1606

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 ft. 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.** This book is sewed with Bing **Special Enamel Waterproof Thread.**

Made in U. S. A.

Bliss Commissioner Farrow
S 1:7/41

Sewer Levels for Interceptor Sewer from U.S. Naval Reservation Line East on San Antonio St.

* Note all houses on left of line are above grade

B.M.	9.23	15.27		11.04	BP Sta Antonio & Kellogg
0+00	Naval Res Line on Ground		3.9	11.4	
0+00	on Paving		9.02	11.3	
0+00	25 Rt on Top Cb		4.30	11.0	Red. by CW 7/24/41
165	Rt on Bank		9.8	5.5	ck. CW 7/24/41 Pg. 1-13 inc.
180	" Beach		14.8	0.5	
1+00	on Paving		4.77	10.50	
1+00	25 Rt Top Cb		4.84	10.43	
1+05	House on Rt	30' Rt of ℄ on Top Foundation	6.57	8.7	
1+65	5 S Line of Kellogg		5.29	10.0	
1+78	Gutter		5.68	9.59	
1+90	85 ℄ Kellogg		5.03	10.24	
125	Rt on End of Paving		12.76	2.51	
145	Rt " Beach		18.3	-3.0	
2+03	N Gutter Kellogg		6.20	9.07	
2+15	85 N Line Kellogg St		5.83	9.44	
2+15	83 95 Rt Top Cb		5.80	9.47	
2+33	on h. W. Edge of House on Rt		5.86	9.41	
2+33	112 Rt on Plumbing of Above house		10.1	5.2	
2+33	125 Rt Toilet in Basement on base		14.4	0.9	
3+00			6.46	8.81	
3+00	S. Top Cb.		6.52	8.75	

TP	2.75	13.79	4.23	15.27	
3+23	opp. Plumbing of House on Rt		5.12	8.67	
3+23	72 East to Plumbing on Plateau		7.3	6.15	
3+50	"		5.40	8.39	Red. by CW 7/24/41
3+69	S Side of house on Rt on ℄		5.53	8.26	
TP	4.62	12.92 Plumbing not Available	5.99	8.30	
3+69	Floor of House 56 Rt		7.50	5.42	
4+00			4.93	8.0	
4+50			5.26	7.66	
5+00			5.77	7.15	
5+00	133 Rt		11.5	1.4	
	" " on Beach		18.5	-5.6	
TP	2.04	11.35	3.61	9.31	
5+15	W Line of Lawrence		4.06	6.89	
5+28	W Gutter of Lawrence		4.78	6.57	
5+40	21 ℄ of Lawrence		4.49	6.86	
5+45	21 66 Rt on End of Paving		8.30	3.1	
"	" 86 " " Beach		14.6	-3.2	
5+53	N Gutter Lawrence		5.29	6.06	
5+65	21 E Line of Lawrence		4.96	6.39	
6+00			5.23	6.12	
6+00	52 Rt on Plumbing of Two Story House		11.06	0.29	
6+50			5.76	5.59	

		11.35			
7+00			6.33	5.07	
7+57	W. Side Drilling on Rt &		6.94	4.41	
7+57	5'.5 Rt to lowest floor.		9.50	1.85	Red. by W. 5/22/41
8+00	&		7.35	4.00	
"	9.5 Rt Top Ch.		7.50	3.85	
8+00	30' Rt on Bank		7.4	4.0	
8+00	56 Rt on Beach		13.9	-2.5	
+50			7.97	3.38	
+65	S. Line McCall		8.20	3.15	
+65	9.5 Rt. Top Ch.		8.21	3.14	
+77	S. Gutter		8.64	2.71	
L.T. +90.19	& paving loss sink ors Sal. w Tree Grass		8.19	3.16	
TP	3.47	6.48	8.34 8.29	3.01	
Check B.M.	N.W. McCall-San Antonio		2.00	4.98 9.60 B.M. 0.1 ~ Diff	
8+90.19	30 'Rt on End Paving		4.21	2.77	
" "	90 " " Beach		11.3	-4.8	
9+00			3.73	2.75	
+04	N Gutter McCall		4.05	2.43	
+15.21	N Line McCall		3.94	2.54	
+50			4.9	1.6	
+70			6.8	-0.3	
+86			8.9	-2.4	

		6.48			
10+00			7.4	-0.9	
10+00	20 Rt		9.9	-3.4	
" "	50 " on Beach		11.8	-5.3	
+50			7.3	-0.8	Red. by W. 5/22/41
11+00			7.8	-1.3	
" "	25' Lt		7.2	-0.7	
11+00	50 Rt		15.2	-8.7	
+50			9.2	-2.7	
12+00			10.0	-3.5	
" "	30' Lt		7.6	-1.1	
" "	40 Rt		14.6	-8.1	
+25			11.1	-4.6	
+50			10.8	-4.3	
+50	25' Lt to	Vertical Bank	9.5	-3.0	
13+00			11.0	-4.5	
" "	20' Lt Base	Vr. Bank	8.1	-1.6	
" "	35 Rt		14.5	-8.0	
13+01	12.5 Lt. base	stairway	8.23	-1.75	
TP	13.36	9.64	10.20	-3.72	
13+25			13.5	-3.9	
" "	14' Lt To Base of vertical Bank		11.5	-1.9	
" "	17' " Top Bank		+0.9	10.5	

		9.64			Red. 6 Cor. 5/22/41
13+25	20' Rt		17.4	-7.8	
+50			13.3	-3.7	
+50	12' Lt To Base of Bank		11.9	-2.3	
	15 " To Top Bank		+1.1	10.7	
+50	35' Rt		17.3	-7.7	
+57	7.5 Lt. S Side of Stairway To Base of Con Stairway Ass of Slab.		12.3	-2.7	
+65	20 Lt To N Side concrete Stairway Base		12.3	-2.7	
+70	℄		12.6	-3.0	
+70	10' Lt. To Base Vert Bank		11.4	-1.8	
" "	12 "		+2.0	11.6	
" "	20 "		+7.0	16.6	
+70	30 Rt.		16.8	-7.2	
13+71	℄		12.8	-3.2	
" "	2' Lt to Base Vert Bank		12.3	-2.7	
13+82	Base of Vert Bank on ℄		11.9	-2.3	
13+82	1' Lt Top of Bank		+7.0	16.6	
" "	13 Lt		+7.8	17.4	
" "	25 "		+8.4	18.0	
13+82	25' Rt		15.6	-6.0	
13+94	℄		2.9	6.7	
" "	4' Lt.		+6.9	16.5	
" "	25 Lt		+8.4	18.0	
13+94	2' Rt		12.0	-2.4	
	25' Rt		15.7	-6.1	
14+00	℄		11.1	-1.5	
" "	2' Lt		+0.3	9.9	

		9.64			Red. 6 Cor. 5/22/41
14+00	8' Lt		+8.3	17.9	
	20 "		+8.9	18.0	
14+00	25' Rt		15.8	-6.2	
14+03	3.9 Rt. inside edge Ret Wall		9.30	0.34	
" "	5.5 Rt outside edge Ret wall		10.05	-0.41	
" "	5.5 Rt Beach. Base wall		11.9	-2.3	
14+06	Break in wall See Note 1 page 4 3.9 Rt inside edge Ret wall		9.30	0.34	
" "	5.5 " outside " " "		10.05	-0.41	
" "	5.5 Rt on Beach		12.0	-2.4	
14+07	℄		0.0	9.6	
" "	6' Lt		+3.2	12.8	
" "	13 "		+5.0	14.6	
" "	20 "		+5.9	15.0	
TP.	4.36	12.60 ✓	1.90	8.24 ✓	
14+10	Break Ret wall See sketch page 4 ℄		2.2	10.4	
" "	10' Lt		0.0	12.6	
" "	25 "		+1.2	13.8	
" "	4.8 Rt outside 3" Con Ret wall		6.38	6.72	
" "	4.8 " on Beach		14.6	-2.0	
14+16	on ℄ Top Cb See sketch page 4		6.39	6.21	
" "	55 Rt. Top Con Ret wall		6.32	6.28	
" "	55 " on Beach		14.6	-2.0	
" "	28 Rt " "		16.8	-4.2	
" "	" Top Con Ret wall		5.80	6.8	

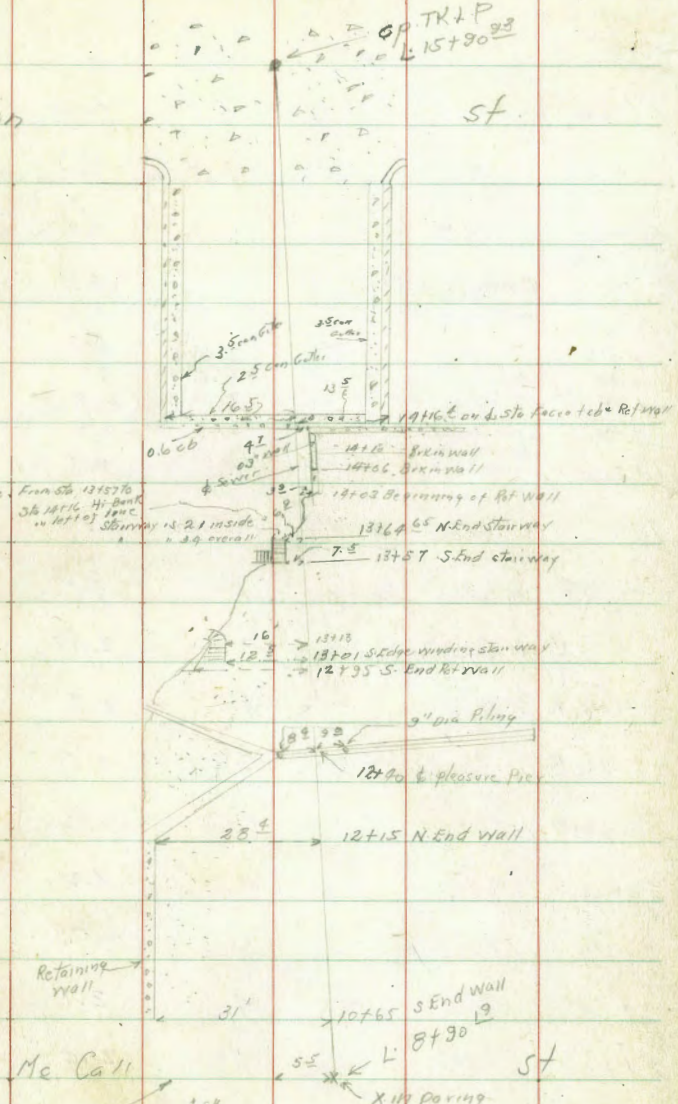
T
1260

Red. by (W). 9/27/41

	See Sketch opp page			
14+16 $\frac{9}{L}$	in Gutter	6.79	5.81	
" "	16.5 Lt N. Top cb	5.69	6.91	
	25 " on Ground	4.6	8.0	
" "	13.5 Rt E Top cb	6.86	5.74	
14+19	N Edge concrete Gutter $\frac{9}{L}$	6.69	5.91	
+50		5.3	7.3	
15+00		4.1	8.5	
+32	W Edge Reson Pt. $\frac{9}{L}$	3.1	9.5	
+32	46' Rt base pt in plumbing	5.77	6.83	
+50	"	2.7	9.9	
+65 $\frac{23}{L}$	S. Line Owen	2.57	10.03	
+78	S. Gutter Line Owen	2.88	9.72	
15+90 $\frac{23}{L}$	L. $\frac{9}{L}$ Owen on Tack	2.03	10.57	✓
T.P.	3.56	14.71	1.45	11.15 ✓ / 11.17 / 9.02 BM
15+90 $\frac{23}{L}$	64.5 Rt edge of Paving	9.49	5.22	
	65' " on Beach	18.7	-4.0	
16+03	N Gutter Line of Owen	5.06	9.65	
+15	N Line Owen	4.65	10.06	
+15	15 Rt E Top cb	4.68	10.03	
+30		4.3	10.4	
+70		4.2	10.5	
+70	60' Rt base pt in plumbing Mr Angier's Resort	6.11	8.60	

check BM NW Owen 1 San Batavia

4



		14.71			Red. by (WB) 4/22/41
17+00			4.3	10.4	
+50			5.4	9.3	
18+00			7.2	7.5	
+20	S. Side of Res on Rt		8.0	6.7	
" "	80' Rt to lowest floor Plumbing not Available		9.1	5.6	
+50			9.3	5.4	
+94	S. Side Small Res on Rt		10.8	3.9	
+94	Soffit to floor of Res		12.4	2.3	
+94	165 Ft. Possible future Residential Site		15.9	-1.2	
19+00			11.1	3.6	
T.P.	3.02	6.13	11.54	3.17	
+15 41	W Line of Perry		3.0	3.2	
+15 41	15' Rt E Top cb		3.60	2.59	
19+00 41	℄ Perry		3.5	2.7	
+65 41	N Line Perry		3.7	2.5	
+65 41	15' Rt E Top cb		4.23	1.96	
20+00			4.0	2.2	
" "	180' Rt		6.3	-0.1	
+50			4.1	2.1	
21+00			4.2	2.0	
21+00	200' Rt		6.4	-0.2	
+50			4.3	1.9	
22+00			4.5	1.7	
" "	260' Rt		6.4	-0.2	

		6.19			O.G. above & First floor of Mod. = 165 - 3.5 lower than Rt 5
22+50			5.0	1.2	
+65 58	S. Line of Quatrough		5.2	1.0	
" "	E Top cb		5.20	0.99	Red. by (WB) 5/2/41
+90 58 L	on Ground		5.3	0.9	
T.P. on Hub L	5.34	6.00	5.53	0.66	
+90 58 L	200' Rt & Quatrough		5.1	0.9	
+90 58 L	415' Rt on & Quatrough		7.0	-1.0	
23+00			5.3	0.7	
+15 58	N Line Qua Trough		5.3	0.7	
" "	16½ Rt on Top cb		5.17	0.83	
+35			5.3	0.7	
"	50' Rt		4.9	1.1	
"	20' Lt		4.2	1.8	
+60			5.1	0.9	
" "	60' Rt		6.7	-0.7	
" "	20 Lt		4.1	1.9	
24+00			5.4	0.6	
" "	13 Rt		6.6	-0.6	
" "	28 "		9.8	-3.8	
" "	15 Lt		4.6	1.4	

					Red. by (EW) 7/22/41
		6:00			
24+50			5.6	0.4	
" "	4' Rt		6.1	-0.1	
"	20' Rt		11.1	-5.1	
24+50	15' Lt		4.8	1.2	
+75			6.2	-0.2	
"	2' Rt		7.6	-1.6	
"	20 Rt		11.5	-5.5	
25+00			8.1	-2.1	
" "	12' Rt		10.6	-4.6	
	10' Lt		5.4	0.6	
+50			7.7	-1.7	
+70			6.3	-0.3	
26+00			5.4	0.6	
" "	4' Rt		6.2	-0.2	
" "	20 "		10.2	-4.2	
" "	15' Lt		2.3	3.7	
26+41.6	℄ 00 SEK		3.88	2.12	
" " "	10' Rt		5.8	0.2	
" " "	30' "		10.3	-4.3	
" " "	15' Lt		7.5	4.5	

					Red. by (EW) 7/22/41
		↑			
T.P.	3.44	5.56 ✓	3.88	2.12	
27+00			2.9	2.7	
" "	9' Rt		4.5	1.1	
" "	12' Rt		7.1	-1.5	
" "	35' Rt		11.1	-5.5	
" "	20' Lt		+3.0	8.6	
+50			2.8	2.8	
28+00			3.6	2.0	
	13' Rt		5.9	-0.3	
	10' Rt		7.0	-1.4	
	30' Rt		9.6	-4.0	
	20' Lt		+0.5	6.1	
	40 " M H T line		+3.0	8.6	
+50			3.3	2.3	
29+00			2.6	3.0	
	16' Rt		5.5	0.1	
	18 "		7.0	-1.4	
	30' "		9.5	-3.9	
	20' Lt		+1.5	7.1	
+50			2.5	3.1	

		T 5.56			Red. by (W) 1/22/41
30+00			3.2	2.4	
" "	15' Rt		5.3	0.3	
" "	17 "		7.0	-1.4	
" "	30 Rt		9.6	-4.0	
	25' Lt		+0.3	5.9	
T.P.	4.83	6.76	3.63	1.93	
+50			5.2	1.6	
+54.63	Top 30" Drain 1'	see Sketch alignment Book 1605	7.73	-0.97	
+54.69	61' Rt End of Drain Top Pipe on Ground		11.86	-5.10	* Note 2.4 West of outfall end pipe appears longer than 30" check with St. Dept.
+54.69			8.0	-1.2	
+65			5.1	1.7	
30+83.99	L. on Stake		9.89	1.87	
31+00			5.6	1.2	
	8' Rt		6.4	0.4	
	9' "		8.2	-1.4	
	30' "		10.5	-3.7	
	25 Lt		2.4	4.4	
	40 " M H Tube		0.2	6.6	
+9.7			5.7	1.1	
+50			8.4	-1.6	
+56			5.9	0.9	

		T 6.76		25	2.7 7 Red. by (W) 1/22/41
32+00			6.0	0.8	
" "	6' Rt		6.7	0.1	
" "	8 "		8.3	-1.5	
" "	30 "		11.1	-4.3	
" "	25' Lt.		2.8	4.0	
" "	59 "	M H T	+0.7	7.5	
+50			5.9	0.9	
33+00			6.0	0.8	
" "	8' Rt		6.9	-0.1	
" "	9' "		8.0	-1.2	
" "	30' "		11.5	-4.7	
" "	30 Lt		2.1	4.7	
+56			5.9	0.9	
+6-			8.1	-1.3	
+70			5.8	1.0	
34+00			5.9	0.9	
" "	10' Rt		7.1	-0.3	
" "	12 "		8.3	-1.5	
" "	30 "		10.7	-3.9	
" "	30 Lt		2.6	4.2	

		π 6.76			Red. by (W) 7/22
34+50			6.3	0.5	
35+00			6.0	0.8	
" "	10' Rt		7.2	- 0.4	
" "	11 "		8.1	-1.3	
" "	30 "		11.0	-4.2	
"	30 Lt		2.8	4.0	
" "	56 " MHT		0.8	6.0	
+50			6.0	0.8	
36+00			5.3	1.5	
" "	20 Rt		7.8	-1.0	
" "	35 "		10.0	-3.2	
	44 " Lt MHT		1.1	5.7	
+50			4.7	2.1	
TP.	583	8.08'	4.51	2.25	
+82			5.4	2.7	
" "	23 Lt	MHT	3.8	4.3	
37+00			5.7	2.4	
+14.25	Lt Rt on stake		5.07	3.01	
" "	13' Lt MHT Approx		4.3	3.8	
	43' Rt		8.4	- 0.3	
	60' "		11.3	- 3.2	

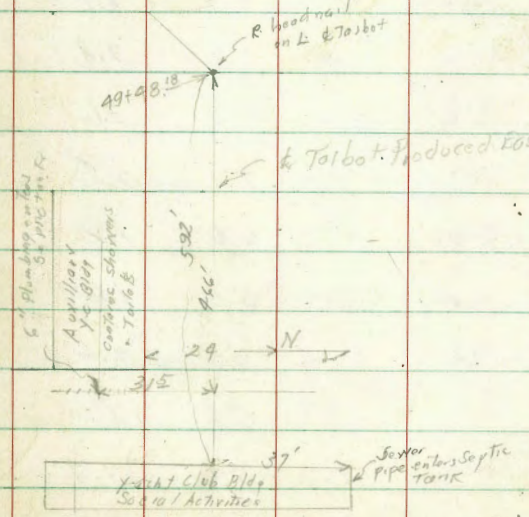
		π 8.08			Red. by (W) 7/22/41
37+62			5.6	2.5	
" "	21 Lt	MHT Approx	9.9	3.7	
38+00			6.1	2.0	
" "	31' Rt		8.3	- 0.2	
" "	39 "		9.6	- 1.5	
" "	45 "		11.3	- 3.2	
" "	20 Lt		5.2	+ 2.9	
+60	℄		6.2	1.9	
"	32' Lt	MHT	4.7	3.4	
39+00	℄		7.0	1.1	
" "	23' Rt		8.0	0.1	
" "	26 "		9.4	- 1.3	
" "	40 "		11.3	- 3.2	
" "	25' Lt		5.5	2.6	
+50			7.0	1.1	
40+00	℄		6.6	1.5	
" "	25' Lt		5.9	2.2	
" "	21 Rt		8.2	-0.1	
" "	24 "		9.5	- 1.4	
" "	40 "		12.0	- 3.9	

		⊼ 8:08			Red. by (W) 5/22/41
TP	7.54	6.62 ✓	9.00	-0.92	
	See sketch	Alignment Book 1605.pg 18" Drain on ground			
40+46 &	18" Drain		5:0	1.1	
" "	81' Lt inlet	18" Drain Flow	7.26	-0.64	
" "	88° Rt outfall	end Flow	14.51	-7.89	
" "	88° " "	Top Pipe	12.86	-6.24	
+50			5:0	1.62	
41+00	"		4.7	1.9	
" "	25' Lt		3.9	2.7	
" "	22' Rt		5.7	0.9	
" "	29' "		7.9	-1.3	
" "	35 "		10.1	-3.5	
+65			4.9	1.7	
"	41' Lt	MHT	2.8	3.8	
42+00			5.1	1.5	
" "	22' Rt		6.6	0.0	
" "	29 "		7.9	-1.3	
" "	35 "		10.1	-3.5	
" "	25' Lt		3.6	3.0	
+50			5.9	0.7	
43+00			6.3	0.3	
" "	25' Lt		4.8	1.8	

		⊼ 6.62			Red. by (W) 5/22/41
43+00	21' Rt		7.8	-1.2	
	25' "		8.5	-1.9	
	35 "		9.8	-3.2	
+65			6.7	-0.1	
"	38' Lt	MHT	4.6	2.0	
44+00			7.1	-0.5	
" "	18' Rt		7.8	-1.2	
" "	35 "		9.7	-3.1	
" "	25 Lt		5.7	0.9	
T.P. at 44+00	5.15	5.32 ✓	6.45	0.17	
+65			5.7	-0.4	
"	34' Lt	MHT	4.0	1.3	
45+00			6.3	-1.0	
" "	25' Lt		5.4	-0.1	
	30' Rt		6.6	-1.3	
	40 "		7.8	-2.5	
+65			6.2	-0.9	
"	20' Lt		5.9	+0.6	
"	27 "	MHT	3.7	1.6	
46+00			6.3	-1.0	
"	15' Lt		5.7	-0.4	

		↑ 532		
46+00	43' Rt		6.5	-1.2
" "	65 "		9.2	-3.9
46+39.85	L on stake		5.78	-0.46
" " "	19' Lt M.H.T.		4.5	0.8
" " "	42 Rt Split of Angle		6.8	-1.5
" " "	60 " " " "		9.5	-4.2
+62			5.6	-0.3
"	24' Lt M.H.T		4.0	1.3
47+00			5.5	-0.2
" "	15' Lt		5.6	0.3
" "	22 Rt		6.3	-1.0
" "	45 "		8.7	-3.4
+60			5.5	-0.2
"	39' Lt		4.1	1.2
48+00			6.2	-0.9
" "	35' Lt		4.0	1.3
" "	5' Rt		7.3	-2.0
" "	35 "		10.0	-4.7
+50			7.0	-1.7
"	30' Lt		4.4	0.9
"	30 Rt		9.5	-4.2

		↑ 5.32		
48+80			5.5	-0.2
" "	30' Rt		9.0	-3.7
" "	6 Lt Base Book		4.8	0.5
	15 " Top Book		2.4	2.9
49+00			1.8	3.5
T.P.	3.87	7.61	1.58	3.74
T.P.	4.31	7.62	4.30	3.31
+11			4.2	3.4
+28	on oil paving		5.67	1.95
+48.18	L on Redhead nail		4.65	2.97



49+98.18	100 Rt on L Talbot		4.7	2.9
" "	200 " " " "		5.1	2.5

		π 7.62			Red. by W 5/22/41
49+98.18	300 Rt on ℄ Talbot		5.7	1.9	
" "	400 " " " "		6.4	1.7	
" "	466 Rt 6" plumbing centers Septic Tank & 4" centers top pipe		7.40	0.27	
" "	500 " " "		6.6	1.0	
" "	592 " "		6.2	1.4	
" "	" Floor of H.C. Bldg		3.4	4.2	
" "	" Top of 6" plumbing Where it centers Septic Tank		5.87	1.75	
" "	466 Rt Floor aux Bldg		6.70	0.92	
49+83.8	N Line Talbot		4.7	2.9	
50+00			5.0	2.6	
" "	150 Rt		5.2	2.4	
+25			4.9	2.7	
+45			3.8	3.8	
+70			4.0	3.6	
51+00			5.1	2.5	
" "	100 Rt		6.4	1.7	
	200 "		6.0	1.6	
	50' Lt		5.0	2.6	
	# Note - Ground boy left is above ℄				
+50			5.6	2.0	
+70			5.9	1.7	
52+00			4.6	3.0	
" "	150 Rt		6.8	0.8	
" "	250 "		7.0	0.6	

		π 7.62		℄ Canyon 7+77	Red. by W 5/22/41
52+50			5.5	2.1	
53+00			5.7	1.9	
" "	150 Rt		7.2	0.4	
	300 "		7.4	0.2	
	6-12	8.85	4.89	2.73	
+50			6.5	2.4	
+70			6.2	2.7	
54+00			4.7	4.2	
" "	50 Rt		7.3	1.6	
	150 "		8.1	0.8	
	350 "		8.5	0.4	
+13.18	P.O.T. Stob		4.68	4.17	
+50			5.6	3.3	
	W Line Canyon		6.87	1.98	
	℄ Gutter "		7.56	1.29	
+88.73	℄ Canyon		7.85	1.00	
	210' Rt end of Paving		10.10	-1.35	
	300 "		9.9	-1.0	
	300 Rt 50 S		8.7	0.2	
	400		9.4	-0.5	
	400 Rt 100 S		7.9	1.0	
	" 100 N		7.7	1.2	

		8.85			Red. by (W) 5/22/41
13	500 Rt on & Canyon		7.7	1.2	
	" " 150 S		7.5	1.4	
	" " 100 N		8.0	0.9	
	600 Rt on & Canyon		8.3	0.6	
	" " 150 S		8.0	0.9	
	" 100 N		8.5	0.4	
	637 Rt on & Canyon at Seawall		9.2	-0.3	
	" 150 S		9.0	-0.1	
	" 80 N		9.4	-0.5	
55+00	on Paving		7.77	1.08	
+13	N Gutter Canyon at Paving		7.57	1.28	
+23	N Line Canyon " "		6.90	1.95	
+50			7.1	1.8	
56+00			7.6	1.3	
+29	S Side of walk between Bldgs		7.57	1.28	
+30.5	N " " " "		7.60	1.25	
+30.5	25' Rt E face of Tunnel		7.19	1.66	
56+60	S Line Addison		7.5	1.4	
56+95.54	6.88 & Addison	8.00	7.73	1.12	
	100 Rt on & Addison		6.4	1.6	
	200 " " " "		6.8	1.2	

		8.00		9.6	Red. by (W) 5/22/41
	200' Rt 60 N		6.6	1.4	
	300' Rt		8.1	-0.1	
	300 " 50 S		7.1	0.9	
	" " 60 N		11.4	-3.4	
	395 Rt & Addison		8.5	-0.5	
	355 " " "		10.7	-2.7	
	" " 50 S		7.7	0.3	
	400 Rt & Addison		9.6	-1.6	
	" " 75 S		8.4	-0.4	
	" " 100 N		10.4	-2.4	
	950 S & Addison		14.6	-6.6	
	" 75 S		8.4	-0.4	
57+00			6.9	1.1	
57+30.59	East Line Addison		7.0	1.0	
+50			7.1	0.9	
58+00			6.9	1.1	
	200 Rt		6.6	1.4	
+50			7.4	0.6	
59+00			7.2	0.8	
	55 Rt		6.9	1.2	
	150 "		12.0	-4.0	

		8.00			Red. by (W) 5/22/41
	4.07				
TP on R.O.T 59+13.8		6.84	5.23	2.77	
59+30 41	S. Line Byron		6.8	0.0	Ck. (W) 5/24/41 Pg. 1-13 inc.
59+65 41	℄ Byron on	1x1" stake	8.07	-1.23	
" "	35 Rt on ℄ Byron		6.6	0.2	
	55 " "	"	9.8	-3.0	
	125 " "	"	8.3	-1.5	
	150 " "	"	11.6	-4.8	
60+00 41	N Line Byron		8.9	-2.1	
+50			9.3	-2.5	
61+00			9.2	-2.4	
	50' Lt		8.4	-1.6	
	84 Rt		8.0	-1.2	
	110 "		11.7	-4.9	
+35			9.4	-2.6	
+53			8.0	-1.2	
+60			5.6	1.2	
62+00 37	S Line Carleton		5.2	1.6	
+22			6.0	0.8	
+35 37	on 1x1" Stake ℄ Carleton		4.68	2.16	
T.P.	10.63	16.97	0.50	6.34	

		16.97			Red. by (W) 5/22/41
T.P.	8.74	23.52	2.19	14.78	
T.P.	8.31	28.84	2.99	20.53	
T.P.	6.96	35.29	0.51	28.33	
B.M.			4.01	30.88	NE Locust & Canyon Road
				30.91	
			-	0.03	D.H.
B.M.	6.89	9.05		2.16	B.M. 1x1 Stake 4" Carleton Shaffer
62+41 37	L. Lt. 1x1" Stake	℄ Nat. ℄ Curb	6.80	2.25	
" "	20' Rt		10.9	-1.8	
" "	75 "		10.4	-1.3	
+50			7.2	1.9	
+75	on Top Dump		4.9	4.2	
"	on Ground		6.9	2.2	
63+00			7.1	2.0	
+50	on Dump		5.5	3.6	Red. by (W) 5/29/41 Pg. 13-21
"	Ground		6.3	2.8	
64+00			6.1	3.0	
" "	100 Rt		7.6	1.5	
64+00	S. Top Cb 23' Lt		6.19	2.89	Ck (W) 6/2/41 Pg. 13-21
+50			5.2	3.9	
65+00			4.6	4.5	
+50			3.9	5.2	
187 22	on Pairing	S. Line of Scott	4.08	4.97	
+92.37	Intersection Existing Sewer		3.85	5.20	
Flow existing M.H. 11' Lt of ℄		→	15.93	-6.88	

		9.05		
66+00			3.73	5.32
66+11 22	L Rf		3.57	5.48
+40 22	N Line of Corleton		3.88	5.17
" "	E Top cb		3.88	5.17
T.P.	2.85	8.53	3.37	5.68
+50			3.44	5.09
67+00			4.02	4.51
+50			4.61	3.92
68+00			5.10	3.43
" "	11' Rf Top cb		4.94	3.59
+40 ?	End of paving		5.52	3.01
59'	S Gutter Dickens		5.6	2.9
68+75 48	℄ Dickens on slab		5.13	3.40
" "	on flow line ex M.H. & Byron ?		14.52	-6.00
" "	100' Rf on ℄ Byron		5.1	3.4
" "	113' Rf W End Kettenborgs Boat Factory on floor		8.13	0.40
" "	185' Rf		5.0	3.53
" "	200' Rf		9.2	-0.7
" "	200 "	100' North	10.7	-2.2
" "	200 "	75' S	9.0	-0.5
89 48	E Gutter		5.9	2.6
69 +00			5.9	2.6

		8.53		
+10 48	E Line Dickens		5.8	2.7
+50			5.7	2.8
70+00			6.3	2.2
" "	75' Rf		8.1	0.4
" "	165 "		10.6	-2.1
+50			6.9	1.6
71+00			7.6	0.9
+10 49	S Line Emerson		7.6	0.9
+48 49	℄ Emerson	stubout	7.9	0.6
"	60' Rf		9.1	-0.6
"	100 ft on ℄ Emerson		13.2	-4.7
+80 49	N Line of Emerson		8.8	-0.3
72+00			9.0	-0.5
T.P.	3.49	2.92	8.80 23	-0.27
+50			3.9	-1.0
73+00			4.3	-1.4
" "	10' Rf		4.2	-1.3
" "	25 "		7.0	-4.1
+50			5.3	-2.4
+70			6.1	-3.2
+80 66	S Line Fenelon		6.2	-3.3

		T 2.92		
74+00			6.4	-3.5
+15 66	& Fenelon on stake		6.53	-3.61
" "	90 Rt on & Fenelon		7.7	-4.8
+50 66	E Line Fenelon		6.7	-3.8
75+00			6.4	-3.5
" "	20 Rt		6.7	-3.8
	30 "		7.7	-4.8
T.P.	6.01	2.40	6.53	-3.61
+50			6.6	-4.2
76+00			7.0	-4.6
" "	90' Rt		7.6	-5.2
+53 62	S Line Garrison		7.3	-4.9
+85 62	& " on stake		7.92	-5.02
"	50 Rt on & Garrison		7.7	-5.3
77+00			8.2	-5.8
+15			7.4	-5.0
+20 62	N Line Garrison		7.2	-4.8
+50			7.0	-4.6
78+00			6.9	-4.5
" "	50' Rt		7.6	-5.2
+50			6.4	-4.0

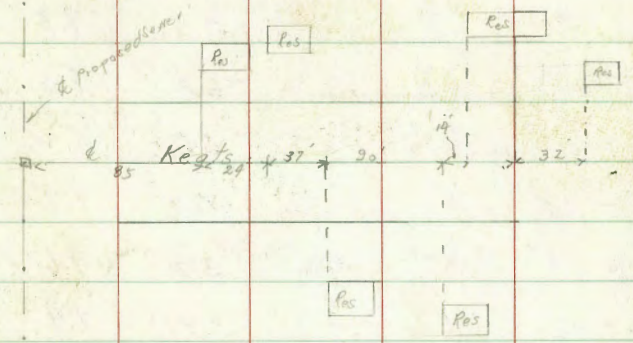
		T 2.40		
79+00			5.2	-2.8
" "	100 Rt		5.2	-2.8
+20			3.9	-1.5
+20 60	S Line Hugo		1.1	1.3
+79+55 60	on stake & Hugo		1.33	1.07
TP.	5.40	6.47	1.33	1.07
79+55 60	60' Rear & Hugo		4.2	2.3
" "	75 " " " Beach		8.5	-2.0
+80 60	N Line Hugo		5.3	1.2
80+00			5.3	1.2
+50			5.0	1.5
81+00			4.9	1.6
" "	300' Rt		5.0	1.5
+50			4.6	1.9
+90 34	S Line Inglo		5.5	1.0
82+00			5.7	0.8
+25 34	& Inglo		6.88	-0.41
+60 34	N Line "		7.2	-0.7
" note Ground on Rt is above R.				
83+00			7.0	-0.5
+50			6.9	-0.4

		6.47		
84+00			6.7	-0.2
+60 56	S. Line Jarvis		6.3	0.2
+95 56	E. Jarvis		6.18	0.29
T.P.	5.14	5.43	6.18	0.29
85+00			5.1	0.3
+30 56	N. Line Jarvis		5.2	0.2
+50			5.1	0.3
86+00			5.4	0.0
+50			5.6	-0.2
+55	S. Side House on R.		5.6	-0.2
"	37' R. to Plumbing		5.50	-0.1
87+00			5.9	-0.5
+30 40	S. Line Keats		5.9	-0.5
+65 40	E. Keats on stake		5.43	0.00
"	85 Rt. E. Keats		6.3	-0.9
"	" 50 North Floor House		4.50	0.93
87+65 40	104' R. on E. Keats		6.4	-1.0
" "	" 95' N. Plumbing on House		5.30	0.13
" "	146' R. W. Side Res on South		6.3	-0.9
" "	" on Plumbing E. 65 Sot		5.90	-0.5

		5.43		53 35 18
87+65 40	200' Rt. E. Keats		6.2	-0.8
" " "	236 " W. Side of Res on South		6.3	-0.9
" " "	120' So. To Plumbing	See Sketch page 17	3.50	1.9
" " "	250' Rt on E. Keats		6.6	-1.2
" "	ct. Res 115 North Floor		4.50	0.9
87+65 40	282' Rom E. Keats	W. Side Res on North	6.2	-0.8
" " "	" 81 No on Floor		4.20	1.2
" " "	300' Rt E. Keats		6.1	-0.7
" " "	360 " " "		6.7	-1.3
" " "	400 "		5.4	0.0
" " "	475 " " "		2.4	3.0
	∠ note Ground from Here on East is level out to Bay. Approx 2000'			
88+00 40	N. Line Keats		5.6	-0.2
+50			5.1	0.3
+82	Ct. House on Rt		5.0	0.4
"	35 R. to Floor		2.80	2.63
89+00			4.9	0.5
+28	House on Rt E.		4.9	0.5
"	35 Rt on Floor		3.30	2.13
90+00 41	S. Line of Lower		4.8	0.6
90+35 41	E. Lower on stake		4.21	1.72

		5.43		
TP.	3.58	4.80	421	1.22
91+00			45	0.3
" "	75 Rt		45	0.3
* Note Ground is above ℄ on left				
+50			50	-0.2
92+00			5.1	-0.3
+30	N. Side Ros on Rt ℄		5.0	-0.2
"	Plumbing 73' Rt		9.20	0.6
+50			4.9	-0.1
93+00			4.8	0.0
+53	East Side Ros on ℄		5.0	-0.2
	66' Rt on floor		2.40	2.40
94+00			4.8	0.0
+11.76	L.T.		4.50	0.30
T.P.	11.53	11.83	4.50	0.30
+43			11.1	0.7
+50			8.8	3.0
+55			4.2	7.6
+64.74	POT on stake		4.03	7.80
+71			6.0	5.8
+72			8.5	3.3

Lowell



Jarvis

		T 11.83		
+80			8.9	2.9
+81			5.5	6.3
95+00			5.3	6.5
+50			5.1	6.7
# Ground Has a very slight slope toward Bay. approx 400'				
96+00			5.5	6.3
+50			4.9	6.9
+75			4.8	7.0
+85			2.0	9.8
+90			2.5	9.3
97+00	So Side Diamond Channel		6.8	5.10
+14	No. " "	"	6.6	5.2
+22			1.9	9.9
+24			2.2	9.6
+30			3.9	7.9
+50			3.8	8.0
98+00			4.1	7.7
+50			4.5	7.3
99+00			4.4	7.4
T.P. on P.O.T. 99+22.97	5.43	13.06	4.20	7.63
+50			5.1	8.0

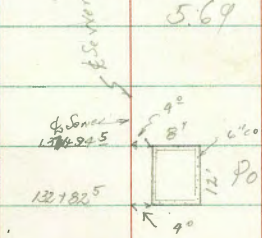
		T 13.06		
100+00			5.3	7.8
+50			5.1	8.0
101+00			6.2	6.9
+50			5.8	7.3
102+00			5.4	7.7
+50			5.1	8.0
103+00			5.5	7.6
+50			5.5	7.6
104+00			5.4	7.7
+50			5.5	7.6
105+00			5.8	7.3
+50			5.9	7.2
106+00			5.8	7.3
+50			5.7	7.4
T.P. on P.O.T. 1"x1" stake 106+99.13	5.67	12.84	5.89	7.17
107+50			6.1	6.7
108+00			6.3	6.5
+50			5.5	7.3
109+00			5.8	7.0
+50			5.8	7.0

		↑ 12.86			
110+00			5.2	7.6	
+50			5.1	7.7	
111+00			5.6	7.2	
+50			6.1	6.7	
112+00			6.5	6.3	
+50			6.5	6.3	
113+00			6.3	6.5	
+113.32	on 1x1" stake	intersection Navy Sewer	6.21	6.63	
" "	Flowline M. Hankett		21.36	-8.52	
" "	" "	" on Pt.	21.90	-9.06	
+50			5.6	7.2	
114+00			5.8	7.0	
T.P. on B.O.T. 114+14.32	6.27 on 1x1" stake	12.91	6.20	6.64	
+50			6.4	6.5	
115+00			6.4	6.5	
+50			6.6	6.3	
116+00			6.7	6.2	
+50			6.3	6.6	
117+00			5.4	7.5	
+50			5.4	7.5	

		↑ 12.91			
118+00			5.2	7.7	
+50			5.6	7.3	
119+00	on 1x1" stake		6.61	6.30	
+50			8.0	4.91	
120+00			9.0	3.91	
+50			9.6	3.3	
T.P.	6.33	10.76	8.48	4.43	
121+00			7.8	3.0	
+50			8.1	2.7	
122+00			8.3	2.5	
± From 122+13 to 122+60 Navy Trash Dump					
+50			7.9	2.9	
+60			5.2	5.6	
123+00			5.2	5.6	
+50			9.8	6.0	
123+87.23			3.89	6.93	
124+00			3.8	7.0	
+50			2.7	8.1	
			4.15	6.61	
125+00			2.7	8.1	

		↑ 10.76			
125+50			2.8	8.0	
+65 Fence			2.8	8.0	
+67	Begin Topsoil Strip		2.8	8.0	
TP	5.00	13.14	2.62	8.14	
126+00	Topcb		5.37	7.77	
" "	Gutter Paving		5.74	7.40	
" "	Ground		5.0	8.1	
+50	"		5.3	7.8	
127+00	Topcb		5.07	8.07	
	Ground		5.4	7.7	
+50	Ground		5.0	8.1	
128+00	Topcb		4.75	8.39	
" "	Ground		5.0	8.1	
+50	"		5.0	8.1	
129+00			4.58	8.56	
" "	Ground		5.0	8.1	
+50	"		4.7	8.4	
	& Worden Road on Paving		5.26	7.88	
130+00			5.31	7.83	
+50			4.8	8.3	

		↑ 13.14			
TP	5.50	14.10	4.54	8.60	S.E. Corner Top Hy Windy Rd
Set BM			2.65	11.45	
131+00	Topcb		5.35	8.75	
	Ground		5.4	8.7	
+50			5.2	8.9	
132+00	Topcb		5.09	9.01	
	Ground		5.1	9.0	
+50			5.2	8.9	
133+00	Topcb		5.45	8.65	
	Ground		5.5	8.6	
+50			5.69	8.41	
137+82.5	S. Line Powder Mag. Floor		11.00	3.10	
132+94.5	N. Side " "				
134+00	Topcb		5.89	8.21	
	Ground		5.9	8.2	
+50			5.9	8.2	



		π 19.10				π 1460'			Red. by
135+00	Top cb		5.73	8.37	TP	4.69	13.94	5.35	9.25	(W) 1/26/44 Pg - 13 - 21
"	Ground		5.6	8.5	TP.	11.89	24.27	1.56	12.38	
+50	"		5.5	8.6	T.P.	12.75	36.20	0.82	23.45	Ck. (W) 6/1/44 Pg. 13 - 21
136+00	Top cb		5.33	8.77	TP	13.15	48.33	1.02	35.18	
"	Ground		5.3	8.8	TP.	4.90	51.92	1.31	47.02	
+50			5.1	9.0	Check B.M.			3.25	48.67	N.W. Roseriaus & Dumas
T.P.	5.63	14.60	5.13	8.97					48.50 B.M. 0.17 Diff.	
137+00	Top cb		5.57	9.03	B.M.	7.87	56.37		48.50	N.W. Roseriaus + Dumas
	Ground		5.6	9.0	Check U.S. Coast & Geodetic			6.61	49.76	50' S of T of St. line Freeman on E. Side Rose Comp.
+50	"		5.0	8.8					49.61 0.15 Diff	
138+00	Top cb		5.92	8.68	BM Top L. stake 141+00	5.51	14.54		9.03	
	Ground		5.9	8.7	141+50			4.6	9.9	
+50	"		6.1	8.5	142+00			4.5	10.0	
139+00	Top cb		5.81	8.79	+50			5.3	9.2	
"	Ground		5.8	8.8	143+00			5.1	9.4	
+50	"		5.6	9.0	"	20' Rt		11.4	3.1	
140+00	Top cb		5.40	9.2	+50			6.3	8.2	
"	Ground		5.3	9.3	+40			7.1	7.4	
"	& Roosevelt Road	on Baring	5.60	9.00	+	S Edge con walk		7.80	6.74	
141+00	Top Stake	P.O.T. on &	5.57	9.03	144+	N. Edge con walk		7.79	6.75	
141+00	Top cb		5.11	9.49	144	15' Rt 12 Lt		10.8 4.9	3.7 9.6	

		19.54		
144+23.8	int Power cable		7.6	6.9.
+50			8.0	6.5.
145+00			8.8	5.7.
" "	15 Lt		6.6	7.9.
" "	10 Rt Top Cobble Wall		9.51	5.03.
" "	" " Bottom Wall on Conc		12.11	2.43.
145+30.5	& 36" Storm Drain on Grd		8.3	6.2.
+47	N End 6" Wall on Conc		7.2	7.3.
" "	Rt Top Wall		9.40	5.10.
" "	Bottom Wall		11.80	2.74.
T.P.	3.10	8.34	9.30	5.24.
145+56.87	S Top Cb	on Paving	1.65	6.69.
" "	Gutter	" "	2.13	6.21.
+66.87	& Down Pipe		2.08.	6.26.
+76.87	N Gutter		2.20	6.14.
+76.87	N Top Cb		1.76	6.58.
+81			2.2	6.1.
+92			5.3	3.0.
	Top Cobble Wall		4.52	3.82.

		8.34		
	Edge Navy Ball Field Paving		5.50	2.84.
146+00			5.3	3.0.
+55.5	Ground		5.4	2.9.
"	Top Cobble Wall		4.66	3.68.
+58.5	S. Edge of Paving		4.63	3.71.
+70.8	N. Edge Paving		4.72	3.62.
+79	Top Cobble Wall		4.78	3.56.
"	Ground		5.3	3.0.
147+00			5.3	3.0.
"	19.6 Lt Base Wall		5.4	2.9.
"	" Top Wall		+1.0	9.3.
+50			5.3	3.0.
148+00			5.4	2.9.
+50			5.4	2.9.
149+00			5.3	3.0.
+53.55	TP 5.67 L	8.34	5.67	2.67.
"	Top Paving 45' Rt		5.52	2.82.
"	5' Lt Base Steps on Reviewing stand		5.4	2.9.
"	" Top Reviewing Stand		+0.5	8.8.
150+00			5.4	2.9.
" "	3.6 Lt Paving		5.61	2.73.

		T 8:34			
150+50			5.3	3.0.	
151+00			5.5	2.8.	
"	60.3 Rt	on Paving	5.53	2.81	
"	28' Lt	Base wall	5.3	3.0.	
"	"	Top wall	7.09	9.2.	
+50			5.4	2.9.	
+94 L	on Ground.		5.3	3.0.	
"	Top Cobble wall		5.05	3.29.	
+97 R	Edge of Paving		5.06	3.28.	
152+00	on Paving		4.95	3.39.	
"	15.6 Rt	on Paving Parade Ground	5.60	2.74.	
+08 S	Edge of paving		4.98	3.36.	
+12 L	Top cobble wall		5.01	3.33.	
"	on Grd		5.4	2.9.	
+50			5.3	3.0.	
+75			5.2	3.1.	
"	Rt	Edge of Paved Drive			
+77	8.5 Lt	Top low cobble wall	4.60	3.74.	
"	16.4	Base Wall	5.3	3.0.	
"	16.4	Top Wall	+0.3	8.6.	

		T 8:34			
+89			2.0	6.34.	
+91 73	S. Top Cb.	Porter Road	1.94	6.40.	
"	S Gutter	on Paving	2.45	5.89.	
153+00 73	& Porter	Road	2.29	6.05.	
T.P. Top M.H. Approx. 20' Rt of Con. N Side Porter Rd	-0.62	6.83	2.13	6.21.	
153+09 73	N. Gutter		0.92	5.91.	
" "	Top Cb		0.42	6.41.	
+12			0.8	6.0.	
+26			3.3	3.5.	
+50			3.9	2.9.	
"	20' Lt.		2.3	4.5.	
"	30 Lt		+1.1	7.9.	
154+00			4.1	2.7.	
" "	20' Lt		2.2	4.6.	
	30 "		+1.5	8.3.	
T.P.	481	8.12	3.52	3.31.	
154+49 10	on Ground				
" "	8.4 Rt	Top Cb	4.68	3.44.	
	"	paving	5.19	2.93.	

		↑ 8.12		
+61 3	S Edge Gannon Walk		4.35	3.77.
+67 8	N " "	"	4.43	3.69.
155+00			5.9	2.7.
"	20' Lt		4.9	3.2.
"	30 "		0.0	8.1.
"	7.6 Rt Top. Cb		4.79	3.33.
"	"		5.28	2.84.
+50			4.9	3.2.
+66 80	L. Rt		4.68	3.44.
"	20' Lt		4.5	3.6.
"	35 "		+0.7	8.8.
+88 40	int cb Top Cb		4.40	3.7.
"	Gutter		4.90	3.27.
156+00			4.90	3.22.
+53 9	End cbs &		4.48	3.64.
"	7' Rt		4.05	4.07.
"	13' Lt		3.97	4.15.
157+00			4.43	3.69.
+17	Lt		4.39	3.73.
+50			4.43	3.69.

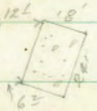
		↑ 8.12		
158+00			4.44	3.68.
+12 75	& Perry Road		4.42	3.70.
+23 2	Gutter		4.47	3.65.
"	Top Cb		4.13	3.99.
T.P.	3.96	8.41	3.67	4.45.
Flow line	ex. M.H. 6	Pt of L.	14.58 ~~+0.60~~	-6.17
158+33 54	L 00 2x2" hub		4.26	4.15.
+50			4.2	4.2.
159+00			4.5	3.9.
+50			4.9	3.5.
+52	3" Dia Tree	6' Rt		
+61	15" " Cypress Tree	6.5 Lt		
+70	10" " "	" 3.2 "		
+77	18" Dia "	" 11 Lt		
160+00			5.5	2.9.
+50			6.2	2.2.
+84	18" Dia Cypress	6.5 Lt		
+97	18 " "	" 5 Lt		
161+00			6.9	1.5.
+43	4" Dia cypress	10' Rt		
+50			7.2	1.2.

		↑ 8.41		
161+99	6" Dia Cypress 1' Rt			
+56	3 " " 9' Lt			
+61.9	int ex Service Ground			
+61.9	ex MH Flow Line 7.2 Rt.	15.93	-7.02.	
+61.9	91.7 Lt to ex MH Flow Line	15.75	-7.34.	
+66	5" Dia Cypress 14 Lt			
+78	1° Tamarack 9.4 Lt			
+78	8" " 7' Rt.			
+84.32	L Lt on Ground	6.9	1.5.	
" "	6' Rt 8" Tamarack.			
" "	1° Tamarack 72 Lt			
+95.2	1° Dia " on L.			
+96	8" " Tamarack 12' Lt			
162+00		6.6	1.8.	
+06	15 Lt 10" Tamarack			
+14	6.5 Rt. 8" Tamarack			
+24	NOTE: These Trees are very Bushy and extend over line 11.5 " 10" Acacia			
+31	6' Rt 10" "			
+49	8" Acacia 8.5 Rt			
+50		5.9	2.5.	
+54	11.3 Rt 4" Acacia			
+67	6" Cypress on L			
+71	11.5 Rt 9" Acacia			

		↑ 8.41		
+72	6" Eucalyptus 11' Lt			
TP	5.99	8.82	5.58	2.83.
+87	E Edge Walk		5.30	3.52.
+93.8	W " "		5.34	3.48.
+98	12-7' Lt 4" Eucalyptus			
163+00			5.3	3.5.
+09	9.2 Lt 6" Acacia			
+20	16' " 8" Flowering Eucalyptus			
+41	16" Flowering Eucalyptus 9' Rt			
+50			4.8	4.0.
+52	10" Flowering Eucalyptus 23 Rt			
+64.5	Ground Flow MH 35 Rt	Marine Base 4.5	17.27	4.3. -8.45.
"	Flow " " 81 Lt	4.75	17.82	-9.00.
+71	6" Acacia 2.7 Lt.			
+92	2.2 Rt 2" Pepper			
T.P.	4.59	8.75	4.66	4.16.
164+00			4.6	4.2.
+01	2" Shrub 2.1 Rt			
+06	18" Acacia 6.5 Rt			
+09	12" Eucalyptus 16.5 Lt			
+14	2" shrub 5.8 Rt			

	+	↑ 8.75	−	Elev
169+19	4" Dia Tree	6.4 Rt		
+29	4 " "	2.2 Lt		
+35	4 " "	6.2 Rt		
+42	3 " "	4.7 "		
+95	6" Eucalyte	12.8 Lt		
+52	3" Dia Shrub	2.6 Rt		
+50 +55	18" Dia Acacia	4' Lt	4.8	4.0
+59	3" Shrub	1.5 Lt		
+65	2" Dia "	2.2 Rt		
+66	2" "	4.3		
169+76.6	℄ Lt		5.09	3.66.
+78	20" Dia Flowering Eucalyte	12.6 Lt		
+84	18" " Acacia	5.3 Rt		
165+00			5.0	3.8.
+05	18" Dia Acacia	1.2 Rt		
+14	18 " "	7.6 Lt		
+20	12 " Shrub	3' Lt		
+31 E	Edge con Walk		5.04	3.71.
+35 W	" "		5.02	3.73.
+41	10" Shrub	1.5 Lt		

		↑ 8.75		
+97.25	Fence		4.9	3.9.
+ "	8" Tree	10' Rt		
+52.4	4" Dia Tree	2.5 Lt.		
+56.9	4" Dia Tree on ℄			
T.P.	6.70	8.47	6.98	1.77.
+63.42	Fence on Ground		5.6	2.9.
+64.22	E. Edge Walk		5.59	2.88.
+78.42	Top cb		5.75	2.72.
" "	Gutter Paving		6.22	2.25.
166+00	on Paving Concrete		6.40	2.07.
166+00.7	Beam Back Paving		6.52	1.95.
T.P.	5.20	7.66	6.01	2.96.
+50			5.30	2.36.
+72 N Track			5.36	2.30.
167+02.8	Neb Lytton Gutter		5.81	1.85.
" "	" " Top cb		5.27	2.39.
+17.16	N Line Lytton		4.8	2.9.
" "	65 Rt on fluorescent to		4.86	2.80.
+22	S Edge Grease Rack			
+42	N " "			



		T 7.66			
+44			5.6	2.1.	
+57			8.4	-0.7.	
+65			9.6	-1.9.	
+83.25	L. on stake		9.98	-2.32.	
168+00			10.1	-2.4.	
+50			10.2	-2.5.	
+75			10.9	-3.2.	
"	97' Rt. Floor	Apt House → 5.51 Ground → 8.5		2.15.	
169+00			10.0	-0.8.	
" "	150' Lt		11.2	-2.3.	
T.P.	5.38	5.73	7.31	-3.3.	
+12.6	℄ 48" Drain	Top Pipe	5.62	0.35.	
+21			7.0	0.11.	
+50			7.1	-1.3.	
170+00			6.8	-1.4.	
"	150' Lt. Low Spot		9.2	-1.1.	
"	150 Rt		6.6	-3.5.	
"	200. "		4.8	-0.9.	
+50			6.5	0.9.	
171+00			6.2	-0.8.	
" "	200' Rt		6.0	-0.5.	
" "	125' Lt		8.6	-0.3.	
				-2.9.	

		T 5.73			
171+50			6.1	-0.4.	
172+00			5.8	-0.1.	
" "	110' Lt		8.2	-2.5.	
" "	300' Rt.		6.2	-0.5.	
+50			5.9	0.2.	
173+00	"		6.0	-0.3.	
" "	60' Lt. Toe Navy fill		7.3	-1.6.	
" "	250 Rt " "		5.8	-0.1.	
+50			5.7	0.0.	
+68.7	℄ 30" Drain	Top pipe	5.99	-0.26.	
+91			6.3	-0.6.	
174+00	Toe Navy fill on L		4.8	0.9.	
T.P.	8.97	9.78	4.92	0.81.	
+12			5.1	4.7.	
+23.61	L. on 1"x1" stake		5.17	4.61.	
+50			5.0	4.8.	
175+00			5.0	4.6.	
+03.2	S Top CB		4.78	5.00.	
"	Ground		6.1	3.7.	
T.P.	4.63	9.63	4.78	5.00.	

		9.63			
175+09.5	Lt. 8" Sewer on Ground		5.1	4.5.	
" "		Flow Line	8.93	0.70.	
" "		Flow Line	10.38	-0.75.	
+90	NCb Gutter		5.8	3.8.	
"	" Not Constructed				
+46			4.4	5.2.	
176+00			5.4	4.2.	
+50			5.6	4.0.	
177+00			5.6	4.0.	
+50			5.6	4.0.	
178+00			5.7	3.9.	
+32.17	L. in Play Area		5.63	4.00.	
T.P. on L.	6.66	10.66	5.63	4.00.	
+50			6.2	4.5.	
179+00			5.7	5.0.	
+68			5.8	4.9.	
+73			5.4	5.3.	
+89			5.2	5.5.	
+92	Line is 0.9 Rt of all NCb				
180+00			6.5	4.2.	

		10.66			
+05	Int. 8" T.C. Sewer		5.5	5.2.	
" Ex M.H.	Lt	Flow Line	9.59	1.07.	
" Ex M.H.	Rt	" "	10.70	-0.04.	
+37.5 PC	Alley Ref. 0.75 Mtd.	Cb Not constructed	5.6	5.1.	
+50			5.3	5.4.	
181+00			5.6	5.1.	
+50			6.5	4.2.	
182+00			6.6	4.1.	
T.P.	4.76	8.82	6.60	4.06.	
+50			4.8	4.0.	
+96	Approx N Cb Line Setters	Cb Not constructed	5.2	3.6.	
182+00			5.3	3.5.	
+12.2	Elec conduit		7.63	1.13.	
+14	Int 8" T.C. Sewer Grd		5.3	3.5.	
"	Lt Flow Line MH		9.69	-0.87.	
	Rt " "		11.00	-2.18.	
183+20	Elec Conduit		6.77	2.05.	SE Top Ht. Setters Different Positions
Set BM			2.12	6.70.	
+50			5.4	3.4.	
184+00			5.6	3.2.	
+21			6.62	2.60.	
187.56	L. & Poles		6.26	2.56.	
"	50' Lt.		9.6	-.08.	

Note Ground Rod at Pole Grade [illegible] Conductor 6 SOLID for 900'

		↑ 8.82			
T.P.	4.56	8.11	5.27	3.55.	
185+00			5.52	2.59.	
+50			5.37	2.74.	
186+00			5.21	2.90.	
" "	60' Lt		9.2	-1.1.	
+50			5.13	2.98.	
187+00			4.95	3.16.	
" "	100' Lt		9.1	-1.0.	
187+49	49 opp Mon on ℄		4.97	3.14.	
" "	Set B Mon Pebble Mon		9.18	-1.07.	
188+00			5.15	2.96.	
" "	60' Lt		8.6	-0.5.	
" "	100 Rt.		8.4	-0.3.	
+50			5.20	2.9.	
189+00			5.32	2.79.	
"	100' Lt		8.5	-0.4.	
"	100 Rt		8.8	-0.7.	
+50			5.50	2.61.	
190+00			5.67	2.44.	
+78.05	Stone of Cauby		5.88	2.23.	

		↑ 8.11			
191+00			5.96	2.15.	
"	100' Lt		8.2	-0.1.	
"	100 Rt		8.0	0.1.	
T.P.	1.05	6.39	2.77	5.34.	
+50			4.43	1.96.	
192+00			4.55	1.84.	
+50			4.71	1.68.	
193+00			4.89	1.50.	
" "	100' Lt		6.4	0.0.	
" "	100 Rt		6.2	0.2.	
+50			5.02	1.37.	
194+00			5.23	1.16.	
+50			5.49	0.90.	
195+00			5.53	0.86.	
" "	60' Lt		5.3	-1.1.	
	100 Rt		6.1	0.3.	
+50			5.54	0.85.	
196+00			5.53	0.86.	
" " "	60' Lt		5.2	1.2.	
" " "	100' Rt		6.0	0.4.	
196+46.89	on Spike ℄	Ingraham & Rosecrans	5.57	0.82.	S.W. B.P. Ingraham & Rosecrans
Check B.M.			5.45	0.94 / 0.56 B.M. / Diff 0.38	

Radioing checked by M.E.H. 6/17/41

Levels for Interceptor Sewer on Rosecrans North of Lytton from 180+00 ± N to Imperial Hwy. Line Change

					S.E. Top. N.V. Sellers Onie & Rosmond
BM	0.80	7.50		6.70	
189+00			4.5	3.0	
+50			4.5	3.0	
185+00			4.3	3.2	
+50			4.4	3.1	
186+00			4.3	3.2	
+50			4.3	3.2	
187+00			4.3	3.2	
+40			4.4	3.1	
+50			6.6	0.9	
"	2' Lt		4.1	3.4	
"	10' Rt		6.7	0.8	
188+00			6.4	1.1	
" "	2' Lt		4.2	3.3	
" "	10 Rt		6.9	0.6	
+50			6.7	0.8	
2' Lt			4.5	3.0	
10' Rt			6.8	0.7	
189+00			6.8	0.7	
" "	2.5 Lt		4.8	2.7	
" "	10' Rt		6.9	0.6	

		℄ 7.50			
T.P.	3.72	C.54	4.68	2.82'	
+50			6.0	0.5	
"	2.7 Lt		3.9	2.6	
"	10' Rt		6.2	0.3	
190+00			6.0	0.5	
	10' Rt		6.2	0.3	
	2.5 Lt		4.1	2.4	
+50			6.1	0.4	
"	2' Lt		4.2	2.3	
"	10 Rt		6.2	0.3	
191+00			5.9	0.6	
"	2.5 Lt		4.5	2.0	
"	10 Rt		6.0	0.5	
+50			6.4	0.1	
"	3' Lt		4.7	1.8	
"	10 Rt		6.4	0.1	
192+00			6.0	0.1	
" "	2.5 Lt		4.8	1.7	
" "	10' Rt		6.4	0.1	
+50			6.1	0.4	
"	2' Lt		5.0	1.5	
"	10 Rt		6.1	0.4	

		↑ 654			Rod. 64 (RV) 6/10/41 Pg. 21-30
193+00			63	0.2	
" "	2' Lt		5.3	1.2	
" "	10' Rt		5.8	0.7	
+50	end bore no.		6.1	0.4	
"	3' Lt		5.5	1.0	
"	10' Rt		5.8	0.7	
194+00			5.8	0.7	
+50			5.9	0.6	
195+00			6.1	0.4	
+50			6.0	0.5	
+88 +-	55 Edge Paving Ingraham		6.07	0.47	
196+00			6.00	0.54	
+29.68	- + & Ingraham Poseimas		5.71	0.73	
check BM			62 5.7+	0.92 094 0.02	South West Ingraham Poseimas

Bliss Notes
Sommer Meyer T
G. Farrow - Rod
7/3 T 41

Levels for Point Loma Interceptor Sewer. Line change from 94+11 26 East on Lowell and North through Naval Training Sta. Grounds.

BM	8.49	8.50		0.01	1x1 Stake 94+11 26
94+60			7.9	0.6	
95+00			5.4	3.1	Reduced by M.R.Y. 7/7/41
+50 POT	1x1 Stake		3.94	4.56	
96+00			4.0	4.5	
+50			4.1	4.4	Checked W. 7/8/41
+86			3.9	4.6	
97+00			4.9	3.6	
+50			5.7	2.8	
98+00			5.5	3.0	
+50			4.4	4.1	
+80			3.8	4.7	
99+00			4.7	3.8	
+15			4.3	4.2	
+50			4.9	3.6	
100+00			5.3	3.2	
+50			4.5	4.0	

		T 8.50			
100+77 73	L		4.52	3.98	
BM 2"x2" Stake 24" long	6.75	10.85	4.40	4.10	About 70' N.W. of Line on split of L
101+00			6.9	4.0	
+50			5.7	5.2	
+75			5.3	5.6	
102+00			5.7	5.2	
+35			6.5	4.4	
103+00			6.1	4.8	
+40			5.6	5.3	
+52			4.4	6.5	
+57	S Side Drainage Channel		7.3	3.6	
+72	N " " "		7.5	3.4	
+77			4.8	6.1	
+89 96	POT 1x1 Stake		5.20	5.65	
104+00			5.3	5.6	
+50			4.9	6.0	
105+00			5.6	5.3	
+30			6.0	4.9	
+70			4.2	6.7	
106+00			4.4	6.5	

		10:85			
106+50			5.0	5.9	
107+00			5.5	5.4	
T.P.	4.34	10:12	5.07	5.78	
+50			4.2	5.9	
108+00			4.2	5.9	
+50			4.4	5.7	
109+00			4.7	5.4	
+67.20	P.O.T. 1x1" stake		4.45	5.67	
B.M. 2x2" stake Nail in Top	4.50	10.44	4.18	5.94 / 5.94 = 0.00	Approx 85' Lt 109+67.20 See page 79 this Book
~~110+00~~			~~5.0~~		
110+00			5.8	4.6	
+12			5.8	4.6	
+34			4.9	5.5	
+50			4.9	5.5	
+90			3.8	6.6	
111+00			4.5	5.9	
+50			5.5	4.9	
112+00			5.3	5.1	
+50			5.0	5.4	
113+00			4.9	5.5	

		10.44			
+50			5.2	5.2	
114+00			5.5	4.9	
+50			5.8	4.6	
+70			5.5	4.9	
+80			4.7	5.7	
115+00			4.9	5.5	
T.P.	4.57	10.38	4.63	5.81	
+30			6.0	4.4	
+50			6.0	4.4	
116+00			6.2	4.2	
+96.86	P.O.T. 1x1" stake		5.99	4.39	
+75			6.1	4.3	
+80			5.9	5.0	
117+00			5.5	4.9	
+50			6.4	4.0	
+95			6.6	3.8	
118+00			5.7	4.7	
+57.10	on stake at Nova Server		5.91	4.47	
" "	Flowline M.H. 15 Rt.		20.14	-9.76	
BM	3.08	9.84	3.60	6.78	X on W. Rim Base of Light 15' Rt 118+57.10
				6.76 / 0.02 error used-Corrected	See page 79 e.n.

		↑ 9.84						↑ 10.20			
119+00			5.2	4.6		+35			4.6	5.6	
+66			4.3	5.5		+50			5.3	4.9	
120+00			5.4	4.4		128+00			5.4	4.8	
+50			5.3	4.5		+25			5.0	5.2	
121+00			5.2	4.6		+50			5.9	4.3	
+50			4.8	5.0		+75			7.0	3.2	
122+00			4.1	5.7		129+00			7.4	2.8	
+20			4.0	5.8		T.P.	526	8.63	6.83	3.37	
+50			4.7	5.1		+50			6.0	2.6	
123+00			5.6	4.2		130+00			5.7	2.9	
+50			5.4	4.4		+50			5.8	2.8	
+90.92	P.O.T. 5.07		5.31	4.53		131+00			5.8	2.8	
Set BM1		10.20	4.71	5.13	100' Pt. 126+90.92 2"x2" stake Nail in Top	+09.67	L.Pt. on stake		5.63	3.0	
124+00			5.8	4.4		+50			5.4	3.2	
+50			5.8	4.4		132+00			5.1	3.5	
125+00			6.3	3.9		+35			4.0	4.6	
+50			6.7	3.5		+80			4.0	4.6	
126+00			6.8	3.9		133+00			4.7	3.9	
+50			5.7	4.5		+50			4.8	3.8	
127+00			5.3	4.9		+70			4.8	3.8	
						134+00			3.6	5.0	

		T 8.63			
T.P.	5.71	10.97	3.3 7/8	5.26	
+60			5.6	5.4	
135+00			6.4	4.6	
+50			7.2	3.8	
136+00			7.5	3.5	
+09 47	P.O. Tonstake & Warden		7.27	3.70	
TP	7.71	11.41	7.27	3.70	
TP	5.18	12.91	3.68	7.73	
Check BM			1.80	11.11 / 11.12 / 0.01 error	Top F.H.H. E side Crossing 50'N Warden Road.
					136+09 ET P.O. corrected
	6.28	9.99		3.71	
+50			6.1	3.9	
137+00			5.8	4.2	
+50			6.3	3.7	
138+00			6.0	4.0	
+50			5.7	4.3	
139+00			5.8	4.2	
+50			5.8	4.2	
140+00			5.8	4.2	
+50			5.7	4.3	

		T 9.99		
141+00			5.5	4.5
+50			5.5	4.5
142+00			5.5	4.5
T.P.	5.16	9.77	5.38	4.61
+50			5.4	4.4
143+00			5.8	4.0
+50			5.4	4.4
144+00			5.4	4.4
+50			5.4	4.4
145+00			5.4	4.4
+50			5.3	4.5
146+00			5.8	4.0
+50			6.1	3.7
+63 12 P.O.	5.05	8.69	6.13	3.64
147+00			5.0	3.7
+57			5.6	3.1
+58			4.8	3.9
148+00			5.1	3.6
+50			5.4	3.3
+74			5.6	3.1
+79			3.1	5.6
+90			8.0	0.7
149+00			8.1	0.6

Continued Top page 38

B.M.	0.97	10.21'		9.24	H. Spot chiselled on top Ca. N.E. Casting + Improved Post
T.P.	5.15	6.49'	8.87	1.34'	
150+01 E	S. Edge Tennis ct		5.30	1.19'	
+50			5.30	1.19'	
151+00			5.30	1.19'	
+25 4	N. Edge Tennis ct		5.36	1.13'	
+45 30	E. 36" Drain		5.4	1.1'	
Flow MH	Lt		8.89	-2.40'	
" "	Rt		11.55	-5.06'	
+65	5.5 1' Dia Tamarack				
"	6 Rt 1' " "				
+73 4	S. Side Dorcy Road		5.47	1.02'	
+91 4	N " " "		5.46	1.03'	
152+00			5.4	1.1'	
" "	5.4 Lt 4" Tamarack				
" "	5 Rt 1' Dia Tamarack				
+07 56	S. Edge Parade Ground		5.47	1.02'	
+09 56	L		5.47	1.02'	
T.P.	5.92	7.07'	5.34	1.15	
+50			5.30	1.17'	

		7.07 ↑			
153+00			5.70	1.37'	
+50			5.57	1.50'	
154+00			5.21	1.86'	
+50			5.00	2.07'	
155+00			4.74	2.33'	
+19.5	W. Side Parade Ground		4.62	2.45'	
+20 20	L Rt on 1x1 Stake		4.71	2.36'	38.4 Front to wall
T.P. on L	5.42	7.78'	4.71	2.36	
+50			5.4	2.4'	
+85 4	Top 1st Pebble Wall		5.30	2.48'	
+88 6	S. Edge A.C. Ramp Pkg		5.25	2.53'	
156+00 2	N " " " Pavement		5.23	2.55'	
+03 85	N. Edge 1st Pebble Wall		5.29	2.49'	
+50			5.4	2.4'	
157+00			5.3	2.5'	
+50			5.3	2.5'	
158+00			5.2	2.6'	
+39 22	L Rt		5.20	2.58'	
+51 72	W. Edge Parade Ground		5.46	2.32'	
+87 35	L Lt		5.40	2.38'	

		T 7.78			
159+29 45	W Edge Paved P.G.		5.38	2.40	
+36 68	5.34 L Rt	7.89	5.23	2.55	
+50			5.4	2.5	
160+00			5.3	2.6	
+50			5.3	2.6	
161+00			5.4	2.5	
+31 35	S. Top Rubble Wall		5.41	2.48	
+34 45	" E. Pavedramp		5.41	2.48	
+46 75	N " " "		5.41	2.48	
+49 8	N. Top Rubble Wall		5.42	2.47	
162+00			5.3	2.6	
+07			5.3	2.6	
"	4.7 Rt. W Edge P.G.		5.44	2.45	
+21	18" Tree 8.5 Lt				
"	12" " 0.5 Rt				
+28 8	S. Top cb Porter Post		2.72	5.17	
"	S. Gutter		3.24	4.65	
+96 8	N. "		3.20	4.69	
" "	N. Top cb		2.72	5.17	
+50			3.2	4.7	
+55	18" Tree 15 Rt				

		T 7.89			
+63			5.4	2.5	
Check B.M.			2.09	5.80	N.E. Top Hy. Approx 20' Rt 162+50
				5.77 0.03 Error	
T.P.	2.55	5.49 ✓	4.92	2.34 ✓ Corrected 2.97 ✓	
+70	3" Acacia	3.1 Lt			
"	8" "	11' Rt			
+83	8" "	7.5 Rt			
+90	10" "	3.3 Lt			
+93	7" "	7' Rt			
163+00			3.2	2.3	
" "	3" Acacia	5.6 Lt			
+04	6" "	4.5 Rt			
+10	4" "	4' Lt			
+19	6" "	6 Rt			
+20	4" "	2.5 Lt			
+22	3"	3.7 Rt			
+40	6 "	7' Rt			
+92	6" "	7.5 Rt			
+99	10" "	on L			
+50			3.4	2.1	

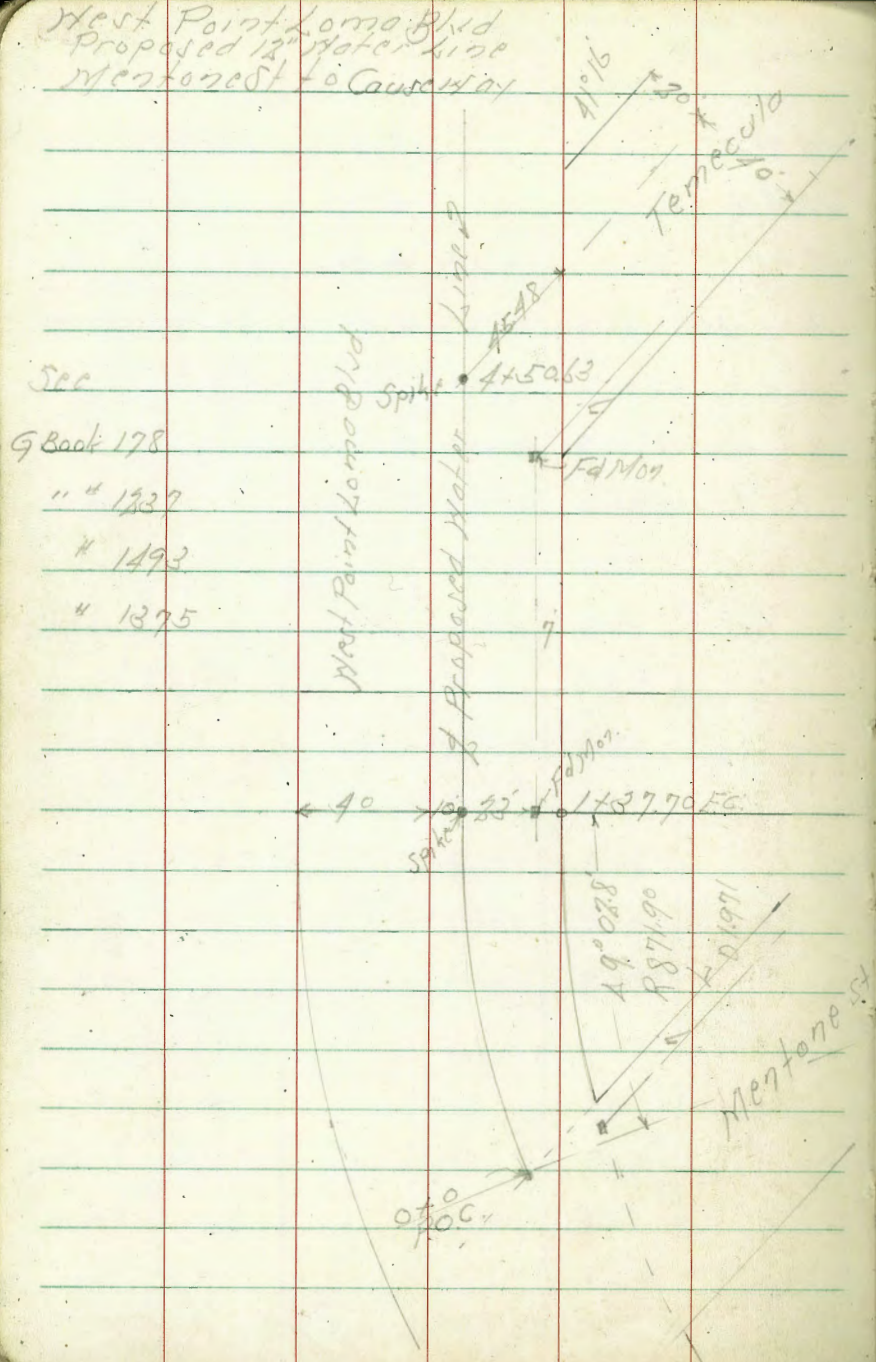
		T 5.49			
+58	10" Acacia	3.8 Lt			
+68	10" "	7' Lt			
+80	10" "	10.5 Rt			
+86 L	S. Edge Conc. Cb.		2.71	2.78.	
T.P.	581	8.20'	3.10	2.39'	
" "	6' Lt Topcb		5.23	2.97.	
164+00			5.52	2.68.	
+50			5.72	2.48.	
165+00			5.50	2.70.	
" "	6' Lt		4.96	3.24.	
+50 39	L. Rt		5.35	2.85.	
+90 13	L. Lt		4.99	3.21.	
"	1.3 Rt Topcb		4.55	3.65.	
166+00			5.06	3.14.	
+50			4.93	3.27.	
167+00			5.00.	3.20.	
+20 02	L. Lt		5.00	3.20.	
+56 9	Int 8" T.C.		4.98	3.22.	
+59 L	Gutter		4.99	3.21.	
"	Topcb		4.56	3.64.	
167+70 79 = 158+33 50			4.49	3.71	
Check BM Rail in Cb			4.73	3.97. 3 59 03 Elev.	S. side Penn Road N. of Nitty Warehouse

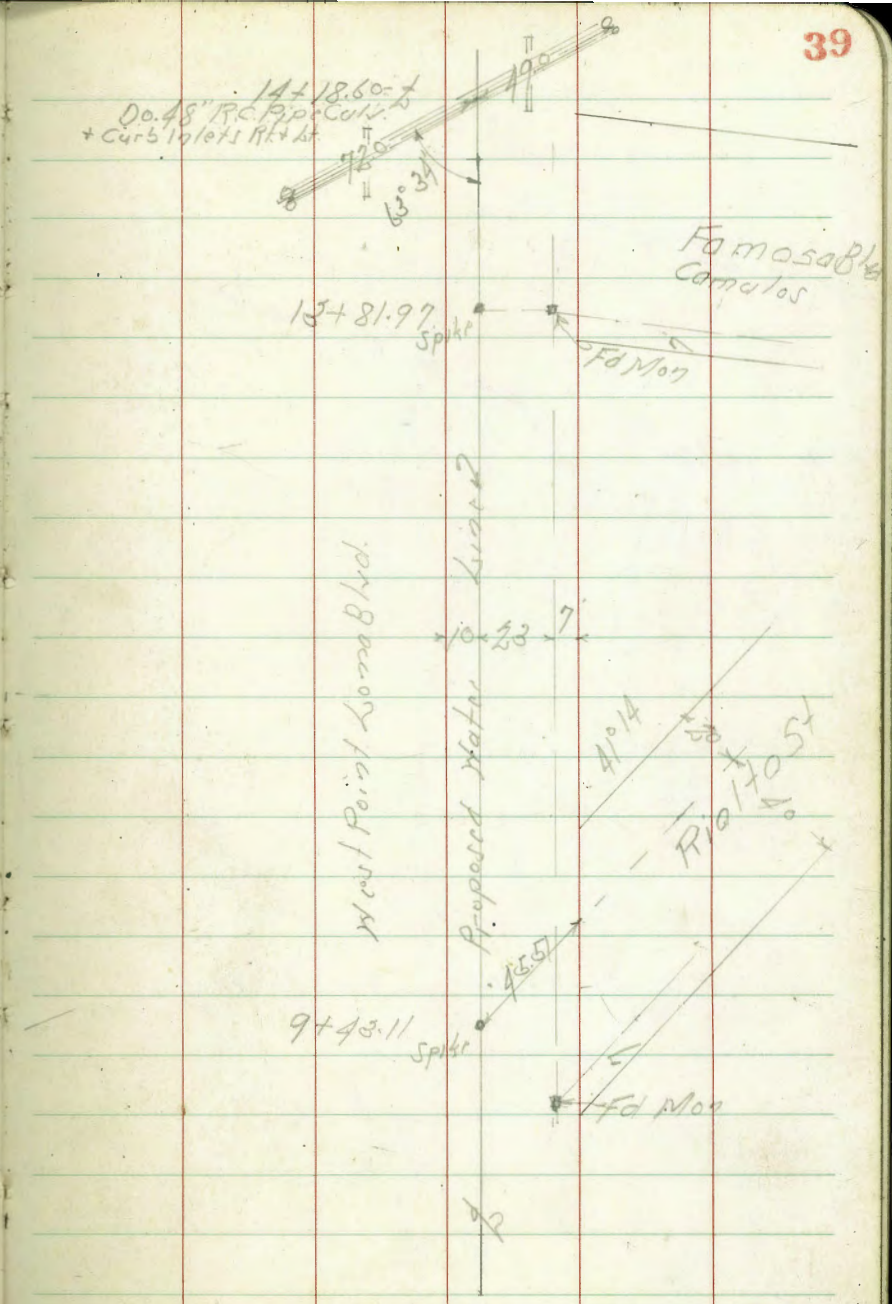
Continued from page 35

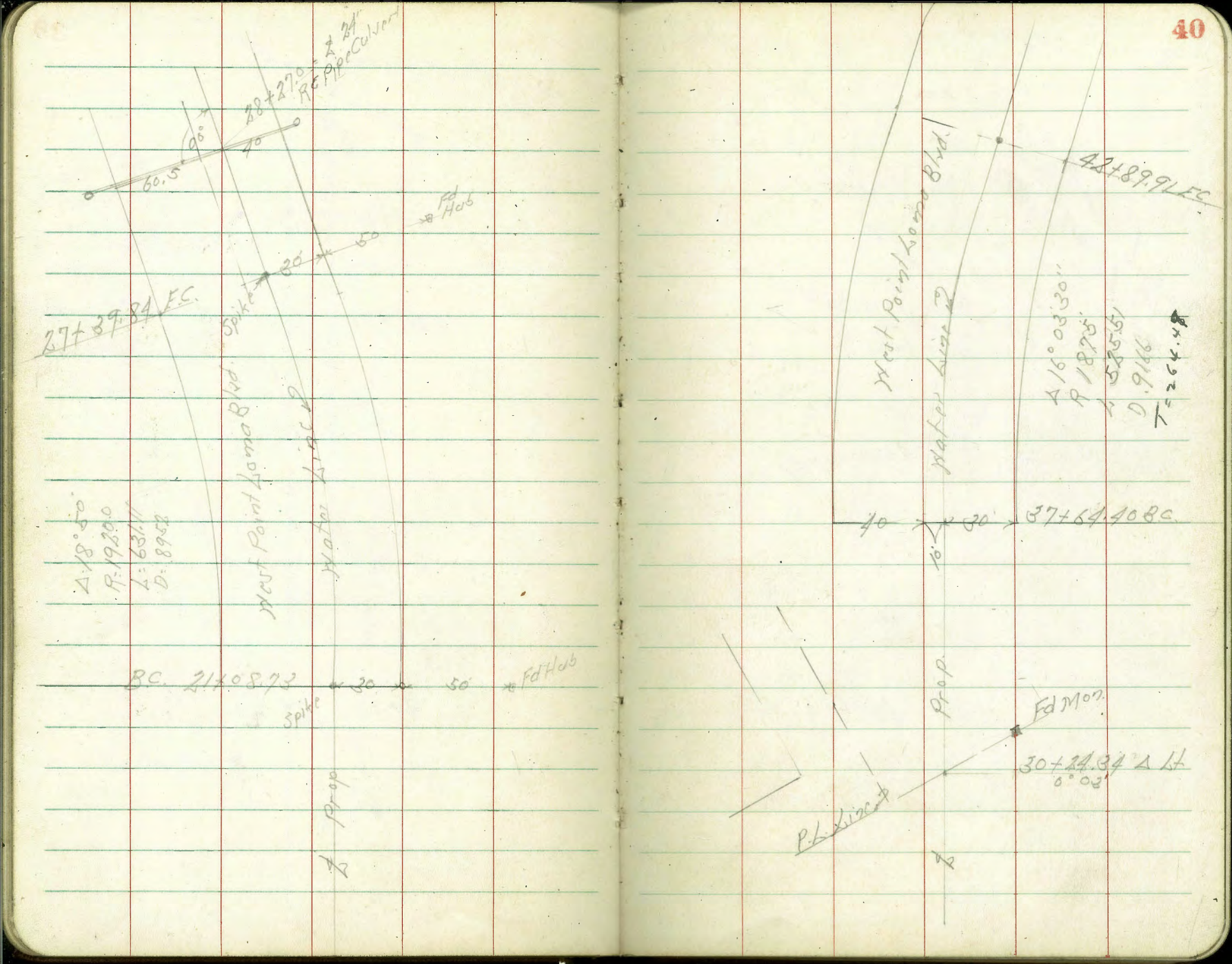
	T 8.69			
149+50		7.6	1.1	
150+00		7.6	1.1	
T.P. 6.20	12.07'	2.82	5.87	
Check BM		2.84	3.23	NE Cushing & Ingraham
			3.24 .01 error	

Note Levels from 150+00 - see page 36

West Point Loma Blvd
Proposed 12" Water Line
Mentone St to Causeway






28+27.0
24" RCP Culvert
90°
40
60.5
Fd Hub
50
20
Spike
27+39.84 EC.
West Point Loma Blvd
Water Line
Δ 18° 50'
R 1930.0
L 634.1
D 8958
BC 21+08.92
Spike
20
50
Fd Hub
Prop
42+89.91 EC
West Point Loma Blvd
Water Line
Δ 16° 03' 30"
R 1875.
L 525.51
D 9166
T = 264.48
40
10
20
37+64.40 BC
Prop
Fd Mon.
30+14.34 Δ Lt
0° 02'
P.I. Line

Sec - 7 Gate Valve

to come at the Mag 6.34 L

Change to this Grant

Fd 6.41 Spike +13.75 Sta

Caussenot →

West Point Loma Blvd Lands

Water Lines

Prop

West Point Loma Blvd Bench Levels Aug 1-41
Mentone St. to Causeway

BM	7.65	10.65		3.00	BP 2 Conc Cuh 100 N W Alsm & Causeway Hill Used 3.70
TP	3.43	6.43	7.66	2.99	
TP	6.82	9.04	4.20	2.22	
BM			6.12	2.92	0757 Mon 27+39.84 EC
BM			4.99	4.05	0757 Mon 21+08.93 BC
TP	2.83	6.88	4.99	1.05	
BM			6.94	-0.56	0757 Mon 5 Sft 7 Mon N Pt Loma Blvd & Causeway 13+81.97
TP	9.10	8.54	6.94	-0.56	
TP	11.34	19.59	0.29	8.25	
TP	7.47	26.58	0.48	19.11	
BM			6.53	20.05	0757 Mon 1+27.70 EC
TP	7.99	31.37	3.20	23.38	
TP	11.92	43.29	1.06	30.37	SM Top Hyd N Pt Loma Blvd & Seaside
TP	4.26	46.67	0.03	42.26	
TP	4.88	46.20	4.80	41.82	
TP	6.29	49.02	3.47	42.73	
TP	0.85	37.99	11.47	37.55	
BM			7.77	30.13	SM B.T. Voltaire & Ebers 30.12

Sta 16+32.68 Δ Lt 45°00

Sta 45°00

11°15'

45+97.18 EC

Δ 10°22'
R 1365.44
T 114.46
L 247.29
D 1.358

43+63.39 BC

43+89.91 EC

West Point Loma Blvd. Levels For Proposed 12" Water Line Montezuma to Causeway

BM	5.85	25.90		20.05	on S.W. Mon. 1+37.70 E.C. East of Moore
	Ely Line Montezuma				
0+0 = Produced Ely			3.3	22.6	
+50			3.7	22.2	
1+0			4.0	21.9	
+37.70 = E.C.			4.3	21.6	
+50			4.4	21.5	
2+0			4.8	21.1	
+50			5.2	20.7	
3+0			5.5	20.4	
+50			5.9	20.0	
4+0			6.3	19.6	
+50.63 = Stub Temecula			6.8	19.1	
25' S. Ely			7.5	18.4	
45.5 SEly = SW Pt Loma			6.0	19.9	
5+0			7.8	18.1	
TP	0.92	18.82	8.00	17.90	
+50			2.0	16.8	
6+0			3.7	15.1	
+50			5.3	13.5	
7+0			7.1	11.7	

Aug 1-41 Sissom Northbard W Moore

		18.82			
7+50			9.0	9.8	
8+0			10.6	8.2	
+50			12.0	6.8	
TP	1.96	8.75	12.03	6.79	
9+0			13.1	5.6	
+43.11 = Stub Rialto			13.8	5.0	
25' SEly			14.1	4.6	
45.5 SEly = SW Pt Loma			12.6	6.1	
10+0			14.5	4.2	
+50			15.0	3.7	
11+0			15.2	3.5	
+50			15.6	3.1	
12+0			15.9	2.8	
+50			16.3	2.4	
13+0			16.5	2.2	
+50			17.1	1.6	
TP	6.41	5.84	9.32	-0.57	on SW 7' Mon. W Pt Loma + Camelot 187 81.97
14+0			14.8	1.5	
+186 = Pipe Culv.		2-0 48" RC.	14.8	1.5	
		End 0 of 8"			
72 NWly = Pipe Culv Top Flow Line			8.36	-2.52	
			12.89	-6.85	

West Point Loop Blvd					
		5.84 ✓			
End Do. 48"					
49 SFL: Pipe Culv Top			7.24	−1.40 ✓	
Flow Line			11.57	−5.73 ✓	
14+50			4.5	1.3 ✓	
15+0			4.6	1.2 ✓	
+50			4.6	1.2 ✓	
16+0			4.4	1.4 ✓	
+50			4.2	1.6 ✓	
17+0			4.1	1.7 ✓	
+50			4.0	1.8 ✓	
18+0			3.9	1.9 ✓	
+50			3.7	2.1 ✓	
TP	6.77	8.63 ✓	3.98	1.86 ✓	
19+0			6.0	2.6 ✓	
+50			5.6	3.0 ✓	
20+0			5.3	3.3 ✓	
+50			5.0	3.6 ✓	
21+0			4.6	4.0 ✓	
+08.73 BC Lt.			4.6	4.0 ✓	075 7" Hob
TP	6.08	10.12 ✓	4.59	4.04 ✓	21+08.73
+50			6.0	4.1 ✓	

		10.12 ✓			
22+0			5.8	4.3 ✓	
+50			5.4	4.7 ✓	
23+0			5.1	5.0 ✓	
+50			5.0	5.1 ✓	
24+0			4.9	5.2 ✓	
+50			4.9	5.2 ✓	
25+0			5.0	5.1 ✓	
+50			5.6	4.5 ✓	
26+0			5.8	4.3 ✓	
+50			6.0	4.1 ✓	
27+0			6.4	3.7 ✓	
+39.84 EC			6.6	3.5 ✓	
TP	4.22	7.11 ✓	7.23	2.89 ✓	075 7" Hob 27+39.84 EC
+50			3.6	3.5 ✓	
28+0			2.5	3.6 ✓	
+27 = 2.24 RC Pipe Culv			3.6	3.5 ✓	
40 SFL: Culv. on Top		to Int 24" RC Pipe	5.47	1.64 ✓	
Flow Line			7.69	−0.58 ✓	
60.5 FL: Culv on Top		Outlet 24" RC Pipe	6.23	+0.88 ✓	
Flow Line			8.47	−1.36 ✓	

West Point Loma Blvd.

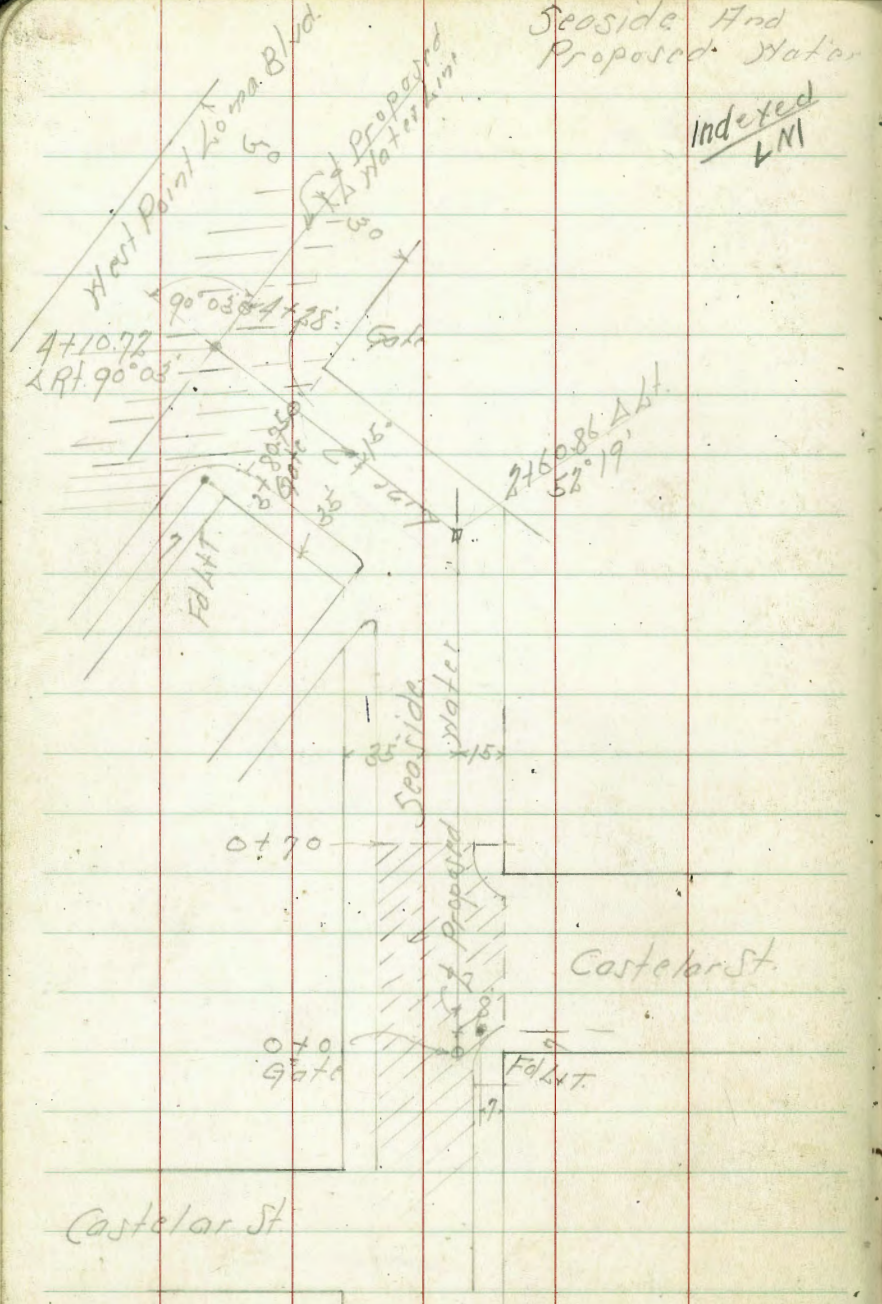
		7.11 ✓			
28+50			5.8	3.3	✓
29+0			4.0	3.1	✓
+50			4.3	2.8	✓
30+0			4.6	2.5	✓
+50			4.8	2.3	✓
31+0			5.1	2.0	✓
+50			5.3	1.8	✓
32+0			5.4	1.7	✓
+50			5.4	1.7	✓
33+0			5.3	1.8	✓
+50			5.2	1.9	✓
34+0			5.0	2.1	✓
+50			4.9	2.2	✓
TP	5.90	8.10 ✓	4.91	2.20 ✓	Rail Pole
35+0			5.7	2.4	✓
+50			5.5	2.6	✓
36+0			5.3	2.8	✓
+50			5.2	2.8	✓
37+0			5.0	3.1	✓
+50			4.6	3.5	✓

		8.10 ✓			
37+64.40	BC Rt		4.5	3.6	✓
38+0			4.2	3.9	✓
+50			3.8	4.3	✓
39+0			3.5	4.6	✓
+50			3.1	5.0	✓
40+0			2.8	5.3	✓
+50			2.4	5.7	✓
TP	5.46	10.81 ✓	3.75	5.35 ✓	
41+0			4.9	5.9	✓
+50			4.7	6.1	✓
42+0			4.6	6.2	✓
+50			4.5	6.3	✓
+89.91	EC		4.5	6.3	✓
43+0			4.5	6.3	✓
+63.39	BC Rt		4.5	6.3	✓
44+0			4.5	6.3	✓
+50			4.3	6.5	✓
45+0			4.1	6.7	✓
+50			3.8	7.0	✓
+92.18	EC + Δ 11°15		3.6	7.2	✓

	10.81 ✓			El.	
46+32.68 △ Δ 45°00'			4.0 =	6.8 ✓	
BM		7.82	2.99 ✓		BPZ Cal. HW 10.1 RW W. Pt Loma Blvd W. Causeway 3.0.0

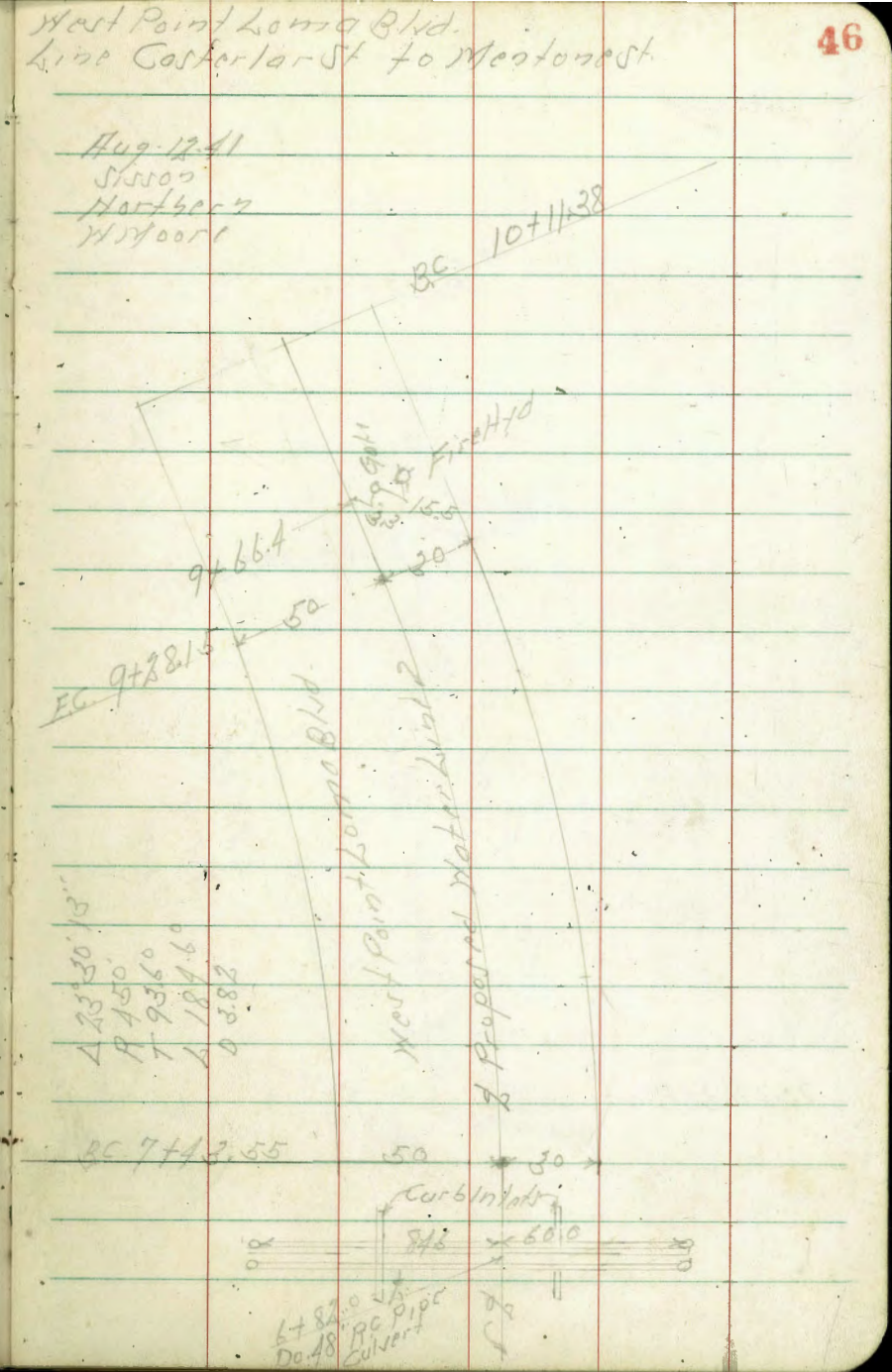
Seaside 4nd Proposed Water

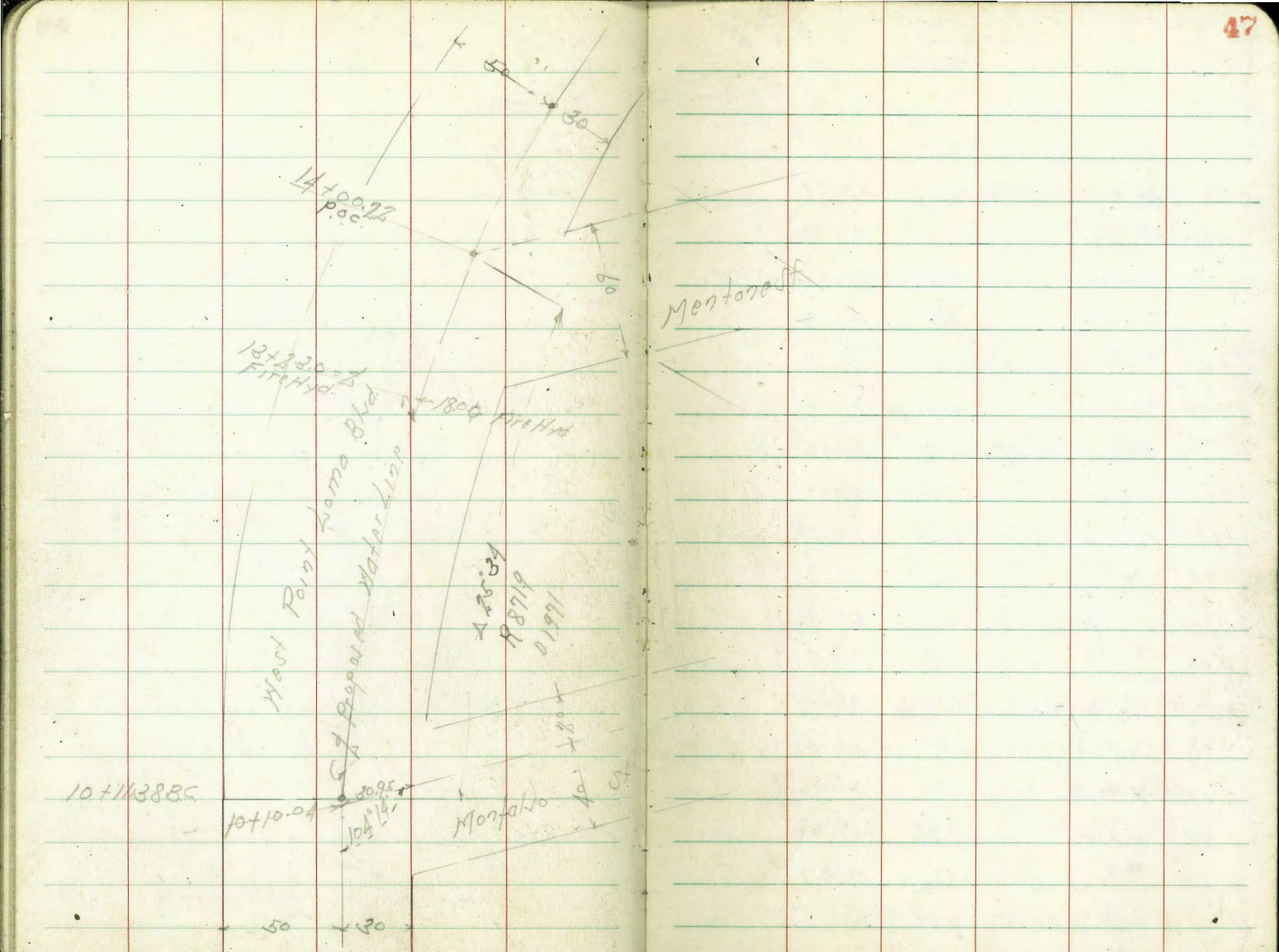
Indexed
N1



West Point Loma Blvd.
Line Castelar St to Westone St

Aug. 12-41
Sisson
Hartberg
Wilmoore




40
30
14+00.22
P.O.C.
90
Montecito
12+42.20
Fire Hyd
1800 Fire Hyd
Point Loma Blvd
Proposed Water Line
A 22-31
R 8719
D 1971
10+14.3885
10+10.04
20.95
10+20
Montalvo
Ln
St
50
30

Seaside & West Point Lomo Blvd
Levels for Proposed Water Line
Castelar St to E.L. Neptune

8/14/41 Peterson

BM	9.59	39.96		30.37	Sdy Top Hyd. W. Pt Lomo Blvd & Seaside Page 41
TP	6.21	45.97	0.20	39.76	
0+0 = St. Castelar St From			2.66	43.31	
+30 = " " " "			2.84	43.13	
+70 = N½ Conc Pav.			3.49	42.48	
1+0			4.9	41.1	
+50			7.1	38.9	
2+0			10.5	35.5	
TP	1.48	35.33	12.12	33.85	
+50			3.1	32.2	
+60.86 ΔLt 52°19'			3.58	31.75	on Hub
+75			4.2	31.1	
3+0			5.4	29.9	
+50			7.5	27.8	
+80.75 = S½ Parking Gate			8.24	27.09	
+88			8.92	26.41	
4+10.72 = Δ Rt. 90°02			8.97	26.36	
+28 = Gate			9.71	25.62	
+50			11.2	24.1	
TP	0.08	23.95	11.46	23.87	

Aug. 13-41

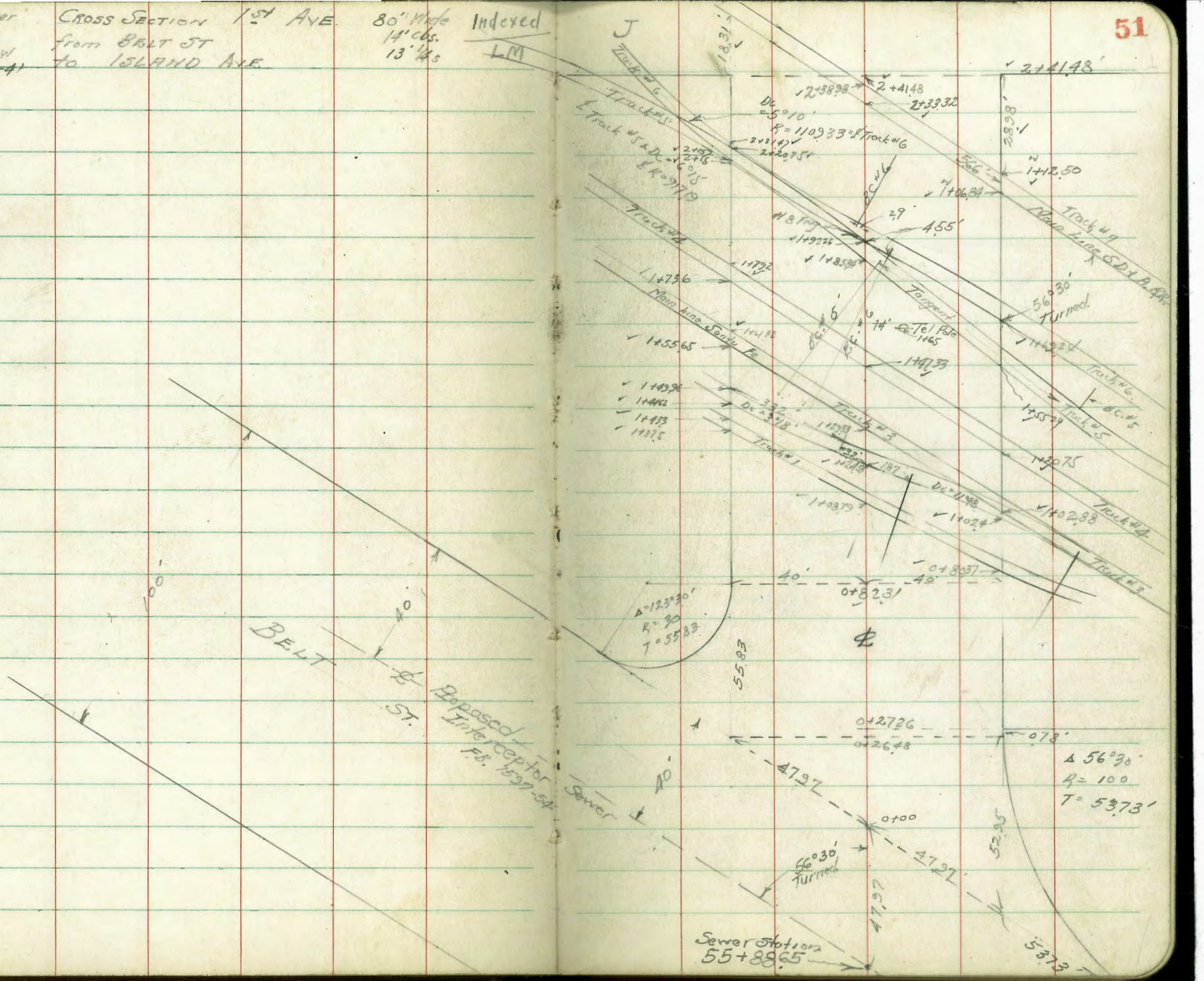
		23.95			
5+0			5.3	20.6	
+50			6.1	17.8	
6+0			8.5	15.4	
+50			10.1	13.8	
+82 = 2 Do 48" RCP Culv.			10.3	13.6	
60 Rt of 7 = S End Do 48" RC Pipe Culvert Top			24.6	- 0.65	
Flow Line			28.95	- 5.00	-.8? -5.M
84.6 Rt of 7 = N End Do 48" RCP Pipe Culv Top			25.00	- 1.05	
Flow Line			29.35	- 5.40	
7+0			10.0	13.9	
+42.55 = P.C. Lt			8.5	15.4	
8+0			5.5	18.4	
+50			3.2	20.7	
9+0			1.2	22.7	
TP	7.92	30.34	1.53	22.42	
+28.15 E.C.			6.8	23.5	
+50			6.3	24.0	
+66.4			6.0	24.3	
10+10.04 = Stub Montalvo			5.4	24.9	
21.0 S.E. = S.L. W. Pt Lomo			3.8	26.5	

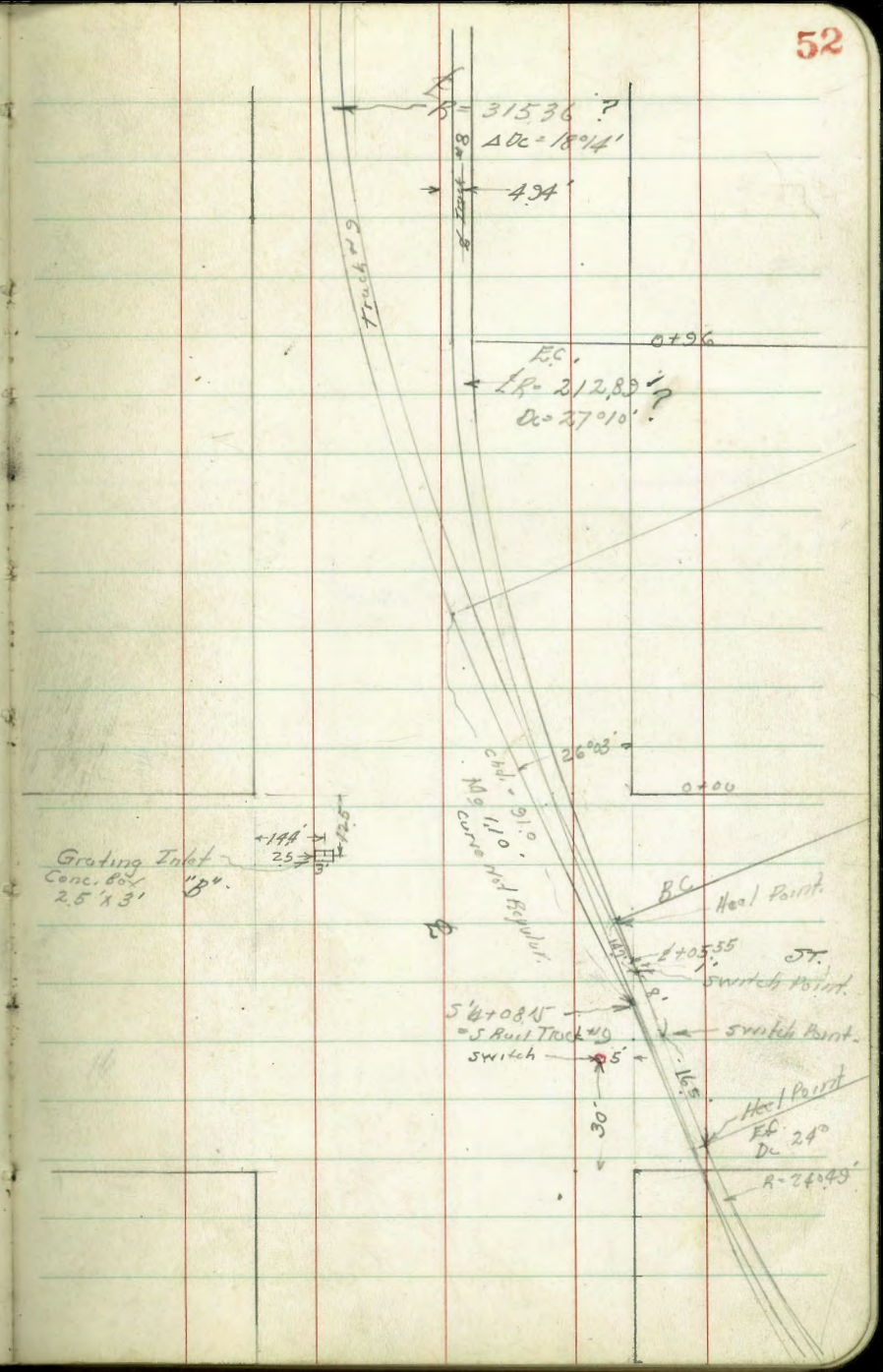
		30.34 ✓			
10+11.38 = BCRL			5.4	24.9	✓
+50			5.4	24.9	✓
11+0			5.6	24.7	✓
+50			5.8	24.5	✓
12+0			6.1	24.2	✓
+50			6.5	23.8	✓
13+0			7.0	23.3	✓
+50			7.3	23.0	✓
14+00.22 = EL. Mentone			7.7	22.6	✓
TP	1.96	27.46 ✓	4.84	25.50	✓
BM			7.40	20.06 ✓	0757 Mon F.C. Fort of Mentone 20.05 Page 42

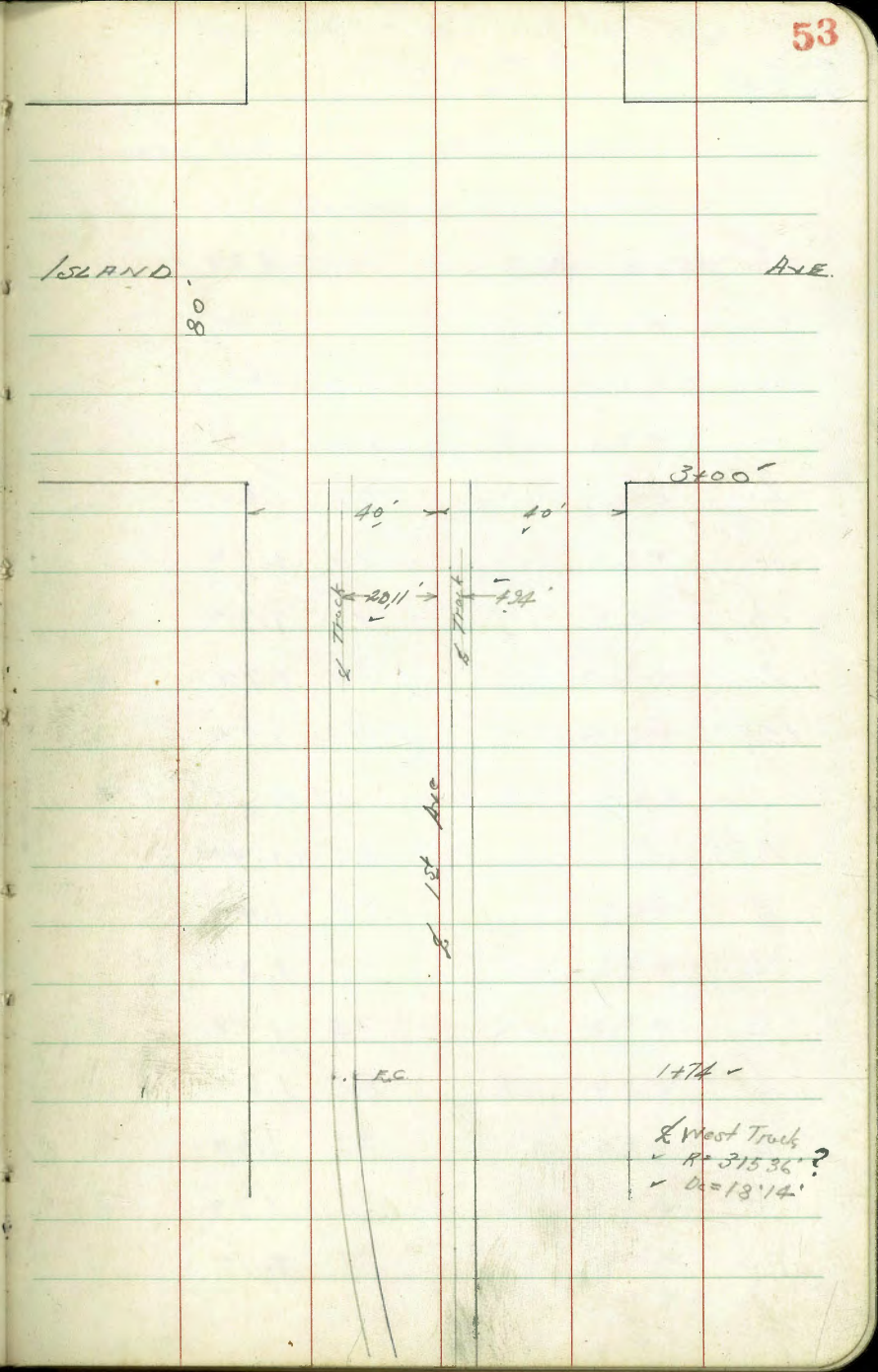
Walker
Wells
D. Farrow
~~9-10-41~~

CROSS SECTION 1ST AVE. 80' Wide
from BALT ST 14' CBS.
to ISLAND AVE. 13' 1/4 S

Indexed
LM




Track #9
R = 31536 ?
Δc = 18°14'
434'
0+96
E.C.
R = 21283 ?
Dc = 27°10' ?
26°03'
0+04
Chd. = 91.0'
Mg Curve Right
Grating Inlet
Conc. Box
2.5' x 3'
"B"
+19.9'
25
12.5
B.C.
Heel Point
1+05.35
Switch Point
5'
1+08.15
S. Rail Track #9
Switch
Switch Point
16.5'
30'
Heel Point
E.C.
Dc 24°
R = 24049'


ISLAND
80
AVE.
3+00
40'
40'
20.11'
4.34'
℄ Track
℄ Track
℄ 1st Ave
P.C.
1+74
℄ West Track
R = 315.36'
Δ = 18°14'

Walker Wells Forrest 9-23-41

1st Ave Cross Sections from Belt to Island

Sketch P-51

	663	882	2.19	BM #10 FB 1597 Brass Plug
	0+00 Section Sta. on W.L. Belt			
W.L. - 3583 BC. Ref.		7.0	1.8W	
W.L.		7.1	1.7W	
cb.		7.2	1.6W	
1/4		7.2	1.6W	
℄		7.2	1.6W	
1/4		7.1	1.7W	
cb		7.1	1.7W	
E.		7.1	1.7W	
+5373 = BC. Ref		7.1	1.7W	
	0+2648 Section Belt to 1st Ave			
E-5		7.4	1.4W	
E.		7.4	1.4W	
cb.		7.5	1.3W	
1/4		7.4	1.4W	
℄		7.2	1.6W	
1/4		7.2	1.6W	
cb		7.1	1.7W	
W.L.		7.1	1.7W	

F.B. 1597-43

Cor Foundation N.E. Cor Belt & 1st Ave

882

0+8231 = Belt to BC. on W

W-5	7.3	1.5W
W	7.4	1.4W
cb.	7.4	1.4W
1/4	7.6	1.2W
℄	7.5	1.3W
1/4	7.6	1.2W
cb.	8.3	0.5W
E.	8.4	0.4W
+5	8.2	0.6W
1+00		
-5	7.4	1.4W
E.	7.4	1.4W
cb.	8.0	0.8W
1/4	8.2	0.6W
℄	8.0	0.8W
1/4	8.0	0.8W
cb.	7.4	1.4W
W	7.6	1.2W
+5	7.6	1.2W

		8.82		
T.P.	6.08	7.73	7.17	1.65
	Track Levels West Line 1st Ave.			
1+37.5 = S Rail Track #1			5.69	N.04
+433 = N " " #1			5.69	N.04
+44.62 = S " " #2			5.70	N.03
+49.96 = N " " #2			5.67	N.06
+55.65 = S " " #3			5.60	N.13
+61.62 = N " " #3			5.60	N.13
+73.6 = S " " #4			5.94	1.79
+792 = N " " #4			5.91	1.82
2+15.0 = S " " #5			5.80	1.93
+20.75 = N " " #5			5.77	1.96
2+15.9 = S " " #6			5.78	1.95
+21.47 = N " " #6			5.77	1.96
8 C6 +04.23 = S " " #7			5.29	N.44
" +09.9 = N " " #7			5.29	N.44
	Track Levels & 1st			
1+08.79 = S Rail Track #1			5.88	1.85
1+13.51 = N " " #1			5.76	1.97
1+24.55 = S Rail " #2			5.63	N.10
1+29.27 = N " " #2			5.62	N.11

		7.73		1st Ave.
1+29.23 = S. Rail Track #3			5.63	N.10
1+32.95 = N " " #3			5.62	N.11
+47.33 = S " " 4			5.85	1.88
+52.05 = N " " 4			5.87	1.86
+58.84 = S " " 5			5.92	1.81
+90.56 = N " " 5			5.89	1.84
+92.26 = S " " 6			5.89	1.84
+96.98 = N " " 6			5.86	1.87
2+33.32 = S " " 7			5.39	N.34
+38.98 = N " " 7			5.40	N.33
	Track Levels E Line 1st Ave			
0+80.37 = S. Rail Track #1			6.04	1.69
N " " #1			6.04	1.69
1+02.4 = S " " #2			5.68	N.05
N " " #2			5.68	N.05
+02.88 = S " " #3			5.66	N.07
N " " #3			5.69	N.04
1+20.75 = S " " #4			5.86	1.87
N " " #4			5.86	1.87
1+55.29 = S " " #5			5.90	1.83
N " " #5			5.96	1.77

1st Ave

773

1+692 X-S. Rail Track #6	6.09	1.64
" " " #6	5.96	1.77
2+068 -S " " #7	5.45	N.78
N " " #7	5.42	N.31

Cross Sections for Yardage Cont.

1+50

W-S	6.3	1.43
W	6.2	1.53
cb.	6.1	1.63
1/4	6.4	1.33
L	6.3	1.43
1/4	6.5	1.N3
Ecb.	6.4	1.33
E	6.4	1.33
+S	6.4	1.33

2+00

-S	5.9	1.83
E	6.1	1.63
cb.	5.9	1.83
1/4	6.2	1.53

773

1st Ave

L	6.3	1.43
1/4	6.3	1.43
cb.	6.3	1.43
W	6.3	1.43
+S	6.1	1.63

2+41.48 = S line J-St. 14 rcbs 18' 1/4S

-S	5.7	N.03
W	5.8	1.93
cb	5.7	N.03
1/4	5.7	N.03
L	5.6	N.13
1/4	5.5	N.N3
cb.	5.3	N.43
E	5.4	N.33
+S	5.5	N.N3

S cb J-St.

-S	5.0	N.73
E	5.1	N.63
cb.	5.1	N.63
1/4	5.1	N.63
L	5.1	N.63

W 1/4		53	N.43
W cb.		57	N.03
W L.		57	N.03
+5		58	1.93
	S. 1/4 - 5	ST.	
-5		56	N.13
W		57	N.03
cb		55	N.23
1/4		51	N.63
E		51	N.63
1/4		46	3.13
cb.		47	3.03
E		54	N.33
+42 = W Rail Track #9		518	N.55
75 on Ground		54	N.33
	5 1/4 +08.15		
5 Rail Track #9		512	N.61
Also " " " #8		512	N.61
	L - 5 - St.		
E -27 = E Rail #8 & #9		522	N.51
E		55	N.23

E+3' = 5 Rail #8 & #9		505	N.68
cb.		49	N.83
1/4		44	3.33
E		51	N.63
1/4		51	N.63
W cb.		51	N.63
W		50	N.73
+5		50	N.73
	W 1/4 J-St.		
-5		53	N.43
W		52	N.53
cb.		51	N.63
1/4		51	N.63
E		50	N.73
1/4		51	N.63
cb.		50	N.73
E		51	N.63
+5		47	3.03
	N cb.		
-5		47	3.03
E		50	N.73

E cb.	5°	Y. 73	
1/4	4.9	Y. 83	
℄	4.9	Y. 83	
1/4	4.9	Y. 83	
W cb.	5.9	1.83	
Inlet "B" A-62			
1.5 Rt. on Grating	5.95 4.65	1.78	
" " " Flow	10.60	-2.87	
W	5.0	Y. 73	
+5	5.2	Y. 53	
0+00 = W ℄ J = St.			
-5	5.1	Y. 63	
W ℄ on Boring	5.41	Y. 37	
W cb. " "	5.57	Y. 16	
W 1/4 " "	5.21	Y. 54	
℄ " "	4.87	Y. 86	
1/4	4.70	3.03	
+3.8 = W Rail Track #9	4.72	3.01	
+6 = " " " " #8	4.83	Y. 90	
+8.7 = E " " #9	4.94	Y. 79	
+11.0 = E " " #8	5.01	Y. 7 Y	
E cb. on Boring.	5.00	Y. 73	

E on Boring.		4.97	Y. 76
0+20			
E. Line on Boring.		4.65	3.08
E cb.		4.71	3.04
+8.5 = E Rail Track #8		4.83	Y. 90
1/4 on Bor.		4.62	3.11
+0.5 = W Rail Track #8		4.62	3.11
+0.6 = E " " #9		4.62	3.11
+5.7 = W " " #9		4.34	3.39
℄ on Bor.		4.52	3.21
W 1/4 " "		4.92	Y. 81
W cb " "		5.37	Y. 36
W " "		4.88	Y. 8 5
T.P.	5.24 14.76	1.91	5.82
0+50.5			
W on Boring.		8.66	3.10
cb " "		9.02	Y. 74
1/4 " "		8.45	3.31
+7.9 = W Rail #9		8.25	3.51
+12.9 = E " #9		8.30	3.46
℄ on Bor.		8.28	3.48

1176

E +5.7 = W Rail #8	8.17	3.69
+10.5 = E " #8	8.38	3.38
℄ on Paving	8.27	3.49
Cb. " "	8.37	3.39
E " "	8.21	3.55
0+75		
E on Pav.	7.78	3.98
Cb. " "	7.93	3.83
℄ " "	7.84	3.92
℄ " "	7.87	3.89
W ℄ " "	8.20	3.56
W Cb " "	8.61	3.15
W " "	8.23	3.53
1+00		
W on Pav.	7.78	3.98
Cb. " "	8.06	3.70
+8.8 on W Rail #9	7.99	3.77
℄ on Pav	7.99	3.77
+0.7 on E Rail #9	8.01	3.75
℄ on Pav	7.43	4.33
+2.5 = W Rail #8	7.33	4.43
+7.3 = E " #8	7.42	4.34

1176 1st AVE.

E ℄ on Pav.	7.41	4.35
E Cb " "	7.48	4.28
E " "	7.34	4.42
1+50		
E on Pav	6.51	5.25
" Cb. "	6.70	5.06
" ℄ "	6.50	5.26
℄ "	6.65	5.11
W ℄ "	7.07	4.69
W Cb "	7.18	4.58
W "	6.79	4.97
2+00		
W on Pav.	5.95	5.81
Cb. " "	6.27	5.49
+3.5 on W Rail #9	6.22	5.54
+8.2 " E " #9	6.21	5.55
℄ " Pav	6.03	5.73
℄ " "	5.57	6.19
+2.6 = W Rail #8	5.53	6.23
+7.3 = E " #8	5.57	6.19
E ℄ on Pav.	5.68	5.08

Ec6. on Pav.	595	5.81-
E " "	556	6.70
2+50		
E on Paving	464	7.17-
cb. " "	524	6.57-
½ " "	484	6.97
L " "	469	7.07-
½ " "	507	6.69
cb. " "	527	6.49-
W " "	496	6.80-
2+59		
W on Pav.	466	7.10-
W cb. "	507	6.69-
W ½ "	495	6.81
L "	456	7.20-
½ "	467	7.09
cb "	509	6.67-
E "	374	8.07-
2+64=End cb on W		
W on Walk.	431	7.45-
W cb. on cb.	458	7.18-

2+68		
E on Pav.	429	7.47-
cb " "	428	6.78-
½ " "	452	7.24
L on Rim +24	432	7.44-
½ " Pav.	478	6.98
W cb on "	485	6.81-
W cb on Top cb	451	7.25-
W.L. on Walk	416	7.60-
3+00=S Line Island Arc		
W on Walk.	345	8.31-
" " cb.	392	7.84-
" " Gut. pav.	448	7.28-
cb+3.5=W Rail #9	429	7.47-
+82=E " " #9	430	7.46-
W ½ on Pav.	410	7.66
L " "	381	7.95-
+26 W Rail #8	376	8.00-
+73 =E " #8	375	8.01
½ on Pav.	396	7.78
cb " "	343	8.33-
E " "	377	7.99-

		11.76			
T.P	7.50	15.56	3.70	8.06	SE. 7. Hook Island & 1st Ave
Ch & B.P			3.69	11.87	S.W. B.P. Market & 1st Ave
				11.93 = Record	
				.06 Error.	

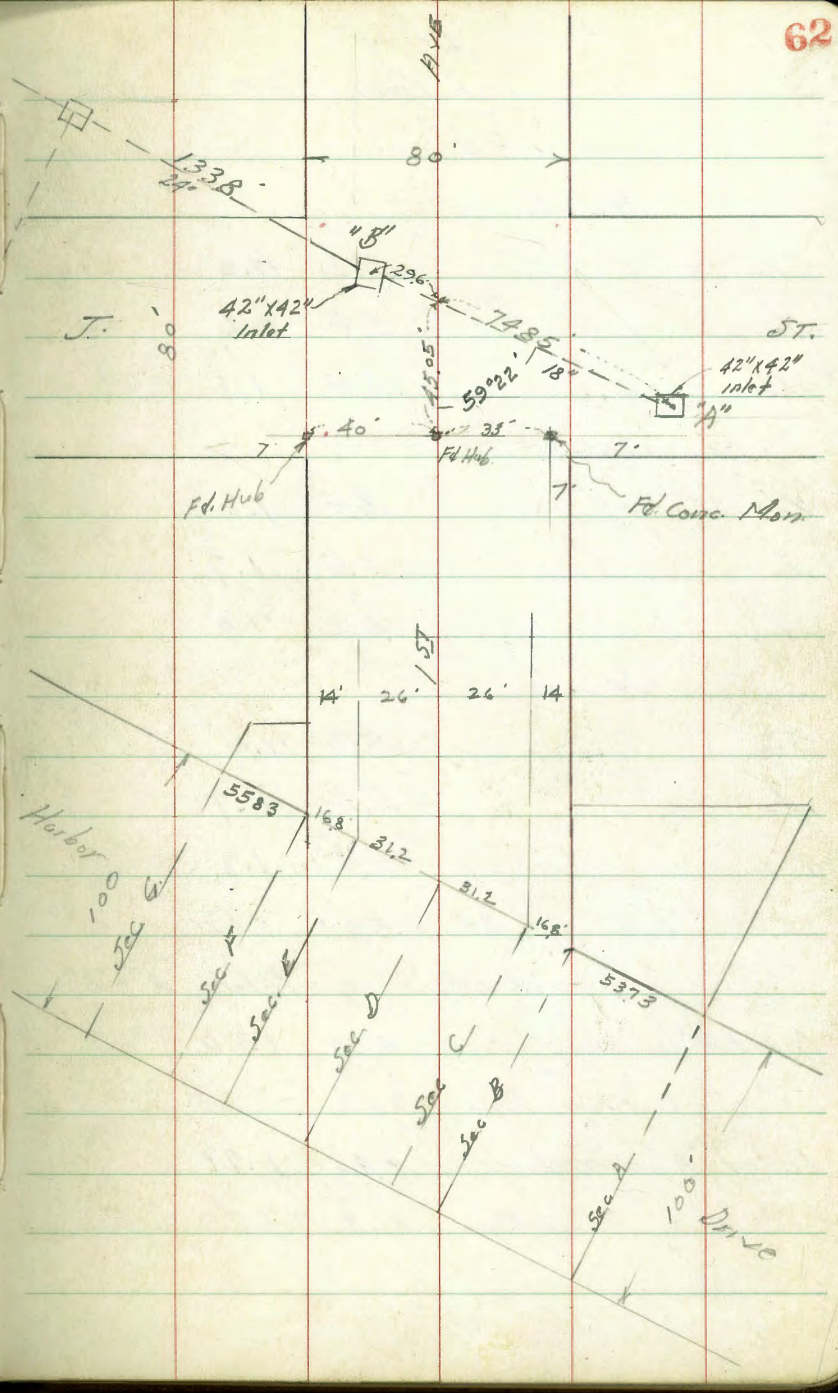
Walker Furrow 10-16-41

Cross Sections Harbor Dr. & First Ave Intersection

BM #10 P-54

	5.01 7.20		2.19
Inlet "A" on Grating		5.31	1.89
" " " Flow line		9.51	-2.31
Inlet "B" See P-58 For Elev.			
	Sec A		
S.L.		5.2	V.O
℄		5.4	1.8
N.L.		5.5	1.7
	Sec B		
N.L.		5.6	1.6
℄		5.4	1.8
S.L.		5.2	V.O
	Sec C		
S.L.		5.2	V.O
℄		5.3	1.9
N.L.		5.5	1.7
	Sec D		
N.L.		5.6	1.6
℄		5.4	1.8
S.L.		5.2	V.O

Cont. P-63



Harbor Drive

Cont. from P. 62

7+20

Sec E

SL.			5.2	1.0
℄			5.4	1.8
NL.			5.4	1.8

Sec F

NL.			5.4	1.8
℄			5.5	1.7
SL.			5.2	1.0

Sec G

SL			5.2	1.0
℄			5.5	1.7
NL			5.4	1.8
TP	4.15	6.34	5.01	2.19

Additional shots on Inlets "A" + "B"

Inlet "B" on Grating			4.54 (2.65)	1.80
" " " Flow Pipe			9.19	-2.85
Inlet "A" on Grating.			4.43 (4.20)	1.91
" " " Flow Pipe			8.63	-2.29

Cross Section Alley Block 38 Normal Hts.
Madison - Adams Bancroft - 33rd St.
North + South Alley

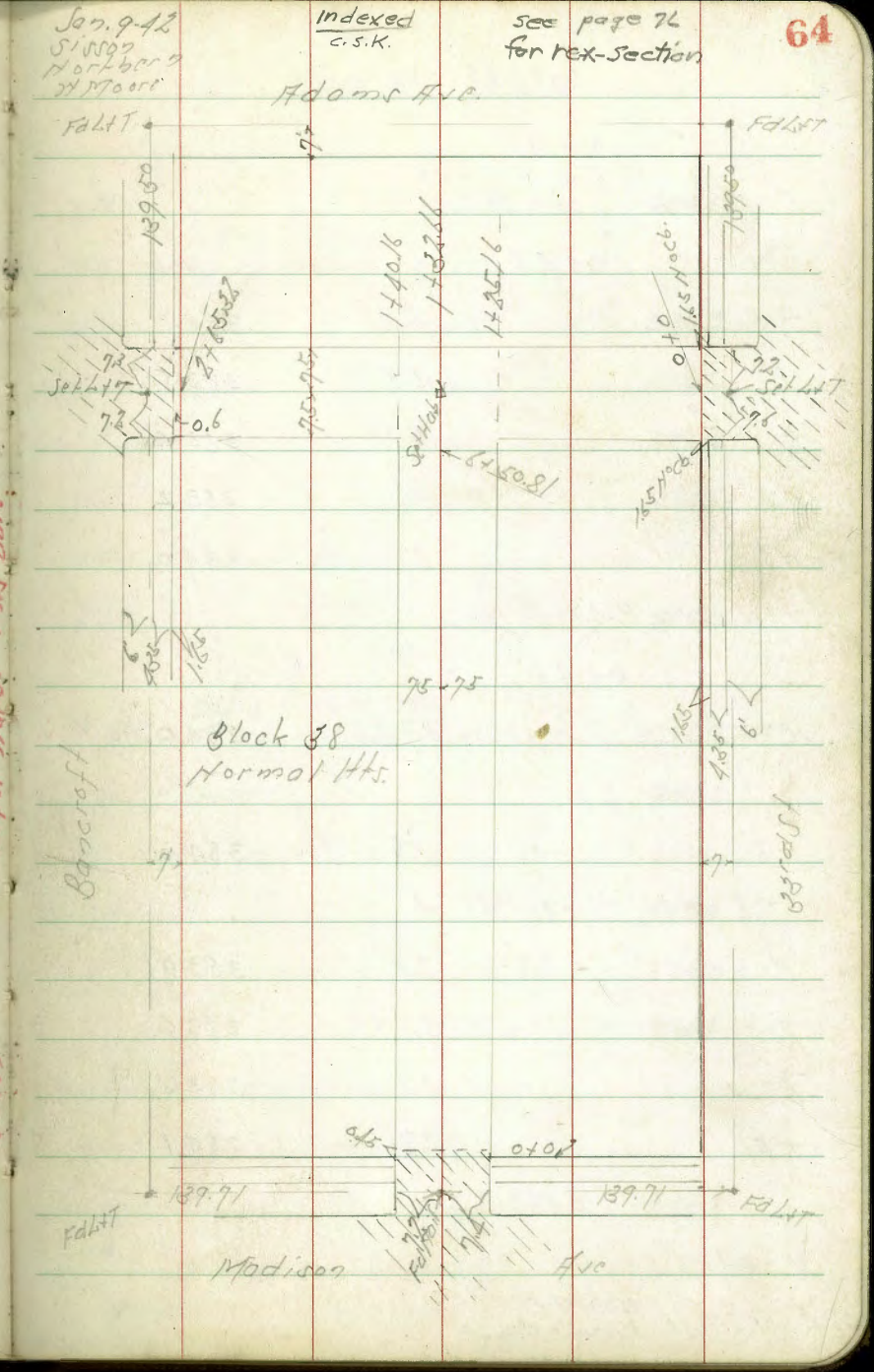
					S.E.BP. Adams + 33rd St.
BM	4.14	389.94		385.80	
TP	3.71	387.34	6.31	383.63	
TP	5.46	386.82	5.98	381.36	
		0-11 Nebbins Madison			
N on Paving			5.42	381.40	
C " "			5.40	381.42	
E " "			5.23	381.49	
		0+0 N.L. Madison			
E Top Curb			4.61	382.21	
Gutter on Paving			4.72	382.10	
C " "			4.83	381.99	
W " "			4.80	382.02	
W Top Cb			4.69	382.13	
+1.1 = SL Picket Fence					
		0+10			
-5			3.1	383.7	
W			4.0	382.8	
C			4.3	382.5	
+5			4.1	382.7	
E			3.3	383.5	
+19 = SL Lath Fence					

Revised 1-12-43 Plotted 1-13-43 Profile 2744
City working 00 Hub 4.32 for Water Tank Data
Ground E/ev. Checked Nov 28 '42 Sisson

Jan. 9-43 Sisson Northbar + W Moore

Indexed C.S.K.

See page 76 for Cross-Section



	386.82		
	0+31		
E -1.3 = S/y Board Fence, N/y Lath Fence			✓
	0+33		
-5	2.7	384.1	
E	3.3	383.5	
℄	3.4 ✓	383.4	
+4	3.6	383.2	
W	3.8 ✓	384.0	
+1.3 = N/y Picket Fence			✓
	0+44		
W -5.2 = ℄ Garage Dirt Floor	2.8	384.0	✓
	0+50		
-5	2.8	384.0	
-0.2 = W/y Power Pole	✓		
W	2.9 ✓	383.9	
℄	3.2 3.3	383.6	
E	5.2 ✓	383.6	
+5	2.7	384.1	
	0+67		
W -6.4 = ℄ 10' Shed			✓
E -1.2 = N/y Board Fence, S/y Frame House			✓

	386.82		
	1+10		
-5	2.7	384.1	
	S/y Board Fence		
-1.0 = N/y Frame House			✓
E	3.1 ✓	383.7	
℄	3.2 ✓	383.6	
+4	3.4	383.4	
W	2.7 ✓	384.1	
+0.9 = S/y Lath Fence			✓
+10	2.8	384.0	
	1+50		
	S/y 8" Conc Wall Top		
-2.2 = N/y Lath Fence	0.0	386.8	✓
-2.2 Ground	2.2	384.6	
W = W/y Power Pole ✓	2.2 ✓	384.6	
+3	2.9 ✓	383.9	
℄	2.8 2.9	384.0	
E	2.7 ✓	384.1	
+0.3 = S/y Wire Fence			✓
+0.7 = N/y Board Fence			✓
+10	2.7	384.1	
TP	5.14 388.99	2.97	386.85

		389.0	
	388.99		
	2+0		
-1.0		4.9	384.1
-0.4 = N'ly Wire Fence			✓
E		4.6	384.4
℄		4.7	384.3
+.5		4.9	384.1
W		4.9	384.1
+1.0 = S'ly Shed = N'ly 8" Concr Wall Top		3.18	386.81 ✓
+1.0		5.0	384.0
	2+21		
W -1.4 = N'ly Shed + S'ly Wire Fence			✓
	2+29		
W -1.1 = ℄ 9' Log House			✓
	2+50		
-1.0		4.9	384.1
-1.0 = Wire Fence			✓
-0.3 = N'ly Pow Pole		✓	
W		4.6 ✓	384.4
℄		4.8 4.9	384.2
+.5		4.7	384.3

		389.0	
	388.99		
E		5.2 ✓	383.8
+1.0		5.3	383.7
	2+75		
-.5		4.9	384.1
E		5.0 5.1	384.0
℄		5.0 5.1	384.0
W		4.9	384.1
+1.0		4.8	384.2
	3+0		
-1.0		4.7	384.3
-1.5 = N'ly Wire Fence + S'ly Picket Fence			✓
W		4.7 ✓	384.3
℄		4.9 5.0	384.1
E		4.8 ✓	384.1
+0.3 = S'ly Board Fence			✓
+1.0		4.8	384.1
	3+30		
E +0.3 = N'ly Board Fence + S'ly Shed			✓
	3+50		
-1.0		4.8	384.1

		3890	
	38899		
E		4.7 ✓	3843
+0.4 = N'ly Shed x S'ly Board Fence			✓
℄		4.6 4.7	3844
W		4.6 ✓	3844
+0.8 = W'ly Power Pole		✓	
+2.1 = N'ly Picket Fence x S'ly Board Fence			✓
+10		4.5	3845
	3+75		
-10		4.2	3848
W		4.2	3848
℄		4.3	3847
+5		4.2	3848
E		4.6	3844
+10		4.7	3843
	4+0		
-10		4.4	3846
E = Board Fence		4.5	3845 ✓
+1'		4.3	3847
℄		4.2 4.3	3848
W		4.2	3848
+2.3 = N'ly Board Fence			✓

		3890	
	38899		
	4+01		
W -2.2 = S'ly Bldg.			✓
	4+23		
W -2.1 = N'ly Bldg.			✓
	4+27		
W -1.8 = S'ly Shed			✓
	4+33		
W -1.8 = N'ly Shed x S'ly Lath Fence			✓
	4+51		
-10		3.8	3852
-1.4 = N'ly Lath Fence x S'ly Wire Fence			✓
-0.7 = W'ly Power Pole		✓	
W		3.9	3851
+2		4.0	3847
℄		4.0 ✓	3847
+5		4.4	3846
E		3.9	3851
+0.2 = Board Fence x Shed			✓

		389.0	
	388.99		
	4+95		
-10		4.4	384.6
-0.6 = Board Fence			✓
E		4.4	384.6
+3		4.5	384.5
℄		4.5	384.5
+5		4.6	384.4
W		4.2	384.8
+1.0 = Wire Fence			✓
+10		4.2	384.8
	5+0		
-10		4.3	384.7
-1.0 = N'ly Wire Fence + S'ly Board Fence			✓
W		4.3	384.7
℄		4.3 ✓	384.7
E		4.1	384.9
+0.2 = Board Fence			✓
+10		4.2	384.8
	5+11		
E+0.1 = N'ly Board Fence + S'ly Shed			✓

		389.0	
	388.99		
	5+34		
E+0.2 = N'ly Shed + S'ly Board Fence			✓
	5+35		
-10		4.3	384.7
E		4.3	384.7
+0.2 = Board Fence			✓
℄		4.5	384.5
W		4.2	384.8
+0.8 = N'ly Board Fence			✓
+1.0 = S'ly Shed			✓
+10		4.2	384.8
	5+50		
-10 = N'ly Shed + S'ly Board Fence			✓
W = N'ly Power Pole ✓		4.2	384.8
℄		4.6 ✓	384.4
+7.3 = Board Fence			✓
E		4.6	384.4
+10		4.1	384.9
	5+75		
-10		4.0	385.0
E		4.3	384.7

		388.99	390		
℄			4.4	384 6	
N			4.2	384 8	
+5			4.2	384 8	
TP	4.75	390.08	5.66	385.33	
		6+10			
-10			4.5	385.6	
-2.0 = Board Fence					✓
N			4.8	385 3	
℄			5.1	385 0	
+5			5.1	385 0	
E = Sly Sheds Nly Board Fence			5.3	384.8	✓
+10			5.1	385.0	
		6+31			
N -1.8 = Nly Power Pole			✓		
		6+37			
E +0.2 = Nly Sheds + Sly Garage					✓
		6+50.81 = S.L E & W Alley			
E			4.7	385.4	
+0.35 = NW Car Garage Block Fence			4.73	385.35	✓
℄			4.7	385.4	
N +2.3 = Nly Board Fence			4.7	385.4	

East & West Alley Block 38 Normal Hts

		390.08		
TP	4.02	390.80	5.30	386.78
	0-12 = WC64, NC 33rd St			
S on Paving			5.39	384.41
℄ " "			5.43	384.37
N " "			5.36	384.44
	0+0 = WL 33rd St			
N on Paving No Curb			4.74	386.06
℄ " "			5.04	385.76
S " " No Curb = Ely Low Lots Fence ✓			4.64	386.16
	0+16			
-10			5.0	385.8
S			4.9	385.9
+0.8 = Sly Power Pole ✓				
℄			4.8	386.0
N			4.5	386.3
+10			4.1	386.7
	0+50			
-10			4.4	386.4
N			4.6	386.2
℄			4.8	386.0

	590.80		
+5	4.9	385.9	
S	5.2	385.6	✓
+0.2 = Low Lath Fence			
+10	5.3	385.5	
0+53			
N-0.3 = Ely Shed			
0+67			
N-0.4 = Wly Shed			
0+68			
N-0.4 = Ely Bldg.			
0+78			
N-0.3 = Wly Bldg. + Ely Wire Fence			
1+0			
-10	5.6	585.2	
S	5.4	585.4	
℄	5.1	585.7	
N	5.3	585.5	
+10	5.2	585.6	
1+06			
S = Wly Low Lath & Wire Fence = N.E. Cor. Garage			✓
N-0.8 = Wly Wire Fence			✓

	590.80			
1+25½ = E℄ N&S Alley				
-10		5.4	385.4	
N		5.4	385.4	
+4		5.7	385.1	
℄		5.3	385.5	
S		5.4	385.4	
1+40 N-W℄ N&S Alley				
S		5.4	385.4	
℄		5.5	385.3	
N		5.6	385.2	
+10		5.6	385.2	
1+43				
S = Ely Board Fence				✓
S+0.8 = Sly Power Pole				✓
TP	5.83	590.81	5.82	385.48	0+26.06 N&S+E&W Alleys
1+66				
-10		4.9	385.9	
N		5.3	385.5	
℄		5.5	385.3	
+7.3 = Wly Board Fence				✓
S		5.4	385.4	
+10		5.3	385.5	

	390.81		
	1+78		
S-6.3 = ℄ Garage Contour	5.49	385.32	✓
	1+89		
S-0.3 = W ly Picket Fence			✓
	2+0		
-10	5.5	385.3	
S	5.2	385.6	
℄	5.1	385.7	
N	5.1	385.7	
+10	4.9	385.9	
	2+10		
S -0.5 = W ly Picket Fence			✓
S = ℄ + E ly 3' Wide Cypress Hedge			✓
	2+16		
-10	4.7	386.1	
N = S E Cor Stucco Bldg	4.8	386.0	✓
℄	4.9	385.9	
S	4.8	386.0	
+5	5.0	385.8	

	390.81		
	2+39		
-5	5.3	385.5	
S	5.0	385.8	
+0.8 = S ly Power Pole			
℄	5.2	385.6	
N = S ly Stucco Bldg	4.9	385.9	✓
	2+60		
-0.1 = S W Cor Stucco Bldg			✓
N	5.7	385.1	
℄	6.0	384.8	
S	5.8	385.0	
+5	6.0	384.8	
	2+65.32 = F.L. Bancroft		
- 1.5 = ℄ + W ly 3' Cypress Hedge			✓
S on Curb End	6.48	384.33	
S on Paving	6.67	384.14	
℄ " "	6.69	384.12	
N " "	6.49	384.32	
N on Curb End	6.39	384.42	

		390.81			
	2+77.32 = EC6 Line of Bancroft				
N	on Paving		7.49	383.32	
℄	" "		7.66	383 15	
S	" "		7.51	383 30	
TP	6.84	390.15	7.00	383.81	
BM			4.84	385.81	S.E. B.P. Adams & 32nd St. 385.80

Miss. Notes Sommer & Meyer Tanyard Rod 5/21/41

Indexed C.S.K.

Leveled on Scott St from the ℄ of Carleton North to ℄ of Lowell St

BM	1.27	7.61		6.34	NE 7° TR Carleton & Scott
0+00	℄ Carleton Paved		1.95	5.6	Red. by (EM) 5/23/41 ck (EM) 5/24/41
2+35	on Paving W Line Dickens		4.58	3.0	
2+70	℄ Dickens		4.2	3.4	
5+90	℄ Emerson		6.8	0.8	
TP	1.00	3.14	5 47	2.14	
8+10	℄ Fenelon		6.5	-3.4	
10+80	℄ Garrison		8.0	-4.9	
13+25	W Line Hugo		4.7	-1.6	
+20			2.0	1.1	
13+50	℄ Hugo		2.1	1.0	
TP	3.30	4.96	1.48	1.66	
16+20	℄ Inglow		5.5	-0.5	
18+90	℄ Jarvis		4.4	0.6	
21+60	℄ Keats		4.7	0.3	
24+30	℄ Lowell		3.4	1.6	
24+65	N Line of Lowell		2.9	2.1	
24+80	Approx Naval Res Line		+6.1	11.1	
TP	12.47	12.75	4.68	0.28	
Check Stake	BM Navy Newton-Roseclare		3.30	9.45	Iron Spike on ch.

Walker
Hardin
~~Hunter~~
12-28-45

Re. Cross Section East and West 15' Alley Block 38 Normal Hts. Between 33rd & Bancroft St. South of Adams Ave
Sketch P64

Re. by Wherry 1-2-46 -

Note: Location Fences Poles etc. Same as original Notes

B.M. on East end cb. on North 2+65.32 Page 71

	6.51	(390.88) 390.93		384.37 384.42			
		0+12 = West cb 33rd St.					
S cb Ref.			5.25	385.63			
S. on Pav			5.46	385.42			
L " "			5.51	385.37			
N " "			5.49	385.39			
N cb Ref.			5.02	385.86			
		0-1.65' = West East cb x Walk					
N on cb. = W. end			4.72	386.14			
" Gut.			4.82	386.06			
L			5.15	385.73			
+4			5.04	385.84			
S on Pav			4.83	386.05			
" " cb. = W end			4.85	386.03			
		0+00 = W.L. 33rd					
S on Ground			4.9	386.0			
" " Pav.			4.72	386.16			
+25 on Pav.			4.83	386.05			
+3 " "			5.08	385.80			

390.93

L on Pav.			5.12	385.76	
N " "			4.80	386.08	
" on Ground			4.9	386.0	
	0+16				
-5			4.4	386.5	B.M.'s See p. 78 Wherry -
N			4.6	386.3	
L			4.9	386.0	
S			5.1	385.8	
+5			5.1	385.8	
	0+50				
-5			5.3	385.6	
S			5.3 ✓	385.6	
L			5.0 ✓	385.9	
N			4.6 ✓	386.3	
+5			4.5	386.4	
	1+00				1-2-46. Adjusted to Conform
-5			5.3	385.6	
N			5.3 ✓	385.6	
L		52	5.3	385.6	
S		54	5.5	385.4	
+5			5.7	385.2	

390.93 E+W Alley Blk 38

1+25.16 El. South Alley (Cont. from p-76)

S	(390.88)	5.4	385.5
C		5.5	385.4
N		5.4	385.5
+10		5.4	385.5
	1+40.16 = W.L. Alley to South		
-10		5.5	385.4
N		5.4	385.5
C		5.7 5.8	385.1
S		5.5	385.4
	1+65		
-5		5.7	385.2
S		5.6	385.3
C		5.6 5.5	385.4
N		5.3	385.6
+5		5.1	385.8
	2+00		
-5		5.1	385.8
N		5.0	385.9
C		5.1	385.8
S		5.2	385.7
+5		5.6	385.3
+15		5.6	385.3

390.93

	2+16		
-5	(390.88)	5.3	385.6
S		5.1	385.8
+2		4.8	386.1
C		5.1	385.8
N		4.8	386.1
+5		4.8	386.1
	2+39		
N at Bld.		4.8	386.1
C		5.2	385.7
S		5.2	385.7
+5		5.4	385.5
	2+60		
-5		5.8	385.1
S		5.8	385.1
C		6.2	384.7
N		5.8	385.1
+0.1 at Bld.		5.8	385.1
	2+65.32 = E. Line Bancroft St.		
N Cb.		6.51	384.37
N Pov.		6.58	384.30

	390.93				
2+65.32	Cont. from P 77				
℄ on Pav.	(390.88)	6.80	384.08		
+5 = Bk. in Pav.		6.69	384.19		
S on Pav.		6.76	384.12		
" " cb.		6.56	384.32		
2+77.32 = E cb. Bancroft.					
T.P.#1	5.29	388.99	7.23	383.70	383.65
-25' on Paving		(388.94)	5.83	384.11	
S			5.72	383.22	
S on cb			4.91	384.03	
℄ = Low Point (Water standing)			5.78	383.16	
N			5.58	383.36	
" on cb Rd.			4.89	384.05	
+25 on Gut.	(Water standing)		5.61	383.33	
" " cb.			4.77	384.17	
T.P.#2	6.93	391.91	4.01	384.98	
T.P.#3	5.42	393.56	3.77	388.14	
chk NWL BP Adams & Fellow			5.03	388.53	
				388.32 = Record	
				0.21	
Adams & 34th					
chk SW BP			4.04	389.52	
				389.27 Record	
				0.25	

Levels cont. from T.P.#2

T.P.#3 (BM Gone)	5.86	390.84		384.98	
chk cb Rd. S.E. 32nd & Adams			4.99	385.85	= curb
				385.80	= BM. P. 64
T.P.#4	6.59	393.86	3.57	387.27	
T.P.#5	5.44	395.32	3.98	389.88	
Boundary & Adams					
chk SE B.P.			4.20	391.12	
				390.96	= Record.
				0.16	
BM					
T.P.#2	4.06	389.04		384.98	
chk T.P.#1			5.35	383.69	
				383.70	
				0.01	
chk. starting BM. = cb.			4.62	384.42	
T.P.#6	3.05	386.06	6.03	383.01	
N.L. Madison					0.07 Error
chk 0+00 on E cb.			3.78	382.28	382.21
					0.05
" ? " " W cb.			3.88	382.18	382.13

Levels for B.M.'s on Interceptor Line Change

B.M.	4.11	11:29		7.18	2 x 2 - STAKE 50' Lt. Sta 106+95 Old line
Set B.M.			5.35	5.94	85' Lt. 103+67.20 New Line
B.M.	2.57	11.21		8.64	
Set B.M.			4.45 ~~6.76~~	6.76	X in Rim Base of M.H.

Table IV.—Tangents and Externals to a 1° Curve.

Central Angle	Tangent	External	Central Angle	Tangent	External	Central Angle	Tangent	External
1°	50.00	.22	11°	551.70	26.50	21°	1061.9	97.57
10′	58.34	.30	10′	560.11	27.31	10′	1070.6	99.16
20	66.67	.39	20	568.53	28.14	20	1079.2	100.75
30	75.01	.49	30	576.95	28.97	30	1087.8	102.35
40	83.34	.61	40	585.36	29.82	40	1096.4	103.97
50	91.68	.73	50	593.79	30.68	50	1105.1	105.60
2	100.01	.87	12	602.21	31.56	22	1113.7	107.24
10	108.35	1.02	10	610.64	32.45	10	1122.4	108.90
20	116.68	1.19	20	619.07	33.35	20	1131.0	110.57
30	125.02	1.36	30	627.50	34.26	30	1139.7	112.25
40	133.36	1.55	40	635.93	35.18	40	1148.4	113.95
50	141.70	1.75	50	644.37	36.12	50	1157.0	115.66
3	150.04	1.96	13	652.81	37.07	23	1165.7	117.38
10	158.38	2.19	10	661.25	38.03	10	1174.4	119.12
20	166.72	2.43	20	669.70	39.01	20	1183.1	120.87
30	175.06	2.67	30	678.15	39.99	30	1191.8	122.63
40	183.40	2.93	40	686.60	40.99	40	1200.5	124.41
50	191.74	3.21	50	695.06	42.00	50	1209.2	126.20
4	200.08	3.49	14	703.51	43.03	24	1217.9	128.00
10	208.43	3.79	10	711.97	44.07	10	1226.6	129.82
20	216.77	4.10	20	720.44	45.12	20	1235.3	131.65
30	225.12	4.42	30	728.90	46.18	30	1244.0	133.50
40	233.47	4.76	40	737.37	47.25	40	1252.8	135.35
50	241.81	5.10	50	745.85	48.34	50	1261.5	137.23
5	250.16	5.46	15	754.32	49.44	25	1270.2	139.11
10	258.51	5.83	10	762.80	50.55	10	1279.0	141.01
20	266.86	6.21	20	771.29	51.68	20	1287.7	142.93
30	275.21	6.61	30	779.77	52.89	30	1296.5	144.85
40	283.57	7.01	40	788.26	53.97	40	1305.3	146.79
50	291.92	7.43	50	796.75	55.13	50	1314.0	148.75
6	300.28	7.86	16	805.25	56.31	26	1322.8	150.71
10	308.64	8.31	10	813.75	57.50	10	1331.6	152.69
20	316.99	8.76	20	822.25	58.70	20	1340.4	154.69
30	325.35	9.23	30	830.76	59.91	30	1349.2	156.70
40	333.71	9.71	40	839.27	61.14	40	1358.0	158.72
50	342.08	10.20	50	847.78	62.38	50	1366.8	160.76
7	350.44	10.71	17	856.30	63.63	27	1375.6	162.81
10	358.81	11.22	10	864.82	64.90	10	1384.4	164.86
20	367.17	11.75	20	873.35	66.18	20	1393.2	166.95
30	375.54	12.29	30	881.88	67.47	30	1402.0	169.04
40	383.91	12.85	40	890.41	68.77	40	1410.9	171.15
50	392.28	13.41	50	898.95	70.09	50	1419.7	173.27
8	400.66	13.99	18	907.49	71.42	28	1428.6	175.41
10	409.03	14.58	10	916.03	72.76	10	1437.4	177.55
20	417.41	15.18	20	924.58	74.12	20	1446.3	179.72
30	425.79	15.80	30	933.13	75.49	30	1455.1	181.89
40	434.17	16.43	40	941.69	76.86	40	1464.0	184.08
50	442.55	17.07	50	950.25	78.26	50	1472.9	186.29
9	450.93	17.72	19	958.81	79.67	29	1481.8	188.51
10	459.32	18.38	10	967.38	81.09	10	1490.7	190.74
20	467.71	19.06	20	975.96	82.53	20	1499.6	192.99
30	476.10	19.75	30	984.53	83.97	30	1508.5	195.25
40	484.49	20.45	40	993.12	85.43	40	1517.4	197.53
50	492.88	21.16	50	1001.7	86.90	50	1526.3	199.82
10	501.28	21.89	20	1010.3	88.39	30	1535.3	202.12
10	509.68	22.62	10	1018.9	89.89	10	1544.2	204.44
20	518.08	23.38	20	1027.5	91.40	20	1553.1	206.77
30	526.48	24.14	30	1036.1	92.92	30	1562.1	209.12
40	534.89	24.91	40	1044.7	94.46	40	1571.0	211.48
50	543.29	25.70	50	1053.3	96.01	50	1580.0	213.86

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.