1558

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.

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MICROFILMED 1993

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INDEXED
Completely.

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

Made in U. S. A.

6-27-38
Millen Walker Bliss

X See Alley Blk. 45 Fairmont Add.

BM	7.52	362.89	355.37	S.W. 49th & El Cajon

12' S. of N. Line = N. el. Line Trojan.

F.B. 1161-66

W.	cmt. el	5.53	357.36	= 357.43
W.	dirt gutter	6.3	356.6	
℄	"	6.0	356.9	
E	" "	5.6	357.3	
E.	cmt. el	4.85	358.04	

0+00 = N. Line Trojan

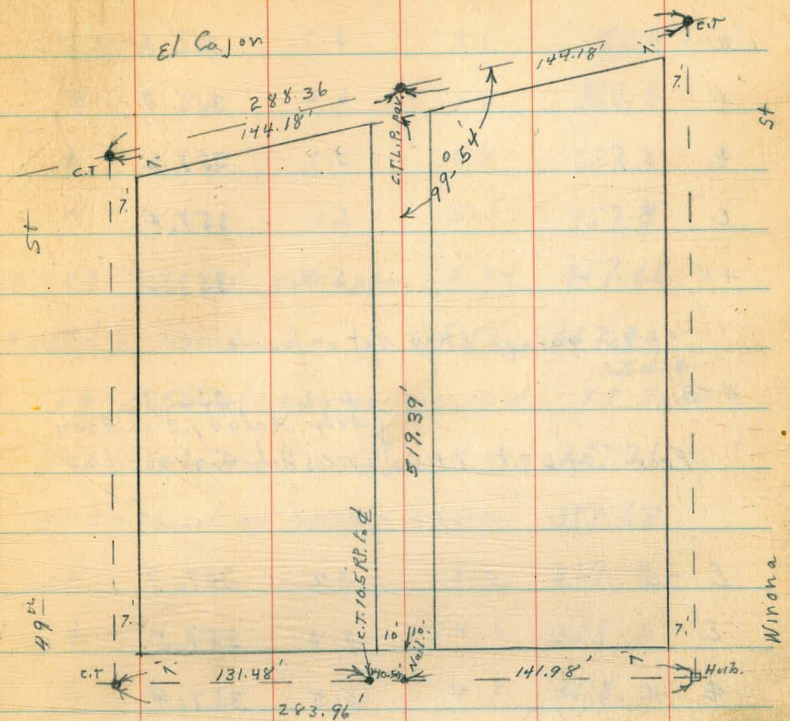
W -0.10	cmt. el N. End	5.41	357.48
W.	ground	5.9	357.0
℄	"	5.6	357.3
+9.75	"	5.1	357.8
+9.75	cmt. el N. End	4.37	358.51
E	ground to N	51	357.8

0+15

E-5		5.3	357.6
E		5.4	357.5
℄		5.5	357.4
W		6.1	356.8
+4		6.1	356.8

Indexed
C.S.K.

2



362.89

0+50

W-5	6.7	356.2
W	6.2	356.7
℄	5.7	357.2
E	5.5	357.4
+5	5.4	357.5

0+90 garage on W Not on foundations 5.'0 Back.

W-5	6.2	356.7

From 0+60 to 1+26 { Wedge Hedge 1.3' in Alley / Cypress Hedge Trees on E-Line

1+00

E -5	5.2	357.7
E	5.4	357.5
℄	5.5	357.4
W	5.8	357.1
+5	6.3	356.6

1+40

-5	6.2	356.7
W	6.1	356.8
℄	5.9	357.0
E	5.9	357.0
+5	5.7	357.2

362.89 Alley Blk 45 Fairmont Add.

3

1+55 = S. End 5 garages on W. cmt. floors 8.1 Back.

E-5	5.5	357.4
E	5.6	357.3
℄	5.6	357.3
W	5.5	357.4
W+4.3 = E. end cmt. apron	5.24	357.65
W+8.1 = floor	5.13	357.76

354.8

1+97 N. End of above garages on W. 8.1 Back.

W-8.1' = floor	5.18	357.71
W-4.3' = E. end. cmt. apron	5.21	357.68
W	5.2	357.7
℄	4.6	358.3
E	4.7	358.2
+5	4.7	358.2

2+27

2' W of ℄ = Sewer M.H.	4.3	358.6

2+40

-5	4.2	358.7
E	3.9	359.0
℄	4.1	358.8
W	4.4	358.5
+5	4.8	358.1

362.89'

2+80

W-5		5.6	357.3
W		5.5	357.4
℄		5.0	357.9
E		4.9	358.0
+5		4.7	358.2

3+00

E-50		4.4	358.5
E-25		4.9	358.0
E		5.4	357.5
℄		5.4	357.5
+8		5.4	357.5
W		5.8	357.1
+50		7.8	355.1
+90		9.1	353.8
+122		9.1	353.8
+125 = E. Line 49th		8.7	354.2
+128.5 = E. " emt. walk		8.74	354.15
W+137 = E. el. of 49th		8.76	354.13
W+137 = gutter pav.		9.20	353.59

Low point.
" "

362.89

3+30

W-50		8.0	354.9
W-2		7.4	355.5
W		6.6	356.3
E		6.5	356.4
+2		6.7	356.2
+50		5.6	357.3

3+70

E-50		5.3	357.6
E		6.0	356.9
℄		6.2	356.7
+5		5.6	357.3
W		6.3	356.6
+10		6.3	356.6

3+85

-5		6.1	356.8
W		6.0	356.9
℄		5.4	357.5
E		5.0	357.9
+5		3.0	359.9

362.89

E-20	4+24	0.6	(364.0) 362.3
E-5		2.3	360.6
E		4.2	358.7
℄		4.4	358.5
+7		4.7	358.2
W		5.5	357.4
+10'		5.6	357.3
	4+26		
-10		5.6	357.3
W		5.5	357.4
+3		4.7	358.2
℄		4.4	358.5
E		4.2	358.7
+5		4.0	358.9
+20		2.6	360.3
T.P.	9.06	4.26	358.63
	4+65		
E-20		7.2	360.5
E		7.5	360.2
℄		7.7	360.0
W		7.9	359.8
+10		8.1	359.6

367.69 Alley Blk 45 Fairmont Add.

5

	4+80		
W-10		7.8	359.9
W		7.0	360.7
℄		7.0	360.7
+8		6.4	361.3
E		5.6	362.1
+5		5.1	362.6
	5+00		
-5		4.2	363.5
E		4.7	363.0
℄		5.2	362.5
W		5.9	361.8
+10		6.0	361.7

℄ station 5+19.39 = {S. line El Cajon / S. End. ele + par.} on diagonal

W-0.10'	= emt el.	S. End	4.29	363.40	
W	par	" "	4.45	363.24	
℄	"	" "	4.17	363.52	
+9.75	"	" "	3.50	364.19	+ ground.
+9.75'	emt el.	" "	3.10	364.59	

367.69

16' N of S. Line = S. ch. Line El Cajon (on diagonal)

E.	cmt. ch		306	364.63
E.	par		3.62	364.07
℄	"		4.07	363.62
W	"		4.66	363.03
W	cmt. ch		4.25	363.44
chis.	orig B.M.		12.32	355.37

6-29-38
Miller.
Bliss

X See Alley Blk. 36 Fairmont Add.

					N. ch. Line Trojan. W. Line Alley.
B.M. Page 2.	3.66	361.02 ✓		357.36	
T.P.	0.58	350.02 ✓	11.58	349.44 ✓	
T.P.	2.69	339.86 ✓	12.85	337.17 ✓	
B.M. B.P.			4.94	332.92 ✓	S.E. 49th & Orange Ave.
				= 332.95	

14' S. of N. Line = N. ch. Line Orange

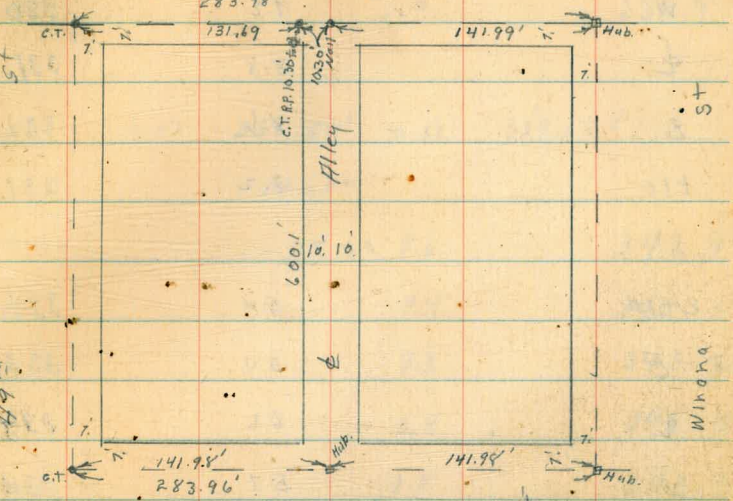
E. Line 49th St.	gutter pav	9.88		329.98
W. Line Alley	gutter	11.3		328.6
" " "	dirt ch	10.1		329.8
E " "	" "	10.4		329.5
E " "	gutter	11.3		328.6
	0+00 = N. Line Orange.			
E		10.2		329.7
℄		10.1		329.8
W		10.0		329.9
	0+08			
W-15		15.4		324.5
W		14.4		325.5
℄		13.8		326.1

Indexed
C.S.K.

7

Trojan Ave

Curbs. in on S. side Trojan
283.98



Graded No chs. or walks. or pavmt.

Orange Ave

339.86 ✓

E		13.4	326.1
+15		13.7	326.2
	0+15		
E-15		12.4	327.5
E		12.7	327.2
℄		12.8	327.1
W		13.6	326.3
+15		14.5	325.4

339.86

	0+40		
W-10		9.3	330.6
W		9.2	330.7
℄		8.8	331.1
E		8.6	331.3
+10		8.2	331.7
	0+70		
E-10		5.4	334.5
E		5.4	334.5
℄		5.6	334.3
W		5.7	334.2
+10		5.9	334.0
	1+00		
W-10		3.5	336.4
W		3.1	336.8
℄		3.0	336.9
E		3.2	336.7
+10		2.6	337.3
	1+25		
E-10		0.3	339.6
E		0.8	339.1
℄		0.8	339.1

Alley Blk. 36. Fairmont

8

339.86

W		1.0	338.9
+10		1.0	338.9
T.P.	12.81	352.50	0.17	339.69
	1+40		
W-10		9.6	342.9
W		9.4	343.1
℄		9.3	343.2
E		9.5	343.0
+10		9.5	343.0
	2+00		
E-10		5.7	346.8
E		5.4	347.1
℄		5.9	346.6
W		5.8	346.7
+10		5.9	346.6
T.P.	12.56	364.35	0.71	351.79

		364.35 ✓		
		2+50		
W-10			12.7	351.7
W			12.5	351.9
℄			12.2	352.2
E			11.5	352.9
+10			10.9	353.5
			3+00	
-10			5.8	358.6
E			6.7	357.7
℄			6.9	357.5
W			7.5	356.9
+10			8.3	356.1
		3+50		
W-10			1.4	362.6
W			1.7	362.7
℄			0.8	363.6
E			0.6	363.8
+10			+0.4	364.8
T.P.	5.39	369.51 ✓	0.23	364.12 ✓

Alley Blk. 36 Fairmont

	369.51 ✓		
	3+75		
E-10		3.2	366.3
E		3.5	366.0
℄		3.7	365.8
W		4.2	365.3
+10		4.6	364.9

3+77 = S. End double Garage on W. ent floor 0.2' Back

W-0.2 = floor	2.93	366.58
W.	3.3	366.2
+4	3.7	365.8
℄	3.3	366.2
E	3.3	366.2
+10	3.0	366.5

3+93 ± N. End of above garages on W. 0.60' in Alley

9.4' W of ℄ = floor

4+00

E-10	2.1	367.4
E	2.2	367.3
℄	2.9	366.6
+9.3 = S. End Fence	3.0	366.5
W.	3.7	365.8
+10	4.5	365.0

369.51 ✓

4+25

W-5		6.0	363.5
W		5.0	364.5
+1.2 = fence		4.5	365.0
℄		3.8	365.6
E		3.3	366.2

4+50

E		4.6	364.9
℄		5.0	364.5
+8.4 fence		5.6	363.9
W		6.3	363.2
+5		7.3	362.2

?

W-5		7.5	362.0
W		7.2	362.3
+2	= N. End above fence	6.7	362.8
℄		5.8	363.7
E		5.2	364.3

4+81 S. End double garage on W. Wood floor 2.2 in Alley

W+2.2 = floor		6.7	362.8

4+98 5 N. End above double garage 2.4 in Alley.

W+2.4 = floor		6.8	362.7

369.57 ✓

5+00

E		6.1	363.4
℄		6.5	363.0
W		6.7	362.8
+5		6.7	362.8

5+30

W		7.0	362.5
+5		7.8	361.7
℄		7.7	361.2
E		7.5	362.0

5+60

E		8.7	360.8
℄		9.2	360.3
W		9.2	360.3

6+00 = S Line Trojan Ave

W+0.2 = cmt. d. S. End.		12.11	357.40
W. ground		11.5	358.0
℄ "		11.5	358.0
E "		11.2	358.3
+0.2'	cmt. d. S. End.	11.27	358.24

36951

12' N. of S. Line = S. d. Line of Trojan.

E. cmt. ch	11.81		357.70
E. dirt gutter	12.0		357.5
" "	12.2		357.3
W " "	12.8		356.7
W cmt ch	12.42		357.09
chK. BM. Page 7	12.14	357.37	= 357.36

8- -38 Lisbon St. & See.

Miller. Walker. from Imperial Ave. to Intersection with Jamacha Rd. & Jamacha Rd. N.E. to City Limits.

℄ Stations N

1+13 Elec Guy Dead Man 23' Rt.

1+11 Elec Pole # 70982 14' Rt.

0+86.6 E. side Frame Bldg.

0+80 = E. Line 69th St.

0+61.6 W. side Bldg.

0+30 Lot. Line Ex. Mission Rancho

0+06.2 S. End Outlet Double Box Culvert

0+00 = W. Line 69th St.

00-14.8 N. End Intake Doublebox. Conc. Culvert 8" walls, Openings 6. Wide 5' High.

Indexed C.S.K.

Plotted on T.P. Sheet 3240 1/13/41 Sheet 12

℄ St. 254.85

25.0' 25.0'

Lisbon

{S.E. ly Line Imperial Ave Radius = 1542.69'}

22.5' 30'

E. Line 69th St.

Frame Bldg. on conc foundation

50.0'

20.0' 25'

C.T. Bldg. TOP Door

90° 0' Mon.

Ly Post 23

Radius 1522.69'

22.5'

33.79'

Mon

W. Line Lot. 12. Ex. Mission Rancho
E Line Lot. 13. Ex. Mission Rancho

C.T.F.I. Box 90° 32'

23.75'

Mon.

20.0'

34°-37.3'

Mon Radius 1522.69'

Mon Imperial Ave Radius 1542.69'

30.0'

41.2'

S.E. Line Imperial Ave

Radius = 1542.69'

S.P.R.R.

8.4'

5' Double Box Conc. Culvert

39.0'

℄ Stations
N

3+61 Elec Pole # 173861 14' Rt

3+09 85 E. Line Chester

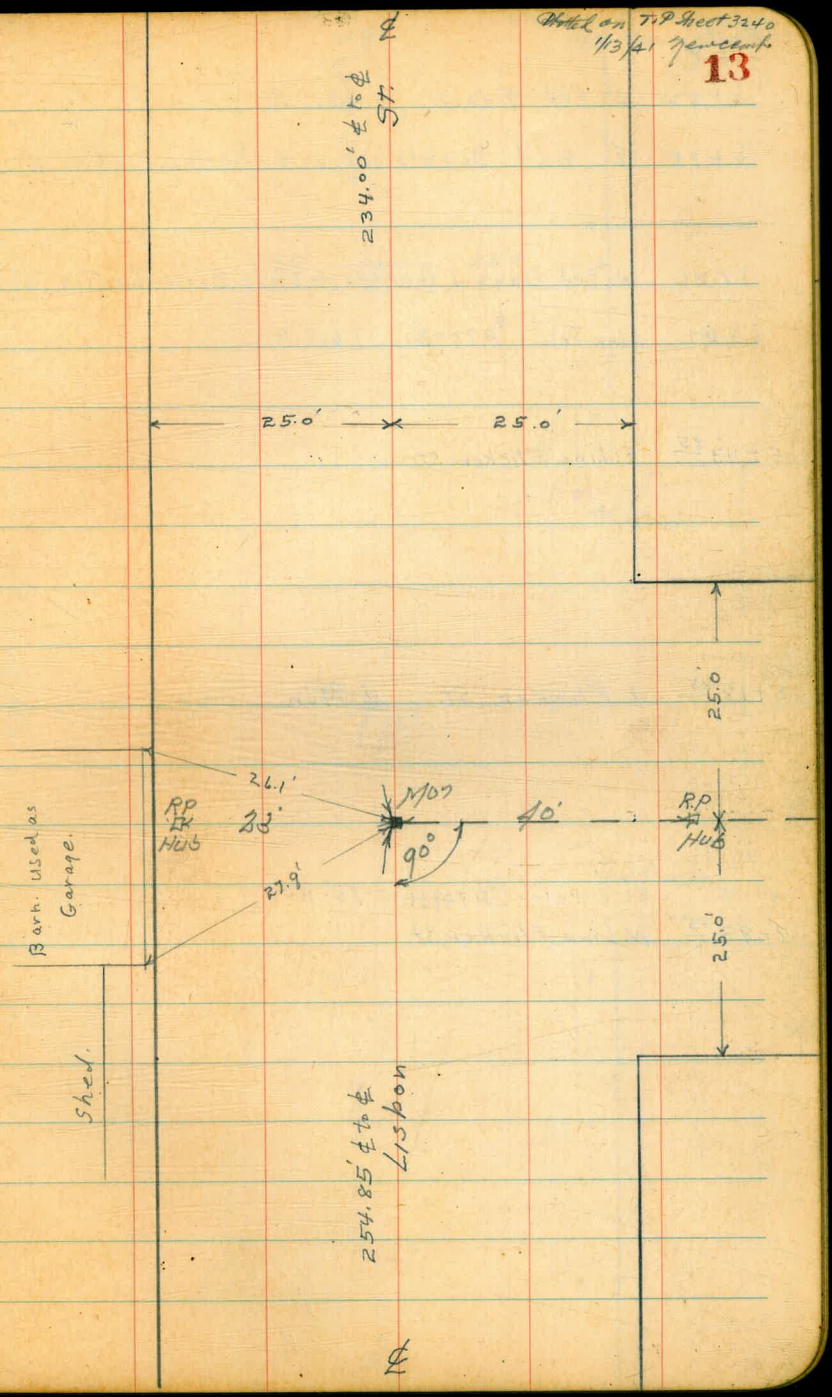
2+94 E. End. Garage 25' Lt.

2+84 85 = ℄ Chester St. ℄ Mon.

2+72 W. End. Garage 25' Lt.

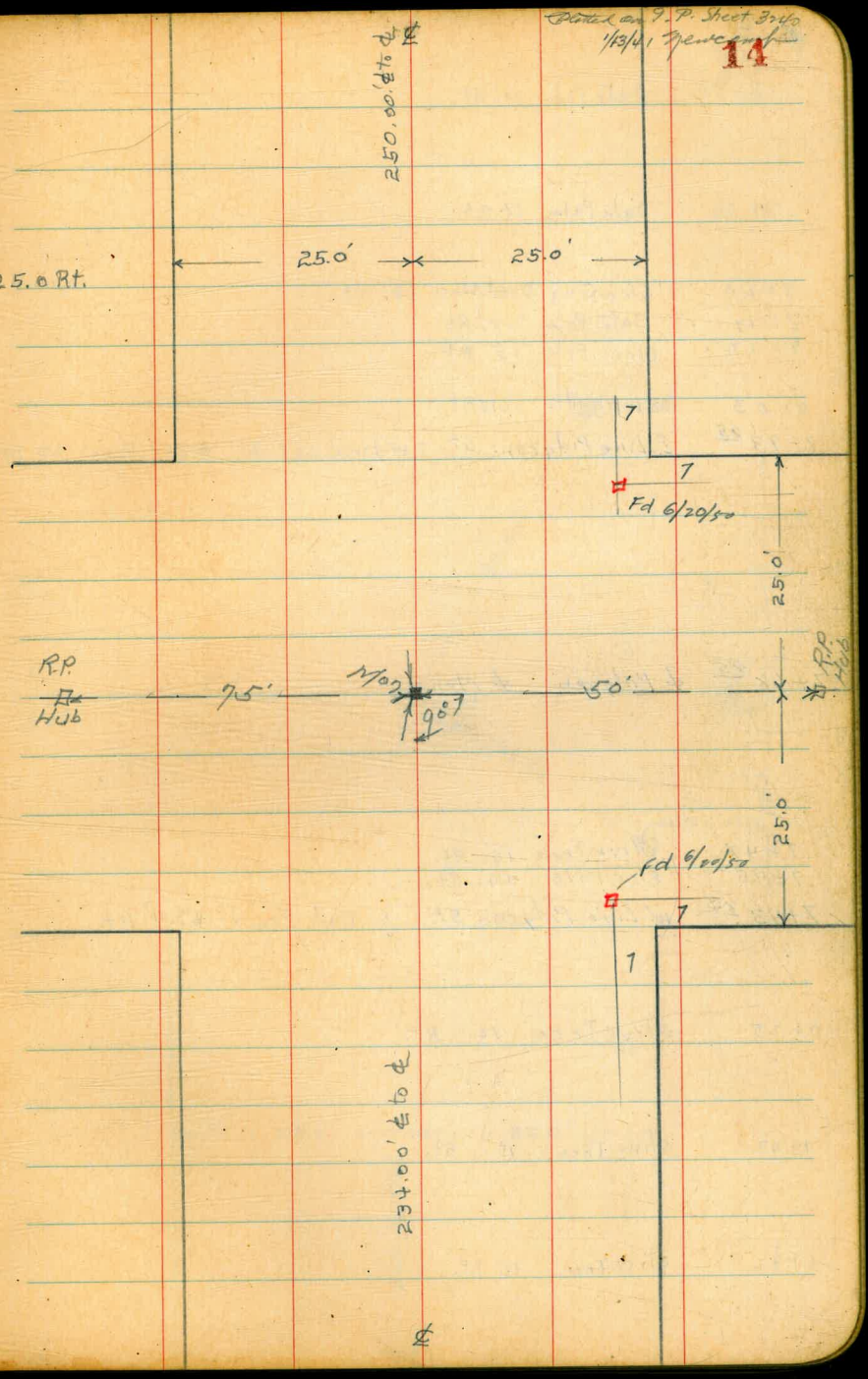
2+61 Fire Hydt 16.3' Rt

2+59 85 = W. Line Chester St



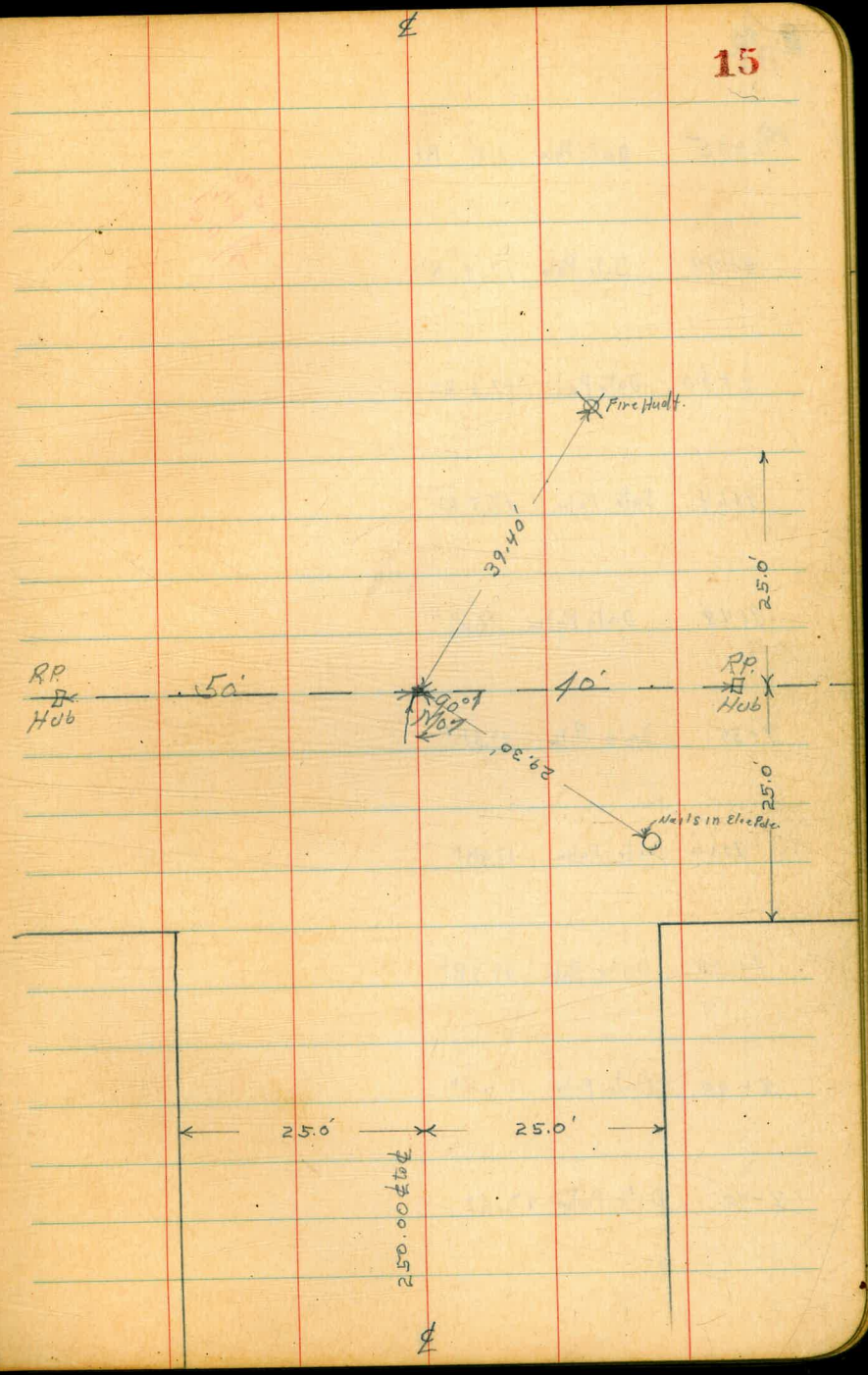
E. Side

6+82	W. End. Fence	23' Rt.
6+78	E. End. Double garage & store Room	25.0 Rt
6+46	W. End Double Garage & store Room Cor. Iron dirt floor	25.0 Rt.
6+42	Elec Pole #P70930	16.5 Rt.
5+43 85	E. Line Flicker St.	
5+18 85	℄ Flicker St.	℄ Mon.
4+95	Elec Pole #P70931	16' Rt
4+93 85	W. Line Flicker St.	



℄ Sta.

8+54	Date Palm 17' Rt.
8+36	Date Palm 17' Rt
8+20	Elec Guy Dead Man 15' Rt.
8+17	Date Palm 17' Rt.
8+12	Elec Pole 15 Rt.
8+03	Fire Hydt. 16.5 Rt.
7+93.85	E. Line Pidgeon St. = W. Line Lot 59 W. End. Fence 23' Rt.
7+68.85	℄ Pidgeon ℄ Mon.
7+48	Olive Tree 16' Rt.
7+45	Elec Pole 24' Rt.
7+43.85	W. Line Pidgeon St. E. End. Fence 23.4' Rt.
7+25	Olive Tree 16' Rt.
7+07	Olive Tree 15' Rt.
6+92	Olive Tree 15 Rt.



℄ Station

10 2+05	Date Palm 18' Rt
9+94	Date Palm 17.9' Rt.
9+80	Date Palm 17.8 Rt
9+64	Date Palm 17.7 Rt.
9+49	Date Palm 17.6Rt.
9+35	Date Palm 17.5Rt
9+20	Date Palm 17.4Rt.
9+05	Date Palm 17.3Rt
8+90	Date Palm 17.2Rt.
8+70	Date Palm 17.1Rt -

℄

℄

℄ Sta 24

10+46.66 E. Line Rd.

10+26.66 W. Line 20' Rd. E. End Fence 24.7 Rt.

℄

℄ Sta N

14+17.06

℄ Hub. P.O.T.

℄

R.P. Hub

50'

Hub

90°

50'

R.P. Hub

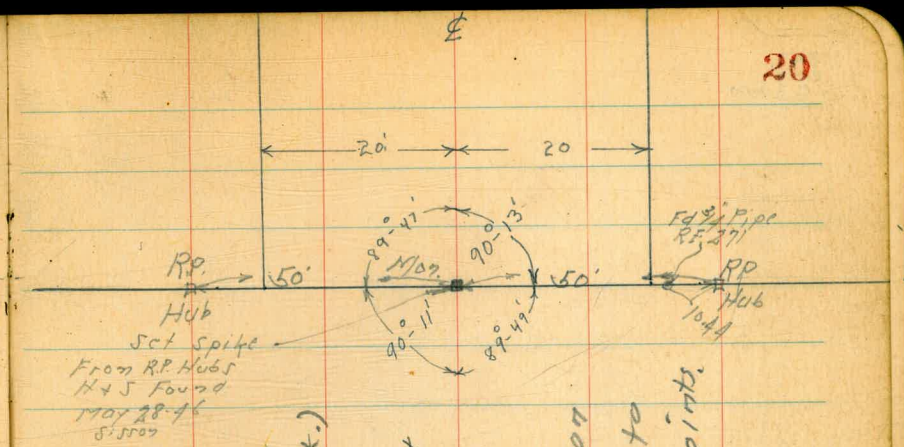
℄

℄ Sta

17+50

Now = P.O.T. 6-20-50

17+25.10 E. Line Lot. 58 Lisbon Townsite ℄Mon ~~Δ 0°-02'-30"~~ lt



Sct Spike
From RP Hubs
N & S Found
May 28-46
S.S.S.C.

Fd. Several surveys in this area made from pipe (¾" L+T) set on E'ly. line lot 58 Lisbon Townsite and on Tangent from Flicker St. to B.C. Jamacha Road + Lisbon (Sta 33+73.60 page 24 this book.)

City Mon. + Tie hubs are gone.

These surveys eliminate 00-02'-30" Δ at this point.

Recommend that existing points be accepted and that ℄ of Lisbon be run on tangent from Flicker to Jamacha and so meet existing points.

6-23-50

23 too

18 too

28+00

23+50

℄ Sta "

33+00

29+82 P.O.T. Hub.

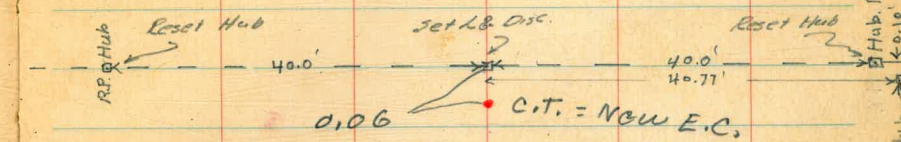
29+50

29+00

28+50

R.P. Hub ← 40 → Hub 90° 40' R.P. Hub

℄ Sta.			
			Def ∠.
36+23.47	E.C.	Hub. ℄	14°-19'
36+00			12°-54'.3
+50			10°-06.4'
35+00			7°-14.5'
+50			4°-22.6'
34+00			1°-30.7'
33+73.40	B.C.	Hub. ℄	
33+50			



Revision of back Tang. Makes curve data =

Δ 28°-39'-15"

R = 500

T = 127.72

See page 20

~~Δ = 28°-38' Lt.~~
~~R = 500.0'~~
~~T = 127.60~~
~~L = 247.87~~
~~249.87~~

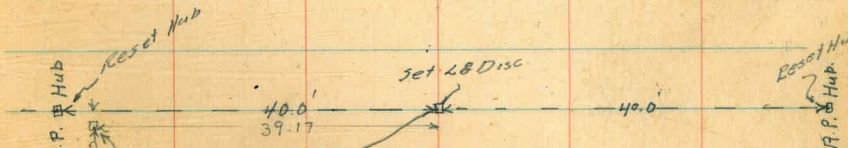
P.I. Hub.

See Notes 2

File: 198-1755

4-21-71

CLARK



℄ Sta. H

41+95.70

41+70.82 Hub ℄ Def ∠. W. Line Beacon Hill sub.

41+66.97 E.C. Hub ℄ 5° 29.5'

41+50 5° 00.3'

41+00 3° 34.4'

40+50 2° 08.4'

40+00 0° 42.5'

39+75.27 B.C. Lt. Hub ℄

to City Mon. N.W. Cor. Meas. 720.12 Map 720.13

Beacon Hill

See Page 27 for Detail

Part. Plotted on T.R. Sheet 3157 11/13/41 Hendricks

30.0' 30.0'

Fd. old Hub.

41+95.70

W. Line Beacon Hill, F.M. 1302

38.97' 50° 20' 68.72'

49.76'

Set L&D Disc

3.85'

R.P. Hub

30.0' 40.0'

Set L&D Disc 11-24-48 Hendricks

38.97'

Fd. old. Hub.

Δ = 10° 59' Lt.
R. = 1000.
T = 96.15
L = 191.70

P.I. Hub

Fd 4-12-71

R.P. Hub reset Hub

20.0'

Set L&D Disc 11-25-48 Hendricks

40.0'

Set City Disc

4-12-71 " Reset Hub

R.P. Hub

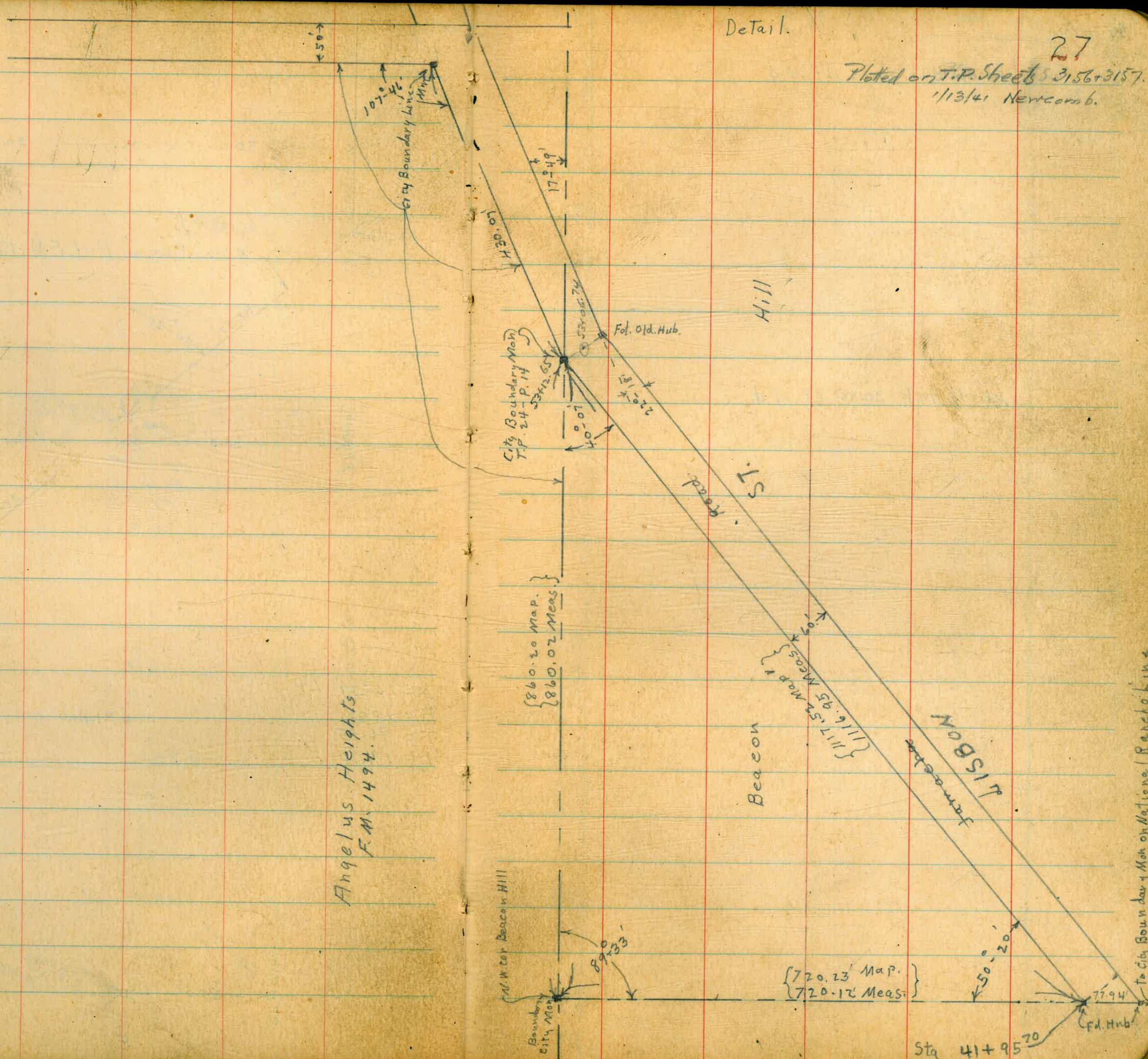
℄

30

Sta along Left Side St. Same as ℄ Sta to (Sta 53+06.74)

Plotted on T.P. Sheets 3156+3157.
1/13/41 Newcomb.

Detail.

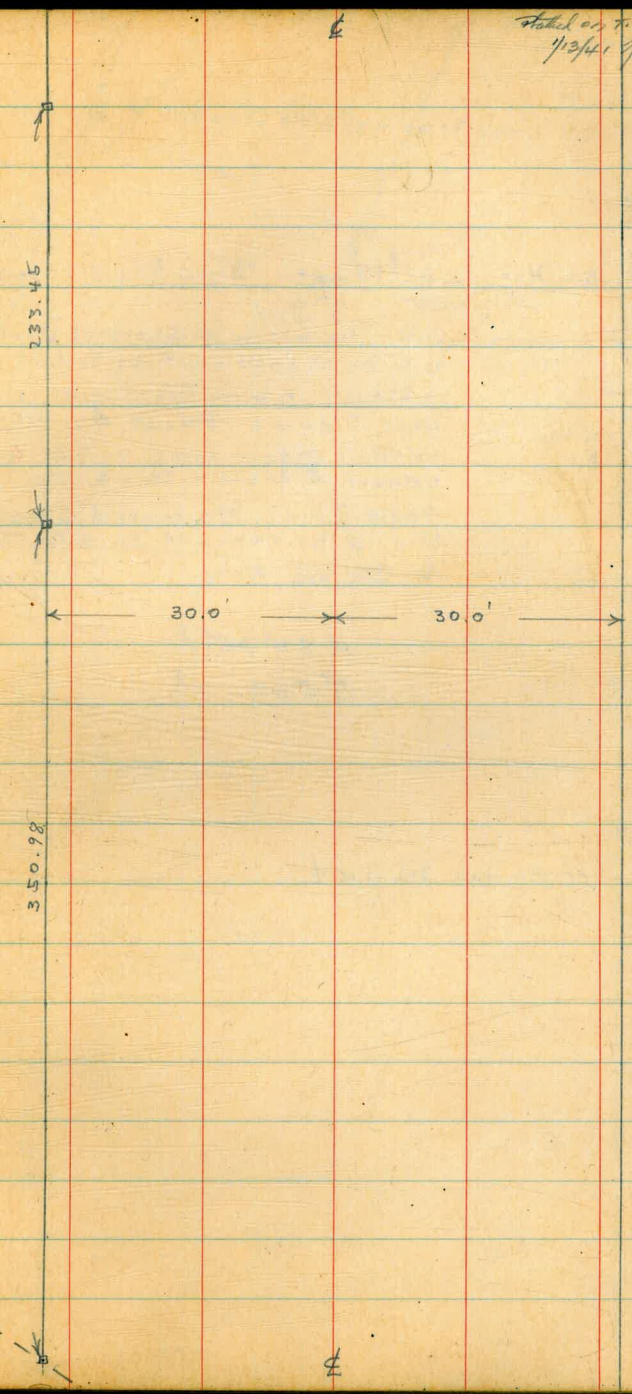


Note -
Sta along
Left Side
of St. Same
as ℄ Sta to ℄
(Sta 53+06.74)

Fd. Old Hub. 30.02' Lt. of ℄

Fd: Old Hub. 30.05 Lt. of ℄

Plotted on T.P. Sheet 3157
1/13/41 Jpeverett



53+12.65 on N. Line = P.T. 30' W of ℄ Sta 53+06.74 at ℄ Angle Pt. N.T.W.

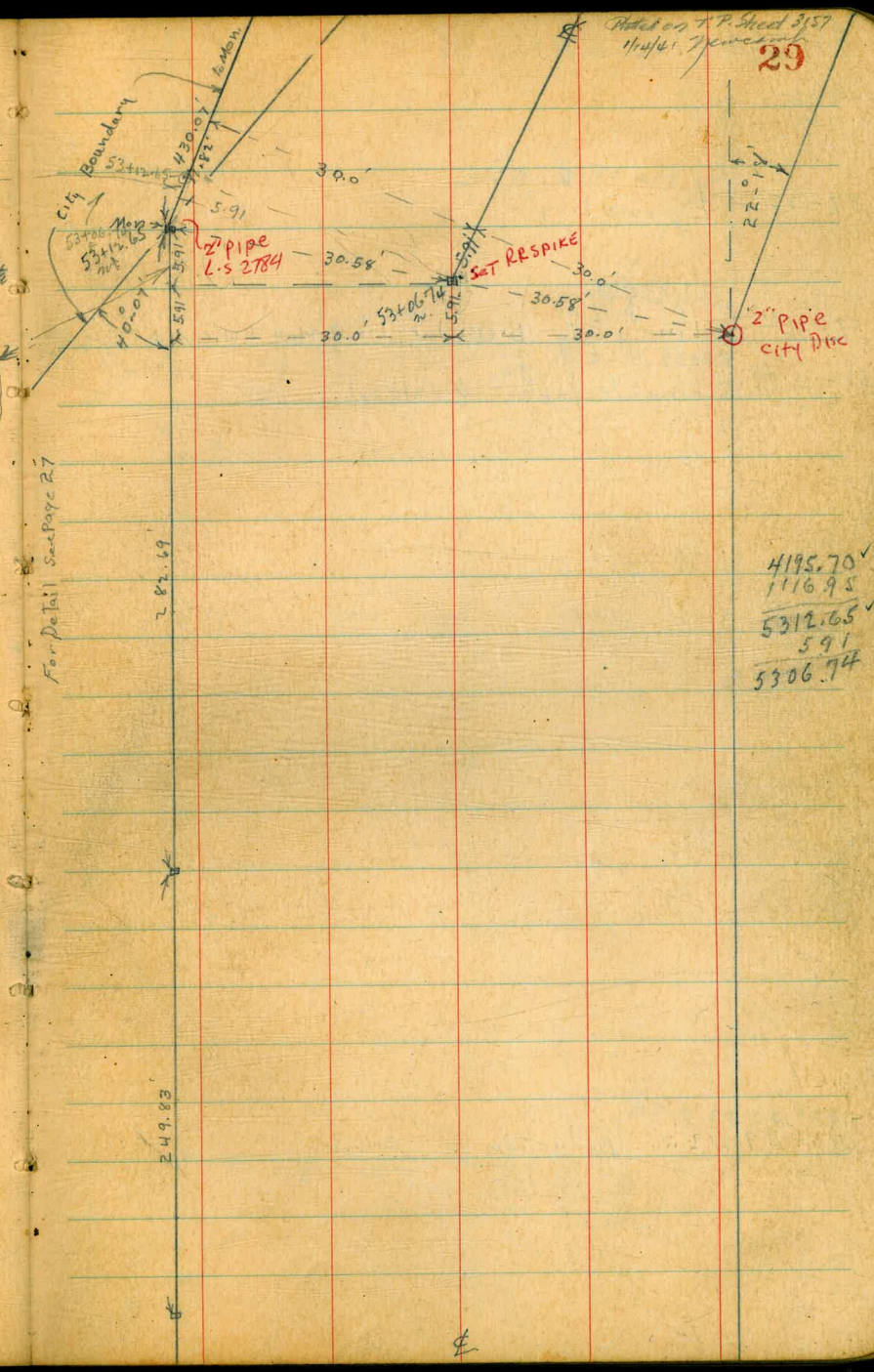
53+06.74 N.
=
53+12.65 N.L. Hub ∠ 22°-18' At on ∠ St Line = 53+06.74 ℄ Sta

℄ along L. Side St. Same as ℄ Sta to 53+06.74 N.

Note: The above Sta 53+12.65 Corrected to ℄ Sta at Angle point by Substracting 5.91 = 53+06.74 + Line Continued along Left Side of Street. As there is another difference of 5.91 feet between Side Line Sta + ℄ Sta. at this Angle Point, Sta. beyond 53+06.74 Should be reduced by 5.91 to get ℄ Sta. N.T.W. 6/4/40.

∠ 22°25' ?
R 500 ?

Fd old Hub. 30' Lt of ℄



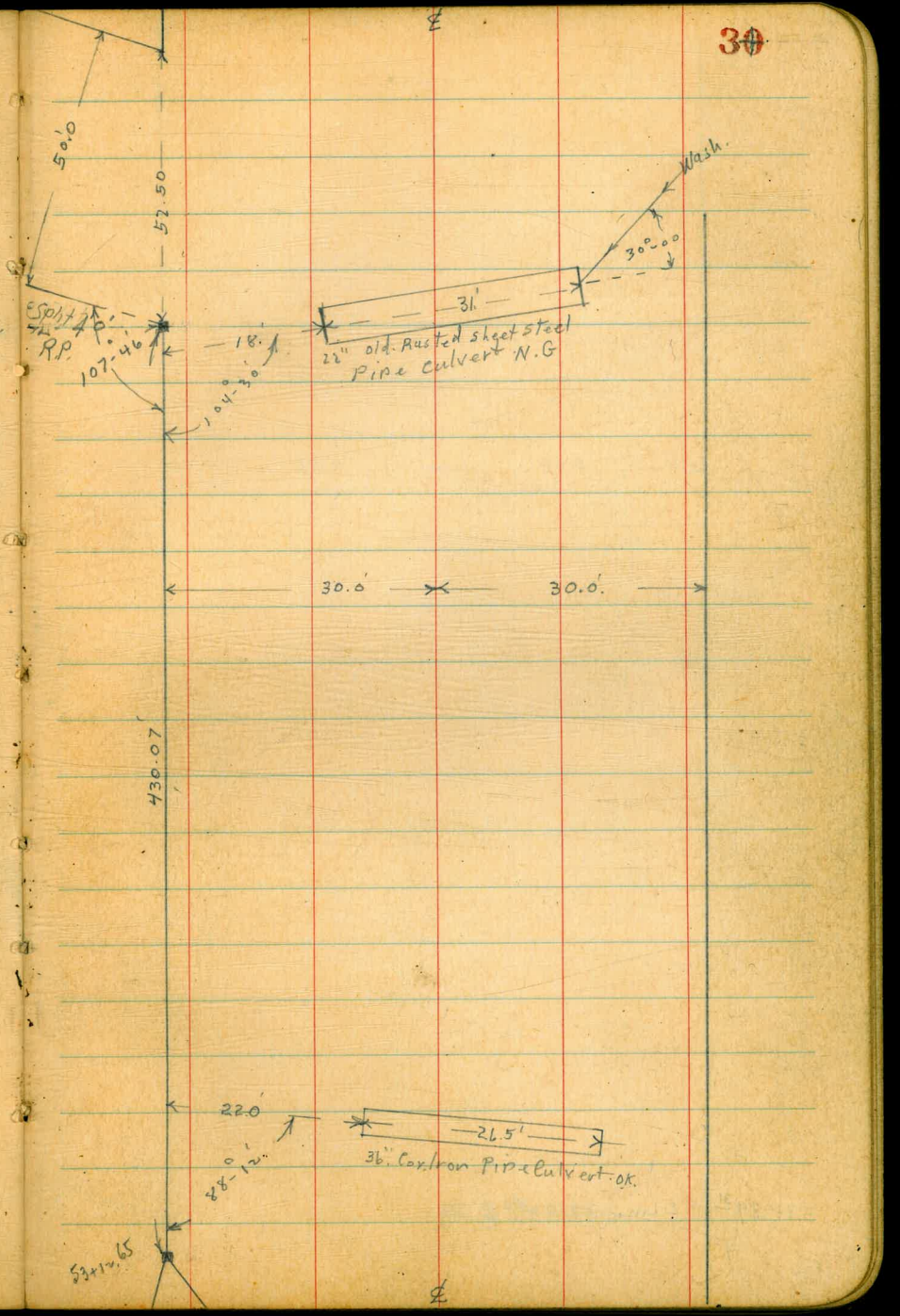
57+83.40 = ℄ Sta
57+89.31 ℄ Line on N. Line Sta

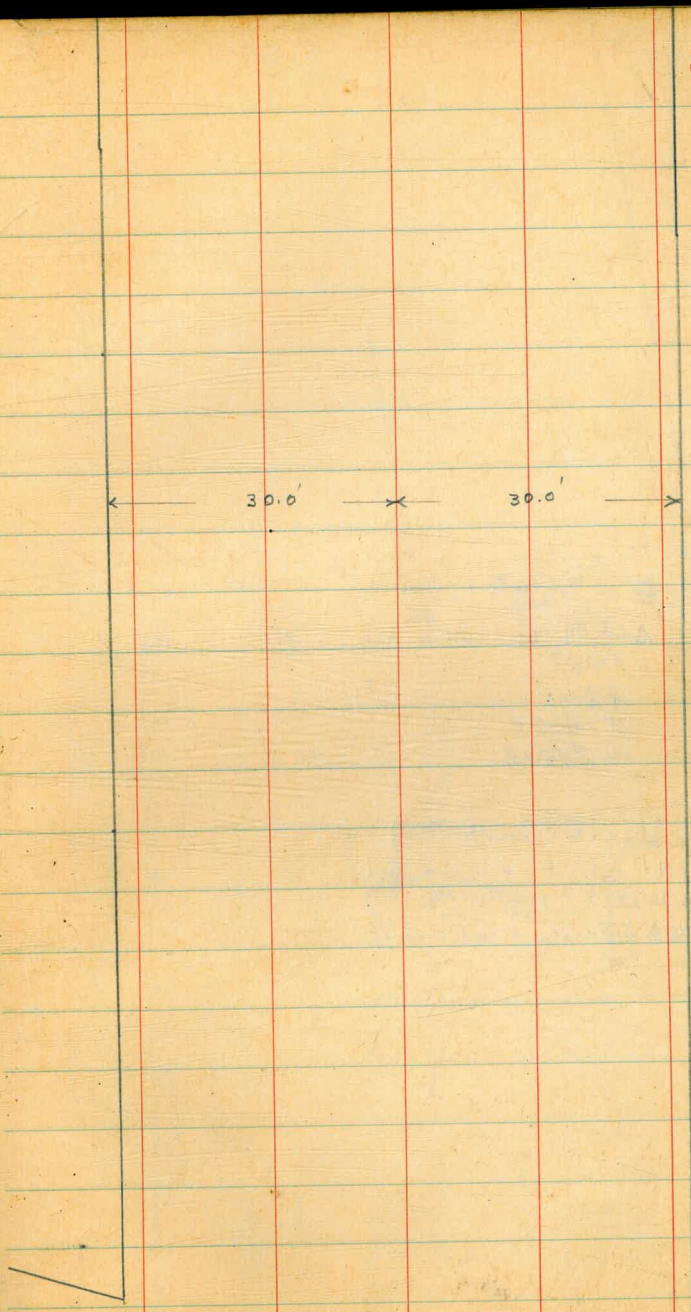
(Sta along Left Line of St. in)

57+63.04 ℄ 57+57.15 = ℄ Sta. in
℄ on N. Line

57+30.90 ℄ Sta. in
57+36.81 W. Line on W. Line City Boundary Line Mon N.W. Cor Δ 0-02 Rt. R.P. 10'
57+29.49 = ℄ Sta. in
57+35.40 N. Line = Production ℄ Culvert

53+53.09 ℄ Sta N.
53+59 N. Line = Production ℄ Culvert





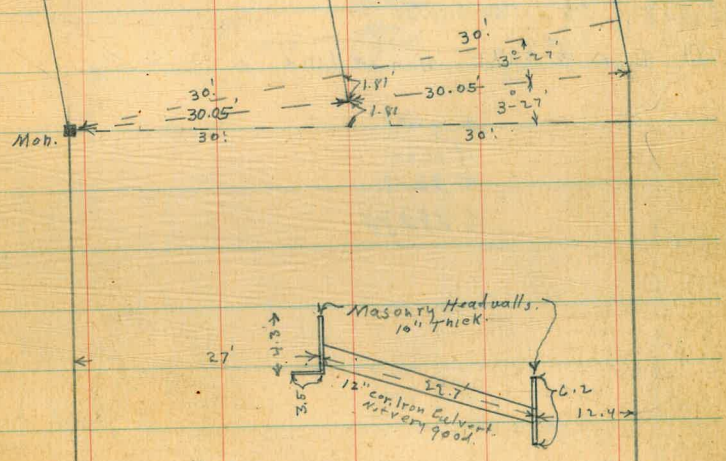
57+89.31 (℄ Line) = 57+83.40 ℄ Sta

℄ Sta. 2N

Plotted out T.P. Sheets 3156 3155
1/11/41 measured
32

66+24.26 = ℄ corrected Sta. 2N
℄ 66+30.17
Δ 6°-54' Lt Mon. N. Line Δ
6 58?
R 1000'
T 121.74
L 238.18

65+80.69 = ℄ Corrected Sta. 2N.
65+86.6 3.4 ℄ Culvert N. End. Outlet
65+71.09 = ℄ Corrected Sta. 2N.
65+77 17.6 ℄ Culvert. S. End. Outlet



6630.17
5312.62
1317.52
1.81
1315.71
5.91
1321.62
482.5
839.05 ✓

430.07
52.50
482.57

5366.74
1315.71
℄ 6652.45

Station on T.P. Sheet 3164 1/24/41

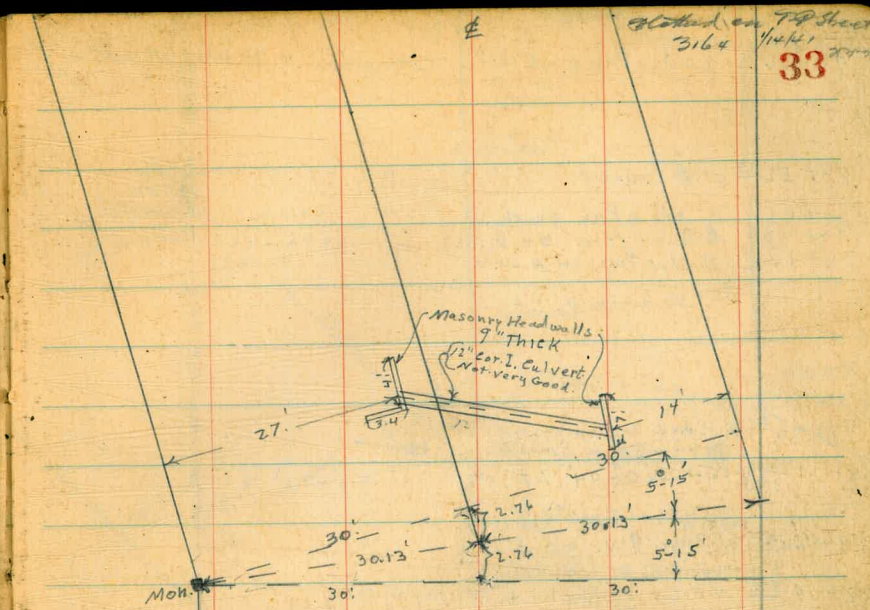
33

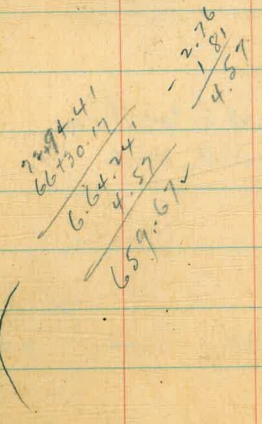
73+31 = 73+25.09 W
3. Lt. = ℄ N. End. Inlet. Culvert.

73+20.5 73+14.59 W
16. Rt. = ℄ S. End. outlet Culvert

72+88.5D ℄ Sta as corrected W
72+94.41 ℄ △ 10°-30' Lt Mon. N. Line. △

△ 10°32
R 1000'
T 92.18
L 183.84





℄

78+66 ½ E. edge Pav on N. Line Jamacha = 78+60.69 as Cor. M.

78+52 35 ct ℄ Produced on N. Line " 78+46.44 as Cor. M.

78+48 E edge Pav. on ℄ " = 78+42.09 as corrected M.
78+43 ½ E Lin - Nar. on S. Line " = 78+37.49 as corrected M.
78+42.8 W. edge Pav. on N. Line = 78+36.89 as Corrected M.

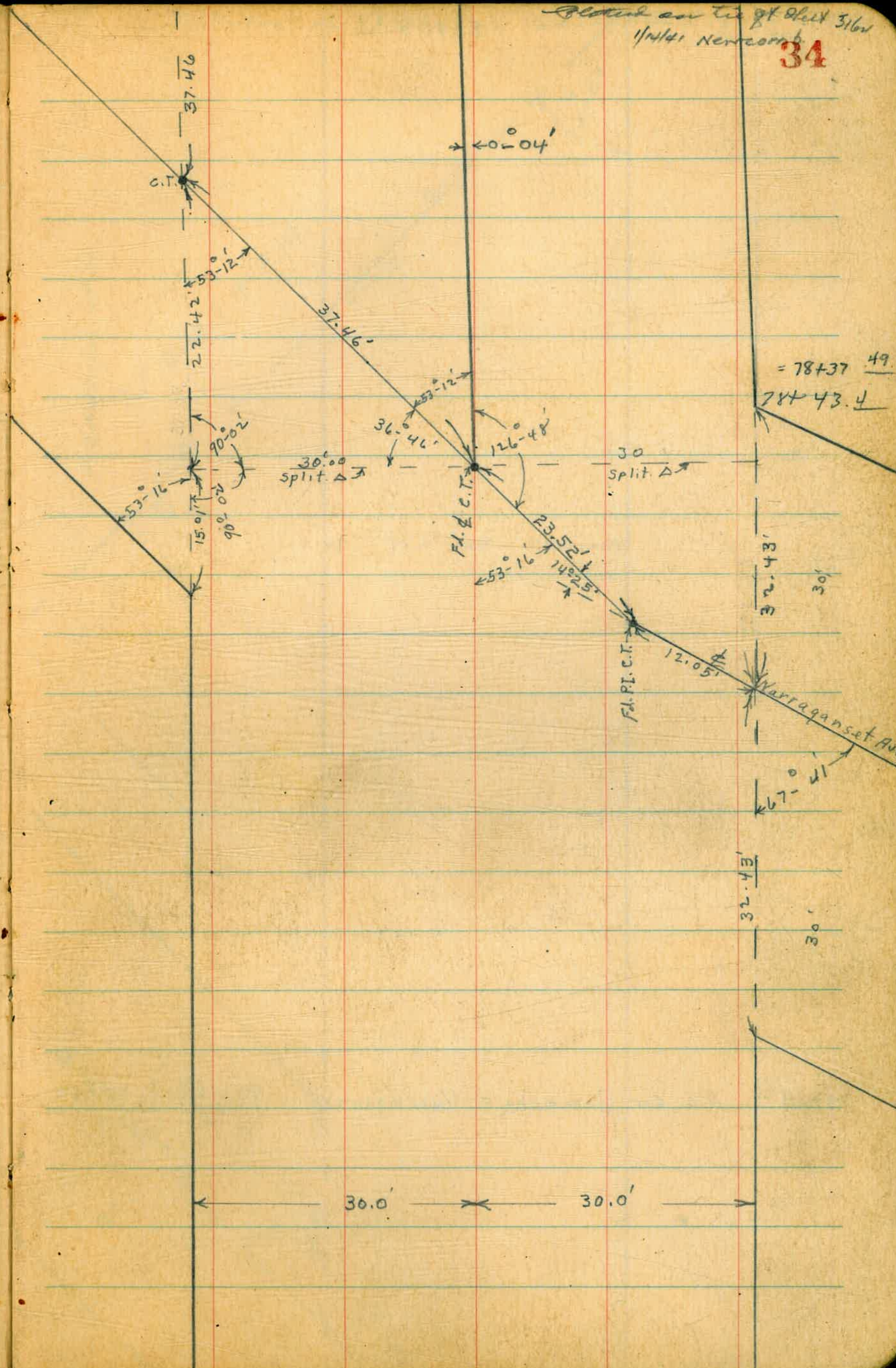
78+24.09 as Corrected M.
78+30 = E. Edge Pav. on S. Line
= 78+24.04 as corrected M. ←
78+29 95 ℄ C.T. Δ 0°-04' Lt.

78+18.59 as Corrected M.
78+24 5 = W. Edge Pav. on ℄
= 78+09.01 as corrected M.
78+14 92 N.W. Cor Jamacha & Narragansett.

78+00.09 as Corrected M.
78+06 W. edge Pav on S. Line

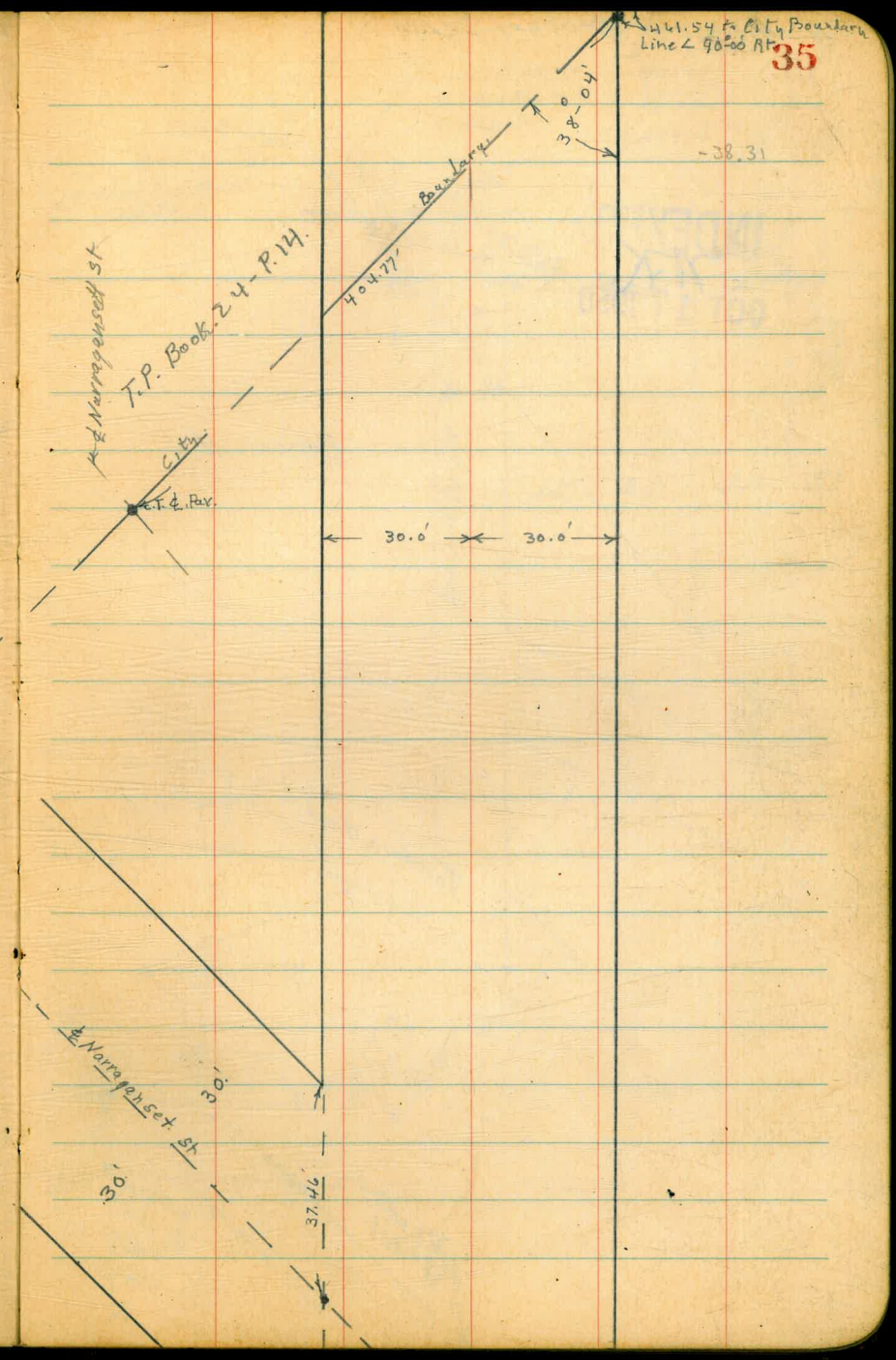
= 77+72.69 as Corrected M.
77+78 ½ W. Line Nar. on S

~~Plotted on Tie 3? Sheet 3164~~
1/14/41 Newcomb



83+10 ± City Mon. S. Line = 83+04.31 as corrected

78+89.81 N.E. Cor Jamaica + Narragansett. = 78+83.90 as lor



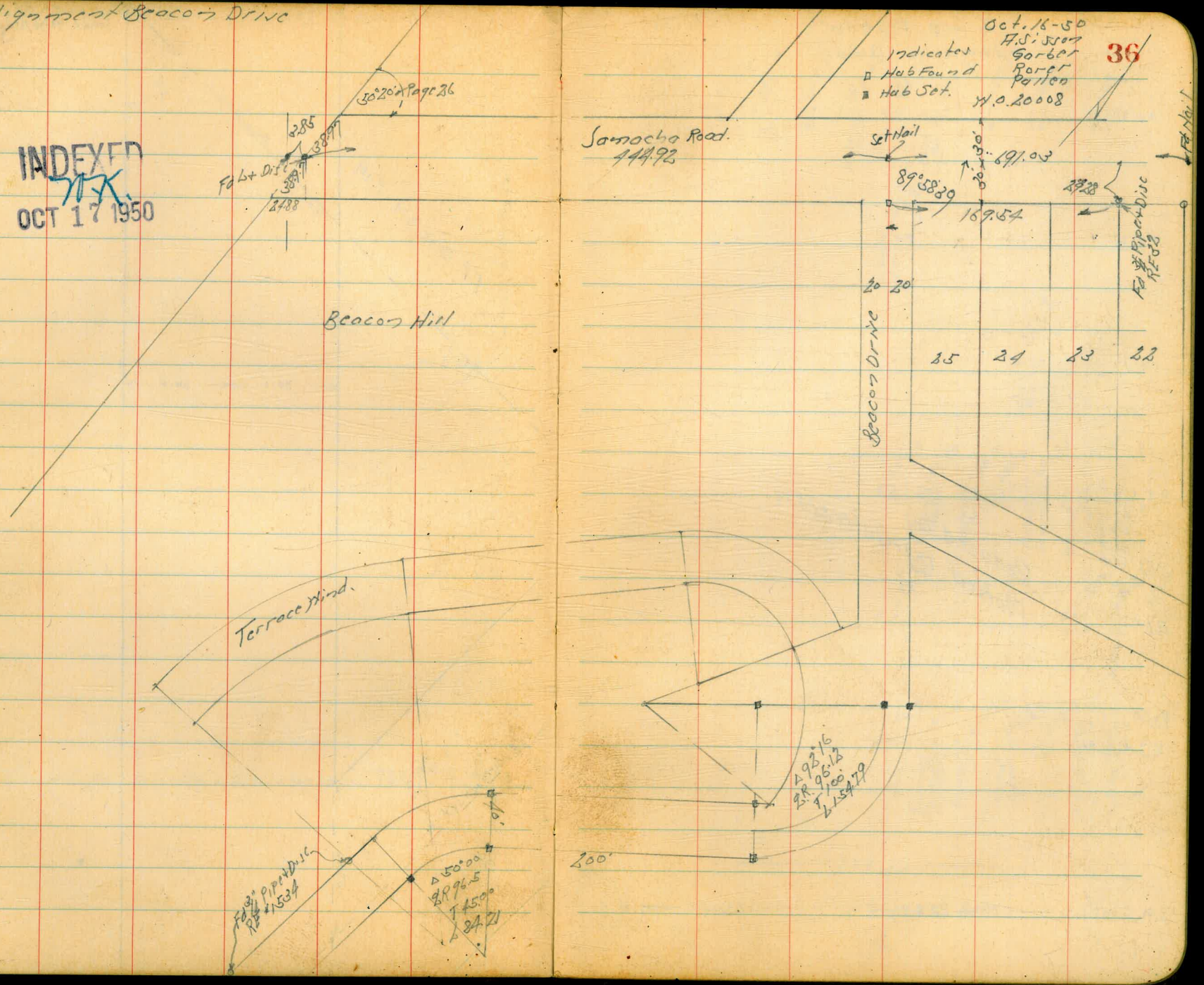
Alignment Beacon Drive

INDEXED
OCT 17 1950

Oct. 16-50
H.S. Sisson
Gorber
Porter
Patten

Indicates
□ Hub Found
■ Hub Set.

W.O. 20008



X See Lisbon St & Jamacha Road.

0+30

0+21

0+17

0+06.7

Reduced by
Plotted by - Gutensohn

0+00

14.8' W. of 0+00

B.M. Top 2" Pipe — 4.72 — 258.16 ✓ — 253.44 ✓

Lt. ℄ Rt.

252.6 253.0 253.1 253.23 253.38 253.41 253.1 250.9 249.7
5.6 5.2 5.1 4.93 4.78 4.75 5.1 7.3 8.5
25 20 15 6.3 16. 25 40. 55
N edge pav. Sedge pav. S. Lime

253.12
N. Edge pav. 0.4

253.3
4.90
25.
Sedge pav.

252.9 252.88 253.10 253.0 251.71 252.91 245.9 245.9
5.3 5.28 5.06 5.2 6.45 5.25 12.3 12.3
10 32. 40. 41.2 41.2 41.2 45.
N Side pav. S side pav. Top conc. Culvert Ft. Culvert Ground at Inlet Culvert

252.8
5.4

252.78 253.0
5.38 5.21 5.2
14.5 36. 45
N. pav. S. pav.

246.9 246.9 246.22 251.89 252.7 252.51 252.71 253.0
11.3 11.3 11.94 6.27 5.5 5.65 5.45 5.2
23.4 34. 45
Ground at Inlet Culvert Ft. Inlet & ℄ Top conc. Culvert N. Edge pav. Sedge pav.

258.16

S.W. Cor. Box Culvert. 69th & Imperial Ave.

℄

2+84.85 ℄ Chester

2+59.85 W. line Chester St

2+35

T.P. — 12.85 — 270.81 — 0.20 — 257.96

1+80

1+50

1+00

0+80 = E Line 69th St to S.

0+55

258.16

Lt. Rt. 38

262.3 262.0 261.1 261.1 ℄ 261.0 261.0 264.8 266.6 267.1

8.5 8.8 9.7 9.7 9.8 9.8 6.0 4.2 3.7
25 20 18 15 11 15 18 25

260.8 258.8 258.8 259.8 259.3 262.3 264.5 266.2

10.0 12.0 12.0 11.0 11.5 8.5 6.3 4.6
25 20 15 11 15 17 25

260.0 259.6 258.3 259.1 258.8 263.8 264.2 265.4

10.8 11.2 12.5 11.7 12.0 7.0 6.6 5.4
25 21 15 11 15 17 25

270.81

256.6 256.6 256.7 256.1 255.6

1.6 1.6 1.5 2.1 2.6
25 15 15 25

255.9 256.0 255.9 255.6 254.5 253.9

2.3 2.2 2.3 2.6 3.7 4.3
25 15 10 15 25

254.4 254.8 255.1 254.9 254.2 252.2

3.72 3.4 3.1 3.3 4.0 6.0
35? 25 15 15 25

S. edge Pav.

254.13 254.18 254.46 254.2 253.7 252.7 252.5

4.03 3.98 3.74 4.0 4.5 5.5 5.7
25 20.3 10 15 22.5 25

N. Pav. S. edge Pav. front of Bldg S. Line of Underg Bldg

253.5 253.59 253.88 253.9 253.2 253.0 251.0 250.1

4.7 4.57 4.28 4.3 5.0 5.2 7.2 8.1
25 24.5 25 15 25 40 55

N. Line S. edge Pav S. edge Pav S. Line

258.16

℄

6+00

5+43 85 E. Line Flicker

5+18 85 & Flicker

4+93 85 W. Line Flicker

4+50

T.P. — 13.01 — 283.58 — 0.24 — 270.57

4+00

3+50

3+09 85 E. Line Chester St.

270.81

Lt ℄ Rt

280.8 280.6 279.1 279.5 279.1 278.6 279.8 279.6
2.8 3.0 4.5 4.1 4.5 5.0 3.8 4.6
25 19 18 15 13 15 25

277.8 277.8 276.8 276.6 277.0 276.9 276.5 276.0 277.6 277.6 277.3
5.8 5.8 6.8 7.0 6.6 6.7 7.1 7.1 6.0 6.0 6.3
25 19 11 15 10 6 12 13 15 25

276.9 276.9 275.6 275.9 275.6 275.6 274.9 276.5 276.4
6.7 6.7 8.0 7.7 8.0 8.0 8.7 7.1 7.2
25 20 18 15 6 13 15 25

275.1 275.1 274.1 274.1 274.5 274.3 274.3 273.7 275.5 275.5 275.1
8.5 8.5 9.5 9.5 9.1 9.3 9.3 9.9 8.1 8.1 8.5
25 20 18 15 11 7 12 13 15 25

273.5 273.5 270.6 271.6 271.6 271.2 273.3 273.4
10.1 10.1 13.0 12.0 12.0 12.4 10.3 10.2
25 21 20 15 13 15 25

283.58

269.9 269.9 269.9 267.6 268.2 268.0 268.1 267.1 269.5 269.3
0.9 0.9 0.9 3.2 2.6 2.8 2.7 3.7 1.3 1.5
25. 15. 13. 11. 5. 15. 20. 21. 25.

266.5 266.4 264.6 265.0 265.2 265.5 264.7 264.5 267.3
4.3 4.4 6.2 5.8 5.6 5.3 6.1 4.3 3.5
25. 21. 19. 15. 7. 11. 15. 25.

264.0 264.0 262.7 262.5 263.1 262.9 262.6 265.6 267.2
6.8 6.8 8.1 8.3 7.7 7.9 8.2 5.2 3.6
25. 20. 18. 15. 9. 11. 15. 25.

270.81

8+20

7+93.85 E. Line Pidgeon St.

7+68.85 ℄ Pidgeon St

7+43.85 W. Line Pidgeon St

7+10

6+80

6+46

T.P — 13.04 — 276.50 — 0.12 — 283.46

6+35

283.58

Lt ℄ Rt

290.9 290.8 289.8 287.7 289.6 290.3 290.5
5.6 5.7 6.7 6.8 6.9 6.2 6.0
25 15 13 13 15

290.4 290.0 288.8 288.5 289.9 289.9
6.1 6.5 7.6 7.7 8.0 6.6 6.6
25 15 13 13 15 25

289.1 288.5 287.8 287.6 287.6
7.4 8.0 8.7 8.9 8.9
25 15 15 25

288.5 288.1 286.8 287.2 286.7 286.1 287.1 287.6
8.0 8.4 9.7 9.3 9.8 10.4 9.4 8.9
25 17 15 11 13 15 25

287.6 287.3 285.7 285.6 285.2 284.5 286.0 286.3
8.9 9.2 11.3 10.9 11.3 12.0 10.5 10.2
25 16 15 10 12 15 25

285.8 285.0 282.8 283.6 283.6 283.1 283.7 283.8
10.7 11.5 13.7 12.9 12.9 13.4 12.8 12.7
25 16 15 11 13 15 25

283.5 283.0 281.3 281.9 281.5 281.3 282.3 283.6
13.0 13.5 15.2 14.6 15.0 15.2 14.2 12.9
25 16 15 12 9 15 25

Grade 25 feet

296.50

282.8 282.5 281.0 281.1 281.9 280.8 280.4 281.2 281.5
0.8 1.1 2.6 2.5 2.3 2.8 3.2 2.4 2.1
26. 18. 17. 15. 12. 13. 15. 25.

283.58

℄

11+00

10+46.66 E. Line ~~10' Rd.~~ 20' Rd.

10+26.66 W. Line 20' Rd.

10+00

T.P. — 12.95 — 304.42 — 5.03 — 291.47

Set B.M. Fire Hydt. — 4.13 — 292.37

9+50

9+00

8+50

296.50

Lt. ℄ Rt.

41

294.4 293.4 292.8 292.3 292.0 290.4

10.0 11.0 11.6 12.1 12.4 14.0
25 24 15 15 25

294.0 296.7 294.1 291.4 290.2 290.2

10.4 11.7 12.3 13.0 14.2 14.2
25 22 15 15 25

3

292.7 292.3 291.1 290.0 290.4 290.4

11.7 12.1 13.3 14.4 14.0 14.0
25 15 15 17 25

292.6 292.3 291.3 290.1 290.6 290.4

11.8 12.1 13.1 14.3 13.8 14.0
25 15 14 15 25

304.42

S.E. Pidgeon + Lisbon

292.5 292.1 291.9 290.9 290.9 290.7 291.0 290.5

4.0 4.4 4.6 5.6 5.6 5.8 5.5 6.0
25 15 12 11 15 16 25

292.4 292.9 292.0 290.9 291.1 291.3 291.2

4.1 4.5 4.5 5.6 5.4 5.2 5.3
25 15 12 11 15 25

291.9 292.0 292.0 290.7 290.4 290.8 290.9

4.6 4.5 4.5 5.8 6.1 5.7 5.1
25 15 12 15 25

296.50

℄

Set B.M. ℄ Hub Sta 14+ 14+17 06 4.85 308.78

14+00

13+50

13+00

T.P. 9.35 313.63 0.14 304.28

12+50

12+00

11+60

11+50

304.42

Lt ℄ Rt

42

309.5 309.4 308.0 307.9 306.4 305.8
4.1 4.2 5.6 5.7 7.2 7.4
25 15 11 15 25

309.0 309.0 308.3 307.9 306.7 305.4
4.6 4.6 5.3 5.7 6.9 8.2
25 15 10 15 25

307.8 307.4 307.2 306.5 305.6 305.4 304.3
5.8 6.2 4.4 7.1 8.0 8.2 9.3
25 15 9 11 15 25

304.1 304.5 304.0 304.3 303.2 302.9 301.6
8.9 9.1 9.6 9.3 10.4 10.7 12.0
25 15 7 10 15 25

313.63

304.1 300.3 300.2 299.8 300.4 299.1 298.4
3.3 4.1 4.2 4.6 4.0 5.3 6.0
25 15 5 10 15 25

297.5 296.9 296.5 295.5 295.4 294.4
6.9 7.5 7.9 8.9 9.0 10.0
25 15 12 15 25

296.3 294.5 294.1 293.5 293.8 292.6
8.1 9.9 10.3 10.9 10.6 11.9
25 15 13 15 25

294.8 294.1 293.7 293.3 292.1
9.6 10.3 10.7 11.1 12.3
25 15 15 25

304.42

℄

Lt ℄ Rt.

℄ Mon. Sta 17+25.10 E. Line Lot 58 Lisbon Townsite

T.P. 4.73 307.06		11.30 302.33			
17+00					
16+50					
16+00					
15+50					
15+00					
14+60					
14+53					
14+22					
313.63					

303.4	303.6	303.5	303.2	302.6	301.9
10.2	10.0	10.1	10.4	11.0	11.7
25.	15.		12.	15.	25.
304.9	305.0	304.7	304.5	303.9	303.2
8.7	8.6	8.9	9.1	9.7	10.4
25.	15.		10.	15.	25.
305.9	306.1	306.2	305.9	305.2	304.7
7.7	7.5	7.4	7.7	8.4	8.9
25.	15.		10.	15.	25.
307.2	307.2	307.1	306.9	305.8	305.2
6.4	6.4	6.5	6.7	7.4	8.4
25.	15.		8.	15.	25.
308.1	308.0	307.8	307.4	306.0	305.2
5.5	5.6	5.8	6.2	7.6	8.4
25.	15.		10.	15.	25.
309.2	309.0	308.5	307.9	306.4	305.3
4.4	4.6	5.1	5.7	7.2	8.3
25.	15.		10.	15.	25.
309.6	309.2	308.6	307.9	307.1	
4.0	4.4	5.0	5.7	6.5	
25.	15.		15.	25.	
309.9	309.4	308.9	307.9	307.0	
3.7	4.2	4.7	5.7	6.6	
25.	15.		15.	25.	
313.63					

℄

20+25

20+00

19+50

T.P. 0.90 — 295.32 — 12.64 — 294.42

19+00

18+50

18+00

17+75

17+50

307.06

Lt. ℄ Rt.

41

285.8 285.5 285.0 284.0 283.6 283.0

9.5 9.8 10.3 11.3 11.7 12.3

25 15 15 15 25 35

287.6 287.3 286.7 286.1 285.8

7.7 8.0 8.6 9.2 9.5

25 15 15 15 25

292.7 292.2 291.6 290.8 290.3

2.6 3.1 3.7 4.5 5.0

25 15 15 15 25

295.32

296.2 295.8 295.1 294.1 293.4

10.9 11.3 12.0 13.0 13.7

25 15 15 15 25

299.3 299.5 298.4 297.3 297.0

7.8 7.6 8.7 9.8 10.1

25 15 15 15 25

302.5 301.7 300.6 300.2 299.9

4.4 5.4 6.5 6.9 7.2

25 15 15 15 25

303.0 302.0 302.1 301.3 300.7

4.1 5.1 5.0 5.8 6.4

25 15 15 15 25

303.1 302.5 302.1 301.8 301.7

4.0 4.6 5.0 5.3 5.4

25 15 15 15 25

307.06

℄

23+25

B.M. 23+23.96 ℄ stub 3.25 304.97

23+00

22+50

T.P. 13.04 308.22 0.14 295.18

22+00

21+50

21+25

20+84.24 Culvert. ∠ 63°-40 East to N.

20+65

295.32

Lt ℄ Rt

45

304.9 304.9 305.0 304.8 304.9
3.3 3.3 3.2 3.4 3.3
25 15 15 25

303.2 302.8 302.6 302.5 303.0
5.0 5.4 5.6 5.7 5.2
25 15 15 25

297.2 297.5 297.4 297.6 297.7
11.0 10.7 10.8 10.6 10.5
25 15 15 25

308.22

291.4 291.2 291.0 291.1 291.2
3.9 4.1 4.3 4.2 4.1
25 15 15 25

285.4 285.8 285.9 285.7 285.8 285.8 285.8
9.9 9.5 9.4 9.6 9.5 9.5 9.5
35 25 15 15 25 35

281.6 282.7 283.4 283.9 283.9 283.7 283.8
13.7 12.6 11.9 11.4 11.4 11.6 11.5
50 25 15 15 25 35

N. 281.5 281.1 281.0 280.3 279.3 279.4 279.0
13.8 14.2 14.3 15.0 16.0 15.7 16.3
50 25 15 15 25 50

284.2 283.4 282.3 280.8 280.3 280.3 280.3
11.1 11.9 13.0 14.5 15.0 15.0 15.0
35 25 15 15 25 35

295.32

℄

	Lt	℄	Rt
26+50			
26+00			
T.P.	12.71	332.38	0.67	319.67
25+50			
25+00			
24+50			
24+00			
23+50			
T.P.	12.89	320.34	4.77	307.45

308.22

323.3 (9.1, 25) 322.7 (9.7, 15) 321.6 (10.8) 320.5 (11.9, 15) 319.9 (12.5, 25)

321.8 (10.6, 25) 321.4 (11.0, 15) 320.4 (12.0) 319.3 (13.1, 15) 318.6 (13.8, 25)

332.38

319.7 (0.6, 25) 319.1 (1.2, 15) 318.3 (2.0) 317.3 (3.0, 15) 316.8 (3.5, 25)

317.4 (2.9, 25) 317.1 (3.2, 15) 316.5 (3.8) 315.1 (5.2, 15) 314.3 (6.0, 25)

315.2 (5.1, 25) 314.8 (5.5, 15) 313.9 (6.4) 313.2 (7.1, 15) 312.5 (7.8, 25)

311.6 (8.7, 25) 311.4 (8.9, 15) 311.0 (9.3) 310.7 (9.6, 15) 310.4 (9.9, 25)

307.3 (13.0, 25) 307.6 (12.7, 15) 307.8 (12.5) 307.1 (13.2, 15) 307.1 (13.2, 25)

320.34

308.22

℄

30+00

BM 29+82 P.O.T. ℄ Hub. 5.68 331.44

29+50

T.P. 6.84 337.12 2.10 330.28

29+00

28+50

28+00

27+50

27+00

332.38

Lt. ℄ Rt.

47

333.8	333.3	331.7	330.7	329.7
3.3	3.8	5.4	6.4	7.4
25	15		15	25

332.7	332.0	330.5	329.0	327.8
4.4	5.1	6.6	8.1	9.3
25	15		15	25

337.12

330.6	329.8	328.4	326.8	325.7
1.8	2.6	4.0	5.6	6.7
25	15		15	25

328.9	328.1	326.7	325.5	324.2
3.5	4.3	5.7	6.9	8.2
25	15		15	25

327.3	326.4	324.9	323.8	323.2
5.1	6.0	7.5	8.6	9.2
25	15		15	25

325.4	324.7	323.3	322.2	321.4
7.0	7.7	9.1	10.2	11.0
25	15		15	25

324.1	323.5	322.5	321.3	320.6
8.3	8.9	9.9	11.1	11.8
25	15		15	25

332.38

℄

T.P. — 1.46 — 317.72 — 8.87 — 316.26

BM 33+73.60 B.C. Lt. ℄ Hub 8.87

33+50

33+00

T.P. — 0.91 — 325.13 — 12.90 — 324.22

32+50

32+00

31+50

31+00

30+50

337.12

Lt. ℄ Rt.

48

℄ Hub. Sta 33+73.60

317.8	317.5	316.3	315.2	314.9
7.3	7.6	8.8	9.9	10.2
25	15		15	25
320.0	319.1	317.9	316.7	316.1
5.1	6.0	7.2	8.4	9.0
25	15		15	25
323.8	322.9	322.0	320.5	319.3
1.3	2.2	3.1	4.6	5.8
25	15		15	25

325.13

328.0	326.8	325.2	323.4	322.1
9.1	10.3	11.9	13.7	15.0
25	15		15	25
330.4	329.7	328.4	326.5	325.1
6.7	7.4	8.7	10.6	12.0
25	15		15	25
332.8	331.8	330.7	328.8	327.5
4.3	5.3	6.4	8.3	9.6
25	15		15	25
334.3	333.1	331.7	330.5	329.4
2.8	4.0	5.4	6.6	7.7
25	15		15	25
334.5	333.7	332.1	330.5	329.7
2.6	3.4	5.0	6.6	7.4
25	15		15	25

337.12

℄

38+00

37+50

37+00

36+50

36+00

35+50

35+00

34+50

34+00

317.72

Lt

℄

Rt

313.7	313.3	313.0	311.6	311.7	312.0	312.8	312.8	311.8
4.0	4.4	4.7	6.1	6.0	5.7	4.9	4.9	5.9
25	15	10	9 S.Rd		10 S.Rd	12	15	25
315.1	314.5	314.0	312.8	312.9	312.9	313.9	314.2	
2.6	3.2	3.7	4.9	4.8	4.8	3.8	3.5	
25	15	8	7 N.Rd		13 S.Rd	15	25	
314.8	314.7	315.0	313.0	313.0		313.0	314.0	313.5
2.9	3.0	2.7	4.7	4.7		4.7	3.7	4.2
25	15	6	5 N.Rd			15 S.Rd	17	25
314.2	313.7	313.5	312.0	312.0	311.8	311.8	312.7	312.6
3.5	4.0	4.2	5.7	5.7	5.9	5.9	5.0	5.1
25	15	5	4 N.Rd		15	17 S.Rd	18	25
313.1	312.4	312.1	310.9	310.8	310.5	310.5	311.4	311.2
4.6	5.3	5.6	6.8	6.9	7.2	7.2	6.3	6.5
25	15	6	5 N.Rd.		15	17	18	25
312.8	312.1	311.3	310.2	310.1	309.9	310.9		
4.9	5.6	6.4	7.5	7.6	7.8	6.8		
25	15	1	N.Rd	15	22 N.Rd	25		
313.0	312.1	311.7	310.9	310.0	309.7	309.6		
4.7	5.6	6.0	6.8	7.7	8.0	8.1		
25	15		15	16 N.Rd	25	33 S.Rd.		
313.6	313.4	312.7	311.7	311.3	310.0			
4.1	4.3	5.0	6.0	6.4	7.7			
25	15		15	25	27 N. ex. Rd.			
316.0	315.4	314.7	314.0	313.0				
1.7	2.3	3.0	3.7	4.7				
25	15		15	25				

317.72

℄

42+00

41+50

41+00

40+50

40+00

T.P. — 11.06 — 320.15 — 8.63 — 309.09

39+50

39+00

38+50

317.72

Lt ℄ Rt

316.9 316.5 315.1 313.6 313.6 313.2 313.2 313.6 313.5
3.3 3.7 5.1 6.6 6.6 7.0 7.0 6.6 6.7
25 15 3 N. Rd 15 1 8 S. Rd. 20 25

317.4 316.9 314.7 313.6 313.3 312.9 312.9 313.2 312.7
2.8 3.3 5.5 6.6 6.9 7.3 7.3 7.0 7.5
25 15 4 N. Rd 15 S. Rd 17 20 25

317.2 316.4 314.7 313.1 313.0 312.2 312.9 311.8
3.0 3.4 5.5 7.1 7.2 8.0 7.3 8.4
25 15 7 5 N. Rd 15 S. Rd 17 25

315.6 314.6 313.6 312.2 312.4 312.0 312.2 311.2
4.6 5.6 6.6 8.0 7.8 8.2 8.0 9.0
25 15 9 8 N. Rd 15 S. Rd 20 25

312.5 312.4 312.4 311.7 311.7 311.5 311.6 310.9
7.7 7.8 7.8 8.5 8.5 8.7 8.6 9.3
25 15 11 10 N. Rd 10 S. Rd 15 25

320.15

40' Rt. R.R Mub. sta 39+75 47 B.C. Lt.

312.6 312.4 312.4 311.2 311.5 311.4 311.3 310.3 309.9
5.1 5.3 5.3 6.5 6.2 6.3 6.4 7.4 7.8
25 15 11 10 N. Rd 10 15 20 25

312.5 312.1 312.1 311.2 311.2 311.1 311.1 309.9
5.2 5.6 5.6 6.5 6.5 6.6 6.2 7.8
25 15 11 10 N. Rd 10 S. Rd 15 25

312.9 312.5 312.4 311.4 311.3 311.3 312.0 310.8
4.8 5.2 5.3 6.3 6.4 6.4 5.7 6.9
25 15 11 10 N. Rd 5 Rd 15 25

317.72

℄

46+00

T.P. — 10.97 — 328.35 — 2.77 — 317.38

45+50

45+00

44+50

44+00

43+50

43+00

42+55

320.15

Lt ℄ Rt

318.4 318.1 318.1 317.1 317.3 317.1 317.5 317.5 317. 316.7

10.0/25 10.3/15 10.3/11 11.3/10 N.Rd 11.1 11.3/13 S.Rd 10.9/15 10.9/18 11.7/25

328.35

318.2 318.0 318.0 317.2 317.0 316.9 316.5

1.0/25 2.2/15 2.2/12 3.0/10 N.Rd 3.2 3.3/15 S.Rd. 3.7/25

318.6 317.5 317.4 316.9 316.8 316.4 316.8 316.4

1.6/25 2.7/15 2.8/10 3.3/8 N.Rd 3.4 3.8/13 S.Rd 3.4/15 3.8/25

318.3 317.6 317.2 316.0 316.2 315.7 316.2 315.9

1.9/25 2.6/15 3.0/10 4.2/9 N.Rd 4.0 4.5/15 S.Rd 4.0/16 4.3/25

317.1 316.7 316.4 315.2 315.4 315.1 315.9 314.9

3.1/25 3.5/15 3.8/8 5.0/7 N.Rd 4.8 5.1/15 S.Rd 4.3/20 5.3/25

316.5 315.8 315.5 314.7 314.7 314.6 315.1 315.1 314.2

3.7/25 4.4/15 4.7/7 5.5/6 N.Rd 5.5 5.6/15 S.Rd 5.1/17 5.1/20 6.0/25

316.0 315.9 315.1 314.2 314.2 314.2 314.2 314.7 314.2

4.2/25 4.3/15 5.1/5 6.0/3 N.Rd 6.0 6.0/15 6.0/17 S.Rd 5.5/18 6.0/25

316.0 315.8 315.4 314.0 313.7 313.6 314.2 313.8

4.2/25 4.4/15 4.8/2 6.2 N.Rd 6.5/15 6.6/18 S.Rd 6.0/20 6.4/25

320.15

℄

50+50

50+00

49+50

49+00

48+50

48+00

47+50

47+00

46+50

328.35

Lt

Rt

324.7 324.7 323.3 322.0 322.3 321.8 321.8 321.3
3.7 4.7 5.1 6.4 6.1 6.2 6.6 7.1
25. 15. 9 8 N.Rd. 15 17 S.Rd 25.

323.3 322.8 322.8 321.6 321.7 321.3 321.4 320.1
5.1 5.6 5.6 6.8 6.7 7.1 7.0 8.3
25. 15. 9 8 N.Rd 15 17 S.Rd 25.

322.8 322.4 322.0 320.7 320.7 320.6 320.9 319.7
5.6 6.0 6.4 7.7 7.7 7.8 7.5 8.7
25. 15. 9 8 N.Rd 15 17 S.Rd 25.

322.6 321.7 321.3 320.2 320.2 320.1 320.3 319.4 319.0
5.8 6.7 7.1 8.2 8.2 9.3 8.1 9.0 9.4
25 15 9 8 N.Rd 15 18 20 25
S.Rd

322.8 322.1 321.6 320.0 320.1 320.0 320.0 320.1 318.7
5.6 6.3 6.8 8.4 8.3 8.4 8.4 8.3 9.7
25 15 9 8 N.Rd 15 16 19 25
S.Rd

321.6 321.0 320.8 319.8 319.7 319.6 319.6 318.3
6.8 7.4 7.6 8.6 8.7 8.8 8.8 10.1
25 15 6 7 N.Rd 15 17 25
S.Rd

320.6 319.9 320.1 318.7 319.2 318.8 318.8 317.9 317.6
7.8 8.5 8.3 9.7 9.2 9.6 9.6 10.5 10.8
25 15. 10 9 N.Rd 15 17 20 25
S.Rd.

320.0 319.2 319.0 318.1 317.9 317.8 317.4
8.4 9.2 9.4 10.3 10.5 10.6 11.0
25 15 10 N.Rd 15 20 25
S.Rd.

318.8 318.3 318.5 317.6 317.5 317.4 317.9 317.2
9.6 10.1 9.9 10.8 10.9 11.0 10.5 11.2
25 15 10 9 N.Rd 15 16 25
S.Rd

328.35

53+75 = 53+69.09 ℄ Sta Corrected

N Line 53+59 = 53+53.09 ℄ Sta Corrected
∠ 88°-12' from West to S. on ℄ Ex. Culvert

53+50 = 53+44.09 ℄ Sta as corrected per Note Page 29

53+12.45 = 53+06.74 ℄ Sta
℄ See on Split of ∠

52+50

52+00

T.P. Mon — 10.55 — 335.09 — 3.81 — 324.54

51+50

51+00

328.35

4 ℄ Rt

322.8	321.8	323.4	322.8	323.1	324.3	324.5			323.8	323.3	322.9
12.3	13.3	11.7	12.3	12.0	10.8	10.6			11.3	11.8	12.2
35	30 Wash	25	15	8	6 N.Rd.				15 S.Rd.	16	30

323.1	321.6	319.9	320.3	323.3	324.2	324.4	324.0		323.3	319.3	320.5
12.0	13.5	15.4	14.80	11.8	10.9	10.7	11.1		11.8	15.80	14.6
30	21	19 Wash	8 FL. Culvert Inlet	7	4 N.Rd		15 S.Rd		18.0	14.5 FL. Culvert out let	30

323.5	322.9	323.1	324.2	324.2			323.8		320.8	320.1
11.6	12.3	12.0	10.9	10.9			11.3		13.3	15.0
30	15	8	5 N.Rd				5 S.Rd.		30	35

324.6	324.0			323.4	323.1	323.1	322.3	321.6
10.3	11.1			11.7	12.0	12.0	12.6	13.5
30.58	15				2 N.Rd	15	21 S.Rd.	30.58

325.7	325.0	323.6	323.5	323.2	323.2			322.6	322.5	321.7	321.4
9.4	10.1	11.5	11.6	11.9	11.9			12.5	12.6	13.4	13.7
30	21	14	15	6				15	17 S.Rd.	21	30

324.7	324.1	322.8	322.8	322.9	322.6	322.6	322.6	321.6	321.4
10.4	11.0	12.3	12.3	12.2	12.5	12.5	12.5	13.5	13.7
30	23.	17 N.Rd.	15		15	17 S.Rd.	20	22	30

335.09

N. Line Jamaica split of ∠ at ℄ Sta 53+12.45

325.3	323.6	323.4	322.9	322.4	322.6	321.8	321.5
3.1	4.8	5.0	5.5	6.0	5.8	6.6	6.9
25	15	7 N.Rd.		15	17 S.Rd.	20	25

324.9	323.4	323.4	322.8	322.7	322.4	322.7	321.1	320.7
3.5	5.0	5.0	5.6	5.7	6.0	5.7	7.3	7.7
25	15	9	8 N.Rd		15	17 S.Rd.	20	25

328.35

T.P. — 10.90 — 341.52 — 4.47 — 330.62

57+30.90 ℄ Cor.

57+36.81 = ~~57+29.49~~ W. Line — St. on N

57+00 = 56+94.09 ℄ Cor.

56+50 = 56+44.09 ℄ Cor.

56+00 = 55+94.09 ℄ Cor.

55+50 = 55+44.09 ℄ Cor.

55+00 = 54+94.09 ℄ Cor.

54+50 = 54+44.09 ℄ Cor.

54+00 = 53+94.09 ℄ Cor.

335.09

Lt. ℄ Rt.

330.7	331.0	328.1	330.1	331.4	331.4		331.0		332.7
4.4	4.1	7.0	5.0	3.7	3.7		4.1		2.4
30	25	15 wash.	10	3 N.Rd			15 S.Rd		30
330.2	330.7	330.6	330.6	330.4	330.3	331.0	332.5	332.9	
4.9	4.4	4.5	4.5	4.7	4.8	4.1	2.6	2.2	
30	15	3 N.Rd		15 S.Rd	18	22	25	30	
328.0	328.6	328.9	329.9	329.4	329.9	332.1	332.6		
7.1	4.5	5.2	5.2	5.7	5.2	3.0	2.5		
30	15	5 N.Rd.		15 S.Rd	23	26	30		
327.8	329.6	328.9	329.1	328.6	329.1	~~331.3~~ ~~22.3~~	332.1		
7.3	5.5	6.2	6.0	6.5	6.0	3.8	3.0		
30	15	N.Rd.		15 S.Rd.	20	23	30		
326.8	327.8	327.7	327.9		327.7	330.0	331.4		
8.3	7.3	7.4	7.2		7.4	5.1	3.7		
30	15	10 N.Rd			15 S.Rd	21	30		
324.3	325.7	325.8	325.9	326.4	325.9	325.9	329.6	330.3	
10.8	9.4	9.3	9.2	8.7	9.2	9.2	5.5	4.8	
30	27	15	N.Rd		15 S.Rd	20	22	30	
323.9	324.5	324.6	325.2		324.8		325.6		
11.2	10.6	10.5	9.9		10.3		9.5		
30	15	9 N.Rd.			15 S.Rd		30		
329.3	321.7	323.6	323.5	323.6	324.1	324.5	324.1	324.0	
11.8	13.4	11.5	11.6	11.5	11.0	10.6	11.0	11.1	
50	45 wash	40	30	15	6 N.Rd.		15 S.Rd	30	

335.09

℄

T.P. — 13.15 — 354.09 — 0.58 — 340.94

60+50 = 60+44.09 & Cor.

60+00 = 59+94.09 & Cor.

59+50 = 59+44.09 & Cor.

59+00 = 58+94.09 & Cor.

58+50 = 58+44.09 & Cor.

N. Line 57+89 31 = 57+83.40 & Cor.
& E. Line st. to N.

N Line 57+63 04 = 57+57.15 & Cor.
& st. on N. Line

N. Line 57+35 40 = 57+29.49 & Cor.
& ∠ 104°-30' West to South on & Ex. Culvert.

341.52

Lt & Rt

55

Top. Nail N. Line at Sta 60+50

341.0	341.0	339.8	340.0	340.1	340.0	340.0	338.9
0.5	0.5	1.7	1.5	1.4	1.5	1.5	2.6
30	15	11	5 N.Rd.		15	19 S.Rd	30
338.5	338.5	338.5	337.5	337.6	337.9	337.9	337.4
3.0	3.0	3.0	4.0	3.9	3.6	3.6	4.1
30	15	7	5 N.Rd		15	19 S.Rd	30
337.0	336.5	335.7	335.9	335.8	335.8	335.3	
4.5	5.0	5.8	5.6	5.7	5.7	6.2	
30	15	5 N.Rd		15	17 S.Rd	30	
335.5	334.8	334.3	334.3	334.5	334.5	334.2	
6.0	6.7	7.2	7.2	7.0	7.0	7.3	
30	15	3 N.Rd.		15	17 S.Rd	30	
333.8	333.3	333.3	333.3		333.4	333.5	
7.7	8.2	8.2	8.2		8.1	8.0	
30	15	3 N.Rd.			15 S.Rd	30	
332.1	332.2	332.5	332.5	332.2	332.4		
9.4	9.3	9.0	9.0	9.3	9.1		
30	15	3 N.Rd.		5 S.Rd	30		
332.2	332.1	332.0	332.0	331.5	332.2		
9.3	9.4	9.5	9.5	10.0	9.3		
30	15	3 N.Rd		15 S.Rd	30		
329.1	329.5	331.5	331.5	331.3	329.27	330.2	
12.3	12.0	10.0	10.0	10.2	12.25	11.3	
50 wash	12 FL. outlet	11		17	18 FL. inlet	30 wash	

341.52

64+00 = 63+94.09 ℄ Corrected per Note Page 29 xerox.

63+50 = 63+44.09 ℄ Cor.

63+25 = 63+19.09 ℄ Cor.

63+00 = 62+94.09 ℄ Cor.

62+50 = 62+44.09 ℄ Cor.

TP. — 12.76 — 366.77 — 0.08 — 354.01

62+00 = 61+94.09 ℄ Cor.

61+50 = 61+44.09 ℄ Cor.

61+00 = 60+94.09 ℄ Cor.

354.09

L+ ℄ Rt 56

364.1 363.0 361.4 360.0 360.2 — 360.4 360.3 360.3
2.7/30 3.8/15 5.4/8 6.8/5 N.Rd 6.6 — 6.4/15 6.5/19 S.Rd 6.5/30

361.3 360.7 359.3 358.2 357.3 357.8 — 357.8 357.8 357.7 358.3
5.5/30 6.1/20 7.5/15 8.6/9 9.5/6 N.Rd 9.0 — 9.0/15 9.0/17 9.1/21 8.5/30

358.8 358.4 356.2 356.5 — 356.4 356.4 356.6 355.3 356.6
8.0/30 8.4/15 10.6/6 N.Rd 10.3 — 10.4/15 10.4/17 S.Rd 11.2/21 11.5/27 10.2/30

359.3 358.7 356.2 355.2 354.8 355.3 — 355.3 355.3 354.1 350.0
7.5/30 8.1/23 10.6/15 11.6/10 12.0/5 N.Rd 11.5 — 11.5/15 11.5/17 S.Rd 12.7/21 16.8/30

356.3 353.7 352.3 352.1 352.6 — 353.3 353.2 354.0 350.8
10.5/30 13.1/15 12.5/10 13.7/5 N.Rd 14.2 — 13.5/15 13.6/18 S.Rd 12.8/20 16.0/30

366.77

353.6 352.9 350.1 349.1 349.7 349.9 — 350.0 349.6 350.2 350.2
0.5/30 1.2/22 4.0/15 5.0/12 4.4/3 N.Rd 4.2 — 4.1/15 4.5/20 S.Rd 3.9/22 3.9/30

349.2 348.6 347.1 345.9 346.0 346.3 — 346.6 346.1 346.7 345.6
4.9/30 5.5/17 7.0/15 8.2/11 8.1/3 N.Rd 7.8 — 7.5/15 8.0/20 S.Rd 7.4/22 8.5/30

344.5 344.3 344.3 342.8 342.2 342.5 — 342.8 342.2 341.9
9.6/30 9.8/15 9.8/10 11.3/7 11.9/3 N.Rd 11.6 — 11.3/15 11.9/20 S.Rd 12.2/30

354.09

℄

T.P. 12.92 389.22 1.96 376.30

67+00 = 66+94.09 & Cor.

66+30 17' = 66+24.26 corrected &.
& Δ 6°-54' Lt. See on split of ∠

66+00 = 65+94.09 & Cor.

= 65+80.69 & Cor.

65+86 N. End: Inlet } 12" Cor. Iron Culvert
65+77 S. End: Outlet }
= 65+71.09 & Cor.

65+50 = 65+44.09 & Cor.

65+00 = 64+94.09 & Cor.

T.P. 12.92 378.26 1.43 365.34

44+50 = 64+44.09 & Cor.

366.77

25' Lt of sta 66+45

380.4	378.6	376.8	373.2	373.2	374.1	373.6	373.8	
+2.1	+0.3	1.5	5.1	5.1	4.2	4.7	4.5	
30	15	4		2 N Rd	15	27 S. Rd.	30	
375.0	373.9	373.0	370.2	370.2	370.2	370.5	370.2	368.8
3.3	4.4	5.3	8.1	8.1	8.1	7.8	8.1	9.5
30	15	10	6	3 N. Rd		15	20 S. Rd	30
374.3	372.7	372.7	372.3	367.3	368.9	368.9	369.3	369.3	368.1
4.0	5.6	5.6	6.0	9.0	9.4	9.4	9.0	9.0	10.2
30	26	15	8	5	7 N. Rd		15	20 S. Rd	30

367.56	370.66	369.52	366.06	
10.70	8.20	8.74	12.20	
3 F.L.	3 Top H.W.	17.6 Top Headwall	17.6 F.L.	
379.4	370.6	369.6	367.8	366.7	366.6	367.3	367.2	365.2
4.9	7.7	8.7	10.5	11.6	11.7	11.0	11.1	12.7
30	15	10	5	3 N Rd		15	19 S. Rd.	30
370.5	368.6	367.3	365.1	365.1	365.1	365.3	364.9	365.6	365.1
7.8	9.7	11.0	13.2	13.2	13.2	13.0	13.4	12.7	13.2
30	15	8	5	3 N Rd		15	20 S. Rd	23	30

378.26

368.9	366.4	365.2	362.8	362.8	362.7	362.8	362.7	363.7	362.8
+1.5	-0.4	1.6	4.0	4.0	4.1	4.0	4.1	3.1	4.0
30	15	8	5	3 N. Rd.		15	20 S. Rd.	22	30

366.77

T.P. — 12.70 — 414.41 — 0.01 — 401.71

71+00 = 70+94.09 ℄ Cor.

70+50 = 70+44.09 ℄ Cor.

70+00 = 69+94.09 ℄ Cor.

69+50 = 69+44.09 ℄ Cor.

T.P. — 12.84 — 401.72 — 0.34 — 388.88

69+00 = 68+94.09 ℄ Cor.

68+50 = 68+44.09 ℄ Cor.

68+00 = 67+94.09 ℄ Cor.

67+50 = 67+44.09 ℄ Cor.

389.22

Lt. ℄ Rt.

403.6	402.2	401.7	397.5	397.4	397.8	397.2	396.4
+1.9	+0.5	0.0	4.2	4.3	3.9	4.5	5.3
30	15	10	N.Rd		15	S.Rd 20	30
400.6	399.1	397.2	394.6	394.6	394.9	395.3	394.5	393.5
1.1	2.6	4.5	7.1	7.1	6.8	6.4	7.2	8.2
30	20	15	8	5 N.Rd		15	20 S.Rd	30
397.7	395.7	391.7	391.8	392.0	391.9	391.0	389.7
4.0	6.0	10.0	9.9	9.7	9.8	10.7	12.0
30	23	15	3 N.Rd		15	20 S.Rd	30
393.2	390.4	390.1	389.4	388.6	388.6	388.2	387.9	386.4
8.5	11.3	11.6	12.3	13.1	13.1	13.5	13.8	15.8
30	23	15	7	3 N.Rd		15	20 S.Rd	30

401.72

387.9	387.2	386.4	385.2	385.4	385.2	384.8	383.2
1.3	2.0	2.7	4.0	3.8	4.0	4.4	6.0
30	15	6	3 N.Rd		15	20 S.Rd	30
386.0	385.4	382.2	383.8	382.5	382.5	381.9	380.2
3.2	3.8	7.0	5.4	6.7	6.7	7.3	9.0
30	24	15	12	N.Rd	15	20 S.Rd	30
384.6	383.2	381.0	378.4	378.9	379.6	378.8	376.7
4.6	6.0	8.2	10.7	10.3	9.6	10.4	12.5
30	20	15	12	N.Rd	15	23 S.Rd	30
383.4	382.0	380.8	376.8	375.5	377.1	376.5	375.5
5.8	7.2	8.4	12.4	13.7	12.1	12.7	13.7
30	15	11	8	N.Rd.	15	24 S.Rd	30

389.22

74+50 = 74+44.09 ℄ Cor.

74+00 = 73+94.09 ℄ Cor.

73+50 = 73+44.09 ℄ Cor.

73+31 = 73+25.09 ℄ Cor.
3. Lt = Inlet. Ex 12" Cor. Iron. Culvert.

73+20.5 16. Rt = Outlet " " " "
= 73+14.59 ℄ Cor.

T, P. — 12.55 — 423.88 — 3.08 — 411.33

72+94.41 = 72+88.50 ℄ Cor.
Δ 10°-30' Lt See on Split.

72+50 = 72+44.09 ℄ Cor.

72+00 = 71+94.09 ℄ Cor.

71+50 = 71+44.09 ℄ Cor.

414.41

Lt ℄ 7.5 4.4 3.4 Rt

59

420.6 419.7 419.1 416.9 417.1 417.2 417.1 416.1
3.3/30 4.2/15 4.8/9 7.0/N.Rd 6.8 6.7/15 6.8/17 S.Rd 7.8/30

419.3 416.9 416.4 414.7 414.1 414.2 412.2 412.1
4.6/30 7.0/15 7.5/8 9.2/6 9.8/N.Rd 9.7/15 9.7/18 S.Rd 11.8/30

416.5 414.8 414.1 411.6 410.7 411.3 410.7 409.9
7.4/30 9.1/15 9.8/6 12.3/3 13.2/N.Rd 12.6/15 13.2/18 S.Rd 14.0/30

409.1 ~~408.7~~ 411.8 411.23 408.23
14.8/3. F.L. 12.1/3. Top. Headwall 12.65/16. Top. Headwall 15.65/16 F.L.

Lt

423.88

413.8 412.0 411.1 408.4 409.9 408.1 408.1 406.6
0.6/30. 2.4/15. 3.3/9. 6.0/5 N.Rd 6.5 6.3/15 6.3/17 S.Rd 7.8/30

412.9 410.7 409.9 405 405.3 406.1 405.6 404.5
1.5/30 3.7/15 4.5/8 9.1/2. 9.1/N.Rd. 8.3/15. 8.8/25 S.Rd 9.9/30.

411.8 409.9 408.4 402.7 403.4 402.7 402.4
2.6/30. 4.5/15. 6.0/8 11.7/N.Rd. 11.0/18 11.7/25 S.Rd 12.0/30

409.0 406.2 405.1 399.9 400.4 400.6 399.6
5.4/30. 8.2/15. 9.3/8. 14.5/N.Rd 14.0/15. 13.8/24 S.Rd. 14.8/30.

414.41

℄

77+70 = 77+64.09 ℄ Cor.

77+50 = 77+44.09 ℄ Cor.

77+20 = 77+14.09 ℄ Cor.

77+00 = 76+94.09 ℄ Cor.

76+50 = 76+44.09 ℄ Cor.

76+00 = 75+94.09 ℄ Cor.

75+50 = 75+44.09 ℄ Cor.

T.P. — 11.00 — 433.31 — 1.57 — 422.31

75+00 = 74+94.09 ℄ Cor.

423.88

Lt ℄ Rt. 60

430.4 ✓ 430.3 ✓ 429.1 ✓ 428.3 ✓ 428.5 ✓ 428.2 ✓ 428.2 ✓ 427.4 ✓
2.9 / 30 — 3.0 / 15 — 4.2 / 7 — 5.0 / 6 N.Rd — 4.8 — 5.1 / 15 — 5.1 / 18 S.Rd — 5.9 / 30

429.0 ✓ 428.3 ✓ 427.7 ✓ 428.2 ✓ 427.8 ✓ 427.8 ✓ 427.3 ✓
4.3 / 30 — 5.0 / 15 — 5.6 / 6 N.Rd — 5.1 — 5.5 / 15 — 5.5 / 17 S.Rd — 4.0 / 30

427.1 ✓ 427.5 ✓ 427.0 ✓ 427.5 ✓ 427.5 ✓ 427.5 ✓ 429.6 ✓ 430.5 ✓
6.2 / 30 — 5.8 / 15 — 6.3 / 6 N.Rd — 5.8 — 5.8 / 15 — 5.8 / 17 S.Rd — 3.7 / 19 — 2.8 / 30

428.1 ✓ 426.8 ✓ 426.6 ✓ 427.1 ✓ 427.1 ✓ 426.9 ✓ 427.8 ✓ 427.6 ✓
5.2 / 30 — 6.5 / 15 — 6.7 / 4 N.Rd — 6.2 — 6.2 / 15 — 6.4 / 17 S.Rd — 5.5 / 19 — 5.7 / 30

426.6 ✓ 426.3 ✓ 426.0 ✓ 424.8 ✓ 425.5 ✓ 425.5 ✓ 425.0 ✓ 426.3 ✓ 426.3 ✓
6.7 / 30 — 7.6 / 15 — 7.3 / 9 — 8.5 / 5 N.Rd — 7.8 — 7.8 / 15 — 8.3 / 18 S.Rd — 7.0 / 21 — 7.0 / 30

425.6 ✓ 425.8 ✓ 424.2 ✓ 423.6 ✓ 423.6 ✓ 423.7 ✓ 423.8 ✓ 423.3 ✓ 424.7 ✓ 424.7 ✓
7.7 / 30 — 7.5 / 15 — 7.1 / 8 — 8.7 / 7 — 9.7 / 5 N.Rd — 9.6 — 9.5 / 15 — 10.0 / 20 — 8.6 / 25 — 8.6 / 30

423.1 ✓ 423.1 ✓ 423.1 ✓ 421.6 ✓ 421.6 ✓ 422.0 ✓ 422.0 ✓ 421.9 ✓ 422.3 ✓
10.2 / 30 — 10.2 / 15 — 10.2 / 8 — 11.7 / 7 — 11.7 / 5 N.Rd — 11.3 — 11.3 / 15 — 11.4 / 18 S.Rd. — 11.0 / 30

433.31

423.4 ✓ 422.1 ✓ 421.2 ✓ 419.4 ✓ 419.6 ✓ 419.9 ✓ 419.5 ✓ 420.9 ✓ 420.8 ✓
0.5 / 30 — 1.8 / 15 — 2.7 / 8 — 4.5 / 6 N.Rd — 4.3 — 4.0 / 15 — 4.4 / 18 S.Rd — 3.0 / 20 — 3.1 / 30

423.88

℄

78+74 = 78+68.09 ℄ Cor.

78+66½ = 78+60.69 ℄ Cor.

78+48 = 78+42.09 ℄ Cor.

78+42⁸ = 78+36.89 ℄ Cor.

78+30 = 78+24.09 ℄ Cor.

78+24⅝ = 78+18.59 ℄ Cor.

78+06 = 78+00.09 ℄ Cor.

T.P. ℄ C.T.L.P. — 6.60 — 435.63 — 4.28 — 429.03

78+00 = 77+94.09 ℄ Cor.

433.31

Lt ℄ Rt

61

428.8 430.3 430.3 430.3 429.3 429.7 430.0 430.0

6.4 30 | 5.3 25 | 5.3 15 | 5.3 10 | 6.3 9 N.Rd. | 5.9 | 5.6 15 S.Rd. | 5.6 30

428.66 429.1 429.6 429.7 430.0

6.97 30 E. Edge Pav. | 6.5 15. | 6.0 | 5.9 15. S.Rd. 18 | 5.6 30.

428.83 429.0 430.5 430.4

6.80 E. Line Pav. | 6.6 15. | 5.1 17 | 5.2 30.

428.99

6.64 30. W. edge Pav

429.03

6.60 30 E. Edge Pav

429.3 429.6 429.03

6.3 30. | 6.0 15. | 6.60 W. edge pav.

429.20

6.43 30. W. edge pav.

435.63

Ctr. Jamaica & Narragansett Sta 78+29.95

428.8 429.5 429.0 429.1 429.0 429.2

4.5 30 | 3.8 15 | 4.3 8 N.Rd | 4.2 | 4.3 15 | 4.1 30

433.31

℄

81+50 = 81+44.09 ℄ Cor.

81+10 = 81+04.09 ℄ Cor.

80+90 = 80+84.09 ℄ Cor.

80+60 = 80+54.09 ℄ Cor.

80+35 = 80+29.09 ℄ Cor.

80+00 = 79+94.09 ℄ Cor.

79+50 = 79+44.09 ℄ Cor.

79+00 = 78+94.09 ℄ Cor.

78+78 = 78+72.09 ℄ Cor.

335.63

426.3	427.4	427.0	427.2	427.2	428.0	428.0
9.3	8.2	8.6	8.4	8.4	7.6	7.6
30	15	N.Rd		S.Rd	15	30
427.3	427.2	427.6	427.7	427.6	428.2	427.6
8.3	8.4	8.0	7.9	8.0	7.4	8.0 8.0
30	15	N.Rd		S.Rd	16	20 30
429.5	429.1	427.9	428.0	428.0	428.6	428.5
6.1	6.5	7.7	7.6	7.6	7.0	7.1
30	15	N.Rd		S.Rd	16	30
428.6	428.6	429.0	428.5	428.5	428.5	429.2 428.6
7.0	7.0	6.6	7.1	7.1	7.1	6.4 7.0
30	15	6	N.Rd		S.Rd	16 30
430.0	430.9	430.6	429.3	429.0	428.8	429.8 430.0
5.6	4.7	5.0	6.3	6.6	6.8	5.8 5.6
30	15	7	N.Rd		S.Rd	16 30
430.5	430.4	430.2	429.5	429.7	429.8	429.8 430.3 430.5
5.1	5.2	5.4	6.1	5.9	5.8	5.8 5.1 5.1
30	15	6	N.Rd		S.Rd	17 18 30
431.3	431.1	431.2	430.3	430.3	430.3	430.3 431.1 431.0
4.3	4.5	4.4	5.3	5.3	5.3	5.3 4.5 4.6
30	15	7	N.Rd		S.Rd	18 30
431.8	430.8	430.8	429.9	430.1	430.7	431.1 431.4
3.8	4.8	4.8	5.7	5.5	5.4	4.5 4.2
30	15	8	N.Rd		S.Rd	17 30
431.2	430.4	430.4	429.6	429.8	429.8	430.5 430.1
4.4	5.2	5.2	6.0	5.8	5.8	5.1 5.5
30	15	9	8 N.Rd		15 S.Rd	17 30

335.63

Lt. ℄ Rt.

County B.M. Iron Pin = 83+04.31
E82+40 35' N of N Line 8.87 426.76

County Elev. 432.90
426.76
Diff 6.14 =

City Elev. City Datum.
County Elev. U.S.G.S. Datum.
Diff 6.12

83+10.22 = 83+04.31 ℄ Cor.

82+50 = 82+44.09 ℄ Cor.

82+00 = 81+94.09 ℄ Cor.

425.5 425.6 425.6 426.2 426.6 426.12
10.1 10.0 10.0 9.4 9.0 9.51
30 15 9 15 30' Main
N. Rd. S. Rd.

426.0 426.1 427.0 428.0 426.7 426.8 426.4 426.4 427.2 427.1
9.6 9.5 8.1 7.4 8.9 8.8 9.2 9.2 8.4 8.5
30 23 15 5 4 15 17 18 30
N Rd S. Rd.

425.6 426.3 426.5 426.9 426.7 427.4 426.2 427.2
10.0 9.3 9.1 8.7 8.9 8.2 9.4 8.4
30 15 N Rd 14 15. 19 30
S. Rd.

435.63 435.63

℄

Moore
1-12-39.

Indexed
C.S.K.

64

X scc alley 20' wide.

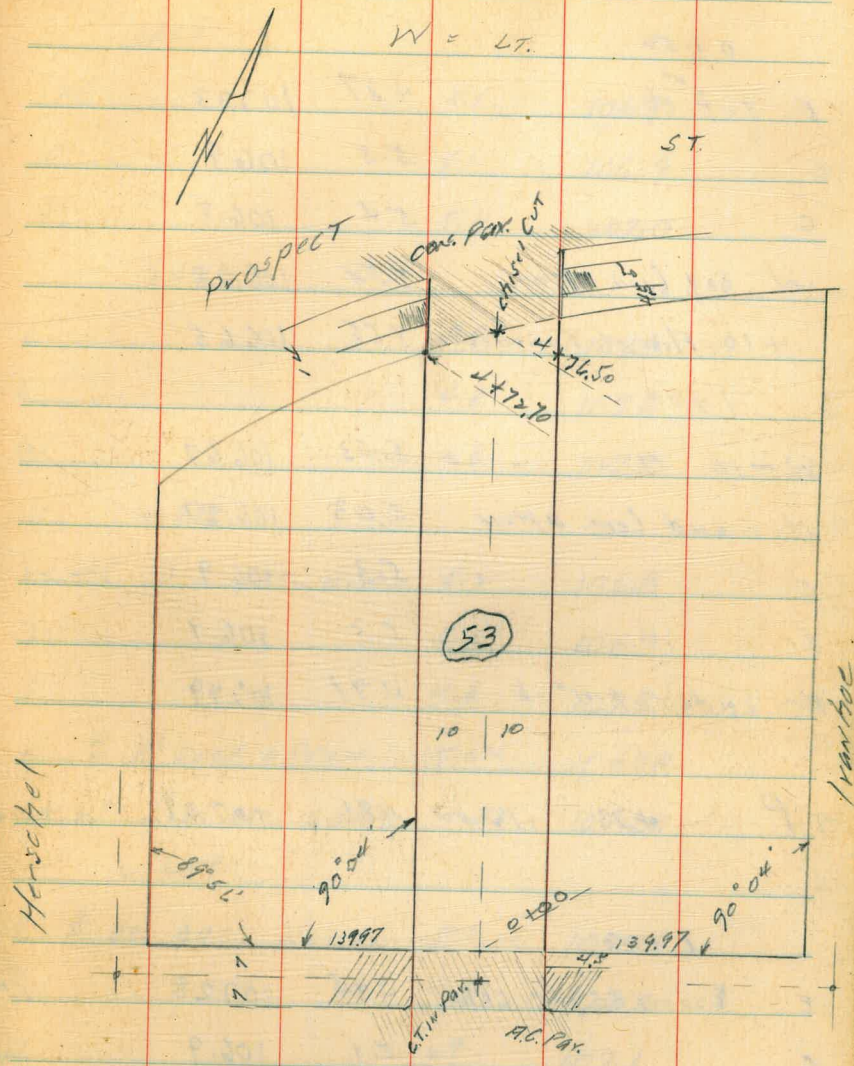
Blk 53 La Jolla Park

S.W.B.P.	11.73	105.80		94.07	Prospect Girard
T.P.	7.82	112.20	1.42	104.38	
SWBP			0.47	105.73	Herschel Wall
	0+14 N cb Wall St.				
W	Pav		5.79	106.43	
C	"		5.75	106.45	
E	"		5.64	106.56	
	0+00 = N/y Wall St.				
E	Top cb & 4" cb		4.95	107.25	
E	gut. Pav.		5.19	107.01	
C	" "		5.52	106.68	
W	" "		5.17	107.03	
W	Top cb		5.18	107.07	
	0+15				
W			5.5	106.7	
C			5.4	106.8	
E			5.3	106.9	
E	Top 4" cb		4.94	107.26	

Note!

E = Rt.

W = Lt.



112.20

0+50

E Top "C6	4.87	107.33
E	5.3	106.9
C	5.4	106.8
W beg. Cem. apron	5.58	106.62
+10 Floor El. Furniture Co	5.55	106.65
1+00		
W -10 Fl. " " "	5.53	106.67
W end Cem. apron	5.63	106.57
C	5.3	106.9
E	5.3	106.9
E end top H" C6	4.71	107.49
T.P. 4.63 112.02	4.81	107.39
1+23		
E E 30 W, de gar. cem	4.74	107.28
C	5.1	106.9
W	5.2	106.8

112.02

1+60

W	5.1	106.9
C	5.1	106.9
E	5.0	107.0
2+00		
E	4.9	107.1
C	4.8	107.2
W	4.8	107.2
2+37		
W -8 Sin. gar. dirt	5.2	106.8
W	5.1	106.9
C	4.8	107.2
E E 8' cem apron	5.02	106.98
+35 Sin gar. cem.	4.80	107.22
2+59		
E E do. gar dirt.	5.0	107.0
C	4.8	107.2
W	4.9	107.1
2+67		
W -3.5 Sin. gar dirt	5.2	1068

112.07

2+77

W - 9.5 Sim. gar. cent.	5.05	106.97
W	5.1	106.9
C	4.9	107.1
E	4.8	107.2

2+90

E	5.1	106.9
C	5.0	107.0
W	5.1	106.9
+3.5 E do. gar. dirt	5.2	106.8

3+02

W - 7.5 S edge do. gar cent	5.10	107.02
W " " apron "	5.12	106.90
C	5.0	107.0
E	5.2	106.8

3+24

E	5.2	106.8
C	5.1	106.9
W N edge apron cent	5.11	106.91
W +7.5 N edge do. gar. "	5.07	106.95

112.02

3+50

W	5.2	106.8
C	5.3	106.7
E	5.1	106.9

3+63

E - 6 bot. step Resid.	4.58	107.44
E	5.4	106.6
C	5.4	106.6
W	5.4	106.6
+4 bot step "	4.75	107.27

4+00

W	5.3	106.7
C	5.8	106.2
E	5.8	106.2

T.P	4.33	110.13	6.22	105.80

4+30

E	4.6	105.5
C	4.5	105.6
W	4.0	107.1

1/10/13

	4+00		
W		4.6	105.5
+3		5.4	104.9
C		5.7	104.4
+5		5.7	104.4
E		5.4	104.7
	4+69		
E		5.8	104.3
+5		6.5	103.6
C		6.4	103.9
+7		6.1	104.0
W		4.9	105.2
	4+72.7 at 90° with alley		
W	Top cb & Pav	6.81'	103.32
C		6.5	103.6
+5		6.7	103.4
E		5.9	104.2
	4+76.5 on E alley. Sec. on Sly Prospect & SL Prospect		
E	cb & Pav	6.46	103.67
C	"	6.87	103.26

1/10/13

W	cb & Pav.	6.81	103.32	
	4+86.5 Sec. Parallel with Prospect			
W	cb & Pav	7.03	103.10	
C	Pav	7.49	102.64	
E	cb & Pav	6.5x	103.59	
	S cb Line of Prospect			
E	Pav out	7.5x	102.59	
C	" "	7.89	102.24	
W	" "	7.93	102.20	
T.P.	049	9.07	101.06	
check to Starting BM.		7.48	94.07	94.07

1-25-39 Miller Walker Bliss

Drainage Levels Univ & Central.

Plotted E&R 5663-L

B.M.B.M.	5.13	357.06	351.93 N.W. Univ & Central
33.5' S. of N. el.			
S. Rail S. Track.	5.08	351.98	
F.L. Culvert at S. Rail S. Track		350.72	(E.188 Page 8)

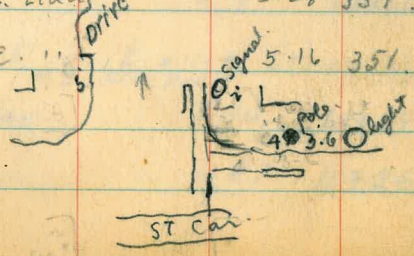
New Box Constructed from S. Rail S. Track to S. Line Sept. '38

18.5' S. of N. el.

N. Rail N. Track	4.93	352.13	
N. el. Line Univ			
E. el. Central on pav.	5.14	351.92	
9' E. of E. el.	5.13	351.93	el & pav el at W
14' " " " = E. Line	5.06	352.00	End E. el. Inlet Slot in Face of Curb
" " " " = " "	5.95	351.11	pav F.L. Inlet
E+02	5.70	351.36	"
E+10	5.48	351.58	"
E+25	5.38	351.68	"
E+25	5.03	352.03	Top. el.

out of place → 5' S. of N. el.

E. el. Central	5.13	351.93
9' E of E. el.	5.24	351.78
E Line "	5.32	351.74
10' E. of E. Line	5.28	351.78
25' E of E. "	5.16	351.90



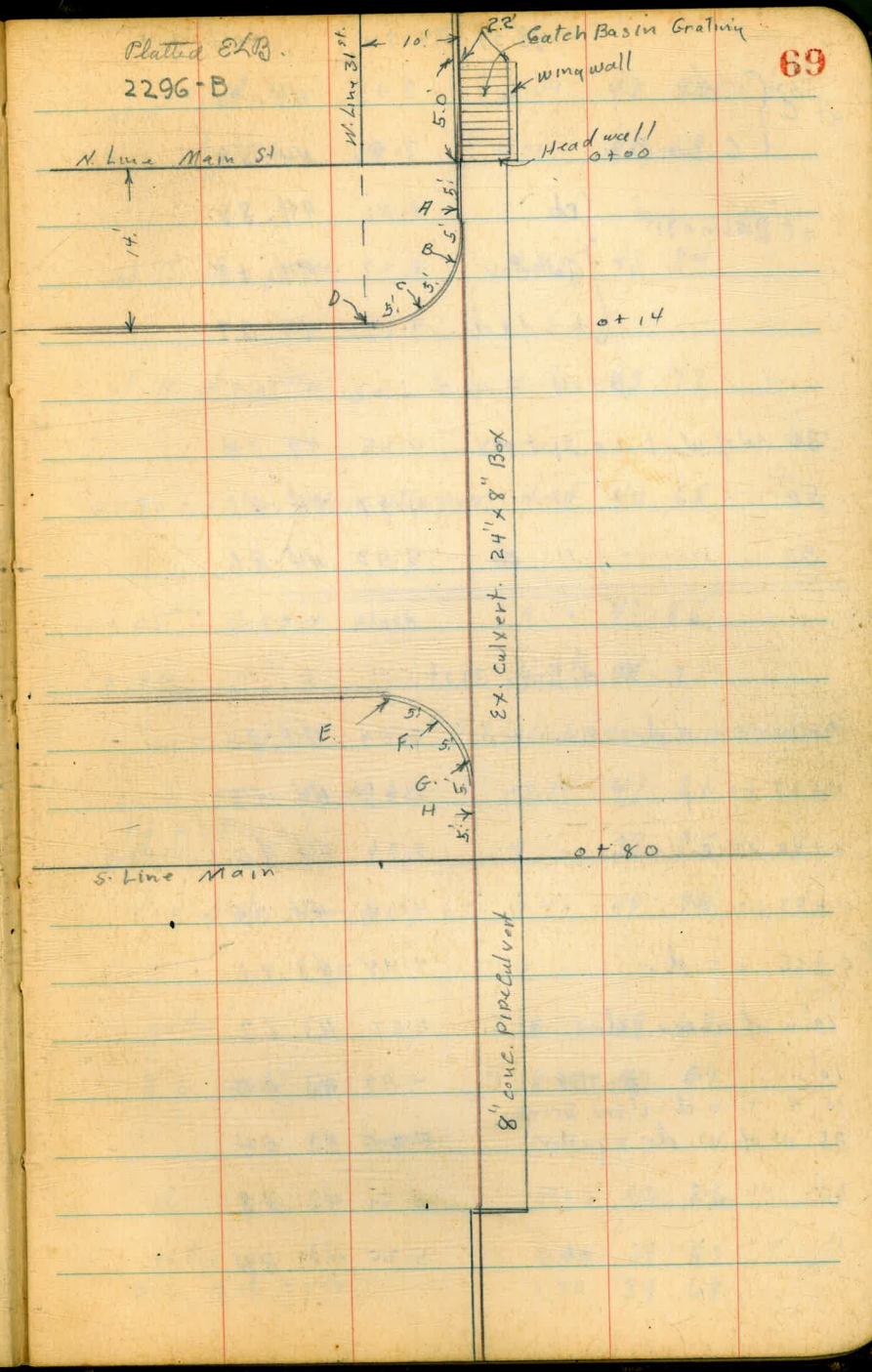
357.06 Indexed C.S.K.

0.1' S. of N. Line Univ.		
(E el & Pav. to S. & W. (Headwall Catch Basin)	5.11	351.95
+2.2 W (W wing wall S. End W = pav to S & W.)	6.15	350.91
N. Line Univ. = 0+00		
E. el.	5.11	351.95
gutter = F.L. Culvert.	6.15	350.91
+2.2 W " "	6.15	350.91
+2.2 W wing wall S. End	1.11	355.94
+ 6. W pavmt	5.18	351.88
0+05. N		
gutter	5.97	351.09
+2.2 (pavment: = wing wall N End	5.99	351.07
+ 6' W pavment.	5.34	351.68
0+15 N.		
gutter	5.77	351.29
+ 6' W. = pav.	5.33	351.73
0+35.		
gutter	5.51	351.55
0+50 N.		
el	4.70	352.36
gutter	5.41	351.65

Drainage at 31st & Main

Indexed C.S.K. N.W. 31

B.M. B.P.	3.34	48.39	45.05
0+00 - 50' N			
cb		2.39	46.00
gutter		2.95	45.44
0+00 - 25' N			
gutter		3.44	44.95
6' East		3.15	45.24
0+00 - 05' = N. End. Catch Basin			
cb		3.35	45.04
gutter pav.		4.08	44.31
+ 2.2 E" & N. End. Headwall		4.03	44.36
+ 6' E"		3.54	44.85
0+00 = S. End. C.B.			
cb + pav. & Headwall		3.27	45.12
gutter = F.L. Culvert.		4.60	43.79
+ 2.2 E" " "		4.60	43.79
+ 2.3 = S. End. Wingwall (Face End Headwall)		3.30	44.09
+ 6' E = pav.		3.36	44.03
at A. cb		3.25	45.14
at A. Gutter pav		3.34	45.05
at B. cb.		3.35	45.04
at B. Gutter Pav		3.55	44.84



at "C" { ch		3.48	44.91
Gutter Pav		3.86	44.53
at D.W. Line 31st { ch		3.51	44.88
Gutter Pav		4.27	44.12
6' S. of N. ch.		4.12	44.27
0+14 = N. ch. Line			
30' W of W. Line 31st pav.		4.25	44.14
50' " " " " "		4.37	44.02
50' " " " " ch.		3.53	44.86

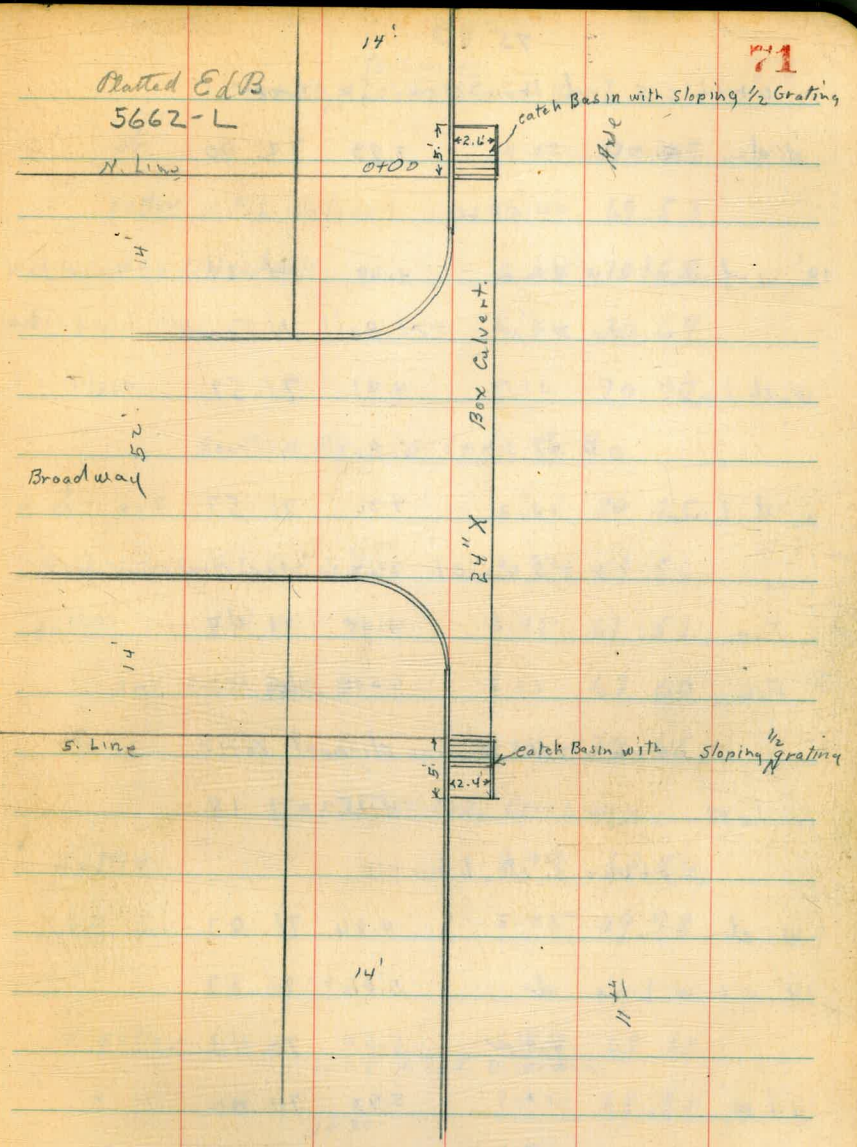
W. ch Line 31st.

0+14 S = N. ch. Main pav		3.59	44.80
0+27 S = N. "		3.81	44.58
0+40 S = ch "		3.96	44.43
0+53 S = N "		4.34	44.05
0+66 = S. ch. "		4.48	43.91
10' W of above ch at E.		4.57	43.82
10' " " " gutter at E		4.99	43.40
15' W " W. ch = E. End Drive.			
35' W of W. ch = gutter		5.35	43.04
60' " " " " = "		5.51	42.88
" " " " " ch.		5.25	42.84

at F. { ch.		4.49	43.90
gutter		4.71	43.68
at G. ch + gutter		4.55	43.84
at H. ch + gutter		4.12	43.77
0+80 = S. Line Main ch + pav.		4.74	43.65
1+05 ch + pav flush		5.54	42.85
1+30 " " " "		6.47	41.92
1+57 = S. End Outlet 6" cone pipe culvert			
curb + pav. to N. + E.		7.38	41.01
F.L. 6" Pipe gutter t.s.		8.54	39.85
3' E. of ch. = pav to N, S + E.		7.43	40.96
1+70			
gutter		8.72	39.67
3' E. of ch. = pav		8.30	40.09
1+80			
ch.		8.13	40.26
gutter		8.87	39.52
3' E. of ch = pav		8.70	39.69

Drainage N^th & Bdw. Indexed C.S.K.

BM BP	5.19	75.93		70.74	S.W. 11^th & Bdw
00 - 55' N	cent. el.		2.83	73.10	
" " "	gutter		3.53	72.40	
00 - 35 "	"		3.91	72.02	
00 - 15 "	"		4.30	71.63	
1 - 15 "	6' E of w. el.		4.00	71.93	
" - 05 "	" " " "		4.15	71.78	
" "	2.6' " " "	NE. Cor C.B.	4.50	71.43	
" "	gutter	NW " " "	4.42	71.47	
N Line Bdw.					
0+00	el		3.71	72.22	
" "	Gutter F.L. Culvert		4.94	70.99	
" "	W. End Headwall		3.96	71.97	
"	E " "		3.98	71.95	
"	2.6 E. of W. el				
"	6' E. " " "		3.95	71.98	
0+12	N. End. Iron cleanout Cover		3.90	72.03	Top.
	0+14 = N. el. Bdw				
W. el. Line			3.91	72.02	
14' W = W. Line	el		3.81	72.12	
" " = " "	gutter		4.60	71.33	
39' " =	"		5.12	70.81	
64' "	el		4.80	71.13	
" "	gutter		5.51	70.42	



75.93

0+14 = S. End. Iron Cleanout Cover		
14' W. el Top.	3.93	72.00
0+20		
14' W of W. el = W. Line	4.69	71.24
0+33 S. = N Rail	N Track	
W. el Line	4.41	71.52
0+47 S.	S. Rail	S. Track
W. el. Line	4.36	71.57
0+50 = ctr 26"x26" Iron cleanout cover		
Top.	4.45	71.48
F.L.	6.00	69.93
0+62 = N. End. Iron cleanout cover		
Top	4.75	71.18
0+66 = S. el. Line		
W. el.	4.86	71.07
14' W = W. Line el	5.06	70.87
" " " " gutter	5.50	70.43
44' W "	5.93	70.00
44' W. el	5.47	70.46

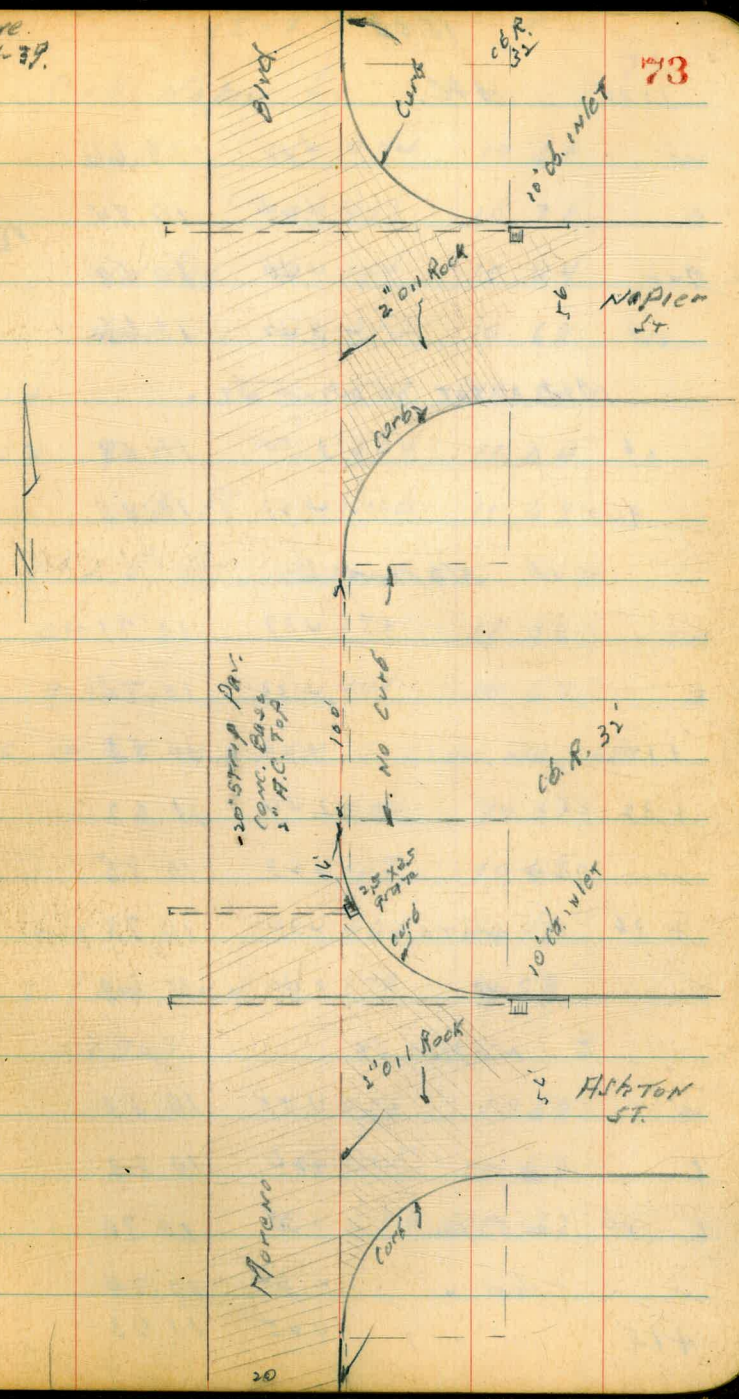
0+80 = S. Line N. End Catch Basin		
el	5.17	70.76
gutter = F.L. Colvert	6.40	69.53
W. el Line = W End. Headwall	5.28	70.65
W. el 2.4' = E. " "	5.24	70.69
" " 6.0"	5.16	70.77
0+85 = S. End. C.B.		
W. el + 6.0	5.68	70.25
" " + 2.4 = S.E. Cor C.B.	6.37	69.56
gutter SW " " "	6.41	69.52
" par South of C.B.	6.33	69.60
el	5.28	70.65
0+95 N. End. Driveway		
gutter	6.44	69.49
6.0. E.	5.93	69.98
1+15		
W gutter	6.80	69.13
1+28 S. End. Driveway.		
W "	7.02	68.91
1+30		
W "	6.94	68.95
1+53		
W. gutter	7.36	68.57
Top. el.	6.90	69.03

Indexed
Crs. N.

Levels on Paving on
Moreno Blvd.

SW Cor B.M. Mon.	2.70	14.03		11.33	Jellett Moreno Blvd
T.P.	5.52	14.33	5.22	8.81	
T.P.	5.17	16.27	3.23	11.10	
T.P.	3.87	15.08	5.06	11.21	
	OO & SL alley Rec. N of Napier				
W Pav.			4.04	11.04	
E " & gut			4.12	10.96	
E cb			3.19	11.89	
	0+33.3				
gut			4.23	10.85	
c			4.03	11.05	
w/			4.21	10.87	
	0+66.7				
w/			4.24	10.84	
C			4.08	11.00	
E gut			4.23	10.85	
E cb			3.35	11.73	

Moore
3-14-39.



15.08

1+00 cb PC.		
W	4.42	10.66
C	4.24	10.84
E qvt	4.40	10.68
cb	3.47	11.66
Mid. N. Rot. Napier St.		
cb	3.50	11.58
qvt	4.23	10.85
N cb Napier St.		
W	4.37	10.71
E	4.33	10.75
+14	4.23	10.85
+32 cb	3.46	11.62
" qvt	4.23	10.85
+36 grate	4.30	10.78
" cb	3.40	11.68
E Napier St.		
W	4.55	10.53
C	4.26	10.82
E cb old Par.	4.38	10.70
" " new "	4.34	10.74
+15 " "	4.05	11.03

15.08

S cb Napier St		
W	4.54	10.34
C	4.37	10.71
E old Par	4.44	10.64
" New "	4.40	10.68
+14 " "	4.28	10.80
+32 qvt	4.04	11.04
" cb PC	3.46	11.62
Mid. S. Rot Napier St.		
cb	3.72	11.36
qvt	4.41	10.67
E.C. cb Rot. = 0+00 S Side Napier		
W	4.57	10.51
C	4.39	10.69
E qvt	4.60	10.48
" Top cb end	3.79	11.29
0+33.3		
W	4.58	10.50
C	4.41	10.67
E	4.56	10.52

15.08

0+66.7

W	4.51	10.57
C	4.34	10.74
E	4.52	10.56

1400 P.C. cb N side Ashton

W	4.42	10.66
C	4.24	10.84
E	4.41	10.67
cb Beg.	3.43	11.65

14' S. of P.C.

out on grate	4.48	10.60
Top cb	3.39	11.69

N cb Ashton

W	4.25	10.83
C	4.10	10.98
E	4.28	10.80
+14	4.17	10.96
+32 cb	3.11	11.97
" out grate inlet	3.96	11.12

℄

W	4.04	11.04

15.08

C	3.86	11.22
E	4.04	11.02
+14	3.80	11 28

S cb Ashton

W	3.90	11.18
C	3.67	11.41
E	3.91	11.17
+4	3.98	11.10
+8	3.87	11.21
+14	3.79	11.29
+32 out	3.63	11.45
" cb	2.99	12.09

Mid. S. Ret. of Ashton

cb	3.11	11.97
out	3.80	11.28

cb PC = 0+00

W	3.70	11.38
C	3.55	11.53
E out	3.78	11.30
E cb	2.94	12.14

15.08

	50' S of P.C.	S. side	Ashton
W		8.44	11.62
C		8.37	11.76
E 94T		8.53	11.55
E 06		2.68	12.40

Xsec alley 20' wide. Moore 3-29-29

Blk D Starkey's Prospect Park

La Salle Bld.

S.W.B.P.	11.68	83.69		72.01	Bonair
T.P.	12.70	95.48	0.91	82.78	
T.P.	12.94	107.76	0.64	94.82	
T.P.	3.99	111.29	0.46	107.30	
Top cb N.E.	Bonair Draper		5.34	105.97	
" " S.E.	" Nautilus		4.58	106.76	
Pav "	"		5.20	106.09	
0-10 E cb Draper					
N cb			3.47	107.82	
S cb			3.46	107.83	
0+00 = E L	"				
S cb			3.25	108.04	
S			3.6	107.7	
C			3.6	107.7	
N			3.5	107.8	
N cb			3.14	108.17	

indexed
C.S.K.

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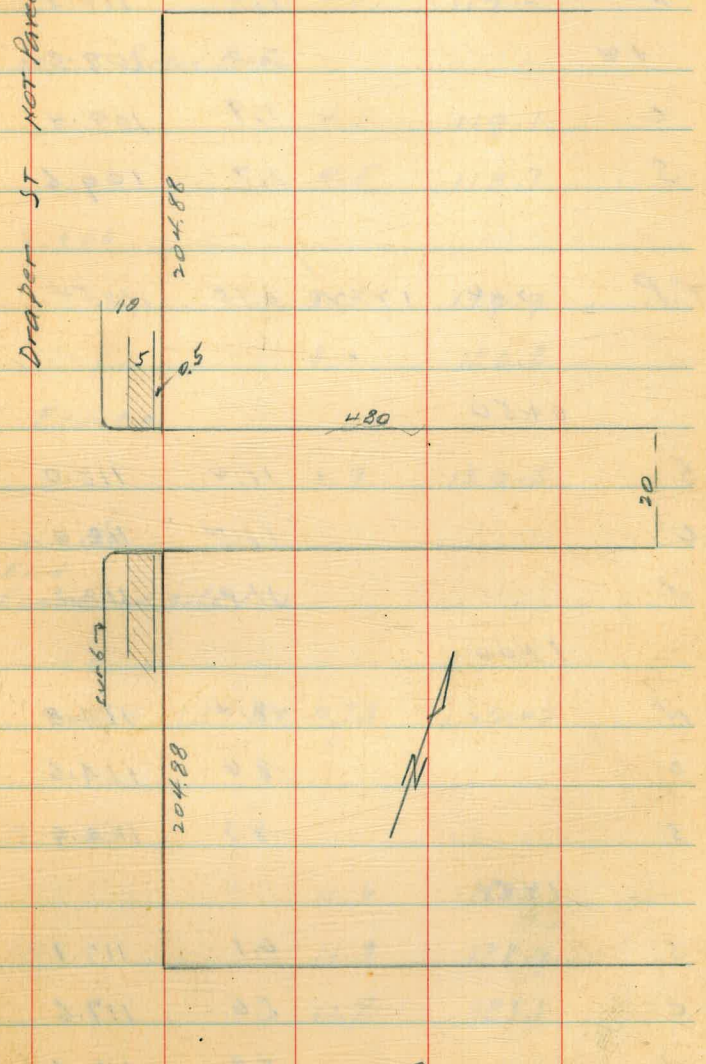

		111.79		
	0+20			
N			1.0	110.3
+8			2.0	109.3
C			1.9	109.4
S			1.7	109.6
T.P.	1.66	113.20	0.75	110.54
	0+50			
S			11.2	112.0
C			11.2	112.0
N			11.0	112.2
	1+00			
N			8.4	114.8
C			8.6	114.6
S			8.3	114.9
	1+50			
S			6.1	117.1
C			5.6	117.6
N			5.8	117.4

		123.20		
	1+80			
N			4.0	119.2
+2	beg. 6' Picket Fence			
C			4.1	119.1
S			4.5	118.7
	2+00			
S			3.3	119.9
C			3.0	120.2
+8	Fence			
N			2.7	120.5
	2+40			
N	End Fence in alley			
T.P.	12.35	134.82	0.73	122.47
	2+50			
N			11.6	123.2
C			11.9	122.9
S			11.7	123.1

134.82

3+00			
-10		11.5	123.3
S		11.0	123.8
C		10.2	124.6
N		9.5	125.3
+10		8.4	126.4
3+50			
-10		6.5	128.3
N		9.0	125.8
C		9.1	125.7
S		8.9	125.9
+10		8.8	126.0
3+75			
-10		8.1	126.7
S		8.4	126.4
+6		7.0	127.8
C		6.9	127.9
+5		6.9	127.9
N		5.6	129.2
+10		4.8	130.0

134.82

19

3+95			
-10		4.5	130.3
N		4.9	129.9
+6		6.6	128.2
C		6.7	128.1
+5		6.8	128.0
S		7.9	126.9
+10		7.9	126.9
4+05			
-10		7.0	127.8
S		7.3	127.5
+5		6.4	128.4
C		6.3	128.5
N		6.3	128.5
+10		6.3	128.5
4+40			
N		2.8	132.0
C		2.7	132.1
S		2.9	131.9
T.P.	12.65	146.77 ✓	0.70	134.12

		146.77		
	4+71			
N-4 E 4' Cent			1.28	134.49
	4+78			
S			11.4	135.2
C			11.5	135.3
N			12.1	134.7
	4+80 end alley			
N			10.7	136.6
C			10.9	135.9
S			10.9	135.9
	5+21			
W rail of La Jolla Elec. R.R.			1.47	145.35
T.P.	10.85	157.44	0.18	146.59
T.P	4.71	157.54	4.61	152.83
check to B.M. nail in Lead Top cb. SWly Cor. Fay + Rushville			8.54	149.00 149.29
From Walker's Level Net				

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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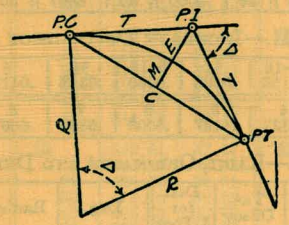

CURVE FORMULAS

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

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

Middle ordinate=M= R(1—cos. $\frac{\Delta}{2}$) (5) =R vers $\frac{\Delta}{2}$ (6)

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

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

EXPLANATION AND USE OF TABLES

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

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

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

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

L. S. 618 Mrs. A. F. Healey. Coronado

12.4
27.6
40.0

L (389-00-30
97-15

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

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

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

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