1602

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

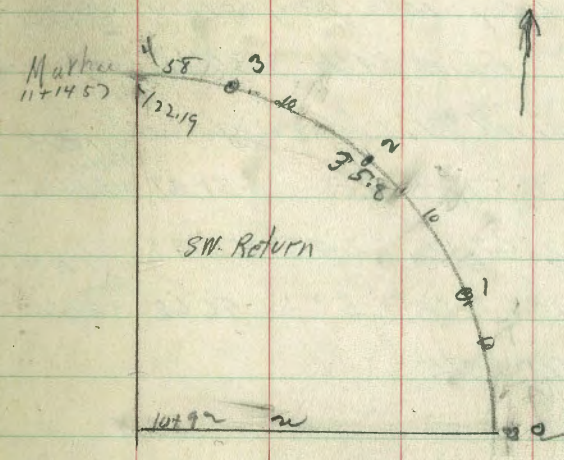
Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

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

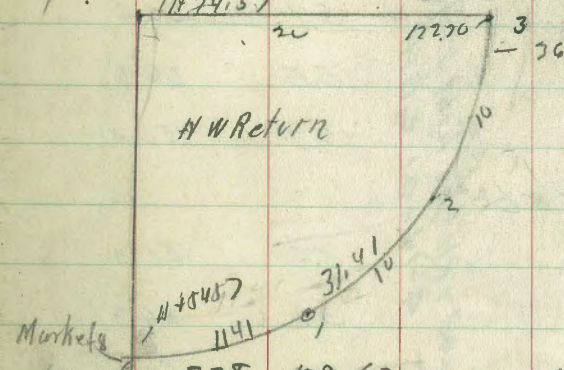
Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

Cross-Sections of Proposed Broadway Extension 80' Wide from 25th to Federal Blvd.	2 - 13
Olive E. of State Location of Imp.	14
36TH (K) to beyond Peak St.	16 - 17 19 - 29
above Sketches	15 + 31
A.B. WRIGHT Survey Sub. Unit -1-	30
Estrella Trojan to El Cajon Blvd.	32 - 34
Trojan 48 to 49	35 - 39
Fairmount Canyon to Hillsdale	40 - 53
Wright ST. P. Hi. to La Jolla	54 - 65
Alley Blk 88 E.W. Morse	66 - 71
& bevels on Lava Cass Feldspar Fanuel (etc)	72 - 74

SW Ret Market + 36



Sta	+	HI	−	Elev
0	4.80	122.37		122.57
1			4.92	122.45
2			5.03	122.34
3			5.10	122.27
4			5.20	122.17



0	5.38	122.62		122.24
1			5.21	122.41
2			5.07	122.55
3				122.70

Walker
Bliss
Isbell
5-9-41

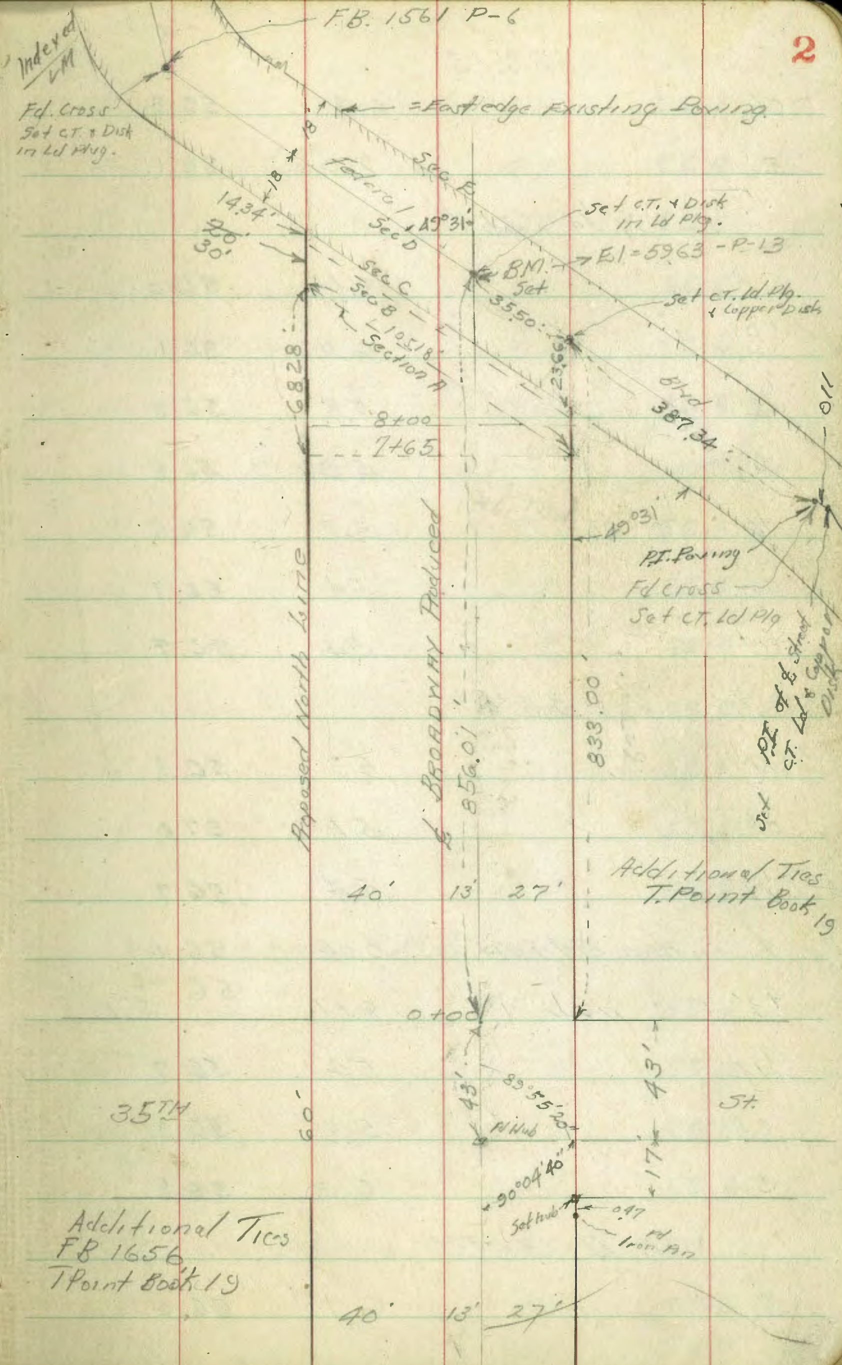
CROSS SECTION of Proposed Extension BROADWAY AVE. 80' Wide 14' Cbs. 13.0' from 35TH to FEDERAL Blvd.

℄ Broadway is a projection of ℄ " from 34th & 35th produced to Federal Blvd Paving.

	6.00	57.87		51.87	N.W. B.P. Federal Blvd + 35th
T.P	6.72	62.13	2.46	55.41	N.W. B.P. Mon Broadway + 35th
	5.51	62.13	5.51	56.62	
	WL 35th				
S			6.4	55.7	
cb.			6.3	55.8	
1/4			6.1	56.0	
℄			6.1	56.0	
1/4			5.7	56.4	
cb.			5.5	56.6	
N			5.7	56.4	
	W cb.				
N			5.6	56.5	
cb			3.8	56.3	
1/4			6.0	56.1	
℄			6.2	55.9	
1/4			6.4	55.7	

Reduced + Plot on light Profile paper 4-14-41 CBA

Cont. P-3



62.13

cb.	6.8	55.3	
S	7.0	55.1	
W 1/4 35TH			
S	6.1	56.0	
cb.	6.0	56.1	
1/4	5.8	56.3	
L.	5.3	56.8	
1/4	5.5	56.6	
cb.	5.4	56.7	
N	5.4	56.7	
L 35 1/2			
N	5.3	56.8	
cb.	5.1	57.0	
1/4	5.4	56.7	
L on Rim old MH	6.04	56.09	
43' " " New "	6.11	56.02 3'E.	
1/4	5.4	56.7	
cb.	5.8	56.3	
S	6.3	55.8	
E 1/4 35TH			
S	6.1	56.0	

6213

cb.	5.9	56.2	
1/4	5.7	56.4	
L.	5.6	56.5	
1/4	5.5	56.6	
cb.	5.7	56.4	
N	5.6	56.5	
E cb.			
N	5.6	56.5	
cb.	5.8	56.3	
1/4	5.7	56.4	
L.	6.3	55.8	
1/4	6.0	56.1	
cb.	6.7	55.4	
S	6.3	55.8	
0+00 = E.L. 35TH 04			
S	6.7	55.4	
cb.	7.1	55.0	
1/4	6.6	55.5	
L.	6.7	55.4	
1/4	6.0	56.1	
cb.	5.9	56.2	
N.	6.1	56.0	

6213

	0+25		
-15	5.5	56.6	
N	5.6	56.5	
cb.	5.7	56.4	
1/4	6.0	56.1	
L.	6.2	55.9	
1/4	7.2	54.9	
cb.	7.2	54.9	
S	6.7	55.4	
+15	6.8	55.3	
	0+50		
-15	7.5	54.6	
S	8.8	53.3	
cb.	9.0	53.1	
1/4	8.4	53.7	
L.	8.7	53.4	
1/4	8.8	53.3	
cb.	7.8	54.3	
N	7.7	54.4	
+25	7.9	54.2	
	0+75 = W edge Wabash Channel		
-25	on Bank	7.4	54.7

6213

N	in channel	8.5	53.6
cb.	" "	8.8	53.3
1/4	" "	9.3	52.8
L.	" "	9.6	52.5
1/4	" "	9.4	52.7
cb.	" "	10.1	52.0
S	" "	9.9	52.2
+25	" "	12.0	50.1
	1+00 = in channel		
-25		10.4	51.7
S		10.5	51.6
cb		11.2	50.9
1/4		10.3	51.8
L.		9.4	52.7
1/4		9.6	52.5
cb.		9.1	53.0
N		9.0	53.1
+25		8.3	53.8
	1+25 = in channel		
-25		8.5	53.6
N		9.6	52.5

C213

cb.		9.5	52.6
1/4		9.6	52.5
L		10.1	52.0
1/2		10.2	51.9
cb.		10.3	51.8
S		9.8	52.3
+25		10.4	51.7
	1+50 - in channel		
-25		10.0	52.1
S		9.5	52.6
cb.		9.2	52.9
1/4		8.9	53.2
L		10.0	52.1
1/4		10.0	52.1
cb		10.2	51.9
N		9.4	52.7
+25		8.7	53.4
	1+85		
-15	on Bank	4.3	57.8
N	in channel	8.5	53.6
cb		9.1	52.0

62,13

1/4			9.2	52.9
L			9.9	52.2
1/4			10.7	51.4
cb.			9.6	52.5
S			10.7	51.4
+25			10.3	51.8
TP	4.50	60.07	6.56	55.57 Nail in Pole
	2+00			
-25	in channel		7.9	52.23 E edge channel
S	"	"	9.7	50.4 "
cb	"	"	8.2	51.9 "
1/4	"	"	7.8	52.3 "
L	"	"	7.2	52.9 "
+5	on Bank		3.8	56.3 "
1/4			3.5	56.6
cb.			3.0	57.1
N			2.1	58.0
+15			0.8	59.3
	2+13			
-15			+2.8	63.9
N			+1.7	61.8

60.07

cb.		+0.8	60.9
¼		0.0	60.1
L		1.7	58.4
¼		3.4	56.7
cb.		4.9	55.2
S		6.1	54.0
+25		8.9	51.2
	2+30		
-25		8.3	51.8
S		7.3	52.8
cb.		5.4	54.7
¼		3.5	56.6
L		1.7	58.4
¼		+0.6	60.7
cb.		+1.9	62.0
N		+3.6	63.7
+15		+4.8	64.9
	2+41		
-15		+5.4	65.5
N		+3.5	63.6
cb.		+0.6	60.7

60.07

¼		2.0	58.1
L		4.3	55.8
¼		5.6	54.5
cb.		6.3	53.8
S		7.7	52.4
+25		8.0	52.1
+40		8.0	52.1
	2+50		
-25		8.1	52.0
S		8.3	51.8
cb.		8.2	51.9
+6		5.8	54.3
¼		5.7	54.4
L		5.7	54.4
¼		4.8	55.3
cb.		1.9	58.2
N		+1.3	61.4
+15		+4.0	64.1
	2+75		
-15		-2.8	62.9
N		4.5	55.6

60.07

cb.			5.5	54.6	
1/4			5.7	54.4	
℄			5.8	54.3	
1/4			5.7	54.4	
cb.			7.8	52.3	
S			7.3	52.8	
+25			8.7	51.4	Nail in Pole
T.P.	6.05	61.62	4.50	55.57	
		3+00			
-25			9.1	52.5	
S			10.2	51.4	
cb			7.3	54.3	
1/4			6.5	55.1	
℄			7.4	54.2	
1/4			7.0	54.6	
cb.			7.1	54.5	
N.			7.1	54.5	
+25			5.5	56.1	
		3+25			
-25			6.0	55.6	
N			4.5	55.1	

61.62

N cb.			7.0	54.6	
1/4			7.2	54.4	
℄			7.1	54.5	
1/4			6.5	55.1	
cb.			6.5	55.1	
S			9.4	52.2	
+25			7.5	54.1	
		3+50			
-25			10.6	51.0	
S			9.3	52.3	
cb.			10.0	51.6	
1/4			7.0	54.6	
℄			6.7	54.9	
1/4			7.0	54.6	
cb.			7.2	54.4	
N			7.2	54.4	
+25			6.5	55.1	
		3+75			
-25			8.5	53.1	
N			7.1	54.5	
cb.			7.1	54.5	

61.62

¼	6.9	54.7	
L	6.8	54.8	
½	6.9	54.7	
cb	8.8	52.8	
S	9.1	52.5	
+25	8.6	53.0	
4+00			
-25	8.9	52.7	
S	8.1	53.5	
cb	9.0	52.6	
¼	6.9	54.7	
L	7.1	54.5	
½	6.8	54.8	
cb	6.9	54.7	
N	7.5	54.1	
+25	7.2	54.4	
4+25			
-25	6.8	54.8	
N	5.4	56.2	
cb	6.4	55.2	
¼	6.7	54.9	

61.62

L	6.9	54.7
¼	6.9	54.7
cb	8.3	53.3
S	8.3	53.3
+25	10.2	51.4
4+50		
-25	12.2	49.4
-S	12.2	49.4
S	8.2	53.4
cb	6.5	55.1
¼	6.4	55.2
L	6.5	55.1
¼	6.8	54.8
cb	6.7	54.9
N	6.4	55.2
+25	6.1	55.5
4+75		
-25	7.8	53.8
N	11.5	50.1
cb	11.5	50.1
¼	11.8	49.8

61.62

L	11.7	49.9	
¼	9.6	52.0	
+9	5.5	56.1	
cb.	5.5	56.1	
+6	6.3	55.3	
S	9.5	52.1	
+25	11.8	49.8	
	5+00		
-25	11.2	50.4	
S	11.3	50.3	
cb.	11.7	49.9	
¼	11.3	50.3	
L	11.5	50.1	
¼	10.8	50.8	
cb	10.5	51.1	
N	10.6	51.0	
+25	11.3	50.3	
	5+50		
-25	10.3	51.3	
N	9.7	51.9	
cb.	8.9	52.7	

61.62

¼	8.9	52.7	
L	10.3	51.3	
¼	10.3	51.3	
cb	10.4	51.2	
S	10.2	51.4	
+25	10.6	51.0	
	5+85		
-25 in channel	15.0	46.6	chollas creek
-5 " "	15.0	46.6	
S	10.9	51.7	
cb.	10.6	51.0	
¼	9.9	51.7	
L	10.3	51.3	
¼	9.5	52.1	
cb.	9.6	52.0	
N	9.8	51.8	
+25	9.6	52.0	
	6+00		
-25	9.2	52.4	
N	9.5	52.1	
cb.	8.8	52.8	

	61.62			
N ¼		10.0	51.6	
℄		10.9	50.7	
	challas Creek			
¼ in channel		14.4	47.2	
cb " "		16.3	45.3	
S " "		16.3	45.3	
+25 " "		15.3	46.3	
	6+25			
-25		10.2	51.4	
S		11.1	50.5	
cb.		12.0	49.6	
¼		12.0	49.6	
℄		13.3	47.3	
¼ in channel		14.5	47.1	
cb. " "		13.7	47.9	
N on Bank		8.8	52.8	
+25		9.2	52.4	
	6+39			
-25		9.7	51.9	
-13		8.7	52.9	
N		12.4	49.2	
cb. in channel		14.0	47.6	

	61.62		
¼		12.6	49.0
℄		12.0	49.6
¼		10.7	50.9
cb		10.0	51.6
S		10.9	50.7
+25		10.8	50.8
	6+50		
-25		10.7	50.9
S		10.0	51.6
cb.		10.4	51.2
¼		9.9	51.7
℄		10.6	51.0
¼		11.9	49.7
cb.		12.3	49.3
N		13.3	48.3
+25		10.2	51.4
	6+75		
-25		12.4	49.2
N		11.6	50.0
cb.		9.6	52.0
¼		10.1	51.5

6162

℄		10.1	51.5
S ¼		10.3	51.3
cb.		9.3	52.3
S		8.8	52.8
		10.4	51.2
	7+00		
-25		9.8	51.8
S		9.3	52.3
cb.		8.6	53.0
¼		8.7	52.9
℄		9.4	52.2
¼		9.3	52.3
cb.		9.9	51.7
N		10.5	51.1
+25		12.5	49.1
	7+25		
-25		12.0	49.6
N		9.0	52.6
cb.		10.3	51.3
¼		9.0	52.6
℄		8.6	53.0

6162

S ¼		8.5	53.1
cb.		8.9	52.7
S		9.5	52.1
+25		9.2	52.4
	7+65		
-25		7.9	53.7
S		9.4	52.2
cb.		9.3	52.3
¼		8.4	53.2
℄		8.6	53.0
¼		8.2	53.4
cb.		9.3	52.3
N		9.2	52.4
+25		10.3	51.3
	7+80		
-25		9.4	52.2
N		9.5	52.1
cb.		8.1	53.5
¼		8.0	53.6
℄		8.6	53.0
¼		10.0	51.6

61.62

¼ + 9.4 = Intersection		9.0	52.6	Section A
S		4.7	56.9	
+5		3.0	58.6	
+25		3.0	58.6	
T.P.	4.56	2.81	58.81	
Section A = 184 cbs 17.09 ¼ S.				
-25		11.4	52.0	
S		11.2	52.2	
cb.		11.4	52.0	
¼		11.1	52.3	
℄		10.4	53.0	
¼		10.1	53.3	
cb.		9.3	54.1	
N		9.1	54.3	
+20		9.9	53.5	
+25		11.3	52.1	
Sec B = 105.18 184 cbs 17.09 ¼				
-25		3.0	60.4	
N		3.3	60.1	
cb.		3.6	59.8	
¼		3.6	59.8	

63.37

℄		4.5	58.9
¼		4.7	58.7
cb.		4.8	58.6
S		4.8	58.6
+25'		4.9	58.5
Sec C = W edge existing Paving.			
S -25' on Paving		4.66	58.71
S " "		4.51	58.86
cb " "		4.35	59.02
¼ " "		4.17	59.20
℄ " "		4.07	59.30
¼ " "		4.01	59.36
cb " "		3.90	59.47
N " "		3.70	59.67
+25 " "		3.58	59.79
Sec D = ℄ Existing Paving			
-25 on Paving.		3.20	60.17
N " "		3.32	60.05
cb " "		3.43	59.94
¼ " "		3.53	59.84
℄ " "		3.63	59.74

6337

S 1/4 on Paving	3.74	59.63	
cb " "	3.87	59.50	
S " "	4.06	59.37	
+25 " "	4.14	59.23	
Sec E = E edge Existing Paving			
-25 on Paving	4.42	58.95	
S " "	4.21	59.16	
cb " "	4.11	59.26	
1/4 " "	4.04	59.33	
℄ " "	3.88	59.49	
1/4 " "	3.74	59.63	
cb " "	3.67	59.70	
N " "	3.51	59.86	
+25 " "	3.34	60.03	
Chk edge Paving F.B. 1561-31 8+50 5'Lt	6.04	57.33	
		→ 57.35	
		0.02 Error	
13' Line Brdwy + ℄ Pav.			
Copper Disk	3.74	59.63	P-13

Location of Improvements
Olive St East of State

Indexed
LM

0+20 = N'ly End of Pile Dirt

N L + 5.5 = 5'ly Dirt Pile 2' High at N L

0+45

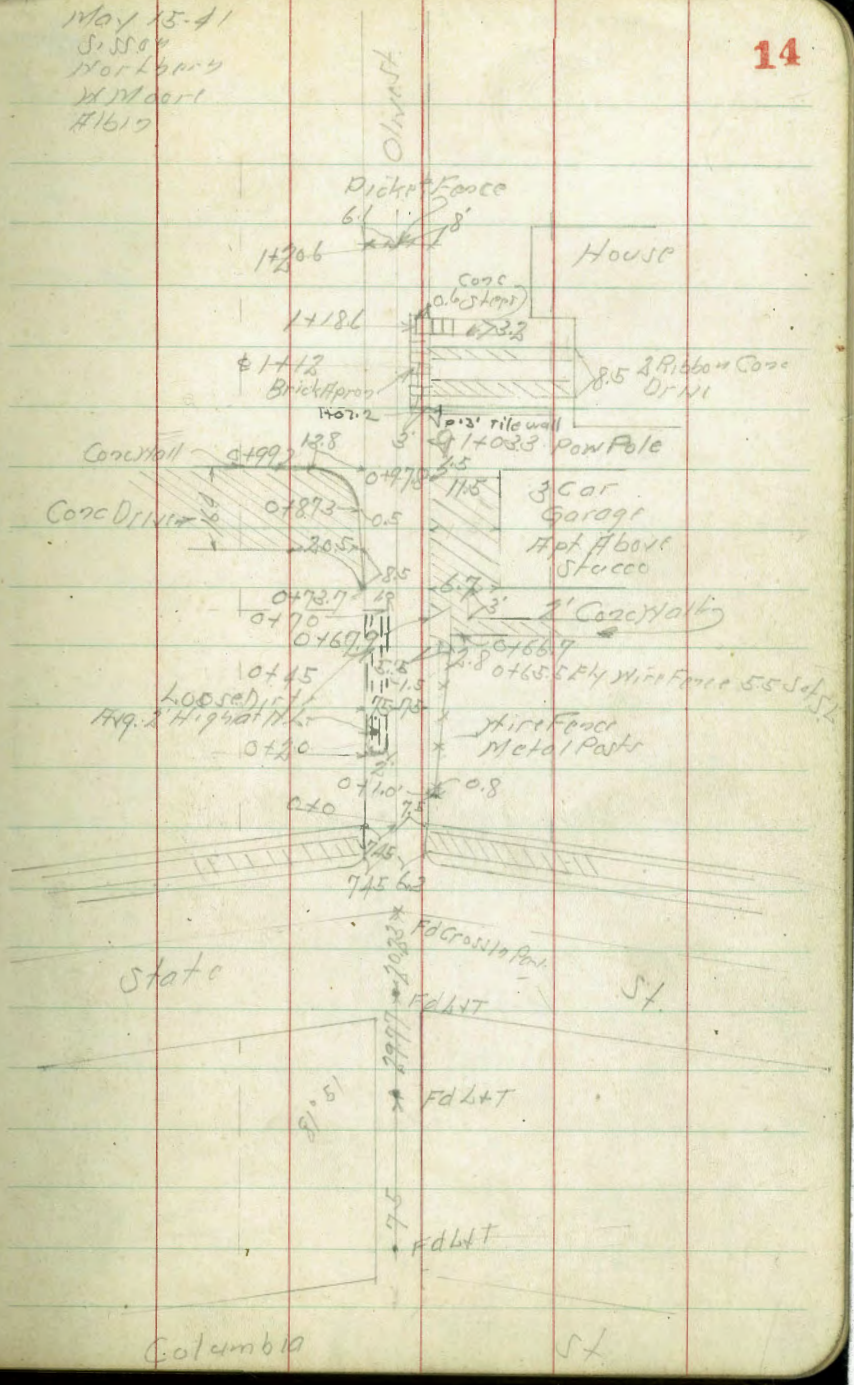
N L - 6.0' = 5'ly Dirt Pile 2' High at N L

0+70 = E'ly End of Pile Dirt

N L + 6.5 = 5'ly Dirt Pile 2' High at N L

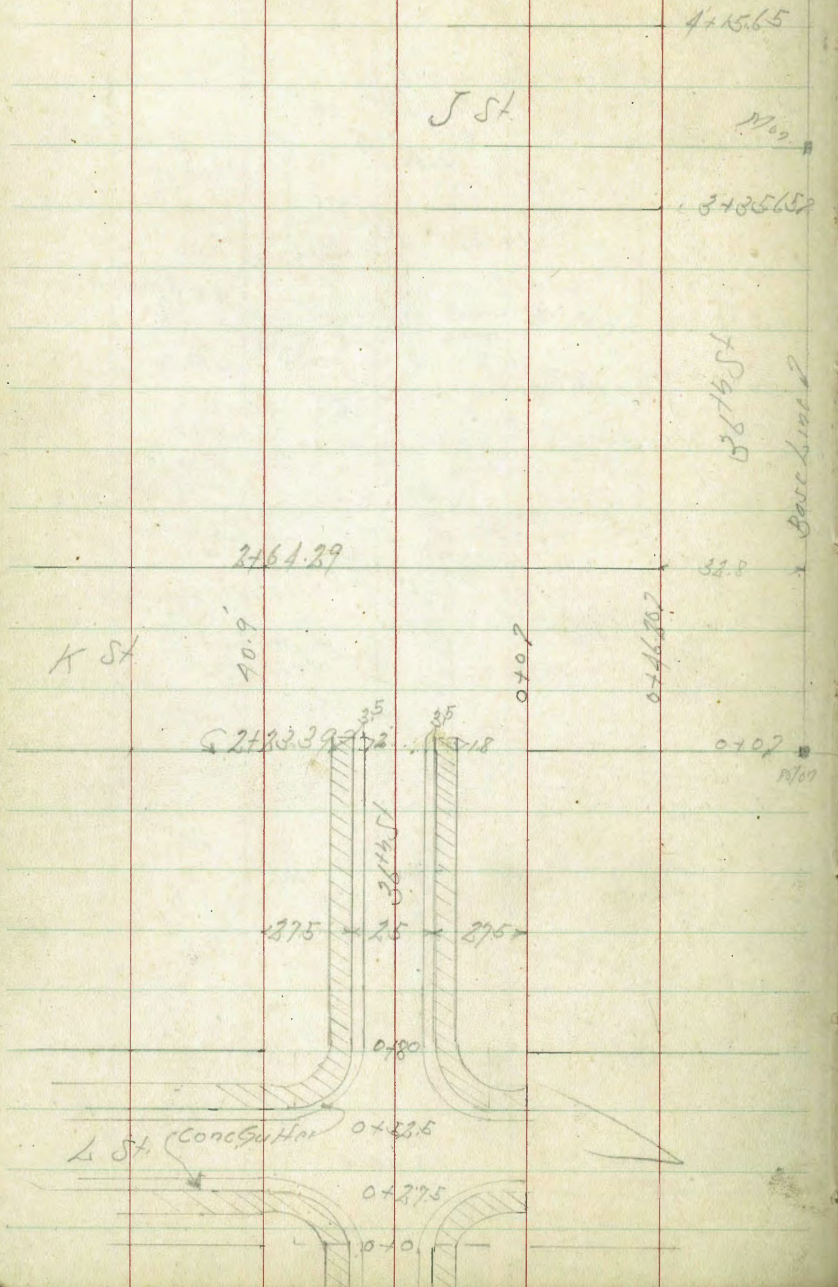
Note:- There are some dead Cypress boughs on top of dirt pile

May 15-41
S. 550'
Northerly
W. Moore
#1617

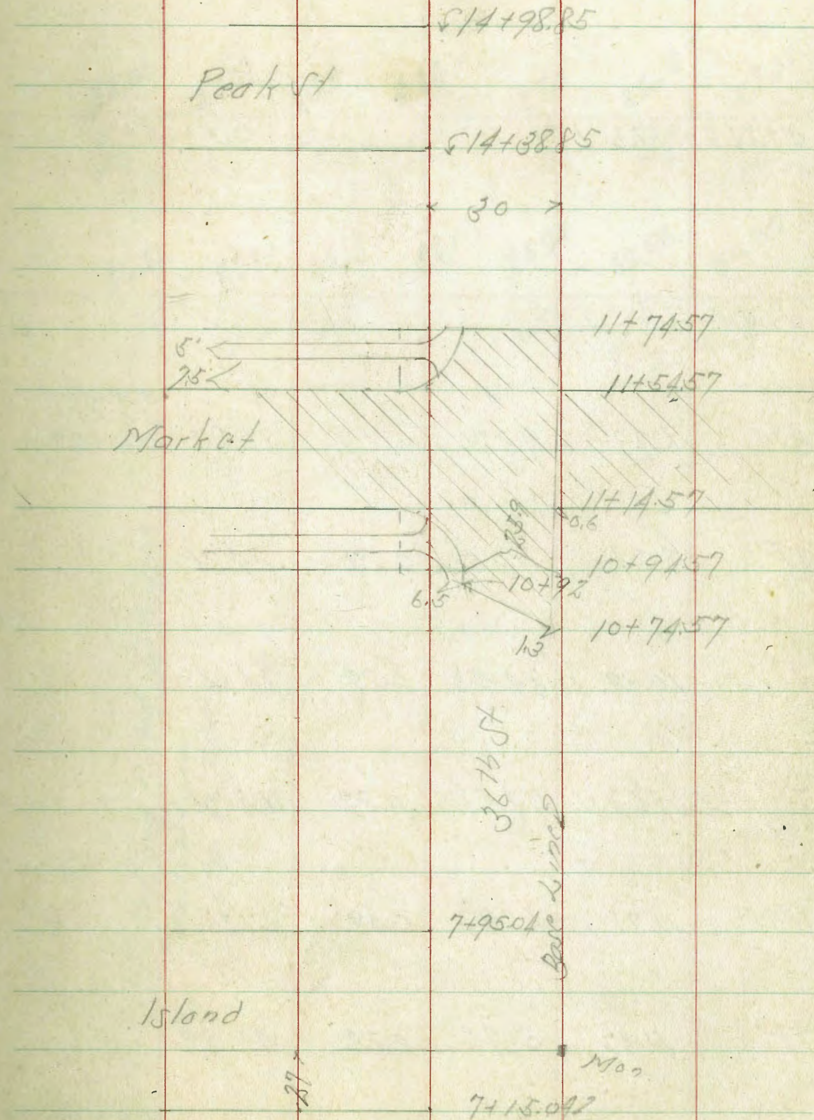


Cross Section 36th St.
L St to Peak St.

Indexed
LM



May 24 41
Sisson
Northern
Moore
Albin



Cross Section 36th St.
L St. to Peck St.

0+27.5 = SCb L St.					
0+0 = SL L St.					
BM	6.93	93.76	5.67	86.83	SW. L+T. SL L St. 13L 36th St.
TP	8.24	92.50	0.27	84.26	
TP	10.39	84.53	0.29	74.14	
TP	11.68	74.43	0.22	62.75	
TP	11.71	62.97	0.49	51.26	
TP	11.37	51.75	0.22	40.38	
BM	11.03	40.60		29.57	BPN Railr. Imperial

Lt=W			℄			Rt=E
88.03	87.33	87.4	87.4	87.1	86.67	87.35
5.73 40=Cb	6.43 40=Gut	6.4 12.5	6.3	6.7 12.5	7.09 40=Gut	6.41 40=Cb
86.81	85.89	86.18	86.1	85.94	85.66	86.36
6.95 12.5	7.77 12.5	7.58 9	7.7	7.82 9	8.10 12.5=Gut	7.40 12.5=Cb
			93.76			

Red. and Plotted on Profiles
No. 1631 —
6-6-41 C.B.H.

	Lt		℄		Rt	
2+0	92.20 1.56 12.5	91.38 2.38 12.5	91.61 2.15 9	91.8 2.0	91.28 2.48 9	90.99 2.77 12.5	91.62 2.14 12.5
1+50	90.83 2.93 12.5	90.01 3.75 12.5	90.19 3.57 9	90.4 3.4	89.74 4.02 9	89.44 4.32 12.5	90.09 3.67 12.5
1+0	89.30 4.46 12.5	88.49 5.27 12.5	88.71 5.05 9	89.0 4.8	88.24 5.52 9	87.95 5.81 12.5	88.58 5.18 12.5
0+80 = N.L. L.St.	88.66 5.10 12.5-Cb	87.93 5.83 12.5 Cut	88.04 5.72 9-Approx	88.4 5.4	87.79 5.97 9-Approx	87.55 6.21 12.5-Cut	88.16 5.60 12.5-Cb
0+52.5 - NCb L.St.	87.96 5.80 40-Cb	87.18 6.58 40-Cl	88.0 5.8 12.5	88.0 5.8	87.6 6.2 12.5	86.50 7.26 40-Cut	87.19 6.57 40-Cb
0+40 - ℄ L.St.	87.8 6.0 40	87.8 6.0 12.5	87.9 5.9	87.7 6.1 12.5	87.1 6.7 40		
	93.76		93.76				

Cross Section K St.
From 36th St From S to 36th St to H

0+25					
0+10					
	36th St				
TP	0.28	91.46	11.91	91.18	
2+64.3 = N.L. K St.					
2+43					
TP	10.24	103.09	0.91	92.85	L+T S.L. K St 13' L 36th
2+25.4 = N.Ly Side Walk + Curb Rt + Lt.					
	93.76				

K = Plot New Profile 7/19.41 C.B.H.

Lt. N — ℄ — Rt. S

81.3 / 10.2 50 — 78.5 / 13.0 20 — 77.5 / 14.0 — 76.3 / 15.2 20 — 75.5 / 16.0 40 — 74.8 / 16.7 60

79.5 / 12.0 40 — 80.0 / 11.5 20 — 80.1 / 11.4 — 79.4 / 12.1 20 — 78.1 / 13.4 40

91.46

Lt — Rt

101.6 / 1.5 40 — 99.4 / 3.7 30 — 95.7 / 7.4 12.5 — 92.3 / 10.8 — 89.7 / 13.4 12.5 — 85.3 / 17.8 30 — 82.5 / 20.6 40

101.6 / 1.5 40 — 99.3 / 3.8 35 — 97.1 / 6.0 25 — 97.7 / 5.4 12.5 — 95.0 / 8.1 — 92.3 / 10.8 12.5 — 91.7 / 11.4 27 — 84.8 / 18.3 40

103.09

102.3 / +8.5 40 — 94.1 / +0.3 25 — 92.88 / 0.88 12.5 — 92.04 / 1.72 12.5 Gut — 92.28 / 1.48 9 Apron — 92.5 / 1.3 — 92.04 / 1.72 9 — 91.78 / 1.98 12.5 Gut — 92.40 / 1.36 12.5 CS — 92.0 / 1.8 23 — 83.4 / 10.4 40

93.76

Cross Section 36th St

1+60				
1+20				
0+80				
TP	10.83	102.00	0.29	91.17
0+40.9 = N.L. K St				
0+20				
0+0 = S.L. K St				
		91.46		

Lt. H | B | Rt. E

89.4	93.0	96.5	98.7	103.2
12.6 / 50	9.0 / 32.6	5.5 / 15	3.3	1.7 / 20
89.0	93.9	96.2	100.5	103.0
13.0 / 50	9.1 / 32.7	5.8 / 15	1.5	1.0 / 20
83.2	88.7	92.9	96.4	98.8
18.8 / 50	13.3 / 32.7 mt.	9.1 / 15	5.6	3.2 / 20
			102.00	
	82.7	87.0	90.1	93.9
	8.8 / 32	4.5 / 15	1.4	1.1 / 20
	81.9	86.4	89.5	91.6
	9.6 / 33	5.1 / 15	2.0	1.1 / 20
	81.0	85.5	89.51	93.8
	10.5 / 33	6.0 / 15	2.95 / 0.7 M	1.3 / 20
			91.46	

					Lt		℄		Rt	
TP	12.12	113.73	0.39	101.61						
3+0					91.9 10.1 57-80/Gulch	95.2 6.8 32.4	97.2 4.8 15	99.5 2.5	102.3 +0.3 20	103.5 +1.5 30
2+65					89.8 12.2 57-80/Gulch	95.1 6.9 32.5	97.1 4.9 15	98.7 3.3	101.6 0.4 20	103.3 +1.3 30
2+45					92.0 10.0 50	94.2 7.8 32.5	95.9 6.1 15	97.4 4.6	99.8 2.2 20	101.2 0.8 30
2+30					89.9 12.1 50	92.6 9.4 32.6	95.4 6.6 15	98.0 4.0	100.5 1.5 20	102.3 +0.3 30
2+0					89.8 12.2 50	93.9 8.1 32.6	97.7 4.3 20	98.9 3.1	101.6 0.4 20	
1+85					89.8 12.2 50	93.0 9.0 32.6 =1½	96.2 5.8 15	98.5 3.5	101.8 0.2 20	
		102.00					102.00			

36th St.

Station		Lt		℄	Rt	
5+0	106.8 / 6.9 / 50	107.4 / 6.3 / 32.2	108.0 / 5.7 / 20	109.1 / 4.6	110.7 / 3.0 / 20	111.7 / 2.0 / 30
4+75	105.4 / 8.3 / 50	106.1 / 7.6 / 32.3	107.2 / 6.5 / 15	108.5 / 5.2	111.7 / 2.0 / 20	112.9 / 0.8 / 30
4+45	104.1 / 9.6 / 50	106.3 / 7.4 / 32.3	106.5 / 7.2 / 15	108.4 / 5.3	111.4 / 2.3 / 20	112.1 / 1.6 / 30
4+15.65 = N.L. J St.	101.9 / 11.8 / 50	102.7 / 11.0 / 32.3	105.3 / 8.4 / 15	107.6 / 6.1	110.1 / 3.6 / 20	111.7 / 2.0 / 30
3+75.65 = ℄ J St.	99.0 / 14.7 / 50	101.1 / 12.6 / 32.3	104.5 / 9.2 / 15	105.9 / 7.8	106.9 / 6.8 / 15 (20 = 107.7)	109.3 / 4.4 / 30
3+35.65 = S.L. J St. 26.6 Lt of ℄ = W.ly Power Pole	96.7 / 17.0 / 50	98.3 / 15.4 / 32.4 = N.L.	100.2 / 13.5 / 15	102.2 / 11.5	104.9 / 8.8 / 20	105.9 / 7.8 / 30

B.M. 9.50 104.25 on Mon 13' Line J St E.L. 36th St.

✓

113.73

113.73

7+00					
6+65					
6+30					
6+00					
TP	10.12	123.67	0.18	113.55	
5+67	26.6 Lt of	℄ = Wly Power Pole			
5+30					
		113.73			

Lt		℄		Rt	
116.3	116.5	117.0	117.1	117.8	118.1
7.4 50	7.2 32	6.7 15	6.6	5.9 20	5.6 30
114.5	115.3	115.1	115.3	116.1	116.3
9.2 50	8.4 32	8.6 15	8.4	7.6 20	7.4 30
112.8	113.8	114.0	114.6	115.3	115.8
10.9 50	9.9 32	9.7 15	9.1	8.4 20	7.9 30
111.1	111.8	112.7	113.6	114.2	114.3
12.6 50	11.9 32	11.0 15	10.1	9.5 20	9.4 30
		123.67			
109.5	109.8	110.2	111.5	112.3	113.2
4.2 50	3.9 32.1	3.5 15	2.2	1.4 20	0.5 30
107.9	108.8	109.0	109.7	111.5	112.3
5.8 50	4.9 32.1 = HI.	4.7 15	4.0	2.3 20	1.4 30
		113.73			

36+95 St

7+95.04 = N.L. Island				
7+77				
TP	11.54	124.87	0.34	123.33
7+70				
7+55.04 = S.L. Island				
7+47				
7+19	264 Lt of β = Wty Power Pole ✓			
BM		2.75	120.92	Mon. 132 Line Island E.L. 36th St
7+15.04 = S.L. Island				
		123.67		

	Lt		β		Rt
	128.0	128.3	127.9	127.6	126.8	126.2
	6.9	6.6	7.0	7.3	8.1	8.7
	50	31.7	15		15	30
	124.7	125.0	125.4	125.1	124.9	122.9
	10.2	9.9	9.5	9.8	10.0	12.0
	50	31.7	15		10	30
			124.87			
	122.2	122.4	122.7	122.8	122.8	122.7
	1.5	1.3	1.0	0.9	0.9	1.0
	50	31.7	15		20	30
	122.0	122.2	122.5	122.8	123.1	122.4
	1.7	1.5	1.2	0.9	0.6	1.3
	50	31.8	15		16	30
	120.6	121.0	121.5	121.6	121.5	121.5
	3.1	2.7	2.2	2.1	2.2	2.3
	50		15		20	30
	117.3	117.9	117.9	118.4	118.9	119.1
	6.4	5.8	5.8	5.3	4.8	4.6
	50	31.9 = Sill	15		20	30
			123.67			

9+60				
9+30	25.8' Lt of β = N½ Post Pile			
9+0				
TP	11.84	158.82	0.09	146.98
8+65				
TP	12.33	147.07	0.13	134.74
8+30				
		134.87		

Lt.		β		Rt	
				20' = 138	
156.2	156.8	157.3	156.5	154.4	152.7
2.6 / 50	2.0 / 31.6	1.5 / 15	2.3	4.1 / 15	6.1 / 30
				20' = 120.1	
155.4	154.7	154.3	153.0	150.6	148.9
3.4 / 50	4.1 / 31.6	4.5 / 15	5.8	8.2 / 15	9.9 / 30
				20' = 145.0	
149.5	149.2	147.6	146.3	145.3	144.3
9.3 / 50	9.6 / 31.6	11.2 / 15	12.5	13.5 / 15	14.5 / 30
		158.82			
				20' = 137.4	
141.5	141.6	140.6	139.6	137.5	137.1
5.6 / 50	5.5 / 31.6	6.5 / 15	7.5	9.6 / 15	10.0 / 30
		147.07			
				20' = 132.1	
134.9	133.9	133.4	133.1	132.3	131.7
0.0 / 50	1.0 / 31.7-N½	1.5 / 15	1.8	2.6 / 15	3.2 / 30
		134.87			

36th St.

BM			8.95	122.26	N.W. BP Market + 36th St 122.26
TP	6.69	131.21	11.99	124.52	
TP	0.99	136.51	11.88	135.52	
TP	0.41	147.40	11.83	146.99	
10+40					
10+24					
10+0					
9+80					
		158.82			

	Lt		Rt.
147.4	149.5	142.5	126.4
11.4	9.3	16.3	32.4
65	42	40	25
126.3	136.5	140.3	146.5
32.5	22.3	18.5	12.3
10		14	18
144.6			
14.3			
80			
151.5	152.7	152.8	152.1
7.3	6.1	6.0	6.7
50	31.5	15	
150.6	147.7		
8.2	11.0		
15	30		
154.1	155.6	155.8	156.1
4.7	3.2	3.0	2.7
50	31.5	15	
155.6	151.8		
3.2	7.0		
13	30		
155.2	156.5	157.2	157.3
3.6	2.3	1.6	1.5
50	31.5	15	
156.8	153.7		
2.0	5.1		
10	30		

158.82

11+54.57 = 14' Paving From East & 4 CB From W

11+34.57

11+14.57 = 5' Pav From East & 5 CB from West

10+92

10+74.57 = 5' Market From East

10+60

131.21

	Lt		B		Rt	
	122.24	121.61	122.24	122.49	122.35	122.28
	8.97	9.60	8.97	8.72	8.86	8.93
	49=CB	49=Gut	20		15	30
	122.09	122.35	122.57	122.83	122.68	122.60
	9.12	8.86	8.64	8.38	8.53	8.61
	45	30	15		15	30
	122.19	121.61	122.05	122.41	122.30	122.17
	9.02	9.60	9.16	8.80	8.91	9.04
	46=CB	45=Gut	20		15	30
	122.53	121.93	122.27	122.4	122.7	122.7
	8.64	9.28	8.94	8.8	8.5	8.5
	259=CB Tot.	25.9=Gut	1.1=Edge Pav't		15	30
	130.2	124.2	123.0	122.24	123.0	123.7	127.6	130.6
	1.0	7.0	8.2	8.97	8.3	7.5	3.6	1.6
	45	31.5	15	1.3=Edge Pav't.		15	22	30
	131.2	226.0	124.4	124.3	124.6	125.8	131.8	141.0
	0.0	5.2	6.8	6.9	6.6	5.4	+0.6	+9.8
	41	31.5	28	15		5	16	24=Top 2=Cut

131.21

36+57

12+35				
12+70				
12+65				
TP	10.97	142.15	0.03	131.18
12+30				
11+82				
11+74.57 = N.L. Market 27' Lt of ℄ = Hilly Power Pole				
		131.21		

	Lt		℄		Rt	
	141.6	138.7	138.5	136.0	130.0	126.8
	0.6 30	3.5 25	3.7 6	6.2	12.2 20	15.4 40
	142.6 141.1	140.5	135.8	135.5	131.5	127.5	124.5
	+0.4 40	1.1 31	1.7 28	6.4 24	6.7	10.7 8	14.7 30	17.7 60
	140.5	134.6	132.8	133.4	133.5	133.7	129.9	125.2
	1.7 31: Top Cut	7.6 24	9.4 18	8.8 10	8.9	8.5 6	12.3 17	17.0 40
				142.15				
	139.4	138.2	129.8	128.6	131.2	130.9	127.9	124.4
	+8.2 40	+7.0 27	1.4 22	2.6 12	0.0 4	0.4	1.3 18	3.3 30	6.8 45
	136.9	135.0	125.0	123.4	124.2	126.9	127.0	126.7
	+5.7 45	+3.8 32	6.4 26	7.8 12	7.0	4.3 6	4.2 18	4.5 30
	124.6	122.70	122.12	122.30	123.6	125.8	126.1	126.7
	6.6 40	8.51 24.6: Cl	9.09 24.6: Coal	8.91 6.0 Pav	7.6 6.0 Ground	5.4 9	5.1 20	4.5 30
				131.21				

Station					Lt		℄		Rt			
15+35					148.8 3.1 / 40	148.6 3.3 / 30	146.1 5.8 / 20	145.9 6.0	138.9 13.0 / 20	136.7 15.2 / 40		
14+98.85 = N.L. Peak					149.5 2.4 / 40	147.9 4.0 / 30	146.9 5.0	140.2 10.9 / 14	135.4 15.5 / 32	135.8 16.1 / 40		
14+68.85 = ℄ Peak					148.9 3.0 / 40	146.5 4.4 / 30	146.8 5.1 / 20	147.1 4.8	146.1 5.8 / 8	138.9 13.0 / 22	134.2 17.7 / 40	
14+38.85 = S.L. Peak					149.7 2.2 / 30	148.5 3.4 / 24	145.9 6.0 / 20	146.4 5.5	146.2 5.7 / 8	141.7 10.2 / 16	137.7 14.2 / 24	133.3 18.6 / 40
14+0					147.9 4.0 / 30	146.6 5.3 / 25	144.0 7.9 / 21	143.7 8.2	138.6 13.3 / 13	134.4 17.5 / 30		
TP	9.76	151.86	0.05	142.10			151.86 BH.					
13+70					144.4 +2.2 / 30	143.2 +1.0 / 25	141.1 1.1 / 22	141.5 0.7 / 5	140.1 2.1	135.3 6.9 / 13	130.3 11.9 / 35	128.4 13.8 / 45
		142.15					142.15					

3675 SE

	Lt		Rt	
17+0	149.7	149.3	144.2	147.7	148.8	148.1	148.1
	2.2	2.6	7.7	4.2	3.1	3.8	5.8
	40	30	15	5		25	40
16+65	147.9	147.5	145.4	145.6	146.9	145.1	
	4.0	4.4	6.5	6.5	5.0	6.8	
	40	30	30		28	40	
16+35	147.9	146.8	146.4	145.3	142.7	141.6	
	4.0	5.1	5.5	6.6	9.2	10.3	
	40	30	15		17	40	
16+0	149.9	149.3	146.4	145.6	146.0	145.0	139.7	138.9
	2.0	2.6	5.5	6.3	5.9	6.9	13.2	13.0
	40	30	20	15		15	30	40
15+70	149.8	148.1	145.8	145.3	145.1	138.3	137.5
	2.1	2.8	6.1	6.6	6.8	13.6	14.4
	40	30	20		10	30	40

151.86

Survey H.B. Wright Sub. Unit No 1

Indexed LM

= Conc. Mon. + Disc

Found = Lead + Tack

= ¾" Iron Pin

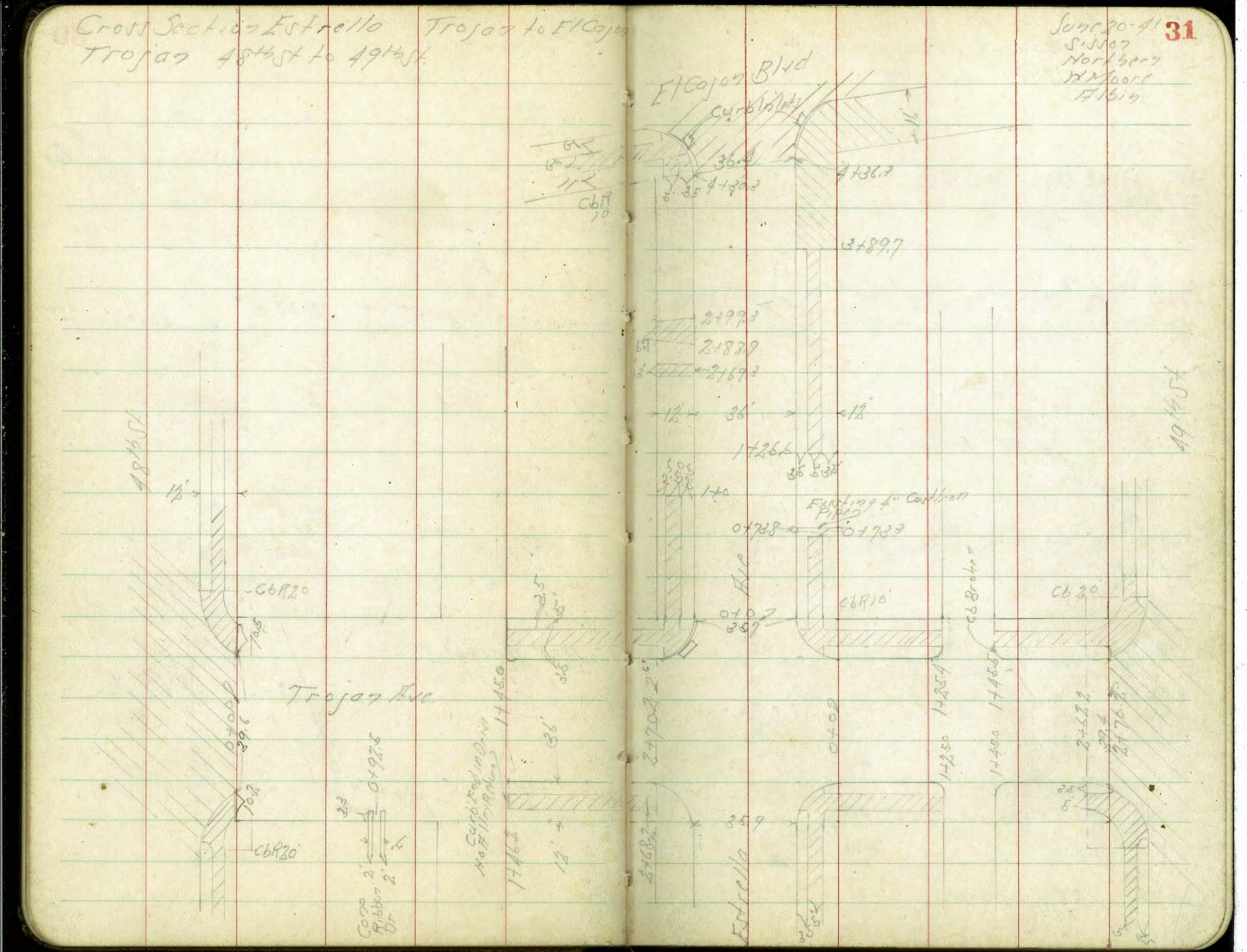
Survey of Sisson Norberg Moore Allen

Kalmia Place

H.B. Wright Sub. Unit No 1

Disc in Cobblestone

Cross Sections Estrello Trojan to El Cajon
Trojan 48th St to 49th St.



Cross Section Estrella
Trojan Ave to El Cajon
Used K+E Level

Station			Roadway Between Curb Faces At Top			Lt=W		2		Rt=E	
1+26.6					347.8 / 5.6 / 30	347.72 / 5.68 / 18	346.9 / 6.5 / 18	347.7 / 5.7 / 9	347.6 / 5.8	347.3 / 6.1 / 9	347.2 / 6.2 / 18 · 347.96 / 5.44 · 348.1 / 5.3 / 30
1+0			35.9		347.8 / 5.6 / 30	347.45 / 5.95 / 18	346.7 / 6.7 / 18	347.2 / 6.2 / 9	347.4 / 6.0	347.1 / 6.3 / 9	346.9 / 6.5 / 18 · 347.72 / 5.68 / 18 · 347.5 / 5.9 / 30
0+73.8 = 4" Cast Iron Pipe in E Cb										346.76 / 6.64 / 17.9 = F.L. 4" C.I. Pipe	
0+73.3				Profile 289 C.B.H.		347.19 / 6.21 / 18	346.5 / 6.9 / 18	346.9 / 6.5 / 9	347.0 / 6.4	346.9 / 6.5 / 9	346.7 / 6.7 / 18 · 347.50 / 5.90 / 18 · 347.5 / 5.9 / 30
0+50			35.9			346.94 / 6.46 / 18	346.2 / 7.2 / 18	346.5 / 6.9 / 9	346.7 / 6.7	346.6 / 6.8 / 9.0	346.6 / 6.8 / 18 = Gut · 347.35 / 6.05 / 17.9
0+0 = N.L. Trojan			35.7		346.59 / 6.81 / 18 = Cb	345.7 / 7.7 / 18 = Gut	345.9 / 7.5 / 9	346.2 / 7.2		346.3 / 7.1 / 9	346.5 / 6.9 / 18 = Gut · 347.16 / 6.24 / 18 = Cb
BM	1.88	353.40		351.52	N.W. B.P. El Cajon Estrella			353.40			

			Roadway		
3+50			36.0		
3+0			36.0		
2+69.3 = ℄ 3' Con Walk on Lt.					
2+50			36.0		
2+0			35.9		
1+50			36.0		
		353.40			

Lt ℄ Rt

349.5	349.53	348.8	349.2	349.2	349.0	348.8	349.53
3.9 / 30	3.87 / 18	4.6 / 18	4.3 / 9	4.3	4.4 / 9	4.6 / 18	3.87 / 18
349.3	349.13	348.4	348.8	349.0	348.8	348.5	349.19
4.1 / 30	4.27 / 18	5.0 / 18	4.6 / 9	4.4	4.6 / 9	4.9 / 18	4.21 / 18
349.08	348.82						
4.32 / 30 on Walk	4.58 / 18 = Cb						
348.8	348.56	347.9	348.5	348.5	348.3	348.0	348.77
4.6 / 30	4.84 / 18	5.5 / 18	4.9 / 9	4.9	5.1 / 9	5.4 / 18	4.63 / 18
348.7	348.22	347.5	348.0	348.2	348.1	347.8	348.47
4.7 / 30	5.18 / 18	5.9 / 18	5.4 / 9	5.2	5.3 / 9	5.6 / 18	4.93 / 18
348.2	347.87	347.1	348.0	348.0	347.6	347.3	348.15
5.2 / 30	5.53 / 18 = Cb	6.3 / 18 = Gut	5.4 / 9	5.4	5.8 / 9	6.1 / 18 = Gut	5.25 / 18 = Cb

353.40

Estrella

		Lt.	&	Rt
		350.72	349.74	349.68
		2.68	2.66	2.72
		30.2	30.3	18.2
			-CL	-Gut
		350.07	350.13	349.62
		2.33	2.37	2.78
		9.1		18.2
		349.47	350.33	
		2.93	3.07	
		30.3	30.3	
		-Gut	-CL	
		350.5	350.14	349.42
		2.9	3.24	3.98
		30.3	18.2	18.2
		349.66	349.78	349.72
		3.74	3.62	3.58
		9.1		6
		349.47	350.19	
		3.93	3.21	
		18.2	18.2	
		350.6	349.82	349.1
		3.8	3.58	4.3
		30	18	18
			-CL	-Gutter
		349.5	349.7	349.5
		3.9	3.7	3.9
		9		9
		349.3	349.84	
		4.1	3.56	
		18	18	
		-Gutter	-CL	
			353.40	

TP	3.20	349.24	7.36	346.04
	South Curb Line El Cajon and Diag			
4+36.3	on Rt = SL El Cajon and Diag			
4+30.3	on Lt			
4+0			36.0 Rt	
		353.40		

Cross Section Trojan Ave
18th St to 19th St

Plot on Profile 855 GDH.

Raise all elevations .06 to agree with original notes. Book 1161-62

1+0

0+92.5 = ℄ 2 Conc Ribbon Drive on Rt.

0+50

0+27 = ℄ 5' Conc walk on Lt

0+0 = E.L. 18th St

0-12 = EC 6 Line 18th St

34934 St Ford

Lt = N	℄	Rt = S
344.4	343.6	343.6
1.8	5.6	5.6
30	18	9
343.5	343.2	343.0	343.5	344.1
5.7	6.0	6.2	5.7	5.1
9	9	18	20	30

343.85
5.39
26.7 = ℄ 2 Ribbon Drive

344.0	343.4	343.2	342.8	342.6	342.5	342.9	342.9
5.2	5.8	6.0	6.4	6.6	6.7	6.3	6.3
30	18	9		9	18	24	30

344.26
4.98
27.6-5'45' Conc Walk

344.1	343.81	343.47	343.28	343.98	342.60	342.04	342.54	342.5
5.1	5.43	5.80	5.96	6.26	6.64	7.20	6.70	6.7
30	19.8-Cb	19.8-Gut	9		9	19.8-Gut	19.8-Cb	30

344.16	343.47	343.30	343.04	342.84	342.67	342.46	342.29	342.01	341.92	342.41
5.08	5.27	5.94	6.70	6.40	6.57	6.78	6.95	7.23	7.28	6.83
38-Cb	38-Gut	30	18	9		9	18	30	38-Gut	38-Cb

34924

	Roadway Between Curb Face At Top
2+35	35.8
2+0	
1+75	35.8
1+45 = EL Alley	
1+25 = WL Alley	
1+23	20.9 Rt of ℄ = Sty Power Pole
1+11 = ℄ 4' Conc Walk	
	34924

Lt	℄	Rt	
34611	345.7	345.9	345.8	345.7	345.8	346.10	
3.13 18	3.5 18	3.3 9	3.4	3.5 9	3.9 18	3.4 18	= Drive
345.66	345.2	345.4	345.2	345.0	345.2	345.17	
3.58 18	4.0 18	3.8 9	4.0	4.2 9	4.0 18	3.47 18	
345.31	344.8	345.0	344.9	344.8	344.4	~~345.26~~ 345.26	
3.93 18=CL	4.1 18=Gutter	4.2 9	4.3	4.4	4.8 18=Gutter	3.98 18=CL	
345.25	344.7	344.97	344.3	344.5	344.4	344.2	343.9	344.3	344.9	
3.99 30=CL	4.5 30=Ground	4.27 18=CL	4.9 18=Gu	4.7 9	4.8	5.0 9	5.3 18	4.8 20	4.3 30	
344.6	344.0	344.0	344.0	343.8	343.4	343.7	344.6	
4.6 30	5.2 18	5.2 9	5.2	5.4 9	5.8 18	5.3 20	4.6 30	
					344.07		
					5.17 26.7=Top of Wall		
		34924					

Trojan Ave

3+30.2 = 0+0 = EL. Estrella 358 RH

3+18.2 = ECb. Estrella

3+00.2 = ℄ Estrella

2+82.2 = WCb Estrella

2+80 = ℄ Inlet on Grating on Rt

2+70.2 = WL. Estrella 359 RH

34924

Lt. ℄ Rt.

347.11	346.2	346.8	347.2	347.1	347.0	347.94
2.13	3.0	2.4	2.0	2.1	2.2	1.30
18-Cb	18-Gut	9		9	18-Gut	18-Cb

347.15	346.4	346.2	346.8	347.0	347.0	346.9	347.1	348.19
2.09	2.8	3.0	2.4	2.2	2.2	2.3	2.1	1.07
30-Cb	30-Gut	18	9		9	18	30-Gut	30-Cb

346.1	346.2	346.5	346.8	346.9	347.1	347.4	
3.1	3.0	2.7	2.4	2.3	2.1	1.8	
30	18	9		9	18	30	

346.55	345.6	345.6	346.5	346.8	346.9	346.6	347.0	348.34
2.69	3.6	3.6	2.7	2.4	2.3	2.6	2.2	1.00
30-Cb	30-Gut	18	9		9	18	30-Gut	30-Cb

345.57

3.67

21.2 on Grating

346.58	345.7	346.2	346.6	346.1	346.5	347.59	348.1
2.66	3.5	3.0	2.6	2.5	2.7	1.65	1.1
18-Cb	18-Gut	9		9	18-Gut	18-Cb	30

34924

				Road Way Between Curb Face At Top
1+75				35.8
1+45 = ℄ ALley				35.9
1+35 = ℄ ALley				
1+25 = ℄ ALley				36.0
TP	8.46	356.52	1.18	348.06
1+0				35.8
0+50				35.8
		349.24		

Lt	℄	Rt
349.58	349.0	348.9
6.94	7.5	7.6
18	18	9
349.2	349.1	349.0	349.84
7.3	7.4	7.5	6.68
9	9	18	18
349.22	348.8	348.95	348.3	348.4	348.9	348.8	348.8	349.19	349.58
7.30	7.7	7.57	8.3	8.1	7.6	7.7	7.7	7.33	6.94
30-CL	30-Ground	18-CL	18	9		9	18-Gutter	18-CB	CB+Ground
348.7	348.4	347.9	348.5	348.09	348.78	348.7	348.9
7.8	8.1	8.6	8.0	7.43	7.8	7.8	7.6
30	30	18	9	CL+Rim	9	18	36
348.78	348.58	347.8	348.3	348.7	348.5	348.3	348.69	348.8	349.01
7.74	7.94	8.7	8.2	7.8	8.0	8.2	7.83	7.7	7.51
30-CL+Ground	18	18	9		9	18	18	30	30-CB
				356.52					
348.27	347.4	347.9	348.1	348.0	347.7	348.76
0.97	1.8	1.3	1.1	1.2	1.5	0.68
18	18	9		9	18	18
347.67	346.7	347.1	347.5	347.5	347.4	348.22
1.57	2.5	2.1	1.7	1.7	1.8	1.02
18-CL	18-Gut	9		9	18-Gut	18-CB
			349.24			

Trojan

BM			2.05	351.48	NW BP El Cajon + Estrella 351.52
TP	7.11	353.53	10.10	346.42	
2+82.2 = W Cb Line 49th St.					
2+70.2 = N L 49th St					
2+62.2 = Cb BC				35.9 Rt	
2+35					
2+0				35.7 Rt	
		356.52			

Lt.		℄				Rt.				
351.93 / 4.59 / 38=Cb	351.44 / 5.08 / 38=Gut	351.43 / 5.09 / 30	351.65 / 4.87 / 18	351.95 / 4.57 / 9	352.04 / 4.48	352.07 / 4.45 / 9	352.04 / 4.48 / 18	351.99 / 4.53 / 30	351.91 / 4.61 / 38=Gut	352.36 / 4.16 / 38=Cb
351.77 / 4.75 / 19.7=Cb	351.24 / 5.28 / 19.7=Gut	351.57 / 4.95 / 9	351.72 / 4.80	351.77 / 4.75 / 9	351.59 / 4.93 / 19.7=Gutter	352.06 / 4.46 / 19.7=Cb				
351.61 / 4.91 / 18	351.0 / 5.5 / 18	350.9 / 5.6 / 9	351.3 / 5.2	351.3 / 5.2 / 9	351.1 / 5.4 / 18	351.79 / 4.73 / 18	351.9 / 4.6 / 27	352.6 / 3.9 / 30		
350.97 / 5.55 / 18	350.1 / 6.4 / 18	350.1 / 6.4 / 9	350.5 / 6.0	350.5 / 6.0 / 9	350.1 / 6.4 / 18	351.07 / 5.45 / 18	351.2 / 5.3 / 27	352.2 / 4.3 / 30		
350.17 / 6.35 / 18=Cb	349.4 / 7.1 / 18=Gut	349.3 / 7.2 / 9	349.7 / 6.8	349.6 / 6.9 / 9	349.3 / 7.2 / 18=Gutter	350.38 / 6.14 / 18=Cb	350.3 / 6.2 / 27	351.1 / 5.4 / 30		

356.52

Stadia Survey
for Road
From Fairmont via Canon
to Hilldale, E. of Marlborough

10 + 57.97 EC

9 + [illegible] P.I. 16°00' LT R = 800
T = 112.43
L = 223.4

8 + 46 P.O.T.

8 + 79.57 B.C. LT.

5 + 4[illegible] P.O.T.

2 + 18 P.O.T.

0 + 00

Indexed
LM

Moore
Osborne
Surveyor
H. Brand
8-17-41

40

16°00'

R Fairmont Paving

16 + 63.34 E.C.

15 + 41 P.I. Δ 17°40' LT
R 800
T 124.32
L 246.66

14 + 49 P.O.T.

14 + 16.68 BC LT.

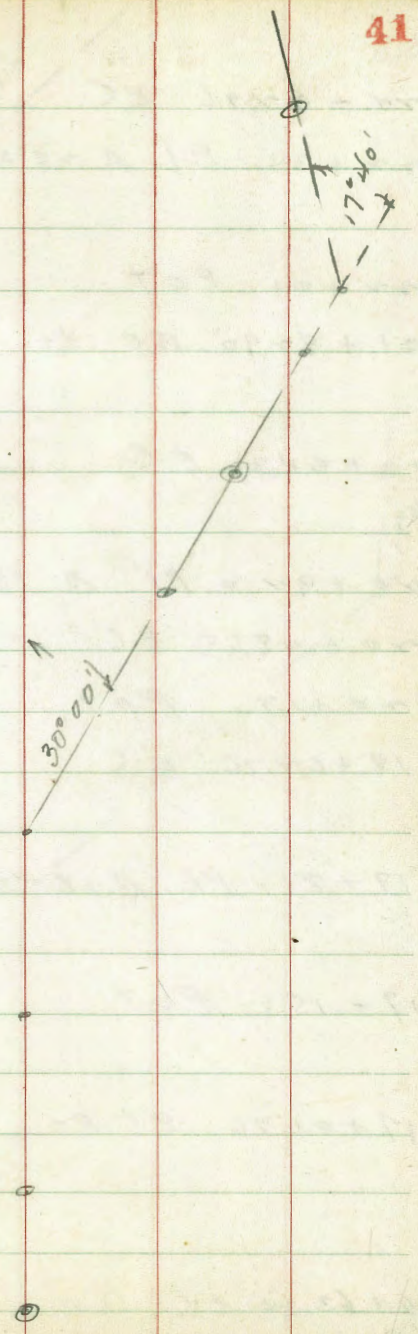
13 + 46.83 E.C.

11 + 99 P.I. 30°00' RT.
R 500
T 133.97
L 261.80

11 + 25 P.O.T.

10 + 90 P.O.T.

10 + 65.03 BC RT.



xx + 8x.96 E.C.

xx + 34 P.I. Δ x8°40' RT R 200 T 51.10 L 100.0C

xx + 01 P.O.T

21 + 8x.90 B.C. RT

x1 + 5H.31 E.C.

x0 + 9x = P.I. Δ 18°00' LT. R 400 T 63.35 L 125.CC

x0 + x8.C5 B.C. LT.

x0 + 17 P.O.T

18 + Cx.7C E.C.

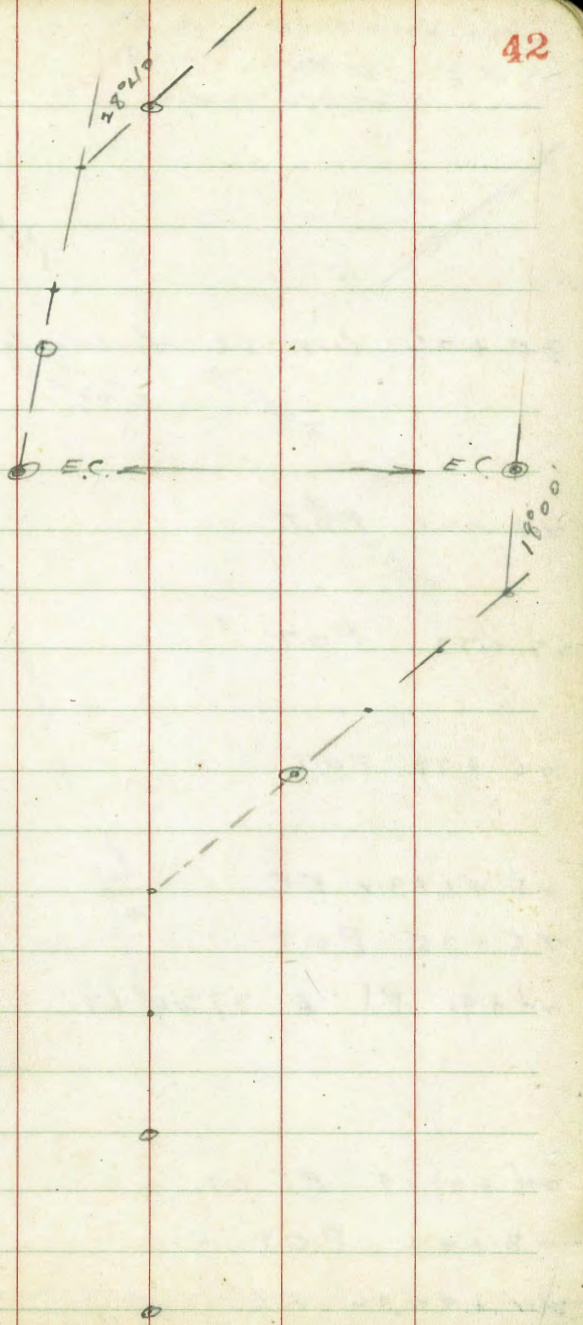
17 + 81 = P.I. Δ = 61°30' RT R 150 T ~~29.07~~ 89.34 L 161.0

17 + 15.3 P.O.T.

17 + 01.7C B.C. RT

16 + 63.3x E.C.

EX. L.S



Rd. on North side of Canyon. approx 1½ to 1 cross slope

Marlborough Dr

30+06 Int. ℄ Hilldale Rd.

7+46 POT

7+73 POT.

6+78 P.O.T.

5+68.9 E.C.

5+35 P.O.T.

4+91 P.I. Δ 37°04' LT. R 250 T 83.81 L 161.73

4+07.19 B.C. LT.

3+84 P.O.T.

2+87.94 E.C.

P.R.C. 19.07

R 300.00

Hilldale Rd. 60. Line

37°04'

Ex. 13.5.

Levels on Kensington Hts. Road.

1+44				
T.P.	13.01	182.81	0.11	169.79
T.P	12.16	169.90	1.88	157.74
1+04				
0+98				
		Fairmont Wash		
+40				
0+76				
0+00 = approx. ℄ Fairmont Ave Grade				
T.P	12.34	159.67	7.07	147.78
T.P.	11.46	149.30	0.67	137.84
B.M.	7.67	138.46		130.79

16.55
17.3
182.81
142.9
16.7
137.4
22.2
139.0
20.4
147.0
12.6
147.8
17.34
159.67

Red. & Chk — Olsen 8-20-41
Plotted "

on nail in oil pav. 0+00

Ld. & C.T. Top hd. wall N.E. Cor. Conc. Box Culv. Fairmont & Mission Valley Rd.

3+90				180.7
				12.2
3+80				171.8
				21.1
3+60				183.2
				9.7
3+47				183.5
				9.4
T.P	11.10	192.87	1.04	181.77
				192.87
2+79				164.6
				18.2
2+28				177.8
				5.0
		182.81		182.81

6 + 85					
6 + 40					
T.P.	12.67	203.97	1.57	191.30	
5 + 85					
5 + 72					
5 + 42					
5 + 05					
4 + 50					
		192.87			

205.5 2
+1.5
199.4
4.6
203.97
195.8
+2.9
187.7
5.2
196.3
+3.4
184.3
8.6
189.1
3.8
192.87

9 + 40					
9 + 05					
8 + 73					
8 + 40					
8 + 09.57	B.C. L.T.				
T.P.	12.71	227.33	0.14	214.62	8 + 15 Lt.
7 + 84					
7 + 60					
T.P.	12.53	214.76	1.74	202.23	
7 + 25					
		203.97			

207.8
20.1
218.3
9.0
223.3
4.0
224.5
218.5
2.8
8.8
227.33
209.6
9.2
217.8
2.0
214.76
200.0
14.0
203.97

12+00				
11+40				
T.P.	9.73	260.01	0.20	250.28
11+00				
T.P.	12.19	250.48	0.00	238.29
10+65.03 BC RT				
10+52.97 E.C.				
T.P.	11.52	238.29	0.56	226.77
9+82				
9+62				
		227.33		

259.50	0.5
255.0	5.0
260.01	
249.8	0.7
250.48	
239.6	
235.3	1.3
	3.0
238.29	
205.3	22.0
199.4	27.9
227.33	

14 + 50

T.P. 14.45 295.65 0.75 283.70

14 + 44 on Curve

14

13 + 75

13 + 26.83 E.C

13

TP 12.13 283.95 0.41 271.82

12 + 50

T.P. 12.39 272.23 0.17 259.84

2600

291.8
13.9
295.65
280.4
11.6
274.1
9.9
271.0
13.0
269.3
14.7
273
16.7
283.95
2630
9.2
272.23
5

18+64.7L	E.C.			
17+80				
T.S.	9.50	317.34	0.00	307.84
17+25				
17+01.7L	B.C.R.			
T.S.	12.21	307.84	0.0N	295.63
16+63.3L	E.C.			
16+00				
15+40				
15+00				
		295.65		

293.3	24	
	1.0	
302.3		
	5.0	
	317.34	
300.6	3.4	
	7.2	
	307.84	
296.0	1.7	
287.8	7.9	
283.7	12.0	
279.7	16.0	
	295.65	

nn + 35 on Curve

T.P. 13.08 327.55 n.87 314.47

nn on Curve

21 + 54.31 EC

20 + 90

20 + 28.65 BCLT

20 + 17

+ 90

+ 50

19 + 00

317.34

312.6
15.0
327.55
34.6
.7
308.6
.7
300.3
17.0
306.2
11.1
306.6
11.7
303.6
13.7
290.3
27.0
3.0
317.34

T.P.	12.76	352.07	0.36	339.31	
					337.3 2.4
25+68.92 EC					
					334.8 4.9
25+35					
T.P.	12.12	339.67	0.00	327.55	339.67
					315.4 12.2
24+90					
					304.6 23.0
24+50					
					314.1 13.5
24+07.19 BC LT					
					316.8 10.8
23+84					
					310.6 17.0
23+34					
					308.6 19.0
22+82.96 EC					
		327.55			327.55

30+06	S.E. Hilldale edge sdw				
29+60					
29+00					
28+26					
28+00					
27+73					
27+30					
T.P.	12.84	361.34	3.57	348.50	
26+78					
26+50					
26+00					
		352.07			

361.34
4.34
357.00
4.17
361.17
0.86
360.31
9.92
370.23
5.84
364.39
1.14
365.53
4.98
360.55
6.99
367.54
3.98
363.56
5.71
369.27
5.80
363.47
3.09
366.56
7.77
358.79
358.50 = B.M. S.E. C' C.T. adams & Edgeware Rd.
0.29

	℄
	357.00
	4.34
351.1	
	10.2
348.9	
	12.4
347.2	
	14.1
343.4	
	17.9
342.3	
	19.0
343.3	
	18.0
	361.34
347.7	
	4.2
342.7	
	9.4
341.8	
	10.3
	352.07

Indexed
LM

Xsec Wright ST. 80' wide 14' c6s 13' 1/4s

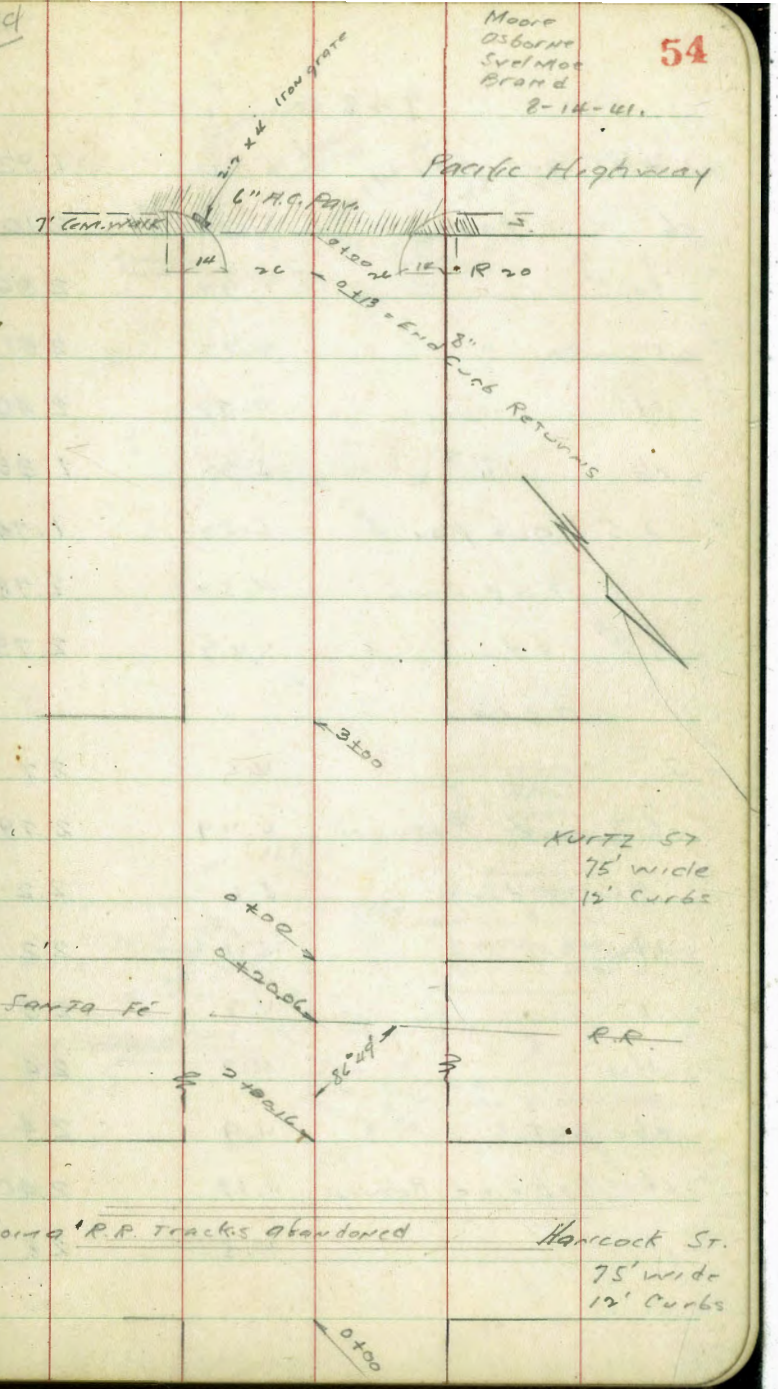
Pacific Hwy to La Jolla Ave

State Hwy.				SE 1/4 Cor. Pacific & Wright
BM. #7	4.50	7.28	2.78	
0 - 7 Ely curb of Pacific				
5 - C	c6 P.C.	4.60	2.68	
"	gut pav	5.26	202	
5	Pav.	5.35	1.93	
c6	"	5.09	2 19	
1/4	"	4.84	2 44	
C	"	4.76	2 52	
1/4	"	4.79	2 49	
c6	"	5.05	2 23	
N	"	5.33	1 95	
+C	gut Pav.	5.37	1 91	
"	curb P.C.	4.77	251	
Top iron gratе	S E Cor.	5.50	178	
0 to Ely Pacific				
N	Sdwk	4.67	261	
+9	Top curb	4.74	256	

New profile No. same as old - 965 - 8-18-41 C.B.M.

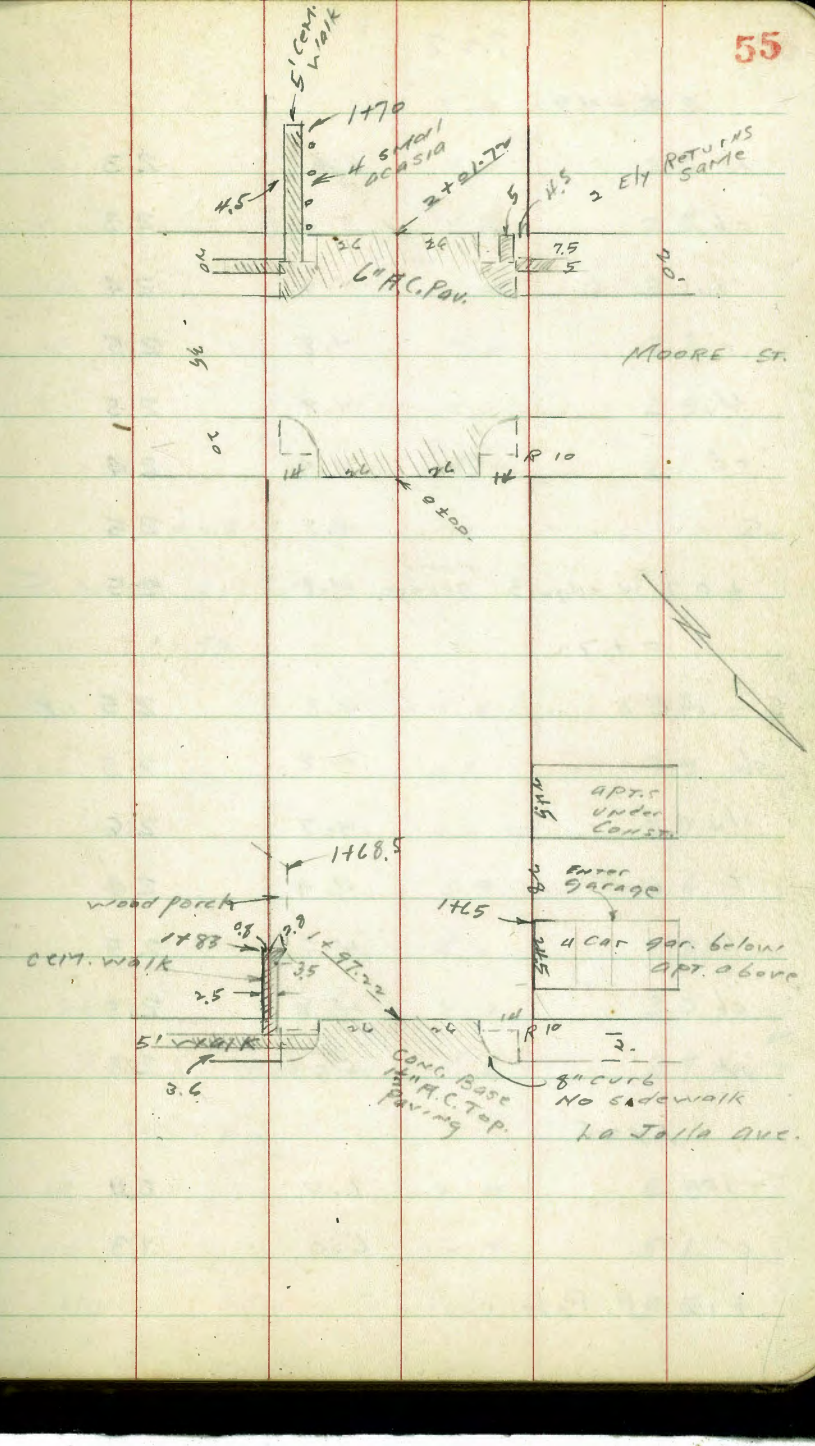
Moore Osborne Syd Moe Brand 8-14-41.

54



7+28

N	7+9	gut pav	5.36	1.92
	c6	pav	5.18	2.10
	1/4	"	4.92	2.36
	c	"	4.77	2.51
	1/4	"	4.88	2.40
	c6	"	5.33	1.95
	7+5	gut pav	5.54	1.74
	"	Top curb	4.50	2.78
	S	sdw.	4.49	2.79
		0+13		
	S		4.6	2.7
	c6	Top end Return	4.49	2.79
		gut dirt	5.1	2.2
	1/4		5.1	2.2
	c		4.8	2.5
	1/4		4.9	2.4
	c6	gut	4.9	2.4
	c6	Top end Return	4.88	2.40
	N		4.5	2.8



7.28

0+49			
N		5.0	2.3
c6		5.0	2.3
1/4		4.9	2.4
C		4.8	2.5
1/4		4.8	2.5
c6		4.9	2.4
S		4.8	2.5
+0.7 W edge 3 car garage		4.8	2.5 dirt
0+72			
S - 0.6 E " " "		4.8	2.5 "
c6		4.8	2.5
1/4		4.7	2.6
C		4.9	2.4
1/4		4.8	2.5
c6		4.8	2.5
N		5.0	2.3
1+25			
-10		6.4	0.9
N		6.0	1.3
+12 P. Pole			

7.28

c6		5.0	2.3
1/4		4.7	2.6
C		4.8	2.5
1/4		4.2	3.1
c6		4.0	3.3
S		4.4	2.9
+10		5.2	2.1
1+48			
S +10 Tel. Pole 4			
1+94			
S		3.5	3.8
c6		3.6	3.7
1/4		3.6	3.7
C		3.9	3.4
1/4		4.0	3.3
c6		4.3	3.0
N & S.W. garage		4.6	2.7 dirt
N +50			
N		2.0	5.3
c6		2.4	5.1
1/4		1.7	5.6

c			1.6	5.7
1/4			0.8	6.5
T.P.	10.86	16.84	1.30	5.98
c6			11.1	5.7
S			10.8	6.0

1+95 5+10 Tel.Pole ✓
3+00 w/ly Kurtz St.

S			7.0	9.8
c6			7.4	9.4
1/4			7.7	9.1
c			8.0	8.8
1/4			8.4	8.4
c6			8.1	8.7
N			8.0	8.8

w/ly curb.

N			7.5	9.3
c6			7.9	8.9
1/4			7.4	9.4
c			7.2	9.6
1/4			7.0	9.8
c6			7.3	9.5
S			7.7	9.1

E Kurtz

S			6.3	10.5
c6			6.0	10.8
1/4			5.7	11.1
c			5.4	11.4
1/4			5.5	11.3
c6			6.1	10.7
N			6.6	10.2

Ely Curb Kurtz

N			6.9	9.9
c6			6.2	10.6
1/4			4.8	12.0
c			4.4	12.4
1/4			4.1	12.7
c6			4.6	12.2
S			5.2	11.6

Ely line Kurtz = 0+00

S			4.6	12.2
c6			3.6	13.2
1/4			3.6	13.2
c			3.7	13.1

16.8 ✓

1/4		4.3	12.5
c6		4.7	12.1
N		5.6	11.2
	0+20.0 C & R R Tracks		
N	on W rail	3.66	13.18
C	" " "	3.45	13.39
S	" " "	3.40	13.44
S	on E rail	3.30	13.54
C	" " "	3.45	13.39
N	" " "	3.66	13.18
	0+36		
S	+16 R.R. Xing Signal		
	0+40		
S		1.0	15.8
c6		3.1	13.7
1/4		3.9	13.9
C		3.0	13.8
1/4		3.6	14.2
c6		3.5	13.3
N		3.6	13.2

16.8 ✓

	0+67		
N		1.5	15.3
c6		1.5	15.3
1/4		2.0	14.8
C		2.2	14.6
1/4		2.2	14.6
c6		1.8	15.0
S	+3 Tel pole ✓	0.8	16.0
T.P.	11.46	28.20 0.10	16.74
	1+00		
S		10.4	17.8
c6		10.5	17.7
	+11	11.2	17.0
1/4		12.3	15.9
C		11.9	16.3
1/4		12.0	16.2
c6		11.2	16.9
N		11.2	17.0
	1+50		
N		7.9	20.3
c6		8.1	20.1

1/4	9.3	18.9
c	9.1	19.1
1/4	9.8	18.4
tr	8.6	19.6
cb	8.1	20.1
S	7.6	20.6

1+69

S + 12 Tel. pole

2+00.16 w/y Hancock St.

E	5.1	23.1
cb	5.5	22.7
1/4	6.1	22.1
c	5.8	22.4
1/4	5.8	22.4
cb	5.4	22.8
N	4.7	23.5

W curb

N	4.7	23.5
cb	4.7	23.5
1/4	4.9	23.3
c	4.9	23.3

28.20

1/4	5.2	23.0
cb	5.2	23.0
S	5.2	23.0

E Hancock

S	4.3	23.9
cb	4.0	24.2
1/4	4.1	24.1
c	4.0	24.2
1/4	4.0	24.2
cb	4.1	24.1
N	4.1	24.1

E/y Curb

N	2.4	25.8
cb	2.4	25.8
1/4	2.7	25.5
c	2.7	25.5
1/4	2.9	25.3
cb	3.0	25.2
S	2.5	25.7

E/y Hancock St = 0+0

S	2.0	26.2

		28.20		
S + 3.6 beg. Picket fence				
c6			1.9	26.3
1/4			2.0	26.2
C			1.8	26.4
1/4			2.1	26.1
c6			1.6	26.6
N			1.6	26.6
N + 0.2 beg. Picket fence				
T.P.	11.81	39.82	0.19	28.01
	0 + 10			
N			11.6	28.2
c6			11.7	28.1
1/4			12.7	27.1
C			12.8	27.0
1/4			12.5	27.3
c6			11.7	28.1
+ 5			9.2	30.6
S			9.0	30.8
	0 + 50			
S			6.1	33.7

		39.82		
+ 17			5.8	34.0
c6			6.3	33.5
+ 3			7.5	32.3
1/4			8.5	31.3
C			9.0	30.8
1/4			8.8	31.0
c6			8.4	31.4
N			9.0	30.8
	0 + 63			
N + 11 P. Pole				
	0 + 85			
~~1 + 85~~				
N end fence + beg. 12' shed on line				
N			6.6	33.2
c6			4.8	35.0
1/4			4.6	35.2
C			4.5	35.3
1/4			4.5	35.3
c6			3.4	36.4
S			3.2	36.6
	1 + 00			
S + 2.5 end Picket fence				2.5 IN ST.

		39.82				
	1+02					
S-1.3	W. edge 2	car gar. dirt floor		0.36	√39.46	El. bot. of door
S				0.8	39.0	
c6				1.7	38.1	
1/4				2.1	37.7	
c				2.2	37.6	
1/4				2.3	37.5	
c6				1.3	38.5	
N				5.7	34.1	
	1+18					
S-1.3	E. edge 2	car gar.		0.27	√39.55	El. Bot door dirt floor
T.P.	1243	51.95		0.30	39.52	
	1+18.5					
S-1.3	W. edge 2	car garage		11.18	√40.77	El. Bot. door dirt floor
	1+35					
S-1.3	E edge 2	car gar.		11.00	√40.95	" "
	1+40					
-10				13.3	38.7	
N				10.0	42.0	
+3				9.5	42.5	
c6				9.4	42.6	

1+02 to 1+35 garages under same roof but floor El. differ.

		51.95	52.0		
1/4			9.7		42.3
c			9.6		42.4
1/4			9.5		42.5
c6			9.2		42.8
S			10.5		41.5
+5			10.6		41.4
	1+70				
S			6.1		45.9
+9.5	edge sidewalk		4.88		47.07 √
c6			5.5		46.5
1/4			6.5		45.5
c			6.2		45.8
1/4			6.2		45.8
c6			6.0		46.0
N			6.0		46.0
	2+01.72 wly Moore St.				
N			4.1		47.9
c6	Top cem.		4.12		47.83
gut.	Pav.		4.58		47.37
1/4	"		4.00		47.95
c	"		3.60		48.35

1/4	Pav	3.45	48.50
qu T	"	3.53	48.42
cb	Top curb	2.86	49.09
S		2.7	49.3
	W curb of Moore ST.		
S	Top curb	2.70	49.25
S	qu T Pav	3.16	48.79
cb	on Pav.	3.20	48.75
1/4	" "	3.28	48.67
C	" "	3.42	48.53
1/4	" "	3.74	48.21
cb	" "	4.15	47.80
N	qu T	4.48	47.47
N	cb	4.05	47.90
	E curb Moore ST.		
N	Top cb	4.19	47.76
N	qu T	4.63	47.32
cb	Pav	4.46	47.49
1/4	"	4.15	47.80
C	"	3.89	48.06
1/4	"	3.61	48.34

cb	Pav	3.32	48.62
S	qu T	3.07	48.88
S	Top cb	2.45	49.50
	E/y Moore ST = 0+00		
S		2.6	49.4
cb	end Ret	2.72	49.21
qu T	Pav	3.22	48.73
1/4	"	3.06	48.89
C	"	3.26	48.69
1/4	"	3.66	48.29
qu T	"	4.51	47.44
cb	end Ret.	4.02	47.93
N		3.9	48.1
T.P	13.11	62.33	2.73 49.22
	0+0.10 = for edge		
N		12.7	49.6
cb		12.7	49.6
1/4		13.1	49.2
C		12.5	49.8

62.33

1/4	12.7	49.6	
c6	12.2	50.1	
S	11.6	50.7	
0 + 0 x			
S	6.5	55.8	
+ 13	8.0	54.3	
c6	10.7	51.6	
+ x	11.5	50.8	
1/4	12.0	503	
c	12.0	503	
1/4	12.2	50.1	
+ 10	11.4	50.9	
c6	7.7	54.6	
N	7.7	54.6	
0 + 40			
N	3.8	58.5	
c6	4.2	58.1	
+ 3	6.1	56.2	
1/4	6.9	55.4	
c	6.7	55.6	

62.33

1/4	6.8	55.5	
c6	4.8	57.5	
+ 5	3.4	58.9	
S	3.0	59.3	
0 + 59			
N c6 P. Pole	V		
T.P. 12.40	74.22	0.51	61.82
0 + 80			
S	11.1	63.1	
c6	11.8	62.4	
1/4	12.1	62.1	
c	12.4	61.8	
1/4	11.8	62.4	
c6	11.2	63.0	
N	11.5	62.7	
1 + 00			
N	10.2	64.0	
c6	9.4	64.8	
1/4	8.8	65.4	

74.22

C		9.2	65.0	
1/4		9.2	65.0	
c6		9.1	65.1	
4		8.6	65.6	
	1+20			
5		5.8	68.4	
c6		5.9	68.3	
1/4		6.1	68.1	
C		6.1	68.1	
1/4		5.9	68.3	
c6		6.8	67.4	
N	against Con. Foundation	8.0	66.2	
N	Floor Elev	1.58	72.64 ✓	
	1+60			
-10		2.5	71.7	
N		1.8	72.4	
c6		0.4	73.8	
1/4		+ 0.3	74.5	
C		0.1	74.1	
1/4		0.0	74.2	

74.22

c6		+ 0.2	74.4	
5		+ 0.3	74.5	
+10		0.0	74.2	
	1+65			
N.-1	Future Gar. floor	1.90	72.32 Elev ✓	
T.P	11.44	85.06	0.60	73.62
	1+83			
5	on Cent walk	5.47	79.59 ✓	
5 +2.8	" " "	5.51	79.55	
5 +3	ground	6.5	78.6	
c6		7.5	77.6	
1/4		7.1	77.5	
C		7.5	77.6	
1/4		7.3	77.8	
c6		6.5	78.6	
N	ground against Gar. Foundation	7.7	77.4 ?	
N	Floo Elev	3.18	81.88 ?	

850c

1+97.22 w/L La Jolla Ave

N	5.12	79.9
cb end Ret.	5.16	79.90
gut pav	5.67	79.39
1/4 "	5.65	79.41
c "	5.75	79.31
1/4 "	6.00	79.06
gut "	6.35	78.71
cb end Ret	6.10	78.96
S on cem walk	5.78	79.28
W cb of L.J. ave		
S Top cb	6.08	78.98
S gut pav	6.48	78.58
cb "	6.30	78.76
1/4 "	6.05	79.01
c "	5.90	79.16
1/4 "	5.76	79.30
cb "	5.61	79.45
N gut "	5.51	79.55
N cb	5.12	79.94

850c

N.E.
check to B M BP

Wright 4 La Jolla ave	2.95	82.11	82.15
			0.04

Moore
Rand
Svelmoe
10-2-41.

X sec alley 20' wide
Blk 88 E. W. Morse

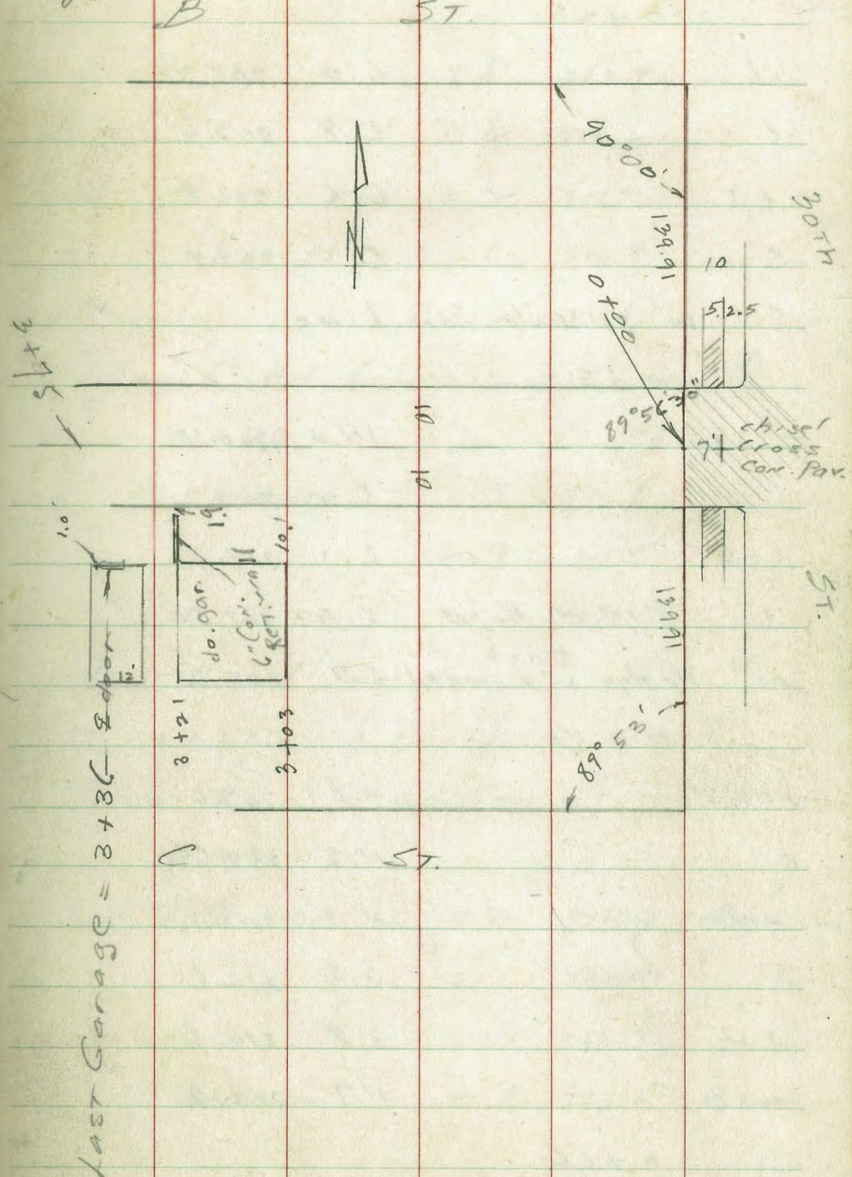
SWBP	12.41	207.37		194.96	30th & C
T.P.	8.93	214.43	1.87	205.50	

0-10 = W curb line of 30th

S	Pav.		8.94	205.49
C	"		8.20	206.23
N	"		7.49	206.94
	0+00 = W.L. 30th			
N	curb		6.78	207.65
N	Pav.		7.23	207.20
C	"		8.13	206.30
S	"		8.40	206.03
S	curb		8.33	206.10
	0+06			
S			5.3	209.1
+2			6.8	207.6
C			7.9	206.5
+9			7.0	209.4
N			6.4	208.0

Notes reduced A.E.B.
Plot: C.B.H. 10-8-41

Indexed Oct 7-41
Indexed HKI



	0+23			
N		6.0	208.4	
C		6.8	207.6	
+5		6.6	207.8	
S		5.0	209.4	
S	10" Tel. pole on Line			✓
	0+31			
-18		14.0	200.4	
S		5.7	209.2	
+6		6.1	208.3	
C	S.M.H. Rim	5.93	208.50	✓
N	Hedge Back of Line on	5.7	208.7	✓
	0+50			
N		4.8	209.6	
C		4.8	209.6	
+4		4.7	209.7	
S		3.8	210.6	
+4		3.8	210.6	
+18		11.7	202.7	
	0+66			
-17		5.7	209.2	

-6		1.5	212.9	
S		1.8	212.6	
+4		3.7	211.2	
C		3.6	210.8	
N		3.3	211.1	
N	Beg. 6' Bd. fence on Line			✓
	0+75			
N	Bd. fence	2.5	211.9	
C		2.9	211.5	
S		2.0	212.4	
	+0.1 Beg. 6' Bd. fence			✓
	0+83			
N	-0.4 End 6' Bd. fence			✓
	0+93			
N	-4.7 E Sin. gar.	0.0	214.4	✓ dirt floor
N		0.7	214.0	
C		1.1	213.3	
S	6' Bd. fence	0.6	213.8	at Back
T.P.	5.80	219.10	1.12	213.30

1+00			
S	L' Bd. Fence	5.0	214.1	on line
C		5.5	213.6	
+7		5.0	214.1	
N		4.3	214.8	
+0.15	Beg. L' Bd. fence			0.15 Back ✓
1+15				
S +0.10	End L' " "			0.10 in alley ✓
1+15.7				
S -0.4	NE Cor Bd. garage			✓
1+20				
N	End L' Bd fence on line			✓
1+24				
S -0.4	E Sin. gar floor	Cem. 4.37	214.73 ✓	Now used for storage
1+26				
N -5.7	E.L. do. gar.	3.57	215.53 ✓	cem. floor
N -3.6	" Cem. apron	3.7	215.38 ✓	
N		3.9	215.2	
C		4.6	214.5	
S	gar. floor	4.37	214.23	

1+28			
S +0.10	Beg. L' Bd. fence		0.10 in alley ✓
1+33			
S +0.9	10" Tel. Pole		✓
1+35			
S +0.10	End L' Bd. fence		✓
1+46			
S		4.9	214.2
C		4.6	214.5
N		4.7	214.9
+3.5	W.L. Cem. apron	3.67	215.43 ✓
+5.1	" do. gar.	3.51	215.59 ✓	cem fl.
1+48			
N +0.7	S. side 12" Pepper Tree		✓
1+50			
N	Beg. of Bd. Shed on line		✓
1+57.4			
S -1.0	E.L. Cem. apron	5.01	214.09 ✓
S -4.1	" do. gar.	4.85	214.25 ✓	cem. floo.
1+65			
N	End Bd. Shed on line		✓

	1+73			
N		4.5	214.6	
C		5.1	214.1	
S		5.1	214.0	
+1.0 W.L.	cem. apron	5.06	214.04	✓
+4.1 "	do. gar.	4.9±	214.18	cem. fl.
	1+74			
N-4.1 E.L.	cem. apron	4.43	214.67	✓
N-5.0 "	do. gar.	4.40	214.70	✓ " "
	1+77			
S-0.4	N E Cor. old Style Frame Barn			✓
	1+91			
S		5.6	213.5	
C		5.7	213.4	
N		5.0	214.1	
+4.± W.L.	cem. apron	4.45	214.65	✓
+5.1 "	do. gar.	4.43	214.67	✓ cem. fl.
	1+9±			
S-0.4	℄ 7.5 sliding door	5.49	213.61	✓ Wood floor Now Storage Could be used a garage.
	2+05			
S-0.4	N W Cor. of Frame Barn			✓

	2+05.10			
S-0.6	Beg. 5' Bd. fence			✓
	2+11			
N-5.±	E.L. N cor. gar.	5.±0	213.90	cem. floor
N		5.6	213.5	
C		6.3	212.8	
S		6.3	212.8	
S+0.6	Bd. fence			
	2+23			
S-0.6	End Bd. fence ✓ and Beg. ✓ Bd. Shed			
	2+31			
S-0.6	End Bd. Shed ✓ and Beg. 5' Bd. fence			
	2+38			
-0.6	Bd. fence			
S		7.0	212.1	
C		6.9	212.2	
N		6.3	212.8	✓
+5.3 W.L.	N Cor gar.	5.±7	213.83	✓ cem. floor
	2+44			
N-6.3 ℄ S.N.	gar. 7.5 wide door	6.47	212.63	✓ " "
N	ground	6.8	212.3	✓

		219.10			
	2+50				
N-0.4	beg. wire fence ✓				
N			6.7	212.4	
C			7.7	211.4	
S			7.7	211.4	
+0.4	Bd. fence				
	2+73				
N-1.8	end of wire fence ✓				
	2+75				
✓ S-0.6	Bd. fence = End 5' Bd fence Beg. 4' Picker				
S	f.9			210.2	
	12"				
+0.7	Tel. Pole & Power Line ✓				All these poles are S.D. Gas & Elect. and owned by Tel. Co.
C			9.0	210.1	
N			8.1	211.0	
	3+00				
N			10.8	208.3	
C			11.4	207.7	
S			11.4	207.7	
+0.8	end 4' Picker fence ✓				
T.P	1.59	208.14	11.55	206.55	

		208.14			70
	3+03				
S-10.1	F.L. do. gar.		1.35	206.79	✓ cem. fl.
	3+21				
S-10.1	W.L. do. gar.		1.42	206.72	✓ " "
S-10	Top 6" cem. wall		1.53	206.61	✓
S-1.9	" " "		2.17	205.97	✓
S			2.2	205.9	
C			2.3	205.8	
N			2.1	206.0	
	3+31				
C	Rim SM Hl.		3.30	204.84	
	3+36				
N			3.4	204.7	
C			4.1	204.0	
S			4.7	203.4	
	℄ 7.5 door				East Garage on Alley
+10.5	℄ Sin. gar		5.38	202.76	✓ cem. fl.
	3+50				
-10			6.5	201.6	
S			5.5	202.6	
C			4.5	203.6	
N			4.2	203.9	
N+0.7	Beg. Bd. fence		✓		

208.14

	3+54				
N + 0.7 ℄ 1.2 diam. pepper tree ✓					
	3+75				
N - 0.4	S edge	Frame dwelling	8.3	199.8 ✓	
C			10.0	198.1	
S			12.3	195.8	
+10			15.7	192.4	
alley drops off sharply into canon at 29th St.					
T.P.	12.34	219.99	0.49	207.65	
T.P.	9.95	222.75	7.19	212.80	
NE B.P.	30th &	B St.	2.43	220.32	220.14
T.P.	1.21	211.67	12.29	210.46	
T.P.	3.57	202.33	12.91	198.76	
check to	Orig.	B.M.	7.38	194.95	194.96
					0.01

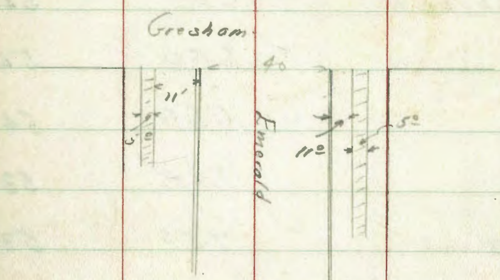
Here curb has appar. bulged up.

Bliss
Sommermyer
Beggs
10/14/41

	+	HI	−	Elev	
	℄ Levels on Law E Line Cass				
	to 528' East		Oiled Surface		
					S.W. B.P.
BM	9.44	75.84		66 40	Cass + Law
N. Top cb			7.38	68.46	
0+00 E Line Cass.			8.23	67.61	
S. Top cb.			8.38	67 46	
0+50			7 20	68 64	
1+00 Begin 100 cb. on N. Top			5.97	69. 87	
1+00			6.69	69. 15	
+50			5.64	70 20	
End 100 cb + walk on N			4.52	71 32	
2+00			4.78	71 06	
+50			3.99	71. 85	
3+00			2.89	72. 95	
+50			2.08	73. 76	
4+00			1.52	74. 32	
+50			1.21	74 63	
5+00			0.54	75 30	
+19			0.39	75. 45	
+23 End			0.46	75 38	

Levels to Determine Elev of cbs
at Emerald + Gresham

	+	HI	−	Elev	
					S.E. Top
BM.	5 23	65 52		60.29	Hy Emerald + [illegible]
		5' walk			
S. Edge walk on S			3.22	62 30	
N " " on S			3.39	62 13	
S. Top cb.			3.52	62 00	
N. Top cb			3.08	62 44	
S. Edge N walk			2.88	62.64	
N " " "			2.79	62.73	



Levels on Paving Emerald & Fanuel

Fanuel / Emerald

BM	0.82	61.11		60.29	SE Top Hy
S. Propline Emerald & Fanuel			3.31	57	80
& Fanuel & Emerald			2.84	58.	27
N. Prop. Line Emerald & Fanuel			2.49	58.	62

Levels to Determine Elev of Obs. Emerald

& Everts H.I. Same as Emerald & Fanuel above

N Edge walk on N	6.43	54. 68
S " " " N	6.50	54 61
N Top Ob	6.66	54 45
S " "	7.68	53. 43
N Edge walk on S	7.59	53 57
S " " " "	7.50	53. 61

& Levels on Paving Fanuel & Felspar

Emerald Fanuel SE Top Hy.

BM	0.08	60.37		6029	
N Line Felspar & & Fanuel			9.10	51	27
& Felspar & Fanuel			9.62	50	75
S Line Felspar & & Fanuel			10.24	50	13

Felspar: Morrell to 307' East Levels on Top Obs. and oiled Surface. No Sideworks

					N.E. cp TK
B.M.	0.35	88 96		88.11	Lamont + Felspar
T.P.	0.04	78.91	10:09	78.37	
			S.W. Return	Morrell + Felspar	
W Line Morrell			6.39	72.02	
S " Felspar			6.55	71.86	
			N.W. Return		
W Line Morrell			4.36	73.45	
N " Felspar			5.62	73 39	
			N.E. Return		
N Line Felspar			6.08	72 53	
E " Morrell			6.18	72.23	
			S.E. Return		
E Line Morrell			7.50	70 91	
S " Felspar			7.56	70 85	
20'W E Line Morrell &			7.3	71.1	
E " "			7.2	71 2	
0+50			7.3	71 1	
1+00			7.0	71 4	
+50			6.7	71 6	
2+00			6.6	71 8	
+50			6.6	71 8	
3+00			6.6	71 8	
+07			6.5	71 9	
T.P.	11 11.37	89.74	0.04	78.37	
Check Sighting B.M.			1.62	88.12	
				88 11	
				0 01	

N.T.S.

E. Levels. Cass + Felspar

		78.41			S.E. B.P. Garnet + Cass.
B.M.	9.75	37.60		27.85	
S Line Felspar & Cass			4.87	32 73	✓
& Cass + Felspar			4.34	33 26	✓
N Line Felspar & Cass			3.79	33 81	✓

Re Cross Section Alley Block 67 W.P. Herbert's Sub. From Meade to Moore Between Mc Clintock & 38th St.

Indexed C.S.K.

NW. B.P. Meade & 38th St.

BM	5.38	379.76		374.38	
		0+14 = NCb Line Meade			
E on Paving			4.85	374.91	
℄ " "			4.88	374.88	
W " "			4.80	374.96	
		0+2 = Broken Cb on East			
W+0.1 = Cb			3.95	375.81	
W+0.1 Paving			4.32	375.44	
℄ "			4.51	375.25	
+7.4 "			4.40	375.36	
+7.4 = NLy Good Cb			4.07	375.69	
		0+0 = NL Meade			
E+0.1 = Broken Cb			4.28	375.48	
E+0.1 on Paving			4.43	375.33	
℄ " "			4.51	375.25	
+7.4 " "			4.32	375.44	
+7.4 = NLy Cb.			3.96	375.80	
		0+10			
-1.0 = SE Cor Stucco House			3.4	376.4	
W			3.4	376.4	

Red + Plat. Profile 2784. 1-7-42 GBM.

Original Sections Field Book #1557 Page 20

Jan. 5-42 Sisson Northberg W Moore

15 Wide			379.76		
℄				4.1	375.7
E				3.8	376.0
+10				3.8	376.0
		0+16			
W = SLy 4.5' Chimney					✓
		0+45			
W+0.5 = WLy Power Pole					✓
		0+46			
W-1.0 = NELy Stucco House					✓
W-0.4 = SLy Picket Fence					
		0+50			
-10				3.9	375.9 ✓
E				3.5	376.3
℄				3.4	376.4
W = Picket Fence				2.9	376.9 ✓
+5				2.5	377.3 ✓
		0+70			
-10				2.2	377.6
W				2.5	377.3
℄				3.0	376.8

379.76

E		3.1	376.7	
+10		3.6	376.2	✓
	1+40			
-10		3.3	376.5	✓
E		3.0	376.8	
℄		2.8	377.0	
W = N'ly Picket Fence		2.4	377.4	✓
+10		2.2	377.6	✓
	1+04			
E -9.0 = ℄ Garage D/H Floor		3.2	376.6	✓
	1+09			
E = S'ly Wire Fence + Hedge				✓
TP	5.54 382.52	2.78	376.98	
	1+38			
E -0.3 = N'ly Wire Fence + Hedge				✓
	1+50			
-10		4.8	377.7	✓
W		5.3	377.2	
℄		5.6	376.9	
E		5.5	377.0	
+10		6.0	376.5	✓

382.52

	1+75			
-10		5.2	376.8	✓
E = S'ly Picket Fence		5.3	377.2	✓
℄		5.4	377.1	
+6.5 = W'ly Power Pole				✓
W		5.2	377.3	
+10		4.6	377.9	✓
	2+10			
-10		4.7	377.8	✓
W		5.1	377.4	
℄		5.3	377.2	
E		5.4	377.1	
+10		5.5	377.0	✓
	2+12			
E -0.6 = N'ly Picket Fence S'ly Lath Fence				✓
	2+25			
-10		5.4	377.1	✓
E		5.3	377.2	
℄		5.3	377.2	
W		5.2	377.3	
+10		4.6	377.9	✓

382.52

2+50

-10	5.0	377.5	✓
W	5.0	377.5	
℄	5.0	377.5	
+7.0 = W ly Lath Fence			✓
E	5.0	377.5	
+0.6 = S ly Wire Fence			✓
+10	5.1	377.1	✓

2+60

W-9.0 = ℄ Garage Conc Floor	4.86	378.16	✓

2+76

-10	5.3	377.2	✓
E	5.0	377.5	
℄	4.9	377.6	
+64 = W ly Power Pole			✓
W	4.7	377.8	
+10	4.6	377.9	✓

2+83

E-0.3 = W ly Lath Fence			✓

382.52

2+91

W-9.5 = ℄ Garage Conc Floor	4.24	378.28	✓

3+00

-9	4.6	377.9	
W	4.5	378.0	
+0.5 = S ly Brick & Tile Wall			✓
℄	4.7	377.8	
E	4.8	377.7	
+10	5.1	377.4	✓

3+18

E = S ly Lath Fence			✓

3+20

W+0.5 = W ly Brick & Tile Wall			✓

3+44

W+0.6 = S ly 8" Conc Wall	3.44	378.08	✓

3+50

-10	4.8	377.7	✓
-0.2 = W ly Lath Fence + S ly Picket Fence			✓
E	4.3	378.2	
℄	4.2	378.3	

		382.52				
+6.9 = N'ly 8" Wall - S'ly Conc Apron			3.57		378.95	✓
W -5.8 = S'ly 5 Car Garage Conc Floors			3.10		379.42	✓
3+96.5						
W +0.7 = N'ly Conc Apron			3.56		378.96	✓
W -5.8 = N'ly 5 Car Garage Conc Floor			3.21		379.31	✓
3+98.5						
W +0.7 = ℄ 3' Conc Walk			3.62		378.90	✓
4+0						
-5			3.8		378.7	✓
W			3.9		378.6	
+0.7 = W'ly Power Pole						✓
℄			4.2		378.3	
E			4.3		378.2	
+0.2 = N'ly Picket:						✓
+10			4.7		377.8	✓
TP	4.95	383.30	4.17	378.35		
4+18						
W +0.4 = S'ly Conc Apron			4.32		378.98	✓
W -10 on " "			4.25		379.05	✓

		383.30				
4+25 = Break in Conc Apron						
W -0.4 = E'ly Conc Apron			4.21		379.09	✓
W -10 on " "			4.15		379.15	✓
4+34						
E -0.3 = N'ly Lot 4 Fence						✓
4+40						
E -0.2 = ℄ 10 Conc Apron			5.08		378.22	✓
E -6.3 = ℄ Garage Conc Floor			4.89		378.41	✓
4+50						
-10			5.1		378.2	✓
E			5.0		378.3	
℄			4.9		378.4	
+7.1 = N'ly Conc Apron			4.31		378.99	✓
W -6.5 = N'ly Garage Conc Floor			4.28		379.02	✓
4+57						
E -0.5 = S'ly Picket Fence						✓
4+75						
-10			4.4		378.9	✓
W			4.9		378.4	
℄			5.0		378.3	

383.30

E		5.1	378.2	
+10		5.6	377.7	✓
	5+40			
-10		5.7	377.6	✓
-0.1 = N'ly Picket Fence				✓
E		4.9	378.4	
℄		4.8	378.5	
+6.6 = N'ly Power Pole				✓
W		4.5	378.8	
+10		4.4	378.9	✓
	5+25			
-10		3.9	379.4	✓
W		4.2	379.1	
℄		4.7	378.6	
E		4.9	378.4	
+0.3 = S'ly Picket Fence				✓
+10		5.9	377.4	✓
	5+41			
W +0.2 = SE Cor Stucco Garage N Entrance				

383.30

	5+50			
-10		5.6	377.7	
-2.7 = S'ly Tile Roll 6"				✓
E		4.5	378.8	
+1.0 = N'ly Picket Fence				✓
℄		4.6	378.7	
+7.8 = E'ly Stucco Garage		4.3	379.0	✓
TP	3.57	382.29	4.58	378.72
	5+57			
W -3.0 = E'ly Conc Drive		3.86	379.43	
W +0.25 = S'ly Low Lath Fence NE Cor Stucco Garage N Entrance				✓
	5+80.7			
℄ = ℄ Flush Tank on Rim		4.04	378.25	
	5+85			
-3.0 = E'ly Conc Drive		2.90	379.39	✓
W		3.3	379.0	
+3		4.1	378.2	
℄		4.2	378.1	
E		4.1	378.2	
= N'ly Do. Brick Garage N Entrance				
-2.2 = N'ly Conc Drive		4.42	377.87	✓

382.29

6+00.6 = S Line Monroe

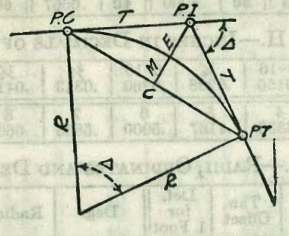
E 10.15 = S/y C5		5.11	377.18	✓
E 10.15 = Paving		5.34	376.95	✓
℄ on "		5.32	376.97	✓
+7.4 " "		4.92	377.37	✓
+7.4 S/y C6		4.70	377.59	✓

6+12.6 = S. C6 Line Monroe

℄ on Paving		5.30	376.99	✓
℄ " "		5.45	376.84	✓
E " "		5.60	376.69	✓

TP	3.30	379.04	6.55	375.74	
BM			4.86	374.18	S W BP Monroe 381.52 Miller 374.70

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

Radius = $R = \frac{50}{\sin. D/2}$ (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) = $R \text{vers} \frac{\Delta}{2}$ (6)

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

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

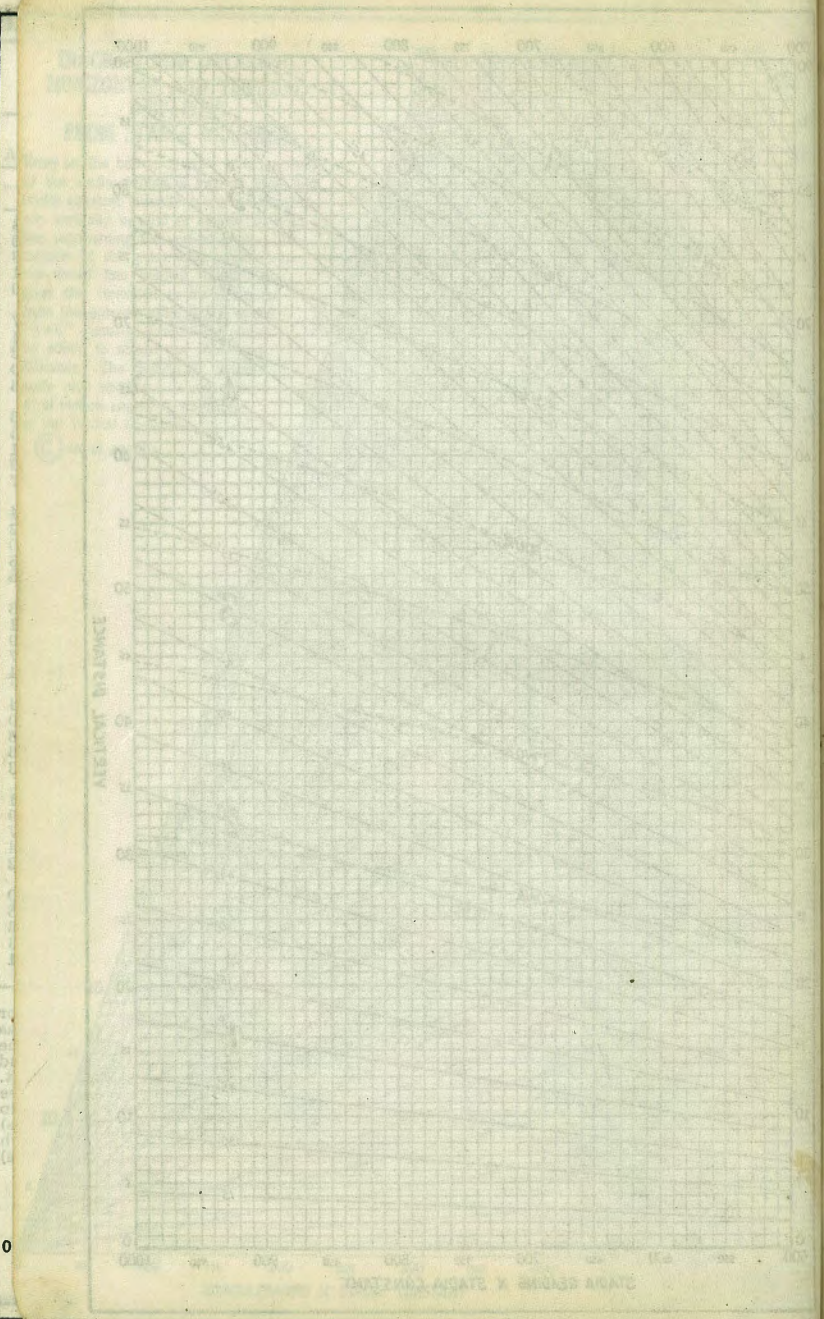
EXPLANATION AND USE OF TABLES

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

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

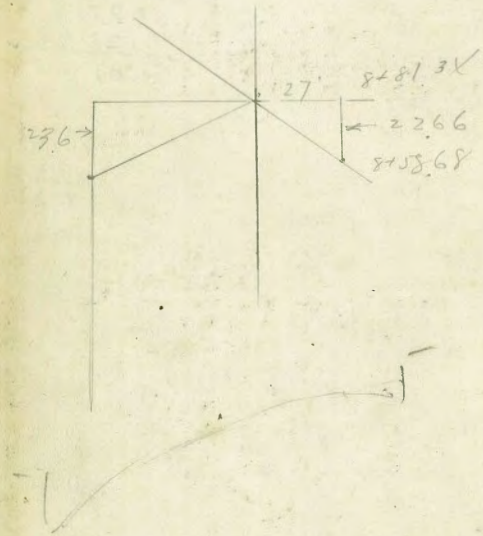
Deflections.—Deflection angle = ½ D for 100 ft., ¼ D for 50 ft., etc. For c ft. = (in minutes) .3 × C × D° or = defl. for 1 ft. from Table III × C. For Sta. 158 of above curve = .3 × 54.5 × $8\frac{1}{3}$ = 136.2′ or 2° 16.2′, or = 2.50 × 54.5 = 136.2′ from Table III. For Sta. 159 deflection angle = 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′ = $960.6 \div 8\frac{1}{3}$ = 91.27 and from Table V correction = .10 or E = 91.37 ft. Or suppose $\Delta = 32°$ 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′.



8+33
23 66
8+09.34
14 34
7+95.00
20
7+75.00
68 25
8+43.25
20
8+63.25
14 34
8+77.62
23 66
9+01 28

7+41
77 62
53



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.