1877

DIETZGEN

[illegible]

[illegible]

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.

NW 36th Landis 335.25
N.W. 37th " 332.55

FB. 607

74 14 53
150'

35.2

South Straddler

9646 POT
495.54
29.16
621.16
1.71
623.87
27.19
54

INDEXED
through page 80

Landis p50
Kellogg Park p56
Camino De La Collina 68 - 70

Tues Murray Canyon Sewer 76 - 80

Aug 1948
Hendricks
Roberts
Greer
Rorer

Proposed Sewer from Mission Valley Trunk Line to Proposed City Subdivision Gibbs Airport

29+22.44 P.O.T. set Hub (See P12 for Levels)

27+82.13 intersection N.L. P.L. 1106 See FB 2130 - P.2

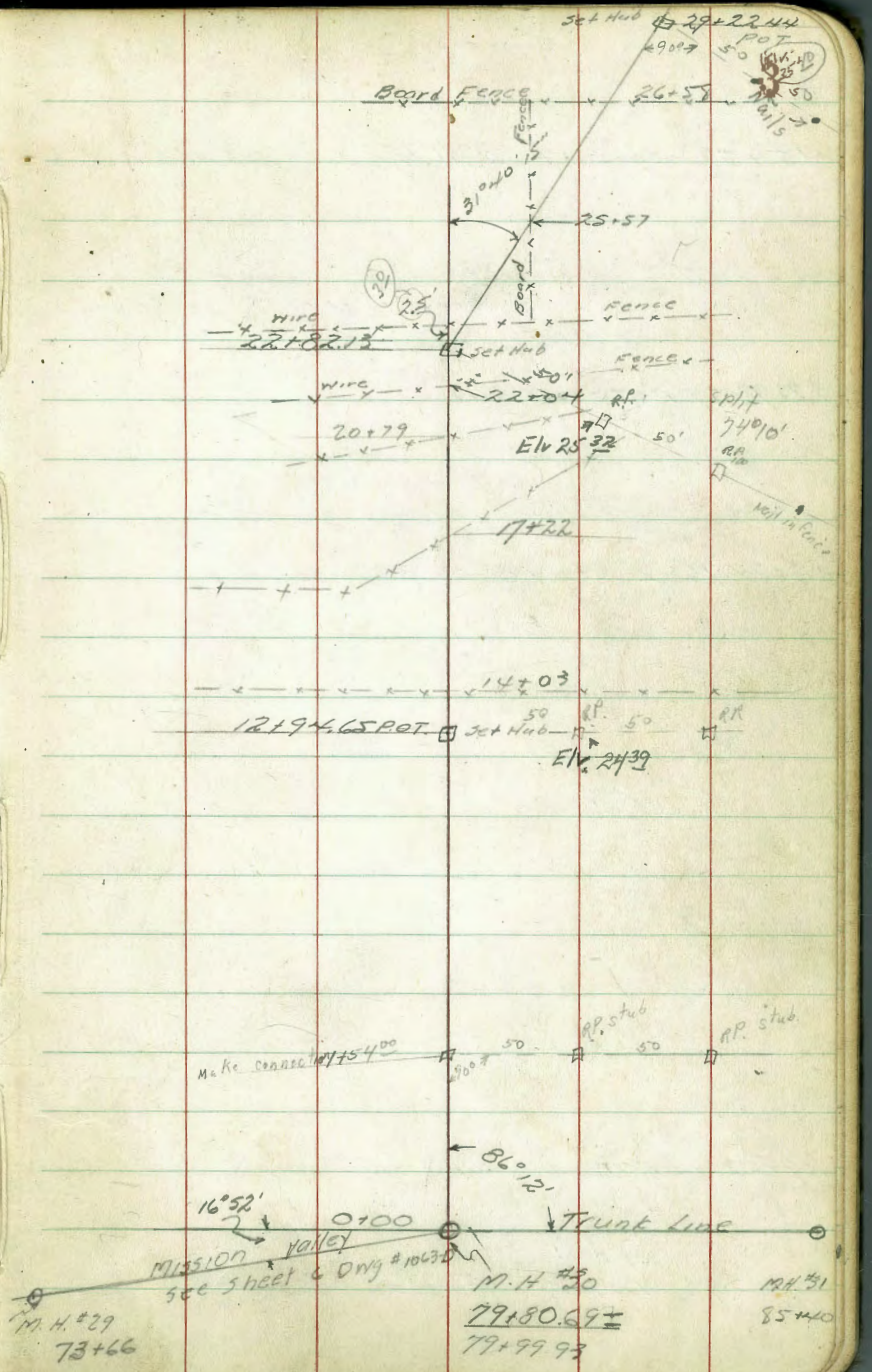
22+82.13 Δ Rt 31°40'15" set Hub

(See FB 2130 P-2)

13+61.79 intersection N.L. of SE¼ P.L. 1106

12+94.65 P.O.T. set Hub

0+00 ℄ M.H. #30 Mission Valley Trunk Line



Cont'd from P. 3

45+52.40 L Rt 3°31'15" Set Hub

42 +71.20 Intersection Sly Line of Record of Survey #1858 see FB 2130 P. 31

37+96.59 P.O.T. Set Hub.

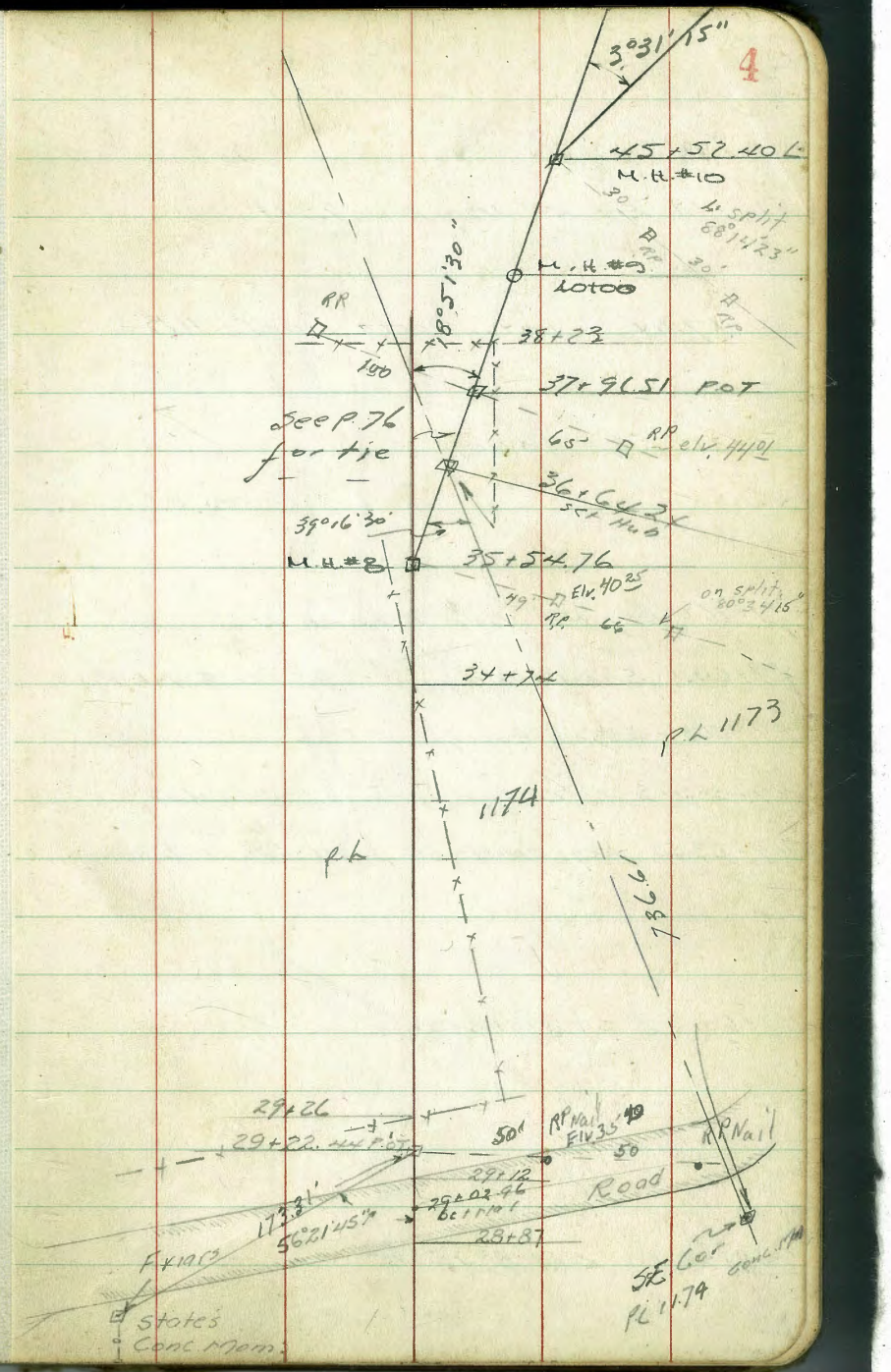
(see FB 2130 P. 31)

36+64.24 Set Hub Intersection East Line PL 1174

35+54.76 L Rt 18° 51'30" Set Hub.

29+22.44 L P.O.T. Set Hub

29+02.96 Set Nail Int ℄ Friars Road see p. 77



51+14.7 End 48" Iron Pipe 9.3 Lt

50+47.04 Lft. North Line PL 1173

50+32 Edge Paving

49+76.1 Beg 48" Iron Pipe 20' Lt.

49+64.1 End double 30" pipes 19.67 Lt & 1st Pipe

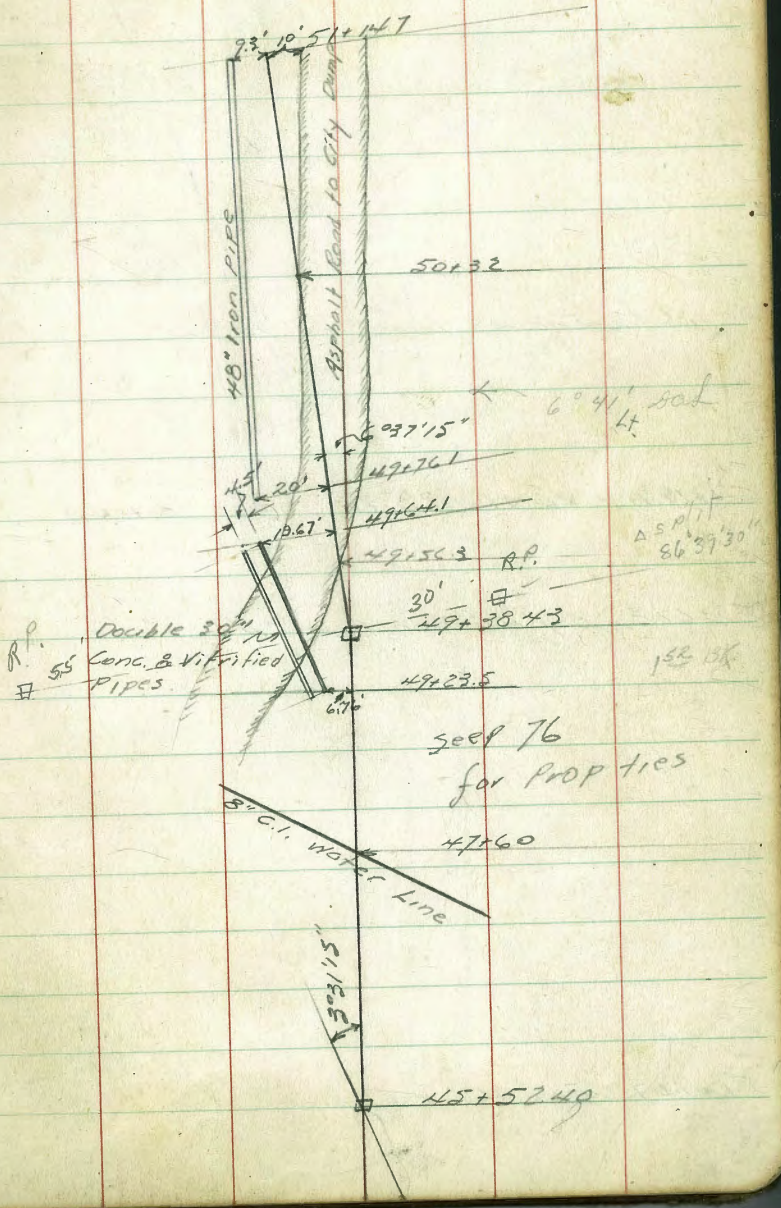
49+56.3 Edge Paving

49+38.43 L Lt 6°37'15" Set Hub

49+23.5 Beg double 30" pipes 6.76 Lt & Near pipe

47+60 8" C.I Water Line

45+52.40 L Rt 3°15'15"



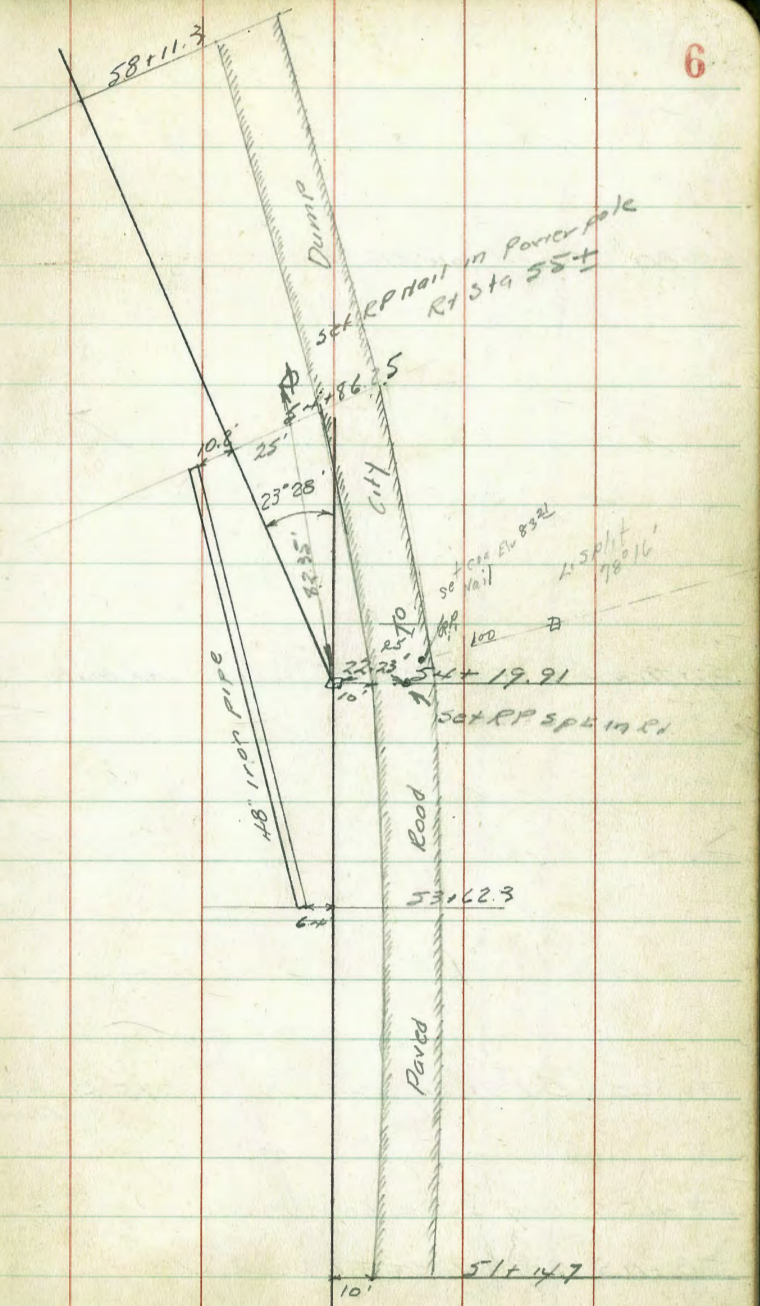
58+11.3 Beg. Conc Pipes (see p. 7)

5+86.25 End 48" Iron Pipe 10.2 Lt

5+19.91 ℄ Lt 23°28' Set Hub

53+62.3 Beg 48" Iron Pipe 6 Lt

51+14.7 End 48" Iron pipe



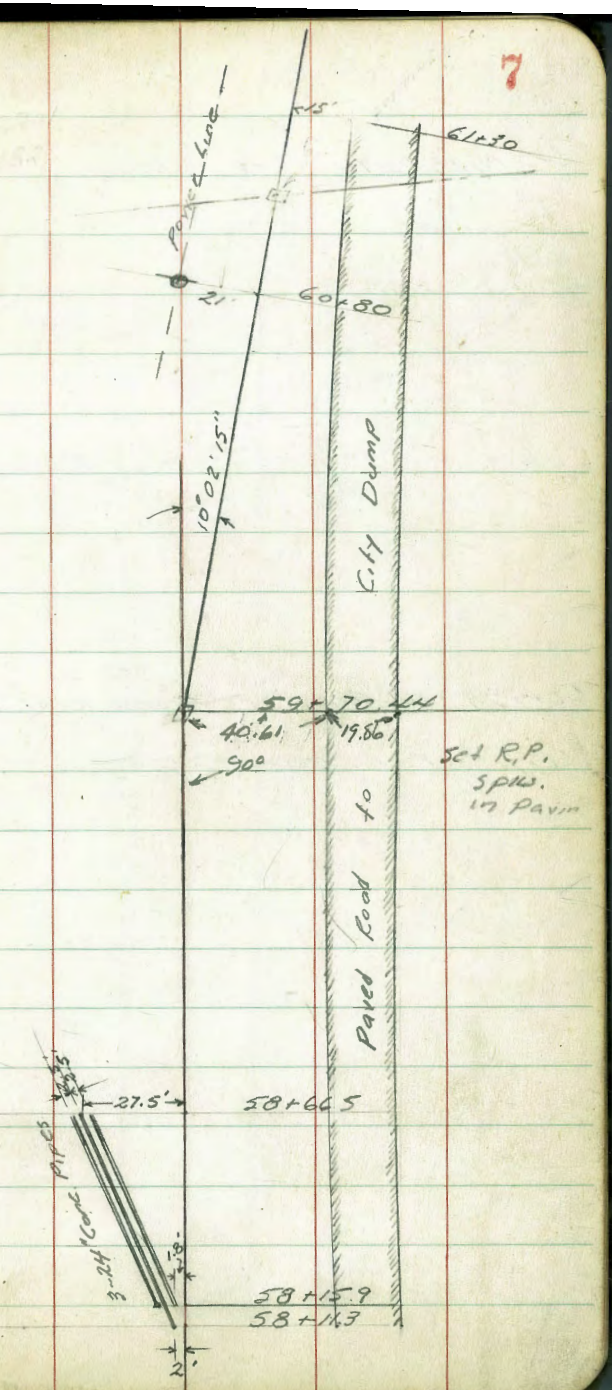
60+80 Power Pole 21' Lt.

59+70.4 ± Lt 10°02'15" Set Hub

58+66.5 End 3 24" Conc. Pipes 27.5 Lt. Center of Center Pipe

58+15.9 Beg 3 24' Conc. Pipes

58+11.3 Beg 24' Conc Pipe 2' Lt.

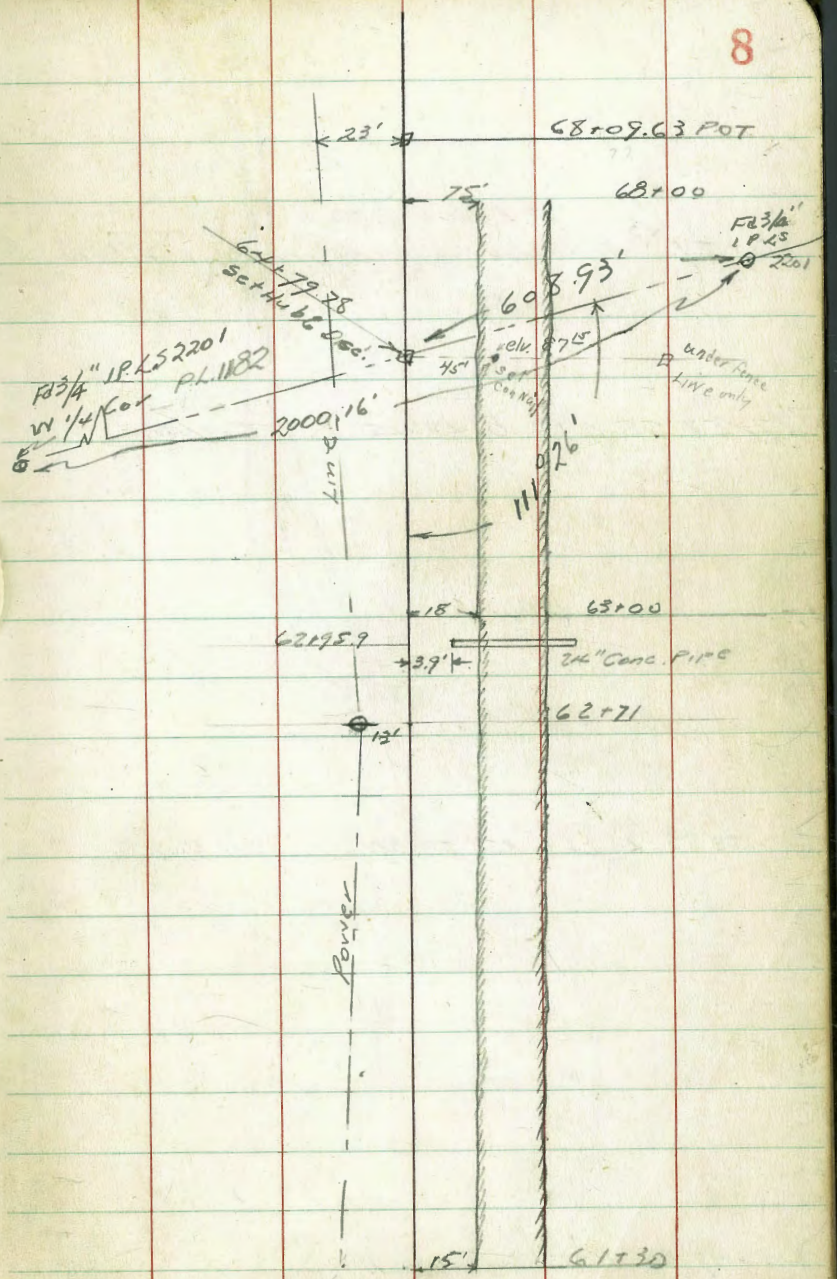


68+09.63 P.O.T. Set Hub.

64+79.78. Intersection of North Line of South 1/2 P.L. 1182'

62+95.9 24" Conc. Pipe Across Road Begins 3.9 Rt.

62+71 Power Pole 13' Lt.



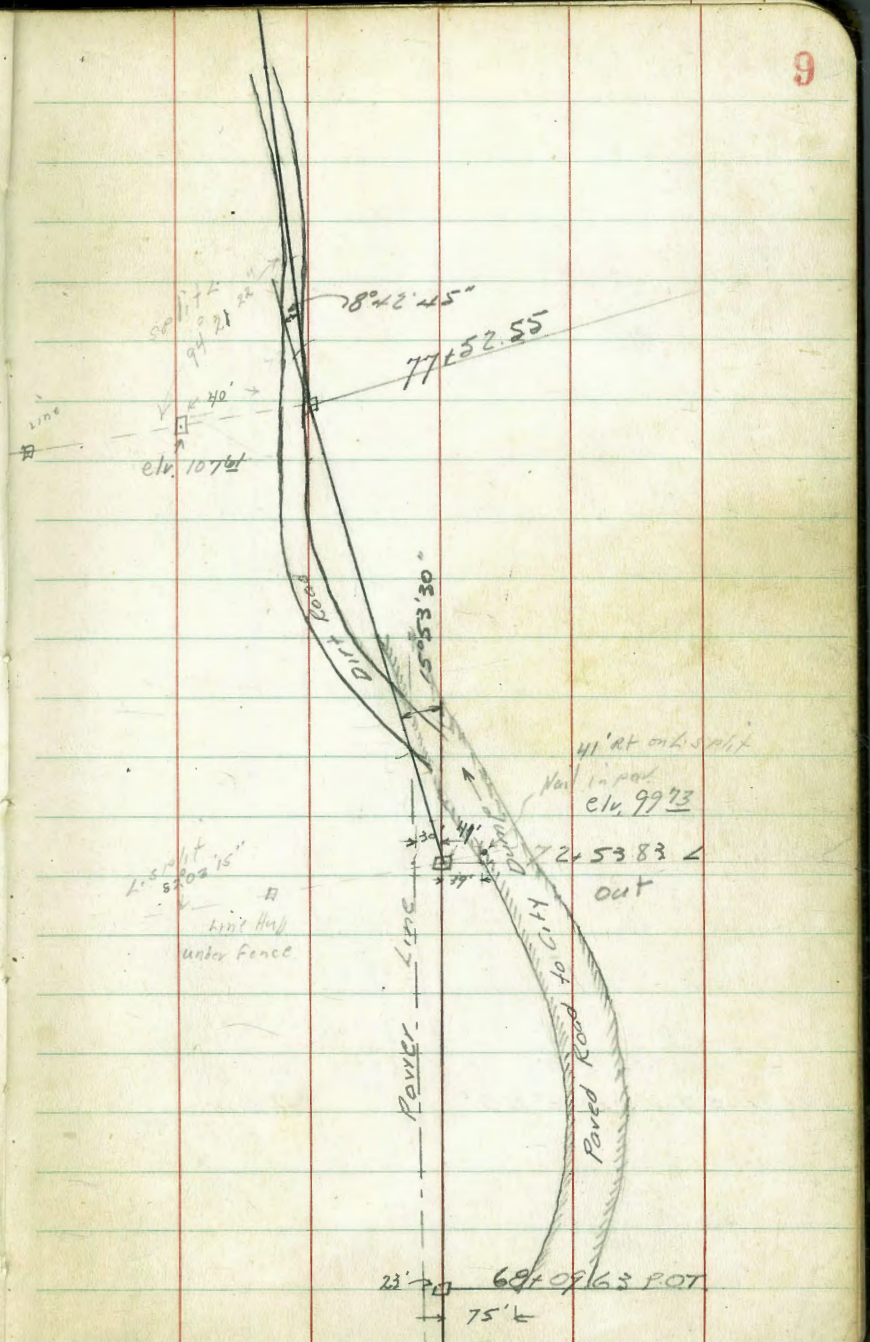
Set Hub & Tack

76+59.43 Intersection South Line PL 1187

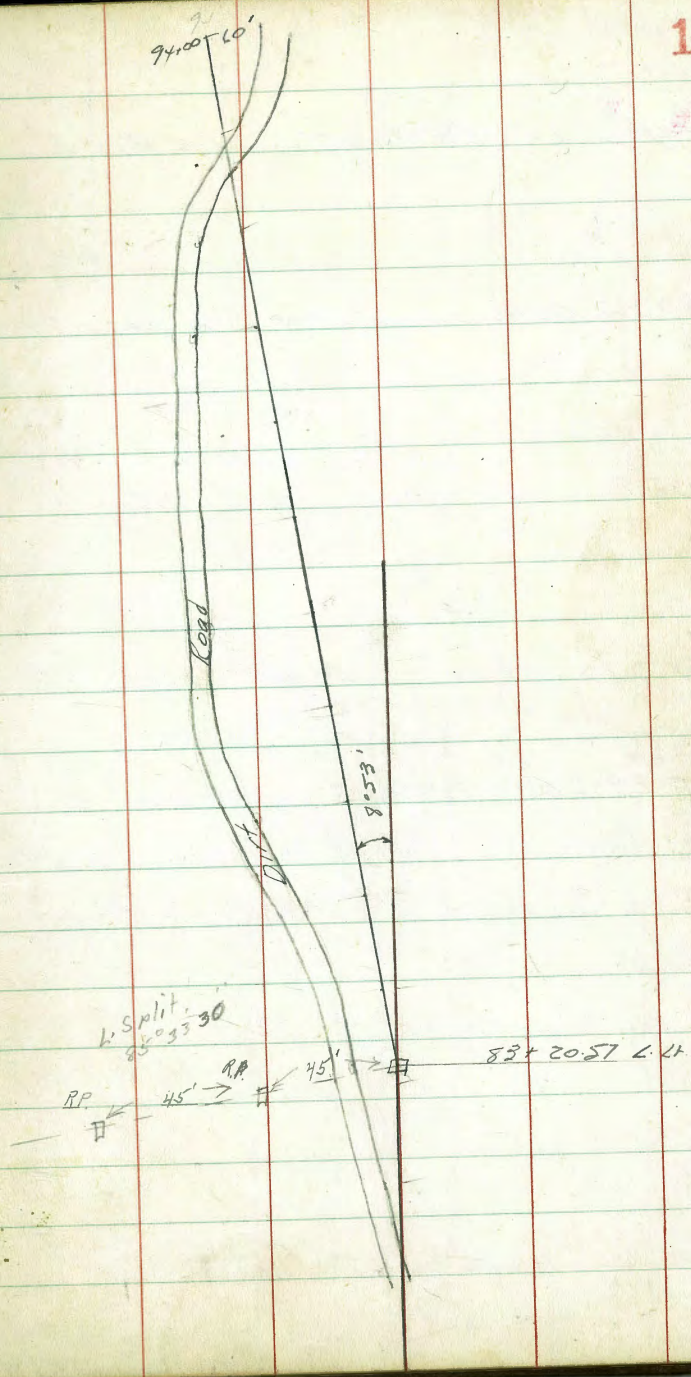
77+52.55 L Rt 8°42'45" Set Hub

72+53.83 L Lt 15°53'30" Set Hub

68+09.63 POT Set Hub



83+20.57 ∠ Lt. 8°22' Jct Hub



120+49.96 L. Lt. 28° 21' 15" Set Hub

113+22.12 Intersection East Line PL 1199

(Set Hub & Disc see P-80)

106+18.90 Intersection HL. PL 1187

99+07± Intersection 36" Water Main

BACK = 99+92.23 AHEAD

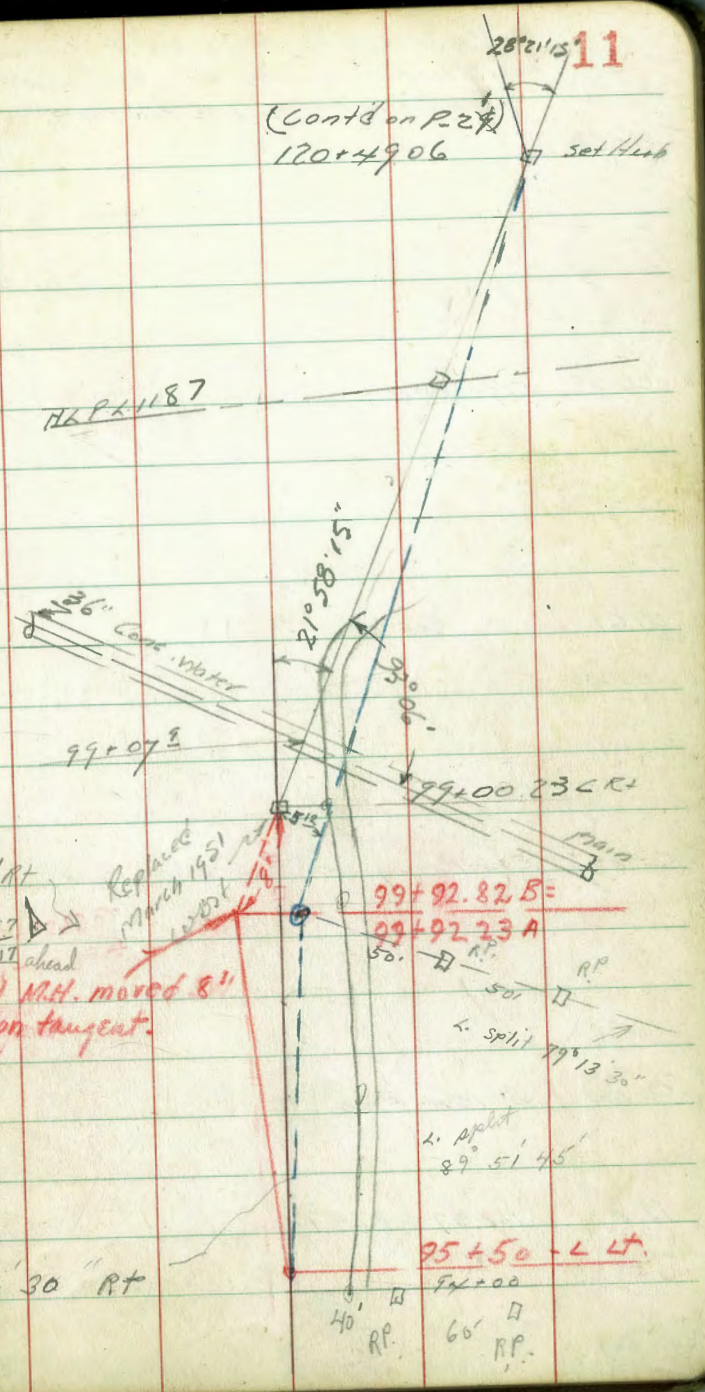
98+92.82 - L Rt. 22° 28' 16" (Calc)

~~99+00.23 L Rt. 21° 58' 15" Set Hub~~

(Note: Slight Line Change necessary due to cont. of 36" Water Line after orig. Survey)

□ SW cor valve box elv. 160.09

95+50 L Lt. 0-30' 01" Lt. (Calc)



Levels for Proposed from Pt. 8+46.28 Mission Valley to Proposed Sub Division Gibbs Airport

0+82

0+28 Edge Paving

0+61 ℄ Road

0+23.5 Edge Paving Mission Valley Road

0+00 ℄ MH #30

BM 14.97 (22.87) 17.90

BM 27.80

℄
27.8
5.1

27.9
4.95

28.45
4.42

27.10
5.82

6.19 26.68
Rim
14.97 17.90
FL

FL MH #30 Drawing 1062-D Sheet 6

(22.87)

Spk in Pole # 79082 1.4 Rt. 34a 8+74 FB1706-PK

Levels Cont'd.

6+00

5+00

T.P. 5.67 ⟨29.49⟩ 9.05 ⟨23.82⟩

4+00

3+00

2+00

1+00

0+88

32.87

℄

23.4

6.

23.4

6.3

⟨29.49⟩

23.4

9.5

23.3

9.6

23.4

9.5

22.9 23.4 23.9

10.° 9.7 9.°

50 50

23.9

9.°

⟨32.87⟩

1.

12+00					
11+00					
TP	3.59	⟨29.12⟩	2.96	⟨25.53⟩	
10+00					
9+00					
8+00					
7+00					
		⟨29.49⟩			

℄		
24.5 ±		
24.8 ±		
⟨29.12⟩		
25.0 ±		
25.3 ±		
25.0 ±		
23.8 ±		
⟨29.49⟩		

E

13+85

13+72

13+42

13+11

13+00

1.88 (26.58)
T.P. on Hub 12+94.65 4.42 (24.70)

12+94.65

29.12

21.6
5.0

20.6 21.1 21.8 22.4
6.0 5.5 4.8 4.2
22 25 25

24.5
2.1

24.4 25.0 23.4 23.2 24.6 24.6
2.2 1.6 3.2 3.4 2.0 2.0
20 5 12 20 30

24.4 23.5 23.1 23.3 24.6 24.6
2.4 2.1 2.5 3.3 2.0 2.0
14 7 6 10 20

(26.58)

24.1 22.9 24.8 24.70 24.4
5.0 6.4 4.3 4.42 4.7
25 15 8 Hub 50

(29.12)

TP.	5.35	⟨28.72⟩ ✓	3.21	⟨23.37⟩ ✓	
16+74					
16+00					
15+00					
14+52					
14+15					
14+00					
		⟨26.58⟩ ✓			

23.3 ✓
3 3

23.0 ✓
3 6

21.6 ✓ 22.0 ✓ 22.3 ✓
50 46 43
50 50

21.4 ✓
5 2

21.4 ✓
5 4

22.7 ✓ 23.3 ✓ 21.6 ✓ 21.7 ✓ 21.3 ✓ 21.8 ✓
3 5 3 4 1 6 5 3 4 8
44 29 7 50 100

⟨26.58⟩ ✓
T

22+00				
TP	4.88	⟨29.74⟩ ✓	3.86	⟨24.86⟩ ✓
21+00				
20+00				
19+00				
18+00				
16+83				
		⟨28.72⟩ ✓		

℄

25.0 ✓ 25.7 ✓ 25.5 ✓
4.1 4.5 4.2
50 90

⟨29.74⟩ ✓

on Peg online Undertence 20+79

24.8 ✓
3.9

24.2 ✓
4.5

23.7 ✓
5.0

24.3 ✓
4.4

24.0 ✓ 24.7 ✓ 24.3 ✓ 23.5 ✓ 23.5 ✓
4.7 4.0 4.4 5.2 5.2
40 16 15 50

⟨28.72⟩ ✓

℄

26+00

TP 11.81 ⟨37.10⟩ 4.45 ⟨25.29⟩

25+00

24+00

23+65 No. End Shed on Rt

22+82.13 ∠ Rt on Bisector

22+31 North End Shed on Right

⟨29.74⟩

25.9 26.2 26.4 28.1
11.3 10.8 10.7 9.0
50 78 100

⟨37.10⟩

25.2 25.3 25.2 25.0
4.5 4.4 4.5 4.7
22 50 100

24.6
5.1

24.7 25.2 25.3
5.0 4.5 4.7
50 113
Shed

24.6 24.76 25.4
5.1 4.78 4.3
50 Hub 50

24.8 25.1 25.1 26.4
4.9 4.6 4.5 3.3
50 100 144
Shed

⟨29.74⟩

28+87 Edge Paving

28+81 Shoulder

28+76

28+00

27+00

26+86

26+77 Toe Fill

37.10

℄

34.5 ✓ 55 ✓
55

34.5 ✓
26

37.5 ✓
46

31.0 ✓ 32.2 ✓ 32.7 ✓ 33.0 ✓
6 46 44 46
50 25 50

28.2 ✓ 29.4 ✓ 32.0 ✓ 32.0 ✓ 33.3 ✓
85 72 55 55 38
38 13 7 58

28.0 ✓ 28.0 ✓ 32.0 ✓ 32.9 ✓ 27.4 ✓
91 91 51 48 52
35 9 18 40
Toe Fill

27.7 ✓ 27.8 ✓ 27.2 ✓ 27.5 ✓ 30.3 ✓
94 93 99 96 68
50 50 63 82

37.10 ✓

(Contd on P. 24)

TP. 1.99 ⟨35.11⟩

29+12 Edge Paving

29+00 ℄ Friar's Road (Section Taken on ℄ Road)

⟨37.10⟩

on ℄ Hub 29+22 LT

35.16
1.94

34.99 35.05 35.18
2.11 2.06 1.92
50 50

⟨37.10⟩

141+36.14 L.Lt. 12°26'15" Set Hub

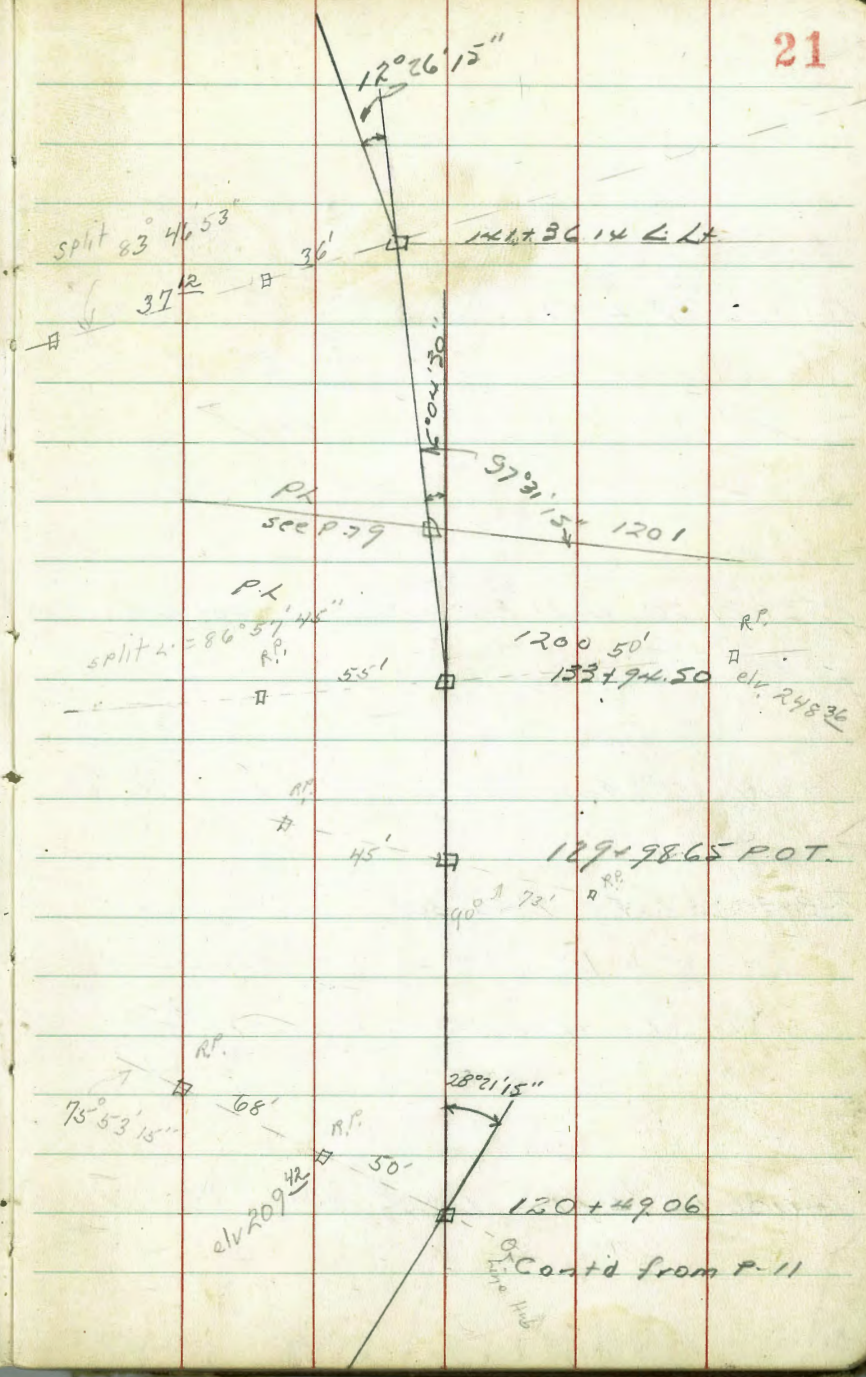
134+36.75 Intersection North Line P.L. 1200

133+94.50 L Lt 6°04'30" Set Hub

129+98.65 P.O.T. Set Hub

28° 13' 30"

120+49.06 L Lt. 28°21'15"



P.L
T215

156+72.29 L. Rt. Set Hub

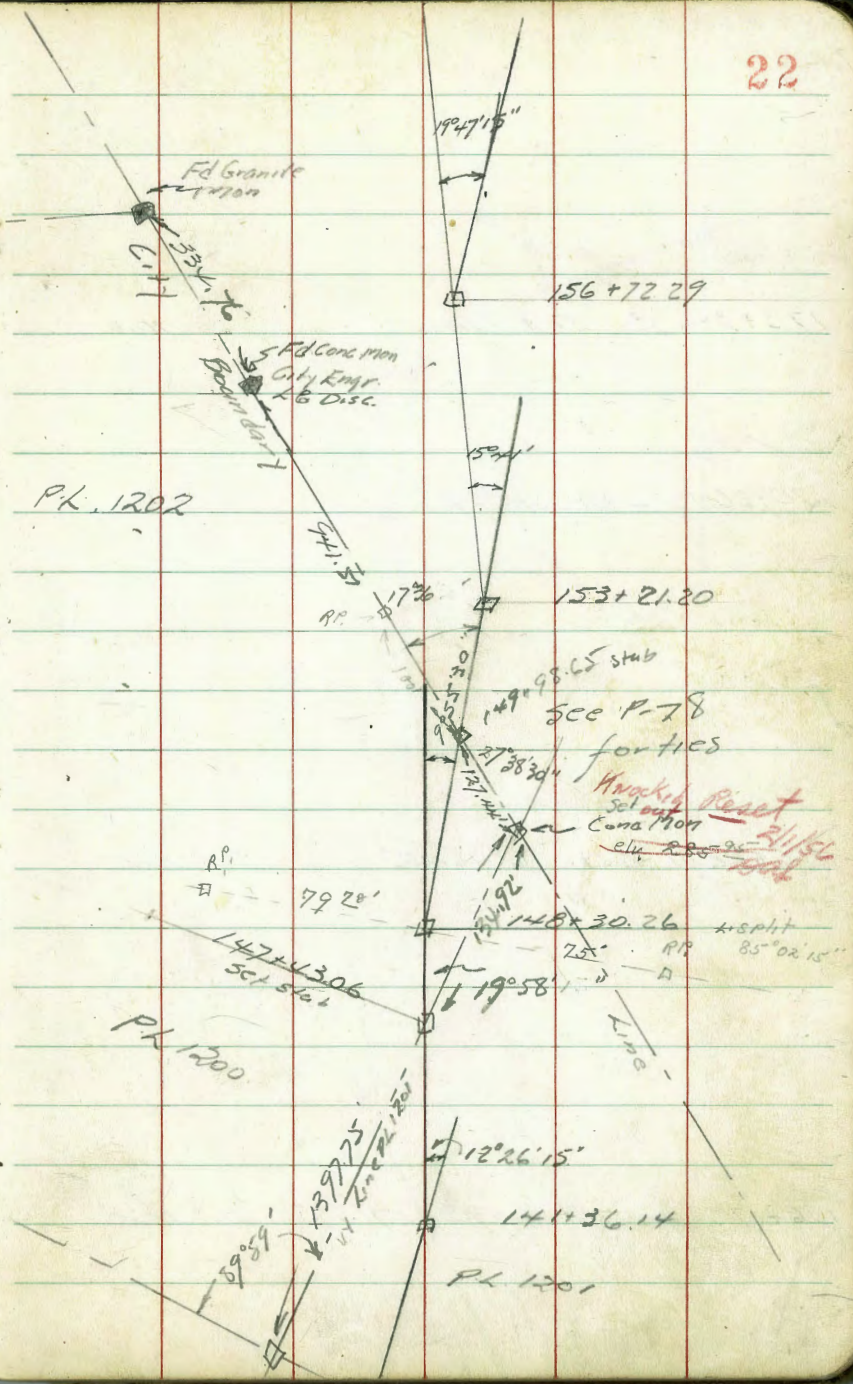
153+21.20 L. Lt 15°41' Set Hub

149+98.65 Intersection 14½ Line City Bdry.

148+30.26 L. Rt 9°55'30" Set Hub

147+43.06 Intersection P.L 1201

141+36.14 L. Lt. 12°26'15"

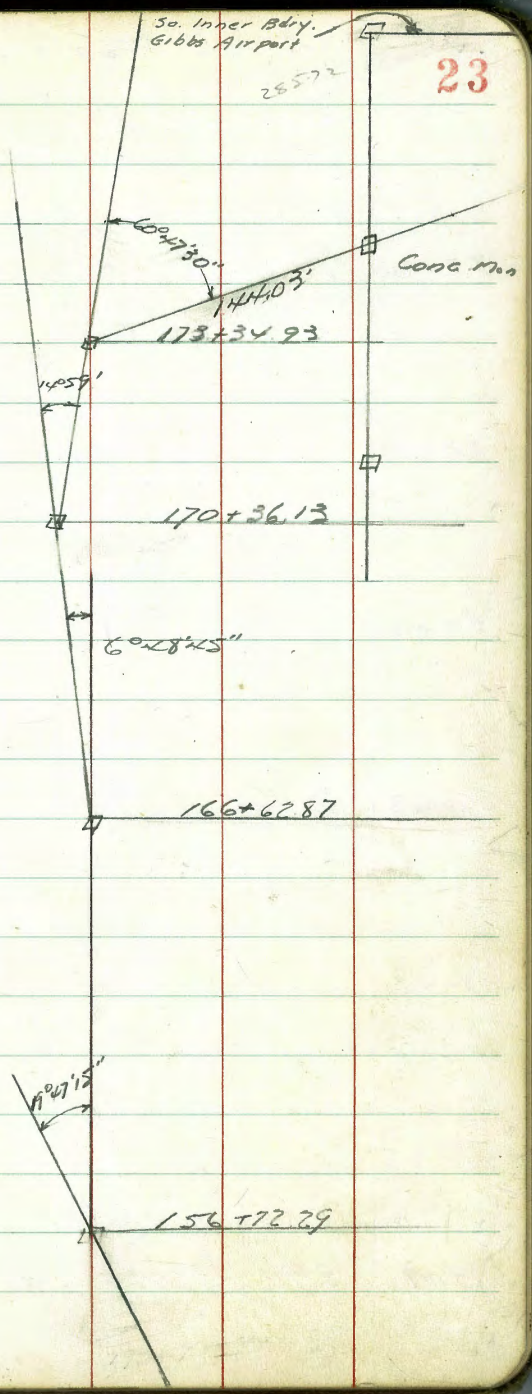


173+34.93 End Line — Set Hub

170+36.13 ℄ Rt. 14°59' — Set Hub

166+62.87 ℄ Lt. 6°48'45" — Set Hub

156+72.29 ℄ Rt. 19°47'15" — Set Hub



Levels Proposed Sewer
to Proposed City Subdivision
Gibbs Airport
(Cont'd from P. 20)

					℄
32+00					34.4 ✓ 4 C
31+00					33.5 ✓ 5 E
30+00					33.9 ✓ 5 1
29+45					33.0 ✓ 6 0
29+41					31.5 ✓ 7 5
29+35					33.6 ✓ 5 ±
					⟨39.01⟩ ✓ BM
BM	3.90	⟨39.01⟩ ✓		⟨35.11⟩	On ℄ Hub 29+22 ±±

℄

40.9 ✓
4 ±

41.1 ✓
4 ±

40.50 ✓
5 ±
H.O

39.7 ✓
5 ±

(45.60)
T

Nail in Post 30' R+33+06

38.6 ✓
0 ±

36 ✓
2 ±

(39.01) ✓
T

36+20

36+00

35+54.76 ℄ R1

35+00

T.P. 7.02 (45.60) ✓ 0.43 (38.58) ✓

34+00

33+00

(39.01) ✓

						℄
38+71						43.0 ✓ 7 ±
38+61						40.1 ✓ 10.0
38+25						47.6 ✓ 2 ±
37+75						47.4 ✓ 2 ±
T.P.	4.66	⟨50.14⟩ ✓	0.12	⟨45.48⟩ ✓		⟨50.47⟩ ✓
37+00						43.7 1.9
36+50						39.2 6 ±
		⟨45.60⟩ ✓				⟨45.60⟩ ✓

42+00					
T.P.	9.39	⟨51.14⟩	8.39	⟨41.75⟩	
41+00					
40+00					
39+65					
39+18					
39+00					
		⟨50.14⟩			

℄

42.9
8

⟨51.14⟩

41.6
8

40.4
9

41.7
8

45.2
4

44.4
5

⟨50.14⟩

46+00								
TP	13.26	⟨63.02⟩	1.38	⟨49.76⟩				
45+52.40 ∠ Rt.								
45+00								
44+00								
+65								
+40								
43+00								
		⟨51.14⟩						

						51.1		
						1.9		
On Hub	45+52.40	⟨63.02⟩						
						50.1		
						1.0		
						47.9		
						3.2		
						46.0		
						5.1		
						44.5		
						6.6		
						47.6		
						3.5		
						45.4		
						5.7		
						⟨51.14⟩		

+80	56.8 ✓ 6 =
+60	58.0 ✓ 5 =
48+00	58.4 ✓ 4 =
47+00	61.0 ✓ 2 =
+85	60.0 ✓ 3 =
+75	55.0 ✓ 8 =
46+55	52.0 ✓ 11 =
6302 ✓	6302 ✓

50+32 Edge Pav.

49+56.3 Edge Paving

49+38.43 ℄ Rt.

+24

F.P. 1250 ⟨74.96⟩ ✓ 0.56 ⟨62.46⟩ ✓

+28

+20

49+00

⟨63.02⟩ ✓

66.7 ✓
8 3

64.4 ✓
10 6

63.99 ✓
10 99
11.6

63.9 ✓
11 1

⟨74.96⟩ ✓

62.4 ✓
0 6

57.3 ✓
5 7

56.4 ✓
6 6

⟨63.02⟩
T

TP	14.16	88.72 ✓	0.40	74.56 ✓	75.3 ✓
+63					+0 ±
					70.8 ✓
+49					±
					70.6 ✓
53+00					±
					65.6 ✓
52+00					±
					64.5 ✓
+35					1 ±
					70 ✓
51+13					±
					69.8 ✓
51+00					±
		74.96 ✓			74.96 ✓

56+00

54+98

54+80

54+19.91 ∠ Lt.

54+00

+85

53+75

<88.7 ✓>

77.7 ✓
11°

77.2 ✓
11

84.6 ✓
7

82.44 ✓
6

81.2 ✓
7

81.0 ✓
7

83.6 ✓
5

<88.7 ✓>

60+00					84.5 ✓ 5 ±
59+70 ∿℄ Rt.					84.4 ✓ 5.6
59+00					84.4 ✓ 5.6
T.P.	5.11	(89.95 ✓)	3.88	(84.84 ✓)	(89.95 ✓) ↑
58+22					84.0 4.7
58+13					78.3 10 ±
58+00					78.2 ✓ 10 ±
57+00		(88.72 ✓)			78.7 ✓ 10.0 (88.72 ✓)

64+00					
TP.	7.28	⟨94.00⟩ ✓	3.23	⟨86.72⟩ ✓	
+06					
63+00					
+91					
+90					
62+00					
61+00					
		⟨89.95⟩ ✓			

86.3 ✓
7.1
⟨94.00⟩ ✓
TP
86.3 ✓
3.7

83.0 ✓
7.0

83.3 ✓
6.7

86.5 ✓
3.5

85.4 ✓
4.6

85.4 ✓
4.6

⟨89.95⟩ ✓

69+00 Shots taken on natural ground

TP 8.01 ⟨100.18⟩ 1.83 ⟨92.17⟩

68+60 Begin. of Rock fill about 3' high.

68+00

67+00

66+00

65+00

⟨94.00⟩

℄

93.9
6 3
⟨100.18⟩

92.
1 8

91.6
2 4

90.3
3 7

89.
4 8

86.5
7 5

⟨94.00⟩

T.P.	3.95	104.01 ✓	0.12	100.06 ✓	
72+13	End of Rock fill.				
72+00					
71+00					
7+80					
70+23					
70+00		100.18 ✓			

℄

104.01 ✓

99.2 ✓
1 0

98.2 ✓
2 0

95.8 ✓
4 4

93.7 ✓
6 5

92.6 ✓
7 6

93.4 ✓
6 8

100.18 ✓

75+00

74+50

74+00

73+50

73+30

73+00

72+5383

10401

℄

99.4 ✓
4 8

97.6 ✓
6 4

97.1 ✓
6 9

99.3 ✓
4 7

103.8 ✓
0 2

102.5 ✓
1 5

101.20 ✓
2 81

10401 ✓

					℄
79+00					110.5 ✓ $1\underline{1}$
78+00					105.9 ✓ $5\underline{7}$
$77+52^{\underline{55}}$					105.04 ✓ $6\underline{57}$
77+42					104.6 ✓ $7\underline{0}$
77+00					101.0 ✓ $10\underline{6}$
76+00					99.8 ✓ $11\underline{8}$
75+17					101.1 ✓ $10\underline{5}$
T.P.	12.46	⟨111.61⟩ ✓ ⟨104.01⟩ ✓	4.86	⟨99.15⟩ ✓	⟨111.61⟩ ✓ ⟨104.01⟩ ✓

83+20 57	9.75	⟨127.16⟩ ✓	4.20	⟨117.41⟩ ✓	
83+00					
82+00					
81+50					
81+00					
80+00					
T.P.	10.38	⟨127.61⟩ ✓ ⟨111.61⟩ ✓	0.38	⟨111.23⟩ ✓	

℄

117.41 ✓
4 30

116.4 ✓
5 2

116.5 ✓
5 1

117.4 ✓
4 2

115.9 ✓
5 7

113.5 ✓
8 1

⟨127.61⟩ ✓
⟨111.61⟩

90+00					
89+00					
T.P.	8.69	135.57	0.28	126.88	
88+00					
87+00					
86+00					
85+00					
84+00		127.16			

	130.1	5
	129.4	6
	135.57	
	126.7	0
	124.9	2
	127.8	5
	120.0	7
	118.9	8
	127.16	

96+00					
T.P.	12.42	159.68	0.90	147.26	
95+00					
94+00					
93+00					
T.P.	12.98	148.16	0.39	135.18	
92+00					
91+00		135.57			

℄

149.1
10 6
159.68

145.9
2 3

140.1
8 1

136.3
11 2
148.16

132.8
2 8

130.7
4 9
135.67

T.P.	12.26	⟨171.78⟩	0.16	⟨159.52⟩
100+00				
99+09	(See sketch P-11) Intersection of 36" Conc. Water Main			
99+00 23				
98+40				
98+00				
97+75				
97+00				⟨159.68⟩

℄

159.4
0 3
59 153.8

Top of 36" water main
158.17
1.51
Hub (Replaced)

154.9
4 8

155.1
4 6

155.3
4 4

153.7
6 5

⟨159.68⟩

T.P.	13.11	184.76	0.13	171.65	
106+00					
105+00					
104+00					
103+00					
102+00					
101+00		171.78			

℄

184.76

167.4
4

166.1
5 7

164.8
7 0

164.1
7 1

164.2
7 6

161.8
10 0

171.78

T.P.	11.23	195.33	0.66	184.10
110+00				
109+40				
109+00				
108+00				
107+75				
107+00				
		184.76		

℄

195.33

184.0 ✓
6

182.6 ✓
2 2

180.5 ✓
4 3

178.8 ✓
6 0

176.8
8 0

172.6 ✓
12 2

184.76

116+20					
116+00					
I.P.	12.89	⟨207.88⟩ ✓	0.34	⟨194.99⟩ ✓	
115+00					
114+00					
113+00					
112+00					
111+00		⟨195.33⟩ ✓			

200.3 ✓	
7 6	
197.3 ✓	
10 6	
⟨207.88⟩ ✓	
195.3 ✓	
0 0	
192.8 ✓	
2 5	
190.4 ✓	
4 9	
188.0 ✓	
7 3	
185.9 ✓	
9 4	
⟨195.33⟩ ✓	

℄

212.3 ✓
7 9

210.1 ✓
10

210.16 ✓
10.05
Hub

208.5 ✓
1 1

⟨220.21⟩ ✓

206.4 ✓
1 5

203.4 ✓
4 5

201.9 ✓
6 0

⟨207.88⟩ ✓

122+00

121+00

120+49.06 ℄ ℄

120+00

T.P. 12.68 ⟨220.21⟩ ✓ 0.35 ⟨207.53⟩ ✓

119+00

118+00

117+00

⟨207.88⟩ ✓

T.P.	11.76	(240.12)	0.47	(228.30)
733	End Gravel Pit			
127+00				
126+00				
T.P.	8.82	(228.83)	0.20	(220.01)
125+00				
124+00				
123+00				
		(220.21)		

℄

(240.12)

225.1
3.7

224.1
4.7

221.6
7.2

(228.83)

219.9
0.3

217.2
3.0

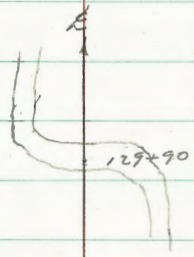
214.6
5.6

(220.21)

131+00

T.P 1215 ⟨251.34⟩ 0.93 ⟨239.19⟩

130+00



+90 ℄ Wash

+81

129+00

128+00

127+47

⟨240.12⟩

240.8
10

⟨251.34⟩

238.9
12

237.4
22

239.1
10

236.1
4

233.6
6

232.5
7

⟨240.12⟩

(Contd FB 1878 P-2)

TP 0.25 (251.09)✓

135+00

+38 ℄ Wash

℄

134.38

134+00

133+94.50 ℄ Lt.

+55

133+00

132+00

(251.34)✓

On Rock 5' Rt 135+23

250.0✓
1.3

246.0✓
5.3

247.4✓
2.4

246.9✓
4.4

244.4✓
6.9

242.8✓
8.5

(251.34)✓

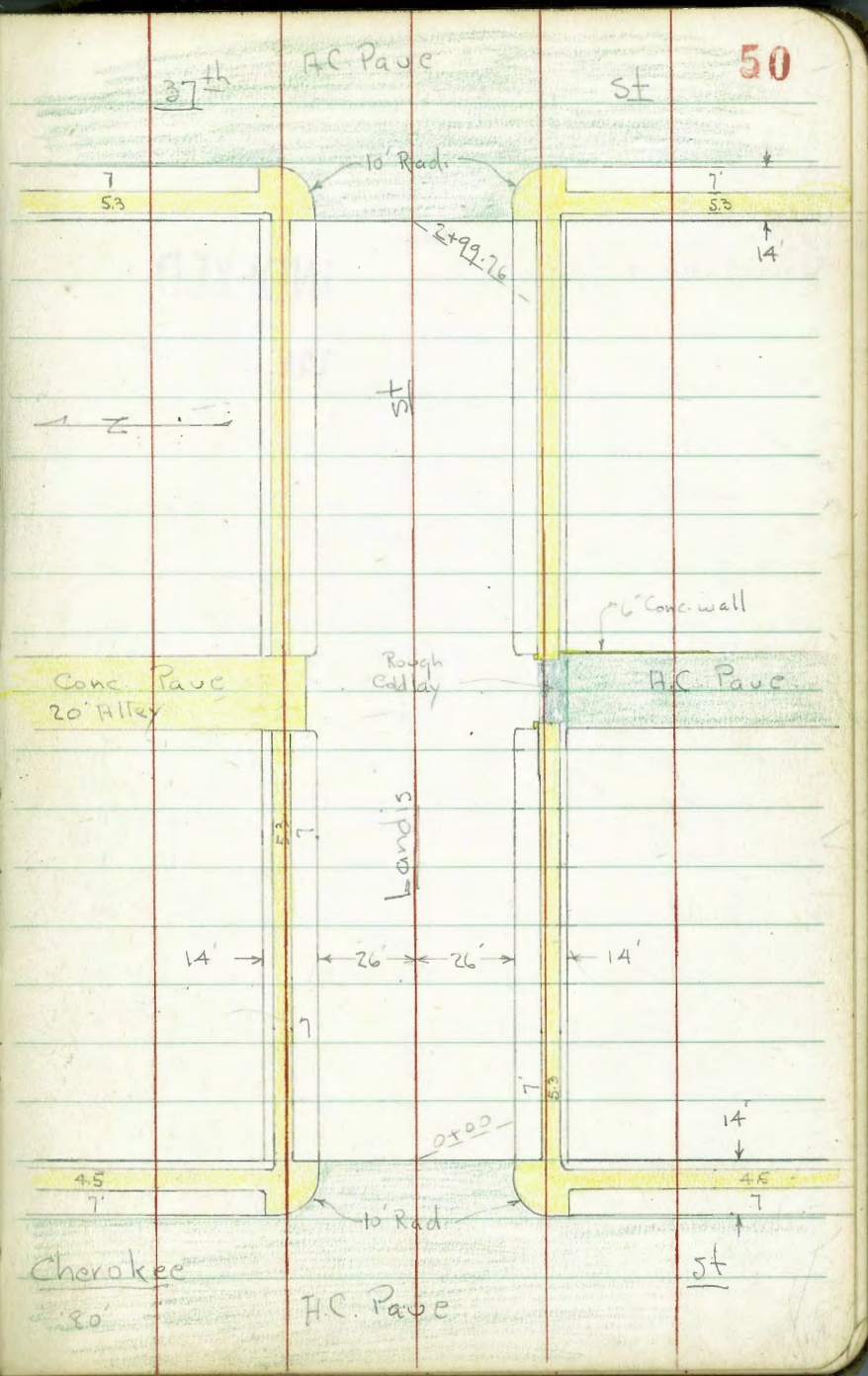
X-Sect. Landis - Cherokee to 37th

#2645

W.O. 31513

10-1-48

Osborne
Hardin
Decker
Hatch = 1 month of service.
Hatch 12-21-64



X-Sect for Paving - Landis - Cherokee to 37th

Rods Around N.E. + S.E. Returns Cherokee & Landis

343.25

N.E. Ret. - 24' around (prop. to prop) 4 parts - 6' Each

Beg. N. end + N.L. Landis			38.63 4.62		T = Top
			38.15 5.10		q = gut.
6's -			38.60 4.65		T
			38.12 5.13		q
" = ℄			38.61 4.64		T
			38.07 5.18		q
"			38.59 4.66		T
			38.07 5.18		q
6' end + E.L. Cherokee			38.59 4.66		T
			37.99 5.31		q
	4.54	343.25	3.49	338.71	N.E. 7 ct
B.M.	6.95	342.20		335.25	N.W. B.P. 36th + Landis

	Lt.	℄	Rt.
		343.25	
SF. Return - 24.2 ground - 4 - 6.05' each			
Beg = E.L. cherokee		38.33 4.92	T
		37.64 5.61	q
6' W		38.35 4.90	T
		37.76 5.49	q
"		38.36 4.89	T
		37.88 5.37	q
"		38.38 4.87	T
		37.89 5.36	q
6' end - S.L. Landis		38.39 4.86	T
		37.73 5.52	q
Landis & cherokee		343.25	

Begin Regular Sections

Should be removed for Regular Returns
of walk - walk extends 2' into Alley on both sides
H.C. Pave on Rt. - Returns on Rt. go back to N. edge
1+40 = W.L. 20' Alley - Conc Pave on Lt.

T.P. 4.71 339.50 8.46 334.79

1+00

0+56 = ± 8' Conc. Drive on Lt

0+55 = ± 9' Conc. Dr. on Rt.

0+50

0+00 = E.L. Cherokee = edge H.C. Pave

0-14 = E. cb. Cherokee

1+40-Cont.

Lt 36.94 — 36.09 — 35.32 — 35.76 Rt

2.56 — 2.41 — 4.18 — 3.74

60 on pave — 40 Top-end cb. — 40 = edge H.C. pave — 60 along edge pave

35.67 — 35.31 — 35.90 — 35.1 — 35.1 — 35.50 — 35.20 — 34.90 — 35.38 — 35.56 — 35.60

3.83 — 4.19 — 3.60 — 4.4 — 4.4 — 4.0 — 4.3 — 4.6 — 4.12 — 3.94 — 3.90

40 on pave — 27.8 edge Conc. pave 2' Rad. — 26 Top — 26 gut — 13 — 13 — 26 gut — 26 Top 2 Rad. — 33 Top-end cb. + edge walk — 38.3 = edge walk

339.50

36.58 — 35.9 — 36.1 — 36.4 — 36.2 — 35.6 — 36.29

6.67 — 7.4 — 7.2 — 6.9 — 7.1 — 7.7 — 6.96

259 Top — 25.9 gut — 13 — 13 — 25.9 gut.

37.73 — 37.03

5.52 — 6.22

33 Walk — 25.9 gut. Dr.

6.62 — 25.8 = Dr. — 5.95 — 33 = walk

37.58 — 37.0 — 37.3 — 37.5 — 37.2 — 36.8 — 37.32

5.67 — 6.3 — 6.0 — 5.8 — 6.1 — 6.5 — 5.93

259 Top — 25.9 gut. — 13 — 13 — 25.9 gut. — 25.9 Top

38.60 — 37.95 — 38.25 — 38.34 — 38.12 — 37.64 — 38.34

4.65 — 5.30 — 5.00 — 4.91 — 5.13 — 5.61 — 4.92

259 Top — 25.9 gut. — 13 — 13 — 25.8 gut. — 25.8 Top

39.18 — 38.73 — 38.63 — 38.15 — 38.30 — 38.46 — 38.41 — 38.25 — 38.07 — 37.74 — 38.39 — 36.90 — 37.66

4.67 — 4.54 — 4.62 — 5.10 — 4.95 — 4.79 — 4.84 — 5.00 — 5.18 — 5.51 — 4.86 — 6.35 — 5.59

90 Top — 90 gut. — 40 Top — 40 gut. — 26 — 13 — 13 — 26 — 40 gut. — 40 Top — 90 gut. — 90 Top

343.25

	Lt.				Rt.	
	33.57	32.8	33.0	33.2 32.9	32.5	33.04
2+50	5.93 25.8 Top	6.7 25.8 gut	6.5 13	6.3 6.6 13	7.0 25.9 gut	6.46 25.9 Top
					33.31	34.20
2+11 = ± 9' Conc. Dr. on Rt.					6.18 25.9 Dr	5.30 33 walk
	34.61	32.8	33.9	34.20 33.9	33.6	34.21
2+00	4.89 25.8 Top	5.7 25.8 gut	5.6 13	5 3 5.6 13	5.9 25.9 gut	5.29 25.9 Top
					34.38	35.14
1+67 = ± 9 Conc. Dr. on Rt					5.12 25.8 Dr.	4.36 33 walk
	36.77		35.77	35.11	35.63	35.52
1+60 - Cont	2.73 60 Pave		3.73 40 Top-end cb	4.39 40 Pave	3.87 40 Top E Hill	3.98 60 = pave
along E.L. of Alley	35.39	35.44 34.50	34.7	35.0 34.8 34.4	34.95	35.17 35.28
1+60 = E.L. Alley - 3.83 Rt = N. end 6" Conc. wall	4.11 -40 gut = Pave	4.62 4.06 5.0 28 26 26 edge Top conc. 2 Rad. gut.	4.8 13	4.5 4.7 5.1 13 26 gut	4.55 26 Top 2 Rad.	4.33 4.22 33 38.3 = walk end wall
	36.59	35.27	35.02	35.09		35.30
1+50 = ± Alley.	2.91 60 Pave	4.23 40 Pave	4.48 28 edge Conc Pave	4.41 40 edge HC Pave		4.20 60 on M H.

35.50

check starting BM.			7.06	335.25	335.25
I.P.	4.94	342.31	0.52	337.37	
See P. 55 for Rods around Returns.					
14' E. = W. cb. 37th = cross gutter					
N.W. B.P. T.P. = 37th + Landing	5.28	337.89	6.89	332.61	
2+99.76 = W.L. 37th = edge A.C. Pave.					
2+56 = ± 9' Conc. Dr.					

Lt. ℄ Rt.

33.03	32.48	32.57	32.01	31.90	31.79	31.62	31.51	31.39	31.31	31.24	30.81	30.91	
4.86	5.41	5.32	5.88	5.99	6.10	6.27	6.38	6.50	6.58	5.95	7.58	6.98	
90	90	40	40	26	13		13	26	40	40	90	90	
Top	gut	Top	gut						gut	Top	gut	Top	

337.89

32.61		31.93		32.11		32.12 (.18)	31.89	31.46		31.98			
6.89		7.57		7.39		7.38	7.61	8.04		7.52			
259		259		13			13	259		259			
Top		gut						gut		Top			

339.50

								7.19		6.34			
								25.8		33			
								Dr.		walk			

Rods around S.W. & N.W. Returns

37th & Landis

137.89 - P. 54

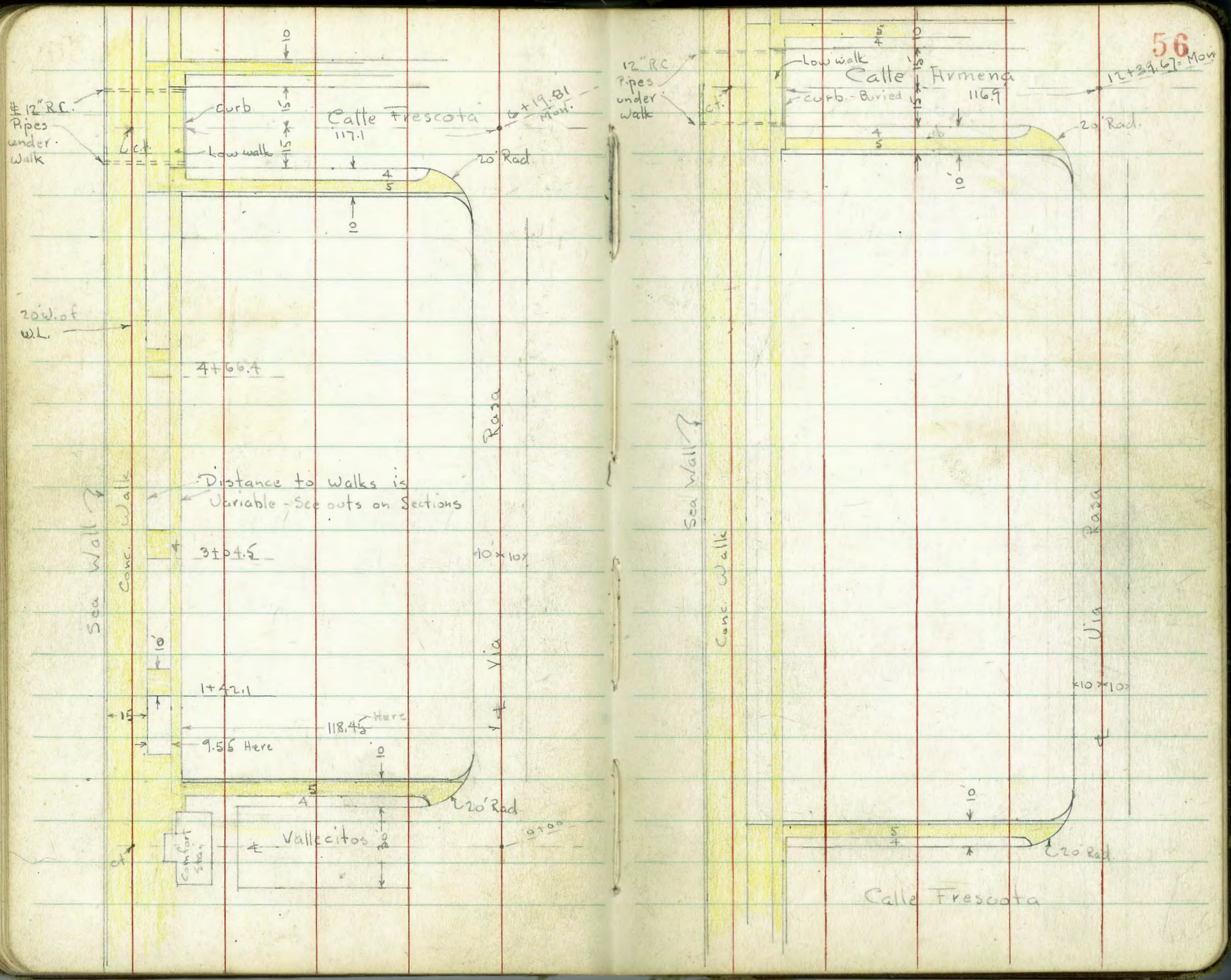
S.W. Ret. - 24' around - 4 parts - 6' each

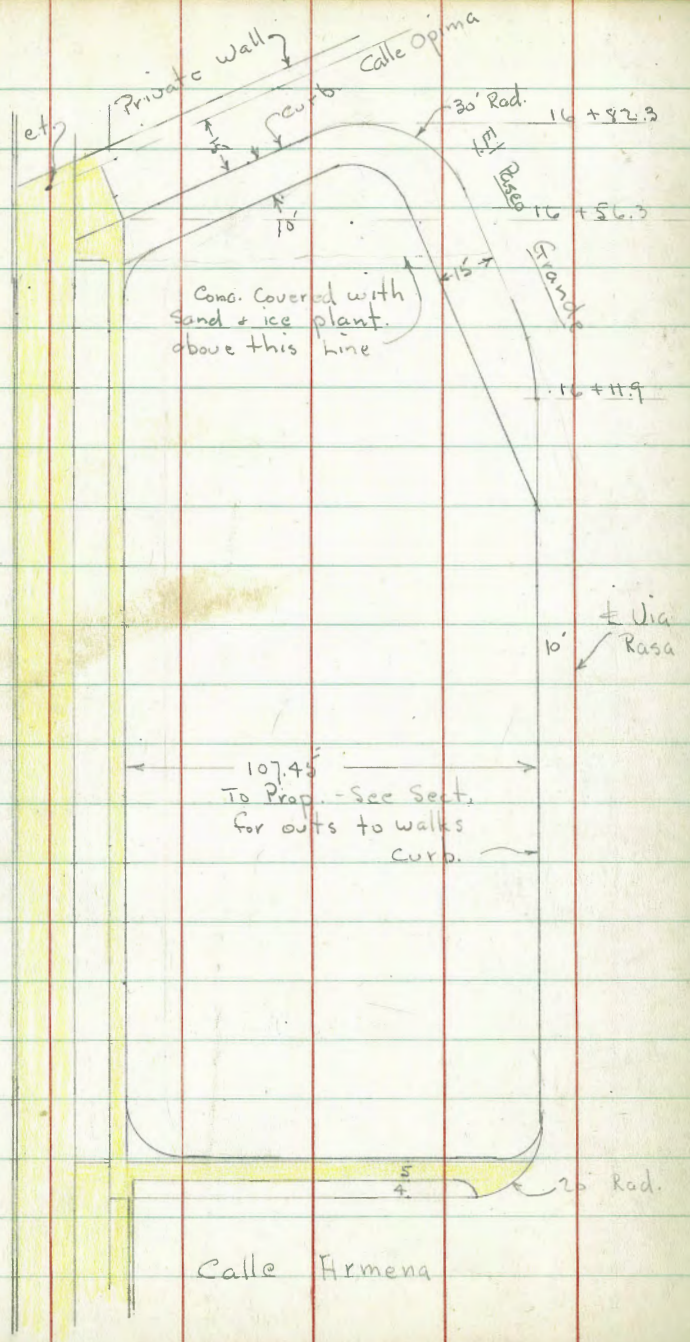
Beg. S. end - S.L. Landis	5.95	T
	6.58	q
6' N.	5.94	T
	6.48	q
" - E	5.91	T
	6.42	q
"	5.84	T
	6.36	q
6' - end - W.L. 37th	591	T
	6.43	q

137.89

N.W. Ret - 24.6' around - 4 - 6.15' each

Beg. W. end - W.L. 37th	5.28	T
	5.95	q
6.15' E	5.30	T
	5.96	q
"	5.31	T
	5.97	q
"	5.29	T
	5.90	q
6.15' - end - N.L. Landis	5.32	T
	5.88	q


12" R.C. Pipes under Walk
c.l.
Curb
Low walk
Calle Frescota
117.1
6+19.81 Mon.
20' Rad.
20' W. of W.L.
4+66.4
Distance to walks is Variable - See outs on Sections
Sea Wall
Conc. Walk
Raza
3+04.5
10'x10'
Via
1+42.1
118.45 Here
9.55 Here
Vallecitos
0+00
Low walk
Calle Armena
curb - Buried
116.9
12+34.67 Mon.
Sea Wall
Conc. Walk
Raza
Via
10'x10'
Calle Frescota


Private wall
Calle Opima
curb
etc.
30' Rad.
16 + 92.3
Raise
16 + 56.3
10'
15'
Conc. Covered with sand & ice plant above this line
16 + 11.9
± Dia Rasa
10'
107.45'
To Prop. - See Sect. for outs to walks
Curb.
5
4
20' Rad.
Calle Armena

W.O. 60323 — 11-16-48 — 7.0.

Grid Sections for Topo of Prop. Park - from ℄ of Via Rasa W. to SeaWall

See Book 1814 P. 68 for Area to E.

1+00

0+67 = 1169 Lt. = ℄ Tel. pole 4583578

0+50

T.P. 1.94 7.06 2.38 5.12

0+35 = P.C. of 10° Rad. Ret

0+24 = along N. edge of Walk

N

0+15 = S. cb. Vallecitos

1.52
5.98
147
along wall

0+00 = ℄ Valle Citos

Base line is ℄ of Via Rasa

2.38 7.50 5.12 = Top F.H. B. 1814-P. 68

℄ Via Rasa (58

Lt. = W

1.79	1.96	2.6	2.7	2.43	2.1
5.27	5.10	4.5	4.4	4.63	5.0
131.9	118.4	110	50	10	10
Ely Walk	Ely. Walk			Top	gut

1.84	1.94	2.8	2.6	2.44	2.3
5.22	5.12	4.3	4.5	4.62	4.8
132 = Ely. 15 Walk	118.4 = Ely. Walk (4')	100	50	10 Top	10 gut

7.06

2.47	2.3
5.03	5.2
10	10
Top	gut

1.99	2.26	2.44	2.49
5.51	5.24	5.06	5.01
118.45 = Cor. Walks	80 walk	40	13.4 = walk at cb.

1.84	2.05	2.15	2.0	2.36	1.8	2.49	1.9
5.66	5.45	5.35	5.5	5.14	5.7	5.01	5.6
132 on walk	117.45 edge walk	96.45 Top = Cor. cb	96.45 gut	50 Top	50 gut	30 Top = P.C.	30 gut

2.5	2.08	2.2	2.2	
5.0	5.42	5.3	5.3	
10 to 0.5 along Comfort Sta.	96.45 Top of Cross cb.	96.45 gut	50	

7.50

		Lt.						
		1.70	1.85	2.5	2.1	2.5	2.68	1.9
4+00		5.36	5.21	4.6	5.0	4.6	4.38	5.2
		131.6	118.3	110	90	50	10	10
			walk				Top	gut
		1.71	1.84	2.7	2.1	2.7	2.73	2.1
3+50		5.35	5.22	4.4	5.0	4.4	4.33	5.0
		131.6	118.3	110	90	50	10	10
			walk				Top	gut
3+18	+ 116.9' Lt. = ℄ Tel pole ⌑ 4583568							
3+04.5	= Sly. of 10' Walk Bet. walks							
		1.54						
3+00		5.52						
		146.7						
		along Wall						
		1.74	1.89	2.6	2.0	2.6	2.75	2.1
		532	5.17	4.5	5.1	4.5	4.31	5.0
		131.7	118.3	110	90	50	10	10
		walk	walk				Top	gut
		1.67	1.85	2.6	2.1	2.3	2.68	2.1
2+50		5.39	5.21	4.5	5.0	4.8	4.38	5.0
		131.7	118.35	110	90	50	10	10
		walk	walk				Top	gut
		1.71	1.88	2.4	1.7	2.3	2.65	2.2
2+00		5.35	5.18	4.7	5.4	4.8	4.41	4.9
		131.8.	118.4	110	100	50	10	10
		walk	walk				Top	gut
		1.74	1.91	2.5	2.0	2.3	2.49	2.2
1+50		5.30	5.15	4.6	5.1	4.8	4.57	4.9
		131.9	118.35	110	90	50	10	10
		Ely. walk	Ely. walk				Top	gut
1+42.1	= Sly. of 10' Conc. Walk Bet 4' walk &							
	15' Sea Wall Walk							
		1.95						
1+05	- 137.6 Lt. = ℄ Conc. M.H. Lid	5.11						
		137.6 = Top of Lid		7.06				

.6 + 04.81 = S. cb. of Frescota

6 + 03.4 - 959 Lt. = ℄ Tel. pole

5 + 95.81 + S. edge of walk along Frescota

5 + 84.81 = PC. 20' Rad. Ret. on Via Rasa

T.P.	2.20	7.04	2.22	4.84	= Top. F.H. Frescota B1814 P.69

5 + 69 - 116.5 Lt. = ℄ Tel. Pole ℄ 458 355

5 + 50

5 + 00

4 + 66.4 = Sly. at 10' Walk - Bet. walks

4 + 50

1.15	1.93	1.82	1.18	0.7	2.19	1.7	2.36	1.6
5.89	5.31	5.22	5.86	6.3	4.85	5.3	4.68	5.4
122.2	122.2	117.1	117.1	117.1	70	70	30	30
Top of S walk along cb.	Top of Reg. Walk	Top of E. w. cb. + Walk (Buried)	Top of N. & S. cb.	gut	Top	gut	Top P.C.	gut
		1.63	1.86		2.16	2.32		2.25
		5.41	5.18		4.88	4.72		4.79
		131.4	118.2		100	50		13.2
		Cor. of Walk	Cor. of Walk			walk		walk at cb.

							2.25	1.7
							4.79	5.3
							10	10
							Top P.C.	gut.

2.19
4.85

7.04

1.66	1.84	2.6	2.5	3.0	2.37	2.1		
5.40	5.22	4.5	4.6	4.1	4.69	5.0		
131.5	118.2	110	90	50	10	10		
	walk				Top	gut.		
1.71	1.87	2.3	2.4	2.8	2.61	2.0		
5.35	5.19	4.8	4.7	4.3	4.45	5.1		
131.5	118.25	110	90	50	10	10		
walk					Top	gut		
1.91	1.84	2.2	1.9	2.6	2.60	2.1		
5.35	5.22	4.9	5.2	4.5	4.46	5.0		
131.5	118.25	110	90	5.0	10	10		
walk					Top	gut		

7.06

					1.37	
7+00					5.57	
					146.3	
					along wall	
6+54.81 = P.C. of 20' Rad. Ret. on Via Rasa						
					1.60	
6+43.81 = N. edge of 5' Walk					5.34	
					131.4	
					walk	
T.P.	2.10	6.94	2.20	4.84		
					1.61	
6+34.81 = N. cb.					5.43	
					131.3	
					walk	
6+33.7 = ℄ of 12" R.C. Pipe Culvert - same as below						
Inlet Buried						
					1.60	
6+19.81 = ℄ Calle Frescota					5.44	
					131.4	
					walk	
6+06.1 = ℄ of 12" R.C. Pipe Culvert from N.+S. cb - under Walk + Wall - Inlet Buried						

1.59	1.76	2.2	1.9	2.0	2.06	1.6		
5.35	5.18	4.7	5.0	4.9	4.88	5.3		
131.3	118.2	105	90	50	10	10		
	Walk				Top	gut.		
1.62		1.75	2.2	2.3	2.27		1.7	
5.32		5.19	4.7	4.6	4.67		5.2	
131.4		118.2	100	50	10		10	
	walk				Top		gut	
	1.81	2.16	2.43		2.30			
	5.13	4.78	4.51		4.64			
	118.2	70	30		13.3			
	walk	walk	walk		walk at cb.			
			6.94					
1.73	1.17	1.76	1.12	1.5	2.18	1.4	2.44	1.7
5.31	5.87	5.28	5.92	5.5	4.86	5.6	4.60	5.3
122.2	122.2	117.2	117.2	117.2	70	70	30	30
Top	Top	Top of	Top of	gut.	Top	gut.	Top	gut
Reg. walk	Low walk (Buried)	E. Ext. cb. + walk	N.+S. cb.					
							-0.49	
							7.53	
							117.2 = F.L. Inlet	
1.76	1.19	1.20		1.1		1.7		
5.28	5.85	5.84		5.9		5.3		
122.2	122.2	117.1	Top	100		50		
Top of Reg. walk	Top of Low walk (Buried)		N.+S. cb. + ground.				-0.39	
			7.04				7.43	
							117.1 = F.L. of Inlet	

10 +50

10 +00

9+50

9+24 = Sly of 10' Walk Bet walks.

9+00

8+50

8+00

7+62 · Sly. 10' Walk Bet walks

7+50

1.66	1.90	2.2	2.0	2.2	2.36	1.5	
5.28	5.04	4.7	4.9	4.7	4.58	5.4	
131.3	118.05	105	90	50	10	10	
walk					Top	gut	

1.76	1.98	2.2	1.6	2.0	2.27	1.3
5.18	4.96	4.7	5.3	4.9	4.67	5.6
131.3	118.1	105	80	50	10	10
walk					Top	gut

1.75	1.91	1.9	1.6	1.8	2.26	1.5
5.19	5.03	5.0	5.3	5.1	4.6	5.4
131.2	118.05	105	90	50	10	10
walk					Top	gut

1.77	1.96	2.0	1.9	1.7	2.01	1.3
5.17	4.94	4.9	5.0	5.2	4.93	5.6
131.3	118.05	105	80	50	10	10
walk					Top	gut

1.69	1.92	2.2	2.6	2.18	1.4	
5.25	5.02	4.7	4.3	4.76	5.5	
131.2	118.1	90	50	10	10	
walk				Top	gut	

1.63	1.87	2.2	2.4	2.3	2.06	1.4
5.31	5.07	4.7	4.5	4.6	4.88	5.5
131.3	118.05	105	90	50	10	10
walk					Top	gut

1.57	1.75	2.5	1.7	2.4	2.07	1.3
5.37	5.19	4.4	5.2	4.5	4.87	5.6
131.4	118.15	105	90	50	10	10
walk					Top	gut

6.9 +

12+25.42 = ℄ of Inlet of 12" R.C. Pipe Culvert
From N. ℄ S. cb. under walk & Sea Wall

12+24.67 = S. cb. Calle Firmena — 1.92 / 5.23 / 121.9 / Top of Reg. Walk +ground.

12+15.67 = along S. edge walk

12+04.67 = P.C. 20° Rad. Ret. on Via Rasa

T.P. 2.42 7.15 2.21 4.73 = Top Hyd. Rasa & Firmena

12+00

11+50

1.53 / 5.41 / 146.3 walk along wall

11+00

10+86.2 = Sly. 10' walk - Bet. walks.

-0.28
7.43
116.9 = F.L. Pipe

℄ Via Rasa

1.31	1.95	1.28	2.16	1.6	2.27	1.9		
5.84	5.20	5.87	4.99	5.6	4.88	5.3		
121.9	116.9	116.9 =	To	To	30	30		
Low walk	Top of E.W. cb. +ground.	Top of N.+S. cb. +Walk (low)	Top	gut.	Top = FL	gut.		
		1.74	1.92		2.22		2.45	2.35
		5.41	5.23		4.93		4.70	4.80
		131.3	117.9		70		30	12.1
		Cor. walk	Cor. Walk		walk		walk	walk at cb.
							2.37	1.6
							4.78	5.6
							10	10
							Top	gut.

7.15

1.71	1.94	2.8	2.3	1.7	1.5	2.36	1.5	
5.23	5.00	4.1	4.6	5.2	5.4	4.58	5.7	
131.3	117.9	105	90	50	20	10	10	
walk						Top	gut.	
1.71	2.03	2.6	2.2	1.7	1.6	2.41	1.7	
5.23	4.91	4.3	4.7	5.2	5.3	4.53	5.2	
131.3	117.9	105	90	50	15	10	10	
walk						Top	gut.	
1.66	1.94	2.4	2.0	1.9	2.40	1.7		
5.28	5.00	4.5	4.9	5.0	4.54	5.2		
131.3	117.9	105	90	50	10	10		
walk					Top	gut.		

6.94

7+15

13+70 = Sly. of 10' walk Bet walks

13+50

13+00

12+74.67 = P.C. 25' Rad. Ret on Via Rasa

12+63.67 = N. edge of walk

12+54.67 = N. cb.

12+53.7 = ℄ of Inlet of 12" R.C. Pipe - Same as Below

12+39.67 = ℄ Calle Arena

1.78	2.01	2.4	2.7	2.3	2.29	1.9
5.37	5.14	4.8	5.0	4.9	4.86	5.3
131	117.8	110	90	50	10	10
	walk				Top	gut.

1.80	2.05	2.8	2.4	2.4	2.34	1.7
5.35	5.10	4.4	4.8	4.8	4.81	5.5
131	117.8	110	90	50	10	10
	walk				Top	gut.

2.46	1.9
4.69	5.3
10	10
Top = P.C.	gut.

1.79	2.02	2.41	2.54	2.43	
5.36	5.13	4.74	4.61	4.72	
131.1	117.8	70	30	13.1	
Cor. walk	Cor. walk		walk	walk at cb	

1.34	2.03	1.44	2.32	1.6	2.35	1.9
5.81	5.12	5.71	4.83	5.6	4.80	5.3
121.9	= 117 = Top	117 = Top	70	70	30	30
Low walk	of E. + W. cb. + ground.	of N. + S. cb. + walk	Top	gut.	Top = P.C.	gut

1.92
5.23
121.9
Top of Reg. walk & ground.

-0.17
7.32
117 = F.L. of Pipe

1.90	1.33	1.37	2.0	1.8	2.0	
5.26	5.82	5.78	5.2	5.4	5.2	
121.9	121.9	116.9	116.9	70	30	
Top of Reg. walk & ground.	Top of Low walk 7.15	Top of N. + S. cb. + walk		ground.		

16+35.7 = E.C. of curve

16+11.9 = P.C. of Large Rad. curve in cb along Via Rosa

I.P.	4.32	7.93	3.54	3.61	pipe in wall 15+60
16+00					
15+50					
15+34.5 = Sly. of 10' walk Bet walks					
15+00					
14+50					
14+00					1.59 5.56 145.9 walk at wall

4.25 3.6
3.68 4.3
14.7 14.7
Top gut.

3.75 3.4
4.18 4.5
10 10
Top gut.

7.93

	1.85	2.15	3.4	3.7	3.45	3.0
	5.30	5.00	2.8	3.5	3.70	4.2
	130.7	117.8	90	50	10	10
	walk				Top	gut
1.87	2.09	3.4	3.1	3.3	2.93	2.4
5.28	5.04	3.8	4.1	3.9	4.22	4.8
130.8	117.8	105	90	50	10	10
walk					Top	gut.
1.94	2.18	2.9	2.9	2.8	2.70	2.6
5.21	4.97	4.3	4.3	4.4	4.45	4.8
130.8	117.7	110	90	50	10	10
walk					Top	gut
1.84	2.06	2.5	2.7	2.6	2.50	2.2
5.31	5.09	4.7	4.5	4.6	4.65	5.0
130.9	117.8	110	90	50	10	10
walk					Top	gut.
1.75	1.96	2.6	2.6	2.5	2.34	2.3
5.40	5.19	4.6	4.6	4.7	4.81	4.9
130.9	117.8	110	90	50	10	10
walk					Top	gut

7.15

& Via Rosa →

9

16+82.3 = Most Nly. of cb.

16+62.6 = PC. 30' Rad. Ret.

16+56.3 = cb. at E. edge of Reg. walk (see sketch)

Note: everything Covered with sand + Ice Plant
Cannot tell exact loc. of Conc.. here (sketch is approx)

16+50

1.59
6.34
145.7
along wall

3.9
4.0
100
ground.

1.29
3.64
55
Top of cb.
+ ground.

1.68
3.25
26.3
Top = PC

4.1
3.8
26.3
gut

2.9
5.0
117.8
ground.

1.20
6.73
117.8
low conc.
walk.

1.86
6.07
117.8 = Top of cb. (E+W)
+ end of walk

1.82
6.11
130.7
walk

2.05
5.88
117.8

2.4
5.5
100

3.7
4.2
50

4.45
3.48
21.1
Top

3.8
4.1
21.1
gut.

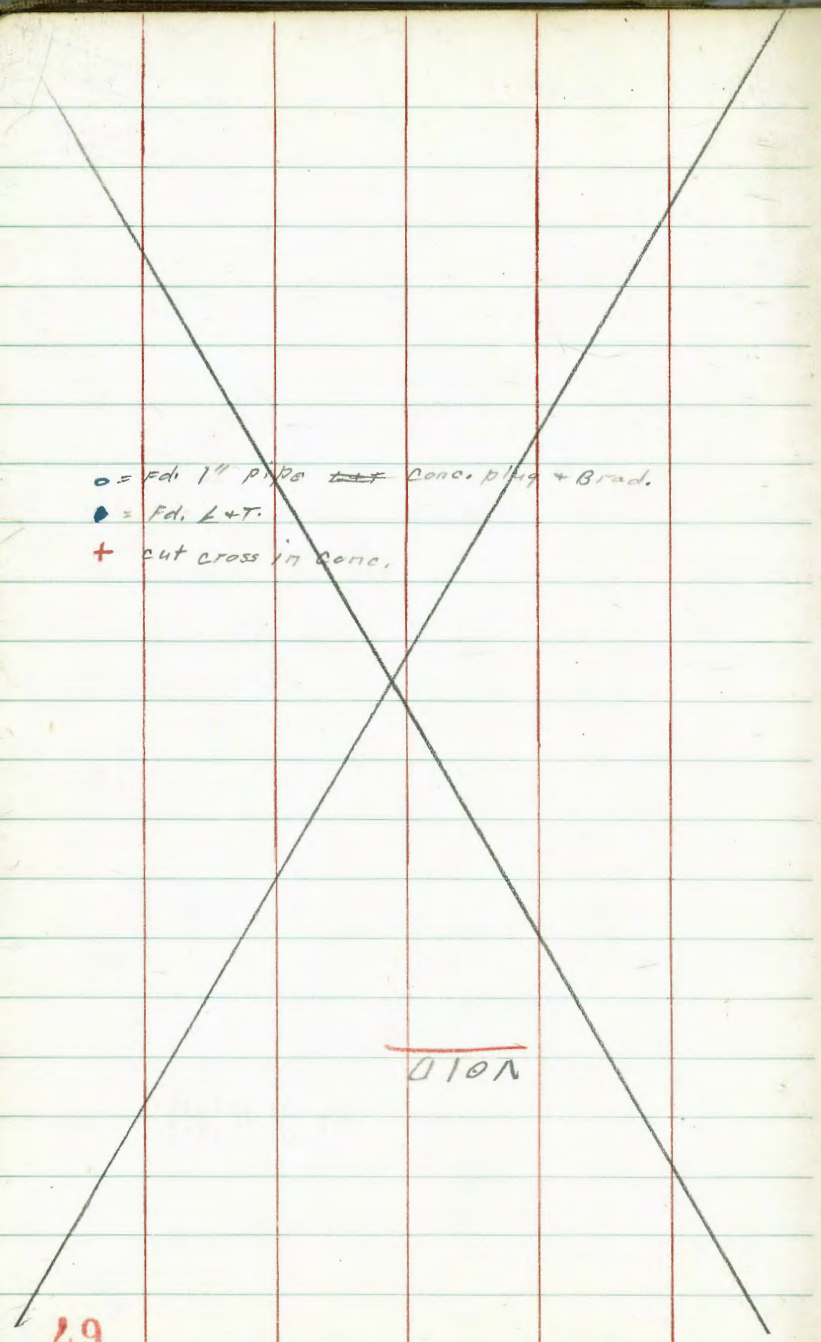
4.4
3.5

7.93

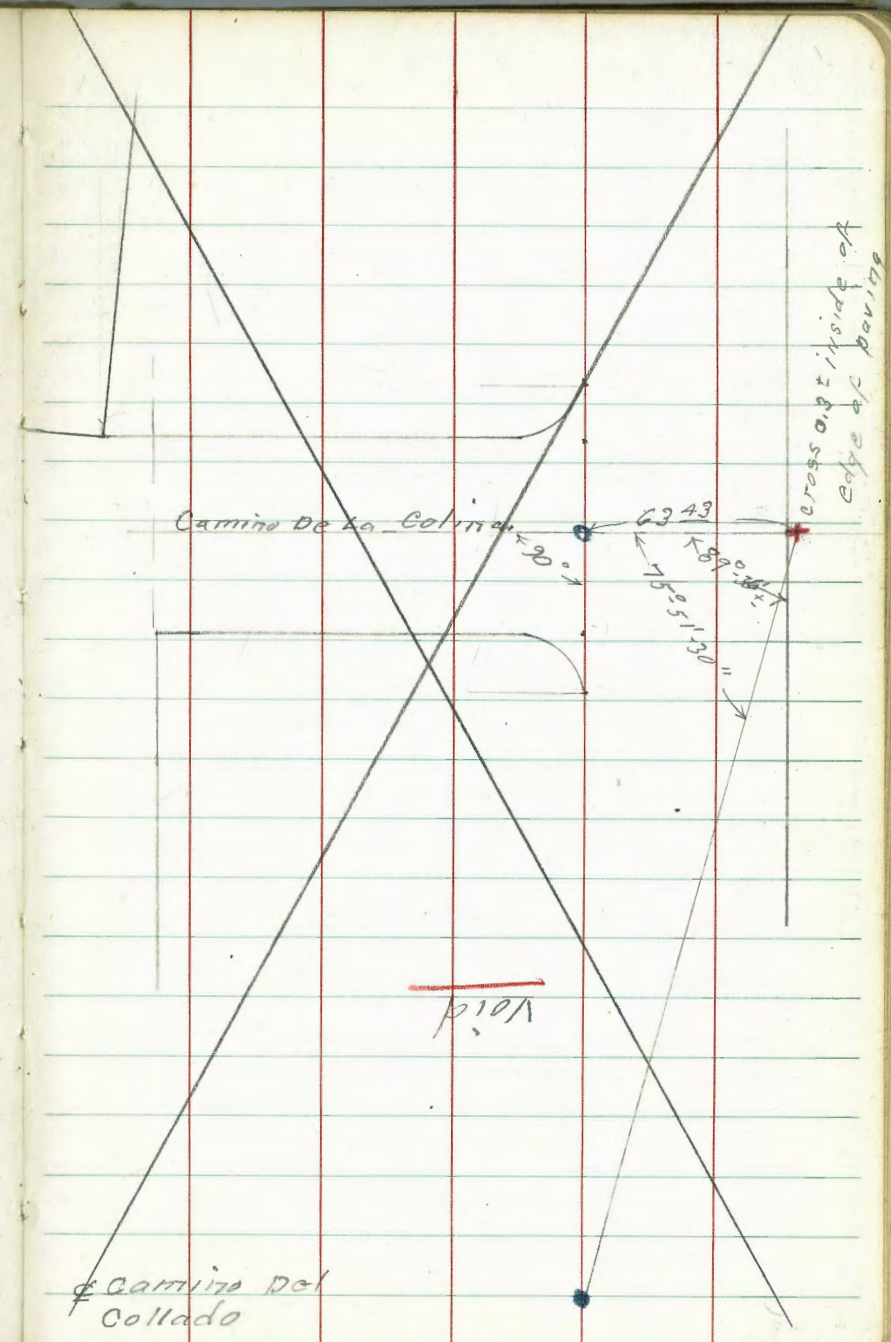
o = Fd. 1" pipe ~~tack~~ conc. plug + Brad.

● = Fd. L+T.

+ cut cross in conc.



29



Camino De La Colina
x-sec. for grade Establishment.

1-25-49

Jan. 0. 25001

Sommermeyer
McCoy
Jones

Camino Del Conado

Levels P.69+70

Fd. L.+T.

14°-08'-30"

Δ 89°-36' to pave. turned — at cross
from pipe to this point.

Paving edge is not straight.
La Jolla Shores Dr. Conc. Pave.

Camino De La Colina

1+31

1+10

25' 25'

90°
Δ 90
R-15'

0+15
25 25

0+00
40 40

Δ 90°
R 15

Fd 1" pipe. Conc.
plug & nail

75°-51'-30"

89°-36'

63.47

out cross 0.3' east of W. edge pave.

Deep Wash

Camino De La Collina

sketch - P. 68

0 - A1	60' Rt. = edge deep wash				
0 - 47					
0 - 63½	= W. edge Conc. Pav.				
0 - 72½	= ℄ Conc. Pav.				
Set B.M. on U.S.G.S. M-55 (EL. 49) Intr. S.W. to Rt. Lorella shores Dr. + Camino Del Callado			4.28	42.99	
T. P.	5.80	47.27	0.77	41.47	
T. P.	12.51	42.24	0.67	29.73	
T. P.	11.67	30.40	0.51	18.73	
T. P.	12.67	19.24	0.81	6.57 ~~4.57~~	
Top. Hydt. Via Rasa + Calle Amora	2.65 ~~0.65~~	7.38 ~~5.38~~	–	4.73	FB 1377 63

42.28		41.51	41.2	41.9	41.1	41.8		
4.99/100		5.8/40	6.1/25	6.4	6.7/25	5.5/40		
42.33	41.53	41.41	41.47	41.46	41.52	41.45	42.01	
4.74/100	5.74/40	5.86/25	5.80	5.71/25	5.75/40	5.82/75	5.26/100	
	41.73		41.96	41.90		41.92	42.07	
	5.54/70		5.61	5.67/25		5.65/75	5.20/100	

36.3 11.0/60 — 36.6 10.7 — 39.8 7.5/60

47.27

Camino De La Colina

1+31 118' Rt. = top deep wash

1+10

0+60

0+15 25' Lt. 25' Rt. } = Prop. E.C.

T.P. pipe 0+00 ± 2.8C 37.29 12.84 34.43

0+00 40' Lt. 40' Rt. } = prop. B.C.
82' Rt. = top deep wash

47.27

4

32.6 4.7/50 30.8 6.5/25 30.5 6.8 30.2 7.1/25 29.8 7.5/119

38.5 +1.2/130 38.8 +1.5/92 32.7 4.6/65 31.5 5.8/25 31.1 6.2 6.2 31.0 6.3/25

32.9 4.4/25 32.8 4.5 32.6 4.7/25

34.1 3.2/25 34.1 3.2 34.3 3.0/25

37.29

40.4 6.9/130 41.0 6.3/105 36.5 10.8/90 34.7 12.6/40 34.5 12.8/25 34.8 12.5 35.1 12.2/25 35.1 12.2/40 35.4 11.7/82

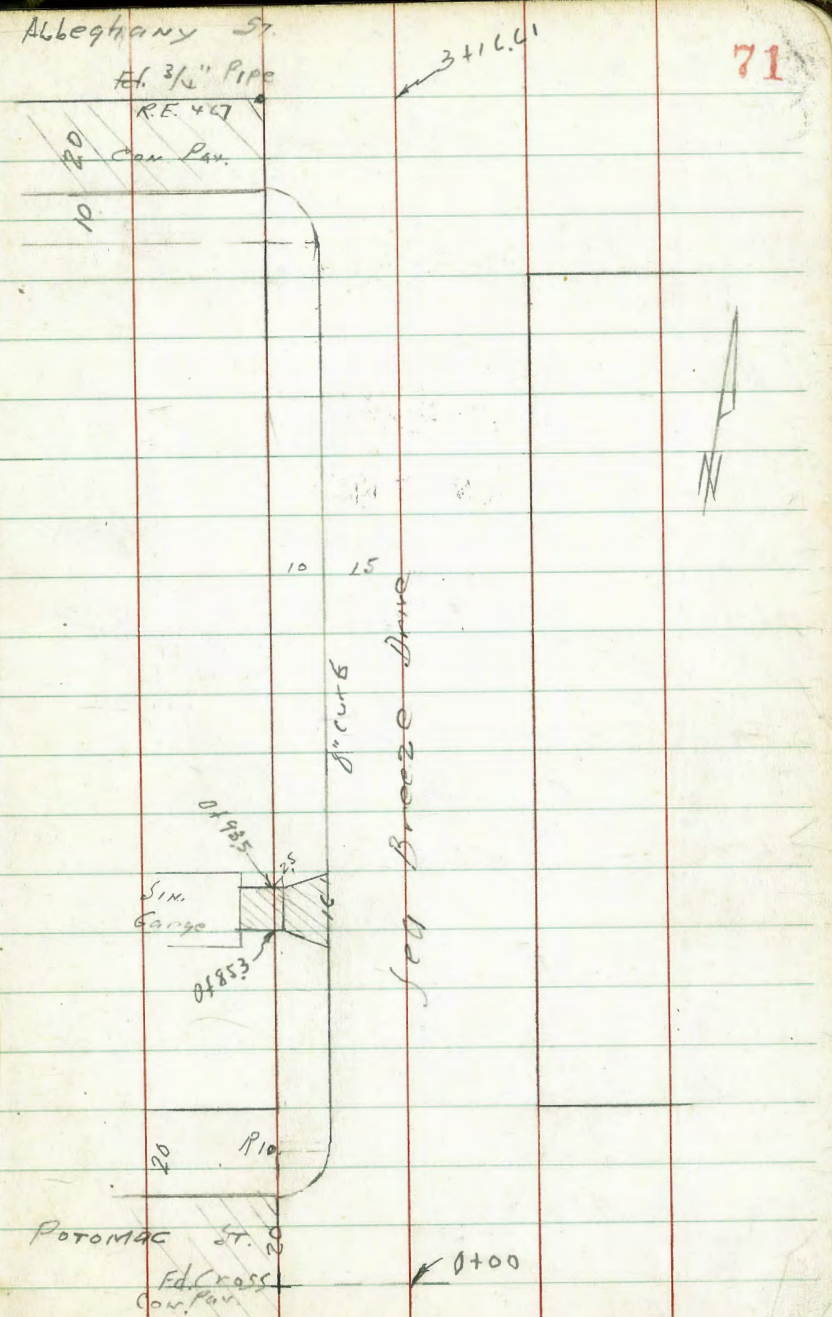
47.27

Re-Xsec Sea Breeze
Potomac to Alleghany

Moore
Begg
Sherman
V. Gibson
C-C-49

L/o 25091

Notes Transcribed and Plotted
Sheet Profile # 3147
McClennen 6/8/49



Sea Breeze

a f 40

a f 30 c6 B.C.

a f 20 N c6

a f 20 N qu M

a f 00 E Potomac St

SW BP 9.88 277.85 267.97
Potomac
Sea Breeze
1692-25

Notes Transcribed: 6/8/49
McClarren
Plotted: Stem Profile 3147

72

268.8	268.67	268.0	269.0	269.4	271.8	273.5	274.8
9.0	9.8	9.8	8.8	8.4	6.0	4.3	3.0
25	15	15		10	15	25	35
	c6						

264.49
9.31
15
c6

265.67	267.95
12.18	9.90
50	25
c6	c6

265.10	267.36	268.7	269.3	271.3	272.3	273.8
12.75	10.49	9.1	8.5	6.5	5.5	4.0
50	25		10	15	25	35

265.51	267.61	268.5	269.4	271.4	272.3
12.34	10.24	9.3	8.4	6.2	5.5
50	25		10	25	35
	Pav.				

277.85

1+50

1+00

0+93.5

curb drive

0+85.3

0+87

0+60

	L				R	
	270.6	271.19	270.4	271.0	271.9	274.0	274.9
	7.2	6.66	7.4	6.8	5.9	3.8	2.9
	25	15	15		10	25	35
		26					
	269.9	270.02	269.4	270.1	270.2	272.7	274.4	275.7
	7.9	7.83	8.4	7.7	7.1	5.1	3.4	2.1
	25	15			10	15	25	35
		06						
	269.76	269.75	269.74	269.22			276.84
	8.09	8.10	8.11	8.63			1.01
	30.7	25	23	15			48
							Con.
							Top Bottom Stop
	269.76	269.75	269.71	269.12			
	8.09	8.10	8.14	8.73			
	30.7 con	25	23	15 drive			
	269.3	269.13	268.5	269.3	269.9	272.2	273.9	275.4
	8.5	8.74	9.3	8.5	7.9	5.6	3.9	2.4
	25	15	15		10	15	25	35
		26						

277.85

L C R

		272.7	272.92	272.1	272.2	272.9	274.6	275.2
2+20		5.1 / 25	4.93 / 15	5.7 / 15	5.6	4.9 / 10	3.2 / 25	2.6 / 35
		272.41	272.40	272.78				
2+18		5.44 / 30.6	5.45 / 28.6	5.07 / 25.6				
		do. gar.		Apron				
		272.40	272.34	272.65				
2+08.5	S. edge Con Apron	5.45 / 30.6	5.51 / 28.6	5.20 / 25.6				
		do. gar.		Apron				
	1+97 t. 2+20 Curb Broken out							
2+07.3	= N. edge Con dr.	272.39	272.32	272.63				
		5.46 / 30.6	5.53 / 28.6	5.22 / 25.6				
		do. gar.						
		272.38	272.25	272.43	272.1	272.37	271.4	271.8	273.0	274.6	275.1
1+97	S edge Con drive Apron	5.47 / 30.6 gar.	5.60 / 28.6 Con Apron	5.42 / 25.6 Con	5.7 / 10 dirt	5.48 / 15 C6	6.4 / 15	6.0	4.8 / 10	3.2 / 25	2.7 / 35

277.8.5

Check to Sun BP — Sea Breeze

Sea Breeze + Alleghany — 3.3x — 27x5.1 — 27x4.6 — ? 0.40

~~3+16.6~~ E Alleghany

2+96.6 S gut

2+96.6 S.C6

2+86.6 S.C. Alleghany

2+50

	1	2	1T
	~~4.9~~		
	274.18	274.84	275.2 / 276.5 / 277.2
	3.67	3.01	2.6 / 1.3 / 0.6
	45	25	25 / 35
	Pav.	Pav.	
	273.15	273.70	
	4.70	4.15	
	45	25	
	gt	gt	
	~~Pav.~~	Pav.	
	273.79	274.32	274.2 / 276.0 / 276.5
	4.0 C	3.53	3.6 / 1.8 / 1.4
	X5	25	2.5 / 35
	C6	C6	
	274.3	274.50 / 273.6	273.8 / 275.6 / 276.2
	3.5	3.35 / 4.2	4.0 / 1.2 / 1.6
	25	15 / 15	25 / 35
		C6 BC	
	273.2	273.50 / 272.7	272.9 / 273.3 / 275.0 / 275.4
	4.6	4.35 / 5.1	4.9 / 4.5 / 2.8 / 2.X
	25	15 / 15	10 / 25 / 35
		C6	

27785

MARKED

MAR 16 1951

P.L. 1181

88°34'30" P.L. 1182

Fd. Conc. Simon.

888.27' Chained

50 ft. set Stub

54°55' set Stub

88°56' Turned as per map L.S. 170

659.17' (659.29' R.S. map No. 170)

54°55'

6°37'15"

49.38 ft. P.S.

Ties

Murray Canyon Sewer

Feb. 1951

Hendricks

Allen

Shepard

Huffman

W.O. # 20789

P.L. 1174

P.L. 1175

Road

Canyon

Proposed Sewer

See P.S.

For other References see, F.B. 607 Filed map L.S. 170

Fd. Spk.

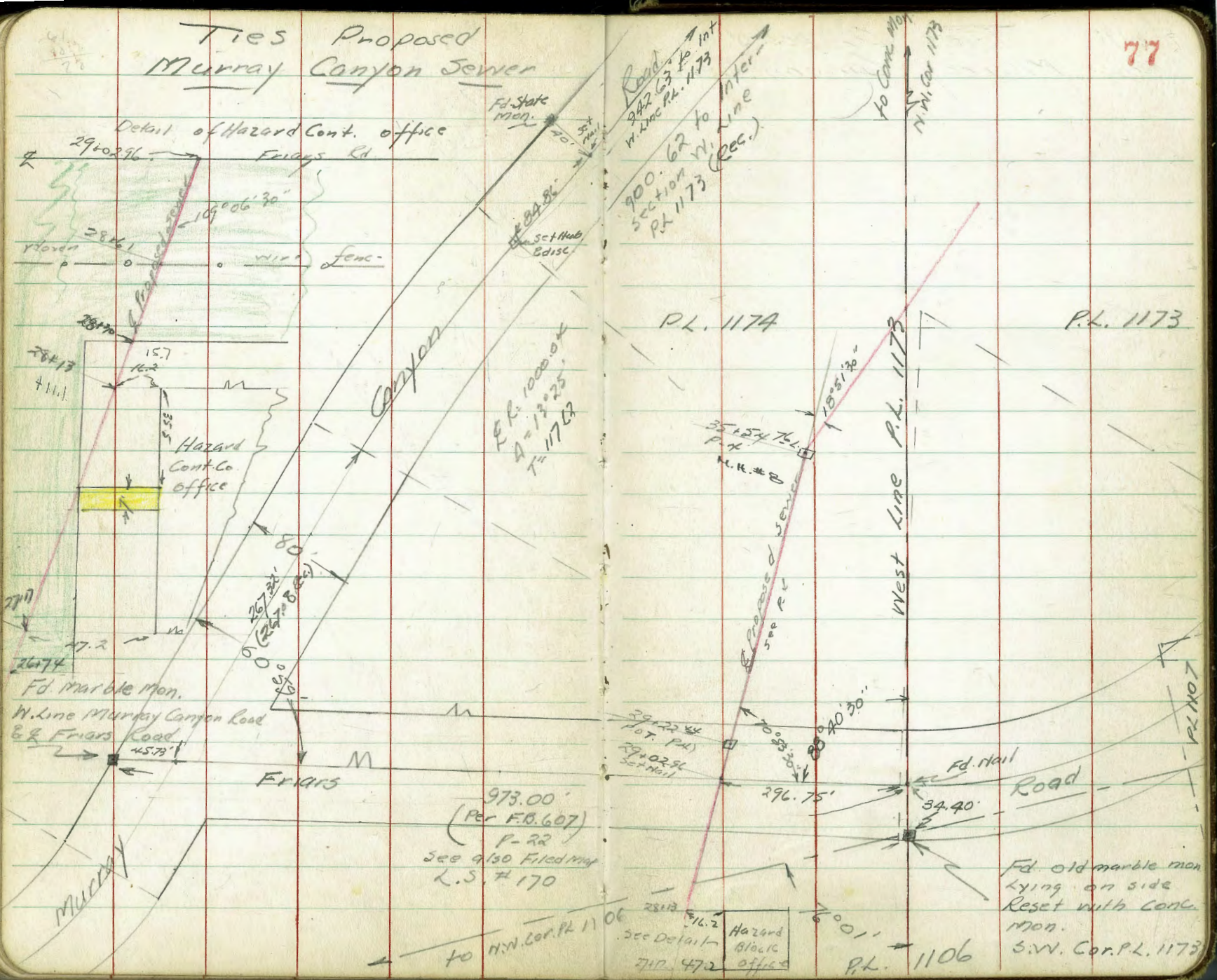
90°

Set Hubs & discs

Murray 94.76 To be Hubbed

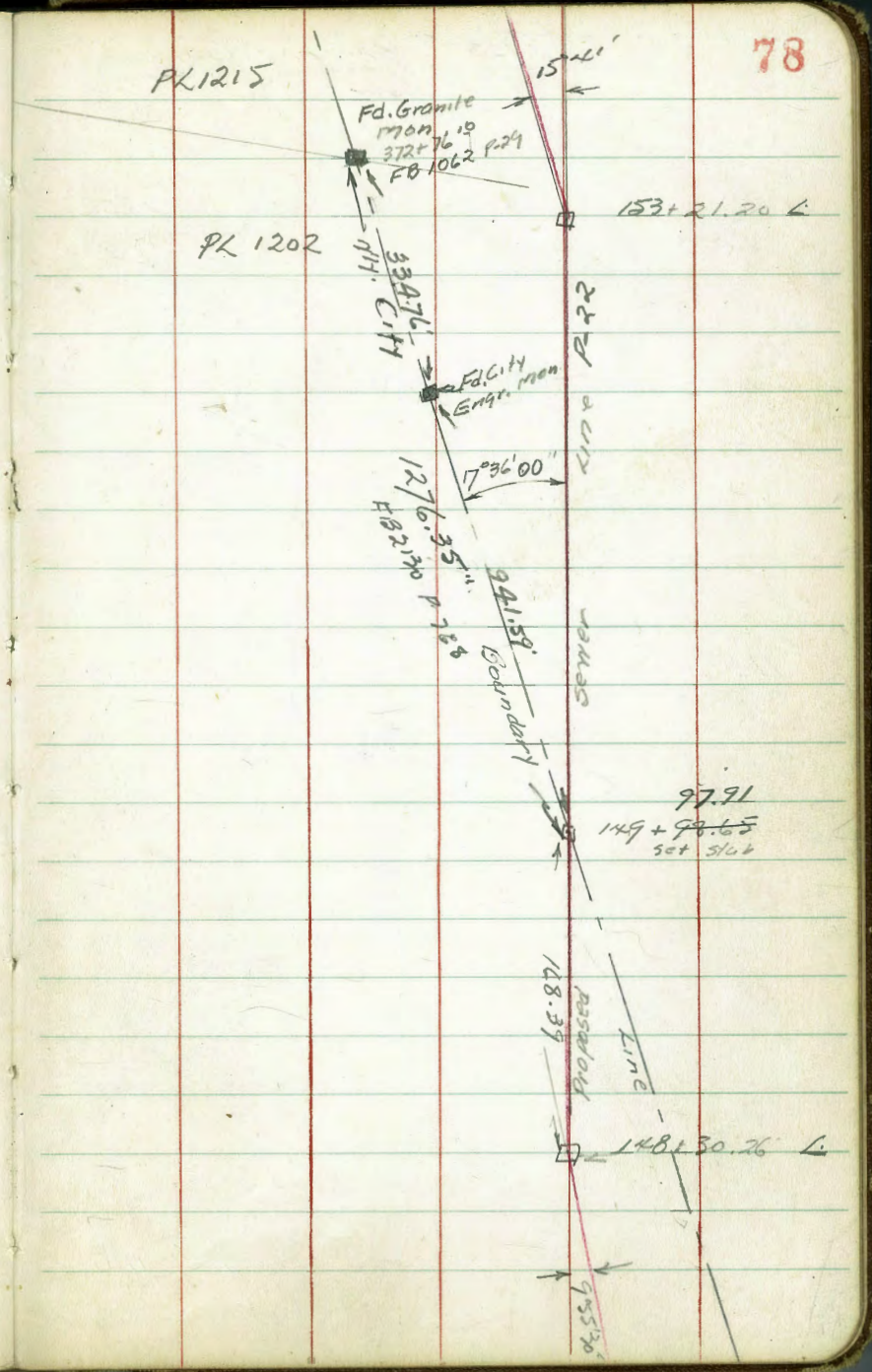
West Line

Ties Proposed Murray Canyon Sewer

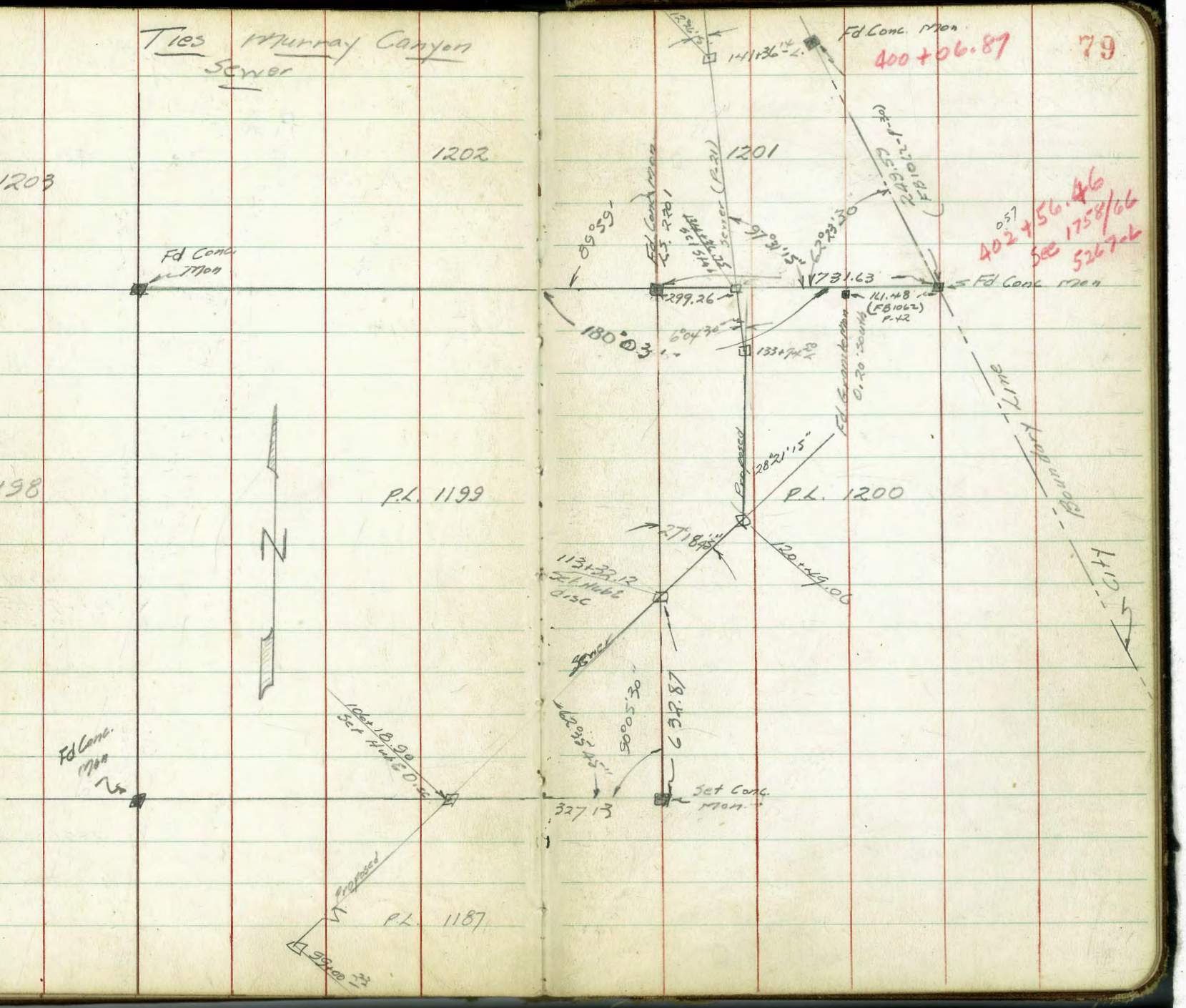


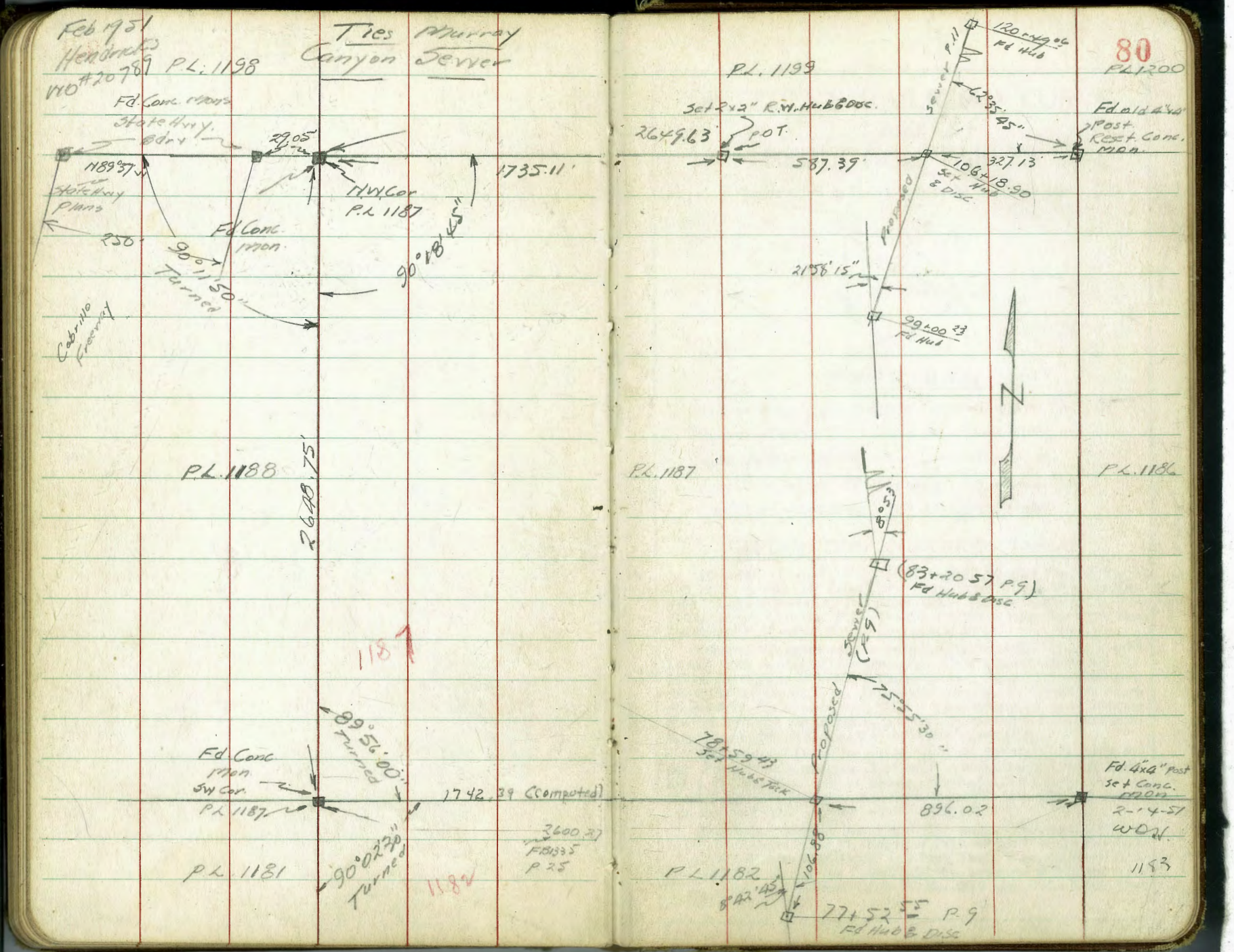
Feb 1950
Hendricks

Ties Proposed Murray Canyon Sewer

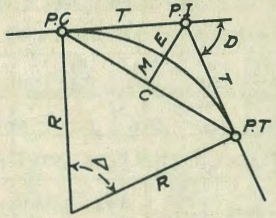


Ties Murray Canyon Sewer




Feb 1951
Henderson
WO #20787
Ties
Murray
Canyon
Sewer
P.L. 1198
Fd. Conc. mon.
State Hwy. Bdry.
29.05'
N89°37'W
1735.11'
State Hwy Plans
Hwy Cor
P.L. 1187
Fd Conc.
mon.
90°18'45"
90°11'50"
Turned
Cabrillo Freeway
P.L. 1188
2648.75'
118
89°56'00"
Turned
Fd Conc
mon
SW Cor.
P.L. 1187
1742.39 (computed)
3600.37
FB 335
P. 25
90°02'30"
Turned
P.L. 1181
1182
P.L. 1199
Set 2x2" R.W. Hub & Disc.
2649.63'
P.O.T.
587.39'
Fd old 4"x4" Post
Rest. Conc. mon.
327.13'
106+18.90
Set Hub & Disc
Proposed Sewer (-F.S.)
21°56'15"
99+00.33
Fd Hub
P.L. 1187
P.L. 1186
80
P.L. 200
120+49.06
Fd Hub
8°05'
(83+20.57 P.I.)
Fd Hub & Disc
78°59'43"
Set Hub & Tack
896.02'
Fd. 4"x4" Post
Set Conc. mon.
2-14-51
WO#
1183
P.L. 1182
8°42'45"
106.88'
77+52.55 P.I.
Fd Hub & Disc

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

Radius=R=$\frac{50}{\text{sin. } D/2}$(1) Degree of Curve=D and sin. $\frac{D}{2}=\frac{50}{R}$ (2)

Tangent=T=Rtan$\frac{\Delta}{2}$ (3) Length of Curve=L=100$\frac{\Delta}{D}$ (4)

Middle ordinate=M=R(1—cos. $\frac{\Delta}{2}$) (5)=Rvers $\frac{\Delta}{2}$ (6)

External=E=Ttan$\frac{\Delta}{4}$-(7)=R÷cos.$\frac{\Delta}{2}$—R(8)=Rexsec$\frac{\Delta}{2}$(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. Δ=62° 10′ D=8° 20′. From Table IV for 1° curve T=3454.1 and ÷8⅓=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 $(54.50\div100)^2$=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2\div(2\times688.26)$=2.16 ft.

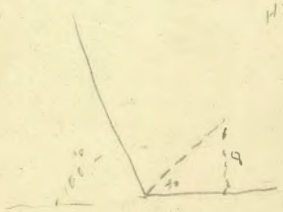
Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′ +8° 20′ ÷2=6° 26.2′, 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° 20′=960.6÷8⅓=115.27 and from Table V correction=.10 or E=115.37 ft. Or suppose Δ=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and ÷42=5.5 or D=5° 30′.

100

$\csc = \frac{\text{HYP}}{\text{OPP}}$

$\text{HYP} = \csc 40° \times 8$



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.