

1662



AMERICAN SOCIETY OF
CIVIL ENGINEERS
FIELD BOOK
No. 403F

P-47-

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

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

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1662

CITY ENGINEER'S OFFICE

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

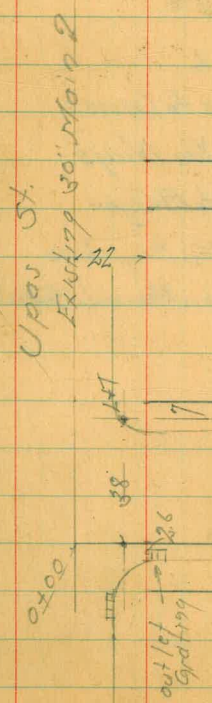
Made in U. S. A.

Thorn St 30" Water line

1-26 }
65 }
71-72 }

"K" Street	10 th to 15 th	27-41 ✓
13 th ✓	K v. L	43-46 ✓
Archer ✓	Sub-Div. line to Dawes	47-59 ✓
Cass ✓	Agate to Van Nuys	60-64 ✓
Alley Blk 45 Tract 1368	Trojan to El Cajon	66-70 ✓
♀ profile Thorn St - 20' So. of No. Prop line		71-72
Survey Proposed Site. American Legion Memorial. Ballou Park.		73

Proposed 30" Water Main
T. horn Street



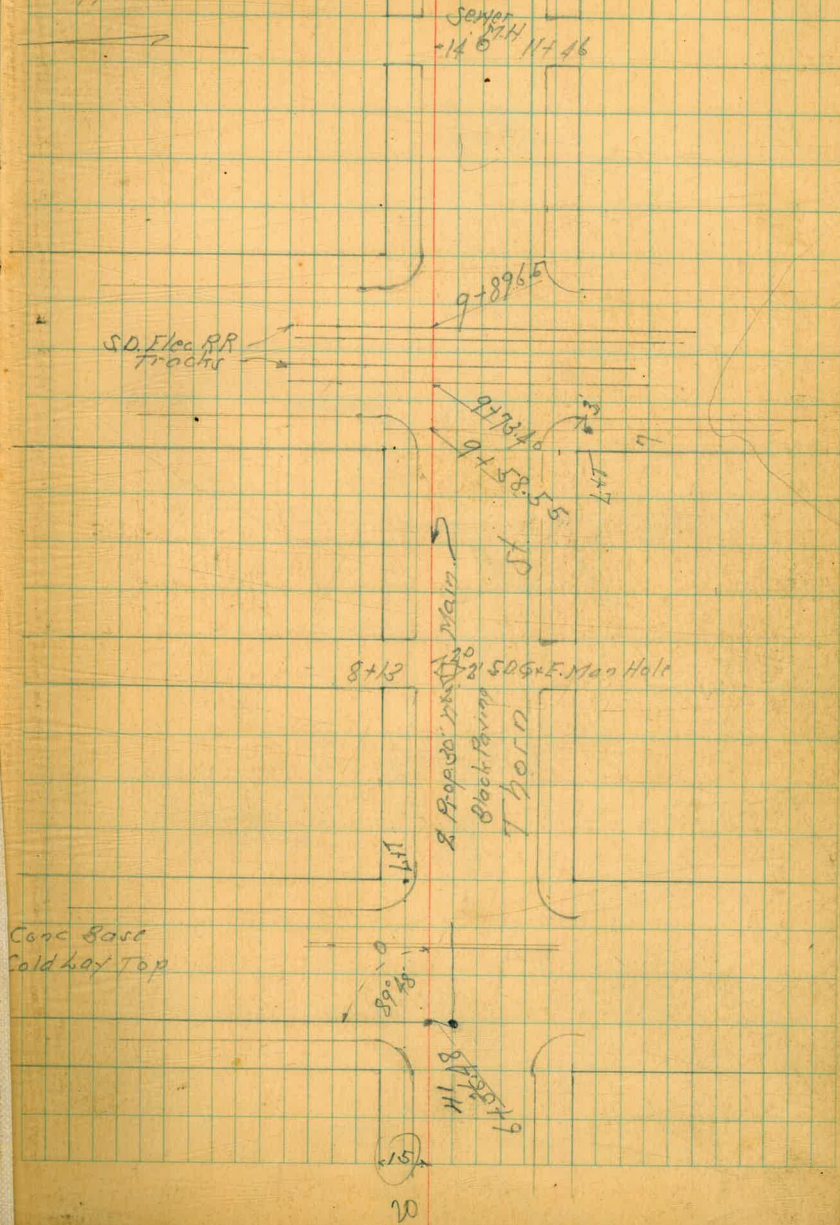
Dale St
1/2 Proposed Water Main

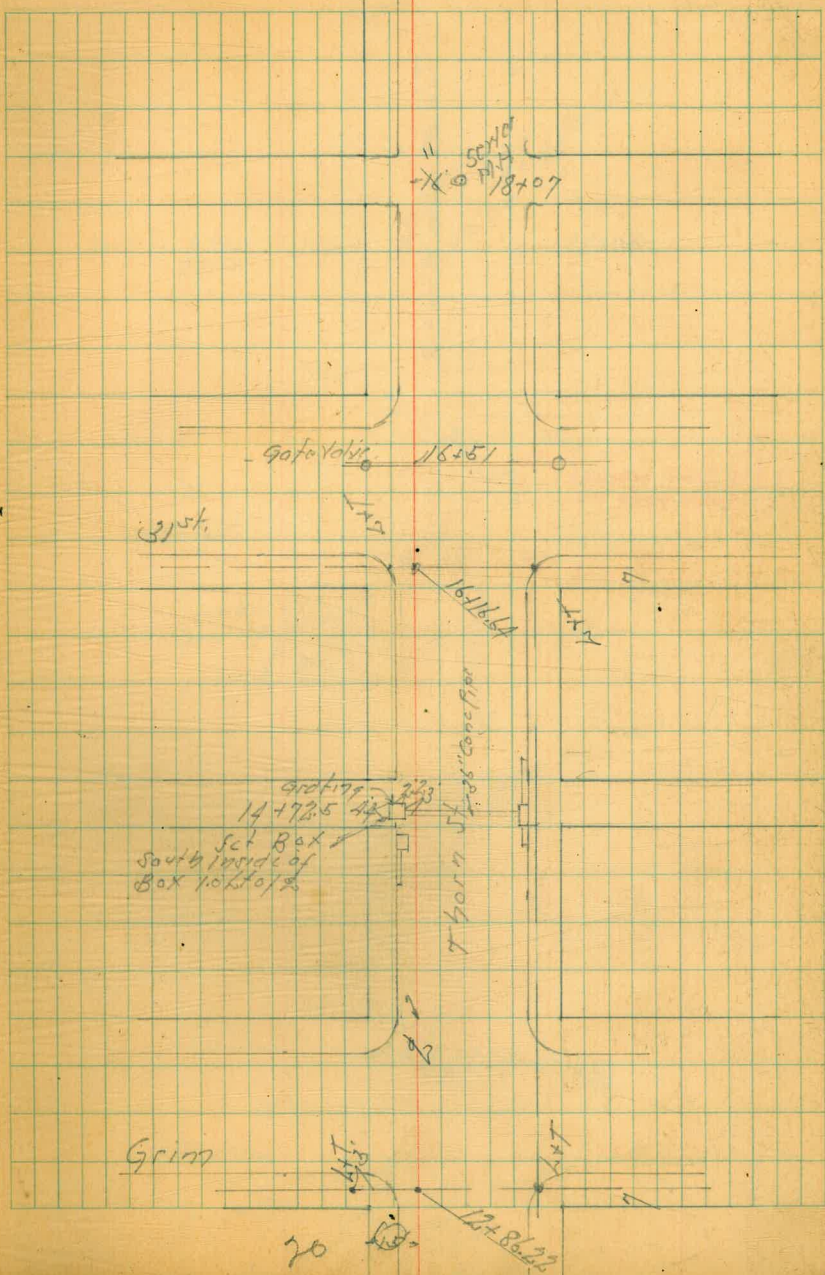
(7)
20

Dec. 7-42
Sisson D
8155 7
5560 M.H.
8277 R.C.

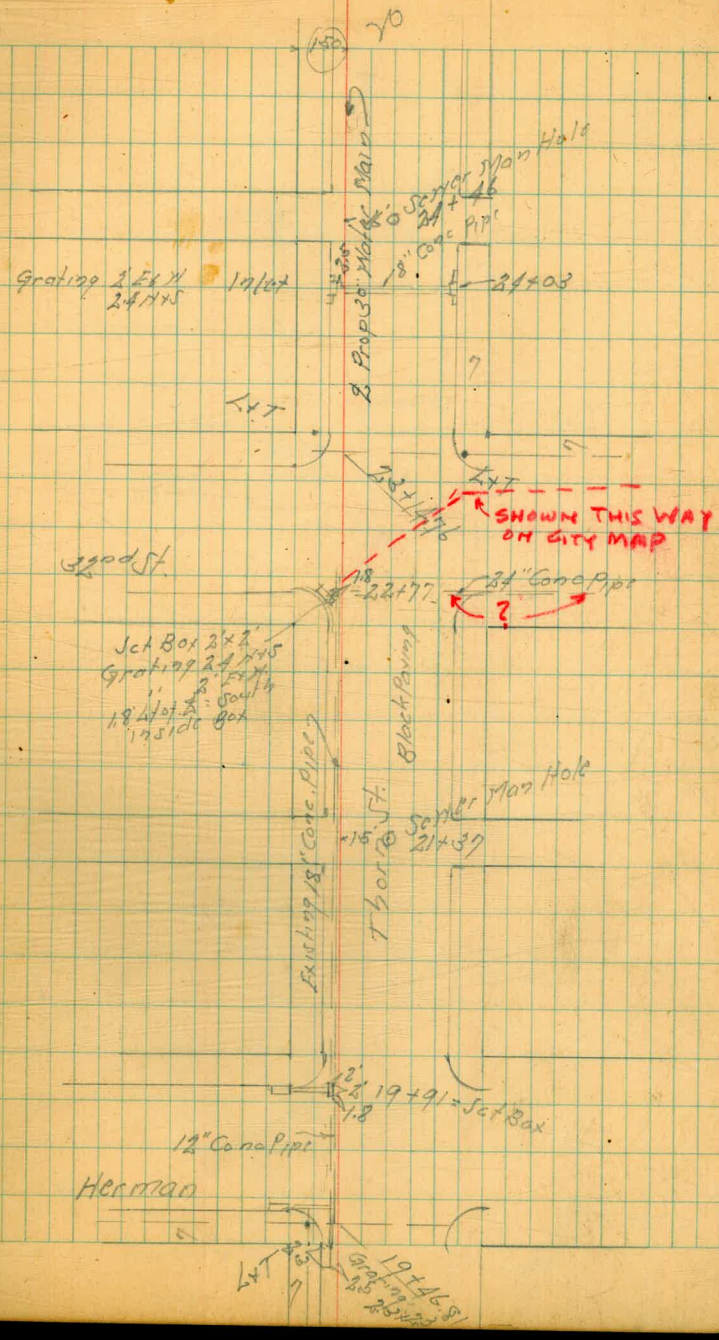
Indexed
C.S.K.

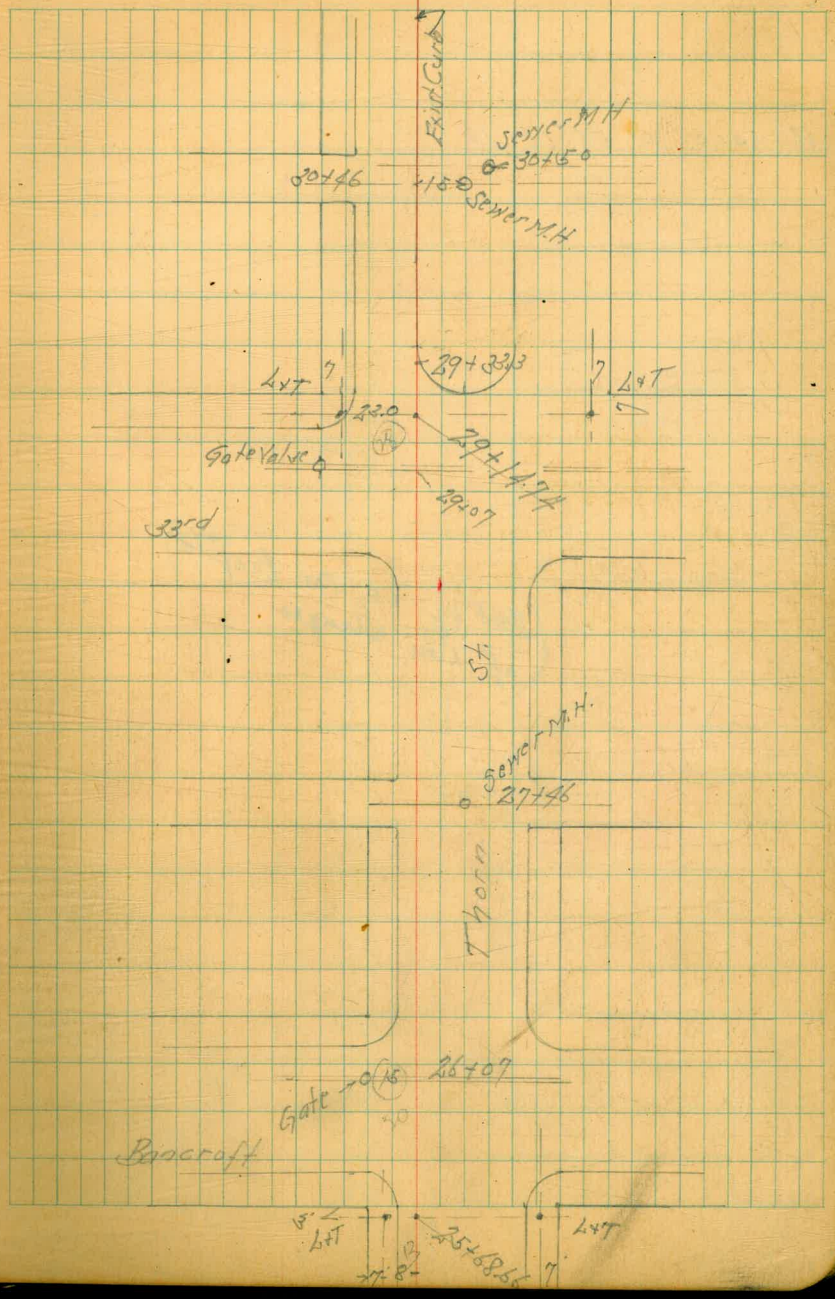
1





Thorn St. 30" Water Main

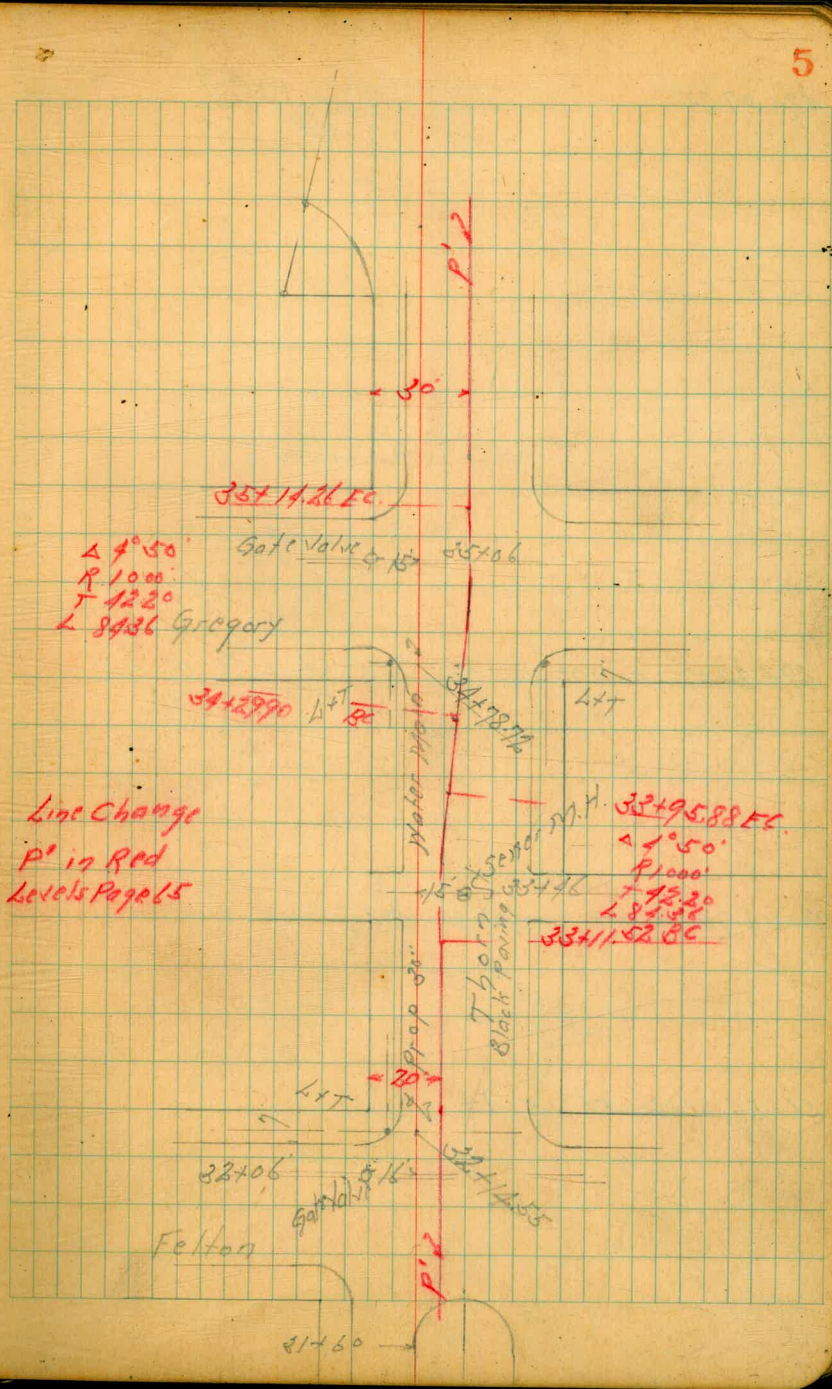




Thorn St. 30" Water Main

36+54.00 $\Delta 56^{\circ}15'$ Lt

(See pg. 65 For Profile)
of Line changes

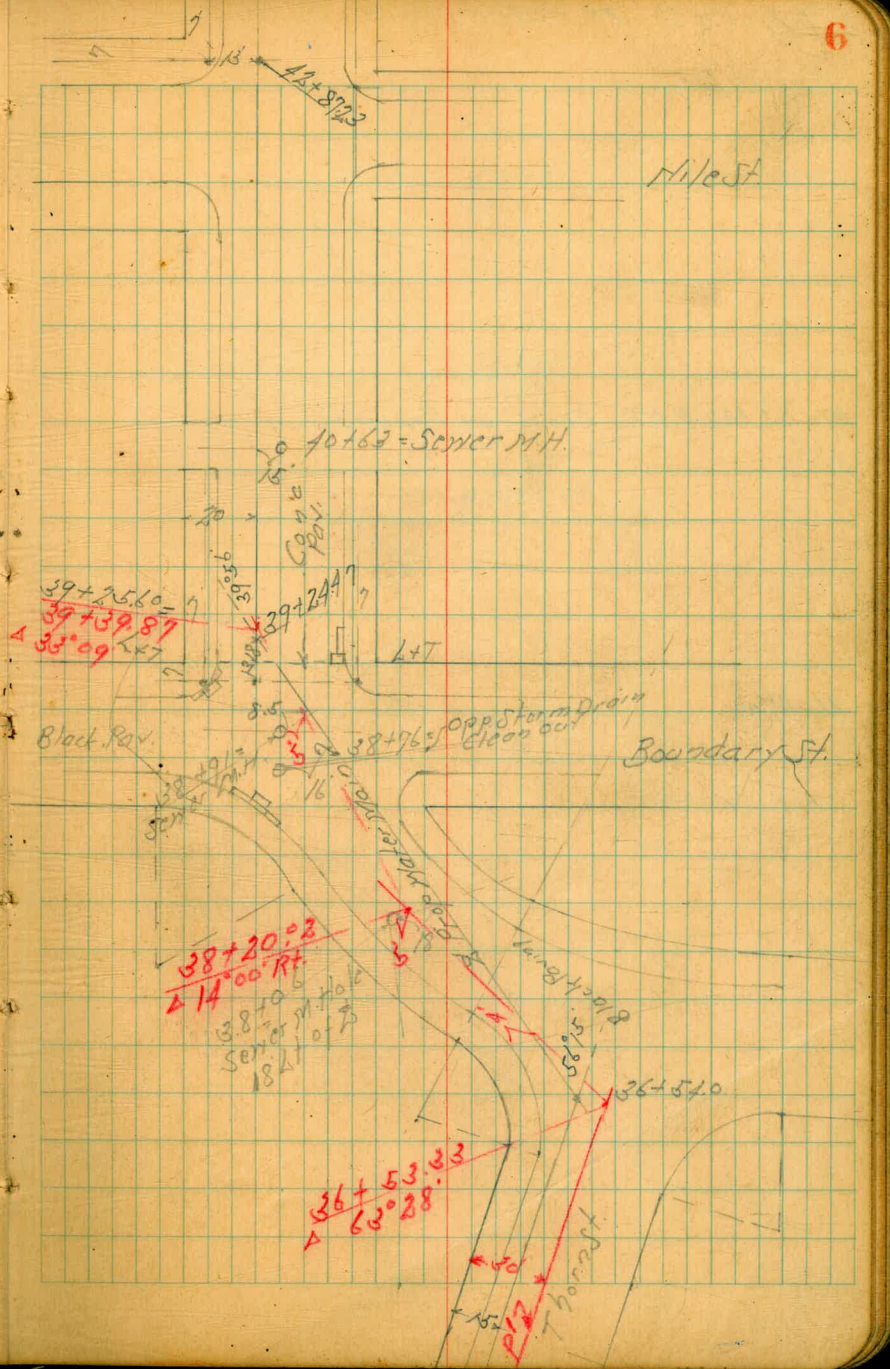


42+87.23

39+24.47 Δ $39^{\circ}56'$ Rt.

Revised Dec. 12 1944 From Sta 36+0695 - 39+170²⁵ - Book 679

36+54.0 Δ $56^{\circ}15'$ Lt.

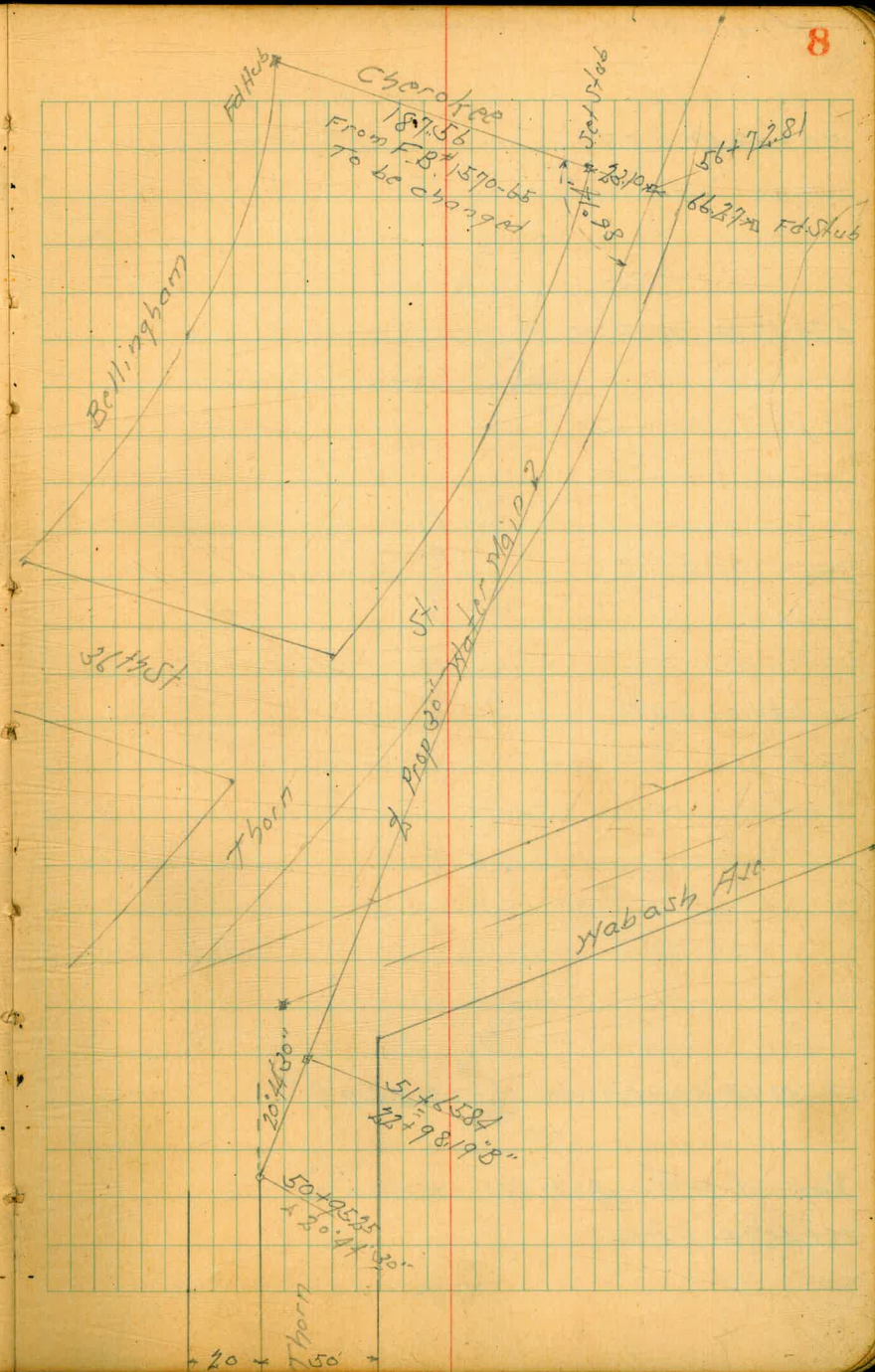


56+72.81 P.O.T.

54+68.87 P.O.T.

54+40.50 P.O.T.

50+95.25 Δ 20°44'30" Rt



Thorn St. 30" Water Main

70+08.49 P.O.T.

67+42.83 $\Delta 49^{\circ}00'$ Rt.

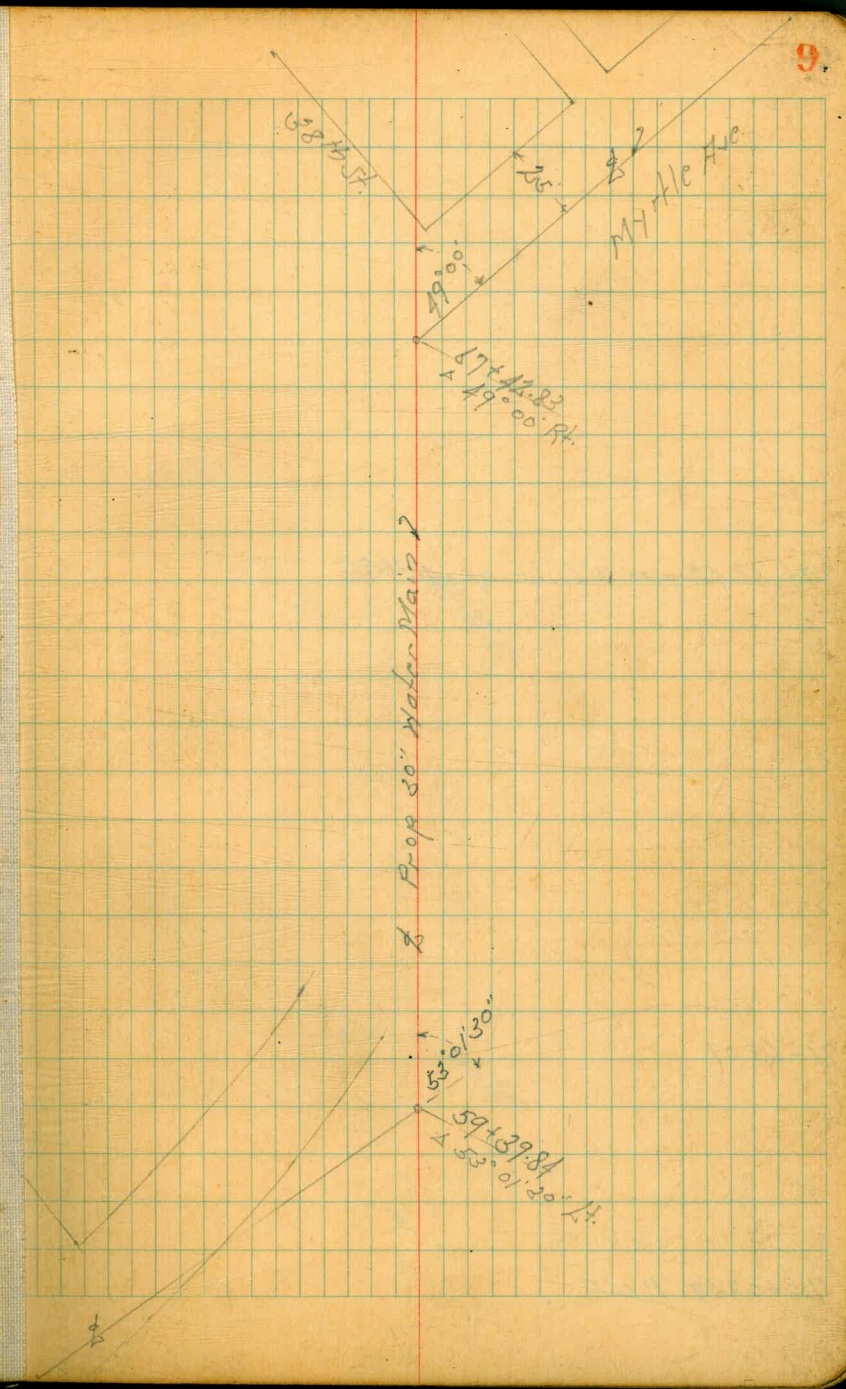
62+64.03 P.O.T.

59+39.84 $\Delta 53^{\circ}01'30''$ Lt. = 154.2419' B

Revised - 12/8/44 - Book 679 - Water Dev.

58+46.84 P.O.T.

Cherokee



Dec. 13-43

10

74+82.42 = N 7' Line of 40th St.

71+68.09

70+08.49 P.O.T

40th St.

Oil Pav

Mail

74+82.42

Oil Pav

Myrtle St

Water Main

106

180

71+68.09

39th St.

Prop

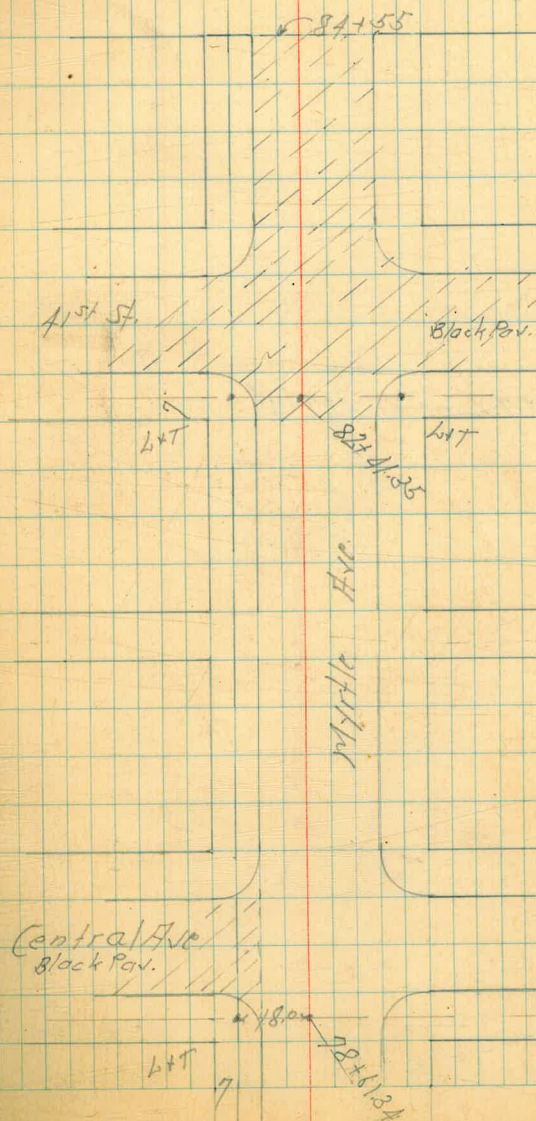
25'

Thorn St 20' Water Main

82+41.35 = 117' line of 41st St.

78+61.34 = 119' line of Central

11



90+01.34 = 117 Line of 42nd St

86+21.48

42nd St

Conc. Pav

Chisel
Crest

L+T

L+T

90+01.34

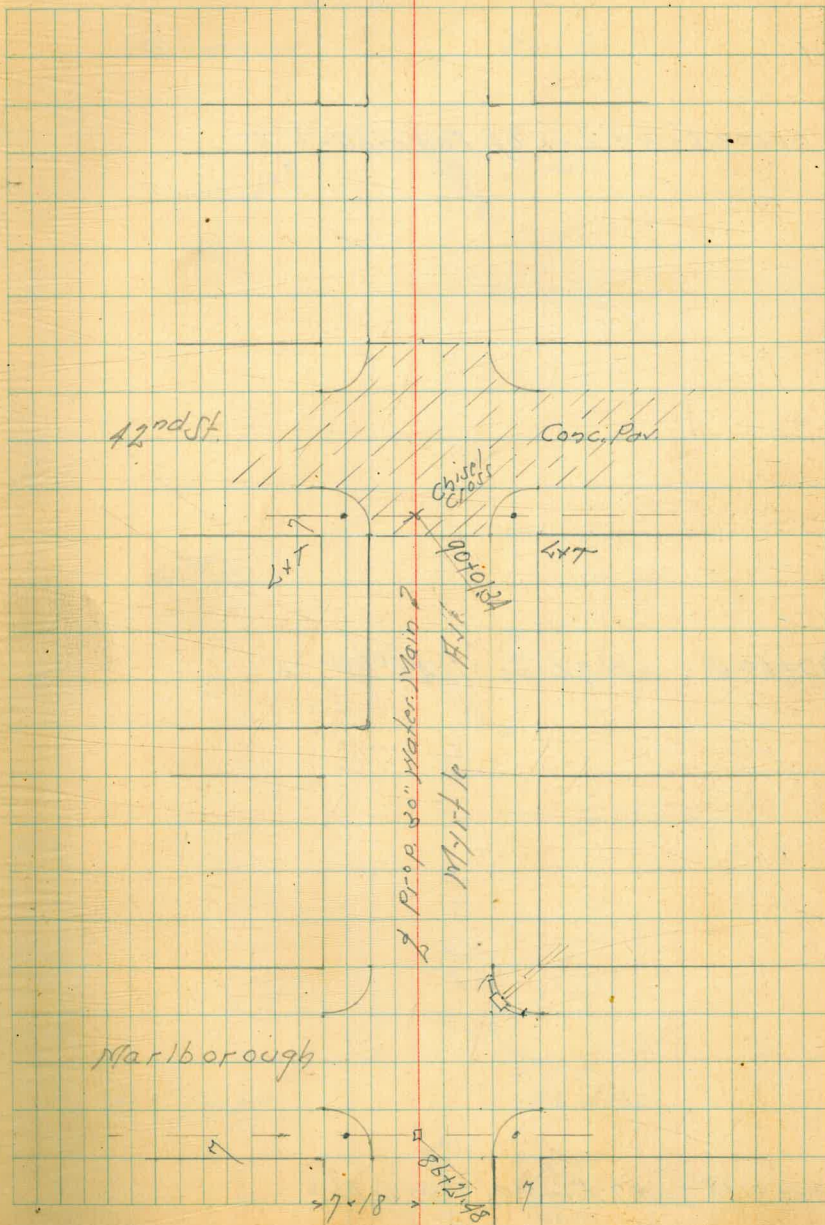
Prop. 20" Water Main

M+T

Marlborough

87+18

85+21.48



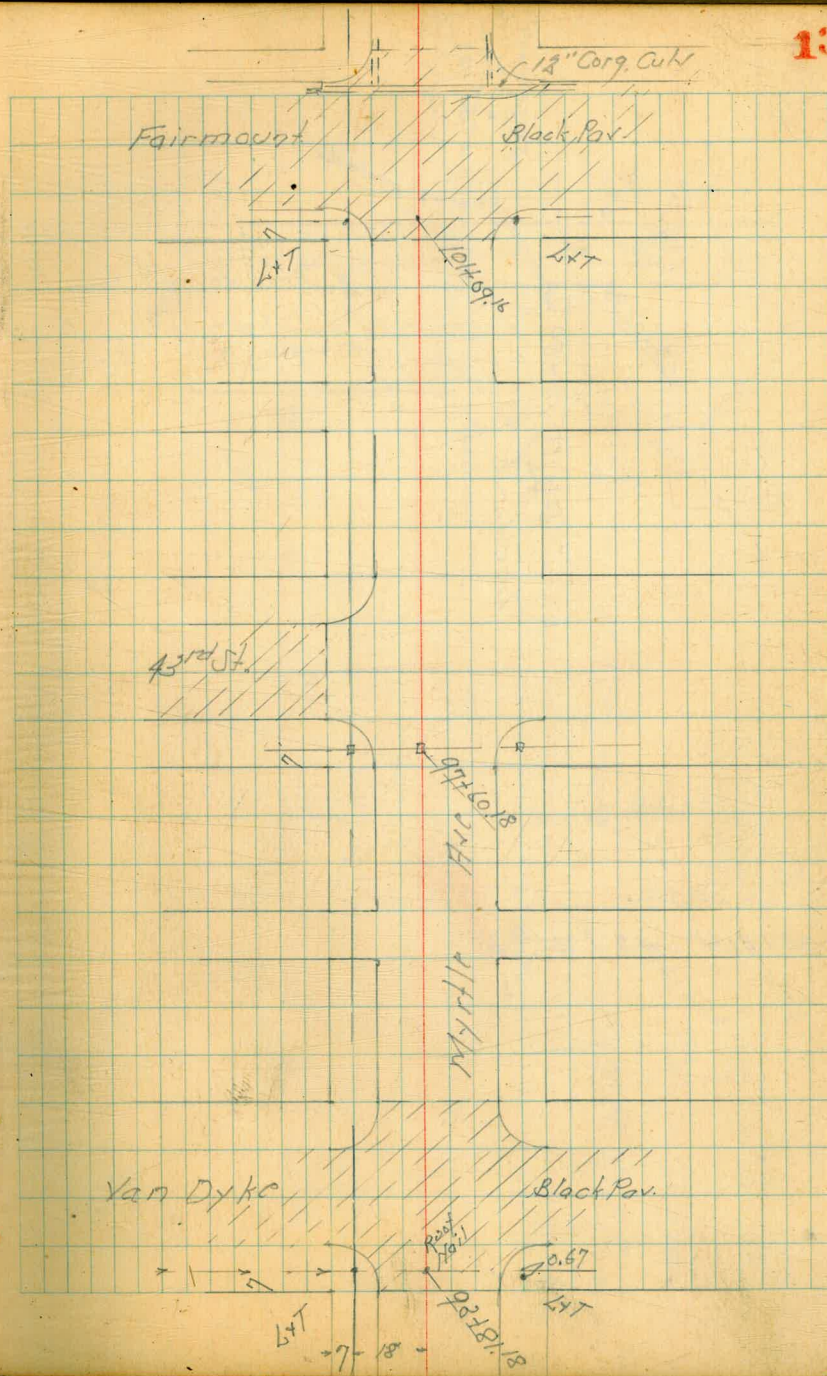
Tborn St. 30' Water Main

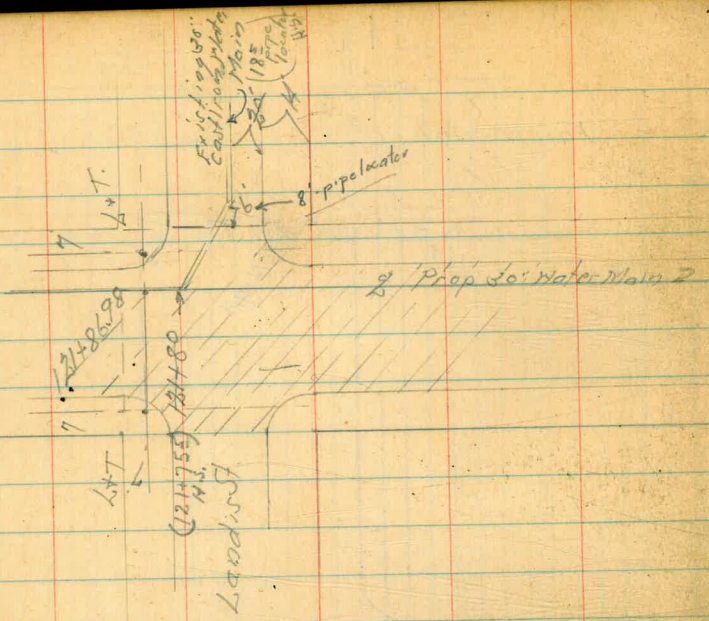
101+09.16 = W 7' line of Fairmount

97+60.18 = W 7' line of 4th St

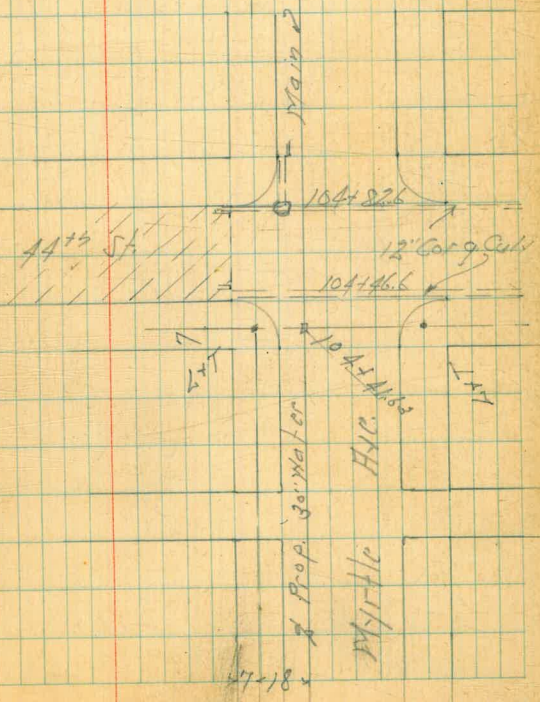
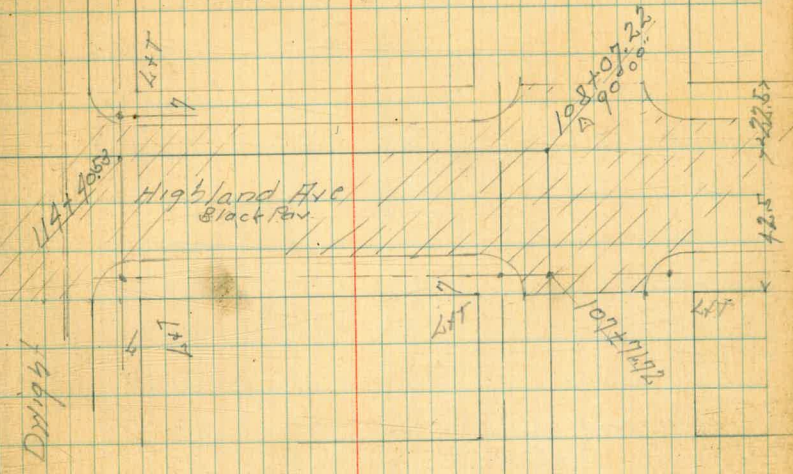
93+81.18 = W 7' line of Van Dyke

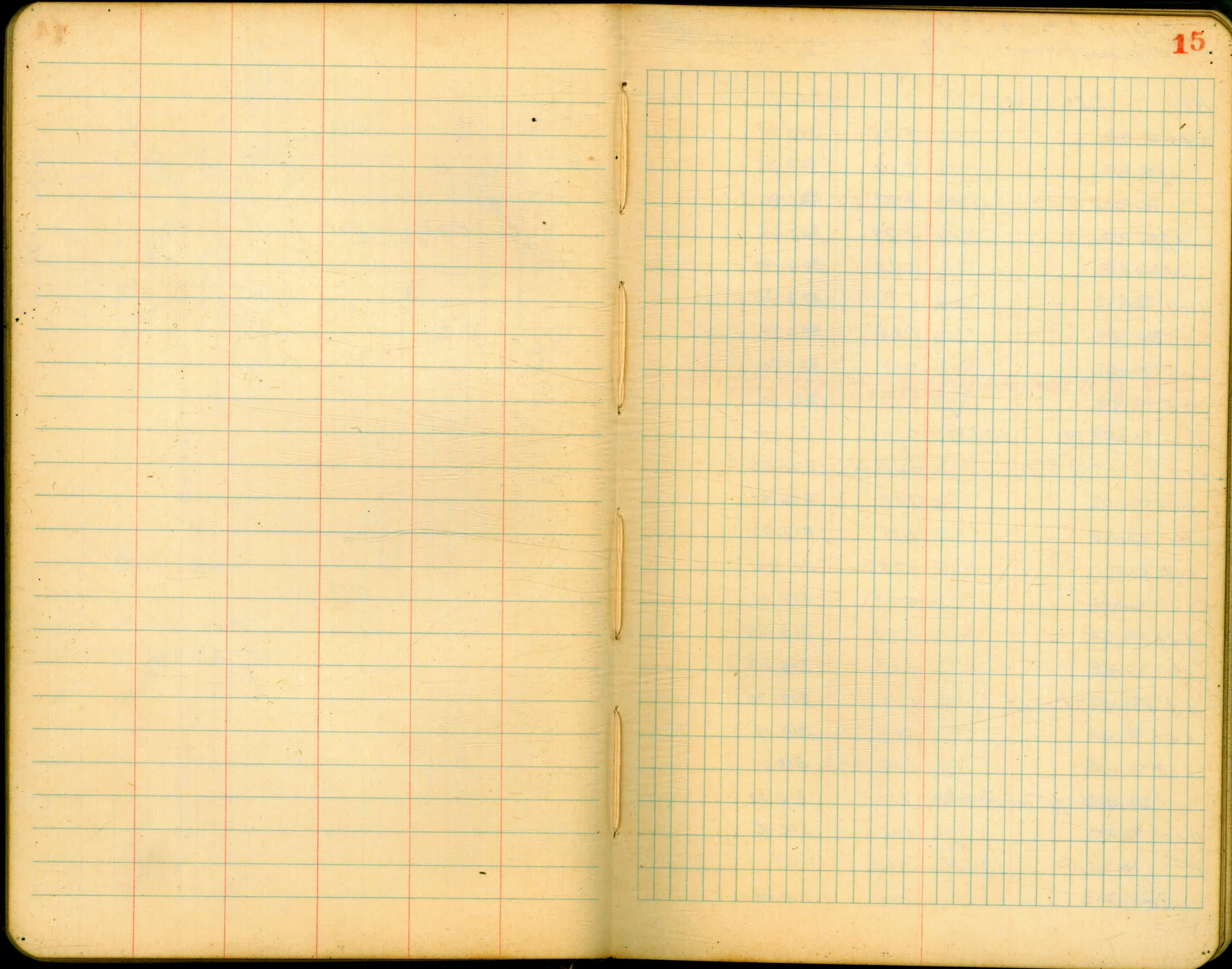
13





104+41.63 - N 7' L 44th St.





Levels Thorn St 30" Water Main
Alignment Pages 1 to 14

Level Notes checked
by W.H. Water Div.

BM	2.50	328.42	325.92	NEBP Upper rods
0+0			4.78	323.64 ✓
+22			5.17	323.25 ✓
"	2.6' R to 1/2 Gutter		6.52	321.90 ✓
+28			5.87	322.55 ✓
+50			5.92	322.50 ✓
1+0			6.11	322.31 ✓
+50			6.65	321.77 ✓
2+0			7.12	321.30 ✓
+50			7.40	321.02 ✓
TP	2.89	324.11	7.20	321.22 ✓
3+0			3.45	320.66 ✓
+50			3.60	320.51 ✓
4+0			4.28	319.83 ✓
+50			4.68	319.23 ✓
5+0			5.00	319.11 ✓
+50			5.53	318.58 ✓
6+0			6.02	318.09 ✓
+36.48	19° 12' Lt		6.36	317.75 ✓
+50			5.92	318.19 ✓
+62			6.10	318.01 ✓
"	15' Lt of 1/2 Top Gate Valve		7.20	316.81 ✓
7+0			6.05	318.06 ✓
TP	6.09	324.36	5.84	318.27 ✓ NEBP Thorn + 0.10 318.27
+50			5.88	318.28 ✓

Dec. 14 - 43

5150950
81115 T
Osberner Rod
8199 Tape

		324.36		
8+0			5.52	318.84 ✓
+13			5.41	318.95 ✓
"	3' R to 1/2 Top SD & FMH		9.00	315.36 ✓
+50			5.09	319.27 ✓
9+0			4.75	319.61 ✓
+58.55	147' Lt of 30" SJ		4.48	319.88 ✓
+73.40	Top of Rail SD Elec RR		4.32	320.04 ✓
+89.65	" " " " " " " "		4.32	320.04 ✓
10+0			7.65	319.71 ✓
+50			4.17	320.19 ✓
TP	6.05	326.27	4.14	320.22 ✓
11+0			5.88	320.39 ✓
+46			5.60	320.67 ✓
"	14' R to 1/2 F.L. Sewer MH		9.24	317.03 ✓
12+0			5.27	321.00 ✓
+50			5.05	321.22 ✓
+79.22	W.L. Ground		4.86	320.91 ✓
13+0			4.96	321.31 ✓
+21			5.13	321.14 ✓
"	15' Lt of 1/2 Top Gate Valve		6.00	320.27 ✓
+44			5.45	320.82 ✓
14+0			8.38	317.89 ✓
+50			11.13	315.14 ✓
+92.05			11.91	314.36 ✓

SEE E Profile THORN ST - 20' So. of No. PROP. LINE - PAGES 71-72 EWE.
Sta. 9+91.5 To 33+11.52 85.65

326.27

14+72.5	10' Lt of 2 = Bot. Sct. Bot	20.41	305.86	
15+0		11.06	315.21	
TP	7.11	322.23	315.12	
+50		5.57	316.66	
16+0		4.12	318.11	
+70		3.82	318.91	
BM	7.25	326.13	318.88	HMBP T5000 x 3/10 318.98
+51		7.12	319.01	
"	15' Lt of 2 = Top Gate Valve	7.98	318.15	
17+0		6.35	319.78	
+50		5.56	320.57	
18+0		4.71	321.92	
+07		4.64	321.99	
"	16' Rt of 2 = F.L. Sencer M.H.	10.71	315.92	
+50		5.52	320.61	
19+0		7.08	319.05	
+40		8.35	317.78	
"	2.5' Lt of 2 = Bot. Inlet	11.45	319.68	
+50		8.35	317.78	
+91		8.56	317.57	
"	1.8' Lt of 2 = Bottom Sct. Bot	12.70	313.93	
20+0		8.76	317.37	
+048 = F.L. Herman		8.98	317.35	
+50		10.75	315.38	
TP	0.31	315.33	315.02	

315.33

17

21+0		2.09	313.29	
+37		3.68	311.65	
"	15' Rt = F.L. Sencer M.H.	16.42	298.91	
+50		4.22	311.11	
22+0		6.35	308.98	
+50		8.55	306.78	
+77 = opp Sct. Box		9.41	305.92	
"	1.5' Lt of 2 = Bot. Sct. Box	16.71	298.62	
23+0		10.13	305.20	
+2176 = F.L. 3 rd St.		12.97	302.96	
BM	2.82	309.95	8.20	307.13
+50		6.51	303.44	5' Top Hwd T5000 x 3/10 307.26
24+0		7.48	302.47	
+03		7.49	302.46	
"	2.5' Lt of 2 = Bot. Inlet	9.34	300.61	
+46		7.15	302.80	
"	16' Rt of 2 = F.L. Sencer M.H.	12.38	297.57	
25+0		6.32	303.63	
+50		4.98	309.97	
+7166 = H.L. Bancroft		4.25	305.70	
26+0		3.97	305.98	
+07		3.88	306.07	
"	15' Lt of 2 = Top Gate Valve	4.95	305.00	
+50		2.56	307.39	
27+0		0.34	309.61	

Thornton Water Main

309.95

TP	8.97	318.28	0.64	309.31	✓
27+46			6.83	311.95	✓
"	15' Rt of F.L. Sewer From North M.H.	12.88		305.90	✓
+60			6.28	312.00	✓
28+0			5.43	312.85	✓
+50			4.31	312.97	✓
+71.74	N.L. 33' St		3.72	319.56	✓
29+0			3.34	319.99	✓
BM	966	324.40	3.54	314.74	✓ S.M. B.P. Thornton 10370 314.80
+07			9.42	319.98	✓
"	29' Lt of Top Gate Valve	10.14		319.26	✓
+33.3	Top Curb		8.41	315.99	✓
"	Gutter		8.86	315.50	✓
+50	Top Curb		8.02	316.38	✓
30+0	" "		6.82	317.58	✓
+46	" "		5.65	318.75	✓
"	15' Rt of F.L. Sewer Man Hole	11.91		312.99	✓
+50	Top Curb		5.54	318.86	✓
"	23' Rt of F.L. Sewer Man Hole	12.85		310.55	✓
31+0	Top Curb		4.40	320.00	✓
+50	" "		4.05	320.35	✓
+60	" "		4.17	320.23	✓
"	Gutter		4.49	319.91	✓
+80			5.06	319.34	✓
32+0			4.53	319.87	✓

324.40

32+06			4.53	319.87	✓
"	16' Lt of Top Gate Valve	5.83		318.57	✓
TP	5.53	323.24	4.69	319.71	✓
+50			3.87	319.37	✓
33+0			4.20	319.09	✓
+46			4.67	318.57	✓
"	15' Rt of F.L. Sewer Man Hole		8.60	319.60	✓
34+0			5.09	318.21	✓
+50			5.46	317.78	✓
+71.72	N.L. Gregory		5.44	317.80	✓
35+0			5.81	317.93	✓
+06			5.23	317.31	✓
"	15' Lt of Top Gate Valve	7.36		315.88	✓
+21.72	F.L. Gregory		6.42	316.82	✓
+50			8.32	319.92	✓
BM	081	318.72	5.55	317.91	✓ N.M. B.P. Thornton Gregory 318.01
36+0			7.87	311.05	✓
+54.0	56' Lt		11.43	307.29	✓
TP	0.83	306.65	12.90	305.82	✓
+70			0.65	306.00	✓
"	6.6' Lt Gutter			304.40	✓
+90			2.25	309.28	✓
"	31' Lt Gutter		2.57	309.28	✓
37+0			2.90	303.75	✓
39+0			2.97	303.68	✓

→ SEE PAGE 65 - STA 33+11.52 TO 36+00 EWE.

→ SEE PAGE 46 - F.B. 679 - STA 36+06.95 BE. TO 39+71.96 EC. EWE.

306.65 ✓

~~318.95~~

37+10		3.38	303.27 ✓	
"	6.5 Lt = Gutter	3.52	303.13 ✓	
+50		6.30	300.35 ✓	
+76		8.32	298.32 ✓	
"	6.7 Rt = Gutter	8.48	298.17 ✓	
+90		10.66	295.99 ✓	
"	4.0 Rt = Gutter	10.81	295.84 ✓	
38+0		11.97	294.68 ✓	
"	3.8 Rt = Gutter	12.09	294.56 ✓	
TP	3.71	297.67	12.69	293.96 ✓
+06		3.73	293.99	
"	18 Lt = FL Sewer M.H.	7.72	289.95	
+10		4.26	293.91	
"	4.1 Rt of 1/2 = Gutter	4.47	293.20	
+25		5.95	291.72 ✓	
"	6.2 Rt of 1/2 = Gutter	6.61	291.06	
+50		6.91	290.76 ✓	
+51	4.6 Rt of 1/2 = Top Gate 1/2	9.13	288.52	
+76		9.20	288.97 ✓	
"	16 Lt of 1/2 = Bottom Clean out M.H. Storm Drain	16.60	281.07	
+91		6.71	290.96	
"	8.5 Lt of 1/2 = FL Sewer M.H.	18.68	278.99	
39+0		6.50	291.17	
+20		5.98	291.69	
"	14.5 Lt of 1/2 = 54 + Bottom of Curb Inlet	16.85	286.82 ✓	

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297.67 ✓

39+21.47	1.39	56' Rt	5.85	291.82 ✓
+50			4.89	292.78 ✓
40+0			2.10	294.57 ✓
+50			1.32	296.35 ✓
+63			1.90	295.77 ✓
"	15' Rt of 1/2 = FL Sewer M.H.		4.82	292.85 ✓
TP	8.88	306.01	0.54	297.13
41+0			2.00	298.01 ✓
+50			6.21	299.80 ✓
42+0			4.45	301.56 ✓
+20			3.79	302.22 ✓
+54.23	1/2 Mile St		3.30	302.71 ✓
+94.23	FL Mile Front St.		2.95	303.06
B.M.	6.77	310.41 ✓	2.37	303.64
43+0			7.21	303.20 ✓
+50			6.32	309.09 ✓
44+0			5.57	304.82 ✓
+50			4.80	305.61 ✓
45+0			2.88	306.53 ✓
+50			3.08	307.33 ✓
46+0			2.30	308.11 ✓
+05			2.22	308.19 ✓
+34	1/2 Van cover		2.01	308.90 ✓
+64	FL to South		1.82	308.59 ✓

Thorpe St. 30" Water Main

		510.41		
TP	5.57	314.27	1.71	308.70 ✓
47+0			5.52	308.75 ✓
+50			5.23	309.09 ✓
48+0			4.96	309.31 ✓
+84			4.88	309.39 ✓
"	16' R/O 1/2" Fl. Sewer MH	1038		303.89 ✓
+87			4.87	309.90 ✓
+50			4.99	309.28 ✓
49+0			5.71	308.53 ✓
+04.6 - Fly Par. 129			5.90	308.37 ✓
+11			5.8	308.5 ✓
TP	0.49	302.46	12.30	301.99 ✓
+38			10.3	291.2 ✓
TP	0.58	290.57	12.47	289.99 ✓
TP	0.49	278.51 ✓	12.55	278.02 ✓
+75			4.4	274.1 ✓
+90			4.9	269.1 ✓
TP	1.06	267.36	12.21	266.30 ✓
50+11			11.3	256.1 ✓
TP	0.67	256.45	11.58	255.78 ✓
TP	1.13	245.27 ✓	12.31	244.14 ✓
+47			1.3	239.0 ✓
TP	0.86	233.11	12.02	232.25 ✓
+70			9.2	223.9 ✓
TP	0.95	221.15	12.91	220.20 ✓

Dec. 20-43
S. Jones
81122
8099

		221.15		
50+95.25			1.50	219.65 ✓ on Stub
51+0.3			3.1	218.1 ✓
+06			5.2	216.0 ✓ Bal. v. S.W. Warb
+28			5.3	215.8 ✓ Bal. Warb
+30			7.1	212.1 ✓ " "
+62			7.2	212.0 ✓ " "
+64			5.1	216.1 ✓
BM	9.21	224.32	6.04	215.11 ✓ 2 Mon Thorpe St Warb at 215.02
+75			9.9	212.2 ✓
52+0			11.0	213.3 ✓
+17			11.9	212.2 ✓
+19			10.3	214.0 ✓
+50			11.0	213.3 ✓
+75			11.2	213.1 ✓
53+0			11.3	213.0 ✓
+17			11.2	213.1 ✓
"	17' Lt		10.5	213.8 ✓
"	50' Lt		9.8	214.5 ✓
"	60' Lt		9.6	212.7 ✓
+27			10.0	214.3 ✓
+45			10.5	213.8 ✓
+50			11.6	212.7 ✓
+52			6.0	218.3 ✓
+70			4.1	220.2 ✓
"	11' Lt		1.7	222.6 ✓

224.32 ✓				
53+70	30 Lt of 2	43.2	227.5 ✓	
"	63 " " "	+12.0	236.3 ✓	
TP	11.87	235.86	0.33	223.99 ✓
+80		12.1	223.8 ✓	
54+0		3.2	232.7 ✓	
TP	12.02	247.53	0.35	205.51 ✓
+15		7.2	220.3 ✓	
TP	9.42	255.91	1.04	246.49 ✓
+32		4.8	251.1 ✓	
"	20 Lt of 2	+0.2	256.1 ✓	
"	35 Lt "	+1.0	256.9 ✓	
"	50 Lt "	+4.5	260.4 ✓	
"	70 Lt "	+9.0	269.9 ✓	
+40.50	P.O.T.	3.03	252.9 ✓	on deck
+53		3.7	252.2 ✓	
+70		2.0	253.9 ✓	
"	25 Lt of 2	+4.7	260.6 ✓	
"	50 " " "	+9.9	265.8 ✓	
"	60 " " "	+12.0	267.9 ✓	
+83		6.4	249.5 ✓	
+90		12.0	243.9 ✓	
TP	297	245.81	13.07	242.84 ✓
55+0		3.4	242.4 ✓	
+21		9.0	236.8 ✓	
+50	Bottom of R.R. cut	10.3	235.5 ✓	

245.81 ✓				
55+50	38 Lt of 2	+7.2	253.0 ✓	
"	63 Lt " " Top R.R. cut	+26.3	272.1 ✓	
+70		9.3	236.5 ✓	
56+0		5.9	239.9 ✓	
+15		4.2	241.6 ✓	
+50		5.4	240.2 ✓	
+90		9.9	235.9 ✓	
57+0		12.7	233.1 ✓	
"	19 Lt of 2	14.1	231.7 ✓	
"	26 " " "	5.7	240.1 ✓	
"	53 " " "	8.0	237.8 ✓	
"	66 " " "	17.0	228.8 ✓	
TP	0.50	233.40	12.91	232.90 ✓
57+15		2.5	230.9 ✓	
+42		4.4	229.0 ✓	
+50		3.8	229.6 ✓	
"	13 Lt of 2	+0.6	239.0 ✓	
"	23 " " "	5.5	227.9 ✓	
"	40 " " " Bot. Wash	9.0	224.2 ✓	
"	50 " " "	2.8	230.6 ✓	
+11		1.6	226.8 ✓	
→ see pg. 36 - PB-679 - 5m 57+65.24 to 67+97.22 EG. EWE.				
+92		9.4	229.0 ✓	
57+98	Bottom Wash	14.1	219.3 ✓	
58+03		14.1	219.3 ✓	
+06		8.7	224.7 ✓	

Thorn St 30' Water Main

223.40

58+30		6.5	226.9	✓
" "	25' Lt of 2	3.7	229.7	
" "	40' " " "	+1.7	235.1	
" "	50' " " "	+5.7	239.1	
+45.84	P.O.T	8.10	225.3	on stub
+80		13.6	219.8	
"	30' Lt of 2	5.0	228.8	
"	50' " " "	0.6	232.8	
"	70' " " "	+4.6	238.0	
TP	1.21	222.15	12.46	220.94
+96		7.8	219.2	
59+0		7.7	219.8	
+24		8.9	213.2	
+36		10.7	211.2	
+39.84	A 53° 01' 30" Lt	9.24	212.91	on stub
+50		9.2	213.0	
60+0		8.4	213.8	
"	13' Lt of 2	8.7	213.9	
"	34' " " "	7.4	219.8	
"	50' " " "	+1.5	223.6	
TP	9.30	223.06	8.89	213.76
+50		8.5	214.6	
61+0		7.4	215.7	
+50		6.5	216.6	
+18		5.0	218.1	

223.06

62+0		3.4	219.7	
+50		2.1	221.0	
63+0		✓ 0.5	222.6	
TP	11.76	234.19	0.63	222.43
+42		10.0	222.2	
+50		8.1	226.1	
+64.03	P.O.T.	6.31	227.88	on stub
64+0		7.7	226.5	
+17		7.0	227.2	
+50		7.3	226.9	
65+0		6.5	227.7	
+50		6.0	228.2	
66+0		4.3	229.9	
+35		0.8	233.9	
+50		✓ 1.5	232.7	
TP	6.04	238.24	1.99	232.20
67+0		5.0	233.2	
+22		5.0	233.2	
+32	Bot. Mast	6.3	231.9	
+42.83	A 49° 00' Rt.	5.95	232.29	on stub
TP	12.95	245.24	5.95	232.29
+60		10.5	239.7	✓
68+0		9.3	235.9	✓
+32		7.8	237.9	✓
TP	12.02	257.37	0.89	244.35

		257.37		
68+50			11.5	295.9 ✓
+66			7.3	250.1 ✓
TP	12.28	268.86	0.75	256.58 ✓
+75			10.5	258.9 ✓
+88			40	269.9 ✓
TP	12.56	281.01	0.45	268.45 ✓
69+0			119	269.1 ✓
+16			6.1	274.9 ✓
+34			0.2	280.8 ✓
TP	12.76	293.55	0.22	280.75 ✓ 79 W.K.
+50			6.9	286.6 ✓
+75			0.5	293.0 ✓
TP	12.08	305.39	0.24	293.31 ✓
70+0			6.0	299.9 ✓
TP	10.77	315.84	0.28	305.11 ✓
+50			10.2	305.7 ✓
71+0			6.9	309.0 ✓
+50			5.0	310.9 ✓
+68			4.3	311.6 ✓
72+0			2.9	313.0 ✓
+50			2.2	313.7 ✓
73+0			1.8	314.1 ✓
+18 = 1/4 Oil Pav			2.1	313.8 ✓
+25			2.2	313.7 ✓
+50			2.0	313.9 ✓

				88 ✓	
				315.84	
74+0				0.6	315.3 ✓
TP	8.45	323.48	0.85	315.03 ✓	
+50				6.7	316.8 ✓
+75.4 - WL 40th St.				5.9	317.6 ✓
BM				5.31	318.17 ✓
75+0				5.4	318.1 ✓
+154 - 1/2 40th St.				5.1	318.9 ✓
+41.4				5.7	317.8 ✓
+55.4 - Fly 0.1				5.5	318.0 ✓
76+0				5.0	318.5 ✓
+50				4.7	318.8 ✓
77+0				4.4	319.1 ✓
+50				4.0	319.5 ✓
78+0				3.8	319.7 ✓
+54.34 - 1/2 Central				3.7	319.8 ✓
+94.84				3.1	320.9 ✓
79+34.34 - FL Central				3.2	320.3 ✓
TP	5.30	325.75	3.03	320.45 ✓	
+50				5.2	320.6 ✓
80+0				4.9	320.8 ✓
+50				4.9	320.8 ✓
81+0				4.7	321.0 ✓
+50				4.7	321.0 ✓
82+0				4.8	321.0 ✓
+34.35 - 1/2 41st St.				4.75	321.00 ✓

Thorn St. 30' Water Main

325.75 ✓

82+74.35 = 41 st	5.12	320.63 ✓
83+0	5.25	320.50 ✓
+14.35 = E.L. 41 st St	5.46	320.29 ✓
BM 0.71	322.78	4.24
+50	2.82	319.90 ✓
84+0	4.62	317.60 ✓
+55 = Fly Block Paving	6.80	315.42 ✓
85+0	8.7	313.5 ✓
+50	10.8	311.2 ✓
86+0	12.2	310.0 ✓
+14.48 = W.L. Marlborough	12.3	309.9 ✓
BM 12.47	322.47	12.18
+54.48	12.8	309.7 ✓
+80.48	13.4	309.1 ✓
+94.48 = E.L.	13.0	309.5 ✓
87+0	12.8	309.7 ✓
+50	10.7	311.8 ✓
88+0	8.9	313.6 ✓
+50	6.9	315.16 ✓
89+0	5.1	317.4 ✓
+50	3.1	319.4 ✓
+94.34 = W.L. 42 nd St	1.48	321.03 ✓
BM 6.35	327.96	0.90
90+08.31	7.31	320.65 ✓
+84.34 = 7	6.91	321.25 ✓

Dec. 22-23

S.S. 102 7th

8th 1st Rod

3099 Tap

327.96 ✓

24.

90+60.34	7.21	320.75 ✓
+74.34 = E.L. 42 nd	6.92	321.02 ✓
91+0	6.6	321.2 ✓
+50	6.1	321.9 ✓
92+0	4.9	323.1 ✓
+50	4.3	323.7 ✓
93+0	3.4	322.6 ✓
+50	2.8	325.2 ✓
+74.18 = W.L. Van Dyke	2.30	325.66 ✓
BM 2.95	329.07	1.84
94+14.18	3.15	325.92 ✓
+40.18	3.62	325.45 ✓
+54.18 = E.L. Van Dyke	3.46	325.61 ✓
95+0	3.7	325.4 ✓
+50	4.2	322.9 ✓
96+0	4.3	322.8 ✓
+50	6.2	322.9 ✓
97+0	7.9	321.2 ✓
+52.12 = W.L. 43 rd St	9.3	319.3 ✓
+67	10.3	318.8 ✓
+93	9.7	319.4 ✓
98+19	10.5	318.6 ✓
+38.18 = E.L. 43 rd St	10.0	319.1 ✓
+50	9.2	319.9 ✓
99+0	6.8	322.3 ✓

329.07

99+50		4.8	329.3
TP	11.82	336.20	469 324.38
100+0		9.5	326.7
+50		7.3	328.9
101+62.16 = W.L. Fairmount		4.80	331.90
+32.16		4.15	332.05
+52.16		4.19	332.01
" 26' Lt of 1/2 = F.L. 12" Corg. Culvert		4.70	331.50
" 54' Rt of 1/2 = F.L. 12" Corg. Culvert		6.93	329.27
101+62.16 = F.L. Fairmount		4.08	332.12
102+0		3.8	332.9
+50		3.7	332.5
103+0		3.5	332.7
+50		3.2	333.0
104+0		3.0	333.2
+34.63 = W.L. 44 1/2 St		3.1	333.1
+46.6		2.9	333.3
" 26' Lt of 1/2 = F.L. 12" Corg. Culvert		3.83	332.37
" 54' Rt of 1/2 = F.L. 12" Corg. Culvert		5.40	330.80
+64.6		2.9	333.3
+82.6		2.8	333.4
" 26' Lt of 1/2 = F.L. 12" Corg. Culvert		3.89	332.31
" 71' Rt of 1/2 = F.L. 12" Corg. Culvert		5.52	330.68
+94.63 = F.L. 44 1/2 St		2.9	333.30
TP	5.82	329.37	265 333.55

339.37

105+0		6.0	333.2
+50		5.7	333.7
106+0		5.2	334.2
+50		4.7	339.7
107+0		4.5	339.9
+50		3.7	335.7
+64.72 = W.L. Highland		3.15	336.22
+76.7		3.42	335.95
+99.2		2.97	336.90
108+07.22 = A 90° Lt		2.98	336.39
BM	11.58	348.25	265 336.52
+32.2		11.45	336.80
+50		11.04	337.21
109+0		9.97	338.28
+50		9.24	339.01
110+0		8.40	339.85
+50		7.66	340.59
111+0		6.88	341.37
+50		5.97	342.28
112+0		5.23	343.02
+50		4.37	343.88
113+0		3.46	344.79
+50		2.73	345.52
114+0		1.90	346.35
+32.52 = S.L. Dwyer		1.47	346.78

25

	348.25 ✓			
114+73.5		1.35	346.90 ✓	
115+0		0.94	347.31 ✓	
+1353 = H.L. Dm 1964		0.76	347.99 ✓	
B.M.	6.45	354.09 ✓	0.61	347.64 ✓
+50		6.18	347.91 ✓	NWBP Dm 1964 Highland 347.53
116+0		5.80	348.29 ✓	
+50		5.38	348.71 ✓	
117+0		4.97	349.12 ✓	
+50		4.41	349.68 ✓	
118+0		4.00	350.09 ✓	
+50		3.40	350.69 ✓	
119+0		3.04	351.05 ✓	
+50		2.46	351.63 ✓	
120+0		2.03	352.06 ✓	
TP	5.63	357.87 ✓	1.85	352.24 ✓
+50		5.38	352.49 ✓	
121+0		5.05	352.82 ✓	
+1398 = S.L. Landis		5.00	352.87 ✓	
+54		4.65	353.22 ✓	
+80 = Approx Bend of Exul Water Main		4.80	353.07 ✓	
B.M.		434	353.49 ✓	NWBP Landis Highland
B.M.	3.21	356.74 ✓	353.53 ✓	NWBP Landis Highland
Elev. Top of 30" Water Main 34' N of S.L. Landis 6' E of E.L. Highland = West End of 45 Bend		5.92	350.83 ✓	

Walker
Hazard
Harden
3-27-44

Cross Section - K-St.
from V.L. Line 10th Ave to W.L. 15th

Note: Starting BM apparently .05 to .07 Low
See P-41

	5.67	27.12	21.45	
T.P.	3.77	23.86	7.03	20.09
	W.L. 10th			
N cb.	3.92		19.94	
Gut.	4.57		19.29	
N 1/4	4.29		19.57	
N Rail	4.25		19.61	
S Rail	4.30		19.56	
+84 = N Rail curve to 10th	4.35		19.51	
L	4.33		19.53	
N Rail " "	4.31		19.55	
1/4	4.34		19.52	
+26 = S Rail	4.45		19.41	
1/4 + 6	4.59		19.27	
S Gut.	5.18		18.68	
S cb.	4.88		18.98	
	W cb 10th			
S.L. Gut	4.86		19.00	
cb.	4.86		19.00	
S cb. = S Rail	4.42		19.44	
+7 = N Rail	4.23		19.63	
1/4	4.23		19.63	
+65 = S Rail	4.33		19.53	
+12 N " THIS	4.22		19.64	

Plotted
Taper
Sections
x.

Reduced
Large
Scale
Profile
-B

N.W. B.P.
K-St.
+12th
NE 71' high
K-10th

indexed
c/s.K. 14' Walks } 23.86
13' 1/45

27

L	4.22	19.64
+3 = S Rail #1 Track	4.17	19.69
+77 THIS	4.14	19.72
N 1/4	4.21	19.65
cb	4.08	19.78
N Gut.	3.83	20.03
N cb	3.83	20.03
	W 1/4	
N	3.88	19.98
cb.	4.01	19.85
1/4	4.22	19.64
N Rail	4.20	19.66
S "	4.22	19.64
L	4.26	19.60
+10 = N Rail Curve	4.18	19.68
1/4	4.25	19.61
+85 = S " "	4.37	19.49
S cb.	4.29	19.57
+85 = N Rail	4.41	19.45
S.L.	4.50	19.36
	L 10th	
S.L.	4.62	19.24
+12 = N Rail	4.43	19.43
cb.	4.45	19.41
1/4	4.29	19.57
S Rail #2	4.26	19.60

2386

K-St

L	4.26	19.60
S Rail #1	4.25	19.61
N " #1	4.25	19.61
N 1/4	4.19	19.67
Gut	4.00	19.86
N	3.85	20.01
N E 1/4		
N	3.89	19.97
Gut	4.02	19.84 ₁₀₁
+7 63 E	4.09	19.77 MH 24' dia.
1/4	4.19	19.67
N Rail #1	4.30	19.56
S " #1	4.29	19.57
L	4.26	19.60
N Rail #2	4.26	19.60
S " #2	4.26	19.60
S 1/4	4.36	19.50
S Gut.	4.60	19.26
S L.	4.85	19.01
E cb. 10x4		
S L cb.	4.89	18.97
" Gut	4.89	18.97
cb "	4.82	19.04
+1 1'W = 2'x2' ^{Box} cleanout	4.80	19.06
1/4	4.51	19.35
S Rail #2	4.25	19.61
N " #2	4.26	19.60

2386

28

L	4.20	19.66
S Rail #1	4.28	19.58
N " #1	4.27	19.59
N 1/4	4.17	19.69
+12 1'W = 2'x2' ^{Box} cleanout	4.05	19.81
cb	4.04	19.82
N L Gut	3.84	20.02
N L cb	3.84	20.02
0+00 = E.L. 10'10 Arc		
N cb.	3.86	20.00 _{2'x5' open}
Gut-Flow Line	5.06	18.80 Inlet
+2 on Pav	3.80	20.06
1/4	4.10	19.76
N Rail #1	4.20	19.66
S " #1	4.22	19.64
L	4.19	19.67
N Rail #2 on Pav	4.22	19.64
S " #2 " "	4.25	19.61
1/4	4.45	19.41
+10.5	4.80	19.06
Gut 2'x5 open Inlet.	5.85	18.01
S cb.	4.88	18.98
0+05		
S cb.	4.90	18.96
Gut.	5.32	18.54
+2.5	5.29	18.57
+7	4.70	19.16

23.86

K-st

S 1/4	437	19.49
E	413	19.73
N 1/4	409	19.77
710.5	456	19.36
Gut.	460	19.26
cb.	382	20.04

0+50

N Gut in Drive	415	19.71
1/4	383	20.03
+55 H North edge of Rail Rail #1	369	20.17
S " "	372	20.14
E	372	20.14
N " #2 on Pav.	371	20.15
-54 S " " " "	373	20.13
-1/4 South edge of Rail	395	19.91
S Gut.	485	19.01
S cb. $\frac{1}{4} \times 5.5$ $\frac{1}{4} \times 5.4$ 1+00	443	19.43
S cb.	393	19.93
Gut	433	19.53
1/4	348	20.38
S Rail #2	334	20.52
N " #2	334	20.52
E	371	20.65
S Rail #1	322	20.64
N " #1	319	20.67

23.86

29

N 1/4	332	20.54
N Gut	366	20.20
N cb.	293	20.93
TP 6.15	27.31	2.70 2.116
	17.50	
N cb.	581	21.50
Gut.	662	20.69
N 1/4	627	21.04
N Rail #1	614	21.17
S " "	615	21.16
E	621	21.10
N Rail #2	630	21.01
S " #2	630	21.01
1/4	642	20.89
S Gut.	731	20.00
S cb.	683	20.48
	2+00.28 = N.L. 1140	
S cb.	638	20.93
Gut	678	20.53
1/4	602	21.29
S Rail #2	590	21.41
" " "	589	21.42
E	596	21.55
S " #1	565	21.66
N " "	565	21.66
1/4	579	21.52
N Gut.	607	21.24
N cb.	529	22.02

2731
W cb. 11th Ave.

K-st

N.L. in cb.	5.31	22.00
" Gvt.	5.88	21.43
N cb.	5.88	21.43
+ 11 11'E = Sewer MH	5.63	21.68
1/4	5.64	21.67
N Rail #1	5.67	21.64
S " "	5.66	21.65
2	5.75	21.56
N " #1	5.86	21.45
" " #1	5.86	21.45
S 1/4	6.01	21.30
S Gvt.	6.58	20.73
S.L. "	6.79	20.52
S.L. cb.	6.35	20.96
	W 1/4 11th	
S.L.	6.44	20.87
cb.	6.24	21.07
1/4	6.00	21.31
S Rail #2	5.88	21.43
N " #2	5.88	21.43
2	5.80	21.51
S " #1	5.70	21.61
N " #1	5.68	21.63
1/2	5.71	21.60
cb.	5.55	21.76
N.L.	5.36	21.95

2731

30

E 11th

N.L.	5.27	22.04
cb.	5.48	21.83
1/4	5.63	21.68
N Rail #1	5.70	21.61
S " "	5.70	21.61
2	5.79	21.52
N " #2	5.86	21.45
S " "	5.88	21.43
1/4	5.99	21.32
cb.	6.16	21.15
S.L. on Sewer MH.	6.33	20.98
	E 1/4 - 11th Ave	
S.L.	6.48	20.83
cb.	6.20	21.11
1/4	6.06	21.25
S Rail #2	5.89	21.42
N " "	5.89	21.42
2	5.80	21.51
S " #1	5.70	21.61
N " "	5.71	21.60
1/2	5.66	21.65
cb.	5.57	21.74
N	5.45	21.86
	E cb. 11th	
N.L. on Gvt	5.87	21.44
" " cb.	5.29	22.02

2731

E. cb. 11th Cont.		K-57	
N Gut	5.85	21.46	
"	5.69	21.62	
N Rail #1	5.69	21.62	
S " #1	5.68	21.63	
L	5.77	21.54	
N " #2	5.92	21.39	
S " #2	5.93	21.38	
S 1/4	6.06	21.25	
cb.	6.33	20.78	
S.L. on Gut.	6.85	20.46	
" " cb.	6.39	20.92	
0+00 = EL. 11th Ave.			
S cb.	6.26	21.05	
" Gut.	6.75	20.56	
1/4	6.06	21.25	
S Rail #2	5.97	21.34	
N " #2	6.01	21.30	
L	5.81	21.50	
S " #1	5.69	21.62	
N " #1	5.69	21.62	
N 1/4	5.70	21.61	
N Gut.	6.04	21.27	
N cb.	5.28	22.03	
0+50			
N cb.	5.47	21.84	
Gut.	6.24	21.07	
1/4	5.91	21.40	

N Rail #1	5.71	21.60
S " #1	5.80	21.51
L	5.88	21.43
N Rail #2	6.03	21.28
S " #2	6.03	21.28
S 1/4	6.11	21.20
S Gut. in Drive Way.	6.75	20.56
1+00		
S cb.	6.58	20.73
S Gut.	7.05	20.26
1/4	6.33	20.98
S Rail #2	5.6	21.18
N " "	5.4	21.16
L	5.99	21.32
S " #1	5.84	21.47
N " "	5.82	21.49
L 710	6.02	21.29
1/4	6.02	21.29
N Gut.	6.27	21.04
N cb.	5.52	21.79
1+50		
N Gut. in Drive Way.	6.44	20.87
1/4	6.15	21.16
N Rail #1	6.02	21.29
S " "	6.02	21.29
L	6.11	21.20

	<u>2731</u>	K St.	
N Rail #2	628	21.03	
S " "2	627	21.04	
S 1/4	639	20.92	
S Gut	710	20.21	
	210027 = N.L. 12th Ave.		
S cb.	683	20.48	
S Gut	725	20.06	
S 1/4	662	20.69	
S Rail #2	643	20.88	
N " #2	643	20.88	
L	631	21.00	
S Rail #1	623	21.08	
N " #1	616	21.15	
1/4	634	20.97	
N Gut.	650	20.81	
N cb.	588	21.43	
cbk NW 1/4 12th + K	585	21.46	Starting 8th.
T.P.	4.12	25.57	0.01 Error.
	W cb. 12th Ave		
N.L. on cb.	407	21.40	
Gut.	470	20.87	
N cb.	493	20.64	
2' W = L 2' 1/2 Grating.	503	20.54	
N 1/4	475	20.82	
N Rail #1	465	20.92	
S " "	169	20.88	
L	477	20.80	

	<u>2557</u>		32
N Rail #2	496	20.67	
S " #2	490	20.67	
1/4	5.02	20.55	
cb.	5.53	20.04	
S. Gut	5.87	19.70	
S. cb.	5.18	20.39	
	W 1/4		
S.L.	5.82	19.75	
cb.	5.49	20.08	
1/4	5.22	20.35	
S Rail #2 on Pav.	5.10	20.47	
N " " " "	5.03	20.54	
L	4.97	20.60	
S " #1	4.92	20.65	
N " #1	4.82	20.75	
1/4	4.96	20.61	
Gut.	5.02	20.55	
N.L.	4.58	20.99	
	E 12th		
N.L.	4.64	20.93	
Gut.	5.19	20.38	
+ 1/4 = L Sewer MH on Pav	5.18	20.39	
1/4	5.13	20.44	
N Rail #1	5.05	20.52	
S " "	5.12	20.45	
L	5.18	20.39	
N Rail #2 on Pav.	5.23	20.34	
S " " " "	5.35	20.22	

2557 K-57

S 1/4	5.45	20.12
S cb.	5.72	19.85
S L	6.09	19.48

E 1/4 12 1/2

S L	6.58	18.98
cut	6.21	19.36
1/4	5.81	19.76
S Rail #2 on Pav	5.63	19.94
N " " " "	5.50	20.07
L	5.92	20.15
S " #1	5.33	20.24
N " "	5.34	20.23
N 1/4	5.28	20.29
N cut.	5.35	20.22
N.L.	4.81	20.76

E cb. 12 1/2

N 1/4 on cut.	5.37	20.20
" " cb	5.05	20.52
N cut.	5.58	19.99
N 1/4	5.52	20.05
N Rail #1	5.56	20.01
S " #1	5.58	20.02
L	5.59	19.98
N " #2 on Pav	5.69	19.88
S " " " "	5.81	19.76
S 1/4	6.13	19.44

2557

33

S cb cut.	7.00	18.57
N L. on cut.	7.52	18.05
" " cb.	7.17	18.40

0+00 = E.L. 12 1/2 Ave

S cb.	7.12	18.45
* cut.	7.45	18.12
1/4	6.38 6.78	19.19
1.5A = S Rail #2 on Rail	6.10	19.47
" " #2 on Pav	6.08	19.49
L	5.97	19.60
S Rail #1	5.93	19.64
N " #1	6.00	19.57
N 1/4	5.89	19.68
N cut.	5.94	19.63
" cb.	5.16	20.41

0+23

N cut. in driveway	6.81	18.76
+2	6.86	18.71
1/4	6.78	18.79
N Rail #1	6.68	18.89
S " "	6.70	18.87
L	6.70	18.87
+ 1.2' = N Rail #2	6.72	18.85
+ 4.9' = S "	6.68	18.89
1/4	7.22	18.35
S cut.	8.36	17.21
S cb.	7.92	17.65

2557 K. St.

0+50

S cb.	8.86	16.91
" Gut	9.28	16.29
" 1/4	8.32	17.25
+125 = S Rail #2	7.69	17.88
L	7.71	17.86
S Rail #1	7.71	17.86
N " #2	7.69	17.88
N " #1	7.64	17.93
N 1/4	7.77	17.80
Gut.	7.88	17.69
N cb.	7.00	18.57

Switch Point.
D+72 = End Double Track.

N cb.	7.85	17.72
N Gut.	8.64	16.93
" 1/4	8.47	17.10
N Rail #1 5.35 from 1/4	8.48	17.09
S " #1	8.56	17.01
L +3.5 from 1/4	8.50	17.07
" 1/4	9.12	16.45
S Gut.	10.03	15.54
S cb.	9.60	15.97

1+00

S cb.	10.59	14.98
Gut.	11.06	14.51
" 1/4	10.12	15.45

2557

34

L	9.61	15.96
S Rail #1	9.53	16.04
N " "	9.50	16.07
N 1/4	9.52	16.05
N Gut :	9.69	15.88
N cb.	8.89	16.68

1+50 = Approx PC Track to 13th St. South.

N cb.	10.80	14.77
Gut	11.54	14.03
" 1/4	11.39	14.18
N Rail #1	11.34	14.23
S " "	11.34	14.23
L	11.43	14.14
" 1/4	11.97	13.60
S Gut. in Drive Way	12.93	12.64
T.P. 334	16.84	12.07 13.50

1+95

S cb.	5.19	11.65
S Gut Floor open lot	5.58	11.26
+2.5 " " "	5.68	11.16
+3	5.60	11.24
" 1/4	4.54	12.30
+1.7 S Rail Curve	4.42	12.42
+7' N " "	4.20	12.64
L	4.17	12.67
S Rail #1	4.12	12.72
N " "	4.18	12.66

K-57

1684

N ¹ / ₄	413	12.71
+10.5 = Floor open Inlet.	449	12.35 / 2.3 x 5'
N 6' cut. " " "	447	12.37
N cb.	371	13.13
? 2 + 14.2 = V.L.L.	13 ¹ / ₂	
N cb.	388	12.96
cut. Floor	5.04	11.80
+2.5 "	5.00	11.84
+2.5 on Hd wall	389	12.95
1/4	422	12.62
N Rail #1	431	12.53
S " "	423	12.61
L	425	12.59
+9.3 N Rail Curve	441	12.43
S ¹ / ₄	454	12.30
+14 S " "	458	12.26
S ¹ / ₂ + 10.5 on Hd wall	532	11.52
" " Floor	639	10.45
S cut "	644	10.40
S cb.	534	11.48
N cb. 13 ¹ / ₂		
S.L. cut outlet 2.5' x 5.5'	657	10.27 Floor
S.L. cb.	541	11.43
cb. = Int S Rail curve on Pav.	496	11.88
+6 " " " " "	471	12.13
S ¹ / ₄	474	12.10

K-57

1684

35

L	453	12.31
S Rail #1	445	12.39
N " "	445	12.39
1/4	442	12.42
+11.7' 1'E = 2x2 Clearance	420	12.64
cut.	415	12.69
N on cb.	390	12.94
" " Floor open Inlet	493	11.91
W ¹ / ₄ 13 ¹ / ₂		2.1' x 4.5'
N.L.	387	12.97
cb.	405	12.79
1/4	440	12.44
N Rail #1	452	12.32
S " #2	447	12.37
L	450	12.34
S ¹ / ₄	476	12.08
S cut.	490	11.94
+7.5' N Rail Curve on Pav.	505	11.79
S.L.	525	11.59
+1.6 = S " " " "	529	11.55
L 13 ¹ / ₂		
S.L. on Rim Joint 17 ¹ / ₂	512	11.72
cut.	487	11.97
1/4	468	12.16
L	451	12.33
S Rail #1	444	12.40
N " "	448	12.36

1684

K-st.

N 1/4	4.37	12.47
+2	4.30	12.54
cb	4.03	12.81
N	3.85	12.99

E 1/4

N	3.87	12.97
cb	4.04	12.80
1/4	4.27	12.57
N Ruel #1	4.39	12.45
S " "	4.28	12.56
L	4.34	12.50
1/4	4.67	12.17
cb	4.81	12.03
S.L.	5.07	11.77

E cb 131/2

S.L. on Flow	6.22	10.62
S.L. " cb	4.97	11.87
cb	4.89	11.95
+1' 1"W = E 2'x2' Cleanout ^{Box}	4.91	11.93 _{on Ruel}
S 1/4	4.69	12.15
L	4.45	12.39
S Ruel #1	4.26	12.58
N " #2	4.35	12.49
N 1/4	4.14	12.70
+12' 1"W = E 2'x2' Cleanout Box	4.10	12.74
cb	4.07	12.77
N.L. on cb	3.90	12.94 2'x5'
N.L. " Flow Inlet	4.99	11.85

1684

36

0+00 = E.L. 131/2

N cb	3.91	12.93
on Flow 2.5'x5' open Inlet	5.03	11.81
+2.5	5.03	11.81
+3.0	3.91	12.93
1/4	4.23	12.61
N Ruel #1	4.25	12.59
S Ruel "	4.22	12.62
L	4.29	12.55
1/4	4.56	12.28
+ 10.5 on Hd Wall	4.93	11.91
" " Flow 2'x5'	5.89	10.95 open Inlet
cb. Gout "	5.91	10.93
cb.	4.93	11.91

0+05

cb.	4.91	11.93
Gout	5.41	11.43
+2.1' on Flow	5.37	11.47
+6	4.89	11.95
1/4	4.50	12.34
L	4.29	12.55
S Ruel #1	4.19	12.65
N " #1	4.20	12.64
N 1/4	4.21	12.63
+10.5 on Flow Inlet	4.70	12.14
Gout at cb	4.69	12.15
cb.	3.96	12.89

1684

K-54

0+50

N cb. Gut in Drive	4.40	12.44
114.	4.04	12.80
N Ruel #1	3.96	12.88
S " #1	4.02	12.82
L	3.93	12.91
1/4	4.25	12.59
Gut	5.05	11.79
S cb.	4.43	12.41

1400

S cb.	4.08	12.76
Gut.	4.68	12.16
1/4	3.91	12.93
L	3.59	13.25
S Ruel #1	3.64	13.20
N " " S.S. from 1/4	3.66	13.18
1/4	3.75	13.09
N Gut.	4.15	12.69
N cb.	3.36	13.48

1450

N cb.	3.10	13.74
Gut	3.90	12.94
1/4	3.43	13.41
N Ruel #1	3.38	13.46
S " "	3.34	13.50
L	3.37	13.47

1684

TP 4.88 18.76 2.96 13.98 ^{NW 89.} ~~14th St~~ ³⁷
~~13.95~~ - BM
 0.07 diff.

S 1/4	5.56	13.20
S Gut.	6.27	12.49
S Gut.	5.65	13.11

2700 = 14.14th

S cb.	5.26	13.50
Gut.	5.89	12.87
S 1/4	5.26	13.50
L	5.02	13.74
S Ruel #1	5.01	13.75
N " #1	4.98	13.78
N 1/4	5.14	13.62
Gut.	5.56	13.20
cb.	4.92	13.84

E cb. 14th St

NL on cb.	4.83	13.93
" " Gut	5.36	13.40
cb.	5.38	13.43
1/4	5.17	13.59
N Ruel #1	5.07	13.69
S " "	5.09	13.67
L	5.09	13.67
S 1/4	5.20	13.56
cb.	5.63	13.13
S.L.	5.84	12.92
" cb.	5.30	13.46

W

1876

K-St.

E 1/4 14th

S.L.	5.54	13.22
cb.	5.37	13.39
S 1/4	5.27	13.49
E	5.27	13.49
S Rail #1	5.17	13.59
N " #1	5.17	13.59
N 1/4	5.14	13.62
N cb.	5.10	13.66
N.L.	5.00	13.76

E 1/4 14th

N.L.	4.82	13.94
cb.	4.89	13.87
1/4	5.13	13.63
N Rail #1	5.26	13.50
S " "	5.23	13.53
E	5.22	13.54
1/4	5.30	13.46
S cb.	5.34	13.42
S.L.	5.50	13.26

E 1/4 14th

S.L.	5.58	13.18
cb.	5.41	13.35
1/4	5.17	13.59
E	5.21	13.55
S Rail #1	5.14	13.62
N " #1	5.24	13.52

1876

38

N 1/4	5.20	13.56
cb.	5.11	13.65
N.L.	5.05	13.71

E cb. 14th

N.L. Gut.	5.39	13.37
N.L. cb.	4.82	13.94
cb.	5.35	13.41
1/4	5.22	13.54
N Rail #1	5.10	13.66
S " "	5.05	13.71
E	5.06	13.70
1/4	5.22	13.54
cb.	5.65	13.11
S.L. Gut.	5.86	12.90
S.L. Top cb.	5.32	13.44

0700 - E.L. 14th St.

S cb.	5.30	13.46
Gut.	5.96	12.80
+0.4' on Iron Grating.	6.06	12.70 S. edge
+2.8' " " "	6.06	12.70 N. "
+4' on Pav.	5.79	12.97
17'	5.48	13.28
S 1/4	5.21	13.55
E	4.99	13.77
S Rail	5.02	13.74
N " "	5.04	13.72

18.76

K-St

1/4	5.16	13.60
+15.2 = S edge Grating	5.61	13.15
Gut. on "	5.62	13.14
cb.	4.95	13.81
0+07 = E end Grating		
cb.	4.95	13.81
Gut.	5.76	13.00
+3.5 = S edge Grating	5.64	13.12
1/4	5.15	13.61
N Rail	5.00	13.76
S "	4.99	13.77
L	4.98	13.78
1/4	5.16	13.60
+6	5.46	13.30
+9	5.76	13.00
+9.3 = N edge Grating	5.96	12.80
cb. on "	6.04	12.72
S cb.	5.33	13.43
0+50		
S cb	5.17	13.59
S Gut	5.73	13.03
S 1/4	5.09	13.67
L	4.89	13.87
S Rail #1	4.92	13.84
" "	4.90	13.86
N 1/4	5.00	13.76

18.76

39

N Gut	5.49	13.27
N Top cb.	4.82	13.94
1400		
N " "	4.62	14.14
Gut	5.28	13.48
1/4	4.84	13.92
N Rail 5.65	4.74	14.02
S "	4.72	14.04
L	4.74	14.02
S 1/4	4.87	13.89
S cb	5.54	13.22
S cb on top.	5.07	13.69
1450		
S cb.	4.75	13.81
Gut.	5.38	13.38
S 1/4	4.71	14.05
L	4.66	14.10
S Rail	4.52	14.24
N " 5.7	4.48	14.28
1/4	4.67	14.09
N Gut.	5.01	13.75
N cb.	4.33	14.43
1475.5 = Δ in cb on N		
N cb.	4.21	14.55
Gut.	4.84	13.92
1/4	4.64	14.12
1405		

1876		K. St.	
N Rail	6.3	4.42	14.34
S Rail		4.43	14.33
L		4.43	14.33
S 1/4		4.63	14.13
S. gut.		5.33	13.43
S top cb.		4.82	13.94
1+96.1 = Δ in cb on N			
N Top cb.	1/4 5.09 5.25	4.18	14.58
N Gut.	3.0	4.82	13.94
2+100 = Δ in cb. on South 1/4 etc. from N cb. to E			
N Top cb.		4.15	14.61
N Gut		4.84	13.92
1/4		4.47	14.29
N Rail	30	4.38	14.38
S "		4.34	14.42
L		4.40	14.36
1/4		4.74	14.02
+75 = S gut.		5.25	13.51
S cb.		4.74	14.02
2+118 = Δ in cb on South			
S cb. on Rail Curve into Burns	5.20		13.56
T.P.	7.92 21.79	4.89	13.87
S 1/4		7.58	14.21
L		7.36	14.43
S Rail #1		7.30	14.49
N "	3.7	7.34	14.45

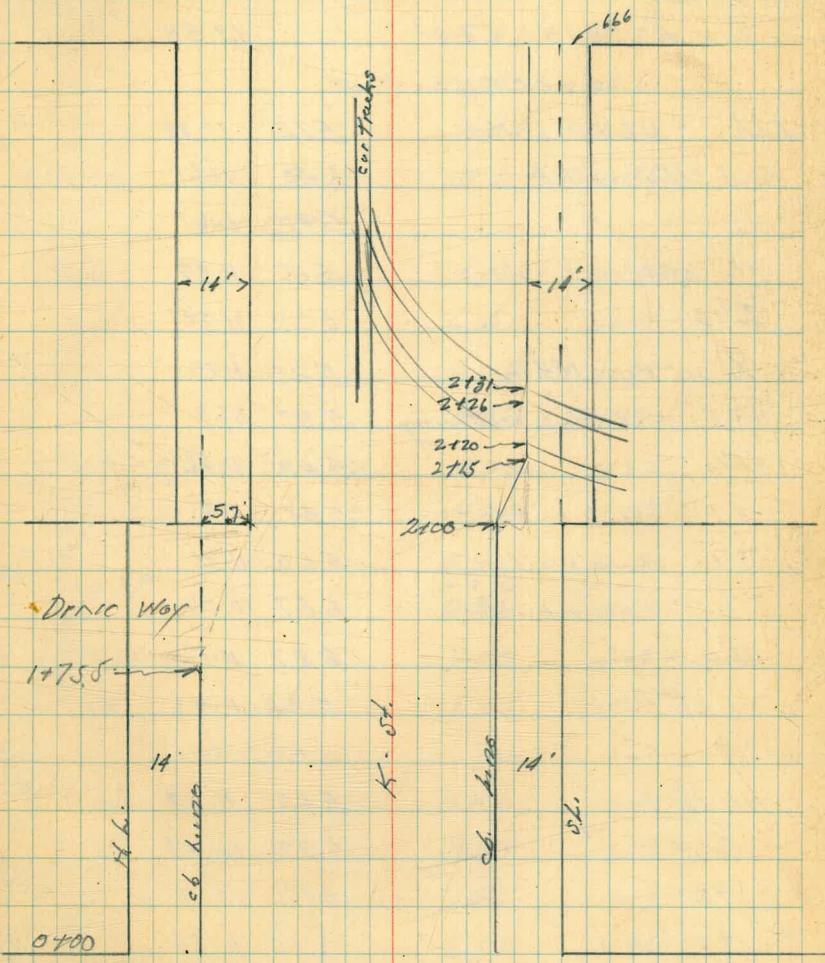
2179		40	
N 1/4		7.40	14.39
N Gut.		7.98	13.81
N cb.		7.16	14.63
2+20 S cb on E Rail		8.19	13.60
+26 = 0 " " W Rail		8.16	13.63
2+31		8.12	13.67
S 1/4		7.57	14.23
+4 on W Rail		7.43	14.36
2+50			
N cb.		7.03	14.76
N Gut.		7.63	14.16
N 1/4		7.25	14.54
N Rail #1	5.5	7.10	14.69
S "		7.11	14.68
L on N Rail curve		7.13	14.66
+5 " S "		7.23	14.56
1/4		7.37	14.42
S Gut. in Area		7.99	13.80
2+73.6 = W Rail Curve to Burns at 5.66			
		7.64	14.15
2+79.6 = E " Above Track			
		7.64	14.15
3+100			
S Top cb.		6.70	15.09
S Gut.		7.33	14.46
S 1/4		6.77	15.02
+8.5 = S Rail Curve to Burns		6.60	15.19
+11.4 = N " " " "		6.51	15.28

N cut.			606	15.73
N cb.			537	16.42
TP	2.94	27.31	442	17.37
TP	4.34	29.88	1.77	25.54
chk. N.W. B.P. Island + 15th			447	25.41
				$25.48 - BM$
				$0.07 = diff$
TP	2.78	28.19	447	25.41 ^{on above} BM
TP	1.17	21.57	7.79	20.40
TP	4.81	19.25	7.13	14.44
chk BM P-37			5.35	13.90 ^{N.W. 14+1/2}
TP	10.64	23.73	6.16	13.09 ^{N.W. 12+1/2}
chk starting BM			2.26	21.47 ^{12+1/2}
				$21.45 - BM$
				0.02

L	6.55	15.24
S Rail #1	6.54	15.25
N " "	6.49	15.30
N 1/4	6.72	15.07
cb. cut	7.09	14.70
N cb. on Top	6.49	15.30
	$3 + 150$	
N Top cb.	5.95	15.84
N cut	6.60	15.19
1/4	6.11	15.68
N Rail #1	5.93	15.86
S " #1	5.96	15.83
L	6.00	15.79
1/4	6.09	15.70
S cut.	6.63	15.16
S cb.	5.93	15.86
	$3 + 96.04 = 111.15$	$15th$
S Top cb.	5.28	16.51
S cut	5.87	15.92
S 1/4	5.42	16.37
+ T.S. - S Rail curve to 15th south	5.32	16.45
L	5.26	16.53
+ 0.4 + N " " "	5.41	16.55
S Rail #1	5.25	16.54
N " #1	5.26	16.53
N 1/4	5.49	16.30

15TH

ST.



DINIC WAY

1+75.5

14

H.L.

cb Auto

0+00

K. St.

St. Auto

14'

St.

14TH

St.

Walker
Hazard
Hardin
4-15-44

Cross Section 13th St.
From S.L. K. St. to S.L. - L. St.
for Street Car Track Removal.

52 Roadway
13' 1/4 S.

This BM Elev
Harmar goes with
Levels on K. St.

3.13 17.01 13.88

N.V. B.P.
K-14+4
P-37

0+00 = S.L. K. St.

E. cb. = Hd. Wall outlet	5.12	11.89
Gut. = Floor outlet	6.40	10.61
+2 " "	6.40	10.61
+2' on Hd. Wall "	5.12	11.89
E 1/4	5.23	11.78
E on R. 1st 1/4	5.29	11.72
+8.5' = E. Rail on Pavng	5.32	11.69
W 1/4	5.42	11.59
+1 " " " "	5.41	11.60
+11 on Hd. Wall	5.60	11.41
" " Floor outlet	6.87	10.14
W Gut " "	6.87	10.14
W cb.	5.58	11.43

0+05

W cb.	5.69	11.32
Gut	6.92	10.09
+2	6.85	10.16
+7	6.15	10.86
1/4	5.72	11.29
+3 = W Rail on Pav.	5.56	11.45
+8 = E. " " "	5.41	11.60

1701

Indexed
C.S.K.

43

E	5.47	11.54
E 1/4	5.53	11.48
+6	5.79	11.22
+11	6.40	10.61
E Gut.	6.47	10.54
E cb.	5.23	11.78
0+25		
E cb.	5.58	11.43
Gut.	6.60	10.41
1/4	6.06	10.95
+4.4	5.83	11.18
+6.8 = E. Rail on Pav	5.74	11.27
+12 = W " " "	5.86	11.15
E	5.96	11.05
+1.5	6.06	10.95
1/4	6.36	10.65
W Gut.	7.02	9.99
W cb.	6.06	10.95
0+50		
W cb.	6.46	10.58
Gut	7.45	9.56
1/4	6.82	10.19
E	6.55	10.46
+7	6.48	10.53
+10' on W Rail on Pav.	6.74	10.77
E 1/4	6.15	10.86
+1 " E " " "	6.12	10.89

0+50 Cont. from P. 43

E 1/4 + 4	17.01	6.35	10.66
E 1/4 + 7		6.48	10.53
E. Gut.		6.92	10.09
E. cb.		6.05	10.96

0+75

E. cb.		6.54	10.47
Gut.		7.23	9.78
+7.3		6.84	10.17
+9.5 = E. Rail on Pav.		6.65	10.36
E 1/4		6.75	10.26
+1.5 = W " " "		6.76	10.25
+3		6.88	10.13
E		6.96	10.05
W 1/4		7.27	9.74
Gut.		7.74	9.27
W. cb.		6.92	10.09

1+00

W. cb.		7.42	9.59
W. Gut.		8.05	8.96
" 1/4		7.66	9.35
E		7.32	9.62
+8.5		7.38	9.65
+11 = W. Rail on Pav.		7.21	9.84
E 1/4		7.20	9.81
+3 = E " " "		7.18	9.83
+6		7.30	9.71
E. Gut.		7.65	9.36
cb.		7.06	9.91

17.01

1+50

E. cb.		8.09	8.92
Gut.		8.72	8.29
1/4		8.27	8.74
+1 = E. Rail on Pav.		8.24	8.77
+6 = W " " "		8.22	8.79
+8.8		8.35	8.66
E		8.35	8.66
W 1/4		8.59	8.42
Gut.		8.98	8.03
W. cb.		8.37	8.64

2+00

W. cb.		9.28	7.73
Gut.		9.92	7.09
1/4		9.44	7.57
E		9.29	7.72
+4.4 = W. Rail on Pav.		9.23	7.78
+9.2 E " " "		9.23	7.78
E 1/4		9.27	7.74
TP 3.64	10.32	9.33	7.68
E. Gut.		2.97	7.35
E. cb.		2.34	7.98

2+50

E. cb.		3.30	7.02
Gut.		3.97	6.35
1/4		3.51	6.81

Cont. P. 45

1032

E'10 + 42 = E Rail on Pav	342	6.90
189 = W " " "	340	6.92
E	348	6.84
W'10	370	6.62
W Gult.	409	6.23
W cb.	350	6.82

3700

W cb.	433	5.99
Gult	499	5.33
1/4	4.64	5.88
L	4.42	5.90
+3.5 on W Rail on Pav.	4.31	6.01
182 E " " "	4.32	6.00
E'14	4.42	5.96
E cb. Gult.	4.96	5.36
E cb.	4.37	5.95

N cb. L-st

E' L' cb.	4.34	5.98
Gult	4.93	5.39
E cb. Gult.	4.29	5.33
E'10	4.59	5.73
+4.4 on E Rail on Pav	4.48	5.84
19.1 W " " "	4.48	5.84
L	4.50	5.77
1/4	4.75	5.57
W cb.	5.00	5.32
W.L. Gult.	4.94	5.38
" on cb.	4.27	6.05

1032

N'14 - L-st

W.L.	4.94	5.38
Gult.	5.18	5.14
1/4	4.83	5.49
L	4.64	5.68
+3.6 - W Rail on Pav	4.65	5.67
+8.3 E " " "	4.62	5.70
1/4	4.73	5.59
Gult.	5.10	5.22
E.L.	4.79	5.53

L - L-st = South End of Track

E.L.	4.68	5.64
cb	5.16	5.16
1/4	4.71	5.61
+4.4 = E Rail on Pav	4.64	5.68
+9.1 - W " " "	4.66	5.66
L	4.69	5.63
W'14	4.91	5.41
W Gult	5.31	5.01
W.L.	4.84	5.48

S'14

W.L.	5.00	5.32
Gult.	5.31	5.01
1/4	4.95	5.37
L	4.77	5.55
E'14	4.78	5.54

45

10.32

E cb. 5.25 5.07

E.L. 4.91 5.41

S cb. - L - St

E.L. on Gut. 5.25 5.07

" cb. 4.83 5.49

cb. on Pav. 5.34 4.98

1/4 4.86 5.46

1/2 4.83 5.49

W 1/4 5.01 5.31

W Gut. 5.35 4.97

W.L. Gut. 5.30 5.02

" cb. 4.88 5.44

J. Lane - L - St

W cb 4.86 5.46

Gut. 5.48 4.84

1/4 5.12 5.20

1/2 4.26 5.36

1/4 4.23 5.39

E Gut. 5.47 4.85

E cb 4.83 5.49

T.P. 7.27 17.06 1.23 9.09

chk 3 Rul #1 07 Ecb Lize 1314 4.47 12.59 P-36

12.58

601

CSMC
SANDPAPER per
M. SP. 6-15-44.

Xsec. Archer St.

Dawes Wly To Add Line

See 2068 For meter boxes

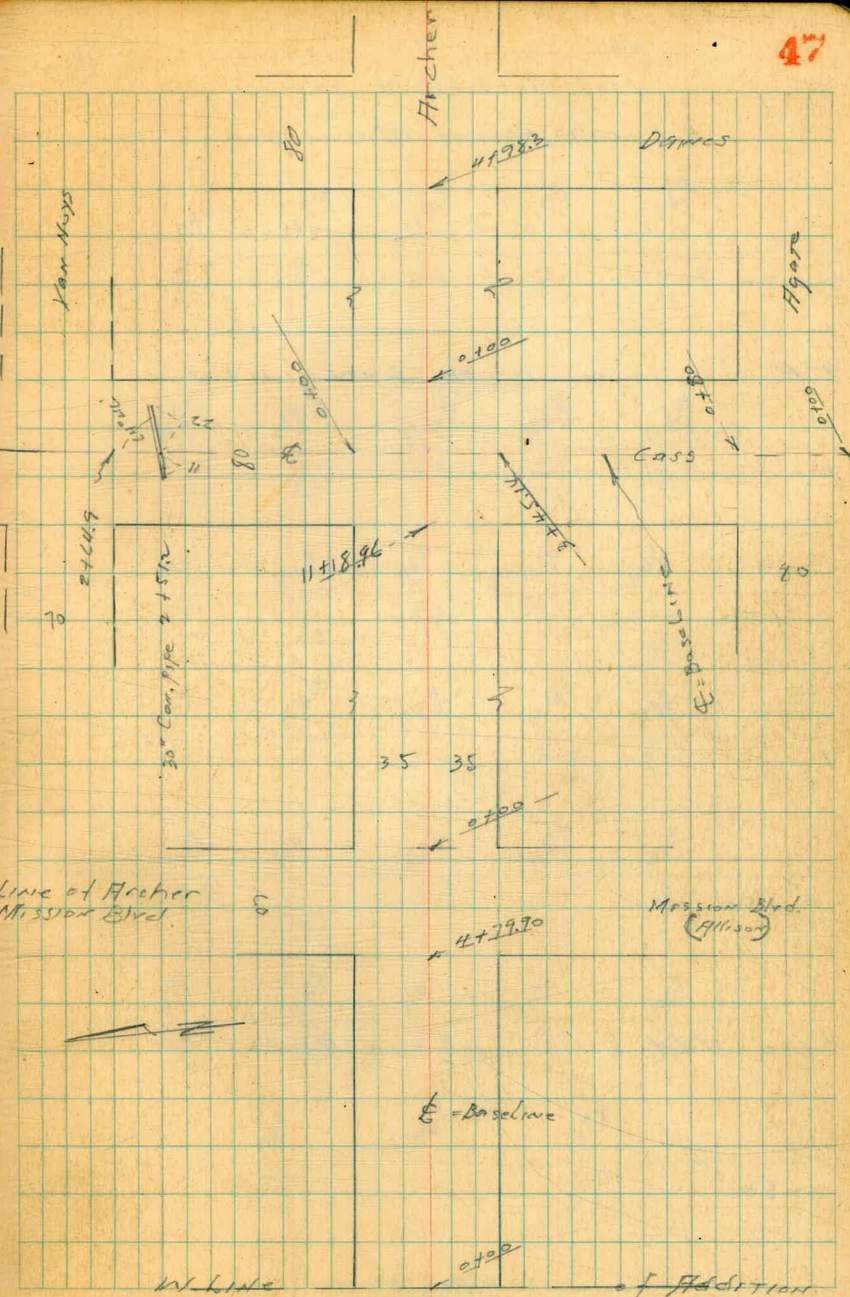
53 7/6/57

B.M. Levels

See F.B. 2154-P2

SEBR	1248	147.33	13x.85	Torque & Cans 57
T.P.	1259	159.75	0.17	F.B. 1377-61
T.P.	6.91	166.07	0.19	
Set B.M. SW 7 Mon			3.51	Case d Archer on Lead
B.M. SW 7 Mon	8.98	173.27		Archer d Dawes 1668-2
T.P.	3.31	171.80	4.78	
check to SW 7 Mon. Cass & Archer			8.74	167.96 0.10
T.P.	0.59	166.22	11.17	
T.P.	0.47	151.09	10.55	
T.P.	1.50	144.35	8.24	
T.P.	1.31	136.31	9.25	
T.P. Mon	4.18	127.44	13.03	SE. Cor. S. 7 Mon. E. 6
T.P.	2.42	119.90	7.98	Line of Archer Mission Blvd.

Notes For Re Cross Section
from Hwy Termination
to Chapelle Mesa Drive
see FB 1774 - 71-76



4 sec Archer St 70' wide
 Beg. 4799 West of Mission Blvd.

42+50

T.P. 1010 127.8 242 117.48

2

150

1

0+50

0+00 Add. Line - W. end Archer

0-50

119.90 End.

127.6

Lt = North

±

PT.

48

	119.6	118.6	118.3	117.3	116.8
	$\frac{8.0}{35}$	$\frac{9.0}{15}$	9.2	$\frac{10.3}{15}$	$\frac{10.8}{35}$
	118.7	117.8	127.58	115.8	114.7
	$\frac{1.2}{35}$	$\frac{2.1}{15}$	3.3	$\frac{4.1}{15}$	$\frac{5.2}{35}$
	117.5	116.8	116.2	115.6	114.6
	$\frac{2.4}{35}$	$\frac{2.1}{15}$	2.7	$\frac{4.3}{15}$	$\frac{5.3}{35}$
	115.7	114.9	114.7	114.1	113.2
	$\frac{4.2}{35}$	$\frac{5.0}{15}$	5.2	$\frac{5.8}{15}$	$\frac{6.7}{35}$
	113.7	112.7	112.8	112.6	111.7
	$\frac{6.2}{35}$	$\frac{7.2}{15}$	7.1	$\frac{7.3}{15}$	$\frac{8.2}{35}$
	112.0	110.8	111.1	110.8	110.1
	$\frac{7.9}{35}$	$\frac{9.1}{15}$	8.8	$\frac{9.1}{15}$	$\frac{9.8}{35}$
		110.0	108.7	108.1	
		$\frac{9.9}{35}$	11.2	$\frac{11.8}{35}$	
			119.90		

W. 66 in gutter

W. 6. + 7

Mission Blvd.
60' wide
10' cbs

W. 79.90 w. Mission Blvd.

T.P. 7.89 131.29 4.18 123.40

+ 40

4

3+50

3+17 & 3' con. walk

3+00

127.58

124.4	123.5	122.8	122.3	121.5	
5.9 35	7.8 15	8.5	8.0 15	9.8 35	
125.4	123.9	123.1	122.6	122.2	123.3
5.9 35	7.4 15	8.2	8.7 15	9.1 30	8.0 35
126.4	124.1	123.5	122.8	122.8	123.7
4.7 35	7.2 15	7.8	8.5 15	8.5 25	7.6 35
126.1	124.9	131.7 124.5	123.3	123.0	
1.5 35	2.7 15	3.1	4.3 15	4.6 35	
124.9	124.0	123.4	122.4	121.6	
2.7 35	3.5 15	4.2	5.2 15	6.0 35	
123.3	122.3	121.9	120.8	120.3	
4.3 35	5.3 15	5.7	6.8 15	7.3 35	
122.29					
5.29 33.4					
121.6	120.4	119.6	119.0	118.9	
6.0 35	7.2 15	8.0	8.6 15	8.7 35	
		127.58			

0 + 60

0 + 30

E.L. Mission Blvd = 0 + 00

E c6 + 7

E c6

E + 18

E + 15 in gutter

E Mission Blvd.

131.29
~

	130.7	129.6	129.2	127.6	126.8
	0.5 35	1.7 15	2.1	3.7 15	4.5 35
	129.6	128.2	128.0	127.3	126.4
	1.7 35	3.1 35	3.3 15	4.0	4.9 15
	128.6	125.5	124.5	123.8	124.6
	2.7 35	5.8 15	6.8	7.5 15	6.7 35
	126.1	124.8	124.1	123.4	122.5
	5.2 35	6.5 15	7.2	7.9 15	8.8 35
	125.5	124.6	123.9	123.2	122.5
	5.8 35	5.7 15	7.4	8.1 18	8.8 35
	125.5	124.6	123.8	123.2	122.5
	5.8 35	6.7 15	7.5	8.1 18	8.8 35
	125.0	124.1	123.4	122.7	122.2
	6.3 35	7.2 15	7.9	8.6 15	9.1 35
	125.8	124.9	124.2	123.6	122.9
	5.5 35	6.4 15	7.1	7.7 15	8.4 35

131.29
~

2+43

T.P. 6.03 138.62 301 132.59

2+33

2+00

1+50

1+30

1+25

1+18

1+00

T.P. 5.99 135.60 168 131.29
129.61

1340 1331 1292 1280 1260 1266 1315 1308
4.6 5.5 9.2 10.6 12.6 12.6 7.1 7.8
35 15 10 15 15 15 20 35

1337 1330 1325 1323 1293 1257 1311 1307
1.2 2.6 3.1 3.3 6.3 7.9 4.5 4.9
35 15 10 10 20 20 28 35

1330 1324 1318 1312 1251 1261 1298
2.6 3.2 3.3 4.4 10.5 6.5 5.8
35 15 15 15 30 35 40

1321 1315 1308 1302 1293 1299 1226 1282
3.5 4.1 4.8 5.4 6.3 5.7 12.7 7.4
35 15 15 15 28 35 50 Wash

1302 1293 1285 1283 1224
5.4 6.3 7.1 7.3 13.2
15 35 43 58
IN WASH

1301 1293 1283 1244 1282
5.5 6.3 7.3 11.2 2.4
15 27 35 42

1300 1292 1284 1240
5.6 7.2 7.2 11.6
15 35 45

1306 1298 1292 1284 1281 1293
5.0 5.8 6.4 7.2 7.5 6.3
35 15 15 15 25 35

135.60

3 + 35

3 + 15

3 + 10

3 + 2

2 + 85

2 + 64

2 + 58

1 + 50

1364	1361	1301	1295	1354	1347	1345	1342
$\frac{22}{35}$	$\frac{25}{28}$	$\frac{85}{18}$	$\frac{91}{14}$	$\frac{22}{9}$	37	$\frac{41}{15}$	$\frac{44}{35}$
1357	1352	1289	1306	1339	1338	1331	
$\frac{29}{35}$	$\frac{24}{21}$	$\frac{97}{15}$	$\frac{80}{5}$	47	$\frac{48}{15}$	$\frac{55}{35}$	
1356	1344	1297	1289	1293	1337	1337	1327
$\frac{30}{35}$	$\frac{42}{15}$	$\frac{89}{11}$	$\frac{97}{3}$	93	$\frac{49}{2}$	$\frac{49}{15}$	$\frac{59}{35}$
	1353	1344	1325	1281	1290	1334	1331
	$\frac{33}{35}$	$\frac{42}{15}$	$\frac{51}{10}$	10.5 wash	$\frac{96}{4}$	$\frac{52}{7}$	$\frac{55}{15}$
	1348	1343	1321	1318	1299	1279	1329
	$\frac{38}{35}$	$\frac{43}{15}$	$\frac{65}{10}$	68	$\frac{97}{2}$	$\frac{107}{9}$	$\frac{57}{11}$
	1342	1335	1333	1296	1295	1274	1322
	$\frac{44}{35}$	$\frac{51}{20}$	$\frac{53}{8}$	$\frac{90}{6}$	94	$\frac{112}{11}$	$\frac{64}{15}$
	1341	1332	1332	1305	1265	1319	1315
	$\frac{45}{35}$	$\frac{54}{15}$	$\frac{54}{5}$	81	$\frac{121}{11}$	$\frac{67}{17}$	$\frac{71}{35}$
	1342	1334	1284	1332	1326	1306	1263
	$\frac{44}{35}$	$\frac{52}{17}$	$\frac{102}{7}$	$\frac{54}{5}$	60	$\frac{80}{6}$	$\frac{123}{9}$
						$\frac{102}{18}$	$\frac{71}{20}$
							$\frac{79}{35}$

1386

1386

4 + 50

4 + 00

4 + 00

T.P. 7.86 144.96 1.52 137.10

3 + 80

3 + 75

3 + 70

3 + 58

3 + 50

138.6~

	140.1	138.8	139.2	138.3	138.2
	$\frac{4.9}{35}$	$\frac{5.2}{15}$	5.8	$\frac{6.7}{15}$	$\frac{6.8}{35}$
	133.1	137.2	138.4	137.4	136.8
	$\frac{11.9}{43}$	$\frac{7.8}{40}$	$\frac{6.6}{35}$	$\frac{7.6}{15}$	$\frac{8.5}{15}$
	132.9	134.4	138.0	137.4	136.2
	$\frac{12.1}{44}$	$\frac{10.6}{35}$	$\frac{7.0}{30}$	$\frac{7.6}{15}$	$\frac{8.8}{15}$
	137.2	131.9	131.2	136.8	144.96
	$\frac{1.4}{43}$	$\frac{6.7}{35}$	$\frac{7.4}{25}$	$\frac{1.8}{17}$	137.0
	131.8	131.2	132.4	136.4	135.6
	$\frac{6.8}{35}$	$\frac{7.6}{20}$	$\frac{6.2}{1}$	$\frac{2.3}{4}$	$\frac{3.0}{15}$
	135.2	133.6	131.9	131.5	136.4
	$\frac{2.4}{35}$	$\frac{5.0}{34}$	$\frac{6.7}{18}$	$\frac{7.1}{7}$	$\frac{3.7}{4}$
	136.5	132.5	130.9	135.7	135.9
	$\frac{2.1}{35}$	$\frac{6.1}{24}$	$\frac{8.3}{7}$	$\frac{2.9}{4}$	2.7
	136.8	135.9	130.6	130.0	135.4
	$\frac{1.8}{35}$	$\frac{2.7}{29}$	$\frac{8.0}{17}$	$\frac{8.6}{5}$	$\frac{3.2}{3}$
	134.8	134.9	135.0	134.9	135.0
	$\frac{3.8}{15}$	$\frac{3.7}{15}$	$\frac{3.5}{35}$	$\frac{3.7}{15}$	$\frac{3.5}{35}$
	134.4	134.4	134.4	134.4	134.4
	$\frac{4.2}{35}$	$\frac{4.2}{35}$	$\frac{4.2}{35}$	$\frac{4.2}{35}$	$\frac{4.2}{35}$

138.6~

7190

7175

7150

7100

6150

T.P

11.58

154.81

1.73

143.23

6100

5150

5100

144.96

1461	1468	1488	1493	1488	1472
$\frac{8.7}{35}$	$\frac{8.0}{20}$	$\frac{6.0}{15}$	5.5	$\frac{6.0}{15}$	$\frac{7.0}{35}$
	1506	1502	1499	1490	1489
	$\frac{4.2}{35}$	$\frac{6.0}{15}$	4.9	$\frac{5.8}{15}$	$\frac{5.9}{35}$
	1496	1491	1488	1484	1482
	$\frac{5.2}{35}$	$\frac{5.7}{15}$	6.0	$\frac{6.4}{15}$	$\frac{6.0}{35}$
	1472	1469	1471	1467	1467
	$\frac{7.0}{35}$	$\frac{7.7}{15}$	7.7	$\frac{8.1}{15}$	$\frac{8.1}{35}$
	1450	1446	1446	1444	1442
	$\frac{7.8}{35}$	$\frac{10.2}{15}$	10.2	$\frac{10.4}{15}$	$\frac{10.6}{35}$
	1437	1433	<u>154.81</u>	1428	1426
	$\frac{1.3}{35}$	$\frac{1.7}{15}$	1.8	$\frac{2.2}{15}$	$\frac{2.4}{35}$
	1429	1419	1419	1416	1412
	$\frac{2.1}{35}$	$\frac{3.1}{15}$	3.1	$\frac{3.5}{15}$	$\frac{3.8}{35}$
	1417	1405	1406	1401	1398
	$\frac{3.3}{35}$	$\frac{4.5}{15}$	4.4	$\frac{4.9}{15}$	$\frac{5.2}{35}$
					<u>144.96</u>

Archer

8+87

8+84

8+63

8+45

T.P. 5.28 150.28 9.81 145.00

8+30

8+15 double S wash here

8+10

8+07

154.81

146.1 4.2 50	145.3 5.0 35	145.3 5.0 30	153.4 +3.1 24	152.5 +4.2	154.0 +3.7 7	139.2 11.1 20	153.5 +3.2 35	152.9 +2.6 46	55			
146.3 4.0 50	145.3 5.0 35	145.1 5.2 19	153.3 +3.0 18	154.1 +3.8	153.8 +3.5 5	139.8 10.5 5	139.3 12.0 35	147.9 2.4 50				
147.7 2.6 50	146.3 4.0 35	144.7 5.6 24	144.5 5.8 14	150.7 +0.4 11	151.1 +0.8	151.0 +0.7 2	140.1 10.2 2	140.6 9.7 20	142.7 7.6 30	142.0 8.3 35	138.6 11.7 50	137.3 11.0 55
147.1 3.2 50	147.1 3.2 35	146.7 3.6 30	143.9 6.4 22	144.3 6.0 10	146.0 4.3 7	146.0 4.3	145.4 4.7 5	140.9 8.4 12	140.4 9.9 21	142.8 7.5 27	143.0 7.3 35	142.1 8.2 50
146.1 8.7 50	147.2 7.6 35	145.8 9.0 19	142.7 12.1 15	150.28 143.9 11.0	144.5 10.3 17	141.8 12.0 24	140.8 14.0 31	145.2 9.0 35	142.7 12.1 50			
146.6 8.2 50	146.2 8.6 35	146.2 8.6 18	145.8 9.0 10	142.6 14.2 8	142.5 12.3 EWash	142.5 12.3 15	141.7 13.1 31	146.7 8.1 36	144.2 10.6 50			
				144.5 10.3	142.6 12.4 5	141.6 13.4 23	145.5 9.3 26	147.0 7.8 35	145.9 8.9 50			
	147.0 7.8 50	146.7 8.1 35	146.1 8.7 15	147.2 7.6	148.2 6.6 75	147.2 7.6 35	146.4 8.4 50					
					154.81							

11 + 00

10 + 58

10 + 30

10 + 00

T.P. 11.23 169.04 4.59 157.79

9 + 70

9 + 30

8 + 98

T.P. 12.54 162.38 2.24 149.84
150.28

162.4	164.5	169.3	169.3	169.0	162.6
<u>4.6</u>	<u>4.5</u>	<u>4.7</u>	<u>5.7</u>	<u>6.0</u>	<u>6.4</u>
35	15		4	15	35

162.7	161.7	161.9	161.1	160.5	160.52
<u>6.3</u>	<u>7.3</u>	<u>7.1</u>	<u>2.9</u>	<u>8.5</u>	<u>8.50</u>
35	15		15	32.2	45.2

161.1	160.6	160.9	159.4	159.3
<u>7.9</u>	<u>8.4</u>	<u>8.1</u>	<u>9.6</u>	<u>9.7</u>
35	15		15	35

160.0	159.0	159.2	158.1	157.4
<u>9.0</u>	<u>10.0</u>	<u>9.8</u>	<u>10.9</u>	<u>11.6</u>
35	15		15	35

158.5	159.5	169.02	156.8	156.3
<u>3.9</u>	<u>4.9</u>	<u>5.4</u>	<u>5.6</u>	<u>6.1</u>
35	15		15	35

156.2	155.2	155.6	154.6	154.3
<u>6.2</u>	<u>7.2</u>	<u>6.8</u>	<u>7.8</u>	<u>8.1</u>
35	15		15	35

155.3	154.0	154.9	153.9	153.4
<u>7.1</u>	<u>8.4</u>	<u>7.7</u>	<u>8.5</u>	<u>9.0</u>
35	15		15	35

162.38

514. 90.
Broken 7' apron
Con.

E.L. Cass = 0 + 100

E c6

E 1/4

C

W 1/4

C6 + 4

W c6

11 + 18.96 W.L. Cass = 80' wide
 14' curbs
 13' 1/4"

169.07

168.7	165.9	165.6	165.0	165.2
-------	-------	-------	-------	-------

0.3	3.3	3.4	4.0	3.8
35	15		15	35

167.5	165.5	165.0	164.4	164.1
-------	-------	-------	-------	-------

1.5	3.5	4.0	4.6	4.9
35	15		15	35

167.5	165.3	164.5	164.0	163.8
-------	-------	-------	-------	-------

2.5	3.7	4.5	5.0	5.2
35	15		15	35

167.4	165.4	164.8	164.3	163.6
-------	-------	-------	-------	-------

2.6	3.6	4.2	4.7	5.4
35	15		15	35

166.2	165.2	164.6	164.1	163.4
-------	-------	-------	-------	-------

2.8	3.8	4.4	4.9	5.6
35	15		15	35

165.7	164.7	163.9	163.4	162.8
-------	-------	-------	-------	-------

3.3	4.3	5.1	5.6	6.2
35	15		15	35

165.8	165.2	164.4	163.7	163.0
-------	-------	-------	-------	-------

3.2	3.8	4.6	5.3	6.0
35	15		15	35

165.4	164.6	164.5	163.8	163.6	162.9
-------	-------	-------	-------	-------	-------

3.6	4.4	4.5	5.2	5.4	6.1
35	15		15	15	35

169.07

T.P. 590 174.58 4.90 168.68

3+00

2+50

2+00

1+50

1+00

0+80

0+49

2.5 Rib- 8' overall
 & do. Rib. Con. drive on N

T.P. 5.84 173.58 1.30 167.72

169.04

170.7	169.94	168.9	168.5	168.0	167.8	167.7
2.9 35	4.2 15	4.7 12	5.1	5.6 10	5.8 15	6.4 35

169.9	168.7	168.2	167.7	167.7	166.8
3.7 35	4.9 15	5.2	5.9 11	5.9 15	6.8 35

169.9	169.1	168.7	168.1	167.8	167.7	167.0
3.7 35	4.5 15	4.9 13	5.5	5.8 10	5.9 15	6.0 35

170.0	168.7	168.4	168.2	168.5	167.8
3.6 35	4.9 15	5.2	5.2 10	5.1 15	5.8 35

170.3	169.3	168.7	168.4	168.2	168.3	167.4
3.3 35	4.3 15	4.9 13	5.2	5.2 10	5.3 15	6.2 35

170.0	168.9	168.3	168.2	167.7	168.2	167.1
3.6 35	4.7 15	5.3 13	5.2	5.9 10	5.2 15	6.5 35

169.33	167.9	167.4	167.4	166.8	167.4	166.3
Rib. drive 4.25 35.3	5.7 15	6.2 10	6.2	6.8 11	6.2 15	7.3 35

173.58

SW 7' Mont
check to B.M. Archer + Dawes 10.29 10.429 10.429
P. 47

£ Dawes

4 + 98.3 = W.L. Dawes = 80' wide

4 + 65

4 + 30

4 + 00

3 + 65

3 + 35

Reduced & plotted
Profile 2778
6-21-99
CBH

174.58

M.H.R.M

169.5	167.8	166.2	165.9	164.4	163.2	
$\frac{5.1}{35}$	$\frac{4.8}{20}$	$\frac{8.4}{15}$	8.7	$\frac{10.4}{15}$	$\frac{11.4}{35}$	
170.9	168.2	166.9	166.3	164.8	164.3	
$\frac{3.7}{35}$	$\frac{6.4}{17}$	$\frac{7.7}{15}$	8.3	$\frac{9.8}{15}$	$\frac{10.3}{35}$	
171.5	169.3	168.1	167.6	166.4	165.3	
$\frac{3.1}{35}$	$\frac{5.3}{17}$	$\frac{6.5}{15}$	7.0	$\frac{8.2}{15}$	$\frac{9.3}{35}$	
172.3	170.3	169.3	168.7	167.9	166.5	
$\frac{2.3}{35}$	$\frac{4.3}{15}$	$\frac{5.3}{13}$	5.9	$\frac{6.7}{15}$	$\frac{8.1}{35}$	
172.5	170.8	169.9	169.2	168.5	168.6	167.4
$\frac{2.1}{35}$	$\frac{4.8}{15}$	$\frac{4.7}{13}$	5.4	$\frac{5.1}{9}$	$\frac{6.0}{15}$	$\frac{7.4}{35}$
172.5	170.3	169.0	168.5	167.6	166.7	
$\frac{2.1}{35}$	$\frac{4.3}{15}$	$\frac{5.6}{12}$	6.1	$\frac{7.0}{15}$	$\frac{7.9}{35}$	
171.4	169.3	168.5	168.3	167.6	166.8	
$\frac{3.2}{35}$	$\frac{5.3}{15}$	$\frac{6.1}{12}$	6.3	$\frac{7.0}{15}$	$\frac{7.8}{35}$	

174.58

Xsec Cass St.
Hgate to Van Nuys

0 + 80 N L Hgate

0 + 58

0 + 55

0 + 40

0 + 25

0 + 21

0 + 00 S. L. Hgate

SW T' Max.
Archer
& Cass

1.10

164.16

163.06

P. 47

Plotted Profile # 2260
6-21-44

L

R

R

60

154.1	153.2	154.3	155.0	154.8	156.2	156.6
7.7 40	9.0 24	9.9 31	9.2	9.4 14	8.0 17	7.6 40
153.6	154.0	153.2	154.0	153.8	154.4	155.6
10.6 40	10.2 20	11.0 22	10.2	10.4 14	8.8 17	8.6 40
153.0	152.8	153.9	153.5	154.5		
11.2 40	11.4 22	10.3	10.7 14	9.7 40		
152.5	152.2	153.2	152.8	154.0		
11.7 40	12.0 24	11.0	11.4 15	10.0 40		
151.1	151.6	152.4	152.0	153.4		
12.3 40	12.6 22	11.8	12.2 16	10.8 40		
151.8	151.5	152.2	151.1	153.7	154.2	
12.4 40	12.7 22	12.0	12.5 15	10.5 18	10.0 40	
151.3	151.1	151.5	151.1	150.8	152.6	152.8
12.9 40	12.5 25	13.7 20	13.1	13.4 16	11.6 18	11.4 40

164.16

3+45.14 - 25.5 Lt. = Ely. of planting
 S.W. Archer St. - 31.2 Rt. = wly. of planting
 3+35 - 28.5 Rt. - \pm F.H.
 3+30 - 29.5 Lt. - \pm 16" Euc.
 3+23 - 22.8 Rt. = wly. of planting \pm 3' Con.
 3+18 - 29.5 Lt. = \pm 24" Euc.
 3+08 - 29.5 Lt. = \pm 18" Euc.
 3+05 - 25.5 Lt. = Beg Ely of 7' Planting - with Rock Border
 2+86 \pm 3' Con. walk

2+82 - 22' Rt. = Beg. Heavy flower planting wly.
 2+88 \pm 7.5 Con. drive

2+44 \pm 7" wide flagstone walk
 2+25 - 40.3 Lt. = \pm 7.3 Conc. Dr.
 2+13 = \pm Sewer M.H.
 2+04 - 30.4 Lt. = \pm P. pole + P. 5274 59.90 on Rim
 2+00

~~1+96~~
~~1+81~~ } see page 82 this book
 for Add. shots.
 1+50

164.10
 New Elev - 2-20-53
 7.0.

	162.9	163.6	165.2				
	162.84	162.60	162.6	162.2	163.0	163.0	163.3
Walk	1.52	1.6	2.0	1.2	1.2	0.9	0.1
Approach	39.9	27	23	10	10	13	40
	161.48	161.47	161.3	161.3	162.0	161.8	162.6
	2.69	4.9	2.9	2.2	2.4	1.6	1.1
Approach	39.7	39	23	10	10	13	40
Walk		160.78	160.8	161.6	161.3	162.0	162.9
drive	3.38	3.4	2.8	2.9	2.2	1.3	1.3
	39.7	23	10	10	13	40	40
	160.26	160.35	160.4	160.0	161.0	160.8	161.7
	3.2	3.8	4.2	3.2	3.4	2.5	2.0
Approach	39	27	21	10	10	13	40
	59.52	59.73	59.8	59.6	59.6	59.6	59.6
Dr.	158.9	159.6	158.5	159.6	159.6	160.5	161.5
	5.3	4.6	5.7	4.6	4.8	3.7	2.7
	40	26	24	12	12	16	40
	156.7	159.4	156.5	157.7	157.5	159.0	159.9
	7.5	6.8	7.7	6.5	6.7	5.2	4.3
	40	26	23	12	12	16	40
	153.6	156.0	155.5	156.4	156.1	157.5	158.0
	8.6	8.0	8.7	7.8	8.1	6.7	6.2
	40	25	23	14	14	16	40

164.10

Cass S

LT & R7

Note
See FB 2267 for 170w improvements

* re-cross section for yardage
1/22/53 out

1+70

1+85

1+00

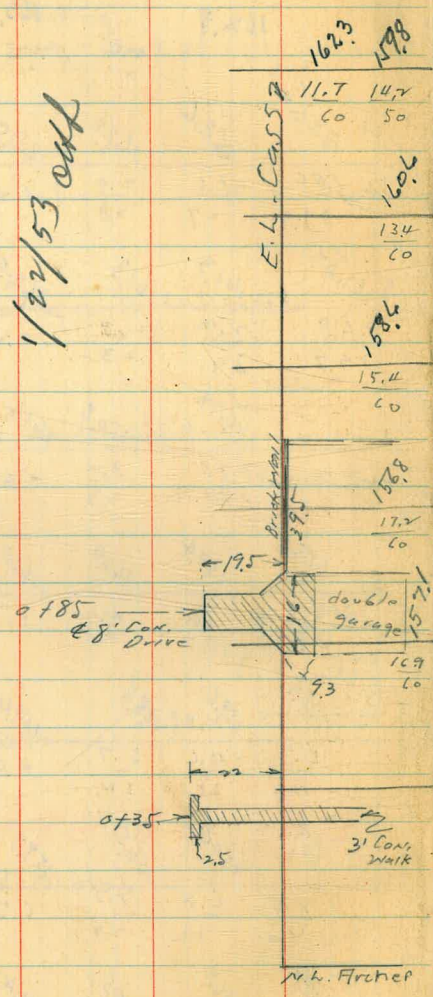
0+85

0+80

0+35

0+00 - N.W. Archer

T.P. on 10.93 173.99 110 16306
SW 7' Mon 164.16
Cass I
Archer.



162.3	147.7	14.6	13.0	11.1	10.0	8.4	4.9	4.3	3.7	4.5	2.4	1.5
149.8	60	40	27	25	18	8	3	17	30	34	40	
160.6	13.4	14.3	14.2	15.7	16.0	6.3	2.7	3.7	3.0	2.0	2.0	
158.4	60	40	33	30	25	11	3	33	20	40		
158.8	15.4	15.8	15.8	15.9	17.0	17.05	16.97	17.00	17.04	17.16		
157.7	60	50	45	35	28	15	8	6	20	40		
157.7	17.2	15.7	15.84	15.9	16.86	16.98	16.91	16.98	16.99	17.038	17.129	17.147
157.6	60	51	47	35	30	13	10	12	17	20.5	36.5	40
159.1	16.9	15.76	15.91	16.83	16.91	16.89	16.96	16.98	16.99	17.038	17.129	17.147
164.5	60	50	43	40	40	16	10	11	17	20.5	36.5	40
167.8	16.9	16.4	14.9	5.7	4.9	5.1	4.4	4.4	4.1	3.6	2.70	2.54
167.2	60	40	30	20	16	10	10	10	17	20.5	36.5	40
168.1	16.9	16.4	14.9	5.7	4.9	5.1	4.4	4.4	4.1	3.6	2.70	2.54
168.1	60	40	30	20	16	10	10	10	17	20.5	36.5	40
168.67	16.9	16.4	14.9	5.7	4.9	5.1	4.4	4.4	4.1	3.6	2.70	2.54
170.84	60	40	30	20	16	10	10	10	17	20.5	36.5	40
171.40	16.9	16.4	14.9	5.7	4.9	5.1	4.4	4.4	4.1	3.6	2.70	2.54
171.40	60	40	30	20	16	10	10	10	17	20.5	36.5	40

165.1 — 167.4 168.7
See P. 57

164.5 - 164.8 165.6

173.99

± walk
beg. steps

check to orig. B.M. 9.59 163.06 163.06

T.P. 170 172.65 4.30 170.87

3+00 R Van Noy's

Set B.M. SW T^{con. class &}
N.W. Van Noy's 6.58 168.59

2+72

2+68

2+64.9 S.W. Van Noy's

2+57

2+55

175.17

170.4	170.4	170.3	169.6	169.8		
$\frac{4.8}{40}$	$\frac{4.8}{20}$	4.9	$\frac{5.6}{20}$	$\frac{5.6}{20}$		
168.8	168.5	169.4	169.0	168.7	169.2	
$\frac{6.4}{40}$	$\frac{6.7}{17}$	5.8	$\frac{6.2}{19}$	$\frac{6.5}{24}$	$\frac{6.0}{20}$	
		169.3	169.1	165.3	165.8	166.3
		5.9	$\frac{6.1}{19}$	$\frac{8.9}{24}$	$\frac{8.4}{20}$	$\frac{8.9}{50}$
168.2	168.2	168.9	169.3	169.1	165.3	165.8
$\frac{7.0}{40}$	$\frac{7.0}{15}$	$\frac{6.3}{10}$	5.9	$\frac{6.1}{19}$	$\frac{9.9}{20}$	$\frac{9.4}{20}$
					$\frac{8.9}{50}$	
		169.1	169.1	165.1	165.5	166.0
		6.1	$\frac{6.1}{18}$	$\frac{10.1}{20}$	$\frac{9.7}{20}$	$\frac{8.2}{50}$
		169.1	169.1	166.8	167.6	168.0
		6.1	$\frac{6.1}{18}$	$\frac{8.4}{25}$	$\frac{7.6}{20}$	$\frac{7.2}{50}$

175.17

Levels Thorn St. Water Main
P.LINE

Alignment Pages ↓

BM	4.96	322.87		317.91	NWBP Thorn + Gregory Page 18
33+11.52	BC RT		3.81	319.06	
+53.7			4.00	318.87	
+95.88	FC		4.38	318.99	
34+29.90	BC		4.49	318.38	
+72.1			4.63	318.29	
35+14.26	FC		5.72	317.15	
+50			7.81	315.06	
36+0		✓	11.41	311.96	
TP	0.74	310.93	12.68	310.19	
+53.33	Δ 63°28' Alt		2.89	308.02	
+39.06	SEE PAGE 46 - F.S. 679 EWF		6.27	309.66	
37+0	362.85.73		9.45	301.98	
+50 ³⁷	35.73				
TP	0.94	299.41	12.46	298.49	
38+0	374.85.73		2.87	296.59	
	38+05.75				
+20.00	Δ 14°00' RT		5.11	299.30	
+50+	35.73		7.74	291.67	
39+0	85.73		8.39	291.02	
	39+16.93				
+37.2	1/4 Conc Pav		7.84	291.57	
+37.87	= 39+25.60 Head		7.54	291.87	
For Check	39+24.47	9	7.58	291.82	291.82

checked by M. H. [unclear]
wat. Div.

June 29 44
Sisson
Bliss
Osborne

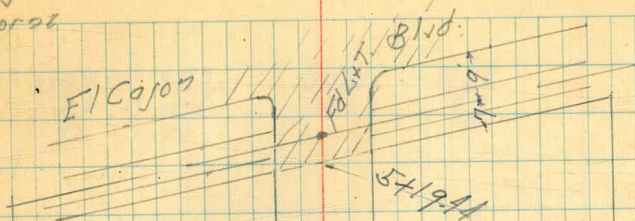
65

Cross Section Alley Block 45
Tract No 1368 Levels next page

Sept. 9-44
J. J. Jones
B. J. N.
Asborer

indexed
C.S.M.

66



Block 45
Tract No 1368

49166

10x16

Wipona



1+0

0+91

0+84

11.8 Lt of Z = Nly Picket Fence

0+67

10' Rt of Z = Sly + 1/2 S Cypress Hedge

0+63

TP

5.20

362.27

6.68

357.07

0+55

0+43

11.2 Lt of Z = Sly Picket Fence

0+29

0+13

11.3 Lt of Z = Nly Hedge

0+0

= N.L. Trojan = Sly as Conc Wall + Sly Hedge

BM

092

362.75

362.82

N. 28 P
Trojan +
Cypress
Hedge

Reduced & Plotted Sept 7-44 MEB

356.4
5.9
20

356.9
5.1
10

357.3
5.0

357.6
4.7
10

356.77

5.50
12.1 = 2' Garage
Conc. Floor

358.00

4.05
12.8 = 2' Garage
Conc. Floor

362.27

356.3
7.5
15

356.60
7.15
10.8 = 1/2 Nly
Conc. Wall

356.6
7.2
10

357.2
6.6

357.9
6.1
10

356.81
6.94
10.8 = Top of
Conc. Wall

356.7
7.1
10

357.2
6.6

357.7
6.9

358.7
5.1 = 1/2 Nly
plank

357.45
6.30
10.2 = 65 Top

357.40
6.35
10.2 = 66 Top

357.3
6.5

357.6
6.13

358.50
5.25 = Top
PCB

10.54 = 2' 1/2
plank

362.75

2+50

2+27

1.6 Lt of 2 = 2 Sender M.H.

2+25

2+0

1+97

1+55

1+35

1+26

12.7 Rt of 2 = 114 x 2.2 Gy procs. Herb

362.27

$$\begin{array}{r} 357.6 \\ 47 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 358.2 \\ 46 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.5 \\ 38 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.2 \\ 36 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.0 \\ 43 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 358.5 \\ 38 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.3 \\ 40 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.8 \\ 35 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 357.7 \\ 46 \\ \hline 20 \end{array}$$

$$\begin{array}{r} 358.0 \\ 43 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 94 \\ 10 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.1 \\ 42 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 358.3 \\ 40 \\ \hline 10 \end{array}$$

35767

458

181

114 x 2.2
Gy procs
Herb

35764

463

14.4

114 x 2.2
Gy procs
Herb

35766

461

181

114 x 2.2
Gy procs
Herb

35755

473

14.4

114 x 2.2
Gy procs
Herb

3573

50

10

3573

50

10

3573

50

10

3567

56

20

3569

54

10

3569

54

10

3571

53

10

362.27

440

3763

3730

3722

370

TP 8.63 566.63 4.27 358.00

2781 11.1 Lt of L: 11/4 x L i Hedge

2775

2757 10.2 Lt of L: 11/4 x L i Hedge

$\frac{3564}{10.2}$	$\frac{357.1}{9.5}$	$\frac{358.8}{8.8}$	$\frac{358.3}{8.9}$
25	10	10	20

10 = 11/4 Pos Pol

$\frac{3564}{10.2}$	$\frac{356.5}{10.1}$	$\frac{3564}{10.2}$	$\frac{3567}{9.9}$	$\frac{357.0}{9.6}$
25	10	10	10	20

$\frac{355.2}{11.4}$	$\frac{356.0}{10.6}$	$\frac{3564}{10.2}$	$\frac{3567}{10.3}$	$\frac{357.0}{9.6}$
25	10	10	10	20

$\frac{355.4}{11.2}$	$\frac{355.7}{10.9}$	$\frac{356.5}{10.1}$	$\frac{357.2}{9.7}$	$\frac{357.8}{8.8}$	$\frac{357.5}{8.8}$	$\frac{356.6}{10.0}$	$\frac{357.0}{9.6}$
25	15	10	7	10	5	10	20

$\frac{356.2}{10.4}$	$\frac{352.1}{9.5}$	$\frac{352.4}{9.2}$	$\frac{352.6}{9.0}$	$\frac{352.6}{9.0}$	$\frac{352.2}{8.9}$
25	15	10	10	10	20

10 = 11/4 Pos Pol 366.63

$\frac{357.8}{1.5}$	$\frac{352.9}{1.1}$	$\frac{358.0}{1.3}$	$\frac{358.3}{1.0}$
15	10	10	10

362.27

BM 7.06 351.51 NW 80
 El Cajon
 Est. 1910
 351.52
 TP 1.61 358.57 967 356.96
 5+357 = South 66. Line El Cajon Blvd Taken on Diag.

5+19.44 = S.L. El Cajon Blvd Taken on Line of El Cajon

5+0

4+93 10.3 Lt = W 1/4 Power Pole

4+45

4+30

4+04 = 7/8 4' Wide Canal Stop on Rt.

366.63

Lt. 2 Rt. 70

$$\begin{array}{r} 362.99 \\ 3.64 \\ \hline \end{array}$$

$$\begin{array}{r} 363.59 \\ 3.16 \\ \hline \end{array}$$

$$\begin{array}{r} 364.05 \\ 3.58 \\ \hline \end{array}$$

$$\begin{array}{r} 363.36 \\ 3.27 \\ 10.35 \\ \hline \end{array}$$

$$\begin{array}{r} 363.14 \\ 3.19 \\ 10.25 \\ \hline \end{array}$$

$$\begin{array}{r} 363.48 \\ 3.15 \\ \hline \end{array}$$

$$\begin{array}{r} 364.10 \\ 3.53 \\ 9.73 \\ \hline \end{array}$$

$$\begin{array}{r} 364.42 \\ 3.16 \\ 9.75 \\ \hline \end{array}$$

Stop
 Curve
 Stop
 El Cajon

$$\begin{array}{r} 361.2 \\ 5.1 \\ 25 \\ \hline \end{array}$$

$$\begin{array}{r} 361.6 \\ 5.0 \\ 15 \\ \hline \end{array}$$

$$\begin{array}{r} 362.5 \\ 4.1 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 363.2 \\ 3.4 \\ \hline \end{array}$$

$$\begin{array}{r} 363.5 \\ 3.1 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 363.9 \\ 2.9 \\ 15 \\ \hline \end{array}$$

$$\begin{array}{r} 358.6 \\ 8.0 \\ 25 \\ \hline \end{array}$$

$$\begin{array}{r} 359.2 \\ 7.4 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 361.3 \\ 5.3 \\ 3 \\ \hline \end{array}$$

$$\begin{array}{r} 361.4 \\ 5.2 \\ \hline \end{array}$$

$$\begin{array}{r} 361.9 \\ 4.7 \\ 16 \\ \hline \end{array}$$

$$\begin{array}{r} 362.3 \\ 4.3 \\ 15 \\ \hline \end{array}$$

$$\begin{array}{r} 357.1 \\ 9.5 \\ 25 \\ \hline \end{array}$$

$$\begin{array}{r} 358.5 \\ 8.1 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 358.7 \\ 7.9 \\ \hline \end{array}$$

$$\begin{array}{r} 358.8 \\ 7.8 \\ 10 \\ \hline \end{array}$$

$$\begin{array}{r} 359.2 \\ 6.9 \\ 15 \\ \hline \end{array}$$

$$\begin{array}{r} 359.25 \\ 7.30 \\ 11.5 \\ \hline \end{array}$$

$$\begin{array}{r} 362.09 \\ 4.54 \\ 18.5 \\ \hline \end{array}$$

Stop
 El Cajon
 Stop
 Top Curve
 Stop

366.63

v
 Profile Thorn St Loc. - 20' South of North Prop. line

B.M.	5.26	323.65	318.39	N.W.B.P. Thorn & Dale
TP	6.04	325.94	319.90	
9+91.5			5.77	320.17
10+00			6.17	319.77
+50			5.42	320.52
11+00			5.25	320.69
+50			4.97	320.97
12+00			4.58	321.36
+50			4.37	321.57
13+00			4.42	321.52
+44			4.91	321.03
+50			5.24	320.70
14+00			7.83	318.11
+50			10.55	315.39
+69			11.48	314.46
15+00			10.45	315.49
+50			9.00	316.94
16+00			7.55	318.39
TP	4.37	323.34	6.97	318.97 N.W.B.P. Thorn 315 318.98
16+50			4.06	319.28
17			3.30	320.04
+50			2.51	320.83
18			1.70	321.64
+15			1.48	321.86
+50			2.49	320.85

v Reduced by A.R. } with
 checked by W.G. } Dear.

Jan. 3, 1945
 Super
 King
 Stephens

71

323.34 ✓

19+00			4.05	319.29
+50			5.33	318.01
20+00			5.78	317.56
+05			5.84	317.50
+50			7.71	315.63
21			9.89	313.45
+50			12.03	311.31
TP	0.08	310.75 ✓	12.67	310.67
22			1.55	309.20
+50			3.78	306.97
23			5.46	305.29
+50			7.05	303.70
24			8.00	302.75
+50			7.55	303.20
TP	13.09	316.61 ✓	7.23	303.52
25			12.63	303.98
+50			11.29	305.34
+78			10.47	306.14
26			10.35	306.26
+50			8.85	307.76
27			6.60	310.01
+50			4.69	311.92
28			3.41	313.20
+50			2.33	314.28
29+00			1.50	315.11

		316.61 ✓			
TP	9.55	334.36 ✓	1.80	314.81 ✓	SW.B.P. Thorn + 33rd 314.80
29+25 ⁴ Pave			8.92	315.44 ✓	
29+25 ⁴ Top of curb			8.56	315.80 ✓	
29+50			8.0	316.4 ✓	
30			6.8	317.6 ✓	
+50			5.7	318.7 ✓	
31			4.4	320.0 ✓	
+50			4.0	320.4 ✓	
31+68 Top of curb			4.15	320.21 ✓	
31+68 Pave			4.55	319.81 ✓	
+80			4.92	319.44 ✓	
32			4.43	319.93 ✓	
+50			4.79	319.57 ✓	
33			5.11	319.25 ✓	
33+11 ⁵² B.C.			5.24	319.12 ✓	
B.M.			6.37	317.99 ✓	NW.B.P. Thorn + Gregory 31801
				310.24	

Note: E profile - 33+11⁵² to 36+00 - on page 65 this book

E profile 36+06⁹⁵ to 39+70²⁵ .. " ⁴⁵ back = 679 water Div.

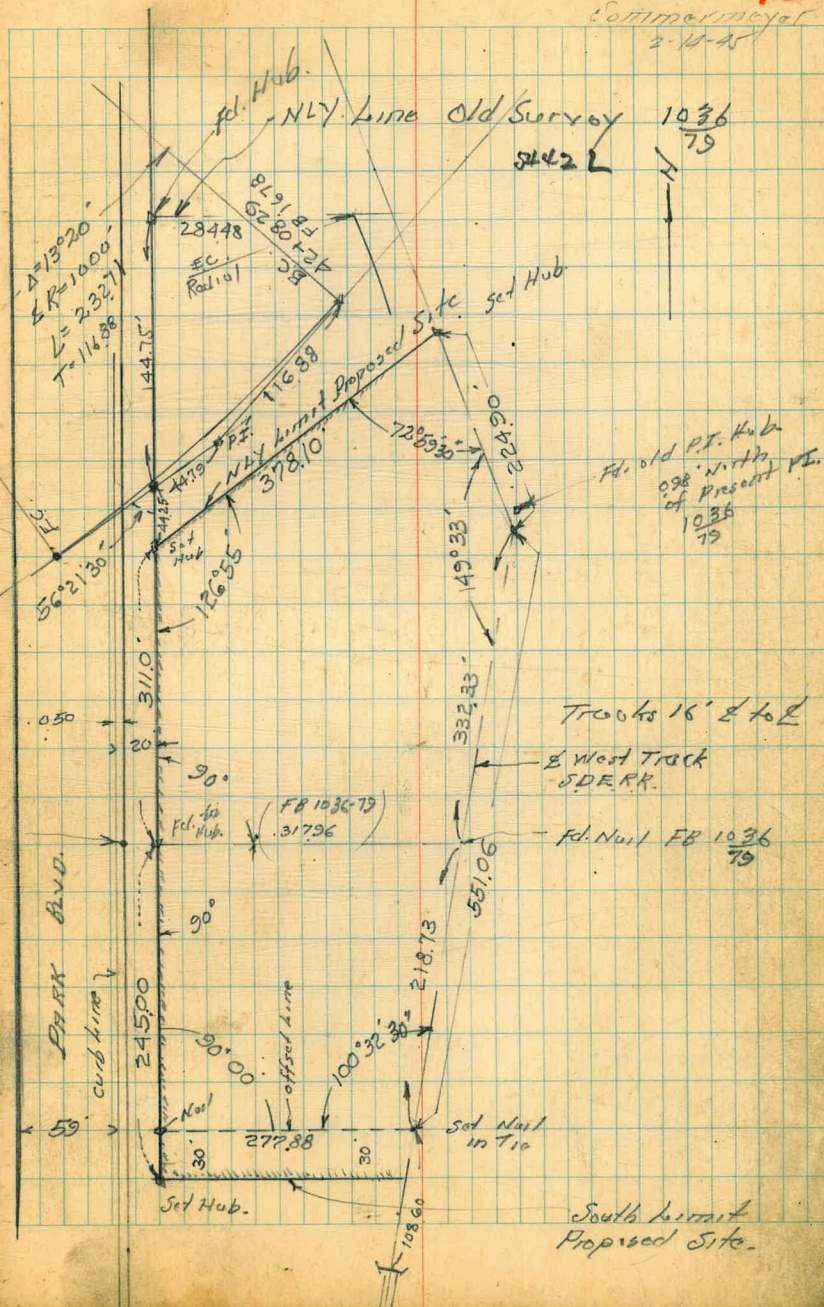
Walker SURVEY - PROPOSED MEMORIAL
 Hardin
 Hazard SITE - AMERICAN LEGION -
 2-14-45 IN BALBOA PARK

Proposed
 36" water main
 FB 1678

Fd. Ld. Pk. Ct.
 FB 1036
 79

Indexed
 c.s.K.

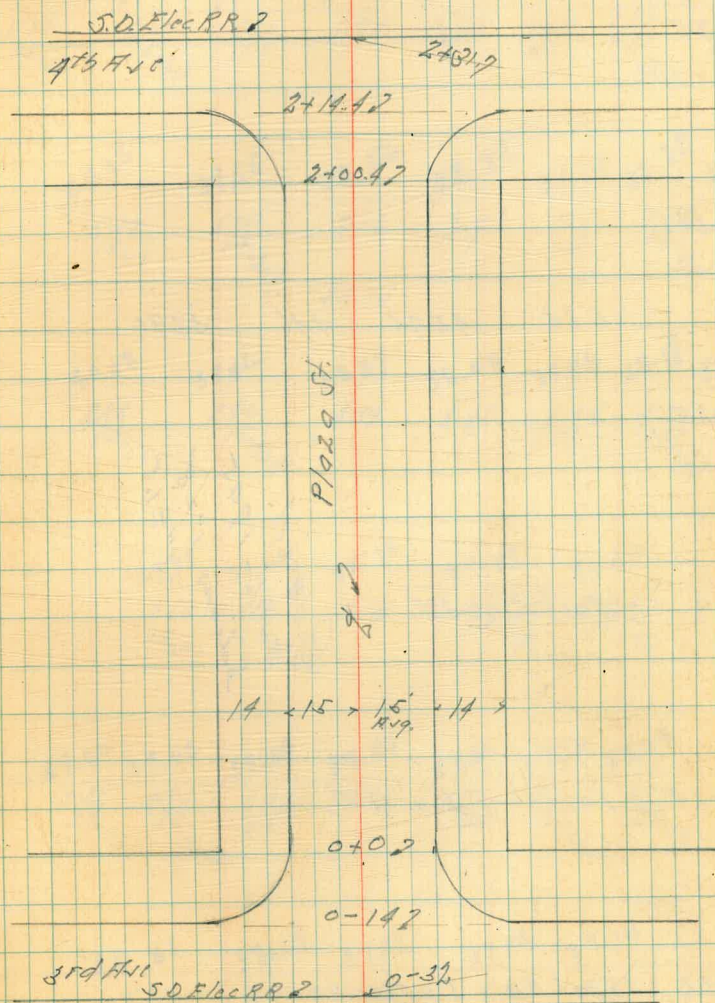
Moore
 W. Moore
 73
 Estimated by
 2-14-45



Cross Section Plaza St
3rd Ave to 4th Ave
Levels next Page

May 16-45
Sisson
Bliss
Osborn
Boggs

74



0+75

0+50

TP 6.84 45.74 346 38.90

0+25

0+0 = East Line 3rd

0-14 = East Curb Line 3rd

0-32 = East Rail S.P.E/C.R.R

BM 2.91 42.36 39.45 S.W. B.P. Broadway 2nd X

Reduced
5-16-1945
Station 1"=8'
1"=1.5'

Lt=N

S

Rt=S

75

40.64	39.74	39.64	38.80	38.50	38.30	38.46	38.88
5.10 15-cl	6.00 15-Gutter	6.10 11.5	6.94	7.24 7	7.44 12	7.28 15.1 -Gut	6.86 15-cl

40.35	39.65	38.56	38.32	38.14	38.32	38.88
5.39 15-cl	6.09 15-Gut	7.18	7.42	7.60 12	7.44 15.1 -Gut	6.86 15-cl

40.08	39.46	38.37	38.04	37.98	38.13	38.63
2.28 15-cl	2.90 15-Gutter	3.99	4.52 7	4.38 12	4.23 14.9 -Gut	3.73 14.9 -cl

39.73	39.00	38.18	37.79	38.42
2.13 15-cl	3.36 15-Gutter	4.18	4.57 14.7 -Gutter	5.94 14.2 -cl

39.80	39.02	38.44	37.98	37.60	37.62	38.29
2.56 19-cl	3.34 20-Gutter	3.92 15	4.32	4.76 14.5	4.74 20-Gutter	4.07 20-cl

38.65	38.29	37.90	37.54	37.14
3.71 30-Top Rail	4.07 15	4.45 30-Top Rail	4.82 15	5.22 30-Top Rail

42.56

2108

2100.4 - H.L. 4127

+75

TP 546 46.93 4.27 41.47

+50

+25

170

15.74

41.83

5.10
15.9-Cb

41.13

5.80
15.9-Gut

40.77

6.16
11

40.43

6.50

40.16

6.77
9

39.95

6.98
12.3

39.98

6.95
18.9-Gut

40.61

6.32
12.9-Cb

41.86

5.07
15

41.18

5.25
15.9-Gut

40.85

6.08
10

40.31

6.62

39.96

6.97
17

39.96

6.97
17.9-Gut

40.53

6.40
14.7-Cb

41.58

5.35
13-Cb

40.78

6.15
15.9-Gut

40.67

6.26
13

39.97

6.96

39.66

7.37
8

39.54

7.39
12.5

39.66

7.37
14.9-Gut

40.07

6.86
17.7-Cb

46.93

41.38

4.36
15-Cb

40.56

5.18
15.9-Gut

39.64

6.10

39.14

6.50
10

39.13

6.61
15.9-Gut

39.64

6.10
16.1

Fluorine
0.08
0.08 below

41.14

4.60
15-Cb

40.38

5.36
15.9-Gut

39.24

6.50

38.93

6.81
8.5

39.77

6.97
12.5

38.92

6.82
15.9-Gut

39.29

6.46
15-Cb

40.85

4.89
15-Cb

40.02

5.72
15.9-Gut

38.95

6.79

38.61

7.13
7

38.50

7.24
12.5

38.53

7.24
15.9-Gut

38.91

6.83
15-Cb

Fluorine
0.08
0.08 below

45.74

BM

3.25

43.68

S.W. & P
Broadway
+ 41.74
43.71

2+31.7 = West Rail S.D. Epc RR

2+14.4 = West Curb Line of 4th

42.38

4.55
59 = 66

46.93

41

2

RT

77

41.20

5.73
30 = Top Rail

40.90

6.05
15

40.57

6.36
30 = Top Rail

40.27

6.66
15

39.96

6.97
30 = Top Rail

41.74

5.19
51 = 60

41.81

5.13
29 = 66

41.20

5.76
29 = 60

40.78

6.15
15

40.33

6.60

40.06

6.87
15

39.79

7.14
29 = 60

40.51

6.44
29 = 66

37.36

38.48

7.57
80 = 60

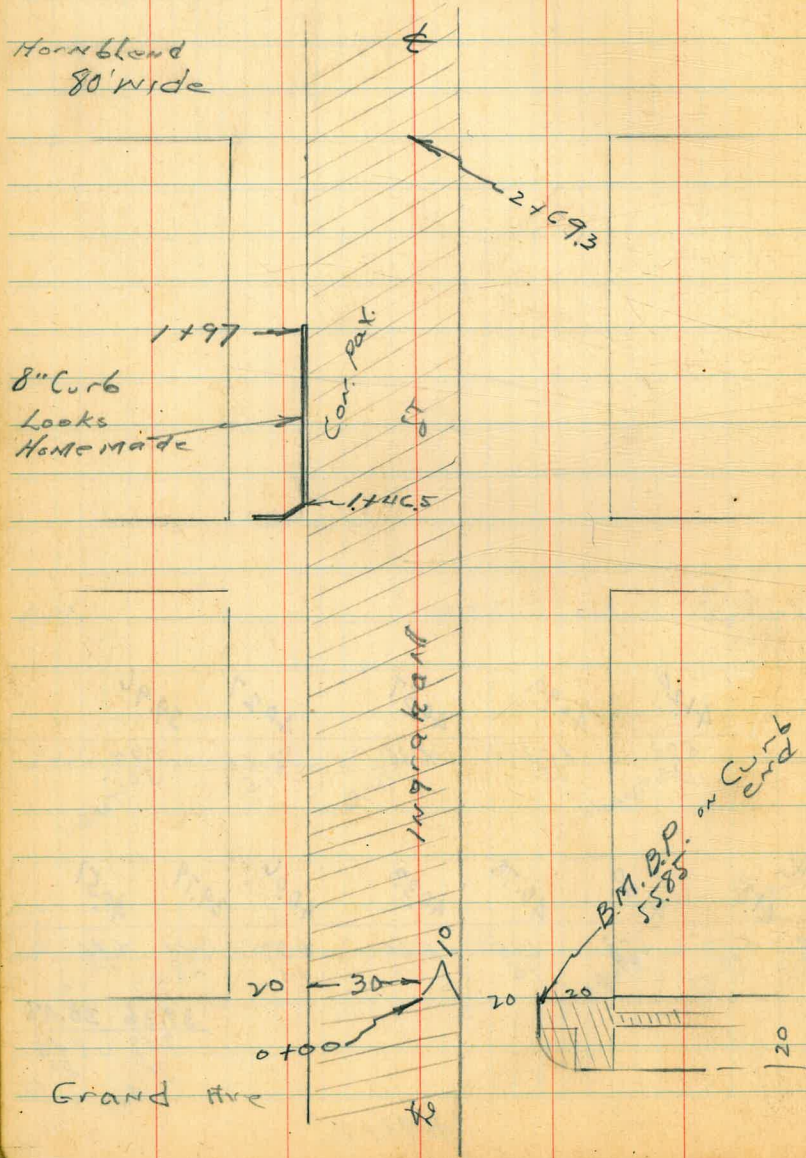
8.45
80 = 66

46.93

Levels on Paving
on Ingraham St.
Gravel to Garnet

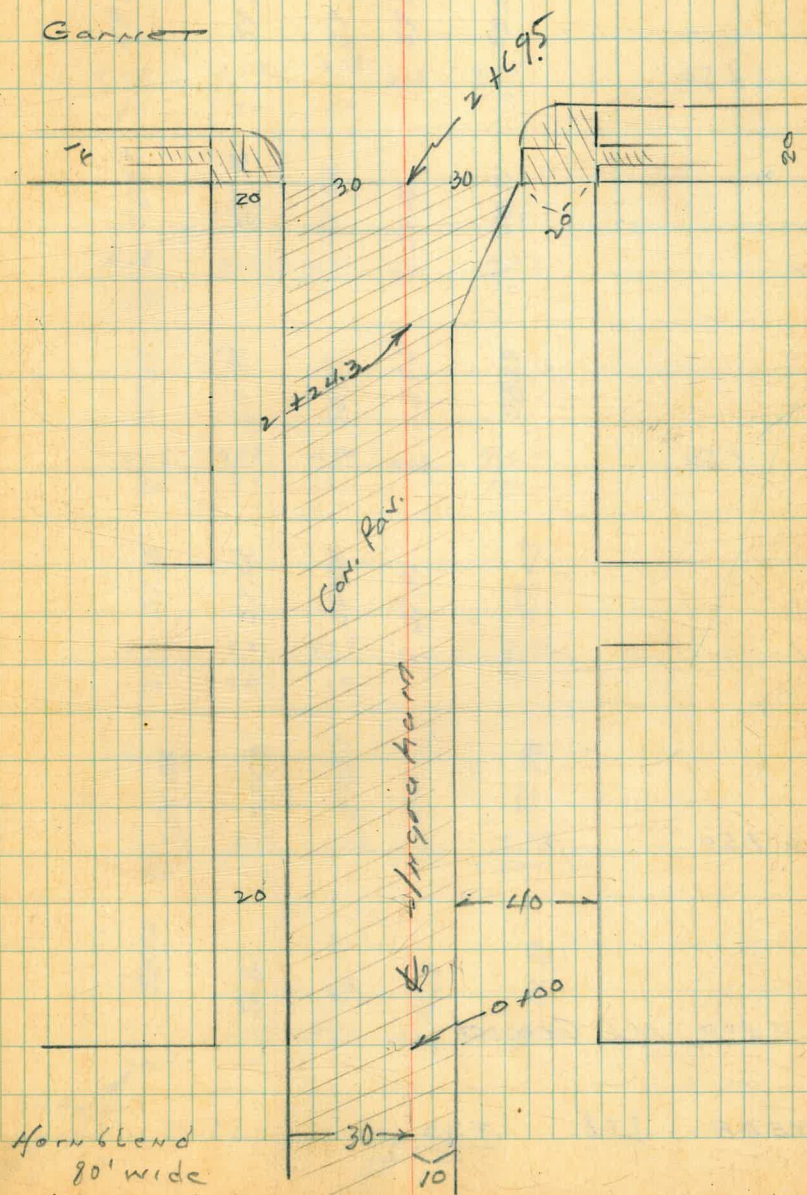
indexed
C-S-K
C 574
CS
MM
11-21-45.

Hornblend
80' wide



78

Garnet



Levels on Ingraham

+50

2

+50

1

0 +50

0 +00 N.L. Grand

NEBP 7.08 LV93

55.85 Ingraham + Grand

LT

⊗

R

79

58.93	59.34	59.55	59.67	59.58
4.00	3.59	3.38	3.26	3.35
30	20	10		10
58.35	58.76	59.02	59.08	58.91
4.58	4.17	3.91	3.91	4.02
30	20	10		10
57.78	58.25	58.43	58.44	58.29
5.15	4.68	4.50	4.49	4.64
30	20	10		10
57.18	57.62	57.84	57.81	57.63
5.75	5.31	5.09	5.12	5.30
30	20	10		10
56.54	57.02	57.27	57.21	56.95
6.37	5.91	5.66	5.72	5.78
30	20	10		10
55.92	56.33	56.53	56.54	56.29
7.01	6.60	6.40	6.39	6.64
30	20	10		10
			62.93	

West gutter

1 + 46.5 Beg. 8" Curb. Not Standard

1

0 + 50

T.P. 5.57 66.03 2.47 60.46

0 + 00 r.l. Hornblend

± Hornblend

2 + 69.3 S.L. Hornblend = 80' wide

67.93

67

±

AT

80

4.65	5.28				
30	30				
61.28	60.95				
60.48	60.86				
5.55	5.7	4.98	4.89	4.94	
30	20	10		10	
60.09	60.48	61.05	61.14	60.17	
5.94	5.55	5.34	5.27	5.34	
30	20	10		10	
59.91	60.15	60.83	66.03	60.40	
3.02	2.78	2.60	2.56	2.53	
30	20	10	2.56	10	
59.44	59.84	60.08	60.14	60.12	
3.47	3.09	2.85	2.77	2.81	
30	20	10		10	
59.08	59.56	59.80	59.93	59.87	
3.85	3.37	3.13	3.00	3.06	
30	20	10		10	

67.93

Ingraham
and
check to SEBP Garnet 3.43 62.60 62.60

1 + 69.5 = S.L. Garnet

2 + 24.3

2 + 100

1 + 97 end 8" curb

1 + 50

66.03

R

R_T

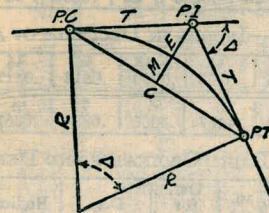
81

62.15	61.45	61.81	62.02	62.11	62.01	61.87	61.54	62.37
$\frac{388}{30}$	$\frac{4.58}{30}$	$\frac{4.22}{20}$	$\frac{4.01}{10}$	$\frac{3.94}{10}$	$\frac{4.02}{10}$	$\frac{4.16}{20}$	$\frac{4.49}{30}$	$\frac{3.66}{30}$
06	9.7	20	10				9.7	06
	61.42	61.80	61.98	62.07		61.95		
$\frac{4.61}{30}$	$\frac{4.23}{20}$	$\frac{4.05}{10}$	$\frac{3.96}{10}$		$\frac{4.08}{10}$			
	61.22	61.60	61.79	61.84	61.74			
$\frac{4.81}{30}$	$\frac{4.13}{20}$	$\frac{4.24}{10}$	$\frac{4.19}{10}$		$\frac{4.12}{10}$			
	61.82	61.18						
$\frac{4.21}{30}$	$\frac{4.85}{30}$							
06	9.7							
61.40	60.75	61.22	61.38	61.48	61.39			
$\frac{4.63}{30}$	$\frac{5.28}{30}$	$\frac{4.81}{20}$	$\frac{4.65}{10}$	$\frac{4.55}{10}$	$\frac{4.64}{10}$			
06	9.7							

66.03

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

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

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

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

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

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

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.—Sta. 161+60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° curve $T = 3454.1$ and $\div 8\frac{1}{2} = 414.49$ ft. From Table V correction—.36 or $T = 414.85$ ft. P. C.—Sta. P. I.— $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T.—Sta. P. C. + $L = 164 + 91.50$.

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

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^2$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 153 of above curve = $3 \times 54.5 \times 8\frac{1}{2} = 136.2'$ or $2^\circ 16.2'$, or = $2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' \div 2 = 6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8\frac{1}{2} = 115.27$ and from Table V correction—.10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

2+73 - 29' Lt. = Ely. of 3' shrub hedge
 2+60.5 - 24.5 Lt. = Cor Conc. cb. 60.82
30.2
Cor. 60.84
24.5
Cor.

2+35 - 39.3 Lt. = ± 10" pine
 To Nly. of Drive
 2+29 - 25.2 Lt. = Cor. 3' Conc. cb. 59.97
40.3
at Dr. 60.24
25.2
Top Con
 62° Rt. = Cor.

2+76 - 39.2 Rt. = end apron. EL = $\frac{163.14}{39.2}$ EL = $\frac{164.40}{62.9}$
 apron Cor.
Floor.

2+61 - 39.6 Rt. = start Conc. Dr. EL = $\frac{162.82}{39.6}$

New Elev. 2-20-53 - 7.0.

See P 61

1/21/53

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Table with columns: Central Angle, Tangent, External, Central Angle, Tangent, External, Central Angle, Tangent, External. Rows range from 91° to 100°.

336
303
293

TABLE V.—CORRECTIONS FOR TANGENTS AND EXTERNALS.

These corrections are to be added to the approximate values, found by dividing the tangent, or external, for a 1° curve (Table IV) by the degree of curve, in order to obtain the true tangents, or externals. Intermediate values may be obtained by interpolation.

FOR TANGENTS ADD

Table with columns: Central Angle, Degree of Curve (5° to 70°). Rows range from 10° to 120°.

FOR EXTERNALS ADD

Table with columns: Central Angle, Degree of Curve (5° to 70°). Rows range from 10° to 120°.

Location Rail from NLK
at W.L. 32' - N.R.N. Trunk } with

E.L. 3.27 - N.R.N. " E.L. 1074
40.4

16.35
9.3
9.7

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.