

1572

1572

1572

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago, New York San Francisco New Orleans Pittsburg Toronto

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

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on $1\frac{1}{2}$ see inside of back cover.
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1572

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ENGINEERING DEPARTMENT
CITY OF SAN DIEGO,
CALIFORNIA.

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.

INDEXED

to page # 76
except pages # 19, 20

Walker
Bliss
Isabel
10-16-39

Cross Sections (For Checking Grading)
Mission Valley Road - 6-Street
5387-88-89

From station 29+99.35 to 79+50.57

32+00 (for X sections old town to city line)
See Book 1571

31+62

INDEXED
W.K.
JAN 9 4 1950

31+30

31+00

29+99.35 = city line

B.M. # 3

32+50 3.93 2.50.93

all Hubs
50' RT.
247.00 Book 1498-51

lit

B

RT.

245.4	246.1	247.1	249.0	248.9	240.4
5.5	4.8	3.8	1.9	2.0	10.5
19		25	27	31	43

232.3	244.6	245.8	243.9	244.5	245.3	247.3	247.2
18.6	5.3	5.1	7.0	6.9	5.6	3.6	3.7
41	23.5	20	16	24	27	30	

246.1	242.8	243.1	244.1	246.1	245.9
4.8	8.1	7.8	6.8	9.8	5.0
24	19.0		24	26.5	30

241.3	241.9	243.0	244.9	244.7
9.6	9.0	7.9	6.0	6.2
20.0		24	26	29.5

236.4	237.4	238.2	240.3	240.2
14.5	13.5	12.7	10.6	10.7
20.0		23	26.5	29.5

250.93

Notes Reduced & plotted on
Original X Sec. Roll # 6575 Pages 1 to 19
C.B. Hough
10-27-37

Mission Valley Road
Cross Sections

T.P. 12.84 275.33 0.37 262.49

35+28

34+45

34+00

33+00

T.P. 12.38 262.86 0.45 250.48

32+32

250.93

Lt.

£

Rt.

2

259.3
3.6
2.3

260.8
2.1

261.4
1.5
2.5

255.6
7.3
22.5

252.9
6.0

258.0
4.9
2.5

253.6
9.3
22.

254.8
8.1

255.7
7.2
2.4

249.6
13.4
20

250.8
12.1

251.5
11.9
2.4

246.1
4.2
20

247.8
3.1

248.8
2.1
2.5

250.9
0.0
2.9

250.8
0.1
3.3

247.9
3.0
2.9

250.93

Mission Valley Road
Cross Sections

40+00

39+00

T.P. 12.85 287.89 0.29 275.04

38+00

37+50

37+00

36+00

275.33

lat.

280.8	281.4	282.3	282.9	283.1	3
71 20	65	56 29	40 26	40 28	✓✓
276.0	277.1	278.1	279.7	279.7	
11.9 20	10.8	9.8 21	8.2 23	8.2 25	✓✓
	287.89				
271.8	273.1	273.8	275.8	275.8	279.6
3.5 21	2.2	1.5 22	+0.5 25	+0.5 28	15.7 52
	270.8	271.5	274.1	274.0	263.8
5.7 20	4.5	3.8 25	1.2 27	1.3 33	11.5 48
	268.4	269.3	272.7		
267.2	268.4	269.3	272.7		
8.1 20	6.9	6.0 25	2.6 28		✓✓
	262.7	263.9	264.8		
12.6 21	11.4	10.5 25			✓✓
	275.33				

Mission Valley Road
Cross Sections

45+00

44+00

T.P. 12.39 311.90 0.44 299.51

43+00

42+00

T.P. 12.34 299.95 0.28 287.61

41+00

287.89

307.6	310.9	310.9	309.0	307.9	305.9	307.6	308.5
43	10	10	29	20	6.0	4.3	4.4
23	27	23	21		22	25	28

304.1	304.3	302.9	302.0	300.1	301.9	301.9
78	7.6	9.0	9.9	11.8	10.0	10.5
22	20	18		23	26	28

296.2	299.2	299.2	297.4	311.90	295.2	296.6	296.4
138	0.8	0.8	2.6	3.2	4.8	3.4	3.6
45	25	23	20		23	26	28

291.8	292.5	292.7	291.4	291.7	290.9	292.8	292.7
182	7.5	7.3	8.6	8.3	9.1	7.2	7.3
43	27	23	21		22	25	27

286.5	286.6	286.4	299.95	286.5	284.9	288.6	288.5
14	13	2.5	1.4	1.4	1.0	10.7	10.6
25	23	21			23	25	28

287.89

Mission Valley Road
Cross Sections.

48+25

T.P. 12.19 336.30 11.73 324.11

Correction

of H.I. 0.07 335.84 335.77 = BM

Iron Pin 30' R.L. #2 48+46.35 = F.C. R.P. (No Reading)

chk. on BM #4

0.07 335.72

Book 1498-68
on 2"x2" R.M. #3
50' R.L. #2 48+46.35

T.P. 11.73 335.79 0.22 324.06

47+00

46+50

46+00

T.P. 12.25 324.28 0.57 311.33

311.90

St.

S

Rt.

5

307.9	329.1	329.4	327.6	326.8	325.7	326.8
284	72	69	87	9.5	10.6	9.5
55	26	23	32		21	24

336.30

314.9	321.6	322.1	320.1	319.1	317.0	318.3	318.3	306.9
94	27	22	42	52	7.3	60	60	174
35	25	19	17		27	30	33	49.0

318.7	319.2	319.2	317.3	316.2	313.9	315.5	315.5
86	51	51	70	81	10.4	8.8	8.8
31	25	20	18		27	29	31

316.5	315.9	315.9	314.1	313.1	311.0	312.7	312.6
178	84	84	102	11.2	13.3	11.6	11.7
38	23	21	19		24	26	28

324.28

Mission Valley Road
Cross Sections

51+44

51+00

50+50

50+00

T.P. 1271 348.66 0.35 335.95

49+45

48+85

336.30

Lt.

347.8

0.9
20

347.4

3.3
20

342.3

6.4
19

339.1

2.6
19

333.5

2.8
27

333.4

2.9
23

331.5

4.7
21

330.9

5.4

330.0

6.3
20

336.30

= Beginning
cut.

348.66

Rt.

347.6

3.1
20

343.1

5.6
20

340.2

8.5
20

337.3

11.4
19

6

↓ ↓

↓ ↓

↓

↓

Mission Valley Road
Cross Sections

T.P. 12.53 373.63 0.20 361.10

54+00

53+50

53+00

52+65

52+25

52+00

T.P. 12.95 361.30 0.31 348.35

348.66

H.

S

Rt.

362.5	362.8	361.7	360.9	359.8	360.8	360.6	
+12 23	+15 20	+04 18	04	15 17	08 18	07 20	✓
360.4	360.5	359.3	358.4	357.3	358.2	358.0	✓
23 22	22 19	34 16	43 362.7	54 16	45 17	47 20	✓
358.1	358.0	358.3	358.9	358.1	356.4	352.7	✓
76 29	3.3 23	3.0 20	4.4 18	5.4	6.2 13	4.9 15	5.0 17

356.9	355.0	354.0	353.3	354.8	354.6	
44 21 = int. cut & fill section	63 19	7.3	8.0 14	6.5 16	6.7 18	✓

353.0	351.7	350.6	353.8	
8.3 18	9.6	10.7 16	7.5 20 = int. cut & fill section	✓

351.3	350.1	348.9	
10.0 19	11.2	12.4 19	361.30 348.66

Mission Valley Road
Cross Sections

58+00

57+00

T.P. 13.00 386.45 0.18 373.45

56+00

55+75

55+35

This not in order but o.k.

54+50

55+00

373.63

W

385.3

1.1
20

E

384.8

1.6
16

W

386.1

+0.5
18

386.9

+0.5
21

8

379.1

7.3
19

E

379.1

7.3

378.5

7.9
16

380.2

6.2
18

380.4

6.0
21

386.45

376.8

+3.2
21

373.3

0.3
19

373.1

0.5

372.5

1.1
16

373.7

+0.1
18

373.6

0.0
21

373.4

0.2
21

371.7

1.9
19

371.6

2.0

370.8

3.8
15

372.1

1.5
17

372.1

1.5
20

370.8

3.3
23

370.2

3.4
28

371.3

2.3
26

371.3

2.3
23

370.7

3.9
20

369.1

4.5

368.1

5.5
15

370.0

3.6
17

369.8

3.8
21

366.0

2.4
24

366.0

2.6
20

364.6

4.0
18

363.8

4.8
36.6

367.1

5.9
17

363.8

4.8
18.5

363.9

4.7
20.5

346.9

26.7
59

349.1

4.5
28

349.6

4.0
19

368.0

5.6
17

367.0

6.6

365.9

7.7
16

367.6

6.8
18

367.5

6.1
22

361.6

12.0
31

373.63

Mission Valley Road
Cross Sections

61+50

61+00

60+50

T.P. 12.81 411.44 0.47 398.63

60+00

59+00

T.P. 12.83 399.10 0.18 386.27

386.45

St.

L

Rt.

9

405.1

5.7
19

406.8

4.6

406.6

4.8
21

403.1

8.3
20

403.8

7.6

403.3

8.1
20

400.2

11.2
19

400.1

10.7

400.3

11.1
20

400.8

10.6

21-inch cut + Fill

411.44

397.4

17
19

397.7

14

397.3

18
18

397.9

12
19

391.1

8.0
19

391.5

7.6

391.2

7.9
17

392.0

7.1
19

399.10

Mission Valley Road
Cross Sections

$= 66 + 89.52$
 $66 + 27.30$ } equation

$65 + 95.43 = E.C.$

65+00

T.P. 13.27 436.69 0.38 423.42

64+00

63+00

T.P. 12.68 423.80 0.32 411.12

62+00

411.44

Lt.

Rt. 10

434.1

2.6
19

435.2

1.5

436.0

0.7
21

✓ ↓

432.0

4.7
20

433.3

3.4

434.1

2.6
21

✓ ↓

426.0

10.7
20

427.6

9.1

428.8

7.9
20

✓ ✓

436.69

419.8

2.0
18

421.7

2.1

423.2

0.6
20

✓ ✓

414.9

8.9
21

415.8

8.0

416.9

6.9
19

✓ ✓

423.80

408.8

2.6
20

409.8

1.6

409.4

2.0
21

✓ ✓

411.44

Mission Valley Road
Cross Sections

70+00 - Ely side of Rd. Way on Lts.

69+55 = Wly side Roadway on Lts.

69+45

T.P. 11.02 459.70 0.38 448.68

69+00

68+00

T.P. 12.61 449.06 0.24 436.45
436.69

Ld. S Pt. 11

452.7	452.3	452.8	452.2	456.1	✓
7.0	7.4	6.9	7.5	3.6	✓
31	21		19	23	

451.6	450.7	450.7	450.4	455.9	✓
8.1	9.0	9.0	9.3	3.8	
31	21		20	23	
in Rd. Way.					

457.2	450.1	450.2	449.9	456.5	✓
2.5	9.6	9.5	9.8	3.2	
25	21		19	24	

459.70

455.7	447.2	447.7	447.4	456.1	✓
+6.6	19	1.4	1.7	+7.0	✓
24.4	20		20	24.6	

440.8	441.5	442.2			✓
8.3	7.6	6.9			✓
20		22			

449.06

Mission Valley Road
Cross Sections

74+00

73+00

72+00

71+00

T.P. 4.2.3 461.96 1.87 457.73

Correction 7.95 459.60

chk. BM#5 7.95 451.75

70+10

459.70

on stub + Nail
30' RT.
71+30
451.65 = BM
Bench. #498-74
212

Lt.

£

Rt.

12

457.4	454.9	455.5	455.0	457.9	✓
4.6	7.1	6.5	7.0	4.1	
23	20		21	24	

457.9	455.1	456.0	455.2	458.0	✓
4.1	6.9	6.0	6.8	4.0	
23	20		21	24	

457.9	455.2	456.2	455.7	458.4	✓
4.1	6.8	5.8	6.3	3.6	
22	19		20	23	

457.1	454.6	455.2	454.8	457.2	✓
4.9	7.4	6.8	7.2	4.8	
22	19		20	23	

461.96

456.1	452.4	453.2	452.5	456.2	✓
3.6	7.3	6.5	7.2	3.5	
23	20		19	23	

459.70

Mission Valley Road
Cross Sections

79+00

78+00

77+00

76+00

75+00

461.96

4576 4538 4541 4534 4569 ✓ ✓
44 82 7.9 8.6 5.1
25 22 21 24

4582 4543 4545 4539 4585 ✓ ✓
38 7.7 7.5 8.1 3.5
25 22 20 23

4583 4545 4548 4541 4579 ✓ ✓
37 7.5 7.2 7.9 4.1
25 20 20 24

457.6 4546 455.0 454.3 4579 ✓ ✓
44 7.4 7.0 7.7 4.1
24 20 21 24

457.4 4545 4554 455.0 458.0 ✓ ✓
4.6 7.5 6.6 7.0 4.0
23 20 21 24

461.96

Mission Valley Road
Cross Sections

For slope distances and Elev.
See Pages -15 to 18

43+65 Extra Section

8.1 304.7

296.6 = $\frac{P \cdot 2}{L}$ 43+00

evidently no correction should have been made on
chk. N.V. Top cb. 8.35 453.61

79+50.57 = W.V. edge existing paving

79+33

461.96

299.5	299.5	297.9	299.9	300.7	302.3
52	52	68	48	40	24
28	25	23		19	21
			304.7		23

P-12
-B.M. #5 the hub of B.M. #5 should probably be 451.75

453.61	453.0	453.5	453.1	453.68
8.25	9.0	8.5	8.2	8.28
26	26	on Paving	26	top cb.
on top cb.	= Gut.		on Gut.	26

456.8	453.3	453.8	453.4	456.3
52	8.7	8.2	8.6	5.7
28	25		23	26

461.96

Supplementary Levels
For location of toe of slopes

Mission Valley Road
From station 29+99.35 - East,

Extensions by C.B.H. 10/27/39

Station	Location Transit of \angle	Left of \angle	Right of \angle	Elev. Inst. Point or H.I.	Vert. Δ	Dist. Slope	Horiz. dist.	Vert. Dist.	True Elev.	
29+95.35	28' Rt.		✓	240.4	-35° 55'	74'	59.93	43.41	197.0	
"	"		✓	245.4	+5° 35'	56'	55.73	5.45	250.8	
31+00	"		✓	244.7	-35° 13'	68'	55.55	39.21	205.5	✓
"	"		✓	249.5	+3° 06'	55.4	55.32	3.00	252.5	✓
31+30	"		✓	245.9	-36° 02'	52'	42.05	30.6	215.3	
31+62	"		✓	247.3	-34° 19'	41'	33.86	29.4	217.9	
32+32	\angle	✓		253.0	+27° 49'	36'	31.84	17.0	270.0	
33+00	\angle	✓		256.0	+40° 27'	54'	41.10	35.04	291.1	✓
"	"		✓	256.0	+11° 07'	31'	30.42	5.98	262.0	✓
34+00	\angle	✓		260.0	+47° 00'	77'	52.5	52.3	316.3	✓
34+00	\angle		✓	260.0	+24° 37'	39.5	36.2	15.8	275.8	✓
+45	"		✓	262.2	+47° 27'	79'	53.4	58.2	320.4	
34+45	\angle		✓	262.2	+24° 32'	39'	35.7	15.6	277.8	
35+28	\angle		✓	266.1	+37° 00'	50'	39.9	30.1	296.2	
35+28	\angle		✓	266.1	+13° 30'	34'	33.0	7.9	274.0	
36+00	\angle		✓	269.1	+41° 05'	57'	43.0	37.4	306.5	✓
36+00	\angle		✓	269.1	+8° 35'	30'	29.7	4.5	273.6	✓

Mission Valley Road.

16

Station	Transit Shots Location	Shots left of ϕ	Shots Rt. of ϕ	Elev. inst. Point or H.I.	Vert. A	Slope dist.	Horiz. dist.	Vert. dist.	True Elev.	
37+00	L	✓		273.7	+40°38'	54'	41.0	34.4	308.1	✓
38+00	L	✓		278.3	+29°57'	39'	33.8	19.5	297.8	✓
37+50	L	✓		275.9	+37°37'	47'	37.2	28.7	304.6	(Not in order but OK.)
39+00	L	✓		282.4	+12°12'	25.5	24.9	5.4	287.8	✓
39+00	24' Rt.		✓	279.7	-33°51'	34'	28.2	18.9	260.8	✓
40+00	27' Rt.		✓	283.9	-36°02'	54'	43.7	31.8	252.1	✓
41+00	26' Rt.		✓	288.5	-36°43'	41'	32.9	24.5	264.0	✓
42+00	26' Rt.		✓	292.6	-35°27'	30'	24.4	17.4	275.2	✓
43+00	27' Rt.		✓	295.9	-32°31'	38'	32.0	20.4	275.5	✓
43+65	27' Rt.		✓	299.5	-37°45'	54'	42.7	33.8	265.7	
43+65	22' Lt.	✓		302.4	-37°55'	42'	33.1	25.8	276.6	
44+00	22' Lt.	✓		304.1	-35°49'	34'	27.6	19.9	284.2	✓
44+00	26' Rt.		✓	301.9	-34°58'	53'	43.4	30.4	270.5	✓
45+00	26' Rt.		✓	307.5	-37°35'	40'	31.7	24.4	283.1	✓
46+00	27' Rt.		✓	312.6	-37°03'	48'	38.3	28.9	283.7	✓
46+50	30' Rt.		✓	315.5	-34°15'	30'	24.8	16.9	298.6	✓
48+85	L		✓	336.2	+9°00'	26	25.7	6.2	342.4	
49+45	L		✓	340.1	+27°12'	36'	32.0	16.5	356.6	
49+45	L	✓		340.1	+19°02'	29'	27.4	9.5	349.6	

Mission Valley Road				Elev. inst.	Dist.	Horiz.	Vert.	True	
Station	Transit location	shots left of &	shots Rt. of &	or Inst. Point	Slope	Dist.	Dist.	Elev	
				Vert. A.					
50+00	L	"	✓	343.5 +28°40'	37'	325	17.7	361.2	✓
"	"	✓		343.5 +32°50'	40'	336	21.7	365.2	✓
50+50	"		✓	346.6 +29°31'	35'	318	14.5	361.1	
"	"	✓		346.6 +36°47'	44'	353	26.4	373.0	
51+00	L		✓	349.5 +19°46'	31.6'	30.7	10.7	360.2	✓
"	"	✓		349.5 +36°35'	46'	36.9	27.4	376.9	✓
51+44	"		✓	352.0 +12°26'	28'	27.4	6.0	358.0	
"	"	✓		352.0 +33°34'	40'	33.3	22.1	374.1	
52+00	"		✓	355.4 +2°37'	23'	23.0	1.0	356.4	✓
"	"	✓		355.4 +20°49'	29'	27.1	10.3	365.7	✓
52+25	"	✓		357.0 +11°41'	25'	24.5	5.1	362.1	
52+65	16' Rt.		✓	359.8 -36°22'	41'	33.0	24.3	390.5	
53+00	16' Rt.		✓	356.3 -35°45'	78'	63.3	45.6	310.7	✓
53+33	19' Rt.		✓	358.1 -35°06'	83'	67.9	47.7	310.4	✓
54+00	19' Rt.		✓	360.6 -34°35'	80'	70.4	45.4	315.2	✓
54+50	20' Rt.		✓	363.9 -33°45'	48'	39.9	26.7	337.2	✓
53+50	20' Lt.	✓		360.4 -35°01'	34'	27.8	19.5	340.9	✓
54+00	21' Lt.	✓		362.5 -33°23'	66'	55.1	36.3	326.2	✓
54+50	23' Lt.	✓		366.0 -35°02'	78'	63.9	44.8	321.2	✓
57+00	L	✓		384.4 +13°15'	255'	24.8	5.8	390.2	✓

Mission Valley Road.

Station	Transit Location	Shots Left of ϕ	Shots Rt. of ϕ	Elev. Inst.	Vert. α	Slope dist.	Horiz. dist.	Vert. Dist.	True Elev.	
58+00	ϕ	✓		390.5	+18°45'	28.5'	270	92	399.7	↓
59+00	ϕ	✓		396.8	+18°26'	28	266	88	405.6	✓
60+00	ϕ	✓		403.0	+20°28'	30.5	286	107	413.7	✓
61+00	ϕ	✓		409.1	+24°46'	33'	30.0	138	422.9	✓
61+00	ϕ		✓	409.1	+17°03'	28'	267	82	417.3	✓
61+50	ϕ	✓		412.1	+28°0'	36'	318	169	429.0	✓
61+50	ϕ		✓	412.1	+26°10'	36'	323	159	428.0	✓
62+00	ϕ	✓		415.1	+34°33'	42.2	36.2	249	440.0	✓
62+00	ϕ		✓	415.1	+30°14'	40'	34.5	20.1	435.2	✓
63+00	ϕ	✓		421.1	+33°03'	43	36.0	234	444.5	✓
63+00	ϕ		✓	421.1	+33°26'	39.2	32.7	21.6	442.7	✓
64+00	ϕ	✓		427.0	+30°34'	39'	33.2	204	447.4	✓
64+00	ϕ		✓	427.0	+30°04'	36.6	31.7	18.3	445.3	✓
65+00	ϕ	✓		432.9	+28°40'	37.2	32.6	17.8	450.7	✓
65+00	ϕ		✓	432.9	+27°43'	34.4	30.4	16.0	448.9	✓
E.S. 65+95.43	"	✓		438.6	+24°05'	32.7	29.8	13.3	451.9	✓
"	"		✓	438.6	+23°36'	32'	29.3	12.8	451.4	✓
66+27.3 =66+89.52	"	✓		440.5	+21°53'	31.4	29.2	11.7	452.2	✓
"	"		✓	440.5	+22°27'	31.4	29.0	12.0	452.5	✓
68+00	ϕ	✓		446.8	+15°57'	27.3	26.2	7.5	454.3	✓
68+00	ϕ		✓	446.8	+14°41'	28.0	27.0	7.1	453.9	✓

Walker
Bliss
To bell
Nov. 17-1939.

Cross Section - Trojan Ave
From White Dawson to 54th St.

12' cbs. 9' 1/4s.
Sections are over the same ones as
used by Miller - Cross Sections in Book 599-10

S.M. Con Merd
Trojan 152nd
Book 599-11

837 332.19 323.82

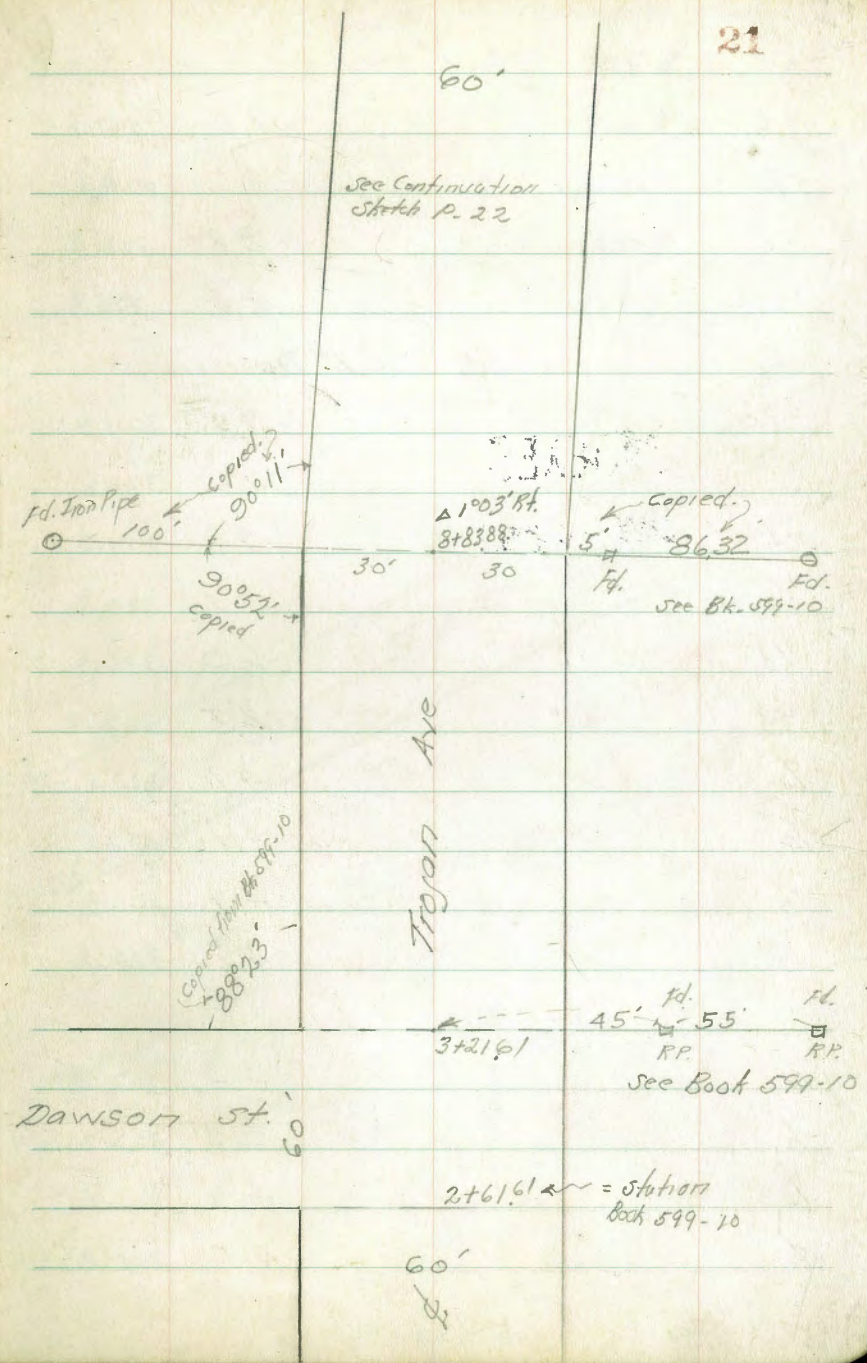
2+61.61 = W.L. Dawson.

-10	9.1	323.1
5	9.1	323.1
cb	8.6	322.6
46	8.5	323.7
1/4	7.5	324.7
75	5.3	326.9
2	5.3	326.9
N 1/4	5.4	326.8
ncb	5.2	327.0
N	4.7	327.5

2+91.61 = S. Dawson.

N	4.8	322.4
cb	5.0	322.2
1/4	4.8	322.7
1/2 on Rim M.H.	4.70	322.49
1/4	4.4	322.8

INDEXED
W.K.
JAN 24 1950



See Continuation
Sketch P. 22

fd. Iron Pipe
100'
90''
90051
copied

1003' ft.
8+83887
5''
86.32
Fd.
see Bk. 599-10

copied from #6579-10
8823-

Trojan Ave

45' 55'
RP RP
3+2161
see Book 599-10

Dawson St.
60'

2+61.61 = station
Book 599-10

60'
S.

332.19

4+00

-10	7.3	324.9
S	7.1	325.1
+7	7.3	324.9
cb.	8.6	323.6
1/4	7.8	324.4
+6	3.5	328.7
L	3.4	328.8
1/4	3.7	328.4
cb.	4.2	328.0
+1	4.3	327.9
+3	3.5	328.7
N	3.4	328.8

4+50

N	2.0	330.2
+9	2.1	330.1
+10	3.1	329.1
cb.	2.8	329.4
1/4	2.5	329.7
L	2.4	329.8
+7	3.1	329.1

332.19

Trojan Ave. N. Sections 23

1/4	4.1	328.1
+3	6.0	326.2
cb.	6.5	325.7
+7	7.7	324.5
S	9.2	323.0
+10	7.7	324.5

5+00

-10	5.2	327.0
S	5.9	326.3
+8	8.4	323.8
cb.	5.9	326.3
1/4	2.8	329.4
+3	1.3	330.9
L	1.2	331.0
1/4	1.3	330.9
cb.	1.7	330.5
+1	1.7	330.5
+2	1.0	331.2
N	1.1	331.1

5+50

N	0.0	332.2
+9	0.1	332.1

332.19

+10		0.8	331.4
cb		0.8	331.4
1/4		0.4	331.8
2		0.2	332.0
T.P.	13.10	344.72	0.57 331.62
1/4		13.2	331.5
+6		16.0	328.7
cb		16.3	328.4
S		17.0	327.7
+10		18.5	326.2
	6+00		
-10		16.8	327.9
S		15.3	328.4
cb		13.8	330.9
+2		13.7	331.0
+6		10.8	333.9
1/4		11.1	333.5
2		11.7	333.0
1/4		11.8	332.8
cb		12.4	332.3
+1		12.4	332.3

344.72

Trojan Ave X. Section 21

+3		11.5	333.2
N		11.6	333.1
	6+35		
N		10.7	334.0
+9		10.6	334.1
+11		11.6	333.1
cb		11.6	333.1
1/4		11.0	333.7
2		11.0	333.7
+3		10.5	334.2
1/4		10.4	334.3
+4		10.4	334.3
cb		12.3	332.4
S		13.9	330.8
+10		13.6	331.1
	6+60		
-10		15.4	329.3
S		13.4	331.3
cb		12.9	331.8
+2		12.5	332.2
+7		10.0	334.2
1/4		10.0	334.7

34A.72

2	10.3	334.4
1/4	10.5	334.2
cb.	11.0	333.7
+3	10.2	333.5
N	9.9	334.8
+10	9.6	335.1
7+00		
-10	11.0	333.2
-5	11.1	333.6
N	9.3	335.4
+9	9.4	335.3
+11	10.3	334.4
cb.	10.3	334.4
1/4	10.0	334.2
2	10.0	334.2
+5	9.6	335.1
1/4	10.9	333.8
+6	13.7	331.0
cb.	14.0	330.2
S	14.9	329.8
+10	15.7	329.0

34A.72 Trojan Ave X. Section

25

7+35

-10'	15.5	329.2
S	14.5	330.2
cb.	14.0	330.2
1/4	9.6	335.1
2	9.9	334.8
2 on Rim M.H.	9.81	334.91
N 1/4	9.3	335.4
cb.	9.1	335.6
+4'	8.5	336.2
N	8.8	335.9
+5	11.2	333.5
+10	10.8	333.9
7+50		
-10	11.1	333.6
-5	11.2	333.5
N	8.4	336.3
+9	8.3	336.4
cb.	8.6	336.1
1/4	8.7	336.0
2	9.0	335.2
1/4	9.1	335.6

344.72

S cb.	12.7	332.0
+5'	15.4	329.3
S	16.0	328.7
+10	15.7	329.0
7+80		
-10	14.6	330.1
S	14.4	330.3
+9	13.9	330.9
cb.	12.4	332.3
+6	8.8	335.9
1/4	8.4	336.3
+4	8.0	336.7
2	8.1	336.6
1/4	8.0	336.7
N cb.	8.0	336.7
+1	8.0	336.7
+3	7.5	332.2
N	7.5	332.2
+4	8.7	336.0
+10	8.7	336.0
8+10		
N	6.7	338.0

344.72 Trojan Ave X-Sections

25

+9	6.9	337.8
+11	7.3	337.4
cb.	7.3	337.4
1/4	7.3	337.4
2	7.4	337.3
+5	7.3	337.4
1/4	7.7	337.0
cb.	8.3	336.4
+8'	13.3	331.4
S	16.7	328.0
+10	13.3	331.4
T.P.	12.52	352.42
8+83.88 = Δ 1203 Rt. Section on diag.		
-5	12.5	339.9
S	12.3	340.1
+7	13.8	338.6
cb.	13.4	339.0
1/4	13.3	339.1
2	13.3	339.1
1/4	13.3	339.1
10.	13.3	339.1
cb.	13.3	339.1
+1	12.9	339.5

on TP stake
35' South
8+83.88

35242

N	12.9	339.5
9+50		
N	11.5	340.9
+10	11.6	340.8
cb.	12.4	340.0
1/4	12.0	340.4
1/2	11.8	340.6
1/4	12.0	340.4
cb.	12.2	340.2
+4	11.9	341.5
S	12.5	339.9
+10	13.1	339.3
10+00		
-10	13.5	338.9
S	13.0	339.4
+4	10.6	341.8
cb.	10.8	341.6
1/4	10.8	341.6
1/2	10.6	341.8
1/4	10.9	341.5
cb.	11.3	341.1
+1	11.2	341.2

35292

Trojan Ave X. Sections

+2	10.3	342.1
N	10.0	342.4
10+365 = Rm MH	9.37	343.05
10+50		
N	8.1	344.3
+9	8.7	343.7
cb.	9.4	343.0
1/4	8.9	343.5
1/2	8.7	343.7
1/4	8.8	342.6
cb.	8.7	343.7
+8	13.5	338.9
S	13.6	338.8
+10	13.0	339.4
11+00		
-10	10.1	342.3
S-4'	10.1	342.3
S	8.5	343.9
+5	6.7	345.7
cb.	6.8	345.6
1/4	6.7	345.7

35242

L	6.7	346.7
1/4	7.2	345.2
cb.	7.6	344.8
N	6.2	346.2

11+50

N	4.2	348.2
+6	4.2	348.2
cb.	5.0	347.4
+2	5.3	347.1
1/4	5.0	347.4
L	4.7	347.7
1/4	4.8	347.6
cb.	5.1	347.3
+4	4.9	347.5
+5	4.8	347.6
S	5.2	347.2

11+75

S	2.4	350.0
+10	2.6	349.8
+10 ²	1.2	348.2
cb.	4.1	348.3
1/4	3.8	348.6

35242

Trojan Ave X-Sections

28

L	3.6	348.8
1/4	3.9	348.5
cb.	4.2	348.2
+7	2.8	349.6
N	3.1	349.3

12+00

N	1.7	350.7
+6	1.7	350.7
cb.	3.1	349.3
1/4	2.7	349.2
L	2.7	349.7
1/4	3.0	349.4
cb.	3.2	349.2
+2	3.2	349.2
+3	1.1	351.3
S	+1.1	352.5

12+35

S	+2.6	353.0
+8	+2.6	355.0
+11	2.0	350.4
cb.	2.0	330.4
1/4	1.6	351.8

352.42

2	1.1	351.3
1/4	1.3	351.1
cb.	1.8	350.6
+2	0.9	351.5
+9	0.9	351.5
N	+1.3	353.2

12+50

N	+1.5	353.9
+3	0.5	351.9
+10	0.5	351.9
cb.	1.2	351.2
1/4	1.0	351.4
2	0.9	351.5
1/4	1.3	351.1
cb.	1.7	350.2
+1	1.7	350.2
+2	+5.0	352.4
S	+4.7	352.1

13+03.33

S	+8.0	360.4
+11	+8.0	360.4
cb.	1.0	351.4

352.42 Trojan Ave. X. Sections

1/4	0.7	351.2
2	0.3	352.1
1/4	0.3	352.1
+7	0.6	351.6
cb.	0.3	352.1
+3	+0.3	352.2
N	+0.5	352.9
Run MH = 13+05	0.23	352.19

13+17.87

N	0.0	352.4
+9	0.2	352.2
cb.	0.5	351.9
1/4	0.3	352.1
2	0.2	352.2
1/4	0.8	351.1
cb.	1.2	351.2
+1	+7.0	359.4
S	+7.0	359.4

13+33 on diag.

S	+6.5	358.5
+7	+6.5	358.5
cb.	1.2	351.2

352.92 Trojan Ave X, Sections

1/4 1.0 351.4

2 0.6 351.8

1/4 0.4 352.0

cb. 0.5 351.9

N 0.2 352.2

13+38.09 = ^{14'}cb lines ^{54 1/2'}diag.

N 0.2 352.2

cb. 0.5 351.9

1/4 0.4 352.0

2 0.6 351.8

1/4 1.0 351.4

cb. 1.2 351.2

S 1.2 351.2

chk. C.T. & Pav. 0.73 351.69 Bk. 599-20

351.67 = Miller
0.02 = d.f.

For section on Pav. see 599-20

Indexed
C.S.K.

1/2 sec Strandway

Ventura Pl. to

San Jose Pl.

& STA.

see M.B. T.P. BK. 55 P. 8 to 12

Moore
Sisson
Osborn
Northen
12-18-39

Island Ct.

Strandway



6' walk

1/2 alley

CON. PAV.

ST.

N. L. Ventura Pl.

15'
12'

notes

15'
CON.
Sideralk
PRIVATE ROW

6' walk

1/2 alley

10'

10'

ST.

1/2 alley

alley

6' walk

Jamaica Ct.

6' walk

Strandway

alley

Jersey Ct.

alley

15' sidewalk
Ct.

6' walk

Santa
Barbara
Pl.

31
alley

	Strandway Assoc		Ventura to San Jose	
				seawall
SWBP	3.92	10.95	7.03	Santa Barbara
T.P.	3.97	10.38 ^v	4.54	6.41

N 2 Ventura = 00

-4 = edge Conn. Pav	5.42	4.96
W	5.52	4.86 ✓
C	5.55	4.83 ✓
E	5.62	4.76 ✓
+10	5.93	4.45
" cb top	5.41	4.97

0+10 P.C. Private Prop. of 15' wide

E cb top	5.00	5.38
E	5.5	4.9
C	5.4	5.0
W	5.3	5.1
W cb "	4.85	5.53
0+15		
W cb top end	4.81	5.57
W'	5.3	5.1
C	5.0	5.1

Redy Plot 12/22/39

Staked p. 31 ✓

10.38 ✓

33

E	5.4	5.0
E cb top end	5.02	5.36
Note! Line taken to W. edge of Power Poles.		
0+25.5 10" P.P.	W - 0.6	

0+30

E	5.4	5.0
C	5.2	5.2
W	5.1	5.3
+0.7 cem. fl.	4.85	5.53
0+80 = SL alley		10' wide doorway ✓
W	5.0	5.4
C	5.2	5.2
E	5.4	5.0

0+84.5 12" P.P. W - 0.3

0+96 NL alley = 00

E	4.9	5.5
C	5.1	5.3
W	5.0	5.4
0+100		
W	4.8	5.6

10.38 ✓

c		4.9	55
E		4.9	55
	0+80	14" P.P. W - 0.3	
	0+85	E Island CT. = 0+00	
E	TOP WALK	3.55	683
+ 0.6	" "	3.55	684
+ 0.6	" "	4.5	59
c		4.5	59
+ 9.8	" "	4.4	60
+ 9.9	" "	3.50	688
	0+45		
W		4.3	61
c		4.3	61
E		4.5	59
	0+85		
E		3.9	65
c		3.9	65
W		4.2	62
+ 5	apron	cent. 4.89	549 ✓ ^P
+ 7	E Sid. gar	" 4.77	561 ✓ ^P
	0+92	12" P.P. ON LINE	

10.38 ✓

34

	0+92.5	beg. cent. apron	
W		3.31	7.07
	1+01	NL alley. = 0+00	
W - 2.3	Sedge do. gar	3.31	7.07 ✓
W		3.4	6.8
L		3.7	6.7
E		3.9	6.5
	0+18		
E		3.7	6.7
C		3.4	6.8
W		3.4	7.0
+ 0.2	apron	3.37	7.01
+ 2.3	N edge do. gar	3.37	7.01 ✓
	0+40		
W		3.4	6.8
C		3.4	6.8
E		3.7	6.7
	0+80	12" P.P. W - 0.4	
	0+85	E ISTHMIUS CT. = 0+00	
E	TOP WALK	2.92	7.46
+ 0.5	" "	2.92	7.46
+ 0.5	" "	3.8	6.6

aprons
are cent. unless shown
as dirt

C		3.7	6.7
W		3.8	6.6
W	TOP WALK	4.95	7.43

T.P. 4.50 11.13 3.81 6.57 ✓

0+42 ✓

W		4.7	6.4
---	--	-----	-----

C		4.6	6.5
E	Cent. apron	4.54	6.59
+ 5x	S. edge gap	4.24	6.89

0+58

- 5x	N edge	4.54	6.59
------	--------	------	------

E	Cent. apron	4.55	6.58
C		4.7	6.4
W		4.7	6.4

0+85 SL alley

W		4.8	6.3
C		4.7	6.4
E		5.1	6.0

0+95 1.1 PP W - 0.4

	1+01	NL alley	4.0+00
E			4.9 6.2
C			4.7 6.4
W			4.9 6.2

0+31

- 5 S. edge gap 3.98 7.15 ✓

- 0.6 apron 4.23 6.90 ✓

W		4.6	6.5
C		4.7	6.4
E		4.9	6.2

0+46

E		4.9	6.2
C		4.4	6.5
W		4.7	6.4

+ 0.6 apron 4.29 6.84 ✓

+ 5 N edge gap 4.02 7.11 ✓

0+64

W - 0.4 2.5 walk 4.35 6.78

0+80 12" PP W - 0.4

0+85 = 2 Jamaica Cr. = 0+100

W	TOP WALK	4.00	7.13
W		4.7	6.4

11.13

C	4.6	6.5
+ 9.5	4.7	6.4
+ 9.5 Top walk	395	7.18
F " "	395	7.18
00 + 03 beg. Bd. fence on E	^{0.2 IN}	strandway
00 + 55 end " " " "		
0 + 38		
E	4.8	6.3
C	4.7	6.4
+ 9.3	4.6	6.5
+ 9.3 Top 4' CONA. STOP 3.88		7.25

FP 4.22 10.67 4.08 6.45

0 + 41		
- 1.3 Sledge gar.	4.10	6.57
- 0.3 apron	4.35	6.32
W	4.4	6.3
C	4.3	6.4

10.67

E	4.3	6.4 ³⁶
0 + 74		
E	4.4	6.3
C	4.3	6.4
W	4.3	6.4
+ 0.3 apron	4.40	6.27
+ 1.3 Sledge gar	4.13	6.54
0 + 85 SL alley		
W	4.3	6.4
C	4.3	6.4
E	4.5	6.2
0 + 93		
W - 0.2 12" P.P.		
1 + 01 SL alley = 0 + 00		
E	4.5	6.2
C	4.4	6.3
W	4.4	6.3
0 + 40		
W	4.9	5.8
C	4.7	6.0
E	4.8	5.9

1067+

0477 12" P.P. on line

0+80 S.L. Santa Barbara Pl.

E 4.9 58

C 4.7 60

W 4.6 61

1+04 N.W. Santa Barbara Pl. = 0+00

W 4.8 59

E 4.7 60

E 4.9 58

check to B.M. orig. 3.64 7.03 7.03 ✓

0+40

E 5.1 56

C 4.8 59

W 4.8 59

0+80 S.L. Alley

W 4.8 59

C 4.7 60

E 4.9 58

1067-

0+90 12" P.P. W - 0.4

37

1+01 N.E. Alley = 0+00

- 5 gap W. 4.72 5.95
S. edge

- 2.8 apron 4.69 5.98

E 4.8 59

C 4.8 59

W 4.9 58

0+19

W 4.8 59

C 4.7 60

E 4.7 60

+ 2.8 apron 4.77 5.90

+ 5 N edge gap 4.64 6.03

0+24

E 3.0' walk 4.61 6.06

0+40

E 4.6 61

C 4.4 61

W 4.7 60

0+80.5 12" P.P. on W.L.

10.67 ✓

	0+85	Jersey	CT. = 0+00	
W	TOP WALK	4.04	663	
W		4.4	61	
C		4.6	61	
+9.4		4.4	61	
+9.4	TOP WALK	3.97	670	
E	"	3.97	670	
	0+20			
F		4.9	58	
C		4.4	61	
W		4.7	60	
+3	APRON	4.47	600	
+5	S.L. GAR	4.44	603	
	4+52			
-5	N.L. GAR	4.61	606	
-3	APRON	4.48	599	
W		4.7	60	
C		4.9	58	
E		5.1	56	
	0+85	S.L. ALLEY		
E		5.0	57	

10.67 ✓

			4.8	5.9 ³⁸
W			4.8	5.9
J.P.	4.25	10.19	4.73	5.94
	0+95			
W-1	E.S. WALK		4.18	601
	0+90.5	12" AN W. 2.		
	0+98			
W	1.7 S.L. GAR	4.1	3.97	6.22
W	0.5 " APRON		4.31	5.88
	1+01	N.L. ALLEY	0+00	
W			4.2	60
C			4.3	5.9
E			4.5	5.7
	0+01			
E	-1.5	APRON	4.50	5.69
E	-5.5	S.L. GAR	4.45	5.74
	0+19			
E	-1.5	APRON LIM.	4.58	5.61
E	-5.5	N.L. GAR	4.54	5.65

0+52		
E	4.4	5.8
v	4.4	5.8
W	4.2	5.9
+0.1	CEM. APRON	4.42 5.77 ✓
+1.5	N.L. GAR.	4.05 6.14 ✓
0+60		
-2.6	E SIN GAR.	4.45 5.54
		5.65
-0.3	CEM APRON	4.54 10' wide
W	4.5	5.7
C	4.4	5.8
E	4.8	5.8
0+80 12" PP ON WL		
0+85 E Kennibock CT. = 0+00		
E	TOP WALK	3.72 6.47
+0.3	"	3.72 6.47
+0.3		4.5 5.7
C		4.5 5.7
+9.8		4.4 5.8
+9.8	TOP WALK	3.73 6.46
W	"	3.73 6.46

0+45		
W	4.7	5.5
C	4.7	5.5
E	4.8	5.4
0+85 SL ALLEY		
E	4.9	5.3
C	4.7	5.5
W	4.8	5.4
0+94 12" P.P. ON WL		
1+01 N 4 ALLEY = 0+00		
W	4.9	5.3
C	4.7	5.5
E	5.0	5.2
0+27		
E	5.0	5.2
C	4.8	5.4
W	4.7	5.5
+0.2	APRON	4.52 5.67
+4.2	SL GAR.	4.24 5.93
0+53		
-4.2	N.L. GAR.	4.24 5.95
-0.2	" APRON	4.58 5.61
W	4.4	5.6

1019

C		4.7	5.5	
E		4.9	5.3	
	0+80	12" PP	ON WL	
	0+85	E KINGSTON CT.	= 0+00	
E	TOP WALK	4.02	6.17	
	TOP "	"	4.02	6.17
C		4.8	5.4	
	+9.8		4.5	5.7
	+9.8	TOP WALK	3.77	6.42
W	"	"	3.77	6.42
				nail in pole
T.P.	3.44	9.67	3.96	6.23 at KINGSTON
	0+20			
-4	SL GAR	3.79	5.88	
W	APRON	3.81	5.86	
L		4.1	5.6	
E		4.2	5.5	
+2	NL WALK	3.45	6.02	
	0+40			
E	8' WALK	4.32	5.35	

9.27

40

	0+49			
E-7.5	E do GAR	4.1		5.6 dirt fl.
	0+58			
E		4.3		5.4
C		4.3		5.4
W		4.1		5.6
W	APRON	3.81		5.86
+4	NL GAR	3.81		5.86
	0+43			
W	3.6 SL GAR	4.03		5.64
W	2.5 APRON	4.08		5.59
	0+85	SL GAR		
W		4.2		5.5
C		4.3		5.4
E		4.5		5.2
	0+92			
W	2.4 NL GAR	4.03		5.64
W	2.4 APRON	4.11		5.56
	0+96	12" PP	ON WL	

9.67 ✓

1701	N L alley = 0+100		
E	4.4	5.1	
C	4.5	5.2	
W	4.2	5.5	

0+27

W - 22	SL GAR	4.20	5.47
W - 01	" apron	4.47	5.20
C		4.4	5.1
E		4.7	5.0

0+37.5 BC RT = 0+100

E	4.8	4.9	
C	4.4	5.1	
W	4.4	5.3	

0+18 0° 05.2 RT

W - 22	N L GAR	4.15	5.52
" - 02	" apron	4.41	5.26

0+41 12° P.P. on W.L.

0° 12.4 RT, 0+42.54 S.L. SAN LOUIS 0612 PD

W	4.5	5.2	
C	4.4	5.1	
E	4.9	4.8	
+01	edge Pav.	4.90	4.77
+10	Pav.	5.37	4.30

Sketch p 32

9.67 ✓

0+50.54	E P1	0° 15.9 RT
-10	4.97	4.70
-01	4.55	5.12
E	4.4	5.1
C	4.6	5.1
W	4.5	5.2

0+66.54

N L P1	0° 19.4 RT		
W	4.6	5.1	
C	4.7	5.0	
E	4.8	4.9	
+01	Pav	4.74	4.93
+10	"	5.42	4.25

1700

0° 29.1 RT

E	4.9	4.8	
C	4.6	5.1	
W apron	4.70	4.97	✓
+3.8	SL GAR	4.50	5.17

1716

-4	N L GAR	4.41	5.26	✓
W	apron	4.69	4.98	✓
C		4.5	5.2	
E		4.9	4.8	

967 ✓

1+21	0.35.2 Pt.		
W-3	SL gar	4.08	5.59
-1.3	apron	4.22	5.45
1+31.2x	E.C.	0° 38.25 Pt.	
W		4.2	5.3 ^{See T.P.} BK 20
C		4.5	5.2
E		4.8	4.9
1+44	SL alley		
E		4.7	5.0
C		4.4	5.3
W		4.4	5.3

1+53

W-3.7	N.L. gar.	4.20	5.47
W-1.8	apron	4.42	5.25

1+54.5 12" P.P. W+0.5

T.P. 4.34 4.50 4.51 5.16 ✓

1+62 N.L. alley

W		4.2	5.3
C		4.2	5.3
E		4.4	5.1

9.50 ✓

42

1+65			
W-4	E SL gar.	3.94	5.56
1+73			
W-4	E 3' walk	4.17	5.33
1+89			
W+0.7	SL end	4.03	5.47
2+07			at 5" db.
W+0.7	N.L.	4.13	0.7 in alley 4.37
2+11			" "
F		4.4	5.1
C		4.3	5.2
W		4.4	5.1

+0.2	apron	4.38	5.12
+14.7	SL gar	4.84	5.16

2+24

-14.7	N.L. gar.	4.38	5.12
-0.2	apron	4.33	5.17
W		4.3	5.2
C		4.4	5.1
E		4.4	5.1

9.50 ✓

2+41 12" P.P. W+0.0
 2+47.87 E Lido CT. = 0+00
 E TOP WALK 4.36 5.16
 F 4.4 5.1
 C 4.5 5.0
 W 4.4 5.1
 +0.0 TOP WALK 4.17 5.33

0+45

W 4.7 4.8
 C 4.7 4.8
 E 4.8 4.7

0+85 S.L. alley

E 5.1 4.4
 C 4.6 4.9
 W 4.7 4.8

0+93 12" P.P. on W.C.

1+01 S.L. alley

W 4.9 4.6
 C 4.4 4.9
 E 5.2 4.3

9.50 ✓

43

1+45

E 5.0 4.5
 C 4.9 4.6
 W 4.9 4.6

1+79 12" P.P. W+0.3 in alley

1+84.37 E Liverpool CT. = 0+00

W TOP WALK 3.97 5.53 ✓

+0.0 4.7 4.8

C 4.8 4.7

E 4.7 4.8

E TOP WALK 4.19 5.31 ✓

0+35

E -1.0 S.L. 990 4.22 5.28

E apron 4.53 4.97 ON LINE

C 4.6 4.9

W 4.5 5.0

+1.0 3' walk 4.31 5.19

0+42

W -1.0 S.L. 990 4.27 5.23

W apron 4.48 5.02 ON LINE

9.50 ✓

0+56

W - 1.2	NL GAR	4.28	5.22
W - 0.2	APRON	4.45	5.05
0+63			
W		4.4	5.1
C		4.7	4.8
+9.7	APRON	4.45	5.05
E + 0.7	NL GAR	4.18	5.32

T.P. 4.35 9.25 ✓ 4.00 4.90 ROCK

0+74

W - 4	52 GAR	3.90	5.35
-------	--------	------	------

0+85

W		4.1	5.2
C		4.4	4.9
E		4.6	4.7

0+89

W - 4	NL GAR	4.00	5.25
-------	--------	------	------

0+97 12" P.P. W + 0.2

9.25 ✓

1+01 NL RILEY 44

E		4.6	4.7
C		4.2	4.9
W		4.1	5.2
1+32			
W + 0.2	E 2' WALK	4.21	5.04
1+35.39 B.C. LT. = 0+00			
W		4.3	5.0
C		4.4	4.9
E		4.2	4.9
0+13 0° 03.6' LT.			
W	52 GAR	4.32	4.93 on line
0+28 0° 07.8' LT.			
W	NL GAR	4.29	4.96
0+44 12" P.P. W + 0.2			
0+50.06 E MANHATTAN ST. 0° 14.09' LT.			
E	TOP WALK	3.89	5.36 ✓
E		4.3	5.0
C		4.5	4.8
W		4.3	5.0
W	" "	3.97	5.28 ✓

9.25 ✓

0+55.07	N 2 MAN 4770N	0°13.5 LT.		
W		4.3	5.0	
C		4.5	4.8	
+8	bag. 4' Bd. fence	4.4	5.1	Fence 2 in Way
E		4.0	5.3	
1+00		0°28.16 LT.		
E	Conn wk	4.5	4.8	
E+2.3	Bd. fence	4.4	4.9	
C		4.6	4.7	
W	Apron on line	4.71	4.57	
+4	E 20' gar	4.29	4.96	
1+14		0°32.0 LT.		
E+24	SW cor Frame gar Bdy			2.4 in standards
1+34				
E+2.0	NW " " " "	2.0 "		
1+35.10	SL alley	0°32.03 LT.		
W		4.7	4.6	
C		4.6	4.7	
E		4.8	4.5	

See P 59 for gar. & fence
for Lot surveys

9.25 ✓

45

1+42	12" P.P.	W +0.3		
1+44				
W	-1.0 SL gar.	4.41	4.84	✓
W	apron	4.60	4.65	ON LINE ✓
1+49.40	EC	0°42.08 LT.		
W		4.6	4.7	
C		4.6	4.7	
E		4.7	4.6	
1+47				
W	-1.0 N 2 gar	4.42	4.83	✓
W	apron	4.59	4.66	ON LINE ✓
2+00				
E		4.9	4.4	
C		5.0	4.3	
W		4.7	4.6	
2+30	12" P.P.	W +0.3	0.3.1K	
2+31.13	SL	El Carmel Pl.		
W		4.7	4.6	
C		4.7	4.6	
E		5.0	4.3	

9.25 ✓

2 + 55.13 = NL Carmel Pt. = 0+00

E 5.0 43

C 4.8 45

W 4.7 46

T.P. 5.07 ^v 9.83 4.49 4.76
seawall

check to BM 8P El Carmel 2.74 7.11 7.09

0+40

W 5.4 44

C 5.5 43

E 5.4 44

0+80 SL alley

E 5.4 44

C 5.1 47

W 5.2 46

0+92 11" PP W + 0.4

0+94 NL alley = 0+00

W 5.3 45

C 5.1 47

E 5.3 45

+ 0.5 SL 4' walk 5.7 456

9.83 ✓

45

0+34

E - 55 E 16 gar 5.1 47 dirt sl

E 5.1 47

C 5.1 47

W 5.1 47

0+78 17" PP W + 0.3

0+85 E Monterey Ct. = 0+00

W Top walk 4.39 5.44

W 4.9 49

C 5.0 48

E 4.8 50

E " " 4.53 5.30

0+21

E 4.8 50

C 4.7 51

W 4.9 49

+ 4 SL gar 4.76 5.07

0+55

W - 42 NL gar. 4.64 5.19

W 4.8 50

C 4.8 50

E 4.7 51

9.83 ✓

0+60.5

W E v' walk 4.4 ✓ 5.21

0+85 SL alley

E 5.0 4.8

C 4.7 5.1

W 4.6 5.2

0+88

W - v E S.W. gar. 4.35 5.48 ✓

0+93 12" P.P. W + 0.2

1+01 N. L. alley = 0+100

W 4.6 5.2

C 4.7 5.1

E 5.1 4.7

0+06

W - v S.W. gar. 4.38 5.45 ✓

0+20

W - v S.W. gar. 4.52 5.31

W - v " APPROX

0+29

E - v E do. gar. 4.9 4.9 18' wide level

9.83 ✓

47

E 4.9 4.9

C 4.9 4.9

W 4.7 5.1

0+78 12" P.P. W.L.

0+85 E Nahant CT. = 0+100

W Top walk 4.40 5.43 ✓

W 4.9 5.4

C 4.9 5.4

E 4.65 5.18

E " " 4.45 5.18 ✓

0+45

E Top 8" C + sdw 4.71 5.12 ✓

E 4.71 5.12

C 4.8 5.0

W 4.9 4.9

0+80 12" P.P. W + 0.2

E Top 8" Curb 4.75 5.08 ✓

0+85 SL alley

W - 0.35 L. gar. 4.50 5.33

W 4.50 5.33

W + 1.9 4.93 4.90

C 4.7 5.1

E on curb dr 4.95 4.88 ✓

Sketch P. 49

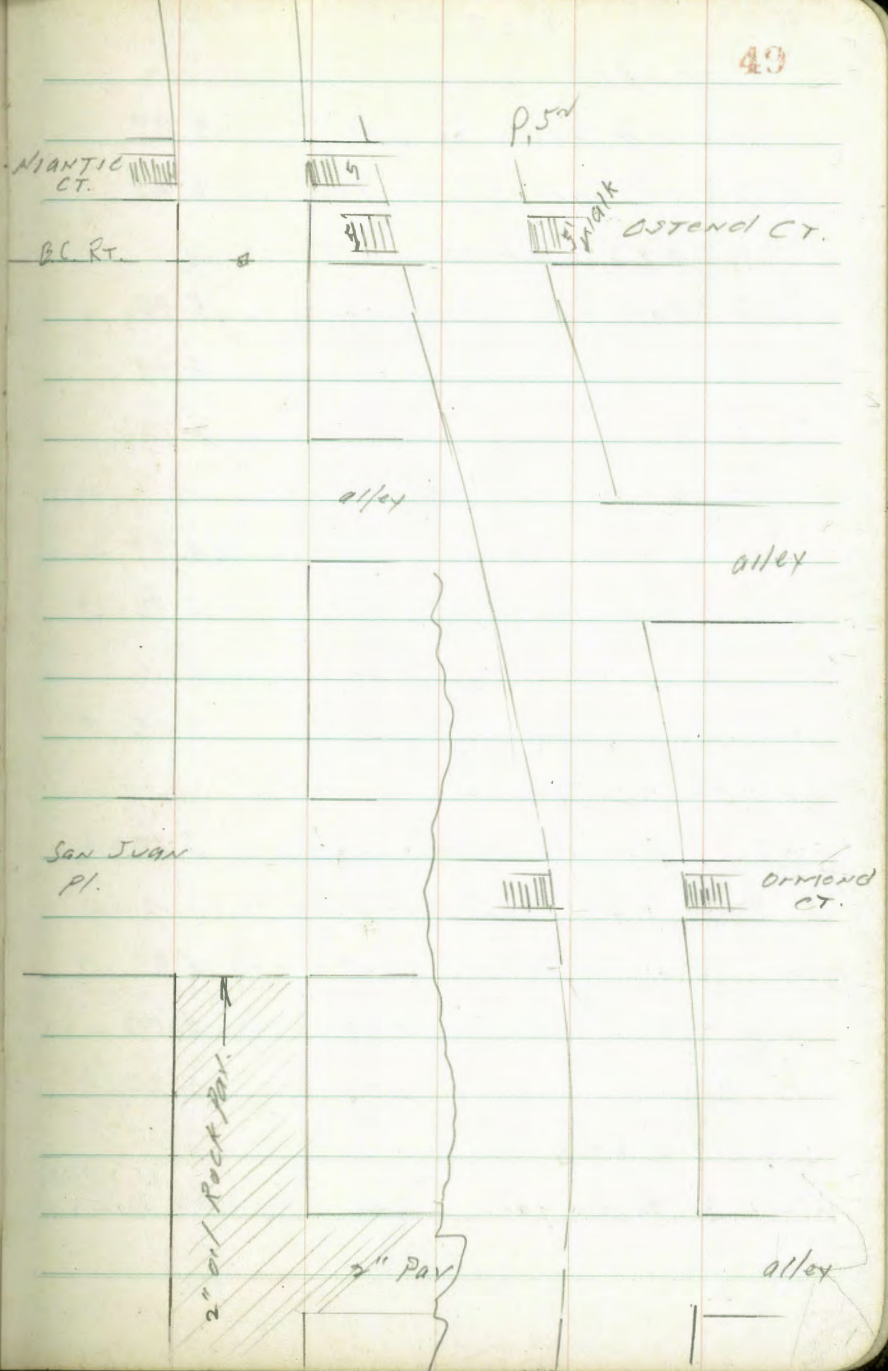
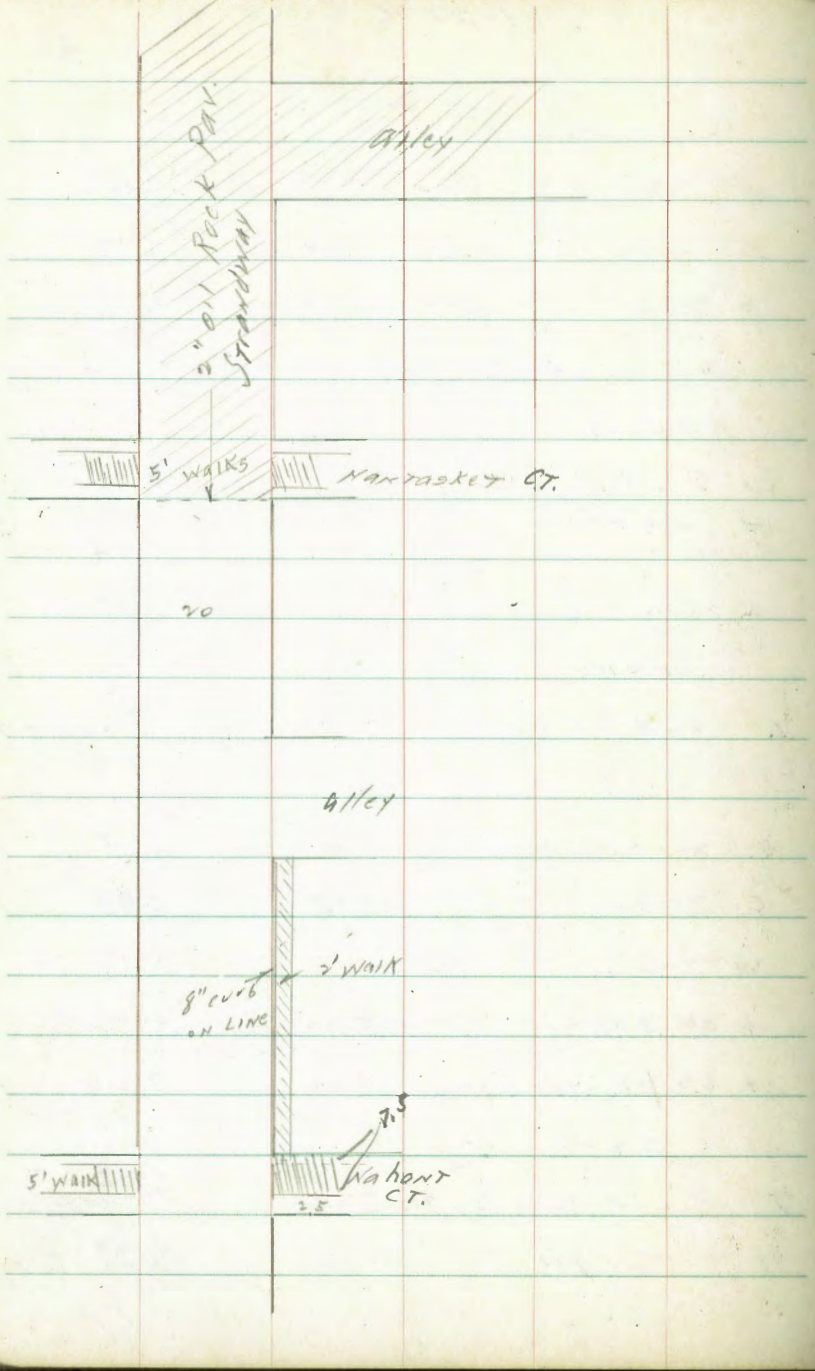
9.83 ✓

1+01	N L 9/12	= 0+00	
E		5.1	43
C		4.7	51
+ 8.1	apron	4.85	4.98
W		4.60	5.23
W + 0.3	N L gar.	4.56	5.27
	0+30		
W - 1.8	E sin. gar.	4.8	5.0 dirt
W		4.8	5.0
C		4.9	4.9
E		5.1	4.7
	0+79	12" P.P.	W + 0.0
	0+85	E Nantasket	= 0+00
E	TOP WALK + Pav.	4.53	5.30
C	Pav	5.06	4.77
+ 9.7	TOP WALK + Pav.	4.35	5.48
W	" "	4.35	5.48
T.P	409	10.28	3.64 6.19 Nant. Pav Nantasket

10.28 ✓

48

	0+20		
W	Pav.	5.19	5.09
C	"	5.44	4.86
E	"	5.10	5.18
+ 0.5	Wedge. 4	5.07	5.21 ✓ beg. 2.5 W.K.
	0+22		
W	E of 10 Drive	4.89	5.39 ✓
W	on Pav.	5.15	5.13
C	" "	5.44	4.84
E	" "	5.11	5.17
	0+41		
E	END OF 2.5 W.K.	4.96	5.32 ✓ W. edge
	0+45		
E	Pav	5.11	5.17
C	"	5.35	4.93
W	"	5.15	5.13
+ 0.4	apron	5.12	5.16
+ 6.2	E sin. gar.	4.68	5.60 ✓
	0+48		
F	S L apron & Pav.	5.06	5.22 ✓ ON LINE
+ 7	" gar.	4.89	5.39



10.28 ✓

0+81			
E	NL a. prou & Pav	5.01	5.27
+7	" gar	4.85	5.43
0+85 SL alley			
W	Pav	4.96	5.32
C	"	5.30	4.98
E	"	5.15	5.13
0+91			
-3	Pav.	5.39	4.89
E	"	5.36	4.92 ✓
C	M.H.P.M.	5.12	5.16
C	Pav	5.22	5.06 ✓
+9.3	12" P.P.		
W	Pav.	4.86	5.42 ✓
1+01 NL alley = 0+00			
W	Pav.	4.89	5.39 ✓
C	"	5.28	5.00
E	"	5.06	5.22 ✓
0+03			
W-4.3	E do. gar.	4.8	5.5 ^{15' wide} Dirty P.

10.28

50

0+30			
E	Pav	5.02	5.24
C	"	5.23	5.05
W	"	4.83	5.45
+23	SL gar.	4.22	5.86 ✓
0+45			
W-4.1	NL gar	4.37	5.91 ✓
W	Pav	4.76	5.52 ✓
C	"	5.12	5.14 ✓
E	"	4.94	5.34 ✓
0+80 SL SAN JUAN Pl. ^{N. end} 2" Pav.			
E	Pav	5.08	5.20 ✓
C	"	5.05	5.23 ✓
+9.5	1.2 P.P.		
W	"	4.79	5.49 ✓
Seawall			
check to B.M.	SAN JUAN	318	7.10
			7.07 ₀₀₃
Seawall			
		314	10.21
			7.07 B.M. SAN JUAN

10.21 ✓

0+00 = N.L. SAN JUAN PL.		
W	4.8	5.4
C	4.9	5.3
E	5.2	5.0
0+44		
E	4.8	5.4
C	4.5	5.7
W	4.5	5.7
+4 do. gar	4.4	5.6 dirt fl.
0+73		
W - 0.7 S edge gar.	4.3	5.9 dirt ↓
0+80		
W	4.2	6.0
C	4.2	6.0
E	4.4	5.6
0+87		
W - 0.1 N.L. gar.	4.8 12" P.P. ON W.L.	dirt fl.
0+88		
W.L. SL APRON	4.08	6.13
W - 1.2 " gar.	3.84	6.37

10.21V

51

0+95.95 N.L. 9.1/1		
W	4.2	6.0
C	4.3	5.9
E	4.4	5.6
1+21		
E	SL 8' WALK	4.57 5.69' ON LINE
E		4.8 5.4
C		4.8 5.4
W		4.5 5.7
W	SL APRON	4.23 5.98
W + 1.2 S.L. GAR.	4.01	6.20
1+50.75 = B.C. LT.		
W	4.9	5.8
C	5.0	5.2
E	5.1	5.1
1+75 12" P.P. ON W.L.		
1+82.35 E NIANPIC CT.		
E	TOP WALK	4.97 5.24 ✓
E		5.0 5.2
C		5.1 5.1
W	ground + WALK	4.74 5.47 ✓

Portsmouth Ct

5' WK.

St. James Way

4' 1/2"

Santa Clara Pl.

E.C.

alley

alley

B.C. RT.

2+03.37 2+04.00

Queens 5' WALKS

Town Ct.

St. James Way

alley

Rockaway Ct.

E.C.

2+03.18

Pismo Ct. 5' WALKS

alley

6' W.K.

Redondo Ct.

6' WALK

alley

2 + 25

W-5 S.L. gar. 5.01 5.20 ✓

2 + 29.30

W 5.0 5.2

C 5.1 5.1

E 5.0 5.2

2 + 40

W-5 NL gar. 4.95 5.26 ✓

T.P. 4.68 9.96 4.93 5.28 ✓

2 + 50

W + 1.8 E 8' Lem. wk 4.56 5.40 ✓

2 + 65

W-1 E do gar. 4.73 5.23 ✓
Lent ✓

2 + 76.33 E alley

E 4.7 5.3

C 4.5 5.5

W 4.7 5.3

+ 0.5 NL 2' walk 4.69 5.27 ✓

2 + 78 12" W + 0.7 = P.P.

Salem Cr.

alley

San Jose Pl.

alley

Stanchion

9.96 ✓

3+06			
W-10	E SW GAR	4.1	5.9 dirt ✓
3+28.42			
W-10	E do. GAR	4.0	6.0 " ✓
W		4.0	5.6
C		4.8	5.2
E		4.6	5.4
3+64	12" P.P.	W+0.4	
3+70.51	E	ORIMOND CT.	
E-02	TOP WALK	4.47	5.29
E		4.8	5.2
C		4.7	5.3
W		4.7	5.3
W	" "	4.47	5.49
4+00			
W	E 20' apron	4.79	5.17 ✓ cem. fl.
W-2	E " GAR	4.48	5.48 ✓ level
4+17.5			
W		4.8	5.8
C		4.9	5.1
E		5.0	5.0

9.96 ✓

54

4+64.49	E 911cy		
E		4.8	5.2
C		4.6	5.4
W	= 12" P.P. on LINE	4.8	5.2
5+01			
W-0.4	E 3' W.K.	3.98	5.98 ✓
5+04			
W-1.6	SL GAR	4.25	5.71
5+11.5			
W		4.5	5.5
C		4.0	5.4
E		4.7	5.3
5+31			
W-1.6	N.C. GAR.	4.38	5.58 ✓
T.P.	584	11.28 ✓	4.52 5.44
5+51	12" P.P.	W+0.8	
5+58.51	E	OSTOND CT.	
E	TOP W.K.	5.71	5.57
F		5.7	5.6
C		5.7	5.6

11.28 ✓		565 ✓	
# 9.2	TOP Wk.	5.63	ground same
	5+81.5		
W-1	SL GAR	5.42	5.66 4 car v
	6+05.5		
F		5.8	5.5
C		5.5	5.8
W		5.6	5.7
	6+13		
W-08	NL GAR	5.60	5.68 " ✓
	6+52.49	Ballix	
-07	12" P.P.		
W		5.1	6.2
C	M.H. RIM	4.80	6.48
E		5.4	5.9
	6+60		
W-2.8	SL GAR	4.62	6.66
W	SL APRON	4.87	6.46
	6+86		
W-2.8	NL GAR	4.64	6.64
W	" APRON	4.65	6.63

11.28 -		55	
	4+95		
E-16.4	E do. GAR	6.2	7.9 dir
E		4.8	6.5
	7+00.42	F.C.	
F		4.8	6.5
C		4.7	6.6
W		4.5	6.8
	7+10		
W-4.6	SL GAR	4.17	7.11 -
W-1.1	" APRON	4.27	7.01 -
	7+24		
W-4.9	NL GAR	4.13	7.15 -
W-1.3	" APRON	4.15	7.13 -
	7+41	12" P.P.	W-0.4
	7+43.51	SL SANTA CLARA PL.	
W		4.1	7.2
C		4.3	7.0
E		4.5	6.8
	0+00	F SANTA CLARA PL.	
	0+12	NL	" "
E		4.6	6.7

11.28 ✓

L	4.3	7.0
W	4.2	7.1
0 + 99.95		
W	4.0	7.3
C	4.2	7.1
E	4.0	7.3
0 + 54		
E - 0.6	E SIN gar 3.9	7.4 dirt ✓
0 + 91 12" P.P. W + 1.1		
0 + 99.95 E alley		
E	4.1	7.2
C	3.9	7.4
W	3.7	7.6
1 + 15		
E - 5	E gar 4.5	6.9 dirt ✓
1 + 25		
W - 1.0	E gar 3.8	7.5 dirt ✓
1 + 62.84 E Portsmouth Ct.		
W	TOP WK 3.65	7.63
W	3.7	7.6
C	3.7	7.6
+ 9.8	" " 3.69	7.59
E ground same		

T.P.	505 12.53 ✓	380	748	56
	2 + 18	12" P.P.	W - 2.3	
	2 + 25.78	E alley		
E		5.1	7.4	
C		4.9	7.6	
W		4.9	7.6	
2 + 25				
W - 7	SIN gar 4.8		7.7 dirt ✓	
2 + 62				
E - 5.8	SIN gar 5.0		7.5 dirt ✓	
2 + 88.72 E Pismo Ct.				
W	TOP WALK 4.87		7.66	
C		4.9	7.6	
E	" " 4.92		7.6	ground same
3 + 23				
W - 6.6	SIN gar 4.8		7.7 dirt ✓	
3 + 46 12" P.P. W - 1.4				
3 + 51.44 E alley				
E		5.3	7.2	
C		4.9	7.6	
W		4.8	7.7	

12.53 ✓

4 + 14.60 @ Buxton TOWN CT

W	TOP WALK	4.58	7.95
W		4.6	7.9
C		4.9	7.6
E		5.3	7.2
E	"	5.33	7.20 ✓

4 + 43.32 = E.C. = 0400

E		5.2	7.3
C		5.1	7.4
W		4.9	7.6

T.P. 3.77 1220 410 843 nail pole

0 + 22 12" P.P. W - 0.7

0 + 34.36

W		4.6	7.6
C		4.8	7.4
E		5.0	7.2

0 + 65.86

E		4.9	7.3
C		4.8	7.4
W		4.7	7.5

12.20 ✓

57

0 + 86 12" P.P. W - 0.8

0 + 97.37 @ Redondo CT.

W	TOP WALK	4.70	7.50
W		4.7	7.5
C		4.7	7.5
+ 97	"	4.64	7.56
E	"	4.60	7.56 ground same

1 + 05

W	SL apron	4.48	7.72
+ 2	" gar	4.27	7.93 2 back

1 + 28.87

E		4.7	7.5
C		4.9	7.3
W	ON apron	4.51	7.69

1 + 31

W	HL apron	4.50	7.70
+ 2	" gar.	4.27	7.93 2 back

1 + 47

W	- 0.6 E 5' WALK 414		8.08
---	---------------------	--	------

1220

1+50	12" P.P. W - 1.4		
1+6038	E alley		
W	4.6	7.6	
C	4.8	7.4	
E	4.8	7.4	
1+73			
W - 0784	da. gar	4.49	7.78
W	" apron	4.49	7.71
1+81.78			
W	ON apron	4.48	7.72
W		4.5	7.7
C		4.8	7.4
E		4.9	7.3
1+88			
W - 5	NL gar	4.48	7.78
W + 0.4	" apron	4.48	7.72
2+03.18	EC		
W		4.6	7.6
C		4.9	7.3
E		4.9	7.3

12,20

2+22.01 E Rockaway Ct. 58

E	TOP WALK	4.80	7.40
F		4.9	7.3
C		4.9	7.3
+ 9.4	" "	4.76	7.44
W	GROUND	4.8	7.4
2+50.91			
W		4.6	7.6
C		5.0	7.2
E		5.0	7.2
2+70			
W - 1.7	SL. gar	4.6	7.6 dist
2+78	12" P.P.		W - 1.8
2+86.41	E alley		
E		5.2	7.0
C		5.1	7.1
W		5.0	7.2
3+11			
W - 0.352	apron	4.73	7.47
W - 1.3	SL gar	4.77	7.43

12.70

14
20
US

14

3415.41

W	4.9	7.3
C	5.1	7.1
E	5.2	7.0

3 + 34

W - 0.3	NL	APRON	4.91	7.29
W - 1.3	"	gar.	4.84	7.36

3 + 40.41 SL San Jose

E	5.5	6.7
C	5.2	7.0
W	5.4	6.8

3 + 48.41 NL San Jose

W	5.8	6.4
L	5.6	6.6
E	6.0	6.2

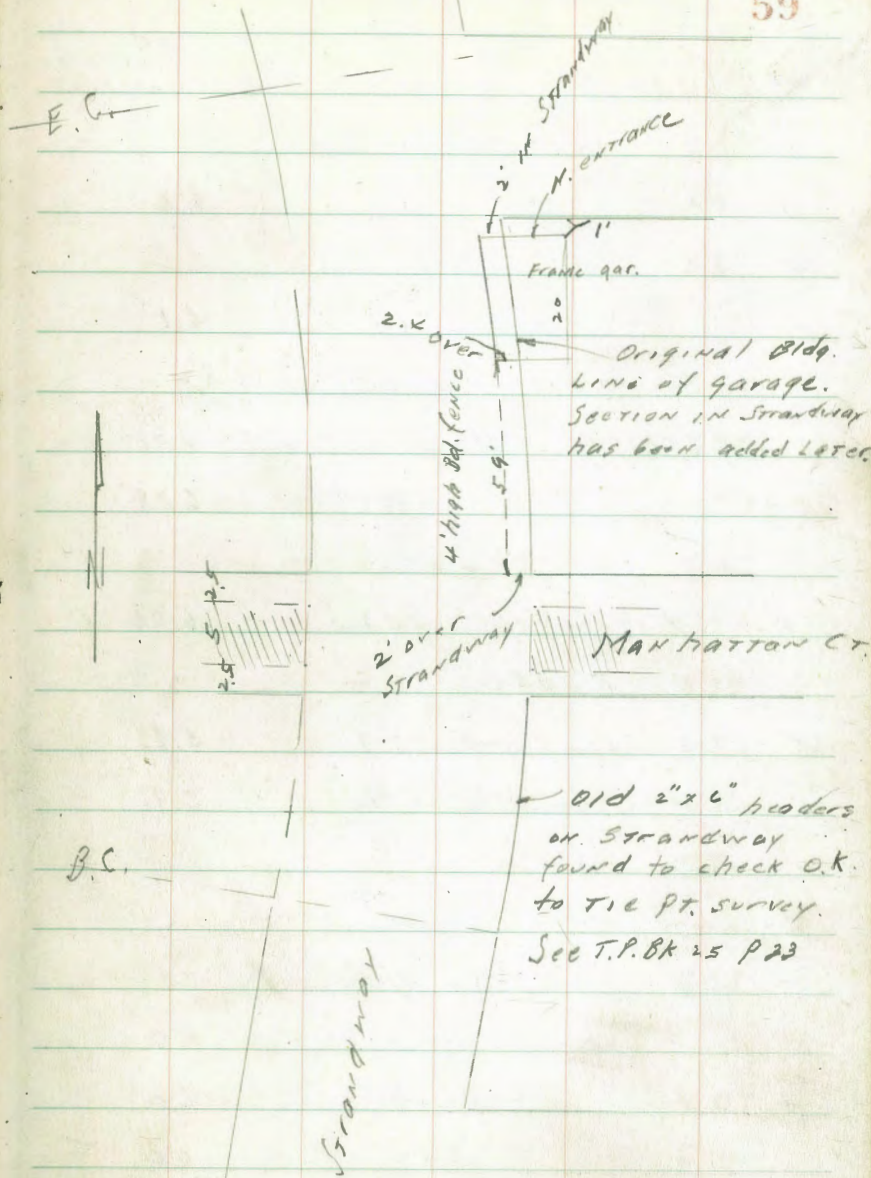
T.P. 414 10.99 5.37 6.83

check to B.M. Seawall San Jose 3.89 7.10 7.08

0.01

Reduced & plot on profiles 12/26-1934
G.B.H.

59



old 2" x 6" headers
on Strandway
found to check O.K.
to tie pt. survey.
See T.P. Bk 25 P 23

Cross Section of Strandway
San Jose to Santa Rita

BM	429	11.39 ⁷	708	80 San Jose ex Sea Wall
				0+0 = N.L. San Jose
H		5.0	6.4	
Z		4.8	6.6	
F		5.3	6.1	
				0+10 = Z 3.7x3.7 Conc MH
F + 2.5 = Fly S.D. E.M.H.		5.05	6.32	3.7x3.7
F + 6.2 = W/4		4.99	6.38	
				0+21
F - 0.6 = Z 4 Conc Step		4.43	6.94	1
				0+44
F - 3.2 = W/4 Conc Apron		5.54	5.83	
F - 4.2 = Z Garage Conc Floor		5.46	5.91	
				0+49
H - 1.6 = W/4 Paper Pole 12' diam				
				0+50 = S 2 - Alley
F		5.4	6.0	
Z		5.4	6.0	
H		5.4	6.0	

INDEXED
E/F/B

11.39⁷

Feb. 5-40
San Jose
North of
Osborne

				0+66 = N.L. Alley
H		5.4	6.0	
Z		5.5	5.9	
F		5.6	5.8	
				0+71
F - 0.7 = Z Garage Conc Floor		5.40	5.97	
F = W/4 Conc Apron		5.47	5.90	
				0+77
F = S/4 Conc Wall 0.4' thick		4.97	6.40	
				1+0
F - 0.2 Top Conc Wall		4.98	6.39	
F		5.3	6.1	
Z		5.6	5.8	
H		5.5	5.9	
				1+17
F = W/4 Conc Wall		4.99	6.38	
				1+20.85 = Z Sal/cm = 0+0
H = Fly 5' Conc Walk		5.30	6.07	12
Z		5.4	6.0	
+9.8 = W/4 5' Conc Walk		5.49	5.88	

7
11.39

0 + 55 = 54 Fill

F 5.4 6.0

F 5.5 5.9

H 5.4 6.0

+1.4 = 1/4 Ply Port Pol. 12" Diam

0 + 71 = 1/4 Ply Fill

H 5.4 6.0

F 5.5 5.9

F 5.5 5.9

0 + 86

F + 0.1 = 1/4 Ply Conc Apron 5.47 5.90

F - 4.2 = 1/2 Garage Conc F. 5.19 6.18

1 + 12

F = 1/2 3' Conc Walk 5.41 5.96

F 5.5 5.9

H 5.4 6.0

1 + 25.85 = 1/2 Seagirt = 0 x 0 12

H = 1/4 1.5' Conc Walk 5.10 6.27

Ground 5.4 6.0

F 5.5 5.9

7
11.39

61

F 5.5 5.9

F = 1/4 1.5' Conc Walk 5.21 6.16

TP 4.94 10.75⁷³ 5.58 5.81⁷⁹

0 + 43

H - 0.2 = 1/2 4' Conc Walk 4.58 6.15

0 + 50

H - 0.2 = 1/4 Ply Conc Apron 4.85 5.88

H - 3.8 = 1/2 Garage Conc Floor 4.53 6.20

0 + 55 = 1/4 Ply Fill

F 5.0 5.7

F 4.9 5.8

H 4.8 5.9

0 + 56

H - 1.3 = 1/4 Ply Port or Pale

0 + 71 = 1/4 Ply Fill

H = 1/4 Do Garage Dirt Floor 4.7 6.0

F 4.8 5.9

F 5.1 5.6

+ 0.1 = 1/4 Ply Conc Apron 5.06 5.67

+ 1.7 = 1/4 Garage Conc Floor 5.06 5.67

10.75³

0+84

F-1.9 = 1/4 Garage Conc F 5.04 5.69

F-0.2 = 1/4 Conc Apron 5.04 5.69

0+87

-0.2 = 1/4 Conc Wall 4.13 6.60

F 5.0 5.7

Z 4.9 5.8

W = 1/4 Garage Dirt Floor 4.6 6.1

1+16

F = 1/4 Conc Wall 4.23 6.50

1+25.85 = Z Sunset 0+0 1^m

W-0.1 = Z 5' Conc Walk 4.55 6.18

Z 4.9 5.8

+9.9 = Z 5' Conc Walk 4.72 6.01

0+21

W-4.1 = Z Garage Conc F 4.77 5.96

0+50

F-0.2 = Z Garage Conc F 4.65 6.08

F+1.0 = 1/4 Conc Apron 4.83 5.90

62

10.75³

0+55 = S-L Alley

F 4.8 5.9

Z 4.9 5.8

W 4.8 5.9

+1.2 = 1/4 Porc Pole 18" D.

0+71 = N-L Alley

W 4.9 5.8

Z 5.0 5.7

F 4.6 6.1

0+76

F = 1/4 Conc Apron 4.52 6.20

-2.0 = Z Garage Conc Floor 4.26 6.47

0+97

F-0.1 = Z Conc Step 3.96 6.77

1+06

W-6' = Z Garage Dirt F 5.2 5.5

1+25.85 = Z Tangier N = 0+0

F+0.2 = 1/4 5' Conc Walk 4.55 6.18

F Ground 4.8 5.9

Z 4.9 5.8

10.25³

W	48	5.9
W = Fly 5 Conc Walk	4.42	6.31
TP 3.92	10.58 ⁶	4.09
		6.68 ⁴
	0+50	
E - 6' = Garage Conc Floor	5.07	5.49
	0+55 = S.L. Alley	
W	4.8	5.8
Z	4.8	5.8
F	5.0	5.6
	0+56	
W-14 = Wly Porw Polr 12"		
	0+60	
W-56 = Fly Conc Floor	5.31	5.25
W 62' = Garage C.F.	4.92	5.64
	0+68	
W-52 = Fly Conc Floor	5.03	5.53
W-54 = Garage Conc F.	4.95	5.61
	0+71 = N.L. Alley	
F	4.9	5.7
Z	4.9	5.7
W	4.9	5.7

10.58⁶

63

	0+76	
F = Garage Conc Floor	4.76	5.80
	1+25.85 = Z - Toulon = 0+0	
W+0.2 = Fly Conc Walk	4.38	6.18
G	5.0	5.6
Z	5.0	5.6
19.6	4.9	5.7
+9.6 = Fly 5 Conc Walk	4.57	5.99
	0+48	
E-1.9 = Garage Dist Floor	4.9	5.7
	0+55 = S.L. Alley	
F	5.2	5.3
Z	4.8	5.8
W	4.9	5.7
	+1.5 = Wly Porw Polr 0.8 Dia	
	0+71 = N.L. Alley	
W	4.8	5.8
Z	4.8	5.8
F	4.8	5.8

10.58⁶

0+72

E-0.4 5/4 Conc Apron 4.89 5.67

E-7.3 = 5/4 Garage Conc Floor 4.81 5.75

0+76

W-0.2 = 1/2 Garage Conc Floor 4.72 5.84

0+92

E-0.6 = 1/4 Conc Apron 4.75 5.81

E-7.6 = 1/4 Garage Conc F. 4.73 5.83

1+25.85 = 1/2 Variatie = 0+0

E+0.1 = 1/4 5' Conc Walk 4.36 6.20

Ground 4.7 5.9

1/2 4.7 5.9

+9.9 4.6 6.0

+9.9 = 1/4 5' Conc Walk 4.38 6.18 pipe

TP 3.04 11.20¹⁸ 242 8/16 ⁴ 1/2 TOP Hall
Variatie +
Standard

0+34

W 5.2 6.0

C 5.3 5.9

E 5.2 6.0

+0.3 E 3.5 CON. STEP 4.54 6.64

11.20¹⁸

64

0+50

E-1.4 Six gar. CON 5.03 6.15

-0.4 APRON " 5.78 6.00

0+52

W-0.2 Six gar Wood 5.04 6.16

0+54 W-1.5 P.P.

W

0+60

E 5.2 6.0

C 5.0 6.2

W 5.0 6.2

0+90

W 4.8 6.4

C 4.8 6.4

E 4.9 6.3

1+33 E San Rafael Pl. = 0+0

E 5.2 6.0

C 4.8 6.4

W 4.7 6.5

check to 811
San Rafael
Seawall 4.07 7.11 7.13

0+25		
W	4.9	6.3
C	5.3	5.9
F	5.6	5.6
0+56		
-0.3 Sin. gar.	5.7	5.5 dirt
E	5.7	5.5
C	5.8	5.4
W	5.2	6.0
+0.7 " "	5.17	6.01 wood
0+63 W -1.3 P.P.		
0+84		
-0.9 Sin. gar.	5.8	5.4 dirt
W	5.8	5.4
C	6.1	5.1
F	6.0	5.2
1+23 E Venice LT = 0+0 ✓		
E +0.2 TOP WALK	6.07	5.11
" "	6.4	4.8
C	6.5	4.7
W	6.2	5.0
+0.2 " "	6.07	5.16

T.P.	4.72	9.47	6.43	4.77	65
0+50					
W			4.6		4.9
C			4.6		4.9
+8.9 apron Cem			4.60		4.83
E Sin. gar.			4.50		4.97 Cent
0+56 W -1.2 P.P.					
0+67					
E			4.9		4.6
C			4.7		4.8
W			4.5		5.0
+5.3 Sin. gar.			4.20		5.27 Cent
0+77					
W -1.5 Sin. gar.			4.73		4.74 Cent
W apron			5.01		4.46
1+00					
W			4.8		4.7
C			4.7		4.8
E			4.8		4.7
1+26 E Verona CT = 0+0 ✓					
F TOP WALK			4.86		4.61
E			5.0		4.5

94~~8~~
7

C 4.9 4.6

W 4.9 4.6

W Coll walk 4.79 4.68

0+30

W 5.0 4.5

C 5.2 4.3

E 5.3 4.2

0+53 W - 0.2 14" PP

T.P. 4.46 8.8~~8~~⁷ 5.26 4.2~~8~~¹

0+55

W - 1.5 Edge apron 4.54 4.33 NY

" " " Sin gar 4.06 4.81 entrance cent.

0+58

W - 54 Sin gar 3.91 4.96 cent

0+77

E 4.9 4.0

C 4.8 4.1

+ 9.6 cent. apron 4.53 4.34 1/2 made

W + 2 Sin gar 4.39 4.48 cent.

88~~8~~
7

1+00

W 4.8 4.1

C 5.0 3.9

E 5.1 3.8

1+26 E whitening CT. = 0+0

E + 02 Top walk 4.49 4.18

" " " 5.2 3.7

C 5.2 3.7

W 4.9 4.0

" " " 4.54 4.33

0+30

W 5.2 3.7

C 5.2 3.7

E 5.3 3.6

0+51

E 5.4 3.5

C 5.1 3.8

W 5.2 3.7

+ 2 Sin gar 5.02 3.85 Vland (1)

0+56

W - 1.7 12" PP

	88 ⁷			
T.P.	3.73	7.9 ³	4.47	4.2 ⁰ Nail in Pole
		0+58		
W - 51	aprox	2.42	5.51	
W - 53	Sin gar	2.33	5 ⁶⁰	Cox
		0+64.49 = B.C. LT.	= 0+00	
W		4.3	3.6	
C		4.2	3.7	
E		4.4	3.5	
T.P.	4.28	8.5 ⁴⁸	3.73	4.2 ⁰ Nail Pole
		0+50		
E		5.2	3.3	
C		4.8	3.7	
W		4.7	3.8	
		0+6381	E Windimere CT	
W	Toy walk	4.58	3.90	
W		4.6	3.9	
C		4.8	3.7	
E		5.1	3.4	
E	"	4.76	3.72	

				8.50 48		67
		1+00				
E			4.8			3.7
C			4.8			3.7
W			4.6			3.9
		1+14				
W	6.4 Sin gar		4.53			3.95 C.M.A.
W			4.6			3.9
C			4.8			3.7
E			4.9			3.6
	+04	"	4.72			3.75
		1+21	W - 1.6			PP
		1+27.62	E alloy			
E			5.1			3.4
C			4.8			3.7
W			4.7			3.8
		1+32				
W	-53 Sin gar		3.47			5.01 "
		1+42				
E	-1.5 Sin gar		4.75			3.73 Wood
		1+50				
W			4.8			3.7

8.50
.48

C	4.9	36	
E	4.9	36	
1 + 91.21 YARMOUTH CT			
E + 0.2 TOP WALK	4.1	407	
E	4.8	37	
C	4.8	37	
+ 9.8	4.6	39	
" " "	4.20	428	
2 + 00			
W	4.6	39	
C	4.7	38	
C	4.8	37	
2 + 42			
E - 0.4 SINGAR	4.67	3.81	cent
E APRON	4.87	3.61	"
C	4.8	37	
W	4.6	39	
T.P.	3.74	8.32 8.34	3.90 4.60 ⁵⁸
2 + 42			
W - 9 SINGAR	3.85	4.47	"

8.34
32

68

2 + 48	W - 0.2	AP	
2 + 50			
W - 54 SINGAR	1.98	6.33	cent
2 + 54.77	E ALLEY		
W	4.4	3.9	
C	4.7	3.6	
E	5.0	3.3	
3 + 00			
E	4.8	3.5	
C	4.8	3.5	
W	4.7	3.6	
3 + 18.53 E YORK CT			
W + 0.2 TOP WALK	4.49	3.83	
"	4.7	3.6	
C	4.8	3.5	
+ 9.9	4.7	3.6	
" " "	4.56	3.76	
3 + 50			
E	4.8	3.5	
C	4.8	3.5	
W	4.7	3.6	

8.34

32

3+66

W-0.2 SIM. 900 4.52 3.80 cent

3+75 W-1.6 P.P.

T.P. 4.36 7.84² 4.86 3.48⁶

3+82.27 E alloy

W 4.2 3.6

C 4.4 3.4

E 4.5 3.3

3+87

W-54 SIM. 900. 2.42 5.40 cent

4+00

E 4.4 3.2

C 4.5 3.3

W 4.5 3.3

4+45.87 E ZANZIBAR CT.

W-0.2 TOP WK. 4.00 3.82

W 4.7 3.1

C 4.6 3.2

7.84²

69

C+97 4.4 3.4

" " TOP WALK 4.02 3.80

4+91

E+03 SIM 900. 4.45 3.37 cent.
10' wide

5+00

E 4.5 3.3

C 4.4 3.4

W 4.2 3.6

5+05 W P.P. on line

5+29.43 E.C. P.O.C. 56 SANTA RITA P.I.

W-1.1 12" P.P.

W 3.9 3.9

C 4.0 3.8

E 4.4 3.4

T.P. 4.47 9.10² 3.17 4.67⁵check to BM York CT. Seawall 2.04 7.10⁰⁸ 7.08

Recorded on the Point Sheet
E. - 9/2/42

2+50 Spike
1+59 Spike
1+17 Spike
0+542 Spike

379.9' to M. 45-63

Cont. on Pt Page of bottom

0+00
Fd. Con. Mon
Pd 7/18/81

2+599 Spike

2+133 Spike

1+727 Spike

0+747 Spike

0+00
Fd. Granite Mon

353.42' to street

To street
88° 37'

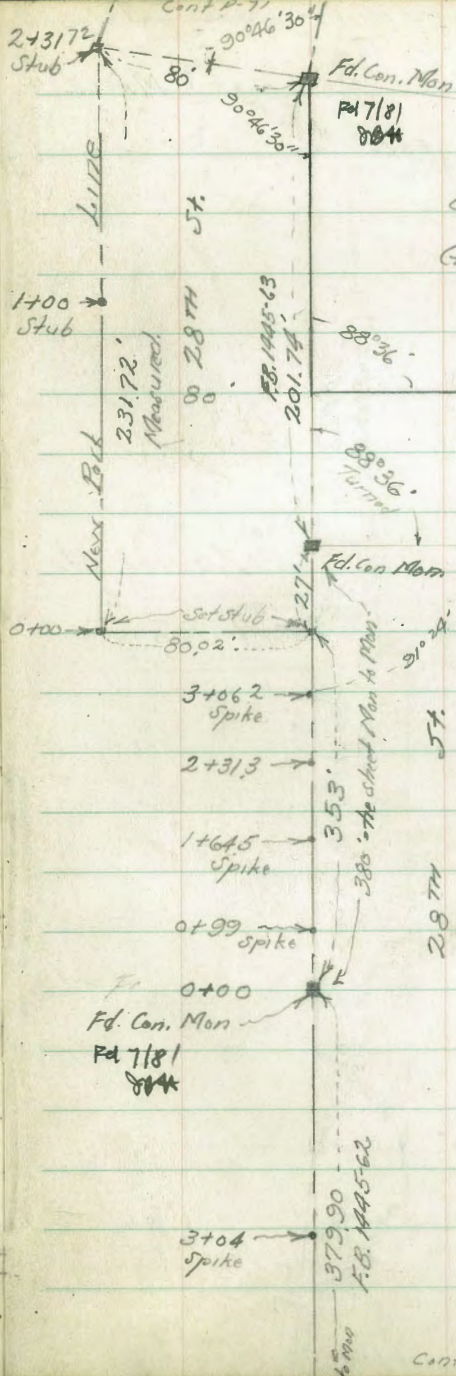
28TH

P. Line
GRAPE

52
44

HAYTHORNE

27' 53'



INDEXED
EFB

70

PARK LINE SURVEY
on 28th St.
Grape to Palms

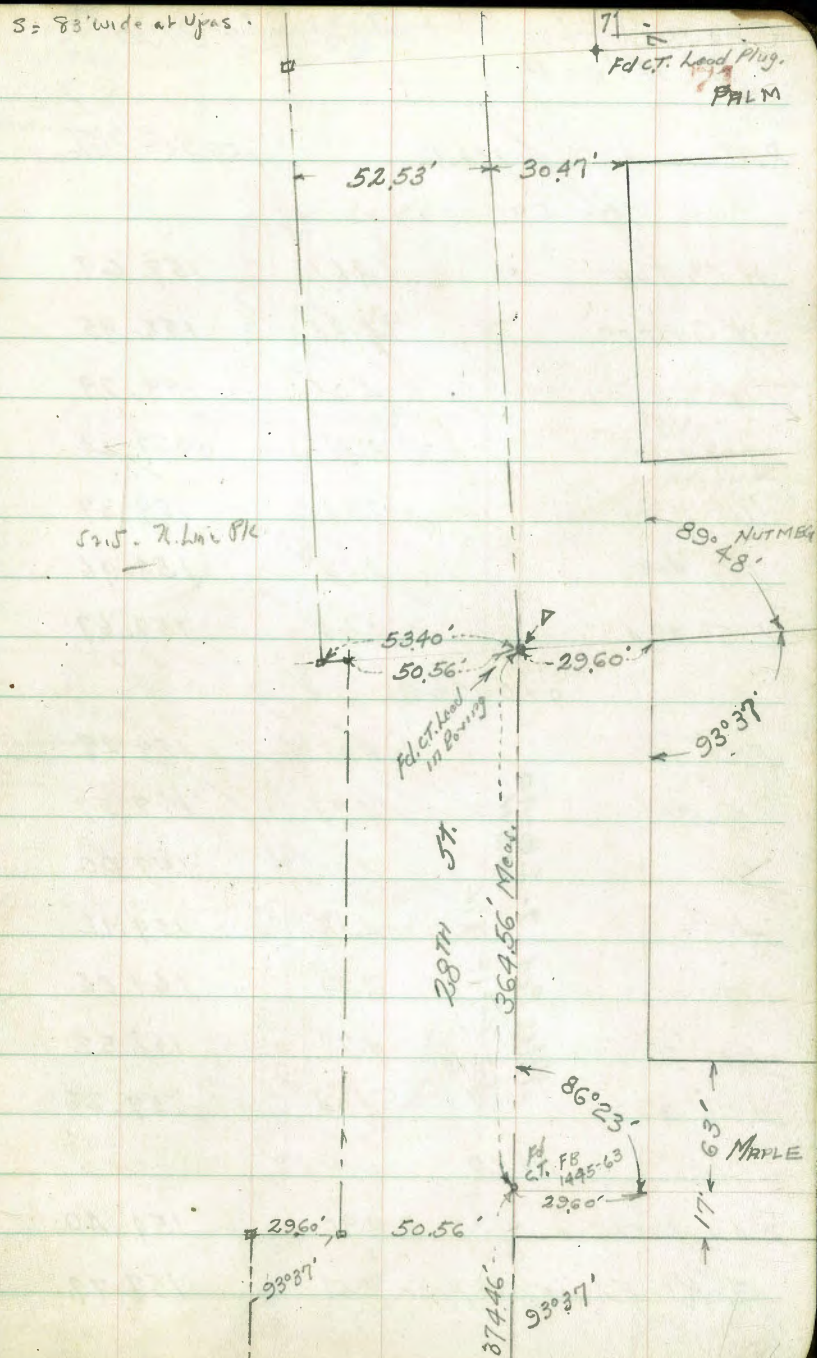
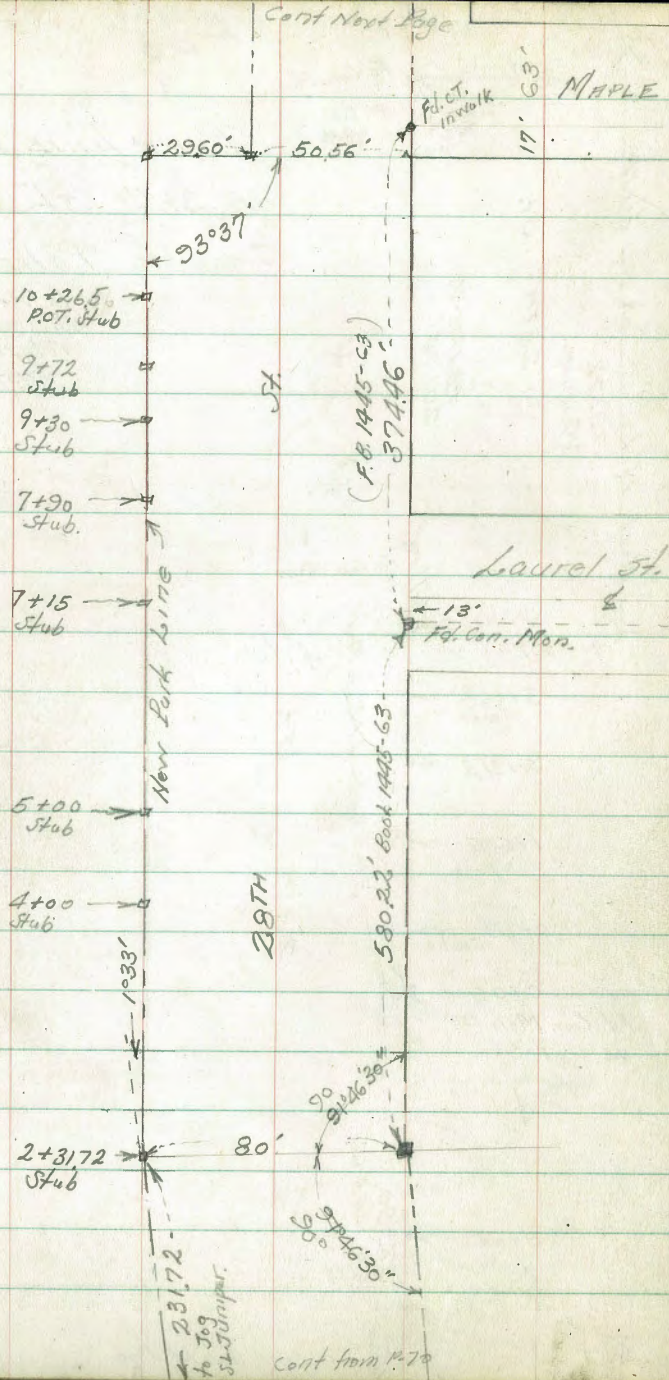
Walker
Bliss
Isbell
Sept 24-1940

JUNIPER

27' 53'

IVY

Cont from Lt Page



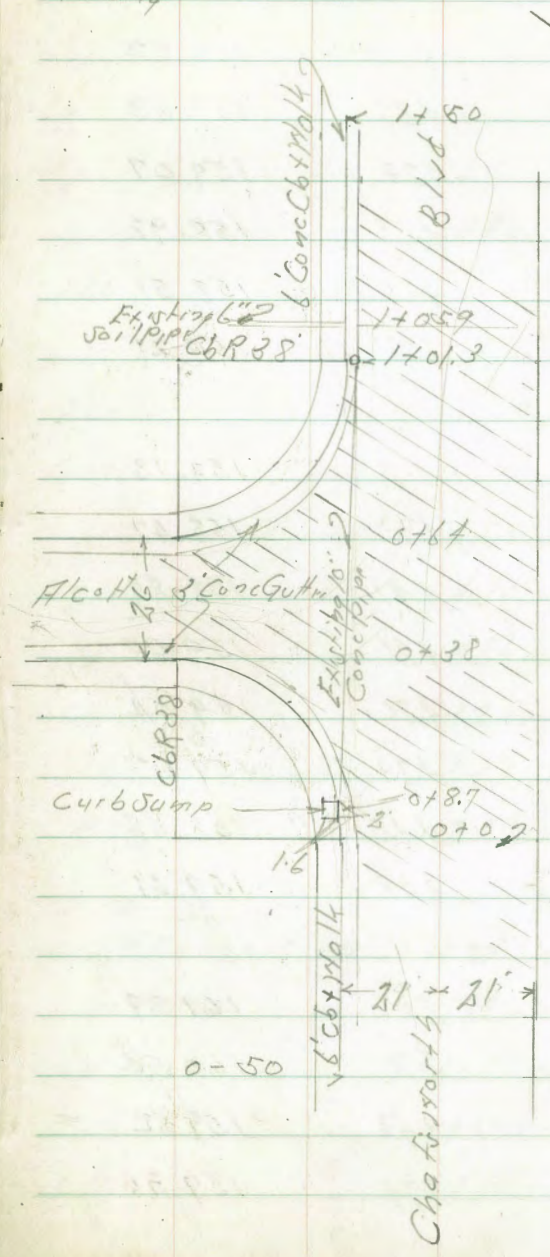
Cross Section Chatsworth Blvd
At Alcott

BM	1.00	162.30	159.30	NZBP C60 x 10 x 1/4 Alcott
	0-50			
W Cb Top		3.61	159.69	
W Gutter		4.35	158.95	
1/4		4.01	159.29	
1/2		3.86	159.44	
3/4		3.93	159.37	
F Gutter		4.34	158.96	
F Cb Top		3.63	159.67	
	0+0: C6 BC			
F Cb Top		4.02	159.28	
Gutter		4.73	158.57	
1/4		4.30	159.00	
1/2		4.18	159.12	
3/4		3.24	161.06	
Gutter		4.78	158.52	
W Cb Top		4.04	159.26	
	0+8.7			
W L + 18 = Cb Top		3.90	159.40	
Gutter F.L. 10" Conc Pipe		5.51	157.79	

Notes Ref. 2-28-40
C.B.M.
Sec. Profile 1874

80' Wide
14 C6's
10.5' 1/4

INDEXED
E.F.B.



Sept 27-40
J. J. Sisson
Hortberg
H. Moore
Hale

Chatsworth

163.30

W/Cb on Pav	4.78	158.52
1/4	4.27	159.03
1/2	4.23	159.07
1/4	4.38	158.92
Gutter	4.79	158.51
FCb Top	4.09	159.21

0+20

FCb Top	4.12	159.18
Gutter	4.83	158.47
1/4	4.41	158.89
1/2	4.26	159.04
1/4	4.26	159.04
CbL	4.23	159.07
+5 Gutter	4.42	158.88
+5 Cb Top	3.69	159.61

0+38 = 5 Cb H/coff

-24 = Cb Top = FC1	2.01	161.29
-24 Gutter	2.76	160.54
W/L	3.48	159.82
Cb	3.94	159.36

163.30

73

1/4	4.25	159.05
1/2	4.33	158.97
1/4	4.51	158.79
Gutter	4.93	158.37
FCb	4.18	159.12

0+51 = 1/2 H/coff

FCb	4.26	159.04
Gutter	5.00	158.30
1/4	4.55	158.75
1/2	4.34	158.96
1/4	4.28	159.02
Cb	3.95	159.35
W/L	3.37	159.93
+24	2.14	161.16

0+64 = 1/4 Cb line H/coff

-24 Cb Top	1.99	161.31
Gutter	2.69	160.61
W/L	3.63	159.67
Cb	4.10	159.20
1/4	4.41	158.89

16330

2	4.39	158.91
1/4	4.58	158.72
Gutter	5.05	158.25
FCB	4.35	158.95
0+80		
FCB	4.43	158.87
Gutter	5.17	158.13
1/4	4.67	158.63
2	4.51	158.79
1/4	4.55	158.75
CbL	4.47	158.83
+6 = Gutter	4.79	158.51
+6 = CbTop	4.01	159.29

0+90

X124 = CbTop	4.37	158.93
Gutter	5.10	158.20
CbL	5.08	158.22
1/4	4.68	158.62
2	4.60	158.70
1/4	4.67	158.63

16330

Gutter	5.19	158.11
FCB Top	4.48	158.82
1+01.3 = Outlet 10" Pipe on 1/4		
FCB Top	4.58	158.72
Gutter	5.30	158.00
1/4	4.75	158.55
2	4.70	158.60
1/4	4.82	158.48
+7.5 = Edge Conc Gutter	5.14	158.16
+8.2 = F.L. 10" Conc Pipe	6.06	157.24
Gutter	5.42	157.88
X/cb	4.39	158.71

1+10

X/cb	4.77	158.53
Gutter	5.63	157.65
+1.5 = Bot Conc Gutter	5.98	157.32
+3 = Edge Conc Gutter	5.37	157.93
1/4	4.96	158.34
2	4.84	158.46
1/4	4.90	158.40

16330

EC6L 5.23 158.07

1+30

EC6L 5.43 157.87

1/4 5.23 157.97

1/2 5.29 158.01

1/4 5.36 157.94

+7.5 = Edge Conc Gutter 5.60 157.70

Gutter 5.96 157.34

HCB Top 5.09 158.27

1+37

HCB Top 5.12 158.18

Gutter 6.00 157.30

+3 = Edge Gutter 5.68 157.62

1/4 5.47 157.83

1/2 5.40 157.90

1/4 5.47 157.83

EC6L 5.53 157.77

1+50

EC6L 5.83 157.47

1/4 5.79 157.51

16330

75

1/2 5.70 157.60

1/4 5.77 157.53

+7.5 = Edge Conc Gutter 5.93 157.37

Gutter 6.18 157.12

HCB Top 5.36 157.94

1+059 = 1/2 6" Soil Pipe From Yard

HCB Flashing 5.70 157.60

Elev. of Store Bldgs. on N.E. Cor.
 47th + Imperial - for Sewer Conn.

B.M. 6.60 118.77 112.17 S.E. B.P. 47th + Imperial

Floor elev. of Ser. Sta.

on floor 5.81 112.96

Floor elev. of Store - Sewer Conn. in ↗ of House
 floor 4.43 114.34

Floor of House - to east. of Store

floor 2.12 116.65

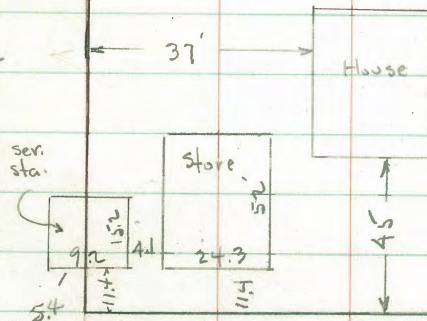
Osborne
 Hardin
 Smith
 Johnson

2-3-47 # 753
 W.O. 216

Indexed
 C.S.I.E.

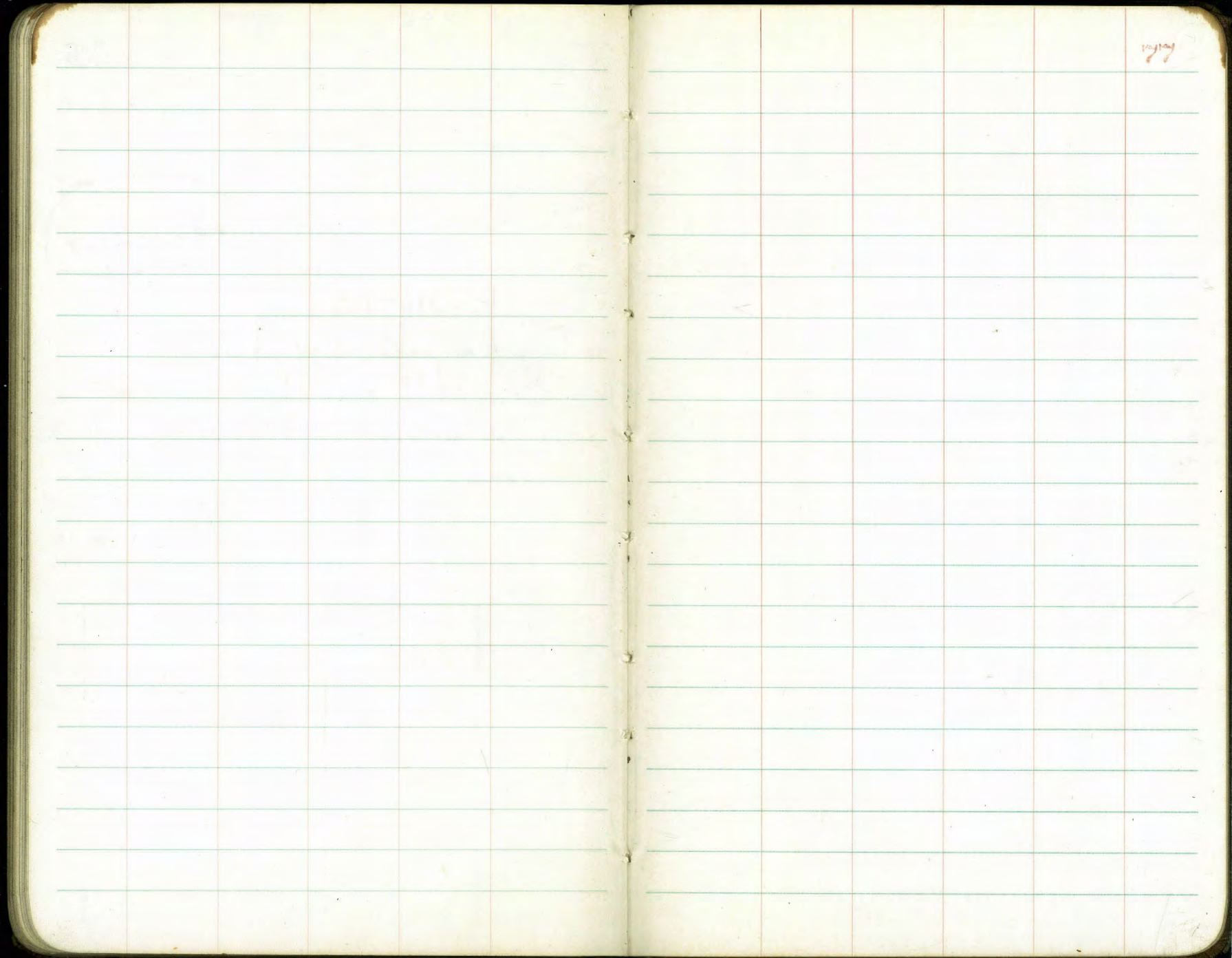
76

5 +
 47 +
 4



See
 FB 1752-21

N



177

DETIGENS RAILROAD CURVE
AND
REDUCTION TABLES



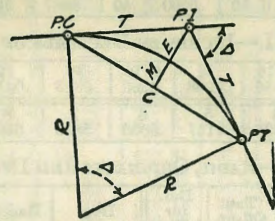
EXPLANATION AND USE OF TABLES

Suppose that the length of the curve is 1000 feet and the radius of curvature is 1000 feet. Then Table IV for 1000 feet will give the following values: ...

79

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

- Radius= $R = \frac{50}{\sin. \frac{D}{2}}$ (1) Degree of Curve= D and $\sin. \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate= $M = R(1 - \cos. \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (6)
- External= $E = T \tan \frac{\Delta}{4} = R \div \cos. \frac{\Delta}{2} - R = R \text{exsec} \frac{\Delta}{2}$ (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. $\Delta=62^\circ 10'$ $D=8^\circ 20'$. From Table IV for 1° curve $T=3454.1$ and $+8\frac{1}{2}=414.49$ ft. From Table V correction=.36 or $T=414.85$ ft. P. C.—Sta. P.I.— $T=157+45.50$. Also from (4) $L=746.00$ and P. T.—Sta. P. C. + $L=164+91.50$.

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

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

Externals.—May be found in similar manner to tangents. Thus E for curve above is 91.37. For from Table IV for 1° curve $E=960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 91.27$ and from Table V correction=.10 or $E=91.37$ ft. Or suppose $\Delta=32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E=230.9$ and $+42=5.5$ or $D=5^\circ 30'$.

88388
32161
56227
389.25
956.52

0+08+7

197
250
24850
1491
173950

1/2 30' ch
2' width

42
3609
3627
355.1
7227
42
18

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2
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.

MADE IN U.S.A.