



1816

322.3 8' 11"

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 1 1/2 see inside of back cover.

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CITY ENGINEER'S OFFICE

INDEXED

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Made in U. S. A.

1-15 Proposed Storm Drain Noell-More + Estudillo Sts.

16- Locations of Inlets California St.
between Estudillo and Wright St.

17-22. Construction Notes Noell St.
storm drain Pacific Hwy & Noell St.
to Estudillo St. & La Jolla Ave.

Alignment Proposed Storm Drain
Noell, Moore and Estudillo Streets
(Construction notes begin p-17 this book)

3+71.46 Δ 10°16'30" RT

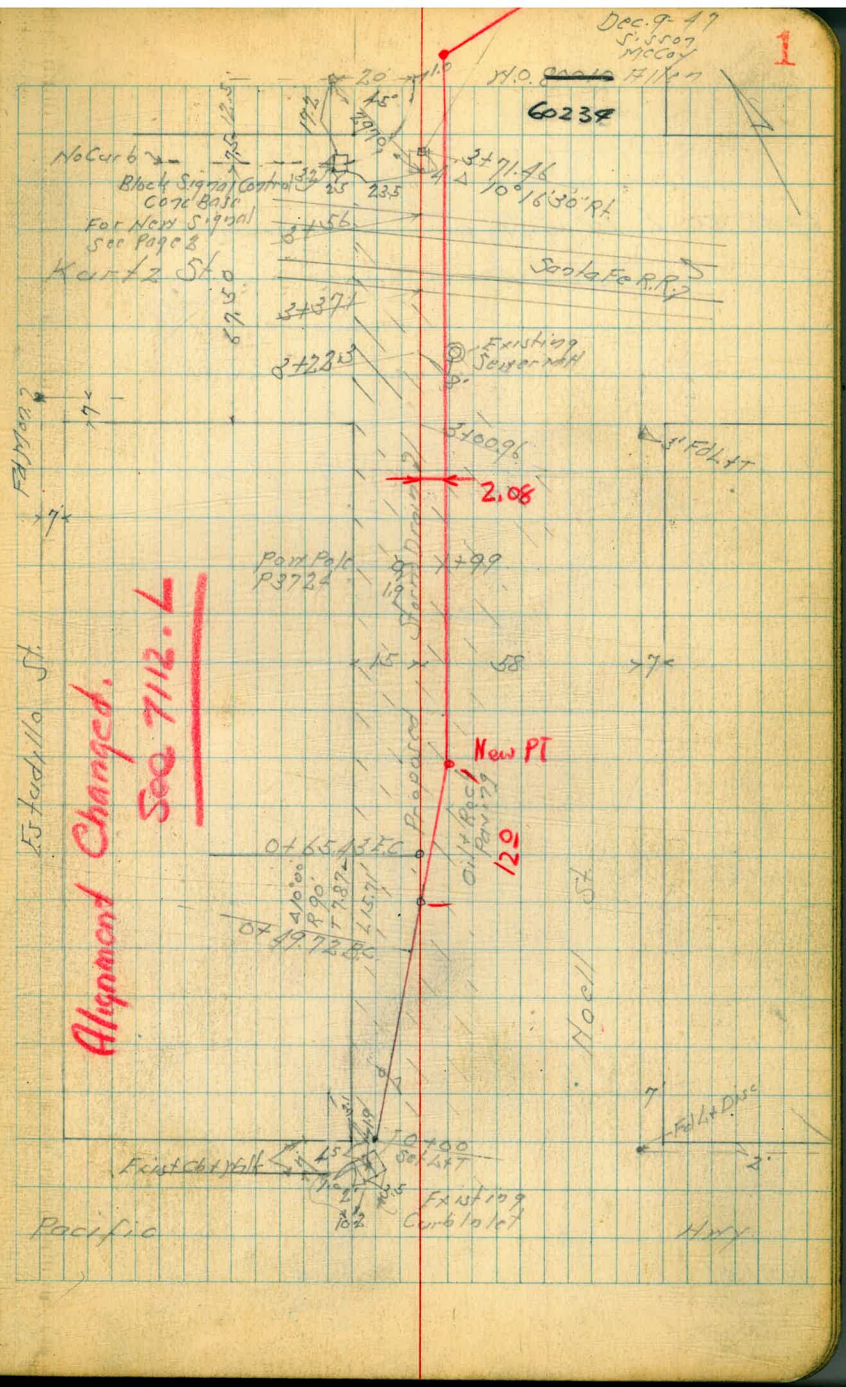
~~Indexed~~
~~JB~~

INDEXED

0+65.13 EC

0+49.72 BC LL

0+00 = North Line Pacific Hwy

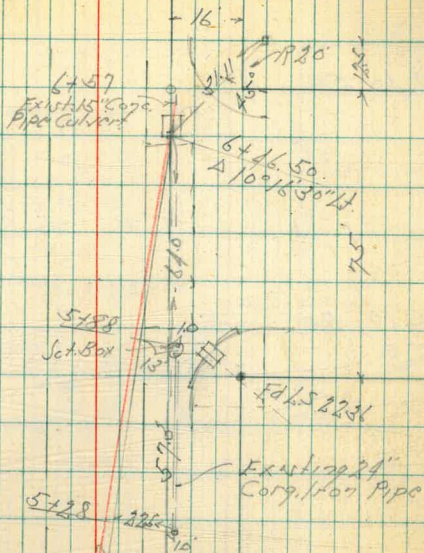


Alignment Changed.
See 7112.L

Dec. 9 - 49
S. J. S. 1909
McCoy
1

6476.50 Δ 10° 16' 30" Lt

Hancock St



See 7112-L

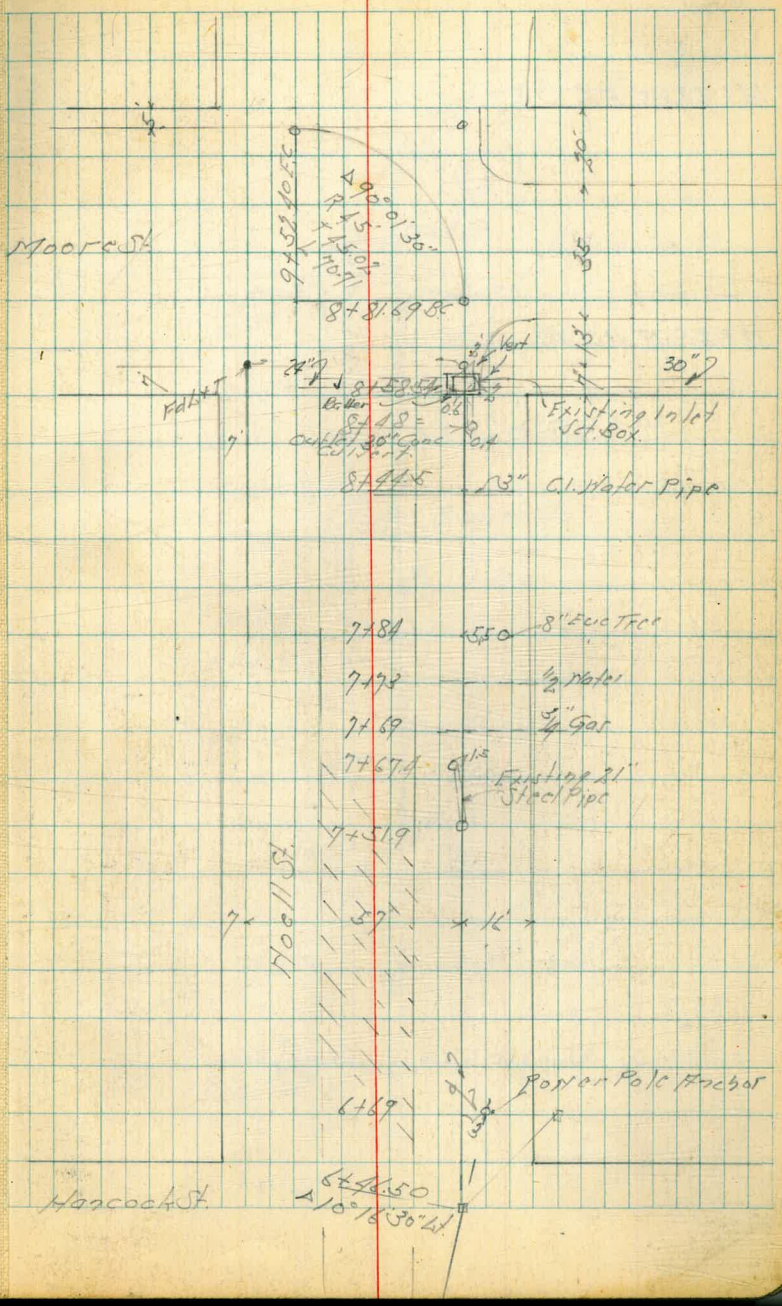


Kurtz St
 Forms For Electric
 Rail Road Signal
 1-26-48

3771.46 Δ

9+52.10 FC

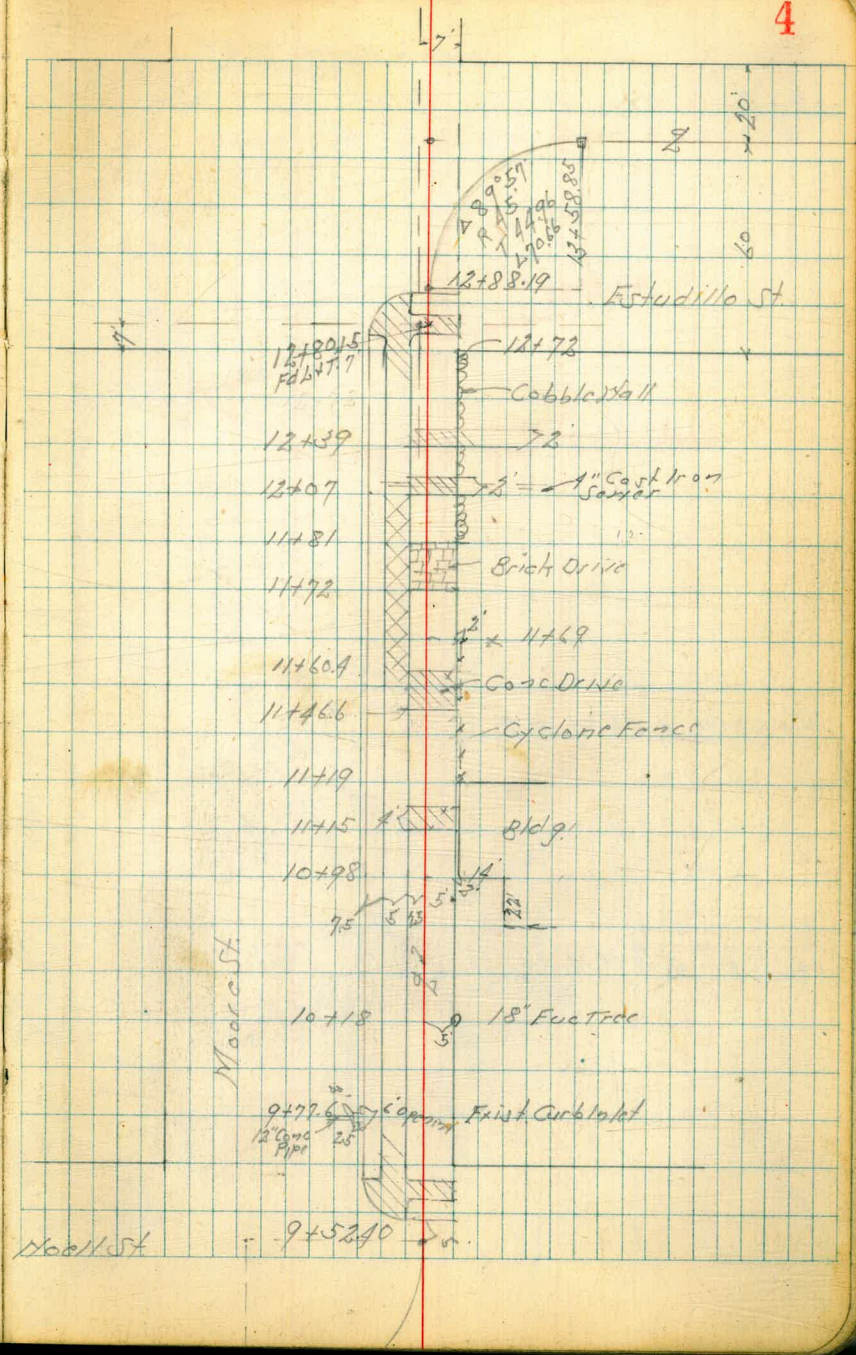
8+81.69 BC



6+46.50

12+58.85 F.C.

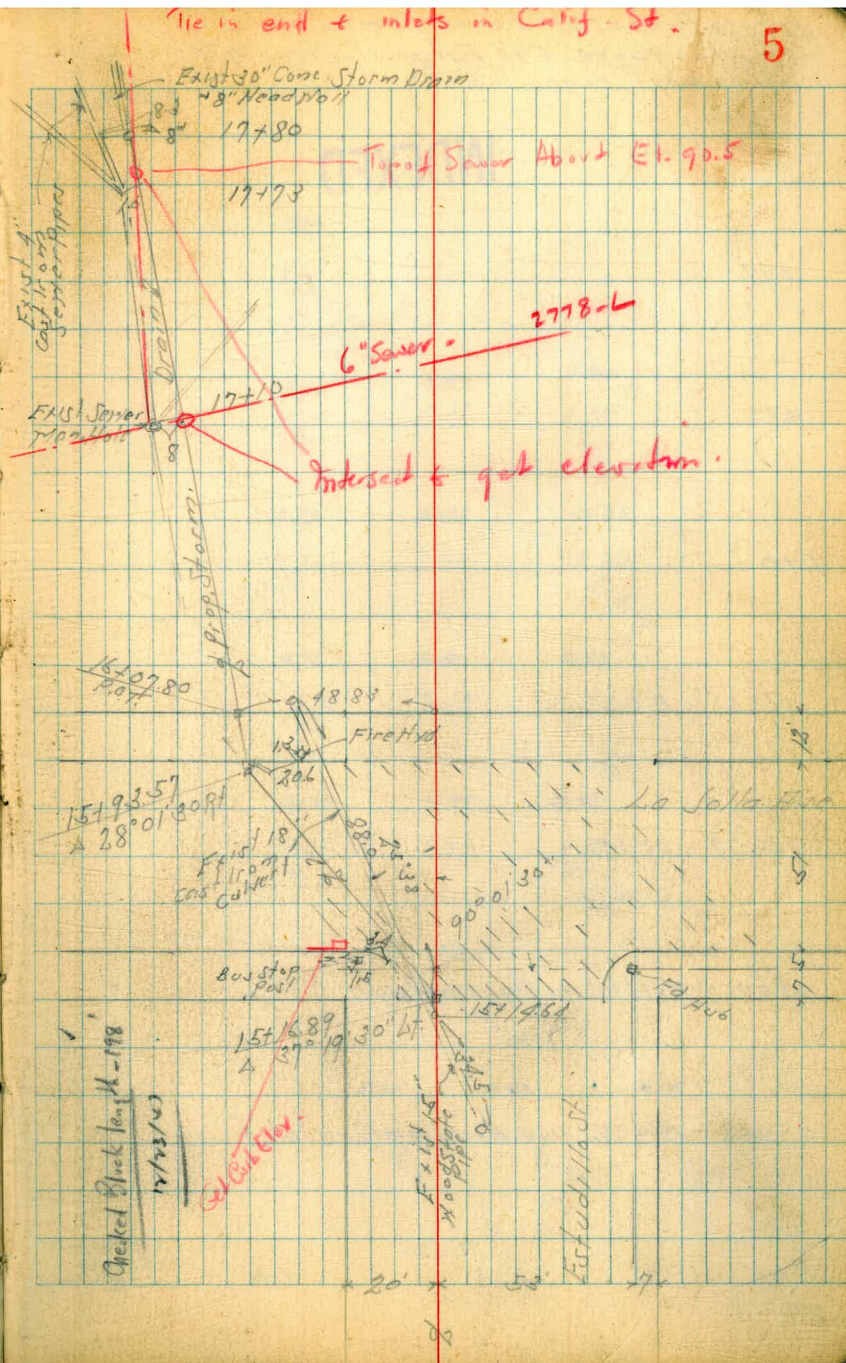
12+88.19 B.C. Pt.



17+80 = Exist 30" Conc. Culvert

15+93.57 Δ 28° 01' 30" Rt

15+16.89 Δ 37° 19' 30" Lt



470

Rail Elevations. 1579/180

3771.46 X 10'16'30" RT

on Hub

+56 = North Rail

7371 = South Rail Santa Fe

+25

370

TP 11.86 2499 ✓ 0.05 13.13

+50

470

13.18

LT-M

L

RT-F

7

17.2	17.63	17.91
7.8	7.36	7.08
10	on Rail	10

16.89	16.55	16.82	16.92
8.5	8.34	8.17	8.05
10	on Hub	6.24 oil	10
		Rock Br.	

16.89	16.55	16.61
8.50	8.44	8.38
10	Top Rail	10

16.98	16.54	16.58
8.51	8.45	8.41
10	Top Rail	10

14.55	15.05	15.79
10.44	9.94	9.20
10		10

13.87	14.21	14.14
11.12	10.78	10.85
10		10

2499 ✓

11.58	11.25	11.28
1.60	1.93	1.90
10		10

9.50	8.86	8.51
3.68	4.32	4.67
10		4

13.18 ✓

+46.50 A 10° 16' 30" Lt.

+40

670

+88

TP 12.50 36.58 ✓ 0.91 24.08

+50

+28

570

4750

2499 ✓

Lt.

L

Rt.

8

26.9
10.2
10

27.90
9.8
0.7466

26.9
9.7
10

26.32
10.24
10

26.3
10.3

26.1
10.5
10

26.68
10.91
10

25.91
11.18

25.08
11.50
8.7118

29.28

20.96

12.30

15.62

13.7

13.7

36.58 ✓

23.51
1.38
10

23.91
1.58
FH/Pr

23.3
1.6
10

18.46

6.53

22.5

Outlet

Comp. Plat

Flowline

21.35
3.64
10

21.99
3.50

21.29
3.75
12.7118

19.1
5.9
10

19.07
5.56
8.7118

19.55
5.22

19.48
5.61
10

2499 ✓

+7671 - S. Cb. of Moore

+5854 - Set Box

+5671 - S. L. Moore St - Sky Paving

+48

TP 11.27 47.56 0.29 36.29

8+0

+674

+519

7+0

6+57

36.58 ✓

47

8

RT

9

42.29	42.17	41.96	42.17	42.62
34.19 ✓ 6.37 10 0.641 30.75 30.75	5.37 10	5.39	5.10 10 10. Gutter 1.50 dim	5.39 3.8 3.8 = 7.15 Gutter

42.16	41.71	41.56	42.00	42.17
5.40 10	5.85	6.00 2. Gutter	5.56 2. Cb	4.9 10

41.6	35.6	30.78 ✓	42.8
6.0 10	12.0	13.80 0.4 30.00 30.00 pipe	4.8 1.5

47.56 ✓

35.3	35.1	31.9	33.7	33.8
1.3 10	1.5 5	4.7	2.9 2	2.8 10

32.1	32.2	29.93	32.2	32.1	32.7
4.5 10	4.4 4	6.65 1.5 5.15 0.5 4.65 10	4.4	4.5 3	3.9 10

31.1	31.7	31.8	28.98	31.9	32.2
5.5 10	4.9 5	4.8 0.0	7.60 1.21 5.39 10	4.7 6	4.4 10

28.6	28.4	27.0	27.0	29.4	29.9
8.0 10	8.2 2	9.6	9.6 13	7.2 6	5.9 10

27.1	25.06	27.6	28.3
9.5 10	11.52 1.60 9.92 10	9.0	8.3 10

36.58 ✓

8.77

4.81

42.75

 ✓
 H.E. 7 BIT
 Moorey
 Hoell

• 10 + 0

+ 77.6 = Exist Curb Inlet on Lt

+ 71.4 = West Line Hoell St

+ 57.4 = West Curb Line Hoell St

9 + 52.40 = EC

9 + 28.83

9 + 05.26

8 + 81.69 BC Lt

47.56 ✓

Lt

2

Pt

42.21	42.70	42.95	43.3	43.6
5.35	4.86	4.61	4.3	4.0
15 = Gutter	15 = Cb	25 = H/Cone		10

40.05	41.77	42.47
7.51	5.79	5.09
15 = Bottom	15 = Grate	15 = Cb

41.72	42.37	42.68	43.0	43.3	43.7
5.84	5.19	4.88	4.6	4.3	1.9
15 = Gutter	15 = Cb	25 = H/Cone		4	10

42.56	42.13
5.00	5.13
10 = Cb	10 = Gutter

41.96	42.31	43.01	43.01
5.60	5.25	4.55	3.55
10		4	10

41.86	42.22	43.38
5.70	5.32	4.18
10		10

42.56	42.39	42.13
5.00	5.17	5.13
10		10

42.39	42.41	42.36
5.17	5.15	5.20
10		10

17.56 ✓

12+07

TP 11.63 56.78 ✓ 2.91 45.15

+81 = Wly Brick Drive

+72 = Fly Brick Drive

+60.4 = Wly Conc. Drive

+46.6 = Fly Conc Drive

+15 = Fly 4 Conc Walk

11+0

10+50

17.56 ✓

45.45	45.51	45.57	45.71
11.33 1/5-cb	11.27 2.5-fly walk	11.21	11.07 5.5-base Cobble wall
		56.78 ✓	

45.19	45.23	45.31	46.1
2.42 15	2.33 2.5	2.25	1.5 3.4-base Cobble wall

45.99	45.12	45.11	46.06
2.57 15	2.44 2.5	2.45	1.50 7

44.82	44.92	44.97	45.10
2.74 15	2.64 2.5	2.59	2.46

44.51	44.77	44.82	44.99
3.05 15	2.79 2.5	2.74	2.57 7-fly Dr

44.39	44.91	45.98
3.17	3.15 0.7-fly stone	1.58 1.7-top stone

43.97	44.17	44.8	45.7
3.59 15	3.39 2.5	2.8	1.9 7-fly Blk

43.32	43.58	43.7	44.1
4.14 1/5-cb	3.28 2.5-fly stone	3.9	3.5 10

copy 7-56 (

14+0

+58.85 EC

+10

TP 12.58 69.18 0.18 56.60

+20

Taken Radial

13+07 = 11/4 Paving P.O.S.

Taken Radial

+87.15 = F. CB.

12+73.15 = F.L. Estud. 110 St.

12+39

56.78

21.

2

RT

12

61.5

7.7
10

57.6

11.6
10

55.6

13.6
10

46.97

9.81
11.5 Edge
10

46.53

10.25
15.07 Pav.

45.80

10.98
15.07 Pav.

46.18

10.60
15.06

45.83

10.95
15.06

61.8

7.8

57.77

11.91
10.07 Hub

56.2

12.8

69.18 ✓

59.5

4.3

49.97

9.86

46.25

10.53
15.06

46.9

10.4
15.07 Pav.

45.96

10.82

61.7

7.5
10

57.6

11.6
10

56.3

12.9
10

59.7

2.1
6

47.6

9.3
5

45.83

10.95
10.06 Gut

46.5

10.3
15.06

46.02

10.74
15.06

45.83

10.95
5.06 Gut

46.5

10.3
15.06

46.02

10.74
15.06

46.26

10.52
5.06

56.78 ✓

Lt.

2

ft.

+64

+32.1

Taken Carb Line on Dig
South Carb Line La Jolla Ave

+32.1

A 340 19' 30" Lt

15+16.89 = S. La Jolla Ave Also Sly Paving Taken on split

+95

+85

TP 11.59 80.67 0.10 69.08

+75

+50

14+17

69.18

	77.35	77.35	77.35
	3.35	3.32	3.35
	76.27	75.97	75.97
	470	505	470
	11.06	11.06	11.06
	75.9	75.50	75.80
	4.8	5.13	4.87
	10	10	10
	75.2	75.20	75.22
	5.3	5.24	5.23
	10	0.25 0.5	10 0.2 Paving
	74.5	74.7	74.6
	6.2	6.0	6.1
	10	10	15
	68.9	68.3	68.2
	0.3	0.9	3.8
	10	10	10. Sly Bottom Hors
	65.2	64.9	64.3
	3.8	4.3	1.9
	10	10	10
	63.2	63.3	63.1
	5.3	5.9	6.1
	10	10	10

69.18 ✓

69.26

11.41
11.41 = out of 1/2
15' wood ppt

1770

178

160

140

16713

TP 12.60 92.55 0.72 79.95

16708

19587 - N.Cb. La Sella Bisc Taken on Line of Curb

1549357 A 28° 01' 30" Rt. Taken on Line of Curb

80.67 ✓

Lt

Z

Rt

14

87.2 86.2 85.0 85.2 77.2

3.2/10 6.2/7 7.6 7.1/4 = Fly Hook No. 55 1.1/11

87.2 86.6 83.7 88.0 89.8

5.2/10 8.9/8 = Fly Hook No. 55 9.3 4.5/15 2.7/10

86.6 82.2 83.0 86.6 89.2

4.0/15 10.2/14 = Fly Hook No. 55 9.5/15 = Bottom No. 55 6.0 3.2/10

84.6 81.2 81.4 82.0 86.6

7.9/8 11.2/6 = Fly Hook No. 55 11.1/6 = Bottom No. 55 10.6/15 6.0/11

82.8 81.6 76.8 77.2 83.8

9.8/10 11.0 91.55 ✓ 15.8/7 = Fly Hook No. 55 15.2/12 = Fly Hook No. 55 8.8/18

78.7 78.1 78.5 75.76

2.5/10 2.6 2.2/9 4.9/11 = 1st Fly Hook 18' East from Curb

78.30 77.65 77.52 78.23 77.95 78.12

2.3/10 = Cb 3.02/10 = Gutter 3.13/10 = Gutter 2.44/10 = Cb 3.22/10 = Gutter 2.55/10 = Cb

77.67 77.57 77.47

3.0/10 3.10 3.20/15

80.67 ✓

B.M. 4.48 74.08

For Check 316 78.56 75.40

17780 = out let of Exh. 79 30" Coye Pipe

+716 = P.I. Sewer Line

+60

+50

TP 479 96.87 0.47 92.08

+25

+18

+12 = P.I. 6" Cast Iron Sewer

17710

92.55

HEBP
Hocil 4
Lofalla 4
74.15

02 stub 2
15416.89
Pog 0.13

27

2

PN

15

91.74 95.77

513 110
50' 5" Fly Line
30' 0" 2nd Form
Droin

85.80
70.9
1. Top Sewer

93.6 92.9 91.9 90.7 91.5 95.3

3.3 40 55 6.2 5.4 1.6
10 6 7 70 10 15

92.9 92.5 91.9 90.1 91.0 96.9
40 41 50 6.8 5.9 0.0
10 3 3 1.2 2.2

96.87 ✓

91.2 90.8 87.6 88.2 91.6
14 1.8 4.9 4.4 1.0
10 5.5 11 1.5

90.8 90.8 86.8 87.9 92.2
17 17 5.7 5.7 0.9
10 10 7 11

83.91 89.22
8.64 3.33
8.5 From
1.77 8 P.I. of
Sewer
12.11 92.55 ✓

Notes Reduced. 12-17-47

~~85~~

INDEX

Location of Inlets California St
 Estadillo St + Wright St

BM 5.72 124.31 118.59

N.Y.B.P.
 Estadillo +
 Jefferson
 by Calif.

INDEXED

17/let A 6' opening

Top Curb 5.83 118.98
 Grate in Gutter 6.72 117.59
 Flow Line Bottom Box 10.54 113.77

17/let B 6' opening

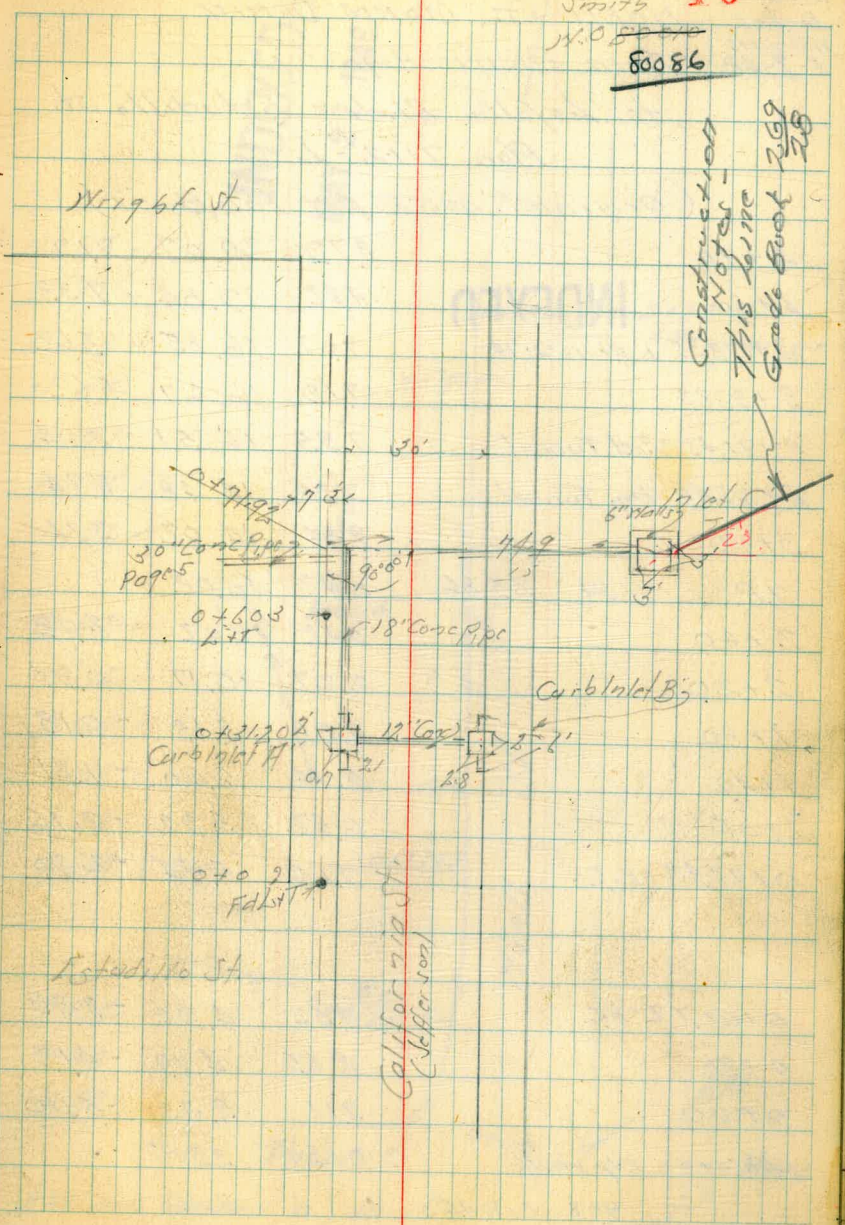
Top Curb 4.95 119.36
 Grate in Gutter 5.94 118.37
 Flow Line Bottom Box 7.84 116.97

17/let C

Top 3'x3' Conc Box 10.15 119.16
 Flow Line Bottom Box 22.67 101.69

Jan. 5-48
 Sisson
 Hill
 Smith

80086



Construction
 Notes -
 This line
 Grade Book 269
 28

Wright St

Estadillo St

California St

Carb Inlet B₂

30" Conc Pipe
 Page 5

0+603
 1st

0+3120
 Carb Inlet A

0+09
 1st

12" Conc
 Carb Inlet B₁

17/let C

Walker
Headricks
Becker
Williams
5-7-48

CONSTRUCTION GRADES

NOELL ST. STORM DRAIN

From Pacific Highway

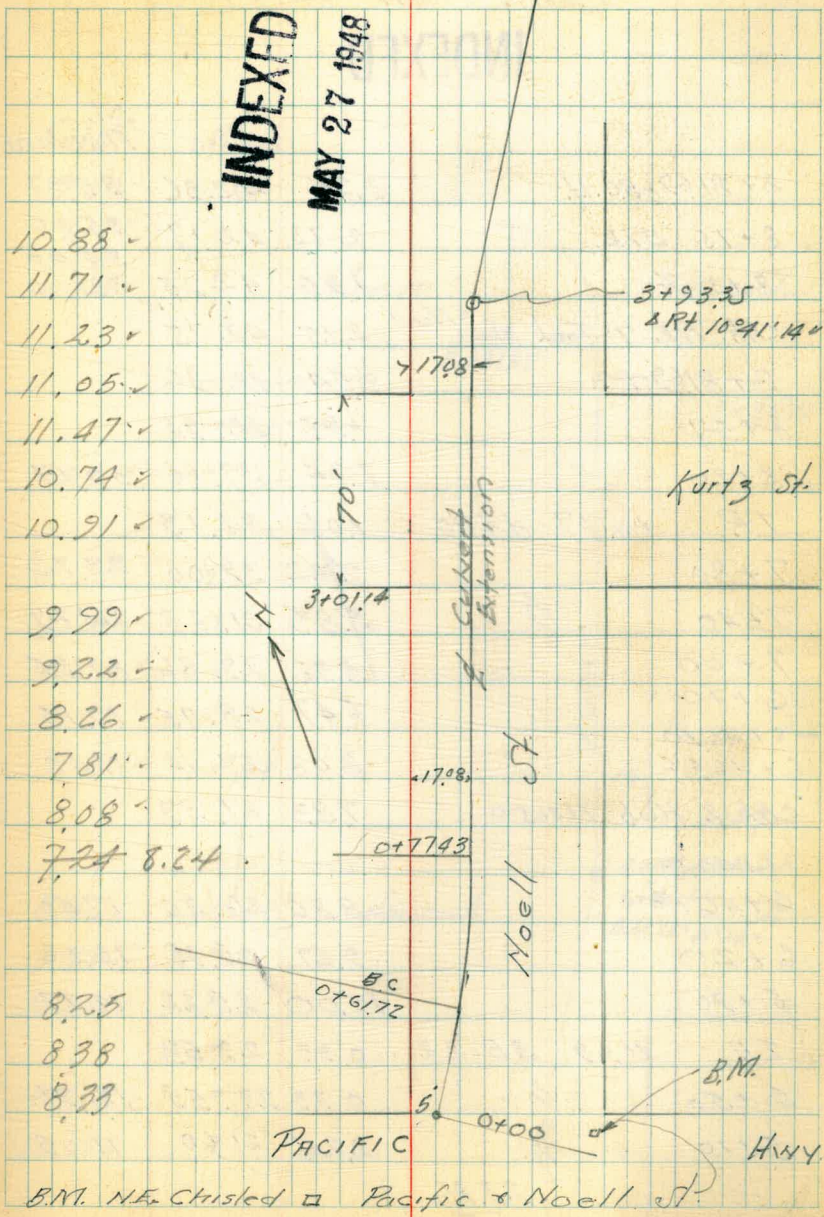
to La Jolla Blvd. & Estudillo St.

Plan 7112-L

(Original notes p. 1 this Book)

A+70	379	20.07	9.19
A+30	INDEXED	482	19.04
3+93.35 Δ RT 10°41'14"	701	16.85	5.62
3+93.35	719	16.67	5.62
3+71.45 End Tunnel	735	16.51	5.04
3+23.45 = Beg. Tunnel	938	14.48	3.74
3+00	984	14.02	3.11
T.P.	11.84	23.86	0.42
2+60	0.42	12.02	2.03
2+20	2.27	10.17	0.95
1+80	4.31	8.13	-0.13
1+40	5.84	6.60	-1.21
1+05	6.52	5.92	-2.16
0+77.43 = E.C.	7.10	5.34	-2.90
0+61.72 = B.C.	7.52	4.92	-3.33
0+30	8.25	4.19	-4.19
0+00	9.11	3.33	-5.00
Chk 0+00 Edge Walk	9.14	3.30	
	9.08	12.44	3.36

INDEXED
MAY 27 1948



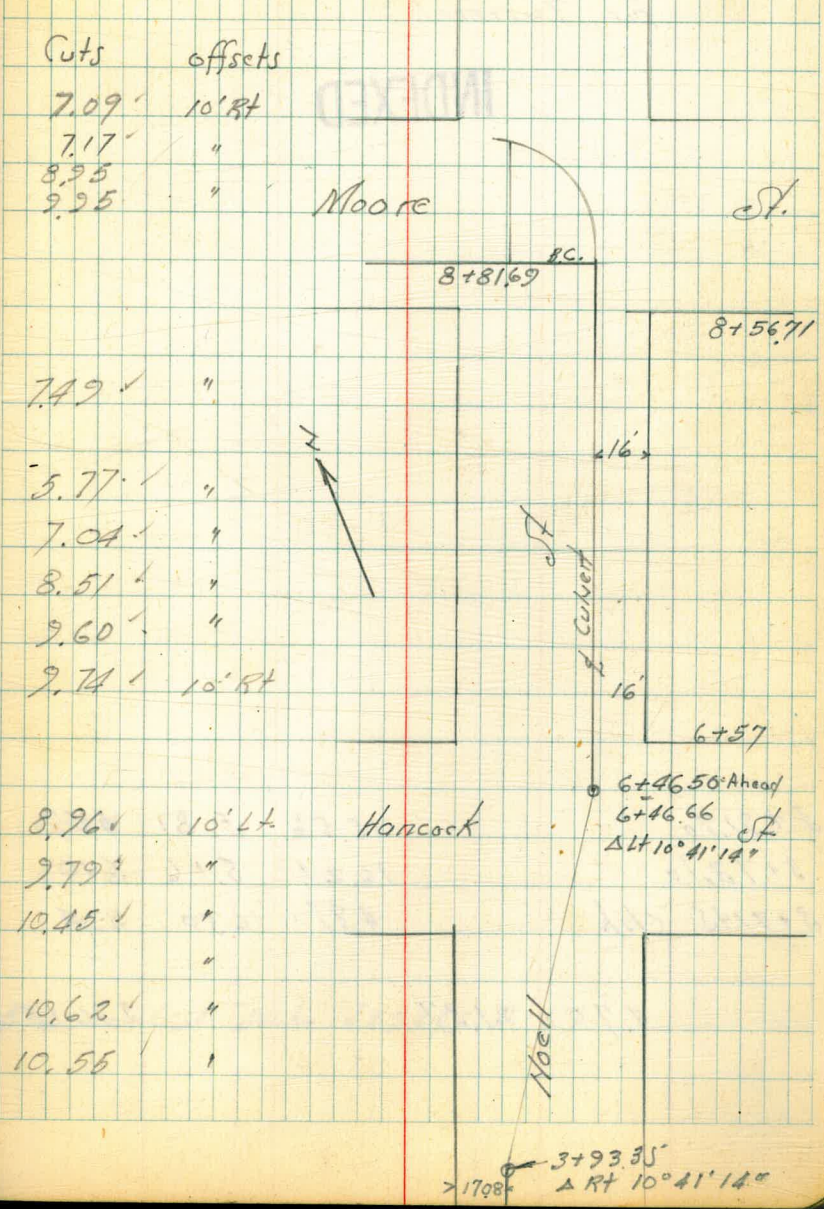
- 10.88 ✓
- 11.71 ✓
- 11.23 ✓
- 11.05 ✓
- 11.47 ✓
- 10.74 ✓
- 10.91 ✓
- 9.99 ✓
- 9.22 ✓
- 8.26 ✓
- 7.81 ✓
- 8.08 ✓
- 7.24 8.24 ✓
- 8.25 ✓
- 8.38 ✓
- 8.33 ✓

B.M. NE. Corner of Pacific & Noell St.

NOELL ST. STORITT DRAIN
Conts from P-17

INDEXED

			El.	Flow line
8+8169=BC.Lt.	2.54	42.36	35.27	
8+75 Brk.	2.73	42.17	35.00	
8+58.7	1.95	42.95	34.00	
chk. NE 7' Tack Moore	2.15	42.75	33.00	
8+8169=BC.	2.54	42.36		
8+57	1.95	42.95		
8+20	7.24	37.66	30.17	
T.P. 10.77	44.90	1.09	34.13	
7+80	2.22	33.00	27.23	
7+40	3.89	31.33	24.29	
7+00	5.36	29.86	21.35	
6+70	6.47	28.75	19.15	
-6+46.50	8.08	27.14	17.40	
6+46.66	7.83	27.39		
chk & Hub 7+0650				
-6+46.50				
6+46.66	8.86	26.36	17.40	
6+20	9.27	25.95	16.16	
5+90	10.00	25.22	14.77	
T.P. 11.69	35.22	0.33	23.53	
5+50	0.33	23.53	12.91	
5+10	2.26	21.60	11.05	
	23.86			



Cuts	offsets
7.09'	10' RT
7.17'	"
8.95	"
9.95	"
7.49	"
5.77	"
7.04	"
8.51	"
9.60	"
9.74	10' RT
8.96	10' LT
9.79	"
10.45	"
10.62	"
10.55	"

3+93.35
Delta RT 10° 41' 14"

5-17-48

Noell St. Storm Drain
Grades North of Tracks
for Tunnel

INDEXED

3+91.70	15.56	5.81	5.57
3+73.70	16.21	5.16	5.10
3+71.45 chk	4.87	16.50	5.04

4.70	21.37		\$16.67
------	-------	--	---------

Co 24
Co 86

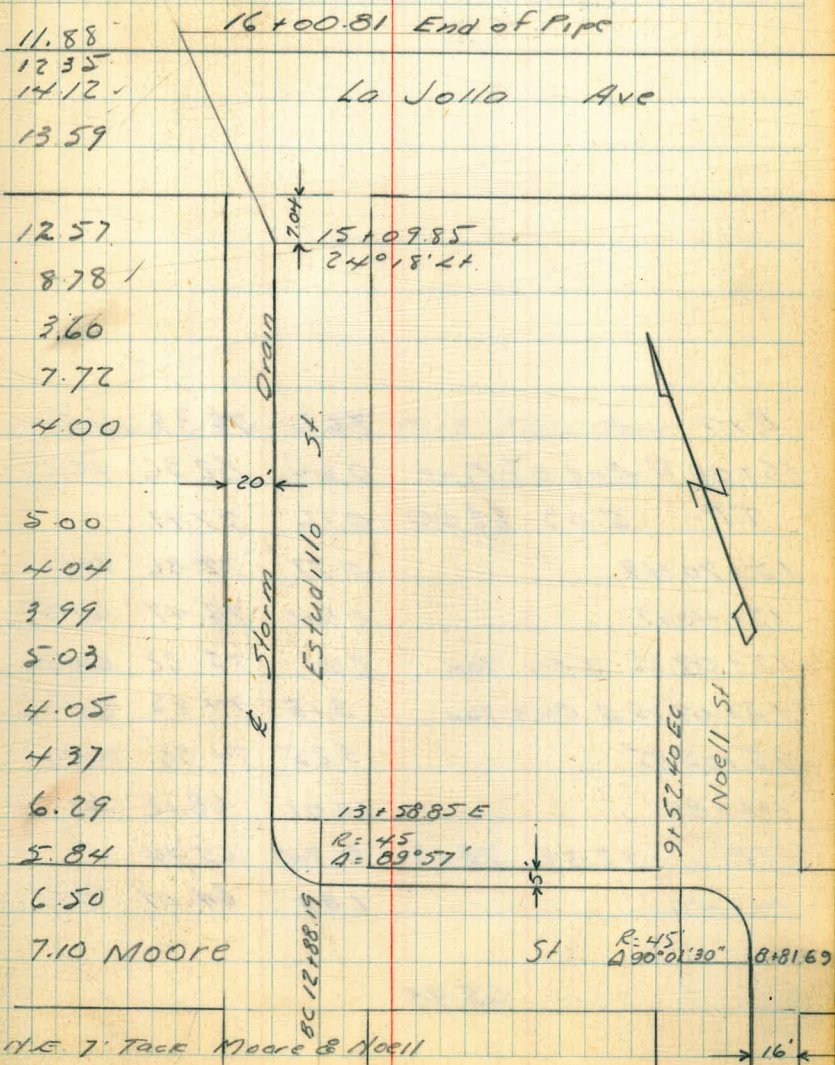
BM on Cut Stake 3+93.35 P-17

Hendricks Noell St Storm Drain
 Walker
 Becker from Noell & Moore to
 Williams Estudillo & La Jolla Ave
 5-18-48
 WO #60234 Plan 7112-L

INDEXED

14+00		4.40	61.58	4970
13+62.85	B+K	9.13	56.85	44.50
13+58.85	EC. B+K	8.36	57.62	43.50
13+44.71		9.05	56.93	43.34
T.P.	945 6598	0.04	56.53	
13+30.58		0.83	55.74	43.17
13+16.45		4.79	51.78	43.00
13+02.32		10.14	46.43	42.83
12+88.19		6.19	50.38	42.66
12+40		10.49	46.08	42.08
T.P.	11.13 56.57	2.72	45.44	
12+00		1.56	46.60	41.60
11+60		3.06	45.16	41.12
11+20		3.53	44.63	40.64
10+80		2.97	45.19	40.16
10+40		4.43	43.73	39.68
10+00	B+K	4.59	43.57	39.20
9+52.40	EC	4.19	43.97	37.68
9+26.20		5.48	42.68	36.84
9+00	B+K	5.66	42.50	36.00
8+81.69		5.79	42.37	35.27
B.M.	541 48.16		42.75	

Cuts.
 9



Cont'd from p. 20

21

B.M.		7.61	75.39	75.40
16+00.8	End of Pipe	0.64	82.36	73.05
TP.	5.03	83.00	0.16	77.97
15+70.49		0.77	77.36	70.32
15+40.17		1.64	76.49	67.59
15+09.85	4 For. Tan	2.91	75.22	64.86
15+09.85	4 Back Tan	3.15	74.98	64.86
15+05.85		3.25	74.88	64.50
14+80		10.01	68.12	60.80
TP	12.39	78.13	0.24	65.74
14+40		1.89	64.09	55.30

65.98

On hub 15+16.89 P. 13 This Book
9.31

7.04

8.90

10.36

10.12

10.38

7.22

8.79

Hendricks Location & Elev. of 6" C.I. Sewer
Walker Lateral Crossing Noell St. Storm
Becker Drain
Williams
5-18-48

INDEXED

Elev. of
Storm Dr.
Floor Lintel

2+60				203
2+40	Existing 6" CI sewer lateral	12.25	3.14	1.49
2+20				0.95
13.17	5.23	15.39		10.17

Elev. Top of Pipe

BM Nail 10' Lt. Sta. 2+20 from P. 17
BM Nail 10' Lt. Sta. 2+20 from P. 17

INDEXED

Location - Residence

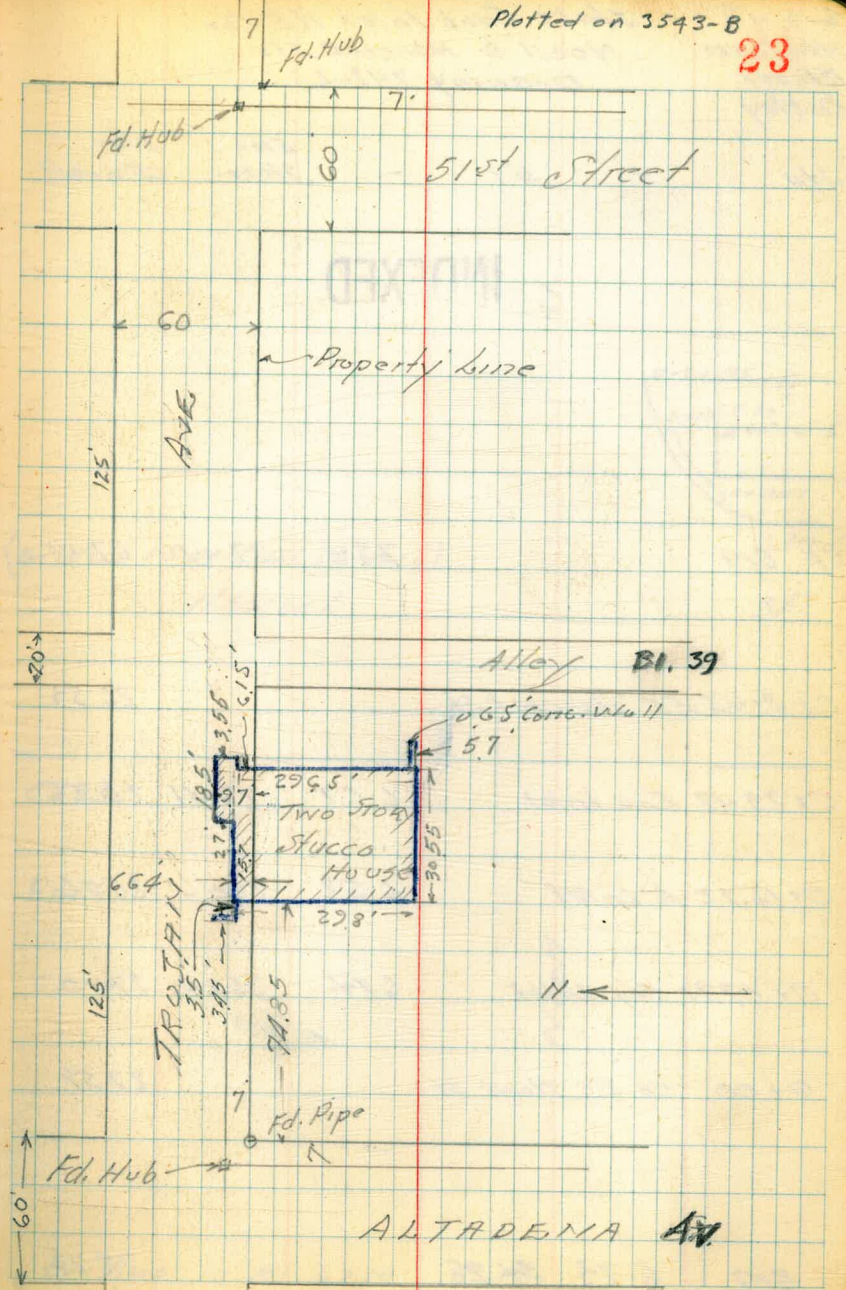
on Trojan
Between Altadena & 51st.

Walker
Becker
Williams
5-26-48

INDEXED
JUN 17 1948

Plotted on 3543-B

23



6-3-48
 Hendricks
 Becker
 Oakley

State Carb Inlet NE Cor.
 Noell & Hancock Sts.
 Drawing 7113-L

Sta	+ H.I	-	Elev. State	Elev. Cb. Grade
-----	-------	---	-------------	-----------------

INDEXED

Ck B17		7.84	27.14	27.14
0+31.45	EG Hancock St			26.53
0+23.47	End Inlet	6.57	28.41	26.58
0+15.72	R Inlet	6.52	28.46	26.76
0+07.97	Reg. Inlet	6.74	28.24	27.10
0+00	Cb. B.C. Noell St			27.59
BM	6.23	24.98		28.75

Coe. F.

(on Hub 10' Rt 6+46.50 P.18)
 Hancock

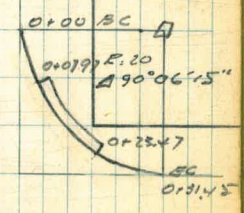
C183

C170

C114

on hub 10' Rt 6+70 P.18

St



St

Noell

6-3-48 Stake Curb Inlet Kurtz & Noell
Hendricks
Becker
Oakley
Drawing No. 7113L

Sta. + H-1 - Elev. of Stake Elev. Top of Cb

INDEXED
WK
APR 8 1949

Ck BM 5.55 16.85 16.85

4+04.85 Beg Inlet 5.08 17.32 17.91

3+93.35 5.37 17.03 17.40

3+89.85 End Inlet 5.22 17.18 17.25

3+88.65 B.C. Cb Ret. 17.20

B17 5.89 22.40 16.51

25

on hub 10' Lt 3193.35 P.17

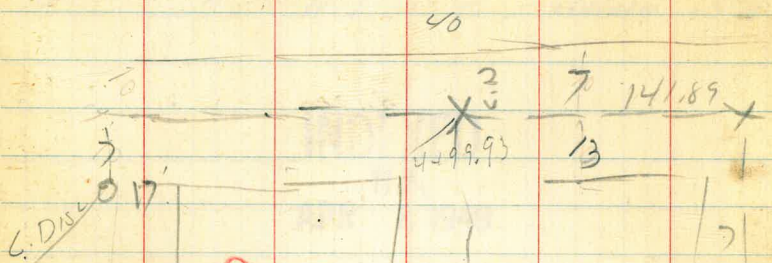
F0.59

F0.37

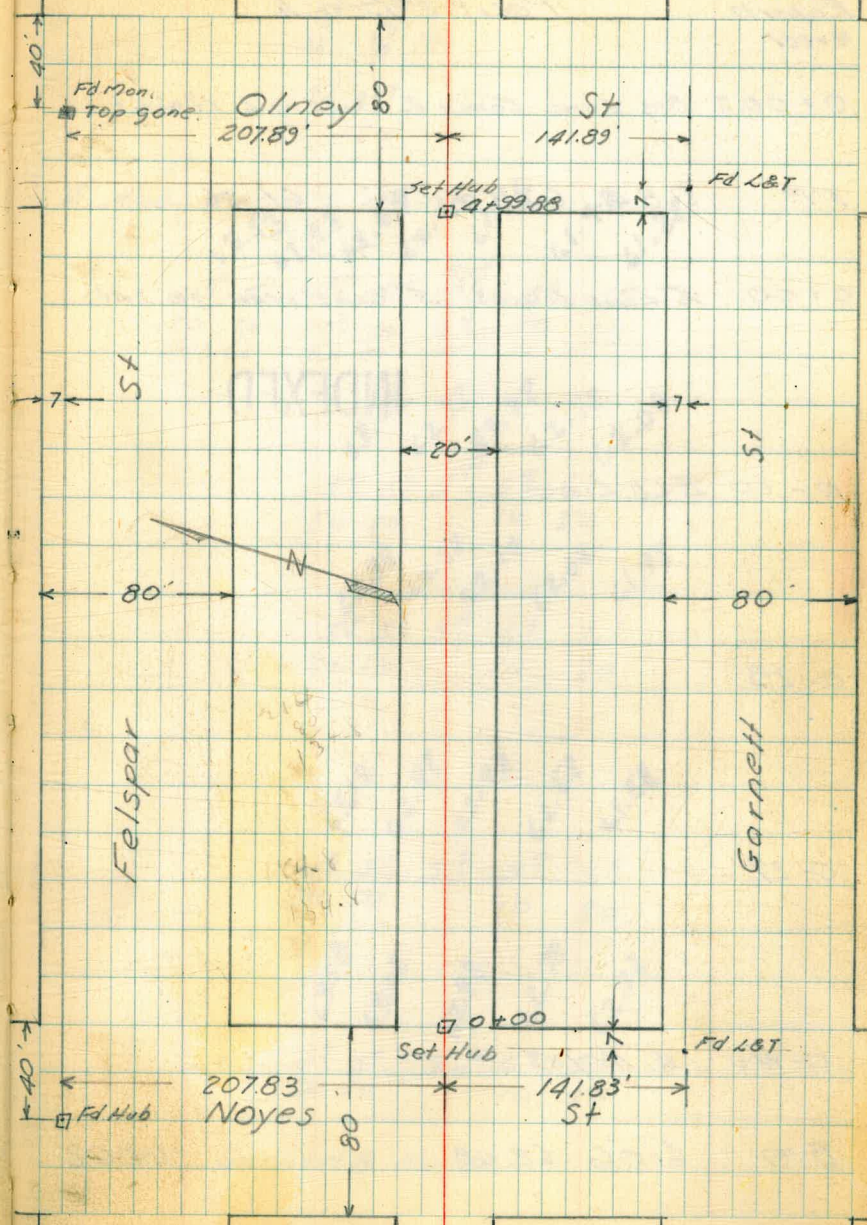
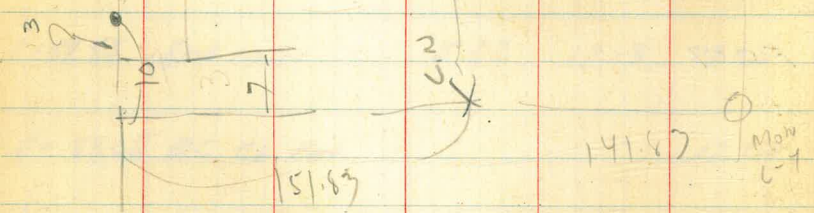
F0.07

(on hub 10' Lt 3171.45 P.17)

6-7-48 X Sect Alley Block 207
 Hendricks
 Becker
 Oakley
 W.O. # 25001



INDEXED
 JUN 9 1948



6-8-48
Hendricks
Roberts
Greer

Levels Alley Block 207
Pacific Beach

0+00.5 Beg Conc Ramp & Side walk 124.41

TP 2.84 64.60 632 61.76

0+00 E Line Noyes .5' Conc Wall 10.261

INDEXED

0-20 Ecb Line

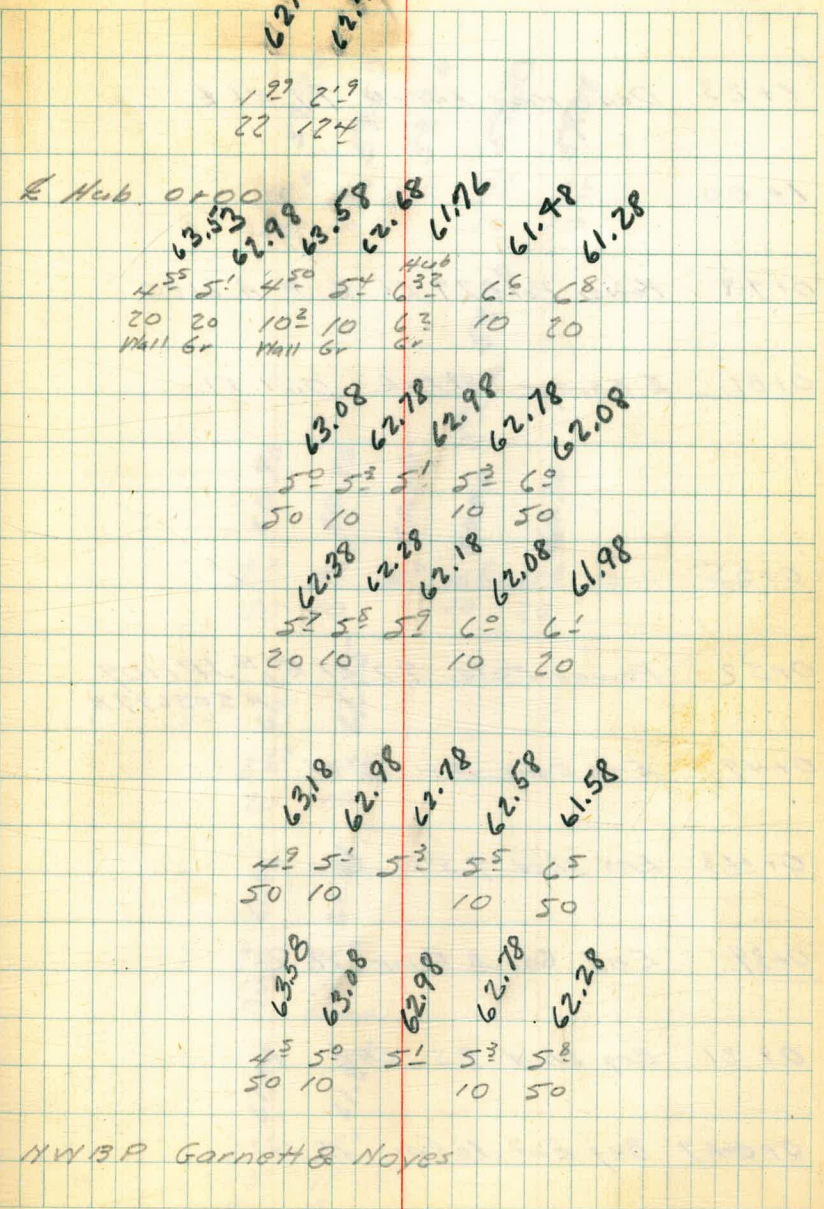
0-23

0-29

0-40 E Noyes St

BM 6.06 68.08

62.02



1+23 Dead Man to Pole 79 RT &

1+00

0+98 Power Pole 77 RT & # A 2120

0+81 & Garage 81 RT & Dirt Fl.

0+55

0+52 Power Pole 97 LT & # JP 2109
505699H.

0+49 End Conc. J.W 13' Lt.

0+48 End Shed 9.5 RT &

0+39 End Gar. & Ramp 11' Lt.

0+21 Beg Shed 9.5 RT &

0+04.7 Beg Ent. to Gar. 11' Lt.

64.60

20	20	20	20	20
4 ^M	4 ^M	4 ^M	4 ^M	4 ^M
59.80	59.80	59.90	59.70	59.00
09.65	09.65	09.65	09.65	09.65
60.90	60.90	60.20	60.70	60.30
61.73	61.55	61.96	61.81	61.82
26.4	27.9	26.1	27.8	26.1
15	11	15	11	15
Fl.	Ramp	Fl.	Ramp	Fl.

3+87

53.34	53.24	53.04	52.54	53.24	53.94	52.94	52.34	52.24
5 ³	5 ⁴	5 ⁵	6 ¹	5 ⁴	5 ²	5 ¹	6 ³	6 ⁴
20	10	7	5	3	1	10	14	20

3+75

53.84	53.84	53.54	52.94	53.84	53.94	54.14	54.24	52.64	52.14
4 ⁸	4 ⁸	5 ¹	5 ¹	4 ¹⁰	4 ²	4 ¹	4 ⁴	6 ¹⁰	6 ²
20	10	8	5	10	4	7	10	13	20

3+84.2 & 1.8 Conc. Strip 12' RL.

52.71
5 ³
12

3+788 & 1.8 Conc. Split Drive 12' RL

52.74
5 ²⁰
12

3+76 Power Pole # A 2160 10.3 RL &

55.14	54.84	54.44	54.54	55.24	55.04	53.64	53.24
3 ⁵	3 ⁸	4 ²	4 ¹	3 ⁴	3 ⁶	5 ⁰	5 ⁴
20	10	12	3	4	10	12	20

3+50 Power Pole 8.4 LL & # 505697 H.

55.90

3+37 & Garage Conc. Fl. 14.2 LL.

214
14.2

58.64

X-sec of Feldspar St. (Dirt Graded)
Lamont to Morrell

9-23-48

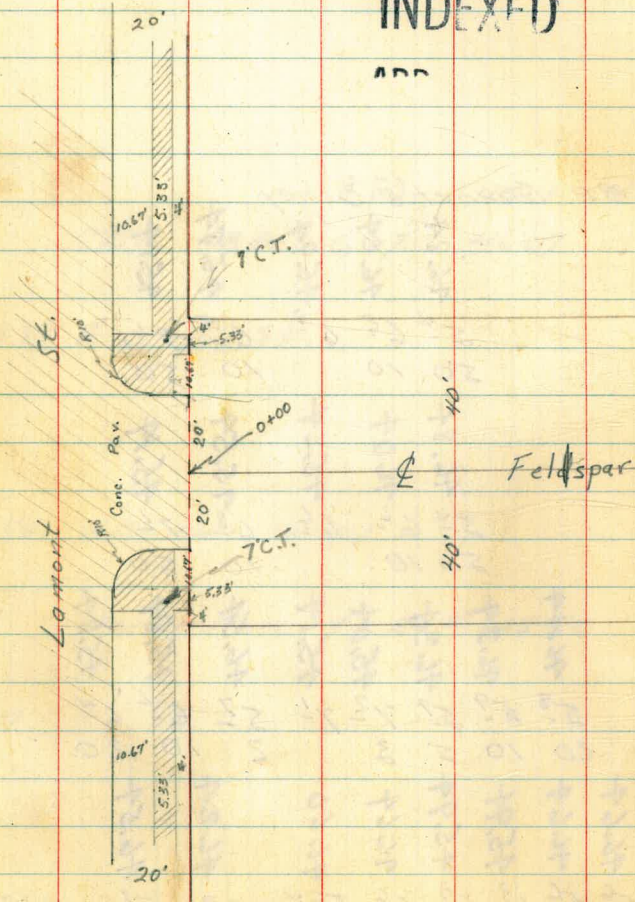
Roberts
Rorer

See F.B. 1701 (37-42)

W.O. # 31208

INDEXED

ADD

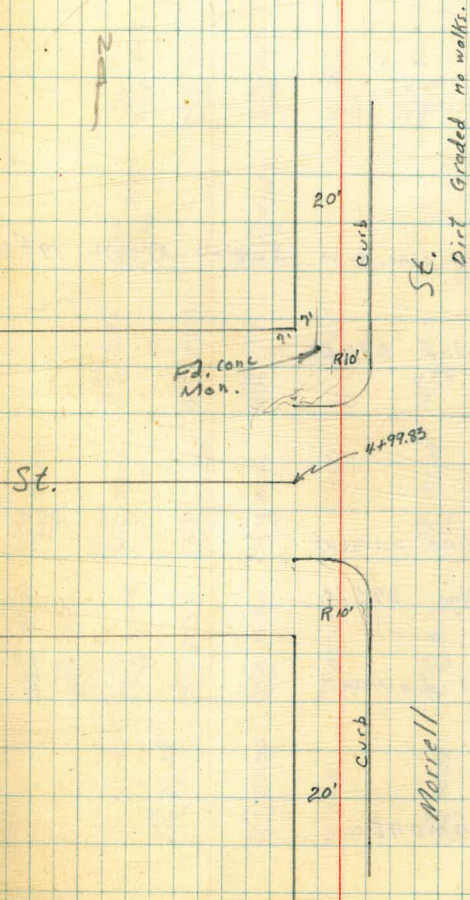


INDEXED

W.K.

SEP 24 1948

33



162

2+63 Olive tree 2' Lt.

2+53⁵ & Conc. Drive 7' Wide

2+50

2+04 & Conc. Drive 7' wide

T.P. 3.77 82.97 9.30 79.20

2+00

1+57 & Conc. Drive 9' Wide

1+50

1+47⁵ & Conc. Drive 7' wide

88.50

Lt.

&

Rt. 35

78.29
4.68
40

80.2
2.8
40

80.2
12.8
19

79.5
13.5
17

79.4
36

79.1
3.9
14

79.2
3.8
17

78.8
4.6
40

79.35
3.62
40

82.97

81.1
7.4
40

80.8
7.7
31

80.9
7.6
22

80.1
8.4
18

80.1
8.4

79.8
8.7
14

79.2
9.3
40

82.72
5.78
45

82.8
5.7
40

82.1
6.4
22

81.7
6.8
18

81.2
7.3

80.8
7.7
15

81.2
7.3
25

80.8
7.7
40

80.77
7.73
40³

88.50

4+50

4+22 ♀ Conc. Drive 7' Wide

4+06 ♀ Conc Drive 7' Wide

4+00

3+54⁵ ♀ Conc. Drive 7' Wide

3+50

3+36⁵ Eugenia Tree 3' Lt.3+04⁵ ♀ Conc. Drive 7' Wide

3+00

2+87 Olive tree 27' Lt.

82.97

Lt.

♀

Rt. 36

76.7	77.1	76.0	76.1	76.2	75.7	76.8	76.3
$\frac{4.8}{40}$	$\frac{5.9}{20}$	$\frac{7.0}{17}$	6.9	$\frac{7.8}{16}$	$\frac{7.3}{19}$	$\frac{6.1}{22}$	$\frac{6.7}{40}$

78.85

4.12

 $\frac{4.12}{40}$

79.52

3.45

 $\frac{3.45}{40}$

79.6	78.9	77.9	77.5	76.7	77.3	78.0	77.8
$\frac{3.4}{40}$	$\frac{4.1}{29}$	$\frac{5.1}{18}$	5.5	$\frac{6.3}{15}$	$\frac{5.4}{17}$	$\frac{5.0}{27}$	$\frac{5.2}{40}$

78.40

4.48

 $\frac{4.48}{40}$

80.8	80.4	79.7	78.8	78.3	77.8	78.6	78.5
$\frac{2.2}{40}$	$\frac{3.6}{38}$	$\frac{3.1}{26}$	$\frac{4.2}{18}$	4.7	$\frac{5.2}{15}$	$\frac{4.4}{22}$	$\frac{4.5}{40}$

78.00

4.80

 $\frac{4.80}{40}$

79.7	79.5	79.1	79.0	78.5	78.0
$\frac{3.3}{40}$	$\frac{3.6}{33}$	$\frac{3.9}{17}$	4.0	$\frac{4.5}{14}$	$\frac{5.0}{40}$

82.97

Additional outs along W. cb. of Morrell

5+19.83 = W.cb.
Same as below

	3.65	80.01	12.22	76.36
	0.39	88.58	1.35	88.20 = 88.19 ✓
T.P	8.67	89.55	2.09	80.88

5+39.83 ♀ Morrell

5+19.83 W. cb. Line Morrell

4+99.83 W. Prop. Line Morrell

4+97

4+75 E. Edge 3' Sidewalk 40' Lt.

4+52

82.97

Lt.

♀

Rt. 37

4.38 Top	5.742 Top	6.76 Top-NL	8.71.89 Top-SL	8.57 Top	70.98 Top
75.63	74.59	73.55	71.89	71.44	70.98
80.01	80.01	80.01	80.01	80.01	80.01
CK. NE. 7' CT. Lamont's Feldspar					
73.52	72.8	73.39	72.6	72.5	71.9
9.45 40 cb.	10.2 40	9.38 30 cb.	10.4 30	10.9 20	11.1
74.2	73.55	72.9	72.8	72.0	72.12
8.8 40	9.42 30 cb.	10.1 20	10.2	11.0 16	10.85 20 cb.
75.5	74.5	73.1	73.0	72.2	73.9
9.5 40	8.5 25	9.9 20	10.0	10.8 18	9.1 23
77.21	76.9	75.8	74.4	74.4	74.0
5.96 40	6.1 40	7.2 23	8.6 18	8.8 16	8.6
78.2	77.1	75.9	76.0	75.2	75.1
4.8 40	5.9 21	7.1 17	7.0	7.8 16	7.4 22
75.2	75.6	75.2	75.2	75.2	75.2
71.1	71.1	71.1	71.1	71.1	71.1
71.87	71.87	71.87	71.87	71.87	71.87

82.97

Cross Section Alley Block 8, Hartleys
 North Park & B.K.A, McFadden & Buxton North Park

Roberts
 W. Moore
 J. Clark
 4-7-49
 WD. 31520

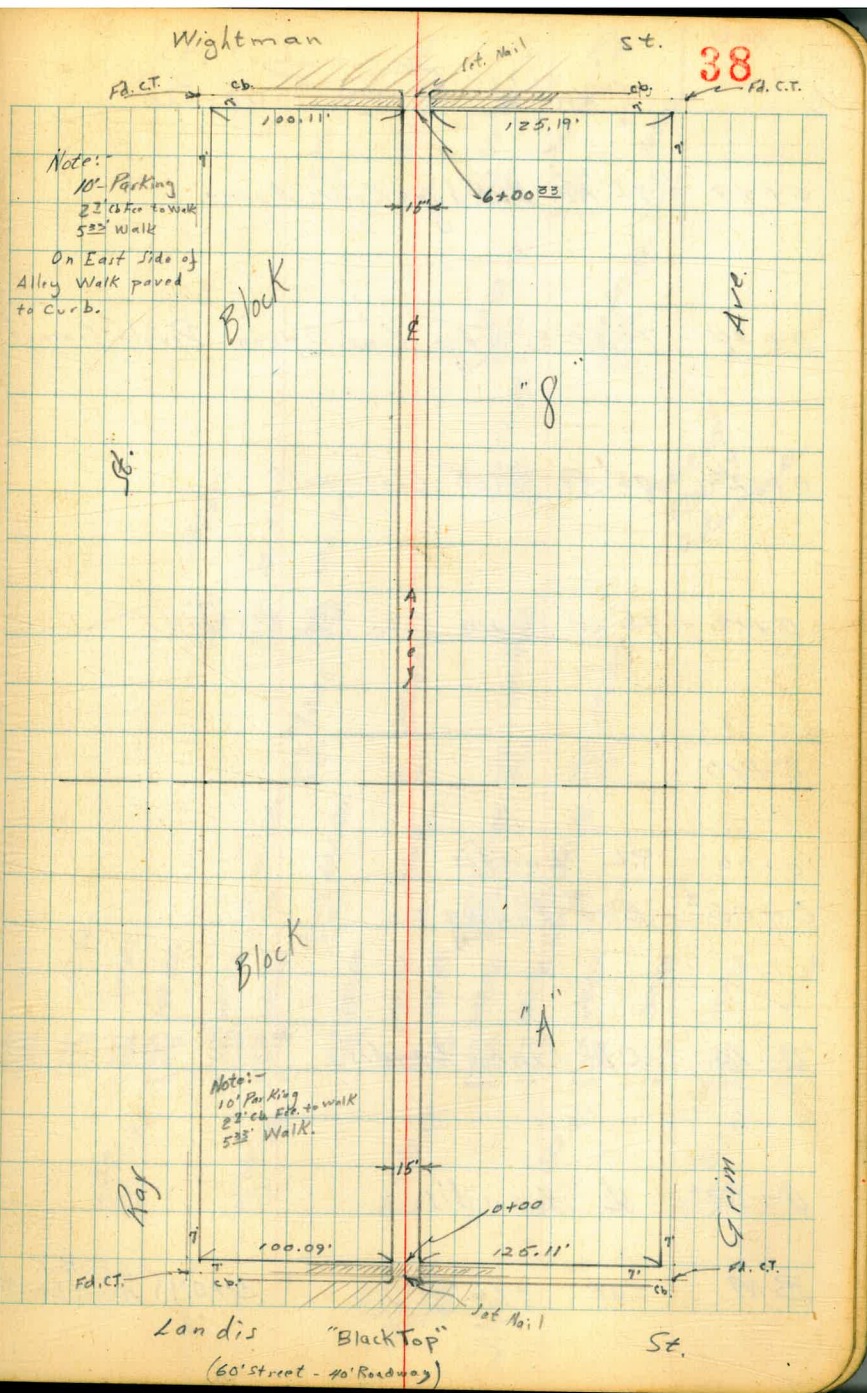
FB. 1548

TR. 178 Map 1428, 1429

INDEXED

WK

APR 8 1949



Cont'd From Page 38

0+49 78' Rt No. Edge Conc. Apron

0+34 72' Rt So. Edge Conc. Apron Double Garage

0+32 78' Rt. & 35' Conc. Walk

0+12 76' Lt Begin Conc. Block Wall

0+10

0+00 P.L. Landis

0-00² End Paving

0-10 Cb. Line Landis

0-30 & Landis

BM 5.64 346.55

340.91 SE. B.P.
Ray & Landis

Lt.

R

Rt

39

342.75	342.75	342.55	342.52	342.52
$\frac{342.75}{73}$	38	$\frac{342.55}{73}$	$\frac{342.52}{73}$	$\frac{342.52}{73}$
		Apron	Apron	Floor
		342.56	342.60	
		$\frac{342.56}{73}$	$\frac{342.60}{73}$	
		Apron	Floor	
		341.99		
		$\frac{341.99}{73}$		
		Conc.		
346.65	341.95	342.15		
$\frac{346.65}{76}$	$\frac{341.95}{76}$	$\frac{342.15}{76}$		
7p	cut	cut		
		342.05		
		$\frac{342.05}{72}$		
		7p		
		341.85		
		$\frac{341.85}{72}$		
		7p		
		341.85		
		$\frac{341.85}{72}$		
		7p		
		342.05		
		$\frac{342.05}{72}$		
		7p		
		341.20		
		$\frac{341.20}{73}$		
		cut		
		340.92		
		$\frac{340.92}{73}$		
		cut		
		341.07		
		$\frac{341.07}{73}$		
		cut		
		341.16		
		$\frac{341.16}{72}$		
		cb		
		340.94		
		$\frac{340.94}{72}$		
		cb		
		340.11		
		$\frac{340.11}{72}$		
		cut		
		340.48		
		$\frac{340.48}{70}$		
		cb		
		339.12		
		$\frac{339.12}{70}$		
		cut		
		340.08		
		$\frac{340.08}{70}$		
		cb		
4.78	5.33	5.18	5.72	5.52
$\frac{4.78}{100}$	$\frac{5.33}{70}$	$\frac{5.18}{50}$	$\frac{5.72}{50}$	$\frac{5.52}{92}$
cb	cut	cb	cut	cb
		341.03		
		$\frac{341.03}{92}$		
		cut		
		340.53		
		$\frac{340.53}{92}$		
		cut		
		340.50		
		$\frac{340.50}{72}$		
		7p		
		340.52		
		$\frac{340.52}{73}$		
		cut		
		340.99		
		$\frac{340.99}{73}$		
		cut		
		340.94		
		$\frac{340.94}{92}$		
		cut		
		340.94		
		$\frac{340.94}{92}$		
		cut		
		340.11		
		$\frac{340.11}{50}$		
		cb		
		340.48		
		$\frac{340.48}{50}$		
		cb		
		339.12		
		$\frac{339.12}{70}$		
		cut		
		340.08		
		$\frac{340.08}{70}$		
		cb		
		6.01		
		$\frac{6.01}{50}$		
		5.64		
		$\frac{5.64}{100}$		
		5.23		
		$\frac{5.23}{100}$		
		5.66		
		$\frac{5.66}{50}$		
		5.0		
		$\frac{5.0}{50}$		
		6.01		
		$\frac{6.01}{50}$		
		6.34		
		$\frac{6.34}{50}$		
		6.64		
		$\frac{6.64}{100}$		
		6.47		
		$\frac{6.47}{100}$		
		cb		

Reduced
5/31/49
C. Lawrence

346.55

Contd From Page 39

1719

1702

1701^L 7¹/₂' Lt. Begin Garage Opening on Ray

1701 7¹/₂' Lt & 0.8 Conc. Drain

1700 7¹/₂' Rt End Picket begin Lath Fence

0786^S 5²' Lt to Center P. Pole # PA3715

0780 7²' Lt & in Fence

0776 8³' Lt End Garage Begin Picket Fence

0768^E 8²' Lt & 2⁵' Doorway

0753 8²' Lt Begin Garage Opening on Ray

{ 7²' Rt Begin Picket Fence

0750 { 7¹/₂' Lt End Conc. Block Wall

346.55

Lt
349.95.
22
72

344.35.
2.7
75

349.95.
2.6
72

349.75.
2.8
75

349.65.
2.9
72

343.35.
3.2
75

349.55.
3.0
72

343.15.
3.4
75

Rt

40

342.90.
3.65
75
Conc.
343.15.
3.4
72

343.35.
3.2
75

343.15.
3.4
75

343.01.

354
511

346.85.

341.75.

342.65.

4.3
78

4.8
78
Foot

3.9
78
Dirt

346.55

Cont'd From Page 40

T.P. 9.23 355.47 0.31 346.24

2139 7³/₂' Lt to & 4" tile drain

2155 7' Lt to & 4" tile drain

2143 6²/₂' Lt to Center P. Pole #PA3735

2100 7³/₂' Lt to Fence 7⁶/₂' Rt End Board begin Lathe Fence

1450 { 7⁵/₂' Rt End Lathe Begin Board Fence
7⁴/₂' Lt End Picket Begin Wire Fence

1425 8' Rt & 1⁷/₂' Walk

1423⁵ 7⁶/₂' Lt & 0.8' Conc. Drain

1421⁵ 7⁵/₂' Lt End Garage Begin Picket Fence

346.55

Lt.

¢

Rt

41

345.47

1.00
7³/₂'
F.L.

344.76

1.79
7'
F.L.

344.95

1.6
7³/₂'

343.85

2.7
7⁵/₂'

343.33

3.22
7⁶/₂'
conc.

343.85

3.1
7⁵/₂'

345.25

1.3

344.15

2.4

343.33

3.22
7⁶/₂'
conc.

343.85

2.7

345.35

1.2
7³/₂'

344.15

2.4
7⁵/₂'

343.69

2.86
8'
conc.

343.55

3.0
7⁵/₂'

346.55

Cont'd From Page 41

3+21^E 8' Rt End Garage 7' Rt Begin Board Fence

3+21 7' Lt & 2' Walk

3+20 7' Lt Begin Wire Fence

3+01^E 8' Rt Begin Garage Opening on Grim

3+00 7' Lt End Lathe Fence

2+99^{IS} 8' Rt & 3' Walk

2+98 8' Rt End Garage

2+80 7' Rt End Lathe Fence 8' Rt Begin Garage Opening on Grim

2+71 8' Lt & 2' Walk

2+52

2+50 7' Lt End Wire begin Lathe Fence

355.47

Lt.

Q

Rt

42

348.80.
6.67
72
conc

348.12
72
72

348.32
71

348.32
71
71

348.29.
71
71
conc

347.39.

808
81
conc
347.07.
8.4
72

346.77.
87

346.87.
86
72

347.67.
78
10

346.17.
9.3
72

346.37.
9.1

346.57.
89
72

355.47

Cont'd From Page 42

4419[±] 8[±] Rt End Garage 7[±] Rt Begin Picket Fence

4416 7[±] Lt Begin Lath Fence

4408 16[±] Lt & Single Garage

4401 8[±] Rt Begin Garage Opening on Grin

{ 7[±] Lt End Wire Fence

4400 { 7[±] Rt End Picket Fence

3772[±] 7[±] Rt No. Edge Walk 7[±] Rt Begin Picket Fence

3769[±] 8[±] Rt End Garage So. Edge Walk

3766[±] 7[±] Lt Begin Wire Fence

{ 8[±] Rt Begin Garage Opening on Grin

3751[±] { 7[±] Rt End Board Fence

3750 7[±] Lt End Wire Fence

3745[±] 6[±] Lt to Center P. Pole #7A 3755

355.47

Lt

±

Rt

43

350.60.

487
162
Conc.

350.57.

350.37.

350.67.

47
73

51

48
73

350.13.

534
73
Conc.

350.13.

534
73
Conc.

349.67.

349.67.

349.67.

5.8
72

5.8

5.8
72

355.47

Cont'd From Page 43

5+72 7⁶' Rt End Lathe Fence
3 { 7⁵' Lt End Board Fence Begin Lathe House & Fence
5+50 { 7⁵' Rt End Wire Fence Begin Lathe House
Fence

5+17 7⁵' Lt Begin Board Fence

5+11 8²' Lt & Single Garage

5+00 7²' Lt End Lathe Fence

4+79⁵ 6⁵' Lt to Center P. Pole # PA 3775

4+72 7³' Rt & 2⁵' Walk

4+69 7²' Lt Begin Lathe Fence

4+50 7⁵' Lt & Rt End Fences Begin Wire on Pt.

4+22 7³' Rt & 4' Walk

355.47

Σ

Lt

Rt

Rt

44

353.27

353.67

353.57

$\frac{2.2}{75}$

1.8

$\frac{1.9}{73}$

352.87

2.60

82

conc.

352.77

352.57

352.47

$\frac{2.7}{75}$

29

$\frac{3.0}{75}$

351.82

$\frac{3.65}{75}$
conc.

351.67

351.67

351.57

$\frac{3.8}{75}$

3.8

$\frac{3.9}{75}$

351.01

$\frac{4.46}{73}$
conc.

355.47

Σ

Cont'd From Page 44

6+10³³ Cb. Line Wightman

T.P. 4.36 356.52 3.31 352.16

6+00³³ P.L. Wightman

5+98⁸ Begin Pav. 1.53

5+94^E 92' Rt End Garage

5+90 76' Rt End Walk

5+80

5+74^E { 76' Rt Begin 15' Walk 9' Rt Begin Garage
78' Lt End Lath House & Fence

5+73 76' Rt & 25' Walk

355.47

Lt.

R

Rt

351.71.	357.28.	357.34.	357.93.	351.13.	350.76.	350.77.	350.75.	350.76.	350.76.	357.12.	350.65.	357.02.	350.33.	350.72.
4.81	5.24	5.18	5.59	5.39	5.76	5.95	5.77	5.76	5.76	5.40	5.89	5.56	6.19	5.80
100	100	50	50	85	85	75	5.77	75	85	85	50	50	100	100
Cb	Gutt	Cb	Gutt	Cb	Gutt	Cb	5.77	Gutt	Gutt	Cb	Gutt	Cb	Gutt	Cb

356.52

351.53.

357.43.

357.30.

357.48.

351.54.

3.94

4.03

4.17

3.99

3.93

75

75

75

75

75

Cb

Gutt

Gutt

Gutt

Cb.

352.77.

352.67.

352.67.

353.02.

2.7

2.8

2.8

2.45

75

75

75

75

conc

conc

conc

conc

352.97.

353.07.

353.07.

2.5

2.4

2.4

75

75

75

conc

conc

353.30.

353.32.

2.17

75

conc.

2.15

75

conc.

355.47

Opening on Wightman

Cont'd From Page 45

check
Start. B.M.

11.15 340.91 = 340.91

Check 0.29 352.06 4.75 351.77 = 351.63 SEBP Ray & Wightman

6+30³³ & Wightman

356.52

Lt.

Q

Rt.

46

352.26.

$\frac{72.6}{100}$

352.08.

$\frac{41.44}{50}$

351.82.

470

351.66.

$\frac{486}{50}$

351.44.

$\frac{508}{100}$

356.52

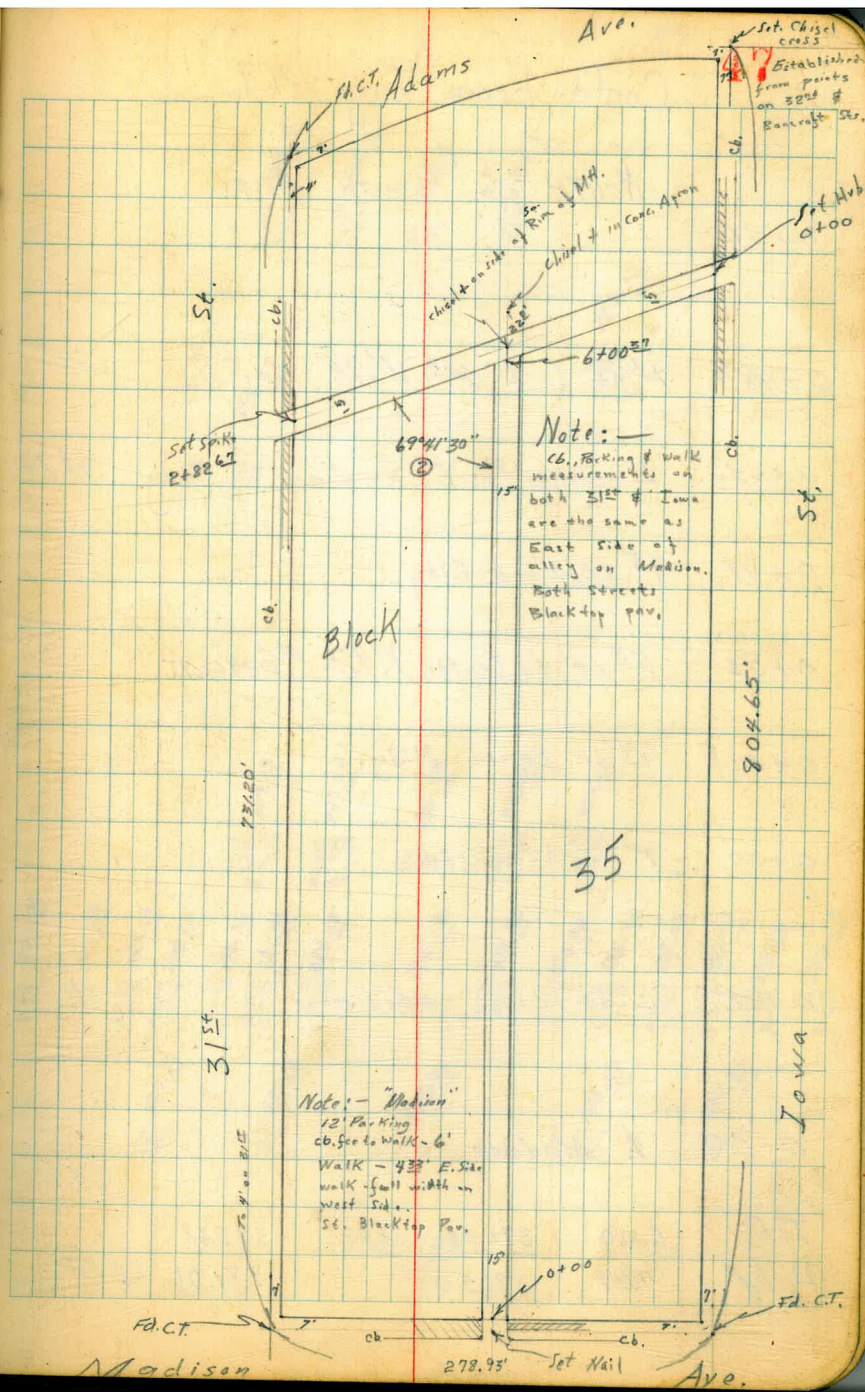
X-Sect Alley Bk. 35
Normal Hts.

Roberts
W. Moore
J. Clark
4-20-49
H.O. 25001

Map 986 TP3589 TP 3598

INDEXED
WK
APR 22 1949

Notes Transcribed
McLaren 5/25/49
Aren Profile # 2048



Cont'd From Page 47

NORTH and SOUTH ALLEY

0+50

0+48.5 7' R to E 4" Walk

0+43.2 E Conc. Porch on End of Bldg 9' Lt

0+41 9' Lt End Bldg

0+03 58' Lt to Center P. Pole # D29627T

0+00.5 94' Lt Begin Bldg.

0+00 P.L. Madison

0-12 Curb Line Madison

0-30 E Madison

T.P.	6.00	<u>391.88</u>	2.62	385.88
BN	7.49	388.50		381.01 SEBP

Lt.

E

Rt. 48

388.4
3.5
19

388.2
3.7
74

388.4
3.5

388.1
3.88
72

387.71

3.11
94
conc.

388.02
3.86
72
conc.

387.54 4.34 100 Cb.	387.03 4.83 100 G.H.	387.29 4.77 50 Cb.	386.75 5.13 50 G.H.	386.22 4.96 92 Cb.	386.43 5.21 92 G.H.	386.45 5.43 92	386.33 5.50	386.96 5.42 72	387.03 4.75 72 G.H.	387.13 4.75 72 Cb.	386.76 5.12	386.43 5.15 50	385.99 5.27 100	386.12 5.76 100 Cb.

Madison & Bancroft

391.88

Cont'd From Page 48

1+49.5 7¹/₂ LT END OF CONC. WALK - CONTINUATION OF APRON.

1+45 7¹/₂ LT. END OF APRON

1+38 8¹/₂ END WIRE - BEGIN BOARD FENCE ON RIGHT

1+05 TO 1+36^E VERY ROUGH SURPLUS CONCRETE. WIDTH VARIES -
(FROM 3' TO 5' IN FRONT OF APRON.)

1+05 7⁹/₁₆ LT BEGIN CONC. APRON

1+01 8¹/₂ RT. BEGIN WOOD & CHICKEN WIRE FENCE

1+00

0+75 7¹/₂ RT. END SHED

0+72^E 6³/₁₆ LT. & P. POKE # PAA611

T.P. 4.97 393.25 360 388.28

0+50^E 7³/₁₆ RT BEGIN SHED

391.88

LT.

¢

RT

49

388.36
4.89
11.3 FEET
388.28
4.99
7.7
388.16
4.97
7.7 APRON

388.36
4.89
11.4 FEET
388.28
4.97
7.9 APRON

388.7
4.9
15
388.3
4.9
7.5
388.2
4.9
7.5
388.1
5.1
15

393.25

391.88

Cont From Page 49

Lt.

£

B.

50

2+29 7⁸ Rt. BEGIN LATH FENCE

2+13 7⁶ Rt. END BOARD FENCE.

2+00

1+99 { 55 Lt. To A.P. Pole # PA4627
6² Lt. END BOARD - BEGIN PICKET FENCE
Lath

1+78 6⁹ Lt. L. IN FENCE.

1+76 9² Lt L. IN FENCE.

1+66 9² Lt L. IN FENCE

1+63.5 6³ Lt. L. IN FENCE

1+62 6⁷ Lt. END SHED & BEGIN BOARD FENCE

1+50 6² Lt. BEGIN SHED

393.25



388.0
5.2
7.5

388.0
5.2

388.9
A.1
7.5

388.0

388.1

388.2

5.2
7.5

51

5.0
7.5

393.25



TP 500 393.37 4.88 388.37

3+50 { 6¹ Lt. END BOARD. BEGIN WIRE FENCE.
 { 9⁶ Rt. END OF PICKET FENCE.

3+295 { 6³ Rt. END SHED
 { 8² Rt. BEGIN PICKET FENCE

3+15 { 8¹ Rt. END BOARD FENCE.
 { 6⁴ Rt. BEGIN SHED.

3+00 { 5¹ Lt. TO & P. POLE #1 PA 4661
 { 8⁵ Rt. END - BEGIN BOARD FENCE.

2+65

2+50

2+49 6² Lt. END LATH. BEGIN BOARD FENCE.

393.25
 ↑

388.6
 $\frac{4.6}{15}$

388.4
 $\frac{4.8}{7.5}$

388.6
 4.6

388.4
 $\frac{4.8}{7.5}$

388.0
 $\frac{5.2}{15}$

388.2
 $\frac{5.0}{15}$

388.2
 $\frac{5.0}{7.5}$

388.3
 4.9

388.0
 $\frac{5.2}{7.5}$

387.8
 $\frac{5.4}{15}$

388.2
 $\frac{5.0}{7.5}$

388.3
 4.9

388.2
 $\frac{5.0}{7.5}$

388.1
 $\frac{5.1}{7.5}$

388.0
 5.2

387.8
 $\frac{5.4}{7.5}$

393.25
 ↑

A+50 } 6³ Rt. TO FOUND DWELLING - N.W. COR.
 6³ Rt. TO BEGIN LATH FENCE.
 7⁰ Lt. BEGIN BOARD FENCE.

A+255 6⁶ Rt. TO FOUND. DWELLING - S.W. COR

A+23 6⁵ Rt. TO 4⁰ CONC. PORCH

A+195 6⁵ Rt. TO 2⁶ WIDE CONC. WALK.

A+185 6⁵ Rt. TO FOUND. OF DWELLING - N.W. COR.

A+035 } 6³ Rt. END OF CYCLONE FENCE.
 6³ Rt. TO FOUND OF DWELLING - S.W. COR.

A+00 } 6⁶ Rt. BEGIN CYCLONE FENCE.
 6² Lt. TO & P.P.I.C # PA 4653
 7² Lt. END OF WIRE FENCE.

3+91 6⁵ Rt. TO FOUND. 6² Rt. TO END DWELLING.

3+825 6³ Rt. TO FOUND. 6² Rt. TO BEGIN DWELLING.

393.37

388.8
 $\frac{4.6}{1.5}$
 388.6
 $\frac{4.0}{7.5}$
 388.5
 4.9
 388.5
 4.9
 6.9
 DIRT & FOOTING
 388.4
 4.00
 6.9
 Top FOUND.

388.5
 4.9
 6.6
 DIRT FOOTING
 388.4
 5.0
 6.6
 Top FOUNDATION.

389.3
 $\frac{2.05}{6.5}$
 Top CONC. PORCH.
 388.8
 $\frac{4.53}{6.5}$
 Top CONC. WALK.

388.6
 4.8
 6.5
 DIRT FOOTING
 388.5
 4.9
 6.5
 Top FOUND.

388.6
 4.8
 6.5
 DIRT FOOTING
 388.4
 5.0
 6.5
 Top FOUNDATION

388.7
 $\frac{4.7}{7.5}$

388.5
 4.9
 7.5

393.37

- 5+74.5 7.3 RT. Begin Board Fence.
- 5+68.5 7.6 RT. E of Single garage (UNUSED)
- 5+64.5 5.2 LT. @ Power Pole D-37750T
- 5+62.5 7.7 RT. End of garage
- 5+50 7.8 RT. End of Wire Fence, (OPEN ON IOWA)
(Begin garage)
- 5+34 { 6.1 LT. end of Board Fence
6.2 LT. Begin LOTK " "
- 5+29 5.2 LT. to Deadman
- 5+05.5 6.8 LT. to END of SHED, 6.5 BEGIN BOARD FENCE.
- 5+00.5 5.5 LT. to P. Pole - # -
- 5+00 7.5 RT. to END of LATHE - BEGIN WIRE FENCE
- 4+95 6.2 LT. END BOARD FENCE - BEGIN SHED

399.37

388.83
4.54
7.6
CONC. Floor

388.8
4.6
7.5

388.8
4.6
7.5

388.8
4.6

388.8
4.6
7.5

388.7
4.7
15.

389.0
4.4
7.5

388.8
4.6

388.5
4.9
7.5

388.2
5.1
15

399.37

Cont. From Page 53

T.P. 4.10 393.34 4.13 389.24

6+04 7² RT. End Board Fence

6+00.31 South Line, E+W Alley

5+96.5 6.2 LT. end of LATH. Fence

5+95 5² LT & Pow. Pole P.A. 3149

5+86 5¹ LT. Deadman

5+85 6⁶ RT & 5' Conc. Walk

393.37

LT.

P

RT.

54

389.2
4.2
7.98

389.2
4.2

389.1
4.3
7.98

389.06

4.31
6.0

393.37

Cont'd From Page 54

EAST & WEST ALLEY

0+51 4⁵ LT. & P. Pole P.A 3159

0+50

0+21 4³ LT. Deadman

0+16 11³ RT. End of Hedge

0+00 { Prop. Line Iowa
8.9 RT. Begin Hedge
7.4 LT. " "

0-01⁸ End Curbs

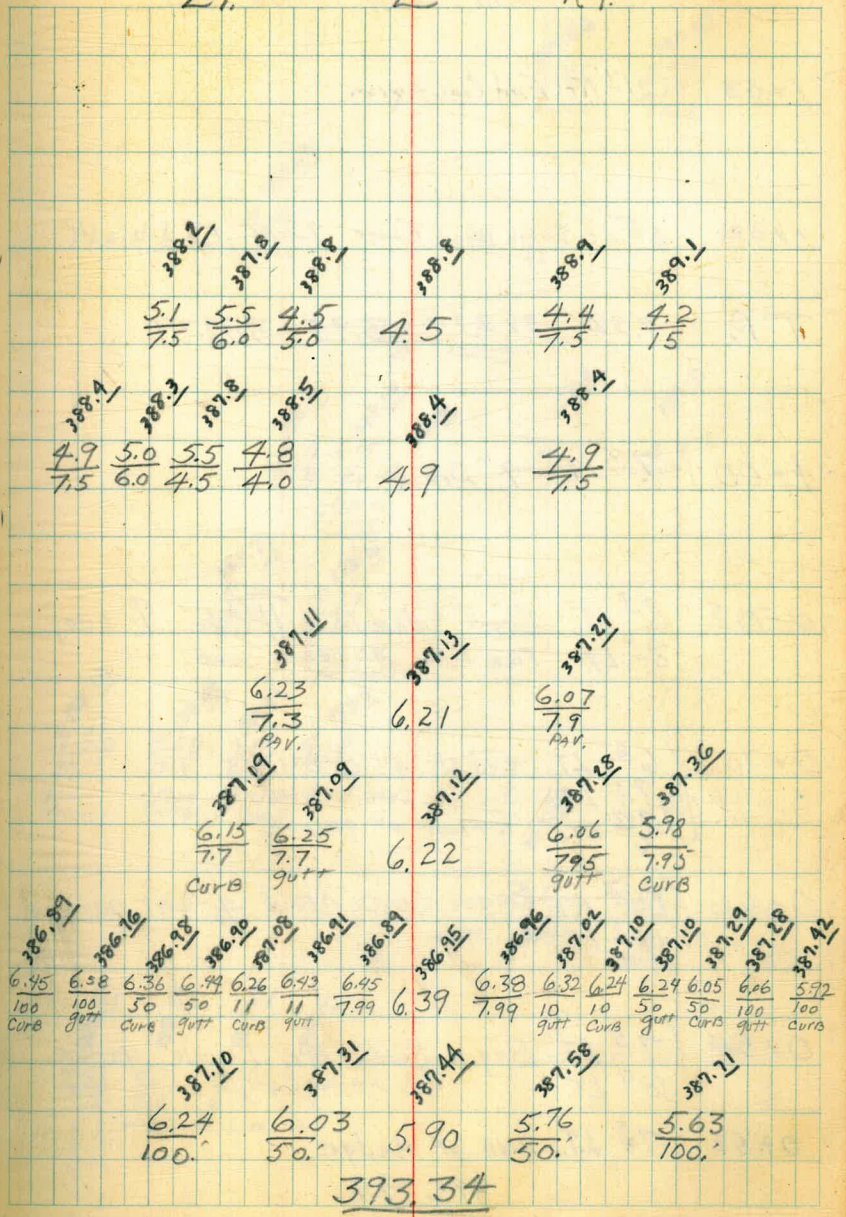
0-12.79 Curb Line Iowa

0-31.99 & Iowa (Levels taken on line of Iowa)

393.34

Levels & curbs taken on line of Iowa

LT. & RT. 55



Cont. From Page 55

1+03 21² Rt End Conc. Apron

1+02 6⁵ Lt Begin Wood Fence 7¹ Lt End Walk

T.P. 4.38 393.77 3.95 389.39

1+00 7⁴ Lt. 4" DRAIN

0+70⁵ 8¹ Lt. Begin Sidewalk TP to Alley
8¹ Lt. Flow Line 4" DRAIN

0+70 { 6⁶ Lt. end of 4" drain
7³ Lt. " " CONC. APRON
19³ Lt. to Floor of garage

0+66 { 12³ RT. Begin CONC. APRON 4-CAR garage
14⁸ RT to Floor

0+54 { 7⁵ Lt. Begin CONC. APR. Double garage
6⁹ Lt. " " TILE DRAIN (4")

0+52 7² Lt. END of Hedge

393.34

LT.

R

RT. 56

389.46
3131
218
Apron

389.63
4.08
2.88
Floor

388.64
5.13
77
Canc

373.77

388.4
4.9
7.5

388.10
5.14
7.9

388.6
4.7

388.8
4.5
7.5

389.10
4.3
15.

388.73
4.61
8.1

388.10
5.24
8.1

388.74
4.60
19.7
Floor Garage

388.68
4.66
7.3
Apron Garage

387.79
5.55
6.6
Fl. Line

388.5
4.8
6.6
DIRT

389.44
3.9
12.3
APT.

389.67
3.67
14.8
Floor Garage

388.87
4.47
6.8
APT.

388.57
4.77
7.5
APT.

387.79
5.55
6.9
Fl. Line

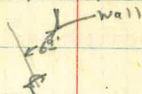
388.6
4.7
6.9
DIRT

393.34

18' E. Apron
line of town

Cont'd From Page 56

2+23 62' Rt to Cor. Conc. Block Wall



2+13 28' Rt End Conc. Apron

2+00

1+69 116' Rt. to Apron of Unfinished 4 Car Garage

1+52 81' Lt Begin Kotho Fence

1+50

1+47 246' Rt End Apron

1+41³³ & Hits So. Rim MH

1+36 61' Lt End Fence

1+11⁵ 116' Rt Begin Conc. Apron 4 Car Garage

393.77

Lt

Rt

Rt

57

389.6	389.3	393.63
4.2	4.5	0.12
6.9	6.9	6.9
Dirt	Floor	Top

389.87	390.01
3.90	3.76
28.4	29.5
Apron	Floor

389.0	389.3	389.5	389.7	389.9
4.8	4.5	4.3	4.1	3.9
7.5	7.5		7.5	7.5

389.25	390.03
3.82	3.74
11.6	14.2
Apron	Floor

389.2	389.3	389.4	389.4
4.0		4.4	4.4
7.3	4.5	7.5	7.5

389.45	389.60
4.52	4.17
24.6	26.9
Apron	Floor

389.71	389.1
5.06	4.7
M.H.	Dirt

389.39	389.55
4.37	4.22
11.6	14.9
Apron	Floor

393.77

Cont'd From Page 57

Check 5.52 388.92 = 389.09

3+146.6 ± 31ST

2+95.4⁶ Cb. Line 31ST

T.P. 5.40 394.44 4.73 389.04

2+84.5⁵ Begin Curbs

2+82.6⁷ P.L. 31ST ST.

2+50

2+35 10³ Rt End 6" Conc. Block Wall

2+24.5 { 8' Lt End Lath Fence
6' Lt to Center P. Pole # PA 3137

393.77

Lt.

±

Rt

58

NE.B.P. W. N.H. View ± Adams {Note B.P. in Conc. Base of Lath Fd. Our Elev. may be in error.

5.73 100 Cb.	6.07 100 Gutt.	5.72 50 Cb.	6.02 50 Gutt.	5.25 9 Cb.	5.98 9 Gutt.	5.95 7.5 Cb.	5.89 5.89 Gutt.	5.85 8.7 Gutt.	5.84 11.3 Cb.	5.56 11.3 Cb.	5.75 5.0 Gutt.	5.49 5.0 Cb.	5.62 100 Gutt.	5.28 100 Cb.
388.71	388.27	388.72	388.42	388.69	388.46	388.49	388.55	388.59	388.60	388.58	388.69	388.95	388.82	389.16
5.39 100	5.36 50	5.17	5.12 50	5.01 100	389.05	389.08	389.27	389.22	389.43					

389.04	389.10	389.09	389.16
4.73 7.2 out	4.67 7.2 Cb.	4.67 8 Cb.	4.61 8 Gutt.
389.11	388.88	389.25	
4.66 7.2	4.89	4.52 8	
389.2	389.3	389.5	389.7
4.6 12	4.5 7.2	4.3 7.2	4.1 15

393.77

↑
out
Levels
taken on line of 31ST.
↓

DSmith
J Clark
F. A. Bang
F. Bunch 1730

X Sec. Alley B/K 25 Sunset Cliffs

TP₃ 8³⁶ 88⁰³ 181 79⁶⁶

1700

Notes Reduced
VTW 7-21-49

0750 10th Lt & Power pole # PA 1005

0732 9th Lt & Anchor wire

0725

0700 10th Lt begin 3' high 9" wide stucco wall

0700 North prop Hill St

0700 9th Lt begin 4' stucco wall 9" wide

0-14 North curb line Hill St.

TP ₂	6 ⁴²	81 ⁴⁷	048	75 ⁰⁵
TP ₁	12 ³⁶	75 ⁵³	460	63 ¹⁹
BM ₁	11 ³⁷	67 ²⁷		56 ⁴⁰

SEBP
Sunset Cliffs
Guizot.

Lt = West RT = East W.D. # 25020

80.02 79.80 RT 79.18 7-19-49 60

78.5	79.47	79.36	79.32	88.02	79.17	79.27	83.31	81.47
30	12 ⁰⁰	211	215	230	220	184	0	
16	11 ⁰	11 ⁰	10	2	10	10	0	25
	Top wall	bas wall			bas wall			

76.5	80.33	78.22	78.24	77.97	78.24	80.06	80.8
50	114	325	323	350	323	414	07
25	102	102	10	35	92	92	25
	Top wall	bas wall			bas wall	Top wall	

76.2	79.69	77.52	77.49	77.27	77.83	81.33	81.2
53	128	380	398	420	364	024	03
25	102	102	10	4	92	92	25
	Top wall	bas wall			bas wall	Top wall	

76.25	75.97	76.54	77.47	77.78
522	550	493	400	359
102	102	92	92	
Car	94	94	Car	

72.86	72.12	75.99	75.36	76.11	76.98	77.64	80.15	80.83
80	935	598	611	536	448	383	132	064
53	83	10	10	10	10	10	53	53
Car	94	Car	94	94	Car	94	94	Car

81.47

81.47

cont

3700

2180 10³ LT E power pole # PA 1017

2170 E M.H.

2158 11² RT End 6' high Board fence

2150

2100

1198 10³ RT End 5' high con slab fence11² RT Begin 6' high Board fence10⁰ LT E power pole # PA 10111158 End AC paving 10³ LT End 5' high stucco1138 10⁰ RT End 4' high 9' wide stucco wall
Begin 5' con slab fence

LT

E

RT

61

83.6	84.4	83.7	84.2	84.8	86.9
44	35	43	38	33	14
25	10	7	10	25	

83.19
483
1117

80.6	82.1	82.3	82.9	83.8	85.1
74	52	57	51	43	22
25	10	5	10	25	

80.8	81.5	81.5	82.0	83.0	83.6
73	65	65	60	50	44
25	10	5	10	25	

81.3
67
103
103

80.1	83.27	80.72	80.67	80.44	80.71	82.2
79	42	70	73	58	73	58
25	10	10	10	7	10	25

88 02

cont,

5750

5744 9° RT & Anchor pole # 477452 H

5743 10° LT & Power pole # PA 1031

TP_y 125 8329 598 82°04

5700

4750

4706 9° RT & Anchor pole # JPA 1026

4706 10° LT & power pole # PA 1025

4700

3750

3718³⁰ BC curve Lt. 9° RT & Anchor pole # 477452

LT 2

RT

62

79.3 81.3 80.6 80.7 81.8 83.0 83.4
 45 25 3 2 31 20 02 704
 25 10 5 10 15 25

8379
 81.3 82.3 81.8 81.9 82.0 83.9 86.4 86.8
 62 52 62 64 60 44 16 12
 25 18 10 6 10 16 25

81.4 81.8 81.7 82.1 82.9 84.4
 64 62 63 58 51 35
 25 10 5 10 25

82.3 82.1 81.7 82.2 83.2 84.7
 52 59 63 58 48 32
 25 10 8 10 25

83.6 83.3 82.5 82.8 83.7 85.5
 44 42 55 52 43 25
 25 10 7 10 25

82.2 84.5 83.86 85.2 87.6
 58 35 46 25 04
 40 10 10 10 25

8802

cont

7+68 ¹⁸ South prop Guizot Begin ACRAVINGTP 021 73²⁵ 10⁸¹ 72⁸⁸

7+50

7+34

7+00

6+54 N^oRT E Anchor pole #477451 H6+53 9^oLT E power pole #PA 1041

6+50

6+00

LT

E

RT

63

67.6	68.64	68.44	68.82	69.55	69.93	71.0
61	54	53	423	420	382	27
25	92	92	10	10	10	25
	94	94	10	10	10	

73²⁵

72.2	72.7	72.0	71.7	71.8	72.7	74.3
11 ⁸	11 ⁸	11 ⁸	12 ⁴	12 ⁰	11 ⁴	95
25	10	5	5	5	10	25

73.0	74.1	73.9	73.7	74.9	76.1
10 ⁸	92	92	10 ⁴	82	72
25	10	3	10	25	

75.2	75.7	75.6	75.6	76.9	78.4	78.6
8 ⁸	8 ¹	8 ³	8 ³	62	54	52
25	10	4	4	10	15	25

76.4	78.5	78.2	79.1	80.5
74	53	56	42	33
25	10	10	25	

77.3	79.5	79.5	80.3	81.4	81.5
65	42	43	35	24	23
25	10	10	10	16	25

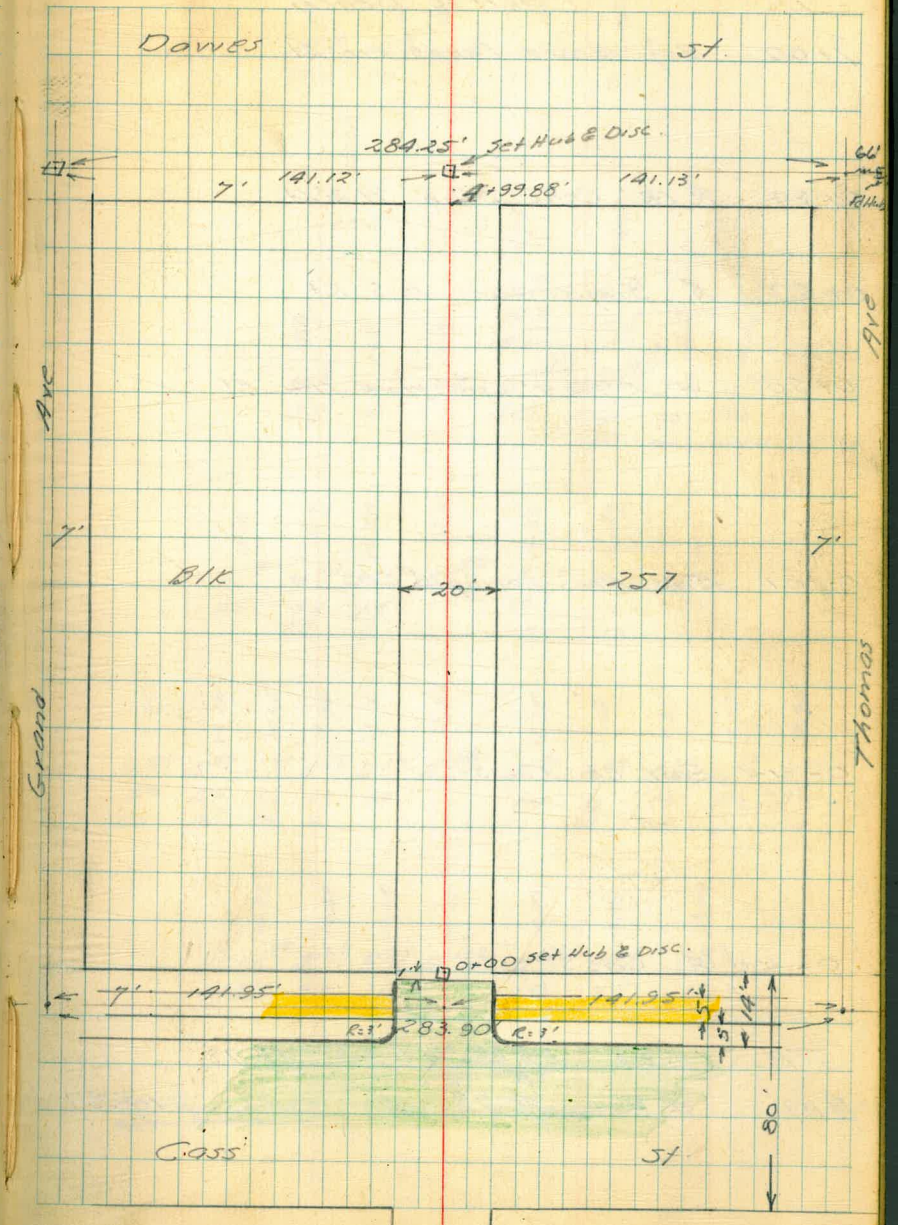
83 79

8-19-49
Hendricks
Roberts
Dunck
Gregory
W.O.#25020

X Sect. Alley Block 257
Pacific Beach

INDEXED
W.K.
AUG 22 1949

65



2196.2 End Conc Ramp

2152.5 Beg. Conc Ramp 10' Lt

TP 5.10 2288 1.88 1778

2150 Power Pole # PA 1040 8.7 Rt

2100 End Board Fence 10.2 Lt

1150

1149 Power Pole # PA 1020 9' Rt

1134 R Single Garage (Board Ramp)
Board Fl

19.56
T

1790
4.98
13.9

1770
5.18
137

2288

Nail in Power Pole PA 1040 Rt 2150

176
2.1
20

173
2.4
10

168
2.9
10

165
3.1
10

163
3.1
20

165
3.2
20

166
3.1
10

161
3.6
10

163
3.4
10

159
3.8
25

161
3.6
20

161
3.6
10

158
3.9
10

159
3.8
10

149
4.9
20

15.86
3.80
10.5
(Ramp Board)

19.66
T

TOP HYD					
SE. Cass & THOMAS			4.30	14.36	14.37
TP	0.43	<u>18.66</u>	6.82	18.23	0.01
TP	0.23	<u>25.05</u>	3.52	24.82	
TP	0.72	<u>28.34</u>	7.31	27.62	
NWBR GARNETT & DAVIES	2.39	<u>34.93</u>			32.54

BM.		5.15	32.57	<u>32.54</u>
TP	7.68	37.72	2.88	28.04
TP	8.47	30.92	0.43	22.45

5139.88 $\frac{1}{2}$ DAVIES & Sewer MH.

5130

22.88

NWBR Garnett & Davies

20.1	19.7	19.66	19.2	18.4
28	32	32	37	49
50	10	Rim	10	50

19.5	19.2	19.0	18.8	18.4
34	32	31.9	41	35
25	10		10	25

22.88

Survey for Proposed Drains around

New Labor Hall - Centre St. North of University

Walker
Johnson
Pope
Crawford
9-26-49
W.C. 20586

INDEXED

W.K.

SEP 29 1949

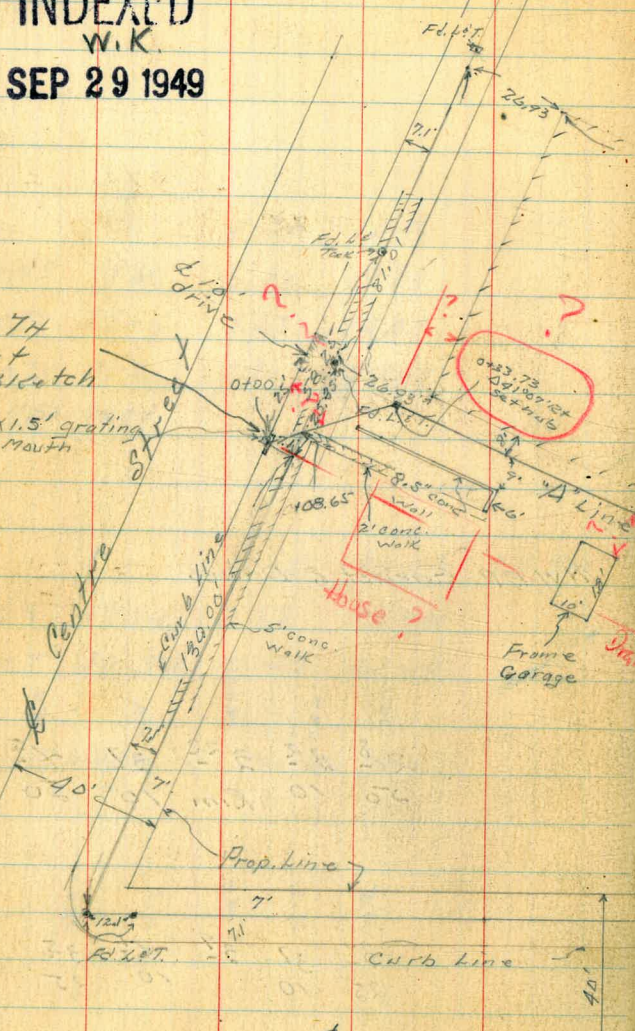
70

Grades set $\frac{Q259}{37}$ 12/9/49

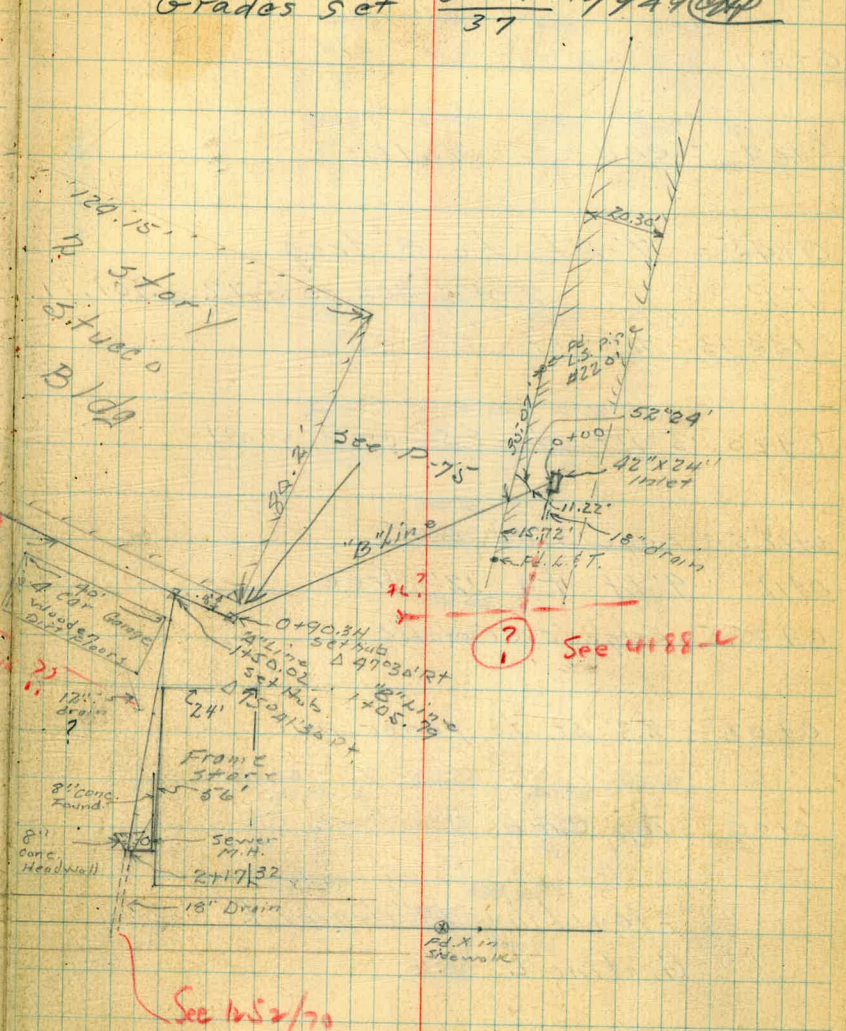
See 12-74
for Inlet
Detail sketch

2' x 1.5' grating
5' Mouth

Centre St



120.15'
12 story
situated
Bldg.



See 1188-L

See 1252/70

Survey for Proposed Drains Around
New Labor Hall - Centre St. North of
University Level Notes "A" Line

1+00

0+87

0+67 = end of wall -

0+45 = 7' Rt. to 8" tree

T.P. 2.01 303.20 5.72 301.19

0+33.73 = 41°07' Rt ?

0+23 = 3' Rt to 8.5" conc. wall

0+12.5 = Edge sidewalk

0+11 = 9' Lt to 12" tree

0+05.5 = Edge sidewalk

0+02 = 2.3' Lt to power pole

0+00 = Top curb

Flow line 18" drain &
Grating &

3.03 306.91

303.88

Lt

¢

Rt 71

298.2	298.3	297.9		
57.0	4.9	5.3		
18		1.0		

298.6	298.3	297.9	297.3	
4.6	4.9	5.3	5.9	
8.1		1.0	19.7	= cor. Horse

299.5	299.3	299.2	301.8	302.0
3.7	3.9	3.8	1.9	1.2
Build. 8		9.5	9.6	16

on hub

303.20 ✓

302.0	301.19	300.9		
4.9	5.72	6.0		
1.0		9.5		

301.9	301.2	301.2	302.26	302.2
5.0	5.5	5.5	4.65	4.7
1.0		3'	3'	11

302.06

4.85

301.83

5.08

301.79	301.16	301.65	301.12	301.58
5.17	5.75	5.26	5.79	5.33
6.0	8.4		4.1	6.0
	15'			15'

298.91

8.50

300.95

5.96

B.M. N.W. B.P. University & Centre St

2+17.32 = Top Headwall
 2+17.32 = Flow line 18" Drain Under University
 2+15.8 = 3.5 Lt to & sewer
 2+12.9 = & conc. Apron
 2+08 = 4.8' Lt to 8" conc. foundation
 1+97.3 = 1" pipe ?
 1+96.3 = 8" conc. foundation 3.5 Lt
 1+94.3 = 2" pipe ?
 1+90
 1+83
 1+81 = 3' Rt to & 12" drain
 1+74.95 = 0.7 Lt to 2 story frame
 1+52.5 = 1.3' Rt to Garage
 D.P.
 1+50.02 = 1.75' 41" 30" Rt
 1+23 = & stairway door in Bldg.

Lt. & Rt. ?

			259.35		
			3.85		
			293.12		
University	298.93	298.78	10.08		
	9.77		4.47		
	F.L.		18.11		
297.10	296.75	293.69	293.69	293.67	279.80
6.10	6.41	9.51	9.61	9.53	5.80
5	2.5	2.5		4.5	5. Wing wall
	295.9	298.3	298.9	295.2	296.8
	7.3	8.9	9.2	5.0	6.8
	4.8	4.6		3	9
	296.2				
	7.0				
	3.5				
	296.8	299.2	298.3	296.5	
	6.4	9.0	8.9	6.7	
	3.5		4.5	8	
	297.2	295.2	293.7	296.7	
	6.0	8.0	9.5	6.8	
	3		1.5	6	
	296.7	295.2	295.2	296.9	
	6.5	8.0	8.0	6.3	
	7		4	5	
	296.9	296.8	295.97	296.9	
	6.3	6.4	7.73	6.3	
	1.5	F.L.		6	
	298.2	298.19	298.1		
	5.0	5.01	5.1		
	8		6.5		
	298.60	298.3	298.1		
Floor level	4.60	4.9	5.1		
	8		6		
			803.20		

Is this Flow Elevation?

Survey for Proposed Drains Around
Labor Hall Centre of University

"B" Line 4.94 4.94 $\frac{303.88}{303.94}$

T.P. 5.58 308.88 4.84 303.30

0+90.34 = Δ Pt. 97°30' RT

0+85 = 5.1' RT. to Cor bldg

0+50

0+36

0+25 = Toe slope

0+11.22 section 11's paving

0+10 - 1.2' Lt to power pole #415330

0+00 = edge grating

Flow Line 18" drain

9.95 308.19 ✓
298.19 ✓

Lt. # Rt. 73

N.W. B.P. University & Centre St.

298.0 298.27 298.2

$\frac{10.1}{10}$ 9.87 9.7

$\frac{300.8}{7.3}$ 300.5 300.8
10 7.6 27

300.2
7.9

302.8 300.9 301.0

$\frac{3.2}{13}$ 7.2 7.1
11

302.85 302.65 302.80

$\frac{3.29}{15}$ 3.49 3.34
15

Notes Reduced 9-29-99

302.3

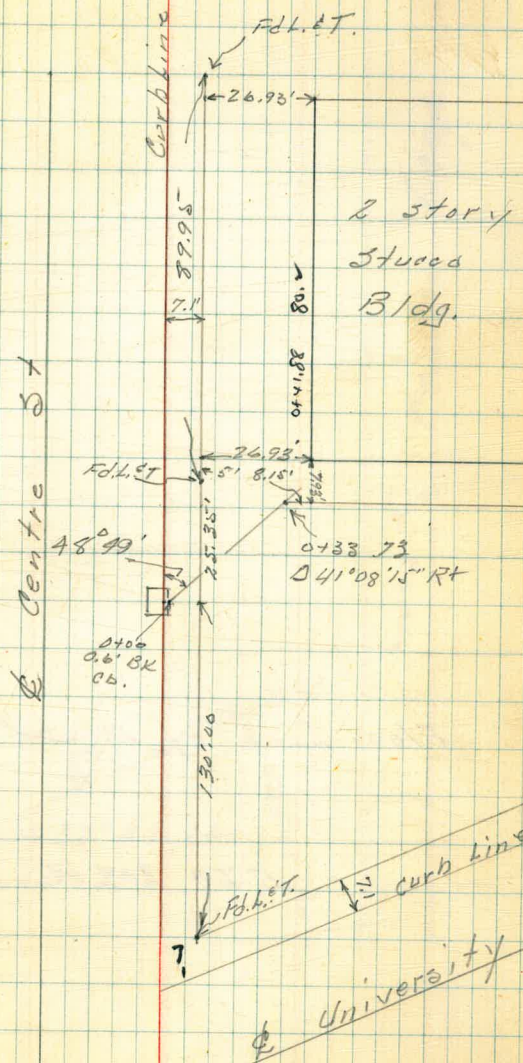
3.8

301.88
6.76

308.19 + J.

= Δ Pt. 1450.02

130' = inlet



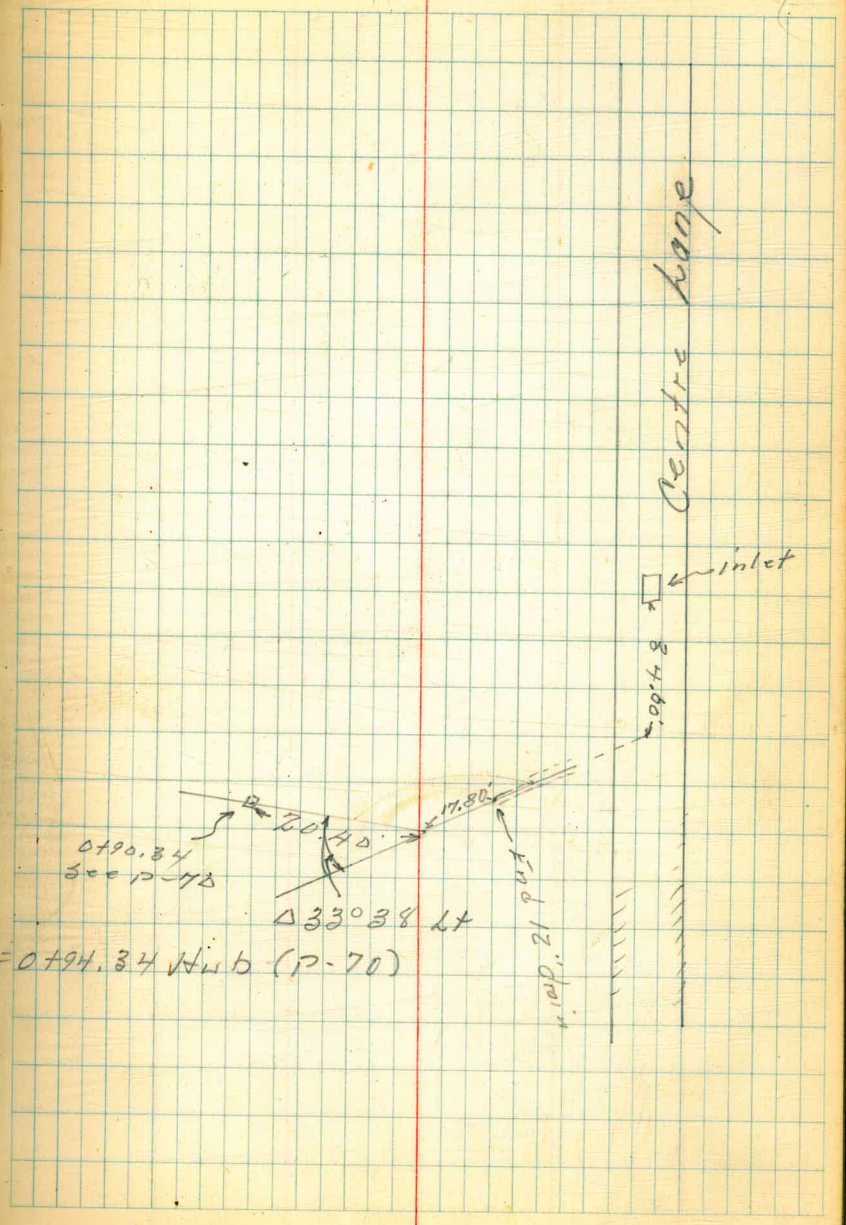
Flow line of 12" drain 562 297.94

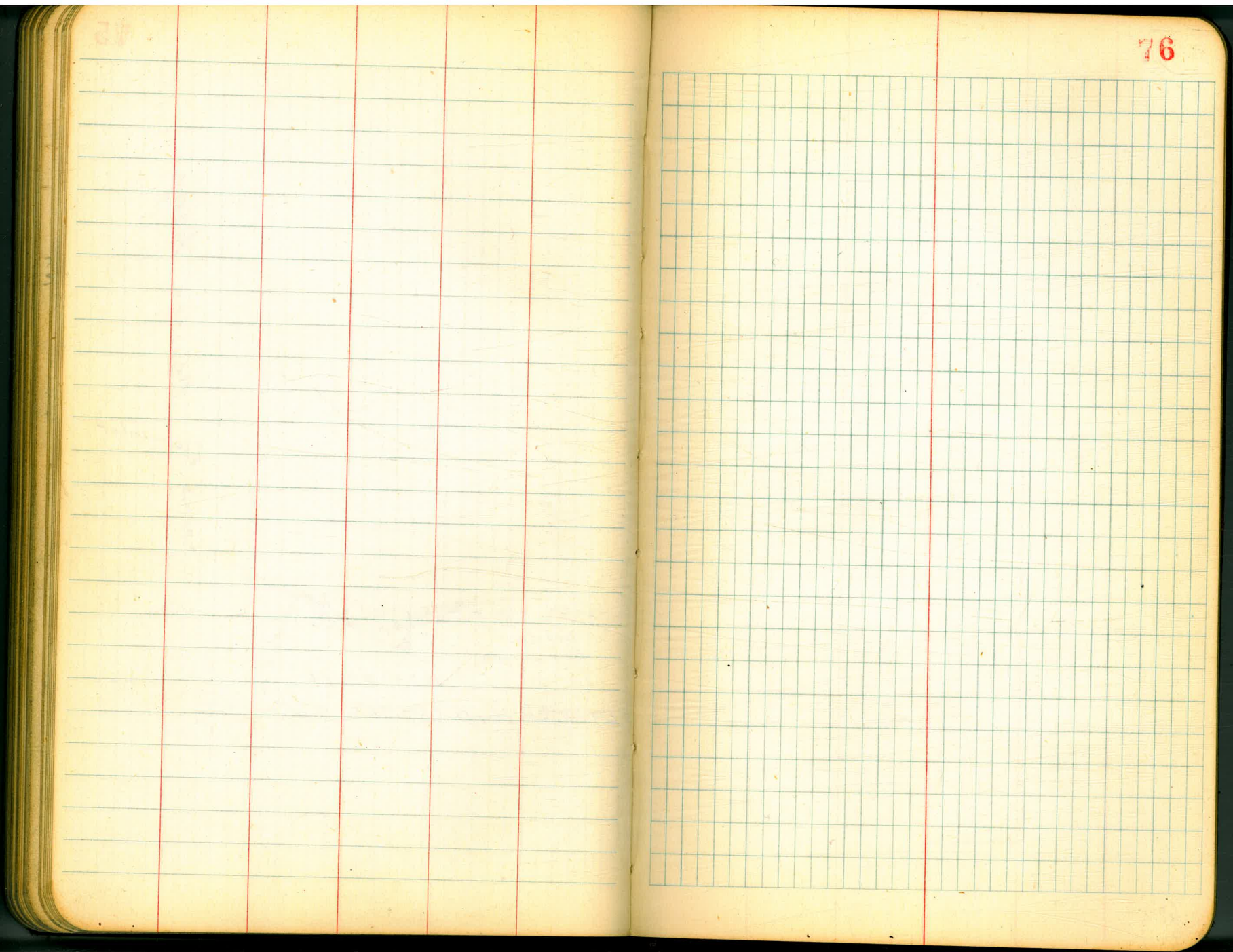
5.29 303.36 298.27

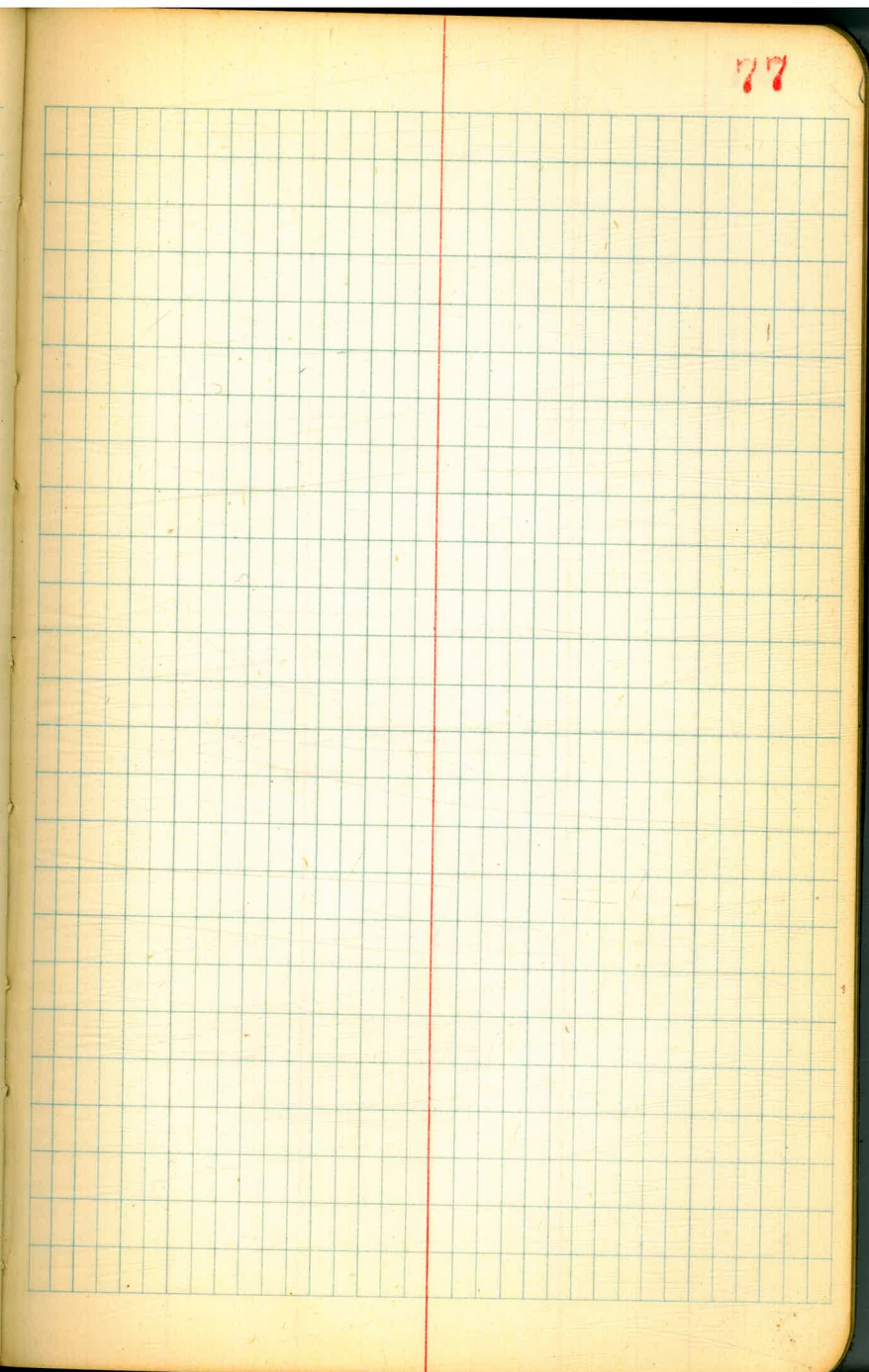
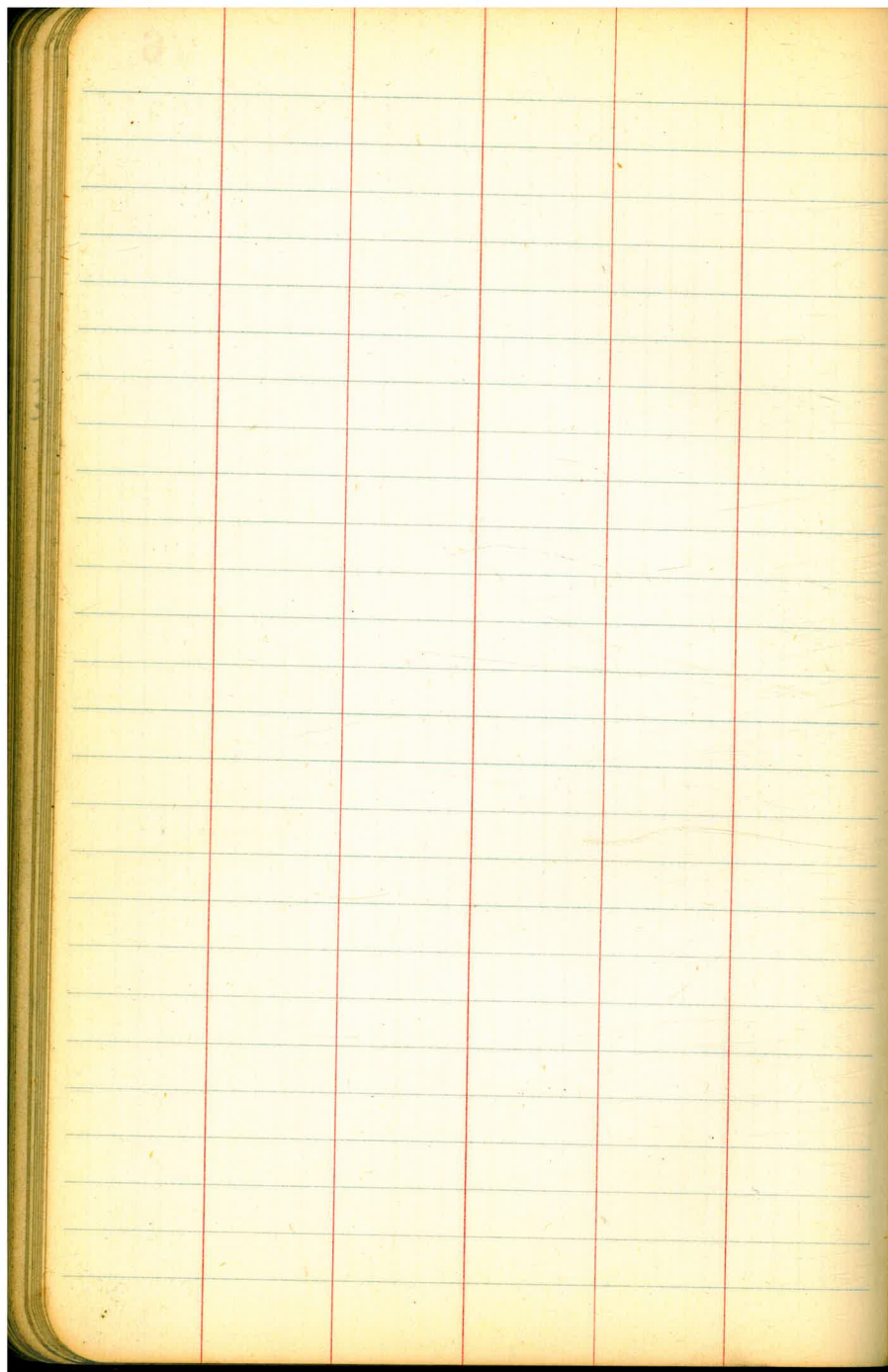
= 0+94.34 Hub (P-70)

0+90.34
500 17-73

Δ 33° 38' Lt

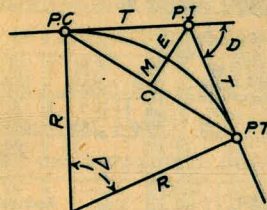






DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

- Radius= $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve= D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2}) = R \text{vers} \frac{\Delta}{2}$ (6)
- External= $E = T \tan \frac{\Delta}{4} = R + \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ = Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I.—Sta. 161+60.35 to find Sta. of P. C. and P. T. $\Delta=62^\circ 10'$ $D=8^\circ 20'$. From Table IV for 1° curve $T=3454.1$ and $\div 8\frac{1}{3}=414.49$ ft. From Table V correction=.36 or $T=414.85$ ft. P. C.—Sta. P.I.— $T=157+45.50$. Also from (4) $L=746.00$ and P. T.—Sta. P. C.+ $L=164+91.50$.

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

Deflections.—Deflection angle= $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft.—(in minutes) $.3 \times C \times D^\circ$ or—defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve= $.3 \times 54.5 \times 8\frac{1}{3}=136.2'$ or $2^\circ 16.2'$, or= $2.50 \times 54.5=136.2'$ from Table III. For Sta. 159 deflection angle= $2^\circ 16.2' + 8^\circ 20' \div 2=6^\circ 26.2'$, etc.

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E=960.6$ for $8^\circ 20'=960.6 \div 8\frac{1}{3}=115.27$ and from Table V correction=.10 or $E=115.37$ ft. Or suppose $\Delta=32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E=230.9$ and $\div 42=5.5$ or $D=5^\circ 30'$.

75° 41'

Apt. at garage
75° 41' 30" Rt

151 23

75° 41' 30"

4730' = Apt.

Wightman ← Ray
351.63 SEBP

7.93,

0441.81 = Edge Bldg.

1700
1036
6.64

1700
1003
6.97

97
355
6.15

W. Mt. V & Adams
NEBP 329.69

4.47

5.34

9.77

202
095
108
54

90°34

34

17.80

33°38'

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.