

1822

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

1822

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

CITY ENGINEERS OFFICE

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

INDEXED

Completely

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.

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 $30.6 + (20 - 16) \times 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1½ see inside of back cover.

Copyright, 1914, by Eugene Dietzgen Co.

Capistrano at Oliphant	30
Wawona	38
Pol	44-75
Quimby	49
Tennison	56
Wabasha	64
Voltaire	76

1

Cross Sec. Alley BIK 14. Pt. Loma Hgts 2-13
 Mendota ^{Oliphant to} Macaulay 14-19
 Capistrano ^{Macaulay to} Voltaire 20 to 63
 Additional Info. " + Capistrano 76 to 77

Cross Sec. Alley BIK. 1A
Point Loma Hgts.

1-7-48

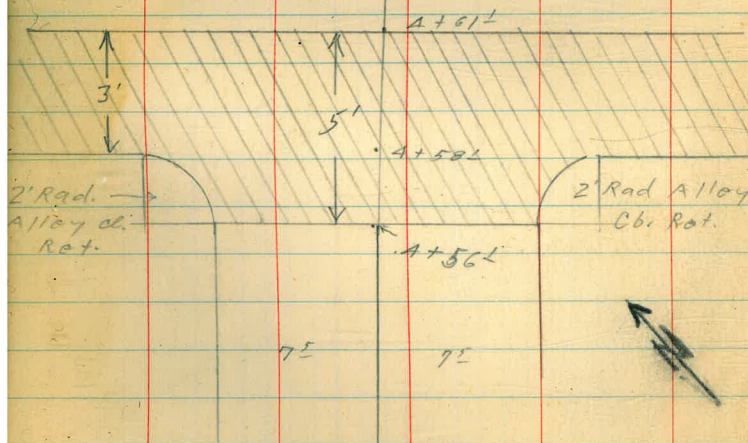
W.O. # 31450

Sommermeier
W. McCoy
W. Moore
Estherman

INDEXED

JAN 19 1948

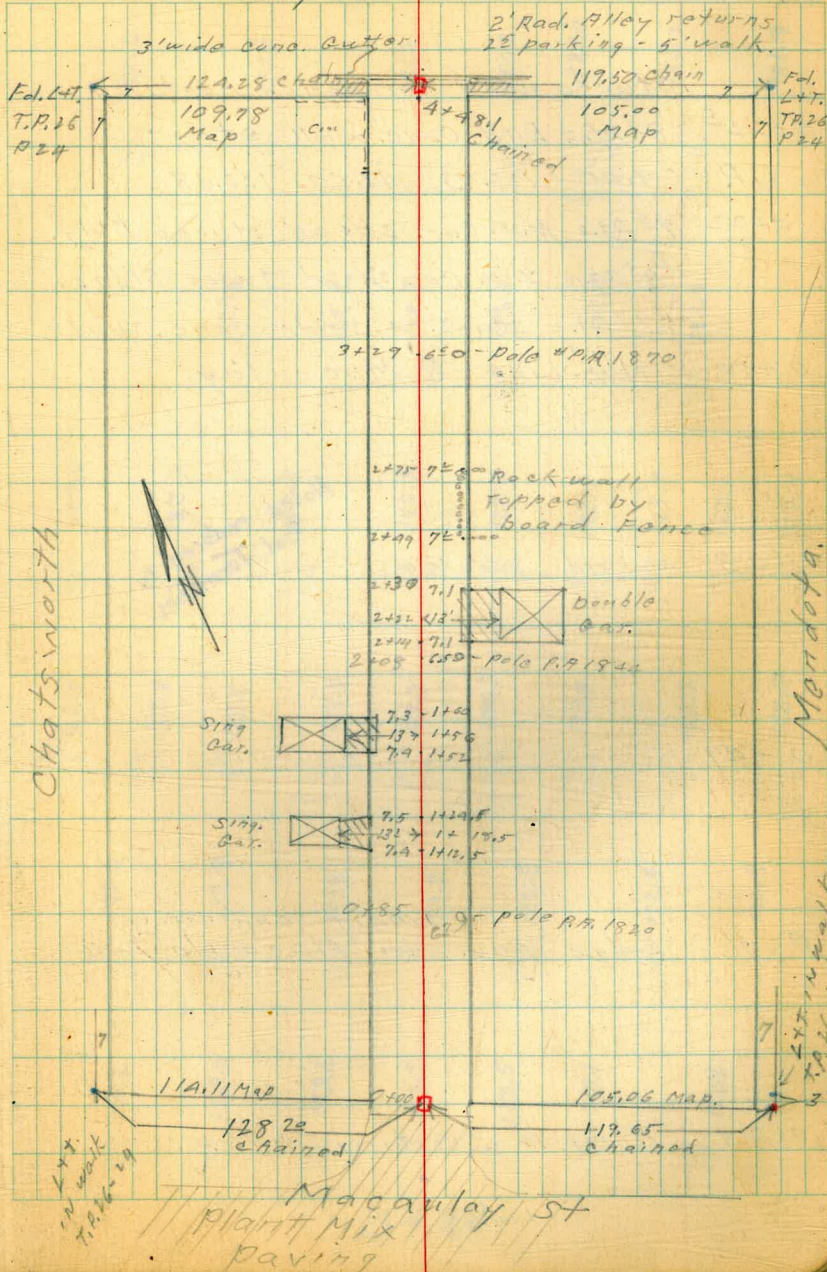
Detail Conc. gutter on
& Alley



NW.B.P.
Chatsworth 1.18 134.28 — 133.10
Chatsworth

oliphant

2



1.18
134.28
133.10

Macaulay St
Plant Mix
Paving

Alley BIK 1A (15' wide)
Pt. Loma Hqts.

stucco wall on conc. Footing
 0+22^E 80 Rt. = End. Conc. wall start
 T.P. 1.05 123.73 11.60 122.68
 0+22 90 Rt. = N.W. Cor. 22x20' stucco Bldg.
 85 Rt. = S.W. Cor. 22x20' stucco Bldg.
 72 Rt. = start. 4" wide conc. wall
 0+00 = Nly. Line @ Macaulay

0-03 = End paving
 Notes reduced by
 Paul Tornheim

0-09

0-11 = Edge pav. on Macaulay
 main roadway

0-29 = Apron @ Existing pav.

134.28

Lt.	+	Rt.	3
122.2	1.5 25	121.4	121.3
121.7	2.3 75	121.7	121.7
121.0	2.4 75	121.0	121.0
123.7	2.7 80	123.7	123.7
121.9	0.0 8	121.9	121.9
	Bottom wall	Top wall	Grd
123.6	10.7 25	123.6	123.6
122.8	11.5 75	122.8	122.8
122.7	11.6 75	122.7	122.7
123.0	11.3 75	123.0	123.0
122.2	12.1 75	122.2	122.2
123.9	10.4 75	123.9	123.9
	Bottom wall	Top wall	
124.0	10.3 100	124.0	124.0
123.7	10.6 50	123.7	123.7
122.9	11.4 75	122.9	122.9
122.8	11.5 6	122.8	122.8
123.1	11.2 75	123.1	123.1
123.7	10.6 7	123.7	123.7
123.1	11.2 50	123.1	123.1
122.8	11.5 100	122.8	122.8
123.9	10.4 100	123.9	123.9
123.7	10.6 50	123.7	123.7
123.2	11.1 75	123.2	123.2
122.9	11.4 75	122.9	122.9
122.7	11.6 par.	122.7	122.7
122.7	11.6 Edge pav.	122.7	122.7
123.0	11.3 75	123.0	123.0
123.3	11.0 50	123.3	123.3
122.7	11.6 100	122.7	122.7
123.6	10.7 100	123.6	123.6
123.4	10.9 50	123.4	123.4
122.8	11.5 75	122.8	122.8
122.7	11.6 75	122.7	122.7
122.1	11.7 50	122.1	122.1
122.4	11.7 50	122.4	122.4
121.9	12.4 100	121.9	121.9
124.6	10.3 50	124.6	124.6
124.0	10.3 75	124.0	124.0
123.6	10.7 75	123.6	123.6
123.5	10.8 75	123.5	123.5
123.5	10.8 75	123.5	123.5
123.2	11.2 50	123.2	123.2
123.1	11.9 100	123.1	123.1
122.4	11.9 100	122.4	122.4

134.28

Alley BIK. 1A.
Pt. Loma Hgts

1724^E 7^E Lt. = End. Conc. Apron to Singl. Bar.
(page 2)

No apron

1720^E 12^E Rt. = End double gar. Conc. floor

1718^E 13^E Lt. = ~~☐~~ Singl. Bar. (Page 2)

Bar. (Page 2)

1712^E 7th Lt. = start Conc. Apron to Sing.

Conc. floor. No apron.

1703 12^E Rt. = start double Bar.

1700

0485 6^L Rt. = Pole # P.F. 1820 (back side)

0456 6' Rt. = Dead man

Conc. Footing

0448 7^E Rt. = End stucco wall 07

123.73

		114.88	114.5	114.5	115.1	115.3
		8.95	9.2	9.2	8.6	8.4
		7.5	7.5	7.5	7.5	7.5
		115.12	114.8	114.8	115.6	116.1
		8.61	8.9	8.9	8.1	7.6
		7.5	7.2	7.2	7.5	7.2
		Edge Apron			Grid	Grid Floor
	116.06	115.24				116.31
	7.67	8.49				
	13 ^E	7.45				
	Bar. Floor.	Edge Apron				
		115.59				
		8.14				
		7.2				
						116.45
		117.2	116.0	116.2	116.6	7.28
						12.0
						Bar. Floor
						117.2
		6.5	7.7	7.5	7.1	6.5
		2.5	7.5		7.5	2.5
	120.9	119.5	119.6	119.8	119.1	120.1
	2.8	4.2	4.1	3.9	4.6	3.6
	2.5	7.5		7.5	7.5	7.5
				Grid.	Bottom	Grid
					Footing	
			123.73			

Alloy Bk 14
Pt. L. Hgts.

Bar. (Page 2)

1460 7³ Lt. = End conc. Apron to Sing

1458 13² Rt. = \pm double Bar.

1456 12² Lt. = \pm Sing. Bar. (Page 2)

Sing. Bar. (Page 2)

1452 7⁹ Lt. = Start. Conc. apron to

floor. No Apron

1451 13² Rt. = start double garage conc.

1450 7⁵ Rt. = End board fence

1429 7⁵ Rt. = Start board fence.

T.P. 1.87 115.58 10.02 113.71
123.73

Lt.

\pm

Rt.

5

113.57

2.07
7³
Apron

113.27

2.31
13²
Car floor

114.37

1.21
~~1.21~~
12²
Car floor

113.59

1.99
7⁴
Apron

113.66

1.92
7⁴
Apron

113.38

2.20
13²
floor

114.2

11.7
25

113.4

2.2
7⁵

113.2

2.4

113.6

2.0
7⁵

113.5

2.1
25

115.58

Alley Bk. 1A.
Pt. Loma Hgts.

Sing Gar.

2+11⁵ 7² Lt. = Start Conc. Apron to

2+08⁵ 6⁵ Rt. = Back of Pole # P.H. 1844

13² Rt. = End Gar. opening

2+03 7⁶ Rt. = End Conc. Apron

1+95⁵ = double Gar.

Gar. 13² Rt. = Gar. Floor.

1+88 7² Rt. = Start Conc. Apron to double

1+80

Floor. No Apron.

1+65 13² Rt. = End double Gar. Conc.

115.58

111.61

3.97
79
Edge Apron

111.68

3.90
79
Apron

111.58

3.90
13²
Gar. Floor

111.78

3.82
79
Apron

111.96

3.67
13²
Gar. Floor

111.97

3.61
79
Apron

112.11

3.47
13²
Floor

112.9

3.7
25

112.7

2.9
75

112.2

3.4

112.2

3.4
75

112.3

3.3
25

114.28

1.30
13²
Floor

115.58

(Page 2)

topped by 6' High board Fence

2+49 7² Rt. = start rock & Conc. wall

T.P. 3.82 112.52 6.88 108.70

2+35

18.3 Rt. = End double Gar. Conc. floor.

7.2 Rt. = End Conc. Apron.

2+29

7.9 Lt. = End Conc Apron.

7.2 Rt. = Edge Conc Apron 13.3 Rt. = ± Gar.

2+21 E

19.8 Lt. = ± Sing Gar. Conc. Floor

7.9 Lt. = Edge Apron

2+16 E

Gar. conc. floor. (Page 2)

2+14 7² Rt. = Start Conc. Apron to double

115.58

111.0	110.6	112.52	109.6	110.2
4.6 25	5.0 75	5.3	2.9 7 ² Bottom wall	2.3 7.2 Top wall
111.0	110.6	110.3	110.7	111.0
4.6 25	5.0 75	5.3	4.9 75	4.6 23
			110.76	110.89
			4.82 7 ² Apron	4.69 13.3 Floor
	111.38			
	4.50 79 Apron		110.93	111.01
			4.65 7 ² Apron	4.57 13.3 Floor
112.211	111.47			
3.31 17.2 Floor	4.11 72 Apron			
			111.04	111.10
			4.59 7 ² Apron	4.48 13.3 Floor

115.58

13th Rt. = start singl Bar. conc. Floor
 2+76⁵ 11th Rt. = start conc. Apron.

2+75

+ board. fence.

2+74⁵ 7th Rt. = End rock & conc. wall.

2+59⁵ 7th Lt. = End conc Apron

2+54⁵ 7th Lt. = Apron 17th Lt. = 1st Bar. Conc. Floor

2+49⁵ 7th Lt. = start conc Apron to
 singl Bar.

112.52

109.29	109.32
3.23	3.20
112	112
Apron	Floor
109.2	109.3
3.3	3.2
75	13
108.8	108.9
3.7	3.6
	75
	Bottom wall
109.2	109.3
3.3	3.2
75	13
110.1	109.35
2.4	2.67
25	75
109.2	109.95
3.3	2.57
75	75
	Apron
110.1	110.08
2.4	2.44
75	75

112.52

Alloy Bk. 14
Pt. Loma Hqts.

3+12 11² Rt. = £ 3' wide brick walk

3+08 11⁵ Rt. = End Conc Apron to double
Gar.

3+00 13⁵ Rt. = £ double gar. conc. floor

double gar. conc. floor

2+92 11⁵ Rt. = start conc. Apron to

2+88 13⁵ Rt. = £ 2' wide Conc walk

2+85 13⁵ Rt. = End Sing Gar. Conc. Floor
11⁵ Rt. = End Conc. Apron

112.52

108.1	108.0	107.4	107.6	107.58	107.6
4.4 25	4.5 75	5.1	4.7 75	4.74 112 walk End	4.9 25 on walk
			108.91	108.42	
			4.11 115 End Apron	4.10 135 Floor	
			108.94	108.47	
			4.08 115 Apron	4.05 135 Floor	
			108.94	108.44	
			4.08 115 Apron	4.08 135 Floor	
2+901	9+801	108.3	108.5	108.6	109.02
3.3 25	3.9 75	4.2	4.0 75	3.9 75	3.50 13.5 walk
			109.29	109.29	
			3.23 115 Apron	3.23 135 Floor	

112.52

Alley BIK 1A
Pt. Loma Hgts.

A+22 18 Lt. }
75 Lt. } End Same

18° Lt. = Start Sing. Bar Conc. Floor

A+13 7° Lt. = Start Conc. Apron

A+00

3+75

Also 7° Lt. = End conc block wall

8° Rt. = Face of wall proper

3+68 7° Rt. = End Footing conc block wall

3+50

112.52

104.03
8.49
18
Floor

102.96
9.56
75
Apron

104.03
8.49
18
Floor

102.96
9.56
75
Apron

104.6
7.9
25

103.6
8.9
75

103.2
9.3

105.2
9.3
75

102.7
9.8
50

105.5
7.0
40

104.5
8.0
75

104.5
8.0

104.7
7.8
75

104.6
7.9
40

105.0

7.5
75
Bottom
wall

106.2
6.3
75

105.7
6.8

104.1
8.4
75
Bottom
Footing

105.8
6.7
75

104.8
7.7
85
Top
Footing

105.1
6.6
25

112.52

Alley BIK. 1A
Pt. Loma Hqts.

Also see page 63

S.E.B.P. Post & Chatsworth 7.46 78.12 78.21 shown as

T.P. 2.09 85.58 11.59 83.49

S.W.B.P. Station & Dr. Chatsworth SS. 8.75 86.33 86.44 shown as

T.P. 0.32 95.08 8.76 94.76

4+78' ± Oliphant (dirt)

4+61' = outside Edge conc. gutter

4+58' Cont.

conc. gutter.

4+58' = Sly. of line Oliphant

103.52

13

98.1	97.7	97.3	97.2	97.3	97.5	98.2
$\frac{5.4}{100}$	$\frac{5.8}{50}$	$\frac{6.2}{75}$	6.3	$\frac{6.2}{75}$	$\frac{6.0}{50}$	$\frac{5.7}{100}$
98.60	97.56	96.97	97.03	97.07	97.68	98.80
$\frac{4.92}{100}$	$\frac{5.96}{50}$	$\frac{6.55}{95}$	6.49	$\frac{6.45}{95}$	$\frac{5.84}{50}$	$\frac{4.72}{100}$
99.44	98.44	98.40		98.44	98.62	99.52
$\frac{4.98}{100}$ cl.	$\frac{5.98}{100}$ cutt	$\frac{5.12}{50}$ cl.		$\frac{5.07}{50}$ cl.	$\frac{4.90}{100}$ cutt	$\frac{3.96}{100}$ cl.
97.38	97.84	96.87	96.83	96.87	97.87	97.52
$\frac{6.14}{50}$ cutt	$\frac{5.68}{95}$ cl. E.C.	$\frac{6.65}{95}$ cutt	6.69	$\frac{6.65}{95}$ cutt	$\frac{5.65}{95}$ cl. E.C.	$\frac{6.00}{50}$ cutt
			<u>103.52</u>			

Cross Sec. Mendota St.

Oliphant to Macaulay

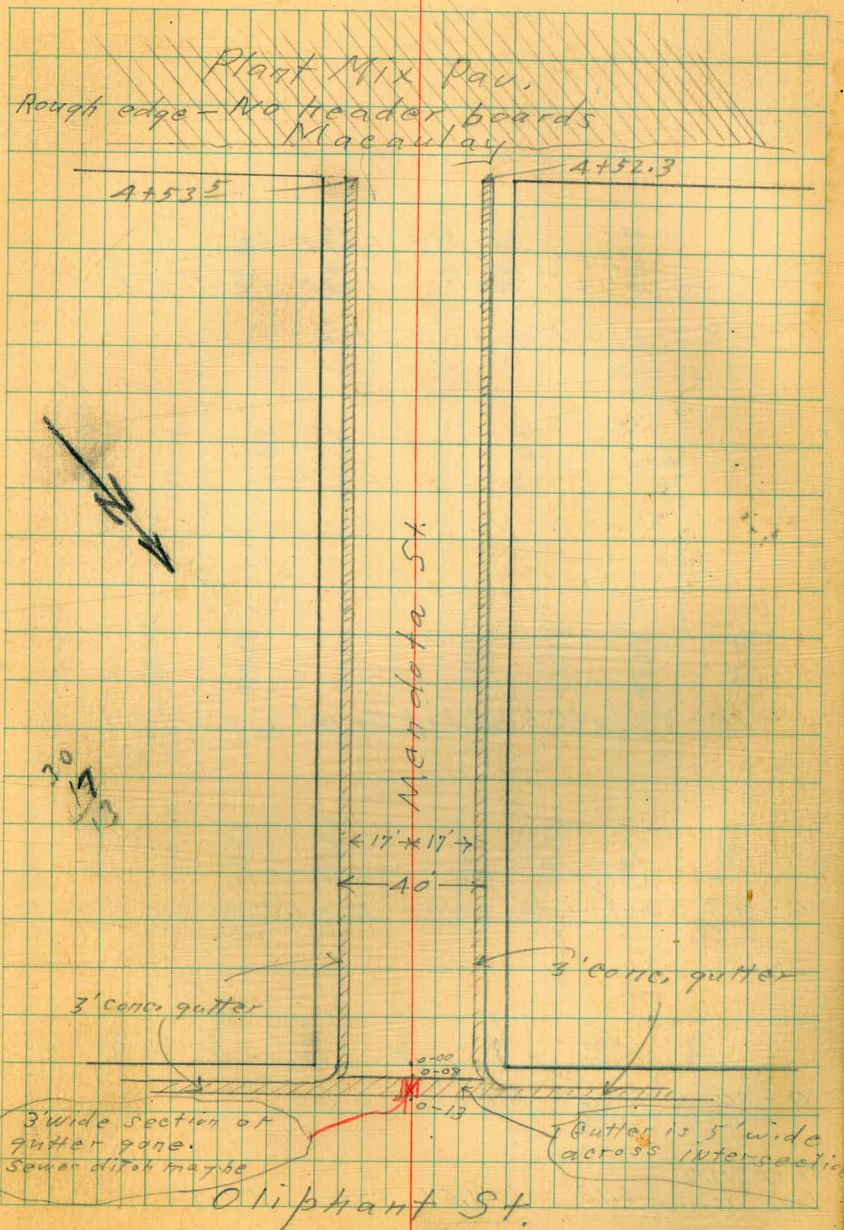
1-8-48

W.O. # 31450

Sommarmeyer
W. McCay
W. Moore
E. Sherman

INDEXED
JAN 19 1948

14



Cross Sec.
Mendota St.
60' wide

see page 14
20' RT }
20' LT } = Gutter intersections

0-08 = Sly Edge gutter

0-10 Cont.

0-10 = Sly Cb. Oliphant.

0-13 ^{11/14} outside edge 3' gutter

0-30 = E Oliphant St.

Temp BM.#1
Page 12 4.13 104.67 — 100.54

			99.96	99.55	99.46	99.08
		4.91 20 Gutter Int.	5.12 15	5.21 12	5.59 20 Buth. Int.	
	103.61					
	1.00 100 Ch.	2.03 100 Buth	3.08 50 Ch.	4.07 50 Buth	7.15 92.8 Buth	6.19 92.3 Ch.
		102.64	101.59	100.64	97.52	98.98
	100.85	99.84	99.68	99.38	99.27	98.99
	3.82 30 Ch.	4.83 30 Buth	4.99 20	5.29 15	5.40 15	5.68 20
						5.85 30 Buth
						4.80 30 Ch. B.C.
	102.78	100.82	100.04	99.82	99.55	99.38
	1.89 100	3.85 50	4.63 30	4.85 20	5.12 15	5.16 15
						5.41 20
						5.59 30
						7.00 92.3
		102.8	100.9	99.9	99.6	98.4
		1.9 100	3.8 50	4.8 20	5.1	6.3 20
						6.6 42.3
						7.2 92.3
						77.5

104.67

up by tree roots
 0+195 Break in cb. pushed

Note
 Gutt. = gutter at curb.
 gutter.
 E.G. = outside edge conc.

0+100 = Sly. line aliphant

S.E. & S.W. Returns aliphant
 + Mendota 10' curb. radius
 3' wide Conc. gutters.

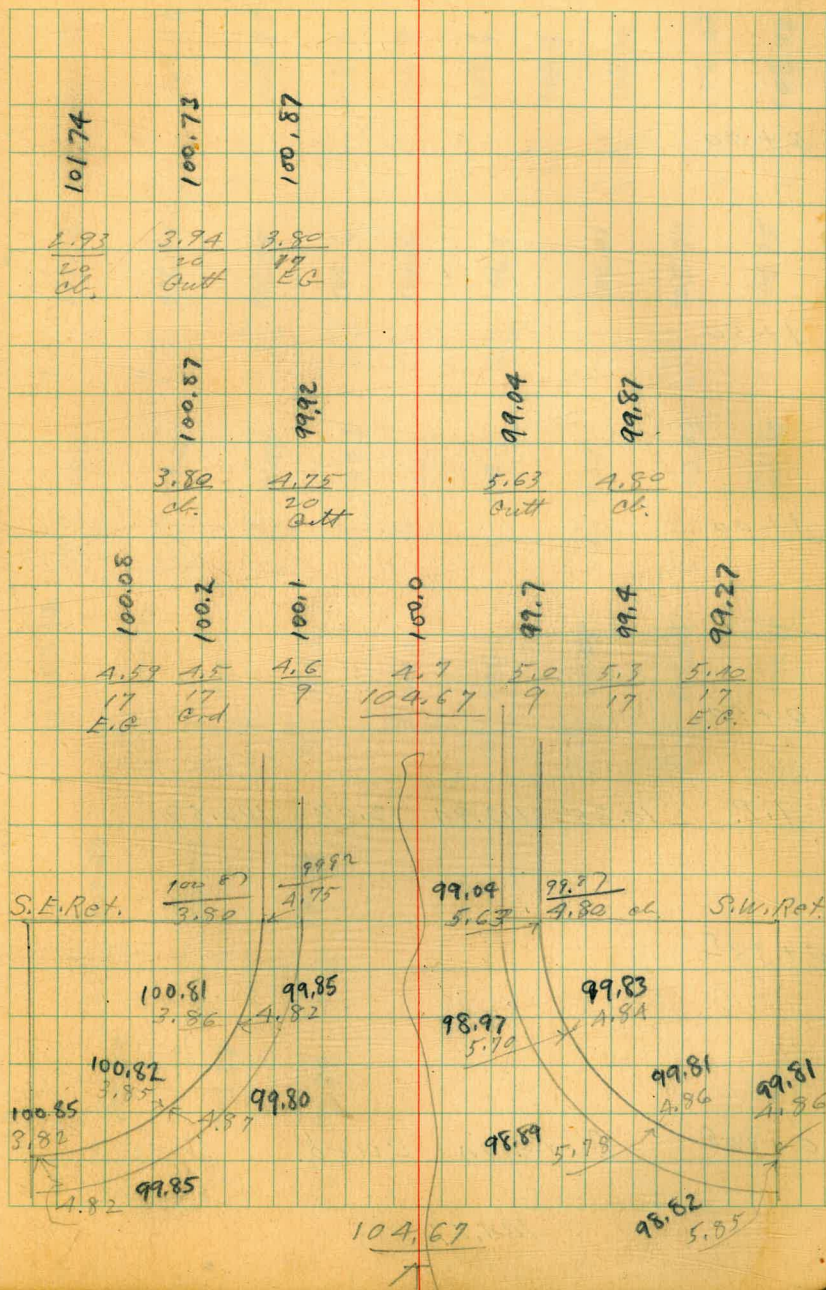
$$R = 10$$

$$L = 157$$

$$\frac{15.7}{3} = 5.23$$

3 equal parts

104.67



Mendota

2+00

1+50

1+00

0+50

T.P. 10.35 112.9A 2.08 102.59

0+38.5

0+30.6 Brk. in curb.

10A.67

109.54	106.56	108.75	108.7	108.8	108.6	107.9	108.30	108.08	108.98
3.40 20 06	4.38 20 06	4.17 17 EG	4.12 11	4.1 6	4.3 6	5.0 13	4.64 17 EG	4.86 20 06	3.96 20 06
107.38	106.40	106.55	106.6	106.6	106.1	106.01	105.79	106.75	
5.56 20 06	6.54 20 06	6.39 17 EG	6.3 9	6.3	6.8 12	6.93 17 EG	7.15 20 06	6.19 20 06	
105.16	104.24	104.40	104.3	104.4	104.1	103.71	103.43	104.40	
7.78 20 06	8.73 20 06	8.54 17 EG	8.6 9	8.5	8.8 12	9.23 17 EG	9.57 20 06	8.54 20 06	
103.03	102.10	102.21	102.2	102.2	101.8	101.45	101.18	102.11	
9.91 20 06	10.34 20 06	10.72 17 EG	10.7 9	10.7	11.1 8	11.49 17 EG	11.26 20 06	10.53 20 06	
				112.9A					
102.50	101.53	101.71							
2.17 20 06	3.14 20 06	2.96 17 EG							
102.29	101.27	101.39							
2.38 20 06	3.40 20 06	3.28 17 EG							
									104.67

Mendota St.

End of Cl.
4.7 15.5

T.P. 5.96 127.77 1.58 121.81

4+53⁵ = End Curb + gutter on left.

4+52³ = End of Curb + gutter on right

4+00

3+50

3+00

T.P. 111.49 123.39 1.04 111.90

2+50

112.94

122.6	121.81	120.84	121.07	121.1	121.0	120.7	121.0	122.0	122.4
0.8 30 Grd.	1.58 20 Cl.	2.55 20 Gutt	2.92 17 E.G.	2.9 10	2.4	2.7 13	2.4 19	1.4 24	1.0 30
121.79	120.81	121.03	121.1	121.0	120.6	121.08	120.90	121.88	
1.60 20 Cl.	2.58 20 Gutt	2.36 17 E.G.	2.3 8	2.4	2.8 14	2.31 17 E.G.	2.49 20 Gutt	1.57 20 End Cl.	
119.22	118.26	118.45	118.2	118.7	118.0	118.39	118.21	119.19	
4.17 20 Cl.	5.13 20 Gutt	4.94 17 E.G.	5.2 13	4.7	5.4 14	5.00 17 E.G.	5.15 20 Gutt	4.20 20 Cl.	
116.72	115.72	115.95	116.1	116.1	115.6	115.76	115.57	116.51	
6.67 20 Cl.	7.67 20 Gutt	7.44 17 E.G.	7.3 11	7.3	7.8 12	7.63 17 E.G.	7.52 20 Gutt	6.88 20 Cl.	
114.22	113.25	113.44	113.5	113.4	112.9	113.22	113.02	113.93	
9.17 20 Cl.	10.14 20 Gutt	9.90 17 E.G.	9.9 8	10.0	10.5 13	10.17 17 E.G.	10.37 20 Gutt	9.46 20 Cl.	
111.78	110.80	111.01	111.1	111.0	110.6	110.4	110.62	110.40	111.37
1.16 20 Cl.	2.14 20 Gutt	1.93 17 E.G.	1.8 9	1.9	2.3 9	2.5 16	2.32 17 E.G.	2.54 20 Gutt	1.57 20 Cl.
				123.39					
				112.94					

Errors

used as

Orig. B.M. 2.42 133.08 133.10

T.P. 9.49 135.50 1.76 126.01

5+83 = Apex ϕ par. on Macaulay

Macaulay

A+6A Edge plant mix paving 0.7

A+62

127.77

125.2	123.4	122.8	122.1	121.9	122.2	122.1	123.1
$\frac{2.6}{100}$	$\frac{4.4}{50}$	$\frac{5.0}{30}$	5.8	$\frac{5.7}{13}$	$\frac{5.6}{30}$	$\frac{5.2}{50}$	$\frac{4.7}{100}$
124.4	122.6	121.9	121.7	121.6	121.7	122.1	122.5
$\frac{3.4}{100}$	$\frac{5.2}{30}$	$\frac{5.9}{30}$	$\frac{6.1}{11}$	6.2	$\frac{6.2}{20}$	$\frac{6.1}{50}$	$\frac{5.3}{100}$
125.4	123.3	122.4	121.3	121.5	121.5	122.4	123.2
$\frac{2.4}{100}$	$\frac{4.5}{50}$	$\frac{5.4}{30}$	$\frac{6.5}{20}$	6.3	$\frac{6.3}{13}$	$\frac{5.4}{25}$	$\frac{4.7}{50}$

127.77

CAPISTRANO ST.

Macaulay to Voltaire
Cross section
60' wide - 10' curbs

12-8-48

W.O. # 31450

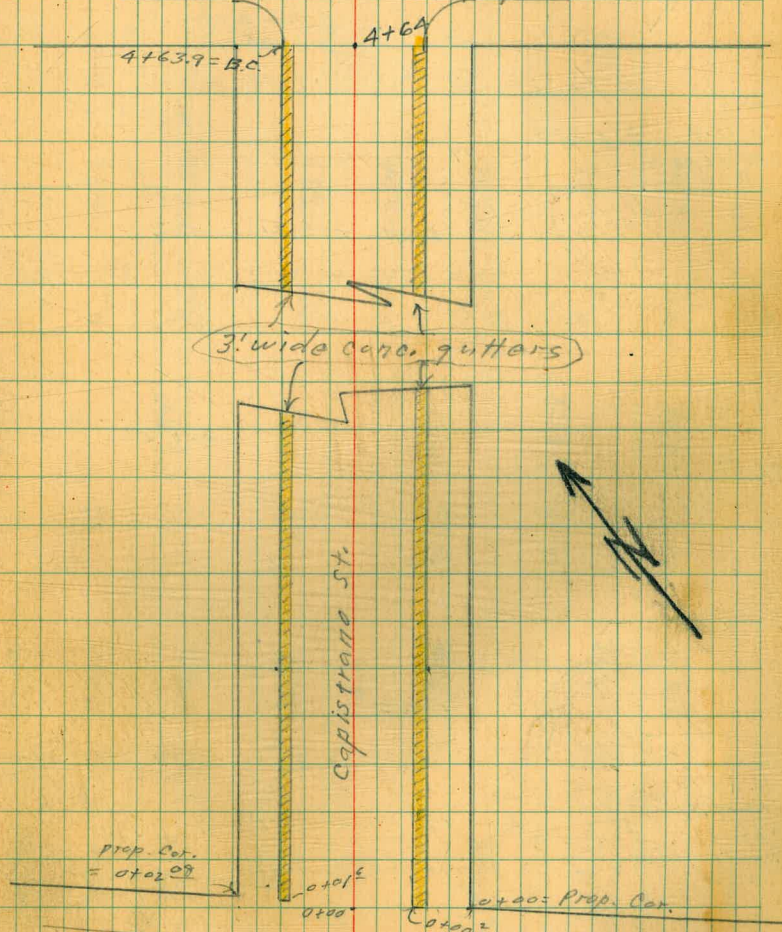
Sommarmeyer
W. McCoy
W. Moore

INDEXED

JAN 19 1948

Oliphaunt

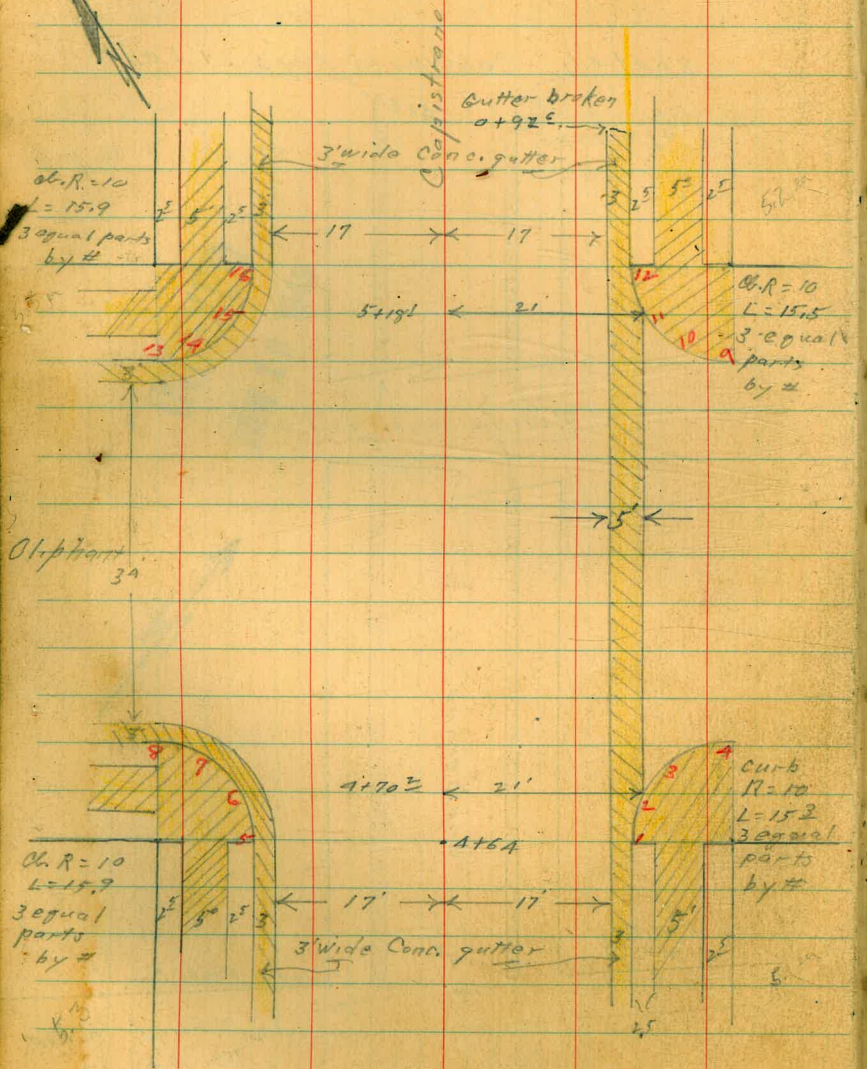
sketch Continued page 21 Left.



Plant Mix paving
Macaulay St.

Rough edge
No Headers
used

Detail intersection at Capistrano + Oliphant



113.78	112.90	113.09	113.89	112.85	113.16
5.29 15 00.	6.27 15 0.	6.05 15 00	5.28 16 00.	6.32 16 0.	6.01 10 0.
115.83	114.79	114.80	113.83	112.84	113.04
3.34 12 00.	4.38 12 0.	4.37 12 00	5.34 13 00.	6.33 13 0.	6.13 13 00.
114.76	113.79	113.97	115.89	115.81	115.78
4.41 0.	5.38 0.	5.20 00	3.83 9 00.	3.36 10 00.	3.39 11 00.
114.82	114.02	114.31	114.81	114.36	114.81
4.35 00.	5.15 0.	4.86 00	4.36 0.	5.17 0.	4.81 00
116.85	115.81	116.00	116.77	115.80	116.76
2.32 0.	3.36 0.	3.17 00	2.40 00.	2.37 0.	2.41 00.

$\pi = 119.17 - \text{From page } 28$

Capistrano

2+00

1+50

1+00

0+50

T.P. 1.53 129.75 12.63 128.22

0+01.5 } 20' Lt. = Start Existing curb.
 = 17' Lt. = start exist. 3' gutter

0+00.5 } (20' At. = start existing cb.
 17' At. = start existing 3' conc. gutter

140.85

121.27	120.32	120.56	121.2	121.6	121.8	121.79	121.66	122.60
8.48 20 06.	7.43 20 0.	9.19 17 E.G.	8.6 10	8.2	8.0 10	7.96 17 E.G.	8.09 20 0.	7.15 20 06.
123.39	122.45	122.73	123.4	123.8	124.0	124.09	123.93	124.92
6.36 20 06.	7.30 20 0.	7.02 17 E.G.	6.4 10	6.0	5.8 10	5.66 17 E.G.	5.82 20 0.	4.83 20 06.
125.53	124.58	124.82	125.4	125.9	126.3	126.43	126.31	127.21
4.22 20 06.	5.17 20 0.	4.93 17 E.G.	4.4 10	3.9	3.5 10	3.32 17 E.G.	3.14 20 0.	2.54 20 06.
127.73	126.78	126.98	127.3	127.9	128.4	128.68	128.52	129.50
2.03 20 06.	2.97 20 0.	2.77 17 E.G.	2.5 10	1.9	1.4 10	1.07 17 E.G.	1.23 20 0.	0.25 20 06.
129.80	128.87	129.15	129.8	130.3	130.8	130.95	130.76	131.75
11.02 20 06.	11.78 20 0.	11.70 17 E.G.	11.1 10	10.6	10.1 10	9.90 17 E.G.	10.09 20 0.	9.10 20 06.
				129.75 ^v				
					131.01		130.81	131.81
					9.84 17 E.G.		10.04 20 0.	9.04 20 06.

140.85

Capistrano

3+24

3+04 Cont.

3+04

2+84 Cont

2+84

T.P. 2.37 121.01 11.11 118.64

2+50

129.75
x

116.5	115.92	116.4	117.3	117.3	116.79	117.74	
4.5 20 Dirt	5.09 17 EG.	4.6 17 Dirt	3.7 8	3.7	3.6 10	3.9 17 Dirt	3.9 20 Dirt
	4.46 20 cl.		5.36 20 cl.		4.22 20 cl.	3.27 20 cl.	
	116.99	116.04			117.10	118.05	
116.8	116.32	116.8	117.7	117.8	117.9	117.4	117.3
4.2 20 Dirt	4.69 17 EG.	4.2 17 Dirt	3.9 10	3.2	3.1 10	3.6 17 Dirt	3.77 17 EG.
	4.02 20 cl.		4.77 20 cl.		3.91 20 cl.	2.96 20 cl.	
	117.69	116.74	117.2		117.80	118.77	
3.92 20 cl.	4.27 20 cl.	3.8 20 Dirt			3.21 20 cl.	2.24 20 cl.	
	117.01	117.3	117.9	118.3	118.4	118.0	117.97
4.00 17 EG.	3.7 17 Dirt	3.1 10	2.7	2.6 10	3.0 17 Dirt	3.04 17 cl.	3.2 20 Dirt
	119.12	118.43	119.0	119.5	119.7	119.47	119.24
10.63 20 cl.	11.58 20 cl.	11.32 17 EG.	10.8 10	10.3 129.75	10.1 10	10.28 17 EG.	10.49 20 cl.
	121.01						120.29

4+50

4+50

4+00 Cont.

4+00

3+50 Cont.

3+50

121.01

114.5	114.99	114.7	114.16	116.88
$\frac{6.5}{20}$ Dirt	$\frac{36.02}{20}$ Cl.	$\frac{6.7}{17}$ Dirt	$\frac{6.85}{20}$	$\frac{4.13}{20}$ Cl.
114.5	114.42	114.7	115.3	115.8
$\frac{6.5}{20}$ Dirt	$\frac{6.59}{17}$ E.G.	$\frac{6.7}{17}$ Dirt	$\frac{5.7}{8}$	5.2
115.1	115.65	114.71	116.24	117.21
$\frac{5.9}{20}$ Dirt	$\frac{5.36}{20}$ Cl.	$\frac{6.30}{20}$ E.	$\frac{4.77}{20}$ E.	$\frac{3.80}{20}$ Cl.
115.1	114.98	115.2	115.9	116.3
$\frac{5.9}{20}$ Dirt	$\frac{6.03}{17}$ E.G.	$\frac{5.8}{17}$ Dirt	$\frac{5.1}{8}$	4.7
115.1	116.26	115.33	116.49	117.54
$\frac{5.2}{20}$ Dirt	$\frac{4.75}{20}$ Cl.	$\frac{5.68}{20}$ E.	$\frac{4.52}{20}$ E.	$\frac{3.47}{20}$ Cl.
115.1	115.61	115.8	116.8	116.8
$\frac{5.2}{20}$ Dirt	$\frac{5.40}{17}$ E.G.	$\frac{5.2}{17}$ Dirt	$\frac{4.2}{7}$	4.1
115.1	116.26	115.33	116.49	117.54
$\frac{5.2}{20}$ Dirt	$\frac{4.75}{20}$ Cl.	$\frac{5.68}{20}$ E.	$\frac{4.52}{20}$ E.	$\frac{3.47}{20}$ Cl.
115.1	115.61	115.8	116.8	116.8
$\frac{5.2}{20}$ Dirt	$\frac{5.40}{17}$ E.G.	$\frac{5.2}{17}$ Dirt	$\frac{4.2}{7}$	4.1

121.01

5+08

5+0A Cont

5+0A

4+9A Cont

4+9A = \pm Oliphant

4+89

119.17

	112.8	114.2	114.8	115.4	116.7			
	$\frac{5.4}{30}$	$\frac{5.0}{12}$	4.1A	$\frac{3.8}{22}$	$\frac{2.5}{30}$			
				115.27	116.1			
				$\frac{3.90}{22}$ E.G.	$\frac{3.1}{30}$			
	112.9	114.3	114.9	115.4	115.27	115.14	115.5	
	$\frac{6.3}{30}$	$\frac{4.9}{12}$	4.3	$\frac{3.8}{17}$ Dirt	$\frac{3.90}{17}$ E.G.	$\frac{4.03}{20}$ conc	$\frac{3.7}{20}$ Dirt	
				115.7	115.47	116.2		
				$\frac{3.5}{22}$ Dirt	$\frac{3.70}{22}$ E.G.	$\frac{3.0}{30}$		
	107.6	111.6	113.3	114.7	115.2	115.6	115.45	115.7
	$\frac{11.6}{100}$	$\frac{7.6}{80}$	$\frac{5.9}{30}$	$\frac{4.5}{12}$	4.0	$\frac{3.6}{17}$ Dirt	$\frac{3.70}{17}$ E.G.	$\frac{3.5}{20}$ Dirt
								115.32
		113.4	114.8	115.3	115.8	116.5		
		$\frac{5.8}{30}$	$\frac{4.4}{12}$	3.9	$\frac{3.4}{20}$ Dirt	$\frac{2.7}{30}$		

119.17

Capistrano

T.B.	0.80	103.16	13.14	102.36
S.W. 7' E+T.				
Oliphant	0.68	115.50	4.35	114.82
Capistrano				T.P.

See page 21 for curb returns.

5+24 cont.

5+24 = Nly. line Oliphant.

5+18' 22' Rt. = End Ely edge gutter (page 21)

5+14 cont.

5+14

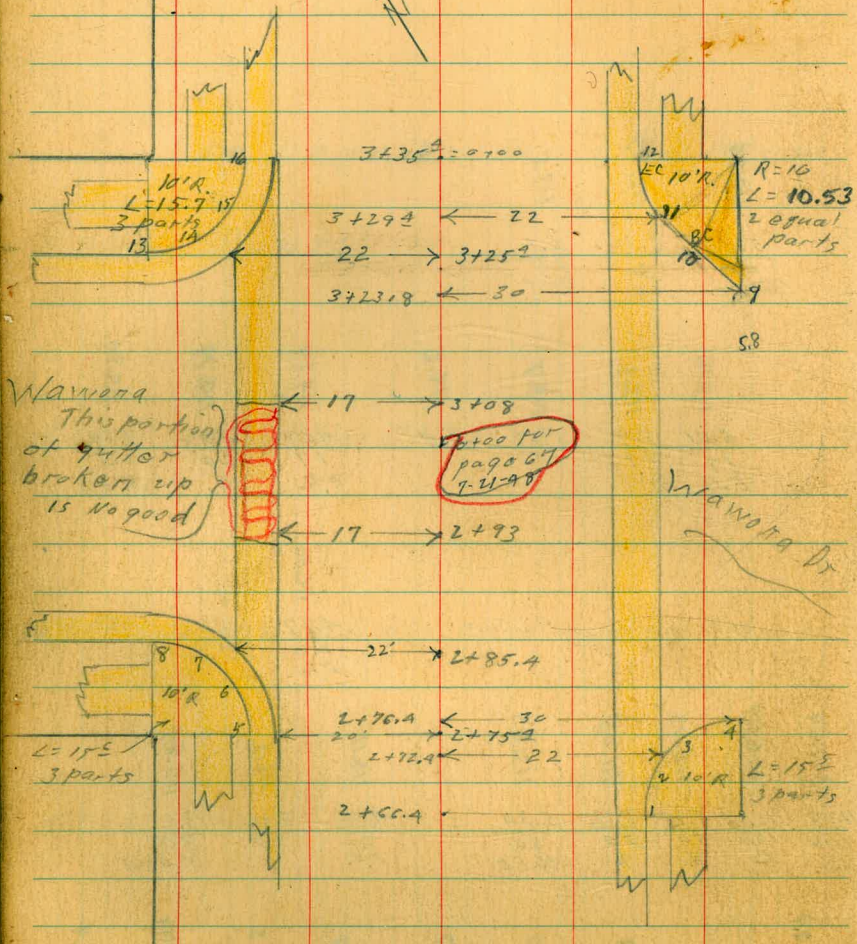
119.17

	113.84	112.85	113.11						
	5.33 20 Ol. E.C.	6.32 3 20	6.1 20 Dir-T						
	113.16	113.3	113.7	114.2	114.89	114.79	115.80		
	6.01 17 E.C.	5.9 17 Dir-T	5.5 12	5.0	4.28 17 E.C.	4.38 20 E.C.	3.37 20 Ol. E.C.		
							115.00		
						4.17 22 E.C.			
	107.59	106.64	112.02	111.05	113.83	115.11	116.2	115.84	
	11.58 100 Ol.	12.53 100 G	7.15 50 Ol	8.12 50 G	5.34 30 Ol. E.C.	4.06 22 E.C.	3.0 30	3.33 30 Ol. and	
	112.84	113.06	113.3	114.0	114.7	115.11	115.2	114.99	115.4
	6.33 30 G	6.11 21.8 E.C.	5.9 21.8 Dir-T	5.2 12	4.5	4.06 17 E.C.	4.0 20 Dir-T	4.18 20 Cont.	3.8 22 Dir-T
					119.17				

Capistrano

T.P.S.W. 7' Lt.
Wawona Dr
Capistrano

8.27 85.85



Wawona
This portion
of gutter
broken up
is no good

2100 for
page 67
7-21-98

2.67 94.12 11.71 91.45
103.16

	83.84	82.68	83.05					
10.28	10.26	10.99	10.69	10.26	11.06	10.76	10.33	11.08
16	13	13	14	11	11	11	15	13
CC	CC	E.C.	CC	C	E.C.	CC	CC	CC
EC	CC	CC	CC	EC	CC	E.C.	CC	CC
83.86	83.86	83.19	83.96	83.20	83.92	82.88	83.18	83.07
10.26	10.26	10.99	10.10	10.92	10.20	11.24	10.94	
13	9	10	11	11	12	12	12	
CC	CC	CC	CC	C	CC	C	E.C.	
EC	CC	CC	CC	CC	EC	CC	CC	
85.88	84.91	85.83	84.94	85.00	85.89	85.03	85.19	
8.28	9.21	8.29	9.18	9.12	8.23	9.09	8.93	
6	6	7	7	7	8	8	8	
CC	C	CC	C	EC	CC	C	E.C.	
EC	CC	CC	CC	CC	EC	CC	CC	
85.88	84.93	85.14	85.83	84.95	85.84	85.88	85.93	
8.24	9.19	8.93	8.24	9.17	8.28	8.24	8.19	
1	6	7	2	2	3	4	5	
CC	C	EC	CC	C	CC	CC	CC	
EC	CC	CC	CC	CC	CC	CC	CC	
				94.12				

22^s Rt. = Edge walk

0+94^s 20' Rt. = Broken curb. starts

0+92^s = End gutter on right (Page 36)

0+75

0+50

sketch - page 36

0+25

E.G. = edge of gutter + G. = gutter
cb. = top curb - D = ground or dirt

0+00 = Nly line Oliphant

SW. L. & T. 131 116.13
Oliphant 0 ~~55~~ 715.37 — 114.82
Capistrano

113.83	112.85	113.16	113.7	114.2	114.6	114.92	114.82	115.83
2.30 20 cb.	3.28 20 G.	2.97 17 E.G.	2.4 10	1.7	1.5 10	1.21 17 E.G.	1.31 20 G.	0.30 20 cb.
113.11	112.17	112.39	112.8	113.3	113.6	113.73	113.58	114.58
3.02 20 cb.	3.96 20 G.	3.74 17 E.G.	3.3 10	2.8	2.5 10	2.40 17 E.G.	2.55 20 G.	1.55 20 cb.
112.34	111.37	111.58	112.0	112.3	112.5	112.51	112.38	113.37
3.72 20 cb.	4.76 20 G.	4.57 17 E.G.	4.1 10	3.8	3.6 10	3.62 17 E.G.	3.75 20 G.	2.76 20 cb.
111.39	110.40	110.63	110.9	111.1	111.1	111.12	110.91	111.91
4.74 20 cb.	5.73 20 G.	5.50 17 E.G.	5.2 10	5.0	5.0 10	5.01 17 E.G.	5.22 20 G.	4.22 20 cb.
109.27	109.26	109.48	109.7	109.9	109.7	109.70	109.50	110.46
5.86 20 cb.	6.87 20 G.	6.65 17 E.G.	6.4 10	6.2	6.4 10	6.43 17 E.G.	6.62 20 G.	5.67 20 cb.
								110.29
							5.84 20 cb.	5.74 22.5 walk

116.13

+25⁴ Cont.

+25⁴ Cont.

gutter.

22' Lt. = End back edge conc.

3+25⁴ = Nly. Cb. Wawena to West. ✓

3+23⁸ 30' Rt. = start curb. (Page 29)

3+15 Cont.

3+15

conc. only. Not for yardage

3+08 17' Lt. = start conc. gutter

94.12

86.44	85.49	83.87	83.19						
7.68	8.63	10.25	10.93						
64	60	30	30						
00.	00.	00.	00.						
85.7	83.37	83.5	83.27						
10.1A	10.75	10.6	10.35						
30	22	22	20						
D.	E.C.	D	G						
83.4	83.39	83.5	83.6	83.6					
10.7	10.73	10.6	10.5	10.5					
20	17	17	10						
D	E.C.	D.	G						
89.0	83.78	83.8	83.66						
10.1	10.34	10.3	10.26						
30	22	22	20						
	E.C.	D	G						
83.7	83.77	83.9	84.1	84.3					
10.1A	10.35	10.2	10.0	9.8					
20	17	17	10						
D	E.C.	D	G						
89.02	83.86	83.93							
10.10	10.26	10.19							
22	20	17							
E.C.	G.	E.C.							
83.6	83.41	84.3	83.6	83.44					
10.5	10.71	9.8	10.2	10.68					
22	22	27.8	17	17					
D	E.C.	D	D	E.C.					
		At 00.							
83.7	83.6	83.6	84.3	83.6					
10.27	10.27	10.27	10.27	10.27					
27.8	27.8	27.8	27.8	27.8					
D	D	D	D	D					
83.85	83.20	85.2	85.2	83.49					
10.27	10.92	8.9	8.9	10.63					
27.8	20	30	30	20					
00	G			G					

94.12

Capistrano

T.P. Sw. 7'
L.T.
Wawona
Capistrano

8.27 85.85

also = Nly. line Wawona to west

3+354 = Cb. Ret. E.C. (left + right)

gutter

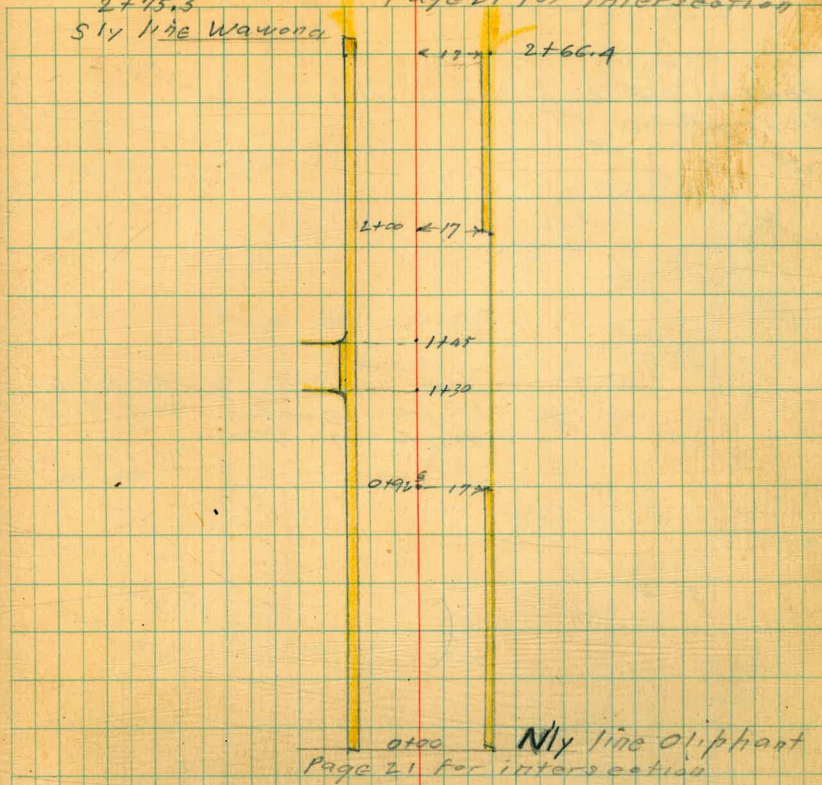
3+294 22' Rt. = End back edge cone.

9A.12

36

2+75.3
Sly Nlye Wawona

♀
Page 19 for intersection



83.84	82.88	83.05	83.1	82.9	83.2	83.18	82.88	83.92
10.29	11.24	11.07	11.0	11.2	10.9	10.94	11.24	10.20
20	20	17	17	17	17	17	20	20
Ob. E.C.	Q	E.C.	D		D	E.C.	Q	Ob. E.C.
							83.26	
							10.86	
							22	
							E.C.	

9A.12

End Exist. Ch. ← 20' → 1+10.5
 B.C. Proposed Return

0+75 ← 20 → Curb B.C. proposed
 0+73.6 ← 17 → End Exist. Ch. + gutter

5' 2' 5' 5' 2' 5'

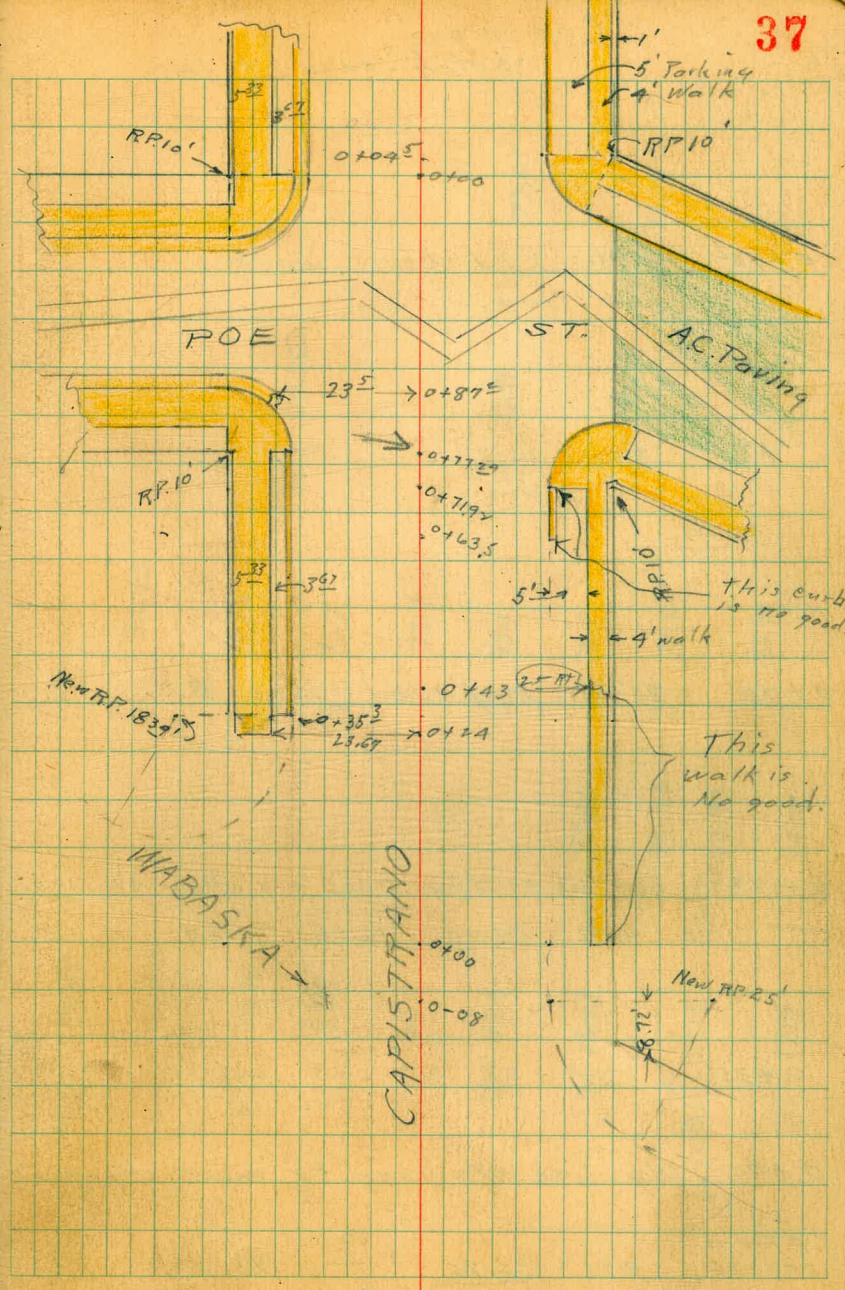
Walk
Curb

Capistrano

Curb
Walk

Nly. line
Wawona Dr.

0+00 = 3+35.4
 P. 29 + 36 - lands
 sketch



0+24 23⁶⁷ Lt. = start Existing Walk

(Property corner is 0-16.72')

0+00 = 90° to new prop cor. on RT.

0-08 = 20' RT. = proposed Curb B.C.

Skip Wabaska Intersection

1+10⁵ Cont.

also = End of existing curb.

1+10⁵ 20' Lt. = proposed curb B.C.

74.96

	68.84	68.75						
	6.12	6.21						
	29	23.67						
	walk	walk						
	6.0	6.7						
	30	15						
	69.0	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
	17	17						
	68.3	68.0						
	6.7	6.8						
</								

CAPISTRANO

Note: Bench on Narragansett + Chatsworth is evidently not correct with B.M. on Poe + Capistrano. See check to benches on pages 13. + 19

N.W. B.P.
Poe + Capistrano 3.34 $\begin{array}{r} -0.08 \\ 71.70 \\ \hline 71.62 \end{array}$ B.M. #1 71.70

S.W. 7' LYT
Poe + Capistrano 4.94 70.02 70.12

west.

1+37² = 20' L.T. = cb. B.C. = Nly line Poe to

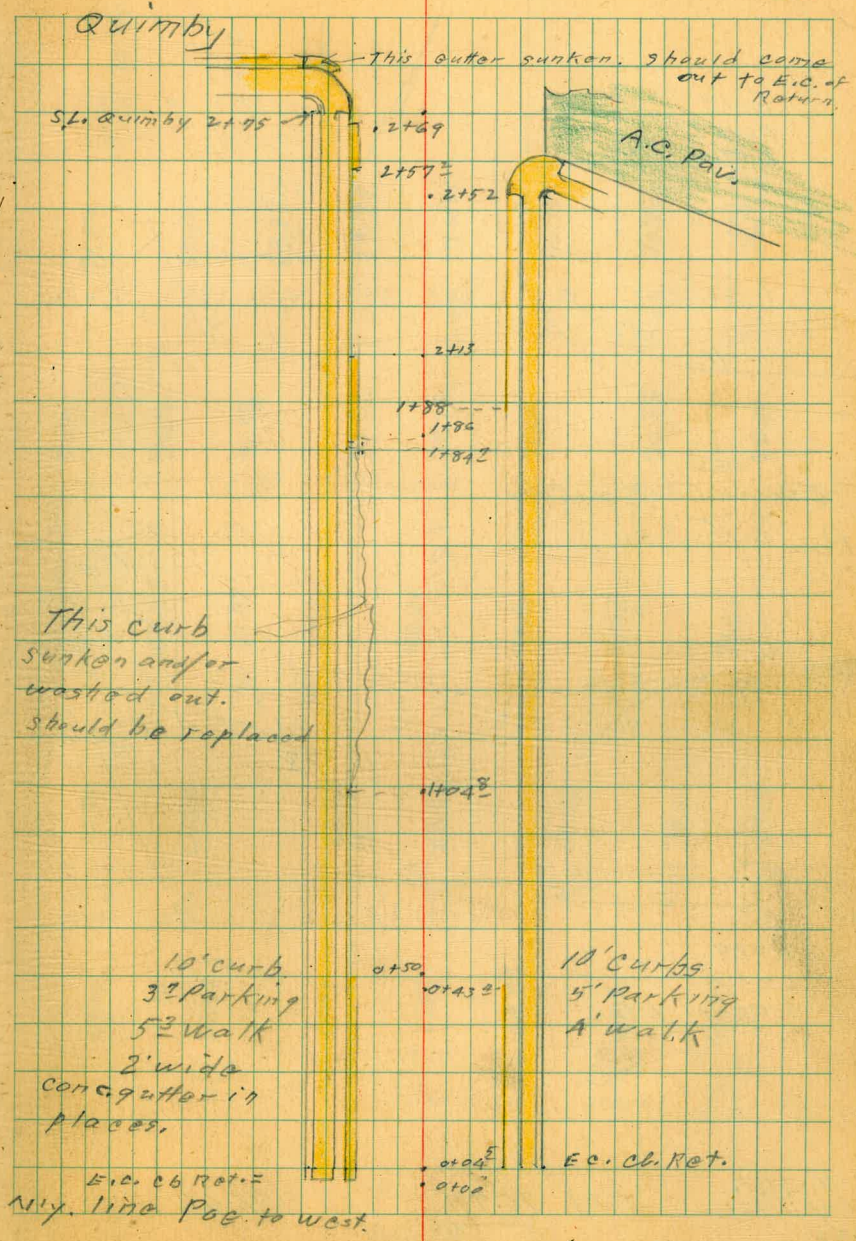
+27² Cont.

1+27² = Nly. cb. line Poe to west.

1+07² = E Poe to West.
74.96

71.56	70.76	71.1	70.90	70.6	71.1	71.1	70.9	70.8
$\frac{3.40}{20}$ cb.	$\frac{4.20}{30}$ B.	$\frac{3.9}{20}$ D	$\frac{4.06}{18}$ E.C.	$\frac{4.4}{10}$	3.9	$\frac{3.9}{10}$	$\frac{4.1}{20}$	$\frac{4.08}{21}$ E.C. Return
	71.43	70.59	71.56	70.74				
	$\frac{3.53}{100}$ cb.	$\frac{4.37}{100}$ B.	$\frac{3.40}{50}$ cb.	$\frac{4.22}{50}$ B.				
	71.62	70.78	71.2	70.4	70.8	70.4	70.5	
	$\frac{3.84}{30}$ cb. E.C.	$\frac{4.18}{30}$ B.	$\frac{3.8}{30}$ D	$\frac{4.6}{12}$	4.2	$\frac{4.6}{22}$	$\frac{4.71}{30}$ = 1st. P.M.	
70.9	70.5	70.3	70.1	70.6	70.1	70.1	70.7	
$\frac{4.1}{100}$	$\frac{4.5}{50}$	$\frac{4.7}{30}$	$\frac{4.7}{16}$	4.4	$\frac{4.9}{20}$	$\frac{4.69}{30}$ A.C. PAV		
				74.96				

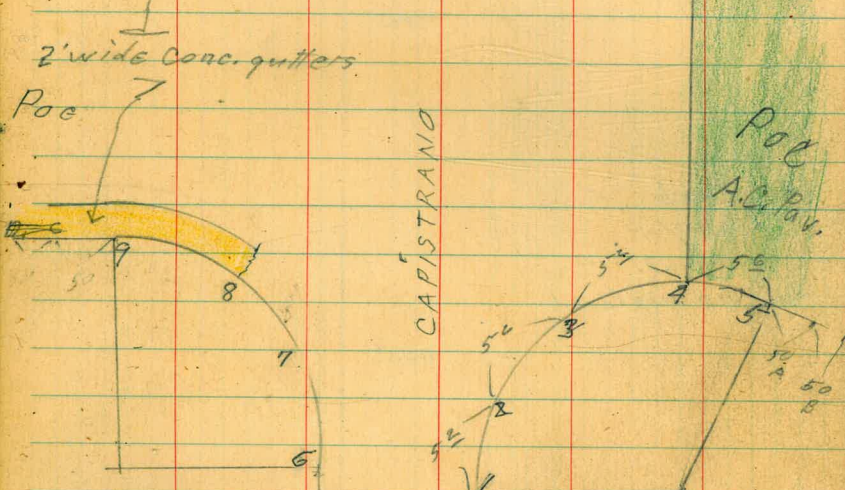
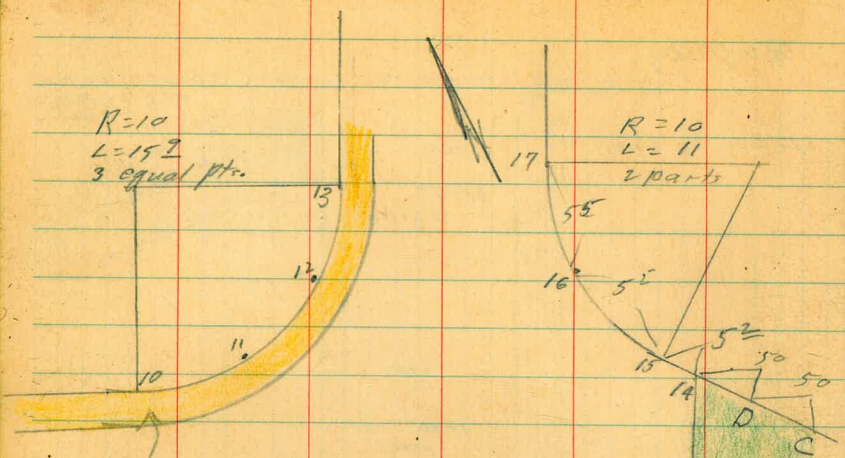
Quimby



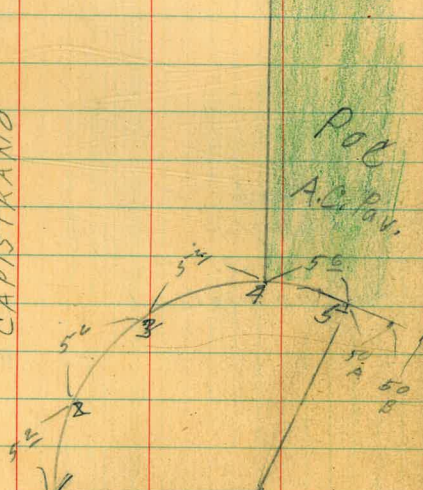
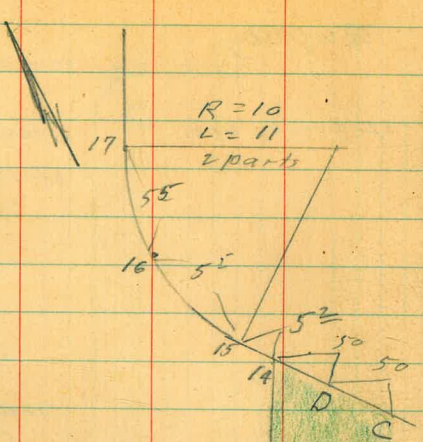
This curb sunken and/or washed out. should be replaced

10' curb
 3' parking
 5' walk
 2' wide
 conc gutter in
 places.
 E.C. of Ret. =
 Mix. line Poe to west

10' Curbs
 5' parking
 1' walk
 E.C. of Ret.



CAPISTRANO



NUM. BR. 41.
Capistrano 5.37 76.99
Poc as used (From page 41) 71.62

70.88	70.90	70.88	70.90	70.88	70.90	70.88	70.90	70.88	70.90
6.11 16 CL	6.09 17 CL	71.54	69.21	69.78	69.75	70.31	70.15	70.78	70.83
51.45 13 CL	71.78 C PAV	71.21 D CL	71.24 D PAV	6.68 D CL	6.84 TA PAV	6.21 TA CL	6.16 TA CL	6.22 15 CL	
70.85	70.74	71.56	70.82	70.73	71.54	70.88	70.76		
6.14 11 EG	6.25 11 B	5.43 11 CL	6.17 12 EG	6.26 12 B	5.45 12 CL	6.11 13 E.C.	6.22 13 B		
69.17	69.99	69.33	69.20	70.01	70.87	70.77	71.60		
71.92 G CL	7.00 8 CL	7.66 9 EG	7.79 9 B	6.98 9 CL	6.12 10 EG	6.22 10 B	5.39 10 CL		
68.94	69.35	68.95	68.86	70.02	70.01	69.29			
8.05 5A PAV	7.6A A CL	8.54 B PAV	8.13 B CL	6.97 6	6.98 7	7.70 8 EG			
69.73	69.83	69.93	69.43	69.94	69.40	69.87			
7.26 1	7.15 2	7.06 3	7.56 4 PAV	7.05 4 CL	7.59 5 PAV	7.12 CL E.C.			

76.99

Capistrano

2+69 18' Lt. End conc. gutter
 2+57² 18' Lt. = start Conc. gutter

2+52 20' Rt. = B.C. Cb. Return

2+13 18' Lt. = End Conc. gutter

1+88 20' Rt. = start Conc. curb.

1+86 18' Lt. = start 2' wide conc. gutter

1+84² 20 Lt. = Start. Exist Cl.

1+50

T.P. 10.33 86.71 0.61 76.38
 76.99
 H

79.48	78.55	78.53	79.09	78.99	79.76
7.23 20 Cl.	8.16 20 Cl.	8.18 18 EQ.	7.52 7.8 EQ	7.72 20 Cl.	6.95 20 Cl.
79.36	78.5	79.1	79.4	79.3	79.5
7.35 20 Cl.	8.2 20	7.6 10	7.3	7.4 10	7.2 20
78.09	77.29	77.41	78.0	78.3	78.5
8.62 Cl.	9.42 Cl.	9.30 18 EQ	8.7	8.4 10	8.2 20
77.53	77.39	76.59	76.66	77.0	77.3
9.18 23.7 walk	9.32 20 Cl.	10.12 20 Cl.	10.05 18 EQ	9.7 10	9.4 10
77.34	76.55	76.59	77.3	77.5	77.3
9.37 20 Cl.	10.16 20 Cl.	10.12 18 EQ	9.4	9.2 10	9.4 20
76.30	76.2	75.0	75.7	75.8	76.4
10.91 23.7 walk	10.5 22	11.7 20	11.0 10	10.9	10.3 17
77.27	77.44	77.07	77.1	77.1	77.07
9.44 20 Cl.		9.64 25 walk			
86.71					

(left)

CAPISTRANO

+25 Cont.

3+25 = Nly cb. line Quimby to west.

3+21 20' Rt. = E.C. curb return.

3+05 ϕ Quimby to west

+85 Cont

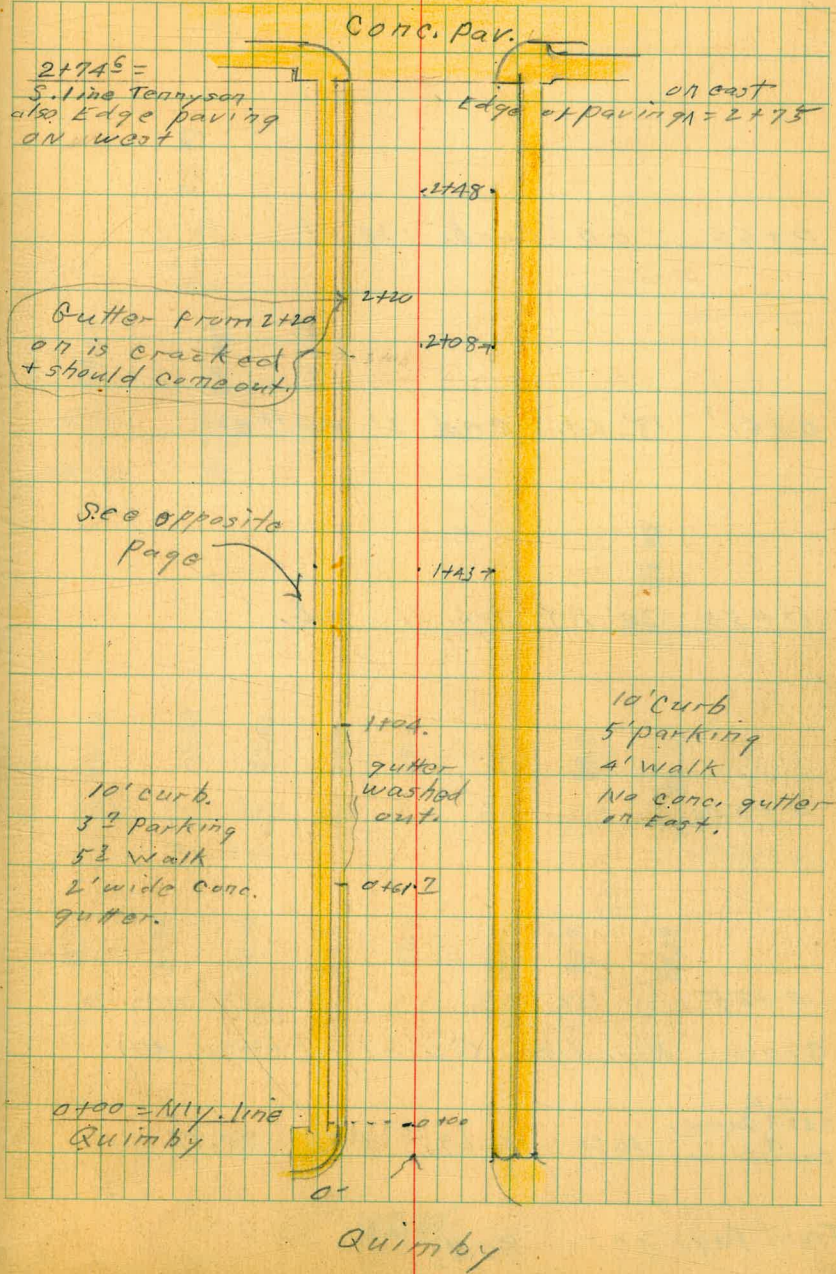
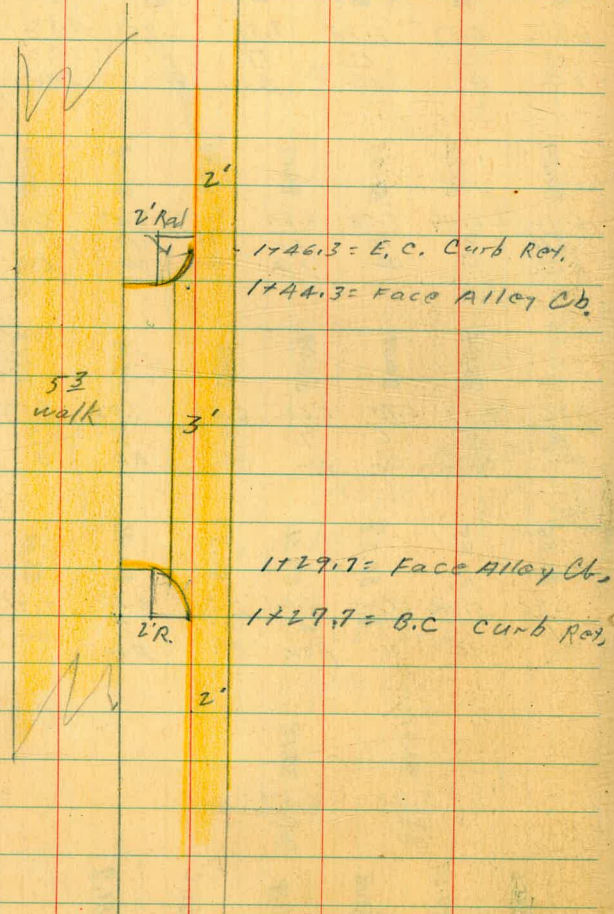
2+85 = S. Cl. line Quimby to West

20' Lt. = cb. ret. B.C.

2+75 = S.L. Quimby to west.

86.71

2.08 50 CL	2.93 80 CL	4.23 50 CL	5.14 50 CL					
81.02	80.22	80.4	81.1	81.4	81.7	81.5	82.02	
5.69 30 CL	6.49 30 CL	6.3 20	5.6 10	5.3	5.0 10	5.2 20	4.69 20 CL	
						81.79 4.92 20 CL, E.C.		
	83.1	80.3	80.0	80.4	80.8	81.1	81.0	
	3.6 75	6.4 30	6.7 20	6.3 10	5.9	5.6 10	5.7 20	5.52 30 PAR
	83.33	82.42	81.47	80.58				
3.38 75 CL	4.29 75 CL	5.24 50 CL	6.13 50 CL					
	79.99	79.13	79.6	80.1	80.3	80.4	80.7	
6.72 30 CL	7.58 30 CL	7.1 20	6.6 10	6.4	6.3 10	6.0 20	5.59 30 PAR	
	80.01	79.4	79.7	80.1	80.2	80.3	80.81	
6.70 20 CL, B.C.	7.3 20	7.0 10	6.6	6.5 18	6.4 27	5.90 30 PAR	86.71 PAR	



1+29² Cont.

(Sheet 4)

1+29² = Face south Alley curb. to west.

1+27² 20' Lt. = B.C. Alley Ret.

1+04 18' Lt. = Start v. Concr gutter

1+00

0+9A² 20' Lt. Bk in cb grade.

92.29

90.06	90.01	89.98	90.0				
$\frac{2.23}{23.7}$	$\frac{2.28}{23.7}$	$\frac{2.31}{22}$	$\frac{2.3}{22}$				
walk	End	cl. EC.	D				
89.33	89.24	89.16	90.5	90.8	90.8	90.2	90.7
$\frac{2.96}{21}$	$\frac{3.05}{20}$	$\frac{2.83}{18}$	$\frac{1.8}{6}$	1.5	$\frac{1.5}{8.5}$	$\frac{2.1}{17}$	$\frac{1.6}{20}$
EG.	G	EG.					D
	89.80	89.02	89.24				
	$\frac{2.49}{20}$	$\frac{3.27}{20}$	$\frac{3.05}{18}$				
	cl-BC	G	EG				
	88.11	87.32	87.45				
	$\frac{4.18}{20}$	$\frac{4.97}{20}$	$\frac{4.84}{18}$				
	cl	G	EG				
	87.72	86.8	88.4	88.5	88.6	88.1	89.02
	$\frac{4.57}{20}$	$\frac{5.5}{20}$	$\frac{3.7}{16}$	3.8	$\frac{3.7}{10}$	$\frac{4.2}{20}$	$\frac{3.27}{20}$
	cl						cl
		85.75					
		$\frac{6.54}{20}$					
		cl.					

92.29

Capistrano

2+812 } 22.8 Rt } = Ctr. curb returns
 22.8 Lt }

5+1
 T.P. 44.7' Lt.
 Tennyson 9.32 112.29 2.17 102.97
 + Capistrano

2+768 } 2+746 on Lt & 2+750 on Rt }
 Sta. Along Edge of Conc. Pav.

2' Maybe
 14.8

2+745 = 20' Lt } B.C. Cb. Ret. also = Sly. Line
 20' Rt } Tennyson

(Rt)
 2+728 25' Lt. = Brk in walk grade

2+48 20' Rt. = End good curb

2+344 20 Rt. = Brk. in curb grade

Also 20 Rt. = Brk in curb grade
 = End good gutter.

2+20 18 Lt. = start broken up gutter

105.14

	102.95	102.56		103.81	104.33
	9.34 22.8 Cb	9.73 22.7 C		8.48 22.7 C	7.96 22.8 Cb
			112.29		
	102.99	102.31	102.79	103.06	103.16
	2.15 20 Cb	2.83 20 C	2.35 10	2.08	1.98 10
					1.93 20 C
					1.24 20 Cb
	102.99	102.31	102.7	103.0	103.1
	2.15 20 Cb	2.83 20 C	2.14 10	2.1	2.0 10
					1.28 20 Cb, walk
					0.85 25 walk
					0.54 29 walk
					1.25 25 walk
					0.76 29 walk
					101.30
					3.84 20 Cb
					3.60 25 walk
	99.23	98.42	98.9	99.1	99.2
	5.91 20 Cb	6.72 20 C	6.2 10	6.0	5.9 10
					5.9 17
					5.4 20
					5.18 20 Cb
	97.86	97.07	97.21		98.73
	7.28 20 Cb	8.07 20 C	7.93 18 C		6.91 20 Cb

105.14

Capistrano

T.P. 12.15 115.12 9.32 102.97 Tennyson
S.W. 7' 1/2' + Capistrano

3+27[±] $\left. \begin{matrix} 22.8 \text{ Lt.} \\ 22.8 \text{ Rt.} \end{matrix} \right\} = \text{ctr. curb return}$

+24[±] Cont.

3+24[±] = Nly cb. line tennyson

3+04[±] = Tennyson

+84[±] 58[±] Rt. = B.C. curb into Stearne St

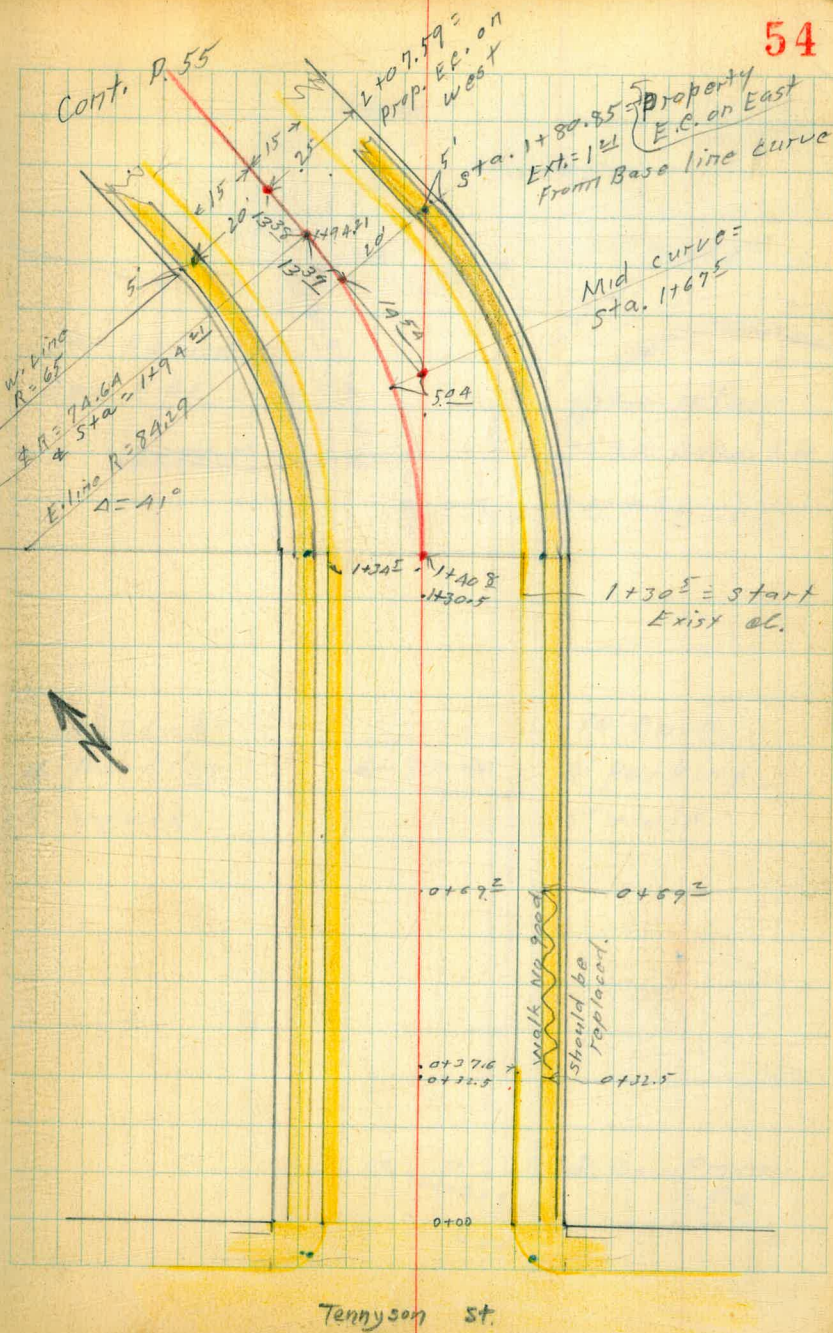
2+84[±] = sly curb line tennyson

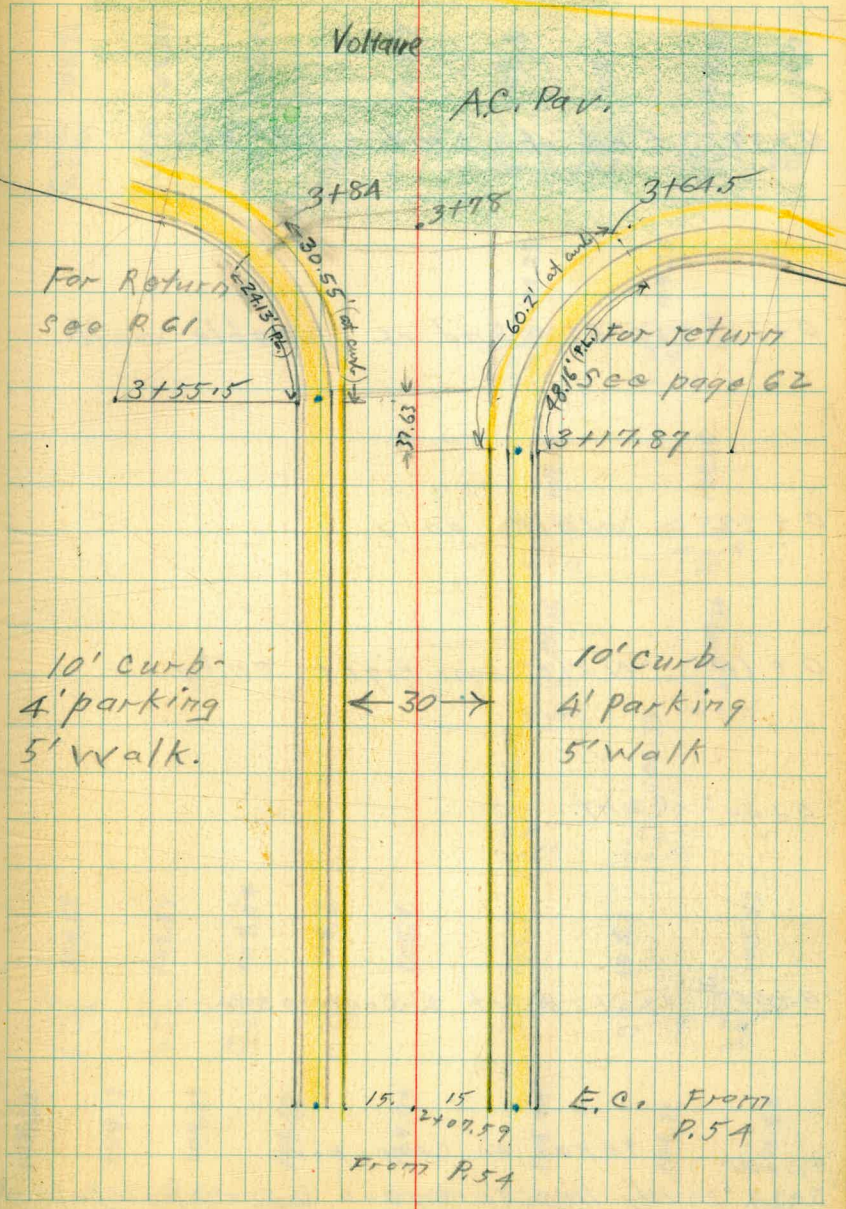
112.29

103.01	103.64	102.77	103.08	103.49	103.64	103.89	104.38	104.81
9.28 30 cb	9.65 30 c	9.52 20	9.21 10	8.80	8.65 10	8.40 20	7.91 30 c	7.48 30 cb
112.29								
101.87	102.95	103.35	103.52	103.67	103.97	104.15	104.52	105.27
10.42 100	9.34 50	8.94 30	8.77 20	8.62 10	8.32	8.14 10	7.77 20	7.02 30
101.47	101.97	101.02	108.13	108.54	111.79			
10.82 100 cb	11.27 100 c		4.16 58.5 c	3.75 58.5 cb	0.50 80 paving			
104.01	103.47	103.78	104.07	104.39	104.57	104.59	105.16	105.92
8.28 30 cb	8.82 30 c	8.51 20	8.22 10	7.90	7.22 10	7.70 20	7.13 30 c	6.37 30 cb
102.42	101.82	103.56	103.80	107.95	108.71	111.49	112.15	
9.87 100 cb	10.47 100 c	8.73 50 cb	9.29 50 c	4.34 50 c	3.58 50 cb	0.80 75 c	0.14 75 cb	
104.31	103.69							
7.98 22.8 cb	8.60 22.7 c							
104.65	105.40							
7.64 22.7 c	6.89 22.8 cb							

$\Delta = 41^\circ$
 $E = 74.64$
 $T = 27.91$
 $Ext. = 5.04$
 $L = 53.41$

Note: Nly. edge paving is on slight
 angle. About 0.3 shy on the west &
 " 0.3 long " " east.
 Section 0700 taken along paving edge,
 page 56





0+37^E End of curb. 17² Rt.

0+32^E 25' Rt. = End of usable walk

0+22 walk only

0+10 walk on right only

0+00 = Cont.

0+00^Z 18 Lt. = Start 2' Conc. gutter

0+00 } Taken on Conc. par.
 3+34.6 } Nly line Tennyson (see page 54)
 115.12 From top page # 53

108.86	108.10	108.22	108.7	108.8	108.5	109.85	109.9
6.26	7.05	6.90	6.4	6.3	6.6	5.27	5.2
20	20	18	18	10	198	199	30
CG	G	EG	D			cl	
					107.28	109.35	
				57.84		5.77	
				25		29	
				walk		walk	
					108.17	108.15	
				6.75		6.97	
				25		29	
				walk		walk	
					107.15	107.26	
				7.97		7.86	
				25		29	
				walk		walk	
					106.01	106.33	
				9.11		8.77	
				25		29	
				walk		walk	
	104.68	103.87	104.04	104.3	105.1	105.1	105.57
	10.44	11.25	11.03	10.8	10.0	10.0	9.55
	25	20	18	18	10	20	20
	CG	G	EG	D			CG
	104.66	104.17	104.28	104.67	104.94	104.99	105.52
	11.46	10.95	10.84	10.45	10.18	10.13	10.40
	20	20	18	10	115.12	10	20
	CG	par	par	par		par	par

Capistrano

4

58

T.P. 7.54 131.77 3.11 124.23

2+50

2+32

2+07.59 ^{14.94 Rt = Ob.}
^{15.18 Lt =}
 25' Lt. = Prop. F.C. Page 54

1+94 ^{14.95 Rt = curb}
^{16.30 Lt =}
 = E or B.L. F.C. Page 54

1+80.85 ^{16.27 Rt = Exist. Ob.}
^{17.75 Lt = " " }} } (Page 54) ^{See}

1+67 ^{18.30 Rt = Exist. Ob.}
^{18.95 Lt = Exist. Ob.}
 = Mid curve (Page 54) ^{see}

127.34

123.96	123.4	124.1	124.5	125.0	125.3	126.12
$\frac{3.38}{15}$ cc	$\frac{3.9}{15}$	$\frac{3.2}{8}$	2.8	$\frac{2.3}{9}$	$\frac{2.0}{15}$	$\frac{1.22}{15}$ cc
123.95	123.3	124.0	124.3	124.8	125.0	126.02
$\frac{3.37}{15}$ cc	$\frac{4.0}{15}$	$\frac{3.3}{8}$	3.0	$\frac{2.5}{10}$	$\frac{2.3}{15}$	$\frac{1.32}{15}$ cc
123.57	122.7	123.3	124.0	124.4	124.6	125.66
$\frac{3.77}{15.18}$ cc	$\frac{4.6}{15}$	$\frac{4.0}{8}$	3.3	$\frac{2.9}{10}$	$\frac{2.7}{14.9}$	$\frac{1.68}{14.94}$ cc
123.06	122.2	123.0	123.7	124.2	125.32	
$\frac{4.28}{16.30}$ cc	$\frac{5.1}{16.3}$	$\frac{4.3}{8}$	3.6	$\frac{3.1}{14.7}$	$\frac{2.02}{14.95}$ cc	
122.43	121.6	122.4	123.3	123.7	123.7	124.82
$\frac{4.91}{17.75}$ cc	$\frac{5.7}{17.7}$	$\frac{4.9}{11}$	4.0	$\frac{3.6}{6}$	$\frac{3.6}{16}$	$\frac{2.52}{16.27}$ cc
121.77	120.9	122.7	123.1	124.06		
$\frac{5.57}{18.95}$ cc	$\frac{6.4}{18.9}$	4.6	$\frac{4.2}{18.3}$	$\frac{3.28}{18.30}$ cc		

127.34

Capistrano

3+84 24⁵ Lt. = start. A.C. Pav.

3+78 = start. A.C. Pav. on ϕ .

3+64⁵ = 47.1 Rt. = (see A55)
Start Exist. A.C. Pav.

3+55⁵ 15' Lt. = Curb return B.C.

Sketch P. 55

3+17⁸⁷ 15' Rt. = Curb return B.C.

2+75

131.77

120.44	119.94							
11.33 24.5 cc	11.83 24.5 pav							
121.21	120.8	122.0	123.35					
10.50 20.6 cc	11.0 20.6	7.8 11	8.42 pav					
	122.68	122.0	123.8	126.4	130.23	130.81		
	9.04 16.1 cc	9.8 16.1	8.0	5.4 20	1.54 47.1 E.P.	0.96 47.1 cc.		
	123.18	122.5	123.1	125.8	126.8	127.6	128.12	
	8.59 15 cc	9.3 15	8.5 8	7.7	6.0 15	5.0 25	4.2 32	3.65 32.2 cc
	123.90	123.4	124.0	124.5	125.0	125.2	126.31	
	7.87 15 cc	8.4 15	7.8 8	7.3	6.8 8	6.6 15	5.46 15 cc	
	124.08	123.7	124.2	124.7	125.3	126.16		
	7.69 15 cc	8.1 15	7.6 8	7.1	6.5 15	5.61 15 cc		

131.77

4+00 Cont.

4+00 Cont.

T.P.

138 126.73 13.20 125.35

Paving too rough to show hundredths
Section taken along curb.
(ment lines.

Voltaire St. plans for improve-
& S. ch. line Voltaire. See

4+00 } Approx Intersection of Base (4) line

8.92 138.55 2.14 129.63

131.79

		114.93		114.3
		11.80		12.4
		75		75
		8		00
116.65	116.1			
		119.1		
		11.0		
10.08	10.6	7.6	5.7	123.0
54	54.0	30	15	3.7
86.	EC			

126.73

135.04

0.51
95.5
06.50

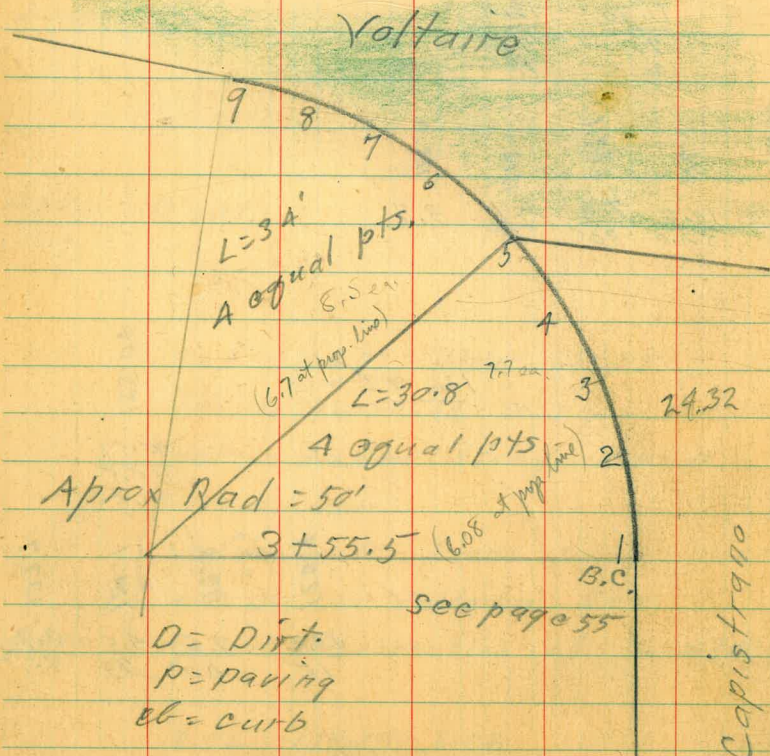
125.4	119.0	124.1	137.7
13.2	9.6	4.5	0.9
15	40	43	95.5

138.55

S.W. Voltaire & Capistrano

Curb return.

S.W. Capistrano &
Voltaire



D = Dirt.
P = paving
cb = curb

π
126.73

Capistrano

118.1	118.55	117.1	117.63	116.1	116.65
$\frac{8.6}{7}$ P	$\frac{8.18}{7}$ cb	$\frac{9.6}{8}$ P	$\frac{9.10}{8}$ cb	$\frac{10.6}{9}$ P	$\frac{10.08}{9}$ cb
120.8	121.34	119.9	120.46	119.1	119.55
$\frac{5.9}{4}$ D	$\frac{5.39}{4}$ cb	$\frac{6.8}{5}$ P	$\frac{6.27}{5}$ cb	$\frac{7.6}{6}$ P	$\frac{7.18}{6}$ cb
122.4	123.18	122.0	122.84	121.5	122.21
$\frac{4.3}{1}$ D	$\frac{3.55}{1}$ cb	$\frac{4.7}{2}$ P	$\frac{3.89}{2}$ cb	$\frac{5.2}{3}$ D	$\frac{4.52}{3}$ cb

126.73

Capistrano.

63

See page 13

S.E. B.P. Poey
Chats Worth.

4.72 78.12

T.P. 0.48 82.84 12.80 82.36

T.P. 1.35 95.16 12.84 93.81

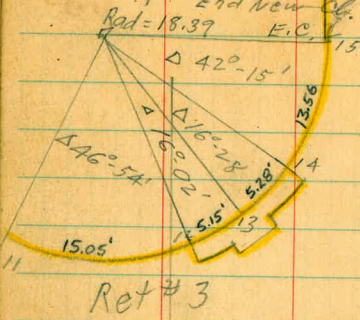
T.P. 4.06 106.65 12.91 102.59

T.P. 1.01 115.50 12.24 114.49

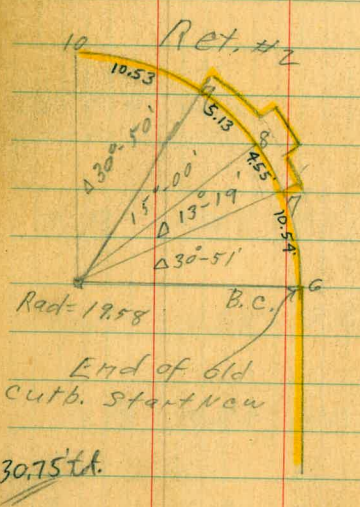
X Front
Page 61.

126.73

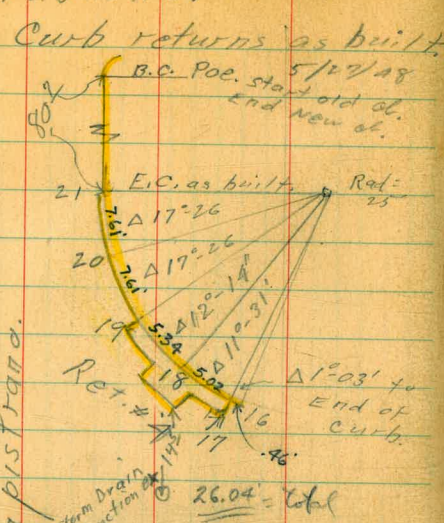
Capistrano & Wabaska.



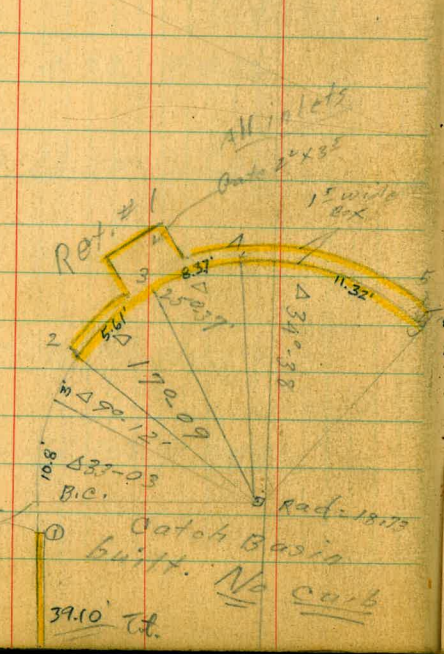
Ret #3
39.04' = tot.
INDEXED



End of old curb. Start New
30.75' tot.

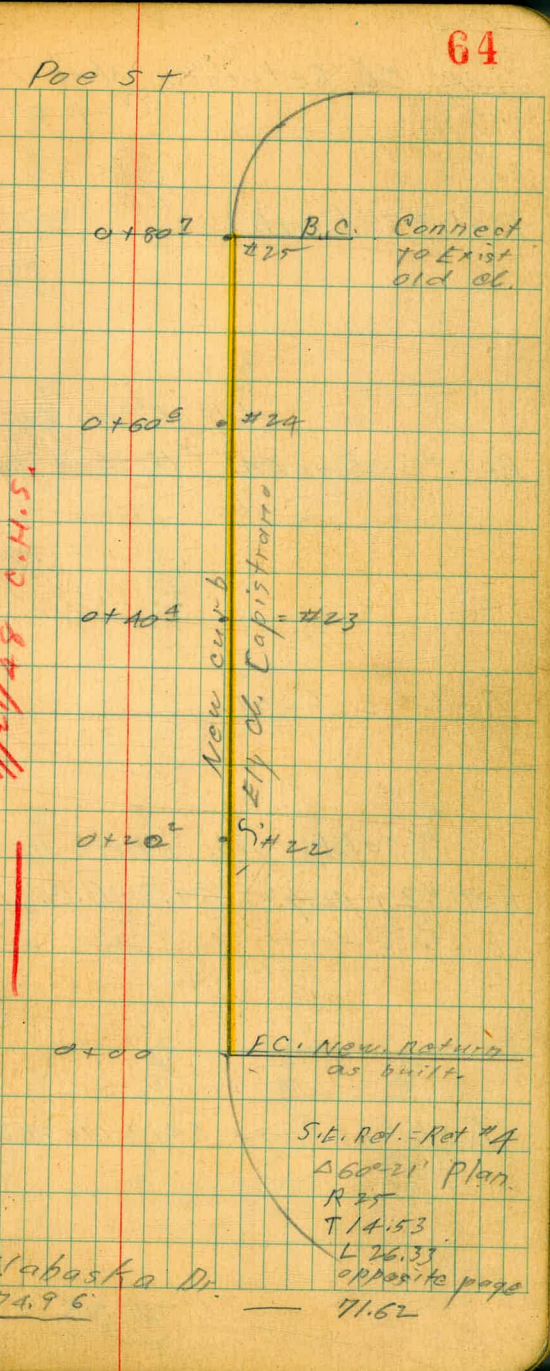


Ret #4
26.04' = tot.



Ret #5
39.10' tot.

INDEXED
MAY 28 1948
Capistrano grades



Wabaska Dr.
N.W.B.P. 3.34 74.96
Cap. + Poe page A1

Capistrano levels taken from N.W.B.P. Narragansett + Chatsworth. (Page 2) Wabaska grades set off s.w. B.P. Poe. & chats worth. These benches do not agree. (see page 41). These levels on Capistrano & Wabaska as set. to proposed MAY 28 1948 Capistrano grades.

Poe St
B.C. Connect to Exist old cl.
New curb
S.H. 22
F.C. New Return as built.
S.E. Ret. - Ret #4
Δ 60° 21' Plan.
R 35
T 14.53
L 26.33
opposite page
71.62

Cl. Returns. Wabaska &
Capistrano

Ret. #3 Cont.

old cl. on Capistrano

Ret. #3 - Page 64, #15 = End new cl. + start

Ret. #2 Cont.

old curb, start new curb.

Ret. #2, page 64. B.C. (Red #6) = End

Ret. #1 - Page 64, No curb constructor

68.57	67.60	68.92			
6.42	7.26	6.04			
14	14	15			
cl	cl	cl.			
		E.C.			
68.96	68.46	67.96	65.89	67.56	67.75
6.50	6.56	7.50	6.46	7.40	7.21
11	12	12	13	13	13
start cl.	cl	G	cl	G	outside
					Edge box
68.15	68.96				
6.81	6.00				
9	10				
G	End cl.				
69.99	68.23	68.09	67.18	68.17	68.41
4.97	5.23	6.87	5.78	6.82	6.55
G	7	7	8	8	8
Top cl.	Top cl.	G	cl	G	outside
					Edge box
73.94	70.60	70.56	70.83	69.95	68.96
1.02	4.36	4.40	4.13	5.01	6.00
1	2	3	3	4	3
End	Start	grate	outside	Ord.	End
EVIST	Box	cc. line	Edge box	Break	Box
cl.					

check
7/2/48

1.55

73.17

71.62 BM#1
P.A.I.

74.96

Additional Levels

Wawona Dr. West of Capistrano
(See orig. levels - Pages 29
and pages 33 to 35)

Sommermeier
McCoy
Melton

7-21-48

Check B.M. (below) 7.62

1+20

at
el. 10' curb.

G. = gutter at el.

0+90 } E.G. = edge 3' wide conc. gutter.

0+00 = ± Capistrano (see page 29)

S.W. L+T.
Wawona 7.62 93.47 — 85.85
& Capistrano
(page 36)

Lt.
South

±
Wawona,

Rt.
North

67

93.25	92.27	92.43	91.05	90.82	91.80
0.22	1.20	1.04	2.42	2.65	1.67
20	20	17	17	20	20
cc	G.	E.G.	E.G.	G.	cc

90.72	89.71	89.57	88.40	88.20	89.11
2.75	2.76	3.60	5.07	5.27	4.36
10	20	17	17	20	20
cc	G.	E.G.	E.G.	G.	cc.

93.47

7/29/48 X-Section Poe St.
 from Capistrano to Chatsworth
 McCoy W. Moore
 Allen Melton
 W.D. 2500+

Sketch Pg 75

+55.2 End of Combination Walk + Cb. (6 ft)

+50 Continued

8-2-48 - Notes Reduced -
 Wherry -

1+50

1+00

+50

0+00 No. Prop. Line Capistrano

NWBP
 Capistrano 3.61 75.23
 + Poe

77.67
 see Pg 41

Lt \$ RT 88

70.17	69.71								
5.06	5.86	5.70							
20	20	18							
Cb.	G	EG.							
71.6	69.58	70.09	69.99	70.55	70.44	71.26			
3.6	5.65	5.14	5.24	4.68	4.79	3.97	3.6		
75	70	54	37	18.9	19.8	19.8	30		
	Edge Off Walk	2 Walk.	Edge Off Walk.	EG	G.	Cb			
10.27	69.43								
5.2	5.01	5.80	69.56	70.6					
30	20	20	18	4.6					
	Cb	G	EG						
10.27	69.40								
4.8	5.01	5.83	69.50	71.03	70.64	70.53	71.34		
30	20	20	18	4.2	4.59	4.70	3.89	2.7	
	Cb	G	EG		EG	G	Cb	30	
10.15	69.31								
5.08	5.92	5.81	69.42	70.7	70.73	70.64	71.08		
20	20	18	18	4.5	4.50	4.59	3.75		
Cb.	G	EG	EG		EG	G	Cb.		
10.03	69.21								
4.9	5.20	6.02	5.88	5.1	4.36	4.44	3.67	2.9	
30	20	20	18.1	18	18	19.9	19.9	30	
	Cb	G	Edge Corr. G	EG	EG	G			

75.23

X-Section of Poe
 sketch Pg 75

+56 Center of 2.5 x 8.0' Double Grating Box Lt.

+49 Approx. Intersections to Rt. of East
 P.L. of Poe + Wabaska (1741-12)?

+34 Begin. of Ck on Lt.

+29.3 End of Curb + Walk on Rt. (Missed this
 will get it if
 you wish)

+24 Back + Begin of Walk on Lt.

2+09 E. Edge of Oil on Wabaska

7 77.98

TP
 END Ck on Rt 6.83 77.98 408 71.15

+84.2 Approx. Intersections on Lt
 of East P.L. Wabaska + W.P.L. of Poe
 (see 1741-Pg 12) ?

7 75.23

70.32	69.33	65.67	69.37	♀	TP
766	865	1231	861		
20.2	20.2	18.9	18.9		
Ck	G	Box	To P Grate		

70.24							
7.74	8.7	8.12	7.76	7.42	7.63	5.6	
20.2	20.2	11		15	26.4	30	
Ck	G				Edge of Oil on Wab.		

69.99	69.63	71.37	70.38		
7.99	8.35	7.61	7.60	6.4	
20.2	20.2	20.0	19.3	30	
Ck	G	Edge of Oil on Wab.			

69.99	
7.99	
26.7	

	69.02	70.26	70.39	70.48	70.59	71.18	
7.4	8.16	7.72	7.59	7.50	7.59	6.80	6.3
10	35	19		17.8	19.8	19.8	30
	Edge of Oil			EG	G	Ck	

7 77.98

70.8	69.70	70.23	70.38	70.43	70.51	70.57	71.20	71.6
4.9	5.53	5.00	4.85	4.8	4.72	4.86	4.03	3.6
60	37	34	14.5		17.7	19.8	19.8	30
		20.11	Edge of Oil		E.G.	G	Ck	

7 75.23

+58 B.C. 2' Rad. Alley Cb. Ref. Lt.

+46 Center 2' x 3.5' Grate (10' throat in Cb) Rt

+25

3+00

2+67 West side of oil on Wakeok g

2+60 Begin 3' concrete Gutter on Lt. (= E.G)

π 77.98

71.70 10.77
 $\frac{628}{20.2}$ $\frac{721}{20.2}$ $\frac{697}{17.2}$
 Cb. G EG

71.52 10.59 11.2 10.28 11.50 10.18 11.28
 $\frac{646}{20.2}$ $\frac{739}{20.2}$ $\frac{716}{17.2}$ 6.8 7.70 10.48 7.80 6.70
 Cb. G EG center of Grate E Box G Cb
 Radially from Box

71.19 10.26 11.0 11.9 11.19
 $\frac{639}{20.2}$ $\frac{772}{20.2}$ $\frac{752}{17.2}$ 7.1 7.0 7.2 7.09 6.65 6.79
 Cb G E.G. 11.0 14 36 W. Edge Oil 53 E. Edge Oil

10.93 6.96 10.4 11.73 11.03
 $\frac{705}{20.2}$ $\frac{802}{20.1}$ $\frac{785}{17.2}$ 7.6 7.25 6.90 6.95
 Cb. G EG W. Edge Oil 40 E. Edge Oil

10.48 6.53 10.2 11.73
 $\frac{71}{30}$ $\frac{750}{20.2}$ $\frac{845}{20.2}$ $\frac{823}{17.2}$ 7.74 7.23 7.55 4.8
 Cb. G EG 19 34.5 E. Edge Oil 40

10.40 6.41 10.2 11.73
 $\frac{758}{20.2}$ $\frac{857}{20.2}$ $\frac{836}{17.2}$
 Cb G EG

π 77.98

π 77.98
 70.2

+77 } Ch. B.C. North Alley line + 2' (Lt.)
{ Begin old Cb and 3' Conc. Gutter + Walk Rt.

+75 Cont.

+75

+66. Center 2.5' x 2.5' Grate Lt.

+60 Cont.

3+60 So P.L. of Alley to Lt. B.C. Cb. Ret. Rt

Note: (see sketch pg 72
for shots on Cb. Return

π 77.98

72.25	71.35						70.16	71.69
5.73	6.63	6.42	6.7	6.4	6.5	7.15	7.22	6.29
20.2	20.2	17.2	9		11	17	20	20
Cb	G	EG.				E.G.	G	Cb
B.C.								

	72.37	
5.7	5.61	6.5
70	30	30
	Cb	Gr
	End	

72.25	71.57	71.29			
5.73	6.41	6.69	6.98	6.3	6.5
Cb	22.2	20.2	17.2	9	
EC	Back	G.	EG.		

6.65	71.07
10.33	6.91
18.6	18.6
End	Grate
BOX	

	71.95	
5.7	6.03	6.8
70	30	30
	End	Gr.
	Cb.	

71.93	71.12	70.86					71.34
6.25	6.86	7.12	6.91	6.6	6.9	7.5	6.6.4
22.2	22.2	20.2	17.2		10	20	20
Cb, EG.	Back	G	EG			G.	Cb B.C.
	conc.	Gutter					

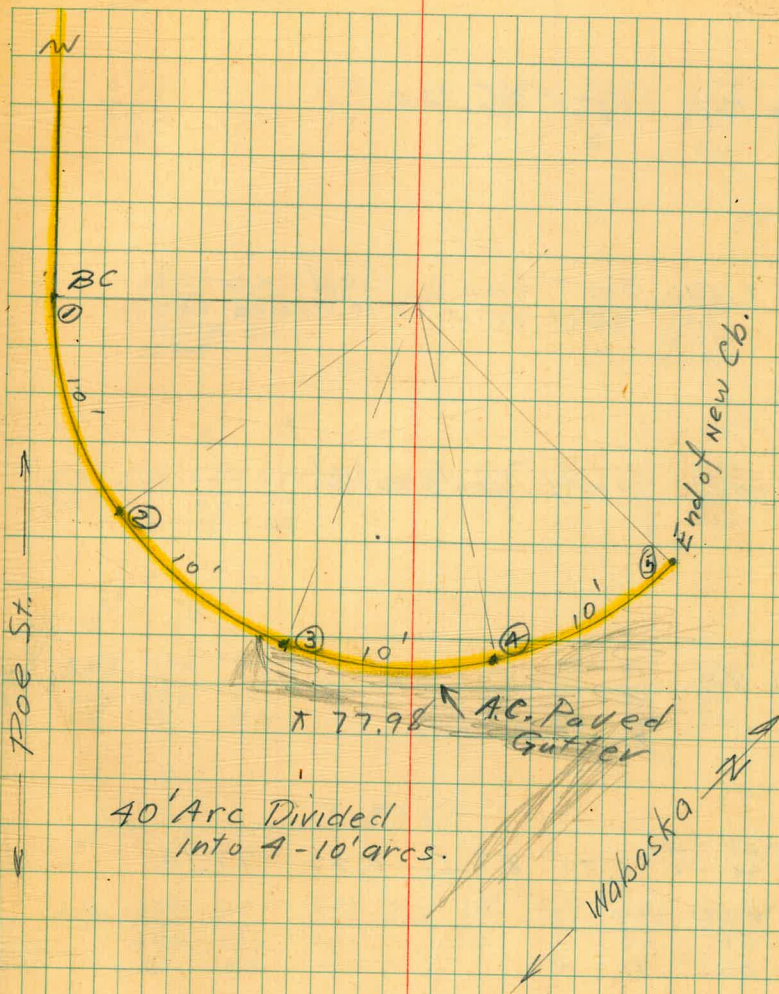
π 77.98

Level shots on Ch Return
Wabaska + Poe By Number.

H.I. from Pg 71 = 77.98

	21.34	20.29	21.29
7.5	6.64	7.69	6.69
1	1	2	2
G	Cb	G	Cb
	BC.		
20.31	21.29	20.53	21.46
7.67	6.69	7.45	6.52
3	3	4	4
G	Cb	G	Cb
oiled			
	20.69	21.66	
	7.29	6.32	
	5	5	
	G	Cb. EC	

77.98



POE ST.

Sketch pg 75

+ 16 Edge of AC Pav.

5+15.1 So. 7' Line on Chatsworth =
Mid-point of 10' Radius Cb. Ret.

5+08.10 So P.L. Chatsworth

+ 80

T.P. SE 7' LT.
Poe + Chats.

5.75 83.51 0.22 77.76

+ 50

+ 400

∑ 77.98

LT.

¢

RT

73

5.73	60.2	4.13	6.38	7.14	7.30	6.70
<u>24.2</u>	<u>24.2</u>	<u>17</u>		<u>17</u>	<u>24.1</u>	<u>24.1</u>
Cb.	G.				G	Cb.

5.77	6.0	6.2	6.6	7.3	7.2	6.73
<u>23.0</u>	<u>23.0</u>	<u>15</u>		<u>16</u>	<u>22.8</u>	<u>32.8</u>
Mid Pt. Cb Ret.	Gn.					Mid Pt. Cb. Ret.

5.3	5.76	4.76	6.51	6.4	6.8	7.5	7.53	7.71	6.73	6.4
<u>30</u>	<u>20</u>	<u>20</u>	<u>17</u>	<u>10</u>		<u>12</u>	<u>17</u>	<u>20</u>	<u>20</u>	<u>30</u>
	Cb	G	EG				EG	G	Cb	

6.8	6.89	7.90	7.69	7.5	8.0	8.4	8.81	8.7	7.83	7.6
<u>30</u>	<u>20.2</u>	<u>20.2</u>	<u>17.2</u>	<u>11</u>		<u>11</u>	<u>17</u>	<u>20</u>	<u>20</u>	<u>30</u>
	Cb	G	EG				EG	G	Cb	

∑ 83.51

2.66	3.63	3.41	3.3	3.6	3.8	4.29	4.45	3.48
	<u>20.2</u>	<u>17.2</u>	<u>10</u>		<u>10</u>	<u>17</u>	<u>20</u>	<u>20</u>
	G	EG				EG	G	Cb

4.82	5.75	5.58	5.5	5.6	5.8	6.12	6.36	5.41
<u>20.2</u>	<u>20.2</u>	<u>17.2</u>	<u>9</u>		<u>10</u>	<u>17</u>	<u>20</u>	<u>30</u>
Cb	G	EG				EG	G	Cb

∑ 77.98

Poe St.

Sketch pg 75

SE BR. Poe
+ Chatsworth
see Pgs. 13 & 41

5.90

(78.12)
78.11

5793.1 ♀ Chatsworth

+25

+18.1 Continued

5718.1 Cb. Line So. Side of Chatsworth.

T 83.51

Lt.

♀

T+

74

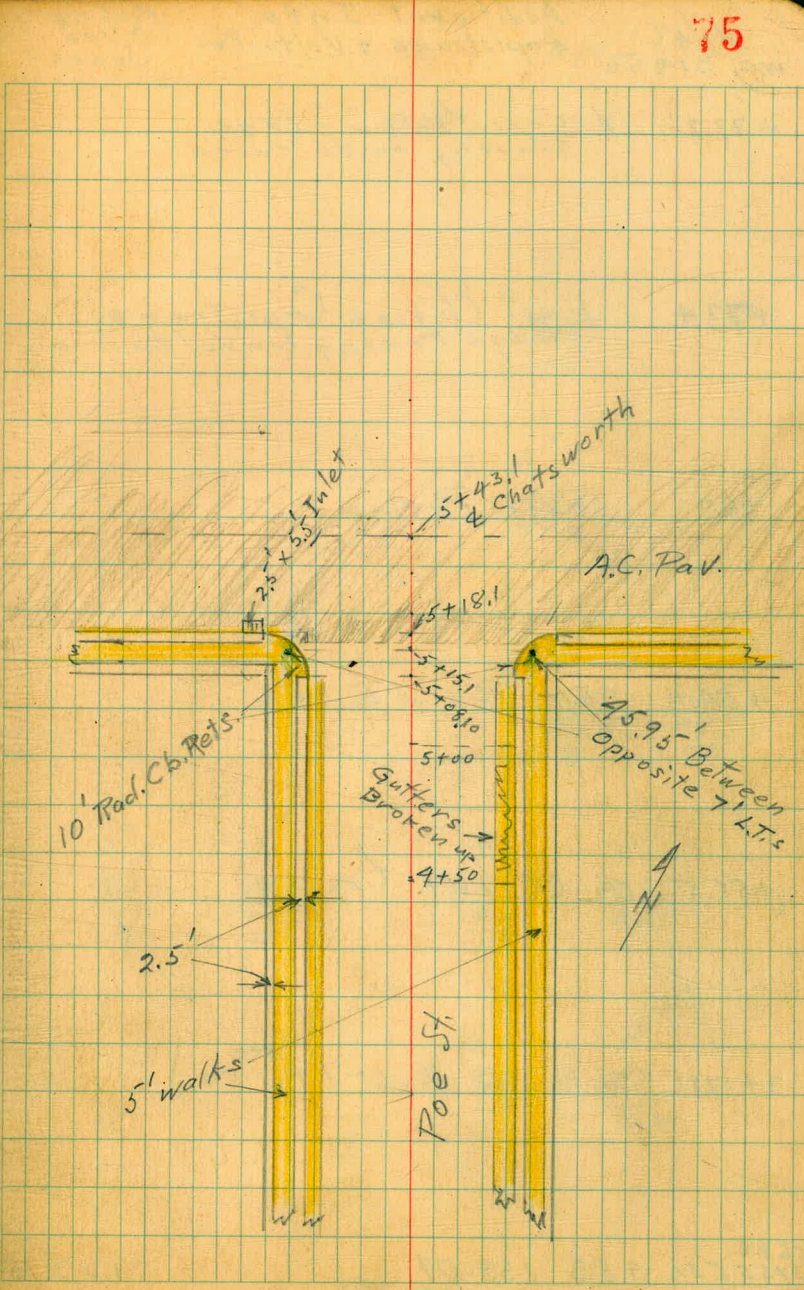
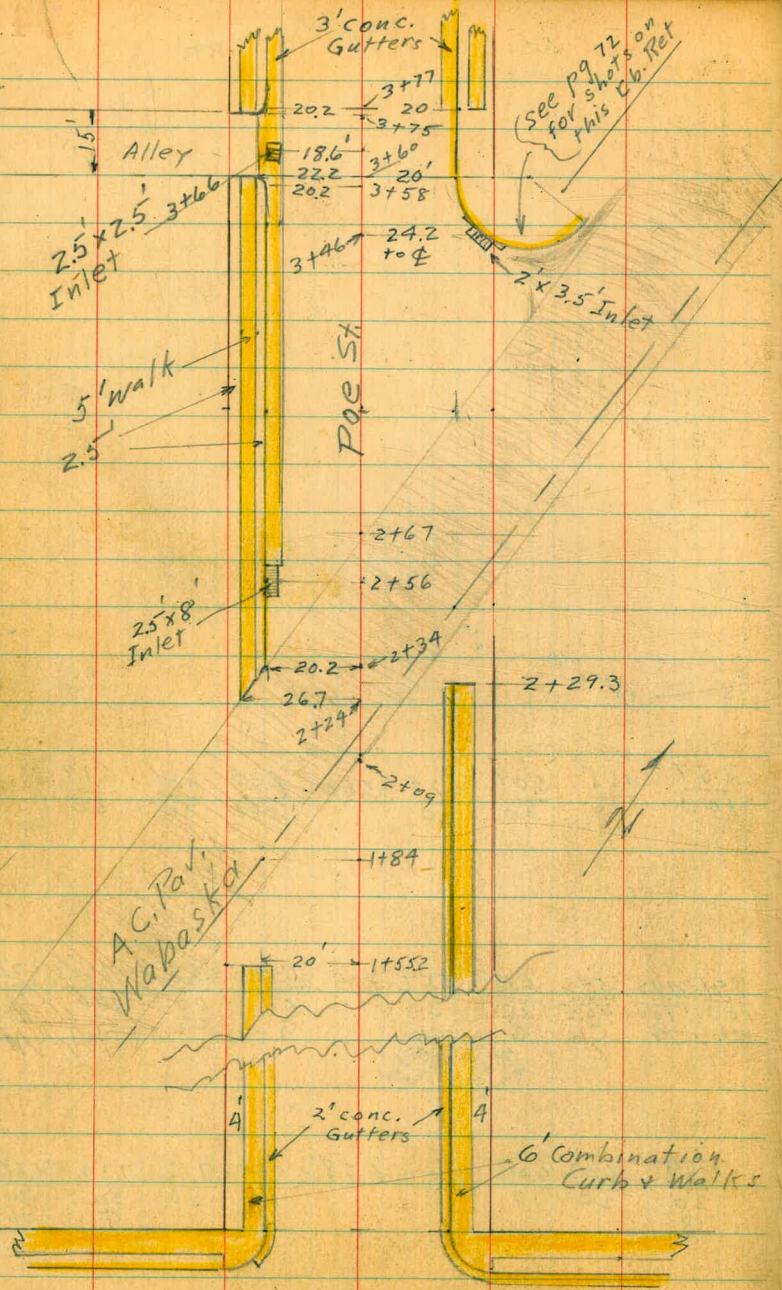
$\frac{3.57}{100}$	$\frac{4.65}{50}$	$\frac{5.09}{30}$	$\frac{5.24}{20}$	5.60	$\frac{5.90}{20}$	$\frac{6.01}{30}$	$\frac{6.19}{50}$	$\frac{6.37}{100}$
--------------------	-------------------	-------------------	-------------------	------	-------------------	-------------------	-------------------	--------------------

$\frac{3.91}{100}$	$\frac{4.42}{100}$	$\frac{5.42}{35.5}$	$\frac{6.18}{35.5}$	$\frac{5.57}{30}$	$\frac{7.37}{50}$	$\frac{6.85}{50}$	$\frac{7.68}{100}$	$\frac{7.18}{100}$
cb	G	Cb.	G	cb	G	cb.	G	Cb.

W. End Gate
E. End Gate

$\frac{5.69}{30}$	$\frac{6.03}{20}$	$\frac{6.28}{17}$	$\frac{6.07}{17}$	6.38	$\frac{6.94}{17}$	$\frac{7.12}{20}$	$\frac{7.30}{30}$	$\frac{6.66}{30}$
G							G	cb

T 83.51



3/8/49
W.O. 31450

Additional Info.
Capistrano + Voltaire

McCoy
Allen
Jones

+77.7 $\frac{1}{2}$ Capistrano - Edge
Paving on Voltaire

+73.4 East Ch. line Capistrano
 $\frac{1}{2}$ Edge Paving on Voltaire

+6.9 Edge Paving

+64.7 Edge Pav. at East Ch.

+55.5 Ch. B.C. Left (Pg. 59)

3 + 17.87 Ch. B.C. to Right (Pg. 59, ^{see})

Ch. B.C.
3455 L.H. 9.83 133.01
Pg. 59

123.18

(Sketch Pg 77)

LT.

£

RT

76

123.33
9.68

125.74
7.27
15

128.03
4.98
31.3

130.33
2.68
47.5
G

130.86
2.15
47.5
Cb.

123.18
9.83
15
Ch
B.C.

123.2
10.8
15
G

127.5
5.1
32.1
G

128.13
4.88
32.1

125.1
7.9
15
G

126.30
6.71
15
Ch B.C.

133.01

D. Smith
W. Moore
J. Clark

X Section New paving
Wabaska - Capistrano Int.

5-11-49
Wo# 31450

Call Wabaska running North + South

0+86 N Line Capistrano - Easterly paving Wabaska

INDEXED

WK

MAY 12 1949

0+78 N Line Capistrano - E paving Wabaska

0+70 N Line Capistrano - Westerly paving Wabaska

0+44 E Capistrano - E paving Wabaska

0+16 S Line Capistrano - Easterly paving Wabaska

0+08 S Line Capistrano - E paving Wabaska

0+00 S Line Capistrano - Westerly edge paving Wabaska

BM

4⁶⁰

76²⁸

71⁶²

NW 66' foot
Capistrano
Page 64

Lt = East

E

Rt = West 78

68.63	69.04	68.54
7 ⁶⁵	7 ²⁴	7 ²⁴
16 road edge		13 road edge
68.59	69.00	68.54
7 ⁶⁹	7 ²⁸	7 ²⁶
16 road edge		13 road edge
68.55	68.97	68.55
7 ²³	7 ³¹	7 ²³
16 road edge		13 road edge
68.97	68.82	68.38
7 ²¹	7 ⁴⁸	7 ⁹⁰
16 road edge		13 road edge
67.21	68.56	68.08
7 ⁰⁷	7 ²²	8 ²⁰
16 road edge		13 road edge
69.04	68.42	67.98
7 ²⁴	7 ²⁸	8 ³⁰
16 road edge		13 road edge
68.66	68.13	67.85
7 ⁶²	8 ⁰⁵	8 ⁴²
16 edge of paving		13 edge of paving

76²⁸

Elev of Inlets + pipes at Wabaska +
Call Wabaska running N-S

INDEXED

North Easterly return

North Westerly return

South Easterly return

all con. pipe

Junction Box all inlets in intersection come to Box
30" pipe from North 15" pipe from West + East 36" from South

South Westerly return No curb

Capistrano Int.

79

68.48

780
Top curb

67.58

875
grate curb

63.99

1229
FL

69.15

713
Top curb

68.10

818
grate curb

64.68

1160
FL

69.06

722
Top curb

68.08

820
grate curb

63.59

1260
FL

69.74

756
rim

60.96

1532
FL

70.54

574
grate
at
curb

67.06

922
FL

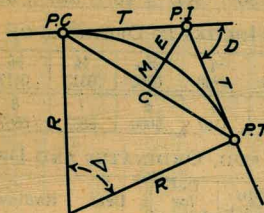
76²⁸

R. Quimby Easterly - Curve No - 6.0' (80.97)

0+25	(49.5")	4.13'	82.84
0+50	(30")	2.50'	84.47
T.P.	6.0'	84.47	90.47
0+66	(58 1/4")	4.85'	85.62
0+74 ²	(50 1/2")	4.21'	86.26
1+00	(28 7/8")	2.41'	88.06
T.P.	6'	88.06	94.06
1+297	(47 1/4")	3.94'	90.12

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

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

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

$$\text{Middle ordinate} = M = R(1 - \cos \frac{\Delta}{2}) \quad (5) = R \text{vers} \frac{\Delta}{2} \quad (6)$$

$$\text{External} = E = T \tan \frac{\Delta}{4} \quad (7) = R \div \cos \frac{\Delta}{2} - R \quad (8) = R \text{exsec} \frac{\Delta}{2} \quad (9)$$

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

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 $\div 8 \frac{1}{2} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. — $T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. + $L = 164 + 91.50$.

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

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

Externals.—May be found in similar manner to tangents. Thus E for curve above is 115.37. For from Table IV for 1° curve $E = 960.6$ for $8^\circ 20' = 960.6 \div 8 \frac{1}{2} = 115.27$ and from Table V correction = .10 or $E = 115.37$ ft. Or suppose $\Delta = 32^\circ$ and E is measured and found to be 42 ft. What is D ? From Table IV $E = 230.9$ and $\div 42 = 5.5$ or $D = 5^\circ 30'$.

TABLE I.—MINUTES IN DECIMALS OF A DEGREE.

1'	.0167	11'	.1833	21'	.3500	31'	.5167	41'	.6833	51'	.8500
2	.0333	12	.2000	22	.3667	32	.5333	42	.7000	52	.8667
3	.0500	13	.2167	23	.3833	33	.5500	43	.7167	53	.8833
4	.0667	14	.2333	24	.4000	34	.5667	44	.7333	54	.9000
5	.0833	15	.2500	25	.4167	35	.5833	45	.7500	55	.9167
6	.1000	16	.2667	26	.4333	36	.6000	46	.7667	56	.9333
7	.1167	17	.2833	27	.4500	37	.6167	47	.7833	57	.9500
8	.1333	18	.3000	28	.4667	38	.6333	48	.8000	58	.9667
9	.1500	19	.3167	29	.4833	39	.6500	49	.8167	59	.9833
10	.1667	20	.3333	30	.5000	40	.6667	50	.8333	60	1.0000

TABLE II.—INCHES IN DECIMALS OF A FOOT.

1/16	3/32	1/4	3/8	1/2	5/8	3/4	7/8	1	1 1/8	1 1/4
.0052	.0078	.0104	.0156	.0208	.0260	.0313	.0417	.0521	.0625	.0729
1	2	3	4	5	6	7	8	9	10	11
.0833	.1667	.2500	.3333	.4167	.5000	.5833	.6667	.7500	.8333	.9167

TABLE III.—RADI, ORDINATES AND DEFLECTIONS.

Deg.	Radius	Mid. Ord.	Tan Offset	Def. for 1 Foot	Deg.	Radius	Mid. Ord.	Tan Offset	Def. for 1 Foot
0° 10'	34377.5	.036	.145	0.05'	7°	819.02	1.528	6.105	2.10'
20	17188.8	.073	.291	0.10	20	781.84	1.600	6.395	2.20
30	11459.2	.109	.436	0.15	30	764.49	1.637	6.540	2.25
40	8594.42	.145	.582	0.20	40	747.89	1.673	6.685	2.30
50	6875.55	.182	.727	0.25					
1					8	716.78	1.746	6.976	2.40
10	5729.65	.218	.873	0.30	20	688.16	1.819	7.266	2.50
20	4911.15	.255	1.018	0.35	30	674.69	1.855	7.411	2.55
30	4297.28	.291	1.164	0.40	40	661.74	1.892	7.556	2.60
40	3819.83	.327	1.309	0.45					
50	3437.87	.364	1.454	0.50	9	637.28	1.965	7.846	2.70
1	3125.36	.400	1.600	0.55	20	614.56	2.037	8.136	2.80
2					30	603.80	2.074	8.281	2.85
10	2864.93	.436	1.745	0.60	40	593.42	2.110	8.426	2.90
20	2644.58	.473	1.891	0.65					
30	2455.70	.509	2.036	0.70	10	573.69	2.183	8.716	3.00
40	2292.01	.545	2.181	0.75	20	546.44	2.292	9.150	3.15
50	2148.79	.582	2.327	0.80	30	521.67	2.402	9.585	3.30
1	2022.41	.618	2.472	0.85	40	499.06	2.511	10.02	3.45
3					11	478.34	2.620	10.45	3.60
10	1910.08	.655	2.618	0.90	20	459.28	2.730	10.89	3.75
20	1809.57	.691	2.763	0.95	30	441.68	2.839	11.32	3.90
30	1719.12	.727	2.908	1.00	40	425.40	2.949	11.75	4.05
40	1637.28	.764	3.054	1.05	14	410.28	3.058	12.18	4.20
50	1562.88	.800	3.199	1.10	30	396.20	3.168	12.62	4.35
1	1494.95	.836	3.345	1.15	15	383.07	3.277	13.05	4.50
2					30	370.78	3.387	13.49	4.65
10	1432.69	.873	3.490	1.20	16	359.27	3.496	13.92	4.80
20	1375.40	.909	3.635	1.25	30	348.45	3.606	14.35	4.95
30	1322.53	.945	3.718	1.30	17	338.27	3.716	14.78	5.10
40	1273.57	.982	3.926	1.35	18	319.62	3.935	15.64	5.40
50	1228.11	1.018	4.071	1.40	19	302.94	4.155	16.51	5.70
1	1185.78	1.055	4.217	1.45					
5					20	287.94	4.374	17.37	6.00
10	1146.28	1.091	4.362	1.50	21	274.37	4.594	18.22	6.30
20	1109.33	1.127	4.507	1.55	22	262.04	4.814	19.08	6.60
30	1074.68	1.164	4.653	1.60	23	250.79	5.035	19.94	6.90
40	1042.14	1.200	4.798	1.65	24	240.49	5.255	20.79	7.20
50	1011.51	1.237	4.943	1.70					
1	982.64	1.273	5.088	1.75	25	231.01	5.476	21.64	7.50
2					26	222.27	5.697	22.50	7.80
10	955.37	1.309	5.234	1.80	27	214.18	5.918	23.35	8.10
20	929.57	1.346	5.379	1.85	28	206.68	6.139	24.19	8.40
30	905.13	1.382	5.524	1.90	29	199.70	6.360	25.04	8.70
40	881.95	1.418	5.669	1.95	30	193.18	6.583	25.88	9.00
50	859.92	1.455	5.814	2.00					

NOTE. Chord Deflection=2 times tangent deflection.

TABLE IV.—TANGENTS AND EXTERNALS TO A 1° CURVE.

Central Angle	Tangent	External	Central Angle	Tangent	External	Central Angle	Tangent	External
1°			11°			21°		
10'	50.00	.22	10'	551.70	26.50	10'	1061.9	97.57
20	58.34	.30	20	560.11	27.31	20	1070.6	99.16
30	66.67	.39	30	568.53	28.14	30	1079.2	100.75
40	75.01	.49	40	576.95	28.97	40	1087.8	102.35
50	83.34	.61	50	585.36	29.82	50	1096.4	103.97
	91.68	.73		593.79	30.68		1105.1	105.60
2			12			22		
10	100.01	.87	10	602.21	31.56	10	1113.7	107.24
20	108.35	1.02	20	610.64	32.45	20	1122.4	108.90
30	116.68	1.19	30	619.07	33.35	30	1131.0	110.57
40	125.02	1.36	40	627.50	34.26	40	1139.7	112.25
50	133.36	1.55	50	635.93	35.18	50	1148.4	113.95
	141.70	1.75		644.37	36.12		1157.0	115.66
3			13			23		
10	150.04	1.96	10	652.81	37.07	10	1165.7	117.38
20	158.38	2.19	20	661.25	38.03	20	1174.4	119.12
30	166.72	2.43	30	669.70	39.01	30	1183.1	120.87
40	175.06	2.67	40	678.15	39.99	40	1191.8	122.63
50	183.40	2.93	50	686.60	40.99	50	1200.5	124.41
	191.74	3.21		695.06	42.00		1209.2	126.20
4			14			24		
10	200.08	3.49	10	703.51	43.03	10	1217.9	128.00
20	208.43	3.79	20	711.97	44.07	20	1226.6	129.82
30	216.77	4.10	30	720.44	45.12	30	1235.3	131.65
40	225.12	4.42	40	728.90	46.18	40	1244.0	133.50
50	233.47	4.76	50	737.37	47.25	50	1252.8	135.35
	241.81	5.10		745.85	48.34		1261.5	137.23
5			15			25		
10	250.16	5.46	10	754.32	49.44	10	1270.2	139.11
20	258.51	5.83	20	762.80	50.55	20	1279.0	141.01
30	266.86	6.21	30	771.29	51.68	30	1287.7	142.93
40	275.21	6.61	40	779.77	52.89	40	1296.5	144.85
50	283.57	7.01	50	788.26	53.97	50	1305.3	146.79
	291.92	7.43		796.75	55.13		1314.0	148.75
6			16			26		
10	300.28	7.86	10	805.25	56.31	10	1322.8	150.71
20	308.64	8.31	20	813.75	57.50	20	1331.6	152.69
30	316.99	8.76	30	822.25	58.70	30	1340.4	154.69
40	325.35	9.23	40	830.76	59.91	40	1349.2	156.70
50	333.71	9.71	50	839.27	61.14	50	1358.0	158.72
	342.08	10.20		847.78	62.38		1366.8	160.76
7			17			27		
10	350.44	10.71	10	856.30	63.63	10	1375.6	162.81
20	358.81	11.22	20	864.82	64.90	20	1384.4	164.86
30	367.17	11.75	30	873.35	66.18	30	1393.2	166.95
40	375.54	12.29	40	881.88	67.47	40	1402.0	169.04
50	383.91	12.85	50	890.41	68.77	50	1410.9	171.15
	392.28	13.41		898.95	70.09		1419.7	173.27
8			18			28		
10	400.66	13.99	10	907.49	71.42	10	1428.6	175.41
20	409.03	14.58	20	916.03	72.76	20	1437.4	177.55
30	417.41	15.18	30	924.58	74.12	30	1446.3	179.72
40	425.79	15.80	40	933.13	75.49	40	1455.1	181.89
50	434.17	16.43	50	941.69	76.86	50	1464.0	184.08
	442.55	17.07		950.25	78.26		1472.9	186.29
9			19			29		
10	450.93	17.72	10	958.81	79.67	10	1481.8	188.51
20	459.32	18.38	20	967.38	81.09	20	1490.7	190.74
30	467.71	19.06	30	975.96	82.53	30	1499.6	192.99
40	476.10	19.75	40	984.53	83.97	40	1508.5	195.25
50	484.49	20.45	50	993.12	85.43	50	1517.4	197.53
	492.88	21.16		1001.7	86.90		1526.3	199.82
10			20			30		
10	501.28	21.89	10	1010.3	88.39	10	1535.3	202.12
20	509.68	22.62	20	1018.9	89.89	20	1544.2	204.44
30	518.08	23.38	30	1027.5	91.40	30	1553.1	206.77
40	526.48	24.14	40	1036.1	92.92	40	1562.1	209.12
50	534.89	24.91	50	1044.7	94.46	50	1571.0	211.48
	543.29	25.70		1053.3	96.01		1580.0	213.86

1 29.7
1 44.3

1 56
56
21.2
103.2
207.43

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1 1/2
For Single Track Embankment.

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) * 2 or 2 ft. added to 41.9 = 47.9. For slopes of 1 on 1 see inside of front cover.