

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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1730

CITY ENGINEER'S OFFICE

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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.

2-4 Cross Section Shadown Ln St
 5-15 " " Malaga St Evergreen
 16-36 " " Madrid St
 38-42 " " Alley Blk 301 Pacific Beach
 43-45 " " Graham Pac. Beach Drive Oliver
 46-52- " " Alleys - Blk - 17. Pt. Loma Hts.
 55 Levels - Topog - Yeto. Memor. Bldg

Walker
Hendricks
Hunter
Carey
7-11-46

CROSS SECTION - SHADOWNLAWN

2.79 62.51

5972 8M. CT on sketch

INDEXED

S. 82° 21' 48" E

INDEXED
C.S.K

22

N. 68° 43' E

N. 68° 43' E

FT = 80.24

R = 700
L = 111.43

Shadownlawn

L = 139.28

50'

50'

Evergreen St.
X-Sections FB 1724

70

10 ← 8M. CT
Elev. 5972
FB 1724
9

51.91
1619.0

1425.85

50'
1479.97

54.72

54.72

50'

62.51 Shadow level
50' wide

Rt		3.4	59.1	
+17		3.7	58.8	
Σ		2.5	53.0	
TP	0.19	50.86	11.84	50.67
+19		10.2	40.0	
Lt		10.9	40.0	
+11'		10.3	40.6	
+30		5.5	45.4	
+40		2.0	48.9	

0+41.87 = 2 stations

-30		2.8	41.1
-10		14.9	36.0
Lt.		15.8	35.1
+8		15.8	35.1
Σ		5.6	45.2
+17		+8.2	59.1
Rt.		+8.8	59.7
+10		+8.8	59.7

0+83.56 ✓

-10		+8.4	59.3
-7.5 of 4' fence		+7.6	58.5
Rt		+3.0	53.9
Σ		19.7	37.2
+10		20.7	30.2
+21		20.7	30.7

50.86

3

Lt.		19.3	31.6	
+15		16.1	34.8	
+30		11.9	39.0	
TP	0.46	38.59	12.73	38.13

1+25.35 = E.S. ✓

-30'		0.4	38.2
-15		6.8	31.8
Lt.		11.4	27.2
+10		12.3	26.3
Σ		12.9	25.7
+11		12.7	25.9
Rt		8.2	30.4
+20		+0.9	37.7
+28		+4.4	34.2
+40		+11.2	27.4

1+52.7 ✓

-40		3.0	35.6
-28		8.1	30.5
Rt		13.3	25.3
+15		15.4	23.2
Σ		15.0	23.6
+17		14.7	23.9
Lt.		12.4	26.2
+20		4.5	34.1
+30		0.0	38.6

Shadowdown St.

38.59

1479.97 = 66 Lt

-30'			3.6	35.0
Lt.			15.0	23.6
+5			16.9	21.7
2			17.6	21.0
Rt.			16.1	22.5
+40			8.9	29.7
T.P.	12.71	50.84	0.46	38.13
T.P.	13.32	63.99	0.17	50.67
chk. starting BMI.			9.27	59.72 ✓

See Page 34 - 35 also

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Walker
Headricks
Hunley
Carey
7-12-46

CROSS SECTION - MALAGA St.
50' Wide 10' cbs
75' W.S.
from Evergreen to Rosecrans
B.M.

2.84 62.56 59.72 P-2

TR 0.96 51.39 12.13 50.43

0+00

Rt-10 INDEXED 1.3 50.1

Rt 2.4 49.0

Rt. on Pipe B.C. Ref 2.75 48.64

Cb 2.77 48.62

Cut. 3.05 48.34

1/4 3.1 48.3

2 3.0 48.4

1/4 3.1 48.3

Cb 3.3 48.1

+6.7 = cut at Cb Ref. 3.46 47.93

+8.5 on Cb. 3.23 48.16

Lt. 3.2 48.2

+10 2.7 48.7

0+20.54

-10 2.5 48.9

Lt. 2.8 48.6

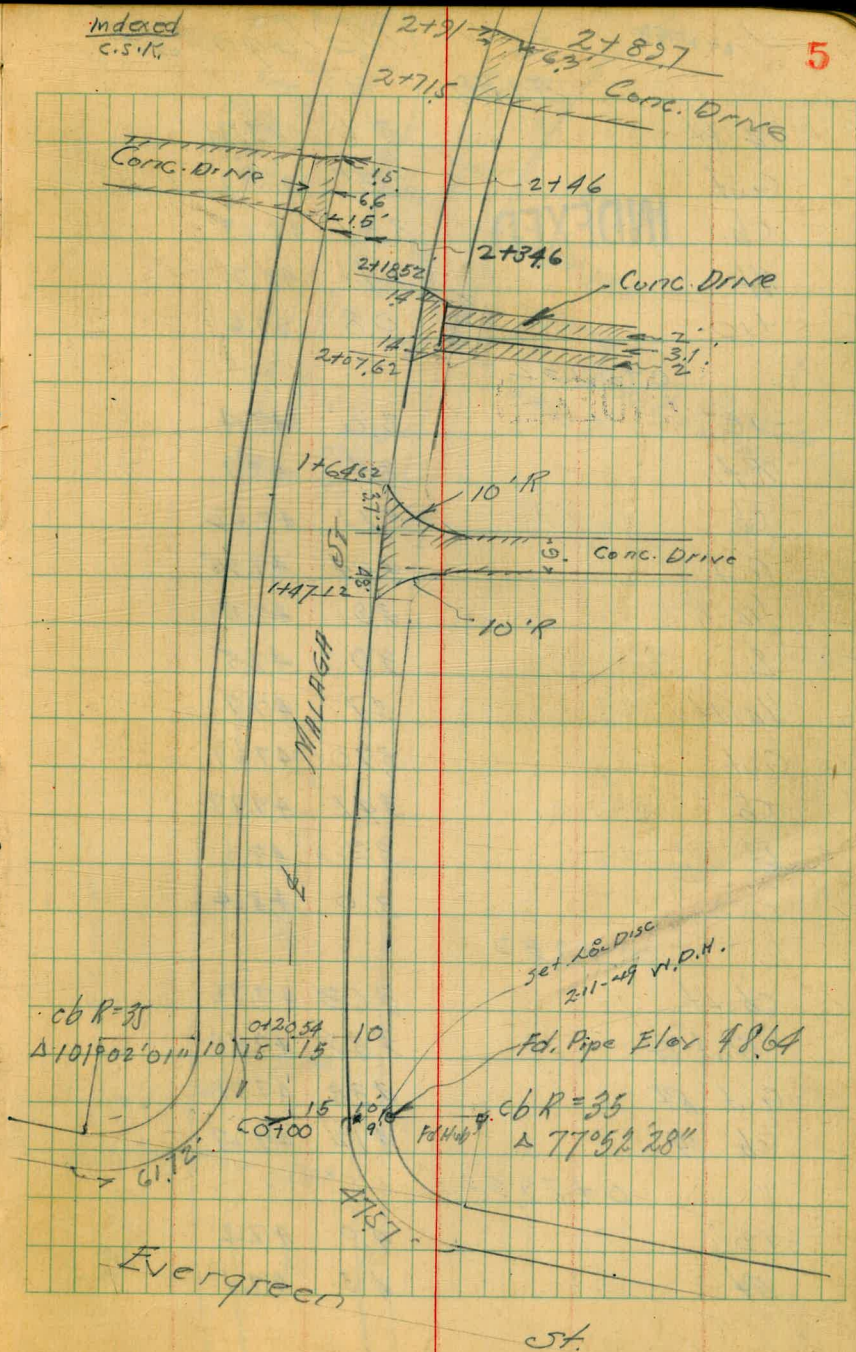
Cb 3.28 48.11

Cut 3.56 47.83

1/4 Lt 3.4 48.0

2 3.5 47.9

Indexed
C.S.M.



0+20.54

Malaga st.

5139

1/4 R	3.6	47.8
Cut	3.55	47.80
Cb.	3.31	48.08
Rt	2.7	48.7
+10	0.8	50.6

0+32.32 ✓

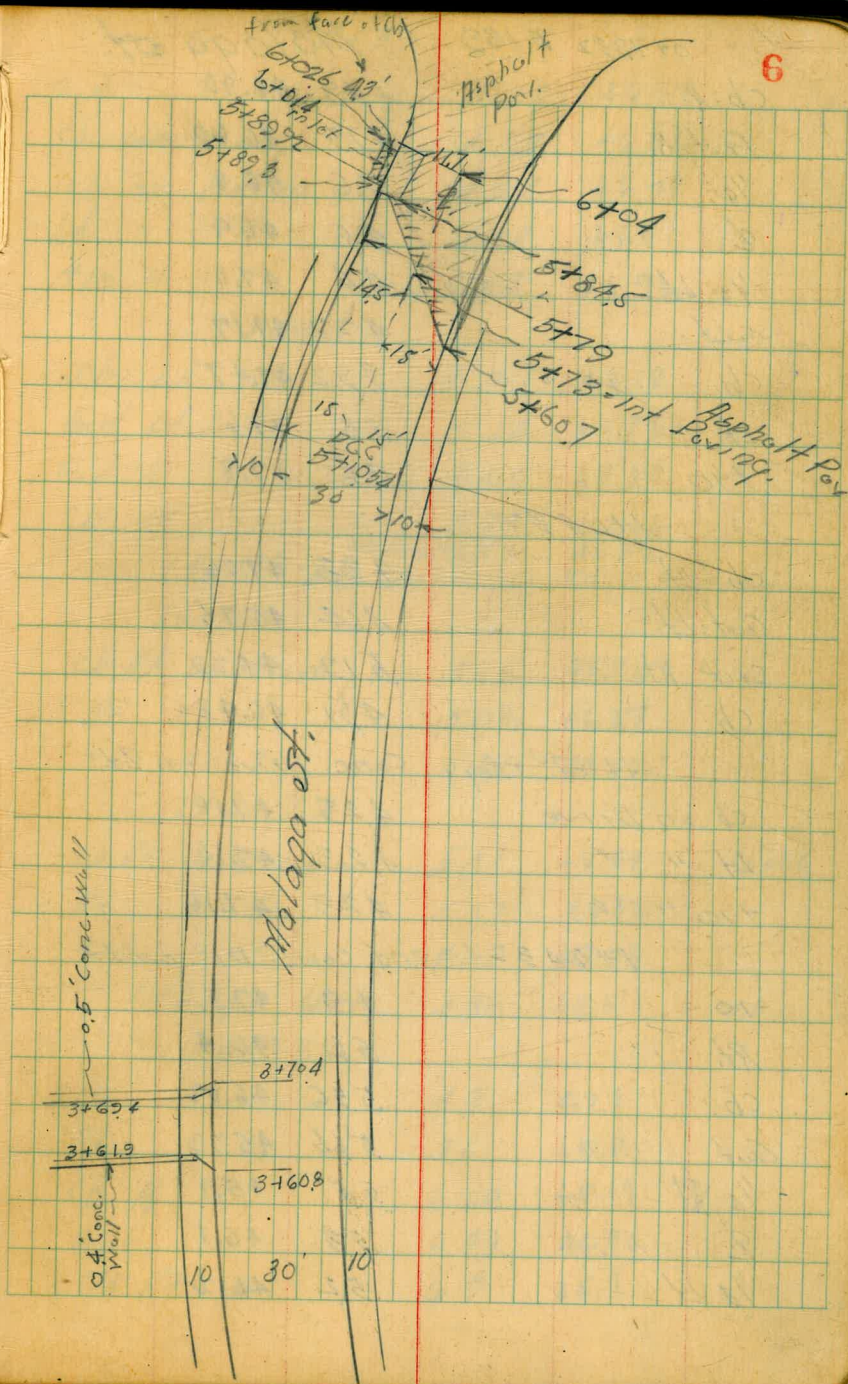
-10	3.0	48.4
Rt.	3.5	47.9
Cb.	3.77	47.62
Cut	4.04	47.35
1/4 R	3.9	47.5
L	3.9	47.5
1/4 L	3.7	47.7
Cut	3.70	47.69
Cb.	3.41	47.98
L	3.2	48.2
+10	3.0	48.4

0+59.32

Cb Lt	3.63	47.76
Cut Lt.	3.85	47.50
Cut Rt	4.38	47.01
Cb Rt	4.12	47.27

0+79.32 ✓

-10	4.0	47.4
Rt.	4.3	47.1



017932 5139

Malaga St.

Cb-R	449	46.90
cut R	479	46.60
1/4	46	46.8
2	45	46.9
1/4 Lt	44	47.0
cut.	422	47.17
Cb.	392	47.47
Lt	38	47.6
+10	3.6	47.8

1+0932

Cb Lt.	433	47.06
cut Lt.	464	46.75
cut Rt.	519	46.20
Cb	491	46.48

1707 = Seq. Conc. Drive on Lt

Cb on Drive	429	47.10
Lt " "	423	47.16
+10 " "	423	47.16

1+2432 = end Conc. Dr on Lt

-10	43	47.1
Rt.	50	46.4
Cb.	536	46.03
cut	566	45.73
1/2 Rt	55	45.9
2	53	46.1
1/4 Lt	52	46.2

5139

7

cut.	5.12	46.27
Cb. on Lt	473	46.66
Cb on Drive	461	46.78
Lt. " "	458	46.81
+10 " "	447	46.92

1+5432

Cb. Lt	521	46.18
cut Lt.	556	45.83
cut R	600	45.39
Cb Rt.	575	45.64

1+4712 = Seq. Drive on Rt (cond)

1+5182

Cb Rt on Drive	566	45.73
Rt " "	502	46.37
+10 " "	417	47.22

1+6092

Cb Rt. on Drive	581	45.58 (cond)
Rt " "	507	46.32
+10 " "	413	47.26

1+6462, CbRt on Drive

1+7932

-10	43	47.1
Rt.	56	45.8
Cb R	620	45.19
cut	649	44.90
1/4 Rt	63	45.1

5139

Malaga St.

d	6.2	45.2
1/4 (R) Lt	6.1	45.3
Ent.	5.98	45.41
Cb.	5.68	45.71
Lt.	5.6	45.8
+10	5.8	45.6
1+79.72 ² Req. 7' Asphalt Drive on Lt		
cb Lt. on Drive	5.68	45.71
Rt. " "	5.65	45.74
+10 " "	5.81	45.58
/		
cb Lt. on Drive	5.78	45.61
Lt. " "	5.90	45.49
+10 " "	6.00	45.39
2+0432		
cb Lt.	6.15	45.24
Ent Lt	6.41	44.98
Ent Rt.	6.24	44.45
cb "	6.68	44.71
2+0762 ² Drive on Rt		
cb ^{Rt} on Drive	5.71	44.68
2+0907 ² ✓		
cb on Drive	6.74	44.65
+45 " "	6.51	44.88
Rt " "	5.87	45.52
+5 " "	5.01	46.37

5139

8

2+1712 ✓

cb Rt on Drive	6.85	44.54
+45 on "	6.60	44.79
Rt " "	5.92	45.47
+5 " "	5.23	46.16
2+1852 ✓		
cb Rt on Drive	6.87	44.52
2+2932 ✓		
+10	4.9	46.5
R	6.1	45.3
cb R	7.08	44.31
Ent R	7.36	44.03
1/4	7.2	44.2
1/4	7.0	44.4
1/4 Lt	6.9	44.5
Ent "	6.85	44.54
cb.	6.56	44.83
Lt.	6.6	44.8
+10	7.4	44.0
2+34.6 ² Req. Conc. Drive on Lt.		
cb on Drive	6.65	44.74
2+3612 ✓		
Ent on Drive	6.26	44.43
cb " "	6.83	44.56
+6.6 " "	6.56	44.83
Lt. " "	6.81	44.58
+10 " "	7.59	43.80

5139

Malaga St.

2+44.5 ✓

Ent. Lt. on Drive	7.92	44.37
Cb " " "	6.99	44.40
+6.6 " "	6.72	44.67
Lt. " "	6.93	44.46
+10 " "	7.69	43.70

2+46 ✓

Cb Lt. on Drive	6.85	44.54
-----------------	------	-------

2+54.32

Cb Lt.	7.06	44.33
Ent "	7.32	44.07
Ent Rt.	7.84	43.55
Cb "	7.54	43.85

2+69.7 = 2' 3" Brick Walk on Lt

Cb. on walk	7.28	44.11
Lt. " "	7.21	44.18

2+71.5 ✓ cone. Drive on Rt

Rt Cb. on Drive	7.85	43.54
Rt. " "	6.84	44.55
+10 " "	5.62	45.77

2+89.7 ✓

Ent Rt. on Drive	8.42	42.97
Cb " " "	8.18	43.21
+6.3 " "	7.58	43.81
Rt " "	6.90	44.49
+10 " "	5.78	45.61

5139

9

2+91 ✓

Cb Rt on Drive	8.15	43.24
----------------	------	-------

2+79.32 ✓

-10 on Drive	5.72	45.67
Rt " "	6.81	44.58
Ent " "	8.23	43.16
" "	8.1	43.3
" "	8.0	43.4
" "	7.9	43.5
Ent	7.72	43.67
Cb.	7.49	43.90
Lt	7.6	43.8
+10	9.6	41.8

2+98 = 80g. 7' Asphalt Dr. on Lt

Cb Lt. on Drive	7.88	43.51
Lt " "	7.85	43.54

3+05 = End Above Dr

Cb on Dr	8.06	43.35
Lt " "	8.09	43.30

2+99.32

Cb. Lt.	7.88	43.51
Ent "	8.18	43.21
" Rt.	8.59	42.80
Cb "	8.29	43.10

3+19.32 ✓

+10	6.7	44.7
Rt.	7.8	43.6

3+19.32

5139

Malaga St.

Cb. Rt	8.80	42.59
Gut "	2.07	42.32
1/4	9.1	42.3
2	2.0	42.4
1/4	8.9	42.5
Gut.	8.71	42.68
Cb.	8.42	42.97
Lt.	8.2	43.2
+6.6 on Wall	8.25	43.14
+7 patio	11.4	40.0
+15 "	11.7	39.7
TP 0.94 43.33	9.00	42.39

3+39.32

Cb. Lt	0.92	42.41
Gut Lt	1.24	42.09
Cut. Rt	1.61	41.72
Cb. Rt	1.34	41.99

3+59.32 ✓

-10	0.0	43.3
R	1.4	41.9
Cb.	1.96	41.37
Gut	2.21	41.12
1/4	2.2	41.1
2	2.2	41.1
1/4	2.1	41.2

43.33

10

Gut.	1.96	41.37
Cb	1.66	41.67
L	1.2	42.1
+7.5	0.74	42.59 on retaining wall
+7.5	3.47	39.86 on Conc. Patio

3+60.82 ✓ Beg Conc drive Lt.

Cb Lt on Drive	1.75	41.58
3+61.92 ✓		

Cb Lt on Drive	1.72	41.61
+33 " " = Wall	1.81	41.52
Lt. " "	1.98	41.35
" " Wall	1.30	42.03
+5 " "	0.96	42.37
" " Drive	2.19	41.14

3+63.24 ✓

Cb Lt on Drive	2.11	41.22
+28 " "	2.10	41.23
" " Wall	1.81	41.52
Lt. " Drive	2.18	41.15
" " Wall	1.89	41.44
+5 " "	2.08	41.25
" " Drive	2.37	40.96

3+70.4

Cb. Lt on Drive = Cb	2.16	41.17
Cb " on Wall	1.86	41.47

4333 Malaga St.

3+72.32

Cb Lt.	2.51	40.82	
Ext Lt.	2.81	40.52	
" Rt.	3.04	40.29	
Cb Rt.	2.72	40.61	
② +90 L MH	3.28	40.05	" Lt ✓ of 8
(3) 3+99.32 ✓			
-10	1.0	42.3	
Rt.	2.5	40.8	
Cb.	3.54	39.79	
Ext.	3.88	39.45	
"	3.9	39.4	
"	3.8	39.5	
"	3.7	39.6	
Ext. Lt.	3.70	39.63	
Cb "	3.41	39.92	
Lt.	3.3	40.0	
+10	3.8	39.5	

4+00.8 = Bag, 8' Asphalt Drive on Rt.

Cb on Drive	3.6	39.73	
+5 " "	3.26	40.07	
R " "	2.39	40.94	
+5 " "	1.47	41.86	

4+08.8 ✓

Cb Rt. on Drive	3.92	39.41	
+5 " "	3.63	39.70	
R " "	2.60	40.73	
+5' " "	1.66	41.67	

4333

11

4+19.32

Cb Lt	4.47	38.86	
Ext. Lt.	4.76	38.57	
" R	4.79	38.54	
Cb R	4.45	38.88	
4+24 = Bag, Asphalt Drive on Lt.			
Cb Lt. on Drive	4.70	38.63	
Lt. " "	4.56	38.77	
+5 " "	4.56	38.77	
4+29.6 ✓			
Cb Lt. on Drive	5.01	38.32	
Lt. " "	4.74	38.59	
4+30.9 ✓			
Cb Lt. on Drive	5.12	38.21	Sunkers
+8 " "	4.98	38.35	
Lt. " "	5.17	38.16	Sunkers
+3 " "	4.78	38.55	
4+39.32 ✓			
-10	2.6	40.7	
Rt. - 3'	3.5	39.8	
Rt.	4.2	39.1	
+5	5.3	38.0	
Cb	5.52	37.81	
Ext.	5.74	37.59	
" Ground	6.0	37.3	
" A	6.0	37.3	

4+39.32

4333

Malaga St.

Z	6.0	37.3
1/4 Lt.	6.0	37.3
Ent	5.90	37.43
Cb	5.60	37.73
Lt.	5.1	38.2
+10	5.3	38.0

4+5932

Cb Lt	6.82	36.51
Ent "	7.13	36.20
" R	6.95	36.38
Cb "	6.67	36.66

4+577[✓] - Beg. Appholt Drive on Rt.

Cb R on Drive	6.57	36.76
+5 " "	6.17	37.16
Rt. " "	5.24	38.09
+5 " "	4.08	39.25
+10 " "	3.40	39.93

4+652[✓] - End Above Drive

Cb. Rt. on Drive	7.07	36.26
+5 " "	6.75	36.58
Rt. " "	5.47	37.86
+5 " "	4.13	39.20
+10 " "	3.45	39.88

4+7932[✓]

-10	8.7	39.6
-6	4.3	39.0

4333

12

Rt	6.3	37.0
+4	7.5	35.8
Cb. Rt.	7.87	35.46
Ent "	8.13	35.20
" Ground	8.3	35.0
44	8.4	34.9
2	8.4	34.9
44	8.5	34.8
Ent.	8.46	34.87
Cb.	8.15	35.18
Lt.	7.2	36.1
+10	6.7	36.6

4+85[✓] - Beg. Appholt Drive on Lt.

Cb Lt. on Drive	8.51	34.82
+5 " "	8.14	35.19
Lt. " "	7.39	35.94
+5 " "	6.85	36.48
+10 " "	6.81	36.49

4+92[✓]

Cb Lt. on Drive	8.97	34.36
+5 " "	8.60	34.73
Lt. " "	7.65	35.68
+5 " "	6.87	36.46
+10 " "	6.87	36.46

5+10.54 = P.C.C. [✓]

-10	7.7	35.6
-1	7.5	35.8
Lt	8.0	35.3

4333 Malaga 54

Lt	9.3	34.0
cb Lt.	10.17	33.16
Ent "	10.48	32.85
'/4	10.6	32.7
L	10.2	33.1
'/4	10.4	32.9
Ent	10.02	33.31
cb	9.75	33.58
+6	9.3	34.0
Rt.	8.3	35.0
+5	5.9	37.4
+10	4.9	38.4
T.P.	3.32 33.83	12.82 30.51
	5+45.47 ✓	
-10	+2.4	31.4
-7	+1.0	32.8
Rt	1.6	32.2
+3	2.5	31.3
cb.	2.70	31.13
Ent.	3.61	30.22
'/4	3.2	30.6
L	3.2	30.6
'/4 Lt.	3.5	30.3
Ent.	3.46	30.37
cb Lt	3.12	30.71

starts BM
Malaga

3383

13

cb+6	2.7	31.1
Lt.	0.5	33.3
+9	0.4	32.4
+10	0.9	32.9
	5+60.7 ✓	
-10	1.6	32.2
Lt-8	0.4	33.4
Lt.	2.0	31.8
+6	3.9	29.9
Ent. cb	4.40	29.43
Ent.	4.70	29.13
'/4	4.7	29.1
E	4.5	29.3
'/4	4.2	29.6
Ent Rt	4.24	29.59
cb	3.95	29.88
+7	3.7	30.1
Rt	2.8	31.0
+4	0.6	33.2
+8	4.03	33.5
	5+80.36 ✓	
-10	4.07	33.1
-6	0.6	33.2
R	2.5	31.3
+3	5.0	28.5
cb.	5.27	28.56
Ent	5.57	28.26
'/4	5.44	28.39

54+475
on Lt cb

33.83

Malaga St.

£		5.57	28.26
1/4 edge Pav		5.75	28.08
Gut. Ground		6.1	27.7
⊙ Gut		5.88	27.95
cb		5.70	28.13
+7		5.4	28.4
Lt		3.9	29.9
+3		2.7	31.1
+10		2.5	31.3

5+79.00

Gut Lt. = 14.5' Lt of £		5.88	27.95
Top cb 16 Lt. " "		5.58	28.25

5+84.5 ✓

11.7' Lt. on Conc. slab		6.46	27.37
15.55 Lt " " "		6.60	27.23
" " " cb.		5.99	27.84

5+89.3 = Req. 4.3 x 13.3 Conc. Slab

Lt cb. Gut. inlet		7.28	26.55
" on cb		6.39	27.44
+4.3' on end slab		6.30	27.53

6+0.2 ✓

Lt. Gut.		8.16	25.67
" on cb		7.25	26.58
cb. + 4.3 on Conc. slab		7.18	26.65

5+73 ✓

£ on Bay. Pav.		5.12	28.71
----------------	--	------	-------

33.83

14

6+0A ✓

11.7' Lt		7.85	25.98
Gut.		8.13	25.70
cb		7.38	26.45

6+07.42 ✓

Lt-10		3.6	30.2
-7		3.9	29.9
-1		7.2	26.6
Lt		7.4	26.4
cb Ret		7.58	26.25
Gut		8.27	25.56
1/4 on Pav		7.57	26.26
£		7.07	26.76
1/4		6.93	26.90
Gut		7.06	26.77
cb		6.79	27.04
+7		6.0	27.8
Rt		3.1	30.7
+10		0.4	33.4

6+27.4 = 2 Valley Gutters ✓

-10		0.8	33.0
-2		2.7	31.1
-Rt.		4.7	29.1
+3		6.2	27.6
cb		7.07	26.76
Gut.		7.59	26.24

3383

Molona St.

1/4

7.76 26.07

L

8.08 25.75

1/4

8.49 25.34

Cp

8.87 24.96

Lt.

9.38 24.45

+10

9.88 23.95

T.P. 12.75 46.30

0.28 33.55

T.P. 7.65 53.29

0.66 45.64

chk Pipe 0700 P-5

4.66 48.63

$$\begin{array}{r} 48.64 \\ - 0.01 \\ \hline \end{array}$$

chk. Pipe SE Madrid

" F.B. $\frac{1724}{9}$

9.45 43.84

$$\begin{array}{r} 43.83 \\ - 0.01 \\ \hline \end{array}$$

15

Walker
Handicks
Carey
7-15-46

Cross Section - Madrid St.
50' Wide 10' Cbs 7.5' Hts

P-15
4383 = BM Pipe

9.23 53.06
T.P. 5.36 51.59 6.83 46.23
0+00 - P.C.C. -

-S	8.6	43.0
RH	9.4	42.2
cb	9.93	41.66
Gut	10.19	41.40
"	10.2	41.4
E	10.5	41.1
"	10.7	40.9
Gut	10.82	40.77
cb	10.56	41.03
Lt.	9.1	42.5
+S	8.2	43.4

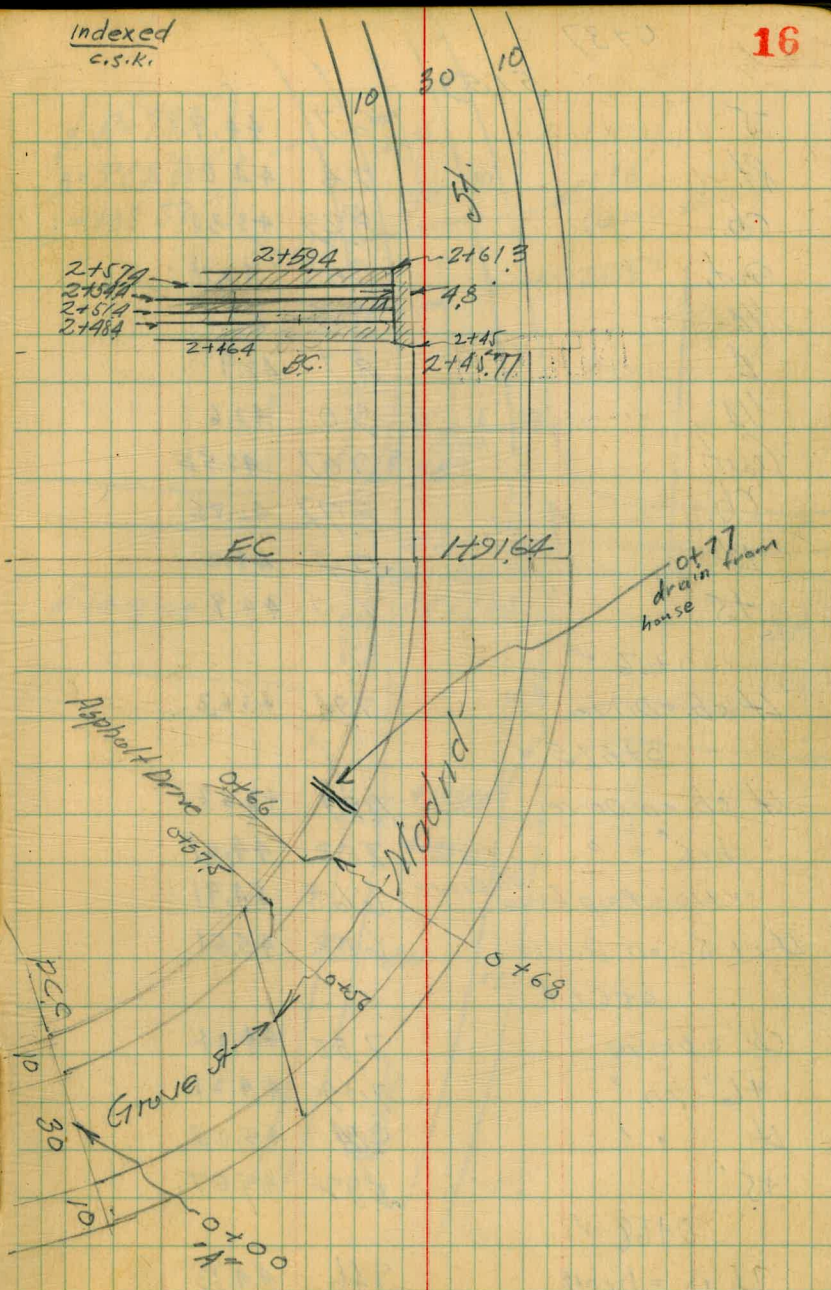
0+17 ✓

Lt cb	9.70	41.89
Gut Lt	9.99	41.60
" RH	9.35	42.24
cb	9.14	42.45

Meadow

Indexed
c.s.k.

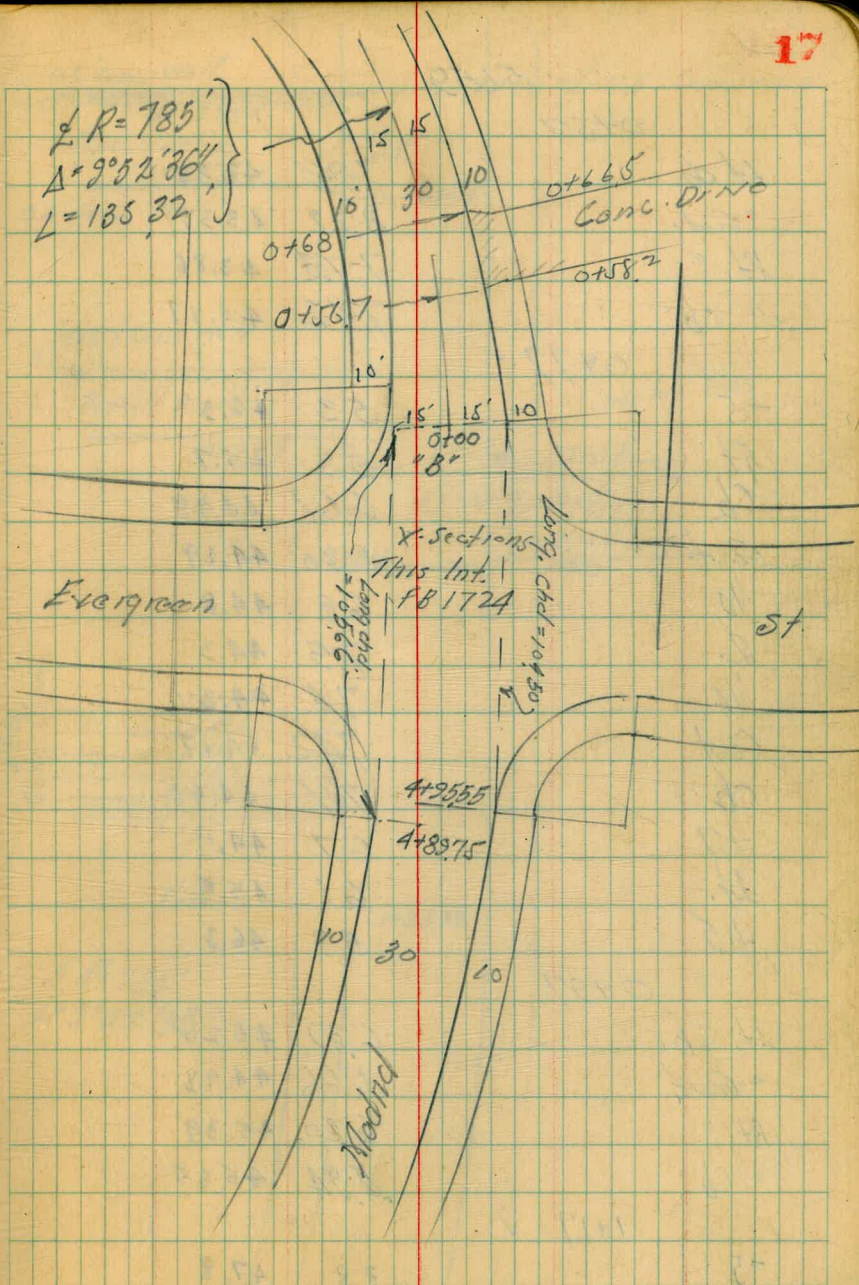
16



0737

51.59

J	6.7	44.9
Rt	7.6	44.0
cb.	8.29	43.30
got,	8.48	43.11
1/4	8.5	43.1
0	8.7	42.9
1/4	9.0	42.6
Cent.	9.07	42.52
cb.	8.77	42.82
Lt	7.4	44.2
+5	6.7	44.9
0+56 ✓		
Lt cb. = Drive	7.96	43.63
0+57.5 ✓		
Lt cb. on Drive	7.91	43.68
cb + 6 " "	7.52	44.07
+10 = Prop Line on Drive	6.68	44.91
Lt + 5 on Drive	6.08	45.51
0+66 ✓		
cb = Drive	7.55	44.04
+6 on "	7.39	44.21
Lt " "	6.54	45.05
+5	5.92	45.67
0+68 ✓		
Lt cb = Drive	7.46	44.13



51.59

0+57

L. cb.	7.93	43.66
" Curb	8.22	43.37
Rt "	7.73	43.86
" cb.	7.42	44.17

0+77 ✓

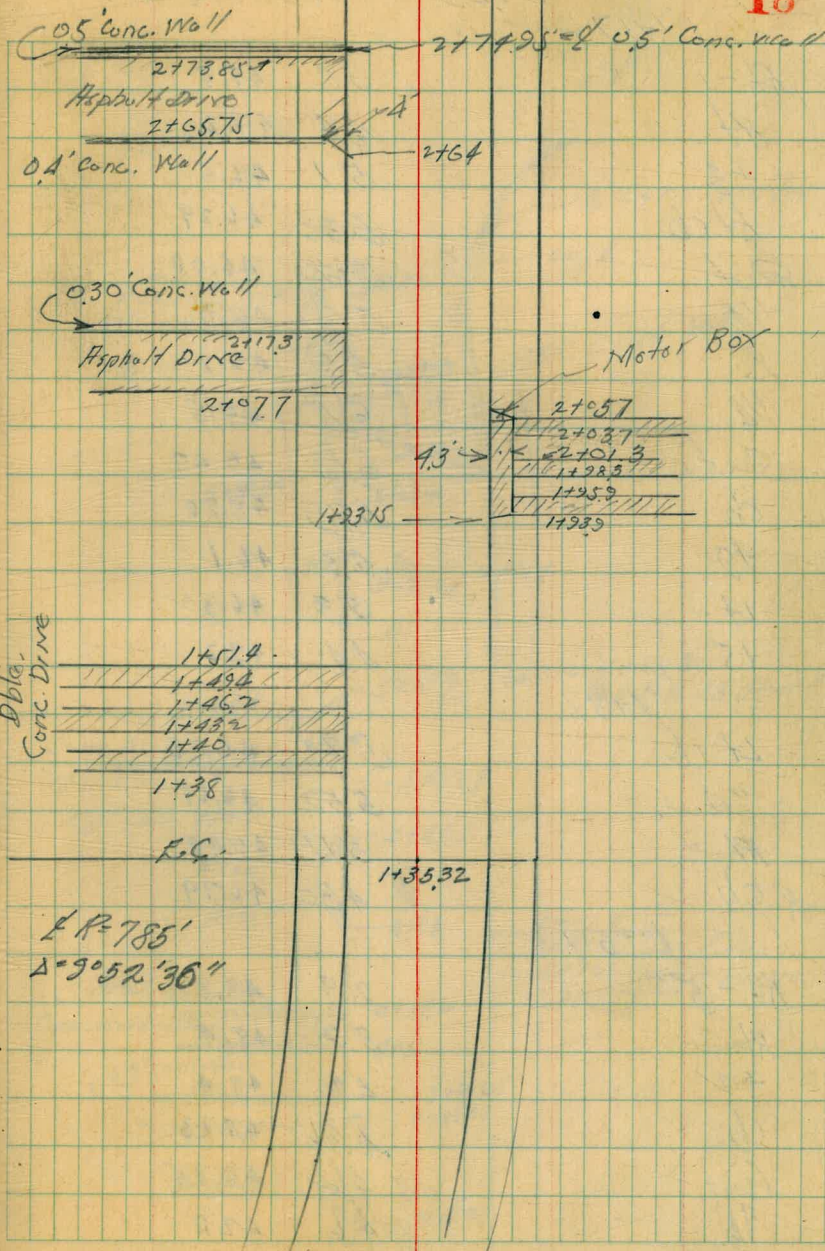
-5	5.3	46.3
Rt.	5.9	45.7
cb.	6.61	44.98
Curb	6.90	44.69
1/4	6.8	44.8
2.	7.3	44.3
1/4	7.4	44.2
Curb	7.42	44.17
cb.	7.11	44.48
+7	6.7	44.9
Lt.	6.1	45.5
+5	5.3	46.3

0+97

L. cb.	6.39	45.20
" Curb	6.66	44.93
Rt "	6.20	45.39
" cb.	5.94	45.65

1+17 ✓

-5	3.8	47.8
----	-----	------

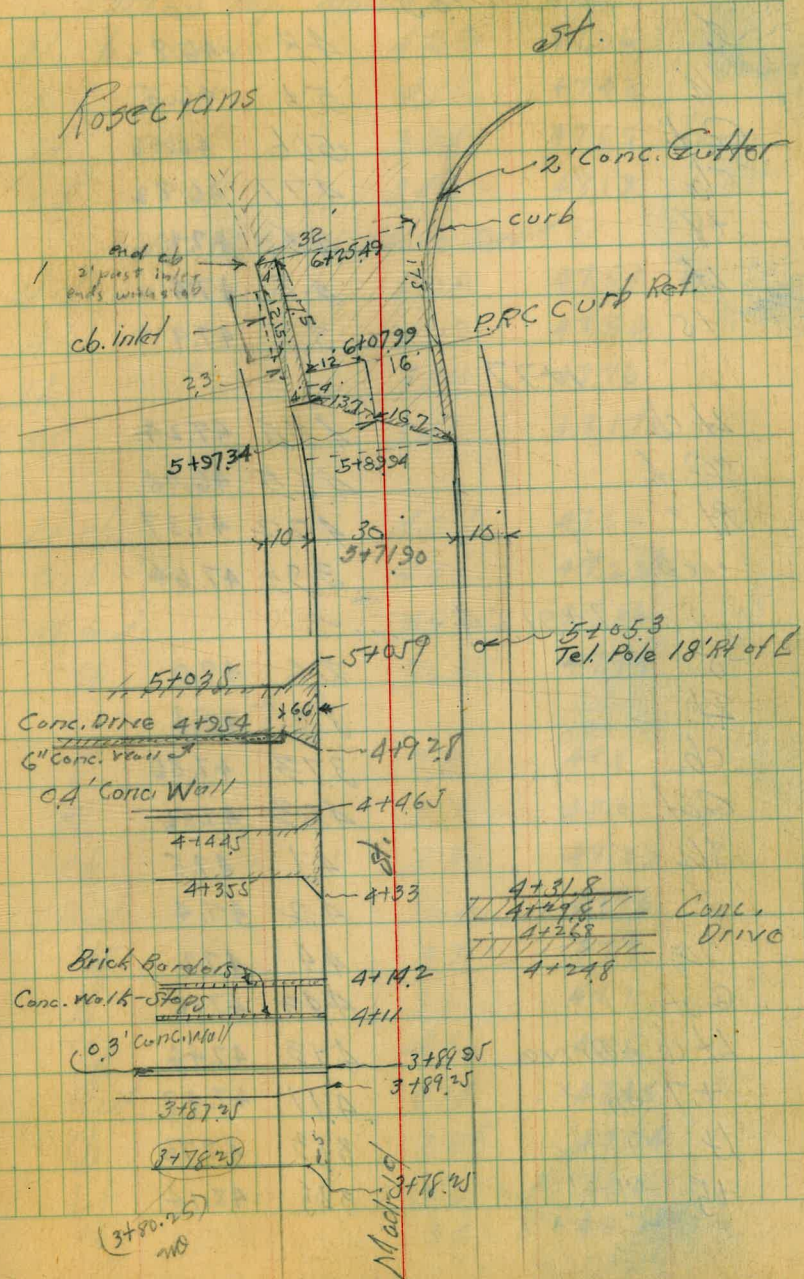


5159 Madrid St.

1+17

Rt-1	38	47.8
Rt.	44	47.2
+3	51	46.5
Rt cb	530	46.29
cut.	559	46.00
1/4	56	46.0
L	58	45.8
1/4	61	45.5
cut.	612	45.47
cb	579	45.80
+9	55	46.1
Lt	59	46.3
+5	44	47.2
1+37		
Lt cb	521	46.38
"cut.	552	46.07
Rt "	511	46.48
Rcb	480	46.79
1+57		
Rt-5'	29	48.8
Rt	32	48.4
+12	42	47.4
cb.	436	47.23
cut.	464	46.95
1/4	46	47.0

19



Madrid st

1757

5159

2	48	46.8
1/4	5.1	46.5
Gut.	506	46.53
cb	4.77	46.82
+8	4.5	47.1
Lt.	4.2	47.4
+5	3.7	47.9
1777		
Lt cb	4.35	47.24
"Gut	4.65	46.94
Rt "	4.22	47.37
" cb	3.95	47.64
1791, 64 = EG. ✓		
-5	3.6	49.0
Rt.	3.5	48.1
cb.	3.73	47.86
Gut.	4.03	47.56
1/4	4.1	47.5
2	4.2	47.4
1/4	4.4	47.2
Gut	4.43	47.16
Lt cb = Drive	4.13	47.46
+7 on "	4.11	47.48
Lt " "	3.89	47.76
+5 " "	3.45	48.14

20

51.59
1786.5 - Reg. Asphalt Dr on Lt

Lt. cb = Drive	4.33	47.36
+8 on "	4.16	47.43
Lt. " "	3.94	47.65
+5 " "	3.46	48.13
1798 - End Above Dr. ✓		
Lt cb. on Dr.	4.08	47.51
+6 " "	4.09	47.50
Lt " "	3.83	47.76
+5 " "	3.42	48.17
1797		
Lt cb.	4.07	47.52
Gut	4.36	47.23
Rt Gut	3.93	47.66
" cb	3.65	47.94
2117 ✓		
5	2.8	48.8
Rt.	3.0	48.6
cb.	3.36	48.23
Gut.	3.63	47.96
1/4	3.7	47.9
2	3.9	47.7
1/4	4.1	47.5
Gut	4.14	47.45
cb	3.85	47.74
Lt	3.6	48.0
+5	3.4	48.2

5159

Madrid st.

2+37

Lt cb	365	47.94
Cent	327	47.62
RT Cent	345	48.14
Cb	317	48.42

2+45.77 = 86. Lt ✓

-5	23	49.3
RT	25	49.1
Cb	309	48.50
Cent	338	48.21
'14	35	48.1
L	36	48.0
'14	38	47.8
Cent	387	47.72
Cb	355	48.04
Lt	36	48.1
+5	35	48.1

TR 2.02 52.59 1.02 50.57

2+45 = 86. Dble. Drive on Lt ✓

Lt cb = Drive 454 48.05

2+46.9 ✓

Lt cb on Drive	452	48.07
+48 " "	450	48.09
Lt on "	450	48.09

2+48.8 ✓

Cb	400	48.09
+48 on Drive	449	48.10
Lt " "	450	48.09

5259

21

2+514 ✓

Cb on Drive	450	48.09
+48 " "	450	48.09
Lt " "	451	48.08

2+514 ✓

Cb on Dr	449	48.10
+48 " "	449	48.10
Lt " "	449	48.10

(2) 2+57.4 ✓

Lt Cb on Drive	446	48.13
+48 " "	445	48.14
Lt " "	446	48.13

(2) 2+59.4 ✓

Lt Cb on Drive	444	48.15
+48 " "	443	48.16
Lt " "	446	48.13

(2) 2+61.3 = End Above Dble. Drive

Lt. cb on Drive 441 48.18

2+57

Lt cb	447	48.12
Cent	480	47.79
RT Cent	433	48.26
" Cb	403	48.56

2+48 = 86. 14.2 Asphalt Drive on RT

RT cb = Drive	409	48.50
+5 on "	379	48.80
RT " "	332	49.27
+5 " "	300	49.59

		5259	Madrid St.	
		2+622	-End Drive on Rt ✓	
Rt. cb. on Drive		3.28	48.61	
+5	" "	3.66	48.93	
Rt.	" "	3.26	49.33	
+5	" "	3.04	49.55	
		2+77	✓	
-5		2.9	49.7	
Rt.		3.2	49.4	
cb.		3.90	48.69	
cut.		4.18	48.41	
1/4		4.3	48.3	
1/2		4.4	48.2	
1/4		4.6	48.0	
cut.		4.77	47.82	
cb.		4.48	48.11	
Lt.		4.6	48.0	
+5		4.4	48.2	
		2+27		
Lt. cb.		4.45	48.14	
" cut.		4.72	47.87	
Rt "		4.22	48.37	
" cb.		3.92	48.67	
		3+17		
R-5		3.0	49.6	
Rt.		3.3	49.3	
cb.		3.91	48.68	
cut		4.16	48.43	

		5259	22	
Rt 1/4		4.3	48.3	
L		4.3	48.3	
1/4		4.5	48.1	
cut		4.68	47.91	
cb.		4.44	48.15	
Lt.		4.1	48.5	
+5		4.0	48.6	
		3+23.3	-Beg. Asphalt Drive on Rt ✓	
Rt cb - Drive		3.25	48.64	
+5 on "		3.67	48.92	
Rt " "		3.18	49.41	
+3 " "		2.96	49.63	
+5 " "		2.96	49.63	
		3+31.7	-End Above Dr ✓	
Rt cb on Drive		3.24	48.65	
+5 " "		3.56	49.03	
Rt " "		3.07	49.52	
+3 " "		2.89	49.70	
+5 " "		2.84	49.75	
		3+31.7	-Beg. Conc. Drive on Lt ✓	
Lt. cb on Drive		4.17	48.12	
Lt " "		4.10	48.49	
+5 " "		3.98	48.61	
		3+40	-End Above Drive ✓	
Lt cb on Drive		4.17	48.12	
Lt " "		4.23	48.36	
+5 " "		4.05	48.54	

5259

Madrid St.

3437

Lt cb	449	48.10
" Gnt.	476	47.83
Rt "	420	48.39
" cb	396	48.63

3457 ✓

-5	24	50.2
P	2.8	49.8
cb.	4.04	48.55
Gnt	4.29	48.30
1/4	4.4	48.2
2	4.5	48.1
1/4	4.7	47.9
Gnt	4.85	47.74
cb.	4.58	48.01
Lt.	4.2	48.4
+5	4.0	48.6

3477

4 cb	4.69	47.90
4 Gnt	4.29	47.60
Rt "	4.40	48.19
cb	4.16	48.43

3489 = Beg. Asphalt Drive on Rt. ✓

Rt. cb on Drive	4.31	48.28
+5 " "	3.55	49.04
Rt " "	2.65	49.94
+5 " "	2.01	50.58

5259

23

4108.9 = End Asphalt Drive on Rt. ✓

Rt cb on Drive	4.47	48.12
+5 " "	3.70	48.89
Rt " "	2.66	49.93
+5 " "	1.92	50.67

3427 ✓

-5 on Drive	2.02	50.57
Rt. " "	2.76	49.83
+5 " "	3.65	48.94
cb " "	4.40	48.19
Gnt	4.67	47.92
1/4	4.9	47.7
2	4.9	47.7
1/4	5.1	47.5
Gnt.	5.17	47.42
cb.	4.91	47.68
+5	4.5	48.1
Lt	4.1	48.5
+5	3.7	48.9

4117

Lt. cb.	5.13	47.46
" Gnt.	5.43	47.16
Rt "	4.21	47.68
" cb.	4.65	47.94

4129 = 3' Conc. Steps on Rt.

Rt. cb = Bottom step.	4.71	47.88
+4 on " "	4.49	48.10

	5259	Madrid St.		
+A Top of stop	404	48.55		
+7 - Bottom of stop	394	48.65		
+7 - Top	350	49.09		
Rt. - Bottom	325	49.34		
" - Top	279	49.80		

4+2.6 Deep Asphalt D. ✓

Lt. cb on drive	522	47.37		
+8	482	47.77		
Lt	453	48.06		
	398	48.61		

4+34.6 - End Drive ✓

Lt cb - on Drive	538	47.21		
+8	489	47.70		
Lt	465	47.94		
+5	419	48.40		

4+37 ✓

R-5	20	50.6		
R	29	49.7		
cb.	477	47.82		
Gut.	506	47.53		
1/4	52	47.4		
2	54	47.2		
1/4	56	47.0		
Gut.	570	46.89		
cb	542	47.17		
Lt	48	47.8		
+5	44	48.2		

5259

24

4+57

Lt cb	565	46.94		
" Gut.	594	46.65		
Rt "	521	47.38		
" cb.	495	47.64		

4+77 ✓

-5	26	50.0		
R	34	49.2		
cb.	514	47.45		
Gut.	542	47.17		
1/4	56	47.0		
2	57	46.9		
1/4	60	46.6		
Gut.	619	46.40		
cb.	591	46.68		
Lt.	52	47.4		
+5	49	47.7		

4+89.75

Lt cb	608	46.51		
" Gut.	635	46.24		

4+95.55 - cb BC on Rt.

-5	57	46.9		
Lt	59	46.7		
cb	620	46.39		
Gut.	648	46.11		
1/4	60	46.6		

	49555	5259	Madrid St.	
L			5.7	46.9
Rt 1/4			5.6	47.0
Cent.			5.48	47.11
cb.			5.20	47.39
R			3.8	48.8
+5			2.9	49.7
chk starting 8M.			8.74	49.85
			8.82	49.77
			43.83	
			0.02	
	4.23	48.76	43.83	8M. Ape
	0+00 = "8" Page 17			
Lt.			2.7	46.1
cb.			2.9	45.9
1/4			2.5	46.3
L			2.4	46.4
1/4			2.3	46.5
Cent.			2.23	46.53
cb.			1.95	46.81
R			1.6	47.2
	0+20			
Rt cb.			2.02	46.74
" Cent			2.30	46.46
Lt "			2.88	45.88
" cb.			2.60	46.16
	0+40 ✓			
-5			1.3	47.5
Lt			2.3	46.5

This checked twice
and pd. to be as
shown

	4876		25
cb.		2.61	46.15
Cent		2.93	45.83
1/4		2.9	45.9
L		2.7	46.1
1/4		2.5	46.3
Cent		2.47	46.29
cb.		2.19	46.57
+8		2.0	46.8
R		1.7	47.1
+5		1.0	47.8
(0) (1+58.7 = Bay Drive ✓			
Rt cb. on Drive		2.75	46.51
(0) (1+58.2 ✓			
Rt cb on Drive		2.27	46.49
+5 " "		2.12	46.64
Rt " "		1.92	46.84
+5 " "		1.70	47.06
(0) (2+66.5 ✓			
Rt cb on Drive		2.32	46.44
+5 " "		2.16	46.60
R " "		1.92	46.84
+5 " "		1.58	47.08
0+69 ✓			
Rt cb on Drive		2.33	46.43
		0+60	
Rt cb		2.28	46.48
" Cent		2.57	46.19
Lt " "		3.05	45.71
Lt cb.		2.76	46.00

30 48.76
0+80 ✓

Madrid st.

-5	2.6	46.2
Lt	3.0	45.8
cb.	3.13	45.63
Gut.	3.44	45.32
1/4	3.4	45.4
L	3.2	45.6
1/4	3.1	45.7
Gut.	2.84	45.92
cb.	2.62	46.14
Rt.	2.0	46.8
+5	1.8	47.0

1+00

Rt cb	3.01	45.75
" Gut	3.28	45.48
Lt "	3.78	44.98
Lt cb	3.50	45.26

1+20 ✓

-5	3.2	45.6
Lt	3.4	45.4
cb.	3.23	44.83
Gut.	4.24	44.52
1/4	4.2	44.6
L	4.1	44.7
1/4	4.0	44.8
Gut.	3.83	44.93

48.76

26

cb.	3.54	45.22
Rt.	3.3	45.5
+5	3.2	45.6
1+22.6 ✓ = Seg. Asphalt Drive on Rt.		
Rt cb on Drive	3.61	45.15
+5 " "	3.56	45.20
R " "	3.49	45.27
+5 " "	3.43	45.33
1+30 ✓ = End Above Drive on Rt		
Rt cb.	3.81	44.95
+5	3.63	45.13
Rt	3.54	45.22
+5	3.47	45.29

1+35.32 = EC

Rt cb.	3.98	44.78
" Gut.	4.23	44.53
Lt Gut	4.71	44.05
Lt cb	4.43	44.33

1+38 ✓

Lt cb on Drive	4.51	44.25
Lt " "	4.11	44.65
+5 " "	3.85	44.91

1+40 ✓

Lt. cb on Dr	4.57	44.19
Lt " "	4.17	44.59
+5 " "	3.91	44.85

		4876	Madrid st.
1+432 ✓			
Lt. cb	on Drive	470	44.06
Lt.	" "	424	44.52
ts	" "	323	44.83
1+454 ✓			
Lt cb	on Drive	480	43.96
Lt	" "	433	44.43
ts	" "	400	44.76
1+474 ✓			
Lt cb	on Drive	493	43.83
Lt	" "	437	44.39
ts	" "	404	44.72
1+514 ✓			
Lt cb	on Drive	495	43.81
Lt	" "	438	44.38
ts	" "	407	44.69
1+79,95 ✓			
-5		52	43.6
Lt.		55	43.3
cb.		589	42.87
Gut		622	42.54
1/4		60	42.8
1/2		59	42.9
1/4		58	43.0
Gut		566	43.10
cb.		539	43.37

		4876	27
RT		51	43.7
ts		48	44.0
1+2315			
RT cb.		585	42.91
1+939 ✓			
RT cb	on Drive	586	42.90
ts	" "	580	42.96
RT	" "	570	43.06
ts	" "	558	43.18
1+959 ✓			
RT cb	on Drive	593	42.83
ts	" "	587	42.89
RT	" "	572	43.04
ts	" "	560	43.16
1+983 ✓			
RT cb	on Drive	601	42.75
"cb+ts	" "	595	42.81
RT	" "	584	42.92
ts	" "	567	43.09
2+01.3 ✓			
RT cb	on Drive	613	42.63
ts	" "	608	42.68
R	" "	594	42.82
ts	" "	577	42.99
2+037 ✓			
RT	on Drive	623	42.53
ts	" "	616	42.60

	4876	Madrid St.	
Rt on Drive	597	42.79	
+5 on Drive	581	42.95	
	2+057 ✓		
Rt cb. on Drive	634	42.42	
+43 " "	631	42.45	
Rt. " "	609	42.67	
+5 " "	590	42.86	
	1+9295 ✓		
R cb.	610	42.66	
Ent	642	42.34	
Lt Ent	689	41.87	
" cb.	662	42.14	
	2+077 = Box Drive on Lt		
Lt cb. on Drive	690	41.86	
Lt " "	652	42.24	
+5 " "	623	42.53	
	2+1173 = End Drive on Lt		
Lt cb. on Drive	723	41.53	
" " " Wall	711	41.65	
+5 on Drive	713	41.63	
" " Wall	697	41.79	
Lt " "	651	42.26	
Lt " Drive	669	42.07	
+5 " Wall	635	42.41	
" " Drive	616	42.60	

	4876	
	2+1995 ✓	
Lt-5	67	42.1
Lt	62	41.9
cb.	734	41.42
Ent,	766	41.10
1/4	76	41.2
2	74	41.4
1/4	74	41.4
Ent	724	41.52
cb.	692	41.84
Rt	67	42.1
+5	66	42.2
	2+3995	
Rt cb.	778	40.98
" Ent	805	40.71
H. "	858	40.18
" cb.	824	40.52
	2+5995 = East edge Drive on Rt.	
-5	84	40.4
Lt	86	40.2
cb.	912	39.64
Ent	945	39.31
1/4	94	39.4
2	94	39.4
1/4	92	39.6
Ent	904	39.72
cb.	875	40.01
Rt. on Drive	838	40.38

48.76		Madrid St.	
+5 on Drive	8.19	40.57	
2+53.15 = Beg. Asphalt			
cb on Drive	8.40	40.36	
R " "	8.29	40.47	
-5 " "	8.19	40.57	
2+64			
Lt. cb on Drive	9.34	39.42	
2+65.75			
Lt. cb on Drive	9.43	39.33	
14 " " = Beg. Wall	9.32	39.44	
+5 on Wall	9.14	39.62	
Lt. " "	8.78	39.98	
" " Drive	9.01	39.75	
2+73.85 = End Drive			
Lt. cb on Drive	9.91	38.85	
Lt " "	9.35	39.41	
2+74.85			
Lt. cb on Wall	9.96	38.80	
Lt " "	9.44	39.32	
2+79.95			
Rt. cb.	9.80	38.96	
" Gnt.	10.07	38.69	
Lt "	10.55	38.21	
" cb	10.27	38.49	
2+99.95			
-5	10.3	38.5	

48.76		29	
Lt.	10.6	38.2	
" cb	11.44	37.32	
Gnt	11.73	37.03	
" "	11.5	37.3	
" "	11.5	37.3	
" "	11.3	37.5	
Gnt	11.20	37.56	
cb.	10.91	37.85	
Rt	10.5	38.3	
+5	10.0	38.8	
3+19.95			
Rt. cb.	12.10	36.66	
" Gnt	12.39	36.37	
Lt "	12.96	35.80	
" cb	12.65	36.11	
T.R. 1.88	37.84	12.80	35.96
3+21.8 = Beg. Asphalt Drive on Lt			
Lt. cb on Drive	18.5	35.99	
Lt " "	11.2	36.72	
+5 " "	0.68	37.16	
3+32.1 = End Above Dr			
Lt. cb. on Drive	2.51	35.33	
Lt " "	1.66	36.18	
" " Ground Ahead	2.1	35.7	
Lt on Drive	1.21	36.63	

3784		Madrid St.	
3+27.2' = Bag Asphalt DRIVE on Rd			
R/cb on Drive	1.36	36.48	
R " "	0.90	36.94	
+5 " "	0.65	37.19	
3+35.25' = End Abuco DRIVE			
R/cb on Drive	2.24	35.60	
R " "	1.52	36.32	
+5 " "	1.07	36.77	
3+39.95 ✓			
-5	1.6	36.2	
Lt	2.6	35.2	
cb.	2.8	35.0	
	3.06	34.78	
cut.	3.37	34.47	
"	3.2	34.6	
"	3.2	34.6	
"	3.0	34.8	
cut.	2.86	34.98	
cb.	2.59	35.25	
R	1.9	35.9	
+5	1.5	36.3	
3+59.95			
R/cb.	4.01	33.83	
R cut	4.30	33.54	
Lt "	4.81	33.03	
" cb	4.51	33.33	

3784		30	
3+78.25			
Lt. cb. on Drive	5.90	31.94	
3+80.25 ✓			
Lt cb. on Dr	6.05	31.79	
+8 " "	5.63	32.21	
Lt " "	5.07	32.77	
+5 " "	3.98	33.86	
3+87.25 ✓			
Lt cb on Drive	6.57	31.27	
+5 " "	6.08	31.76	
Lt " "	5.29	32.55	
+5 " "	4.22	33.62	
3+89.25 ✓			
Lt. cb on Dr.	6.72	31.12	
3+89.95 ✓			
Lt cb.	6.81	31.03	
" " on wall	6.68	31.16	Wall 0.3'
Lt " "	5.28	32.56	Above Ground
	4.47	33.37	
3+79.95 ✓			
-5	3.98	33.86	
Lt.	5.04	32.80	
+2	5.65	32.19	
Lt cb	6.02	31.82	
" cut	6.35	31.49	
"	6.2	31.6	

3+19.95

3784

Madrid St

E		62	31.6	
1/4		60	31.8	
Gut.		583	32.01	
Rt cb.		553	32.31	
Rt.		52	32.6	
+5		50	32.8	
	4+00			
Rt cb		711	30.73	
" Gut		739	30.45	
Lt "		722	29.92	
" cb.		759	30.25	
	4+03.4 [✓] = Beg. Conc. Walk on Rt			
Rt cb on Walk		738	30.46	
Rt "		679	31.05	
	4+06.3 [✓] = End Above Walk.			
Rt on Walk		759	30.25	
Rt " "		686	30.98	
	4+06.6 = E Sewer NH	Rm = 7.93	29.91	0.5' Lt ✓ of E
	4+11 [✓]			
Lt cb on Walk = Brick	Border	847	29.37	
+5.5 " "		839	29.45	
" " Brick Border		818	29.66	
" " Stop		792	29.92	
+8.7 " "		786	29.98	
" " Brick Border		760	30.24	
" " Top Stop		740	30.44	

3784

31

Lt 712 on Stop		732	30.52	
" " Brick Border		698	30.86	
" " Stop.		682	31.02	
	4+14.2 [✓]			
Lt. cb on Walk = Brick	Border	869	29.15	
+5.5 " "		845	29.39	
" " Brick "		830	29.54	
" " Stop.		798	29.86	
+8.7 " "		721	29.93	
" " Brick Border		771	30.13	
" " Stop.		743	30.41	
+17 " "		735	30.49	
" " Brick "		714	30.70	
" " Top of stop		688	30.96	
	4+25 [✓] = Beg. Drive on Rt			
-5		7.2	30.6	
Lt.		8.2	29.6	
Lt cb		958	28.26	
" Gut.		987	27.97	
1/4		9.6	28.2	
E		9.5	28.3	
1/4		9.4	28.4	
Gut		932	28.52	
cb. on Drive		907	28.74	
R " "		865	29.19	
+5 " "		848	29.36	

		37.84	Madrid St.
4+26.8 ✓			
Rt. cb. on Drive		9.19	28.65
Rt " "		8.70	29.14
+5 " "		8.46	29.38
4+29.8 ✓			
cb. Rt. on Drive		9.46	28.38
Rt. " "		8.87	28.97
+5 " "		8.56	29.28
4+31.8 ✓			
Rt cb. on Drive		9.62	28.22
Rt on Drive		8.92	28.92
+5 " "		8.65	29.19
4+33.8 Bay Drive on Lt			
Lt. cb. on Drive		10.20	27.64
4+35.5 ✓			
Lt. cb. on Drive		10.40	27.44
+5 " "		9.88	27.96
Lt " "		9.10	28.74
+5 " "		8.36	29.48
4+44.5 ✓			
Lt cb on Drive		11.10	26.74
+5 on Drive		10.59	27.25
Lt " "		9.73	28.11
+5 " "		8.70	29.14
4+46.5 ✓			
Lt. cb = Drive = Wall		11.28	26.56
cb + 2 on " "		11.05	26.79

		37.84	
Lt on Wall		9.68	28.16
" " Ground		10.2	27.6
+5 " Wall		8.80	29.04
+5 " Ground		9.0	28.8
4+50			
Rt cb.		11.05	26.79
Rt Gut		11.36	26.48
Lt " "		11.84	26.00
" cb.		11.57	26.27
4+75 ✓			
-5'		11.1	26.7
Lt.		12.1	25.7
+4		13.0	24.8
TR 0.41		26.12	25.71
Lcb.		17.5	24.37
Gut.		20.5	24.07
" "		1.9	24.2
" "		1.8	24.3
" "		1.6	24.5
Gut.		15.6	24.56
Cb.		11.9	24.93
4+74.4 Bay			
3' Conc. Walk on Rt			
Rt cb on Walk		11.4	24.98
Rt " "		9.80	25.32
+5 " "		9.56	25.56
4+77.4 ✓			
Rt. cb on Walk		13.8	24.74
Rt. " "		10.91	25.21
+5 " "		9.61	25.51

2612 Madrid St.
5+00

R cb	320	22.92
Gut	348	22.64
L cb	368	22.44
" Gut. ^{Inaccessible} Temp slab Conc. Drive (on cb)		
4+928 ✓		
L. cb. on Drive	313	22.99
4+954 ✓		
L cb on Drive	330	22.82
+66 " "	275	23.37
+66 on wall	245	23.67
+76 " " -Brk	190	24.22
L. " "	145	24.67
" " Drive	223	23.89
+6 " "	145	24.67
" " wall	048	26.64
5+085 ✓		
L cb on Drive	326	22.16
L " "	271	23.41
+5 " "	193	24.19
5+059 ✓		
L. cb on Dr	419	21.93
5+25 ✓		
-5	3.6	22.5
L	4.7	21.4
+1	5.3	20.8

2612

L cb	5.66	20.46
Gut.	5.94	20.28
1/4	5.8	20.3
2	5.6	20.5
1/4	5.5	20.6
Gut. RT	5.43	20.69
cb. "	5.16	20.96
RT	4.8	21.3
+5	5.9	20.2
5+50		
RT (cb)	7.10	19.02
Gut	7.39	18.73
L "	7.99	18.13
" cb.	7.64	18.48
5+71,90 = 80 L ✓		
-5	9.7	16.4
L	9.6	16.5
cb.	9.38	16.74
Gut	9.72	16.40
1/4	9.5	16.6
2	9.3	16.8
1/4	9.3	16.8
Gut.	9.10	17.02
cb	8.76	17.36
RT	8.4	17.7
+10	8.2	17.9

2612 Madrid St.

5+89.94 ✓

-5		2.7	16.4
Rt.		2.8	16.3
cb.		10.31	15.91
Gut Black Pav.		10.39	15.73
1/4		10.5	15.6
1/2		10.6	15.5
1/4		10.9	15.2
Gut		11.10	15.02
cb.		10.79	15.33
Lt.		11.3	14.8
+5		11.6	14.5
T.P.	4.02 12.37	10.77	15.35
5+27.34 = Edge Asphalt Paving = Diag. Section			
Rt. cb.		3.44	15.93
Rt. Gut.		3.65	15.72
+8.35 = 1/4		3.98	15.39
L		4.55	14.82
+6.85		5.01	14.36
L = 13.7 on Conc. Slab		5.57	13.80
6+03.99 = Beg. Conc. Slab on Lt.			
Lt. Curb.		5.21	14.16
" Gut		5.95	13.42
6+07.99 = ✓			
-5		6.4	13.0
L		5.9	13.5

19.37

Lt Curb	548	13.89
" Gut.	640	12.97
+4' = Edge Conc. Slab	591	13.46
1/4	577	13.60
L	556	13.81
1/2	536	14.01
Gut.	537	14.00
Rt. cb.	180	14.57
Rt.	1.5	14.9
+5	1.4	15.0

6+25.49 ✓

Lt. Prop. - 5'	7.3	12.1		
Lt	7.4	12.0		
Lt. cb.	6.78	12.59		
" Gut.	7.48	11.89		
+4	7.28	12.09		
1/4	7.12	12.25		
L	6.89	12.48		
+8' = 1/4	6.54	12.83		
L+16	6.30	13.07		
+25 = Conc. Gut.	6.00	13.37		
L+30.5 " " at cb	6.05	13.32		
" " on cb	5.46	13.91		
T.P.	11.96	31.13	0.20	19.17
T.P.	12.69	43.59	0.23	30.20
T.P.	8.32	50.11	1.80	41.79
chk starting BM	6.27	43.84		
		43.83		
		0.01		

House elev. and add. elev. on
Shadowlawn St. See P. 2

7-29-46
Osborne
McCoy
Hardin
Waddel

B.M. 4.28 64.00 59.72 c.t. see sketch

0-51.91 = P.C. of Closing Curve R = 186.43

40' Lt. of P.I. = House under Const.

Floor elev. 14.5 62.54

14.5 S. = Cor House about elev of landscaping

3.1 60.9

22' N. = Cor. House

ground at Cor. 9.5 54.5

bottom of Siding 5.57 58.43

Prop. elev of Conc. floor in

basement room 8.88 55.12

0+00

Line +50 = 50' out on Lt. 12.8 51.2

+90' = Top of ridge 8.1 55.9

0+41.87

50' out from line (w.l.) 19.2 44.8

100' out = top of t 8.2 55.8

Ridge - from here to 40' N. is the last possible
build site - but Not prob.

0+83.56 64.00

35

50' out on Lt. 19.6 44.4

75' out 13.3 50.7

100' out 8.6 55.4

1+25.35 = E.C.

on Lt.

50' out 17.2 46.8

70' " 17.8 46.2

100' " = Top ridge 8.1 55.9

on Rt.

60' out = Top 6.1 57.9

Level yard E.

1+79.97 = end.

on Lt.

50' out 17.6 46.4

65' out = Top ridge 12.7 51.3

on Rt.

60' out 30.9 33.1

115' = Top of slope 7.6 56.4

Level to E. in yard

Madrid

3.57

Cb L=25.71 3 parts
- Lt

Curb Return at Rosecrans

① Cb	16.48	3.89	12.59
Gut.	from	4.61	11.87
② Berm	Cb end	4.6	11.9
Gut.		5.1	11.4
③ Berm		5.1	11.4
Gut.		5.6	10.9
④ Berm		5.4	11.1
Gut.		5.1	10.4
⑤ Berm		5.7	10.8
Gut.		6.4	10.1
L to EC	14 ft on conc pav. (Edge conc in Rosecrans)	6.62	9.86

INDEXED

Curb Return at Rosecrans - Rt

Cb - BC	1.89	14.59
Gut	2.46	14.02
① Cb	2.41	14.07
Gut	3.04	13.44
② Cb	2.57	13.91
Gut	3.20	13.28
③ Cb	2.54	13.94
Gut	3.17	13.31
④ Cb - EC	2.31	14.17
Gut	2.95	13.53

9.22
+ 136.90

146.12

9.22
9.22
9.22
9.22
9.22

46.10

{ W.K. Lear
A.E. Brems 4-16-48

Hand Level Notes

Elev. 36

+ 1	H.I. 1		
0+00	3.33	15.92	12.59 B.M on Cb.
0+10	Gut	4.82	11.10
+ 20	"	5.30	10.62
+ 30	"	5.80	10.12
+ 34	"	6.00	9.92
+ 40	"	6.16	9.76
+ 50	"	6.57	9.35

Malaga

4 parts

9.83

L=39.03 Lt

Curb Return at Rosecrans

	Cb-BC on Malaga	3.79	26.34
	Gut	4.57	25.66
①	Cb INDEXED	4.78	25.75
	Gut	5.09	25.14
②	Cb	5.10	25.13
	Gut	5.69	24.54
③	Cb	5.67	24.56
	Gut	6.28	23.95
④	Cb	6.25	23.98
	Gut	6.93	23.30

3 parts 742

L=22.26

RT

Cb Return at Rosecrans
cc on Malaga

	Cb	3.23	27.00
	Gut	3.86	26.37
①	Cb	2.95	27.28
	Gut	3.63	26.60
②	Cb	2.68	27.55
	Gut	3.27	26.96
③	Cb	2.38	27.85
	Gut	3.08	27.15

sid cb

6" Cb

2' gutter

37

601.4

+ 4.33

605.73 at BC

BM 5+84.50 top curb Lt

30.23 2.39 27.84

6+27.42

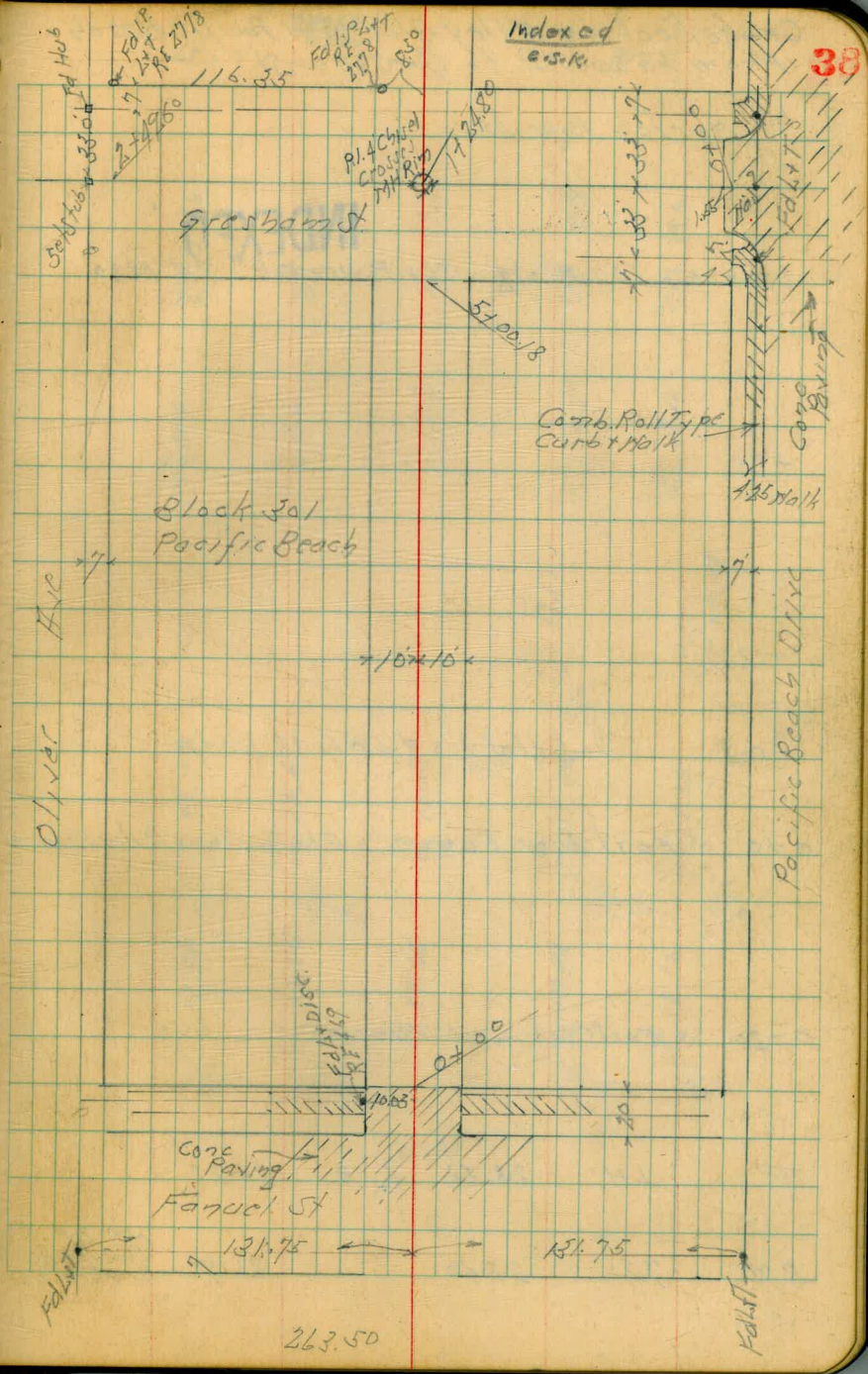
11

638.42 to BC

Cross Section Alley Block 301 Pacific Beach
 Also Gresham St. Pacific Beach Drive to Oliver Ave.

INDEXED

May 28-47
 S. 5007
 Hill 07
 71, 11, 02, 01
 10 4 31 65



Cross Section Alley Block 501 Pacific Beach
From Faguel St to Gresham St.

Sketch Page 38

INDEXED

+50	10' 8 1/2" Fly Power Pak PH. 1220			
+25				
+12				
+0.5	10.2 1/2" = 2.4 x 14 1/2" Hedge			
0+0	= East Line Faguel - Fly Power & Alley Returns			
0-20	= East Curb Line Faguel			
TP	111	25.53	4.18	24.24
BM	721	28.40	2.19	

N 78 8 P
Pacific Beach
Dr. + Gresham

Lt = N
index ed
c.s.k.
Rt = S

39

17 20.6	15 20.0	56 19.7	55 19.8	25 19.4
17 20.6	15 19.6	50 19.3	50 19.5	25 19.0
18.77	18.42	17.05	19.17	19.58
6.56 9.8 = Curb Top	6.81 9.8 = Gutter on Pav.	7.28	6/6 10 = 3.2 x 14 1/2" Curb Top	5.95 14.5 = 2.4 x 14 1/2" Curb Top
18.54	17.85	17.66	18.08	18.33
6.79 10 = Curb Top	7.18 10 = Gutter on Pav.	7.67	7.15 10.8 = Gutter on Pav.	7.00 10.8 = Gutter Top
17.48	18.12	17.66	17.48	18.12
7.85 10 = Gutter on Pav.	7.21 10 = Curb Top	7.67	7.85 10 = Gutter on Pav.	7.21 10 = Curb Top
		25.33		

TP 5.45 28.70 2.08 23.25

2+0

+75 128 Lt of $\frac{1}{2}$ = Fly Solid Board Fence

+50 113 Rt of $\frac{1}{2}$ = Fly Power Pole H.P. 1346

1+0

+94

+75 11.8 Lt of $\frac{1}{2}$ = 1 1/4 Solid Board Fence

+67

+59 10.1 Lt of $\frac{1}{2}$ = 2 x Fly 18" Hedge

0+56

25.33

Lt

Rt

Rt

$\frac{128}{5.45}$ 23.7

$\frac{113}{2.08}$ 23.1

$\frac{128}{2.08}$ 22.8

$\frac{113}{2.08}$ 22.4

$\frac{128}{5.45}$ 23.7

$\frac{113}{2.08}$ 23.1

$\frac{128}{2.08}$ 22.8

$\frac{113}{2.08}$ 22.4

$\frac{128}{5.45}$ 21.7

$\frac{113}{2.08}$ 21.4

$\frac{128}{2.08}$ 21.0

$\frac{113}{2.08}$ 20.8

$\frac{128}{5.45}$ 20.94
128 = H.H. Conc
Apron

$\frac{113}{2.08}$ 20.92
113 = 2.5 Grop
Conc Floor

$\frac{128}{5.45}$ 20.94
128 = 1 Grop
Conc Floor

$\frac{128}{5.45}$ 19.6
128 = 1 Grop
Dir Floor

25.33

+78

+77 113 Lt of 2 - Fly Picket Fence

+50 119 Lt of 2 - Fly Picket Fence

+47

+30

TP 170 28.74 466 24.04

3+0 103 Rt of 2 - Sly Power Pole # R.H. 136

+91

2+50

2870

Lt.

L

Rt

$\frac{24.08}{10} = 2.408$

$\frac{24.86}{10} = 2.486$

$\frac{24.5}{10} = 2.45$

47 24.0

$\frac{24.1}{10} = 2.41$

$\frac{23.6}{10} = 2.36$

Sly Do Garage
Calc Floor
Fly Con
Horn

$\frac{24.8}{10} = 2.48$

$\frac{24.5}{10} = 2.45$

47 24.0

$\frac{23.9}{10} = 2.39$

$\frac{23.75}{10} = 2.375$

$\frac{23.95}{10} = 2.395$

Sly Do Garage
Calc Floor
Fly Con
Horn

$\frac{23.71}{10} = 2.371$

$\frac{23.95}{10} = 2.395$

2874

48 23.9

$\frac{24.3}{10} = 2.43$

$\frac{24.0}{10} = 2.4$

$\frac{25.0}{10} = 2.5$

$\frac{24.7}{10} = 2.47$

$\frac{23.55}{10} = 2.355$

$\frac{23.7}{10} = 2.37$

2870

Cross Section Grayson St
Pacific Beach Drive to Oliver Ave.

Indexed
c.s.k.

Sketch Page 28

+68

+50

INDEXED

+20

0 + 0.155 = 1/4 Conc. Paving & Curb Side Right

0 - 09 = ^{1/4 Edge} Hart's Curb Line Pacific Beach Drive

0 - 30 = 1/2 Pacific Beach Drive

BM

828

29.47

21.19

1/4 B.P.
Pacific Beach Dr
& Grayson

41-01

pt. E

43

610 121.4 Conc. Paving	23.37	80 10	21.47	80 10	21.35	80 10	21.46	80 10	21.35	80 10	21.46
625 88.1 Conc. Paving	23.22	809 10	21.38	809 10	21.35	809 10	21.38	809 10	21.35	809 10	21.38
66 22 1/4 Conc. Paving	22.9	873 10	20.74	873 10	21.06	873 10	21.06	873 10	21.06	873 10	21.06
71 11 1/4 Conc. Paving	22.1	841 10	21.06	841 10	21.06	841 10	21.06	841 10	21.06	841 10	21.06
72 12 1/4 Conc. Paving	22.2	812 10	21.35	812 10	21.35	812 10	21.35	812 10	21.35	812 10	21.35
74 14 1/4 Conc. Paving	22.1	801 10	21.46	801 10	21.46	801 10	21.46	801 10	21.46	801 10	21.46
75 15 1/4 Conc. Paving	24.0	809 10	21.38	809 10	21.38	809 10	21.38	809 10	21.38	809 10	21.38
76 16 1/4 Conc. Paving	24.3	759 10	21.88	759 10	21.88	759 10	21.88	759 10	21.88	759 10	21.88
77 17 1/4 Conc. Paving	25.11	67 10	22.1	67 10	22.1	67 10	22.1	67 10	22.1	67 10	22.1

INDEXED

3+2960 = NL Oliver Hic

3+0960

+8960 = S Oliver Hic

+6960

2+4960 = SL Oliver Hic

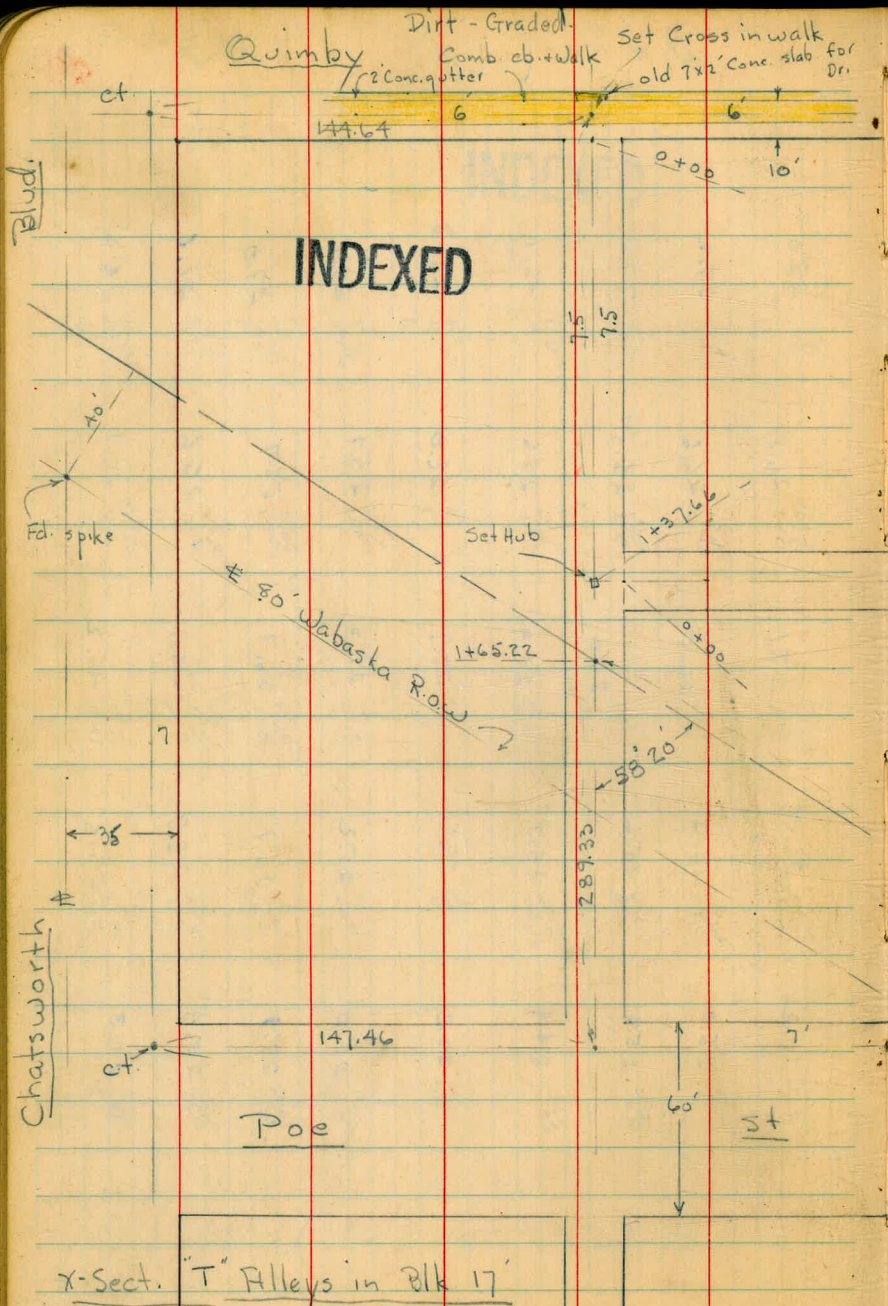
+45 217 Rt of S Fly Hyd

2+43 293 Rt of S Fly Parvate Pak # JPA199

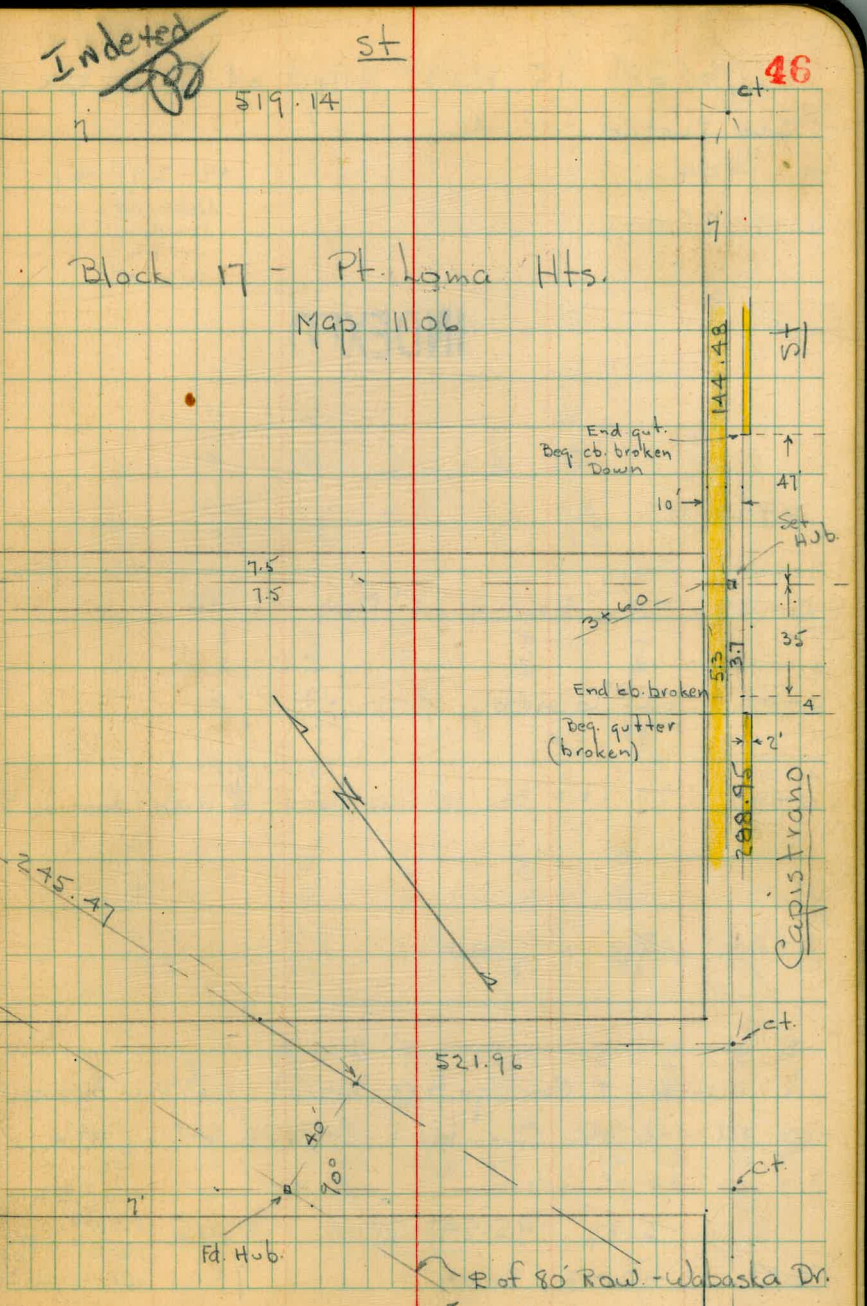
2947

1.5 100	27.2	26.5	26.1	25.3	25.0	28.0
1.5 10	27.2	26.3	25.6	25.3	25.0	27.2
1.5 10	27.3	25.6	25.9	25.0	25.0	27.3
1.5 10	26.1	25.3	25.9	25.3	25.0	26.1
1.5 10	26.3	25.6	25.9	25.3	25.0	26.3
1.5 10	26.1	25.2	25.9	25.3	25.0	26.1
1.5 10	27.0	26.1	26.1	25.3	25.0	27.0
1.5 10	26.6	25.8	26.1	25.3	25.0	26.6
1.5 100	26.2	25.5	26.2	25.3	25.0	26.2

2947



X-Sect. "T" Alleys in Blk 17



See B. 1741 - P. 2 for
New Row. Ties

1+30.16 = N.L. 15' Alley to Lt.

1+27.5 - 8.1 Lt = End Gar.

1+08 - 8' Lt = Beg Doub Gar. - Conc. floor

1+03.5 - 8.1 Lt = end Rock wall

1+02 - 6.6 Lt = ϕ 6" Cypress

1+00

0+90 - 6.5 Lt = ϕ 6" Cypress

0+90 - 8.9 Rt = Ely. 30" Euc

0+79 - 6.5 Lt = ϕ 6" Cypress

0+75.5 - 2.8 Lt = ϕ 3' Conc. walk

0+72 - 6.1 Lt = ϕ 8" Cypress wall - 5.5' High

0+66 - 7.7 Lt = end. Conc wall + Beg. 12" Rock + Conc

0+65

0+47 - 5.6 Rt = Ely. P. pole # P.A. 2041

0+25

	Lt.	Rt.		Rt.
			5 89.5	
			2.0	
			5 89.6	
			5.9	
			7.5	90.1
			5.1	90.7
			4.8	
			15.1	
			5 89.63	
			8.1	
			6.10	
			8.1	
			floor	
			5 89.63	
			8	
			floor	
			9.00	
			5.5	
			8.1	
			along wall	
			5 89.8	
			7.5	
			5.7	
			7.5	89.7
			6.0	89.5
			15.1	
			91.3	
			90.59	
			4.22	
			7.5	
			walk	
			4.95	
			2.8	
			end walk	
			91.1	
			4.4	
			7.7	
			along wall	
			91.1	
			7.5	
			4.6	
			90.9	
			91.7	
			4.8	
			7.5	
			91.7	
			90.3	
			5.7	
			15.1	
			91.0	
			4.5	
			7.5	
			15.1	
			91.9	
			3.6	
			7.8	
			91.9	
			3.6	
			7.5	
			91.8	
			3.7	
			91.7	
			3.8	
			7.5	
			15.1	
			95.54	

check B.M.

4.50 78.21 ✓

2+10 = end - See New grades for Wabaska

1+90

for Wabaska Dr.

1+65.22 = Int. - \$ Alley + E.L. of 80' Row.

1+55

1+46 - 5.9 Rt. = Ely. P. pole # P.A. 2025.

T.P. 0.09 82.71 12.92 82.62

1+45.16 = S.L. Alley to Lt.

1+37.66 = \$ Alley to Lt.

Lt.

R

Rt

49

73.4	73.2	73.0	72.9	72.9
9.3	9.5	9.7	9.8	9.8
15	15	15	15	15
78.21	74.9	73.9	73.4	73.2
21.5	1.8	8.8	1.2	1.5
81.0	81.1	79.6	78.0	75.7
1.7	1.6	2.1	4.7	1.0
20	1.2	1.1	1.5	1.5
80.6	81.6	82.6	80.8	78.1
12.1	1.1	0.1	1.9	4.6
1.5	1.5		1.5	2.5
	87.7	82.71	84.3	83.9
	7.8	8.6	1.2	1.5
	7.5	8.6	1.2	1.5
88.7	81.65	82.9	87.4	82.7
6.8	6.89	8.1	8.1	7.2
7.5	on Hub.	7.5	7.5	1.5
	95.54			

X-Sect. 15 E+W. Alley in Blk. 17-

INDEXED

1+50

1+00

0+87- 8.5' Rt. = Nly. P. pole # PA 3686

0+85- 8.7' Rt. = Nly. P. pole # PA 3686

0+50

0+43- 1.5' Rt. = ϕ 8" Euc.

0+40- 8.6' Lt. = end Gar.

0+23.5 - 0.2' Rt. = ϕ 14" Euc.

0+20

Found wall

0+10- 8.6' Lt. = Beg. Near Sect. of Gar. - Conc.

0+07- 8.7' Lt. = ϕ 6" Cypress

0+04- 0.5' Rt. = ϕ 14" Euc

0+02- 7.5' Lt. = ϕ 6" Cypress

0+00 - E.L. 15' N.+S. Alley

B.M

7.38

96.03

88.65

1+37.66
Hub.

Lt. = N

ϕ

Rt. = S 50

		92.7	92.3	91.7	91.5	91.2
		3.3 1.5	3.1 1.5	4.3	4.5 1.5	4.8 1.5
		93.1	92.7	92.5	91.9	91.2
		2.9 1.5	3.3 1.5	3.5 1.5	4.1 1.5	4.8 1.5
		91.2	90.6	90.0	89.7	87.9
		4.8 1.5	5.4 1.5	6.0	6.3 1.5	8.1 2.5
91.78	89.8					
4.25	6.2					
8.6	8.6					
Top	ground.					
Conc.		89.7	89.7	89.0	88.8	88.4
found.		6.3 8.6	6.3 7.5	7.0	7.2 1.5	7.6 1.2
		91.6	89.2	89.0	88.8	84.7
		4.40	6.8			
		8.6	8.6			
Top	ground					
Conc.		89.5	88.8			
found.		6.5 7.5	7.2		8.3 2.5	
				96.03		

T.P. 0.84 83.98 12.89 83.14

3+45

3+25

3+24 - 5.7 Rt. = Wly. Pole # RA 3616

3+00

2+80 - 7.6 Lt. = end wall - footing - 0.5' below wall

2+70

2+63 - 13.5 Lt. = Ely. Gar.

2+63 - 7.6 Lt. = Bsq. Conc. Tile wall 8" - 5.5 High

2+44 - 13.5' Lt. = Wly. Doub. Gar. - Conc. floor

2+40

2+00

	L	R	Rt
85.5			
2.5			
0			
84.3			
1.7			
0.1			
82.0			
14.0			
1.5			
81.5			
14.5			
81.8			
14.2			
83.8			
12.7			
1.5			
83.5			
12.5			
86.5			
9.5			
1.5			
84.6			
11.4			
84.6			
11.4			
86.6			
9.4			
1.5			
86.6			
9.6			
1.5			
86.6			
9.6			
1.5			
83.5			
12.5			
83.5			
12.5			
80.7			
5.3			
7.6			
ground.			
91.6			
1.4			
1.5			
94.4			
5.6			
92.2			
5.8			
1.5			
92.2			
5.1			
1.5			
88.5			
7.5			
1.5			
88.5			
7.5			
1.5			
93.9			
2.05			
13.5			
floor			
93.4			
2.6			
13.5			
ground			
92.0			
4.0			
7.6			
ground.			
Bottom of footing			
0.5 below ground.			
93.97			
2.06			
13.5			
floor.			
92.8			
3.2			
13.5			
ground.			
92.8			
3.2			
1.5			
92.5			
3.5			
7.5			
91.7			
4.3			
91.5			
4.5			
1.5			
91.6			
4.4			
1.5			
91.8			
4.7			
1.5			
90.7			
5.3			
1.5			

96.03

check Starting B.M. 1.23 78.21 78.21
 T.P. on B.M. 7.71 79.44 12.25 71.73 71.70 ^{Book}

check B.M. 2.89 81.09 81.21 ^{Book}

dirt - otherwise
 3+70 = Gutter. - on Conc. where gut. is in - on

3+70 = w. cb. - Top of cb. - badly broken down
 at Alley

3+66.3 = E. edge of walk - no dirt

3+61 = w. edge of walk - Covered by dirt

3+60 = w.l. Capistrano - Dirt sloughed off
 bank onto walk

Lt. # Rt.

Poc + Chatsworth
 N.W. B.P. Capistrano + Poc

S.E. B.P. Capistrano + Quimby

76.61	76.3	75.5	75.1	74.8	74.5	74.2	73.8	73.05
7.37	7.7	8.25	8.9	9.2	9.5	9.8	10.1	10.93
47	35	20	15		15	22	35	39
Beq. gut.				Dirt				Beq. gut.
77.37	76.62	76.07	75.51	75.44	75.3	74.38	74.45	74.59
6.61	7.36	7.91	8.47	8.54	8.68	9.60	9.53	9.39
47	35	20	15			15	22	35
Brk.		Brk.		Brk.				end
End. broken				broken down				broken cb.
cb.								
77.12	76.24			76.00	75.78			74.91
6.86	7.74			7.98	8.20			9.07
35	15				15			35
77.20	76.33	72.3		76.09	72.2	75.87		74.98
6.78	7.65	6.7		7.89	6.8	8.11		9.00
35	15	15		walk	ground	15		35
walk	walk	ground.				walk		walk
						no dirt.		
77.0	72.7			77.3	76.0	76.2		
15	15			7	8.0	7.8		
					15	15		

83.98'

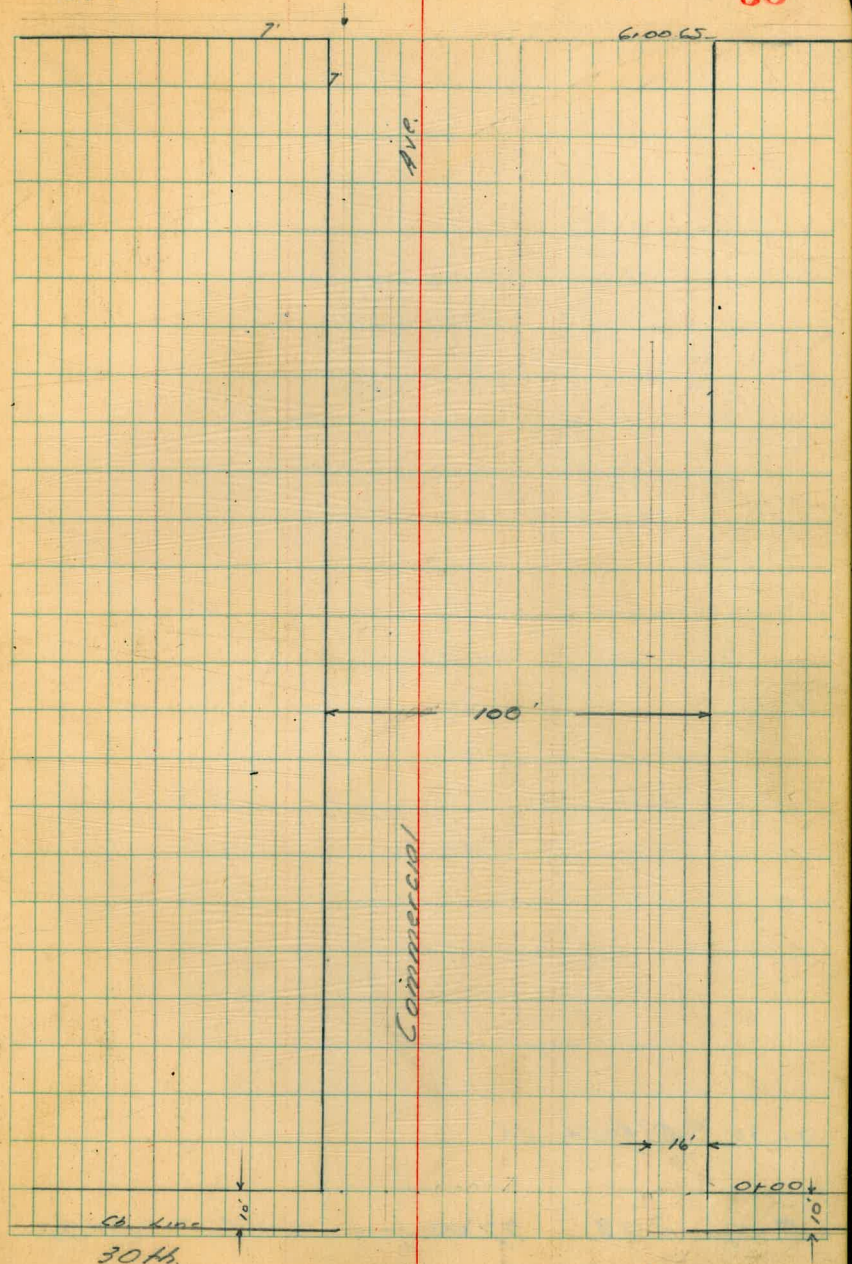
11-8-48
Hendricks
Bramby
Greer
Rorer
Holt

Levels on Commercial Ave
30th to 31st St. to Establish
Grade for Proposed Paving of
Portion of Commercial Ave

INDEXED
WK
MAR 1 1949

31st

St. 53



0-30 E 30th St.

B.M. 2.03 77.00

7497

H.W.B.P. 30th & Imperial

1887
0°

11-15-48 Survey Data for Topography
Hendricks for Veterans War Memorial Bldg.
Bramby Balboa Park
Greer
Kaiser
W060335

INDEXED

W K
MAR 1 1949

set Hub 278' set Hub 408'
Prolongation of West Line Park Blvd.

Park

Bldg.

15'

set Chisel X in Cb.

480.39'

51'

187.45'

4100'

55

Levels for Topography
Veterans War Memorial Bldg
Balboa Park

INDEXED

BM			3.39	295.79	295.80
T.P.	4.71	299.18	6.96	294.47	
T.P.	4.03	301.43	5.29	297.40	
T.P.	4.77	302.69	5.02	297.92	
T.P.	4.91	302.94	3.59	298.03	
T.P.	7.15	301.62	4.91	294.47	
TP	4.80	299.38	4.83	294.58	
BM	3.61	299.41			295.80

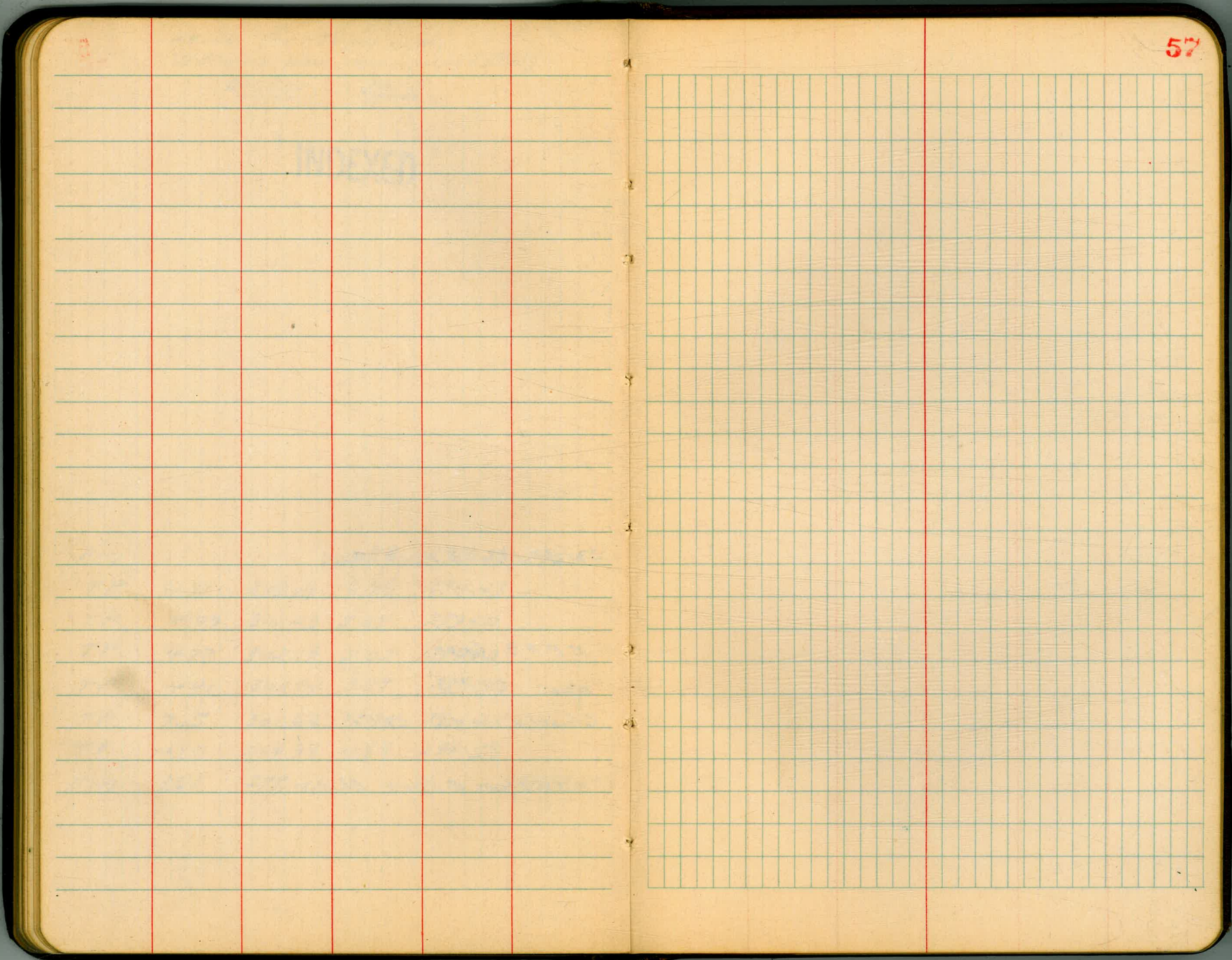
JWBP Upas & Park Blvd.

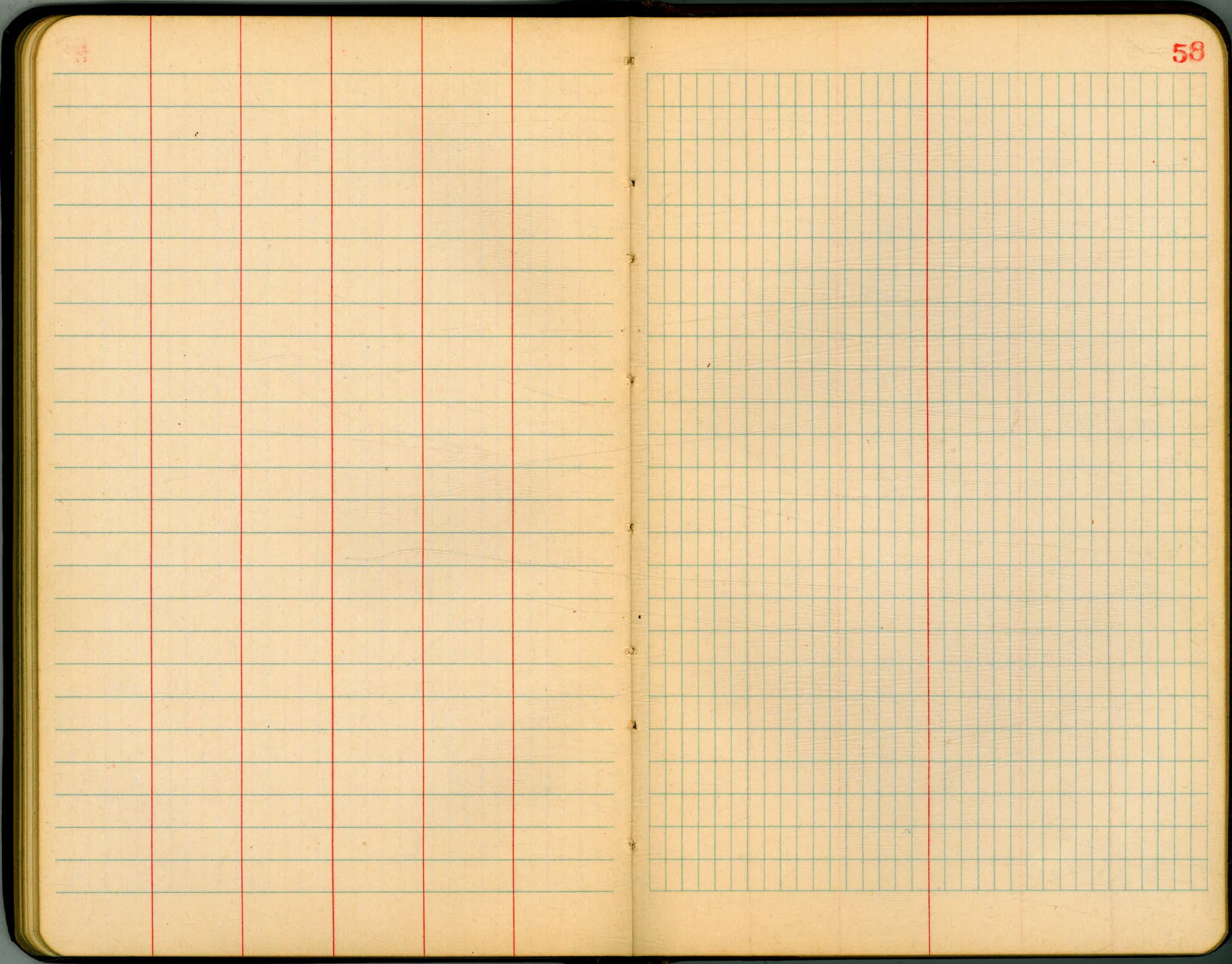
CP #3 (Hub)

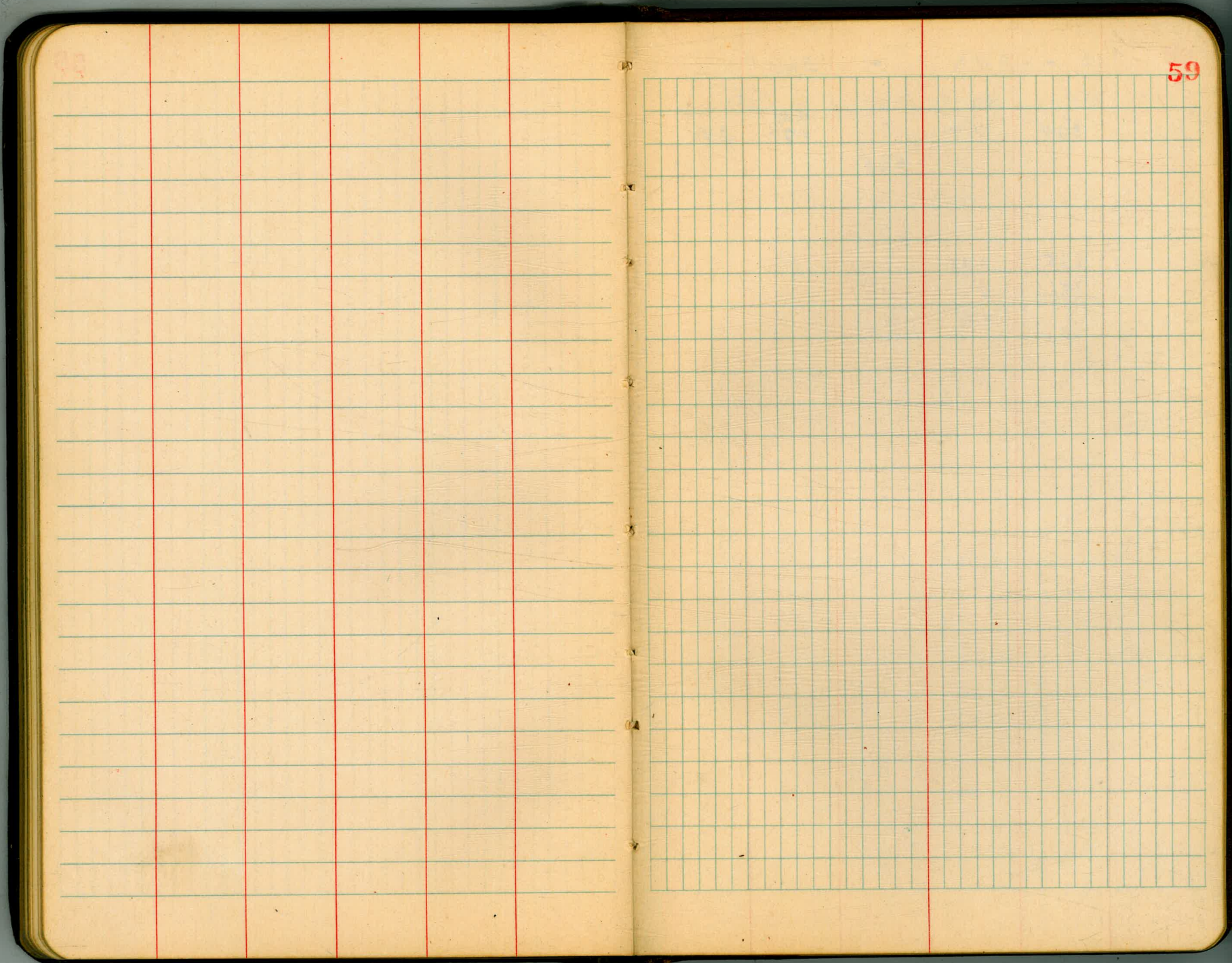
Hub CP #2

Chisel x in Ch. CP #1

JWBP Upas & Park Blvd.







	+	H.I.	-	Elev	
S	23	Stadia	VA	14.17	diff
W	3.24	17.41		3.24	BM
			4.68		
	5.65	10.73			
	2.95	3.70			
	2.70	10.03			
		84			
		11.85			
			10.85		
			71		

	17.41	1.2 Rise in 22'	60
	4.68		
Time	12.23	.84	15

BN. 59.72 Ld + Tuck T.P.# FB 1724 SE
 9
 1383 Pipe #E Madrid p. 25

1377
 52.45
 187
 50.58

DISTANCES FROM CENTER OF ROADWAY FOR
 CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2
 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.

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