1133

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.

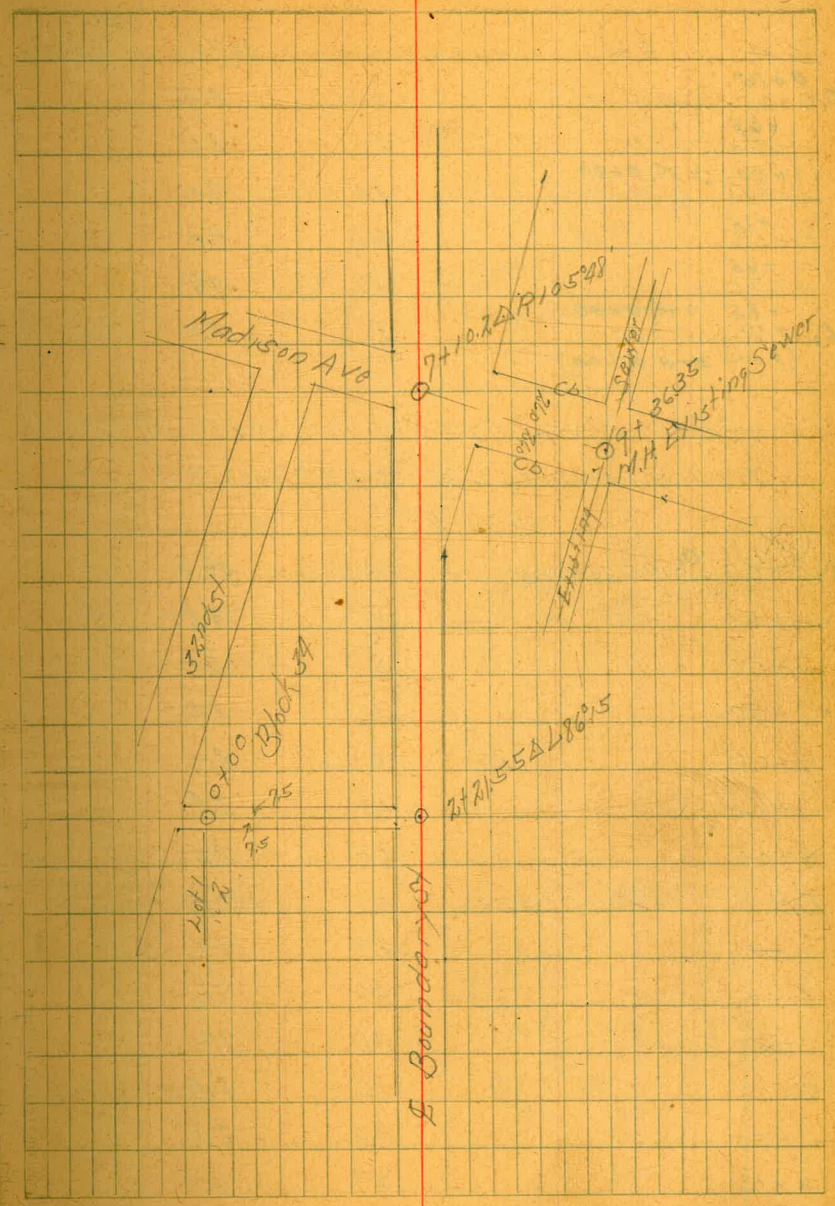
BOYD.

Index

Sewer Levels
Alley Block 34 Center Boundary S.A.T Center Madison
From Lot Line 1+291.34 to Existing M.H. Madison Ave.

B.M.	3.73	394.17		390.99	S.E. Cor Adams Ave & Boundary
0+15.0					
L_1 0+00			4.5	0.2	
+65.0					
+50			4.6	0.1	
1+15.0					
1+00			4.4	0.3	
+65.0					
+50			4.2	0.5	
2+15.0					
2+00			4.6	0.1	
+25.0					
+10			5.0	89.7	
+36.55					
+21.55 ΔL 86°15			4.24	90.43	on Stob
+65.0					
+50			4.3	0.4	
3+15.0					
3+00			4.4	0.3	
+65.0					
+50			4.5	1.2	
4+15.0					
4+00			4.8	89.9	
+65.0					
+50			4.8	9.9	
5+15.0					
5+00			4.9	9.8	
T.P.	4.14	393.98	4.83	389.84	
+65.0					
+50			4.4	9.6	
6+15.0					
6+00			4.6	9.4	
+65.0					
+50			4.8	9.2	
7+15.0					
7+00			5.0	9.0	
+25.2					
+10.2 ΔR 10°48'			4.82	9.16	
+65.0					
+50			4.5	9.5	
8+15.0					
8+00			4.5	9.5	
+65.0					
+50			4.6	9.4	
9+15.0					
9+00			4.6	9.4	
+51.35					
+36.35 M.H. Existing Sewer			4.6	9.4	
Flow Line			11.53	2.45	

Normal Heights



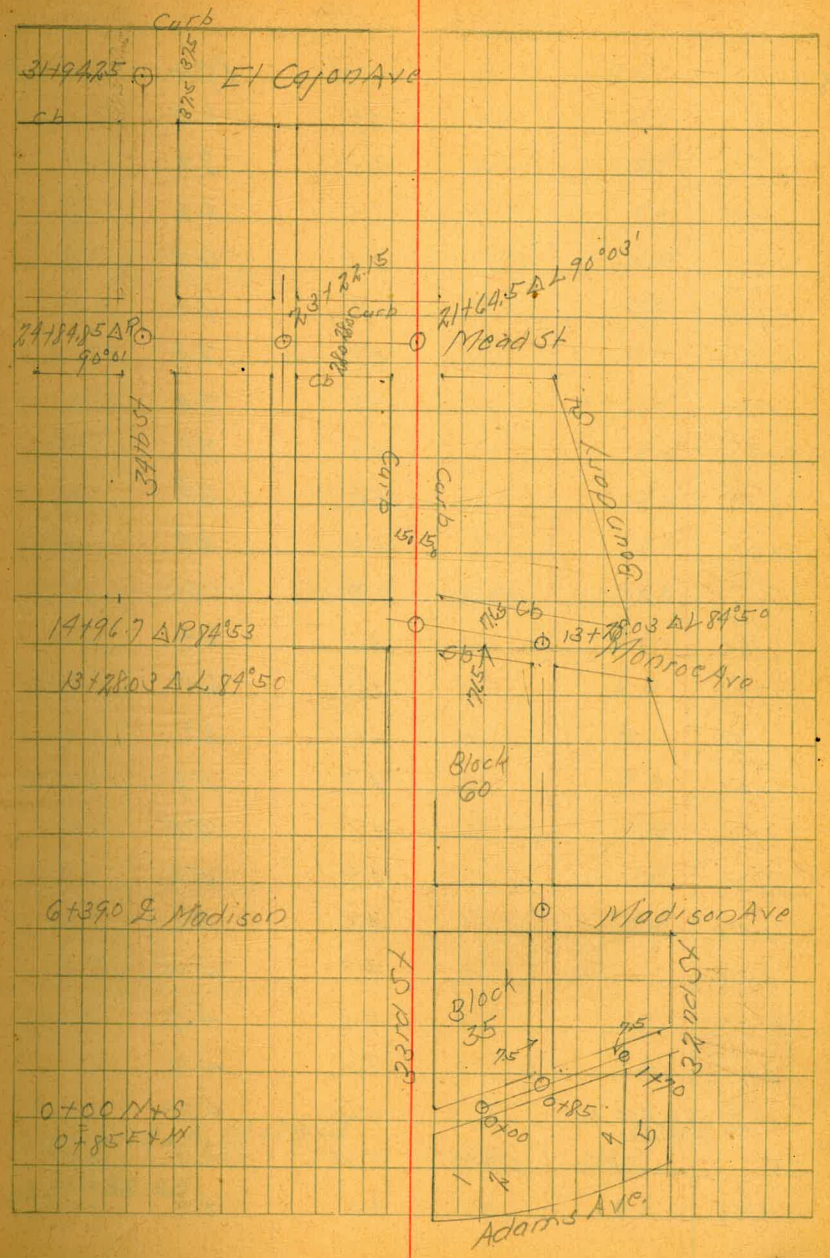
Sewer Levels E+W Alley Block 35 & 60 - 33rd & 34th St
From Lot 1+2 to Lot Line 4+5

B.M.	4.45	393.54		389.09	NE Cor Adams & Mission
0+15					
O_1 0+00 = Lot Line 1+2			5.1	8.4	
+65					
+50			4.9	8.6	
1+00 = K, 0+00					
+85 0 ℄ N+S Alley			4.5	9.0	
+15					
1+00			4.2	9.8	
+65					
+50			3.7	9.8	
+85 = ~~K, 0+00~~					
O_1 +70 = Lot 4+5			3.6	9.9	
(2+00 End O, line)					

Sewer Levels N+S Alley Block 35 & 60 - 33rd & 34th St
From ℄ E+W Alley 31.35 to ℄ El Cajon Ave

		393.54			
("K,") O_1					
K, 0+00 = 0+85 E+W Alley			4.5	89.0	
+50			4.7	9.8	
1+00			5.4	8.1	
+50			5.7	8.3	
2+00			5.1	8.4	
+50			5.7	7.8	
3+00			6.0	7.5	
T.P.	4.43	392.22	5.75	387.79	
+50			4.5	7.7	
4+00			4.6	7.6	
+50			4.6	7.6	
5+00			4.2	8.0	
+50			4.0	8.2	
6+00			4.5	7.7	

8-9-25



6 30 Levels 87

392.22

K 6+15			5.0	87.2	
+21			5.7	6.5	
+39.0	℄ Madison Ave		5.0	7.2	
+57			6.0	6.2	
+63			5.3	6.9	
+75			4.8	7.4	
7+00			4.9	7.3	
+50			5.2	7.0	
8+00			5.1	7.1	
+50			5.4	6.8	
9+00			5.3	6.9	
T.P.	3.28	390.23	5.27	386.95	
+50			3.3	6.9	
10+00			3.7	6.5	
+50			4.1	6.1	
11+00			4.3	5.9	
+50			4.7	5.5	
12+00			4.9	5.3	
+50			4.6	5.6	
+93			4.7	5.5	
13+00			5.3	4.9	
+11			6.0	4.2	
+18.03	△ L 84°50' ℄ Monroe		5.45	4.78	on Stub SE Manhole Boundary 385.21
BM	3.45	388.63	5.05	385.18	
+50			4.1	4.5	

388.63

K 14+00			4.5	84.1	
+50			4.6	4.0	
+75			4.8	3.8	
+81			5.3	3.3	
+96.7	△ R 84°53' ℄ Monroe & 33rd St		5.25	3.38	
15+50			5.9	2.7	
16+00			5.8	2.8	
+50			6.1	2.5	
17+00			6.1	2.5	
+50			6.4	2.2	
18+00			6.5	2.1	
T.P.	4.23	386.98	5.98	380.75	
+50			5.0	2.0	
19+00			4.7	2.3	
+50			4.9	2.1	
20+00			4.8	2.2	
+50			4.8	2.2	
21+00			5.8	1.8	
+35			4.6	2.4	
+64.5	△ L 90°03' ℄ 33rd St & Madison		4.83	386.15	
22+00			5.1	1.9	
+50			5.4	1.6	
23+00			5.8	1.2	
J 20+60.5 = K 23+22.15			6.61	380.97	
77.15 = ℄ N.H. Ave			6.4	0.6	
J 21+38.35					
24+00					

7 8425

Stub Graded for Paving

		386.98			
J, 21+88.35					
24+50			6.8	80.2	
22+05.35					
+67			6.7	0.3	
T.P. +23.22					
+8485 ΔR	2.77	383.01	6.74	380.24	
90°01' = ℄ 34th St					
+88.35					
25+50			3.3	79.7	
23+38.35					
26+00			3.6	9.4	
+88.35					
+50			4.0	9.0	
24+38.35					
27+00			4.3	8.7	
+88.35					
+50			4.7	8.3	
25+38.35					
28+00			4.9	8.1	
+88.35					
+50			5.2	7.8	
26+38.35					
29+00			5.5	7.5	
+88.35					
+50			5.8	7.2	
27+38.35					
30+00			6.0	7.0	
T.P.	3.40	380.48	5.93	377.08	
+88.35					
+50			3.7	6.8	
28+38.35					
31+00			3.9	6.6	
+82.35					
+44	(28+97.22 = ℄ N. Roadway)		3.8	4.7	
+57			4.4	6.1	
+94.25 ⊙ = ℄ El Cajon & 34th St			4.81	5.67	Spk. Pole S.W. El Cajon & Boundary
B.M.			3.27	377.21	

2223.22
2060.5
162.72

125
7.5
30
162.5

418
14
20

40
450
15
142
647
37
684

22+23.22
674
28+97.22

Set Grade Levels

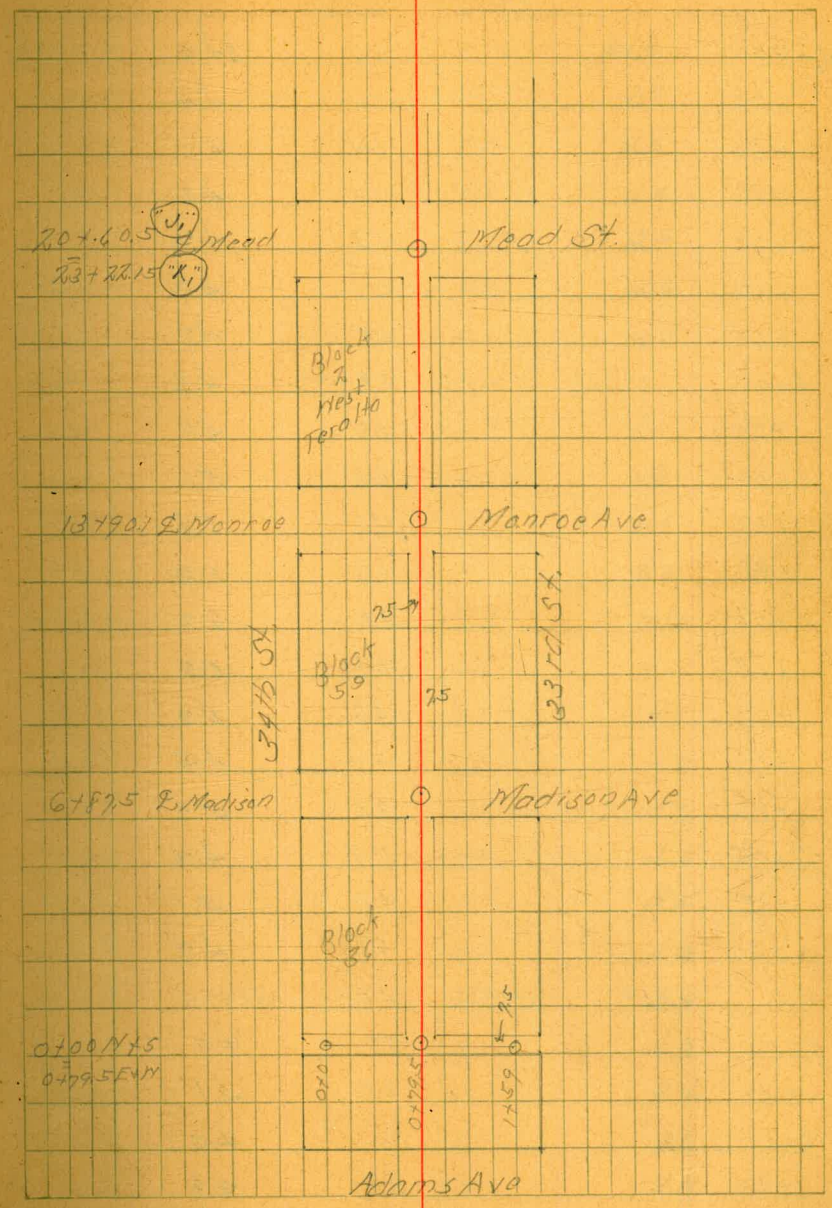
East + West Alley Block 36

BM		3.53	389.83		386.30
N_1	0+15				
	0+00	= Lot Line 1+2 Block 36		3.9	5.4
	+65				
	+50			3.8	6.0
	+94.5	= J_1 0+00			
	+795	℄ N+S Alley		2.5	6.8
	1+08				
	+93			3.3	6.0
	+15				
	1+00			3.3	6.0
	+30				
	+15			2.4	6.9
	+45				
	+30			3.1	6.2
	+60				
	+50			2.1	7.2
	+74				
N_1	+59	= Lot Line 4+5		1.8	7.5
	+89 (End N_1 line)				

North + South Alley Block 36-59 + 2 Toronto

	("J_1")		389.33		
		= N_1 0+79.5			
J_1	0+00	= 0+795 E+W Alley		2.5	86.8
	+37			4.3	5.0
	+48			4.3	5.0
	+67			2.2	7.1
	+74			2.2	7.1
	+92			4.3	5.0
	1+00			4.1	5.2
	+50			4.5	4.8
	T.P.	5.04	389.52	4.85	384.48
	2+00			4.5	5.0
	+15			5.1	4.4
	+28			4.0	5.5

Normal Heights



Sewer Levels
N+S Alley Block 36-59-2 Cont

		389.52		
J, 2+48			5.2	84.3
+52			5.1	4.4
+65			4.4	5.1
+80			5.5	4.0
3+00			5.3	4.2
+50			5.6	3.9
+64			4.8	4.7
4+00			4.9	4.6
+50			4.5	5.0
5+00			4.4	5.1
+50			4.1	5.4
+88			4.6	5.3
6+00			3.3	6.2
+15			4.3	5.2
+62			4.3	5.2
+70			5.0	4.5
+87.5	℄ Madison Ave		4.3	5.2
7+05			5.3	4.2
+12			4.4	5.1
+50			4.8	4.7
T.P.	4.09	388.84	4.77	384.75
8+00			3.9	4.9
+50			4.7	4.1
9+00			4.8	4.0
+50			4.9	3.9

		388.84		
J, 10+00			4.8	84.0
+50			5.0	3.8
11+00			4.8	4.0
+50			4.5	4.3
12+00			4.5	4.3
+50			4.8	4.6
13+00			4.0	4.8
T.P.	4.12	389.02	3.94	384.90
+50			4.9	4.1
+64			5.4	3.6
+75			6.2	2.8
+90 ℄ Monroe			5.8	3.2
14+07			6.4	2.6
+15			5.6	3.4
+25			4.9	4.1
+40			4.8	4.2
+57			3.9	5.1
+75			4.5	4.5
15+00			4.5	4.5
+50			4.7	4.3
16+00			5.1	3.9
+50			4.8	4.2
17+00			5.6	3.4
+41			5.0	4.0
+68			6.1	2.9

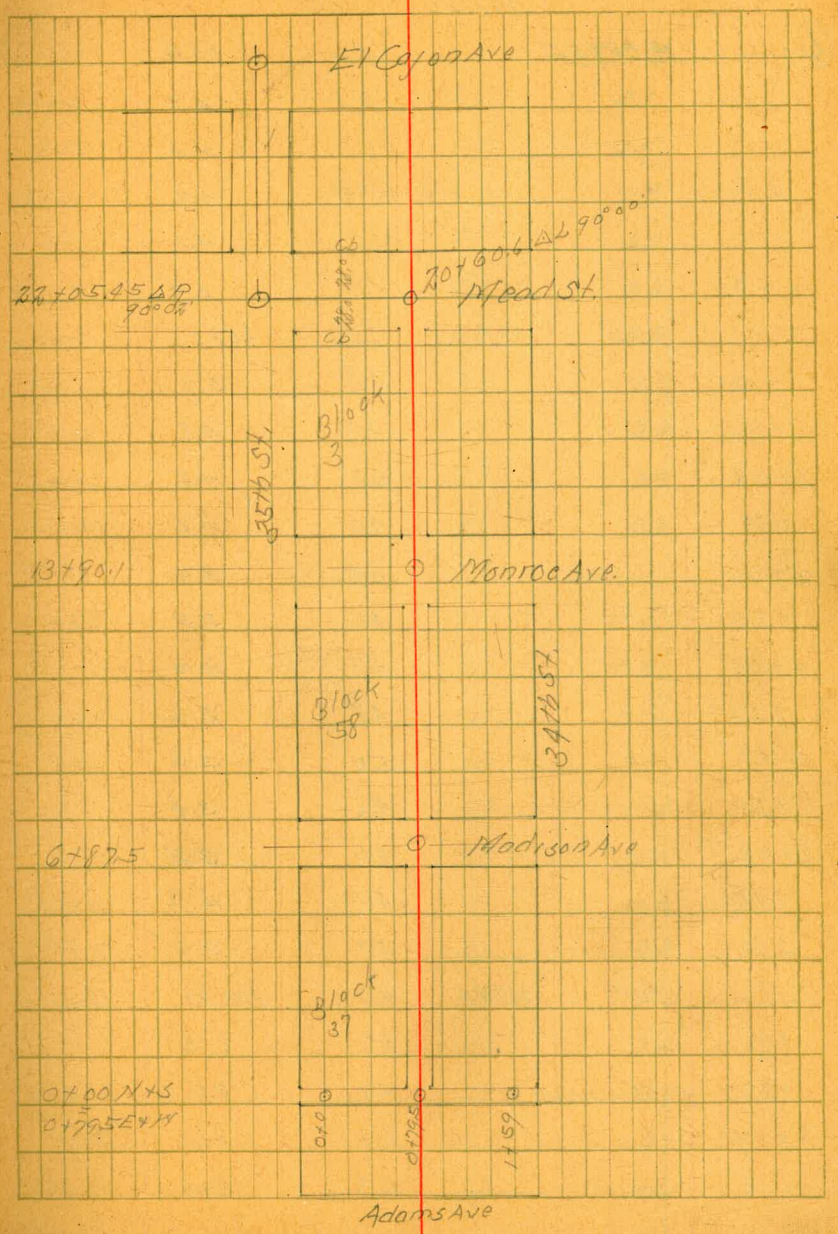
Sewer Levels
Blocks 36-59 & Cont.

		389.0±			
J_1 18+00			5.6	83.4	
+50			5.1	3.4	
T.P.	286	385.57	6.31	387.71	
19+00			7.6	3.0	
+50			2.0	3.6	
20+00			2.5	3.1	
+25			4.2	1.4	
+33			5.0	0.6	
	Contd P.7				
J_1 +60.5 ℄ Mead St			4.56	381.01	380.97
23+22.15 (K_1)					

Sewer Levels E&W Alley Block 37

BM	450	390.30		385.80	S.E. Cor Adams & 34
0+45					
M_1 0+00 = Lot Line 1 & 2 / 37			5.6	4.7	
+65					
+50			5.7	4.6	
+81					
+66			4.9	5.4	
+92.5 = I_1 0+00					
+79.5 ℄ N&S Alley			5.0	5.3	
1+15.0					
1+00			5.5	4.8	
+74					
M_1 +59 = Lot Line 4 & 5 / 37			5.7	4.6	
(+89 End M_1 line)					

Normal Heights



Street Levels

North & South Alley Block 37-58 & 3 W Toronto

		390.30		
(1) 0+00 = M, 0+79.5			5.0	85.3
+10			5.1	5.2
+18			5.9	4.4
+50			5.4	4.9
+70			6.8	4.1
1+00			6.4	3.9
T.P.	3.90	388.00	6.30	384.10
+50			4.3	3.7
+90			4.2	3.8
2+09			3.2	4.8
+39			4.0	4.0
3+00			4.4	3.6
+50			4.5	3.5
4+00			4.7	3.3
+50			4.8	3.2
5+00			5.0	3.0
+50			4.6	3.4
6+00			4.5	3.5
+30			4.0	4.0
+60			5.1	2.9
T.P.	4.00	387.89	4.11	383.89
+70			5.7	2.2
+87.5 & Madison Ave			5.3	2.6
7+04			6.3	1.6
+12			5.5	2.4

× 387.89

I, 7+50			5.0	82.9
8+00			4.8	3.1
+50			5.0	2.9
9+00			5.0	2.9
+50			4.9	3.0
+75			4.3	3.6
10+00			4.1	3.8
+50			4.7	3.2
11+00			4.9	3.0
+50			5.2	2.7
12+00			4.6	3.3
T.P.	4.06	387.42	4.53	383.36
+50			4.4	3.0
13+00			4.4	3.0
+55			5.0	2.2
+06			6.3	1.1
+71			7.0	0.4
+90.1 & Monroe			6.7	0.7
14+08			7.1	0.3
+14			6.6	0.8
+83			5.4	2.0
+50			5.0	2.4
15+00			4.5	2.9
+50			5.3	2.1
16+00			5.8	1.6

Blocks 37-58 + 3 Cont.

		387.42			
1, 16+50			6.9	80.5	
+84			5.4	2.0	
17+00			6.7	0.7	
+30			7.1	0.3	
+50			6.9	0.5	
+73			6.2	1.2	
+90			7.5	79.9	
18+00			7.0	80.4	
T.P.	3.89	383.79	7.52	379.90	
+19			2.2	81.6	
+30			2.5	1.3	
+54			4.5	79.3	
19+00			4.6	79.2	
+16			4.5	9.3	
+25			3.9	9.9	
+50			5.2	8.6	
+60			5.2	8.6	
+72			4.3	9.5	
20+00			5.7	8.1	
+18			5.4	8.4	
+22			4.7	9.1	
+33			5.8	8.0	
T.P.	1.54	381.78	3.55	380.24	380.24
+60.6 ΔL ℄ Meade St.			3.28	78.50	
21+00			3.7	8.1	

8-5-25

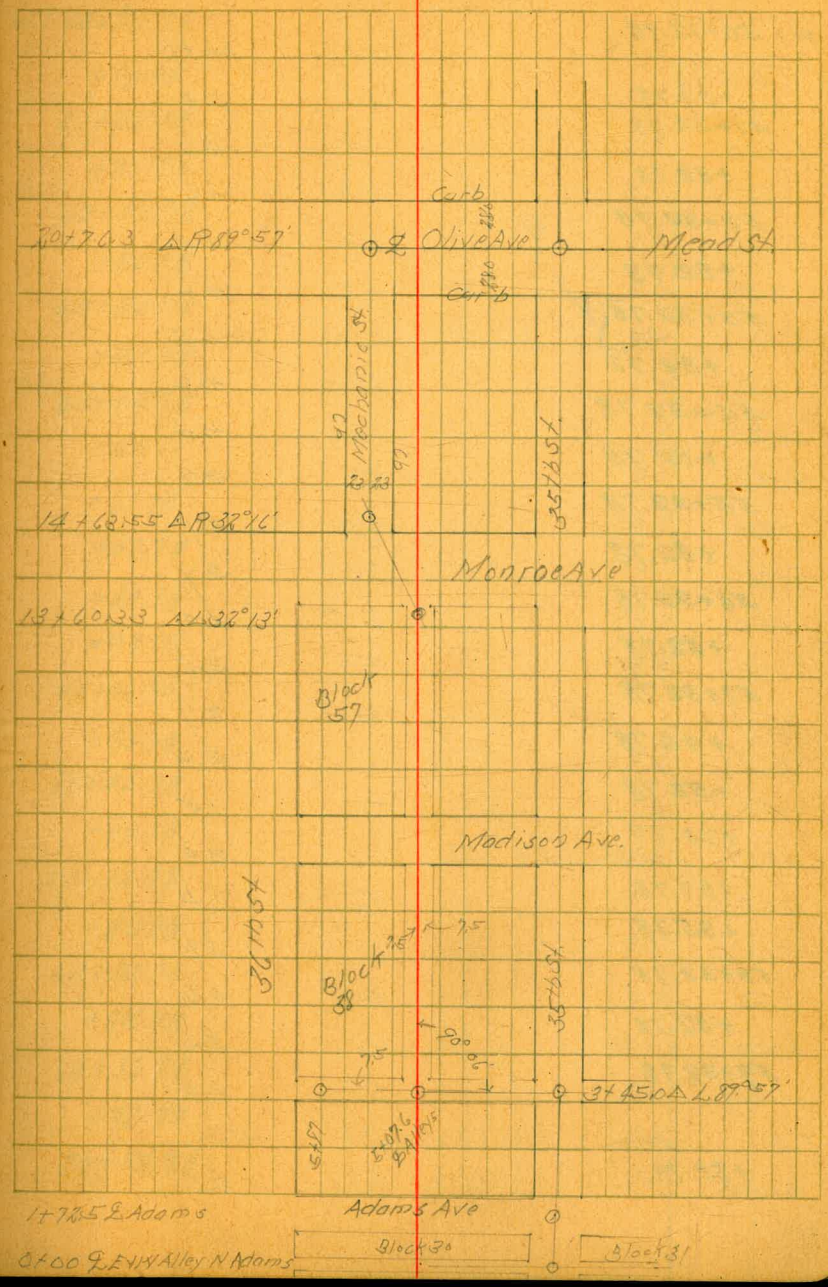
		381.78			
1, 21+50			4.3	77.5	
= W.I. 73+94.98					
22+05.15 ΔR			4.91	376.87	
∆ 35°15'51" 90°02' W.I. 74+39.53					
+50			5.3	6.5	
W.I. 74+89.53					
23+00			5.6	6.2	
75+39.53					
+50			5.8	6.0	
+89.53					
24+00			6.1	5.7	
76+39.53					
+50			6.2	5.4	
T.P.	3.38	378.83	6.33	375.45	
+89.53					
25+00			3.5	5.3	
77+39.53					
+50			3.9	4.9	
+89.53					
26+00			4.2	4.6	50 5.45 4.50
78+39.53					
+50			4.4	4.4	
+89.53					
27+00			4.7	4.1	
79+39.53					
+50			4.9	3.9	
79+8(3)9.53					
28+00			5.1	3.7	
79 80(8)+39.53					
+50			5.8	3.0	
80+6(1)7.53					
+78			6.7	2.1	
+8(5)9.53					
29+00			6.5	2.3	
+14.7 – ℄ El Cajon + 35th St			6.43	372.40	

Sewer Levels

℄ 35th St. E-W Alley Block 38

Western Interceptor

B.M.	4.40	390.20		385.80	S.E. Cor Adams #34
W.I. 45+25.18					
0+00 = ℄ 35th St & Alley N Adams			4.2	6.0	
+75.18			4.7	5.5	
+50					
46+25.18			4.8	5.4	
+00					
+70.18			5.4	4.8	
+45					
+97.68			4.93	5.27	
+72.5 Top Paving ℄ Adams					
Top Rail			4.96	5.24	
47+26.18					
+01			5.5	4.7	
+75.18					
+50			5.5	4.7	
48+25.18					
+00			5.9	4.3	
+70.18					
+45.0 Δ L 89°57'			6.00	4.20	on stub
+88.18					
+63			7.0	3.2	
+95.18					
+70			5.9	4.3	
49+25.18					
+00			5.1	5.1	
T.P.	4.64	389.90	4.94	385.26	
+75.18					
+50			5.1	4.8	
50+25.18					
+00			4.9	5.0	
+32.78 (Cont'd P. 22)					
+07.6 ℄ N-S Alley			5.02	4.88	
~~+50.18~~					
+25			4.5	5.4	
~~+25.18~~					
+50			4.6	5.3	
~~51+12.18~~					
+87.0 Lot Line 1+7.5			4.1	5.8	



Sewer Levels

N+S Alley Blk 38+57 & Mechanic St

From E+W Alley Bl 38 to & Wood + 35th St

389.90

W.I. 50+32.78			
0+00 = 5707.L		5.02	84.88
2 Alleys			
+50 +82.78		4.6	5.3
51+32.78			
1+00		5.3	4.6
+82.78			
+50		5.3	4.6
52+32.78			
2+00		5.5	4.4
+82.78			
+50		5.6	4.3
53+32.78			
T.P. 432	388.64	5.51	384.38
+82.78			
3+00		4.4	4.2
54+32.78			
+50		4.2	4.4
+82.78			
4+00		4.7	3.9
55+32.78			
+50		4.9	3.7
+82.78			
5+00		4.9	3.7
56+32.78			
+50		4.6	4.0
+82.78			
6+00		5.1	3.5
57+32.78			
+50		5.9	2.7
+44.78			
+62		6.3	2.3
+52.78			
+70		7.1	1.5
+70.28			
+87.5 & Madison Ave		6.6	2.0
+87.78			
7+05		7.2	1.4
+95.78			
+13		6.7	1.9
58+32.78			
+50		5.0	3.6
+82.78			
8+00		5.2	3.4
59+32.78			
+50		6.1	2.5
T.P. 396	386.82	5.78	383.82
+82.78			
9+00		4.7	2.1

Normal Heights

× 386.82

W.I. 60+32.78		
9+50	5.0	81.8
+82.78		
10+00	4.9	1.9
61+32.78		
+50	4.6	2.2
+82.78		
11+00	4.7	2.1
62+32.78		
+50	4.6	2.2
+82.78		
12+00	4.2	2.6
63+32.78		
+50	4.2	2.6
+82.78		
13+00	4.4	2.4
64+23.78		
+41	5.1	1.7
+43.11		
+6033 Δ 32°13	6.68	0.1
+47.78		
+65	6.9	79.8
+57.78		
+75	7.6	9.1
+82.78		
14+00	6.7	80.0
+99.78		
+17	6.8	79.9
T.P. 65+46.33 3.57		
+6355 Δ R 32°16 383.91	6.43	380.39
+82.78		
15+00	3.7	0.2
66+32.78		
+50	3.9	0.0
+82.78		
16+00	4.1	79.8
67+32.78		
+50	4.3	9.7
+82.78		
17+00	4.4	9.5
68+32.78		
+50	4.7	9.2
+82.78		
18+00	4.8	9.1
69+32.78		
+50	5.1	8.8
+82.78		
19+00	5.3	8.6
70+32.78		
+50	5.4	8.5

Block 38-57 + Mechanic St. Cont

		3839			
T.P.	3.87	3822.21	5.57	3778.34	
W.I. 70+82.78					
70+00			3.8	8.4	
71+32.78					
+50			4.0	8.2	
+59.08					
+76.3 Δ R 89°57			4.18	7.73	on Stob
B Mechanic x Olive					
21+00 +82.78			4.6	7.6	
72+32.78					
+50			4.8	7.4	
+82.78					
22+00			5.0	7.2	
73+32.78					
+50			5.0	7.2	
+59.78					
+77			5.4	6.8	
+82.78					
23+00			5.4	6.8	
+94.98					
+122 B Olive +35			5.34	376.87	
22+05.45					

(Contd. P. 19)

B.M. Adams + 44th = 385.78

+	H.I.	−	Elev.

B.M. - S.E. Cor. Adams Ave. + 44th.
Levels to int. "G" line in 1st

	+	H.I.	-	Elev.
T.P.				377.66
	1.32	378.98	→ See opp. page	
0+00 "G" line			3.50	375.48
0+39			4.80	374.18
0+50			4.30	374.68
0+72			3.00	375.98
1+00			2.20	376.78
1+50			2.50	376.48
2+00			2.70	376.28
2+50			2.60	376.38
			1.32	377.66
	12.41	390.07		
3+00			10.7	379.37
3+50			7.4	382.67
		390.07		

10/14/25 -
J. M. Eastin
Bartlett

Elev. 385.78.
Alley north of Adams + "C" in M.D.

4 Mission Drive.
Curbline - W.S. Mission Drive.

B.M. Adams + 44th = 385.78

+	H.I.	-	Elev.
4.20	390.07		
T.P.		12.41	377.66
1.32	378.98.		

	+	H.I.	-	Elev
		390.07		
4+00			6.00	384.07
4+50			3.8	386.27
5+00			3.7	386.37
5+22			4.4	385.67
5+35			5.3	384.77
5+52			4.6	385.47
		390.07		
			4.29	
B.M. - Adams & 44th.				385.78

E.P.L. 44th St.

Curbline 44th St

& 44th street

Elev. on Curbline at inter. + Curve points on Menlo.

	+	H.I.	−	Elev.	
Curbline M.D. & Menlo.		378.98			
N. Curb				374.8	
S. "				375.2	
P.C. N.C.				373.2	
P.C. S.C.				372.2	
P.T. N.C.			8.08		
P.T. S.C.			8.08		
T.P.			10.35	368.63	Meterbox
	0.6	369.23			
			7.44	361.79	
	1.03	362.82			
			6.37	356.45	
	5.39	361.84			
			0.92	360.92	
	10.72	371.64			
			1.18	370.46	
	7.50	377.96			

Levels from B.M. Elev 386.68 at B.M. Corner Monroe

	+	H.I.	−	Elev
B.M.				386.68
	0.0	386.68		
			12.10	374.58
	2.50	377.08		
			10.58	366.50
	1.04	367.54		
			11.41	356.13
	0.85	356.98		

44th + Monroe to establish and Thomas St.

B.M. - Top of culvert S.W. Cor Thomas Avenue + Monroe.

B.M. Top Meter box rear - 1st house South of alley.

Levels over proposed F2 Water line.

10/14/25
J. M. Eastin
Bartlett

	+	H.I.	−	Elev.
See P. 32		356.98		
& Ward St.				
= 0+00			7.70	349.28
0+14			8.20	348.78
0+22			14.7	342.28
0+60			13.7	343.28
1+00			8.50	348.48
1+30			8.00	348.98
1+50			9.10	347.88
2+00			8.10	348.88
2+30			.85	356.13
Meter box- B.M. Page 32-				366.50
	6.72	373.22		
2+55			11.35	361.87
3+00			10.10	363.12
3+50			9.45	363.77

F₂ line Cont.

	+	H.I.	-	Elev
		373.22		
4+00			7.80	365.42
4+55			4.85	368.37
4+67			4.50	368.72
5+05			3.90	369.32
5+42			3.30	369.92
5+50			3.45	369.77
6+00			2.70	370.52
6+50			2.70	370.52
7+00			2.00	371.22
7+50			0.50	372.72
B.M. S.W. cor. Thomas & Monroe				374.58
	5.58	380.16		
8+00			6.45	373.71

E. Prop. line -

E. Sidewalk

& Mission Drive.

West sidewalk.

F2 line cont.

	+	H.I. 380.16	−	
8+21			5.85	374.31
8+47			5.90	374.26
8+73			5.65	374.51
Elev following taken 10' east of ℄				
9+00			6.10	374.06
9+50			5.75	374.41
10+00			5.35	374.81
10+50			5.0	375.16
11+00			4.80	375.36
11+50			4.90	375.26
12+00			4.90	375.26
12+50			5.25	374.91
13+00			5.40	374.76
13+50			5.70	374.46

North sidewalk

℄ Monroe

South sidewalk

of Thomas Ave.

F2 line Cont.

		380.16	-	
14+00			6.0	374.16
14+50			6.3	373.86
14+83 +57+00			6.3	373.86
T.P.			5.80	374.36
	1.90	376.26		
~~15~~				
15+17			2.55	373.71
15+52			3.20	373.06
16+00			3.70	372.56
16+50			4.10	372.16
17+00			4.45	371.81
17+50			4.75	371.51
18+00			5.05	371.21
18+50			5.45	370.81
19+00			5.70	370.56

N. sidewalk.

E. Olive Ave

south sidewalk.

F2 line Cont.

	376.26		
19+50		5.95	370.31
20+00		6.20	370.06
20+50		6.60	369.66
21+00		6.85	369.41
21+50		7.10	369.16
21+73		7.40	368.86
T.P.		5.90	370.36
B.M			374.58
	0.95 375.53		
		5.30	370.23
	5.16 375.39		
		1.27	368.12
	1.14 369.26		
		10.64	358.62
	0.30 358.92		
		13.05	345.87
	0.53 346.40		

Inside North sidewalk El Cajon Blvd.

B.M. Base of fire Hydrant Thomas + El Cajon.

B.M. S.W. Cor. Thomas + Monroe.

H_2 line –

	+	H.I.	–	Elev.
		346.40		
℄ Ward Canyon Road = 0+00			11.80	324.60
0+20	9+41		11.50	324.90
B.M.				358.62
	0.63	359.25		
			12.70	346.55
0+70	+91		-4.90	351.35
B.M.				368.12
	7.44	375.56		
H 20	8+41		8.80	366.76
1+70	+91		6.70	368.86
2+00	+61		5.00	370.56
2+50	7+11		4.00	371.56
2+75	+86		3.70	371 86
3+00	6+61		4.80	370.76

See page 42 for origin of this H.I.

B.M. on rock - west side of Meter box at Sta. 0+50 - South side alley.

See page 42.

H_2 line Cont

3+24	H.I. 375.56	6.9	368.66
3+67		6.5	369.06
4+15		6.4	369.16
4+50		5.3	370.26
5+00		5.10	370.46
5+50		5.4	370.16
6+00		4.3	371.26
6+50		3.00	372.56
7+00		2.90	372.66
7+50		3.10	372.46
8+00		3.50	372.06
8+50		4.80	370.76
9+00		4.70	370.86

center - N. sidewalk.

E. Mission Drive.

center. So. sidewalk

10/15/25
J.M. Eastin
E.L. Bartlett

	+	375.56	−	Elev
9+26 0+35			5.0	370.56
B.M. S.E. Cor. Daley + Monroe - Elev 370.23				
	5.69	375.92		
9+51 0+10			5.5	370.42
9+51 - 0+00 G_2			6.10	369.82
0+17			5.80	370.12
All elev. following - Taken 10'E &				
0+50			5.95	369.97
1+50			4.15	371.77
2+00			3.30	372.62
2+50			3.10	372.82
3+50			3.95	371.97
4+50			4.90	371.02
5+50			5.85	370.07
T.P.			6.47	369.45
	3.50	372.95		

center No sidewalk

℄ Monroe + alley.

℄ Monroe and pipeline - Daley St.

South curbline Monroe - 10'E. ℄ Daley.

Daley

G2 line in Daley St.

372.95

6+45	3.80	369.15
6+71	4.05	368.90
6+96	4.20	368.75
7+50	4.53	368.42
8+50	4.80	368.15
9+50	5.25	367.70
10+50	5.55	367.40
11+50	6.05	366.90
12+50	6.40	366.55
13+42	6.95	366.00

No. Curbline + 10' E. ℄ Daley

℄ Olive + 10' E. ℄ Daley

So Curbline + " " " "

No. Curbline El Cajon.

$\frac{1}{2}$ line in 4th Street

	+	H.I.	−	Elev.
B.M. - fire hydrant Thomas & El.				
	0.90	371.26		
B.M			5.09	366.17
	5.63	371.80		
0+00			6.5	365 30
all elev. taken 10'E & Sisson.				
0+35			5.4	366.40
2+50			4.75	367.05
4+50			4.15	367.65
6+33			3.70	368.10
T.P.			3.60	368.20
	6.86	375.06		
6+75			5.80	369.26
7+00			5.40	369.66
7+50			5.10	369.96

10/15/25
J.M. Eastin
E.L. Bartlett

49

Cajon. - Elev 370.36

Cross on rim of Manhole.

El Cajon
N. curbline & 10'E. & Sisson Ave
= & 4th Street.

end of pavement = So. prop. line.

& Olive.

No. curbline. Olive.

		375.06		
8+00			4.75	370.31
8+50			4.70	370.36
9+00			4.20	370.86
9+50			4.00	371.06
10+00			3.90	371.16
10+50			3.80	371.26
11+00			3.70	371.36
11+50			3.40	371.66
12+00			2.90	372.16
12+50			2.80	372.26
13+00			2.80	372.26
13+28			3.00	372.06
T.P.			3.16	371.90
	3.74	375.64		

So Curb line Monroe.

		375.64	
13+46		3.70	371.94
13+46 = 0+00 I_2		4.60	371.04
13+64 = 0+18 I_v		5.00	370.64
13+71 = 0+25 I_v		4.30	371.34
14+00 = 0+54 I_2		5.40	370.24
14+50 = 1+04 I_2		5.40	370.24
15+00 = 1+54 I_2		5.10	370.54
15+50 = 2+04 I_2		4.90	370.74
16+00 = 2+54 I_2		4.40	371.24
16+50 = 3+04 I_2		4.50	371.14
17+00 = 3+54 I_2		4.70	370.94
+50 = 4+04 I_2		4.90	370.74

E. Monroe + 10' E & Sisson

E. Monroe + 3' E & Alley.

No. Curbline Monroe Arc.

	~	375.64		
18+00	=4+54 I_2		4.60	371.04
+50	=5+04 I_2		4.50	371.14
19+00	=5+54 I_2		4.80	370.84
+50	=6+04 I_2		5.80	369.84
T.P.			7.82	367.82
	4.14	371.96		
20+12	=6+66 I_2		4.50	367.46
20+37	=6+91 I_2		4.15	367.81
20+62	=7+16 I_2		5.00	366.96
21+00	=7+54 I_2		4.50	367.46
+50	=8+04 I_2		5.80	366.16
22+00	=8+54 I_2		6.90	365.06
+50	=9+04 I_2		7.60	364.36

W. curb
℄ Mission Drive

	℄	H.I.	−	Elev
23+00	=9+54 I_2	371.96	8.20	363.76
+50	=10+04 I_2		8.30	363.66
24+00	=10+54		8.40	363.56
+50	=11+04		8.70	363.26
25+00	=11+54		9.20	362.76
T.P.			10.51	361.45

Levels for Adams Street.
Mission Drive to Bridge.

	+	H.I.	−	Elev	
B.M. S.E. Cor Adams + 44th Elev 385.78					
	+ 2.81	388.59			
			12.67	375.92	
	2.75	378.67			
			3.60	75.01	= Int. east curbline of Mission Drive and 10' south of ℄ Adams Ave.
			7.50	71.17	= Int. of line 10' so. of ℄ of Adams and line 10' east of ℄ of Osborn Pl.
T.P.			10.43	368.24	
	2.77	371.01			
			8.73	362.28	= West end Kensington Park Bridge.
			9.58	361.43	Check on last T.P. page.

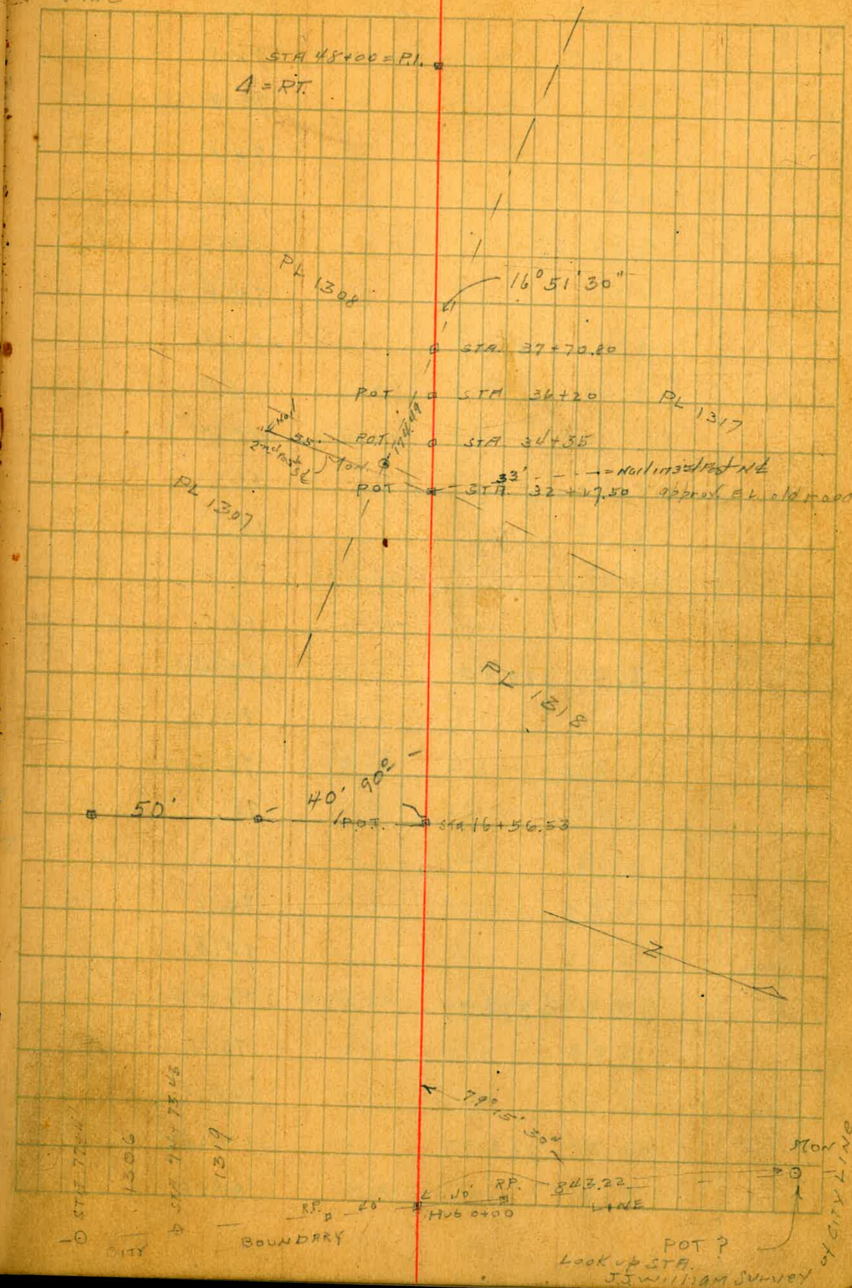
LINDA VISTA ROAD SURVEY 3/29/26
℄ Levels

368.85 = U.S.G.S
6.12
Cor. 362.73 = City Elv. from County

Nail in pole	10.33	373.06			South side Road at City Line
0+00 - 50'			14.3	358.8	
-100'			14.1	59.0	
-150			11.8	61.3	
-200			10.6	62.5	
0+00			13.30	59.8	
+50 West			10.4	62.7	
1			8.6	64.5	
+50			7.9	65.2	
2			6.6	66.5	
+50			5.5	67.6	
3			4.0	69.1	
+50			1.7	71.4	
4			0.8	72.3	
T.P.	3.21	376.26	0.01	373.05	
+50			3.2	73.1	
5			2.7	73.6	
+50			2.3	74.0	
6			2.1	74.2	
+50			2.9	73.4	
7			4.3	72.0	
+50			6.3	70.0	
8			7.1	69.2	
+50			7.2	69.1	
9			6.2	70.1	
+50			5.1	71.2	

PLOTTED

Gregory
Moore
Walker
Preston
Mac



		376.76		
10			4.7	372.1
+50			3.5	372.8
11			2.5	73.8
+50			2.7	74.1
12			1.8	74.5
+50			1.7	74.6
13			1.4	74.9
T.P.	10.57	385.47	1.36	374.9
+50			10.6	74.9
14			10.3	75.2
+50 Leave old road here to left.			9.0	76.5
15			7.7	78.1
+50			4.3	81.2
16			4.0	81.5
T.P. with POT. +5653	3.40	385.84	3.03	382.44
17			5.1	80.7
+50			6.3	79.5
18			7.7	78.1
+50			9.5	76.3
19			10.7	75.1
+50			11.0	74.8
T.P.	1.55	374.77	12.62	373.22
20			4.2	70.5
+30			10.7	64.0
T.P.	1.35	363.77	12.35	362.42
+60			3.7	60.0

20+90			8.1	355.6
21+00			10.3	353.4
+13 = Culvert			10.5	52.9
+25			8.7	55.3
+50			7.5	56.2
+85			7.2	56.5
22 = Culvert			10.5	53.2
+15			5.4	58.3
+30			2.9	60.8
T.P.	13.17	376.52	0.42	363.35
+45			9.3	67.2
+60			4.0	72.5
T.P.	12.01	387.61	0.95	375.57
23+00			11.1	76.5
+50			4.9	82.7
24			1.0	86.6
T.P.	1228	399.53	0.36	387.25
+50			9.7	89.8
25+00			6.5	93.0
+50			4.4	95.1
26			3.0	96.5
T.P.	8.99	406.23	2.29	397.24
+50			9.0	97.2
27			8.2	97.9
+50			7.7	98.5
28			8.0	98.2

28+50			7.7	399.0	
29			5.6	400.6	
+50			4.3	401.9	
TP	3.260	418.28	0.55	405.68	
30+15			11.7	406.6	
+50			8.8	409.5	
31			6.5	411.8	
+50			4.6	413.7	
T.P. 32+17.50 P.O.T.	11.09	427.34	2.03	416.25	
+30 ± old road			10.3	417.0	crosses here
+47			10.4	416.9	
+43			9.4	417.9	
+50			9.1	418.2	
33			6.9	420.4	
+50			5.0	422.3	
34			4.0	423.3	
+35 P.O.T.			3.73	423.61	on hub
35+00			5.0	422.3	
+50			7.0	420.3	
36			9.7	417.6	
+20 P.O.T.			10.84	416.50	
+50			12.6	414.7	
T.P.	0.75	416.40	11.69	415.65	
37			5.0	411.4	
+50			8.9	407.5	
T.P. +70.8 on hub	0.61	405.42	11.59	404.81	

38			4.7	400.7	
+50			10.3	395.1	
T.P.	1.80	395.32	11.90	393.52	
39			5.2	390.1	
+50			10.1	385.2	
T.P.	0.85	383.55	12.62	382.7	
40			2.5	81.0	
+50			5.4	78.1	
41			7.2	76.3	
+50			9.1	74.4	
42			10.9	72.6	
+50			11.5	72.0	
43			11.7	71.8	
+50			13.0	70.5	
T.P.	3.63	374.49	12.69	370.86	
44			5.5	69.0	
+06			5.9	68.6	
+20			15.5	59.0	
+40			10.2	64.3	
+42			6.3	68.2	
+50			4.7	69.8	
45			5.4	69.1	
+50			5.8	68.7	
46			6.9	67.6	
+50			7.9	66.6	
47			9.1	65.4	

47+45	10.3	364.2	
+85	11.2	363.3	
48 on hub @ RT.	12.03	362.46	
+50 ℄ old road on fwd. Tang.	13.5	361.0	
49 " " " " "	14.5	359.7	

Linda Vista Road Cross Section 30' wide

BM. City Line	11.56	374.29	362.73 Spike in Pole
0+00 = City Line			370.00
S.	14.3	360.0	
C	14.6	59.7	
N	14.8	59.5	
50' N			
N	10.9	63.4	
+12	10.8	63.5	
+13	11.3	63.0	
C	11.6	62.7	
S	11.8	62.5	
100			
S	9.5	64.8	
C	9.5	64.5	
+3	9.2	65.1	
N	9.2	65.1	
150' N			
N	8.0	66.3	
+9	8.0	66.3	
C	9.1	365.2	
S	8.2	65.9	
200			
S	7.3	67.0	
C	7.8	66.5	
+4	7.3	67.0	
N	7.0	67.3	
250			
N	5.7	68.6	
C	6.7	67.6	
S	6.5	67.8	
300			
S	5.0	69.3	
C	5.2	69.1	
N	4.8	69.5	
350			
N	2.2	72.1	
C	3.0	71.3	
S	2.9	71.4	
400			
S	1.8	72.5	
C	2.0	72.3	
+2	1.4	72.9	
N	1.6	72.7	
T.P. 529	375.64 N	0.94 N	373.35 N

	4+50		
N		5.3	373.3
+13		4.8	73.8
C		5.5	73.1
S		5.5	73.1
	500		
S		4.9	73.7
C		4.8	73.8
N		3.8	74.8
	550		
N		4.5	74.1
C		4.8	73.8
S		4.7	73.9
	600		
S		4.4	74.2
C		4.4	74.2
N		4.4	74.2
	650		
N		4.6	74.0
C		5.3	73.3
S		5.3	73.3
	700		
S		6.9	71.7
C		6.7	71.9
+4		6.2	72.4
N		5.9	72.7

	750		
N		7.6	371.0
+10		8.1	70.5
+12		9.0	69.6
C		8.7	69.9
S		8.7	69.9
	800		
S		9.6	69.0
C		9.5	69.1
+5		8.9	69.7
N		8.1	70.5
	8+50		
N		8.1	70.5
+10		8.8	69.8
C		9.6	69.0
S		9.8	68.8
	900		
S		9.0	69.6
C		8.5	70.1
+5		8.7	69.9
+6		7.1	71.5
N		6.4	72.2
	950		
N		5.4	73.2
+7		5.9	72.7
+10		5.4	73.2

		3786		
C			7.5	371.1
S			7.7	70.9
	10+00			
S			7.0	71.6
C			6.6	72.0
+6			6.9	71.7
+7			6.1	72.5
N			5.9	72.7
	1050			
N			5.5	73.1
C			5.9	72.7
S			6.3	72.3
	11+00			
S			4.8	73.8
+2			5.3	73.3
C			4.9	73.7
+6			5.1	73.5
+8			4.3	74.3
N			4.6	74.0
T.P.	9.28	3831.5 ✓	4.77	373.87 ✓
	11+50			
N			9.1	74.0
C			9.1	74.0
+10			9.5	73.6
S			9.0	74.1
	12+00			74.6
S			8.5	

		3853.5		
+3			9.0	374.1
C			8.7	74.4
+8			9.1	74.0
N			8.7	74.4
	1250			
N			8.6	74.5
C			8.6	74.5
+6			8.6	74.5
S			8.1	75.0
	13			
S			8.2	74.9
C			8.2	74.9
N			8.8	74.8
	1350			
-5			10.0	73.1
N			9.5	73.6
S			8.3	74.8
3			8.3	74.3
	14			
S			7.5	75.6
+5			7.4	75.7
+7			8.1	75.0
C			8.0	75.1
N			9.2	73.9
+5			10.2	72.9
	1450			
N			6.8	76.3

		383.15		
C			6.7	376.4
+7			6.8	76.3
S			6.3	76.8
	1500			
S			3.4	79.7
C			5.0	78.1
+N			5.8	77.3
N			5.7	77.4
	1550			
N!			4.8	78.3
+5			4.0	79.1
+10			2.2	80.9
e			1.9	81.2
S			1.7	81.4
T.P	639	383.61	0.93	382.688
	16+00			
S			5.8	82.8
C			7.1	81.5
N			8.0	80.6
	16+56.53			
N!			8.3	80.3
e Hub			6.18	382.43
S			5.6	83.0
	17			
S			7.7	80.9
C			7.5	81.1
N			7.4	81.2

355.61 Linda Vista Road 61

	1750		
N		9.0	379.6
C		9.1	79.5
S		9.6	79.0
	1800		
S		11.1	77.5
e		10.5	78.1
N!		10.5	78.1
	1850		
N		12.1	76.5
C		12.3	76.3
S		12.3	76.3
TP	56	3 & 12.78	11.45 377.16
	1900		
S		8.1	74.7
C		7.6	75.2
N		6.6	76.2
	1950		
N!		7.7	75.1
e		7.9	74.9
S		9.1	73.7
	2000		
S		12.5	70.3
C		12.5	70.3
N!		13.4	69.4
T.P	017	371.17	11.78 371.00

371.17

	20+20			
-5			7.6	363.6
N			7.3	63.9
C			7.1	64.1
S			7.6	63.6
+10			8.5	62.7
	20+60			
-15			11.2	60.0
S			11.2	59.8
C			11.1	60.1
N			10.6	60.6
+15			10.2	61.0
T.P.	1.30	360.35	12.12	359.05
	20+90			
-20			3.5	56.9
N			4.8	55.6
C			4.7	55.7
S			5.3	55.1
+20			5.0	55.4
	21+00			
-20			6.4	54.0
S			6.8	53.6
C			6.8	53.6
N			6.6	53.8
+25			6.9	53.5

360.35

Linda Vista Road 6"

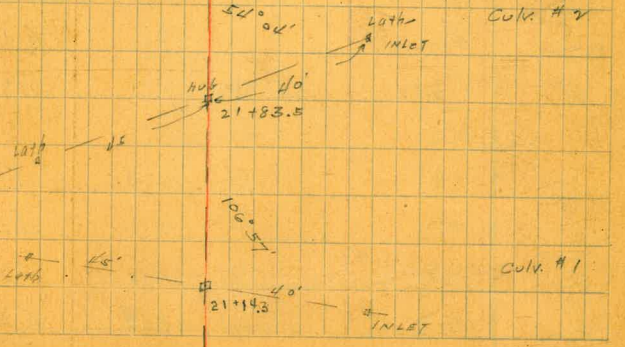
21+08

-25	6.8	353.6
N	7.2	53.2
C	7.1	53.3
S	7.5	52.9
+20	7.2	53.2

21+14.3 Levels on Culv. #1 40' N of ℄ = 0+00 = INLET

0+00 = INLET	6.0	354.4
0+15	7.0	53.4
0+40 on hub ℄	7.03	353.37
0+45	7.6	52.8
0+55	8.5	51.9
0+85 = outlet	9.8	50.6
21+17		
-25	9.8	50.6
S	9.0	51.4
C	6.6	53.8

Location of Culverts # 1 + # 2



		360.35		
N			5.1	355.0
+20			5.6	354.8
	21+25			
-20			2.3	58.1
N			3.4	57.0
C			4.7	55.7
S			9.0	51.4
+25			9.2	51.2
	21+35			
-25			9.6	50.8
S			6.2	54.2
C			4.2	56.1
N			3.2	57.2
+20			0.8	59.6
	21+50			
-20			0.6	59.8
N			3.0	57.4
C			4.1	56.3
S			5.8	54.6
+25			9.0	51.4
T.P.	10.90	367.13	4.2	356.23
	21+75			
-25			12.9	54.2
-5			15.0	52.1
S			14.0	53.1
C			11.9	55.2

367.13

N	9.0	358.1
+20	7.1	60.0
	21+85	
-20	7.2	59.9
N	9.4	57.7
C	10.6	56.5
+7	13.1	54.0
S	14.7	52.4
+25	11.1	56.0
	22+00	
-25	8.6	58.5
-5	10.7	56.4
S	12.0	55.1
+7	14.2	52.9
C	14.0	53.1
N	13.5	53.6
+25	10.4	56.7
	21+83.5 Levels for Culv. 4	
0+00 = INlet 40' N of ℄	10.0	57.1
+10	11.0	56.1
+25	10.3	56.8
+40 = ℄	10.8	56.3
+48	13.2	53.9
+55	14.2	52.9
+75	15.7	51.4
+85 = outlet	16.2	50.9

367.13

	22+15			
-20			7.0	360.1
N			7.9	59.2
C			8.7	58.4
S			8.2	58.9
+20			7.2	59.9
	22+30			
-20			5.0	62.1
S			5.4	61.7
C			6.2	60.9
N			6.5	60.6
+20			5.6	61.5
	22+45			
-20			4.0	63.1
N			1.4	65.7
C			0.0	67.1
T.P.	12.76	379.86 ✓	0.03	367.10
S			10.2	69.4
+15			11.7	68.2
	22+60			
-15			8.3	71.6
S			8.0	71.9
C			7.2	72.7
N			7.9	72.0
+15			8.8	71.1
	22+80			
-5			3.7	76.2

379.86 Linda Vista Road 64

N			3.7	376.2
C			4.8	75.1
S			6.0	73.9
+5			6.1	73.8
	2300			
-5			3.5	76.4
S			3.3	76.6
C			3.2	76.7
N			3.0	76.9
+5			2.7	77.2
TP	11.75	390.81 ✓	0.30	379.56 ✓
	23+25			
-5			10.4	80.4
N			10.2	80.5
C			10.3	80.5
S			10.8	80.0
+5			10.9	79.9
	23+50			
-5			8.4	82.4
S			8.4	82.4
C			8.1	82.7
N			7.8	83.0
+5			7.8	83.0
	2400			
N			3.6	87.2
C			4.2	86.6
S			5.1	85.7
+5			5.2	85.6

		390.8		
TP	1.036	401.05	0.09	390.7 ✓
	24+50			
S			12.3	388.8
C			11.1	90.0
N			10.3	90.8
	25+00			
N			7.5	93.6
C			8.0	93.1
S			9.4	91.7
	25+25			
S			7.3	93.8
C			6.6	94.5
N			6.7	94.4
	25+50			
N			5.7	95.4
C			5.9	95.2
S			5.5	95.3
	26+00			
S			4.9	96.2
C			4.5	96.6
N			4.6	96.5
T.P.	13.2 ✓	409.80 ✓	4.50	396.58 ✓
	26+50			
N			12.7	97.1
C			12.5	97.3

409.80

Lomita Vista Road 65

S	12.5	397.0
	27+00	
S	11.7	98.1
C	11.8	98.0
N	12.2	97.6
	27+50	
N	12.0	97.8
C	11.3	98.5
S	11.1	98.7
	28+00	
S	11.6	98.2
C	11.5	98.3
N	11.5	98.3
	28+50	
N	10.5	99.3
C	10.7	99.1
S	10.6	99.2
	29+00	
S	9.4	400.4
C	9.2	400.6
N	8.6	401.2
	29+50	
N	7.3	402.5
C	7.9	401.9
S	7.5	402.3

	29+80			
S			5.8	404.0
C			5.9	403.9
N			6.2	403.6
	30+15			
N			3.5	406.3
E			3.2	406.6
S			2.7	407.1
T.P.	11.51	417.06 ✓	1.55	408.25 ✓
	30+50			
S			11.1	409.0
C			10.5	409.6
N			10.6	409.5
	31+00			
N			8.1	412.0
C			8.3	411.8
S			8.6	411.5
	31+50			
S			6.5	413.6
C			6.4	413.7
N			6.1	414.0
	31+80			
N			4.7	415.4
C			4.9	415.2
S			5.3	414.8
T.P. on bk	11.75	417.01 ✓	3.80	416.26 ✓

STA 32+17.50

	32+17.50		
S		11.4	416.6
C		11.7	16.3
N		11.4	16.6
	32+30		
N edge of road		11.2	16.8
C		11.0	17.0
S		11.1	16.9
	32+32		
S		10.9	17.1
C		11.1	16.9
+13		11.2	16.8
N		10.4	17.6
	32+55		
S		10.7	17.3
+1		10.0	18.0
C		9.7	18.3
N		9.5	18.5
	32+57		
N		9.4	18.6
C		9.5	18.5
S		9.8	18.2
	3300		
S		7.8	420.2
C		7.5	420.5
N		7.1	420.9

4/28.01

33+50			
N		5.4	4+24.6
C		5.6	22.4
S		6.0	22.0
34+00			
S		4.8	23.2
C		4.7	23.3
N		4.8	23.5
34+35 POT			
N		4.2	23.8
C		4.4	23.6
S		4.6	23.4
T.P POT. 4.21	4+17.8 22	4+0	4+23.61 4+23.61
34+70			
S		4.7	23.1
C		4.5	23.3
N		4.5	23.3
35+00			
N		5.5	22.3
C		5.5	22.3
S		5.5	22.3
35+50			
S		7.4	20.4
C		7.4	20.4
N		7.5	20.3
1317 1307 Set B.M. on Mon/PK 1318 1308		9.56	4+18.26

67

Cross Section Dwight
Wilson to 35th St.

O.K.

80 Wide
14 Cbs.
13 Qts

B.M.	1.88	329.43	327.55	NW.Cor. Dwight & 56
		E & Wilson		
N		49	324.5	Wilson 80 Wide 14 Cbs 13 1/4
Cb		52	324.2	
1/4		55	323.9	
S		55	323.9	
1/4		60	323.4	
Cb		61	323.3	
S		64	323.0	
		E Cb		
S		65	322.9	
Cb		61	323.3	
1/4		59	323.5	
S		57	323.7	
1/4		56	323.8	
Cb		53	324.1	
N		50	324.4	
		E 1/4		
N		53	324.1	
Cb		55	323.9	
1/4		56	323.8	
S		57	323.7	
1/4		61	323.3	
Cb		64	3232	
S		64	3230	
		S Wilson		

Platted - A-16-28
E. 8th.

See Sketch
1570 - 67

& Wilson

329.43

S		63	323.1
Cb		63	323.1
1/4		61	323.3
S		58	323.6
1/4		59	323.7
Cb		56	3238
N		55	323.9
		N 1/4	
N		56	323.8
Cb		57	323.7
1/4		58	323.6
S		60	323.4
1/4		61	323.3
Cb		62	323.2
S		63	323.2
		12 Cb	
S		62	323.2
Cb		63	323.1
1/4		63	323.1
S		60	3234
1/4		60	323.4
Cb		58	323.6
N		58	323.6
		W & Wilson	
N		58	323.6
Cb		60	323.4

6-23-46
S. 5 Sec
61.53
Northern

Dwight

329.43

¼		6.3	323.1
&		6.1	323.3
¼		6.2	323.2
Cb		6.4	323.0
S		6.4	323.0
	50' N		
S		6.2	323.2
cb		6.2	323.2 (4' W of N.L. Conc. Walk)
¼		6.3	323.1 (6.12 323.31)
&		6.3	323.1
¼		6.5	322.9
Cb		6.3	323.1
N		6.3	323.1
	100' N		
N	Garage dirt floor	7.4	322.0
Cb		7.4	322.0
¼		7.0	322.4
&		6.7	322.7
¼		6.9	322.5
cb		7.1	322.3
S		7.2	322.2
	150' N		
S		9.0	320.4 (12.5' W 12.5 S.E. Cont. Porch)
cb		8.8	320.6 (9.00 320.43)
¼		8.7	320.7
&		8.6	320.8
¼		8.6	320.8

329.43

69

Cb		8.7	320.7
N		8.9	320.5
TP	8.02 323.29	9.1	320.22
	200' N		
N		5.9	317.5
cb		5.8	318.2
¼		4.9	318.5
&		4.9	318.5
¼		4.9	318.5
Cb		5.0	318.4
S		5.3	318.1
	250' N		
S		7.2	315.2
cb		8.0	315.4
¼		8.0	315.4
&		8.5	314.9
¼		9.1	314.3
cb		9.9	313.5
N		10.4	3128
TP	5.42 315.80	13.01	310.38
	300' N		
N		15.3	300.5
cb		11.8	304.0
¼		9.8	306.0
&		8.3	306.5
¼		6.5	309.8
Cb		5.5	310.3

Dwight

8/5/80

S	5.3	310.3	
	335' W		
S	10.6	305.2	
¼ S	11.0	304.8	
Cb	13.4	302.4	
¼	19.2	296.6	
℄	26.0	289.8	
¼	30.5	285.3	
Cb	32.0	283.8	
N	37.5	278.3	
	360' N		
S	22.0	293.8	

N.W. B.P. Dwight & 36th 327.55

	0.96	328.51		
T.P.			12.46	316.05
	0.98	317.03		
T.P.			13.06	303.97
	1.06	305.03		
T.P.			12.83	292.20
	2.10	294.30		
	360. W			
S			3.95	290.3
cb			11.10	283.2
T.P.			11.65	282.65
	1.85	284.50 ✓		
S¼			4.6	279.9

284.50

70

STA	+	H.I.	−	Elev.
℄			8.30	276.2
N¼			12.80	271.7
cb			15.40	269.1
N			17.3	269.2
T.P.			13.0	271.50
(H Level)	1.0	272.50 ✓		
	385 W			
N			11.3	261.2
cb			9.7	262.8
N¼			10.0	262.5
℄			9.0	263.5
		284.50 ✓		
S¼			20.2	264.3
cb			15.2	269.3
S			5.9	278.6
	410 W			
			16.7	
(Hand Level)		272.50 ✓		
cb			9.1	263.4
¼			12.25	2603
℄			14.7	2578
N¼			14.0	258.5
cb			9.4	263.1
N			8.6	263.9
	425 W			
N			5.0	267.5
cb			8.5	264.0
N¼			12.0	260.5
℄			10.3	262.2
S¼			13.2	259.3
cb			15.3	257.2
S			10.3	262.2

Linda Vista Rd.

	+	H.I.	−		
BM = P.O.T. at Sta. 16+56.52	3.21	385.65		382.44	
			3.11	382.54 =	R.P. 90' S & Sta 16+58.33
T.P.	1.84	375.20	12.29	373.36	
T.P.	0.83	363.28	12.75	362.45	

Culvert #1

				Flow line Grade	
0+00				354.00	9.26 8.81 +0.47 11.03 8.89
+40				352.25	+2.14 12.78 12.56
+80				350.5	+0.24
T.P.	4.29	360.64	6.93	356.35	
0+00				356.5	4.14 4.53 −0.39 7.09 6.68
+40				353.55	+0.41 10.04 9.71
0+80				350.60	+0.33

LINDA VISTA ROAD

℄ Sta.	℄
City Bdry = 0+00	361.5
0+50	362.85
1+00	364.20
1+50	365.55
2+00	366.90
2+50	368.25
3+00	369.60
+50	370.95
3+70 = P.V.C.	371.49
+90	371.98
4+10	372.38
+30	372.69
+50	372.90
+70	373.02
+90	373.05
5+10	372.98
+30 = E.V.C.	372.82
+50	372.61
6+00	372.09
+50	371.57
7+00	371.05
+50	370.53
8+00	370.01
8+10 = P.V.C.	369.90
8+30	369.76

362.73 = BM	N	361.3	62.65	64.0	65.35	66.7	68.05	69.4	370.75
372.97 = X		11.67	10.32	8.97	7.62	6.27	4.92	3.57	2.22
372.82 = T.P.		11.9	9.5	7.6	6.4	5.2	4.4	3.7	0.76
377.54 = X		-0.1	+0.3	+1.4	+1.2	+1.1	+0.5	+0.27	+1.46
	S	361.3	62.65	64.0	65.35	66.7	68.05	69.4	370.75
		11.67	10.32	8.97	7.62	6.27	4.92	3.57	2.22
		11.9	10.3	8.45	7.2	6.24	5.0	3.9	1.13
		-1.3	-0	+0.15	+0.4	+0.03	-0.1	-0.4	+0.9
362.73 = BM		P.V.C. =		out		out		out	
372.97 = X	N	371.29	72.18	72.49	72.70	72.82	72.85	72.78	72.62 = E.V.C.
373.15		1.68	5.86		4.84		4.69		4.9
372.82 = T.P.		0.5	4.36		4.2		3.4		3.5
377.54 = X		+1.2	+1.0		+0.4		+1.3		+1.4
		P.V.C. =		out		out		out	
	S	371.29	72.18	72.49	72.70	72.82	72.85	72.78	72.62 = E.V.C.
		1.68	5.36		4.84		4.69		4.9
		1.0	4.85		4.16		3.45		3.4
		+0.7	+0.71		+0.68		+1.0		+1.4
							out		
	N	372.41	71.89	71.37	70.85	70.33	369.81	369.70	369.56
		5.1	5.65	6.17	6.69	7.2		7.8	8.0
		3.2	3.8	3.3	4.7	7.1		7.1	7.0
		+1.9	+2.4	+2.87	+2.0	+0.1		+0.7	+1.0
							out		
	S	372.41	71.89	71.37	70.85	70.33	369.81	69.70	69.56
		5.1	5.65	6.17	6.69	7.2		7.8	8.0
		3.3	3.9	4.27	5.9	7.15		8.7	8.7
		+1.8	+2.7	+2.1	+0.8	-0.3		-0.9	-0.7

8+50	369.71	5.91
+70	369.77	5.75
+90 = E.V.C	369.95	5.57
9+00	370.06	5.46
+50	370.62	4.90
10	371.18	4.34
+50	371.74	3.78
11	372.30	3.22
+50	372.86	2.70
12+00	373.42	2.14
+50	373.98	1.58
13	374.54	1.02
+50	375.10	0.46
14	375.66	0.10
+50	376.22	0.66
15	376.78	1.22
+50	377.34	1.78
16	377.90	2.34
+50	378.46	2.90
+6.5 = P.O.T.		
16+60 = P.V.C ✓	378.55	3.01
+80	378.67	2.89
17	378.58	6.01 ✓
+20	378.30	6.29 ✓
17+40 = E.V.C	377.80	6.79 ✓
+70	376.90	7.69 ✓
18+00	376.00	8.59

= E.V.C

377.54 = T	N	369.51	69.57	69.75	369.86	70.42	70.98	71.54	72.10	72.66
3.27		8.0	8.0	7.8	7.7	7.1	6.6	6.0	5.4	4.8
		6.5	5.7	4.9	4.5	4.0	4.6	4.5	3.5	3.4
374.27 = T.P.		+ 1.5	+ 2.1	+ 2.9	+ 3.2	+ 3.1	+ 2.0	+ 1.5	+ 1.9	+ 1.4
12.49 +										
386.76 = T										
8.47 -	S	69.51	69.57	69.75	69.86	70.42	70.98	71.54	72.10	72.66
378.29 = T.P.		8.0	8.0	7.8	7.7	7.1	6.6	6.0	5.4	4.9
1.92 →		9.0	8.8	7.7	7.1	6.9	5.8	5.2	3.5	3.2
380.21 = T		- 1.0	0.0	- 0.1	0.0	+ 0.2	+ 0.8	+ 0.8	+ 1.9	+ 1.7

	N	373.32	73.78	74.34	74.90	75.46	76.02	76.58	77.14	77.70
		13.5	13.0	12.4	12.9	11.3	10.7	10.2	9.6	9.1
		12.4	12.3	13.0	14.5	14.2	11.0	9.7	9.8	7.1
		+ 1.1	+ 0.7	- 0.6	- 1.6	- 2.9	- 0.3	+ 0.5	- 0.2	+ 2.0
375.42 H.I.										
8.25										
367.17										
8.24										
381.41	S	73.22	73.78	74.34	74.90	75.46	76.02	76.58	77.14	77.70
2.98		13.5	13.0	12.4	12.9	11.3	10.7	10.2	9.6	9.1
378.43		12.3	12.3	11.7	11.9	10.5	9.6	6.8	3.7	2.8
9.91		+ 1.2	+ 0.7	+ 0.7	+ 1.0	+ 0.5	+ 1.1	+ 3.4	+ 5.9	+ 6.3

= P.V.C = E.V.C

378.77	N	78.26	78.35	78.47	78.38	78.10	77.60	76.70	75.80
9.91		8.5	8.4	8.3	8.4	8.7	9.2	10.1	4.4
388.68		7.7	7.6	6.4	6.0	6.8	7.2	8.8	2.9
8.76		+ 0.8	+ 0.8	+ 1.9	+ 2.4	+ 1.9	+ 2.0	+ 2.1	+ 2.4
379.92									
8.27									
371.65									
P.O.T. 16+65									
372.54									

= P.V.C = E.V.C

	S	78.26	78.35	78.47	78.38	78.10	77.60	76.70	75.80
		8.5	8.4	8.3	8.4	8.7	9.2	10.1	4.4
387.55 ✓		8.5	7.6	6.5	6.0	6.6	7.1	8.4	3.0
1.96		+ 5.0	+ 4.9	+ 3.0	+ 2.5	+ 2.1	+ 2.1	+ 1.7	+ 1.4
385.59									

781 ✓

745 ✓

469 ✓

604 ✓

599 ✓

	℄		
18+50	374.49		10.10
19+00	372.99		11.60
+50	371.48		13.11
20+00	369.98		14.61
+20 = Brk	369.37		15.22
+50 = P.V.C	368.82		15.77
+75	368.49		16.10
21+00	368.39		16.20
+25	368.54		16.05
+50	368.90		15.70
+75	369.52		15.08
22+00	370.33		14.27
+25	371.45		13.15
+50 = E.V.C	372.78		11.82
23+00	375.67		8.93
+50	378.56		6.04
24+00	381.45		3.15
+50	384.34		
25+00	387.23		
+30	388.95		
25+60 = P.V.C	390.69		
+80	391.76		
26+00	392.64		
+20	393.33		
+40 = E.V.C	393.88		
26+82.5	394.81		

380.21 = Π — = Brk. — = P.V.C

	N	74.29	72.79	71.28	69.78	69.17	68.62	68.29	68.19	68.34	68.70
12.89 −		5.9	7.4	8.9	10.4	−1.77	−1.2	0.9	0.8	−0.94	−1.3
367.32 = T.P.		3.5	3.8	4.8	9.6	2.3	6.7	7.6	13.2	18.0	13.5
0.50 +		+2.4	+3.6	+4.1	+0.8	−4.1	−7.9	−10.3	−14.0	−16.9	−14.0
347.40 = Π											−15.3

= Brk — P.V.C

	S	74.29	72.79	71.28	69.78	69.17	68.62	68.29	68.19	68.34	68.70
367.32 = T.P.		5.9	7.4	8.9	10.4	−1.77	−1.2	0.9	0.8	−0.94	−1.3
14.79 +		3.8	5.3	6.8	9.3	2.3	6.7	7.6	13.2	18.0	13.5
380.02 = Π		+2.1	+1.9	+2.0	+0.1	−4.1	−7.9	−10.3	−14.0	−16.9	−14.0
0.38 −											−15.3

= E.V.C

	N	69.32	70.13	71.25	72.58	75.47	78.36	81.25	84.14	87.03	89.75
379.64 = T.P.		1.9	1.7	3.85	5.18	4.55	1.31	10.21	7.32	12.1	10.34
11.32 +		9.1	11.3	7.10	1.3	1.1	8.9	6.2	0.5	5.1	4.4
391.46 = Π		−7.0	−7.0	−10.9	−4.8	+2.4	+4.2	+6.0	+6.8	+6.4	+5.5
0.5 −											
390.96 = T.P.											
8.13 +					= E.V.C						
399.09 = Π	S	69.32	70.13	71.25	72.58	75.47	78.36	81.25	84.14	87.03	89.75
3.97		−1.9	−2.7	3.85	5.18	4.55	1.31	10.21	7.32	12.1	10.34
395.12 = T.P. on S.		−1.47	1.19	7.1	1.85	1.5	9.2	6.2	3.1	7.6	5.3
		1.66	−1.46	−1.0	−3.4	+1.1	+3.9	+4.0	+4.2	+4.5	+5.1

399.09 = Π		= P.V.C				= E.V.C		
0.83 −								
398.26 = T.P.	N	90.49	91.56	92.44	93.15	93.68	94.61	
1.316 +		1.6		15.0		13.8	14.8	
411.72 = Π		3.7		10.8		1.0 ~	10.3	
1.28 −		+5.2		+4.2		+3.6	+3.5	
410.44 = T.P.		= P.V.C				= E.V.C		
12.17 +								
422.61 = Π	S	90.49	91.56	92.44	93.15	93.68	94.61	
6.41		8.6		15.0		13.8	12.8	
416.20 = Centerline		3.3		11.1		10.6	9.7	
60.52 1.50		+5.3		+3.9		+3.1	+3.1	
7052 cm								

407.39	377.65	
12.04	10.65	
395.35	366.36	
	0.02	
384.49 Π	366.34	
13.11	1.0 ~	
371.38	365.34	
4.51	1.0 ~	
375.89	364.34	
	1.0 ~	
	363.34	

	℄
27 + 25	395.75
+ 67.5	396.68
28 + 10 = P.V.C	397.62
+ 30	398.12
+ 50	398.75
+ 70	399.50
+ 90 = E.V.C	400.39
29 + 20	401.81
+ 50	403.23
30 + 00	405.60
+ 50	407.97
31 + 00	410.34
+ 50	412.71
32 + 00	415.08
+ 30 = END OF PAVING	416.50

416.55
3.59
419.84
13.03
406.81
0.58
407.39

7

			= PVC				= EVC			
N	95.55	96.48	97.42	97.92	98.55	99.30	400.19	401.61	403.03	
	11.9	11.0	10.0		8.8		7.2	5.8	4.4	
	9.2	9.2	9.0		7.8		6.1	4.7	4.5	
	+2.6	+1.8	+1.0		+1.0		+0.8	+1.1	+0.1	
			= PVC				= EVC			
S	95.55	96.48	97.42	97.92	98.55	99.30	400.19	401.61	403.03	
	11.9	11.0	10.0		8.8		7.2	5.8	4.4	
	9.2	8.8	8.5		8.2		7.3	6.9	5.3	
	+2.7	+2.2	+1.5		+0.6		-0.1	-0.6	+0.9	

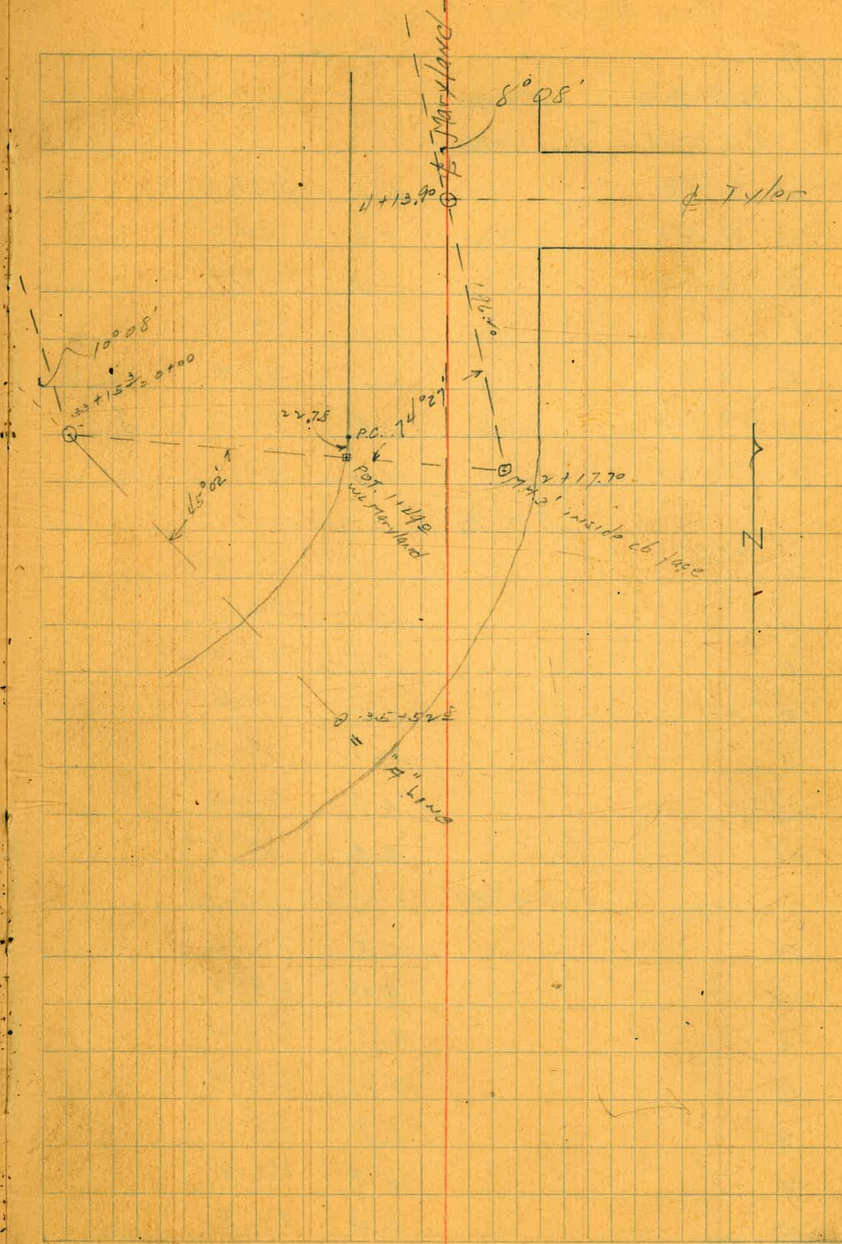
N	405.40	07.77	10.14	12.51	14.88	16.30	= End Rd.
	2.0	12.0	9.7	7.3	4.9	3.5	
	3.8	10.6	8.0	5.8	3.3	2.1	
	-0.8	+1.4	+1.7	+1.5	+1.6	+1.4	
S	405.40	07.77	10.14	12.51	14.88	16.30	= End Rd.
	2.0	12.0	9.7	7.3	4.9	3.5	
	2.1	11.0	8.3	6.5	4.3	2.9	
	-0.1	+1.0	+1.4	+0.8	+0.6	+0.6	

Relocation + Levels for Sewer thru V.L. 347

Univ. Hts Resub of Plots "D" + 1117 — Moore 11/5/46

See Book 962-p10 for old "A" line

SW BP	2.71	297.93		295.22	Arnold Place Maryland
TP	0.08	284.81	13.20	284.73	
TP	0.33	272.13	13.01	271.80	
TP	3.36	262.81	12.68	259.45	
23+15.3 = 0+00	Approx. 1' above natural ground		12.9	249.9	Could not find Hub.
0+17			12.7	250.11	
0+50			7.1	255.71	
0+75			0.5	262.31	
TP	12.00	274.66	0.15	262.66	
1+00			6.7	267.96	
TP	12.40	286.47	0.59	274.07	
1+15			15.5	270.97	
1+25 Toe fill			10.4	276.07	
TP	12.07	297.71	0.83	285.64	
1+49 = POT			5.60	292.11	
+63 Top cb			5.87	291.94	
+63 n' gutter on paving			6.24	291.47	
+89 ℄ Maryland "			5.10	292.61	
2+15 E gutter "			5.40	292.31	
+15 E Top cb			4.68	293.03	
2+17.70 Δ			4.55	293.16	
+33.3 Top E cb			4.28	293.43	
+33.3 gutter on paving			5.0	292.71	
4+13.9 - ℄ Maryland + ℄ Tyler			1.26	296.45	
check to BM			2.48	295.23	295.22



Walker
8-28-27

X. Section Dwight St. 80' wide 14 cbs.
From E.L. Wilson 40'E to Alley 13' 1/4 S

O.K.

NW.B.B
Dwight + 36th E.11 329.66 327.55

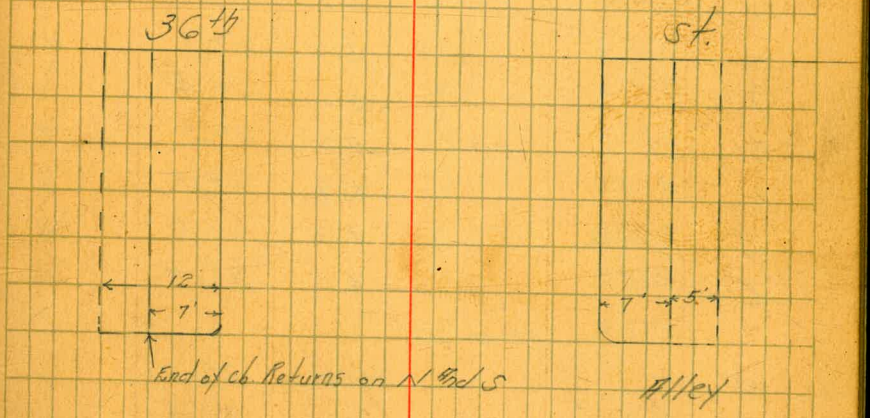
E.L. Wilson

N		5.1	324.6
cb.		5.3	24.4
1/4		5.8	23.9
℄	Sketch See 1570-67	5.6	24.1
1/4		6.1	23.6
cb.		6.4	23.3
S		6.6	23.1
	50'E		
S		6.7	23.5
cb.		5.9	23.8
1/4		5.5	24.2
℄		5.1	24.6
1/4		5.1	24.6
cb.		4.7	25.0
N		4.4	25.3
	100'E		
N		3.7	26.2
cb.		4.0	25.7
1/4		4.3	25.4
℄		4.7	25.0
1/4		4.7	25.0
cb		5.3	24.4
S		5.4	24.3

329.66 ? 76

160 E

S	4.2	325.5
S top cb.	4.33	325.33
Gut	4.7	25.0
1/4	4.5	25.2
℄	4.1	25.6
1/4	4.1	25.6
Gut	4.1	25.6
N top cb.	3.88	25.78
N	3.7	26.0



X. Section Wilson Ave 80' wide 14' cbs 13' 4S.

from N.L. Dwight 300' N

O.K.

N.L. Dwight (HS. from Page 76)

E	329.66	5.1	324.6
cb.		5.2	24.5
¼		5.4	24.3
℄		5.8	23.9
¼		5.8	23.9
cb		6.0	23.7
W		6.0	23.7
27'N = ℄ Con. Walk on W		5.99	23.87
50' N			
W		5.8	23.9
cb.		5.6	24.1
¼		5.2	24.5
℄		5.2	24.5
¼		4.9	24.8
cb.		4.9	24.8
E		4.3	25.4
100' N			
E		3.7	26.0
cb.		4.2	25.5
¼		4.4	25.3
℄		4.7	25.0
¼		5.3	24.4
cb.		5.8	23.9
W		6.4	23.3
+5		6.5	23.2

329.66

150 N ?

-5	7.3	322.4
W	7.2	22.5
cb.	6.6	23.1
¼	5.9	23.8
℄	5.0	24.7
¼	4.5	25.2
cb.	3.9	25.8
E	3.5	26.2
200' N		
E	3.2	26.5
cb.	3.7	26.0
¼	4.5	25.2
℄	5.1	24.6
¼	5.7	24.2
cb.	6.9	22.8
W	7.6	22.0
+10	8.6	21.1
250' N		
-15	12.8	16.9
W	8.2	21.5
cb.	6.4	23.3
¼	5.5	24.2
℄	4.9	24.8
¼	3.9	25.8
cb.	3.2	26.5
E	2.9	26.8

See P. 5

79 + 80 - 81

for drains

O.K.

275' N		
E	2.9	326.8
cb.	3.7	26.5
¼	3.9	25.8
℄	4.6	25.1
¼	5.3	24.4
cb.	6.5	23.2
+10	7.7	22.0
W	9.5	20.2
+8	13.0	16.7
+25	21.6	08.1
300' N		
-25	30.7	299.0
-20	27.0	302.7
W	17.2	12.5
+6	14.3	15.4
cb.	11.1	18.6
¼	11.5	18.2
℄	5.2	24.5
¼	4.1	25.6
cb	3.4	26.3
E	2.6	27.1
32.5' N		
E	2.8	26.9
cb.	3.6	26.1
¼	5.3	24.4

℄	9.5	320.1
¼	16.0	313.7
℄	21.5	308.2
W	28.0	301.7
+13	33.0	296.7
+20	37.8	291.9
+25	39.1	290.6

Addl. Levels on Wilson 11-6-45
W of Dwight

MMOP	2.01	329.56	327.55	3 CTR ℄ Wilson
T.P.	5.04	330.52	4.68 324.88	
T.P.	2.34	327.31	5.55 324.97	
275 N				
E			0.4	
cb			1.7	326.1
1/4			1.7	
℄			2.5	
1/4			3.0	
cb			3.6	323.9
+11			4.6	
W			6.8	
+10			10.7	
+25			19.4	

P. 80

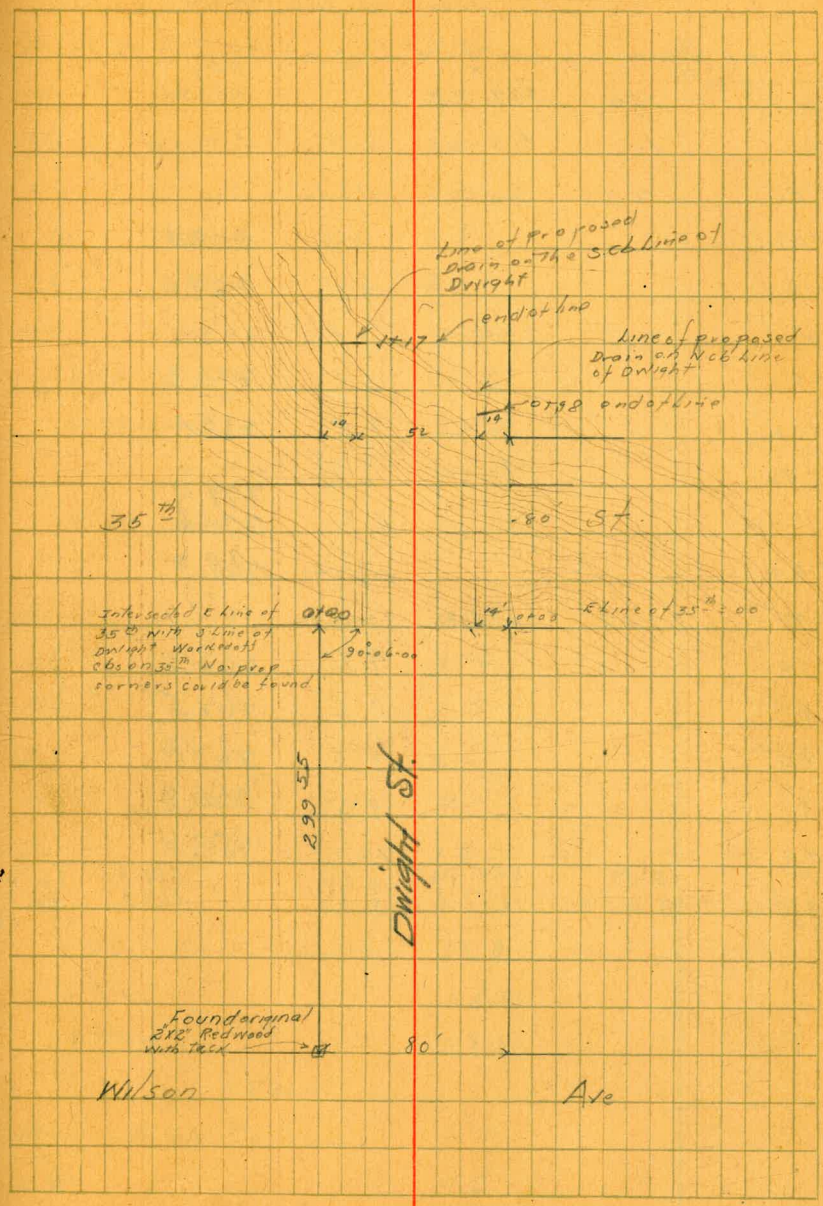
Bliss
Isbell
Duermit
4/28/08

2496.55

S Line

Levels for Drain, Dwight St. from the E Line of 35th to 91' West

BM. NW 35th & Dwight	1.70	329.25		327.55
TP	1.11	318.61	11.75	317.50
0+00			8.1	310.5
0+06			9.2	309.4
0+13			10.2	308.4
+22			11.7	306.9
+29			13.2	305.4
TP	0.30	305.71	13.20	305.91
0+40			6.0	299.7
+46			10.2	295.5
TP	1.05	294.01	12.75	292.96
0+53			9.5	289.5
0+62			10.2	283.8
TP	0.70	282.61	12.10	281.91
+75			5.9	276.7
TP	0.40	269.91	13.10	269.51
+91			0.9	269.0
1+04			6.8	263.1
1+17			11.60	258.3
Set B.M. on Rock end of line for check			8.90	261.01



Levels for Drain on the North Cb Line of Dwight from the E Line of 35 15 E 10 to 98 West.

BM NW 36 & Dwight	1.70	329.25		327.55
TP	1.11	318.61	11.75	317.50
TP	0.30	305.91	13.00	305.61
0+00			3.5	302.4
+9			8.9	297.0
TP	0.15	293.26	12.80	293.11
+20			3.1	290.2
0+30			7.9	285.4
TP	0.50	281.51	12.25	281.01
0+40			1.6	279.9
T.P.+50			6.9	274.6
+60			12.2	269.3
TP.	1.00	270.31	12.20	269.31
+70			4.7	265.6
+85			7.8	262.5
+90			8.3	262.0
+91			9.5	260.8
+98			10.7	259.6
TP	6.35	267.96	8.70	261.61 261.01
check on B M S Line			6.65	261.31 261.31
				0.3

327.31

300' N

E	0.2
cb	1.2
1/4	2.0
C	2.6
1/4	2.8
cb	7.4
W	13.8
+18	24.4
+35	34.8
+50 Toe Slope	41.2
+70	41.9

325 N

E	0.5
cb	1.2
1/4	1.9
C	2.6
1/4	9.1
cb	18.2
W	25.3
+25 Toe Slope	36.8
+32	38.5
+52	39.1

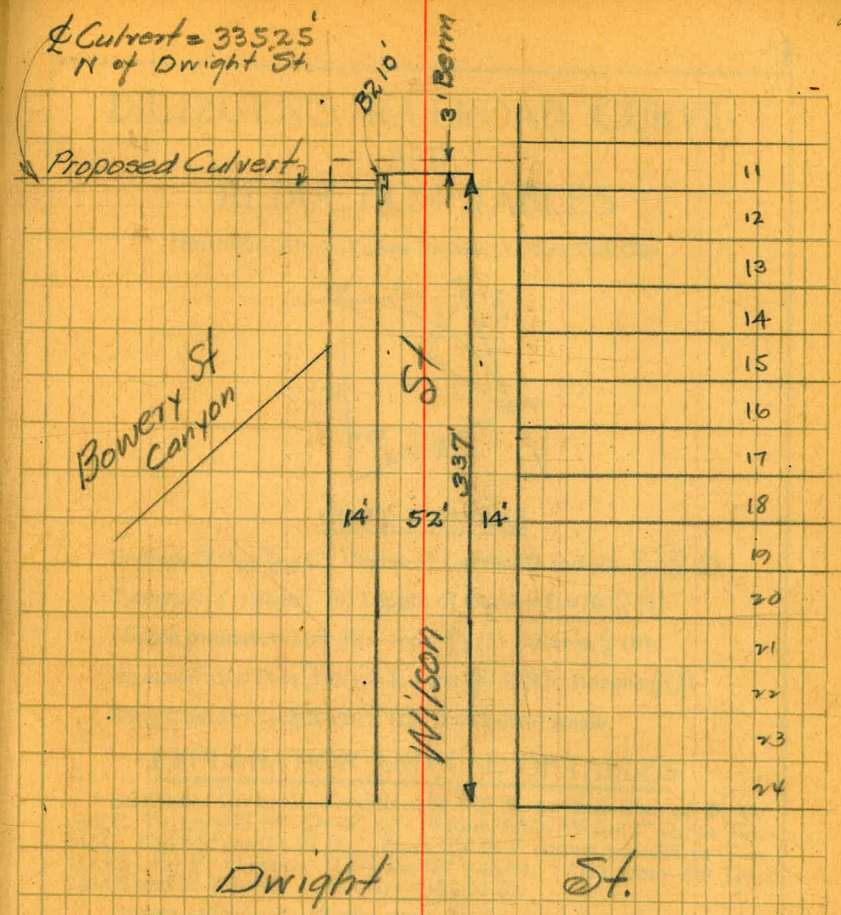
350N

E Rim Canon	1.7
cb	4.5

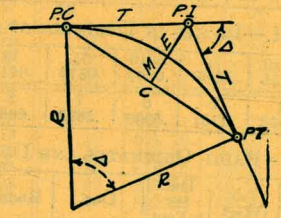
327.31

E 1/4		9.8
C		1X.C
W 1/4		20.3
C6		26.0
W		32.1
+17	Toe	37.7
+38		38.~

Sketch
1570-47



DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

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

Tangent=T=R tan $\frac{\Delta}{2}$ (3) Length of Curve=L=100$\frac{\Delta}{D}$ (4)

Middle ordinate=M= R(1—cos. $\frac{\Delta}{2}$) (5) =R 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′.

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.

Made in Germany.