

1465

DIETZGEN
TRADE MARK

ENGINEERS'
FIELD BOOK

No. 404

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
CALIFORNIA.

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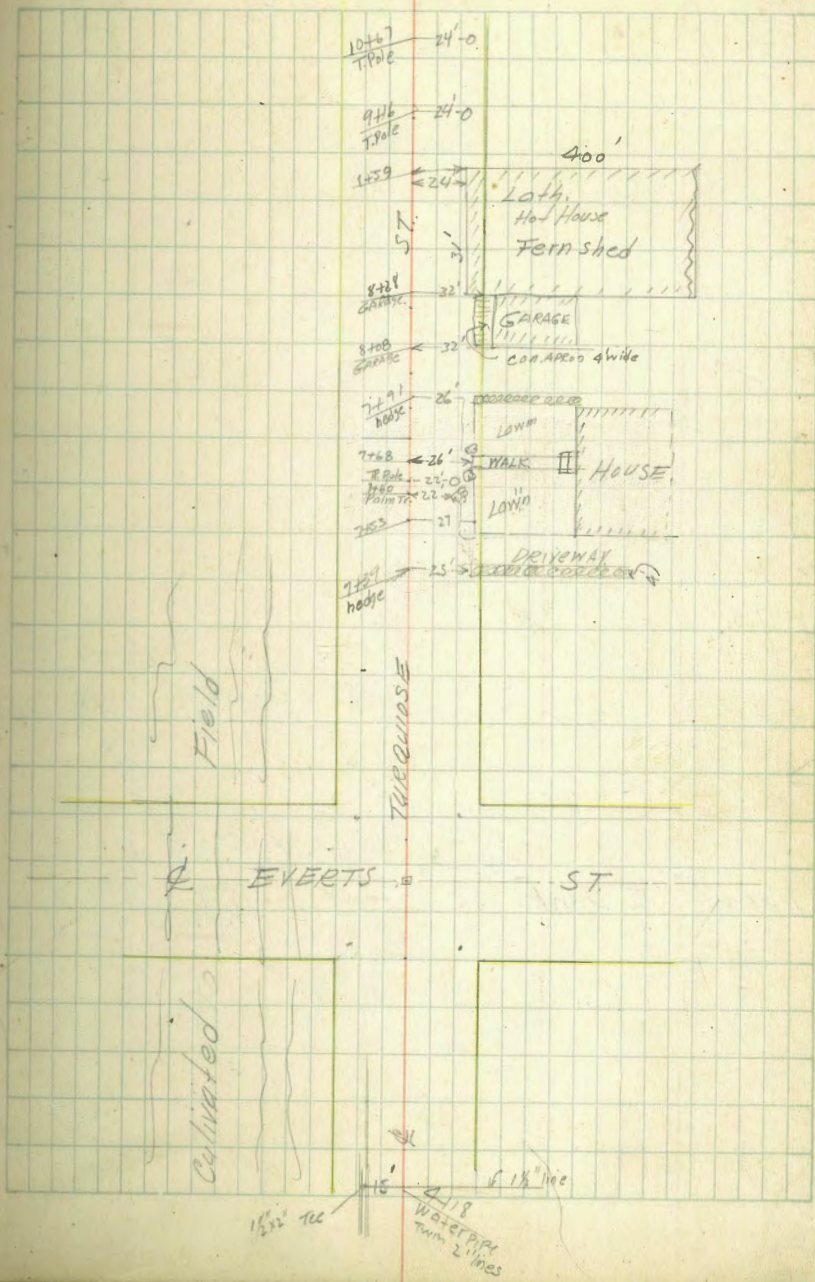
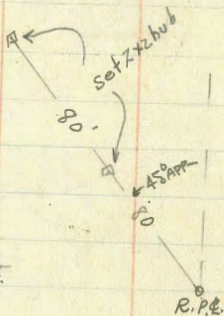
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PACIFIC BEACH

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5+80 Q EVERTS ST.



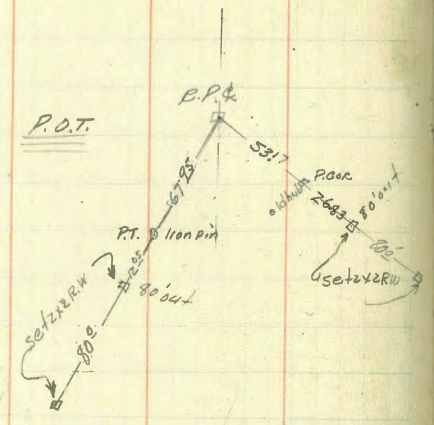
This page is a blank ledger with horizontal ruling and three vertical red margin lines. The margins are located approximately at the 10%, 25%, and 40% marks from the left edge. The page is otherwise empty of any text or data.

This page is a blank ledger with a green grid pattern. A vertical red margin line is positioned approximately 10% from the left edge. The grid covers the majority of the page area, leaving a narrow margin on the left. The page is otherwise empty of any text or data.

ALIGNMENT FANUEL ST. TIES
 STA.

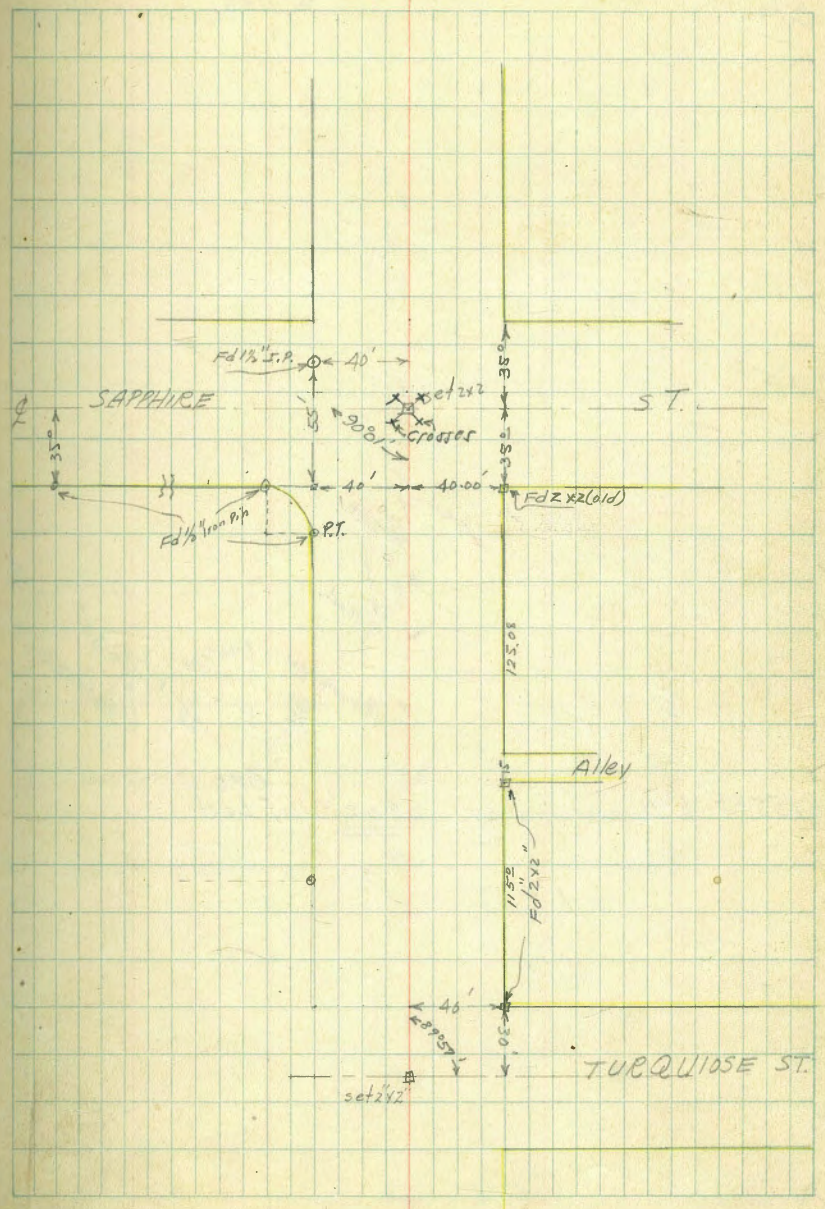
3+20.08 & SAPHIRE ST. P.O.T.

2+85.08 N.P.



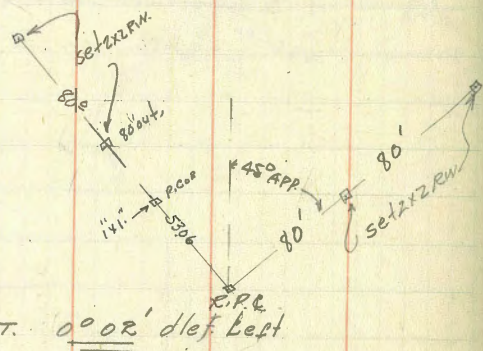
& Tie see page 1.

0+00 = & Fanuel = & Turquoise

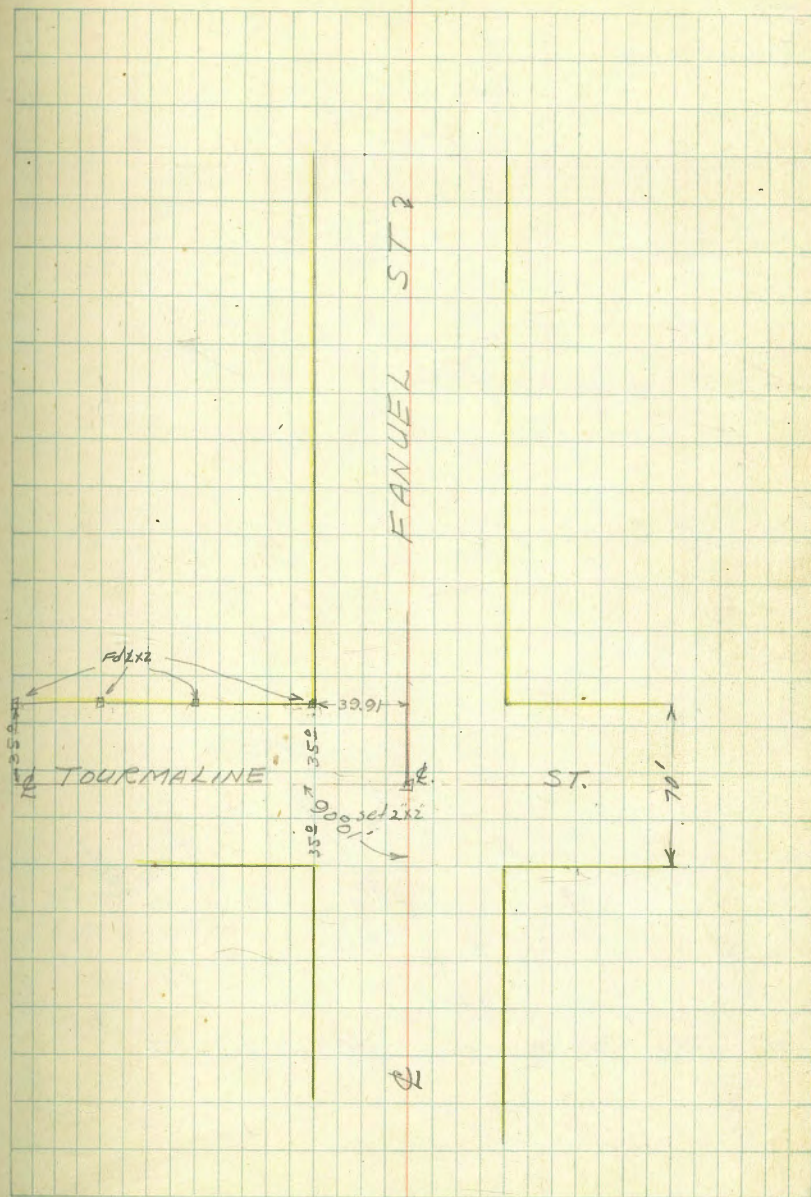


sta.

& Ties



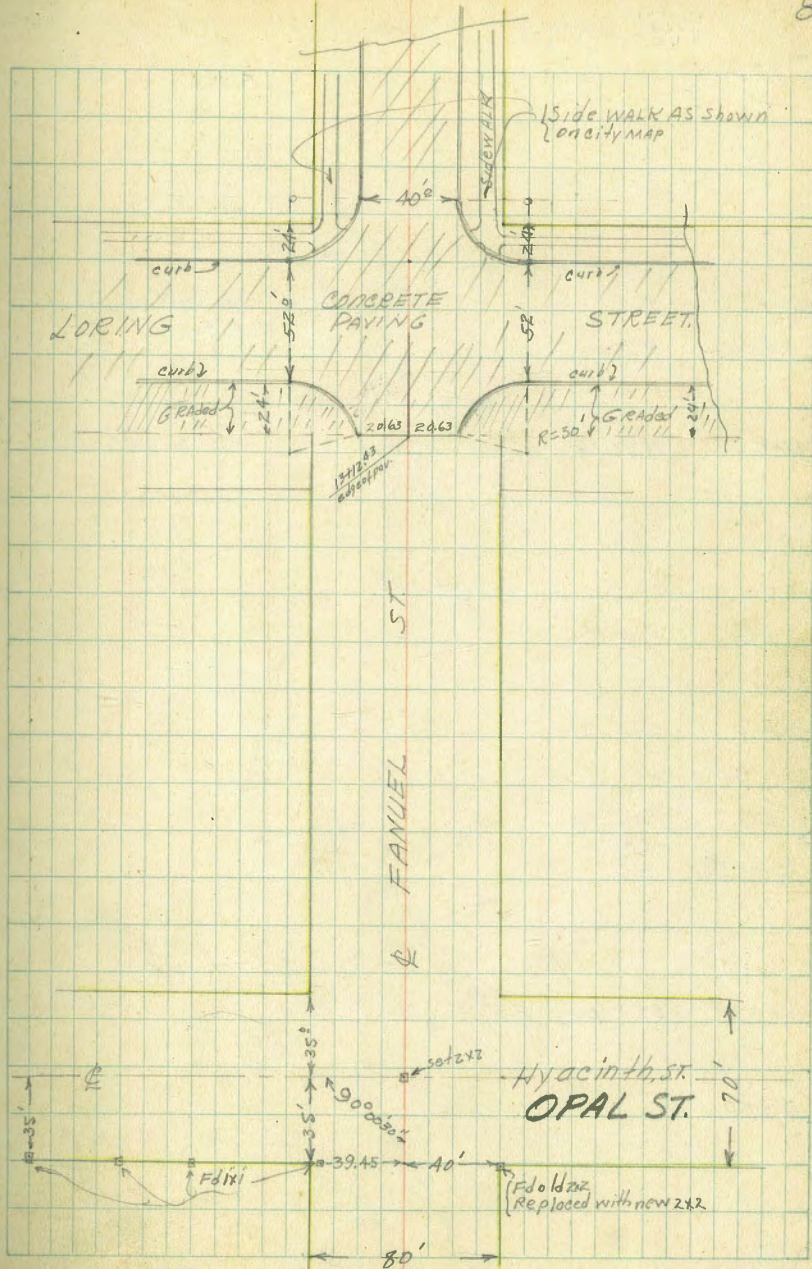
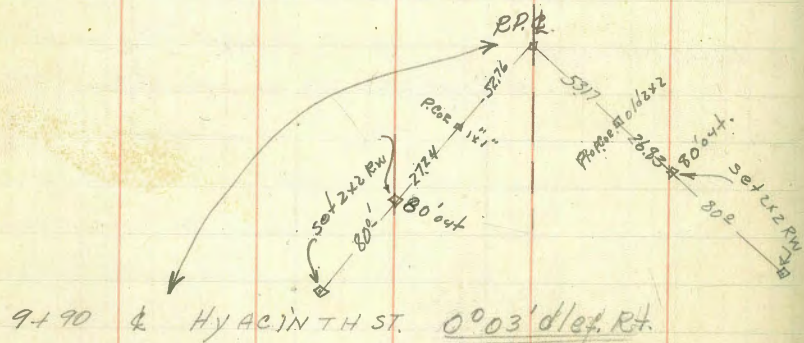
6+5522 @ TOURMALINE ST. 0° 02' def. left



STA.

☉ Ties

13+12.43 edge of Paving

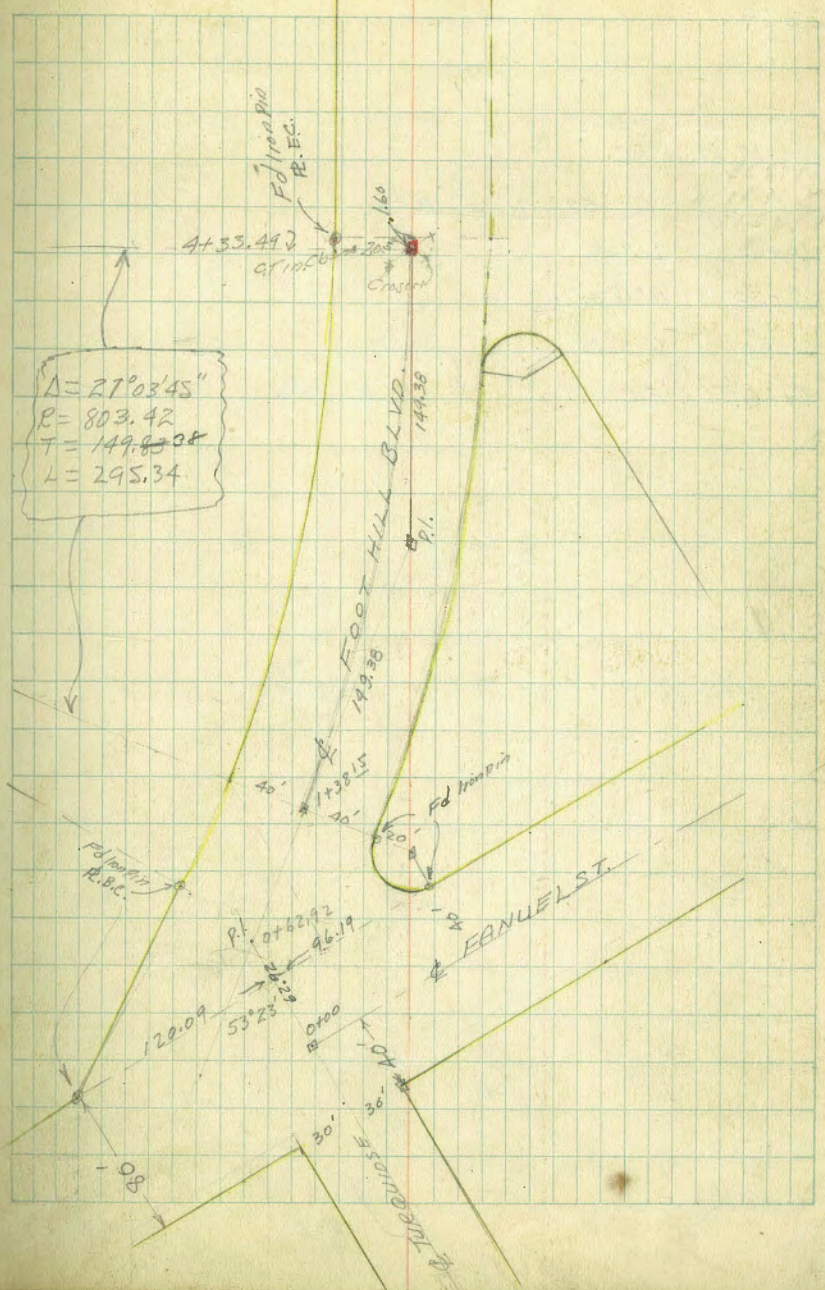
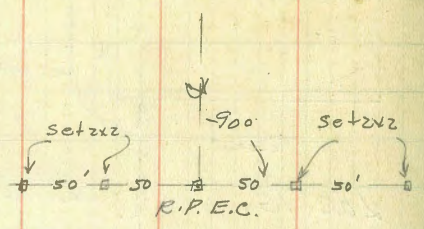


ALIGNMENT FOOT HILL BLYD

☞ STA.

☞ TIES

4+33.49	10°31'58" = $\frac{\Delta}{2}$ B.C.
4+00	9°20.11'
3+50	7°33.16'
3+00	5°46.21'
2+50	3°59.26'
2+00	2°12.31'
1+50	0°25.36'
1+38.15	0°00' B.C.
0+62.92	P.I. $\Delta = 53°23'$ Rt.
0+00	



± STA.

⊕
TIES

10+19.27 PRC. $29^{\circ}50'45''$

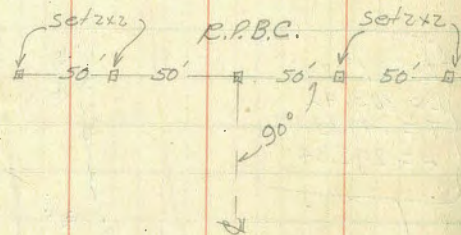
P.I. $\Delta = 59^{\circ}41'30''$ Ret.

10+00 $26^{\circ}05'$

9+50 $16^{\circ}18'30''$

9+00 $6^{\circ}32'30''$

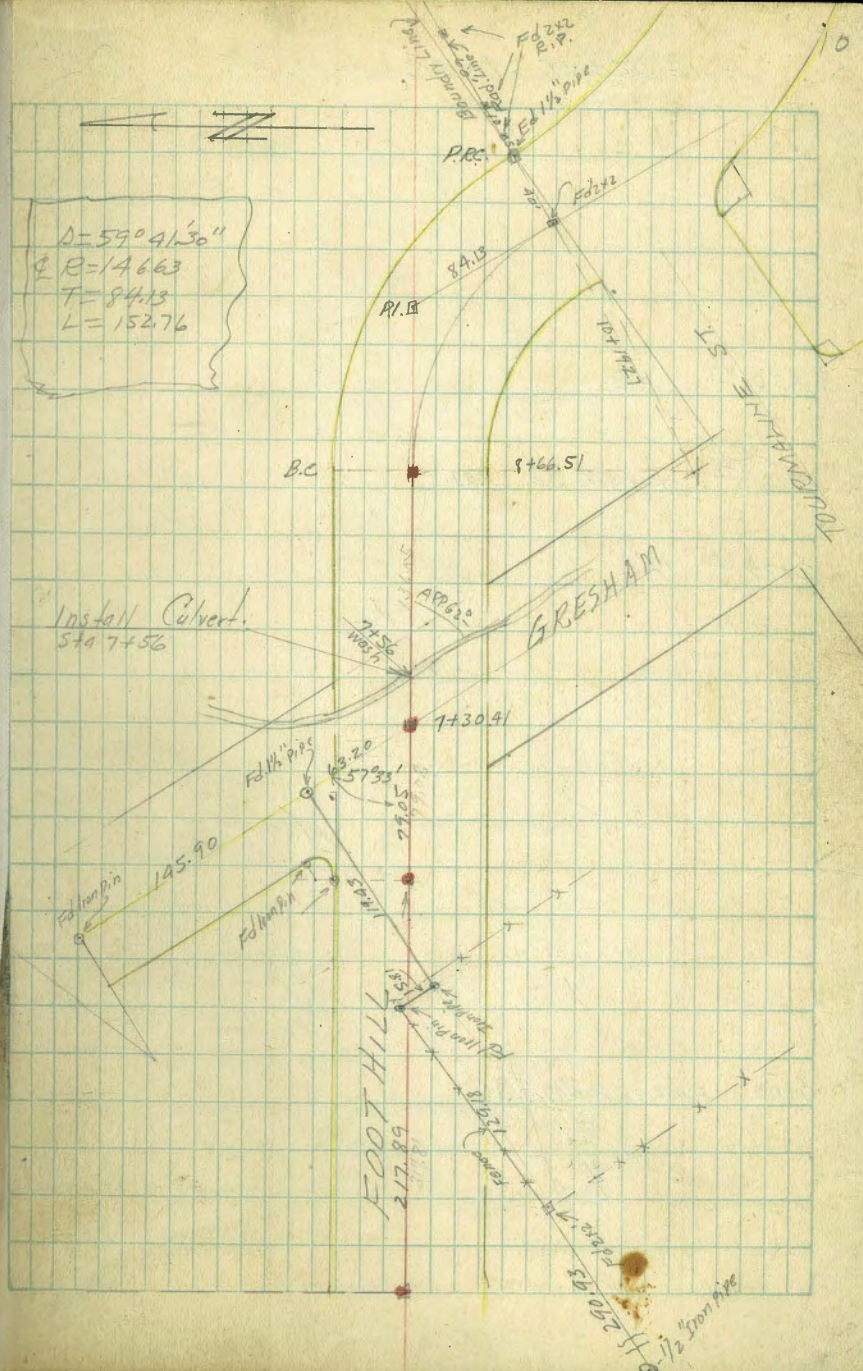
8+66.51 B.C.



7+30.41

4+33.49 E.C.

$D = 59^{\circ}41'30''$
 $R = 14663$
 $T = 844.13$
 $L = 1527.6$



ALIGNMENT INGRAHAM ST.

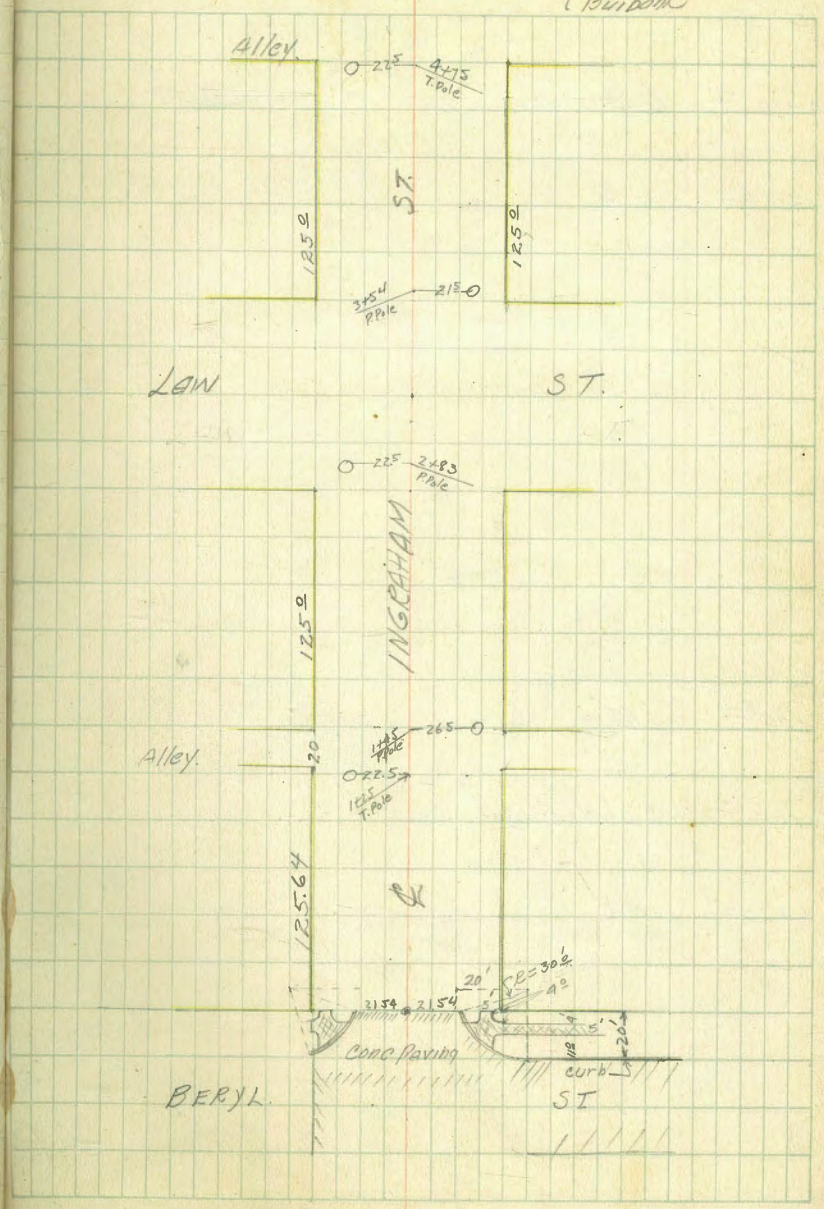
3+50⁶⁴ P.P.

3+10⁶⁴ P.LAW ST. P.O.T.

2+70⁶⁴ N.P.

0+00 Edge of Paving

May 28, 1928
Treadwell
Tollon
Burbank



INGRAHAM ST.

10+50⁴¹ S.R.

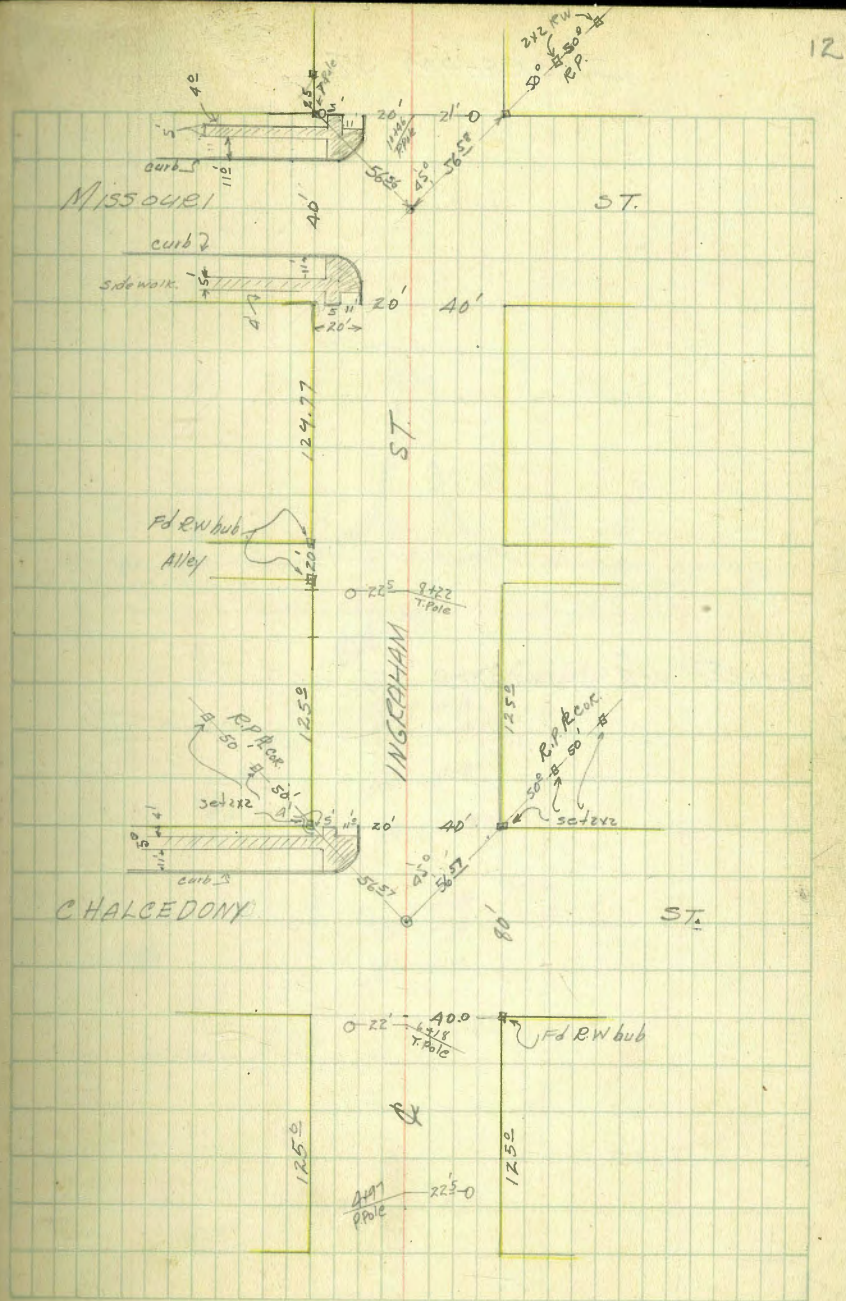
10+10⁴¹ & Missouri $\Delta = 0^{\circ}01'30''$ Lt.

9+70⁴¹ N.R.

7+00⁴¹ S.R.

6+60⁴¹ & Chalcedony St $\Delta = 0^{\circ}02'30''$ Lt.

6+20⁶⁴ N.R.



This page features horizontal blue ruling lines spaced evenly down the page. There are four vertical red lines that create five distinct columns of varying widths, serving as margins for writing.

This page is filled with a uniform grid of small squares, typical of graph paper. The grid covers most of the page area, leaving a narrow margin at the top and bottom.

Bench Levels

+	π	-	El.	
			106.21	
11.02	117.23			
		0.81	116.42	
11.44	127.86			
		0.10	127.76	
8.47	136.23			
		1.59	134.64	BM#1
9.16	143.80			
		4.27	139.53	
4.90	144.43			
		6.27	138.16	BM#2
7.25	145.41			
		0.58	144.83	
7.22	152.05			
		5.02	147.03	BM#3
10.66	157.69			
		0.14	157.55	
10.90	168.45			
		2.22	166.23	BM#4
4.80	171.03			
		4.07	166.96	BM#5
1.81	168.77			
		7.39	161.38	BM#6
11.7	162.55			
		9.07	153.48	BM#7

April 17, 1928
Treadwell
Telom
Henrick

15

City B.M. Brass Plug Corner N.W. Cor. Turquoise & Allison

Set cluster of 3 nails in P. Pole 100' west of Cross on N.S. Turquoise

Cluster of 3 nails. P. Pole S.E. Cor Turquoise & Davies St.

S. West end of Walk 27' R.L. Sta 7+75 Turquoise St.

Set 2x2 nail near Radius pt S.E. Cor Turquoise & Fanuel

On R.P. hub 80' out N.E. Cor Fanuel & Sapphire

On R.P. hub 80' out S.E. Cor Fanuel & Tourmaline

On R.P. hub 80' out N.E. Cor Fanuel & Hyacinth

Bench Levels

+	x	-	El.
			153.48
0.47	153.95		
		11.75	142.20
5.24	147.44		
		8.75	138.69 BM#8

Check Levels

			138.69 BM#8
1.57	140.26	11.09	129.17
1.90	131.07	4.69	126.38
3.58	129.96	7.54	122.42
11.8	123.60	9.62	113.98
8.69	122.67	3.88	118.79
6.44	125.23	5.18	120.05
7.41	127.46	4.24	123.22
0.63	123.85	10.88	112.97
1.26	114.23	8.00	106.23 } 002
			106.21 City BM

Description

Set nail in Curb Ret. on Loring. N.E. Cor. Farnel + Loring

B.P. Conc. Mon. N.W. Cor. Turquoise & Allison STs.

Bench Levels Foot Hill Blvd.

		166.23 [✓]	BM#4
11.08	177.31	0.39	176.92
11.06	187.98	4.52	183.46 BM#9
5.74	189.20	5.31	183.89 BM#10
1.64	185.53	12.15	173.38
0.53	173.91	9.44	164.47
3.04	167.51	6.15	161.36 [✓]
		161.36	BM#6
		161.38	

PAGE 15

set hub 75' RT sta 6+45 1' E of Fence.

set hub 50' L.A. sta 10+19 E.C.

PAGE 15

+section Turquoise ST. (cont)

16.37

A 150

3400

+40

W.P.L.

+80

Q Exerts ST.

6420

W.P.L.

+50

0.50

150.12

11.75

149.62

7400

3.09

147.03

147.03 ✓
BM #3

+50

8700

+09

+29

8450

R.16

L.

Q

R.

19

55.5 6.9 40	55.1 6.3 30	56.1 5.3 21	56.3 5.1 10	55.9 5.5 9	57.2 4.2 0	56.9 4.5 16	57.7 3.7 17	58.3 3.1 30	58.5 2.9 40	
53.9 8.4 40	53.5 7.9 30	54.4 7.0 11	54.0 7.4 10	55.4 6.0 0	55.1 6.3 17	56.0 5.4 18	56.3 5.1 30	57.1 4.3 40		
51.4 10.0 40	51.7 9.7 30	52.9 8.5 15	53.3 8.1 10	52.9 8.5 9	54.1 7.3 0	53.7 7.7 16	54.6 6.8 18	54.9 6.5 30	55.6 5.8 40	
	47.5 13.2 100	49.5 11.9 50	50.6 10.8 30	51.1 10.3 17	52.3 9.1 0	52.4 9.0 16	52.9 8.5 18	53.5 7.9 30	54.3 7.7 50	56.3 5.7 100
48.7 12.7 40	49.4 12.0 30	49.3 12.1 18	50.1 11.3 1.4	50.1 11.3 9	50.8 10.6 6	50.9 10.5 16	52.1 9.3 18	52.1 9.3 30	52.5 8.9 40	
	47.3 14.1 40	47.9 13.5 30	49.5 11.9 10	48.6 12.8 9	49.8 11.6 0	50.1 11.3 17	50.9 10.5 18	51.0 10.4 30	51.4 10.0 40	
45.9 4.2 40	46.5 3.6 30	45.9 4.2 17	47.3 2.8 13	46.7 3.4 11	47.8 2.2 0	47.6 2.5 18	48.8 1.3 19	48.5 1.6 30	48.7 1.4 40	
44.1 6.0 40	44.4 5.7 30	44.1 6.0 18	45.2 4.9 15	46.2 3.9 0	45.4 4.7 17	46.5 3.6 30	46.8 3.3 30	47.1 3.0 40		
42.3 7.8 40	42.5 7.6 30	42.1 8.0 18	43.1 7.2 16	44.4 5.7 0	44.3 5.8 17	45.1 5.0 20	45.2 4.9 30	46.0 4.1 40		
								45.3 4.8 32		
								45.3 4.8 32		
40.2 9.9 40	40.4 9.7 30	40.1 10.0 27	42.4 7.7 11	43.1 7.0 0	43.2 6.9 23					

Conc. Floor Garage

150.12

9+00

+50

10+00

→
+50

↖
11+00

+20

+60

12+00

12+50

13+00

+50

243

143.37

EPL

4+13 pipe in rt.

Q DOWES

W. PL.

683

14499

9/8

140.94

520

138.17 ✓ BM#2

138.16 ✓

Lt.

Q

Rt.

5.20

20

39.6	39.6	40.0	41.2	41.9	42.0	42.2	41.7		
10.5	10.5	10.1	8.9	8.2	8.1	7.4	8.4		
40	30	16	12	0	16	30	40		
38.7	38.8	39.8	39.6	40.1	41.0	41.7	41.7		
11.4	11.5	12.3	10.5	10.0	9.1	8.4	8.4		
40	30	17	8	7	0	13	40		
39.1	39.1	39.5	39.4	40.8	40.5	41.0	41.3	42.2	
18.0	17.0	12.6	10.7	9.3	9.6	9.1	8.8	7.9	
40	30	20	17	0	16	18	30	40	
39.1	39.6	39.8	39.1	40.3	39.7	40.2	40.5	40.7	
6.3	5.8	3.6	4.3	3.1	3.7	3.2	2.9	2.7	
40	30	12	11	0	17	18	30	40	
36.7	39.3	39.1	38.1	39.5	39.1	39.6	39.9	40.3	
6.5	6.1	4.3	5.3	3.9	4.3	3.8	3.5	3.1	
40	30	16	13	0	17	18	30	40	
36.9	37.3	38.4	38.4	38.0	39.2	39.1	39.5	39.8	40.2
6.5	6.1	5.0	5.0	5.4	4.2	4.3	3.9	3.6	3.2
40	30	20	14	13	0	16	17	30	40
35.0	36.7	37.4	38.4	39.2	39.2	39.9	42.1		
8.4	6.7	6.0	5.0	4.2	4.2	3.5	1.3		
100	30	30	0	30	50	100			
39.0	39.4	38.4	38.9	39.9	39.6	39.8			
6.4	6.0	5.0	4.5	3.5	3.8	3.6			
40	30	0	22	23	30	40			
37.9	38.2	38.6	39.1	39.5	39.9	40.0	40.3		
7.1	6.8	6.4	5.9	5.5	5.1	5.0	4.7		
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38.0	38.3	38.9	39.5	39.2	39.5	40.1	40.3		
7.0	6.7	6.1	5.5	5.8	5.5	4.9	4.7		
40	30	15	0	17	20	30	40		
38.3	38.5	39.4	39.8	39.7	40.3	40.5	40.9		
6.7	6.5	5.6	5.2	5.3	4.7	4.5	4.1		
40	30	10	0	19	22	30	40		

14499

14400

+50

15400

high pt.

+50

16700

+50

247

140.94

652

138.47

17700

W.P.L.

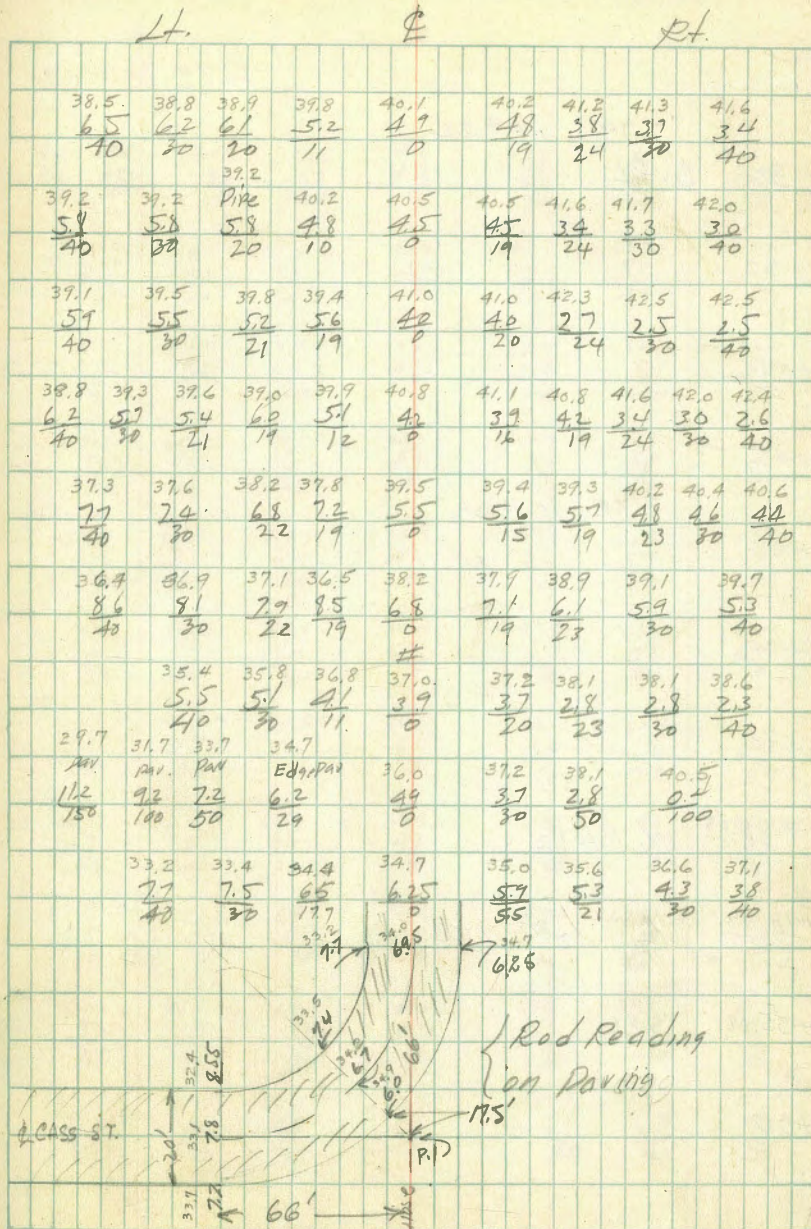
CASS ST.

+40

⊕

+80

W.P.L.



629

134.65 ✓

134.64 BNI#1

+Sec. FANUEL ST.
FROM S.P.L. TURQUOISE ST. to LORING ST.

166.23 ✓

279 - 169.02

0+30 S.P.L.

+50

1+00

+45

Alley to West

+60

2+00

+50

+85.08 N. P.L.

3+20.08 ♀ sapphire

+55.08 S.P.L.

4+00

APRIL 18, 1928
McCordwell
Tollom
Henrick

22

L.		C		R.L.			
BM# 4.							
66.0 3.0 50	65.5 3.5 45	65.8 3.8 40	65.2 3.8 20	64.8 4.2 0	64.2 4.8 30	63.9 5.1 40	63.7 5.3 50
66.2 2.8 50	65.7 3.3 40	65.2 3.8 20	64.7 4.5 0	64.1 4.9 20	63.7 5.3 40	63.2 5.8 50	
65.8 3.2 50	65.5 3.5 40	64.7 4.3 20	64.2 4.8 0	63.7 5.3 20	63.3 5.7 40	63.0 6.0 50	
65.8 3.2 50	65.5 3.5 40	64.9 4.1 20	64.3 4.7 0	63.7 5.3 20	63.2 5.8 40	62.9 6.1 50	
65.8 3.2 50	65.9 3.1 40	65.0 4.0 20	64.4 4.6 0	63.8 5.2 20	63.3 5.7 40	62.6 6.4 50	
66.4 2.6 50	66.1 2.9 40	65.2 3.8 20	64.5 4.5 0	63.9 5.1 20	63.4 5.6 40	62.6 6.2 50	
66.9 2.1 50	66.3 2.7 40	65.4 3.6 20	64.6 4.4 0	64.0 5.0 20	63.4 5.6 40	62.6 6.2 50	
66.5 2.5 50	66.0 3.0 40	65.4 3.6 20	64.8 4.2 0	63.7 5.3 20	63.1 5.9 40	62.4 6.6 50	
68.2 0.8 100	66.3 2.7 50	65.9 3.1 40	65.1 3.9 20	64.2 4.8 0	63.4 5.6 20	62.8 6.2 40	62.1 6.9 50
66.0 3.0 50	65.8 3.2 40	65.1 3.9 20	64.0 5.0 0	63.2 5.8 20	62.6 6.2 40	61.9 7.1 50	
65.3 3.1 50	65.0 4.0 40	64.5 4.5 20	63.7 5.3 0	63.0 6.0 20	62.1 6.9 40	61.9 7.1 50	

16902

4+50

5+00

+50

6+00

0.72

162.24

7.50

161.52

+20.22

N.P.L.

+55.22

& Tourmaline St.

+90.22

S.P.L.

0.86

161.38 ✓

161.38 ✓ BM#6

7+50

8+00

+50

9+00

+55

35
70

N. P.L.

8.75

153.49 ✓

153.48 ✓ BM#7

L+

±

R+

64.7	64.3	63.7	62.9	62.3	61.7	61.5
4.3	4.7	5.3	6.1	6.7	7.3	7.5
50	40	20	0	20	40	50
64.3	63.7	62.8	62.0	61.4	60.8	60.4
4.7	5.3	6.2	7.0	7.6	8.2	8.6
50	40	20	0	20	40	50
63.3	63.0	62.0	61.3	60.5	60.1	59.9
5.7	6.0	7.0	7.7	8.5	8.9	9.1
50	40	20	0	20	40	50
62.8	62.3	61.6	60.8	60.3	59.6	59.1
6.2	6.7	7.4	8.2	8.7	9.4	9.9
50	40	20	0	20	40	50
62.2	62.0	61.3	60.7	60.1	59.5	59.0
0.0	0.2	0.7	1.5	2.1	2.7	3.2
50	40	20	0	20	40	50
65.2	61.9	61.2	60.5	59.7	59.1	58.8
(3.0)	0.3	1.0	1.7	2.5	3.1	3.4
(100)	40	20	0	20	40	50
61.8	61.2	60.3	59.6	59.4	58.3	58.1
0.4	1.0	1.9	2.6	2.8	3.9	4.1
50	40	20	0	20	40	50
60.0	59.6	58.9	58.2	56.5	56.7	56.3
2.2	2.6	3.3	4.0	5.7	5.5	5.9
50	40	20	0	20	40	50
58.1	58.0	57.2	56.5	55.8	54.9	54.6
4.1	4.2	5.0	5.7	6.4	7.3	7.6
50	40	20	0	20	40	50
56.6	56.2	55.7	54.6	54.5	53.6	53.2
5.6	6.0	6.5	7.6	7.7	8.6	9.0
50	40	20	0	20	40	50
54.6	54.1	53.7	53.2	52.8	52.2	52.0
7.0	8.1	8.5	9.0	9.4	10.0	10.2
50	40	20	0	20	40	50
52.8	52.5	51.9	51.4	50.9	50.1	49.8
9.4	9.7	10.3	10.8	11.3	12.1	12.4
50	40	20	0	20	40	50

153.48 B.M. #7

0.69 154.17

9+90 ♀ Hyacinth ST.

10+25 S.P.L.

+50

11+00

+50

12+00 9.41 147.76

232 147.08

+50

+86

13+11

+12.43 edge paving Loring St.

+36.43 Butter Line Loring

8.40 138.68 ✓
138.69 ✓ B.M. #8

Lt.

♀

Rt.

53.5	52.0	51.7	51.2	50.7	50.2	49.3	48.9	47.2
47	21	25	30	35	40	49	53	70
100	50	40	20	0	20	40	50	100
50.5	50.1	49.6	48.8	48.4	47.8	47.6		
37	21	46	54	58	64	66		
50	40	20	0	20	40	50		
50.0	49.7	48.8	47.8	47.5	47.1	46.8		
42	45	54	64	67	71	74		
50	40	20	0	20	40	50		
48.4	48.2	47.6	46.9	46.1	45.4	45.0		
38	60	66	73	81	88	92		
50	40	20	0	20	40	50		
47.1	46.7	46.1	45.5	44.8	44.2	43.8		
71	75	81	87	94	100	114		
50	40	20	0	20	40	50		
45.6	45.3	44.6	44.0	43.4	42.8	42.0		
86	89	96	102	108	114	122		
50	40	20	0	20	40	50		
43.3	43.1	42.7	42.2	41.7	41.3	40.9		
38	40	44	49	54	58	62		
50	40	20	0	20	40	50		
42.0	41.8	41.7	40.9	40.5	40.4	39.4		
51	53	54	62	66	67	71		
50	40	20	0	20	40	50		
41.1	41.0	40.5	37.9	37.7	37.5	37.0	38.6	
60	61	66	92	94	96	76	85	
50	40	21	19	0	20	22	40	50
38.7	38.4	37.9	37.7	37.7	37.5	37.0	38.0	
84	87	93	94	94	95	95	101	
40	20.6	20.6	0.	20.6	20.6	20.6	25.0	
138.56								
852								
	37.6		36.7		35.7			
	45		40		40			

X See Foot Hill Blvd. from Fenualst.
to. Tourmaline St.

166.23 BM #4

8.37 174.60

0+40

0+62

P.I. section on split of P.I.

0+62

section at R. long to for. form.

1+00

+38 15 B.C.

1+50

2+00

+50

3+00

163 172.97

+50

10.62 183.59

4+00

APRIL 19, 1928

Treadwell
T. L. L. L.
R. H. L.

25

L.

R.

R.T.

71.2	70.4	69.8	68.6	67.6	66.9	66.7	65.3	65.9	65.6	65.5	R.T.
3.2	4.2	4.8	6.0	7.0	7.7	7.9	9.3	8.7	9.0	9.1	
12.0	10.0	9.0	5.0	3.0	2.0	2.4	2.0	5.0	2.0	9.6	
72.4	71.8	70.7	69.7	68.4	68.4	67.2	65.7	66.5	66.2	66.0	
2.2	2.8	3.9	4.9	6.2	6.2	7.2	8.9	8.1	9.2	8.6	
8.4	7.0	5.1	3.3	2.8	0	2.8	3.4	3.6	2.0	5.0	
									4.0		
71.9	70.6	69.7	68.5	68.4							
2.7	4.0	4.9	6.1	6.2							
5.0	7.0	2.3	2.1	0							
72.6	71.8	69.8	68.6	68.9		68.3	66.8	66.5	66.5	66.4	
2.0	2.8	4.8	6.0	5.7		6.3	7.8	8.1	8.1	8.2	
5.0	4.0	2.3	2.1	0		1.2	1.8	3.3	4.0	5.0	
72.9	71.9	70.4	69.1	69.3		68.8	67.2	67.6	66.8	66.5	
1.7	4.7	4.2	5.5	5.3		5.8	7.4	7.0	7.8	8.1	
5.0	7.0	2.0	1.8	0		1.1	1.7	1.8	4.0	5.0	
72.7	72.0	70.6	69.2	69.4		68.9	67.2	67.9	67.9	66.7	
1.9	2.6	4.0	5.2	5.2		5.7	7.4	6.7	6.7	7.9	
5.0	7.0	2.1	1.8	0		1.1	1.6	1.8	4.0	5.0	
72.6	71.7	70.6	69.5	69.6		69.4	67.8	68.4	67.8	67.9	
2.0	2.9	4.0	5.1	5.0		5.2	6.8	6.2	6.8	6.0	
5.0	7.0	2.0	1.8	0		1.0	1.9	2.0	4.0	5.0	
72.1	71.8	70.8	69.9	70.3		70.2	69.0	69.3	69.3	69.3	
2.3	2.8	3.8	4.7	4.3		4.4	5.6	5.3	5.3	5.3	
5.0	7.0	2.1	1.8	0		1.1	1.8	2.0	7.0	5.0	
74.0	73.2	71.9	70.9	71.4		71.5	70.3	70.9	71.0	70.9	
0.6	1.4	2.7	3.7	3.2		3.1	4.3	3.7	3.6	3.7	
5.0	7.0	2.0	1.7	0		9	1.6	1.9	7.0	5.0	
75.6	74.9	73.8	73.3	73.5		73.3	72.0	72.6	72.6	72.6	
8.0	8.7	9.8	10.3	10.1		10.3	11.6	11.0	11.0	11.0	
5.0	4.0	1.9	1.8	0		9	1.6	1.9	4.0	5.0	
78.2	77.1	75.8	74.8	75.8		75.6	74.1	74.9	74.8	74.8	
5.4	6.5	7.8	8.8	7.8		8.0	9.5	8.7	8.8	8.8	
5.0	4.0	2.0	1.9	0		9	1.6	1.9	4.0	5.0	

18389

4+33⁴⁹

+150

5+00 057 183.02

9.58 192.60

5+50

6+00 9.10 183.50 [√]BM#9
183.46 [√]

+51³⁶

+78

7+00

+30

+50

+56 Section on angle with wash.

7+68 see next page.

8+00

Lt.	E		Rt							
80.4	79.7	77.8	76.2	77.4	77.0	76.1	76.8	76.5	76.5	
32	3.9	5.8	7.4	6.2	6.6	7.5	6.8	7.1	7.1	
50	40	21	19	0	9	15	20	40	50	
81.5	80.8	78.5	77.6	78.1	78.1	76.7	77.4	77.5	77.4	
2.1	2.8	5.1	6.0	5.5	5.5	6.9	6.2	6.1	6.2	
50	40	21	19	0	8	15	20	40	50	
83.6	82.4	80.9	81.2	80.9	79.8	79.5	80.2	79.6	79.8	
0.8	1.2	2.7	2.4	2.7	3.8	4.1	3.4	4.0	3.8	
40	20	18	#	9	13	17	18	40	50	
70.3	88.3	84.7	84.0	83.9	83.8	82.6	83.2	82.9	82.8	82.4
2.3	4.3	7.9	8.6	8.7	8.8	10.0	9.4	9.7	7.8	10.2
50	40	19	18	0	3	8	14	20	30	40
91.9	90.6	89.1	86.6	85.9	85.3	85.0	84.6	84.6	84.6	
0.7	2.0	3.5	6.0	6.7	7.3	7.6	8.0	8.0	8.0	
50	40	29	27	0	22	40	50	50	50	
90.2	88.4	88.3	88.2	87.5	86.7	85.7	85.2	84.9	84.9	
2.4	4.2	4.3	4.4	5.1	5.9	6.9	7.4	7.7	7.7	
45	42	40	15	12	0	28	40	50	50	
91.4	92.5	88.4	88.6	88.0	86.9	85.9	85.2	84.8	84.8	
1.2	0.1	4.2	4.0	4.6	5.7	6.7	7.4	7.8	7.8	
43	86	50	40	27	0	26	40	50	50	
84.8	85.4	85.5	86.8	86.5	86.1	85.3	84.8	84.8	84.8	
7.8	7.2	7.1	5.8	6.1	6.5	7.3	7.8	7.8	7.8	
65	50	40	20	6	23	40	50	50	50	
85.2	83.2	83.8	83.6	82.9	83.0	83.6	84.4	84.2	84.2	
7.4	9.0	8.8	7.0	9.7	9.6	9.0	8.2	8.4	8.4	
76	65	50	24	40	34	0	30	40	50	
84.8	83.9	83.5	81.8	80.3	81.9	81.8	82.3	82.9	83.3	
7.8	8.7	9.1	10.8	12.3	11.7	10.8	12.3	9.7	9.3	
50	40	30	15	7	5	0	30	40	50	
80.6	81.6	81.1	80.5	80.5	78.6	78.6	78.2	76.6	76.6	
17.0	11.0	11.5	12.1	12.1	14.0	14.0	14.4	16.0	16.0	
58	40	35	0	0	22	22	40	50	50	
84.8	84.2	84.2	83.6	82.6	81.4	80.9	80.2	80.0	80.0	
7.8	8.4	8.4	9.0	10.0	11.2	11.7	12.4	12.6	12.6	
50	40	30	23	0	20	40	42	50	50	

19260

839 184.21

460 188.81

188.81

7+68

8+50

46651 B.C.

9+00

+50

10+00

-10+19.77 P.R.C. Tract Line
0+00

4.24 183.07

0+50

Lt.

C

Rt.

84.4	84.2	83.6	82.8	82.1	81.1	79.2	80.2	80.8	81.1
44	46	52	60	67	77	76	86	82	77
50	70	25	23	0	9	74	18	40	50

84.1	83.8	83.2	83.1	82.2	81.3	80.8	80.3
47	5.0	56	57	66	75	80	8.5
50	42	40	24	0	25	40	50

83.9	83.5	83.0	82.8	81.5	81.0	80.1	80.0
4.9	53	58	60	73	7.8	87	8.8
50	70	37	25	0	21	40	50

83.8	83.4	83.0	81.4	80.6	79.7	79.7
5.0	54	6.8	74	8.2	9.1	9.1
50	40	24	0	20	70	50

83.1	82.6	81.7	81.0	81.4	81.2	80.8	79.1	78.3	77.8
5.7	62	71	78	74	76	80	9.7	10.5	11.0
50	70	25	23	20	1	0	26	40	50

84.9	83.0	82.4	81.2	81.0	79.5	78.1	76.7	77.8	76.8	75.3
3.9	58	64	76	78	93	10.7	12.1	11.0	12.0	13.5
50	40	38	34	20	0	78	22	25	40	50

84.0	83.0	82.1	80.2	79.6	74.9	78.1	76.5	76.1	75.4
4.8	58	67	86	92	11.9	10.7	12.3	12.7	13.4
50	70	34	31	0	24	29	36	43	50

82.1	80.6	78.2	77.1	75.4	73.9	73.1
10	9.5	4.9	6.0	7.7	9.2	10.2
50	40	74	0	20	40	47

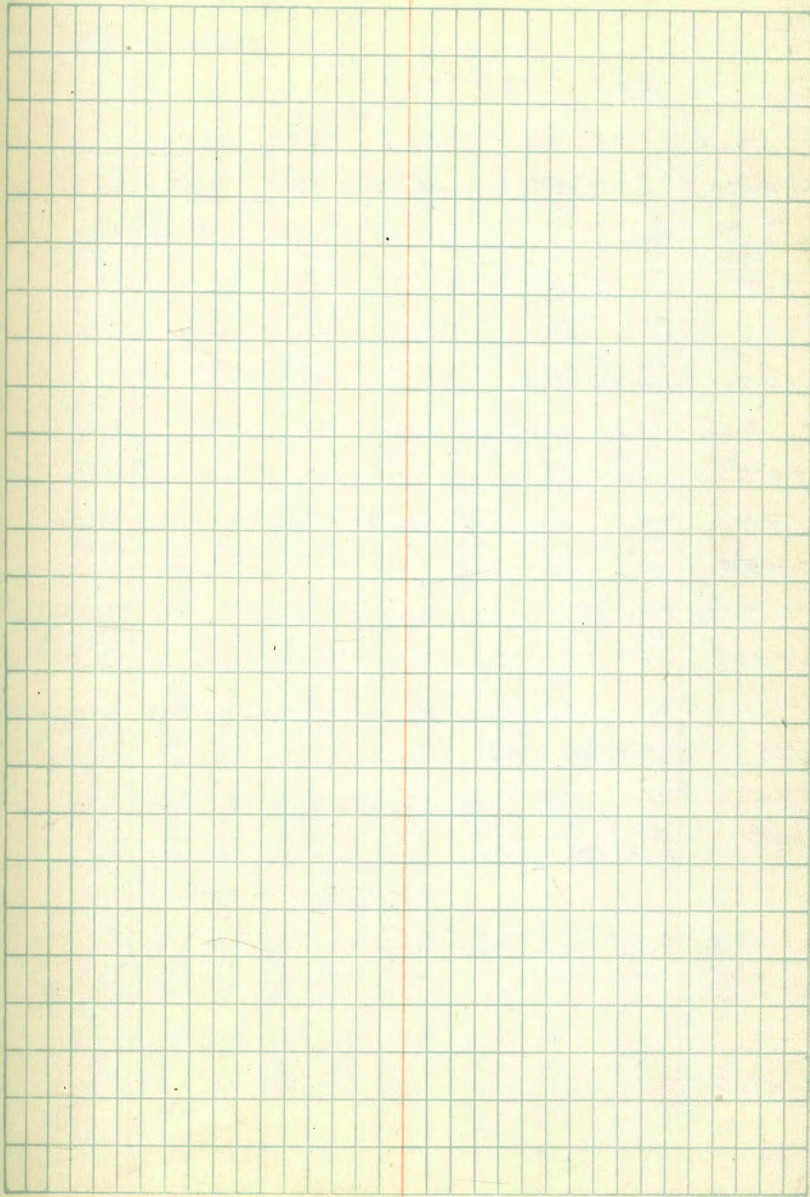
Bench Levels / W GRAHAM ST

			85.28	
3.41	88.69			
		5.87	82.82	BM#13
			85.28	
6.65	91.93			
		2.10	89.83	
11.21	101.04			
		0.88	100.16	
6.99	107.15			
		5.69	101.46	BM#12
8.85	110.31			
		2.86	107.45	
9.07	116.52			
		0.23	116.29	
10.49	126.78			
		2.09	124.69	BM#11
	check Levels			
			124.69	BM#11
1.04	125.73	11.24	114.49	
1.06	115.55	9.00	106.55	
2.62	109.17	7.70	101.47	BM#12 of
0.90	102.37	9.32	93.05	
0.93	93.98	8.48	85.50	
3.19	88.69	3.41	85.28	City BM.
			85.28	✓

May 29, 1928
Treadwell
Tel. 1017 X
Berkeley

29

Brass plug. Con. Men. N.E. Cor. Ingraham + Diamond
City BM. Nail P. Pole S.W. Cor. Ingraham + Diamond E. (82.82)
B. P. Con. Men. City B.M.
set 2x2 B.W. + Nail at curb Ref. S.E. cor. Chalcedona + Ingraham
set nail in curb Ref. S.W. cor. Ingraham + Beryl (on Beryl)
Brass plug. Con. Men. N.E. Cor. Ingraham + Diamond



+ Sec. 1 Graham St. Beryl to Diamond St.

12469 ✓ B.M. # 11

601 - 130.70 ✓

0-40 & Beryl on paving

0-20 curb line

0+00 3 P. Beryl.

+04

0+50

100

+25 Alley N/S.

+45 Alley S/S

2+00

041 119.59 ✓

+50

115.2

119.18 ✓

Lt.

¢

Rt.

31

	128.22	127.64	129.05	126.32	125.64				
	<u>248</u>	<u>306</u>	<u>365</u>	<u>438</u>	<u>506</u>				
	40	20	0	25	50				
127.7	127.2	126.80	126.47	125.58	124.2	124.74			
Top Cutt	Gutter				Gutter	Top curb			
<u>3.0</u>	<u>3.5</u>	<u>3.90</u>	<u>4.23</u>	<u>5.15</u>	<u>6.5</u>	<u>5.92</u>			
40	40	20	0	20	50	50			
	124.2	125.58	125.6	124.8	125.37				
	<u>4.5</u>	<u>5.15</u>	<u>5.1</u>	<u>5.9</u>	<u>5.33</u>				
	215	215	0	215	215				
130.5	130.4	128.4	126.6	126.2	125.5	125.3	124.3		
<u>1.2</u>	<u>0.3</u>	<u>2.3</u>	<u>4.1</u>	<u>4.5</u>	<u>5.2</u>	<u>5.4</u>	<u>6.4</u>		
50	40	20	0	1	20	46	50		
128.3	127.6	126.2	125.1	124.8	124.2	120.7	124.1	124.0	124.0
<u>2.4</u>	<u>2.1</u>	<u>4.5</u>	<u>5.6</u>	<u>5.9</u>	<u>6.5</u>	<u>7.0</u>	<u>6.6</u>	<u>6.7</u>	<u>6.7</u>
50	40	20	5	4	6	20	30	40	50
126.4	125.5	123.5	123.2	121.5	120.7	120.7	120.2	119.3	121.9
<u>4.3</u>	<u>5.2</u>	<u>7.2</u>	<u>7.5</u>	<u>9.2</u>	<u>10.3</u>	<u>10.0</u>	<u>10.5</u>	<u>11.4</u>	<u>8.8</u>
50	40	26	20	5	3	0	20	34	40
124.5	123.7	121.2	119.5	118.9	118.2	118.2	117.7	117.0	
<u>6.2</u>	<u>7.0</u>	<u>9.5</u>	<u>11.2</u>	<u>11.8</u>	<u>12.5</u>	<u>12.5</u>	<u>13.0</u>	<u>13.7</u>	
50	40	20	5	3	0	20	40	50	
122.5	121.9	119.7	117.9	117.3	117.2	116.8	115.9	115.9	114.9
<u>8.2</u>	<u>8.8</u>	<u>11.0</u>	<u>12.8</u>	<u>13.4</u>	<u>13.5</u>	<u>13.9</u>	<u>14.8</u>	<u>14.8</u>	<u>15.8</u>
50	40	20	4	3	0	17	20	40	50
118.9	118.4	117.5	116.3	114.9	114.0	113.9	113.6	113.0	112.8
<u>0.7</u>	<u>1.2</u>	<u>2.1</u>	<u>3.3</u>	<u>4.7</u>	<u>5.6</u>	<u>5.7</u>	<u>6.1</u>	<u>6.6</u>	<u>6.8</u>
50	20	34	20	4	3	0	12	15	20
116.5	115.8	113.6	112.5	111.8	111.5	111.3	110.5	110.1	
<u>3.1</u>	<u>3.8</u>	<u>6.0</u>	<u>7.1</u>	<u>7.8</u>	<u>8.1</u>	<u>8.3</u>	<u>9.1</u>	<u>9.5</u>	
50	40	20	4	3	0	11	20	40	

Inglaham St

10951

Chacedony St

6+60 ⁶⁴

+80 ⁶⁴

Curb line

7+00 ⁶⁴

S R

804

10147

+50

1082

98.69

0.20 98.99

8+00

+25 ⁶⁴

N/S Alley

+45 ⁶⁴

S/S Alley

9+00

+50

+68

+70 ⁶⁴

N.R

+90 ⁶⁴

Curb Line

Lt

R

Rt

	103.3	102.3	102.1	102.0	101.9	101.1	100.6	100.1	99.9
	6.2	2.2	2.4	2.5	2.6	8.4	8.9	7.4	11.6
	100	50	40	20	0	20	40	50	100
102.8	102.1	101.9	101.5	101.7	101.8	101.4	100.0	99.5	
Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb	
67	74	78	86	79	85	82	81	91	75
100	100	40	30	30	20	20	40	50	100
		40							
	102.4	101.9	101.4	100.2	100.7	100.8	99.8	99.1	98.7
	2.1	7.6	8.05	7.3	8.3	8.7	9.9	11.4	12.6
	50	40	20	20	13	0	20	40	50
	100.8	100.6	99.9	98.0	98.8	98.9	98.1	97.3	97.0
	8.7	8.9	12.2	11.5	12.7	10.6	11.4	12.2	12.5
	50	40	20	17	15	0	20	40	50
	99.1	98.6	97.3	95.9	97.2	97.1	96.5	96.8	96.0
	40.2	0.3	16	30	1.7	1.8	2.4	2.1	2.9
	50	40	18	17	15	0	20	27	40
	98.6	98.1	96.6	95.2	96.3	96.4	95.5	95.6	94.9
	0.3	0.8	2.3	3.7	2.6	2.6	3.4	3.3	1.0
	50	40	20	18	16	0	20	26	40
	98.4	97.6	96.0	94.4	95.8	96.2	94.8	94.3	94.0
	0.5	1.3	2.9	4.5	3.1	2.7	4.1	4.6	4.9
	50	40	21	19	17	9	20	40	50
	95.9	95.7	94.6	93.4	94.6	94.7	94.3	93.1	92.8
	3.0	3.2	4.3	5.5	4.5	4.2	5.8	6.1	6.6
	50	40	21	19	17	9	20	30	40
	94.2	93.7	92.9	91.9	92.9	92.7	91.5	91.5	90.7
	4.7	5.2	6.0	7.0	6.0	6.2	7.4	7.4	8.2
	50	40	21	19	17	0	20	28	40
	94.3	93.6	92.3	90.4	91.8	91.7			
	4.6	5.3	6.6	8.1	7.1	7.2			
	50	40	20	16	12	0			
	92.0	91.9	90.06	90.5	91.5	91.7	91.1	90.5	90.4
	6.9	7.0	8.13	8.0	7.4	7.3	7.8	8.4	8.5
	50	40	20	20	11	0	20	40	50
92.54	91.6	91.1	90.5	90.1	90.9	90.8	90.4	90.1	89.7
Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb	Curb
635	73	78	84	82	84	90	85	88	92
90	90	40	40	30	30	21	20	40	50

Ingraham St

9889

1040.41

E Missouri St

+30.41

Curb Line

+50.41

S R.

11400

220

90.00

11.09

87.80

11450

+75.4

N/S Alley

+95.4

S/S Alley

12425

+50

13+00

+20.25

N R Diamond St

+49.2

edge of Paving

L+

C

R+

34

91.8	90.4	90.5	89.7	90.3	90.3	89.6	90.3	89.8	89.4	88.5
7.1	8.1	8.4	7.2	8.6	8.6	7.3	8.6	7.1	7.5	13.4
90	50	40	18	9	0	15	20	40	50	100
91.6	90.5	90.15	89.3	90.1	89.2	88.9	89.7	89.6	88.9	89.4
7.3	8.4	8.74	7.6	8.8	7.7	10.8	9.2	7.3	10.0	9.5
90	90	40	40	30	30	22	10	0	15	20
90.6	90.0	89.94	89.3	88.2	89.2	88.9	88.5	88.6	88.2	88.2
8.3	8.9	8.9	7.6	10.7	7.7	12.0	10.4	10.3	10.7	10.7
50	40	20	20	16	12	0	20	40	50	50
90.7	89.5	88.1	87.3	87.6	87.5	87.0	86.6	86.2	86.2	86.2
8.0	7.4	10.8	11.6	11.8	11.4	11.9	12.3	13.7	13.7	13.7
50	40	20	19	18	0	20	40	50	50	50
90.2	89.3	87.4	87.0	86.0	86.9	86.7	86.1	85.4	85.2	85.2
(10.2)	1.7	2.6	3.0	4.0	3.1	3.8	3.9	4.6	4.8	4.8
50	40	35	21	20	16	0	20	40	50	50
89.2	87.8	86.9	86.4	85.5	86.3	86.0	85.7	84.7	84.4	84.4
0.8	2.2	3.1	3.6	4.5	3.7	4.0	4.3	5.3	5.6	5.6
50	40	30	21	20	17	0	20	40	50	50
88.0	87.5	86.9	86.0	85.2	85.9	85.7	85.6	84.5	84.5	84.5
7.0	2.5	3.1	4.0	4.8	4.1	4.3	4.4	5.5	5.5	5.5
50	40	35	21	19	17	0	20	40	40	40
87.3	86.9	86.2	85.2	84.7	85.4	85.3	84.8	85.3	85.2	85.2
2.7	3.1	3.8	4.8	5.3	4.6	4.7	5.2	4.7	4.8	4.8
50	40	24	20	18	17	0	10	20	40	40
86.8	86.5	86.0	85.2	84.3	84.9	85.1	84.7	84.8	85.1	84.4
3.2	3.5	4.0	4.8	5.7	5.1	4.9	5.3	5.2	4.9	5.6
50	40	27	23	19	17	0	10	20	25	40
85.8	85.4	85.1	84.4	83.7	84.3	84.6	84.0	84.6	84.4	84.0
4.2	4.6	4.9	5.6	6.3	5.7	5.4	6.0	5.4	5.6	6.0
50	40	38	22	20	17	0	10	20	25	40
85.5	85.2	84.8	84.1	83.5	84.0	84.1	83.5	84.0	83.6	83.6
4.8	4.8	5.2	5.7	6.5	6.0	5.9	6.5	6.0	6.4	6.4
50	40	28	21	19	16	0	18	20	20	20
83.75	83.6	83.3	83.0	82.7	82.45	82.3	82.7	82.45	82.3	82.3
6.25	6.4	6.7	7.0	7.3	7.55	7.7	7.3	7.55	7.7	7.7
50	40	20	0	20	40	50	20	40	50	50

Ingraham St.

9000 ✓

16
46025

♀ Diamond St.

4.71

85.29

85.28

Lt.

♀

1st

35

84.7	83.8	83.7	83.3	83.0	82.7	82.4	82.3	81.3
<u>53</u>	<u>62</u>	<u>63</u>	<u>67</u>	<u>70</u>	<u>73</u>	<u>74</u>	<u>77</u>	<u>81</u>
120	50	40	70	0	70	40	50	100

City BM Brass Plug Con Man N.E. Cor Ingraham & Diamond

#

May 29, 1928 J.J.I.

$$\begin{array}{r} 360 \\ 12 \\ \hline 790 \end{array}$$

Sta	+	T	-	Elev
	288	169.11		166.23
WPL. Fanuel				
0+20				
0+70				
1+20				
+60				
2				
+40				
+80				
TP			8.70	160.41
	214	162.57		
3				
+50				
4				
+50				
5 EPL Events				
TP			11.38	151.19
	2.65	153.84		
WPL. Events				
0+50				
1				
+60				
TP			7.34	146.50
2	1.24	147.74		
+40				

Gr.NPL		Gr.SPL	
165.0	C0.5	164.0	F0.1
169.75	C0.6	163.5	F0.2
169.12	C1.5	163.12	F0.5
163.5	C2.0	162.5	F0.2
162.9	C2.3	161.9	0.0
162.1	C2.3	161.1	0.0
161.1	C2.4	160.1	F0.1
16.00	C2.5	159.0	F0.3
159.36	C2.7	158.36	F0.3
157.77	C2.6	156.77	F0.2
156.18	C2.6	155.18	F0.3
154.59	C2.5	153.59	C0.1
153.0		152.0	F0.1
150.5	C1.8	149.5	F0.4
148.53	C2.1	147.53	F0.5
146.54	C2.1	145.54	F0.1
144.20	C2.8	143.20	0.0
142.80	C2.6	141.80	F0.1
141.60	C2.3	140.60	F0.6

TURQUOISE ST

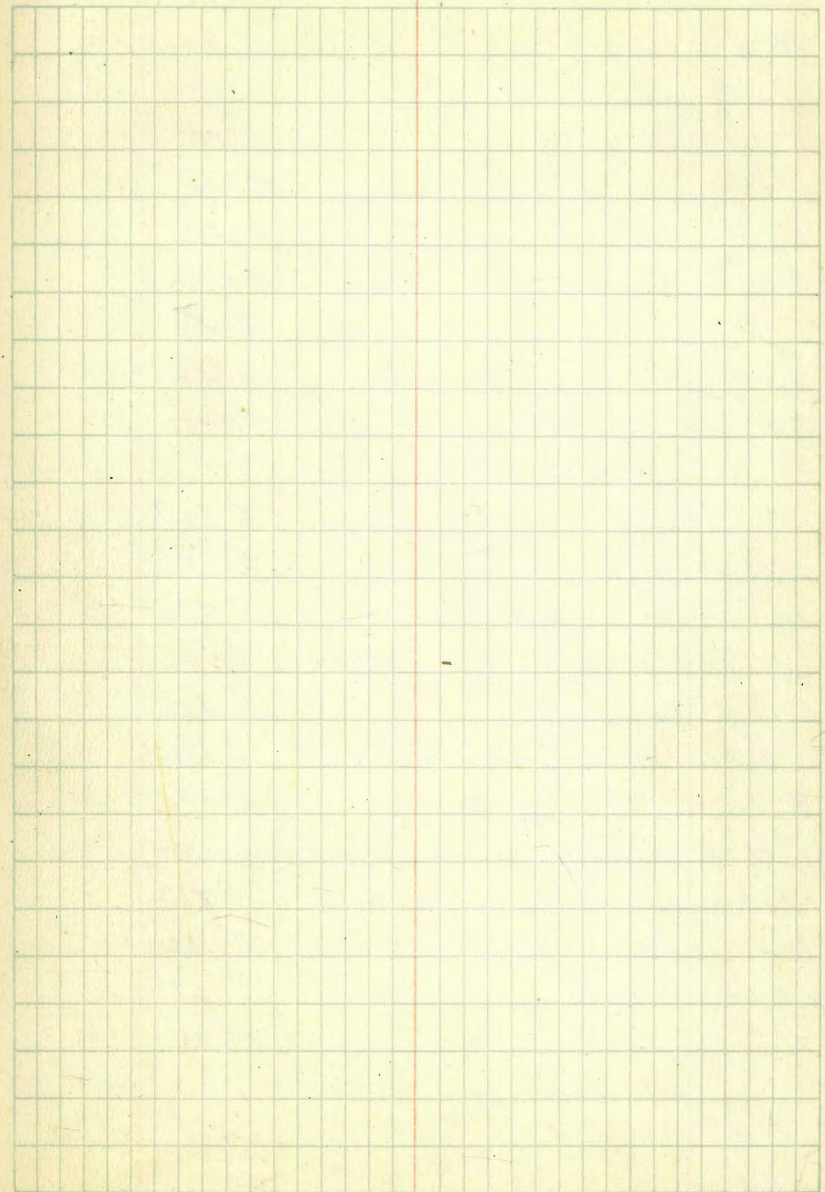
STG	+	x	-	Elev
		147.74		
2180				
3120				
+50				
4				
+50				
5 EPL DAWES				
TP		958	138.16	138.16
1	585	144.01		
WPL DAWES				
+50				
1				
+50				
2				
+20				
TP		231	141.70	
3	191	143.61		
+60				
3				
+40				
+80				
4				
+50				
5 EPL Cass				
BM#		897	134.64	134.64

Gr	NPL	Gr	SPL
14070	C2.4	139.70	F0.2
14010	C2.3	139.10	F0.3
139.76	C2.2	138.76	F0.8
139.17	C1.8	138.17	F0.9
138.59	C1.8	137.59	F0.6
138.00	C1.8	137.00	F0.2
BM# T. Pole SE cor Turquoise + Dawes			
138.00	C1.8	137.00	C0.1
138.45	C1.6	137.95	C0.5
138.91	C1.4	137.91	C0.3
139.36	C1.4	138.36	0.0
139.82	C1.5	138.82	F0.1
140.00	C1.7	138.00	F0.1
140.20	C1.9	139.20	F0.1
140.10	C2.3	139.10	C0.3
139.80	C2.4	138.80	C0.5
139.20	C2.3	138.20	0.0
138.78	C1.8	137.78	F0.2
137.74	C1.7	136.74	0.0
136.70	C1.7	135.70	0.0

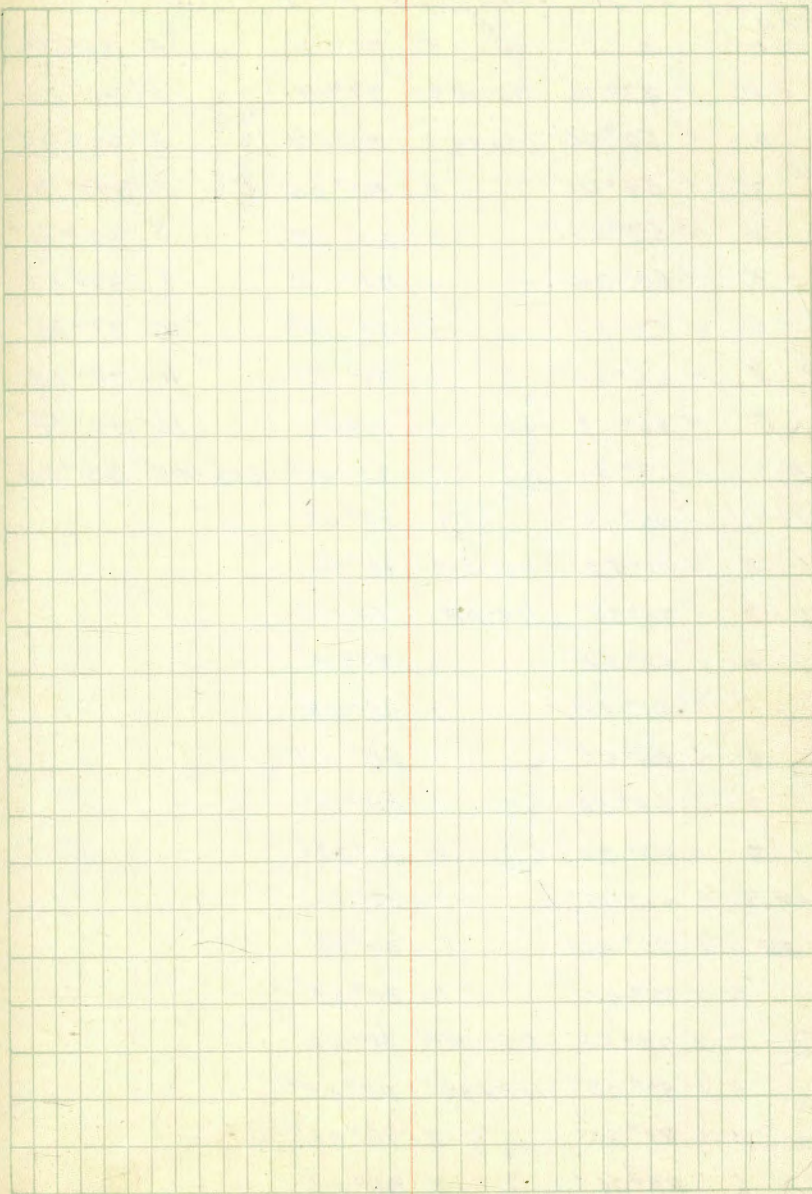
1/10/29
Snow
Telling
Gard

Sewer Profile
Fannet Square

Sta	+	π	-	Elev.	
BM #6	10.64	172.02		161.38	
0+00	↳ Fannet + Journal Ave		13.2	158.8	
+40			12.5	159.5	
+41			10.1	161.9	
1			7.8	164.2	
+50			6.3	165.7	
+72 ⁵⁰	↳ Alley		5.2	166.8	
North in Alley					
0+50			4.0	168.0	2+22.50
1			3.0	169.0	+77.50
+67.5			1.9	170.1	3+40
2			1.4	170.6	+77.5
+57			1.4	170.6	4+29.5
T.P.			1.41	170.61	
	831	178.92			
East alley in center block					
0+00			8.7	170.2	
+50			6.4	172.5	
1+17.5			3.6	175.3	
T.P.			7.70	171.22	
	0.67	171.89			
			10.50	161.39	
BM #6				161.38	



DE on Aguamar Lane	C674
MH [#] 5	C589
+50	C569
1	C588
+50	C572
2	C570
MH [#] 2	C550
"	C539
+50	C726
DE.	C818
MH [#] 1	C557
+50	C500
1	C435
+50	C435
2	C485
+50	C530
3	C572
MH [#] 5	C687
+50	C813
1	C686
+50	C667
DE.	C676
M.H. [#] 4	C535
+50	C490
1	C520
Existing M.H.	



Transit	Pt A	Fore sight	Pt B	Sta/407 P 45
10.57 AM Sta	Δ LT	Range 3 8	77°00'	4 96°28'
Range 1 going out	1 ✓ 43°15'	1131 AM 9	77°04'	5 96°26'
2 ✓ 50°00'	1133 AM 1	80°50'	6 96°35'	
3 ✓ 54°00'	2	80°20'	7 97°19'	
4 ✓ 59°04'	3	80°58'	8 97°36'	
5 ✓ 60°34'	4	77°50'	9 97°42'	
6 ✓ 63°33'	5	79°30'	10 97°33'	
7 ✓ 65°24'	6	79°12'	11 96°58'	
8 ✓ 66°18'	7	79°01'	12 97°28'	
1108 AM 9 ✓ 67°35'	Range 4 coming in	8 ✓ 78°40'	1206 PM 13	98°09'
1110 AM 1 ✓ 73°19'	9	78°23'		
2 ✓ 71°59'	1143 AM 10	79°00'		
3 ✓ 70°35'	1144 AM 1	84°05'		
Range 2 coming in	4 ✓ 68°57'	2	87°11'	
5 ✓ 67°44'	3	88°46'		
6 ✓ 66°25'	4	88°24'		
7 ✓ 64°56'	5	89°11'		
8 ✓ 63°32'	Range 5 going out	6	90°29'	
1119 AM 9 ✓ 61°19'	7	90°26'		
1121 AM 1 ✓ 75°43'	8	90°12'		
2 ✓ 76°40'	9	90°58'		
3 ✓ 78°22'	1152 AM 10	91°20'		
4 ✓ 80°08'	1154 AM 1	95°45'		
5 ✓ 81°30'	2	96°06'		
6 ✓ 82°36'	3	96°25'		
7 ✓ 83°18'	Range 6 coming in			

Alignment Silver Gate Through PL 170
to Box Ave

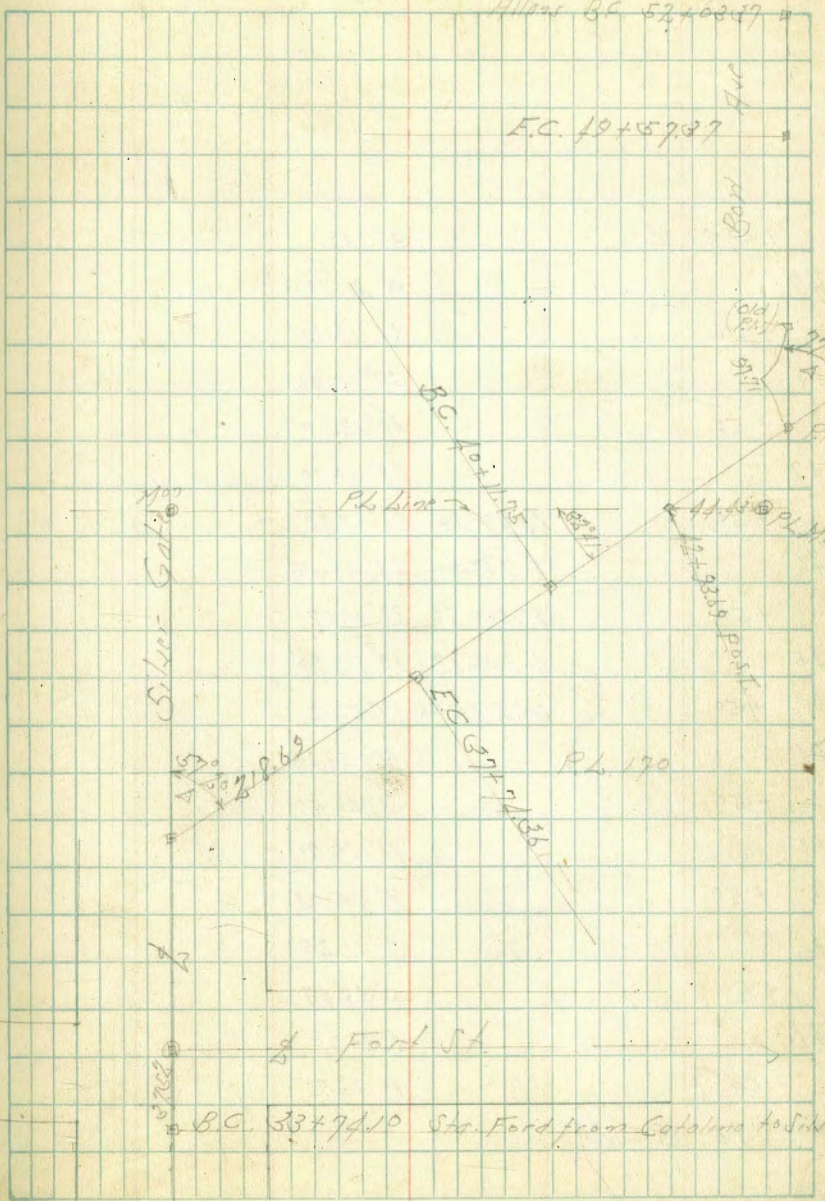
PL

41+50	P.O.S.T.	
37+74.36	E.C.	28° 40'
+50		26° 55.28'
37		23° 20.43'
+50	A 57° 20'	19° 45.57'
	P 400.0	
36		18° 10.72'
+50	T 218.69	13° 35.86'
	L 400.26	
35		9° 01.01'
+50	D.F. 42371	5° 26.15'
34		1° 51.30'
33+7410	B.C.	

Indexed
C.S.N.

Dec 8-33
Moort
B. 3310
McCarthy

41



Align BC 52+63.97

E.C. 10+57.97

Silver Gate

35

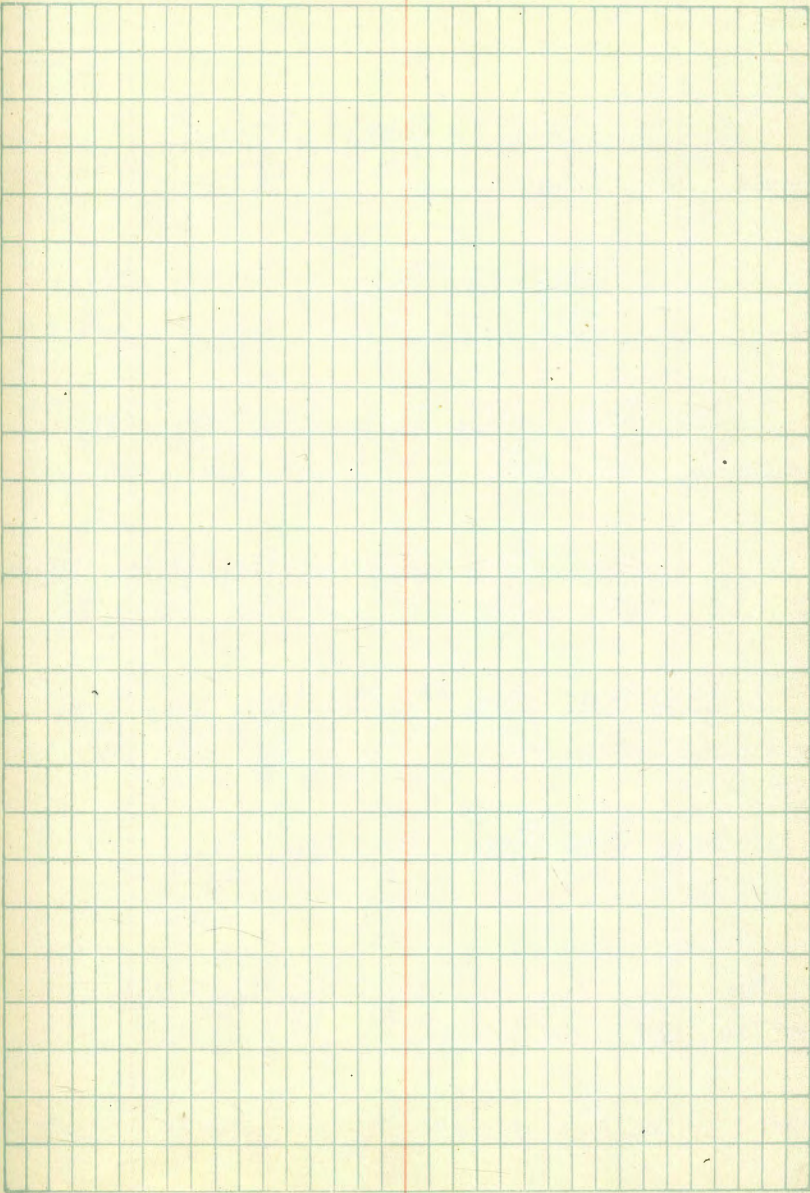
34

33

B.C. 33+7410 Sta. Ford from Catalina to Silver Gate

Lt.

+5737	E.C.	38° 42'
49		38° 21.10'
+50		34° 18.32'
48		32° 15.55'
+50		30° 12.77'
47		28° 10.00'
+50	Δ 77.24	26° 07.22'
46	8700.0	24° 04.45'
+50	T 560.80	22° 01.67'
45	L 945.62	19° 58.96'
+50	Def 2.4555	17° 56.12'
44		15° 53.35'
+50		13° 50.57'
43		11° 47.80'
+50		9° 45.02'
42		7° 42.25'
+50		5° 39.47'
41		3° 36.70'
+50		1° 33.92'
40	11.75	B.C. Lt.



Cross Section Silver Gate Through P.L. 170
to Box Ave

+50

36

+50

36

+50

34

33+7+10 B.C. - 2 Silver Gate

BM

0.28

300.27

300.29

B.C. Hub
0+0 Fort St
X of Silver Gate

24
Dec 11 1933
M. J. Conroy
Survey
McCormick

$\frac{285.87}{14.5} = 20.0$ $\frac{284.37}{16.1} = 20.0$ $\frac{293.67}{16.7} = 20.0$

$\frac{288.47}{11.8} = 20.0$ $\frac{286.27}{14.1} = 20.0$ $\frac{285.37}{15.0} = 20.0$

$\frac{289.27}{11.1} = 20.0$ $\frac{290.27}{10.1} = 20.0$ $\frac{288.67}{11.7} = 20.0$ $\frac{287.97}{12.4} = 20.0$ $\frac{287.37}{13.0} = 20.0$ $\frac{287.07}{13.0} = 20.0$ $\frac{286.97}{13.4} = 20.0$

$\frac{291.77}{9.2} = 20.0$ $\frac{289.67}{10.7} = 20.0$ $\frac{289.57}{10.8} = 20.0$ $\frac{290.57}{9.8} = 20.0$ $\frac{289.87}{10.5} = 20.0$ $\frac{289.17}{11.2} = 20.0$ $\frac{287.57}{12.8} = 20.0$

$\frac{292.17}{8.2} = 20.0$ $\frac{290.97}{9.4} = 20.0$ $\frac{289.97}{10.4} = 20.0$ $\frac{289.57}{10.8} = 20.0$ $\frac{289.97}{10.4} = 20.0$ $\frac{290.07}{10.8} = 20.0$ $\frac{289.27}{11.1} = 20.0$ $\frac{288.57}{11.8} = 20.0$

$\frac{292.87}{11.6} = 20.0$ $\frac{291.27}{12.1} = 20.0$ $\frac{291.07}{9.8} = 20.0$ $\frac{290.17}{10.2} = 20.0$ $\frac{290.27}{10.1} = 20.0$ $\frac{289.67}{10.7} = 20.0$

$\frac{293.77}{16.0} = 20.0$ $\frac{293.27}{11.6} = 20.0$ $\frac{292.07}{8.8} = 20.0$ $\frac{291.74}{8.63} = 20.0$ $\frac{292.47}{9.0} = 20.0$ $\frac{291.97}{9.0} = 20.0$ $\frac{290.77}{11.8} = 20.0$

300.37

40

+50

39

+50

38

37+7436 EC

TP 1.09 28845 13.04 28736

+50

37

30037

$\frac{273.95}{14.5}$ 20.0	$\frac{273.95}{14.5}$	$\frac{273.85}{14.5}$ 20
$\frac{275.75}{13.7}$ 20.0	$\frac{275.55}{13.9}$	$\frac{275.95}{13.4}$ 20.0
$\frac{277.85}{10.6}$ 20.0	$\frac{277.15}{11.3}$	$\frac{276.45}{12.0}$ 20.0
$\frac{280.15}{8.8}$ 20.0	$\frac{279.05}{8.4}$	$\frac{278.75}{10.2}$ 20.0
$\frac{281.55}{8.9}$ 20.0	$\frac{280.75}{7.7}$	$\frac{280.95}{8.4}$ 20.0
$\frac{282.05}{8.4}$ 20.0	$\frac{281.45}{7.08}$ 27.46	$\frac{285.75}{7.7}$ 20.0
	28845	
$\frac{283.07}{19.3}$ 20.0	$\frac{281.77}{18.6}$	$\frac{281.27}{19.1}$ 20.0
$\frac{284.57}{15.8}$ 20.0	$\frac{282.67}{17.7}$	$\frac{282.07}{18.3}$ 20.0
	30037	

43

TP 0.17 252.68 12.93 252.51

TP 1.29 265.44 12.71 264.15

+50

42

+50

41

+50

TP 0.56 276.86 12.15 276.30

40+11.75 BC

288.45

$\frac{244.78}{2.9}$	$\frac{240.88}{11.8}$	$\frac{241.48}{11.2}$	$\frac{243.68}{9.0}$
$\frac{100}{100}$	$\frac{30.0}{100}$		$\frac{20.0}{100}$

252.68

$\frac{261.26}{15.6}$	$\frac{245.26}{9.6}$	$\frac{243.86}{30.0}$	$\frac{246.26}{30.15}$
$\frac{100}{100}$		$\frac{100}{100}$	$\frac{100}{100}$

$\frac{263.16}{18.7}$	$\frac{258.86}{18.0}$	$\frac{248.86}{31.0}$
$\frac{100}{100}$		$\frac{100}{100}$

$\frac{265.66}{11.2}$	$\frac{264.96}{11.0}$	$\frac{264.26}{13.6}$	$\frac{262.06}{14.8}$	$\frac{258.76}{18.1}$
$\frac{100}{100}$		$\frac{100}{100}$	$\frac{100}{100}$	$\frac{100}{100}$

$\frac{268.36}{8.5}$	$\frac{267.46}{9.4}$	$\frac{266.56}{10.3}$
$\frac{100}{100}$		$\frac{100}{100}$

$\frac{271.36}{5.5}$	$\frac{271.86}{5.0}$	$\frac{271.26}{4.6}$
$\frac{100}{100}$		$\frac{100}{100}$

276.86

$\frac{273.55}{14.9}$	$\frac{273.45}{15.0}$	$\frac{273.05}{15.4}$
$\frac{100}{100}$		$\frac{100}{100}$

288.45

+50

46

TP 0.50 240.48 12.70 239.98

+50

45

+50

44

+50

43+20 = Prop. Cult. of Pedal L. 22
252.68

Lt.

Z

Pt

225.68
14.8
40.0

226.38
14.1

230.38
10.1
40.0

227.68
13.8
40.0

230.88
9.6

230.58
9.9
5.0

232.38
8.1
7.0

235.88
4.6
40.0

231.98
10.7
40.0

240.48
235.58
17.1

235.48
17.2
17.0

236.98
15.2
18.0

239.68
12.0
40.0

233.68
19.0
40.0

239.78
13.9

239.88
15.8
28.0

242.48
19.2
40.0

234.58
18.1
40.0

240.58
13.3

243.68
9.0
40.0

235.28
17.4
40.0

238.98
12.7

244.68
8.0
40.0

237.68
15.0
40.0

238.98
12.7

240.58
12.1
25.0

245.28
7.4
40.0

239.68
12.0
40.0

240.78
11.9

243.88
8.8
40.0

252.68

BM

17.05 223.43
on old Hobs
17.21.321c
223.47

+57.37 E.C.

49

+50

48

+50

47

240.48

L / R

12.01

219.78
20.7
20.0

223.38
17.1

226.78
18.7
20.0

220.68
19.8
20.0

224.78
15.7

227.48
18.0
20.0

222.48
18.0
20.0

223.38
17.1

225.68
14.8
20.0

225.88
14.6
20.0

223.48
22.0
25.0

223.18
17.0

225.38
15.1
20.0

223.88
16.6
20.0

223.48
17.0

225.68
14.8
20.0

224.78
15.7
20.0

225.38
15.1

224.78
15.7
25.0

228.18
18.3
20.0

240.48

Adams Yard Road Bridge
Cross Section of Deck

Note: Base Line 10' N of S.L. Adams

BM	1.54	372.41	370.87	5180 Adams 239
TP	4.57	367.08	362.51	
0+0 - 26 = 26' N of West End Bridge				
2' Lt. Top Cb		4.26	362.82	
2' Lt. Gutter		4.85	362.23	
9.67' Lt		4.44	362.64	
17.35' Lt		4.08	363.00	
25.02' Lt		4.05	363.03	
32.7' Lt. S Rail Top		4.16	362.92	
58' Lt. Gutter		4.94	362.14	
58' Lt. Top Curb		4.34	362.74	
0+0 - 13				
2' Lt. Top Cb		4.43	362.45	
Gutter or Grating		5.10	361.98	
9.67' Lt		4.67	362.41	
17.35' Lt		4.41	362.67	
25.02' Lt		4.36	362.72	
32.7' Lt. Top S Rail		4.51	362.57	
0+0 - 6				
2' Lt. Top Cb		4.35	362.73	
2' Lt. Gutter Top Grating		4.75	362.33	
4' Lt		4.80	362.28	
9.67' Lt		4.64	362.44	
17.35' Lt		4.57	362.51	
25.02' Lt		4.56	362.52	

Indexed
C.S.R.

1-29-34
Moore

49
30.42
241.
25.20

367.08

32.7' Lt. Top S Rail	4.61	362.47
0+0 = West End Bridge		
2' Lt. Curbinator	4.78	362.30
3.8' Lt. S Edge Bridge	4.60	362.48
9.67' Lt	4.60	362.48
17.35' Lt	4.57	362.51
25.02' Lt	4.71	362.37
32.7' Lt. Top S Rail	4.72	362.36
45' Lt. Top Retaining Wall	4.80	362.28
58' Lt. Gutter	5.54	361.54
Top Cb.	4.77	362.31
0+25		
2' Lt	5.72	361.36
4' Lt	5.27	361.81
9.67' Lt	5.25	361.83
17.35' Lt	5.24	361.84
25.02' Lt	5.21	361.87
32.7' Lt. Top S Rail	5.25	361.83
0+50		
32.7' Lt. Top S Rail	5.53	361.25
25.02' Lt	5.77	361.31
17.35' Lt	5.88	361.20
9.67' Lt	5.91	361.17
4' Lt	5.87	361.21
2' Lt	6.31	360.77

367.08

0+75

2' Lt	6.81	360.27
4' Lt	6.41	360.67
9.67' Lt	6.39	360.69
17.35' Lt	6.40	360.68
25.02' Lt	6.38	360.70
32.7' Lt - Top 5 Rail	6.31	360.77

1+0

32.7' Lt	6.80	360.28
25.02' Lt	6.88	360.20
17.35' Lt	6.95	360.13
9.67' Lt	6.98	360.10
4' Lt	6.95	360.13
2' Lt	7.43	359.65

1+25

2' Lt	7.98	359.10
4' Lt	7.50	359.58
9.67' Lt	7.50	359.58
17.35' Lt	7.42	359.66
25.02' Lt	7.42	359.66
32.7' Lt - Top 5 Rail	7.27	359.81

1+50

32.7' Lt	7.75	359.33
25.02' Lt	7.83	359.25
17.35' Lt	7.89	359.19

367.08

9.67' Lt	7.92	359.16
4' Lt	7.88	359.20
2' Lt	8.34	358.74

1+75

2' Lt	8.93	358.15
4' Lt	8.44	358.64
9.67' Lt	8.50	358.58
17.35' Lt	8.44	358.64
25.02' Lt	8.39	358.69
32.7' Lt - Top 5 Rail	8.36	358.72

2+0

32.7' Lt - Top 5 Rail	8.79	358.29
25.02' Lt	8.94	358.14
17.35' Lt	8.97	358.11
9.67' Lt	9.00	358.08
4' Lt	8.93	358.15
2' Lt	9.50	357.58

2+25

2' Lt	9.70	357.38
4' Lt	9.31	357.77
9.67' Lt	9.35	357.33
17.35' Lt	9.35	357.33
25.02' Lt	9.29	357.79
32.7' Lt - Top 5 Rail	9.29	357.79

367.08

2+50

32.7' Lt. Top 5 Rail	9.79	357.29
25.02' Lt	9.70	357.38
17.35' Lt	9.76	357.32
9.67' Lt	9.80	357.28
4.2' Lt	9.71	357.37
2' Lt	10.11	356.97

2+75

2' Lt	10.50	356.58
4.3' Lt	10.15	356.93
9.67' Lt	10.22	356.86
17.35' Lt	10.25	356.83
25.02' Lt	10.17	356.91
32.7' Lt - Top 5 Rail	10.32	356.76

2+86.7 - East End Bridge

32.8' Lt	10.50	356.58
25.02' Lt	10.42	356.66
17.35' Lt	10.47	356.61
9.67' Lt	10.44	356.64
4.3' Lt	10.33	356.75
2' Lt	10.48	356.60

3+03 = Curb E.C

2' Lt	10.98	356.10
6' Lt - Friskrog Cb	11.00	356.08
Gutter	11.41	355.67
9.67' Lt	11.28	355.80

367.08

17.35' Lt	11.02	356.06
25.02' Lt	10.85	356.23
32.8' Lt - Top 5 Rail	10.91	356.17
4.5' Lt	11.30	355.78
54' Lt - N Gutter	11.62	355.46
Top N Curb	11.19	355.89

367.08
355.78
355.77

0+0

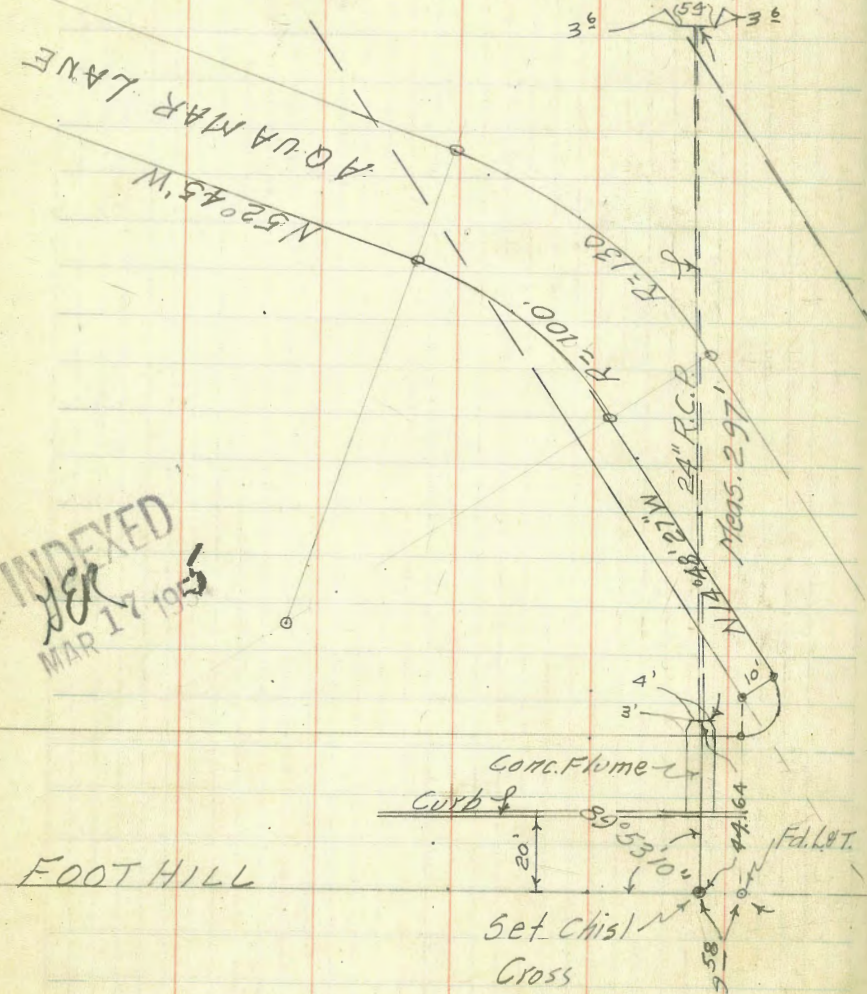
3+03

Adams + Ward Road Bridge
North of San Diego Elec R.R.

52

	367.08	Top of Caps	
0+0		354.74	12.34 ✓
+16		355.05	12.03 ✓
+32		355.36	11.72 ✓
+48		355.67	11.41 ✓
+64		355.99	11.09 ✓
+80		356.30	10.78 ✓
+105		356.79	10.29 ✓
+21		357.10	9.98 ✓
+37		357.41	9.67 ✓
+53		357.72	9.36 ✓
+69		358.03	9.05 ✓
+85		358.35	8.73 ✓
+101		358.66	8.42 ✓
+17		358.97	8.11 ✓
+33		359.28	7.80 ✓
+49		359.60	7.48 ✓

TIES TO EXISTING CULVERT. NLY OF
FOOTHILL BLVD & WLY OF AQUAMAR LANE



FOOTHILL

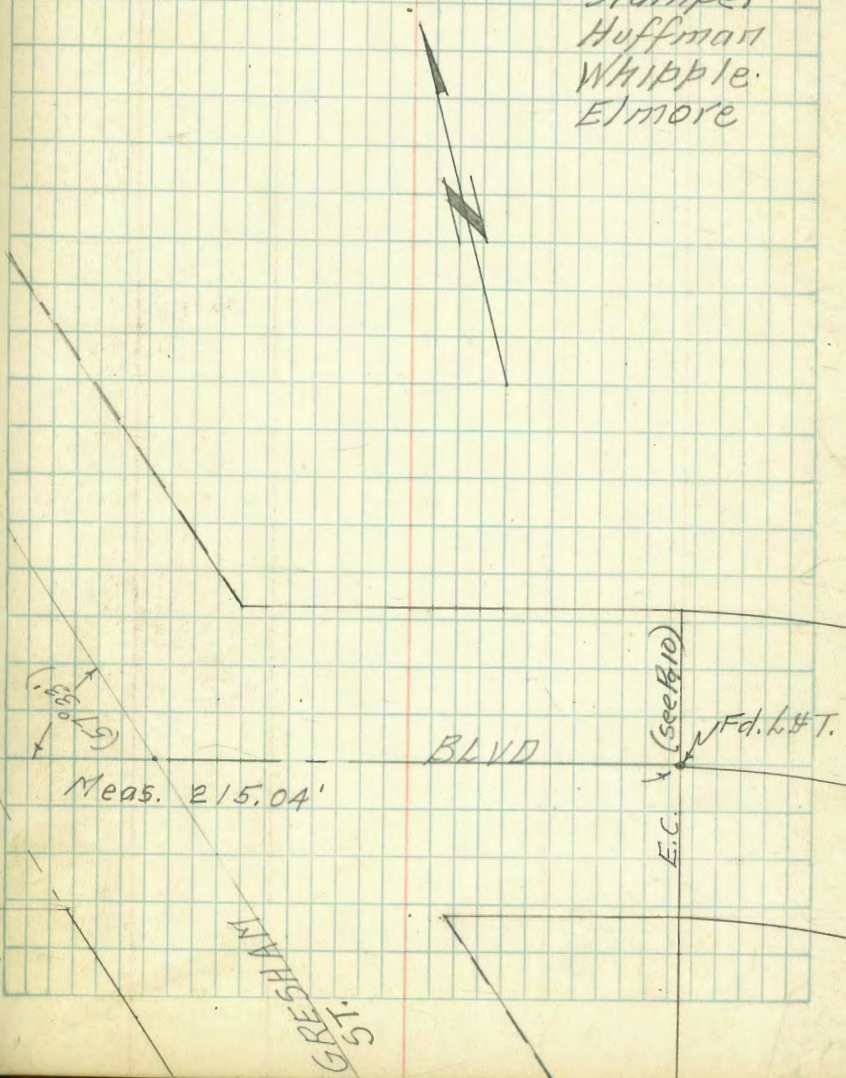
W.O. 21334 3-16-55

Ref Map No 2075

53

NOTE: Set Crows foot on E Culv Hd. Wall face

Stamper
Huffman
Whipple
Elmore



BLVD

GRESHAM
ST. S

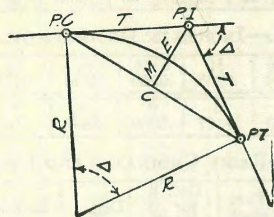
Loring + Bayard.
NECOR inside prop.
brass plug. con. Mem.

89.019

162
 Top. Cone. Bk. SW/Cor Home 167.59
 between. Hyatt & TOUR.
 Alley

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

Copyright, 1914, by Eugene Dietzgen Co., New York City



CURVE FORMULAS

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

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

Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (6)

External= $E = T \tan \frac{\Delta}{4}$ (7) $= R \div \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)

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

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.—Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $\div 8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. — $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

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

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

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 91.27$ and from Table V correction = .10 or $E = 91.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

20

87

$$\begin{array}{r} 86 \\ 69 \\ \hline 17 \end{array}$$

$$\begin{array}{r} 86 \\ 53 \\ \hline 33 \end{array}$$

385.81

11420
2601
11420
261
859

225
14.2
239.2
620
459

385.81
261
86

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 $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

Made in Germany.