

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 1½ see inside of back cover.

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1697

5 0 2
1 6
4 8 6

CITY ENGINEER'S OFFICE

INDEXED
to page # 78
except pages # 10, 30 to 43,
51.

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.

Xsec of 15' alleys IN
 Near BIK C2 Resub. of BIKs 39 and 56
 SAMMY MEYER
 W.F.M.
 11-7-45.
 Normal H/S. Map # 1048
 Pure Adobe soil.

Sw.B.P.	5.33	394.58		389.25	Adams 6.5x7.4
Check to west			6.32	388.26	388.32 0.06
Z.F.	5.30	395.37	4.51	390.07	

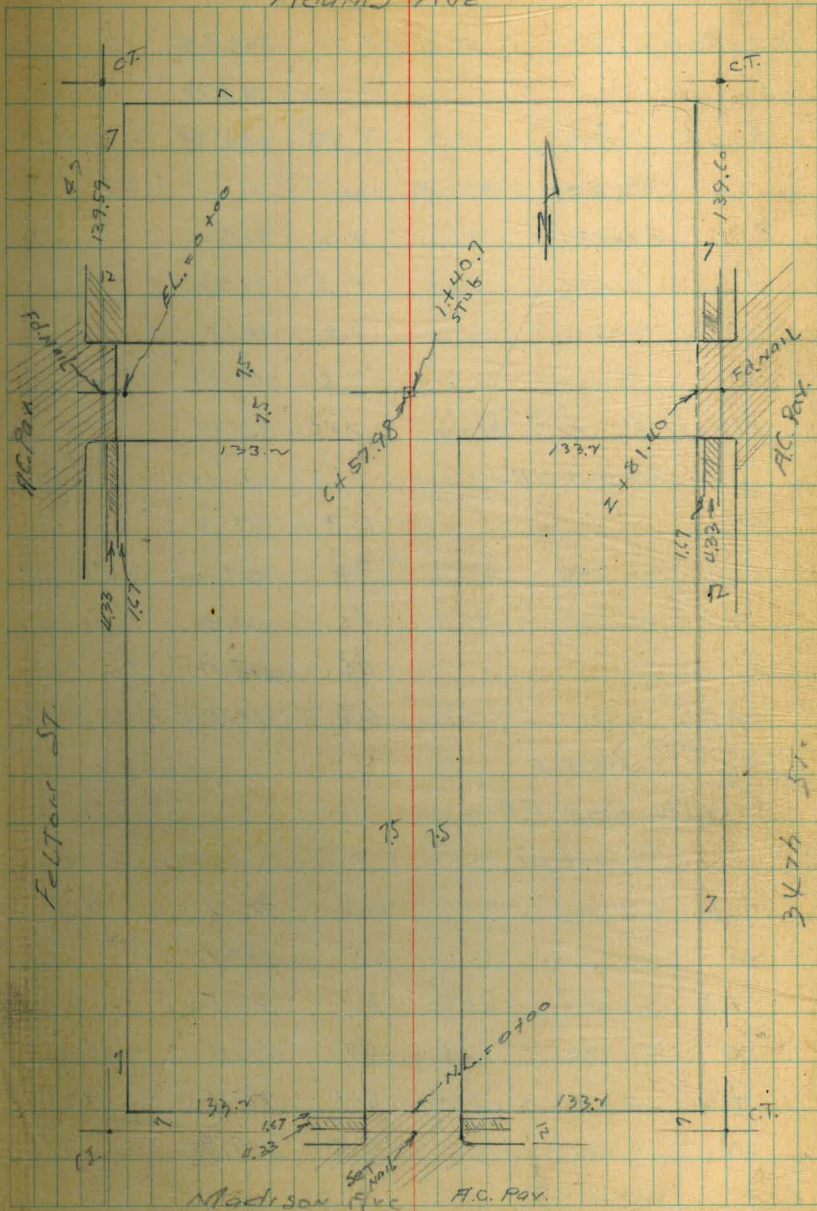
Xsec E and W alley

0-12	E cb line Felton				
N	par	8.37	387.40		
C	" hole	8.45	386.92		
W	"	8.32	387.05		
0-4	Should beg. here				
S cb		7.55	387.82		
S par		7.72	387.65		
C "		7.87	387.50		
N "		7.80	387.57		
W cb		7.30	388.01		
0-17	poor par. edge				
N cb		7.33	388.04		
N par		7.68	387.69		
7.6	"	7.73	387.64		

Indexed
 c.s.K.

1

Adams Ave



C Pav 7.54 387.83

S " 7.63 387.74

S 06 7.53 387.84

0 + 00 = E.L. FELTON

S dirt 7.2 388.2

+3 " 7.5 387.9

C " 7.5 387.9

N " 7.6 387.8

N to 106 SW Cor
Tile Bldg 7.6 388.21

0 + 08

N 6.9 388.5

C 7.2 388.2

+4 7.1 388.3

S 6.6 388.8

+5 6.5 388.9

0 + 15

S +12 12" PP

0 + 27

-3 6.3 389.1

S 6.5 388.9

+3 6.9 388.5

C 6.9 388.5

+3 6.9 388.5

N 6.5 388.9

0 + 36.5

N-0.7 E 3.7 door 6.52 388.85 Const. tile

0 + 54

N-0.8 E 9' door ^{Recessed} 6.33 389.04 " "N E 9' apron ^{CON} 6.39 388.98 Level

C 6.4 389.0

+4 6.3 389.1

S 6.0 389.4

+5 5.5 389.8

0 + 55

S-2' 2' ^E CON walk 5.50 389.87

0 + 60

N-0.7 SW Cor Tile Bldg
By paved Park Lot 5.98 389.39

N-5 pav. 5.36 390.01

0 + 81

S-8 E 10' wide Bd. gar. 5.5 389.9

S 5.6 389.8

C 5.5 389.9

N on pav. 5.22 390.15

+5 " " 5.15 390.22

1 + 10.5

N-5 pav. 4.83 390.54

N to 1 end ^{paved} park lot 4.85 390.52

S 5.2 390.2

S 5.3 390.1

+10 5.2 390.2

N-entrance
DIRT tile
disregard
7.4.15

1+12.5

N Beg. C' Corr Iron fence on line

1+25

N end Corr. 1 Fence

1+32

S+11 E 14" PP.

1+33.2 W alley to S

S 4.9 390.5

C 5.0 390.4

N 4.8 390.6

+5 4.8 390.6

1+48.2 E alley to S

-5 4.8 390.6

N 5.0 390.4

C 5.1 390.3

+7.2 NW Cor Bd. Shed
0.3 in alley 5.1 390.3
0.5 in S alley

1+54

S+0.3 E Singar. 5.0 390.4 dirt

1+56.5

N Beg C' Corr. Iron fence

1+66

S+0.5 NE Cor Bd. shed garage

" Beg. Bd. fence

1+69

S-5 4.6 390.8

S+0.5 fence 4.8 390.6

C 4.5 390.9

N end Corr. 1 Fence 4.6 390.8 on line

+5 4.8 390.6

1+80

N 4.9 390.5

C 4.8 390.6

+7 fence 4.6 390.8

S+5 4.4 391.0

2+00

-5 4.0 391.9

S+0.1 fence 4.2 391.2

C 4.2 391.2

N 4.3 391.1

+5 4.2 391.2

2+08

S+0.1 end Bd fence

2+12

S 4.1 391.3

S-33 E Singar 4.0 391.4 dirt

2+18

S+0.2 Beg. wire fence

2+20.5

S-0.1 E 3' Cor. walk 4.20 391.17

395.37

	2+30		
N-7.8	Sim. gran.	3.48	391.89
N		3.6	391.8
C		3.8	391.6
+4		3.8	391.6
S		4.4	391.0
+5		4.2	391.2
	2+36.5		
N-2.9	E 2.8 Con. walk	3.55	391.82
	2+38		
N-2.9	SE Cor Stucco Bldg.		
	2+47.5		
-3		4.3	391.1
S		4.5	390.9
+1.3	E 12" P.P.		
+3		3.9	391.5
C		3.6	391.7
N		3.3	392.1
+2.9	Bldg.	3.5	391.9
	2+57.4		
-2.9	Bldg.	3.8	391.6
N		3.6	391.8
C		3.8	391.6
+4		4.0	391.0
+7		4.6	390.8

395.37

4

C +7.2	Top 0.4 wide	3.74	391.63	Top Con wall
S +5		4.0	391.9	
	2+72.4			
-5		3.8	391.6	
S +0.3	Top wall	3.77	391.60	Top
S +0.5		4.6	390.8	
+4		5.1	390.3	
C		5.0	390.4	
+6		5.1	390.3	
N		4.4	391.0	
N +0.2	Beg. Top 8" Con. wall	4.13	391.24	Top
+3	SE Cor Stucco Bldg.	4.2	391.2	
	2+81.4 = w.l. 247.4 St			
N-0.1	Top 8" wall	4.11	391.26	
N	par.	5.97	389.40	
C	"	6.6	389.21	
S	"	5.94	389.43	
S	Top con. wall	3.78	391.59	end fence and wall
	2+93.4 w c6 Line 247.4 St.			
S	cb	6.61	388.76	
S	par.	6.76	388.61	
C	"	6.65	388.72	
N	"	6.62	388.75	
N	cb	6.42	388.95	

X sec N + S alley

Rik Lx N. HTS

295.37 Fnd.

T.P. 4.26 394.86 4.97 390.40

T.P. 4.83 394.23 5.46 389.40

0-12 N C6 Madison

E c6 6.90 387.33

E Pav 7.43 386.80

C " 7.52 386.71

W " 7.56 386.67

W c6 7.09 387.14

0+00 N L Madison

W c6 top 6.92 387.31

W Pav 6.92 387.31

C " 6.96 387.27

E " 6.97 387.26

E c6 top 6.85 387.38

0+0.5

E +0.4 Beg. Con. wall + wire fence 4.94 389.29 Top

0+10

E +0.3 Top wall end 4.99 389.24

E +0.4 ground 5.0 389.23

+4 6.2 388.0

C 6.3 387.9

394.23

5

C +5 6.5 387.7

W 5.9 388.3

0+20

W 5.3 388.9

+3 5.7 388.5

C 5.5 388.7

+3 5.6 388.6

F 4.7 389.5

0+29

E-13 SW Car house 4.6 389.6

E 4.6 389.6

+4 5.3 388.9

C 5.1 389.1

+4 5.3 388.9

W 4.9 389.3

0+43

E-12 NW Car House

0+49

W +0.1 Beg. Picket fence

0+50

-5 4.8 389.4

W 4.7 389.5

C 4.6 389.6

E end fence 4.2 390.0

+10 4.2 390.0

394.23

0+73

W +1.2 E 14" P.P.

0+82

W end fence, on Line

0+90

W -11.8 E 16' wide
do. gar. 5.17 389.06 Cor. floor
Level

1+00

-10 4.6 389.6

E 4.9 389.3

C 5.0 389.2

W 5.0 389.2

+10 5.0 389.2

1+13

W -8 E 16' wide
do. gar. 4.78 389.45 Cor. fl.

1+25

W -0.5 Beg. Bd. fence

1+50

W -2.5 5.6 388.6

W fence on Line 5.1 389.1

C 5.0 389.2

E 5.0 389.2

+2.5 4.7 389.5

1+84

W -0.2 end fence

1+92

W -4.4 E Six. gar. 4.89 389.34 Cor. fl.

W -0.5 E 12' wide
con. apron 5.01 389.22

394.23

6

2+00

-2.5 4.7 389.5

E 4.9 389.3

C 5.0 389.2

W 5.1 389.1

+0.2 Beg. picket fence

+3.5 5.5 388.7

2+02

W +1 E 14" P.P.

2+50

-2.5 5.4 388.8

W 4.8 389.4

+0.3 end picket and beg. wire fence

C 4.8 389.4

E 4.6 389.6

+0.3 Beg. picket fence

+2.5 4.4 389.8

T.P. 5.43 394.95 4.71 389.52

2+90

-2.5 5.5 388.5

E 5.3 389.7

C 5.6 389.4

+7 5.5 388.5

W 5.8 389.2

+15 5.8 389.2

394.95

3+00

- 15	4.6	389.4
W	5.3	389.7
+0.5	end wire beg. picket fence	
C	5.4	389.6
E	5.4	389.6
+0.7	Picket fence	
+20	5.4	389.6

3+27

W + 1 - E 1x" P.P.

3+30

W + 0.3 Toga fence

W Beg. picket "

3+51

E - 15	on ^{con.} walk	5.8	389.2
E - 0.2	E 2' con. walk	5.8	389.2
E	on line picket fence	5.2	389.8
C		5.2	389.8
W	picket fence	5.1	389.9
+15		4.7	390.3

3+68

E end Picket fence on line

3+73

E - 0.4 E 8.5' con walk 4.70 390.25
Not a Gate1.5 x 1.5 Brick Pilasters
on N + S sides of 5.5 walk
on Back

394.95

3+87

E - 0.1	E 10' con apron	5.03	389.92	Level
E - 2.5	E 10' Sin. gate	4.80	390.15	Con. th
	4+01			Not now used for garage
- 15		4.5	390.5	
W	end picket fence	5.0	390.0	
C	on Back	5.0	390.0	
+7	Beg. wire fence			
E		5.0	390.0	
E + 20		4.8	390.2	
	4+51			
E - 2.5		5.1	389.9	
E - 0.1	end wire fence beg. Bd. "			
E		4.9	390.1	
C		4.9	390.1	
W		4.7	390.3	
+15		4.7	390.3	
	4+52			
W + 1.2	E 1x" P.P.			
	5+01			
- 10		4.0	391.0	
W		4.6	390.4	
+0.8	Beg LATH fence			
C		5.0	391.0	
E		4.9	391.1	
E + 0.2	End Bd. fence beg. wire "			
E + 2.5		4.5	390.5	

		394.95		
T.P.	5.10	395.17	4.88	390.07
	5+33			
E-0.6	end Bd. fence & Beg. series of Bd. Sheds			
	5+51.5			
E		4.9		390.3
C		4.9		390.3
+0.1	E 14" AP			
W	end Lath fence Beg. 8" Con. wall	4.8	390.4	on line
"	" " "	1.5	393.2	Top
+1.5		4.3	390.9	
	5+83			
W-1.5		4.2	391.0	
W-1.5	SE Cor Bd Shed			
W-0.5	end Con. wall	1.7	394.4	Top
W		4.6	390.6	
C		4.8	390.4	
E		5.0	390.2	
+0.3	against shed			
	5+99			
E+0.7	end sheds & Beg. Bd. fence			
	6+01			
W-1.8	NE Cor Bd shed.			
	6+25			
-1.0		4.6	390.6	
E		5.1	390.2	

		395.17		
E +0.4	end Bd. fence and Beg Bd. shed			
C		4.9		390.3
W		5.2		390.0
+2.0		5.0		390.2
	6+50.48 = S.L. of E & W alley			
W		4.7		390.5
C		4.7		390.5
+7	against shed	5.0		390.2
T.P.	3.11	394.10	4.18	390.99
Check to orig BM		4.85		389.25 ✓
				389.25
				Please show this BM on plan

South West Corner Grape & Fern St.
 Location of Sidewalk & Curb

East line Fern St
 to North

FLH

4.3

10.0

7

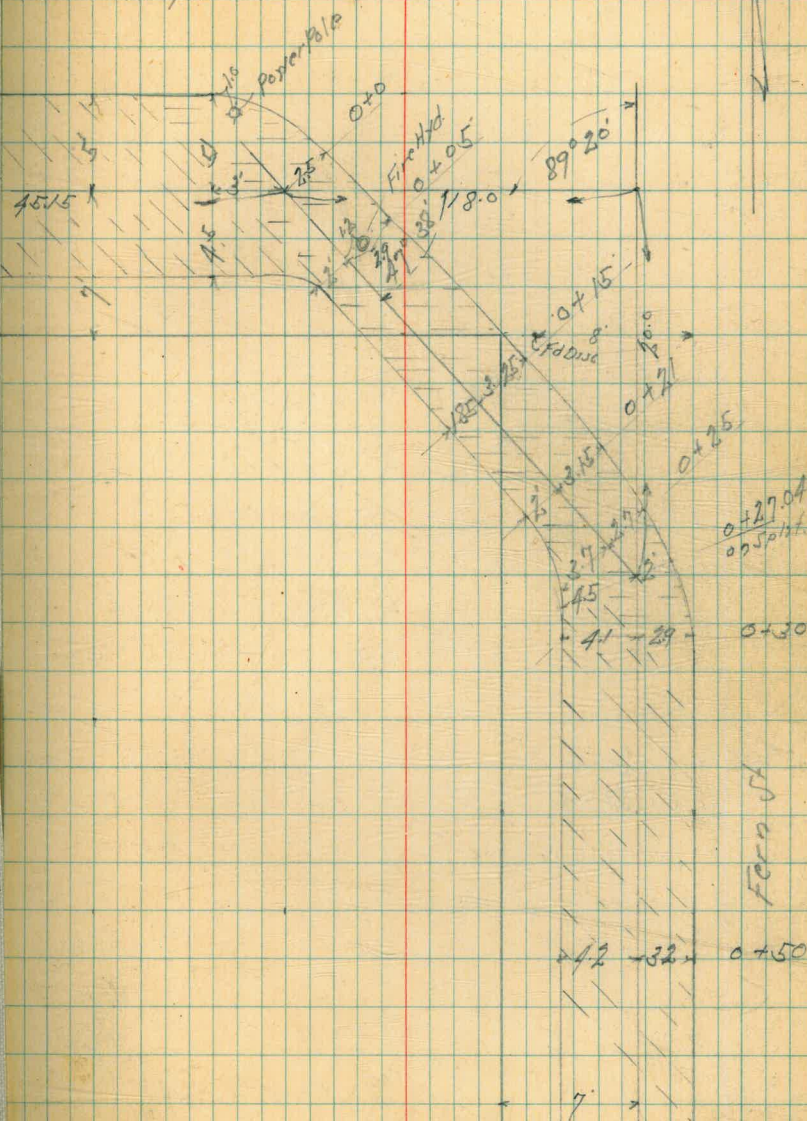
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Indexed
 c. s. R.

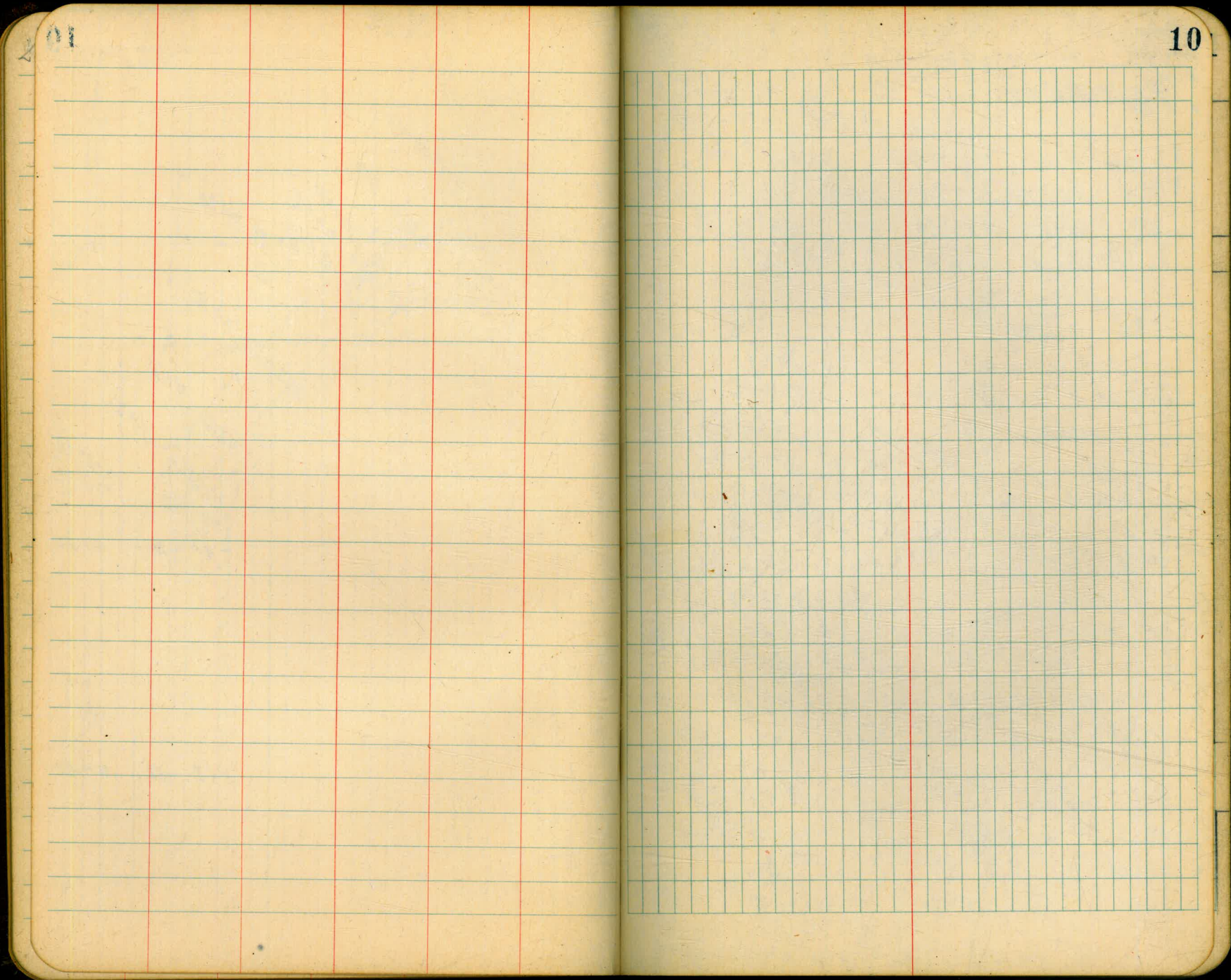
Nov. 20-45
 S. J. P.
 0560 or
 8299

9

Grape St



Fern St



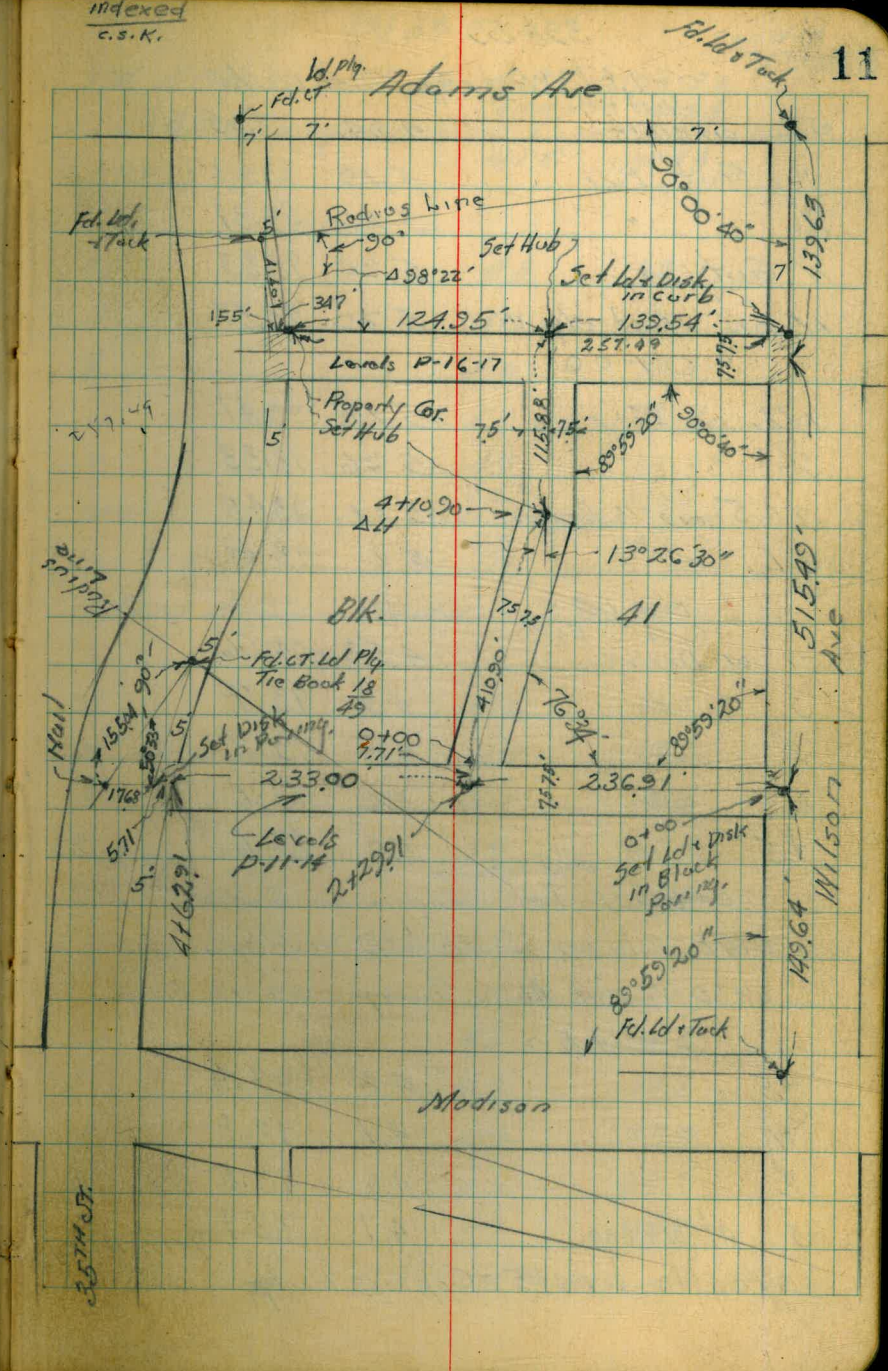
Walker
 Huntley
 8099
 1-18-46

CROSS SECTION ALLEYS BLK. 41
 Normal Hts. Map #985
 Between 35th and Wilson, Madison Adams

	4.29	397.07		322.78
TP	6.35	396.90	6.52	390.55
TP	5.17	398.59	2.48	393.42
	South, East & West Alley			
	0-12			
-30 on cb		5.03	393.56	
" " Gut.		5.24	93.35	
S.L. "		5.54	93.05	
2' 11" on cb.		5.12	93.47	
S. Alley		5.59	93.00	
N.L. Gut.		5.75	92.84	
N/L on cb.		5.40	93.19	
+30 on cb.		5.50	93.09	
" " Gut.		5.74	92.85	
+100 "		6.16	92.43	
" cb.		5.78	92.81	
	0-6 " End cb in Alley = E edge 93			
N cb.		5.23	93.36	
" Gut.		5.44	93.15	
S. on Pav		5.44	93.15	
S. Gut.		5.24	93.35	
S cb.		5.09	93.50	

Cont. P-12

indexed
 c.s.K.



398.59

0-1.67 = West edge Exist. Walk.

S.L. on Walk ^{West edge} 4.94 93.65

" Gut. Pav. 5.10 93.49

E " 5.28 93.31

N. Gut. " 5.24 93.35

N on West edge Walk 5.20 93.39

0+00

N.L. on Pav 5.18 93.41

E " " 5.26 93.33

+6.5 on " Broken 5.11 93.48

S.L. 5.1 93.49

0+10

-1' on Drive ^{Conc F+W} 4.53 94.06

S 4.9 93.7

E 4.8 93.8

N 5.0 93.6

+5 5.0 93.6

East Entrance
0+41.5 = East edge Garage on South ^{0.2' in Alley}

0+48 = Pole on South 0.9' in Alley

0+60 = W end Abraxa Garage 0.2' in Alley

0+50

-5 4.8 93.8

N 4.7 93.9

E 4.8 93.8

S at Garage 4.7 93.9

0+00 to 0+41.5 = Express Hedge on South ^{1' in Alley}

398.59

TP 516 398.88 4.87 393.72

0+88 = Garage on South ^{4.04} Conc. Floor ^{94.84} 11.2' Back0+95 = E " " ^{4.15} " " "

1+00

-5 4.8 94.1

S 4.8 94.1

E 5.0 93.9

N 5.1 93.8

+5 4.9 93.9

1+08 = Garage on South ^{3.53} 57.0' Back ^{95.35} Conc. Floor1+26 = Garage on North, Wood Floor ^{4.9} 29' Back ^{94.0}

1+47 = Pole on South 0.7' in Alley

1+50

-5 4.6 94.3

N 4.7 94.2

E 4.6 94.3

S 4.6 94.3

+5 4.6 94.3

0+00 to 1+83 = 4' wire fence on N 0.2' Back

2+00

-5 4.8 94.8

S 4.7 94.2

E 5.0 93.9

N 4.9 94.0

+1 at House below 4.9 94.0

1+83 to 2+05.5 = Calif. House on N 1' Back

on Hub
2+299 12

398.88

2+20.63 = Pt. Δ to E. Line of N Alley

N	4.8	94.8
E	5.0	93.9
S	4.9	94.0
+5	4.8	94.1

2+29.91

-5	4.7	94.2
S	4.8	94.1
E on Hub	5.16	93.72
E Ground	4.9	94.0
N	4.7	94.2

2+36.05 = Pt. Δ WL of N Alley

N	4.6	94.3
E	4.8	94.1
S	4.7	94.2
+5	4.7	94.2

2+39 = E Pole on South 0.7' in Alley

2+43 = E edge Brokers Conc. Slab on N 1.6' Back 16' Wide	4.62	94.26
--	------	-------

2+61 = W " Above slab 4.62

2+50

-5	4.7	94.2
S	4.8	94.1
E	4.6	94.3
N	4.7	94.2
+1.6 on Above slab	4.62	92.7

398.88

2+58 = Garage on South 4.2' Dirt Floor 94.7	2.8' Back	94.8
2+695 = " " " 4.1	" " "	"

3+00

-10	4.8	94.1
N	4.3	94.6
E	4.0	94.9
S	3.6	95.3
+3	3.8	95.1

3+50

-5	3.7	95.2
S	3.6	95.3
E	3.7	95.2
N	3.7	95.2
+10	4.2	94.7

3+77 = Garage on N 3.6' Back 95.3' Dirt Floor

3+89 = Pole on South 0.9' in Alley

T.P. 3.80 399.16 3.52 395.36

4+00

-3.3' of House	3.6	95.6
N	3.6	95.6
E	4.0	95.2
S	3.8	95.4

+2.3 at Fence 3.8 95.4

4+07 = Garage on South 3.58' Conc. Floor Back 95.58 2.3'
Now used as Storage Room

2+90.5 to 4+31 - House on N 3.3' Back

	399.16		
4+00 = deep conc. walls on N	3.77	95.39	0.5' back 2' wide
4+35 end stone walk	4.09	95.07	
4+35			
-0.2 at House	3.6	95.6	
E	4.0	95.2	
+S	4.1	95.1	
N	3.6	95.6	
+0.5 on walk.	3.77	95.39	
4+46 to E.L. 35th on South			Express Hedge 0.4' in Alley
4+62.91 = E.L. 35th St.			(No cb.)
N on Pav.	5.73	93.43	
E " "	5.76	93.40	
S " "	5.42	93.74	
4+76.6 ± = E. cb 35th St.			
S on Pav. (No cb)	6.08	93.08	
E " "	6.05	93.11	
N " "	6.26	92.90	
" on cb Ret.	5.98	93.18	
T.P.	5.22	398.93	5.45 393.71
0+00 diag. Section			
North + South Ally Blk. 41			
N	4.7	94.2	
E	4.7	94.2	
E	5.0	93.9	
0+49 = Rd on W			0.8' in Alley.

	398.93		
0+50			
-S	4.6	94.3	
E	4.5	94.4	
E	4.4	94.5	
W	4.5	94.4	
+S	4.6	94.3	
0+54	4.46	94.47	
4+59 E Garage on W	4.47	94.46	Conc. Floor 3.4' Back
0+63			
4+63 E Garage on W	4.47	94.46	Conc. Floor 5.6' Back
1+00			
-S	4.8	94.1	
W	4.8	94.1	
E	4.8	94.1	
E	4.7	94.2	
+S	4.6	94.3	
1+50			
S	4.6	94.3	
E	4.6	94.3	
E	5.0	93.9	
W	4.8	94.1	
+S	4.9	94.0	
1+53 = S Pole on W			0.5' in Alley
1+70 on E Rem Section	5.66	93.27	
1+85 Fence on W on L170			
2+00 " " " 1.2' in Alley			
+50 " " " 0.8 " "			

398.93

2+00

-5 4.8 94.1

W 4.8 94.1

FR 4.8

E 5.1 93.8

E 5.1 93.8

+5 4.9 94.0

2+46 2' conc. Walk on W 4.3 in Alley

2+50

-5 5.4 93.5

E 5.2 93.7

E 5.0 93.9

6.8 at Fence 4.9 94.0

W 4.9 94.0

+5 4.8 94.1

3+00 Fence on W 0.9' in Alley

-5 3.9 95.0

W 3.9 95.0

E 4.9 94.0

E 5.1 93.8

+3 4.8 94.1

+5 5.2 93.7

3+50

-5 5.6 93.3

E 5.6 93.4

398.93

15

E 5.2 93.7

+7.2 at Fence 4.9 94.0

W+5 4.8 94.1

3+57 E Pole on W 1' in Alley South end of driveway

3+59 to 3+86 Frame Cottage on W " " 0.2' in Alley

3+92 E Dble. Garage on W 0.2' in Alley

W on Floor 4.26 94.67

+2 " Top Conc. Apron 4.59 94.34

4+00

-5 5.9 93.0

E 4.2 94.0

E 5.0 93.9

W 4.8 94.1

4+03.5 E Garage on W 0.2' in Alley

4+10.90 Alt 13° 26' 30"

TP 5.02 398.58 5.37 393.56

-5 4.6 94.0

W 4.5 94.1

E on Ground 4.7 93.9

E " Hub 5.02 93.56

E 4.8 93.8

+5 5.5 93.1

4+30 E Garage on W 10' Back Floor

4+38 - Pole on W 0.8' in Alley

4+50

-10 5.5 93.1

4+50 398.58

E	5.0	93.6
L	5.1	93.5
W	4.9	93.7
+5	5.0	93.6
	5.01	93.57
4+96 = L Garage on E Conc. Floor 3.2' Back		
	5.01	93.57
5+01 = L " " " " " "		
5+00		
-5	5.2	93.4
W	5.0	93.6
L	5.2	93.4
E	5.3	93.3
+3.2 at Garage	5.7	92.9
5+11.78 = S.L. of E+W Alley		
E	5.3	93.3
L	5.1	93.5
W	4.8	93.8
X Section of North East + W Alley		
0-12 = W cb Wilson		
N Gate Post	8.03	90.55
" cb.	7.67	90.91
L "	8.04	90.54
S cb	7.75	90.83
S Gate "	7.99	90.59
0-6' = W end cbs		
S on cb.	7.55	91.03
" Parking.	7.69	90.89

16

398.58

L Post	7.99	90.59
N "	7.79	90.73
" on cb.	7.59	90.99
0-1.5 = Wedge Sidewalk		
N on Walk	7.51	91.07
" " Post	7.54	91.04
L " "	7.79	90.79
S " "	7.39	91.19
" on Walk	7.32	91.26
0+00 = Wilson Wilson Ave = W edge Parking		
S on Parking.	7.30	91.28
L "	7.75	90.83
N " "	7.48	91.10
0+20 = beg. Conc. Walk on S 0.3' Back		
-5	6.0	92.6
N	6.1	92.5
L	6.7	91.9
+5	6.6	92.0
S	6.0	92.6
+0.3 on Walk	5.85	92.73
0+50 = West end Abaco Walk		
-0.3' on Walk	5.34	93.24
S	5.5	93.1
L	5.9	92.7
W	5.8	92.8
+5	5.8	92.8

398.58

1+00

-5	4.8	93.8
N	5.0	93.6
L	5.3	93.3
S	5.2	93.4
+5	5.4	93.2

1+25.0 = East Line N + S Alley

S	5.2	93.4
L	5.2	93.4
N	5.3	93.3
+5	5.4	93.2

1+32.54 on Hub on N. Line Alley

1+40.0 = W.L. N + South Alley

-5	5.4	93.2
N	5.2	93.4
L	5.1	93.5
S	4.7	93.9

1+70

-5	5.0	93.6
S	4.8	93.8
L	5.0	93.6
N	5.1	93.5
+5	5.3	93.3

2+00

-5	5.4	93.2
N	4.9	93.7

398.58

18

L	4.7	93.9
S	4.5	94.1
+1	4.8	93.8
+5	4.8	93.8

2+40

-5	5.5	93.1
S	4.6	94.0
L	5.0	93.6
N	4.6	94.0
+5	5.0	93.6

2+57.49 = M.L. sta. = E.L. 35th on N

N on Hub.	6.12	92.46
N " Porridge.	6.28	92.30
L " "	6.51	92.07
S " "	6.20	92.38

2+62.5 = E. cb. 35th

S on cb.	6.60	91.98
" " Gut. Porridge	6.90	91.68
L on "	6.95	91.63
N " "	7.00	91.58
N on cb	6.70	91.88

TR 4.85	396.26	6.97	392.11
chk starting BM	4.18	392.78	
		392.78	
		0.00	

Traverse Ely Shore Line of
Mission Bay bet. Coord. Pts.
"Morena" and "Bond"

T. ALLEN, Director
C. Moore - Transit
Summerhayes - H. Chas.
Begg - R. Chas.
4-16-46

A.M. quite foggy.

P.M. Light wind

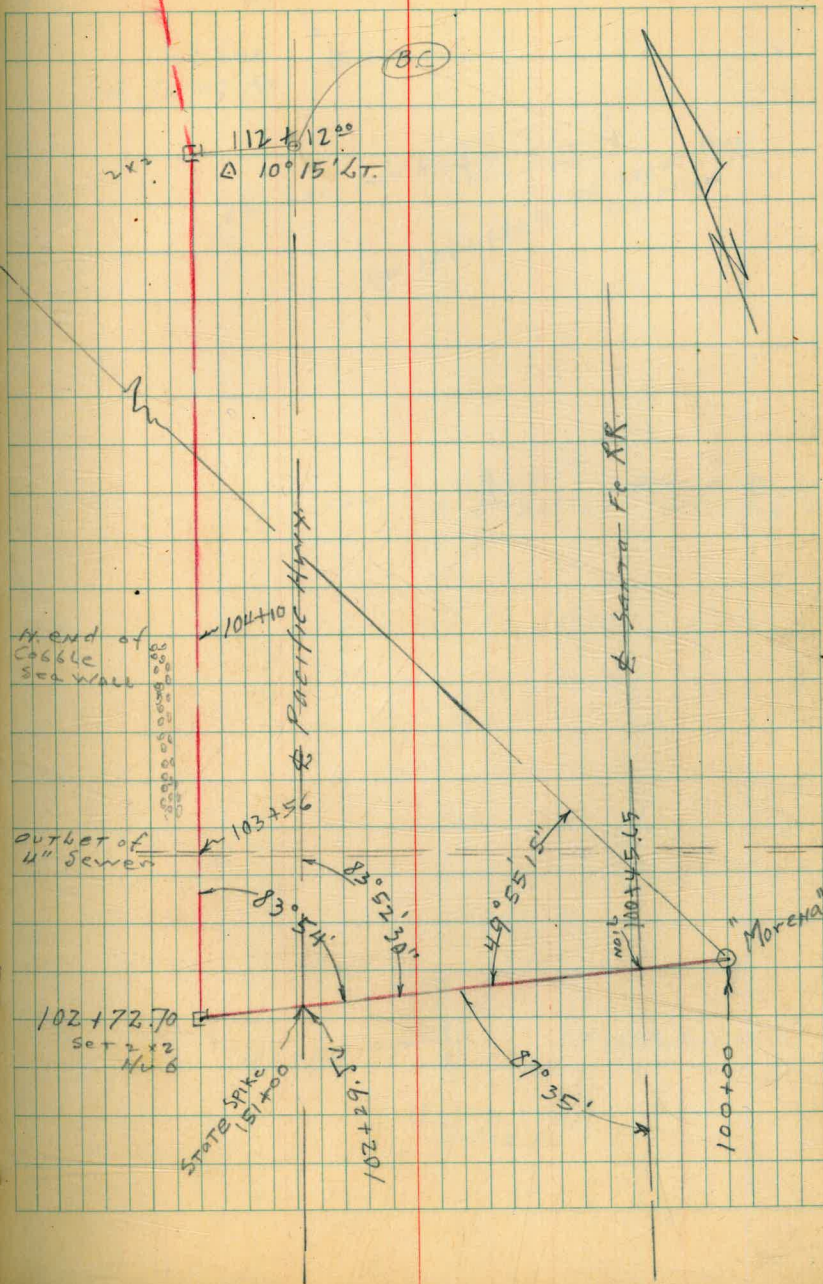
"Bond"

2"x2" Riv. Hubs set at angle Pts.

14" Lot's set at stations

indexed
E.S.R.

18



\triangle 123+00
 \triangle 16°12' RT.

122+00 \leftarrow 11.55 \rightarrow []
 [] 121+62.09 Fd. STATE Hwy.
 Con. Mon.

2xx \square 119+00 = approx. E of
 \triangle 8°13'15" LT Jellotte St.

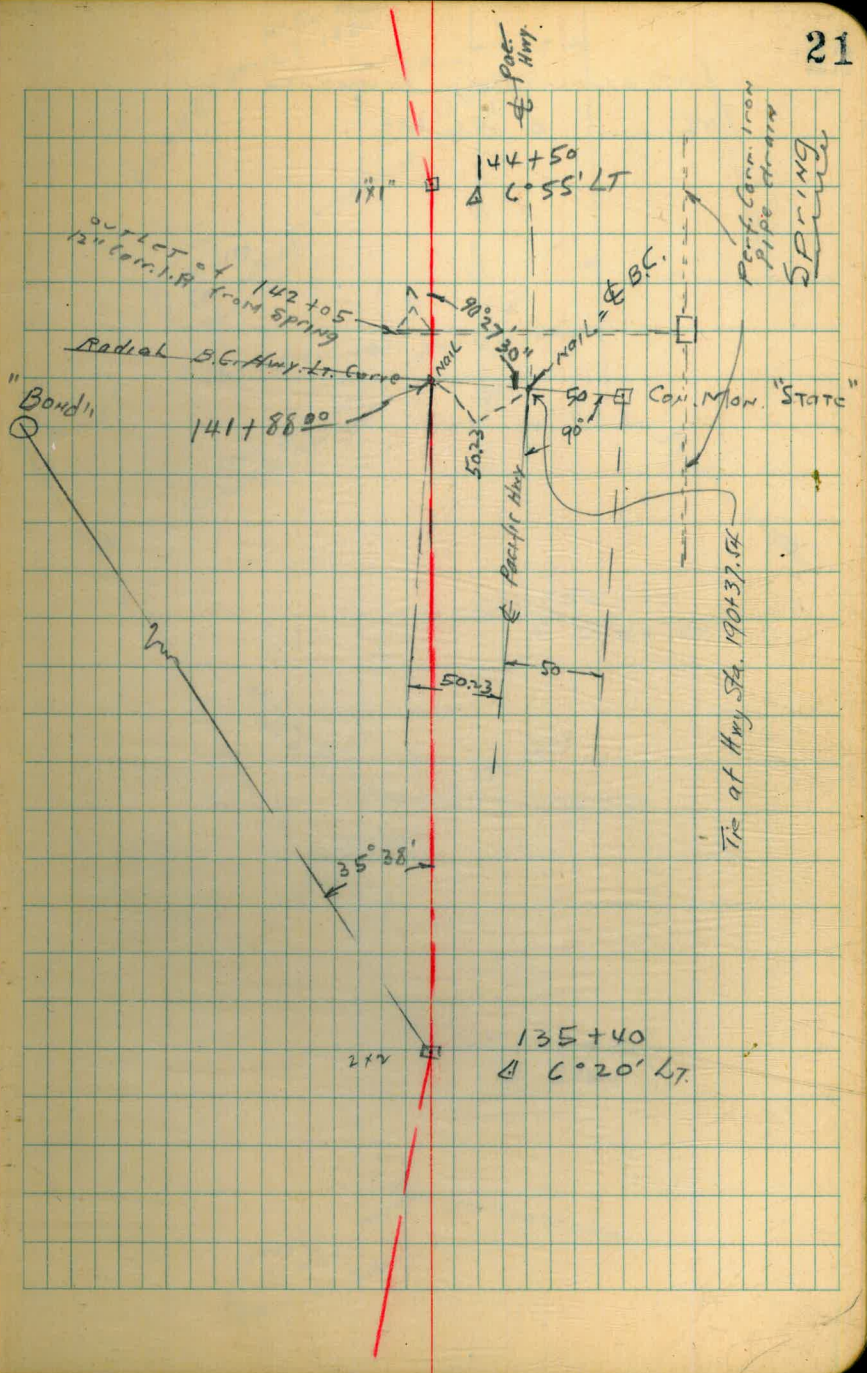
112+51 \rightarrow [] 10' x 4' Con. Box C&G.

\square 112+12
 10°15' LT.

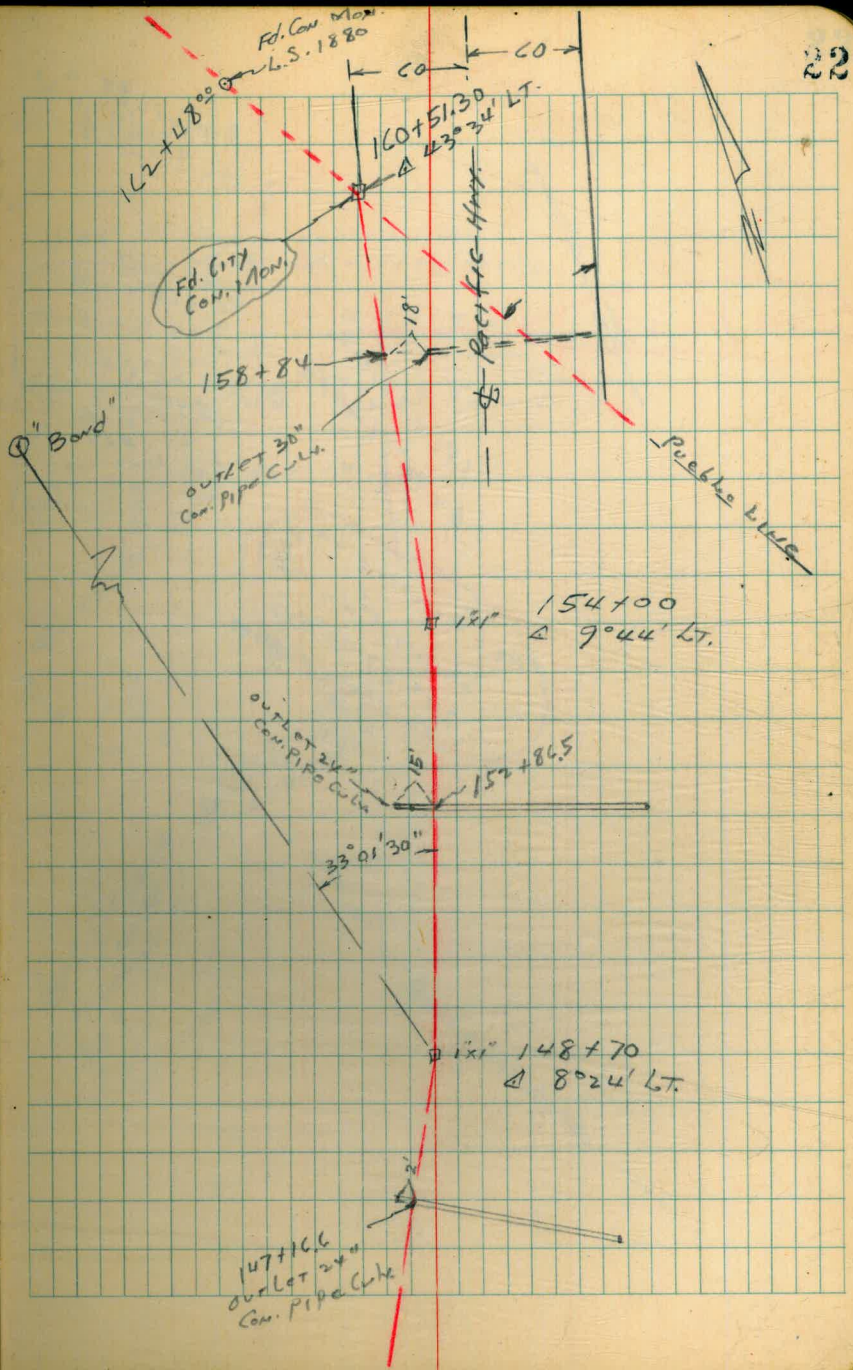
OUTLET 48"
CON. PIPE 6 1/4"
133+80

130+65.00
Δ 8°00' LT.

127+17.00
Δ 16°27' LT.



Mission Bay Trackage
 "Morona" to "Band"



P. 24

 $177 + 16.85'' \text{ LT.}$
 $\Delta = 89^{\circ} 51' 30'' \text{ LT.}$

See P. 27

 Fd. old orig.
 3" x 3" R.W. Post
 Pueblo Cons.
 as shown on

 Fd. Con. Mon.
 L.S. 1980
 Destroyed
 by Army
 Tractor

 Make Correction on
 Short Course
 $74^{\circ} 57' 30'' \text{ RT.}$
 to close angles

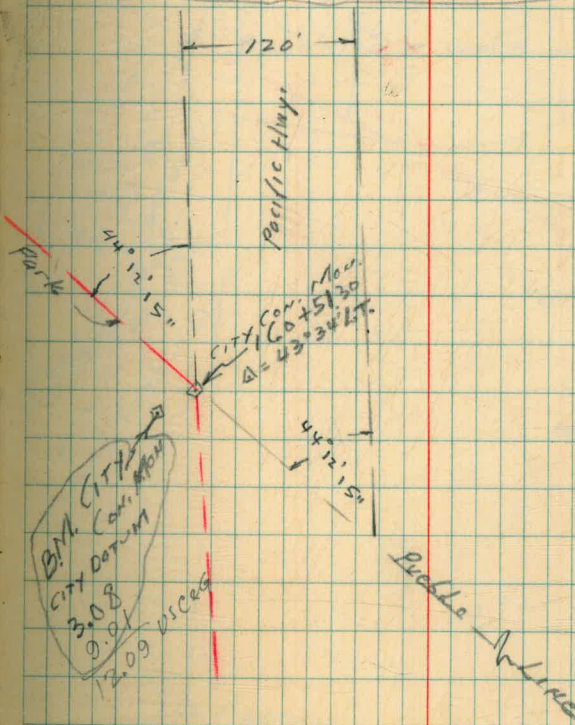
 Mission Bay
 Park

P.L. 1208

See P. 27.

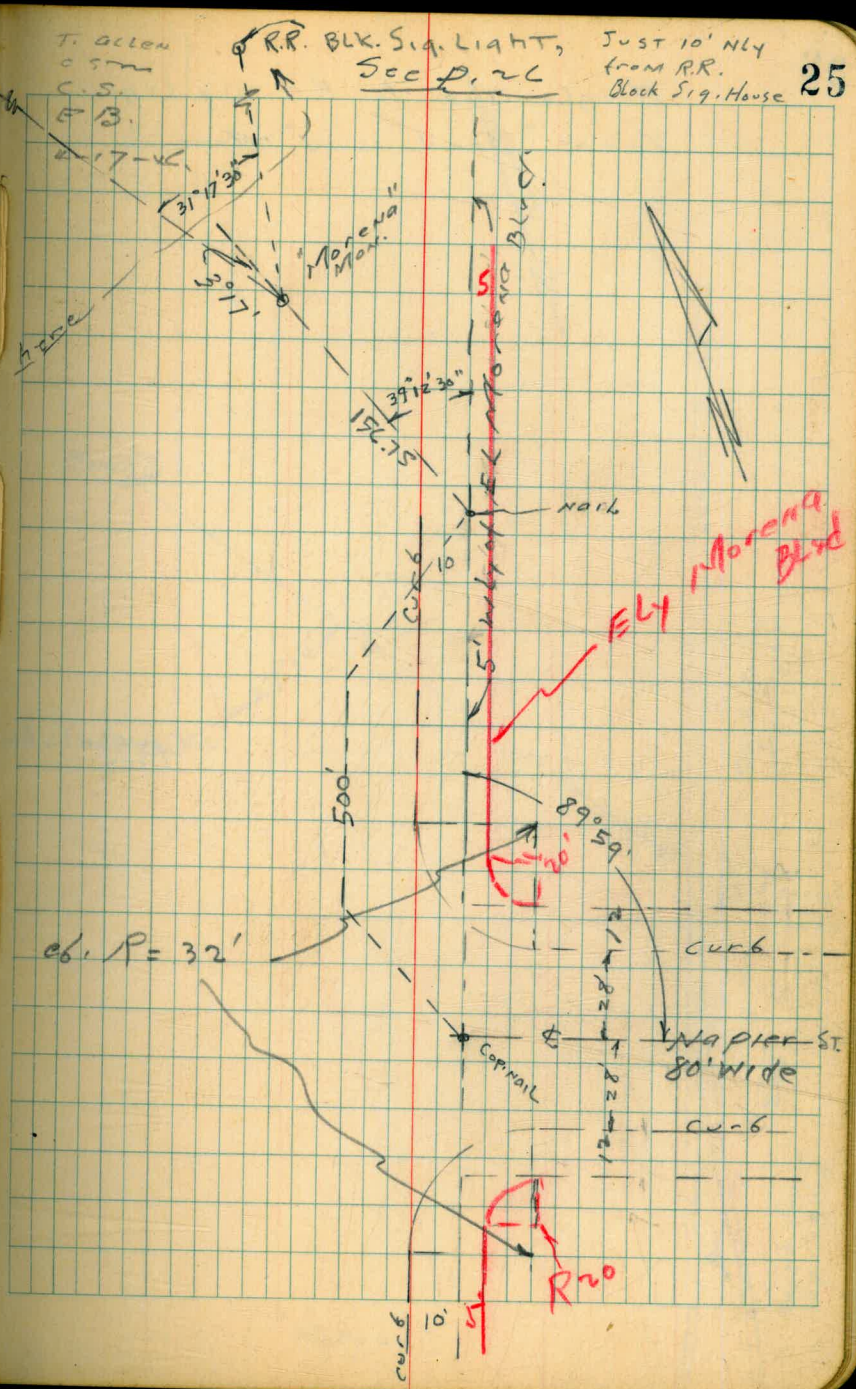
 3" x 3" Posts reset with
 Con. Mon's, Ld. + City disks
 as found

 4-18-46
 CSW

 Map of Mission Bay
 Park Sub. by J. COVERT.


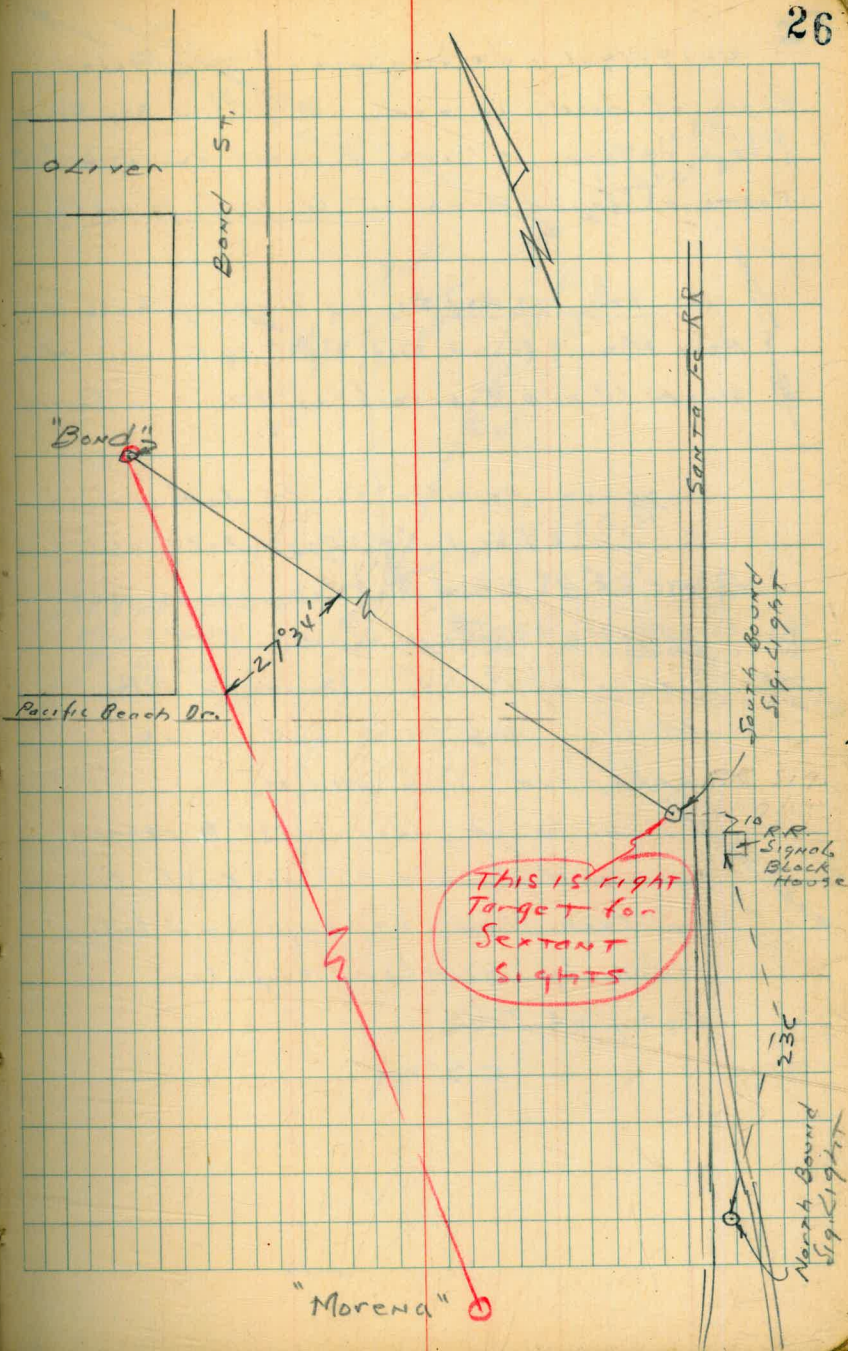
"Bond" →
 Tie of Napier & Ely Line of
 Morena Blvd to "Morena" ^{cont.} _{Map.}

See P. 26 for
 angle tie from "Bond" and
 "Morena", Lt. to R.R. Sig. Light shown



Angle Tie to R.R. Sig. Light
from "Bond" and "Morena"

Puebla
Line



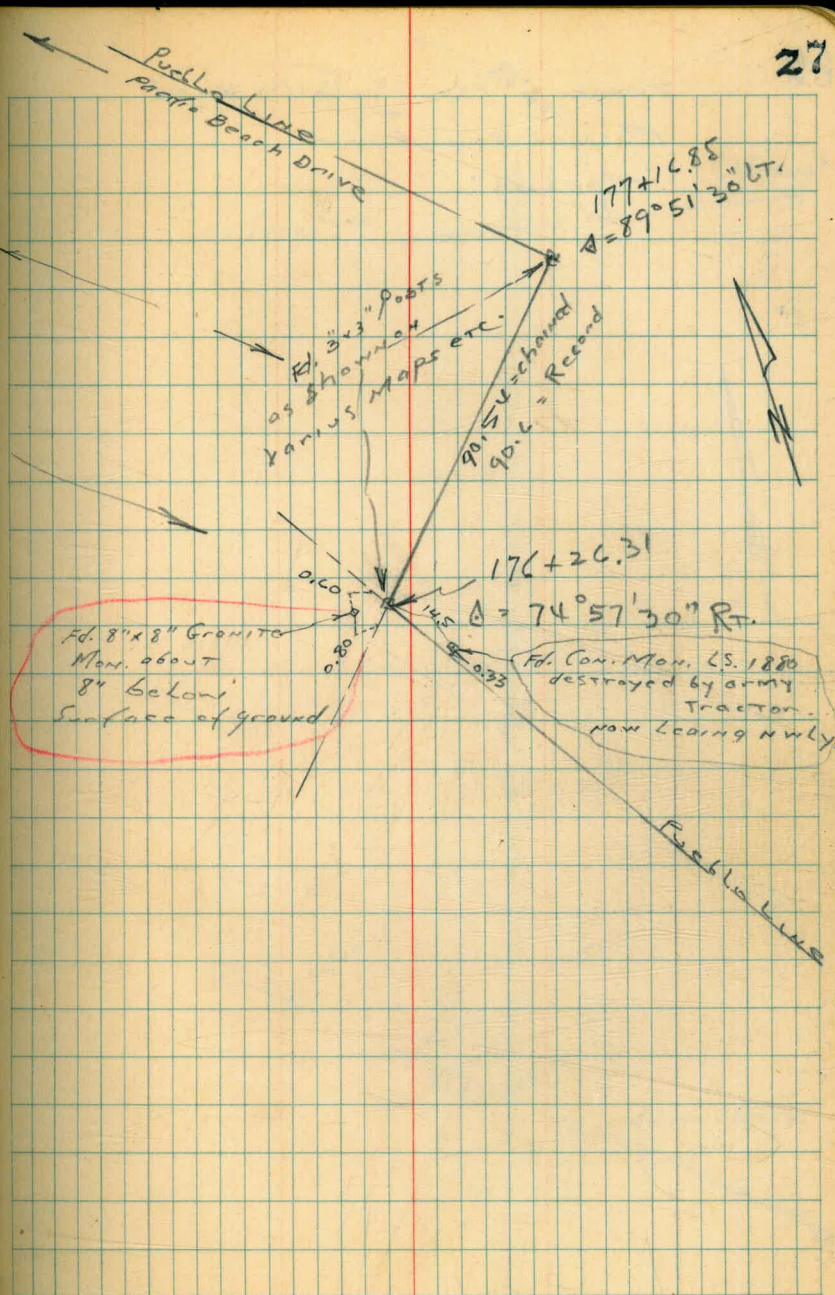
4-18-1946, at request of Tom Allen,
Engr. of dredging, etc., of Mission Bay Park,
for City Planning Dept., I reset the old 3"x3"
posts as found, with 24" Con. Mon. Ld. and City desks.

at Sta. 176+26.31, in digging hole for
New Mon., found old 8"x8" sg. Granit Mon.
with Ld. and Cap. tack as shown on sketch

Suggest possible Court decision
to have old 3"x3" post hold as corner
as this point has been recognized
by old surveys of U.S. G.S.
State of Calif. Santa Fe R.R.
Mission Bay Park and various
accepted Sub. Maps,

although, about 1885 to 1892
Granit Mon. were set as Pueblo Corners
by Tom Shaw, City Engr. and before
him by Hanshen. Engr. for
City of S.D.

CSM



Transverse Ely Shore Line of
Mission Bay front
"Morena"

See p. 18

102 + 72,70^{2xy}

83° 54'

"Morena"

Pacific Hwy.

66° 04' 15"

5872^{xy}

4645

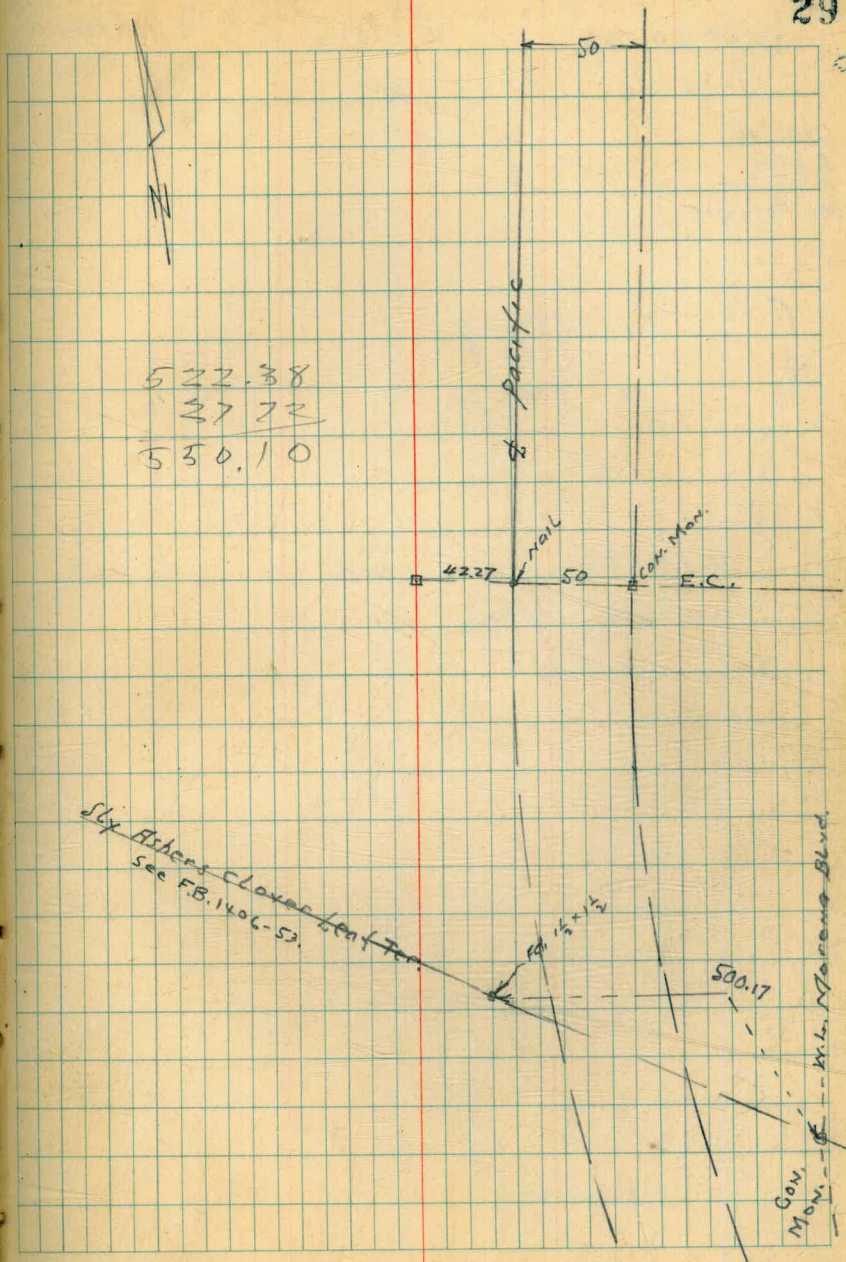
Fd^{2xy}

see 1502-8

Ally Hebrew Clow
102



522.38
 27.72
 550.10



Wo # 20556

Extend Storm Drain

18" Pipe NE 54th & University Ave.

301

1-28-52

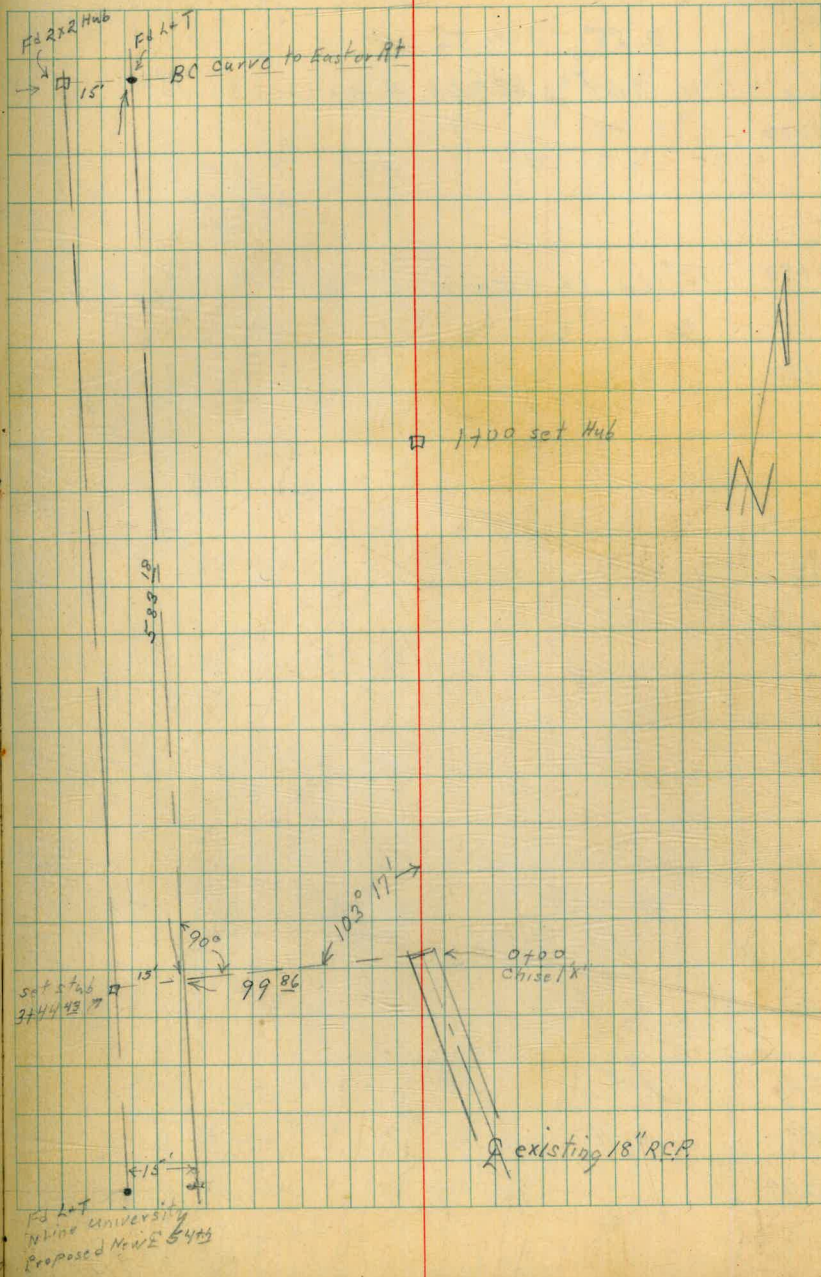
D. Smith
C. Allen
R. Taylor
Wm. Ferguson

9+27.61
Sissions Sta
New alignment

Ref: 3776-B
3777-B

FB - 2112-29

Note; There is a sewer line very close
somewhere along here



Starting BM. 8.83 310.02 ✓ NWBP 54th University

TP₁ 0.55 318.85 12.34 318.30 ✓

TP₃ 0.24 330.64 4.39 330.40 ✓

1700

0790 12 1/4 Lt E 18' Eucalyptus Tree

0770

0730

0710

0700

TP₂ 2.65 334.79 ✓ 1.64 332.14 ✓

TP₁ 12.24 333.28 ✓ 0.27 321.54 ✓

BM 12.29 322.31 ✓ 310.02 ✓ NWBP 54th University

Lt. West ♀ Rt. East 31

327.5 325.7 325.4 326.5 329.2 330.0
 7³ 9⁴ 9⁶ 8³ 5³ 4⁸
 20. 7 on 466 13 18 20

325.9 324.8 323.6 327.3 325.3 328.3
 8² 10² 11² 10⁵ 9⁵ 6⁵
 20 14 10. 11 20

323.1 322.6 322.1 321.6 322.9 327.9 326.6
 11² 12³ 12² 12³ 11² 9² 8³
 20 2 3 14 16 20

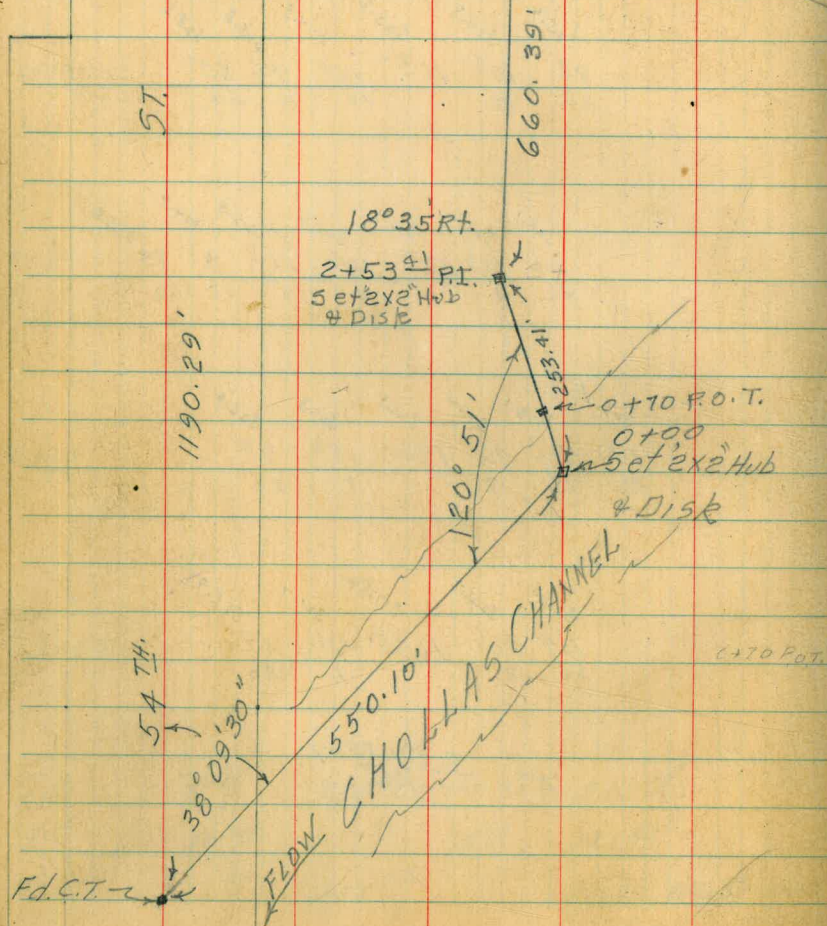
323.2 323.1 321.4 320.8 321.8 322.9
 11⁶ 11⁷ 13⁴ 14² 13² 7²
 20 13 7 9 20

324.3 322.7 317.84 321.7 328.9
 10⁵ 12⁴ 16⁸ 13² 5²
 20 8 4 20

334.79 ✓

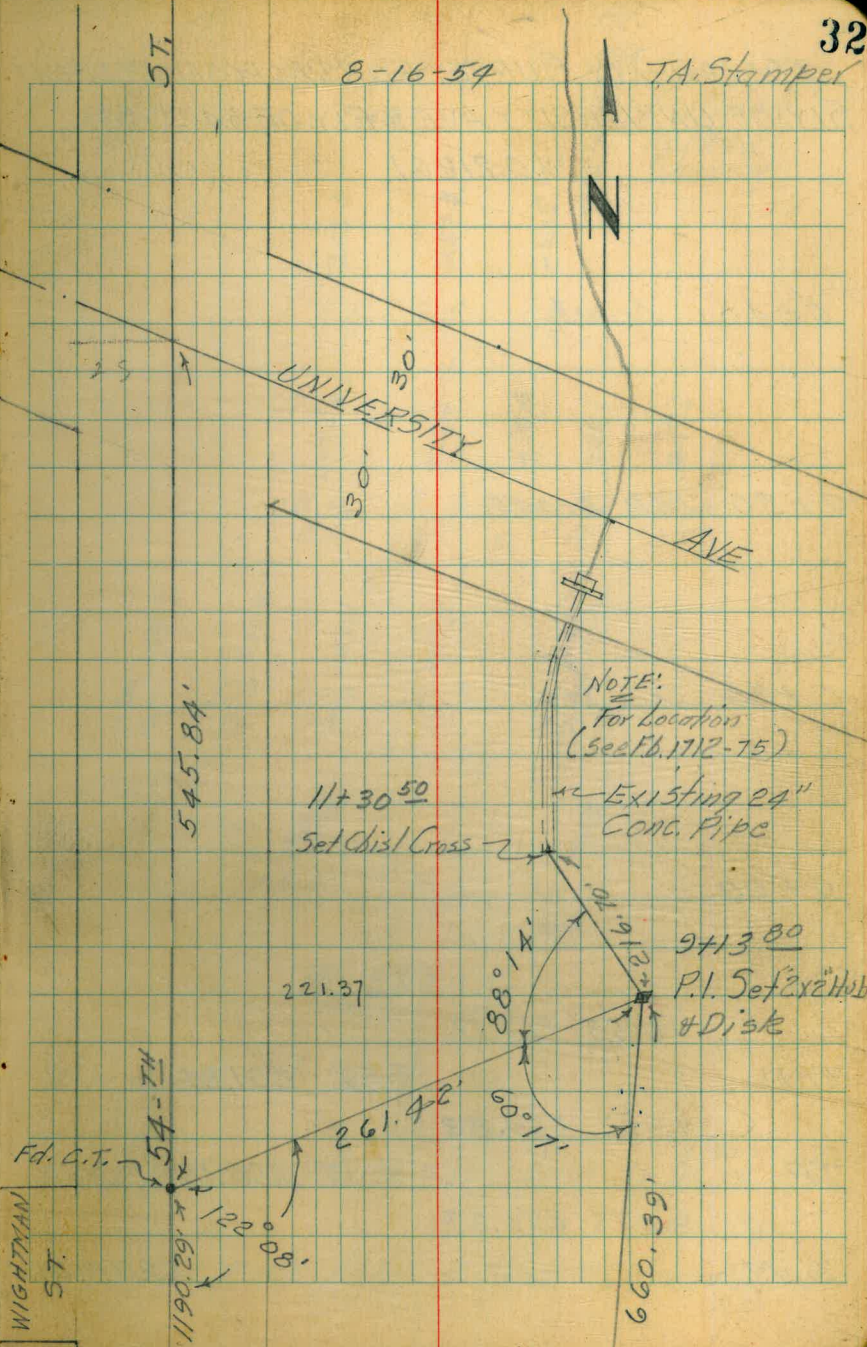
SURVEY FOR STORM DRAIN EASEMENT
 SLY. FROM UNIVERSITY AVE TO JUNCTION
 WITH CHOLLAS CHANNEL SLY NO. 21261

INDEXED
 J. E. P.
 AUG 17 1954



8-16-54

T.A. Stampel



STORM DRAIN SURVEY FOR PROPOSED EASEMENT
 SLY OF UNIVERSITY AVE & ELY. OF 54TH ST.
 W.O. 21261

0+45 Break

0+30 Top Break

0+28 Toe Sec

0+00

+0.53 257.77

T.B.M. -2.59 257.24

+9.73 259.83

T.P. -9.17 250.10

+0.76 259.27

B.M. 258.51

Lt.

±

Rt.

33

8-16-54

Stampfer
 Huffman
 Nordahl
 Sherry

NOTE: See Sketch P. 32

	252.3	251.3	250.5
	5.5 25	6.5 0	7.3 25
	249.0	250.4	250.4
	8.0 25	7.4 0	7.4 2
	249.7	247.5	246.5
	8.1 25	10.4 0	11.3 25
	250.0	247.5	246.5
	7.8 15	10.3 0	11.3 25
	247.4	244.2	244.3
	10.4 13	13.6 0	13.5 25
	244.4	244.2	244.3
	13.4 25	13.6 0	13.5 25

247.2
247.3

257.77

Top P.O.T. Hub Sta 0+70

Set P.K. P.P.N. 70423 W/ly Side 54th St
 Approx 100' Nly Chertas
 Bridge

B.P. In N. End Island 54th St Stream View

STORM DRAIN SURVEY

+1263 27878

T.B.M.

- 2.87 266.15

P.I.

2+534¹ Sec. On Split ←

P.I.

2+25

2+00

1+50

1+00

+11.78 26902

T.P.

- 0.53 257.24

0+70 Top Channel Banks

ct

8-16-54

pt.

34

Top P.I. Hub 2+534¹

266.4	267.0	267.2	267.1	267.1	267.9
2.6	2.0	2.87	1.9	1.9	1.1
25	25	0	5	5	25
265.1	265.8	265.9	265.9	265.9	265.9
3.9	3.1	3.1	3.1	3.1	3.1
25	0	2	25	25	25
261.1	261.2	261.2	261.2	261.2	261.2
7.9	7.8	7.8	7.8	7.8	7.8
25	0	0	25	25	25
258.3	258.6	258.6	258.6	258.6	258.6
10.7	10.4	10.4	10.6	10.6	10.6
25	0	0	25	25	25
255.4	269.02	269.24	257.7	257.7	257.7
2.4	0.53	0.53	0.1	0.1	0.1
25	0	0	25	25	25
	on Hub	on Hub			

257.77

STORM DRAIN SURVEY

10.34 287.00

TP

-2.12 276.66

5+50

5+00

4+50

4+00

3+50

3+00

278.78

8-16-54

278.8	2772	2735	272.8	272.5	276.0
0.0 5	1.6 25	5.3 0	6.0 8	6.3 50	2.8 30
278.0	2764	2719	2708	2709	274.3
0.7 35	2.4 25	6.9 0	8.0 13	7.9 25	4.5 50
2777	2745	2701	2689	2696	273.1
1.1 47	4.3 25	8.7 0	9.9 10	9.2 30	5.7 50
2718	2694	2682	2685	2714	273.2
7.0 35	9.4 25	10.4 15	10.6 13	7.4 25	5.6 35
2674	2672	2706			
11.4 25	11.2 0	8.2 25			
2676	2674	2678	2688		
11.2 25	11.4 0	11.0 11	10.0 25		

278.78

STORM DRAIN SURVEY

7+50

+10.3) 295.21

T.B.M.

-2.10 284.90

7+00

6+75 Top of Fill Area Easterly

6+65 Toe of fill To Easterly

6+50

6+00

287.00

Station	LT	RT	Top of Fill	Toe of Fill	Top of Fill	Toe of Fill
7+50	287.3	282.9	280.0	280.0	287.1	288.3
	7.9 50	12.3 25	15.2 13	15.2 Toe	8.1 16 Tot	6.9 30
7+00	284.7	280.5	278.6	278.3	278.2	284.6
	1.8 48	4.5 30	7.7 13	8.2 0	8.1 5 Tot	2.5 15
6+75	283.7	279.7	277.3	278.0	277.4	281.7
	2.3 50	6.5 25	8.4 12	8.7 0	8.8 9 Tot	2.4 20 Tot
6+65	283.7	278.6	276.9	276.4	276.1	278.0
	3.3 47	7.3 25	9.7 10	9.0 0	9.6 16	7.0 32
6+50	283.00	280.0	278.0	274.4	274.3	276.5
	3.3 50	8.4 25	10.1 12	10.6 0	10.9 13	9.0 25
6+00	283.00	280.0	278.0	274.4	274.3	276.5
	4.0 50	7.0 35	9.0 25	12.6 0	12.7 16	10.5 35

287.00

STORM DRAIN SURVEY

B.M. - 4.00 310.04 →
 +2.24 314.04
 TP. - 0.43 311.80

T.B.M.
 11+30.50 Top Chisel Cross @ 0.3' Nly of End of R.C.P.

11+30⁵⁰

11+60

+9.64 312.23
 TP. - 0.38 302.59

10+50

302.97

Lt & Rt.

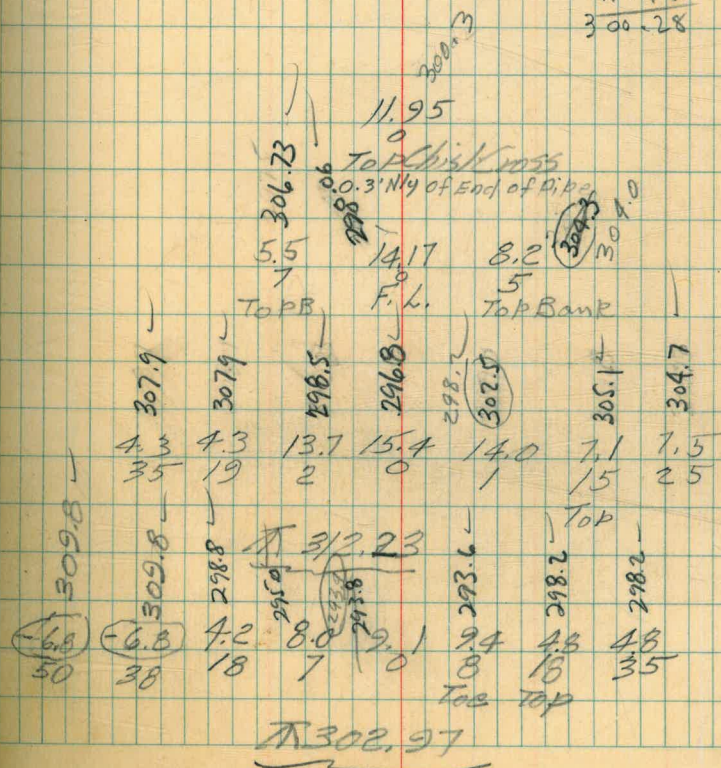
8-16-54

38

NOTE Rods Shown Thus (-0.5) are Plus and are to be added to H.I.

310.02 N.W.B.P. 54-th of University

12.23
 11.95
 300.28



Blank lined page with four vertical red margin lines.

Blank grid page with a vertical red margin line on the left side.

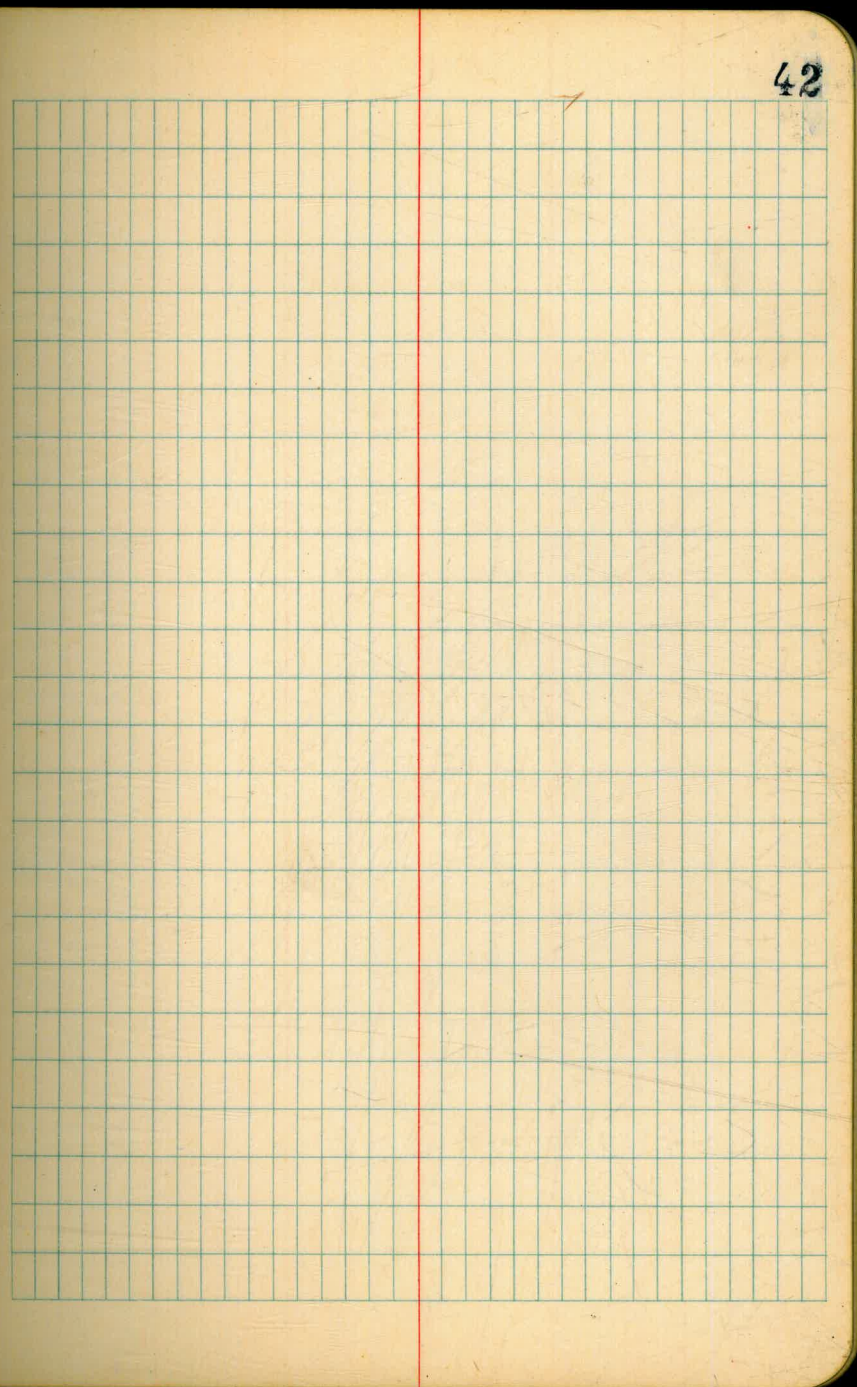
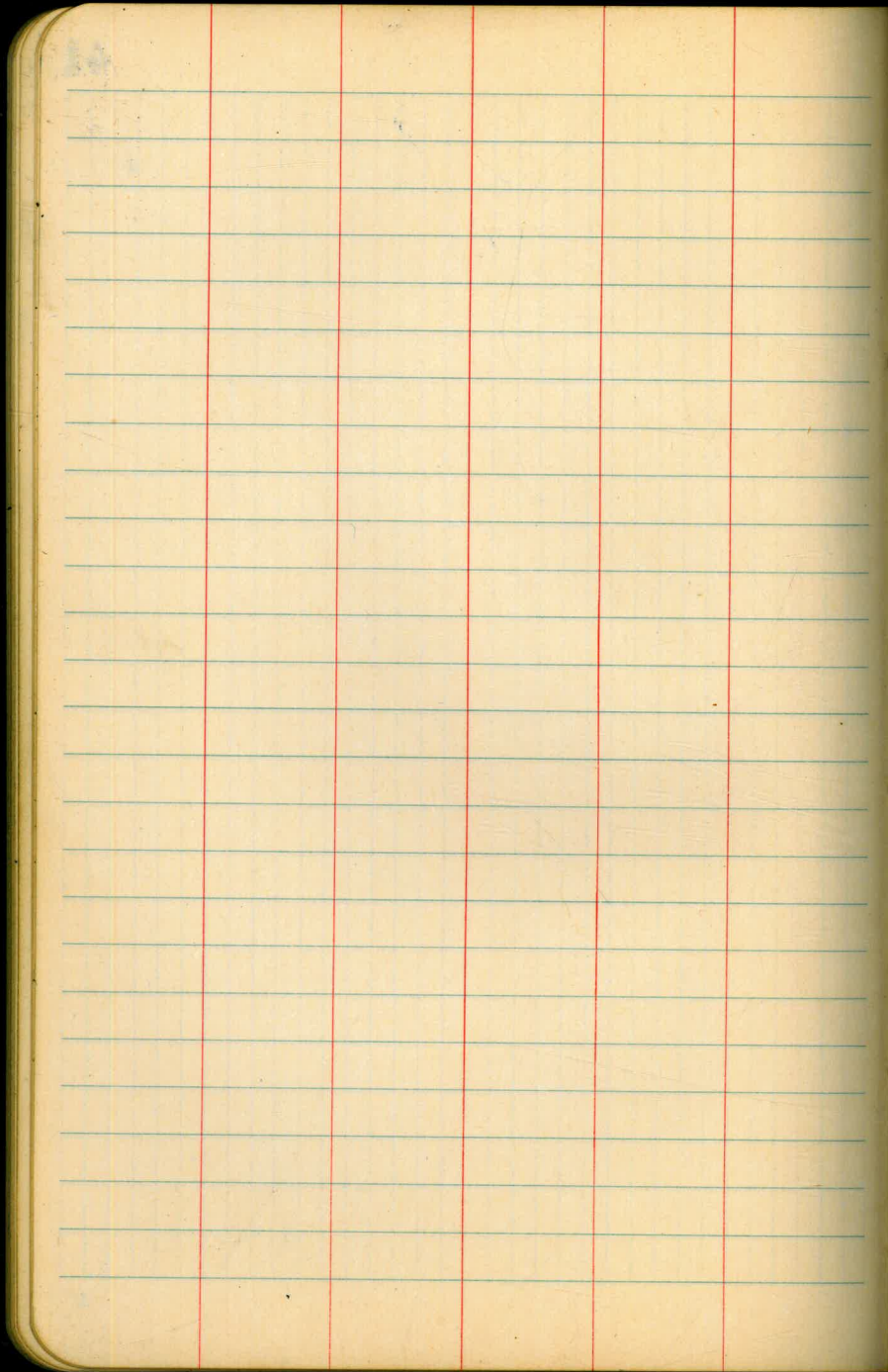
88

A ledger page with a grid of blue horizontal lines and four vertical red lines, creating five columns. The page is blank.

A ledger page with a grid of blue horizontal lines and one vertical red line, creating two columns. The page is blank.

Blank lined page with horizontal blue lines and vertical red margin lines.

Blank grid page with a grid of small squares and a vertical red margin line.



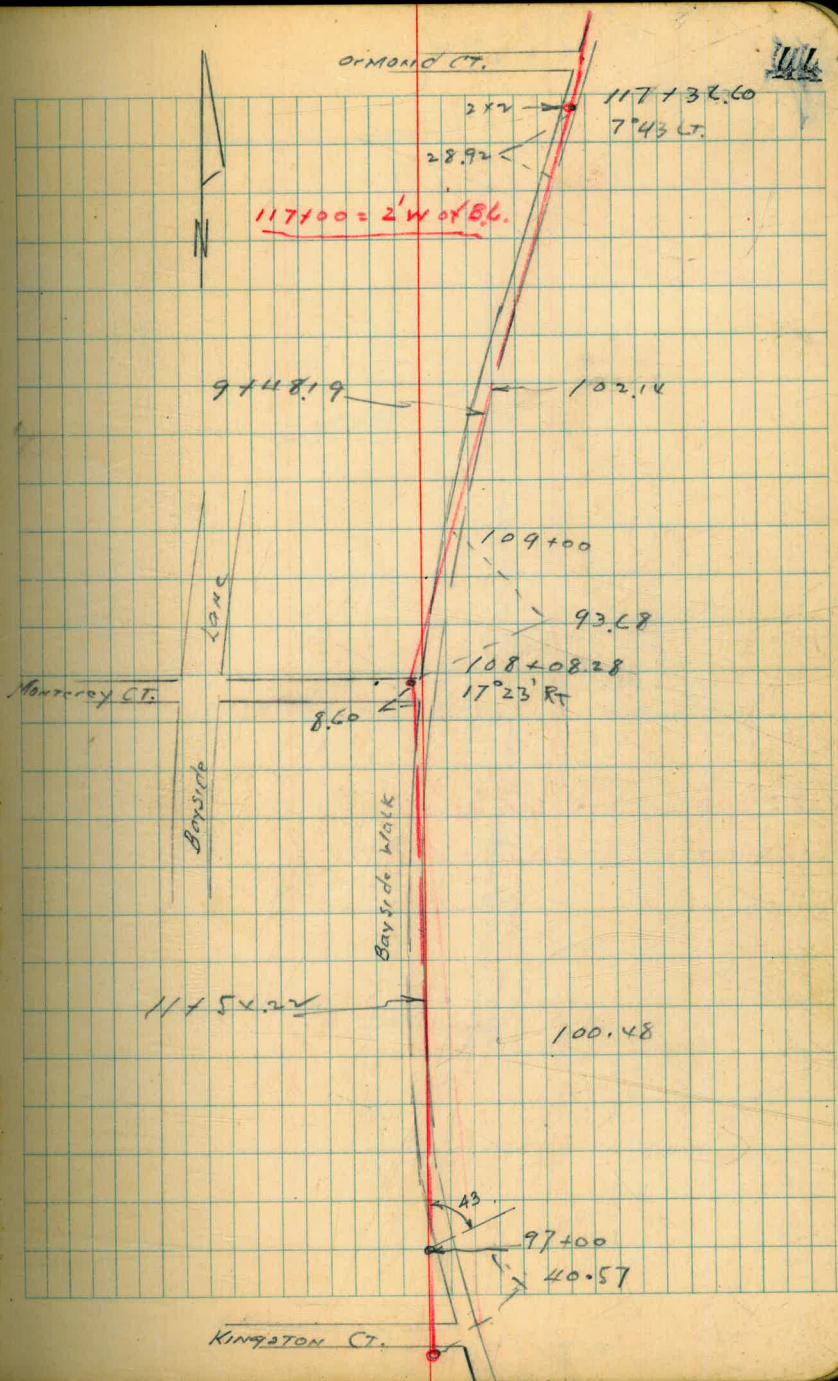
Transverse Ely Shore Line of
Mission Beach

Kingston only to

• = 1 1/2" Galv. Iron Pipes, capped with ^{chiselled} Brass

Offsets from Baseline

- 108+00 - 6' E of B.L.
- 107+00 - 17' W of B.L.
- 106+00 - thru Palm, no offset Final Hub on B.L.
- 105+00 - 45' W of B.L.
- 104+00 - 54' W of B.L.
- 103+00 - 58' W of B.L.
- 102+00 - 57' W of B.L.
- 101+00 - 53' W of B.L.
- 100+00 - 44' W of B.L.
- 99+00 - 31' W of B.L.
- 98+00 - 13' W of B.L.
- 97+00 - 10' E of B.L.



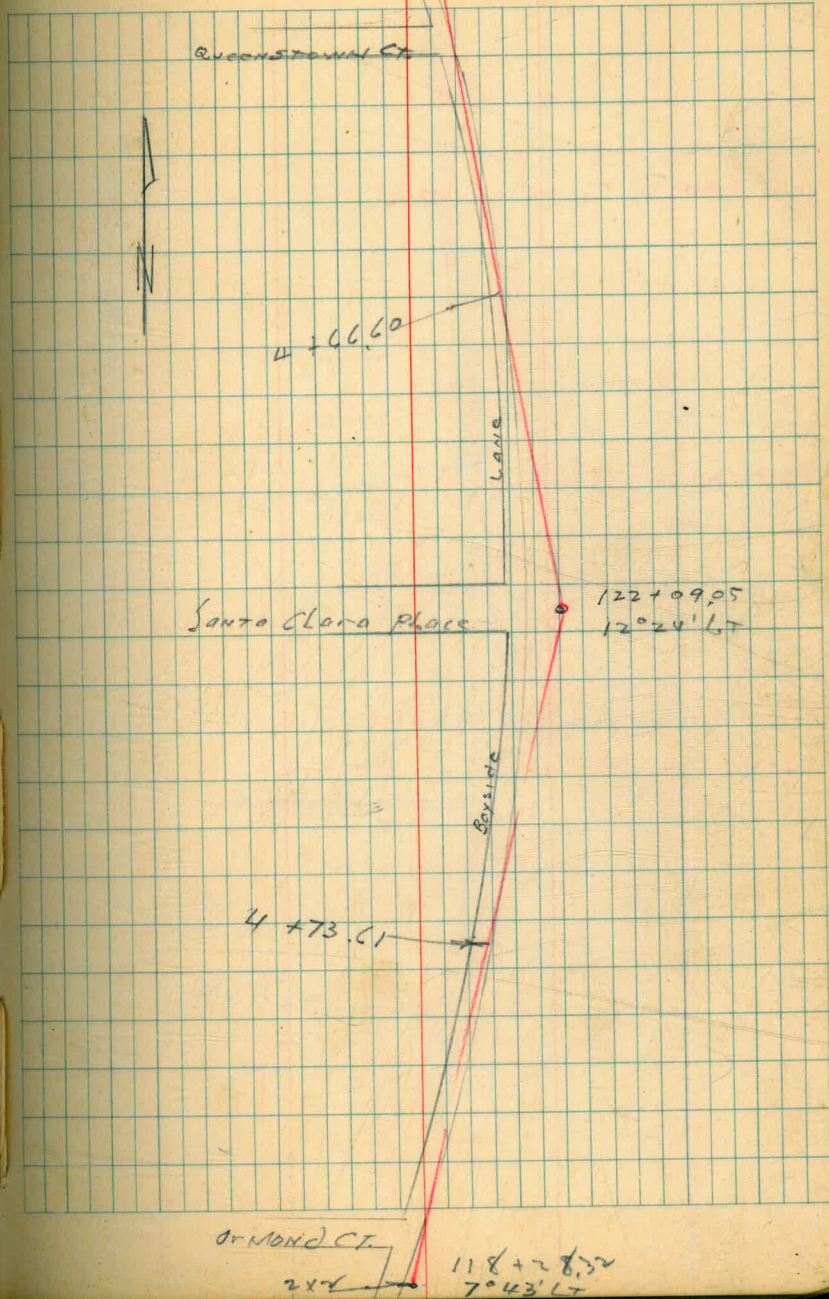
126+00 - 5' W of B.L.

123+00 - 7' W of B.L.

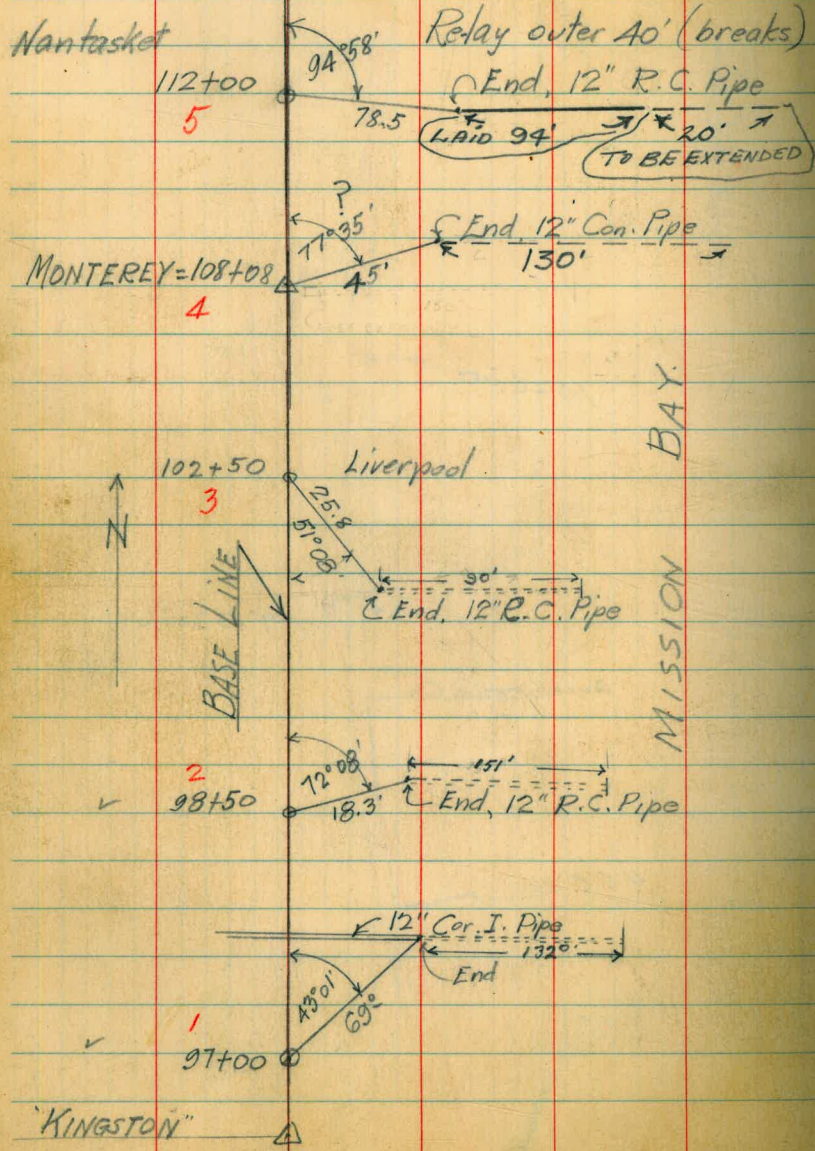
122+00 - 14' W of B.L.

121+00 - 5' W of B.L.

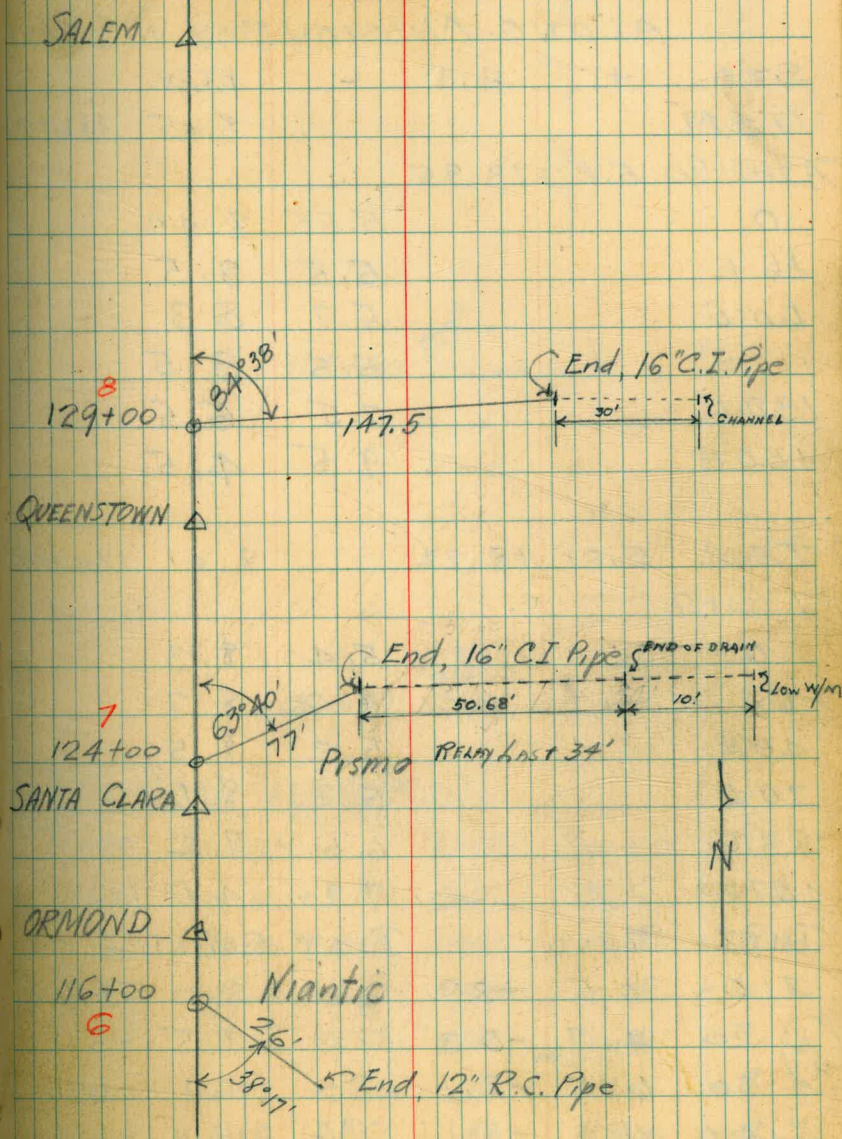
45



LOCATION OF STORM DRAINS, TO



BE EXTENDED AFTER DREDGING PROJECT N^o 6.



GROUND PROFILE
FOR DRAIN EXTENSIONS
ALONG MISSION BAY W. SHORE

STA	+	H.I	-	ELEV.
T.B.M.				8.45 116+00
115+80	5.50	13.95		
0			5.55	8.40
16 E			5.5	8.5
60 E			5.7	8.3
110 E			5.5	8.5
130 E			7.5	6.5
150 E			9.5	4.5

T.B.M. 5.31 13.72 8.41 124+00

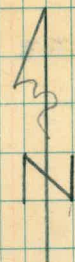
124+37

0			5.4	8.3
6 E			5.0	8.7
40 E			5.2	8.5
70 E			5.1	8.6
88 E			6.5	7.2
107 E			9.7	4.0

DIST SOUND			DIST SOUND		
110	0.5	+3.9	60	8.0	-3.6
20	4.7	-0.3	70	9.5	-5.1
30	6.5	-2.1	80	11.0	-6.6
40	6.5	-2.1	90	11.0	-6.6
50	6.8	-1.9	2+00	11.0	-6.6
			10	11.0	-6.6

12-30-46

48



115+80 90°

124+37 90°

STA STA 115+80

DIST SOUND			DIST SOUND		
160	0.6	+3.7	30	8.5	-4.2
70	4.0	+0.3	40	9.7	-5.4
80	5.0	-0.7	50	10.5	-6.2
90	5.5	-1.2	60	11.4	-7.1
2+00	5.9	-1.6	70	12.4	-8.3
10	6.0	-1.7	80	13.0	-8.7
20	7.3	-3.0			

DRAIN EXTENSIONS CONTD

STA	+	H.I.	-	ELEV.
T.B.M.	5.53	14.03		8.50
0			5.6	8.4
			10.77	3.26
E 50			5.5	8.5
E 116			5.5	8.5
E 135			7.2	6.8
E 150			9.4	4.6
E 164			10.0	4.0

DIST	SOUND	ELEV	DIST	SOUND
170	1.1	+2.9		
80	4.0	0.0		
(A.D) 90	5.2	-1.2		
2+00	6.2	-2.2		
10	6.0	-2.0		
20	6.2	-2.2		
30	6.5	-2.5		
40	7.1	-3.1		
50	8.3	-4.3		
60	8.8	-4.4		
70	9.5	-5.5		
80	10.0	-6.0		
90	9.9	-5.9		
3+00	9.9	-5.9		
16	10.5	-6.5		
20	11.3	-7.3		
30	11.9	-7.9		

12-30-46

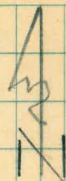
49

OUTLET FROM C.O. BOX

111+78

WATER LEVEL

18°49'



TBM	4.76	13.17	8.41
End.)	9.84	3.33
CB (1)		5.72	7.45
CB (2)		9.70	3.47

End of Culv. - 33' out
Pavement @ Catch Basin.
Bottom of Catch Basin.

Survey of Ventura Place

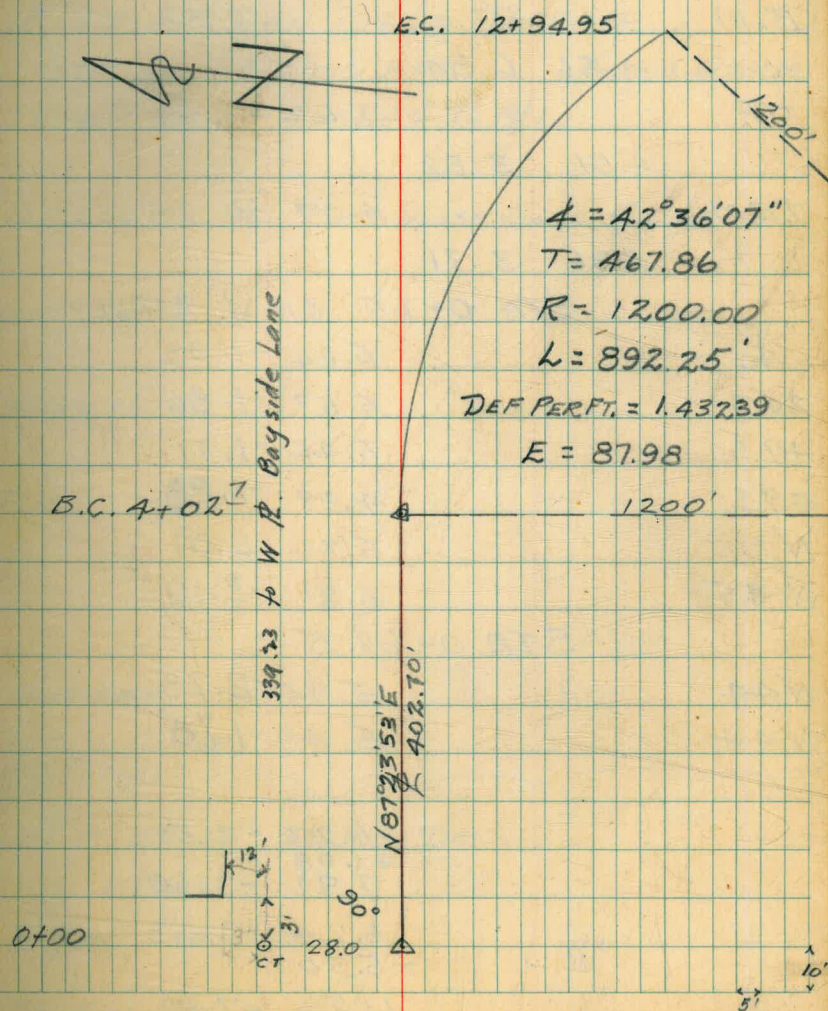
STA	DEFL	CHORD
B.C. 4+02.7	RT.	
4+52.7	1°11'37"	50'
5+02.7	2°23'14"	"
5+52.7	3°34'51"	"
6+02.7	4°46'28"	"
6+52.7	5°58'05"	"
7+02.7	7°09'43"	"
7+52.7	8°21'20"	"
8+02.7	9°32'57"	"
8+52.7	10°44'34"	"
9+02.7	11°56'11"	"
9+52.7	13°07'49"	"
10+02.7	14°19'25"	"
10+52.7	15°31'03"	"
11+02.7	16°42'40"	"
11+52.7	17°54'18"	"
12+02.7	19°05'55"	"
12+52.7	20°17'32"	"
E.C. 12+94.95	21°18'00"	42.25

From Mission Blvd, east.

52

4-16-47

THOMAS A. STAMPER



4-16-47
 SURVEY OF VENTURA
 PLACE CONTD.

STA.	+	H.I.	-	ELEV.
B.M.				11.39
				9.01
B.M.				2.38
	4.56	6.94		
TP.			7.63	-0.69
	4.51	3.82		
T.B.M.			4.07	-0.25
	3.96	3.71		

STA 0-65 ON W. STREET

¢		5.64	-1.93
205		5.57	-1.86
495		5.42	-1.71
495		4.99	-1.28
N 25		5.72	-2.01 ✓
N 45		5.81	-2.10

STA 0-68.5

N 49		5.94	-2.23
N 44		5.49	-1.78

	6.23	-2.52
	+1.08	
	7.31	-3.60
	6.24	-2.53
	+5.30	
	11.54	-7.83

T. STAMPER

C. BARRAGAN

U.S.C. & G.S. COASTER A. SHERRY

N. STANLEY

CITY OF SAN DIEGO DATUM

NOTE: ALL SETIONS ARE FAIR & WARM
 TAKEN AT RT ANGLES TO B/L.

TOP 2"x4" ON OLD PUMP HOUSE CONC SLAB

GUTTER ¢

¢ GUTTER

TOP

GUTTER

TOP 1" CURB

TOP OF 12" STORM DR.

F.L. ELEV.

TOP OF C.B.

BOTTOM OF C. BASIN

VENTURA SURVEY CONTD

4-16-47

54

STA + H.I. - ELEV

3.71

5.69 -1.98

B.M

5.28 -1.57

STA 0-50

⊕

5.34 -1.63

30S

5.24 -1.52

50S

5.15 -1.98

25N

5.38 -1.67 ✓

50N

5.33 -1.68

STA 0-37⁵

⊕

5.20 -1.49

25S

5.12 -1.41

50S

5.00 -1.29

STA 0-37⁵ ON TOP OF CURB

⊕

4.45 -0.74

N14

4.48 -0.77

N14

5.20 -1.49

N25

5.29 -1.58 ✓

N50

5.30 -1.59

N50

4.65 -0.94

STA 0-41

N50

4.51 -0.80

N44

4.51 -0.80

TOP OF M.H. COVER ON GAS M.H. ??

CITY BRASS PLUG IN W R D CURB COR VENTURA^{S.E.}

GUTTER

TOP OF ASPHALT

" " "

TOP OF CURB

TOP OF CURB

GUTTER

"

"

TOP OF CURB RETURN ON E. EDGE

" " " " " W EDGE

" " " " ON S. END OF N RETURN

STA + H.I. - ELEV

3.71

STA 0-35⁵ ON ~~CL~~ CURBRET

¢	4.61	-0.90
10 N		
14 N	4.54	-0.83
14 N	5.24	-1.53
25 N	5.35	-1.64 ✓
50 N	5.32	-1.61
S19	4.38	-0.67
S19	5.10	-1.39
S37	5.05	-1.34
S50	4.99	-1.28

CURB RETURN ~~CL~~
 16" DIA P. POLE
 TOP OF CURB RET
 GUTTER
 TOP OF PAVEMENT
 TOP OF CURB RETURN
 GUTTER
 TOP OF PAVING
 " " "

STA 0-33³

¢	4.57	-0.86
¢	5.19	-1.48
N25	5.35	-1.64 ✓
N50	5.33	-1.62
S48	4.31	-0.60
S50	5.00	-1.29

TOP OF CURB RETURN
 GUTTER
 TOP OF PAVING
 " " "
 TOP OF CURB
 GUTTER

STA 0-20 ON ~~CL~~ OFF E. DRIVE

¢	5.30	-1.59
S25	5.22	-1.52
S50	5.12	-1.41
N25	5.48	-1.77 ✓
N50	5.62	-1.91

TOP OF PAVING
 " " "
 " " "
 " " "
 " " "

VENTURA SURVEY CONTO

4-16-47

56

STA + H.I. - ELEV.

3.71

STA 0-04.7 ✓

+	5.23	-1.52
+	5.54	-1.83
S25	5.94	-1.73
S50	5.32	-1.61
S75	5.23	-1.52
S100	5.11	-1.40
N11.5	5.30	-1.59
N11.5	5.63	-1.92
N28	6.26	-2.55
N40	5.72	-2.01
N41	5.80	-2.09
N50	5.75	-2.04

STA 0+00 ✓

N3	5.24	-1.53
+	5.24	-1.53
N15	5.30	-1.59
N15	5.58	-1.87
N22.5	5.83	-2.12
N29	5.97	-2.26
N40	5.65	-1.94
N41	5.73	-2.02
N50	5.69	-1.98

TOP OF CURB

GUTTER

TOP OF PAVING

" " "

" " "

" " "

TOP OF CURB

GUTTER

TOP OF CATCH BASIN

TOP OF PAVING

" " "

" " "

8" GATE VALVE

TOP OF CURB

GUTTER

TOP OF PAVING

" " "

" " "

" " "

" " "

VENTURA SURVEY CONTD

4-16-47

57

STA + H.I - ELEV.

3.71

STA 0+00 CONTD

S-7 5.10 - 1.39
 S-7 5.42 - 1.71
 S 25 5.40 - 1.69 -
 S 50 5.34 - 1.63
 S 75 5.30 - 1.59
 S 100 5.19 - 1.47

STA 0+01

N 22.5 5.75 - 2.04

STA 0+04

N 16 3.90 - 0.19
 N 16 4.90 - 1.19
 N 30 5.83 - 2.12 ✓
 N 50 5.56 - 1.85

STA 0+09³

S 40'

STA 0+13⁵

N 25⁵ 5.70 - 1.99

STA 0+25

¢ 5.3 - 1.59
 N 19 5.6 - 1.89
 N 26 5.5 - 1.79 -
 N 41 5.5 - 1.79
 N 50 5.2 - 1.49
 S 25 5.0 - 1.29 -

TOP OF CURB
 GUTTER
 TOP OF PAVING
 " " "
 " " "
 " " "

TOP OF 8" GATE VALVE

S.W. COR. TOP. OF CURB RETURN
 " " " " PAVING
 TOP OF PAVING
 " " "

PROPERTY COR. 3/4" IRON PIPE

TOP OF ¢ OF M.H. MKD MISS. BEASH³ CO³

VENTURA SURVEY CONTD

4-16-47

58

STA + H.I - ELEV
3.71

STA 0+25 CONTD

S 32 5.1 -1.39
S 40 4.88 -1.17
S 50 4.77 -1.06

STA 0+50

¢ 5.3 -1.59
N 15 5.4 -1.69
N 31 5.5 -1.79
N 43 5.1 -1.39
N 50.5 4.8 -1.09
S 25 4.9 -1.19
S 39 4.65 -0.94
S 50 4.60 -0.89

STA 0+39

N 50.5
T.B.M. 3.97 -0.26 -0.26
4.88 4.62

STA 0+69

N 50.5

STA 0+75

¢ 6.0 -1.38
N 14 6.3 -1.68
N 30 6.4 -1.78
N 50.5 5.9 -1.28

TOP OF ASPHALT N. EDGE

" " "

GROUND LINE AT PLANKED FENCE

TOP OF ASPHALT N. EDGE

" " "

S.W. COR. OF 1'x12" PLANK FENCE
(SEE PG 53)

S.E. COR. OF PLANK FENCE

VENTURA SURVEY CONTD

4-16-47

59

STA	H.I	ELEV
	4.62 ✓	
STA 0+75 CONTD.		
S18	5.5	-0.88
S40	5.13	-0.51
S50	5.03	-0.43
STA 0+91		
N50.5		
STA 0+96.5		
N0.6	4.90	-0.28
S11	4.85	-0.23
S11	5.06	-0.44
S17.5	5.12	-0.50
STA 0+45		
N9.5		
STA 0+65		
N9.5		
STA 1+00		
+	4.90	-0.28
N0.6	4.90	-0.28
N0.6	5.5	-0.88
N15	6.4	-1.78
N30	6.2	-1.58
N44	5.9	-1.28
N50	5.5	-0.88
S11	4.89	-0.27
S11	5.1	-0.48

TOP OF AHS

S.W. COR OF WOVEN WIRE FENCE

TOP OF N.W. COR. OF CONG. FOUNDATION

" " S.W. " " " "

" " N.W. COR " " FOOTING

S.W. COR. OF " "

P.P. GUY WIRE

OF 10" DIA. P. POLE

TOP OF CONG SLAB

TOP OF N. EDGE OF CONG. SLAB

TOP OF CONG. FOUNDATION SLAB

GROUND

VENTURA SURVEY CONTD

4-16-47

60

STA + H.I. - ELEV

4.62

STA 1+00' CONTD.

S16.5 5.2 - 0.58

S16.5 5.03 - 0.41

S17.5 5.04 - 0.42

S17.5 5.3 - 0.68

S30 4.9 - 0.28 ✓

S40 4.78 - 0.16

S50 4.70 - 0.08

STA 1+07.8

N0.6 4.85 - 0.23

N0.6 5.7 - 1.08

¢ 5.34 - 0.72

S5.4 5.36 - 0.74

STA 1+11

S5.4 5.35 - 0.73

N0.6 5.38 - 0.76

STA 1+08.6

S3 8.22 - 3.60 F.L.

STA 1+09

S40.5

STA 1+25

¢ 5.60 - 0.98

N14 6.2 - 1.58

N17 6.5 - 1.88

N30 6.2 - 1.58 ✓

GROUND

TOP OF CONC FOOTING

" " " "

GROUND

TOP OF ASPHALT

" " "

TOP OF N.E. COR CONC SLAB

GROUND

TOP OF M.H. N.W. COR.

" " " S.W. COR

" " " S.E. COR

" " " N.E. COR

¢ OF M.H.

N.W. COR. OF PARKING AREA FENCE

VENTURA SURVEY CONTD

4-16-47

61

STA + H.I - ELEV

4.62

STA 1+25 CONTD.

N43	6.2	-1.58
N50	5.6	-0.98
S21	5.0	-0.38
S40.5	4.5	+0.12

STA 1+50

±	5.4	-0.78
N14	6.1	-1.48
N16	6.5	-1.88
N31	6.1	-1.48
N44	6.2	-1.58
N50	5.6	-0.98
S20	4.7	-0.08
S40.5	4.3	+0.32

STA 1+75

±	5.2	-0.58
N14	5.9	-1.28
N16	6.2	-1.58
N30	6.0	-1.38
N42	6.2	-1.58
N50	5.9	-1.28
S22	4.5	+0.12
S40.5	4.0	+0.62

PARKING AREA FENCE

PARKING AREA FENCE

PARKING AREA FENCE

VENTURA SURVEY CONTD

4-16-47

62

STA + H.I - ELEV

4.62

STA 1+88⁵

N 50.5

N 120.5

STA 2+00

⊕ 5.0 - 0.38

N 15 5.9 - 1.28

N 30 5.9 - 1.28

N 50.5 5.7 - 1.08

S 22 4.2 + 0.42

S 40.5 3.9 + 0.72

STA 2+18⁵

N 50.5

N 120.5

STA 2+25

⊕ 4.8 - 0.18

N 15 5.7 - 1.08

N 30 5.7 - 1.08

N 43 5.6 - 0.98

N 50 5.7 - 1.08

S 21 4.0 + 0.62

S 40.5 3.8 + 0.82

STA 2+50

⊕ 4.7 - 0.08

N 10 5.5 - 0.88

N 15 5.6 - 0.98

S.W. COR BONITA BAY CLUB

N.W. " " " "

S. EDGE OF BONITA BAY CLUB

S.E. COR OF BONITA BAY CLUB

N.E. " " " "

PARKING AREA FENCE

VENTURA SURVEY CONTD

STA + H.I - ELEV
4.62

STA 2+50 CONTD

N30	5.6	-0.98	-
N41	5.6	-0.98	
N50	5.2	-0.58	
S14	4.0	+0.62	
S26	4.0	+0.62	
S40.5	3.7	+0.92	

STA 2+75

2	4.5	+0.12	
N15	5.5	-0.88	
N28	5.5	-0.88	-
N40	5.6	-0.98	
N50	4.7	-0.08	
S18	3.9	+0.72	
S40.5	3.7	+0.92	

STA 2+81

N50.5

STA 3+00

2	4.5	+0.12	
N14	5.3	-0.68	
N30	5.4	-0.78	-
N40	5.7	-1.08	
N50.5	4.7	-0.08	

4-16-47

63

PARKING AREA FENCE

PARKING AREA FENCE

S.W. COR OF PICKETT FENCE

PICKETT FENCE

VENTURA SURVEY CONT'D

STA + H.I. - ELEV
4.62

STA 3+00 CONT'D

S 18 3.9 + 0.72
S 39 3.6 + 1.02
S 50 3.5 + 1.12

STA 2+89.5

S 40.5

STA 3+25

‡ 4.4 + 0.22
N 15 5.2 - 0.58
N 30 5.2 - 0.58
N 50.5 5.3 - 0.68
S 11 3.9 + 0.72
S 30 3.8 + 0.82
S 50 3.6 + 1.02

STA 3+40.8

N 85

STA 3+44.5

S 34

STA 3+45.5

S 54

B.M. 2.38

4.28 6.66

T.P. 5.59 + 1.07

5.17 6.24

4-16-47

64

TOP OF ASPHALT

" " "

N.E. COR. OF PARKING LOT FENCE

PICKET FENCE

10" P. POLE

N.W. COR. OF BARRACKS BLDG. 20'x50'

S.W. COR. OF BARRACKS BLDG

U.S.C & G.S COASTER CITY DATUM

VENTURA SURVEY CONTD

4-17-47

65

STA + H.I. - ELEV.

6.24

STA 3+39^E

±	6.1	+ 0.14
N 13	6.5	- 0.26
N 25	6.4	- 0.16
N 40.5	6.7	- 0.46
N 50	6.9	- 0.66
N 75	7.3	- 1.06
N 100	7.6	- 1.36
S 14	5.7	+ 0.54
S 32	5.4	+ 0.84
S 40	5.7	+ 0.54

STA 3+47^E ON ALLEY ±

N 12	6.5	- 0.26
N 26	6.3	- 0.06
N 37	6.5	- 0.26
N 40.5	7.0	- 0.76
N 50	7.1	- 0.86

STA 3+50

±	6.2	+ 0.04
N 12	6.5	- 0.26
N 26	6.2	+ 0.04
N 40	6.7	- 0.46
N 43	6.9	- 0.66
N 50	7.1	- 0.86
S 12	6.0	+ 0.24
S 24	5.6	+ 0.64
S 33 ^E	6.5	- 0.26

GROUND

"

"

TOP OF S.W. COR OF ALLEY PAVEMENT

" " W. EDGE " " "

" " " " " " "

" " " " " " "

N. EDGE OF BLDG

TOP OF S. EDGE OF PAVEMENT ON ALLEY ±

" " PAVEMENT

TOP OF S. EDGE OF PAVEMENT

TOP " PAVEMENT

" " " "

N. EDGE OF BLDG

VENTURA SURVEY CONTD

4-17-47

66

STA	+ H.I.	-	ELEV.
	6.24		
STA 3+55 ⁵			
±		6.4	-0.16
N 10		6.3	-0.06
N 22		6.1	+0.14 -
N 40		6.7	-0.66
N 50		6.9	-0.66
N 75		7.3	-1.06
STA 3+75			
±		6.3	-0.06
N 16		6.0	+0.24
N 30		6.4	-0.16 -
N 39		6.5	-0.26
N 50		6.5	-0.26
S 11		6.0	+0.24
S 22		5.4	+0.84
S 33		5.8	+0.44
STA 3+95			
S 32.5			
STA. 3+96			
S 52.5			
STA 4+00			
±		5.7	+0.54
N 17		5.9	+0.34
N 21		6.0	+0.24 -
N 50		6.5	-0.26

GROUND
 " "
 " "
 S.E. COR. OF ALLEY PAVEMENT
 TOP OF E. EDGE OF ALLEY PAVEMENT
 " " " " " " "

GROUND
 " "
 " "
 " "
 " "
 " "
 N. EDGE OF BLDG ON GROUND
 N.E. COR. OF BARRACKS
 S.E. COR. OF BARRACKS

VENTURA SURVEY CONTD

4-17-47

67

STA + H.I. - ELEV.

6.24

STA 4+00 CONTD

S 5	6.0	+ 0.24
S 18	5.8	+ 0.44
S 33	5.4	+ 0.84
S 50	5.1	+ 1.14

STA 4+52²

+	4.9	+ 1.34
N 13	5.4	+ 0.84
N 31	5.6	+ 0.64
N 50	6.6	- 0.36
S 12	4.9	+ 1.34
S 25	4.6	+ 1.64
S 42	4.2	+ 2.04
S 50	4.1	+ 2.14

STA 5+02²

+	4.5	+ 1.74
N 11	4.7	+ 1.54
N 27	5.2	+ 1.04
N 50	5.7	+ 0.54
S 13	4.2	+ 2.04
S 25	4.4	+ 1.84
S 38	4.5	+ 1.74
S 50	4.7	+ 1.54

NOTE! ALL SECTIONS ON CURVE ARE
TAKEN AT RT. ANGLES TO ϕ OF CURVE

VENTURA SURVEY CONTD

4-17-47

STA	+ N.I	- ELEV
	6.24	
N 13 ^E	STA 5+13	
N 4	STA 5+19	
N 24 ^S	STA 5+16	
	STA 4+86	SEC ON STORM.
⊕	5.4	+0.84
⊕	10.4	-4.16
N 6	STA 5+31	
N 17	STA. 5+33	
N 28	STA. 5+23	
	STA 5+52 ^Z	20
⊕	3.9	+2.34
N 13	4.3	+1.94
N 20	4.5	+1.74
N 28	4.5	+1.74
N 36	4.8	+1.44
N 50	5.4	+0.84
S 10	3.8	+2.44
S 22	4.2	+2.04
S 35	4.3	+1.94
S 50	4.8	+1.44

P. POLE 10" DIA
 12^E X 21'
 S.W. COR OF TRANSFORMER FENCE.
 N.W. " " " " "
 DRAIN M.H.
 TOP OF M.H. COVER OF STORM DRAIN
 F.L. " "
 S.E. COR OF TRANSFORMER FENCE
 ⊕ 10" P. POLE
 N.E. COR OF TRANSFORMER FENCE
 P. POLE GUY WIRE DEAD MAN

VENTURA SURVEY CONTO

4-17-47

69

STA + H.I. - ELEV

6.24

TP. 3.80 2.44

4.21 6.65

STA 5+84

N 23

STA 6+02⁷

4.2 +2.04

N 14 4.7 +1.57

N 23 4.5 +1.74

N 37 4.5 +1.74 ✓

N 50 5.3 +0.94

S 8 4.3 +1.94

S 18 4.7 +1.57

S 34 4.6 +1.64

S 50 4.7 +1.57

STA 6+46

N 16^E

STA 6+52⁷

4.1 +2.14

N 15 4.3 +1.94

N 33 4.6 +1.64 ✓

N 50 5.3 +0.94

S 9 4.5 +1.74

S 12 4.9 +1.34

S 23 4.8 +1.44

S 50 4.8 +1.44

10" P. POLE

P. POLE GUY WIRE DEADMAN

VENTURA SURVEY CONTD

4-17-47

70

STA + H.I. - ELEV.

6.65

STA 6+68

S 24

STA 7+02⁷

12" P. POLE

4 3.9 + 2.75

N 20 4.2 + 2.45

N 36 4.6 + 2.05

N 50 5.0 + 1.65

S 6 4.0 + 2.65

S 10 4.4 + 2.25

S 21 4.5 + 2.15

S 50 4.8 + 1.85

STA 7+52⁷

4 3.7 + 2.95

N 11 3.6 + 3.05

N 20 4.0 + 2.65

N 33 4.4 + 2.25

N 50 4.0 + 2.65

S 6 3.9 + 2.75

S 10 4.4 + 2.25

S 20 4.3 + 2.35

S 50 4.4 + 2.25

CONTD

VENTURA SURVEY CONTD

4-17-47

71

STA	+ H.I	-	ELEV.
	6.65		
STA 8+02.7			
±	3.7		+2.95
N 12	3.8		+2.85
N 17	4.2		+2.45
N 30	4.2		+2.45
N 50	4.3		+2.35
S 6	3.8		+2.85
S 10	4.3		+2.35
S 20	4.7		+1.95
S 32	4.8		+1.85
S 50	4.6		+2.05
B.M.	4.28	+2.37	2.38

			-0.83
			-0.96
B.M.			-1.56
			-2.06
			-1.51
			-1.90
			-1.67
			-1.87
			-1.82
B.M.			-0.25

U.S.C. + G.S. COASTER CITY DATUM

- On Curb, Mission Blvd So. end Island.
- " " " " No. " "
- B.M. Brass Plug in Curb.
- On Curb oppo. ± Gas Sta.
- On Gas Sta. Slab
- On Curb (South) in Alley at Prop Line.
- " " (North) " " " "
- " " (North) Alley return.
- " " 25 ft. North of Alley.
- 2'x4' on Pump Foundation.

Walker
Handrinks
Packer

Grades for Sewer Const.
in Alley Between Grape & Hawthorn
at Fern Street W.O. 60238

3-3-48

[Handwritten signature]

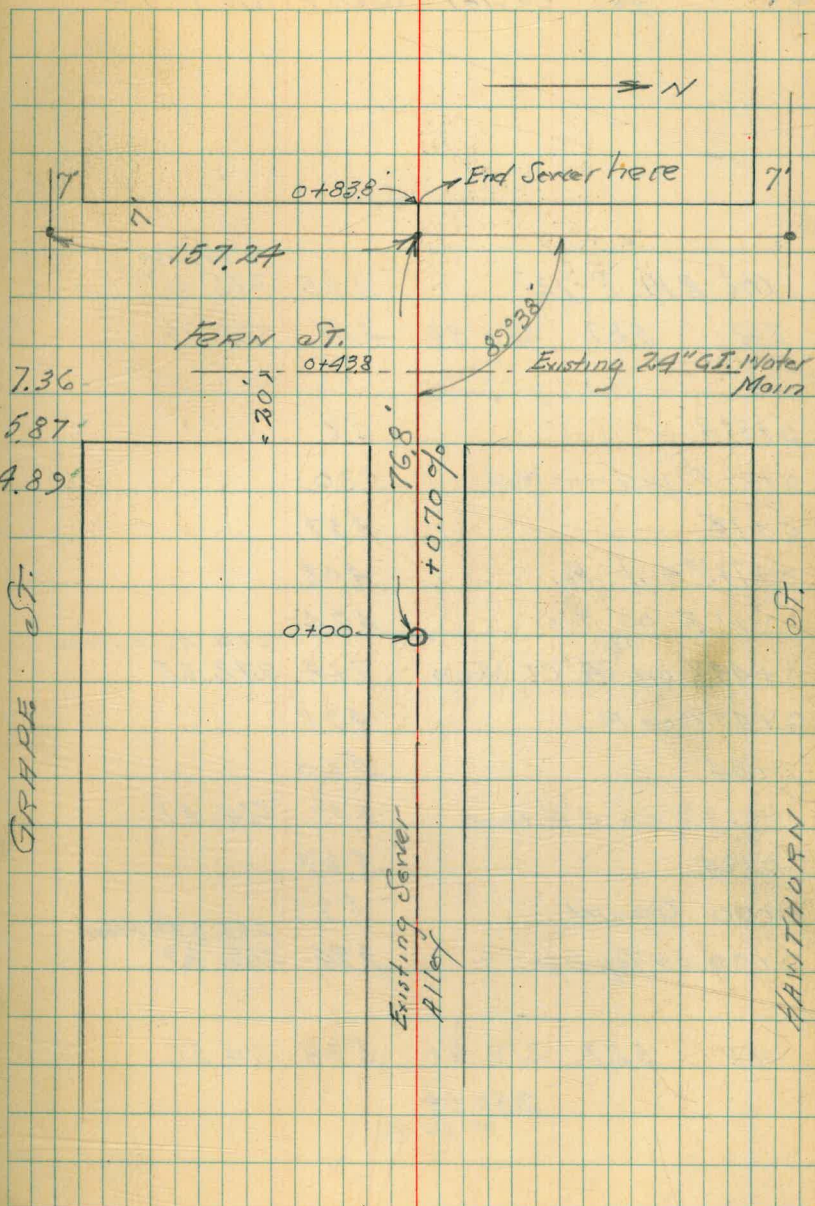
Sta.		El. Flow line
	3.27	277.27
0+83.8 = End - West Line Fern St.		269.91
0+558	4.25	275.59
0+279	6.13	274.41
0+00 = End Existing Pipe		269.33
0-00.5 = M.H. Under Const.		

5.52 280.54 275.02

B.M. SW B.P.
Grape 3044

Ground Profile P-73

72



Ground Profile
for Sewer Location P-72

73

				275.02
chk BVI P-72		5.85		275.01
T.P.	5.87	280.86	4.84	274.99
0+83.8			2.8	
0+81.8 West edge Walk			3.20	
0+78			3.37	
0+73.8 Gut Pav			4.08	
0+55 on Pav			4.24	
0+43.8 on ^{Top} 24" C.I. Main			7.18	270.45 Bottom
0+43.8 on Pav			4.91	272.65
0+34			5.60	
0+27.9 on 3' H. Walk			5.47	274.41
0+24			5.27	
0+00 Ground			5.9	
0+00 on Top Pipe			9.94	269.33 = Flow 269.89
T.P.	5.27	279.83	5.98	274.56
		280.54		
		T-P-72		

D. Smith
W. Moore
J. Clark
F. Agung.

54B - University
Survey for culvert extension

INDEXED

W.K.

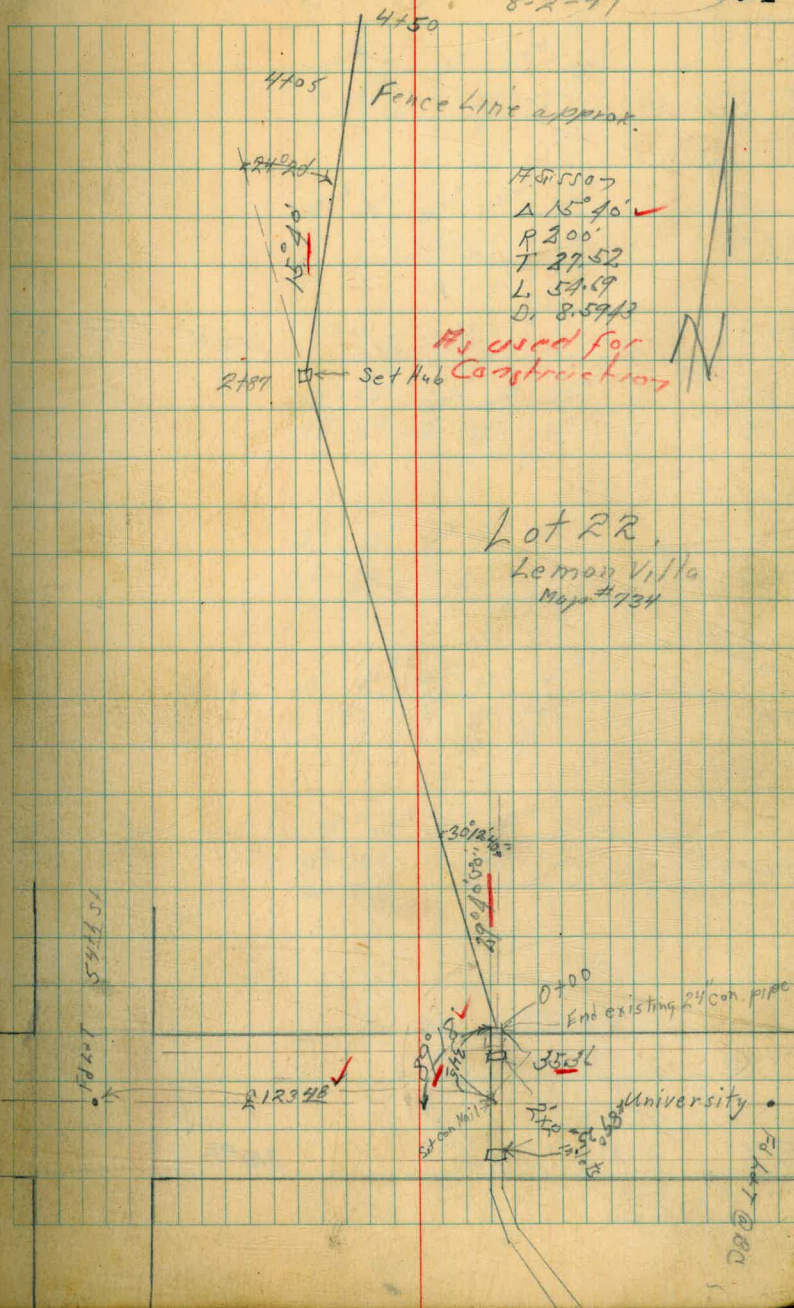
AUG 3 1949

See - 17/12/75
SA - page 30 this Book

WO# 20556

8-2-49

74



Levels for culvert Extension

54th & University

2787 $\frac{1}{2}$ RT on split

2750

TP 12⁸⁴ 326⁴⁹ 11⁰ 313⁶⁵ Hub @ 2757 on

2700

1750

1700

0750

0700

BM 473 31475 ✓ 31002 ✓ NWBP 54th University

LT = West RT = East

35.3 30.7 33.7 31.4 31.6
 11² 12² 12² 12⁴ 10²
 5 3 8 11

31.9 31.4 31.7 31.3 31.6
 11⁶ 14⁴ 13² 13³ 11⁴
 9 6 5 2

32649 ✓

33.0 31.4 31.2 31.8 31.3
 12 4³ 4⁵ 3² 1⁵
 7 6 6 8

31.4 30.0 30.8 30.2 31.4
 3³ 6⁸ 6² 6⁴ 3⁸
 10 6 9 8

30.9 30.4 30.6 30.5 30.0
 5² 8⁵ 8⁵ 8² 5⁸
 7 6 7 9

30.0 30.2 30.4 30.6 30.4
 7² 10⁵ 10⁴ 10² 7³
 6 5 7 10

301.75 304.13 305.0
 13⁰⁰ 10⁶³ 9²
 RT Top Ground

31475 ✓

cont

4750

4705 Fence line approx

4700

3750

3700

Lt.

E

Rt

76

324.5	322.2	323.3	323.2	325.7
20	33	32	32	08
20	10	10	10	20

Ⓟ

Noted Reduced. S.O. 87

322.9	322.8	323.7	321.0	323.7
36	52	8	55	28
20	10	10	10	20

322.4	318.0	316.3	316.2	317.0	320.2
62	85	102	103	95	63
20	8	5	10	10	20

315.7	314.3	314.3	315.0	314.2
108	122	122	115	102
7	4	4	7	10

326.42 ✓

Elev. for Proposed
Drain - Garbage Hopper Project

INDEX'D

W.K.
AUG 15 1949

Walker
Johnson 77
Pope
Crawford
8-8-49

"B" in Natural Drainage 11.9 20.3
on Conc. Floor 9.25 2.32

"A" - Sketch P-78 10.0 1.6

(2+43) (320' Lt in Pocket) 11.3 0.3

(2+43) 300' Lt 8.7 2.9

(2+43) 200' Lt 9.6 2.0

(2+43) 175' Lt 8.7 2.9

(2+43) 100' Lt 9.6 2.0

(2+43) 50' Lt 9.6 2.0

~~9.6~~

(2+00) 250' Lt 9.8 1.8

(2+00) 150' Lt 9.6 2.0

(2+00) 50' Lt 9.7 1.9

(2+00) 500' Rt in Road 7.4 9.2

(2+00) 375' Rt 9.1 2.5

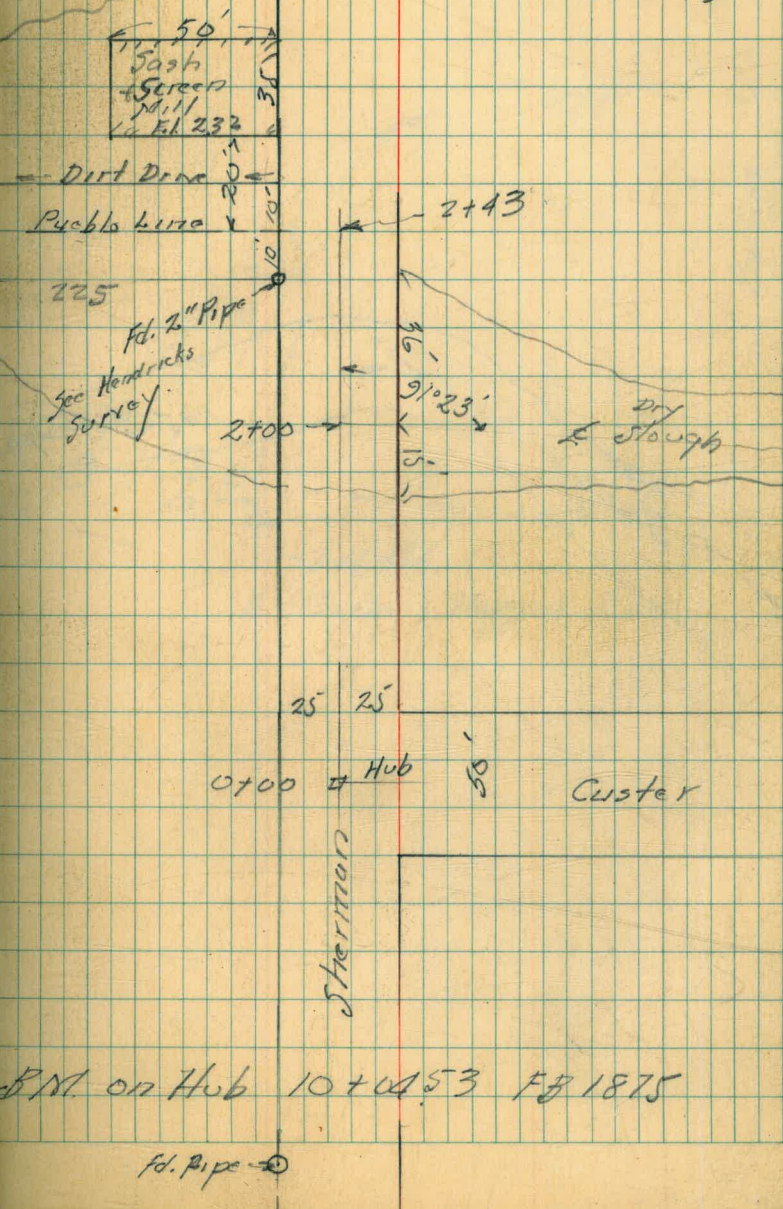
(2+00) 275' Rt 9.7 1.9

(2+00) 125' Rt 10.0 1.0

(2+00) 25' Rt 9.7 1.9

on Sherman 10.1 1.5

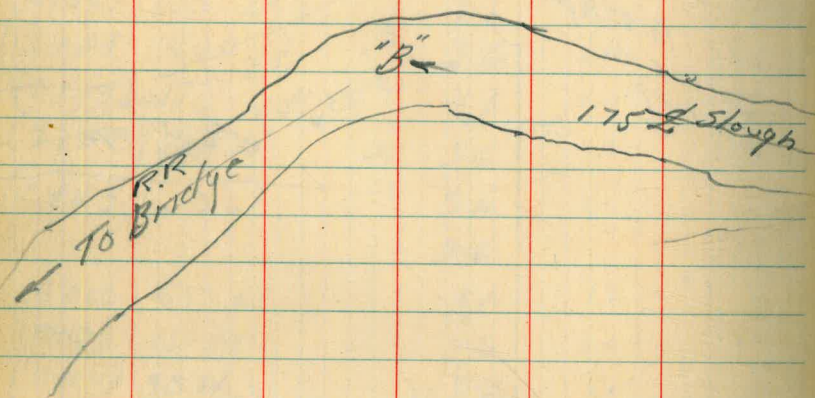
4.69 11.57 7.53



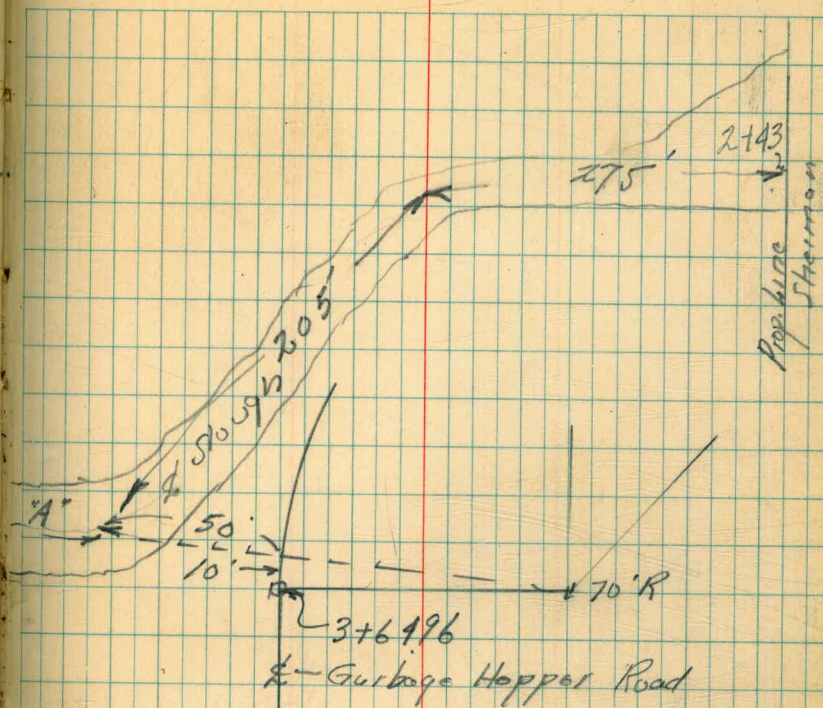
B.M. on Hub 10+04.53 FB 1875

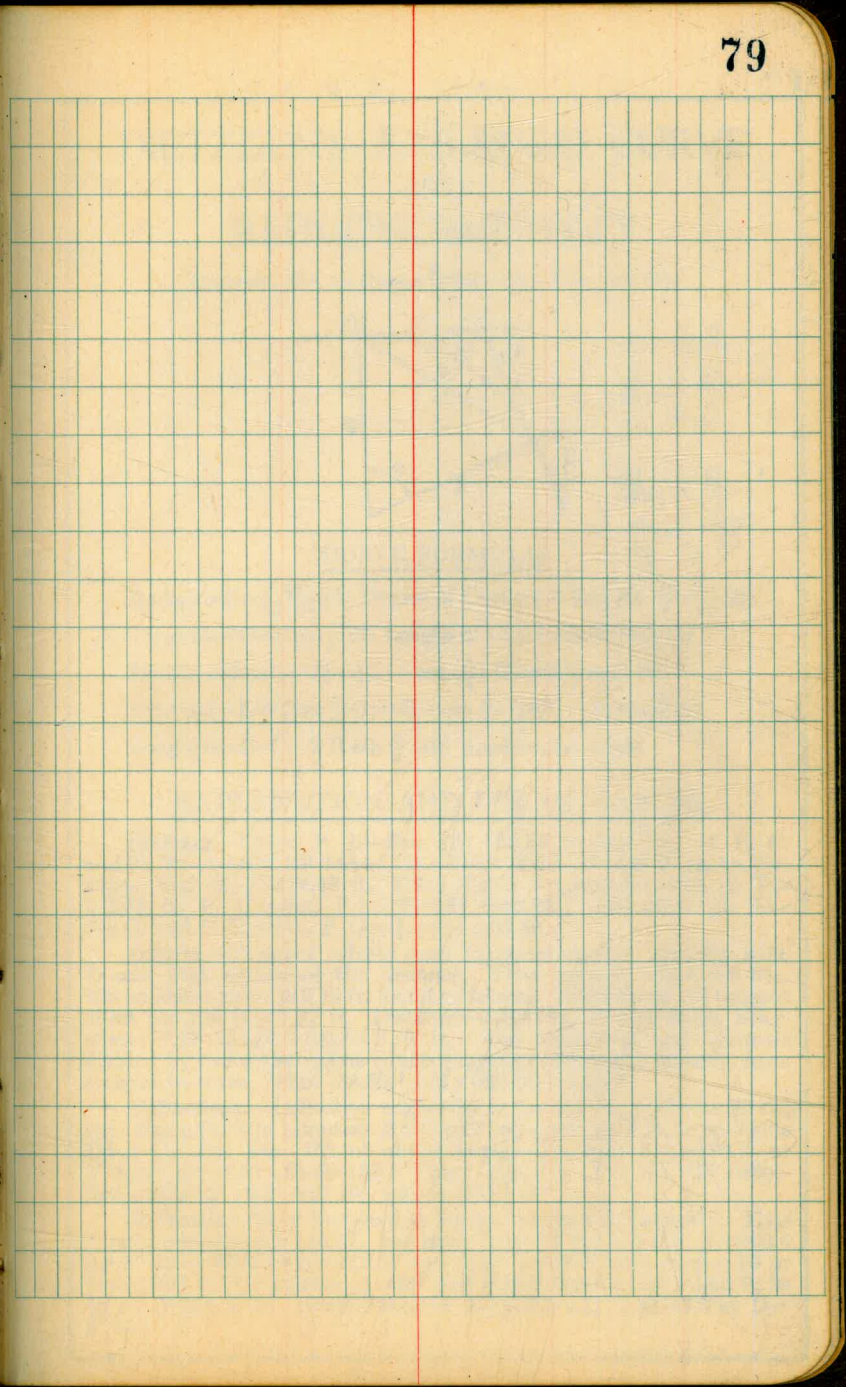
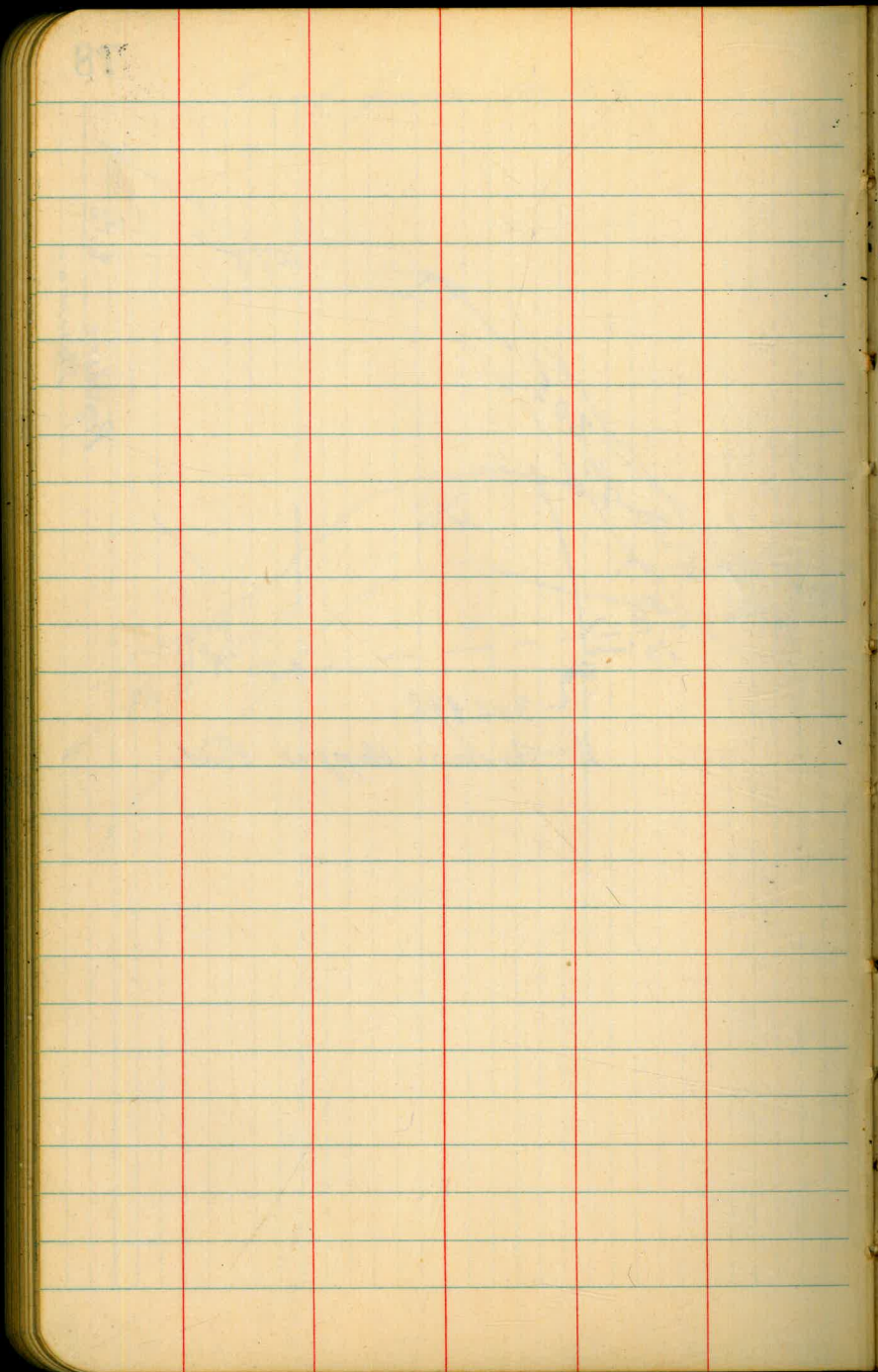
Fd. Pipe ->

Cont. from p 77



78

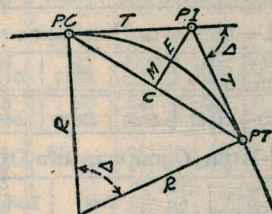




167.50' 6° 57' 146.27
 95.97' 70' 17' 95.20

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



4.62
 3.60
 1.02
 8.22
 4.62
 3.60

CURVE FORMULAS

- Radius— $R = \frac{50}{\sin. D/2}$ (1) Degree of Curve=D and $\sin. \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent— $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve— $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate— $M = R(1 - \cos. \frac{\Delta}{2})$ (5) $= R \text{vers } \frac{\Delta}{2}$ (6)
- External— $E = T \tan \frac{\Delta}{4}$ (7) $= R \div \cos. \frac{\Delta}{2} - R$ (8) $= R \text{exsec } \frac{\Delta}{2}$ (9)
- Long Chord— $C = 2 R \sin. \frac{\Delta}{2}$ (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 $\div 8\frac{1}{3}=414.49$ ft. From Table V correction=.36 or T=414.85 ft. P. C.=Sta. P.I.—T=157+45.50. Also from (4) L=746.00 and P. T.=Sta. P. C.+L=164+91.50.

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

Deflections.—Deflection angle= $\frac{1}{2}$ 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. 158 of above curve=.3 $\times 54.5 \times 8\frac{1}{3}=136.2'$ 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 $8^\circ 20' = 960.6 \div 8\frac{1}{3} = 115.27$ and from Table V correction=.10 or E=115.37 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 $\div 42 = 5.5$ or D=5° 30'.

Neal Smith

5395

41109
11508
52678

12795
13254
257.49

913 80
253.41
660.39

① { 38-09.30
76° 19'
② 120° 51' 00"

25° 35' to Highest Live Tower

27° 34' to Shorter " "

Which is directly West
of Small R.R. Block Signal
House

88° 14'
60° 17'
179 42
148 31
31° 29'

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.

MADE IN U.S.A.