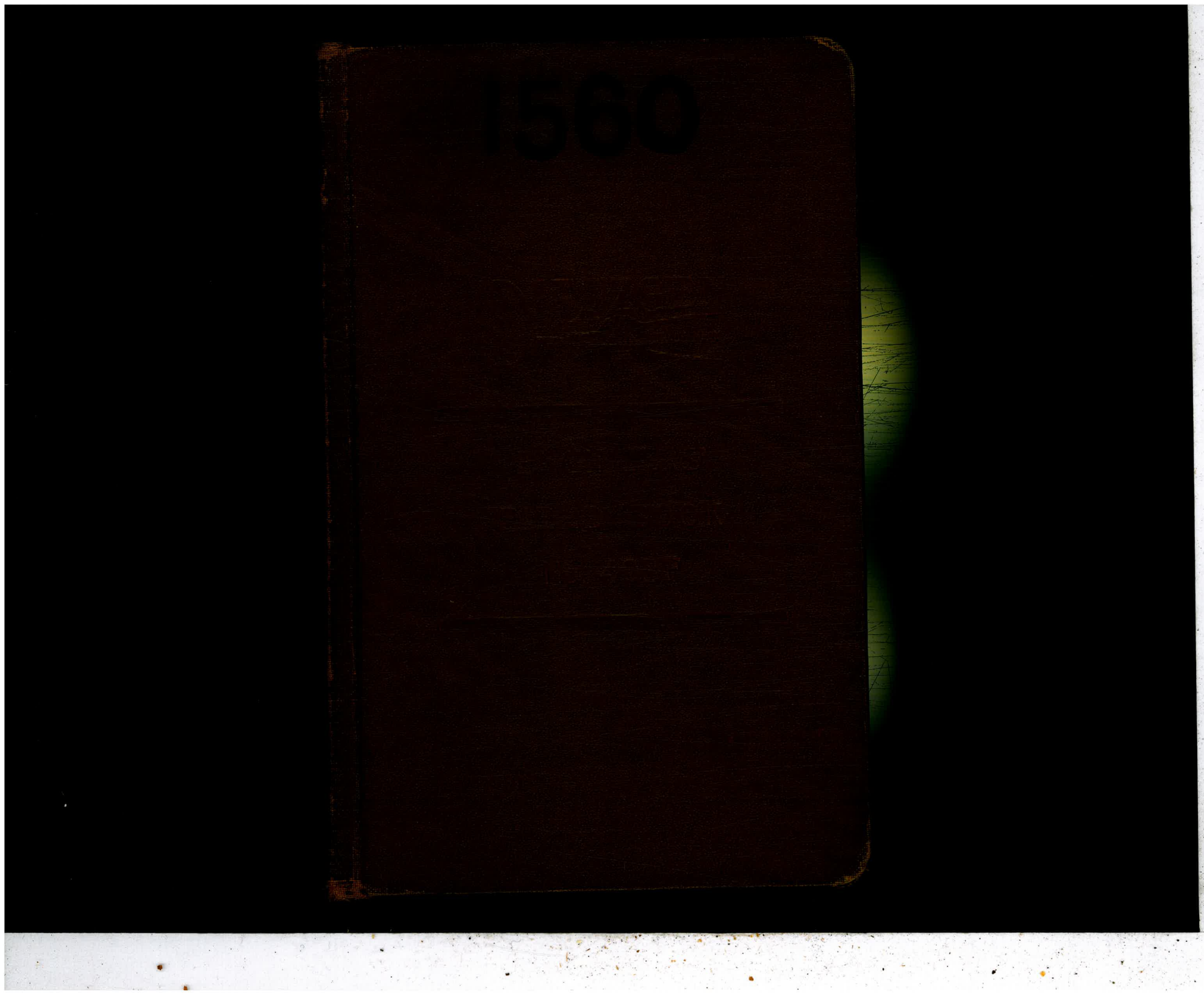

1560

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.

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.

Alley Blk 85 O. Beach 62
44TH St. 66

Indexed
C.S.K.

Cross Section of Co Road
on Hilly side of Otay Lake
Cont. from F.B. 1559

+50							
+20							
163							
+75	Put in small Culv.						
+50							
162							
161+50							

518.83

Moore
Sisson
Northern

Lt. 8 Rt. 7

8-15-38

	494.6	499.5	503.7	504.8	506.0	
	24.7 / 50	19.3 / 25	15.1	14.0 / 20	12.8 / 40	
	497.8	495.1	499.1	500.8	504.1	504.8
	26.0 / 50	23.7 / 25	19.7 / 15	16.0	14.7 / 20	14.0 / 40
	491.3	495.2	498.0	501.5	504.7	506.83
	27.5 / 50	23.4 / 25	20.8	17.8 / 20	14.1 / 40	12.0 / 20 Ft. of Bldg.
	491.1	495.1	498.8	501.6	504.6	
	27.7 / 50	23.7 / 25	20.0	17.2 / 20	14.2 / 40	
487.3	491.6	495.9	498.8	502.0	503.2	
31.5 edge water 78	27.2 / 50	22.9 / 25	20.0 On Creek	16.8 / 20	15.6 / 40	
	497.7	497.4	500.5	503.8	507.0	
	24.1 / 50	21.4 / 25	18.3	15.0 / 20	11.8 / 40	
	494.8	499.2	504.3	507.8	512.0	
	24.0 / 50	19.6 / 25	14.5	11.0 / 20	6.8 / 40	

518.83

+50

165

+83.37 E.C. on stub

+50

164

	12.03	519.19		507.16	T.P.
Set spike BM, SW cor. of Water Treatment Pl.			4.78	508.34	
check to Co. BM. #11			4.85	508.27	508.31
T.P.	5.96	513.12	11.67	507.16	
		518.83			

506.3	510.2	514.4	516.6	518.7	520.2	522.0
12.9 / 50	9.0 / 25	4.8	2.6 / 15	0.5 / 22	+1.0 / 35	+2.8 / 40
504.0	508.2	511.9	515.9	517.8	518.3	
15.7 / 50	11.0 / 20	7.3	3.3 / 20	1.4 / 28	0.9 / 24	
503.5	508.0	511.3	516.3	517.9	517.8	
15.7 / 50	11.2 / 25	4.98	2.9 / 27	1.8 / 31	1.4 / 40	
502.6	507.4	510.0	513.9	517.0		
16.6 / 50	11.8 / 25	9.2	6.3 / 20	2.2 / 40		
497.5	503.5	507.4	509.5	517.4		
21.7 / 50	15.7 / 25	11.8	9.7 / 20	6.8 / 40		

519.19 / 3

168				
+50				
+75				
T.P.	0.89	519.72	0.84	518.83
167				
+73.05	B.C. LT.		ON STUB	
+50				
166				
		519.19		

505.3	510.8	515.6	517.8	519.1	520.9	
14.4/50	8.9/25	4.1	1.9/10	0.6/32	+1.2/40	
508.3	514.3	517.9	519.7	520.6	522.4	523.0
11.4/50	5.4/25	1.8	0.0/10	+0.9/28	+2.7/32	+3.3/40
509.0	515.4	518.7	519.5	520.7	521.3	522.7	523.2
10.7/50	4.3/25	1.0	0.2/9	+1.0/14	+1.6/32	+3.0/34	+3.5/40
		519.72					
508.4	514.0	518.0	519.2	521.3	522.2	523.7	
10.8/50	5.2/25	1.2	0.0/11	+2.1/18	+3.0/35	+4.5/40	
508.0	513.3	516.70	518.7	521.0	521.7	523.8	
11.2/50	5.9/25	2.9	0.5/12	+1.8/20	+2.5/35	+4.3/40	
509.1	512.9	516.1	518.2	520.2	521.2	523.4	
10.1/50	4.3/25	3.1	1.0/12	+1.0/20	+2.0/36	+4.2/40	
507.9	511.6	516.5	517.9	519.6	520.2	522.7	
11.3/50	7.6/25	2.7	1.3/14	+0.4/19	+1.0/35	+3.5/40	
		519.19					

+15.50 EL. ON STUB

170

+75

+50 PUT IN SMALL CULV. RADIAL

T.P. 0.8 507.49 13.05 506.67

169

+75

+50

519.7

485.9	487.6 CONC. WATER	489.2	493.4	499.81	504.4	506.5	508.2
1.6 / 50	19.9 / 41	18.3 / 31	14.1 / 20	7.48	3.1 / 14	+1.0 / 23	+0.7 / 40
	486.0	487.6	491.9	497.8	504.1	509.6	510.2
	21.5 / 50	19.9 / 45	15.6 / 20	9.7	3.4 / 20	+2.1 / 34	+2.7 / 40
	WATER	490.0	491.5	497.0	500.7	508.2	
	CONC.	17.5 / 50	16.0 / 25	10.5	4.8 / 20	+0.7 / 40	
		495.0	495.8	498.3	500.9	504.3	
		12.5 / 50	11.7 / 25	9.2	6.6 / 20	3.7 / 40	
				507.49			
		501.1	503.9	507.1	509.4	512.4	
		18.6 / 50	15.8 / 25	12.6	10.3 / 20	7.3 / 40	
		504.2	508.2	512.6	513.9	515.2	
		15.5 / 50	11.5 / 25	7.1	5.8 / 20	4.5 / 40	
		504.4	510.0	513.5	515.9	516.7	519.4
		15.3 / 50	9.7 / 25	6.2	3.8 / 16	3.0 / 31	0.3 / 40
				519.72			

0+69.74	B.C. St.			
0+50				
0+20				
17N				
0+50	beg. hard rock Cut			
17I				
T.P.	1.20	507.94	0.75	506.74
0+50				
		507.49		

LT			℄		RT		
497.5	498.1	500.3	500.4	501.5	508.4	514.4	519.3
10.4 / 40	9.8 / 26	7.4 / 17	7.5	6.4 / 8	+0.5 / 17	+4.5 / 28	+11.4 / 40
497.1	498.3	502.9	504.9	501.3	501.3	501.6	507.5	516.3	520.7
10.8 / 40	9.4 / 28	5.0 / 22	3.0 / 14	6.6 / 10	6.6	6.3 / 41	0.4 / 30	+8.4 / 28	+12.8 / 40
	498.0	497.9	503.3	502.6	503.3	507.2	519.9	520.9
	9.9 / 40	10.0 / 37	4.6 / 22	5.3	4.6 / 6	0.7 / 20	+12.0 / 35	+13.0 / 40
	498.3	498.9	501.3	502.2	502.9	509.4	510.9	519.9
	9.6 / 40	9.0 / 19	6.6 / 8	5.7	5.0 / 7	+1.5 / 17	+3.0 / 28	+12.0 / 40
	499.8	500.0	501.6	502.7	506.5	510.9	517.9	516.4
	8.1 / 40	7.9 / 30	6.3 / 7	5.2	1.4 / 6	+3.0 / 21	+5.0 / 35	+8.5 / 40
500.4	502.6	504.1	503.1	503.5	503.9	509.6	511.4	
7.5 / 28	5.3 / 30	3.8 / 8	4.8 / 11	4.4	4.0 / 24	+1.7 / 33	+3.5 / 40	
				507.94				
482.6	492.2	499.7	505.5	507.1	507.5	506.0	506.5	
water 19.9 / 50	15.3 / 40	9.8 / 20	2.0	0.4 / 5	0.0 / 14	1.5 / 20	1.0 / 40	
				507.49				

+50				
+26.01	E.C.			
174				
+75				
+50				
T.P.	8.11	513.70	2.35	505.59
+25				
173				
		507.94		

LT ℄ RT

488.3 488.9 495.7 497.0 502.2 507.7 515.5

25.4/40 24.8/32 18.0/21 16.7/4 11.5 6.0/20 +1.8/40

497.4 494.7 496.6 496.6 502.5 503.4 507.7 510.5 516.7

21.5/10 19.0/34 17.1/19 17.1/4 11.2/3 10.3 6.0/6 3.2/20 +3.0/40

492.9 493.3 495.7 496.2 499.0 499.7 500.4 505.2 511.4 514.7

20.8/40 20.4/34 18.0/28 17.5/6 14.7/5 14.0 13.3/3 8.5/4 2.3/20 +1.0/40

493.3 493.7 494.9 495.5 501.7 502.4 510.4 517.9

20.4/40 20.0/30 18.8/24 18.2/7 12.0/3 11.3 3.3/20 +4.2/40

495.0 496.1 496.4 501.2 503.8 511.5 518.2

18.7/40 17.6/20 17.3/3 12.5 9.9/3 2.2/20 +4.5/40

513.70/3

496.2 496.9 503.7 504.9 510.9 516.4

11.7/20 11.0/10 4.2/7 3.0 +3.0/20 +8.5/40

497.3 497.5 500.8 502.6 507.9 513.9 517.7

10.6/40 10.4/32 7.1/7 5.3 0.0/7 +6.0/23 +9.8/40

507.94/3

check to Co. El. of dam	9.99	491.95	491.97 (0.02)	= 145.0 Lake Contour
175+38.27 E.C.				
175+17.27 ctr. Curve				
174+97.17 B.C. Lt.				
T.P.	0.18	501.94	11.44	501.76
174+75				
		513.70		

Top dam

496.02 — 497.0 — 491.95 — 491.88

5.92 / 2.6 — 9.9 / 2.6 — 9.99 — 10.06 / 7.5 outside edge dam

495.96 — 497.4 — 497.4 — 493.7 — 498.4

5.98 / 9.3 — 9.5 / 9.3 — 9.5 — 8.2 / 20 — 3.5 / 40

495.92 — 493.6 — 494.7 — 494.6 — 498.8 — 503.4 — 507.9

Top of Wall of Dam — 5.97 / 9 — 8.3 / 9 — 7.2 — 7.3 / 7 — 3.1 / 9 — +1.5 / 20 — +4.0 / 40

501.94

494.5 — 495.9 — 496.4 — 496.4 — 501.3 — 505.9 — 510.3

19.2 / 10 — 17.8 / 11 — 17.3 — 17.3 / 5 — 12.4 / 9 — 7.8 / 20 — 3.4 / 40

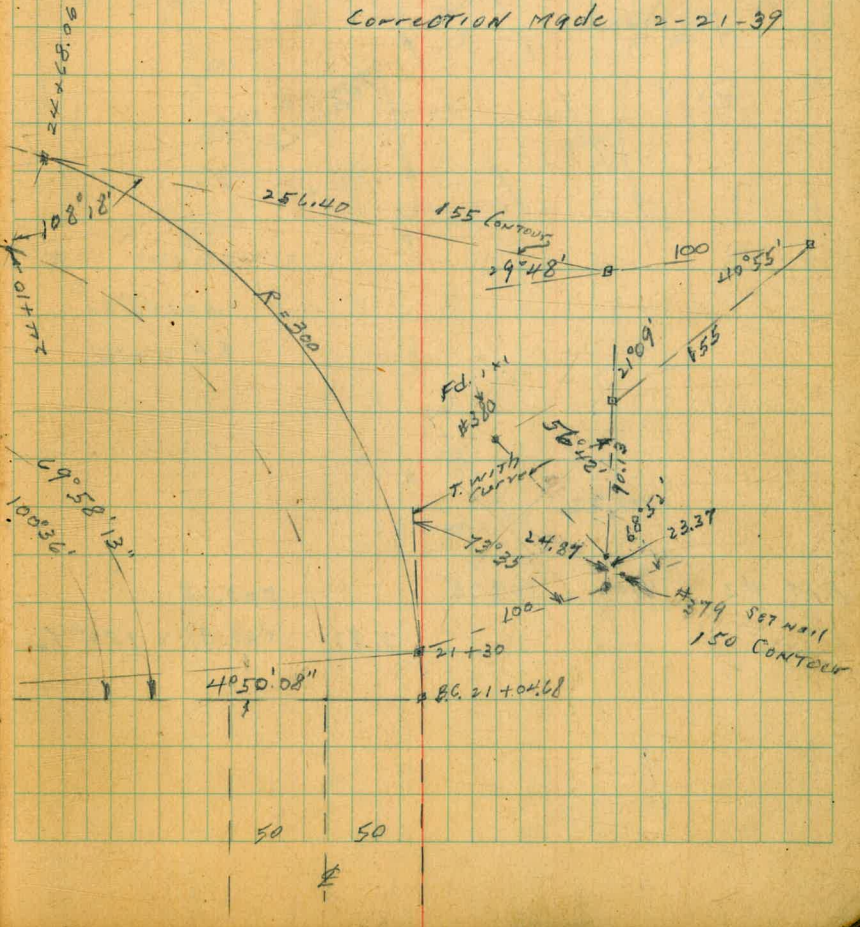
513.70

155' Contour Tie at Estuary

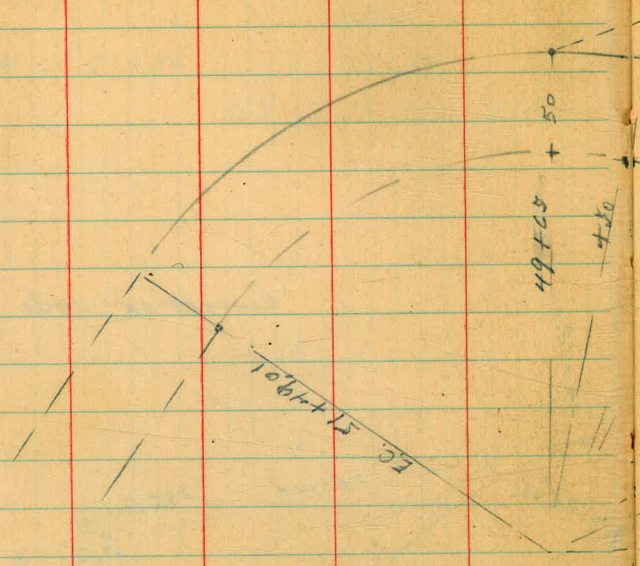
Sta. P.I. 24+05.80

T.P. Nail in Post				U.S.G.S.
30' Rt. of 23+80	9.16	510.50		501.34
1559-37			8.53	501.97 = 155' Contour

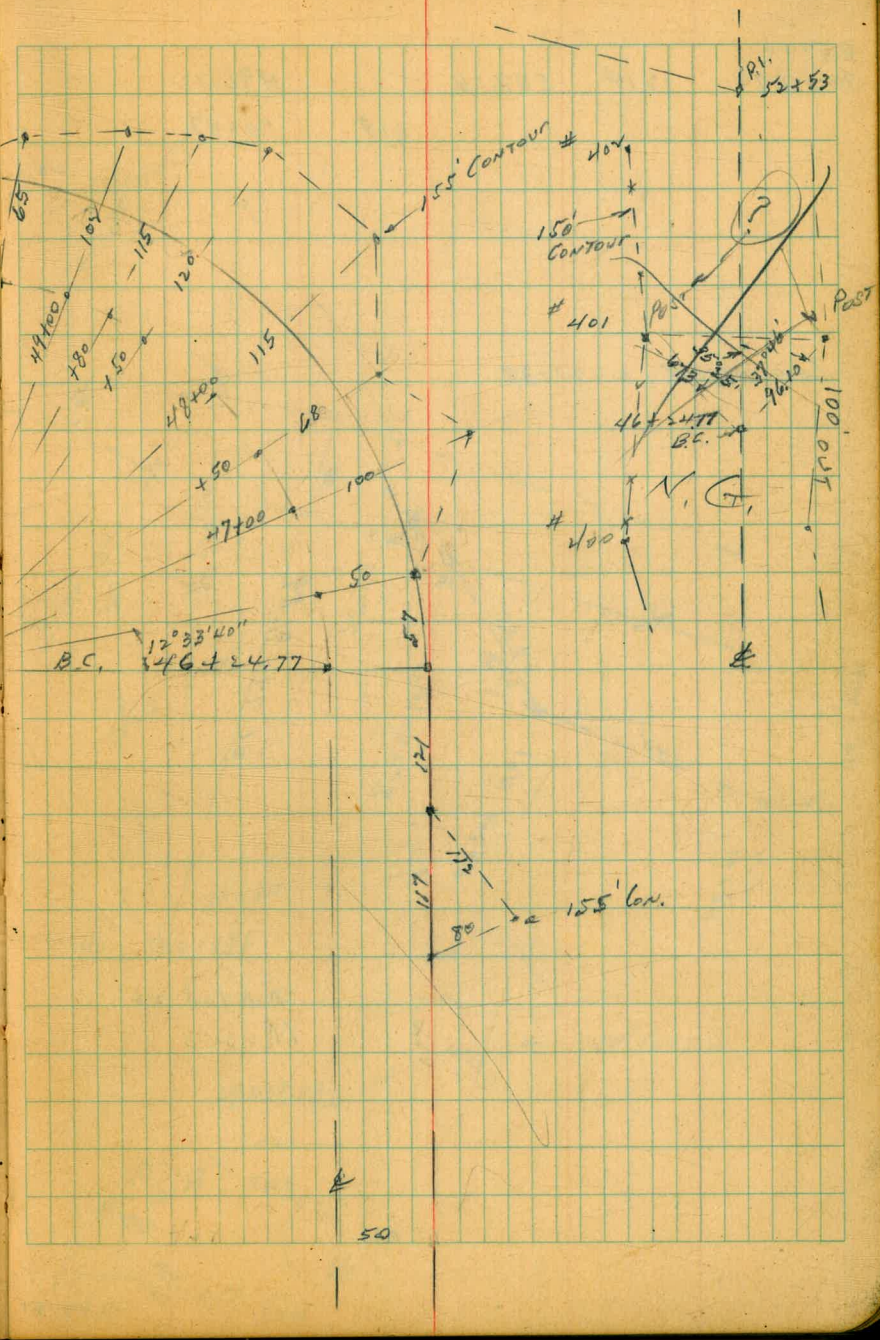
Correction Made 2-21-39.



155' Contour Tie
at P.I. 879. 52 + 53



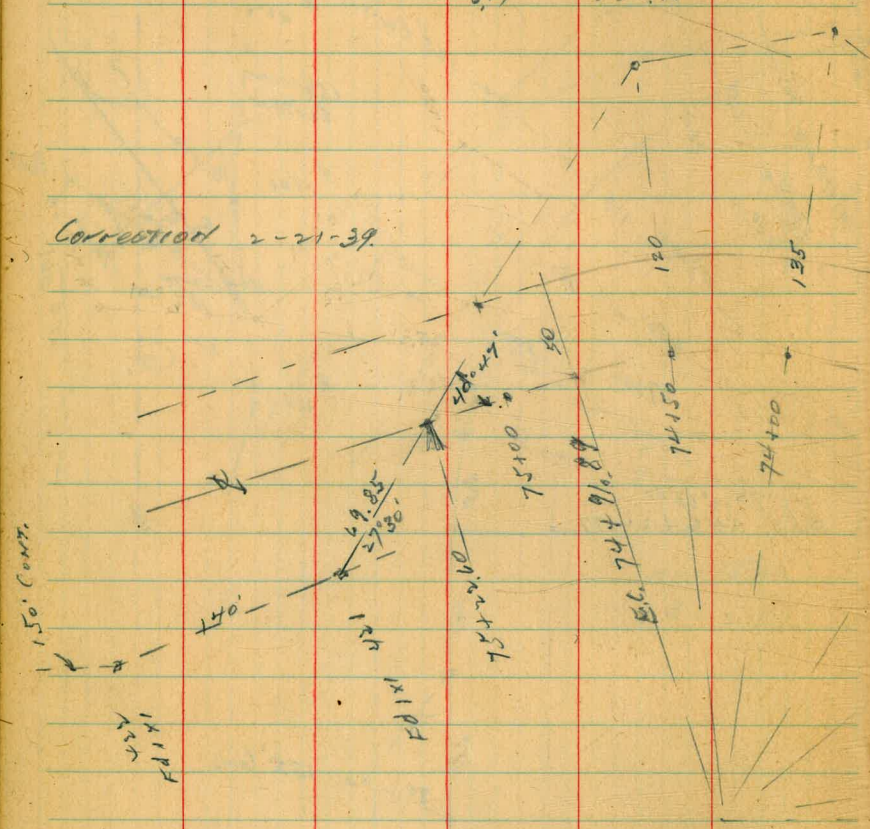
B.M. #3	4.10	509.78		505.68
			7.81	501.97 = 155' Con.

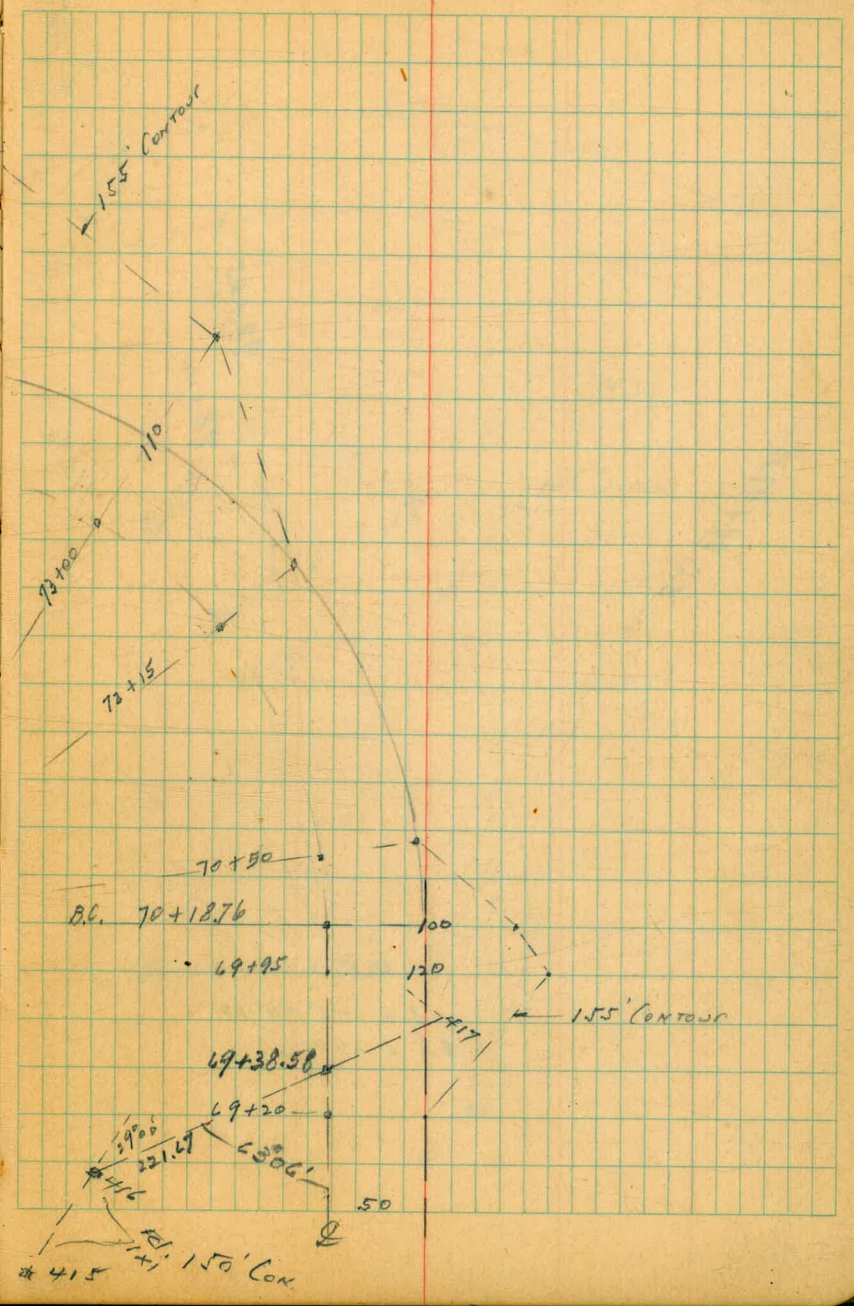


TIC at P.I. 73+65.41

℄ 5406				
70+18.76	12.14	508.16		496.02
			6.19	501.97

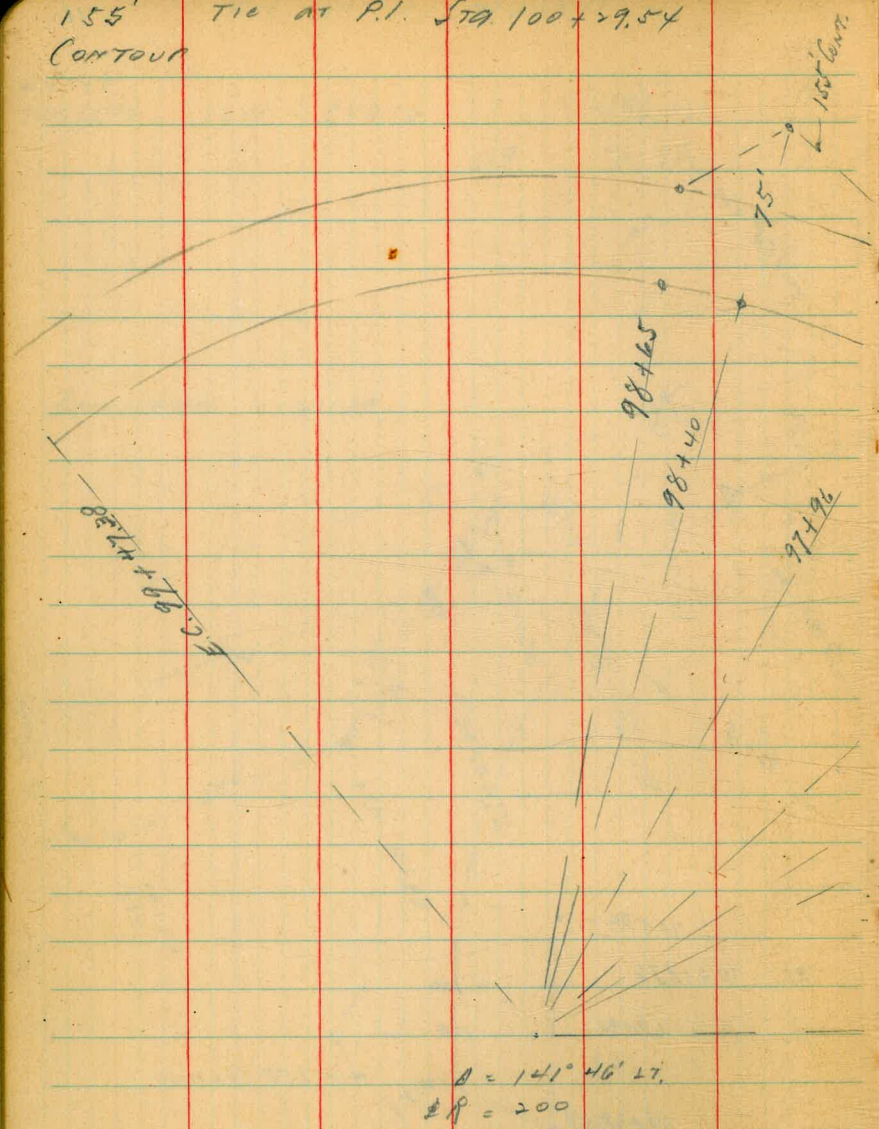
Correction 2-21-39

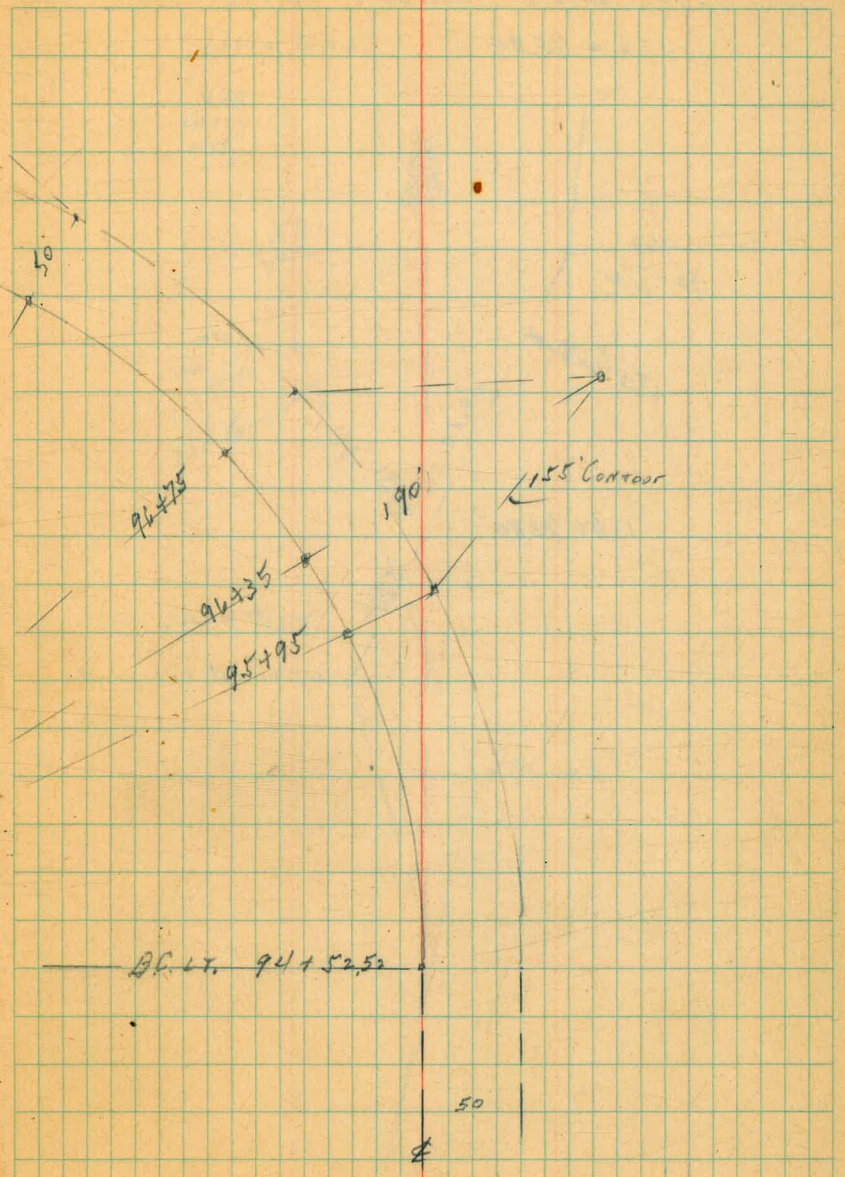




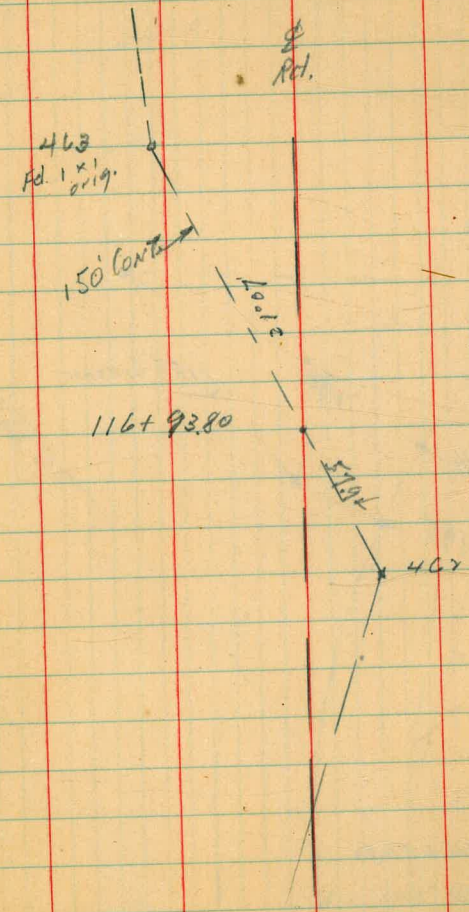
155' Contour

Tie at P.I. Sta. 100+29.54

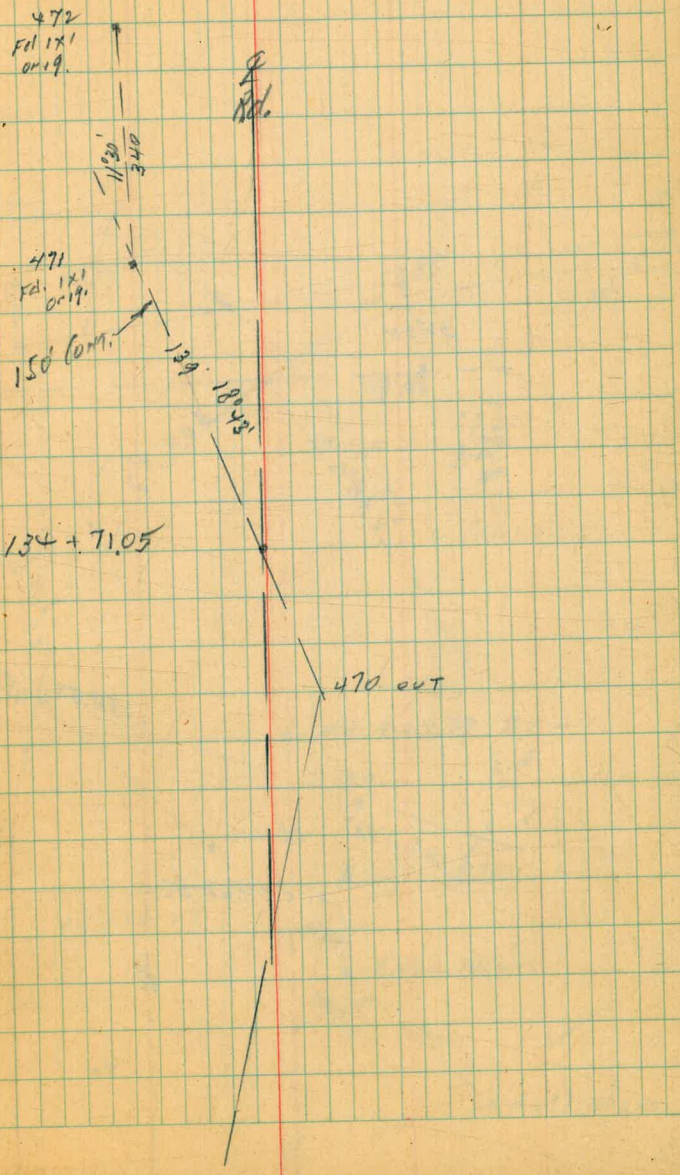




150' Contour Ties at
116 + 93.80



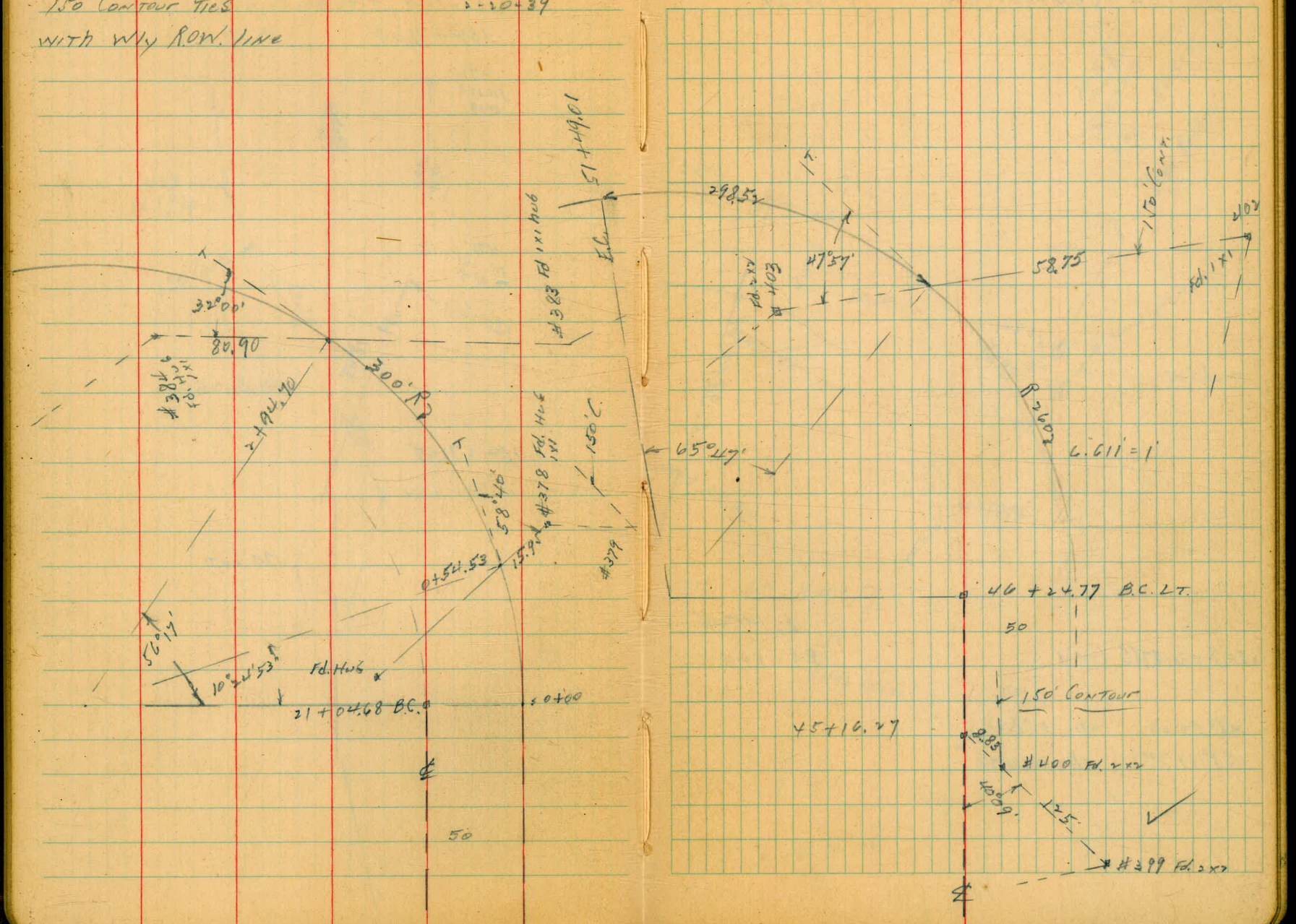
150' Contour Tie at
134 + 71.05



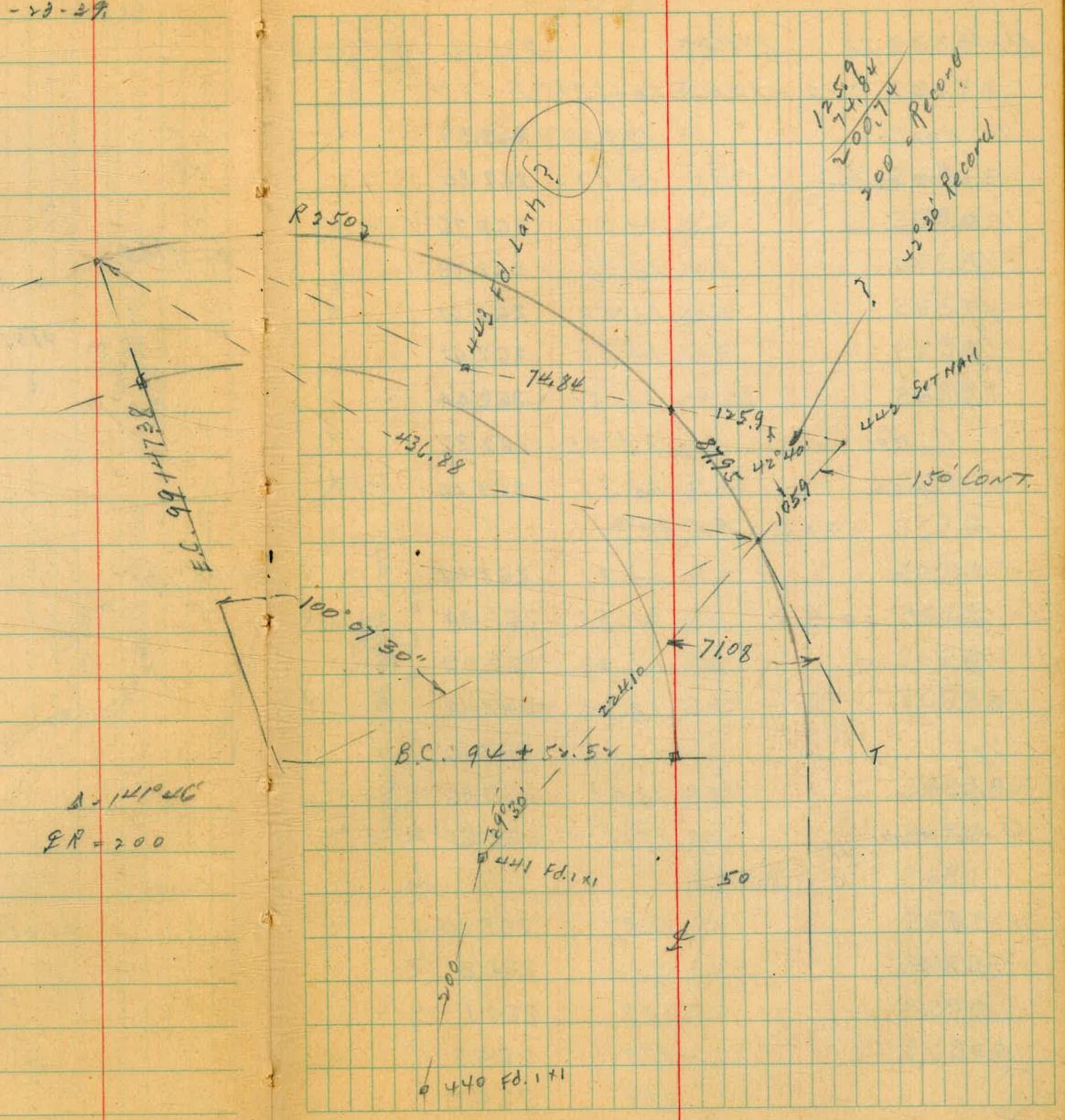
150' Contour Ties

1-20-39

With Wly R.O.W. line



150' CONTOUR TIE 2-23-29



Hawthorn St. Cross Section 29th St to Dole

40' Roadway
10' Cb
10' ¼

indexed
e.s.K.

15 Oct. 4 '39 S. Woo Northern

BM	0.23	276.27		276.04	S.E.B.P. Hawthorn St Dole
	0+0	-10 = E Cb of 29th St.			
N Top Cb			12.72	263.55	✓
Gutter on Pav			13.47	262.80	✓
Cb " "			13.51	262.76	
¼ " "			13.48	262.79	
℄ " "			13.50	262.77	✓
¼ " "			13.60	262.67	
Cb " "			13.83	262.44	
S Gutter " "			14.05	262.22	✓
S Top Cb			13.27	263.00	✓
	0+0 = E.L. 29th St				
S Cb Top			13.21	263.06	✓
Gutter on Pav			13.83	262.44	✓
¼ " "			13.28	262.99	
℄ " "			13.10	263.17	✓
¼ " "			13.17	263.10	
N Gutter " "			13.41	262.86	✓
N Cb Top			12.66	263.61	✓
	0+25				
N Cb			11.27	265.00	
Gutter			12.1	264.2	
¼			12.2	264.1	
℄			12.0	264.3	
¼			12.3	264.0	

Pages 15 to 16 - Reduced 10-5-39
Plotted - on Profile #415 ddk

	276.27		
S Gutter		12.5	263.8
S Cb		11.93	264.34
	0+50		
S Cb		10.63	265.64
Gutter		11.3	265.0
¼		11.0	265.3
℄		10.6	265.7
¼		10.9	265.4
N Gutter in Drive		10.32	265.95
	0+75		
N Cb		8.25	268.02
Gutter		8.7	267.6
¼		9.1	267.2
℄		9.1	267.2
¼		9.5	266.8
Gutter in Drive		9.97	266.30
	1+0		
S Cb		8.09	268.18
Gutter		8.7	267.6
¼		8.2	268.1
℄		7.6	268.7
¼		7.4	268.9
Gutter		7.3	269.0
N Cb		6.82	269.45

276.27

1+25

HCb Top	5.38	270.89
Gutter	5.8	270.5
¼	5.9	270.4
½	6.2	270.1
¼	6.8	269.5
Gutter	7.3	269.0
SCb Top	6.78	269.49

1+50

SCb Top	5.44	270.73
Gutter	5.8	270.5
¼	5.3	271.0
½	4.8	271.5
¼	4.3	272.0
Gutter	4.2	272.1
HCb Top	3.94	272.33

1+75

HCb Top	2.48	273.79
Gutter	2.6	273.7
¼	3.9	273.4
½	3.4	272.9
¼	3.9	272.4
Gutter	4.3	272.0
SCb Top	4.11	272.16

276.27

2+0

SCb Top	2.84	273.43
Gutter	3.3	273.0
¼	2.5	273.8
½	1.9	274.4
¼	1.4	274.9
Gutter	1.6	274.7
HCb Top	0.99	275.28

2+10.5 = HL Dot-SF

HCb Top	0.43	275.84 ✓
Gutter out Pav	1.10	275.17 ✓
¼ " "	1.09	275.08
½ " "	1.32	274.95 ✓
¼ " "	1.92	274.35
Gutter " "	2.78	273.49 ✓
SCb Top	2.90	273.97 ✓

2+24.5 = HCb Line of Pole

S Top Cb	2.86	274.01 ✓
Gutter out Pav	2.76	273.51 ✓
Cb " "	2.28	273.99
¼ " "	1.55	274.72
½ " "	0.95	275.32 ✓
¼ " "	0.76	275.57
Cb " "	0.78	275.51
N Gutter " "	0.83	275.45 ✓
N Top Cb	0.45	276.02 ✓

Orange Ave Cross Section
37th St to 41st

80' wide
14' Cbs
18' Gts

BM	2.98	372.85		369.87 N.W. B.P. Orange + 37th

0 + 0 = E.L. 37th St From So.

N Cb Top	4.07	368.78
Gutter on Pav	4.50	368.35
1/4 " "	4.29	368.56
℄ " "	4.35	368.50 ✓
1/4 " "	4.83	368.02
Gutter " "	5.38	367.47
S Cb Top	4.96	367.89

0 + 50

S Cb Top	5.21	367.64
Gutter	5.8	367.0
1/4	5.1	367.7
℄	4.7	368.1
1/4	4.6	368.2
Gutter	4.9	368.0
N Cb Top	4.23	368.62

1 + 00

N Cb. Top	4.32	368.53
Gutter	4.9	368.0
1/4	4.7	368.2
℄	4.8	368.1
1/4	5.2	367.7
Gutter	5.8	367.1

Pages 17 to 23 - Reduced 10-5-39

Indexed C.S.K.

 Oct 4-39
Sisson
Northern

372.85

S Cb Top	5.38	367.47

1 + 40 = W.L. Alley from So.

S Cb Top	5.49	367.36
Gutter on Conc. Pav.	5.85	367.00
1/4	5.2	367.7
℄	4.8	368.1
1/4	4.8	368.1
Gutter	5.1	367.8
N Cb Top	4.43	368.42

1 + 60 = E.L. Alley

N Cb Top	4.51	368.34
Gutter	5.2	367.7
1/4	4.8	368.1
℄	4.9	368.0
1/4	5.2	367.7
Gutter on Conc Pav	5.85	367.00
S Cb Top	5.40	367.45

2 + 0

S Cb Top	5.50	367.35
Gutter	6.0	366.9
1/4	5.3	367.6
℄	5.0	367.9
1/4	4.9	368.0
Gutter	5.4	367.5
N Cb	4.70	368.15

372.85

2+50

N Cb Top		4.88	367.97
Gutter		5.3	367.6
¼		5.1	367.8
℄		5.2	367.7
¼		5.4	367.5
Gutter		6.1	366.8
S Cb Top		5.55	367.30

2+67 = N.L. 38th St From North

S Cb Top		5.65	367.20
Gutter	on Pav.	6.20	366.65
¼	" "	5.43	367.42
℄	" "	5.15	367.70
¼	" "	5.10	367.75
Gutter	" "	5.85	367.50
N Cb Top		4.95	367.90
TP	3.89 371.15	5.59	367.26

0+0 = E.L. 38th St From So.

N Gutter in Drive		4.15	367.00
¼	on Pav	3.79	367.36
℄	" "	3.85	367.30
¼	" "	4.20	366.95
Gutter	" "	4.80	366.35
S Cb Top		4.43	366.72

371.15

0+50

Note:- Curb on N Front E.L. 38 to N.L. 39 Should be Replaced off Line + Grade OK for Grade AEB

18

S Cb Top		4.66	366.49
Gutter		5.1	366.1
¼		4.6	366.6
℄		4.3	366.9
¼		4.3	366.9
Gutter		4.7	366.5
N Cb Top		3.91	367.24

1+0

N Cb Top		4.37	366.88
Gutter		5.0	366.2
¼		4.5	366.7
℄		4.5	366.7
¼		4.8	366.4
Gutter		5.3	365.9
S Cb Top		4.84	366.31

1+40 = N.L. Alley From So.

S Top Alley Rel + Ground		4.70	366.45
Cb Top		4.90	366.25
Gutter		5.4	365.8
¼		4.9	366.3
℄		4.7	366.5
¼		4.6	366.6
Gutter		5.1	366.1
N Cb		4.48	366.67

371.15

1+60

N Cb Top	4.62	366.53
Gutter	5.1	366.1
¼	4.8	366.4
℄	4.8	366.4
¼	5.0	366.2
Gutter	5.6	365.6
S Cb Top	5.01	366.14
S.L. Top Alley Ret + Ground	4.73	366.42

2+0

S. Cb	5.29	365.86
Gutter	5.8	365.4
¼	5.3	365.9
℄	5.0	366.2
¼	4.9	366.3
Gutter	5.3	365.9
N Cb Top	4.80	366.35

2+50

N Cb Top	5.06	366.09
Gutter	5.5	365.7
¼	5.1	366.1
℄	5.2	366.0
¼	5.5	365.7
Gutter	6.0	365.2
S Cb Top	5.36	365.79

371.15

2+99.50 on S = N Edge Pav'ng on 39th St. From South
2+97.0 on N

S Cb Top	5.48	365.67
Gutter on Pav	6.12	365.03
¼ " "	5.97	365.68
℄ " "	5.15	366.00
¼ " "	5.20	365.95
Gutter " " in Drive	5.66	365.49

TP	3.61	369.32	5.44	365.71	N.W. B.P. on Edge of 39th St. 365.77

0+0 = E.L. 39th St. From N.

N Cb Top	3.89	365.43
Gutter on Pav	4.50	364.82
¼ " "	4.13	365.19
℄ " "	4.00	365.32
¼ " "	4.08	365.24
Gutter " "	4.74	364.58
S Cb Top	4.14	365.18

0+42

S Cb Top	4.41	364.91
Gutter	4.9	364.4
¼	4.5	364.8
℄	4.4	364.9
¼	4.4	364.9

369.32

Gutter	4.8	364.5
N Cb Top	4.11	365.21
0+84 = N.L. Alley From So.		
N Cb Top	4.26	365.06
Gutter	4.9	364.4
1/4	4.5	364.8
℄	4.5	364.8
1/4	4.8	364.5
Gutter	5.1	364.2
S Cb Top	4.54	364.78
S.L. Top Alley Ret. & Ground	4.35	364.97
1+04 = E.L. Alley From So.		
1.5' N of S.L. = Edge Walk	4.67	364.65
S Cb Top	4.73	364.59
Gutter	5.1	364.2
1/4	4.7	364.6
℄	4.6	364.7
1/4	4.5	364.8
Gutter	5.0	364.3
N Cb Top	4.34	364.98
1+50		
N Cb Top	4.56	364.76
Gutter	5.2	364.1
1/4	4.7	364.6
℄	4.8	364.5

369.32

1/4	5.0	364.3
Gutter	5.3	364.0
S Cb Top	4.93	364.39
2+0		
S Cb Top	5.17	364.15
Gutter	5.6	363.7
1/4	5.2	364.1
℄	4.9	364.4
1/4	4.9	364.4
N Gutter in Drive	5.09	364.23
2+43.5 on S = N Edge Pav. of 46th St.		
2+47.8 on N		
N Cb Top	4.83	364.49
Gutter on Pav	5.33	363.99
1/4 " "	5.21	364.11
℄ " "	5.19	364.13
1/4 " "	5.30	364.02
Gutter " "	5.82	363.50
S Cb Top	5.30	364.02
TP 1+0	368.90 4.82	364.50 on N.W. BP 46th St. 364.62
0+0 = E.L. 46th St. on N		
0 - 4.5 = E Edge Pav. on So.		
N Cb Top	4.71	364.19
Gutter on Pav	4.98	363.92
1/4 " "	4.95	363.95

	368.90	
℄ on Pav	4.93	363.97
¼ " "	5.08	363.82
Gutter on "	5.50	363.40
S Cb Top	5.17	363.73
0+50		
S Cb Top	5.21	363.69
Gutter	5.6	363.3
¼	5.3	363.6
℄	5.0	363.9
¼	4.9	364.0
Gutter	5.2	363.7
N Cb Top	4.82	364.08
1+0		
N Cb Top	4.90	364.00
Gutter	5.4	363.5
¼	5.0	363.9
℄	4.9	364.0
¼	5.2	363.7
Gutter	5.7	363.2
S Cb Top	5.33	363.67
1+25 = N.L. Alley on N		
S Cb Top	5.27	363.63
Gutter	5.7	363.2
¼	5.2	363.7
℄	4.9	364.0

	368.90	
¼	5.0	363.9
Gutter	5.3	363.6
Cb	4.87	364.03
N.L. on Alley Ret. + Pav.	4.70	364.20
1+35 = N.L. Alley From So.		
N on Pav. So. End	4.97	363.93
Gutter	5.2	363.7
¼	4.9	364.0
℄	4.8	364.1
¼	5.2	363.7
Gutter	5.7	363.2
Cb Top	5.34	363.56
+12.5 = S End Alley Ret.	5.08	363.82
1+40 = E.L. Alley From N.		
S	5.1	363.8
Cb	5.7	363.2
¼	5.2	363.7
℄	4.8	364.1
¼	4.9	364.0
Gutter	5.3	363.6
Cb Top	4.84	364.06
N on Alley Pav	4.67	364.23
N on " Ret	4.50	364.40

368.90

1+55

N Cb Top	4.95	363.95
Gutter	5.4	363.5
¼	5.0	363.9
℄	4.9	364.0
¼	5.2	363.7
Gutter in Drive	5.72	363.18
+7 = N Edge Walk	5.18	363.72
+13 = S End Alley Rd	5.07	363.83

2+0

S Cb in Drive	5.69	363.21
Gutter	5.7	363.2
¼	5.2	363.7
℄	4.9	364.0
¼	5.2	363.7
Gutter	5.5	363.4
N Cb Top	4.98	363.92

2+30

N Cb Top	4.92	363.98
Gutter	5.5	363.4
¼	5.1	363.8
℄	5.1	363.8
¼	5.4	363.5
Gutter	5.9	363.0

368.90

S Cb Top	5.37	363.53

2+65.3 = N.L. Central from N.

S Cb Top	5.37	363.53
Gutter on Pav	6.03	362.87
¼ " "	5.35	363.55
℄ " "	5.17	363.73
¼ " "	5.14	363.76
Gutter " "	5.51	363.39
N Cb Top	5.07	363.83
TP 3.63	367.59	4.94 363.96

N.W. BP orange X Central 363.97

0+0 = E.L. Central From So.

N Cb Top	4.10	363.49
Gutter on Pav	4.70	362.89
¼ " "	4.26	363.33
℄ " "	4.14	363.45
¼ " "	4.28	363.31
Gutter " "	4.83	362.76
S Cb. Top	4.45	363.14

0+35

S Cb Top	4.62	362.97
Gutter	5.2	362.4
¼	4.7	362.9
℄	4.3	363.3
¼	4.4	363.2

367.59

Gutter	4.9	362.7
N Cb Top	4.29	363.30
0+75 = W.L. Alley From N		
N on Alley Ret. & Gr.	4.18	363.41
Cb Top	4.58	363.01
Gutter	5.2	362.4
¼	4.6	363.0
℄	4.6	363.0
¼	4.9	362.7
Gutter	5.3	362.3
S Cb Top	4.78	362.81
0+90 = E.L. Alley From N		
S Cb Top	4.83	362.76
Gutter	5.4	362.2
¼	4.9	362.7
℄	4.7	362.9
¼	4.7	362.9
Gutter	5.2	362.4
Cb Top	4.66	362.93
N on Alley Ret.	4.99	363.10
1+40 = W.L. Alley From S		
N Cb	4.72	362.87
Gutter	5.3	362.3
¼	4.9	362.7
℄	4.9	362.7

367.59

¼	5.0	362.6
Gutter	5.4	362.2
Cb Top	5.13	362.46
S on Alley Ret. & Ground	4.71	363.88
1+60 = E.L. Alley From So.		
S on Alley Ret. & Ground	5.04	362.55
Cb Top	5.12	362.47
Gutter	5.5	362.1
¼	5.2	362.4
℄	4.9	362.7
¼	4.9	362.7
Gutter	5.4	362.2
N Cb Top	4.70	362.89
2+15.3 = W.L. 41st St. From N		
N Cb Top	4.85	362.74
Gutter on Ret.	5.52	362.07
¼ " "	5.17	362.42
℄ " "	5.02	362.57
¼ " "	5.20	362.39
Gutter " "	5.73	361.86
S Cb in Drive	5.73	361.86
B.M.	4.84	362.76 N.W. B.P. 0.99 ex 41st 362.81

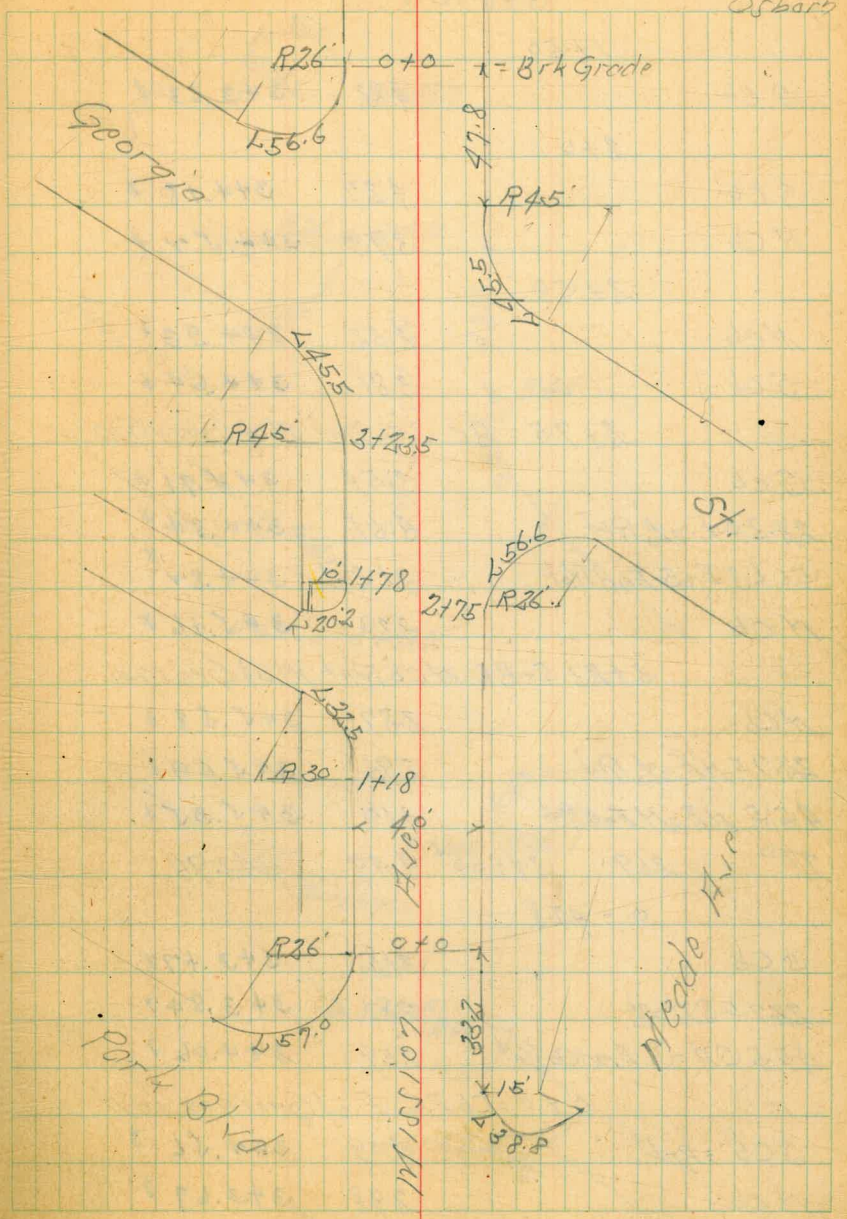
Mission Ave. Curb Levels
Park Blvd. to Texas St.

Indexed
C.S.K.

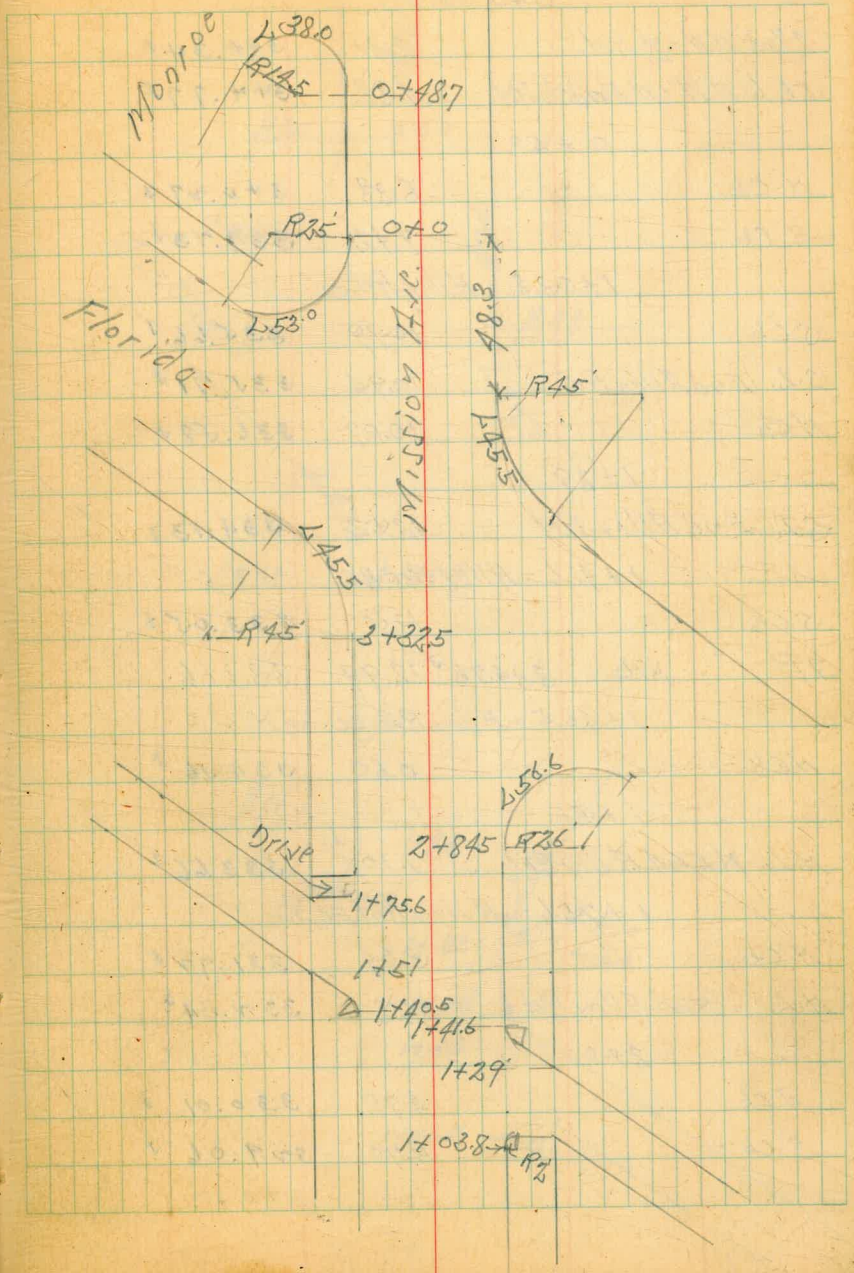
BM	3.92	348.90 ✓	344.98	S.E. BP Monrovia Park Blvd
TP	5.52	348.45 ✓	5.97	342.93
	0 - 33.2 = Cb & B.C. of S			
S Cb		5.78	347.67 ✓	
19.4 SW = Δ Rot		5.66	347.79 ✓	
38.8 SW = E.C.		5.55	347.90 ✓	
	0 + 0 =			
S Cb		5.76	347.69 ✓	
N Cb		5.64	347.81 ✓	
28.5 NW = Δ Rot		5.64	347.81 ✓	
57.0 NW = E.C.		5.90	347.55 ✓	
	0 + 50			
N Cb		5.24	343.21 ✓	
S Cb		5.71	347.74 ✗	
	1 + 0			
S Cb		5.28	343.17 ✗	
N Cb		4.69	343.76 ✗	
	1 + 18 = B.C. Alley Rot			
N Cb		4.55	343.90 ✗	
16.25 N = Δ Rot		4.33	344.12 ✗	
32.5 N = N.L. End Rot.		4.27	344.18 ✗	
	1 + 78			
N Cb		4.05	344.40 ✗	
20.2 NW = N.L. Alley Rot		3.73	344.72 ✗	

25

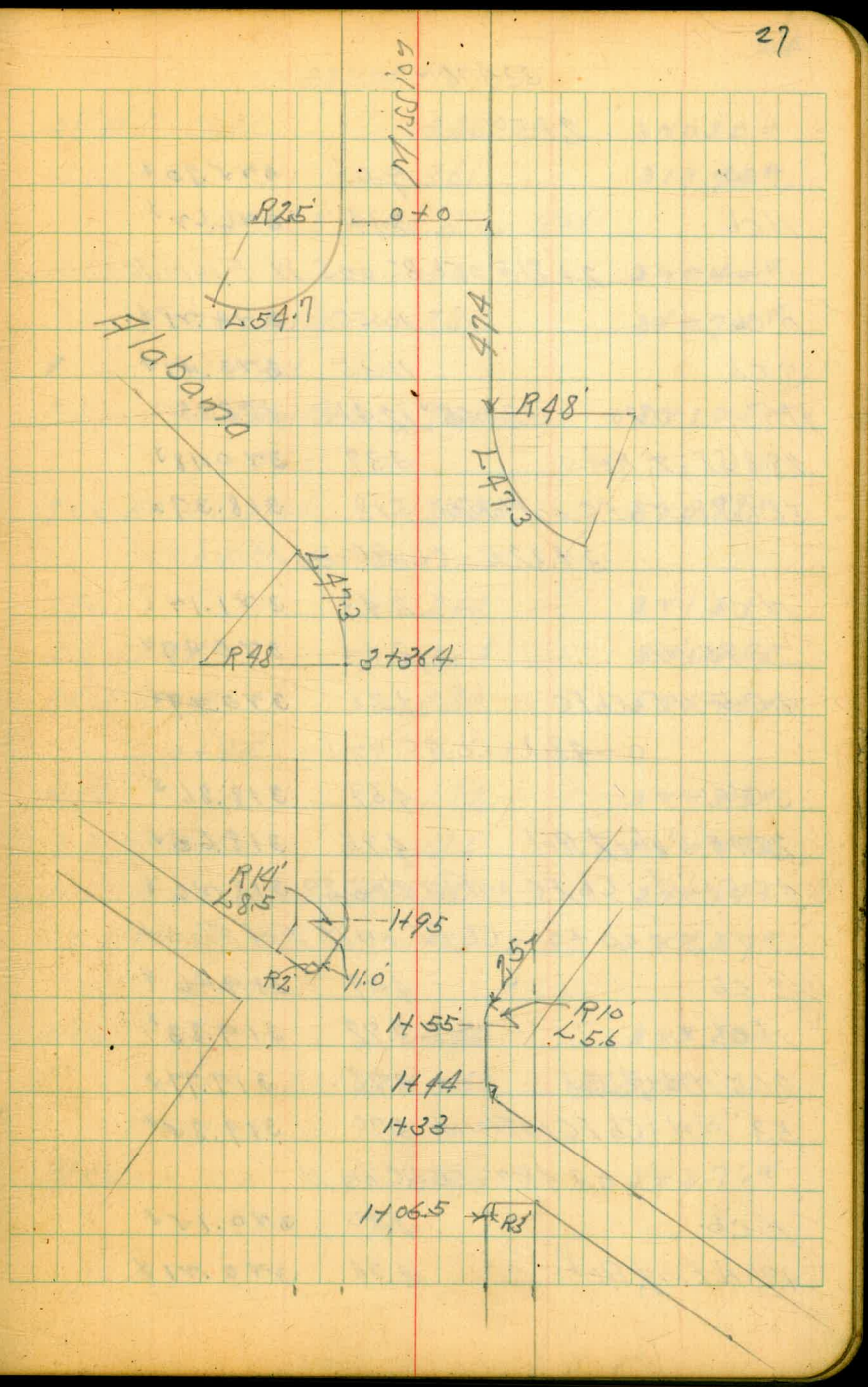
Nov. 3-39
Surv.
Northern
Osborn



		348.45 ✓	
	1+50		
S Cb		4.82	343.63 ✓
	2+00		
S Cb		4.27	344.18 ✓
N Cb		3.93	344.52 ✓
	2+50		
N Cb		3.52	344.93 ✓
S Cb		3.81	344.64 ✓
	2+75 = B.C. S Cb Rot N of Georgia		
S Cb		3.54	344.91 ✓
28.35 E. = ℄ Rot.		3.61	344.84 ✓
56.65 E. = S End Rot		3.63	344.82 ✓
N Cb		3.29	345.16 ✓
	3+23.5 = B.C. N Cb Rot N of Georgia		
N Cb		2.87	345.58 ✓
22.75 NE. = ℄ Rot		2.96	345.49 ✓
45.5 NE. = N End Rot		3.10	345.35 ✓
TP	2.69	346.65 ✓	4.49 343.96
	0 - 4+78		
S Cb		3.18	343.47 ✓
22.75 SW. = ℄		2.81	343.84 ✓
45.5 SW. = S End Cb Rot		2.59	344.06 ✓
	0+0 = Cb E.C. E of Georgia & N		
S Cb = Brk		4.09	342.56 ✓
N Cb		2.98	343.67 ✓



		346.65 ✓		
28.3' NW = ℄ Rot.			2.31	344.34 ✗
56.6' NW : N End Cb Rot.			1.88	344.77 ✗
	0+50			
N Cb			6.38	340.27 ✗
S Cb			7.42	339.23 ✗
	1+03.8 = Alley Rot. BC.			
S Cb			10.99	335.66 ✗
S.L. End Alley Rot			10.94	335.71 ✗
N Cb			10.07	336.58 ✗
	1+29			
S.L. End Alley Rot			12.52	334.13 ✗
	1+41.6 = Alley Rot. BC.			
S Cb			12.69	333.05 ✗
TP	1.10	334.76 ✓	12.99	333.66
	1+46.5 = Alley Rot. BC. on N			
N Cb			0.60	334.16 ✗
	1+51			
N.L. N End Alley Rot			1.10	333.66 ✗
	1+75.6 = Alley Rot. EC. on			
N Cb			3.04	331.72 ✗
N.L. = End Alley Rot			3.72	331.04 ✗
	2+0			
N Cb			4.75	330.01 ✗
S Cb			5.70	329.06 ✗



	334.76 ✓		
	2+50		
S Cb		9.06	3 N V.70 ✗
N Cb		8.14	3 N 6.62 ✗
	2+81.5 = Cb B.C. on S N Florida		
N Cb		10.55	3 N 4.71 ✗
S Cb		11.35	3 N 3.41 ✗
TP	1.20 323.55 ✓	12.41 =	324.35
28.3 S.E. = Δ Rel.		3.37	3 N 0.18 ✗
56.6 S.E. = Cb E.C. on Florida		5.18	318.37 ✗
	3+32.5 = Cb B.C. on N		
N Cb		3.43	3 N 1.17 ✗
22.75 N.E.		3.96	3 N 0.49 ✗
45.5 N.E. = Cb E.C.		3.26	3 N 0.79 ✓
	0-48.3 = Cb B.C. on S		
S Cb		4.69	318.86 ✗
22.75 S.W. = Δ Rel		4.95	318.60 ✗
45.5 S.W. = Cb E.C. on Florida		5.29	318.26 ✓
	0+0 = Cb B.C. on N E of Florida		
S Cb		4.09	319.46 ✗
N Cb		3.72	319.83 ✗
26.5 N.W. = Δ Rel		3.78	319.77 ✗
53 N.W. = Cb E.C. on Florida		3.70	319.8 ✓ ✗
	0+48.7 = Cb B.C. on N		
N Cb		3.40	3 N 0.15 ✓ ✗
19 N.E. = Δ Rel		3.34	3 N 0.21 ✗

	333.55 ✓		
28 N.E. = Cb E.C.		3.25	3 N 0.30 ✗
S Cb		3.61	319.94 ✗
	1+06.5 = B.C. Alley Rel.		
S Cb		3.11	3 N 0.44 ✗
S.L. = End Alley Rel		2.81	3 N 0.74 ✓
	1+33		
S.L. = End Alley Rel.		2.50	3 N 1.05 ✓ ✗
	1+44 =		
S.C. = E.C. Alley Rel.		2.57	3 N 0.98 ✗
	1+55 = B.C. on S		
S Cb		2.44	3 N 1.11 ✗
5.6 S.E. = E.C.		2.34	3 N 1.21 ✗
25 E of E.C.		2.27	3 N 1.28 ✗
	1+95		
N Cb.		1.22	3 N 1.33 ✗
8.5 N.W. = E.C.		1.26	3 N 1.29 ✗
N.W. of E.C. = B.C. Alley Rel		1.31	3 N 1.24 ✗
N.L. End Alley Rel		1.18	3 N 1.37 ✗
	2+50		
N Cb.		0.45	3 N 3.10 ✗
TP	10.33 333.18 ✓	0.60	322.95
	3+0		
N Cb		9.42	3 N 3.76 ✗

333.18

3+36.4 = Cb BC on N

N Cb	9.00	374.18
23.65' N.E. = ⊿ Rad	8.80	374.38
47.3 N.E. = E.C. on Alabama	8.65	374.53

0 - 47.4 = Cb BC. on S

S Cb	7.45	375.73
23.65' S.W. = ⊿ Rad	7.66	375.52
47.35' S.W. = E.C. on Alabama	7.75	375.43

0+0 = Cb BC. on N

S Cb	5.93	377.25
N Cb	6.36	376.82
27.35 N.W. = ⊿ Rad.	6.62	376.56
54.7' N.W. = E.C. on Alabama	6.78	376.40

0+50

N Cb	4.87	378.31
S Cb	4.33	378.85

1+07 = B.C. Alley Rad. on S

S Cb	2.53	330.65
S.L. End Alley Rad	2.33	330.85
N Cb	3.09	330.09

1+33

S.L. End Alley Rad	1.36	331.82

1+44 = E.C. Alley Rad

S Cb	1.36	331.82
N Cb	2.02	331.16

333.18

1+50

N.L. = End Alley Rad	1.81	331.37

1+81 = E.C. Alley Rad on N

N.L. = End Alley Rad	0.67	332.51
N Cb	0.76	332.42
S Cb	0.21	332.97
TP 7.04 339.99	0.23	332.95

2+0.

S Cb	6.45	333.54
N Cb	7.04	332.95

2+50

N Cb	5.55	334.44
S Cb	4.82	333.17

2+81.2 = B.C. on S

S Cb	3.81	336.18
26.85' E. = ⊿ Rad	2.90	337.09
53.6 = E.C. on Mississippi	2.97	337.02
N C.	4.57	335.42

3+28.8 = B.C. on N

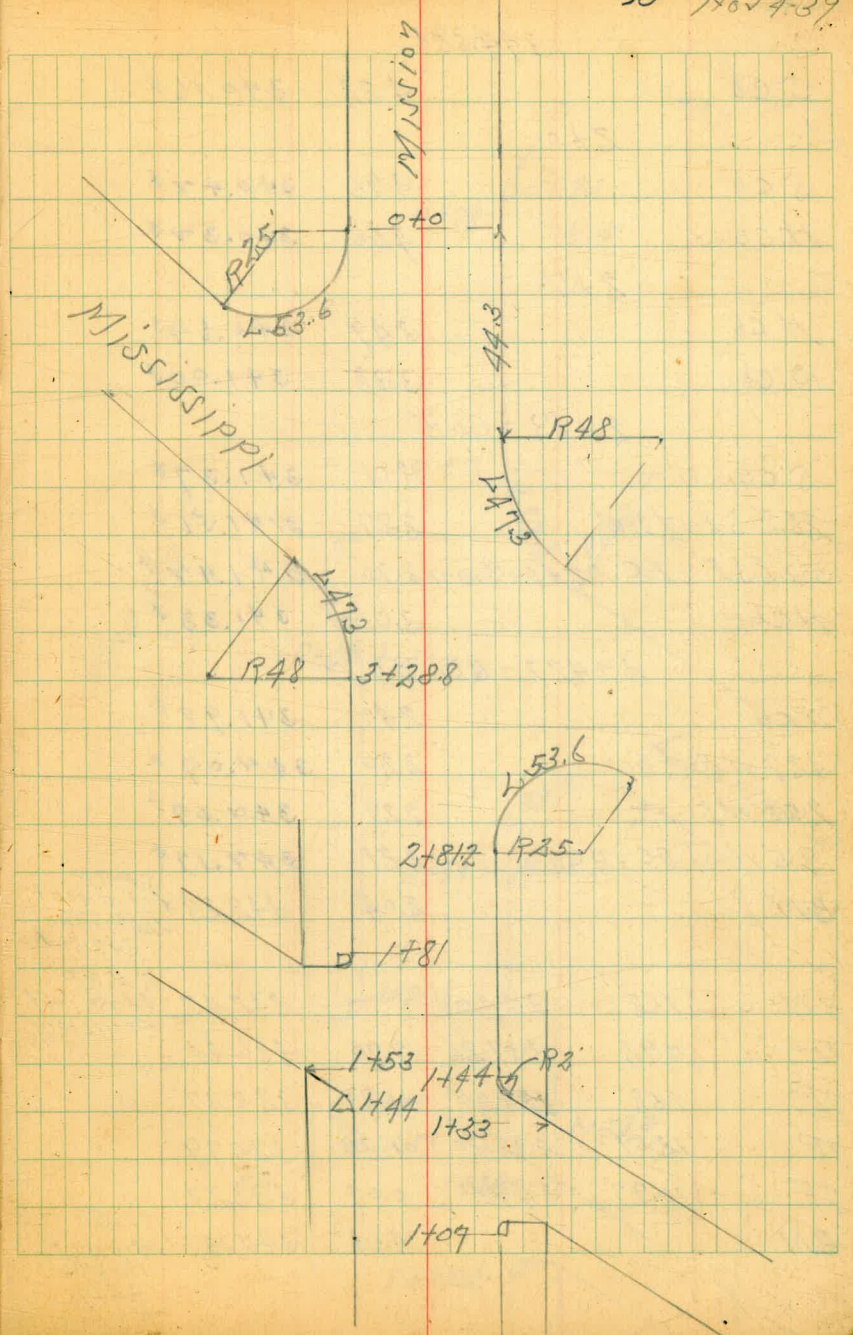
N C.	3.54	336.45
23.65' N.E. = ⊿ Rad	3.41	336.58
47.3' N.E. = E.C. on Min.	3.39	336.60
TP 6.18 344.38	1.79	338.20

N.E. Cor. ⊿ Rad. Mississippi & Min.

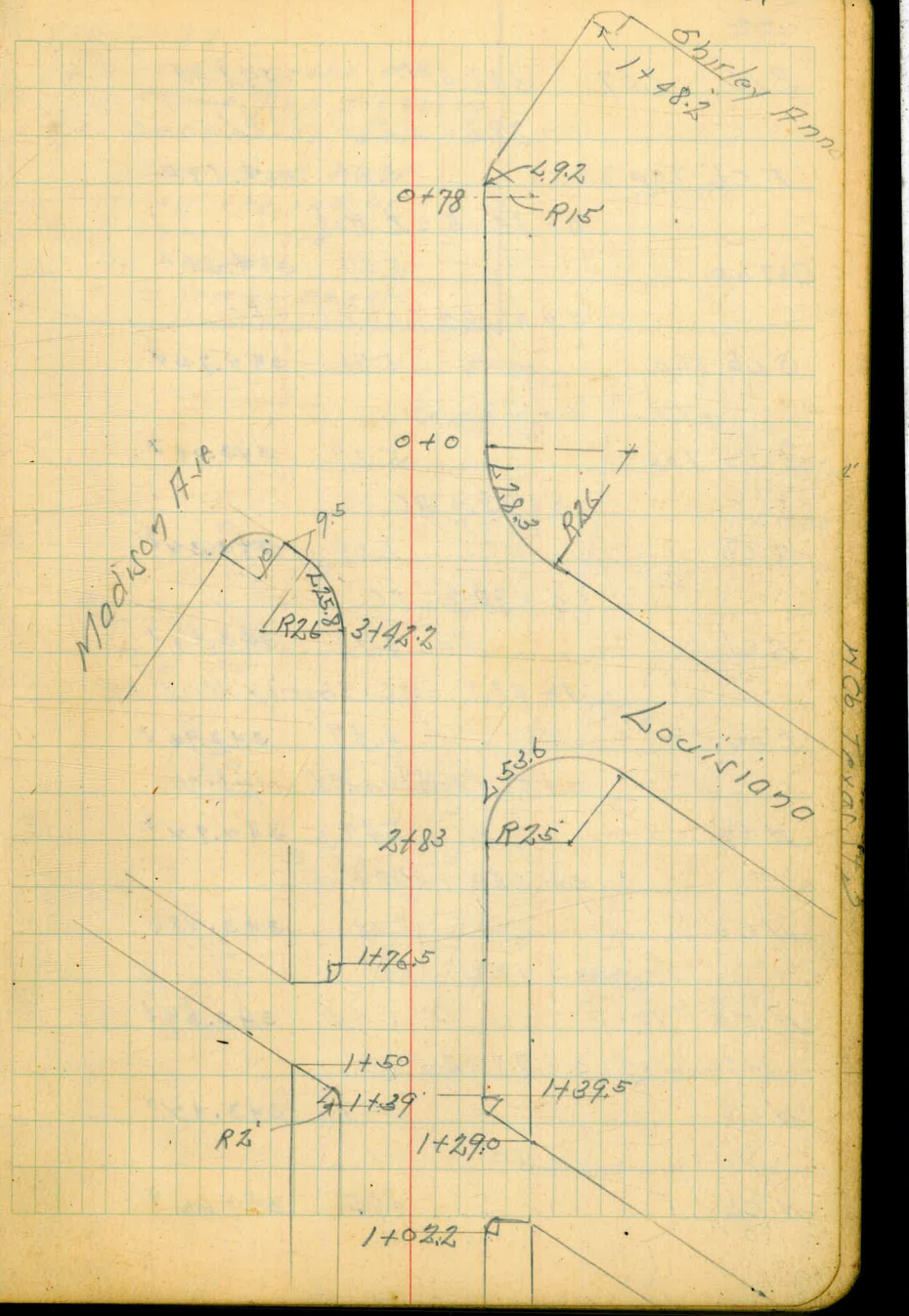
3+43.8

0+49.3 = Cb BC. on S

S Cb	6.65	337.73
23.65 SW = ∠ Rot	6.76	337.62
47.35 W = EC on Miss.	6.90	337.48
0+00		
S Cb	6.22	338.16
N Cb	6.27	338.11
28.15 NW = ∠ Rot	6.28	338.10
56.3 NW = EC on Miss.	6.17	338.21
0+50		
N Cb	5.77	338.61
S Cb	5.70	338.68
1+02.2 B.C. Alley Rot on S		
S Cb	5.09	339.29
S.L. End Alley Rot	4.63	339.75
N Cb	5.11	339.27
1+29		
S.L. End Alley Rot	4.59	339.84
1+39 = E.C. Alley Rot on N 1+39.5 on S		
S Cb	4.57	339.81
N Cb	4.72	339.66
1+50		
N.L. End Alley Rot	4.39	339.99
1+96.5 = E.C. Alley Rot on N		
N.C.	4.19	340.19
N.L. = End Alley Rot	4.15	340.23



			34438 ✓		
S Cb			4.22	340.16 ✓	
	2+0				
S Cb			3.96	340.42 ✓	
N Cb			4.06	340.32 ✓	
	2+56				
N Cb			3.49	340.89 ✓	
S Cb			3.38	341.00 ✓	
	2+83 = Cb BC				
S Cb			3.01	341.37 ✓	
26.8 SE = ℄ Rad			2.87	341.51 ✓	
53.6 SE = EC on Louisiana			2.96	341.42 ✓	
N Cb			3.05	341.33 ✓	
	3+42.2 = BC on N				
N Cb			2.40	341.98 ✓	
12.9' NE = ℄ Rad			2.29	342.09 ✓	
25.8 NE = EC			2.29	342.09 ✓	
9.5' N of EC = BC			2.21	342.17 ✓	
BM			2.04	342.34 ✓	S.E.B.P. Madison & Louisiana 342.31 ✓
BM	1.62	344.04		342.42	S.E.B.P. Madison & Louisiana
TP	0.92	337.26	7.70	336.34	
TP	1.68	327.05	11.89	325.37	
TP	12.51	338.30	1.26	325.79	
TP	10.97	349.20	0.07	338.23	
BM			4.06	345.14	S.E.B.P. Monroe & Parkway 34498



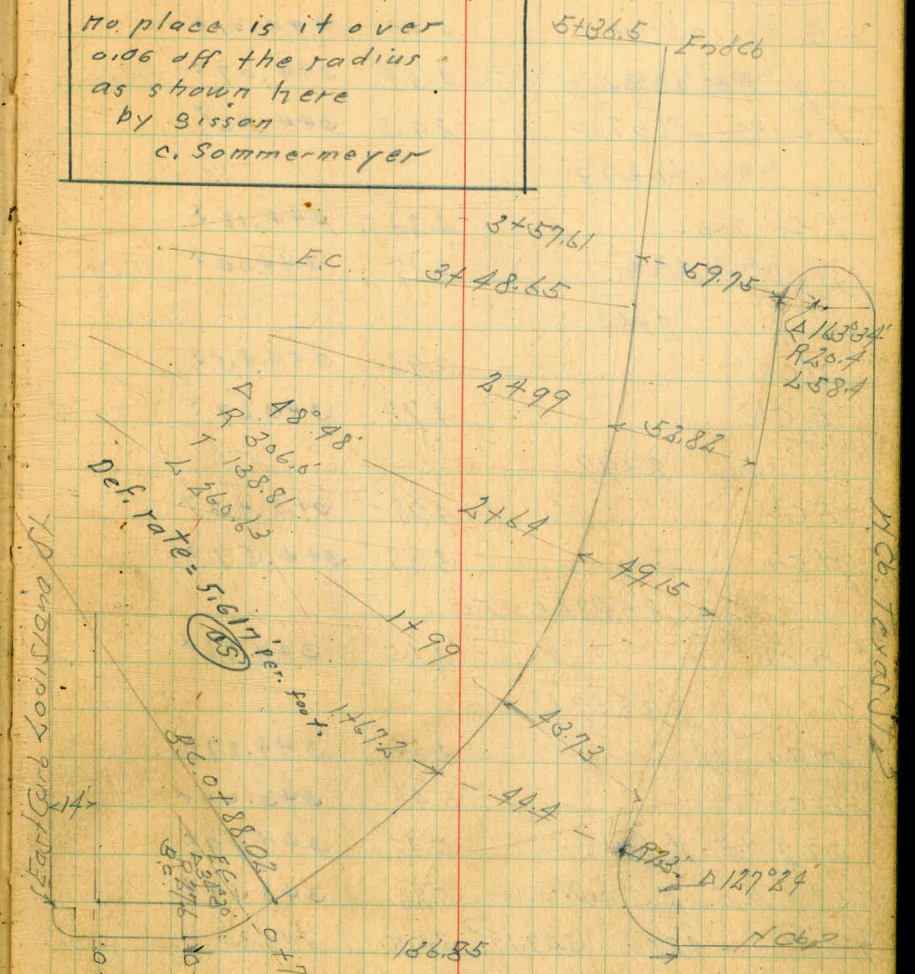
Mission Ave Curb Levels

BM	6.07	348.41 ✓	342.34
	0-28.3 = SEnd Ret. E Louisiana		
E Cb Top		5.84	347.57 ✗
	0-14.15 = ℄ Ret.		
Cb Top		5.87	347.54 ✗
	0+0 on So. Curb = EC		
S Cb Top		5.71	347.70 ✗
	0+50		
S Cb Top		5.37	343.04 ✗
	0+78 = BC		
S Cb		5.09	343.32 ✗
	0+87.2 = EC		
S Cb		4.92	343.49 ✗
	1+48.2 = BC Shirley Ann Pl		
S Cb		4.47	343.94 ✗
	0+0 N.L Sta = E L Louisiana		
N Cb		5.49	347.92 ✗
	0+61.59 = BC		
N Cb		5.13	343.78 ✗
	0+78.31 = EC		
N Cb		5.04	343.37 ✗
	0+88.02 = BC		
N Cb		4.99	343.42 ✗
	1+30		
N Cb		4.75	343.66 ✗

Nov. 16-39

32

2-10-47
This curb checks o.k as shown. Run big curve on 25' chords and in no place is it over 0.06 off the radius as shown here
By Bissan
C. Sommermeyer



348.41 ✓

1+67.2

N ⊥ Cb	4.58	343.83 ✗
E Gutter in Drive	4.40	344.01 ✗
℄ Ret in Gutter	4.34	344.07 ✗
E.C R23' N.Cb. Top	3.95	344.46 ✗

1+99

E Cb Top	4.23	344.18 ✗
N Cb "	4.37	344.04 ✗

2+64

N Cb	3.96	344.45 ✗
E Cb	4.72	343.69 ✗

2+99

E Cb	4.98	343.43 ✗
N Cb	3.82	344.59 ✗

3+48.65 = E.C.

N Cb	3.65	344.76 ✗

3+57.61

N Cb	3.54	344.87 ✗
E Cb	5.41	343.00 ✗
29.2' N.E = ℄ Ret	5.42	344.99 ✗
58.4' N.E = E.C on Texas	5.22	343.19 ✗
TP 4.27	349.13 ✓ 3.55	344.86

3+95

N Cb	4.09	345.04 ✗

349.13

4+16 = Brook

N Cb	3.98	345.15 ✗

4+50

N Cb	4.41	344.77 ✗

5+10

N Cb	4.84	344.79 ✗

5+36.5 = End Cb

N Cb	5.28	343.85 ✗

Cross Section Alley Block 70 Park Villas

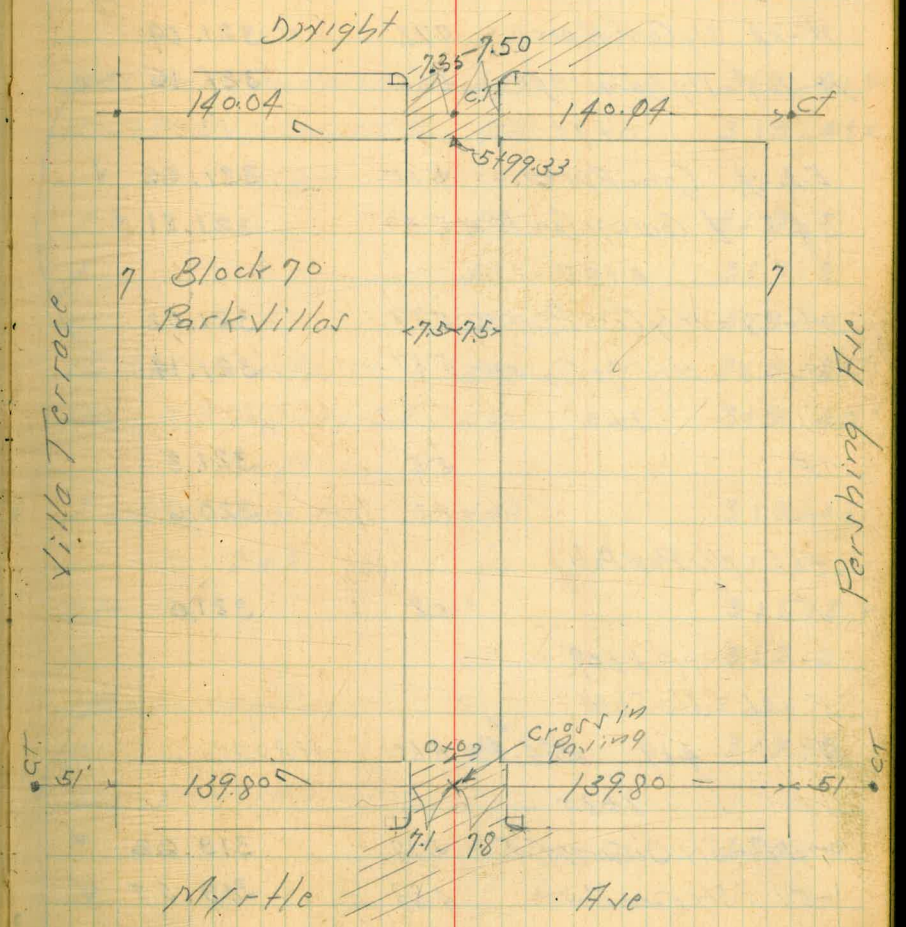
Indexed C.S.K.

Dec. 16-39 Sisson Northern Osborne

34

B.M.	0.82	333.33		332.51	N.E. BP Myrtle +28½
T.P.	1.92	326.81 ✓	8.44	324.89	
	0-10 = NCb Myrtle				
E on Paving			4.25	322.56 ✓	
℄ " "			4.61	322.20 ✓	
W " "			4.98	321.83 ✓	
	0+0 = W.L. Myrtle				
W Top Cb			4.81	322.50 ✓	
Gutter on Par.			4.45	322.36 ✓	
℄ " "			4.41	322.40 ✓	
Gutter " "			3.90	322.91 ✓	
E Top Cb			3.46	323.35 ✓	
	0+18				
E			4.0	322.8	
℄			4.2	322.6	
17.4 = SW Stucco Wall 4"					✓
W			4.5	322.3	0+80 =
7+03 = E ℄ 25 Conc Walk			4.52 ✓	322.29 ✓	E+0.5 = SW Sheds ✓
	0+41				
W.L. 7+0.1 = ℄ 25 Conc Walk			4.33	322.48 ✓	
	0+52				
E L 7+1.6 = E W Pow Pole					
	0+70				0+85
W on Conc Walk SW			5.50 ✓	321.31 ✓	E+0.5 = ✓ NW Sheds ✓
7+0.2 NW Stucco Wall			✓		
℄			5.4	321.4	

Red. to New Profile # 2027 12/16/39 C.S.K.



326.81

E	5.0	321.8
0+78		
W -1.4 = Sly Conc. Apron	5.72	321.09
W -11.4 = Sly Do. Garage	5.65	321.16
0+91		
E 4 = ℄ Conc Apron	5.15	321.66 ✓
E 4.5 = ℄ Garage Conc Floor	5.00	321.81 ✓
0+95		
W -1.3 = Nly Conc Apron	5.79	321.02
W -11.3 = Nly Do Garage	5.67	321.14
1+0		
E	5.5	321.3
℄	6.2	320.6
+6.6 = Nly Power Pole		
W	5.8	321.0
1+09		
E +0.6 = Sly Shed		
TP 4.19 324.4	6.60	320.81
1+30		
-11.1 = Sly. Do. Garage C.F.	5.18	319.22 ✓
-5.1 = Sly Conc. Apron	4.83	319.57 ✓
W	4.8	319.6
℄	4.4	320.0
E	4.0	320.4
1+38		
E +0.5 = Nly Shds		

324.40

1+44		
E +0.5 = ℄ Garage Conc Floor	3.07	321.33
1+60		
W +5 = Sly Conc Apron	4.99	319.41 ✓
W -10.8 = Sly Do Garage C.F.	4.99	319.41 ✓
1+68		
E	4.7	319.7
℄	4.9	319.5
W	5.0	319.4
+5 = Nly Conc Apron	5.09	319.31 ✓
+10.8 = Nly Do Garage C.F.	5.00	319.40 ✓
1+89		
E +0.8 = ℄ 1' Conc Walk	4.99	319.41 ✓
2+0		
-10	7.6	316.8 ✓
W	5.2	319.2
+0.3 = Nly Power Pole		
℄	4.9	319.5
+6.5 = Ely Tel Pole		
E	4.4	320.0
2+15		
E +13 = Sly Board Fence		✓
2+35		
E	6.1	318.3
℄	6.5	317.9
W	6.8	317.6
+10	8.5	315.9 ✓

324.40		
2+50		
E +1.2 = Nly Board Fence		
2+69		
-1.0	9.8	314.6 ✓
W	8.5	315.9
℄	8.0	316.4
+6.3 = ℄ Garage Con. Floor	7.69	316.71 ✓
2+77		
E +1.2 = Sly Board Fence		✓
3+0		
E	8.1	316.3
+1.7 = Fence		
℄	8.5	315.9
W	9.0	315.4
+1.0'	9.8	314.6 ✓
3+50		
-1.0	11.8	312.6 ✓
W +0.3 = Sly Wire Fence	10.4	314.0
+0.7 = Nly Power Pole		✓
℄	9.8	314.6
+6.0 = Ely Tel Pole		
+6.4 = Board Fence		✓
E	9.2	315.2
4+0		
E Rubble Wall	10.2	314.2
+0.9 = Nly Board Fence		

324.40		
℄	10.3	314.1
W = Wire Fence	10.5	313.9 ✓
+1.0	12.5	311.9 ✓
TP 4.16 318.03	10.53	313.87
4+23		
E -0.1 = ℄ 3' Conc Walk	3.75	314.28 ✓
4+50		
-1.0	7.3	310.7
W	5.0	313.0
+0.6 = Nly Power Pole		
℄	4.8	313.2
+6.6 = Sly Board Fence		✓
E Rubble Wall	4.2	313.8
4+77		
E +0.9 = Ely Tel Pole		
4+81		
E +1.7 = ℄ 4' Conc Walk	4.86	313.17 ✓
5+0		
E	4.6	313.4
+0.9 = Board Fence		✓
℄	5.4	312.6
W Conc Wall	5.6	312.4
+1.0	7.6	310.4
5+25		
W Top Conc Wall	4.70	313.33 ✓
W Dirt	5.1	312.9

318.03

℄	4.8	313.2
+6.9 = Board Fence		✓
E	4.9	313.6
5+94		
E +0.6 = Wly Board Fence		
E = Sly Conc. Drive	4.00	314.03 ✓
5+50		
E on Conc Drive	4.03	314.00 ✓
℄	5.0	313.0
+6.8 = Wly Power Pole		
W	4.9	313.1
+0.6 = Sly 6" Conc Wall	4.91	313.12 ✓
5+61		
W -4.5' = ℄ Garage Conc	5.65	312.38
W -0.5 = Ely Conc Dr	5.06	312.97
E +0.2 = Wly Conc. Drive	4.10	313.93
5+72		
W -0.5 = Wly 6" Conc Wall	4.98	313.05
5+83		
W	5.2	312.8
℄	5.1	312.9
+4	4.7	313.3
+6.4 = Fly Tel Pole		
+6.9 = Wly Chimney 85' W.		✓
E	3.6	314.4

318.03

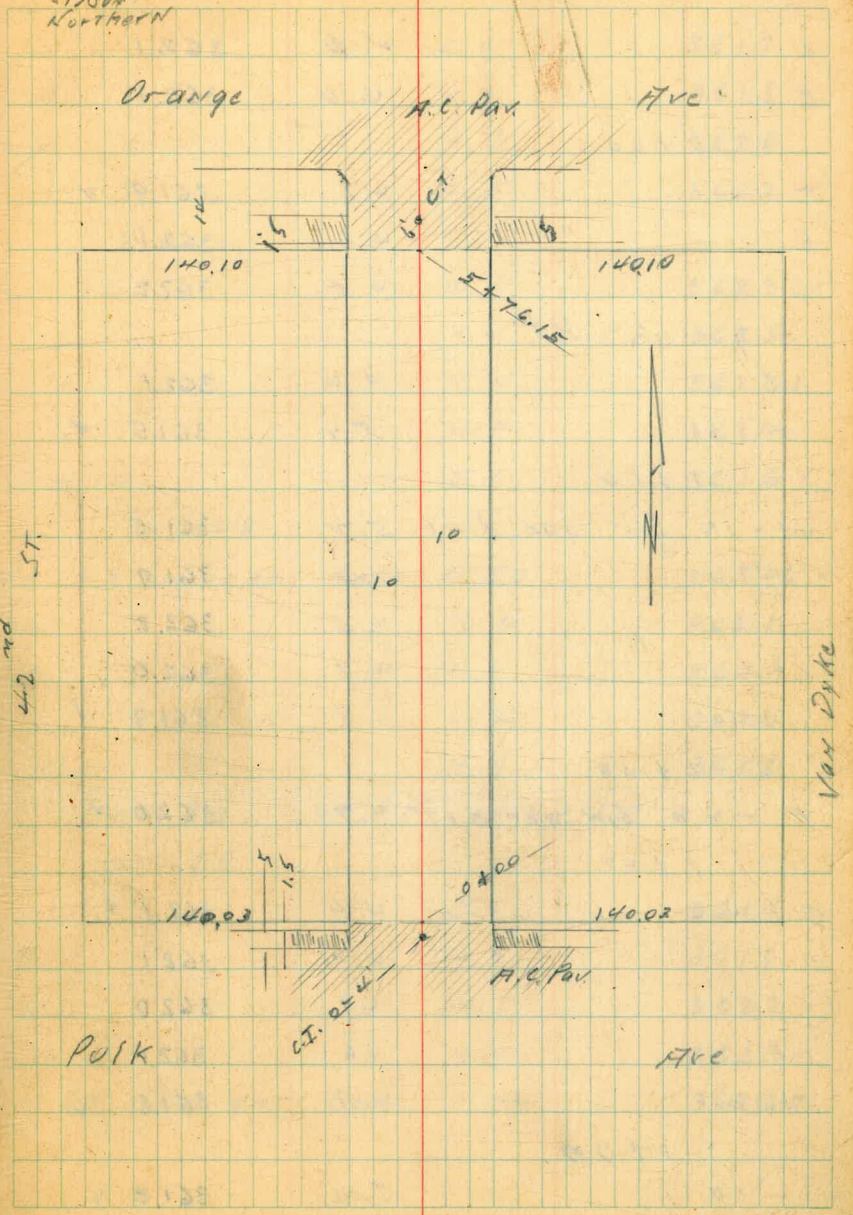
5+98			
E	4.1	313.9	
+3	4.1	313.9	
+4	7.1	310.9	
℄	7.5	310.5	
+5	7.5	310.5	
W	5.8	312.2	
5+99.33 = SL Dwight			
W Top Cb	8.12	309.91	✓
Gutter on Paving	8.20	309.83	✓
℄ " "	7.86	310.17	✓
Gutter " "	7.13	310 90	✓
E Top Cb	6.64	311.39	✓
6+09.33 = S Cb Dwight			
E on Paving	7.52	310.51	✓
℄ " "	8.20	309.83	✓
W " "	9.00	309.03	✓
TP 10.51 325.85	2.69	313.34	
BM	1.87	322.98	S.E. B.P. Dwight Parking 321.01

Indexed
C.S.K.

Xscd of alley 20' wide
Blk 18 Sub of Lots 20 to 50 Blk N Teralta
Map #1000

N W BP		4.45	366.55	361.90	Orange & Cotelaned
T.P.		5.03	366.71	4.87	361.68
	0 - 4.5 = N c/l Polk				
W	Pav.		4.19	360.52	
E	"		5.97	360.74	
	0+00 = N c/l Polk				
E	c/l		5.34	361.39	
E	Pav		5.46	361.07	
C	"		5.92	360.79	
W	"		5.80	360.91	
W	c/l		5.49	361.22	
	0+20				
W			5.0	361.7	
C			4.9	361.8	
E			4.8	361.9	
	0+55				
E - 0.7	& Sin. gar. dirt		4.7	362.0	
C			4.8	361.9	
W			5.1	361.6	
	0+87				
W - 1.3	Sin. gar Cem.		5.00	361.71	
W			5.0	361.7	

Reduced Jan 19-40 Z.B.H.
Plot on Profile 2562



C	4.6	362.1
E	4.6	362.1
1+00		
-10	4.8	361.9
E	4.6	362.1
C	4.5	362.2
+9 12" P.P.		
W	4.6	362.1
+10	5.2	361.5
1+14		
W-12 Sin. gar dirt	5.2	361.5
W	4.8	361.9
C	4.5	362.2
E	4.7	362.0
+10	4.8	361.9
1+30		
E-2.6 Sin. gar dirt	4.7	362.0
1+42		
E-4.4 " " "	4.4	362.1
E	4.6	362.1
C	4.7	362.0
W	4.6	362.1
110	4.9	361.8
1+70		
-10	5.4	361.3

W	5.0	361.7
C	4.9	361.8
E	4.7	362.0
+10	4.5	362.2
2+00		
-10	4.4	362.3
E	4.2	362.5
C	4.4	362.3
W	4.7	362.0
+10	5.1	361.6
2+28		
W-5.7 Sin. gar. Cem.	4.50	362.21
W	4.6	362.1
C	4.6	362.1
E	4.6	362.1
+10	4.9	361.8
+33 14" P.P. W +1.5		
2+59		
-10	5.0	361.7
E	4.9	361.8
C	4.5	362.2
W	4.4	362.3
+5.2 Sin gar Cem.	4.44	362.27

	366.71 ✓		
2 + 72			
W - 5.7 Sin gar Cent		4.40	362.31 ✓
W		4.4	362.3
C		4.7	362.0
E		4.7	362.0
+ 10		4.7	362.0 ✓
3 + 00			
E		4.8	361.9
C		4.9	361.8
W		4.7	362.0
T.P.	5.00	366.68 ✓ 5.03	361.68
3 + 18			
E - 0.4 2' cent wk		4.73	361.95 ✓
3 + 39	14" P.P. W + 1.7		
3 + 40			
W - 10		5.0	361.7
W		4.8	361.9
C		4.9	361.8
E		5.2	361.5
+ 10		4.8	361.9
3 + 57			
W - 3 Sin. gar. Cent.		4.45	362.03 ✓
3 + 66			
E - 8.5 Sin " "		4.97	361.71 ✓
E - 7.2 " apron Cent		5.15	361.53 ✓

	366.68 ✓		
E		5.0	361.7
C		4.9	361.8
W		4.8	361.9
4 + 07			
W - 4 Sin gar cent		4.73	361.95 ✓
W - 0.2 apron		4.91	361.77 ✓
W		4.9	361.8
C		5.1	361.6
E		5.3	361.4
+ 10		5.4	361.3
4 + 40			
E		5.0	361.7
C		4.9	361.8
W		4.9	361.8
4 + 76			
W		4.7	362.0
+ 0.7	14" P.P.		
C		4.8	361.9
E		4.8	361.9
4 + 94			
W - 4.1 E Sin gar Cent		4.47	362.01 ✓
W - 0.8 apron		4.28	362.40 ✓
5 + 15	12" P.P. Guy on W.L.		
5 + 17			361.93 ✓ 10' wide
E - 1.8 Sin gar cent		4.75	

366.68

5+17

E		4.8	361.9
C		4.5	362.2
W		4.4	362.5

5+35

W		4.2	362.5
C		4.5	362.2
E		4.3	362.4

5+60

E		4.1	362.6
+3		4.8	361.9
C		4.8	361.9
+7		4.6	362.1
W		4.0	362.7

5+7.615 5+ Orange

W	cb	4.78	361.90 ✓
W	Pav	4.94	361.76 ✓
C	"	5.08	361.60 ✓
E	"	4.99	361.69 ✓
E	cb	4.81	361.87 ✓

14'N = 5 cb Orange

E	Pav	5.47	361.21 ✓
W	"	5.44	361.24 ✓

check to orig. BM		4.77	361.91	361.90
				0.01

Moore
Inverted

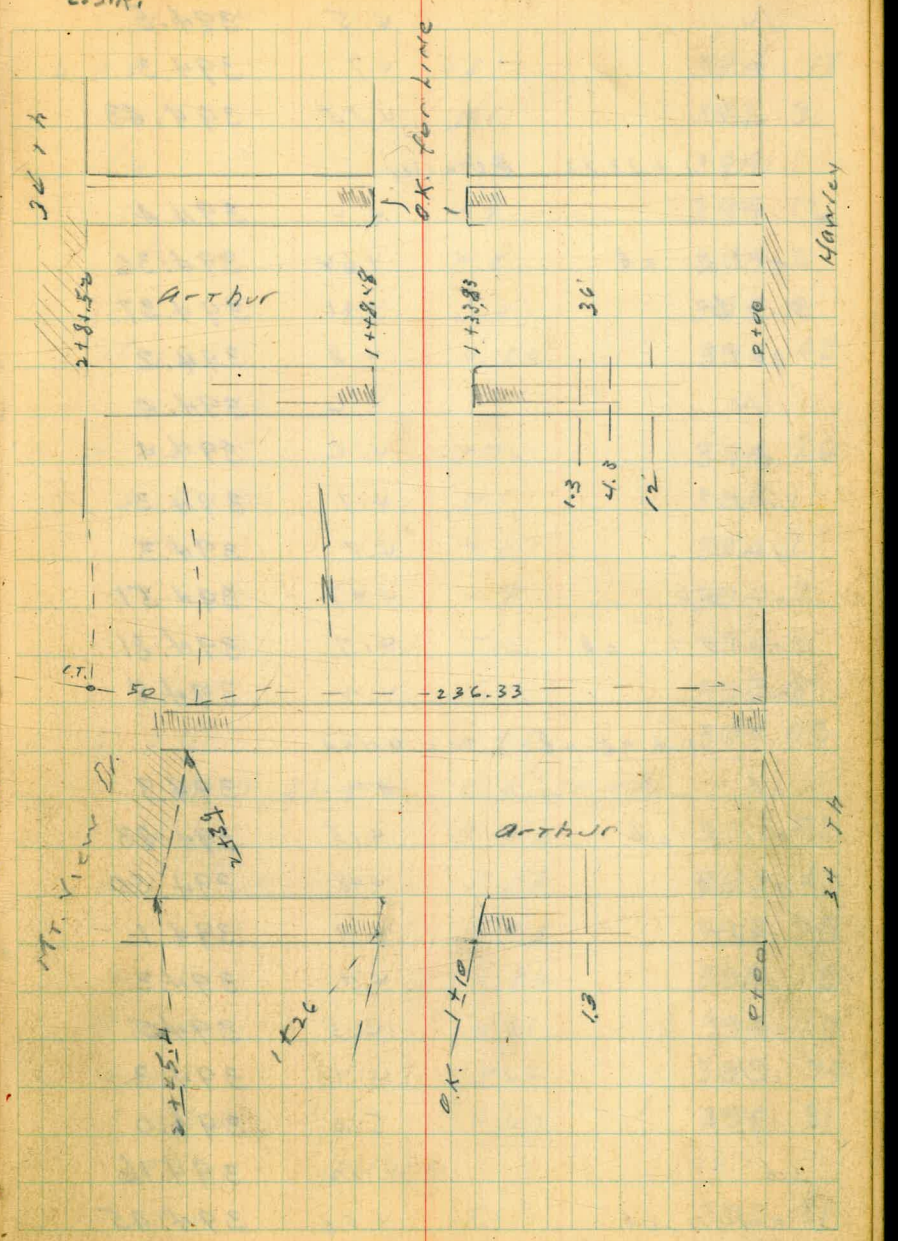
Xsec Arthur St 60' wide
Hawley Wly to Mt. View Dr. 12' curbs
9' ½

				Hawley
NWBP	3.87	398.98	395.11	Arthur
	0 0	W.L. Hawley		
N c6		4.10	394.88	
gvt	Par	4.07	394.51	
¼	"	4.17	394.81	
c	"	4.05	394.93	
¼	"	4.25	394.73	
gvt	"	4.60	394.38	
S c6		4.30	394.68	Rad.
	0+50			
S c6		4.45	394.53	
gvt		4.7	394.3	
¼		4.4	394.6	
c		4.2	394.8	
¼		4.7	394.3	
N c6		4.18	394.80	
	1+03			
N c6		4.34	394.64	
gvt		4.8	394.2	
¼		4.6	394.4	
c		4.6	394.4	

Reduced Jan 13-1940
Plot on profile # 58

Indexed
C.S.K.

42



1/4		4.5	394.5
QUT		4.7	394.3
S CB		4.55	394.43
	1+33.83 Eq ahead		
S		4.6	394.4
+1.3 CB		4.64	394.36
S CB		4.61	394.37
QUT		4.8	394.2
1/4		4.6	394.4
C		4.6	394.4
1/4		4.7	394.3
QUT		4.7	394.3
N CB		4.47	394.51
+10.7 CB		4.7	394.81
N		4.2	394.8
	1+48.48 Mc ahead		
N		4.4	394.9
+1.3 CB		4.15	394.83
N CB		4.48	394.50
QUT		4.9	394.1
1/4		4.7	394.3
C		4.5	394.5
1/4		4.7	394.3
QUT		5.0	394.0
S CB		4.82	394.16
+10.7 CB		4.53	394.45
S		4.5	394.5

1+95		
S CB	4.81	394.17
QUT	5.1	393.9
1/4	4.9	394.1
C	4.9	394.1
1/4	4.8	394.2
QUT	5.0	394.0
N CB	4.54	394.42
2+40		
N CB	4.72	394.26
QUT	5.1	394.1
1/4	4.8	394.2
C	4.8	394.2
1/4	5.0	394.0
QUT	5.4	393.6
S CB	4.95	394.03
2+81.52	Eq ahead	
S CB	5.06	393.92
QUT Pav	5.58	393.40
1/2 "	5.03	393.95
C "	4.86	394.12
1/4 "	4.81	394.17
QUT "	5.26	393.74
N CB	4.67	394.31
E QUT	ahead	
N Pav	5.17	393.81

N cb PAV	5.18	393.80
C "	5.27	393.71
S cb "	5.46	393 52
S "	5.49	393 49
E		
S PAV	4.79	394 19
C "	4.45	394 33
N "	4.54	394 46
W GUT 3¢		
N. PAV	5.14	393.86
N cb "	5.22	393 76
C "	5.19	393 79
S cb "	5.35	393 63
S "	5.28	393 70
0+00 IN L 3UTH		
S cb	5.11	393.87
GUT PAV	5.41	393 37
1/4 "	5.13	393 85
C "	4.83	394 15
1/4 "	4.91	394 07
GUT "	5.14	393 84
N cb	4.41	394 37

T.P. 4.33 398.39 4.93 394.06

0+50

N cb	4.23	394.16
GUT	4.8	393.6
1/4	4.4	394.0
C	4.5	393.9
1/4	4.7	393.7
GUT	5.2	393.2
S cb	4.58	393.81
1+10 ELailey		
S	4.5	393.9
+1.3 cb	4.54	393.85
S cb	4.86	393.53
GUT	5.2	393.2
1/4	4.9	393.5
C	4.6	393.8
1/4	4.7	393.7
GUT	4.8	393.6
N cb	4.45	393.94
1+26 IN L alley		
N cb	4.51	393.88
GUT	4.8	393.6
1/4	4.8	393.6
C	4.8	393.6
1/4	4.9	393.5

qvt		5.3	393.1
S c6		5.03	393.36
+10.7 c6		4.42	393.77
S		4.6	393.8
1+50			
S c6		4.91	393.48
qvt		5.4	393.0
1/4		5.0	393.4
c		4.7	393.7
1/4		4.7	393.7
qvt		5.1	393.3
N c6		4.56	393.83
2+00			
N c6		4.84	393.55
qvt		5.4	393.0
1/4		5.1	393.3
c		4.9	393.5
1/4		5.1	393.3
qvt		5.5	392.9
S c6		5.07	393.32
2+45.4 -to		2+39 approx E.L. Mt View	
S		5.37	393.02
qvt Pav		5.80	392.59
1/4 "		5.43	392.96
c "		5.26	393.15

1/4 Pav		5.28	393.11
qvt "		5.51	392.88
N c6		5.07	393.32
NE 89 Mt. View Dr.		4.97	393.42 393.46

Proposed Rubbish Rd. thru P.L. 1173

Moore 1-10-40.

13+19.92 E.C.
12+70 = P.I.
12+20 B.C.

Δ = 5°43'30" RT
R = 1000
T = 50
L = 99.92

8+31.53 E.C.
7+18 = P.I.
6+00.27 B.C.

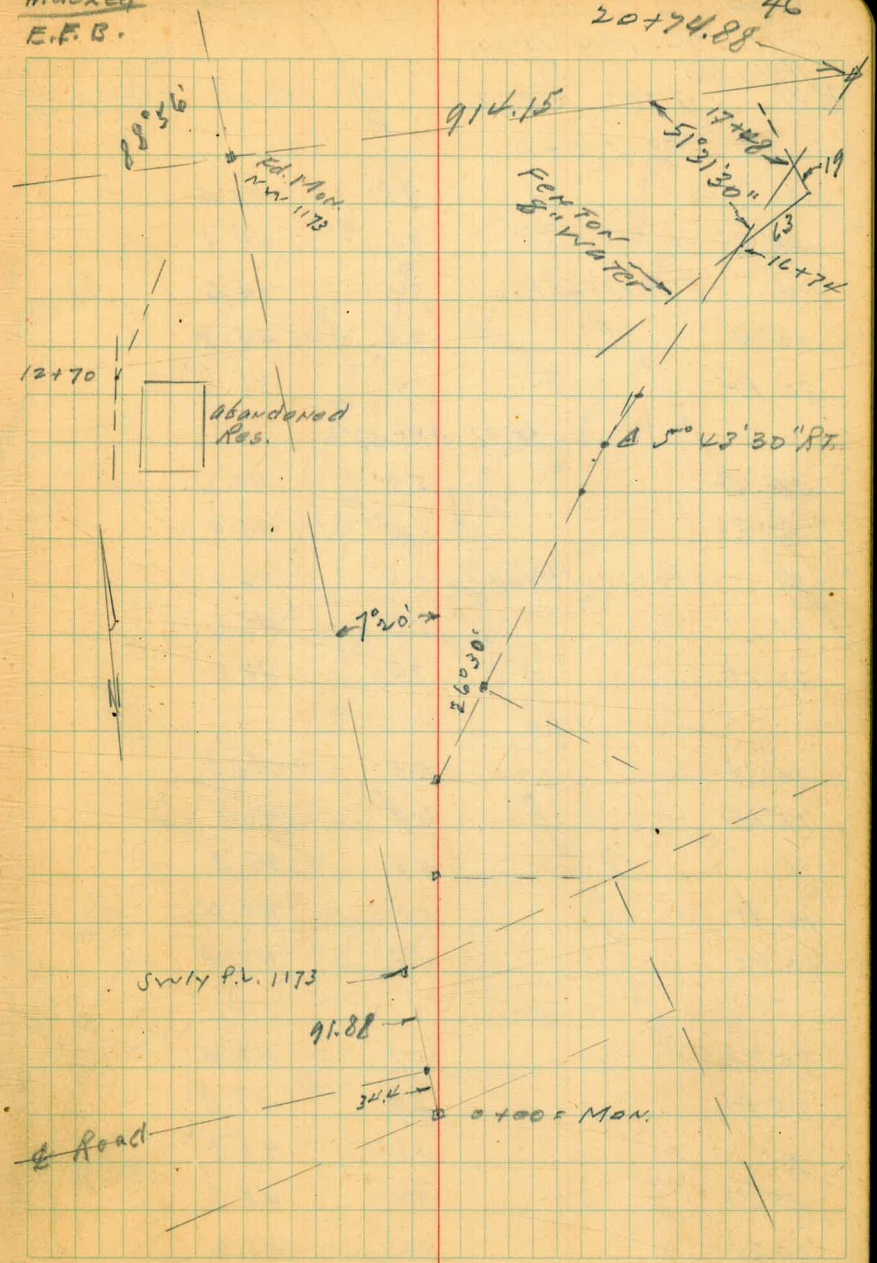
Δ = 26°30' RT
R = 500
T = 117.73
L = 231.26

0+00 Fd. Mon

See F.B. 607
L.S. #170

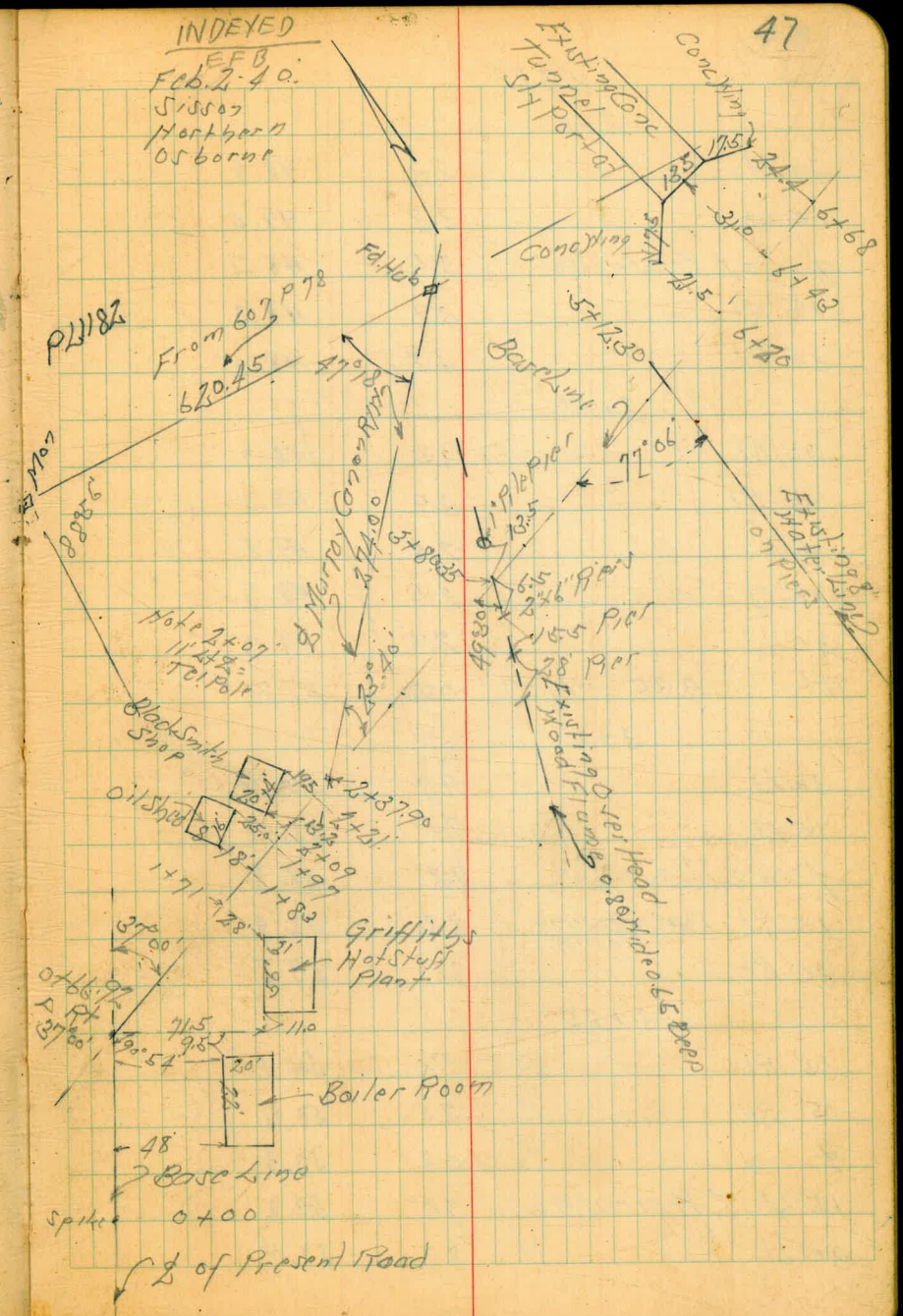
Indexed
E.F.B.

46



Proposed Road Through Griffith's Fenton's In Murray Canon.

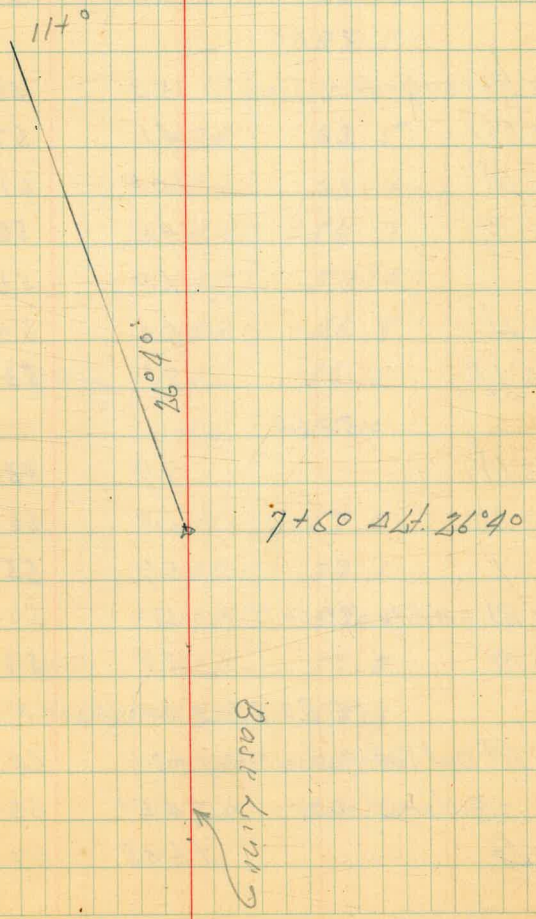
BM	Assumed	2.22	52.22	50.00	Spk in Tel. Pole SE Cor. Black Smith's Shop
		0+0			
30' Lt.			8.8	43.4	
15' Lt.			8.1	44.1	
℄	= Present Road		7.6	44.6	
15' Rt			7.4	44.8	
30' Rt.			6.9	45.3	
		0+86.92	Δ Rt 37°00'		
30' Rt			5.0	47.2	
15' Rt			6.3	45.9	
℄	= Present Road		6.2	46.0	
31' Lt			5.6	46.6	
30' Lt			8.1	44.1	
		1+0			
30' Lt			5.3	47.0	
15' Lt			5.4	46.8	
℄			5.4	46.8	
15' Rt			5.2	47.0	
30' Rt			4.8	47.4	
		1+50			
30' Rt			5.2	47.0	
15' Rt			4.7	47.5	
℄			4.1	48.1	
15' Lt			3.7	48.5	
30' Lt			3.9	48.3	



52.22

2+0

30' Lt.		3.3	48.9
15' Lt.		3.2	49.0
℄ = ℄ Present Rd		3.5	48.7
15 Rt		3.9	48.3
30' Rt.		4.2	48.0
	2+50		
30' Rt		3.5	48.7
15' Rt		3.9	48.3
℄		2.4	49.8
15' Lt		2.5	49.7
30' Lt		2.5	49.7
TP	9.35 61.07	0.50	51.72
	3+0		
30' Lt		9.7	51.4
15' Lt		9.4	51.7
℄		9.2	51.9
15' Rt = Top Unloading Ramp		8.2	52.9
30' Rt		7.6	53.5
	3+25		
35' Rt		7.0	54.1
15' Rt		7.5	53.6
℄		7.8	53.3
15' Lt = ℄ Present Rd.		7.9	53.2
30' Lt		8.7	53.4



61.07

3+40

30' Lt	8.2	52.9
15' Lt	7.2	53.9
℄	7.1	54.0
25' Rt	6.7	54.4
35' Rt	0.0	61.1

3+60

35' Rt on Griffith Stock Pile	5.3	55.8
19' Rt	4.1	57.0
17' Rt	+0.5	61.6
15' Rt	4.6	56.5
℄	6.0	55.1
22' Lt	6.3	54.8
35' Lt	8.1	53.0

3+65

35' Lt	7.9	53.2
23' Lt	6.0	55.1
℄	5.7	55.4
20' Rt = W Edge Stock Pile	5.0	56.1
40' Rt	3.7	57.4

3+80.35 = ℄ over Head Flume

50' Rt Outside Bottom Flume	+3.11	64.18
℄ = Bottom Flume	+4.53	65.60
40' Lt	+6.38	67.45

61.07

4+0

40' Rt	2.6	58.5
20' Rt = W/4 Stock Pile	4.7	56.4
℄	4.4	56.7
22' Lt	4.0	57.1
36' Lt	5.4	55.7
40' Lt	5.6	55.5

4+05

40' Lt	+2.4	63.5
32' Lt	+2.3	63.4
26' Lt	4.4	56.7
22' Lt	3.7	57.4
℄	4.3	56.8
20' Rt = W/4 Stock Pile	4.6	56.5
40' Rt	5.6	55.5

4+30

40' Rt	4.1	57.0
20' Rt	4.0	57.1
℄	3.3	57.8
15' Lt = ℄ Pavement Rp	3.3	57.8
33' Lt = SW Cor Frahms Stock Pile	2.3	58.8
35' Lt	+2.3	63.4
40' Lt	+2.5	63.6

61.07

4+50

23' Lt = Fenton's Stock Pile		2.6	59.1
℄		1.5	58.6
20' Rt = NE Cor Griffith Stock Pile		4.9	56.2
50' Rt		6.3	54.8

4+75

50' Rt		7.5	53.6
25' Rt		8.7	52.4
10' Rt		5.3	55.8
℄		1.6	59.5
15' Lt = ℄ Present Road		1.3	59.8
26' Lt = Sly Fenton's Stock P		1.1	60.0

5+0

28' Lt = Sly Fenton's Stock Pile		0.2	60.9
7' Lt		0.9	60.2
℄		3.9	57.2
10' Rt		9.7	51.4
25' Rt		9.8	51.3
50' Rt		10.2	50.9
TP	4.46	0.53	60.54

5+30 : Existing 8" Water Line on Piers From ℄ Right

4' Lt Top 8" Water Pipe Goes in Ground		5.72	59.28
℄ = Top 8" Water Pipe		5.80	59.20
50' Rt = " " " "		8.10	56.90

65.00

5+75

50' Rt		12.9	52.1
25' Rt		13.0	52.0
4' Rt		12.6	52.4
℄		10.1	54.9
7' Lt		4.9	60.1
26 Lt = Sly Fenton's Stock Pile		4.0	61.0

5+50

27' Lt		5.0	60.0
20 Lt = ℄ Present Road		5.4	59.6
5' Lt		5.9	59.1
℄		9.5	55.5
2' Rt		11.4	53.6
30' Rt		12.6	52.4
43' Rt		10.1	54.9
58' Rt		4.1	60.9

5+75

50' Rt		2.7	62.3
40' Rt		7.1	57.9
20' Rt		7.0	58.0
℄		7.0	58.0
22' Lt = Sly Stock Pile		6.0	59.0

6+0

18' Lt = Sly Stock Pile		8.8	56.2
℄		9.8	55.2

65.00		
25' Rt	9.7	55.3
40' Rt	8.5	56.5
50' Rt	13.9	51.1
6+43 = ℄ Tunnel on Lt.		
50' Rt	15.2	49.8
25' Rt	12.9	52.1
℄	12.3	52.7
31' Lt = Conc. Bottom Tunnel Sty Portal	12.08	52.92
7+0		
30' Lt = Sty Stock Pile	7.8	57.2
20' Lt	8.3	56.7
℄	10.4	54.6
15' Rt	11.1	53.9
38' Rt = Bot. Cut H.W.	11.6	53.4
50' Rt	0.0	65.0
7+50		
20' Rt = Bot Vertical Cut	5.0	60.0
℄	5.3	59.7
15' Lt	5.3	59.7
25' Lt	7.1	57.9
40' Lt = Sty Stock Pile	6.6	58.4
7+60 = ΔLt. 26°40'		
40' Lt	6.7	58.3
25' Lt	7.0	58.0

65.00		
20' Lt	3.0	62.0
℄	4.0	61.0
15' Rt = Bottom Vertical Cut	3.9	61.1
8+6		
11' Rt = Bot. Vertical Cut	2.0	63.0
℄ = Present Road	3.1	62.9
19' Lt	2.3	62.7
25' Lt	5.2	59.8
46' Lt Sty Stock Pile	5.4	59.6
8+50		
45' Lt. S.E. Cor Stock Pile	4.0	61.0
30' Lt	4.0	61.0
23' Lt	0.0	65.0
℄ = Present Road	0.0	65.0
10' Rt = Bot. Vertical Cut	0.2	64.8
12.15 76.99	0.16	64.84
9+0		
12' Rt = Bot. Vertical Cut	8.8	68.2
℄ = Present Road	8.5	68.5
8' Lt	8.3	68.7
20' Lt	14.9	62.1
28' Lt	15.0	62.0
9+25		
30' Lt	14.5	62.5

7.6.99

17' Lt	14.4	62.6	
5' Lt	7.4	69.6	
℄	8.2	68.8	
15' Rt	7.9	69.1	
25' Rt	7.3	69.7	
9+50			
15' Rt - SW Cor. Stock Pile	7.2	69.8	
℄	7.0	70.0	
6' Lt.	7.6	69.4	
18' Lt.	14.7	62.3	
28' Lt	15.0	62.0	
10+0			
30' Lt	11.7	65.3	
18' Lt.	12.8	64.2	
8' Lt	6.0	71.0	
℄ - Prescot Road	6.1	70.9	
10' Rt - NW Stock Pile	5.7	71.3	
10+50			
8' Rt NW Stock Pile	3.0	74.0	
℄	3.3	73.7	
20' Lt	2.6	74.4	
35 Lt	9.1	67.9	
11+0			
40' Lt	0.5	76.5	
℄	0.0	77.0	
20' Rt - NW Stock Pile	0.0	77.0	

7.6.99

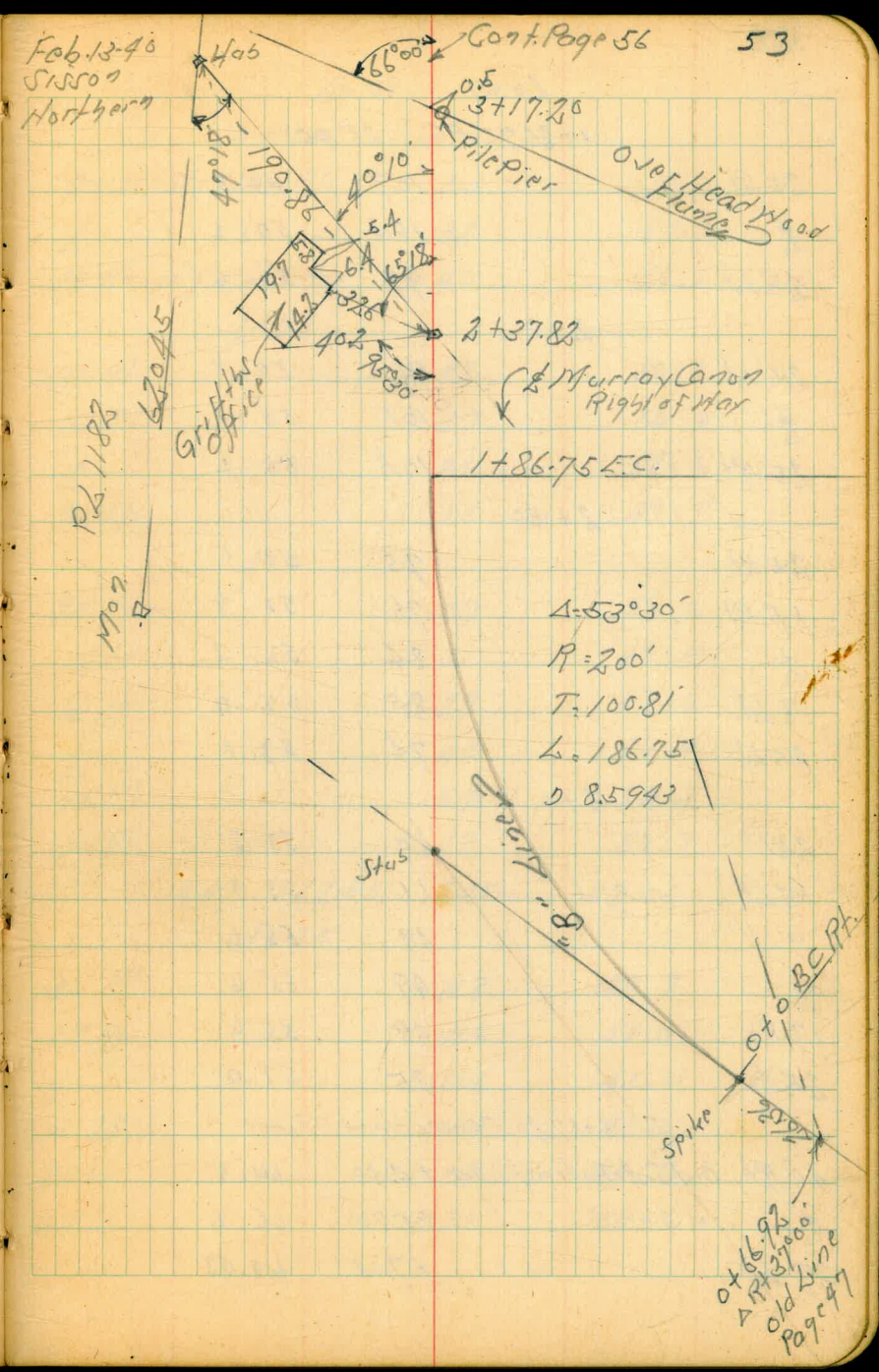
TP	0.27	64.57	12.69	64.30
BM			14.56	50.01

Starting SPK Post SW Cor Blacksmith Shop 50.60

"B" Line Through Griffiths & Festons
Murray Canon

				Assumed. 50.00	Spk Tel Pole SE Cor Block Smith Shop
BM	2.70	52.70			
		0+0 = B.C. Rt			
25' Rt			6.0	46.7	
℄			6.2	46.5	
11' Lt.			6.5	46.2	
16' Lt			5.5	47.2	
20' Lt	Bot Ditch		8.0	44.7	
25' Lt	" "		8.0	44.7	
		0+50	7°09.7'		
25 Lt	= Bot Ditch		6.7	46.0	
18 Lt	" "		6.8	45.9	
16' Lt			5.5	47.2	
℄	= ℄ Present Road		5.1	47.6	
15' Rt			5.1	47.6	
25' Rt			4.7	48.0	
		1+0	14°19.43'		
25' Rt			3.9	48.8	
℄			4.2	48.5	
15 Lt	= ℄ Present Road		3.8	48.9	
25' Lt			4.1	48.6	
TP	10.84	60.51	3.03	49.67	
		1+50	21°29.14'		
25 Lt			10.7	49.8	
℄			10.8	49.7	
25 Rt			11.1	49.4	
30 Rt	= Floor Block Smith Shop		11.2	49.3	

Feb. 13-40
Sisson
Northern



60.51

1+86.75 E.C. 26°45'

25' Rt.	10.7	49.8
℄	10.3	50.2
25' Lt.	9.9	50.6

2+0

25' Lt.	9.6	50.9
℄	10.1	50.4
25' Rt.	10.3	50.2

2+50

25 Rt.	7.5	53.0
15' Rt.	7.6	52.9
℄	8.4	52.1
8' Lt.	8.5	52.0
25' Lt	7.4	53.1

3+0

25 Lt	6.7	53.5
15 Lt	6.6	53.9
9' Lt	4.9	55.6
℄	4.9	55.6
17 Rt.	4.9	55.6
25' Rt	3.5	57.0

3+17.20 = Over Head Flume

40' Rt Out Side Bottom Flume	+4.30	64.8
℄ " " " " "	+5.70	66.2
27' Lt " " " " "	+7.03	67.53

60.51

3+50

25' Lt = Sl. Stock Pile	2.3	58.2
℄	3.3	57.3
25' Rt = Hy Stock Pile	4.0	56.5

3+75

30' Rt	4.2	56.3
15' Rt.	3.7	56.8
℄	2.3	58.2
25 Lt.	1.5	59.0

4+0

25' Lt.	0.9	59.6
15' Lt	1.1	59.4
12' Lt	2.9	57.6
℄	4.5	56.0
15 Rt	5.7	54.8
30' Rt.	6.8	53.7
TP 4.49	62.55	2.45 58.06

4+35

35' Rt	11.8	50.8
15' Rt.	11.6	51.0
℄	11.3	51.2
18' Lt.	11.5	51.0
25 Lt	1.9	60.7
30' Lt.	2.0	60.6

62.55

4+38.7 = Existing 8" Water Line

25' Lt Top 8" Water Line	3.35	59.20
℄ " " " "	4.41	58.14
30' Rt " " " "	5.60	56.95

4+46.09 B.C. Lt.

35' Rt.	10.7	51.9
15' Rt.	11.5	51.1
℄ on Hub	10.78	51.77
18' Lt.	10.7	51.9
35' Lt.	2.2	60.4

4+65

40' Lt	2.4	60.2
32' Lt	7.7	54.9
15' Lt.	9.5	53.1
℄	9.4	53.2
22' Rt	8.9	53.7
35' Rt.	2.6	60.0

5+0

40' Rt	11.7	50.9
25' Rt.	8.2	54.4
12' Rt	0.6	62.0
℄	4.6	58.0
20' Lt	5.0	57.6
40' Lt.	4.2	58.4

62.55

5+40.26 E.C.

40' Lt.	8.4	54.2
20' Lt	8.6	54.0
℄	7.8	54.8
5' Rt.	7.9	54.7
14' Rt = Mill Creek	12.7	49.9
27' Rt = St. "	13.0	49.6
40' Rt	7.9	54.7

5+65

38' Rt.	13.5	49.1
20' Rt	13.2	49.4
℄	12.8	49.8
10' Lt	10.2	52.4
20' Lt.	9.8	52.8
40' Lt.	9.4	53.2

5+93.68 B.C. Lt

40' Lt	9.0	53.6
20' Lt	9.7	52.9
℄	10.5	52.1
32' Rt	11.2	51.4
32' Rt.	4.5	58.1
40' Rt	4.0	58.6

6+50

17' Rt = Bottom Vertical Cut	0.0	62.6
9' Rt	7.9	54.7

62.55

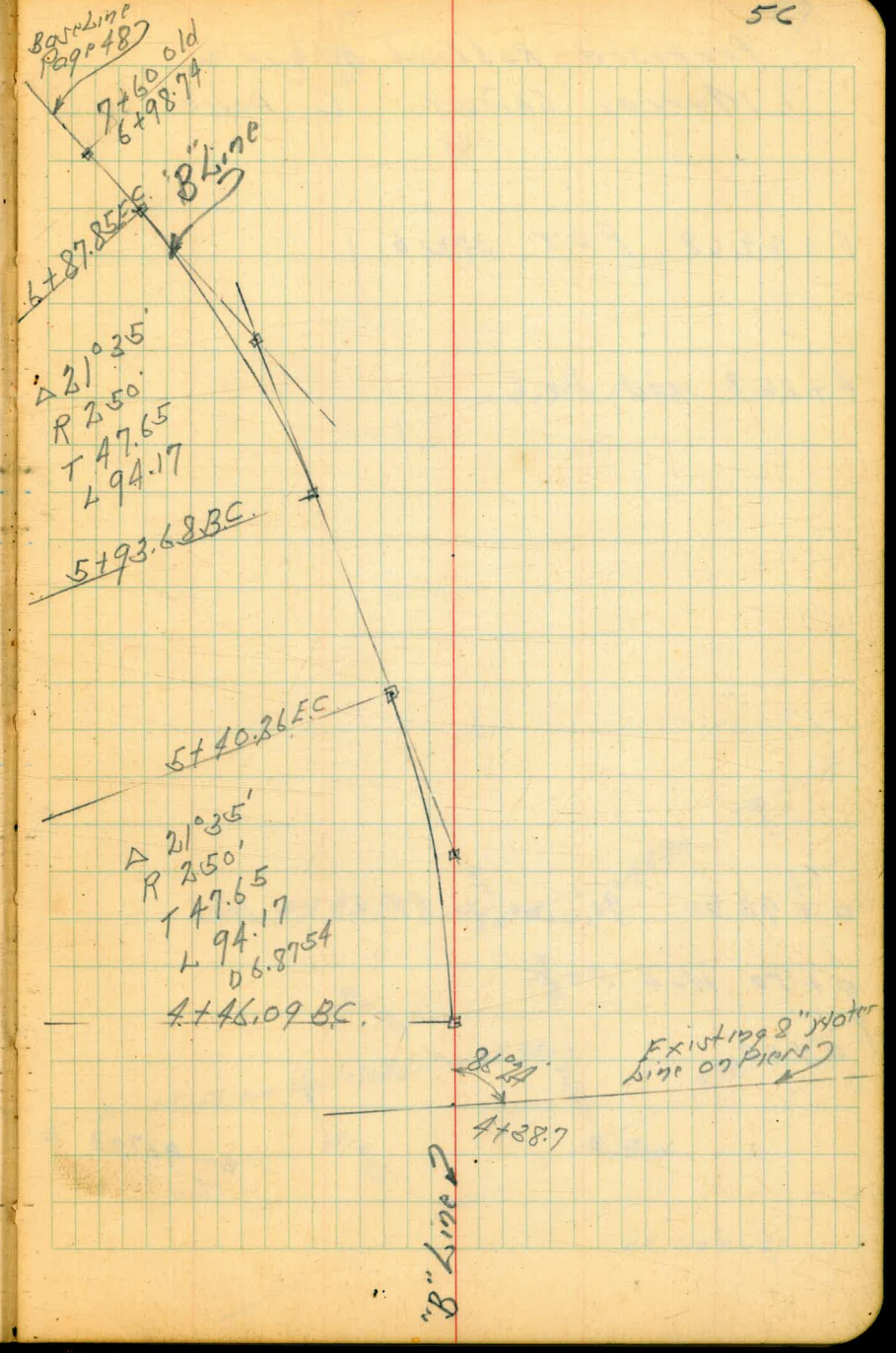
℄	7.9	54.7
20 Lt.	7.3	55.3
40 Lt.	5.4	57.2

6+87.85 E.C.

40 Lt	4.9	57.7
20 Lt	3.3	59.3
℄	2.78	59.77
15' Rt - Bottom Vertical Cut	1.6	61.0

6+98.74 = 7+60 Old Line

℄ on Stub	1.53	61.02



Proposed Rubbish Rd. in
Murray Cañon. "C" line

5+29.68 P.O.T. STUB

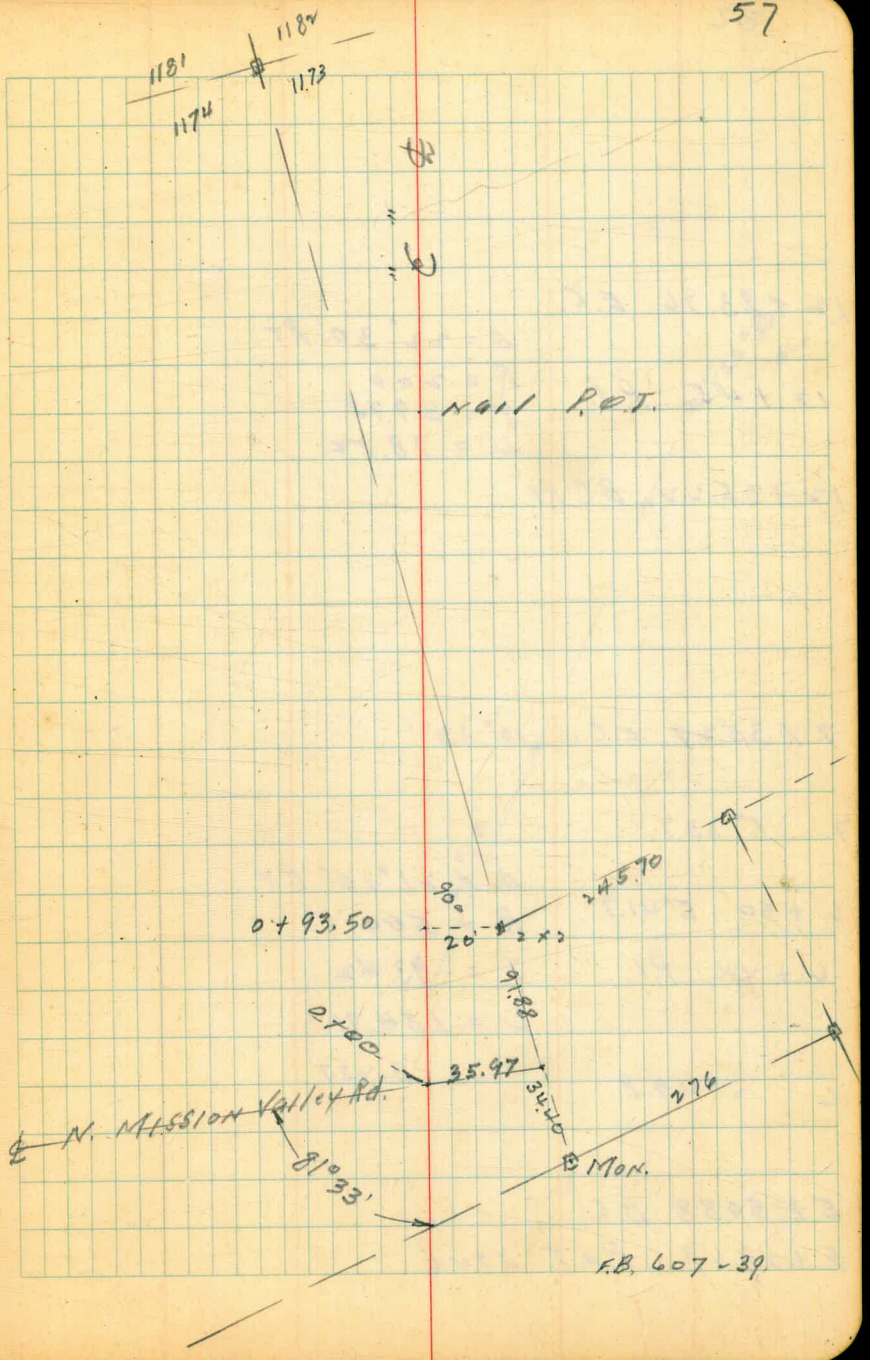
4+16.8 Nail P.O.T.

0+93.50 90° 20' to RT. = 2x2 Hub

0+50 Hub P.O.T.

0+00

937.03
Mon.



F.B. 607-39

12+83.76 E.C.

12+45 P.I.

12+05.22 B.C.P.T.

Δ = 22° 30' RT
R = 200
T = 39.78
L = 78.54

7+35.29 E.C.

7 8° 33.7

6+50 5°41.7

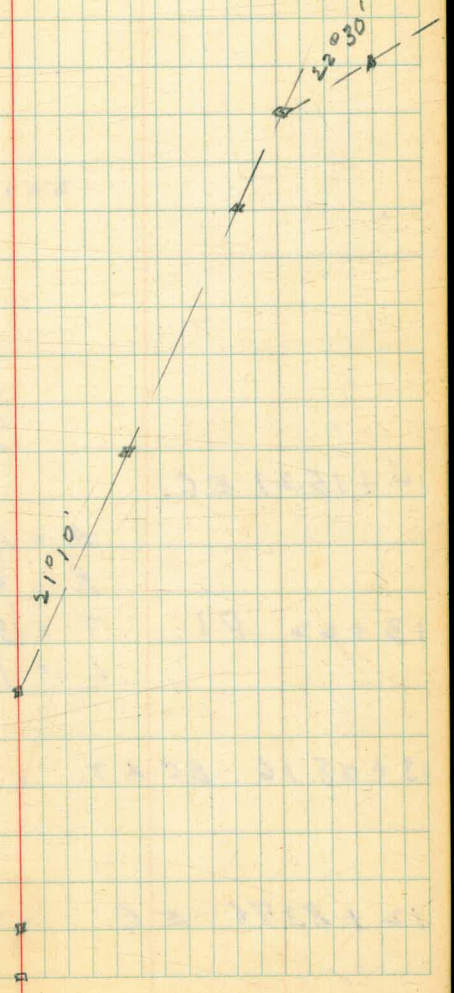
6+44 P.I.

6 2°49.8

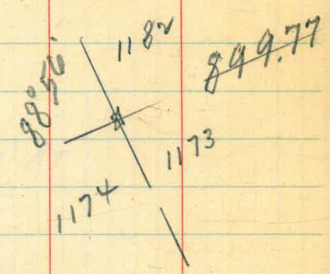
Δ = 21°10' RT.
R = 500
T = 93.42
L = 184.71
3.437

5+50.58 B.C.

5+29.68 P.O.T. STUB



20 + 44.25 INT. OF ℄ 1173



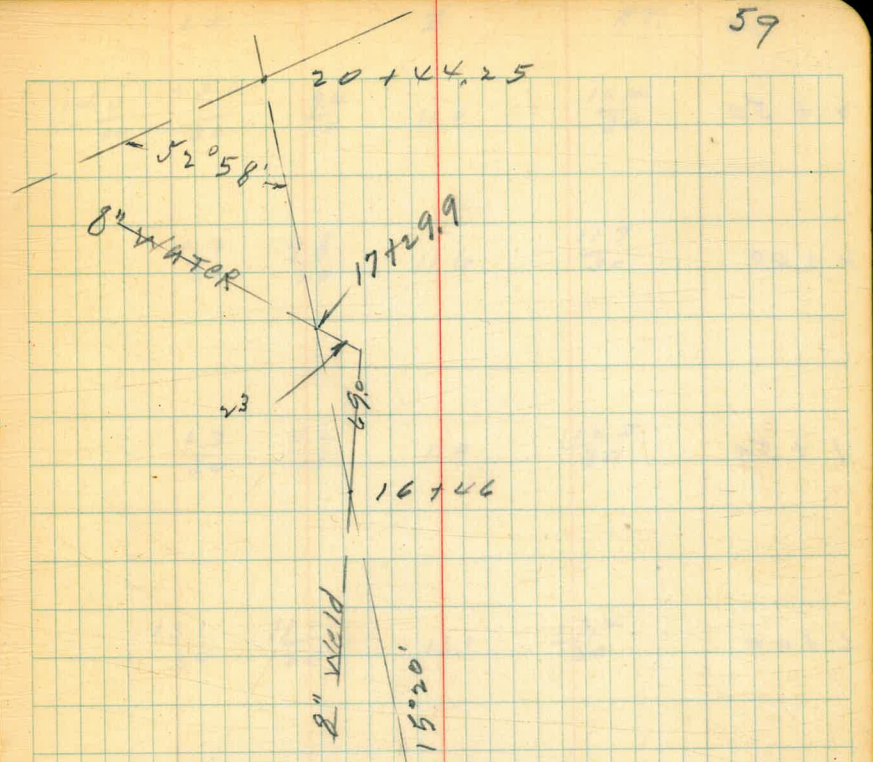
14 + 15.21 E.C.

Δ = 15°20' Lt.
R = 400
T = 53.84
L = 107.05

13 + 62 P.I.

13 + 08.16 B.C. ℄ T.

12 + 83.76 E.C.



2 + 50				
2 + 00				
1 + 50				
1 + 00				
0 + 50				
0 + 00				
BM. RR spike Tel. Pole 30' RT 94+75 1549-35	6.84	47.40	40.56	

LT		℄	RT. 60
14.0 / 40	+3.6 / 30	9.4 / 10	11.0	10.4 / 30
	4.7 / 30	9.8 / 20	11.6	11.7 / 30
	6.7 / 30	11.4 / 15	11.9	12.5 / 30
	13.1 / 30	11.1 / 20	13.1	13.4 / 30
		12.6 / 30	14.1	14.1 / 30
		12.5 / 30	12.4	12.0 / 30
			47.40	

T.P.	3.69	∠3.71	Top Latch 3+50
3+50			
2+90			
2+75		∠7.40	

11.5 / 20	7.0 / 30	+1.0 / 12	4.2	8.0 / 12	0.0 / 25
12.0 / 40	+2.0 / 21	9.6	10.6 / 10	2.5 / 25	
12.0 / 40	+2.0 / 25	9.9	10.8 / 10	4.2 / 20	10.7 / 30

∠7.40
3

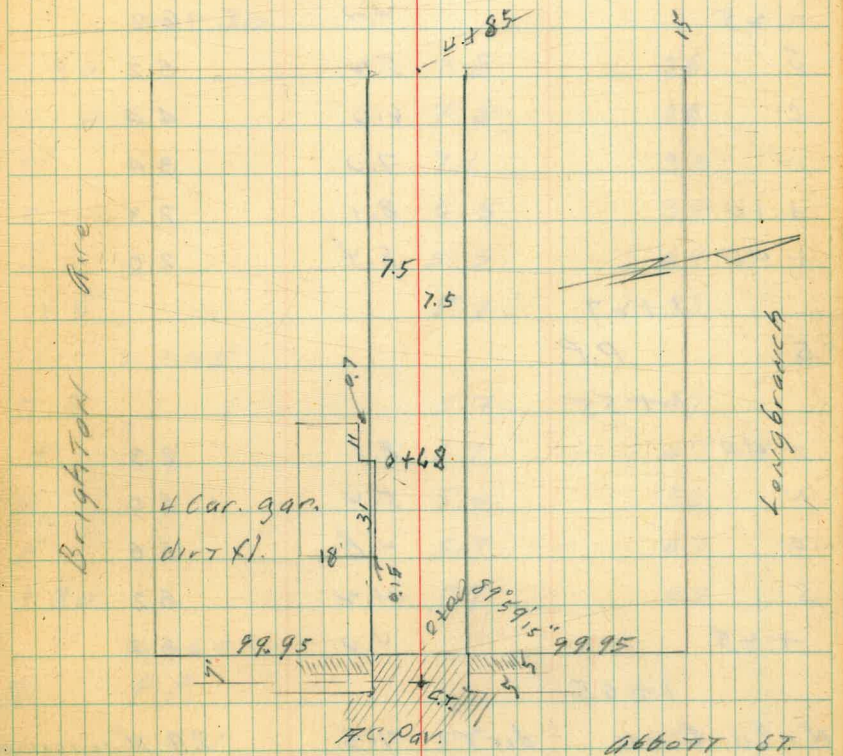
X sec alley 15' wide
Blk 85 Ocean Beach Ext.

INDEXED 2/45

NEBP	7.11	10.39	3.28	Abbott Longbranch
	0-10			
N pav		4.31	6.08	
S "		3.97	6.42	
	0+00 W.L. Abbott St.			
S cb		3.31	7.08	
S pav		3.80	6.59	
C "		4.22	6.17	
N "		3.90	6.49	
N cb		3.72	6.67	
	0+18			
-40		7.3	3.1	
-10		5.8	4.6	
N		3.9	6.5	
+0.2	Tel. Pole			
C		4.0	6.4	
S		3.8	6.6	
	0+37			
S+0.15	E.L. 4 car gar.	4.0	6.4	dirt
C		4.4	6.0	
N		4.5	5.9	
	0+79			
-40		8.3	2.1	

Reduced & Plotted by H.M. Cole
Profile 2888, June 4, 1940

Moore
6-1-40.



10.39

-10		7.6	2.8	
N		4.9	5.5	
C		4.9	5.5	
S		4.7	5.7	
+0.7	Wt. U car. gar			dirt
	1+00			
-25		4.n	6.2	
S		5.2	5.2	
C		6.0	4.4	
N		7.0	3.4	
+10		8.1	2.3	
+40		8.4	2.0	
	1+27			
S	P.P.			
	1+55			
-40		8.1	2.3	
N		5.4	5.0	
C		4.8	5.6	
S		4.2	6.2	
+45		4.0	6.4	
	1+65			
N-30	E gar.	dirt	7.5	2.9 N. entrance on Longbranch
	1+76			
N+0.8	Tel. pole			

10.39

2+00

-10	4.7	5.7
S	5.6	4.8
C	6.2	4.2
N	7.3	3.1
+30	7.8	2.6

2+30

-30	7.8	2.6
-10	7.8	2.6
N	7.1	3.3
C	6.5	3.9
S	5.5	4.9
+5	5.1	5.3

2+45

-5	5.7	4.7
S	5.7	4.7
C	5.2	5.2
N	5.7	4.7
+30	5.7	4.7

2+60

S P.P.		
2+71	5.1	5.3
N-4 back end Sin. gar. cent.		N. entrance on L.B.
2+85		
N-30	6.3	4.1

		10.39		
N			6.5	3.9
C			5.5	4.9
S			4.9	5.5
+10			4.2	6.2
	3+12			
-10			4.0	6.4
S			4.8	5.6
C			5.2	5.2
+6.5	Tel Pole		5.1	5.3
N			5.1	5.3
+30			3.4	7.0
T.P.	7.00	13.29	4.70	5.69
	3+41	on Sandbill now		
-30			7.2	6.1
N			4.7	8.6
C			3.3	10.0
S			3.1	10.2
+25			1.0	12.3
	3+62			
-25			4.6	8.7
S			3.5	9.8
C			3.2	10.1
N			3.7	9.6

13.29

+12		2.7	10.6
+30		7.4	5.9
	3+74		
5+0.9	P.P.		
	4+00 = H. water Line Jan. 39		
-20		10.4	2.9
N		9.2	4.1
S		9.2	4.1
+20		8.9	4.4
	4+35		
-20		11.2	2.1
S		11.4	1.7
N		11.4	1.9
+20		11.4	1.9
	4+85 = E.L. of N+S alley		
	0+00 = NL Brighton on E.L. of N+S alley		Wall 15 Sand Elev.
E	on Sandbeach	11.1	2.2
	0+50		
E		11.4	1.9
	1+00		
E		11.7	1.6
E	1+15	11.8	1.5
E	1+65	12.0	1.3 orig. BM
E	+15 S.L. Longbranch	12.4	0.9

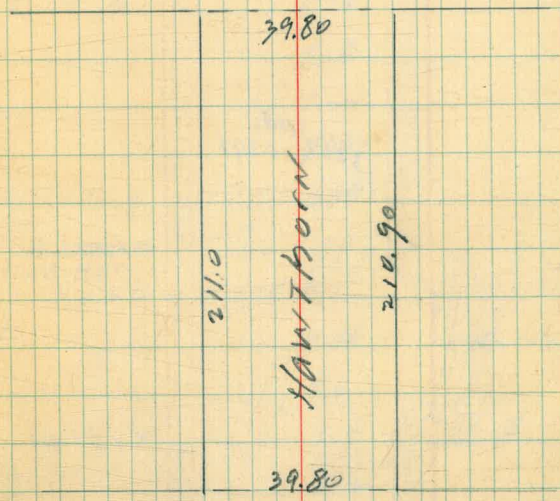
13.29
8.49
4.80
1.56
6.36
3.07
3.29
3.28
0.01

Pav. Slope Meas.
of Hawthorn St.
bet. 29th & Dale

Moore
Osborn
Hale
6-7-40.

Short bet. curbs acct. Curb batter

INDEXED
EPB

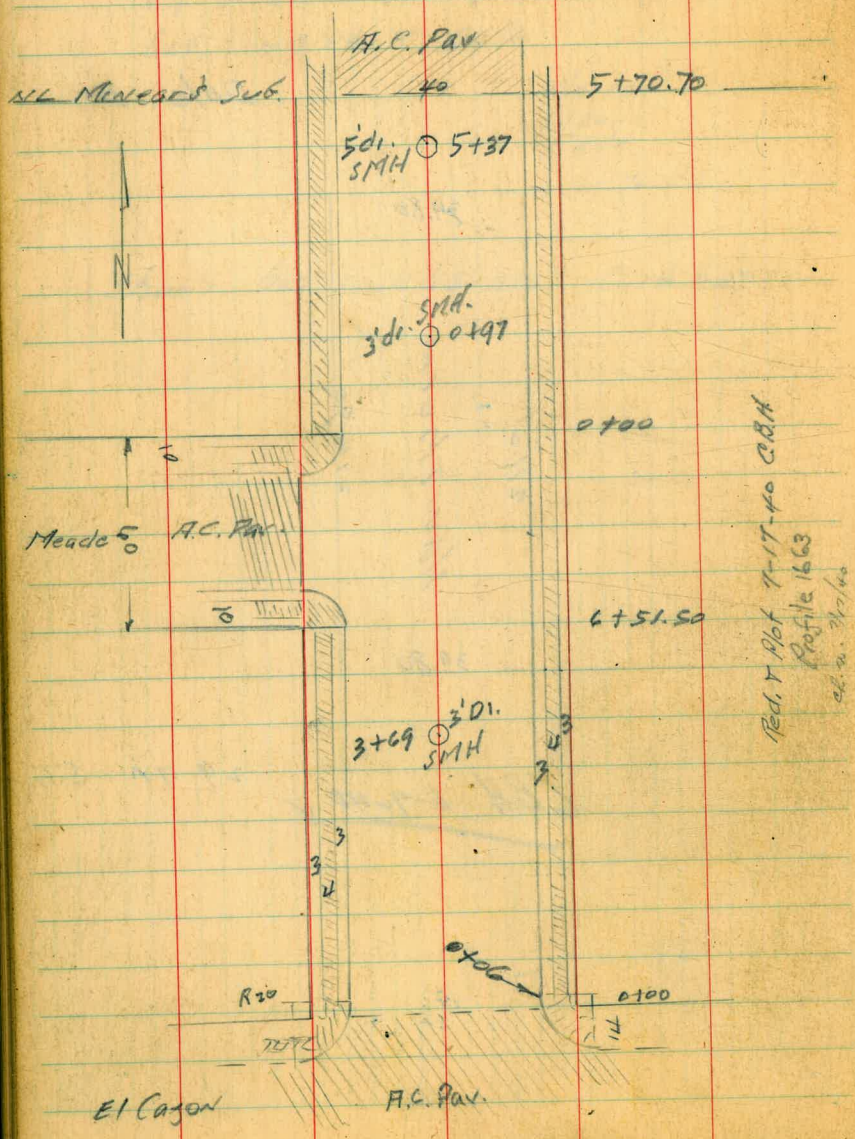


CBH 6-7-40 ✓

INDEXED
BFB

X Sec 44th 60 wide 40 bet. Curbs
El Cajon N/y.

Moore
7-13-40.



S.W.B.P. 316	357.88		354.7 with El Cajon
	-0.6		
	0+00 N/L El Cajon		
E/ Top C.B.		4.56	353.32
E qut Pav		5.20	352.68
E curb Line Pav.		5.19	352.69
1/4	"	5.18	352.70
C	"	5.22	352.66
1/4	"	5.51	352.37
W C.B. line	"	5.99	351.89
+0.9 W/ qut	"	6.03	351.85
" W C.B. Ret		5.35	352.53
	0+06 = curb E.C.		
W C.B.		5.38	352.50
qut		5.8	352.1
1/4		5.4	352.5
C		5.2	352.7
1/4		5.2	352.7
qut		5.2	352.7
E C.B.		4.53	353.35
	0+50		
E C.B.		4.17	353.71
qut		5.0	352.9
1/4		4.7	353.2
C		4.7	353.2
1/4		4.9	353.0

357.88

QVT	5.6	352.3
W CB	5.06	352.82
1+00		
W CB	4.60	353.28
QVT	5.0	352.9
1/4	4.4	353.5
C	4.2	353.7
1/4	4.3	353.6
QVT	4.6	353.3
E CB	3.89	353.99
1+50		
E CB	3.54	354.34
QVT	4.3	353.6
1/4	3.9	354.0
C	3.8	354.1
1/4	4.1	353.8
QVT	4.5	353.4
W CB	4.18	353.70
2+00		
W CB	3.78	354.10
QVT	4.2	353.7
1/4	3.8	354.1
C	3.4	354.5
1/4	3.5	354.4
QVT	3.8	354.1

357.88

E CB	3.13	354.75
2+50		
E CB	2.68	355.20
QVT	3.2	354.7
1/4	2.9	355.0
C	3.0	354.9
1/4	3.2	354.7
QVT	3.6	354.3
W CB	3.30	354.58
3+00		
W CB	2.92	354.96
QVT	3.3	354.6
1/4	2.9	355.0
C	2.6	355.3
1/4	2.6	355.3
QVT	2.7	355.2
E CB	2.20	355.68
3+20		
E CB	1.97	355.91
QVT	2.6	355.3
1/4	2.5	355.4
C	2.5	355.4
1/4	2.9	355.0
QVT	3.2	354.7
W CB	2.79	355.09

357.88

3+40		
W cb	2.68	355.20
qvT	3.0	354.9
1/4	2.7	355.2
C	2.4	355.5
1/4	2.4	355.5
qvT	2.6	355.3
E cb	1.87	356.01
3+60		
E cb	1.88	356.00
qvT	2.5	355.4
1/4	2.3	355.6
C	2.4	355.5
1/4	2.7	355.2
qvT	2.8	355.1
W cb	2.56	355.32
3+69		
℄ MH RIM	2.35	355.53
3+80		
W cb	2.46	355.42
qvT	2.9	355.0
1/4	2.6	355.3
C	2.4	355.5
1/4	2.4	355.5
qvT	2.5	3554
E cb	1.93	355.95

357.88

C8

4+00

E cb	2.00	355.88
qvT	2.6	355.3
1/4	2.5	355.4
C	2.5	355.4
1/4	2.7	355.2
qvT	3.0	354.9
W cb	2.38	355.50
T.P. +54	358.09	2.33 355.55
4+20		
W cb	2.88	355.21
qvT	3.3	354.8
1/4	3.0	355.1
C	2.8	355.3
1/4	2.8	355.3
qvT	3.0	355.1
E cb	2.30	355.79
4+40		
E cb	2.48	355.41
qvT	3.2	354.8
1/4	3.1	355.0
C	3.1	355.0
1/4	3.4	354.7
qvT	3.5	354.6
W cb	3.03	355.06

358.09

4+70

W cb	3.52	354.57
gut	4.2	353.9
1/4	3.9	354.2
C	3.6	354.5
1/4	3.6	354.5
gut	3.9	354.2
E cb	3.12	354.97

5+00

E cb	3.53	354.56
gut	4.2	353.8
1/4	4.2	353.9
C	4.2	353.9
1/4	4.4	353.7
gut	4.7	353.4
W cb in driveway	4.63	353.46

5+50

W cb	4.78	353.31
gut	5.5	352.6
1/4	5.2	352.9
C	5.0	353.1
1/4	5.1	353.0
gut	5.3	352.8
E cb	4.38	353.71

6+00

E cb	5.10	352.99

gut	5.8	352.3
1/4	5.8	352.3
C	5.8	352.3
1/4	6.0	352.1
gut	6.3	351.8
W cb	5.51	352.58

6+51.5 52 Meade

W cb	6.27	351.82
gut	6.7	351.4
1/4	6.2	351.9
C	6.0	352.1
1/4	6.0	352.1
gut	6.0	352.1
E cb in drive	5.87	352.22

T.P. 605 358.72 597 352.17

8 cb Meade

E cb in drive	5.93	352.29
gut	6.0	352.2
1/4	6.0	352.2
C	6.0	352.2
1/4	6.7	352.0
cb Line	6.8	351.4
Wall Top cb	6.47	351.75

WL	gut. Pav.	7.16	351.06 ✓
+10	cb	6.60	351.62 ✓
+10	gut "	7.28	350.94 ✓
	5 1/4		
-10	Pav.	7.00	351.2 ✓
W	"	6.80	351.4 ✓
cb		6.4	351.8 ✓
1/4		6.1	352.1 ✓
C		5.9	352.3 ✓
1/4		6.0	352.2 ✓
gut		6.1	352.1 ✓
E cb		5.54	352.68 ✓
	E Meade		
E cb		5.50	352.72 ✓
gut		6.1	352.1 ✓
1/4		5.9	352.3 ✓
C		5.8	352.4 ✓
1/4		6.0	352.2 ✓
cb		6.3	351.9 ✓
WL	Pav.	6.61	351.61 ✓
+10	"	6.77	351.45 ✓
	N 1/4		
-10		6.80	351.42 ✓
WL	Pav.	6.64	351.58 ✓
cb		6.4	351.8 ✓

358.22 ✓

1/4	6.0	352.2 ✓
C	5.7	352.5 ✓
1/4	5.8	352.4 ✓
gut	6.1	352.1 ✓
E cb	5.45	352.77 ✓
	N cb Meade	
E cb.	5.39	352.83 ✓
gut	6.1	352.1 ✓
1/4	5.6	352.6 ✓
C	5.7	352.5 ✓
1/4	6.1	352.1 ✓
cb	6.8	351.4 ✓
WL Top cb	5.97	352.25 ✓
" gut Pav	6.65	351.57 ✓
+10 " "	6.85	351.37 ✓
" Top cb.	6.14	352.08 ✓
	0+00 = N.L. Meade	
W cb	5.90	352.32 ✓
gut	6.6	351.6 ✓
1/4	6.1	352.1 ✓
C	5.6	352.6 ✓
1/4	5.6	352.6 ✓
gut	6.0	352.2 ✓
E cb	5.33	352.89 ✓

	0+50		
E c6	IN drive	5.60	352.62
qvt		5.6	352.6
1/4		5.4	352.8
c		5.6	352.6
1/4		5.9	352.3
qvt		6.3	351.9
W c6		5.63	352.59
	0+97		
E M.H. RMT		5.07	353.20
	1+00		
W c6		5.47	352.80
qvt		6.0	352.2
1/4		5.5	352.7
c		5.1	353.1
1/4		5.7	353.0
qvt		5.4	352.8
E c6	IN drive	5.43	352.79
	1+50		
E c6		4.47	353.75
qvt		5.7	353.0
1/4		5.0	353.2
c		5.1	353.1
1/4		5.7	353.0
qvt		5.6	352.6

W c6		5.20	353.02
	2+00		
W c6		5.01	353.21
qvt		5.4	352.8
1/4		4.9	353.3
c		4.6	353.6
1/4		4.6	353.6
qvt		4.9	353.3
E c6		4.26	353.96
	2+50		
E c6		3.89	354.33
qvt		4.5	353.7
1/4		4.2	354.0
c		4.1	354.1
1/4		4.5	353.7
qvt		5.2	353.0
W c6		4.79	353.43
	3+00		
W c6		4.56	353.66
qvt		4.9	353.3
1/4		4.2	354.0
c		3.7	354.5
1/4		3.8	354.4
qvt		4.1	354.1
E c6		3.60	354.60

358.22

3+50			
E cb		3.24	354.98
gut		3.8	354.4
1/4		3.5	354.7
C		3.6	354.6
1/4		4.1	354.1
gut		4.7	353.5
W cb		4.30	353.92
4+00			
W cb		4.07	354.15
gut		4.6	353.6
1/4		3.9	354.3
C		3.4	354.8
1/4		3.4	354.8
gut		3.6	354.6
E cb		2.97	355.25
4+50			
E cb		2.64	355.58
gut		3.5	354.7
1/4		3.3	354.9
C		3.3	354.9
1/4		3.9	354.3
gut		4.3	353.9
W cb		3.87	354.35

5+00		
W cb	3.61	354.61
gut	4.2	354.0
1/4	3.7	354.5
C	3.2	355.0
1/4	3.2	355.0
gut	3.1	355.1
E cb in drive	2.91	355.31
5+37		
E Rim 5' M.H.	2.89	355.33
5+50		
E cb	2.07	356.15
gut	2.7	355.5
1/4	2.7	355.5
C	3.0	355.2
1/4	3.6	354.6
gut	4.0	354.2
W cb	3.40	354.82
5+70.70	end job	City Line
W cb	3.23	354.99
gut Pav	3.92	354.30
1/4 "	3.20	355.02
C "	2.63	355.59
1/4 "	2.48	355.74
gut "	2.54	355.68

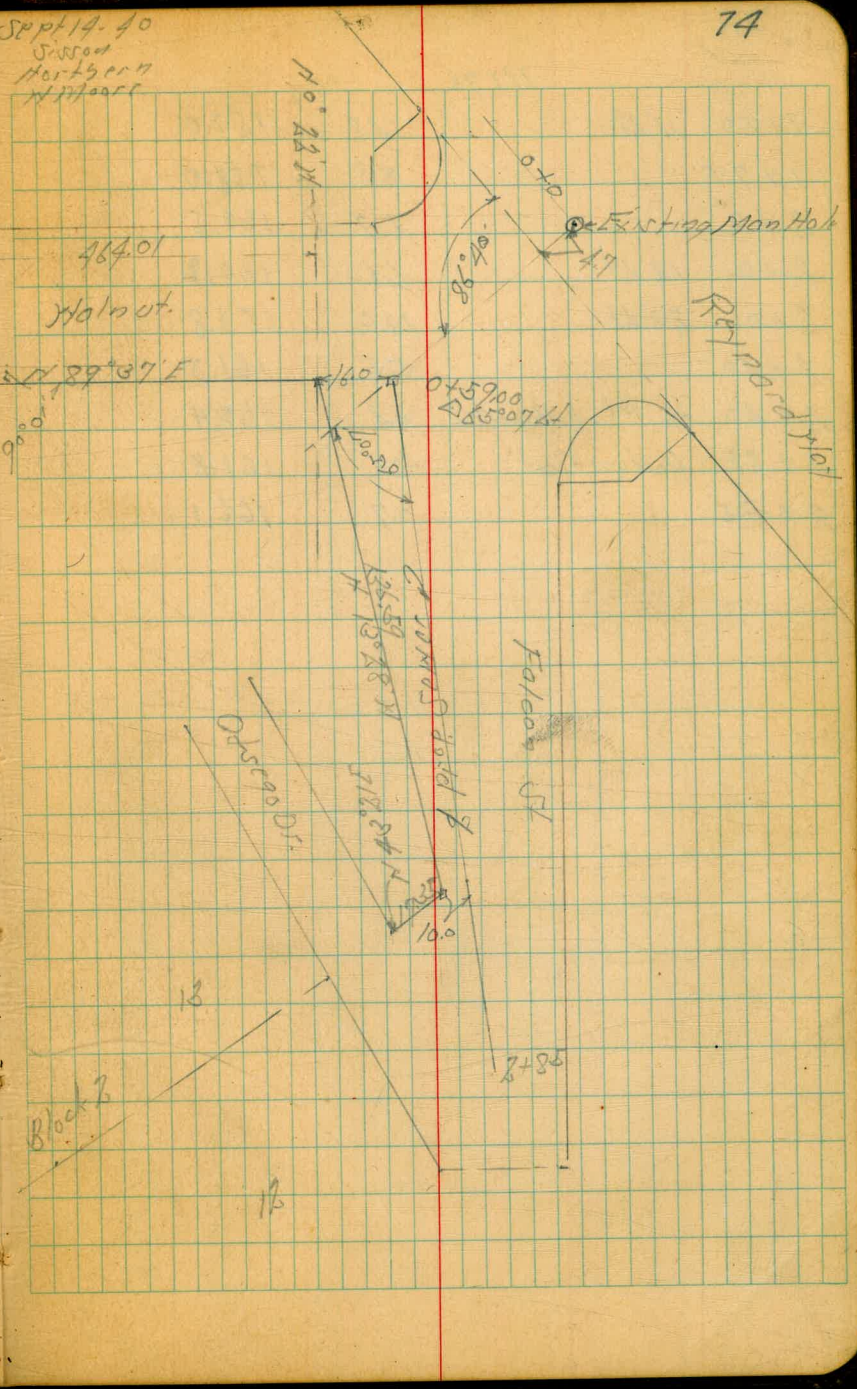
		358.22		
5+70.70				
E	Top curb		1.90	356.32
	25' N of 5+70.70			
E	CB		1.83	356.39
	gut	Pav	2.42	355.80
	1/4	"	2.42	355.80
	c	"	2.60	355.62
	1/4	"	3.10	355.12
	gut	"	3.87	354.40
W	CB		3.18	355.04
T.P.		7.54	359.68	6.08 352.14
T.P.		3.34	357.82	5.20 354.48
	orig. B.M.		3.09	354.73 354.72

Proposed Sewer Falcon + Walnut St.
For Lot 12 + 13 Blk 2 Osborn Hill

Indexed
F.M.

Sept 19-40
Sisson
Hartgen
Wilmoore

B.M.	0.06	257.05		256.99	N.E. BR Stuart Goldfinch
T.P.	1.10	246.07	12.08	244.97	
T.P.	0.88	234.63	12.32	233.75	
T.P.	0.88	223.38	12.13	222.50	
T.P.	0.71	211.67	12.42	210.96	
T.P.	1.20	200.87	12.30	199.67	
T.P.	0.28	188.68	12.17	188.40	
T.P.	0.32	176.73	12.27	176.41	
T.P.	0.46	165.07	12.12	164.61	
T.P.	0.96	153.96	12.07	153.00	
T.P.	1.33	143.15	12.14	141.82	S.W. Lt Top Walnut, Reynard Ave
B.M.			10.71	132.44	
0+0 = Existing MH Walnut + Reynard Ave Flow Line			7.85	135.30	0.7 MH Run
			16.00	127.15	
0+47 - 24" y Paving			7.78	135.37	
0+11			7.2	136.0	
0+30			6.7	139.5	
T.P.	12.18	155.02	0.81	142.84	
0+59.00	Δ Lt 85°07		10.51	144.51	0.7 St. Lt.
0+59	16' Lt.		12.7	142.3	
1+0			5.6	149.4	
1+0	12' Lt.		10.0	145.0	
1+25			3.5	151.5	
T.P.	11.74	166.76	0.0	155.02	
1+50			11.2	155.6	



166.76

1+50	11'Lt.	14.8	152.0
1+75		8.8	158.0
2+0		6.3	160.5
2+0	12'Lt.	6.6	160.2
2+0	25'Lt.	13.0	153.8
2+40		5.5	161.3
2+40	36' Rt. = Bottom Cut	4.4	162.4
2+80 = Bottom Cut		5.0	161.8
2+85		0.7	166.1

Cross Section Logan Ave.
38th St to 37th St.

BM	11.90	48.88		36.98	S.E. B.P. National & 38th St.
TP	6.56	55.16	0.88	48.60	

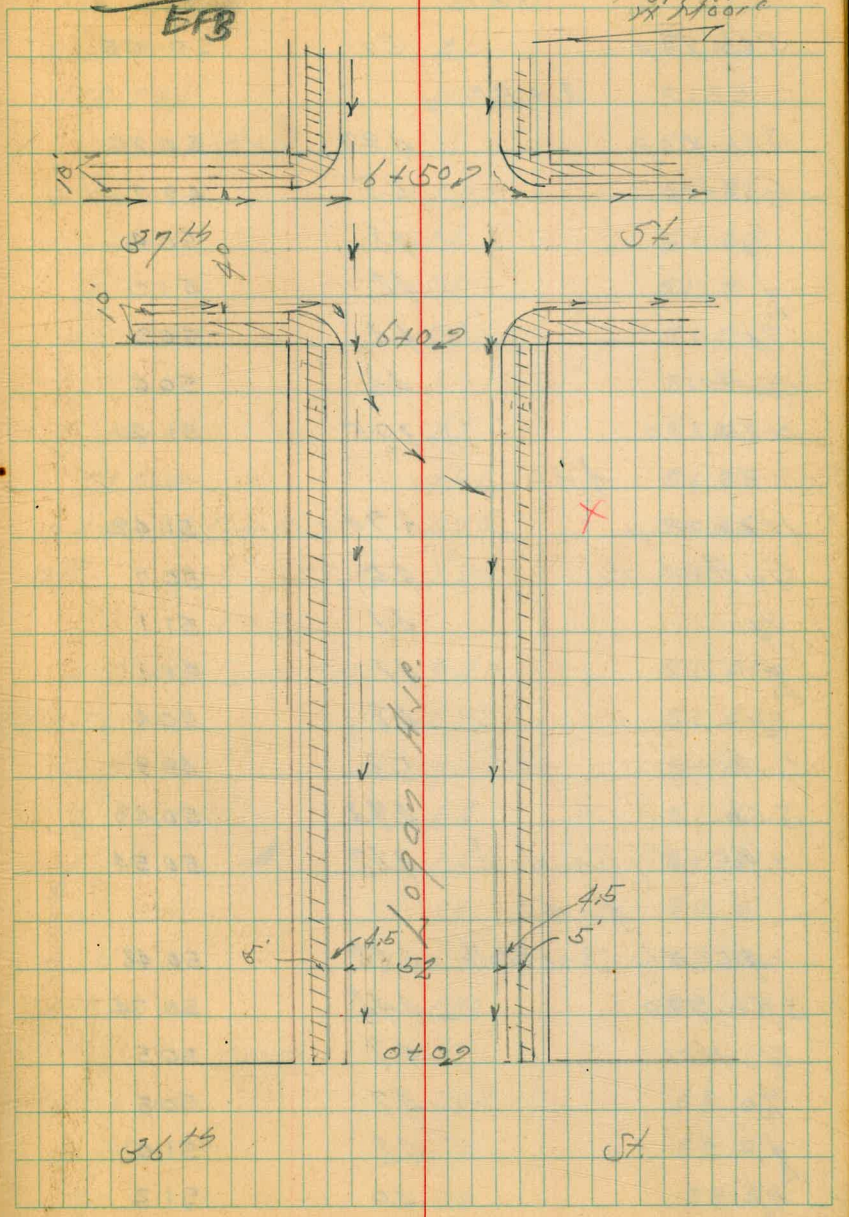
0+0 - E.L. 38th St.

S Cb Top		6.14	49.02 ✓
Gutter		6.8	48.4
℄		6.5	48.7
N Gutter		5.7	49.5
N Cb Top		5.13	50.03 ✓
	1+0		
N Cb Top		4.88	50.28
Gutter		5.8	49.4
℄		5.4	49.8
S Gutter		6.4	48.8
S Cb Top		5.86	49.30
	2+0		
S Cb Top		5.51	49.65
Gutter		6.1	49.1
℄		5.0	50.2
N Gutter		5.2	50.0
N Cb Top		4.50	50.66
	3+0		
N Cb Top		4.17	50.99
Gutter		4.9	50.3
℄		4.4	50.8
S Gutter		5.7	49.5

Reduced 11-22-1940 Profile #590

INDEXED
EFB

Nov 4.0-4676
Surrey
Northern
Moore



Logan Ave

55/6

SCb Top	5.11	50.05
3+50		
SCb Top	4.90	50.26
Gutter	5.5	49.7
¼	4.8	50.4
¼	4.2	51.0
¼	4.3	50.9
Gutter	4.6	50.6
NCb Top	3.95	51.21
4+0		
NCb Top	3.74	51.42
Gutter	4.5	50.7
¼	4.1	51.1
¼	4.1	51.1
¼	4.8	50.4
Gutter	5.3	49.9
SCb	4.73	50.43
+4.5=NH Conc Walk	4.62	50.54
4+50		
-4.5=NH Conc Walk	4.68	50.48
SCb Top	4.42	50.74
Gutter	4.7	505
¼	4.7	505
¼	4.2	51.0
¼	4.0	512

55/6

Gutter	4.1	51.1
NCb Top	3.57	51.59
5+0		
NCb Top	3.35	51.81
Gutter	3.6	51.6
¼	3.5	51.7
¼	3.6	51.6
¼	4.0	51.2
Gutter	4.3	51.0
SCb Top	3.91	51.25
+4.5=NH Conc Walk	4.70	50.46
TP 7.08	58.41	3.83 51.33
5+35		
-4.5=NH Conc Walk	7.40	51.01
SCb Top	6.77	51.64
Gutter	7.0	51.4
¼	6.8	51.6
¼	6.6	51.8
¼	6.4	52.0
Gutter	6.4	52.0
NCb Top	6.33	52.18
5+50		
NCb Top	5.34	53.07
Gutter	6.0	52.4
¼	5.9	52.5

Logan Ave.

58.41

℄	6.0	52.4
¼	6.3	52.1
Gutter	6.6	51.8
SCb Top	6.54	51.87
+4.5=Hy Conc Walk	6.38	52.03
5+75		
-4.5=Hy Conc Walk	4.80	53.61
SCb Top	4.98	53.43
Gutter	6.1	52.3
¼	5.4	53.0
℄	4.8	53.6
¼	5.2	53.2
Gutter	4.9	53.5
NCb Top	4.01	54.40
6+0=NL 37½ St		
NCb Top	2.15	56.26
Gutter	3.9	54.5
¼	4.2	54.2
℄	3.6	54.8
¼	3.7	54.7
Gutter	4.1	54.3
SCb Top	3.08	55.33
6+10=NCb 37½ St.		
SL Cb Top	2.95	55.46
Gutter	3.3	55.1

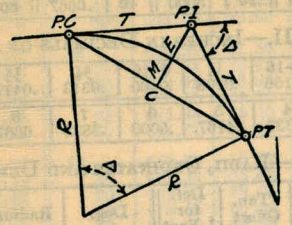
58.41

Cb	3.5	54.9
¼	3.2	55.2
℄	3.1	55.3
¼	3.1	55.3
Cb	3.1	55.3
N Gutter	2.7	55.7
NL Cb Top	2.02	56.39
6+30=L 37½ St		
NL	1.8	56.6
Cb	2.2	56.2
¼	2.2	56.2
℄	2.3	56.1
¼	2.4	56.0
Cb	2.5	55.9
SL	2.5	55.9
6+50=ECb 37½ St		
SL Cb Top	1.47	56.94
Gutter	2.2	56.2
Cb	1.8	56.6
¼	1.6	56.8
℄	1.6	56.8
¼	1.4	57.0
Cb	1.3	57.1
NL Gutter	1.2	57.2
NL Cb Top	0.69	57.72

58.41

TP	0.64	55.64	3.41	5500	SM RP national 787451
BM			8.74	46.90	46.89

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

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

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

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

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

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

EXPLANATION AND USE OF TABLES

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

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent-offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 $(54.50\div100)^2$=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus $(54.50)^2\div(2\times688.26)$=2.16 ft.

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

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

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½

For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	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.

39.80

N 2 11.0

2 10.8

V 2 18.6

2 10.93