

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 the stake is set 2 ft. from center line, it should be from center line to be a slope stake point. For same slopes but other widths of roadbed, correct above difference in width of roadbed; thus in example above, for 20 ft. roadbed, it should be 30.6 + (20 - 16) * 2 = 38.6. For slopes of 1 on 1 1/2 see page of back cover.
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G-248

INDEXED

*to page # 74
except pages (over) 35-36*

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.

Storm Drain 41st St
to Logan Ave. in B/K 464

Roberts
W. Moore
Clark
11-12-48

stake for Constuction Worth Add
3602-B no. # 80120
FB 1745-1868

0+60

INDEXED
WK
MAY 12 1949

0+35

0+10

0+00 S. Prop. Line Logan & Pipe

BM. 4.59 39.84

35.25 N.W. B.P. 41st St & National Ave.

E

30.82
9.02
5.00
c-4.02

211 set

31.20
8.64
4.78
c-3.86

2 10¹/₂ ft

31.57
8.27
8.06
c-0.21

31.72
8.12
7.66
c-0.46

39.84

1+97.29 E.C. Connect to Exist. Culvert.

1+75.43

1+53.62

1+31.81

1+10 BC

0+85

3984

1

2

28.76
11.08 ✓
11.07

29.09
10.75
6.80
C-3.75

29.42
10.42
5.37
C-5.05

29.74
10.10
4.82
C-5.28

30.07
9.77
4.63
C-5.14

30.45
9.39
4.58
C-4.81

39.84

Roberts
W. Moore
Clark
11-12-48

Culvert, Catch Basin and
Curb Outlet of Alley
in B/K. 243 University Hgts.
6940L NO# 31095

INDEXED
WK
MAY 12 1949

2+56.56 L Rt.

2+46.06 Beg. conc. Cb. outlet Box

2+23.41

2+08.57

1+96.56 Begin. Culvert 6' Lt. E of Alley

BM 7.00 296.13

289.13 SE. CP. Brooks Ave. & Herbert St.
296.13

290.40
5.73
4.20
C - 0.83 (3' Left)

290.50
5.63
4.57
C - 1.06 (3' Left)

290.64
5.49
3.82
C - 1.67 (3' Left)

290.88
5.25
2.43
C - 2.82

F.L.	Top. Grate
291.00	292.82
5.13	3.31
2.77	2.77
C - 2.36	C - 0.54

R
v
1
2
2
2
2
2
1

2469.4± Cb. on Herbert St.

296.13

290.30
3.83
5.61
C-0.22
296.13

3' Left of outside edge
so. side outlet

Stake Water Services on

Roberts
W. Moore
Clark
11-15-48

Diamond (Gresham to Haines)

73734

FB. 1824

WA #31021

2780

INDEXED

WK

MAY 12 1949

2+30

1+81

Replace Service on Left

1+20

Replace Service on Left

0+71

Replace Service on Left

B.M.

8.33

78.63

70.30

ft.

£

Re.

5

(5' Back Ch.)

73.86

4.79

4.77

Grade

(5' Back Ch.)

73.26

3.37

5.37

Grade

(5' Back Ch.)

72.67

3.96

5.96

Grade

(5' Back Ch.)

71.94

6.69

6.52

0-0.17

(5' Back Ch.)

71.35

7.28

7.28

Grade

78.63

N.W. B.P. Diamond and Gresham

4780

(S'Bank cb) 76.26
 2.37
 1.59
 C-0.78

4730

(S'Bank cb) 75.66
 2.97
 2.15
 C-0.82

3780

(S'Bank cb) 75.06
 3.57
 2.54
 C-1.03

3722 Replace Service on Left

(S'Bank cb) 74.36
 4.27
 3.75
 C-0.52

78.6378.63

Grades for Wightman St.

Roberts
W. Moore
Clark
Gregory
11-16-45

(Marlborough to 42nd)

71392

W.O. #31459

INDEXED

WK
MAY 12 1949

B.M.

6.62

353.71

347.09

Marlborough
and Wightman

(For Center and Quarter stakes add 0.33 for Subgrade) ↑

BM

7.76

354.85

347.09

N.W. CP
Marlborough
and Wightman

(For Cb. Crow feet. Finish Grade) ↑

351.87

352.06

352.00

351.91

351.57

3700

351.33

351.62

351.65

351.42

350.93

2770

350.72

351.01

351.84

350.81

350.32

2753.34

350.11

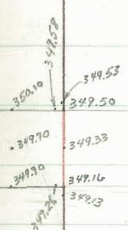
350.40

350.43

350.20

349.71

1796.67



349.50

349.79

349.22

349.59

349.10

1760

349.33

349.16

349.45

349.48

349.15

348.76

1740

348.55

348.84

348.87

348.64

348.15

1703.34

347.94

348.23

348.26

348.03

347.54

0766.67

347.33

347.62

347.65

347.42

346.93

0730

346.93

347.21

347.24

347.01

346.62

0700

Marlborough Ave.

Grades for Wightman St.

(42nd to Van Dyke)

7140 L

WA 31459

INDEXED
WK
MAY 12 1949

T.P. 5.36 357.99 1.08 352.63

353.91

(For Center & Quarter stakes. Add 0.33' for Subgrade) ↑

T.P. 4.99 357.64 2.20 352.65

(For. Co. Crow feet Finish Grade) ↑

354.85

Van Dyke E Ave.

8

353.87 354.11 354.10 354.01 353.67 3+00

353.75 354.04 354.07 353.84 353.85 2+70

353.53 353.82 353.85 353.62 353.15 2+33.34

353.31 353.60 353.63 353.40 352.91 1+96.67

cb 4644	353.10			352.70		
353.05	353.09	353.31	353.41	353.18	352.67	352.77 (48.70) cb
cb (4636)						353.40 1+60
353.75	353.08				352.63	
353.91	352.10	352.99	352.26	353.29	353.06	352.57
cb 4644	352.96					352.56
						352.66
						353.20 1+40
						(35260) cb

352.77 353.06 353.10 352.88 352.40 1+06.67

352.57 352.87 352.92 352.70 352.23 0+73.34

352.37 352.68 352.74 352.53 352.07 0+40

352.30 352.58 352.61 352.42 351.97 0+20

352.23 352.42 352.26 352.24 351.87 0+00

42nd

SE

Grades for Wightman St.

(Van Dyke to 43rd)

7/1402

11031459

INDEXED

WIK

MAY 12 1949

check 4.07 355.30 = 355.33 Wightman and Fairmount

T.P. 3.96 359.37 3.04 355.41

T.P. 1.85 358.45 1.39 356.60

^{357.99}
↑ (For Center and Quarter Stakes add. 035 for Subgrade) ↑

N.W.B.P.
Fairmount and
Wightman ↓

check 2.80 355.33 = 355.33

T.P. 1.50 358.13 1.01 356.63

(For Cb. Crew Foot Finish Grade) ↑

357.64

43rd

¢

St.

9

353.13	353.24	353.10	353.02	352.69	3700
353.19	353.41	353.38	353.19	352.74	2780
353.22	353.50	353.52	353.28	352.79	2760
353.29	353.57	353.60	353.36	352.87	2726.67
353.36	353.65	353.69	353.44	352.95	1793.34
353.28	353.44	353.44	353.53	353.08	1460
354.00	353.48	353.21	353.84	352.61	1440
353.65	353.94	353.97	353.74	353.25	1403.34
353.78	354.07	354.10	353.87	353.38	0766.67
353.92	354.21	354.24	354.01	353.52	0730
354.04	354.27	354.24	354.09	353.69	0700

Van Dyke

Ave.

Grades for Wightman St.

(43rd to Fairmount)

7141L

NO. 31459

Fairmount

Ave.

10

354.88 355.02 354.91 354.81 354.46 2+70

354.46 354.73 354.74 354.49 353.99 2+40

354.28 354.55 354.57 354.33 353.83 2+08.33

354.11 354.37 354.41 354.17 353.68 1+76.66

354.02 353.95 353.94 354.22 354.25 354.02 353.53 354.10 1+45
 (354.94) Ch. (354.30) Ch.
 353.61 353.51

354.45 353.82 354.11 354.14 353.91 353.43 354.10 1+25
 Ch. (354.65) 353.82 353.43 (354.20) Ch.

353.71 353.99 354.01 353.77 353.23 0+93.33

353.59 353.87 353.90 353.67 353.17 0+61.66

353 358.86 353.33

(For E & Quarters add 0.33 for Sub Grade) ↑

353.47 353.76 353.79 353.56 353.07 0+30

353 358.86 355.33

T. (Reset Ch. Crow Feet) ↑

353.36 353.56 353.50 353.35 352.95 0+00

B.M.

394 359.27 355.33

N.W. BP
Fairmount
and Wightman

(For Ch. Crow Feet Finish Grade) ↑

43rd

St.

INDEXED

WK

MAY 12 1949

INDEXED

Grades for Wightman St.

(Fairmount to 44th)

71412

W.O. 31457

INDEXED

WK

MAY 12 1949

44th

St.

11

353.69 354.26 354.57 354.11 353.40 270

354.10 354.46 354.56 354.30 353.78 2750

354.20 354.50 354.55 354.35 353.86 2720

354.32 354.62 354.66 354.43 353.95 1482.50

354.29 354.57 354.45 354.35 354.74 354.77 354.54 354.95 354.50 1445

354.61 354.57 354.80 354.83 354.60 354.11 354.50 1425
354.51 354.18 354.15

354.60 354.88 354.91 354.67 354.18 0796.67

354.69 354.97 354.99 354.77 354.29 0768.33

354.80 355.07 355.08 354.83 354.33 0740

355.28 355.36 355.18 355.06 354.69 0700

T.P.

3.58

356.05

Fire Hydrant
44th & Wightman

7.30

359.63

355.33

↑ (For & ant Quarters address for Subgrade) ↑

Fairmount &
Wightman

B.M.

4.74

360.07

355.33

(For Cb. Crow Feet Finish Grade) ↑

Fairmount

Ave.

Grades for Wightman St.
(44th to Highland)

7141L

N.O. 31459

INDEXED
WIK
MAY 12 1949

	4.48	357.23		352.75	
			Rest 4 1/2	add 0.33	
T.P.			4.47	352.75	Fire Hydrant Highland
	1.12	357.22		356.10	
			↑ (E + Quarters add 0.33 for Subgrade) ↑		
Check		4.93	356.33	= 355.33	
T.P.	4.16	360.26	1.19	356.10	
T.P.	1.19	357.29	4.00	356.10	
B.M.	4.79	360.10		355.33	N WBP Fairmont's wightman
		(Cb. Crow Foot)			

Highland

Ave.

12

350.49	350.87	351.05	350.96	350.61	2170
350.64	351.64	351.18	351.12	350.80	2145
350.86	351.24	351.44	351.34	350.99	2120
351.33	351.76	351.82	351.82	351.45	1782.50
352.73	351.78	352.19	352.33	352.80	1145
352.06	352.06	352.44	352.57	352.43	1125
352.08	352.08			352.04	352.70
352.40	352.22	352.89	352.74	352.34	0497.50
352.75	353.11	353.22	353.06	352.65	0470
352.84	353.33	353.56	353.28	352.74	0445
353.02	353.59	353.90	353.50	352.95	0420
353.06	353.72	354.12	353.63	352.89	0400

44th St.

Grades for Curb Returns

Wightman & 43rd

7140L

W.O. 31459

INDEXED
WK
MAY 12 1949



43rd

R=10'

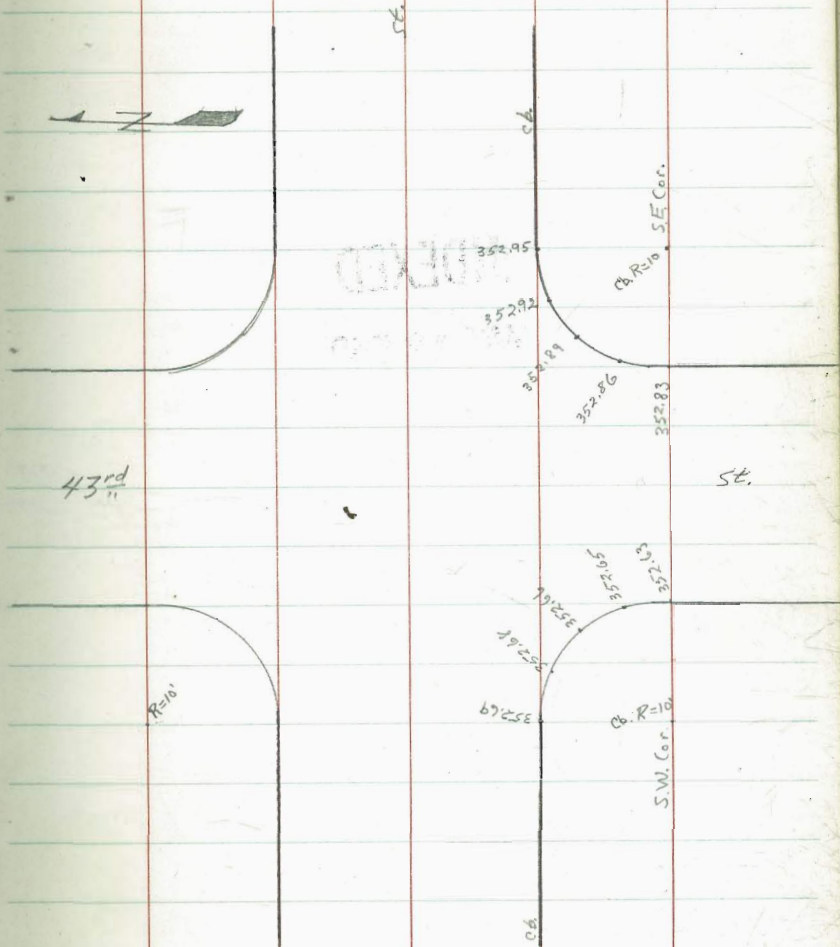
B.M.

2.97

358.30

355.33

N.W. BF
Fairmount &
Wightman



Wightman

Grades for Wightman St.
(Highland to 45th)

7142-L

W.O. 31459

INDEXED
WK
MAY 12 1949

0.85

353.60

352.75

1/4 & 1/2

add 0.33 for subgrade

Fire Hydrant
Highland

BM

1.02

353.77

352.75

1 (Set Crow Feet) ↑

45th

St.

14

346.74	349.07	347.14	347.00	346.61	270
347.24	347.58	347.65	347.47	347.05	2730
347.54	347.27	347.98	347.21	347.57	27067
348.24	348.21	348.21	348.16	347.75	1733
348.25	348.13	348.11	348.65	348.49	348.10
348.27	348.23	348.57		348.23	348.22
348.31	348.33	348.73	348.86	348.74	348.36
348.44	348.25			348.33	348.33
348.62	349.04	349.19	349.02	348.72	0796.4
348.93	349.35	349.52	349.43	349.02	0768.3
349.22	349.63	349.84	349.77	349.23	0742
349.26	349.89	350.06	349.98	349.69	0720
349.70	350.11	350.26	350.19	349.25	0700

Highland Ave

Grades for Wightman St.

(45th to Chamoune)

7142-L

INDEXED
WK
MAY 12 1949

4.03

351.96

347.93

$\frac{1}{4}$ & $\frac{1}{2}$ add 0.33 for Subgrade

BAD

4.45

352.38

347.93

NWBP
Chamoune &
Wightman

(For Ch. Crow. Feet)

Chamoune

Ave

15

347.50 347.74 347.72 347.46 346.94 2170

347.34 347.61 347.63 347.58 346.88 2130

347.27 347.55 347.57 347.83 346.84 2401.67

347.21 347.49 347.52 347.29 346.80 1473.53

347.70 347.15 347.50 347.47 347.24 346.76 346.52 347.20 1445

347.40 347.15 346.75 347.18 346.91 1425

347.70 347.11 347.40 347.44 347.22 346.74 347.18 1425

347.04 347.34 347.39 347.17 346.70 0296.67

346.98 347.29 347.34 347.13 346.66 0268.23

346.92 347.23 347.29 347.08 346.62 0240

346.90 347.20 347.24 347.04 346.59 0220

346.87 347.10 347.09 346.95 346.56 0200

45th

St.

Grades for Wightman St.

(Chamoune to 46th)

7142-L

WIK
MAY 12 1949

3.15 351.08 347.93

1/25 1/25 ADD 0.33 FOR SUB GRADG.

BM

3.52 351.45

347.93

NWBP
Chamoune &
Wightman

↑ (For cb. Crow Feet)

46th

St.

16

	345.34	345.67	345.74	345.78	345.97	2+70
	345.78	346.06	346.08	346.86	345.58	2+50
	344.50	344.78	344.80	344.58	344.10	2+17.50
	345.23	345.51	345.53	345.31	344.83	1+85
	345.65	345.71	345.73	345.71	345.23	1+65
346.17	345.86			345.51	345.67	346.40
	345.70	346.20	346.25	346.13	345.55	1+45
345.97	346.05			345.67		346.20
346.22	346.19	346.48	346.51	346.28	345.79	346.60
	346.20			345.50		1+25
	346.72	346.61	346.64	346.41	345.72	1+05
	346.46	346.65	346.78	346.55	346.06	0+76.67
	346.60	346.89	346.92	346.69	346.20	0+48.53
	346.73	347.02	347.05	346.72	346.33	0+20
	346.77	347.15	347.11	346.78	346.50	0+00

Chamoune Ave.

Grades for Wightman St.
(46th to Menlo)

7143-L

INDEXED
WK
MAY 12 1949

4.56

347.21

342.65

1/4 & 1/2 add 0.33 for Subgrade

BM

4.69

347.34

342.65

P (For Ch. Crow Foot) 11

NWCT
Menlo &
Wightman

Menlo

Ave.

17

341.86 342.14 342.15 342.60 341.55 2+70

342.06 342.34 342.36 342.13 341.65 2+50

342.16 342.45 342.46 342.22 341.73 2+01.67

342.26 342.53 342.54 342.30 341.81 1+73.33

342.80 342.35 342.62 342.63 342.27 341.90 342.40 1+25

342.70 342.38 341.95 342.20

343.06 342.41 342.68 342.69 342.45 341.96 342.60 1+25

342.51 342.77 342.78 342.54 342.04 0+96.17

342.61 342.87 342.87 342.62 342.12 0+68.33

342.70 342.95 342.95 342.71 342.21 0+40

342.30 342.13 343.20 342.89 342.83 0+00

46th

St.

Gnadas for Nighthman St.

(Mento to 47th)

4-26-49

71434

INDEXED
W K
MAY 12 1949

7.46

350.11

342.65

1/2 & 1/4 all 0.33 for Subgrade

BM

6.65

349.30

342.65

↑ (For Cb. Crow Foot) ↑

NW CT
Mento &
Nighthman

47th

St.

18

341.48 341.77 341.80 341.53 341.00 2470

342.25 342.49 342.47 342.21 341.70 2450

343.57 343.78 343.76 343.48 342.94 2475.50

344.90 345.10 345.04 344.74 344.19 1485

345.56 345.95 345.68 345.37 344.81 1465

346.75 345.83 345.87 346.06 345.99 345.68 345.12 345.18 345.60 1445

346.44 345.91 345.59 345.78 345.78

346.78 345.99 345.87 345.87 345.99 345.68 345.12 345.18 345.68 1425

345.54 345.74 345.68 345.34 344.82 1405

344.93 345.04 345.00 344.71 344.17 0776.67

344.13 344.36 344.53 344.06 343.53 0748.33

343.23 343.67 343.66 343.40 342.87 0720

342.89 343.16 343.17 342.96 342.50 0700

Mento

Ave.

Grades for Wightman

Roberts
v. Moore
Clark
11-29-48
4-26-49

(47th to Euclid)

71432

40.31459

INDEXED
WK
MAY 12 1949

3.42 346.07 342.65

$\frac{1}{2}$ & $\frac{1}{4}$ add 0.33 for Subgrade

3.44 346.09 342.65

For Ch. Crown feet

2.19 345.48 6.69 343.30

B.M.

7.34 349.99

↑ (for curb. from alley to Euclid) ↑

342.65
C.T. NW. Cor.
Menlo and
Wightman

Euclid

Ave.

19

340.17 340.19 340.14 339.94 339.61 2770
(340.00cb)

(340.00cb. F.022

340.24 340.46 340.42 340.13 339.60 2730

(340.18cb C-0.21

340.29 340.50 340.48 340.19 339.66 2701.19

(340.27cb C-0.03

340.74 340.56 340.54 340.25 339.72

(340.36cb F.015 H.123

340.90 340.39 340.61 340.59 340.81 339.79

(340.45cb F.0.95

340.60 340.93 340.67 340.67 340.59 339.83

(340.25cb F.0.45

340.70 340.47 340.67 340.67 340.59 339.87

(340.62cb F.0.61

(340.25cb F.0.95

340.57 340.79 340.77 340.49 339.77

0.176.44

340.67 340.89 340.87 340.59 340.07

0.765.33

340.75 341.00 340.98 340.75 340.18 0740

340.89 341.20 341.32 340.98 340.40 0400

47th

St.

Grades for Dwight St. from E.L.
Alley Block 89 to E.L. Wilson Ave.

Robert's
W. Moore
Clark
Gregory
11-12-48

6978 L

W.O. 31026

(Prop. Line Grades)

INDEXED
WK
MAY 12 1949

Prop. Line

Prop. Line

325.93

325.36

325.38

1460

(3 BK) 325.45
C-0.85

325.05 (3 BK)
F-0.59

1440

(3 BK) 324.98
C-1.14

324.54 (3 BK)
C-0.01

1405

(1 BK) 324.50
C-1.19

324.04 (3 BK)
F-0.68

0770

(2 BK) 324.02
C-1.16

323.54 (3 BK)
F-0.39

0735

(3 BK. 60 ft) 323.54
C-1.66

323.26

323.04 (3 BK. 60 ft.)
C-0.08

0710

Wilson

Ave.



B.M.

1.32

328.87

327.55

N.W. B.P.
Dwight and
36th St.

Grades for Wilson Ave. from So.

Line Dwight St. 400' North

69781

W.D. 31026

(Prop. Line Grades)

INDEXED

WK

MAY 12 1949

Check		1.82	327.56 = 327.55 and 36 ^{1/2}
T.P.	6.14	329.38	5.87 323.24
2+89.34			
T.P.	3.71	<u>329.11</u>	4.71 325.40
1+26.66			
T.P.	6.10	<u>330.11</u>	4.86 324.01
		<u>329.97</u>	

(3' BK) 323.96
F-19.23

(3' BK) 323.85
F-6.18

(3' BK) 323.75
F-4.73

(3' BK) 323.62
F-2.06

(2' BK) 323.50
F-1.58

(3' BK) 323.38
F-1.26

(3' BK) 323.26
F-0.01

(3' BK) 323.14
C-0.66

(3' BK) 323.02
323.00
C-0.74

(3' BK) 322.70
C-0.58

324.56 (3' BK) 4+00

C-2.16

21

324.45 (3' BK) 3+65
C-2.90

324.35 (3' BK) 3+30
C-2.76

324.14 (3' BK) 2+89.34
C-2.61

324.04 (3' BK) 2+48.67
C-2.88

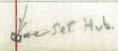
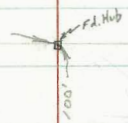
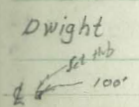
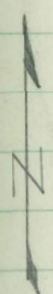
323.93 (3' BK) 2+08
C-2.45

323.83 (3' BK) 1+67.33
C-2.38

323.72 (3' BK) 1+26.66
C-2.10

323.62 (3' BK) 0+86
323.54
C-1.66

323.04 (3' BK) 0+00
C-0.08



Grades for Dwight St. from E.L.
Alley Block 89 to E.L. Wilson

6978L

W.O. 31026

INDEXED

WIK
MAY 12 1949

0.86 328.41 327.55

For 4 Stakes

0.72 328.27 327.55

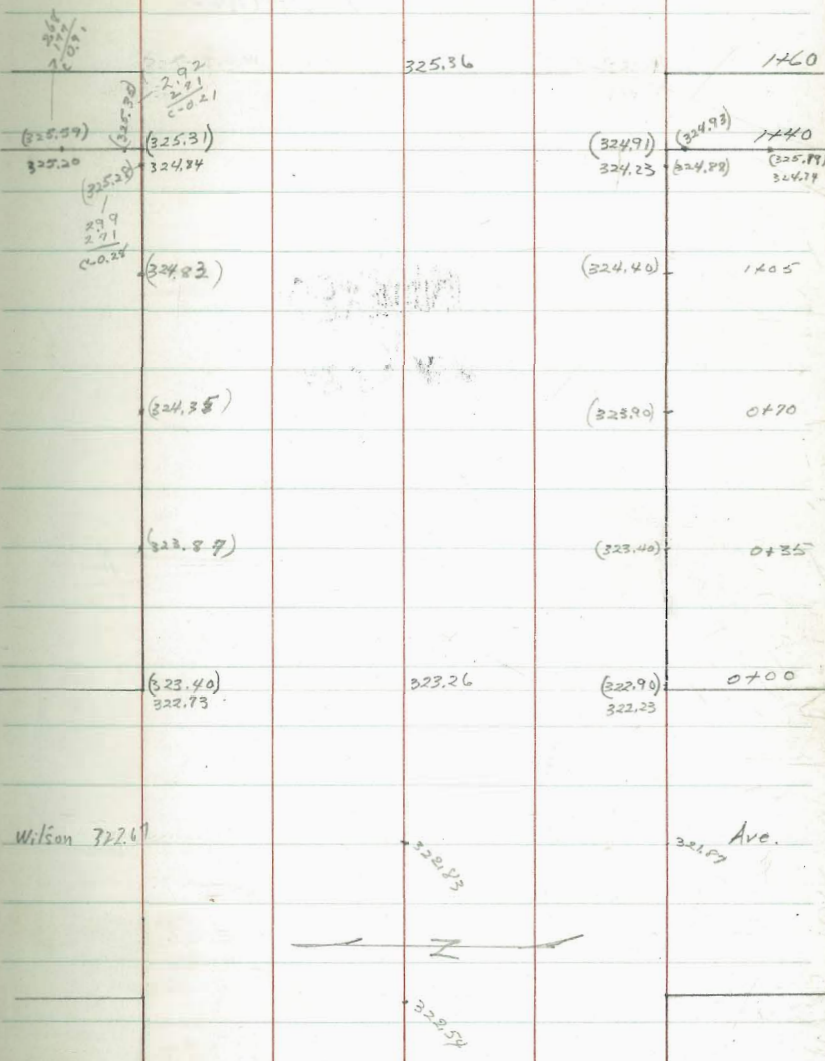
For No. Side

BM 0.74 328.29 327.55

For South Side

NWBP
Dwight & 36th

22



Elevations shown thus (...) are for Curb.

Grades for Wilson Ave. from 46'
 No. & Dwight 294' North.

6998L

W.O. 310.26

INDEXED
 WIK
 MAY 19 1949

0.86

328.41

327.55

to & station

T.P.

5.57

328.39

5.45

322.82

B.M.

0.72

328.27

327.55

(323.70)
 323.09

323.99

(324.36)
 323.69

3714

(324.30)

2394

(323.53)

2744

N

323.09

011K

(322.22)
 322.15

322.20

(323.52)
 322.75

0+00

322.67

Dwight

st.

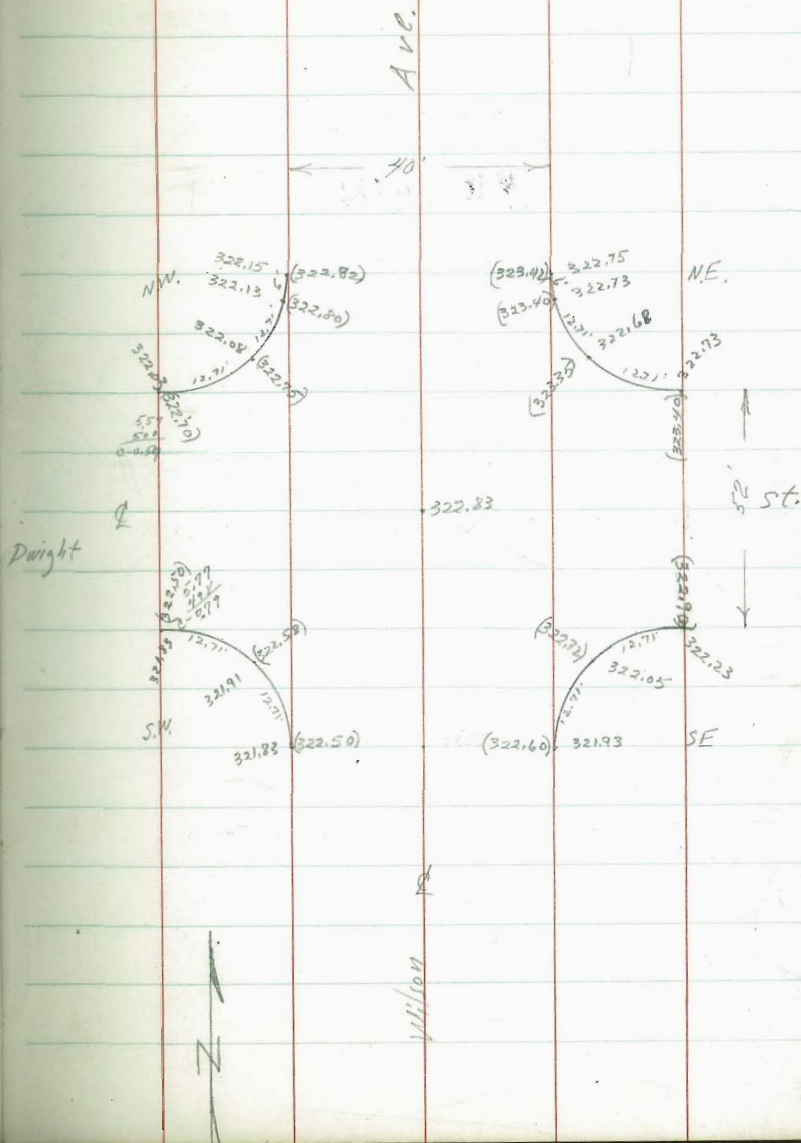
Grades for Curb Returns at
Intersection Wilson of Dwight

69784

W.O. 3/026

INDEXED
WK
MAY 19 1949

24



BM

0.72

328.27

327.55

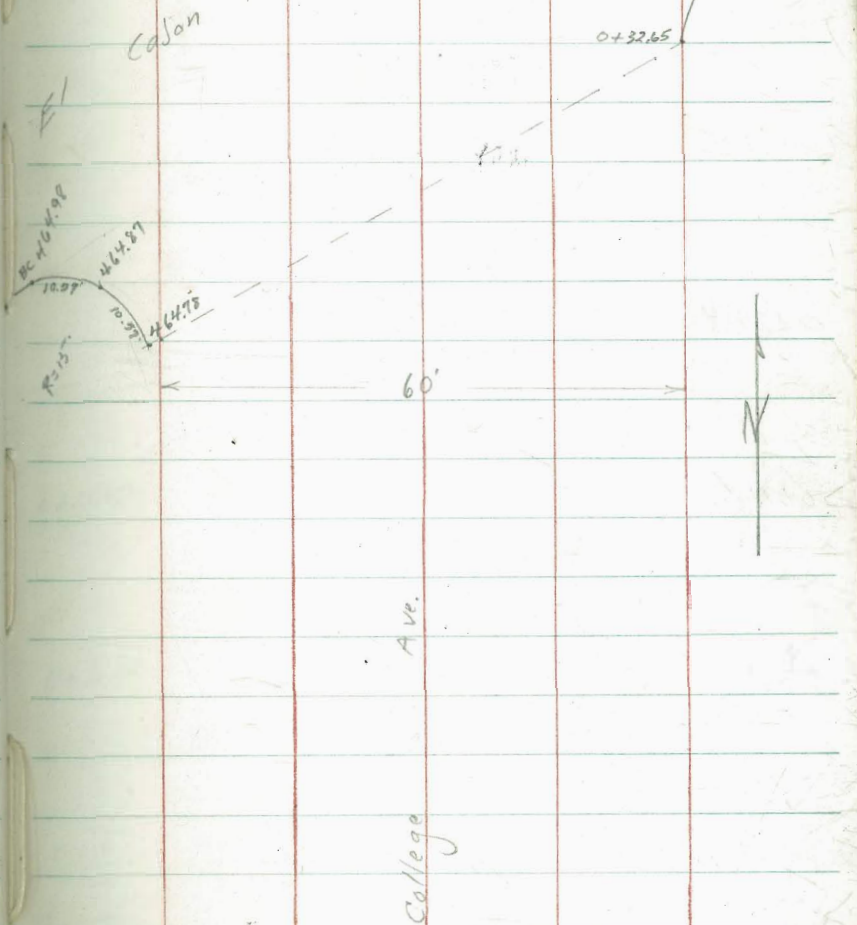
Grades for Curb Returns at
Roberts SW & SE Cor. of Intersection
W. Moore Clark at El Cajon & College

FB1837

NO. 60280

3600B

INDEXED
WK
MAY 12 1949



See Next Page

SE. Corner

S.W. Corner

26

Curb

P.L.P + 32.65

$$\begin{array}{r} 464.64 \\ 4.61 \\ 4.34 \\ \hline C-0.25 \end{array}$$

O + 24.48

$$\begin{array}{r} 464.59 \\ 4.66 \\ 4.01 \\ \hline C-0.05 \end{array}$$

O + 16.32

$$\begin{array}{r} 464.54 \\ 4.71 \\ 4.20 \\ \hline C-0.01 \end{array}$$

O + 8.16

$$\begin{array}{r} 464.49 \\ 4.76 \\ 5.05 \\ \hline F-0.29 \end{array}$$

(BC) 0 + 00

El Cajon

$$\begin{array}{r} 464.44 \\ 4.81 \\ 5.13 \\ \hline F-0.32 \end{array}$$

Tangent on W. Side 3.65

468.92

BM

3.98

469.25

465.27

465.27

O + 21.15

O + 10.59

O + 00

on El Cajon

#2

$$\begin{array}{r} 464.78 \\ 4.47 \\ 4.37 \\ \hline C-0.10 \end{array}$$

$$\begin{array}{r} 464.78 \\ 4.14 \\ 4.06 \\ \hline C-0.08 \end{array}$$

#1

$$\begin{array}{r} 464.87 \\ 4.32 \\ 4.33 \\ \hline C-0.05 \end{array}$$

$$\begin{array}{r} 464.87 \\ 4.05 \\ 4.03 \\ \hline C-0.02 \end{array}$$

$$\begin{array}{r} 464.88 \\ 4.37 \\ \hline \end{array}$$

$$\begin{array}{r} 464.88 \\ 4.04 \\ \hline \end{array}$$

468.92 to rest above

469.25

NWBP El Cajon & College

Grades for Trunk Sewer No. 4

Roberts
W. Moore
Clark
Gregory
11-30-48

Ocean Beach Trunk Sewer

(Guizot to Monaco)

1353-D

W.O. 60211

FB 1837

INDEXED

WK

MAY 12 1949

50.10 (6' R)
11.67
2.38
c-6.29

0+78.5

50.03 (6' R)
11.74
6.30
c-5.44

0+53.5

49.66 (6' R)
11.81
2.06
c-4.75

0+28.5

49.66 (6' R)
12.11
8.32
c-3.79

0+00

Conn. at Guizot

1+28.5

50.24 (6' R)
11.53
3.22
c-7.81

1+03.5

50.17 (6' R)
11.60
4.56
c-7.04

BM

5.38

61.77

56.39

S.E.B.P.
Sunset cliff
and Guizot61.77

2+53.5

50.59 (6' R)
11.18
1.94
c-9.24

2+28.5

50.52 (6' R)
11.25
2.54
c-8.71

2+03.5

50.45 (6' R)
11.32
2.70
c-8.62

1+78.5

50.38 (6' R)
11.39
2.65
c-8.74

1+53.5

50.31 (6' R)
11.46
3.03
c-8.43

4+34.34

£
57.09 (6'RT)
17.15
4.15
C-13.00

4+09.34

51.02 (6'RT)
17.22
4.48
C-12.74

3+80.14

50.94 (6'RT)
17.30
5.13
C-12.17

M.H.# 5

3+53.5

50.87 (6'RT)
17.37
5.77
C-11.60

3+28.5

50.80 (6'RT)
17.74
6.47
C-10.97

3+03.5

50.73 (6'RT)
17.51
7.23
C-10.29

T.P.

6.71

68.24

0.24

61.53

2+78.5

50.66 (6'RT)
17.11
1.74
C-9.67

61.77

28

6+09.34

£
51.58
15.18
3.52
C-11.66

5+84.34

51.51
15.25
3.30
C-11.95

5+59.34

51.44
15.32
3.02
C-12.50

5+34.34

51.37
15.34
2.51
C-12.58

T.P.

3.52

66.76
min

5.00

63.24

Nail in Pole

5+09.34

51.30
16.94
3.99
C-12.95

4+84.34

51.23
17.01
3.80
C-13.21

4+59.34

51.16
17.08
3.80
C-13.28

68.24

7784.34

$$\begin{array}{r} 52.07 \\ 14.69 \\ 6.45 \\ \hline C-8.24 \end{array}$$

7759.34

$$\begin{array}{r} 52.00 \\ 14.76 \\ 5.96 \\ \hline C-8.80 \end{array}$$

7734.34

$$\begin{array}{r} 51.98 \\ 14.83 \\ 6.14 \\ \hline C-8.69 \end{array}$$

7709.34

$$\begin{array}{r} 51.86 \\ 14.90 \\ 5.12 \\ \hline C-9.78 \end{array}$$

6784.34

$$\begin{array}{r} 51.79 \\ 14.97 \\ 4.57 \\ \hline C-10.38 \end{array}$$

6759.34

$$\begin{array}{r} 51.72 \\ 15.04 \\ 4.06 \\ \hline C-10.98 \end{array}$$

6734.34

$$\begin{array}{r} 51.65 \\ 15.11 \\ 3.71 \\ \hline C-11.40 \end{array}$$
66.76

9759.34

$$\begin{array}{r} 52.56 \\ 15.16 \\ 5.50 \\ \hline C-9.66 \end{array}$$

9734.34

$$\begin{array}{r} 52.49 \\ 15.23 \\ 6.35 \\ \hline C-8.88 \end{array}$$

9709.34

$$\begin{array}{r} 52.42 \\ 15.30 \\ 6.18 \\ \hline C-9.12 \end{array}$$

8784.34

$$\begin{array}{r} 52.35 \\ 15.37 \\ 6.19 \\ \hline C-9.18 \end{array}$$

8759.34

$$\begin{array}{r} 52.28 \\ 15.44 \\ 6.19 \\ \hline C-9.25 \end{array}$$

T.P.

6.53

67.72

5.57

61.19

8734.34

$$\begin{array}{r} 52.21 \\ 14.55 \\ 5.36 \\ \hline C-9.19 \end{array}$$

M.H. # 4

9709.34

$$\begin{array}{r} 52.14 \\ 14.62 \\ 5.65 \\ \hline C-8.74 \end{array}$$
66.76

11432.02

$$\begin{array}{r} 53.04 \\ 14.68 \\ \hline 387 \\ C-10.81 \end{array}$$

M.H. #3

13708.02

$$\begin{array}{r} 53.53 \\ 14.58 \\ \hline 393 \\ C-10.65 \end{array}$$

11709.34

$$\begin{array}{r} 52.98 \\ 14.74 \\ \hline 448 \\ C-10.26 \end{array}$$

12783.02

$$\begin{array}{r} 53.46 \\ 14.65 \\ \hline 370 \\ C-10.95 \end{array}$$

10784.34

$$\begin{array}{r} 52.91 \\ 14.81 \\ \hline 449 \\ C-10.32 \end{array}$$

12758.02

$$\begin{array}{r} 53.39 \\ 14.72 \\ \hline 355 \\ C-11.17 \end{array}$$

10759.34

$$\begin{array}{r} 52.84 \\ 14.88 \\ \hline 472 \\ C-10.16 \end{array}$$

12733.02

$$\begin{array}{r} 53.32 \\ 14.79 \\ \hline 358 \\ C-11.21 \end{array}$$

10734.34

$$\begin{array}{r} 52.77 \\ 14.95 \\ \hline 515 \\ C-9.80 \end{array}$$

12708.02

$$\begin{array}{r} 53.25 \\ 14.47 \\ \hline 372 \\ C-11.05 \end{array}$$

10709.34

$$\begin{array}{r} 52.70 \\ 15.02 \\ \hline 5.02 \\ C-10.00 \end{array}$$

11783.02

$$\begin{array}{r} 53.18 \\ 14.54 \\ \hline 3.62 \\ C-10.90 \end{array}$$

9784.34

$$\begin{array}{r} 52.63 \\ 15.09 \\ \hline 5.49 \\ C-9.62 \end{array}$$

11758.02

$$\begin{array}{r} 53.11 \\ 14.61 \\ \hline 3.91 \\ C-10.90 \end{array}$$
67.7267.72

3.23

68.11

2.84

64.88

T.P.

INDEXED
WK
MAY 12 1949

Chisel Sq.
N.W. Return
Monaco and
Cordoba
See F.B. 1837

Check

4.32 63.79 = 63.76

14704.97

53.80
14.31
4.05
C-10.26
Conn. at Monaco

13783.62

53.74
14.37
4.58
C-9.79

13758.02

53.67
14.44
4.15
C-10.29

13733.02

53.60
14.51
4.00
C-10.51

68.11

Ocean Beach Trunk Sewer No. 4
(Alley between Algeciras and Carmelo to)
Ladera.

30

1700

70.78
20.58
10.16
C-10.72

T.P.

10.84

9 1.36

0.52

80.52

0775

70.55
10.49
0.96
C-9.53

0750

70.31
10.73
2.21
C-8.52

0725

70.08
10.96
3.34
C-7.62

0700

69.84
11.20
4.11
C-7.09

Alley between Algeciras
and Carmelo.

T.P.

11.60

81.04

2.03

69.44

B.M.

7.71

71.47

63.76

Chisel Sq. N.W. Ret.
Monaco and Cordoba
See FB 1837

2+75

72.43
18.93
5.54
C-13.39

2+50

72.19
19.17
6.03
C-13.14

2+25

71.96
19.40
6.65
C-12.75

2+00

71.72
19.64
7.39
C-12.25

1+75

71.49
19.87
7.74
C-12.13

1+50

71.25
20.11
8.42
C-11.69

1+25

71.02
20.34
9.02
C-11.32

91.36

4+43.80

4+18.80

3+93.80

3+68.80

3+43.80

3+18.80

3+00

31

74.02
17.34
1.76
C-15.58

73.78
17.58
2.32
C-15.26

73.55
17.81
2.88
C-14.93

73.31
18.05
3.47
C-14.59

73.08
18.23
4.10
C-14.18

72.84
18.52
4.01
C-14.51

72.66
18.70
5.20
C-13.50

91.36

M.H. #2

6711.82

$$\begin{array}{r} 75.60 \\ 17.02 \\ \underline{3.73} \\ C-13.29 \end{array}$$

7786.82

$$\begin{array}{r} 77.24 \\ 15.38 \\ \underline{8.15} \\ C-7.23 \end{array}$$

5786.82

$$\begin{array}{r} 75.36 \\ 19.26 \\ \underline{3.14} \\ C-14.12 \end{array}$$

7761.82

$$\begin{array}{r} 77.01 \\ 15.61 \\ \underline{7.50} \\ C-8.11 \end{array}$$

5761.82

$$\begin{array}{r} 75.13 \\ 17.19 \\ \underline{2.58} \\ C-14.91 \end{array}$$

7736.82

$$\begin{array}{r} 76.77 \\ 15.85 \\ \underline{6.91} \\ C-8.94 \end{array}$$

5736.82

$$\begin{array}{r} 74.89 \\ 17.73 \\ \underline{2.14} \\ C-15.59 \end{array}$$

7711.82

$$\begin{array}{r} 76.54 \\ 16.08 \\ \underline{6.29} \\ C-9.81 \end{array}$$

5711.82

$$\begin{array}{r} 74.66 \\ 17.96 \\ \underline{2.02} \\ C-15.94 \end{array}$$

6786.82

$$\begin{array}{r} 76.30 \\ 16.32 \\ \underline{5.65} \\ C-10.67 \end{array}$$

T.P.

1.55

92.62

0.29

91.09

4786.82

$$\begin{array}{r} 74.42 \\ 16.94 \\ \underline{0.29} \\ C-16.65 \end{array}$$

M.H. #1

6761.82

$$\begin{array}{r} 76.07 \\ 16.55 \\ \underline{5.02} \\ C-11.53 \end{array}$$

4768.80

$$\begin{array}{r} 74.25 \\ 17.11 \\ \underline{0.54} \\ C-16.57 \end{array}$$

6736.82

$$\begin{array}{r} 75.83 \\ 16.79 \\ \underline{4.41} \\ C-12.38 \end{array}$$
91.3692.62

2

Manaco and
Cordera
Chief Sq. N.M.P.

Check 8.50 63.74 = 63.76

T.P. 1.78 72.24 8.50 70.46

T.P. 0.12 78.96 12.62 78.84

T.P. 0.38 91.46 1.54 91.08

8+47.20

77.81
14.81
875
c-6.06

Conn. at Ladera

8+36.82

77.71
14.91
882
c-6.09

8+11.82

77.48
15.14
889
c-6.27

92.62

Stake Water Services on Madison,

Roberts
W. Wood
Clark
12-1-48Contour, 5th and Dawson.

7207 L, 7206 L, 7205 L & 7203 L

INDEXED

WK
MAY 12 1949

NO. 31200

142 → Contour Blvd. Block 10 - 5' W. of E. Line Lot. 32

383.13	Cb. Elev.	Stk. 5' BK. Cb. Face
10.51		
12.15		
<hr/>		
F-1.64		

42 → Contour Blvd. Block 10 - 5' W. of E. Line of Lot. 30

383.41	Cb. Elev.	Stk. 5' BK. Cb. Face
10.23		
12.41		
<hr/>		
F-2.18		

261 → Madison Ave. Block 9 - 5' E. of W. Line Lot. 32

387.55	Cb. Elev.	Stk. 5' BK. Cb. Face
6.09		
5.28		
<hr/>		
C-0.80		

6.97	393.64	516	386.67
------	--------	-----	--------

4.77	391.83	0.08	387.06
------	--------	------	--------

BM	6.77	387.14	380.37
----	------	--------	--------

NE 6' L+T. Mark
and Alameda
S.E. BP
Madison &
49th

51st St. Block 10 - 5' S. of N. Line Lot 11

387.71	Cb. Elev.	Stk. 5' BK. Cb. Face
5.93		
5.90		
<hr/>		
C-0.03		

51st St. Block 10 - 5' S. of N. Line Lot. 17

387.03	Cb. Elev.	Stk. 5' BK. Cb. Face
6.61		
6.58		
<hr/>		
C-0.03		

51st St. Block 9 - 5' S. of N. Line Lot. 35

387.49	Cb. Elev.	Chisel + 5' BK. Cb. Face
6.15		
6.15		
<hr/>		
Grade		

393.64

T.P.

11.07

382.57

Nail in
Telephone Pole
at 52nd.393.64

Ocean Beach Trunk Sewer No. 4
(Point Loma Ave. to Froude St.)

±

INDEXED

WK

MAY 12 1949

15.45
14.58
8.85
C-5.73

1+00

2+75

17.40
12.63
6.14
C-6.49

0+75

2+50

17.11
12.92
6.58
C-6.54

0+50

2+00

15.16
14.87
9.44
C-5.43

16.90
13.13
6.67
C-6.46

14.87
15.16
10.00
C-5.16

16.61
13.42
7.05
C-6.37

T.P.

10.83

30.03

5.93

19.90

C.T. (SW)
Point Loma and
Sunset cliffs

0+25

1+75

14.58
11.25
6.59
C-4.66

16.32
13.71
7.47
C-6.24

0+00

1+50

14.29
11.54
6.51
C-5.03

25' x 14" 6" R.R.
End 18" Line
Point Loma Ave

16.03
14.00
7.91
C-6.09

T.P.

2.63

25.83

8.63

23.20

T.P.

3.71

31.83

6.82

28.12

1+25

15.74
14.29
8.36
C-5.93

T.P.

3.91

34.94

5.42

31.03

B.M.

3.30

36.45

33.15

Sunset cliffs
& Osprey
S.E.R.R.

30.03

4+32.75

$$\begin{array}{r} 19.13 \\ 13.01 \\ \hline 586 \\ C-7.15 \end{array}$$

4+07.75

$$\begin{array}{r} 18.98 \\ 13.16 \\ \hline 615 \\ C-7.01 \end{array}$$
T.P.
4+00

6.33

32.14

4.22

25.81

$$\begin{array}{r} 18.85 \\ 11.18 \\ \hline 422 \\ C-6.76 \end{array}$$

3+75

$$\begin{array}{r} 18.56 \\ 11.47 \\ \hline 475 \\ C-6.72 \end{array}$$

3+50

$$\begin{array}{r} 18.27 \\ 11.76 \\ \hline 515 \\ C-6.61 \end{array}$$

3+25

$$\begin{array}{r} 17.98 \\ 12.05 \\ \hline 552 \\ C-6.53 \end{array}$$

3+00

$$\begin{array}{r} 17.69 \\ 12.34 \\ \hline 581 \\ C-6.53 \\ \hline 30.03 \\ \hline \end{array}$$

6+07.75

$$\begin{array}{r} 20.18 \\ 12.81 \\ \hline 585 \\ C-7.46 \end{array}$$

5+82.75

$$\begin{array}{r} 20.03 \\ 12.96 \\ \hline 584 \\ C-7.42 \end{array}$$

5+57.75

$$\begin{array}{r} 19.88 \\ 13.11 \\ \hline 569 \\ C-7.42 \end{array}$$

5+32.75

$$\begin{array}{r} 19.73 \\ 13.26 \\ \hline 578 \\ C-7.48 \end{array}$$

5+07.75

$$\begin{array}{r} 19.58 \\ 13.41 \\ \hline 595 \\ C-7.46 \end{array}$$

4+82.75

$$\begin{array}{r} 19.43 \\ 13.56 \\ \hline 612 \\ C-7.44 \end{array}$$

T.P.

6.36

32.99

5.51

26.63

4+57.75

$$\begin{array}{r} 19.28 \\ 12.86 \\ \hline 567 \\ C-7.35 \end{array}$$

32.14

MH #13

7+78.88

$$\begin{array}{r} \text{¢} \\ 21.21 \\ 11.78 \\ 4.07 \\ \hline C-7.91 \end{array}$$

10+03.88

$$\begin{array}{r} \text{¢} \\ 22.56 \\ 12.29 \\ 4.80 \\ \hline C-7.49 \end{array}$$

7+53.88

$$\begin{array}{r} 21.06 \\ 11.93 \\ 4.22 \\ \hline C-7.71 \end{array}$$

9+78.88

$$\begin{array}{r} 22.41 \\ 12.84 \\ 5.04 \\ \hline C-7.40 \end{array}$$

9+53.88

$$\begin{array}{r} 22.26 \\ 12.59 \\ 5.30 \\ \hline C-7.29 \end{array}$$

7+28.88

$$\begin{array}{r} 20.91 \\ 12.08 \\ 4.42 \\ \hline C-7.66 \end{array}$$

9+28.88

$$\begin{array}{r} 22.11 \\ 12.74 \\ 5.47 \\ \hline C-7.27 \end{array}$$

7+03.88

$$\begin{array}{r} 20.76 \\ 12.23 \\ 7.64 \\ \hline C-7.57 \end{array}$$

9+03.88

$$\begin{array}{r} 21.96 \\ 12.89 \\ 5.68 \\ \hline C-7.21 \end{array}$$

8+78.88

$$\begin{array}{r} 21.81 \\ 13.04 \\ 5.88 \\ \hline C-7.36 \end{array}$$

6+78.88

$$\begin{array}{r} 20.61 \\ 12.54 \\ 4.75 \\ \hline C-7.63 \end{array}$$

T.P. 5.78

34.85 3.92 29.07

8+53.88

$$\begin{array}{r} 21.66 \\ 11.52 \\ 3.92 \\ \hline C-7.41 \end{array}$$

6+53.88

$$\begin{array}{r} 20.46 \\ 12.53 \\ 9.98 \\ \hline C-7.55 \end{array}$$

8+28.88

$$\begin{array}{r} 21.51 \\ 11.48 \\ 3.97 \\ \hline C-7.51 \end{array}$$

6+28.88

$$\begin{array}{r} 20.31 \\ 12.68 \\ 5.24 \\ \hline C-7.44 \end{array}$$

MH # 12

8+03.88

$$\begin{array}{r} 21.36 \\ 11.62 \\ 7.01 \\ \hline C-7.62 \end{array}$$

$$\begin{array}{r} 32.99 \\ \hline \end{array}$$

$$\begin{array}{r} 32.99 \\ \hline \end{array}$$

11760

$$\begin{array}{r} 23.50 \\ 11.35 \\ \hline 412 \\ C-7.23 \end{array}$$

11735

$$\begin{array}{r} 23.35 \\ 11.50 \\ \hline 431 \\ C-7.17 \end{array}$$

11710

$$\begin{array}{r} 23.20 \\ 11.65 \\ \hline 447 \\ C-7.18 \end{array}$$

10785

$$\begin{array}{r} 23.05 \\ 11.80 \\ \hline 456 \\ C-7.24 \end{array}$$

10760

$$\begin{array}{r} 22.90 \\ 11.95 \\ \hline 462 \\ C-7.23 \end{array}$$

10735

$$\begin{array}{r} 22.75 \\ 12.10 \\ \hline 472 \\ C-7.38 \end{array}$$

10710.00

$$\begin{array}{r} 22.60 \\ 12.25 \\ \hline 474 \\ C-7.51 \end{array}$$

34.85
~~mm~~

MH # 11

13735

$$\begin{array}{r} 29.55 \\ 18.14 \\ \hline 591 \\ C-7.23 \end{array}$$

13710

$$\begin{array}{r} 24.40 \\ 13.29 \\ \hline 605 \\ C-7.24 \end{array}$$

12785

$$\begin{array}{r} 24.25 \\ 13.44 \\ \hline 626 \\ C-7.18 \end{array}$$

T.P. 6.38 37.69 354 31.31
 12760

$$\begin{array}{r} 24.10 \\ 10.75 \\ \hline 354 \\ C-7.21 \end{array}$$

12735

$$\begin{array}{r} 23.95 \\ 10.90 \\ \hline 372 \\ C-7.18 \end{array}$$

12710

$$\begin{array}{r} 23.80 \\ 11.05 \\ \hline 382 \\ C-7.23 \end{array}$$

11785

$$\begin{array}{r} 23.65 \\ 11.20 \\ \hline 404 \\ C-7.16 \end{array}$$

34.85
~~mm~~

15+03

25.44
12.25
4.89
C-7.36

14+78

25.32
12.37
5.60
C-6.77

14+53

25.19
12.50
5.25
C-6.75

14+28

25.07
12.62
5.35
C-7.27

14+03

24.94
12.75
5.43
C-7.32

13+78:00

24.82
12.87
5.80
C-7.07

13+60

24.70
12.99
5.81
C-7.18

37.69
mm

16+78

26.32
12.76
5.83
C-6.93

16+53

26.19
12.88
5.92
C-6.97

16+28

26.07
13.01
5.95
C-7.16

16+03

25.94
13.14
5.90
C-7.24

15+78

25.82
13.26
5.84
C-7.42

15+53

25.69
13.39
5.88
C-7.51

15+28

25.57
13.51
6.00
C-7.51

T.P

5.93

39.08
mm

4.57

33.12

Sunset + Oisprey

= 33.15 SERP

18+44.25
27.15
11.83
5.10
C-6.83

18+19.25
27.02
12.06
5.08
C-6.98

17+94.25
26.96
12.18
5.12
C-7.00

17+78
26.82
12.26
5.26
C-7.00

17+53
26.69
12.39
5.46
C-6.93

17+28
26.57
12.51
5.60
C-6.91

17+03
26.44
12.64
5.72
C-6.92

39.08

42

20+19.25
28.02
12.64
6.05
C-6.59

19+94.25
27.90
12.76
6.16
C-6.60

19+69.25
27.77
12.89
6.20
C-6.69

T.P. 6.32 40.66 4.74 34.34
27.65
11.83
4.74
C-6.69

19+19.25
27.52
11.56
4.80
C-6.76

18+94.25
27.40
11.68
4.89
C-6.79

18+69.25
27.27
11.81
4.94
C-6.86

39.08

21+94.25

$$\begin{array}{r} 28.90 \\ 11.76 \\ \hline 530 \\ C-6.46 \end{array}$$
21+69.25

$$\begin{array}{r} 28.97 \\ 11.89 \\ \hline 551 \\ C-6.39 \end{array}$$
21+44.25

$$\begin{array}{r} 28.65 \\ 12.01 \\ \hline 562 \\ C-6.39 \end{array}$$
21+19.25

$$\begin{array}{r} 28.52 \\ 12.14 \\ \hline 576 \\ C-6.38 \end{array}$$
20+94.25

$$\begin{array}{r} 28.40 \\ 12.26 \\ \hline 585 \\ C-6.41 \end{array}$$
20+69.25

$$\begin{array}{r} 28.27 \\ 12.39 \\ \hline 590 \\ C-6.49 \end{array}$$
20+44.25

$$\begin{array}{r} 28.15 \\ 12.51 \\ \hline 592 \\ C-6.59 \end{array}$$
40.6623+57.89

$$\begin{array}{r} 29.71 \\ 10.95 \\ \hline 486 \\ C-6.09 \end{array}$$
23+32.89

$$\begin{array}{r} 29.57 \\ 11.07 \\ \hline 490 \\ C-6.17 \end{array}$$
23+07.89

$$\begin{array}{r} 29.46 \\ 11.20 \\ \hline 499 \\ C-6.21 \end{array}$$
22+82.89

$$\begin{array}{r} 29.34 \\ 11.32 \\ \hline 501 \\ C-6.31 \end{array}$$
22+57.89

$$\begin{array}{r} 29.21 \\ 11.45 \\ \hline 505 \\ C-6.40 \end{array}$$
22+32.89

$$\begin{array}{r} 29.09 \\ 11.57 \\ \hline 500 \\ C-6.57 \end{array}$$

MH # 8

22+19.25

$$\begin{array}{r} 29.02 \\ 11.64 \\ \hline 510 \\ C-6.54 \end{array}$$
40.66

25+15.06

30.50
10.16
7.07
C-6.09

MH # 7

25+07.89

30.46
10.20
7.12
C-6.08

24+82.89

30.34
10.32
7.16
C-6.16

24+57.89

30.21
10.45
7.31
C-6.14

24+32.89

30.09
10.57
7.34
C-6.23

24+07.89

29.96
10.70
7.58
C-6.12

23+82.89

29.84
10.82
7.63
C-6.19

40.66
mm

check

T.P.

443

39.11

5.95

5.98

33.16

34.68

SE BP
= 33.15 sunset
Caffi & Osprey

25+36.86

33.43
7.23
4.20
C-3.03

Cont. Ex. MH
at Froude St.

40.66
mm

Stake Water Line on Adams

Roberts
W. Moore
Clark
12-8-48

(50th to Winona)

6" Line W03/200 7208L

(Both Gates in. - Line between two Gates)

10' H. L. Staked 4' Lt.
Add 3.5' for Invert Grade

2+70

388.89 ✓

Prop. Winona

2+50

388.78
8.27 to invert
4.50
C-3.77

7+00

388.16
8.89 to invert
4.93
C-3.76INDEXED
WIK
MAY 12 1949

2+25

388.67
8.38 to invert
4.27
C-4.11

0+75

388.08
8.97 to invert
5.01
C-3.96

2+00

388.56
8.49 to invert
4.17
C-4.39

0+50

388.00
9.05 to invert
5.05
C-4.00

1+75

388.45
8.60 to invert
4.25
C-4.35

0+25

387.92
9.13 to invert
5.47
C-3.66

1+50

388.34
8.71 to invert
4.51
C-4.20

0+00

387.84 ✓

Prop. Line at
50th

1+25

388.23
8.82 to invert
4.82
C-4.10

B.M.

4.19

393.55

389.36

N.E. EP
Winona and
Adams393.55

Roberts
W. Moore
Clark
12-B-48
No. 3191

Fairmount Ave. Sewer

(Home Ave. to Fairmount Place)

FB 1771 6900L, 6901L

⊥

151.17 6' Lt.

8.61

21.6

C-6.45

1700

INDEXED

WK

MAY 12 1949

076.42

148.50

11.28

4.46

C-6.82

6' Lt. 425' Lt. MH #1

0755

145.50

14.28

6.77

C-7.51

6' Lt.

0730

142.00

17.78

8.09

C-9.69

6' Lt.

0700

137.80

21.78

9.65

C-12.30 from Rio MH

Conn. at E. MH SE

Cor. Home to Fairmount

BM

11.73

159.78

148.05

BPEI, Cor. E. & W. Fairmount and Home Ave.

T.P.

13.03

172.59

0.22

159.56

159.98

2775

170.94
13.32 6' Lt.
6.17
C-7.15

2750

168.12
16.14 6' Lt.
9.12
C-7.02

T.P.

12.03

189.26

0.36

172.23

2725

165.29

7.30 6' Lt.

0.36

C-6.94

2700

162.47

10.12 6' Lt.

3.07

C-7.05

1775

159.64 6' Lt.

12.95

6.09

C-6.91

1750

156.82 6' Lt.

15.77

8.96

C-6.81

1725

153.99 6' Lt.

18.60

12.10

C-6.50

T.P.

13.03

172.59

0.22

159.56

159.98

4750

$$\begin{array}{r} 190.72 \\ 16.49 \\ 9.15 \\ \hline C-7.34 \end{array}$$
T.P. 11.94 207.21 0.23 195.27

4725

$$\begin{array}{r} 187.89 \\ 7.61 \\ 0.23 \\ \hline C-7.38 \end{array}$$

4700

$$\begin{array}{r} 185.07 \\ 10.43 \\ 3.10 \\ \hline C-7.38 \end{array}$$

3775

$$\begin{array}{r} 182.24 \\ 13.26 \\ 5.93 \\ \hline C-7.33 \end{array}$$

3750

$$\begin{array}{r} 179.42 \\ 16.08 \\ 8.74 \\ \hline C-7.34 \end{array}$$
T.P. 12.15 195.50 0.91 183.35

3725

$$\begin{array}{r} 176.57 \\ 7.69 \\ 0.91 \\ \hline C-6.78 \end{array}$$

3700

$$\begin{array}{r} 173.77 \\ 10.49 \\ 2.95 \\ \hline C-7.54 \end{array}$$
187.26

6725

$$\begin{array}{r} 210.50 \\ 8.33 \\ 0.85 \\ \hline C-7.48 \end{array}$$

6700

$$\begin{array}{r} 207.67 \\ 11.16 \\ 3.27 \\ \hline C-7.89 \end{array}$$

5775

$$\begin{array}{r} 204.95 \\ 13.98 \\ 6.23 \\ \hline C-7.75 \end{array}$$

5750

$$\begin{array}{r} 202.02 \\ 16.81 \\ 9.51 \\ \hline C-7.30 \end{array}$$
T.P. 12.27 218.83 0.65 206.56

5725

$$\begin{array}{r} 199.20 \\ 8.01 \\ 0.65 \\ \hline C-7.36 \end{array}$$

5700

$$\begin{array}{r} 196.37 \\ 10.84 \\ 3.43 \\ \hline C-7.47 \end{array}$$

4767.98

$$\begin{array}{r} 192.75 \\ 14.16 \\ 7.09 \\ \hline C-7.37 \end{array}$$
207.21

47

N.H. #2

8+00
 230.26
 15.75
 9.45
 C-6.30
 6RT

12.56 246.01

T.P. 0.29 233.45

7+75
 227.44
 6.80
 0.89
 C-6.21
 6RT

7+50
 224.61
 9.13
 2.96
 C-6.17
 6RT

7+25
 221.79
 11.95
 5.77
 C-6.18
 6RT

7+00
 218.96
 14.78
 8.52
 C-6.26
 6RT
 24' R.P. RL.
 MH # 4

6+78.6
 216.55
 17.17
 9.85
 C-7.34
 6RT
 21.4 H. 700
 & Pav.

12.49 233.74

SIDE SHOT 25' R.P. Left of & 0.16 221.25
 6+50.50 M.H. #3

6+50.50
 213.37
 17.09
 8.50
 C-7.54
 6RT
 MH # 3

T.P. 12.43 230.41 0.85 217.98

218.83

9+75
 244.92
 12.08
 0.73
 C-11.35

9+50
 243.36
 13.70
 3.61
 C-10.09

9+25
 241.67
 15.33
 6.52
 C-8.81
 6RT

9+00
 240.05
 16.95
 9.24
 C-7.71
 6RT

11.68 257.00

T.P. 0.69 245.32

8+68.51
 238.00
 8.01
 1.64
 C-6.37
 6RT
 25' P.P.R.
 MH # 5

8+50
 235.91
 10.10
 3.66
 C-6.44
 6RT

8+25
 233.09
 12.92
 6.56
 C-6.36
 6RT

246.01

11760.51

253.50	262.4
14.55	5.65
3.53	3.53
<u>0-11.02</u>	<u>C-2.12</u>

6' R^t Chimney No. 2

11725

253.25
14.80
3.81
<u>C-10.99</u>

6' R^t

N.W.B.P
Maple and
Fairmount Ave

11700.51

253.08
14.97
4.44
<u>C-10.53</u>

6' R^t

30' R.P.R.
MH #6
Laurel st.

check

2.77 280.13 = 280.17

T.P.

7.42

282.90

0.71

275.48

T.P.

9.10

276.19

0.96

267.09

10775

251.42
16.63
4.71
<u>C-11.92</u>

6' R^t

BH

Set Nail
in P. Pole opp. 447

2.43

265.62

10750

249.80
13.25
5.00
<u>C-13.25</u>

6' R^t

12728.51

253.98	258.03
14.07	10.02
2.99	2.99
<u>C-11.08</u>	<u>C-9.03</u>

6' R^t DMH #7
30' R.P.R.
40' R.P.R. Alley BK. 21

10725

248.17
19.88
6.57
<u>C-13.31</u>

6' R^t

12700

253.77
14.28
3.26
<u>C-11.02</u>

6' R^t

9792.51

246.06	256.0
21.97	12.05
9.89	9.88
<u>C-12.11</u>	<u>C-2.17</u>

6' R^t Chimney No. 1

11775

253.60
14.45
3.46
<u>C-10.99</u>

6' R^t

12.07

268.05

1.02

255.98

T.P.

257.00

268.05

Fairmount Sewer

(Larrel & Sumac Dr.)

Roberts
W. Moore
clock

F.B. 1711, 6900L, 6901L

Greens
12-20-48
no. 2091

INDEXED

WK
MAY 12 1949

1+12

25476 263.5
15.79 7.05
4.82 4.82
C-10.77 C-2.23

6RT Chimney No. 4

0+75

25455
16.00
4.26
C-11.04

6RT

0+50

25437
16.18
5.14
C-11.04

6RT

0+32

25420 263.0
16.35 7.55
5.19 5.19
C-11.16 C-2.36

6RT Chimney No. 3

0+00

C-11.08 C-7.03

D.M.H. #7

B.M.

4.93

270.55

265.62 Nail in
P.P. 16

50

2+95

256.04
14.51
7.94
C-6.57

6RT

2+70

255.87
14.68
7.02
C-7.66

6RT

2+45

255.69
14.86
5.71
C-8.75

6RT

2+20

255.52
15.03
3.91
C-11.12

6RT

35' R.P. RT

M.H. No. 16
Sumac Dr.

2+00

255.38
15.17
3.98
C-11.19

6RT

1+75

255.20
15.35
4.26
C-11.09

6RT

1+50

255.03
15.52
4.59
C-10.93

6RT

270.55

2

4440 257.06
 13.49 GRT
 8.98
 C-4.51 25 RP 26
 M.H. No. 17
 Modesto

4720 256.92
 13.63 GRT
 9.48
 C-4.15

3795 256.74
 13.81 GRT
 9.50
 C-4.01

3770 256.57
 13.98 GRT
 9.66
 C-4.32

3745 256.39
 14.16 GRT
 9.32
 C-4.84

3720 256.22
 14.33 GRT
 8.71
 C-5.62

270.55

2

51

0780 262.70
 7.85 GRT D.E.
 2.29
 C-5.56

0750 260.45
 10.10 GRT
 2.58
 C-7.52

0725 258.57
 11.98 GRT
 3.26
 C-8.72

0700 256.70
 13.85 GRT M.H. No. 16
 3.91
 C-9.74

270.55

State Sewer Lateral Block N
 Alley in Block 4, Amended
 Terolka. Map of Subd. L 7-17, Blk N,
 Terolka
 FB 1818 7089L

Roberts
 W Moore
 Jack
 Gregory
 12-23-48
 W.O. 31280

INDEXED
 WK
 MAY 12 1949

1760	±	PL.	5' Lt. W. Alley Line
	357.72	359.37	
	15.76	14.11	
	9.16	9.16	
	<u>C-6.60</u>	<u>C-4.95</u>	

0700 P.L. Polk Ave

T.P.	2.64	<u>373.48</u>	2.39	370.84	
BM	6.57	373.23		366.66	NWBP 33- Orange

State Sewer Lateral Block 3 ⁵²
Eastgate

Roberts
 McCoy
 W. Moore
 Jones
 12-27-48
 W.O. 3111

FB 1745 7044L

INDEXED
 WK
 MAY 12 1949

0+60	±	PL.	No. 1 Sewer Lat.
	348.85	349.33	
	8.00	7.50	
	3.01	3.01	
	<u>C-4.99</u>	<u>C-4.49</u>	

5' Back P.L. on East

0+10	±	PL.	No. 2 Sewer Lat.
	348.56	349.06	
	8.27	7.77	
	3.35	3.35	
	<u>C-4.92</u>	<u>C-4.42</u>	

0+00 P.L. Orange

BM	4.27	356.83	352.56	NWBP Orange 4544
----	------	--------	--------	---------------------

Fairmount Ave. Sewer

Roberts
W. Moore
Clark
12-30-48
W.P. 21191

Alley
(Laurel St. to Maple St.)

INDEXED

WK

MAY 12 1949

13725

261.47
15.68
7.25
C-8.43

13700

20058
16.57
7.18
C-9.39

12775

257.69
17.46
8.43
C-9.03

12750

258.80
18.35
11.93
C-6.42

1272851

258.03
17.12
12.10
C-7.02

BM

11.53

277.15

265.62

Nail in
P. Pole W. 7'

15700

267.70
9.45
2.52
C-6.93

14775

266.81
10.34
3.16
C-7.18

14750

265.92
11.23
4.03
C-7.20

14725

265.03
12.12
4.67
C-7.45

14700

264.14
13.01
5.28
C-7.73

13775

263.25
13.90
6.36
C-7.54

13750

262.36
14.79
6.93
C-7.86

277.15

Alley and Laurel St.

D.M.H. #7

6' Rt

6' Rt.

	£			
17+00	270.47			
	14.79			
	610			
	<u>C-8.69</u>			

16+75	270.25			
	15.01			
	6.60			
	<u>C-8.41</u>			

16+50	270.02			
	15.24			
	7.00			
	<u>C-8.24</u>			

16+25	269.80			
	15.46			
	7.52			
	<u>C-7.94</u>			

16+00	269.57			
	15.69			
	8.16			
	<u>C-7.53</u>			

T.P.	8.68	285.26	0.57	276.58
------	------	--------	------	--------

15+75	269.35			
	7.80			
	0.27			
	<u>C-7.23</u>			

15+36.51	269.00			
	8.15			
	1.52			
	<u>C-6.62</u>			

277.15

18+81.51	£			
	272.11			
	13.15			
	3.33			
	<u>C-9.82</u>			

18+50	271.82			
	13.44			
	3.06			
	<u>C-10.38</u>			

18+25	271.60			
	13.66			
	3.63			
	<u>C-10.03</u>			

18+00	271.37			
	13.89			
	4.08			
	<u>C-9.81</u>			

17+75	271.15			
	14.11			
	4.76			
	<u>C-9.35</u>			

17+50	270.92			
	14.34			
	4.88			
	<u>C-9.46</u>			

17+25	270.70			
	14.56			
	5.52			
	<u>C-9.14</u>			

285.26

6 No. 25'-50'-100' RP No.
MH # 9

G.R.

G.R. 25' RP No.
MH # 8

Fairmount Sewer

Fairmount Ave. Sewer

Roberts
W. Moore
Clark
1-5-49
W.D. 31191

MH #9 West to Dead End

MH.9 to MH#10

INDEXED

WK
MAY 12 1949

0.490

272.74
16.93
12.47
C-4.46

D.E.

0.760

272.53
17.14
10.72
C-6.42

6' Rt

0.430

272.32
17.35
9.08
C-8.27

MH#9

Con 10' RP

272.11
17.56
7.62
C-9.87

10+20' RP 45° SE

B.M.

9.50

289.67

280.17

NWBP Maple +
Fairmount

19+06.51

272.23
17.34
7.33
C-10.01

Check

2.90

284.83

4.70

280.13 = 280.17

T.P.

333

281.93

18+18.51

M.H.9

285.26

289.67

10+20' RP 40° SE
Sumac + Fairmount
MH #10

20+13.02

273.29
16.38
10.42
C-5.96

19+81.51

273.01
16.66
9.22
C-7.44

19+56.51

272.72
16.89
8.25
C-8.64

19+31.51

272.56
17.11
7.24
C-9.87

11-5-49

Fairmount Ave Sewer
M.H. 10 to D.M.H. 14

£

56

1+25

275.41
14.26
5.42
C-8.84

INDEXED

1+00

274.99
WIK 14.68
MAY 12 1949 6.65
8.03

0+75

274.56
15.11
8.10
C-7.01

2+60.60

277.72
11.95
2.87
C-9.09

280.59
9.08
2.89
C-6.21

18420' RP 45° SE
Maple & Alley Block A
D.M.H. 14

0+50

274.14
15.53
10.24
C-5.29

2+25

277.11
12.56
3.96
C-8.60

G.R.

0+36.7

273.91
15.76
9.85
C-5.88

£ Pav. Fairmount

2+00

276.69
12.98
4.18
C-8.80

G.R.

0+25

273.71
15.96
10.17
C-5.79

1+75

276.26
13.41
3.35
C-10.06

0+00

M.H. 10

1+50

275.84
13.83
4.11
C-9.72

289.67

289.67

1-5-49

Fairmount Ave. Sewer
DMH. 14 to D.E. East

57

INDEXED
WK
MAY 12 1949

0+90

282.49
7.18
1.38
C-5.80

D.E.

0+60

280.90
8.77
1.27
C-7.40

6'Rt

0+30

279.31
10.36
2.66
C-8.30

0+00

DMH 14

289.67

Ocean Beach Trunk Sewer No. 4

Point Loma Ave to M.H. #17

13.92
10.41
5.29
C-5.12

51+53.04

INDEXED
WK
MAY 19 1949

51+28.04

13.99
10.34
5.35
C-4.99

51+03.04

14.07
10.36
5.51
C-4.95

50+78.04

12.12
10.19
5.08
C-4.61

G.W.

50+53.04

14.22
10.11
6.42
C-4.66

50+28.04

14.29

Point Loma Ave.
M.H. #14

BM

4.43

24.33

19.90

S.W. C.T.
Point Loma +
Sunset cliffs

53+28.04

13.54
10.79
4.75
C-6.04

53+03.04

13.58
10.75
4.82
C-5.93

52+78.04

13.62
10.71
4.85
C-5.86

G.W.

52+53.04

13.66
10.67
4.90
C-5.77

52+25.00

13.70
10.63
4.70
C-5.93

G.W. SRPE
M.H. #15

52+03.04

13.77
10.56
5.08
C-5.48

51+78.04

13.84
10.49
5.20
C-5.29

24.33

54+78.04

$$\begin{array}{r} 13.26 \\ 15.43 \\ 7.74 \\ \hline C-7.95 \end{array}$$

54+53.04

$$\begin{array}{r} 13.30 \\ 15.39 \\ 7.84 \\ \hline C-7.50 \end{array}$$

T.P.

7.47

28.69

3.11

21.22

T.P.

1.74

26.95

S.W. CT
Pasadena &
Sunset Cliffs

54+39.00

$$\begin{array}{r} 13.34 \\ 10.79 \\ 3.54 \\ \hline C-7.45 \end{array}$$
6+25 RPE
M.H. #16

56+0.90

$$\begin{array}{r} 13.26 \\ 15.63 \\ 4.72 \\ \hline C-10.91 \end{array}$$
6E 20RPW
MH. 17

54+28.04

$$\begin{array}{r} 13.38 \\ 10.75 \\ 3.88 \\ \hline C-7.07 \end{array}$$

55+78.04

$$\begin{array}{r} 13.09 \\ 15.60 \\ 5.55 \\ \hline C-10.00 \end{array}$$

54+03.04

$$\begin{array}{r} 13.42 \\ 10.91 \\ 4.08 \\ \hline C-6.83 \end{array}$$

6'W

55+53.04

$$\begin{array}{r} 13.13 \\ 15.66 \\ 6.08 \\ \hline C-9.48 \end{array}$$

6'W

53+78.04

$$\begin{array}{r} 13.46 \\ 10.87 \\ 4.49 \\ \hline C-6.38 \end{array}$$

55+28.04

$$\begin{array}{r} 13.17 \\ 15.52 \\ 6.60 \\ \hline C-8.72 \end{array}$$

53+53.04

$$\begin{array}{r} 13.53 \\ 10.83 \\ 4.68 \\ \hline C-6.15 \end{array}$$

55+03.04

$$\begin{array}{r} 13.22 \\ 15.47 \\ 7.04 \\ \hline C-8.43 \end{array}$$
24.3324.69

Ocean Beach Sewer No. 4
M.H. 15 NW on Alley BIR. 43

1-6-49

INDEXED

WK
MAY 12 1949

T.P. 5.22 26.44 3.17 21.22

1408

14.96
9.43
4.92
C-4.51

DE.

1400

0+75

14.72
9.67
4.90
C-4.77

0+75

0+50

14.55
9.84
4.93
C-5.11

6'R+

0+50

0+25

14.37
10.02
5.16
C-4.86

0+25

0+00

14.20
10.19
4.75
C-5.44

M.H. 15

0+00

BM

449

24.39

19.90

SW. Q.T.
Point Loma
Sunset Cliff

26.44

Ocean Beach Sewer No. 4

60

1-6-49

M.H. 16

West on Bermuda Ave.

1438

14.85 15.30
11.59 11.14
4.63 4.63
C-6.96 C-6.51

M.H. 16.A

1425

14.80
11.04
4.90
C-6.94

1400

14.70
11.74
4.85
C-6.89

0+75

14.60
11.84
4.96
C-6.88

6'R+

0+50

14.50
11.94
5.08
C-6.86

0+25

14.40
12.04
5.28
C-6.76

0+00

14.30
12.14
5.63
C-6.51

6'R+ 25' RP RE

M.H. 16

INDEXED
WK
MAY 19 1949

2+58

16.41
10.03
4.57
C-5.49

6' Rt 20' RPL
M.H. 16B

2+25

15.98
10.46
4.22
C-6.18

2+00

15.66
10.78
4.12
C-6.36

1+75

15.33
11.11
4.48
C-6.63

1+50

15.01
11.43
4.57
C-6.86
26.44

Ocean Beach Sewer No. 4
M.H. 16A So. Alley BK. 43

61

1+50

16.34
10.10 3.5
6.20
C-3.30

1+25

16.17
10.27 3.8Rt.
6.48
C-3.79

1+00

15.99
10.45 6'Rt.
6.40
C-4.05

0+75

15.82
10.62 5'Rt.
5.86
C-4.76

0+50

15.65
10.79 5'Rt.
5.22
C-5.04

0+25

15.47 6'Rt.
10.97
5.45
C-5.52

0+00

15.30

M.H. 16A

26.44
miles

1-7-49 Fairmount Ave. Sewer

62

Sumac + Fairmount to Columbine + Fairmount

West to DEAD END on Columbine
E

21+25

274.56
16.14
8.64
C-7.50

INDEXED
WK
MAY 12 1949

21+00

274.27
16.43
8.98
C-7.75

20+75

273.99
16.71
9.67
E-7.04

7' RT.

20+50

273.71
16.99
10.14
C-6.85

20+25

273.43
17.27
11.21
C-6.06

1+74

16.52
9.72
6.85
C-3.07

6' RT.

D.E.

20+13.02

273.29

M.H. 10

26.44

BM

10.53 290.70

280.17

NWBP
Maple +
Fairmount

23700

$$\begin{array}{r} 276.53 \\ 14.17 \\ \hline 421 \\ \hline C-9.96 \end{array}$$

22775

$$\begin{array}{r} 276.25 \\ 14.15 \\ \hline 494 \\ \hline C-9.91 \end{array}$$

22750

$$\begin{array}{r} 275.97 \\ 14.73 \\ \hline 528 \\ \hline C-9.45 \end{array}$$

22725

$$\begin{array}{r} 275.69 \\ 15.01 \\ \hline 586 \\ \hline C-9.15 \end{array}$$

22700

$$\begin{array}{r} 275.40 \\ 15.30 \\ \hline 649 \\ \hline C-8.81 \end{array}$$

21775

$$\begin{array}{r} 275.12 \\ 13.58 \\ \hline 753 \\ \hline C-8.05 \end{array}$$

21750

$$\begin{array}{r} 274.84 \\ 13.86 \\ \hline 813 \\ \hline C-7.73 \end{array}$$

$$\underline{290.70}$$

24775

$$\begin{array}{r} 278.50 \\ 12.20 \\ \hline 522 \\ \hline C-6.98 \end{array}$$

24750

$$\begin{array}{r} 278.22 \\ 12.48 \\ \hline 482 \\ \hline C-7.66 \end{array}$$

24725

$$\begin{array}{r} 277.94 \\ 12.76 \\ \hline 414 \\ \hline C-8.62 \end{array}$$

24700

$$\begin{array}{r} 277.66 \\ 13.04 \\ \hline 331 \\ \hline C-9.73 \end{array}$$

1583 HI=293.49
6.02 C-9.81

23783.06

$$\begin{array}{r} 277.47 \\ 13.23 \\ \hline 284 \\ \hline C-10.39 \end{array}$$

23750

$$\begin{array}{r} 277.10 \\ 13.60 \\ \hline 302 \\ \hline C-10.53 \end{array}$$

23725

$$\begin{array}{r} 276.82 \\ 13.88 \\ \hline 264 \\ \hline C-10.24 \end{array}$$

$$\underline{290.70}$$

6' Rt

7' Rt

10' 20' RP 75° NE

MM # 11

7' Rt

INDEXED
WIK
MAY 12 1949

T.P.

5.52

285.18

Nail in P.P.
opp. MH 12

0+90

279.59
11.11
5.47
C-5.64

D.E.

0+60

279.39
11.32
5.47
C-5.83

0+30

279.77
11.53
5.47
C-6.06

0+00 For D.E. SW WIRE
25+14.60

278.96
11.74
5.37
C-6.37

10° 20' RP 45° NE
MH #12

25+00

278.79
11.91
5.92
C-6.59

290.70

Roberts
Clark
Garber
1-17-49

Ocean Beach Sewer No. 4
(Long Branch - Cable to Bacon)

64

13570

113+75

2.89
13.74
3.16
C-10.58

INDEXED
WIK
MAY 12 1949

113+50

3.93
13.70
2.87
C-10.83

113+25

2.97
12.66
2.53
C-11.13

6' South

113+00

3.01
13.62
2.16
C-11.46

112+75

3.05
13.58
1.56
C-12.02

112+53.56

13.28 3.08
13.35 13.55
1.14 1.14
C-12.21 C-12.41

10° 20' RP 45° NE
Cable 5 ft.
M.H. 26

T.P.

1.82

16.63

6.16

14.81

B.M.

7.95

20.97

13.02

SW BP
Cape May
and Cable

115+50

2.61
14.02
5.51
C-8.51

115+25

2.65
13.98
5.14
C-8.84

115+00

2.69
13.94
4.87
C-9.07

114+75

2.73
13.90
4.45
C-9.45

65

114+50

2.77
13.86
4.14
C-9.72

114+25

2.81
13.82
5.82
C-10.00

114+00

2.85
13.78
3.52
C-10.26

16.63
mm

117+25

2.33
14.30
7.82
C-6.48

117+00

2.37
14.26
7.52
C-6.74

116+75

2.41
14.22
7.15
C-7.07

116+50

2.45
14.18
6.84
C-7.34

65

116+25

2.49
14.14
6.48
C-7.66

116+00

2.53
14.10
6.14
C-7.76

115+75

2.57
14.06
5.84
C-8.22

16.63
mm

65

118+95.53

$$\begin{array}{r} \uparrow \\ 1.85 \quad 2.05 \\ 14.78 \quad 14.58 \\ \hline 11.10 \quad 11.10 \\ \hline C-3.68 \quad C-3.48 \end{array}$$

6'-25" South
Bacon S.C.
MH 27

118+95

$$\begin{array}{r} 2.09 \\ 14.54 \\ 10.60 \\ \hline C-3.97 \end{array}$$

118+50

$$\begin{array}{r} 2.13 \\ 14.50 \\ 10.03 \\ \hline C-4.47 \end{array}$$

118+25

$$\begin{array}{r} 2.17 \\ 14.46 \\ 9.13 \\ \hline C-5.03 \end{array}$$

6'S

118+00

$$\begin{array}{r} 2.21 \\ 14.42 \\ 8.81 \\ \hline C-5.61 \end{array}$$

117+75

$$\begin{array}{r} 2.25 \\ 14.38 \\ 8.51 \\ \hline C-5.87 \end{array}$$

117+50

$$\begin{array}{r} 2.29 \\ 14.34 \\ 8.15 \\ \hline C-6.19 \end{array}$$
16.63

Check

6.31

13.02

= 13.02 BM ^{Starting}

T.P.

3.96

19.33

1.26

15.37

B.M.

8.38

8.25

Fire hydrant
Bacon +
Long Branch16.63

50
1-18-49 Fairmount Sewer
(Alley from Columbine past Olive to DE.)
BIR. 19

280.95

28700

284.70
9.39
2.71
C 6.68

26+25

280.95
12.54
4.31
C-8.23

2775

283.65
9.84
2.50
C-7.34

26+08

280.50
12.99
5.18
C-7.81

27+50

283.20
10.29
2.61
C-7.68

25+75

280.05
13.44
6.23
C-7.21

27+25

282.75
10.74
2.52
C-8.22

25+50

279.60
13.89
7.24
C-6.61

27+00

282.30
11.19
2.54
C-8.65

25+25

279.15
14.34
7.76
C-6.58

26+75

281.85
11.64
2.66
C-8.98

25+14.60

278.96

Columbine St.
M.H. 12

26+50

281.40
12.09
3.34
C-8.75

BM

8.31

293.49

285.18

Mail in
Power Pot
Alley at
Columbine

293.49

INDEXED

WK

MAY 12 1949

6' RT

6' RT

29+75

287.25
9.14
4.31
C-4.83

29+50

286.80
9.59
4.70
C-4.89

T.P. 392

296.39 1.02 292.47

29+25

286.35
7.14
1.26
C-5.88

29+00

285.90
7.59
1.00
C-6.59

6' RT

28+75

285.45
8.04
1.40
C-6.64

30+49.97

288.60
7.79
2.27
C-5.52

DE.

28+49.97

285.00
8.49
1.68
C-6.81

6' RT 20' RR Lt.
M.H. 13

30+25

288.15
8.24
3.78
C-4.46

6' RT

28+25

284.55
8.94
2.01
C-6.93

30+00

289.70
8.69
4.53
C-4.16

293.49

296.39

Fairmont Sewer
 (Alley BKA from Maple Street North)

1-18-49

3+75

281.73
 9.29
 1.07
 C-8.22

5+50

283.48
 13.07
 4.37
 C-8.70

3+50

281.48
 9.54
 1.88
 C-7.66

5+00

282.98
 12.57
 4.85
 C-8.72

3+25

281.23
 9.79
 2.77
 C-7.02

4+75

282.73
 13.82
 5.00
 C-8.82

3+00

280.98
 10.04
 3.26
 C-6.78

4+50

282.48
 14.07
 5.32
 C-8.70

2+75

280.73
 10.29
 3.89
 C-6.40

T.P.

5.83

296.55 0.30 290.72

4+25

282.23
 8.79
 0.30
 C-8.49

2+60.60

280.59

D.M.H. 14

4+00

281.98
 9.04
 0.72
 C-8.32

B.M.

10.85

291.02

280.17

N.W.B.P.
 Maple and
 Fairmont

291.02

INDEXED
 WK
 MAY 12 1949

£

7+25

$$\begin{array}{r} 284.89 \\ 11.66 \\ \hline 290 \\ C-8.76 \end{array}$$

7+00

$$\begin{array}{r} 284.71 \\ 11.84 \\ \hline 290 \\ C-8.74 \end{array}$$

6+75

$$\begin{array}{r} 284.54 \\ 12.01 \\ \hline 290 \\ C-8.89 \end{array}$$

6+50

$$\begin{array}{r} 284.36 \\ 12.19 \\ \hline 290 \\ C-8.94 \end{array}$$

6+25

$$\begin{array}{r} 284.19 \\ 12.36 \\ \hline 290 \\ C-8.84 \end{array}$$

6+11.08

$$\begin{array}{r} 284.09 \\ 12.46 \\ \hline 290 \\ C-8.81 \end{array}$$

M.H. 15

6+00

$$\begin{array}{r} 283.98 \\ 12.57 \\ \hline 290 \\ C-8.83 \end{array}$$

5+75

$$\begin{array}{r} 283.73 \\ 12.82 \\ \hline 290 \\ C-8.73 \end{array}$$

HI=

296.55

C-8.73

£

check

8.84

280.16

Start B.M.

= 280.17

T.P.

1.50

289.00

9.05

289.50

8+46.08

$$\begin{array}{r} 285.74 \\ 10.81 \\ \hline 192 \\ C-8.84 \end{array}$$

D.E.

8+25

$$\begin{array}{r} 285.59 \\ 10.96 \\ \hline 229 \\ C-8.67 \end{array}$$

8+00

$$\begin{array}{r} 285.41 \\ 11.14 \\ \hline 253 \\ C-8.61 \end{array}$$

7+75

$$\begin{array}{r} 285.24 \\ 11.31 \\ \hline 274 \\ C-8.57 \end{array}$$

7+50

$$\begin{array}{r} 285.06 \\ 11.49 \\ \hline 281 \\ C-8.68 \end{array}$$

296.55

1-18-49

Fairmount Sewer
(Alley BK. 13 from Maple St. South to DE)

71

1725

278.59
12.73
566
C-6.77

INDEXED

MAY ^{WK} 12 1949

1700

278.42
12.60
525
C-7.35

075

278.24
12.78
491
C-7.87

0750

278.07
12.95
461
C-8.34

0725

277.89
13.13
445
C-8.68

0700

277.72
✓

D.M.A. 14

B.M.

10.85

291.02

280.17

NWB
Maple &
Fairmount

1763

278.86
12.16
644
C-5.72

D.E.

1750

278.77
12.25
611
C-6.17

291.02

Water Meter Stakes Contour a
2' Back R Meter Box Dawson

W.D. 31200
R-23-49
Smith, D
Moore, W.
Clark, J

Sta	Grade		
3+37 North	386.70	10.03 10.03	G
3+03 North	386.98	9.75 9.47 0.28	C-0.28
2+64 North	387.12	9.35 8.61 0.74	C-0.74
1+70 North	388.38	8.35 6.61 1.74	C-1.74
1+42 North	388.69	8.04 6.36 1.68	C-1.68
0+89 North	389.24	7.49 5.00 2.49	C-2.49
0+39 North	389.56	7.17 4.68 2.49	C-2.49
0+29 North	389.87	6.86 4.55 2.31	C-2.31
0-3 North	390.18	6.53 4.69 1.86	C-1.86
B.M. Stab Sewer Lat. #2	5.16 396.73	386.55 0-3.02 391.57	

0054 North
10202 South

North
K0106

North
L5010

INDEXED

MAY 12 1949 W.K.

Sta	Grade				
6+61 North	384.23	6.10 6.69 0.59	F-0.59		
6+08 North	384.61	5.72 5.52 0.20	C-0.20		
5+52 North	385.01	5.32 4.30 1.02	C-1.02		
5+30 North	385.16	5.17 4.18 0.99	C-0.99		
T.P. 3+90	244 390.33	8.84	387.89		Nail in Pole 24' South #5267
4+51 North	385.77	10.96 11.09 0.13	F-0.13		
4+10 South	386.84	9.89 9.40 0.49	C-0.49		
3+80 North	386.35	10.38 10.90 0.52	F-0.52		
3+40 South	389.27	9.46 9.03 0.43	C-0.43		
HI	396.73				

10.073 north

410K RBY

INDEXED

WK

MAY 12 1949

BM	5.73	384.66	SE. RP. Contour + 52 m.
3' DIA. R. Box 9+19 North	383.91	6.42 6.52 0.10	F0.10
3' DIA. R. Box 8+92 North	383.51	5.82 7.06 0.24	F0.24
8+87 South	384.15	6.18 8.25 2.07	F2.07
7+89 South	383.64	6.69 8.55 1.86	F1.86
6+96 North	383.89	6.44 7.29 0.85	F0.85

0.0528 south

HZ 390.33

3+34w	386.21	7.37 6.64 0.73	C-0.73
3+30E	386.84	6.74 5.78 0.96	C-0.96
2+89w	385.98	7.60 7.05 0.55	C-0.55
2+85E	386.66	6.92 6.01 0.91	C-0.91
2+57w	385.82	7.76 6.78 0.98	C-0.98
2+37 E	386.05	7.53 6.20 1.33	C-1.33
1+70 w	385.40	8.18 6.86 1.32	C-1.32
0+94E	385.87	7.71 4.95 2.74	C-2.76
BM	1.50	393.58	392.08 Nail in Pole Contour Monroe

0.0505 west
0.0411 East

N.W. Prop
Line
Of O'El Cajon

INDEXED
WK
MAY 12 1949

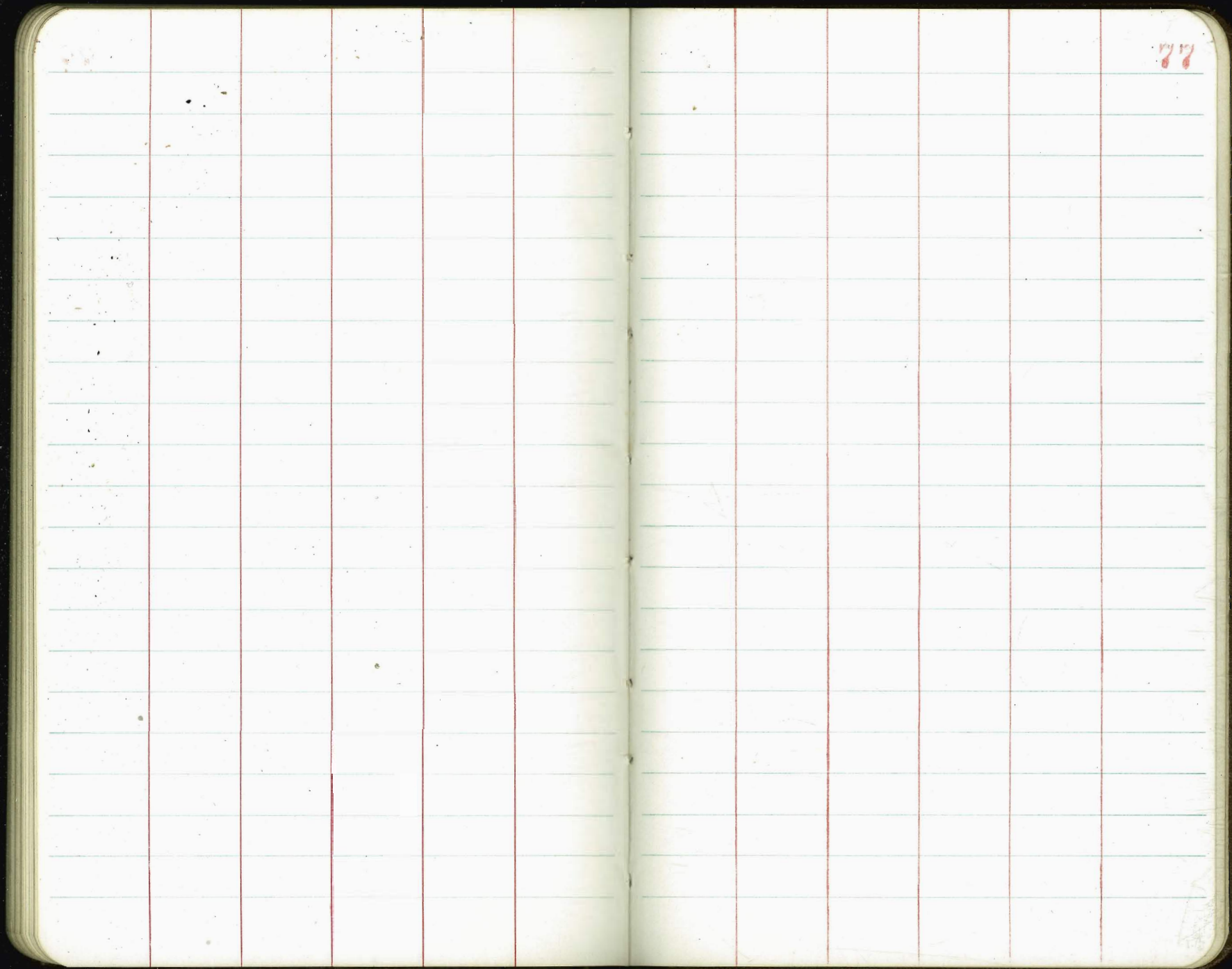
4796W	387.00	6.58 5.44 1.14	C-1.14
4764W	386.86	6.72 5.62 1.10	C-1.10
4748E	387.33	6.25 5.11 1.14	C-1.14
4743E	387.31	6.27 5.12 1.15	C-1.15
4718W	386.63	6.95 6.29 0.66	C-0.66
3767W	386.37	7.21 6.48 0.73	C-0.73
3759E	386.96	6.62 5.67 0.95	C-0.95

HI 393.58

4710W	387.84	5.74 4.98 0.76	C-0.76
1727W	388.42	5.16 4.64 0.52	C-0.52
0768W	388.13	5.45 5.19 0.26	C-0.26
0744W	387.92	5.66 5.03 0.63	C-0.63

N. Linn
OF OO Monroe

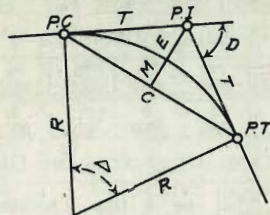
HI 393.58



22

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 $= M = R(1 - \cos. \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (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) $\Delta =$ 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° curve $T = 3454.1$ and $\div 8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. $- T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. $+ L = 164 + 91.50$.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft. = 7.27 ft. Distance = 158 — 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 = $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 115.27$ 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 $D = 5^\circ 30'$.

6676

5130

13.46

2.50

1296

68.11

432

6379

Adna + Cord. - NW Rt 83.91

monica + Cord. - ,, 63.76

9262

878

8384

8.78

25.41 abin

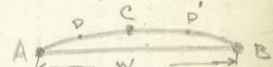
908

1985

2793

259

2534



$$\frac{A+B}{2} + wh = C$$

$$\frac{A+h}{2} + \frac{w}{v} = D$$

$$\frac{C+B}{2} + \frac{w}{v} = D'$$

436
125

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 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.

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