

1841

40058

DEETGEN

ENGINEERS'
LEVEL BOOK

No. 410F

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1½ see inside of back cover.
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1841

W.D. 60058

CITY ENGINEER'S OFFICE

INDEXED

65.95
72.98

to page # 76

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.

Lots 591 + 592 Talmage Park #3
Calvert = 4528 Norma Dr. 38

1 sec Palm St,
Pacific to Calif.

Moore
Boggs
Green
Roberts

W.C. 25001

wly Kerner

INDEXED
WK
OCT 28 1948

Ely Calif

4775.96

G.B.K. 196-55-56

2775.06

alif.

2751.75

RR

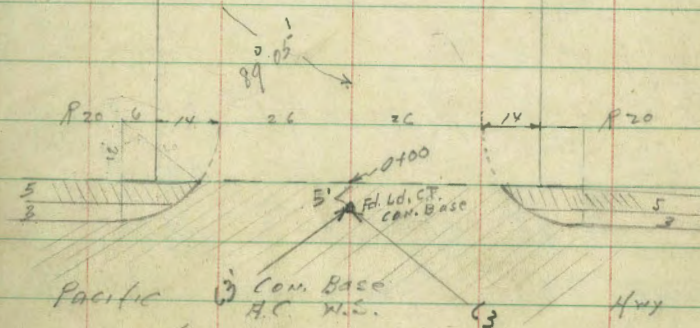
2750.56 Railroad

2700.56

RR Siding

RR 2700.56

07807
rd. Bldg.



Set RR disks
on islands

X sec PALMS

+71

Edge of siding

INDEXED

0+50

0+00

- 08

gutter line

BM

TP	4.16	18.87	7.28	14.71
TP	0.72	21.49	12.75	21.27
TP	0.15	34.02	12.26	33.87
TP	0.15	46.13	12.86	45.98

BM BP 1.35 58.84 57.49

17	14.26	4.61	40
14.07	14.27	4.60	40
13.94	13.36	5.51	49.3
13.52	13.62	5.35	46
13.57	13.22	5.65	46
13.62	13.85	5.02	46
14.67	14.82	4.20	40
14.91	15.17	4.05	40
14.65	15.37	3.7	40
14.31	14.31	4.56	46

18.87

BP inside curb front of Lindbergh Ad Bldg
12.24 dec. from U.S.G.S.

SEly Cor. Palma + Kettner

1+33 Top of lower step off entrance 40R
1cc

TP 9.34 30.10 0.78 20.76

1+10 48' d 8.6 door way

1+017 check this?
15' wide door way of HoR

this is A

TP 6.83 21.54 4.16 14.71

+ 80.7

18.87

3

20.26
9.84
40R

30.10

15.29

6.25
48

15.29

6.3
40

16.13

5.41
26

16.68

4.86

16.49

5.05
26
edge of pav

17.52

4.02
40
finish floor
slab

21.54

14.67

4.2
40

14.84

4.03
26
edge pav

15.23

3.64

15.17

3.7
26
odg pav

14.97

3.9
40
NW corner of New
Blg

18.87

BM			3.61	57.50	57.49
TP	7.55	61.11	1.05	53.56	
TP	12.67	54.61	0.58	41.94	
TP	12.48	42.52	00.6	30.04	

2+49 1/4 W Rail of Santa Fe

2+30

2+00.46

1+62

40 ft
15' doorway
30.10

16.80

19.60

22.40

26.90

SE Palma Kettner

28.28
1.82
40

27.88
2.22

27.53
2.57
40

27.90
2.2
40

27.25
2.85
25

27.17
2.93

26.89
3.23
24
edge of pav

27.46
2.7
40

26.32
37.8
32
cold lay

26.15
3.95
27.3
gutter

25.19
4.91
2.6

25.41
4.69

25.25
4.85
2.5
edge pav

26.10
4.0
40
NE cor Bldg

22.62

22.64

22.15

22.29

21.80

23.12

748
32
cold lay

746
27.8
2.6

7.95
2.6

30.10

7.81

8.7
2.6

6.98
finish floor
40

Check Levels on
Palm St.

INDEXED

1+15

1+10 E door sill

1+01.7 E 15' door on R7

T.P. 9.77 26.68 2.31 16.91

0+71 E rail of RRSiding

BM BP 7.07 19.22 12.15
P. 2

ST

E

R

5

15.58

11.1
40

15.36

11.37
48

17.88

11.8
48

15.36

11.37
40

16.00

10.68
36

17.72

8.96

16.00

10.00

26.68

14.05

4.57

19.22

17.48

9.2
20

16.55

10.13
26

17.58

9.1
40

17.49

9.19
40

↑
Future
FL. 06.

Add. Levels on Palm St.

Between Pac. and Cahit.

INDEXED

Moore Notes
Begg - Instr.
Green - Rod
Roberson Chain
x-9-x8

0+58.6

14.63	14.27	14.33	14.71	14.93	15.23
8.7	9.06	9.0	8.62	8.40	8.1
40	20	20		20	40

0+48.6

14.18	14.26	14.70	14.66	15.28	15.33
9.15	9.07	8.93	8.17	8.05	8.0
40	20	20		20	40

T.P. 8.59 23.33 4.36 12.7x

0+38.6

		23.33			
14.20	14.19		14.57	15.10	15.30
4.9	4.91		4.53	4.0	4.8
40	20			20	40

0+28.6

14.10	14.10	14.74	14.70	15.20
5.0	5.0	4.66	4.4	3.9
40	20		20	40

B.M. 6.95 19.10 12.15

19.10

Polmi

0+89

0+88.6

0+78.0

0+68.6 E siding

Top West Rail of Siding

23.33

14.83	15.57	15.45	15.76	15.66	16.63	16.63
8.5	7.76	7.88	7.57	7.67	6.7	6.7
40	26	20		26	75	40

14.63	14.93	14.83	15.18	15.36	15.03
8.7	8.40	8.50	8.15	7.97	8.3
40	26	20		26	40

14.23	14.47	14.79	14.68	14.83	14.83
9.10	8.86	8.84	8.65	8.50	8.5
40	26	20		26	40

14.20	14.64	14.96
9.13	8.69	8.57
40		40

23.33

14.27
8.46

inv. of
10" Con. Pipe
outlet

7

PALM

P.

8

check to
orig. B.M.

6.86 12.14 12.15

T.P. 4.27 19.00 8.60 14.73

1+0.86 approx E edge of door opening
on RT.

0+98.6

23.33

15.91	16.67	16.83	17.25	17.03	17.33	17.55
7.92	6.66	6.50	6.08	6.3	6.0	5.78
40	26	20		26	39	40.5
					dir	Con. Floor

15.23	15.98	16.13	16.98	16.43	17.23	17.53
8.1	7.35	7.20	6.85	6.9	6.1	5.80
40	26	20		26	39	40.5
					dir	Con. Floor of door

23.33

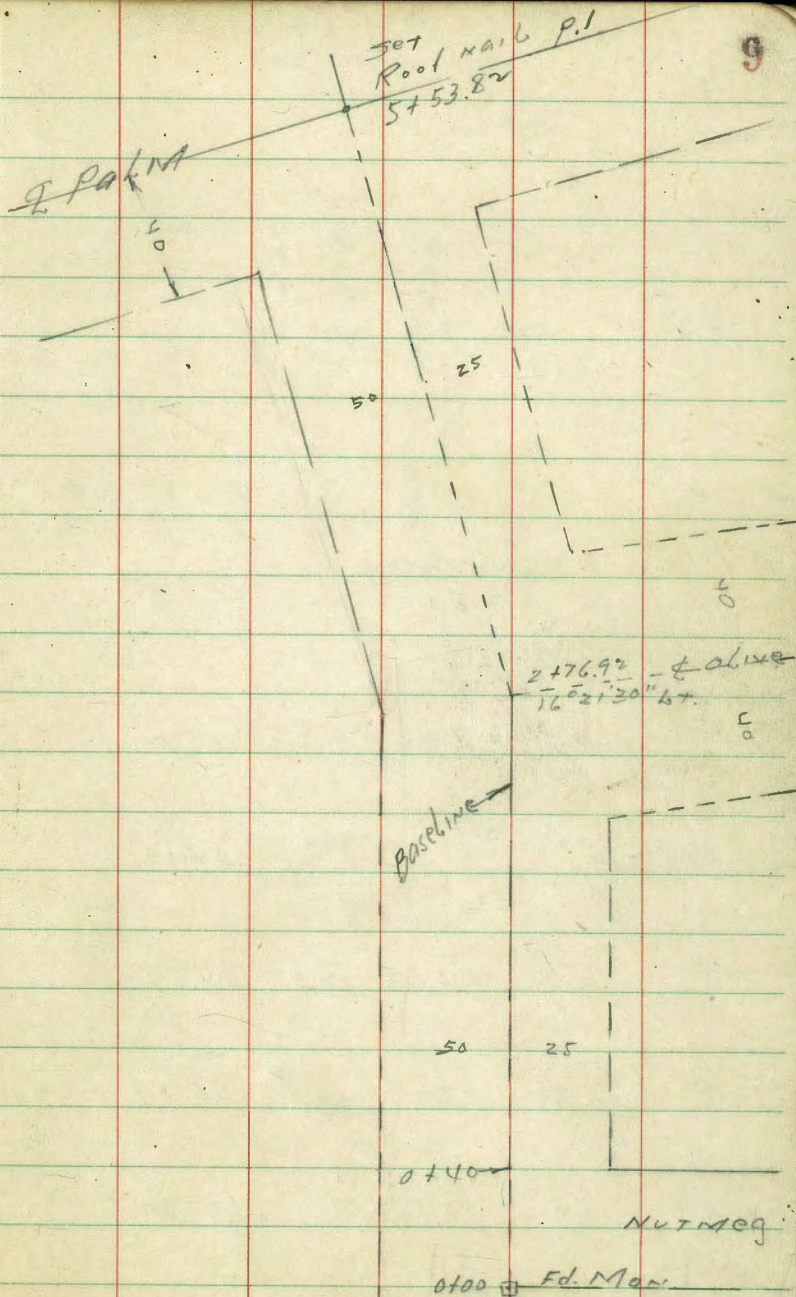
Xsec West side of Calif St
Nutmeg to Palm

Moore
Begg
Green
Roberts
4-16-48

NO. 25001

Note: Power Poles on left
are to be moved to

INDEXED
APR 19 1948



Calif.

17

West
Tail
of
Main
C/L
R.R.

Base
Line

10

1 + 00

20.4	20.4	20.3	22.0	21.1	22.6	23.25
4.7	6.7	6.8	5.1	6.0	4.5	3.83
56.1	50	30	21	17	10	7.6

fence
bd.

0 + 40 N.L. Hurmeg

19.9	19.6	19.2	20.1	22.0	22.52
7.2	7.5	7.9	7.0	5.1	4.56
54	50	28	12	8	4.27

fence

T.P. 1.98 27.08 9.53 25.10

27.08

Set B.M.B.P. 6.23 28.40

ON W. Side Con. Base of R.R. Block Signal Courtd
25' S of S.Ely Con. of PALM and Calif.

T.P. 0.04 34.63 12.62 34.59

T.P. 0.80 47.27 12.30 46.47

B.M.B.P. 12.8 58.77 57.49

S.Ely Con. Palm +

2 + 365 5 side Olive
 conc wall under construction 4.6
 68 22.5

2 + 03 North
 end of opening taken on job base 5.60
 65.70 21.48
 65.70
 6" Pav. to be placed
 on top of this

1 + 77 South
 end of wall in line with conc brick bldg
 & attached there to a ben. opening for drive way
 elev taken on top of wall which will be the
 sub base of conc drive way that will be
 constructed not known

1 + 43 57.5
 end of
 fence

27.08

21.2	21.3	22.0	23.4	22.7	24.2	24.74
59	5.8	51	37	4.4	2.9	2.34
68	50	37	33	28	23	206

20.9	21.1	22.1	23.4	22.5	23.7	24.30
62	60	50	37	4.6	3.4	2.68
55	50	38	30	25	21	17.15

21.45	21.3	21.9	22.9	22.3	24.08
5.67	5.8	5.2	4.2	4.8	3.00
62.4	50	37	26	31	17.8

20.9	20.5	21.3	22.8	21.7	23.2	23.76
6.2	6.6	5.8	4.3	5.4	3.9	3.32
57.5	50	27	22	18	12	10.6

SE cor
 con. brick
 bldg

27.08

Calc 1.

3+50

22.3
7.0
67
Bldg

3+17³⁰ N Line Olive

22.1
7.2
701
Bldg

21.6
7.7
58

2+76 92 PI

21.9
7.4
74
Bldg

TP 6.56 29.31 4.33 22.75

22.5
4.6
71.5
Top wall

- 7+63.9 end of conc wall beg conc bldg

27.08

Li

Paul
Mann

86

12

22.0 23.7 25.3 24.0 25.2 25.4
7.3 5.6 4.0 5.3 4.1 3.9
50 35 29 24 19 162

22.2 23.3 24.9 23.7 25.1 25.61
7.1 6.0 4.4 5.6 4.2 3.70
50 39 33 27 23 203

21.2 22.1 22.1 23.7 22.9 25.16
8.1 7.2 7.2 5.6 6.4 4.15
59 50 46 38 34 25.8

21.1 21.5 21.7 23.6 29.31 24.98
22.8
6.0 5.6 5.4 3.5 4.3 2.9 2.10
75 50 47 37 30 25 237

27.08

BM 0.91 28.40 BM

5+13⁸² S Line of Palm NE cor Bldg

H+50

H+00

22.8

6.5
62.5

Bldg

29.31

Page 10

26.2

31

51

26.8

2.5

3.8

27.5

1.8

1.6

27.57

1.74

2.25

23.8

5.5

57.5

bldg

23.5

5.8

4.5

25.5

3.8

1.3

26.3

3.0

1.0

27.0

2.3

6.5

22.0

7.3

5.0

24.1

5.2

2.8

25.8

3.5

2.3

24.5

4.8

1.8

25.8

3.5

1.3

26.45

2.86

10.9

29.31

W

Trail
Main

13
Base Line

La Jolla Trunk Sewer
 Line change on La Jolla Blvd.
 FROM Del Norte to
 Palomar

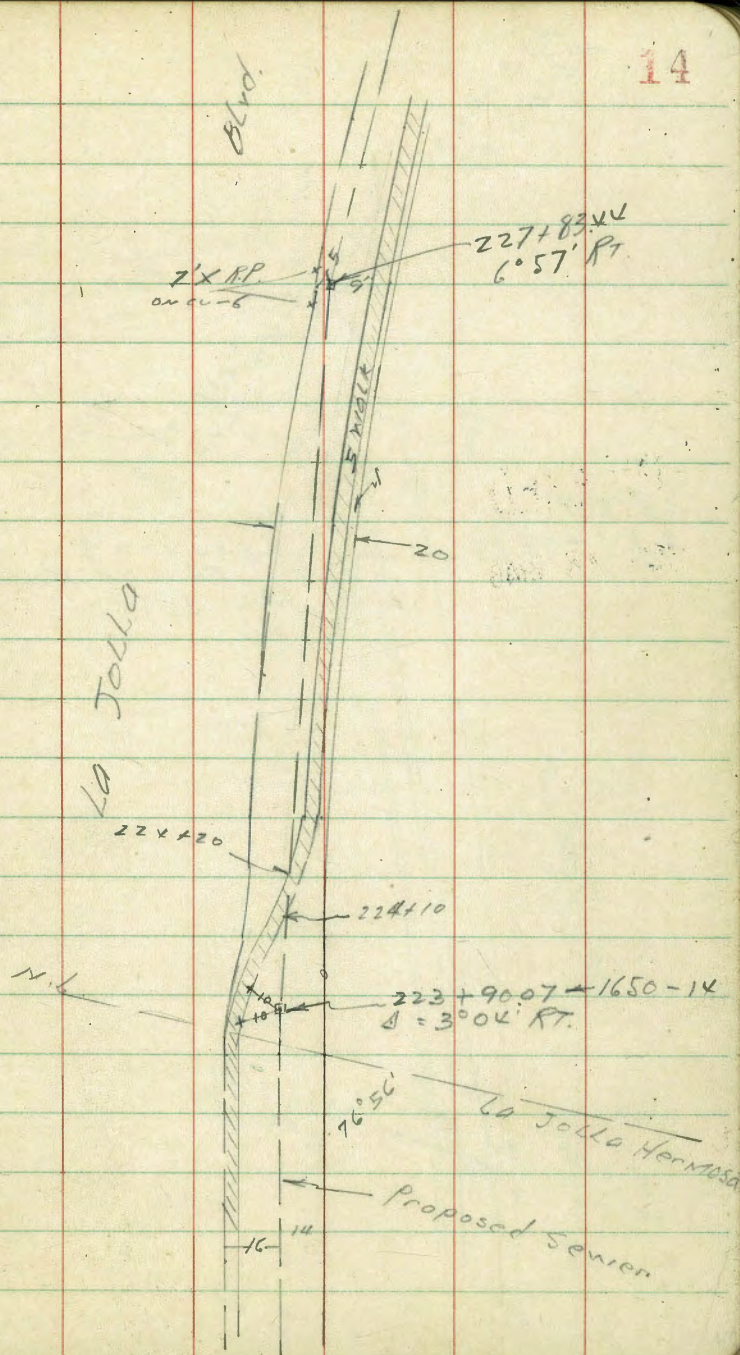
4-30-48

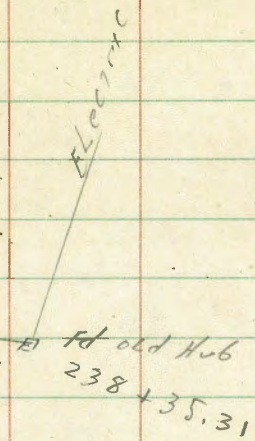
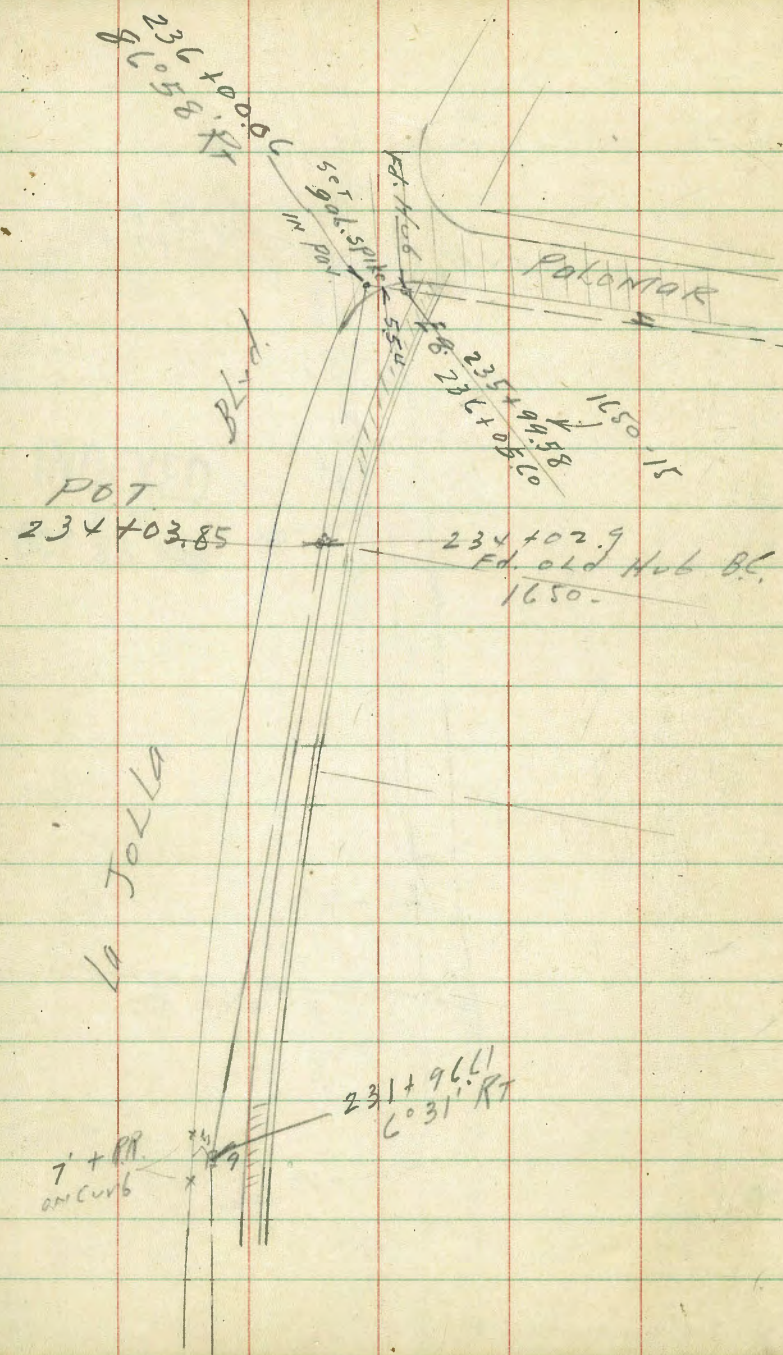
Moose
 Bepp
 Green

W.O. 60058

II 2x2 Hubs

INDEXED
 W.K.
OCT 28 1948





+50

+38

225

+95

+45

+22 P.P. 182 offers to C.T.

+20

Car walk

224 +10

Car walk

223 +90.07 Δ 3°04' RT

NWBP

La Jolla Rd. 6.06

and
Via del Norte

1650-

8562

7956

Lt

E

R7

41

81.5 $\frac{\text{edge walk}}{3.4}$ $\frac{1'' \text{ Pine}}{2}$

45

81.1

 $\frac{1'' \text{ Pine}}{3}$ $\frac{1'' \text{ Pine}}{2}$

49

80.7

 $\frac{\text{Pole}}{5.5}$

49

80.7

49

80.7

47

80.9

743

227

795

785 PP #184

TP 602 8811 3.53 8.209

750

738

226

779

756 PP #183

8562

Lr

4
1" Pine

Rr

17

58 823

1" Pine

PP

36 820

1" Pine

38 813 edge walk

1" Pine

Pole

+27 P.P. #184

$\frac{PP}{7}$

229

44 83.7

+92

$\frac{1" Pine}{3}$

46 83.5

+50

+40

$\frac{1" Pine}{1}$

+19 P.P. #185

$\frac{PP}{5}$

228

50 83.1

+90

$\frac{1" Pine}{1}$

227 + 83.44 Δ (1.57) Rt

83.0
 $\frac{5.10}{5}$
curb

52 82.9

227 + 50

55 82.6

8811

f20

T.P. 138 83.89 560 82.51

231

f80

f50

f46 # 187

f39

230

f88

f50

f40

88.11

Lr
 $\frac{1'' \text{ Pine}}{2}$

±

R+

19

44 827

$\frac{1'' \text{ Pine}}{3}$

46 83.5

Point
TOL
8

$\frac{1'' \text{ Pine}}{4}$

47 83.9

$\frac{1'' \text{ Pine}}{4}$

41 84.0 $\frac{\text{edge walk}}{2.9}$

$\frac{1'' \text{ Pine}}{4}$

Lt

E

Rt

20

f 10

$\frac{1'' \text{ Pine}}{1}$

233

39 80.0

f 69 Pow. & Tel #189

$\frac{\text{Pole}}{6}$

f 62

$\frac{1'' \text{ Pine}}{1}$

f 50

33 80.6

232 + 1/2

$\frac{1'' \text{ Pine}}{1}$

231 + 96.1 A 6031 Rt

$\frac{2.4}{\text{Curb } 5}$

25 81.4

f 68 Pow. & Tel #188

$\frac{P \& T}{4}$

f 65

$\frac{1'' \text{ Pine}}{1}$

f 50

17 82.2

83.89

f50

f11

Pole #191

235

f52

f50

f07

234

f90

Pony + T-L. #190

f58

233 f50

83.89

L7

f

R7

21

54 78.5

$\frac{\text{Pole}}{8}$

52 78.7

$\frac{1'' \text{ Pine}}{4}$

50 78.9

$\frac{1'' \text{ Pine}}{4}$

47 79.2

$\frac{\text{Pole}}{9}$

$\frac{1'' \text{ Pine}}{3}$

44 79.5

check NE BP
LA JOLLA BLVD
PALOMAR

537 78.52 78.52

235+99.58 = old Hub
236+05.6 = E8.

236+00.7 top curb

236+00.00 Δ 86°58' R

235+99.6 Top Curb

466

8389

Lt

E

R

22

BFW
5-13-48

52 78.7

53 78.6

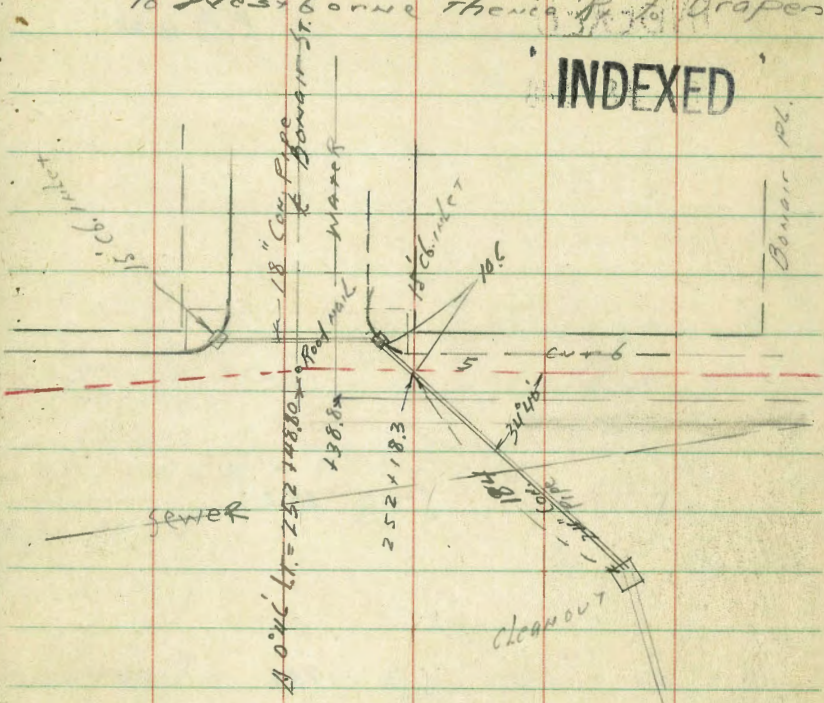
Pav. gutter (1) 77.8

Top cb 53 78.6

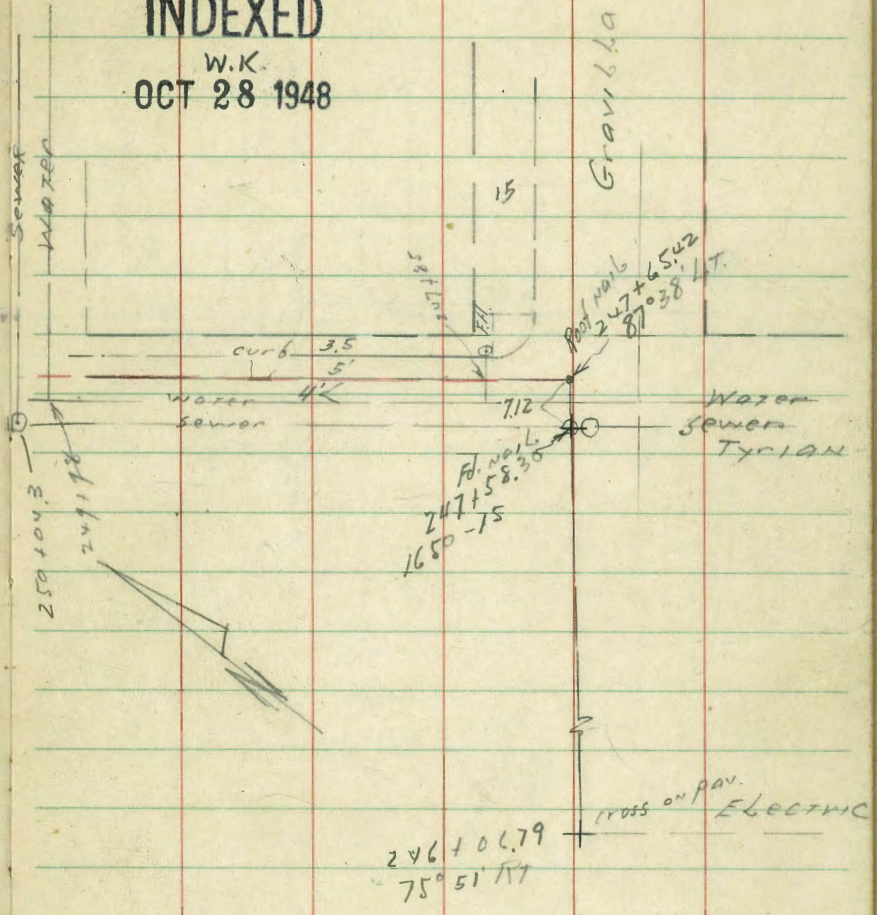
1" Pine

La Jolla Trunk Sewer
 Line Change Beg. at
 Gravilla and Tyrion
 via La Jolla Blvd.
 to Westborne thenia Draper

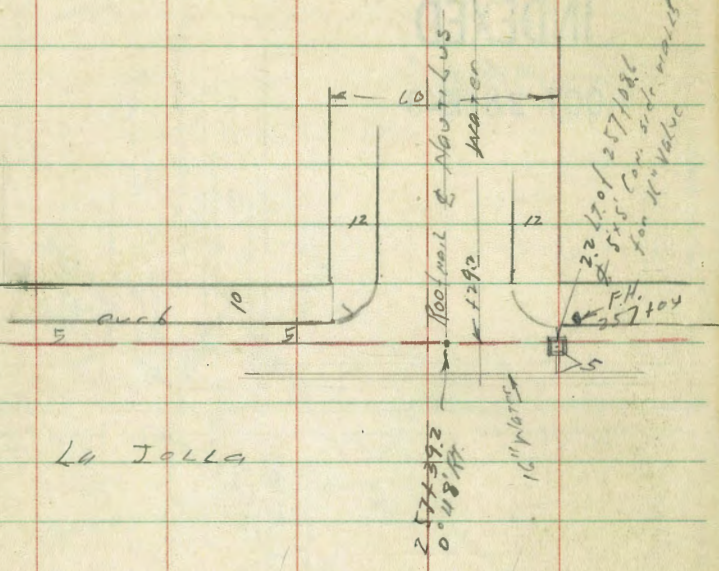
INDEXED



INDEXED
 W.K.
 OCT 28 1948



MOORE
 249
 Green 5.4.48 23



La Jolla

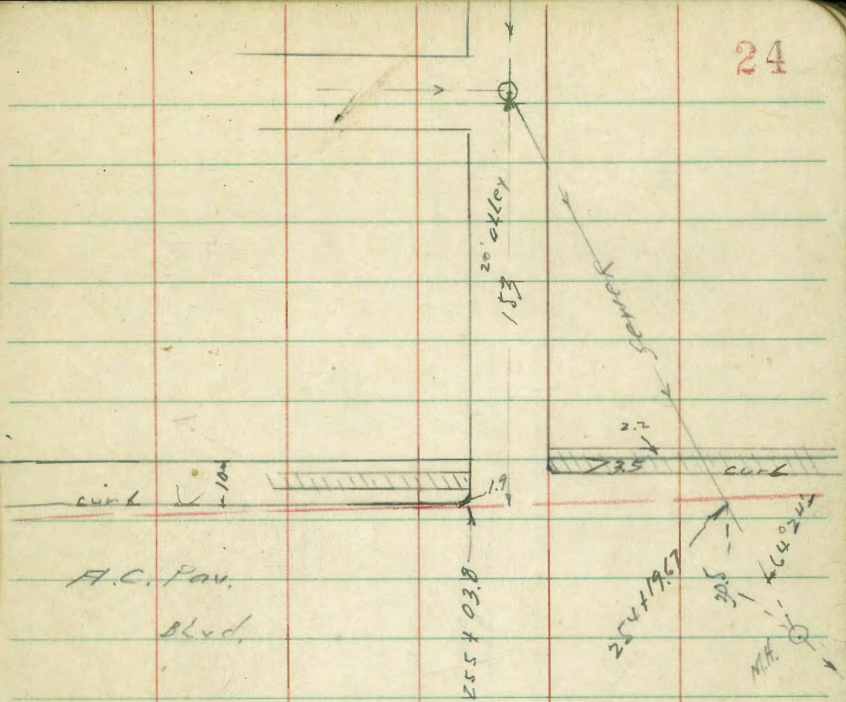
257+39.3
0+48.8

22 17.01 257+196
51.5' Cor. side main
for H. Value
No. Cor.
Boston

A.C. Pav.
Blvd.

257+39.3
0+48.8
30.5

268 86.50
30.6
65.9



255+038
0+55.7

254+196.7

M.H.

Sketch p 23
La Jolla Tr. Sewer

250 + 0x3

249 + 98

Cross
6" x 19.750

249 + 38

Cross W.S.

+ 50

249

+ 50

248

247 + 65.42

87'38" LT

Gravilla
and Tyrian

SEBP
Gravilla
Tyrian
1650-55

229

(82.17)

80.38

Lx

E

R

26

7803

9.6x

6.9

6.4

7672

6.45

6.9

MH

6.6

76.1

6.5

76.2

5.9

76.8

5.3

77.4

4.8

77.9

4.1

78.6

3.4

79.3

82.17

2522488 $\Delta 10^{\circ} \text{VC}' \text{L}_7$

+183 cross 24" drain

252

+157 cross to W.S.^s

T.P. 336 (79.10) 693 75.74

+50

251

+79 cross
sewer lat,

+69 cross W.S.

250+50

(82.67)

27

46 74.5

62.38	74.6	74.45	68.05
16.72	45	4.65	11.05
cleanout 18"		10.6	10.6
Box		grate	F.L.
see sketch			

43 74.8

79.10

27 75.0

25 75.2

71 75.6

82.67

105 W.S.

150

30 74.1

107 W.S.

255

33 75.8

170 W.S.

150

37 75.4

130 cross W.S.

119.67 cross Sewer See sketch

71.17

74.54

7.93

4.56

40 75.1

305

305

FL

MH

RM

254

43 74.8

150

47 74.4

253

79.10

49 74.2

79.10

258

v

43 78.1

f50

45 77.9

257 / 392 A 0°48' Rr

46 77.8

f04 Cross FH. 64

257

50 77.4

f69 W.S.

f51 W.S.

f50

56 76.8

256

59 76.5

T.P. 631 8239 302 76.08

8239

79.0

733.2 cross 16" water line

261

174 W.S.

150

123 W.S.

260

172 W.S.

T.P. 5.15 83.66 3.88 78.51

150

124 W.S.

110 W.S.

259

258 + 50

130 W.S.

82.39

L+

♀

R+

30

5x 78.3

51 78.6

50 78.7

51 78.6

83.66

3.8 78.6

4.0 78.4

4.2 78.2

82.39

415 W.S.

264

450

451 1120 94.31 055 83.11

263

450

262

455 Beg Con. Pav.

4529 cross 24" Con Pipe down

261+412 Δ 89°55' P_r

83.66

L_r

t

P_r

31

7.3 87.0

9.0 85.3

94.31

0.0 83.7

1.8 81.9

2.2 80.3

71.72	77.59	78.5	78.39	74.13
11.94	6.07	5.2	5.27	9.53
27.6	27.6		7.7	11.7
F.L.	M.H.		grove	Fl. Box
June. Box	7/11			

5.4 78.3

HOMUS
FLY

83.66

168 w.s.

150

267

187 w.s.

155 w.s.

150

T.P. 11.55 105.68 0.18 94.13

266 = w.s.

150

138 w.s.

265

198 w.s.

264 150

94.31

67 99.0

84 97.3

102 95.5

105.68

04 93.9

23 92.0

39 90.4

57 88.6

94.31

Check to B.M. BP
Swly Car Westbourne 2.56 103.12 103.16 =
and Draper

268 + 90.65
268 + 97.10 ^{FB} Drapers

150

137 W.S.

268

187 W.S.

10568

B.F.H.
5-13-48

F.B. 1650 (103.12 = MILLER IN G.B.K. on old)

23 103.4

24 102.3

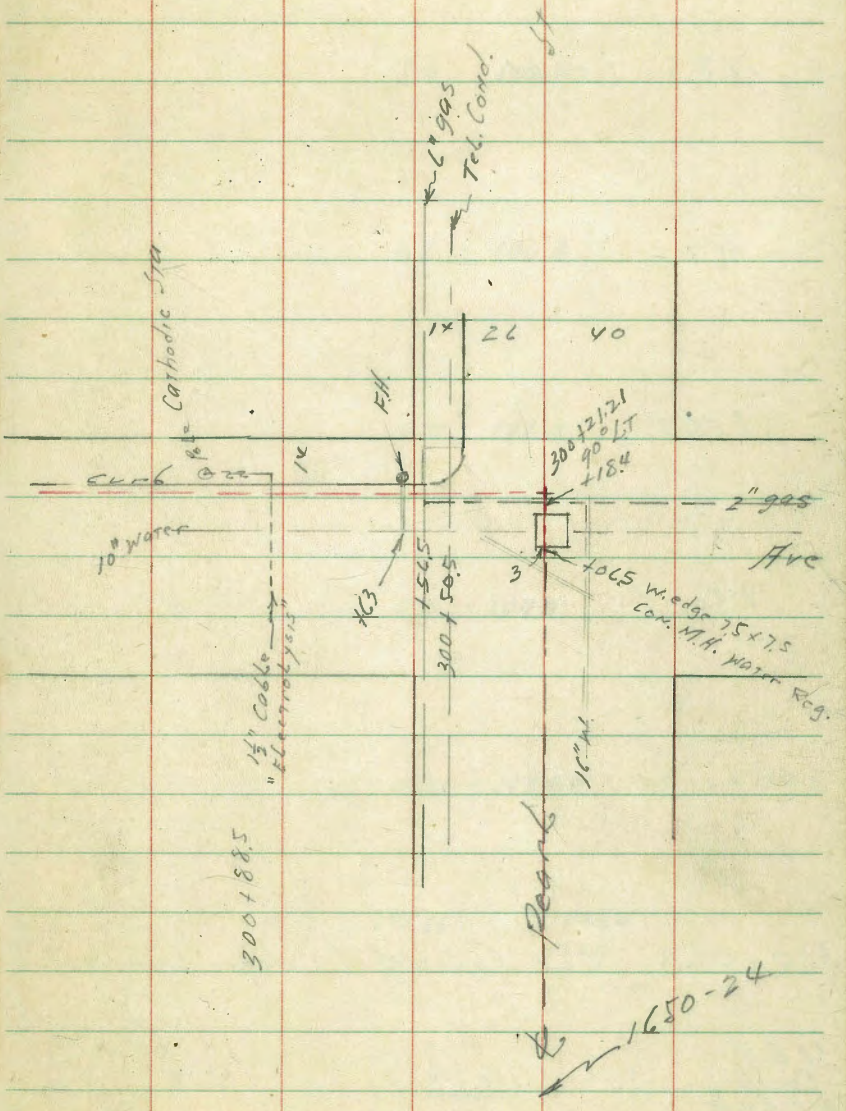
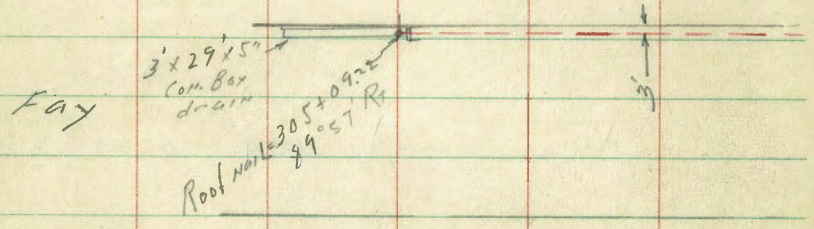
51 100.6

La Jolla Trunk Sewer

5-6-48. Line change on Fay St.

Moore 488
Begg 450 ±
Green

INDEXED
W.K.
OCT 28 1948



42-0591
1650-24

+92.5 2-w.5

+88.5 cable

+63

+52.5

+50

300+21.21 90° Lt

300+065 Top Conn. M.H. Water Press Valve

SEBP
Pearl
and Ends
1650-58

9.34

111.52

102.18

5.4 106.1

4.7 106.8

4.5 107.0

4.5 107.0

4.00 107.52

107.66

386

TOP

10024

1028

BOTTOM

111.52

+77 w.s.

+50

T.P. 153 101.97 1108 100.44

303

+72 w.s.

+50

+37 w.s.

302

+91 w.s.

+55 w.s.

+50

301

111.52

¢

4.5 97.5

101.97

12.6 98.9

10.9 100.6

9.2 102.3

7.7 103.8

5.8 105.7

111.52

check on old S Pt.
1650-59

9.90 92.07 92.07

305 109.22 A

106

100

103

102

305

150

304

101.97

B.F.H/S-13-48

37

E

92 92.8

93 92.7

103 91.7

100 92.0

97 92.3

96 92.4

81 93.9

Cx 95.6

101.97

Culvert. 4528 Norma Dr.

Lot 592 - Talmage Park #3

INDEXED

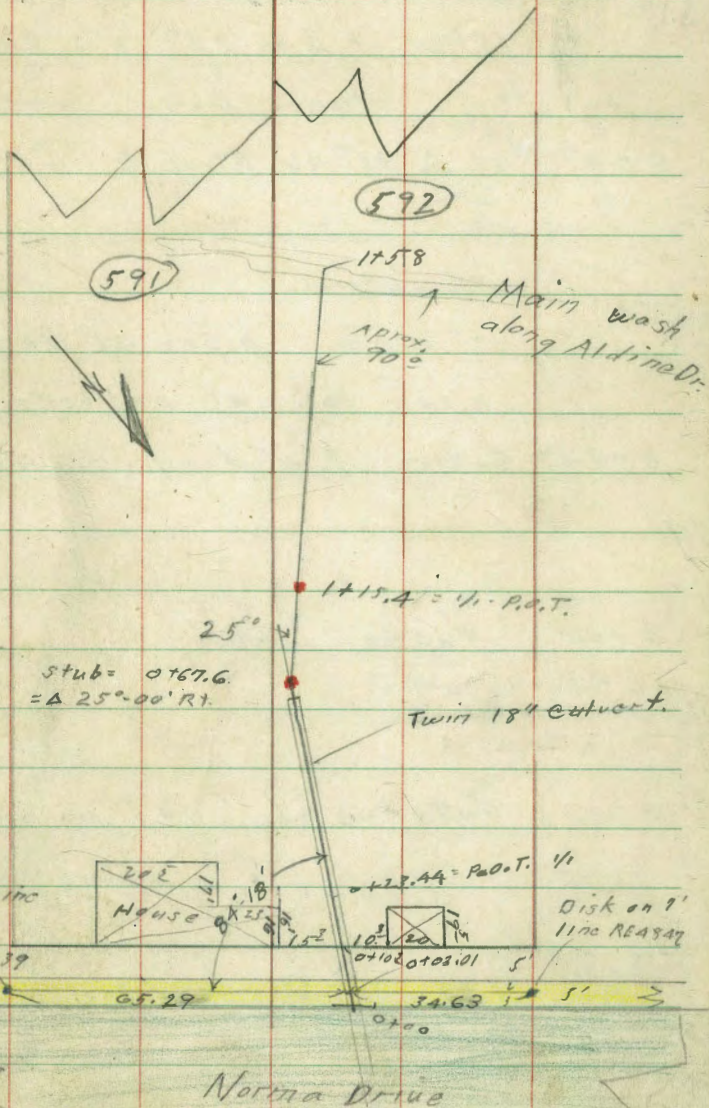
Sommertmeyer

INDEXED

W.K.

SEP 13 1948

38



Stub = 0767.6
= Δ 25°-00' RT.

Twin 18" culvert.

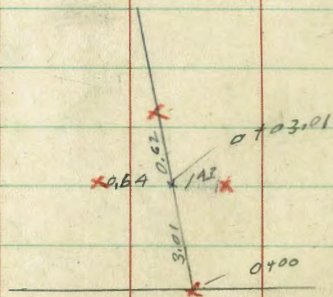
Disk on 72 line
REA847
= B.M. #1 - P. 39

+127.44 = P.O.T. 1/1

Disk on 1' line
REA847

Norma Drive

Tie crosses for
7' tie intersection



stucco house

15' Lt. at Δ of 84°-18' = Cor of
stucco Bar.

0+10³ } 10' RT
at Δ 95°-42' RT. of E. = Cor

elevation.

18" pipes. pipes at same

clean out. at outlets into

0+04 Bottom of 4' diam. round bottom

0+00 Top of c.b.

0+00 Outer, E c.b. inlet - No grate

7' dia disk to

cut # 591
T.P. 4.54 347.49 7.04 342.95 BM #1

47' dia + Monroe

S.E.B.P. 12.05 349.99 - 337.94

4

29

342.79
4.2
15
at house

343.35
4.14
203
Ctr. Gar. door

342.26
19.23

342.49
5.00

339.71
7.78
Bottom of inlet box

341.64
5185
35
End inlet opening

341.62
5187

341.61
5188
35
End inlet opening

347.49 ✓

T.P. 4.19 314.07 12.46 312.88

0+77

$$\begin{array}{r} 314.3 \\ 11.0 \\ \hline 14 \end{array}$$

$$\begin{array}{r} 309.6 \\ 15.7 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 309.6 \\ 15.7 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 310.1 \\ 15.2 \\ \hline 7 \end{array}$$

$$\begin{array}{r} 313.5 \\ 11.8 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 315.6 \\ 8.7 \\ \hline 15 \end{array}$$

0+75

$$\begin{array}{r} 312.5 \\ 12.8 \\ \hline 12 \end{array}$$

$$\begin{array}{r} 312.5 \\ 12.8 \\ \hline 7 \end{array}$$

0+66^E

$$\begin{array}{r} 315.5 \\ 8.8 \\ \hline 8 \end{array}$$

$$\begin{array}{r} 311.9 \\ 13.4 \\ 0.8 \\ \hline \text{Pipe} \\ \text{1700} \\ \text{2 pipe} \end{array}$$

$$\begin{array}{r} 312.9 \\ 12.4 \\ \hline \text{Ord.} \end{array}$$

$$\begin{array}{r} 311.9 \\ 13.4 \\ \hline 0.8 \text{ ft.} \\ \text{Pipe} \\ \text{1700} \\ \text{2 pipe} \end{array}$$

$$\begin{array}{r} 314.4 \\ 10.9 \\ \hline 8 \end{array}$$

0+65

$$\begin{array}{r} 316.5 \\ 8.8 \\ \hline \text{Ord.} \end{array}$$

$$\underline{325.34}$$

T.P. 0.47 325.34 12.85 324.87

T.P. 3.31 337.72 13.08 334.41

0+24 Edge of fill.

$$\begin{array}{r} 342.6 \\ 4.9 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 342.3 \\ 5.3 \\ \hline 10 \end{array}$$

$$\begin{array}{r} 342.5 \\ 5.0 \\ \hline 10 \end{array}$$

347.49

347.49

orig. B.M. Page 39

4.78 337.93 337.94

T.P. 9.69 342.71 3.32 337.02

T.P. 12.29 336.35 0.07 324.06

T.P. 11.82 324.13 1.76 312.31

1+58 Rods along wash bottom
Bottom of wash along Aldine

1+32

1+17 V shape ditch

1+00

314.07

~~41~~

Notes Redwood. 10.4.08

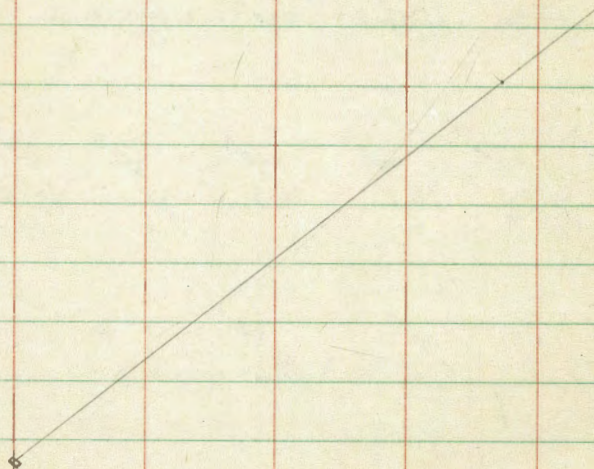
298.6
15.5
15
16.0
295.1
16.8
15
297.3

304.8
9.3
15
303.8
10.3
9
300.4
13.7
6
300.9
13.2
302.3
11.8
5
303.3
10.8
15

307.2
6.4
10
302.8
11.6
305.1
6.0
10

307.6
4.5
10
305.0
9.1
304.7
9.4
7
312.6
11.5
17

314.07



Hendricks
Loberts
Rorer
Greer
W0431427

X Sect 45th St. Quince to Redwood

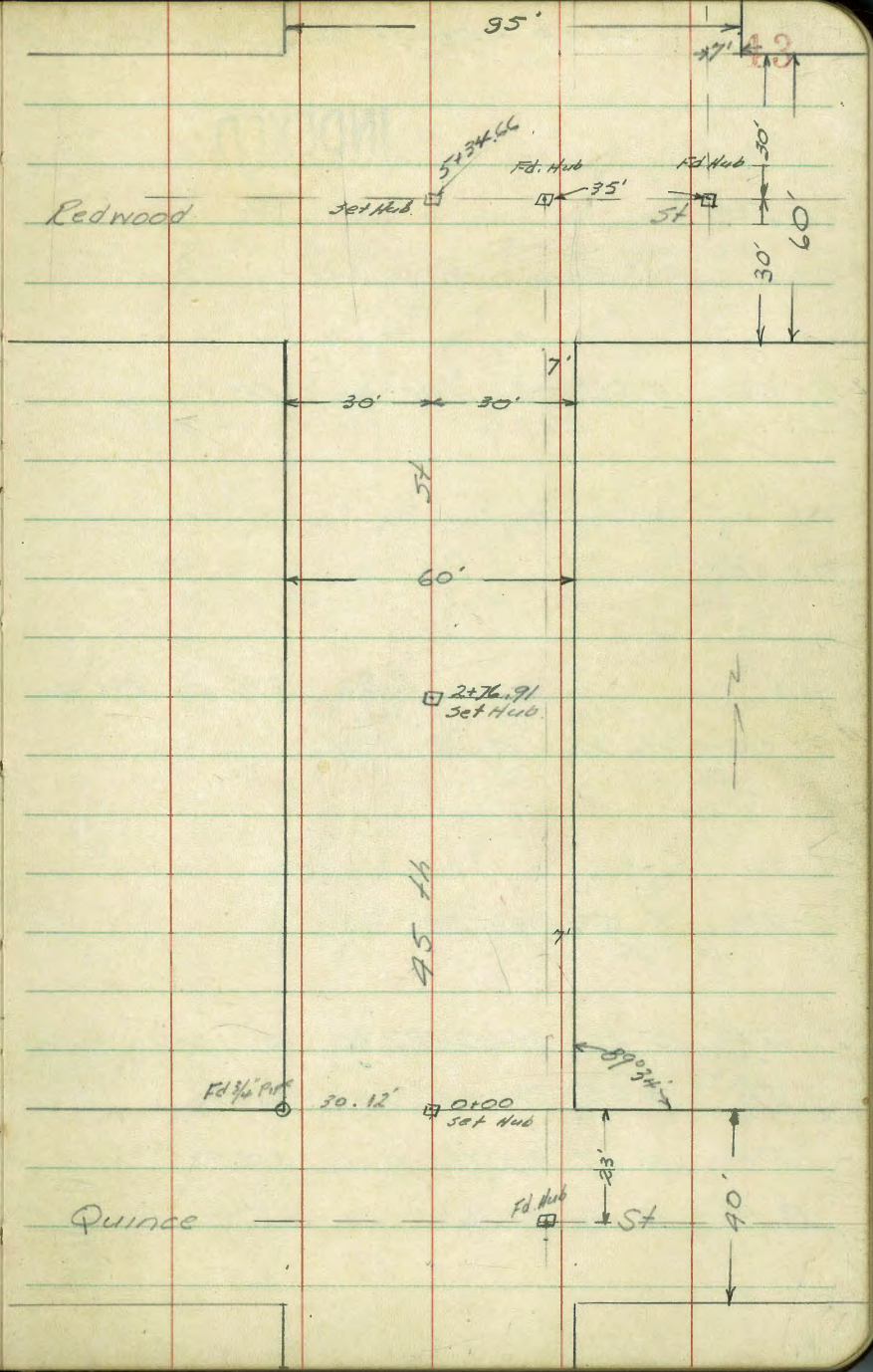
INDEXED

W.I.K.

OCT 15 1948

5 34 66
2 76 91
57 15

Notes Reduced:
Remington
10-15-48



INDEXED

1+50

1+43 24" Palm tree 30.9 Lt

1+00 23.6 Conc Walk 44.6 Lt

0+50

7.80 296.44 296.46

0+00 No line Quince St

0-20 & Quince St.

TP 5.20 306.24 980 301.04

TP 8.08 310.84 1303 302.76

TP 0.27 315.79 11.11 315.52

B.M. 0.18 326.63 326.45

301.0 301.8 301.5 302.1 301.9 302.0 302.0 301.0
 5² 4² 4⁷ 4¹ 4³ 4² 4² 5²
 50 30 16 18 30 40 50

297.90 298.5 299.4 299.4 300.3 300.6 298.7
 8³ 7⁷ 6⁸ 6⁸ 5⁹ 5⁶ 7⁵
 44 6 40 30 22 30 50

297.0 298.2 298.0 297.8 298.5 299.1 298.9 298.4 296.9
 9² 8⁰ 8² 8⁴ 7⁷ 7¹ 7³ 7⁸ 9²
 50 30 22 30 24 30 40 50

on Pipe 30.12 Lt 0+00 EBS 89-1023
 295.1 296.3 296.9 296.8 297.1 296.9 297.2 296.9 295.2
 11¹ 9⁷ 9³ 9⁴ 9¹ 9² 9⁰ 9³ 11⁰
 50 20 12 10 16 19 30 50

294.3 295.5 296.4 296.1 296.3 295.8 294.6
 11² 10² 9⁸ 10¹ 8⁹ 10² 11⁶
 50 30 18 19 30 50

306.24 306.24
 7 7

NW B.P. Thorn 8 45th St.

INDEXED

2+93

304.9 305.6 305.7 303.1 303.0 300.7 299.7 298.1
 45 38 37 63 64 87 97 113
 50 20 5 12 17 20 50

2+85

304.8 305.5 305.5 304.0 304.0 303.8 306.1 306.4 306.0 304.9 302.2 302.4
 45 37 39 54 54 56 33 30 34 45 62 70
 50 30 8 2 10 16 24 30 42 44 47

2+71

304.8 305.4 305.6 305.4 305.0 305.0 304.9 305.5 306.3 306.1 304.9
 45 40 38 40 44 44 45 39 31 33 45
 50 20 18 4 3 10 12 21 30 50

2+54

304.2 305.0 305.6 305.4 305.5 305.8 305.5 305.2 304.7
 52 44 38 40 39 36 37 43 51
 50 20 8 10 13 15 30 50

2+37

303.9 304.4 305.2 305.3 304.9 304.4 304.8
 55 50 42 41 45 50 46
 50 30 14 30 46 50
~~309.41~~

T.P. 4.70 309.41 1.53 304.71

2+00

301.1 301.3 303.3 302.2 303.9 303.6 302.6 302.6 303.4
 51 49 29 20 23 26 26 26 28
 50 34 30 16 19 30 45 50

306.24

306.24

INDEXED

3+70

303.1 303.9 303.7 302.2 301.9 300.9 299.5 300.4 301.9 301.5 301.8
 65 55 52 72 75 85 95 90 75 76 75
 50 30 18 12 * 4 19 20 30 50

3+40

304.5 305.6 305.8 304.6 303.4 302.2 302.2 301.4 301.0 301.3
 48 38 35 48 60 72 73 50 54 55
 50 30 19 3 3 16 26 30 50

3+33

299.9 300.7 301.7 302.2 302.1 304.7 304.6 301.1 301.5
 95 82 72 72 73 42 48 52 42
 50 30 3 15 23 30 31 50

3+26

297.1 297.1 296.8 300.2 302.0 301.9 300.6 300.7 301.5 303.9 302.9
 12.3 12.3 105 92 72 75 88 87 72 55 55
 50 30 2 2 15 18 22 30 40 50

3+15

295.2 295.6 296.8 300.0 301.9 302.0 297.8 297.2 297.6
 14.2 13.8 125 94 75 74 115 122 115
 50 30 7 2 15 20 30 50

3+05

296.7 297.1 295.1 302.1 302.2 297.8 296.7 296.3
 127 12.3 113 73 72 115 127 131
 50 30 8 13 19 30 50

309.41

↑

309.41

↑

INDEXED

5+34.66 E Redwood

5+04.66 So. Line Redwood

4+92

4+75

4+58

4+28

T.P. 7.38 305.89 10.90 298.51

4+00

309.41

47

276.9 282.9 286.2 291.9 298.0 298.8 300.4
 29° 23° 19° 14° 7° 7° 5°
 50 30 19 27 20 50

277.1 280.8 287.7 290.6 293.5 295.2 296.0 298.0 300.9 301.2
 28° 25° 18° 15° 12° 10° 9° 7° 5° 4°
 50 30 15 10 15 34 36 47 50

278.0 280.5 283.1 289.5 294.7 295.1 295.3 299.6 300.1
 27° 25° 22° 16° 11° 10° 10° 6° 5°
 50 30 16 9 27 30 42 50

282.9 281.8 281.7 284.4 292.2 291.2 294.0 294.6 295.5 296.3 297.1 297.3 298.7
 23° 24° 24° 21° 18° 11° 11° 11° 10° 9° 5° 8° 6°
 50 36 20 13 5 6 22 26 30 35 40 50

291.0 290.4 290.1 288.2 292.7 294.4 294.1 294.5 295.1 296.2 296.0
 14° 15° 15° 17° 12° 11° 11° 11° 10° 9° 7°
 50 30 20 10 3 5 20 22 30 50

294.8 297.4 295.4 295.1 294.9 297.0 297.6 298.1
 9° 8° 10° 10° 11° 8° 8° 7°
 50 30 30 58 4 18 29 30 50

300.7 301.1 300.7 299.1 298.7 297.6 297.0 297.6 296.9 299.6 300.3
 8° 8° 8° 10° 10° 11° 12° 11° 10° 9° 9°
 50 30 18 2 4 4 17 18 30 50

309.41

45th St Quince to Redwood

INDEXED

B17 1.61 326.43 326.45

TP 11.45 328.04 0.55 316.59

TP 12.25 317.14 1.00 304.89

305.89

HWBP 45th & Thorn

X-Section 20' Alley - for Paving

2926

INDEXED

11-4-48

W.O. 31559

NOV 5 1948
W.K.

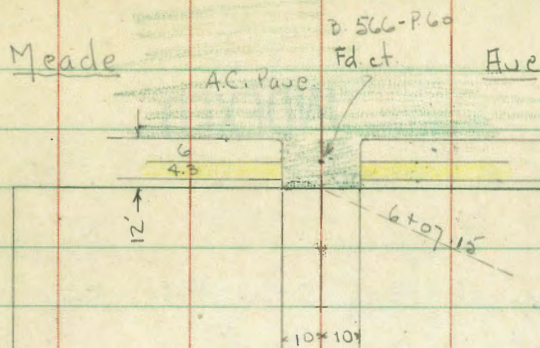
Osborne
Hardin
Decker
Hatch
Bramby

Book 566 - P. 60 - for Orig. X-Sections

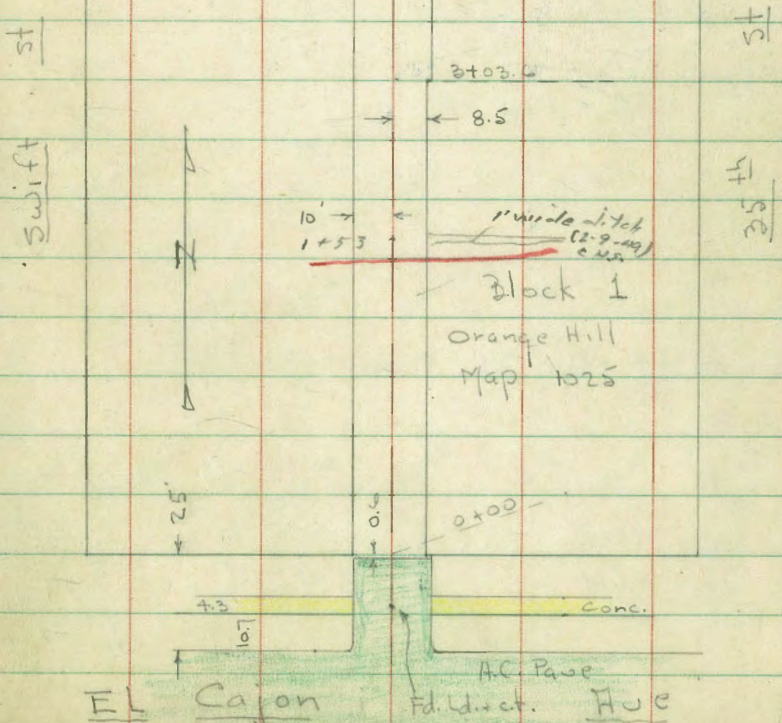
Take out $\frac{1}{2}$ 1400 to 2000 on EAST -

~~SEE F.B. 2296
P 11 to 23~~

49



Block D
Sterlingworth
Map 1526



χ-Sect. Alley - Block D.

INDEXED

0+65 - 9.5 Rt. = \pm wly. of 6" x 6" Conc. Slab-support

0+56 - 13.6 Rt. = Beg. 5 Car. Gar. - Conc. floor
steps to apt. over Gar.

0+56 - 9.7 Rt. = Sly. of 1' Conc. slab - base for

T.P. 610 388.45 3.54 382.35

0+50

0+20

0-00.6 - edge H.C. Pavc

0-25 - N. cb. El Cajon

6.62 385.89

379.27

SW. BP
Swift +
El Cajon

H

=

Rt

50

382.45
5.50
9.5 = Top slab
383.18
5.27
13.6
Floor
Gar.
383.28
5.23
9.7 = Top Conc. slab
382.65
5.8
13.6
ground.

382.3
3.6
15
382.3
3.6
10
382.2
3.7
10
382.6
3.3
10
382.9
3.0
15

381.7
4.2
15
381.7
4.2
10
381.9
4.0
10
382.1
3.8
10
382.4
3.5
15

381.84
4.05
9.8
Top
end. cb.
381.65
4.24
9.8
gut.
381.46
4.43
9.8
gut.
381.69
4.20
9.8
gut.
381.79
4.10
9.8 = Top
end. cb.

381.05
4.84
50
Top
380.57
5.32
50
gut.
381.30
4.59
10
Top
2 Rad.
380.70
5.19
10
gut.
380.80
5.09
10
gut.
380.82
5.07
10
gut.
381.35
4.54
10
Top
2 Rad.
381.08
4.81
50
gut.
in Dr.

385.89

2+35 = Sing Gar. on Rt. - Conc. floor + apron.

2+00

1+84 - 9.7 Lt. = Wly P. pole # J.P.A. 4331

1+93 - 10.2 Lt. = end fence

1+71 - 13.5 Rt. = end Conc. slab

1+54 = 13.5 Rt. = Beg. Conc. slab = Drive way

See page 6A 4/9/49
add

1+50 = end Gar. - 13.4 Rt

1+30.5 - 13.4 Rt. = Beg. Doub. Gar. - Conc. floor

1+18 - 9.9 Lt. = Picket fence (nearest)

1+04 - 10' Lt. = Beg. Picket fence

1+04 - 9.5 Lt. = Wly P. pole # J.P.A. 4317

1+03 - 13.5 Rt. = end Gar.

1+00

0+80 = 9.4 Lt. = Dead Man.

Lt

±

Rt

384.0	383.8	383.6	383.6	383.6
4.4 15	4.6 10	4.8	4.9 10	4.8 15

384.02

4.43

10.5 = Conc. apron

51

384.52

3.93

12.1

floor.

383.6

383.95

4.50

13.5

383.13

4.82

13.5

Conc

383.4

5.0

15

383.6

4.9

10

383.0

5.4

10

383.2

5.3

10

383.59

4.86

13.4

floor.

383.57

4.88

13.4

floor.

383.0

5.4

13.5

ground.

383.16

5.29

13.5

floor.

382.8

5.6

15

382.6

5.8

10

382.4

6.1

10

383.2

5.2

10

388.45

along apron

3+34 - 9.7 Rt. = Φ Rough Conc Slab - 9' long.

T.P 6.08 391.96 2.57 385.88

3+17 - 10.8 Lt. = end Conc Porch

3+11 - 10.8 Lt. = end walk at Conc steps to House apron

3+06 - 10n Rt. = Beg. 3 Car. Gar - Conc floor + of Conc walk along House

3+03.6 = Jog. in Prop. Line on Rt. - 10.9 Lt. = sly.

3+00

2+64 - 10.1 Lt. = end Chicken House

2+62 - 9.5' Lt. = wly. P. pole # J.P.H. 4345

2+50

2+43 - 10.1 Lt. = Beg. Chicken House - Conc. floor

2+39 - 10.3 Lt. = Φ 3' Conc. walk

Lt.

Φ

Rt.

52

385.78

385.85

6.18

6.11

9.7 = edge
Conc.

11.1

apron

391.96

384.45

385.2

2.00

3.2

10.8

10.8

Top Porch

385.01

3.44

10.8

walk

ground

385.64

2.81

11.1

apron

385.82

2.63

13.1 = floor.

385.05

3.40

10.9

walk

384.6

3.8

385.2

3.2

10

385.0

3.4

40

384.8

3.7

10

384.6

3.8

10

385.0

3.4

10

385.2

3.3

40

384.4

4.0

10

384.4

4.0

10

384.5

3.9

10

384.4

4.0

15

384.22

4.23

10.3

walk

384.43 ?

4.02

10.1 = floor.

388.45

4+76 - 9.6 Rt = Beg. Picket fence

4+75 - 9.9 Lt = fence

4+72.5 - 11' Rt = end wing
10.9 Rt = Beg. wing on Gar.

4+62 - 14.6 Rt = end Gar.

4+50

4+36 - 14.6 Rt = Beg. 3 car Gar. - Conc. floor.

4+32.5 - 10.1 Lt = Beg. Picket fence

4+32.5 - 9.8 Lt = Wly. P. pole # JPA. 4373
6" High

4+32.5 - 9.6 Rt = end fence + Wly. 6" Conc. wall

4+00 - 9.8 Rt = end shed. + Beg. Picket fence

3+89 - 9.7' Rt = end fence + Beg. shed - dirt floor.

3+89 - 10.2 Lt = end fence

3+55 - 10.1 Rt = Picket fence

3+50

3+48 - 9.8 Lt = Beg. Lath fence

3+47 - 9.5 Lt = Wly. P. pole # JPA. 4359

3+45 - 11' Rt = Cor. Conc. walk

3+36 - End Gar. = apron joins walk

Lt

±

Rt

53

387.3
4.7
15

387.1
4.9
10

387.4
4.6
10

387.4
4.6
10

387.9
4.1
11 =
ground

388.26
3.70
14.6

388.22
3.74
14.6
floor.

386.7
5.3
9.6
Base of
wall

386.0
6.0
40

386.3
5.7
10

386.2
5.8
10

386.5
5.5
10

386.6
5.4
15

385.6
6.4
15

385.5
6.5
10

385.2
6.8
10

385.6
6.4
10

385.9
6.1
15

385.80
6.16
11 = walk

385.85
6.11
11.1
apron

385.94
6.02
13.1
floor.

391.96

5+83.5 - 9.6 Lt. = wly P. pole # J.P.A. 4395
 T.P. 4.26 392.57 3.65 388.31

House
 5+79 - 13.3 Rt. = \pm Vent in Conc found. at

5+67 = \pm Conc. slab - with Rough Conc in Alley

5+62 - 9.9 Rt. = Beg Picket fence

5+61.5 - 9.8 Rt. = Ely. Guy Pole # 823478

5+60 - 10.6 Lt. = end Conc. wall

5+50

Lath House
 5+48 - 10.4 Lt. = Beg 5" Conc wall - Base for

5+44 - 9.6 Rt. = \pm Dead Man.

5+18.5 - 9.8 Lt. = wly. P. pole # J.P.A. 4387

5+18.5 - 10.2 Lt. = end fence

5+18 - 10.2 Rt. = end fence

5+00

4+83 - 15.1 Lt. = \pm Sing Gar. - Dirt floor
 - Behind fence

Lt.

\pm

Rt

54

392.57

388.75

3.31

13.3 = Bottom of Vent = Conc

388.66

3.30

10.4 = Req Conc. slab.

388.58

3.38

8 edge Rough Conc.

388.96

3.00

10.6 Top Conc.

388.4

3.6

10.6 ground.

388.7

3.3

10

388.8

3.2

388.6

3.4

10

388.93

3.03

10.4 Top Conc.

388.8

3.2

10.4 ground.

387.8

4.2

15

387.6

4.2

10

388.1

3.9

10

388.1

3.9

10

388.2

3.8

15

387.6

4.4

15.1

floor.

391.96

Lt.

#

Rt.

55

B. 566-P63

Check B.M. = N.W. 25th Meade 5.50 387.07 387.04

12' N. = S. cb. Meade

6+07.15 = S.L. Meade + edge of H.C. Pavement

6+04 - 8.8 Lt. # Dead Man

5+85 - 12.3 Lt. # Vent in Conc. found. of House

387.32	386.94	387.26	386.75	386.79	386.76	387.23	386.54	386.93
5.25	5.63	5.31	5.92	5.78	5.81	5.34	6.03	5.64
50	50	10	10		10	10	50	50
Top	gut.	Top 2 Rod	gut.		gut.	Top 2 Rod	gut.	Top
		387.35	387.01	387.10	387.29	387.47		
		5.22	5.56	5.47	5.28	5.10		
		9.8	9.4		9.8	9.8		
		Top ent. cb.	gut.		gut.	Top = end cb.		
		388.53	388.7	388.6	388.4	388.5	388.5	
		4.04	3.9	4.0	4.2	4.1	4.1	
		12.3	12.3	10		10	12.4	
		Bottom of opening	ground.				along house	
					392.57			

Fd. CT.
1'

Voltaire 6+10.40

St.

Fd. CT.
1'

(Curb, Sidewalk and road
in on Voltaire to Prop. Line at
Tennison. 57)

30' W 30'

25' 25'

4+70

4+10

St.

5+70

3+50.24

Fd. CT.
1'

Udall

2'

2+70.24

Levels on San Clemente St.

(Tennyson to Voltaire)

0+83 E Double Garage on Rt.

INDEXED

0+50

0+10 End Curb & Sidewalk on Rt.

0+00 N.L. Tennyson

0-10 Curb Line

0-30 E Tennyson

T.P. 10.50 129.03

B.M. 11.91 118.83

030 118.53

106.92

Lt.

E

Rt.

58

119.95	118.59	119.91
9.08	10.44	9.12
30	30	30
Apron		37.5

126.4	126.9	123.5	123.2	122.3		121.9	121.3	124.0
2.6	2.1	5.5	5.8	6.7		7.1	7.7	9.0
50	30	24	78	12			30	32.4

125.03	125.10
4.00	3.93
20	29

127.7	126.6	125.8	125.7	125.59	125.78
1.3	2.4		3.3	3.44	3.25
50	30	32	21.4	21.4	32.5
				cb.	

126.3	126.3	126.2	125.5	125.54	123.8	123.47
2.7	2.7		3.5	3.49	5.2	5.26
30	30	2.8	40	40	30	80
				cb.		cb.

125.6	126.3	126.5	125.3	123.2
3.4	2.7	2.5	3.7	5.8
100	30		50	100

129.03

S.W. Prop. Mon. Tennyson and Wells

T.P. 1.03 106.04 12.09 105.01 Spike in Guy Pole

2+76 Guy Pole on Rt. 23.9' Rt.

2+50

2+00 No. Edge 4' Sidewalk 31.5 Rt.

1+50 & Double Garage on Rt.

1+37 & Manhole on Lt.
T.P. 1.02 117.10 12.95 116.08

1+00

129.03

107.8 107.3 107.1 105.2 105.5 106.1 105.7 105.2
 $\frac{9.3}{50}$ $\frac{9.8}{30}$ $\frac{10.0}{22}$ $\frac{11.9}{16}$ $\frac{11.6}{16}$ $\frac{11.0}{16}$ $\frac{11.4}{30}$ $\frac{11.9}{50}$

111.6 111.4 110.9 110.0 109.8 109.9 109.96 109.54
 $\frac{5.5}{50}$ $\frac{6.0}{30}$ $\frac{6.2}{21}$ $\frac{7.1}{14}$ $\frac{7.3}{14}$ $\frac{7.2}{30}$ $\frac{7.14}{31.5}$ $\frac{7.56}{44}$

116.3 115.6 115.0 114.5 117.1 113.7 113.8
 $\frac{0.8}{50}$ $\frac{1.5}{30}$ $\frac{2.1}{21}$ $\frac{2.6}{13}$ $\frac{3.0}{30}$ $\frac{3.4}{30}$ $\frac{3.25}{44.6}$

116.12
 $\frac{0.78}{25.5}$

117.10

120.9 120.6 119.7 119.4 118.8 118.6 118.3 117.4 117.4 116.4
 $\frac{8.1}{50}$ $\frac{8.4}{32}$ $\frac{9.3}{30}$ $\frac{9.6}{18}$ $\frac{10.2}{10}$ $\frac{10.4}{10.4}$ $\frac{10.7}{18}$ $\frac{11.6}{22}$ $\frac{11.6}{30}$ $\frac{12.6}{50}$

129.03

Lt.

C

R. 60

3+40 So. Line Udall on East

99.9	99.6	96.8	96.9	97.0	99.3	98.2	95.5
$\frac{6.1}{42}$	$\frac{6.4}{30}$	$\frac{9.2}{19}$	$\frac{9.0}{3}$	$\frac{6.7}{5}$	$\frac{7.8}{30}$	$\frac{10.5}{50}$	

3+30²⁴ No. Line Udall on West

100.1	100.1	98.2	97.9	97.7	100.5	99.9	97.8
$\frac{5.9}{50}$	$\frac{5.9}{30}$	$\frac{2.8}{28}$	$\frac{8.1}{8.1}$	$\frac{8.3}{3}$	$\frac{5.5}{6}$	$\frac{6.1}{30}$	$\frac{8.2}{50}$

3+16⁵⁰ End Cb. Return 30' Lt.

98.00	97.47	98.8
$\frac{8.04}{30}$	$\frac{8.57}{30}$	$\frac{7.2}{30}$
Cb.	G.H.	Dirt

3+00²⁴ C Udall on West

100.07	99.49	100.7	100.8	100.6	102.6	102.8	101.4
$\frac{5.97}{50}$	$\frac{6.55}{29.8}$	$\frac{5.3}{11}$	$\frac{5.2}{5.2}$	$\frac{5.4}{7}$	$\frac{3.4}{10}$	$\frac{3.2}{30}$	$\frac{4.6}{50}$
	Edge Pav.						

2+82.3 End Cb. Return 30.1 Lt.

101.05	100.62	101.3
$\frac{4.99}{30.1}$	$\frac{5.42}{30.1}$	$\frac{4.7}{30.6}$
Cb.	G.H.	Dirt

2+70²⁴ So. Line Udall on West

105.3	105.9	105.8	103.2	103.7	103.7	104.7	104.3	103.7
$\frac{+0.7}{50}$	$\frac{0.1}{30}$	$\frac{0.2}{25}$	$\frac{2.8}{19}$	$\frac{2.3}{2.3}$	$\frac{2.3}{9}$	$\frac{1.3}{15}$	$\frac{1.7}{30}$	$\frac{2.3}{50}$

106.04106.04

4+70 £ Alley on West

4+56.5 £ Single Garage 32.2 Lt. Dirt Floor

4+50

4+10 No. Line Udall on East

3+75 £ Udall on East

T.P. 0.82 94.03 12.83 93.21

3+50 Power pole 32.2 Rt No. 499. Guy Pole 20.5' Lt.

106.04

Lt.

£

Rt 61

85.7	84.2	84.3	82.3	82.6	81.5	80.6
$\frac{8.3}{65}$	$\frac{9.8}{30}$	$\frac{9.75}{28.5}$	11.7	$\frac{11.4}{2}$	$\frac{12.5}{30}$	$\frac{13.4}{50}$

Man hole

85.6
 $\frac{8.4}{32.2}$

87.5	87.3	86.3	85.0	84.1	84.7	84.4	82.6	84.5	84.1	82.1
$\frac{65}{50}$	$\frac{6.7}{35}$	$\frac{7.7}{30}$	$\frac{9.0}{14}$	9.9	$\frac{7.3}{2}$	$\frac{9.6}{30}$	$\frac{11.2}{32}$	$\frac{9.53}{32}$	$\frac{9.93}{50}$	$\frac{11.9}{50}$

Conc. wall
5' w.

91.0	90.8	88.7	88.0	88.5	87.2	86.4
$\frac{3.0}{50}$	$\frac{3.2}{30}$	$\frac{5.3}{12}$	6.0	$\frac{5.5}{2}$	$\frac{6.8}{30}$	$\frac{7.6}{50}$

93.4	93.4	93.7	92.9	92.7	93.9	90.5	89.4
$\frac{+0.6}{46}$	$\frac{+0.6}{30}$	$\frac{+0.3}{25}$	$\frac{1.1}{20}$	1.3	$\frac{+0.1}{1}$	$\frac{3.52}{29.1}$	$\frac{7.6}{50}$

man hole
' >

94.03

106.04

5+75

5+63.5 ♀ Conc. Drive Rt. 31.3' Rt 14.5' Wide

5+50

5+275 End Lattice fence 29.2' Lt.

4+97.5 ♀ Conc. Driveway 31.3' Rt. (13' wide)

4+95 Begin Lattice fence 29.2' Lt.

4+91.5 E+W Conc. Ret. Wall 31.3' Rt

4+84.5 ♀ Single Garage 54.3 Lt.

T.P. 4.06 85.65 12.44 81.59

4+90.5 Power Pole 21.8' Rt. No. 2175

94.03

Lt.

♀

Rt.

62.

77.6	77.4	76.0	75.0		74.4	73.8	74.2	75.0	75.6
$\frac{8.0}{46}$	$\frac{8.3}{30}$	$\frac{9.6}{21}$	$\frac{10.6}{16}$		$\frac{11.2}{5}$	$\frac{11.9}{5}$	$\frac{11.4}{10}$	$\frac{10.6}{16}$	$\frac{10.1}{30}$
									Bldg.

					74.6	75.4	75.87	75.8
					$\frac{11.1}{5}$	$\frac{10.3}{9}$	$\frac{9.78}{31.3}$	$\frac{9.80}{39}$
							Top.	

79.2	78.8	77.0		76.2	76.8	78.0	78.0
$\frac{6.5}{41}$	$\frac{6.8}{30}$	$\frac{8.6}{17}$		$\frac{9.5}{17}$	$\frac{8.8}{17}$	$\frac{7.6}{30}$	$\frac{7.6}{31.3}$
							Bldg.

83.0	82.6	81.2	80.6		79.6	79.8	76.7	76.7
$\frac{2.6}{50}$	$\frac{3.1}{30}$	$\frac{4.5}{21}$	$\frac{5.1}{12}$		$\frac{6.0}{4}$	$\frac{5.8}{4}$	$\frac{8.95}{31.3}$	$\frac{8.98}{50}$
							Top.	

					80.0	79.5	76.8	79.5	76.8
					$\frac{5.7}{13}$	$\frac{6.19}{31.3}$	$\frac{8.84}{31.3}$	$\frac{6.17}{50}$	$\frac{8.90}{50}$
						Top	Bottom	Top	Bottom

85.65

94.03

	5.29	67.34	5.20	62.14 = 62.10
12.00			7.38	62.05
T.P.	1.59	69.43	8.19	67.84

6+45⁴⁰ £ Voltaire

6+20⁴⁰ Curb Line on Voltaire

6+10.40 So. Line Voltaire Edge Paving

6+00

T.P. 1.64 76.03 11.26 74.39

85.65

£.

£

Rt.

63

S.E. LT. See FB. 172 Pg. 41

~~12.00~~ Voltaire and Cottina

69.97	70.85	71.41	71.84	72.13
$\frac{6.06}{100}$	$\frac{5.18}{50}$	4.2	$\frac{4.19}{56}$	$\frac{3.90}{100}$

70.04	69.51	70.99	70.44	70.76	71.05	71.13	71.19	71.77	71.35	71.99
$\frac{5.94}{90}$	$\frac{6.52}{90}$	$\frac{5.04}{40}$	$\frac{5.59}{40}$	$\frac{5.27}{20}$	4.78	20	40	$\frac{4.26}{40}$	$\frac{4.12}{75}$	$\frac{4.04}{75}$
cb.	Gutt.	cb.	Gutt.				Gutt.	cb.	Gutt.	cb.

71.67	71.94	71.28	71.51	71.40	72.07	72.03
$\frac{4.36}{29.7}$	$\frac{4.09}{32.7}$	$\frac{4.75}{22.7}$	4.52	$\frac{4.63}{22.6}$	$\frac{3.96}{22.6}$	$\frac{4.00}{30}$
	cb.	Gutt.		Gutt.	cb.	

75.7	75.7	74.5	72.4	72.3	72.2	73.3	73.4
$\frac{40.3}{50}$	$\frac{0.3}{30}$	$\frac{1.5}{20}$	$\frac{3.6}{16}$	3.7	$\frac{3.8}{20}$	$\frac{2.7}{23}$	$\frac{2.6}{30}$

76.03

85.65

Additional Levels

Alley Bk D Sterling worth

(Original Notes - Page 49)

2-9-49

W.O. 31559

Sammernayer
McCoy
Jones

INDEXED

1+54 Cont.

Rods on so. edge of Drive

1+54. 13⁵Rt. = start conc. Dr. (P. 51)

1+53 = 82' Rt. = End of ditch
bottom of 1' wide ditch

1+52

1+30

Stationing same as in original notes P. 49.

T.P.	5.25	388.92	3.05	383.67
S.W. B.P.				
Swift &	7.45	<u>386.72</u>	-	379.27
E. Cajon				

383.51
5.41
125

383.5 383.5
5.14 5.1
40 15
low spots in yard.

383.78 383.89 383.69 383.78
5.14 5.03 5.23 5.14
38 60 80 110

383.0 383.0 383.2 383.2 383.6
5.9 5.9 5.7 5.7 5.3
10 30 60 82 83

383.2 383.3 383.7 383.6
5.7 5.6 5.4 5.3
10 30 60 82

383.3 383.4 383.8
5.6 5.5 5.1
50 75 85

✓
388.92

Alley B.K. D.
Sterlingworth

INDEXED

0+75

2+75

2+10

2+28

2+00

1+89

T.P. 5.12 388.79 5.25 383.67

388.92

382.2 5.6 60	382.1 5.7 70	382.3 6.5 25	382.3 6.5 10	6.4	382.4 5.8 70	383.0
--------------------	--------------------	--------------------	--------------------	-----	--------------------	-------

388.79

385.4 3.4 20	384.8 4.0 10	384.7 4.1	384.7 4.1 10	3.6 25	385.2	385.6 3.2 45
--------------------	--------------------	--------------	--------------------	-----------	-------	--------------------

384.6 4.2 25	384.9 3.9 45
--------------------	--------------------

384.2 4.6 20	384.0 4.8 10	384.0 4.8	384.0 4.8 10	5.00 20 Low Spot	383.79 4.6 35	384.2 4.2 55	384.6
--------------------	--------------------	--------------	--------------------	---------------------------	---------------------	--------------------	-------

383.9 4.9 20	384.1 4.7 40	384.2 4.6 60
--------------------	--------------------	--------------------

384.0 4.8 30	383.9 4.9 10	5.2	383.6 5.2 10	383.9 4.9 10	384.1 4.7 35	384.1 4.7 60
--------------------	--------------------	-----	--------------------	--------------------	--------------------	--------------------

388.79

X-Section Diamond St. From
Cass to Westady Line North Shore

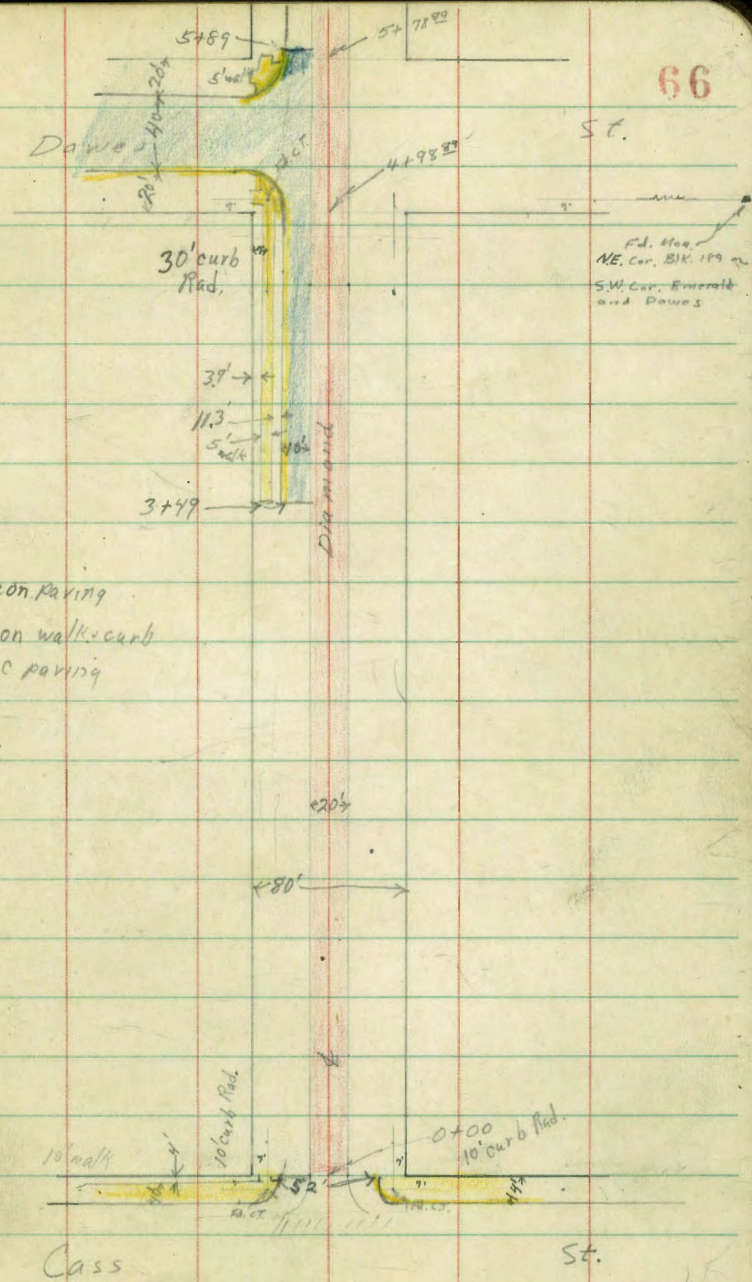
Roberts
W. Moore
Clark
2-21-49
W.O. 31553

Map. 932, 1969 T.P. 1762-3

FB. 1322 T.P. 20

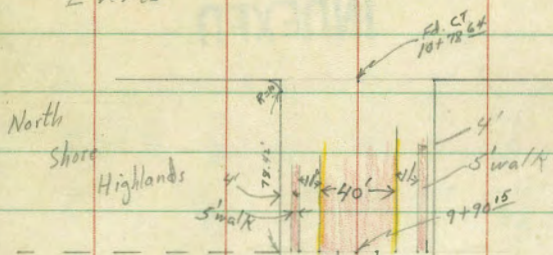
INDEXED
WIK
MAR 1 1949

512.49
498.09



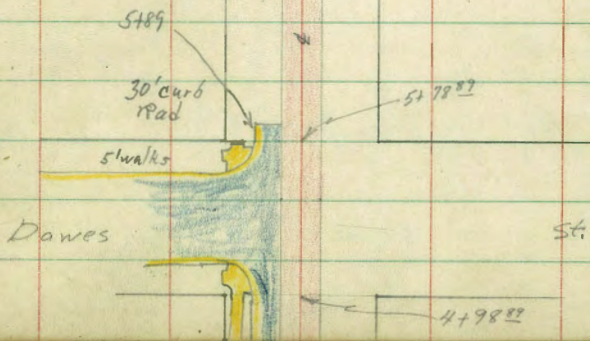
Ever ts

St.



- █ Com paving
- █ Cox walks curb
- █ A.C. paving

← 60' →



Cont'd From Page 69

North
Lt.

South
RT

70

4436 20' RT & 12' wide con drive way gutter 31.3' walk 50.61
6.61
57.76 51.46

4400

3477 39.8 RT & 3' wide con walk 49.64
7.58

T.P. 6.94 57.22 3.26 50.28

3458 39.8 RT & 7.3 wide (2) 2' wide con ribbon drive west 49.12
4.42

3449 20' Lt Begin curb 31.3 Lt con walk 5' wide 49.28
49.59

3410 16.1 RT & 3' wide con walk 40 prop 4.96
4.26

3400

2468 34.2 RT & 3' wide con walk 40 prop 5.03
5.18

2454 33.7 RT & 2' wide con walk 40 prop 5.59
5.74

North Lt.	North	South RT	South
55 40	57.06 31.3 20 21	50.65 20 20 14	50.02 50.20 50.20 50.09
702 101	702 101	702 101	713 101
68 18	74 26	74 40	74 50
51.0 50.8	50.38 50.12	49.42 49.44	49.52 49.37
25 50	27 40	34 31.3 20 20	42 40 42 41
35 50	50.0 35 40	49.6 49.59 49.6 49.6	48.7 48.5 48.7 48.1
5.03 5.18	5.03 5.18	5.03 5.18	5.03 5.18
5.59 5.74	5.59 5.74	5.59 5.74	5.59 5.74
53	54	53	54

Cont'd From Page 71

6+85 { W. Edge Conc. Drive 40.1' Rt
40.2' Lt & 3' Conc. Walk

6+70 40.4' Rt & 8' Conc. Drive

6+50

T.P. 7.42 59.72 4.92 52.30

N.W. BP
Dawes Diamond

6+00

5+89 E.C. curb return to End AC paving to curb

5+87 21.7 RT & Fire Hydrant

5+78.89 East prop like Dawes End s'walk Lt.

North
Lt.

E

South
Rt.

72

54.07
365
40.2
conc.

54.35
5.37
40.1
conc.

53.91
5.81
55.3
Floor

54.46
5.06
40.4
conc.

53.89
5.93
49

55.5
4.2
50

55.3
4.4
40

54.6
5.1
21

54.0
5.7
17

53.76
5.96
10
E. Pav.

53.16
5.76

53.68
6.09
10.1
E. Pav.

54.2
5.5
19

54.0
5.7
40

53.8
5.9
50

59.72

54.9
23
50

54.7
25
40

54.3
22
20

52.9
43
18

52.89
43
10

52.91
43
10

52.75
44
10

53.0
42
16

53.7
34
30

53.1
41
40

53.2
40
50

54.7
25
40

54.1
32
22

53.30
32
20

52.50
42
20

52.62
45
10

52.72
45
10

52.58
46
10

52.8
44
16

53.4
38
20

53.3
39
40

55.0
22
100

53.1
41
40

53.11
41
31.1

53.02
42
21.8

52.54
46
21.8

52.52
42
100

52.55
47
100

52.43
47
18

52.71
45
20

53.4
38
20

53.0
42
40

51.5
51
100

57.22

Cont'd. From Page 73

8+50

8+22

40.3' Rt & 3.3' Conc. Walk

T.P.

828

64.75

3.25

56.47

8+00

23' Lt to Center 24" Tree

7+94

24' Lt to center 6" Palm

7+78

38' Lt & 4' Conc Walk

7+65

24.5' Lt. to Center 12" Palm

7+63

35.2' Lt & 1.5' Conc. Walk

59.72

Lt

Rt

Rt

74

59.4	59.3	58.9	57.9	57.19	57.23	57.10	57.14	57.7	57.1	57.0
<u>5.4</u>	<u>5.5</u>	<u>5.9</u>	<u>6.9</u>	<u>7.56</u>	<u>7.52</u>	<u>7.65</u>	<u>7.4</u>	<u>7.1</u>	<u>7.7</u>	<u>7.8</u>
50	40	27	21	10 E. Pav.	10 E. Pav.	10.1 E. Pav.	16	18	10	50

56.47
8.28
40.3
Conc

63.75

58.1	57.8	57.2	56.29	56.34	56.21	55.9	56.5	56.1	56.0
<u>1.6</u>	<u>1.9</u>	<u>2.5</u>	<u>3.73</u>	<u>5.634</u>	<u>3.51</u>	<u>3.8</u>	<u>3.2</u>	<u>3.1</u>	<u>3.7</u>
50	40	25	10 E. Pav.	3.38	10.1 E. Pav.	13	18	40	50

57.76
1.96
50
conc.

57.52
2.20
38.1
conc.

57.20
2.52
40
conc.

56.87
4.96
35.2
conc.

59.72

Cont'd From Page 74

NW. B.P.
Events + Diamond

Check 3.65 61.10 = 60.98

10+78⁶⁴ W. Prop. line Events

10+30

9+90¹⁵ Westerly Line North Shore Highlands

9+50

9+45 30⁵' R.E. & 8' Conc. Drive

9+00

64.75

Station	1	2	3	4	5	6	7	8	9	10	
10+78 ⁶⁴	3.35 21.7 Cb.	4.10 21.7 Gutt.	3.69 10	61.05 3.70	60.93 10	60.91 4.74 21.7 Gutt.	60.87 4.28 21.7 Cb.				
10+30	4.15 20 Cb.	4.86 20 Gutt.	4.50 10	60.25 4.50	60.10 4.65	59.27 5.48 20 Gutt.	59.69 5.06 20 Cb.				
9+90 ¹⁵	4.60 26 conc walk	4.63 31 conc walk	4.78 20 cb.	5.24 20 Gutt.	5.20 10	59.61 5.4	59.50 5.25	58.59 6.6 20 Gutt.	59.02 5.93 20 Cb.	59.11 5.64 21 conc walk	59.13 5.62 20 conc walk
9+50	3.9 30	4.1 40	4.03 28	5.4 20	5.90 10 E.Pav.	58.90 5.85	58.81 5.94 10.1 E.Pav.	58.8 6.0 15	59.1 5.7 17	58.6 6.2 40	58.5 6.3 20
9+45							58.33 6.42 20.5 conc.	58.29 6.44 40 conc.		58.27 6.48 68.5 floor	
9+00	4.8 50	5.0 40	5.4 26	6.2 20	6.72 10 E.Pav.	58.02 6.73	57.90 6.85 10.1 E.Pav.	58.1 6.7 16	58.5 6.3 18	58.6 6.2 40	58.5 6.3 50

64.75

Cont'd From Page 75

check		7.72	44.07	Starting B.M. = 44.07
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T.P.	1.51	51.79	7.16	50.28
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T.P.	0.97	57.44	8.28	56.47
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6475

B.M. check

Cass + Diamond to Cass + Missouri +

Dawes + Missouri to Dawes + Diamond to

Cass + Diamond 3-14-19 W.O. 31533

Summons
McCoy
Allen
Gross

S.E.B.P. Cass + Diamond 8.01 44.09 44.07

T.P. 2.96 52.10 6.70 49.14

N.W.B.P. Dawes + Diamond 3.52 55.84 11.36 52.32

Nov. plug
G-249
52.23

S.E.B.P. Dawes + Missouri G-249 80 4.00 63.68 62.49-80 59.56

Spike in N.E.I.Y. Tol. pole. Dawes + Missouri 1.41 62.27 62.18

T.P. 5.31 63.68 2.07 59.37

T.R.S.E.B.P. Cass + Missouri 7.82 60.44 0.30 52.62 G-249-80 52.52

S.W.L.+T. Missouri + Dawes 1.31 51.61

S.E.B.P. Cass + Diamond 8.85 52.92 - 44.07

Re-check opposite line 0.02 off

77

Use this page

S.E.B.P. Cass + Diamond 7.99 44.07 44.07

T.P. 2.94 52.06 7.94 49.12 55.12
N.W.B.P. Dawes + Diamond 4.76 53.30 +0.02

T.P. 1.03 57.06 7.80 56.03
S.E.B.P. Dawes + Missouri 4.14+ 59.69 0.01

Spike in N.E.I.Y. Tol. pole Dawes + Missouri 1.56 62.27 ✓

T.P. 7.22 63.83 3.08 56.61

T.R.S.E.B.P. Cass + Missouri 7.07 59.69 0.34 52.62 ✓

S.W.L.+T. Missouri + Dawes 1.36 51.60 0.01

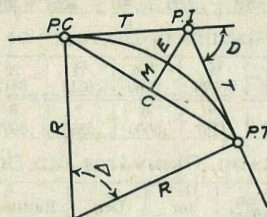
S.E.B.P. Cass + Diamond 8.89 52.96 - 44.07

87

78

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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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 $= M = R(1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)
- External $= E = T \tan \frac{\Delta}{4} = R + \cos \frac{\Delta}{2} R$ (7) $= R \sec \frac{\Delta}{2}$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord $= C = 2 R \sin \frac{\Delta}{2}$ (10) $\Delta =$ Central Angle

EXPLANATION AND USE OF TABLES

Stations.—Given P. I. = Sta. 161 + 60.35 to find Sta. of P. C. and P. T. $\Delta = 62^\circ 10'$ $D = 8^\circ 20'$. From Table IV for 1° 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 = $7.27 (54.50 + 100)^2 = 2.16$ 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 $D = 5^\circ 30'$.

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63.25

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71

46.5

24.5

3466
51395



28.40
3.33
31.73

31.73
7.63
24.10

31.73
6.97
24.74
2.40
27.14
5.00
22.14

5+34.49
1.7
66

887
393.22

306.24
96.46
97.8

306.24
296.46
97.8

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.

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