1782

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)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

1782

RESERVED FOR
TRUNK SEWER #2
LINDA VISTA CONN.
TO CROWN PT. PUMP STATION

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.

Trunk Sewer #2

WO# 60057

Linda Vista connection Crown Point

Restake to eliminate equations.

6 " 17 " 47

Begg

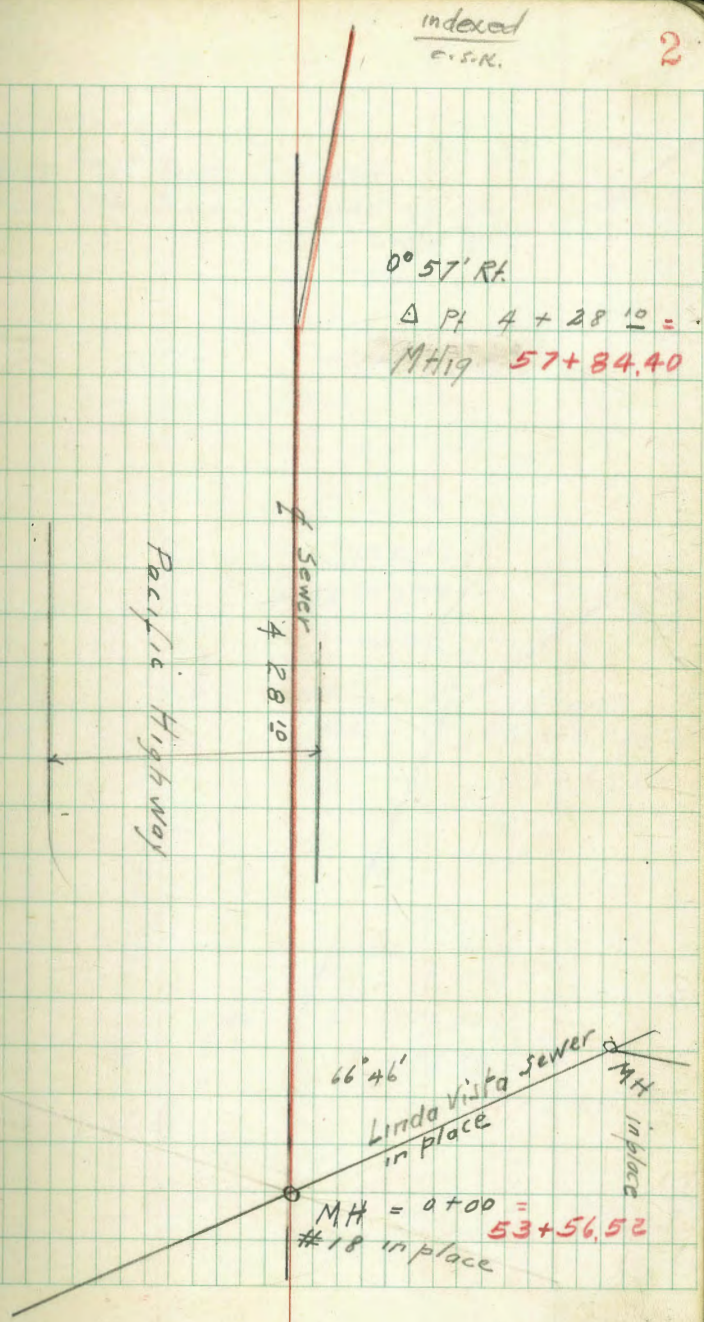
Greer

Roberts

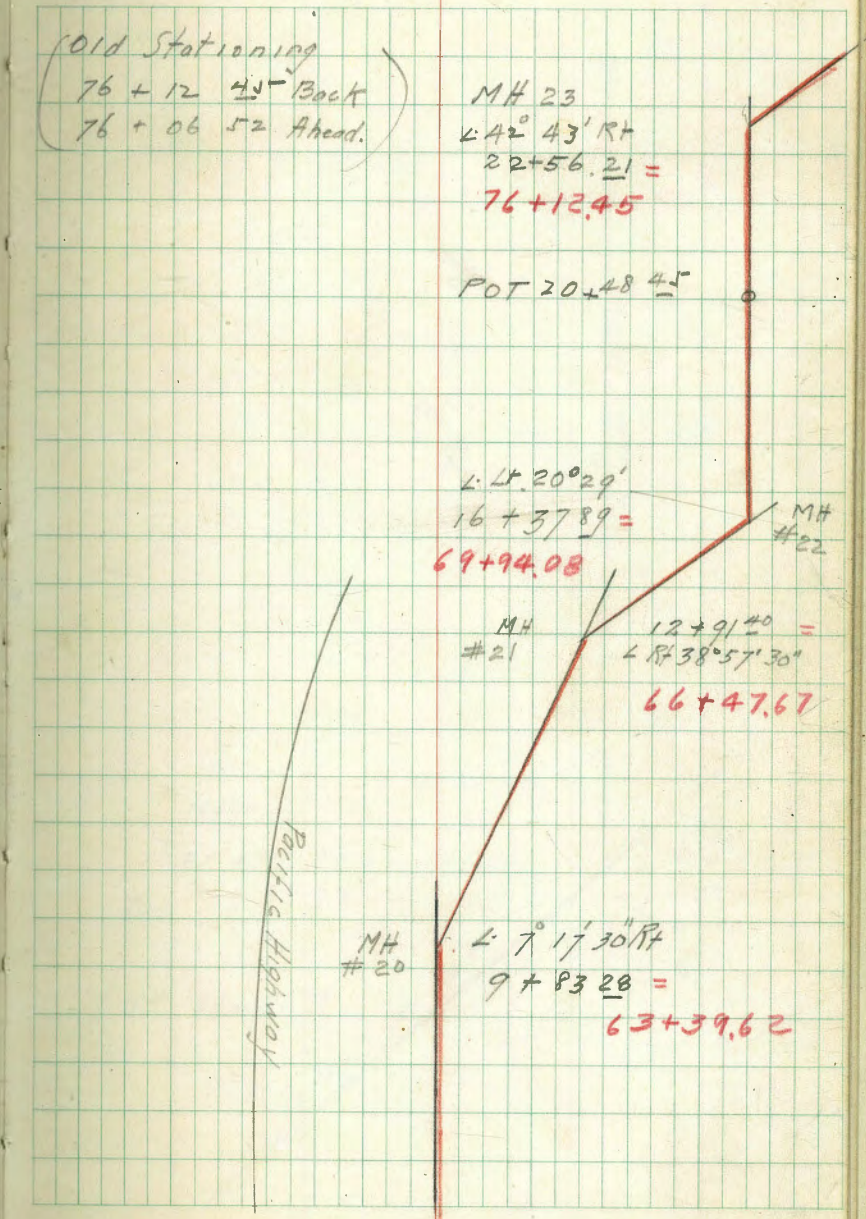
STA. in Red are STA's. shown on Sewer plans.

B.F.H.
June 25, '47.

indexed
C.S.K.



(Old Stationing
76 + 12 45' Back
76 + 06 52 Ahead.)

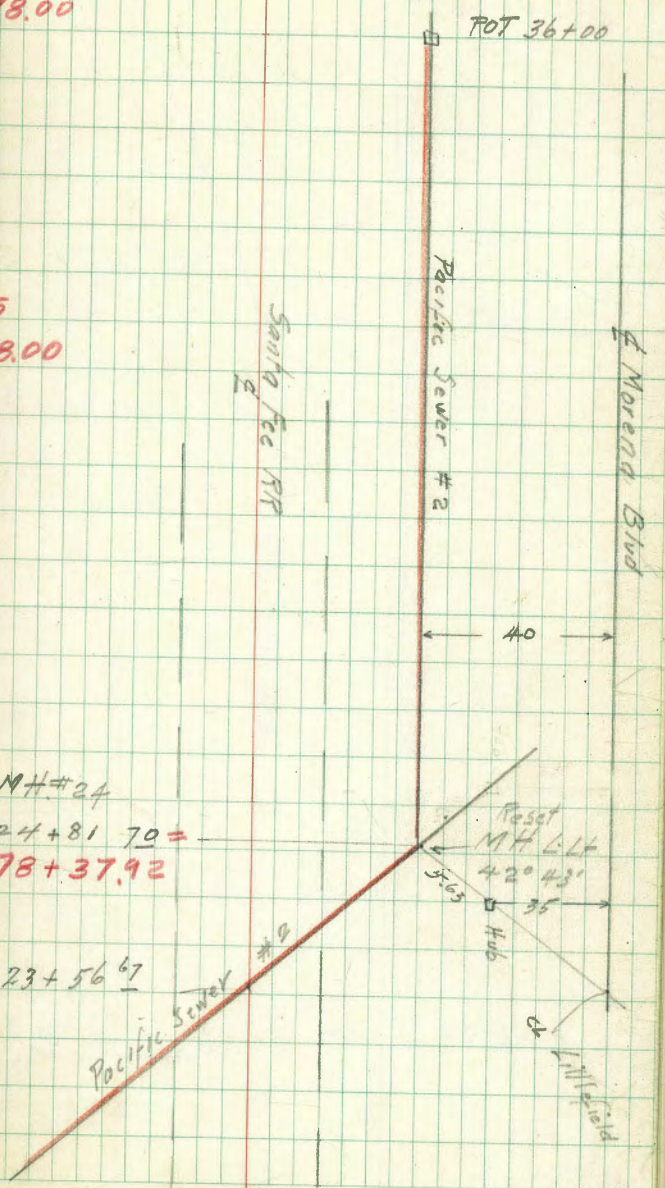


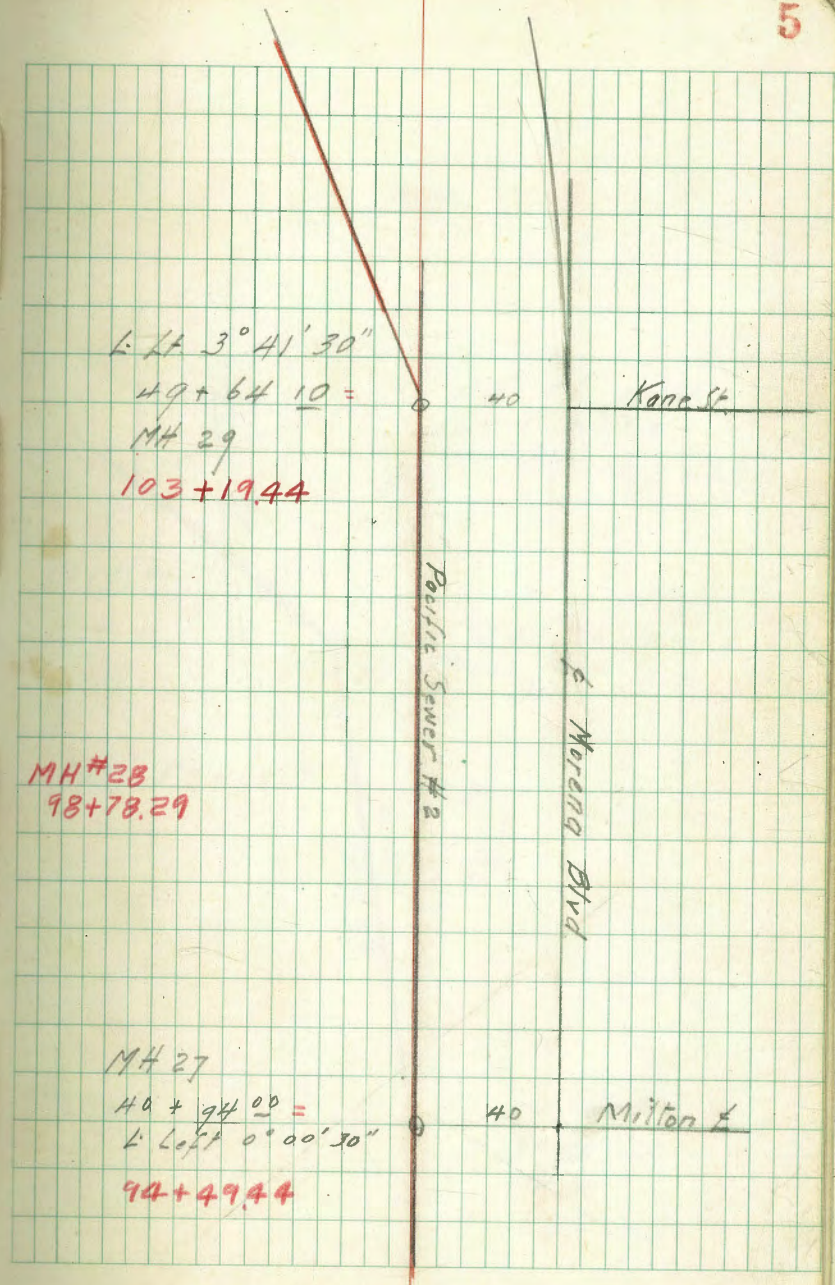
MH #26
88+78.00

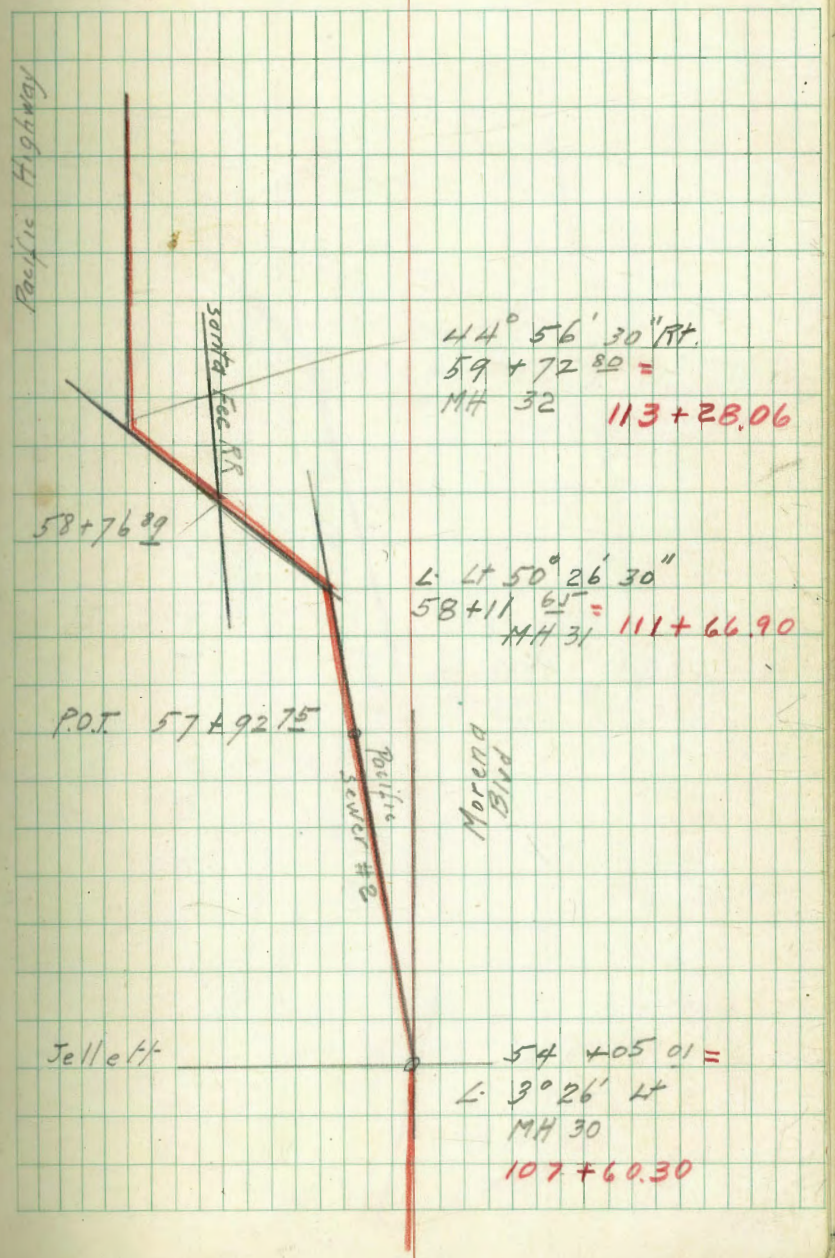
MH #25
83+08.00

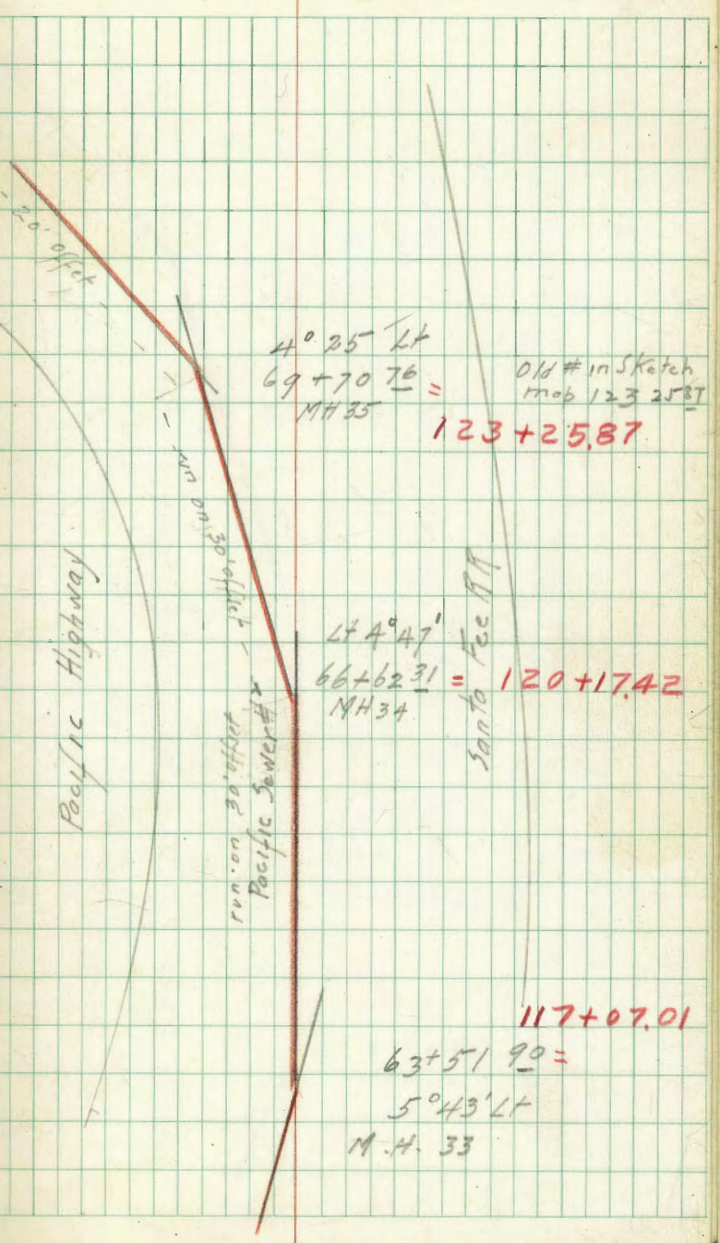
MH #24
24+81.70 =
78+37.92

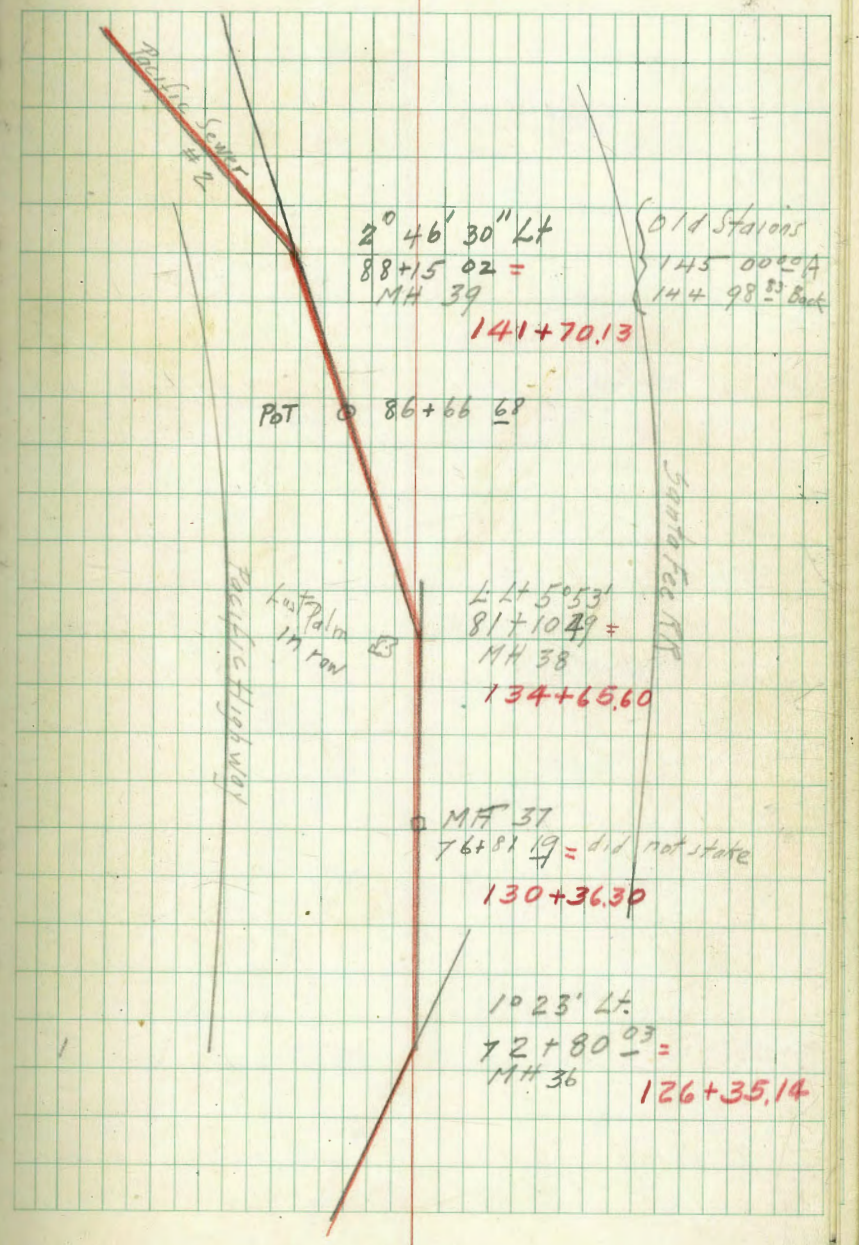
℄ RR 23+56.67



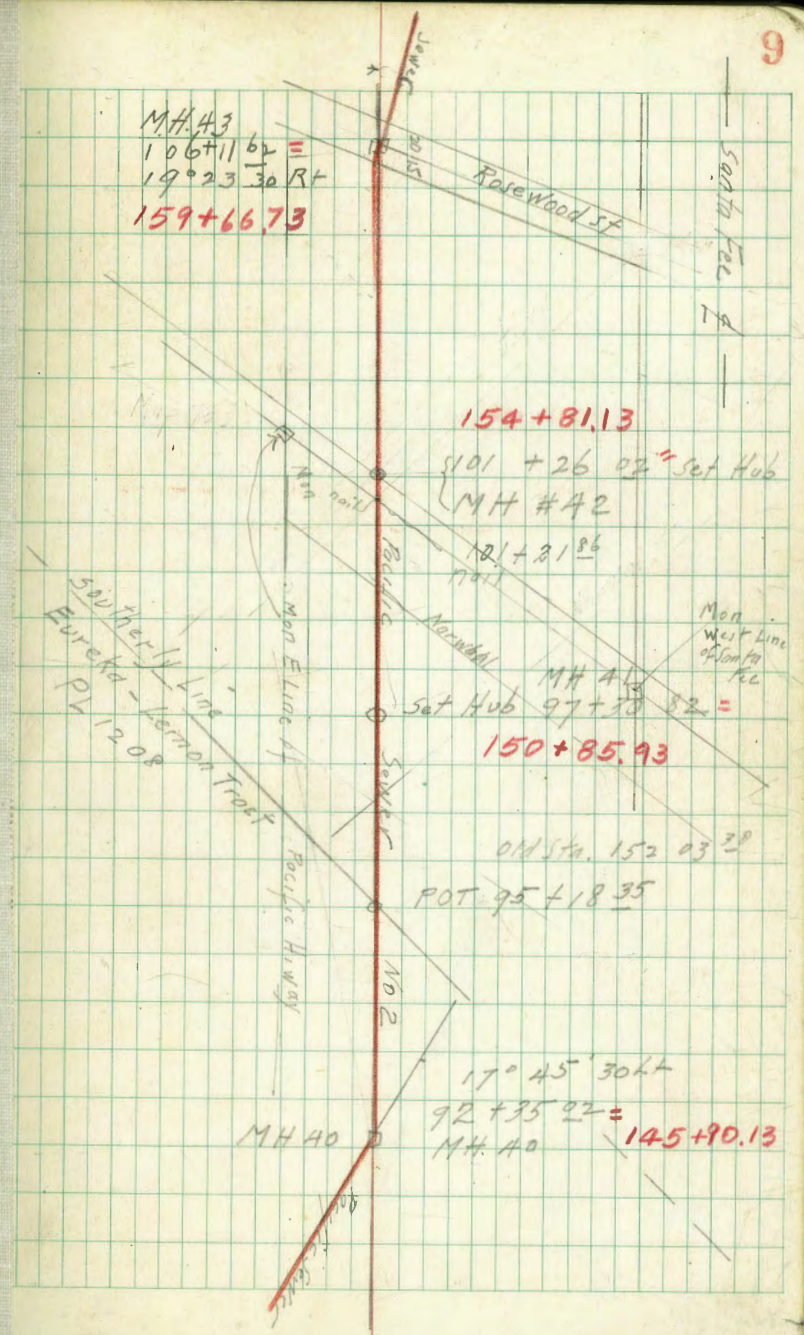

L Lt 3°41'30"
49+64.10 =
MH 29
103+19.44
MH #28
98+78.29
MH 27
40 + 94.00 =
L Left 0°00'30"
94+49.44
Pacific Sewer #2
40
Kane St.
Morena Blvd
40
Milton St

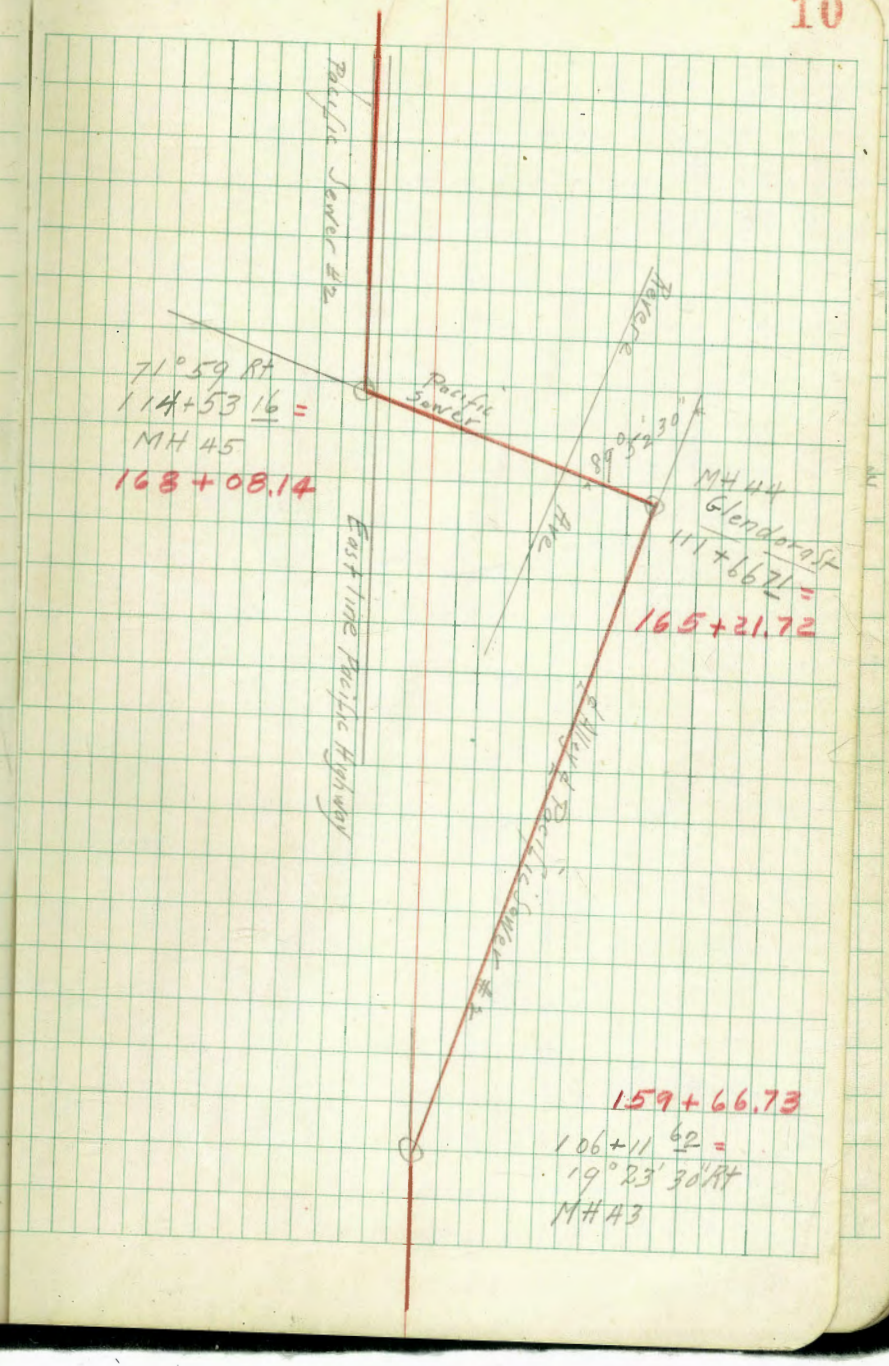

Pacific Highway
Santa Fee RR
58+76.89
P.O.T. 57+92.75
Pacific Sewer #2
Morena Blvd
Jellett
44° 56' 30" Rt.
59+72.80 =
MH 32
113+28.06
L. Lt 50° 26' 30"
58+11.65 =
MH 31
111+66.90
54+05.01 =
L. 3° 26' Lt
MH 30
107+60.30


4° 25' Lt
69+70.76 =
MH 35
Old # in Sketch
mob 123 25.87
123+25.87
Pacific Highway
run on 30" offset
Pacific Sewer #1
Lt 4°47'
66+62.31 =
MH 34
120+17.42
Santa Fe R/W
117+07.01
63+51.90 =
5°43' Lt
M.H. 33

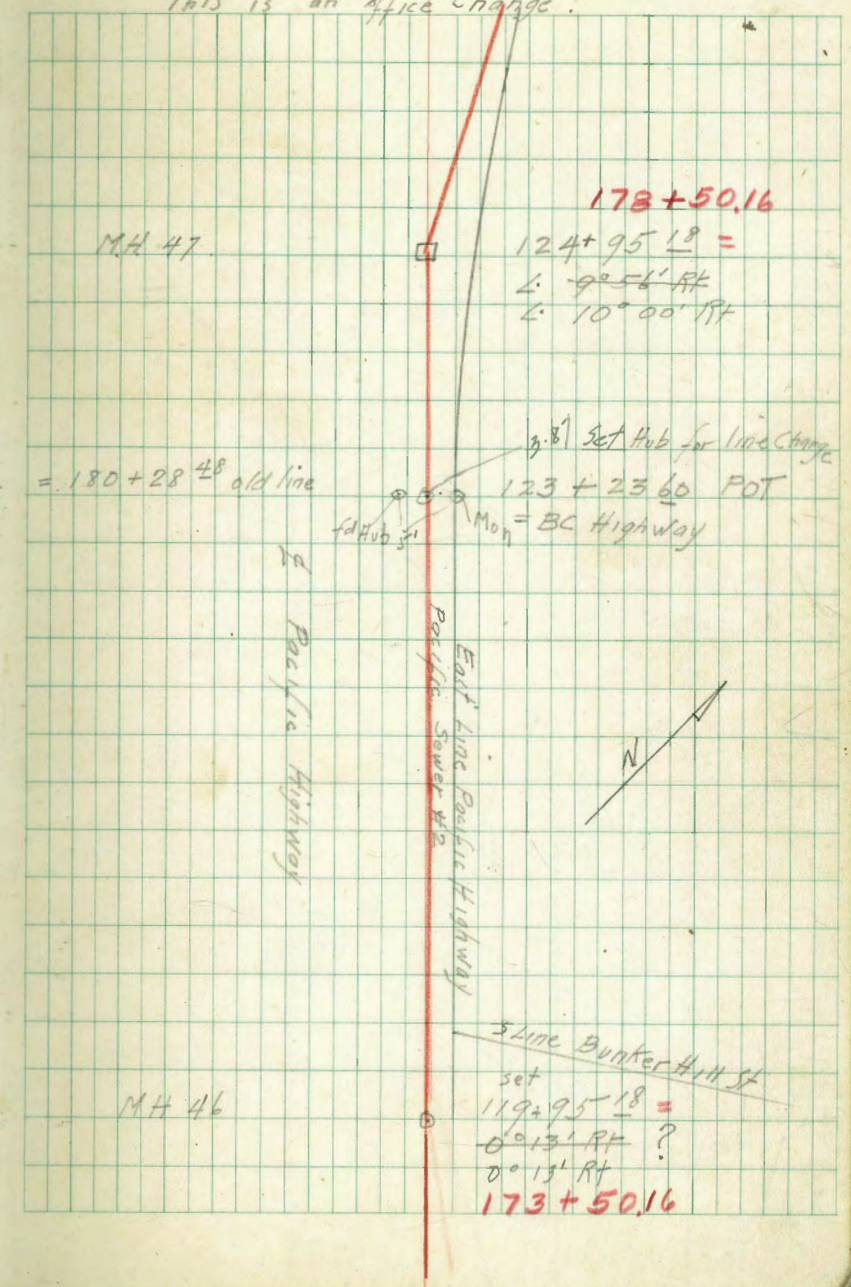

Pacific Sewer #2
2° 46' 30" Lt
88+15 02 =
MH 39
141+70.13
014 Stations
145 00 04
144 98 83 Back
P.O.T.
86+66 68
Pacific Highway
Lt 5° 53'
81+10 49 =
MH 38
134+65.60
MH 37
76+81 19 = did not state
130+36.30
1° 23' Lt.
72+80 03 =
MH 36
126+35.14

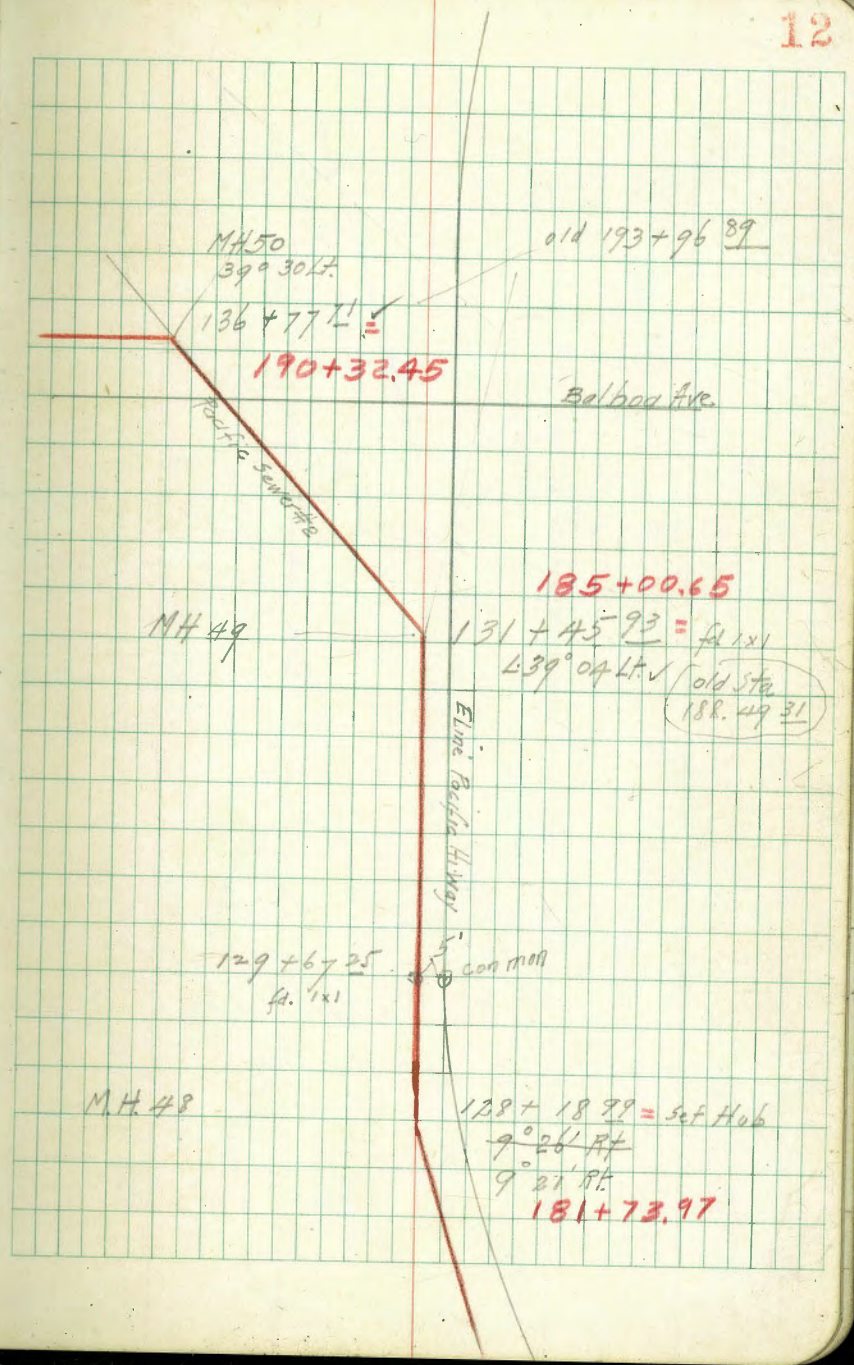
note to Ed. Is this man hole in correct position ELB

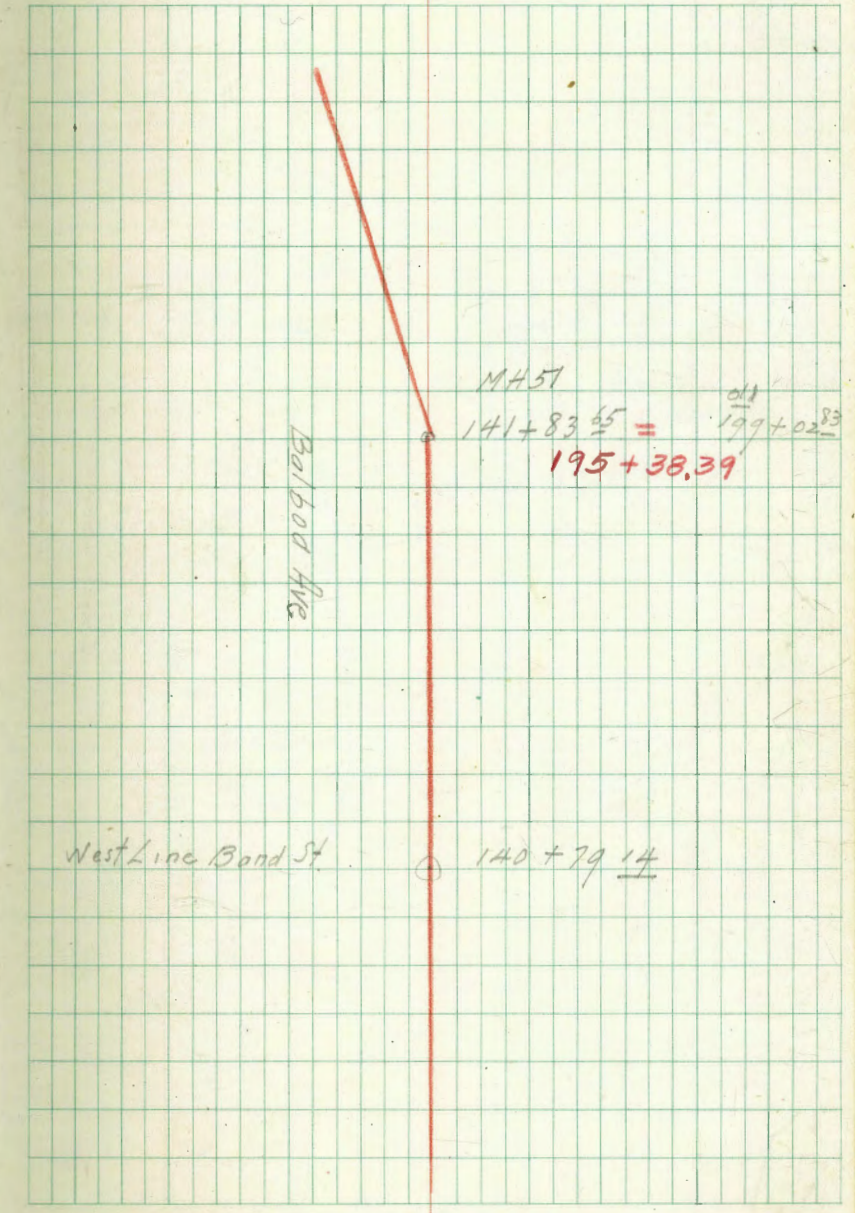



Pacific Sewer #2
71°59 Rt
114+53.16 =
MH 45
168+08.14
Pacific Sewer
89°52'30" Rt
MH #4
Glendora St
111+66.71 =
165+21.72
Relief
Pipe
East Side Pacific Railway
Pacific Electric Railway
159+66.73
106+11.60 =
19°23'30" Rt
MH #3

This is an office change?

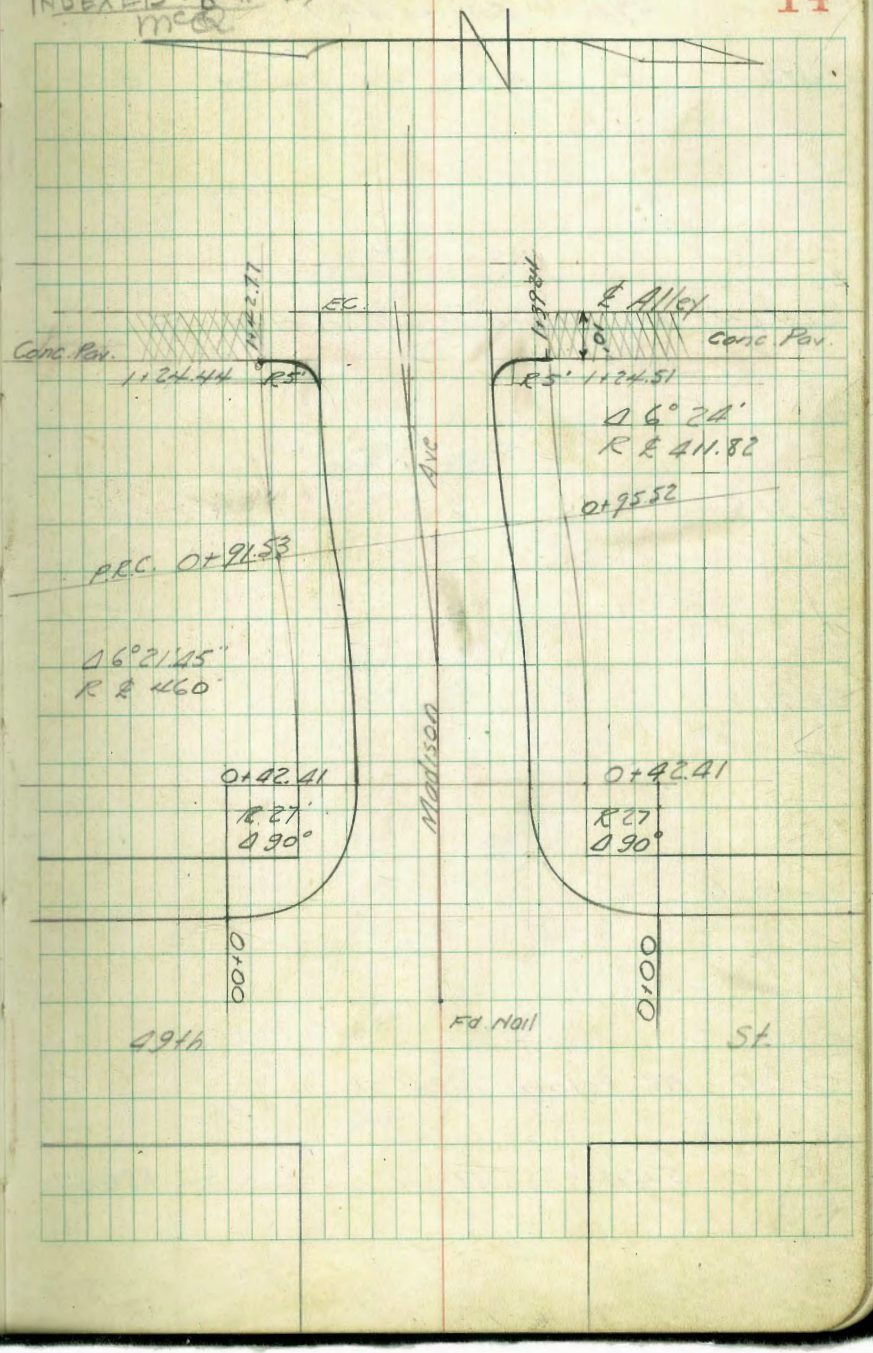



MH50
39° 30 Lt.
136 + 77 Lt. =
190+32.45
old 193+96 89
Balboa Ave.
Pacific Southwest
185+00.65
MH 49
131 + 45 93 = fd 1x1
39° 04 Lt.
old Sta 188. 49 31
Elec. Pacific Light
129 + 67 25
fd. 1x1
con mon
MH 48
128 + 18 99 = Sof H06
9° 26' Rt
9° 21' Rt
181+73.97


MH57
141+83.65 = 199+02.83
195+38.39
Balboa Ave
West Line Bond St
140+79.14

Hendricks Co. Levels Madison & 49th St
Hardin
Worrell
Aug. 7, 1947
WO 25001

INDEXED · 8-11-47
mcQ



Levels for North Cb. Madison Ave
49th. St East to Alley

Sta	+	H.I	-	Elev.	B.M.
0+42.41	E.C. Return Madison Ave				
0+31.8					
0+21.2					
0+10.6					
0+00	B.C. Return 49th. St				
	5.40	385.77			380.37

380.96 380.93
5.21 4.84
Gut. Cb.

380.39 380.87
5.38 4.90
Gut Cb.

380.40 380.88
5.37 4.89
Gut Cb.

380.42 380.87
5.35 4.90
Gut Cb.

380.93 380.89
5.34 4.88
Gut Cb

S.E.B.P. Madison & 49th

Levels for No. Cb. Contd.

Sta.	+	H.I	-	Elev	B.M.
			5.40	380.37	380.37
1+42.77	End Cb Alley				
1+32.27	EC Alley Return				
1+24.44	BC Alley Return				
1+04	& 18' Driveway				
0+91.53	P.R.C.				
0+66.96					
		385.77			

Starting B.M.

381.48 — 381.70
4.28 — 4.07
Gut — Cb

381.08 — 381.48
4.68 — 4.28
Gut — Cb

380.90 — 381.41
4.86 — 4.36
Gut — Cb

380.79
4.97
Gut

380.68 — 381.15
5.09 — 4.62
Gut — Cb

380.55 — 381.01
5.22 — 4.76
Gut — Cb

Levels for South CL Madison Ave.
49th St. East to Alley

Sta.	+	H.I.	-	Elev	B.M.
0+68.96					
0+42.41	EC Return Madison Ave				
0+21.8					
0+21.2					
0+10.6					
0+00	BC Return 49th St.				
	540	385.77			380.37

380.52 380.01
5-25 5-76
CL Gut.

380.37 379.89
5-40 5-88
CL Gut

380.37 379.97
5-40 5-80
CL Gut

380.31 379.80
5-46 5-87
CL Gut

380.20 379.75
5-57 6-02
CL Gut

380.10 379.60
5-67 6-17
CL Gut

S.E.B.P. Madison & 49th

Levels for So. Cb. Cont'd.

Sta.	+	H.I.	−	Elev.	
			5.40	380.37	380.37
1+39.24	End Cb. in Alley				
1+32.34	EC Alley Return				
1+24.51	BC Alley Return				
1+06.5	℄ 16' Conc Driveway				
0+95.52	P.R.C.				
		385.77			

Starting B.M.

380.97 — 380.86
4.80 — 4.91
Cb. — Gut

380.99 — 380.80
4.78 — 5.17
Cb. — Gut

380.90 — 380.54
4.81 — 5.23
Cb. — Gut

380.43
5.34
Gut

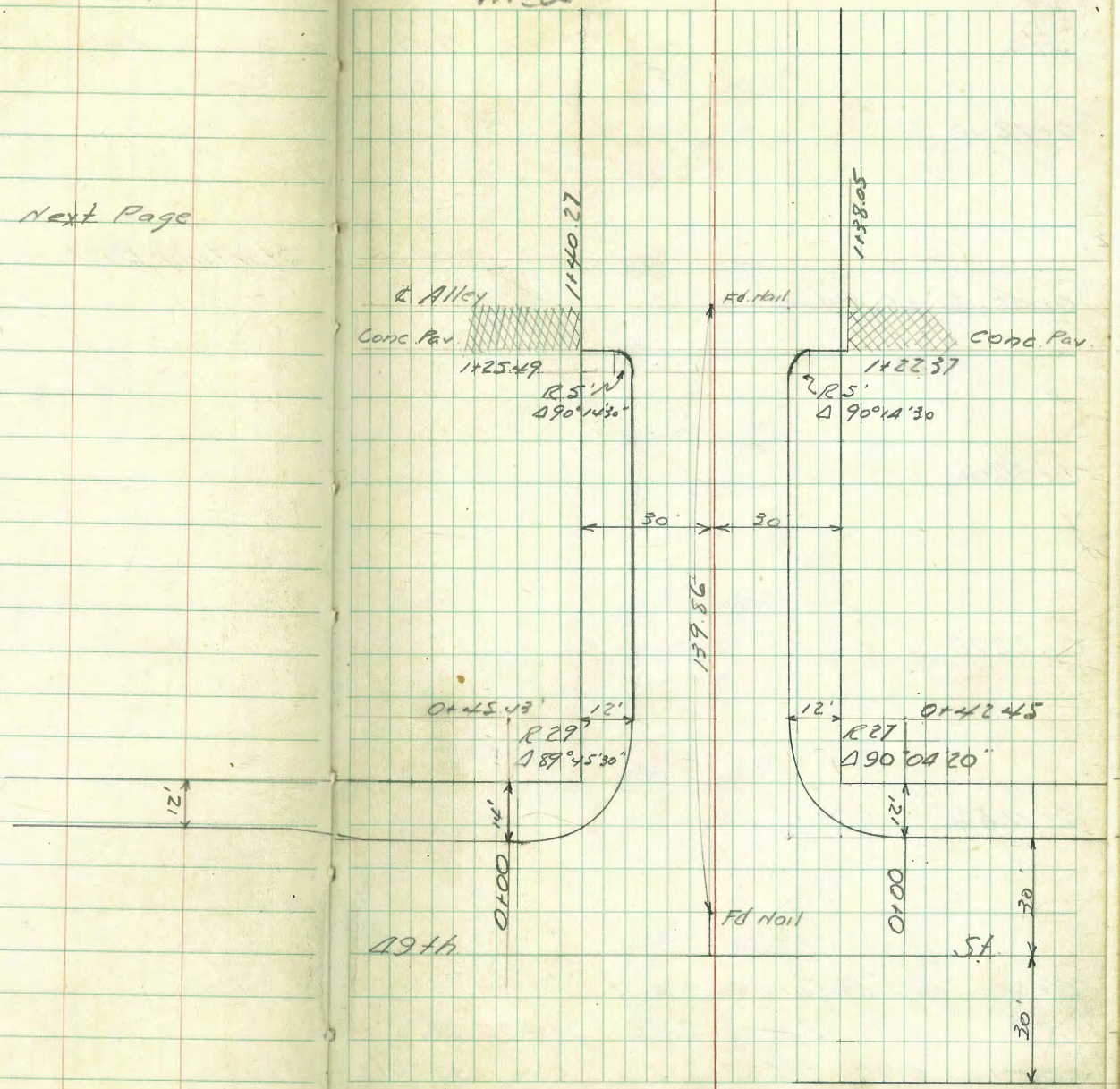
380.68 — 380.23
5.09 — 5.54
Cb. — Gut

Hendricks
Hardin
Worrell
Aug 9, 1947
WO#2500

Curb Levels Adams & 49th St.

Levels on Next Page

Indexed - 8-11-47
M2



Levels for No C6. Adams Ave. from 49th St East to Alley

Stg.	+	H.I.	-	Elev	B.M.
0+72.12					
0+45.43	E.C. Return				
0+34.08					
0+22.72					
0+11.36					
0+00	BC Return 49th St.				
TP	5.97	390.18	2.66	384.21	
BM	6.96	386.87			379.91

385.10 — 385.62
5.08 + 5.56
Gut C6.

384.63 — 385.10
5.55 — 5.08
Gut C6

384.52 — 385.02
5.66 — 5.16
Gut C6

384.54 — 385.03
5.64 — 5.15
Gut C6.

384.70 — 385.10
5.48 — 5.08
Gut C6.

384.68 — 385.11
5.50 — 5.07
Gut C6

Main Adams & 49th St.
SE BP Estrella & Adams

Levels No. Cb. Adams Contd

Sta.	+	HI.	−	Elev	B.M.
1+40.27	End Cb. Alley				
1+33.37	EC Alley Return				
1+25.49	BC Alley Return				
0+98.81					
		390.18			

386.72 386.77
3.46 3.41
Gut Cb

386.45 386.75
3.73 3.43
Gut Cb.

386.37 386.75
3.81 3.43
Gut Cb

385.70 386.13
4.48 4.05
Gut Cb.

Levels for Sp. C6 Adams Ave from 49th St East to Alley

Sta.	+	H.I	-	Elev.	B.M
0+69.09					
0+42.45	EC Return Adams Ave				
0+31.83					
0+21.22					
0+10.61					
0+00	BC Return 49th St.				
		390.18	Carried from P20		

384.65 — 386.08
5.53 — 5.10
Gut C6

384.25 — 384.64
5.93 — 5.54
Gut C6

384.07 — 384.54
6.11 — 5.64
Gut C6

384.03 — 384.99
6.15 — 5.19
Gut C6.

384.03 — 384.92
6.15 — 5.26
Gut C6.

383.75 — 384.28
6.43 — 5.90
Gut C6.

Levels So Cb Contd.

Sta	+	HI	−	Elev	B.M.
B.M.			6.94	379.90	379.91
TP.	2.63	386.84	5.97	384.21	
1+38.05	End Cb Alley				
1+30.25	EC Alley Return				
1+22.37	BC Alley Return				
1+11	℄ 16' Conc. Drive				
0+95.73					
		390.18			

SEBP Estrella & Adams

386.28 386.48
3.90 3.75
Gut Cb

386.06 386.93
4.12 3.75
Gut Cb

385.81 386.25
4.37 3.93
Gut Cb

385.68
4.50
Gut

385.20 385.66
4.98 4.52
Gut Cb

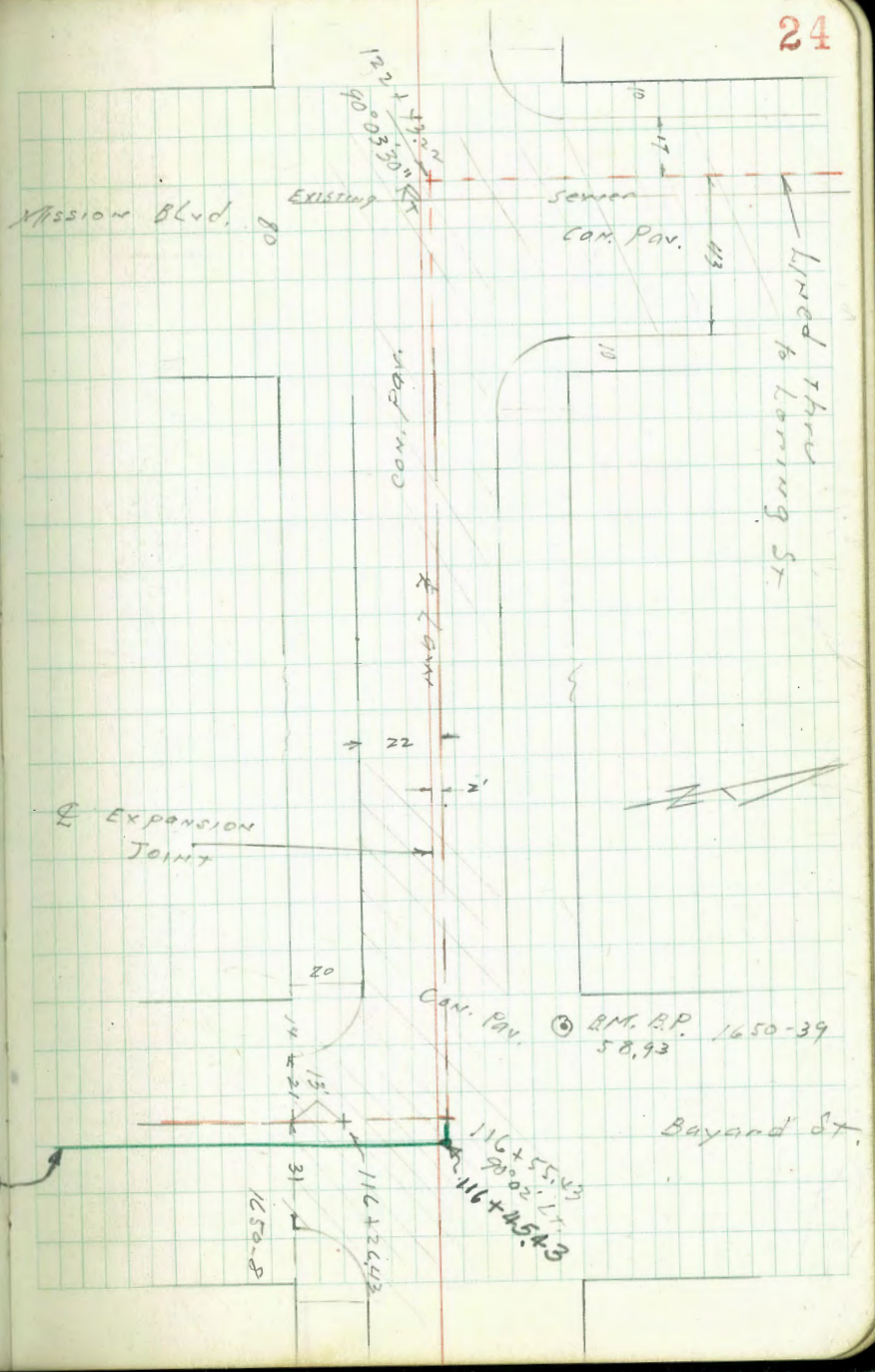
#1 Trunk Sewer align. -

Low. & Bayard to
Loring & Mission Blvd.

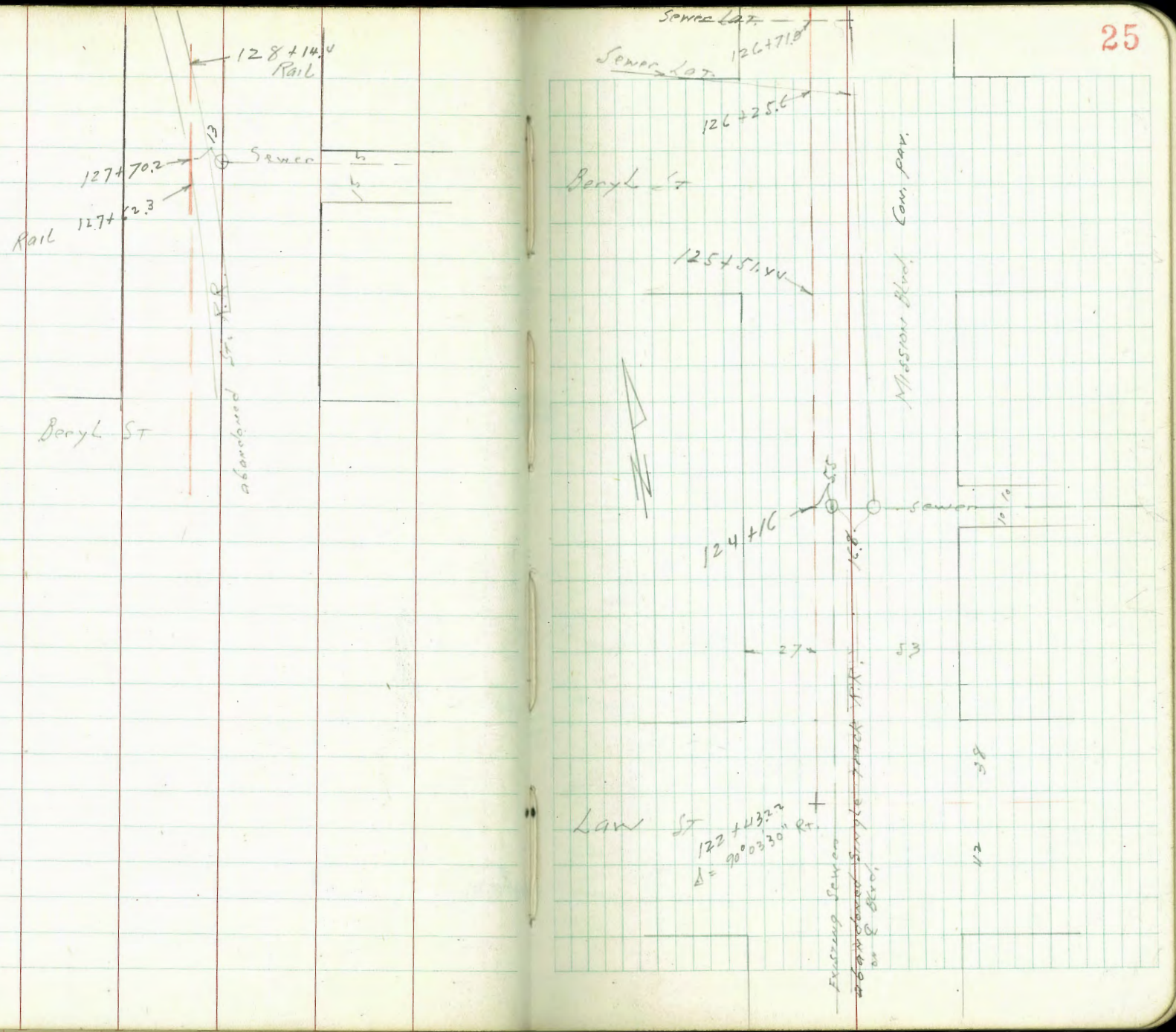
Moore
Begg
Green
Roberts
10-7-47.

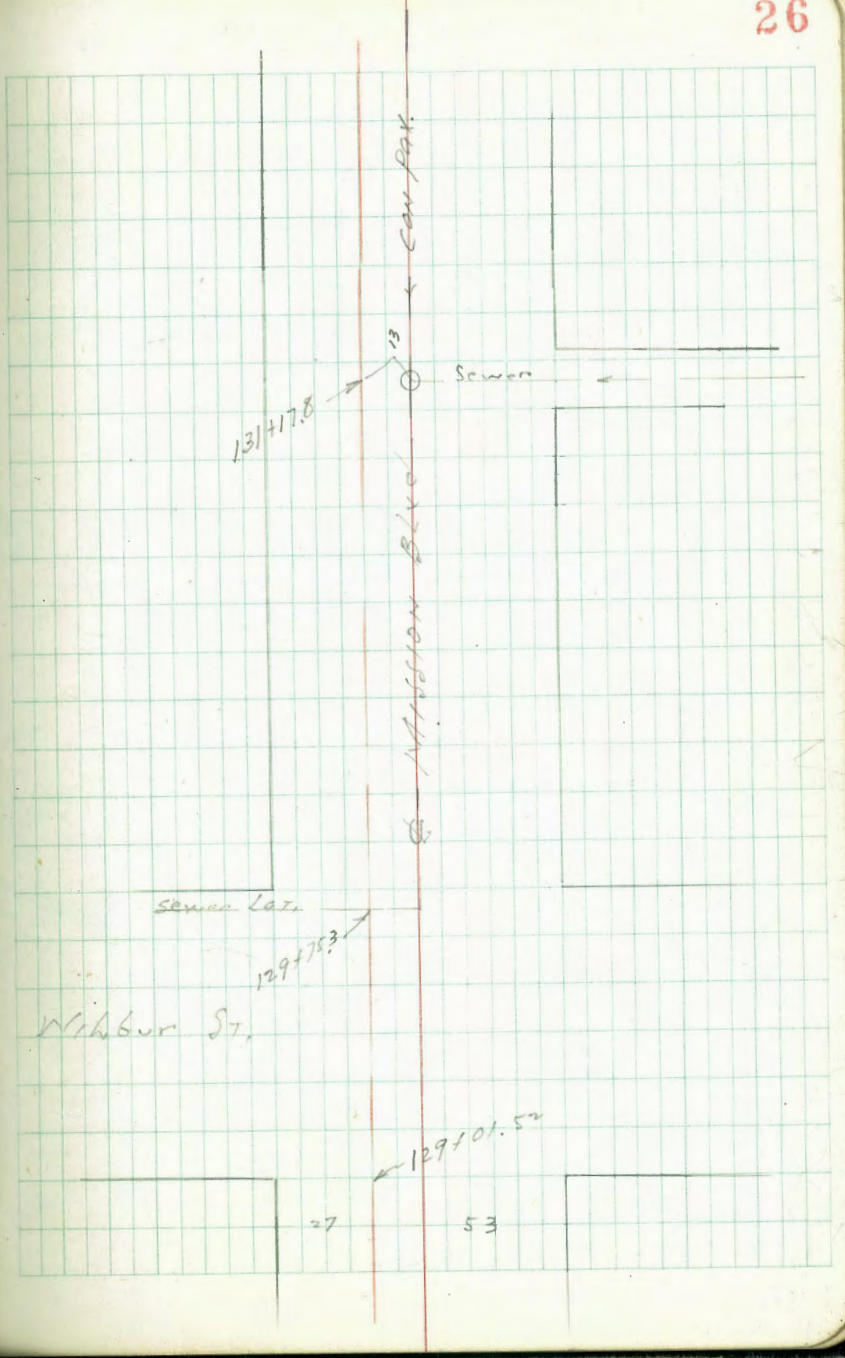
W.O. # 60058

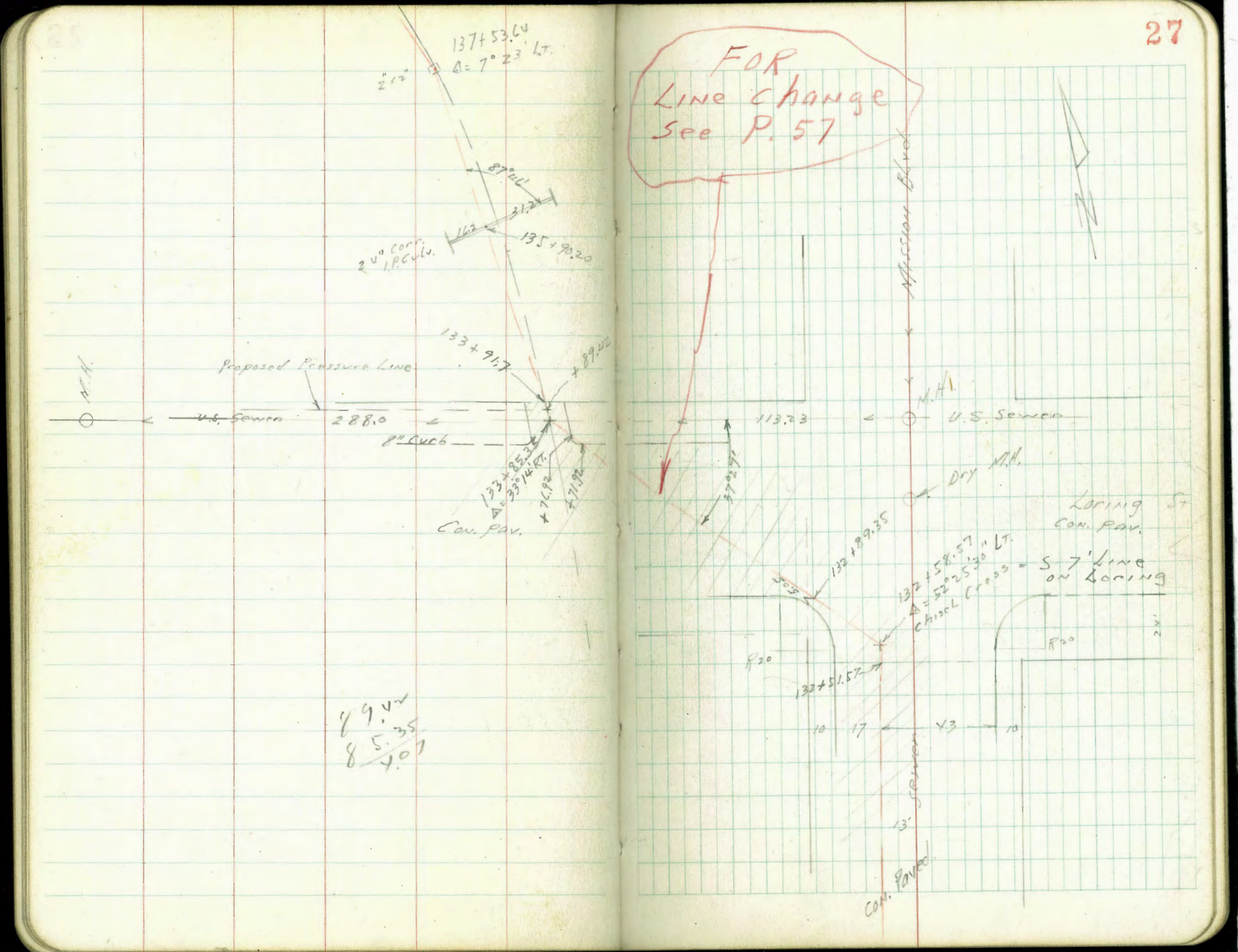
Chiseled cross on Pav.
at 4 Prs.



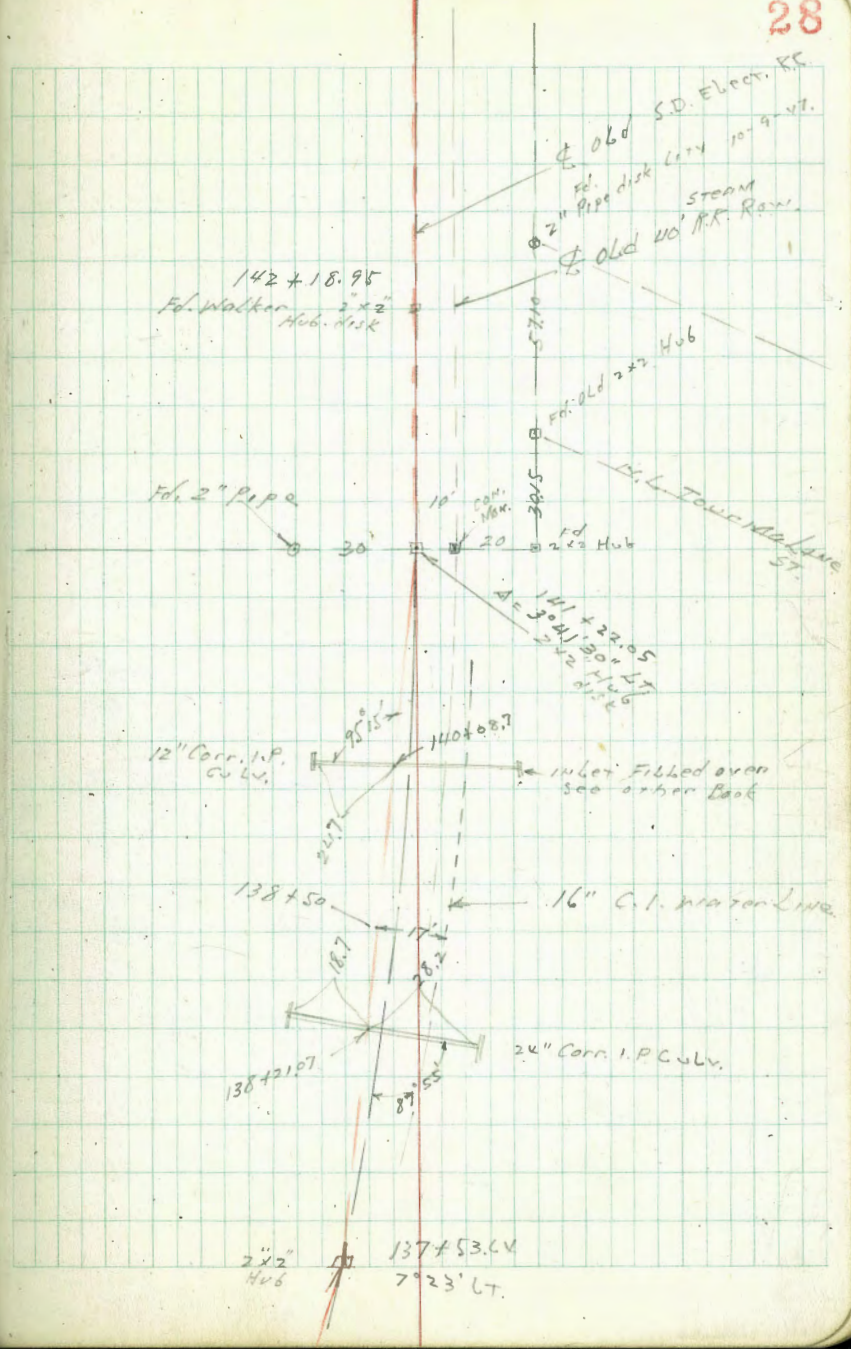
New office alinement, see 1271-D


128+14.4
Rail
127+70.2
127+62.3
Rail
Sewer
Beryl ST
abandoned Str.
Sewer Lat.
126+71.8
Sewer Lat.
126+25.6
Beryl ST
125+51.44
Mission Blvd.
Sewer
124+16
27'
5.3
Law ST
122+43.72
90°03'30" Rt.
Existing Sewers

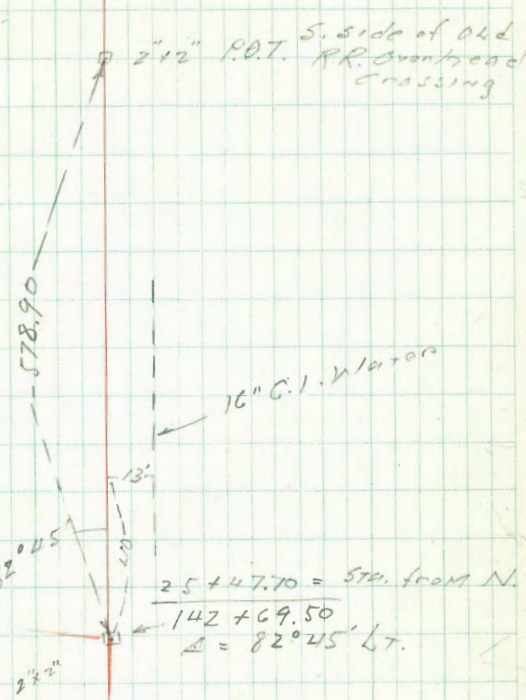

Sewer
131+17.8
Sewer Lat.
129+75.3
Wilbur St.
129+01.52
27
53


137+53.64
Δ= 7° 23' Lt.
2"12"
89°00'
31.2
16.2
135+90.20
2 U" Corr.
I.P.C.I.V.
133+91.7
+89.00
Proposed Pressure Line
M.H.
U.S. Sewer
288.0
8" CMC
133+85.3
Δ= 33°14' Rt.
+76.92
+71.92
Con. Pav.
FOR
Line Change
See P. 57
Mission Blvd.
M.H.
113.23
U.S. Sewer
Dry M.H.
Loring
Con. Pav.
132+89.35
132+58.57
Δ= 52°25'30" Lt.
Chisel Cross = S 7' Line
on Loring
R20
R20
132+51.57
10
17
43
10
Sewer
13'
Con. Pavement
2%
9.00
5.35
4.01

T.P.Bk. #30 P.11


S.D. Elect. F.S.
Ø 2" Pipe disk
Old 40' R.R. Rail
STEAM
142+18.95
Fd. Walker 2"x2" Hub. Risk
Hub
Fd. Old 2"x2"
Fd. 2" Pipe
10' CON. MON.
30'
20'
Fd. 2"x2" Hub
P.I. Tower Addition St.
Δc 3°41'30" Lt
141+22.05
2"x2" Hub
95°15'
140+08.7
12" Corr. I.P. C.u.Lv.
Inlet Filled over see other Book
24.7
138+50
16" C.I. Water Line
17'
18.7
28.7
24" Corr. I.P. C.u.Lv.
138+21.07
89°55'
2"x2" Hub
137+53.6 V
7°23' Lt.

Line thru Hormel Tract However field Engr. says Line of easement + May be changed slightly.



Walker 2"x2" ⊡ 142 + 18.95

120

+50

119

+50

118

+50

117

116 +55.43 Δ 90°02' Lt. on Con. Pax.

N.W. B.P. Law and Bayard 1650-39 | 111 | 60.04 | 58.93

58.85 old Pacific Beach Dat.

55.73
4.31

54.17
3.87

56.56
3.48

57.01
3.03

57.41
2.63

57.88
2.16

58.33
1.71

56.75
1.79

60.04

T.P. NEBR Law and Mission Blvd.	7.15	6226	4.93	55.11	50.10
123					
+ 50					
122 + 43.22	Δ 90°03'30" Rt				
+ 30.22	℄ abandoned single track S.R				
122					
+ 50					
121					
120 + 50					
		COGV			

54.59
5.45

53.74
6.30

53.63
6.41

53.74
6.30

53.73
6.31

54.54
5.50

54.83
5.11

55.35
4.69

COGV

+25,6 Pav. over Sewer Lat.

126

+50

125

+50

124 +16

124

123 +50

62.26

60.16
2.10

59.93
2.33

58.89
3.37

58.00
4.26

67.10
5.16

56.55
5.71

56.64
5.60
5.5
RIM

49.89
12.37
5.5
F.G. M.H.

56.72
6.04

55.42
6.84

62.26

+14.4	E rail			
128				
+70.2				
+62.3	W. rail			
+50				
T.P.	8.10	68.69	1.67	60.59
127				
+71	Pan over Sewer			
126+50				
		62.26		

63.32
5.37

63.07
5.62

62.53
6.16

62.76
5.93
13
B.M. on N.H.

55.48
13.21
13
E.L.

62.40
6.59

62.24
6.75

68.69

64.45
0.81

60.98
1.28

60.65
1.61

62.26

+ 50					
131 + 17.8					
T.P.	8.80	76.65	0.84	67.85	
131					
+ 50					
130					
+ 50					
129					
128 + 50					
		68.69			

69.29
7.36

68.70
7.95

68.88
7.77
13
RIM M.H.

61.29
15.36
13
F.L.

76.65

68.32
0.37

67.30
1.39

66.41
2.28

65.65
3.04

64.71
3.98

63.84
4.85

68.69

+ 71,92					
+ 71,92					
+ 50					
133					
132 + 89,35					
132 + 58,57		52°25'30" Lt			
+ 50					
132					
		76,65			

Lt		℄	Rt
		70.99 5.66 66	
		70.17 6.48 947	
		70.69 5.96	
		70.90 5.75	
71.11 5.54 5.05 Top cb.	70.50 6.15 5.05 97	70.76 5.89	
		71.36 5.29	
		71.30 5.35	
		70.35 6.30	
		76.65	

+27 17.4 Rt P.P. # 1030 R

135

+50

+20 12' Rt P.P. J.R. 5008

134

Fd. B.M. B.P. 2.92 75.15 4.42 72.73
T.P.

133+91.7 end Con. Pav.

76.65 T
12.37
64.28 T.P
1.05
65.33 T

133+85.35 Δ = 33° 14' Rt

65.33
9.25
56.08 Rim M.H.

133+76.92

76.65
56.08 = F.L. Rim
20.57 = Rod
10.58
31.15 Rod F.L.

133+76.92

76.65

L t R. 36

69.9
5.2

70.1
5.0

70.1
5.0

75.15

N.W.B.P. Loring and Mission Blvd

70.11
6.54

31.15
2.88
F.L.

20.57
2.88
Rim M.H.

70.05
6.60

72.88
3.77
113.23
Rim M.H.

64.67
11.98
113.23
F.L.

70.14
6.51
90 T

70.95
5.70
66

76.65

138

+78 11 Pr PP 1032 R

T.P. Hub 7.27 80.99 1.43 73.72

137+53.64 Δ 7°23' Lt

137

+50 15.2 Rt P.P. 1031 R

+50

136

+90.2 C 24" L

135+50

75.15

Lt 8 Rt

64.3 73.7 74.3 74.2
16.7 7.3 6.7 6.8
23 8 10
Toe

80.99

72.7
2.5

71.8
3.4

66.2 71.1 71.1
9.0 4.1 4.1
12 5

64.83 70.4 70.8 71.1 66.33
10.37 4.8 4.4 4.1 8.87
16.7 3 15 31.7
F.L. on Lt 7 FL on Lt 7

70.0 70.5 70.6
5.2 4.7 4.5
12 5

75.15

1+1

+50

+21 13.4 Sp PP 1034 R

+08.7 12" C.L.v.

140

+50

139 14 Sp P.P. 1033 R JR 508

+50

138+2107 24" C.L.v.

80.99

71.0 / 10.0 / 30 — 78.6 / 2.4 / 7 — 79.4 / 1.6 — 79.0 / 2.0 / 9

68.4 / 12.6 / 24 — 77.6 / 3.4 / 5 — 77.8 / 3.2 — 78.1 / 2.9 / 11

64.04 / 16.95 / 24.7 FL outlet — 77.1 / 3.9 / 5 — 77.1 / 3.9 — 76.9 / 4.1 / 13

69.71 (1650/41) inlet + Concrete over

64.1 / 16.9 / 25 — 76.6 / 4.4 / 5 — 76.9 / 4.1 — 77.0 / 4.0 / 13

63.8 / 17.2 / 28 — 76.0 / 5.0 / 5 — 76.4 / 4.6 — 77.9 / 3.1 / 37

71.8 / 9.2 / 20 — 75.6 / 5.4 / 3 — 75.6 / 5.4 — 75.7 / 5.3 / 14

13.5 / 19 — 74.4 / 6.6 / 7 — 74.5 / 6.5 — 74.9 / 6.1 / 12

64.67 / 16.32 / 18.7 FL outlet — 73.7 / 7.3 / 5 — 74.3 / 6.7 — 74.3 / 6.7 / 12 — 68.02 / 12.97 / 28.7 FL. inlet

80.99

check to BM. 20' spike P.P. #5178 1650-42			2.68	86.60	81.53 / 0.07
T.P.	4.3x	89.28	2.1c	84.9x	
142 + 69.5 = Δ Pr. Lt					
+50					
142					
141 + 50				? 79.59'	
Set BM 141.139			7.51	80.12	RR Spike P.P. # 1035 R
+39	& RR P.P. 1035 R				
T.P. Δ #6	7.51	87.10	1.40	79.59	
141 + 22.05	Δ 3° 41' 30" Lt				on Split
		80.99			

Lt & Rt

82.0
5.1

81.2	81.7	81.1
5.9	5.4	6.0
10		8
80.3	80.9	80.5
6.8	6.2	6.6
8		8
79.4	80.0	79.7
7.7	7.1	7.4
10		8

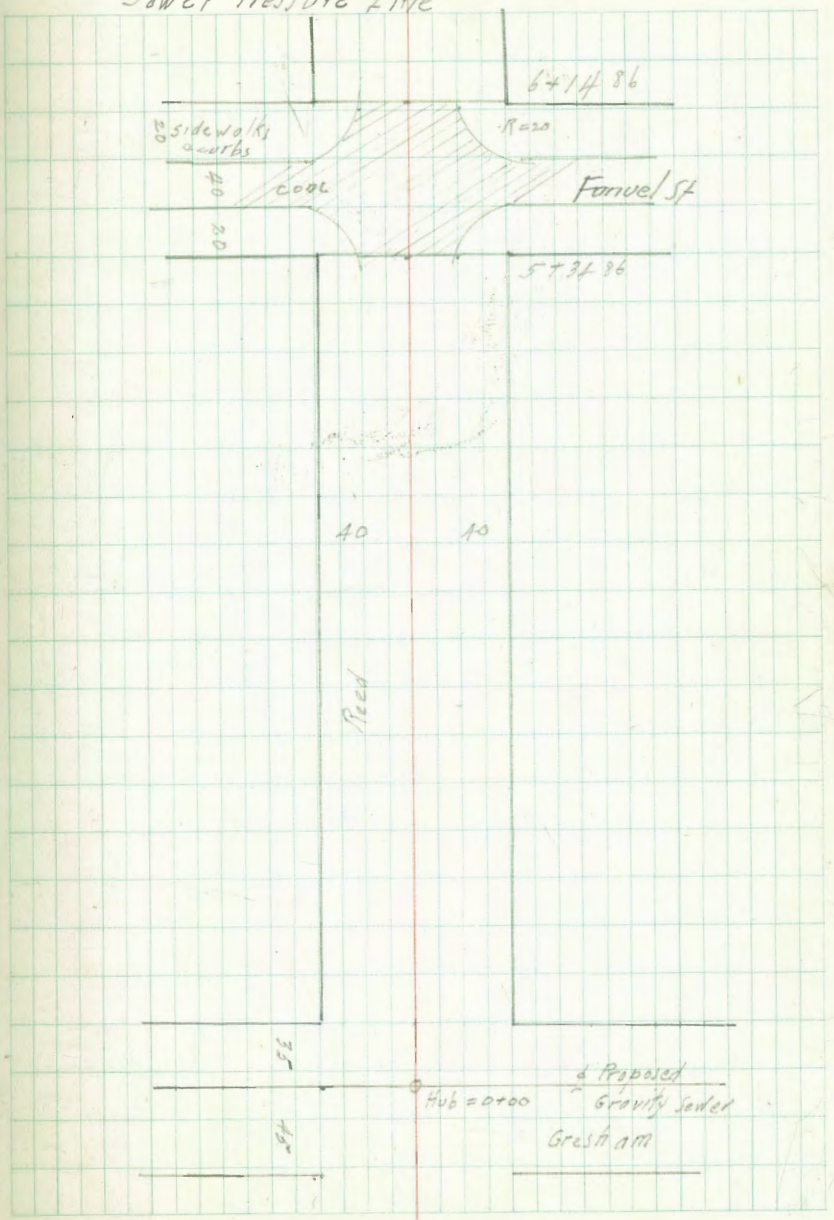
87.10

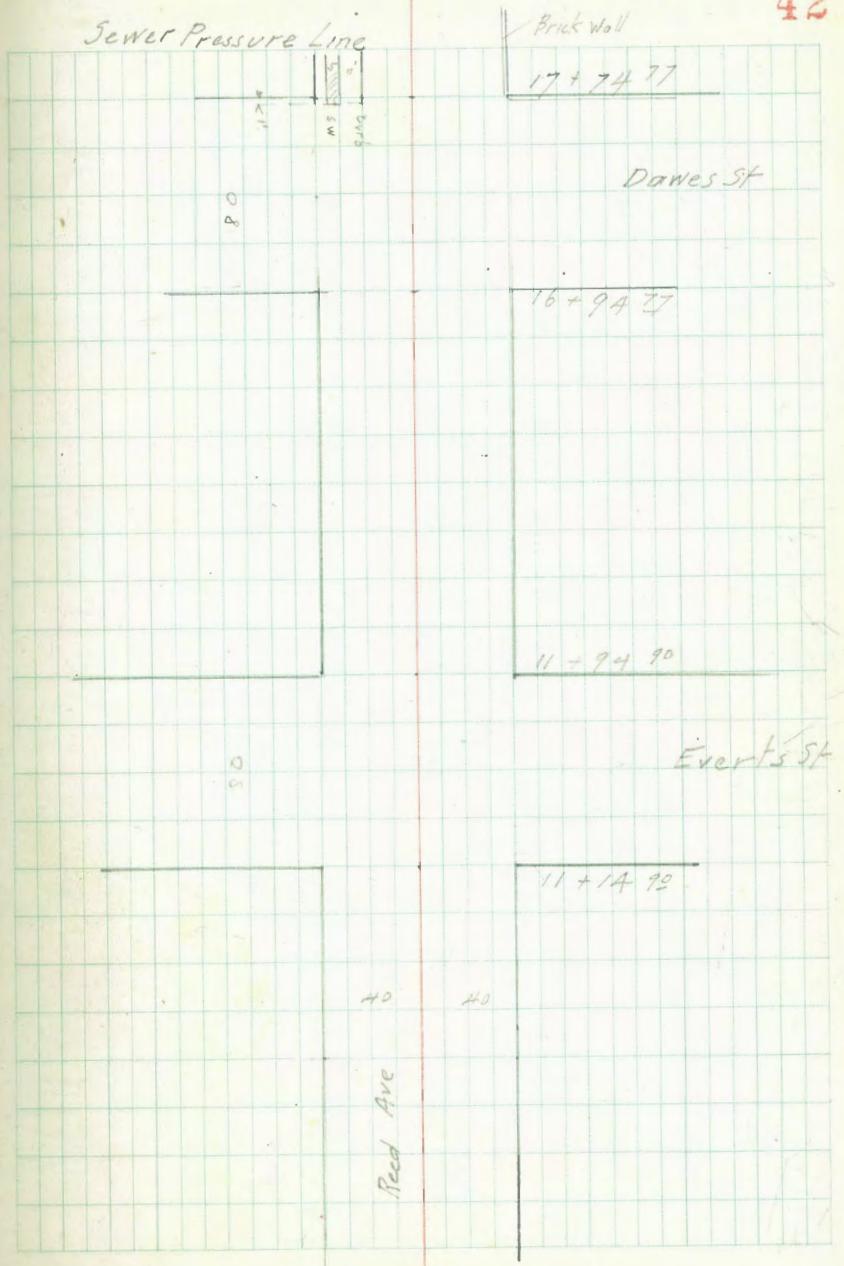
73.7	79.0	79.60	80.2
7.3	2.0	1.39	0.8
20	9		8

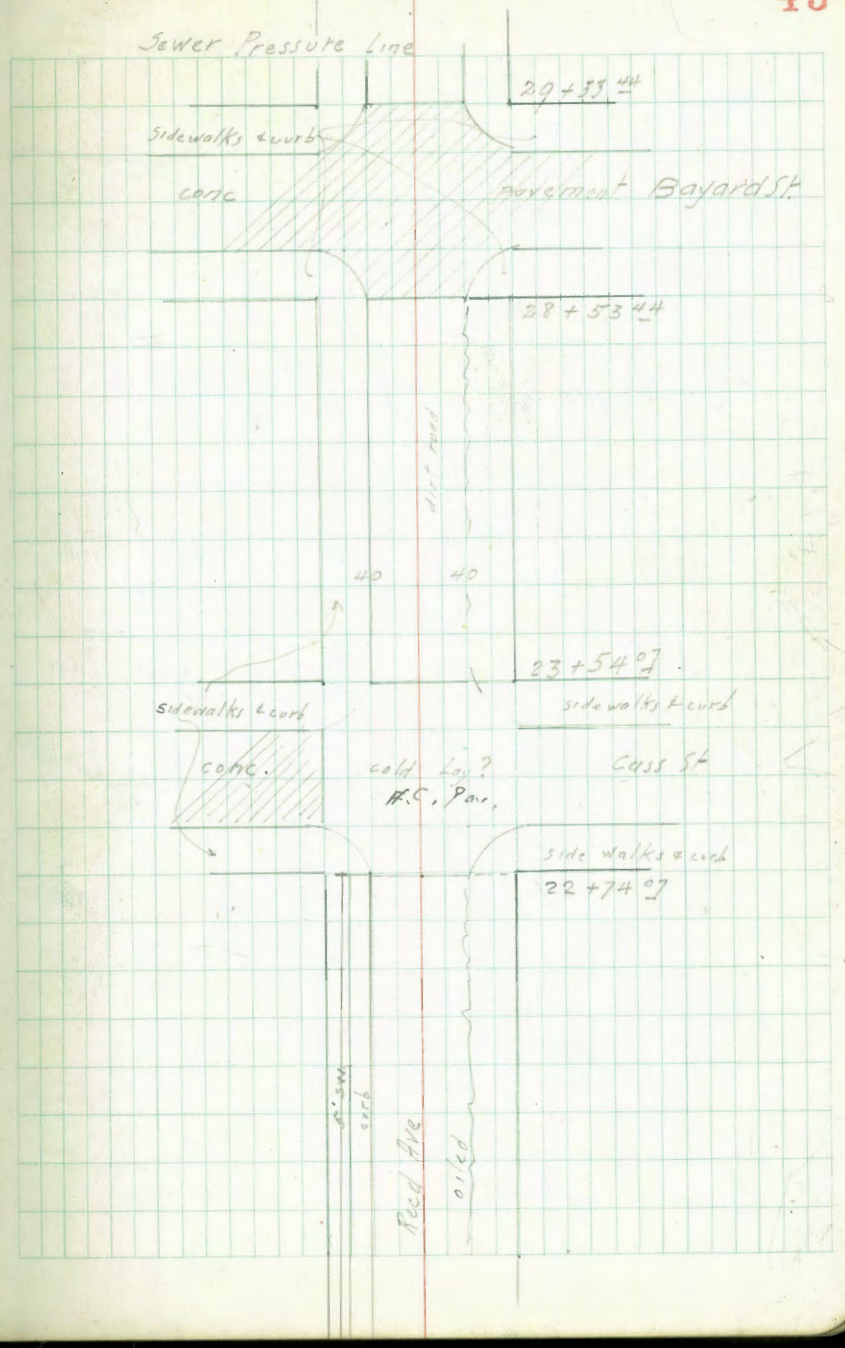
80.99

Proposed Pressure line Reed Ave
see 16+46/44 Gresham to
for ground Mission Blvd.
Profile & alley West of
Mission Blvd.
1782
see p 44 for elev
existing pressure line
Alley West of Mission Blvd

Sewer Pressure Line




Sewer Pressure Line
Brick Wall
17+74 77
Dawes St
80
16+94 77
11+94 90
Everts St
80
11+14 92
40
40
Reed Ave

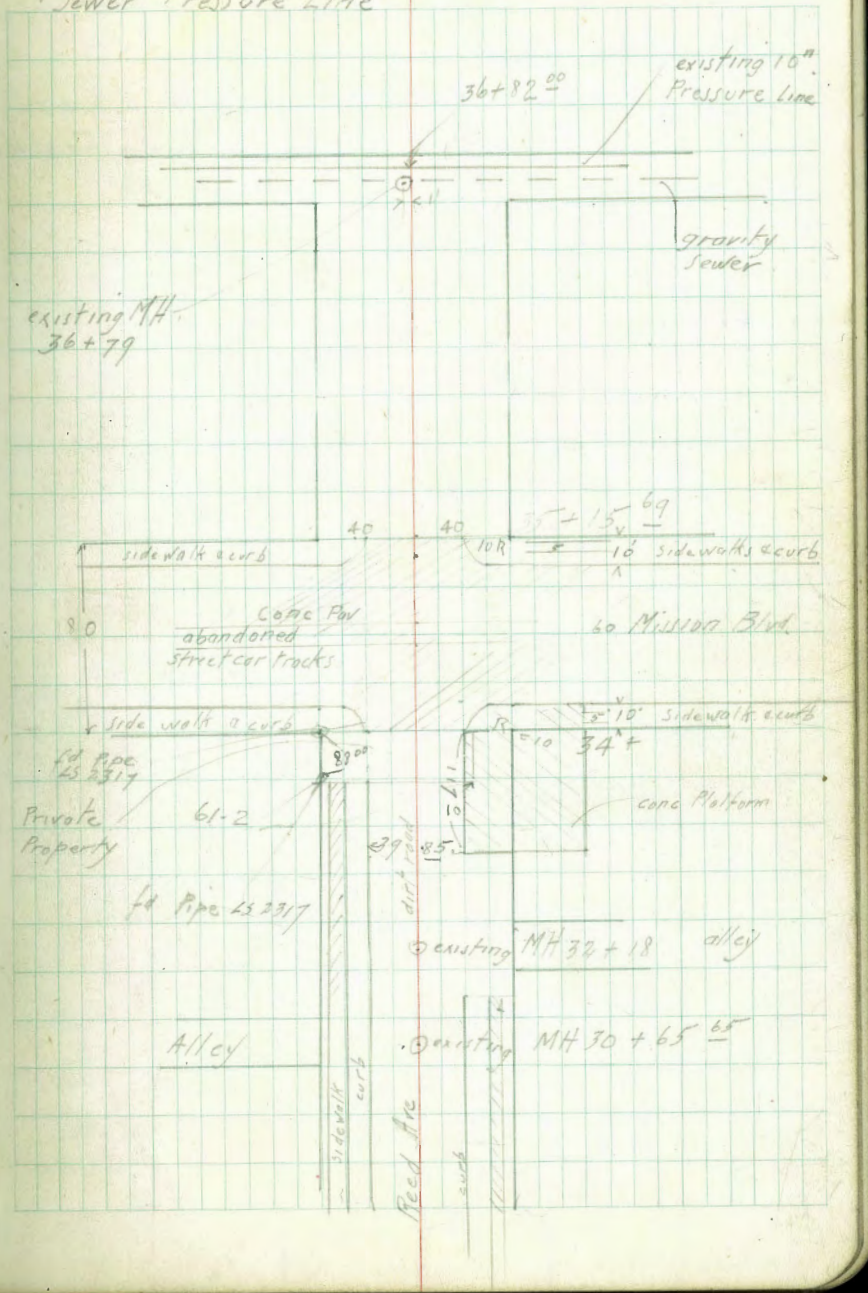

Sewer Pressure Line
20+33 44
sidewalks & curb
conc
pavement Bayard St.
28+53 44
40
40
23+54 07
sidewalks & curb
conc.
cold lay?
H.C. Par.
Cass St.
side walks & curb
22+74 07
Reed Ave
alley

	+	H.I.	−	Elev	
					U.J. Coastal
				16.00	B.P. Nend
				9.01	Mission
	0.26	7.25		6.99	Beach Sea Wall city datum
	5.57	7.53	5.29	1.96	
36+82.00	ground		4:1	3.4	
"	top of Pressure line		9.36	−1.83	

−1.83
−.833
−.047
−2.710 I.L. (INVERT).

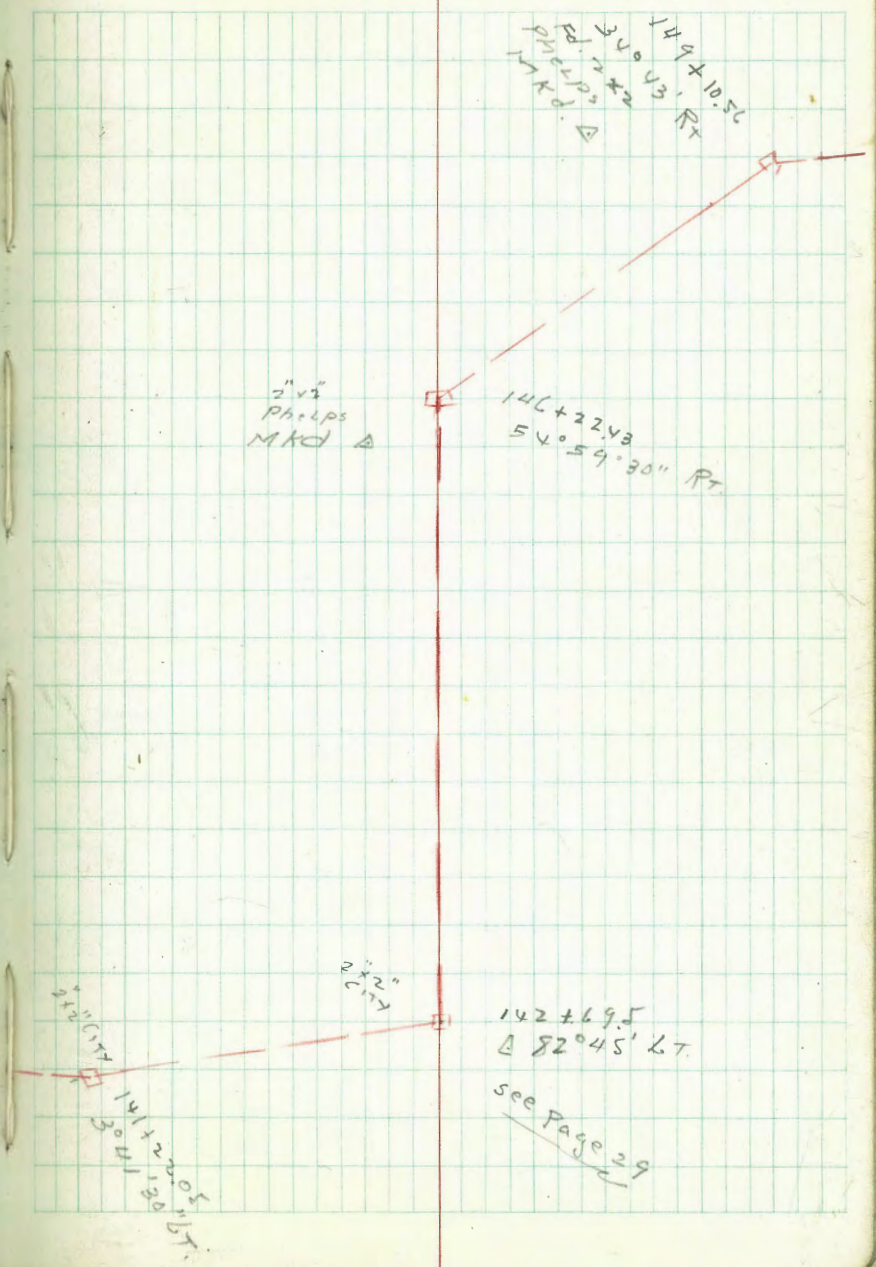
4.72 top 10" pline to 1" water line
22 64
9 36

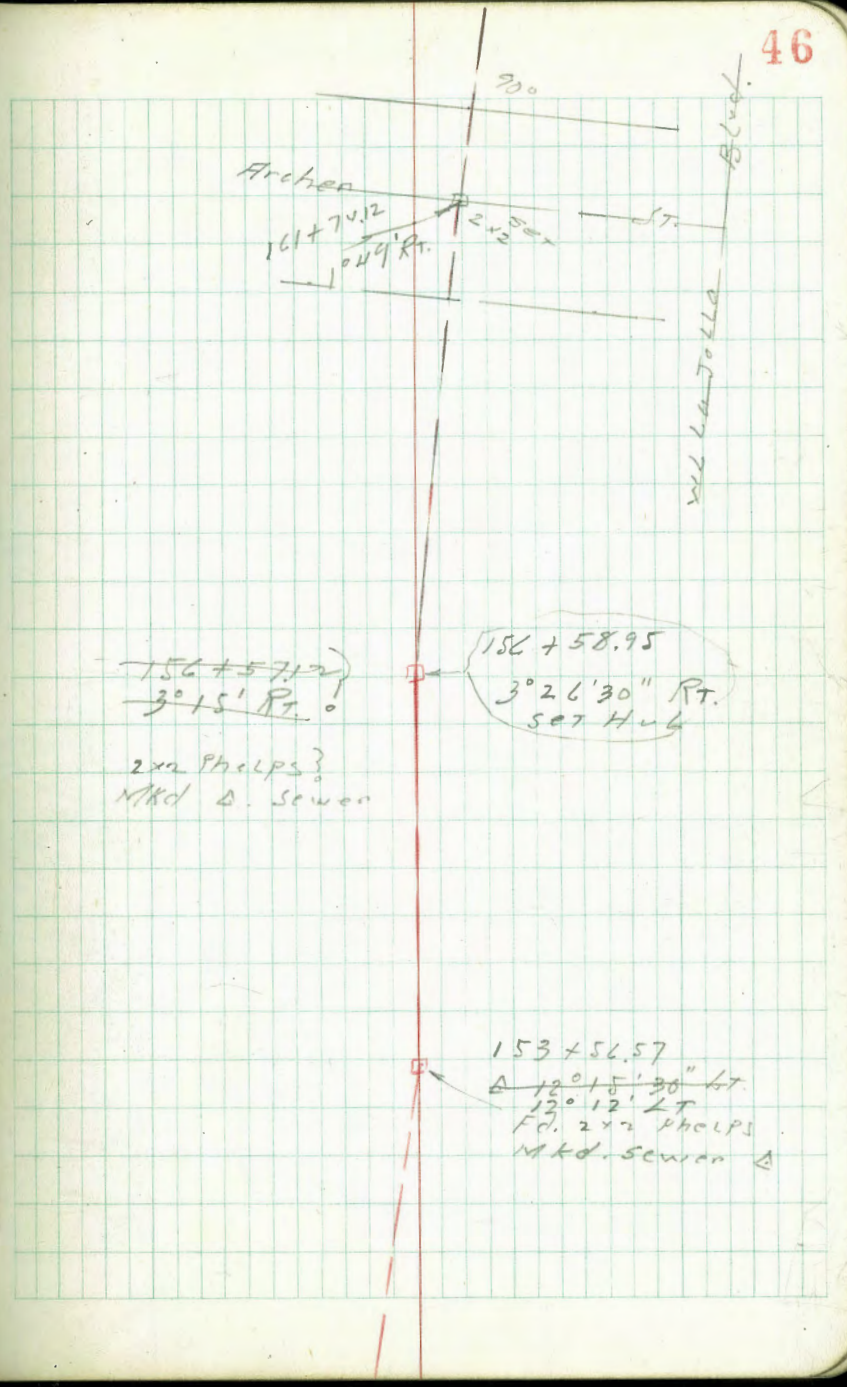
Sewer Pressure Line

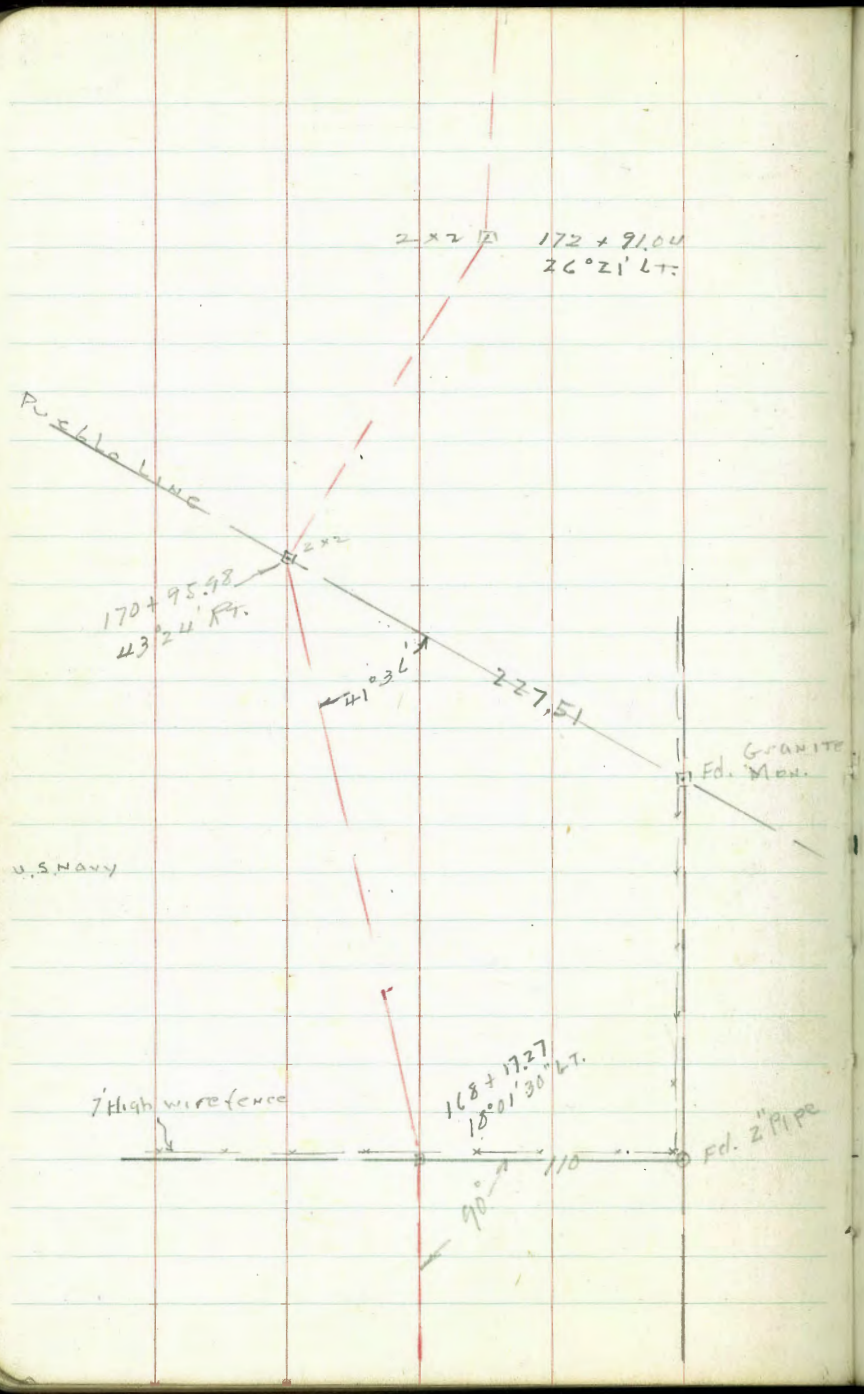


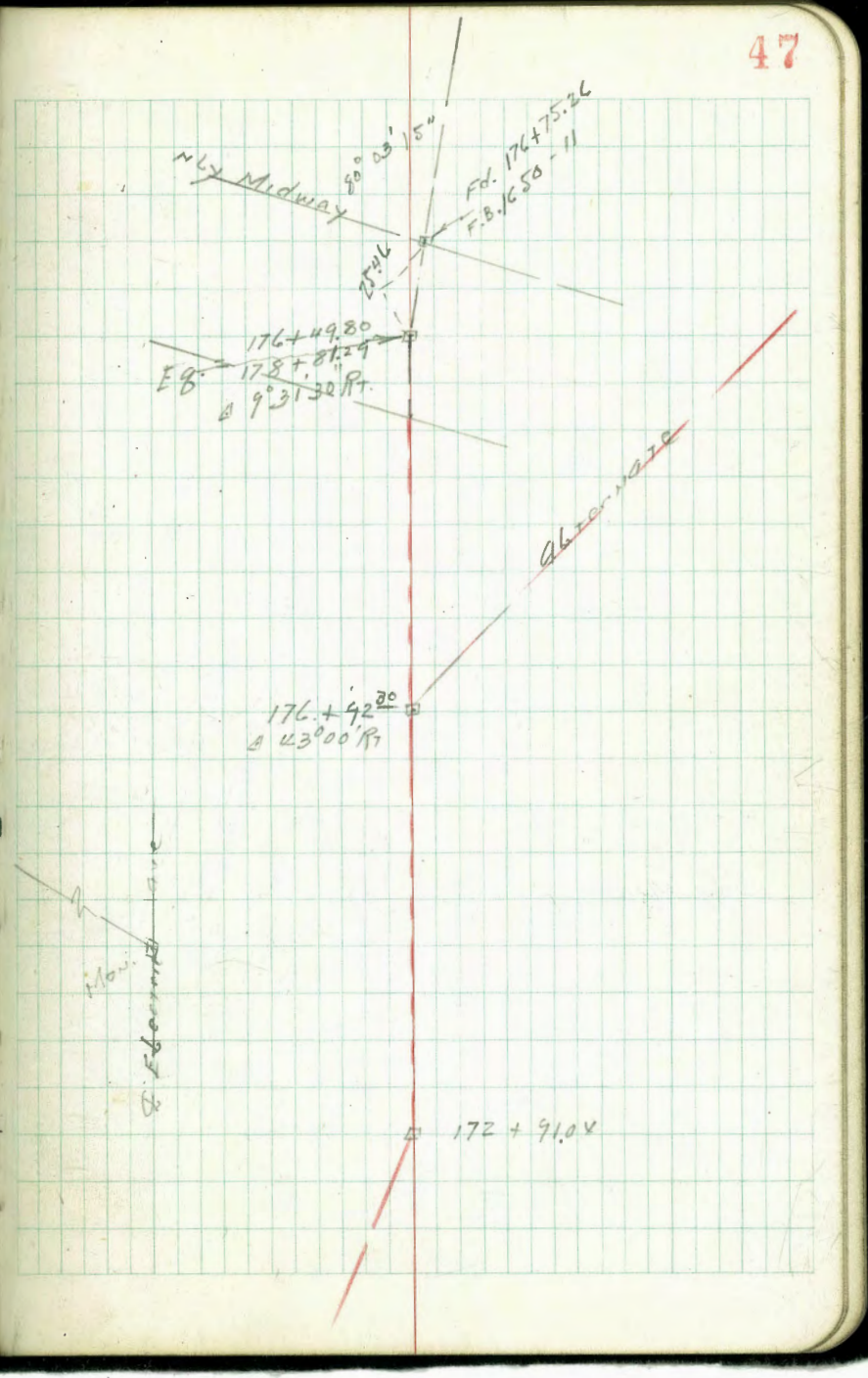
Prelim. trunk Sewer
from Loring St Nly,
thru Pac. Riviera Villas
and Nly to Camino de la Costa.

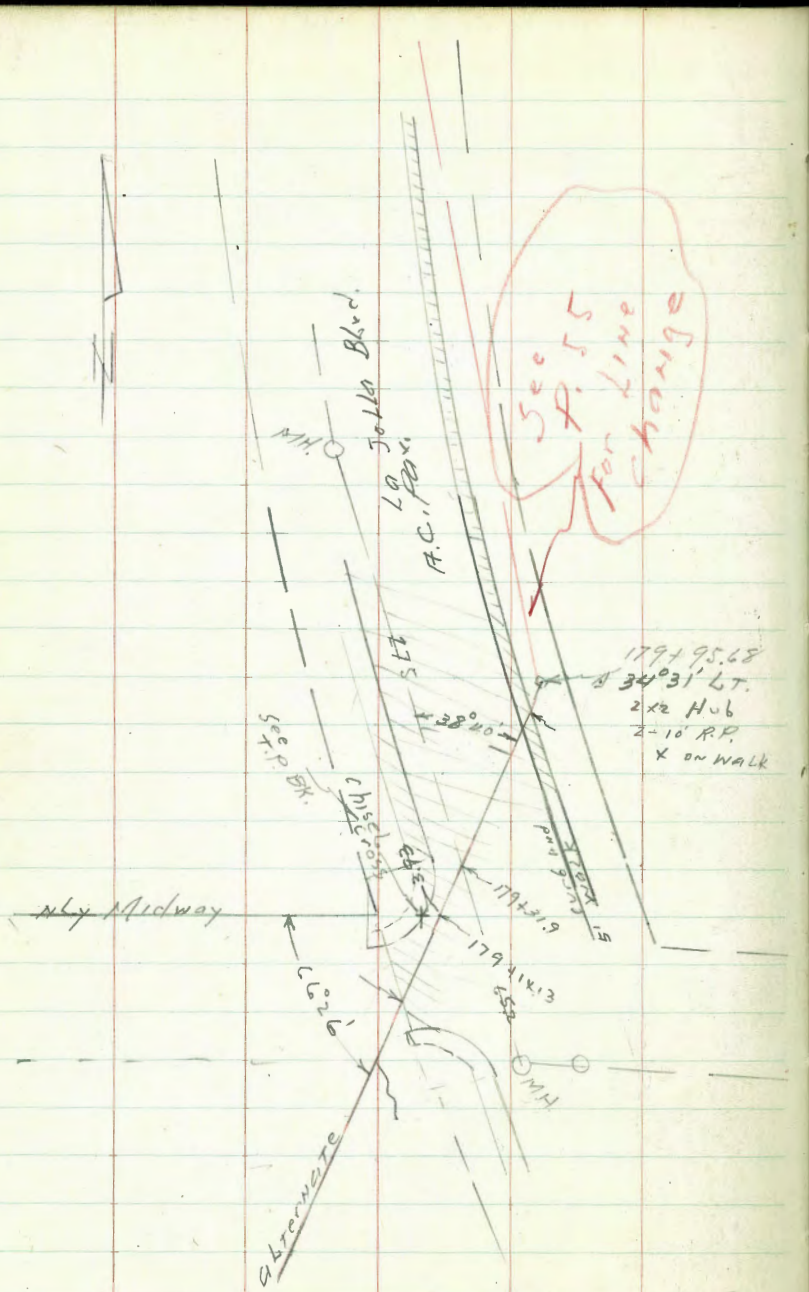
Moore
Begg
Greer
Roberts
2-25-48.

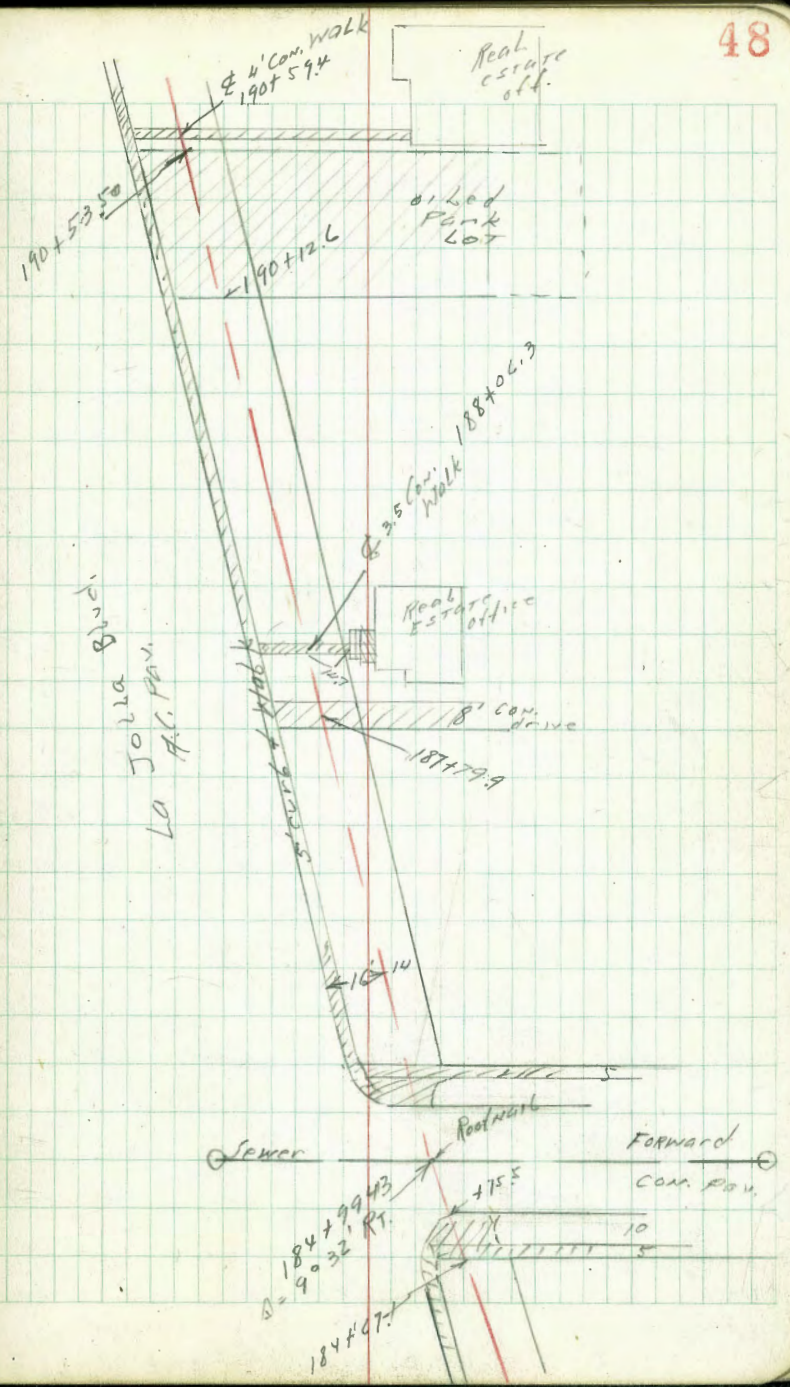


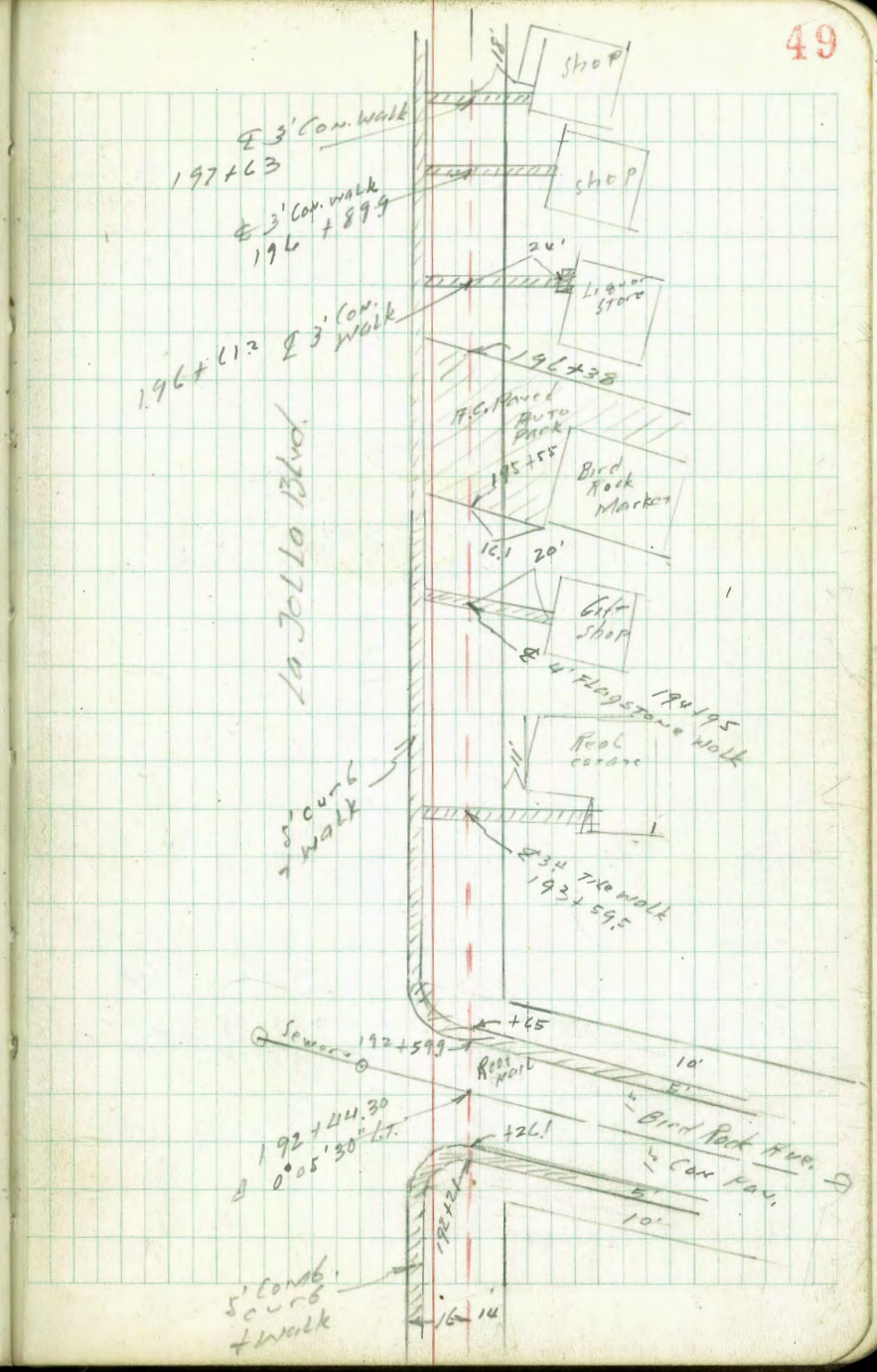

90°
Archer
161+74.12
0.44' Rt.
2x2 Set
St.
Blvd.
La Jolla
156+57.12
3°15' Rt.
2x2 Phelps?
Mkd Δ. Sewer
158+58.95
3°26'30" Rt.
Set Hub
153+56.57
Δ 12°15'30" Lt.
12°12' Lt.
Fd. 2x2 Phelps
Mkd. Sewer Δ

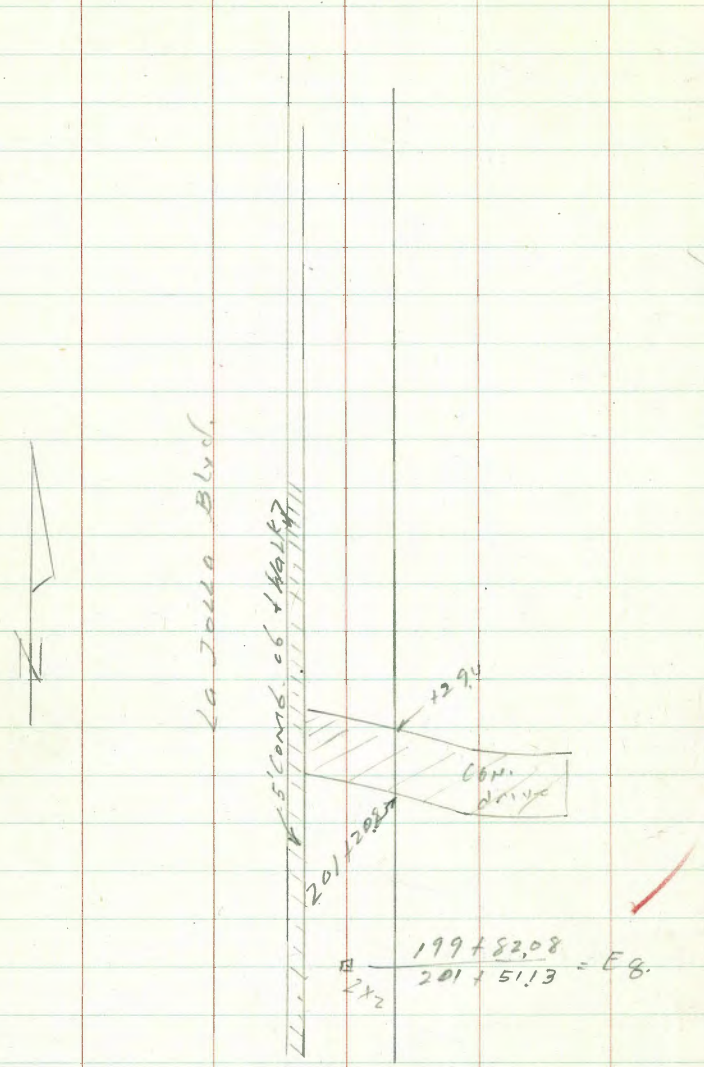

2 x 2
172 + 91.0 ℄
26°21' Lt.
Property Line
2 x 2
170 + 95.48
43°24' Rt.
41°31'
227.51
Fd. Mon.
GRANITE
U.S. NAVY
7' High wire fence
168 + 17.27
15°01'30" Lt.
110
Fd. 2" Pipe
90°


N Ly Midway
80°03'15"
Fd. 176 + 75.26
F.B. 1650 - 11
25.46
176 + 49.80
E.C.
178 + 81.29
9°31'30" Rt.
Alternate
176 + 42.80
43°00' Rt.
Mon.
Edge of Pavement
172 + 91.0 ℄

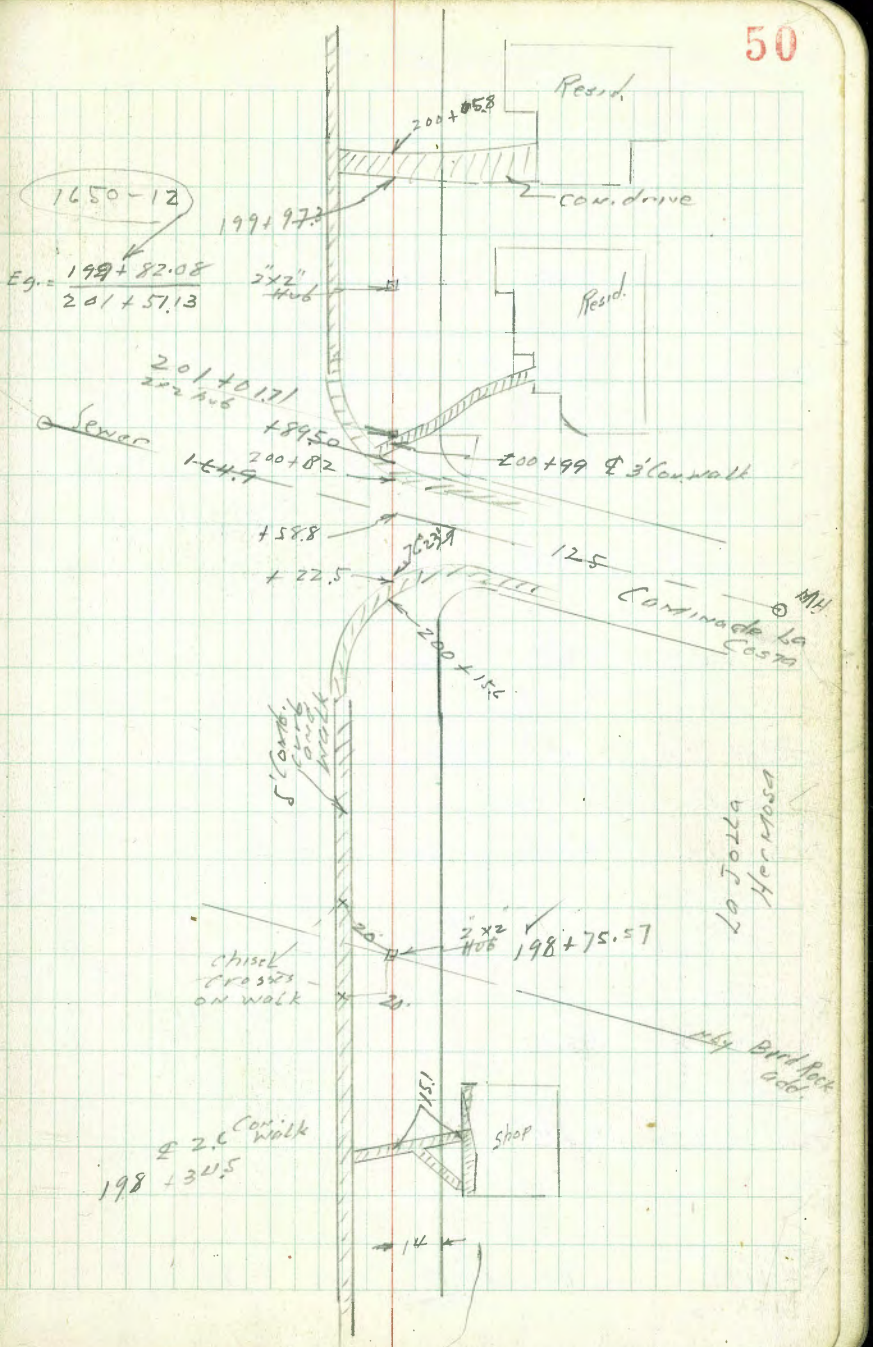

See P. 15.5 for Line Change
Joaquin Blvd.
Loop Road
A.C. Pav.
Sta.
179+95.68
Δ 34°31' Lt.
2 x 2 Hub
2-10' R.P.
X on Walk
38°40'
Sta. of P.I.
Pond
Marsh
Easterly Midway
179+31.9
179+41.13
65.5
Alternate
Fwd.


℄ 4' Con. Walk
190+59.4
Real Estate off.
190+53.50
Led Park Lot
190+12.6
℄ 3.5 Con. Walk
188+06.3
Real Estate Office
Joaquin Blvd.
Loop Road
A.C. Pav.
8' Con. drive
187+79.9
Sewer
Footwalk
Forward
Con. Pav.
184+99.43
Rt.
Δ = 90°32'
184+67.7
+75.5
10


Shop
℄ 3' Con. walk
197+63
Shop
℄ 3' Con. walk
196+89.9
24'
Liquor Store
196+61.2 ℄ 3' Con. walk
196+38
P.C. Paved Auto Park
La Jolla Blvd.
195+55
Bird Rock Market
20'
Gift Shop
℄ 4' Flagstone walk
194+95
Rock cottage
5' curb + walk
℄ 3.4 Tile walk
193+59.5
+45
Sewer
192+59.9
Rock wall
10'
5'
Bird Rock Ave.
192+44.30
0°05'30" Lt.
+26.1
℄ Con pav.
5'
10'
192+24
5' concr. curb + walk
16'
14'


La Jolla Blvd.
Lighting Co. Property
+29.4
Com. drive
201+20.8
199+82.08 / 201+51.13 = Eq.
2"x2"

200+58.8


Resid.
200+05.8
con. drive
1650-12
199+97.3
Eq. = 199+82.08 / 201+57.13
2"x2" Hub
Resid.
201+01.71
2"x2" Hub
Sewer
+89.50
200+82
144.9
200+99 ℄ 3' Con. walk
+58.8
+22.5
125
Comanche La Costa
MH
200+15.4
5' Con. walk
La Jolla Mesa Dr.
20'
2"x2" Hub
198+75.57
Chisel crosses on walk
20'
Bay Bird Rock Odd.
15'
℄ 2.0 Con. walk
198+30.5
Shop
14'

Sewer Levels
Sketch P. 45

+30				
+25				
+16				
144				
+90				
+69				
+46				
T.P.	0.81	66.11	12.74	65.30
143 +12				
T.P.	1.37	78.04	12.70	76.67
+78				
142+69.5 = Δ 82° 45' Lt.				
Spike P.P. #5178 1650-42	2.84	89.37		86.53

19.5	46.6
19.5	46.6
21.5	44.6
20.8	45.3
18.1	48.0
16.7	49.9
15.4	50.7
66.11	
17.4	60.4
78.04	
7.0	82.4
7.5	81.9
89.37	

146+05				
+51				
T.P.	10.33	75.75	0.69	65.42
+23				
145+03				
+84				
+85				
+78				
+60				
+43				
+38				
144+32				
		66.11		

5.6	70.1
3.5	72.2
75.75	
15.2	50.9
24.0	42.1
23.4	42.7
25.0	41.1
25.6	40.5
24.3	41.8
23.5	42.6
24.7	41.4
23.8	42.3
66.11	

1+49 +10.5 C		34°43' Rt		
1+49				
+50				
T.P.	4.10	72.89	4.96	68.79
1+48				
+50				
+23				
+09				
1+47+03				
+90				
+80				
+41				
1+46+22.3	Δ	54°59'30" Rt		
		75.75		

℄		66.95
5.94	on H.L.	
5.6	67.3	B.F.H. 3-5-48
5.2	67.7	
	72.89	
7.7	68.0	
6.7	69.0	
7.7	68.5	
12.9	62.8	
19.7	56.5	
19.5	56.2	
24.0	51.7	
8.0	67.7	
7.7	68.5	
	75.75	

Contd. 1792 - 56

151

+ 50

150

+ 50

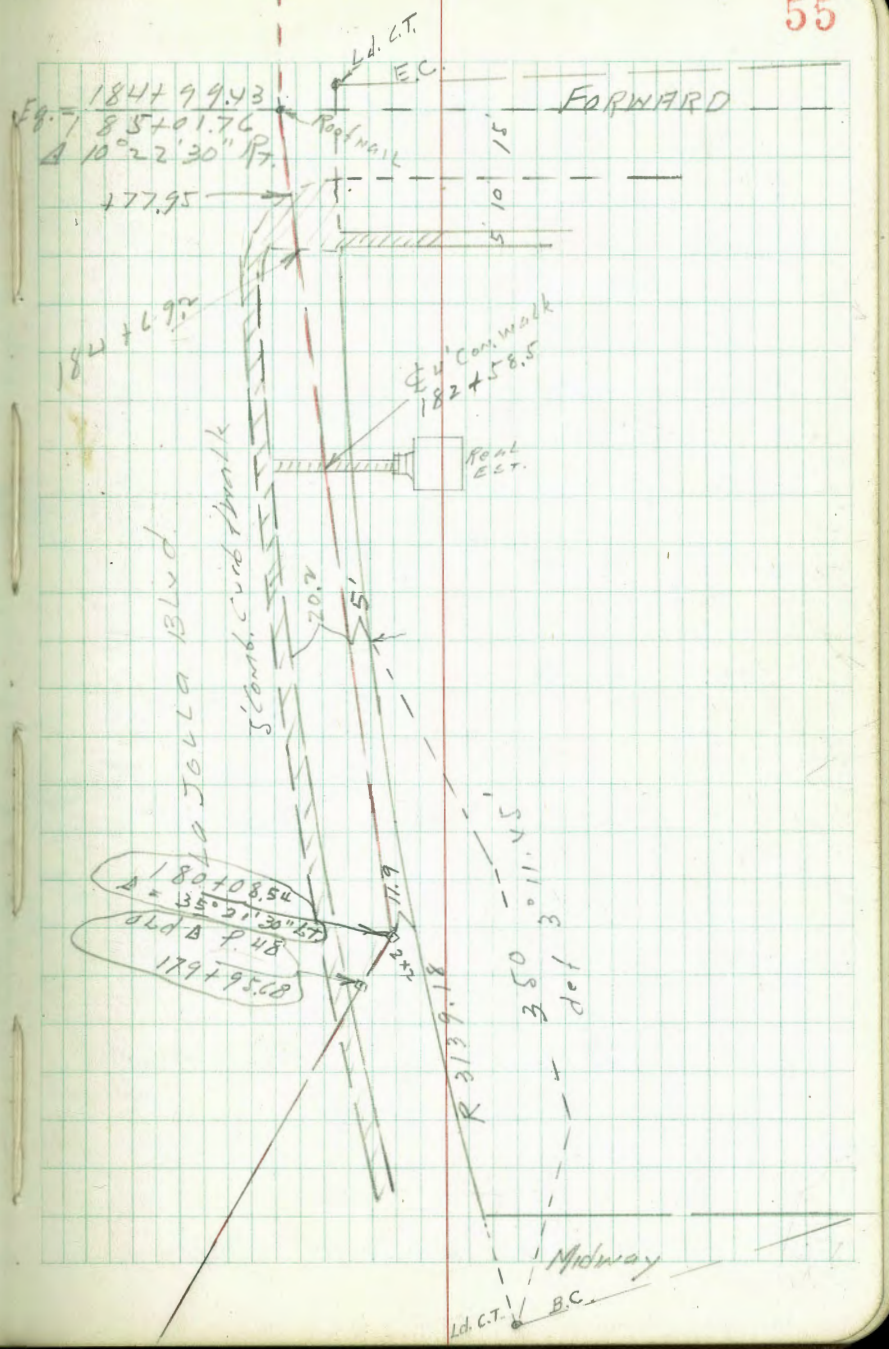
72.89

72.89

Line Change on La Jolla Trunk Sewer Midway to Forward.

FROM P 48

		℄	
+07		2.9	74.1
1.87		2.9	76.1
+50		3.4	75.6
181		4.8	74.2
+50		5.7	73.8
180+08.54 = Δ 35°21'30" Lt.		5.7	73.3
180		6.0	73.0
179+95.68 = old Δ P7.			
B.M. S.E.B.P. Midway and La Jolla Blvd. F.B. 1792-66	7.11	18.98	71.87



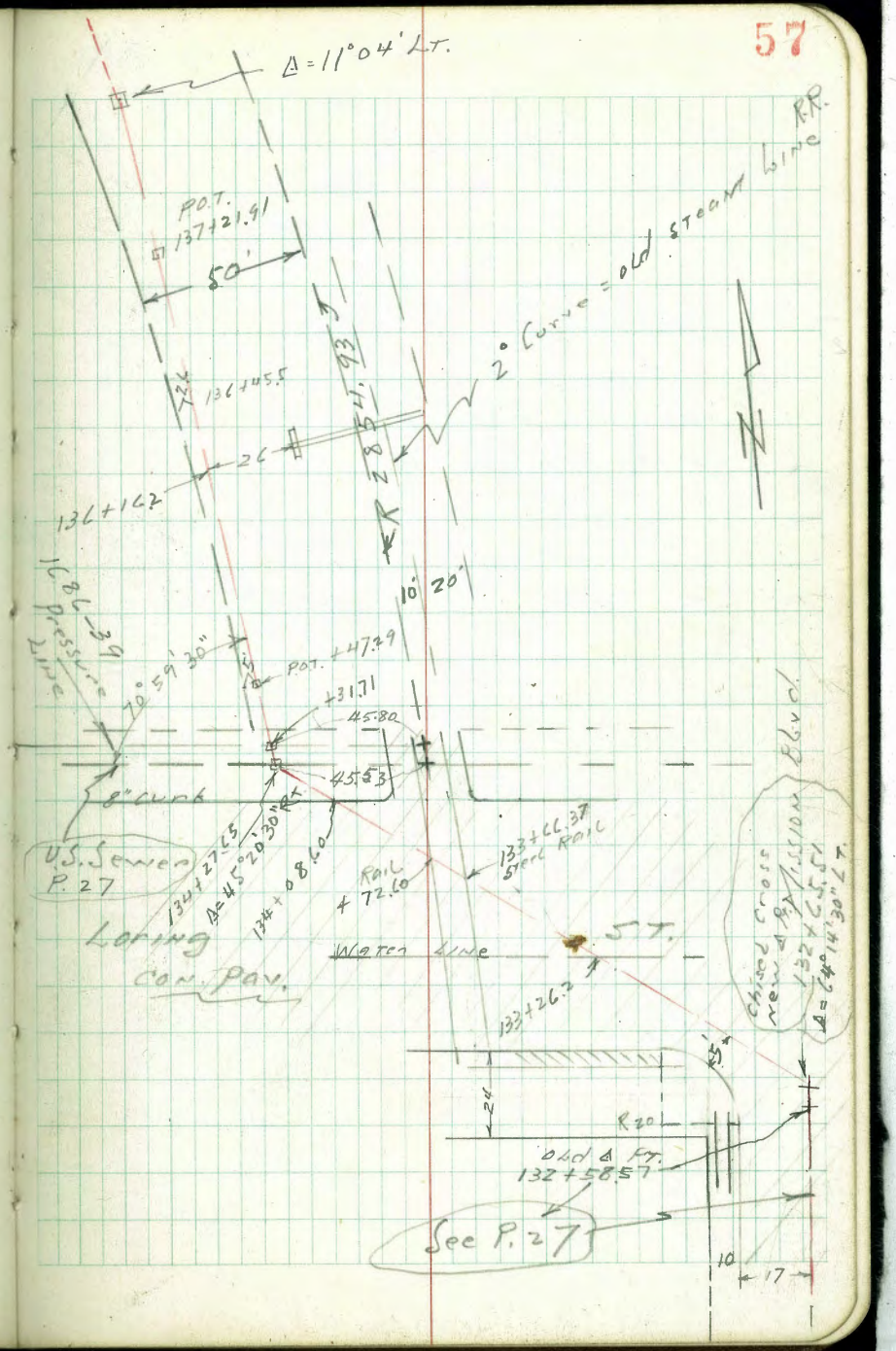
185+01.3	℄		5.47	75.33	75.32
184+79.5	gutter				
	curb				
184+69.7	side walk				
+50					
184					
+50					
183					
+84					
+80					
+58.5	℄ conc walk				
182 +50					
T.P.	7.73	80.80	5.91	73.07	
		78.98			

℄

5.47	73.33
5.64	73.16
5.07	73.73
4.97	73.83
4.7	76.1
4.5	76.3
4.2	76.6
4.6	76.2
4.8	76.0
6.2	74.6
6.37	74.43
6.5	74.3
80.80	

Line change on
La Jolla Trunk Sewer

From P. 27



$\frac{143+16.60}{142+95.71} = Eq.$

$\Delta = 83°03'30"$ L.T.

P.29

142+44.50

+ 5121

142+69.50
82°45' L.T.
P.29

#7.10

2x2 Hub

173' P.O.T.

89°41'30"

30

E.C.

2x2

Con. Mon.

2x2

2x2

10

20

47.55

142+42.39

50

12" Corr. I.P. Culv.

167

140+28.4

P.O.T. 2x2" Hub
139+44.4 L

142+69.5
47.1
143+16.6

138+57.89
11°04' L.T.
2x2" Hub

15'

24" Corr. I.P. Culv.

136

139+45.3

#3 Sewer Line change

Loring & Mission Blvd

NLy to Hancock Ln.

134+47.29	POT		
+31.71	Proposed Pressure line		
L 134+37.65	L Rt.		
+08.6	curb		
134			
+72.60	Rail		
+66.37	Rail		
+26.3	XS water Line		
133			
132+65.51			
B.M. HMBP Loring & Mission Blvd. P.36	3.24	75.47	72.23

	3.4	72.1
	5.2	70.3
	5.4	70.1
curb	5.34	70.13
gut	6.04	69.43
	5.82	69.65
	5.78	69.69
	5.68	69.79
	4.74	70.73
	4.74	70.73
	4.04	71.43
	75.47	

+60				
T.P. POT.	5.27	77.21	3.53	71.94
137 +21.2'	POT.			
137 +00				
+75				
+40				
+16.2'	in line of Pipe produced			
136				
+65				
+50				
135				
+82				
		75.47		

10.6	66.6
77.21	
3.53	71.94
5.3	70.2
5.0	70.5
11.1	64.4
12.2	63.3
12.7	62.8
12.4	63.1
6.7	68.8
6.1	69.4
3.4	72.1
75.47	

				5.9	71.3
	+28				
				6.2	71.0
	+20				
				9.8	67.4
139					
				10.2	67.0
	+89				
				7.9	69.3
	+77				
				13.7	63.5
138	+57.69	Δ	L		
	19				
				13.9	63.3
	+45.3				
				13.7	63.5
1.38					
				77.21	
		77.21			

+55	
+28.4	
140	
+81	
+68	
+44.6	
+40	
+35	

77°21

14.0	63.2
15.4	61.8
17.4	59.8
16.4	60.8
11.4	65.8
5.8	71.4
7.9	69.3
6.0	71.2

77°21

140					
+55					
T.P. POT. 406	4.7C	80.58	3.39	73.2	
↓ +42 39 POT.					
+33					
141 +00					
+88					
+82					
+68					
		77.21			

4.2	76.4
4.8	75.8
80.58	
3.4	73.8
6.8	70.4
7.5	69.7
6.3	70.9
4.6	72.6
11.7	65.5
77.21	

Check RR spike P.P. 1035 R P. 39 This Bk.		8.66	80.17	80.12 0.05
Check to B.M. 20d spike P.P. #5178 F.B. 1650-42		2.18	86.65	86.53 0.12
T.P.	11.20	88.83	2.95	77.63

103+16.00 / 142+95.71 = 41 Lt. Eq.

188		
145		
105		
	80.58	

	58.7	
21.9	ground	
20.1	60.5	
1.6	79.0	
3.0	77.6	
	80.58	

Clark
Shephard
Bruner
J. HUFFMAN
ABRENILLO

W.O 32244
1-14-53

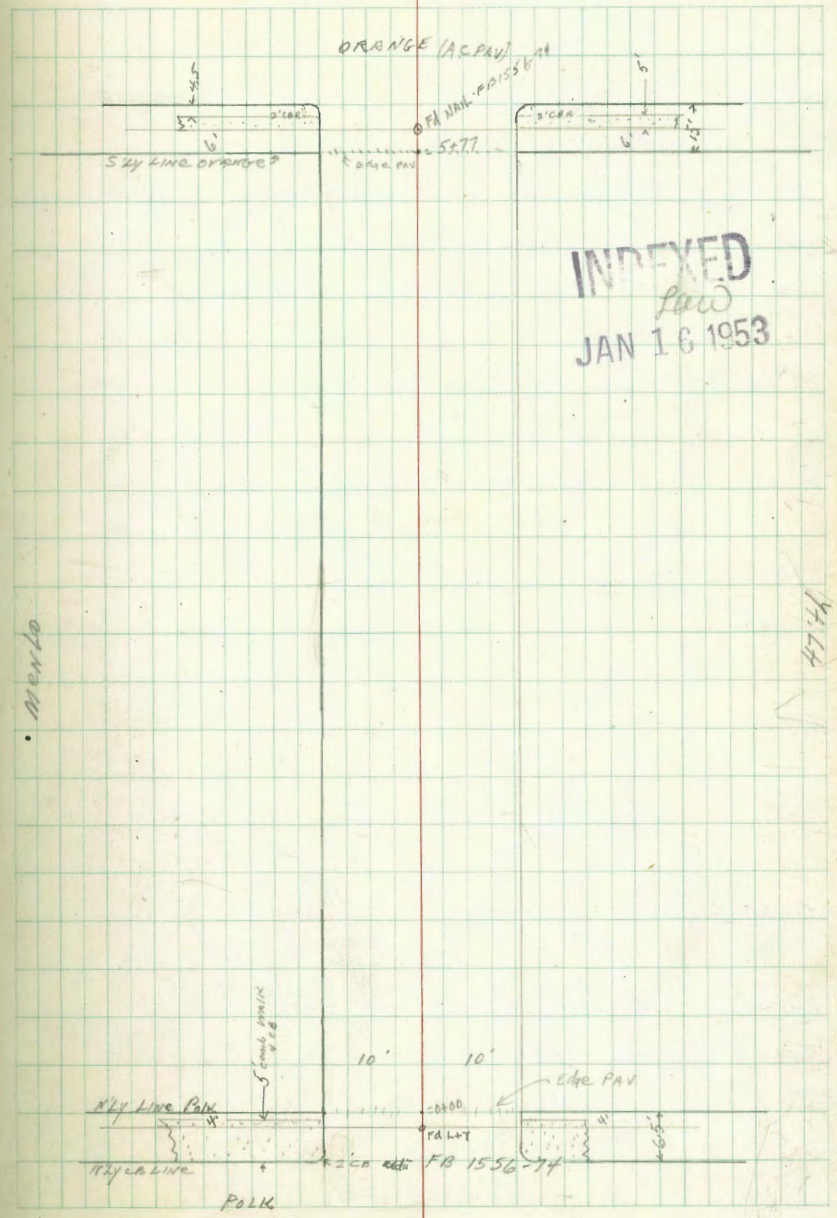
DATA: FB 1556-74

X-SECT ALLEY BLK 2 Chester Pk.

POLK to ORANGE

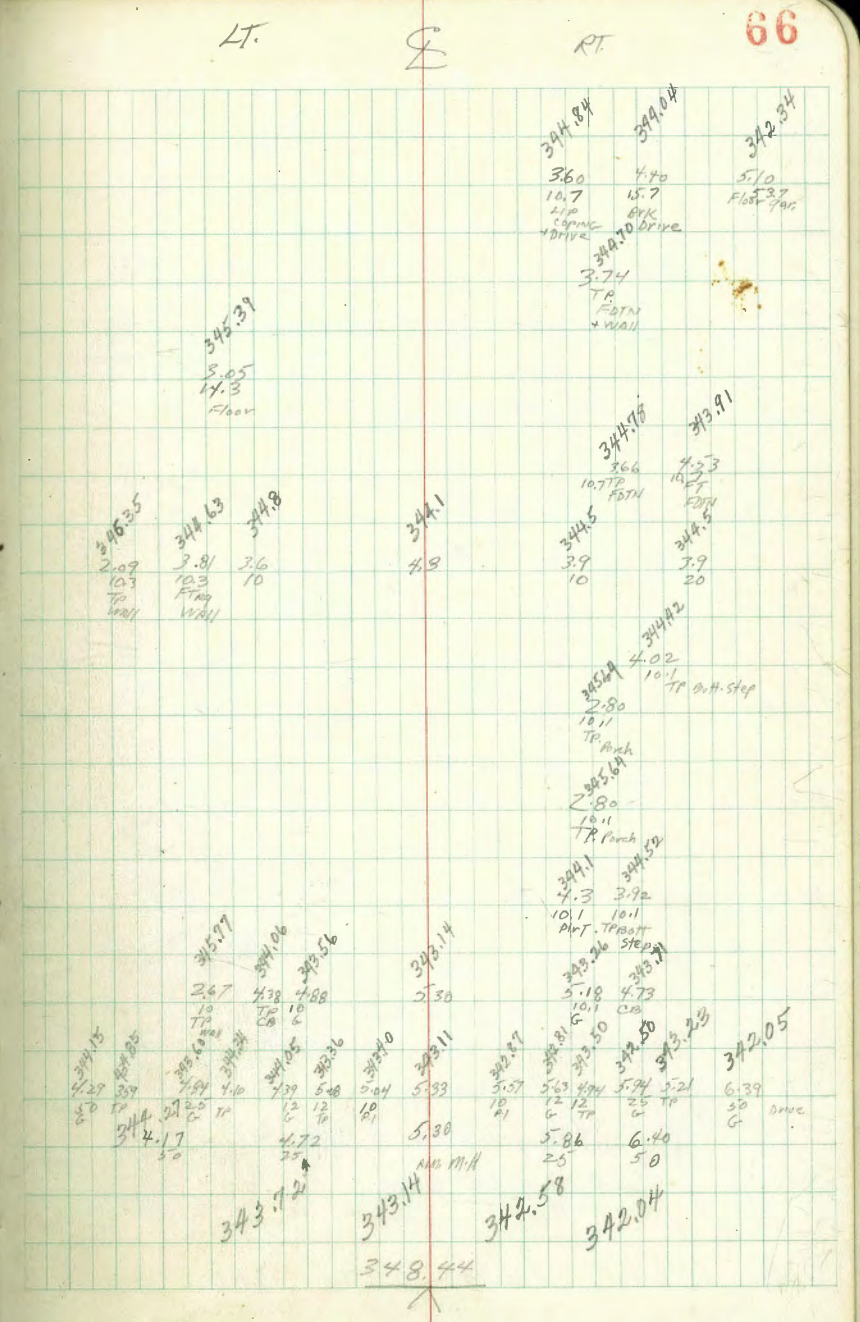
Sketch Not to scale

Notes: Pg 66



ALLEY BLK 2 (CONT.)

0+83	10.7 RT & 9' Conc Drive	53.7 RT to Double gar		
0+73	14.7 RT END House 10.7 RT to FDTN, CONTINUES AS Coping & Lip of Drive			
0+62	= jog in wall House on RT.			
0+57	14.3 LT & Single gar - Conc Floor			
0+54	10.7 RT Beg House Conc FDTN			
0+50	10.3 LT END WALL & Bldg.			
0+40.5	10.25 LT & END Fence & Beg Bldg 10.2 RT END Porch & Steps			
0+38.5				
0+29				
0+27	10.1 RT Beg Conc Steps & Porch (3.5' Deep)			
0+00	= N'ly Line Pole 10 LT Beg 2' Conc Ret. WALL with 4' Board Fence on top			
0-06.5	= N'ly C.B. Line Pole			
0-20 = ℄	Pole A.C. P.S.V.	E.M.H		
T.P	3.62	348.44	9.77	344.82
B.M.	0.08	354.59		354.51 = N.W.B.P ORANGE & 11th



ALLEY BLK 2 (CONT.)

2+00				
1+75	10.2 LT Beg 4' Picket Fence			
1+73	12.6 LT & 2' Conc. WALK			
1+71	14.6 } LT END 6-Car gar 12.6 }			
1+58	14.6 } LT & 5+4 gar 12.6 }			
1+50				
1+48	14.6 } LT & 4+4 gar 12.6 }			
1+33	14.6 } LT & 3rd gar 12.6 }			
1+24	10.6 RT END Coping			
1+23	14.6 LT Floor } & 2nd gar 12.6 LT Apron }			
1+10	14.6 LT Beg 6-car gar. 12.6 LT END WALK + Beg Apron 6 car gar 15.0' RT & House 12.3 LT Beg 2' walk // to Alley 8.5 LT & B.P. # P 4109			
1+00				
T.P.	6.11	350.72	3.83	344.61

LT. & RT.

345.0 5.7 20
344.9 5.8 10
345.3 5.4
345.4 5.3 10
345.7 5.0 20

345.50 5.22 20 WALK
345.53 5.19 12.6 WALK
345.76 4.96 14.6 F.I.
345.54 5.18 12.6 Apron
345.79 4.93 14.6
345.57 5.23 12.6

346.3 5.4 10
344.8 5.9
345.0 5.7 10
345.1 5.6 20

345.79 4.93 Floor
345.54 5.18 Apron

345.72 5.00 14.6 Floor
345.51 5.21 12.6 Apron
344.97 5.75 10.6 TP

345.74 5.88 Floor 14.6
345.60 5.12 12.6 Apron
345.67 5.05 14.6 Floor
345.49 5.23 12.6 Apron
344.44 5.28 12.6 WALK
344.67 6.05 15 Floor-House

344.9 5.8 20
345.25 5.47 12.3 WALK
344.4 6.3 10
344.5 6.2
344.6 6.1 10
343.8 6.9 15

350.72

ALLEY BLK 2 (CONT.)

3+53.5 10.1 RT. END CONC. BLK WALL

3+50

3+45.5 10' RT. ℄ 2' CONC WALK (2'3 Break in WALL)

3+42.5 { 9.5 LT Beg 5' Board Fence
9.9 LT END Shed

3+38.5 8.9 LT ℄ P.P. # P4155

3+26 { 10.2 RT 6' CONC BLK WALL
7.5 LT Beg CONC Slab (most come out) 3' Deep + 6' Long
10.6 LT Beg Shed

T.P. 6.95 354.98 2.69 348.03

3+20 { 10' RT ℄ CONC Apron. 24.4' RT ℄ Single gar CONC.
17' LT ℄ Single gar - DIRT

3+00

2+77 9.5' LT ℄ 2' CONC WALK

2+76 10.2 LT END Picket Fence

2+35 11' RT ℄ 2' CURVING WALK

2+50

2+24 7.9 LT ℄ P.P. # P4135

LT. ℄ RT.

348.3 348.4 348.2 348.3 348.4 347.85
6.6 6.5 6.7 6.6 6.5 7.10
20 10 10 10.1
DIRT FTG

348.40 347.42 348.14
6.58 6.56 6.84
10 15 10.
HA WALK WALL Flo. Line 3" DRAIN PIPE LAID IN WALK

348.1 347.47
6.8 7.51
DIRT 10.2
FTG

354.98

347.6 348.17 348.24
3.1 2.55 2.48
.17 10 24.47
DIRT Apron Floor

347.3 347.4 347.3 347.5 347.6
3.4 3.3 3.4 3.2 3.1
20 10 10 20

346.89 346.78 346.74
3.83 3.79 3.98
15 10 9.5
WALK WALK 10
WALK

346.56 346.35
4.16 4.37
20 11
WALK WALK

346.71 346.6 346.1 346.5 346.6
4.0 4.1 4.6 4.2 4.1
20 10 10 20

350.72

ALLEY BLK 2 (CONT.)

4+74 { 16.0' LT END 2-Car gar.
17.8' RT END 4-Car gar

10.1 RT + 17.8 RT = ℄ 3rd gar

4+60 { 16.0 LT Beg 2-Car gar - Conc. Floor

4+58 12.0 LT ℄ 1' Conc WALK

4+57 9.4 LT END Picket Fence

4+50

4+43 { 17.8 RT ℄ 2nd gar
10.1

4+30 17.8 RT Beg 4-Car Gar & APT.

4+27 { 10.05 RT Beg Cold-Lay APRON For 4-Car gar & APTS
9.7 LT END Board Fence & Beg 4' Picket Fence

4+26 10.1 RT ℄ END Hedge

4+06 10.2' RT ℄ (Beg) 4' Hedge

4+00

3+84 ℄ M.H.

3+83 18.7 RT ℄ Single gar. 16.6 to Conc Lip

LT. ℄ RT. 69

350.16
4.82
1.6
Floor

349.96
5.02
1.6
Floor

349.91
5.07
1.2
Lip

350.39
4.59
10.1
Lip

350.68
4.30
17.8
Floor

350.26
4.72
10.1
Lip

350.71
4.27
17.8
Floor

349.9 350.0 349.9 350.1
5.0 4.9 5.0 4.8
20 10 10

350.13
4.85
10.05
Lip

350.72
4.26
17.8
Floor

350.05
4.93
10.1
Lip

350.70
4.28
17.8
Floor

350.09
4.89
10.05
Lip

350.08
4.90
10.1
Lip

350.70
4.28
17.8
Floor

349.3 349.2 349.3 349.7 349.3
5.6 5.7 5.6 5.2 5.6
20 10 10 20

349.18
5.80
Rip
17.4

349.24
5.74
16.6
Lip

349.35
5.63
18.7
Floor

354.98

ALLEY BLK 2 (CONT.)

5+92	S.Ly CB Line Orange			
5+77.	2.5 LT ℄ 2'x2' SQ. Gt Elect. M.H = S.Ly Line Orange, Edge A.C. PAV Alley			
5+75	10.9 RT. END School Bldg			
T.P.	6.84	357.75	4.07	350.91
5+50	9.2 RT ℄ to FACE OF Steel guardrail AROUND gas meter 3½ high + 4' Long			
5+48	10.9' RT Beg School Bldg 10.0' RT END 3.5 Conc Ret WALL			
5+29	10.9 LT ℄ 3' Conc WALK			
5+23.5	22.3 LT END 2-car gar			
5+03	22.3 LT Beg 2-Car gar Conc Floor, 20 C to Apron			
5+00				
4+85	23.6 LT ℄ Single gar Conc Floor			
4+77.5	10.1 RT Beg 3.5' Conc Ret WALL AROUND School Yard			
4+76	10.1 RT END Colt-Lay Apron 8.4 LT ℄ P.P. # PA 4175			

LT. ℄ RT.

350.44 7.31 CB 8.00 5.0 C
349.75 6.92 2.5 CB
350.43 7.54 2.5 G
350.21 6.63 12 CB
351.10 7.23 12 G
350.52 7.20 10 CB
350.55 7.09 10 A1
350.66

351.25 6.50 10 TP CB
350.99 6.76 10 G
350.90 6.85 Edge A.C. PAV

350.92 6.83 10 A1
350.96 6.79 12 G
351.58 6.17 12 CB
351.32 6.43 2.5 G
351.87 5.88 TP
351.73 6.02 5.0 CB
352.38 5.43 TCB

351.15 6.60 10 G
351.75 6.00 10.1 TP

357.75

350.7 4.2 10
351.0 3.9
351.2 3.7 10

353.94 1.04 10.0 TR. WALL
350.30 4.68 10.0 FIG
353.78 1.20 11.0 E/Lay Playground

350.62 4.36 20 Walk
350.73 4.25 10.9 Lip

350.70 4.28 22.3 Floor
350.46 4.52 20.6 Lip

350.67 4.31 Floor 22.3
350.45 4.53 20.6 Lip

350.1 4.8 20
350.6 4.3 10
350.6 4.3

350.08 4.90 23.6 Floor

350.6 4.3 10

353.98 1.00 10.1 TO WALL
353.5 1.4 11.5 Out

353.97 1.01 10.1 TO WALL
349.57 5.41 10.1 TCB

350.35 4.63 10.1 Lip

354.98

ALLEY BLK 2 (CONT.)

	Check	3.25	354.50	= 354.51 N.W.B.P ORANGE 1/74

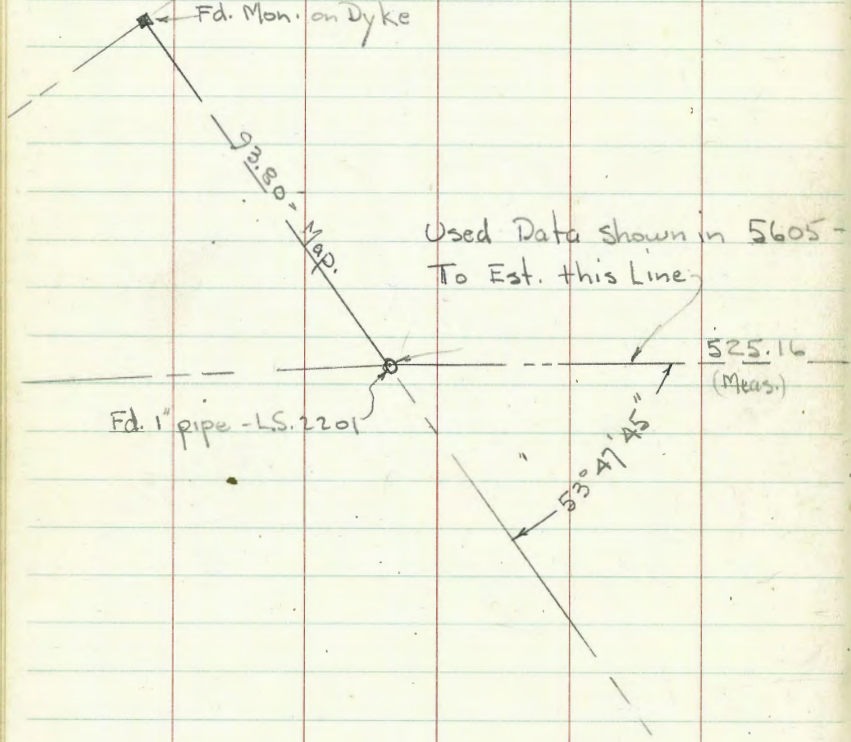
6+17 ℄ ORANGE

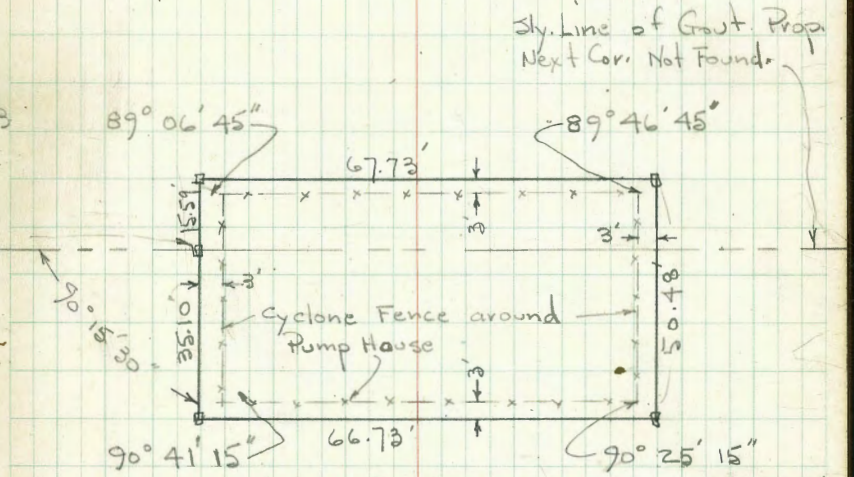
LT. ℄ RT.

350.35	350.83	351.31	351.89	352.35
7.40	6.92	6.44	5.86	5.40
50	25		25	50

Survey for Prop. Easement for pump House in R.L. 275 - See 5605-B & 6333-L

W.O. 21014 - 4-15-55 7.0.





□ - Set Hub.

Boundary shown is 3' outside Fence

See Book 1643 - P. 50-51

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.