

1878

DIARY

1878

1878

1878

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.

MICHIGAN FIELD BOOK
DEC 3 0 1964

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

INDEXED
to page 74

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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This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

Cross-sec. 60th - Carol

Col. " College Way } 21-53

" " Bradford

" " Estelle

" " College Ave. ^{El Cajon} South 54

Bk. 248 Mission Beach }

Reset. Nly. line Lots D+E. } 58

x sect. Boundary Ocean View to Sect. 50. 67

C

=

H

Levels Proposed Sewer From
Mission Valley to Proposed
City Subdivision at Gibbs Airpo
(Cont'd from FB 1877-P-49)

+77

INDEXED

WK
DEC 10 1948

137+00

+20

+14 & Wash

+10

136+00

T.P.

9.57 <260.66>

<2510, on Rock 5' Rt. 135+23

F.B. 1877-P-49

2

255.9 ✓
48

253.7 ✓
70

251.1 ✓
95

249.4 ✓
115

250.1 ✓
86

2520 ✓
87

<260.66> ✓
T

141+00

140+00

T.P. 10.97 $\left\langle \begin{array}{l} \downarrow \\ 270.01 \end{array} \right\rangle$ 1.62 $\left\langle \begin{array}{l} \downarrow \\ 259.04 \end{array} \right\rangle$

139+00

+06

138+00 wash

+72 wash

+83

$\left\langle \begin{array}{l} \downarrow \\ 260.66 \end{array} \right\rangle$

262.71
72

261.21
88

$\left\langle \begin{array}{l} \downarrow \\ 270.01 \end{array} \right\rangle$
77

258.41
23

255.11
56

253.31
74

252.21
85

253.91
68

$\left\langle \begin{array}{l} \downarrow \\ 260.66 \end{array} \right\rangle$
77

142 750

267.0 ✓
30

14 143130

264.7 ✓
33

71

139 143100

265.2 ✓
48

170 Wash

264.9 ✓
31

138 162

266.7 ✓
33

142+00

265.4 ✓
46

141+36.14 C L

269.23 ✓
678
Hub

270.01 ✓

270.01 ✓

+23

269.1 ✓
12

+18

270.7 ✓
10

145+00

270.8 ✓
10

+89

269.0 ✓
118

+82

270.8 ✓
10

144+00

268.7 ✓
12

I.P.

1233

280.76 ✓

1.58

268.43 ✓

280.76 ✓
11

+70

268.6 ✓
14

270.01 ✓

270.01 ✓
11

14 147.00

14 +50

13 +20

+14

13 +11

146.00

+40

280.70

276.4 ✓
44

275.2 ✓
55

273.5 ✓
73

272.2 ✓
86

274.3 ✓
65

274.2 ✓
65

272.6 ✓
82

280.75

149+00

+ 85

148+3026 ← R1

117

148+12

T.P. 6.74 {287.35} 0.15 {280.61}

148+00

147+73

{280.76}

281.6 ✓
52

7

283.0 ✓
48

282.64 ✓
42
HUB

279.8 ✓
75

280.7 ✓
66

{287.35} ✓
T
280.5 ✓
03

277.7 ✓
31

{280.76} ✓
T

+78

+44

+31

TP 10.70 <296.15> 1.90 <285.45>

151400

150100

+39

149220

<287.35>

287.0 ✓
9'

8

285.4 ✓
10'

287.4 ✓
8'

<296.15> ✓
7'

287.0 ✓
0'

282.4 ✓
4'

281.3 ✓
6'

279.2 ✓
8'

<287.35> ✓
7'

+75

153+2120 ← 22

153+00

+88

+77

152+00

461 151

296.15

293.01
31

291.001
515
466

291.21
42

289.71
64

290.41
52

288.71
74

286.01
101

296.15

156+72.29 L Lt Junction of Canyons

+40.6 Barbed wire fence

156+00

+63

+39

+11

155+00

T.P. 10.03 $\langle 304.87 \rangle$ 1.31 $\langle 294.84 \rangle$

154+00

$\langle 296.15 \rangle$

299.13 ✓
87
Hub.

297.5 ✓
76

296.2 ✓
87

295.1 ✓
98

296.1 ✓
88

296.3 ✓
86

$\langle 304.87 \rangle$ ✓

295.0 ✓
92

$\langle 296.15 \rangle$ ✓

+49

+42

159 +00

+32

+08

TP

9.20

 $\langle 313.23 \rangle$

0.84

 $\langle 304.03 \rangle$

158 +00

157 +00

 $\langle 304.87 \rangle$ 303.1[✓]10[!]304.9[✓]8³303.9[✓]9³299.0[✓]14²301.8[✓]11⁴ $\langle 313.23 \rangle$ ~~304.03~~302.1[✓]2⁸300.2[✓]4⁷ $\langle 304.87 \rangle$

+04

161+00

+95

+94

+19

160+00

+62

212.23

309.2

40

308.6[✓]

46

308.5[✓]

47

309.6[✓]

36

308.1[✓]

51

306.3[✓]

62

309.8[✓]

84

212.23[✓]

165 + 00

164 + 00

163 + 00

+ 53

+ 46

+ 37

T.P. 12.59 <326.36> 0.46 <312.77>

162 + 00

<313.23>

318.3[✓]
8[!]317.6[✓]
8⁸314.7[✓]
11⁷314.0[✓]
12⁴311.4[✓]
15⁰313.3[✓]
13[!]<326.36>
11312.1[✓]
1[!]<313.23>
7

+09

167+00

TP. 9.85 <323.44> 2.77 <323.59>

166 +62.87 <44>

+50

+23

166+00

165 +07

<326.36>

322.1 ✓
11.2323.7 ✓
9.2<323.44> ✓
7323.59 ✓
2.77
4.46323.3 ✓
2.1320.3 ✓
6.1322.2 ✓
4.2320.0 ✓
6.4<326.36> ✓
7

169100

327.6 ✓
58

+80

326.2 ✓
72

+50

326.8 ✓
66

168100

326.1 ✓
73

+57

325.2 ✓
82

+52

324.0 ✓
94

167133

324.5 ✓
89

333.44 ✓

333.44 ✓

TP 1236 $\left\langle \begin{array}{l} 378.15 \\ 0.78 \end{array} \right\rangle \left\langle 365.79 \right\rangle$

TP 1231 $\left\langle \begin{array}{l} 366.57 \\ 0.77 \end{array} \right\rangle \left\langle 354.26 \right\rangle$

TP 1095 $\left\langle \begin{array}{l} 355.03 \\ 0.98 \end{array} \right\rangle \left\langle 344.08 \right\rangle$

173+24.92 End

172+00

172+00

171+00

TP 1273
170+36.13 G.R. $\left\langle \begin{array}{l} 345.06 \\ 1.11 \end{array} \right\rangle \left\langle 332.33 \right\rangle$

170+00

$\left\langle 332.44 \right\rangle$

338.96 ✓
610
Hub

338.0 ✓
71

335.7 ✓
94

332.9 ✓
122

$\left\langle 345.06 \right\rangle$
71

332.33 ✓
111
Hub

331.1 ✓
23

$\left\langle 332.44 \right\rangle$
71

R.M.		4.19	400.13	400.36
T.P.	7.34	404.33	2.09	396.98
T.P.	9.64	399.07	0.59	389.43
T.P.	12.67	390.02	0.80	377.35
			378.15	

Mon S.W. Cor Lot 17 on So. Inner Bdy Gibbs
Airport.

Stadia Traverse for
Proposed Sewer to Proposed City
Sub Division Ebbes Airport

Station	Horizontal Angle	Stadia Dist	Vertical Angle	Horiz. Dist	Diff. in Elev	True Elev
---------	------------------	-------------	----------------	-------------	---------------	-----------

INDEXED
WK
DEC 10 1948

Sta 4						
to	35°51' L	163'	+2°43'	163'	7.7	342.6

Sta 3

Sta 3						
to	36°38' R	270	+1°15'	270'	5.9	334.9

Sta 2

Sta 2						
to	8°58' L	293'	+2°16'	293'	11.6	329.0

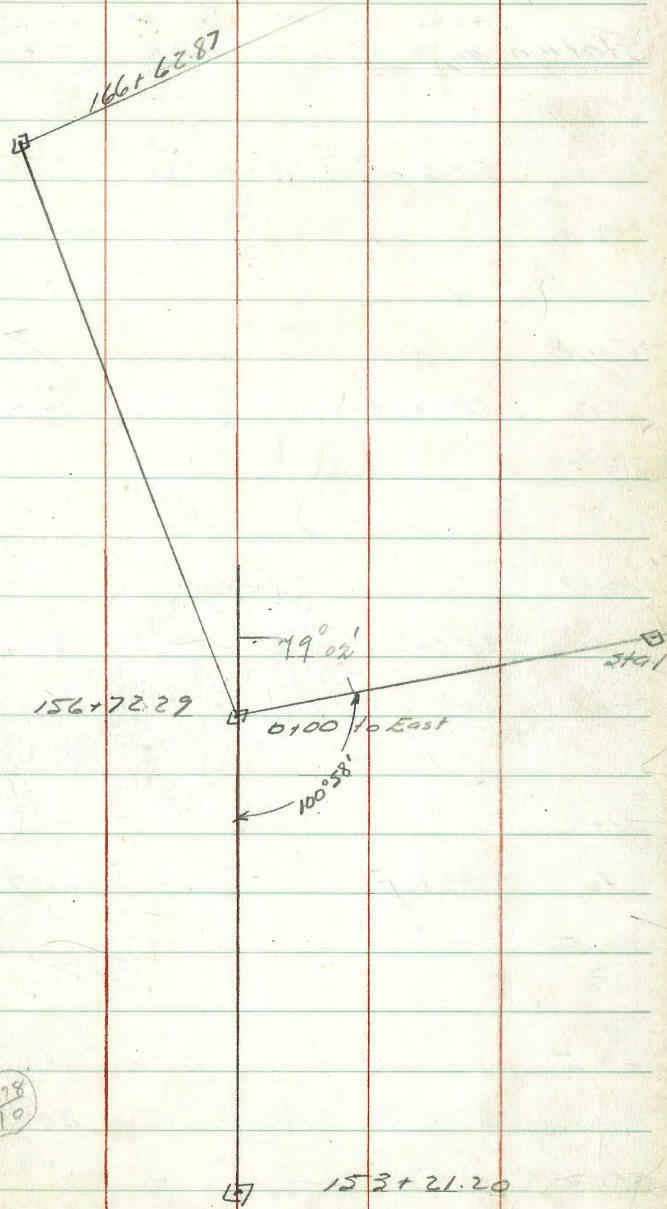
Sta 1

Sta 1						
to		595'	+1°46'	595'	18.3	317.4

0+00

156+72.29 F.B. 187X Wards
to
1872 plat.

299.15
1878
10



153+21.20

Station	Horiz. Angle	Stadia Dist.	Vertical Angle	Horiz. Dist.	Diff. in Elev.	True Elev.
Sta. 9						
to	50°48' Lt.	250'	+1°21'	250'	5.9	375.7
Sta. 8						
Sta. 8						
to	55°23' Rt.	144'	+2°23'	144'	6.0	369.8
Sta. 7						
Sta. 7						
to	30°54' Lt.	122'	+1°24'	122'	3.0	363.8
Sta. 6						
Sta. 6						
to	72°21' Lt.	248'	+2°48'	247'	12.1	360.8
Sta. 5						
Sta. 5						
to	58°11' Rt.	289'	+1°13'	289'	6.1	348.7
Sta. 4						

Sta.	Hor. Angle	Dist. Stadia	Vert. Angle	Horiz. Dist	Diff in Elev	True Elev
------	------------	--------------	-------------	-------------	--------------	-----------

CP# 8

to

Sta 8

132'

9° 27'

(130.2)

128'

21.4

391.63

(391.2) check

369.8

CP# 8

Sta No 9

54° 06'

Sta #8

60th St. - College Way & Estelle -
Bradford & Carol streets

Oct. 18, 1948

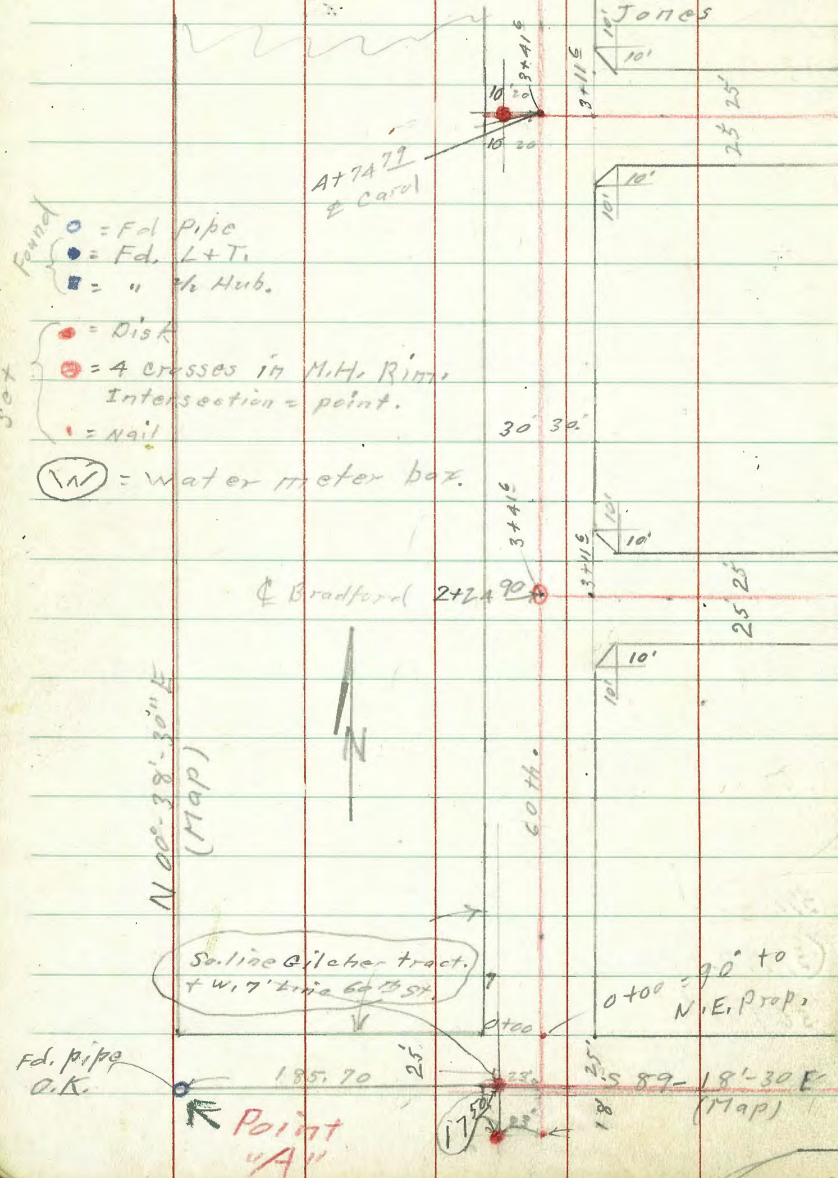
V.I.O. 31258

Sommermeier
McCoy
Allen
Jones

Found
 ○ = Fd. pipe
 ● = Fd. L+T
 ■ = " " Hub.

Set
 ● = Disk
 ⊕ = 4 crosses in M.H. Ring
 Intersection = point.
 * = Nail

(W) = water meter box.



(Gilcher Tract.)

21

INDEXED
WK
DEC 10 1948

Cont. on P. 22

Level's P. 32

Carol

4+74.80

see note
on page 23

Add sketches on
P. 22
P. 23
P. 31
P. 36
P. 43

Bradford

2+24.90

311.70 obtained
311.50 Tie point sheet
311.50 Map

Estelle

371.70 ch.
200' to college way
ch. on 50' line
O.K. N+S. line for

college way

Point "B"

Fd. very rusted
old pipe O.K.

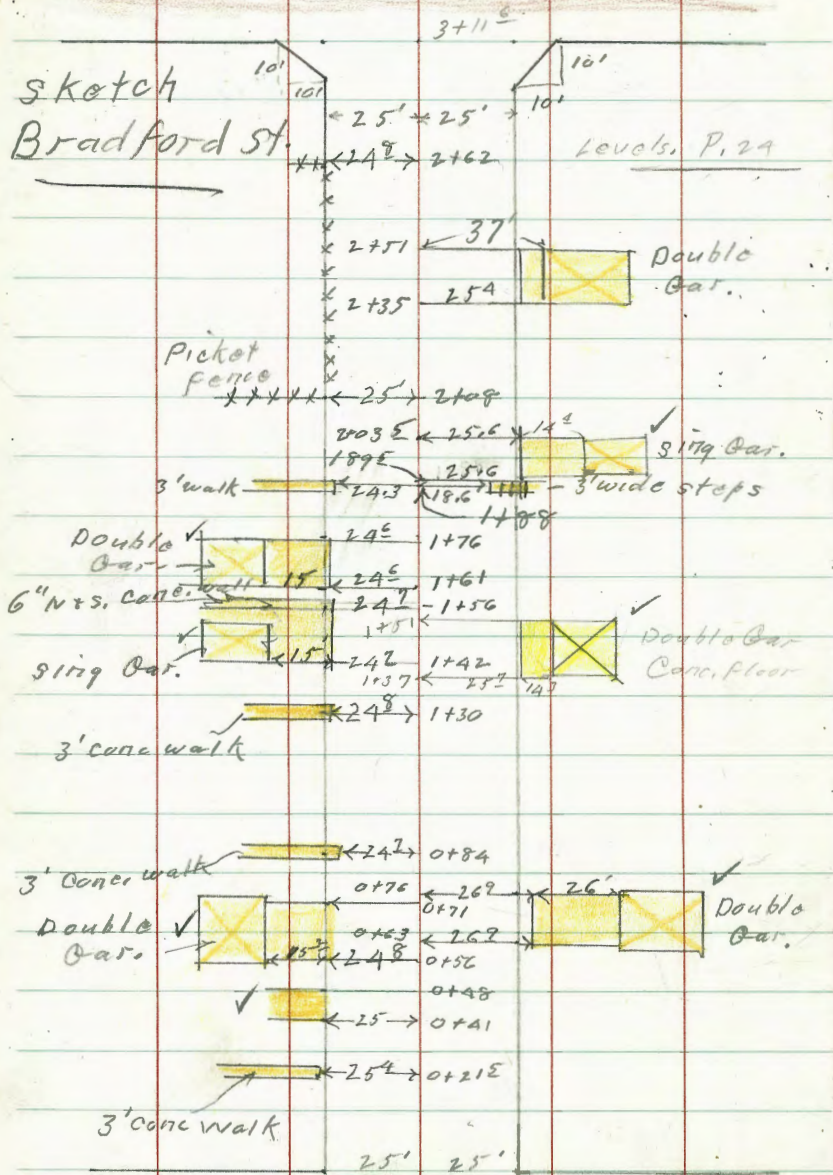
90° to N.W. Prop.

Point "C"

see
page
36

S 00°-38'-30" W
(Map)

Oil + Rock Pave
 Poor Condition



page 21 College

of 60th, Carol, -
 Bradford, - Estelle, -
 and College way, were
 established from
 points "A", "B", and "C", Page 21;
 from Lead + tacks along
 south G' line of El Cajon;
 and from improvements
 along 60th, and apportioned
 distances.

11-4-48
 [Signature]

point "A" = pipe
 "B" = remains of pipe
 Point "C" = L. + T. -

INDEX

0+48 25' Lt. = End drive

67' Lt. = Garage.

0+41 25' Lt. = start Conc. Drive

0+21^E 25' Lt. = E 3' wide Conc. walk

0+00 = Wly. line College

T.P.	7.54	439.50	13.12	431.96	
S of B.M.					
Pole ^o	0.76	445.08	9.00	444.32	B.M. #2
Carroll College					

T.P.	0.19	453.32	13.02	453.18	
N.W. B.P.					
El Cajon	0.93	466.20	-	465.27	B.M. #1
+ College					

432.53

6.97
25
Drive

429.92	432.53	432.4	432.5	433.0	432.8	434.3	435.7
9.58	6.97	7.1	7.0	6.5	6.7	5.2	3.8
67	25	25	15		15	25	40
car floor	Drive	Dr					

430.90

8.60
25⁴
walk

430.0	429.8	430.1	430.5	431.6
9.5	7.7	9.4	9.0	7.9
25	16		16	25

439.50

1400

432.2	434.8	434.8	435.2	435.5	437.6	439.4
6.3	4.7	4.7	4.3	4.0	1.9	0.1
40	25	15		13	25	40

0+84 2A⁷ Lt. = £ 3' wide conc. walk

432.47	434.39	434.44
6.02	5.11	5.06
35	25	242
on walk	walk	£ walk

0+76 26⁷ Rt. = End Drive 53' Rt. = Car.

432.5	434.1	434.2	434.5	434.8	435.9	436.32	436.62
7.0	3.4	5.3	5.0	4.7	3.6	3.18	0.88
40	25	15		15	25	262	53
					Ord	Drive	Car
					Ord	Ord	floor

0+71 2A⁸ Lt. = End Drive

432.20	434.09
7.30	5.41
40	242
Car.	Drive

0+63 53' Rt. = Car.
26⁷ Rt. = Start Conc. Dr.

436.05	438.62
3.45	0.88
262	53
Dr.	Car floor

double Car. 40' Lt. = Car.

0+56 2A⁵ Lt. = start conc. Drive to

432.20	433.26
7.30	6.29
40	242
Car floor.	Drive

439.50

439.50

Bradford St.

1+55² Cont.

1+55² Cont.

face 6" wide N+S. Conc. wall.

1+55² 24² Lt. = End drive + Also = East

1+51 25² Rt. = End drive

Single Car.

1+42 24² Lt. = Comb. walk + drive to

to double Car.

1+37 25² Rt. = start Conc ^{Drive} Apron.

T.P. 5.02 440.73 3.79 435.71

1+30 24² Lt. = ~~2~~ 3' wide Conc. walk

439.50

435.02

5.71

36

Top of wall

434.1

6.6

25

Base of wall

435.72

5.01

242

Top of wall

434.2

6.5

242

Base wall

435.66

5.07

25

Top of wall

434.60

6.13

242

Dr.

434.54

6.19

25

Dr.

434.60

242

242

Dr. Card

26

438.56

2.17

25²

Dr.

440.18

0.55

40

Car. floor

434.43

7.30

392

Car.

434.62

6.11

25

Dr.

434.66

6.07

242

Dr.

434.8

5.9

25

435.3

5.4

15

435.7

5.0

15

436.3

4.1

15

438.43

2.30

25²

Drive

Dr.

440.18

0.55

40

Car. floor

440.73

434.20

5.30

47

on walk

434.70

4.80

25

434.73

4.77

24²

walk

439.57

Bradford St.

2103^E 25^o Rt. = End drive + Gar.

1789^E 25^o Rt. = start Conc. Dr. - to double Gar.

T.P. 5.40 441.53 4.60 436.13

1788 18^o Rt. = \pm 3' wide steps. (Not to be met for grade)
24^o Lt. = \pm 3' wide Conc. walk

1780

1776 24^o Lt. = End Drive

double Gar.

1761 24^o Lt. = start Conc. Dr. to

440.73

\pm

27

439.05
2.48
25^E
Dr. 440.98
Gar. floor

438.98
2.55
25^E
Conc. Dr. 440.98
Gar. floor

441.53

434.39 435.39 435.47
6.34 5.39 5.26
35 25 24.2
on \pm walk
Steps. N.B. do not meet
186
Steps.

435.5 435.7 436.0 436.7 438.7
5.2 5.0 4.7 4.9 2.0
25 15 15 25

433.99 435.44 435.54
6.74 5.29 5.19
39^E 25 24^E
Gar. Dr. Dr.

433.97 435.20 435.30
6.76 5.53 5.13
39^E 25 24^E
Gar. Dr. Dr.

440.73

Bradford

Cross in North
Rim of M.H.
* Bradford
* 60th

7.14 443.13 5.54 435.99 B.M.#3

3+11⁶ = Ely. line 60th3+01⁶ $\left. \begin{array}{l} 25' \text{ RT} \\ 25' \text{ LT} \end{array} \right\} = \Delta \text{ in prop. lines}$

2+65

2+62 24⁸ Lt. = end picket fence2+51 25⁸ Rt. = End drive & Gar.

37' Rt. = Gar.

Double Gar.

2+35 25⁴ Rt. = start conc. Dr. to

2+25

2+08 25' Lt. = start picket fence

441.53

28

432.9	433.1	434.9	434.7	435.7	436.8	437.9	440.3	440.5
8.6	8.4	6.6	6.8	5.8	4.7	3.6	1.2	1.0
30	25	21	13		20	26	30	40

432.9	433.1	434.9	435.1	434.8	435.7	436.6	437.5	437.6	440.3	440.5
8.6	8.4	6.6	6.4	6.7	5.8	4.9	4.0	3.9	1.2	1.0
30	25	21	15	13		19	22	25	28	35

433.2	433.5	435.7	435.4	435.9	436.7	438.8	440.1
8.3	8.0	5.8	6.1	5.6	4.8	2.7	1.4
30	25	22	12		16	25	35

438.92	440.70
2.61	0.83
25 ⁴	37
Dr.	Gar

438.94	440.70
2.59	0.83
25 ⁴	37
Dr.	Gar floor

434.6	435.6	435.7	436.1	436.5	439.7	440.8
6.9	5.9	5.8	5.4	5.0	1.8	0.7
25	20	15		25	25	35

741.53

Bradford

Cont. P. 30

T.P. 11.41 435.62 0.26 424.21

N.W.B.R. 60th
+ Estelle

SS

5.74 418.73

B.M. #5

418.66

T.P. 4.67 424.47 11.89 419.78

Dist. W. 7. 60th

+ Estelle

B.M. #4

T.P. 0.87 431.67 12.33 430.80

3+41⁶ = 4 60th

3+29 = Apron, edge oiled road on 60th

3+17

3+16

443.13

431.7	433.3	434.6	435.8	437.1	438.4	440.3
11.1 50	9.8 30	8.5 15	7.3	6.0 15	4.7 30	2.8 50
431.3	432.0	434.2	435.5	436.7	438.0	439.8
11.8 50	10.1 30	8.9 15	7.6	6.4 15	5.1 30	3.3 50
432.6	432.8	432.9	434.0	434.6	434.5	435.6
10.5 40	10.3 30	10.2 25	9.1 20	8.5 18	8.6 13	7.5
436.9	437.9	438.4	439.5			
6.2 20	5.2 26	4.7 30	3.6 40			
432.9	433.0	434.0	434.7	434.5	435.7	436.9
11.2 30	10.1 25	9.1 21	8.4 18	8.6 13	7.4	6.2 20
438.0	440.4	440.5				
5.1 26	2.7 30	2.6 40				

Bradford.

30

Orig B.M. P. 24
= B.M. #1

2.28 $\frac{0.03}{465.30}$ 465.27

T.P. 7.92 467.58 0.14 459.66

T.P. 13.03 459.80 0.17 446.77

B.M. #2 P. 24. - S.S. 2.62 444.32 ✓

T.P. 12.15 445.94 0.83 434.79
435.62

CAROL St.

INDEXED

Carol street has oil and rock pavement but it is in very poor condition + should not be considered.

etc

Levels - page 32.

0-004 15' Rt. - start roll curb, 1' wide

BM#2
P.24

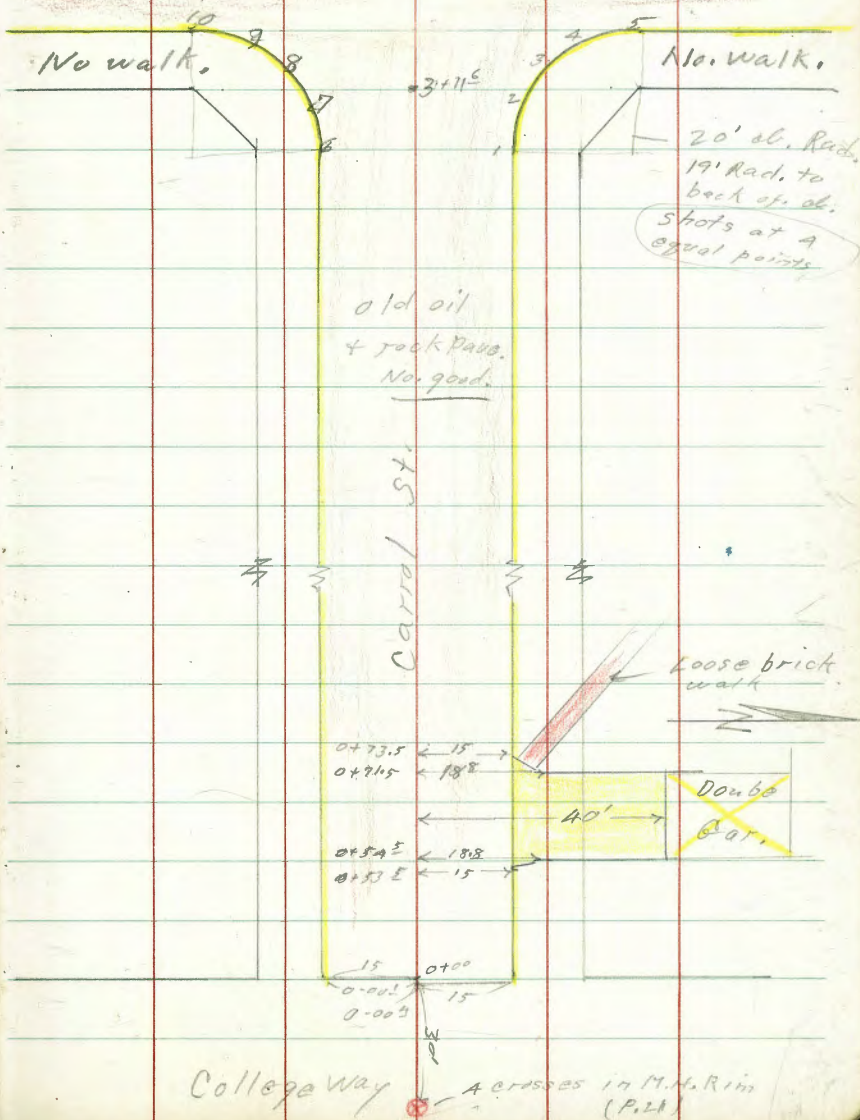
444.32

W. line 60th

31

5' Curbed walk + roll curb,

set disk west to line 60th & Carol produced.
3+41.5 = 60th



Levels Card St.
Sketches P. 21-22 & 31

11-1-48

4

32

0+54^E - East line drive + Bar. (P. 31)

6.88	6.64	6.28	6.09	5.81
15	16	182	25	40
Dr.	Dr.	Dr.	Dr.	Bar
				Floor

0+53^E 15' Rt. = start flare of drive. (P. 31)

6.9	7.01	6.90	6.28	6.99
15	15	15	188	25
		Edge	Dr. Dr.	
		Dr.		

0+50

447.08	446.75	446.7	447.0	447.2	447.3	447.2	447.15	447.17
7.32	7.65	7.7	7.4	7.2	7.1	7.2	7.22	6.93
16	15	15	75		75	15	15	16
Dr.	G					G	G	Dr.

0+00 = W. line College Way

443.97	443.64	443.8	443.9	444.0	444.1	444.0	444.14	444.45
10.43	10.76	10.6	10.5	10.4	10.3	10.4	10.16	9.95
16	15	15	75		75	15	15	16
Dr.	G					G	G	Dr.

0-00' 15' Lt. = start conc. curb. Roll type - 1" wide

443.93	443.65
10.97	10.75
16	15
Dr.	G

G: edge roll cl. in gutter
cl. = top (back edge) of cl.

0-00⁴ 15' Rt. = start conc. curb. roll type - 1" wide

444.11	444.41
10.19	9.99
15	16
G	Dr.

10.08 454.40 - 444.32 B.M. #2 P. 2A

454.40

Carol

2+00

T.P. 10.28 464.11 0.57 453.83

1+50

1+00

0+73E End of flare to Apron (P.31)

0+71E 15' AT. = drive

0+63 E Apron.

454.40

4

33

7.87	8.14	8.0	7.8	7.7	7.7	7.74	7.40
<u>16</u>	<u>15</u>	<u>75</u>		<u>75</u>	<u>15</u>	<u>15</u>	<u>16</u>
06	G				G		06

464.11

1.08	1.41	1.1	1.0	1.0	1.0	1.02	0.80	10.11
<u>16</u>	<u>15</u>	<u>75</u>		<u>75</u>	<u>15</u>	<u>15</u>	<u>16</u>	<u>25</u>
06	G				G		10' Drive	10' Drive

4.14	4.43	4.3	4.1	4.1	4.01	3.84
<u>16</u>	<u>15</u>	<u>75</u>		<u>75</u>	<u>15</u>	<u>16</u>
06	G				G	06

5.8	5.71	5.69	5.45
<u>15</u>	<u>15</u>	<u>15</u>	<u>16</u>
Dirt	G	Drive	06

5.81	5.72	5.75	5.78
<u>15</u>	<u>188</u>	<u>25</u>	<u>40</u>
Dr.	Dr.	Dr.	Bar floor

6.23	5.96	5.83
<u>15</u>	<u>188</u>	<u>25</u>
Edge		
Apron		

454.40

cl. = top, - back edge cl.

G = gutter.

on A 31.

For levels on curb returns see sketch.

3+03^c } 15' RT.
15' Lt. } Curb B.C. Lt + Rt.

3+01^c Δ in E. + W. prop lines

2+75

2+50

2+25

AGA.11

3.29 2.93
G 5
G cl
E.C. E.C.

4.31	3.95	4.12	3.77	3.90	3.57	3.61	3.29
1	1	2	2	3	3	4	4
G	cl	G	cl	G	cl	G	cl.
B.C.	B.C.						

5.62	5.98	4.31	2.95
16	15	15	16
cl	G	G	cl

5.61	5.27	5.8	5.1	4.8	4.5	4.32	3.78
16	15	15	7E		7E	15	16
cl	G	cl				G	cl

5.54	5.87	5.7	5.3	5.0	4.8	4.67	4.32
16	15	15	7E		7E	15	16
cl	G	cl				G	cl

5.84	6.15	5.8	5.6	5.5	5.34	5.02
16	15	7E		7E	15	16
cl	G				G	cl

6.62	6.94	6.7	6.5	6.3	6.36	6.04
16	15	7E		7E	15	16
cl.	G				G	cl

AGA.11

- Carol

11.50 $\frac{436.00}{-0.01}$ $\frac{435.99}{BM\#3P28}$
 446.90
 13.06 19.06

T.P. 0.60 447.50
 Disk & Carol
 W. 10' line 60 S.S.

11.28 458.68 BM#6

T.P. 8.23 459.96 12.38 451.73

3+41^E = $\frac{1}{2}$ 60th

$\frac{11.8}{75}$ $\frac{8.0}{35}$ $\frac{6.4}{15}$ 5.3 $\frac{4.4}{15}$ $\frac{3.2}{35}$ $\frac{1.4}{75}$

3+23^E = Fly gutter line 60th

$\frac{11.88}{75}$ $\frac{8.05}{35}$ $\frac{6.3}{15}$ 5.1 $\frac{4.2}{15}$ $\frac{3.29}{35}$ $\frac{1.95}{60}$

3+11^S = E. Line 60th

$\frac{6.20}{165}$ $\frac{5.55}{75}$ 4.9 $\frac{4.4}{75}$ $\frac{4.12}{165}$

$\frac{7.33}{9}$ $\frac{7.04}{9}$ $\frac{8.05}{10}$ $\frac{7.70}{10}$
 C cl. C. cl. C. cl.

curb ret. (sketch P.31)

$\frac{5.98}{6}$ $\frac{5.62}{6}$ $\frac{6.20}{7}$ $\frac{5.90}{7}$ $\frac{6.69}{8}$ $\frac{6.38}{8}$
 C. cl. C. cl. C. cl. C. cl.

464.11

464.11

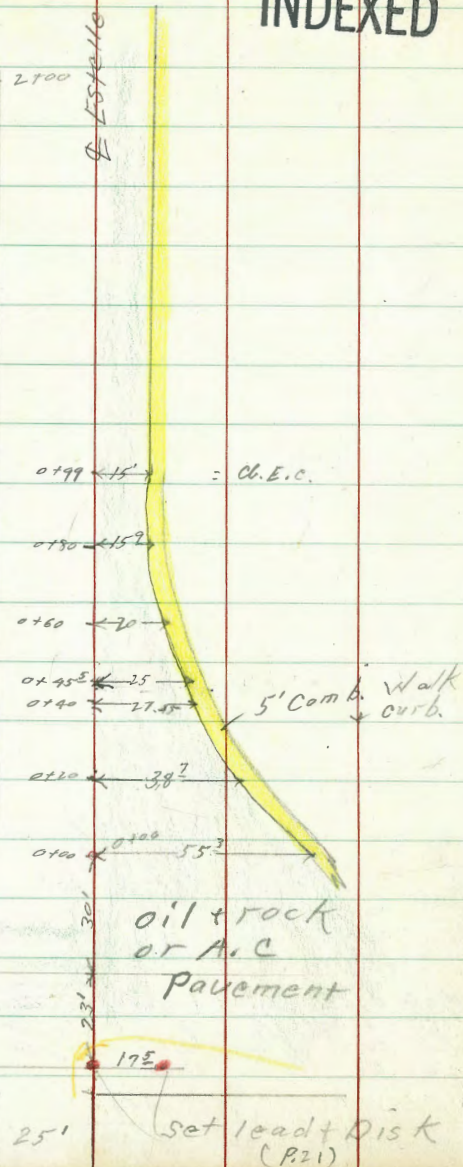
Estelle St. 60th to 61st

see page 21

11-4-48

Summerhayes

INDEXED



W.L. College Ave.

← 251 → 1+55.61

36

1+25.61

W.L. 61st

← 18' → 13' Fd. 7x 13' L+T.

9'

set x = 23° from W.L. 61st on 9' line

Fd remains of old
Rusted pipe.

OK with points
on subdivision Bdy

← 15' → 10' ←

← 25' →

← 25' → 0100

S. line Estelle

set disk.

College way

← 3+41 ←

← Produced →

Fd. old lead
Plug o.a. No. of
line. No tack.

← 25' →

5' wide. Exist walk

15'

← 25' → 1+00

0+60 20' Rt. = Face curb

0+40 27⁴⁵ Rt = Face of cl.

0+25 20' Lt. = ± 3' wide Conc. walk.

0+20 38⁷ Rt. = ~~Face~~ Face of cl.

0+00 E.L. 60th

cl. = top of cl.
G = gutter

No of. ± Estelle
60th St. oil + Rock pave. -
Not much good.

0+30 = ± 60th E.P. = Edge A.C. Pave.

BM. # A
P.29 6.33 426.11 - 419.78

420.51
5.60
20
G
420.99
5.12
20
cl

422.1	420.6	420.59	420.45	420.21	420.65
4.0	5.5	5.52	5.66	5.90	5.43
25	12	EP	15	27 ⁴⁵	27 ⁴⁵
				G	cl

422.91	422.01	421.50
3.20	4.10	4.61
35	25	20
017	walk	

419.84
6.27
38⁷
G
420.31
5.80
38⁷
cl

421.6	421.6	420.5	420.06	419.71	419.64	419.43	419.89
4.5	4.5	5.6	6.05	6.40	6.47	6.68	6.22
25	23	18	EP	15	25	55 ³	55 ³
					G	G	cl

423.4	420.7	420.9	419.58	419.41	419.29	418.98
2.7	5.4	5.2	6.52	6.70	6.82	7.12
70	25	15	EP	15	25	60
				017	Pave.	

426.11

T.P. 10.77 433.77 3.11 423.00

1+50

1+43 18' Lt. = (W)

1+18^E 21' Lt. = \pm East ribbon1+14 19' Lt. = \pm Ribbon of 2' wide ribbons0+99 14^I
15' Rt. = cb. E.C.

Drive level

0+97 19' Lt. = \pm 7' wide Conc. Dr.0+87^E 17 Lt. = \pm (W)0+80 15^I Rt. = face curb.

426.11

423.5	422.2	422.44	422.27	422.76
<u>2.6</u>	<u>3.7</u>	<u>3.67</u>	<u>3.84</u>	<u>3.35</u>
25	8	E.P.	15 G	15 OC

423.67	423.01	422.67
<u>2.44</u>	<u>3.10</u>	<u>3.44</u>
40	25	21

Rods on ribbon

423.55	423.01	422.54
<u>2.56</u>	<u>3.10</u>	<u>3.57</u>
40	25	19

Rods on Ribbons

423.00	422.30	421.8	421.64	421.28	421.79
<u>3.4</u>	<u>3.81</u>	<u>4.3</u>	<u>4.47</u>	<u>4.83</u>	<u>4.32</u>
25	19	13	E.P.	14 ^I G	15 OC

off Dr. Drics

423.82	423.21	422.99	422.31
<u>2.29</u>	<u>2.70</u>	<u>3.12</u>	<u>3.80</u>
44	37	25	19

At Gar.

422.8	421.7	421.4	421.2	420.88	421.33
<u>3.3</u>	<u>3.4</u>	<u>4.7</u>	<u>4.9</u>	<u>5.23</u>	<u>4.78</u>
35	25	13	E.P.	15 ^I G	15 ^I OC

426.11

2+77 19' Lt. = (W)

2+68 Lt. = East 2' wide ribbon

2+62^E 19' Lt. = west 2' wide conc. ribbon to drive2+49^E 22' Lt. = East 2' wide ribbon to drive2+44^E 22' Lt. = west 2' ribbon to drive

2+25 19' Lt. = (W)

2+05^E 23' Lt. = End same1+93³ 23' Lt. = start walk & drive conc. comb.

1+24 20' Lt. = (W)

433.77

427.27	426.86	426.50	425.97
6.50	6.91	7.27	7.85
40	36	25	19

427.24	426.81	426.42	425.85
6.53	6.96	7.35	7.92
40	36	25	19

Bar/shots on ribbon

426.56	425.77	425.57	425.0	424.64	424.57	425.03
7.21	8.00	8.20	8.8	9.13	9.20	8.74
40	25	22	10	E.P.	15	15

Car Floor shots on Ribbon

426.56	425.61	425.45
7.21	8.16	8.32
40	25	22

at Car. shots on Ribbon

425.61	424.78	424.58	424.46
8.16	8.77	9.19	9.31
47	28	25	23

Dr.

425.61	424.71	424.49	424.35	423.2	423.17	423.11	423.05
8.16	9.06	9.28	9.42	10.6	10.60	10.66	10.72
47	28	25	23	10	E.P.	7E	15

at Car. Dr. in drive

433.77

0+30 20' Lt. = (W)

0+23⁵ 16" Lt. = Ely. 2' wide conc. ribbon.

432.97	433.30	433.53
10.22	10.11	9.88
53	25	16 ²
Car.	R. 6400	

0+18⁵ 16" Lt. = 2' wide mostly conc. ribbon

432.97	433.13	433.26
10.44	10.25	10.15
53	25	16 ²
Car. floor	on ribbon	

T.P. 9.96 443.41 0.32 433.45

443.41

= 0+00 } 3+71.67 7" E. line College Way

432.1	432.1	431.4	431.27	431.27	431.67
1.7	1.7	2.4	2.50	2.50	2.10
25	19	10	E.P.	15	15
				G	Cl.

3+41.67 4" College way

429.7	429.8	429.52	429.55
4.1	4.0	4.25	4.22
25	15	E.P.	15
			G. in drive way

3+11.67 = W. line College Way. to north

428.0	427.4	427.8	427.83	427.81	428.21
5.8	6.4	6.0	5.94	5.96	5.56
25	21	15	E.P.	15	15
				G	Cl.

2+85

426.9	426.2	426.34	426.23	426.71
6.9	7.6	7.43	7.54	7.06
25	10	E.P.	15	15
			G	Cl.

433.77

433.77

1+18⁵ 16' Lt. = Φ Ely 2' wide ribbon

437.46	438.06	438.39
5.75	5.35	5.02
40	25	16

All shots on ribbons

Ribbon to drive

1+13⁷ 16' Lt. = Φ Wly. 2' wide conc.

437.30	437.58	438.30
6.11	5.43	5.11
40	25	16

0+99⁵ 16' Lt. = Φ East ribbon

436.51	436.51	436.98	437.20	437.41	437.03	436.95	437.42
6.30	6.90	6.43	6.21	6.0	6.38	6.46	5.99
44	38	25	16	72	E.P.	15	15
Bar. on ribbon -						G	CB

0+9A⁵ Ribbon to drive
16' Lt. Φ west 2' wide conc.

436.54	436.34	436.74	436.98
6.87	7.07	6.67	6.43
44	38	25	16
Bar. on ribbon -			

0+83 18' Lt. = (W)

434.37	434.66	434.72
9.04	8.75	8.69
35	25	23
on walk.		

0+53 23' Lt. = Φ 2' wide conc. walk.

434.5	434.7	434.0	434.18	434.13	434.54
8.9	8.7	9.4	9.23	9.28	8.87
25	13	12	E.P.	15	15
G CB					

0+50

443.41

443.41

Chiselled
 □ in so. curb Estelle
 on E. line College way

11.72 431.69

Set.
 B.M.#
 # 7

1755 ⁶¹ = Prop. Cor. on No. = Wly College way to No.

1425 ⁶¹ } ALSO = End Pave.
 18' Lt. (V)
 15' Rt. = End curb + walk
 = Wly line 60 St to south.

443.41

439.0	440.7	441.3	441.2	440.9	442.0	444.4	446.0
4.4	2.7	2.1	2.2	2.5	1.4	+1.0	+2.6
50	25	15		15	25	32	50

438.3	438.6	438.9	438.8	438.49	438.42	438.91	439.05	440.4
5.1	4.6	4.5	4.6	4.92	4.99	4.50	4.36	3.0
50	25	10	1	E.P.	15	15	20	25
					6.	6	Back	
							of	
							walk	

443.41

College Way
Estelle to College Ave.

INDEXED

£ Bradford, ⊕ 2+24 90

← 30' → 1+99 90

← 30' * 30' →

⊕ = 4 crosses in
manhole rims

← 30' * 30' →

4303

South line Estelle
(see page 21)

43

£ Carol

⊕ 4+74 80

← 25' →

£ Bradford

⊕ 2+24 90

← 25' →

5.79 Tie sheet
△ Figures 5.69

50.1170 El Cajon
K 5293

9+74.00

7+05.95
K 320-42
32

6+59.26

30 P.I.
6+12.49

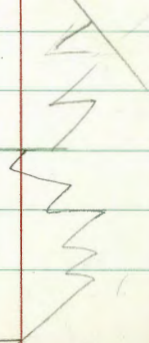
5+61.37 ← 30

4147.17-49"
R-25
T 51.12
38.56

Lot #65

Carol 4+74.80

Lot #64



12/8/48 College Way
Sketches 21-22 and 43-44

1+05⁴ 17⁹¹ Rt. = End Curb inlet.

1+02 31' Lt. = End 4' wide hedge

1+01^E { 18¹² Lt. = start Curb inlet.
30⁸ Rt. = start 4" wide conc. wall.

1+00 { 10² Lt. = Pole # P177808
24' Rt. = Anchor pole
31^E Rt. = End Conc. wall (Average 1' High)

0+94⁴ 17²² Rt. = start Curb inlet.

0+70 20' Lt. = dead man

0+60 31' Lt. = start 4' wide Hedge

0+35

0+00 = N. Line Est. #3
Average Hgt. = 1'
31' Rt. = start 5" wide Conc. wall.

B.M. #7 2.41 434.10 431.69
P. 42

95

45

429.11 430.06
4.99 4.04
172 172
Cutter top of

428.79 428.08
5.31 6.02
18 18
Top of Cutter

429.3
4.8
30
top of wall
430.4
3.7
31
top of wall

429.14 429.94
4.96 4.16
173 172
Cutter top of

428.1 429.9 428.5 428.6 427.9 428.3 428.4 430.0 430.5 429.7
6.0 4.2 5.6 5.5 6.2 5.8 5.7 4.1 3.6 4.4
32 30 29 21 17 15 30 31 32
top of wall End

428.6 428.7 427.9 428.8 428.9 429.9 430.8
5.5 5.4 6.2 5.3 5.2 4.2 3.3
30 20 17 15 19 30

427.4 429.7 430.4 432.1 432.2
6.2 4.4 3.7 2.0 1.9
30 17 30 31
top of wall

434.10

1+68 20' Rt. = Ctr. (W) box

1+50

1+46 30' Rt. = end drive

1+39 also s. edge conc. Dr.
30' Rt. = End 4" wide Conc. wall

1+23 30' Lt. = 3' wide Conc. walk

1+21^E 18' Lt. = End curb inlet

1+12 19' Rt. = Ctr. (W) box

1+10

43A.10

429.1	428.8	428.3	428.6	428.8	429.6	430.1
5.0	5.3	5.8	5.5	5.3	4.5	4.0
45	30	15		15	30	45

429.43	429.84
4.67	4.26
30	45
on drive	

429.33	429.74
4.77	4.36
30	45
top of wall	drive
4' on drive	

429.35	429.95
4.75	4.15
30	45
on walk	

428.84	427.99
5.26	6.11
18	18
top of	center

429.0	428.80	427.93	428.2	429.2	430.0
5.1	5.30	6.17	5.9	4.9	4.1
30	18	18		30	45
	top	0			
	of				

43A.10

2+46² 29' Rt. = end same2+38 29° Rt. = s. ^{edge} ~~line~~ conc. drive2+24² \neq Bradford2+02 20' Rt. = \neq (W) box
1+99² 29² Rt. = start picket fence.
= Sly. line Bradford1+98 21² Lt. = pole # 1784561+95 29⁸ Rt. = end same1+88 29⁸ Rt. = s. edge conc. Dr.

434.10

431.09	431.12	431.49
3.01	2.98	2.61
<u>29</u>	<u>30</u>	<u>45</u>

431.05	431.08	431.59
3.05	3.02	2.51
<u>29</u>	<u>30</u>	<u>45</u>

430.7	430.1	429.2	429.7	430.5	431.1
3.7	4.0	4.9	4.4	3.6	3.0
<u>30</u>	<u>20</u>		<u>15</u>	<u>30</u>	<u>45</u>

430.0	429.3	429.3	429.4	430.0
4.1	4.8	4.8	4.7	4.1
<u>30</u>	<u>15</u>		<u>15</u>	<u>30</u>

429.46	429.98	430.78
4.14	4.12	3.32
<u>298</u>	<u>30</u>	<u>45</u>

430.00	430.01	430.74
4.10	4.09	3.86
<u>298</u>	<u>30</u>	<u>45</u>

434.10

College way
3+16 20' Rt. = ctr. (W) box

3+04 21 Lt. = Ctr. (W) box

3+00 28' Rt. = start picket fence
= end 3' wide hedge.

2+97⁶ 28⁷ Rt. = end conc. Dr.

2+89 28⁷ Rt. = S. edge conc. Dr.

T.P. 11.50 442.58 3.02 431.08

2+78 28⁸ Lt. = ϕ 3' wide conc. walk

+68 21' Lt. = ctr. (W) box

2+59 20' Rt. = ctr. (W) box

Also = ϕ start 3' wide hedge
29' Rt. = End Picket Fence

2+49² = N. line Bradford

434.10

ϕ

48

434.1	433.5	431.4	432.0	432.0	432.4	433.2
$\frac{8.5}{30}$	$\frac{9.1}{23}$	$\frac{11.2}{15}$	11.0	$\frac{10.6}{15}$	$\frac{10.2}{30}$	$\frac{9.4}{45}$

432.36	432.42	433.00
$\frac{10.20}{28.2}$	$\frac{10.16}{30}$	$\frac{9.58}{45}$

432.30	432.35	432.93
$\frac{10.28}{28.2}$	$\frac{10.23}{30}$	$\frac{9.65}{45}$

442.58

434.02	433.05	433.05
$\frac{0.108}{39}$	$\frac{1.02}{30}$	$\frac{1.05}{28.8}$

431.7	430.1	430.4	430.3	431.1
$\frac{2.4}{30}$	$\frac{4.0}{16}$	3.7	$\frac{3.8}{15}$	$\frac{3.9}{30}$

3+54^E Cont.3+54^E 12^E Lt. = Ctr. 4'x4' storm Drain Clean out.3+50 22 Lt. = Pole # 270259
28^E Rt. = end picket fence3+45 28^E Rt. = 4" wide Ext. W. wall.3+44^E 21^E Lt. = End Conc. Dr.
28^E Rt. = end Conc. Dr.3+37 21^E Lt. = start Conc. Dr. } (S. edge)
28^E Rt. = start Conc. Dr. }

442.58

436.7	436.3
5.9	6.3
30	27

434.7	434.7	436.76	434.7	434.7	434.4	434.4	434.5
7.9	7.9	5.82	7.9	7.9	8.2	8.2	8.1
17	17	12 ^E	10 ^E	15	15	30	45
		TOP					
		Cleanout					

436.5	435.9	434.1	434.4	434.0	433.6	434.0	434.0
6.1	6.7	8.5	8.2	8.6	7.0	8.6	8.6
30	22	16	15	15	17	30	45

433.79	433.93	434.10
8.79	8.75	8.48
28 ^E	30	45

437.80	436.43	435.17	433.40	433.42	433.71
4.78	6.15	7.41	7.18	7.16	8.87
41	30	21 ^E	28 ^E	30	45

437.73	436.37	435.09	433.29	433.33	433.67
4.85	6.21	7.89	7.29	7.25	8.81
41	30	21 ^E	28 ^E	30	45

442.58

College Way

±

50

4+71 20' Rt. = ctr. (W) box
 4+60 28' Rt. = ± 8' wide oiled Dr.

439.9	439.8	439.1
12.0	12.1	12.8
28	30	45

check 7.55 ^{+ 0.03} 444.35 BM#2
 P.24

4+49⁸ 22' Lt. = Pole # 176815
 = S. line Carol.

443.7	443.0	441.6	441.3	440.9	439.2
8.2	8.9	10.3	10.6	11.0	12.7
30	18	15		12	30

+31 29⁷ Lt. = deadman

451.90

T.P. 12.03 451.90 2.71 439.87

+18 21' Rt. = Ctr. (W) box

4+00 27' Rt. = so. edge oil Drive.

442.4	439.5	437.3	437.5	437.3	436.2	435.9
2.2	3.1	5.3	5.1	5.3	6.4	6.7
30	21	14		13	30	45

3+79 29' Lt. = End Conc. Apron

440.89	439.42	439.29
1.69	3.16	3.29
45	30	29

3+69 20' Rt. = Ctr. (W) box

3+66 29' Lt. = S. edge Conc. Dr.

440.87	438.87	438.78
1.71	3.71	3.80
45	30	29

3+65⁷⁵ 29¹ Lt. = ± 6' wide E. & W. Conc. wall

438.5	439.4	438.3	437.8	435.5	435.5	435.2	434.6	434.7
9.1	3.2	4.3	4.8	7.1	7.1	7.4	8.0	7.9
30	29	29	24	14	14	14	17	30
Out. so. of wall	top wall							

442.58

442.58

College Way

6700

5768⁴ 30' Lt. = End Drive.

5765 19² Rt. = Ctr. Fire Hydr.

5761³⁷ 30' Lt. = Prop. P.C.

5753 30' Lt. = So. edge Conc. Dr.

5750 30'

4799⁸⁰ = N. line Carol

4774⁸⁰ = E Carol

451.90

450.6	450.1	448.6	448.5	448.6	448.9
$\frac{1.3}{30}$	$\frac{1.8}{22}$	$\frac{3.3}{13}$	3.4	$\frac{3.3}{10}$	$\frac{3.0}{30}$

449.60	449.11
$\frac{2.30}{40}$	$\frac{2.79}{50}$

448.9	446.6	446.4	445.9	445.3	445.0
$\frac{3.0}{30}$	$\frac{5.3}{12}$	5.5	$\frac{6.0}{12}$	$\frac{6.6}{16}$	$\frac{6.9}{30}$

449.55	448.56
$\frac{2.35}{41}$	$\frac{3.24}{30}$

447.8	445.9	445.7	445.3	444.2
$\frac{4.1}{30}$	$\frac{6.0}{14}$	6.2	$\frac{6.5}{11}$	$\frac{7.7}{30}$

445.4	444.5	443.4	443.6	443.4	441.5
$\frac{6.5}{30}$	$\frac{7.4}{17}$	$\frac{8.5}{14}$	8.3	$\frac{8.5}{12}$	$\frac{10.4}{30}$

444.0	442.9	442.5	441.9	440.6
$\frac{7.9}{30}$	$\frac{9.0}{15}$	9.4	$\frac{10.0}{12}$	$\frac{11.3}{30}$

451.90

College Way

7+00 22^z Lt. = pole # 270334

6+95 30' Lt. = start corner block wall
= end Conc. Dr.

6+88 30' Lt. = s. edge Conc. drive
= end block wall

6+54 30' Lt. = 3' conc. walk

T.P. 12.69 464.37 0.22 451.68

6+50 30' Lt. = start Conc. block wall

6+43 22' Lt. = Ctr. boy

6+12 30' Lt. = Prop. P.I.

6+11 30^z Lt. = end drive

6+03 30^z Lt. = s. edge Conc. drive

6+01 22' Lt. = pole # 176814

451.90

457.3

$\frac{7.1}{30}$

457.49

$\frac{6.88}{45}$

457.43

$\frac{6.74}{45}$

454.33

$\frac{10.04}{30}$
End of
walk

450.1

$\frac{1.8}{30}$

451.90

$\frac{0.00}{40}$

451.77

$\frac{0.13}{40}$

457.1

$\frac{7.3}{21}$

457.24

$\frac{7.13}{30}$

457.16

$\frac{7.21}{30}$

452.4

$\frac{12.0}{14}$

464.37

449.6

$\frac{2.3}{14}$

451.19

$\frac{0.71}{30}$

451.01

$\frac{0.89}{30}$

451.90

456.0

$\frac{8.4}{13}$

456.3

$\frac{9.1}{13}$

455.9

$\frac{8.5}{21}$

452.5

$\frac{11.9}{9}$

449.2

$\frac{2.7}{10}$

452.4

$\frac{12.0}{9}$

449.3

$\frac{2.5}{20}$

455.4

$\frac{9.0}{23}$

453.0

$\frac{11.4}{13}$

449.4

$\frac{2.5}{20}$

450.1

$\frac{1.8}{30}$

455.0

$\frac{9.4}{30}$

452.6

$\frac{11.8}{30}$

52

College Way

N.

N.W.B.P.
El Bajon 4
College

2.92 465.31

BM.#1

P.24

465.27

.04

T.P. 6.35 468.23 2.49 461.88

from here north.

College Ave. under Const.

7+61 29' Lt. = end drive

7+53 29' Lt. = S. edge Conc. Dr.

7+50

7+48 30' Lt. = E 2' wide Conc. walk

7+04 30' Lt. = E 3' wide Conc. walk

464.37

4

53

459.79 459.79

4.58 4.58
30 298

459.60 459.58

4.77 4.77
30 298

459.5 458.8

4.9 5.6
30

459.68

4.69
30

457.81

6.50
30

464.37

College Ave.

El Cajon South to 4+10.91

1-31-49

W.O. 31258

INDEXED
WK

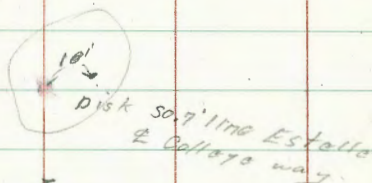
Sommeringer
McCoy
Janos

FEB 1 1949

0+00 = 50' line El Cajon so as to conform to county stationing. } Note

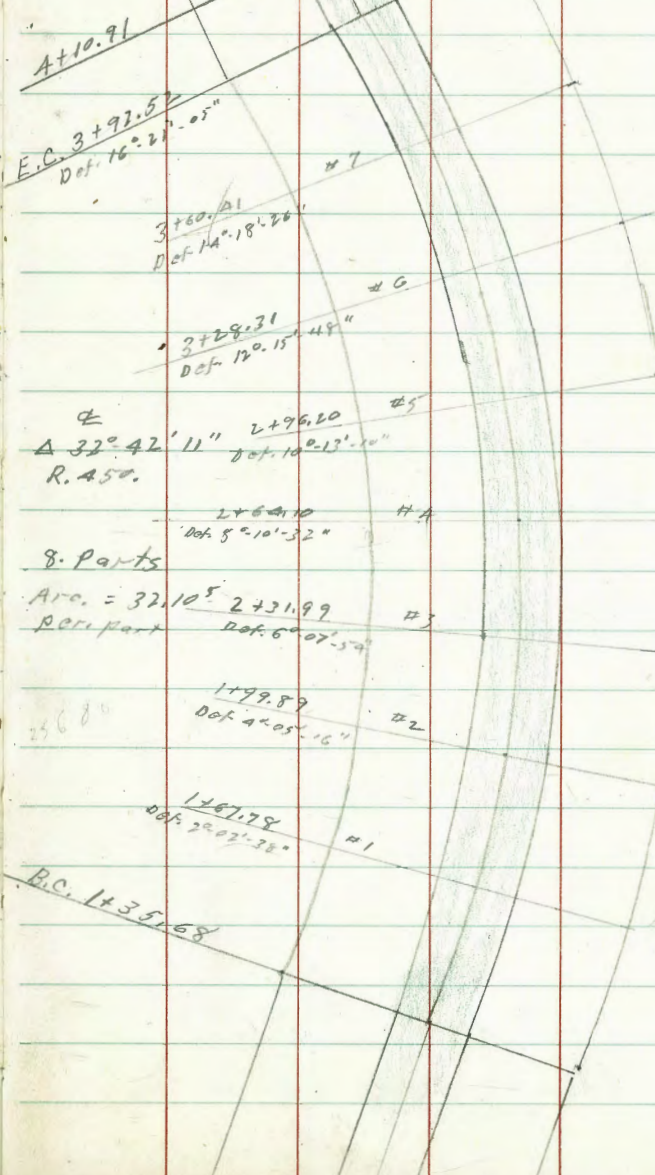
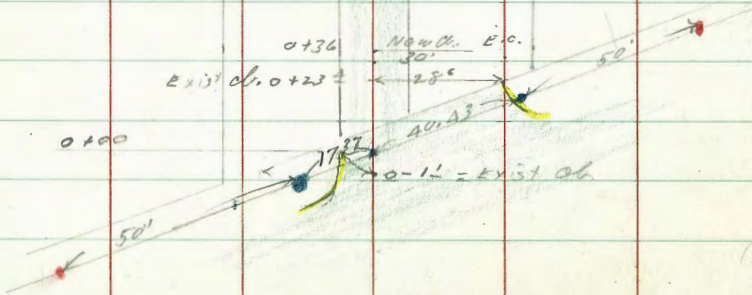
• = Fed. Lt. or disk

• = Set disk



1+35.68

B.C. Lt.



Δ 32° 42' 11" 2+96.20 #5
R. 450. Def. 10° 13' 10"

2+64.10 #4
Def. 5° 10' 32"

8. Parts
Arc. = 32.10° 2+31.99 #3
Rec. part Def. 6° 07' 59"

1+79.89 #2
Def. 4° 05' 16"

1+67.78 #1
Def. 2° 02' 38"

B.C. 1+35.68

College Ave - El Cajon
to South.

55

Notes Reduced 21-49
Remington

0+70

0+30

0+23³ 28' Rt. = End Exist Cl, + pavement
E.P. = edge 20' strip paving

0+10² 10' Rt. = start 20' strip pave.

0+05⁷⁹ End A.C. Pave.

0-03³ 8' Lt. = old cl. to come out.
30' Lt. = Approx end Prop. new curb

0+1 10' Lt. = start 20' strip pave.

N.W. 1/4
El Cajon +
College

2.92 468.19 — 465.27

464.3	464.0	463.3	463.48	463.61	463.29	463.0	463.1
3.9	4.2	4.9	4.71	4.58	4.80	5.2	5.1
40	30	11	10 E.P.		10 E.P.	11	40

464.2	464.15	464.25	464.03	463.6	463.8
4.0	4.04	3.94	4.16	4.6	4.4
40	10 E.P. + Ord.		10 E.P.	10.1	40

464.31	464.95
3.88	3.24
2.8	2.8
2	2

464.42
3.27
10
E.P.

465.0	464.8	464.24	464.29
3.2	3.4	3.95	3.90
40	12	10 E.P.	

465.0	465.0	464.63	464.12	464.18
3.2	3.2	3.56	4.07	4.01
40	30	8 G.	8 G.	Pave.

468.19

T.P. 0.78 457.73 11.24 456.95

2+64.10 #4

2+31.93 #3

1+99.89 #2

1+67.78 #1

1+35.68 B.C.Lt. Δ 32°-42'-11"

1+00

Section Radial to Curve

468.19

457.7
10.5 / 40
457.6
10.6 / 30
456.4
11.8 / 11
456.41
11.78 / 10 E.P.
456.46
11.73 / 10 E.P.
456.22
11.87 / 10 E.P.
456.4
11.8 / 11
456.9
11.3 / 30
456.4
11.8 / 40

459.1
9.1 / 40
459.0
9.2 / 30
459.9
10.3 / 11
458.4
10.05 / 10 E.P.
458.12
10.07 / 10 E.P.
457.99
10.20 / 10 E.P.
458.1
10.1 / 11
458.6
9.6 / 30
458.9
9.3 / 40

459.9
8.3 / 40
459.6
8.5 / 30
459.1
9.1 / 11
459.42
8.77 / 10 E.P.
459.50
8.69 / 10 E.P.
459.10
8.79 / 10 E.P.
459.2
8.0 / 11
459.7
8.5 / 30
459.9
8.3 / 40

460.9
7.3 / 40
460.9
7.3 / 30
460.6
7.6 / 11
460.55
7.64 / 10 E.P.
460.62
7.57 / 10 E.P.
460.49
7.70 / 10 E.P.
460.4
7.8 / 11
460.6
7.4 / 20
461.2
7.0 / 40

461.8
6.9 / 40
461.7
6.5 / 20
461.5
6.7 / 11
461.52
6.67 / 10 E.P.
461.65
6.54 / 10 E.P.
461.52
6.67 / 10 E.P.
461.4
6.8 / 11
461.6
6.6 / 20
461.8
6.4 / 40

462.3
5.9 / 40
462.6
5.6 / 20
462.4
5.8 / 11
462.55
5.64 / 10 E.P.
462.68
5.51 / 10 E.P.
462.55
5.64 / 10 E.P.
462.4
5.8 / 11
463.0
5.2 / 30
462.9
5.3 / 40

468.19

BM#2 P.24 13.44 $\frac{.07}{444.32}$
~~444.29~~

4+10² Cont.

Reds on Pav.

Ord to North same as paving

4+10² = Start A.C. Pav. + Curbs

3+92⁵³ E.C.

3+60⁴¹ #7

3+28³¹ #6

2+96²⁰ #5

457.73

Radial to Curve

447.1 446.1 446.3 445.9
 $\frac{10.6}{40}$ $\frac{11.6}{31}$ $\frac{11.4}{35}$ $\frac{11.8}{40}$

17. Drive 445.86 446.07 446.12 446.10 445.97 445.67 445.27 445.91
 $\frac{14.87}{30}$ $\frac{11.60}{20}$ $\frac{11.61}{10}$ $\frac{11.63}{10}$ $\frac{11.77}{10}$ $\frac{12.06}{20}$ $\frac{12.46}{30}$ $\frac{11.82}{30}$
 06 0 20 10 E.P. TO No. 10 E.P. TO No. 20 30 06

449.4 449.4 447.7 447.4 447.34 447.45 447.38 447.1 447.1 448.1 447.7
 $\frac{8.3}{40}$ $\frac{8.3}{37}$ $\frac{10.0}{35}$ $\frac{10.3}{30}$ $\frac{10.39}{10}$ $\frac{10.28}{10}$ $\frac{10.35}{10}$ $\frac{10.6}{11}$ $\frac{10.6}{30}$ $\frac{9.6}{32}$ $\frac{10.0}{40}$
 10 E.P. TO Ord. 10 E.P. TO No. 11 30 32 40

452.0 452.2 450.5 449.52 449.50 449.7 450.7 450.1
 $\frac{5.7}{40}$ $\frac{5.5}{35}$ $\frac{7.2}{32}$ $\frac{8.21}{10}$ 11.98 $\frac{8.23}{10}$ $\frac{8.0}{28}$ $\frac{7.0}{30}$ $\frac{7.6}{40}$
 10 E.P. TO Ord. 10 E.P. TO Ord. 28 30 40

454.1 454.5 452.0 452.00 452.05 451.93 451.7 452.4 451.9
 $\frac{3.6}{40}$ $\frac{3.2}{31}$ $\frac{4.7}{28}$ $\frac{5.73}{10}$ 5.68 $\frac{5.80}{10}$ $\frac{6.0}{11}$ $\frac{5.3}{30}$ $\frac{5.8}{40}$
 10 E.P. TO Ord. 10 E.P. TO No. 11 30 40

456.3 456.3 454.24 454.26 454.28 454.8 454.8 454.5
 $\frac{1.4}{40}$ $\frac{1.4}{30}$ $\frac{3.47}{10}$ 3.37 $\frac{3.45}{10}$ $\frac{2.9}{20}$ $\frac{2.9}{30}$ $\frac{3.2}{40}$
 10 E.P. TO Ord. 10 E.P. TO Ord. 20 30 40

457.73

Lots D+E. B1K. 248 Mission Beach.

Reset Nly. line.

9-12-49

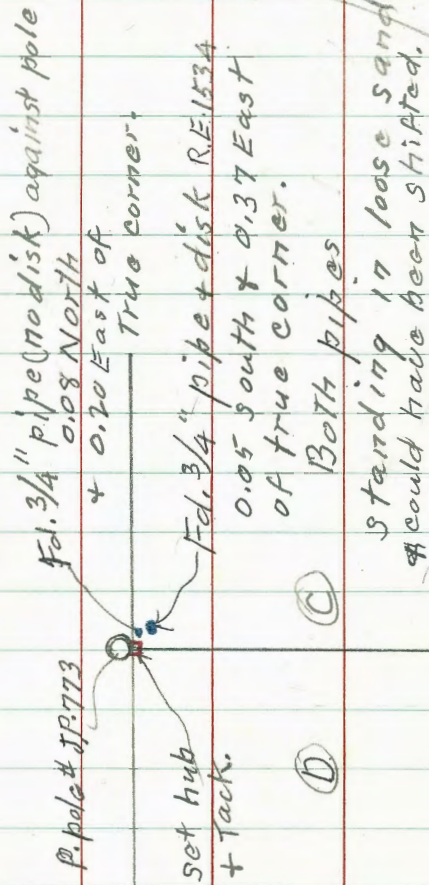
INDEXED

W.K.

SEP 14 1949

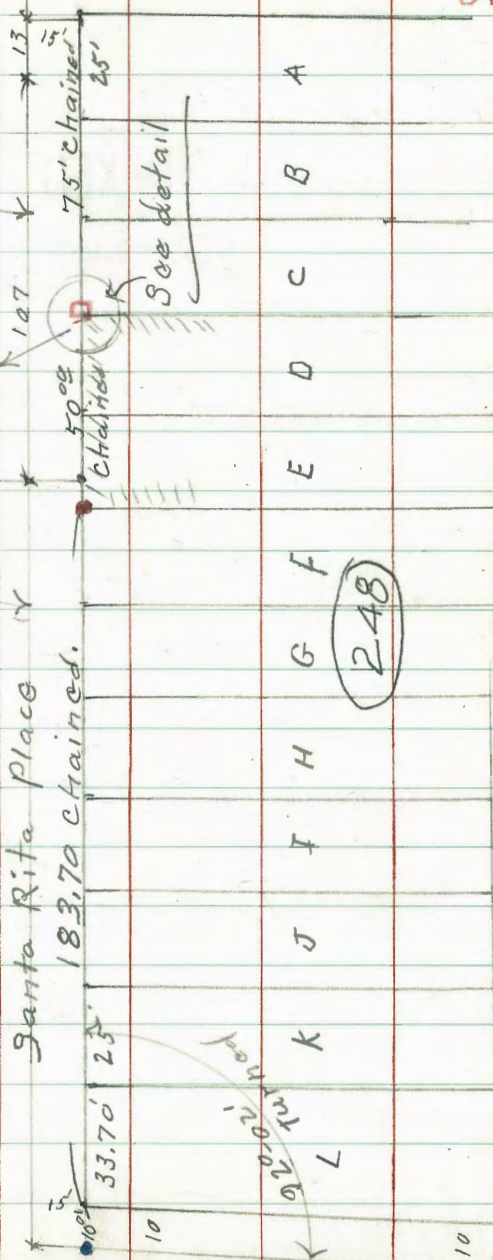
Sam Marmeyer
McCoy
Allen
Rorer

DETAIL



- = Fd. L + T. Tie point
- = Set. Lead + tack
- b = 1/2 Redwood + Tack
- = 1" Nail
- x = cross (light) on cone.

Santa Rita Place
183.70 chained.

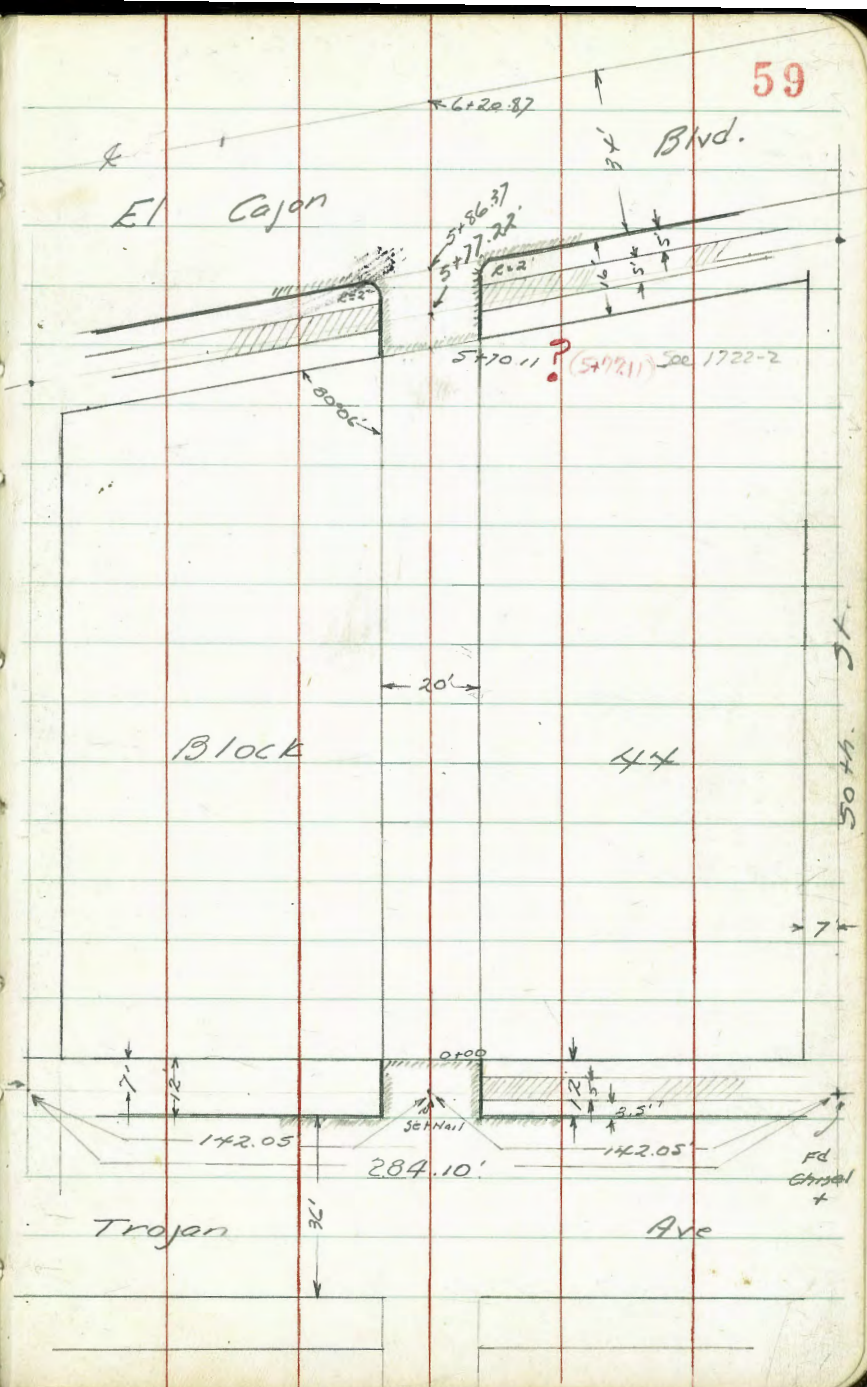


9-28-49
Hendricks
Roberts
Greer
Burch
WO# 25020

X Sect Alley Block 44
Fairmount Add. City Hts

INDEXED
W.K.
SEP 29 1949

Ave
Winona
7'
46'
Fd. Chisel +



Levels Alley Block
Fairmount Add

60

0+50

370.4
7⁵/₂₀ 7⁴/₁₀ 7⁵/_x 7⁴/₁₀ 7³/₁₀ 7²/₁₃

0+22

372.2
6¹/₂₀ 5²/₁₀ 5⁶/₇ 5³/₁₀ 4²/₁₀

0+02 Power Pole # 92593 H 9' RT
Anchor Pole 9' Lt

0+00 No. Line Trojan Edge Asphalt Pavc

373.03 372.86 373.50
4⁸/_{10.25} 5⁰/_{10.25} 4⁹/_{9.75} 4⁸/_{9.75} 3⁴/_{9.25}
Cb. G G G Cb

0-12 No. Cb Line Trojan Ave

372.35
7²⁰/₅₀ 8⁰/₅₀ 5⁰/₁₀ 5⁸/₁₀ 5⁴/₁₀ 4¹²/₁₀ 5¹⁶/₁₀ 3³⁰/₅₀ 4⁰/₅₀
Cb. G Cb. G Cb. G Cb. G

0-30 E Trojan Asphalt Pavc

372.89
7⁵⁰/₅₀ 5⁴/₁₀ 4⁹/₁₀ 4⁶/₁₀ 3⁵⁰/₅₀

BM 1.67 377.82

376.16 NWBP Trojan & 50th.

377.63

1453 Beg Conc Drive 12' Rt

9'2"	8'2"
12	245
Ramp	

1448 Power Pole

1425 Beg Lath Fence 9.1 Lt
End Board Fence 8.4 Lt

10 ²	10 ²	9 ²	10 ²	10 ²	10 ²	9 ²
20	12	8	4	8	10	20

T.P. 8.22 377.68 8.37 369.46

Nail in pole at sta 1448

1400 End Conc. Wall 10' Rt

10 ²	10 ²	10 ²	10 ²	9 ²	7 ²	7 ²	9 ²
20	10	4		10	10	20	20
				Gr	Wall	Wall	Gr

0175 Beg. Board Fence 8.7 Lt
Power Pole # 3 TA F 8.9 8.7 Lt0468 Beg 6" Conc. Wall 10.1 Rt
End Conc. Dr. 10' Rt

7 ²	9 ²	6 ²
10	10.1	15
Dr.	Wall	Fl.

0453 Beg Conc Drive 10.1 Rt

7 ²	6 ²
10.3	15.3
Ramp	Fl.

377.83
π377.83
π

2+255 Beg Conc Ramp 9.5 Lt

2+19 E 10' Conc Drive 9.6 Lt

2+11 End Pickett fence 9.7 Lt

2+00 Power Pole #A4337 9.8 Lt

Beg Pickett Fence 9.1 Lt
1+77 End Lath Fence 9.7 Lt

Beg 6" Conc Wall
1+72 End Conc Drive 11.6 Rt

377.68

368.9

8 ⁹⁴	9 ⁷	9 ⁰⁰	9 ³	8 ⁸	8 ⁷	7 ⁵	7 ⁶	6 ⁹⁶
13.1	13.4	9.6	10		3	10	11.1	11.1
		Gr Ramp					Gr Wall	

9⁵⁶
16 9.6

368.4

9 ²	9 ⁹	10 ³	9 ⁴	9 ³	9 ⁰	8 ⁶	8 ⁵	6 ⁸⁸
14	11	10.7			6	10	11.2	11.2
							9th Wall	

367.9

11 ⁵	11 ³	9 ⁶	10 ⁰	9 ⁸	9 ⁴	9 ⁰⁵	7 ³³	7 ⁹³
20	15	16	6		10	11.6	11.5	25
							11th Fl	

377.68

€ 1
372.1

2+80

6⁶ 5⁸ 5⁵ 5⁰ 4⁴ 3⁹³
20 10 8 10 10
Fl

2+77 Beg Gar. (not used) 10' Rt

2+76 End Conc Ramp 98 Lt

6⁵⁸ 6³⁰
15 98
Ramp

2+55 Ramp Curves up on Lt

7⁰² 7³¹
14 96

2+53

570.3
8²⁵ 7⁹⁶ 7⁴ 5⁸ 5⁸
146 96 8 10
Apron

2+29 End Conc Wall 11' Rt

6⁹⁵
368.91 11
Wall

2+27 & Sewer MN 1' Lt

8⁷⁷
Rim

377.68
/

377.68
/

Alley Block 44 Cont'd

4117 & 10⁵ Cone Drive 10' x Rt

T.P. 7.93 $\frac{384.54}{\quad}$ 1.07 376.61

4100

3154 & Single Garage Dirt fl.

3150

3139 Power Pole #4369 8.7' Lt.

3100

2198 Power Pole #D10230 p 9.1 Rt.

$\frac{377.68}{\quad}$

4

64

7⁰⁰ 6⁷³
10.4 14.9
Ramp Fl

384.54

376.1

2⁵ 12 2⁰ 1⁶ 1³ 0² 0²
20 10 7 5 10 20

3⁷
12.3

374.5

3² 3² 3² 2⁸ 2⁴ 2⁰
10 7 6 10 18

373.2

5⁸ 5² 4⁵ 4⁰ 4⁰
20 10 10 11.5

$\frac{377.68}{\quad}$

5+37 End Conc Ramp 10 x Rt

$\frac{386}{104}$ $\frac{373}{138}$

5+14 Beg, Conc Ramp 10 S Rt.

$\frac{405}{108}$ $\frac{398}{137}$

5+07 Beg Asp Bld. 10' Lt.

5+00

379.2
 $\frac{57}{20}$ $\frac{57}{10}$ $\frac{57}{10}$ $\frac{47}{10}$ $\frac{47}{20}$

4+79 Power Pole # A4381 96 Lt.

377.6
 $\frac{77}{20}$ $\frac{70}{10}$ $\frac{77}{6}$ $\frac{70}{8}$ $\frac{65}{10}$ $\frac{63}{10}$

4+50

4+28 Power Pole 1P437X 96 Rt.

371.24
 770
 Rim

4+27 E Sewer MH on line

$\frac{38454}{1}$

$\frac{38454}{1}$

61 0.92 383.17 383.15

6+20.87 & El Cajon

5+86.37 So. Ck line El Cajon

5+72.8 Sewer MH on line

5+70.11 parallel to El Cajon
So line El Cajon Beg Asph Paving

7P. 5.37 384.09 582 378.72

5+57

384.54

SWBP El Cajon E 5014 (BP gone)

6²³ 379.53
50 378.18 370

694	7	52	578	636	627	591	561	557	498	437	382
50	50	12.3	12.3	10.4		9.8	11.3	11.3	50	50	
Cb	G	Cb	G				G	Cb	G	Cb	

378.23
3.586
Rm

378.3
56 57 58 54 490
10.2 10.2 10.1 10.1
Cb G G Cb

384.09

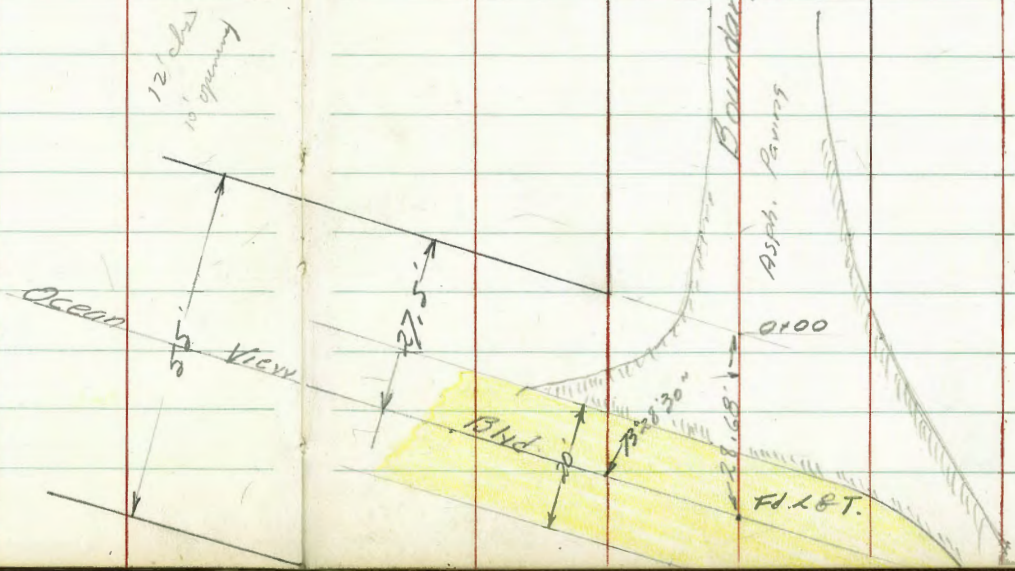
51 45 379.9
10 8 10 12

384.54

1-24-50
Hendricks
Johnson
Greer
Fay
WO# 25020

X sect. Boundary St
Ocean View Bldg to 500' St.

INDEXED
W.K.
JAN 25 1950



Ad. Cont. 1.400 6+55.77

67

St.

20' 20'

12' chs
10' opening

Ocean View

Boundary

Asph. Parking

0100

Bldg

F.L.B.T.

Levels Boundary St

Note: These sections taken with a self-reading rod and are the actual Elevs.

0+50

67.42 67.51 67.29
6 12

0+15

68.63 68.65 68.21
5 17

0+00 So. Line Ocean View (Rt. to Boundary)

68.45 68.75 68.74
11 22

0-18.25 So. Edge Conc. Paving

67.59 67.81 68.51 68.83 69.16
35 25 25 44
(Asphalt) (Asphalt)
Ties in Ties in

0-28.68 $\&$ Ocean View Blvd. ^{Parallel to Ocean View}

67.96 68.61 68.87
25 25

T.B.M. 5.25 68.61

$\&$ Lot Boundary $\&$ Ocean View Blvd

T.P. 9.85 73.86 0.67 64.01

T.P. 12.34 64.68 0.13 52.34

B.M. 10.04 52.47 42.43

BP in NE Cor. of N.W. of Culvert on Ocean View Blvd
100' East of $\&$ San Miguel Ave.

T.P. 67.44

3+00

67.28 67.33 67.37
5 12

2+80

66.79 66.88 66.89
4 11

2+40

66.02 66.18 66.51
3 11

2+00

65.93 66.07 66.17
4 12

1+50

65.95 66.17 66.35
5 12

1+00

66.22 66.51 66.67
5 1273.86
✓73.86
✓

Br.		1.35	77.26	77.20
BM	1184	78.61	66.77	
TP		65.90		

NWBP Teak & 40th

NWBP Hemlock & 40th St

5+00

70.31	70.22	69.49
2		12

4+50

70.19	70.09	69.52
2		12

4+00

70.11	69.98	69.55
3		12

3+80

69.61	69.56	69.32
3		13

3+35

68.20	68.24	68.31
3		12

Check X-Sections of Playa Del Norte

Book 1835-P 75 - for Orig. Notes.

#4783

INDEXED

10-23-50

Osborne
Hardin
Hatch
Rimmer

W.O. 31555

OCT 24 1950

of oil Dr. to Gar behind House

7+92 - 19.2 Rt. = Sly of 6" Conc. curb along E. edge

40.42
19.2 =
got. = oil

40.73
19.2
Top cb.

41.52
40
oil
42.42
40
Top
cb.

7+71 - 18.6 Rt. = ± 4' Brick - walk + steps

41.25
18.6 =
walk - Bot.
step

42.68
23.5
Top
step

43.64
32
at porch

from Gar. as shown

7+09.3 - 19.1 Rt. = end of 6" Conc. wall - 4' High

44.4
19.1

ground
at end of wall

43.4
19.1

footing

(B 1835-P 77) Bldg. - Conc. found

1+82.4 - 20.4 It. = Nearest Cor. of New

59.70
20.4
Bottom
footing

60.4
20.4
ground.
at Bldg.

28 diff.

using our H.I. = 363.70 6498 - P. 60.

Note: These are actual Elev. - Taken with
Elev. Rod - 1

Note: B.M. on Mon. shown on P. 60 - does not check this

B.M.

59.48 = 1+55.20 - H.I.
1835-P. 77

10 + 19.97

Lt.				Rt	
25.0	25.2	25.7	26.4	25.8	
40	20		20	35	
				Toe bank	

9 + 94.11

25.5	26.2	26.5	27.0	28.3	
30	20		20	40	
Cor. of shed.					

9 + 68.25

26.3	27.2	26.8	28.1	29.3	30.0
40	20	10		20	40

4 - Parts

9 + 42.39 - B.C.

29.1	29.6	27.5	28.1	31.0	31.3	31.9
40	20	12		8	20	40

T.P. in Pole - nail 9 + 33

27.77

8 + 99.89 = E.C.

33.4	34.2	34.8	33.2	33.9	34.8
35	20	on fill	8	20	40
			edge		

when leveled off.

8 + 72 on New fill on Lt. - loose piled - may change

36.7	38.5	37.8	36.1	34.9	35.6	36.1
40	20	6	on fill	3	20	40
	Fill			edge		

8 + 44.12

38.1	37.9	36.9	37.1	36.7	
40	20		20	40	

Req. New Sections - Cont. from 1835 - P 78

actual Elev. shown

12 + 36.17

Lt.	#	Rt.					
23.5	23.6	18.9	18.5	17.6	17.8	10.8	09.2
40	32	24	20		20	25	40
					Top		on beach

12 + 06.11

23.4	23.4	19.6	18.1	17.5	17.2	16.8	
40	20	12		20	40	50	
						Top	

11 + 76.04

23.3	23.6	23.1	21.7	18.5	18.1	17.7	15.5
40	20	3		8	20	40	80
						Nat. ground	edge
							Bank.

11 + 45.98

23.5	23.6	23.2	19.4	18.8	20.0	
40	20		12	20	40	

11 + 15.91

23.6	23.9	23.5	20.0	20.0	20.4	22.7	22.8
40	20	10	4		10	20	40

on Lt. 70.80' Rad. $\Delta = 146^\circ$ - 6 parts

10 + 85.85 = B.C. of Curve Normal to Prop. Line

24.1	23.9	24.0	23.2	21.9	22.9	23.9
40	20	4		12	20	40
					on Rough	
					fill	

10 + 45.85 = E.C.

24.2	24.2	24.2	24.5	25.6	
40	20		20	40	
				Toe	

Lt.

#

Rt.

74

Soil Samples - New Fill at 10+85.85

5+45

set BM on Id + ct. - 13+48.60

13+48.60 = P.C. = end.

13+06.25 - along Neptune Place Pave

B. 1835 - P. 76

E.C.

12+66.25 = Beg. Conc. Pave + Walks - See sketch

12+61.25 = Jog in bank on Rt

19.37	19.25	18.67	18.36	18.00	18.85	18.6
18.7	14	14		9.9	9.9	20
walk	Top	gut.		gut.	Top	

18.97	18.93	18.23	17.84	17.51	18.39	18.3
18.7	14	14		10	10	20
walk	Top	gut.		gut.	Top	

23.7	23.6	18.6	18.60	18.51	17.99	17.35	17.00	17.75	14.0	16.9	8.8	7.3
40	33	20	18.7	14	14		10	10	20	27	40	50
		Car. walk	Top	gut.	gut.	Top	gut.	Top	Top	Bank		Beach

23.7	23.6	18.4	18.3	17.2	17.1	14.8	9.7	7.6
40	34	24	20		10	20	25	40
					Top	Toe		on Beach

D. Smith
2-6-52

Levels across San Diego River
Lt=West Sewer Rt=East

14760

^{22.2}
6³ 5² 5³ 5⁸ 6⁰
20 10 10 20

14452

^{19.7}
8¹ 7² 7⁸ 7⁸ 7⁶
20 10 10 20

14728 36' Lt Ely edge 40' long 30' wide Pond

^{21.6}
9² 6⁷ 5² 5² 5²
36 water level 35 10 20

14700

^{22.0}
4³ 5³ 5⁵ 6⁰ 6³
20 10 10 20

13775

^{21.8}
7⁰ 6⁷ 5⁷ 5⁶ 5⁴
20 10 10 20

13750

^{22.0}
3⁴ 3² 3⁵ 3⁶ 4²
20 10 10 20

BM

2735

2745

2470

POT Hub
12794 65'
P 15'
FB 1877

2745

21. West C

at East

76

16700

$$\begin{array}{cccc} 4^2 & 4^6 & 4^2 & 3^2 & 3^2 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

15786

$$\begin{array}{cccc} 5^0 & 4^4 & 4^8 & 4^5 & 3^2 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

15784

$$\begin{array}{cccc} 10^2 & 10^3 & 10^2 & 10^1 & 9^4 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

15750

$$\begin{array}{cccc} 8^2 & 9^6 & 9^2 & 8^8 & 10^0 & 9^2 & 10^0 & 8^8 \\ \text{water level} & 20 & 10 & \text{water level} & 10 & 10 & 20 & \text{water level} \end{array}$$

15745

$$\begin{array}{cccc} 7^0 & 7^6 & 7^4 & 7^3 & 7^1 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

15705

$$\begin{array}{cccc} 3^2 & 2^8 & 2^0 & 1^3 & 2^2 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

15706

$$\begin{array}{cccc} 5^8 & 5^6 & 5^4 & 5^4 & 5^0 \\ 20 & 10 & 10 & 10 & 20 \end{array}$$

27 45

Lt = West S Rt = East

77

17+00

			25.7		
13	16	18	22	24	
20	10		10	20	

16+60 78' Lt Easterly edge pond 145' long 27' wide

72	41
83	78
water level	

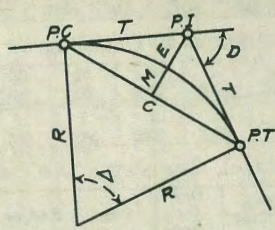
16+50

			22.8		
48	42	43	42	48	
20	10		10	20	

27.45

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= $E = T \tan \frac{\Delta}{4} (7) = R \div \cos \frac{\Delta}{2} - R (8) = R \text{exsec } \frac{\Delta}{2} (9)$
- Long Chord= $C = 2 R \sin \frac{\Delta}{2} (10)$ Δ = Central Angle

EXPLANATION AND USE OF TABLES

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

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

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

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{4} = 115.27$ and from Table V correction = .10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

1248
 111
 1359
 5215
 71
 60
 2007
 574
 8.73
 5773
 4432
 13.41
 17
 18
 35
 47
 124
 594
 301.6
 208
 124
 67
 5.2
 93
 114
 3/4
 7386
 395
 6991

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2
For Single Track Embankment.

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

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

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