



# EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and  
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

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# G-221

## CITY ENGINEER'S OFFICE

MICROFILMED

APR 13 1965

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.

Sewer Grader	Martin Ave	32 <sup>nd</sup> St. to Alley E	2
"	"	Meade Ave Bancroft to 33 <sup>rd</sup> Pl	3
Water Main Grader	Alley	Blk 42 City Hts	4
"	"	" " 16 Teralta	5
Grades	City Property	Lot 42+60 Rosemont Blvd	6
Water Main Grader	Alley	Block 97 City Hts	7
Sewer Grader	Ocean View Blvd	at 32 <sup>nd</sup> St	8
Water Main Grader	Alley	Blk 107 City Hts	9
"	"	" " 79 " "	10
"	"	" " 70 " "	11
Gutter Grader	Lindo Pasco +	Campanile Dr	12
Sewer Grader	60 <sup>th</sup> St	College Ave + Public R/W	13-17
Paving Grader	Alley	Blk 4 Washington Hts	18
National Ave	Pile Bridge E	of 33 <sup>rd</sup> St	19
Sewer Grader	Mission Valley Trunk E	of 6 <sup>th</sup> St	20
Grades	Alley	Block 46 Tract # 1368	21
Sewer Grader	La Mesa Colony		22-40
Grades	Parking Area	Presidio Golf Course	41
"	Tennis Court	" Park	43
Sewer Grader	El Capon Blvd +	52 <sup>nd</sup> St	44
"	"	70 <sup>th</sup> St or Lois St. S of Amberst St	45
Paving Grader	Alleys	Blk 71-81-52 Ocean Beach	46-51
Grader	Ball Diamond	Presidio Park	52
Paving Grader	Alley	Blk 319 + 322 Reed Daley Add	53-56
Grades	Island	at 32 <sup>nd</sup> Boundary - Orange	57

Sewer Grades Martin Ave 3<sup>rd</sup> to Alley East  
 3<sup>rd</sup> to Martin to Alley South of Valle

" 1340-62 Levels & Alignment

3 2165 stakes offset C.R. 1/2

2+41.01 = D.E. of Alley to W

36.07

8.93  
 3.09  
 03.89

INDEXED

WK

NOV 12 1948

2+10.30

284.53

10.47  
 4.52  
 06.73

20.7

1+80.61 = N.H. of 3<sup>rd</sup> to D.E.

529 397 3300

12.00  
 5.17  
 06.83

1+55.45

39.21

15.69  
 7.12  
 08.57

TP 10.48 45.00 0.53 34.52

0+90.20

25.62

9.43  
 1.55  
 07.88

0+45.15

21.93

13.11  
 7.23  
 05.88

0+0 = EXH. N.H.

18.21

16.81  
 15.73  
 01.08

S.M. 11.23 35.05

22.52

0+0  
 07 Ring  
 of N.H.

June 20-46  
 S. 11005  
 Model

2

Senior Grades Meade Hvc  
 Bancroft St to 33rd Place

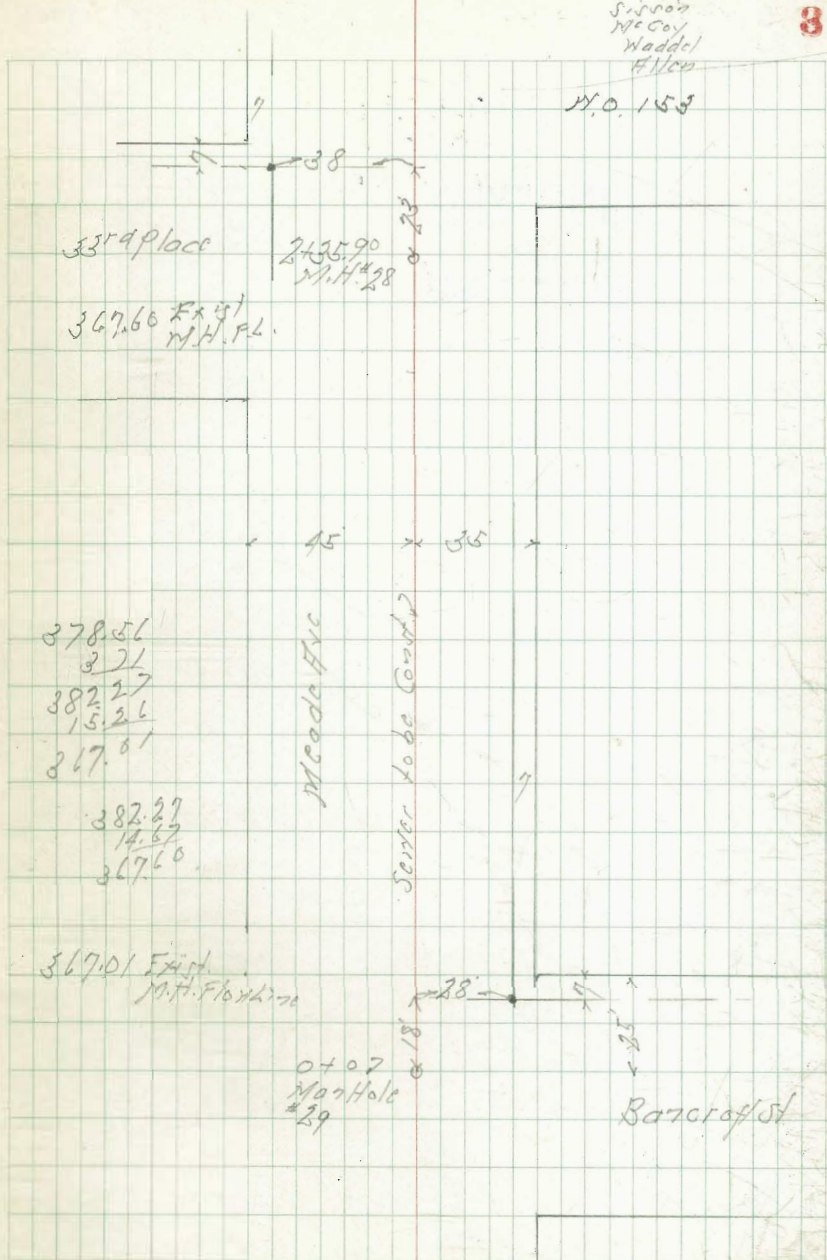
**INDEXED**  
 WK  
 NOV 12 1948

2+3590 = MH# 28				367.38	14.98 4.69 c/o 29
1+96.60				367.28	13.08 4.96 c/o 17
1+5728				367.17	13.19 5.03 c/o 16
1+17.96				367.07	15.29 5.75 c/o 14
0+78.64				366.96	15.40 5.23 c/o 17
0+39.32				366.85	13.57 5.58 c/o 13
0+0 = M.H.# 29				366.74	15.54 5.23 c/o 29
TP 380	382.86	3.92		378.56	NE 7.24 T 1/1 code + 33rd place
TP 6.59	382.49	2.27		378.90	
BY 3.92	378.17			374.25	SW R.P. F/Co 104 + 33rd St.

Sept. 6. 46  
 S. 1000  
 Mc Coy  
 Waddel  
 #1/100

3

M.O. 153



Water Main Grades Alley Block 42  
 City Hts Betw'n 41st + Northborough  
 From University to Polk

+80 = F.V.C.			347.97	$\frac{7.6}{2.8}$ c3.1
+40			347.38	$\frac{8.2}{4.1}$ c3.1
	<b>INDEXED</b>			
	WK			
	NOV 12 1948			
2+0			347.01	$\frac{8.5}{4.6}$ c3.9 or 1/2 P.P.
+60			346.97	$\frac{8.6}{2.5}$ c3.1
1+40	B.V.C.		347.32	$\frac{8.2}{2.3}$ c3.7
+90 = F.V.C.			348.77	$\frac{6.8}{3.4}$ c3.4
+50			349.58	$\frac{6.0}{2.8}$ c3.2
0+0 = N.L. University			349.85	$\frac{5.7}{2.6}$ c3.4
TP	2.61	353.57	5.09	352.96
BM	6.12	358.05		351.93

Grades 311 Below E.L.  
 States offset 4" of 2 Ditch  
 Work Order #148

Sept 11 - 46  
 H.S. 5550  
 McCoy  
 Model  
 #1159

6+0 = S.L. Polk Ave			353.58	$\frac{10.1}{6.7}$ c3.7
+50			353.61	$\frac{10.1}{6.1}$ c4.0
5+20 = B.V.C.			353.15	$\frac{10.5}{7.1}$ c3.7
4+72			352.11	$\frac{11.6}{7.8}$ c3.8
TP	8.66	363.67	0.56	355.01
4+24			351.08	$\frac{4.5}{0.8}$ c3.7
+76			350.04	$\frac{5.5}{2.0}$ c3.4
3+28			349.00	$\frac{6.6}{3.2}$ c3.4

355.57

Water Main in Grader Alley Block 16  
 Resub Lots 207050 Blk N Tarolla  
 From Polk Ave to Orange Ave East of 41st St

3+20 = BVC	INDEXED WK NOV 12 1948	357.12	$\frac{6.6}{63.5}$
+68		356.80	$\frac{6.9}{63.7}$
2+16		356.49	$\frac{7.2}{63.3}$
+64		356.17	$\frac{7.5}{63.7}$
1+12		355.86	$\frac{7.8}{63.4}$
+66 = EVC		355.54	$\frac{8.1}{63.2}$
+20		354.76	$\frac{8.9}{63.5}$
0+0 = 1/2 Polk Ave		353.97	$\frac{9.7}{63.2}$
363.67 Bl. Ford			

BM	5.71	351.91	Central 351.93
TP	3.82	357.62	4.32 353.80
TP	5.87	358.12	9.70 352.25
TP	1.71	361.95	7.03 360.24
BM	4.82	362.45	Orange Ave Markburg 362.78
+75 = SL Orange Ave		359.11	$\frac{8.3}{62.8}$
+46		359.24	$\frac{8.0}{63.0}$
TP	5.05	367.27	14.5 362.22
5+0 = BVC		358.99	$\frac{1.7}{63.4}$
+50		358.41	$\frac{5.3}{63.7}$
4+0 = EVC		357.83	$\frac{5.8}{63.9}$
3+60		357.42	$\frac{6.3}{63.7}$
363.67			

Grades City Property Lot 42 & 40  
 Resub of a portion of Rosemont Ave Encanto Hts  
 Encanto Water Tank

BM	1.39	465.39		463.00	Mark on Stand Pipe at Tank
TP	3.30	465.99	2.70	462.69	

**INDEXED**

WK  
 NOV 12 1948

464.567

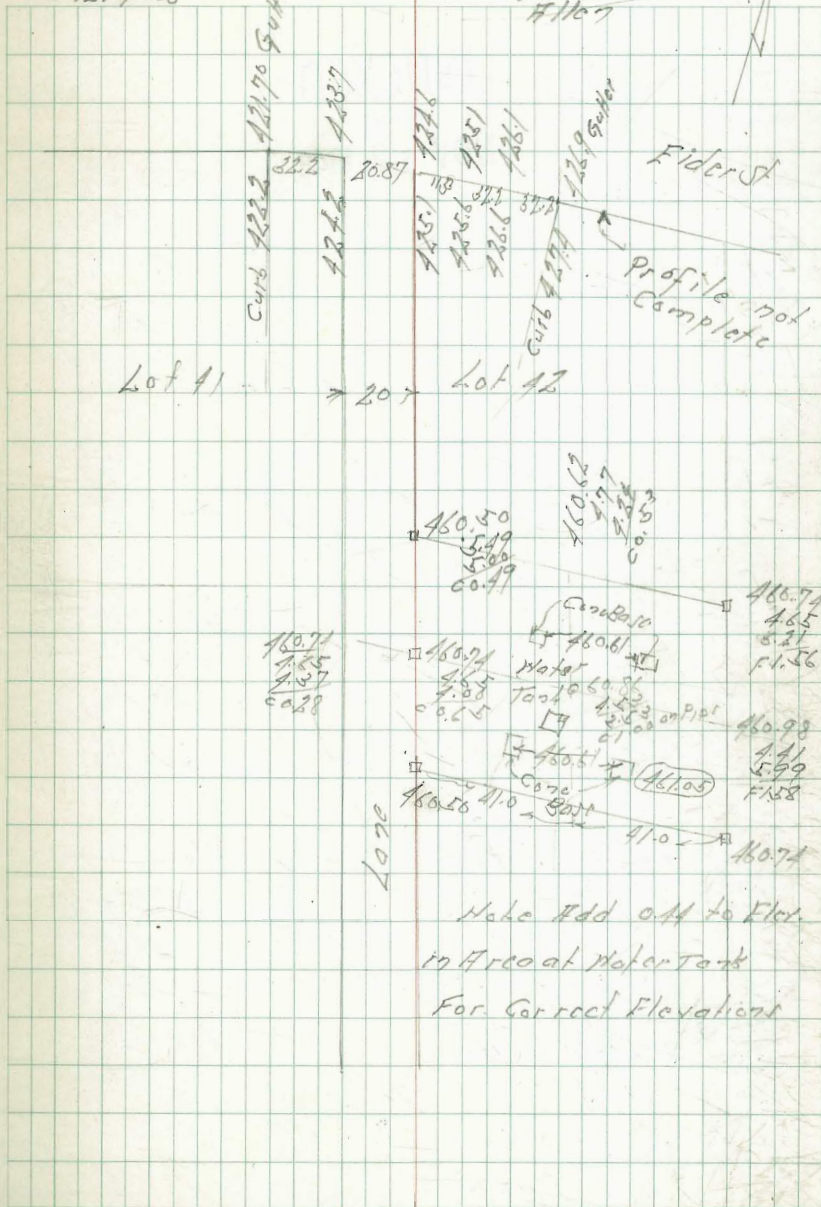
		Fider St at Lane		Station on S Line	
BM	10.66	427.97		417.31	on EC Hub S Side Fider 1.81.33.44 # 1214-66
TP	9.13	436.34	0.76	427.21	on EC Hub S Side out of Lane

	BC	Gutter Grades				
426.9		426.1	425.1	424.6	423.7	421.7
9.4		10.7	11.2	11.7	12.6	14.6
3.6		4.8	5.6	6.5	7.9	9.1
0.58		0.62	0.66	0.39	0.49	0.55

		436.34			
TP	12.16	447.39	1.11	435.23	
TP	12.18	457.03	2.54	444.85	
TP	7.85	464.56	0.52	436.71	
BM			1.12	463.44	Mark on Stand Pipe at Water Tank 463.00
BM			1.51	463.05	Chisel II S.E. Cor Valve Chamber

# 1728-20  
 # 1008-75  
 # 1214-58

Sept. 18, 46  
 # 51.35 on  
 McCoy  
 Hodder  
 # 1167



Make Add on to Elev.  
 in Area at Water Tank  
 For Correct Elevations



Water Main Grader #Riley Block 97  
 Amended Map of City H.H.  
 From Myrtle to Dwight Bet. 41st & Marlboroughs

INDEXED

WK  
 NOV 12 1948

2+72				319.37	12.3 7.9 c4.6
TP	9.32	331.70	133	322.38	
2+24				318.89	5.3 1.8 c4.0
1+76				317.41	6.5 2.7 c3.6
1+28				316.43	7.3 4.1 c3.2
480 = F.V.C				315.45	8.3 4.9 c3.4
440				314.14	9.6 5.0 c4.6
0+0 = H.L. Myrtle Ave				311.76	13.0 7.8 c4.2
BM	2.19	323.71		321.52	N.H.R.P. Myrtle + 41st

Cross Sec #1542-65

H.O. 158

Sept. 13-16  
 S. 5807  
 No Coy T  
 Model  
 121107 Rad

BM		3.86		330.99	N.H.R.P. Dwight + 41st 1948 330.99	
TP	5.19		334.85	2.04	329.66	Hob 572 Dwight + 41st Riley
440 = S.L. Dwight					326.11	5.5 2.0 c3.5
5+60 = B.V.C					325.25	6.5 3.8 c2.7
5+12					324.27	7.1 4.9 c2.3
4+64					323.29	8.4 5.6 c3.4
4+16					322.31	9.4 5.5 c3.9
3+68					321.33	10.4 5.9 c4.6
3+20					320.35	11.3 6.9 c4.4
					321.70	

Server Grades Ocean View Blvd + 32nd St

BM	2.33	62.73	60.40	Jct Top of Hhd Ocean View +32nd St 6.1
0+0 = D.F.		49.00	49.00	13.73 P22 65.29
+40.56		51.30	51.55	11.8 5.17 66.01
+80.72 = 1/2 32nd St		53.60	54.10	8.63 8.63 4.94 4.11 64.59 4.525
+96.35			54.41	8.32 4.25 69.07
+115.74			54.79	7.94 4.37 62.57
+130.74 = SW Cor			55.10	7.13 4.92 62.92

INDEXED  
WK  
NOV 12 1948

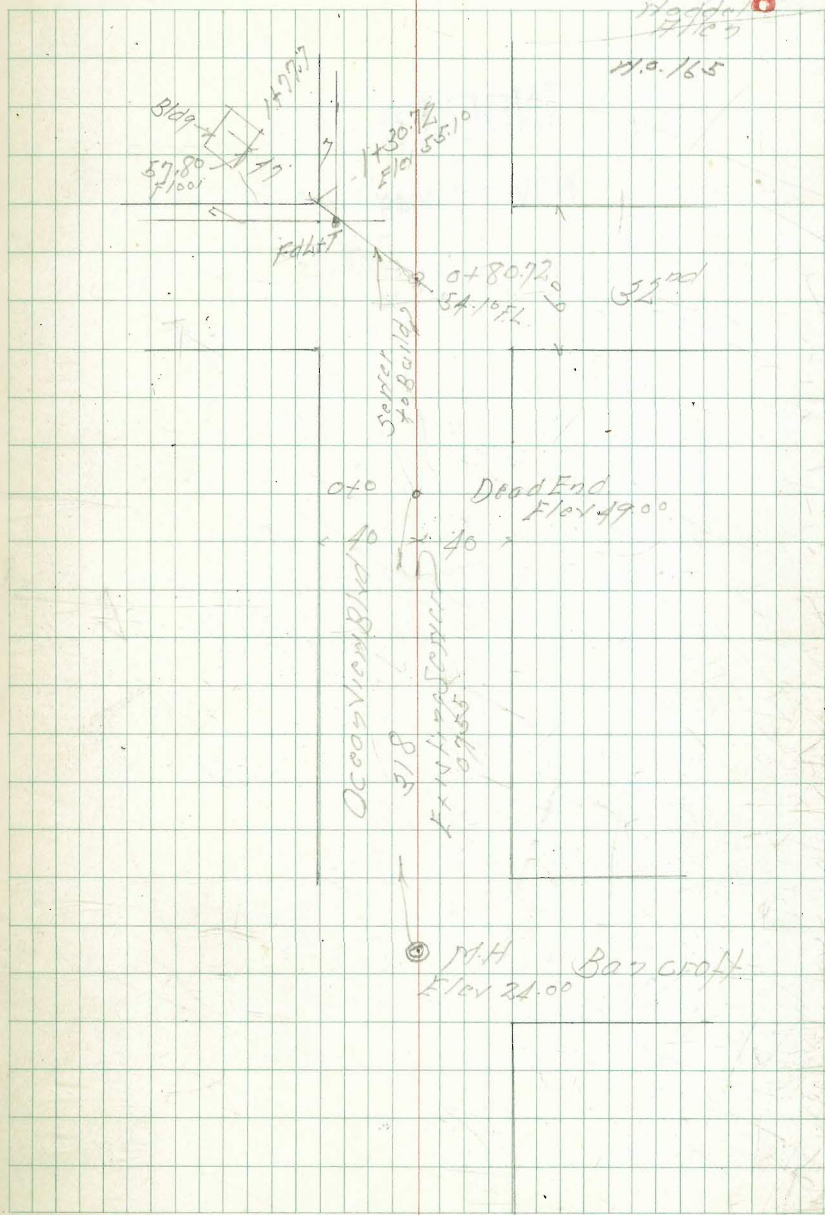
9-21-46

Note, Ole Moen says that the grade was changed as shown in red to miss the water main in 32nd St.

G.R. Haylor

Sept 20-46

S. S. 507  
McCoy  
Haddad  
7/10/46  
H.O. 165



© M.H. Barcroft  
Elev 24.00

Water Main Grader Alley Block 107  
 Friendad Map of City H.L.  
 From Thorn to Myrtle St. + St + Marlborough

+80 = P.V.C.				308.22	$\frac{10.6}{6.2}$ c 4.3
				307.84	$\frac{14.9}{7.7}$ c 3.6
				307.46	$\frac{11.3}{7.6}$ c 3.7
				307.08	$\frac{11.7}{7.9}$ c 3.8
TP 825	318.80	1.18		310.55	$\frac{5.0}{1.2}$ c 3.8
1+0 = F.V.C.				306.70	
				305.75	$\frac{6.0}{2.0}$ c 4.0
				303.56	$\frac{8.7}{2.7}$ c 4.1
0+0 = H.L. Thorn St				302.16	$\frac{9.6}{5.6}$ c 4.0
BM 991	311.73			301.82	$\frac{10.8}{7.0}$ c 4.1

**INDEXED**  
 WK  
 NOV 12 1948

Stakes off set 4' E of Ditch  
 Grades 344 Below E.L.  
 Sept. 23-46  
 Work order 158  
 S. 5502  
 M.C. Col  
 Model 9

BM		1.14		321.50	$\frac{11.8}{1.1}$ c 21.52
TP 720	322.64	2.36		315.44	$\frac{2.3}{0.7}$
5+98.61 = S.L. Myrtle				310.96	
				311.83	$\frac{7.3}{1.2}$ c 5.8
+80				312.90	$\frac{5.9}{1.8}$ c 4.6
+40				312.65	$\frac{6.2}{1.5}$ c 4.5
5+0 = P.V.C.				311.51	$\frac{7.3}{1.4}$ c 4.7
+50				310.38	$\frac{8.1}{1.4}$ c 4.0
+0				309.47	$\frac{9.3}{1.7}$ c 4.5
+60 = F.V.C.				308.70	$\frac{10.1}{1.8}$ c 4.3

318.80

Water Main Grades Alley Block 79  
 Revised Map of City H.F.  
 From DWight to Landis Oct. 4<sup>th</sup> + Marlborough

3+0				333.33	1.4 6.1 c 4.3
<b>INDEXED</b>					
<b>WK</b>					
<b>NOV 12 1948</b>					
+56				332.53	1.8 c 4.2
2+12				331.73	1.9 8.2 c 3.8
+68				330.93	12.80 8.9 c 3.9
TP	9.88	348.73	1.22	330.85	
1+21				330.13	4.9 1.7 c 3.2
+80	= F.V.C.			329.33	5.74 1.7 c 4.0
+90				328.27	6.8 2.8 c 4.0
0+0	= H.L. DWight			326.90	8.2 4.9 c 3.3
BM	4.08	335.07		330.99	NWBP DWight + Marlborough

Cross Sec. 1236-9  
 Grades 2.44 Below E.L.  
 Stakes offset 4' E of 2' Ditch

BM		300		343.09	NWBP Landis + Marlborough 330.08
TP	6.12	346.09	376	339.97	
6+00.25	= S.L. Landis			336.48	2.3 3.1 c 4.1
+60				337.48	6.3 2.0 c 4.3
5+20	= P.V.C.			337.33	6.4 2.1 c 4.3
+76				336.53	1.3 2.1 c 4.1
4+32				335.73	8.0 2.8 c 4.2
+88				334.93	8.8 2.1 c 4.3
3+44				334.13	9.6 3.4 c 4.2
				343.73	

Water Main Grader Alley Block 70  
 Amended Map of City M.L.  
 From Landis to Nightman Bol. 1st + Marlborough  
 3+30 341.51  
 8.4  
 2.5  
 08.7

INDEXED

WK  
 NOV 12 1948

+80 341.35 8.6  
 2.5  
 04.1

2+30 341.15 8.8  
 2.5  
 06.3

+80 340.94 9.0  
 5.1  
 03.9

1+30 340.73 9.1  
 5.7  
 04.1

+80 = E.V.C. 340.52 9.43  
 5.1  
 03.7

+40 339.55 10.4  
 6.2  
 04.2

TP 703 349.95 1.90 342.92 7.9  
 3.7  
 04.2

0+0 = M.L. Landis 336.96 7.9  
 3.7  
 04.2

BM 174 344.82 343.08 NWBP  
 Landis +  
 Marlborough

Cross Sec #1736-15  
 Grades 344 Below E.L.  
 States offset 4' E of 2' Ditch

Sept 23-46  
 S. 15507  
 McCoy  
 Model 11

Work order #158

BM 351 347.04 14.48  
 21.06  
 14.48  
 347.09

TP 9.17 350.55 8.57 341.38

5+99.35 - SL Nightman 339.73 10.3  
 7.8  
 02.7

+60 341.03 8.9  
 4.9

5+30 341.99 8.9  
 4.1

4+80 = P.V.C. 342.19 7.8  
 4.6

4+30 341.98 8.0  
 3.9  
 04.1

3+80 341.77 8.3  
 4.3

349.95

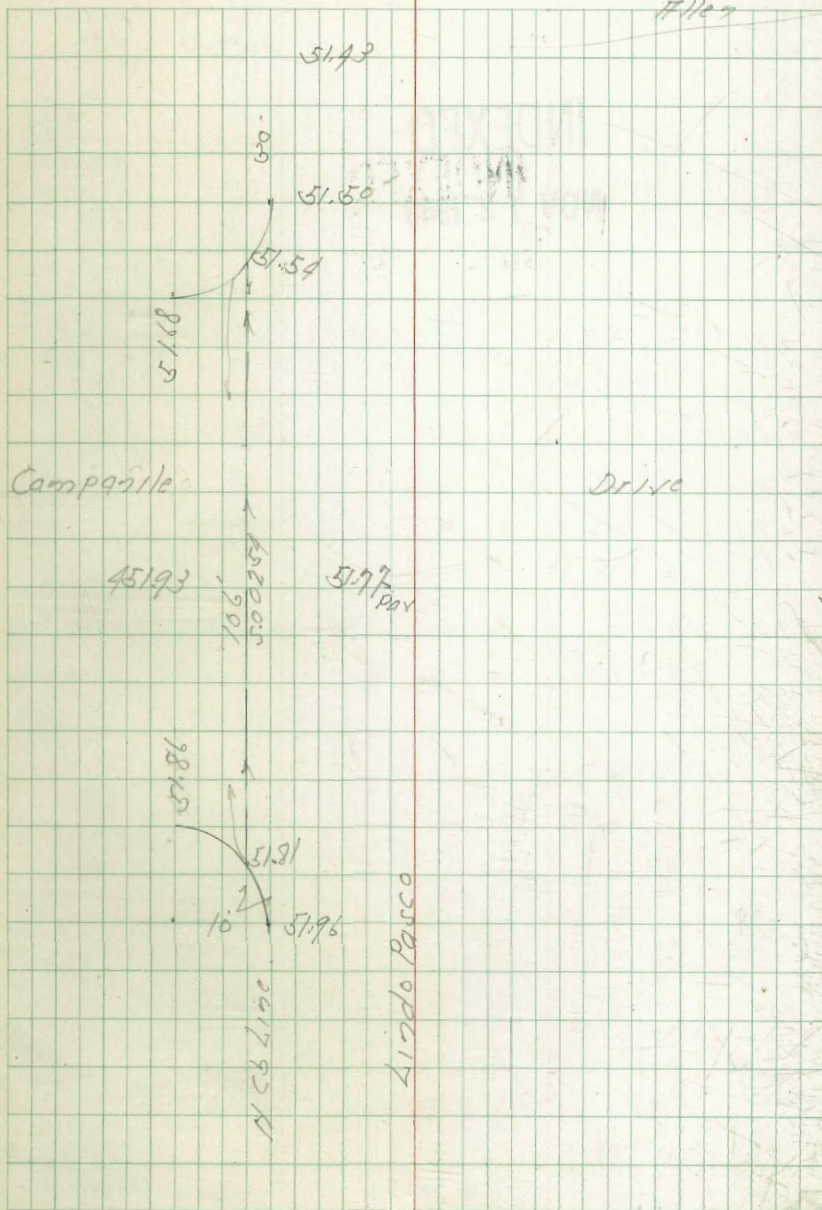
Gutter Grades Lindo Pasco +  
Campanile Drive

BN 1.98 456.36 454.38

SYT Top of  
Lindo Pasco  
Campanile  
1383-43

INDEXED  
WIK  
NOV 12 1948

Oct 30. 46  
S. J. J. J.  
McCoy  
Waddel  
Filer 12



Somer Grades 60th St. College Ave + Public  
 Right of Way South of El Cajon Blvd.  
 Stake offset 6' 1/2' M.H. offset 6' 1/2'

+50				452.41	17.52 4.46 c13.12
+25				452.31	17.62 4.38 c13.24
240				452.20	17.73 5.15 c12.58
+72.55	DMH #2	15.29 5.39 c9.90	454.64	452.08	17.85 5.37 c12.48
+50				451.98	17.95 5.80 c12.15
+25				451.88	18.05 6.10 c11.95
+70				451.77	18.16 6.60 c11.56
+75			500.5	451.66	18.27 7.12 c11.15
+50				451.56	18.37 8.27 c9.90
+25				451.45	18.48 9.21 c8.77
070	M.H. #1 60th + Carol			451.34	18.59 11.40 c7.19
TP	4.65	469.93	5.19	465.28	
BM	5.20	470.47		465.27	N.W. BP El Cajon + College Ave

**INDEXED**  
 WK  
 NOV 12 1948

P. Levels  
 #1691-10

Nov. 14-46  
 S. 3807  
 McCool  
 #1160  
 N.O. 1015

13

+50				453.72	13.83 5.70 c8.72
+25				453.62	13.93 5.24 c8.78
570				453.51	14.03 6.02 c8.07
+75				453.40	14.14 5.82 c8.32
+50				453.29	14.25 5.86 c8.39
+25				453.18	14.36 5.82 c8.54
TP	5.85	467.54	8.24	461.69	16.86 8.24 c8.62
470			500.5	453.07	16.98 8.18 c8.80
+75				452.95	17.09 7.37 c9.72
+50				452.84	17.19 5.00 c12.76
+25				452.74	17.30 4.21 c12.59
370				452.63	17.41 4.68 c12.73
2475				452.52	17.51 4.68 c12.73

469.93

Dec. 31. 46  
 Maddel S. 5500  
 Hillen McCoy **14**

+50				455.02	13.04 9.01 c3.93
+25				454.92	13.04 9.81 c3.23
8+0				454.81	13.15 8.13 c5.02
+75				454.70	13.21 7.66 c5.6
+50				454.59	13.37 6.34 c7.03
+25				454.49	13.47 5.82 c7.65
7+0				454.38	13.58 4.97 c8.61
+75				454.27	13.69 4.58 c9.11
+50				454.16	13.80 4.17 c9.63
+25				454.06	13.92 3.65 c10.27
6+02.70	= M.H. #3	Collegoatic		453.96	14.00 3.74 c8.21 13.58 c8.25
8M	2.69	467.96	227	465.27	14.80 c11.13 14.80 c11.13 14.80 c11.13
5+75				453.84	13.70 5.75 c7.95

467.54

+75				453.42	13.91 4.99 c8.92
+50				453.31	13.02 5.05 c7.97
+25				453.21	13.12 5.01 c8.04
11+0				453.10	13.23 5.18 c8.04
+75				453.99	13.34 5.23 c8.11
+50				453.88	13.45 5.16 c8.29
+25				453.78	13.55 5.08 c8.47
10+0				453.67	13.66 5.00 c8.66
BM	4.04	469.33	3.10	465.39	13.78 5.03 c8.75
	$\Delta 19.26$	PT			
	+86.35 = M.H. #5 = 14.50	off set on split	6.60 x 12.60	455.61	12.78 5.03 c7.75
TP	6.43	468.39	6.00	461.96	
+50				455.46	12.50 5.12 c7.38
+25				455.35	12.61 5.10 c7.51
9+0				455.24	12.72 5.05 c7.67
8+65.09	= M.H. #4	159' 40.50		455.09	12.87 5.01 c7.86
	off set on split	6.82 x 12.82	6.7		
			467.96		

Σ = 0.040



+50		457.61	11.72 5.20 c6.52
+25		457.50	11.82 5.21 c6.62
14+0		457.39	11.94 4.76 c7.19
+75		457.28	12.03 4.49 c7.59
+50		457.18	12.15 4.51 c7.69
+25		457.07	12.26 4.52 c7.78
10945 - MH <sup>6</sup>	offset 6 x 12 W	457.00	12.33 4.56 c7.71
13+0		456.96	12.37 4.70 c7.67
+75		456.85	12.48 4.79 c7.69
+50		456.74	12.59 5.00 c7.59
+25		456.64	12.69 4.98 c7.91
12+0		456.53	12.80 4.89 c7.97

469.33

509.10-47  
S. 307  
File 27  
D. 5743

+50		458.91	11.28 4.93 c6.85
+25		458.79	11.35 4.94 c6.91
17+0772		458.72	11.41 4.97 c7.14
+9659 MH <sup>7</sup>	offset 6 x 12 L Prop 109 B.C. Pt	458.66	11.41 4.97 c7.14
TP	149 470.07 072	468.60	5.75, 9.54, 4.40 E/C 1094 62700
+50		458.47	10.86 3.88 c7.07
+25		458.36	10.97 3.85 c7.12
+18.60 = Prop B.C. Pt			
16+0		458.25	11.08 4.08 c7.00
+75		458.14	11.19 4.21 c6.98
+50		458.04	11.29 4.34 c7.26
+25		457.93	11.40 4.29 c7.13
15+0		457.82	11.51 4.71 c6.79
14+75		457.71	11.62 5.23 c6.59

469.33

+50				460.40	10.01 4.84 c5.87
+25				460.22	10.19 4.87 c5.82
20+0				460.05	10.36 4.88 c5.87
IP	4.33	470.41	3.99	466.08	
+81.98 79.71	M.H. #8			459.90	10.17 4.79 c5.78
+50				459.79	10.28 4.83 c5.79
+25				459.68	10.30 4.83 c5.79
19+0				459.59	10.50 4.89 c5.81
+75				459.46	10.61 4.89 c5.89
+50				459.35	10.79 4.89 c5.79
+25				459.24	10.82 4.89 c5.79
18+0				459.13	10.91 4.89 c5.81
17+75				459.01	11.06 4.85 c5.81

470.07

BM		4.80		465.61	11.11 4.89 c5.88 463.61 461.61
				461.64	8.77 4.84 c5.95
22+0				461.45	8.96 4.89 c5.99
+75				461.27	9.14 4.89 c5.95
+50				461.10	9.31 4.89 c5.89
+25				460.92	9.49 4.89 c5.85
21+0				460.75	9.66 4.89 c5.89
20+75				460.57	9.84 4.89 c5.80

470.41

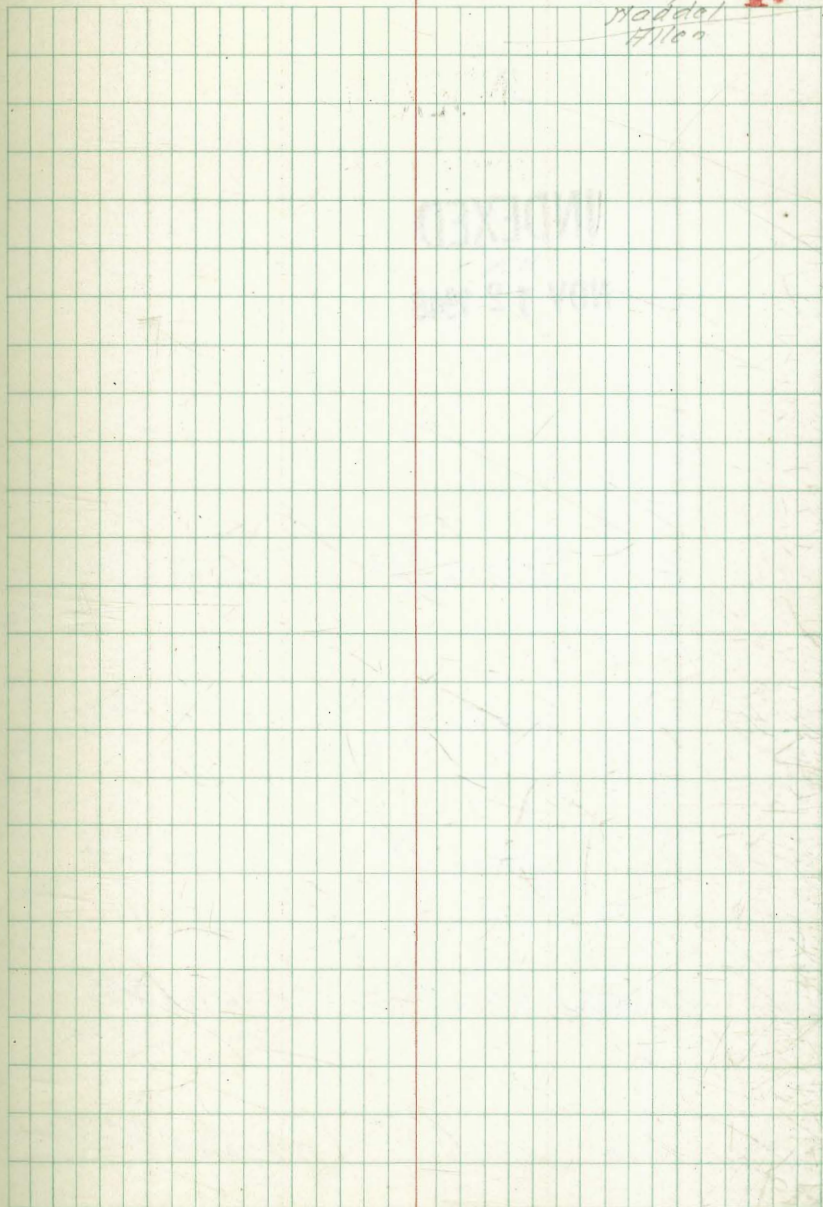
Schae Groder South of El Cajon Blvd  
West of 60th St.  
Staker offset 6 South of 2 of Sider

Dec. 30-46  
J. S. 5707  
McCoy  
Maddal  
Allen

17

**INDEXED**  
WK  
**NOV 12 1948**

+94.99	D.F	456.00	14.30 9.90 c7.30
+75		455.86	14.34 9.16 c5.21
+50		455.69	14.51 8.02 c6.49
+25		455.51	14.69 6.91 c7.78
1+0		455.34	14.86 6.55 c8.35
+75	5 5	455.16	15.04 6.21 c8.83
+50		454.99	15.21 5.26 c9.75
+25		454.81	15.39 5.18 c9.23
0+0	= DMH # 2 1/2 60th St	454.64	15.90 c9.90
B.M.	566 470.20	464.54	on South Hill 2476.55 DMH # 2 Page 13



Paving Grades Alley Block 4  
Washington Heights  
between Jackson & 16th 50' North Fort Stockton

Paving 14.5' wide

N

E

INDEXED

WK

NOV 12 1948

0+50	272.25	$\frac{4.11}{3.90}$ 0.21	272.05	$\frac{4.31}{3.91}$ 0.40
0+40	272.20	$\frac{4.16}{4.04}$ 0.12	272.00	$\frac{4.36}{3.83}$ 0.53
0+20	271.96	$\frac{4.40}{4.00}$ 0.40	271.79	$\frac{4.57}{4.57}$ 0.00
0+0 = N.E. Stockton	271.65	$\frac{4.71}{4.59}$ 0.12	271.54	$\frac{4.82}{4.32}$ 0.50
B.M. 5.84	276.36		270.52	N.W.R.P. Fort Stockton Jackson

Dec 11-48  
Sisson  
McCoy  
Waddell  
Allen

18

N.O. 34

Sections 1701-73

National Ave. Pile Bridge  
East of 33rd St.

**INDEXED**  
WK  
NOV 12 1948

Ely Bridge			3.42	8.99
Bent #4			3.53	8.98 ✓ 8.88
Bent #3			3.66	8.85 ✓ 8.75
Bent #2			3.79	8.72 ✓ 8.62
Bent #1			3.93	8.58 ✓ 8.48
0+0 Jolly Bridge			4.06	8.45 ✓ 8.35 ✓
	5.59	12.41	6.82	
BM	5.69	12.51	6.82	SFBP National 43rd St.

Dec. 12-48  
Sisson  
McCoy  
Haddel  
Hilco **19**

34th St.

11" Cap  
15" Stringer  
3" Deck  
3 1/2" - 2.88

National Ave

642 Pile  
648 Pile  
617 Pile + 73  
342 Bottom Cap  
3.53 + 61  
3.66 + 46  
3.79 + 31  
3.93 + 15  
4.06 Bottom Cap  
7.10 Pile  
7.15 Pile  
6.78 Pile  
7.82.0  
7.12

Pile Bridge  
S. 0.0896

Jolly Bridge

33rd St

Fd 6T

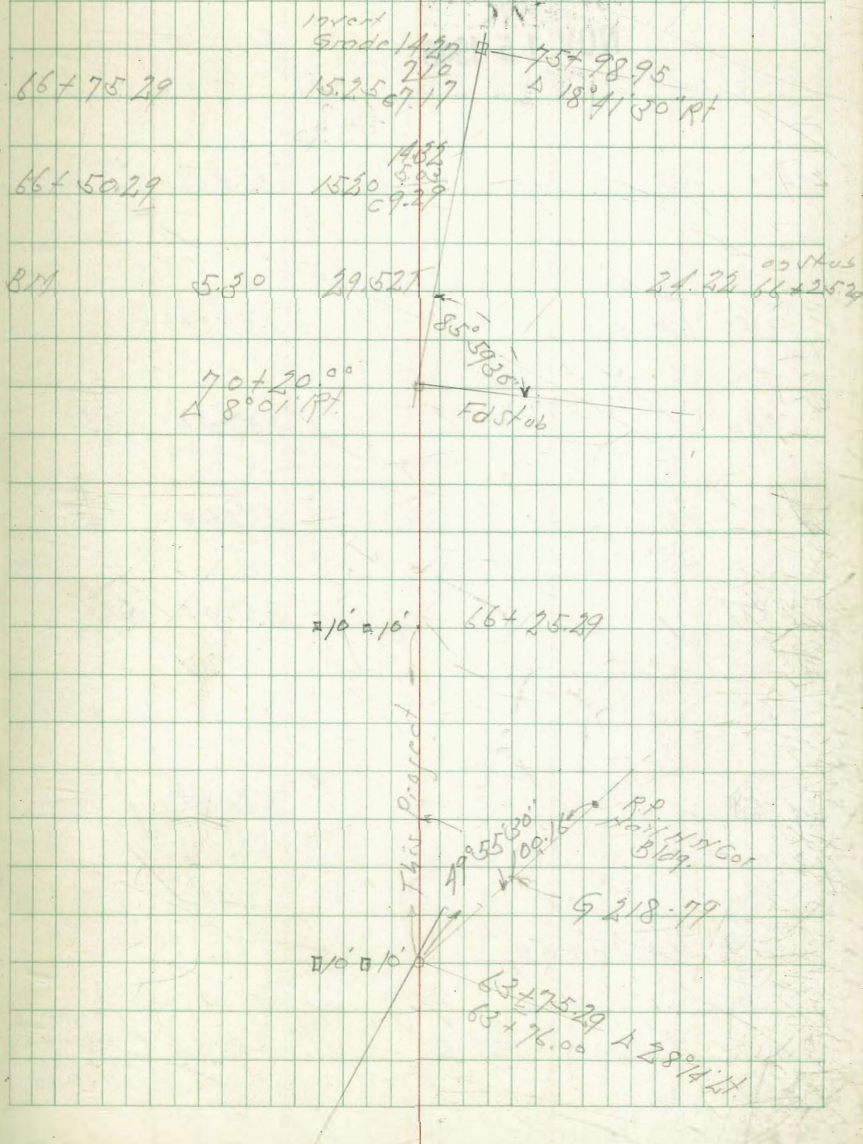
Grader Mission Valley Trunk Sewer 43  
 East of 8th St. Extension  
 Station off set 10' x 1/2 Location #1703-27

				Invert Grader	
66+25.29				14.16 5.09 c9.07	
66+00.29				15.15 14.31 5.09 c9.17	
65+75.29				15.05 14.36 4.89 c9.37	
65+50.29				15.00 14.31 4.92 c9.38	
65+25.29				14.95 14.36 4.92 c9.44	
65+00.29				14.90 14.41 4.92 c9.47	
64+75.29				14.85 14.46 4.89 c9.52	
64+50.29				14.80 14.51 4.91 c9.58	
64+25.29				14.75 14.66 4.55 c9.67	
64+00.29				14.70 14.61 5.25 c9.76	
63+75.29 = M.H. #27				14.65 14.66 5.25 c9.77	
TP	6.90	29.31	6.68	22.41	on stub 2261 70+20
B.M.	3.13	29.09		25.96	1st Diversion Culvert 15+24 76+07 1870-67

**INDEXED**  
WK

**NOV 15 1948**

Dec 27 48  
S. 5587  
McCoy  
Model 20  
11/27  
W.O.



Grados Alley Block 46 Tract # 1318

INDEXED  
WIK  
NOV 15 1948

East Side

462 = S.L. El Cofon

353.06 4.15  
07.90

490 = EYC

352.66 0.41

420

352.20 5.01  
5.03  
00.78

410

351.79 5.77  
5.72  
8.0 BM

480

351.44 6.04  
6.14  
F0.10

460

351.16 6.35  
6.35  
0.00

3450

351.05 6.46  
6.53  
F0.07

040 = H.L. Trogan

BM 593 357.51

357.58 NXP  
EIC 10-14  
Estrada  
1787-10

Cross Sec. 1787-1

Jan 8 47  
S. No. 21  
Allen

Sewer Grades 70th St. S.L. Humbert to  
 Alley between Mohawk + Saranac  
 La Mesa Colony

3+26.9		454.98	11.61 2.29 c9.32
2+94.1		454.84	11.75 2.71 c9.04
2+61.3		454.71	11.83 2.25 c8.58
2+27.5	M.H. # 3 + F.W. Alley R.P. 46. N.Y. + S.E. 818.	454.58	12.01 3.92 c8.09
1+96.5		454.46	12.13 4.33 c7.80
1+64.5		454.34	12.25 5.03 c7.22
1+32.5		454.21	12.38 5.94 c6.44
1+00.5		454.09	12.50 6.52 c5.92
0+68.5	M.H. # 2 - H.L. Humbert	453.97	12.62 6.85 c5.77
0+30	M.H. # 1 - H.L. Humbert	453.80	12.70 6.79 c5.91
0+0	S.L. Humbert	453.68	12.91 6.72 c5.71
check	3.71	462.88	26+31.28 H 1665-73 46.8-81
B.M.	2.33	466.59	5# RP Ficojon 1764

INDEXED

WK  
 NOV 15 1948

Location #1665-26

Roof nails offset 6' Rt. Going up Grade  
 New York Order  
 3/1007

Sep 21-47  
 5.500  
 19.000  
 1.000  
 11.000  
 9.000  
 11.0 # 1007

22

7+0		459.76	18.85 2.32 c11.53
4+75		459.66	18.95 2.04 c10.91
6+50		459.56	19.05 1.75 c10.20
TP	9.34	478.61	2.17
6+28.5	Drop SH # 52 F.W. Alley N	459.48	15.96 4.20 c9.76
5+95.7		456.05	15.30 3.23 c12.07
5+62.9		455.92	15.57 3.27 c12.30
5+30.1		455.79	15.65 2.13 c10.52
4+97.3		455.66	15.78 3.67 c12.11
TP	6.39	471.44	1.54
4+64.5	N.C. Line Ficojon	453.53	11.06 2.06 c8.70
3+92.5	S.C. Line Ficojon Blvd	455.54	11.05 2.53 c9.02
3+59.7		455.11	11.78 2.20 c9.58

466.59



7012 St.

INDEXED  
WK

NOV 15 1948

TP	8.46	470.15	0.22 C.T. 64.39.65 C 470.07 1665-33
10+08.50 = MH #7	TIC 848 NW 1/4 SE	461.00	17.61 8.25 09.36
+75.5		460.87	17.74 6.41 C11.03
+42.5		460.74	17.87 5.76 C12.71
9+09.5		460.60	18.01 4.06 C13.95
+76.5		460.47	18.14 3.57 C14.57
+43.50	55' of NW 1/4 No bank 8.48 = Drop MH #6 TIC 451 NW 1/4 SE	460.34	18.27 3.22 C15.29
+25		460.26	18.35 4.14 C17.21
8+0		460.16	18.45 4.62 C13.81
+75		460.06	18.55 3.22 C13.32
+50		459.96	18.65 5.27 C12.76
7+25		459.86	18.75 6.66 C12.09

478.61

Senior Grades Hilley Block 8 La Mesa Colony  
North of El Cajon Blvd West of 7012 St.Feb. 11-17 23  
S. 10000  
17600

+50 = DE		457.91	13.31 2.99 C8.37
+25		457.73	13.40 6.82 C8.57
2+0		457.56	13.48 6.72 C8.78
+75		457.38	13.50 6.24 C7.60
+50		457.21	14.01 5.62 C8.33
+25		457.03	14.10 4.82 C9.57
1+0		456.86	14.36 5.50 C10.31
+75		456.68	14.54 2.59 C12.21
+50		456.51	14.71 4.60 C13.71
+25		456.33	14.89 2.35 C12.51
0+0 = DMH #5 of 7012 St		456.16	
BM	8.18	471.22	0.00 R of Natl DMH MS

Senior Grader Alley Blocks 11-14 + 17 La Mesa Colony  
 Between El Cajon Blvd + Mohawk St.

+75			467.85	12.89 2.75 c9.64
+50			467.41	12.83 1.40 c8.74
+25			466.97	13.27 5.25 c9.25
2+0			466.53	13.71 7.55 c6.24
+75			466.09	14.15 2.57 c5.28
+50			465.65	14.59 9.82 c4.77
+25			465.21	15.03 10.48 c4.55
1+0			464.76	15.48 11.10 c4.38
+75			464.32	15.92 11.50 c4.33
+50			463.88	16.31 11.82 c4.94
+25			463.44	16.80 11.87 c5.73
0+0	= Drop MH #52 70' 25'		463.00	
B.M.	1120	480.24	469.09	on Roof of Hall Drop MH #5 Page 22

**INDEXED**  
 NK  
 NOV 15 1948

Jan 27-47  
 S. J. St. on  
 McCoy  
 Model  
 Allen **24**

Stake effect 6 ft. on 4 1/2

+75				470.65	16.13 2.91 c9.46
+50				470.47	16.61 2.28 c8.83
+25				470.30	16.78 0.78 c8.05
TP	9.49	487.08	265	477.59	
5+0				470.12	10.12 2.66 c7.46
+75				469.95	10.29 2.50 c7.99
+50				469.77	10.40 2.41 c8.68
+25				469.60	10.64 2.38 c8.26
4+0				469.42	10.83 2.07 c8.75
+70				469.21	11.03 1.75 c9.25
+40	= MH #15 Ties 6' 11 1/2'			469.00	11.24 1.53 c9.71
+20				468.65	11.50 1.67 c9.92
3+0				468.29	11.95 2.00 c9.95

**SECTION**

480.24

Alley Blocks 11-14-17

9+0		475.78	11.36 2.39 c8.97
+75		475.28	11.80 3.90 c8.10
+50		474.78	12.30 4.58 c7.72
+25		474.28	12.80 5.26 c6.54
8+0		473.78	13.30 6.15 c6.15
+75		473.28	13.80 6.80 c6.50
+50		472.78	14.30 7.48 c6.72
+25		472.28	14.80 8.15 c6.75
7+0		471.78	15.30 8.86 c6.74
+80	Tics 6 x 6 South MH # 16 1/2 71st St.	471.38	15.70 9.50 c10.10
+50		471.17	15.90 9.70 c11.18
+25		471.00	16.08 5.20 c10.88
6+0		470.82	16.26 8.36 c9.90

487.08

12+0		478.90	16.00 3.85 c10.95
+70		478.78	16.12 4.56 c11.78
+50		478.70	out
+35		478.64	16.26 5.06 c12.24
11+0		478.50	16.40 5.84 c12.56
+75		478.40	16.50 6.48 c13.07
+50		478.30	16.60 7.34 c13.06
+20 = MH # 17		478.18	16.72 8.24 c13.81
10+0		477.78	17.12 9.14 c13.95
+75		477.28	17.62 9.90 c13.70
+50		476.78	18.12 10.82 c13.08
9+25		476.28	18.62 11.74 c10.85
JP	10.21	494.90	2.39

487.08

Alley Blocks 11-14-17

35

+70			480.58	13.80 5.00 c8.80
+40			480.26	13.92 5.18 c8.74
15+10			480.14	13.04 5.85 c8.19
+80			480.02	14.16 5.35 c7.81
+50			479.90	14.28 5.58 c8.70
14+20			479.78	14.40 5.54 c7.86
13+90			479.66	14.52 5.85 c7.67
BM	4.47	494.18	489.71	07.54ub. 13+60 15.36 5.19 c10.17
+60	= M.H. #18 =	272 <sup>nd</sup> St	479.54	15.80 5.10 c10.74
BM		14.43	480.48	15.48 5.20 c10.28
+30			479.42	15.60 5.29 c10.31
13+0			479.30	15.72 5.23 c10.47
+75			479.20	15.80 5.25 c10.55
+50			479.10	15.92 5.27 c10.65
12+20			478.98	15.99 5.27 c10.72

194.90

Feb. 11-47

26

BM			5.94	487.36	07.54ub. 13+60 to 18+60 13.80 5.00 c8.80
+60 = D.F.				481.54	11.76 5.17 c6.59
+35				481.44	11.86 5.21 c6.65
18+10				481.34	11.91 5.25 c6.66
+85				481.24	12.06 5.19 c6.87
+60				481.14	12.16 5.25 c6.91
TP	285	493.30	5.73	490.45	10.74 5.61 c5.13
+35				481.04	10.74 5.61 c5.13
17+10				480.94	10.84 5.53 c5.31
+85				480.84	10.94 5.59 c5.35
+60 = M.H. #19	Tier 6 & C.H.			480.74	11.04 5.53 c5.51
+30				480.62	11.14 5.59 c5.55
16+0				480.50	11.24 5.59 c5.65

194.18

Senior Grader Hilley Blocks 12-15-18  
 La Mesa Colony South of El Cajon East of 70th  
 Location 1' South of S Hilley

+75		458.39	11.21 4.84 c6.67
+50		458.05	11.53 4.82 c6.73
+25		457.70	11.96 4.92 c7.48
210		457.36	12.24 4.98 c7.56
+76		457.03	12.57 5.44 c7.13
+50		456.67	12.93 5.62 c7.31
+25	38210	456.32	13.38 6.22 c7.66
110		455.98	13.74 6.41 c7.21
+75		455.63	13.97 6.46 c7.57
+50		455.29	14.31 6.79 c7.52
+25		454.94	14.66 6.91 c7.95
010	MH #5 of 70th St.	454.60	
BM	5.34	469.60	SWBP 464.26 El Cajon + 70th

INDEXED  
 WK  
 NOV 15 1948

April 29-47  
 Sisson  
 McCoy 27  
 Hilley

+75		461.59	18.08 14.71 c6.37
+50		461.34	18.33 14.94 c6.39
+25		461.10	18.57 15.16 c6.22
TP	12.75	479.67	2.88
510		460.86	8.74 3.69 c6.08
+75		460.61	8.90 3.59 c5.70
+50		460.37	9.23 3.73 c5.50
+25		460.13	9.47 3.84 c4.83
410		459.88	9.77 4.02 c4.73
+70		459.59	10.06 4.06 c5.68
140	MH #9	459.30	10.30 4.20 c6.40
120		459.02	10.58 4.33 c6.23
310		458.74	10.86 4.48 c6.08

469.60

+75		463.97	15.70 5.43 c10.27
+50		463.80	15.87 7.82 c11.05
+25		463.62	16.05 4.50 c11.55
8+0		463.45	16.22 7.22 c11.45
+75	000	463.27	16.40 5.01 c11.39
+50		463.10	16.57 6.04 c10.53
+25		462.92	16.75 6.82 c10.09
7+0		462.75	16.92 7.72 c9.72
+80	MH # 10 2 7 1/2 S R.P. 6' 6" South	462.61	17.06 9.04 c8.02
+50		462.31	17.36 9.59 c7.77
+25	00972	462.07	17.60 10.45 c7.15
6+0		461.83	17.84 10.97 c6.87

479.67

12+0		466.25	16.06 5.25 c12.51
+75		466.07	16.24 5.72 c11.82
+50		465.90	16.41 6.12 c11.28
+25		465.72	16.59 6.51 c10.58
TP	6.31	482.31	3.67
		476.00	16.12 6.07 c10.25
11+0		465.55	16.12 6.07 c10.25
+75		465.37	16.30 6.54 c9.98
+50		465.20	16.47 6.91 c9.76
+20	MH # 11	464.99	16.68 7.23 c9.40
10+0		464.85	16.82 7.63 c9.38
+75		464.67	17.00 8.07 c9.32
+50		464.50	17.17 8.51 c9.25
+25		464.32	17.35 8.93 c9.19
9+0		464.15	17.57 9.37 c9.08

479.67

15+10		468.42	13.89 4.99 c8.90
+85		468.24	14.07 5.29 c9.08
+60	100	468.07	14.21 5.40 c8.81
+35		467.89	14.42 6.32 c8.08
14+10		467.72	14.59 6.25 c8.34
+85		467.54	14.76 5.71 c9.11
+60	M.H. # 12 RP 45° 8.48 SE 1/4 NW	467.37	14.94 5.15 c9.79
+30		467.16	15.15 4.96 c10.19
13+0		466.95	15.36 3.87 c11.49
+75	100	466.77	15.54 3.68 c11.86
+50		466.60	15.71 3.49 c12.22
12+25		466.42	15.89 3.29 c12.60

482.31

15+60 = D.K.		468.77	15.84 6.34 c9.50
15+35	100	468.59	16.02 6.15 c9.87

482.31

Alley Block 9 La Mesa Colony

offset C North of 2 corner

**INDEXED**  
WK  
**NOV 15 1948**

+75				455.97	<sup>9.17</sup> <sup>4.53</sup> c4.64
+50				455.85	<sup>9.29</sup> <sup>4.53</sup> c4.76
+51	MH # 8	R.P.G +6	RT-11	455.75	<sup>9.39</sup> <sup>4.10</sup> c5.29
2+0				455.60	<sup>9.54</sup> <sup>4.25</sup> c5.09
+75				455.47	<sup>9.67</sup> <sup>4.05</sup> c5.62
+50				455.35	<sup>9.79</sup> <sup>3.92</sup> c5.87
TP	3.40	465.14	5.32	461.94	
+25				455.22	<sup>11.87</sup> <sup>5.36</sup> c6.51
1+0				455.10	<sup>11.96</sup> <sup>5.03</sup> c6.93
+75				454.97	<sup>12.09</sup> <sup>4.79</sup> c7.30
+50				454.85	<sup>12.21</sup> <sup>4.68</sup> c7.53
+25				454.72	<sup>12.34</sup> <sup>4.50</sup> c7.71
0+0	MH # 3	470 + 25		454.60	<sup>12.46</sup> <sup>4.15</sup> c8.31 NW RP
BM	280	467.66		464.26	<sup>5.71</sup> E/G/00 + 70

April 28-47

Sisson  
McCoy  
Hiler

30

Location 1 South of 2 Alley

M.O. # 31007

4+01	= D.F.			456.60	<sup>8.54</sup> <sup>4.58</sup> c4.76
+75				456.47	<sup>8.67</sup> <sup>4.34</sup> c4.76
+50				456.35	<sup>8.79</sup> <sup>4.13</sup> c4.78
+25				456.22	<sup>8.92</sup> <sup>3.93</sup> c4.92
3+0				456.10	<sup>9.04</sup> <sup>4.06</sup> c4.97

465.14



Sever Grades Mohawk St.  
 2 7045st to 73rdst  
 Location 5 So. of N.L. Mohawk

**INDEXED**  
 WK  
 NOV 15 1948

+75			478.61	8.99 0.26 c8.23
+50			477.69	9.91 2.16 c7.75
+25			476.77	10.83 3.37 c7.56
2+0			475.83	11.75 4.42 c7.33
+75			474.93	12.67 5.06 c8.67
+50			474.01	13.39 6.95 c8.64
+25			473.09	14.31 8.25 c8.66
1+0			472.18	15.43 9.72 c8.50
+75			471.26	16.34 9.76 c8.58
+50			470.34	17.26 10.73 c7.13
+25			469.42	18.18 13.25 c4.92
0+0	DMH#6		468.50	0.92
BM	12.87	487.60	474.73	0.71 Mail 8+4.53 7073 DMH#4 Page 33

stakes offset 6 So. of Sever

Feb. 17-47  
 S. J. Jones  
 M. C. Col  
 Haddel  
 Hiller

31

+75			484.45	12.28 6.91 c5.47
+50			484.08	12.65 8.13 c4.50
+25			483.72	13.01 8.81 c4.20
5+0			483.35	13.38 9.52 c4.09
+75			482.98	13.75 8.94 c4.81
+50			482.62	14.11 9.38 c4.73
+25			482.25	14.48 6.95 c7.53
4+0			481.88	14.85 7.99 c9.86
+75			481.44	15.22 5.89 c10.31
+40	DMH#20		481.00	15.25 6.01 c9.67
+20			480.26	16.47 7.97 c9.70
3+0			479.53	17.28 8.64 c8.56
TR	9.89	496.73	0.76	486.84
		487.60		

Moscow St.

+75

487.72

16.15  
8.14  
c 8.01

+50

487.50

16.37  
8.98  
c 7.39

+25

487.28

16.39  
9.60  
c 6.99

8+0

487.06

16.81  
10.62  
c 6.17

+75

486.84

17.03  
10.51  
c 6.52

+50

486.62

17.25  
9.98  
c 7.27

+25

486.40

17.47  
9.04  
c 8.43

7+0

486.18

17.69  
8.62  
c 9.07

+80

= MH \* 21 = 71<sup>st</sup> St.

486.00

17.87  
9.35  
c 8.52

+50

485.56

18.31  
10.22  
c 7.59

TP

11.40 502.87 426

492.47

11.54  
4.70  
c 6.84

+25

485.19

6+0

484.82

11.91  
5.28  
c 6.23

49673

32

TP

10.18 509.75 430

499.57

12.25  
3.82  
c 8.41

12+0

491.64

+75

491.27

12.60  
3.15  
c 9.45

+50

490.91

12.91  
3.96  
c 10.66

+25

490.54

13.33  
2.78  
c 10.80

11+0

490.17

13.70  
0.95  
c 13.77

+75

489.81

14.06  
0.93  
c 13.13

+50

489.44

14.45  
1.06  
c 13.39

+20 = MH \* 22

489.00

14.87  
2.34  
c 12.53

10+0

488.83

15.01  
3.90  
c 11.37

+75

488.60

15.37  
4.76  
c 10.51

+50

488.38

15.79  
5.25  
c 10.24

+25

488.16

15.71  
5.92  
c 9.79

9+0

487.94

15.99  
6.34  
c 9.07

503.87

TP	8.13	516.97	0.91	508.84	
+70				497.15	$\frac{12.60}{0.91}$ c11.69
+40				496.70	$\frac{13.05}{2.76}$ c10.35
15+10				496.25	$\frac{13.50}{2.66}$ c10.84
+80				495.80	$\frac{13.95}{3.80}$ c10.15
+50				495.35	$\frac{14.10}{4.07}$ c10.33
14+20				494.90	$\frac{14.25}{4.20}$ c10.45
+90				494.45	$\frac{15.30}{5.34}$ c9.96
+60	MH # 23 = 2.72nd St.			494.00	$\frac{15.75}{8.05}$ c7.70
+30				493.56	$\frac{16.19}{9.08}$ c7.71
13+0				493.12	$\frac{16.63}{9.86}$ c7.88
+95				492.75	$\frac{17.00}{10.13}$ c8.87
+50				492.38	$\frac{17.37}{10.07}$ c7.36
12+25				492.01	$\frac{17.74}{10.62}$ c7.72

509.75

BM			6.07	487.37	$\frac{57.64}{40+41.55}$ 487.37 1865-22
TP	1.65	493.44	12.66	491.79	
TP	0.41	504.45	12.93	504.04	
18+10 = DE				499.07	$\frac{17.90}{9.16}$ c8.79
+80				498.86	$\frac{18.11}{8.92}$ c11.17
+50				498.65	$\frac{18.33}{9.82}$ c12.50
17+20				498.44	$\frac{18.53}{15.02}$ c13.51
+90				498.23	$\frac{18.74}{15.29}$ c13.75
+60				498.02	$\frac{18.95}{15.51}$ c13.74
+30				497.81	$\frac{19.16}{15.72}$ c13.83
16+0 = MH # 24				497.60	$\frac{19.37}{15.96}$ c13.91

516.97

Sewer Grades Alley Blocks 10-13-16  
 La Mesa Colony East of 70th St North of Mohawk

3+02				485.20	9.38 0.82 c8.76
+74				482.40	12.18 2.41 c9.77
+46				479.60	14.98 7.47 c7.51
2+18				476.80	17.78 7.88 c7.92
TP	12.44	494.58	0.62	482.14	
+90	MH #27	offset 6'5" + 6'14"		474.00	8.76 0.52 c8.74
+60				471.95	10.81 2.28 c7.83
+30				469.89	12.87 5.38 c7.49
+10				467.84	14.91 7.56 c7.36
+75				466.13	16.63 9.01 c7.62
+50				464.42	18.34 10.61 c7.83
+25				462.71	20.05 12.57 c7.48
0+0	MH #7	70th St		461.00	
BM	12.40	482.76		470.56	0.91 (Nail) MH #47 Page 23

**INDEXED**  
 WK  
 NOV 15 1948

March 28-47  
 S. Iron  
 McCay  
 1948  
 34

stakes offset 6'5" of 1/2 Alley

+50				505.48	12.97 5.29 c7.68
6+20				504.86	13.54 5.98 c7.61
+90				504.29	14.11 7.46 c6.85
+60				503.71	14.69 8.64 c6.05
+30				503.14	15.26 9.69 c5.57
5+0				502.57	15.83 9.86 c5.97
5-3					
+70	MH #28	offset 6'5" + 6'14"		502.00	16.40 10.36 c6.04
+42				499.50	19.20 11.79 c7.41
TP	11.80	518.40	0.30	506.60	
4+14				496.40	19.50 11.07 c8.43
+86				493.60	13.00 2.96 c10.04
+58				490.80	16.10 5.35 c10.75
3+50				488.00	18.90 8.65 c10.25
TP	12.94	506.90	0.62	493.96	
				494.58	

+50				509.97	13.04 2.20 c12.84
+25				509.61	15.10 2.74 c12.66
9+0				509.24	15.77 2.90 c11.07
+75				508.87	16.14 2.57 c8.83
+50				508.50	16.51 10.45 c6.06
+25				508.13	16.88 12.27 c4.41
8+0				507.77	17.24 12.86 c4.38
+75				507.40	17.61 11.90 c5.68
+50				507.03	17.98 11.40 c6.58
+25				506.66	18.35 11.27 c6.78
7+0				506.29	18.72 12.67 5.15 c5.46
TP	12.44	525.01	583	512.57	512.52 16.65
6+80	MH #29	71	46	506.00	18.10 12.51 5.59

578.40

+75				512.78	15.58 7.20 c8.78
+50				512.61	15.25 7.27 c7.98
+25				512.43	15.93 7.40 c8.53
12+0				512.26	16.10 7.15 c8.95
+75				512.08	16.38 6.99 c9.29
+50				511.91	16.45 6.99 c9.46
+25				511.73	16.63 6.98 c10.15
11+0				511.56	16.80 6.80 c10.77
TP	5.80	528.36	2.45	522.56	13.63 2.28 c10.85
+75				511.38	13.90 6.48 c7.62
+50				511.21	14.01 6.05 c11.96
+20	MH #30	PP 65	6.11	511.00	14.30 7.52 c12.58
10+0				510.71	14.69 7.28 c15.79
9+75				510.34	14.69 7.28 c15.79

525.01

16+10 - DE	529.15	8.23 2.81 c 5.22
+85	519.45	8.91 2.86 c 6.06
+60	518.78	9.58 2.95 c 5.63
+35	518.10	10.31 2.79 c 5.77
15+10	517.43	10.93 2.83 c 5.84
+85	516.75	11.41 5.26 c 5.86
+60	516.08	12.28 2.05 c 5.23
+35	515.40	12.91 5.25 c 7.77
14+10	514.73	13.63 5.80 c 7.83
+85	514.05	14.31 5.92 c 8.23
10-25	513.38	14.98 6.79 c 9.19
+60	512.46	15.71 267.09 1385.84 1510 697 c 8.22
+30	512.17	15.40 7.59 c 7.89
13+0	512.96	15.40 7.59 c 7.89

**INDEXED**  
 WK  
 NOV 15 1948

5' So. of N.H.  
0.570

M.H. #31  
 R.P. 676  
 72nd St  
 South

528.56

+20 = D.E.	469.84	15.03 2.67 c 7.36
+70	469.70	10.17 3.13 c 5.05
TP 503	479.82	571
+25	469.52	11.03 2.00 c 7.03
+50	469.35	11.20 5.51 c 5.69
+25	469.17	11.38 1.28 c 6.56
0+0 = D.M.H. #26	469.00	
BM 488	480.57	485.67

Loop

07 R.P. 705  
 D.M.H. #31  
 Page 39

Sewer Grades Alley Block 7 La Mesa Colony  
North of Mohawk East of 70th St.

**INDEXED**  
WK  
NOV 15 1948

+61		462.82	18.05 5.67 C12.38
+56		462.65	18.22 5.18 C13.64
2+11		462.47	18.40 4.87 C13.53
+86		462.30	18.57 4.80 C13.77
+61		462.12	18.75 5.25 C13.50
9-25-1-39			16.87 5.20 C6.67
+36	D.M.H. #26 offset 8.48 N.W. SE	469.00	18.97 5.20 C13.77
1+08.8		461.76	19.11 5.25 C13.86
+81.6		461.57	19.30 5.00 C12.30
+59.4		461.38	19.49 6.59 C12.90
+29.2		461.19	19.68 6.28 C9.40
5-29.2			
0+0	M.H. #7 2 70th St	461.00	
B.M.	10.51	480.87	0.00 Cut 16.17 M.H. #7 8.99.23

March 25-47  
S15507  
McCoy  
Haddel  
Hillier **37**

TP	3.50	469.15	9.23 12.78	459.92 465.65	5.25/06 69.65
+70 = D.E.				464.85	99 13.45 8.60 C4.79
+40				464.78	13.61 5.84 C7.77
5+10				464.57	13.87 4.92 C9.13
+80				464.56	14.08 4.28 C9.30
+50				464.15	14.29 5.15 C9.14
4+20				463.94	14.50 5.15 C9.35
TP	4.97	478.44	7.40	473.47	
+90 = M.H. #25				463.73	17.14 7.40 C9.74
+61				463.52	17.35 6.85 C10.42
+56				463.35	17.57 6.83 C10.87
3+11				463.17	17.80 6.53 C11.19
2+86				463.00	17.87 6.35 C11.52

480.87

Sewer Grades 72nd St. + El Cajon Blvd.  
 Alley South of El Cajon to West of 72nd St.  
 offset 6 Rf of 2 Sewer

**INDEXED**

WK

NOV 15 1948

+25			469.65	15.39 5.28 c10.07
3+0			469.47	15.47 5.16 c10.31
+75			469.20	15.64 4.79 c10.85
+48	= MH #13 RP 8.48 SE + NW		469.11	15.83 5.07 c10.76
2+37	= N Cb line El Cajon out		469.03	15.91 5.26 c10.65
+65	= S.C. Line of El Cajon		468.53	16.41 5.22 c11.07
1+33			468.30	16.64 5.29 c10.75
1+00			468.07	16.89 5.44 c10.93
+67			467.84	17.10 5.20 c10.48
+34			467.61	17.33 5.13 c10.70
0+0	= MH #12 RP 45° 8.18 SE + NW		467.37	17.57 4.80 c9.77 SE + NW
BM	4.48 184.94		480.46	SMRP El Cajon 4.72

April 28-47  
 S. McCoy  
 7116

38

+66				472.04	10.92 5.78 c5.14
+40				471.85	11.01 5.88 c5.13
6+14				471.67	11.19 5.76 c5.43
10-26					
+88	= MH #14 offset 6.50 + line on curb			471.49	11.37 5.64 c5.73
+50				471.22	11.61 5.78 c5.83
+25				471.05	11.81 5.87 c5.94
TP	4.62	482.86	5.70	478.24	14.07 7.25 c6.82
5+0				470.87	
+75				470.70	14.21 7.12 c7.12
+50				470.52	14.13 6.97 c7.16
+25				470.35	14.39 6.88 c7.51
4+0				470.17	14.72 6.86 c7.86
+75				470.00	14.94 6.92 c8.02
3+50				469.82	15.75 6.58 c9.17

18494



814	2.52	480.31	5.21 BP 5100/007478 480.35
+48 = DE		473.31	9.58 3.64 5.91
8+22		473.13	9.73 1.23 6.51
+96		472.95	9.91 4.71 5.20
+70		472.76	10.10 4.03 6.07
+44	100	472.58	10.28 5.28 5.00
7+18		472.40	10.46 5.59 4.87
6+92		472.22	10.64 5.72 4.92

482.86

Sewer Grader El Cajon Blvd. + 70th St.

offset 6' East of Sewer Main to Paving

INDEXED  
WK  
NOV 15 1948

+ 72	N.C.B. El Cajon Blvd. Existing Sewer	455.53	11.63 5.94 8.69 ✓
+ 60		455.48	12.68 5.85 9.22 ✓
+ 48		455.43	14.72 5.74 9.57 ✓
+ 36	M.H. # 49 El Cajon R.P. 6 + 8' E of B.M.H.	455.38	14.78 5.05 9.72 ✓
+ 24		455.34	14.82 5.72 9.66 ✓
+ 12		455.29	14.87 5.72 9.60 ✓
0 + 0	S.C. 6' half El Cajon Blvd. Finishing Sewer	455.24	14.92 5.68 9.62 ✓
B.M.	5.90 47016	464.26	S.M.B.P. El Cajon + 70th St.

Sewer Grader El Cajon Blvd  
+ 72nd St.

April 9-47  
S. Mason  
McCoy  
Maddal T  
FINCO  
D.K.O. 96

40

+ 72	N.C.B. Line El Cajon Blvd.	469.03	15.28 4.82 10.64 ✓
+ 60		468.95	15.51 4.56 10.97 ✓
+ 48		468.87	15.34 4.37 11.17 ✓
+ 36		468.78	15.72 4.24 11.34 ✓
+ 24		468.70	15.01 4.22 11.39 ✓
+ 12		468.61	15.90 4.55 11.35 ✓
0 + 0	S.C. 6' line El Cajon Blvd.	468.53	15.88 4.82 11.09 ✓
B.M.	4.05 484.51	480.46	S.M.B.P. El Cajon + 72nd St.

Grades Wallace St. + Parking Area North  
of Swan St. Presidio Golf Course

Cross Sec + Grades  
#1720-27  
12.541

SPSR

Jan. 30. 47  
Sisson Model  
McCoy Allen 95 ft.  
1704266

41

INDEXED  
WK  
NOV 15 1948

425

12.00  $\frac{7.3}{7.5}$   
Fo.2

11.80 7.5

12.60  $\frac{6.7}{6.1}$   
Co.6

14.00  $\frac{5.3}{4.9}$   
Co.1

170

12.40  $\frac{6.9}{7.1}$   
Fo.2

12.20 7.1

13.00  $\frac{6.3}{5.5}$   
Co.8

14.40  $\frac{4.9}{4.6}$   
Co.3

425

12.69  $\frac{6.6}{6.7}$   
Fo.1

12.49 6.8

13.29  $\frac{6.0}{5.2}$   
Co.7

14.69  $\frac{4.6}{4.1}$   
Co.5

450

12.97  $\frac{6.3}{6.7}$   
Fo.4

12.77 6.5

13.57  $\frac{5.7}{5.0}$   
Co.7

14.97  $\frac{4.3}{3.8}$   
Co.7

431

13.37  $\frac{6.0}{5.2}$   
Fo.2

13.11 5.8

13.97  $\frac{5.4}{4.9}$   
Co.5

15.87  $\frac{4.0}{3.2}$   
Co.8

0+0 = N. L. Swan St

13.55 out

13.35

14.15  $\frac{5.1}{5.0}$   
Co.1

15.80  $\frac{3.7}{3.0}$   
Co.7

8M

464

19.27

14.63

S.F.T. of N. L.  
Swan St  
Wallace  
#1720-28

19.27x

12.5 Lt.

2

32591

9591

42

240

475

1450

1927

10.70  $\frac{8.6}{8.0}$

10.60 <sup>8.7</sup>

11.40  $\frac{7.9}{8.0}$   
Fol

12.80 <sup>6.5</sup>  
out

11.20  $\frac{8.1}{8.4}$   
Fol

11.60 <sup>8.3</sup>

11.80  $\frac{7.5}{7.7}$   
Fol

13.20  $\frac{6.1}{6.0}$

11.60  $\frac{7.7}{8.0}$   
Fol

11.40 <sup>7.9</sup>

12.20  $\frac{7.7}{6.7}$   
Coal

14.60  $\frac{5.7}{5.6}$   
Coal

1927 T

Grades Tennis Court  
Presidio Park

BM	4.41	12.23		7.82	SFBP Taylor & Whitman
TP			3.13	9.10	SFBP Taylor & Whitman 8.83
BM	5.77	10.49		4.72	SFBP Taylor & Swan
TP	3.71	12.85	1.33	9.14	SFBP Taylor & Whitman
TP	9.50	17.86	4.49	8.36	
TP	4.44	12.80	9.50	8.36	

INDEXED  
WK  
NOV 15 1948

Grades 200' East of E.L. Taylor N of Whitman

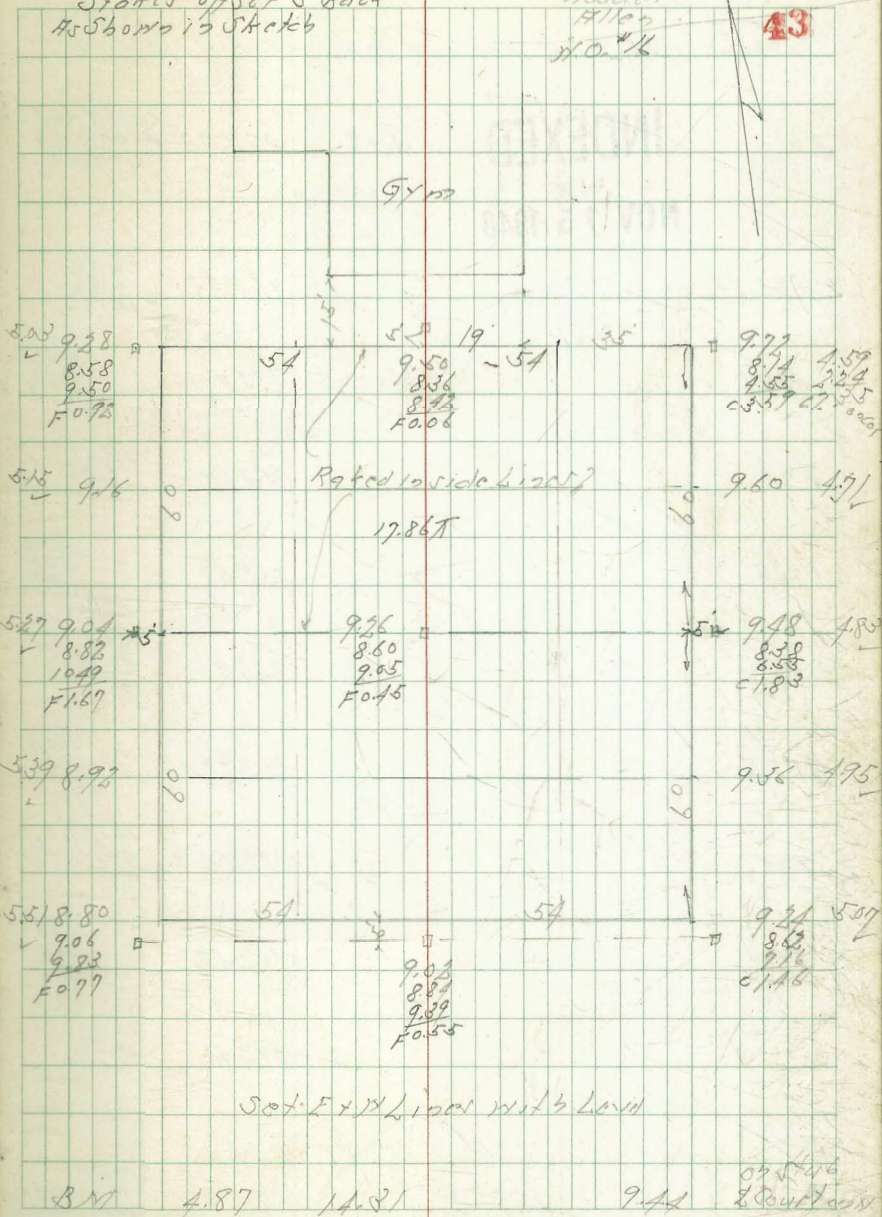
BM	2.78	13.22		9.44	2' to top of SFBP Taylor & Whitman
0+0	N.L. Whitman		5.37	7.85	SFBP Taylor & Whitman
+50	N of N.L. Whitman		5.17	8.05	SFBP Taylor & Whitman
+100	" " "		4.97	8.25	SFBP Taylor & Whitman
+150	" " "		4.77	8.45	SFBP Taylor & Whitman
+200	" " "		4.57	8.65	SFBP Taylor & Whitman
+250	" " "		4.07	9.15	Rained 0.20 to meet Road way

States offset 5' Back  
As shown in sketch

Feb. 12-47

Sisson  
McCoy  
Haddal  
Hill  
H.O. #16

43

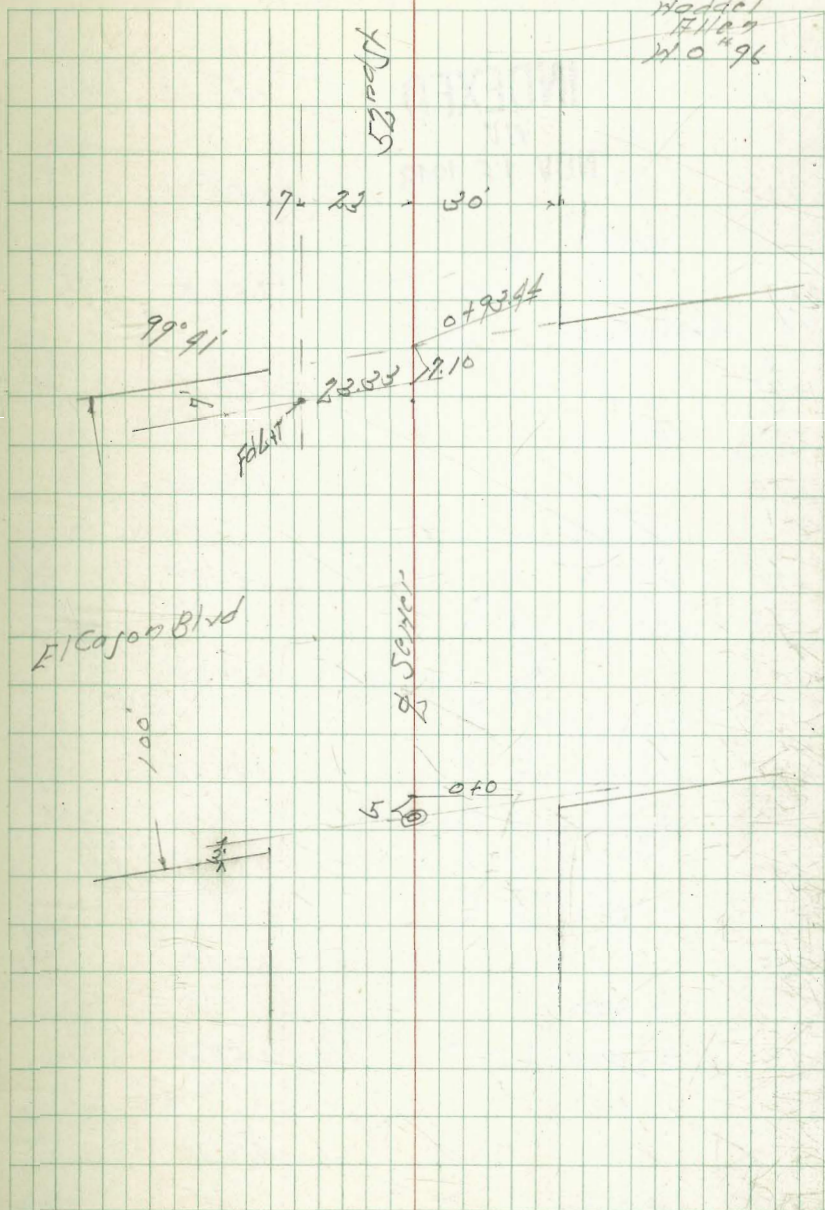


Sewer Grades El Cajon Blvd + 5<sup>th</sup> St.

Haily  
Stakes offset E. East of Sewer

BM	INDEXED	3.98	374.83	N 117.24 T E 100.00 T 370.00 T
	WK NOV 15 1948			
+93.44	x2 El Cajon	363.33		15.48 4.32 c 11.12
+87.5		363.27		15.64 4.41 c 11.12
+75		363.15		15.66 4.32 c 11.37
+62.5		363.02		15.79 4.68 c 11.71
+50		362.90		15.91 4.68 c 11.83
+37.5		362.77		16.00 4.38 c 11.71
+25		362.65		16.16 4.80 c 11.3
+12.5		362.52		16.29 5.24 c 11.25
0+0		362.40		16.41 4.83 c 11.56
TP	3.18	378.81	12.15	375.63
BM	0.96	387.78		386.82
				514.80 El Cajon Blvd + 5 <sup>th</sup> St.

Feb 21-17 44  
Sisson  
McCay  
Haddel  
Ellen  
W.O. '96



Sewer Grades 7045 Star Joint  
 Colony Road to Amberst St.  
 Nails off side East of sewer

**INDEXED**  
 WK  
 NOV 1 R 1918

+50		452.44	18.04 3.21 c13.51
+25		452.34	18.16 3.02 c14.56
±0	Exist Sewer	452.25	18.23 3.28 c14.75
+75		452.15	18.33 3.60 c14.94
+50		452.05	18.43 3.68 c14.53
+25		451.95	18.55 3.74 c14.72
±0	2+02 MH #1	451.85	18.63 4.04 c14.57
+75		451.75	18.75 4.29 c14.24
+50		451.66	18.87 4.89 c13.73
+25		451.56	18.97 5.29 c13.53
±0	Exist MH	451.46	19.07 5.99 c13.70
BM	10.08	470.48	460.40 07 Nail 1/4" 070 7045 St. Page 22



11.0.96

Feb. 24-97  
 Sisson  
 McCoy  
 7/15/21  
 45

Location + Level 1665-35

+64 =	Exist Sewer 52 Amberst St	453.58	16.86 9.87 c8.98
+50		453.62	16.86 9.87 c8.99
+25		453.52	16.96 9.55 c9.47
±0		453.42	17.06 9.20 c9.86
+75		453.33	17.15 8.88 c8.98
+50		453.23	17.25 8.53 c8.90
+25		453.13	17.35 7.82 c9.53
±0		453.03	17.45 7.26 c10.19
+75		452.93	17.55 6.70 c10.85
+50		452.83	17.65 6.17 c11.51
+25		452.74	17.74 5.61 c12.12
±0	2+02 MH #1 11x8x8 Feet	452.65	17.85 5.27 c12.58
+25		452.54	17.94 4.79 c13.15

Paving Grader Alley Block 71 Ocean Beach  
 Between Narragansett & Niagara  
 West of Bacon St. Stakes offset 2' Back Edge Paving

Cross Sec #56231  
 Work Order #1030

2 Graders March 3-47  
 March 12-47 Simon  
 MCO. 46  
 N.P. Model

+60				
3+20	P.V.C.			
+85	Lot #4			13.97
+80				
+40				
+85	Lot #3			13.72
2+0				
TP	4.88	24.05	1.61	19.17
+60				
+35	Lot #2			12.41
1+20				
1+10	Severed at #1	13.31		# 13.31
+80	F.V.C.			
TP #	5.95	23.32	3.09	17.07
+60				
+40				
+20				
0+0	W. Bacon			
BM #	7.48	20.46		12.98
BM	7.80	20.78		12.98

**INDEXED**  
 WK  
 NOV 16 1948

S.Pav.	SubGrade	N.Pav.	N No.
1.70 3.20 07.00	19.35	18.72	19.35 4.20 0.95 0.75
1.95 2.90 08.05	19.10	18.47	19.10 1.95 2.54 0.71
3.10 5.17 08.07	18.95	18.32	18.95 5.10 5.07 00.85
5.25 3.35 08.33	18.80	18.17	18.80 5.25 1.99 00.76
5.40 4.66 08.94	18.65	18.02	18.65 5.40 5.10 00.20
2.28 1.28 08.27	18.50	17.87	18.50 5.55 5.24 00.11
2.13 1.60 08.33	18.35	17.72	18.35 5.60 2.13 2.51 00.18
2.58 1.98 08.98	18.20	17.57	18.20 5.75 2.58 00.06
2.78 1.98 08.95	18.00	17.37	18.00 5.89 2.78 2.44 00.20
3.13 1.79 08.79	17.65	17.02	17.65 5.44 3.13 2.59 00.89
3.58 1.53 08.65	17.20	16.57	17.20 5.89 3.58 2.30 01.38
4.08 1.09	16.70	15.90	16.50 4.28 1.37

N.P. BP  
 Niagara +  
 Bacon



L	2.23	24.90		
For Check 6708	3.20	24.92	Top Conc (3/10/11) 50 South 24.97 #562-86	

1440 : E.L. Occor Blvd

6708 : Fed Parking

+67.25

5+26.50

TP 6.65 28.12 2.58 21.47

+85.75

TP 6.87 27.13 2.06 20.26

+45 Br-koy N

+20

470 = FVC

24.05  
24.05

5          4          11  
Pay Gr      Sub Grade      Pay Gr      47

		24.80					
	3.96 3.92 0.00	24.16		23.53	3.50	24.16	3.91 7.98 C2.00 Hour
	4.78 1.92 C2.8	23.34		22.71	4.92	23.34	4.78 4.02 C0.77
	5.59 2.96 C0.85	22.53		21.90	5.23	22.53	5.59 5.00 C0.59
	4.34 1.26 C0.68	21.71		21.08	6.05	21.71	6.41 4.41 C2.00
	3.15 2.22 C0.93	20.90		20.27	3.05	20.90	3.15 3.10 C0.05
	5.65 3.20 F0.35	20.40		19.77	3.55	20.50	5.65 3.03 C2.52
	4.65 2.98 F0.33	20.00		19.37	3.95	20.00	4.65 2.58 C1.47
				24.82			
				24.05			

Paving Grader Filley Block 61 Ocean Beach,  
Bacon St to Cable St. Between Newport & Niagara  
Start at offset 2' Back of Edge Paving

340  
TP 2 6.30 21.19 2.12 14.89

+60 - Brk

2420 - Brk

INDEXED

WK  
NOV 16 1948

+80

+40 = F.V.C.

+20

+10 = Scher lateral

+10

+80

+60

TP 6.36 20.29 2.94 13.93

+40

0+0 = F.L. Bacon

BM 5 5.96 17.01 11.05

BM 5.82 16.87 11.05

NEBP  
Newport  
+ Bacon

Cross Sec. #575-5  
Workorder 1041

17 - Paving

March 11-47 March 3-47  
2 Grader - 145 Lines

2 = Subgrade 5 = Paving **48**

4.64 4.05 0.59 2	15.65	15.17 21.19	15.95	4.34 3.86 0.58 2
4.93 4.21 0.72 2	15.36	14.88	15.66	4.63 4.18 0.45 2
5.20 4.62 0.58 2	15.00	14.52	15.30	4.99 4.36 0.63 2
5.55 5.02 0.53 2	14.57 14.74	14.09	14.87 15.04	5.25 4.62 0.63 2
5.88 5.29 0.59 2	14.14 14.49	13.66	14.44 14.79	5.59 4.97 0.62 2
5.91 5.29 0.62 2	13.92 14.33	13.44	14.22 14.62	5.61 4.96 0.65 2
6.10 5.22 0.88 2	13.70 14.12	13.22	14.00 14.39	5.96 5.36 0.60 2
6.47 5.83 0.64 2	13.48 13.87	13.00	13.78 14.10	6.19 5.59 0.60 2
6.76 5.92 0.84 2	13.27 13.59	12.79 20.29	13.57 13.76	6.53 5.90 0.63 2
6.82 5.92 0.90 2	13.05	12.57	13.35 13.79	6.88 6.28 0.60 2
7.25 6.22 1.03 2	12.62	11.91	12.65	7.22 6.62 0.60 2
			17.01	
		16.87		

N = Pav. Str. L = Sub. Grade S = Pav. Str.

TP L 7.12 33.53 2.76 28.43

BM 6.30 16.03 HFBP  
H Corpport  
+ Cable  
16.01

6+0 = H.L. Cable

+80

+60

+40 = PVC

5+0

+60

TP . 5.05 22.33 3.01 17.28

4+20

+80

3+40

21.192

20.29

4.67 4.67 on Bill	17.66	16.95	17.66	4.67 4.67 on Par. 199
4.73 4.02 0.066 0.5 on Wall	17.60	17.05	17.77	4.56 3.85 0.091 0.8 on Par. 199
4.82 4.12 0.072 0.5 on Wall	17.51	17.01	17.78	4.55 2.18 0.037 2
4.95 4.02 0.087 0.5 on Wall	17.38	16.90	17.68	4.65 4.21 0.024 2
5.11 5.86 0.128 2 on Conc Wall	17.09	16.62	17.39	4.91 4.16 0.024 2
5.53 5.02 0.048 2	16.80	16.33 22.33	17.10	5.33 4.28 0.024 2
5.70 5.78 0.090 2	16.51	16.04	16.81	5.40 2.83 0.054 2
1.07 4.09 F0.02 2	16.22	15.75	16.53	3.76 2.97 F0.01 2
4.35 5.59 0.066 2	15.94	15.46	16.24	4.05 2.57 0.048 2

21.198  
20.29

Paving Gravel Alley Block 52 Ocean Beach  
Cable to Sun Set Cliffs Between Niagara + Newport

Cross Sec. 1692-41  
Work Order # 1041

March 4-47  
S. S. Roy  
J. McCoy  
H. H. Haddad  
W. H. H. H.  
50

INDEXED				
WK				
NOV 16 1948				
3+15				
+70				
TP	6.07	28.18	4.02	22.11
2+25				
2+10	Sewer Lateral #2 on H			
+80	= F.V.C.			
+60				
TP #40	4.85	26.13	4.93	21.28
+35	Sewer Lateral #3 on H			
+20				
1+0	= P.L.C.			
+60				
TP	6.90	26.21	3.02	19.31
+20	= Brk			
0+0	= Fast Line Cable			
				25.55 X 2
				22.33 B + Ford N + S 2102

	H = Part Gr.	L = Sub Gr.	S = Part Gr.	
5.24 5.26 C.O. 2.7 2	21.94	21.46	4.09	22.24 5.94 4.94 C.O. 1.00 2
4.60 5.91 C.O. 0.9 2	21.58	21.10	4.45	21.88 28.18 6.30 6.07 C.O. 1.3 2
4.91 4.67 C.O. 2.1 2	21.32	20.74	4.81	21.52 4.11 4.13 C.O. 2.5 2
5.97 4.39 C.O. 0.8 2	20.86	20.38	5.17	21.16 4.97 4.66 C.O. 2.1 2
5.45 5.23 C.O. 0.25 2	20.68	20.20	5.35	20.99 5.14 4.54 C.O. 0.5 2
5.35 4.97 C.O. 0.57 2	20.48	20.00	5.55	20.78 26.13 5.35 4.85 C.O. 0.5 2
6.03 4.94 C.O. 1.09 2	20.18	19.70	5.85	20.48 5.73 4.82 C.O. 2.2 2
6.35 5.94 C.O. 0.41 2	19.86	19.38	6.17	20.16 6.05 5.74 C.O. 0.3 2
7.03 6.44 C.O. 0.59 2	19.18	18.70	6.85	19.46 26.21 6.75 6.61 C.O. 1.4 2
5.83 5.57 C.O. 0.26 2	18.50	18.02	7.53	18.80 3.53 1.69 C.O. 1.9 2
4.17 4.17 C.O. 0.0	18.16	17.52		18.24 4.09 4.10 C.O. 0.7 2
				25.55 X 2
				22.33

BM

4.45

26.04

 NYBP  
 Niagara  
 Sunset Cliff  
 26.04

6+0 = H.L. Sunset Cliff

+80

+60

+40

+20

TP 5.72 30.49 3.41 24.77

5+0 = P.V.C.

+70

+40 = F.V.C.

+20

TP 7.90 30.15 3.30 22.25

4+0

+80

3+60 = P.V.C.

2818

25.55

51

17 Pav. Gr.

Sub. Gr.

5 Pav. Gr.

4.93 4.95 2.07 2	25.56	25.05	25.65	4.81 4.85 2.07 2
4.95 5.15 F.O. 2.0 2	25.54	24.99	25.70	4.79 4.69 C.O. 2.2 2
5.05 5.13 F.O. 0.8 2	25.44	24.92	25.66	4.80 4.87 C.O. 2.3 2
5.24 4.50 C.O. 0.74 2	25.25	24.78	25.51	4.90 4.92 C.O. 2.2 2
5.51 4.93 C.O. 0.8 2	24.98	24.50	25.27	5.31 5.20 C.O. 0.2 2
3.56 2.56 0.1.00 0.2 Nail Form	24.62	24.14	24.94	3.24 2.91 C.O. 0.8 2
4.16 3.16 C.O. 1.00 0.15 Nail Form	24.02	23.54	24.32	3.86 3.63 C.O. 2.3 2
4.76 4.70 C.O. 0.06 2	23.42	22.94	23.72	4.46 3.97 C.O. 2.1 2
5.13 4.92 C.O. 1.7 2	23.05	22.57	25.35	4.83 4.85 C.O. 0.8 2
5.15 5.15 C.O. 0.3 2	22.73	22.25	23.03	5.15 4.83 C.O. 0.8 2
5.69 5.05 C.O. 0.4 2	22.49	22.01	22.79	5.39 4.77 C.O. 0.2 2
5.88 5.17 C.O. 0.71 2	22.30	21.82	22.60	5.58 5.02 C.O. 0.8 2

2818

25.55

Grades Ball Diamond Presidio Park

INDEXED

WK

NOV 16 1948

April 20 47  
Sisson  
McCoy  
Hilco  
No 60009

2180 8.37 <sup>3.8</sup><sub>FO.2</sub>

2150 8.25 <sup>3.20</sup><sub>FO.3</sub>

210 8.05 <sup>4.10</sup><sub>FO.2</sub>

Grade & No. 8" Storm Drain  
Stakes off 50' 13" W of 2 Drain

+70 7.79 <sup>7.48</sup><sub>CO.3</sub> 4.20

1150 7.85 <sup>4.30</sup><sub>FO.4</sub>

+35 8.37 <sup>7.51</sup><sub>CO.8</sub> 3.62

110 7.65 <sup>4.50</sup><sub>FO.7</sub>

010 = Existing - 894 3.05 = F.L.

0150 7.45 <sup>4.90</sup><sub>FO.9</sub>

0070 7.00 <sup>5.35</sup><sub>CO.1</sub>

BM 2.85 11.99 9.14

BM 2.01 12.15 9.14

S.W. Top  
Fire Hyd.  
Taylor  
Whitman  
Page 43

8.16 <sup>4.0</sup><sub>CO.2</sub>

7.92 <sup>4.2</sup><sub>CO.3</sub>

8.05 <sup>4.10</sup><sub>CO.2</sub>

7.85 <sup>4.3</sup><sub>CO.2</sub>

7.65 <sup>4.5</sup><sub>CO.3</sub>

7.85 <sup>4.30</sup><sub>FO.2</sub>

7.65 <sup>4.50</sup><sub>CO.2</sub>

7.45 <sup>4.90</sup><sub>CO.6</sub>

7.25 <sup>4.90</sup><sub>CO.7</sub>

7.65 <sup>4.50</sup><sub>FO.3</sub>

7.45 <sup>4.70</sup><sub>CO.4</sub>

7.25 <sup>4.90</sup><sub>CO.8</sub>

7.05 <sup>5.10</sup><sub>CO.9</sub>

7.45 <sup>4.70</sup><sub>FO.3</sub>

7.25 <sup>4.90</sup><sub>CO.1</sub>

7.05 <sup>5.10</sup><sub>CO.9</sub>

6.85 <sup>5.30</sup><sub>CO.6</sub>

7.25 <sup>4.90</sup><sub>FO.3</sub>

7.05 <sup>5.10</sup><sub>CO.0</sub>

6.85 <sup>5.30</sup><sub>CO.5</sub>

6.65 <sup>5.50</sup><sub>CO.0</sub>

7.10 <sup>5.05</sup><sub>CO.0</sub>

6.90 <sup>5.25</sup><sub>CO.1</sub>

6.70 <sup>5.45</sup><sub>CO.1</sub>

6.35 <sup>5.80</sup><sub>CO.3</sub>

0152

1170 Taylor St.

1150

210

2150

8.5  
8" Pipe

8.1

7

5.25

FO.3

6.50

Paving Grades Alley Block 319 Reed & Dalrymple Hdd  
 From 28th to 29th St. Between Clay & Webster

G.B. 225 - P. 19 For Restake.

+50

INDEXED

3+0

WIK  
 NOV 16 1948

TP 4.85

79.44

4.30

74.59

+50

2+0

+50

1+0

+80 = F.V.C.

+60

+40

+20

0+0 = F.L. 28th St.

B.M. 6.94

78.89

71.95

Top Curve St.  
 1714-41

Cross Sections  
 #1714-40 Checked

M.O. 31845

May 6-47

S. S. Gray

M. C. Gray

53

H Pav. Gr.

2

S Pav. Gr.

2

5.61  
 5.22  
 0.39  
 2

73.83

74.13

5.31  
 4.91  
 0.40

5.76  
 5.43  
 0.33  
 2

73.68

73.98

5.16  
 4.83  
 0.33  
 2

79.44

5.56  
 5.13  
 0.43  
 2

73.53

73.83

5.06  
 4.66  
 0.40  
 2

5.51  
 5.20  
 0.31  
 2

73.38

73.68

5.21  
 4.83  
 0.38  
 2

5.66  
 5.33  
 0.33  
 2

73.23

73.53

5.36  
 4.96  
 0.40  
 2

5.81  
 5.50  
 0.31  
 2

73.08

73.38

5.51  
 5.13  
 0.38  
 2

5.87  
 5.54  
 0.33  
 2

73.03

73.33

5.67  
 5.27  
 0.40  
 2

6.07  
 5.76  
 0.31  
 2

72.87

73.17

5.71  
 5.31  
 0.40  
 2

6.37  
 6.04  
 0.33  
 2

72.55

72.85

6.04  
 5.64  
 0.40  
 2

6.83  
 6.50  
 0.33  
 2

72.06

72.36

6.53  
 6.13  
 0.40  
 2

7.19  
 7.09  
 0.10  
 2

71.40

71.70

7.19  
 7.09  
 0.10  
 2

78.89

check

N.P.V.G.

S.P.V.G.

BM 2.02 78.05 S.F. BP  
Clay 29<sup>th</sup>  
78.05

TP 6.12 5.47 7395

-5+9950 = W.L. 29/55

+80

+60

+40

TP 4.77 7942 470 74.65

+20

5+0 = P.V.C.

+50

TP 4.84 7935 493 74.51

4+0

79.41

6.47  
5.92  
CO.50  
2

73.00

7330

6.47  
5.92  
CO.50  
2

5.95  
5.37  
CO.58  
2

7347

7377

5.65  
5.25  
CO.40  
2

6.05  
5.47  
CO.58  
2

7387

7417

5.35  
4.82  
CO.53  
2

5.65  
5.07  
FO.58  
2

7414

7943

7444

4.98  
4.38  
CO.60  
0.15

5.08  
4.48  
CO.60  
0.10

7427

7457

4.78  
4.18  
CO.60  
0.25

5.27  
4.67  
FO.60  
2

7428

7458

4.77  
4.17  
CO.60  
2

5.22  
4.62  
FO.60  
2

7413

7935

7443

4.07  
3.47  
CO.60  
0.05

5.46  
4.86  
FO.60  
2

7398

7428

5.16  
4.56  
CO.60  
0.6

7941



Paving Grades Alley Block 322 Reed + Daleys Add  
 From 2914 to 3045<sup>th</sup> Between Clay + Webster  
 Cross Sections #1714-50 checked

W.O. 3/1045

May 7-47  
 S. Brown  
 McColl  
 #1167

55

G.B. 225 R18 For Restake

+50				
TP	4.67	80.06	424	75.39
3+0				
+85	Server Lateral 3H + " 2 South			
+53				
+50				
2+0				
+50				
TP	5.22	79.63	5.03	74.41
1+0				
+80	E.V.C.			
+60				
TP	5.19	79.44	4.46	74.25
+40				
+33				
0+00	F.L. 29 130			
RM	0.66	78.71		78.05

**INDEXED**  
 WIK  
 NOV 16 1948

N. Pav Gr.				So. Pav Gr.
5.37 4.55 0.82 2	74.69		80.06	5.07 4.16 0.91 2
5.09 4.35 0.74 2	74.54			4.79 4.31 0.48 2
5.23 5.25 F0.02 2	70.62 <sup>±3</sup> 74.40	9.01 1.66 0.41 5		70.62 <sup>±2</sup> 9.01 0.16 5.52
5.39 5.65 F0.26 2	74.39 out 74.21			74.69 4.91 4.66 0.25 2
5.51 5.15 0.09 2	74.09		79.63	5.24 5.13 0.11 2
5.50 5.71 F0.21 2	73.94			5.20 4.77 0.43 2
5.56 5.78 F0.22 2	73.88			5.26 4.31 0.95 1.25
5.66 5.86 F0.20 2	73.78		79.44	5.36 5.21 0.15 2
5.17 5.43 0.27 2	73.61 out 73.54			4.80 4.50 0.30 1.0
5.51 5.51 0.00 2	73.20			5.21 5.21 0.00 2
				6.60 Car 4 Col
			78.71	

N Pav Gr

S Pav Gr

+20.05 = XL 30' 50"

6+0

+80

+60 = Sewer "A" South

+40

5+20 = PXC

TP 4.35 79.45 496 75.10

+80

+40 = F.V.C.

+35 = Sewer lateral #1 So

+20

4+0 = PXC

7.20  
7.22  
Paving

72.25

6.16  
5.05  
01.41  
2

72.99

5.80  
5.72  
00.68  
2

73.65

5.31  
4.81  
01.00  
0.20  
2

74.14

5.00  
4.00  
01.00  
0.30  
2

74.45

1.85  
3.85  
01.00  
0.30  
2

74.60

5.34  
5.12  
00.74  
2

74.72

5.22  
4.86  
00.36  
2

74.84

5.19  
5.14  
00.03  
2

74.87

5.22  
4.85  
00.34  
2

74.84

72.21

73.07

73.83

74.38

74.74

74.90

79.45

75.02

75.14

75.10

75.17

75.14

72.21  
72.27  
Paving6.38  
5.18  
01.68  
25.63  
4.83  
00.80  
25.07  
4.65  
00.72  
24.71  
4.38  
00.33  
21.55  
3.55  
01.40  
0.35  
25.04  
4.04  
01.00  
0.21  
24.91  
4.72  
00.20  
28.96  
7.01  
01.95  
21.80  
3.89  
01.00  
2.04.92  
4.73  
00.44  
2

80.06

80.06

Line + Grade Island at 32nd Boundary  
 and Orange Ave

BM

5.23

363.34

358.11

INDEXED  
 Orange +  
 Bonaparte

**INDEXED**

WK

NOV 16 1948

361.11

361.57

361.93

361.77

361.06

360.69

2.23

1.77

1.41

1.57

1.98

2.65

2.75

2.16

1.92

2.12

2.55

3.07

F0.52

F0.89

F0.58

F0.55

F0.57

F0.42

Hails offset 2' Back  
 of Face of Curb

May 12-47

Sisson

McCoy

#1160

NO 60122

3130 B

360.65

2.69

3.12

F0.42

$\Delta 89^{\circ} 22'$

R10

T 9.89

$\Delta 164^{\circ} 02'$

R10

T 71.30

351.93

361.57

CB 361.11

361.77

10

361.36

360.65

360.69

$\Delta 106^{\circ} 36'$

R10

T 13.42

Orange

Av

to  
 Bonaparte

to  
 Bonaparte

Grades West line of 21st St + West of 21st.  
 From B St to 265 North  
 89.96 Page 29

TP 11.63 101.327 0.27 89.69

1+84

**INDEXED**  
 WK  
 NOV 16 1948

1+43

TP 12.86 114.15 0.03 101.29

1+02

0+61

124.87  
 2.29  
 124.39  
 12.26  
 137.05  
 136.27

TP 10.74 124.68 0.21 113.94

136.78  
 11.29  
 148.07  
 2.63  
 BM 145.44 SW  
 8P  
 8+22  
 145.42

0+20

0+0 = N.L. B St

B St 10.51 80.54

70.23  
 JERP  
 B St + 20's

May 12-47 No. 60116

S 5507  
 McColl  
 Hillen  
 Parking  
 Lot

Diff.

West line 21st 58

72.00 7.5  
 5.2  
 2.1  
 30.8

30.5  
 10.3  
 30.8

93.51 2.8  
 2.0  
 1.2  
 0.0

72.66 7.9  
 5.2  
 3.2  
 39.6

36.4  
 13.2  
 39.6

99.10 2.1  
 1.7  
 0.4  
 0.0

72.33 8.3  
 7.2  
 30.6  
 48.6

32.4  
 18.2  
 28.6

104.70 9.5  
 9.5  
 0.0  
 0.0

800

72.00 8.5  
 7.8  
 60.7  
 57.5

38.3  
 19.3  
 57.5

110.29 3.9  
 2.1  
 1.2  
 0.0

1365

124.87

115.89 8.8  
 13.5  
 1.2  
 0.0

116.74 8.4  
 2.1  
 1.0  
 0.0 7.9 on 6

Park 99  
Lot

Diff

Workline

+65 = 14.2 H ST

81.45

+40 = 7 H

81.70

+15 = 5.2 H ST

100  
81.95

3+05 = FNC

82.05

TP 10.23 89.96 0.81 79.73

2+65 End

72.65  $\frac{6.9}{6.2} \frac{10.1}{8.1} \frac{6.2}{1.9}$  85.71  $\frac{6.2}{1.9} \frac{1.9}{0.8}$   
15.2 13.2 58.7  
0.0

2+25 = PK

73.53  $\frac{7.1}{6.2} \frac{14.6}{7.3} \frac{6.2}{2.9}$  87.91  $\frac{2.0}{3.6} \frac{1.9}{0.8}$   
21.9 21.9 13.6  
0.0

80.54

80.54

89.67

Grades Dyke Presidio Park  
 Also Grader South Carb Line Whitman  
 Farm; Open Gutter

BM	3.55	12.69	9.14	5 1/2 Top FHid Taylor + Whitman
0+0			6.40	6.29 = Gutter on Par 129
+50			6.58	6.11 5.68 c 0.43 3.50
1+0			6.87	5.87 5.21 c 0.66
+50			7.16	5.53 5.20 c 0.33
2+0			7.45	5.21 4.85 c 0.36
+50			7.74	4.95 4.51 c 0.44
3+0			8.03	4.56 4.22 c 0.34
+50			8.33	4.36 2.57 c 1.79
+991	1/2 24 Carb Outlet	4.07	8.62	Forwarding = Carb Outlet

INDEXED

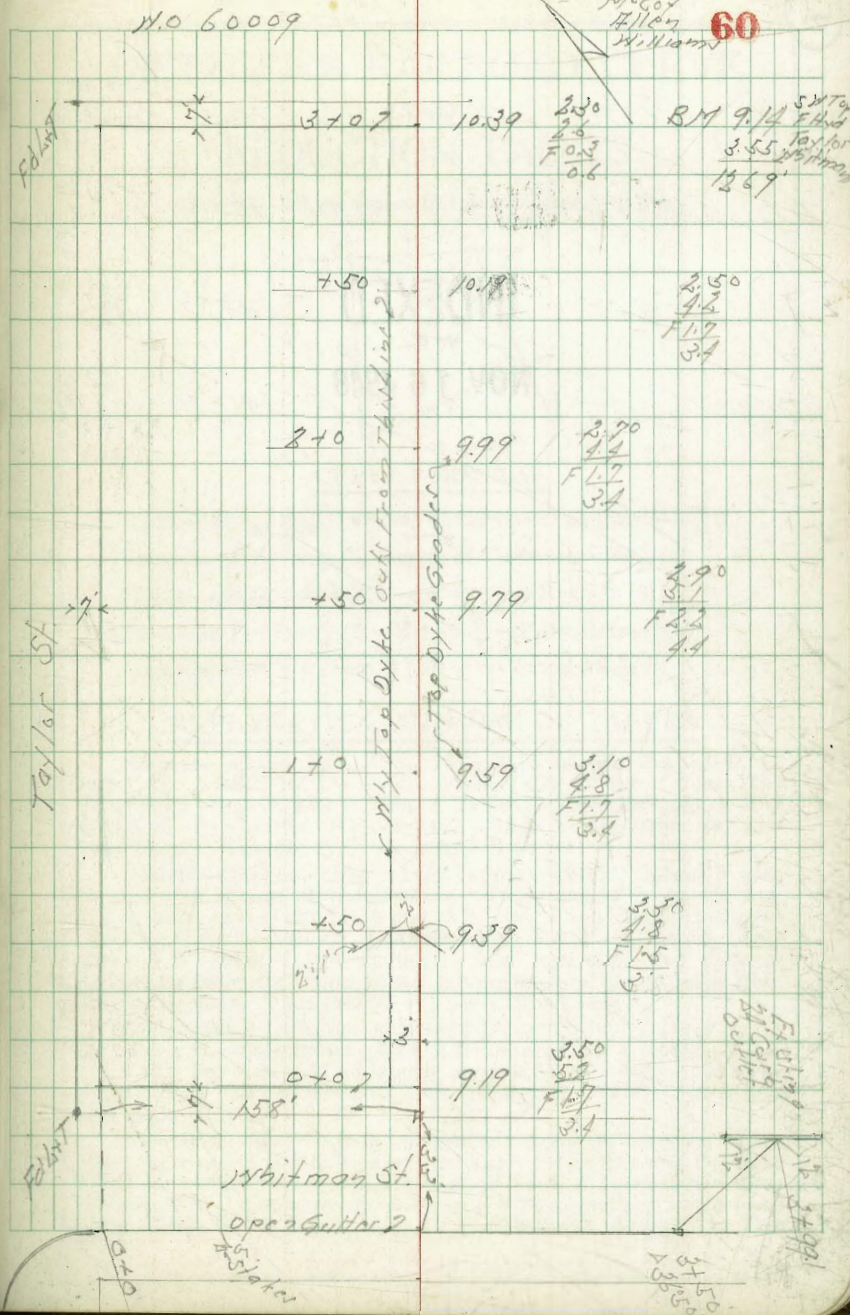
WK  
 NOV 16 1948

5:00 5:33

June 17-47

S. Mason  
 1900  
 Hillen  
 W. Williams

60



(61)

Sewer Grades Alley Block 46  
Track # 1368 Bahia-Estrella + 49' 1/2  
South of El Cajon Station offset 3' 1/2 of Dikes #1107

April 16-47

S. Cooper  
McCoy  
Waddell  
#1107

BM 667 358.19 351.52 11.88  
E/C 107 +  
Estrella

DE 330 1/2 of Tropic 1238 345.81 Exist  
Fly line  
P10746.65

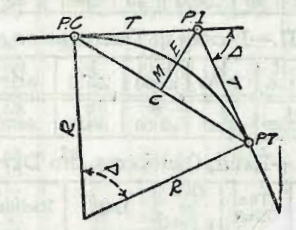
25' 11 of DE INDEXED  
WK  
345.93 12.26  
7.87  
c 4.37

INDEXED  
WK

50' 11 " " NOV 16 1948 346.01 12.13  
7.78  
c 4.37

# DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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### CURVE FORMULAS

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

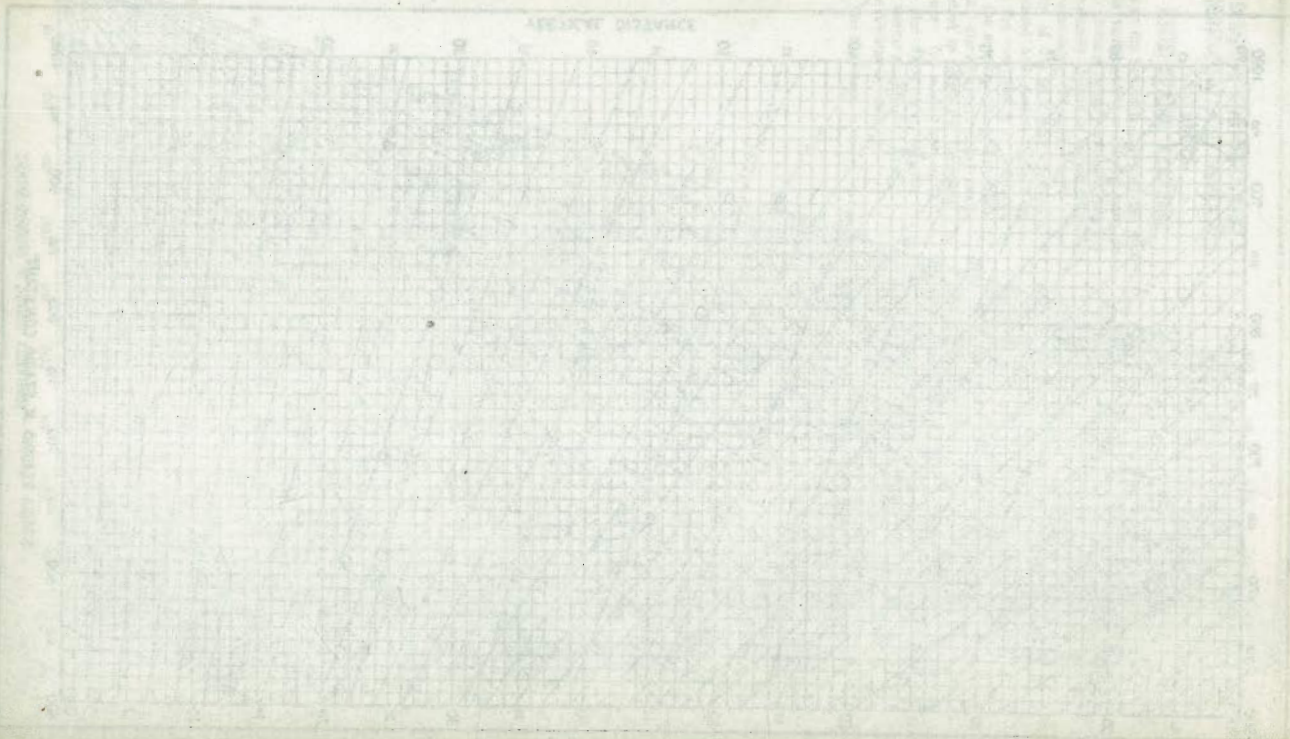
### EXPLANATION AND USE OF TABLES

**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  $1^\circ$  curve  $T = 345.1$  and  $\div 8 \frac{1}{2} = 414.49$  ft. From Table V correction—.36 or  $T = 414.85$  ft. P. C.—Sta. P.I.— $T = 157 + 45.50$ . Also from (4)  $L = 746.00$  and P. T.—Sta. P. C. +  $L = 164 + 91.50$ .

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

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

**Externals.**—May be found in similar manner to tangents. Thus  $E$  for curve above is 115.37. For from Table IV for  $1^\circ$  curve  $E = 960.6$  for  $8^\circ 20' = 960.6 \div 8 \frac{1}{2} = 115.27$  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  $D = 5^\circ 30'$ .



136  
 244  
 168  
 170



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 some 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.