

# 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.

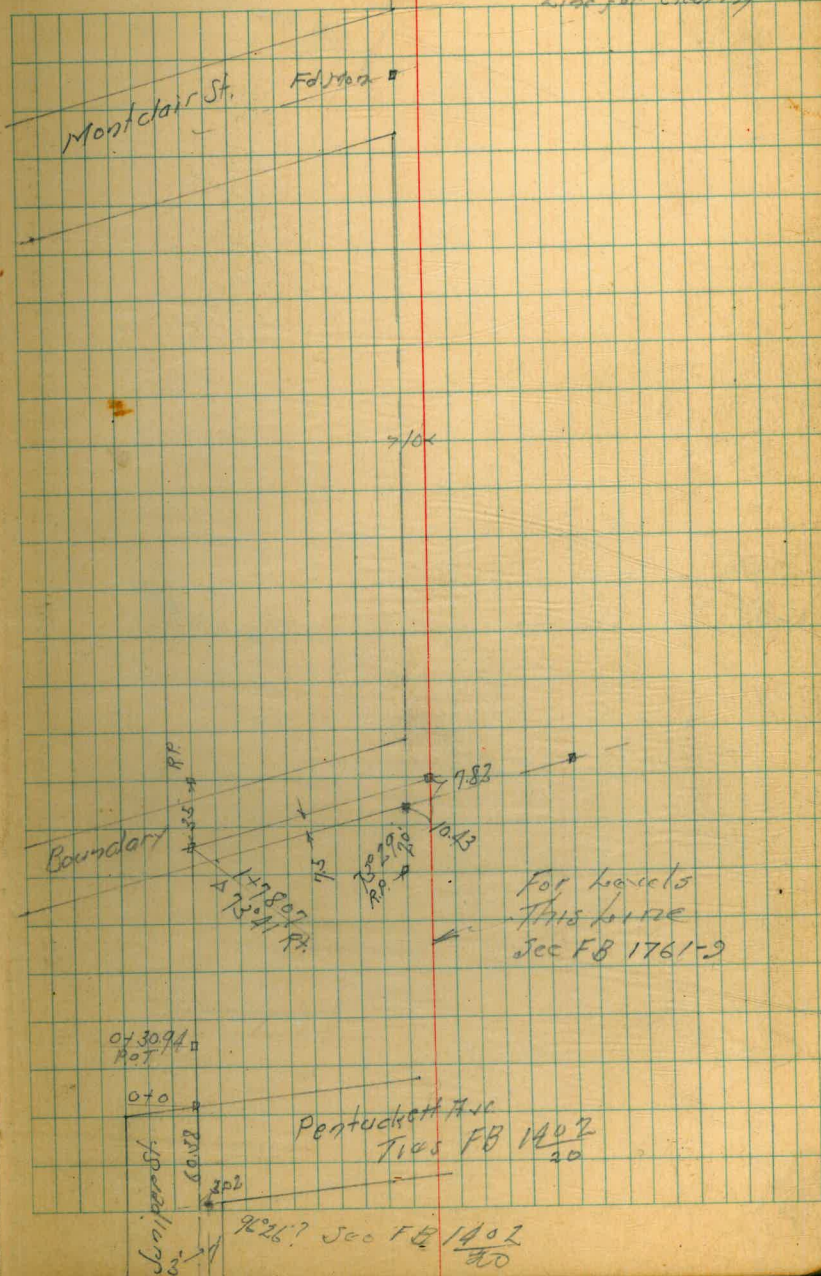
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Made in U. S. A.

Proposed Water Main Juniper St  
Pentucket Ave to Fairmount Ave  
See Page 3 For beginning

Dec 3-95  
Sisson  
Bliss  
Osborn  
Line for clearing



Habash A/c.

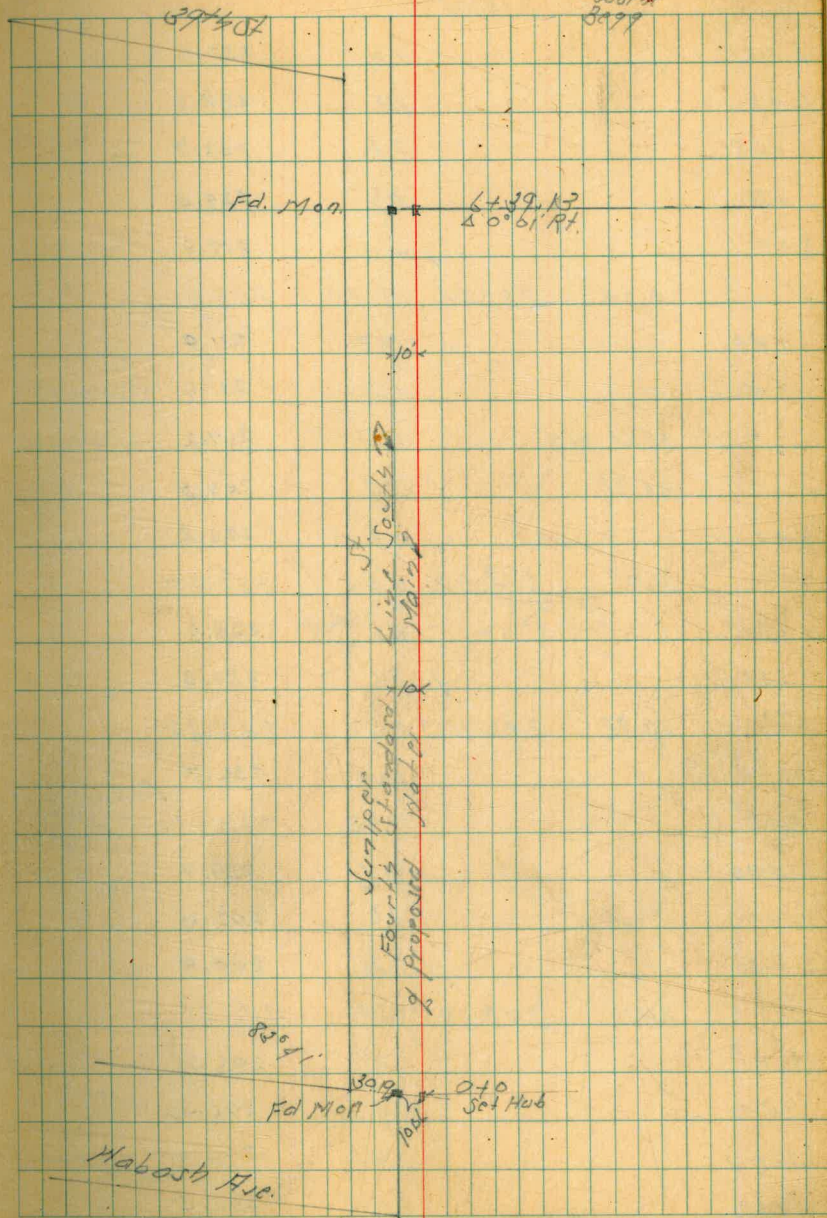
100

Vancouver

Montclair

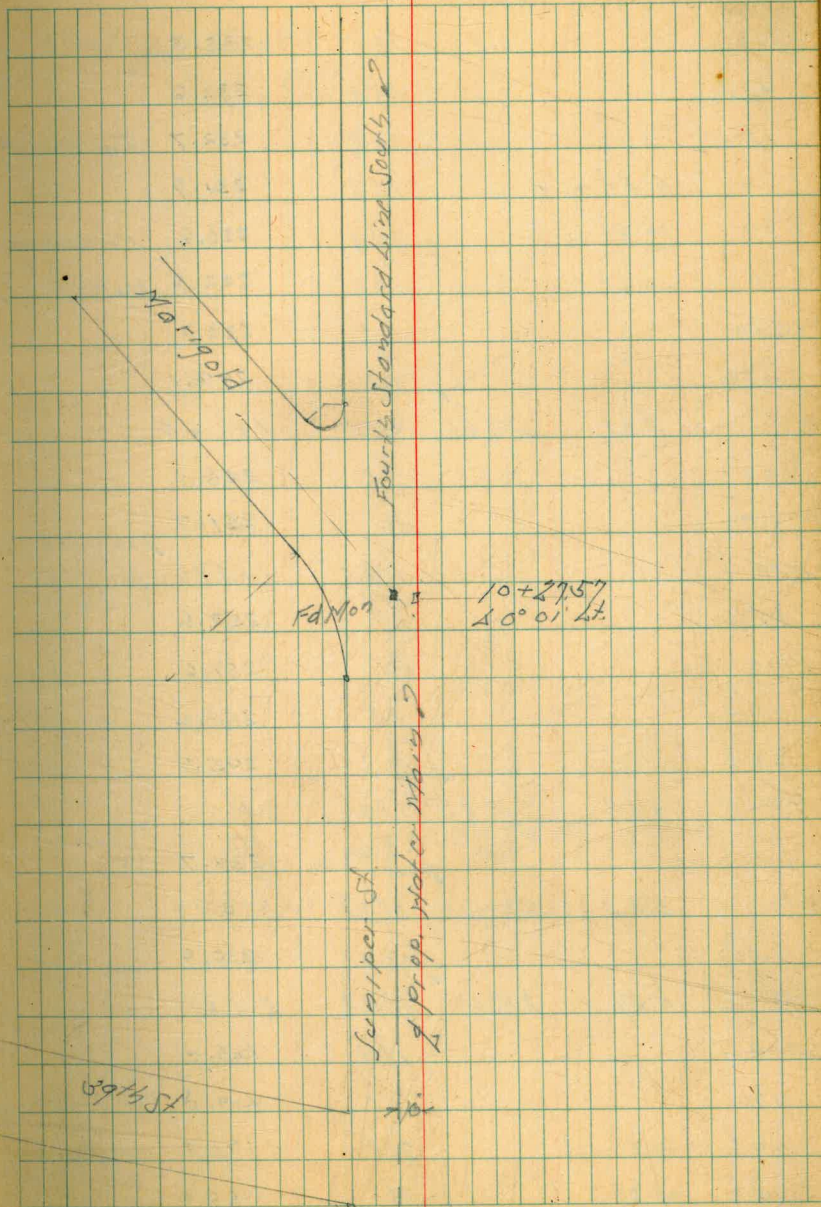
Proposed Water Main Juniper St.  
Hobash Ave. to Fairmount Ave.

BM	11.28	146.16	✓	134.88	07 Hub 72.78.26 Hobash Co. exp. 16.57-8 134.28
0+0	= F.L. Hobash Ave to H. 11.7			134.5	
+50			12.3	133.9	
1+0			11.6	134.6	
+50			12.3	133.9	
+75			11.7	139.5	
2+0			✓ 8.4	137.8	
TP	11.98	156.93	1.21	144.95	
+50			4.3	152.6	
+65			✓ 1.8	155.1	
TP	12.58	168.25	1.26	155.67	
3+0			12.7	155.6	
+50			8.1	160.2	
TP	12.67	180.15	0.77	167.48	
4+0			✓ 10.6	169.6	
TP	12.33	192.34	0.14	180.01	
+50			10.7	181.6	
TP	12.56	204.60	0.20	192.04	
5+0			6.2	198.4	
TP	12.33	216.93	0.50	204.10	
+50			✓ 4.9	211.5	
TP	12.67	228.91	0.19	216.24	
6+0			✓ 4.9	224.0	
TP	6.44	235.01	0.24	228.57	
BM			2.85	231.16	07 Mon 10.14 1409.18 231.15



Juniper St. Water Main.

		235.01		
6+50			3.0	232.0
7+0			1.3	233.7
+25			2.3	232.7
+50			5.2	229.8
8+0			15.1	219.9
TP	0.04	222.65	12.40	222.61
+40			11.2	211.9
+50			11.0	211.6 Top Next Fill
"	15' Lt of T		15.4	207.2 Nat Ground
"	20' Rt "		19.2	203.4 " "
9+0			0.4	222.2
TP	11.78	234.38	0.05	222.60
+25			5.6	228.8
+50			2.1	232.3
TP	12.82	246.70	0.50	233.88
10+0			10.0	236.7
BM			7.82	238.87
+50			7.3	239.9
11+0			1.7	242.0
+50			2.3	244.2
TP	1.41	247.88	0.23	246.47
12+0			1.0	246.9
+50			1.4	246.5
13+0			2.9	245.0
+50			5.4	242.5



Juniper St. Water Main

247.88

14+0			12.1	235.8	
+25			15.3	232.6	
+50			15.2	232.7	Top New Fill
"	9' Rt of L		16.0	231.9	" " "
"	22' Rt " "		24.2	223.6	Not Ground
"	10' Lt " "		15.0	222.9	Top Old Fill
15+0			9.2	238.7	
+50			3.8	244.1	
TP	7.02	254.66	0.24	247.64	
16+0			6.4	248.3	
+50			3.0	251.7	
BM			1.45	253.21	for Mon. old 16+75.55 253.21
+25			2.1	252.6	
17+0			3.1	251.6	
+20			4.5	250.2	
+50			9.3	245.9	
TP	0.68	242.43	12.91	241.75	
18+0			7.7	239.7	
TP	0.04	239.63	12.81	229.59	
+50			9.7	219.9	
TP	0.46	217.27	12.82	216.81	
19+0			14.3	203.0	
+10			16.5	200.8	Top New Fill
"	20' Lt of L		22.6	193.7	Not Ground
"	25' Rt " "		28.0	189.3	" "

5

Shamrock St.  
Ed. Man. # out

Fourth Standard Line Sewer  
Water Main

Tulip St.

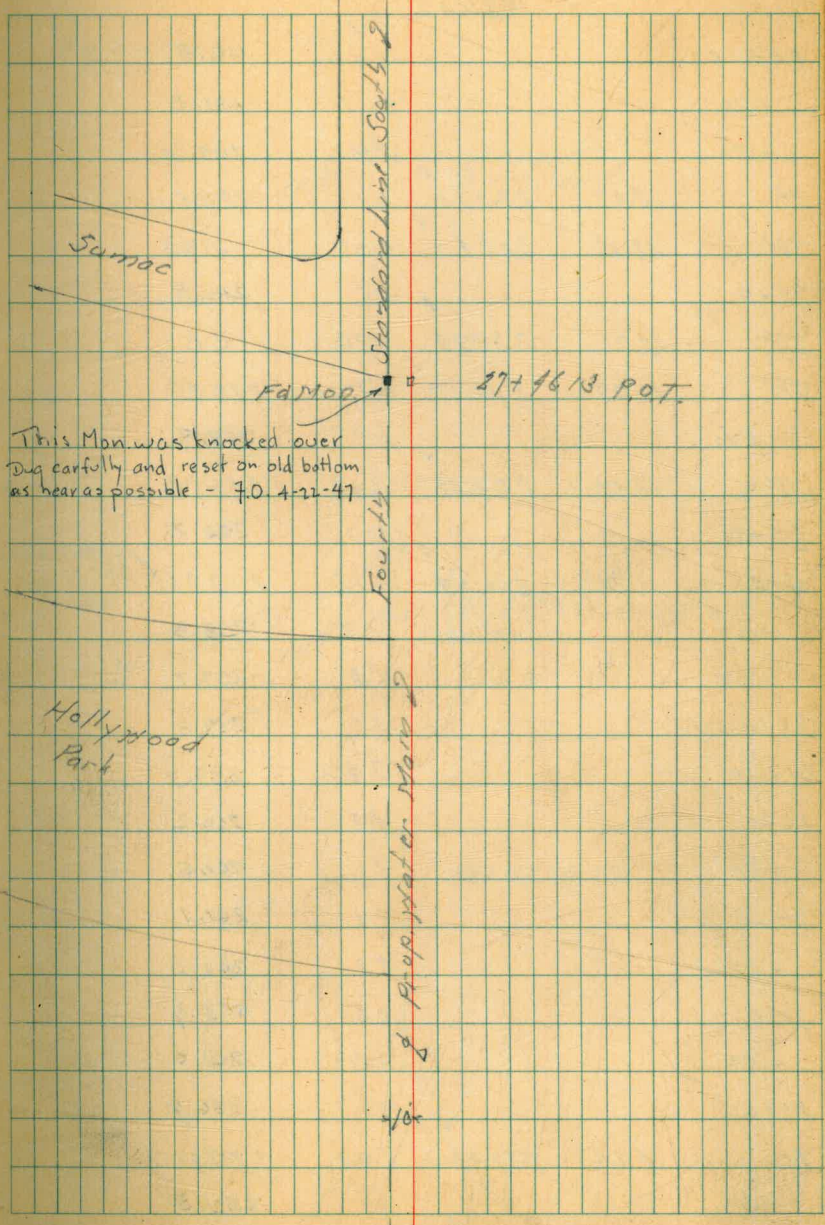
Ed. Man. #

16+75.55  
P.O.T.

2 P. 100  
10

Juniper St. Water Main

		217.27		
19+25		16.3		201.0
+50		12.5		209.8
TP	12.69	229.76	0.20	217.07
20+0		10.3		219.5
TP	12.59	242.20	0.15	229.61
+50		8.6		233.6
TP	12.73	254.89	0.04	242.16
21+0		9.6		254.29
+50		2.6		252.3
+70		1.0		259.9
22+0		11		253.8
+25.		2.6		252.3
+50		6.6		298.3
TP	0.02	242.06	12.85	242.04
23+0		3.7		238.9
TP	0.17	229.48	12.75	229.31
+50		4.7		229.8
TP	0.20	216.97	12.71	216.77
24+0		8.2		208.8
TP	0.07	204.40	12.64	204.33
TP	0.40	192.13	12.67	191.75
+50		3.6		188.5
+75		12.2		179.9
25+0		16.5		175.6 Top Next Full
"	20 W of S	18.8		173.9 Not Ground
"	10 R of S	19.7		172.9 " "



This Man was knocked over  
 Dig carefully and reset on old bottom  
 as near as possible - 7.0.4-22-47



Juniper St. Water Main

192-13

25+15		15.3	176.8
+30		10.3	181.8
+50		29	189.2
TP	12.07	204.10	0.10
TP	12.36	216.38	0.08
26+0		56	210.8
TP	12.71	228.79	0.30
TP	12.77	241.19	0.37
+50		11.8	229.9
TP	12.55	253.42	0.32
27+0		10.7	242.7
B.M.	11.26	264.54	0.14
+50		10.7	253.8
+75		6.8	257.7
28+0		5.2	259.3
+50		4.8	259.7
29+0		4.3	260.2
+50		3.0	261.5
30+0		2.1	261.1
+50		2.2	262.3
31+0		0.6	263.9
+50		3.1	261.4
32+0		7.6	256.9
TP	1.74	262.33	6.95
+50		9.5	252.8

put Mon 10/13  
27+46.13  
253.00

7

Fairmount  
Place

Fairmount  
St.

Fairmount  
St.

25+35.61  
Δ 1° 01' 30" RT

Standard Line South of  
Road

Modesto St.

Fairmount  
St.

Fairmount  
St.

Juniper St.

32+85.55 on split of A  
Δ 1° 09' 14"

30+92.09 RGT.

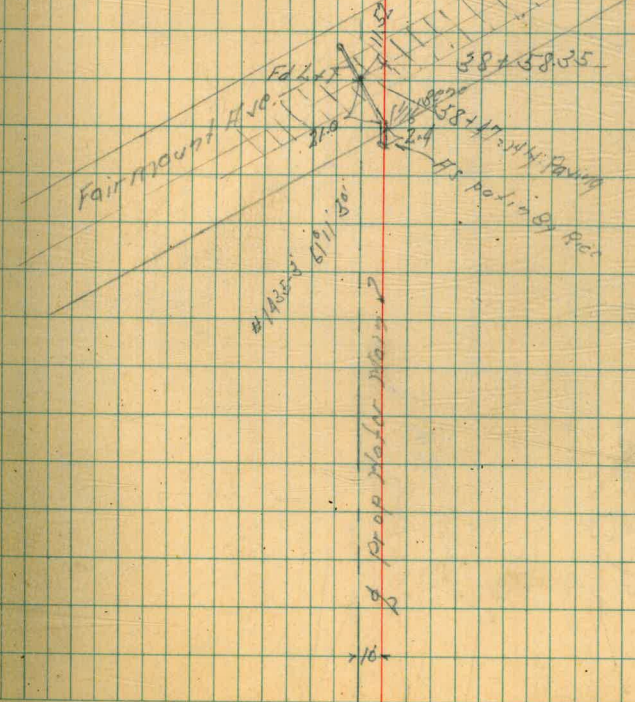
Juniper St. Station 19017

262.33

BM		9.68	252.65	on Mon 10/13 22+85.55
32+80		10.7	251.6	
33+0		10.7	251.6	
+50		8.7	253.6	
34+0		5.7	256.6	
+50		3.5	258.8	
+75		3.7	258.6	
35+0		7.7	252.6	
TP	0.80	250.80	12.83	249.50
BM		4.15	296.15	on Mon 10/13 25+25.61
+50		7.8	292.5	
TP	0.42	237.90	12.82	237.48
36+0		8.5	229.9	
TP	0.05	224.97	12.98	224.92
+50		9.2	215.8	Not Graded
TP	0.25	212.86	12.36	212.61
TP	0.18	200.16	12.88	199.98
37+0		6.7	193.5	Not Graded
TP	0.50	187.97	12.69	187.47
+25		4.2	183.8	
+50		14.5	173.5	
+75		18.9	159.1	
+88		22.2	149.8	Bottom Wash
38+0		18.1	149.9	
+13		14.9	173.1	

187.97

38+40		0.2	187.8	
TP	1.90	188.63	1.24	186.73
+47	W/C Conc Pav	2.05	186.58	
+58.35	Fairmount	2.67	186.06	on Chord Curve
+80.1	Fly Conc Pav	3.33	185.30	
39+0		4.8	183.8	
TP	0.44	176.17	12.90	175.73
TP	0.65	164.25	12.57	163.60
TP	4.33	155.27	12.71	151.54
BM		7.88	147.99	BP for Banded Horn 2.0 Fairmount 148.05

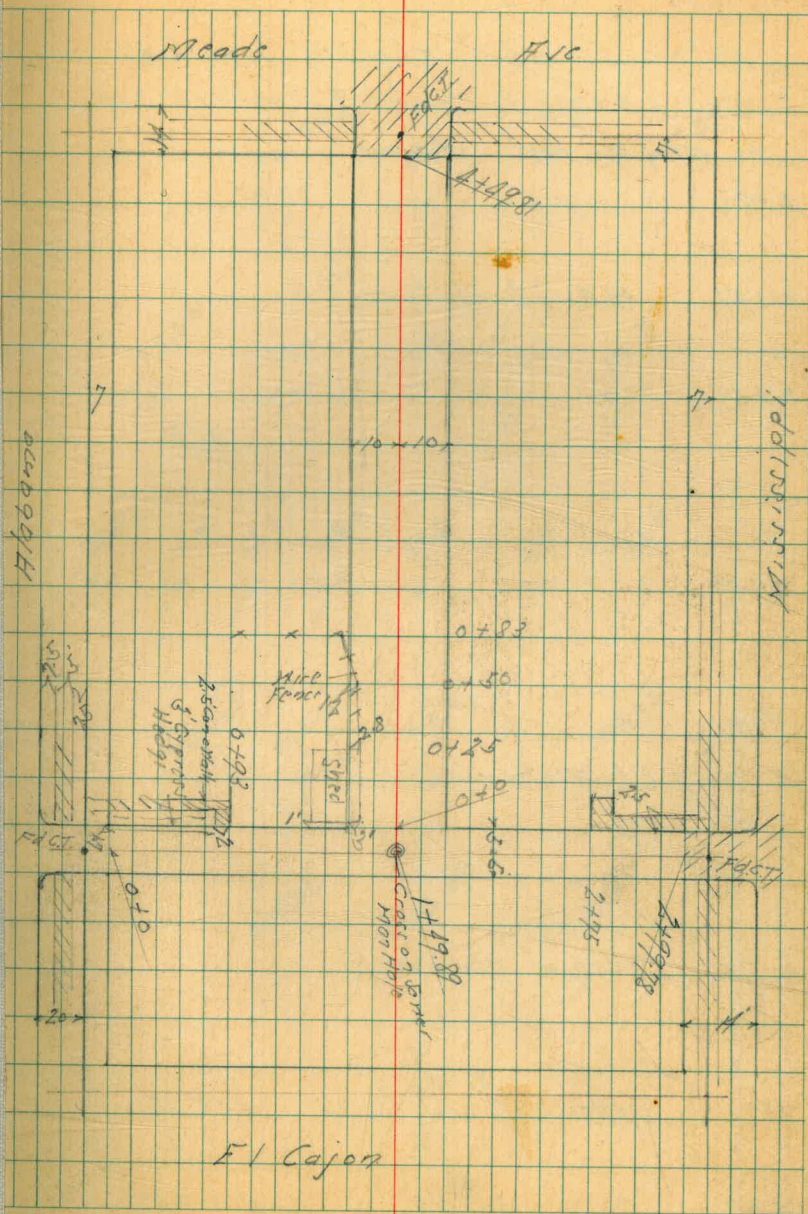


Cross Section Alley's Block 101  
University Hts. El Cajon Meade Ave.  
Alabama & Mississippi.

Levels next page

Indexed  
C.S.K.

Feb. 27-46  
Sisson  
Osser  
Maddal 9





1+82

1+59.89 = E.L. N x S Alley

1+49.89 = 2 N x S Alley

TP 28 10.18 327.95 0.23 31277 <sup>0.0734 Pipi</sup> 5 Rt 1+49.89

1+44 4 Rt of 2 = Sly Packer Pole

1+39.89 = W.L. N x S Alley

1+18

1+0

318.00

Lt=N

2

Rt=S

11

20.09

20.78

7.86  
10 = N x S  
Cant Alley

7.17  
13 = N x S  
Cant Alley

17.9

17.9

18.5

18.8

10.1  
5 ✓

10.1

9.5  
5

9.2  
15 ✓

17.3

317.31

17.7

18.1

10.7  
5

327.95

10.3  
5

9.9  
15

16.9

16.6

17.0

17.7

11.1  
5 ✓

14

10  
5 ✓

10.3  
15

17.60  
10.9  
10.8

15.8  
10.5  
10.5

15.8  
2.2

15.8  
2.2  
2.5

315.84  
1.1  
1.1

15.94

1.1  
1.1 = N x S  
Cant Alley

318.00

3+1378 = W.C. L. loc MISSISSIPPI

2+9978 = W.L. MISSISSIPPI

+97 5.3 ft 9/16 = Sly Power Pole

2+75

2+38

2+0

1+91

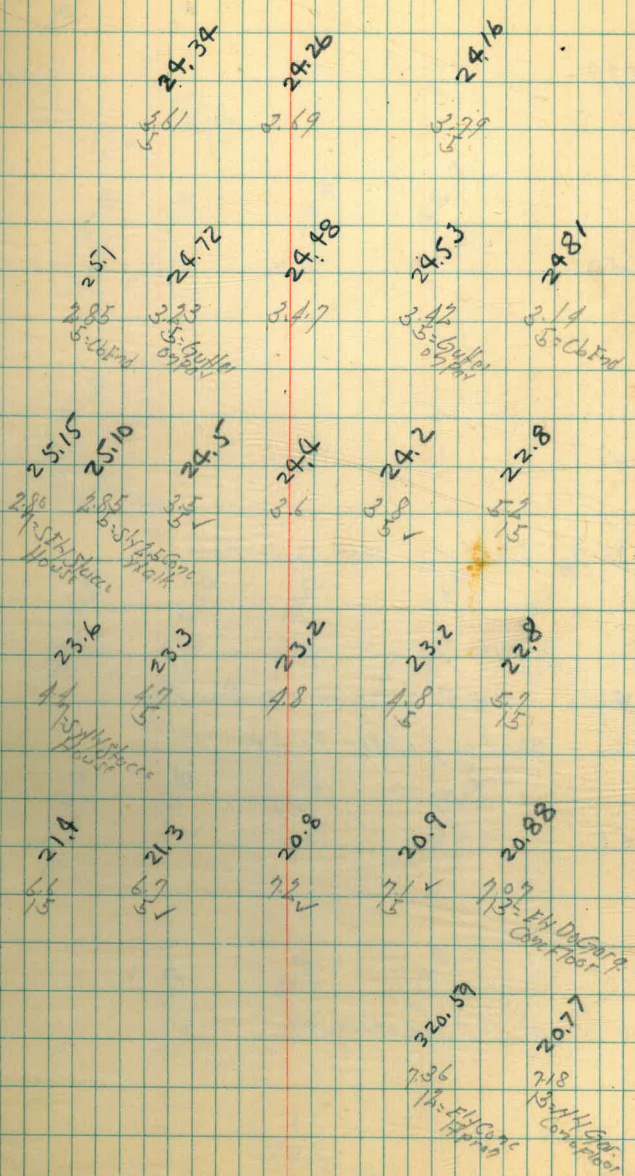
327.95

2+11

2

PT-5

12



327.95

Cross Section North + South Hill  
 Block 101 University Hts  
 Sketch page 9

1777

1750

1741

1726 6.74 ft of  $\frac{1}{2}$  = Nly Paper Pole

170

0+53 11.4 ft of  $\frac{1}{2}$  = Nly 30" Factor

0+51 7.24 ft of  $\frac{1}{2}$  = Nly Paper Pole

0+50

0+0 = N. L. EXH. #110y

BM 11.48 329.25

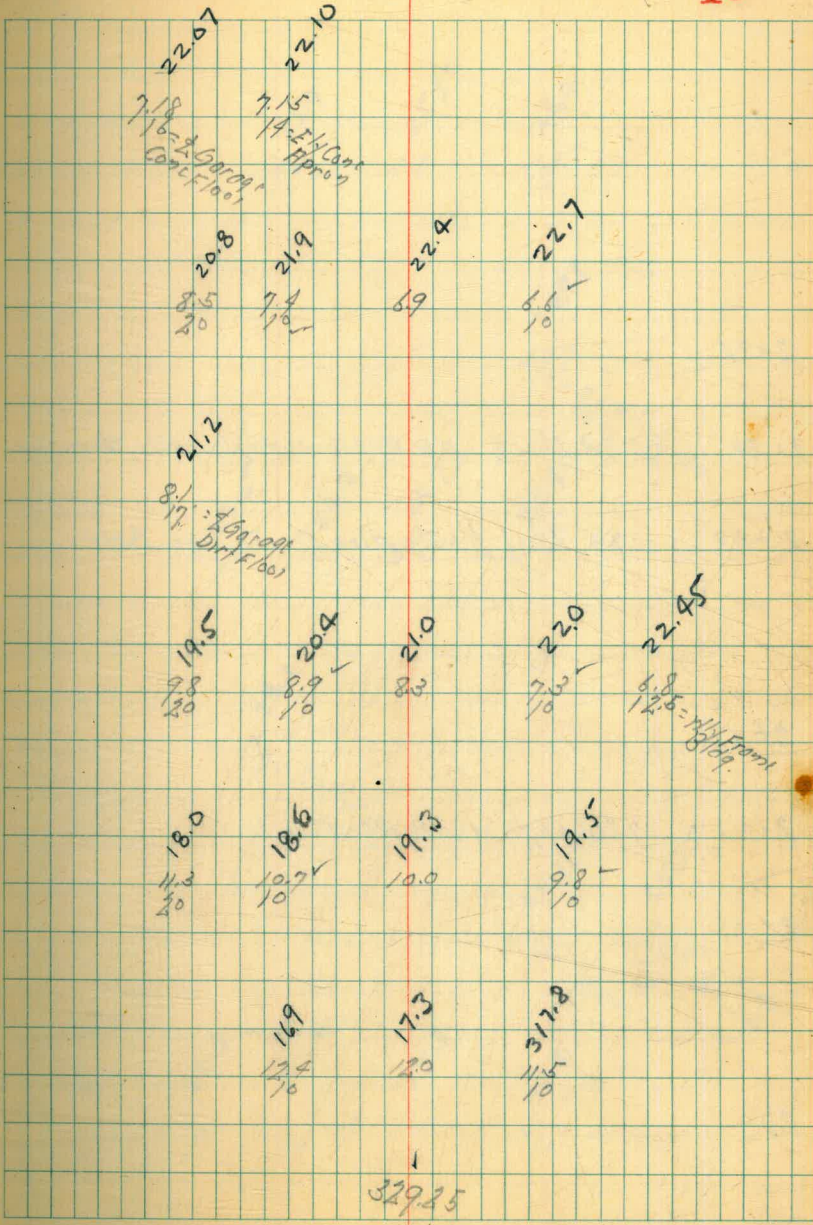
317.77

0.7 Pipe  
 5 ft 14.99  
 East + 110y

Lt = N

Rt = E

13



270

2794

2780

9.3 Lt of  $\frac{1}{2}$  - 1/4 Wire Fence with 6 Pipe & Sky Wire

2750

7.9 Lt of  $\frac{1}{2}$  - Sky Wire Fence Pipe Posts

2742

2727

7.8 Lt of  $\frac{1}{2}$  - Sky Fence Pole

2718

270

329.25

Lt-W

Lt

Rt-E

14

$\frac{30}{10} = 25.9$

$\frac{60}{8} = 25.5$

$\frac{60}{0.6} = 260$

2698

297

1111 = 1/4 W/W Gate  
Gate Floor

$\frac{10}{10} = 23.5$

$\frac{50}{10} = 24.3$

46

$\frac{339}{10} = 25.4$

$\frac{6.1}{10} = 28.7$

1/4 W/W Gate  
Gate Floor

25.06

2535

119  
106 = 1/4 W/W Gate  
Gate Floor

390  
145 = 1/4 Gate  
Gate Floor

$\frac{70}{10} = 22.3$

$\frac{6.1}{10} = 23.2$

6.8  
23.8

$\frac{50}{10} = 29.3$

329.25



4+0 10.2 Lt of Z: Sky Wire Fence

3+98

3+67 8.5 Lt of Z: W by Power Pole

TP 4.71 331.84 2.12 327.13

3+66

3+50

3+10

3+06 109 Lt: W by Maxco Wire Fence

329.25

Lt-W

8

RT-E

15

27.79  
4.05  
10.2 = Sky Wire  
Slab  
4.3  
10.4 = Sky Wire  
Slab

27.5

27.1  
4.7

27.3  
4.5  
10

28.22  
3.5  
10 = Sky Wire  
Slab

28.46  
3.3  
11.4 = Sky Wire  
Slab

26.72  
5.2  
11 = Sky Wire  
Slab

331.84

25.99  
3.2  
11.2 = Sky Wire  
Slab

25.96  
3.2  
11.2 = Sky Wire  
Slab

26.0  
3.2  
10

26.4  
3.2  
10

25.99  
3.2  
11.2 = Sky Wire  
Slab

25.99  
3.2  
10.9 = Sky Wire  
Slab

329.25  
3.2  
10.9 = Sky Wire  
Slab

329.25

26.7  
3.2  
10.9 = Sky Wire  
Slab

RM

12.98'

318.86

SFBP  
Meade +  
Alabama  
318.87

4+63.81 = S.C. of Meade

4+49.81 = S.L. Meade 10' R1 of 1/2 = NY Lat & Fence

4+44 10<sup>3</sup> Lt of 1/2 = NY Fire Fence

4+30

4+16 99' R1 of 1/2 = NY Lat & Fence

4+10

331.84

Lt.

S

Rt.

15

Lower than elevations  
0.12 to 99.00 with notes, ~~99.00~~

100 Boats 1562-21

327.48

327.81

327.91

27.8

27.83

401  
10.2 = NY Gene  
8.025

327.37

27.7

331.84

26.57

529

26.92

492

27.46

4.038  
10

327.82

327.8

327.8

328.32

327.8

327.8

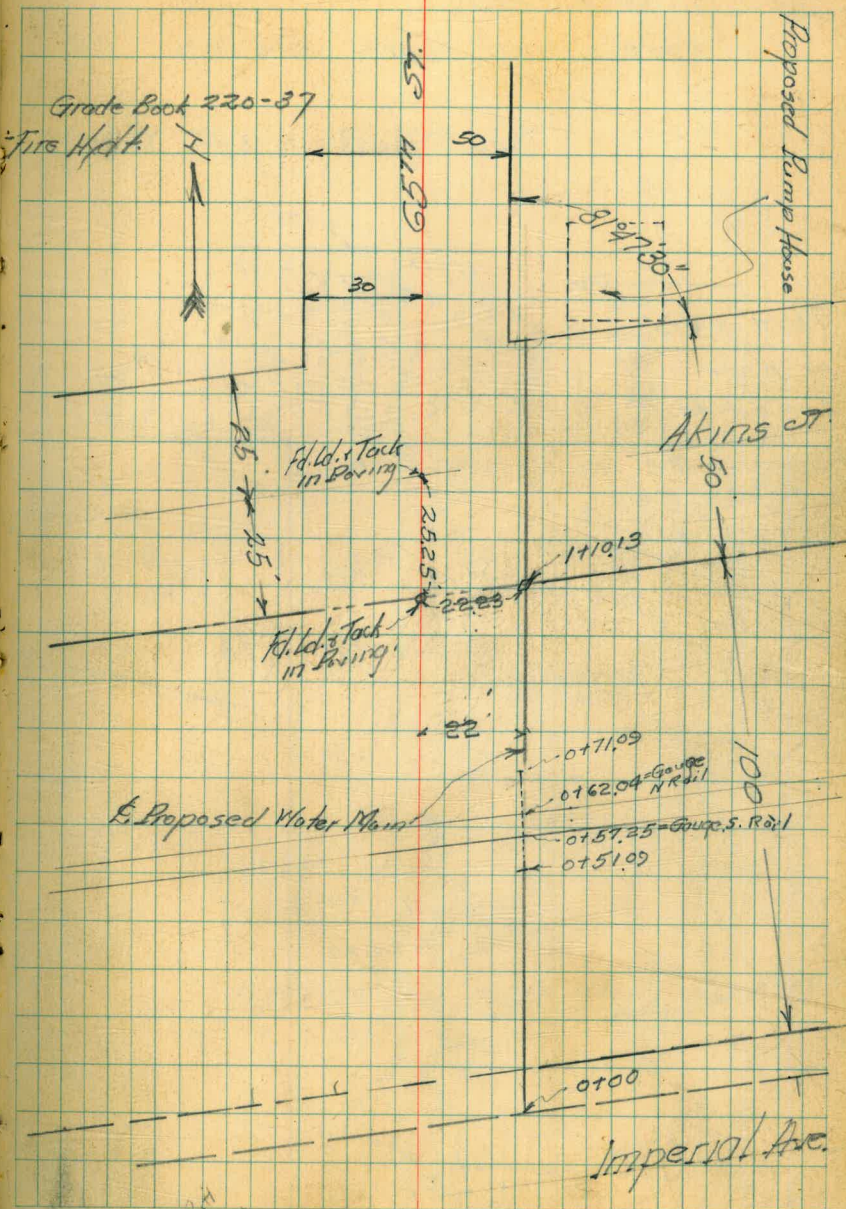
Walker  
Handricks  
Hunley  
4-24-46

LOCATION - Proposed Water Main  
177 65<sup>TH</sup> ST. from Imperial Ave.  
ACROSS S.D. & H. RR to Proposed  
Pump House at NE Cor Imp. Ave  
Akins St.

indexed  
C.S.R.

Station	Offset	Elevation	Notes
0+00	4.31	220.07	
0+08	4.3 ±	220.1	Covered
"	4.0 ±	220.9	"
0+30	5.5	218.9	
+37	6.4	218.0	
0+51.09	7.3	217.1	
"	11.32	213.06	on Floor
0+57.25	7.16	217.22	on S. Rail
762.04	7.20	217.16	" N. "
0+62.5	7.6	216.8	
0+71.09	8.6	215.8	
"	11.34	213.04	on Floor 16" Pipe
1+10.13	8.8	215.6	S. Line Imp. Ave
+50	9.2	215.2	
+84	9.4	215.0	
2+03	19.4	205.0	S. Side Channel
726	19.0	205.2	" " "
+40	14.5	213.9	
+65	10.6	213.8	
5' RT	12.0	212.4	

BM SE Top  
Imp. Ave  
65<sup>TH</sup>



13.5  
2.5  
15.4  
1.4



Cross Section East & West Alley  
 Block 126 University Hts.  
 From Louisiana to Texas

TP 1.91 325.09 10.03 325.18

0+51

0+46.7

0+44 7.7 ft of 1/2" Fly Power Pole

0+16

0+0 - East Line Louisiana = Fly Parapet

0-4.5 = Fly Edge Conc. Walk

0-1A = East Carb Line Louisiana

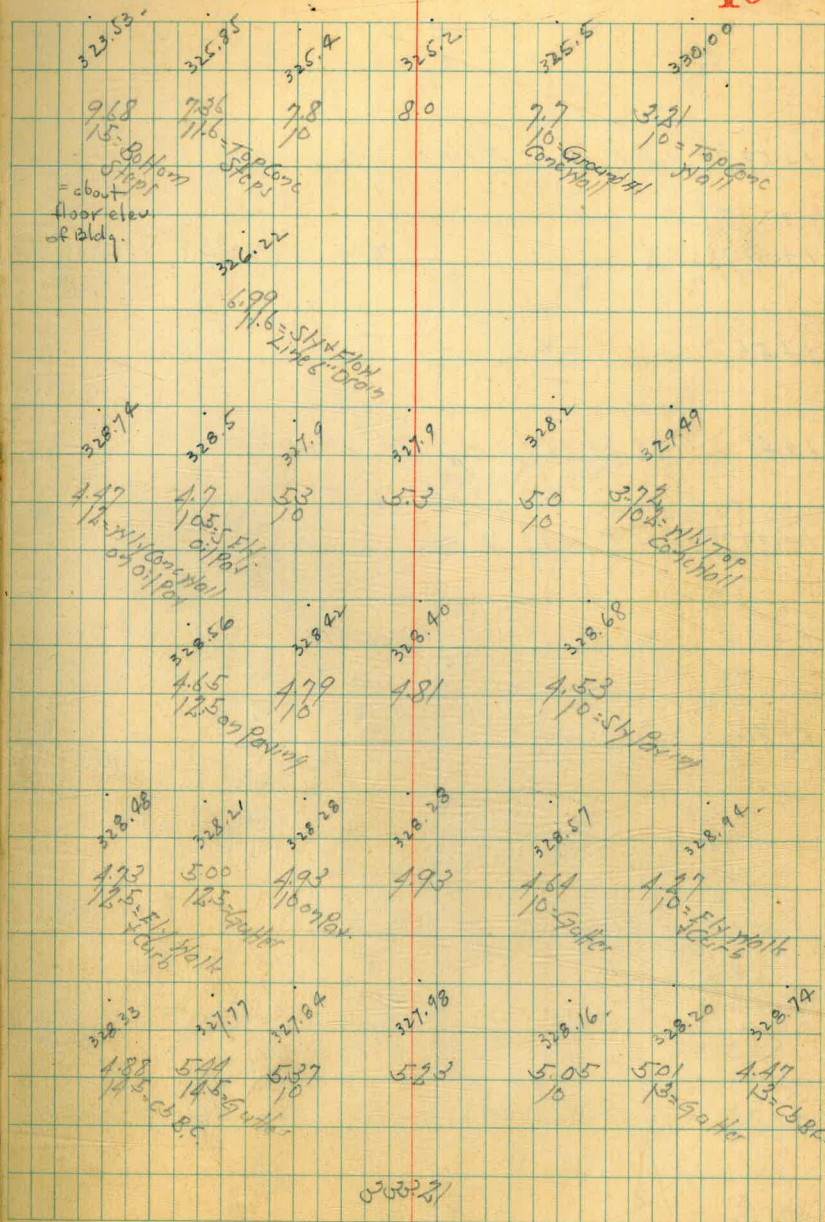
BM 7.22 333.21 325.99 N.E.R.P. EIC 1074 Louisiana

Lt. N

2

Rt. S

19



1+59.98 = EL NKS Alloy - o.k.

1+49.98 = 1/2 " " " 7.14 317.95 on Hub

1+55 - o.k.

1+41 94 Lt of 1/2 = Hly Tel + Power Pale

1+39.98 = EL NKS Alloy o.k.

1+35 10.3 Rt of 1/2 = Sly Power Pale

1+20 - New

1+0 - New.

0+85 - See Book 1781 - P. 71 for New Sections

325.09

L		R		R		20
318.54	318.21	317.8	317.8	317.6	318.08	
6.55 130 10 10	6.88 130 10 10	7.00 8 10	7.00 8 10	7.05 130 10	7.01 130 10	Ground Top Comp Control
318.50	318.20	317.62	317.9	317.6		
6.59 130 10 10	6.89 130 10 10	7.47 130 10 10	7.2 8 10	7.5 130 10		
318.19	318.99	318.7	318.30	318.00		
6.90 130 10 10	6.10 130 10 10	6.4 8 10	6.8 8 10	6.9 130 10		
320.53	320.05	319.8	319.6	319.3	319.0	318.2
4.56 130 10 10	5.04 130 10 10	5.3 9 10	5.5 8 10	5.8 8 10	6.1 10 10	6.9 15 10
322.56	322	321.8	321.2	320.9	320.1	319.1
2.53 11 5 10	2.9 10 10 10	2.3 9 10	2.9 8 10	2.5 13 10	5.8 10 10	6.0 15 10
320.1	322.9	322.6	321.8	318.5		
7.0 11 10	2.2 10 10	2.5 10 10	2.3 10 10	6.6 13 10		

325.09

2+50 - New

2+32 9.5 pt of ~~Sly~~ Parier Pale - New.

2+21 = end of cb. + Beg wall on Rt.  
2+16 see 1781-P-71

Sect. O.K.  
for 2+21

TP 4.89 323.18 6.80 318.29  
on Fly Conc  
Wolk  
Pt 200

2+07 o.k.

2+0 o.k.

1+76 - o.k.

325.09

Lt-H

Z

Rt-V

21

319.6	318.7	318.7	318.4	318.09	318.31
36 70	45 7	45	48 9	409 9 = TORON Wolk	485 115 = Fly Conc Wolk

319.61	318.8	318.6	318.2	318.68
5.51 92.5 Fly Conc Sly Parier Pale Wolk	44 9	46	50 9	450 9.7 TORON Wolk

318.91	318.6	318.4	318.1	318.03
43 25 on A.C.	46 10 edge	48	51 9	475 9.8 = Fly Conc Wolk
	A.C. Pavé	323.18		Wolk TORON Wolk

318.38	318.05
6.71 9.8-05	6.64 14.5 = Fly Conc Wolk

319.23	318.8	318.4	318.1	318.2	318.24
586 10.3	63 10	67 8	70	69 9.8	625 9.8 TORON Wolk

319.23	318.68	318.2	317.9	318.0	318.15
586 13	64 10.4 = Fly Conc Wolk	69 9	72	71 9.8	694 9.8 TORON Wolk

325.09

3413.97 = NY C6 Line

219997 = NY Taxol = NY Paving - o.k.

2175 - New

52318

318.90	318.77	318.56
4.38 10 = Gutter 0.10	4.41	4.43 10 = 60 Hr 0.10
319.62	319.21	319.05
3.56 10 = C6 Top	3.91 10 = Gutter	4.13
319.7	319.3	319.0
3.65 10	3.9	4.2
318.7	318.7	318.58
3.65 10	4.13	4.43 10.1 = NY Conc Walk
		3.60 10.5 = Top Conc Walk

52318



Cross Section North & South  
 Block 126 University Hts  
 Sketch page 18

checked Sections 3-3-49 - 7.0.

0+50

0+23 82 Lts of 2. rly Tol Pale

0+09

0+0 = N.L. Howard = rly Pav ing

0+14 = North curb line of Howard

RM

4.03

322.07

318.04

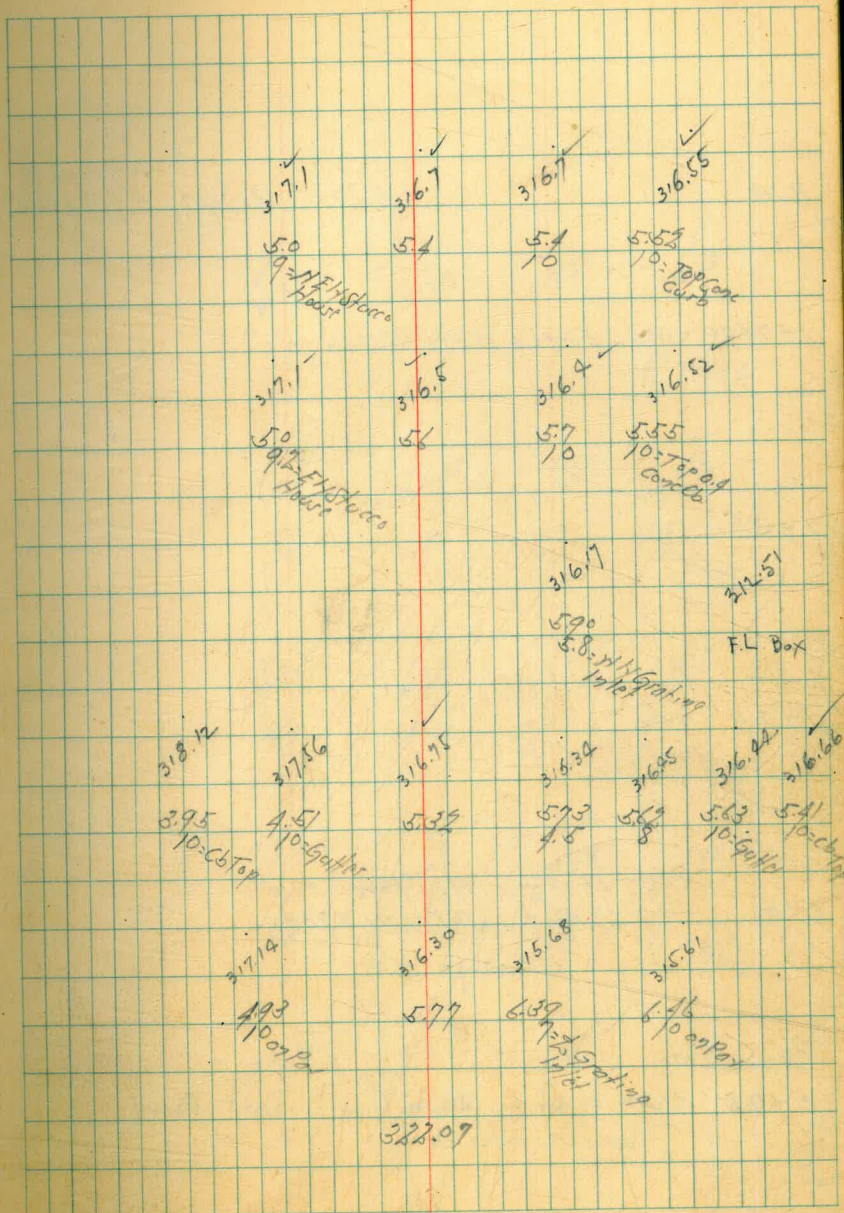
S.F.P.  
 Howard +  
 Texas

St-N

St

Rt-F

23



B.M

4.10

317.97

07 Huber  
East Alley  
317.93

1+7499 = S.L. East + West Alley

1+50

1+25

1+0

8.7 Lt of  $\frac{1}{2}$  = Wly Patten Pole  
7 Lt of  $\frac{1}{2}$  = No Pepper Tree  
wly.0+75 - 26.2 Rt. = Doub. Gar - Dirt floor  
Drives over cb.

322.07

Lt. W

Z

Rt. E

24

✓  
318.14.0  
10✓  
317.54.6  
10✓  
317.15.0  
10✓  
317.34.8  
10

317.4

4.7  
10✓  
317.84.3  
10✓  
317.24.9  
10✓  
317.05.1  
10✓  
316.95.2  
10✓  
316.85.3  
10✓  
317.74.4  
10✓  
317.94.7  
10✓  
317.24.8  
10✓  
317.05.0  
10

316.7

5.1  
10✓  
318.103.97  
10 = Top cb✓  
317.94.38  
10 = Top cb✓  
317.514.53  
10 = Top cb✓  
317.164.91  
10 = Top cb✓  
316.915.13  
10 = Top cb

316.4

26.2  
floor  
Gar.

322.07



X-Sect. 20' Alley in Blk. 129  
 Mannasse & Schiller Sub. - Map 209

7-11-46

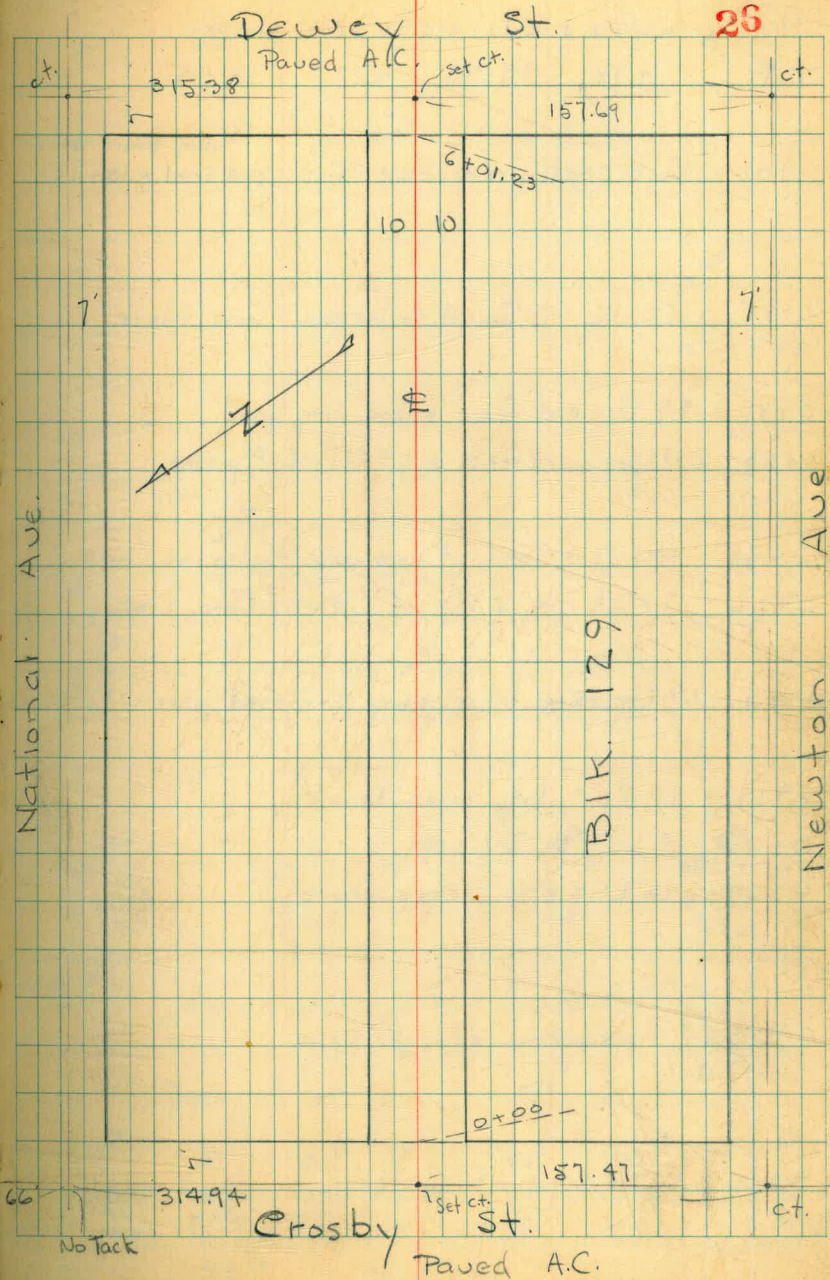
Osborne  
 McCoy  
 Hardin  
 Waddel

Notes Reduced - 7-17-46 rheavy-

7-11-46  
 206

Indexed  
 c.s.k.

26



Ed. ct. on  
 7 Lines

No Tack

Crosby St.  
 Paved A.C.

X-Sect. 20' Alley - Blk. 129

Nearly all Gar. & Blds. are in poor shape.

T.P. 4.98 39.43 4.77 34.45

1+00 - 10.6 Rt. = end wire fence + 9.9 Lt. = end shed + 10.1 Lt. = beg board fence

0+85 - 15.2 Rt. = Small toilet bld. - Conc. floor

0+80 - 9.9 Lt. = end fence + Beg. big shed.

0+50 - 10' Lt. = beg. board fence + 9.5 Rt. = P. pole

0+45 - 10.3 Lt. = Porch at doorway to house (below)

0+22 - 7.8 Lt. = + Sly. of 2.5x2.5' Conc. Slab

0+20 - 10 Lt. = End fence + beg. Inclosed porch to House

0+14' - 10 Rt. = beg. wire fence

0+06 - 9 Lt. = Tel. pole

0+00 - 10' Lt. = beg. picket fence

0-03.5 = Approx. edge of A.C. pave

0-10 = E. cb line of Crosby

B.M. 10.29 39.22

28.93 S.W. B.P.  
Crosby & Newton

	ht. = N.	±		Rt. = S.
	4.5	4.7	4.8	
	10		10	
				4.30
				15.2 = Floor
	3.9	4.1	3.9	5.4
	10		10	20
	3.14			
	10.3 = Floor of House + porch			
on edge slab.	3.9	4.4	3.9	
	10		10	
	5.28	5.6	5.8	5.75
	10	10	9.9	9.9
Top cb		9.4	9.4	
end Ret.				Top cb
	5.36	5.81	6.06	5.85
	10	10	10	10 = Top
Top cb.		9.4	9.4	
	5.43	6.11	6.63	7.36
	40	10	10	40
9.4		9.4	9.4	9.4
	5.57	6.40	6.03	
Top cb			Top cb.	
1' Rad. Ret.				
	39.22			

3+95- 10.8 Rt. = £ Sing. Gar. - Dirt floor - Not used.

3+85- 12.6 Lt. = £ Double Gar. - Dirt floor

3+75- 9' Lt. = £ Tel. pole + 9' Rt. = £ P. pole

3+50

3+26- 8.5 Lt. = £ 30" Pepper Tree

3+16- 12.5 Lt. = £ Doubl. Gar. - Dirt floor

3+00

2+92- 9.9 Lt. = £ Sing. Gar. - Wood floor

2+87- 10' Lt. = end board fence + S. end Gar.

2+75- 8.6 Rt. = £ P. pole

2+52- 9' Lt. = £ Tel. pole

2+50- 9.9 Lt. = fence

2+00

1+85- 9.9 Lt. = beg. board fence

1+83- 9.9 Lt. = end House

1+55- 10' Lt. = end fence + Beg. House

1+51- 9.3 Rt. = £ P. pole

1+50

1+16- 9' Lt. = £ Tel. pole

	Lt.		Rt.	
34.7			34.9	
4.7			4.5	
Floor 12.6			10.8 = Floor	
	35.2	34.8	34.5	33.9
	4.2	4.6	4.9	5.5
	20	10	10	30
34.3				
4.6				
Floor 12.5				
	34.7	34.2	34.3	34.4
	4.7	5.2	5.1	5.0
	10		10	20
34.68				
4.75				
Floor 9.9				
		34.5	34.2	34.9
		4.9	5.2	5.0
		10		10
	34.7	34.5	34.3	33.6
	4.7	4.9	5.1	5.2
	20	10	10	40
36.73				
3.70				
Floor House 9.9				
	34.3	34.3	34.2	33.6
	5.1	5.1	5.2	6.8
	10		10	40

39.43

5+25 - 9 Lt. = fence  
 5+23 - 9.1 Rt. = beg. board fence  
 5+02 - 9.4 Rt. = E P. pole + 11 Rt. = end fence  
 5+01 - 8.9 Lt. = E Tel. pole  
 5+00 - 9.7 Lt. = fence

4+86 - 14 Rt. behind fence = E Small frame house  
 4+75 - 9.7 Lt. = end Doub. gar. + beg. board fence  
 4+75 - 10.6 Rt. = beg. board fence  
 4+60 - 14 Rt. = E Doub. Gar. dirt floor

T.P. 5.50 40.28 4.65 34.78

4+51 - 9.8 Rt. = end fence  
 4+52 = Beg. Doub. Gar. - 9.7 Lt. <sup>Poor Cond.</sup> Dirt floor (E. side for storage)

4+50

4+49 - 9.7 Lt. = end shed

4+41 - 9.7 Lt. = beg. shed

4+34 - 9.7 Rt. = beg. board fence

4+30 - 10.2 Rt. = E Small frame House

4+25 - 9.9 Lt. = End. shed

4+07 = 9.9 Lt. = beg. Shed

4+02 - 10 Lt. = E Sing. Gar. Dirt floor

4+00

Lt	#	Rt		
34.7	39.4	34.5	34.0	
5.6 10	5.9	5.8 10	6.3 30	35.40 4.88 14 = Floor
			34.5	
			5.8	14 = Floor
		40.28		
34.5	34.7	34.5	34.5	33.8
Floor at 9.7	4.7 10	4.9	4.9 10	5.6 20
Part used as Gar.				
				35.73 4.10 10.2 = Floor
34.9	34.8	34.7	34.9	33.9
4.5 10 = Floor	4.6 10	4.7	4.5 10	5.5 30
		39.43		

check starting B.M.

6.06 28.94

3.12 35.00

B.P. N.W. Dewey  
+ Newton

I.P.

8.40 31.88 31.95

6+11.23 = W.cb. Line Dewey - Paved A.C.

6+01.23 = W.L. Dewey St.

5+99 - 9.8 Lt. = Tel. pole

5+92 - 11.2 Rt. = Nly. 30" Palm Tree

5+87 = Edge of pave at  $\Phi$

5+75

+ S. edge of Cold lay Pave for bld.

5+74 - 9.6 Lt. = End. Stucco bld. + beg. Heavy wire fence

5+61 - 13.2 Rt. =  $\Phi$  Vent in Conc. house foundation

5+53 - 9.7 Rt. = end board fence

Dried Fruit + Nut Packing buisness

5+51 - 9.6 Lt. = end shed + 9.8 Lt. = Beg. Conc. tile Stucco

5+47 - 10' Rt. =  $\Phi$  2.5 Conc. walk

5+40 - 9.6 Lt. = End of fence + beg. small shed.

Lt

Rt.

35.82	35.63	35.19	34.85	34.6	35.16	35.28
4.46 40 gut.	4.65 10 Top cb. Rad. Ret.	5.09 10=gut.	5.43	5.66 10 gut	5.12 10 Top cb.	6.40 40 gut
35.83	35.55	35.11	35.21	35.21	35.21	35.21
4.40 9.7 Top cb. end Ret.	4.73 9.7 gut.	5.31 on Rim M.H.	5.07 9.9=gut. + S. edge of bld. pave joins here	4.87 9.9		
35.3 5.0 10 on pave		35.6 4.7 on pave			35.9 4.4 10	
		35.8 4.5 10	35.9 4.4	35.8 4.5 10		
35.22						35.86 4.42 13.2 = Bot. of Vent. on Conc.
1.86 9.8 = Floor of bld.						
		35.1 5.2 10	34.9 5.4	35.1 5.2 10	35.1 5.2 20	35.16 4.52 10 walk

40.28



Survey to check loc. of Alley at Adams  
+ Boundary - for private Survey.

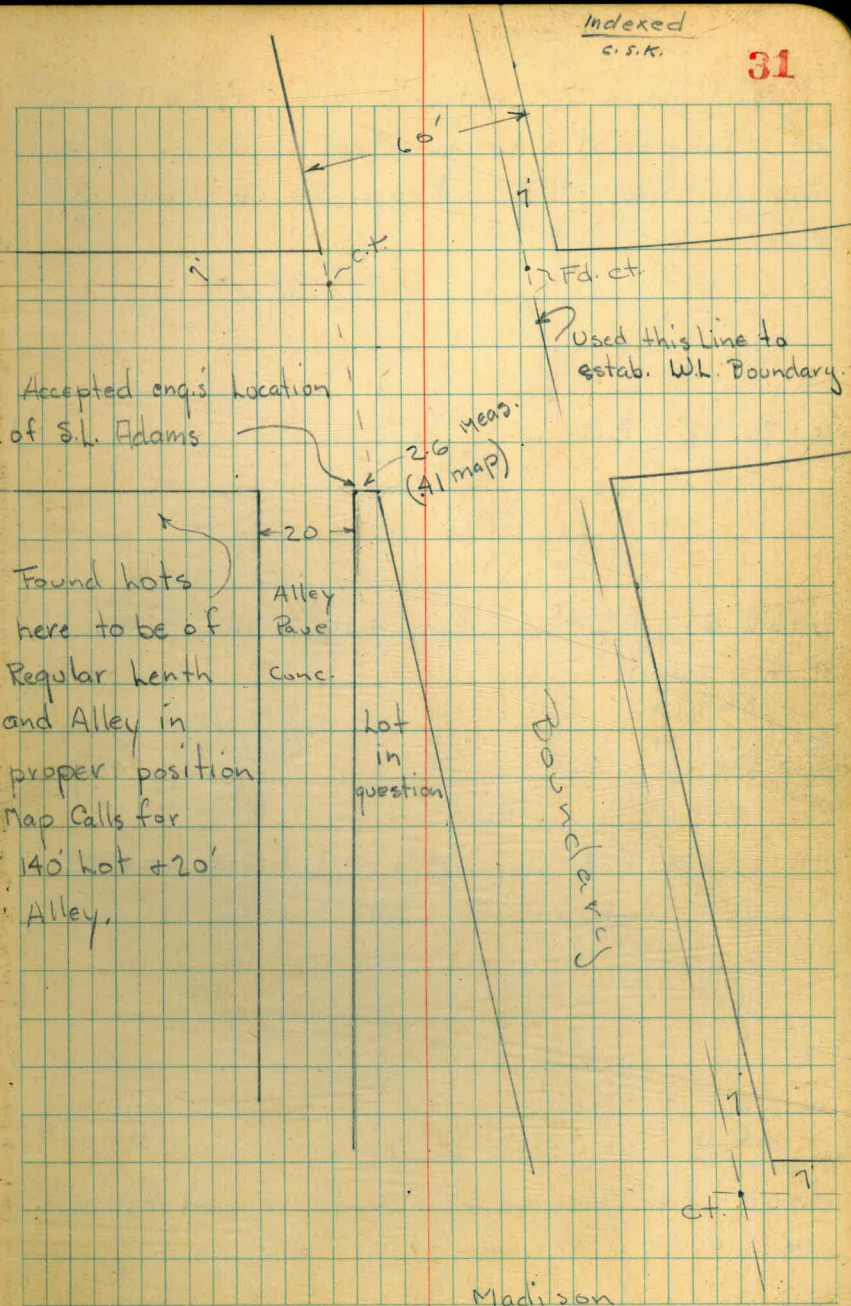
Adams Ave

No points	140'
Split improvements for Prop. Lines	
Meas. from split of cbs. to Alley Ret.	

S  
H  
O

7-26-46  
Osborne

Talked with Stevens - an eng. who after examining our information, realized he had misjudged the offset of some tacks found, thus crowding the Alley line. He and the builder agreed at the time to use the E.L. of the Alley pave for the lot line, allowing the excess shown in the wedge shaped lot.



Location + X-Sections of Prop. Alig.  
of Imperial - from Merlin w. to E.L.  
las Alturas # 2 - Prop. 80 R.O.W.

W.O. # 78

2+73.37 = E.C.

2+08.53 = P.I. Set Hub Ang. 3°43' Lt.

$\Phi R = 2000$

$T = 6490$

$L = 129.74$

$A = 3^\circ 43'$

Sta. 1+43.63 = P.C.

Fd. Ld + Tk. =  $\Phi$  Imperial + E.L. Sta. 1+38.53

2.55 S. = c.t. on N. Line Lot 15 - Ex Miss.

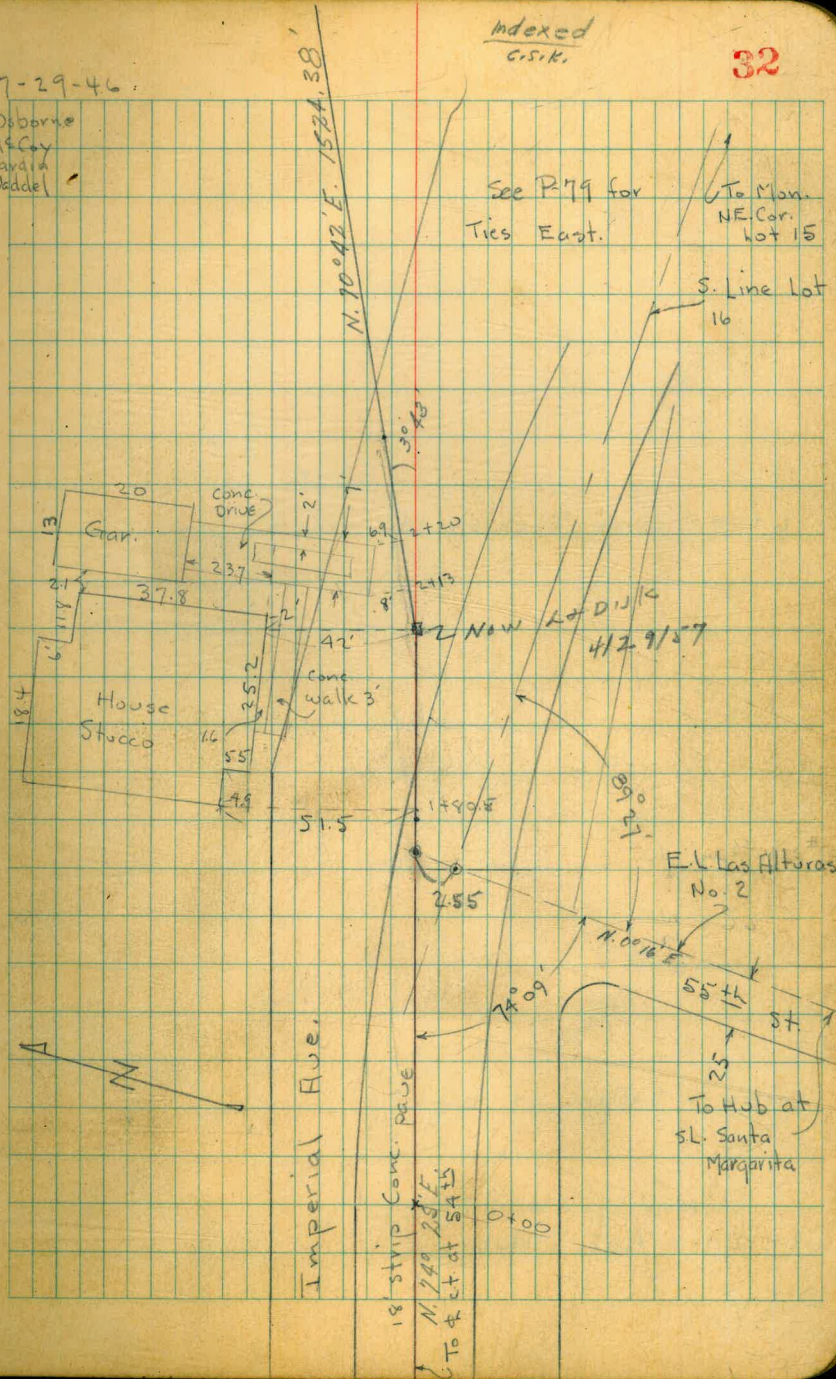
0+00 - Fd. Cross in pave (conc.) assumed to be  
P.C. of Pave Curve

7-29-46.

Osborne  
McCoy  
Havard  
Jadde

Indexed  
C.S.K.

32

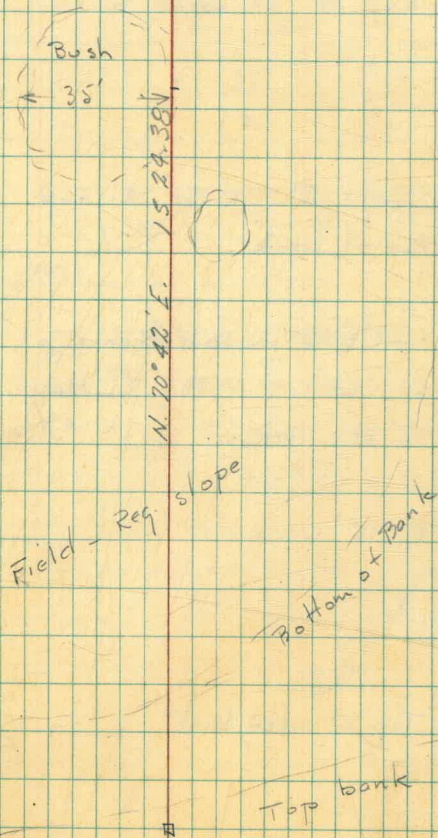


80' Row

6+00 = large Bush on Lt.

5+00 = Bottom of bank

4+12.91 = P.O.T. Hub.



11+50 opp bulge in Creek bank

10+45 = opp  $\Phi$  of large bush

10+42.5 = 111 Rt. =  $\Phi$  M.H. EL. top 42.4

10+12 = Top of bank

9+90 = Bot. of bank in side channel at creek

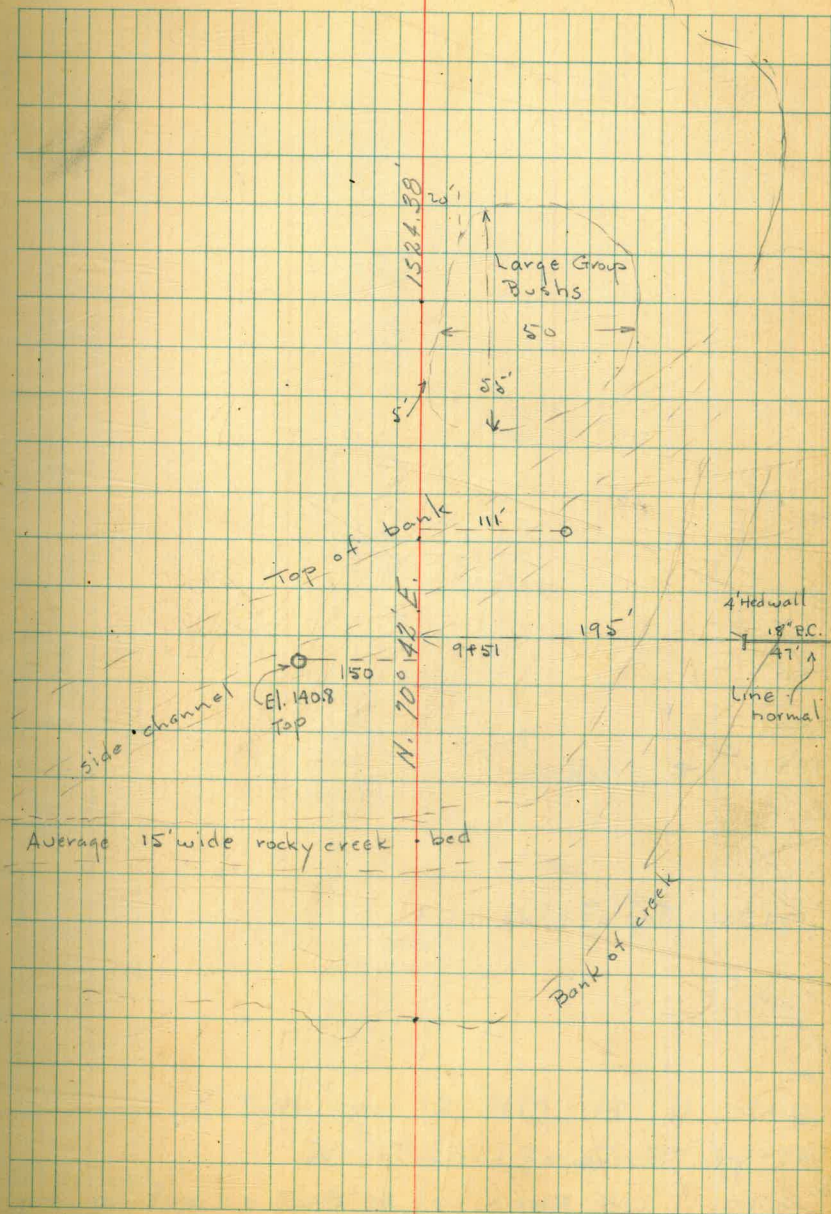
9+17 = 150 Lt =  $\Phi$  M.H. EL. top = 140.8

9+51 = 195 Rt = Outlet of 18" RC. Culvert 47' Long

8+65 =  $\Phi$  15' wide

8+24 = Top of creek bank

31



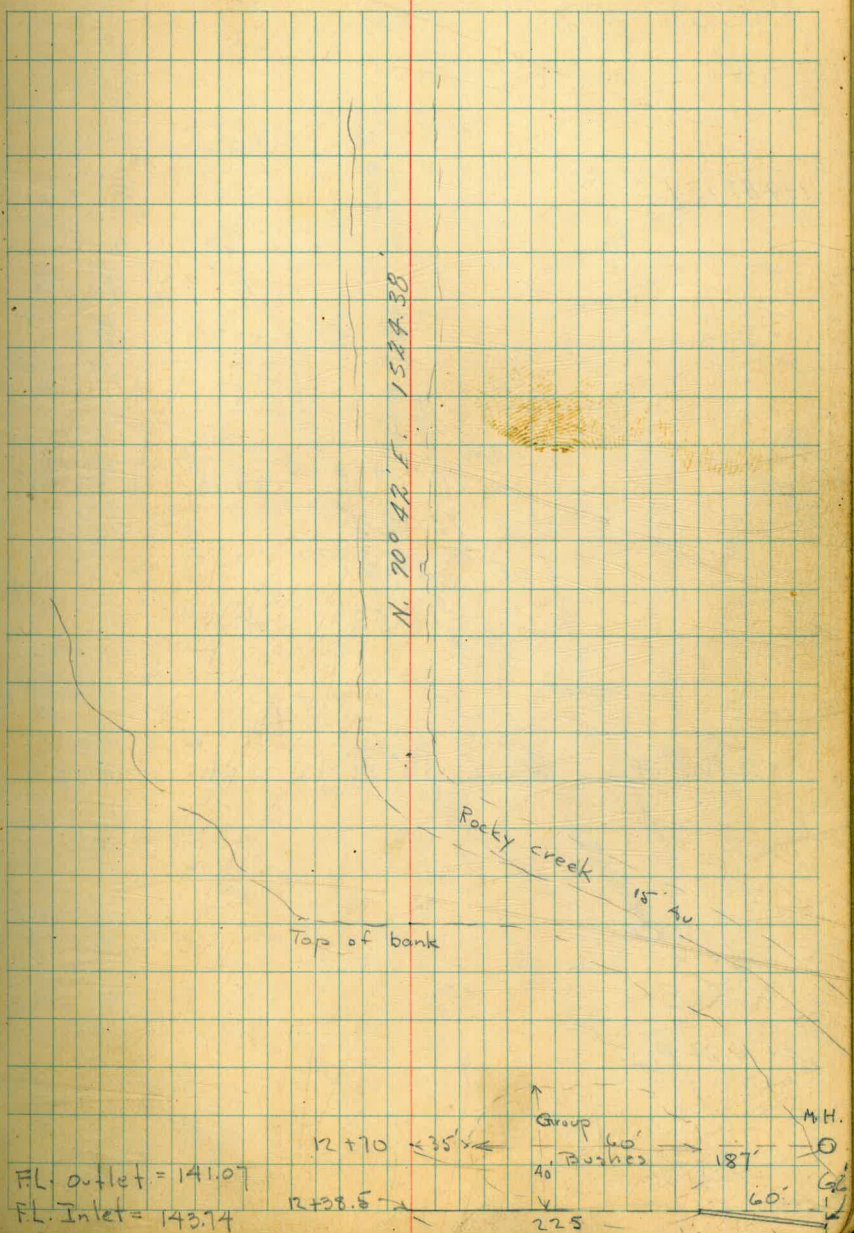
14+10 =  $\oplus$  Creek

13+50 = Top of bank at  $\oplus$

12+70 - 187 Rt = M.H. El. top = 146.7

12+70 - Group of bushes on Rt.

12+38.5 225 Rt = outlet 36" Cor. I. culvert 60' long.  
inlet = 24" RC. pipe - 60' W. of line



$\frac{79.56}{129.13}$   
 $\frac{179}{100} = 1.79$   
 $\frac{179}{100} = 1.79$

$\frac{60}{100} = 0.60$   
 $\frac{81}{100} = 0.81$   
 $\frac{81}{100} = 0.81$

14+74.24	
15	28'
+50	10' 22'
16	2° 15'
50	3° 09'
17	4° 03'
50	4° 56' 30"
18	5° 50'
19	6° 44'
50	7° 38'
	8° 31' 30"

19+87.13 F.C.

19+07.91 = Spike in pave - T.P. 12

P. 57.80	6° 44'
19-	7° 38'
50	8° 31' 30"

D-18° 22' 87.13 9° 11'

\* R-1600'

T-258.67'

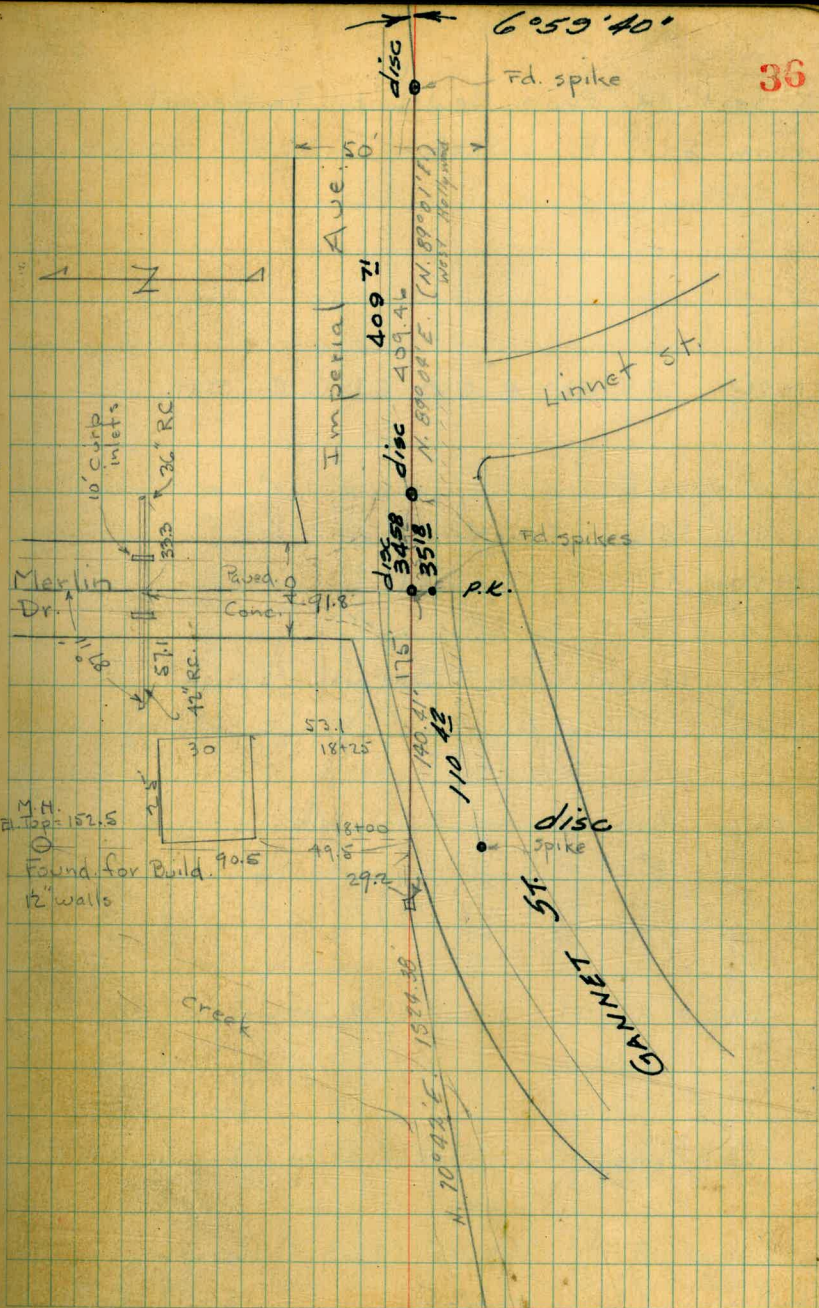
L-512.89'

17+32.91 = P.I. Ang. 18° 21' 45" Rt. Hub.

16+00 = S - E creek

14+74.24 P.C.

6° 59' 40"



7-30-46  
7.0

W.O. 78

X-Section on Prop. New Loc. Imperial  
from 55th E. Sketch P. 32 80' R.O.W.

Lt. = N.

#

Rt. = S. 37

1+86 - 29.5' Rt. = 2' x 2' S.D.G. Co. M.H.

1+76 = 55.6 Lt. = end Conc. wall

1+50 - 47.7 Lt. = Conc. wall (on curve)

1+24 - 48.2 Lt. = beg. 6' Conc. wall 5' high

1+00

0+67 - 46.5 Lt. = end S. side walk

0+50

0+15 - 47' Lt. = S. edge of 3.3' Conc. walk Beg.

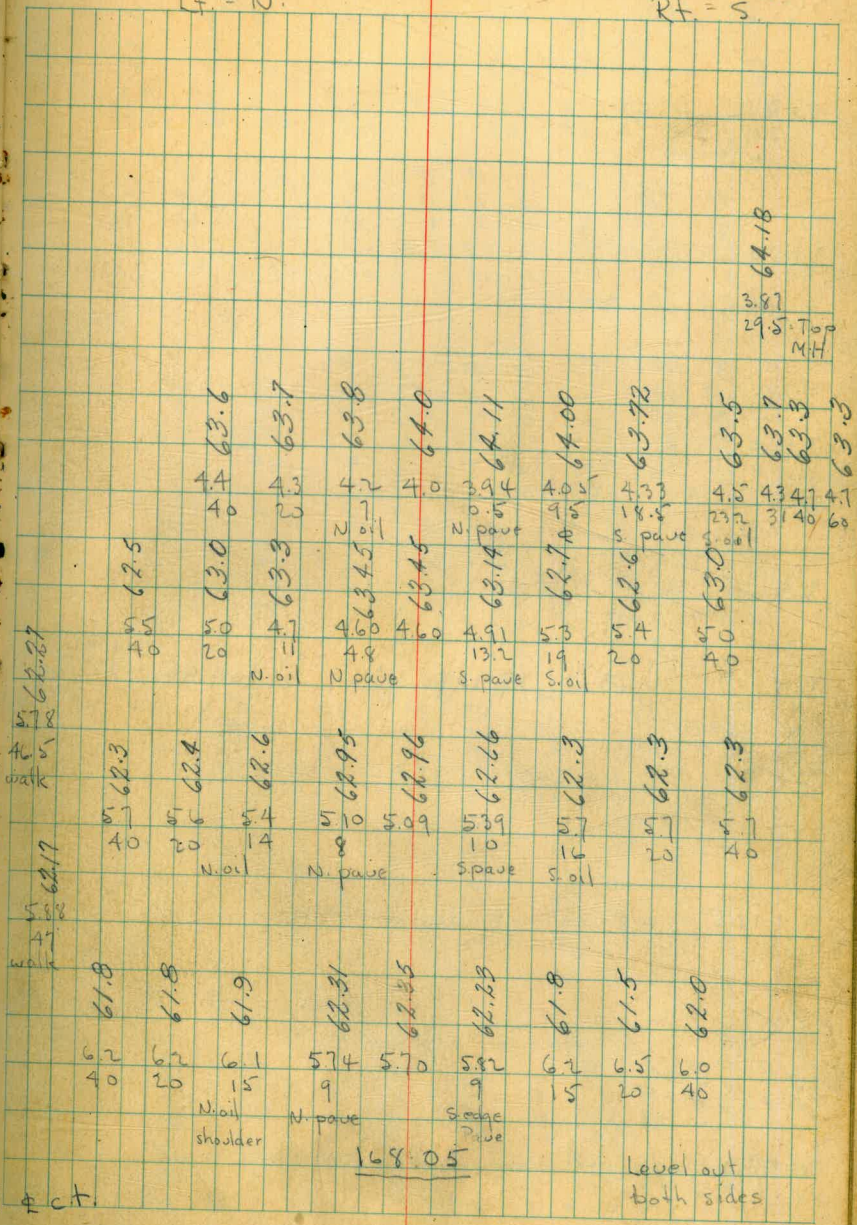
0+00 = Cross in Conc. pave 18' strip - PC. pave line

7.49 168.05 2.69 160.56

B.M. 8.26 163.25

154.99 53rd Imperial #ct.

154.99







7+00

6+50

6+00

T.P. 0.87 146.49 12.95 145.62

5+50

5+00 = Bottom of bank on E

T.P. 0.38 158.47 13.00 158.09

4+60

4+15 Top bank on E

	Lt		Rt	
7+00				
6+50	8.5	38.1	7.5	38.0
6+00	8.2	37.7	7.5	38.2
T.P.	0.87	146.49	12.95	145.62
5+50	8.4	38.1	8.3	38.3
5+00	8.7	37.8	8.1	38.4
4+60	7.3	39.2	7.9	38.6
4+15	5.9	40.6	5.3	40.2
	7.0	46.5	7.5	44.0
	10.5	57.5	10.5	57.5
				Approx Top bank
	21.8	36.7	21.8	36.7
	18.9	38.9	18.9	38.9
	17.3	39.6	17.3	39.6
	15.1	43.4	15.1	43.4
	12.9	45.6	12.9	45.6
	8.5	50.0	8.5	50.0
	7.5	61.9	7.5	61.9
				Level out Road
	40.8		40.8	
	30.3	44.8	30.3	44.8
	22.1	49.0	22.1	49.0
	19.5	51.6	19.5	51.6
	17.8	53.3	17.8	53.3
	13.7	57.4	13.7	57.4
	11.1	60.0	11.1	60.0
	6.9	64.2	6.9	64.2
	8.7	66.4	8.7	66.4
	8.2	62.9	8.2	62.9
	8.0	63.07	8.0	63.07
				N. pave
				R. pave

9+40

9+00

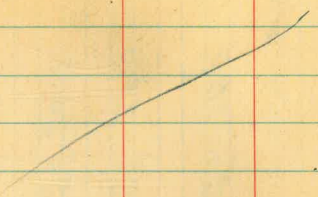
8+65 =  $\oplus$  of Creek on  $\oplus$

8+30

8+24 = Top of creek bank on  $\oplus$

8+00

7+50



Lt. Rt. 40

12.1 2.8 # Side channel of Creek	10.0 6.3	9.7 4.0	8.8 2.0	8.4	9.2 2.0	8.8 4.0	8.7 7.5	10.4 1.8 # Creek
34.4	36.5	37.3	37.7	38.1	37.3	37.7	37.8	36.1
5.1 5.1	4.0 4.0	2.0 2.0	9.8	2.0 2.0	2.0 2.0	4.3 4.0	10.9 # Creek	9.4 7.5
34.2	24.8	35.2	35.5	35.6	37.2	36.3	37.4	41.9
12.1 7.3 Creek Cont. about 75' more on line	4.0	2.3 2.0	11.0	10.9 6.9	10.9 4.0	10.2 4.0	10.9 5.3 4.4	11.1 5.4 7.5 Top bank
40.1 5.0	39.5 4.0	39.9 2.5	40.7 5.8	41.4 2.5	40.9 4.5	40.8 1.5	40.8 5.1	41.0 5.1
38.6 1.5 5.8	38.8 4.0	39.4 2.5	39.5 5.5	39.5 2.5	40.5 4.5	41.4 4.5	40.2 1.5	41.0 5.5
146.49								

7-31-46  
7.0.

12+50

12+00

11+50

11+00

10+50 - Group of bushes on Rt.

T.P. 9.10 151.44 4.15 142.34

Top M.H. 120.5  
at 10+26

10+12 - Top of bank on R

9+90 - in side channel of creek

41

	Lt.		Rt.
SS	49.8 40	47.2	45.5
	48.3	45.7	45.0
	47.2	44.6	45.3
	47.2	44.2	45.6
	47.2	44.4	46.2
	47.2	44.2	
	47.2	44.2	
SS	43.7	43.6	
	43.8	43.6	
	42.6	43.3	
	42.7	43.3	
	42.6	43.5	
	43.1	43.5	
	42.5	43.8	
	43.6	38.9	
	43.6	38.8	
SS	44.5	41.9	
(same slope)	41.9	41.9	
	41.9	41.9	
	42.4	42.4	
	42.6	42.6	
	42.8	42.8	
	43.0	43.0	
	39.1	39.1	
	38.8	38.8	
Rising slope	69 70	9.5 20	9.7 20
			9.0 20
			9.5 20
			9.3 20
			9.3 40
			8.9 15
			Level out 5.6
			Level out 5.0
Top bank			
Rising			

146.49



17+90 13'

17+60 17'

± on Tangents

17+32.91 = P.I. Angle 18°21'45" Rt. Sect. on split of Angle

17+00 16'

T.P. 8.80 165.78 0.04 156.98

16+50 - Bottom of Road fill slope + edge of Creek

16+00 - in Creek 5.25

	Lt	+	Rt	43
17+90	50.2 55 100	52.5 33 65	57.5 83 40	60.9 49 20
17+60	19.1 16.7 100	48.1 51 83	50.3 15 38	60.0 58 18
17+32.91	53.1 14.8 00 76	48.7 17.1 40.5	45.9 19.9 20	58.8 53 3
17+00	52.6 16.2 11 76	49.1 17 40	47.5 18.3 21	46.0 21.0 15 6
16+50	55 50	50.3 67 51	48.7 83 70	47.1 99 20
16+00	47.1 99 75	48.2 88 40	46.6 104 20	44.6 127 9
				157.02

near Bridge RR.

Top of RR.

Top of RR.

Level out to

N. pave

N. pave

N. pave

N. pave

N. pave

N. pave

S. pave

S. pave

S. pave

S. pave

S. pave

S. pave

Top bank

Top bank

Top of bank

Top bank

Top of bank

S. pave



See pg. 52  
for additional notes

check B.M. BP in E. cb. 4.49 161.29 ← 161.28

± Bridge N. of Imp. on Merlin

Walkers Book

19+07.91 = <sup>2.5'</sup> Spike on Ang. pt.

18+93 = <sup>3.5'</sup> E. side 5' Comb. walk on Merlin.

45

Lt.

±

Rt.

61.03	4.3	3.7	4.3	4.32	4.49	4.9	4.5	+2.6
61.95	51.0	30	18	10	61.29	17	20	30
61.94								
61.90								
61.98								
61.86								
61.14								
60.7								
61.3								
68.7								
475	443	384	448	430	452	464	51	45
50	423	269	26.9	10		38	20	23
	Top cb.		put			± pave	± pave	
	end Ret							
					165.78			

Walker  
Hendricks  
Becker  
8-20-46

CROSS SECTION - BENTON PL.  
From Mountain View Drive  
To 35th Street 50' wide 10' cbs.  
75' W

B.M. 5158  
Mt. View  
735th

4.20 392.62  
Diag. Section  
0-12.3 = N.Cb. Line Mt. View Dr.

31' Rt. of E on cb.	4.74	394.88
" " " Gut.	5.33	394.29
19' Rt = cb Produced on Pav	5.16	394.46
ℓ on Pavmg	4.77	394.85
31.5' Lt. = cb Produced on Pav	4.70	394.91
34.8' Lt. on cb B.C.	4.31	395.31
" " " Gut.	4.93	394.69
0100 Sec. RA		
W Gut.	4.72	394.90
ℓ	4.82	394.80
E Gut.	5.21	394.41
" cb.	4.72	394.90

0107.66 = Diag. Sec. on End Pav

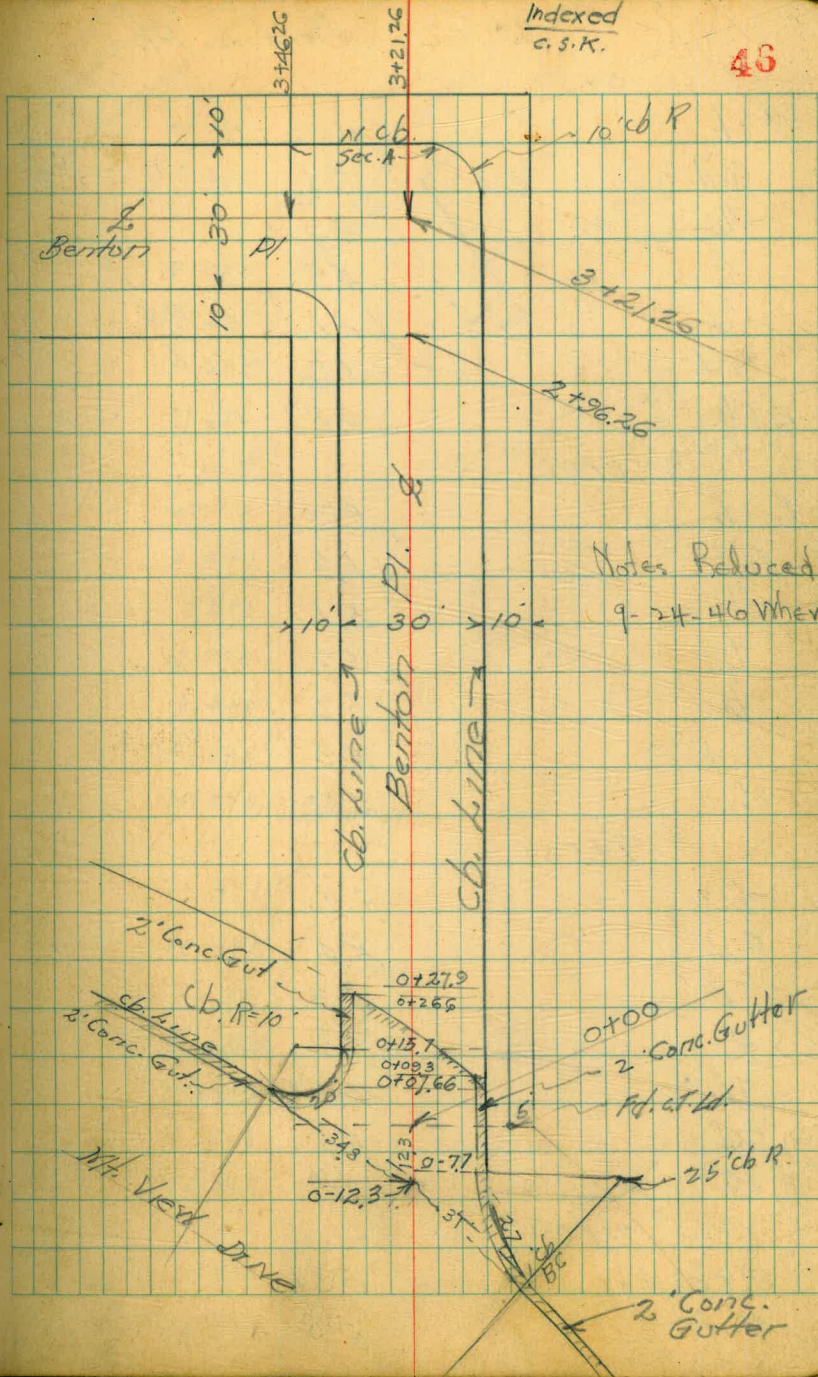
Diag. = 30'  
bet. cbs.

E cb.	4.78	394.84
Gut	5.00	394.62
1/4	5.00	394.62
ℓ	4.85	394.77
1/4	4.86	394.76
Gut	5.10	394.52
cb.	4.47	395.15

Cont. P. 47

Indexed  
c. s. K.

46





39962

Benton Pl.

0+50

Y <sup>1</sup> cb.	462	395.00
Gut.	5.1	394.5
1/4	4.9	394.7
2	4.9	394.7
1/4	5.1	394.5
Gut	5.2	394.4
E cb.	4.87	394.75

1+00

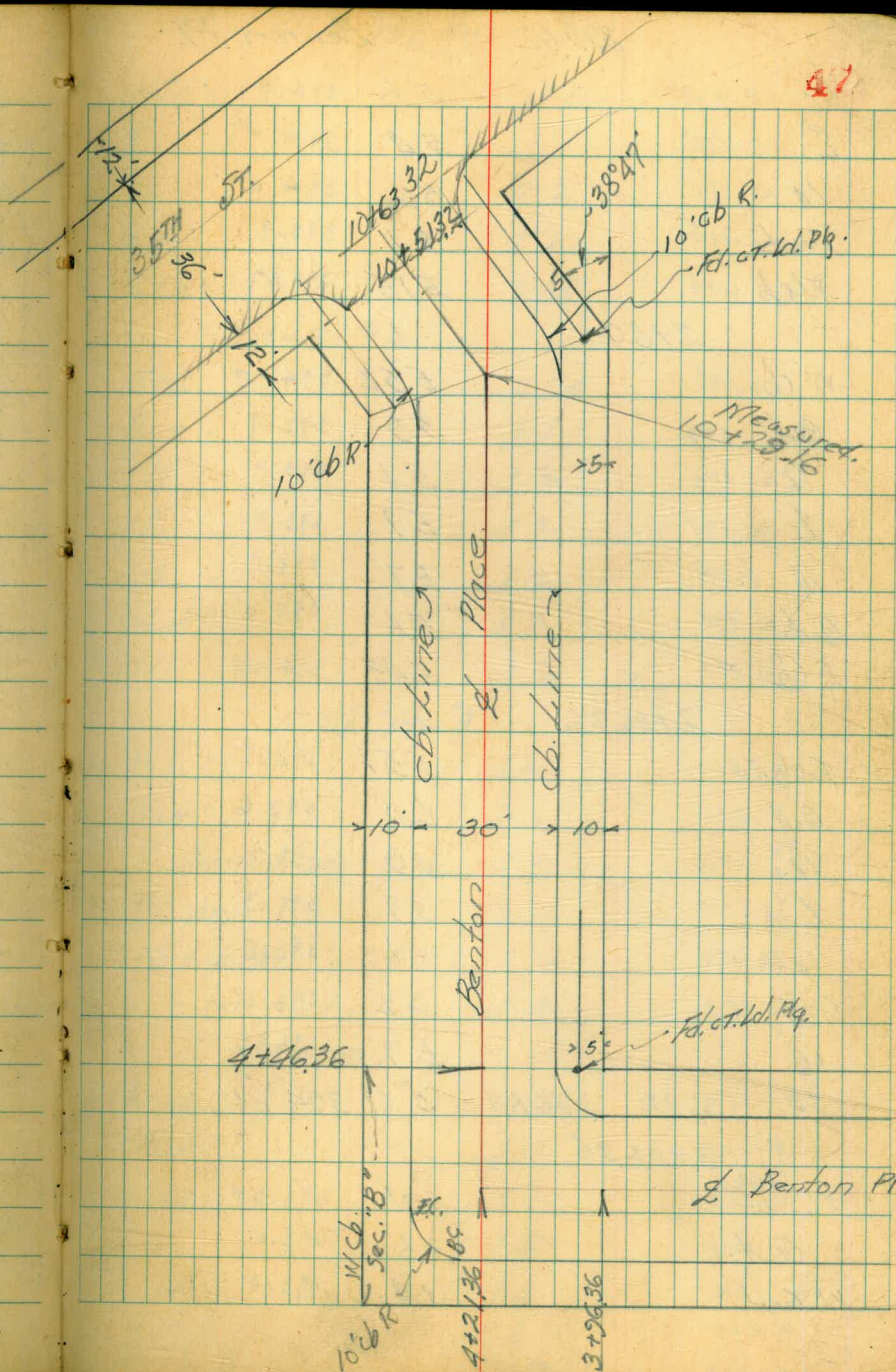
E cb	4.90	394.72
Gut	5.2	394.4
1/4	5.1	394.5
E	5.0	394.6
1/4	5.2	394.4
Gut	5.2	394.4
cb.	4.83	394.79

1+50

V <sup>1</sup> cb.	4.90	394.72
Gut	5.4	394.2
1/4	5.3	394.3
2	5.2	394.4
1/4	5.4	394.2
Gut	5.5	394.1
E. cb.	5.09	394.53

2+00

E. cb	5.31	394.31
Gut	5.8	393.8



399.62

Benton Pl.

1/4	5.6	394.0
E	5.4	394.0 ✓
1/4	5.6	394.0
Gut.	5.7	393.9
Wcb	5.15	394.47

2+50

W cb	5.52	394.10
Gut	5.9	393.7
1/4	5.7	393.9
E	5.7	393.9
1/4	5.7	393.9
Gut.	5.6	394.0
Ecb	5.48	394.19

2+96.26

Fcb	5.57	394.05
Gut.	6.0	393.6
1/4	5.9	393.7
L	5.9	393.7
1/4	6.1	393.5
Gut	6.2	393.4
cb.	5.76	393.86
TP	2.82	396.83
	5.61	394.01

3+06.26

W. Lipe Cb	3.01	393.82
Gut.	3.6	393.4
W Gut	3.4	393.4

396.83

W/4	3.1	393.7
E	3.1	393.7
1/4	3.2	393.6
Gut	3.2	393.6
Ecb	2.85	393.98

3+21.26

Ecb	2.95	393.88
Gut.	3.1	393.7
1/4	3.2	393.6
E	3.2	393.6
1/4	3.2	393.6
Gut	3.2	393.6
W/L	3.2	393.6

N cb. = Sec. "A"

W/L cb	3.29	393.54
Gut	3.6	393.2
E from South Gut	3.3	393.5
E on cb	2.98	393.85
+5 = cb BC 10' cb R	2.98	393.85
on Gut	3.3	393.5

3+70

N cb.	3.54	393.29
Gut	4.0	392.8
1/4	3.7	393.1
E	3.4	393.4
1/4	3.6	393.2
S Gut	3.8	393.0
S. cb.	3.20	393.63

43

396.83

Benton Pl.

3+26.36

S cb.	3.38	393.45
Gut	4.0	392.8
1/4	3.8	393.0
L	3.7	393.1
N 1/4	4.1	392.7
N Gut	4.4	392.4
N cb.	3.82	393.01

4+06.36

N.L. on B.G. Ret.	3.96	392.87
Gut. "	4.5	392.3
1/2 N cb	4.3	392.5
1/4	4.0	392.8
L	3.9	392.9
1/4	3.8	393.0
Gut.	4.1	392.7
S cb.	3.45	393.38

4+21.36

S cb.		
S Gut.	4.1	392.7
S 1/4	4.1	392.7
L	4.0	392.8
N 1/4	4.0	392.8
cb	4.2	392.6
N	4.2	392.6

396.83

43

Sec. "B" - 14 cb

N.L. cb	4.13	392.70
Gut.	4.7	392.1
N cb.	4.00	392.83
Gut.	4.5	392.3
N 1/4 on cb	3.84	392.99
" " Gut	4.3	392.5
L on cb	3.84	392.99
" Gut.	4.3	392.5
45' - EG. 10' cb R	3.75	393.08
Gut.	4.3	392.5
BC on cb	3.76	393.07
	5+00	
M cb.	4.57	392.24
Gut	5.1	391.7
1/4	4.9	391.9
L	4.6	392.2
1/4	4.8	392.0
Gut in Dr	5.0	391.8
4495 on cb E	4.50	392.23
	5+50	
E cb	4.28	391.85
Gut	5.6	391.2
1/4	5.2	391.6
L	5.1	391.7
1/4	5.5	391.3

5750 39683 Benton Pl

W Gut		58	391.0
W Top lb		503	391.80
	5750 <sup>?</sup> (6+00)		
W cb.		562	391.21
Gut		63	390.5
"		59	390.9
£		56	391.2
"		59	390.9
Gut		61	390.7
£ cb.		558	391.33
	6750		
E cb.		598	390.85
Gut		66	390.2
"		63	390.5
£		61	390.7
"		64	390.4
Gut		62	389.9
W cb.		618	390.65
	6700 <sup>?</sup> (7+00)		
W cb.		660	390.23
Gut		72	389.6
"		67	390.1
£		65	390.3
"		68	390.0
Gut		70	389.8
£ cb.		649	390.34

39683

50

7750

E cb.		704	389.79	
Gut		75	389.3	
"		73	389.5	
£		71	389.7	
"		74	389.4	
Gut		77	389.1	
W cb.		711	389.72	
TR	228	391.99	712	389.71
	8700			
W cb.		783	389.16	
Gut		73	388.7	
"		79	389.1	
£		77	389.3	
"		78	389.2	
Gut		79	389.1	
E cb.		755	389.44	
	8750			
E cb.		721	388.78	
Gut		78	388.2	
"		75	388.5	
£		73	388.7	
"		75	388.5	
Gut		78	388.2	
cb.		735	388.64	

39199

Bertton Pl.

9+00

Wcb.	381	388.13
cut.	44	387.6
1/4	4.1	387.9
2	3.8	388.2
1/4	4.1	387.9
cut.	4.9	387.7
Ecb.	386	388.13

9+50

Ecb.	427	387.7
cut.	4.8	387.2
1/4	4.4	387.6
2	4.2	387.8
1/4	4.6	387.4
cut.	4.8	387.2
Wcb.	432	387.67

10+00

Wcb.	483	389.16
cut.	5.3	386.7
1/4	5.0	387.0
2	4.8	387.2
1/4	5.0	387.0
cut.	5.1	386.9
Ecb.	474	387.25

10+29.16

diag.

Ecb.	508	386.95
------	-----	--------

39199

51

E cut	5.5	386.5
1/4	5.4	386.6
E	5.2	386.9
W 1/4	5.4	386.6
W cut	5.6	386.4
Wcb.	5.10	386.89
10+51.32 = S.L. 35th		
Wcb.	5.13	386.86
" cut	5.58	386.41
1/4	5.52	386.47
E	5.52	386.47
1/4	5.63	386.36
E cut	5.81	386.13
Ecb.	5.40	386.59
10+63.32 = South 6. 35th		
E.L. 80.	5.43	386.56
cut	5.94	386.05
cb	5.86	386.13
1/4	5.81	386.18
E	5.71	386.28
1/4	5.69	386.30
cb	5.61	386.38
W.L. E.C. Ref cut	5.56	386.43
" " on cb.	5.68	386.91
TR	7.24	395.71
TR	5.25	399.48
CHK starting PM	4.06	395.42



T.P. 8.42 151.48 8.29 143.06

8+00 4.0 464 S. Rail

7+50 5.1 480 S. Rail

7+00 6.1 498 S. Rail

T.P. 12.61 151.35 3.66 138.74

6+50 - To the Rt for road shoulder

6+50 Even Slope - Heavy bushes on 6+00

5+50

50' Rt  
10+35  
Rocky

47.7  
46.2

46.2

45.2

45.2

53 Rt

48.8 40.8 39.0 31.9 30.0 39.4  
2.5 10.5 12.3 19.6 17.3 11.9  
436 327 237 197 172 135  
Topbank Creek Topbank

47.5 41.7 38.0 31.8 38.0 38.8  
38 9.6 13.3 19.5 13.3 12.5  
447 363 270 224 199 125  
Topbank Topbank Creek Topbank

47.0 40.1 37.0 30.3 37.9 38.1  
3.5 11.2 14.3 21.0 13.4 13.2  
475 385 292 238 225 154  
Topbank Topbank Creek Topbank

151.35  
47.2 44.9  
122 144  
Top slope edge road

43.5 41.2 36.5 30.2 37.5 37.0  
+11.1 1.2 5.9 2.2 4.9 5.4  
490 420 305 260 245 130  
Top of bank Topbank Creek Topbank

36.5 35.6 29.3 36.1 35.2 36.3  
5.9 6.8 13.1 6.3 7.2 6.1  
450 367 310 292 215 120  
Topbank creek Topbank

142.40

13+00

12+00

T.P. 8.80 161.60 3.41 152.80

11+00

T.P. 13.15 156.21 8.42 143.06

10+12

52.0  
+0.5  
38.5  
S rail

9+40

412

8+65

45.15  
3.0  
44.0  
S rail

55.4	56.8	61.5	57.8	54.3	42.8	48.4
4.8	0.1	3.9	7.1	18.8	13.2	
279	267	204	122	197	206	
S Rail	Top bank			edge creek	edge Road.	
59.8	58.0	55.6	50.5	41.0	39.9	40.2
1.8	3.6	6.1	11.1	20.6	21.7	21.4
302	253	185	104	107	160	207
Top bank				edge creek		edge creek
54.0	58.0	56.0	51.3	48.5	40.3	37.2
22	1.8	0.2	4.9	161.60	15.9	19.0
351	337	322	215	120	106	147
S Rail	Top bank	Top slope			edge creek	edge creek
55.8	50.6	47.1	42.6	46.3	38.1	44.0
1.8	4.4	3.9	9.2	156.21	13.4	17.5
337	250	180	120	160	166	190
Top bank	Top slope			edge creek	Top bank	Top slope
51.9	47.1	42.6	43.1	39.5	36.1	42.2
10.4	4.4	8.9	8.4	12.0	15.4	9.3
392	377	260	195	133	102	130
Top bank	Toe bank			edge creek	edge creek	Top bank
40.4	43.2	39.5	40.0	38.7	40.8	42.4
2.1	8.3	12.0	11.5	17.8	10.7	9.1
422	375	280	192	160	120	168
Top at bank				edge creek		Top slope
45.15	47.5	46.7	46.6	46.6	44.0	43.7
3.0	4.9	4.9	4.9	4.9	4.9	4.8
44.0	20.5	20.5	20.5	20.5	20.5	20.5
S rail	edge Road.	edge Road.	edge Road.	edge Road.	edge Road.	edge Road.

151.48



16+50

16+00

15+50

Sect. taken Radially

14+74.24 = P.C.

T.P. 7.07 159.87 8.80 152.80

14+10

13+50

58.0  
1.9  
217  
S. Rail

58.5	51.6	50.1	47.5	46.4	44.6	49.0	55.1	55.24	54.43	53.25	52.5	52.0
17.4	8.3	9.8	12.4	13.2	15.3	10.0	4.8	4.63	8.5	6.63	6.62	7.1
140	140	80	40	20	30	8.8	24.6	39.9	54.4	54.4	52.5	52.0
S. Rail								edge	edge	edge	edge	edge
58.1	50.2	47.2	47.7	46.4	44.5	44.8	46.6	48.0	53.4	53.44	52.51	51.30
17.8	9.7	12.7	12.2	13.5	15.4	15.1	13.3	11.9	6.5	6.63	7.36	8
150	90	40	20	7	3	17.9	24	47.4	62	62	62	70
S. Rail	Toe slope							edge	edge	edge	edge	edge
57.9	46.8	46.7	46.1	45.8	44.2	46.0	46.6	51.6	50.8	50.8		
2.0	13.1	13.2	13.8	14.1	15.7	13.9	13.3	6.3	9.1	8.8		
188	151	90	40	20	20	20	20	57	88			
S. Rail	Toe slope							edge	Road	Road		
52.5	49.9	44.4	44.7	45.0	44.4	43.8	45.6	45.4	47.4	49.4	49.6	
7.4	10.0	15.8	15.2	14.9	15.5	16.1	14.3	14.5	12	10.5	10.3	
196	155	127	70	40	20	20	20	40	19.5	19.8	135	
Toe slope									slope	Road	Road	
	57.7		60.8		60.2	59.87		44.1	48.3			
	3.9		0.8		1.4		17.5	15.5	12.3			
	S. Rail 239		210		178		133	150	150			
			Top bank				Toe slope	edge	Road			
	56.8		61.1		57.0		43.8	48.5				
	4.8		0.5		1.6		17.8	13.1				
	S. Rail		Top bank		130		157	177				
							edge creek	edge	Road			
							161.60	Toe slope				

19+10  
 55.59 10.2  
 114 87  
 S. Rail on line of  
 & Culvert  
 60.37  
 55.8

19+00  
 5.66  
 113  
 S. Rail  
 60.30  
 59.9  
 61.8  
 61.9  
 61.33  
 61.42  
 61.20  
 60.86  
 61.1  
 68.6  
 69.2  
 69.9

18+50  
 57.78  
 117.5  
 S. Rail  
 60.18  
 60.2  
 61.5  
 62.02  
 61.33  
 61.24  
 60.79  
 60.09  
 60.1  
 66.7  
 67.0  
 66.1

18+00  
 16.0  
 127  
 Line of S. Rail  
 150.0  
 150.12  
 57.60  
 55.2  
 55.0  
 55.41  
 55.93  
 58.73  
 58.5  
 64.3  
 64.4  
 65.6

T.P. 8.19 165.96 2.09 157.78  
 17+15  
 59.45  
 0.42  
 133  
 S. Rail  
 50.1  
 48.1  
 46.6  
 47.8  
 59.6  
 59.6  
 59.22  
 59.05  
 59.54  
 57.33  
 57.1  
 60.9  
 62.4  
 62.9

17+00  
 58.8  
 52.6  
 49.3  
 47.7  
 45.6  
 46.4  
 56.9  
 57.8  
 57.40  
 56.61  
 55.40  
 54.8  
 58.6  
 61.1

	Lt.	Rt.
19+10	9.8 4.3 4.0 4.1 4.60 4.58 4.73	10.2 8.7 2.9 3.4 4.1
19+00	7.5 4.0 3.0 2.0 1.0	13.7 1.7 2.6 4.0 6.0
18+50	5.8 4.5 3.94 4.63 4.72 1.5	13.3 2.9 3.1 4.0 6.0
18+00	10.0 7.0 5.0 4.0 2.0	12.7 1.6 5.2 4.0 2.0
17+50	9.8 10.8 9.0 6.5 5.1 0.3 0.3 0.65 0.82	10.2 8.7 2.9 3.4 4.1 2.5 2.8 1.0 2.5 3.0
17+00	11.4 12.6 8.5 4.0 3.5 2.5 1.0	13.7 1.7 2.6 4.0 6.0 4.7 6.0

creek 159.87

19+87.13 = E.C.

61.08  
50.4  
108  
S Rail

19+50

60.74  
56.5  
5.38  
110  
S Rail

T.P.

4.86 166.12 4.70 161.26

D.P. in Bridge  
on Merlin

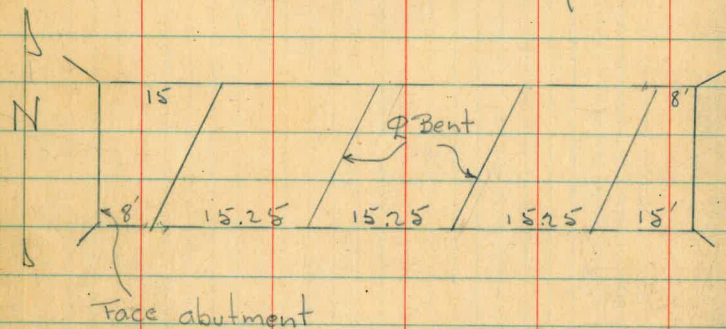
19+40

5.30  
110  
S Rail

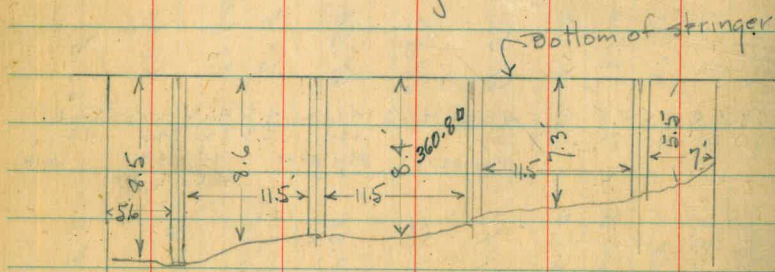
57.3	57.3	58.3	61.6	61.6	61.2	61.50	61.40	61.50	61.5	61.60	62.04	63.51
98 96	98 80	7.8 54	4.5 40	1.8 2 edge	4.9 bill	4.62 10 edge pave	4.63	4.62 13.2 edge pave	4.6 3.3 put	4.52 24.6 Top	4.08 24.6 Top	2.61 40 on walk
56.5	57.1	62.8	62.7	62.3	61.4	61.46	61.46	61.50	61.5	63.6	65.3	65.3
96	90	3.3 47	3.4 40	3.8 24	4.7 20 edge oil	4.66 10 edge pave	4.66	4.62 14.4 edge pave	4.6 4	2 40	60.1	60
56.66	57.4	62.4	62.5	62.4	61.4	61.46	166.12	61.34	61.8	69.7	70.0	71.2
5.30	9.7	9.6	3.5	3.6	4.6	4.50	4.54	4.62 14.9 edge pave	4.2 21	+3.2 3.2	+4.0 to	+5.2 60
S Rail	83	60	50	40	23	20	16	5.96	edge pave			

Detail of Area of Waterway of  
R.R. Bridge + Conc. Bridge on  
Merlin

Plan - RR Bridge



Water way



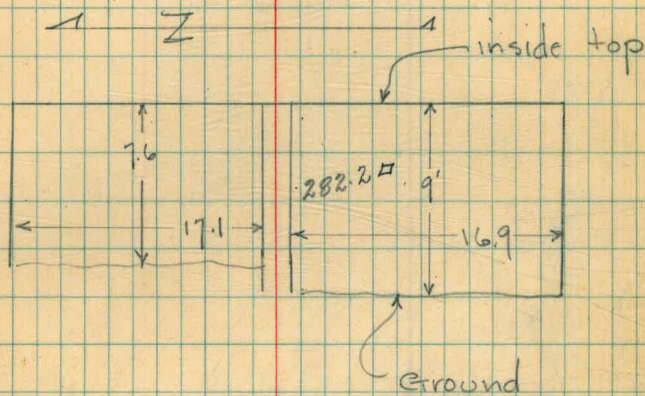
Heights are average

Widths are at right angles = effective waterway

7.0.  
10-28-46

53

Waterway - Merlin st. Bridge



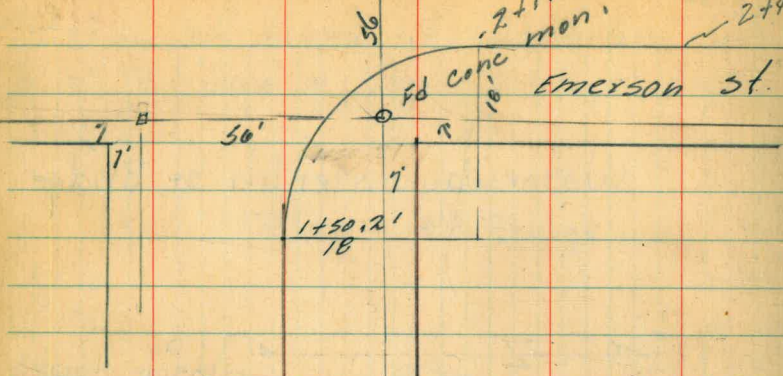
Widths = inside  
Heights = Average

B-26-33

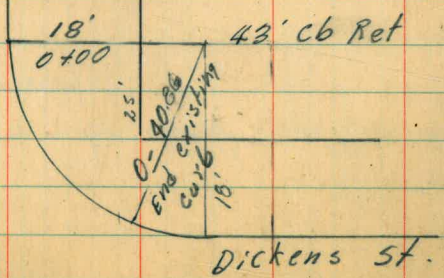
2+17.73  
mon.

2+92.73

59



Evergreen St.



Dickens St.

B-26-42  
curb levels Evergreen st.  
Dickens - Emerson

	Existing curb	Proposed curb
0-40.86	19.28	19.28
0-33.17	19.52	19.38
0-26.88	19.64	19.45
0-19.68	19.65	19.48
0-12.68	19.68	19.50
0-6.34	19.72	19.51
0+00	19.75	19.50
+2.5	19.69	19.38
+5.0	19.66	19.26
+7.5	19.75	19.15
+10.0	19.88	19.02
+12.5	19.98	18.91
+15.0	20.08	18.80
+16.3 <sup>60</sup>	20.02	18.70
+16.7 <sup>9</sup>	20.14	18.60
+183.96	19.95	18.52
+91.13	19.71	18.40
2+04.42	19.24	18.22
+105.4	19.18	
+17.73	18.77	18.00
+42.73	17.85	17.45

Addl. Levels on  
 Ely end of Bonair St 11-15-46  
 W.O. # 230

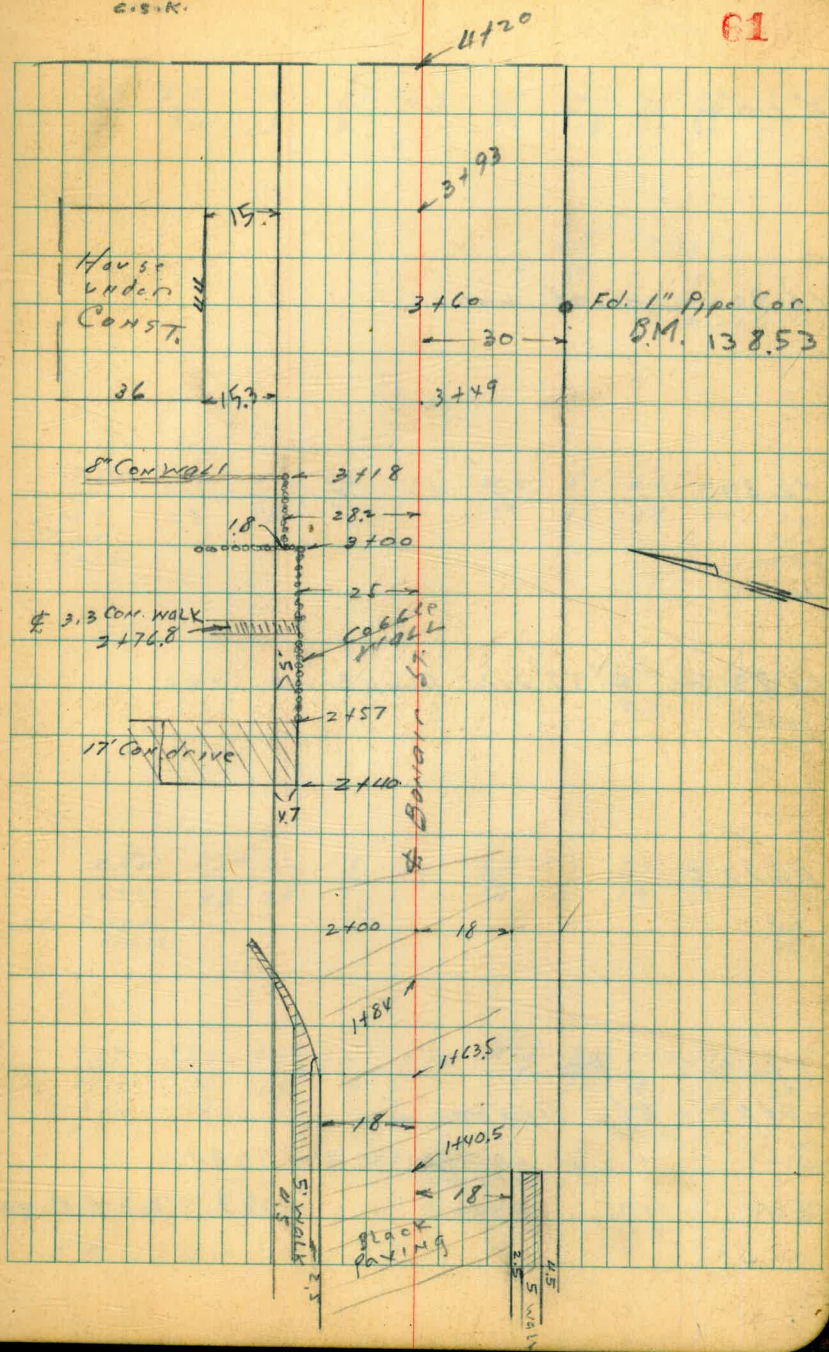
See FB 1661 - C1 & p. 69 Levels  
 also in Gr. Bk. 213-48

0400 = Ely Draper St.

C. Moore  
 Supt. Engineer  
 W. Moore  
 E. Bagg

Indexed  
 C.S.K.

61



2700

1790 end wall

1784

1773 ← 3.8 wide Gran. Brick step

1763.5

1740.5 pav.

0700 = Ely Draper St.

T.P. 1.24 129.60 11.92 128.36

B.M. 175 14028 138.53 1" pipe

17

8

17 82

$\frac{6.0}{40}$	$\frac{5.0}{30}$	$\frac{6.0}{18}$	$\frac{5.1}{9}$	4.3	$\frac{3.3}{12}$	$\frac{4.14}{18}$	$\frac{4.1}{21}$	$\frac{3.2}{23}$	$\frac{3.2}{30}$	$\frac{11}{34}$
------------------	------------------	------------------	-----------------	-----	------------------	-------------------	------------------	------------------	------------------	-----------------

$\frac{3.8}{30}$  ground  
 $\frac{2.94}{30}$  TOP WALL

$\frac{7.51}{30}$	$\frac{6.5}{23}$	$\frac{7.2}{18}$	$\frac{6.4}{9}$	5.4	$\frac{4.4}{12}$	$\frac{5.1}{17}$	$\frac{4.4}{19}$	$\frac{4.1}{30}$	$\frac{3.2}{30}$
-------------------	------------------	------------------	-----------------	-----	------------------	------------------	------------------	------------------	------------------

Top curb  
TOP WALL

$\frac{4.6}{29.2}$  TOP BOT. STEP

$\frac{8.50}{25.5}$	$\frac{8.74}{18}$	$\frac{9.0}{18}$	$\frac{7.7}{9}$	6.7	$\frac{5.8}{13}$	$\frac{6.3}{10}$	$\frac{5.6}{19}$	$\frac{5.4}{30}$	$\frac{4.6}{30}$
---------------------	-------------------	------------------	-----------------	-----	------------------	------------------	------------------	------------------	------------------

N. edge walk  
TOP WALL

$\frac{9.39}{25.5}$	$\frac{9.50}{18}$	$\frac{9.99}{18}$	$\frac{9.21}{9}$	8.51	$\frac{7.78}{9}$	$\frac{8.0}{18}$	$\frac{7.44}{18}$	$\frac{7.0}{30}$	$\frac{5.08}{30}$
---------------------	-------------------	-------------------	------------------	------	------------------	------------------	-------------------	------------------	-------------------

wedge track  
end  
TOP STONE WALL

129.60

on Lot Cor. 3460 on Ely Bonair St.

F.B. 1661-65



2+87

2+76.8 E 3.3 walk

2+57 E. edge Con. dr.

T.P. 11.75 139.87 1.48 128.12 ✓

2+40 W. edge Con. dr.

2+29 29 L. S. end 4" wall <sup>Con.</sup>

$\frac{43}{30}$   
ground

2+10 approx. end full width pav.  
in fair condition

129.60

Lr

R

R7

63

9.9	8.5	9.8	9.9	9.5	8.8	6.8
30	25	25	18		15	30
Lawn	TOP					Toe R.R. FILL
	WALL					

10.03	10.11	10.33
30	25.8	25
	WALK	CON
		STOP

12.87	12.47	12.2x	12.20	12.3	11.4	9.9	9.0
12.4	39	30	25	16		20	30
dr.	dr.	dr.	CON				
			dr.				

139.87

3.36	3.04	2.99
12	30	25.3

3.44	4.0	3.9	3.4	2.5	1.6	1.0	2.2	2.8
29	28	18	8		16	22	30	37
TOP	GROUND							IN DITCH
WALL								

4.9	4.9	5.3	4.5	3.7	2.9	2.7	3.6	3.8	2.4
30	21	18	9		7	16	21.5	25	30

129.60

3 + 93

3 + 60

3 + 49

ON  
T.P. pipe  
orig. BM.

5.58 14x11 1.34 138.53

3 + 35

3 + 18 end of <sup>new</sup> wall

8.9 8.7  $\frac{7.90}{30}$   
40 30 Top  
dirt dirt 8" CON. WALL

3 + 02

9.5  
40  
Lawn

139.87

L +

E

R

64

$\frac{4.6}{45}$   $\frac{4.2}{30}$   $\frac{3.8}{20}$  4.4  $\frac{4.3}{10}$   $\frac{5.8}{15}$   $\frac{5.8}{23}$   $\frac{4.1}{30}$   $\frac{3.2}{40}$

$\frac{5.2}{45}$   $\frac{5.1}{30}$   $\frac{5.5}{18}$  4.8  $\frac{4.5}{28}$   $\frac{5.6}{30}$   $\frac{5.9}{47}$

$\frac{8.1}{45}$   $\frac{4.5}{30}$   $\frac{6.5}{17}$   $\frac{4.8}{5}$  4.7  $\frac{5.0}{75}$   $\frac{5.0}{30}$   $\frac{5.8}{32}$   $\frac{5.9}{40}$

14x11

$\frac{8.2}{45}$   $\frac{5.9}{30}$   $\frac{4.9}{25}$   $\frac{4.0}{11}$  1.7  $\frac{0.8}{7}$   $\frac{0.9}{30}$  2.7  $\frac{2.3}{40}$

$\frac{7.2}{28.2}$   $\frac{8.2}{28}$   $\frac{7.2}{25}$   $\frac{6.6}{10}$  4.7  $\frac{1.2}{14}$   $\frac{0.3}{30}$   $\frac{0.3}{40}$   
TOP WALL

9.5 7.6 9.0 9.1 8.6 7.8  $\frac{6.7}{13}$   $\frac{0.4}{30}$   $\frac{0.4}{40}$   
30 28.2 28 25 23  
TOP WALL TOP EXPOSED POINT

139.87

5+25

4+75

T.P. 12,52 15,519 1,44 14267

4+20 end ST.

4+00

144,11

L+

←

R+

65

$\frac{153.59}{1.6}$   
50

$\frac{151.79}{3.4}$   
30

$\frac{149.59}{5.2}$

$\frac{146.89}{8.3}$   
30

$\frac{146.79}{8.4}$   
Y2  
Bot.  
Swale

$\frac{142.39}{7.9}$   
50

$\frac{144.19}{6.0}$   
65

$\frac{146.09}{9.1}$   
50

$\frac{144.19}{11.0}$   
30

$\frac{142.79}{12.4}$   
18

$\frac{142.59}{12.6}$

$\frac{142.39}{12.9}$   
18 Bot.  
Swale

$\frac{143.79}{11.4}$   
30

$\frac{146.39}{8.8}$   
50

155.19

$\frac{3.9}{45}$

$\frac{4.3}{30}$

$\frac{4.9}{18}$

5.3

$\frac{5.7}{10}$

$\frac{2.7}{30}$

$\frac{0.7}{40}$

$\frac{4.5}{45}$

$\frac{3.9}{30}$

$\frac{3.8}{18}$

4.4

$\frac{5.4}{7}$

$\frac{5.8}{17}$

$\frac{4.1}{25}$

$\frac{3.8}{30}$

$\frac{1.9}{40}$

144,11

Levels to show storm  
ditch on S.W. side of  
Bonair St.

0+10

0+00 on S.W. Line of Bonair

T.P.  
P. 63      8.98      137.10      128.12

Lt

Base  
LINE

Rt

66

$\frac{9.9}{10}$      $\frac{11.1}{25}$      $\frac{11.3}{25}$     10.5     $\frac{10.3}{5}$      $\frac{8.6}{10}$   
 (IN ditch)

$\frac{10.6}{6}$      $\frac{11.65}{2}$      $\frac{11.7}{2}$      $\frac{10.8}{4}$      $\frac{11.0}{10}$   
 on  
Pav.

137.10

30' of 36"  
R.F. Culvert  
Carr. 17 ft

0+88.5

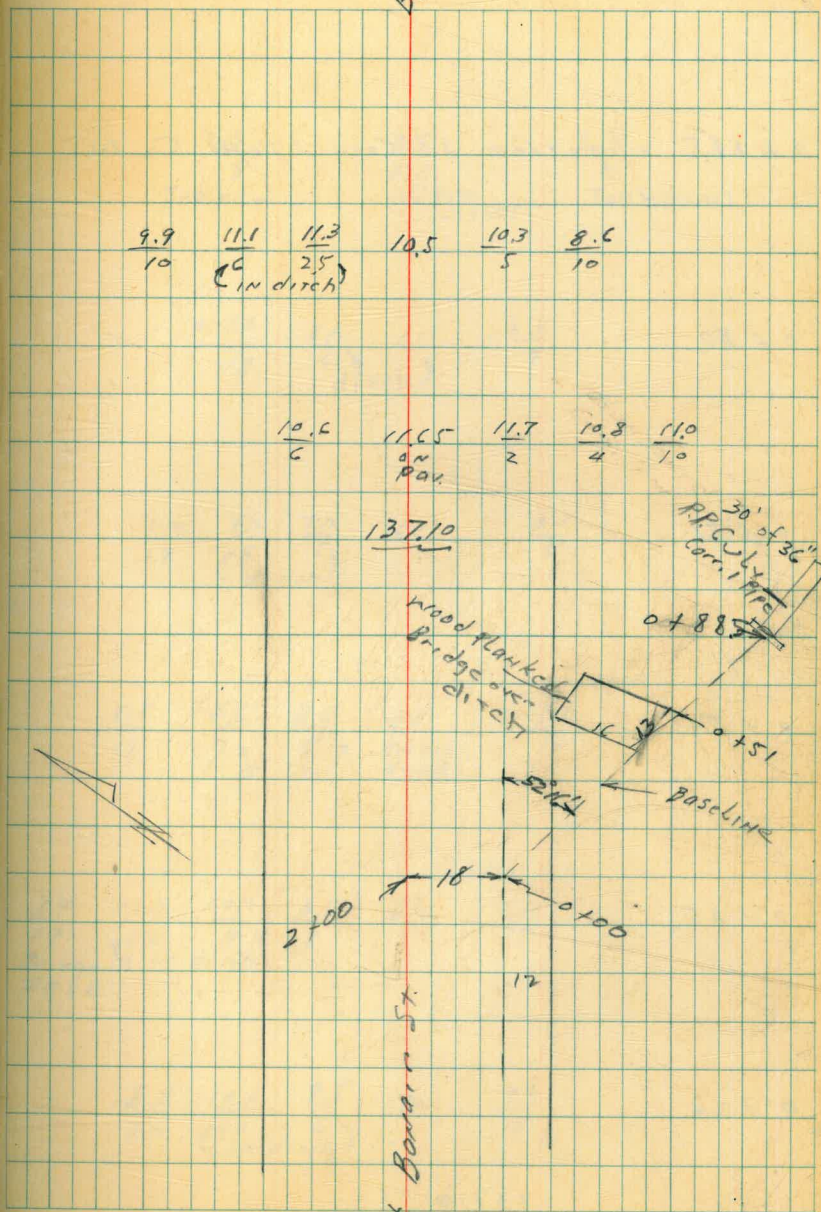
Wood Plank  
Bridge over  
ditch

0+51

Baseline

2+00    18    0+100

Bonair St.



Lt.

Baseline

Rt

67

0 + 88.5 = outlet 36" corr 1 pipe Culv.

$\frac{2.5}{3}$	$\frac{4.5}{36}$	$\frac{2.5}{3}$
Top dowl.	36" pipe OUTLET	Top dowl.

0 + 80

$\frac{+ 1.0}{18}$	$\frac{6.2}{5}$	CC ditch	$\frac{2.6}{9}$
--------------------	-----------------	-------------	-----------------

0 + 71

$\frac{1.2}{17}$	$\frac{7.2}{18}$	$\frac{7.2}{5}$	56	$\frac{3.1}{5}$
	(ditch)			

0 + 51

$\frac{6.1}{13}$	$\frac{8.5}{7}$	$\frac{8.5}{5}$	61	$\frac{5.1}{10}$
	(ditch)		Bridge deck	

0 + 35

$\frac{7.4}{17}$	$\frac{10.2}{12}$	$\frac{10.2}{9}$	$\frac{8.5}{5}$	82	$\frac{6.4}{5}$
Bridge Deck	(in ditch)				

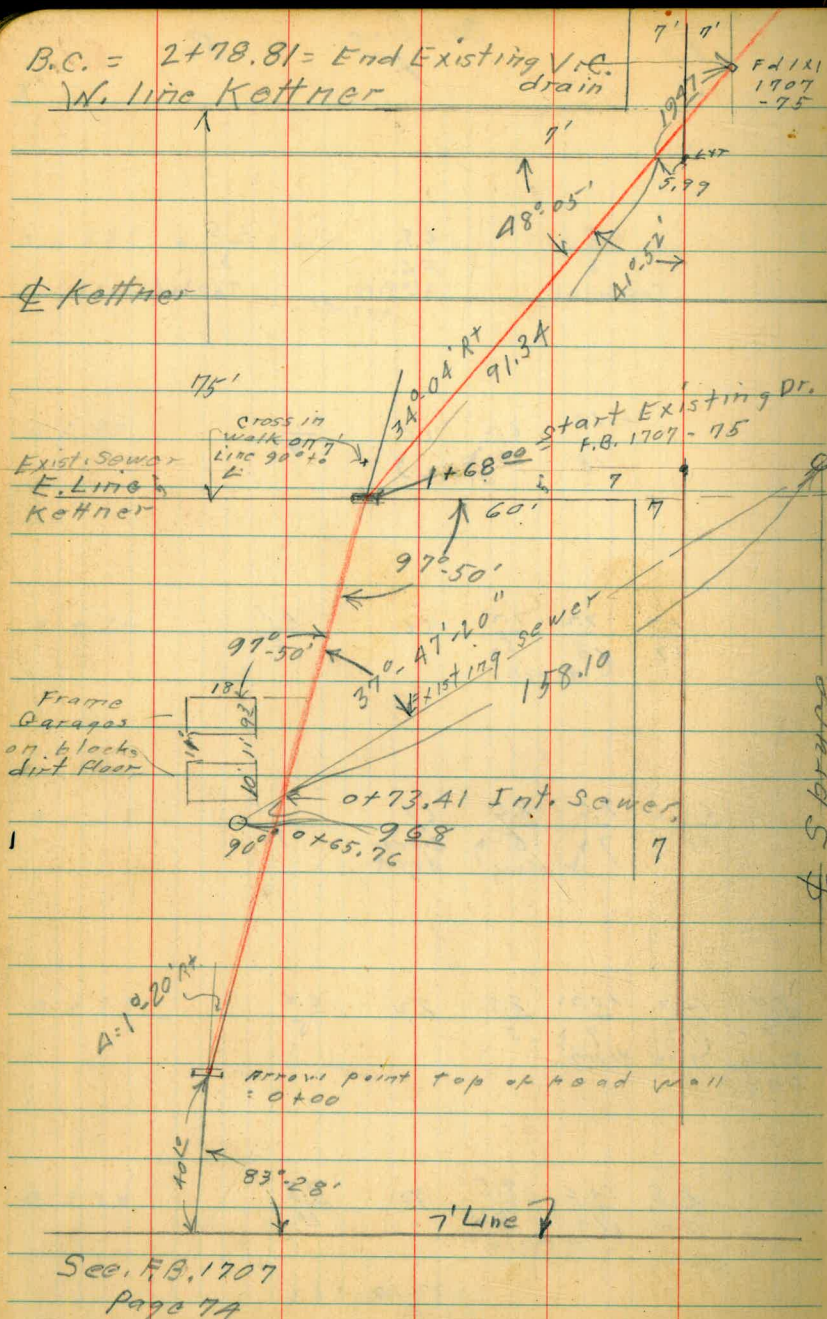
0 + 24

$\frac{8.5}{20}$	$\frac{10.6}{10}$	$\frac{9.5}{5}$	90	$\frac{7.5}{11}$
	(in ditch)			

137.10

137.10

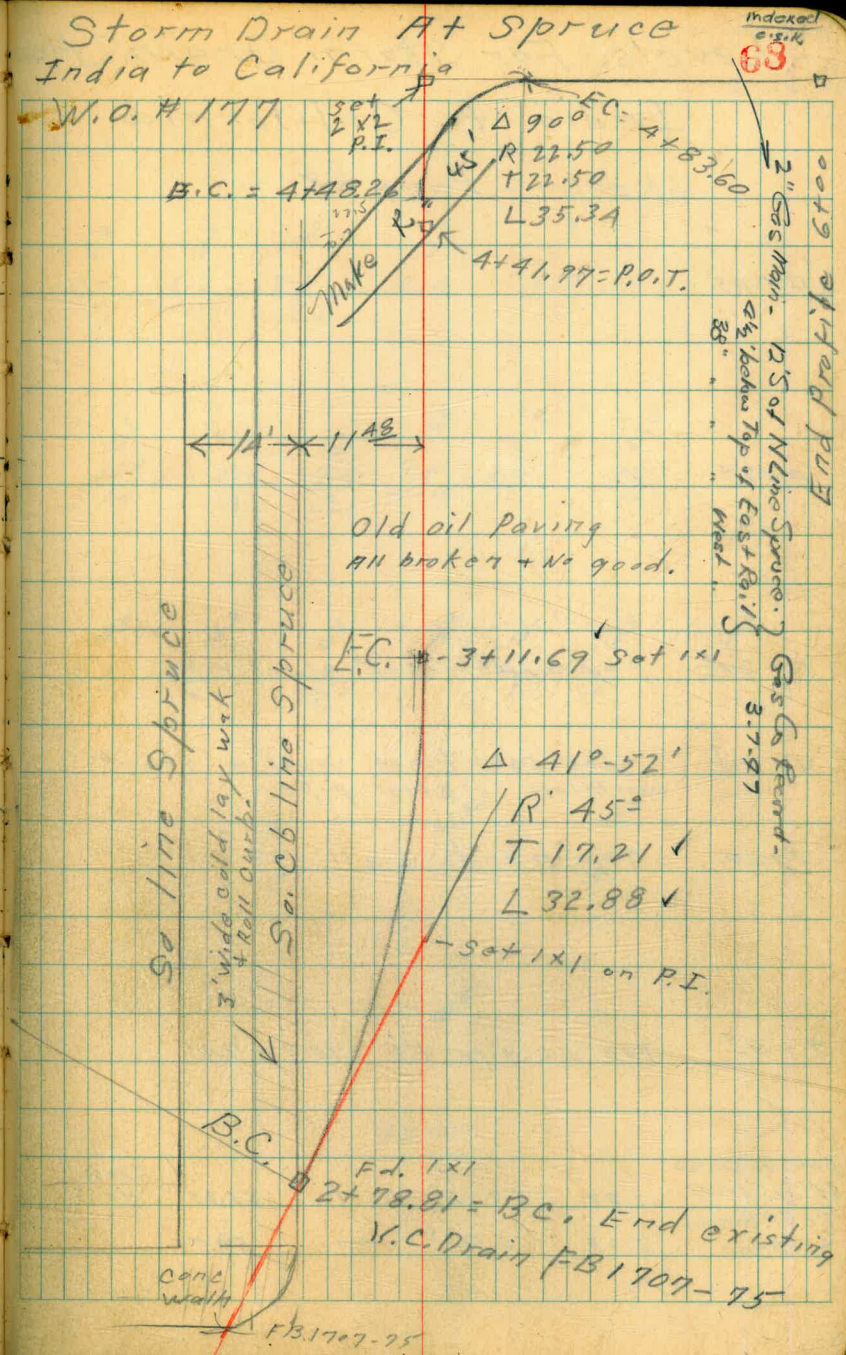
B.C. = 2+78.81 = End Existing V.C. Drain  
 W. line Kettner



Storm Drain At Spruce  
 India to California

W.O. # 177

B.C. = 4+48.26



Indexed  
 63

2" Gas Main - 12.5' of N. line Spruce.  
 4 1/2' below Top of East R.S. 1.5'  
 88' Crest  
 End Profile 690

Gas Co. Record -  
 3-7-97

Old oil paving  
 all broken + no good.

E.C. = 3+11.69 Set 1x1

Δ 41°-52'  
 R' 45'  
 T 17.21 ✓  
 L 32.88 ✓

- Set 1x1 on P.I.

So line Spruce  
 3' wide old lay work  
 + Roll curb.  
 So. Cb line Spruce

B.C. = 2+78.81 = B.C. End existing  
 V.C. Drain FB 1707-75

cone  
 wall

# Levels For Storm Drain Across Spruce

India to California

Sketch - Page 68

Sommermeier  
W Moore  
Green 63  
2-26-47

0+45

$\frac{60.9}{6.2}$   
 $\frac{15}{10}$

$\frac{60.9}{6.2}$   
 $\frac{10}{10}$

$\frac{59.0}{8.1}$   
 $\frac{7}{7}$   
 Wash

$\frac{62.1}{4.4}$

$\frac{60.4}{6.7}$   
 $\frac{10}{10}$

0+28

$\frac{61.5}{5.6}$   
 $\frac{10}{4}$

$\frac{61.5}{5.6}$   
 $\frac{4}{4}$

$\frac{59.7}{7.4}$   
 $\frac{2}{2}$   
 Wash

$\frac{62.6}{7.5}$   
 Wash

$\frac{62.9}{4.2}$   
 $\frac{1}{1}$

$\frac{62.5}{4.6}$   
 $\frac{10}{10}$

0+20<sup>E</sup> End worthless 18" steel pipe

$\frac{62.1}{4.9}$   
 $\frac{10}{10}$

$\frac{62.2}{4.9}$   
 $\frac{6}{6}$

$\frac{60.3}{6.8}$   
 $\frac{3}{3}$   
 Wash

$\frac{62.6}{4.5}$

$\frac{63.1}{4.0}$   
 $\frac{2}{2}$

$\frac{64.3}{2.8}$   
 $\frac{4}{4}$

$\frac{64.9}{2.2}$   
 $\frac{10}{10}$

0+01<sup>2</sup> West Face head wall + start  
worthless 18" steel pipe

0+00 Top head wall

$\frac{61.1}{0.0}$   
 $\frac{7}{7}$

$\frac{65.86}{1.26}$

$\frac{66.2}{0.9}$   
 $\frac{7}{7}$

0-05 Top v.c. pipe F.B. 1707-7A

$\frac{69.83}{2.29}$

$\frac{67.12}{1}$

E-7 Line Rod near					✓			✓
60' S. Spruce	11.87	67.12	5.31	55.25				Cross in Walk
SEBP, Rewood								
+ Kettner	2.03	60.56	—	58.53				

# Storm drain

T.P.

11.87

55.25

cross in  
walk

67.12

1+68<sup>01</sup>

Top Head Wall

1+68 Start Existing Culvert (24")

1+65 = End Flower garden Misc shrubs + Flowers

1+50

1+15 Start Flower garden Misc shrubs

1+00

0+66.8 2<sup>nd</sup> Lt = NE. Cor. Gar. - Page 68

0+73.41 Int. With Sewer. Taken on line of Sewer

0+65.26 90° to Man Hole

0+53

67.12

# Spruce India to California

70

55.5  
11.6  
10

55.38  
11.74

55.5  
11.6  
10

51.66  
15.46  
Invert

55.3  
11.8  
Ground

S.W. Cor.  
25

N.W. Cor.  
8

56.3  
10.8  
10

56.5  
10.6

56.5  
10.6  
10

S.E. Cor.  
25

N.E. Cor.  
3

57.3  
9.8  
10

57.3  
9.8

57.9  
9.7  
10

58.5  
8.6  
10

54.99  
13.03  
Invert

58.60  
8.52

58.5  
8.6

59.0  
8.1  
10

58.76  
18.36  
158.1  
Invert  
M.H.

60.9  
6.2  
10

59.0  
8.1  
Wash

60.3  
6.8

60.9  
5.2  
10

60.0  
7.1  
10

67.12



9.90 49.31

2+78.81 B.C.  $\Delta 41^{\circ} 52' 47''$  Radial section  
R. 45

2+68.2 = W. Edge walk. Taken 11 to Kettner.

2+53.7 = W. cb. Kettner

⊕ Kettner

1905. Intersection Sewer line  $\Delta 48^{\circ} 05' 17''$

1+83  $\frac{1}{2}$  curb. out. section taken  
E. cb. line Kettner. on curb line  
3.96 59.21 — 55.25

⊕

71

50.5	51.0	51.50	51.3	51.6
8.7	8.2	7.71	7.9	7.7
10	9	0.17 stub F.B. 1707-115	3	10

52.81	52.51	52.81
6.40	6.70	7.40
	6.5	6.5
	Enr. cb. Kett	Gutter.

52.41	52.91
6.80	6.30
Outt	Top cb.

52.93  
5.28

50.21	54.35	57.47
8.94	4.86	11.74
⊕ Sassafras E.M. H.	Par.	84.8 M.M. H.

54.48	55.02	54.93	54.56	54.00
4.77	4.19	4.78	4.65	5.21
2.8	2.8	Par.	19.2	19.2
Gutter	Top cb.		Top cb.	Gutter
	Start of cb.	59.21 ↓	Start of curb	

A+57.10 1/4 on curve

A+48.26 B.C. RT.  $\Delta 90$  R22.5 End of 3' wide cold lay  
walk

T.P. 0.35 39.70 12.70 39.35

A+00

3+76.5 12<sup>5</sup> Lt. = Ctr. 10" P. pole.

3+50

3+11.69 End of Curve

2+95.25 Mid point on curve

2.74 52.05 — 49.31

±

72

28.8  
10.9  
17.9  
Top slope

32.1  
7.6

34.1  
5.6  
10

36.3  
3.4  
10

35.3  
3.4

35.5  
1.2

39.70 ↓

40.2  
11.8  
10

40.4  
11.7

40.8  
11.3  
10

44.8  
7.2  
10

45.4  
6.6

45.6  
6.4  
10

48.0  
4.0  
10

48.6  
3.5

48.8  
3.3  
10

49.2  
2.9  
8

49.9  
2.2

50.4  
1.7  
8

52.05 ↓

orig. B.M.  
SE Redwood  
& Kettner

	1.28	58.54	58.51	
T.P.	8.63	59.82	0.48	51.19
T.P.	12.83	51.67	0.86	38.84
6+00.	17 ditch			

5+50 17 ditch

5+00 17 ditch

4+93.60 = E.C. 17 ditch

4+74.77

4+65.93 Mid Curve  
3970

should be  
58.51

~~SE~~

Notes Reduced. 3-5-27

73

$\frac{28.19}{11.56}$ 11 Top rail	$\frac{27.9}{12.3}$ 7	12.8	$\frac{27.4}{12.3}$ 5	$\frac{32.9}{6.8}$ 10
---	--------------------------	------	--------------------------	--------------------------

$\frac{28.95}{11.25}$ 11 Top Rail	$\frac{27.5}{12.2}$ 2	12.5	$\frac{27.8}{11.9}$ 4 Top	$\frac{33.8}{5.9}$ 9
---	--------------------------	------	---------------------------------	-------------------------

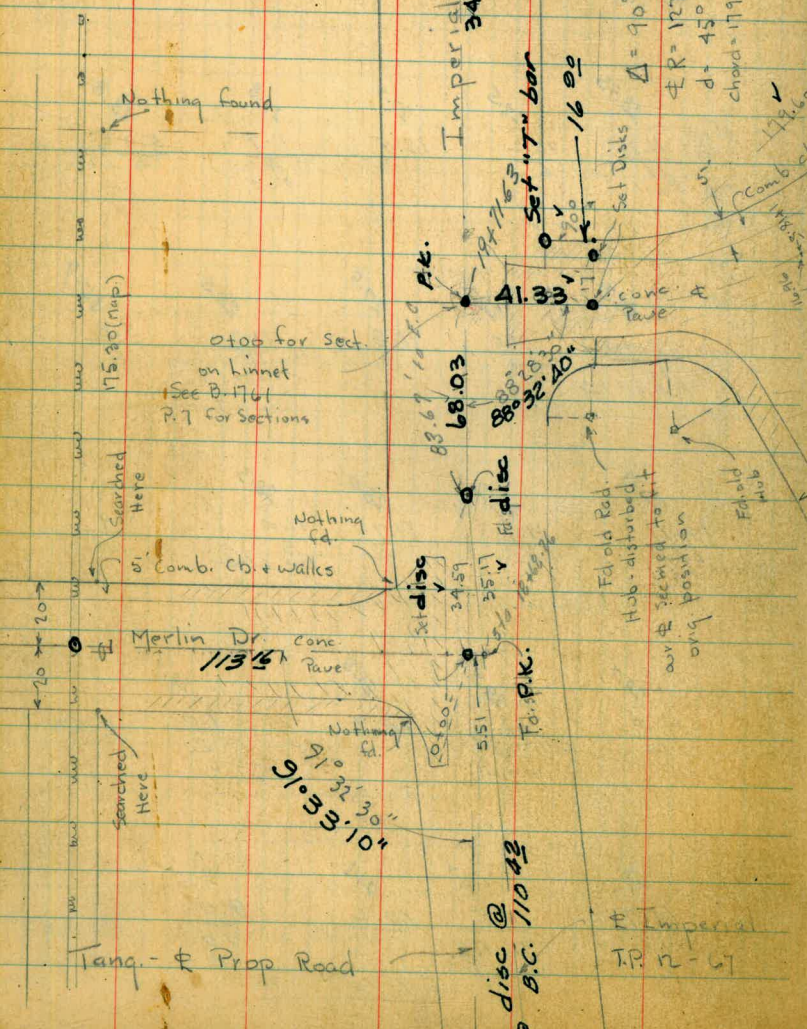
$\frac{28.71}{12.99}$ 11 Top East rail	$\frac{28.1}{11.6}$ 4	11.8	$\frac{28.5}{11.2}$ 4 Top	$\frac{35.9}{3.8}$ 8
--	--------------------------	------	---------------------------------	-------------------------

$\frac{28.77}{10.91}$ 11 East rail	$\frac{28.6}{11.1}$ 2	11.7	$\frac{28.3}{11.4}$ 3 Top 5/16"	$\frac{31.3}{8.4}$ 10
--	--------------------------	------	---------------------------------------	--------------------------

$\frac{28.7}{11.0}$ 10	$\frac{28.7}{11.7}$ 5 Wash	10.9	$\frac{28.8}{10.9}$ 2	$\frac{29.7}{10}$
---------------------------	----------------------------------	------	--------------------------	-------------------

$\frac{28.8}{10.9}$ 15	$\frac{28.2}{10.5}$ 9.3 A.T. Wash	$\frac{28.5}{10.2}$	$\frac{31.7}{8.0}$ 10	<u>39.70</u>
---------------------------	---	---------------------	--------------------------	--------------

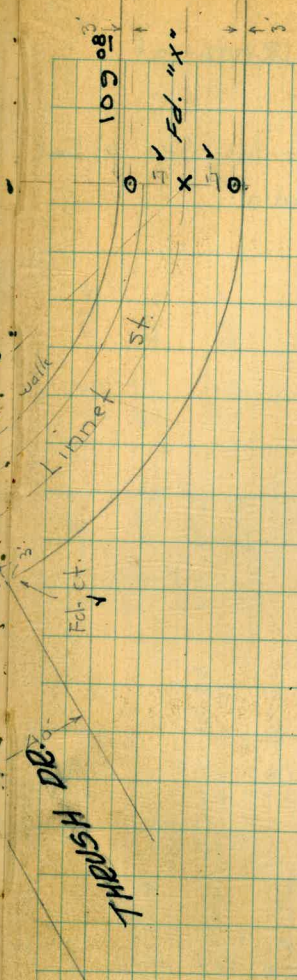
Ties for  
 80' R.O.W.  
 Cutoff of  
 Imperial



5-13-47 indexed  
 7.0 C.S.N

74

12-4-64  
 HATCH



Add. Sections on Prop. 80' R.O.W. of  
 Imperial - at Merlin + Linnet  
 Took additional outs on req. sections - See p. 56  
 & on Curve - Sections Taken radial

20+30

19+95 - Sect. Continue on

18+93

18+75 - about & Merlin pave on ht.

18+51 = opp. end Ret. on Lt.

B.M.

6.52

167.80

161.28

B.M. in Brdo.  
 Merlin

5 13.47  
 7.0

Lt = N.

Indexed  
 C.S.K.

Rt. = S.

75

58.3	59.2	60.5	60.9	61.41	61.53	61.53	61.40	61.3	64.6	66.00	67.9
9.4 50	8.6 50	7.3 40	6.9 27	6.39 17	6.27 07	6.27	6.40 14	5.51 20	3.7 25	1.8 40	+0.0 60
61.57	61.94	60.96	61.48	61.20							
6.23 40	5.86 29.8	6.48 29.8	6.32 17.5	6.60							
onwalk	Top of end Ret.	Top of cut.	edge Conc								
61.16	61.52	61.50	61.43	61.08	60.44	60.7	67.4	69.1	69.9		
4.64 40	6.28 30	6.36 20	6.37 11	6.72	7.36 14	7.1 19	0.7 28	+1.3 40	+2.1 60		
			edge Conc pave		edge						
61.5	62.06	61.53	61.21	60.86							
6.3 40	5.74 22.1	6.42 22.1	6.59 0	6.94							
	Top-end Ret.	Top-end cut									
					167.80						

Lt.

Rt.

60	2	48.6			
40	0	58.8	2.5	61.6	61.5
20	0	60.6	2.5	61.6	61.5
0	0	61.45	2.5	61.6	61.5
0	0	61.60	2.5	61.84	62.00
0	0	61.71	2.5	61.84	62.19
0	0	61.60	2.5	61.72	62.21
0	0	61.49	2.5	61.93	62.03
26	0	60.2	2.5	61.45	61.8
32	0	63.8	2.5	59.2	60.4
40	0	69.0	2.5	59.2	60.4
50	0	70.6	2.5	59.2	60.4

167.80

23+00 - end

22+50

22+00

21+50

21+00

20+70

X-Section on Merlin Dr. - N. of Imperial  
 0+00 = ± Prop. Row. + E Merlin

0+63

0+40 = P.C. Ret. on Rt.

0+28 = P.C. Ret. on Lt.

0+27 = end Ret. on Rt.

0+16.5 = end Ret. on Lt.

0+06.6 = edge Conc.

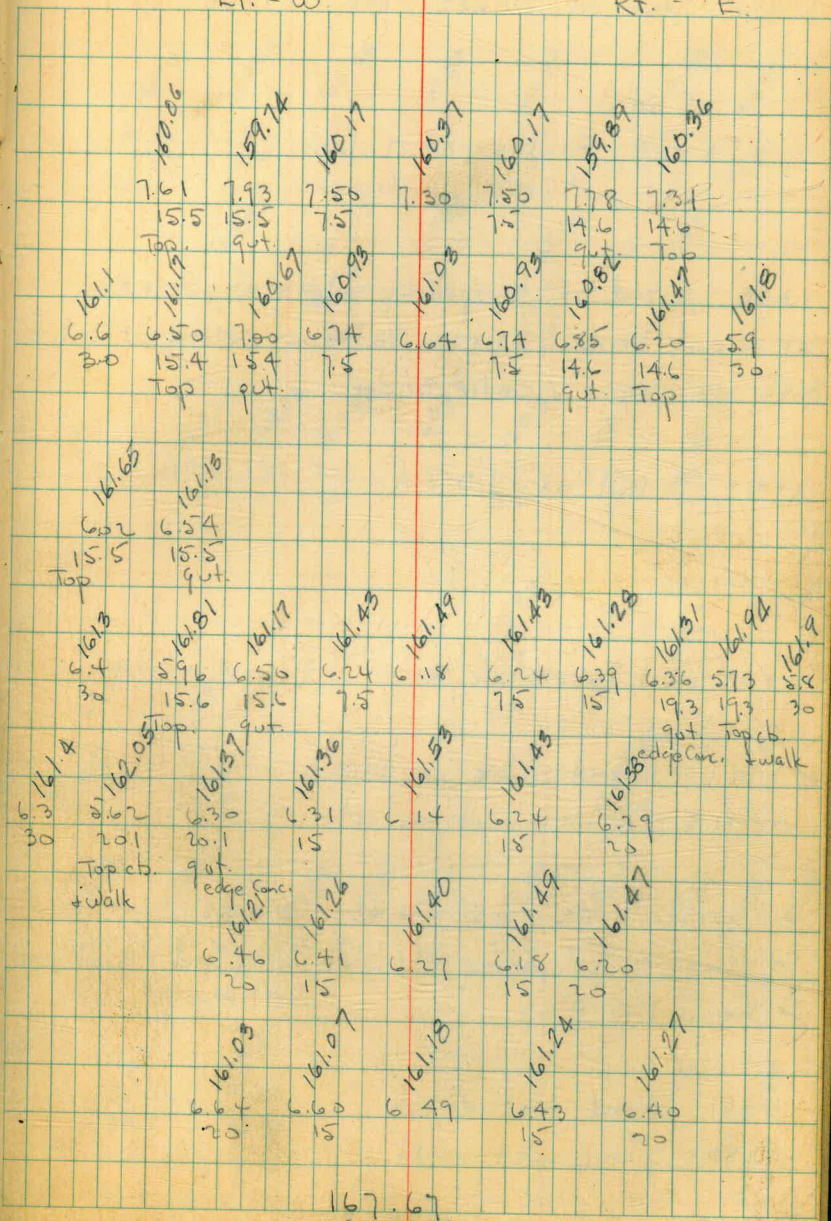
0+00 = ± 80' Row.

BM. 6.39 167.67

161.28

Lt. = W

Rt. = E



for Sect. on Linnet See B. 1761 - P. 7

End.

1+53.5 =  $\neq$  Grates of Inlets.

1+44 = S. end of 10' opening inlets on Lt. + Rt.  
at S. end bridge - 3.5 x 2.2 Grates at N. end of Inlets  
Both drain directly under Bridge

1+11 = S. Rail of S.D. + A

1+03 = Brk. in cbs on Rt.

0+99.1 = N. end inlet on Lt.

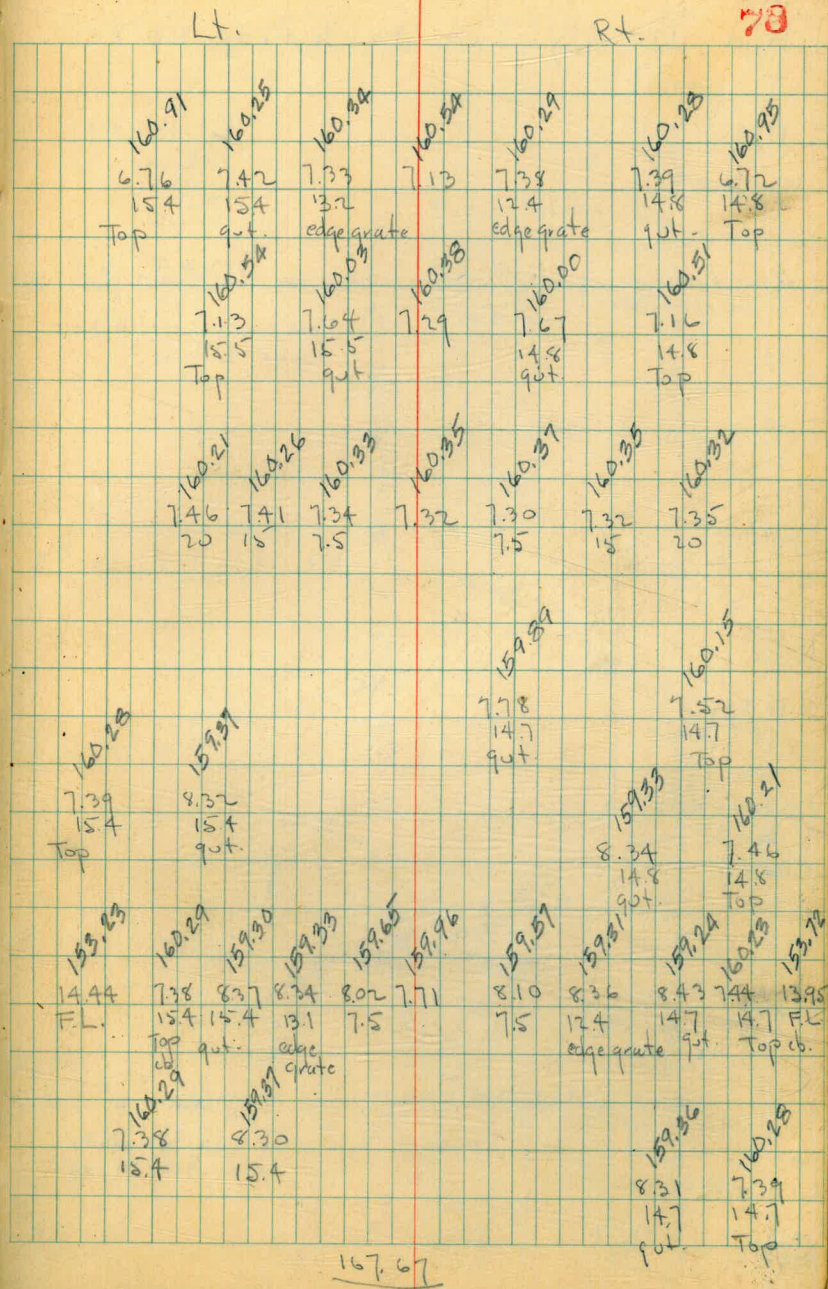
0+91.3 = N. end inlet on Rt.

Grates = 2.2 x 3.5 + Box = 3' x 3.5

0+86 =  $\neq$  10' opening cb. inlet on Rt. and 1' S. of  $\neq$   
10' Inlet on Lt.  
See sketch P 36

0+81 = S. end inlet on Lt.

0+80 = S. end inlet on Rt.





Add Property Ties to Prop. 80 Row.  
Imperial.

# 1179

W.D. 90009

6-10-47.

Osborne  
Hardin  
Smith  
Worrell

S.D. + A



40

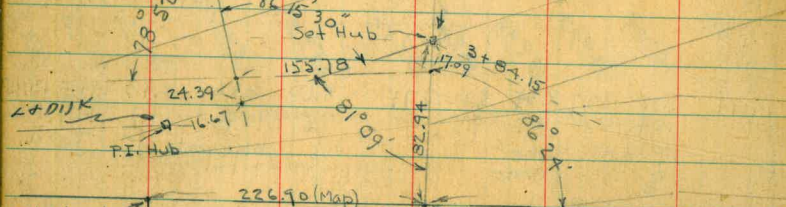
Made carefull search here  
found nothing

511.52 (Map Dist.)

E.L. Las Alturas # 3

E.L. Lot "P"

See next Page  
for Detail  
of Erarage  
Loc.



Fd. Ld. + ct.

See P. 32  
for Angles.

Ely. Line - Las Alturas # 2

Searched here for points  
shown on Map 1988 - Fd. nothing

Market

Fd. Ld. + ct.  
T.P. 12-57

79



R.R.

Fd. Hub - Not orig.  
Fd. 2" pipe  
Fd. 3/4" pipe

W.L. of West  
Hollywood - Map  
No. 1551



80' Row.  
N. 70° 42' E. 935.19'

Imperial

Hub

90° 25' 35"

Fd. Hub.  
T.P. 12-57

767.17  
S. line of Lot 16  
Ex. Mission Rancho

Lot 15

179° 36' 36"

Fd. Mon. - NE. Cor.

Lot 15

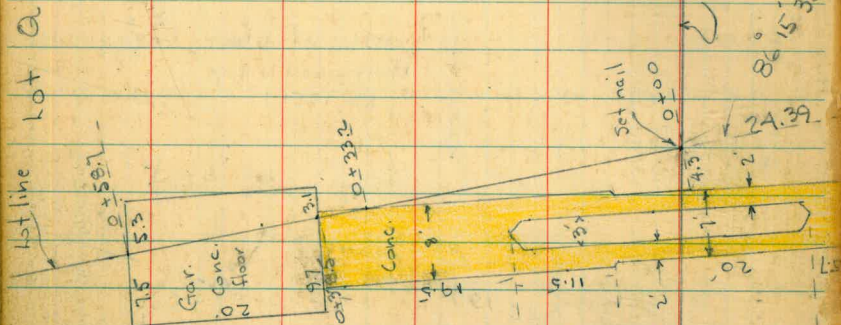
1162.24  
S. 89° 34' 30"

Fd. Mon.

100.77

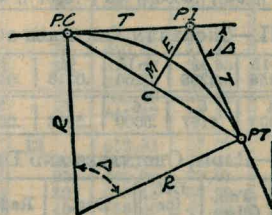
302.76  
N. 0° 48' 25" E.

Detail Gar. + Drive location  
in Lot P. - See P 79 for Ties  
W.O. 90009 - 9-3-47 - F.O.



## DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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### CURVE FORMULAS

- Radius— $R = \frac{50}{\sin. \frac{\Delta}{2}}$  (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— $M = R(1 - \cos. \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$  (5)  
External— $E = T \tan \frac{\Delta}{4} = R \div \cos. \frac{\Delta}{2} - R$  (6)  $E = R \text{exsec} \frac{\Delta}{2}$  (9)  
Long Chord— $C = 2 R \sin. \frac{\Delta}{2}$  (10)  $\Delta$ —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  $1^\circ$  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—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)  $.3 \times C \times D^\circ$  or—defl. for 1 ft. from Table III  $\times C$ . For Sta. 158 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  $1^\circ$  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  $D = 5^\circ 30'$ .

110.13  
 39.04  
 0+71.09 = N end  
 Pipe  
 110.13  
 59.04  
 0+51.09 = S end

110.13  
 48.09  
 0+62.04 = N Rail  
 477  
 0+57.25 = S Rail

112 ✓  
 97  
 85  
 12  
 6712  
 1174  
 5538

Merlin - Plug in E. cb + Bridge N. of Imp.

161.28  
 12+34  
 225.0  
 12+38.5

4+12.91  
 2+73.37  
 139.54 2.1

59.8  
 4.5  
 2  
 6.6

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.