EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6+(20—16)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

1808

13.58

INDEXED

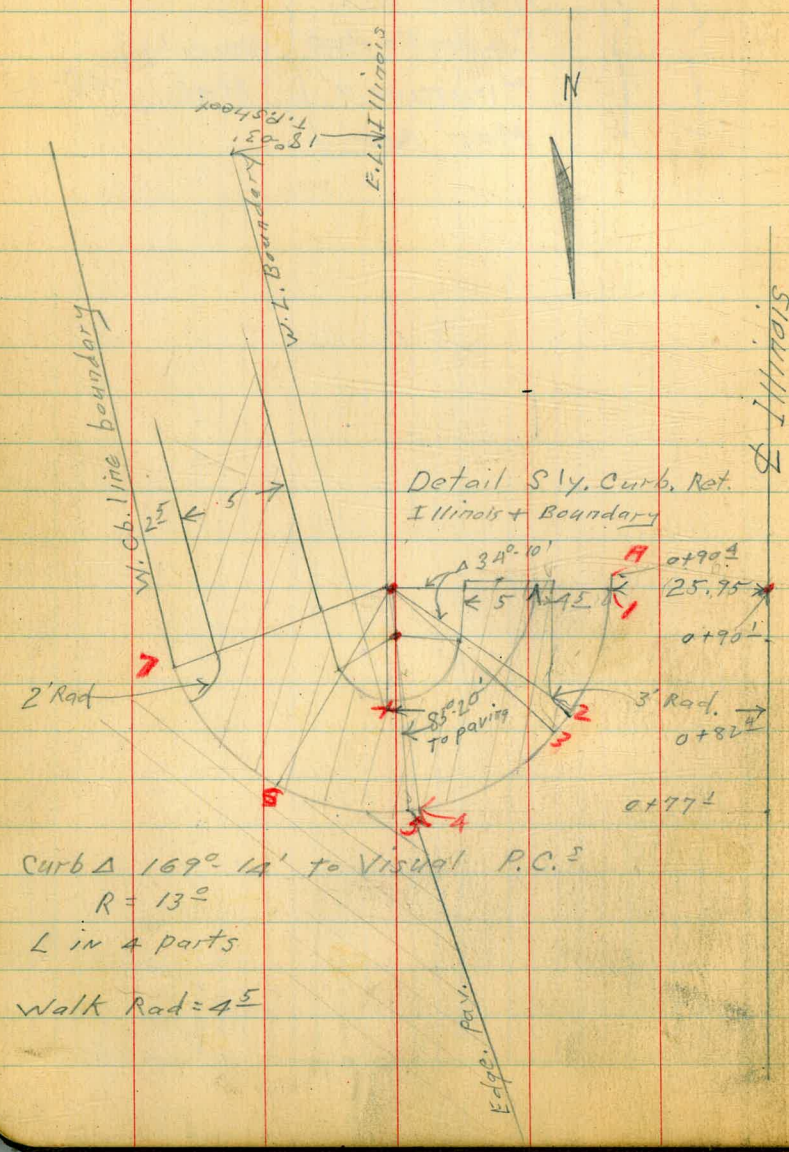
to page #47 63

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.

Cross Sec.	Illinois	Madison South		2 - 13
"	"	INGELOW	Scott to Rosecrans	22-28
"	"	Rhoda Dr.	Beverly Hgts	48-63
"	"	Cabrillo Ave	Beverly Hgts	48-63
"	"	Miramar "	Beverly Hgts	48-63
"	"	Mar Ave	Beverly Hgts	48-63

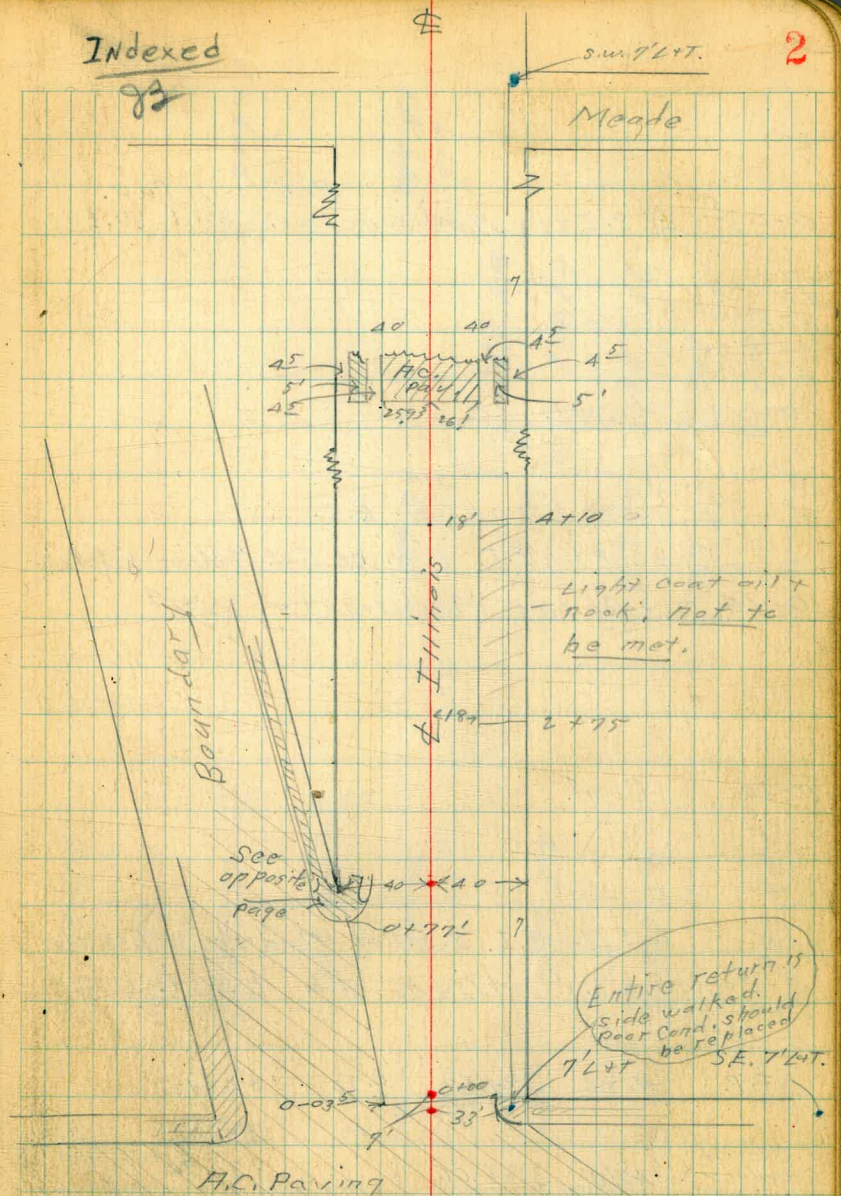
INDEXED



Indexed

82

2



0-03[5] △ S. Edge Madison Pav. and W. Edge Boundary Pav.

0-14 Cont.

36' Rt. = Curb Ret. E.C.

26' Rt. = P.I. S.W. Cb. Ret. Madison + Illinois

0-14 = S. Cb. line Madison to west

0-20 Cont.

62' Lt. = P.I. S.E. Ret. Madison + Boundary

0-20 = S. Cb. Madison to East

T.P.	4.86	394.60	5.92	389.74
SE Adams+ Boundary	4.70	395.66		(391.12) 390.96 SE.B.R. *
SE.B.R. Ohio + Madison	Out		—	~~388.97~~

See page 13

5.23 / 15.3 △ 389.37 389.76

5.13 389.47 389.86

5.36 / 40 389.29 389.63

4.87 / 40 top Cb. 389.73 390.12

5.44 / 90 389.16 389.55

4.92 / 90 Cb. 389.68 390.07

5.67 / 140 389.93 389.32

5.16 / 140 Cb. 389.44 389.83

5.21 389.39 389.78

5.16 / 13 389.44 389.83

5.26 / 26 389.34 389.73

5.32 / 36 389.28 389.67

4.92 / 36 top Cb. 389.68 390.07

5.84 / 62' 388.76 389.15

5.40 / 40 389.20 389.59

5.64 / 75 top Cb.

5.23 / 26 389.37 389.76

6.08 / 75 E.C.

5.18 / 13 389.42 389.81

5.15 389.45 389.84

5.08 / 13 389.52 389.91

5.10 / 26 389.50 389.89

5.12 / 40 389.48 389.87

394.60

Illinois

3+65	39 Rt. End Same			
	39 Rt. = Start picket fence			
3+60.5	39 Rt. = End oil pav. service			
T.P.	3.68	393.28	5.00	389.60
0+50	Cont			
0+50	41' Lt. = Aprox W.Cl. Boundary Produced			
	Service Station yard			
0+00	39 Rt. = Start oil pav.			
0+00	= S.W. Cor. Intersection = 90° to S.L. Madison + W.L. Illinois			
0+02.5	= Edge Pav.			

394.60

393.28

394.60

Tonse BM. 16

in curb so 2 shots on top of curb
At #7 Curb is raised or sunk at break

at break in curb so is 2 shots on top
At #2 Curb has raised or lowered

on sketch page 2
Following rods by number as
See page 2.

0+90 38.95 Lt. = Curb. Ret. Radius Pt.

sketch. Page 2

0+77 37 Lt. = Junction Pav. + Cb. See

0+64 40' Rt. = ℄ 2' wide Conc. Walk

393.28

388.56 / 388.69 — 4.72 / #6 pav
389.13 / 389.26 — 4.15 / #6 top Ct.
388.53 / 388.66 — 4.75 / #7 pav
390.04 / 389.17 — 4.24 / #7 Low ct. top
389.11 / 389.24 — 4.17 / #7 top High ct.

388.99 / 389.07 — 4.34 / #1 top ct.
388.8 / 389.9 — 4.5 / #2 Grd
388.0 / 389.1 — 4.30 / #2 top low ct.
388.07 / 389.20 — 4.21 / #2 top High ct.
388.8 / 388.9 — 4.5 / #4 Grd
389.15 / 389.28 — 4.13 / #4 top ct.
388.58 / 388.71 — 4.70 / #5 Pav
389.16 / 389.29 — 4.12 / #5 top. ct.

389.0 / 389.1 — 4.3 / 38.95
388.94 / 389.07 — 4.34 / 25.85 top. ct.
388.5 / 388.6 — 4.8 / 25.8 Grd
388.6 / 388.7 — 4.7 / 13
388.8 / 388.9 — 4.5

387.16 / 389.29 — 4.12 / 37.9 Cb.
388.58 / 388.71 — 4.72 / 37.9 Pav
388.8 / 388.9 — 4.5 / 37.9 Grd
388.8 / 388.9 — 4.5 / 26
388.7 / 388.8 — 4.6 / 13
389.2 / 389.1 — 4.3

388.35 / 388.88 — 4.5 / 34.5 Edge Pav
388.8 / 388.9 — 4.5 / 26
388.8 / 388.9 — 4.5 / 13
389.1 / 389.2 — 4.2
389.5 / 389.7 — 3.8 / 13
389.7 / 389.8 — 3.6 / 26
390.14 / 390.24 — 3.27 / 40 walk Grd

393.28

2+08 40± Rt. = ℄ 3' wide Conc walk

2+00

1+76 40± Rt. = start picket fence

1+50

1+44 42± Rt. = ℄ 3' wide Conc. walk

0+94 40' Rt. = ℄ 3' Conc. walk

Sketch - Page 2

0+90⁴ 25.95 Lt. = End Exist Cl. = "A" on

393.28

℄

4.5 / 40 Grd. ~~388.8~~ 388.9
4.27 / 40.2 walk ~~389.01~~ 389.14

4.9 / 40 ~~388.7~~ 388.8
5.0 / 26 ~~388.3~~ 388.4
5.1 / 13 ~~388.2~~ 388.3
5.3 ~~388.0~~ 388.1
5.1 / 13 ~~388.2~~ 388.3
4.8 / 26 ~~388.5~~ 388.6
4.9 / 40 ~~388.9~~ 389.0

4.8 / 40 ~~388.5~~ 388.6
4.9 / 26 ~~388.4~~ 388.5
5.0 / 13 ~~388.3~~ 388.4
5.0 ~~388.3~~ 388.4
4.9 / 13 ~~388.4~~ 388.5
4.6 / 26 ~~388.7~~ 388.8
4.3 / 40 ~~389.0~~ 389.1

4.06 / 42.2 ℄ walk ~~389.22~~ 389.35

4.3 / 40 ~~389.0~~ 389.1
4.7 / 26 ~~388.6~~ 388.7
4.8 / 13 ~~388.5~~ 388.6
4.6 ~~388.7~~ 388.8
4.0 / 13 ~~389.3~~ 389.4
3.9 / 26 ~~389.4~~ 389.5
3.8 / 40 Grd ~~389.5~~ 389.6
3.49 / 40 walk ~~389.79~~ 389.92

4.16 / 35.5 East Edge walk ~~389.12~~ 389.25
4.25 / 30.5 W. edge walk ~~389.03~~ 389.16
4.34 / 25.95 Cl. ~~388.94~~ 389.07

End of walk

393.28

T.P.	4.05	392.13	5.20	388.08
3+39	45' Rt. = ℄ 6' wide Conc. Drive			
3+13	40.3 Rt. = ℄ 5' wide Conc. walk			
3+00				
2+75	40.2 Rt. = End picket fence			
2+66	39.4 Rt. = ℄ 2' wide Conc. walk			
2+50				
2+25				

393.28

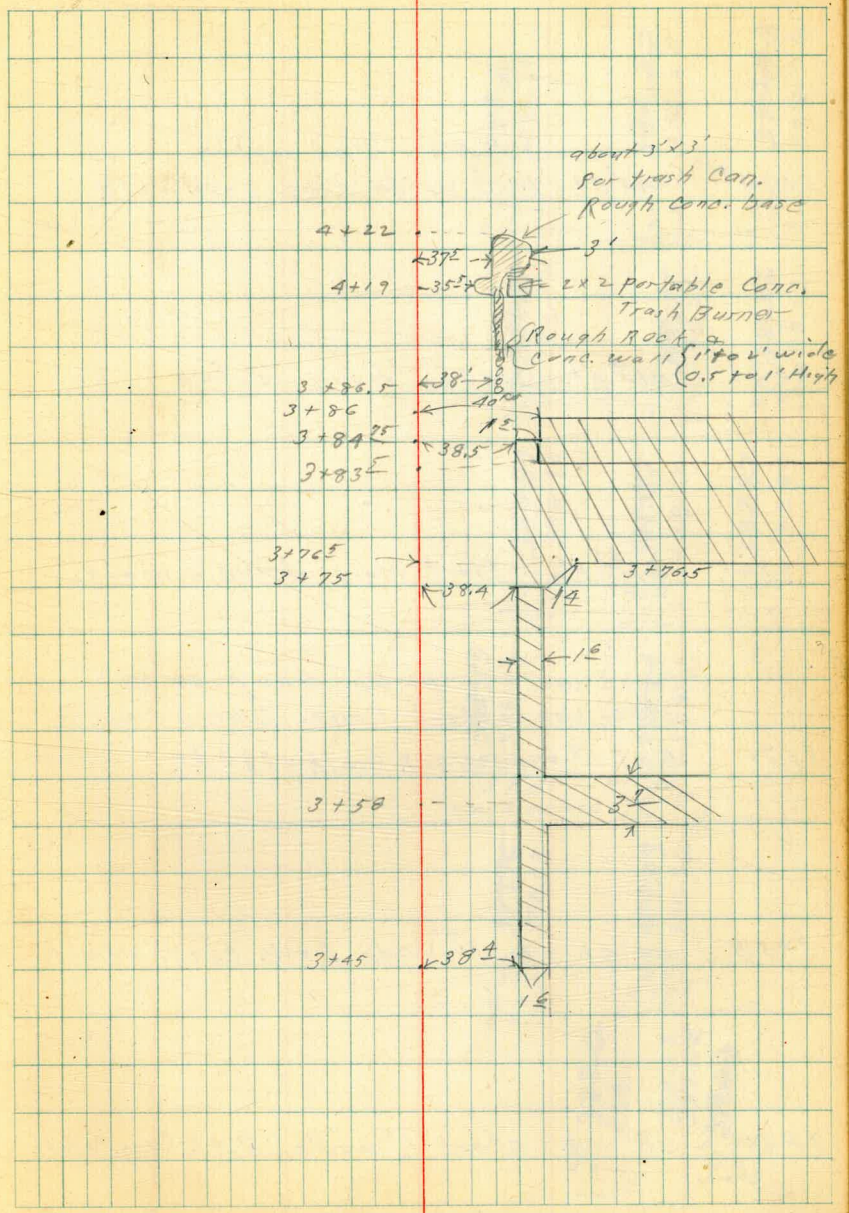
℄

Station	Rod / Dist.	Elev. (struck)	Elev.
3+39	5.7 / 40	~~387.6~~	387.7
	5.8 / 26	~~387.5~~	387.6
	5.8 / 13	~~387.5~~	387.6
	5.8	~~387.5~~	387.6
	6.1 / 13	~~387.5~~	387.3
	5.6 / 17	~~387.7~~	387.8
	5.4 / 40	~~387.9~~	388.0
	5.55 / 45 ℄ Drive	~~387.73~~	387.86
	5.77 Gar Floor 90	~~387.99~~	387.62
3+13	5.4 / 40 Grd	387.9	388.0
	5.33 / 40.3 walk	~~387.95~~	388.08
3+00	5.5 / 40	~~387.8~~	387.9
	5.3 / 26	~~388.0~~	388.1
	5.7 / 13	~~387.6~~	387.7
	5.7	~~387.6~~	387.7
	6.0 / 14	~~387.3~~	387.4
	5.6 / 18	387.7	387.8
	5.4 / 40	387.9	388.0
2+75	5.4 / 40	~~387.9~~	388.0
	5.3 / 26	~~388.0~~	388.1
	5.5 / 13	~~387.8~~	388.9
	5.5	~~387.8~~	388.9
	5.7 / 15	387.6	387.7
	5.1 / 18	~~388.2~~	388.3
	5.1 / 39.4 Grd	~~388.2~~	388.3
	4.86 / 39.4 walk	~~388.42~~	388.55
2+50	5.2 / 40	~~388.1~~	388.2
	5.1 / 26	~~388.2~~	388.3
	5.4 / 13	~~387.9~~	388.0
	5.4	~~387.9~~	388.0
	5.4 / 15	387.9	
	4.9 / 19	388.4	
	4.8 / 40	~~388.5~~	388.6
2+25	5.0 / 40	~~388.3~~	388.4
	5.1 / 26	~~388.2~~	388.3
	5.2 / 13	~~388.1~~	388.2
	5.3	~~388.0~~	388.1
	5.2 / 16	~~388.1~~	388.2
	4.6 / 20	~~388.7~~	388.8
	4.2 / 40	~~389.1~~	389.2

393.28

considered in improvement of street.
is very rough + should not be
Rough Conc. work (3+86 E to 4+22)

392.13



3+84.75 also 38.4 Rt. = End apron
= 40' Rt. = ℄ 2.5' Wide Conc. E+W. walk

3+83.5 41.4 Rt. = S. Edge Main drive

3+76.5 41.4' Rt. = Start Main drive + walk.

Comb walk + Drive. See page 8.
38.2 Rt also = start Conc. Apron to
3+75 End 1.6 wide N.+S. walk = 38.4 Rt.

3+58 40' Rt. = ℄ 3.7' Wide E+W. Conc. Walk.

3+45 38.4 Rt. = start 1.6 wide N.+S. Conc. Walk

392.13

388.21
388.34
3.92
38.4
End apron

388.22
388.43
3.91
40
walk

387.43
388.06
4.20
50
walk

388.01
388.14
4.12
38.4
Apron

387.77
388.24
4.02
41.4
Drive

387.90
388.03
4.23
50

387.97
388.10
4.16
38.4
Apron

388.07
388.20
4.06
41.4
start drive

387.87
388.00
4.26
50
on drive
Edge

388.13
388.26
4.00
38.4
walk + drive

388.14
388.27
3.99
40
walk + drive

387.96
388.09
4.17
39.2
℄ N+S walk

388.03
388.16
4.10
40
Edge E+W. walk

388.0
388.1
4.13
38.4
walk

388.02
388.15

388.2
4.11
40
walk

392.13

4+75 29' Lt. = Ctr. Pole # 4529

4+57 Cont.

house porch
4+57 47^5 Rt. = ℄ 4' wide conc. steps to

house porch
4+42 47^3 Rt. = ℄ 4' wide conc. steps to

4+22 38' Rt. = End Rough wall. see page 8
paving. see page 2
4+10 18' Rt. = End rough oil + rock

conc. wall. (see page 8)
$3+86^5$ 38' Rt. = start rough Rock +

3+85

392.13

~~387.17~~ 387.50 — 4.96 / 49.5 Top Bottom step
~~388.03~~ 388.16 — 4.10 / 49.5 on porch

~~387.2~~ 388.3 — 4.9 / 40
~~387.1~~ 387.2 — 5.0 / 26
~~387.0~~ 387.1 — 5.1 / 13
386.8 386.9 — 5.3
~~386.9~~ 387.0 — 5.2 / 13
~~387.0~~ 387.1 — 5.1 / 26
387.1 387.2 — 5.0 / 40
386.9 387.0 — 5.2 / 47

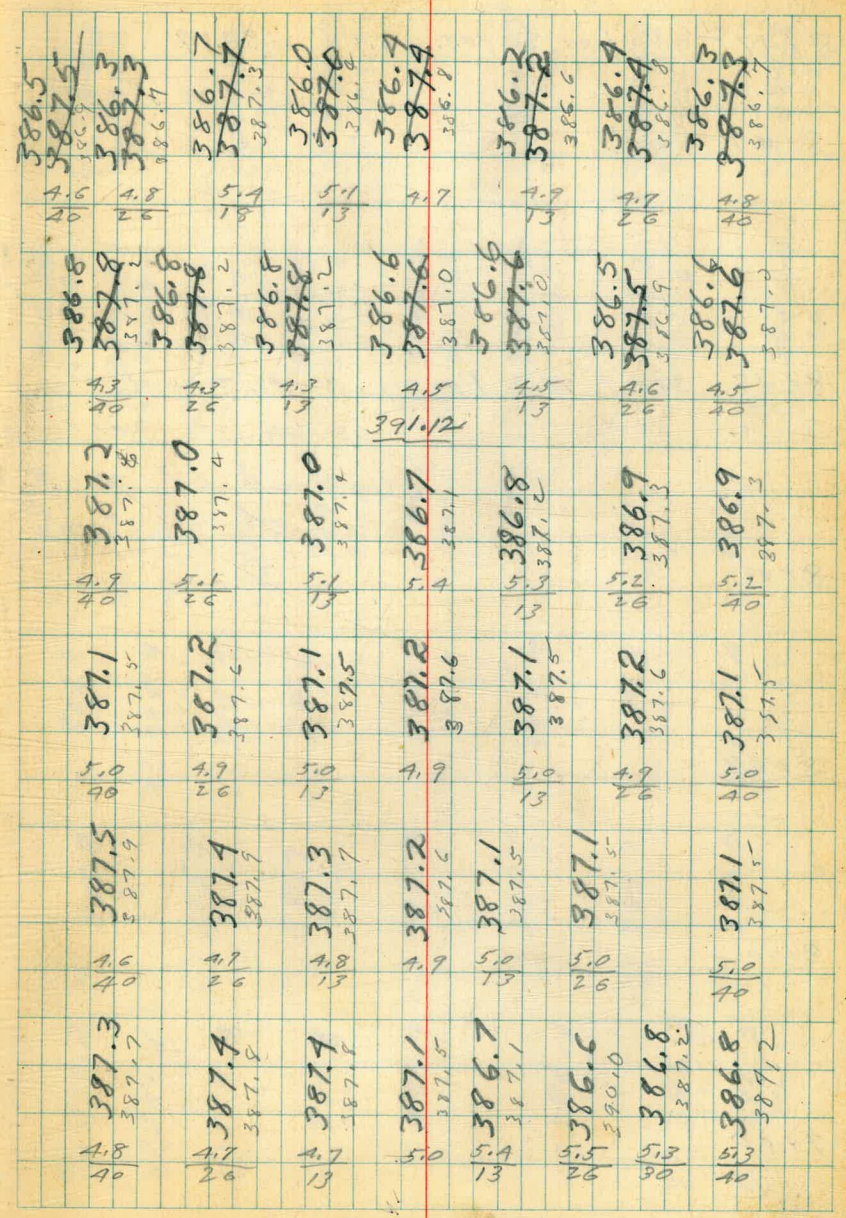
387.01 387.4 — 5.1 / 47.2 Grd
387.31 387.70 — 4.82 / 47.3 Bottom step
~~388.24~~ 388.63 — 3.89 / 49.3 porch floor

~~387.7~~ 388.8 — 4.4 / 40
~~387.6~~ 387.7 — 4.5 / 26
~~387.1~~ 387.2 — 5.0 / 13
~~386.9~~ 387.0 — 5.2
~~386.9~~ 387.0 — 5.2 / 6
~~387.3~~ 387.4 — 4.8 / 13
387.4 387.5 — 4.7 / 26
387.9 — 4.7 / 37
387.8 — 4.3 / 40

~~387.4~~ 387.5 — 4.7 / 40
~~387.5~~ 387.6 — 4.6 / 26
~~387.2~~ 387.3 — 4.9 / 13
~~387.1~~ 387.2 — 5.0
~~387.0~~ 387.1 — 5.1 / 10
~~387.7~~ 387.8 — 4.4 / 26
~~388.1~~ 388.2 — 40 / 35
~~388.22~~ 388.35 — 3.91 / 40 walk + Grd.

392.13

	FS	HI		
7+00				
6+50				
T.P.	4.47	391.12	5.48	386.65
6+00				
5+50				
5+00				
4+80				
		392.13		



S.S. on

8+47 01 = Nail on ℄ = P.O.T. 6.53 384.59

16

384.75

8+47 Cont.

8+47 Start A.C. Paving, Curbs, + walks

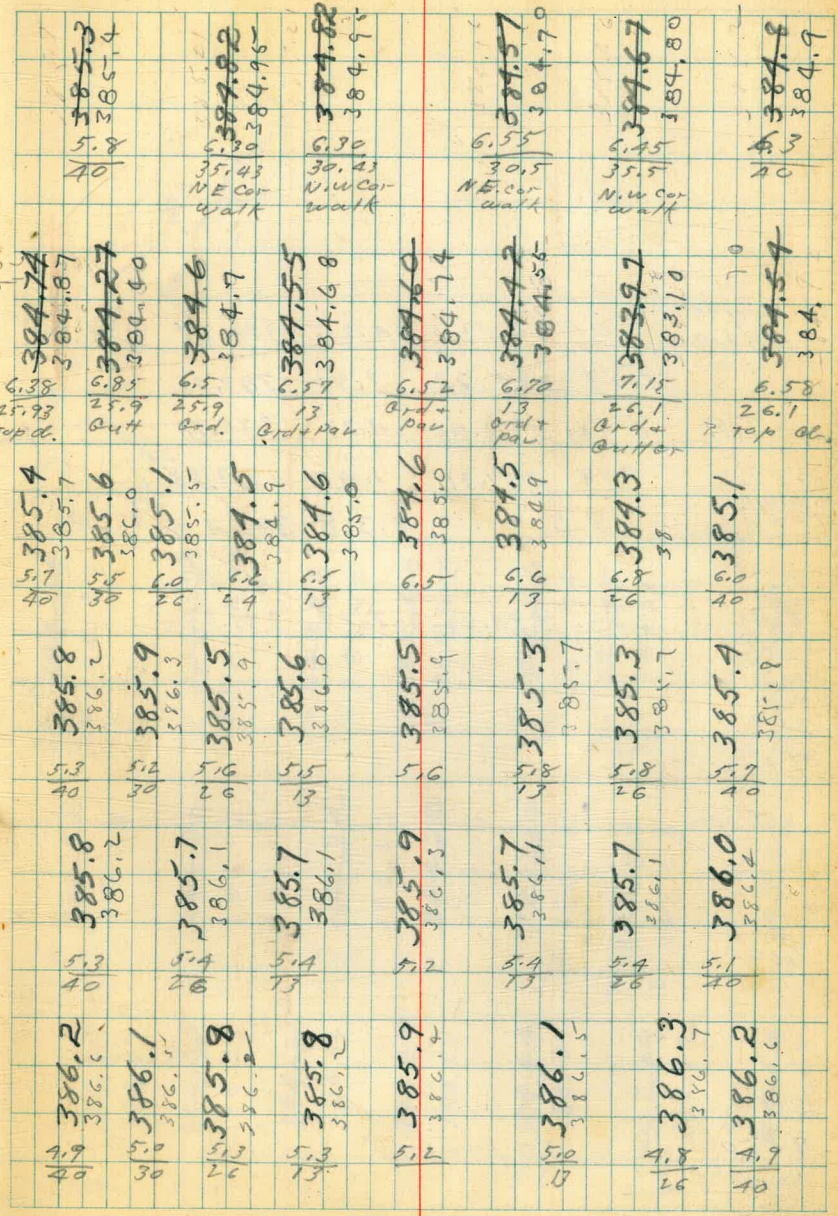
8+43

8+28

8+00

7+50

391.12



391.12

					391.12
S.E. Boundary & Adams	Orig B.M.		4.25	390.98	(390.96)
	5.78	395.23	3.95	389.45	
T.P.	6.42	393.40	4.33	386.98	
T.P.	7.98	391.31	1.49	383.33	383.22
N.W.B.P. Iowa & Meade	S S		2.38	382.44	(382.83)
				+.16	
				382.60	
T.P.	1.49	384.82	7.79	383.33	
9+50					
9+00					
8+50	on paving				

391.12

(B.M. El. 382.60 used on 7049-L)

382.53

~~384.14~~ 384.27	~~383.55~~ 383.68	~~383.86~~ 383.99	~~383.90~~ 384.03	~~383.62~~ 383.75	~~383.15~~ 383.28	~~383.66~~ 383.79
6.98 Top cl.	7.57 Gutt	7.26 13	7.22	7.50 13	7.97 Gutt.	7.46 Top cl.
~~384.52~~ 384.63	~~383.90~~ 384.03	~~384.34~~ 384.47	~~384.20~~ 384.33	~~383.99~~ 384.12	~~383.50~~ 383.63	~~383.62~~ 383.75
6.60 top cl.	7.22 Gutt	6.78 13	6.92	7.13 13	7.62 Gutt	7.50 in drive
~~384.74~~ 384.87	~~384.22~~ 384.35	~~384.71~~ 384.84	~~384.67~~ 384.80	~~384.44~~ 384.57	~~383.99~~ 384.12	~~384.54~~ 384.67
6.38 top cl.	6.90 Gutt	6.51 13	6.45	6.68 13	7.13 Gutt	6.58 Top cl.

391.12

Additional Ties to ℄ of Montezuma Rd.

Alignment - See Books - 1669 - P. 1
1638 - P. 41

W.O. 27129 2 - 48

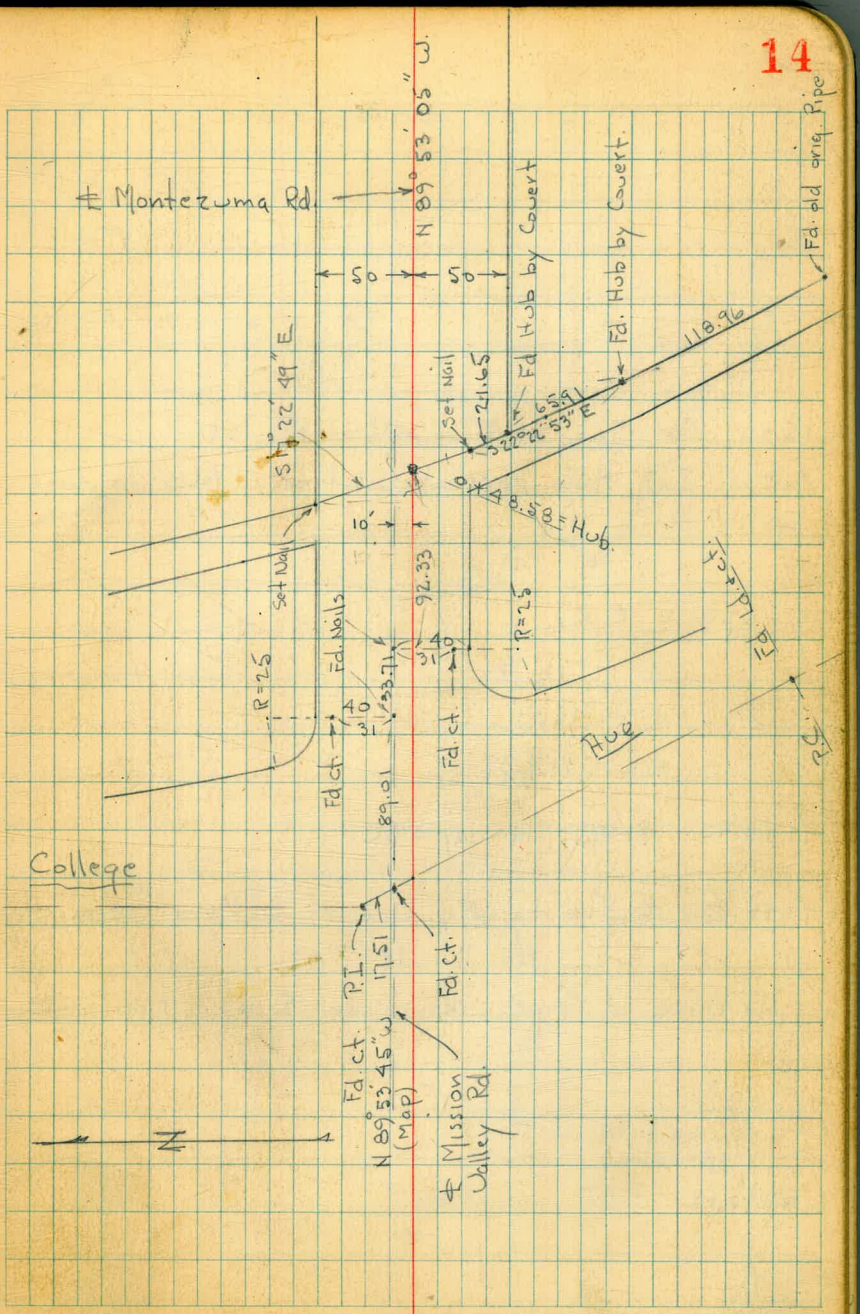
7.0.

Ang. of 0° 00' 40" Rt. from 0+48.58 to B.C. ℄ = 9+48.42

0+48.58 = Hub. on E.L. of College Park-Unit #3+4
0+87.50

Note: Made the Stations match the new
℄ sta. of the B.C. = 9+48.42

Grades for Construction
§ 347



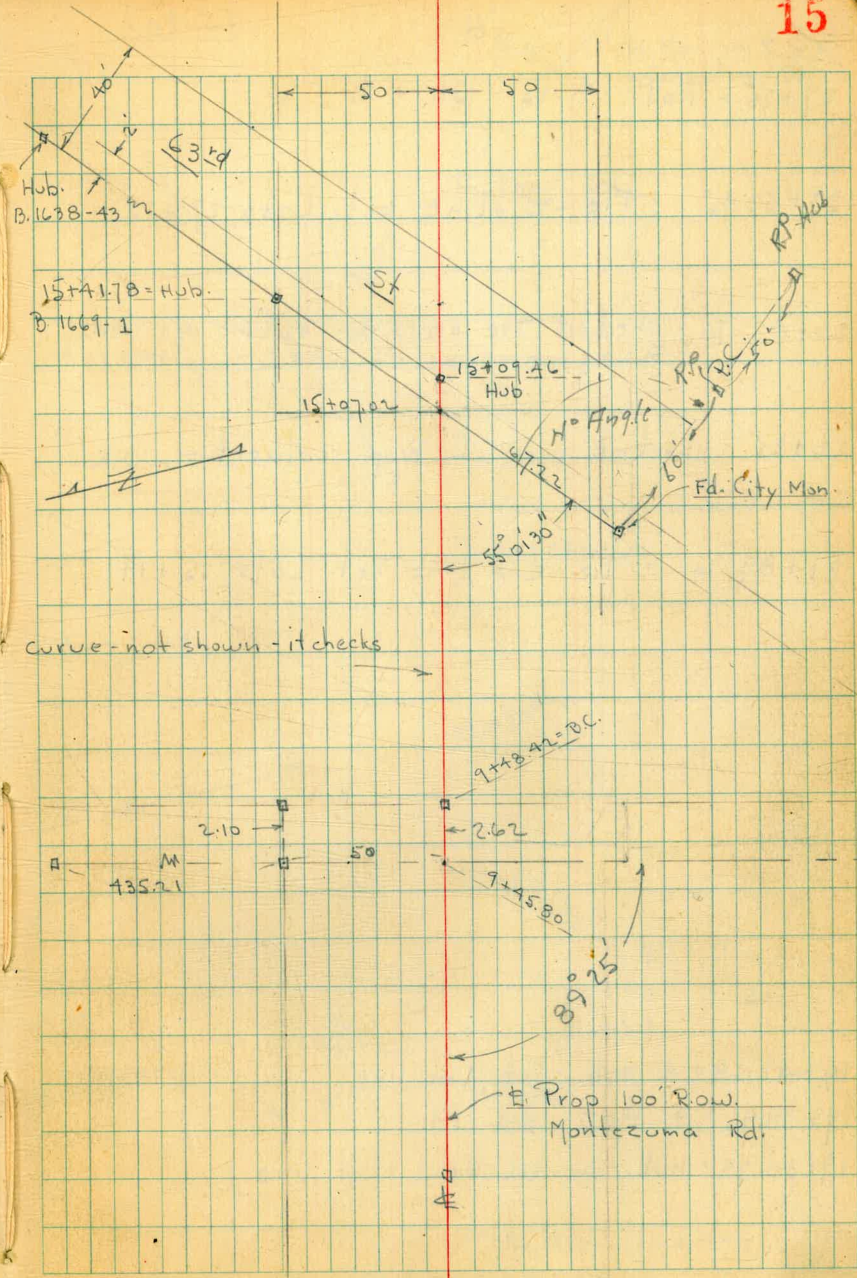
15+07.02 = Int. of ℄ + W.L. 63rd St.
Actual Int. Made on 2' offset line - Poles on Line

12+67.81 = E.C.
Δ = 12° 12' Rt.
℄ R = 1500
℄ L = 319.39

9+48.42 = 9+37.77 (old Sta) = B.C.

9+45.80 = ℄ Tie to Wly. Line of La Mesa Colony
see B.1638 - P.42
No trace of pipes shown on R. o S. - Map # 1183

5+90.68 = P.O.T. 5+80.00



27+25 = P.O.T. - Hubs - N.L. + ℄

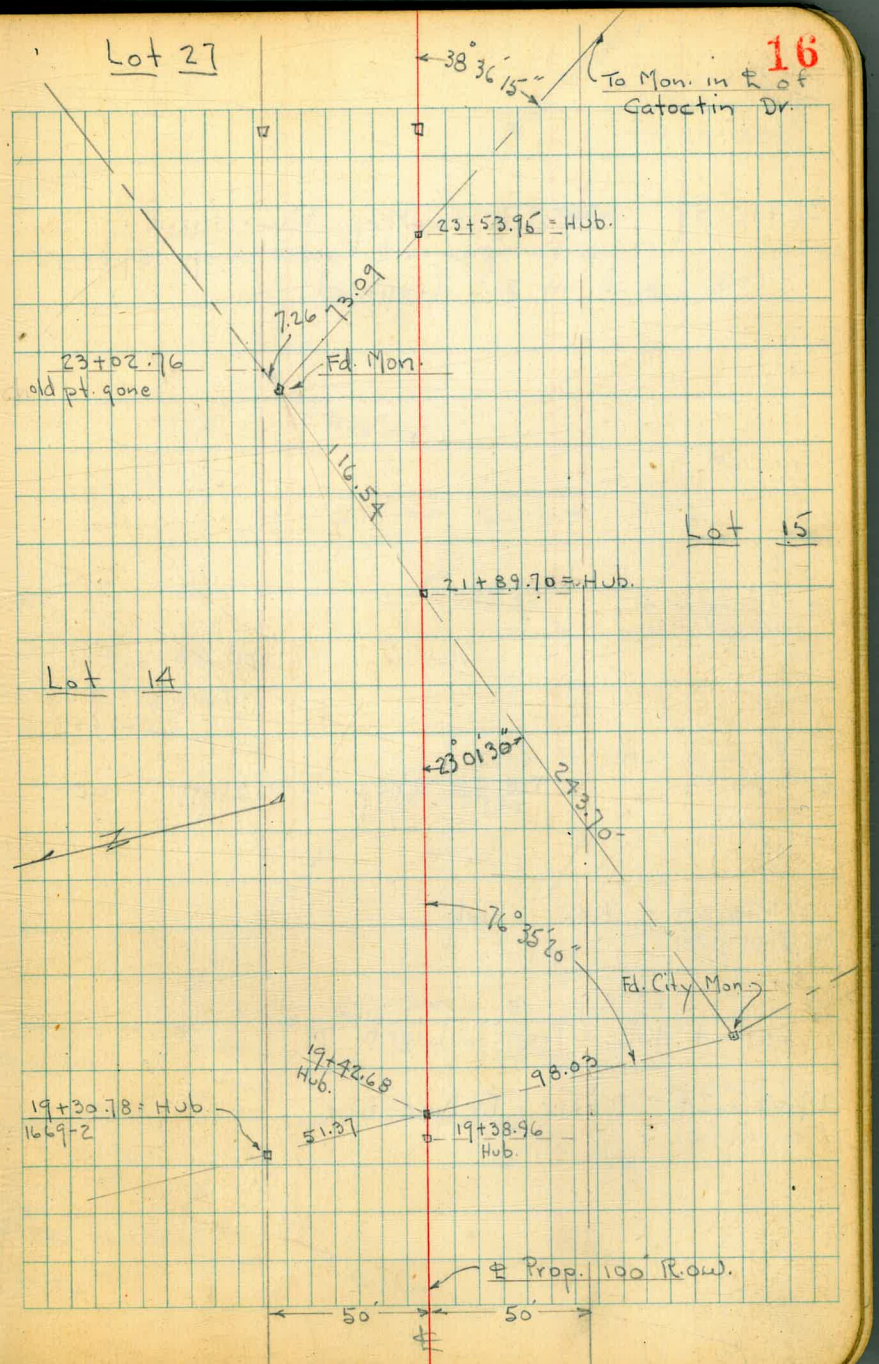
23+53.95 = Tie - ℄ + Line bet. Lots 27 + 15

23+02.76 - checked Tie on N.L. + Line of Lot 27
Point gone - Seems O.K.

22+85 - checked Loc. of Prop. culvert - O.K.

21+89.70 = Tie - ℄ + Line Bet. Lots 15 + 14

19+42.68 = ℄ Hub. - Int Lot line
19+38.96 = ℄ P.O.T. Hub - fd.
19+30.78 = Hub. - on N.L. R.O.W. + Lot line



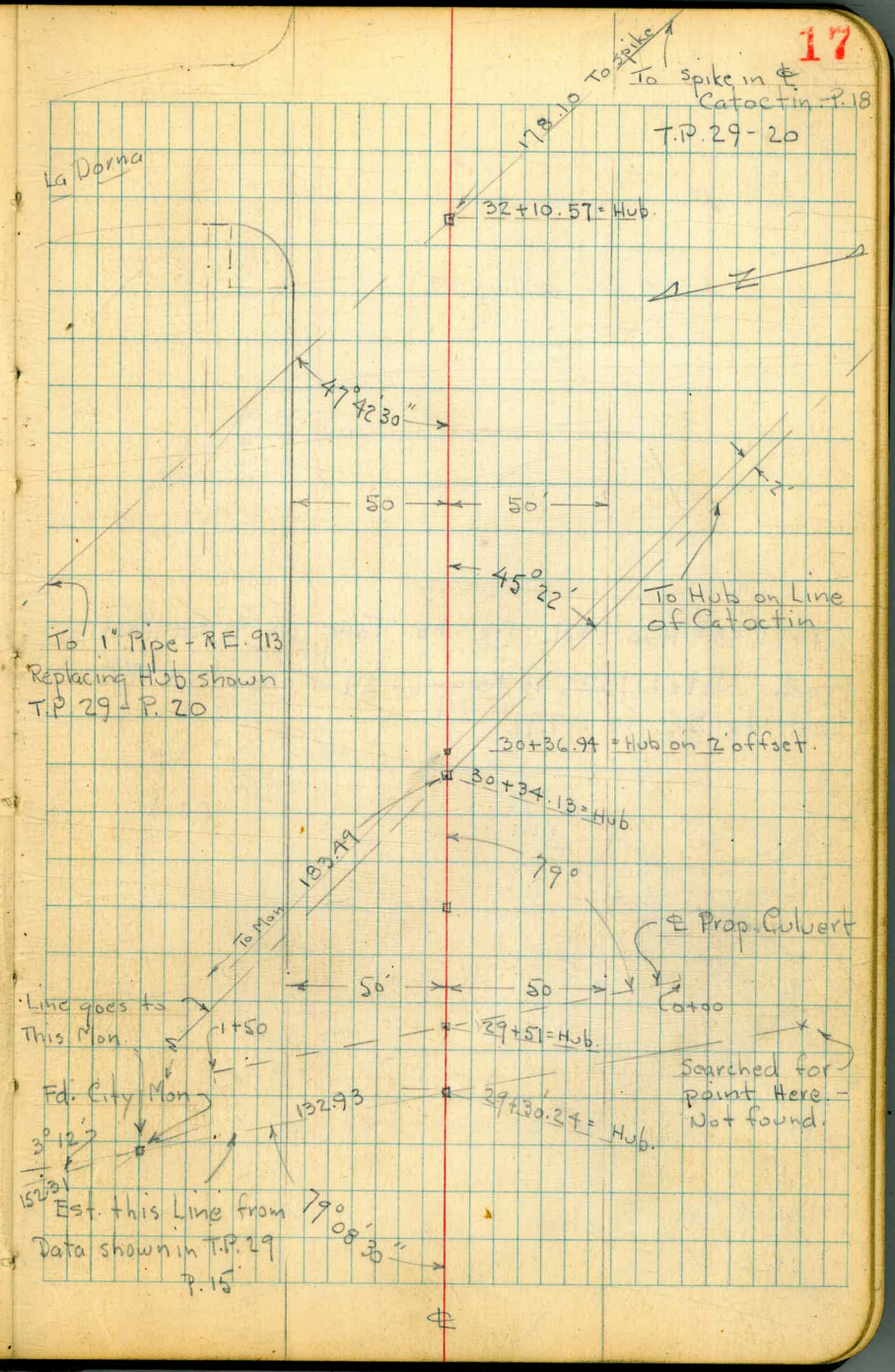
32+10.57 = ℄ Tie to Prop. Div. Line
178.10 to spike in ℄ Catoctin or 157.80 to Hub on N.L. (replaced.)

30+34.13 = ℄ Tie to Prop. Division line

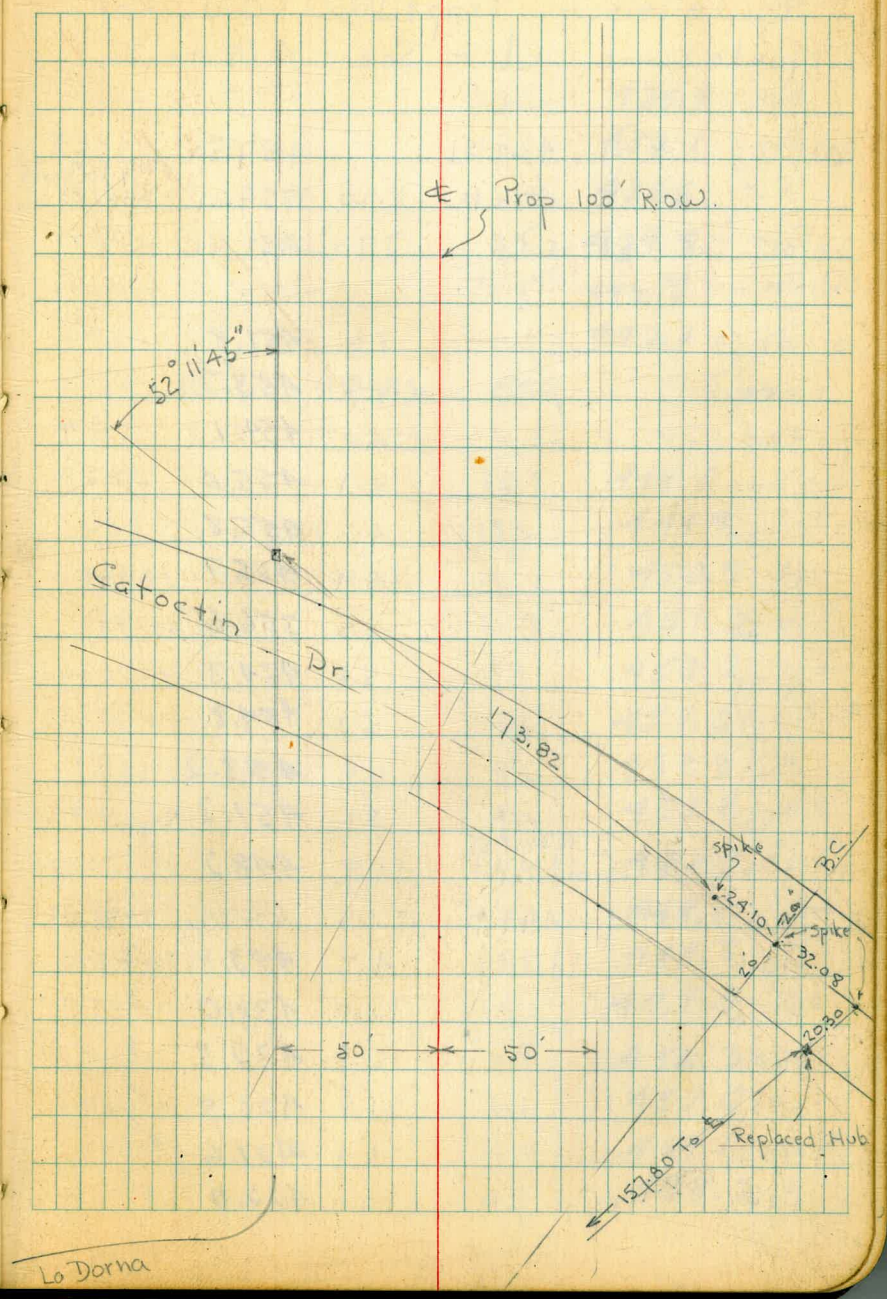
31+70.84 = P.O.T. - Hub.

29+51 = ℄ Hub. = Prop. Culvert 79°

29+30.24 = ℄ Tie - To line bet. Lots 27 & 28



34+71.43 = Hub. - N.L. Tie to Tang. of ℄ Catoctin Prod. - Note: 173.82' is to spike 24.10 ahead of B.C. Dist. to B.C. is 197.92



℄ Levels - Prop. 100' R.O.W. for Montezuma Rd. - See - P. 14 to 18

B.M.	5.01	462.51		457.50	
	2.81	460.12	5.20	457.31	+W.ly. La Mesa Cal. = Pipe-on SL.
Set BM Top Hyd. SE Cor College Ave & Mission Valley Rd.			7.70	452.42	
0+48.58 = EL Sub.			8.3	451.8	
1+00			6.4	453.7	
+50			6.0	454.1	
2+00			5.1	455.0	
+50			4.3	455.8	
3~			4.4	455.7	
+50			3.5	356.6	
4~			5.8	454.3	
+50			5.3	454.8	
5~			6.9	453.2	
+50			8.9	451.2	
+85.6 = 5+75 old line 1638-P 55			11.9	448.2	-.2
T.P.	0.49	447.95	12.66	447.46	= Hub. 5+90.68
6+10.6 = 6+00 old.			4.2	443.8	-.2
+35.6 = 6+25			10.0	438.0	-.8
+60.6 = +50			15.5	432.5	-.1
+85.6 = +75			21.5	426.5	✓
7+10.6 = 7+00			26.4	421.6	+.5
+35.6 = +25			26.0	422.0	+.1

447.95

7+60.6 = 7+50			22.1	425.9	+.1
7+85.6 = +75			15.9	432.1	+.7
8+10.6 = 8+00			11.4	436.6	-.2
+35.6 = +25			8.5	439.5	-.2
+60.6 = +50			5.8	442.2	↓
+90.6 = +80			0.9	447.1	↓
T.P.	12.16	459.82	0.29	447.66	
T.P.	5.80	463.11	2.51	457.31 = Pipe	
9+10.6 = 9+00			15.1	448.0	↓
+35.6 = +25			13.2	449.9	+.1
+48.42 = B.C. 3+37.77 old.			12.6	450.5	↓
+84.45 = 8+75			11.9	451.2	-.8
10+08.64			9.9	453.2	-.2
+32.83			9.5	453.6	-.5
+57.03			9.2	453.9	↓
+81.22			9.3	453.8	+.1
11+05.41			10.6	452.5	+1.1
+29.61			13.3	449.8	+2.6
+53.80			18.8	444.3	+.2
+78			14.1	449.0	-.6
12+03			6.8	456.3	-.1
+26.38			6.1	457.0	-.1
+50.57			4.0	459.1	-.2
+67.81 = E.C.			4.9	458.2	↓

463.11

on Hub				
13+00		4.6	458.5	-.2
+50		5.3	457.8	+.3
14~		6.2	456.9	↓
+50		6.6	456.5	+.1
15~		6.4	456.7	-.1
+50		6.5	456.6	-.1
16~		6.2	456.9	+.1
+50		5.8	457.3	-.2
17~		5.2	457.9	↓
+50		5.1	458.0	↓
18~		5.4	457.7	↓
+50		5.5	457.6	+.2
19~		5.5	457.6	-.1
T.P.	0.96 458.46	5.61	457.50 Hub.	
+50		1.1	457.9	-.1
Set BM. on Mon. 95' Rt - 19+50		1.27	457.19	
20~		2.0	456.5	-.1
+50		2.6	455.9	↓
21~		3.8	454.7	-.2
+50		5.2	453.3	-.1
21+89.70		7.27	451.19	on Hub.
22~		7.8	450.7	-.1
+11		8.6	449.9	-.1
+25		15.3	443.2	-1.0

458.46

22+50		20.1	438.4	+.1
+75		19.2	439.3	-.6
23+00		13.7	444.8	+.4
+30		9.5	449.0	+1.6
+50		9.1	449.4	+.4
T.P.	4.03 453.29	9.20	449.26 Hub.	=23+53.95
+80		4.5	448.8	+.2
24+10		4.0	449.3	↓
+50		3.0	450.3	+.1
25~		2.0	451.3	-.1
+50		2.0	451.3	↓
26~		2.5	450.8	-.1
+50		2.4	450.9	+.1
27~		2.1	451.2	↓
+25 = BM on Hub		2.57	450.72	
+50		3.5	449.8	-.2
28~		6.8	446.5	↓
+50		10.8	442.5	-.3
T.P.	2.99 443.95	12.33	440.96	
29~		4.8	438.2	+.6
+25		6.9	437.1	↓
29+30.24		7.03	436.92	on Hub
+50		7.6	436.4	-.3
29+51 - Prop. Culvert		7.46	436.49	on Hub

Levels on Prop. Culvert at 2/19 + 51

See sketch for Angle

443.93 - P. 20

0+00 = upstream end.	4.7	439.3
10 Lt.	3.9	440.1
10 Rt.	4.5	439.5
0+25 = Aprox. S.L. - ℄	5.8	438.2
10 Lt.	5.7	438.3
10 Rt.	4.9	439.1
0+75 - ℄ Road	7.4	436.6
1+25 = ℄	9.0	435.0
10 Lt.	9.2	434.8
10 Rt.	8.5	435.5
1+50 - ℄ = end	9.9	434.1
10 Lt.	10.1	433.9
10 Rt.	9.4	434.6

Beg. Req. ℄ Profile

30 +00			3.2	440.8	-.2
T.P.	10.41	454.21	0.15	443.80	
30+50			8.6	445.6	-.3
31 ~			5.5	448.7	-.2
31 +50			4.2	450.0	-.1
32 ~			4.0	450.2	✓
32 +50			4.8	449.4	+.1
33 ~			4.9	449.3	-.2
+50			4.1	450.1	✓
34 +00			2.8	451.4	+.1
34+18 = ℄ Road. Coldlay Catoctin			2.3	451.9	+.2

check Hub. 6.00 — 448.21 ✓

448.22 ✓

669 - P. 18

X-Sec. Ingelow.

Scott to Rosecrans

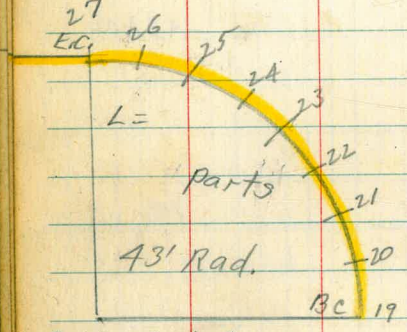
6-30-48

W.O. 25001

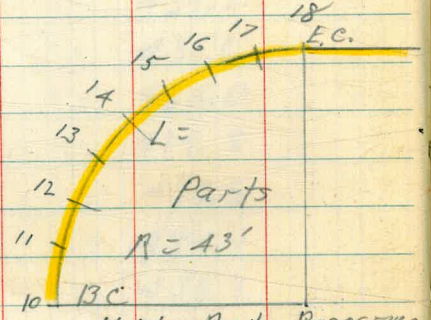
Sommermeyer
E.L. Melton
F Finney
W. Duncan

INDEXED

(W) = water meter box



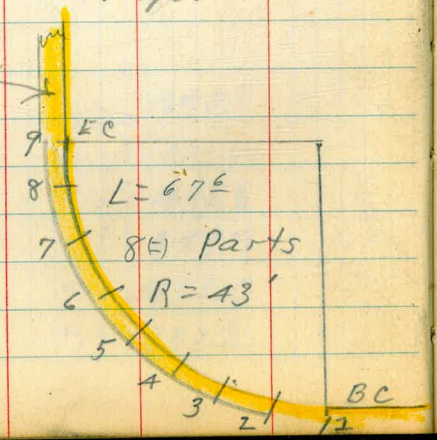
S. Ely. Ref Rosecrans & Ingelow. Levels by # on page



N. Ely Ref. Rosecrans & Ingelow. Levels by # on Page.

2' wide conc. gutter

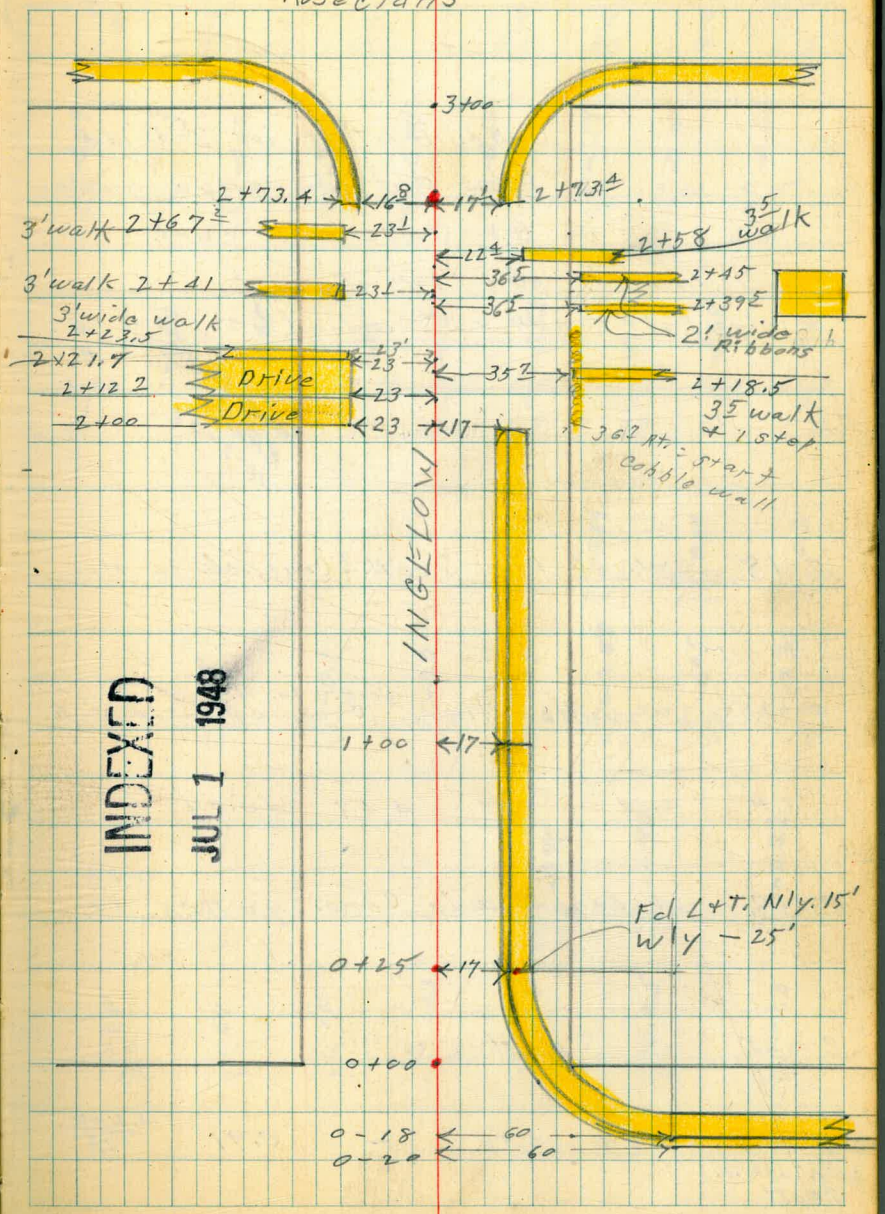
N. Wly Return Scott & Ingelow. Levels by # on page



Fd. L+Disk N'

22

Rosecrans



INDEXED JUL 1 1948

Scott

Conc. Gutter is 2.5' wide

E.G. = outside edge gutter

G = Gutter at curb.

Numbers. cb = top of curb.

N. Wly. Ref. Scott & Ingelow (P. 22) by

Reduced & Plotted
H. Mills
10-2-51

0-18 = W. cb. line Scott. (Conc. cb. to N.)

0-18½ = W. Gutter line. Scott. to N. ~~Conc. curb to North.~~

T.P.	4.60	4.51	4.59	-0.09

0-20 = E. Edge 2' wide Conc. gutter. to North

0-35 = ℄ Scott

SWL+T. S-15' Jarvis 25' N. of W.L. Scott	3.59	4.50	—	0.91	G.242 13

℄

4.63	5.19	5.13	4.54	5.14	5.10	4.45	5.10	5.03
7	7	7	8	8	8	9	9	9
cb	G.	E.G.	cb	G	E.G.	cb	G	E.G.

-0.09 4.60 (4) cb.

-0.73 5.22 (4) G

-0.66 5.15 (4) E.G.

-0.15 4.66 (5) cb.

-0.74 5.23 (5) G

-0.68 5.17 (5) E.G.

-0.14 4.65 (6) cb

-0.71 5.20 (6) G

-0.66 5.15 (6) E.G.

+.09 4.42 (1) cb

-0.50 5.01 (1) G

-0.75 4.96 (1) E.G.

-0.05 4.46 (2) cb

-0.57 5.08 (2) G

-0.52 5.03 (2) E.G.

-0.10 4.61 (3) cb

-0.68 5.19 (3) G

-0.63 5.14 (3) E.G.

0.09 4.42 60

0.14 4.37 100

0.31 4.20 150

0.8 3.7 35

-0.1 4.5 20

-0.2 4.7 4.51

-0.5 5.0 35

-0.50 5.01 60

-0.45 4.96 100

-0.30 4.81 150

-0.46 4.96 60 E.G.

-0.40 4.90 100

-0.22 4.72 150

0.8 3.7 150

1.4 3.1 100

1.0 3.5 50

-0.1 4.6

-0.4 4.9 50

-0.5 5.0 100

-0.3 4.8 150

Ingelow.

T.P.	4.97	5.62	3.86	0.65
1+60	18' Rt. = (W) in walk.			
1+50				
1+24	18' Rt. = (W) (in walk)			
1+00	25' Lt. = Pole # 2933			
0+72	24' Lt. = deadman			
0+52	18' Rt. = (W) (in walk)			
0+50				
0+44	18' Rt. = (W) (in walk)			
0+25	17' Rt. = cb. B.C.			
0+00 = Wly. line Scott				

4.51

℄

			0.9 3.6/35	0.2 4.3	-0.10 4.61/14' E.G.	-0.13 4.64/17 G	0.51 4.00/17 cb
0.5 4.0/100	0.1 4.4/35	0.6 3.9/22	-0.2 4.7/12	0.1 4.6	-0.23 4.77/14' E.G.	-0.31 4.82/17 G	-0.33 4.18/17 cb
-0.1 4.6/65	0.0 4.5/35	-0.5 5.0/10	-0.4 4.9	-0.45 4.96/14' E.G.	-0.53 5.02/17 G.	0.10 4.41/17 cb	
0.4 4.1/35	-0.1 4.6/20	-0.6 5.1/8	-0.8 5.3	-0.54 5.03/14' E.G.	-0.61 5.10/17 G	0.06 4.45/17 cb	
0.8 3.7/75	0.4 4.1/35	0.5 5.0/8	-0.7 5.2	-0.2 4.7/5	-0.7 5.15/22 E.G.	-0.7 5.20/25 G.	-0.1 4.64/25' Top. cb.

4.51

2+18^5 35^7 Rt. = ℄ 3^5 Conc. walk.

23' Lt.
2+12^8 = E. line 2nd drive. Conc. Retaining wall along East side.

23' Lt.
2+12^7 = W line of 1st drive

2+06^{35} = 23 Lt. = ℄ 1st drive

of drive.
Retaining wall along east side
2+01^1 23' Lt. = Start. Conc. drive.

2+00 Cont.
almost on top of grd.
36^7 Rt. = start cobble wall set
2+00 17' Rt. = End Exist cl.

5.62

℄

0.8	4.8 / 35^5	Grd
1.64	3.98 / 35^7	Top 8" step
2.17	3.45 / 36^7	walk

2.93	2.69 / 53^5	at Gar.
2.30	3.32 / 35	
1.46	4.16 / 23	

2.12	3.50 / 54	
1.69	3.93 / 35	
1.41	4.21 / 23	

2.20	3.42 / 65	
1.37	4.25 / 35	
1.08	4.54 / 23	

2.33	3.29 / 65	drive
1.39	4.23 / 35	drive
1.02	4.60 / 23	drive + Grd.
0.7	4.9 / 15	
0.4	5.2	
0.2	5.4 / 14	
0.5	5.1 / 17	
0.8	4.8 / 35	

0.8	4.8 / 35	Grd
0.8	4.8 / 36^5	Grd.
2.0	3.6 / 36^7	top of wall
2.2	3.4 / 40	

0.8	4.8 / 100	
1.0	4.6 / 35	
0.5	5.1 / 20	
0.4	5.2	
0.09	5.53 / 14^5	E.O.
0.01	5.61 / 17	℄
0.65	4.97 / 17	cl.
0.69	4.93 / 22	N.W. Cor walk

5.62

Station	Notes
	25⁹ Lt. = Pole #2969
2+50	18² Rt. = Pole # 45679H
2+45	36⁵ Rt. = ℄ 2' wide Conc. ribbon Dr.
2+41	23¹ Lt. = ℄ 3' wide conc. walk
2+39⁵	36⁵ Rt. = ℄ 2' wide Conc. ribbon drive
2+35	36⁵ Rt. = End cobble wall
2+23⁵	23 Lt. = ℄ 3' wide Conc. walk
2+23	19² Rt. = (W)
2+21⁷	23 Lt. = End 2nd Conc. dr.

5.62

℄

3.1 — 2.5/35; 2.1 — 3.5/19; 1.3 — 4.3/15; 1.7 — 3.9; 1.3 — 4.3/14; 1.3 — 4.3/23; 1.7 — 3.9/24; 1.8 — 3.8/35

2.36 — 3.26/36⁵ Ribbon; 3.03 — 2.59/46⁵ Ribbon

3.42 — 2.20/47; 2.93 — 2.69/35 walk; 2.20 — 3.42/23¹ walk

2.8 — 2.8/35; 1.8 — 3.8/19; 1.0 — 4.6/16; 1.4 — 4.2; 1.0 — 4.6/17; 2.2 — 3.4/35; 2.42 — 3.20/36⁵ Conc.; 2.96 — 2.66/46⁵ Conc.

2.8 — 2.8/35; 1.7 — 3.9/19; 0.9 — 4.7/16; 1.2 — 4.4; 0.9 — 4.7/17; 1.1 — 4.5/20; 1.3 — 4.3/35; 1.4 — 4.2/36; 2.3 — 3.3/36⁵ top wall; 2.6 — 3.0/45

2.90 — 2.72/448; 2.59 — 3.03/35; 1.76 — 3.86/23 walk & Grd; 0.7 — 4.9/16; 0.9 — 4.7; 0.7 — 4.9/11; 0.4 — 5.2/15; 0.9 — 4.7/18; 0.9 — 4.7/35

3.02 — 2.60/53⁹ At Gar; 2.34 — 3.28/35; 4.20 — 3.92/23

5.62

INGELOW

3+00±	E.L. Rosecrans			
T.P.	6.11	8.95	2.78	2.84
	Curb & walk. — 17' Rt. = start cb. + walk			
2+73±	start. A.C. Pav. &	16' Lt. = start		
2+73	18.5 Rt. = (W)			
2+72	18.4 Lt. = (W)			
2+67.2±	23' Lt. = ℄ 3' wide Conc. walk.			
2+58	22.4 Rt. = ℄ 3.5 wide Conc. walk.			
2+51				

5.62

3.63 3.02 3.19 3.30 3.29 3.28 3.91

5.32 5.93 5.76 5.65 5.66 5.67 5.04

26.5 Cc. 26.5 C. 12 12 26.5 C 26.5 Cc

8.95

3.6 2.95 2.84 2.25 2.46 2.63 2.58 2.42 3.01 3.06 3.7

2.0 2.67 2.78 3.37 3.16 2.99 3.04 3.20 2.61 2.56 1.9

35 22 walk 16.5 Cc 16.5 C 10 10 17.1 C 17.1 Cc 22' walk 35

4.03 3.67 2.94

1.59 1.93 2.68

48 35 23.1

2.41 3.32 3.62

3.21 2.30 2.00

22.4 35 45

3.2 2.3 1.4 1.8 1.4 3.2

2.4 3.3 4.2 3.8 4.2 2.9

35 19 15 1.4 35

5.62

INGELOW ST.

SW. 15+71 Disk
Ingelow + Rosecrans — 5.60 3.35 (3.34)

by number. See page 22
S. Ely. Ret. Rosecrans + Ingelow

by number. See Page 22
N. Ely. Ret. Rosecrans + Ingelow

3+16 L Ely. gutter Rosecrans

3+16 Ely. Ch. Rosecrans

3.84	3.27	3.13	3.30	3.86	3.24	3.82	3.20		
5.09	5.68	5.02	5.65	5.09	5.71	5.13	5.75		
24	24	25	25	26	26	27	27		
CL	C	CL	C	CL	C	CL	C		
2.83	2.24	3.02	2.42	3.26	2.65	3.53	2.92	3.22	3.10
6.12	6.71	5.93	6.53	5.69	6.30	5.42	6.03	5.23	5.85
19	19	20	20	21	21	22	22	23	23
CL	C	CL	C	CL	C	CL	C	CL	C
3.36	4.16	3.53	4.22	3.59	4.29	3.64	4.37	3.75	
5.59	4.79	5.42	4.73	5.36	4.66	5.31	4.58	5.20	
14	15	15	16	16	17	17	18	18	
C	CL	C	CL	C	CL	C	CL	C	
3.00	2.41	3.34	2.65	3.55	2.94	3.78	3.16	4.00	
5.95	6.54	5.61	6.26	5.40	6.01	5.19	5.79	4.95	
10	10	11	11	12	12	13	13	14	
CL	C	CL	C	CL	C	CL	C	CL	
3.00	3.11	3.19	3.41	3.63	3.20	3.25	4.05	4.32	
5.95	5.84	5.76	5.54	5.32	5.25	5.20	4.90	4.63	
150	100	60	35		35	60	112	160	
	3.60	3.70	3.82		4.32	4.65	4.91		
	5.35	5.25	5.13		4.58	4.30	4.04		
	150	100	60		60	112	160		

8.95

Xsec Law St Cass to Evarts
for any new improvements
See Sketch 1765-32

0+96 ℄ 7.5 Con. drive (new)

0+73 ℄ New 3' Con walk

0+00 = E.L. Dawes

Use this

SET B.M. Top of Lower step
Chisel Cross NW Cor. of
Law & Dawes 2.78 77.96

T.P. 6.72 80.74 1.38 74.02

2+67 ℄ 3' Con. walk (old walk)
2172
1675-X7

1+19 ℄ 3' Con. walk (new)

0+67.5 Con. old Con Dr. 1765-X0

0+00 E.L. Cass St

B.M.
SW BP 9.00 75.40 66.40 Cass and Law
1765-36

L ℄ R

Moore
Sharnagh
Bunch
8-24-48

W.O. 31569

79.28
1.46
39.5

76.19
2.55
39.5

80.74

72.31
3.09
39.7

69.65
5.75
40

69.69
5.71
50

68.18
4.22
21 Con. Dr.

75.40

Check B.M.'s Law

B.M.	9.83	72.01		62.18	Spike
T.P.	7.91	78.71	1.21	70.80	
check to B.M. Chisel Cross		0.82	77.89	77.96 P.29	0.07

Check B.M.'s from P. 29

B.M. Sw BP	8.75	75.15		66.40	
T.P.	6.28	79.04	2.39	72.76	
check to B.M. Chisel Cross		1.075	77.965	77.96 P.29 0.005	

Use This

Law

47131	W.L. North Shore Highlands				
T.P.	7.81	88.28	0.27	80.47	
		80.74			

L & P

P.P. N.E. Cor. Missouri & Davies

Top Lower step NW Cor Law & Davies

Law & Cass (F.B. 1765-36)

Top Lower step N.W. Cor. Law & Davies

84.81
3.47
20
C6

83.85
4.43
20
C6

88.28

80.74

Set B.M.s for Dawes and Wilbur Sts.

B.M. Chisel Cross	6.14	84.10		77.96	✓
T.P.	10.50	94.41	0.19	83.91	✓
T.P.	5.48	99.28	0.61	93.80	
Set B.M.			2.77	96.51	✓
T.P.	9.51	108.11	0.68	98.60	
Set B.M.			4.41	103.70	✓
T.P.	0.70	101.35	7.46	100.65	
T.P.	1.25	93.72	8.88	92.47	
Set B.M.			3.26	90.46	✓
T.P.	2.36	84.68	11.40	82.32	
T.P. Set B.M.			2.86	81.82	✓

Top Lower Step N.W. Cor. Law & Dawes ✓

Set B.M. N.W. 7" disk Beryl & Dawes ✓

B.M. Chisel Cross N.W. Cor. Cor. Porch on S.E. Cor. of Dawes & Wilbur ✓

chisel square & Return S.W. Cor. Loring and Dawes ✓

chisel Square & S.E. Return Loring & Cass ✓

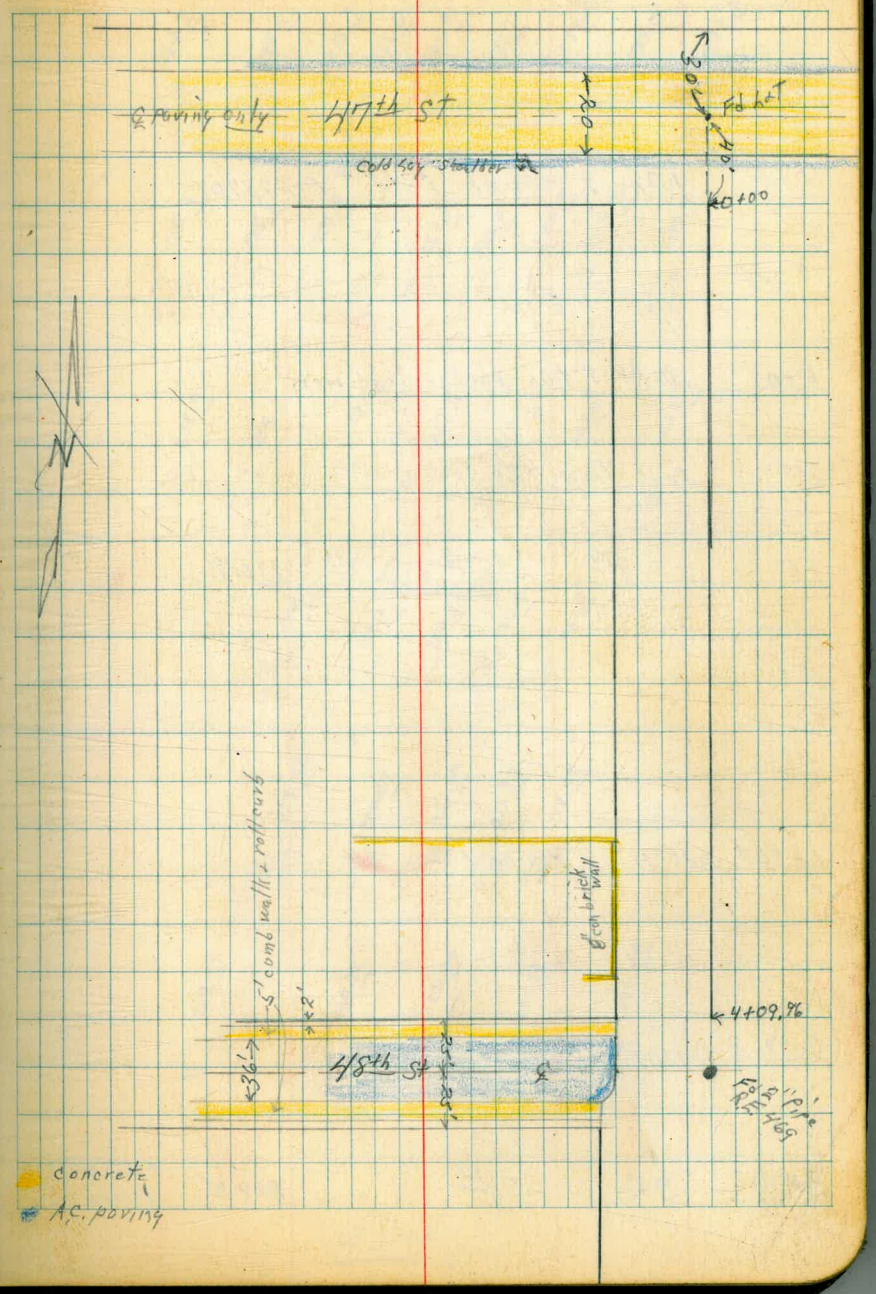
chisel Square & S.E. Return Wilbur & Cass.

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

X Sec Alley Imig. Park 2
Between 47th & 48th

WO # 25001
May 23 1949

Notes Transcribed 6/10/49
McClaren
Plotted 6-10-49
Green Profile #3845



X Sec Alley Imig Park 2
Btw. 47th & 48th

0+50					
0+26	10.3 Rt ℄ Power Pole # P 273707				
0+25					
0+05	10 Rt ℄ two anchor dead men				
0+00	East Prop 47th St				
TP	8.14	238.57	0.73	230.41	
0-20					
0-30.3	Est Edge con paving 47th				
0-40	℄ paving 47th St				
BM	3.09	231.14		228.05	℄ Lt 47th & Federal

Lt = North ℄ Rt = South

33

234.8	235.5	233.1	232.6	230.9	231.7	232.0	232.0	232.0
3.8 / 50	3.1 / 25	5.5 / 10	6.9 / 5	7.7	6.9 / 5	6.6 / 10	6.4 / 25	6.6 / 50
235.9	235.3	232.4	231.7	229.7	230.7	230.2	230.9	230.4
2.7 / 50	3.3 / 25	6.2 / 10	6.9 / 5	8.9	7.9 / 2	8.4 / 10	7.7 / 25	8.2 / 50
235.9	234.8	231.5	227.6	223.9	223.4	223.9		
2.7 / 50	3.8 / 25	7.4 / 10	11.0	14.7 / 10	15.2 / 25	14.7 / 50		
			238.57					
218.7	220.1	220.3	220.4	221.8				
12.4 / 50	11.0 / 10	10.8	10.7 / 10	9.3 / 50				
219.38	220.67	221.80	221.30	222.42				
11.76 / 50	10.47 / 10	10.14	9.88 / 10	8.72 / 50				
219.49	220.72	221.04	221.33	222.44				
11.65 / 50	10.42 / 10	10.10	9.81 / 10	8.70 / 50				

231.14

cont

3+10.5 96 Rt & Power Pole # P273708

3+10 10' Rt Begin 4½' high 8" wide con brick wall

3+00

2+50

2+00

1+68 96 R & Power pole # JP278399

1+50

1+00

Lt & Rt

							232.2		237.30
							64		127
							10		10
							Base		Top
230.1	229.2	231.7	232.1	232.5	232.5	232.5	232.6	233.1	
55	94	69	65	64	64	64	60	56	
50	35	22	10	5		10	25	50	
228.8	231.2	232.4	232.6	232.5	232.6	233.0	233.2		
98	74	63	60	64	60	56	54		
50	25	15	10		10	25	50		
232.6	232.2	233.5	233.8	233.3	232.6	232.9	233.3	233.1	
60	64	54	48	53	60	57	53	55	
50	30	20	13	10		10	25	50	
232.5	232.6	234.0	233.1	232.5	232.2	232.5	232.7	232.7	
64	59	46	53	61	64	64	59	59	
50	40	16	10	5		10	25	50	
234.0	234.9	233.4	232.1	232.2	232.3	232.2			
46	32	52	65	63	63	64			
50	19	10		10	25	50			

23857

cont

BM			4.82	230.79	230.80 ✓ SET p Hyd 48th & Federal
4+34.96	℄ 48th St				
4+16.96	West curbline 48th St				
4+10.5	11' Rt ℄ Power Pole #273710				
4+09.96	West prop 48th St				
4+00					
3+95	10' Rt End 8" con-brick wall				
3+50					
TP2	3.03	235.61	5.99	232.58	

Lt ℄ Rt

229.6 230.5 229.92 230.3 230.2 230.48 230.11 231.29
6.0 5.1 5.69 5.3 5.4 5.13 4.90 4.32
50 33 10 10 — 10 25 50
(on 2" disk pipe) (Edge pav.)

228.7 229.5 230.4 230.3 230.44 231.12 230.59 230.89 231.15 231.45
6.9 6.1 5.2 5.3 5.17 4.49 5.02 4.72 4.46 4.16
50 15 10 — 10 10 25 25 50 50
(gut, pav't edge) (curb end) (gut) (curb) (gut) (curb)

229.8 230.7 230.8 230.8 230.9 231.7
5.8 4.9 4.8 4.8 4.7 3.9
50 10 — 10 20 50

229.9 230.9 231.2 231.6 232.2 232.6
5.7 4.7 4.4 4.0 3.4 3.0
50 10 — 10 20 50

231.4 234.00
4.2 +1.61
10 Footing Base 10 Top wall

229.4 229.9 231.1 231.8 232.4 232.8 232.8
6.2 5.7 4.5 3.8 3.2 2.8 2.8
50 22 17 10 — 10 25

235.61

Cross Sections - Proposed "Garbage Hopper Road"

"A" Line · Sketch P. 37

Cont. P. 39

1+82.5

1+40

0+93.35 = P.O.T. "A" Line

0+50

0+17.32 = P.O.T. "A" Line = BC on "B" Line

0+00 = NWly Line Sherman

T.P.	511	12.57 ✓	499	7.46
	601	12.45 ✓		644

Lt. ℄ Rt

7.6	7.3	7.3	7.6	7.4	7.6	7.4	
5.0	5.3	5.3	5.0	5.2	5.0	5.2	
100	86	50	7.5		7.5	20	
6.9	7.0	7.4	7.6	7.4	7.3	7.5	7.3
5.7	5.6	5.2	5.0	5.2	5.3	5.1	5.3
100	75	30	20	7.5		7.5	20
6.9	7.1	7.4	7.5	7.38	7.4	7.1	
5.7	5.5	5.0	5.1	5.19	5.2	5.5	
75	50	20	7.5	on Hub	7.5	20	
		7.2	7.4	7.5	7.5	7.1	
		5.4	5.2	5.1	5.1	5.5	
		20	7.5		7.5	20	
6.8	6.9	6.9	6.8	6.8	7.2	6.9	
5.8	5.7	5.7	5.8	5.8	5.4	5.7	
42.5	22.5	15	7.5		7.5	20	
7.5	7.4	7.2	7.25	7.2	6.9		
5.1	5.2	5.4	5.32	5.4	5.7		
42.5	22.5	7.5	on Hub	7.5	20		

12.57 ✓

B.M. on Conc. Mon F.B. 1693 / 37

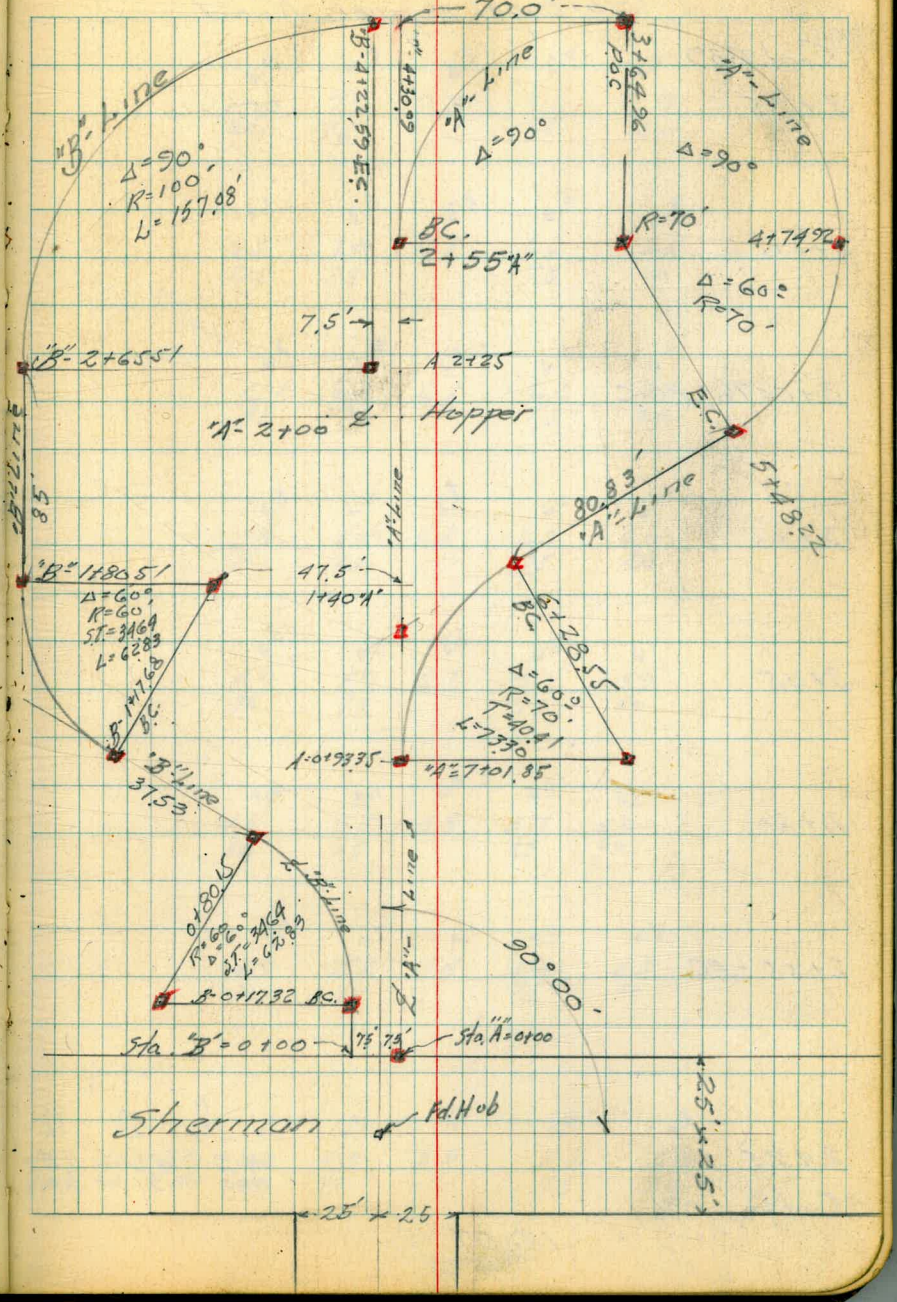
Walker
Johnson
Pope
Crawford
7-11-49

Alignment for Proposed Garbage Hopper Road

□ = Set 2"x2"x10" Redwood Hub

(Cross Sections P. 36-43)

Old W.O. 60357
New - 2045G



"A" Line Cross Sections
Garbage Hopper Road

Cont. P-37

4+25

4+00

3+64.96 = P.O.C

3+30

3+05

2+80

2+55 = B.C.

2+25

Cont. from P-36

7.7	7.7	7.1
4.9	4.9	5.5
100	91	88

12.57

7.7	8.1	7.7	7.7	7.3	7.1	7.4	7.3		
4.9	4.5	4.7	4.9	5.3	5.5	5.2	5.3		
84	64	50	33	7.5		7.5	20		

12.57 ✓

2.6	4.7	4.9	5.0	6.3
10.0	7.9	7.7	7.6	6.3
20	7.5		7.5	20
3.1	5.3	5.9	6.0	6.4
9.5	7.3	6.7	6.6	6.2
20	7.5		7.5	20
6.3	6.4	6.5	6.4	6.4
6.1	6.2	6.1	6.2	6.2
30	7.5		7.5	20
6.8	6.7	5.8	6.1	6.0
5.8	6.4	6.8	6.5	6.0
30	7.5		7.5	20
6.9	6.7	6.3	6.4	6.7
5.7	5.9	6.1	5.7	5.9
30	7.5		7.5	20
7.8	7.1	6.8	6.9	6.7
4.8	5.5	5.8	5.7	5.9
30	7.5		7.5	20
7.7	7.4	7.1	7.3	7.3
4.9	5.2	5.5	5.3	5.3
30	7.5		7.5	20

"A" Line Cross Sections

Garbage Hopper Road

Cont. P. 40

6+50

6+28.55 = B.C.

5+90

5+48.22 E.C.

5+25

5+00

4+74.92 = P.O.C

4+50

Lt.		℄		Rt.	
5.9		7.0	7.4	7.5	7.7
5.7		5.6	5.2	5.1	4.9
20		7.5		7.5	20
7.0	6.8		6.9	6.5	7.1
5.6	5.8		5.7	5.7	5.4
20	7.5			7.5	20
7.3	7.2		7.0	7.1	7.4
5.3	5.4		5.6	5.5	6.2
20	7.5			7.5	20
6.7	6.4		6.8	7.1	7.0
5.9	6.2		5.8	5.5	5.6
20	7.5			7.5	20
6.7	7.1		6.9	7.1	6.9
6.4	6.5		6.6	6.5	6.1
20	7.5			7.5	20
5.8	6.7		6.7	7.0	6.9
6.8	6.4		6.2	6.6	6.7
20	7.5			7.5	20
5.3	5.4		6.2	6.1	5.8
7.0	7.2		6.4	6.5	6.8
20	7.5			7.5	20
5.7	5.5		6.0	5.7	6.0
6.9	7.1		6.6	6.9	6.6
20	7.5			7.5	20

12.57

"A" Line - Cross Sections
Garbage Hopper Road

Lt. ℄ Rt.

7+01.85 see 0+93.35

6+75

1:3 8:1 8:1 7:6 7:9

5.3 4.5 4.5 5.0 4.7
20 1.5 7.5 20

12.57 ✓

Walker
Johnson
Pope
Crawford

"B" Line Cross Sections

Proposed Garbage Hopper Road

7-11-49

Location P-37

2+23.01 = opp 1+82.5 on "A" line

1+80.51 = E.C.

1+49.10

1+17.68 = B.C. Rt.

0+80.15 = E.C.

0+48.74 = ℄ Curve

0+17.32 } See "A" line Cross Sections
0+00 }

Lt	℄	Rt.
6.3 6.3 20	6.9 5.7 7.5	7.1 5.5	7.4 5.0 7.5
6.7 5.9 20	6.9 5.7 7.5	7.0 5.6	7.1 5.5 7.5	6.6 6.0 20
8.0 4.6 20	7.8 4.8 7.5	7.3 5.3	7.0 5.6 7.5	6.8 5.8 20
6.9 5.7 20	6.9 5.7 7.5	6.8 5.8	6.8 5.8 7.5	6.8 5.8 20
7.3 5.3 20	7.0 5.6 7.5	7.1 5.4	7.3 5.3 7.5	7.4 5.2 20
7.1 5.5 20	7.3 5.3 7.5	7.4 5.2	7.5 5.1 7.5	7.4 5.4 20

12.57

"B" Line

Garberge Hopper Road

Cross Sections.

4+00

3+75

3+50

3+25

3+00

2+65.51 = B.C.

1.4	1.4	1.3	1.4	1.3	
5.2	5.2	5.3	5.2	5.3	
20	7.5		7.5	20	
8.3	8.1	7.3	6.9	7.8	7.9
4.3	4.5	5.3	5.7	4.8	4.7
20	7.5		7.5	13	20
7.8	8.0	7.8	7.4	8.7	7.1
4.8	4.6	4.8	4.7	3.9	4.9
20	7.5		7.5	20	24
7.7	7.6	8.0	7.5	7.9	7.8
4.9	5.0	4.6	5.1	4.7	4.8
20	7.5		4	7.5	20
7.3	7.6	7.7	7.5	8.1	7.4	7.8
5.3	5.0	4.9	4.7	4.5	5.2	4.8
20	7.5		7.5	12	15	20
6.7	6.4	7.2	7.7			
5.9	5.7	5.4	4.9			
20	7.5		7.5			

"B"-Line

Garbage Hopper Road

Cross Sections

Check Starting BM 6.13 6.44

5+00.09 = End "B"-Line See 3+64.96 "A"-Line for Section

4+65

4+30.09 = P.O.T.

4+22.59 = E.C.

Lt. ℄ Rt.

Notes Redrawn 7-13-65

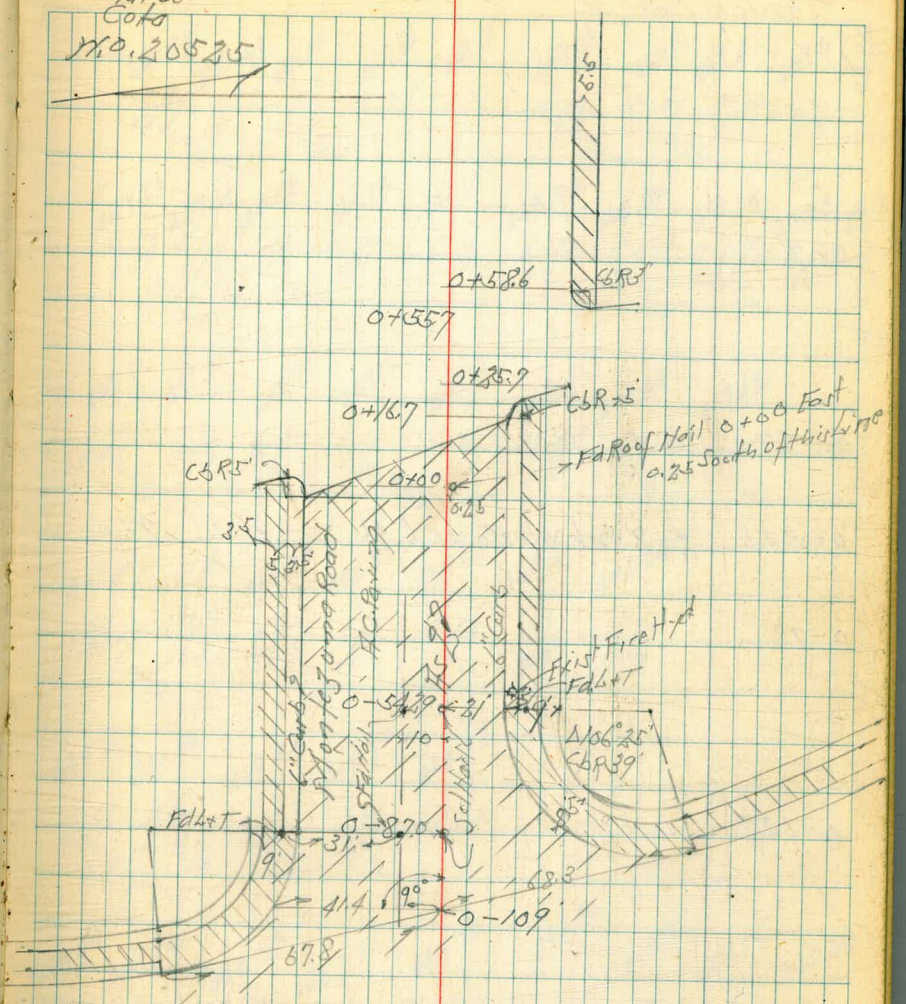
5.7 / 6.1 / 20	5.5 / 6.0 / 7.5	5.5 / 6.6	5.7 / 6.0 / 7.5	5.3 / 6.3 / 20
5.5 / 6.1 / 20	5.7 / 6.2 / 7.5	5.5 / 6.1	5.5 / 6.0 / 7.5	5.3 / 5.8 / 20
5.5 / 6.1 / 20	5.7 / 5.9 / 7.5	5.7 / 5.9	1.0 / 5.6 / 7.5	7.1 / 5.5 / 20

12.87 V

Cross Section Montezuma Road
East of College Ave.

See Page 14

Sept. 16-49.
H. Sisson
Garber
Goto



Cross Section Montezuma Road.
East of College Ave
Sketch Page 44

Lt: N

Rt: S

0-65.5					
0-76.8					
0-87	= Cb E.C. on Lt.				
0-94.5	∠: 8" Cast Iron Valve Cover	6.16	448.81	Top	
0-98					
0-109					
0-109	= East Curb Line College Ave Taken on Diagonal				
BM	2.76	456.87		454.87	SE Top of Hub Montezuma & College

0+12 = Bell Tel. Co. Man Hole on North

0+05.9 = Gas+Elec. Man Hole on North

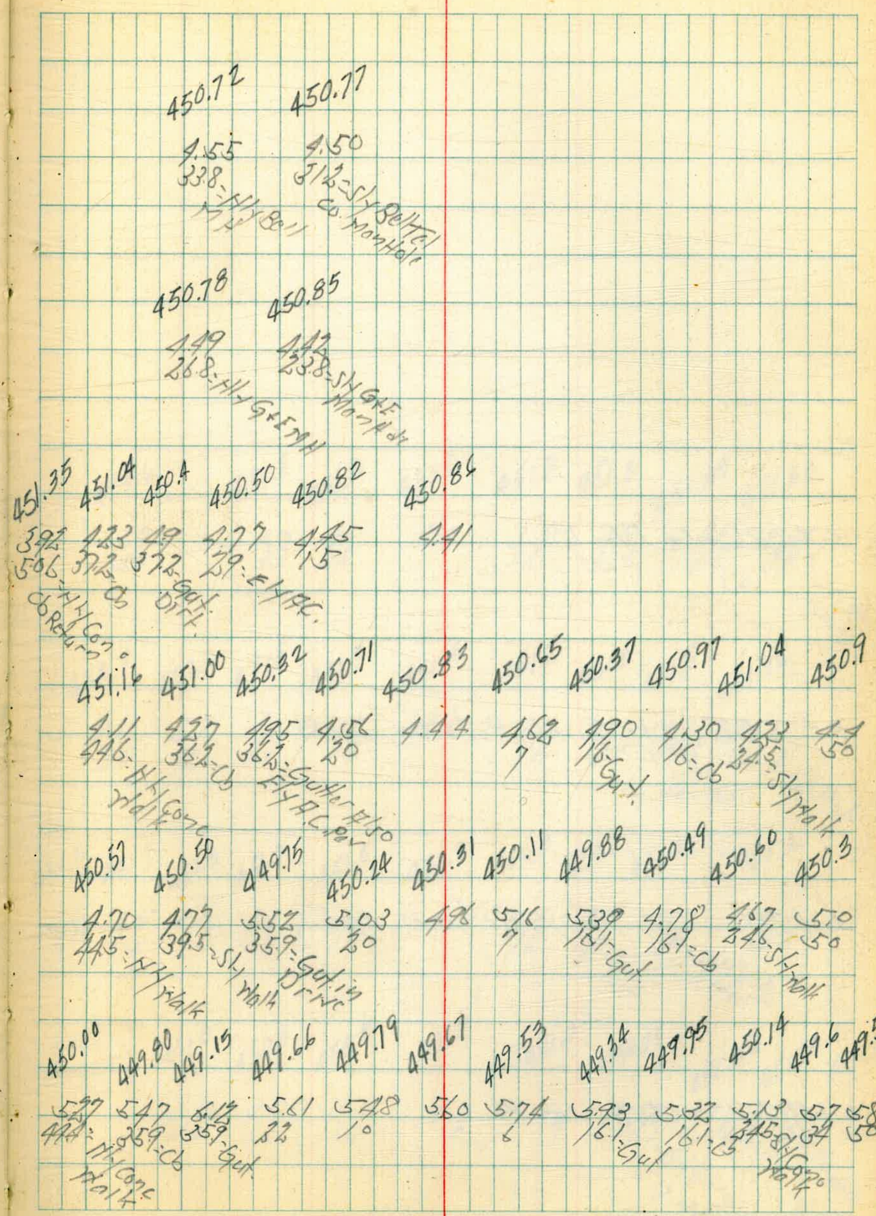
0+0 : N'ly Alley Return on N Also Old 0+0 to East

0-02.5 = Cb Be. Lt :

0-27

0-54.29 = Cb E.C. on South

15527


450.72 450.77
4.55 4.50
338-N'ly Bell 312=S'ly Bell Tel Co. Man Hole
450.78 450.85
4.49 4.42
268-N'ly G+E MH 238-S'ly G+E Man Hole
451.35 451.04 450.4 450.50 450.82 450.86
4.23 4.9 4.77 4.45 4.41
450.16 451.00 450.32 450.71 450.83 450.65 450.37 450.97 451.04 450.9
4.11 4.37 4.95 4.56 4.44 4.62 4.90 4.30 4.33 4.4
450.51 450.50 449.75 450.24 450.31 450.11 449.88 450.49 450.60 450.3
4.70 4.77 5.52 5.03 4.96 5.16 5.39 4.78 4.67 5.0
450.00 449.80 449.15 449.66 449.79 449.67 449.53 449.34 449.95 450.14 449.6 449.5
5.61 5.48 5.60 5.74 5.93 5.32 5.13 5.7 5.8

15527

0+58.6 = Cb. E.C. Rt.

0+55.7 = S/y Curb Return on Rt.

0+25.7 = S/y. Alley Return on Rt.

0+16.7 = Cb. B.C. on Rt.

455.27

Lt — ℄ — Rt

453.6 1.7/50		451.3 4.0/33	451.8 3.5/15	452.0 3.3	451.8 3.5/16	451.3 4.0/33.5	451.83 3.44/33.5 - Cb	451.88 3.39/39.0 - S/y Conc Walk	
452.7 2.6/50	452.6 2.7/42	451.3 4.0/33	451.7 3.6/15	451.8 3.5	451.7 3.6/16	451.3 4.0/33	451.5 3.8/50.3 - Gut Dirt	451.96 3.31/50.3 - Cb End.	
453.3 2.0/50	451.9 3.4/45	451.8 3.5/36	451.0 4.3/33	451.0 4.3/15	451.2 4.1	451.0 4.3/16	450.9 4.4/30 - Gut Dirt	451.64 3.63/30 - S/y Curb Return	451.2 4.1/50
	451.0 4.3/50	450.8 4.5/36	450.8 4.5/15	451.0 4.3 Dirt	451.0 4.3/7	450.75 4.57/16.1 - Gutter Also E/y A.C. Paving	451.44 3.83/16.1 - Cb	451.54 3.73/24.5 - S/y Walk	451.3 4.0/50

455.27

RHODA Drive
CABRILLO Ave
MIRAMAR Ave
MAR Ave
} in Beverley Hgts.

X-Sec. for grade Est't. 5/8/50

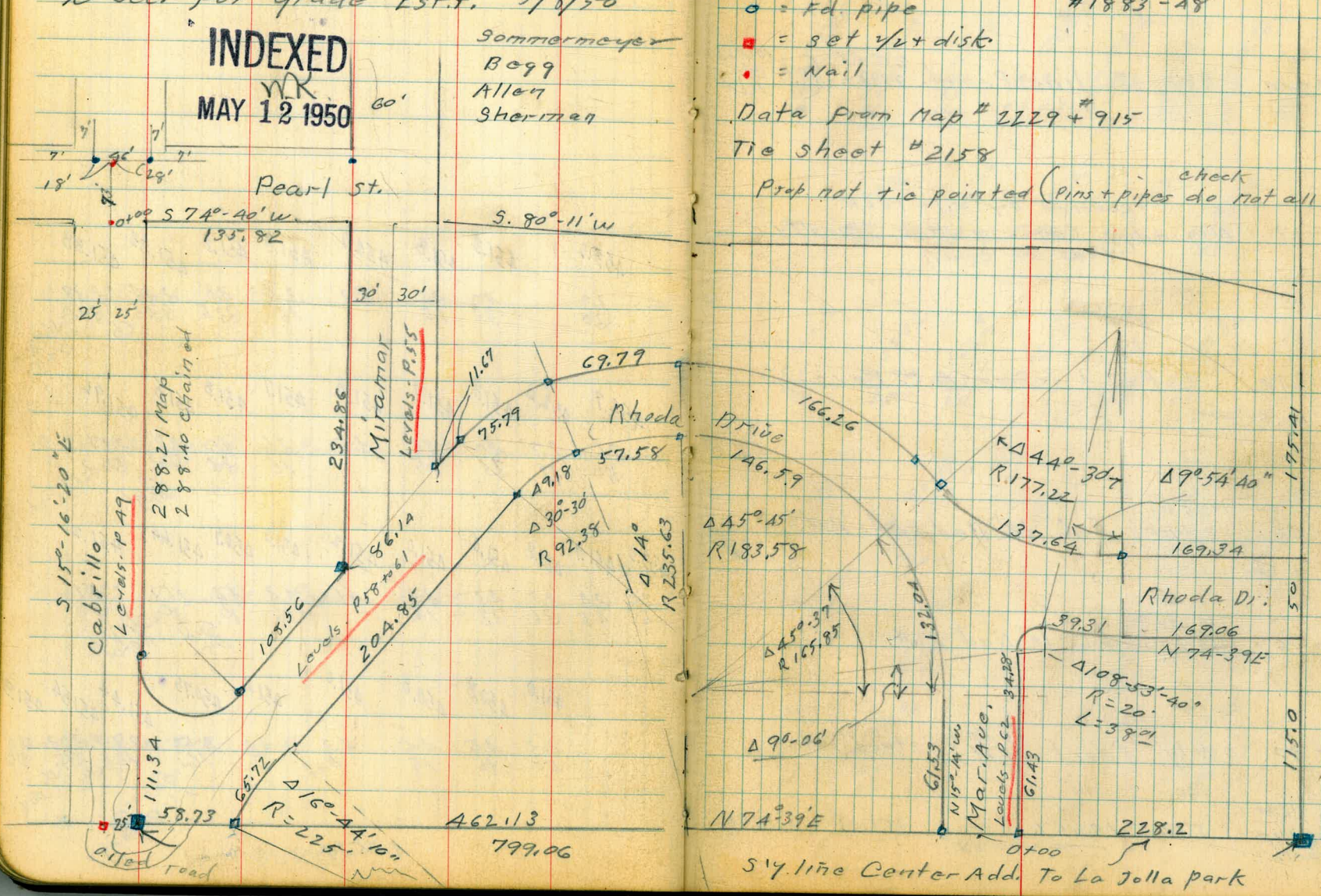
Sommermeyer
Begg
Allen
Sherman

2243 B
255 M
1968-B

■ = Fd conc. Mon
□ = Fd iron pin
• = Fd. L+T.
○ = Fd. pipe
▪ = set ½ + disk.
• = Nail

Field Books
#1883 - A8

Data from Map # 2229 + # 915
Tie sheet # 2158
Prop not tie pointed (pins + pipes check do not all)



S'y. line Center Add. To La Jolla park

CABRILLO

0-14 = S'ly cl. line Pearl. 25' Rt / 35' Lt = { B.C. 10' Rad Cl. Ret

covered by oil + rock.
0-17 = N'ly edge Conc. gutter mostly)
(Rods on Conc.)

0-40 ℄ Pearl (Poor A.C. Pave

0-66 25 Rt. / 35 Lt } = E.C. 10' Rad. cl. Ret.

0-76 15 Rt. / 25 Lt } = B.C. 10' Rad Ret.

0-80 = N'ly Pearl 15 Rt. / 25 Lt } = start cl.

N.W. 7' Lt. Cabrillo x Pearl. 5.66 160.67 — 155.01 B.M. #1

Continues on straight grade on to Miramar — 159.16: 1.51 / 55 / G. — 160.06: 0.61 / 55 / cl.

155.95: 4.72 / 35 / G — 157.03: 3.64 / 35 / Cl. B.C. — 155.87: 4.80 / 25 / Conc. — 155.8: 4.9 on oil — 155.3: 5.4 / 15 → — 155.91: 4.76 / 25 / Cl. — 154.96: 5.71 / 25 / G Conc. — 148.23: 12.44 / 100 / Cl. — 147.15: 13.52 / 100 / G

155.96: 4.71 / 35 — 156.04: 4.63 / 25 — 155.61: 5.06 — 155.37: 5.30 / 15 — 155.16: 5.51 / 25

167.6: +6.9 / 100 — 157.0: 3.7 / 35 — 156.4: 4.3 / 25 — 155.7: 5.0 — 155.3: 5.4 / 15 — 154.82: 5.85 / 25 good Pave — 147.92: 12.75 / 100

155.37: 5.30 / 35 / G — 155.97: 4.70 / 35 / cl. E.C. — 154.6: 6.1 — 154.87: 5.80 / 25 / cl. E.C. — 154.02: 6.65 / 25 / G.

155.95: 4.72 / 25 / cl. B.C. — 154.96: 5.71 / 15 / cl. B.C.

155.95: 4.72 / 25 / cl — 154.94: 5.73 / 15 / cl

160.67

Cabrillo.

0+51	28 Lt. = start			9' High Conc. wall.
T.P.	6.12	163.29	3.50	157.17

0+49 30 Z = ± 3' wide conc. + rock steps

0+00 Cont.

25' Lt. / 15' Rt. } = End curb.

0+00 = Sly. line Pearl.

25' Lt. / 15' Rt. } = B.C. 10' Rad. cb. Rt.

0-04

Center part covered ± rock with oil

0-13 Sly. edge Conc. gutter

161.4 / 1.9 / 28 Lt. / Base of wall
162.1 / 0.6 / 28
161.6 / 1.7 / 25
157.0 / 6.3 / 20
157.2 / 6.1
163.29
156.8 / 6.8 / 25

165.7 / +5.0 / 35
160.3 / 0.4 / 25
158.0 / 2.7 / 20 Z / Bottom step

160.7 / 0.0 / 35
157.13 / 3.54 / 32 S.E. Cor. walk
156.1 / 4.6 / 25
155.8 / 4.9 / 35

157.05 / 3.62 / 27 S.W. Cor walk
156.97 / 3.70 / 25 cc
156.4 / 4.3 / 25
156.2 / 4.5
155.6 / 5.1 / 15
155.97 / 4.70 / 15 cc
156.02 / 4.65 / 17 S.E. Cor. walk
156.12 / 4.55 / 22 S.W. Cor. walk

156.96 / 3.71 / 25 b.c.c.
155.95 / 4.72 / 15 cl.c.c.

156.94 / 3.73 / 30 Z / cl.
156.04 / 4.63 / 30 Z / G
155.97 / 4.70 / 25
155.27 / 5.40 / 15
155.07 / 5.60 / 20 Z / G
155.92 / 4.75 / 20 Z / cc

160.67

Cabrillo

1+50?
~~1+50~~

also ℄ 4' Conc. walk.

1+34 $30\frac{5}{}$ Lt. = ℄ top of steps.

1+25 23^{0} Lt. = ℄ bottom of 3' wide Conc. steps.

1+20 $24\frac{4}{}$ Rt. = ℄ 2' wide flag + Conc. walk

1+00 Lt. = end 9' High Conc. wall.

0+89 $21\frac{8}{}$ Rt. = ℄ 7' wide Conc. Dr.

0+53 $27\frac{4}{}$ Rt. = ℄ 2' wide Conc. walk

℄

165.1	162.4	158.5	158.2	157.2	155.8
+2.4	0.9	4.8	5.1	6.1	8.0
35	25	22		25	35

164.3
+1.0
$30\frac{5}{}$
steps + walk

159.39
3.90
23
Bottom step

156.85	156.79	155.28
6.44	6.50	8.01
$24\frac{4}{}$	25	35

161.1	162.1	161.2	158.4	157.6	157.0	155.9
1.6	0.6	2.1	4.9	5.7	6.3	7.4
28' Base of wall	28	25	22		25	50

156.87	157.10	156.70
6.42	6.19	6.59
$21\frac{8}{}$	25	35

156.58	156.13
6.71	7.16
$27\frac{4}{}$ walk	35

163.29

Cabrillo

T.P.	7.62	169.17	1.74	161.55
2+50				
2+00				
1+95	33E Rt. = end walk + steps thru. wall			
1+85	25 Rt. on walk ℄			
1+82	19E Rt. = start Brick + steps. + conc. walk			
1+57	26 Rt. = ℄ 4' wide walk			
1+55	33E Rt. = start conc. + rock wall			

℄

+1.4 / 25 (165.1)
2.2 / 20 (161.1)
2.2 (161.1)
2.6 / 22 (160.7)
5.3 / 25 (155.8)

+1.7 / 35 (165.0)
1.6 / 25 (161.7)
3.9 / 22 (159.4)
4.1 (159.2)
5.9 / 25 (157.4)
6.5 / 33E top of wall + end (156.8)
8.9 / 34 end (154.4)

8.57 / 33E (154.72)

6.26 / 25 (157.03)

5.46 / 19E (157.83)

6.30 / 26 walk (156.99) steps west of wall

6.5 / 33 end (156.8)
6.55 / 33E top wall (156.74)
9.0 / 34 end at inside of wall (152.3)

163.29

Cabrillo

3+59	24.5 Rt. = ℄ 3.5 wide flag + conc. steps
3+25	
2+88.40	25' Lt. = Prop. B.C. Lt.
2+73.5	28.5 Rt. = ℄ walk at top of steps.
2+71	25' Rt. on walk ℄
2+68	21.5 Rt. = ℄ ~~end of~~ start of 4' wide conc. + brick walk.
2+62	31.1 Rt. = end conc. + rock wall
2+60	17.2 Lt. = ℄ 9' wide conc. Dr.

℄

166.72 — 2.45 / 24.5
166.72 — 2.45 / 25
165.15 — 4.02 / 32 Bottom of steps

173.0 — +3.8 / 25
165.5 — 3.7 / 20
165.0 — 4.2
164.7 — 4.5 / 25
158.6 — 10.6 / 40
158.4 — 10.8 / 50

167.0 — 2.2 / 25
162.8 — 6.4 / 20
163.1 — 6.1
162.4 — 6.8 / 25
159.1 — 10.1 / 30
158.4 — 10.4 / 40

161.27 — 7.90 / 28.5
157.8 — 11.4 / 36 Bottom of steps

161.35 — 7.82 / 25

161.52 — 7.65 / 21.5

158.8 — 10.4 / 31.1 End + top of wall
157.1 — 12.1 / 32 End at inside of wall

162.51 — 6.66 / 25
161.61 — 7.56 / 17.1

169.17

Cabrillo Ave

Levels Continued
on page 57

Set B.M. 2/2 ℄ Cabrillo & Pueb. line Sta 3+99 74		7.17	169.14	B.M. #2.
A+41.6	25' Rt. = end conc. slab drive			
A+25	℄ conc. slab drive			
A+09	-25' Rt. = start conc. slab drive			
3+99 74	Pueb. line			
		7.34	176.31	0.20	168.97
3+74 66	25' Lt. = P.I. to prop.			

192.19
4.12 / 25
171.25
5.09 / 25
170.72
5.59 / 40
170.25
6.06 / 25

180 3/4
+4.0 / 25
170 6/4
5.7 / 11
169 5/4
6.9
176.31
169 6/4
6.7 / 25
169 6/4
8.7 / 35

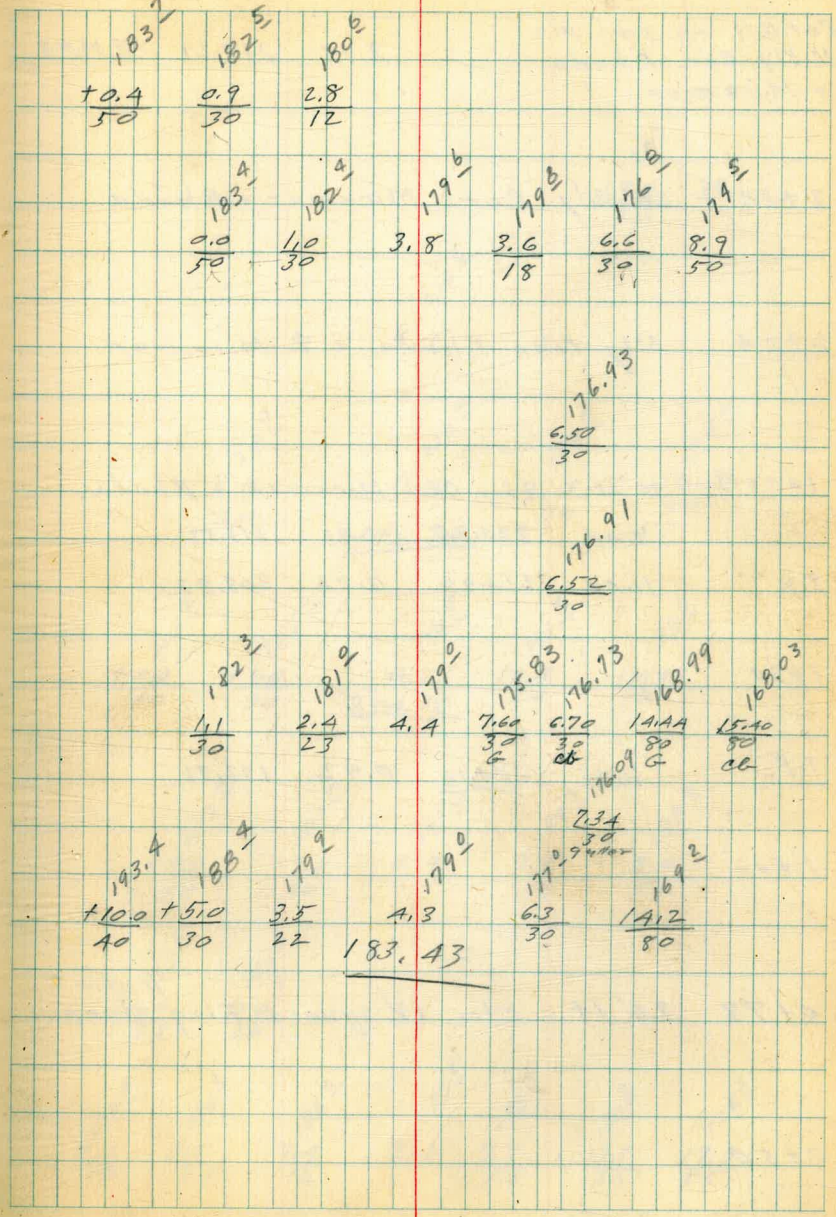
177 2/4
+8.0 / 25
168 6/4
0.6 / 16
168 0/4
1.2
168 0/4
1.2 / 25

169.17

Miramar Ave

T.P.	11.05	193.63	0.85	182.58	
0+08	15' Lt. = ℄ 8" cold lay drive				
0+00 =	Sly line Pearl St.				
0-04.5	30' Rt. = S.E. Cor. walk				
0-09.5	30' Rt. = N.E. Cor. Conc. walk				
0-14	Sly Cl. Pearl - 30' Rt = Ely end curb				
0-17	30' Rt. = N.E. Cor. Conc. gutter				
0-40	= ℄ Pearl				
Set B.M. on Lt. NT line West Prop. Miramar + Pearl.			5.37	178.06	B.M. #2
TP	6.89	183.43	0.75	176.54	
T.P.	12.42	177.29	0.13	164.87	
N.W. 7' Lt. Cabrillo + Pearl	9.99	165.00	—	155.01	BM #1 P 19

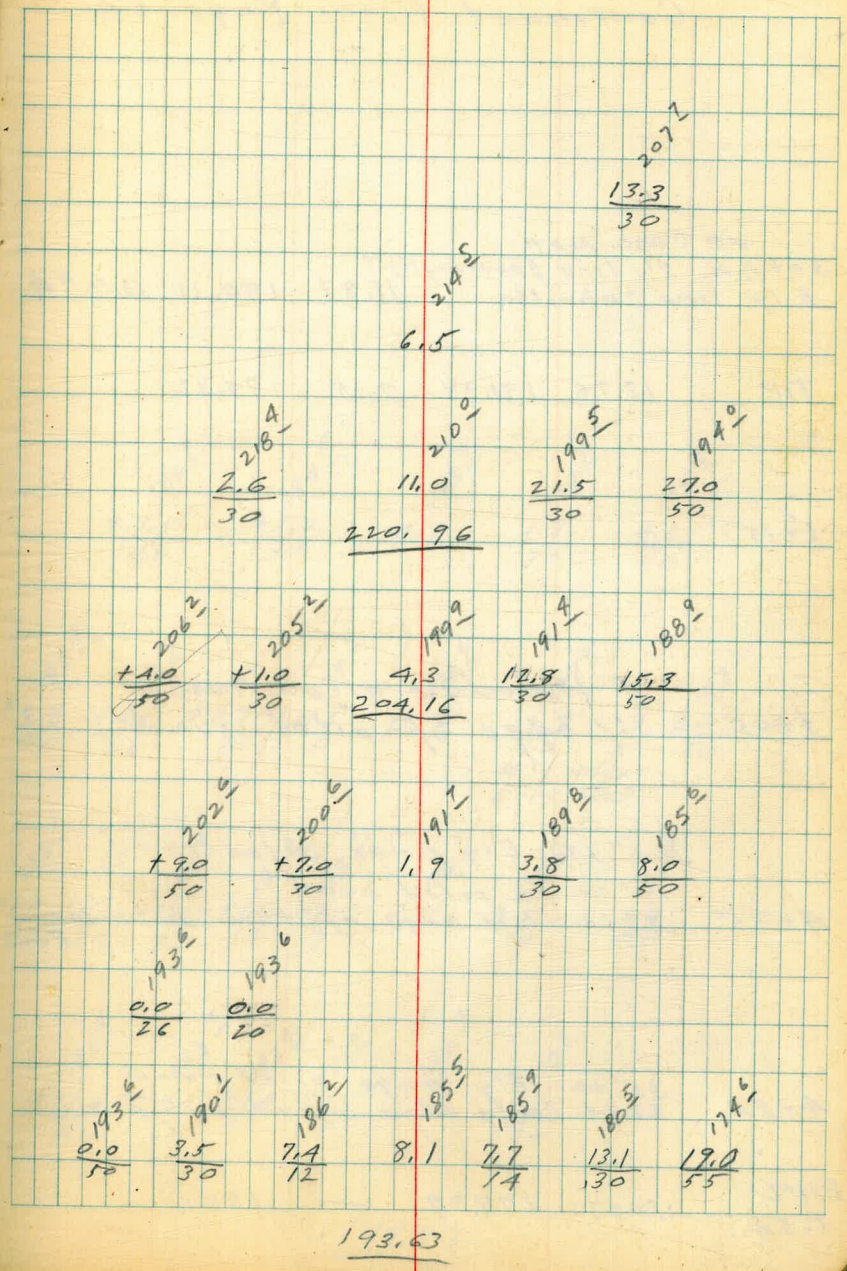
℄



Miramar Ave.

Set B.M. on Iron pin N.Ely. Cor. Rhoda + Miramar		2.75	218.21	= B.M. #3
2+34 86	= N.wly Cor. Miramar + Rhoda			
2+04	= Nly line Rhoda + ℄ Miramar			
1+73 14	30' Lt. = N.Ely. Cor. Miramar + Rhoda.			
	7.44	220.96	1.46	213.52
T.P.	11.66	214.98	0.84	203.32
1+20				
T.P.	11.45	204.16	0.92	192.71
1+00				
0+78	26' Lt = ctr. 12' square Flag Patio stone			
0+50				

℄



Cabrillo Ave
Continued from Page 54

set B.M. on Conc. mon. Sly line Beverley Hgts Ely. line Cabrillo			11.87	180.11	B.M. #4
T.P.	12.76	191.98	0.15	179.22	
5+15					
5+05	5' Lt. = edge oiled road = Sly edge of oiled road				
4+85	25' Lt. = Ely. edge oiled road 19' Lt. = ℄ oiled road 8' Lt. = N'ly edge of turn in oiled road				
4+50	35' Lt. = Ely edge oiled road 22 Lt. = wly edge oiled road				
BM#2 P. 54	10.23	179.37	—	169.14	

℄

5+15	186^{9} +7.5 / 40	184^{4} +5.0 / 30	178^{1} 0.7	177^{1} 1.7 / 30	175^{2} 4.2 / 40			
5+05	185^{6} +6.2 / 40	183^{9} +4.5 / 26	180^{1} +0.7 / 21	179^{1} 0.3 / 5	178^{6} 0.8	177^{6} 1.8 / 20 wly edge oiled road	177^{0} 2.4 / 30	
4+85	185^{4} +6.0 / 40	186^{7} +7.3 / 34	181^{4} +2.0 / 25	181^{0} +1.6 / 19	178^{6} 0.8 / 8	176^{1} 3.3	175^{5} 3.9 / 30	173^{4} 6.0 / 40
4+50	192^{4} +13.0 / 42	183^{7} +4.3 / 35	183^{8} +4.4 / 22	173^{2} 6.2 / 5	172^{7} 6.7	172^{7} 6.7 / 30		

179.37

Rhoda Dr.

0+98 44 — 25' Rt. = Prop E.C. Rhoda Dr.

0+96 92 — 25' Lt. = Prop. E.C. Rhoda Dr.

T.P.	11.74	203.63	0.09	191.89

0+33 64 — 34 53 Rt. = S.Ely line Rhoda + P.L.

0+10 67 — 25' Lt. = Ely line Cabrillo

Road = ℄ 18' wide oiled road

0+00 = ℄ Rhoda + Sly line Beverley Hgts

0-07 32 — 7 52 Lt. = P.L. Mon.

BMHA P.57	11.87	191.98	—	180.11

℄

202.8
0.8 / 25

186.4 / 17.2 / 40
186.6 / 17.0 / 25
196.5 / 7.1
196.1 / 6.9 / 5 Road
196.6 / 7.0 / 16
202.6 / 1.0 / 25
206.8 / +3.2 / 35

203.63

184.6 / 7.4 / 25
189.8 / 2.2 / 12
189.9 / 2.1
189.9 / 2.1 / 11 Road
190.0 / 2.0 / 16
193.8 / +1.8 / 25
199.3 / +7.3 / 34 53

178.8 / 13.2 / 25
189.0 / 3.0
189.9 / 4.1 / 16 Road
189.6 / 4.4 / 25
195.0 / +3.0 / 35
196.5 / +4.5 / 40

179.6 / 12.4 / 13
186.9 / 5.1
188.0 / 4.0 / 6
186.4 / 5.6 / 25 Road

180.11 / 11.87 / 7 32 / Prob Mon.
184.2 / 7.8

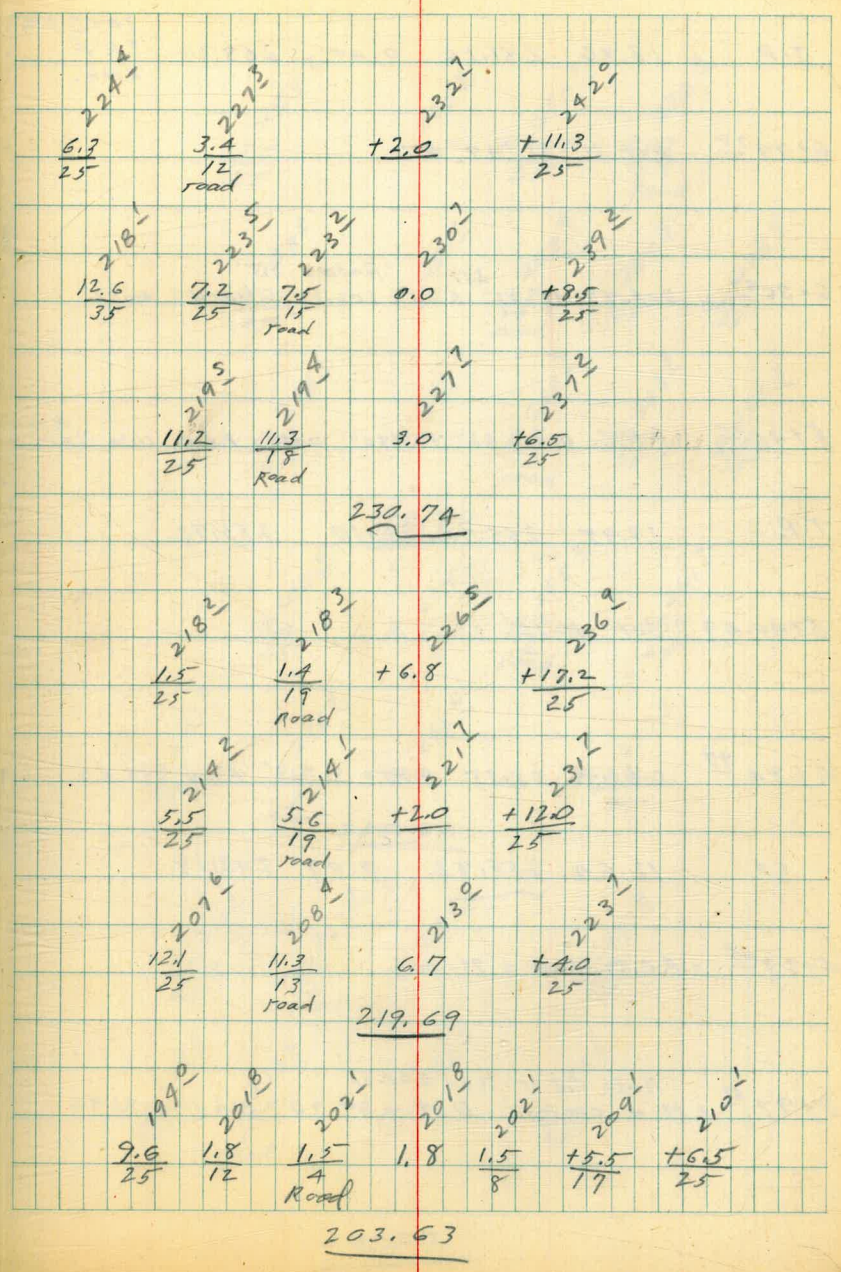
191.98

Rhoda Dr.

T.P.	12.89	243.27	0.36	230.38	
3+65.77	P.C.C.	Def. = 15°-15' Rt.			
3+34.53	Mid curve.	Def. = 7°-37'-30" Rt. Chord = 31.12			
3+03.29	B.C.Rt.	Rad. = 117.38	rate = 11.644'		
T.P.	12.51	230.74	1.46	218.23	B.M. #3 P.56 (218.21)
2+91.62	25' Lt. = Nly Cor. Miramar + Rhoda				
2+48.55	25' Lt. = ℄ Miramar.				
2+05.48	25' Lt. = Nly Cor. Miramar + Rhoda				
T.P. on I.P. Nly Prop. Cor.	11.91	219.69	6.55	207.78	Miramar + Rhoda.
T.P.	11.43	214.33	0.73	202.90	
1+50					

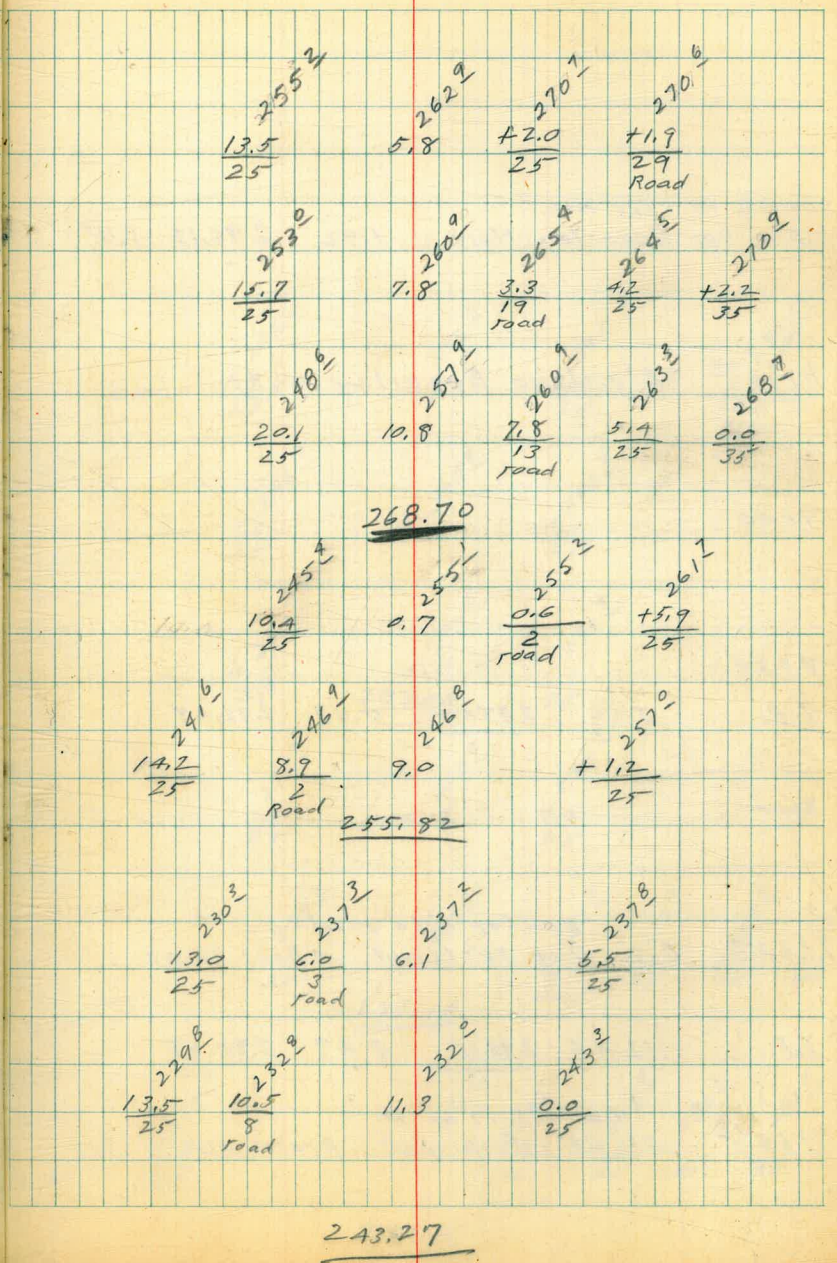
road = ℄ 12'+or- 14' road. (oiled)

℄



Rhoda Dr.

T.P.	12.86	281.16	0.40	268.30	Temp. B.M. T.P. "A" Rock.
6+77 38	Def 11°-31'-47" Lt.				
6+36 69	Def. 5°-45'-53" Lt. Rad = 202.32		Rate = 8.5' Chord = 40.52		
5+96 00	P.R.C. Def. = 22°-52'-30" also = P.C.C. into Main Ave.				
T.P.	12.98	268.70	0.10	255.72	
5+40.49	Def. 15°-15' Rt.				
4+84 97	Chord 55.35	Rate 8.241'	Rad 208.58		
T.P.	12.64	255.82	0.09	243.18	
4+29 45	= P.C.C. Def. = 7°-00'				
3+97 61	= Mid curve	Rate 6.595' Rad 260.63	Def. = 3°-30'	Chord 31.82	



Rhoda

Set B.M. on	Conc. Mon.				
S.Ely. cor	Beverley Hgts		1.92	296.12	= B.M.# 5
$9+22^{26}$	= Ely. line Beverley Hgts				
9+00					
8+50					
T.P.	5.56	298.04	0.67	292.48	
8+00					
$7+53^{06}$	E.C. Def 22°-15' Lt. chort 34.97 (End of oile road)				
T.P.	12.46	293.15	0.47	280.69	
$7+18^{08}$	Def 17°-17'40" Lt. 25' Rt. = Prop. E.C. from Main Ave				

℄

	296^{7} 1.3/25	296^{1} 1.9	295^{5} 2.5/25	296.12 1.92/140 Mon		
	296^{4} 1.6/25	294^{8} 3.2	294^{4} 3.6/25			
	293^{4} 4.6/25	292^{5} 5.5 / 298.04	291^{9} 6.1/25			
	290^{7} 2.5/25	288^{9} 4.3	288^{6} 4.6/25			
	277^{2} 16.0/25	281^{1} 12.1 / 293.15	281^{5} 11.7/9 Road	279^{9} 13.3/25	287^{7} 5.5/75	287^{7} 5.5/100
265^{1} 16.1/25		271^{5} 9.7	276^{0} 5.2/16	275^{4} 5.8/25	280^{2} 1.0/40	281^{2} 0.0/60

281.16

Mar Ave.
sketch P 48

1+32.33 Def.= 10°-38'-10" Lt. chord 40.45

T.P.	1.82	275.81	12.94	273.99

0+91.79 25' Rt.= P.R.C. into Rhoda.
Def.= 4°-33' Lt.

chord 30.25
0+61.48 = B.C. Rad 190.85 Rate 9.006 Min.

0+10 12' Lt.= ℄ 12' wide plant mix drive
approx. ℄ Mar ave.
10-to 12' wide rock + oil on

0+00 = Sly line Beverley Hgts.

T.P.	2.49	286.93	12.25	284.44
BM#5				
P.C.1	0.57	296.69	—	296.12

℄

276.6 +0.8 / 25
269.2 6.2 Road
265.5 10.3 / 25
275.81

279.9 7.9 / 25
273.3 13.1 Road
277.9 9.0 / 25

281.5 5.4 / 25
279.2 7.7 Road
282.4 4.5 / 25

283.8 3.1 / 25
283.1 3.2 / 12

283.8 3.1 / 25
284.5 2.4 Road
285.6 1.3 / 25
286.93

Mar. Ave

REDUCED 5-12-50 P.V.S.

B.M. #3 P. 59			9.95	218.27	(218.23)
T.P.	0.51	228.22	12.89	227.71	
T.P.	0.20	240.60	12.82	240.40	
T.P.	1.24	253.22	12.26	251.98	
T.P.	0.95	264.24	12.52	263.29	

2+13 41 = P.C.C. Into Rhoda Dr. Def. = 22°-48'-30" Lt.

1+72 87 Def. 16°-43'-20

℄

263 3
12.5 / 25

261 0
14.8 / 13 road

259 0
16.8

248 5
27.3 / 25

272 8
3.0 / 35

268 4
7.4 / 25

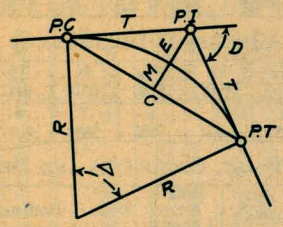
265 4
10.4 / 12 Road

265 9
9.9

254 2
21.6 / 25

275.81

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES



CURVE FORMULAS

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

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

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

External=E=Ttan$\frac{\Delta}{4}$-(7)=R ÷ cos.$\frac{\Delta}{2}$—R(8)=Rexsec$\frac{\Delta}{2}$(9)

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

EXPLANATION AND USE OF TABLES

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

Offsets.—Tangent offsets vary (approximately) directly with D and with square of the distance. Thus tangent offset for Sta. 158 on above curve is 2.16 ft. found as follows. From Table III tangent offset for 100 ft.=7.27 ft. Distance=158—Sta. P. C.=54.50, hence offset=7.27 $(54.50 \div 100)^2$=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=½ D for 100 ft., ¼ D for 50 ft., etc. For c ft.=(in minutes) .3 x C x D° or=defl. for 1 ft. from Table III x C. For Sta. 158 of above curve=.3 x 54.5 x 8⅓=136.2′ or 2° 16.2′, or=2.50 x 54.5=136.2′ from Table III. For Sta. 159 deflection angle=2° 16.2′ +8° 20′ ÷2=6° 26.2′, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve E=960.6 for 8° 20′=960.6 ÷8⅓=115.27 and from Table V correction=.10 or E=115.37 ft. Or suppose Δ=32° and E is measured and found to be 42 ft. What is D? From Table IV E=230.9 and ÷42=5.5 or D=5° 30′.

59.82
45.66
14.16

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 some 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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