0
4.0
52.3

2.0
20.0
51.6

5.4
4.0
51.5

1.6
20.0
51.4

7.9
4.0
50.0

9.2
5.0
50.3

5.0
5.0
53.5

5.0
4.0
52.5

2.0
20.0
52.1

5.6
4.0
52.3

1.5
20.0
51.8

4.0
4.0
50.9

5.0
5.0
51.4

5.0
4.0
53.9

4.2
4.0
53.7

2.0
4.0
52.5

4.2
4.0
53.7

5.0
2.0
52.7

4.8
4.0
52.1

4.0
5.0
52.1

3.4
4.0
54.5

2.0
4.0
54.4

3.3
4.0
54.6

2.0
4.0
54.8

4.0
4.0
54.7

157.89

T. P. on ct. & Imperial 2.62 155.27 P. 35

7+52.7 = N. edge 18' conc. strip pave on Imperial

Rods to Pt. are on curved edge.

Lt.

±

Rt.

42

55.6	55.4	55.22	55.05	54.90	54.85	54.90
230	250	267	284	299	304	299
60	40	20		20	40	60

157.89

X-Sect. Castana St. - 60'

0+75

0+50

0+15 = PC. of 15' Rad. prop. curves
B.C. & Curve # 1

0+100 = E. Line of Euclid

0-29.5 = E. edge 20' strip Conc. pave on Euclid

T.P. 6.95 149.67 11.40 142.72

B.M. 0.93 154.12 153.19 = on Hub

0+00 Sewerline
B 1664
P 44

indexed
a-s.N.

lt.

Castana St. R+ 43

45.2 45 30	45.6 41 20	45.5 42	45.8 39 20	47.1 26 30	47.0 27 40
44.5 52 30	44.3 54 20	44.2 55 20	44.8 49 20	45.3 44 30	44.8 49 20
43.4 63 45	43.5 62 30	43.4 63 20	43.2 65 20	43.3 54 30	42.8 66 45
41.9 78 45	42.2 78 30	42.5 72 20	41.9 78 20	42.1 76 20	41.7 80 20
39.94 45 30	40.20 47 30	40.34 49 30	40.52 45 30	40.84 48 30	41.38 49 30

149.67.

3+00

T.P. 1.95 146.48 5.14 144.53

2+50

1+95.47 = E.C. Curve # 1

1+50

1+25

1+14 22' Rt. to Φ Tel. pole

1+00

	L		Rt.	
3+00	44.1	43.9	44.4	44.9
	2.4 40	2.6 30	2.1 20	1.6 30
2+50	44.6	44.6	44.7	45.6
	5.1 40	5.1 30	5.0 20	4.1 30
1+95.47 = E.C. Curve # 1	45.5	44.9	45.6	45.9
	3.2 30	3.0 20	3.1 20	3.2 20
1+50	46.2	45.9	46.1	46.5
	3.5 30	3.0 20	3.6 30	3.2 20
1+25	46.4	46.1	46.2	46.8
	3.3 30	3.6 20	3.5 20	3.9 20
1+14 22' Rt. to Φ Tel. pole	46.2	45.9	46.0	46.3
	3.5 30	3.0 20	3.7 20	3.4 20
1+00	46.2	46.8	48.1	48.8
	3.5 30	4.0 40	3.6 30	3.9 40
				149.67

4+93

4+82 = int. with E Wash on E Castana

4+48.70

4+20

3+87.43 = BC. Curve # 2

3+50

	11	12	13	14	15	16	17
41.9	41.1	40.9	41.7	39.3	36.1	35.0	35.7
1.6 50	5.4 30	5.8 20	4.8 8	7.2	10.4	11.5	10.8
	39.3	39.0	38.8	34.7	33.2	39.8	39.8
	7.2 50	7.5 30	7.7 20	11.8	8.3 20	6.7 20	6.7 50
35.2	33.8	35.5	39.8	40.5	41.3	43.0	44.5
11.3 60	12.5 40	11.0 30	8.7 20	6.1 10	6.0	5.2 10	3.5 20
	33.8	35.5	39.8	40.5	41.3	43.0	44.5
	45.3	40.2	40.8	42.4	44.4	45.1	45.5
	9.2 50	6.3 30	5.7 20	4.1	2.1 60	1.4 30	1.0 40
41.5	42.2	42.5	43.6	44.2	44.8	45.4	
5.0 40	4.3 30	4.0 20	2.9	2.3 20	1.7 30	1.0 40	
	43.5	43.0	43.8	44.6	45.0		
	3.0 30	2.4 20	2.7	1.9 20	1.5 30		

146.48

7+00

6+62.37 = E.C. of Curve # 5

6+50

6+00

p. 1664 P. 45

check Hub-sta. 5+95.90 4.39 147.15 147.14

T.P. 7.33 151.54 2.27 144.21

5+50

5+09.91 = E.C.

L.S.		I.P.		R.S.	
3.8 50	42.7	3.1 40	43.4	2.5 0	46.2
2.6 0	43.9	3.3 30	43.2	5.0 0	45.5
3.6 20	42.9	2.9 20	43.6	2.5 0	45.8
3.2	43.3	2.4 0	44.5	5.7 0	46.4
2.5 0	44.0	2.3 0	45.2	5.0 0	47.3
3.3 30	43.2	5.5 0	45.4	4.3 0	48.1
5.5 0	40.9	4.0 0	45.9	4.1 40	48.3

146.48

check B.M. 4.71 147.16 147.14 ✓
 T.P. 5.33 151.87 3.45 146.54

11+17.36 = S.L. Groveland Sect. on angle - along
 s.l. of Groveland.

10+92.50

10+57.12 = E.C.

10+11.60 = Middle of Curve

9+66.09 = B.C.

	Lt.	±	Rt.	48
	46.7			
	5.3 52.53			
	44.6			
	5.4 51			
	44.4			
	5.6 50			
	44.5			
	5.5 50			
	44.5			
	5.5 50			
	44.8			
	5.2 50			
	45.2			
	4.8 50			
	45.0			
	5.3 50			
	44.9			
	5.3 50			
	45.0			
	5.3 50			
	45.2			
	4.8 50			
	45.5			
	4.5 50			
	46.0			
	4.0 50			
	45.1			
	4.9 50			
	45.6			
	4.4 50			
	45.9			
	4.3 50			
	46.3			
	3.7 50			
	46.8			
	3.1 50			
	46.9			
	3.1 50			

149.99

X-Sect. Alley in Blk. 16

See sketch p. 35

indexed
C.S.K.

T.P. 1.07 163.24 13.05 162.17

0+75

0+50

0+26 = 9.2 Lt. = Ely. Tel. pole

0+00 = N.L. Imperial + E Alley Sect. on Angle along
N.L.

0-20

0-46.3 = N. edge of 18' strip conc. pave on
Imperial - R+L along edge of pave.

1196 175.22 1.20 163.26

B.M. 11.27 164.46 153.19 = 0+00

Sewer Hub
1664-44

E

49

Lt.

R+

12.9
20
62.3

13.0
0.0
62.2

13.2
62.0

14.0
0.0
61.2

14.0
2.0
61.2

0.0
0.0
65.4

9.3
965.9

0.0
0.0
66.1

11.28
4.4
70.8

4.9
70.3

11.28
0.0
70.2

11.28
70.8
N.L. Alley
N.L. Imp.

4.0
7.2

4.4
70.8

11.28
70.2
E.L. Alley
N.L. Imp.

23.38
3.0
71.84

71.13

34.5
7.77

71.33

4.38
3.0
70.44

edge of pave

175.22

on edge of pave

3+15 = 9' Lt. = Sly. Tel. pole

3+00

2+58.3 Beg picket fence 10.3 Rt.

2+50

1+98

1+75.75 = opp. E. L. of N.+S. Alley

Tel. pole just inside Cor. of N. & W. Lines of Alley - see sketch.

1+63.71 = opp. S.L. of E.+W. Alley

1+20

++

#

Rt. 50

97
20
53.5

89
-0
53.7

84
54.8

79
-0
55.3

91
20
53.5

95
-0
53.7

92
54.0

94
-0
53.8

97
20
54.0

13.7
20
49.5

12.6
-0
50.6

13.9
49.3

12.7
-0
50.5

11.9
20
51.3

13.5
20
49.7

11.5
-0
51.7

11.2
52.0

11.2
-0
52.0

77
20
55.5

89
-0
54.3

10.6
52.6

11.2
-0
52.0

11.9
20
51.3

4.5
20
58.7

6.5
-0
56.7

7.5
55.7

7.9
-0
55.3

7.9
-0
55.3

163.24

B.C. Curve

5+23.30 =

5+00

4+57 - 11' Rt. = end wire fence

4+50

4+08 End picket + beg. wire fence 10.3 Rt.

4+00

3+93.3 = E of 9.4 wide conc. slab. drive into yard 2'

T.P. 0.68 152.56 11.36 151.88

3+50

4.0
~~0.0~~
48.6

3.5
~~0.5~~
49.1

3.07
~~0.07~~
on Hub

2.8
~~0.8~~
49.8

1.6
~~0.6~~
49.0

1.3
~~0.3~~
49.3

2.8
~~0.8~~
49.8

1.3
~~0.3~~
50.3

2.3
~~0.3~~
48.9

2.2
~~0.2~~
49.5

2.6
~~0.6~~
50.0

2.3
~~0.3~~
50.3

2.3
~~0.3~~
50.3

2.0
~~0.0~~
50.6

1.7
~~0.7~~
50.9

0.8
~~0.8~~
51.8

11.3
~~2.0~~
51.9

0.8
~~0.8~~
52.4

152.56
~~10.32~~
163.24

0.5
~~0.5~~
51.69
on edge of slab

0.6
~~0.6~~
51.92
High point

0.7
~~0.7~~
51.82
on edge

163.24

T.P. - check B.M. 5.41 147.15 147.14 ✓

6 + 56.39 = \$ Alley + W.L. San Jacinto Sect. on W.L.
San Jacinto.

45.2
7.4
10.27
N.L.
Alley and
San Jacinto

44.9
7.7

45.9
7.3
10.27

\$L Alley +
W.L. San Jacinto

152.56

Levels in Gutters - Beech + Duval
 for Prop. drain along E. line lot 74
 Fed. Blvd. #2. 0+00 = Both cbs. on P.C. line
 E. L. Lot 74 = Sta. 7+58.81 B. 1682 - P.3
 Sta. along cb. line - Rods taken in actual
 water way gutter - may be lower or higher than
 req. Conc. roll type cb. B. 1682 shows elev. of
 Conc. Curb gutter.

B.M. - $\frac{1}{4}$ L.T. Beech + 47th

2.58 225.01 222.43

T.P. 2.73 220.41 7.33 217.68

North gutter of Beech from 0+00

W. Note: Drains water along N. cb. to 47th along
 E. cb. on 47th to first Alley N.

0+00 on N. = Sta 7+58.81	7.61	212.80	
0+03 = R 6" Drain	7.80	212.61	on grating
0+25	7.49	212.93	
+50	7.23	213.18	
+75	7.18	213.23	
1+00	6.98	213.43	
+25	6.64	213.77	
+50	6.34	214.07	

Osborne
 Hardin
 Carey
 2-10-46

Indexed
 e.s.k.

54

220.41

0+75	5.90	214.51
2+00	5.64	214.77
+25	5.36	215.05
+50	5.05	215.36
2+82.3 = E.C. A+76.48	4.78	215.63
3+00	4.68	215.73
+25	4.19	216.22
+50	3.70	216.71
+75	3.33	217.08
4+01.5 = ct = 3+39.22	2.93	217.48

B. 1682 P.3

0+00 on S. gutter to
 The W.

on lip of 6" Drain - note: there
 is an open ditch along lot line to the S.

8.37	212.04	
0+25	8.00	212.41
0+50	7.92	212.49
1+00	7.43	212.98
+25	7.13	213.28
+50	6.78	213.63
+75	6.45	213.96
2+00	6.18	214.23
+25	5.94	214.47

220.41

2+50	5.58	214.83
+82.7 = c.t. = 4+76.49	5.12	215.29
3+00	4.96	215.45
+25	4.63	215.78
+50	4.15	216.28
+75	3.80	216.61
4+00 around Curve into Banjo from	3.63	216.78
Drains water along S. gutter out to 47 th		
T.P.	9.00	222.09
	7.32	213.09

0+00 - on N. gutter to the E. + N.

0+25	9.06	213.03
+50	8.50	213.59
+75	7.85	214.24
1+00	7.16	214.93
+25	6.35	215.24
+60 = c.t. = 9+48.61	5.16	216.93
2+00	4.20	217.89
+42.8 = c.t. = 10+26.32	2.95	219.24
+75	2.02	220.07
3+00	1.32	220.77

Drains a small amount of water along S. gut. to Curve in
48th - nearly all of water drains in N. Gutter. from alley
w. of 48th across to E. gut. then E. in N. gut. down to
49th

222.09

55

0+00 - on S. gutter to the E. + N.

0+25	9.50	212.59
+50	9.00	213.09
+75	8.64	213.45
1+00	8.03	214.04
+25	7.51	214.58
+50	6.95	215.14
+75	6.28	215.81
2+18.7 = c.t. = 9+48.6	5.12	216.97
+50	4.27	217.82
+91.5 = c.t. = 10+26.32	2.96	219.13
3+25	2.00	220.09
3+50	1.49	220.60
3+75	1.21	220.88

P.C. of this curve is high spot - flows E. from
there to 49th

T.P. 4.46 217.63. check pipe
B. 1682 P. 27 = 217.65

Location of 1" Cor. Black wall
around Auto Camp, Pacific Beach.

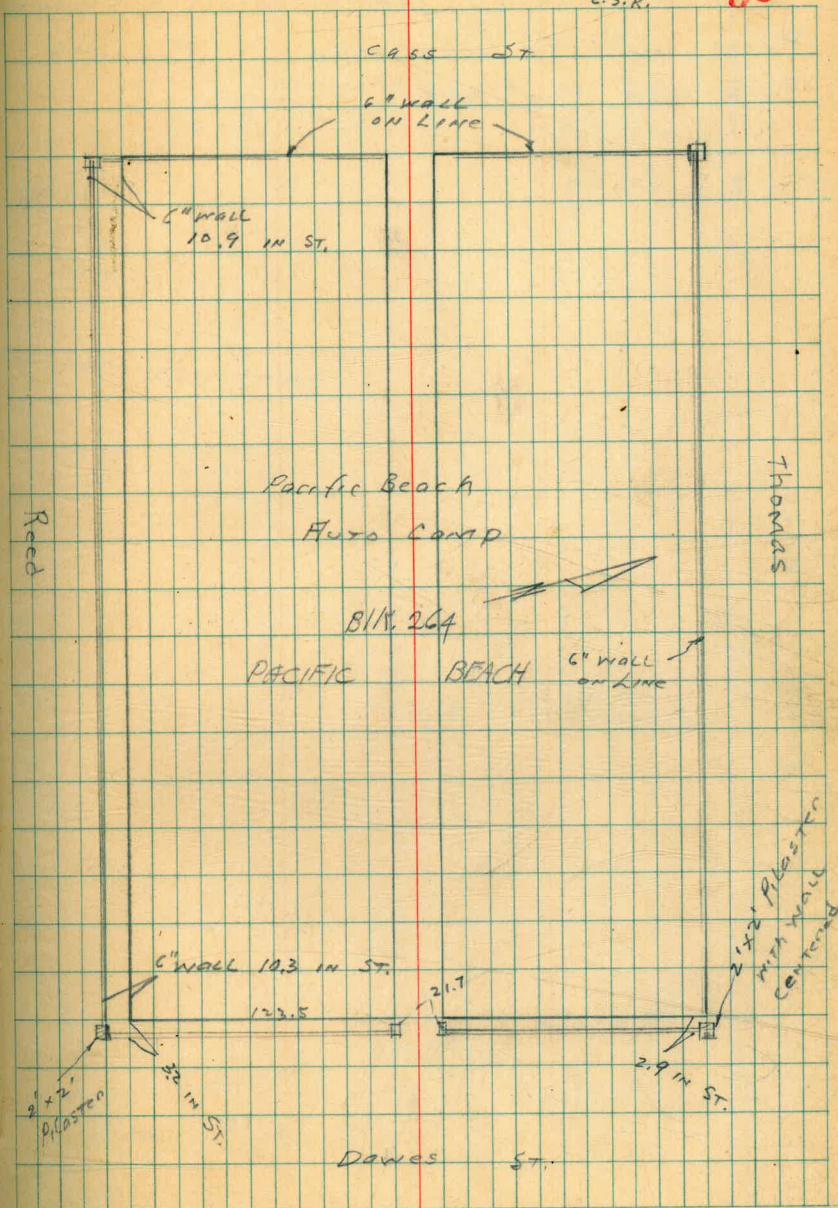
Between Cass and Dawes and
Reed and Thomas.

Alfred
Sammarteyan
1949.

5-23-46.

indexed plotted on
R.S.K. Dwg. 3114-B
C.S.K.

53

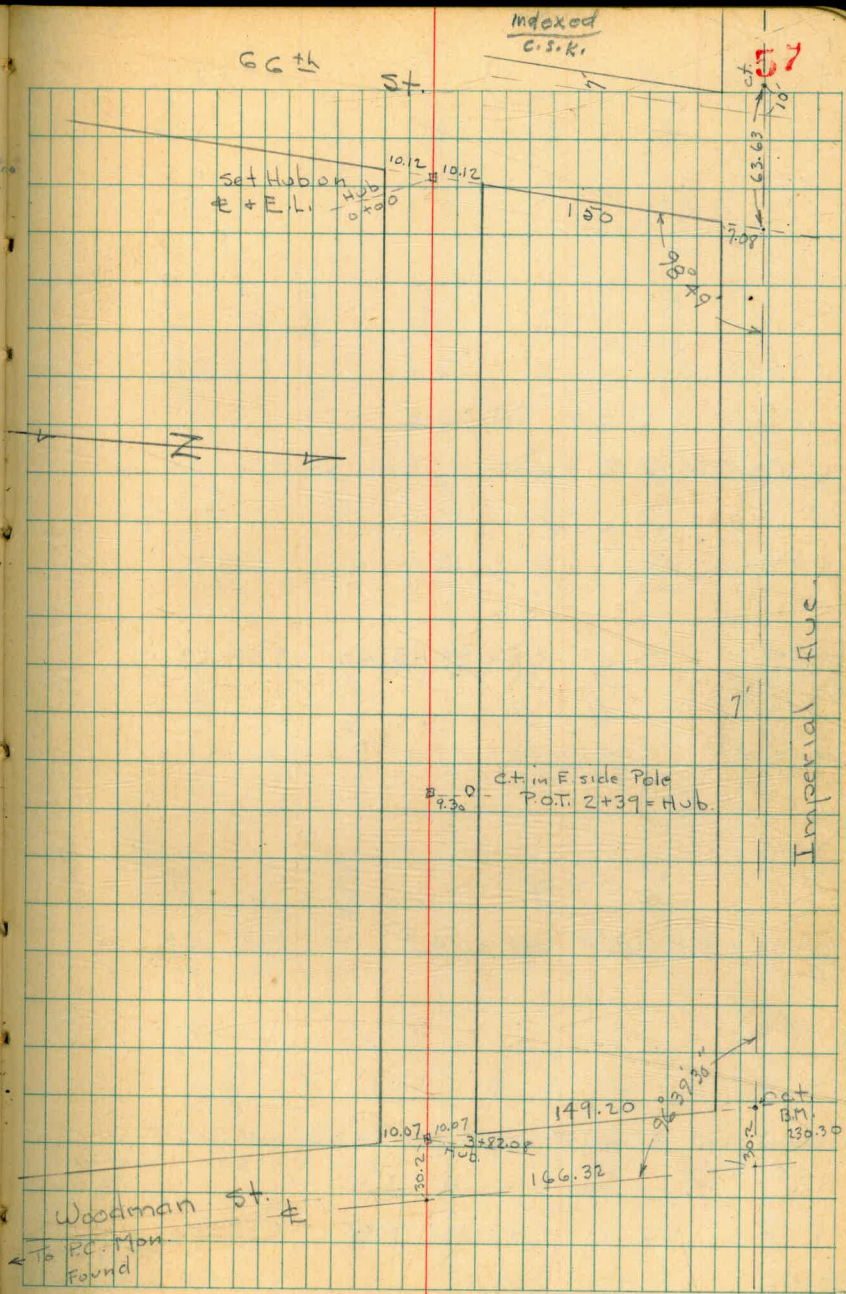
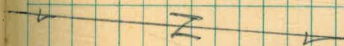


X- Sect. 20' Alley Bet. Imperial & Madrone
 From 66th to Woodman - in Encanto
 Park Add. Map # 1228

T.P. B. 12 - P. 77

6-19-46

Osborne
 Mc Coy
 Hardin



6-21-46
7.0.

1+25

1+00

0+96 - 9' Lt. = ϕ Tel. pole

0+70 = 26Rt = ϕ Existing Tent foundation

0+50

T.P. 10.70 258.93 0.40 284.23

0+20

0+00 = E.L. 66th Sec. on E.L.

0- = ϕ 66th to show Profile on 66th
Sec. along ϕ 66th

T.P. 12.11 248.63 1.35 236.52

B.M. 7.47 237.87 230.40

c.t. 7 Imp.
+ with Woodman

Lt. = 11.

Rt. = 5 **58**

41.4
30
0.5

51.0
10
7.9

52.5
5.4

55.2
0.7
3.1

58.2
0.7
2.0

43.0
30
0.9

48.4
10
10.0

50.4
8.5

53.4
0.6
5.5

55.6
0.6
2.0

41.9
30
1.0

45.3
10
13.6

47.3
11.6

49.8
0.1
0.0

53.8
0.1
2.0

58.9
0.0
2.0 = Floor
Elev.

40.6
30
8.0

43.7
17
4.9

45.8
10
2.0
258.93
47.7
0.9

48.5
10
+0.9

51.9
20
+3.3

39.6
30
9.0

41.7
14
6.9

43.7
10.2
4.9

46.6
20

48.7
10.12
+0.1

54.6
30
+6.0

38.4
50
13.2

41.1
14
7.5

43.5
12
5.1

44.7
39

44.6
3
4.0

46.8
10
1.8

61.5
50
+12.9

about same
slope for 100'

- Same Slope for
another 50'

248.63

2+75

2+70 - 9.3 Rt. = 2' Cobble stone Chimney on house
Loose stones piled around base

2+60 - 9' Rt. = 1 P. pole

2+54 - 1 Single Gar. on Rt. - Dirt floor

2+50

2+45 - 9.8 Rt. = end wire fence

2+39 - 9.3 Lt. = 1 Tel. Pole. 3.00 261.27 B.M. on P.O.T. Hub.

2+29 - 12' Rt. = 1 14" Pepper tree

2+20

1+85

1+83 - 10.5 Rt. = Beg. wire fence

T.P. 7.62 264.27 2.28 256.65

1+50

954.6 30 0	6574 51 0	558.9 4 0	60.3 0	660.6 0 0	Rt 61.8 250 10.7 = floor elev. of house
56.1 82 30	58.8 5 0	60.7 3.6	61.7 2.6 0	261.7 2.6 9.6 = floor gar	
56.0 83 0	58.5 5 0	60.0 4 0	62.0 2.3	63.5 0 0	64.3 0 0
54.6 91 30	57.3 5 0	59.1 5 0	61.3 3 0	62.3 2 0	64.1 2 0
50.2 88 30	58.9 6 0	54.5 4 0	264.27 157.7 2	60.2 13 0	61.6 2 0
					258.93

Check B.M.		8.88	230.41	230.40
T.P.	1.88	239.29	11.45	237.41

3+90 = Show Toe of Bank on Woodman - Sect.
 parallel to W.L. Woodman = Approx. grade of
 dirt walks.

Lt.

A

Rt.

61

40.5
 8.4
 0

41.6
 7.3
 0

42.0
 6.9

42.5
 6.4
 0

43.1
 2.8
 0

248.86

51.58

3+77.05	S.L. Sarcopras	3.46	48.12
+91		3.92	47.66 - Cb
"	Gutter	4.52	47.06 on Pav 129
"	61 Rt of 1/2 - 1/2 Lot	4.38	47.20 Bottom Box
"	" " "	2.1	49.5 on Grading
"	19' Lt of = Fly Out	7.06	44.5v on Pav 129
"	29' Lt of = Wly Out	8.46	43.12 " "
4+17		4.58	47.00 " "
+43	= Gutter	5.88	45.70
"	= 1/2 Cb Sarcopras	5.38	46.26 Top Cb
+57		4.91	46.67 on Wall
"	4' Lt of 1/2 - Top 0.7	5.61	45.97
"	47' Lt of 1/2	15.6	36.0 Ground Base Wall
5+0		5.78	45.8 on Conc Wall
7+03	55 Rt of 1/2 - Wly Par. Pale		
+50		6.95	44.63 on Conc Wall
+58	6' Lt of 1/2 - Top 0.7	6.80	44.78
"	7' Lt of 1/2	15.6	36.0 Ground Base Wall
6+0		7.84	42.74 on Conc Wall
"	13' Lt of 1/2 = Wly	16.0	35.6 Graded Lot
+28	55 Rt of 1/2 = Wly Par. Pale		
+50		8.70	42.88 on Conc Wall
7+0		9.50	42.08
+434	45' Lt of 1/2 = Sky 0.5	10.10	41.98 Top Wall
+50		10.45	41.13

64

51.58

7452.5	4' Lt of 1/2 - Wly	10.15	41.93 Top
"	Cond Wall		
"	5' Lt of 1/2 - Conc	14.10	37.98
+54	54' Rt of 1/2 - Wly Par. Pale		41.09
+57.82	Sky T-barred	10.54	
TP	0.16	42.23	9.51 42.07 on Conc Wall
+71.5	= 5 Cb T-barred	17.4	40.49 S.F. BP
"	Gutter	2.27	39.96 on Pav 129
+96.5		1.62	40.61 " "
8+23.82	= 1/2 89' 58" Wly	2.88	39.85 " "
+30.8	= Wly Par. Cb	2.57	39.66 Top Cb
"		2.61	39.62 Pav 129
+50		4.8	37.9
9+0		8.5	33.7
+50		11.6	30.6
TP	1.74	31.56	12.42 29.81
+96		3.2	28.2
10+09		12.6	19.0
+22°	Δ 90° 00' Rt	12.8	18.8
+50		14.8	16.8
+569	= Fly - Arc's Culvert	20.27	11.28 F. or Line
TP		3.99	27.57 Bottom
			56

Proposed Storm Drain

Spruce St. + Santa Fe Right of Way
Sketch Page 63

BM	2.30	53.93	51.63	0.7 Stub 0.10 Page 63
0+0		2.30	51.63	
+04		3.1	50.8	
+30		4.8	49.1	
+60.87 = RC Lt		6.52	47.9	0.7 Stub
+93.73 = EC		10.35	43.58	" "
1+0		10.8	43.1	
TP	0.36	41.42	41.06	
+50		2.4	39.0	
+87.98	Δ 89° 57'	4.78	36.69	0.7 Stub
2+0		4.8	36.6	
"	9' Lt of 1/2	5.8	35.6	
"	17' " " "	13.8	27.6	= Bottom of Santa Fe Ditch
+05	3.8 Lt of 1/2 = Fly Tel Pole			
"	1.0 Rt " " = Cable Dead Man			
+50		6.4	35.0	
3+0		7.4	34.0	
"	13' Lt of 1/2	8.5	32.9	
"	17' " " "	14.7	26.7	= Bottom of Ditch
+50		8.2	32.2	
+51	5' Lt of 1/2 = Fly Tel Pole			
4+0		8.9	32.5	
"	13' Lt of 1/2	10.5	30.9	
"	17' " " "	15.6	25.8	= Bottom of
TP	3.08	34.94	31.86	

65

34.94

4+31.08 RC Lt	3.08	31.86	0.7 Stub
+54.38 EC	3.65	31.29	" "
+67	4.7	30.2	
+80	11.7	23.2	
+84.8 = EXIST 24" Conc. Pipe Culvert	12.45	22.99	Flat Line
TP	8 Page 64	7.33	27.61 ✓ 27.67

		43.08		
6+0		12.4	30.7	
+01.6	0.5' Lt of 7 = NY Conc slab	12.27	30.81	
+24	2.3' Lt of 8 = Fly	12.48	30.60	
+49		12.0	31.1	
+50		10.4	32.7	
+55	2.6 R of 7 = NY Clothes Line Post			
+91	2' Lt of 7 = Fly Power Pole			
7+0		10.3	32.8	
"	3' Lt of 7 = Fly Conc 5' 6"	12.43	30.65	
TP	4.06	36.71	10.43	32.65
+46		5.2	30.5	
+48	3.2' Lt of 7	5.80	30.91	on Conc Slab
"	3.2' " " = Fly 0.8' Conc Wall	4.13	32.58	on Top Wall
+52		8.8	27.9	
+92		10.1	26.6	
+96	5' R of 7 = Fly 8' Conc Ap. pc	10.64	26.07	Bottom Pipe
8+0		9.0	27.7	
"	3' Lt of 7	5.40	31.31	on Conc Slab
"	3' Lt " " = Fly Conc Wall	4.10	32.61	on Top Wall
+11	7 = Fly Power Pole			
+12		4.7	32.0	
+13	3.1' Lt of 7 = NY Conc Slab	4.93	31.78	
+18	Sl. Black Top Open Drain	4.53	32.18	
+21	Bottom	5.46	31.25	
+23	NY Open Drain	4.83	31.88	

		36.71		
8+29.15	4.53' 46 Lt	5.12	31.59	on Slab
+50		6.2	30.5	
9+0		7.2	29.5	
+17		7.4	29.3	
TP	1.39	25.65	12.45	24.26
+38		8.8	16.8	
+49.50	= 1.7' Lt Arch Cabinet	19.35	11.20	Bottom Cabinet

X-Sect. Commercial for Track
elev. and Prop. gutter Grades on
S. Side for Frazee Paint Co.
52' Road. 14' walks 80' St.

10-31-46

7.0.

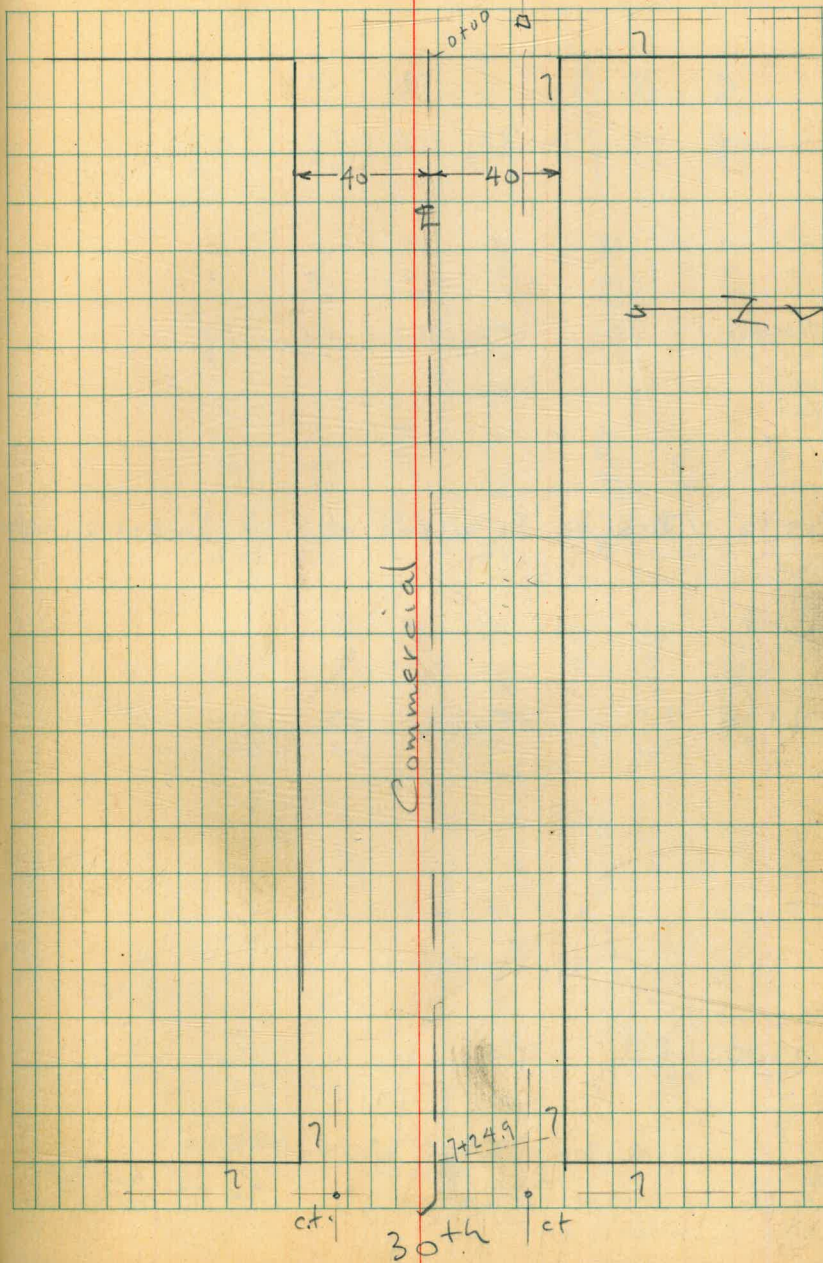
593

W.O. 204

29 th

Hub.

68



check B.M. 4.55 74.96 74.97 ✓
 T.P. 5.90 79.81 3.62 73.61

7+24.9 = w.l. 30th = edge of Pavc

7+15 = Inlet Grate on Lt. - 32' x 2.5'

6+50

T.P. 5.57 77.23 3.46 71.66

6+00

5+50

	71.79	71.34	71.82	71.90	71.93	71.95	71.81	71.87	72.13
	5.44	5.89	5.41	5.33	5.30	5.28	5.42	5.36	5.10
	26	26	23		4.6	5.3	20	26	26
	Top cb.	put			s. rail		s. rail	put	6
	72.3	72.2	71.35	71.7	71.9	71.65	72.0	72.2	
	4.9	5.0	5.88	5.5	5.3	5.08	5.2	5.0	
	40	29	26 = on		4.5	19.8	26	40	
	on Rough Conc. Slab		N. edge of grate						
		71.8	71.1	71.6	71.66	71.48	71.5	72.3	
		5.4	6.1	5.6	5.1	5.1	5.1	4.9	
		40	26		4.3	19.6	26	40	
		72.1	71.0	72.23	71.52	71.21	71.2	71.9	
		3.0	4.1	3.6	3.60	3.91	3.9	3.2	
		40	26		4.3	19.6	26	40	
	71.6	70.8	71.4	71.38	70.96	70.9	71.60		
	3.5	4.3	3.7	3.74	4.6	4.2	3.52		
	40	26		4.3	19.6	26	40		
					s. rail		s. rail		

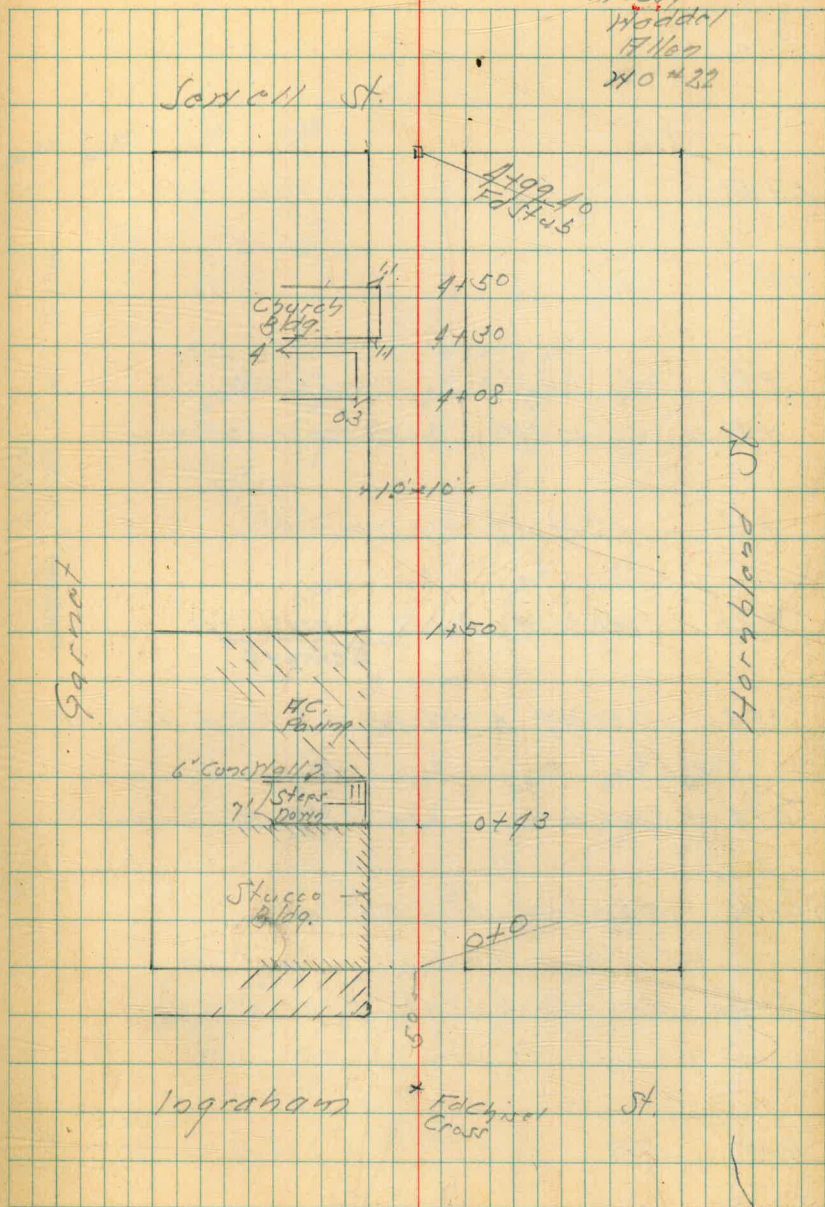
75.12

Cross Section Alley Block 217 Pacific Beach
 From Ingraham to Jewell Between Garnet
 + Hornbland

Original Section #1675-87

Indexed
 C.S.K.

Dec. 31-16
 S. 5107
 McCoy 72
 Waddell
 Files
 No. 22



0+50

TP 6.64 71.76 1.47 65.12
71.70 65.06

+49 9.2 ft of 1/2" = 5/4 Power Pole
8.4 ft of 1/2" = 1 1/4 Tel Pole

+48 10.3 ft of 1/2" = Woven Wire Fence

+43 10 ft of 1/2" = Fly Stucco Bldg

+25 10 ft of 1/2" = 5/4 1 1/2" Cypress Tree
Remove

+03 11 ft of 1/2" = 1 1/4 Woven Wire Fence Metal Posts

0+0 = East Line 10 ft of 1/2" = Fly Stucco Bldg

0-02 8.8 ft of 1/2" = 1 1/4 Tel Pole

0-20 = East Curb Line 19940400

BM 3.99 66.59 62.60 ST. BP
66.53 62.54 Garrett
19940400

See 1675-97

see 1739-17

Reduced & Checked by R.E. Coburn
1/14/47

H=N

2

R.S. 73

66.35 65.59 66.35 65.33
541 617 541 640
150-150-150-150
Wall Wall Wall Wall

71.76
71.70

65.55 66.2 65.1 65.3 66.6
1.0 1.0 1.5 1.3 0.0
10 ft of 1/2" = 5/4 Stone
Woven Wire

63.8 63.3 63.6 65.7
1.8 1.3 1.0 0.0
1.0 1.0 1.0 1.0

61.74 61.8 62.0 63.2 64.7
1.8 1.8 1.6 1.1 1.9
10-0-0-0-0
Ground

61.62 60.9 60.9 61.0
5.0 5.7 5.7 5.6
10-0-0-0-0

66.59
66.53

+55 9.8 Rt of $\frac{1}{2}$ = 54 18" Cypress Tree
 2+50 10' Rt of $\frac{1}{2}$ = 54 14" Cypress

+15 10' Rt of $\frac{1}{2}$ = 54 14" Cypress Tree
 +08 9.5 Rt of $\frac{1}{2}$ = 54 10" Cypress Tree
 2+0

+97 9.9 Rt of $\frac{1}{2}$ = 54 18" Cypress Tree
 +90 9.6 Rt of $\frac{1}{2}$ = 54 8" " "
 +66 9.7 Rt of $\frac{1}{2}$ = 54 12" Cypress Tree

1+50 10.5 Rt of $\frac{1}{2}$ = Fly Way Pole 9.6 Rt of $\frac{1}{2}$ = 54 24" Cypress Tree

TP 5.56 74.83 2.49 69.27
74.77 69.21

+48 8.5 Lt of $\frac{1}{2}$ = 11 4 Tel Pole
 +25 8.5 Rt of $\frac{1}{2}$ = 54 Porter Pole

1+0

+98 9.8 Rt of $\frac{1}{2}$ = 54 16" Cypress Tree
 +80 9.8 Rt of $\frac{1}{2}$ = 54 14" Cypress Tree
 0+75

Remove.
Remove.

71.76
71.70

Lt S P1 74

69.3 69.7 69.7 70.6 69.7
 $\frac{5.5}{2.5}$ $\frac{5.1}{10}$ $\frac{5.1}{10}$ $\frac{4.3}{10}$ $\frac{5.1}{2.5}$

69.3 69.8 69.8 70.0 69.9
 $\frac{5.5}{2.5}$ $\frac{5.0}{10}$ $\frac{5.0}{10}$ $\frac{4.8}{10}$ $\frac{4.9}{2.5}$

68.49 69.34 69.2 69.8 69.8 69.3
 6.34 5.49 5.6 5.0 5.0 5.5
 $\frac{3.50}{10}$ $\frac{9.5}{10}$ $\frac{74.83}{10}$ $\frac{8}{10}$ $\frac{10}{10}$ $\frac{2.5}{2.5}$
74.77

67.76 68.19 68.6 69.4 69.4 69.7
 1.00 3.57 3.2 2.9 2.1 2.1
 $\frac{2.5}{10}$ $\frac{9.8}{10}$ $\frac{3.2}{10}$ $\frac{2.9}{10}$ $\frac{2.1}{10}$ $\frac{2.1}{2.5}$
 11 4 Tel Pole 9.8 54 14" Porter Pole

67.16 67.39 67.6 68.4 68.4
 4.60 4.37 4.2 5.1 3.4
 $\frac{2.5}{10}$ $\frac{9.7}{10}$ $\frac{4.2}{10}$ $\frac{5.1}{10}$ $\frac{3.4}{10}$
 11 4 Tel Pole 9.7 54 14" Porter Pole

66.23 66.21 66.5 66.9 67.7
 $\frac{5.53}{20}$ $\frac{5.45}{10}$ $\frac{5.3}{10}$ $\frac{4.9}{10}$ $\frac{4.1}{10}$
 9.5 54 14" Porter Pole

71.76
71.70

TP 166 ^{69.83} 69.77 6.66 ^{68.17} 68.11
 111 Lt of $\frac{1}{2}$ = 114 Board Fence
 +52 10' Rt of $\frac{1}{2}$ = 54 15" Cypress Tree
 3+50

+44

+37

+29

+07 103 Rt of $\frac{1}{2}$ = 54 24" Cypress Tree

2+0 10' Rt of $\frac{1}{2}$ = 54 Paper Pole

+98 84 Lt of $\frac{1}{2}$ = 114 Tel. Pole

+85 102' Rt of $\frac{1}{2}$ = 54 8" Cypress Tree

+81 107 Rt of $\frac{1}{2}$ = 54 18" Cypress Tree

+64 101 Rt of $\frac{1}{2}$ = 54 18" Cypress Tree

+60 101 Rt of $\frac{1}{2}$ = 54 14" Cypress "

2+56

74.83

74.77

Lt.

R

Rt.

75

68.4 68.3 68.0 68.3 67.8
 $\frac{64}{20}$ $\frac{65}{10}$ 6.8 $\frac{65}{10}$ $\frac{70}{20}$

69.29
 5.54
 19.5 = 114 Do Cypress
 Conc. Floor

68.52
 6.31
 14.1 = 73.5 Conc
 Steps

5.48
 19.5 = 114 Do
 Cypress
 Conc. Floor

69.6 69.5 69.3 69.4 69.1
 $\frac{54}{25}$ $\frac{53}{10}$ 5.5 $\frac{54}{10}$ $\frac{57}{25}$

69.4
 5.4
 22.7 = 114 Do Cypress
 Conc. Floor

74.83

74.77

+60

+54 8.6 Lt of $\frac{1}{2}$ = Nly Tel Pole

+30

+18 11.5 Rt of $\frac{1}{2}$ = Sly 30" Cypress Tree

+13 9.9 Rt of $\frac{1}{2}$ = Sly 6" Cypress Tree

10.4 Rt of $\frac{1}{2}$ = Sly 6" Cypress Tree

+03 8.8 Rt of $\frac{1}{2}$ = Sly Porter Pole

+10

+99 9.8 Rt of $\frac{1}{2}$ = Sly 10" Cypress Tree

+93

+89 9.9 Rt of $\frac{1}{2}$ = Sly 16" Cypress Tree

+85 9.6 Rt of $\frac{1}{2}$ = Sly 14" " "

+82 9.5 Rt of $\frac{1}{2}$ = Sly 14" " "

+75 10.8 Lt of $\frac{1}{2}$ = Fly Board Fence

+71

+58 9.6 Rt of $\frac{1}{2}$ = Sly 12" Cypress Tree

+57

+55 10.4 Rt of $\frac{1}{2}$ = Nly 18" Cypress Tree

69.83
6977

67.2
 $\frac{3.6}{2.5}$

66.7
 $\frac{3.1}{1.0}$

66.5
 $\frac{3.5}{1.0}$

66.4
 $\frac{3.4}{1.0}$

66.0
 $\frac{3.8}{2.5}$

67.3
 $\frac{2.8}{1.0}$

66.8
 $\frac{3.0}{1.0}$

66.7
 $\frac{3.1}{1.0}$

66.2
 $\frac{3.6}{2.5}$

68.2
 $\frac{1.1}{2.0}$

67.9
 $\frac{1.9}{1.0}$

67.7
 $\frac{2.1}{1.0}$

67.8
 $\frac{2.0}{1.0}$

66.9
 $\frac{3.9}{2.5}$

68.2
 $\frac{1.6}{1.3}$ = 4.51
Sly Fly Pole

68.31
 $\frac{1.5}{1.4}$ = 1.07
Sly Fly Pole

68.31
 $\frac{1.6}{1.4}$ = 1.14
Sly Fly Pole

69.83
6977

BM

111

68.72

68.66

SWBP
Garnet +
Jawoll
68.63

5+1940 = H Cb Line of Jawoll

4+9940 = Hb Jawoll

69.83

69.77

4.

8

PT 77

65.7

16

65.4

11

65.5

10

66.7

25

66.0

20

65.9

20

65.9

10

65.3

15

69.83

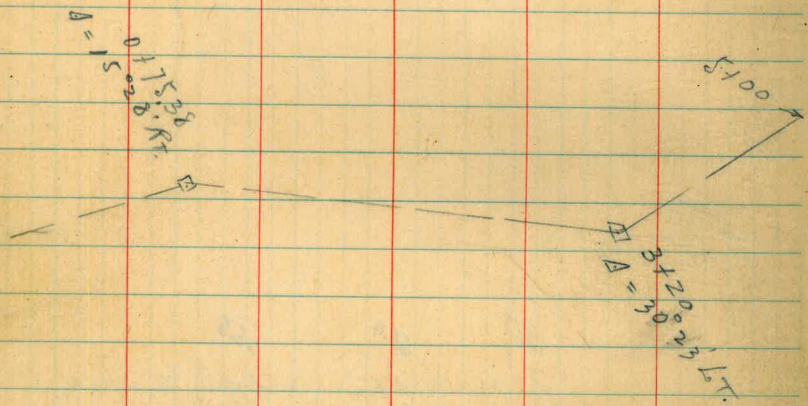
69.77

Survey for EXT. of N 1/4 36" Curve 1st
Culv. Thru Lot 1 Blk 3 Valencia Park

Moore
Be 99
Green
7-11-47.

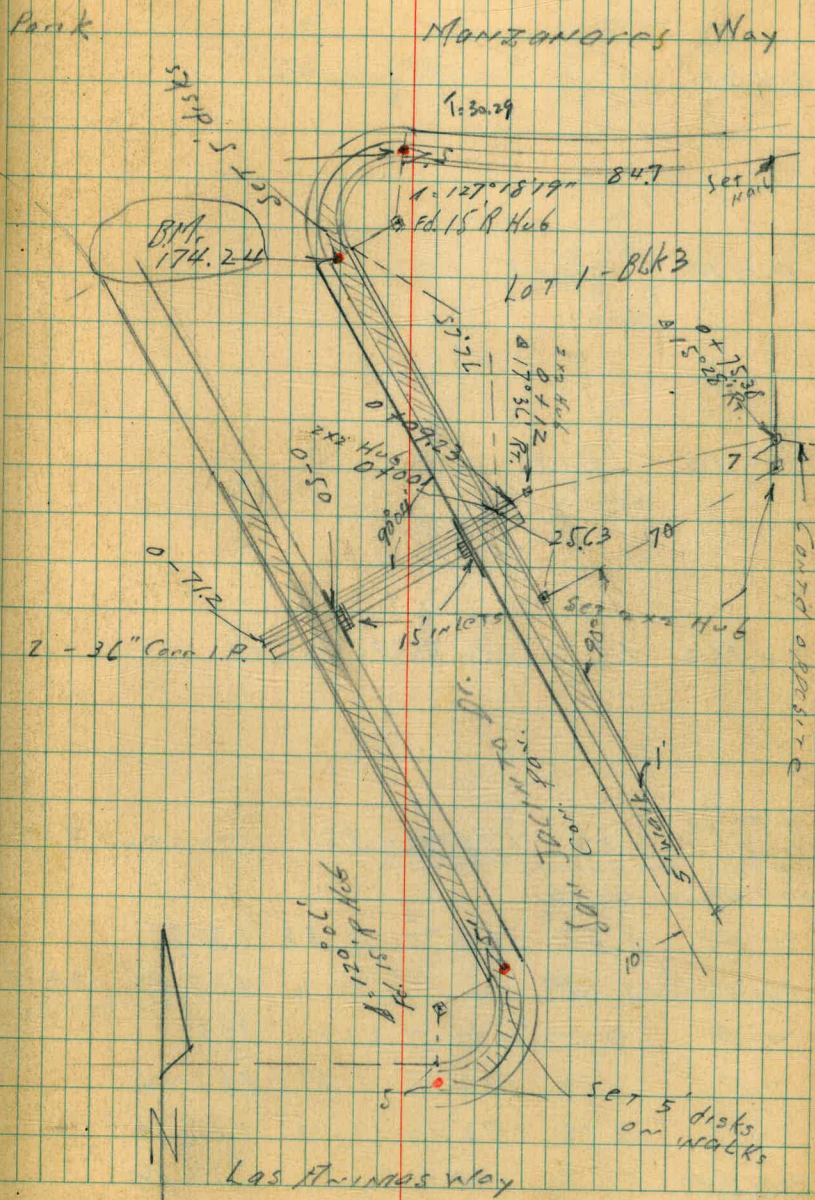
• = 5' tie pt. disks.
Please Phot
ON TIC SHEET

W.O. 80059



Indexed
C.S.K

73



Cont'd. in F.B. 1725-48

0+00 E.L. San Jacinto

0-10 curb

0-10 g.u.t.

0-71.2 F.L. outlet 36" pipe

T.P. on disk. 1.72 175.96 9.51 174.24 - B.M.
SE Cor. San Jacinto and Manzaneros Way

T.P. 2.87 183.75 11.88 180.88
check to CT B.M. 3.29 189.47 189.45
0.02

T.P. 9.52 192.76 2.22 183.24

T.P. 0.02 185.46 6.71 185.44

T.P. 3.95 192.15 2.11 188.20

B.M. B.P. 5.45 190.31 184.86

S. of Imperial + Churchward 1712-8

LT = N

E

Rt. 79

¹⁷¹²
218
15

^{170.17}
5.79
4.06

^{170.03}
5.7
15

^{170.11}
5.85

^{170.11}
5.85
4.8
0.06

^{149.15}
5.81

^{149.08}
5.88
4.8
0.070

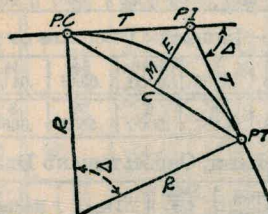
^{142.10}
13.86

175.96

9 Churchward + E.T. San Jacinto to N.
F.B. 1712-15

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

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

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.—Sta. 161+60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $\div 8\frac{1}{3} = 414.49$ 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—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 = $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ 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 $D = 5^\circ 30'$.

0109.73 F.L. inlet 36" pipe

53 49

36 11

90°00

6024
2652
5676

47.71

15

58.261

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20—16) + 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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