

W 683

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

MICROFILMED
BY Y. G. G.

683

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City of San Diego Water Dept.
Room 268 Civic Center
Telephone Main 5161

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

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

Made in U. S. A.

✓ Indexed to p 19 - 2/7/46

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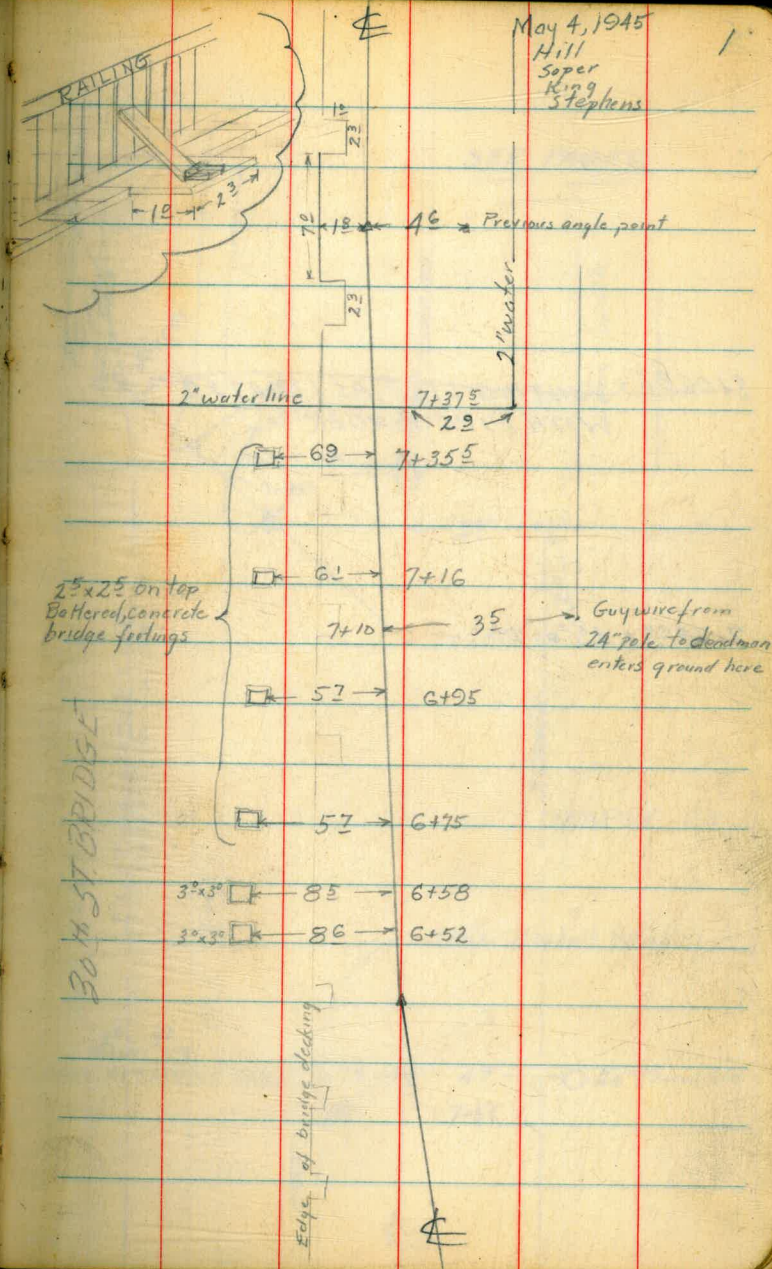
30th St. P.L.

LINE REVISION-SOUTH END-30th ST BRIDGE

7+48⁷⁹ Δ 2°25'RT

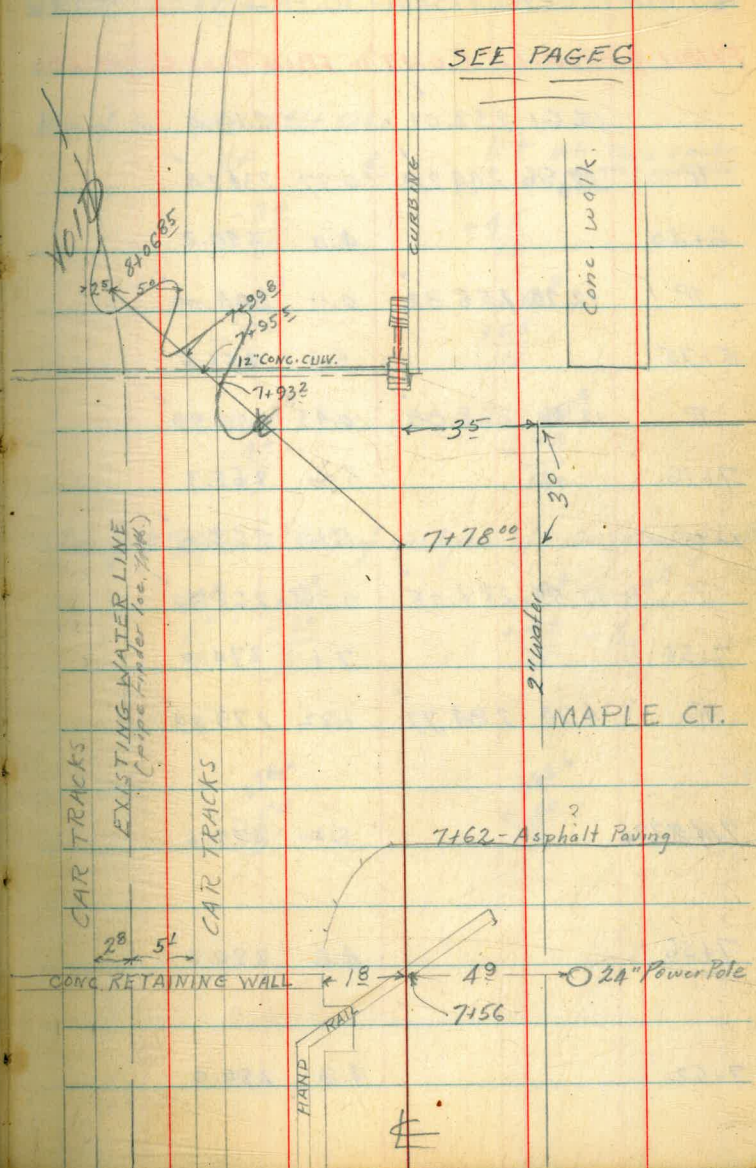
6+40⁰⁰ Δ 0°28'RT

CONT'D FROM BOOK 679-74



8406.85 = EXISTING LINE, AS LOCATED WITH PIPE FINDER

7178°° Δ 45°° 00' Lt



4 PROFILE-REVISION-SO. END-30th ST BRIDGE

FINAL 4 PROFILE CONT'D. FROM BOOK 679 PAGE 80

	12.61	232.01		219.4
TP	12.96	244.20	0.77	234.24
6+40			4.0	240.2
TP	12.73	256.82	0.11	244.09
6+75			5.3	251.5
TP	12.49	268.88	0.43	256.39
7+16			3.6	265.3
			1.1	267.8
TP	12.53	281.05	0.36	268.52
7+30			7.1	274.0
TP	4.94	284.77	1.22	279.83
7+48.29a			5.2	279.6
7+56			4.6	280.2
7+62			4.8	280.0

May 5 1945

Soper
Kling
Stephens

3

30TH ST. PL.

Rim of Sew. M.H. 64 Lt 5+60

Lt

E

Rt

Note: These + and - rods are + and - from elev.

-34
17

+45
13

246.4
-51
14

258.0
+65
13

261.3
-40
13

272.5
+72
12

Top of 18" pipe, 2' North of North face of conc. retaining wall

269.0
-50
10

271.0
-30
3

278.0
+40
9

280.0
+6.0
13

274.6
-50
9

282.6
+30
12

284.77

~~7+78⁰⁰A~~ 5.14 279.63

FINAL & PROFILE CONT'D ON PAGE 14 THIS BOOK

~~7+93²~~ 4.60 280.17

7.7 277.1

8.1 276.7

~~7+99⁸~~ 4.60 280.17

~~8+06⁸⁵~~ 4.56 280.21

ck on TP 2.33 282.44 ✓

Note: elev. top 18" pipe at North end of bridge,

2' south of south face of retaining wall = 264.5

4

~~Top of rail~~

Fl. line 12" Conc. Culu. 11³ Rt 7+95⁵

" " 12" " " 24³ Lt 7+95⁵

~~Top of rail~~

Rec. elev 282.46 Book 679 - page 77

30th St P.L.

30th St. P.L. Loc. - & profile of paper location - 0+84¹⁵ - 2+20

June 28, 1945
Super
King
Stephens

5

CONTINUED FROM BOOK 679 PAGE 79

	0.14	239.84	239.7	
				Grade
0+84 ¹⁵		0.1	239.7	233.0
1+09 ⁰⁶		5.3	234.5	231.7
1+38 ¹¹		6.2	233.6	229.3
1+66 ⁶⁹		9.8	230.0	224.8
TP	3.05	231.31	11.58	228.26
1+95 ⁷⁵		6.8	224.5	219.0
2+20		9.3	222.0	216.7
		9.33	222.0	

FINAL & PROFILE CONT'D IN BOOK 679
PAGE 76

Elev. 1+49¹⁹ old stationing

Cut

6.7 GRADES ON PAGE 9 THIS BOOK

2.8

4.3

5.2

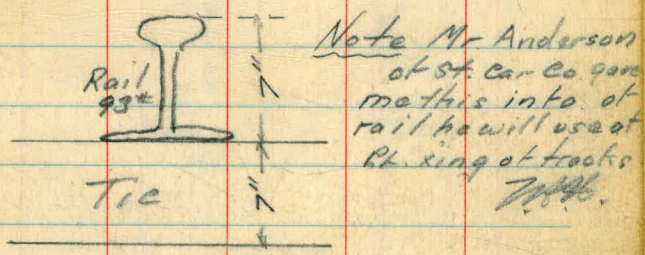
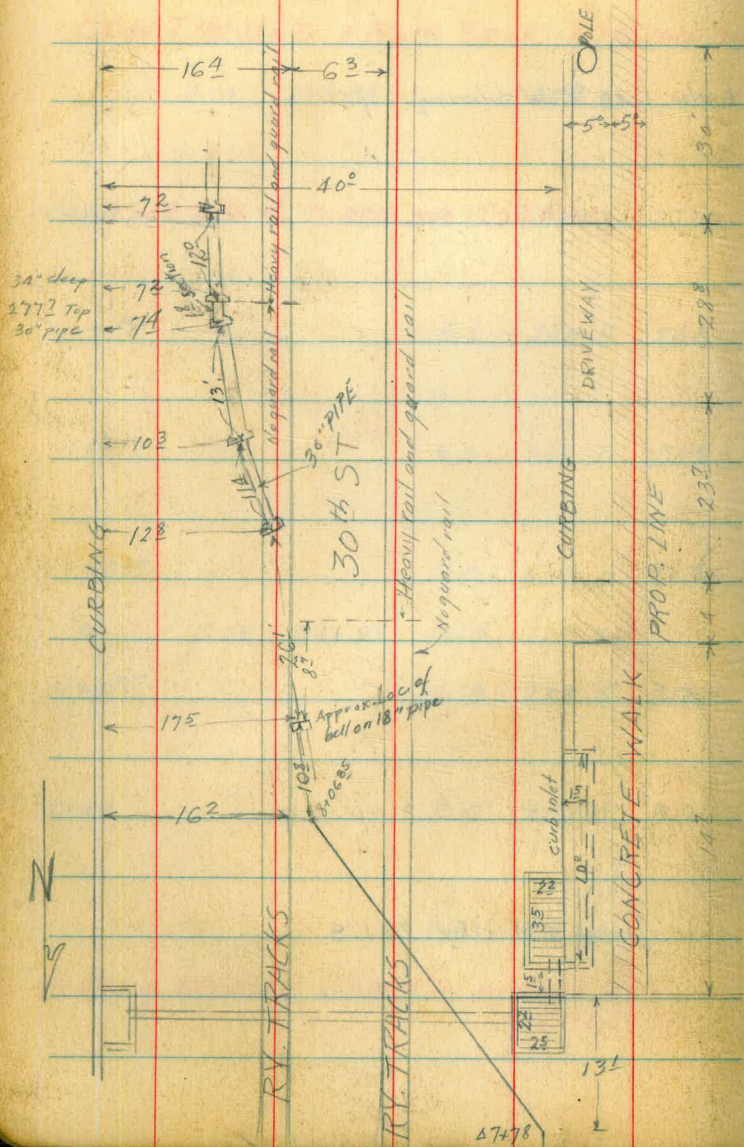
5.5

5.8

ck on rim of S.M.H. Rec. 221.9

30TH ST PL.

TIES AT SOUTH END - 30TH ST BRIDGE



Note Mr Anderson
of St. Car Co gave
me this info. of
rail he will use at
the ring of tracks
7/26/06.

to top of
Depth 30" exist C.I. pipe from top
of rail = N. side 29", S. side 34"
7/26/06.

30TH ST. P.L.

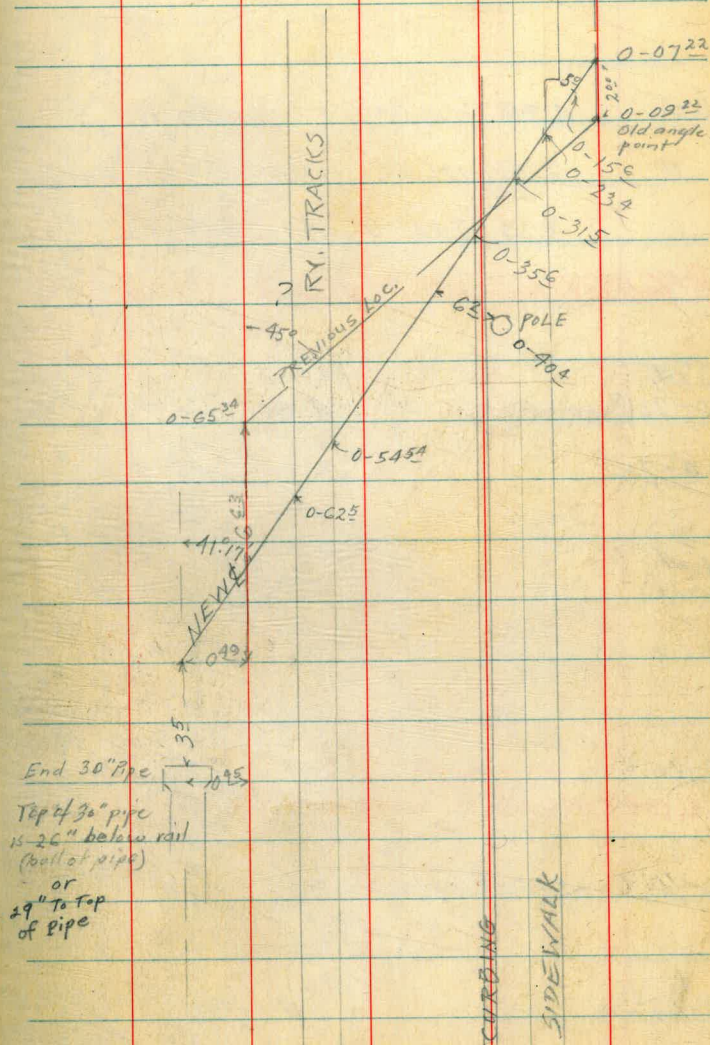
TIES AT NORTH END - 30th ST. BRIDGE

0-07²² Δ 39° 50' Lt (Back on old line)

0-70¹⁹ Δ 41° 17' Rt

Aug 20 1945
Sager
King
Phillips

7.



Aug 20, 1945

Soper
King
Phillips

8

AFTER BENCHING
H.F.S.

Land offset profile - 30th ST Loc.

B.M.	4.96	294.67		289.71
TP	2.57	285.06	12.18	282.49
	3.33	284.67	3.72	281.34

B.P.S.E. Co. 30th + Kalmia

BEGINNING OF FINAL & PROFILE AND

GRADES AS CONSTRUCTED - H.F. SOPER

			GRADE
8' off.			274.9
0-70 ¹⁹	4.4	280.3	274.8
0-70 ¹⁹		280.3	

54

63 SEE PAGE 19 FOR GRADES

6' off.			272.54
0-18	4.8	279.9	272.54

7.6

0-16 & PROFILE 5.4 279.3
CONTINUED IN BOOK 679 PAGE 19

0-10 & -AFTER BENCHING 9.2

0-07 ²⁰	9.8	274.9	
--------------------	-----	-------	--

8' off
0-07²² 284.67 6.0 278.7 272.00

TP 0.26 273.01 11.92 272.75

±
0+26 4.0

10' off
0+32 5.5 267.5 255.26

TP 0.14 260.11 13.04 259.97

TP 0.77 248.81 12.07 248.04

±
0+74 4.0

±
0+84¹⁵ 7.7 241.1

10' off
0+84¹⁵ 5.2 243.6 233.0

TP 1.68 238.95 11.54 237.27

6.7

12.2

8.1

10.6

238.95

£				
1409 ¹	3.7	235.2		
10 ^{0H}				
1409 ¹ *	1.7	237.2	231.66	

£				
1438 ¹	6.1	232.8		
10 ^{0H}				
1438 ¹ *	0.8	238.1	229.33	

£				
1466 ²	9.4	229.5		
10 ^{0H}				
1466 ² *	6.0	232.7	224.83	

JP	0.20	226.50	12.65	226.30
----	------	--------	-------	--------

£				
1495 ⁷⁵	1.5	225.0		
10 ^{10H}				
1495 ⁷⁵ *	0.2	226.3	218.98	

£				
2120	4.5	222.0		
2120	2.7	223.8	216.21	

3.5

5.5

3.5

8.8

4.7

8.1

6.0

7.3

5.8

7.6

226.50

£				
2150		8.8	217.7	
10' off				
2150 x		7.4	219.1	212.80

4.9

6.3

TP	2.83	216.25	13.08	213.42
----	------	--------	-------	--------

£				
3100		3.6	212.6	
10' off				
3100		0.6	215.6	208.20

4.4

7.4

£				
3150		7.6	208.6	
10' off				
3150 x		6.9	209.3	203.6

5.0

5.7

£				
3175		9.4	206.8	
10' off				
3175 x		11.6	204.6	196.40

10.4

8.2

£				
4100		11.0	205.2	
10' off				
4100 x		10.1	206.1	196.00

9.2

10.1

216.25

£				
4+50		11.0	205.2	
10' off				
4+50		10.4	205.8	200.00

5.2
5.8

£				
5+00		4.3	211.9	
10' off				
5+00		1.0	215.2	204.00

7.9
11.2

TP	11.84	227.04	1.05	215.20
----	-------	--------	------	--------

£				
5+10.5		13.1	213.9	
10' off				
5+10.5 x		10.1	215.9	204.86

9.0
12.0

£				
5+40		11.1	215.9	
10' off				
5+40 x		7.3	219.7	206.0

9.9
13.7

£				
5+70		8.1	218.9	
10' off				
5+70 x		10.6	216.4	206.6

12.3
9.8

10' off				
5+97.5 x		2.5	224.5	218.88

5.6

G100 - original ground

227.04

TP 11.93 238.45 0.52 226.52

13.7 225.7

clean & sta 600 Rec 225.6

10' off

6+35^L x 5.5 232.9 228.78

4.1

10' off

6+40 1.5 236.9 234.00

2.9

Set B.M.

0.99 237.46

on same foundation 1A' 1) 6+50

12.88 250.34

10' off

6+75 1.7 248.6 246.26

2.3

TP 12.90 261.84 1.40 248.94

10' off

7+07^B x 2.5 259.3 257.52

1.8

TP 12.75 274.24 0.36 261.48

7+34 x 4.1 270.1 267.61

2.5

TP 11.66 284.86 1.04 273.20

284.86

G 6H

7+48.75 A 4.8 280.1 273.40

6.7

IP

2.37 282.49

close on IP (page 8) Rec. 282.49

Aug 28, 1945
Soper
King
Phillips

IP

2.55 285.04

282.49

close on C'off

7+48.7

5.0 280.0

C'off. split angle

7+78.00

5.2 279.8 273.40

6.4

£

5.4

C'off. Rt to back tang.

7+86.50

4.9 280.1 273.40

6.7

FINAL £ PROFILE CONT'D FROM PAGE 4 THIS BOOK

C'off. Rt to tang. ahead

7+86.50

4.8 280.2 273.40

6.8

7+86.50 - £ 7+86.50

5.1 279.9

C'off. 8+00 X

280.3 273.6

6.7

C'off. 8+16

280.3 274.0

6.3

8+37.50 (C'off. Rt to back tang)

4.7 280.3 274.7

6.6

£ 8+37.50

4.9 280.1

6.0

C'off. Rt to tang. ahead

8+37.50

4.7 280.3 274.30

6.6

C'off. 8+78.44

4.9 280.1 275.1

6.0

8+78.44

£ 8+78.44

4.6 280.4 274.68

6.8

8+78.44 = £ OF EXISTING 30° C.I.P.

30TH ST. PL.

CUTS FOR JACKING PIPE UNDER RY. TRACKS

SOUTH END OF 30TH ST. BRIDGE

TP 3.22 285.71 282.49

5.16 280.55 274.08
 5.47 280.24 273.24
 5.47 280.24 274.33
 5.16 280.55 274.70

6.49
 6.30

5.54

ON CROSS IN SIDEWALK 26.37 BACK OF
 ANGLE POINT STA 8+37.50

5.91
 6.21

5.45

ON NAIL 3.00 AHEAD OF ANGLE POINT 8+37.50

B.M. 3.21 285.70 282.49

7.79 277.91

TOP OF 30" C.I.P. at sta 8+78.44

277.91 TOP 30"

1.33
 276.58 ± 30"

1.90
 274.68 BOTTOM 30" 8+78.44

274.30
 .38

8+37.50

277.91 - TOP 30"

1.33

276.58 - ± 30"

1.72

274.86 - BOTTOM 30"

274.30

+1.367% GRADE FOR JACKING

+0.9281 GRADE FOR JACKING

OCT. 5, 1945 15
 SOFER
 WARD
 PHILLIPS

30TH ST. P.L.

CHECK ON PIPE JACKING - So. END 30th ST.

TP 2.84 285.33 282.49

2.77 276.68 11.42 273.91

TP 2.39 274.29

2.25 274.43

Oct. 11, 1945 16
SOPER
WARD
PHILLIPS

FLOW LINE 8+38.5

274.29
0.40 PIPE THICKNESS
273.89 BOTTOM OF PIPE

274.31 GRADE
273.89
42 Low

FLOW LINE 8+54.2

274.43
0.40
274.03 BOTTOM OF PIPE

274.45 GRADE
274.03

30TH ST. PL.

CHECK ON PIPE JACKING - SO. END 30TH ST.

1.93 285.42 282.49

11.52 273.90

3.28 277.18

2.86 274.32

2.12 275.06

Oct. 15, 1945 17

SOPER
WARD
PHILLIPS

274.32 FLOW LINE OF PIPE 1.95 AHEAD OF A.P.
0.40
273.92 BOTTOM OF PIPE

275.06 FLOW LINE OF PIPE 33.75 AHEAD OF A.P.
40
274.66 BOTTOM OF PIPE
274.61 GRADE
05 HIGH.

30TH ST. PL.

CHECK ON PIPE JACKING, - 30, END - 30¹/₄ ST.

TP	2.85	285.34		282.49
	2.76	277.01	11.09	274.25
			1.82	275.19

Oct. 17 1945 18

275.19 FlowLINE OF 36" PIPE - EAST END
40
274.79 Bottom " " " " "
274.66 Grade

30TH ST. PL.

PROFILE - 8 OFFSETS - NORTH END - 30th ST BRIDGE

TP	5.63	288.12	282.49
TP	5.46	286.81	6.77 281.85
SET B.M.		4.45	282.36
		7.01	279.8
			GRADE
B.M.	2.43	284.79	282.36
0-70 th offset	4.61	280.18	274.9
0-50 " "	4.71	280.08	273.93
0-28 " "	5.01	279.78	272.89
	12.60	272.19	272.19
	4.53	280.26	
	7.10	288.41	3.48 281.31
		5.99	282.42

DEC. 3 1946
SUPER-NOTES
WARD - X
PHILLIPS - ROD

19

TOP OF FIRE HYD. S.E. COR 30th & OLIVE
ON OFFSET REC. 279.9

CUT.

TOP OF F.H.

5.3

6.2

6.9

GRADE AT END OF PIPE STA D-132

PAVE. ABOVE JUNCTION OF 30" and 18"

280.26
242
277.64
267
BOTTOM 30" = 275.17

1.58
O.D. = 3.16

CK. ON B.M. REC 282.49

1.58
132
275.17
025
274.92 = GRADE

2.42
2.69
5.06

Please Return to
 City of San Diego Water Dept.
 Room 268 Civic Center
 Telephone Main 5161

282 A
2.1 m
280-

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	25.2	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.