

EUGENE DIETZGEN CO.
 DRAWING MATERIALS, MATHEMATICAL and
 SURVEYING INSTRUMENTS
 Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

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1847

INDEXED

to page # 72

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Made in U. S. A.

X-sec Ave. Con ML

1-20

ada

X-Sect. Wightman - 36th - Marlborough 38-62

X " Alley 281 S.D.L. + T. Co. - 63

9.5.46

P. Sub

Flo-line Elev. MH-10 - Cabrillo Ave 72

X-Sec Lg. Hermosa

73

L. Sub
1946

2+40 RR Drive 12 Wede

2+10

T.P. 6.47 86.13 6.06 79.66

160 end Cold Lay Pav

150

1700 & 13' drive show walk

0+90

85.72

79.49
6.64
08
24
14
0.50
K

79.8

79.6

79.9

6.5
13

6.2
9

6.2
18

6.2
18

6.2
18

6.2
18

5.04
06
18

79.40

76.7

79.4

86.13

6.32
24
06

7.0
24

6.3
12

6.0
12

5.9
7

6.0
18

5.02
18
06

79.37

78.7

79.3

79.7

79.7

79.5

80.63

6.35
24
06

7.0
24

6.4
12

6.0
12

6.0
7

6.2
18

5.09
18
06

79.08

76.4

79.0

79.3

79.3

79.61

80.31

80.38

6.64
24
06

7.3
24

6.7
12

6.4
12

6.4
9

6.1
18

5.4
24

5.34
30
06

79.00

78.2

79.0

79.3

79.3

79.2

80.09

6.72
24
06

7.5
24

6.7
12

6.4
12

6.4
9

6.5
18

5.6
18
06

85.72

80.3

80.4

80.85

80.65³

3

5.8

5.7

5.28

5.48

4.44

18
no end

24

30

79.49

79.8

79.6

79.9

79.9

79.9

81.09

6.64
08
24
14
0.50
K

7.3
24

6.5
13

6.2

6.2
9

6.2
18

5.04
06
18

2+40

4+00

2+

3+84 Driveway 14' wide

T.P.

16+50

15+08 Driveway Rt 14' wide

1+00 2+98

0+9 2+50

86 13

81.61
4.52
cb
24
9
80.9
4.5
12
81.6

82.0
4.1
9
82.0
4.1
9

82.1
4.0
18
9
83.02
3.11
46

81.8
4.3
9
81.8
4.3
9
82.31
3.82
18
Conc
24
30
82.96
3.15
30
82.95

81.21
4.92
cb
24
9
80.2
5.9
24
9
81.5
5.1
12

81.7
4.7
9
81.5
4.6
9
81.5
4.6
18
cb
82.53
3.60
cb

81.1
5.0
9
81.2
4.9
9
81.61
4.52
18
82.32
3.81
24
30
82.36

80.60
5.53
cb
24
79.8
6.3
24
80.6
5.5
12

80.9
5.2
9
81.6
5.0
9
81.6
5.0
18

82.05
4.08
18
cb

80.11
6.02
cb
24
79.9
6.7
24
80.1
6.0
12

80.9
5.7
9
80.5
5.6
9
80.5
5.6
18

81.62
4.51
18
18

86 13

+75

6+60

6+40

6+00

+85

+60

5+50.20 of Culvert on line of culvert

88.77

17.0
50.5
flow line

11.6

81.59 4.18 cb	83.6 5.2 24	89.6 4.2 12	85.0 3.8	81.9 3.9 9	89.8 4.0 9	85.56 3.21 cb	6
81.51 4.26 cb	83.4 5.4 24	89.5 4.3 12	81.9 3.9	81.8 4.0 9	81.3 4.5 18	85.51 3.20 cb	
81.35 4.42 cb	83.2 5.6 24	84.3 4.5 12	89.7 4.1	81.5 4.3 9	81.1 4.7 18	85.38 3.39 cb	
81.01 4.76 cb	83.2 5.6 24	83.9 4.9 12	81.3 4.5	81.1 4.7 9	83.8 5.0 18	85.02 3.75 cb	
83.91 4.86 cb	82.8 6.0 24	83.7 5.1 12	81.0 4.8	81.0 4.8 9	83.8 5.0 18	81.89 3.88 cb	
83.33 5.44 cb	82.1 6.7 24	83.1 5.7 12	83.6 5.2	83.6 5.2 9	83.1 5.1 18	89.25 4.52 cb	
83.31 5.46 cb	81.5A 7.23 grots		83.6 5.2		83.57 5.2 9	81.21 4.56 cb	7.20 7.56 flow line
	8.52					18.7	South
			88				77

+80

+60

TP. H.19 89.39 3.57 85.20

+50

+19 Driveway 14

+400

+88 Driveway 14 wide

88.77

4.76 CB	5.4 24	4.5 12	4.2	4.3 9	4.6 18	3.70 CB
89.63	89.0	89.9	85.2	85.1	87.8	85.69

4.11 CB	4.7 24	3.9 12	3.6	3.7 9	4.0 18	3.19 CB
84.66	84.1	84.9	85.2	85.1	87.8	85.59

4.05 CB	4.8 24	4.1 12	3.7	3.8 9	4.0 18	3.18 CB
89.72	87.0	87.7	85.1	85.0	87.8	85.59

4.05 CB	4.8 24	4.1 12	3.7	3.8 9	4.0 18	3.18 CB
89.72	87.0	87.7	85.1	85.0	87.8	85.59

88.77

9+41² gutter

9+41²
+15 } curb line

9+26²⁰ S. Line of La Canada bog paving

9+00

+50

8+00

~~8877~~

889	634	600	550	507	485	464	397	335
60	39	24	12		9	18	30	60
66	26						9	66
81.80	83.05	83.39	83.69	84.32	84.59	84.75	85.12	85.09
864	687				291	440		
60	39				19	30		
9	9				60	36		
80.75	82.52				87.29	89.99		
487	542	500	468	453	441	397		
66	24	12		9	18	186		
par	par	par	par	par	par	par		
84.52	83.97	84.39	84.71	84.86	84.98	85.12		
84.59	83.8	84.3	84.7	84.8	84.6	85.1		
485	56	51	47	46	48	398		
66	24	12		9	18	66		
84.59	83.8	84.7	84.9	84.9	84.7	85.58		
490	56	47	45	45	47	381		
66	24	12		9	18	66		
84.57	83.9	84.9	85.1	85.1	85.0	85.68		
482	55	45	43	43	44	371		
66	24	12		9	18	66		
			84.39					
			84.77					

0+08 Edge of paving

0+00
9+86.20 N Line Canada

9+71.20 curb

9+71.20 gutter

9+56.20 of Canada

89.39
~~88~~

5.87 24 66	5.43 24 9	5.39 12	5.02	4.95 9	5.01 18 9	4.59 18 66
83.52	83.96	84.06	84.37	84.49	84.88	84.86
5.39 24 66	5.87 24 9	5.46 12	5.12	5.04 9	5.01 18 9	4.49 18 66
81.00	83.52	83.93	84.27	84.35	84.38	84.90
6.40 66 39	82.99				84.86	87.67
7.05 39 9	6.65 24	5.74 12	5.37 9	5.21 9	5.11 18	4.95 9 30
82.34	83.24	83.65	84.02	84.18	84.28	84.49
81.08	82.79	83.62	84.03	84.32	84.52	84.68
8.31 60	6.60 39	5.77 24	5.36 12	5.07	4.87 18 9	4.71 18
					4.32 30	1.82 60
					85.07	87.57
					86.96	
					89.39	
					88	

2+50

2+00

1+50

1+00

0+50

Set
BM

2.83 88.29

89.39 5.93 85.46
88.77

83.252

5.04	6.0	5.4	5.1	5.1	5.3	4.23
<u>24</u>	<u>24</u>	<u>12</u>		<u>9</u>	<u>18</u>	<u>18</u>
ck	G				G	ck

43.95

4.84	5.8	5.2	4.9	5.0	5.2	4.13
<u>24</u>	<u>24</u>	<u>12</u>		<u>9</u>	<u>18</u>	<u>18</u>
ck	G				G	ck

83.59

4.70	5.9	5.0	4.6	4.8	5.1	3.95
<u>24</u>	<u>24</u>	<u>12</u>		<u>9</u>	<u>18</u>	<u>18</u>
ck	G				G	ck

83.71

4.58	5.4	4.7	4.4	4.4	4.6	3.81
<u>24</u>	<u>24</u>	<u>12</u>		<u>9</u>	<u>18</u>	<u>18</u>
ck	G				G	ck

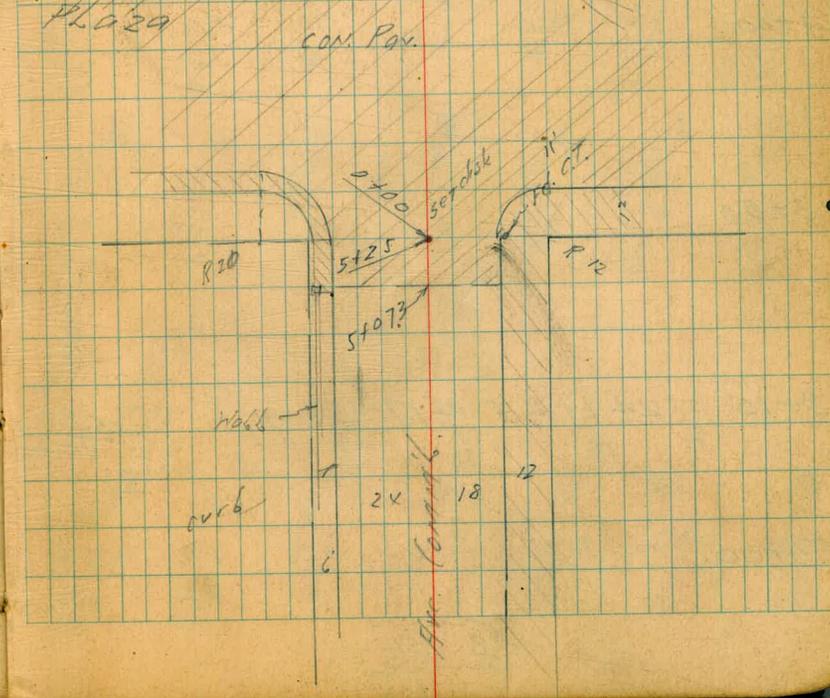
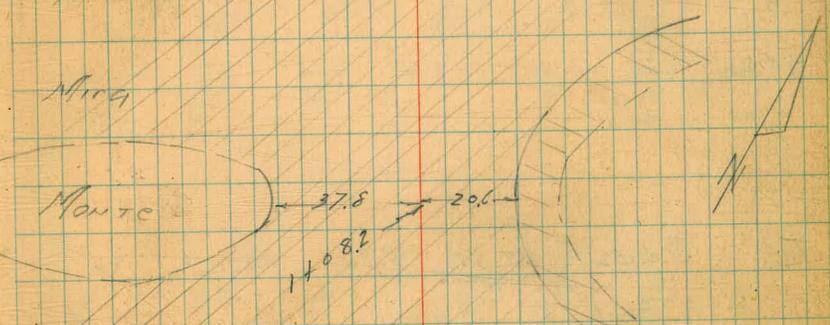
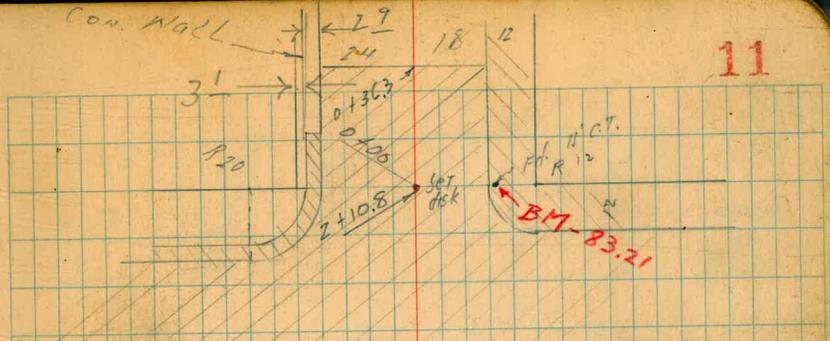
83.82

4.47	5.1	4.3	3.9	3.9	4.4	3.59
<u>24</u>	<u>24</u>	<u>12</u>		<u>9</u>	<u>18</u>	<u>18</u>
ck	G				G	ck

88.29

N. lead a tack S. line Canada SE cor. of Commercial.

~~88.77~~ 89.39



5+00

82.93	81.9	82.1	82.6	82.6	82.2	83.18
6.38	6.9	6.4	6.2	6.2	6.6	5.63
$\frac{24}{ck}$	$\frac{24}{6}$	$\frac{12}{12}$		$\frac{9}{9}$	$\frac{18}{6}$	$\frac{18}{ck}$

4+50

82.61	81.8	82.2	82.5	82.9	82.0	83.39
6.20	7.0	6.6	6.3	6.4	6.8	5.42
$\frac{24}{ck}$	$\frac{24}{6}$	$\frac{12}{12}$		$\frac{9}{9}$	$\frac{18}{6}$	$\frac{18}{ck}$

T.P. 6.32 88.81 5.80 82.49

82.76	81.8	82.1	88.81	82.1	82.4	83.19
5.53	6.5	5.9	5.7	5.6	5.9	4.80
$\frac{24}{ck}$	$\frac{24}{6}$	$\frac{12}{12}$		$\frac{9}{9}$	$\frac{18}{6}$	$\frac{18}{ck}$

4+00

82.96	82.3	82.6	82.8	82.8	82.1	83.71
5.33	6.0	5.7	5.5	5.5	5.9	4.55
$\frac{24}{ck}$	$\frac{24}{6}$	$\frac{12}{12}$		$\frac{9}{9}$	$\frac{18}{6}$	$\frac{18}{ck}$

3+50

82.11	82.09	82.51	82.1	83.0		
5.85	5.20	5.75	6.2	5.3		
$\frac{40}{40}$	$\frac{29.5}{29.5}$	$\frac{24}{24}$	$\frac{12}{12}$	$\frac{15}{15}$		

3+15 24 Lt = 4 of 17° Drive

83.0	82.1	82.1	82.9	83.0	82.1	83.5
5.21	6.1	5.6	5.4	5.3	5.6	4.44
$\frac{24}{ck}$	$\frac{24}{6}$	$\frac{12}{12}$		$\frac{9}{9}$	$\frac{18}{6}$	$\frac{18}{ck}$

3+00

88.29

88.29

0+25

0+14⁶ = Cb. Line on Left-

0+12 = E.C. on Rth.

0+00
5+25 B.C. on Rt. S. Line of Plaza

5+19⁶ = B.C. on Left.

5+07³ Beginning Pavement-

88.81

81.33	81.71	81.97	82.22	82.42	82.74
$\frac{7.48}{44}$	$\frac{7.10}{24}$	$\frac{6.84}{12}$	6.59	$\frac{6.39}{18}$	$\frac{6.07}{30}$

81.81	81.11	81.61	81.96	82.10
$\frac{7.00}{44}$	$\frac{7.70}{24}$	$\frac{7.20}{24}$	$\frac{6.85}{12}$	6.71

82.11	82.21	82.38	82.63	83.31
6.70	$\frac{6.60}{9}$	$\frac{6.43}{18}$	$\frac{6.18}{30}$	$\frac{5.50}{30}$
			6	Ch.

82.56	82.43	82.56	83.24
6.25	$\frac{6.38}{9}$	$\frac{6.25}{18}$	$\frac{5.57}{18}$
		9	Ch.

82.44	81.90	82.32	82.58
$\frac{6.37}{24}$	$\frac{6.91}{24}$	$\frac{6.49}{12}$	6.23
Ch.	9		

82.70	82.02	82.47	82.77	82.76	82.65	83.20
$\frac{6.41}{24}$	$\frac{6.79}{24}$	$\frac{6.34}{12}$	6.04	$\frac{6.05}{9}$	$\frac{6.16}{18}$	$\frac{5.61}{18}$
Ch.	9	12		9	18	Ch.

88.81

1+75

1+50

1+25

1+08²

0+75

0+50

88.81

81.20
 $\frac{7.61}{44}$
 81.73
 $\frac{7.08}{24}$
 81.99
 $\frac{6.82}{12}$
 82.26
 6.55
 82.71
 $\frac{6.10}{18}$
 82.88
 $\frac{5.93}{30}$

81.97
 $\frac{7.34}{44}$
 82.01
 $\frac{6.80}{24}$
 82.25
 $\frac{6.56}{12}$
 82.53
 6.28
 82.67
 $\frac{5.94}{18}$
 83.09
 $\frac{5.72}{30}$

81.92
 $\frac{7.39}{44}$
 81.89
 $\frac{6.92}{24}$
 82.23
 $\frac{6.58}{12}$
 82.52
 6.27
 82.91
 $\frac{5.90}{18}$
 83.13
 $\frac{5.68}{30}$
 83.19
 $\frac{5.02}{30}$
 ck

82.03
 $\frac{6.78}{37.8}$
 81.99
 $\frac{7.32}{37.8}$
 81.81
 $\frac{7.00}{24}$
 82.12
 $\frac{6.69}{12}$
 82.55
 6.26
 83.08
 $\frac{5.73}{20.6}$
 83.66
 $\frac{5.15}{20.6}$
 ck

81.51
 $\frac{7.30}{44}$
 81.94
 $\frac{6.87}{24}$
 82.21
 $\frac{6.60}{12}$
 82.61
 6.30
 82.86
 $\frac{5.95}{18}$
 83.02
 $\frac{5.79}{30}$

81.61
 $\frac{7.20}{44}$
 81.99
 $\frac{6.82}{24}$
 82.29
 $\frac{6.52}{12}$
 82.79
 6.32
 82.78
 $\frac{6.03}{18}$
 82.99
 $\frac{5.82}{30}$

88.81

0+49 8' CONC. DR. ON R.

T.P.
Set B.M. on N.E. Cor. Comm'l. Plaza
4.68 87.89 5.60 83.21 T.P.
0+36³ = End Conc. Pav.

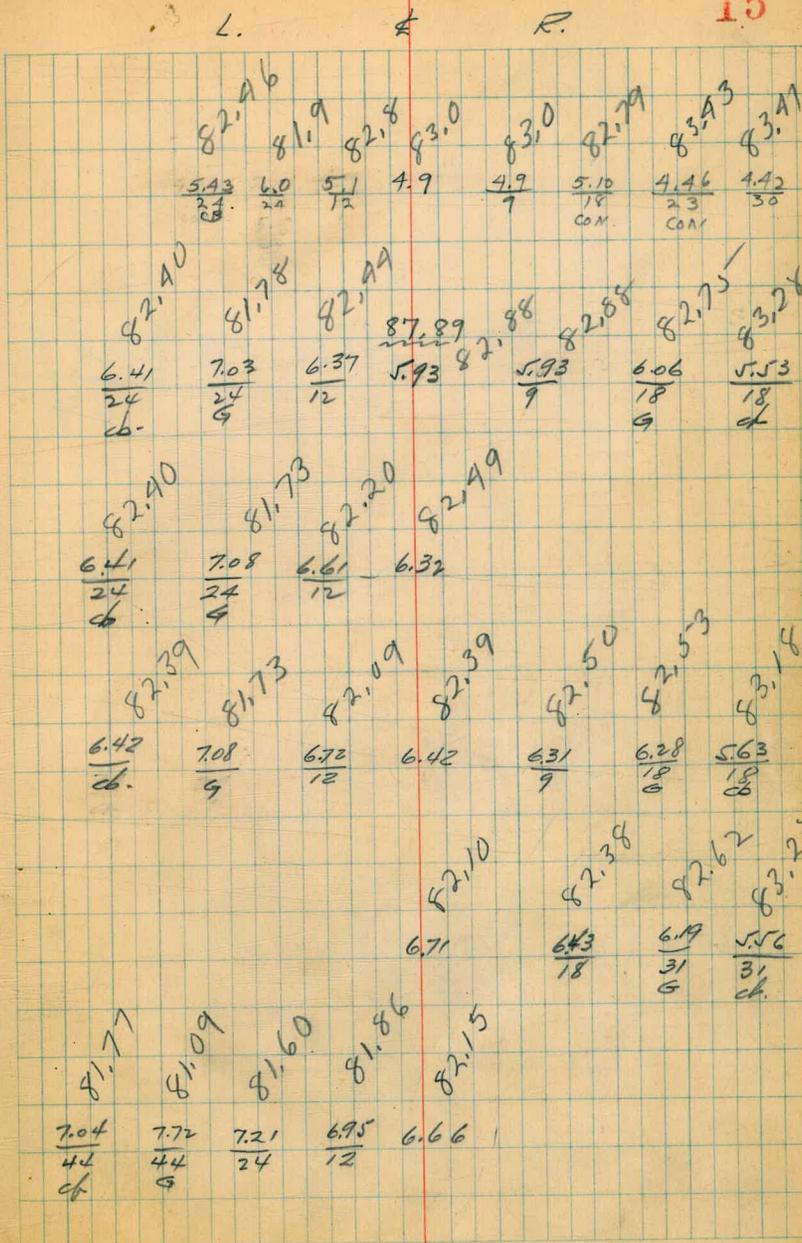
0+04⁸ = B.C. on Lt.

0+00
2+10⁸ = N. Line of Plaza B.C. on Rt.

1+98² = Cb. Line on Rt.

1+95⁶ = Cb Line on Lt

88.81



88.81

Station in red added 7/12/53

3+40 - see P. 73

3+00

2+50

2+28 - see P. 73

2+00

1+53 - see P. 73

1+50

1+00

0+89 - see P. 73

0+60

87.89

17

83.11	82.6	83.2	83.5	83.5	83.5	81.31
4.48	5.3	4.7	4.4	4.4	4.4	3.58
24	24	12		9	18	18
CB						CB

83.11	82.3	83.0	83.2	83.3	83.1	81.09
4.78	5.6	4.9	4.7	4.6	4.8	3.20
24	24	12		9	18	18
CB						CB

82.91	82.1	82.6	83.1	83.1	82.9	83.92
4.98	5.8	5.1	4.8	4.8	5.0	3.97
24	24	12		9	18	18
CB						CB

82.77	81.9	82.8	82.9	83.1	82.8	83.71
5.12	6.0	5.1	5.0	4.8	5.1	4.18
24	24	12		9	18	18
CB						CB

82.65	81.8	82.6	82.9	83.0	82.8	83.55
5.24	6.1	5.3	5.0	4.9	5.1	4.34
24	24	12		9	18	18
CB						CB

82.47	82.0	82.8	83.0	83.0	82.8	83.36
5.42	5.9	5.1	4.9	4.9	5.1	4.53
24	24	12		9	18	18
CB						CB

87.89

5+128 S. 907

5+128 S curb

4+978 SL Via Del Norte PAYING

T.P. 5.23 89.72 3.40 84.49

4+50

4+13- see p. 73

4+00

3+50

87.89

Ground unchanged
to here

82.66	83.37	85.05	85.57	86.99
$\frac{2.06}{55}$	$\frac{6.35}{38.5}$	$\frac{4.67}{30}$	$\frac{4.18}{44}$	$\frac{2.78}{60}$

83.02	83.69	83.97	84.29	84.52	84.67	84.82	85.26	85.77	87.91
$\frac{6.70}{55}$	$\frac{6.03}{38.5}$	$\frac{5.23}{24}$	$\frac{5.48}{12}$	5.20	$\frac{5.05}{9}$	$\frac{4.70}{18}$	$\frac{4.46}{30}$	$\frac{3.95}{44}$	$\frac{2.31}{60}$

84.25	85.92	84.20	84.57	84.65	84.72	85.12
$\frac{5.17}{24}$ CB	$\frac{5.80}{24}$	$\frac{5.48}{12}$	5.15	$\frac{5.07}{9}$	$\frac{5.00}{18}$	$\frac{4.60}{18}$ CB

84.03	84.37	84.0	84.72	84.9	84.5	83.9	84.92
$\frac{3.86}{24}$ CB	$\frac{4.7}{24}$	$\frac{3.9}{12}$	3.5	$\frac{3.6}{9}$	4.0	$\frac{2.97}{18}$ CB	

83.86	83.1	83.7	84.1	84.1	83.9	84.11
$\frac{4.03}{24}$ CB	$\frac{4.8}{24}$	$\frac{4.2}{12}$	3.8	$\frac{3.8}{9}$	$\frac{4.0}{18}$	$\frac{3.18}{18}$ CB

83.68	83.6	83.5	83.8	83.8	83.6	84.5
$\frac{1.21}{24}$ CB	$\frac{4.9}{24}$	$\frac{4.4}{12}$	4.1	$\frac{4.1}{9}$	$\frac{1.3}{12}$	$\frac{3.36}{18}$ CB

87.89

start new elevations
on ground. obs. etc.

0+50

unchanged
see p. 74

SET
B. M. on
11' CT.
NE. COR COM L &
VIA DEL NORTE

4.11

85.61 ✓

0+09 N EDGE PAW

0+00
5+57.8
12 9
15 0

N LINE
VIA DEL NORTE

557.8

128

750

5+42.8 N GUT

5+42.8 N CB

5+27.8

89.72

81.88
1.84
24
CB

89.27
55
24

89.80
1.9
12

85.12
4.6

85.1
4.6
9

85.1
4.6
18

85.75
3.97
18
CB

89.68
5.04
24
CB

89.27
5.45
24

89.81
4.91
12

85.09
4.63

85.17
4.55
9

85.16
4.56
18

85.57
4.15
18
CB

89.79
4.98
24
CB

89.30
5.42
24

89.77
4.95
12

85.04
4.68

85.15
4.57
9

85.17
4.55
18

85.57
4.15
18
CB

83.35
6.37
48

83.66
6.06
41

1.40
30

4.04
44

2.97
60

83.75
5.97
48

89.03
5.69
41

89.28
5.44
24

89.58
5.14
12

89.86
4.86

78.03
11.69
3.5

89.91
4.81
3.5

85.00
4.72
9

85.12
1.60
18

85.17
4.00
30

85.27
3.61
44

87.32
3.20
60

83.36
6.36
53

83.90
5.82
40.5

89.19
5.53
24

89.47
5.25
12

89.79
4.93

89.6
4.76
9

85.17
4.35
18

85.48
4.24
30

85.96
3.76
44

87.27
2.45
60

89.72

CRT TO SE BP ROSEMONT & B.M. ELECTRIC

5.17

83.84

old City Datum 83.80

T. P. 5.74 89.01 5.66 83.27

T. P. 3.16 88.93 6.88 85.77

88.93

T. P. 3.60 92.65 5.79 89.05

92.65

FOUND B.M. BP IN E CB DOWLING AT ELECTRIC. (SEE DOWLING DR. CROSS SECT.)

2.96

91.88

T. P. 3.68 94.84 1.87 91.16

SECTION ON LINE LA JOLLA HERMOSA

5 1+72.3

85.1A	85.3	85.6	85.1A	85.4	85.6	86.22
7.59	7.7	7.4	7.1	7.2	7.4	6.81
CB	22.6	12.3		9.2	18.5	18.5
24.6						CB

5 1+50

85.23	85.0	85.1A	85.6	85.5	85.3	86.1A
7.80	8.0	7.6	7.4	7.5	7.7	6.89
CB	24	12		9	18	18
						CB

T. P. 7.53 93.03 4.22 85.50

85.02	85.1A	85.1	93.03	85.3	85.0	85.96
4.70	5.0	4.6	4.4	4.4	4.7	3.76
CB	24	12		9	18	18
						CB

5 1+00

89.72

89.72

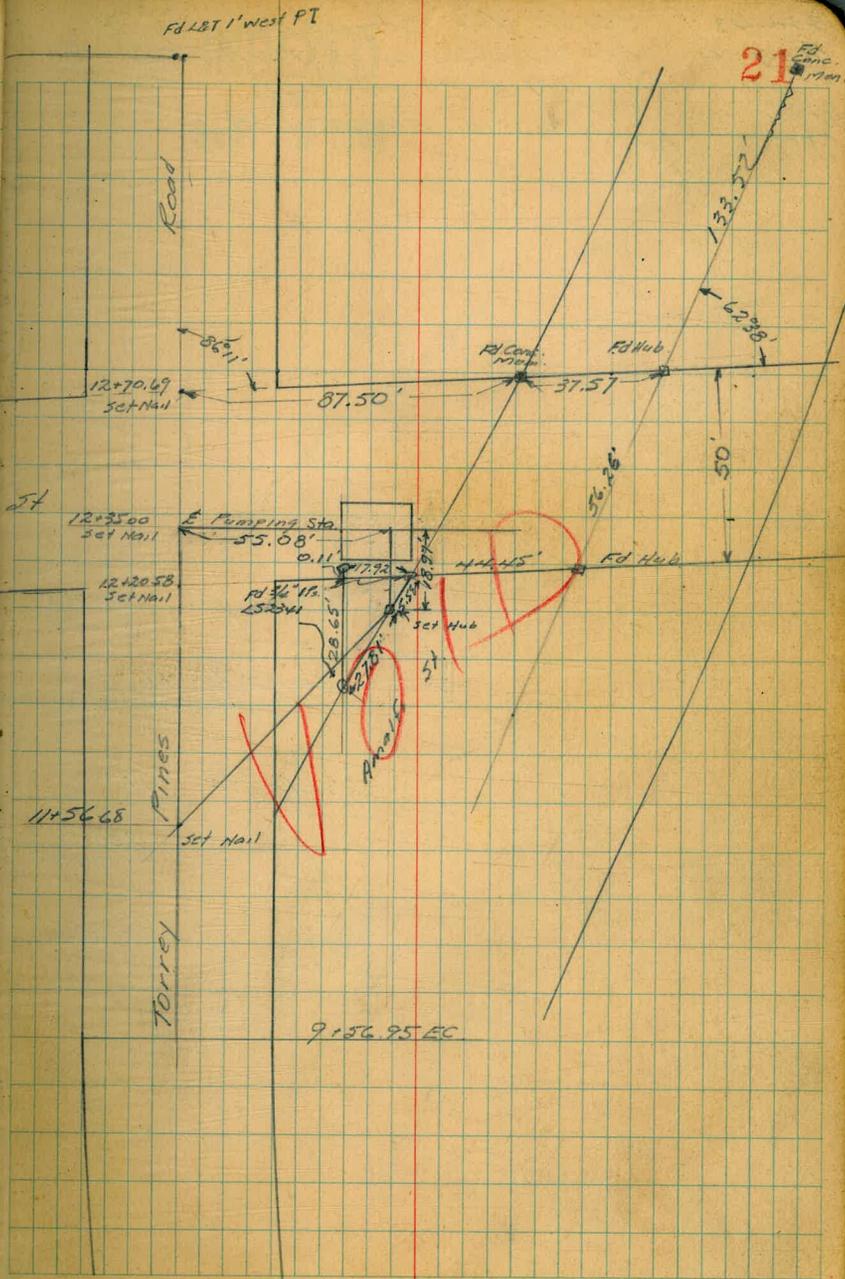
8-30-48
 Hendricks
 Roberts
 Greer
 Corer
 NO60058

Survey for Proposed Pumping
 Station At Intersection of
 Torrey Pines Rd Charlotte and
 Amalfi Sts

Charlotte

VOID

1156.08
 956.95
 199.73



Levels for Topography
Proposed Pumping Sta.

(SEE HARD COPY #7412)

				85.15	
		3.50		57.25	= 85.20
T.P.	542	88.65		83.23	
		60.75	9.25	55.33	
		92.48		91.06	
TP	1.42	64.58	13.10	67.16	
		104.16		103.62	
T.P.	0.54	76.26	11.99	75.72	
		115.61		113.55	
B.M.	2.06	87.71		85.65	

See F.B. 1655 Pg. 11
 CT. E. Co. and Princess on Torrey Pine Rd.
 On Hub 1x.42 south & Pumping Sta 5509 Rt
 51912+20.58.

See F.B. 1655 Pg. 10
 S.W.R.P. Torrey Pines Road & Coast Blvd

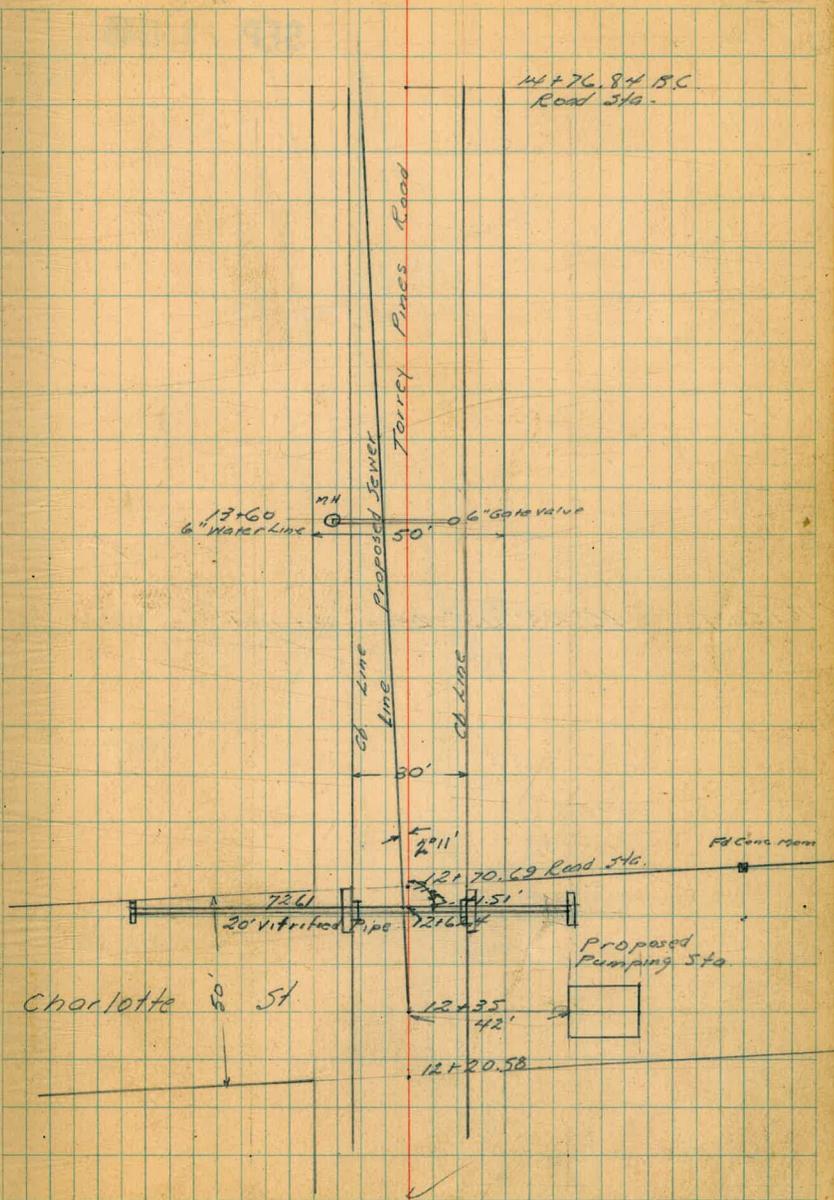
9-1-48
 Hendricks
 Roberts
 Greer
 Rover
 W0280114

Proposed Sewer from Proposed
 Pumping Sta. Torrey Pines Road
 & Charlotte St. to North

24

12+64 20" vitrified pipe location from & Torrey Pines

12+35 Beg. line 20" Lt.



INDEXED

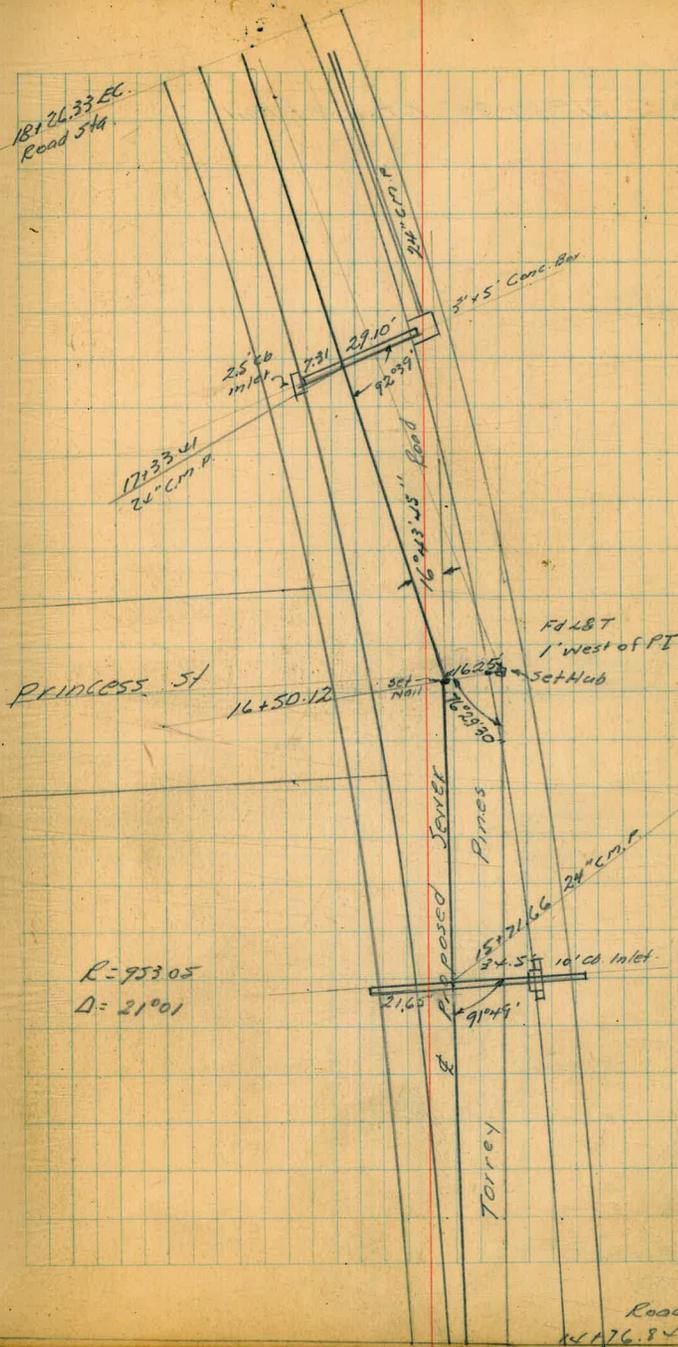
W.K.
SEP 3 1948

25

16+50.12 16°43'45" Lt. Set Nail

PRINCESS ST

R=953.05
Δ=21°01'



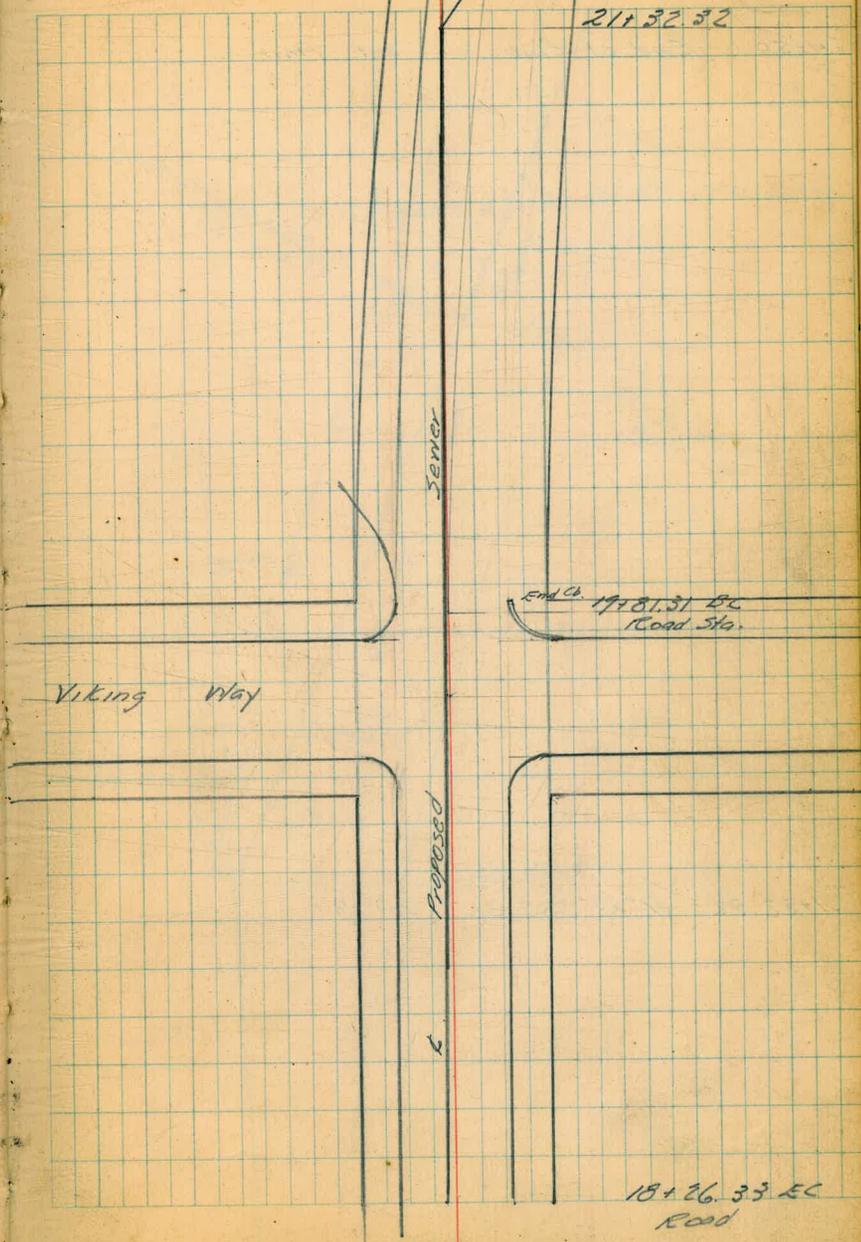
Road Sta.
14+76.84 BC

21132.32 31° 37' 30" Rt. set Nail

26

21132.32

31° 37' 30"



End of 19781.31 EC Road Sta.

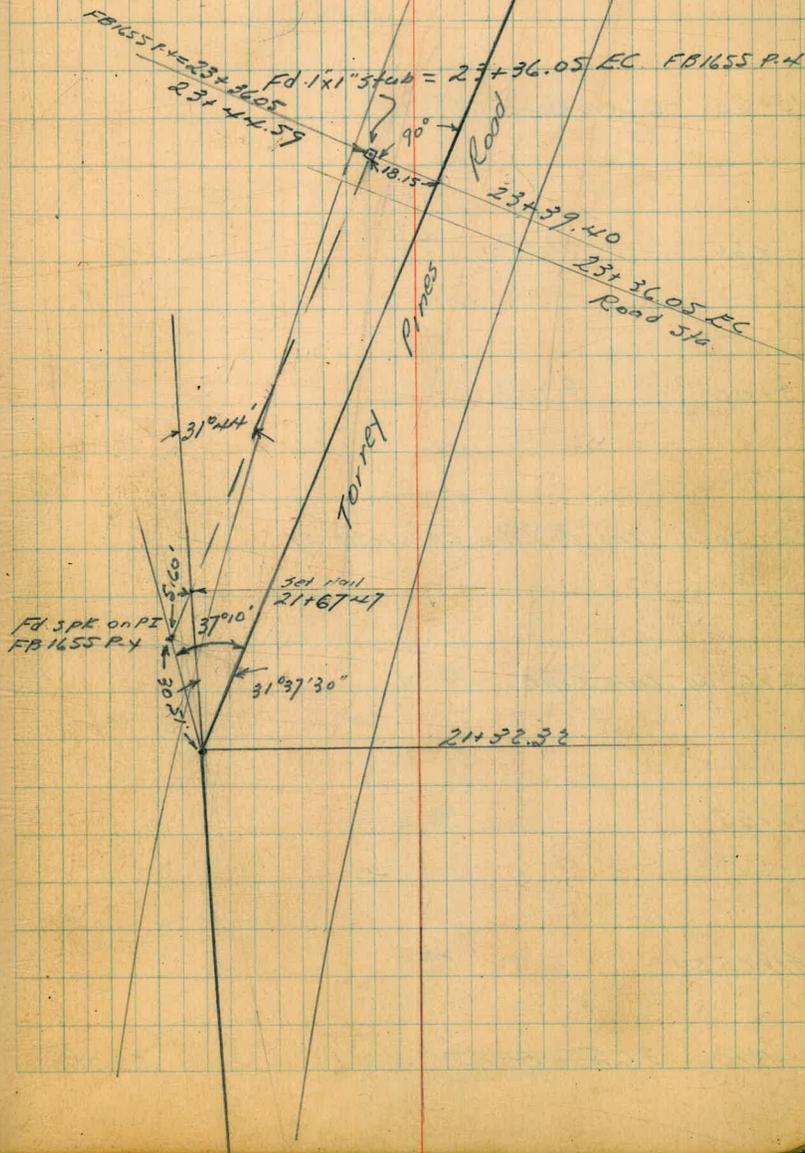
Viking Way

PROPOSED

18426.33 EC Road

24150 End of Line set Nail

21182.92 $31^{\circ}57'30''$ Rt. set Nail



Levels for Proposed Sewer

14+00

521 83.64

13+60 6" water line

527 83.56

450

521 83.54

13+00

580 83.05

12+70.69 Int Ho Line Charlotte St.

577 83.08

12+62.4 Int Pipe

18.85
35.04
72.61

53.39
52.46

58.50
20.35
41.51

12+35

420 84.65

11+65.50

124 87.61

BM 765 88.85

85.20

CT. EGB Princess & Torrey Pines P. 23

17+33.41 2N" CMP.

17+00

T.P. 10.19 9539 3.65 8520

16+50.12 16°43'45" LL.

16+00

15+71.66 1N2 2N" CMP

15+00

15+00

14+50

5885

87.06	86.61	80.91
	87.8	14.28
731		29.10
FL		FL.

953 8586

9539
T

363 8523

422 84.63

76.56	84.32	79.11
12.29	4.53	974
2165		34.5
FL.		FL.

454 84.31

84.09 83.81

426	504	428	84.07
515	5.15		
Ca.	G		

501 83.84

5885
T

+50

20+00

19+58.6 ± Viking Hwy

19+36

19+00

T.P. 8.87 10390 0.32 95.07

+50

18+00

17+50

9539

98.90

500

98.76

514

97.91

599

97.18

673

95.49

841

103.90

92.76

263

89.87

90.13

552

526

452

5

87.30

809

75.39

B.M. 6.93 96.38 96.32

TP 4.37 103.31 4.96 98.94

+50

24+00

+50

23+00

+50

22+00

21+60

21+32.32 31° 37' 30" Rt.

21+00

103.90

NWBP Viking Way & Torrey Pines Road. FB1655-P-11

31

92.57

11.33

92.86

11.04

93.13

10.77

93.49

10.41

94.32

9.58

95.58

8.32

97.04

6.86

98.25

5.65

98.54

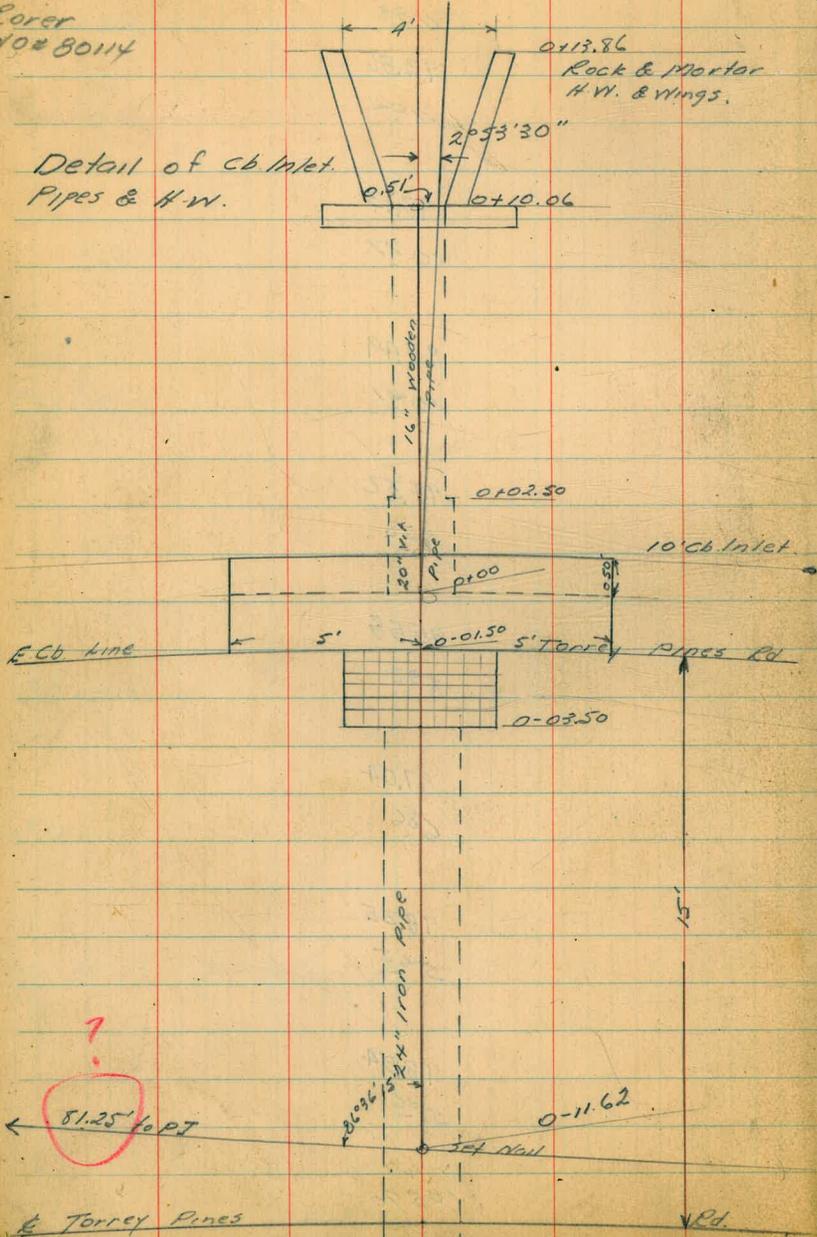
5.36

103.90

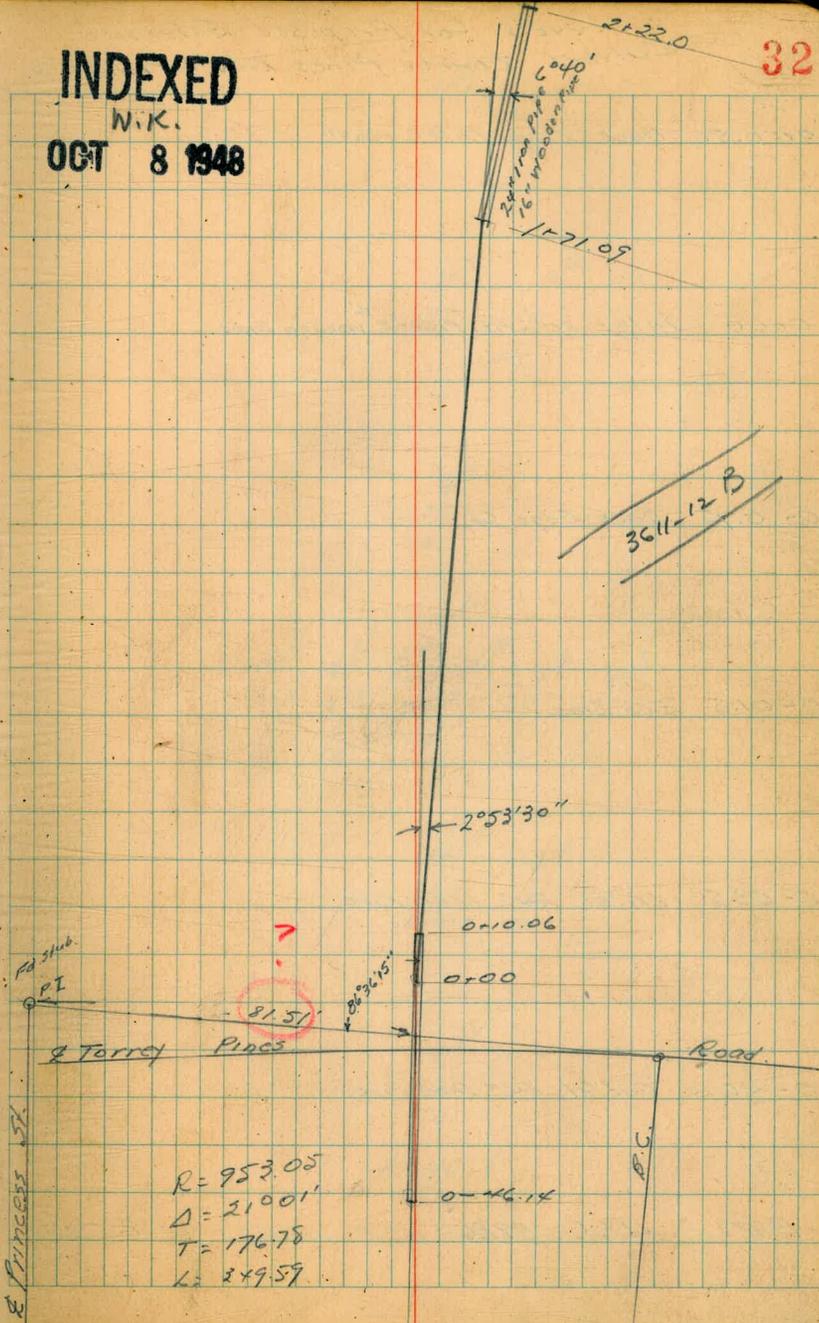
10-7-48
 Hendricks
 Roberts
 Greer
 Rorer
 W0280114

Proposed Extension of Culvert
 South of Princess St. Across Torrey
 Pines Road.

Detail of cb Inlet
 Pipes & H.W.



INDEXED
 N.K.
 OCT 8 1948



32

Levels for Proposed Extension
 Culvert Torrey Pines Road & Princess St.

0+0.50 Back Edge Inlet Wall

0+00 Inlet 20" Vit. Pipe & ^{16"} Wooden Pipe

0-0.75 Back Edge Ch.

0-01.5 E.Cb Line

0-03.5 Inlet 24" Iron Pipe

0-46.14 Outlet 24" Iron Pipe

B.M. 46.6 8986

85.20

33

84.25

5.11

84.91
 78.33
 4.75
 11.53
 F.L.

85.14
 4.75
 Cb.

84.26
 85.18
 5.63
 84.25
 84.16
 85.15
 84.25
 5.20
 4.20
 4.21
 5.20
 5.20
 G
 Cb
 Cb
 Cb
 G

84.35
 78.04
 5.51
 11.83
 Grate F.L.

7.55
 13.31
 F.L.

89.86 ✓
 7

187 E.Cb Torrey Pines Road on E Princess St.

TP. 11.34 100.60 0.60 89.25

0+80

0+50

0+37

0+18

0+17

0+10.06 Inlet 16" Wooden Pipe

89.86 ↓

Notes Reduced. 10-25-48

89.7 86.7 87.0 87.9 90.0
 0.2 3.2 2.2 2.0 4.0
 20 10 10 20

84.4 83.5 84.7 81.4
 5.5 4.5 5.2 2.5
 15 12 12

82.6 81.9 84.4 81.9
 6.2 8.0 5.4 2.0
 20 10 12

82.0 82.4 81.0 80.8 81.4 83.1
 7.7 7.5 8.5 9.1 7.5 6.8
 20 10 5 5 10

79.9
 10.0

85.3 85.2 79.9 79.1 83.7 84.9
 4.4 4.7 10.7 10.8 6.0 5.0
 15 8 0.51 HW 12
 FL.

2+22 Inlet 16" Wooden Pipe

2+14

1+89

1+85

T.P. 11.53 111.12 1.01 99.59

1+71.09 Outlet 24" Iron Pipe

1+40

1+00

100.60

710 ^{104.02}

FL

40 ^{107.1}

49 ^{106.2}

57 ^{105.4}

111.12 ✓
T

97.6
30 37.4 96.86 98.13
10 FL 23 13

85.6
50 75 93.1 93.2
13 13

90.9 89.6 90.0 90.1
97 11.0 10.5 10.5
24 8 18

100.60 ✓
T

B.M			3.95	85.2x	85.30
TP	2.38	89.9	12.10	86.81	
TP	1.05	98.91	13.26	97.86	

111.12

Starting B.M

Fd. SpL
 23x36.05
 FB 1655 P4

Fd. SpL PT
 FB 1655 P4 2

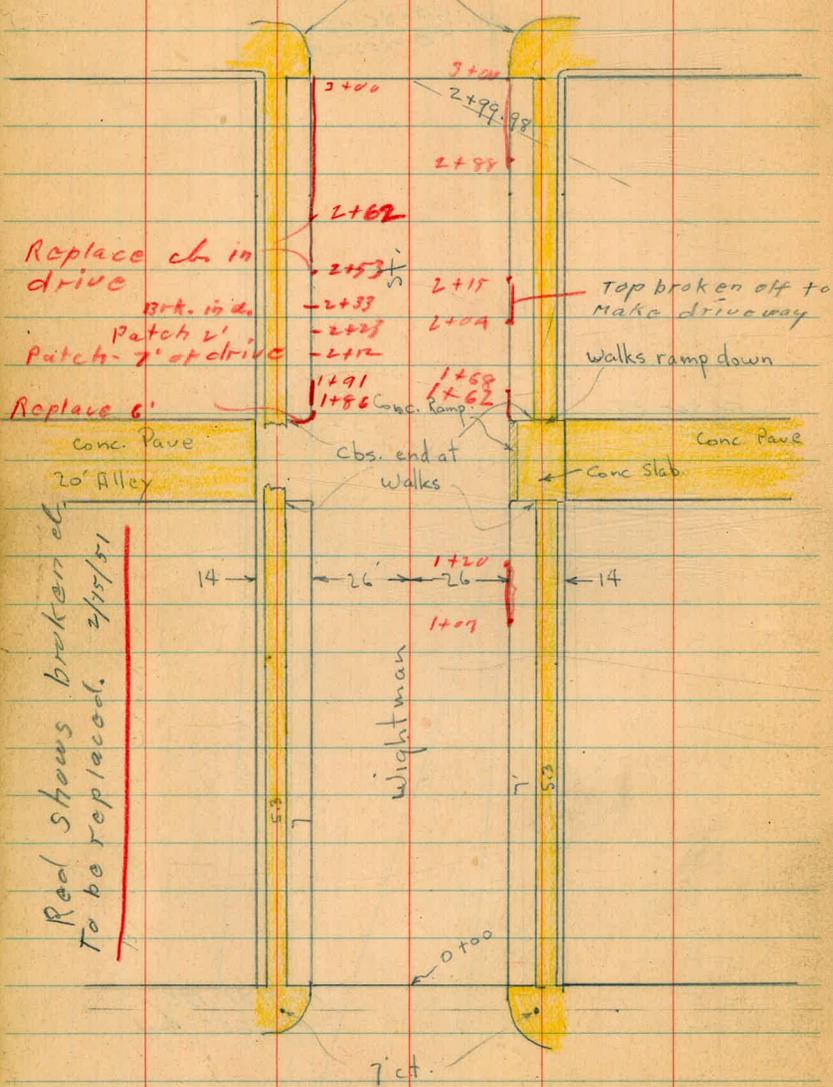
1918131 BC
 FB 1655 P4

Cherokee

MAR 23 1951

st.

10' Rad.



36 th

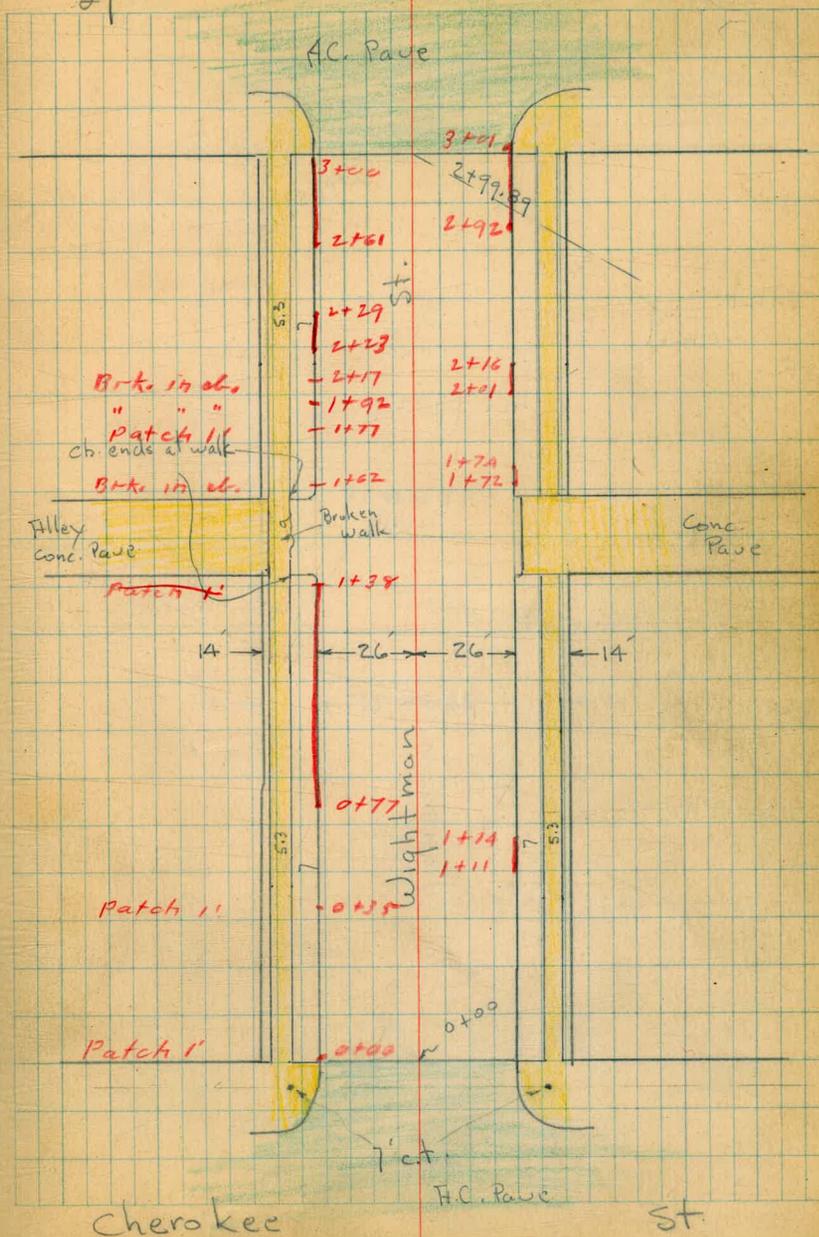
st.

Note all Returns Have 10' Rad. unless noted.

38

st.

37 th



Cherokee

AC. Pave

st.

38th

St.

Rock & Concrete wing wall for Inlet

C. Light

2+99.59

± 24" Culvert
See Survey for Loc.

Inlet.
See Detail
P. 47

± 13

2+46.6

2+32.7

See Survey for
Pipe Loc.

cb. ends at
walk

20' Alley
conc. Pave

Walk extends 3'
into Alley

Walk extends
5' into Alley

14'

26' 26'

14'

Patch 1'

0+98

A.C. Gutter

Patch 1'

0+60

Wightman

7' 5.3

0+00

7'

37th

7' cut
H.C. Pave

St.

P.

39th

St.

39

H.C. Pave

FACE
TOP + SIDE
broken, should
be replaced
TOP broken

2+87

2+60

2+52

2+48

3+00

2+99.96

0.5 story patch
needed,

Patch 1'

2+13

Patch 2'

2+05

Patch 2'

1+95

St.

Pole

14'

26' 26'

14'

7' 5.3

0+90

R.P. Cross 10' from Hub

Wightman

R.P. Cross in cb.
1.5' from Hub.

5' x 12" Inlet

12" Pipes 7' Hubs

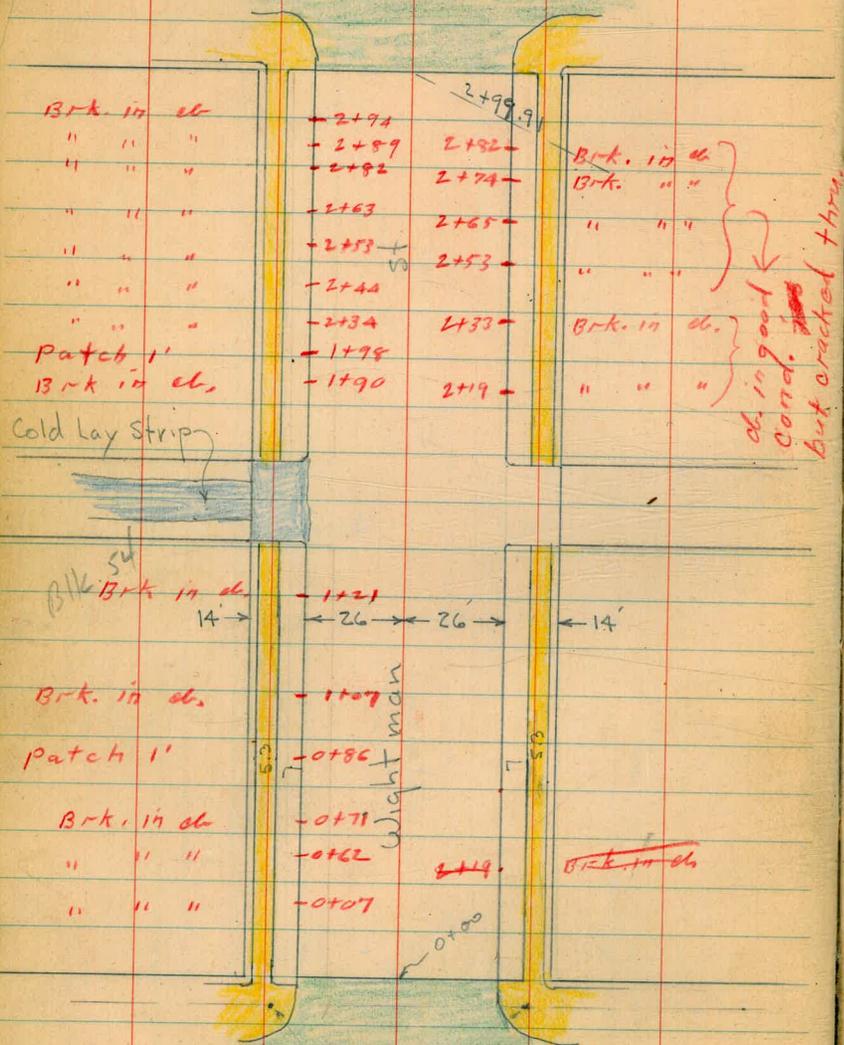
38th

See New Const.
plans for cb. Ret
& cb. inlets.
St.
S.E. + S.W. Returns,

40th

H.C. Pavc

st.



39th

7'ct.

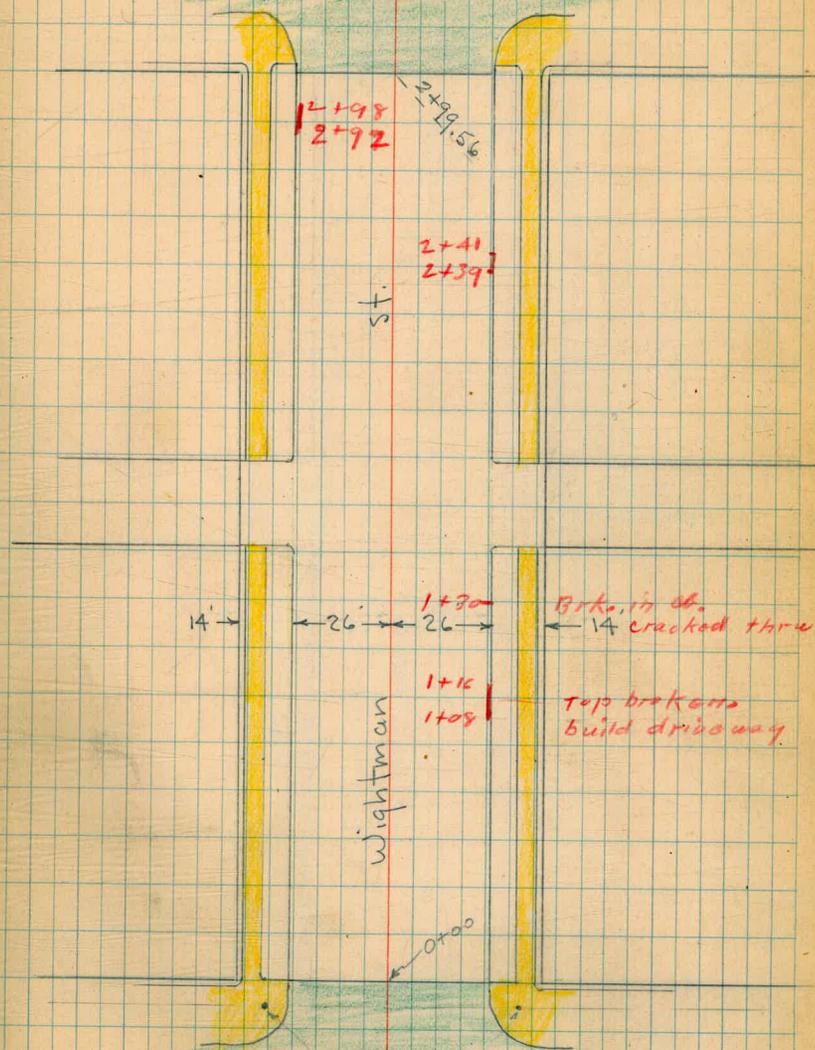
H.C. Pavc

st.

Central

H.C. Pavc

st. 40



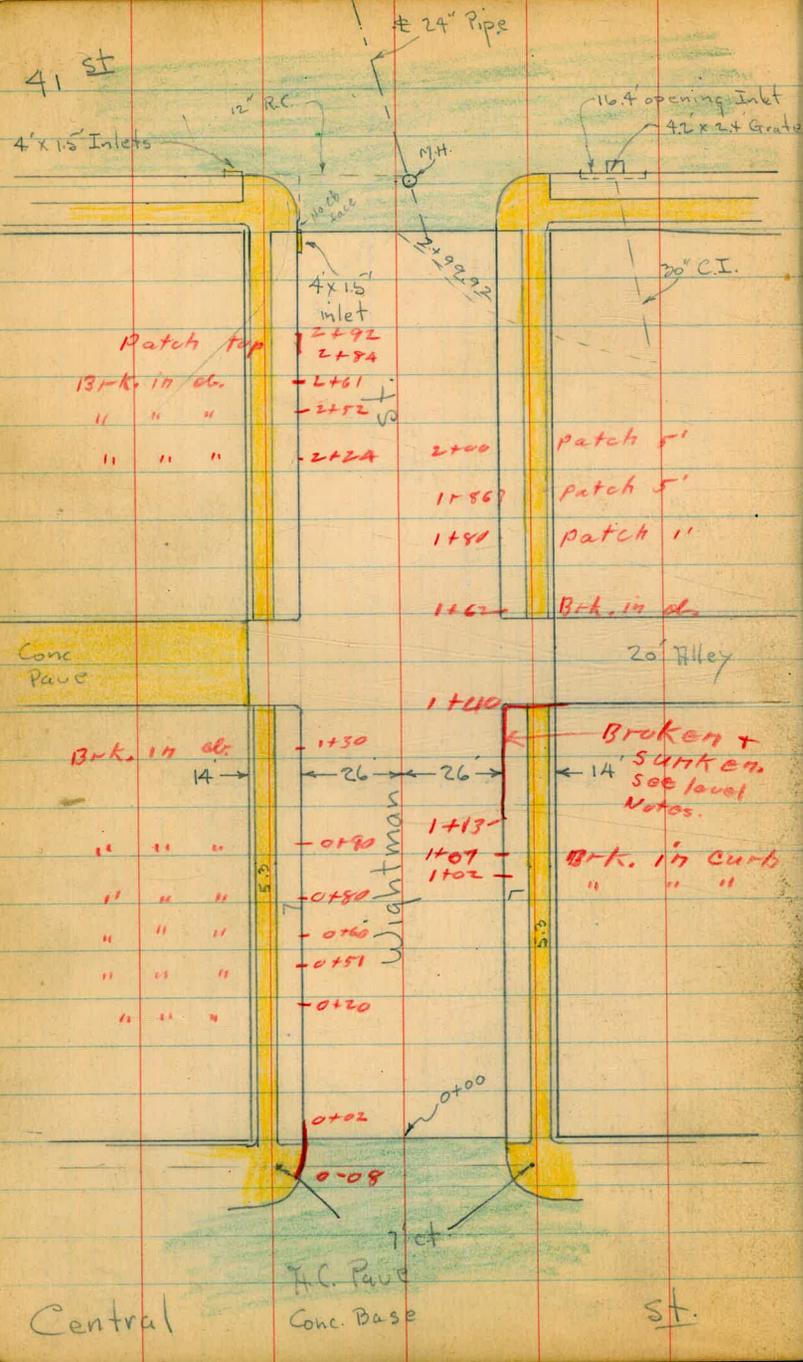
40th

7'ct.

H.C. Pavc

st.

41 St



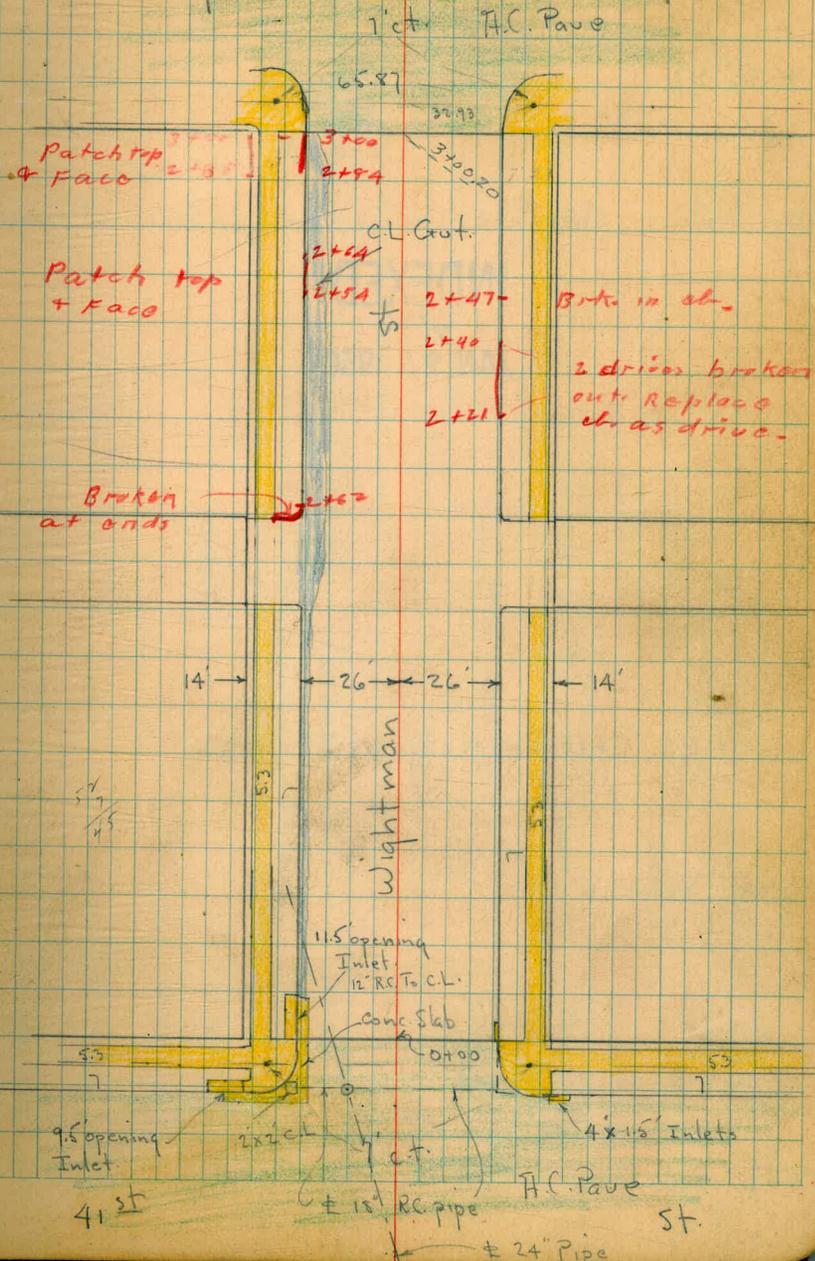
Central

A.C. Pav
Conc. Base

St.

Marlborough

Ave. 41



41 St

St.

± of Returns

0-14 = F. cb. 37th

check B.M. - N.W. 37th

4.11 338.88 338.82

14' E. = W. cb.

± of Returns

2+99.89 = W.L. 37th = edge H.C. Pavc

2+75

2+50

2+44 = Ely of Dr. on Rt.

2+116 = Wly. of 28' Conc Dr. on Rt.

44

	U.F. Ret.	N.W. Ret	S.W. Ret	S.E. Ret
0-14 = F. cb. 37 th	338.83	338.83	338.83	338.83
check B.M. - N.W. 37 th	338.88	338.88	338.88	338.88
14' E. = W. cb.	338.82	338.82	338.82	338.82
2+99.89 = W.L. 37 th = edge H.C. Pavc	338.89	338.89	338.89	338.89
2+75	338.75	338.75	338.75	338.75
2+50	338.50	338.50	338.50	338.50
2+44 = Ely of Dr. on Rt.	338.44	338.44	338.44	338.44
2+116 = Wly. of 28' Conc Dr. on Rt.	338.116	338.116	338.116	338.116
	342.99	342.99	342.99	342.99
	5 Dr.	5 Dr.	5 Dr.	5 Dr.
	33.1	33.1	33.1	33.1
	Walk	Walk	Walk	Walk

1+45 - 17.8' Lt. = ± 2.2' x 22' Gas. Con. M.H.

- end of A.C. gut. on Lt. - Just Traces from Here
 1+40 = W.L. of 20' Alley

1+31 = ± 10' Conc. Dr. on Lt.

T.P. 1.15 331.53 12.61 330.38

1+00

0+96 = Ely. of Dr. on Lt.

0+92 = ± 10' Conc. Dr. on Rt.

end of cb. to show in Dr.)

0+63 = W.L. of Conc. Dr. on Lt. (= about 2' from

0+50

0+20

(Rough)
 13' Lt. = edge of A.C. Gutter along N. cb.

0+00 = E.L. 3rd = edge I.C. pave

329.62
 1.91 2.29
 80 39.9
 Conc. edge
 Conc. Pav.

329.77
 1.76 1.82 1.88
 38.2 33
 edge of cb at
 walk

329.65
 2.60 2.67 2.74 2.74
 24 23 13 13
 Top
 2 Red
 gut
 AC
 22-edge
 Dr. +
 AC.

Lt.
 2.0320.73
 17.8 on Rim

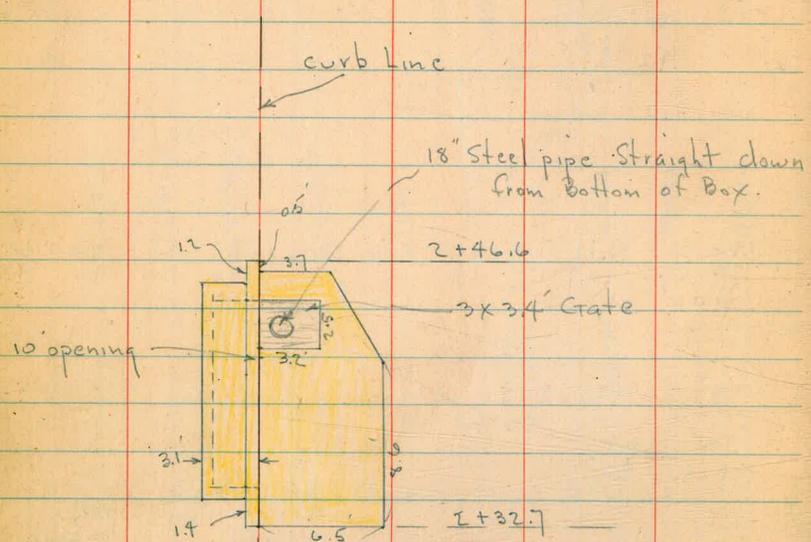
±

Rt

45

10.332.17 Top	11.331.48 9.28	11.331.63 20.6 25.8 Dr. + AC.	11.331.7 13	331.53 11.331.7 13	11.331.4 13	11.331.2 9.26 11.331.67 26 Dr.	11.331.72 Top
10.332.08 Top	11.332.29 25.9 9.4 A.C.	11.332.53 10.46 32.9 walk 8.333.59 8.40 33 walk	11.333.91 13	11.333.89 25.8 = Dr. 9.333.89 25.8 = Dr.	11.334.2 13	11.334.1 9.334.1 26 Dr.	11.334.89 Top
10.337.08 Top	11.335.29 25.9 9.4 A.C.	11.336.47 20.6 25.7 9.4 edge A.C.	11.336.6 13	11.336.6 25.8 = Dr. 9.336.6 25.8 = Dr.	11.336.7 13	11.336.7 9.336.7 26 Dr.	11.336.78 Top
10.337.29 Top	11.337.67 25.7 9.4 A.C.	11.337.99 13 342.99	11.338.17 13	11.338.17 25.8 = Dr. 9.338.17 25.8 = Dr.	11.338.17 13	11.338.17 9.338.17 26 Dr.	11.338.08 Top

Detail of Inlet W. of 38th on N. side
 see P. 39 for Location.



0+90 Begin curb & sidewalk on Rt

0+81 E 1 car Garage dirt floor 44.4 Rt.

0+57 Power pole No 3811 29.1 Rt
1 car Garage on Lt 38.3 2-2' conc struts

0+50

0+41 End wall - 40 Rt.

0+07.2 E. End of 12" gutter inlet with curb

0+06 - 30.5 Rt - 2" pipe F.H.

0+05.2 = E. End of 12" gutter inlet with cb

0+02 Box inlet - 12 x 5 conc. inlet + cb.

0+00 E. line 38+4. = wly. of 12 x 5' conc. inlet + cb.
55 Lt. 9.66 - 321.52
1.7' w. = E. edge walk - 41.5 Lt. 10.65 - 320.53

7' w. = W. edge of walk on Lt

331.18

T.P. 11.46 5.67 319.72

13' W - 20' Rt - 2' x 2' Grate - 12" Conc. straight down
12' Cor. from R.

14' W of E line 38+4

Lt

331.18

Rt

49

325.06
6.12 6.00 5.94
260 33 38.4
CURB & GTR WOLF
6.32511
44.4

329.05
323.83
7.13 7.35
48.1 38.3
323.75 320.0
7.5 7.8 8.2 9.4 9.2 9.2 9.5 10.2 8.4 8.5 8.0
45 40 30 24 13 13 22 30 40 45
321.8 321.6 322.0 322.0 321.7 321.0 322.8 322.9 323.2
9md 9.5 Top 8.94

317.93
13.25 GTR 12.25 Top
24.3 26.2

319.66
320.68
Gutter 11.57 Top 10.50
24.1 26 = end cb - Top
= end of wall

320.17 320.08 318.86 320.05 319.7 319.7 318.30
10.5 11.0 12.52 11.13 11.3 11.5 12.0 11.9 11.8 10.30 12.8
40 36 35.4 24.1 13 13 26 39.9 Top 8" concrete wall
9.77 10.75 41.5
55' walk Lt = W. Edge of walk.
331.18

322.57 323.24 318.96 320.19 319.9 319.4 319.2 318.38 304.94
27.2 27.0 26 13 6.2 13 26 40 80
322.157 323.24 318.96 320.19 319.9 319.4 319.2 318.38 304.94
Bottom of Box grate Top 70' Flow 20' 45'
325.39

2 +00 2' E of W side Drive *curl*

1+60 E Line 20' Alley

1+50 E Alley

1+40 W Line 20' Alley

1+00

0+81 2 10' conc Driveway 25.8' Lt.

0+50

0+44 2 10' Driveway Lt. 25.8

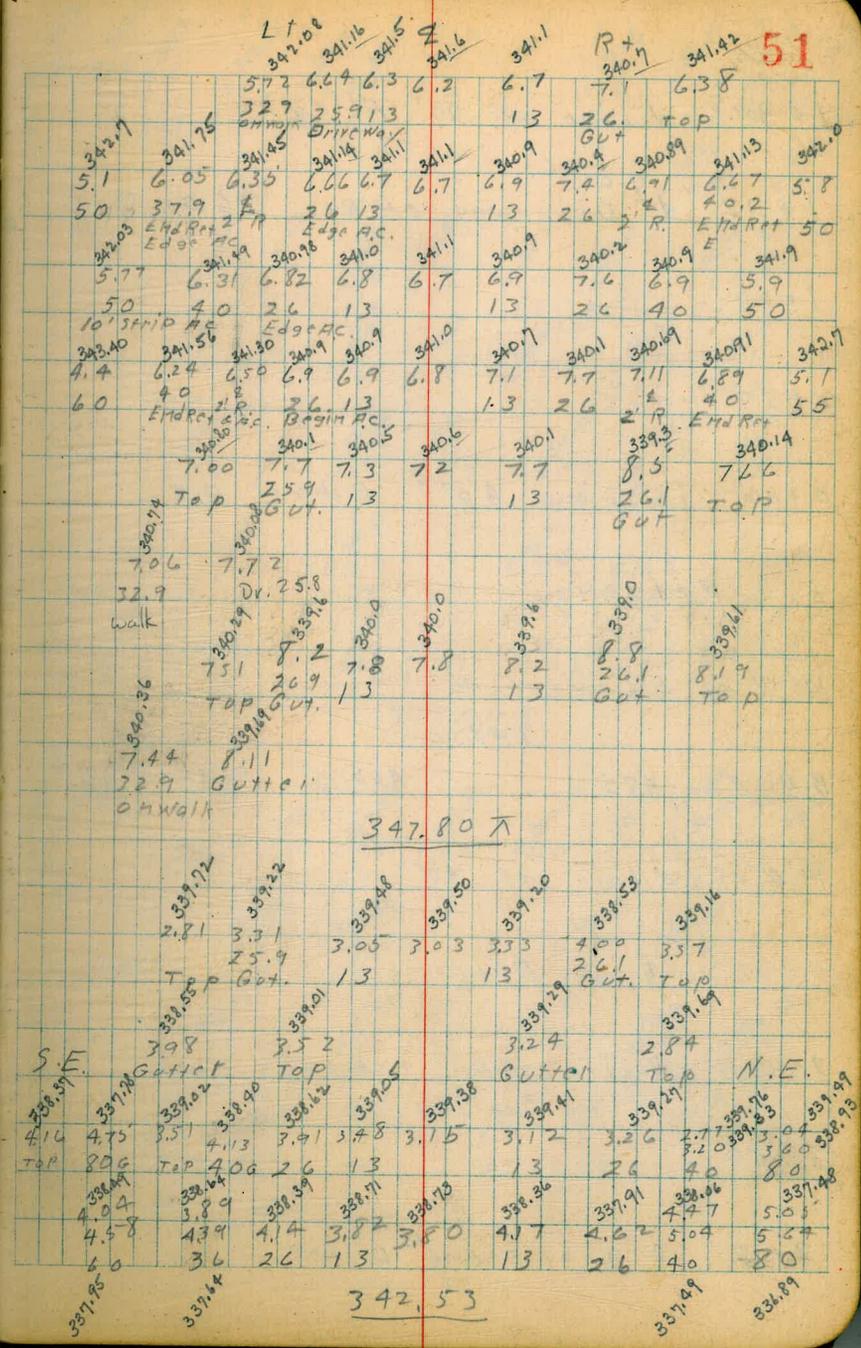
T. P. 8.06 2.79 339.74

0+00 = E.L. 39th edge H.C. Pavc

2 curb Returns

14' W of E Line

14' E of W Line 39th



66 E. Cont.

66 E. = E cb.

53' E.

40 E. = #

T.P. 5.91 341.42 5.81 335.51

27 E.

14' E. Cont.

14' E. = w. cb. - 41st

13' E. of W.L. - 3.5' Rt. = # M.H. = St. Drain

Returns

336.80
4.52
60
Top

336.13
5.19
60
got

337.66
3.76
75
Top

336.84
4.52
75
got

336.13 Lt.
5.29
79.1
Top

335.23
6.19
79.1
got =

334.85
5.57
72.5
got =

335.30
6.12
80
got

Rt
5.44
80-Top

335.75
5.67
26
Top cb. +
Wall - 4" Bue
To U.

335.74
5.68
39.9
Inlet

334.51
6.91
43.9
got = FL.

334.86
6.56
43.9
got =
end of
Inlet

336.00
3.42
80

335.79
5.63
40

335.92
5.60
26

336.02
5.70
13

336.02
5.70
13

335.94
5.48
13

335.93
5.79
26

335.85
5.57
40

335.83
5.59
80

336.13
3.29
50

336.10
5.32
40

335.98
5.44
26

336.03
5.29
13

336.03
5.29
13

335.97
5.45
13

335.96
5.46
26

335.90
5.52
40

336.03
5.39
80

341.42
341.42

336.82
4.50
60

335.83
5.49
40

335.77
5.55
26

335.88
5.44
13

335.87
5.45
13

335.86
5.46
13

335.72
5.60
26

335.54
5.78
40

335.56
5.76
80

334.19
7.13
56.1 =
Grate

335.57
5.75
Top
cb.

334.30
7.02
64.1 =
Sly. of
opening = got.

334.66
6.66
80
got =

335.24
6.10
80
Top

334.79
6.53
42.8
got at
end of
Inlet

334.15
7.17
39.7
got =
FL. Inlet

335.33
5.99
39.7
face wall
Inlet

335.65
5.67
26
Top
+ Pave to S.

335.81
5.51
13

335.82
5.50
13

335.76
5.56
13

335.62
5.70
26
got

335.24
6.08
40
got

336.09
5.23
40
Top

334.32
7.00
47.7 =
Uy. at
opening
= got.

N.E. Ret.
Pave flush
with Top.

335.61
5.71
Top cb.
+ Pave

341.32
341.32

336.21
5.11
Top

335.60
5.72
got

S.W. Ret

Marlborough
check BM. - NW BP

4.22 347.19 347.09

14 E = W. cb

± Returns

3+00.20 = w.L. Marlborough = edge of A.C.

2+80

347.39	346.89	347.15	346.60	346.77	347.11	347.23	346.94	346.62	346.35	346.83	345.96	346.64
4.02	4.57	4.26	4.81	4.64	4.30	4.18	4.47	4.79	5.16	4.58	5.46	4.77
75	75	40	40	26	13		13	26	40	40	80	80
Top	put	Top	put						put	Top	put	Top
		347.01	346.57				346.55	346.94				
N.W. Ret.		4.40	4.84				4.86	4.57				S.W. Ret.
		Top	put				put	Top				
347.07	346.41	346.60	346.89	347.07	346.78	346.42	346.78					
4.34	5.00	4.81	4.52	4.34	4.63	4.99	4.63					
Top	25.8	23	13		13	25.8	Top					
	put	edge				put						
346.26	345.6	345.7	345.7	345.9	345.8	345.3	346.13					
5.15	5.8	5.7	5.7	5.5	5.6	6.1	5.28					
Top	25.9	21	13		13	26	Top					
	put	edge				put						

351.41

X-Sect. Wightman - from 36th to Cherokee
 Note: Used Self Reading Elevation Rod
 at suggestion of Ed. Grabrailson - all rods
 noted will be true elevations.

W.O. 31587

1-20-50 7.0.

1+40 = W.L. 20' Alley - See sketch for Conc.

1+24 = ϕ 10' Conc. Dr. on Rt.

1+00

0+50

0+00 = E.L. 36th = edge F.C. Pavc

ϕ Returns

0-14 = E. cb 36th

B.M. = NW. B.P. - 36th ϕ Wightman

347.68

Lt.

ϕ

Rt

60

Cont.

7.91	7.63	7.66	7.09	7.02	6.87
70	39.7	38.2	38.1	40	60
Conc.	edge	edge walk	Cor. walk	end of Slab.	Conc.
	Conc. Pavc			Beq. Pavc	

7.57	7.37	7.1	6.9	347.0	6.8	6.31	6.81	6.58	6.74	7.03
32.9	Top	26	13		13	25.8	Top	28	32.8	32.8
Top	2' Rad.				Cor. of	got	2' Rad.	Conc. Slab.	got.	Top end
end Ret.					Conc. Ramp					Ret. walk
walk										

46.70
25.8
Dr.

47.19
33
walk

7.53	6.9	7.2	347.0	7.0	6.7	7.13
Top	26.1	13		13	26	Top
	got.				got.	

7.82	7.2	7.2	347.5	7.2	6.7	7.31
Top	25.9	13		13	26	Top
	got.				got.	

8.04	7.55	7.66	347.71	7.52	7.4	7.58
Top	25.9	13		13	25.9	Top
	got.				got.	

U.E. Ret	47.22	48.10	47.26	47.71	S.E. Ret.
	got	Top	got.	Top	

48.18	48.20	47.77	47.54	47.23	47.27	7.18	7.17	7.04	7.64	6.21	6.84
80	40	40	26	13		13	20	40	40	80	80
Top	got.	Top	got.			13	20	40	40	80	80
								got.	Top	got.	

Will use last 3 figures only
 even 10's can be seen from ϕ shot.

2+58 = ± 8' Conc. Dr. on Lt.

26.95 46.18
33 walk Dr.

2+40

6.88 6.3 6.4 346.3 6.0 5.9 4.48
Top 25.8 13 13 25.9 gut. Top

2+13 = ± 8' Conc. Dr. on Lt.

47.30 46.44
33 walk 25.7 Dr.

2+09 = ± 9' Dirt Dr. on Rt. - Cb. broken out

46.0 46.71
26 Dr. 33 walk

2+00

7.09 6.4 6.6 346.4 6.2 6.2 6.59
Top 25.7 13 13 26 gut. Top

1+68 = ± 8' Conc. Dr. on Lt.

47.57 46.81
32.9 walk Dr. 25.5

1+60 Cont.

7.92 7.67 6.65 7.06 6.75 6.72
60 Conc. 39.6 Conc. Pave 33 gut = Conc. 38.3 Cor. Walk 40 Conc. 60

1+60 = E.L. Alley

7.65 7.49 7.35 7.0 6.8 346.7 6.6 6.72 6.91 6.60 7.01
38.2 walk Top-end 2' Pad 26 13 13 25.8 Cor. of Conc. Ramp 28.2 Top-gut Ramp 33 Top-end Ret. & walk

1+50 = ± Alley

7.70 7.44 7.1 7.0 346.7 6.7 6.18 6.50 6.60 6.52
65 Conc. edge Conc. 39.7 26 13 13 25.8 edge Ramp 28.2 Top Ramp + Conc. Slab. 40 Conc. 60

1+44 - 17.7 Lt. = ± 22x22 Gas Co. M.H.

46.87
17.7 = Rim

Soil Tests. Wightman #
 30' E. of E.L. Cherokee - Normal 1
 E.L. 38th - Probably Import 2
 30' W. of W.L. 41st - Some Import 3

14' E. = w. cb.

± Returns

W.L. - Rods on edge
 2+99.98 = W.L. Cherokee - edge of H.C. pave = 0.3' E. of

2+80

Lt.

±

Rt.

62

7.03	6.49	6.63	6.11	6.00	5.95	345.91	5.75	5.73	5.50	6.06	5.05	5.74
70	70	40	40	26	13		13	26	40	40	80	80
Top	gut	Top	gut						gut	Top	gut	Top

W.W. Ret.	6.18	6.55		5.74	6.21	SW. Ret.
	gut	Top		gut	Top	

6.48	6.01	4.23	346.18	6.12	5.64	6.14
Top	25.1	13		13	25.8	Top
	gut				gut	

6.60	5.9	6.3	346.2	6.1	5.7	6.19
Top	25.7	13		13	26	Top
	gut				gut	

250x 20' Alley
Blk 281 San Diego Land & Town
Co's Add.

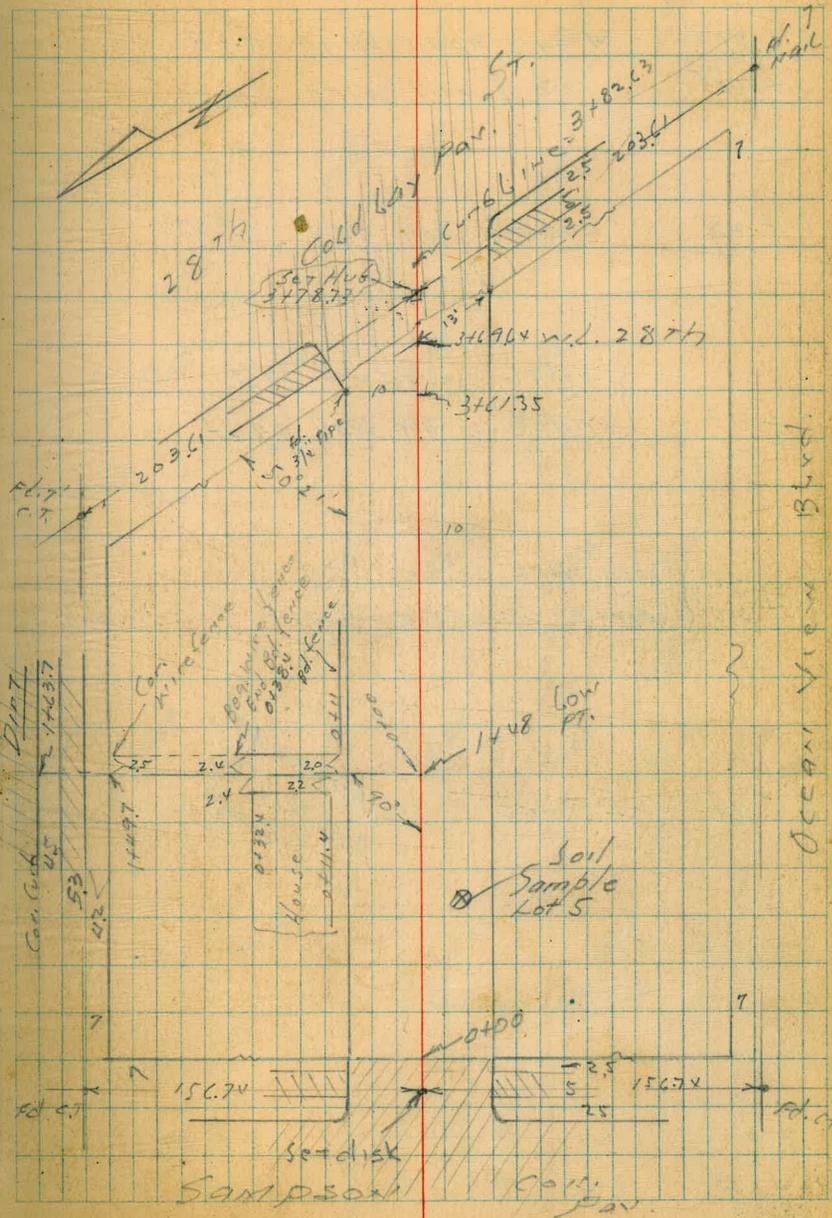
Moore
Bc99
Crawford
N - 11 - 50

W/O 31811

INDEXED
M.K.
APR 13 1950

Note! offsets to Poles
are to property sides

Franklin Ave



0 + 31 w edge apron Dbl gar 10.3 R
 0 + 30^E 10.6 R end wire fence

0 + 29 end ret wall 9.3 L

0 + 08 { beg 6" conc ret wall 10 L
 end of con blk wall 9.9 L

0 + 00 { beg wire fence 10.8 R
 end of conc Pav beg 3rd Hi Conc Blk Wall top

0 - 10 E curb

Notes reduced
 April 14, 1950
 John Firebaugh

0 - 30 E Sampson Con Pav.

T.P.	60x	91.54	7.17	85.50
NEBP BIT	162	92.67		91.05

L-7

8

88.10

8838 64

344
103

316
floor
11.7

88.16 87^E 87² 88^L
 3.38 4.0 3.8 3.4
 9.3 9.3 10
 Top Wall

88.41 87² 87² 88^L
 3.07 3.8 4.1 3.4
 10 9.9 10
 Top ret Wall

86.98 86.90 87.26 87.61
 4.56 4.64 4.28 3.93
 9.9 9 10 10
 Pav Pav

85.64 85.09 86.72 86.14 86.32 86.66 87.28 87.76 8838
 5.90 6.45 4.82 5.40 5.22 4.88 4.26 3.78 3.16
 5.0 5.0 2.2 1.0 1.0 1.0 1.0 1.0 1.0
 6 9 2 9 9 9 6 9 6

85.38 86.73 88.04
 6.16 4.81 3.50
 5.0 5.0

91.54

28th and Ocean View BLVD.

0 + 985 SE cor Shed 10.0 L
1/2 Sing gar 20R

0 + 83 SW cor Shed 9.9 L

0 + 74 9.8 to SE cor Shed dwelling

0 + 66 9.8 to SW cor Shed "

0

0 + 63 9.9 to 2.5 con wlt 9.9 L

T.P. 5.19 ~~90.67~~ ^{90.69} 6.04 85.50

0 + 51 P Pole 10.3R A 2212
Prop side

0 + 46⁵ 10R E edge conc apron OBLG.

0 + 45 P Pole JPA 2211 9.2 Lt
Prop side

0 + 38 9.4 L 1/2 Sing gar con floor

0 + 31 9.4 L 1/2 4' con wall

91.54

6

8

R 65

86³
4.4
10

86²
4.0
2.0
dirt

86.91
3.78
9.9
conc

86.2
3.8

87²
3.5
10

87²
3.0
18

90.69
90.67

87²
4.0
9.8
lattice fence

87²
4.3

87.99
3.55
10
apron

88.47
30.7
floor
11.3

87.53
4.01
9.4

87.64
3.90
9.0

91.54

1 + 90 ^{conc} 3' Walk 10.5 Lt end bd fence 10.5

1 + 75

{ 11.2¹ beg bd fence
10.3 R beg wire fence

1 + 50 { 9.3 R P Pole A 2240
Prop side

1 + 47 N edge of conc slat 4' wide garbage stand

1 + 44 E edge apron 12.3 R - Dbl gar

1 + 41 T.P. 30.58 4.9 10.0 Lt prop edge

1 + 29 W edge car apron Dbl gar 12.2 R

1 + 25 10.1 R NE cor Shed

1 + 00 N.W. cor
beg Shed 10.1 R

90.67

85.58
5.11
10.5
85.6
5.1
10.7
bd fence
85.6
4.9
85.7
5.0
10
wire fence
85.3
5.4
10.5

85.2
5.0
10
86.2
4.7
4.50
10
85.99
4.70
6
86.19
4.50
12.3
apron
86.2
5.0
10
86.19
4.50
10
86.65
4.04
15.3
floor

86.13
4.56
12.2
apron
86.53
4.16
15.2
floor

85.9
4.8
11.6
side of Ho
85.9
4.8
10
85.2
5.0
86.2
4.7
10

85.5
5.2
2.5
85.9
4.8
10
86.2
4.7
90.67
86.2
4.5
10
86.2
4.0
10

R+50

R+43.5

R+40

R+25

R+25

R+12

R+06

TP

R+00

I+95

10.1 L beg lath fence
SE cor bd shed 9.7 L

T Pole 9.4 L prop side 30.58.50 H

{ E con walk 3 wide R 10.3
SW cor bd shed L 9.7
end bd fence L 9.9

beg bd fence 10.1 R

q Surg gor approx 11 wide

5.21 90.73
~~90.71~~ 5.17 85.52
~~85.50~~

{ 10.2 L beg bd fence
9.7 R end wire fence

q 8 foot shed 10.5 L

90.67

L E R

67

85.2 65.2 85.2 86.2 85.2 85.2
5.0 4.8 4.8 4.6 4.8 4.8
20 10 10 10 12 25

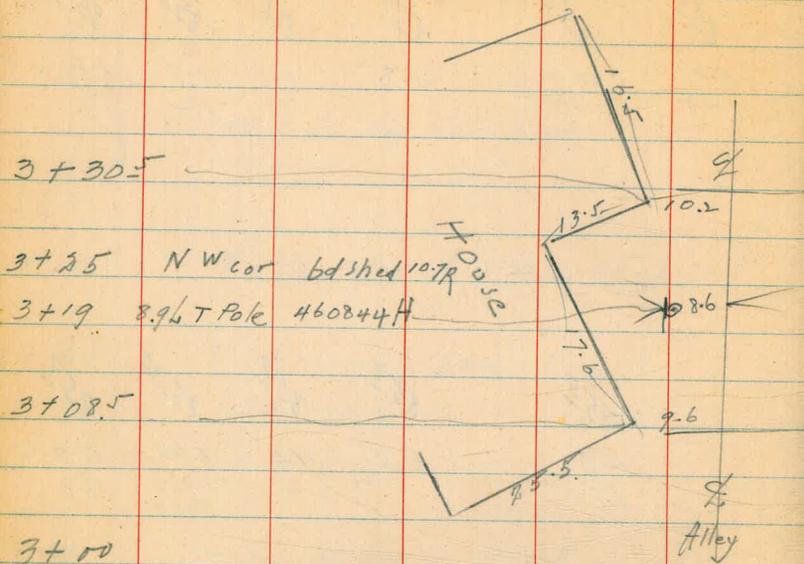
95.5 85.2 85.8 85.38 85.2
5.2 5.0 4.9 5.35 5.0
9.7 8 10.3 8.3
conc

85.47 85.77
5.26 4.96
9.9 12.5
apron floor

90.73
~~90.71~~

84.5 85.5 85.2 85.2 85.3
6.2 5.2 4.8 5.0 5.4
25 10 10 25

90.69
90.67



3+30.5

3+25 NW cor bd shed 10.7 R

3+19 8.96 T Pole 460844

3+08.5

3+10

2+98

end lat^h fence 8.7 L

2+89

NE cor bd shed 10.5 R

2+80

2+78

beg lat^h fence 9.2 L

2+75

end lat^h fence 10.2 L

2+72

NW cor bd shed 10.4 R

2+63

end of bd Fence 10.3 R

2+59

P. Pole

A 2270

9.4 R
prop side

90.71

87⁵3.2
10.287³

3.4

87³

3.4

6

88³

2.4

10

86⁶

4.1

9.6

86³

4.4

86³

4.4

10

86⁴

4.3

2.5

86⁴4.3
1886³4.4
1086³

4.5

86³4.5
1086³4.5
2086²4.7
2.586²4.7
1086²

4.7

86²4.6
686³4.4
10

90.73

3+82⁶³ cont'd

91.07
3.07 91.65 91.05

Beginning BM

3+82⁶³ W curb 28 St. to // to 38.

86.72

7.42
50
cb

TP. 5.82 94.14
~~77.18~~ 2.41 88.32
~~88.30~~

3+77⁹³ by cold lay paving d

3+69⁶⁴ W Line 28 St

3+61³⁵ curb end

3+50

90.71

L

R

69

88.62
5.52
32
cb

85.88

87.41

86.68

86.88

87.16

87.76

88.23

87.64

8.26 673
50 21
9 cb

7.46
21
9

7.26
13

6.98
cold lay

6.78
13 R
9

5.91 650
2613 32
9

94.14
~~94.12~~

87.25

3.48

87.2

2.8
9.9

88.32

2.41
cb?

87.4

3.3

88.7

2.0
10

87.68

3.05
10
Top cb

88.01

2.72
M.H. rim

88.8

1.7
10

88.4

3.3
10

87.9

2.8
90.73
~~40.71~~

88.2

1.8
10

1+63.70 curb & gutter

1+59.20 N edge walk

1+53.9 walk s edge

1+49.7 Prop Line

1+48

1+25

L

S

R

71

83.60
7.19
6.5
83.73
7.06

82.93
7.86
gutter
dirt

83.84
6.95

84.6

84.6

84.0

6.2
2

6.2

6.8

85.4

85.4

84.9

5.4
1

5.4

5.9
2.

Top tree
stump

84.2

84.2

84.2

6.1
2

6.1

4.6
2

90.79

#10
Elev. M.H. Saver in Cobbrillo

Plan 8145-L 140 2006

Walker
Pope
Huffman
11-15-51

Please chk against Profile

SW Top Chk out on Pearl & Cobbrillo 5.26 155.97 ✓ →

Riser M.H. #10 2.15 159.08
Invert M.H. #10 7.56 153.67

TP 1.18 161.23 12.30 160.05
TP 1.28 172.35 12.67 171.07
0.23 188.74 183.51

SE BR Pearl & Girard - 115.17 72

INDEXED
Nov
NOV 16 1951

4.64
119.81
- 0.07
119.74
121.91
131.93
- 0.23
131.70
13.254
144.95
- 0.00
144.95
13.18
158.13
- 0.44
157.69
12.907
170.59
- 0.36
170.23
13.287
183.51
- 0.00
183.51

156.00 - M'Q

56.00 Return on Cobbrillo

Entered 8145L - 23131

183.51 start
SE Pole
↑ Pearl & Miramar Ave

S.M. Hook # SE Pole Pearl & Miramar Ave

L. J. Hermosa
X-sec

7-13-53

C.H.S.

n. by from Mira Monte

Boggs

Sketch P11 + P16

Olthman

±

73

INDEXED
Paid
JUL 15 1953

4+13	24' Lt. = ± 16' wide drive thru. cl.	81.33 70	83.56 30	83.74 27 ⁴	83.41 24
3+40	24' Lt. = ± 18' wide drive thru. cl.	81.47 55	83.22 30	83.46 27 ⁴	83.15 24
2+28	24' Lt. = ± 18' wide drive thru. cl.	81.57 65	82.95 30	83.03 27 ⁴	82.45 24
1+53-	24' Lt. = ± 14' drive thru. cl.	81.65 48 Bar.	82.34 30	82.24 24	
0+89	24' Lt. = ± 13' wide drive thru. ^{cl.}		82.74 30	82.02 24	

Station from page 17

Actual Elev. shown.

La Jolla Hermosa Ave

4

74

Additional Notes.

Sketch - P-16 + P 75

1+700 on paved yard + car port

29' Ltr S. wly. cor. A.C. paved

1+779- 27' Ltr end wall

1+778 24' Ltr end cl.

See p-75

53' Ltr start A.C.

1+775 = start conc. car port

1+675 18' Ntr end cl. + walk

1+50

1+00

Stations

0+50 From P-19 + P 10

0+00 = Nly. line Del Norte { P-16.
+ P 19

85.03	85.50	85.74	85.85	86.13
30	24	53		22
				at Bldg

85.40	85.28	85.60	85.77	85.88	86.18
29	27	23	53		22
A.C.	A.C.	A.C.			

85.44	85.5
24	24
cl	

85.42	85.5	85.75	85.85	86.18	87.39	87.57
24	24	53		22	23	30
cl		CONC. + AC.		steps		

85.29	85.5	85.7	86.2	86.2	86.2	86.22	86.30
24	24	12	9	18	18	18	30
cl					cl		fast edge walk

85.1	85.4	85.6	85.4	85.1
24	12		9	18

84.9	85.0	85.2	85.3	85.1
24	12		9	18

84.5	84.7	85.0	85.1	84.9
24	12		9	18

Actual elevation shown.

La Jolla Hermosa Ave

7-13-53

W.O. 32222

C.H.S.

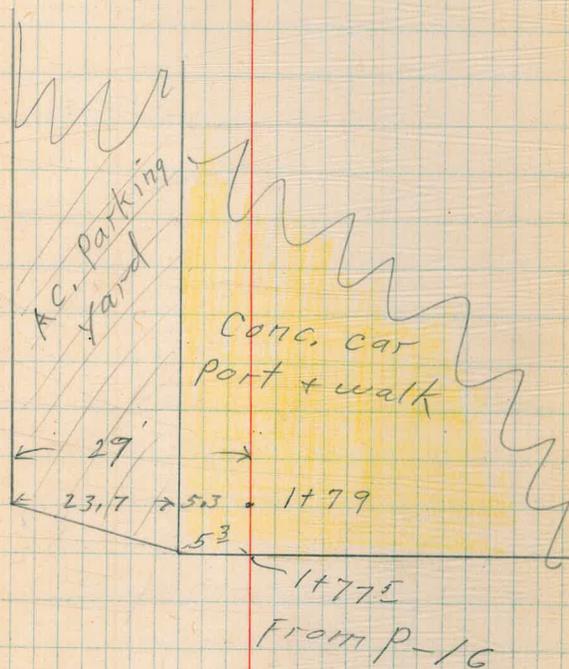
Begg

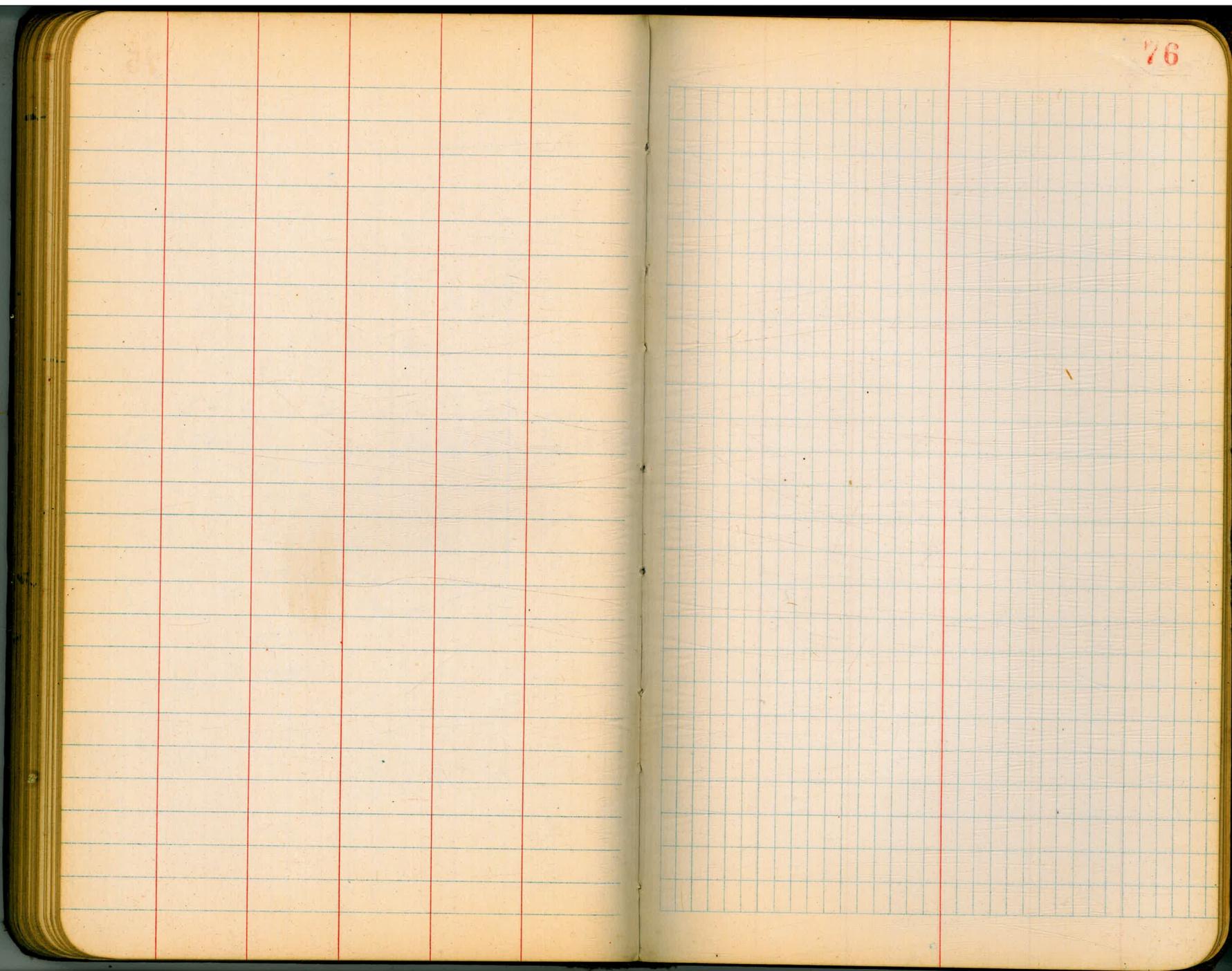
Oltman

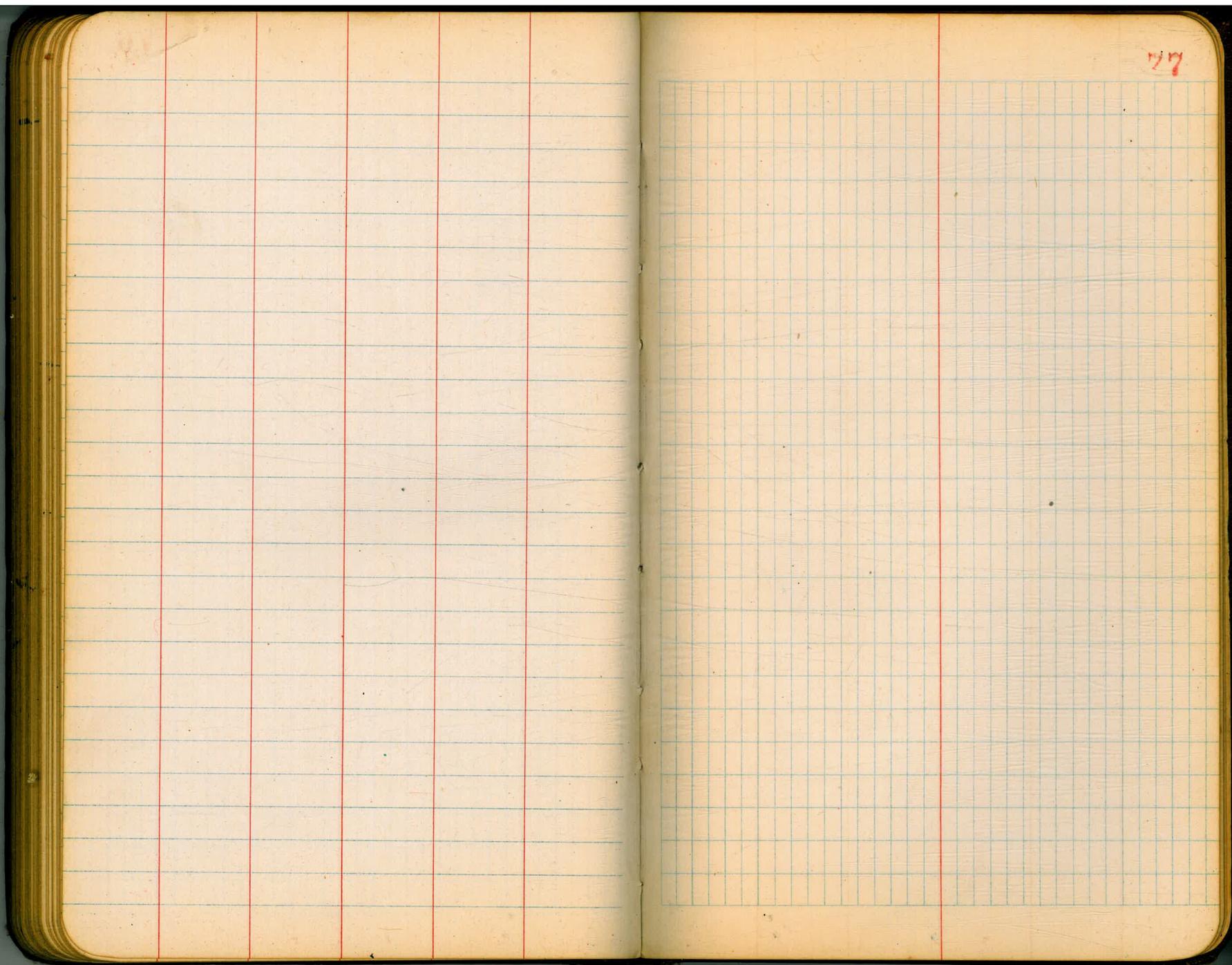
Soil sample from

3' East of \perp La Jolla Hermosa
60' South of Sly. line of Via del Norte.

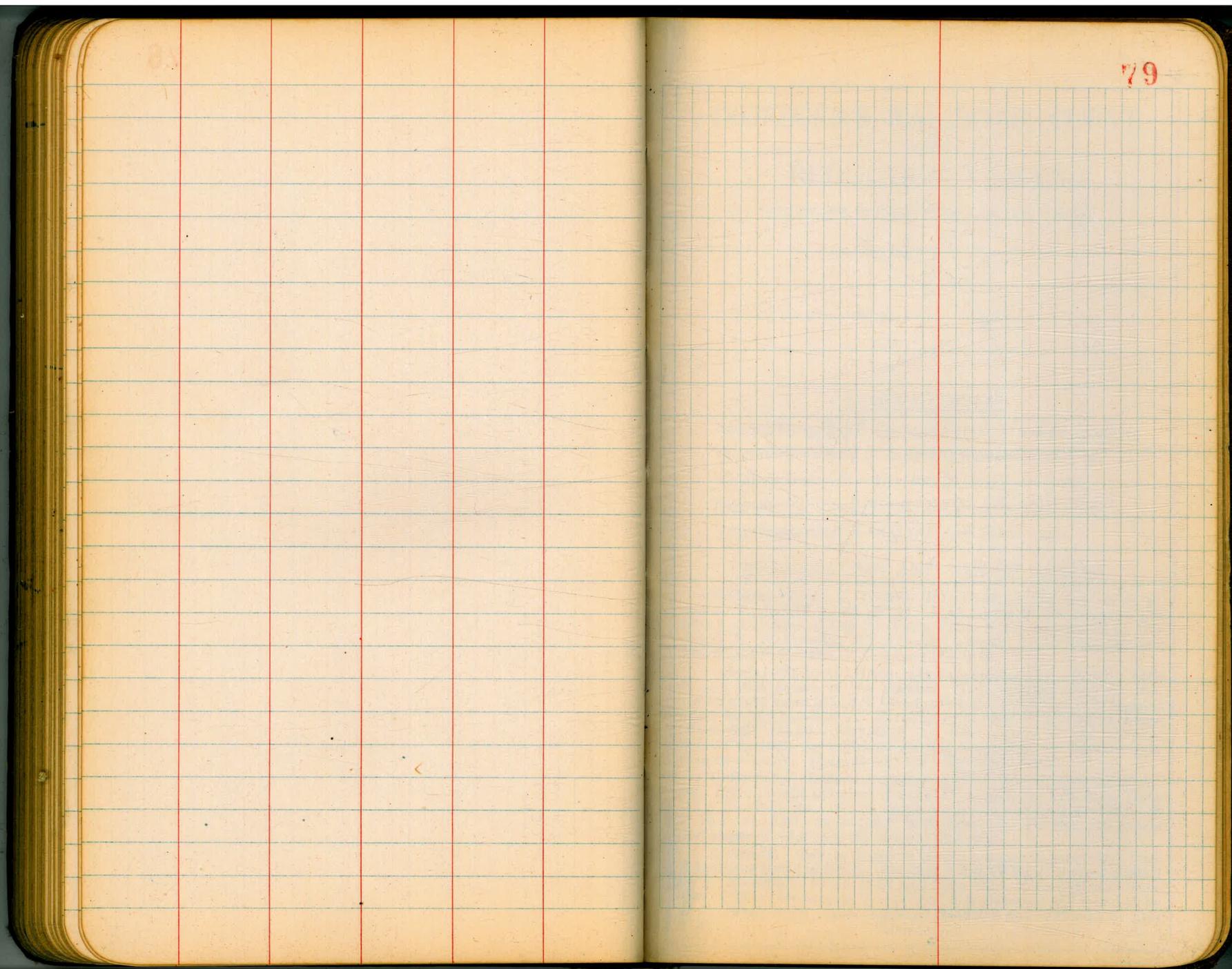
75







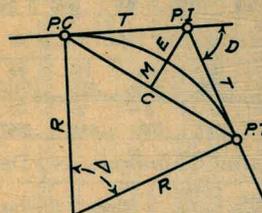
77



79

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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CURVE FORMULAS

- Radius= $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve= D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)
- External= $E = T \tan \frac{\Delta}{4}$ (7) $= R + \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ = Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $\div 8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. - $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

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

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

Externals.—May be found in similar manner to tangents. Thus for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 115.27$ and from Table V correction = .10 or 115.37 ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 115.37 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

E
101
= E
24

286.85
 111
 175.85

91.57

70.79
 84
 62.39

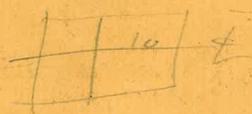
1102
 2000
 24.45
 55

20.0

107
 55

179.60
 114.23
 65.37

50.90
 171.09
 221.99
 222



362
 225
 272

DISTANCES FROM CENTER OF ROADWAY FOR
 CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
 For Single Track Embankment.

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

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

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