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.

Walker
Bliss
Isbell
Hale
9-10-40

CAMINO DEL RIO

Alignment Ties

Indexed LAM

from TAYLOR st in Old Town

To City Limit

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing.
	814.66			S 83°12'15" E
	-116.95			
	697.71 = dist from E.C. to P.O.T.			
1+16.95 = E.C.				
				Δ = 60°38'
				℄ R = 200'
	116.95'			"S.T. = 116.95
				"L 211.65'
0+00 = P.I.				
				N 36°09'45" E

2

Plotted T.P.S. 508

℄

℄ CAMINO DEL RIO

River Bank

Set spike in paving on ℄

40.00'

Set 1" Iron Pipe 2.5' long Redwood Plug ↓ Copper Disk

40.00'

E.C.

Set Conc. Mon. Mrk. city ℄ing.

116.95'

℄ R = 200'

L S.T. = 116.95

Δ = 60°38'

℄ L = 211.65'

Fd 2"x2" Hub F.B. 1552-6 And Set 1¼"x2' Galv. Pipe Redwood Plug & Copper Disk

20.65'

Set 1"x2.5' Iron Pipe With Redwood Plug And Copper Disk

116.95'

331.88'

P.C.

5.00'

7.0'

3.0'

Paving

old edge

CT. Land

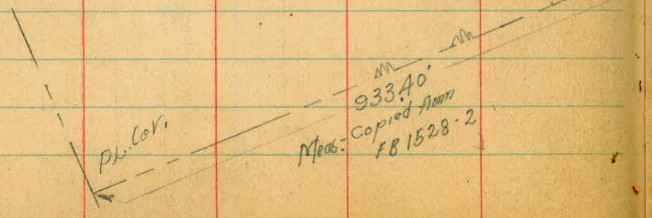
℄ Huckleberry St

CAMINO DEL RIO

Alignment ties. Cont. from P-2

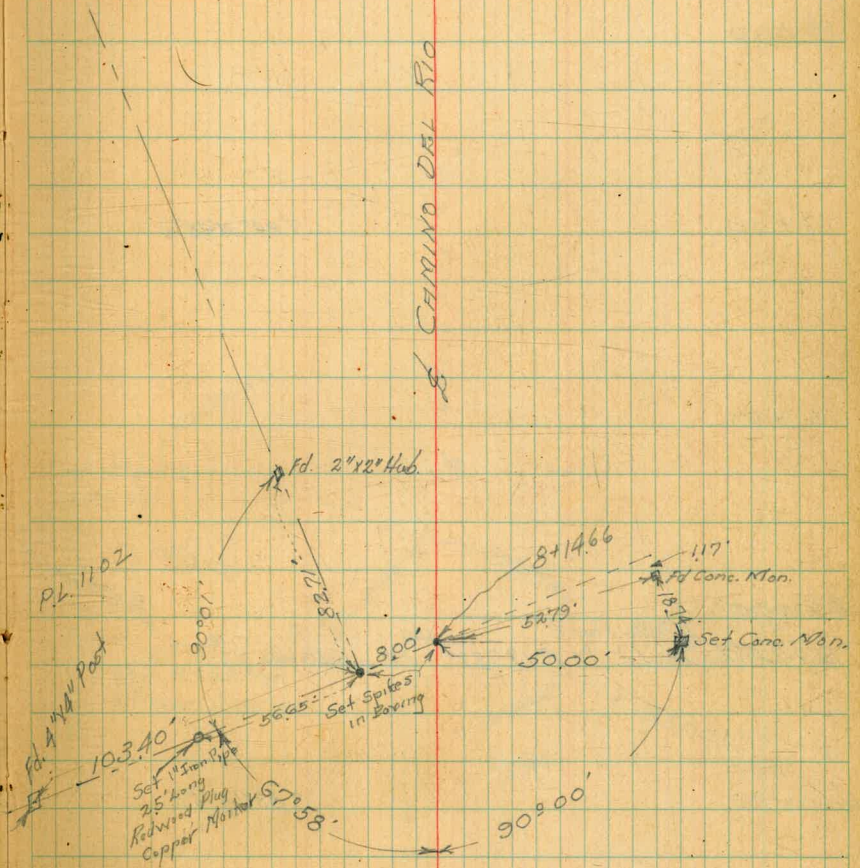
Station	Align.	Deflection Lt	Deflection Rt	True Bearing.

8 + 14.66 = P.O.T.



Plotted T.P.S. 508-507

Checked McQ 1-20-48



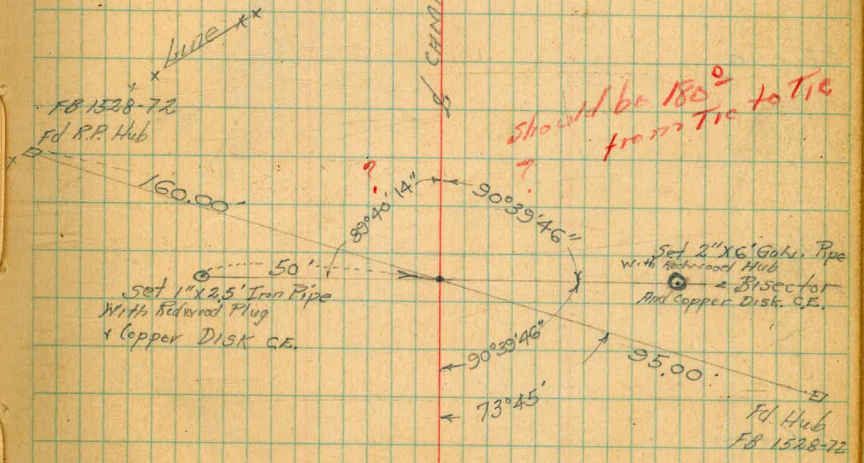
CAMINO DEL RIO

Alignment Ties Cont'd from P-3

Station	Align	Deflection Lt.	Deflection Rt	True Bearing
18+00				
17+00				S 84°31'48" E
16+00				
15+00				
14+74.57 = △	Angle Point	Lt. 1°19'33"	FB. 1528-80	
				S 83°12'16" E

TPS-507

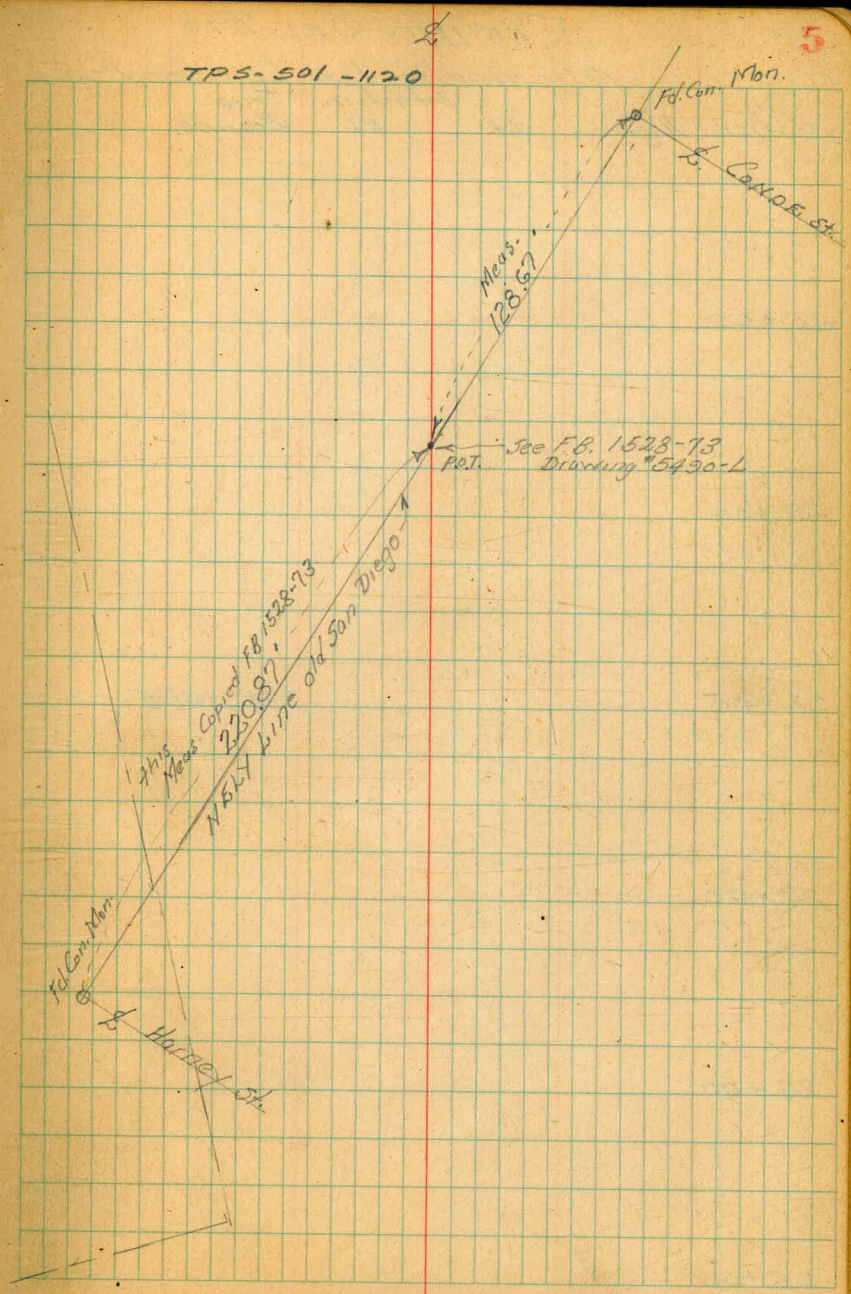
℄ CAMINO DEL RIO



Camino Del Rio

Alignment Ties Cont. from P-4

Station	Align.	Deflection Lt	Deflection Rt.	True Bearing
24+00				
23+01.10 P.O.T.				S 89°31'48" E
23+00				
22+00				
21+00				
20+00				
19+00				



CAMINO DEL RIO

Alignment ties Cont. from P-5

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing
30 +00				
29 +00				
28 +00				S84°31'48"E
27 +00				
26 +00				
25 +00				

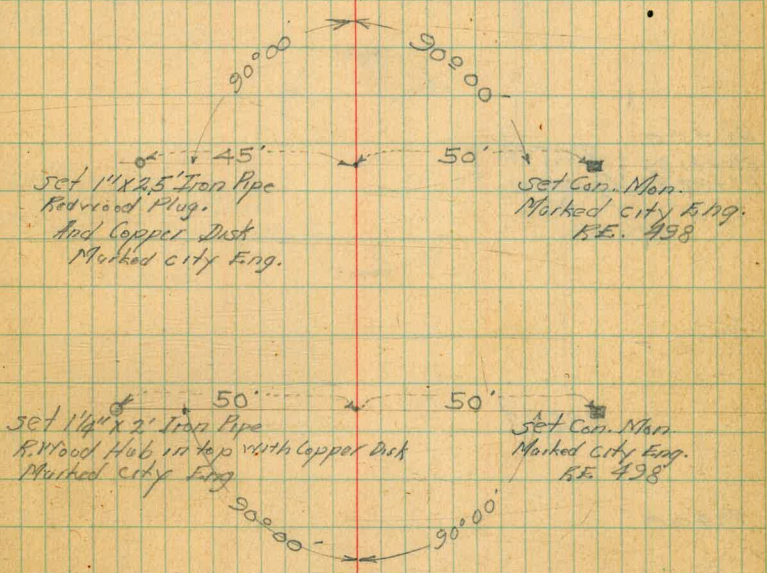
CAMINO DEL RIO

Alignment ties Cont. from P. 6

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing
36+00				
	486.48'			S 88°20'E
35+00				
34+96.39 = E.C.				
				Δ 3°48'12"
				℄ R = 2000'
34+00				℄ T = 66.40
				℄ L = 132.76'
33+63.63 = B.C.		Lt		
33+00				
				S 84°31'48"E
32+00				
31+00				

TPS-1110

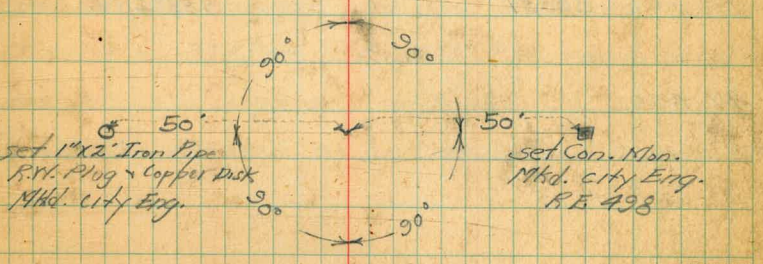
℄



CAMINO DEL RIO

Alignment ties Cont. from P-7

Station	Align.	Direction Lt.	Direction Rt.	True Bearing
	883.51'			
42+00				
				S 88°20' E
41+00 = 39+81.99				
39+82.87	P.O.T. Equation			
				S 88°20' E.
	486.48'			
39+00				
38+00				
37+00				

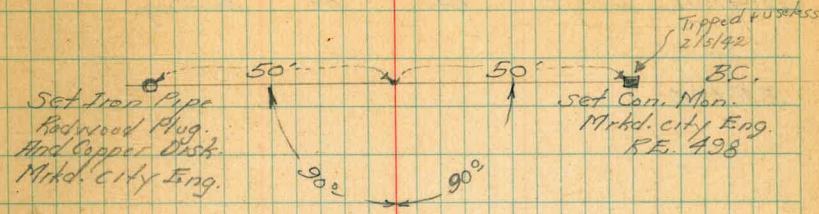


CHANINO DEL RIO

~ Alignment Ties ~ Cont. from P-8

	Deflection Lt.	Deflection Rt.	
49+00			$\Delta = 5°15'30''$ $\mathcal{L}$ R = 2000' $\mathcal{L}$ ST = 91.84 $\mathcal{L}$ L = 183.55
48+65.52 = BC		Rt.	
48+00			
	Meas. 883.51'		S 88°20' E
47+00			
46+00			
45+00			
44+00			
43+00			

℄

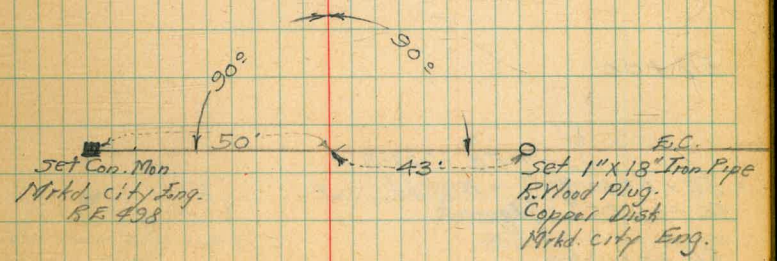


Note; The above curve was changed as per data to fit the tangent and ties as found from station 61+37.08 to 73+39.11 R.B. 1528 - 9 - 11 = original line and maintaining original ℄ from Sta 34+96.89 to station 48+65.52' as per request H.V. Jorgensen C.E.

Camino Del Rio

— Alignment Ties — Cont. from P-9

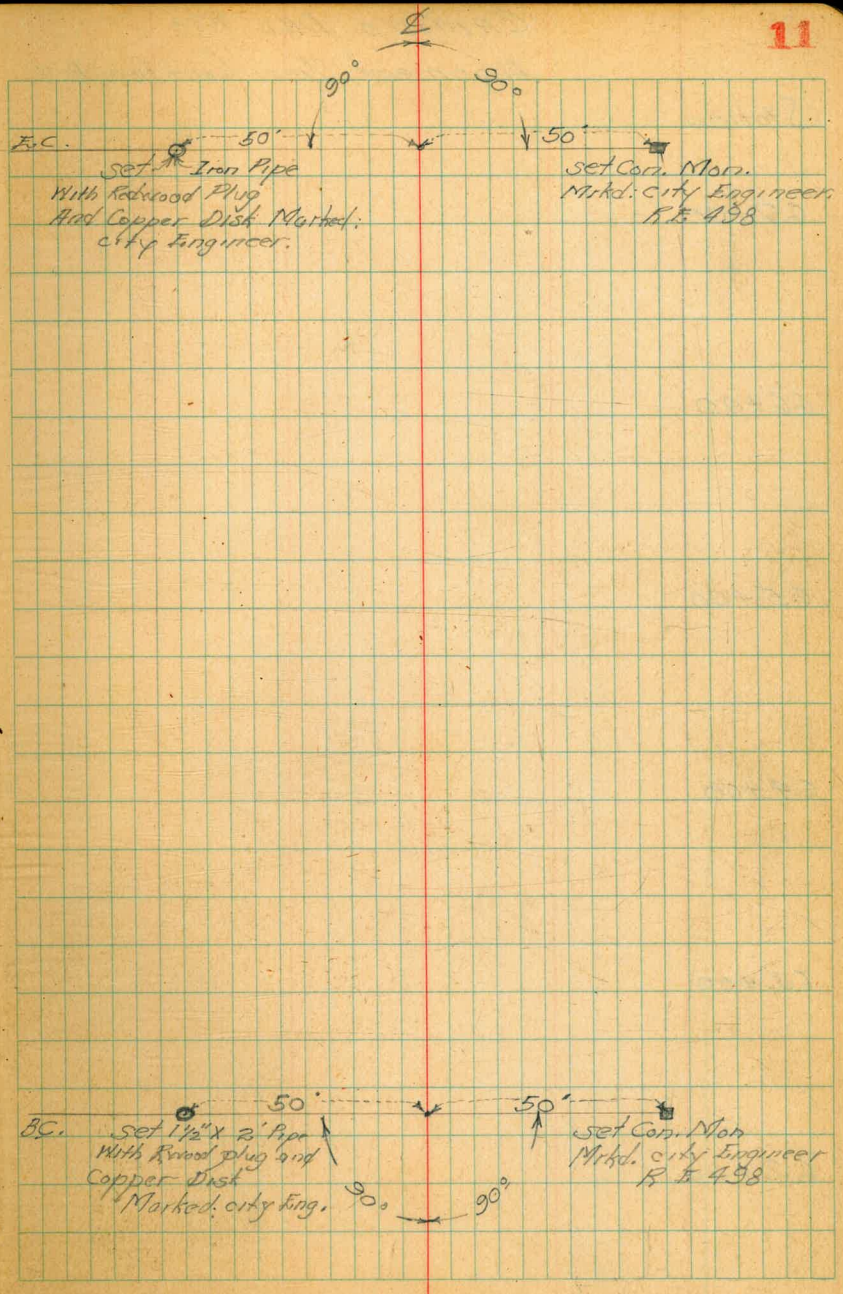
Station	Align.	Deflection Lt.	Deflection Rt	True Bearing.
55+00				
54+00				
53+00				
	554.28'			S 83°04'30"E
52+00				
51+00				
50+49.71 = E.C.				
50+00				



CAMINO DEL RIO

Alignment Ties - Cont. from P-10

Station	Align.	Deflection Lt.	Deflection Rt.	True Bearing.
61+37.08=E.C.				
61+00				
60+00				
				Δ=21°49'30"
				R=1400'
				T=269.89'
				L=533.28'
59+00				
58+00				
57+00				
=56+03.80 Plan				F.B. 1528-9
56+03.35				= B.C. Lt. Equation.
56+00				
	554.28			S 83°04'30"E



CAMINO DEL RIO

Alignment Ties Cont. from P-11

Station
67+00
66+00
65+00
64+00
63+00
62+00

CAMINO DEL RIO

Alignment Ties Cont. from P-12

Station	Align.	Deflection Lt.	Deflection Rt.	True Bearing
73+00				
72+00				
71+00				
70+00				
69+00				
68+00				

CAMINO DEL RIO

Alignment Ties - Cont. from P-13

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing
79+00				
78+00				
77+00				
76+00				
75+00				
74+00				
73+39.11=POT.				

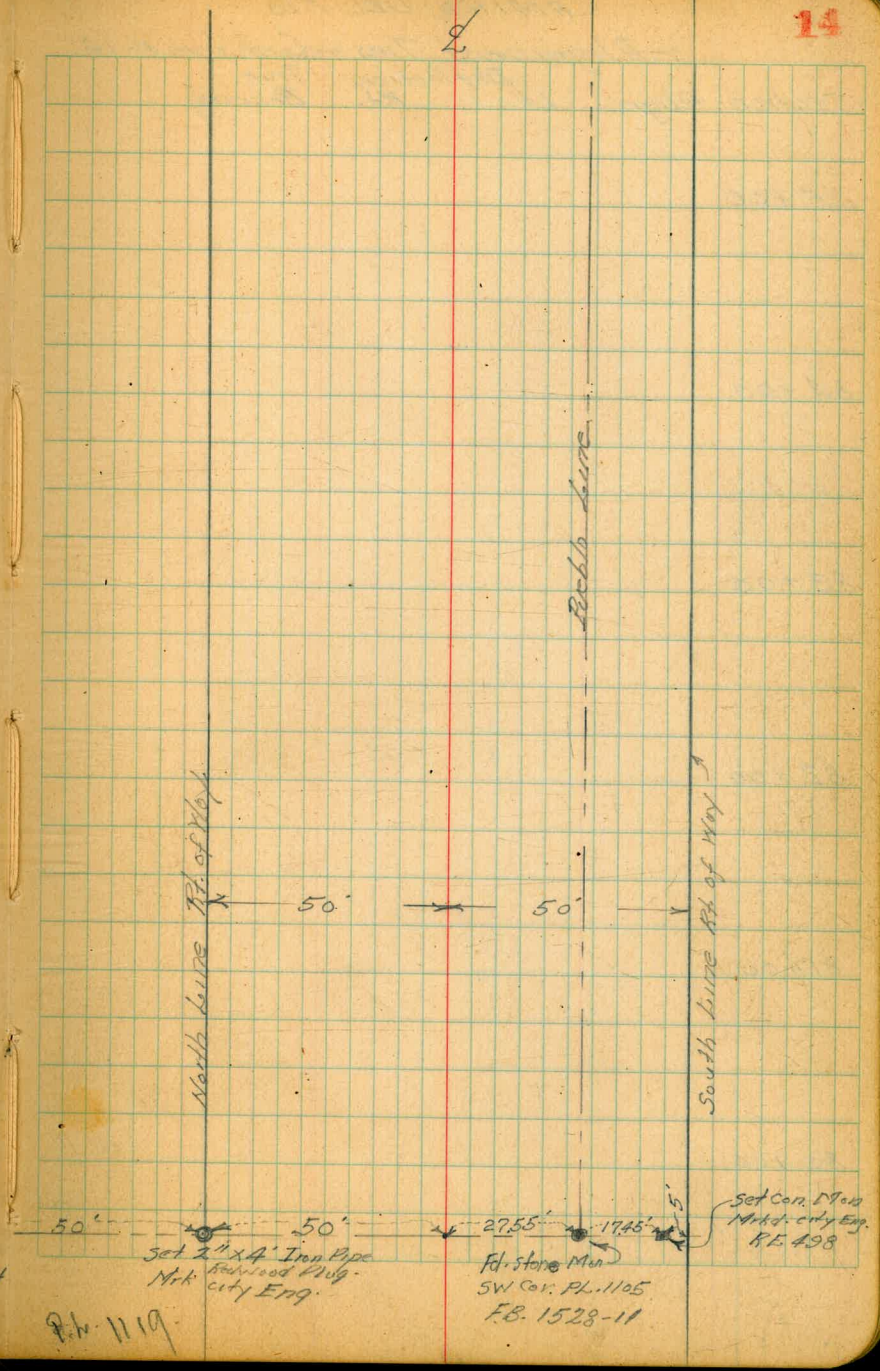
R.L. 11 05 (see 1528/11)

592.60

Fd. 2" Iron Pipe
With Hub in top
8-30-48 F.B. 1528-11

Fd 2"x3" Redwood Post

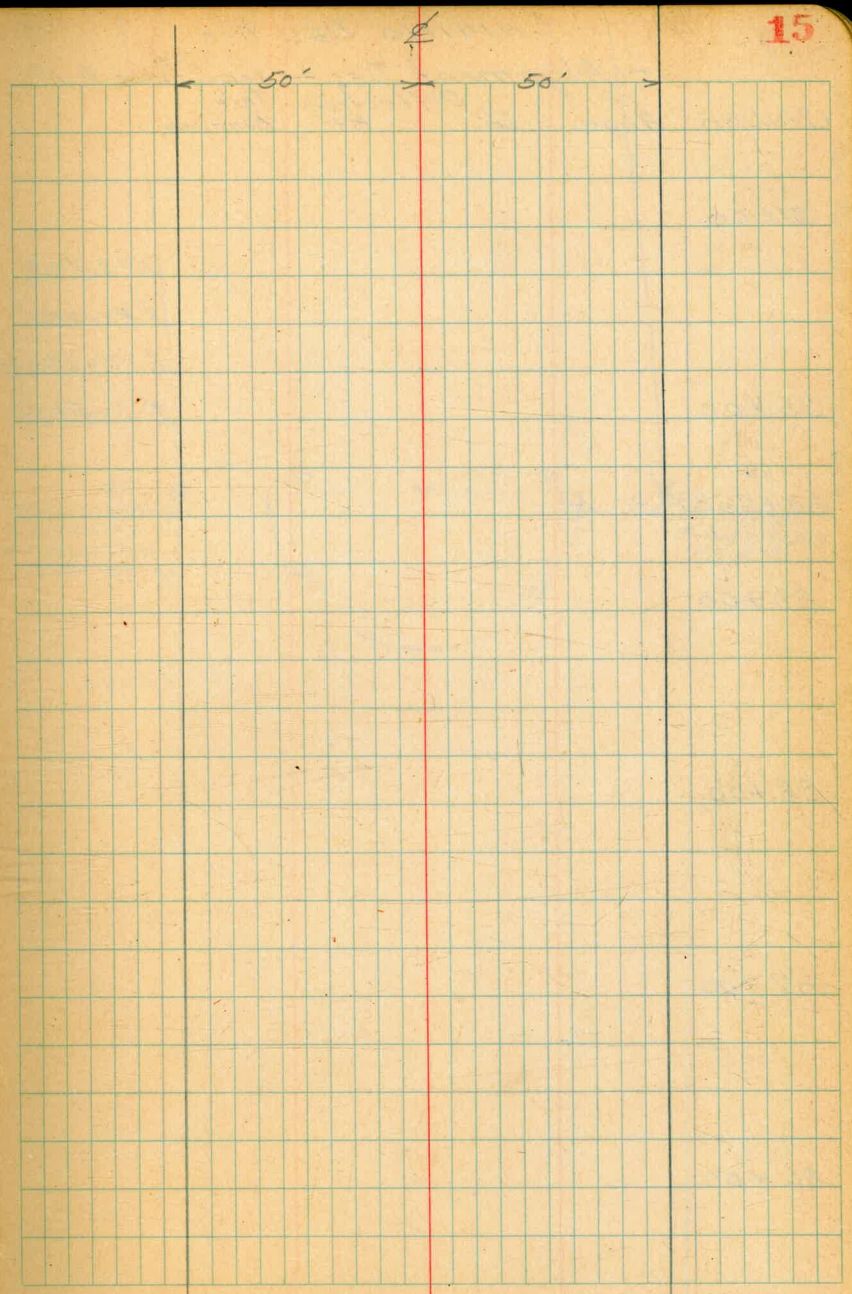
P.N. 1119



CAMINO DEL RIO

~ Alignment Ties ~ Cont. from P. 14.

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing
85+00				
84+00				
83+00				
82+00				
81+00				
80+00				



CAMINO DEL RIO

~ Alignment Ties ~ Cont. from P-15

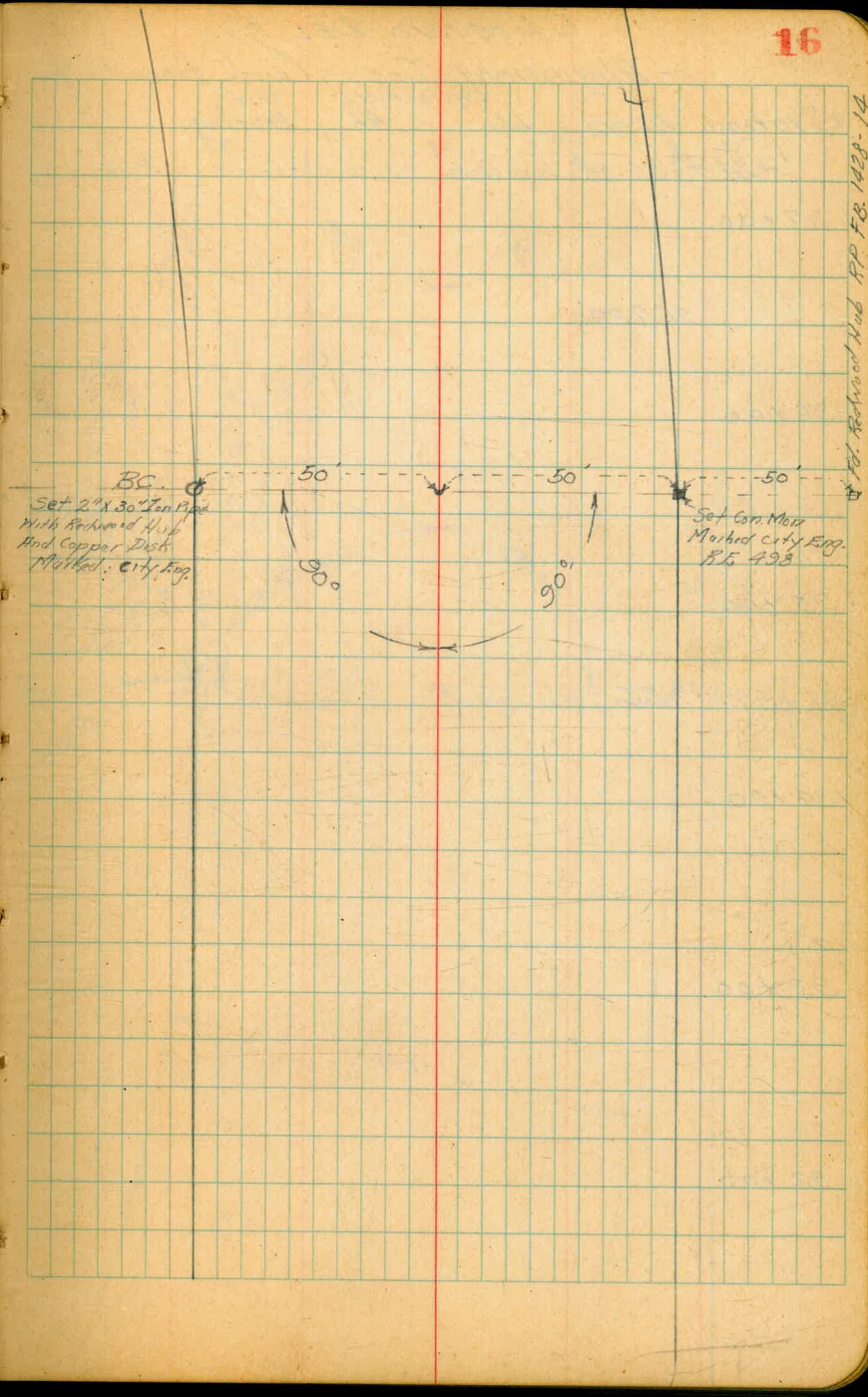
Station	Align.	Deflection Lt.	Deflection Rt.	True Bearing.
91+00				
90+00				
89+66.89 = B.C. Lt.				
89+00				
88+00				
87+00				
86+00				

$\Delta = 28°05'$

$\mathcal{L} R = 1000'$

$\mathcal{L} S.T. = 250.10'$

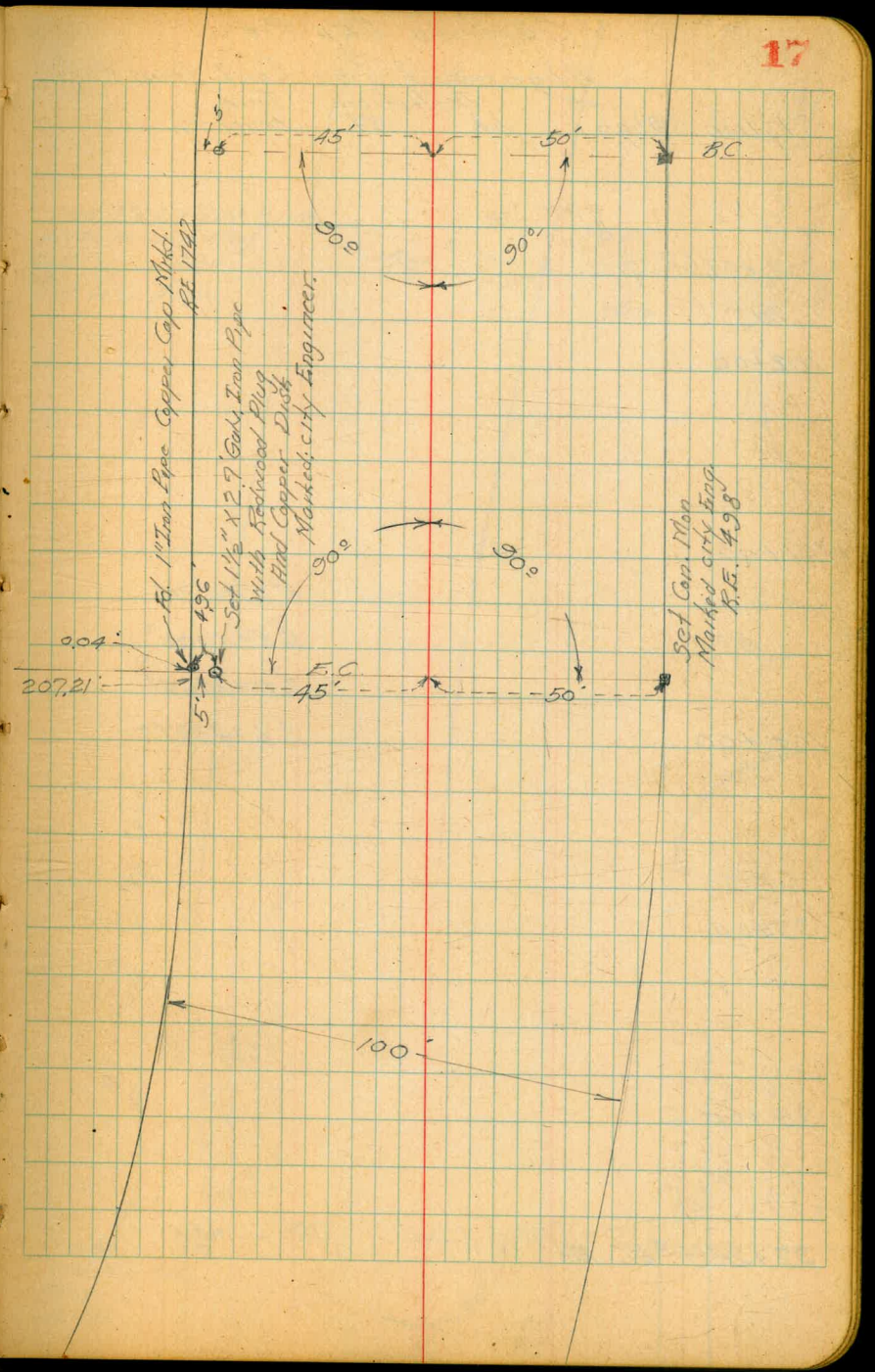
$\mathcal{L} L = 490.15'$



CANINO DEL RIO

~ Alignment Ties ~ Cont. from P-16

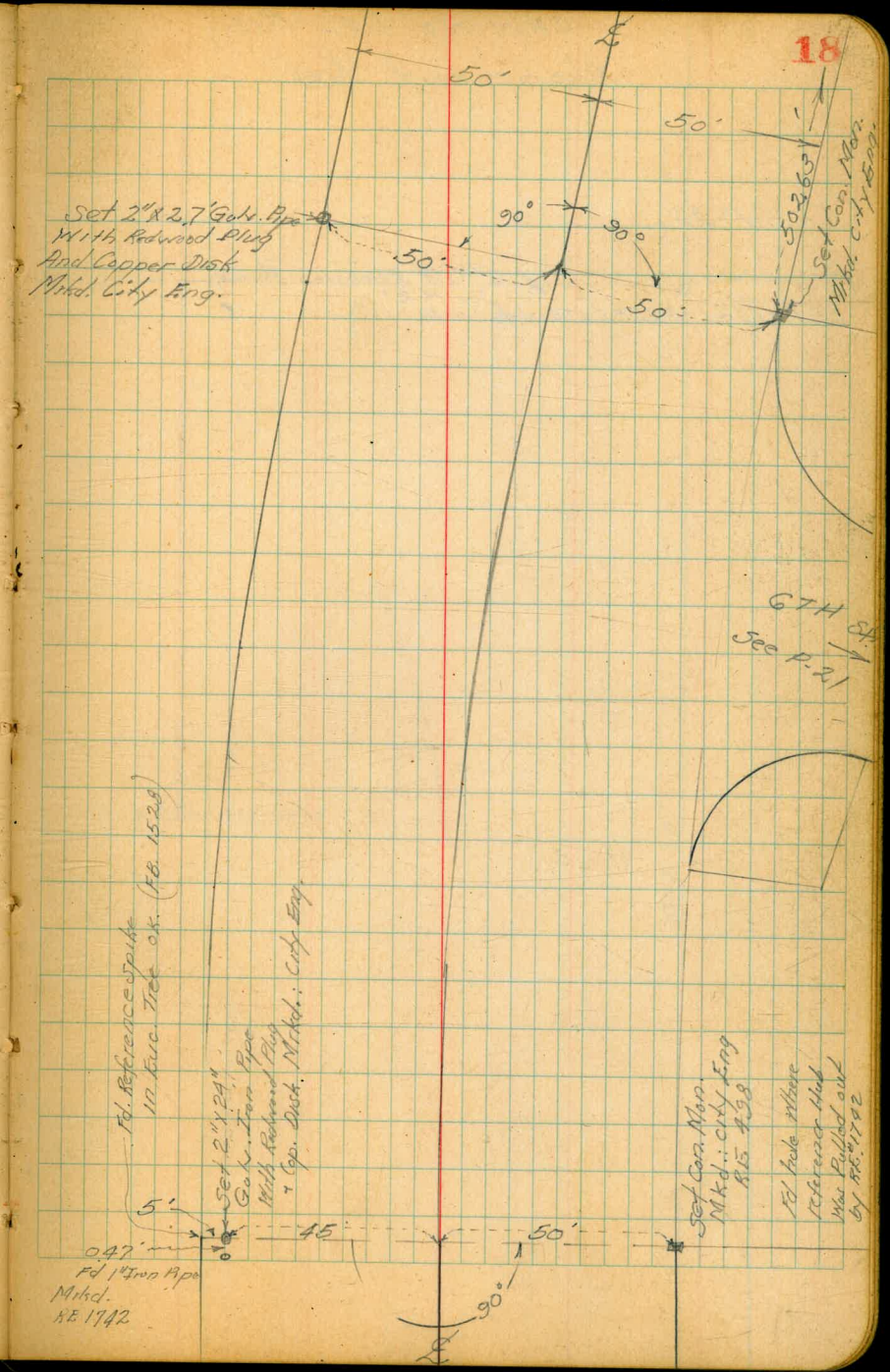
Station	Align	Deflection Lt.	Deflection Rt	True Bearing
+24.04	=B.C. Rt.	See Notes as to description P-18		
97+00				
	267.00'			
96+00				
95+00				
94+57.04	=E.C.			
94+00				
93+00				
92+00				



CAMINO DEL RIO

Alignment Ties Cont. from P-17

Station	Align	Deflection Lt.	Deflection Rt.	True Bearing
102+07.62 = E.C.				
102+00				
101+00				
				Δ = 27°42'30"
				℄ R = 1000'
				℄ T = 246.61'
				℄ L = 483.58'
100+00				
99+00				
98+00				
97+21.04 = B.C. P.T.				



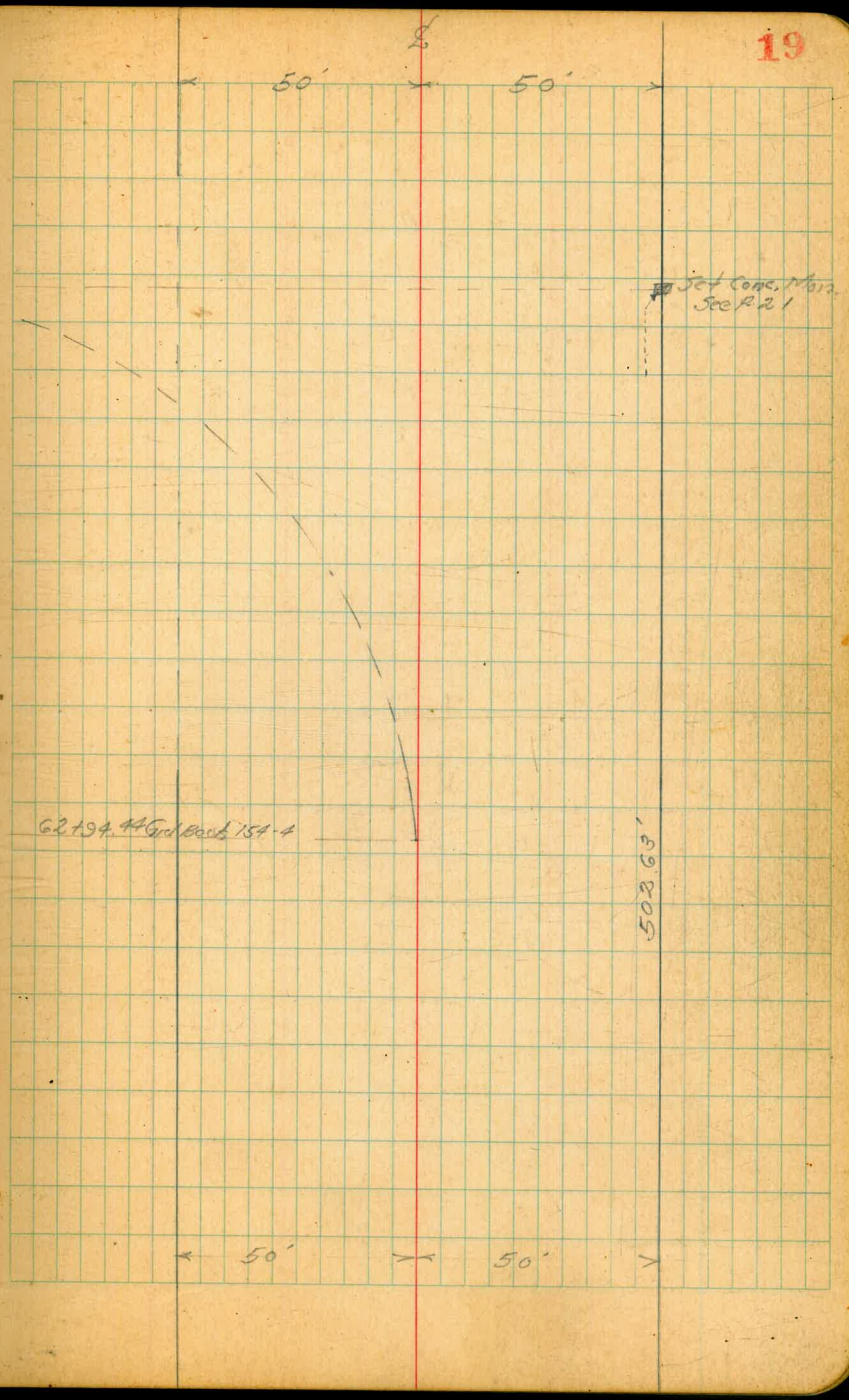
CAMINO DEL RIO

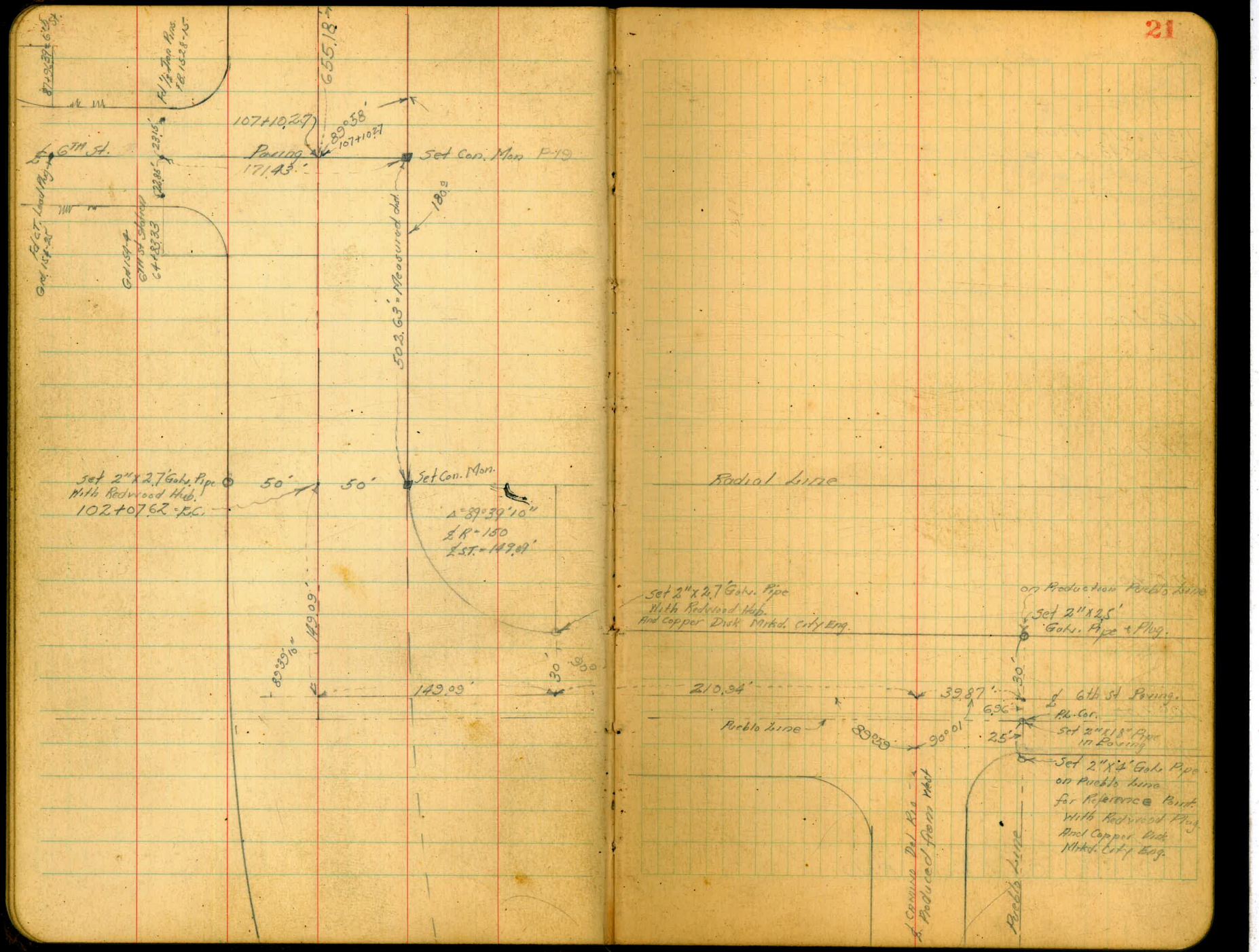
Alignment Ties.

Cont. P-22

℄ 6TH St Extension Pavmg.
See P-21

107+10.27 = POT = ℄ 6th St. to MH.




655.18'
107+10.27
89°38'
107+10.27
Paving
171.43'
Set Con. Mon P-19
6th St.
180.0'
50.2 G.3' = Measured dist.
Set 2"x2.7' Galv. Pipe
With Redwood Hub.
102+07.62 = P.C.
50'
50'
Set Con. Mon.
Δ = 89°39'10"
R = 150
T = 149.09'
149.09'
89°39'10"
149.09'
30'
30'
Radial Line
Set 2"x2.7' Galv. Pipe
With Redwood Hub.
And Copper Disk Mrkd. City Eng.
on Production Pueblo Line
Set 2"x2.5'
Galv. Pipe & Plug.
210.94'
39.87'
6.96'
℄ 6th St Paving
Pueblo Line
89°59'
90°01'
25'
Pk. Cor.
Set 2"x18" Pipe
in Paving
Set 2"x4' Galv. Pipe
on Pueblo Line
for Reference Point
With Redwood Plug
And Copper Disk
Mrkd. City Eng.
℄ Curving Dist. Rd.
℄ Produced from Mark
Pueblo Line

CAMINO DEL RIO

Alignment Ties

=113+65.18 = Plan
113+65.45 = Δ 1°04' Lt.

113+00

112+00

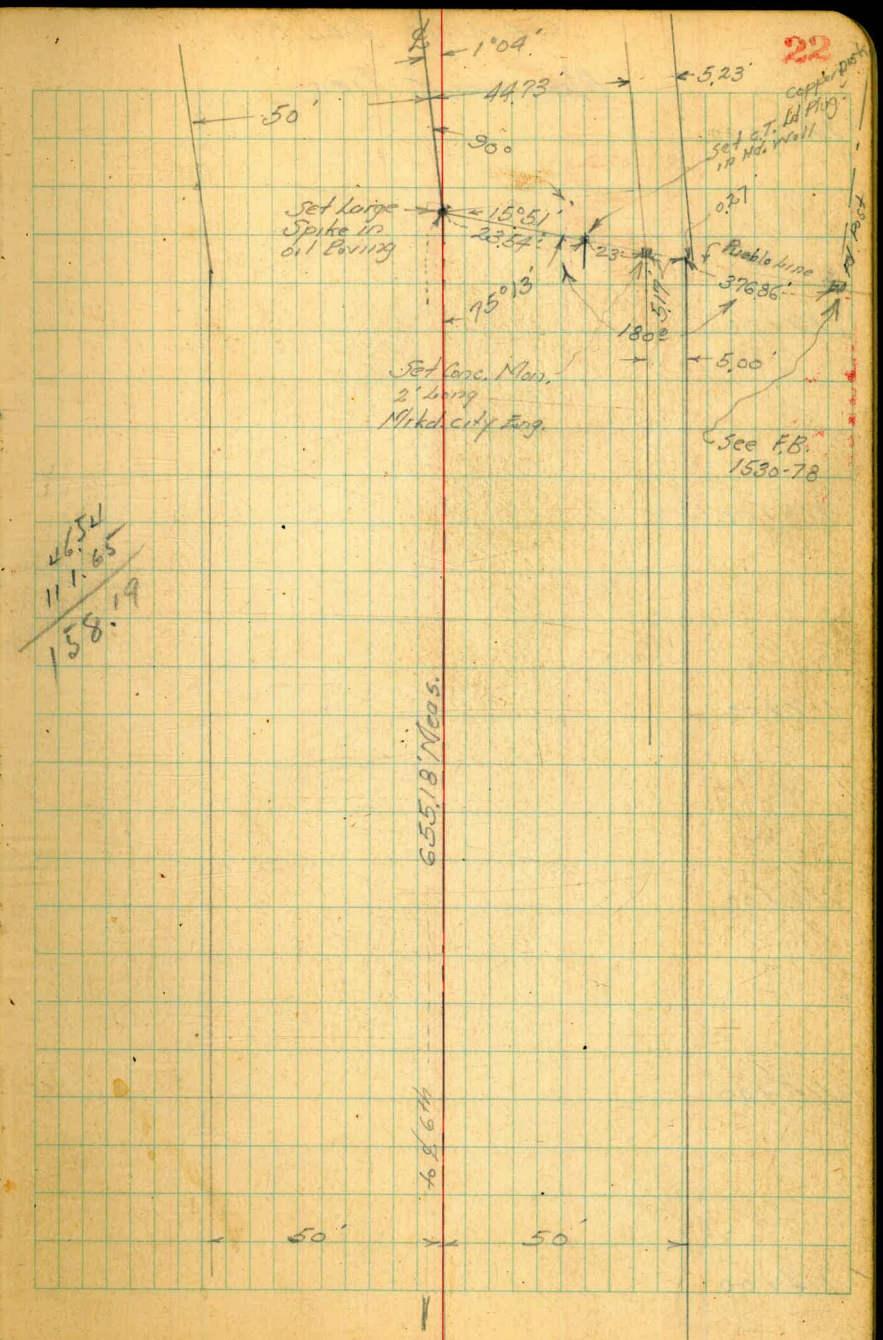
111+00

110+00

109+00

108+00

Cont. from P-19



46.54
11.65
158.19

CAMINO DEL RIO

Alignment Ties

120+00

119+00

118+00

117+00

116+00

115+00

114+00

℄

50' 50'

CAMINO DEL RIO

Alignment Ties

Stations

126+00

125+00

124+00

123+00

122+00

121+00

℄

50'

50'

Camino Del Rio

Alignment Ties

132+85.88 = Map.
132+85.86 = Meas.

132+00

131+00

= 130+12.52 = FB 1530
130+12.42 = B.C. Rt.

130+00

87.74 = Map
87.35 = Meas.

+25.9' = E.C.

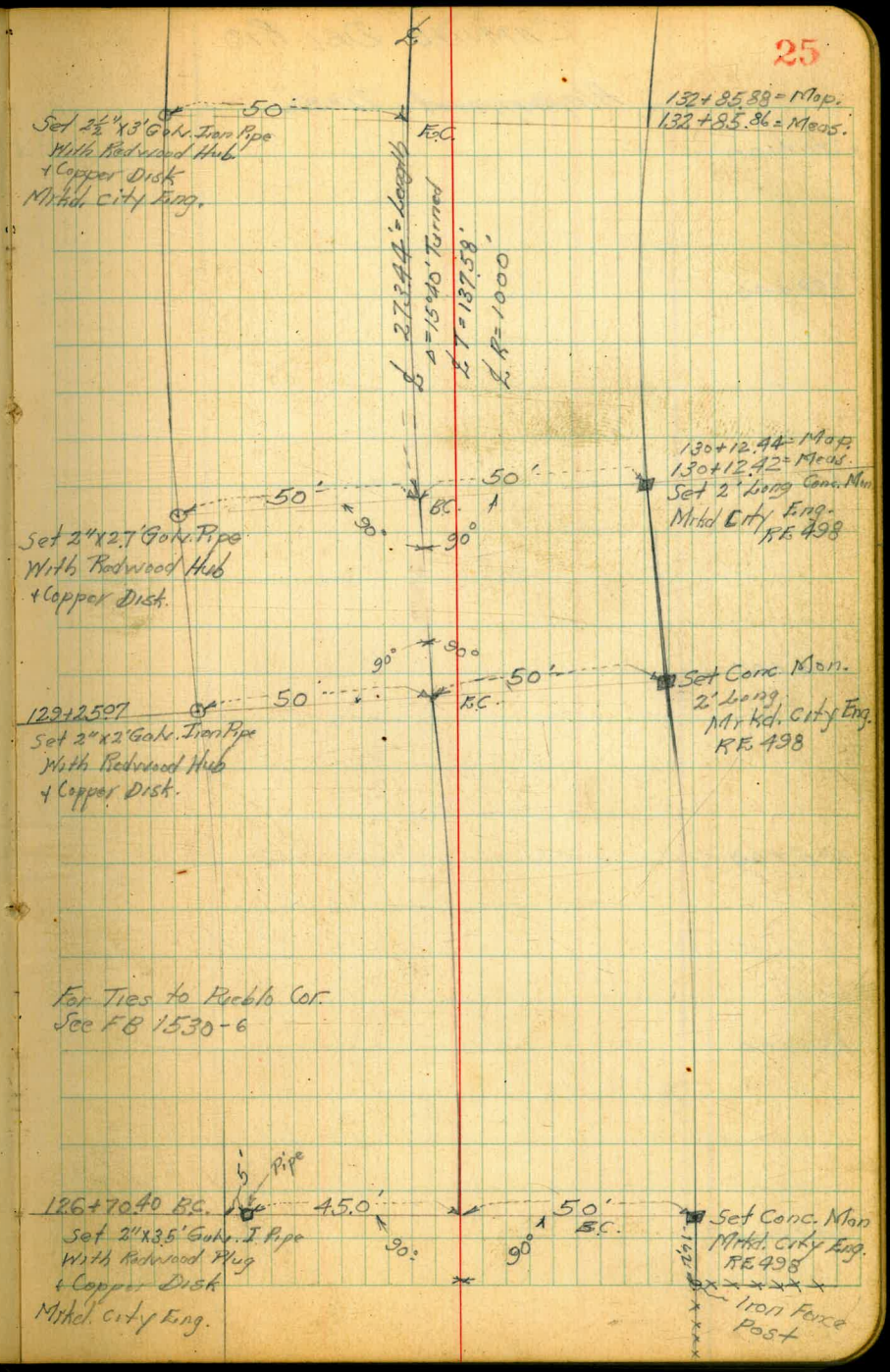
129+00

Δ = 14°35'30"
D = 1000'
L T = 128.03'
L L = 254.67'

128+00

127+00

126+70.40 = B.C. Lt.



CAMINO DEL RIO

Alignment Ties

Station

138+00

137+00

136+00

135+00

134+00

133+00

℄

50'

50'

CAMINO DEL RIO

Alignment Ties

Station
144+00
143+00
142+00
141+00
140+00
139+00

CAMINO DEL RIO

Alignment Ties.

Station

150 +00

149+00

148+00

147+00

146+00

145+00

℄

50'

50'

Camino Del Rio
Alignment Ties

Station

157+02.13 = P.I.

Δ = 25°13'10"

156+00

∠ R = 1000'

∠ St. = 223.70'

∠ L = 440.16'

155+00

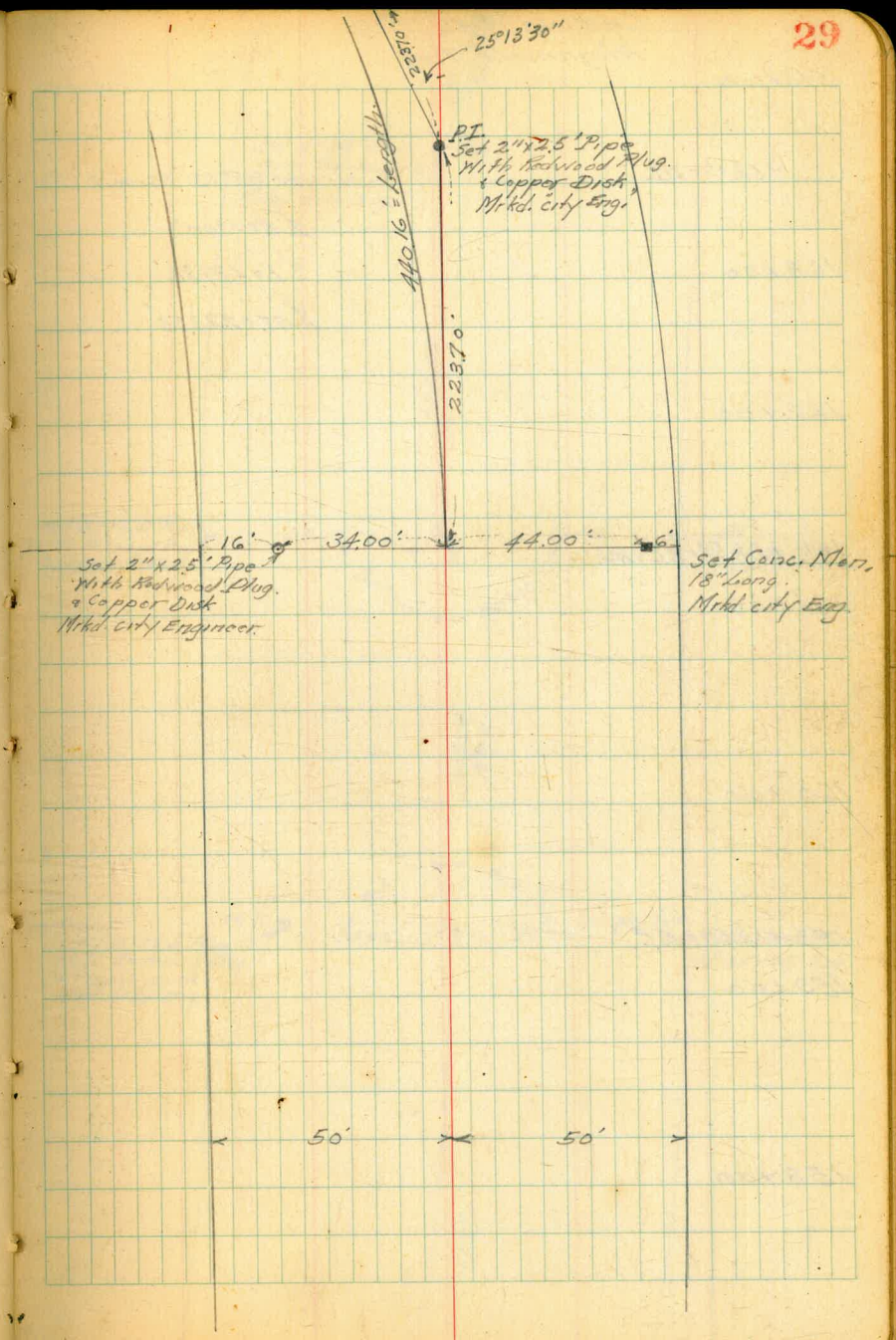
+78.43 = B.C. Sta.

154+00

153+00

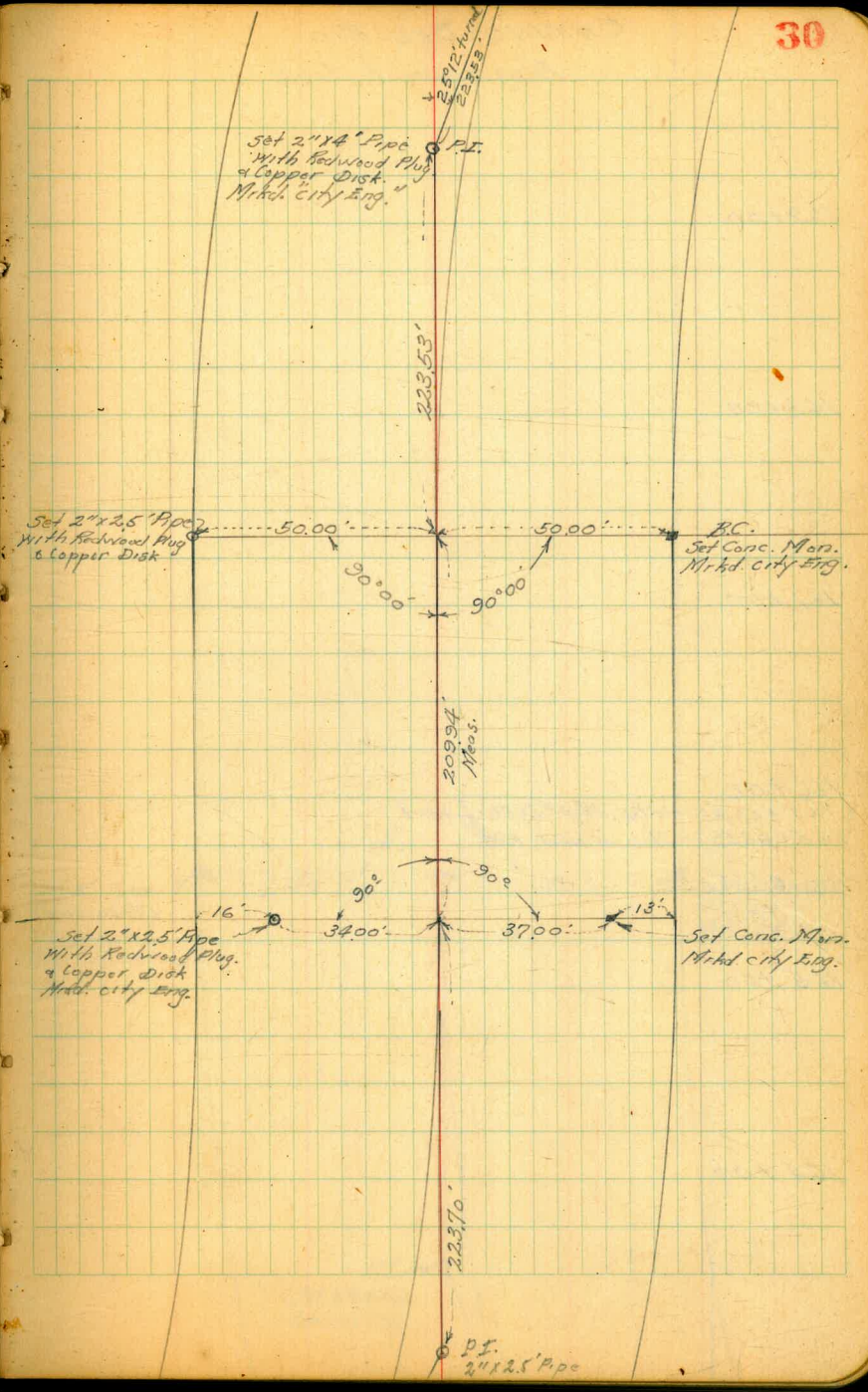
152+00

151+00



CAMINO DEL RIO
Alignment Ties

Station	
+82.06 = P.I.	Δ = 25°12' Turned
	℄ R = 1000'
163+00	℄ L = 439.82'
	℄ St. = 223.53'
162+00	
161+28.53 = B.C. Rt.	
161+00	
160+00	
159+18.59 = E.C.	
159+00	
158+00	



CAMINO DEL RIO
Alignment Ties.

169+00

168+00

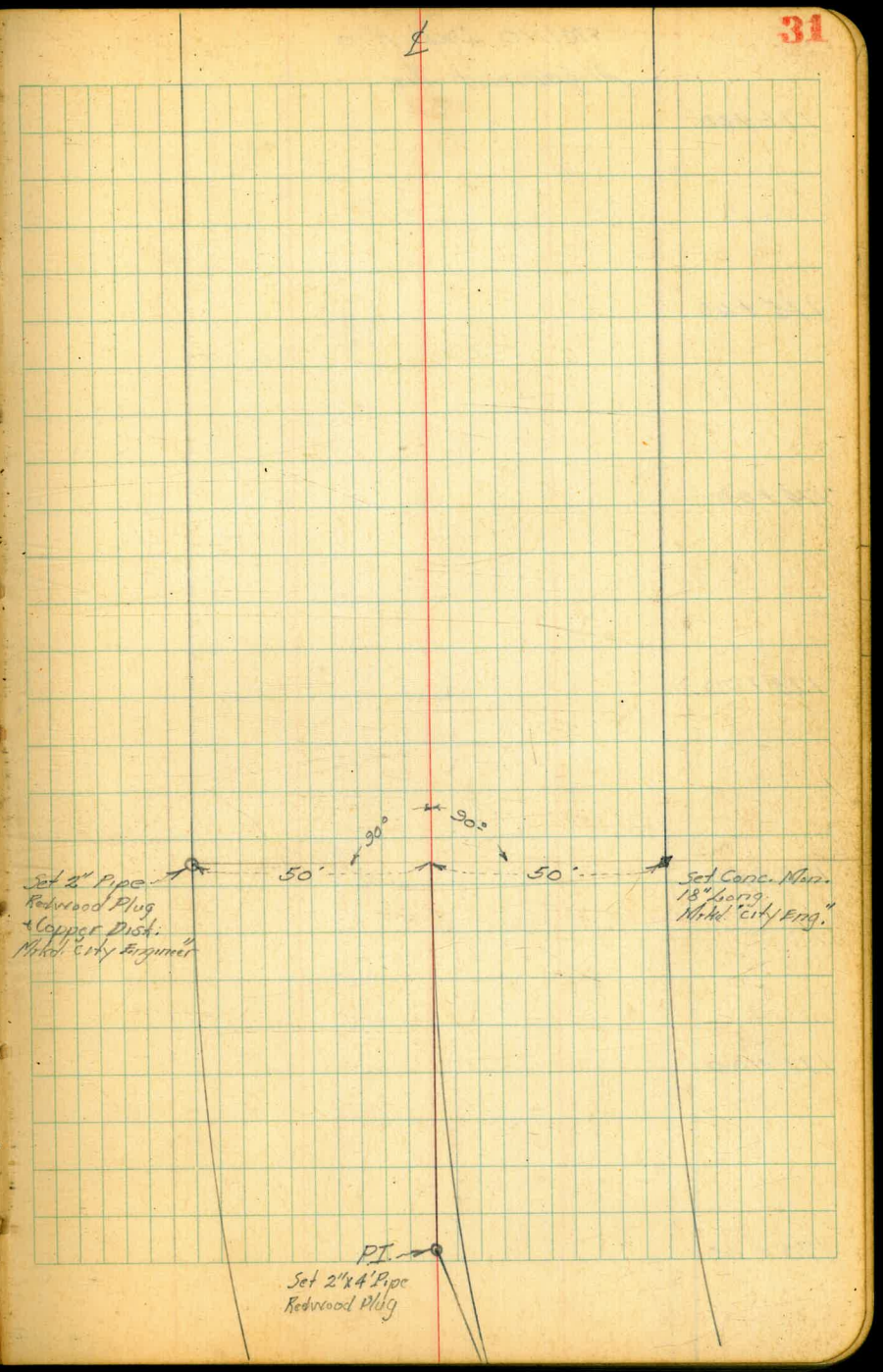
167+00

166+00
= 165+68.35 = old E.C. Map #5650 - L street
165+68.53 } = This is now P.O.T.

165+68.35 = E.C.

165+00

164+00



CAMINO DEL RIO
Alignment Tie

176+00

175+00

174+00

173+00

172+00

171+00

170+00

℄

50' 50'

Walker
Bliss
Isbell 1-7-41

CAMINO DEL RIO

Alignment Ties

+32.04 = BC.

182+00

181+00

+41.48 = P.I.

$\Delta = 22°07'$

$D_R = 1000'$

$L_{ST.} = 195.44'$

$D_L = 386.00'$

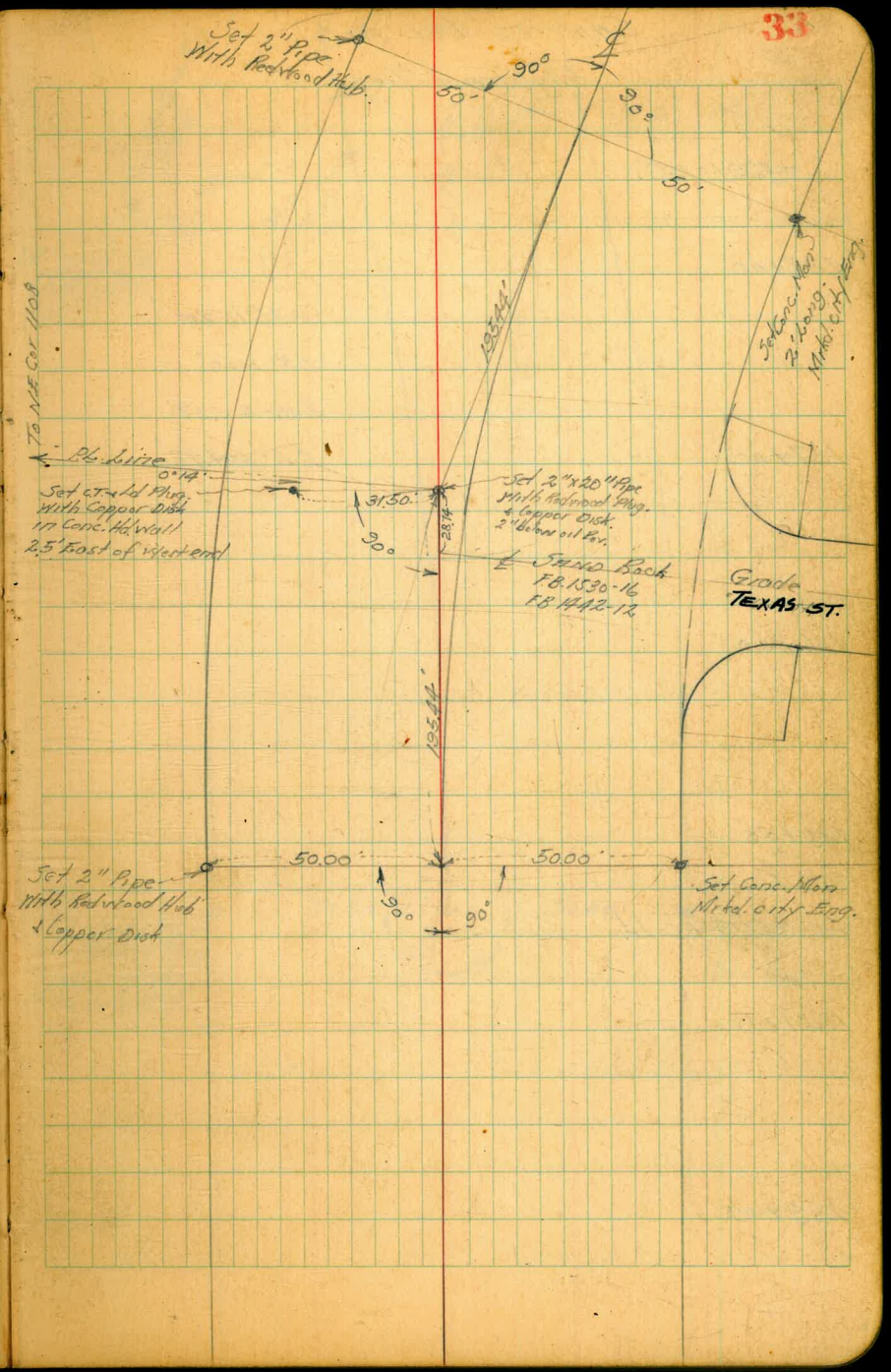
180+00

179+00

+46.04 = B.C. Rt.

178+00

177+00



CAMINO DEL RIO

Alignment Ties

+49.91 = E.C.

188+00

$\Delta = 23°11'20"$

$L.R. = 1000'$

$L.ST. = 205.17'$

187+00 $L.L. = 404.72'$

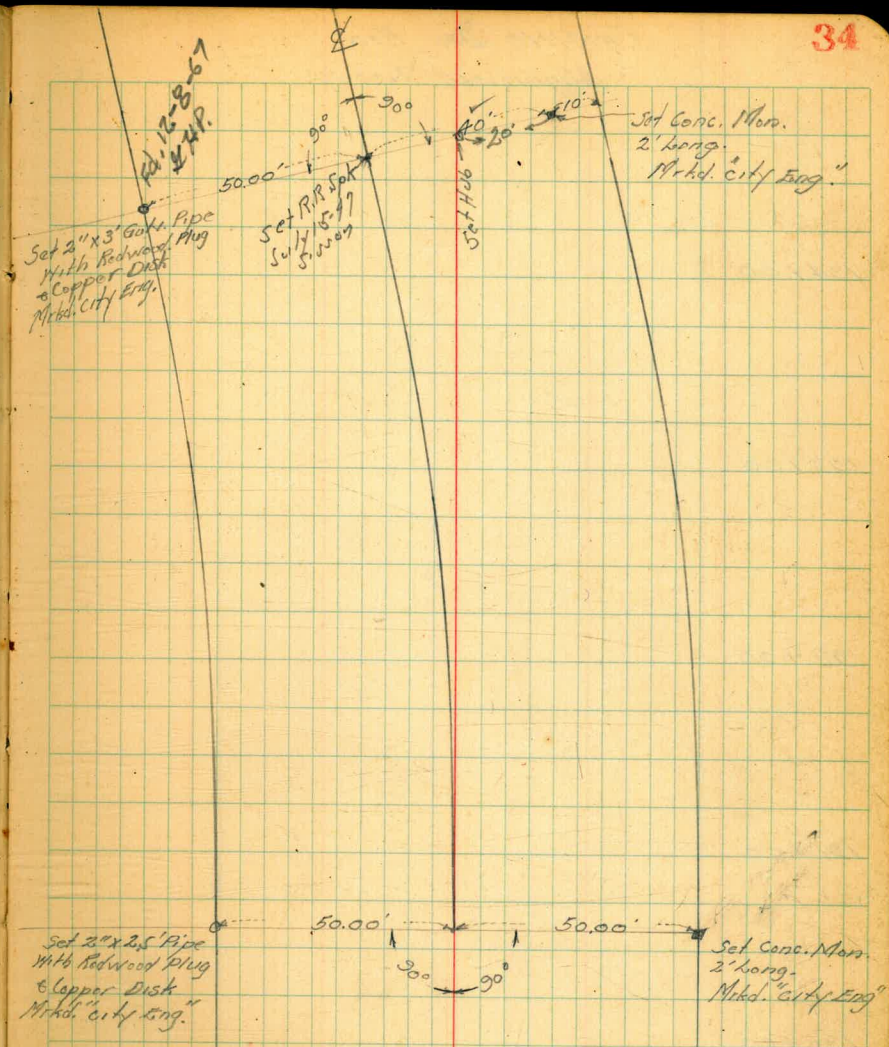
186+00

185+00

+45.19 = B.C. Lt.

184+00

183+00



CAMINO DEL RIO
Alignment Ties

194+00

193+00

192+00

191+00

190+00

189+00

℄

50' 50'

CAMINO DEL RIO

Alignment Ties Δ 6°20' Turned

Δ R = 1600'
Δ L = 176.86'
Δ ST. = 88.52'

201+00

200+44.80 = P.C. Rt.

200+00

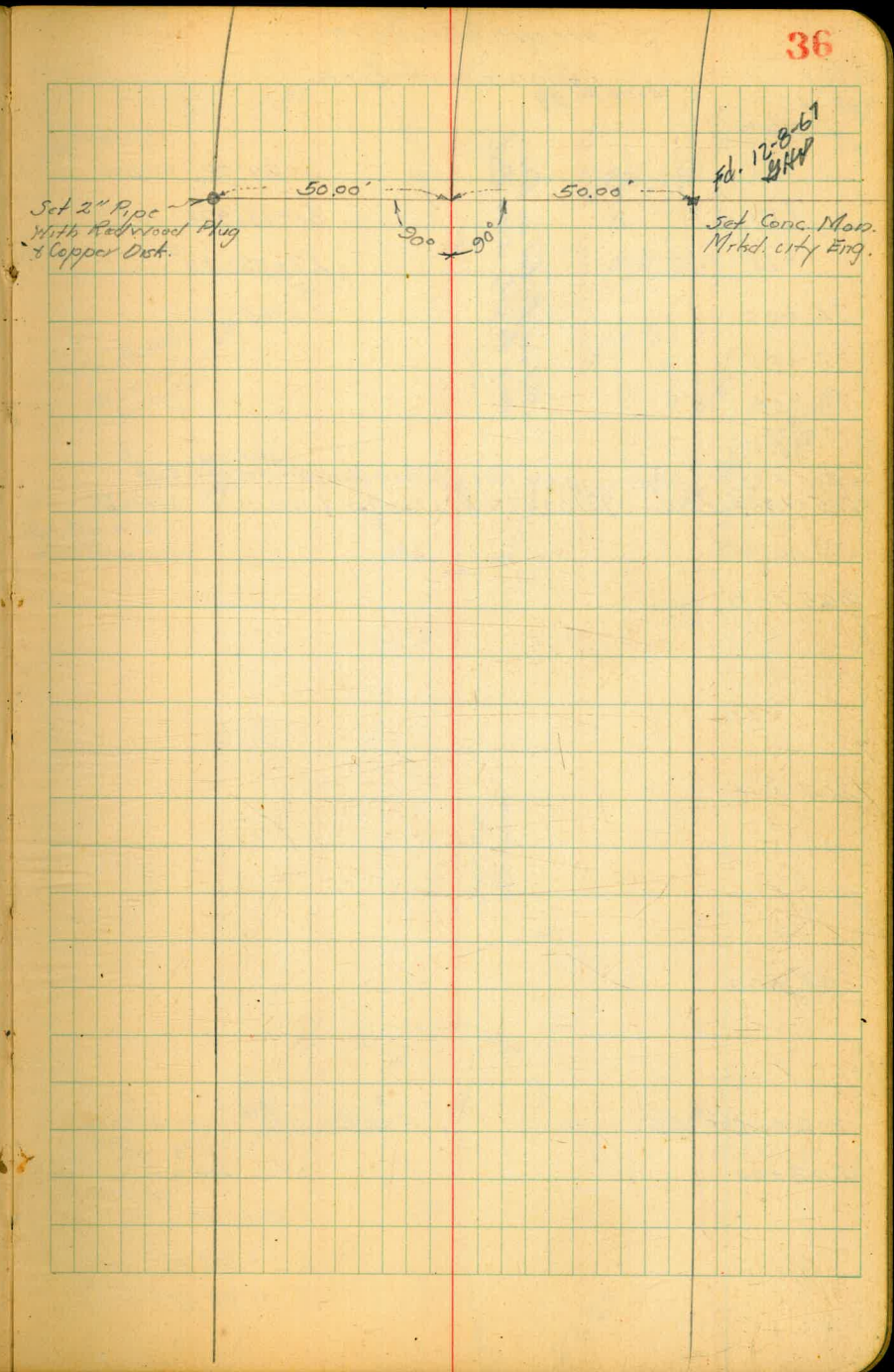
199+00

198+00

197+00

196+00

195+00



Walker
Bliss
Isbell
1-7-41

CAMINO DEL RIO
Alignment Ties

Cont P 38

Stations are from East from this B.C. to Bolde with original tie. F.B. 1530-73 (729.95) Country = T.B. 727.69-73 Road Survey 2.10-43

Stations Backed in from here to city Line East

71+00
+25
+50
+75
72+00
72+25
72+50
72+75

= 205+35.51 = Map.
205+35.44 = B.C. = 73700.77 from East. (Book 1530-P.73 = 727.99.62)

(Stations decreasing to East)

Use this station East

205+00

204+00

203+00

202+21.66 = E.C.

202+00

(20°08' = Map)

Δ = 20°09' = turned
L.R = 1869.74'
L.T = 332.21'
L.L = 657.56'

Δ = 6°20'
L.R = 1600'
L.L = 176.86'
L.S.T. 88.52'

Copied = 11°03'

50'
50'
+ to E.C.
657.56'
207.73' to P.I.
Fd. Conc. Mon
112.64'
N
52.98'
107°13' Turned.
124.49'
old City Boundary
Fd. C.T. + Ld in top conc. Post
Fd. 12-8-67 B.M.
50.00'
50.00'
Fd = 1" Iron Pipe Set Plug in Stone with Copper Disk
90°
90°
Set Conc. Mon 2' Long Mrkd. City Eng
313.78' Measured
90°
90°
Set C.T. Ld Plug with Copper Disk in Concrete wall of old Tank
42.50'
50.00'
Set Conc. Mon. Mrkd. City Eng.
72.59

Camino Del Rio
Alignment Ties.

Cont P-39

65+00

242.85'

66+00

66+43.21 = B.C. City Sta. from Old Town. 211+93.00

67+00

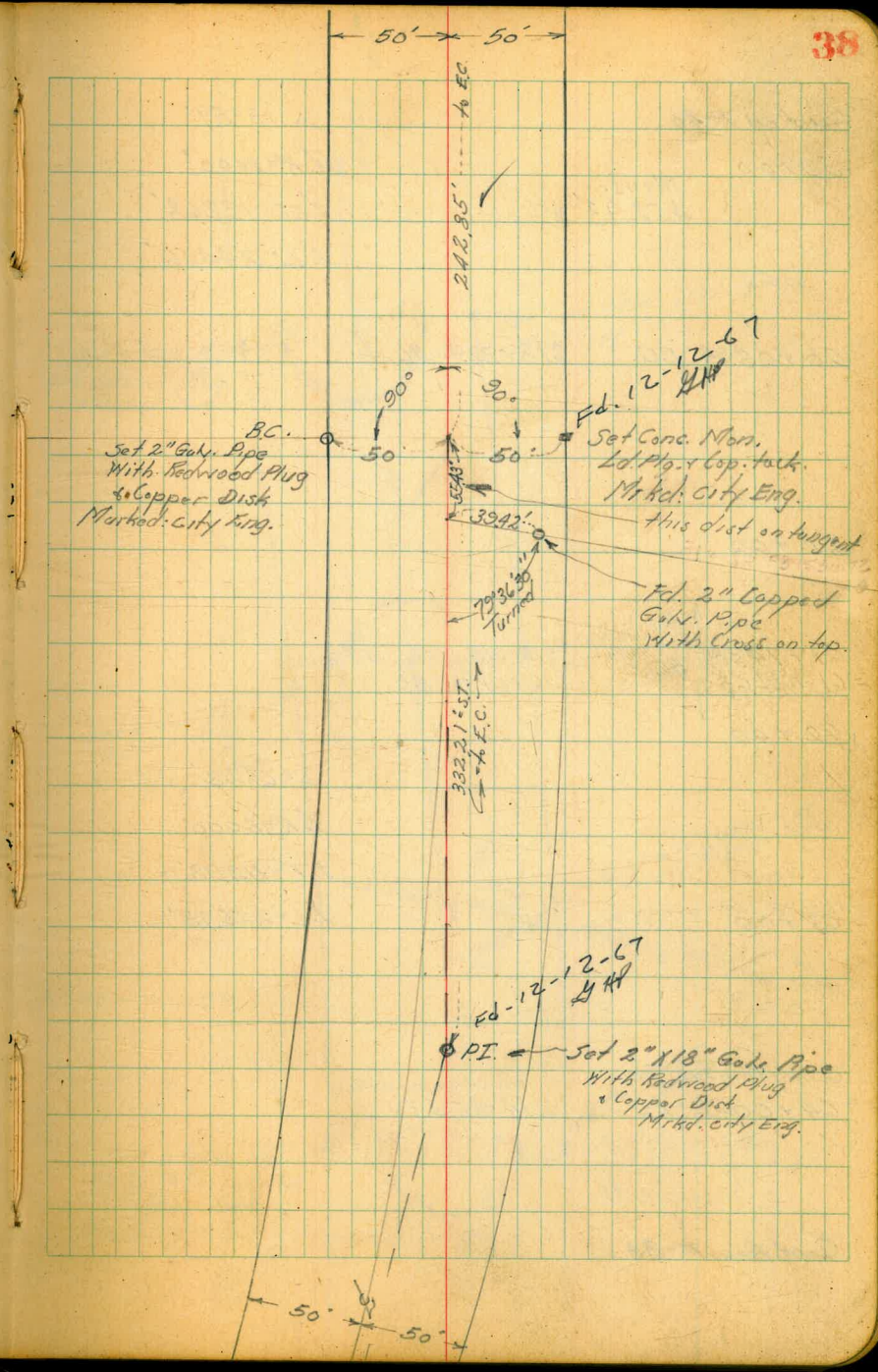
68+00

Δ = 20°09'
R = 1869.74'
T = 332.21'
L = 657.56'

69+00

70+00

Cont. from P-37



Cont on P-40

59+00

Meas.
452.93' V

Δ 13°59'
℄ R=1000'
℄ ST=122.68'
℄ L=244.06'

60+03.94' = E.C.

218+32.02 = BC

61+00

61+74.38' BC
= 61+74.63'

city station from old Terra.
216+61.58 = E.C.

62+00

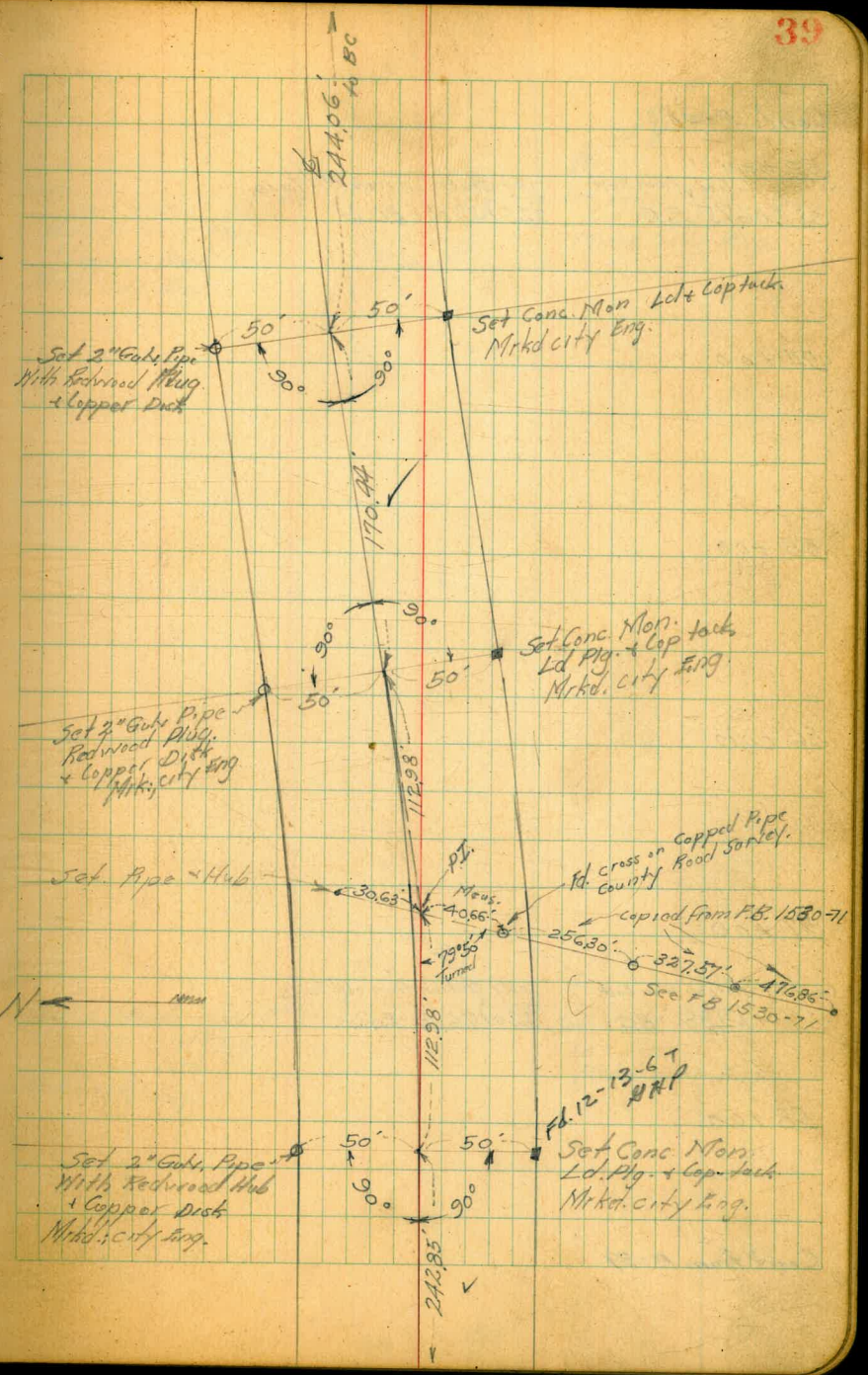
Δ = 6°28'
℄ R=2000'
℄ T=112.98'
℄ L=225.73'

63+00

County from East
= 64+00.36 = E.C. =

city station from old Terra.
214+35.85 BC

Cont. from P-38



Cont. P-41

53+00

County Station from East — city station from old town

53+06.95 = E.C. — 225+29.01 = B.C.Lt.

54+00

55+00

56+00

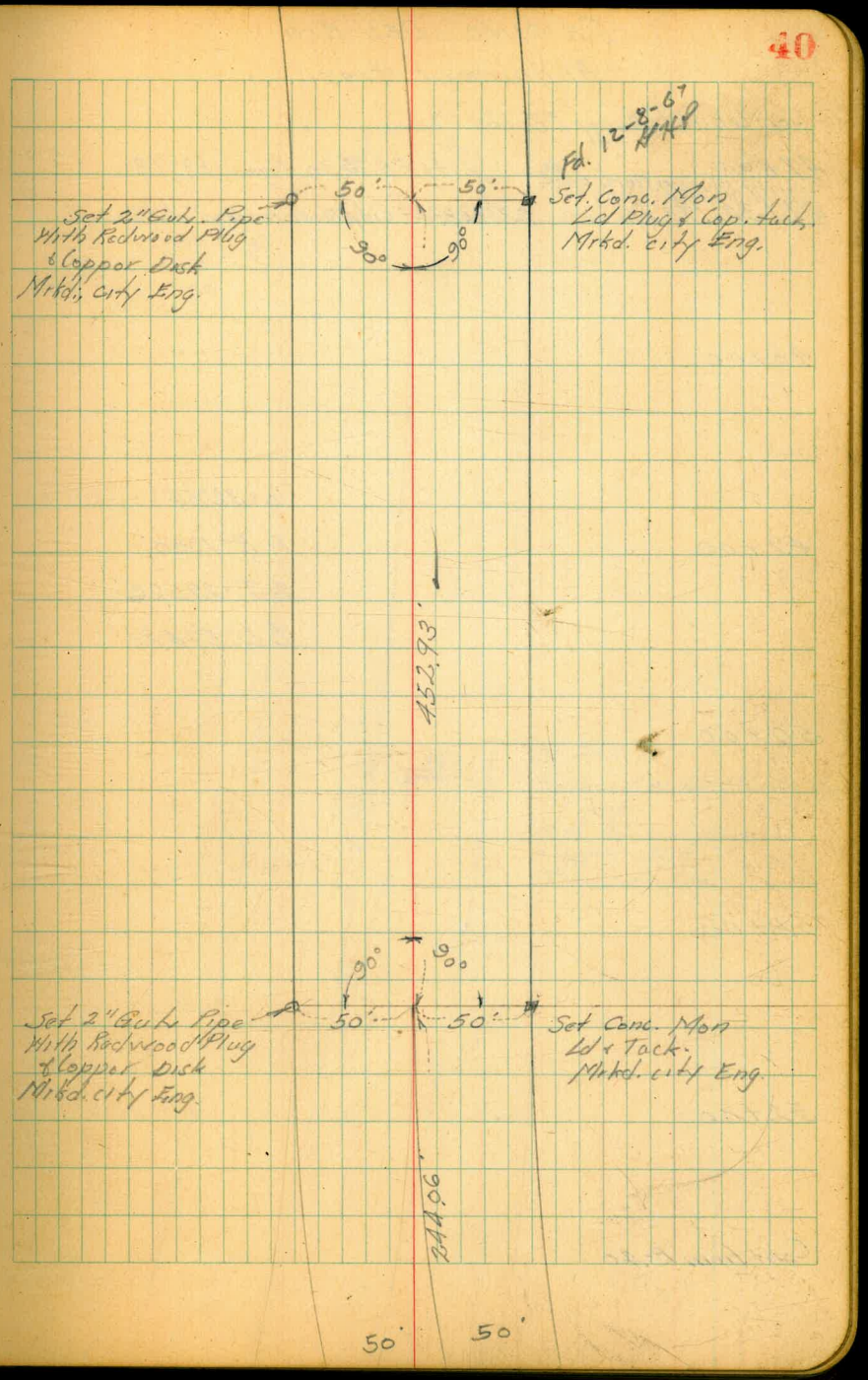
57+00

County Station from East — city station from old town

37+69.88 = B.C. — 220+76.08 = E.C.

58+00

Cont from P-39



CAMINO DEL RIO
Alignment ties

Continued County F.B. 727-9

47+00 County Station from East — City F.B. 1530 Pages 69-73

47+32.74 = B.C. — 231+03.22 = city station from del Tosco

48+00

49+00

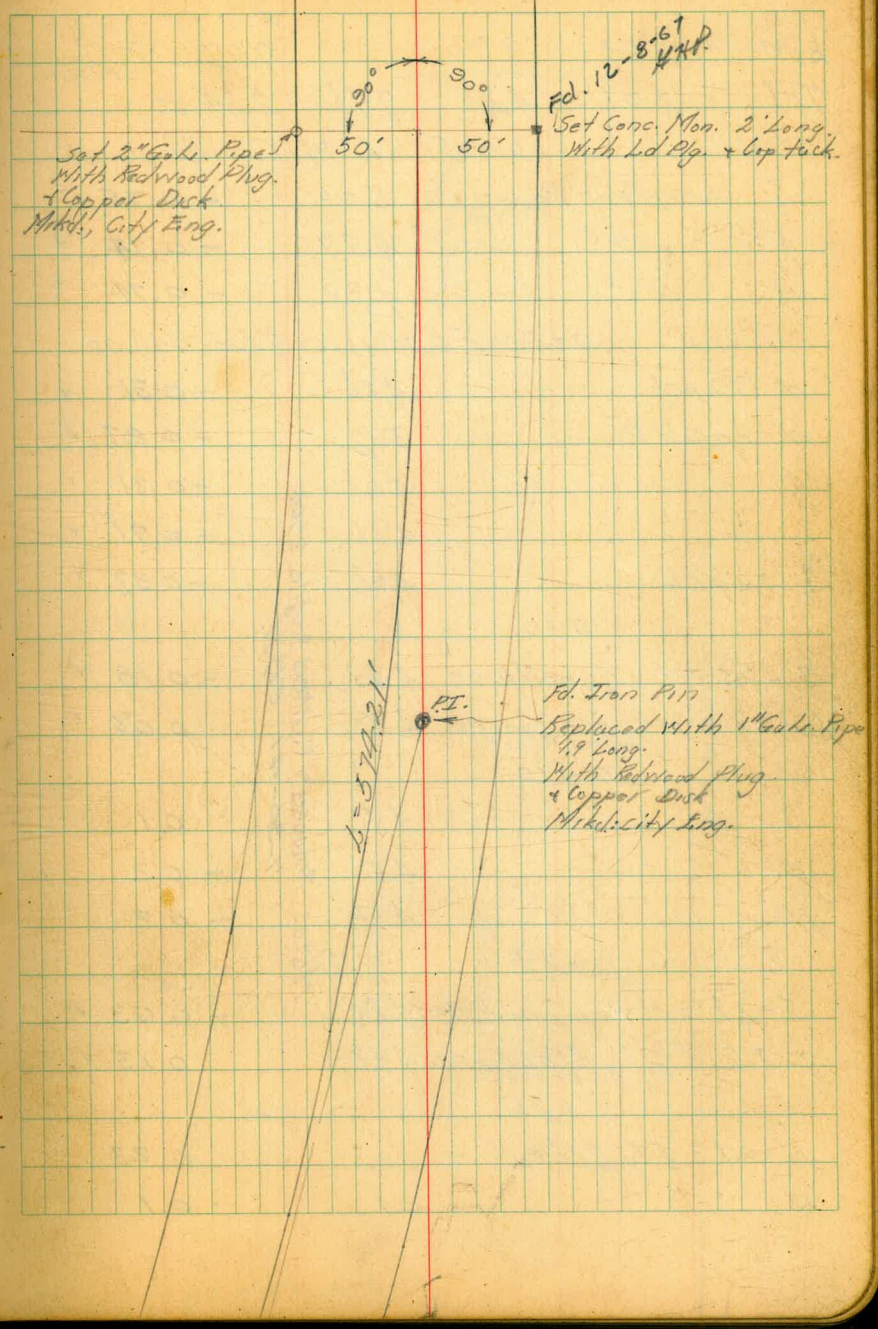
Δ = 32°54'
L R = 1000'
L T = 295.26'
L L = 574.21'

50+00

51+00

52+00

Cont. from P-40



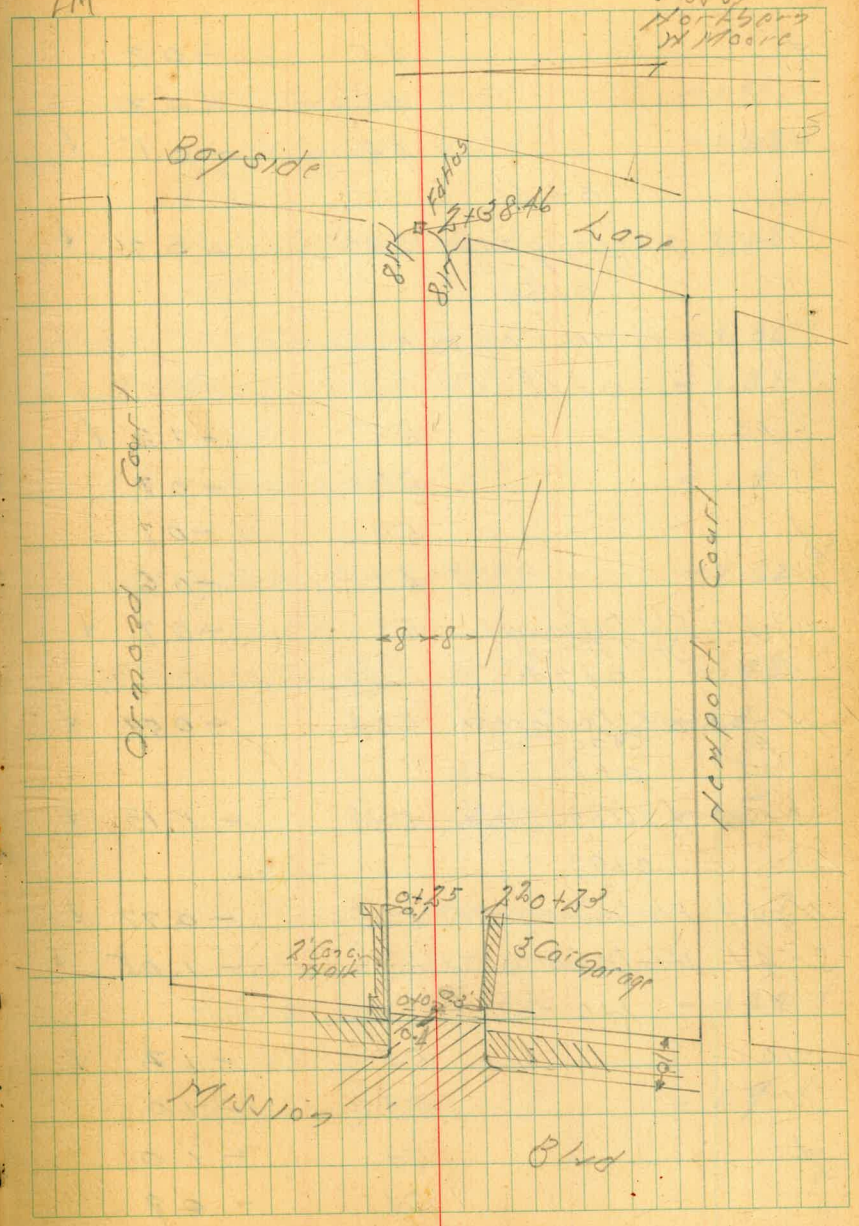
Cross Section Alley Block 163 Mission Beach
From Mission Blvd to Bayside Court

BM	2.63	9.70		7.07	SW BP San Juan Seawall
TP	2.01	4.25	7.46	3.21	
		0+10 = FC & L Mission Blvd			
S	on New Paving		5.00	-0.75	✓
℄	" " "		4.99	-0.74	✓
N	" " "		4.99	-0.74	✓
		0+0 = FL Mission Blvd on Diag			
N	Top Cb		4.56	-0.31	✓
N	on old Paving		5.12	-0.87	✓
℄	" " "		5.06	-0.81	✓
S	" " "		5.16	-0.91	✓
S	Top Cb		4.62	-0.37	✓
		0+0			
S	+0.3 = W/y Conc Apron		4.43	-0.18	✓
S	-0.8 = W/y 3 Car Garage Conc Floor		4.19	0.06	✓
		0+10			
S			4.2	0.1	
℄			4.5	-0.2	
N			4.5	-0.2	
		0+23			
S	-2.2 = N El/ Conc Apron		4.28	-0.03	✓
S	-3.8 = El-18 3 Car Garage Conc Floor		4.12	0.13	✓
		0+25			
N	-0.1 = El/ 2' Conc Walk		4.02	0.23	
N			4.4	-0.1	

Notes Reduced & Platted Profile 2904
7-30-41 C.B.A.

Indexed
LM

July 28-41
S.I.S.Co
Mr. Asbury
Mr. Moore



Cross on Mission & Broadway

4+25

℄	4.5	-0.2
℄	4.5	-0.2
+10	4.4	-0.1 ✓
0+41		
N-3.2=W ly Do Garage Dirt Floor	5.0	-0.7 ✓
0+54		
S=S ly Power Tel. Pole		
0+62		
-10	5.5	-1.2 ✓
℄	5.0	-0.7
℄	5.0	-0.7
N	4.9	-0.6
+3.4=E ly Do Garage Dirt Floor	5.0	-0.7 ✓
0+74		
N-2.4=W ly Do Garage Conc. Floor	5.04	-0.79 ✓
0+85		
S-0.3=℄ 1.6 Conc. Walk	5.38	-1.13 ✓
0+92		
N-2.4=E ly Do Garage C.F.	5.02	-0.77 ✓
S-4.1=W ly Do Garage C.F.	5.30	-1.05 ✓
1+0		
-10	5.5	-1.2 ✓
N	5.3	-1.0
℄	5.3	-1.0
℄	5.4	-0.9

4+25

1+06		
N-0.2=S W ly Conc Apron	5.56	-1.31 ✓
N-2.8=W ly Do Garage Conc. Floor	5.53	-1.28 ✓
1+10		
S-4.1=E ly Do. Garage C.F.	5.33	-1.08 ✓
1+22		
N-0.2=S E ly Conc Apron	5.61	-1.36 ✓
N-2.8=E ly Do Garage C.F.	5.56	-1.31 ✓
1+32		
N-2.8=℄ Garage Dirt Floor	5.7	-1.4 ✓
1+43		
N-4.2=℄ Garage Conc. Floor	5.87	-1.62 ✓
1+51		
-52=℄ Garage Conc. Floor	5.73	-1.48 ✓
S	5.8	-1.5
℄	5.8	-1.5
N	5.8	-1.5
1+73		
S+0.4=S ly Power Tel Pole		✓
1+78		
N-3.2=℄ Garage Wood Floor	5.49	-1.24 ✓
1+83		
S-6.2=℄ Garage Dirt Floor	6.2	-1.9 ✓

4+25

2+10

-10	5.9	-1.6 ✓
"	5.8	-1.5
4+25	6.0	-1.7
5	6.0	-1.7
+10	6.0	-1.7 ✓

2+21

-10	6.3	-2.0 ✓
5	5.9	-1.6
4+21	5.9	-1.6
" = 5' Fly Conc Apron	5.96	-1.71 ✓
+10 = " Fly Do Garage C.F.	5.69	-1.41 ✓

2+36

" 5' Fly Conc Apron	5.88	-1.63 ✓
" -10 = Fly Do Garage Conc Flow	5.68	-1.43 ✓

2+38.46 = " Bayside Lane or Drop

"	5.6	-1.3
4+25	5.8	-1.5
5	5.8	-1.5
+10	6.0	-1.7 ✓

Xsec A ST. 80' wide 14 curbs 13 1/4s — 8-7-41.
33d to 34th — Moore Osborne Sveimoe

Ash
Felton

SW. Mon.	1.73	203.72		201.99
T.P.	0.55	191.67	12.60	191.12
T.P.	1.40	186.11	6.96	184.71

E.L. 33d = 0+00

N		8.3	177.8
c6		9.3	176.8
1/4		11.3	174.8
C		13.5	172.6
1/4		15.8	170.3
c6		17.6	168.5
S		20.6	165.5
+20		24.8	161.3
	0+40		
-20		24.6	161.5
-10		24.0	162.1
S		21.1	165.0
c6		16.1	170.0
1/4		13.2	172.9
C		11.7	174.4
+8		6.7	179.4
1/4		6.5	179.5
c6		6.2	179.9
N		5.7	180.4

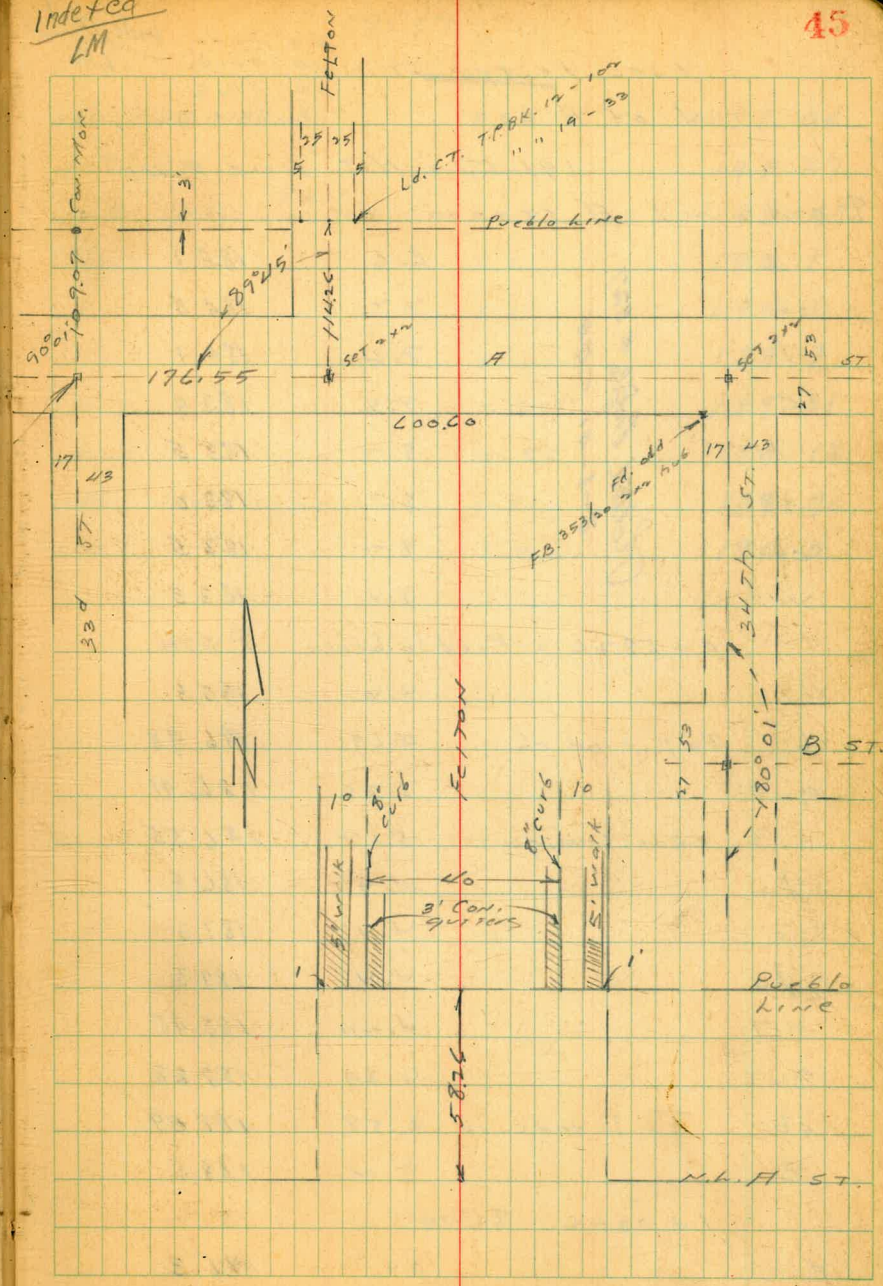
Plotted 8-8-41 CBH

Contd. P+7

Feb. 41. Sisson Fd. HUB O.K. Clover Party destroyed this HUB & reset a new HUB by Moore

Indexed LM

45



Indexed
LM

Xsec FELTON ST = 60' wide
10' curbs
10' 1/4s
3' CEM GUT, S
N of A ST

191.67 = H.I. from P.W.S

℄ STA. = N.L A ST = 0+10

Plotted Profile # 5337
8-8-41 CBH

E		6.6	185.1
cb		7.2	184.5
1/4		7.6	184.1
C		7.8	183.9
1/4		8.2	183.5
+8		8.7	183.0
cb		8.2	183.5
W		8.4	183.3
	0+58.26 = Poolehine ℄ STA.		
W		4.4	187.3
cb	Top end cb	4.69	186.98
GUT		5.26	186.41
+3	edge Con. GUT	5.12	186.55
1/4		4.9	186.8
C		4.4	187.3
1/4		4.4	187.3
+7	" " "	4.22	187.45
GUT		4.39	187.28
cb	Top end curb	3.58	188.09
E		3.2	188.5
	1+03.26 ℄ STA		
E		0.4	191.3

191.67

46

cb	Top cent.	2.63	191.04
GUT		1.40	190.27
+3	edge Con. GUT	1.20	190.47
1/4		1.6	190.1
C		1.6	190.1
1/4		2.0	189.7
+7	" "	2.36	189.31
GUT		2.55	189.12
cb	Top Cent.	1.91	189.76
W		1.7	190.0

IMPMTS on A ST.

0+28.5

N	6.2	179.9
N – 7.6 & 3' Cem. walk	5.57	180.57

0+46.5

N	5.3	180.8
N – 20.7 & Cem. apron	4.20	181.91
N – 24.7 & S.W. cor	3.71	182.41 Cem. floor

0+72.5

N	4.0	182.1
N – 7.6 & 3' Cem. walk	3.08	183.03

0+90.5

N	3.0	183.1
N – 20.7 & Cem. apron	1.80	184.31
N – 24.7 & S.W. cor.	1.43	184.68 Cem. floor

0+65 Cont. xsec of A St. from P. 45

N	4.3	181.8
c6	5.1	181.0
1/4	5.6	180.5
+9	5.6	180.5
C	7.3	178.8
1/4	15.4	170.7
c6	16.4	169.7
S	18.5	167.6
+20	21.1	165.0

0+75

– N.5	23.4	162.7
S	21.9	164.2
c6	18.9	167.2
1/4	12.0	174.1
C	5.5	180.6

0+85

– N0	19.1	167.0
S	15.4	170.7
c6	17.6	168.5
1/4	8.1	178.0
+8	4.0	182.1
+10	4.2	181.9
C	4.2	181.9
1/4	5.1	181.0
c6	4.4	181.7
N	3.1	183.0

1+03.55 w/ Felton to North

N	2.8	183.3
c6	4.0	182.1
1/4	4.6	181.5
C	4.9	181.2
7.10	5.1	181.0
1/4	4.4	181.7
+9	9.4	176.7
c6	9.8	176.3
S	11.2	174.9
+20	14.2	171.9

186.11

1+33.55 & Felton

-10		7.4	178.7
S		6.9	179.2
cb		6.0	180.1
1/4		5.0	181.1
c		4.3	181.8
1/4		3.8	182.3
cb		3.1	183.0
N		2.2	183.9

1+63.55 E & Felton to North

1-1		0.9	185.2
cb		2.2	183.9
1/4		2.9	183.2
c		3.6	182.5
1/4		3.8	182.3
cb		3.5	182.6
S		3.0	183.1
T.P.	6.88	191.59	1.40	184.71

2+00

S		5.7	185.9
cb		5.5	186.1
1/4		5.5	186.1
c		5.6	186.0

191.59

1/4		5.2	186.4
cb		5.2	186.4
+5		4.9	186.7
+10		2.5	189.1
N		1.9	189.7

2+25

N		0.5	191.1
+#		0.6	191.0
+10		2.6	189.0
cb		2.7	188.9
1/4		3.0	188.6
c		3.1	188.5
1/4		2.6	189.0
cb		2.8	188.8
S		3.5	188.1

2+50

S		2.8	188.8
cb		2.3	189.3
1/4		2.0	189.6
c		2.3	189.3
1/4		1.6	190.0
cb		1.0	190.6
N	+ 0.2		191.8

2+75

N		1.2	190.4

191.59

cb		2.0	189.6
1/4		2.6	189.0
c		2.7	188.9
1/4		2.7	188.9
cb		2.7	188.9
s		2.8	188.8
	3+00		
s		5.2	186.4
cb		5.4	186.2
1/4		5.7	185.9
c		5.5	186.1
1/4		5.6	186.0
cb		4.6	187.0
n		4.5	187.1
	3+50		
n		10.8	180.8
cb		11.5	180.1
1/4		12.0	179.6
c		12.3	179.3
1/4		12.4	179.2
cb		11.9	179.7
s		10.9	180.7
T.P.	0.87	180.03	12.63	179.16

180.03

4+00		
s	4.9	175.1
cb	5.8	174.2
1/4	6.7	173.3
c	7.3	172.7
1/4	7.6	172.4
cb	6.7	173.3
n	5.8	174.2
4+25		
-10	9.7	170.3
n	10.8	169.2
cb	12.0	168.0
1/4	12.7	167.3
c	12.3	167.7
1/4	10.9	169.1
cb	10.6	169.4
s	8.0	172.0
4+50		
s	8.1	171.9
cb	11.0	169.0
1/4	13.6	166.4
c	16.1	163.9
1/4	18.6	161.4
cb	21.1	158.9
n	17.5	162.5
+10	13.0	167.0

5+00			
-15	26.4	153.6	
N	29.8	150.2	
c6	27.6	152.4	
1/4	23.6	156.4	
C	18.8	161.2	
1/4	15.7	164.3	
c6	12.2	167.8	
S	8.7	171.3	
5+50			
S	11.1	168.9	
c6	14.8	165.2	
1/4	18.0	162.0	
C	21.4	158.6	
1/4	27.5	152.5	
c6	32.6	147.4	
N	37.8	142.2	
+4	38.7	141.3	
+20	33.2	146.8	
6+00.6 W.L 34TH ST to South			
-20	41.2	138.8	
-7	46.6	133.4	
N	45.4	134.6	
c6	37.4	142.6	
1/4	32.5	147.5	

C		27.3	152.7	
1/4		21.2	158.8	
c6		17.6	162.4	
S		14.0	166.0	
T.P.	12.62	191.78	0.87	179.16
T.P.	12.94	202.27	2.45	189.33
T.P.	4.30	205.20	1.37	200.90
check to Orig. B.M.		3.20	202.00	201.99
				0.01

Cross Section of Streets & Alleys in Fanuel Square

See Tie point Book 20 page 50 Map 2146

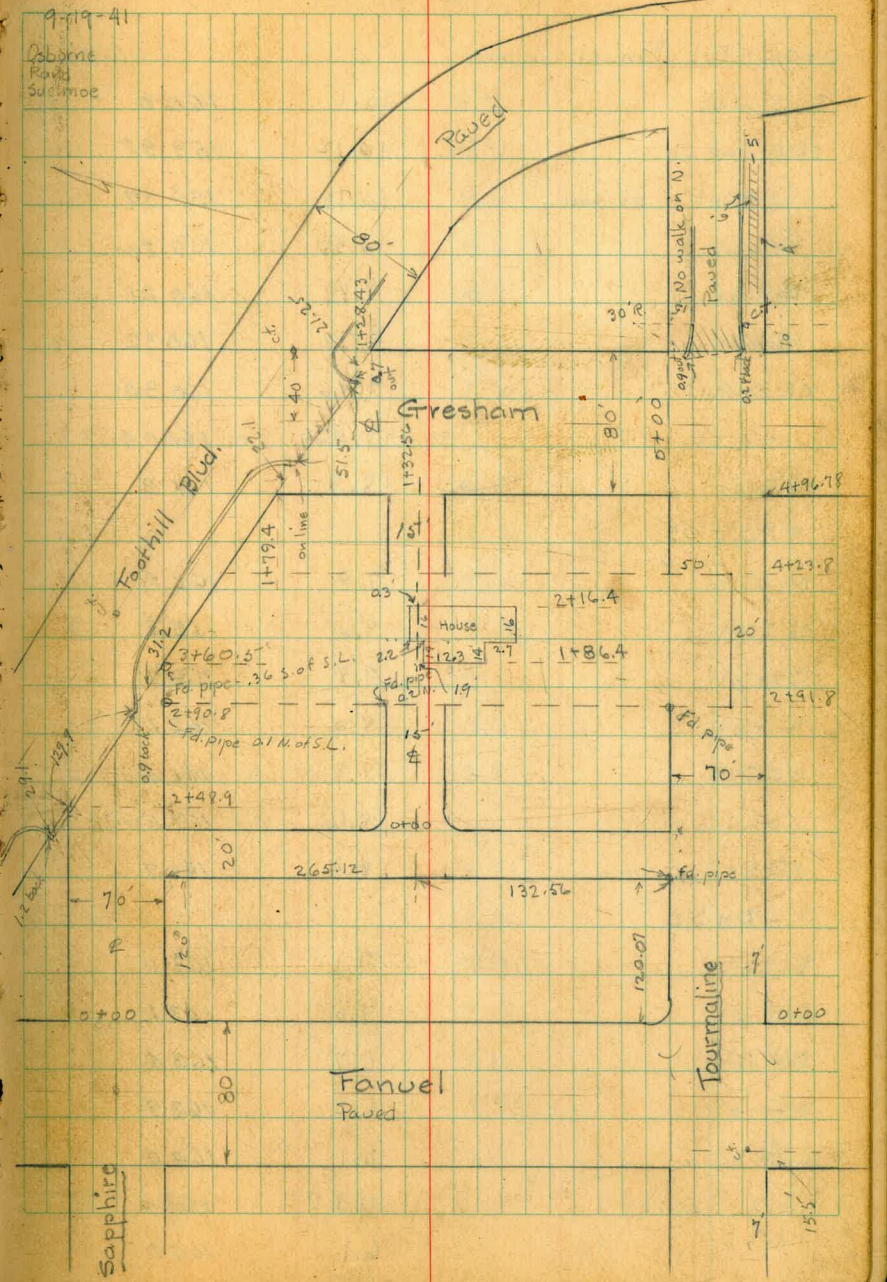
51

Tourmaline – 70' st. – 15' cbs. 40' Rdw. 10' ¼

Indexed LM

B.M. S.W. 7' ct Ingram + Berl			125.08	
	13.09	138.17	0.34	137.83
	6.17	144.00	4.03	139.97
	11.97	151.94	0.22	151.72
	12.72	164.44	0.50	163.94
	12.53	176.47	3.53	172.94 = 7' pt. S.E. = Tour. & Gresham Pipe W.L. Alley N.E. Tour.
	4.05	176.99	10.00	166.99 = ct. in fb. S.W. cor Tour. & Fanuel 7' = 15.5
	3.11	✓170.10	11.55	158.55 = 158.55' – check – from big Bench Book
0-20 = E. cb. of Fanuel – paved – Cem.				
S-5 = p.c. of Ret. 20' Rad. – top cb.			11.12	158.98
gut. on cone.			11.69	158.51
S.L. " "			11.61	158.49
S. cb. " "			11.32	158.78
E			10.94	159.16
N. cb.			10.57	159.53
N.L.			10.24	159.86
+5' = pc. of Ret. 20' R gut.			10.12	159.98
Top cb.			9.66	160.44
Half way around Returns.				
N. – Top cb			9.71	160.39
gut.			10.30	159.80
S – gut.			11.24	158.86
Top cb.			10.73	159.37

Red'n Plot on profile 2551 9-19-41 CBH



170.10

0+00 = E.L. Fanuel – on pave.			
S		10.1	160.0
cb. – top cb.		10.12	159.98
gut	on pav	10.73	159.37
1/4	" "	10.30	159.80
℄	" "	9.89	160.21
1/4	" "	9.78	160.32
cb. – gut	" "	9.76	160.34
top cb.		9.06	161.04
N.		8.9	161.2
0+05			
N		7.4	162.7
cb		7.6	162.5
1/4		7.8	162.3
℄		8.0	162.1
1/4		8.7	161.4
cb		8.6	161.5
S		8.4	161.7
0+50			
S		7.1	163.0
cb		7.0	163.1
1/4		6.7	163.4
℄		6.2	163.9
1/4		6.1	164.0
cb		6.1	164.0
N		6.1	164.0

170.10

1+00			
N		3.9	166.2
cb		4.2	165.9
1/4		4.6	165.5
℄		4.6	165.5
1/4		4.7	165.4
cb		5.2	164.9
S		5.2	164.9
1+20 = opp. W.L. Alley to N.			
S		4.5	165.6
cb		4.4	165.7
1/4		4.0	166.1
℄		3.9	166.2
1/4		3.6	166.5
cb		3.3	166.8
N. = W.L. Alley N.L. Tour.		3.1	167.0
1+40 = E.L. Alley. on N			
N		2.3	167.8
cb		2.4	167.7
1/4		2.7	167.4
E		2.9	167.2
1/4		3.1	167.0
cb		3.7	166.4
S.		3.9	166.2
T.P.	9.49	177.54	2.05 168.05

177.54

2+00		
S	9.4	168.1
cb	9.3	168.2
1/4	8.9	168.6
℄	8.7	168.8
1/4	8.5	169.0
cb	8.0	169.5
N.	7.5	170.0
2+50		
N	6.0	171.5
cb	6.6	170.9
1/4	6.8	170.7
℄	6.9	170.6
1/4	7.4	170.1
cb	7.6	169.9
S.	7.9	169.6
2+91.8 - W.L. of large Lot in st.		(see sketch)
S	6.9	170.6
cb	6.4	171.1
+5 = S.L. Lot.	6.3	171.2
1/4	6.1	171.4
℄	5.7	171.8
1/4	5.2	172.3
cb	4.9	172.6
N	4.5	173.0

177.54

2+95		
N	4.1	173.4
cb	4.4	173.1
1/4	4.5	173.0
℄	4.8	172.7
1/4	4.8	172.7
+5	5.0	172.5
+8	6.3	171.2
cb	6.4	171.1
S	6.6	170.9
3+50		
S	5.3	172.2
cb	4.8	172.7
1/4	4.5	173.0
℄	3.8	173.7
1/4	3.5	174.0
cb	3.1	174.4
N	2.6	174.9
4+00		
N	1.3	176.2
cb	2.0	175.5
1/4	2.3	175.2
℄	2.7	174.8
1/4	3.0	174.5
cb	4.0	173.5
S.	4.6	172.9

177.54

4+23.8 = E.L. large lot in st.

S	4.9	172.6
cb	4.2	173.3
+5 = S.E. cor lot.	3.3	174.2
1/4	3.0	174.5
℄	2.7	174.8
1/4	1.9	175.6
cb	1.5	176.0
N.	0.8	176.7
T.P.	3.79	173.75

11.48 185.23

4+50

N	9.0	176.2
cb	10.0	175.2
1/4	10.5	174.7
℄	11.1	174.1
1/4	11.9	173.3
cb	12.7	172.5
S	12.7	172.5

4+96.78 = W.L. Gresham

S	11.0	174.2
cb.	10.7	174.5
1/4	10.5	174.7
℄	10.0	175.2
1/4	9.9	175.3
cb	9.5	175.7
N	9.2	176.0

185.23

5+16.78 = W.cb. Gresham

N	9.0	176.2
cb	9.4	175.8
1/4	9.5	175.7
℄	9.8	175.4
1/4	10.2	175.0
cb	10.4	174.8
S	11.0	174.2

5+36.78 = ℄ Gresham

S	11.7	173.5
cb	10.9	174.3
1/4	10.8	174.4
℄	10.4	174.8
1/4	9.7	175.5
cb	9.2	176.0
N.	8.9	176.3

5+56.78 E. cb.

N.	8.9	176.3
cb	9.2	176.0
1/4	9.9	175.3
℄	10.2	175.0
1/4	10.6	174.6
cb.	10.6	174.6
S	10.7	174.5

185.23

5+75.78 = 1' W. of E.L. to show dirt on pave.

S	11.7	173.5
cb	11.7	173.5
1/4	11.7	173.5
℄	11.5	173.7
1/4	11.3	173.9
cb	11.4	173.8
N.	11.2	174.0

5+76.78 = E.L. Gresham

N	11.2	174.0

Note: 0.9' W. of E.L. Gresham.

+12.8 = end of cb. top	12.26	172.97
gut. on pav.	12.80	172.43
cb. " "	12.76	172.47
1/4	12.50	172.73
℄	12.48	172.75
1/4	12.72	172.51
cb	13.13	172.10
+1.4 = gut	13.16	172.07
End cb. + pav. 0.24' E. of E.L. top cb.	12.55	172.68
S	11.7	173.5

5+86.78 approx. p.c. of Ret. 30' R.

S. cb. top cb	12.35	172.88
gut.	12.97	172.26
℄	12.32	172.91
N. cb gut Top cb.	12.45	172.78
6+40 - N. gut	11.92 —	173.31
S gut	11.01 —	174.22
to show drainage	12.56 —	172.67

Gresham st. Tourmaline to Foothill Blvd.

80' st. 20' cbs 10 1/4"

Indexed LM

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← See other page 185.23

0+00 = N.L. Tourmaline

E	11.2	174.0
cb	8.9	176.3
1/4	8.8	176.4
℄	8.9	176.3
1/4	8.8	176.4
cb	9.0	176.2
W	9.2	176.0

0+05

E	7.8	177.4
cb	8.6	176.6
1/4	8.6	176.6
℄	8.7	176.5

0+50

W	6.6	178.6
cb	7.1	178.1
1/4	7.3	177.9
℄	7.3	177.9
1/4	7.3	177.9
cb	7.1	178.1
E.	6.6	178.6

1+00

E	4.1	181.1
cb	4.4	180.8

Red. + Plotted 9-26-41 / Profile 2554 COH

185.23

¼		4.4	180.8
℄		4.5	180.7
¼		4.4	180.8
cb		4.4	180.8
W.		4.3	180.9

1+28.43 = E.L. Gresham + S.L. Foothill

W		2.6	182.6
cb		2.7	182.5
¼		3.0	182.2
℄		3.3	181.9
¼		3.3	181.9
cb		3.0	182.2
E		3.0	182.2

1+28.43 on diagonal at edge of pav.

E		3.0	182.2
+21.25 = end cb.	top cb.	3.09	182.16
	gut on pave	3.68	181.55
+12.87 W. = ¼	"	3.26	181.97
+12.87 W. = ℄		2.89	182.34
" " "	¼	2.75	182.48
" " "	gut on pav	2.83	182.40
end cb.	top cb.	2.20	183.03
+22.1 W. =	W.L. Gresham S.L. Foothill	0.7	184.5

1+39.2 = End of cb. + pav. on E. See dia. sect. for eleu.

1+53.9 = ℄ Gresham S.L. Foothill

W.		1.3	183.9

185.23

cb		1.8	183.4
¼		2.4	182.8
℄	on edge of pave.	2.89	182.34
T.P.		1.20	184.03

2.51 186.54

1+67.6 = End cb. + pav. on W. See dia. for eleu.

1+79.4 = W.L. Gresham + S.L. Foothill

W.		2.0	184.5

Cb. Return on W. 33 around - 4 parts

S. end on S.L. Foothill

Top cb		3.51	183.03
	gut	4.14	182.40
¼			
Top cb		3.33	183.21
	gut	3.90	182.64
℄			
Top cb		3.12	183.42
	gut	3.71	182.83
¼			
Top cb		2.91	183.63
	gut.	3.50	183.04

N. end = p.c. on S. cb. line of Foothill

Top cb		2.84	183.70
	gut.	3.38	183.16

186.54

cb. Return on E. 31.8' around - 4 parts

S. end - on S.L. Foothill

Top cb			4.38	182.16
gut.			4.99	181.55
1/4				
Top. cb.			4.38	182.16
gut.			4.97	181.57
℄				
Top			4.45	182.09
gut			5.06	181.48
1/4				
Top			4.52	182.02
gut			5.18	181.36

N. end - on p.c. on S. cb. line of Foothill

Top			4.70	181.84
gut			5.30	181.24
T.P.			3.97	182.57
	1.35	183.92	12.02	171.90
	1.85	173.75	6.76	166.99 = Alley pipe

See p. 51 check

Sapphire st. - Fanuel to Foothill Blvd.

70' st 15' cb.s 10' 1/4's.

Indexed LM

57

See other page 173.75

0-20 = E. cb. Fanuel - paved Conc.		
S-S = p.c. Ret. 20' Rad. - Top cb.	10.28	163.47
gut	10.89	162.86
S	10.85	162.90
cb.	10.79	162.96
℄	10.56	163.19
cb	10.54	163.21
N	10.45	163.30
N+5 = gut	10.37	163.38
P.C. Ret. 20' R. top cb.	9.66	164.09
Half way around Ret:		
N. - Top cb	9.26	164.49
gut	10.00	163.75
S - Top cb	9.45	164.30
gut	10.16	163.59
0+00 = E.L. Fanuel - on edge of pav.		
S	9.3	164.5
cb top	8.29	165.46
gut	8.93	164.82
1/4	8.71	165.04
℄	8.57	165.18
1/4	8.75	165.00
cb. gut	8.95	164.80
top cb.	8.33	165.42
N.	8.7	165.1

Red. + Plot. 9-24-41 C.B.H.

173.75

0+10			
N		6.9	166.9
cb		6.8	167.0
1/4		7.1	166.7
℄		7.2	166.6
1/4		7.4	166.4
cb		7.3	166.5
S		7.4	166.4
0+50			
S		5.7	168.1
cb		5.6	168.2
1/4		5.2	168.6
℄		5.0	168.8
1/4		5.0	168.8
cb		5.1	168.7
N		5.1	168.7
1+00			
N		3.4	170.4
cb		3.5	170.3
1/4		3.4	170.4
℄		3.5	170.3
1/4		3.7	170.1
cb		3.6	170.2
S		3.6	170.2

173.75

1+20 = W.L. Alley on S.			
S		2.9	170.9
cb		2.8	171.0
1/4		2.6	171.2
℄		2.6	171.2
1/4		2.6	171.2
cb		2.7	171.1
N		2.6	171.2
1+40 = E.L. Alley on S.			
N		1.4	172.4
cb		1.6	172.2
1/4		1.8	172.0
℄		1.8	172.0
1/4		1.7	172.1
cb		1.8	172.0
S		2.1	171.7
T.P.		2.08	171.67
	12.02	183.69	
1+70			
S		10.7	173.0
cb		10.6	173.1
1/4		10.3	173.4
℄		9.8	173.9
1/4		9.5	174.2
cb		9.5	174.2
N		9.8	173.9

183.69

2+00		
N	8.3	175.4
cb	8.1	175.6
1/4	8.1	175.6
℄	8.0	175.7
1/4	8.1	175.6
cb	8.3	175.4
S	8.7	175.0
2+24.3 = End of cb. + pav. on W. See drag Sect. for Eleu.		
2+48.9 = N.L. Sapphire + S.L. Foothill		
S	5.8	177.9
cb	6.1	177.6
1/4	5.9	177.8
℄	5.8	177.9
1/4	5.9	177.8
cb	6.1	177.6
+10	6.4	177.3
N. on edge of pav.	7.80	176.89
29.85 = W.L. Large lot on S.		
S = N.W. Cor. Lot.	4.7	179.0
cb	4.3	179.4
1/4	4.2	179.5
℄	4.5	179.3
+7 = edge of pave	5.77	177.92
1/4 on pav.	5.79	177.90

183.69

3+04.7 = ℄ Sapphire + S.L. Foothill		
S	4.2	179.5
cb	4.1	179.6
1/4	3.9	179.8
℄ on edge of pav.	5.50	178.19
3+34 = End of cb + pav. on E.		
S	2.6	181.1
+11	2.6	181.1
cb	4.2	179.5
+ 0.7 = edge of pav.	4.58	179.11
3+60.5 = S.L. Sapphire + S.L. Foothill		
S.	1.8	181.9
Diagonal Sect. along edge of pav. - S.L. Foothill		
E = S.L. Sapp / S.L. Foothill	1.8	181.9
+31.2 W. = End cb. Top	4.27	179.42
gut	4.58	179.11
Roadway into 6 parts - 21.6'		
+21.6 = 1/6 on edge of pav.	5.10	178.59
+21.6 = 1/6 " " " "	5.64	178.05
+21.6 = ℄	6.26	177.43
+21.6 = 1/6	7.15	176.54
+21.6 = 1/6	8.13	175.56
+21.6 = End of cb. + pav. on W. gut	9.02	174.67
top cb.	8.49	175.20

183.69

Curb Return on W. 41' around - 4 parts

S. end - 1.2 S. of S.L. Foothill - See sketch

Top cb	8.49	175.20
gut	9.02	174.67
1/4		
Top	8.49	175.20
gut	9.01	174.68
℄		
Top	8.55	175.14
gut	9.09	174.60
1/4		
Top	8.74	174.95
gut	9.30	174.39

N. end - P.C. on S. cb. line Foothill

Top	9.06	174.63
gut	9.61	174.08

Curb Return on E. 51' around - 4 parts

S. end - 0.9 S. of S.L. Foothill

Top	4.27	179.42
gut	4.58	179.11
1/4		
Top	3.51	180.18
gut	4.04	179.65
℄		
Top	2.76	180.93
gut	3.44	180.25

1/4

Top	2.15	181.54
gut	2.85	180.84

N. end - P.C. on S. cb. line Foothill

Top	1.77	181.92
gut	2.38	181.31
check T.P. See p. 57	1.12	182.57

X-Sect. of N.+S. Alley in Fanuel Square 20' wide

From N.L. Tourmaline to S.L. Sapphire

Indexed LM

pipe - W.L. Alley + N.L. Tour. 166.99

1203 179.02 ✓

179.02

0+00 = N.L. Tourmaline

W	12.0	167.0
C	11.6	167.4
E	11.1	167.9
0+50		
E	10.3	168.7
C	10.6	168.4
W	11.0	168.0
1+00		
W	9.7	169.3
C	9.3	169.7
E	8.8	170.2

Red'd Plot 9-26-91 GBH

1+05.06 = P.C. of 20' prop. Rad. on E.

E	8.8	170.2
C	9.1	169.9
W	9.6	169.4

1+25.06 = S.L. 15' Alley on E.

W.	9.5	169.5
C	8.9	170.1
E	8.4	170.6

1+40.06 = N.L. 15' Alley on E.

E	8.4	170.6
C	8.9	170.1
W	9.3	169.7

1+60.06 = P.C. of 20' Prop. Rad. on E.

W	9.1	169.9
C	8.7	170.3
E	8.1	170.9
2+00		
E	8.0	171.0
C	8.6	170.4
W	8.9	170.1
2+32.		
W	8.7	170.3
C	8.2	170.8
E	7.7	171.3

2+65.12 = S.L. Sapphire

E,	7.4	171.6
C.	7.9	171.1
W.	8.2	170.8

Carry Same H.I. to next page for E & W. Alley

X-Sect. of E.&W. Alley in Fanuel Square 15' wide

From E.L. of N.&S. Alley to W.L. Gresham

Excluding portion occupied by large lot. (see sketch P. 51.)

From p. 61. — 179.02

0+00 = E.L. of N.&S. Alley		
N - 20 = P.C. 20' Prop. R	8.1	170.9
N	8.4	170.6
C	8.5	170.5
S	8.4	170.6
S + 20 = P.C. 20' Prop. R.	8.8	170.2
0+20 = P.C. 20' " "		
S	7.6	171.4
C	7.4	171.6
N	7.4	171.6
0+50		
N	6.1	172.9
C	6.1	172.9
S	6.2	172.8
1+00		
S	4.1	174.9
C	4.0	175.0
N	3.9	175.1
1+45		
N	1.9	177.1
C	1.9	177.1
S	2.1	176.9

Indexed LM

179.02

1+51.31 = W.L. of large lot			
S		1.6	177.4
C		1.6	177.4
N		1.3	177.7
T.P.	7.13	0.63	178.39
	185.52		
1+86.4 = W. edge of house			
on ℄		6.5	179.0
2+16.4 = E. " " "			
℄		5.4	180.1
Floor elev. of house (see sketch)		5.64	179.88
2+50			
℄		4.5	181.0
T.P.		3.17	182.35
	6.17 188.52		
2+83.43 = E.L. lot - start of open Alley			
S		6.7	181.8
C		6.6	181.9
N		6.1	182.4
3+20			
N		5.5	183.0
C		5.9	182.6
S		4.4	184.1
3+55.97 = W.L. Gresham			
S		6.1	182.4
C		5.7	182.8
N		5.1	183.4
check on T.P.		4.52	184.00

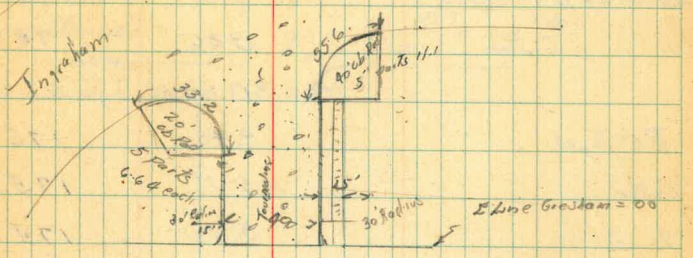
184.00
184.03

Bliss Notes
Sommer Myer T
Zeiss Rod Curb + Gutter Levels Tourmaline St. from
10/8/41 Gresham to Ingraham or Foothill Blvd.

B.M.	7.45	180.39	172.94	B.M. S.E. 7th TR. Tour + Gresham
		0+00		
S. Top cb.		8.34	172.05	
" Gutter		7.74	172.65	
℄		7.67	172.72	
N Gutter		8.01	172.38	
" Top cb		7.44	172.95	
		0+10		
N. Top cb		7.10	173.29	
Gutter		7.63	172.76	
℄		7.51	172.88	
S. Gutter		8.14	172.25	
" Top cb		7.53	172.86	
		0+25		
S Top cb		7.46	172.93	
" Gutter		8.05	172.34	
℄		7.26	173.13	
N Gutter		7.22	173.17	
N Top cb		6.6~	173.77	
		0+50		
N. Top cb		5.98	174.41	
" Gutter		6.6~	173.77	
℄		6.85	173.54	
S. Gutter		7.84	172.55	
S. Top cb		7.36	173.03	

T
180.39

St. or Foothill Blvd



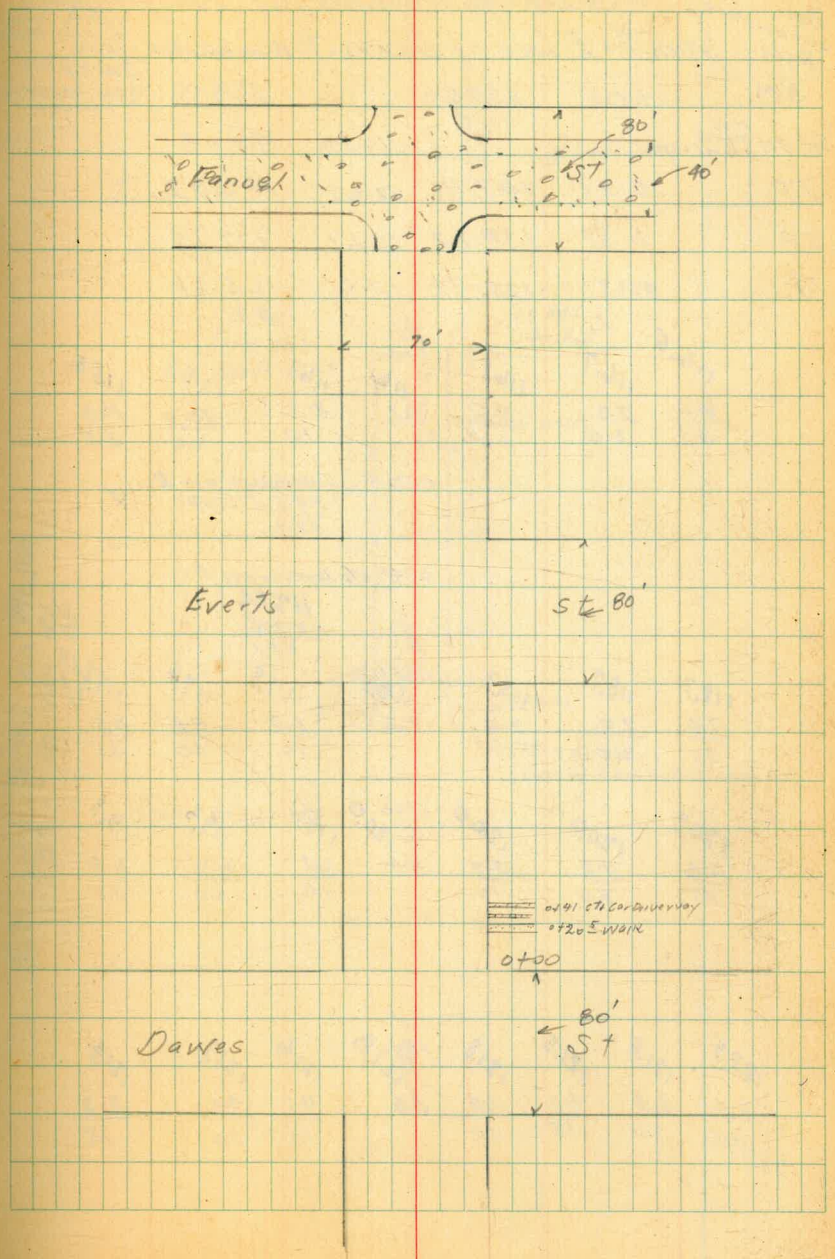
		0+75	
S Top cb.		7.09	173.30
" Gutter		7.66	172.73
℄		6.35	174.04
N Gutter		5.85	174.54
N Top cb		5.24	175.15
		P.C. 55.4 Pts 11.1	
		0+87.5 P.C. cb on South .5 pts	
P.C. Top cb		6.97	173.42
" Gutter		7.51	172.88
#1 Top cb		6.89	173.50
" Gutter		7.53	172.86
#2 Top cb		6.85	173.54
" Gutter		7.57	172.82
#3 Top cb		7.07	173.32
" Gutter		7.71	172.68
#4 Top cb		7.36	173.06
#4 Gutter		7.91	172.48

180.39

#5. E.C.	7.77	172.62
" Gutter	8.29	172.10
25' S. of EC. Topcb	8.85	171.54
" " Gutter	9.46	170.93

1+00 BC on N. 5 per B 6.64 R. 20. L. 33.7

B.C. Topcb	4.42	175.97
Gutter	5.11	175.28
℄ sf.	5.82	174.57
#1 Topcb	4.16	176.23
" Gutter	4.86	175.53
#2 Topcb	3.89	176.50
" Gutter	4.56	175.83
#3 Topcb	3.63	176.76
" Gutter	4.25	176.14
#4	3.38	177.01
Gutter	4.02	176.37
#5 E.C.	3.14	177.25
Gutter	3.81	176.58
25' N of EC	2.69	177.70
Gutter	3.24	177.15



10/8/1941

Bliss Sommerville Jaggs

X-Section Opal (Hyacinth) St. Pacific Beach

from the E. line of Davies. to W. Line Foothill Blvd

70 1st spreaders 46 2d wat Pond 15 cbs

SW cp T R 13.06 Foot Hollow Pond

B.M.	1.05	159.60		158.55	
Set B.M. NW forcs Pavers Opal			10.52	149.08	
T.P.	0.91	147.86	12.65	146.95	
T.P.	0.57	138.22	10.21	137.65	
T.P.	0.13	125.74	12.61	125.61	

	L		℄ 0+00		R	
116.5	116.7	116.1	116.1	116.1	115.7	115.4
9.2 / 35	9.0 / 20	9.6 / 10	9.6	9.6 / 10	10.0 / 20	10.3 / 35

0+20.5 Sidewalk on R

9.43 — 116.31 ✓

37.7

0+41 ctr Driveway on R.

117.26

8.98

37.7

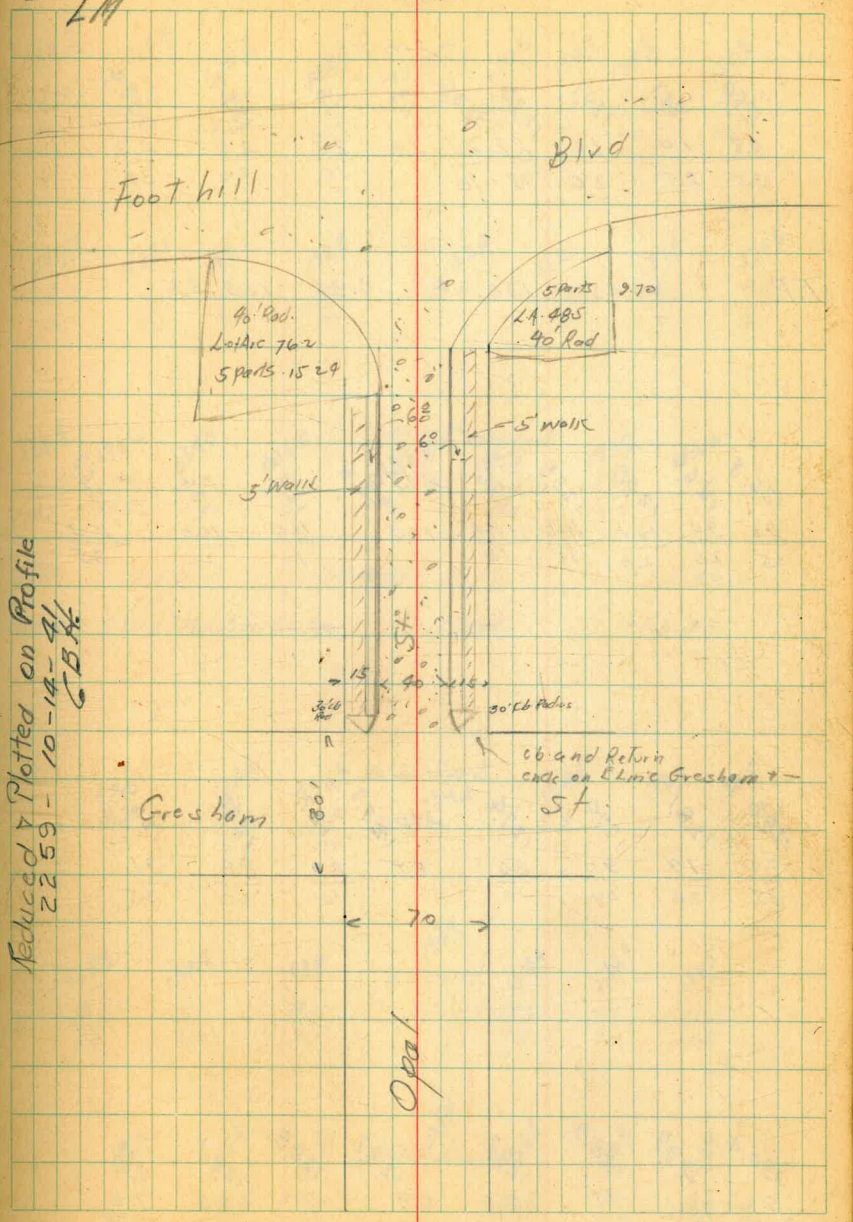
			℄ 0+50			
118.7	118.7	118.3	118.1	117.8	117.4	117.2
7.0 / 35	7.0 / 20	7.4 / 10	7.6	7.9 / 10	8.3 / 20	8.5 / 35

			1+00			
120.9	120.0	120.0	℄ 120.0	119.6	119.5	119.3
4.8 / 35	5.7 / 20	5.7 / 10	5.7	6.1 / 10	6.2 / 20	6.4 / 35

			1+50			
122.5	121.9	121.5	121.8	121.8	121.6	121.7	121.4
3.2 / 35	3.8 / 20	4.2 / 15	3.9 / 10	3.9	4.1 / 10	4.0 / 20	4.3 / 35

Indexed

LM



Reduced & Plotted on Profile 2259 - 10-14-41 GBK

L. ↑ 125.79 ℄ R.

2+00

1250	1247	1241	1235	1236	1237	1235	1237	1234
0.7	1.0	1.6	2.2	2.1	2.0	2.2	2.0	2.3
35	25	20	15	10		10	20	35

T.P. 10.65 136.04 0.35 125.39

1268	1266	1259	1255	1256	2+50	1256	1255	1260	1253
9.2	9.4	10.1	10.5	10.4	10.4		10.5	10.0	10.7
35	25	20	15	10			10	20	35

1288	1281	1270	1274	3+00	1273	1271	1272	1269
7.2	7.9	9.0	8.6	8.7		8.9	8.8	9.1
35	25	20	10			10	20	35

1304	1299	1289	1292	3+50	1291	1288	1291	1288
5.6	6.1	7.1	6.8	6.9		7.2	6.9	7.2
35	25	20	10			10	20	35

L. ↑ 136.04 ℄ R.

4+00

1322	1314	1306	1309	1307	1305	1309	1308	1303
3.8	9.6	5.4	5.1	5.3	5.6	5.1	5.2	5.7
35	25	20	10		8	10	20	35

1337	1331	1321	1325	4+50	1324	1321	1318	1316
2.3	2.9	3.9	3.5	3.6		3.9	4.2	4.4
35	25	20	10			10	20	35

1348	1346	1340	1340	4+98.99 Nelms Evert	1338	1335	1332	1330
1.2	1.4	2.0	2.0		2.2	2.5	2.8	3.0
35	25	20	10			10	20	35

T.P. 10.10 144.02 2.12 133.92

Set B.M. S.W 7° Mon Evert Spk 11.04 132.98

1355	1346	1346	W.C.6 Evert	1344	1341	1339	1335
8.5	9.4	9.4	9.6		9.9	10.1	10.5
35	20	10			10	20	35

1358	1349	1350	1349	1344	1340	1335
8.2	9.1	9.0	E. Evert 9.1	9.6	10	10.5
35	20	10		10	20	35

1363	1354	1355	E.C.6 Evert 1354	1345	1342	1338
7.7	8.6	8.5	8.6	9.5	9.8	10.2
35	20	10		10	20	35

L ↑ 144.02 ℄ R

136.5	135.9	135.9	E Limit reads 00	135.0	134.4
7.5	8.1	8.1	135.9 8.1	135.4 8.6	9.0	9.6
35	20	10		10	20	35
138.0	136.9	137.0	0450	136.4	136.2	135.6
6.0	7.1	7.0	137.0 7.0	7.6	7.8	8.9
35	20	10		10	20	35
138.2	137.1	138.0	0490	137.3	137.2	136.8
5.8	6.3	6.0	138.0 6.0	6.7	6.8	7.2
35	20	10		10	20	35
140.3	140.0	139.2	139.7	1450			
3.7	4.0	4.8	4.3	139.7 4.3	139.1 4.9	138.9 5.1	138.4 5.6
35	20	15	10		10	20	35
142.2	141.5	141.0	141.3	2100			
1.8	2.5	3.0	2.7	141.3 2.7	140.9 3.1	140.7 3.3	139.9 4.1
35	20	15	10		10	20	35
T.P.	9.60	153.09	0.53	143.49			

L ↑ 153.09 ℄ R

144.0	143.1	142.7	2450			
9.1	10.0	10.4	142.8 10.3	142.4 10.7	142.2 10.9	141.5 11.6
35	20	10		10	20	35
145.3	144.7	144.2	3400			
7.8	8.4	8.9	8.9 144.2	143.8 9.3	143.5 9.6	143.2 9.9
35	20	10		10	20	35
146.1	146.8	146.6	3450			
7.0	7.3	7.5	7.5 146.6	145.1 8.0	145.5 8.6	144.0 9.1
35	20	10		10	20	35
147.8	147.4	147.1	4100			
5.3	5.7	6.0	6.1 147.0	146.7 6.4	146.8 6.3	145.8 7.3
35	20	10		10	20	35
149.4	149.1	148.5	4450			
3.7	4.0	4.6	4.4 148.7	148.3 4.8	148.6 4.5	148.1 5.0
35	20	10		10	20	35

L			↑ 153.09 ℄		R	
150.8	150.1	149.4	148.0	149.1 148.9	149.1	148.5
2.3	3.0	3.7	4.0	4.2	4.0	4.6
35	20	10		10	20	35
149.8	149.02	148.40	148.43	W Line of Tank @ 148.31	147.89	147.46	148.01	147.7
3.3	4.07	4.69	4.66	4.78	5.20	5.63	5.08	5.4
35	20 Topob	20 Gutter	10		10	Gutter 20 Topob	20	35
T.P.	9.64		158.72 ✓	4.01	149.08			
Set BM				7.75	150.97		Fanvalve Opal SE Top Hy	
151.8	151.54	150.92	150.60	E Line Fence @ 0+00 150.25	149.63	148.96	149.48	149.1
6.9	7.18	7.80	8.12	8.47	9.03	9.76	9.29	9.6
35	20 Topob	20	Gutter 10		10 Gutter	20 Topob	20	35
152.7	151.7	151.0	150.8	0+05 150.8	151.4	150.7	150.7	150.4
6.0	7.0	7.7	7.9	7.9	7.6	8.0	8.0	8.3
35	20	19	10		10	20	35	50

↑ 158.72

153.5	153.5	152.0	151.9	0+20 152.1		152.4	151.6	150.8	150.3
5.2	5.2	6.7	6.8	6.6		6.3	7.1	7.9	8.4
35	30	20	10			10	20	35	50
153.9	153.2	152.9	0+60 153.1		153.0	152.7	152.1	151.6
4.8	5.5	5.8	5.6		5.7	6.0	6.6	7.1
35	20	10			10	20	35	50
155.0	153.9	154.1	1+00 154.2		154.1	153.5	153.2	152.6
3.7	4.8	4.6	4.5		4.6	5.2	5.5	6.1
35	20	10			10	20	35	50
156.18 ✓	156.02 ✓	155.0	155.3	1+35 155.3	155.3	154.7	154.6	154.1
2.54	2.70	3.7	3.4	3.4	3.4	4.0	4.1	4.6
35	33.1	20	10		10	20	35	50
159.5	156.3	156.5	1+70 156.4		156.3	155.9	153.6	153.3
1.2	2.4	2.2	2.3		2.4	2.8	3.1	3.4
35	30	10			10	20	35	50

Driveway on East 2° 1.3 mi. West 1+35

	L	↑ 158.72 ℄			R.	
158.3 0.4 35	157.3 1.4 20	157.7 1.0 10	2+00 157.6 1.1	157.7 1.0 10	156.7 2.0 20	156.6 2.1 35	156.2 2.5 50
TP.	9.88	166.22 ✓	2.38		156.34		
159.7 6.5 35	159.0 7.2 20	159.6 6.6 10	2+50 159.2 7.0	159.2 7.0 10	158.2 8.0 20	157.7 8.5 35	157.2 9.0 50
1616 4.6 35	160.5 5.7 20	160.5 5.7 10	3+00 160.3 5.9	159.9 6.3 10	159.1 7.1 20	158.5 7.7 35	158.0 8.2 50
1614 4.8 35	161.1 5.1 20	160.9 5.3 10	3+15 160.8 5.4	160.1 6.1 10	159.2 7.0 20	158.4 7.8 35	157.9 8.3 50

	L	166.22 ℄			R.	
161.9 4.3 35	161.2 5.0 20	161.2 5.0 10	3+50 160.5 5.7	160.1 6.1 10	159.3 6.9 20	158.8 7.4 35	158.1 8.0 50
162.5 3.7 35	161.7 4.5 20	161.8 4.4 10	4+00 161.1 5.1	160.6 5.6 10	159.8 6.4 20	158.8 7.4 35	158.4 7.8 50
1630 3.2 35	162.4 3.8 20	162.3 3.9 10	4+50 161.7 4.5	161.0 5.2 10	160.5 5.7 20	160.1 6.1 35	159.8 6.4 39	158.0 8.2 41
1631 3.1 35	162.7 3.5 20	162.5 3.7 10	162.1 4.1	161.1 5.1 10	160.7 5.5 20	160.3 5.9 26	157.6 8.6 30	157.6 8.6 35	157.8 8.4 47

9+5-2 Begin ditch on R.

L 166.22 ℄ R

1630	1637	1625	4+80	2.1	1604	1574	1562	1575	1606	1598	1592
3.2	3.5	3.7	4.1	5.8	8.8		10.0	8.7	5.6	6.4	7.0
35	20	10		2	10		20	24	25	35	50

T.P. 6.26 167.89 4.59 161.63 ← NE Gresham Opp used as B.M. 89 ft. Sec of Gresham

4+90

1634	1623	1577	1587	1566	1610	1599	1594
4.5	5.6	8.2	9.2	11.3	6.9	8.0	8.5
35	20	10		10	20	35	50

W Line Gresham

1613	1628	1618	1602	1606	4+97	25	1609	1589	1592	1612	1609	1603	1597
6.6	5.1	6.1	7.7	7.1		7.0		9.0	8.1	6.7	7.0	7.6	8.2
45	35	28	20	10				5	10	15	20	35	50

Inverted

1633	1621	165	W Line 1616	1611	1609	1601	1598
4.6	5.8	6.4	6.3	6.8	7.0	7.8	8.1
35	20	10		10	20	35	50

L 167.89 ℄ R

1624	1625	1619	W Line Gresham	1617	1613	1609	1606
5.5	5.9	6.0		6.2	6.6	7.0	7.3
35	20	10			10	20	35

1628	1621	1619	℄ 1618	1614	1613	1609
5.1	5.8	6.0	6.1	6.5	6.6	7.0
35	20	10		10	20	35

1631	1623	1624	℄ 1619	1614	1610	1607
4.8	5.6	5.5	6.0	6.5	6.9	7.2
35	20	10		10	20	35

1627	1626	1625	E ℄ 1618	1613	1607	1605
5.2	5.3	5.4	6.1	6.6	7.2	7.4
35	20	10		10	20	35

1626	1624	1621	E C6 1617	1613	1606	1604
5.3	5.5	5.8	6.2	6.6	7.3	7.5
35	20	10		10	20	35

For E Line Gresham See Next Page

	167.89	
	E Line Gresham = 00	
S Prop on Ground = 00	7.2	160.7
" " on Edge walk	7.71	160.19
+89 N Edge walk	7.76	160.13
cb	7.81	160.18
Gutter	8.95	159.44
" Ground	7.8	160.1
1/4 " Some	7.68	160.21
℄ " "	7.22	160.67
1/4	7.05	160.84
N cb Gutter Grandsome	6.98	160.91
" Top cb	6.42	161.47
S. Edge walk	6.38	161.51
N Edge walk	6.26	161.63
N. Line	6.2	161.7
	0+10	
N Edge walk	6.90	161.5
S " "	6.96	161.43
N Top cb	6.52	161.37
Gutter	7.19	160.70
N 1/4	7.14	160.75
℄	7.29	160.60
S 1/4	7.70	160.19
S. Gutter	8.25	159.64
S cb	7.72	160.17
N Edge walk	7.58	160.31
S " "	7.54	160.35

	167.89	
	0+25	
S Top cb	7.64	160.25
" Gutter	8.29	159.85
S 1/4	7.74	160.15
℄	7.40	160.49
N 1/4	7.26	160.63
N. Gutter	7.29	160.60
N cb	6.64	161.25
	0+50	
N cb	6.85	161.04
Gutter	7.47	160.42
1/4	7.95	160.44
℄	7.55	160.34
1/4	7.90	159.99
S Gutter	8.42	159.47
S Top cb	7.79	160.10
	0+75	
S Top cb	7.96	159.93
Gutt.	8.58	159.31
1/4	8.09	159.85
℄	7.69	160.20
1/4	7.62	160.27
N Gutter	7.66	160.23
Top cb	7.01	160.88
	1+00	
	7.26	160.63

π 16789

Gutter		7.91	159.98 ✓
¼		7.82	160.07
℄		7.95	159.94 ✓
¼		8.31	159.58
Gutter		8.87	159.02
S Topcb		8.19	159.70
	1+20 55 B.C. on N		Larc 76.2 R 40' 5 parts 15.24
S Topcb		8.95	159.44 ✓
Gutter		9.10	158.79 ✓
¼		8.53	159.36
℄		8.15	159.74 ✓
¼		7.98	159.91
Gutter		7.95	159.94 ✓
N Topcb		7.40	160.49 ✓
+6 E dge walk		7.36	160.53
+11 N " "		7.27	160.62
	#1		
Top cb		7.27	160.62
Gutter		7.93	159.96
	#2		
Top cb		6.89	161.00
Gutter		7.46	160.43
	#3		
Top cb		6.21	161.68
Gutter		6.90	160.99

π 16789

	#4		
Top cb		5.47	162.42
Gutter		6.10	161.89
	#5 Ec.		
Top cb		4.77	163.12
Gutter		5.40	162.49
	25' N. of EC.		
Top cb		3.66	164.23
Gutter		4.23	163.66
	1+62 1 B.C. on S.		Lot Arc 48.5 Rad- 40 5 parts 9.70
S Edge walk		8.56	159.33
N " "		8.75	159.14
Top cb		8.80	159.09
Gutter		9.43	158.46
5/4		8.94	158.95
℄		8.57	159.32
	#1		
Top cb		8.96	158.93
Gutter		9.55	158.34
+10 Radially		9.16	158.73
	#2		
Top cb		9.17	158.72
Gutter		9.83	158.06
+10 Radially		9.54	158.35

	167.89	
	#3	
Top cb	9.52	158.37
Gutter	10.22	157.67
+10 Radially	9.87	158.02
	#4	
Top cb	10.04	157.85
Gutter	10.65	157.24
	#5 E.C.	
Top cb	10.95	157.44
Gutter	11.15	156.74
	25'S of E.C	
Top cb	11.71	156.18
Gutter	12.25	155.64
Check starting B.M or TP NE corner TP	6.26	161.63

X Section Gresham from the North Line of Loring to the South Line of Tourmaline

	137	163.00 ✓		161.63	TP NE Opal + Gresham
	3.67	154.51 ✓	12.16	150.84	

— Sec on NCb Loring Paved

E-10 Cb BC		9.27	145.24
Gutter		9.88	144 63
E		10.00	144.51
Cb.		10.07	144 44
℄		10.08	144 43
Cb		10.18	144 33
W		10.18	144 33
+10 Top Cb BC		9.59	144 97
" " Gutter		10.24	144 27
+35 Gutter		10 4.3	144 08
	0+00		
W		8.9	145.6
W Top Cb		8.92	145 59 ✓
Gutter		9.49	145.02
1/4		9.21	145.30
℄		9.18	145 33 ✓
1/4		9.28	145 23
Gutter		9.59	144 92
Top Cb		8.91	145 60 ✓
+11 W.E. Top walk		8.81	145 70
+16 E " "		8.76	145 75
E		8.2	146 3

Reduced Plotted on Profile #2554 - 10-14-41 CBH

1255 15451

	0+03		
E		6.7	147.8
Cb		8.1	146.4
+1		9.5	145.0
1/4		9.2	145.3
℄		9.1	145.4
1/4		8.9	145.6
+8		8.8	145.7
Cb		8.2	146.3
W		8.6	145.9
	+05		
W		6.6	147.9
+17		6.5	148.0
Cb		7.4	147.1
+7		8.8	145.7
1/4		8.8	145.7
℄		8.9	145.6
1/4		9.1	145.4
+5		9.3	145.2
Cb		7.9	146.6
+10		6.6	147.9
E		6.2	148.3
	+17		
E		5.5	149.0
Cb		5.1	149.4
+9		5.9	148.6
1/4		7.6	146.9

15451

℄	86	145.9
↑3	85	146.0
¼	6.3	148.2
cb	56	148.9
W	62	148.3
	0 Ft	
W	60	148.5
cb	57	148.8
¼	53	149.2
℄	49	149.6
¼	50	149.5
cb	52	149.3
E	54	149.1
	1 Ft	
E	39	150.6
cb	38	150.7
¼	36	150.9
℄	36	150.9
¼	38	150.7
cb	41	150.4
W	45	150.0
	1400	
W	25	152.0
cb	22	152.3
¼	21	152.4
℄	21	152.4

15451

75

¼			21	152.4
cb			20	152.5
E			19	152.6
T.P.	12.74	167.17	0.08	159.43
		1400		
E			12.7	154.5
cb			12.7	154.5
¼			12.5	154.7
℄	Top Mtl. Cover		12.6	154.6
¼			12.7	154.5
cb			12.1	155.1
W			12.7	154.5
		1450		
W			10.5	156.7
cb			10.4	156.8
¼			10.4	156.8
℄			10.5	156.7
¼			10.5	156.7
cb			10.6	156.6
E			10.5	156.7
		2400		
E			8.4	158.8
cb			8.4	158.8
¼			8.3	158.9
℄			8.0	158.2
¼			8.1	158.1

cb		8.8	158.8
W		8.9	158.8
	2+83 E +-		
W		7.0	160.2
+10		7.9	159.8
cb		6.6	160.6
1/4		6.5	160.7
E		6.5	160.7
1/4		6.6	160.6
cb		6.8	160.4
E		6.5	160.7
	0+00 N. Line Opal		
E		5.6	161.6
cb		4.7	162.5
1/4		4.6	162.6
E		4.1	163.1
1/4		4.4	162.8
cb		4.7	162.5
+10		5.1	162.1
W			5.6
	0+10		
W		5.4	161.8
+10		5.8	161.4
+13		4.0	163.2
cb		3.7	163.5

1/4		4.6	162.6
E		4.1	163.1
1/4		4.2	163.0
cb		4.1	163.1
E		4.2	163.0
	0+25		
E		3.8	163.4
cb		3.5	163.7
1/4		3.6	163.6
E		3.4	163.8
1/4		3.6	163.6
+2		3.6	163.6
cb		4.9	162.3
+5		4.9	162.3
+6		3.3	163.9
W		3.3	163.9
	0+50		
W		2.1	165.1
cb		1.8	165.4
1/4		2.2	165.0
E		2.5	164.7
+2		3.5	163.7
+5		3.5	163.7
+6		2.7	164.5
1/4		2.7	164.5
cb		3.0	164.2
+10		2.5	164.7

		167.17		
E			3.1	164.1
T.P.	13.09	177.66	2.60	164.57
		0+90		
E-10			12.1	165.6
E			12.2	165.5
+6			13.1	164.6
+10			11.6	166.1
cb			11.2	166.5
1/4			11.1	166.6
℄			11.3	166.4
1/4			11.1	166.6
cb			10.3	167.4
W			10.7	167.0
		1+17		
W			9.5	168.2
cb			9.4	167.3
1/4			10.0	167.7
℄			9.9	167.8
1/4			10.0	167.7
cb			10.7	167.0
+15			12.5	165.2
E	In Ditch		13.4	164.3
+10	" "		14.6	163.1
+20			13.1	164.6
		1+28		
E-20			13.0	164.7
E-12			14.0	163.3

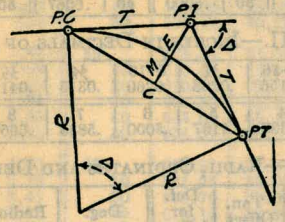
		177.66	
E	13.8		163.9
+9	12.2		165.5
+10	10.5		167.2
cb	10.2		167.5
1/4	9.6		168.1
℄	9.4		168.3
1/4	8.9		168.8
cb	8.6		169.1
W	8.6		169.1
	1+35		
W	8.5		169.2
cb	8.6		169.1
1/4	8.6		169.1
℄	8.8		168.9
1/4	9.1		168.6
cb	9.8		167.9
+08	10.4		167.3
+10	12.5		165.2
+17	12.9		164.8
+18	10.6		167.1
E	10.6		167.1
E+5	10.9		166.8
E+6	13.3		164.4
E+15	14.1		163.6

	↑ 177.66		
	1+43		
E-13		9.6	168.1
E		9.6	168.1
+5		10.0	167.7
+6		13.0	164.7
+13		13.2	164.5
+14		10.0	167.7
cb		9.4	168.3
1/4		8.9	168.8
℄		8.7	169.0
1/4		8.5	169.2
cb		8.2	169.5
W		8.2	169.5
	1+46		
W		8.2	169.5
cb		8.1	169.6
1/4		8.3	169.4
℄		8.4	169.3
1/4		8.6	169.1
cb		9.2	168.5
E		9.3	168.4
E+15		9.3	168.4
	1+67		
E-10		7.1	1706
E		8.6	1691
cb		8.1	169.6
1/4		8.7	1690

	↑ 177.66		
℄		8.5	169.2
1/4		7.8	169.9
cb		7.4	170.3
W		7.2	170.5
	1+77		
W		6.8	170.9
cb		6.8	170.9
1/4		7.2	170.5
℄		7.8	169.9
1/4		8.2	169.5
cb		8.2	169.5
+5		8.3	169.4
E		6.4	171.3
E+10		6.6	171.7
	2+00		
E		4.8	172.9
+10		5.3	172.4
cb		7.0	170.7
1/4		7.0	170.7
℄		7.0	170.7
1/4		6.5	171.2
cb		6.3	171.4
W		6.0	171.7
	2+39		
W		3.4	174.3

		T 177.66			
cb			3.8	1739	
1/4			4.2	1735	
℄			4.6	1731	
1/4			4.2	1735	
cb			3.4	1743	
E			2.8	1749	
		2.636			
E			4.1	1736	
cb			3.2	1745	
1/4			3.7	1740	
℄			4.3	1734	
1/4			3.6	1741	
cb			3.5	1742	
W			3.5	1742	
check B.M. SW 20° TR		Graham + Tourmaline	4.72	172.94 ✓	See Osborn's Notes page 51. this book

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÷100)²=2.16 ft. Also square of any distance divided by twice the radius equals (approximately) the distance from tangent to curve. Thus (54.50)²÷(2 x 688.26)=2.16 ft.

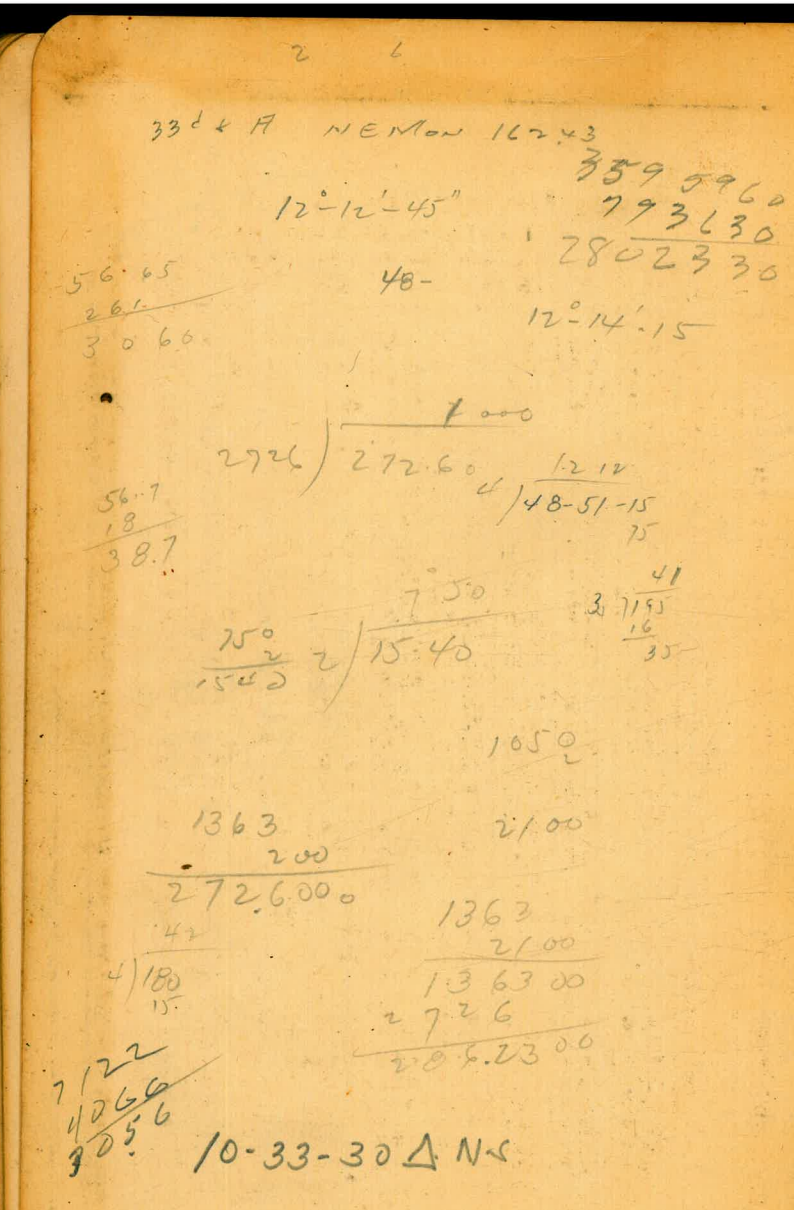
Deflections.—Deflection angle=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′+8° 20′÷2=6° 26.2′,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

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

276.83
53.43
330.26

79 39 10
79 36 30
0 2 40

105.51
10
100 47



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.