EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

1354+60 } 4
1355+00 }

572

33+00 E3
25+00 E5

The paper stock of this book is made of a **high grade 50% rag** paper having a **water resisting surface** and is sewed with Bing **Special Enamel Waterproof Thread.**

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CONSTRUCTION NOTES · PACIFIC BEACH P.L.-

✓ MPV.

3/25/41
Hill
Soper
Brooks
Hodgeson

Upas St. to Pacific Beach Res. Location

Profile of offset points.

B.M.	5.40	33.57		28.17	Grade 22.80
265+50			5.1	28.5	~~22.80~~ 22.8
266			5.6	28.0	~~23.42~~ 22.7
+50			6.2	27.4	~~23.64~~ 22.7
267			6.8	26.8	~~22.66~~
+50			7.3	26.3	22.28
+39.38 L.			7.2	26.4	22.21
TP	2.84	29.17	7.24	26.33	
268			3.1	26.1	21.90
+50			3.4	25.8	21.65
269			3.7	25.5	21.48
+50			4.1	25.1	21.16
270			4.4	24.8	20.92
+50			4.6	24.6	20.67
271			5.0	24.2	20.43
+28.00 B.C.			5.1	24.1	20.27
+50			5.2	24.0	20.18
272			5.4	23.8	19.94
+50			5.6	23.6	19.70
+53.94 E.C.			5.6	23.6	19.68
273			5.9	23.3	19.45
TP	3.05	26.36	5.86	23.31	
+50			3.3	23.1	19.20
274			3.8	22.6	18.96

B.P. in curbing, Crown Point Dr. at N. end of bridge

Cut	
~~4.7~~	5.7
~~4.6~~	5.2
~~4.4~~	4.7
4.1	4.1
4.0	
4.2	
4.2	
4.1	
4.1	
3.9	
3.9	
3.9	
3.8	
3.8	
3.8	
3.9	
3.9	
3.9	
3.8	
3.9	
3.6	

		26.36			Grade
274+50			3.6	22.8	18.71
275			3.8	22.6	18.47
+50			4.5	21.9	18.22
276			4.6	21.8	17.98
+50			4.9	21.5	17.73
277			5.2	21.2	17.49
+50			5.4	21.0	17.24
278			5.6	20.8	17.00
+50			5.9	20.5	~~16.50~~ 15.5
Π	8.49	28.97	5.88	20.48	
278+65.90 B.C.			8.6	20.4	~~16.34~~ 15.0
279			8.6	20.4	~~16.00~~ 14.0
+50			8.0	21.0	~~17.10~~ 16.00
280			7.0	22.0	18.00
+50			6.0	23.0	18.80
280+61.15 E.C.			5.8	23.2	18.98
281			5.1	23.9	19.60
+60			4.4	24.6	20.40
B.M.			3.46	25.51	
282			3.4	25.6	21.20
+50			3.4	25.6	22.00
283			3.0	26.0	22.42
+35.99 B.C.			2.7	26.3	22.71
+50			2.6	26.4	22.83
Π	7.08	33.47	2.58	26.39	

Cut

4.1
4.1
3.7
3.8
3.8
3.7
3.8
3.8
~~4.0~~ 5.0
~~4.1~~ 5.4
~~4.4~~ 6.4
~~4.0~~ 5.0
4.0
4.2
4.2
4.3
4.2

Point on curb return S.E. Cor Buena Vista & La Moncha. Elev. 25.50

4.4
3.6
3.6
3.6
3.6

					Grade	Cut
		33.47				
284			6.7	26.8	23.25	3.5
+ 50			6.2	27.3	23.66	3.6
285			5.7	27.8	24.08	3.7
+ 06 60 E.C.			5.7	27.8	24.13	3.7
+ 50			5.3	28.2	24.49	3.7
286			5.0	28.5	24.91	3.6
+ 50			4.5	29.0	25.32	3.7
287			4.0	29.5	25.74	3.8
+ 50			3.5	30.0	26.16	3.8
288			3.1	30.4	26.57	3.8
+ 50			2.5	31.0	26.98	4.0
+ 6.50 00 L.			2.2	31.3	27.10	4.2
TP	6.84	39.19	1.12	32.35		
B.M.			6.45	32.74		Point on curb return. S.E. Cor Burnan Vista & Meadowland Dr. Elev. 32.74
289			6.9	32.3	27.40	4.9
+ 50			4.8	34.4	29.10	5.3
290.			4.2	35.0	30.80	4.2
+ 06 90 L.			3.6	35.6	30.74	4.9 on curb
+ 50			4.1	35.1	30.40	4.7 " "
291			3.9	35.3	30.00	5.3
+ 50			6.0	33.2	28.33	4.9
292			7.8	31.4	26.67	4.7
TP	2.47	33.84	7.82	31.37		
+ 50			3.6	30.2	25.00	5.2
293			4.6	29.2	24.67	4.5

					Grade	Cut
		33.84				
293+50			4.8	29.0	24.33	4.7
294			5.0	28.8	24.00	4.8
+50			5.4	28.4	24.08	4.3
295			5.0	28.8	24.16	4.6
+50			4.8	29.0	24.24	4.8
296			4.7	29.1	24.32	4.8
+50			4.7	29.1	24.40	4.7
297			4.3	29.5	24.90	4.6
+50			3.1	30.7	25.41	5.3
TP	8.10	38.88	3.06	30.78		
298			7.0	31.9	25.92	6.0
+50			6.1	32.8	26.42	6.4
299			5.5	33.4	26.93	6.5
+50			4.5	34.4	27.44	7.0
300			3.9	35.0	27.94	7.1
+50			3.4	35.5	28.45	7.0
301			2.1	36.8	28.96	7.8
+50			1.0	37.9	29.46	8.4
TP	8.52	45.80	1.60	37.28		
302			6.8	39.0	29.97	9.0
+50			5.7	40.1	30.47	9.6
303			5.2	40.6	30.98	9.6
+50			4.6	41.2	31.47	9.7
304			4.5	41.3	32.00	9.3
+50			4.7	41.1	32.25	8.8

		45.80			Grade	Cut
305			4.9	40.9	32.50	8.4
+50			5.4	40.4	32.75	7.6
306			5.7	40.1	33.00	7.1
+50			6.0	39.8	33.25	6.5
307			6.1	39.7	33.50	6.2
PI	6.76	46.46	6.10	39.70		
+50			6.5	40.0	33.75	6.2
308			6.5	40.0	34.00	6.0
+50			6.9	39.6	34.25	5.3
309			7.5	39.0	34.50	4.5
+50			6.7	39.8	34.75	5.0
310			5.6	40.9	35.00	5.9
+50			4.4	42.1	35.75	6.3
311			3.5	43.0	36.50	6.5
+50			2.0	44.5	37.60	6.9
312			1.4	45.1	38.70	6.4
+50			0.8	45.7	39.80	5.9
PI	13.07	58.76	0.77	45.69		
313			12.7	46.1	40.90	5.2
+50			11.6	47.2	42.00	5.2
314			10.1	48.7	43.10	5.6
+50			7.8	51.0	44.20	6.8
315			6.0	52.8	45.30	7.5
+50			4.7	54.1	46.40	7.7
316+00				54.9	47.50	7.4
316+02 83 L.			3.9	54.9	47.57	7.4

					Grade	Cut
		58.76				
316+50			4.4	54.4	47.75	6.6
317	×		5.0	53.8	48.00	5.8
+50			5.6	53.2	46.50	6.7
+78.05	L.		6.4	52.4	45.66	6.7
318			7.2	51.6	45.00	6.6
PI		0.38	7.22	51.54		
+50			3.2	48.7	43.50	5.2
319			5.5	46.4	42.00	4.4
+50			6.7	45.2	40.50	4.7
320	×		7.8	44.1	39.00	5.1
PI		6.92	7.83	44.09		
+50			7.1	43.9	39.00	4.9
321	×		6.5	44.5	39.00	5.5
+50			6.1	44.9	39.75	5.1
322			5.6	45.4	40.50	4.9
+50			5.1	45.9	41.25	4.6
323			4.5	46.5	42.00	4.5
+50			3.1	47.9	42.75	5.1
324	×		2.5	48.5	43.50	5.0
+50			1.3	49.7	44.50	5.2
PI		10.48	1.19	49.82		
325	×		9.6	50.7	45.50	5.2
+50			8.2	52.1	46.75	5.3
326	×		7.5	52.8	48.00	4.8
+50			6.3	54.0	48.80	5.2

					Grade	Cut
		60.30				
327	+		5.1	55.2	49.60	5.6
+50			4.5	55.8	49.62	6.2
328			3.3	57.0	49.64	7.4
+50			2.9	57.4	49.66	7.7
329			2.9	57.4	49.68	7.7
+50			3.3	57.0	49.70	7.3
330			4.1	56.2	49.72	6.5
PI		5.96 62.16	4.10	56.20		
+50			7.8	54.4	49.74	4.7
B.M.			7.26	54.90		Nail in pole S.W. Cor Haines + Grand Elev. 54.91
330+84	x		8.3	53.9	49.75	4.1
331			7.9	54.3	49.~~87~~ 7	~~4.4~~ 4.6
+50			8.2	54.0	50.~~23~~ 18	3.8
332	x		6.4	55.8	50.60	5.2
+50			4.0	58.2	52.30	5.9
333	x		2.5	59.7	54.00	5.7
+50			1.4	60.8	55.17	5.6
PI		9.05 70.63	0.58	61.58		
334			8.3	62.3	56.33	6.0
+50	x		7.1	63.5	57.50	6.0
335			7.3	63.3	58.20	5.1
+50			6.0	64.6	58.90	5.7
336			5.1	65.5	59.60	5.9
+50			4.4	66.2	60.30	5.9
337	x		3.9	66.7	61.00	5.7
+50			3.6	67.0	61.50	6.5 ?

3/26/41
Hill
Soper
Brooks
Hodgson

					Grade
		70.63			
338			3.0	67.6	62.00
B.M.			0.32	70.31	
B.M.	3.41	73.72		70.31	
336+50			5.2	68.5	62.50
339			5.0	68.7	63.00
+50			4.6	69.1	63.50
340			4.5	69.2	64.00
+50			3.2	70.5	64.84
341			3.3	70.4	65.67
TP	6.17	76.57	3.34	70.38	
+50			6.1	70.5	66.50
342			5.3	71.3	66.85
+50			5.3	71.3	67.20
343			4.8	71.8	67.55
+50			4.4	72.2	67.90
344			3.9	72.7	68.25
+50			3.8	72.8	68.60
345			3.4	73.2	68.95
+50			3.5	73.1	69.30
TP	9.84	82.96	3.45	73.12	
346			8.6	74.4	~~69.80~~ 69.56
+50			8.2	74.8	~~70.30~~ 69.82
347			7.9	75.1	~~70.80~~ 70.08
+50			7.6	75.4	~~71.30~~ 70.34
348			7.1	75.9	~~71.80~~ 70.60

Cut

5.6

Set B.M. Top of fire hydrant S.E. Cor Haines & Garnet

6.0
5.7
5.6
5.2
5.7
4.7

4.0
4.4
4.1
4.2
4.3
4.4
4.2
4.2
3.8

4.6 4.8
4.5 5.0
4.3 5.0
4.1 5.1
4.1 5.3

6' Offsets to Lt

Elev.	Grade	Cut
68.6	63.00	5.6
69.0	63.50	5.5
69.6	64.00	5.6
70.1	64.84	5.3
70.4	65.67	4.7
70.5	66.50	4.0
71.1	66.85	4.2
71.5	67.20	4.3
71.8	67.55	4.2
71.9	67.90	4.6
72.4	68.25	4.1
72.7	68.60	4.1
72.9	68.95	3.9
73.1	69.30	3.8
74.0	69.56	4.4
74.5	69.82	4.7
74.6	70.08	4.5
75.2	70.34	4.9
75.4	70.60	4.8

					Grade
		82.96			71.7
348+50			6.7	76.3	~~72.30~~
349			6.5	76.5	72.80
+50			4.4	78.6	73.70
350			3.9	79.1	74.60
+50			2.8	80.2	75.50
351			2.3	80.7	76.40
TP	10.74	91.45	2.25	80.71	
+50			9.7	81.8	77.30
352			8.7	82.8	78.20
+50			7.5	84.0	79.10
353			6.5	85.0	80.00
+50			5.5	86.0	81.40
354			4.2	87.3	82.80
+50			3.1	88.4	84.20
					85.0
355			1.5	90.0	~~85.60~~
TP	12.17	102.18	1.44	90.01	
					85.7
+50			10.7	91.5	~~87.00~~
					86.5
356			8.8	93.4	~~88.40~~
					89.1
+50			7.1	95.1	~~89.98~~
357			5.5	96.7	91.55
+50			3.8	98.4	93.13
358			2.4	99.8	94.70
+50			0.6	101.6	96.28
TP	12.56	114.13	0.61	101.57	
359			10.9	103.2	97.85

Cut			
4.0 - 4.6	76.5	71.7	4.8
3.7	77.2	72.8	4.4
4.9			
4.5			
4.7			
4.3			
4.5			
4.6			
4.9			
5.0			
4.6			
4.5			
4.2			
~~4.4~~ - 5.0			
4.5 - 5.8			
~~5.0~~ - 6.9			
~~5.1~~ - 6.0			
5.1			
5.3			
5.1			
5.3			
5.3			

Grade change

					Grade
		114.13			
359+50			9.7	104.4	99.42
360			7.6	106.5	101.00
+50			5.9	108.2	102.75
361			3.9	110.2	104.50
+50			1.3	112.8	106.25
TP	9.34	122.13	1.34	112.79	
362			7.1	115.0	108.08
+06.9 B.C			6.9	115.2	108.25
+46.2			6.0	116.1	109.85
+86.34 E.C.			6.0	116.1	111.45
363			5.9	116.2	112.00
B.M.			3.16	118.97	
+50			3.9	118.2	114.00
364			2.7	119.4	115.20
+50			1.4	120.7	116.40
TP	13.10	134.13	1.10	121.03	
365			12.2	121.9	117.60
+50			11.0	123.1	118.80
+74.65 L. (6'14 to bank fang)			10.4	123.7	119.40
366			9.5	124.6	120.00
+50			6.2	127.9	123.33
367			3.0	131.1	126.66
TP	13.07	146.03	1.17	132.96	
+50			11.5	134.5	130.00
+65.93 L.			10.9	135.1	130.24
+77.85 B.C			11.1	134.9	130.45

Cut
5.0
5.5
5.4
5.7
6.5
7.0
6.9
6.2
4.6
4.2
Top of Fire Hyd. S.E. Cor. of Hamesa Beryl. El. 118.97
4.2
4.2
4.3
4.3
4.3
4.3
4.6
4.6
4.4
4.5
4.9
4.4

		146.03			
368			10.9	135.1	130.75
+16			10.7	135.3	131.00
+50	×		10.3	135.7	131.50
+53.79	E.C.		10.2	135.8	131.65
369			8.5	137.5	133.50
+50			6.4	139.6	135.50
370	×		4.2	141.8	137.50
+50			2.1	142.9	138.95
+75.5			1.0	145.0	139.69
371			0.2	145.8	140.41
TP	12.47	158.38 / 158.34	0.12	145.91	
371+37.5	×		0.16	~~145.87~~ 147.1	141.50
+50			11.0	147.3	141.55
372			11.7	146.6	141.75
+50			11.0	147.3	141.95
B.M.			7.81	150.57 ~~150.53~~	
372+62.5	×			147.5	142.00
373			9.2	149.2	144.15
+13.64	B.C.		8.8	149.6	144.93
+50	× 6' Rt		7.3	151.1	147.00
"	5' Lt		7.5	150.9	147.00
+82.67	E.C. 6' Rt		6.1	152.3	148.09
"	5' Lt		6.2	152.2	148.09
374	6' Rt		5.4	153.0	148.67
"	5' Lt		5.5	152.9	148.67
+50	6' Rt		3.5	154.9	150.34
"	5' Lt		3.6	154.8	150.34
TP	13.10	168.00	3.48	154.90 ~~154.86~~	

4.3
4.3
4.2
4.1
4.0
4.1
4.3
4.9
5.3
5.4

Ran check levels back over TP's

5.6
5.8
4.9
5.4

Top of F. Hyd. H.E. Cor Loring + Fourth II Blvd. El. 150.58

5.5
5.0
4.7
4.1
3.9
4.2
4.1
4.3
4.2
4.6
4.5

						Cut
		168.00				
375	x 6' Rt		11.2	156.8	152.00	4.8
	5' Lt		11.4	156.6	152.00	4.6
+50	6' Rt		7.3	158.7	154.44	4.3
	5' Lt		9.5	158.5	154.44	4.1
376	6' Rt		7.2	160.8	156.88	3.9
	5' Lt		7.4	160.6	156.88	3.7
+50	6' Rt		4.9	163.1	159.32	3.8
"	5' Lt		5.1	162.9	159.32	3.6
377	6' Rt		2.4	165.6	161.75	3.8
"	5' Lt		2.5	165.5	161.75	3.7
TP		12.97	180.07	0.90	167.10	
+50	6' Rt			12.0	168.1	164.19
"	5' Lt			12.1	168.0	164.19
378	6' Rt			9.4	170.7	166.63
"	5' Lt			9.6	170.5	166.63
+50	6' Rt			6.9	173.2	169.07
	5' Lt			7.0	173.1	169.07
379	x 6' Rt			4.4	175.7	171.50
"	5' Lt			4.5	175.6	171.50
379+50	38 6' Rt			2.0	178.1	173.00
"	5' Lt			2.5	177.6	173.00
B.M.				0.59	179.48	
379+53	(2½ ahead of 4)			5.67	174.40	

Top of E.H. Tourmaline & Foothill - El 179.47

Top of 10" water line

Sta	Elev.	Grade	Cut
363+50 - 5'Lt	118.1	114.00	4.1
363+75 - 6'Rt	118.8	114.60	4.2
" 5'Lt	118.7	114.60	4.1
364+00 - 5'Lt	119.3	115.20	4.1
364+25 - 6'Rt	120.0	115.80	4.2
" 5'Lt	119.9	115.80	4.1
364+50 5'Lt	120.6	116.40	4.2
364+75 6'Rt	121.2	117.00	4.2
" 5'Lt	121.1	117.00	4.1
365+00 5'Lt	121.8	117.60	4.2
365+25 6'Rt	122.5	118.20	4.3
" " 5'Lt	122.4	118.20	4.2
365+50 5'Lt	123.0	118.80	4.2
375+25 6'Rt	157.7	153.22	4.5
" 5'Lt	157.6	153.22	4.4
375+75 6'Rt	159.7	155.66	4.0
" 5'Lt	159.6	155.66	3.9
376+25 6'Rt	162.0	158.10	3.9
" 5'Lt	161.9	158.10	3.8
376+75 6'Rt	164.3	160.54	3.8
" 5'Lt	164.2	160.54	3.7
377+25 6'Rt	166.8	162.97	3.8
" 5'Lt	166.7	162.97	3.7

	Elev.	Grade	Cut
377+75 6'Rt	169.3	165.41	3.9
" 5'Lt	169.2	165.41	3.8
378+25 6'Rt	171.9	167.85	4.0
" 5'Lt	171.8	167.85	3.9
378+75 6'Rt	174.4	170.29	4.1
" 5'Lt	174.3	170.29	4.0

Water elevs on Causeway

	+	H.I.	−	Elev.	
B.M.	8.17	10.96		2.79	
TP	3.23	5.28	8.91	2.05	
146+66			4.75	0.53	Pave
"			8.33	-3.05	Water
144+60			4.81		Pave
"			8.55	-3.27	Water
144+31			4.79		Pave
"			9.18	-3.90	Water
143+46			4.71		Pave
"			8.66	-3.38	Water
142+44			4.65		Pave
"			8.29	-3.01	Water
TP	5.24	5.99	4.53	0.75	
141+45			5.24		Pave
"			8.98	-2.99	Water
140+40			5.12		Pave
"			9.13	-3.14	Water
139+45			5.01		Pave
"			9.02	-3.03	Water
138+47			4.93		Pave
"			8.80	-2.81	Water
137+60			4.86		Pave
"			8.58	-2.59	Water
TP	4.81	6.13	4.67	1.32	

B.P. in Conc. Hdwall, North of W. Point Loma Blvd.

6.13

136+50			4.87		Pave.
"			8.81	-2.68	water
135+53			4.80		Pave.
"			8.94	-2.81	water
134+56			4.73		Pave
"			9.10	-2.97	water
TP	5.77	7.57	4.33	1.80	
TP	4.66	6.98	5.25	2.32	
124+23			4.86	2.12	Pave
"			10.51	-3.53	water
BM			1.76		

Fire hydr. opp. 124+50

7/10/41 16
Soper
Brooks
Hodgeson

Profile of 6' offsets

B.M.	0.39	31.61		31.22	
TP	10.25	29.75	12.11	19.50	
0+00			10.3	19.5	15.5
0+50			10.2	19.6	15.00
1+00			10.0	19.8	15.47
+50			9.9	19.9	15.93
2			8.8	21.0	16.40
+50			8.2	21.6	16.86
3			7.0	22.8	17.33
+50			5.3	24.5	17.80
4			5.2	24.6	18.26
+50			4.9	23.9	18.73
5			4.4	25.4	19.19
+50			4.8	25.0	19.66
6			4.2	25.6	20.13
+50			3.5	26.3	20.59
7			2.6	27.2	21.06
+50			1.6	28.2	21.52
TP	3.27	31.45	1.57	28.18	
7+56.19			2.5	29.0	21.58
8+00			4.1	27.4	22.00
B.M.			2.96	28.49	
+50			4.5	27.0	22.00
9			4.8	26.7	22.00

Nail in power pole

4.0	
4.6	
4.3	
4.0	
4.6	
4.7	
5.5	
6.7	
6.3	
5.2	
6.2	
5.3	
5.5	
5.7	
6.1	
6.7	
7.4	
5.4	
ck on BM. Elev 26.50	
5.0	
4.7	

		31.45			
9+50			4.7	26.8	22.00
10			4.5	27.0	22.00
+50			4.3	27.2	21.67
11			4.0	27.5	21.33
+50			3.2	28.3	21.00
12			4.3	27.2	20.67
TT	2.07	30.61	2.91	28.54	
+50			2.5	28.1	20.33
13			2.6	28.0	20 00
+50			2.7	27.9	19.67
14			3.0	27.6	19.33
+50			3.6	27.0	19.00
15			4.1	26.5	18.67
+50			5.4	25.2	18.33
16			8.0	22.6	~~18.00~~ 17.00
+50			8.9	21.7	18.14
17			8.6	22.0	18.28
+50			7.6	23.0	18.42
18			7.8	22.8	18.51
+50			8.2	22.4	18.71
19			8.3	22.3	18.86
TT	4.84	27.13	8.32	22.29	
			7.12	20.01	

4.8	
5.0	
5.5	
6.2	
7.3	
6.5	
7.8	
8.0	
8.2	
8.3	
8.0	
7.8	
6.9	
4.6	5.6
3.6	
3.7	
4.6	
4.2	
3.7	
3.4	
ck on B.M. elev. 20.03	

7/11/41 (18
Soper
Brooks
Hodgeson

	5.90	25.93		20.03		
19+50			3.8	22.1	19.0	3.1
20400			3.8	22.1	18.57	3.5
+50			3.3	22.6	18.14	4.5
21			3.5	22.4	17.71	4.7
+50			4.0	21.9	17.28	4.6
22			4.6	21.3	16.85	4.4
+50			5.2	20.7	16.42	4.3
23			5.7	20.2	16.0	4.2
+50			6.2	19.7	13.64	6.1
24			7.6	18.3	11.25	7.0
π	2.20	20.54	7.59	18.34		
+50			4.9	15.6	8.89	6.7
+90			9.3	11.2	7.0	4.2
25			8.2	12.3	7.12	5.2 (1.2 + 4.0)
+50			7.7	12.8	7.73	5.1
26			7.0	13.5	8.34	5.2
+50			6.3	14.2	8.95	5.2
27			5.1	15.4	9.56	5.8
+50			4.8	15.7	10.17	5.5
28			4.7	15.8	10.77	5.0
+09[00] L.			4.6	15.9	10.87	5.0
+44[35] L.			3.9	16.6	11.30	5.3
29			4.3	16.2	12.6	4.2
+18[94]			4.5	16.0	11.95 ~~11.70~~	4.3 4.0

		2054			
29+50			4.8	15.7	11.87 ~~11.20~~
30 +75 X			5.1	15.5 15.4	11.80 ~~10.40~~ 11.60
+50			5.5	15.0	9.60
TP	2.89	17.92	5.51	15.03	
B.M			2.53	15.39	
31			2.9	15.0	8.80
+50 X			4.3	13.6	8.0
32			4.4	13.5	7.75
+50			5.0	12.9	7.50
33			4.7	13.2	7.25
+50			5.5	12.4	7.00
34			5.7	12.2	6.75
+50			6.2	11.7	6.50
35			6.7	11.2	6.25
+50 X			7.0	10.9	6.0
TP	4.11	15.16	6.87	11.05	
36			4.7	10.5	5.86
+50			5.4	9.8	5.72
37			5.5	9.7	5.57
+50			4.8	10.4	5.43
38			4.7	10.5	5.28
+50			4.2	11.0	5.14
39 X			4.2	11.0	5.0
+50			6.4	8.8	3.33
40			8.1	7.1	1.67

4.5 3.8
3.7
5.0 4.3
5.4

Elev. 15.44

6.2
5.6
5.7
5.4
5.9
5.4
5.4
5.2
4.7
4.9

4.6
4.1
4.1
5.0
5.2
5.9
6.0
5.5
5.4

15.16

40+50			9.7	5.5	0.00
TP	2.33	8.02	9.47	5.69	
41			3.5	4.5	-1.67
+50			4.4	3.6	-3.33
42 X			4.8	3.2	-5.0
+50			5.0	3.0	-5.50
43 X			5.7	2.3	-6.0
+50			6.0	2.0	-5.1
44			6.2	1.8	-4.2
+50			6.1	1.9	-3.3
45 X			6.0	2.0	-2.4
+50			5.9	2.1	-2.3
46			5.6	2.4	-2.2
+50			5.4	2.6	-2.1
TP	5.17	8.09	5.10	2.92	
47			5.3	2.8	-2.0
+50			5.6	2.5	-1.9
48			5.2	2.9	-1.8
+50			5.0	3.1	-1.7
49			5.2	2.9	-1.6
+50			5.3	2.8	-1.5
50			5.2	2.9	-1.4
+44 Co L. X			4.2	3.9	-1.57
B.M			5.55	2.54	

5.5

6.2

6.9

8.2

8.5

8.3

7.1

6.0

5.2

4.4

4.4

4.6

4.7

4.8

4.4

4.7

4.8

4.5

4.3

4.3

5.5

Elev. 2.46

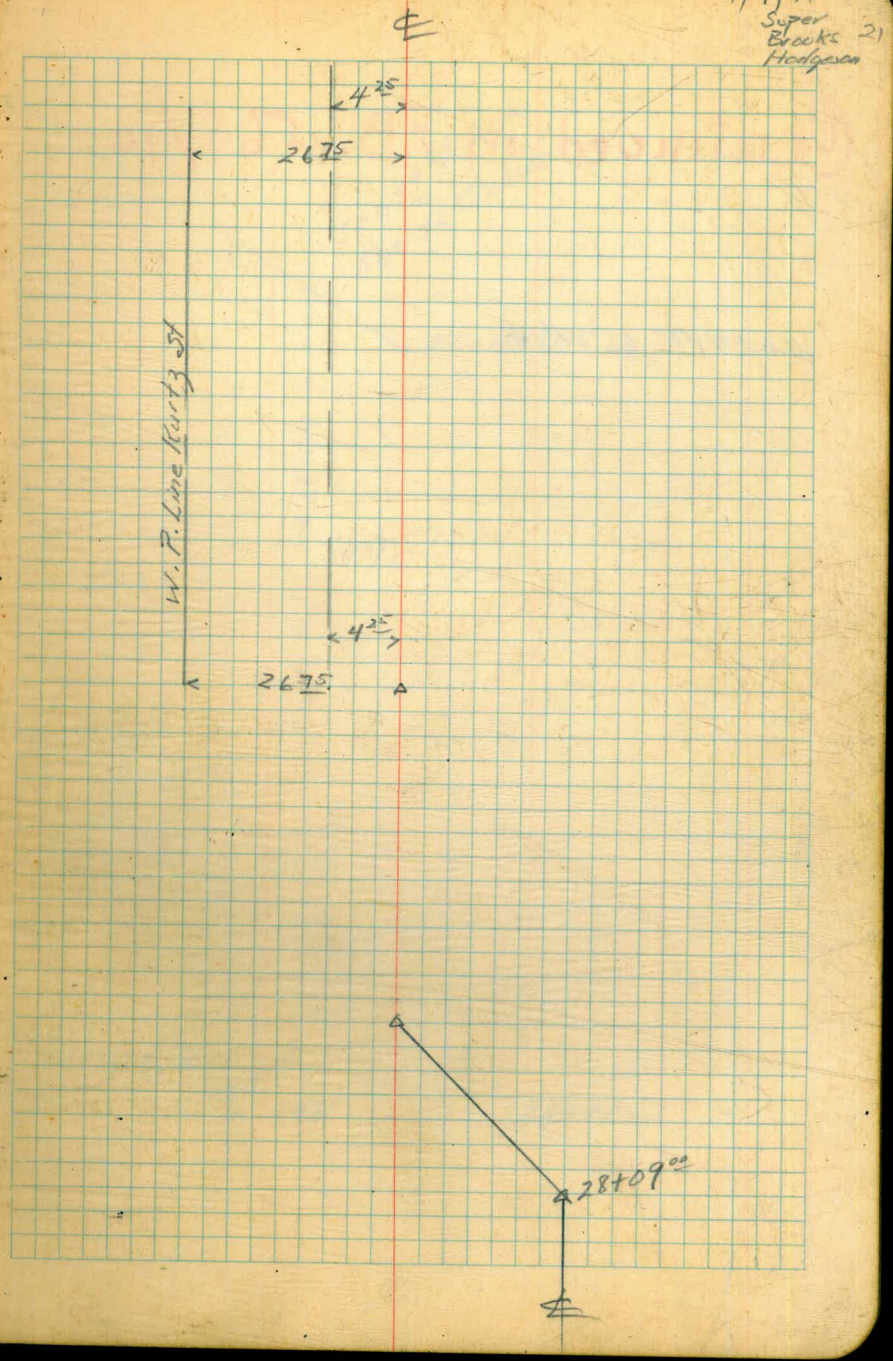
Line revision - Kurtz St.

29+18.94 ∠ 3°16'LT

28+44.35 ∠ 48°16'LT

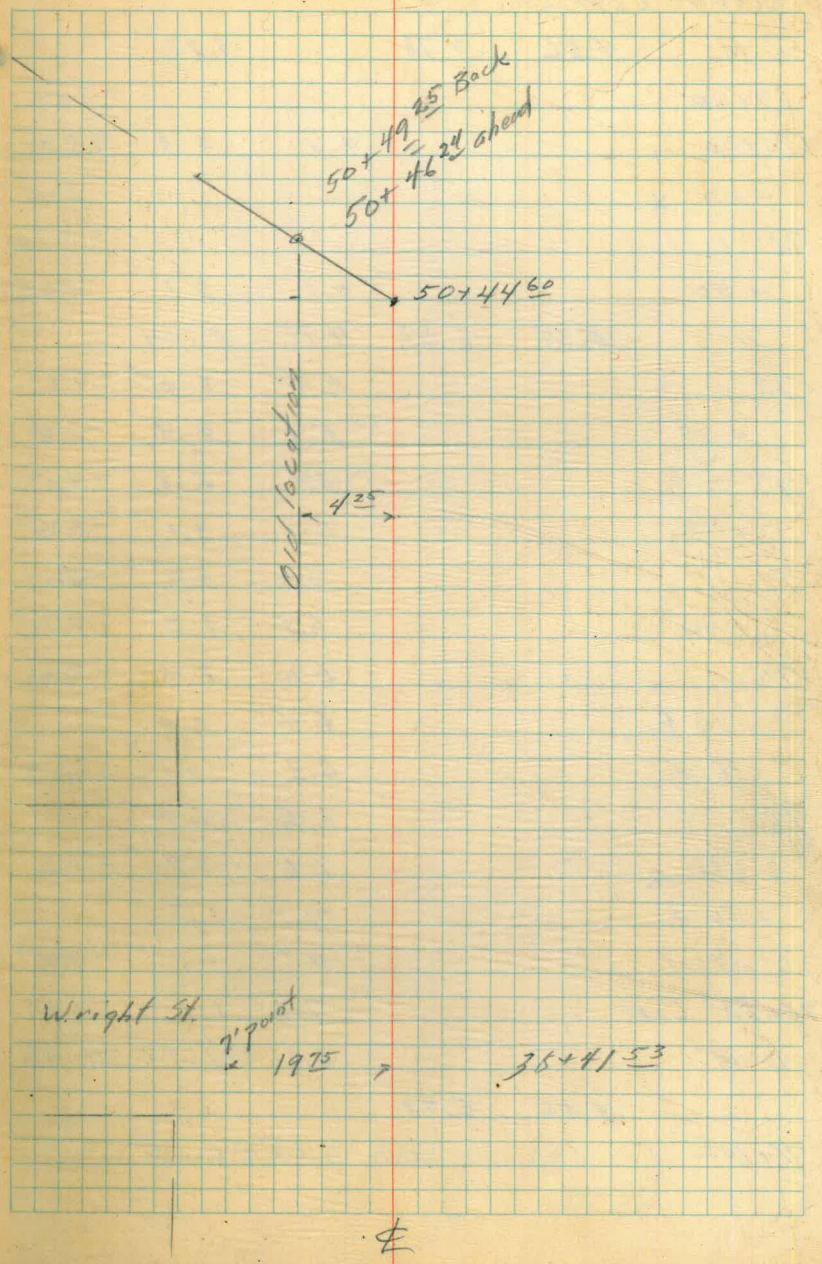
Continued from FB 565/8

7/9/41
Super
Brooks
Hodgson
21



Continued in F.B. 565/10

50+44.60 66°04' Lt



Profile 6' offsets

B.M.	4.56	7.78		3.22	
69+50					-2.93
70+00			4.8	3.0	-3.00
+50					-2.00
71					-2.04
+50			4.7	3.1	-2.09
℄	5.34	8.38	4.74	3.04	
72			5.4	3.0	-2.13
+50			5.9	2.4	-2.18
73			5.6	2.8	-2.22
+50			5.3	3.1	-2.26
74			5.1	3.3	-2.31
+50			5.4	3.0	-2.35
75			6.0	2.4	-2.40
+50 ℄			6.4	2.0	
6' offset			6.3	2.1	-3.50
76 ℄			6.6	1.8	
6' off.			6.6	1.8	-4.60
+50 ℄			7.1	1.3	
6' offset			7.7	0.7	-4.05
76+93 3 C'off.			7.3	1.1	-3.58
B.M.			6.96	1.72	
	5.56	6.98			
76+10 5			7.53	-0.55	

6.0'
5.2'
5.1'
4.6'
5.0'
5.4'
5.6'
5.7'
4.8'
5.6'
6.4'
4.8'
4.7'

Rec. elev. 1.39

Top of drain culvert (Rec. -0.58)

Profile - 6' offsets to Rt

B.M	5.66	8.12		2.46	
50+50 offset			4.8	3.3	-1.59
51 ℄			6.2 / 6.3	1.9 / 1.8	-1.78
+56 ×				1.8	-2.00
+76.20 ℄			6.3	1.8	-2.27
52 ℄			6.5	1.6	-2.59
+37.5 offset (BK.)				0.8	-3.10
1 50 offset			5.7	2.4	-2.37
53 "			5.1	3.0	-1.94
+40.23 "			4.3	3.8	-1.18
+50 × "			4.3	3.8	-1.00
54 "			5.0	3.1 / 2.6	-0.8
+50 "			~~5.2~~	~~2.9~~	-0.6
TP	7.02	8.91	6.23	1.89	
55 " ×			6.4	2.5	-0.46
+50 "			7.1	1.8	-0.30
56 "			6.8	2.1	-0.21
+50 "			6.3	2.6	-0.11
57 "			6.1	2.8	-0.01
+50 "			8.6	0.3	+0.08
58 " ×			5.4	1.5	+0.18
+50 "			6.7	2.2	+0.2 +0.28
59 "			5.3	3.6	+0.2 ~~+0.28~~
TP +54.23 BC.	6.37	9.21	6.07 / 6.4	2.84 / 2.8	+0.2 +0.48
+60 ×				2.6	+0.2P ~~+0.50~~
59+79.26					+0.2
59+77.46 =			5.7	3.5	0.0

4.9'	
3.7'	
3.8'	
4.1'	
4.2'	
3.9' ?	
5.3'	
4.9'	
5.0'	
4.8'	
3.9'	
~~3.2'~~	
~~3.5'~~	
2.9'	
2.1'	
2.3'	
2.7'	
2.8'	
~~2.3'~~	2.6'
2.1'	2.4'
~~3.5'~~	3.3'

set up 99.37

9.21

60			5.2	4.0	+0.3 −~~0.60~~
+25			5.1	4.1	+0.4 −~~1.20~~
+50			4.7	4.5	+0.5 −~~2.60~~
+74 82			4.9	4.3	+0.5 −~~1.60~~
61			4.8	4.4	+0.5 −~~1.7~~
+50			5.1	4.1	+0.5 −0.33
62			4.7	4.5	+0.50
+50			5.0	4.2	+0.35
63			5.4	3.8	+0.20
+50			5.5	3.7	+0.05
64			5.8	3.4	−0.10
+50			5.2	4.8	−0.25
TP	4.30	8.32	5.19	4.02	
65			4.7	3.6	−0.40
+50			4.2	4.1	−0.55
66			4.3	4.0	−0.70
+50			4.9	3.4	−0.85
67			4.3	4.0	−1.00
+50			4.6	3.7	−1.60
68			4.8	3.5	−2.20
+50			5.5	2.8	−2.80
+67 81			5.5	2.8	−2.81
B.M.			5.14	3.18	

~~4.6~~	3.7
~~5.1~~	3.7
~~6.5~~	4.0
6.9	3.8
6.8	3.9
~~4.4~~	3.6
4.0	
3.8	
3.6	
3.6	
3.5	
4.3	
4.1	
4.7	
4.7	
4.3	
5.0	
5.3	
5.7	
5.6	
5.6	
Elev. 3.22	

		Elev.	
60+33	6" gas main (0.90 O.D)	-0.1	(Top)
60+41.6	6" gas main (0.60 O.D)	-0.2	"
60+50	3" water line	+1.0	"

(3'Lt)

Profile, ℄ & offsets, Sta 55+00 – 59+54.22

B.M	6.65	9.11	2.46
55+00 ℄		7.0	2.1
" 3'Lt		6.8	2.3 — 0.40
+50 ℄		7.5	1.6
" 3'Lt		7.2	1.9 — 0.30
56+00 ℄		7.5	1.6
" 3'Lt		~~7.0~~ 3.8	~~2.1~~ — 0.21
+50 ℄		5.2	3.9
" 3'Lt		5.4	3.7 — 0.11
57+00 ℄		5.5	3.6
" 3'Lt		5.7	3.4 — 0.01
+50 ℄		5.5	3.6
" 3'Lt		5.5	3.6 + 0.08
58+00 ℄		5.6	3.5
" 3'Lt		5.3	3.8 + 0.18
+50 ℄		6.0	3.1
" 3'Lt		6.1	3.0 ~~+ 0.28~~ + 0.2
59+00 ℄		6.1	3.0
" 3'Lt		7.1	2.0 ~~+ 0.38~~ + 0.2
59+54.22 BC ℄		7.7	1.4

(27) 7/26/41
Soper
Brooks
Hodgeson

B.P. in Conc. wall Subway St.

Cuts - 3'Lt.

2.7

2.2

~~2.3~~ 4.0

3.8 cut 3.9 - 6'Rt

3.4 cut 3.7 - 6'Rt

3.5 cut 3.6 6'Rt

3.6 cut 3.6 6'Rt

~~2.7~~ 2.8

1.6 1.8

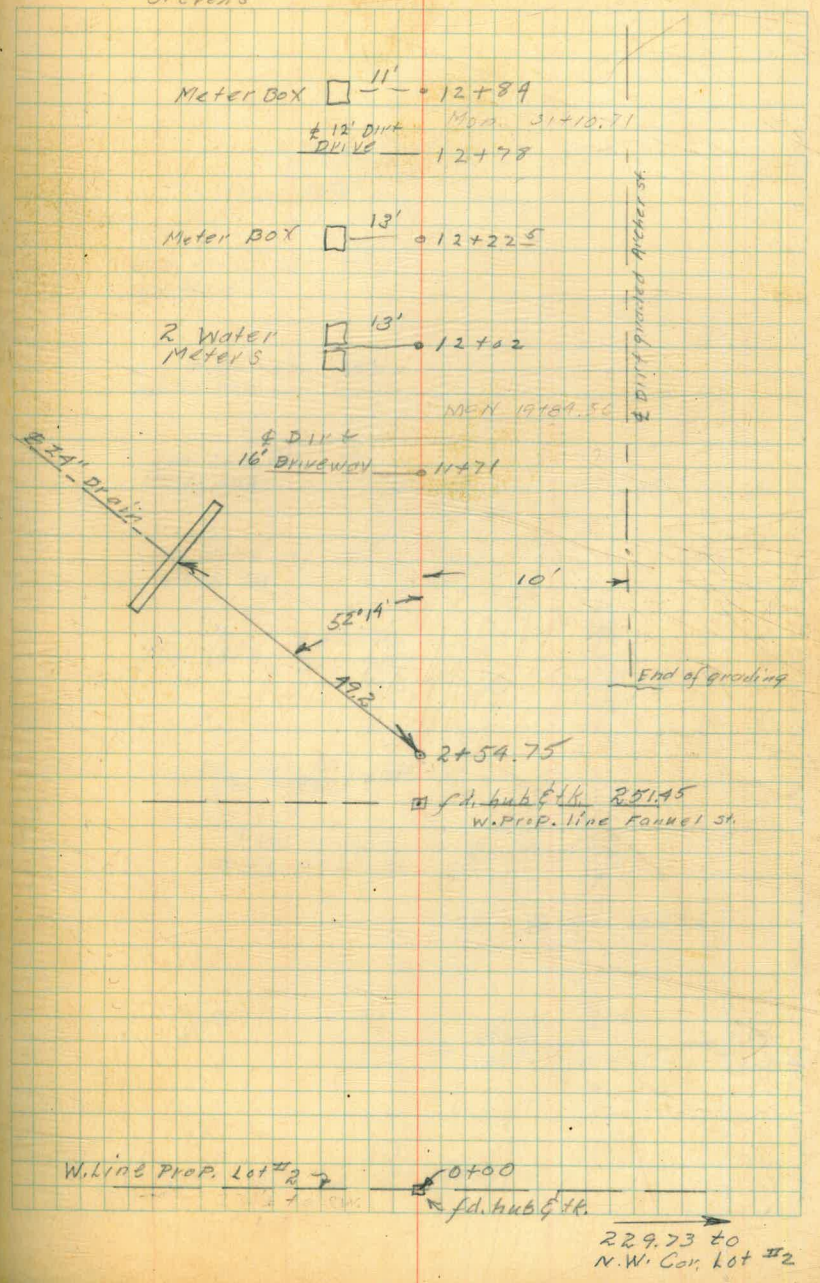
Appurtenances - Pacific Beach Line

0+00 - 24"×24"×18" Tee (on Upas line)
0+20 - 18" G.V.
0+57 - 6" B.O. & 6" G.V.
9+95 - 2" P.V.
19+51 - 18"×18"×12"×12" Cross, & 2-12" G.Vs.
19+92 - 2" P.V.
✓24+90 - 6" B.O. & 6" G.V.
26+80 - 18"×18"×8" Tee & 8" G.V. (to Rt)
29+21 - 2" P.V.
42+99 - 6" B.O & 6" G.V.
45+87 - 18"×18"×8" Tee & 8" G.V. (to Lt)
50+39 - 2" P.V.
59+65 - 18"×18"×10" Tee + 10" G.V. (to Rt.)
59+79 - 18"×18"×8" Tee (to Lt - F.Hyd.)
60+55 18"×18"×12"×12" Cross - 12" G.V. to Lt - 6" G.V. to Rt
60+67 - 2" P.V.
60+75 - 18" G.V.
60+83 - 2" P.V.
? 69+43 - 18"×18"×8" Tee & 8" G.V. (from Dave Vance's map 69+70 ± G.V. inside cr. P.L. 320.
76+32 - 6" B.O. & 6" G.V.
102+90 - 2" P.V. (Valve may not be installed)
102+98 - 18" G.V.
103+59 - 18"×18"×16"×16" Cross.
104+74 - 16" G.V.

124+28 - 16"×16"×? Tee or Cross G.V.?
124+89 - 2" P.V.
145+95 - 4" B.O.
149+60 - 2" P.V.
149+65 - 16" G.V.
149+77 - 16"×16"×? Tee & ? G.V. (to Lt)
149+97 - 16" G.V.
150+03 - 2" P.V.
157+61 - 16"×16"×8" Tee + 8" G.V. (to Rt)
173+01 - ? B.O & ? G.V.
192+96 - 2" P.V.
204+00 - 4" B.O. & 4" G.V.
223+60 - 2" P.V. (valve may not be installed)
223+68 - 16" G.V.
228+05 - 2" P.V.
238+00 - 4" B.O. & 4" G.V.
259+90 - 2" P.V.

Alignment of pipe line along Archer St.
Pacific Beach

6-13-44 Byker
King
Otten
Stevens



℄ 10' Dirt Driveway
Sta. 18+18

Sta. 17+50 □ 14⁵
meter box

Sta. 17+08 □ 14⁵
meter box

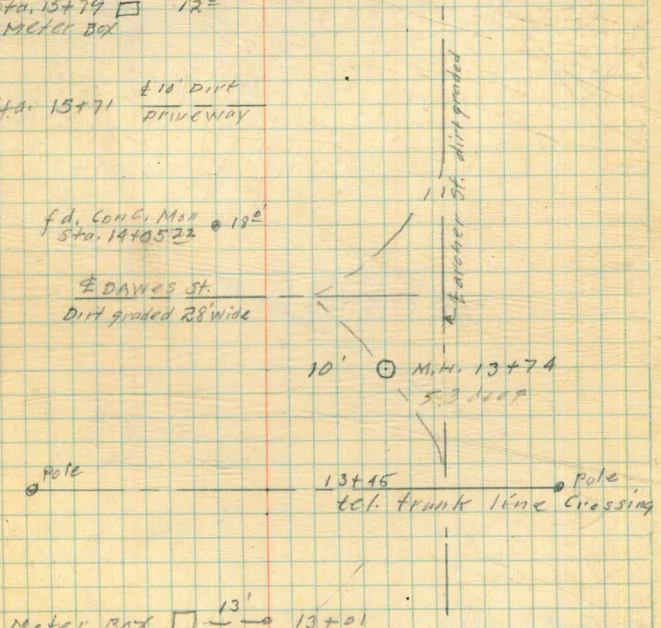
Sta. 16+46 □ 12⁵
Meter box

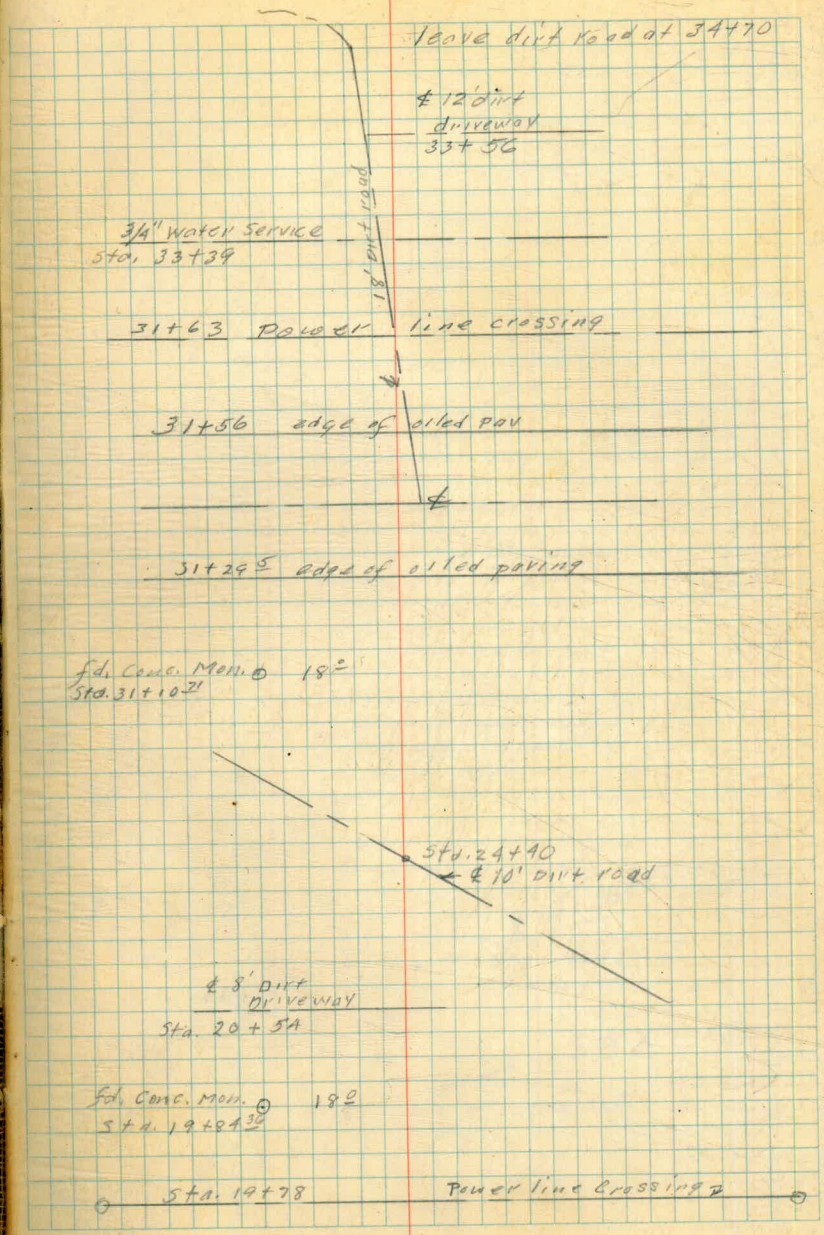
Sta. 15+79 □ 12⁵
Meter box

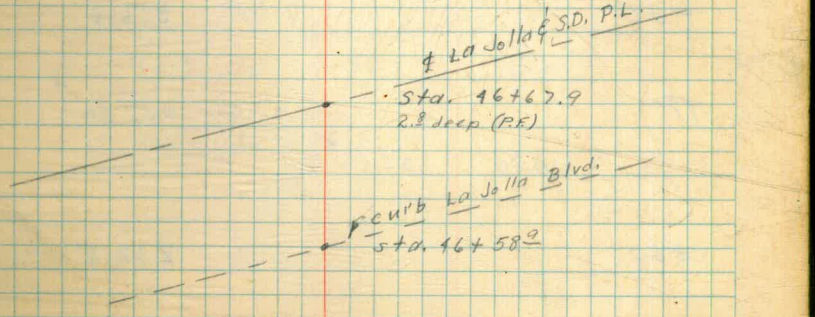
Sta. 15+71 ℄ 10' Dirt Driveway

fd. Conc. Mon ⊕ 18⁰
Sta. 14+05.22

℄ DAWES St.
Dirt graded 28' wide




leave dirt road at 34+70
℄ 12' dirt driveway 33+56
3/4" water service Sta. 33+39
18' dirt road
31+63 Power line crossing
31+56 edge of oiled pav.
31+29.5 edge of oiled paving
fd. Conc. Mon. ⊙ 18° Sta. 31+10.21
Sta. 24+90 ℄ 10' dirt road
℄ 8' dirt driveway Sta. 20+54
fd. Conc. Mon. ⊙ 18° Sta. 19+84.32
Sta. 19+78 Power line Crossing


℄ La Jolla ℄ S.D. P.L.
Sta. 16+67.9
2.8 deep (P.F.)
℄ Curb La Jolla Blvd.
Sta. 16+58.9

Profile Archer St Pipe line 6-19-44

				290.93
	2.94	293.87		
0+00			3.8	290.1
+50			7.0	286.9
+85			10.6	283.3
TP			13.01	280.86
	0.05	280.91		
1+00			2.1	278.8
TP			12.84	268.07
	1.71	269.78		
+50			13.2	256.6
TP			12.32	257.46
	0.70	258.16		
+60			5.7	252.5
+65			6.7	251.5

Byler
Otten
Stevens

B.M. 6' off set stake for test hole #7
El. 290.93

		258.16		
TP			12.40	245.76
	0.68	246.44		
2+00			9.6	236.8
TP			13.03	233.41
	0.27	233.68		
TP			12.92	220.76
	1.36	122.12		
+51.45			10.0	212.1
+56			10.3	211.8
—			13.37	208.75
3+00			4.8	217.3
TP			0.15	221.97
	5.12	227.09		
+50			1.1	223.0
1+00			2.1	225.0
+50			1.8	222.3

W. Prop. line Fairview St.

℄ of dry wash.

Ft. line 24" drain (see transit notes page 30)

		217.09		
5+00			11.5	215.6
TP			12.50	214.59
	1.15	215.74 ~~216.74~~		
+50			9.0	206.7
TP			12.88	202.86
	0.01	202.87		
6+00			2.3	200.6
+50			8.4	194.5
7			11.8	191.1
TP			12.27	190.60
	0.28	190.88		
+50			1.8	189.1
8			5.1	185.8
+50			6.8	184.1

		190.88		
9+00			6.8	184.1
			7.5	183.4
10+00			10.0	180.9
+04			11.3	179.6
+08			10.3	180.6
+50			12.3	178.6
TP			12.96	178.12 ✓
	1.05	179.17 ✓		
11			4.0	175.2
+50			7.7	171.5
12			10.0	169.2
+50			11.5	167.7
TP			12.55	166.62 ✓
	4.66	171.28 ✓		

		171.28		
13+00			5.1	166.2
+50			6.4	164.9
+74			5.52	165.76
			10.82	160.46
14			6.5	164.8
			7.06	164.22 ✓
+50			4.4	166.9
15			2.9	168.4
+50			3.5	167.8
16			3.4	167.9
+50			3.6	167.7
17			3.5	167.8
TP			3.46	167.82 ✓
	3.77	171.59 ✓		

top M.H. Cover

Fl. line sewer

Set B.M. top conc. MOM. 18' L. Sta. 14+05 ±2

	171.59		
17+50		3.6	68.0
18		3.4	68.2
+50		4.5	67.1
19		6.3	65.3
+38		7.6	64.0
+50		7.1	64.5
+58		7.2	64.4
+72		8.0	63.6
+84.36		8.61	162.98
20		8.2	63.4
+50		10.3	61.3
21		12.8	58.8

Set B.M. top conc. Mon. 18' L. ℄ Sta. 19+84.36

		171.59		
FP			12.85	158.74 ✓
	1.30	160.04 ✓		
21+50			3.8	56.2
22			6.0	54.0
+17			6.2	53.8
+24			11.2	48.8
+27			20.5	39.5
+50			19.7	40.3
+60			19.4	40.6
+63			16.7	43.3
+74			15.1	44.9
+98			17.6	42.4
13+01			13.2	46.8
+09			11.4	48.6

		160.04		
23+35			10.8	49.2
+50			11.2	48.8
TP		✓	11.16	148.88 ✓
	0.88	149.76 ~~+46.00~~		
24			2.5	47.3
+50			5.0	44.8
25			6.4	43.4
+50			7.9	41.9
26			9.3	40.5
+50			11.2	38.6
TP 27		✓	13.05	136.71 ✓ ~~+31.95~~
	1.76	138.47 ~~+36.71~~		
+50			3.3	35.2
28			4.9	33.6

		138.47 ~~136.71~~		
28+22			5.7	132.8
+25			10.2	128.3
+65			12.4	126.1
+80			9.4	129.1
+95			7.0	131.5
29			7.0	131.5
+50			7.8	130.7
30			9.4	129.1
+50			10.6	127.9
			12.62	~~125.85~~ ~~124.09~~
	1.87	127.72 ~~125.96~~		
31			3.2	124.5
			4.53	123.19

Set B.M. on Conc. Mon. 18' L & Sta. 31+10.71

		127.72 ~~125.46~~		
31+25			5.1	122.6
+42			4.0	23.7
+50			1.3	23.4
+59			5.4	22.3
32			4.5	23.2
+50			5.1	22.6
33			6.7	21.0
+50			8.5	19.2
34			10.5	17.2
+50			11.5	16.2
35			12.1	15.6
TP		116.50 ~~114.74~~	12.13	115.59 ~~113.83~~
	0.91			

edge paving

edge paving

		116.50 ~~114.74~~		
35+50			2.3	114.2
36			4.0	112.5
+20			5.6	110.9
+50			5.5	111.0
37			8.0	108.5
+50			10.2	106.3
TP			10.30	106.20 ✓ ~~104.44~~
	1.13	107.33 ✓ ~~105.57~~		
38			3.3	104.0
+50			5.6	101.7
39			8.0	99.3
+50			10.2	97.1
40			10.8	96.5

		107.33 ~~105.57~~		
TP		96.37 ✓	12.46	94.87 ✓ ~~93.11~~
	1.50	~~94.61~~		
40+50			2.8	93.6
41			5.0	91.4
+45			7.1	89.3
+50			8.8	87.6
+60			7.2	89.2
42+00			9.4	87.0
+50			10.8	85.6
+98			11.8	84.6
43+05			10.8	85.6
TP		85.03 ✓	11.51	84.86 ✓ ~~83.10~~
	0.17	~~83.27~~		
+10			2.0	83.0

		85.03 ~~83.27~~		
43+50			4.4	80.6
44			6.5	78.5
+50			8.3	76.7
45			10.0	75.0
+50			11.9	73.1
TP			12.28	72.75 ✓ ~~70.99~~
	3.56	76.31 ✓ ~~74.55~~		
46			4.5	71.8
+50			5.7	70.6
+58.9			6.37	69.94
			7.1	69.2
+67.9			6.8	69.5
TP			6.53	69.78 ✓
	7.04	76.82 ✓		
TP			0.67	76.15 ✓

top of curb Set B.M. X on curb

gutter

Paving over ℄

			76.15
404	80.19 ✓		
		8.35	71.84 ✓

B.M. = B.P. in S.E. Cor. Midway & La Jolla Blvd.
El. 71.80 chk.

ALIGNMENT FOOTHILL BLVD. PIPE LINE

6-15-44

3+30

3+21.8

3+20

3+07.5

2+94.3

2+90.8

2+34.7

+98.95

1+93.25

~~1+80.6 E.C. Curve left~~

1+15

1+10.85

1+04

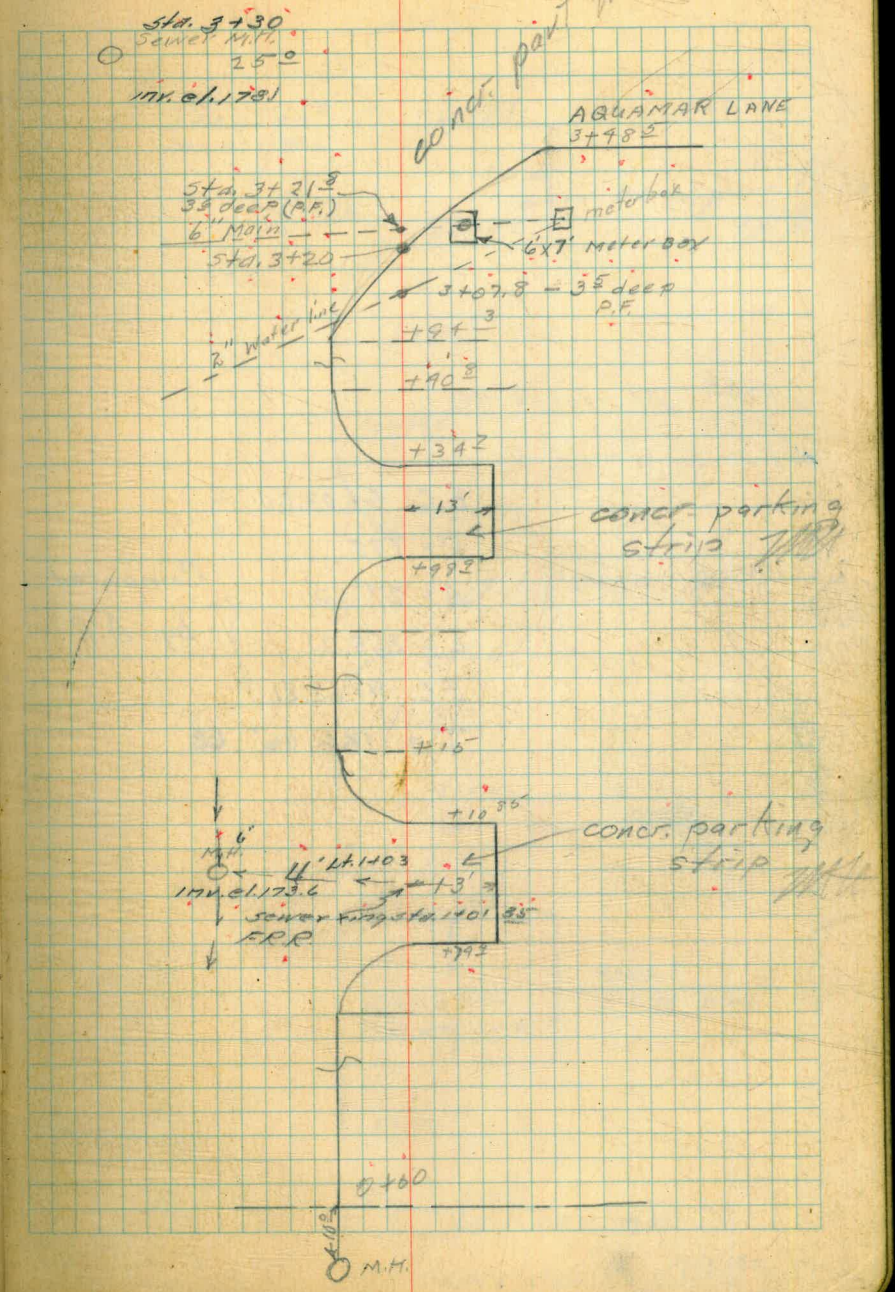
0+74.3

0+70

B.C. 0+00
R = 171.63
Δ = 59°00'
L = 176.74
E.C. 1+76.74
T = 97.10' EE

Computed by A.R.

0+00 90° Δ pt. of 16" main EE

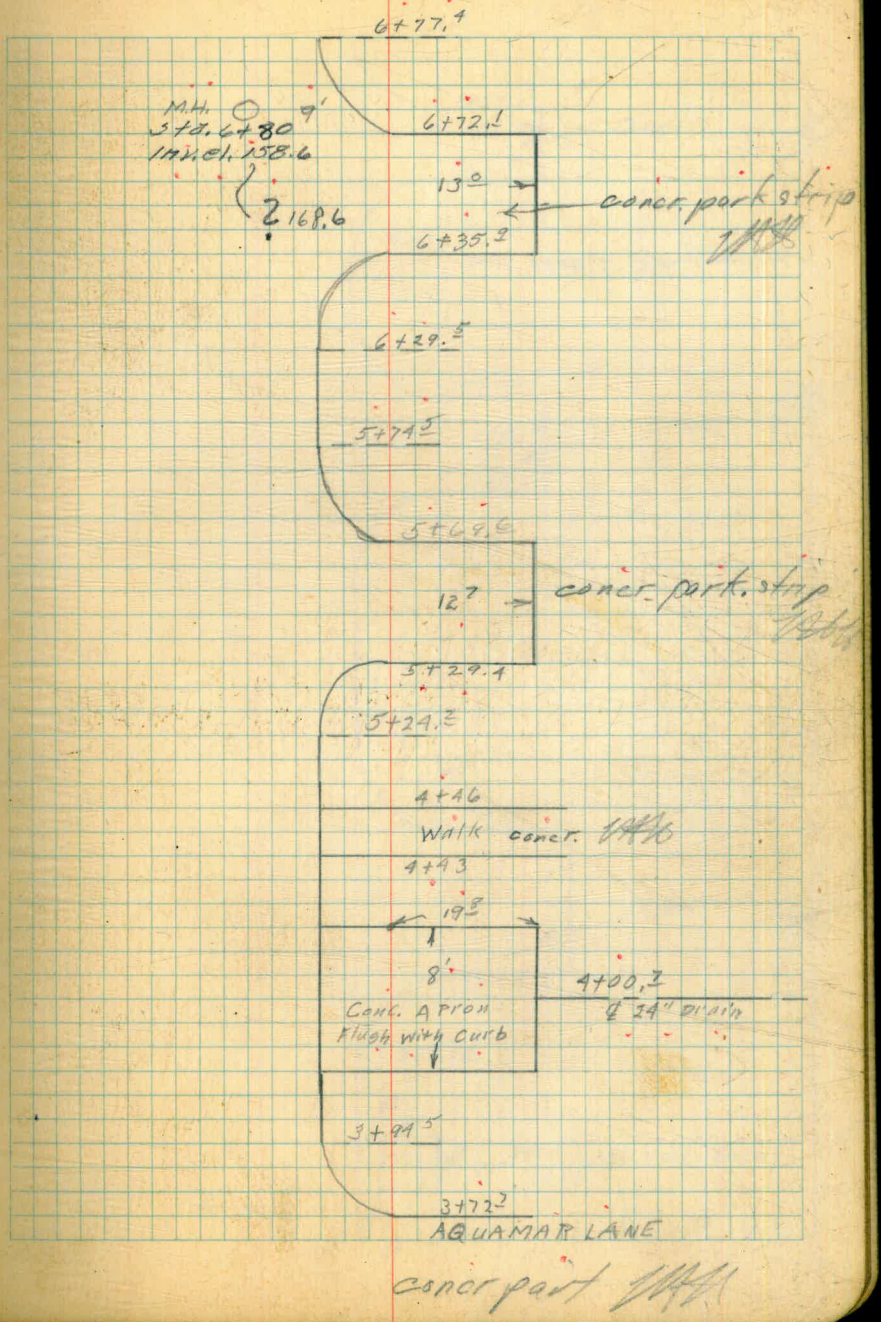


6+82

6+03.6 B.C. Curve Rt.

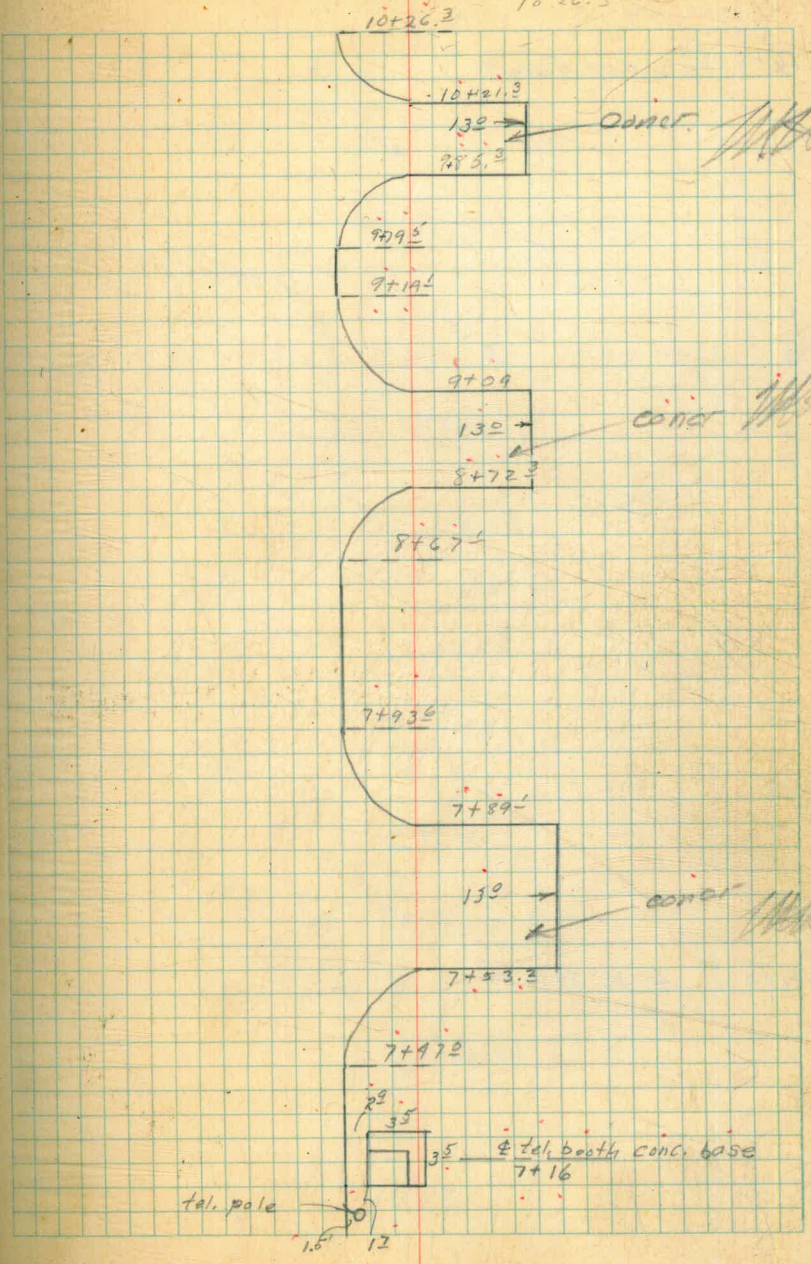
B.C. 6+03.60
R = 775'
Δ = 27°00'
L = 365.21
E.C. 9+68.81
T = 186.06' EE

Computed by A.R.



conc park

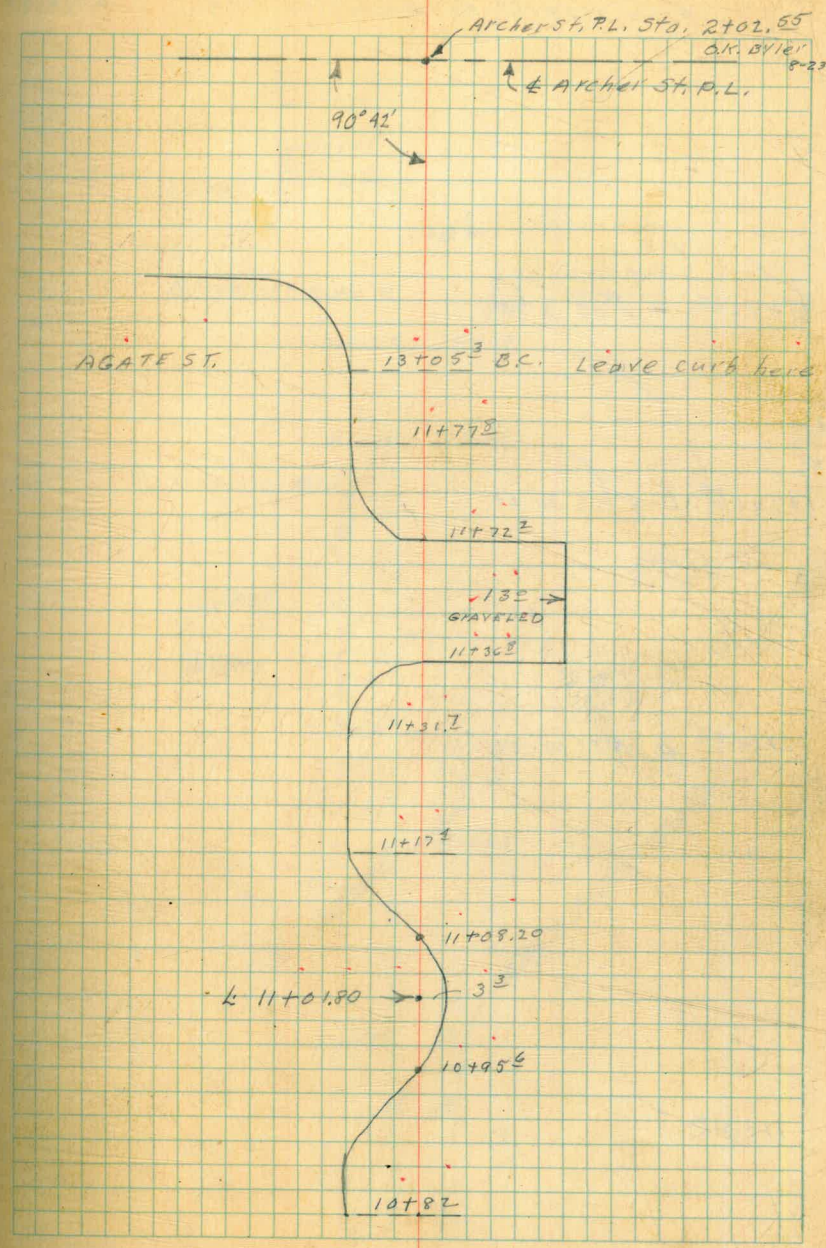
979.3
985.3
1021.3
1026.3



9+79.5 E.C. Curve Rt.

16+80.23 End of work

11+01.80 ℄ 30°59'30" Rt.



Alternate line #1 Fannel St.
from 11+01.80 to Archer St. line 6-15-44

14+02.62 ∠ 8°32'30" Rt.

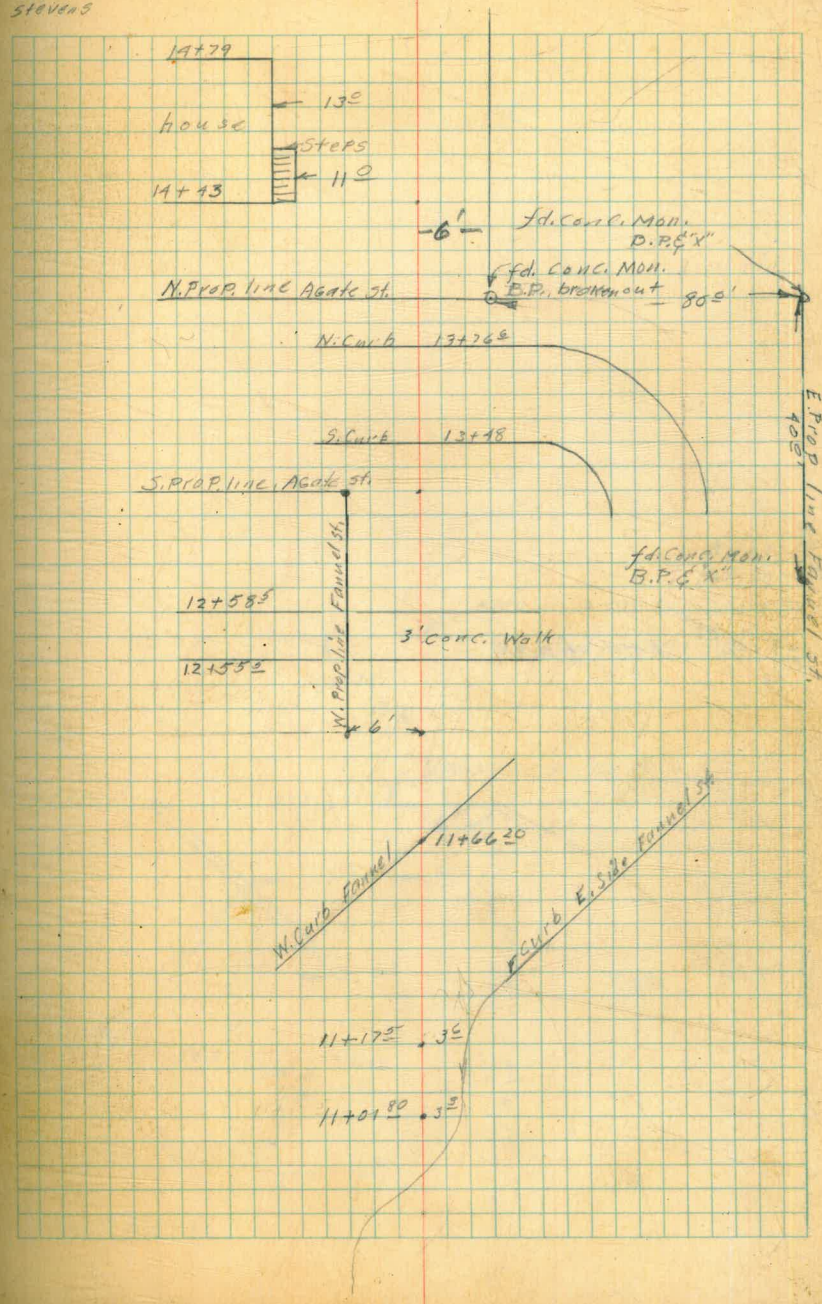
13+21.80 ∠ 8°32'30" Lt.

12+01.56 ∠ 30°52'30" Rt.

11+01.80

Byler
OTTEN
Stevens

51

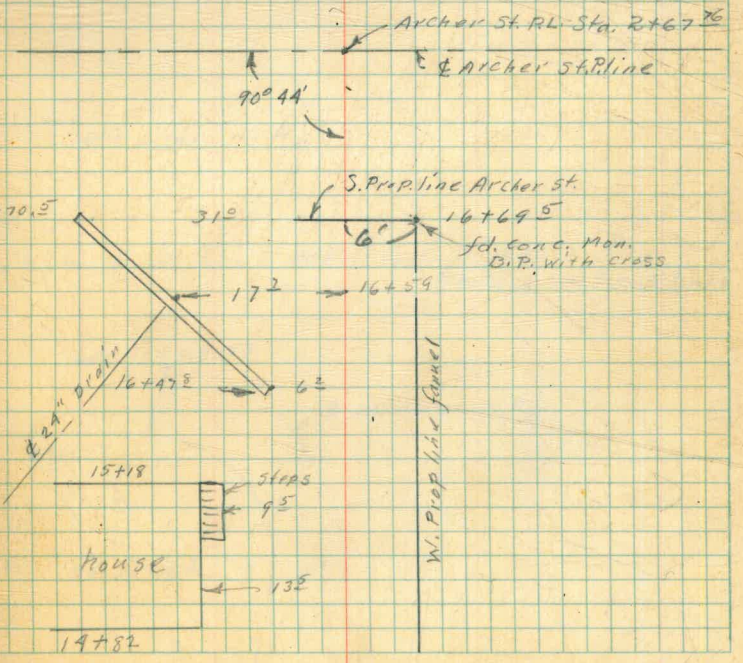


16+96.22 End of work

15+87.62 P.O.T.

℄

9-23-44
O.K. Byler

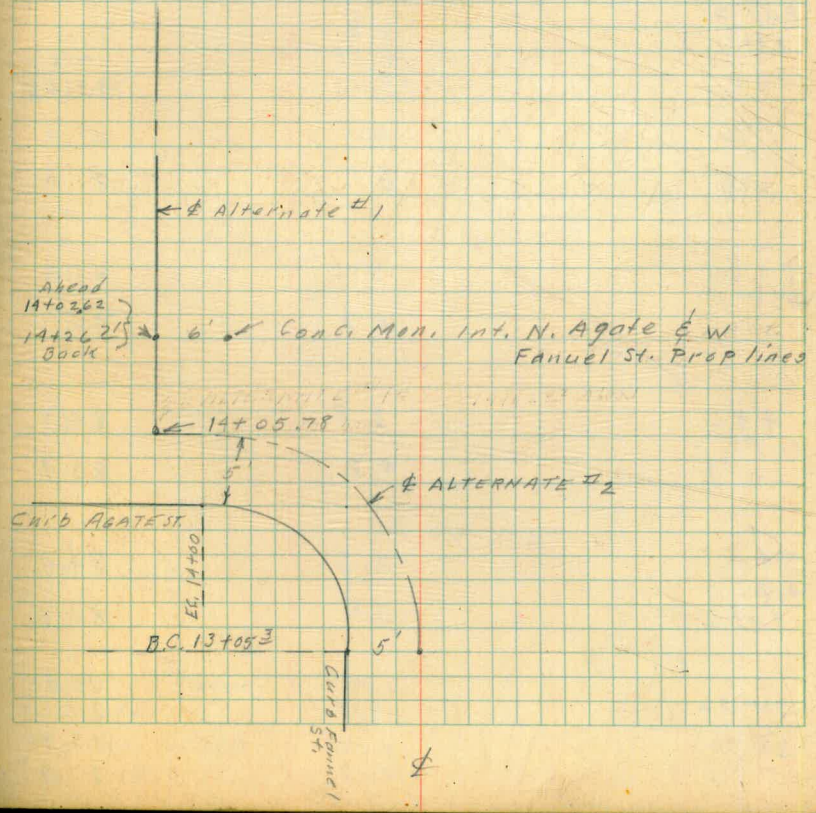


ALTERNATE LINE No. 2

6-16-44

Byler
Otten
Stevens

53



℄ PROFILE FOOTHILL BLVD. PIPELINE — 6-17-44

BYLER
OTTEN
STEVENS

			179.47
	7.65	187.12	
		9.65	77.47
		14.25	72.87
0+00		9.6	77.5
top curb		9.6	77.5
0+50		7.5	79.6
top curb		8.2	78.9
1+00		7.7	79.4
Pav 5' Left.		7.8	79.3
		7.73	79.39
1+04		13.63	73.49
+50		5.7	81.4
top curb		6.1	81.0
2+60		5.5	81.6
Pav 5' Left		5.7	81.4
+50		3.8	83.3
top curb		4.0	83.1
3+00		2.6	84.5
top curb		3.0	84.1
		1.87	85.25
3+12		5.87	81.25
3+30		3.17	83.95
		9.17	77.95

B.M. N.E Cor. Tourmaline & Foothill Blvd.
Top F.P. 179.47

top Gate Valve Cover 0-04
Fl. Line 16" main
16" main from Foothill to Pac. Beach Res.

top M.H. Cover
Fl. Line

top M.H. (Water)
Fl. Line

Top M.H. Sewer
Fl Line

	187.12		
3+50		1.9	185.2
Pav 5' Left		2.1	185.0
4+00		2.10	185.02
			185.34
top Curb			184.94
B.M. TP		2.00	185.72
	0.82 - 185.94		
+50		1.5	84.4
top Curb		2.1	83.8
+77		3.6	82.3
		8.7	77.2
5+00		3.0	82.9
top Curb		3.8	82.1
+50		6.1	79.8
Pav 5' Left		6.2	79.7
6+00		7.1	78.8
top Curb		7.5	78.4
+50		9.9	76.0
Pav 5' Left		10.0	75.9
+82		10.80	75.14
		17.40	68.54

391 +
319 -

Top apron from drain to curb

FL. line drain (EFFLUENT)

B.M. B.P. N.E. Cor Aquamar Lane & Foothill Blvd.

top Sewer Dead end plate

top M.H. Cover

FL. line

		185.94		
7+00			10.7	75.2
top curb			10.7	75.2
7+16			11.2	74.7
+50			12.7	73.2
top curb			12.8	73.1
TP			12.79	175.15
	0.13	173.28		
8+00			1.8	71.5
top curb			1.9	71.4
+50			3.7	69.6
top curb			3.9	69.4
9+00			5.7	67.6
Pav 5' Left			5.9	67.4
+50			5.7	67.6
top curb			6.2	67.1
10			6.1	67.2
Pav 5' Left			6.4	66.9

Conc. tel. Booth Stand

		173.28		
+50 top Curb			3.4	69.9
			4.1	69.2
11+01.8 top Curb 3' Rt.			2.2	71.1
			1.5	71.8
TP			0.51	172.77
	5.61	178.38		
			11.22	167.16
11+50 Par 5' Left			4.3	74.1
			4.5	73.9
TP			0.51	177.87
	11.96	189.83		
12+00 top Curb			11.2	78.6
			11.5	78.3
+50 top Curb			6.0	83.8
			6.5	83.3
13 top curb			0.A	89.4
			2.0	87.8

set B.M. on F.P. S.E. Cor. turquoise & Fannuel St.s

		189.83		
TP			0.28	189.55
	12.64	202.19		
13+50			4.8	197.4
TP			0.00	202.19
	12.27	214.46		
14			8.3	206.2
+50			0.5	214.0
TP			0.27	214.19
	11.63	225.82		
15			1.9	223.9
TP			0.77	225.05
	12.52	237.57		
+50			6.3	31.3
16			1.4	36.2
+20			0.5	37.1

	237.57		
TP		5.39	232.18
	5.94	238.12	
16+50		1.0	37.1
+80 23		2.8	35.3
		1.3	236.8

on Sta. 2+00 Archer st. line El. 236.84

Profile Alternate Line #1
Foothill Blvd. P.L.

6-17-99

			167.16
	12.74	179.90 ✓	
11+01.8		8.8	171.1
+50		6.2	173.7
11+66.2		5.5	174.4
top curb		4.9	175.0
12+01.56 L		2.7	177.2
TP		0.18	179.72 ✓
	11.83	191.55 ✓	
+50		10.5	181.1
+57		9.8	181.8
13		5.6	186.0
+21.8 L		3.5	188.1
+48		2.0	189.6
+50		2.6	189.0

B.M. F.P. S.E. Cor. Turquoise & Fanwell St.

Sidewalk

		191.55		
B.M. TP			2.20	189.35 ✓
	12.35	201.70 ✓		
13+76 ℄ top curb			12.8	188.9
			12.3	189.4
+84 ℄			8.6	193.1
14+02 ℄ 42' L.			6.0	195.7
14+50			0.0	201.7
TP			0.25	201.45 ✓
	12.79	214.24 ✓		
15			5.5	208.7
TP			0.24	214.00 ✓
	6.26	220.26 ✓		
+50			5.3	215.0
+87 ℄			2.8	217.5
16			2.7	217.6

Set B.M. on R.R. spike with "X" in St. 4' R of Sta. 13+65

	220.26 ✓		
16+50		5.7	214.6
+75		9.8	210.5
+90		9.5	210.8
+96.22		7.6	212.7
		11.53	208.73 ✓

FL. line 24" drain El. 208.75' see page 35 This Book

Profile ALternate Line #2
Foothill Blvd P.L.
6-17-94

			189.35
	8.09	197.44	
13+05.3		7.0	190.4
top curb		9.3	188.1
+25		4.8	192.6
top curb		8.6	188.8
+50		5.8	191.6
top curb		8.0	189.4
+75		5.5	191.9
top curb		7.8	189.6
14		5.6	191.8
top curb		8.0	189.4
+05.78		6.05	191.4
top curb		8.1	189.3
		8.09	189.35

B.M. R.R. Spike with "X" in st. 10' S. of N. Curb AGATE St.

B.M. 189.35

Alignment of Road from Pac. Beach Res. Site to Fanuel St.

6-30-44

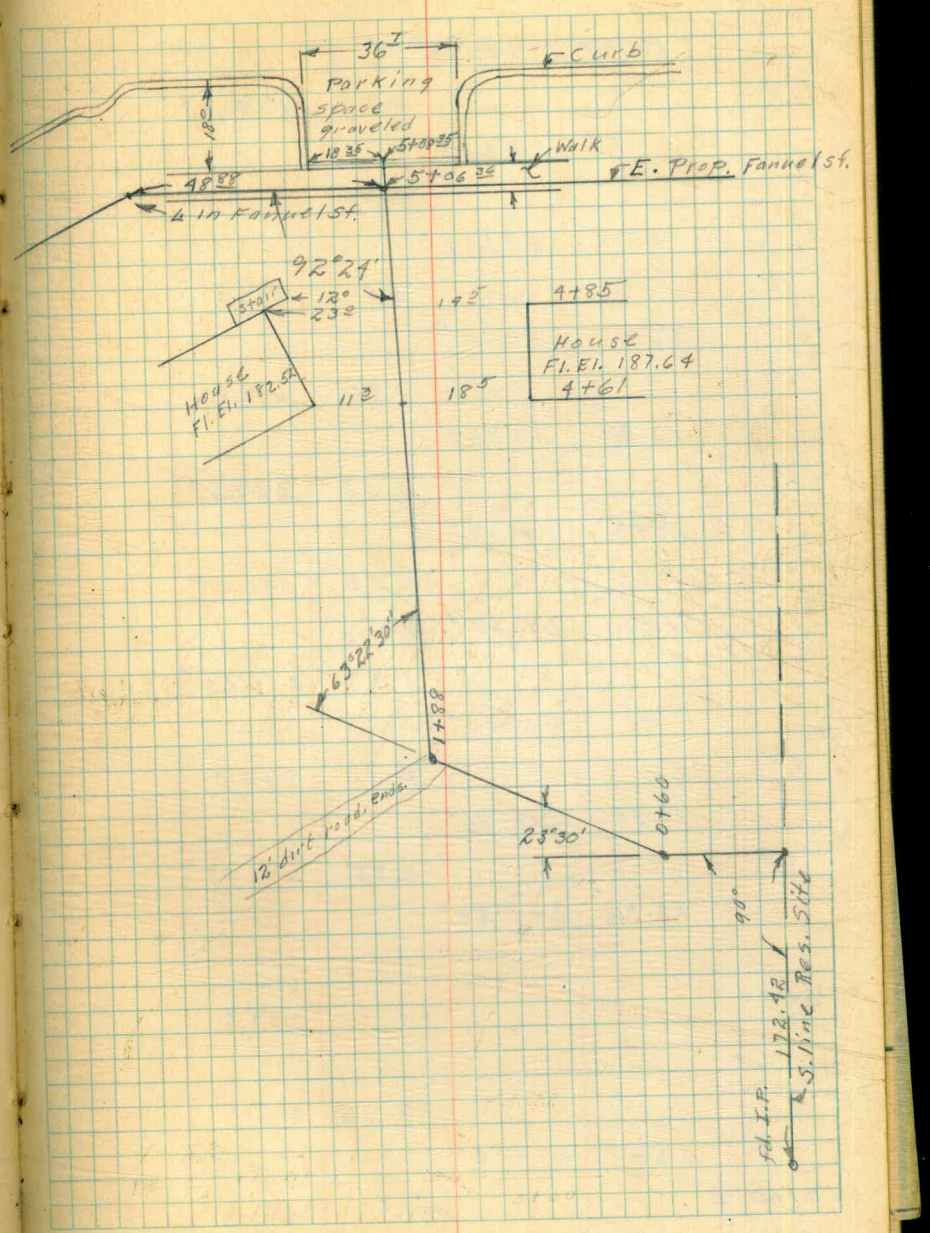
5+08.35 edge curb around Park.

5+06.36 E prop line Fanuel St.

1+88 L 63°22'30" Rt.

0+60 L 23°30' Rt.

0+00



Profile Along Proposed Road 6-30-44

	12.37	179.53			167.16
TP			0.05	179.48	
	11.84	191.32			
TP			0.46	190.86	
	12.72	203.58			
TP			0.51	203.07	
	12.93	216.00			
TP			0.20	215.80	
	12.89	228.69			
TP			0.07	228.62	
	12.45	241.07			
TP			0.50	240.57	
	11.78	252.35			
TP			0.33	252.02	
	11.01	263.03			
TP			0.72	262.31	
	11.55	273.86			
TP			0.33	273.53	
	12.36	285.89			
0+00			12.1	273.8	
TP			12.36	273.53	
	0.59	274.12			
0+60 ℄			7.9	266.2	

B.M. top F.P. S.E. Cor Fannet & Turquoise Sts

S. prop line nes. site

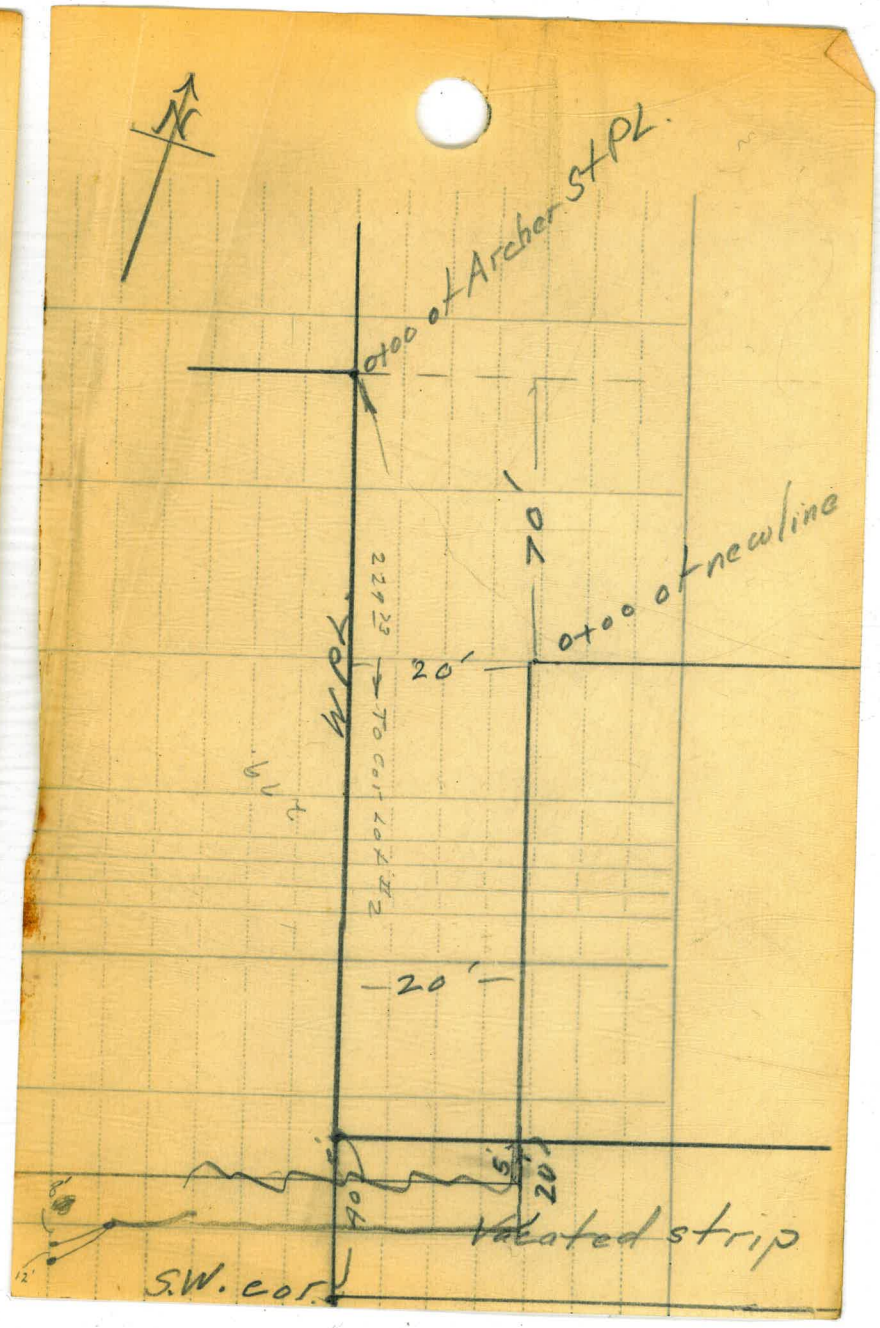
		274.12		
0+80			12.1	261.7
TP			11.81	262.31 ✓
	0.52	262.83 ✓		
1+00			10.5	252.3
TP			13.09	249.74 ✓
	1.93	251.67 ✓		
TP			12.68	238.99 ✓
	1.89	240.88 ✓		
1+50			6.9	234.0
			12.17	228.71 ✓
	1.61	239.32 ✓		
1+71			4.8	225.5
1+88			5.6	224.7
2+00			6.0	224.3
+35			7.0	223.3

edge of dirt road

		230.32		
+50			9.5	220.8
+70			13.3	217.0
TP			12.89	217.43'
	0.24	217.67'		
3+00			4.5	213.2
+20			7.3	210.4
TP			12.99	204.68'
	3.00	207.68'		
3+50			5.7	202.0
TP			12.53	195.15'
	0.96	196.11'		
4+00			6.0	190.1
+15			9.1	187.0
TP			13.06	183.05'
	2.52	185.57'		
4+50			4.0	181.6

Curb projected
4.32 from 10' off ℄

2+02.70



		185.57		
5+00			9.7	175.9
5+06 36			10.24	175.33
5+08 35			10.27	175.30
5+21			11.26	174.31
TP			12.11	173.46
	3.A.5	176.91		
			9.73	167.18

on walk at Prop line Fanuel

Curb around Parking area.

E. curb line Fanuel St.

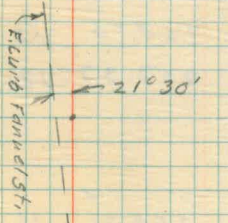
B.M. on F.P. S.E. Cor. Fanuel & Turquoise Sts El. 167.16

Stadia Survey of Proposed Road to Pac. Beach Res. Site. 6-30-44

4

70

⊼ 3 to 5	(186)		Pot	+8°56′	4.9 4.9	289.2
3 to 4	(112)	N15°E	25°17′Rt.	+5°51′	9.9 4.9	
⊼ 2 to 3	(112)	N10°W	17°56′Rt.	+8°30′	4.9 1.9	260.7
⊼ 1 to 2	(306)	N28°W	19°27′Lt.	+9°50′	4.9 4.9	244.2
⊼ 0 to 1	(21)	N8°W		0°0′	1.0 4.5	192.8



0 Point #0 = Point on E. Curb Fannel St. opposite Sta. 12+64 pipeline survey page 57
El. Point #0 = 189.3

Profile of line 20' N. of ℄ AGATE ST.
from E. Line Lot #2 to AGATE ℄ FANUEL ST.S'

	1.06	288.47		287.41
0+00 = E. Line Lot #2			8.9	279.6
+29			3.0	285.5
1+00			7.6	280.9
+48			14.0	274.5
2+00			8.1	280.4
+42			9.9	278.6
+50			11.0	277.5
TP	1.40	276.86	13.01	275.46
3+00			14.6	262.3
TP	0.46	264.96	12.36	264.50
TP	0.31	252.37	12.90	252.06
+50			6.0	246.4 ~~259.0~~
TP	0.17	240.01	12.53	239.84

7-1A-44

By Ickl
Gyten
King
Stephens.

71

B.M. cut Stone for test Hole #9.

		240.01 ✓		
4+00			8.8	231.2
TP	0.20	227.42 ✓	12.79	227.22 ✓
+50			11.0	216.4
TP	0.03	~~214.51~~ ✓	12.94	~~214.48~~ ✓
5+00			10.3	204.2
TP	0.06	~~201.52~~ ✓	13.05	~~201.46~~ ✓
+25			2.3	199.2
+43			5.5	196.0
+50			7.2	194.3
+56			7.8	193.7
+84			12.7	188.8
+90 =			12.8	188.7 ~~201.3~~
6+00			12.9	188.6

ON POV. Int. of Tannel & AGATE

= 13+76.6 Alternate Line (page 61 this Book

201.52 ✓

6+25 13.7 187.8

12.11 189.41 ✓

Top Curb 13+76 ℄ Alternate line (page 61)
El. 189.4

Dec 16 1949

Measurement of Concrete Paving Over Breakage

Electric Ave

Station	Width
63+94	5.0
+98	10. BK. / 12.5 AH.
64+02	8.5
+14	7.3
+19	8.5
+29	7.5
+32	8.5
+35	8.5
+41	10.8
+48	9.0
+53	4.5
+59	4.8
+65	5.7
+69	4.1
+87	4.3
+90	6.5
+91	6.0 BK / 10.3 AH.
65+02	5.8
+07	7.5
+11	8.7
+12	8.0
+15	5.3
+18	4.0
+27	4.4

Pipeline

Station	Width
65+31	5.3
+32	4.2
+37	5.7
+39	7.2
+40	5.7
+50	5.0
+60	4.0
0+00 = 6½' RT 64+44.7 Outlet to F.H.	
0+00	7.0
+04	3.7
+08	2.6
+14 BK	5.2
+14 AH	3.0
+20 Curb	3.0
Sidewalk	2.0 x 3.0
Begin Conc.	
111+83.7	8.0
111+90	5.0
111+97	6.4
111+98	7.0
111+99	10.0
112+05	11.5 BK
112+05	14.8 AH.
112+07	15.5
112+07	16.5
+09	17.5
+19	16.5
+21	16.0 BK
+21	10.0 AH.
+24	6.0
+33	6.8
+36	7.8
+44	8.0
+45	4.0
End Conc Begin A.C.	

So. Edge Val Ch. "
Nor " " "

Station	Width
170+76½	5.1
170+86	4.4
170+93	4.7
170+97	7.0
171+10	7.8
171+12	4.7
171+13	5.0
171+13	6.5
171+32	7.7
171+38	5.0
171+46	5.8
171+50	4.8
171+58	5.8
171+64	8.5
171+74	8.5
171+77	8.4
171+83	6.2
171+87	6.7
171+89	5.3
171+95	5.3
171+95	6.5
171+97	5.3
172+05	4.6
+05	5.6
+13	6.0
+18	5.0
+25	4.0
+48	4.0
+48	6.0
+54	4.7
+57	6.4
+59	5.4
+66	4.9
+67	6.5
+76	6.0
+78	7.2
+86	6.6
173+10	5.4
+13	7.3
+20	8.2
+20	6.5
+40	5.0
+50	6.0
+66	5.5
+82	5.1
+82	6.0
+99	5.4
+99	12.5

Sta 33+00.5 } Average 4.3 to 4.5
Sta 45+00.7 }

Sta 135+00 } Average 2.1.
Sta 135+60 }

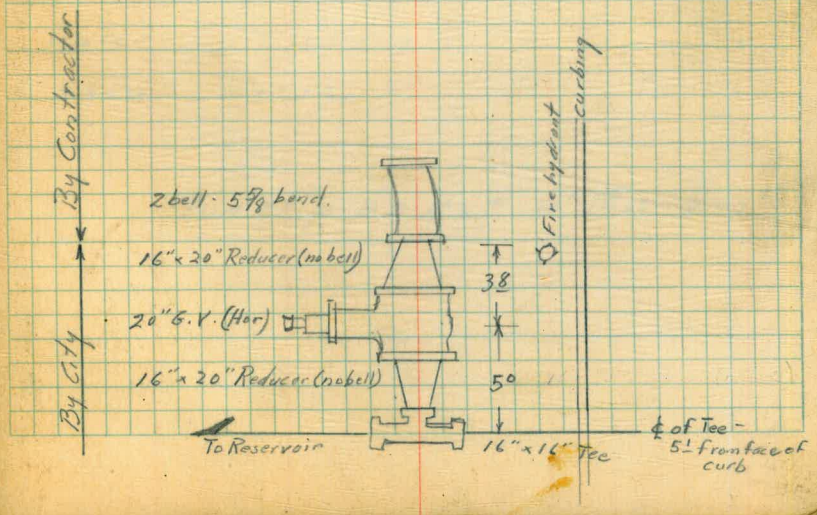
174+07 12.5 (℄ Projected Ahead)
174+14.4 } 2.8' x 0.5 x 0.7 Curb.
174+15.1 }

262+40	Elect. Conduit	
262+48	Elect. Conduit	
262+50	4" C.I. Water	
262+54	8" C.I. Water	
267+84	3/4" water	24.0
268+45	6" C.I. Water	24.1
288+72	6" C.I. Water	29.1
289+00	6" C.I. Water	30.1
289+31	2" Gas	31.6
289+42	Elect. conduit	32.1
310+51	1½" Gas	40.4
310+73	3/4" water	41.6
318+80	1½" Gas	45.1
322+58	3/4" gas	44.5
325+71	1½" Gas	49.8

329+15	3/4" water service	57.1
330+25	3/4" water service	54.3
330+25	" " "	54.6
330+26	" " "	54.4
330+27	3/4" water service	54.3
331+25	Air valve	
331+19	Gate valve	
331+02	10" C.I. water	52.7

335+20	3/4" water	62.1
335+20	3/4" water	62.2
335+21	3/4" water	62.2
335+23	3/4" water	63.1
335+26	3/4" water	63.1
335+58	3/4" Gas	62.4
336+65	6" Gas	63.3
337+46	3/4" Gas	66.3
337+48	3/4" Gas	63.9
339+35	3/4" Gas.	68.7
339+57	3/4" water service	68.0
339+57	3/4" water service	68.2
340+15	1" Gas	67.3
343+64	1" Gas	70.4
355+75	4" C.I. water	89.1

	Elev. of Top of Pipe	
358+97.5 3/4" water	101.7	✓
359+73 - 3/4" water	104.1	✓
361+16.5 1½" H.P. Gas	107.9	✓
361+98 - 4" Sewer	110.4	✓
362+61 3/4" Iron Elect Conduit.	113.9	✓
✓ 362+76 6" C.I. Water.	113.4	✓
363+18 3/4" Iron Elect. Conduit	115.0	✓
363+31 - 3/4" Iron Elect Conduit,	116.8	✓
363+57 - 4" Sewer	114.5	will have to be raised ✓
371+03 - 3/4" Iron Elect Conduit	145.6	✓
371+10 - 1½" Iron Elect. Conduit.	144.7	✓
✓ 372+58 - 10" C.I. water	145.4	
✓ 372+63 - 6" C.I. water (F.H.)	145.4	



Depth to water in holes Pac Beach Pk

Sta.	Depth to water	Date
263+75	6.4 dry	4/23/41
248+00	5.7 "	"
233+75	6.8 "	"
223+40	5.9 "	"
213+20	4.9 "	"
203+00	4.6 damp	"
193+00	4.5 dry	"
183+00	5.9 "	"
173+00	6.0 water	"
163+00	3.5 dry	"
154+00	5.8 water	"
	W. of Loma Verde	
139+00	1.5 "	"
133+00	4.0 "	"
123+00	3.7 "	"
114+00	2.4 damp	"
94+00	1.0 dry	"
83+00	1.5 "	"

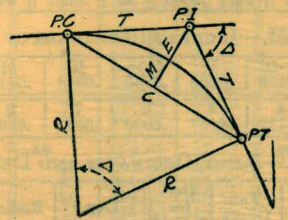
Top of pipe 52.7 10" M. on Grande

4/18/41
Soper-Brooks
Hidgosey

Survey of damaged light conduit by Mr. H.
Notes on Causeway bridges.

Lead conduit hit but cable not broken	Cable broken	Distance From Face of curb to ℄ of hole
3-4-9-10-25	26-43-44-63-	1 to 81 — 2½"
32-36-42-60-	66-68-69-70-	82 to 88 — 3½"
61-62-94-101	71-72-73-102-103	89-101 — 3"
		102-107 — 4½"
	Bridge #2	108-110 — 3½"
		111-113 — 3"
122-135-186-189	109-110-111-114	114 — 4"
		115-118 — 3"
	115-116-118-119	119 — 4"
		120 — 3"
	121-128-129-130	121-122 — 3½
		123-124 — 3"
	131-132-133-134	125-127 — 2½"
		128 — 3½"
	143-144-154-194	129 — 4"
		130 — 4½"
		131-132 — 4"
		132-139 — 3"
		140-142 — 2½
	Total 33	143-155 — 3½"
		156-168 — 3"
		169-178 — 2½"
		179-182 — 3"
		183 — 4"
		184-185 — 3½
		186 — 4¾
		187-188 — 4"
		189 — 4¾"
		190-193 — 3"
		194 — 4½"
		195-199 — 2½"
		200-201 — 3¼"
		201-209 — 3½"

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

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

Tangent=T=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 vers $\frac{\Delta}{2}$ (6)

External=E=T tan $\frac{\Delta}{4}$ (7) =R÷cos. $\frac{\Delta}{2}$—R (8)=R exsec $\frac{\Delta}{2}$ (9)

Long Chord=C=2 R sin. $\frac{\Delta}{2}$ (10) Δ=Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.=Sta. 161+60.35 to find Sta. of P. C. and P. T. Δ=62° 10′ D=8° 20′. From Table IV for 1° curve T=3454.1 and÷8⅓=414.49 ft. From Table V correction=.36 or T=414.85 ft. P. C.=Sta. P.I.—T=157+45.50. Also from (4) L=746.00 and P. T.=Sta. P. C.+L=164+91.50.

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent-offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 (54.50÷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÷(2 x 688.26)=2.16 ft.

Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′+8° 20′÷2=6° 26.2′, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve E=960.6 for 8° 20′=960.6÷8⅓=91.27 and from Table V correction=.10 or E=91.37 ft. Or suppose Δ=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and÷42=5.5 or D=5° 30′.

185.57 185.57
305 2.57
182.52 187.64

2" 3+07.5 3.5 deep
6" 3+21.8 3.5 "

BM. SE. cor. Mont. & Col. Ave
Top hydr. 452.51

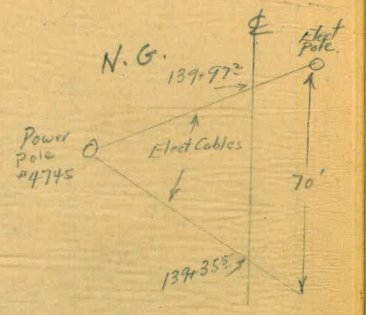
N.W. end of curb
Mont. Lindo Paseo El. 453.64

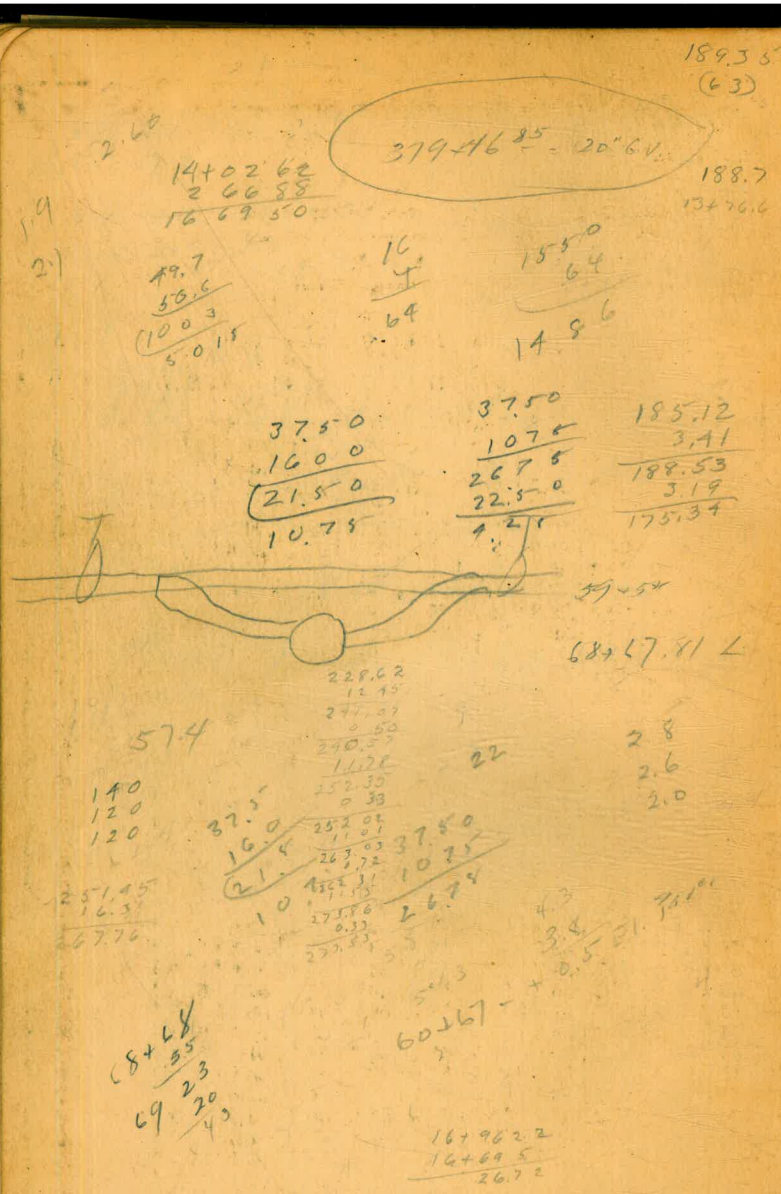
Offset Distances
265+50 - 365+50 - 6' Rt
367+65.93 - 370+75.5 - 5' Rt
371+00 - 6' Rt

204+83 - Elect. Light conduit xing.

204+95.5 - Elect Pole 7' Rt - #4573

204+22 - Elect Pole Lt - #4572





DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20—16) ÷ 2 or 2 ft. added to 41.9 = 43 9. For slopes of 1 on 1 see inside of front cover.