1612

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.

1612

CITY ENGINEER

Sewer Interceptor Point Loma line change	1 – 2
Powell St. Hilltop to 56th	3 – 16
Hilltop Dr. Euclid to 51	16 – 21
California Laurel to Pac. Hwy	22 – 49
Laurel St cross over from California to Pac. Hwy	50 – 53

Bliss
Sommermeyer
Beggs
3/10/91

Lime Change Point Loma Sewer Interceptor

from

~~174+31.87~~ =
=174+23.51
174+51.47

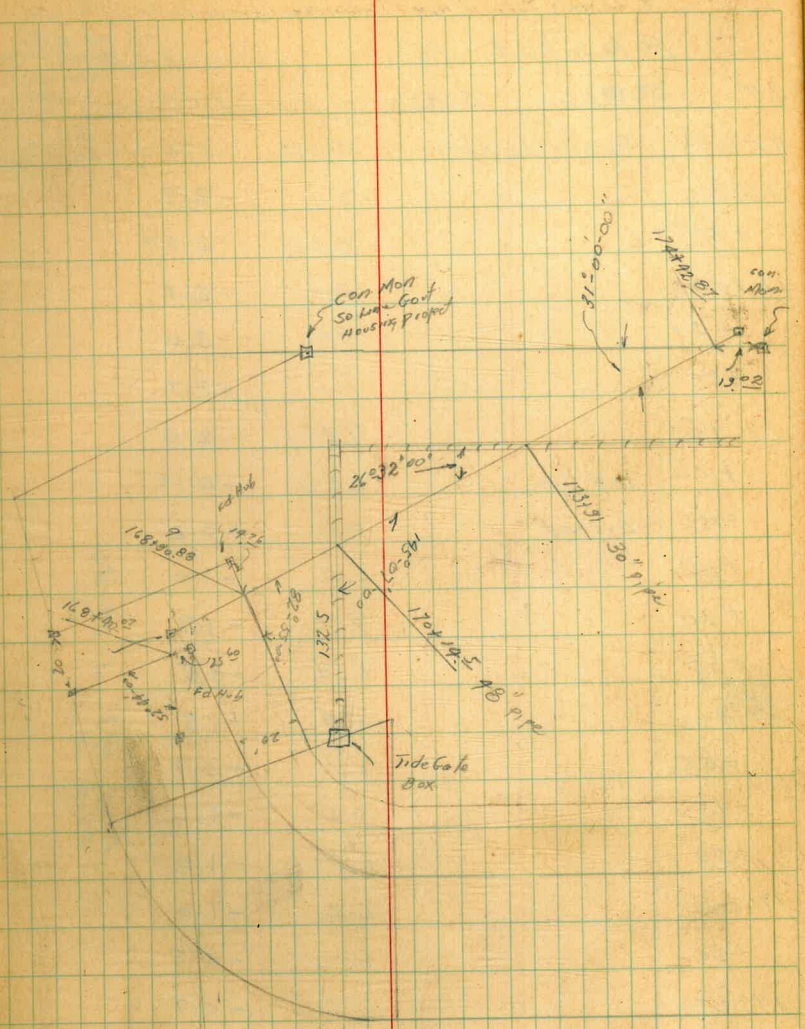
L. Lt 30°-46'-40" 1"x1" pine stake

168+52.62 L. Rt 59°-53'-00 1"x1" Stake on E. Alley.

167+83.25 old L. Now P.O.T.

168+40.07 = 2560 52-44-10

1



& Levels for Line Change from 167+83.25 old

L. Navy P.O.T.

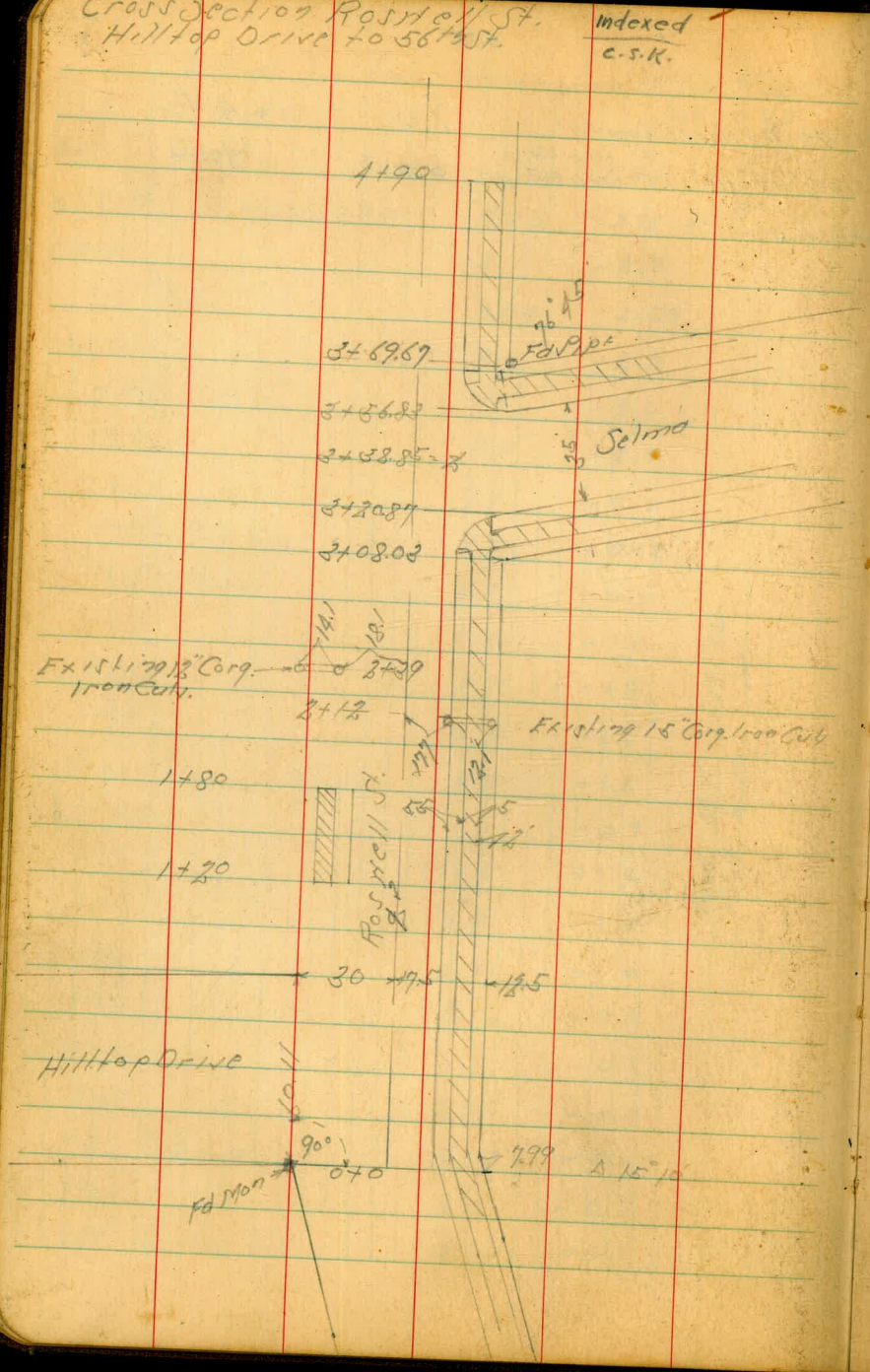
BM	4.30	5.35		1.05	See F.B. BM-page 39. checked levels. Top Tide Gate Headwall
167+83.25	Top of old Δ stake		8.08	-2.73	See Book 1317 Point Loma Levels Circuit
168+00			8.1	-2.7	
+52.62 L.			8.04	-2.69	
169+00			8.2	-2.8	
+45			8.4	-3.0	
+55			7.7	-2.3	
170+00			7.4	-2.0	
+19.5	Top Pipe		5.52	-0.17	
+19.5	Ground		5.1	+0.3	
+20			6.4	-1.0	
+30			7.1	-1.7	
+50			6.9	-1.5	
171+00			6.9	-1.5	
+06			6.1	-0.7	
+15			6.6	-1.2	
+50			6.4	-1.0	
172+00			6.4	-1.0	
+50			6.2	-0.8	
173+00			6.1	-0.7	
+50			6.2	-0.8	
+91	Top pipe		6.04	-0.69	
174+00			6.1	-0.7	
+28	Toe Navy F.N		5.5	-0.1	

Red. M.K. 1-19-42
Plot. W.O.

+43	Top Navy Housing Fill	1.0	+ 4.4
174+51.47 = 174+23.51	Navy Stake Old Δ Destroyed	0.99	4.36

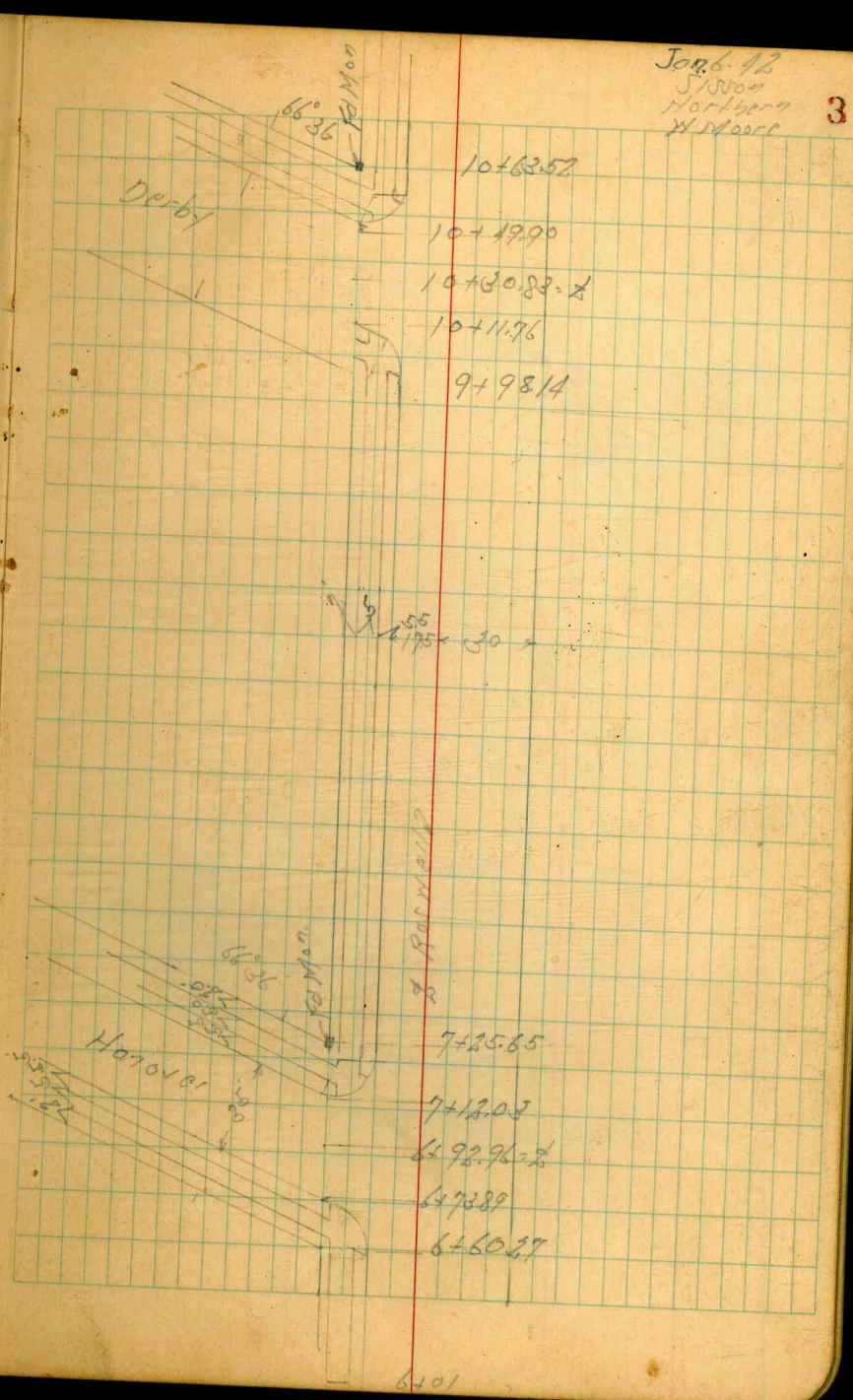
Cross Section Rosyth St. Hilltop Drive to 56th St.

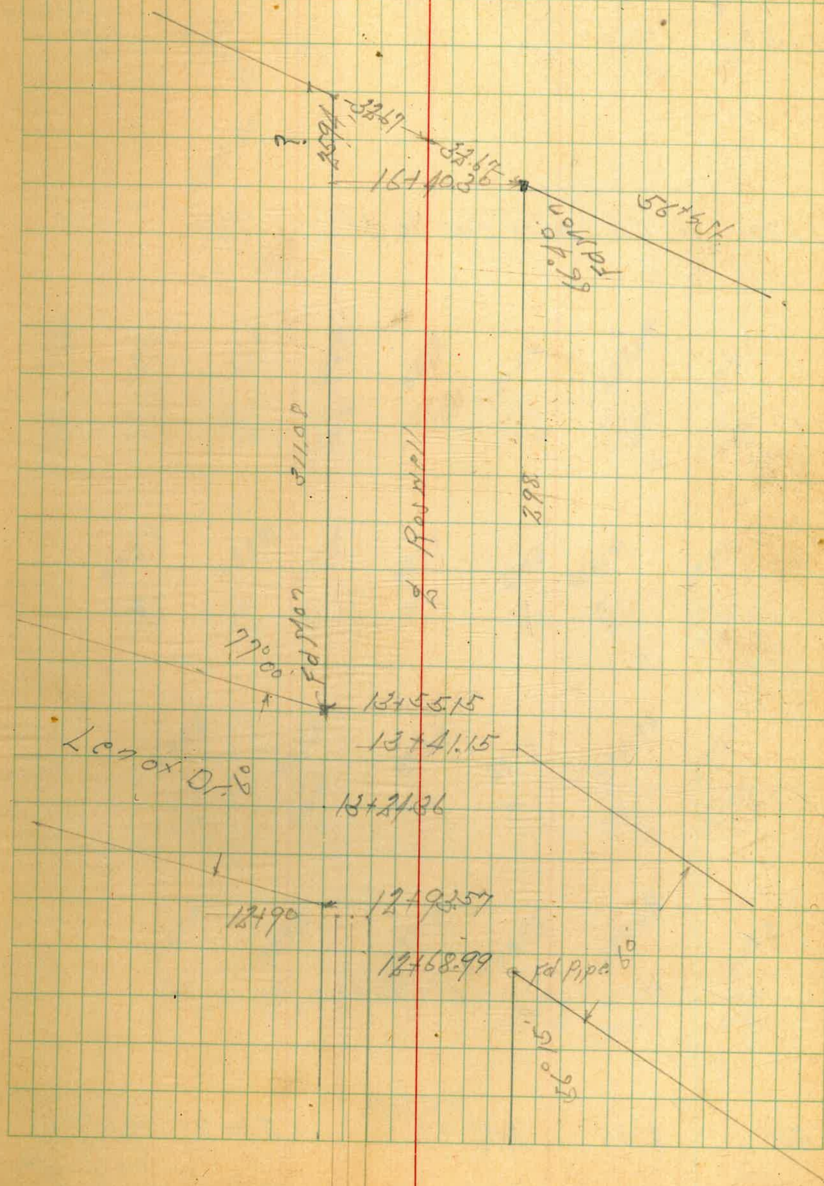
Indexed C.S.K.



Jan. 6-42
Sisson
Northern
W. Moore

3




16+40.36
56th St.
Fd Mon
298
Fd Mon
77°00'
13+55.15
13+41.15
Lenox Dr.
12+90
12+93.57
12+68.99
Fd Pipe

Cross Section Roswell St.
Hilltop Drive to 56th St

1+50					
1+20	= Cb & Walk End on Lt.				
1+0					
0+60.11					ELH
0+30					
0+0 :	SL Hilltop	on Lt	taken on diagonal		
BM	2.30	242.57		240.27	N.W. Prop Mon Hilltop & Roswell F.B. 1617-30

Lt=NW				℄			Rt=SE
	237.0 5.6 30	236.68 5.89 17.4=Cb	236.4 6.2 17.4	236.6 6.0	236.0 6.6 17.8	236.59 5.98 17.8=Cb	236.4 6.2 30
		237.04 5.53 17.2=Cb End					
238.5 4.1 30	237.6 5.0 25	237.3 5.2 17.5	236.9 5.7 15	237.2 5.4	236.6 6.0 17.9	237.09 5.48 17.9=Cb	237.1 5.5 30
	238.9 3.7 30	238.2 4.4 17.5	237.5 5.1 16	237.9 4.7	237.3 5.3 17.7	238.12 4.45 17.7=Cb	238.3 4.3 30
		238.8 3.8 30	238.4 4.2 17.5	238.6 4.0	237.9 4.7 17.5	238.96 3.61 17.5=Cb	239.0 3.6 30
		240.6 2.0 30.3	239.2 3.4 17.5	239.3 3.3	238.5 4.1 17.6=Gutter	239.68 2.89 17.6=Top Cb	239.7 2.9 30.3
				242.57			

2+0

2+50

2+39 = Opp 12" Corg. Iron Culv. on Lt

2+12 = Opp 15" Corg. Iron Culv on Rt.

2+0

1+80 = End Cb + Walk on Lt

24257

Lt ℄ Rt

232.7 237.9 238.2 237.9 238.0 237.5 238.30 238.5

9.9 / 4.5 | 4.7 / 3.0 | 4.4 / 17.5 | 4.7 / 1.3 | 4.6 | 5.1 / 17.7 | 4.27 / 17.7-Cb | 4.1 / 3.0

232.0 236.0 236.8 236.6 237.0 236.5 237.03 236.8

10.6 / 4.0 | 6.6 / 3.0 | 5.8 / 17.5 | 6.0 / 1.3 | 5.6 | 6.1 / 17.8 | 5.44 / 17.8-Cb | 5.8 / 3.0

234.15 235.55

8.47 / 22.2-outlet | 7.02 / 18.1 = Inlet 12" Corg. Pipe Culv.

234.67 236.18 233.94

7.90 / 17.7 = Inlet 15" Corg. Pipe Culv. | 6.39 / 17.7-Cb | 8.63 / 27.8 outlet

236.2 236.5 236.1 236.6 235.8 236.20 236.1

6.4 / 3.0 | 6.1 / 17.5 | 6.5 / 1.5 | 6.0 | 6.8 / 17.8 | 6.37 / 17.8-Cb | 6.5 / 3.0

236.35

6.22 / 17.4-Cb Est. on 244.57

Roswell

3+69.67 = ℄ℓ Selma on Rt

3+64.5 = Break CL Grade on Rt

TP 12.21 252.55 2.23 240.84

3+56.83

3+38.85 = Opp ℄ Selma

3+20.87

3+08.03 = Rℓ. Selma

242.57

Lt	℄	Rt
238.1	240.8	240.7
19.5	11.8	11.9
40	G30	17.5
240.4	240.7	240.2
13.2	11.9	12.4
14		17.8
240.96	241.4	
11.39	11.6	
17.8-CL	G30	

240.76
11.29
17.8-CL

252.55

238.8	240.2	240.1	239.7	240.1	239.8	240.0	240.78
4.8	2.4	3.5	3.9	2.6	2.8	2.6	1.39
40	G30	17.5	14		17.5	G30	G30-CL
235.5	239.4	239.6	239.1	239.4	239.0	239.5	
7.1	3.2	3.0	3.5	3.2	3.6	3.1	
45	G30	17.5	15		17.5	G30	
235.3	238.6	238.9	238.5	238.7	238.0	238.4	238.58
7.2	4.1	3.7	4.1	3.9	4.6	4.2	3.99
45	G30	17.5	14		17.5	G30	G30-CL
233.3	238.4	238.3	238.0	238.3	237.8	238.48	238.6
9.2	4.2	4.3	4.6	4.3	4.8	4.09	4.0
45	G5	17.5	14		17.8	17.8-CL	G30

242.57

TP	12.27	264.42	0.40	252.15
6+01 = End Cb + Walk on Lt				
5+50				
5+10				
4+90 = End Cb + Walk on Rt				
4+50				
4+0				
		252.55		

Lt | ℄ | Rt

8

252.2	251.88	250.8	251.0	250.5	251.4	251.8
0.4 G30	0.67 17.5 Cb Ext	1.8 17.5	1.6	2.1 16	1.2 17.5	0.8 G30

249.3	249.6	249.5	248.5	248.8	248.2	249.1	249.7	250.4
3.3 10	3.7 G30	3.1 17.5	4.1 14	3.8	4.1 17	3.5 17.5	3.0 28	2.2 G30

246.3	246.7	246.8	246.1	246.3	245.7	246.6	247.0	247.8
5.3 10	5.9 G30	5.8 17.5	5.5 14	5.5	6.9 17	6.0 17.5	5.6 28	4.8 G30

246.76
5.79 17.9 Cb Ext

235.6	242.5	244.0	244.3	243.7	244.0	243.6	244.65	245.4
17.0 10	10.1 G30	8.6 28	8.3 17.5	8.9 14	8.6	9.0 17.9	7.90 17.9 Cb	7.2 G30

239.6	241.8	241.9	241.4	241.8	241.6	242.37	242.9
13.0 10	10.8 G30	10.7 17.5	11.2 14	10.8	11.0 17.9	10.28 17.9 Cb	9.7 G30

252.55

Roswell

7+12.03

6+92.96 = ℄

6+73.89

6+70 20.2' Rt of ℄ = Sly Power Pole

6+60.27 = WL Hanover on Lt

6+57 : Break CL Grade on Lt

6+30

264.42

Lt ℄ Rt

256.37	255.6	255.8	255.9	255.3	256.2	256.5
8.0 5 30 CL	8.8 30	8.6 17.5	8.5	9.1 14	8.2 17.5	7.9 30
255.1	254.9	255.2	254.6	255.6	256.0	
9.4 30	9.5 17.5	9.2	9.8 14	8.8 17.5	8.4 30	
254.90	254.4	253.9	254.3	253.6	254.6	255.1
9.52 30 CL	10.0 30	10.5 17.5	10.1	10.8 14	9.8 17.5	9.4 30
254.8	254.73	253.4	253.8	253.2	254.0	254.6
9.6 30	9.69 17.5 CL	11.0 17.5	10.6	11.2 14	10.4 17.5	9.8 30
254.69						
9.72 17.5						
253.5	253.40	252.1	252.2	252.0	252.8	253.5
10.9 30	11.02 17.5 CL	12.2 17.5	12.2	12.4 15	11.6 17.5	10.9 30

264.42

TP	11.19	275.27	0.34	264.08	
9+15	20.8	Rt of ℄ = 5½ Power Pole			✓
9+0					
8+50					
8+0					
7+50					
7+25.5	E.L. Hanover				
BM			7.78	256.64	N.J. Prop'ty Hanover & Rosmell
7+20.7	= Brk CB Grade on ℄				
		264.42			

Lt.		℄		Rt
264.6	264.42	263.9	264.0	263.4	264.1	264.6
+0.2 / 30	0.0 / 18 CB	0.5 / 18	0.4	1.0 / 14	0.6 / 17.5	+0.2 / 30
262.2	262.23	261.6	261.8	261.3	262.2	262.5
2.2 / 30	2.19 / 18 CB	2.8 / 18	2.6	3.1 / 14	2.2 / 17.5	1.9 / 30
260.1	259.95	259.3	259.6	259.5	260.1	260.2
4.3 / 30	4.19 / 18.2 CB	5.1 / 18.2	4.8	4.9 / 15	4.2 / 17.5	4.2 / 30
257.6	257.71	257.2	257.5	257.2	258.1	258.2
6.7 / 30	6.7 / 18.3 CB	7.2 / 18.3	6.9	7.2 / 15	6.2 / 17.5	6.2 / 30
256.6	256.65	256.0	256.5	256.0	256.8	257.2
7.8 / 30	7.77 / 18.3 CB	8.4 / 18.3	7.9	8.4 / 15	7.6 / 17.5	7.2 / 30
	256.44					
	7.98 / 18.3 CB					
			264.42			

Roswell

BM		4.66	27061	NE Prop Mon Roswell + Derby
10+49.90				
10+30.82 = ℄ Derby				
10+11.76				
9+98.18 = W.L. Derby				
9+93 = Break Cb Grade on Lt				
9+55				
	27527			

Lt ℄ Rt

270.57	270.0	270.2	269.8	269.7	269.5	270.0	270.6
4.70 30 26	5.5 30	5.1 17.5	5.5 15	5.6	5.8 15	5.5 17.5	5.7 30
	269.7	269.5	269.1	268.7	269.5	270.0	
	5.6 30	5.8 17.5	6.2	6.6 15	5.8 17.5	5.5 30	
268.77	268.7	268.6	268.5	268.3	268.7	269.2	
6.50 28 26 End	6.6 28	6.7 17.5	6.8	7.0 14	6.6 17.5	6.1 30	
269.0	268.70	267.9	268.1	267.6	268.3	268.8	
6.3 30	6.57 17.8 26	7.4 17.8	7.2	7.7 14	7.0 17.5	6.5 30	
	268.74						
	6.53 17.8 26						
267.0	266.93	266.2	266.4	266.1	267.0	267.2	
8.3 30	8.34 18 26	9.1 18	8.9	9.2 14	8.2 17.5	8.1 30	
			27537				

	Lt			℄			Rt.	
12+35	267.1	266.96	265.9	265.8	265.0	265.5	265.6	
	8.2 / 30	8.31 / 17.4 = CL	9.4 / 17.4	9.5	10.3 / 12	9.8 / 17.5	9.7 / 30	
12+10	269.3	269.10	268.0	268.2	267.5	267.8	268.4	268.5
	6.0 / 30	6.17 / 17.4 = CL	7.3 / 17.4	7.1	7.9 / 12	7.5 / 17.5	6.9 / 20	6.8 / 30
11+60 = Break Curb Grade on Lt	271.6	271.61	270.3	270.5	269.9	270.6	271.1	
	3.7 / 30	3.66 / 17.4	5.0 / 17.4	4.8	5.4 / 13	4.7 / 17.5	4.8 / 30	
11+55 15.8 Rt of ℄ = Sh. Power Pole ✓	272.1	271.47	270.7	271	270.7	270.9	271.3	
	3.2 / 30	3.80 / 17.5 = CL	4.6 / 17.5	4.3	4.6 / 13	4.4 / 17.5	4.0 / 30	
11+30	271.5	271.12	270.6	270.8	270.5	270.6	271.0	
	3.8 / 30	4.15 / 17.6 = CL	4.7 / 17.6	4.5	4.8 / 12	4.7 / 17.5	4.3 / 30	
11+10	270.9	270.70	270.0	270.1	269.8	270.3	270.9	
	4.4 / 30	4.57 / 17.7 = CL	5.3 / 17.7	5.2	5.5 / 14	5.0 / 17.5	4.4 / 30	
10+68.52 = EL				275.27				
		275.27						

Roswell

13+56.15 = FL Lenox on Lt

12+61 20.9 Rt of ℄ = Sty Power Pole ✓

TP	367	267.56	11.38	260.89	HE Prop Sta Roswell Lenox Dr

13+41.15 = FL St on Rt Creston Dr

13+29.36 = ℄ Lenox on Lt.

12+93.57 = WL Lenox on Lt. Bancroft

12+90 = Fly Curb & Walk on Lt

12+68.99 = WL St on Rt Creston Dr

275.27

Lt ℄ Rt

13

264.2	263.7	263.5	263.1	262.9	267.4	262.9	262.4	262.7	260.3	259.2
5.4 / 30	5.9 / 25	4.1 / 17.5	4.5 / 16	4.7	5.2 / 12	4.7 / 14	5.2 / 17.5	4.9 / 25	6.2 / 30	8.4 / 40

267.56

264.2	263.5	263.0	263.6	263.1	262.5	262.3	260.5	
11.1 / 30	11.8 / 17.5	12.3	12.7 / 12	12.2 / 14	12.8 / 17.5	13.0 / 30	14.8 / 40	

264.3	263.7	263.1	262.9	262.8	262.8
11.0 / 30	11.6 / 17.5	12.2	12.4 / 12	12.5 / 17.5	12.5 / 30

264.5	264.0	263.8	263.7	263.1	263.0
10.8 / 30	11.3 / 17.5	11.5 / 17	11.6	12.2 / 17.5	12.3 / 30

264.26
11.01 / 17.4 Curb End

265.5	265.29	264.5	264.3	263.8	264.0	263.6
9.8 / 30	9.98 / 17.4 Curb	10.8 / 17.4	11.0	11.5 / 12	11.3 / 17.5	11.7

275.27

16+42 21.1 Rt of ℄ = St Power Pole

16+40.30 = W.L. 66.75 St on Rt

16+0

15+50

15+0

14+92 20.7 Rt of ℄ = St Power Pole

14+50

14+0

267.56

Lt. ℄ Rt

262.4	262.3	262.1	262.0	261.9	261.8	261.2	260.3
5.2	5.3	5.5	5.6	5.7	5.8	6.1	7.2
30	45	17.5		8	17.5	25	30
262.0	262.1	262.1	261.6	261.9	261.6	260.0	261.3	258.3
5.6	5.5	5.5	6.0	5.7	6.0	5.6	6.2	9.3
10	30	20	17.5		10	17.5	30	40
261.8	262.6	262.5	262.1	262.1	261.6	261.9	261.9	261.0
5.8	5.0	5.7	5.5	5.6	6.0	5.7	5.7	6.6
40	30	20	17.5		13	17.5	30	40
263.2	262.9	262.4	262.5	261.9	262.4	262.5	263.3
4.4	4.7	5.2	5.1	5.7	5.2	5.1	4.3
30	17.5	16		14	17.5	30	35
263.8	263.0	262.8	262.5	262.1	262.7	262.4	262.3	261.9
3.8	4.6	4.8	5.1	5.5	4.9	5.2	5.3	5.7
30	17.5	15		12	14	17.5	30	40
264.0	263.2	262.8	262.6	262.3	263.0	262.3	262.5	261.8	260.2
3.6	4.4	4.9	5.0	5.4	4.6	5.3	5.1	5.8	7.4
30	17.5	16		12	14	17.5	25	30	40

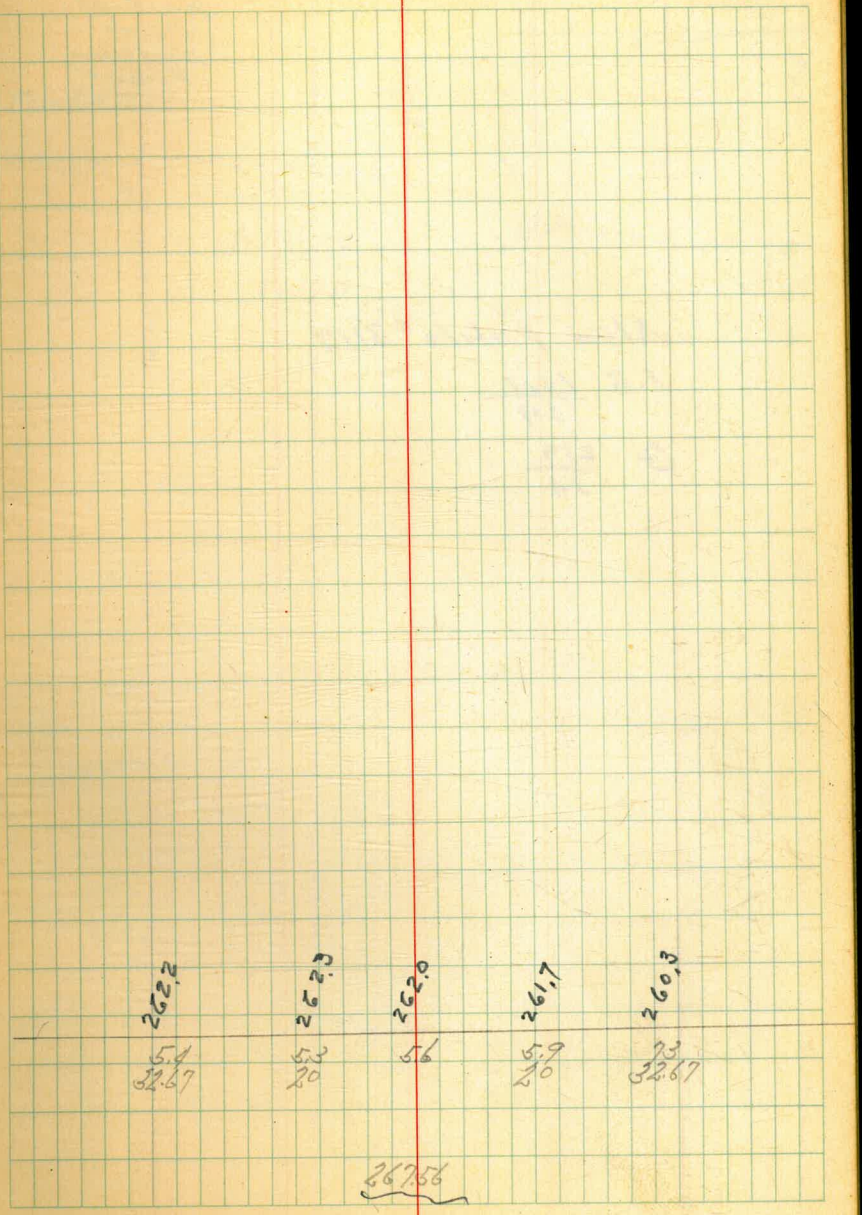
267.56

Roswell

BM			8.04	240.29	N.W. Prop Mon Hilltop Dr + Roswell 240.27
TP	0.70	248.83	12.13	247.63	
TP	0.75	259.76	12.31	259.01	
TP	4.01	271.32	0.25	267.31	
BM			7.68	259.88	S.W. Prop Mon Roswell + 56th St.
16+10.30	0.0	Rt. W.	1. 56th St	Taken on diagonal	
		267.56			

LT Z RT

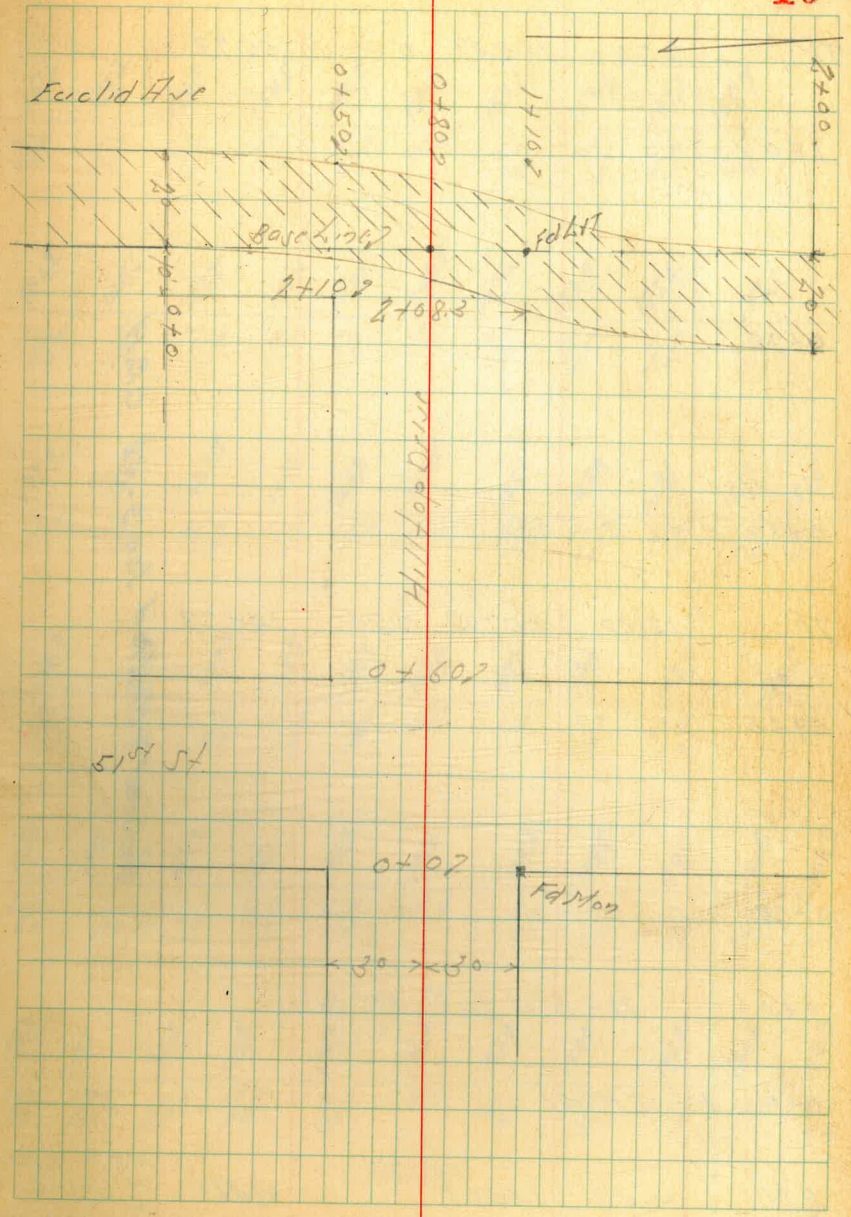
15



Cross Section Hilltop Drive
51st St to Euclid

Sag-8-42
Sisson
Northern
W Moore

Also profile # 3117
F.B 1017/29
G 259/34



Cross Section Hilltop Drive
51st St to Euclid Ave

TP	8.70	165.19	0.20	156.79
1+0				
0+75				
0+60 = W.L. 51st St.				
TP	12.80	157.09	0.24	144.29
0+45				
0+15				
0+06	21.5 Lt of ℄ = SW Tel Pole			
0+0 = E.L. 51st St.				
BM	10.43	145.03		134.60

Reduced & Plotted Jan 9-42 G.B.H.

NE Proposition Hilltop & Euclid
F.B. 1617-49

Lt=5 ℄ Rt=11

151.6	153.4	154.1	154.5	150.9	151.1	151.1	153.6	157.1	158.7
5.5 / 50	6.3.7 / 30	6.3.0 / 18	2.6 / 10	6.3 / 6	6.0	6.0 / 15	5.5 / 18	0.0 / 21	+1.6 / 30
146.8	149.6	149.8	150.6	147.1	147.5	147.4	153.9	155.4	152.1
10.2 / 50	7.5 / 30	7.6 / 18	6.5 / 11	10.1 / 7	9.6	9.7 / 13	6.3 / 18	4.7 / 25	1.0 / 30
139.9	143.1	143.7	145.6	145.2	145.5	145.1	145.9	148.1	151.1	151.5
17.2 / 50	14.0 / 30	13.4 / 18	11.5 / 12	11.9 / 6	11.6	12.0 / 11	11.2 / 14	9.0 / 18	6.0 / 25	5.6 / 30
157.09										
134.9	136.3	137.9	139.8	143.2	143.4	143.7	142.2	142.6	145.5	
10.1 / 50	8.7 / 30	7.1 / 22	5.2 / 18	1.8 / 9	1.6	1.3 / 13	2.8 / 18	2.4 / 30	+0.5 / 45	
132.0	133.7	133.9	135.1	138.7	138.6	139.4	138.8	139.5	140.8	143.5
13.0 / 50	11.2 / 30	11.1 / 22	9.9 / 18	6.3 / 10	6.4	5.6 / 10	6.2 / 13	5.5 / 18	4.2 / 30	1.6 / 45
127.0	127.5	130.5	132.5	136.3	136.5	137.0	134.2	134.2	134.6	136.3
18.0 / 50	13.5 / 30	11.5 / 22	12.5 / 10.5	8.7 / 4.5	8.5	8.0 / 9	10.8 / 13	10.8 / 18	10.4 / 30	8.7 / 45
145.03										

2+083 - Fly Edge Paving on Rt.

2+03

1+98

1+75

1+57 — 30.8 Lt of ℄ - Sly Tel Pole

1+50

1+25

16549

Lt	℄	Rt
162.7	163.1	159.1
2.8 / 40	2.1 / 30	6.1 / 25 - Bot Ditch
162.6	163.9	159.6
2.9 / 40	1.6 / 30	5.9 / 25 - Bot Ditch
163.9	161.4	160.2
1.6 / 33	4.1 / 30	5.3 / 27 - Bot Ditch
155.8	159.4	160.4
9.7 / 45	6.1 / 40	5.1 / 30
156.1	157.0	159.0
9.4 / 50	8.5 / 30	6.5 / 25
153.6	155.4	158.2
11.9 / 50	10.1 / 30	7.3 / 18

Lt	℄	Rt
160.0	160.3	160.7
5.5	5.2 / 10	4.8 / 18
160.4	160.5	160.8
5.1	5.0 / 10	4.7 / 18
160.5	160.7	161.0
5.0	4.8 / 10	4.5 / 18
160.0	160.3	160.2
5.5	5.2 / 10	5.3 / 18
159.8	157.9	163.3
5.7 / 18	7.6 / 18	2.3 / 25
156.1	155.2	154.8
9.4 / 9	10.3 / 15	10.7 / 15

Lt	℄	Rt
160.96		
4.53 / 30 - Fly Paving		
161.0		
4.5 / 30		
161.2	163.6	
4.3 / 26	1.9 / 30	
160.3	163.7	163.7
5.2 / 23	1.8 / 28	1.8 / 30
163.7		
1.8 / 30		
154.8	156.8	160.5	161.9
10.7 / 15	8.7 / 18	5.3 / 23	3.6 / 30

16549

158.4	158.8	159.3	159.6	160.0
7.1	6.7	6.4	5.9	5.5
40	30	18	16	

16549

2710

16549

Cross Section Euclid Ave Paving Strip
At Hilltop

1+40

1+10 = Lt. Hilltop From East

0+80 = Rt Hilltop From East

BM 5.42 160.07 Lt ℄ Hilltop Elev in Euclid

0+50 = Lt. Hilltop From East

0+25

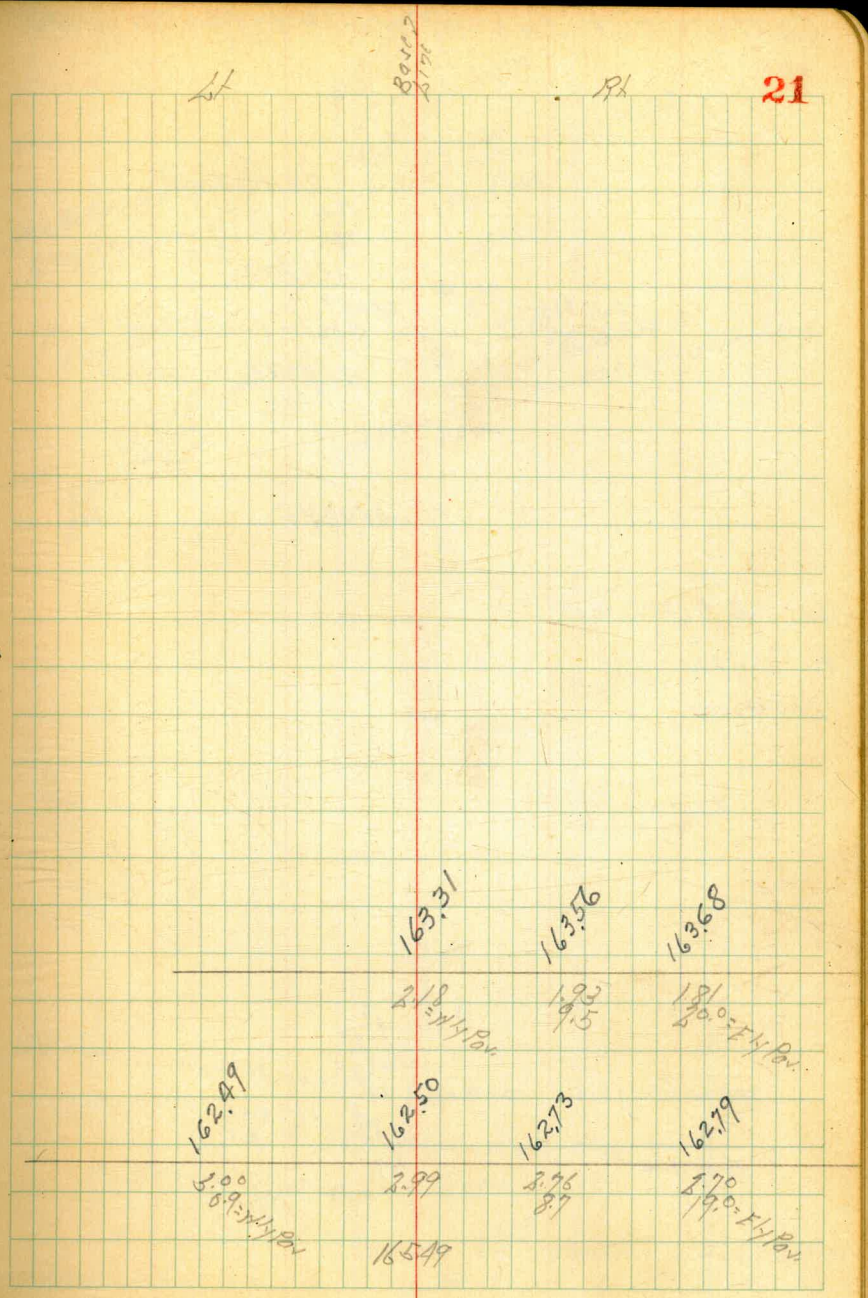
0+0 = Approx Paving BC

165.49

Plotted on Hilltop Dr. 23.4

Lt. - W	Base?	Rt. - E
161.52	161.64	161.96
3.97	3.85	3.53
8.1 = W ½ Pav		16.3 = E ½ Pav
160.69	160.88	160.96
4.80	4.61	4.53
8.4 = W ½ Pav		11.9 = E ½
160.02	160.07	160.00
5.47	5.42	5.49
13.7 = W ½ Pav		6.9 = E ½ Pav
159.25	159.21	159.07	159.01
6.22	6.28	6.42	6.48
17.4 = W ½ Pav	7.3		2.3 = E ½ Pav
158.16	158.19	158.02	158.01
7.33	7.30	7.47	7.48
19.3 = W ½ Pav	7.9		0.6 = E ½ Pav
156.87	156.95	156.75
8.69	8.54	8.74 = E ½ Pav
19.8 = W ½ Pav + 0.9	9.5	165.49

BM			8.98	134.60	N.E. Prop Mon Hilltop 5 W 134.60
TP	1.53		12.10	142.05	
TP	0.56	154.15	11.90	153.59	
1+70 = Approx Paving E.C.					
1+90					
		165.49			



California St. Laurel North to Pacific Hwy.

4+84

9.6

Switch Stand

3+80.95

Stub Pole Conc Base

3+67

3+63 = Switch Stand

3+40.95 Maple

3+00.95

See F.B. # 1258 Page 46 For Spur Track Locations

Cal. Division

Santa Fe RR

Santa Fe RR Main Line

50 25

Boardwalk

0+0

Conc Battery + Instrument Box

Elec. Highway Conc Base

Existing 6

169

Laurel

Feb. 4. 42 Indexed PDK.

Sisson Northern Pacific Moore.

Instrument Box 13+13 Conc Base

I.C. 13+35.80

12+26 13+10.6 Conc Base 2'x2'

Elec. Highway

Palm St

Conc Battery Box

Block Signal Conc Base

18+0

18+70.6

Rock + Oil Paving

12+30.6

Conc Battery Box

Conc Base Instrument Box

12+41

12.8+

11+99

Elec. Highway Conc Base 2'x2'

Olive St.

9+98.33 P.I.

Fairmont

Δ 16° 18' 30"

R 2338.75

T 342.08

L 679.53

D 0°49'99

Cal. Division St

Nutmeg

Conc Set Board

6+97

24" Conc Pipe

6+79

Existing 3' wide 1-33 High Plank Curb

BC 6+56.25

California St.

20+72.31

20+32.31 — 25 — Fd Mon — Redwood

19+92.31

California St. Santa Fe Monument

16+91.53?

Δ Rt 0°01'30" — 16+51.53 — 25 — Fd Mon — Quince

16+11.53?

50 — 25

Barcelona?

52.4

29+31

12" Conc Wall

28+41 — 28+39 — 42 — 33 — Conc Battery Box

28+32.25 — Instrument Box Conc Base

163 — 204 — Elec Wig Wag Conc Base Sassafras

27+93.25

Elec Wig Wag — 151 — 50 — 73.49

27+53.25 — Block Signal Conc Battery Box

27+25 — 96 — 106 — Ex 1 String 12" Cor Iron

California

50

24+52.85?

Δ Rt 0°01'50" — 14+12.85 — 25 — Fd Mon. — Spruce

Hoi Tie

23+72.85

50 — 25

Barcelona?

California St.

Upas

Plugged

Conc Headwall w/ wings

32+33.9 = 6" Conc Arch Culv.

B.C. 32+29.16

32+14.15

31+94.15

Nail

Tack

Thorn

31+34.15

℄ Santa Fe RR S.T. Produced South

P.C.C. 44+00

Santa Fe RR Main Line

California St.

Δ 17°12'04"
R 8000.0
T 1207.85
L 2404.04

21°30'

Tang.

Elec. Mtg Mag Conc Base 39+38

89°48'

151 E

59.63

Stub

Rock + Oil Paving

C.T.

39+08.46 P.O.C.

℄ Vine St.

Elec Mtg Mag 150 38+79

Conc Base

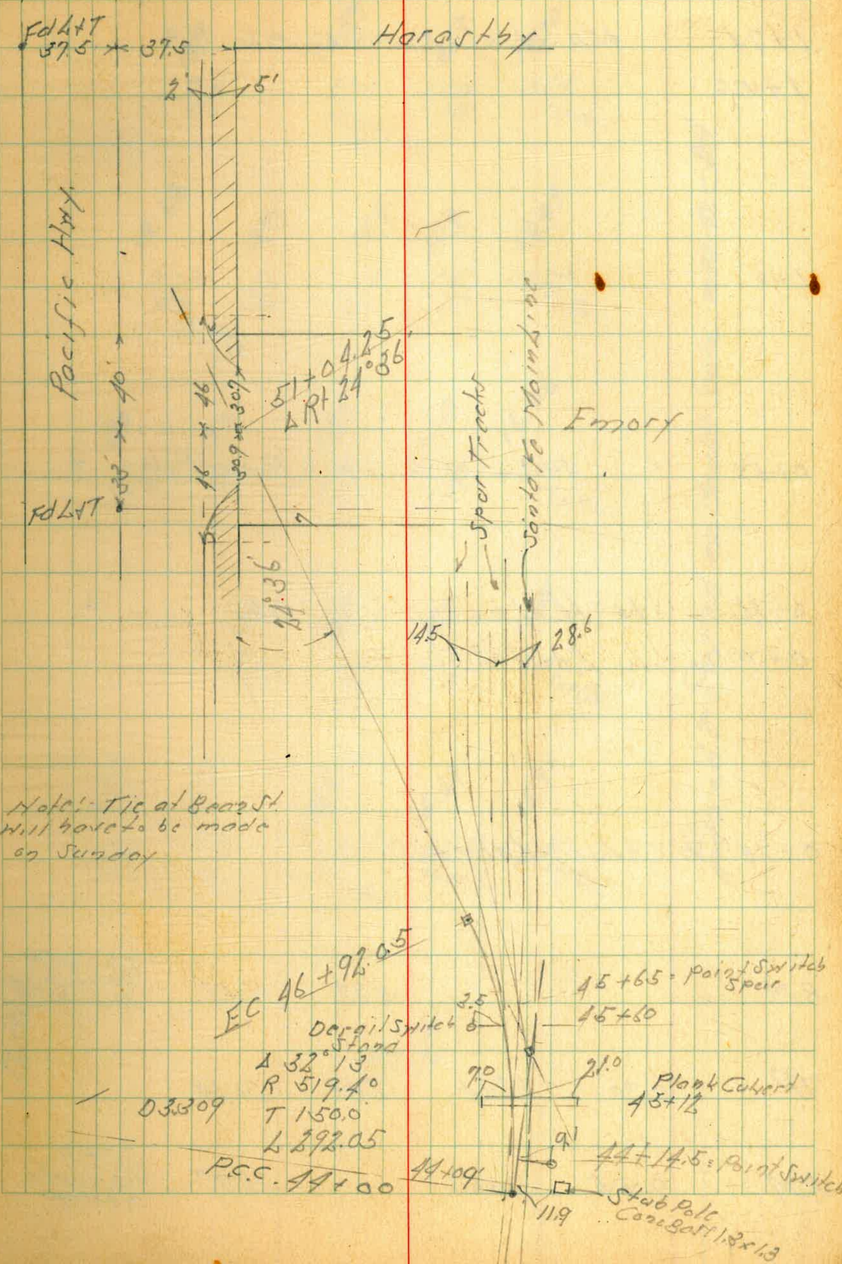
Conc Battery Box

Instrument Box

Conc Base

38+34

119



Note: Tie at Bear St. Will have to be made on Sunday

California St. Cross Section
Laurel St to Pacific Hwy.

Indexed
P.D.K.

1+74	45.0 Lt of ℄ = Wly Tel Pole				✓
1+50					
1+0					
0+51	40.3 Lt of ℄ = W ly Power Pole				✓
0+26	43.0 Lt of ℄ = W ly Tel Pole				✓
0+0 = N.L. Laurel					
0-14 = N Cb line Laurel St					
BM			5.82	16.52	S.W. Cor Conc Gas St Flor Sign Ma Laurel + Calif.
TP	0.90	23.34	12.08	21.44	
BM	0.55	33.52		32.97	S.E.B.P. Laurel + Kottner

Feb 5-42
Sisco
Northam
W Moore

26

Lt - west

13.9	14.59	15.9	16.70	
8.4	7.75	6.4	5.64	Top Rail
50	31 Top Rail Spur	15		
13.64	13.7	15.5	15.9	16.47
8.70	8.6	6.8	6.4	5.87 Top Rail
60 Top Rail Spur	40	30	15	
13.5	13.7	15.7	16.0	16.26
8.8	8.6	6.6	6.3	6.08 Top Rail
60	50	30	15	
13.9	15.2	15.7	16.01	
8.4	7.1	6.6	6.33	Top Rail
50	30	15		
14.80	14.44	15.35	15.69	15.91
7.54	7.9°	6.99	6.65	6.43 Top Rail
50 Cb End	30 on Rod	30 on Rod	15 on Rod	

Plotted

Reduced & Plotted on double Sale 2-21-42 CBH

22.34 ✓

Base Line 2

4+0

3+80.95 – Nly. Maple

3+40.95 – ℄ Maple

3+00.95 40.8' Lt of ℄ = Nly Power Pole 46.5 Lt = Nly Tel. Pole

TP 6.48 23.33 5.49 16.85

2+50

2+02 40.6 Lt of ℄ = Nly Power Pole

2+0

1+97 42.5' Lt of ℄ = Nly 8"x8" RR Sign.

22.34

Lt.			℄		Rt
17.2	17.0	17.8	17.8	17.2	18.35
6.1	6.3	5.5	5.5	6.1	4.98
6.0	5.0	4.0	4.0	4.5	
16.9	17.7	17.7	17.2	18.19	17.3	18.4	18.9
6.4	5.6	5.6	6.1	5.14	6.0	4.9	4.4
5.0	4.0	4.0	4.5	TR	1.0	4.0	5.6
17.0	17.5	17.6	17.1	17.77			
6.3	5.8	5.7	6.2	6.56			
5.0	3.5	1.3	3.0	TR			
16.6	16.9	17.0	17.3	16.6	17.59	16.3	19.0	18.1	18.6
6.7	6.4	6.3	6.0	6.7	5.94	7.0	4.3	5.2	4.7
5.0	4.0	3.0	1.7	1.6	TR	1.9	1.5	4.0	5.0

23.33

16.5	16.0	16.5	16.7	17.21	17.28
5.8	6.3	5.8	5.6	5.13	5.06
6.0 = Elk Grove House	5.0	4.0	4.0	6.5 = Top of Rail Spur	Top Rail
15.3	15.4	16.02	15.8	16.97
7.0	6.9	6.32	6.5	5.37
5.0	3.5	1.7 Top of Rail	4.0	Top Rail

22.34

California St.

6+93 56.0 Lt of ℄ = Wly Power Pole

6+79 : Existing Plank Culv.(?) on Rt.

6+60 40.5 Lt of ℄ = Wly Power Pole ✓

6+56.25 BC Lt

6+0

5+50

5+30 40.9 Lt of ℄ = Wly Power Pole ✓

5+0

4+64 48.7 Lt of ℄ = Wly Tel Pole ✓

4+50

23.33

Lt. ℄

16.46

6.87
2.6 = Floor Level
3+33 Culv(?)

19.5 3.8/60	19.5 3.8/50	19.8 3.5/40	19.3 4.0/30	19.73 3.60 / 2.74 = Top W Rail Spar	19.8 3.5/8	21.08 2.25
18.3 5.0/60	18.8 4.5/50	19.3 4.0/35	19.8 3.5/20	19.5 3.8/15	20.11 3.22 / 11.4 = Top W Rail Spar	20.38 2.95
18.3 5.0/60	18.6 4.7/50	19.3 4.0/40	19.1 4.2/17	18.6 4.7/11	19.80 3.53 / 5.8 = Top W Rail Spar	19.79 3.54
17.9 5.4/60	17.9 5.4/50	17.9 5.4/45	18.9 4.4/35	18.7 4.6/17	17.7 5.6/9	19.24 4.09
17.3 6.0/60	17.5 5.8/50	18.1 5.2/40	18.0 5.3/20	17.5 5.8/14	18.79 4.54 Top Rail	

23.33

8+50

8+12 40.3 Lt of ℄ = NW Power Pole

8+09 8.8 Lt of ℄ = Switch Stand Spur to Southbound

8+0

TP	5.66	27.91	1.08	22.25

7+61.3 = NL Nutmeg Taken on Line Nut

7+21.3 = ℄ Nutmeg Taken on Line Nutmeg

6+97 = Opp. Conc Sct Box on Lt

6+81.35 = SL Nutmeg Taken on Line Nutmeg

23.33

Lt ℄ Rt

20.1 20.2 20.6 21.0 22.4 21.2 23.46
7.8 7.7 7.3 6.9 5.5 6.7 4.45
60 50 35 20 15 15 1.8 = Top W Rail

20.1 20.2 20.1 20.0 21.3 20.6 22.87
7.8 7.7 7.8 7.9 6.6 7.4 5.04
60 50 40 27 20 14 ℄ = Top W Rail

27.91

20.1 19.5 18.9 19.1 20.0 22.43 21.8 21.1 24.3
3.2 3.8 4.4 4.2 3.3 0.9 Top W Rail 1.5 2.2 +1.0
60 50 37 23 11 10 40 50

19.71 19.8 20.1 20.4 18.9 19.4 21.97
5.62 6.5 3.3 2.9 4.4 3.9 1.36
65 = Top W Rail Spur 60 35 20 10 Top W Rail

19.29 14.53
4.04 8.80
51.0 Top Set Box 57.0 ℄ Set Box Top W Rail

19.6 19.4 19.75 19.4 18.9 21.41
3.7 3.9 3.58 3.9 4.4 1.96 Top W Rail
60 35 40 = Top W Rail Spur 15

23.33

California St.

11+50				
11+0				
TP	6.53	32.23	2.21	25.70.
10+50				
10+06'	39.5	Lt of B-W Ly Power Pole		✓
10+0				
9+50				
9+0				
		27.91		

Lt. B Rt

22.2	22.7	23.4	24.7	25.9	24.7	26.57	26.70	27.9
10.0 / 60	9.5 / 50	8.8 / 35	7.5 / 16	6.3 / 11	7.5 / 8	5.16 / 0.8-Top Rail	5.53 / 5.39-Top Rail	1.3 / 1.34-Bot Rail ✓
20.8	21.2	22.8	24.0	25.7	24.7	26.11	26.20	25.6	25.2
11.4 / 60	11.0 / 50	9.4 / 35	8.2 / 19	6.5 / 14	8.0 / 10	6.14 / 1.1-Top Rail	6.03 / 5.6-Top Rail	6.6 / 6.10	7.0 / 7.38-Bottom Rail ✓
				32.23.					
20.3	21.1	22.5	23.3	25.4	23.6	25.62			
7.6 / 60	6.8 / 50	5.4 / 35	4.6 / 22	2.5 / 15	4.3 / 10	2.29 / 2.42-Top W/P			
20.7	21.1	21.5	22.4	23.5	22.9	25.06	25.19		
7.2 / 60	6.8 / 50	6.4 / 35	5.6 / 20	4.1 / 15	5.0 / 10	2.85 / 1.3-Top Rail	2.72 / 2.4-Top Rail		
20.4	20.5	20.9	21.2	23.3	22.5	24.56			
7.5 / 60	7.4 / 50	7.5 / 35	6.7 / 18	4.6 / 11	5.4 / 10	3.35 / 1.5-Top Rail			
20.0	20.5	21.4	21.9	23.2	21.9	24.03	24.16		
7.9 / 60	7.4 / 50	6.5 / 35	6.0 / 20	4.7 / 15	6.0 / 10	3.88 / 1.7-W Rail ✓	3.75 / 3.0-Top Rail		
				27.91					

13+10.6 = NL Palm

12+96 = NLy Oil & Rock Paving

12+70.6 = ℄ Palm

12+46 = SLy Oil & Rock Paving

12+33 41.0 Lt of ℄: NLy Power Pole

12+30.6 = SL Palm

12+0

3223

	Lt.					℄		Rt.
20.1	26.9	28.0	27.9	28.1	27.5	27.89	28.13	29.1	31.4
11.8	5.3	4.2	4.3	4.1	4.7	4.34	4.10	3.1	0.8
53	50	48	30	10	5	0.4-HR	4.3-Top of Rail	4	50
24.48	25.33	26.70	27.58	27.77			28.43	29.18	30.50
7.25	6.90	5.53	4.55	4.46			3.80	3.05	1.23
60	50	30	15	0.5-Top of Rail			15	35	50
24.70	25.50	26.77	27.58	27.77			27.80	28.28	28.77	30.55
7.53	6.73	5.46	4.65	4.46			4.43	3.95	3.46	1.68
60	50	30	10	0.5-Top of Rail			4.3-Top of Rail	15	30	50
24.53	25.23	25.90	26.66	27.37	27.28		27.83	28.03	29.1	30.3
7.70	7.00	6.33	5.57	4.86	4.95		4.40	4.20	3.1	1.9
60	50	40	35	10			10	40	40	50
25.8	26.3	26.8	27.5	26.6	27.20		27.42	28.0	30.6	
6.4	5.9	5.4	4.7	5.6	5.03		4.81	4.2	1.6	
60	50	30	10	3	0.5-Top W/P		4.2-Top of Rail	15	45-Bot Cat	
24.2	24.4	25.2	26.2	25.3	26.99		27.15	27.2	30.1	
8.0	7.8	7.0	6.0	6.9	5.24		5.08	5.0	2.1	
55-F Hdlg	50	30	12	7	0.6-Top Rail		4.1-Top Rail	22	40-Bot Cat	
				32.23						

California St.

14+50					
14+11		41.7 Lt of ℄ = N ly Power Pole			
14+0					
13+50					
BM	7.34	35.24		27.90	Hub ℬ 13+35.80 EC
BM			9.16	12.23	B.P. in C.b Front Adm Bldg Lindbergh Field 12.2.35
TP	0.88	21.39	11.72	20.51	
BM			4.33	27.90	on Hub 13+35.80 EC
13+35.80 = EC.					
		32.23			

Feb 6-42

Lt. ℬ Rt

32

15.1	28.6	28.9	28.7	29.4	27.9	29.21					
10.1	6.6	6.3	6.5	6.8	7.3	6.03					
53	49	30	15	10	5	0.2					
18.3	28.6	28.4	28.4	29.3	27.4	28.78	28.92	28.9	30.6		
16.9	6.6	6.8	6.8	5.9	7.8	6.46	6.27	6.3	4.6		
52	47	30	15	10	5	0.3=Top Rail	4.1=Top Rail	18	3.8		
20.1	28.3	28.0	28.2	29.6	27.0	28.34					
15.1	6.9	7.1	7.0	5.6	8.2	6.90					
52	47	30	16	11	5	0.3 Top Rail					
					35.24						
19.9	26.8	27.9	28.1	28.0	26.8	28.23	18.41	28.5	30.9		
13.2	5.4	4.3	4.1	4.2	5.4	4.00	3.82	3.7	1.3		
53	50	48	30	12	5	0.3=Top Rail	4.4=Top Rail	20	1.5=Bottom Rail		
					32.23						

16+32

16+11.53 = S.L. Quince 48.0 Lt of ℄ - Wly Picket Fence ✓

16+09 41.4' Lt of ℄ = Wly Power Pole ✓

16+0

15+50

15+14 47' Lt of ℄ - Sly Picket Fence ✓

15+0

35.24

Lt					℄				Rt
28.6 / 6.6 / 60	29.2 / 6.0 / 50	29.5 / 5.7 / 30	29.9 / 5.3 / 15	31.0 / 4.2 / 10	29.3 / 5.9 / 5	30.56 / 4.68 / 0.5			
28.3 / 6.9 / 60	29.0 / 6.2 / 50	29.1 / 6.1 / 30	29.5 / 5.7 / 14	30.6 / 4.6 / 9	29.1 / 6.1 / 5	30.46 / 4.78 / 0.5 = W/R			
28.8 / 6.4 / 60	29.0 / 6.2 / 50	28.9 / 6.3 / 30	29.6 / 5.6 / 14	30.3 / 4.9 / 9	29.2 / 6.0 / 5	30.39 / 4.85 / 0.5 = W/R	30.42 / 4.82 / 42	29.2 / 6.0 / 13	35.2 / 0.0 / 22
28.6 / 6.6 / 60	28.8 / 6.4 / 50	29.0 / 6.2 / 30	29.4 / 5.8 / 13	30.1 / 5.1 / 9	28.9 / 6.3 / 5	30.04 / 5.20 / 0.4 = W/R			
28.7 / 6.5 / 60	28.5 / 6.7 / 50	28.9 / 6.3 / 30	28.9 / 6.3 / 13	29.7 / 5.5 / 9	28.6 / 6.6 / 5	29.74 / 5.50 / 0.3 W/R			
17.3 / 17.9 / 53	28.8 / 6.4 / 49	28.7 / 6.5 / 30	28.8 / 6.4 / 14	29.8 / 5.4 / 10	28.4 / 6.8 / 5	29.65 / 5.59 / 0.2 = Top of Rail	29.70 / 5.54 / 4.4 = Top of Rail	28.8 / 6.4 / 15	29.3 / 5.9 / 29

35.24

California St.

19+0				
TP	4.36	35.36	4.24	31.00
18+50				
18+0				
17+93	41.0' Lt of ℄ = Wly Power Pole			
17+50				
16+91.53 = NL Quince				
16+51.53 = ℄ Quince				
		35.24		

Lt	℄	Rt
14.7 30.0 29.8 30.2 31.1 30.0 31.35		
30.6 5.4 5.6 5.2 4.3 5.4 4.01		
50=Topsoil 30 30 15 10 5 0.9=MR		
35.36		
29.5 29.7 29.9 31.0 30.9 31.40		
5.7 5.5 5.3 4.2 5.4 3.84		
50=Topsoil 30 15 10 5 0.8=MR		
29.4 29.6 30.0 30.8 30.9 31.37		
5.8 5.6 5.2 4.4 5.2 3.87		
50=Topsoil 30 14 9 5 0.7=MR		
29.2 29.6 29.8 31.0 29.7 31.17		
6.0 5.6 5.4 4.2 5.5 4.07		
50=Topsoil 30 15 9 5 0.6=MR		
29.6 29.5 29.9 30.9 29.8 30.92 30.94 30.6 36.5		
5.6 5.7 5.3 4.3 5.4 4.37 4.30 4.6 +1.35		
50=Topsoil 30 15 10 5 0.5=MR 41=ER 17 25		
50=Parking Lot		
14.9 29.5 29.5 29.7 30.7 29.5 30.73		
30.3 5.7 5.7 5.5 4.5 5.7 4.51		
50=Parking Lot 30 30 15 10 5 0.3=Top of Rail		
35.24		

Lt. ℄ Rt.

Station	Remarks											
21+73	40.8 Lt of ℄ = W'ly Power Pole											
21+50		28.3 7.1 51 = Top Cut	28.4 7.0 45	28.8 6.6 41	27.8 7.6 35	28.9 6.5 31	29.2 6.2 14	29.9 5.5 10	28.9 6.5 6	30.14 5.22 1.2 = W.R.			
21+0		28.6 6.8 50 = Top Cut	28.5 6.9 45	30.0 5.4 41	27.9 7.5 35	29.2 6.2 31	29.4 6.0 15	30.4 5.0 10	29.0 6.4 5	30.46 4.90 1.1 = W.R.			
20+72.31	= N.L. Redwood	28.7 6.7 50 Top Cut	28.8 6.6 45	30.1 5.3 42	27.9 7.5 36	29.4 6.0 32	29.6 5.8 14	30.4 5.0 10	29.4 6.0 5	30.63 4.73 1.0 = W.R.	29.9 5.5 11	37.6 +2.2 23	38.7 +2.8 25
20+32.31	= ℄	29.0 6.4 50 = Top Cut	29.0 6.4 46	30.6 4.8 42	28.1 7.3 36	29.8 5.6 31	29.8 5.6 15	30.7 4.7 10	29.5 5.9 5	30.83 4.53 1.0 = W.R.			
19+92.31	= S.L. Redwood 40.2 Lt of ℄ = W'ly Power Pole	29.6 5.8 50 = Top Cut	30.2 5.2 39	29.9 6.5 34	30.5 4.9 36	30.2 5.2 14	31.2 4.2 10	29.8 5.6 5	31.04 4.32 1.0 = W.R.	29.9 5.5 12	37.7 +2.3 25		
19+50		29.9 5.5 50 = Top Cut Bank	30.4 5.0 43	28.9 6.5 35	30.2 5.2 30	30.1 5.3 15	30.9 4.5 10	29.8 5.6 5	31.22 4.14 0.9 = Top of Rail				

35.36

35.36

California St.

Lt. ℄ Rt.

Sta.					Remarks
BM			5.95	28.09	Mon't Spruce E. Calif
24+12.85	= ℄ Spruce				
23+72.85	= S.L. Spruce		40.5 Lt of ℄ = Wly Pow Pole	√	
23+50					
TP	5.55	34.04	6.87	28.49	
23+0					
22+50					
22+0					
		35.36			

Cross-section readings (elevation / rod / distance):

Sta.														
24+12.85	26.1 / 7.9 / 50		26.8 / 7.2 / 49	27.3 / 6.7 / 40	25.5 / 8.5 / 35	27.4 / 6.6 / 30	27.3 / 6.7 / 15	28.0 / 6.0 / 10	27.4 / 6.6 / 5	28.46 / 5.58 / 1.3 = WR				
23+72.85	23.9 / 10.1 / 50		27.0 / 7.0 / 47 = Top Cut	27.4 / 6.6 / 40	25.7 / 8.3 / 35	27.6 / 6.4 / 30	27.4 / 6.6 / 12	28.2 / 5.8 / 8	27.4 / 6.6 / 5	28.70 / 5.34 / 1.4 = WR	27.7 / 6.3 / 11	30.4 / 3.6 / 19	35.3 / +1.3 / 23	35.6 / +1.6 / 25
23+50	26.5 / 7.5 / 50	27.9 / 6.1 / 48 = Top Cut	28.4 / 5.6 / 41	26.0 / 8.0 / 35	28.7 / 5.3 / 30	28.0 / 6.0 / 25	28.0 / 6.0 / 12	28.6 / 5.4 / 9	27.8 / 6.2 / 6	28.88 / 5.16 / 1.4 = WR				
TP								34.04						
23+0	28.1 / 7.3 / 50 = Top Cut		27.7 / 7.7 / 46	29.2 / 6.2 / 41	27.0 / 8.4 / 35	28.7 / 6.7 / 29	28.6 / 6.8 / 14	29.2 / 6.2 / 11	28.0 / 7.4 / 7	29.19 / 6.17 / 1.4 = WR				
22+50			28.1 / 7.3 / 51 = Top Cut	28.8 / 6.6 / 44	27.4 / 8.1 / 37	28.9 / 6.5 / 31	28.8 / 6.6 / 14	29.6 / 5.8 / 10	28.9 / 6.5 / 7	29.50 / 5.86 / 1.4 = WR				
22+0	32.98 / 2.8 / 69 = Parking Lot		28.1 / 7.3 / 51 = Top Cut	28.1 / 7.3 / 42	27.6 / 7.8 / 37	29.0 / 6.4 / 32	29.0 / 6.4 / 13	29.9 / 5.5 / 10	28.8 / 6.6 / 6	29.80 / 5.56 / 1.2 = Top of Rail				
								35.36						

27+0				11.9
				18.7
				67-Barking dot
26+50				
TP	3.93	30.60	7.37	26.67
26+0				26.7 27.4
				73 66
				41 150-Topcat
25+53	40.8 Lt of ℄ = Wh. Power Pole			
25+50				26.0 26.2
				80 78
				47 50-Topcat
25+0				27.0
				70
				150-Topcat
24+52.85 = N.L. Spruce				26.0 26.2
				80 78
				46 85-Topcat
	34.04			

Lt ℄ Rt

22.4	23.6	27.2	24.3	26.4	26.0	26.69	
8.2	7.0	6.4	6.3	4.2	4.6	3.91	
89-Topcat	150	44	37	30	20	1.8=WR	
23.8	27.3	24.2	26.1	26.7	25.9	27.06	
6.8	6.3	6.4	4.5	3.9	4.7	3.54	
50-Topcat	43	36	30	10	6	1.8=WR	
				30.60			
25.0	26.8	26.5	26.5	27.3	26.2	27.34	
9.0	7.2	7.5	7.5	6.7	7.8	6.70	
36	30	25	15	10	6	1.6=WR	
27.7	25.3	27.3	26.8	26.9	27.6	26.4	27.67
6.3	8.7	6.7	7.7	7.1	6.4	7.6	6.37
41	36	31	27	15	10	6	1.6=WR
27.8	25.3	26.7	26.8	26.8	27.9	26.8	27.94
6.4	8.7	6.3	7.7	7.8	6.1	7.2	6.10
41	36	30	25	15	10	6	1.5=WR
28.2	25.7	27.8	26.9	27.3	28.1	26.0	28.24
5.8	8.3	6.2	7.1	6.7	5.9	7.9	5.80
41	35	30	25	15	10	6	14-Top w Rail
					34.04		

27.3	34.0	34.6
6.7	0.0	+0.6
14	23	25

California St.

	Lt.					℄			Rt		
28+33.25 = N.L. Sassafras	23.1 7.5 50	24.2 6.4 30	25.6 5.0 10	25.81 4.79 1.9=N.R	26.3 4.3 15	26.7 3.9 25					
28+19.25 = N Cb L	24.32 6.28 50=Cb End	23.82 6.78 50=Pav	24.87 5.73 10	25.60 5.00 30	25.88 4.72 20 Pav	26.01 4.59 1 on Pav	25.89 4.71 1.9=N.R	26.11 4.49 10 Pav	26.52 4.08 25=Pav	26.53 4.07 25=Cb End	
27+93.25 = ℄ Sassafras	24.39 6.21 50	25.34 5.26 10	25.85 4.75 30	26.16 4.44 20	26.20 4.40 10	26.03 4.57 1.9=N.R	26.34 4.26 10	26.71 3.89 20	26.95 3.65 30	27.18 3.42 40	
27+67.25 = S Cb Line	24.61 5.99 50=Cb End	24.18 6.42 50 on Pav	25.13 5.47 40 on Pav	25.77 4.83 30 on Pav	26.13 4.47 20 on Pav	26.27 4.33 10 on Pav	26.24 4.36 1.9=N.R	26.51 4.09 10 on Pav	26.98 3.62 24 on Pav	27.00 3.60 24 Cb End	
27+53.25 = S.L. Sassafras	21.8 8.8 60	24.0 6.6 50	25.6 5.0 35	25.7 4.9 15	26.34 4.26 1.9=N.R	26.4 4.2 15	28.2 2.4 30	28.9 1.7 40			
27+25 = Existing 12" Corg. Iron Culv.	23.36 7.24 96=Inlet Flow Line	23.06 7.54 106=Outlet F.L.									

30.60

30.60

30+50

30+43 47.3 Lt of Δ = w/y Tel. Pole

30+0

29+50

29+34 41.0 Lt of Δ = w/y Power Pole

29+31 50 Lt of Δ = r/y Wire Fence

29+0

28+50

30.60

Lt B Rt

14.6	14.7	14.1	14.6	22.6	24.65
16.0	15.9	16.5	16.0	8.0	5.95
60	50	40	25	11	2.2-WR

16.6	17.1	16.8	17.5	22.6	24.93
14.0	13.5	13.8	13.1	8.0	5.67
60	50	40	21	12	2.2-WR

17.4	18.0	18.8	19.8	23.7	25.23
13.2	12.6	11.8	10.8	6.9	5.37
60	50	40	18	12	2.1-WR

20.25
10.35
52.3=Top Conc
W=11

17.4	20.0	19.5	20.7	23.7	25.51
13.2	10.6	11.1	10.4	6.9	5.09
50	45	35	17	9	2.0-WR

20.17	17.5	20.9	21.7	22.5	24.8	25.76
10.43	13.1	9.7	8.9	8.1	5.9	4.81
52.4=Top Conc W=11	50	45	30	10	6	1.9-Top W

30.60

California

32+33.9 : ℄ 6' Conc Arch Culvert 3.6 Arch

32+29.16 = B.C. Lt 46.0 Lt of ℬ = Wly Tel Pole

32+14.15 = N

31+74.15 : ℄

TP	2.45	26.49	6.56	24.04	Top P.P. Trail Lt 31+40

31+39 41.0 Lt of ℬ = Wly Power Pole

31+34.15 = S.L. Thorn

31+29 50 Lt of ℬ = Wly Wire Fence

31+0

30.80

Feb 10-43 Rt 40

13.03 Lt. ℬ

23.0

9.91
16.58
19 = 10 to FL

10.6	11.4	12.4	21.7	23.72	
15.9	15.1	14.1	4.8	2.77	
70	50	28	12	2.5 = WR	
10.3	10.9	11.8	21.7	23.78	
16.2	15.6	14.7	4.8	2.71	
70	50	28	12	2.4 WR	
10.0	10.6	12.1	22.1	23.96	
16.5	15.9	14.4	4.4	2.53	
70	50	30	11	2.4 WR	
		26.49			
10.4	11.0	11.8	12.9	22.3	24.20
20.2	19.6	18.8	17.7	8.3	6.40
60	50	40	27	12	2.2 = WR
12.6	12.6	12.8	13.7	22.6	24.38
18.0	18.0	17.8	16.9	8.0	6.23
60	50	40	26	11	2.2 = Top of Rail
				30.60	

34+50	1°37.32'		
34+30	455 Lt of B = W/y Tel Pole	✓	
34+0	1°15.28'		
33+50	0°53.25'		
33+14	40.2 Lt of B = W/y Power Pole	✓	
33+0	0°31.21'		
32+50	0°09.18'		
	26.49		

Lt. B Rt.

10.3	11.2	12.5	20.9	23.02
16.2	15.3	14.0	5.4	3.47
70	50	28	13	2.6=WP
10.2	10.5	11.3	20.9	23.08
16.3	16.0	15.2	5.4	3.41
70	50	31	14	2.6=W
10.2	10.3	11.5	21.2	23.17
16.8	16.2	15.0	5.3	3.32
70	50	30	12	2.6=WP
10.2	10.3	11.3	21.6	23.36
16.3	16.2	15.2	4.9	3.13
70	50	29	12	2.6=WP
10.8	11.6	13.1	21.5	23.61
15.7	15.0	13.1	5.0	2.88
70	50	28	11	2.5=W/P
			26.49	

California St.

37+53	50' Lt of ℄ = Sly 14 Large Euc Tree			
37+50	3°49.53'			
37+0	3°27.49			
36+97	11.5 Lt of ℄ = Wly Power Pole			
36+50	3°05.46'			
36+32	45° Lt of ℄ = Wly Tel Pole			
36+0	2°43.42'			
35+50	2°21.39'			
TP	3.09	25.72	3.86	22.63
35+16	29.8 Lt of ℄ = Wly Power Pole			
35+0	1°59.35'			
		26.49		

Lt	℄	Rt
11.4	11.5	14.3	15.9	16.1	21.2	22.89
14.2	14.2	11.1	9.8	9.6	4.5	2.83
70	54	50	35	19	9	2.7=WR
11.3	11.5	13.6	15.5	21.1	22.87	23.12
14.1	14.3	12.1	10.2	4.6	2.85	2.70
70	54	50	21	11	2.5=WR	2.2=ER
11.2	11.3	13.4	15.2	21.0	22.82	
14.5	14.4	12.3	10.5	4.7	2.90	
70	54	50	22	12	2.6=WR	
10.9	11.4	13.6	14.9	20.9	22.85	22.96
14.8	14.3	12.1	10.8	4.8	2.87	2.76
70	54	50	24	13	2.6=WR	2.1=ER
10.7	11.3	14.0	15.4	21.1	22.82	
15.0	14.4	11.7	10.3	4.6	2.90	
70	50	45	26	13	2.6=WR	
				25.72		
10.7	11.2	12.9	14.2	20.9	22.91	
15.8	15.3	13.6	12.3	5.6	3.58	
70	50	43	29	14	2.6=Top of Rail	
				26.49		

39+08.46 = ℄ of Vine St From W

39+0 4°55.63'

38+85 = Taken on ℄ line of Vine St.
5'ly 0.1' x Rock Paving From West

38+78

38+66 13.2 Rt of △B = E'ly Power Pole ✓

38+65

38+50 4°33'60" Pac.
49.2 Lt of △B = N'ly 14 Large Euc. Trees ✓

38+0 4°11.56'

25.72

Lt					△B			Rt
18.5	19.8	21.2	22.6	22.90	23.10	23.48	24.0	
7.9	5.9	4.5	3.1	2.82	2.62	2.24	1.7	
70	50	30	10	2.5'=WP	2.5'=ER	25	50	
18.2	19.5	21.0	22.6	22.91				
7.5	6.2	4.7	3.1	2.81				
70	50	30	10	2.5'=WR				
18.7	19.6	21.6	22.8	22.90				
7.5	6.1	4.1	2.9	2.82				
70	50	30	10	2.5'=WR				
12.3	15.1	15.7	16.9	21.1	22.96			
13.4	10.6	10.0	8.8	4.6	2.76			
70	60	50	40	9	2.4'=WP			
11.9	12.1	14.3	15.8	16.4	16.7	21.3	22.96	
13.8	13.6	11.4	9.9	9.3	9.0	4.4	2.76	
70	64	58	50	35	18	9	2.4	
11.6	11.7	13.9	14.9	16.8	21.4	22.93	23.11	
14.1	14.0	11.8	10.8	8.9	4.3	2.79	2.61	
70	63	57	50	40	9	2.4'=Top Rail	2.3'=Top Rail	

25.72

California St

41+0 6°23.77'

40+50 6°01.74'

40+0 5°39.7'

39+50 5°17.67'

39+43

39+30 Taken on Line of Vine St. = Oily Oil & Rock Paving From West

25.72

Lt Lt Rt

15.6	16.5	17.9	18.7	20.9	23.71	24.89
10.1	9.7	7.8	7.5	4.8	3.0	2.83
70	50	30	17	10	2.4-WR	2.3-ER
15.1	16.6	17.6	17.9	21.1	22.75	
10.6	9.1	8.1	7.8	4.6	2.99	
70	50	30	18	10	2.4-WR	
15.0	16.4	17.6	17.9	20.9	22.82	23.01
10.7	9.3	8.1	7.8	4.8	2.90	2.71
70	50	30	16	10	2.4-WR	2.3-ER
14.9	16.4	14.9	18.0	21.3	22.84	
10.8	9.3	8.8	7.7	4.4	2.88	
70	50	35	17	10	2.3-WR	
18.4	19.6	20.5	22.2	22.87		
7.3	6.1	5.2	3.5	2.85		
70	50	35	10	2.3-WR		
18.1	19.4	20.4	22.5	22.82	23.5	23.8
7.6	6.3	5.3	3.4	2.90	2.2	1.9
70	50	35	10	2.5-Top Rail	25	50
			25.72			

43+15	48.6	Lt of ℄ = Wly Tel Pole		
43+0	7°51.91'			
42+50	7°29.88'	50' Lt of ℄ = Ely Eugene Hedge		
42+40	= ℄	2 Ribbon Conc Drive on Lt 2" Ribbons 7' Wd		
42+12		Picket Fence Joins Garage on South		
42+0	7°07.84'			
41+66	42.0 Lt of ℄ = Wly Tel Pole		49.0 Lt of ℄ = Sly Picket	Nail in Whistle Post
TP	5.31	26.72	4.31	21.41
41+57		1.0' Lt of ℄ = Ely 3"x9" Whistle Post		
41+50	6°45.81			
		25.72		

17.8	18.3	18.5	18.5	20.9	22.54	22.62
8.9	8.4	8.2	8.2	5.8	4.18	4.19
58.7 = Ely Board House	50	35	20	9	2.3	2.4 = ER

17.3	18.3	18.2	19.3	20.9	22.54
9.4	8.4	8.5	7.4	5.8	4.18
60	50	30	15	8	2.3 = HR

17.83
8.89
48.0 = ℄ Ely 2 Ribbon Conc Drive

17.5
9.2
37.0 = ℄ Garage Dirt Floor

	16.7	17.5	17.8	18.7	21.0	22.62	22.75
Fence	10.0	9.2	8.9	8.0	5.7	4.10	3.97
	60	50	30	16	9	2.3 = HR	2.4 = Top Rail

26.72

16.4	16.9	18.4	18.5	20.9	22.68
9.3	8.8	7.3	7.2	4.8	3.04
70	50	25	16	10	2.4 = Top Rail

25.72

California St

45+12 = ℄ Plank Culvert 2' Wide 1.0 High

1540

44+50 47.0 Lt of ℄ - Ely Hedge

44+30 = ℄ 2 Ribbon Conc Dr. 2' Ribbon 7.0 Wide

44+0 = PCC 8°36.0'

43+93 51.0 Lt of ℄ - Ely Lath & Ely Hedge

43+50 8°13.95'

43+83 50.2 Lt of ℄ - Ely Lath Fence

26.72

Lt.		℄		Rt.	
17.9		18.7		19.01	
8.8		8.0		7.71	
5.0 on Rock 6.1 Rip		5.0 on Rock Rip		7.1 = Outlet F.L.	
					20.09
					6.63
					21.0 = Inlet Flow Line
16.9	18.2		19.0	19.5	21.2 21.5 22.41
9.8	8.5		7.7	7.2	5.5 5.2 1.31
7.0	5.0		3.5	1.8	1.0 0.6 = Ely Rip Rap
18.4	18.6	18.5	19.5	21.2	22.53
8.3	8.1	8.2	7.2	5.5	4.19
5.0	5.0	3.0	1.5	1.0	1.5 = Top Rip Rap Spur
5.5 = Ely Fence					
	18.42		18.19		
	8.30		8.53		
	5.0 on Drive		4.9 = ℄ & Ribbon Conc Dr.		
17.7	18.3	18.4	19.2	21.0	22.50 22.74
9.0	8.4	8.3	7.5	5.7	4.38 3.98
6.0	5.0 = Ely Hedge	3.0	1.6	1.0	2.1 = Rip 2.3 = Top Rip Rap
17.9	18.5	18.1	18.7	20.9	22.51
8.8	8.4	8.6	8.0	5.3	4.31
6.0 = Ely Fence	5.0	3.5	2.0	1.0	2.2 = Top Rip Rap

26.72

47+30					
47+26					
47+13	20' Rt of ℄ = Elec Power Pole			✓	
46+92.05 = EC.					
46+50					
46+0					
TP	3.45	24.89	5.28	21.44	
45+50					
		26.72			

Lt ℄ Rt

14.4 / 10.5 / 70	15.3 / 9.6 / 50	16.9 / 8.0 / 25	17.7 / 7.2 / 7	15.7 / 9.7		18.6 / 6.3 / 25
14.6 / 10.4 / 70	15.4 / 9.5 / 50	16.8 / 8.1 / 25		18.3 / 6.6	16.7 / 8.7 / 3	18.8 / 6.1 / 25
	16.8 / 8.1 / 70	17.0 / 7.9 / 50	17.6 / 7.3 / 25	18.37 / 6.52 / 0.74 Hob	21.1 / 3.8 / 20	21.98 / 2.91 / 21.6: Top WP Spar
16.5 / 8.4 / 70	16.8 / 8.1 / 50	17.1 / 7.8 / 25	18.5 / 6.4 / 3	19.1 / 5.8	21.4 / 3.5 / 8	21.76 / 2.13 / 16.3: Top WP Spar
16.5 / 8.4 / 70	17.2 / 7.7 / 50	18.5 / 6.4 / 23	18.1 / 6.8 / 18	18.7 / 6.7 / 10	20.7 / 4.2	21.67 / 3.27 / 7.3 = WP Spar
			24.89			
16.5 / 10.2 / 70	18.3 / 8.4 / 50	18.9 / 7.8 / 25	18.9 / 7.8 / 20	21.2 / 5.5 / 3	21.2 / 5.5	21.87 / 4.90 / 8.3: Top WP Rail / 0.7 Spar
			26.72			

California St.

TP	2.37	16.31	10.95	13.94
50+0				
49+50				
49+0				
48+50				
48+0				
47+50				
		24.89		

	Lt.		B	Rt
	9.1 / 15.5 / 50	10.4 / 14.5 / 25	10.8 / 14.1	11.3 / 13.6 / 25
9.9 / 15.0 / 70	10.4 / 14.5 / 50	10.6 / 14.3 / 25	10.8 / 14.1	11.5 / 13.9 / 25
10.0 / 14.9 / 70	10.6 / 14.3 / 50	11.2 / 13.7 / 25	11.5 / 13.4	12.0 / 13.9 / 25
10.9 / 14.0 / 70	11.2 / 13.7 / 50	11.7 / 13.2 / 25	12.0 / 12.9	12.8 / 13.1 / 25
11.8 / 13.1 / 70	12.3 / 12.6 / 50	12.6 / 12.3 / 25	12.8 / 12.1	13.8 / 11.1 / 25
13.4 / 11.5 / 70	14.5 / 10.4 / 58	13.1 / 11.8 / 50	13.4 / 11.5 / 25	14.1 / 10.8	15.2 / 9.7 / 25
		24.89		

BM			5.20	10.08	NE BP Harashbrgd Pacific Hwy 10.00
TP	4.39	15.28	5.42	10.89	

E Cb of Pacific Taken on Line Pacific From ℄ Emory

51+04.25 = E.L Pacific Highway Taken on Line Pacific

51+04.25 = A 24°36' Rt = ℄ Emory

50+50

16.31

Lt ℄ Rt

8.9 9.49 9.7 9.77 9.3 10.11 9.5 10.37 9.7
7.4 6.82 7 6.54 7.0 6.20 6.8 5.94 6.6
96-Gutter Ground 96-Cb 46-Gutter Ground 46-Cb EC 46-Cb EC 46-Gut 96-Cb 96-Gut ext

9.94 10.03 10.09
6.37 6.28 6.22
36.9-Cb End 96-Cb 36.7-Cb End

10.6 10.6 10.8
5.7 5.7 5.5
5.5 5.0 5.7

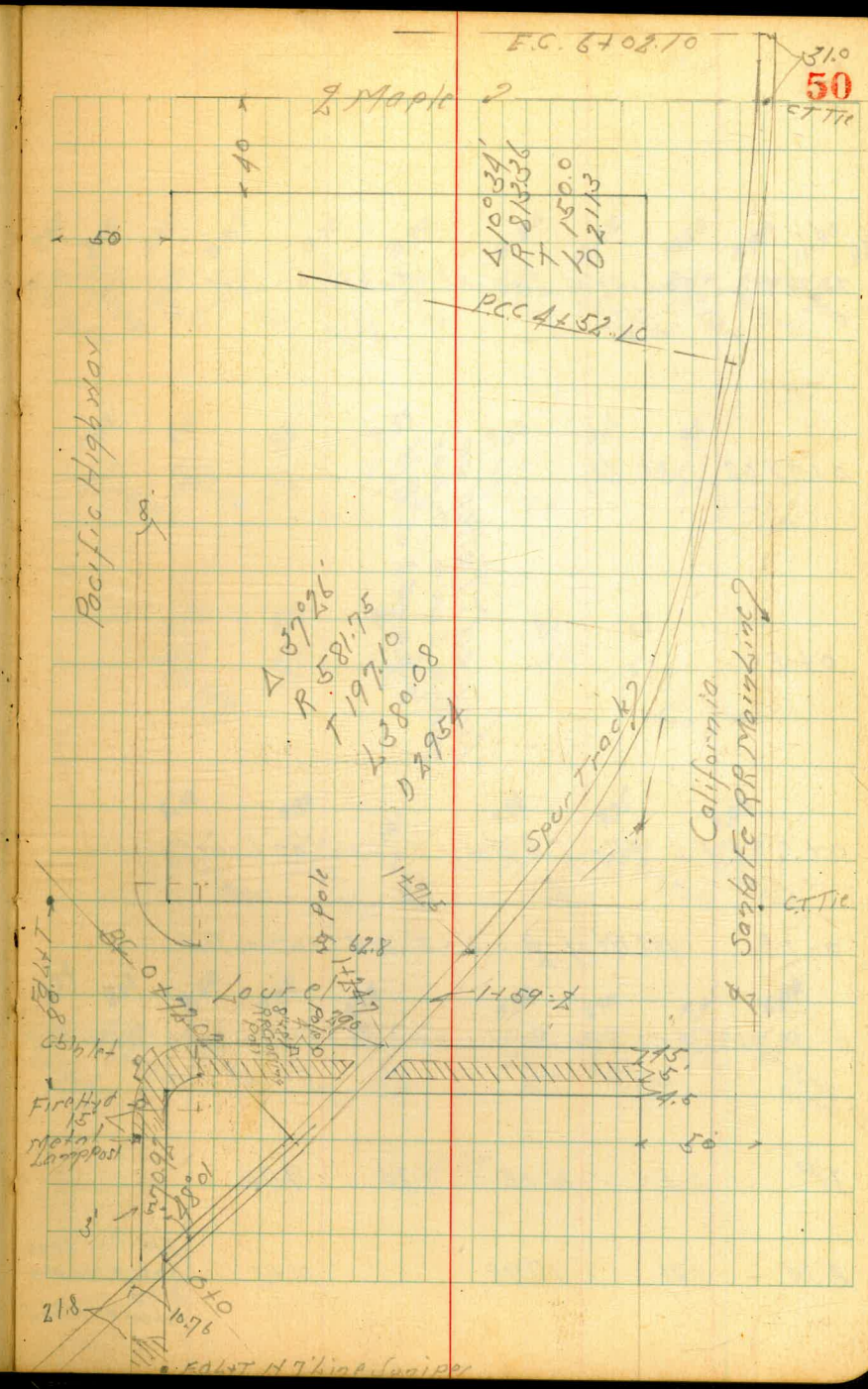
9.8 10.7 11.1 11.4
6.6 5.6 5.2 4.9
2600 Hall 2.5 5.0

16.31

Proposed Cross Over Pacific Hwy to California St At Laurel

Feb. 13. 1942

Sisson
Northern
W Moore



1+24.7 = S Cb Line of Laurel Taken on Line Laurel					
0+72.02 = BC Lt					
0+50					
0+0 = E L Pacific Hwy Taken on Line Pacific					
0-1.5 11.2 Rt of ℄ = 8"x8" R.R. Crossing Post					
0-10.76 = E Cb Line Pacific Hwy Taken on Line Pacific					
TP	3.41	13.15	8.24	9.74	
BM	1.46	17.98		16.52	SW Cor Conc Base Elec Wig Wag Laurel + Calif

Reduced + Plotted on double Scale Paper 2-24-42 C.B.H.

1+24.7:
7.35 / 5.80 / 79.5 = Gutter; 8.05 / 5.07 / 79.5 = Cb BC; 9.35 / 3.80 / 14 Gutter; 9.87 / 3.28 / 14.0 = Cb Brk; 9.70 / 3.45 / 8.0 = Cb End + Pav; 9.79 / 3.36 / 4.5 = W.R.; 9.94 / 3.21 / 1.8 = E Rail; 10.05 / 3.10 / 4.2 = Cb End + Pav; 10.66 / 2.49 / 10.0 = Cb Brk; 10.23 / 2.92 / 16 = Gutter; 11.90 / 1.25 / 50 = cb; 11.30 / 1.85 / 50 = Gutter

0+72.02:
7.44 / 5.71 / 49.5 = Gutter; 8.30 / 4.85 / 49.5 = Cb; 8.9 / 4.3 / 25; 8.89 / 4.26 / 2.5 = W.R.; 9.00 / 4.15 / 2.2 = E.R.; 9.4 / 3.8 / 15; 9.4 / 3.8 / 23.9 = NW Sign Board

0+50:
8.13 / 5.02 / 45 = Edge Walk; 8.6 / 4.6 / 20; 8.42 / 4.73 / 2.3 = W Rail; 8.5 / 4.7 / 10; 8.7 / 4.5 / 21.2 = NW Sign Board

0+0:
8.13 / 5.02 / 56 on Walk; 7.90 / 5.25 / 6.1 = SW Walk; 10.1 / 3.1 W Rail; 7.88 / 5.27 / 3.1 = SE Rail; 7.75 / 5.40 / 28.9 on Walk; 7.63 / 5.52 / 50 on Walk

0-10.76:
7.19 / 5.96 / 72 = Gutter on Pav; 8.01 / 5.14 / 72 = Cb BC; 7.60 / 5.55 / 9.5 on Pav; 7.77 / 5.38 / 9.5 = Cb End; 7.77 / 5.38 / 3.1 W Rail; 7.70 / 5.45 / 3.1 = SE Rail; 7.70 / 5.45 / 9 = Cb End + Paving; 7.45 / 5.70 / 51 cb; 6.44 / 6.71 / 51 = Top Cb Inlet on Grating

13.15

3+50

2+50

2+50

2+50

TP 6.62 19.14 0.63 12.52

1+91.5 = ℄ Cb Line of Laurel Taken on Line Laurel

1+59 = ℄ Laurel Taken on Line Laurel

13.15

Lt. 8 Rt.

13.2 5.9 7.0 | 13.3 5.8 5.0 | 13.4 5.7 4.5 | 13.92 5.22 3.7=HR | 14.09 5.05 1.3=ER | 14.1 5.0 4 | 15.1 3.4 1.3 | 15.9 5.2 3.0

11.9 7.7 7.0 | 12.2 6.9 5.0 | 12.3 6.8 4.5 | 13.12 6.02 3.7=HR | 13.24 5.90 1.0=ER | 14.0 5.1 2.5 | 15.7 3.4 3.3

10.8 8.3 7.0 | 11.2 7.9 5.0 | 11.7 7.4 4.5 | 12.26 6.88 3.6=HR | 12.41 6.73 1.1=ER | 13.0 6.1 2.5 | 14.2 4.9 5.0

10.5 8.6 6.0 | 10.6 8.5 5.0 | 10.9 8.2 1.6 | 11.34 7.80 3.5=HR

19.14

9.43 3.77 5.5=Rt. Rox. | 9.90 3.33 5.0=Rt. Rox | 10.42 2.73 4.5=Rt. Rox | 11.13 2.07 4.5=Rt. Rox | 11.25 1.90 1.4=Elm | 11.29 1.86 4.4=Cb Fence Rox. | 11.90 1.25 1.0=Cb Rox. | 11.60 1.55 1.6=Rox | 13.15 00 3.3=Cb | 12.65 0.50 3.3=Rox

9.15 4.00 6.0 Corn Planting | 9.94 3.21 3.0 Corn Rox. | 10.47 2.68 4.4=HR | 10.62 2.53 1.6=ER | 11.27 1.93 1.5 Corn Rox | 12.09 1.06 4.5 Corn Rox | 13.06 0.07 6.0 Corn Rox

13.15

BM			4.22	16.53	Starting 16.52
TP	4.71	20.75	3.10	16.04	
5+50					
5+0					
4+52.10	= P.C.C				
4+0					
		19.14			

16.9	17.1	17.4	16.8	17.74	
2.7	2.0	1.7	2.3	1.40	
50	40	15	10	2.2=HR	
16.2	17.0	16.9	16.4	17.41	17.41
2.9	2.1	2.2	2.7	1.73	1.73
50	37	12	7	2.2=HR	2.5=ER
16.3	15.6	16.4	16.54	16.65	
2.8	3.5	2.7	2.0	2.49	
50	25	14	2.3=HR	2.4=ER	
14.1	14.5	15.2	15.01	15.24	15.9
5.0	4.6	3.9	4.13	3.90	3.7
50	30	24	3.3=HR+1	1.4=ER+1	20

19+14

Walker
Hardin
Reed

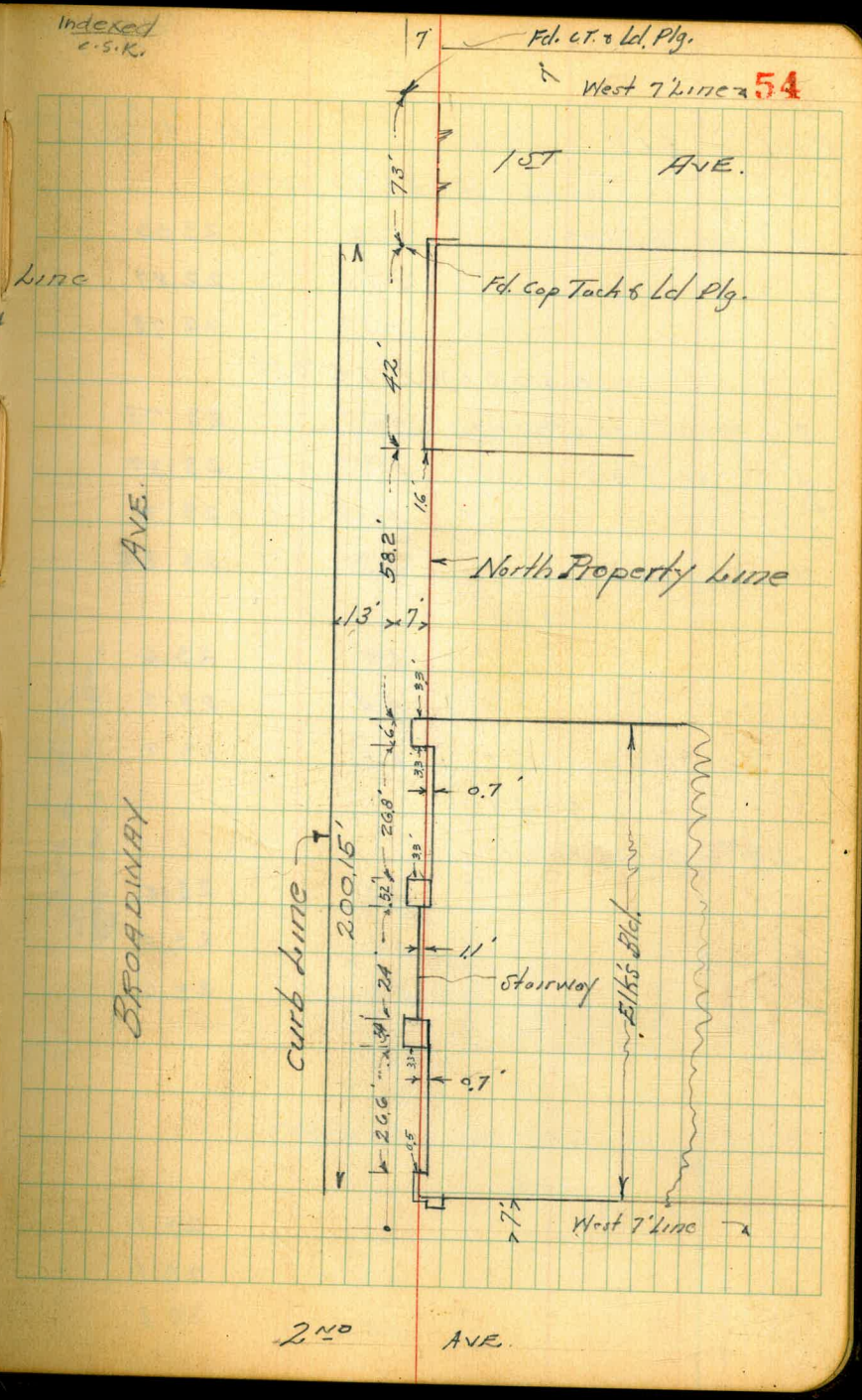
8-29-42

SURVEY of PROPERTY

North Side of Broadway Ave
Between 1st & 2nd Aves.

Note: Main Portion Elks Bld = 0.7' Back of Line
Stairway " " " = 1.1' in street
Granite Columns " " = 3.3' " "

Indexed
C.S.K.



Cross Section Alley Block 193 Shermon's Addition

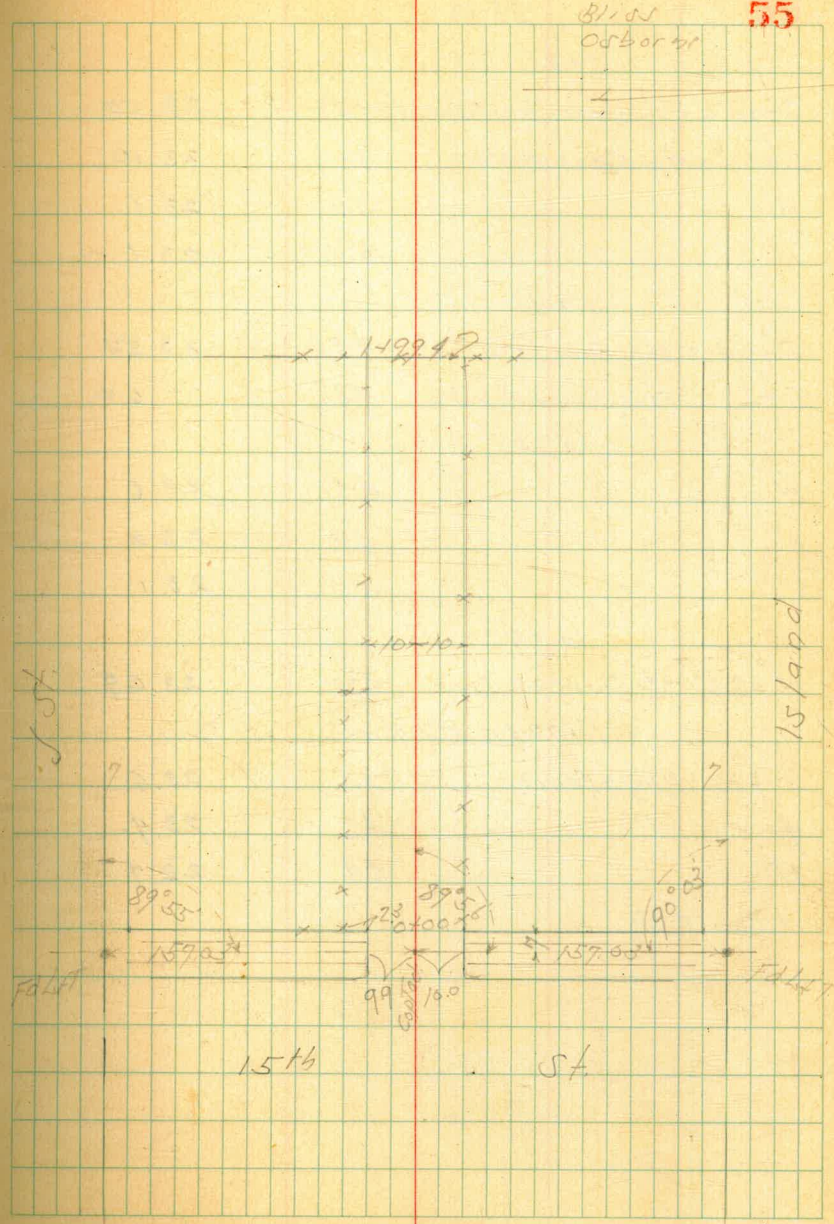
BM	2.62	28.10	25.48	W.W. B.P. Island Ave & 15th St
	0+14 : W C&L Line 15th St			
W	on Pav 129	5.10	23.00	
℄	" "	5.23	22.87	
S	" "	5.32	22.78	
	0+00 = W L 15th St			
S	Top Curb & Paving	4.87	23.73	
℄	on Pav	4.77	23.37	
W	" "	4.39	23.71	
W	Top Curb	4.26	23.84	
	0+30			
W		4.5	23.6	
℄		4.4	23.7	
S		4.4	23.7	
	0+50			
-1.9 :	Board Fence			
S		4.5	23.6	
℄		4.6	23.5	
W		4.5	23.6	
+0.2 =	Corg Iron Fence			
	0+80			
S -1.6	: W Board Fence Fly Bldg.			
	1+0			
-0.5 =	Corg. Fence			
W		5.0	23.1	
℄		5.0	23.1	
S		4.5	23.6	

Reduced & Plotted Profile # 20 A1

indexed C.S.K.

Jan-22-44 S 550 Bl 193 Shermon's Addition

55



28.10

1+21

S-0.4 = Fly Door Conc Floor	4.58	23.52	
S+3.0 = Fly Conc Apron	5.00	23.10	
℄	5.0	23.1	
N	5.0	23.1	

1+33

S-0.1 = Fly Door Conc F	4.56	23	54
S+2 = Fly Conc Apron	9.46		64

1+60

N	4.5	23.6	
℄	4.9	23.2	
S	5.0	23.1	

1+75

N-2.5 = ℄ Conc 3.7 Door	5.01	23.09	

1+99.4 = Corp Iron Cross Fence

S+1.2 = Bldg Fence	4.5	23.6	
℄	4.2	23.9	
N	5.4	22.7	

+1.6 = Bldg

Levels Fast Curb Line of 3rd St.
Broadway to E St.

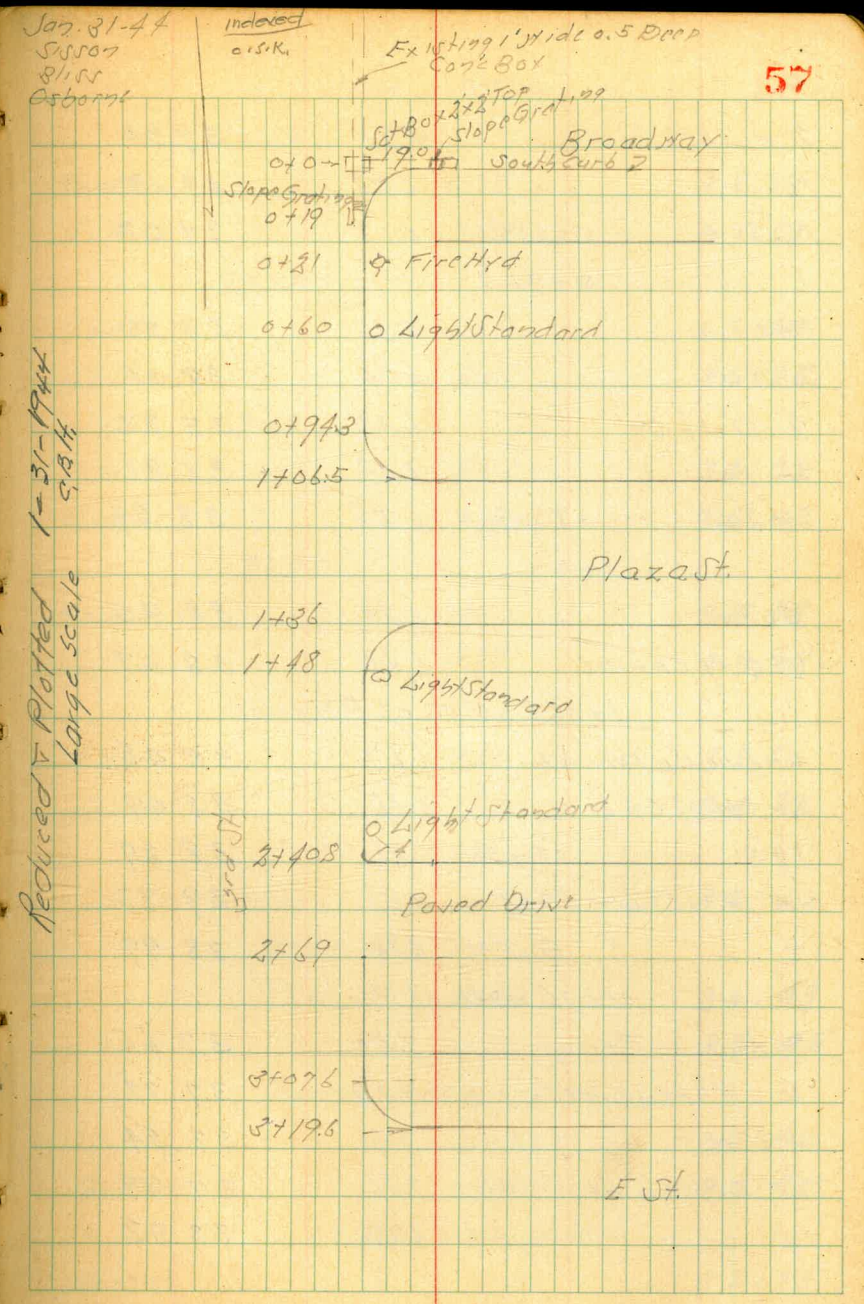
BM	5.70	46.15	39.45	SSW. B.P. Broadway x 3rd St.
0+00 = Sct Box Sct Cb Broadway & East Cb. of 3rd				
Paving Top Box		4.08	41.07	
Flow Line		5.33	39.82	
19' East of Sct Box = Inlet				
Gutter		4.82	40.33	
Top Curb		4.10	41.05	
0+17				
Top Cb		4.24	40.91	
Gutter		5.36	39.79	
0+25				
Top Cb		4.38	40.77	
Gutter		5.14	40.01	
2' W of Cb		5.35	39.80	
10' " " "		5.02	40.13	
16.3' " " " = Top Rail		4.93	40.22	
0+50				
Top Cb		4.74	40.41	
Gutter		5.21	39.84	
2' W of Cb		5.54	39.61	
10' " " "		5.42	39.73	
18.3' " " " = Top Rail		5.62	39.53	
0+75				
Top Cb		5.12	40.03	
Gutter		5.81	39.34	

Jan. 31-44
Sisson
Bliss
Osborne

Reduced & Plotted 1" = 31.4 ft
Large Scale

Indexed
0+51 K.

57



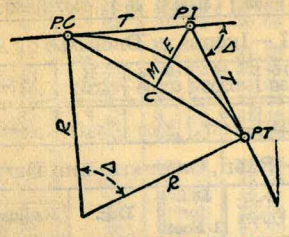
45.15

2' W of Cb Line	5.91	39.34
10' " "	6.02	39.13
18.3' " " =TopRail	6.13	39.02
0+94.3		
Top	5.35	39.80
Gutter	6.11	39.01
2' W of Cb	6.33	38.82
10' W " "	6.34	38.81
18.3' W " " =TopRail	6.56	38.59
1+0		
Gutter	6.90	38.95
2' W of Cb Line	6.98	38.67
1+06.5 = W Cb of Plaza St		
Cb Line on Paving	6.67	38.48
10' W of Cb Line	6.66	38.49
18.3' " " " =TopRail	6.86	38.29
15' E of Cb Line = TopCb	5.38	39.77
" " " " " =Gutter	6.16	38.99
1+86 = S Cb of Plaza St		
Cb Line on Paving	7.50	37.65
10' W of Cb Line	7.37	37.78
18.3' W "	7.61	37.54
15' E of Cb Line = Gutter	7.36	37.79
15' " " " =TopCb	6.73	38.42

45.15

1+48		
TopCb	6.98	38.37
Gutter	7.48	37.67
1+75		
TopCb	7.61	37.44
Gutter	8.30	36.85
2+0		
TopCb	8.53	36.62
Gutter	9.12	36.03
2+25		
TopCb	9.17	35.98
Gutter	9.87	35.28
2+40.8		
TopCb	9.85	35.50
Gutter	10.33	34.82
2+50		
Gutter in Drive	10.72	34.43
2+69 = S ℄ Drive		
Top Cb	10.66	34.49
Gutter	11.20	33.95
3+07.4 = Cb RC E St		
TopCb	11.79	33.42
Gutter	12.20	32.95
3+19.4 = N Cb of E St		
Gutter	12.40	32.75

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

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

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

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

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

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

EXPLANATION AND USE OF TABLES

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

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

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

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

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.