



1845

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 1 1/2 see inside of back cover.

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Traffic Survey Only

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X-sec.		
Berry to Gardena	^{Littlefield}	28-31
Gardena	^{Illion to} Calverton	32-
Pino Crossing - Sewer - thru Levee		44

See 1817-79

2-22-48

E. side - State - Beech to Ash

0+00 = S. cb.

+10 = P.C.

+14 = S.L. Beech - Beg. R2 + D = 3'

+19.5 = 0.9 B = Wly. F.H.

+56.6 - 1.2 B = Wly. L.S.

+60.6 - end D + Beg. C

+61.9 - 1.3 B = \pm 6" G.U.

+63.5 - 2.5 B = \pm W.M.

+64.5 - end R2.

+87.5 - 2' B = \pm W.M.

1+07 = \pm 3" Drain + Beg. Dr.

+29.9 - end Dr. + Beg. Y2

+31 - 1.8 B = \pm W.M.

+33.8 - 1.5 B = \pm 6" G.U.

+47 - 1.2 B = Wly. L.S.

+50 = end Y2 + Beg. Dr.

+64.3 = \pm 4" Drain - end Dr. + Beg. D

+65.2 - 1.8 B = \pm W.M.

+66.3 = \pm 4" Drain

+78.3 = end D + Beg. Dr. - C

2+01.6 - end Dr. + Beg. D

+16.8 = \pm 6" Drain

+23.8 - 1.6 B = \pm 6" G.U.

+30.1 - 1.2 B = W.Ly. L.S.

1

2+32.7 - end D + Beg. Dr. C

+76.1 - end Dr. + Beg. D

+77.7 - 2' B = \pm W.M.

+97 - Beg. R2

3+14.5 = end D + Beg. C

+15.2 = N.L. Ash

+15.5 - 1.2 B = Wly. L.S. + end R2

+19.2 = P.C.

+29.2 = N. cb.

W. side state - Beech to Ash

0+00 = S. cb.

+10 = P.C.

+14 = S.L. Beech - Beg. C

+14.4 - 1.2' B = Ely. L.S.

+30.6 - 1.5 B = \pm W.M.

+31.4 - Beg. Dr.

+58 - end Dr.

+70.3 = Beg. Dr.

+96.3 = end Dr.

+99.5 - 1.2 B = Ely. L.S.

1+08.6 = \pm 4" Drain

+10.7 - 2.2 B = \pm 6" G.U.

+17.2 - end C + Beg. D. - 3'

\pm 19.4 - Beg. cb. out.

W. side state - Cont.

- 1+26.3 - 2' B = \pm w.M.
- +28.5 = end cb. out
- +46.3 = Beg. cb. out.
- +55.3 = end " "
- +64.2 - 1.2' B = Ely. P. pole
- +84.6 - 1.2 B = Ely. L.S.
- +87.6 - 1.8 B = \pm w.M.
- +92.8 - end Dr + Beg. C
- +96.2 - end C + Beg. D
- +99.4 - 1.7 B = Ely. 8" Tree
- 2+10.8 - 1.8 B = Ely. 12" Tree
- +13.1 - 1.7 B = \pm w.M.
- +14 = end D + Beg. Dr. - c
- +35.3 - end Dr. + Beg. D
- +39.5 - 1.4 B = Ely. 16" Tree
- +41.3 = 1.5 B = \pm w.M.
- +42.3 - 1.5 B = \pm w.M.
- +56 - Beg. R2
- +63.3 - 0.9 B = Ely. P. pole
- +71.1 = 1.2 B = Ely. L.S.
- 3+02.4 - 2' B = \pm Bus stop sign
- +11.7 = end R2
- +14 = end D + Beg. C
- +15 = N.L. Ash
- +19 = P.C.
- +29 = N.cb.

end 4-22-48

Beg. 4-23-48

E. side state - Fish to A

?

- 0+00 = 2.cb
- +10 = P.C.
- +14 = 2L. Fish - Beg. C
- +17.6 - Beg. R2
- +18.9 - 1' B = wly. F.H.
- +23.1 - 2.7 B = \pm Bus sign
- +45.3 - end R2
- +46.8 - 1.2 B = wly. L.S.
- +47.8 - Beg. Dr. - (Not all needed.)
- +64 - 2.2 B = \pm w.M.
- +92 - end Dr.
- 1+10.1 - 3' B = \pm 6" G.U.
- +13 = \pm 4" Drain
- +14.9 - 2' B = \pm w.M.
- +16 = \pm 4" Drain
- +27.1 - 1.2 B = wly. L.S.
- +31.6 - 1.6 B = \pm 6" G.U.
- +49 - Beg. Dr.
- +64 - end Dr. + Beg. D - 3'
- +64.8 = \pm 4" Drain
- +80.8 - End D + Beg. Dr. - C
- +97.3 - end Dr. + Beg. D
- +97.8 - 1.9 B = \pm w.M.
- 2+09.2 - 1.1 B = \pm 6" G.U.
- +12.1 - 1.1 B = wly. L.S.

E. side state - Cont.

- 2+13.8 = \pm 3" Drain
- +14.2 = end D + Beg. C - solid to end
- +14.8 = \pm 4" Drain
- +20.5 - 1.7 B = wly. 1.8 x 1.8 w.M.
- +26.3 - 0.9 B = \pm 2" Post.
- +29 = \pm 4" Drain
- +32.8 - Beg. Dr. ✓
- 3+13.2 - end Dr. ✓
- +14.4 - N.L. A + 1.2 B = W.L. L.S. ✓
- +18.4 = P.C.
- +28.4 = N. cb.

W. side state - Nsh to A

- 0+00 = S. cb.
- 110 = P.C.
- +14 = S.L. Ash - Beg. C + R2 - 1.2 B = Ely. L.S.
- +14.2 Beg. cb. inlet
- +16.7 - end " " ✓
- +27.8 - end R2. + Beg. Dr. ✓
- +50.5 - end Dr. ✓
- +61.2 - 1' B = \pm 6" G.U.
- +79.1 - 1.7 B = \pm w.M.
- +79.8 - Beg. Dr. ✓
- +98.7 - end Dr. ✓
- 1+01.6 - 1.2 B = Ely. L.S.

- 1+12.8 = \pm 4" Drain
- +14 - end C + Beg. D - 3'
- +14.6 - 1.4 B = Ely. P. pole
- +16 - Beg. cb. broken
- +25.7 - 1' B = Ely. 48" Palm
- +32 - end cb. broken
- +34 - end D + Beg. C
- +37 - end C + Beg. D
- +41.8 - 2.1 B = \pm w.M.
- +52.8 - Beg. R2
- +57.2 - end D + Beg. Dr.
- +75.1 - end Dr. + Beg. D
- +78.8 - end R2
- +84.3 - 1.5 B = \pm w.M.
- +88.1 - end D + Beg. C
- +89.3 - 2.2 B = Ely. L.S.
- +94 - end C + Beg. D
- 2+14 - end D + Beg. C
- +28.2 - 1.5 B = \pm w.M. + Beg. Dr. ✓
- +50.2 - end Dr. ✓
- +68 - end C + Beg. C.L.
- +68.1 - 1.8 B = Ely. P. pole
- +71.3 - 1.2 B = Ely. L.S.
- 3+14.3 = N.L. A
- +15.3 - end C.L.
- +18.3 = P.C.
- +28.3 = N. cb.

E. side of Pacific - Date to Cedar

0+00 = S. cb

+14 = S.L. Date

+20 = P.C. = Beg. D 24

+21.1 - 1' B = why. L.S.

+27.3 - end D + Beg. Dr. - c

+42.7 - end Dr + Beg. D

+63.8 - Beg. R2

1+19.9 - 1.8 B = ± w.M.

+37.3 - 0.9 B = why. P. pole

+64 - 1' B = why. L.S.

+87.2 - 14 B = why. 5" Tree

2+10.8 - 1.7 B = ± w.M.

+134 - end R2

+33.3 - 14 B = why. 6" Tree

+54.9 - 15 B = ± w.M.

+62.1 - 0.9 B = why. P. Pole

+89 - 1' B = why. L.S.

3+04 - 17 B = why. 8" Tree

+27.2 - 0.8 B = why. 10" Tree

+35 - end D + Beg. Dr. - c

+57.2 - end Dr. + Beg. D

+69.2 - 1' B = why. P. pole

+97.8 - 14 B = why. 14" Tree

4+02.4 - end D + Beg. Dr. C - N.G.

+13 - 1.9 B = ± w.M.

4+13.6 - end Dr. + Beg. D

+31 - P.C. - Ret.

+34.4 - 0.8 B = why. L.S. - end D. = N.L. Cedar

+48.4 = N. cb.

E. side Pacific - Cedar to Beech

0+00 = S. cb.

+14 = S.L. Cedar. - 15 B = why. L.S.

+20 = P.C. - Beg. C

+22.4 - 14 B = why. P. pole

+26 - Beg. Dr.

+51.4 = end Dr. + Beg. C.L. - 24 - + Beg. R2

+52.4 - 1' B = why. F.H.

+57.4 - 12 B = why. 8" Tree

+84.1 - Beg. Dr. - end C.L.

1+14.2 - end Dr. + Beg. D

+14.8 - 1.2 B = why. P. pole

+32.4 - end D + Beg. Dr. - c - + end R2.

+57.8 - end Dr. + Beg. D

+59.4 - 1' B = why. L.S.

+80.3 - 17 B = ± w.M.

2+12 - end D + Beg. Dr. C.L.

+61.6 - end Dr. + Beg. C

+64 - 1' B = why. P. pole

+75.9 - 15 B = ± w.M.

E. side Pacific - Cont.

- 2+80.3 = 4" Drain
 +82.1 - 1' B = wly. L.S.
 +83.3 - end C + Beg. Ch.
 +84.6 - Beg. Dr. - N.G.
 3+14.6 = N.L. Beech
 +17 = end Dr. - Past P.C.
 +78.6 = N. cb.

W. Side - Pacific - Date to Cedar.

- 0+00 = S. cb.
 +08.5 = P.C. (Prop Line not est.)
 +10.9 - 1.5 B = Ely. F.H.
 +11.5 - Beg. Tile back of cb. - 2' wide Palm
 +14.7 - 1.7 B = Ely. of 4.5 x 4.5 Hole for
 +16.1 - 1.7 B = Ely. & Tree Hole (same as above)
 +77.5 - 1.7 B = Ely. & " "
 +92.5 - 0.9 B = Ely. L.S.
 1+07.5 - 1.7 B = Ely. & Tree Hole
 +39.7 - 1.7 B = " " " "
 +71.4 - 1.7 B = " " " "
 2+01.3 = P.C. of cb. (sta. are along cb.)
 +03.5 - 1.7 B = Ely. & Tree Hole
 +19.6 - 1' B = Ely. L.S. + Beg. R2.
 +24 = E.C. of cb.
 +35.2 - 1.7 B = Ely. & Tree Hole

- 2+45.8 - 1.7 B = Ely. & Tree Hole
 +96 - 1.7 B = " " " "
 2+25.5 - 1.7 B = " " " "
 +46 = approx N.L. Cedar produced.
 • Bus stop + R2. across st.

- 0+00 = S.L. Cedar - Prod. - still in R2.
 2' Tile Cont. + Tree Holes same size
 0+17.9 - 1.7 B = Ely. & Tree Hole
 +22 = end R2.
 +48 - 1.7 B = Ely. & Tree Hole
 +77.8 - 1.7 B = Ely. & Tree Hole
 H 08.5 - 1.7 B = " " " "
 +20.6 = P.C. in cb.
 +24.6 - 0.9 B = Ely. L.S.
 +40.7 - 1.7 B = Ely. & Tree Hole
 +69.5 + 1.7 B = " " " "
 +80 = P.R.S. in cb.
 +82.6 - Beg. R2
 +98.4 - 1.7 B = Ely. & Tree Hole
 2+27.1 - 1.7 B = " " " "
 +34.8 = E.C. cb.
 +56.1 - 1.7 B = Ely. & Tree Hole
 +72 - 1' B = Ely. L.S.
 +84 = end R2.

W. side Pacific Cont.

- 2+88-17 B = Ely & Tree Hole
- 3+05.6 = N. Line Beech Prod.

E. side Pacific - Hawthorn to Grape

- 0+00 = S. cb.
- +14 = S.L. Hawthorn
- +16.1 - 1.3 B = Wly. F.H.
- +17.9 - Beq. C.L. - 2.3 + Beq. R2
- +20 = P.C. Ret.
- +23 - 11' = wly. 2x2 Conc. base for Pole
- +29.1 - 0.8 B = wly. L.S.
- +44.8 - 1' B = wly. 2x2 Conc. base for Pole
- +82.8 - end C.L. + Beq. Dr. - C
- 1+26.5 - end Dr. + Beq. D. - 2.3'
- +39.7 - end R2.
- 16.1.3 - 0.8 B = wly. L.S.
- 2+20.3 - 1.5 B = ± w.M.
- +34.4 = Beq. Dr. sect. in cb. - D
- +46.4 = end Dr.
- +83.2 Beq. Dr. sect. in cb. - D
- +96.2 - end Dr.
- 3+00 - 0.8 B = wly. L.S.
- +08.6 - P.C. Ret
- +09.3 - 1.7 B = wly. Signal stand.
- +15 = N.L. Grape
- +16.3 = end D.
- +29 = N. cb.

S. side Broadway - Harbor Dr. to Pacific

- 0+00 = E. cb.
- +14 = E.L. Harbor. - Beq. C + R2
- +15 - 1.1 B = Nly. F.H. = P.C. Ret.
- +14.3 - 1.3 B = Nly. L.S.
- +67.2 - 0.7 B = Nly. ± of 25x25 Tree Hole
- +89.7 - 0.7 B = Nly ± " " " "
- 1+05 - 1.6 B = ± 6" w.V.
- +12.1 - 1.3 B = Nly. L.S.
- +42.4 - 0.7 B = Nly. ± Tree Hole (same size)
- +70.6 - 0.7 B = Nly. ± " "
- +98.2 - 0.7 B = " " " "
- 2+22 - 1.3 B = Nly. L.S.
- +37.9 - end R2 at P.C. 3' Rad. to Road thru Depot Road to Depot.
- 3+19.1 = W. cb. Road.
- +24 - 1.3 B = Nly. L.S.
- +25 = P.C. Ret.
- +26.1 - 0.9 B = Nly. 18x18 W.M.
- +30.6 - 2' B = ± P.M. (Not in operation)
- +39.8 - 2' B = ± P.M. all thro Bollock
- +49 - " " " "
- +52.8 - 0.8 B = Nly. 19x2.3 M.H.
- +58.2 - 2' B = ± P.M.
- +67.3 - " " " "
- +72.8 - 0.7 B = Beq. Nly. Conc. Lid - 2.8' wide
- +74.8 - 0.7 B = end " " "

S. side Bwdy. - Cont.

3+76.4 - 19 B = ± P.M.

+85.5 - 2' B = " "

+94.5 - 2' B = " "

4+03.8 - 2' B = " "

+04.3 = ± 4" Drain

+12.8 - 2' B = ± P.M.

+17.7 - 2.5 B = ± W.M.

+21 - 2' B = ± P.M.

+22.1 - 2.3 B = ± W.M.

+26 - 1.4 B = Nly. L.S.

+31 - 2' B = ± P.M.

+40.1 - 2' B = " "

+49.4 - 2' B = " "

+51.1 = ± 4" Drain

+58.4 - 2' B = ± P.M.

+67.8 - 2' B = " "

+76.6 - 2' B = " "

+81 - Beg. R2

+81.2 - 1' B = ± Traffic sign

+82.8 - 1.6 B = Nly. RR sign

+84.4 - 0.9 B = Nly. Fire box

+87 - 2.1 B = Nly. Signal box

+90.2 = 1.5 B = Nly. L.S.

+91.3 = P.C.

+94 = end R2. - cant est. Prop Line

5+10.2 = W. cb.

W. side - Harbor Dr. - Bwdy. to E.

0+00 = S. cb. - Prop Not est. (behind cb)

+05 = P.C. Ret. - Beg. R2 - 0.5 cb face with

Coldly walk

+06.9 - 2.5 B = Ely. L.S.

+20.8 - end R2. - Beg. Blue Zone - (navy Relief)

+44 = ^{Beg.} cb around tree Hole - end Blue + Beg. Y2

+53.2 - end cb.

+86 = Beg. cb. around Tree Hole

+95.3 - end " " " "

+133 - 2.4 B = Ely. L.S.

+69.9 - Beg. cb. around tree Hole

+79.3 - end " " " "

+112 = Beg. " " " "

+212 - end " " " "

+32.8 - End Y2 + Beg. R2

+53.1 - 3.4 B = Ely. F.H.

+59.5 - 2.3 B = Ely. L.S.

+62.1 = P.C. Ret

+66 = N. cb. - entrance to Navy Pier - end R2.

at E st. - still 0.5 cb. face behind cb +

ch. walk

end - 4-23 - 48

W. side Harbor Dr. - Market to Fish Grotto

- 0+00 = S. cb. of Market - Produced - w. Sta. are along w. cb. of Harbor Dr. - R2
- 0+10.9 = Beq. cb. around tree Hole - (8'x8' Hole with Large Palm in Φ) - 0.5' cb. face at back of cb. with C.L. walks-over brick
- +20.1 - end cb. around Tree Hole
- +25.9 - end R2 + Beq. Y2
- +50 - Beq. cb. - Tree Hole
- +61.4 - end " " "
- +75.7 - 3' B = Ely. L.S.
- +91 - end Y2 - + Beq. cb. - Tree Hole
- 1+00.3 - end " " "
- +08.2 - 2.3 B = Φ P.M. (in use)
- +29.7 - 2.3 B = Φ P.M.
- +31.2 - Beq. cb. - Tree Hole
- +40.6 - end " " "
- +51.3 - 2.3 B = Φ P.M.
- +70.5 - Beq. cb. - Tree Hole
- +72.3 - 2.3 B = Φ P.M. (in Conc. in Tree Hole)
- +80 - end cb. - Tree Hole
- +94.4 - 2.3 B = Φ P.M.
- 2+11.9 - Beq. cb. - Tree Hole
- +13.1 - 2.3 B = Φ P.M.
- +21.1 - end cb. - Tree Hole

- 2+35.9 - 3' B = Ely. L.S.
 - +51.2 - Beq. cb. - Tree Hole
 - +60.5 - end " " "
 - +91.4 - Beq. " " "
 - 3+00.8 - end " " "
 - +30 - 2.4 B = Φ 1 Hr. parking sign
 - +31 - Beq. R2 - (cars still park Here)
 - +31.5 - Beq. cb. - Tree Hole
 - +40.8 - end " " "
 - +71 - Beq. " " "
 - +80.3 - end " " "
 - +96.4 - 3' B = Ely. L.S.
 - 4+12.3 = Beq. cb. - Tree Hole
 - +21.6 - end " " "
 - +22 - 2.9 B = Φ 1 Hr. Parking Sign
 - +51 - Beq. cb. - Tree Hole
 - +60.3 - end " " "
 - +91.1 - Beq. cb. " " "
 - 5+00.6 - end " " "
 - +29 - 2.3 B = Φ 1 Hr. Parking Sign
 - +31.8 - Beq. cb. - Tree Hole
 - +38 = P.L. Curve in cb. - 15' Radius (Sta. along cb.)
 - +40.5 = Beq. C
 - +41.2 - end cb. - Tree Hole
 - +56.3 - 2.1 B = Φ P.M. - = E.C. Curve in cb.
 - +56.8 = end R2 (or whatever it is)
- Meters are in in front of Fish Grotto

- Ely. side of - 3.8 wide Curved
Island - opp. the Fish Crotto - Sta. along
cb. - 0+00 = P.C. 2' Rad. curve at N. end
of Island - Between cbs = dirt, 2.8 wide
0+22.3 - 2' B = \pm 1 Hr. Parking sign on
2' Slab of Conc.

- 0+58.7 - Beg. R2

1+00.6 - 2' B = \pm 1 Hr. Parking Sign on 2' Conc. Slab
1+23.8 = end R2 at P.C. 2' Rad Curve at
s. end of Island.

Wly Side of Island.

0+00 = P.C. at N. end. - signs shown
from E. cb. - cb. is painted Red on top
and green on Side - Car parking the whole
length.

0+10.3 = Beg. 1st of 6 Marked parking stalls
about 19' long.

1+24 = end at P.C. of 2' Rad. at s. end =
end of last stall.

9
W. Side 4th - Robinson - North

0+00 = N. cb.

+10 = P.C.

+12 = N.L. Robinson - Beg. D - 4.6 ✓

+12.1 - 0.9 B = Ely. L.S.

+16.6 - 1.6 B = \pm Bus - Sign ✗

Note: Row of sprinkler Heads - 2.8 B. in lawn.

+49 - end D + Beg. C

+53.3 - end C + Beg. D

+90.2 - end D + Beg. C - end of sprinklers ✓

+92.8 - end C + Beg. D

1+102 - end D + Beg. C

+29.7 - 0.9 B = Ely. L.S.

+33.9 = end C + Beg. D

+35 - 1.5 B = \pm W.M.

+40.8 = \pm 4" Drain

+59 - end D + Beg. C

+64.7 - end C + Beg. D

+72.2 - 2.7 B = \pm W.M.

+83.3 = \pm 4" Drain

+85.4 - 1.6 B = \pm 6" G.U.

+93 - end D + Beg. Dr. C ✓

2+17.3 = end Dr. at Conc. slab for Meter

+19.3 - 2' B = \pm P.M. (in operation)

+20.6 - end C + Beg. D.

+35 - Beg. R2

W. side 4th Cont.

2+37 - end D + Beg. Dr. - C

+46.5 - end Dr. - Meters in from Here

W. side 5th - Pennsylvania to
Anderson Place

0+00 = S. cb.

+10 = P.C.

+12 = S.L. Pennsylvania - Beg. C ✓

+14 - 1' B = Ely. P. pole

+39 - 1.7 B = ~~±~~ W.M.

+44.8 - Beg. Dr. - U.G. ✓

+59.3 - end Dr. - Beg. D - 4.1 ✓

+86.8 - end D + Beg. C.

+89.7 - end C + Beg. D

+96.8 - 2' B = ~~±~~ W.M.

+99.5 - 2' B = ~~±~~ Traffic Sign

+21.1 - 1' B = Ely. P. pole

2+14.2 - 1' B = Ely. P. pole

+87.2 = N.L. Anderson PL. - Prod. ✓

3+02.2 = N. cb. Prod.

E. side 5th - Penn. to Anderson Pl. ¹⁰

0+00 = S. cb.

+10 = P.C.

+11.2 = 0.9 B = Wly. F.H.

+12 = S.L. Penn. - + Beg. D - 4' + Beg. R2 ✓

+25.8 - 2' B = Wly. 16" Palm

+27.6 - 2' B = ~~±~~ Bus sign *

+30.1 - end D + Beg. C

+35 - end C + Beg. D

+39.1 - 2' B = Wly. 16" Palm

+54.6 - end D + Beg. Dr. - C ✓

+62.8 - end Dr. + Beg. D ✓

+66.3 - end R2 ✓

+72.3 - end D + Beg. C

+78.5 - end C + Beg. D

+84 - 2' B = Wly. 4" Palm

+90.8 - 1.8 B = ~~±~~ W.M.

1+04 - end D + Beg. Dr. - C.L. ✓

1+14 - end Dr. + Beg. D ✓

+28.9 - 1.7 B = ~~±~~ W.M.

+45.5 - end D + Beg. C ✓

+50.5 - end C + Beg. D ✓

+53.6 - end D + Beg. Dr. - C ✓

+62 - end Dr. + Beg. D ✓

+86.7 - 1.7 B = ~~±~~ W.M.

2+00.8 - end Dr. Beg. Dr. - C ✓

E. side 5th Cont.

- 2+12.4 - end Dr. + Beg. D ✓
- +15.5 - 1' B = wly. L.S.
- +18.4 - 2.4 B = wly. 14" Palm
- +19.2 - end Dr. + Beg. Dr. - C ✓
- +31.2 - end Dr. + Beg. D ✓
- +57.1 - end Dr. + Beg. C
- +67.1 - end C + Beg. D.
- +80.2 - 1.6 B = ± w.M.
- +85.5 - 1' B = wly. L.S.
- +87 - N.L. Anderson Pl. = P.C. + end D ✓
- 3+02 = N. cb.

S. side Robinson - 6th to 7th

- 0+00 = E. cb.
- +06 = E.L. 6th = Beg. C ✓
- +19 - 2.3 B = Nly. F.H. ✓
- +22 - Beg. Dr. ✓
- +25 = P.C. Ret. ✓
- +56.7 - end Dr. + Beg. R2 ✓
- +77.9 - Beg. Dr.
- 1+11 - end Dr. ✓
- +13.8 = ± 4" Drain
- +15.3 = end C + Beg. D - 4.1
- +44.8 - 1.2 B = Nly. P. pole
- +46.4 - end D = Alley Ret. = end R2. ✓

- 1+66.4 = E.L. 20' Alley = Ret. = Beg. D - 4.1
- +78.9 - 2.5 B = ± 3" Tree
- +95.1 - 2.5 B = ± 4" Tree
- 2+08.4 - 1.8 B = ± w.M.
- +10.9 - 2.4 B = ± 3" Tree
- +13.2 = ± 4" Drain
- +48 - 1.9 B = ± w.M.
- +54.3 - 1.3 B = Nly. P. pole
- +81.5 - 1.6 B = ± w.M.
- 3+06.7 = w.L. 7th = end D
- +08.7 = P.C.
- +18.7 = w. cb.

N. side Robinson - 6th to 7th

- 0+00 = E. cb.
- +06 = E.L. 6th = Beg. C ✓
- +09.5 - 2.3 B = ± Stop Sign ✓
- +10 = P.C. ✓
- +11 - Beg. Dr. ✓
- +31.5 - end Dr. + Beg. R2 ✓
- +46.6 - end R2. ✓
- 1+11.1 - 2.4 B = ± w.M. ✓
- +46.7 = w.L. 20' Alley = Ret. ✓
- +66.7 = Ret. = E.L. Alley = Beg. D - 4.4 ✓
- +71.1 - 2.1 B = Nly. 18" Palm ✓

N. side Robinson Cont.

- 1+76.5 - end D + Beg. C
- +81.5 - end C + Beg. D.
- +87 - 2.1 B = Sly. 18" Palm
- +95.5 - 1.6 B = \pm w.M.
- 2+02.6 - 2.1 B = Sly. 16" Palm
- +157 - 1' B = Sly. 48" Palm
- +24.8 - end D + Beg. C
- +27.8 - end C + Beg. D
- +35.5 - 1.6 B = \pm w.M.
- +44.5 - 1.4 B = Sly. 40" Palm
- +50.2 - end Dr. Beg. Dr. - C. ✓
- +58.7 - end Dr. + Beg. D ✓
- +65.4 - 2.3 B = Sly. 16" Palm
- +75 - end D + Beg. C
- +77.9 - end C + Beg. D
- +84.5 - 1.8 B = \pm w.M.
- +87.5 - 2' B = Sly. 16" Palm
- 3+06.7 = w.L. 7th - end D ✓
- +08.7 = P.C.
- +18.7 = w. cb.

E. side 6th - Robinson to Pennsylvania ¹²

- 0+00 = S. cb.
- +12 = S.L. Robinson - Beg. C.L. - 6'
- +21 = Beg. Dr.
- +25 = P.C. Ret.
- +43.8 - end Dr. + Beg. C + Beg. R2
- +64.6 - 1.6 B = \pm w.M.
- +77.8 - end C + Beg. Dr. - C.L.
- 1+012 - end Dr. + Beg. C - Solid to end.
- +04.4 - 1' B = \pm 6" G.U.
- +14.3 - 1.7 B = \pm w.M.
- +25.1 = Beg. Dr. - end R2.
- +48 - end Dr.
- +90.5 - 1.8 B = \pm w.M.
- +89 - 2' B = \pm Traffic Sign
- +91 - 1.6 B = \pm w.M.
- +92.2 - Beg. Dr.
- 2+32.4 - end Dr.
- +78.3 - 2' B = \pm w.M.
- 3+14 - 1.2 B = \pm 6" G.U.
- +40.1 - 1.7 B = \pm w.M.
- +52 - Beg. Dr.
- +66 - end Dr.
- +89.1 - 1.1 B = \pm 6" G.U.
- +89.7 - 2.1 B = \pm w.M.
- 4+14.4 - 1.1 B = \pm Traffic Sign

E. side 6th Cont.

- 4+387 - 1.7 B = \pm W.M.
- +397 - 1' B = \pm 6" G.U.
- +73.9 - 1.1 B = \pm 6" G.U.
- +91.5 - 1.7 B = \pm W.M.
- 5+11.6 - 1.1 B = \pm Traffic Sign
- +28.6 - 1.5 B = \pm W.M.
- +52.8 - 1.6 B = \pm W.M.
- +67.8 - 1.1 B = \pm 6" G.U.
- 6+11.7 = N.L. Pennsylvania
- +13.7 = P.C.
- +23.7 = N. cb.

W. side 6th Robinson to Evans Pl.

- 0+00 = S. cb.
- +10 = P.C.
- +12 = S.L. Robinson = Beg. C ✓
- +36.2 - 2.5 B = \pm W.M.
- +44.5 - 1.7 B = \pm Traffic sign
- +83 = \pm 4" Drain
- +85.4 - Beg. R2 ✓
- +88.4 - Beg. Dr.
- 1+12.5 = end Dr. + Beg. D - 6.5 ✓
- +14.5 - 2.6 B = Ely. P. pole
- +14.8 - 1.5 B = \pm W.M.
- +15.4 - end R2. ✓

- 1+54 - Beg. R2 ✓
- +56.9 - end D + Beg. Dr. - C ✓
- +66.5 - end Dr. + Beg. D ✓
- +70 - end R2 ✓
- +76.8 - end D + Beg. C
- +79.8 - end C + Beg. D
- +90.4 - 1.6 B = \pm W.M.
- 2+18.9 - end D + Beg. C
- +23 - end C + Beg. D
- +29.8 - 3.2 B = Ely. 16" Palm
- +65.3 - 1.6 B = \pm W.M.
- +85.2 - 2' B = Ely. P. pole
- +87.2 = N.L. Evans Pl. = end D + P.C. Ret.
- +97.2 = N. cb.

W. side 6th - Evans Pl. to Penn.

- 0+00 = S. cb.
- +10 = S.L. Evans Pl. = P.C. = Beg. C
- +31.6 - 2.2 B = \pm W.M.
- +60 - end C + Beg. D - 5.8 -
- +60.4 - 2.5 B = \pm Traffic sign
- +44.9 - 3' B = Ely. 14" Palm
- +69.2 = end D + Beg. C
- +75.3 - end C + Beg. D
- +78 - 1.4 B = \pm W.M.

W. side 6th Cont

- 0+89.9 - 3' B = Ely. 16" Palm
- +94.4 - end D + Beg. Dr. - C
- 1+09.4 - end Dr. + Beg. D.
- +10.5 - 0.9' B. = Ely. P. pole
- +12 - end D + Beg. C
- +14 - end C + Beg. D
- +19 - 3' B = Ely. 12" Palm
- +27.3 - 1.9 B = \pm W.M.
- +35.8 - 3.1 B = Ely. 12" Palm
- +45.1 - end D + Beg. C
- +49.2 = Beg. Dr.
- +60 - end Dr. - Beg. D
- +76.6 - 1.7 B = \pm W.M.
- +77.5 - end D + Beg. C
- +82.1 - end C + Beg. D.
- +98 - end D + Beg. Dr. - C
- 2+09.7 - end Dr. - Beg. D.
- +10 - 1.2 B = Ely. P. pole
- +16.9 - 3.4 B = Ely. 10" Palm
- +47 - 3.4 B = Ely. 12" Palm
- +77.4 - 3.4 B = Ely. 12" Palm
- ~+85 = N.L. Pennsylvania = end D.
- +87 = P.C.
- +97 = N. cb.

S. Side Univ. Ave - 10th to Vermont

- 0+00 = E. cb.
- +16 = E.L. 10th - Beg. C - solid Thru.
- +16.1 - 1.1 B = Nly. L.S.
- +17.5 = P.C.
- +19.8 - Beg. R2
- +77.6 - end R2
- +97 = \pm 4" Drain
- 1+08.5 - 1.8 B = \pm 6" G.U.
- +36.4 - 1.6 B = \pm W.M.
- +38.6 - 1' B = Nly. L.S.
- +44.6 = \pm 4" Drain
- +83.3 - 0.9 B = Nly. 1.8 x 1.8 W.M.
- +85.5 - 1.5 B = \pm 6" G.U.
- 2+20 - 0.9 B = Nly. 1.8 x 1.8 W.M.
- +22.1 - 1' B = \pm 6" W.V.
- +26 - 1' B = \pm 6" G.U.
- +47.3 - 1.5 B = \pm 6" G.U.
- +48.9 - 1.1 B = Nly. 1.8 x 1.8 W.M.
- +51.2 - 1.3 B = Nly. 1.8 x 1.8 - W.M.
- +59.8 - 1' B = Nly. L.S.
- +88.2 - Beg. cb. broken
- +94.7 - end " "
- +96.9 - 0.9' B = Nly. 1.8 x 1.8 W.M.
- +98.6 - 1.7 B = \pm 6" G.U.
- 3+05 - Beg. cb. broken
- +09.3 = end " "

S. side Univ. Cont.

- 3+21.2 = \pm 4" Drain
 +22.8 - Beg. Y2
 +24.7 - 1' B = \pm 6" G.U.
 +28.8 - 1.7 B = \pm W.M.
 +53.3 - end Y2 + Beg. Dr.
 +70.5 = \pm 4" Drain
 +71 - end Dr. + Beg. R2
 +77.1 - 0.9 B = Nly L.S.
 +87 - 1.6 B = \pm 6" G.U.
 +87.3 - end R2
 4+00 - 1' B = Nly. 1.8 x 1.8 W.M.
 +03.4 = \pm 3" Drain
 +42.6 - 1.4 B = \pm 6" W.V.
 +44.6 - 0.9 B = Nly. 1.8 x 1.8 W.M.
 +60.8 = Beg. R2
 +96.1 = W.L. Vermont - 1' B = Nly L.S.
 +97.1 = end R2
 5+00.1 = P.C.
 +10.1 = W. cb.

S. side Univ. - Vermont to Richmond.

- 0+00 = E. cb.
 +10 = P.C.
 +13.5 - Beg. R2
 +14 = E.L. Vermont - Beg. C - solid Thru.

- 0+14.9 - 0.9 B = Uly L.S.
 +39.2 - end R2
 +41.3 - 1.7 B = \pm W.M.
 +59 - 2.1 B = \pm 6" G.U.
 +62.2 = \pm 4" Drain
 +88.2 2.2 B = \pm W.M.
 +89.3 - 1.9 B = \pm 6" G.U.
 1+32.4 - 2.2 B = \pm W.M.
 +36.9 - 1' B = Nly L.S.
 +48.3 = \pm 2" Drain
 +48.9 - 1.8 B = \pm 6" G.U.
 +52 = Beg. Dr. - N. G.
 +64.4 - end Dr.
 +81.6 - 2.9 B = \pm W.M.
 2+29 - 1.7 B = \pm W.M.
 +34 - Beg. R2
 +35.5 - Beg. Dr.
 +45.2 - end Dr.
 +57.2 - 1' B = Nly L.S.
 +62.8 = end R2
 +66 = \pm 4" Drain
 +83 - 2.6 B = \pm W.M.
 3+12.3 = \pm 4" Drain
 +17.2 - 1.5 B = \pm 6" G.U.
 +18.1 - 2.3 B = \pm W.M.

S. side Univ. - Cont.

- 3+38.1 = E 3" Drain
 +40.2 = E 4" Drain
 +76.9 - 1' B = Nly. L.S.
 +84.5 - 2.1 B = E w.M.
 +86.5 - 1.8 B = E 6" G.U.
 +88.7 = E 4" Drain
 +89.5 = E 4" Drain
 4+13.4 = E 4" Drain
 +15.7 - 1.7 B = E w.M.
 +52.6 - 1.8 B = E w.M.
 +65.5 = E 4" Drain
 +67 - 2' B = E 6" G.U.
 +86.6 - 2.3 B = E w.M.
 +94.9 - 1' B = Nly. L.S.
 5+22.7 = E 4" Drain
 +30.6 = Beg. Dr.
 +95.2 = end Dr. + Beg. R2
 6+14.7 = w.L. Richmond
 +15.6 - 1' B = Nly. L.S. = end R.2.
 +18.7 = P.C.
 +28.7 = W. cb. end 4-26-48

S. side Univ. - Richmond to Herbert

- 0+00 = E. cb
 +10 = P.C. Beg. 4-27-48

- 0+13 = Beg. R2
 +14 = E.L. Richmond - Beg. C + 1' B = Nly. L.S.
 +16.7 - 0.9 B = Nly. P. pole
 +38.7 = end R2
 +50.7 - 1.7 B = E w.M.
 +57.9 = end C + Beg. D - 7'
 +84.3 = end D + Beg. C
 1+29.7 = E 4" Drain
 +33.7 - 3.2 B = E w.M.
 +40.9 - 1.3 B = Nly. P. pole
 +51.6 - 1' B = Nly. L.S.
 +65.4 - 0.8 B = Nly. 1.8 x 1.8 w.M.
 +69.8 - 1.8 B = E 6" G.U.
 +72.2 = Beg. Y2
 +92.7 = end C + Beg. D.
 +97 = end Y2 + Beg. R2
 2+01 = 1.8 B = E w.M.
 +02.2 = end D + Beg. Dr. - C.L.
 +33 = end Dr. + Beg. D
 +41.6 - 1.4 B = Nly. P. pole
 +42.4 = end D + Beg. C
 +48.3 = end R2
 +59.2 - 0.9 B = Nly. 1.8 x 1.8 w.M.
 +68 = E 4" Drain
 +81.1 = 1.1 B = Nly. L.S.

S. Side Univ. Cont.

- 3+07.1 - 1.5 B = Φ w.M.
 +16.9 - 1.5 B = Φ 6" G.U.
 +23 - 0.8' B = Nly. 1.8x1.8 w.M.
 +42.4 - 1.2 B = Nly. P.pole
 +51 - Beg. RZ \times
 +77 - 1.8 B = Φ w.M.
 +83.4 - 0.9 B = Nly. F.H.
 +91.6 - end RZ - Beg. Par. Parking \times
 +93 = Φ 4" Drain
 4+08.2 - 1.6 B = Φ w.M.
 +10.4 - 1 B = Nly. L.S.
 +31 - Beg. RZ \times
 +39 - Ang. in cb. - 6' to S. - Crosswalk
 + Inlets
 +62.1 - end RZ + Beg. YZ \times
 +67.5 = Ang. in cb. \times
 +68.1 - 0.8 B = Nly. 1.8x1.8 w.M.
 +86 = end YZ \times
 +87.9 = Φ 3" Drain
 5+12 - Beg. RZ \times
 +40.2 - 1.2 B = Nly. P.pole
 +41.8 - end RZ \times
 +43 - w.L. Herbert + 1' B = Nly. L.S.
 + P.C. Rot.
 +53 = w. cb.

E Side Iowa - Univ. to 150' N. 17

- 0+00 = N. cb.
 +10 = P.C.
 +14 = N.L. Univ. - Beg. Dr. - C
 +44 - end Dr. + Beg. D - 4.1'
 +52.3 - 2' B = Φ w.M.
 +66 - end Dr + Beg. C
 +70 - end C + Beg. D
 +74.1 = 1.6 B = Φ w.M.
 +87.8 - 1.6 B = Φ w.M.
 1+03.4 - end Dr + Beg. C
 +05.4 - end C + Beg. D
 +29 - 2.4 B = wly 10' Tree
 +53.4 - 2.6 B = wly 10' Tree
 +61.2 - 1.8 B = Φ w.M.
 1+64 - 2.1 B = wly 16" Tree = end 150' N. of
 N.L. Univ.

W. Side Iowa - Univ. to 150' N.

- 0+00 = N. cb.
 +10 = P.C.
 +14 = N.L. Univ. - Beg. RZ. + C
 +16 - 1.2 B = Φ Stop Sign
 +22.1 - end RZ
 +52.4 - 2.3 B = Φ w.M.
 +67.7 - 2.4 B = Fly. 10" Shrub.

W. side Iowa - Cont.

- 0+82.8 - Beg. Dr. + YZ ✓
- 1+11.6 - end Dr. + YZ + Beg. D - 4.1 ✓
- +20 - end D + Beg. C
- +23.7 - end C + Beg. D
- +43.1 - 2' B = ± w.M.
- +64 = Beg. Dr. = end - 150' N. ✓

E. Side Van Dyke - Univ to 300' N.

- 0+00 = N. cb.
- +10 = P.C.
- +15 = N.L. Univ. = Beg. C ✓
- +17.6 - Beg. R2. - (city office + Police sta) ✓
- +73.5 = Beg. Dr. ✓
- +91.7 - end Dr. ✓
- 1+15.5 - end C + Beg. 6.4' ✓
- +16 = E 6" Drain
- +22.4 - end R2 ✓
- +76 - end D + Beg. Dr. - C - N.G. ✓
- +88 - end Dr. + Beg. D ✓
- +97 - end D + Beg. Dr. - C + Beg. R2 ✓
- 2+09.5 - end Dr. + Beg. D ✓
- +22.4 - 3.3 B = wly. 14" Palm
- +27 - end R2 ✓
- +39 - 3.2 B = wly. 14" Palm
- +57 - 3.3 B = wly. 12" Palm

- 2+74.8 - 3.4 B = wly. 10" Palm ✓
- 3+09.6 - 3.5 B = wly. 12" Palm ✓
- 3+13.2 - Beg. R2 ✓
- 3+15 = end at Dr. - 300' W. of N.L. Univ. ✓

W. Side Van Dyke - Univ. to 300' N.

- 0+00 = N. cb.
- +10 = P.C.
- +15 = N.L. Univ. - Beg. C ✓
- +15.9 = Beg. cb. Inlet. ✓
- +17.5 = end " " = ± 5" Drain ✓
- +14.5 - Beg. R2 ✓
- +20.1 - 2.2 B = ± Stop Sign ✓
- +22.5 - end R2 ✓
- +65.2 - end C + Beg. D - 6.4' ✓
- 2+01.9 - 3.2 B = Ely. 16" Palm
- +17.1 - 3.2 B = Ely. 14" " ✓
- +22.5 - Beg. R2 ✓
- +33 - 3.1 B = Ely. 16" Palm ✓
- +42.6 - end D + Beg. Dr. - C ✓
- +53.6 - end Dr. + R2 + Beg. D. ✓
- +69.9 - end D + Beg. C ✓
- +72.8 - end C + Beg. D ✓
- +90 - 3.5 B = Ely. 10" Palm ✓
- 3+06.4 - 3.5 B = Ely. 10" Palm ✓

W. Side Jan Dyke Cont.

- 3+12.6 - end D + Beg. C
- +16.6 - end C + Beg. D
- 3+15 = end - 300' W

W. Side Jan Dyke - Univ. to 150' S.

- 0+00 = S. cb.
- +10 = P.C.
- +15 = S.L. Univ. - Beg. D-64 + Inlet
- +17 - end Inlet
- +18.6 - Beg. R2
- +26 - end R2 + Beg. Y2
- +56.7 - end Y2
- +61.3 - end D + Beg. C
- +64.5 - end C + Beg. D
- +66 = 4" Drain
- 1+03 - Beg. R2
- +04.7 - end D + Beg. Dr. - C
- +14.5 - end Dr. + Beg. D - Beg. sprinkler line - 109 B
- +20.1 - end R2
- +28 - 26 B = Ely. 30" Tree
- +37.8 - end D + Beg. C
- +42.8 - end C + Beg. D
- +57.2 - 3' B = Ely. 12" Tree
- +65 = end - 150' S. of S.L. Univ.
- x - end sprinkler line

E. Side Jan Dyke - Univ. to 150' S.

- 0+00 = S. cb.
- +10 = P.C.
- +15 = S.L. Univ. - Beg. C + cb. Inlet
- +17 - Beg. R2
- +18.8 - 1.3 B = 4 Stop Sign
- +20 - end cb. Inlet
- +22.8 - end R2
- +84.7 - Beg. R2
- 1+02.6 Beg. Dr.
- +02.7 = 6" Drain
- +15.8 - end Dr + Beg. D-64
- +24.4 - end R2
- +43.6 = 4" Drain
- +65 - end = 150' S.

W. Side Fairmount - Univ. to 200' W.

- 0+00 = N. cb.
- +10 = P.C.
- +15 = N.L. Univ. - Beg. Dr. - e
- +45 - end Dr + Beg. R2
- +52 - 1.3 B = 15" filler Cap
- +57 - 1.3 B = " " "
- +63 - 1A B = " " "
- +72.8 - Beg. Dr.
- +89.9 - end Dr.

W. side - Fairmount - cont

0+93.3 - end R2

+97 - Beg. cb. broken

1+02.5 = end "

+14 - end C + Beg. D - 2.2

+39.2 - end D + Beg. C

+44.2 - end C + Beg. D

+68 - Beg. cb. broken

+80 - 1.6 B - \pm Traffic sign+87.5 - 1.7 B - \pm 24" stump

+96.3 - end D + Beg. Dr. C

2+06.3 - end Dr. + Beg. D

+13.8 - end cb. broken

2+15 = \pm 3" Drain = End = 200' N.

E. Side - Fairmount - Univ. to 200' N.

0+00 = N. cb.

+10 = P.C.

+15 = N.L. Univ. Beg. R2 + C + 1.4 B = Wly. L.S.

+68.5 = \pm 4' Drain

+77.5 - end R2

+77.8 - 1.2 B = \pm Bus Sign

1+21 - Beg. R2

+23 = \pm 4' Drain

+23.7 - Beg. Dr.

+33.7 - end Dr + Beg. D - 2.4'

1+38.2 - end R2

+69.5 - 1.4 B = Wly. 8" Palm

+98.9 - end D + Beg. C

2+03.3 - end C + Beg. D

2+15 = end. - 200' N.

E. Side Fairmount - Univ. to 300' S.

0+00 = S. cb.

+10 = P.C.

+15 = S.L. Univ. - Beg. C

+19 - Beg. R2

+19.4 - 1.3 B = Stop sign

+98.9 - 1.4 B = \pm Traffic Sign

1+02.4 = end R2 + Beg. Dr.

+22.6 - end Dr. + Beg. D - 2.4'

+53.1 - Beg. cb. broken

+63.3 - end cb. broken

2+05.5 - end Dr + Beg. C

+67.5 - end C + Beg. D

3+02 - end D + Beg. C

+05 - end C + Beg. D

3+15 = end = 300' S.

W. side Fairmount - Univ. to 300' S.

0+00 = S. cb.

+10 = P.C.

+14 - 11 B = Ely. Signal Post

+15 = S.L. Univ. - Beg. R2 + C

+62.8 - end R2 + Beg. Y2

+63.5 - 2' B = \pm Bus Sign

+92.8 - end Y2

1+01.1 = \pm 3" Drain

+154 - 12 B = \pm Traffic Sign

+29.1 = \pm 4" Drain

+57.8 - Beg. W2

+59 = \pm 4" Drain

+87 = \pm 4" Drain

+88.2 = end W2

+90 = end C + Beg. D - 35

2+54.4 - 23 B = Traffic Sign

+91 - end D + Beg. C

+93 - end C + Beg. D

3+15 = end - 300' S.

W. side of Louisiana - El Cajon to Howard.

0+00 = S. cb.

+10 = P.C.

+12.5 - Beg. D - 3.9' - Sprinkler Line behind cb.

+13 = Beg. R2

+19 - 1' B = Ely. Pole

+20 = S.L. El Cajon

+29 = end R2

+33 - 17 B = \pm D.M.

+44.6 - 2.1 B = Ely. 8" Palm

+57.7 - 2.4 B = \pm W.M.

+73.4 - end D + Beg. C

+79.9 - end C + Beg. D

+83.6 - 2.2 B = Ely. 12" Palm

+91.7 - end D + Beg. C

+98.3 - end C + Beg. D

1+03 - 2.3' B = \pm W.M.

+23.4 - 2.2 B = Ely. 8" Palm

+27.1 - 2.2 B = \pm W.M.

+32 - end D + Beg. C

+34 - Beg. Y2

+37 - end C + Beg. D

+57.8 - 2.2 B = \pm W.M.

+59.1 - end Y2 + D - Beg. Dr. C

+84.4 - 1.5 B = Ely. Pole

+85.4 - end Dr. - Beg. D

W. side Louisiana - Cont.

- 1+94.1 - 2' B = Ely. 12" Palm
- 2+162 - 2' B = Ely. 10" Palm
- +27 - 1.7 B = ± W.M.
- +28 - end D + Beg. C
- +32 - end C + Beg. D
- +43.1 - 2' B = Ely. 10" Palm
- +64 - 2' B = Ely. 10" Palm
- +77.1 - 1.7 B = ± W.M.
- +86.6 - 2.2 B = Ely. 10" Palm
- +94.8 - end D + Beg. C
- +98.8 - end C + Beg. D
- B+12 - 2.2 B = Ely. 8" Palm
- +27 - 1.4 B = ± W.M.
- +45.5 - 2.2 B = Ely. 12" Palm
- +57.4 = N.L. Howard
- +61.4 = P.C.
- +61.8 - end D.
- +71.4 = N. cb.

E Side Mississippi - El Cajon to Howard

- 0+00 = S. cb.
- +10 = P.C.
- +12.5 = Beg. D - ^{Beg. R2} 3.8 - sprinkler line back of cb.
- +20 S.L. El Cajon
- +28.9 - end R2

- 0+50.7 - 2' B = Wly. 10" Palm
- +55.7 = ± 4" Drain
- +90.4 - 2' B = Ely. 10" Palm
- +92.3 - Beg. Y2
- 1+20.2 - end Y2 + Beg. R2
- +20.8 - end D + Beg. Dr. C
- +44.3 - end Dr. + Beg. D
- +46 - end R2
- +49.1 - 2' B = Ely. 10" Palm
- +51.4 - 2.2 B = ± W.M.
- +63.5 = ± 4" Drain
- +93.8 - 1.8 B = ± W.M.
- +96.1 - 2.3 B = Wly. 8" Palm
- 2+16.5 - 2.2 B = Wly. 10" Palm
- +28 - end - D + Beg. C
- +32 - end C + Beg. D.
- +43.2 - 2.2 B = Wly. 8" Palm
- +64.6 - 2.3 B = Wly. 6" Palm
- +76.8 - 2' B = ± W.M.
- +82.8 = ± 4" Drain
- +86.1 - 2.2 B = Wly. 10" Palm
- +94.3 - end D + Beg. C
- +98.3 - end C + Beg. D.
- 3+11.7 - 2' B = Wly. 10" Palm
- +25 - end D + Beg. C

E. side Miss. Cont

3+254 - 1.8 B = \pm W.M.

+29 - end C + Beg D

+45 - 2' B = Nly. 14" Palm

+57.4 = N.L. Howard

+61.4 = P.C.

+61.7 = end D

+71.4 = N. cb.

S. Side EL Cajon - Alabama to Mississippi

0+00 = E. cb.

+10 = P.C. = Beg. C.L. - 6.9'

+14 = E.L. Alabama

+39.7 - 3.2 B = Nly. 24" Tree

+42 - end C.L. + Beg. C

+89.3 - 3.4 B = Nly. 18" Tree

+92 - end C + Beg. D

+94.3 - 1.5 B = \pm W.M.

1+14 - end D + Beg. C

+39.5 - 3.2 B = Nly. 16" Tree

+44.4 - 1.4 B = \pm W.M.

+62.3 - end C + Beg. D

+80.2 - end D + Beg. C

+84.2 - end C + Beg. D

+89.5 - 2.8 B = Nly. 24" Tree

+92.5 - 1.5 B = \pm W.M.

2+00.5 - 1.1' B = \pm W.M.

+02.5 = end D + Beg. Dr. - C

+11 - end Dr. + Beg. D.

+21 - end D + Beg. C

+25 - end C + Beg. D

+39.5 - 3.2 B = Nly. 20" Tree

+50.8 - end D + Beg. C

+55.3 - end C + Beg. D

+62 - Beg. R2

+65.5 - end D + Beg. Dr. - C

+75.5 - 1.4 B = \pm W.M.

+76 - end Dr + Beg. D

+78.8 - end R2

+81.8 - 3.8 B = Nly. 12" Shrub.

+89.6 - 3.1 B = Nly. 24" Tree

+97.4 - 3.8 B = Nly. 6" Shrub

3+01.3 - end Dr + Beg. C

+05.8 - end C + Beg. D

+12 - 3.2 B = Nly. 24" Palm

+14.1 - W.L. Mississippi

+18.1 = P.C.

+18.4 = end D

+28.1 = W. cb.

S. side El Cajon - Mississippi to Louisiana

- 0+00 = E. cb.
- +09.6 - Beg. R2
- +10 = P.C.
- +14 = E.L. Miss. - Beg. C
- +59 - Beg. Dr.
- +88.5 - end Dr. + Beg. D - 7' (sprinklers).
- +89.3 - 3.3 B = Nly. 16" Tree
- +95.3 - end R2
- +99.4 = ± 3" Drain
- 1+00.3 - 2.4 B = ± w.M.
- +35 - end D + Beg. C
- +35.4 = Beg. WZ
- +92.3 - end WZ. + end C + Beg. D
- +96.7 - end D + Beg. C
- 2+00.3 - 2.5 B = ± Water M.H.
- +01.8 - end C + Beg. D
- +13.8 = ± 4" Drain
- +32.3 - Beg. R2
- +39 - 3.3 B = Nly. 18" Tree
- +39.3 = end D + Beg. Dr. - C
- +70 - end Dr. - C - solid to end.
- 3+13.3 = W.L. Louisiana
- +17.3 = P.C. = end R2
- +27.3 = W. cb.

S. side El Cajon - Louisiana to Texas

- 0+00 = E. cb.
- +10 = P.C.
- +14 = E.L. Louisiana - Beg. C
- +64 - Beg. Dr.
- +73.5 - end Dr.
- +84.2 - Beg. C broken by Tree
- +87.5 - 3.2 B = Nly. 24" Tree
- +88.8 - end C - broken
- +93.1 = ± 4" Drain
- +95.3 - 1.5 B = ± w.M.
- 1+13.9 - end C + Beg. D - 6.9
- +37.7 - 3.5 B = Nly. 18" Tree
- +63.5 - end D + Beg. Dr. - C
- 2+07 - end Dr. + Beg. D
- +16.2 - 1.8 B = Nly. 18x18 Iron Cover.
- +28 - 3.9 B = ± Filler Cap
- +37.6 - 2.8 B = Nly. 30" Tree
- +43 - 1.8 B = ± w.M.
- +46 - end D + Beg. Dr. - C
- +65 - end Dr.
- +85 - end C + Beg. D.
- +87.6 - 3.2 B = Nly. 16" Tree
- +90.3 - end D + Beg. C
- 3+14 = W.L. Texas
- +14.2 - 3' B = ± Traffic sign
- +14 = P.C.
- +28 = W. cb.

N. side El Cajon - Alabama to Mississippi

- 0+00 = E. cb.
- +10 = P.C.
- +12.6 = Beg. D - 6.8
- +20 = E.L. Alabama
- +23 - 1' B = Sly. F.H.
- +25 - end D + Beg. Dr. C
- +55 - end Dr. + Beg. D.
- +90 - end D + Beg. Dr. C
- 1+20 - end Dr. + Beg. D
- +45.1 - 2.8 B = Sly. 36" Tree
- +50.5 - 1.7 B = E. W.M.
- +95 - 2.8 B = Sly. 40" Tree
- 2+04.9 - 1.5 B = E. W.M.
- +07.1 - end D + Beg. Dr. C
- +16 - end Dr. + Beg. D.
- +37.1 - 1.5 B = E. W.M.
- +44.9 - 3.3 B = Sly. 14" Tree
- +61.3 - end D + Beg. Dr. C.
- +69.8 - end Dr. + Beg. D (sprinklers)
- 3+20 = W.L. Mississippi
- +24 = P.C.
- +24.5 = end D.
- +34 = W. cb.

N. side El Cajon - Miss. to Louisiana

- 0+00 = E. cb.
- +09.5 = Beg. D - 6.8
- +10 = P.C.
- +14 = E.L.
- +15.2 - 3.1 B = E. Bus Sign
- +17.7 - 1' B = Sly. F.H.
- +24.1 - end D + Beg. C
- +28.1 - end C + Beg. D
- +39 - 3' B = Sly. 24" Tree
- +80.7 - 1.7 B = E. W.M.
- +81.6 - end D + Beg. C
- +86.6 - end C + Beg. D
- +89.1 - 2.9 B = Sly. 18" Tree
- 1+21.7 - end D + Beg. C
- +26 - end C + Beg. D
- +28.2 - 1.9 B = E. W.M.
- +38 - 3.5 B = E. 6" Shrub.
- +58 - end D + Beg. C
- +63.1 - end C + Beg. D - + 14 B = E. W.M.
- +87.6 = E. 4" Drain
- +88 - end D + Beg. C - 35 wide
- +90.3 - 5' B = Sly. 40" Palm
- +92.5 = Beg. C Solid
- 2+14.5 - 2.3 B = E. W.M.
- +23.5 - end C + Beg. D + E. 4" Drain

N. side El Cajon - Cont

- 2+39.3 - 3' B = sly. 18" Tree
+76 - end D + Beg. C
+88 - end C + Beg. D
+90.3 - 32 B = sly. 20" Tree
+96.9 = end D + Beg. C - Solid to end.
3+13.4 = W.L. Louisiana
+23.4 = P.C.
+33.4 = W. cb.

N. side El Cajon - Louisiana to Texas

- 0+00 = E. cb.
+10 = P.C.
+12.5 - Beg. D - 6.9
+13.5 - 3.5 B = £ Mail box post
+20 = E.L. Louisiana
+22.5 - 1' B = sly. F.H.
+33 - 3.5 B = sly. 16" Tree
+35 - end D + Beg. C
+38 - end C + Beg. D
+68.2 - 2' B = £ W.M.
+72.1 - £ 4" Drain
+82.6 - 22 B = £ W.M.
+85.5 - 34 B = sly. 16" Tree
+86.6 - end D + Beg. C
1+00.6 - end C + Beg. D

- 1+02.9 - 1.5 B = £ W.M.
+16 = £ 4" Drain
+23.4 - 1.9 B = £ W.M.
+50.6 - end D + Beg. C
+54.6 - end C + Beg. D
+70 - 2' B = £ W.M.
+89.4 - 3.3 B = sly. 18" Tree
+95.6 - end D + Beg. C
+99.3 - end C + Beg. D
2+19.2 - 4.8 B = sly. 6" Shrub
+44.6 - 3.3 B = sly. 16" Tree
+59.5 - end D + Beg. C.L.
+69.1 - 2.1 B = £ Traffic Sign
3+19.9 = W.L. Texas
+20.7 - 2.6 B = £ St. sign
+23.9 = P.C. + end C.L.
+33.9 = W. cb.

E. Side Park Blvd. - El Cajon to Howard.

0+00 = S. cb.

thru.

+20 = S.L. El Cajon + P.C. Ret. - Beg. C - Solid

+20.9 - 1.1 B = Fire Alarm

+23 - 1.1 B = Police Alarm

+25.2 - 1.4 B = Wly. 1.9 + 1.6 W.M.

+33 - Beg. Dr.

+67.2 - end Dr. - Beg. R2

+80 - 1.8 B = \pm Bus Sign

+82.3 - end R2 + Beg. Dr.

1+18.7 - end Dr.

+62 - 1.1 B = Wly. 1.8 x 1.8 W.M.

+90.3 - 1.9 B = \pm W.M.

2+08.4 - \pm 3" Drain

+31.2 - 1.3 B = \pm 6" G.U.

+32 - \pm 3" Drain

+39.1 - 3.7 B = Wly. 1.8 x 1.8 W.M.

+56.8 - \pm 3" Drain

+58.8 - \pm 3" Drain

+76.2 - 1.9 B = \pm W.M.

+80 - Beg. Y2

+87 - 1.8 B = \pm W.M.

3+07.6 - end Y2

+30.6 - \pm 4" Drain

+34.8 - 1.9 B = \pm W.M.

+53.3 = P.C. Ret.

3+57.3 = N.L. Howard.

+71.3 = N. cb. = end 4-27-48

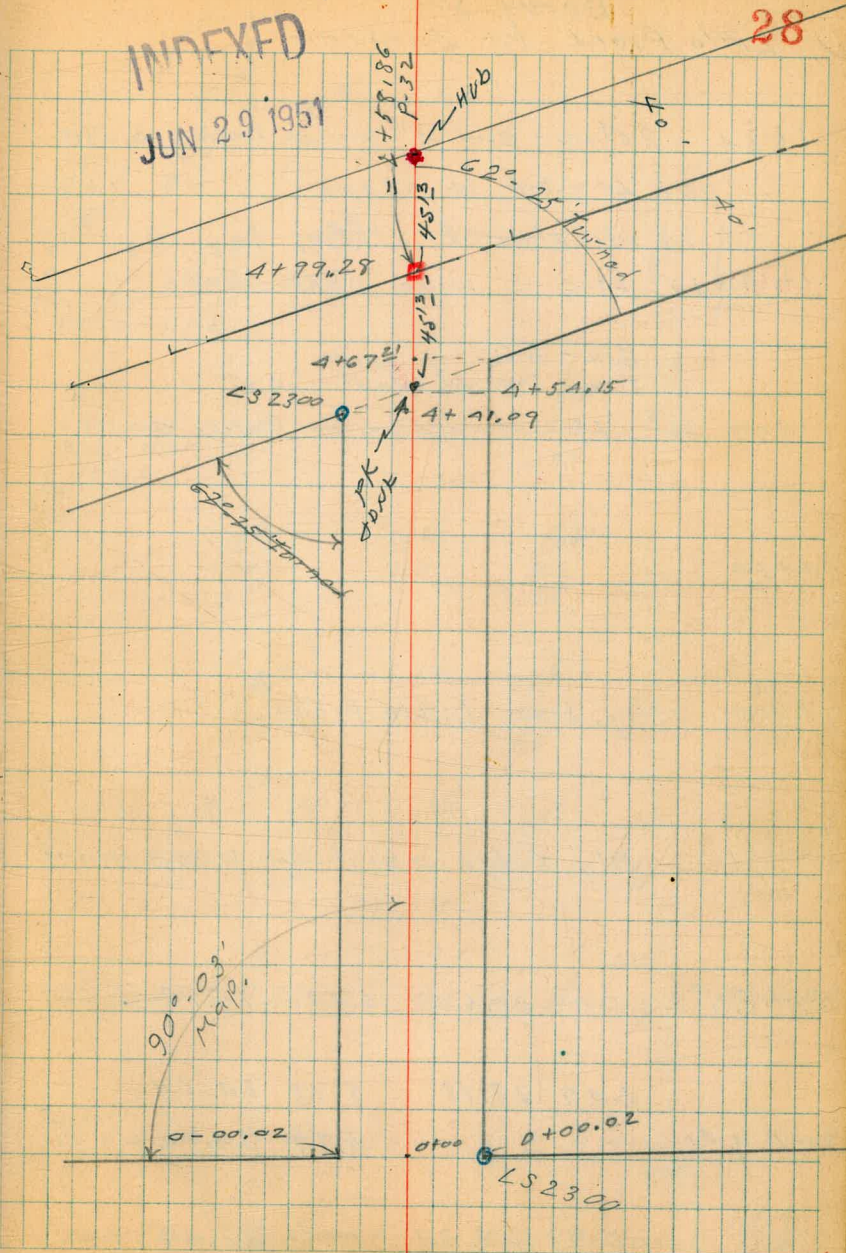
X-sec. Bervy St. 14 June 51
 Littlefield to Gardena. W.O. 25020

Sommermeier
 Beeg
 Shepard
 Altman

○ = Fd. pipe
 □ = set 1/2 + disk.

Also see 2060
 58-71 } = References
 2144
 1-38

F.B 871-32
 1450-44
 1851-1
 1819-7
 1502-49



Beruy st.
Little field to Gardena

1+34 26³ Lt. = end 4" wide conc. wall.

31 Lt. = top of steps

28' Lt. = start of steps

1+19 { 22⁷ Lt. = 3' wide conc. walk

B.W. = base of wall

T.W. = top of wall

1+00 26³ Lt. = start 4" wide conc. wall.

0+50

0+00 = Nly. line Little field

0-31± Nly Edge existing pavement.

Set. B.M. #2 6.08 22.58 6.63 16.50

2.49 23.13 8.73 20.64

Set. B.M. #1 5.37 24.00

6.88 29.37 - 22.49

PERYAN
7-2-57

29

17.9	20.4	18.5		
4.7	2.2	4.1		
265	265	265		
B.W.	T.W.			
20.3	15.6	18.39	18.35	
2.30	4.00	4.19	4.23	
31	28	25	227	
0.17	0.17	0.17		
9.8	17.1	17.6	17.8	17.4
2.8	5.5	5.0	4.8	5.2
T.W.	B.W.	25		25
26.3				
	17.6	17.6	17.4	
	5.0	5.0	5.2	
	25		25	
	18.0	17.6	17.5	
	4.6	5.0	5.1	
	25		25	
9.5	18.60	17.88	17.51	17.28
3.05	3.98	4.70	5.01	5.30
50	25		25	50
		22.58		
2" pipe #LS.2300 N.E. Prop. Beruy + Littlefield				
1/2" disk of Gardena + of Beruy				
Conc. Mon. of Gardena + of Illion. $\frac{1819}{20}$				

4+00

37.2
+4.9
50

28.1
4.2
25

21.1
11.2

20.6
11.7
25

20.0
12.3
50

T.P. 11.10 32.28 2.65 21.18

32.28

3+50

29.6
+5.8
50

23.8
0.0
25

20.0
3.8

18.9
4.9
25

18.8
5.0
50

3+00

26.3
+1.5
50

19.9
3.9
25

19.2
4.6

18.3
5.5
25

18.0
5.5
50

2+50

21.2
2.6
50

19.1
4.7
25

18.7
5.1

18.8
5.0
25

17.8
6.0
50

2+07 26³ Lt. = 3' wide cotc. walk

19.70
4.13
362
walk

19.19
4.64
263

23.83

T.P. 4.90 23.83 3.65 18.93

2+00

19.4
3.2
50

18.6
4.0
25

18.3
4.3

18.2
4.3
25

18.0
4.6
50

1+50

18.5
4.1
25

18.0
4.6

17.8
4.8
25

22.58

A+99²⁸ = $\frac{1}{2}$ + disk. = \pm Gardena.

A+67²¹ 25' Rt. = Prop. (S. Ely Gardena +
Beruy

A+5A.15 = sly. Gardena

A+1.09 25' Lt. = Prop. LS 2300

24.02
8.26

23.6
8.7
25

23.0
9.3

22.9
9.4
25

21.3
11.0
50

26.5
5.8
15

22.8
9.5

21.8
10.5
25

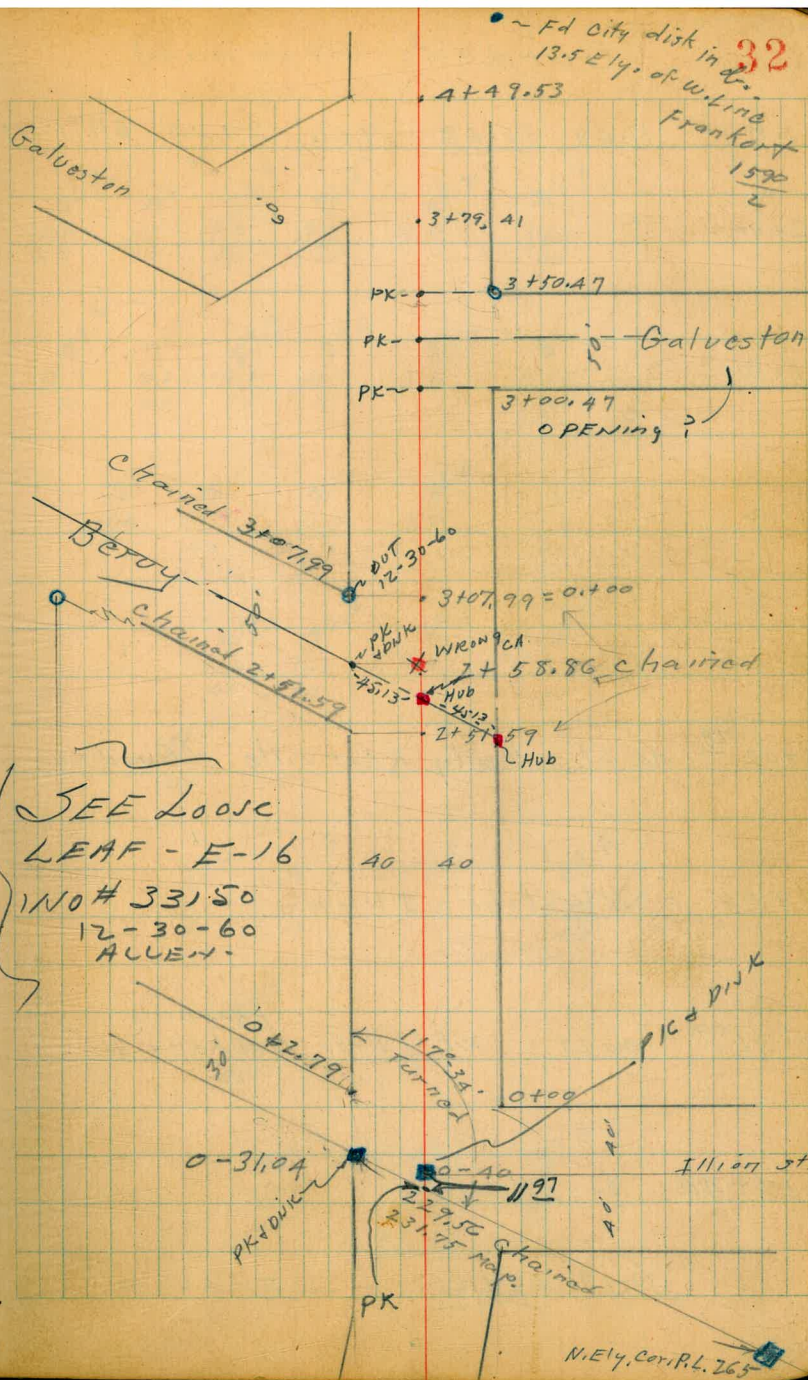
21.4
10.9
50

32.28

*

Note: For SECTIONS - this AREA - LATER DATE (8-21-53)

See pg 50



Gardena (See also page 50)

T.P. 11.68 35.68 9.66 24.00 B.M.#1-P29

2+00

1+50

1+00

0+50

0+02⁷⁹ 40' Lt. = S.Wly Knoxville + Gardena

0+00 = Wly line Illion

0-31⁰⁴ 40' Lt. = S.Ely Prop. ^{Knoxville} Gardena +

0+00-40 ± Illion

11.17 33.66

22.49

±

33

21.7	22.2	23.9	24.5	29.2	36.7
12.0	11.5	9.8	9.2	4.5	+3.0
50	40	30	70		40

20.8	21.5	23.9	23.6	28.1	36.1
12.9	12.2	9.8	10.1	5.6	+2.4
50	40	30	12		40

20.5	21.0	23.2	24.0	31.7
13.2	12.7	10.5	9.7	2.0
50	40	29		40

21.5	22.0	24.7	29.8
12.0	11.7	9.0	3.9
40	14		40
21.0			
12.7			
40			

21.0	21.5	24.1	30.3
12.7	12.2	9.6	3.4
40	13		40

20.3
13.4
40

20.8	23.0	28.2
12.9	10.7	5.5
40		10
	<u>33.66</u>	

Cont. Men. ± Illion + Gardena $\frac{1819}{20}$

Gardema

T.P. 9.93 59.65 7.10 49.92

3+00 97 = Ely. Galveston to north

2+50

2+00

1+35

0+90

T.P. 12.56 57.02 1.92 44.46

0+50

T.P. 10.92 46.38 0.22 35.46

= 0+00

3+07.99 = Wly Beruy

2+51.59 = Ely. Beruy

35.68

44.6
12.4
40

49.1
7.9

51.1
5.9
40

53.2
3.8
90

46.5
10.5
40

49.9
7.1

51.7
5.3
(?)

49.0
8.0
40

50.7
6.3

51.7
5.3
40

48.9
8.1
60

49.9
7.1
40

52.4
4.6

50.9
6.1
40

41.01
16.1
60

46.9
10.1
40

56.5
0.5

51.8
5.2
40

57.02

41.4
5.0
40

45.4
1.0

38.9
7.5
40

46.38

26.5
9.20
40
1.10

27.5
8.2

28.1
7.6
40

23.6
12.1
40

24.1
11.6

35.1
0.6
40

26.48

35.68
9.20

Note. 0.17 straws between 2 lines of levels

B.P. 2.37 64.29 (64.12)
 B.M. 1590-9 2.37 64.29 (64.12)

t.p. 9.91 66.66 2.90 56.75

A+49⁵³ wly. Galveston to south

A+07 - 30^E Rt. = $\frac{1}{4}$ 14' wide conc. cur. part.

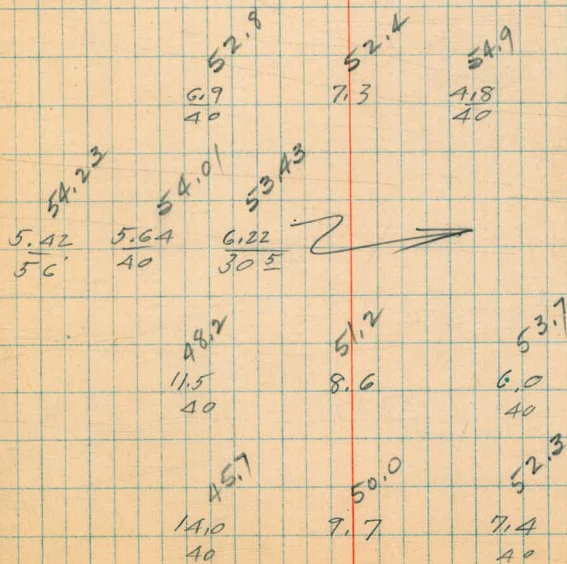
3+79.41 Fly Galveston to south

3+50⁴⁷ wly. Galveston to north.

59.65

+ Morena
 1 from Milton + Illion the other from Jellott

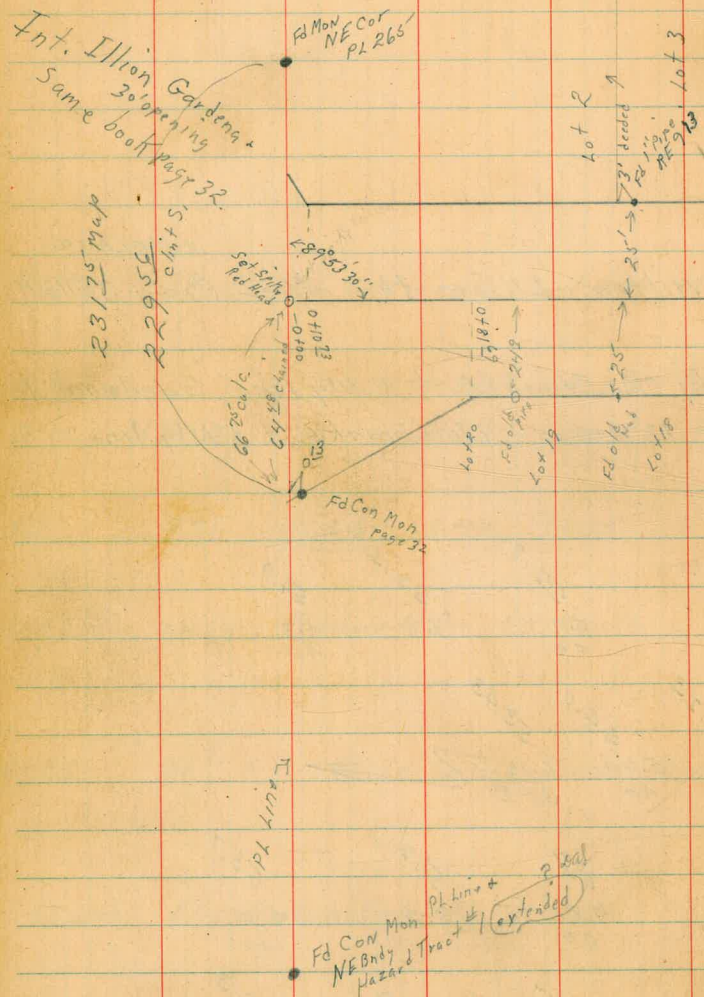
B.P. wly cb. Frankfort + Nly line Gardena
 Disk 13^E east of wly line Frankfort + Nly line "



59.65

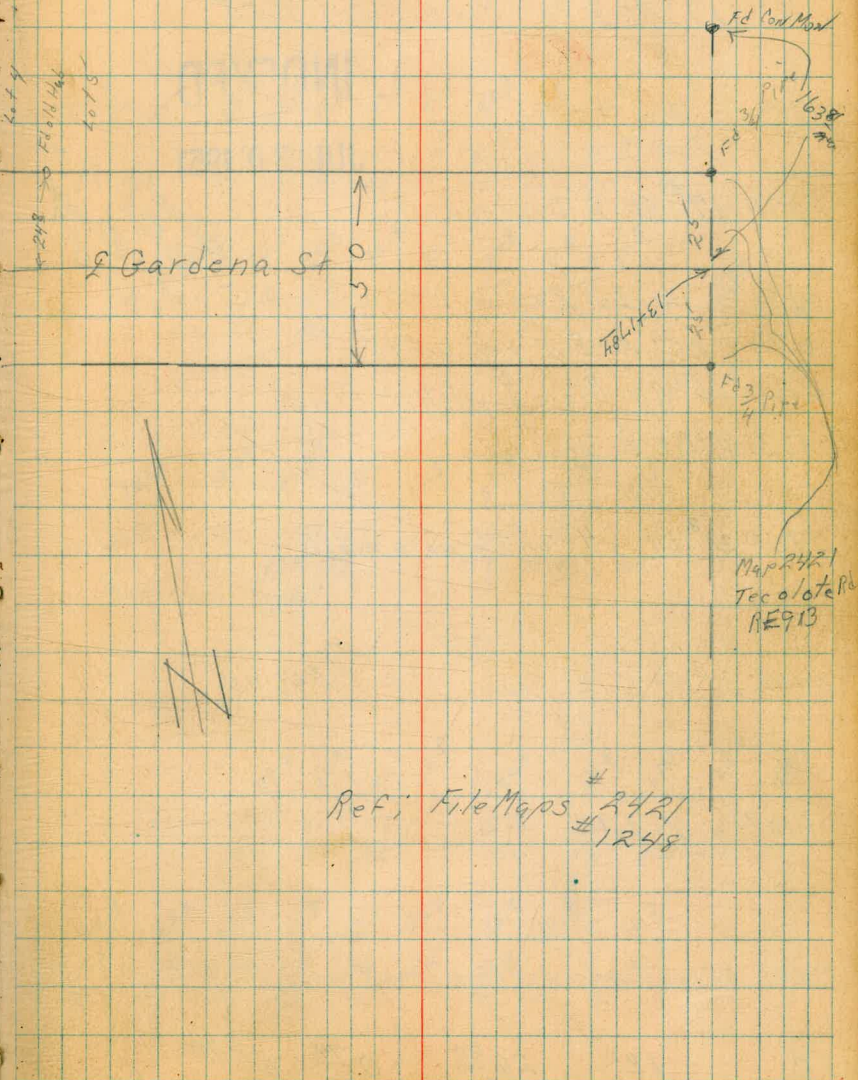
D. Smith
R. Shepherd
Nick
W. Ottman

Cross Sec for Grade



Gardena St through the Gardena Home Tract

Wot 25020
7-26-51 36



X Sec Gardena St through Gardena Home Tract
 Lt. North Lt. South

37

- 1+32 24² LT Begin Picket Fence on corner wall
- 1+19 24² RT End 3' Picket fence
- 1+16 17² RT & 12" Power Pole #P4625

INDEXED

JUL 30 1951

1+00

0+97 17² RT & Dead man

0+81 6² L. Lot 20

0+73 25² RT & 2' con walk

0+66 26² RT Begin 3' picket fence

0+63 19² RT & Dead man

0+50 22² LT & 4' con steps & walk

0+42 30² RT & 12 Power Pole #P4605

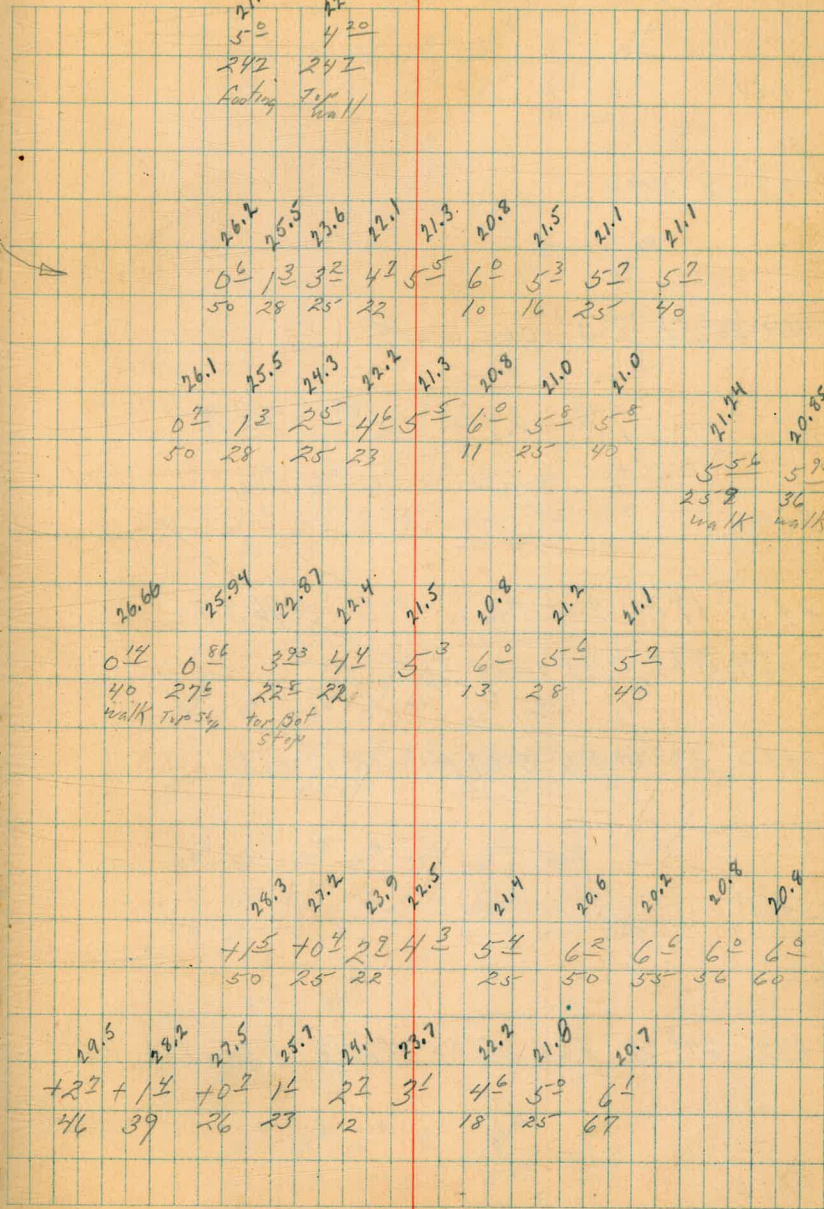
0+10 7² L. Lot 1

0+00 Wly Gardena Home Tract also PL line

TP	102	2680	074	2578
BM	403	2652	2249	

*Reduced & Plotted by
 F. B. Rimmey
 8-6-51*

*Mon Illion
 Gardena
 page 33*



Σ 26 80

3752 22² Lt E 2⁵ con walk

3750

3727 E SMH

3711 25² Rt E 3' con walk

TP₂ 7⁴³ 29⁶¹ 46² 22¹⁸

3700

2765 17⁴ Rt E 12" Power Pole # P46.37

2764 19⁴ Lt E 12" Power Pole no #

2750 23⁵ Lt E 6" steel post set in con

2700

1772 24² Lt End picket fence + con ret wall

1750

Lt=North 24.23 23.75 23.68 Rt=South

35	25	22.2	22.9	22.5	22.9	22.9	22.1
walk	walk	walk					
52	52	52.3	62	71	62	62	75
40	25	11	62	10	12	25	40

23.15
644
v117

22.51	22.39
710	722
250	350
walk	walk

23.6	23.4	22.6	22.6	22.3	22.4	22.0
32	34	42	43	45	47	48
40	25	11		11	25	50

23.2	22.7	22.7	22.0	21.9	22.1	22.2	21.5
36	41	41	42	42	42	46	53
40	25	20	12		10	25	50

23.1	22.7	22.6	21.8	21.7	21.5	21.5	21.1
32	41	42	50	51	53	53	57
40	25	17	11		11	25	50

21.6	22.54
42	426
242	242
footing	ret wall

22.3	22.2	21.8	21.5	21.0	20.5
45	46	50	53	58	63
50	25	12		25	50

226⁸⁰

6750

6700

5750

5729 17¹/₂ RT & 12" Power Pole P 4681

5706 17¹/₂ RT & dead man

5700

4776 25¹/₂ RT & 3⁵/₈ con walk

4769 25¹/₂ RT & 10⁵/₈ con drive

4750

4700

Lt=North

RT=South

39

25.9	25.6	24.8	25.2	24.6	24.6	24.4
38	40	48	44	50	50	52
50	25	13		10	25	50

25.2	25.4	24.5	24.4	24.0	24.8	24.8	24.4
44	42	51	52	56	48	48	52
50	25	10		10	20	25	50

25.0	24.9	24.1	24.0	23.8	24.2	23.8
46	47	55	56	58	54	58
50	25	12		10	25	50

24.0	24.3	24.4	23.9	23.7	23.5	23.8	23.9	23.6
56	53	52	52	52	61	58	52	60
40	25	21	12		10	17	25	40

23.84	23.65
577	576
25 ¹ / ₂	36
walk	walk

23.82	23.67
577	574
25 ¹ / ₂	35 ¹ / ₂
drive	drive

24.1	24.2	23.7	23.4	23.3	23.1	23.5	23.4	22.9
55	54	52	62	62	65	61	62	62
40	25	20	12		10	11	25	50

24.9	24.3	23.9	23.4	23.0	23.0	23.2	23.0	22.9
42	53	52	62	65	65	64	65	62
50	25	22	12		10	11	25	40

π 29 61

8+00

7+94 24° Lt end rail fence begin picket fence

7+93 17^{1/2} RT & 12" Power Pole # R4719

7+50

7+49 17² Lt & 3" Pepper tree

TP3 7⁵⁰ 33⁰⁰ 4¹¹ 25⁵⁰

7+17 19¹ Lt & 2² con + brick walk

7+00

6+92 24° RT & 3' con walk

6+69 24⁴ Lt Begin rail fence 2^{1/2} high

6+68 25³ RT & 6 con ribbon drive 1^{1/2} ea

6+56 17^{1/2} RT & 12" Power Pole # No

6+55 & SMH

Lt=North

RT=South

26.0	26.1	25.9	25.8	26.1	26.0	25.8
7 ⁰	6 ²	7 ¹	7 ²	6 ²	7 ⁰	7 ²
40	25		10	15	25	50

26.1	25.6	25.3	25.0	25.3	25.2	25.1
6 ²	7 ¹	7 ²	8 ⁰	7 ²	7 ⁸	7 ²
40	25		10	11	25	50

26.29	26.01	25.91	<u>33.00</u>			
3 ³²	3 ⁶⁰	3 ²⁰				
45	25	19 ¹				
walk	walk	walk				

26.1	26.0	25.1	25.1	25.0	25.1	25.0
3 ⁵	3 ⁶	4 ⁵	4 ⁵	4 ⁶	4 ⁵	4 ⁶
50	25	16		11	25	50

25.08	25.10
4 ⁵³	4 ⁵¹
24 ⁵	34 ⁶
walk	walk

24.93	24.92
4 ⁶⁸	4 ⁶³
25 ³	35 ²
drive	drive

25.36

4³⁵

29⁶¹

10400

9+86^s E SMH

9+56

9+00

8+77 23^s Lt Begin 5' wire fence

8+67 23^s At E double garage dirt floor

23^s to garage

8+50 21^t Lt E single garage con apron + entrance

8+40 24^t Lt E 3' Brick walk

8+24 18° Lt E 30" Pepper tree

8+24 20° Rt Q 48" Stamp tree

Lt = North

E

Rt = South

41

27.6	27.9	27.5	27.2	27.4	27.5	27.5	25.4	25.5
54	52	55	52	56	53	55	76	75
50	25		10	12	25	27	28	50

27.59

54
11177

27.0	27.3	27.0	26.8	27.0	26.1	25.6
60	57	60	62	60	62	74
50	25		10	25	28	50

26.0	26.6	26.5	26.3	26.6	26.5
70	64	65	62	64	65
50	25		10	25	50

26.6

64
23^s
floor

26.72	26.46	26.2	26.3	26.4	26.3
628	654	68	62	66	62
239	212	10	25	50	
ent.	apron				

26.47

653
34

26.32

668
242
walk

33⁰⁰

12450

12400

11450

11420 22° Lt & single garage con floor apron

11405 23° Lt & 3' con walk

11400

10490 20° Lt & 18" Acacia tree

10483 17° Rt & dead man

10457 17° Rt & 14" Power Pole # P4763

10450

Lt = North

E

Rt = South

42

30.2	29.7	29.3	29.5	29.0	29.5	27.6	26.8
28	33	32	35	40	35	54	62
50	25	20		11	25	30	50

29.8	29.4	28.9	29.0	28.6	29.0	29.0	26.9	26.4
32	36	41	40	44	40	40	61	66
50	25	11		10	13	25	29	50

29.3	29.2	28.8	28.6	28.8	28.8	26.5	26.0
32	38	43	44	42	42	65	70
50	25		11	12	25	29	50

28.76	28.54
424	446
238	229
Floor	apron

28.55	28.41
440	459
332	232
walk	walk

28.2	28.4	28.1	28.3	28.5	26.1	26.3	25.8
48	46	46	42	45	48	62	78
40	25		11	12	25	29	50

28.3	28.5	28.0	27.8	27.9	27.6	26.1	27.8	26.0	25.4
42	45	50	53	52	54	49	52	70	76
50	25	11	10		10	16	25	28	50

33.00

BM starting 4²² 22⁴⁷ 22⁴⁹ 2 Mon
Illion
Gardena

TP₁ 3⁵⁷ 26⁶⁹ 6²⁵ 23¹²

TP₄ 3³⁸ 29³⁷ 7⁰¹ 25⁹⁹

23rd End wire fence
fence gate rail 4⁵ high across rd.
Begin Tecolote Rd

13+17⁸⁴

13+00

31.5	31.1	30.4	30.2	29.4
15	19	26	28	36
50	25	25	25	50

30.9	30.4	30.2	29.6	28.9
21	26	28	34	41
50	25	25	25	50

23⁰⁰

S.D. River
Prop. Crossing - Sewer - Thru Levee

W.O. 31813

8-15-51

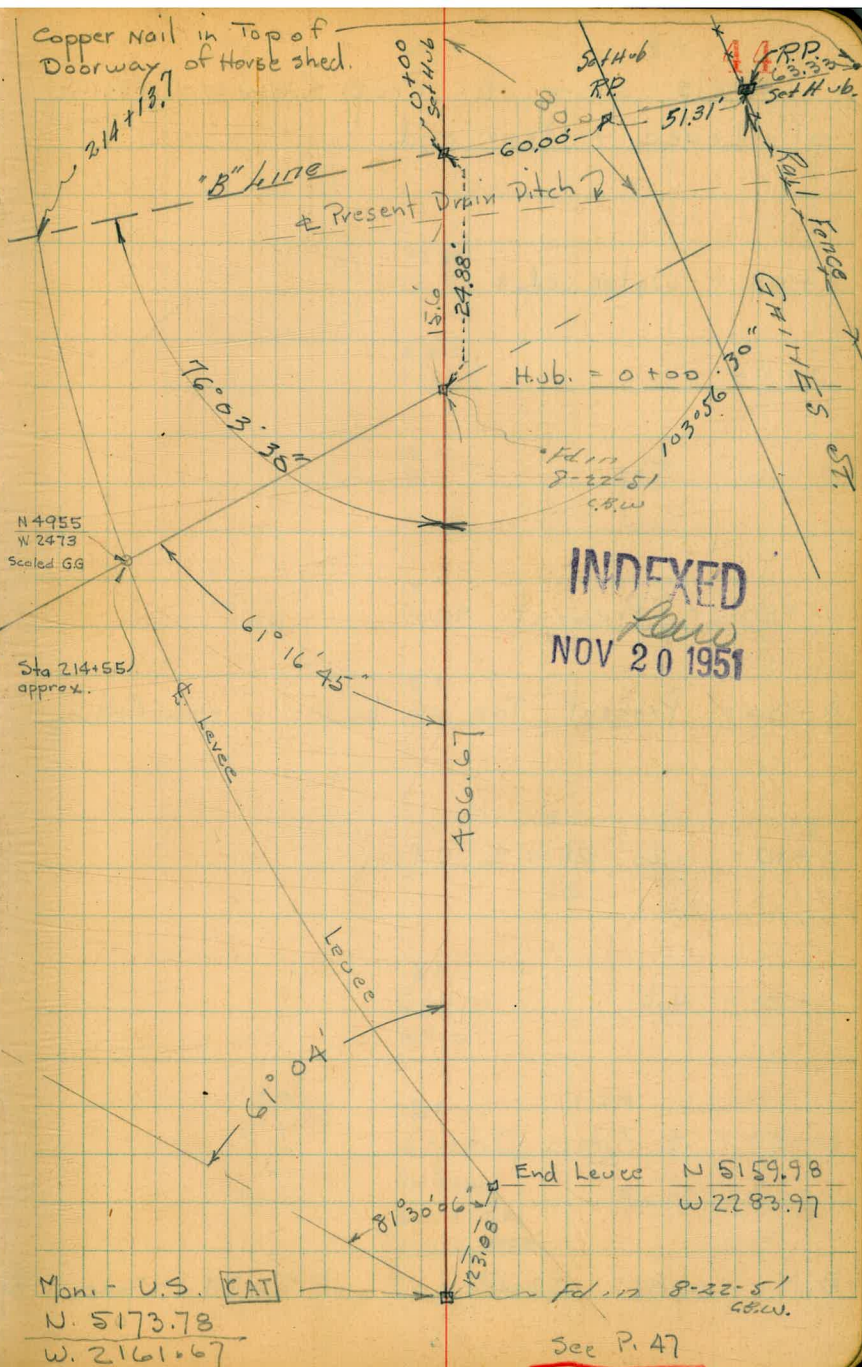
7.0 - ?

line Hits wly. Side of Black post
on Hillside S. of Hwy.

To Top of spire
Marsten Museum Bldg.

2+00 = Hub.
52°03'38" W.

Copper Nail in Top of
Doorway of Horse shed.



Levels along \pm Prop. Sewer Crossing
of Levee - Near end.

1+09 = Water edge

0+90

0+75 = Top.

0+40 = Present top.

0+30 = Present Toe of Levee - Now filling

0+10 - 20' Rt. = \pm ditch

0+00 = Hub.

0-.50 = \pm Drain Ditch

B.M. 171 22.10

20.39 = spike in Pole opp. 0+00 - Bay Eng. Datum. USCG

Lt.

\pm

Rt.

45

-2.39
15.4 = Top water

4.4
8.7

10.0
2.1

10.9
2.2

8.2
4.9

8.2	6.1	8.3
4.9	6.0	4.8
15	20	25
	Bot.	Bank

8.1
5.00
on Hub.

8.0
5.1
↓
Bank

7.2
5.9
Bottom

13.09 City
22.10 USCG

7.9
5.2
↓
Bank

2+00 = end in field

1+72 = Toe of Loose Hill

1+70

1+40

1+31

1+26 = edge of water

1+17 = Φ water.

5.9
7.2
50

5.62
2.47
on Hub

5.9
7.2
30

6.2
6.9

7.3
5.8

7.2
5.9 = Top bank

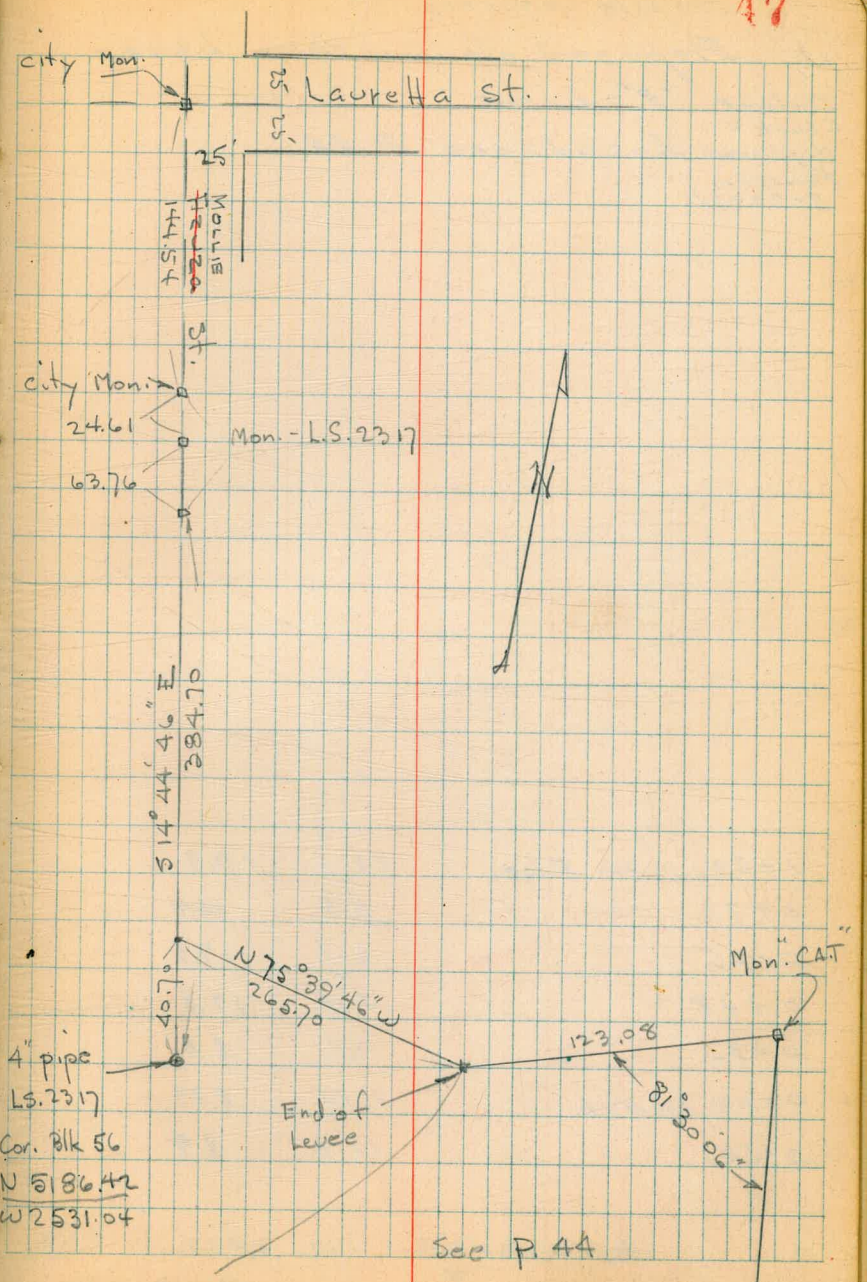
4.4
8.7

-2.39
15.4 = water

-4.41
17.5 = Bottom - (now)

Street Line Ties to End of levee.

Book Mission Bay #62 - Page 49



4" pipe
L.S. 2317
Cor. Blk 56
N 51° 30' 06" W
W 123.08

End of
levee

See P. 44

~ Profile levels ~

Proposed Sewer thru levee

Walker "B"-Line
Clark X
Huffman Location P-44
Pearson
8-22-51

1+20 = Water Edge	22.1	-0.9
0+70	5.8	14.4
0+65	2.7	17.5
0+48	2.4	17.8
0+35	11.7	8.5
0+00 on Hub	11.74	8.49
0-50	11.3	8.9

8.62 20.23
11.61

B.M. Steel Pole N.W. Side Garrison St.
FB2031-80

Location + Elev. of 14" C.I. Pipe
as Const. under Levee

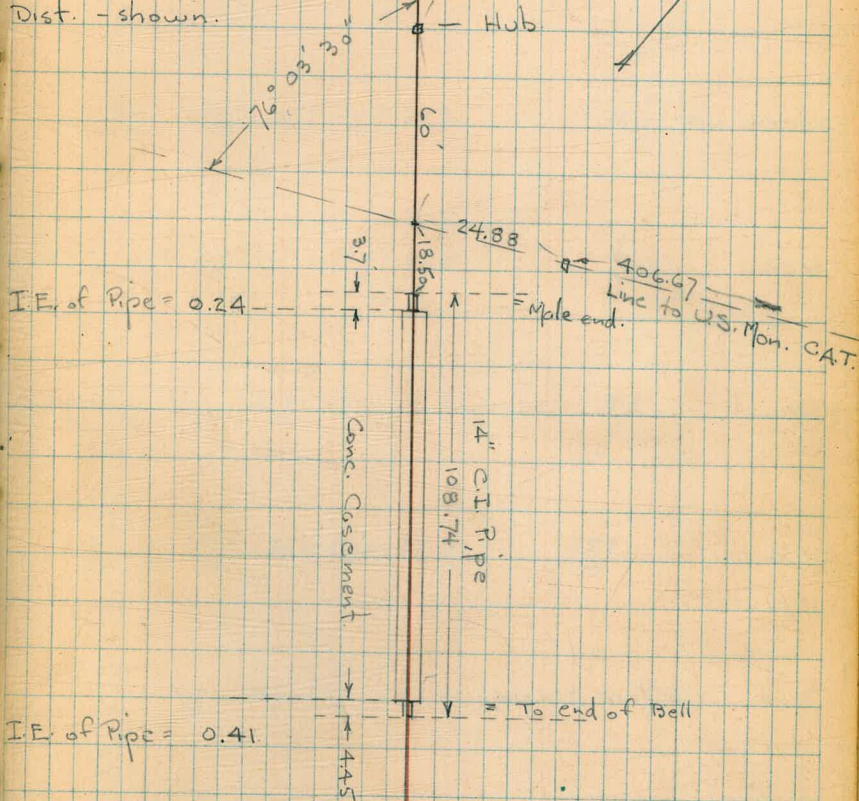
W.O. 20863

9-12-51 - 7.0

B.M. = Nail in Pole
Marked 20.39

11.61

Sec P. 44
14" C.I. pipe Const. online
as shown on lay out -
also Plan 9103-L
Dist. - shown.



Line Hits Wly. edge of Black
Post on Hillside - S. of Hwy.

Clark
Shepherd
Bruner
ONEIL
8-21-53
W.O. 25020

Rd - Sect. of GARDENA ST -
ILLION to GALVESTON

Notes For Alignment - See sketch pg 32

LT

E

RT

50

2+51.59 = ELY BRUNN

21.7 23.2 23.4 25.9 26.1 30.7 35.6
60 50 40 10 16 40

2+00

21.1 22.4 23.7 24.7 29.3 39.6 (double-checked)
50 40 32 7 40

1+50

19.9 21.8 22.5 23.7 23.8 27.0 36.0
50 40 35 27 8 40

1+00

20.5 21.0 21.3 23.0 22.8 24.4 24.7 31.8
50 40 36 27 10 7 40

0+50

20.8 21.7 22.3 23.2 24.2 24.8 29.9
50 40 32 11 3 40

0+00 = W. LINE ILLION

20.8 21.8 23.4 24.0 30.2
40 8 5 40

0-40 - Cnt. Med E Gardena + ILLION

21.0 21.1 20.5 22.0 22.6 28.1
40 37 32 2 40

B.M.

Dir. E/or. Rod:

22.49 = Cont.
ILLION +

Monk E
GARDENA

INDEXED
JER
AUG 24 1953

GARDENA (CONT.)

CHK: 6424 = 6429 = 13.P N/4

3+25.47 = E GALVESTON

3+00.47 = ELY LIME GALVESTON - N/4

2+50

2+00

1+70

1+35

0+90

0+50

3+07.99 = WLY BERRY = 0+00 Ahead
See pg 32

LT.

£

RT.

51

LIME GARDENA W 1/4 CB, FRANKFORT - see pg. 35

44.5 46.3 47.4 49.3 50.5 52.4
40 20 15 40 40 100

43.0 44.6 48.9 49.0 51.0 51.8
50 40 14 40 40 50

46.2 46.9 48.9 49.6 50.8 51.8 51.8
50 40 20 40 36 40 58

48.3 49.0 50.5 51.6 51.4
50 40 40 50

49.9 50.4 50.6 50.7 50.2
50 40 40 50

49.6 50.3 50.2 48.8 48.9 48.6 50.5 49.1
50 40 30 21 11 40 50

43.2 48.0 44.4 44.2 45.3 44.2 44.3 44.7 46.2 48.0 50.9 50.9 51.1
50 40 23 15 12 11 6 8 30 38 40 50

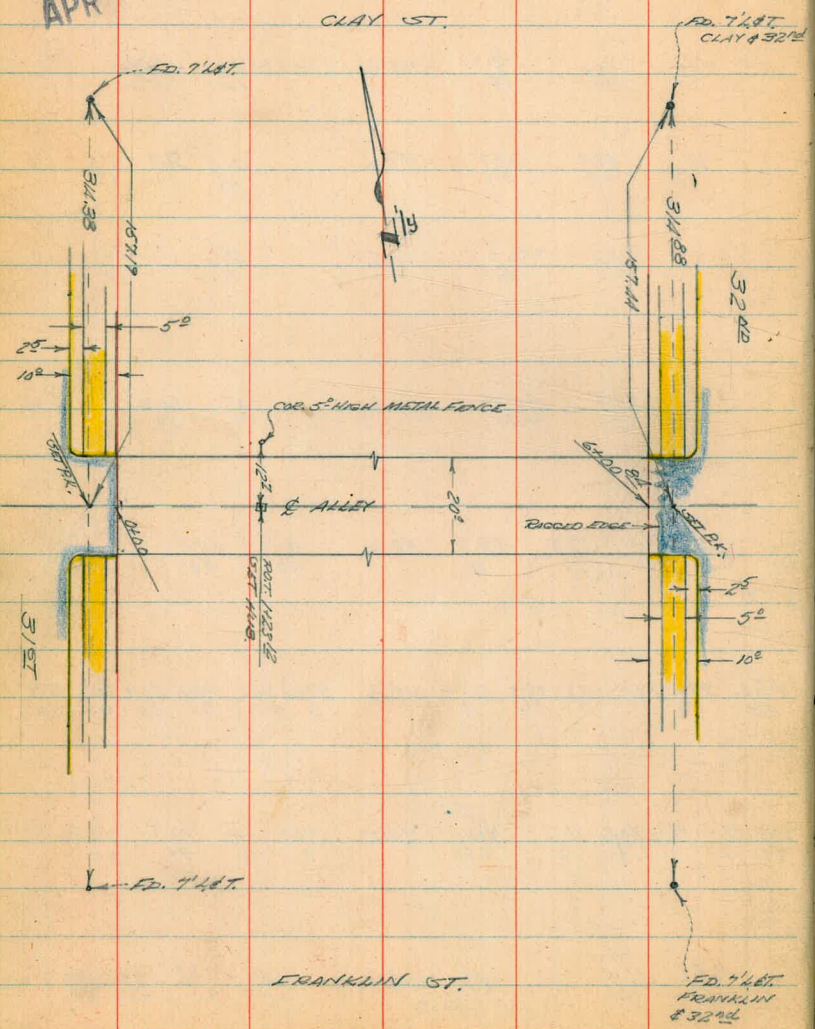
41.1 42.5 43.4 40.6 40.6 41.6 40.0 40.0 40.7 44.3 46.5 46.6
50 40 30 21 14 12 7.5 7 18 40 50

25.2 26.5 27.3 32.0 33.00 33.5 27.9 28.0 28.9
50 40 36 27 11 26 40 50

DIR. ELEV. ROD:

INDEXED
 APR 7 1955

COTA
 GABBER
 KELLEY
 A-05-55
 N.O. # 32541



31ST ST.
 60' ST.
 10' ROADWAY
 25' CR. TO WALK
 5' WIDE SIDEWALK
 25' RADIUS ON ALLEY CR. RETURN
 A.C. PAVING.

32ND ST.
 60' ST.
 10' ROADWAY
 25' CR. TO WALK
 5' WIDE SIDEWALK
 25' RADIUS ON ALLEY CR. RETURN
 A.C. PAVING

7.P=69.44

0465 20⁵ FT TO SINGLE GARAGE

0456 10⁹ FT TO 6⁰ WIDE CONC. WALK

0454 15³ FT END 3⁰ HIGH CONC. WALL

0419

10⁰ FT. BEGIN 3⁰ HIGH CONC. WALL
 0400 ELY PK. 31ST.

0-10 ELY CB. LINE 31ST

0-30 6 31ST

ELEV. PK. NAIL AT 0-07 = 60.51

B.M. NE. SP. FRANKLIN 830th ELEV. = 82.08 (FS. 1345 Pg. 7.)

DIRECT ELEV. ROD USED.

L.T. (No.)

ft. (So.)

53

68.2
 20.5
 DIET
 FLOOR.

68.10 68.20
 16 10.9

68.4 67.6 66.7 66.1 67.2 66.3
 15 10 7 10 10
 623 Foot

62.3 62.7 62.3 62.6 63.3 66.1 66.9
 20 10 5 10 10 15
 TOP
 NAIL

61.6 60.74 60.56 60.7 60.94 60.50
 10 10 10 10 10
 08. 1.C. 1.C. 08. Foot
 944 944

61.70 61.06 61.6 60.57 60.43 60.15 60.75 59.60 60.26
 50 50 12.5 12.5 12.5 12.5 50 50
 08. 944 08. 944 944 08 944 08.

61.74 60.76 60.57 60.20 59.40
 75 25 25 75

DIRECT ELEVATIONS.

1480 9³ RT TO ♀ P.P. # P.A. 3138

1469 9⁶ LT. TO ♀ 8" ACACIA TREE

1458 12¹ RT. TO ♀ SINGLE GARAGE DIRT FLOOR

1450

1429 12⁰ LT TO ♀ 12⁰ DRIVEWAY TO CARPORT (CONC.)

1401 9⁰ RT. TO ♀ P.P. # PA 3110

1400

0490 9⁰ RT. GUY WIRE ENTERS GRD.

0469 15³ LT. TO ♀ SINGLE GAR.

LT. (No.)

♀ RT. (50.)

54

71.8
12.1
DIRT
FLOOR

72.1 72.0 71.8 71.6 71.5
10 10 10 10 20

72.00 72.03 71.81
2A 1A 12
110

70.1 70.3 70.2 70.5 70.5
15 10 10 15

69.20
13.5
CONC.
FLOOR

3150 9⁰ LT. END 6⁰ HIGH WOOD FENCE

3140 { BEGIN 6⁰ HIGH WOOD FENCE
9³ LT. END WOOD SHED

3137 9³ FT. TO NEAR EDGE 18" DIAM. PEPPER TREE

3126 9² LT. BEGIN WOOD SHED

3110 9² LT. END WOOD HOUSE

3100 7² FT. TO & P.P.# P.A. 3148

2188 9⁴ FT. TO NEAR EDGE 36" DIAM. PEPPER TREE

2180 10⁰ LT. BEGIN WOOD HOUSE

2150

2100 10⁶ LT. TO & DOUBLE GARAGE-DIRT FLOOR

LT. (No.)

± Rt. (So.)

55

691	693	693	696	693	692	677
20	10	9 FENCE		10	15	15

	707	705	704	697	684
BLDG.	10		10	15	20

	721	716	716	716
BLDG.	10		10	20

725	724	722	722	720
106	10		10	20
DIRT FLOOR				

A157 10⁵ FT. TO 13² OPENING (USED FOR DRIVENAY)
IN FENCE

A150

A118 8⁵ FT. END CONC. SLAB
ROUGH

A111 10² FT. TO ♀ (SINGLE GARAGE

A110 8³ FT. BEGIN CONC. SLAB (ROUGH)

A100 7² FT. TO ♀ P.P.# P.A. 3168

3489 9² FT. END WOOD SHED

3478 7² FT. TO NEAR EDGE 10" DIAM. END TREE

3473 9² FT. BEGIN WOOD SHED

LT. (No.)

♀ Rt. (So.)

56

69A
105
DIET

680
20.5
DIET.

70.2
20

696
10

693

696
10

696
20

6918
83
CONC.

6915
18.5
CONC.

696
10.7
DIET
FLOOR.

6915
87
CONC.

6891
18.7
CONC.

693
20

693
10

6932

692
10

691
20

6400 8A } A.C. BETWEEN PROP. LINE & CURB. LINE IS BROKEN
 WLY. PROP. LINE 32' RD

75.78	75.5	75.0	75.4	75.68
100	100		100	100
08.	94		94	08.
TOP	DIET		TOP	TOP

5480

75.5	74.7	74.4	74.6	74.6	USE
20	10		10	11	

5463 23° Rt. to & SINGLE GAR. DIET FLOOR

73.5
 23°
 DIET
 FLOOR

5450

75.0	74.5	72.6	72.5	72.7	73.3	73.3
20	15	10		5	10	20

5440 12° Rt. to & SINGLE GAR. (DIET FLOOR)

73.0
 12.8
 DIET
 FLOOR

5432 10° Rt. AND 5' HIGH BOARD FENCE

5400 { 10° Rt. BEGIN 5' HIGH BOARD FENCE
 99 Rt. TO END CONC. WALL (RUNS AT RT. ANGLES TO ALLEY &)
 8° Rt. TO & P.P. # PA-3182

74.9	72.8	70.2	70.2	70.5	69.2
20	10	7		10	20

4484 12° Lt. to & 3' OPENING IN FENCE

73.2	72.7
22.8	12.8
DIET	DIET

CHECK BM 82.09 = 82.08 NE SP. FRANKLIN & 50th

6+30 8A & 32nd.

6+10 8A WLY. CB. LINE 32nd

6+04 GOOD A.C. PAVING BEGINS

76.28	76.00	75.73	75.40	75.08
50	25		25	50

76.02	75.61	75.71	75.26	75.14	75.03	75.34	74.66	75.00
50	50	12	12		12	12	50	50
CB	GUT.	CB	GUT.		GUT.	CB	GUT.	CB

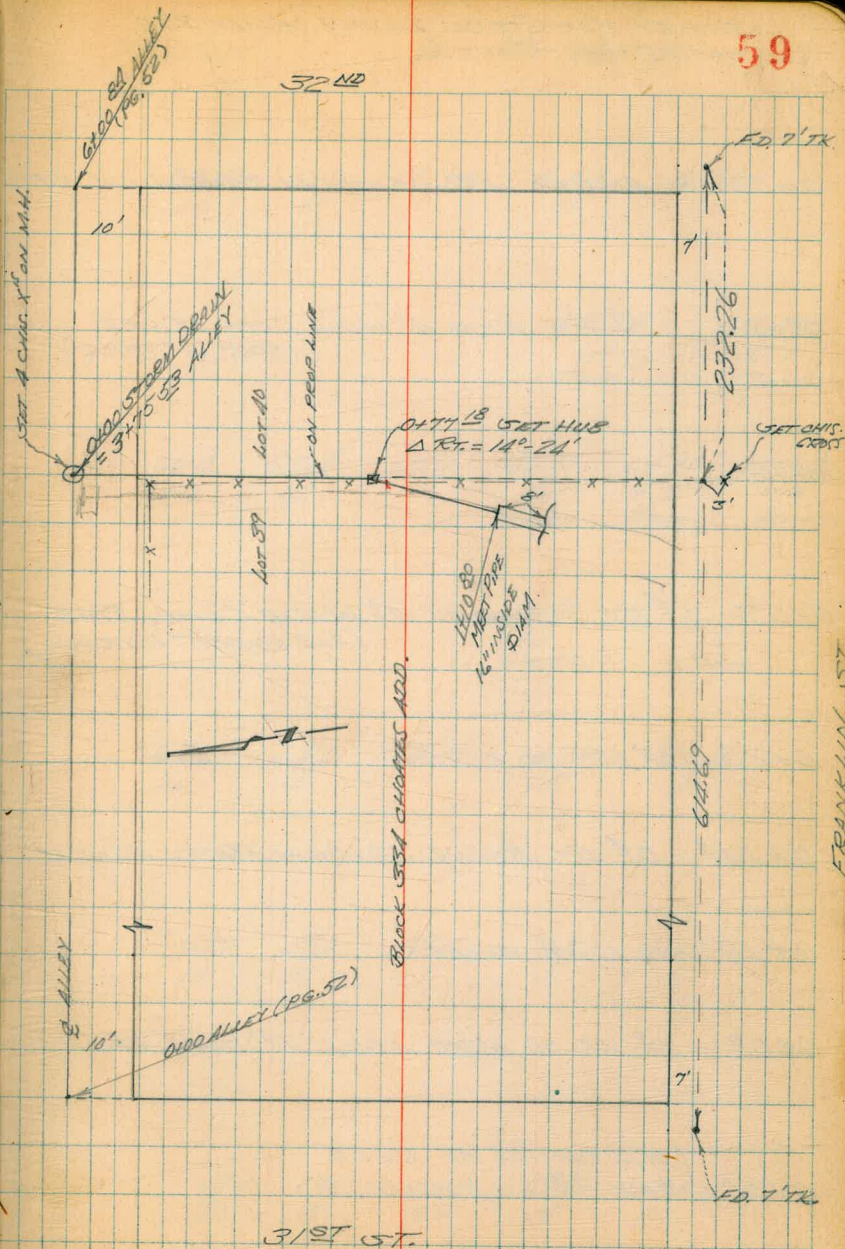
B.C.

75.28	75.08	75.18
10	AC.	10
AC.		AC.

SURVEY FOR STORM DRAIN IN ALLEY B/LK. 334
CHOWES ADD.

COTA
GARBER
KELLEY
A-1A-55
W.D. # 32541

INDEXED
MER
APR 18 1955



SURVEY FOR STORM DRAIN IN ALLEY BK. 334
CHOATES ADD.

COTA
GARBER
KELLEY
4-14-55
W.O.# 32541

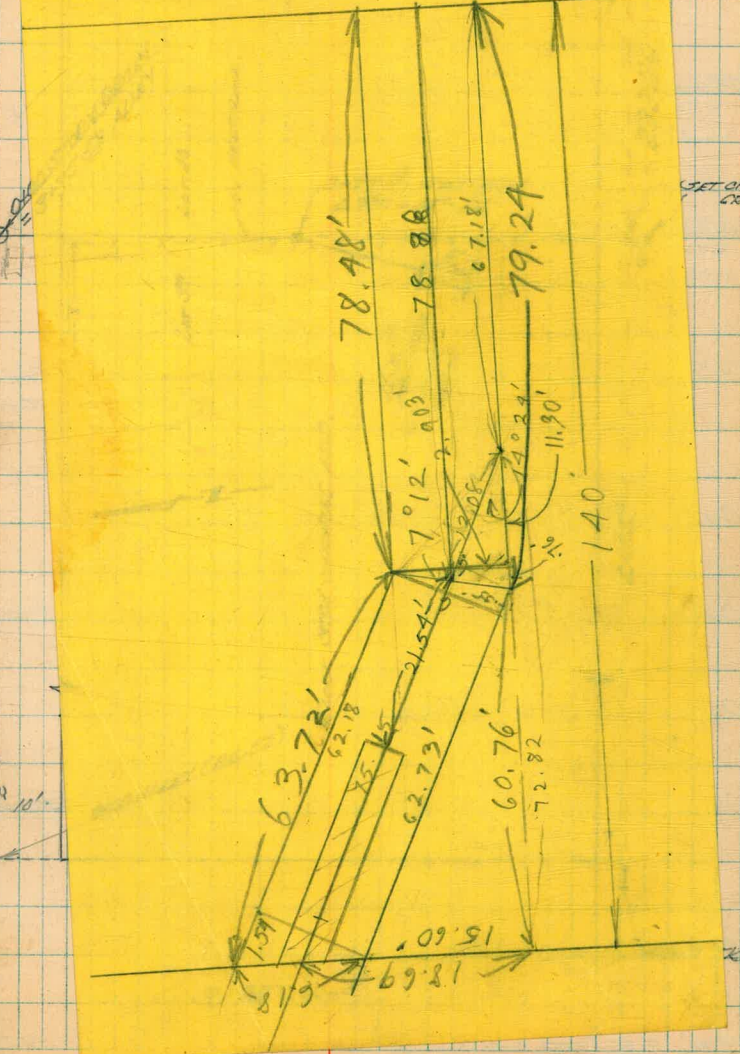
INDEXED
HER
APR 18 1955

SET 4 CHAIN 1" ON N.W. CORNER

E ALLEY

10'

KEY



59

ED. 7' TX

SET CHAIN CORNER

FRANKLIN ST.

SURVEY FOR STORM DRAIN ALLEY 33A,
CHOATES ADD. - CONT'D.

LT. (EAST)

§

RT. (WEST)

60

0+77.18 ANGLE PT. - (SECTION TAKEN ON SPLIT

63.5 63.9 64.26 64.4 64.6
10 5 5 10

0+62 1⁹/₂ RT. END 4² WIDE CONC. SLAB
(ABOUT 3" THICK)

65.21 65.21
1.9 5.9
Conc. Conc.

0+50

66.0 65.8 65.7 65.90 65.90 65.4
10 5 13 5³/₄ 10
Conc. Conc. Dirt.

0+37 1⁴/₂ RT. BEGIN 4² WIDE CONC. SLAB
(FOR RABBIT HITCHES)

66.42 66.42
14 5³/₄
Conc. Conc.

0+20 0³/₄ RT. TO FENCE

68.6 68.0 67.5 67.0 66.8
10 5 5 10

0+14¹/₂ 0⁴/₄ RT. BEGIN 5² HIGH METAL FENCE

0+10 50. LINE ALLEY

69.0 69.0 69.5 70.0 69.9
10 5 5 10

0+09 1³/₂ LT. TO NEAR EDGE 18" DIAM. EUC.

[M.H. CENTER AT 0+00
0+00 = (3+75⁵³) ON § ALLEY

69.4 69.6 69.35 69.6 69.7
25 5 M.H. 5 25

B.M. = 69.32 (ALSO § OF ALLEY 33A CHOATES

ADD.)

LT. (EAST.)

&

RT. (WEST)

61

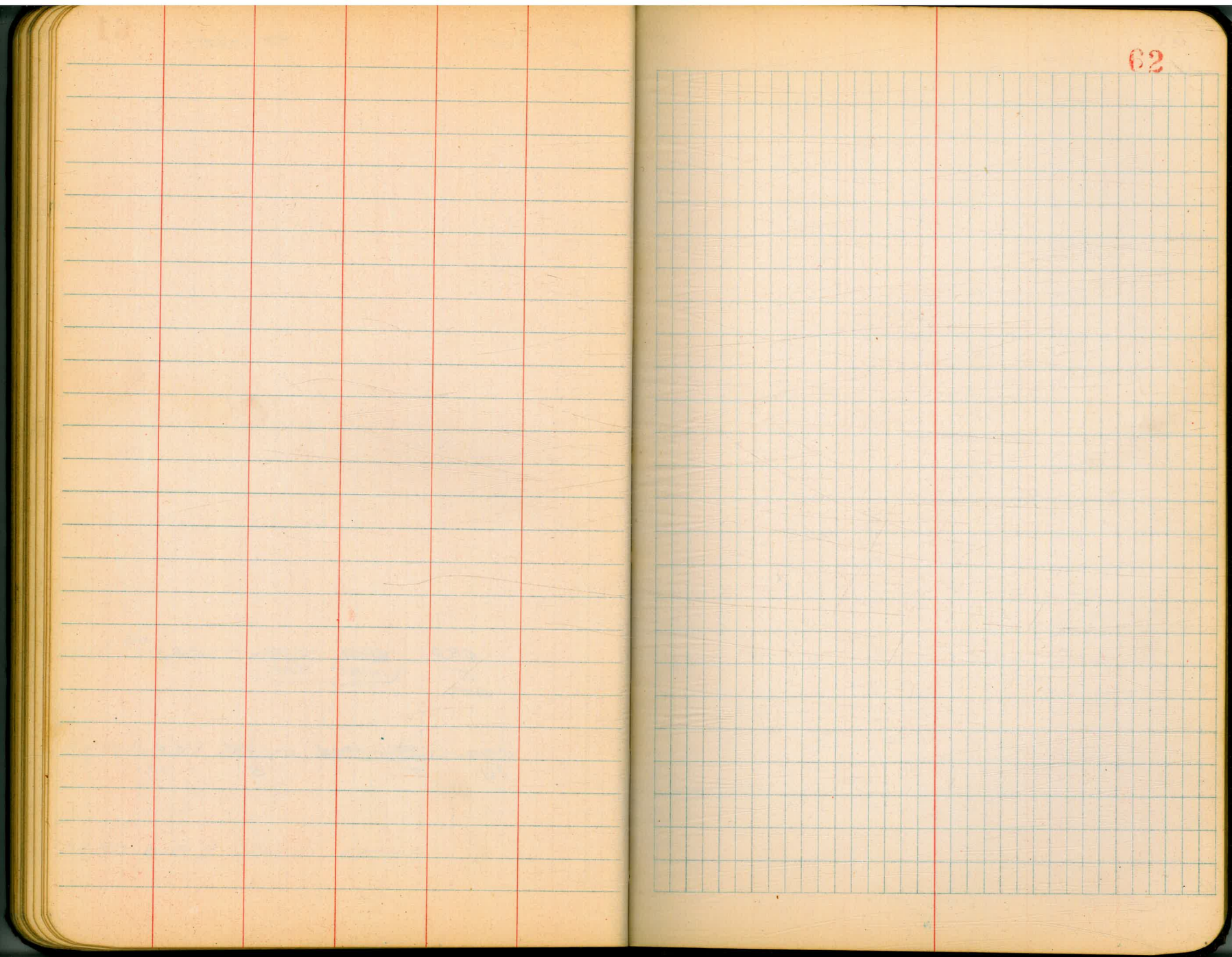
1410⁸⁰ MEET EXIST. PIPE

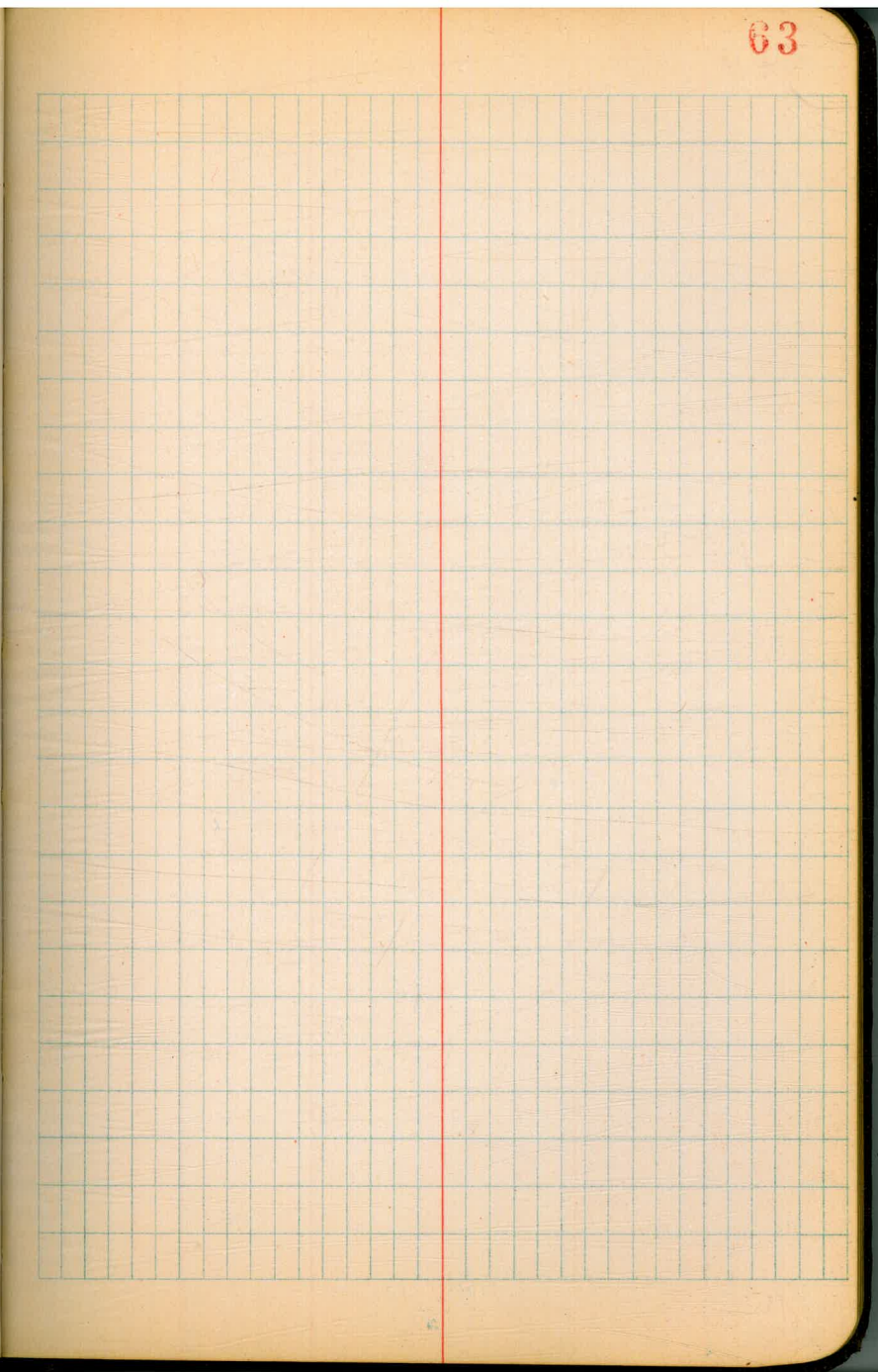
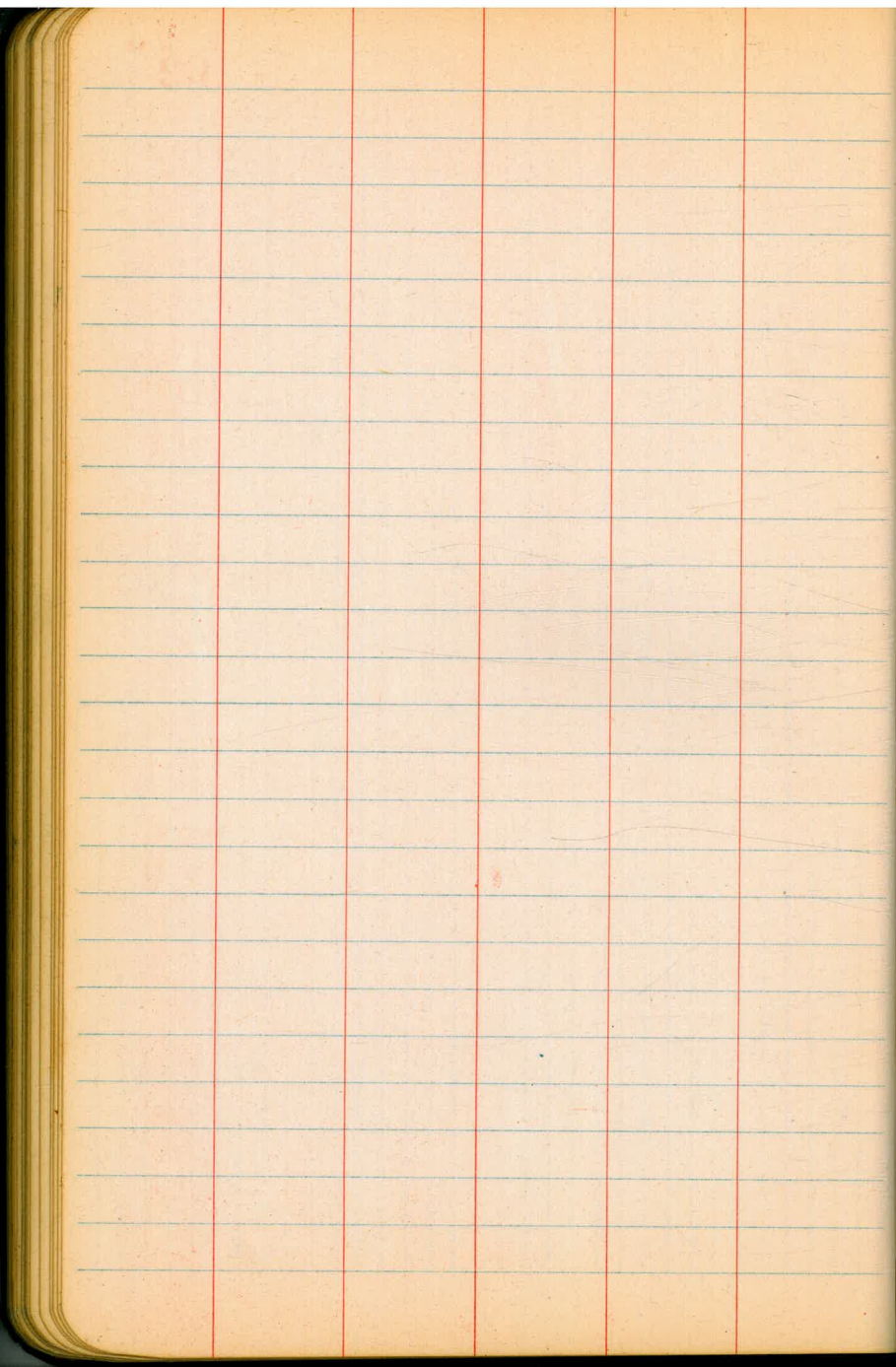
0494 33 LT. TO PT. ON FENCE

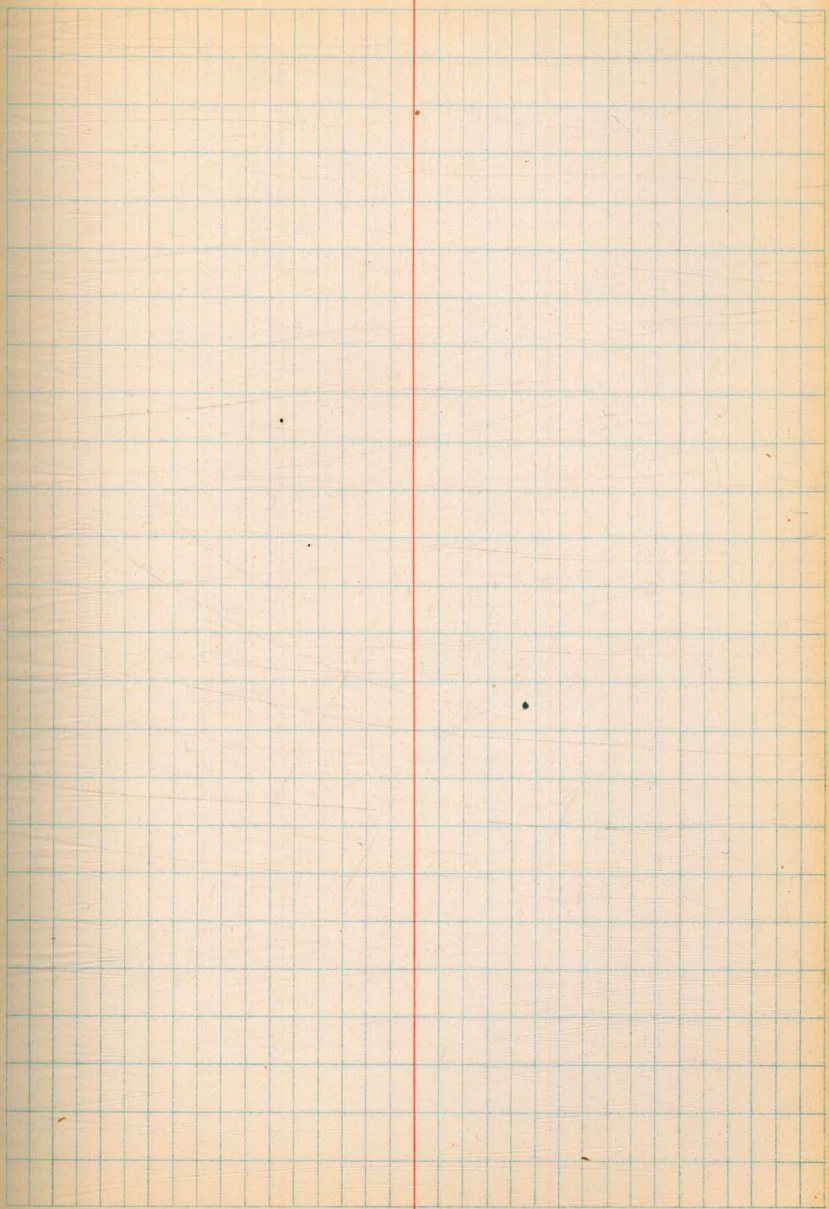
0480 OUR & CROSSES FENCE

63.0	62.08	62.8	62.8
5	INVERT GRD.		
DIET			

63.0	63.3	63.4	63.5	63.6
10	5		5	10

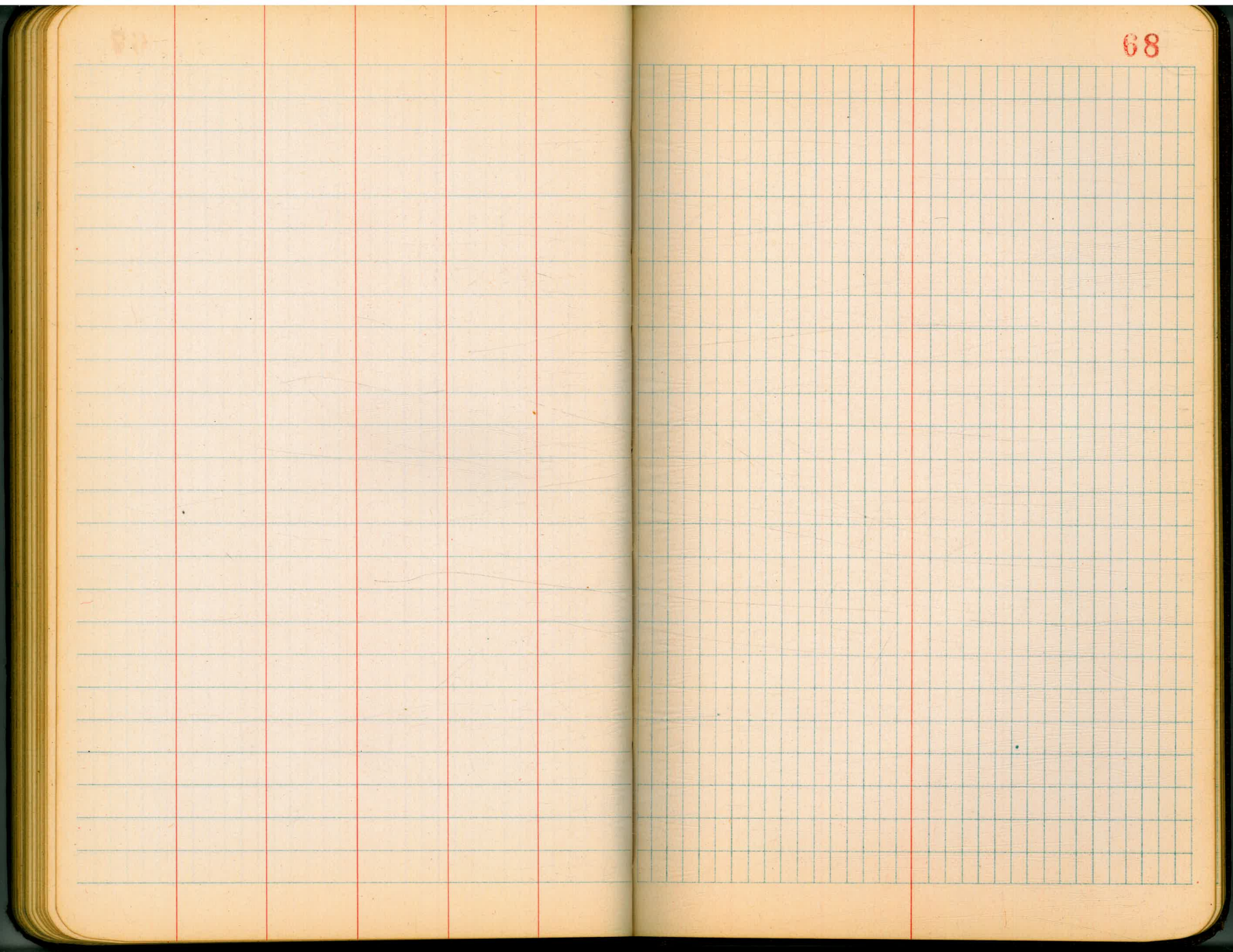


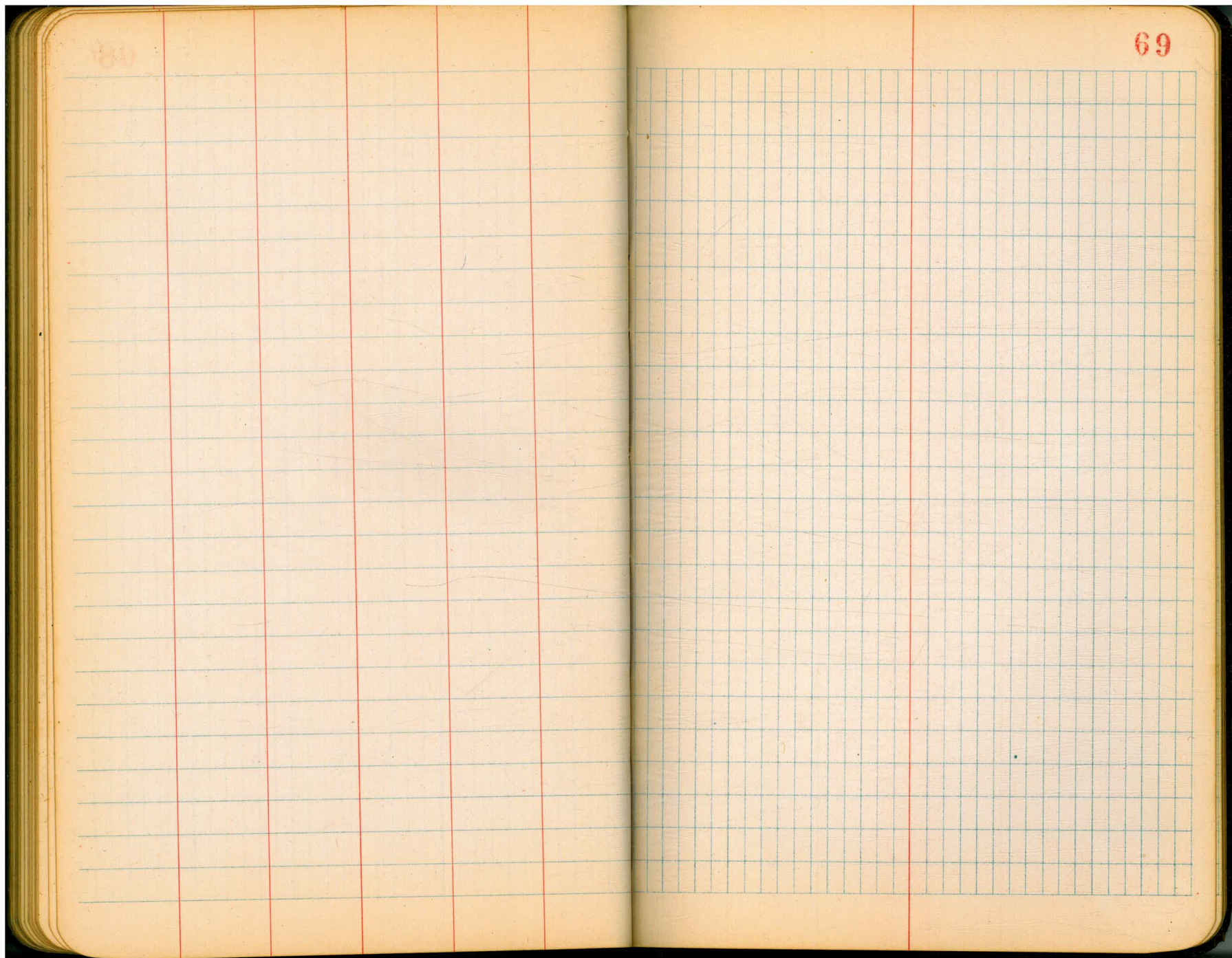


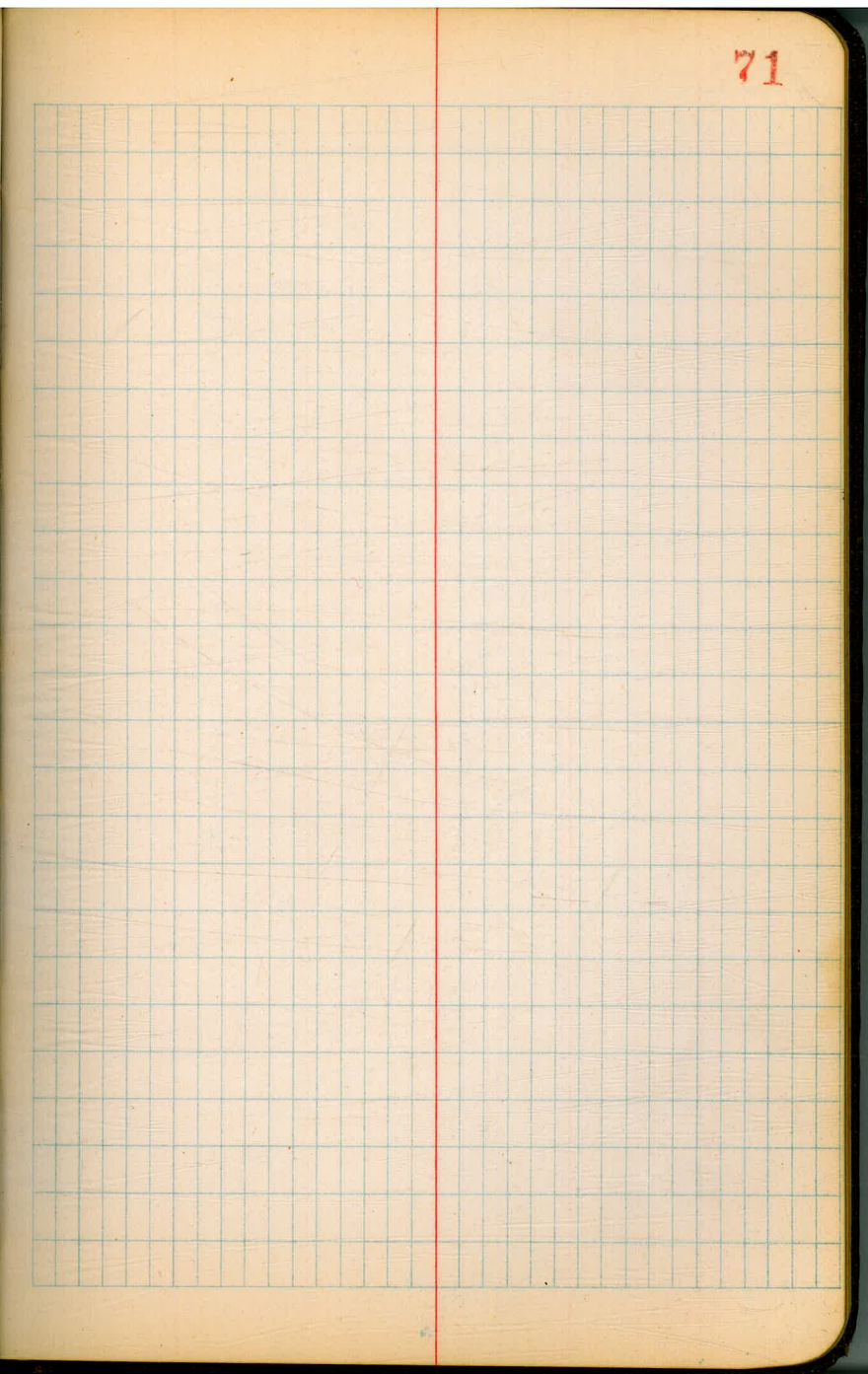
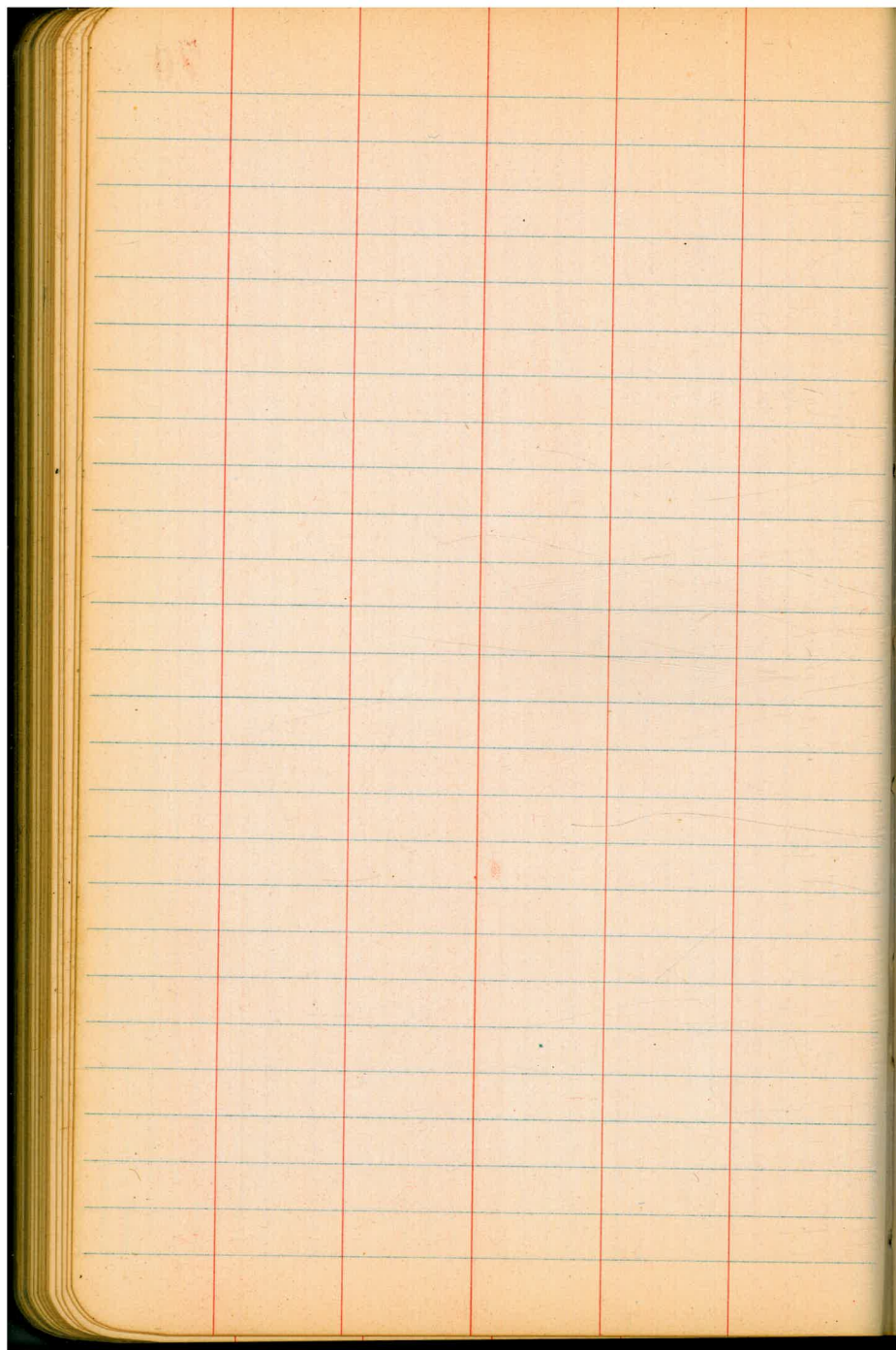


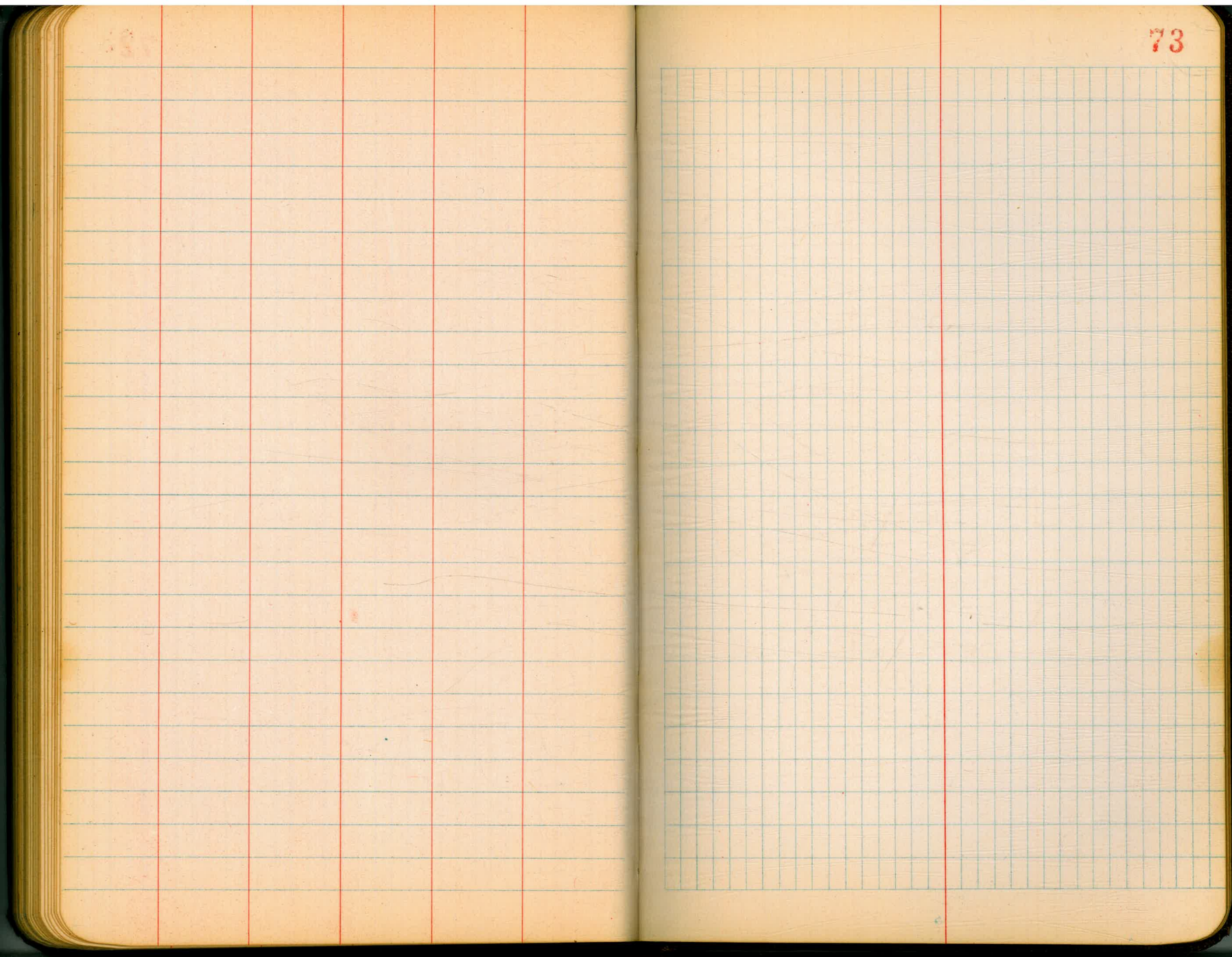
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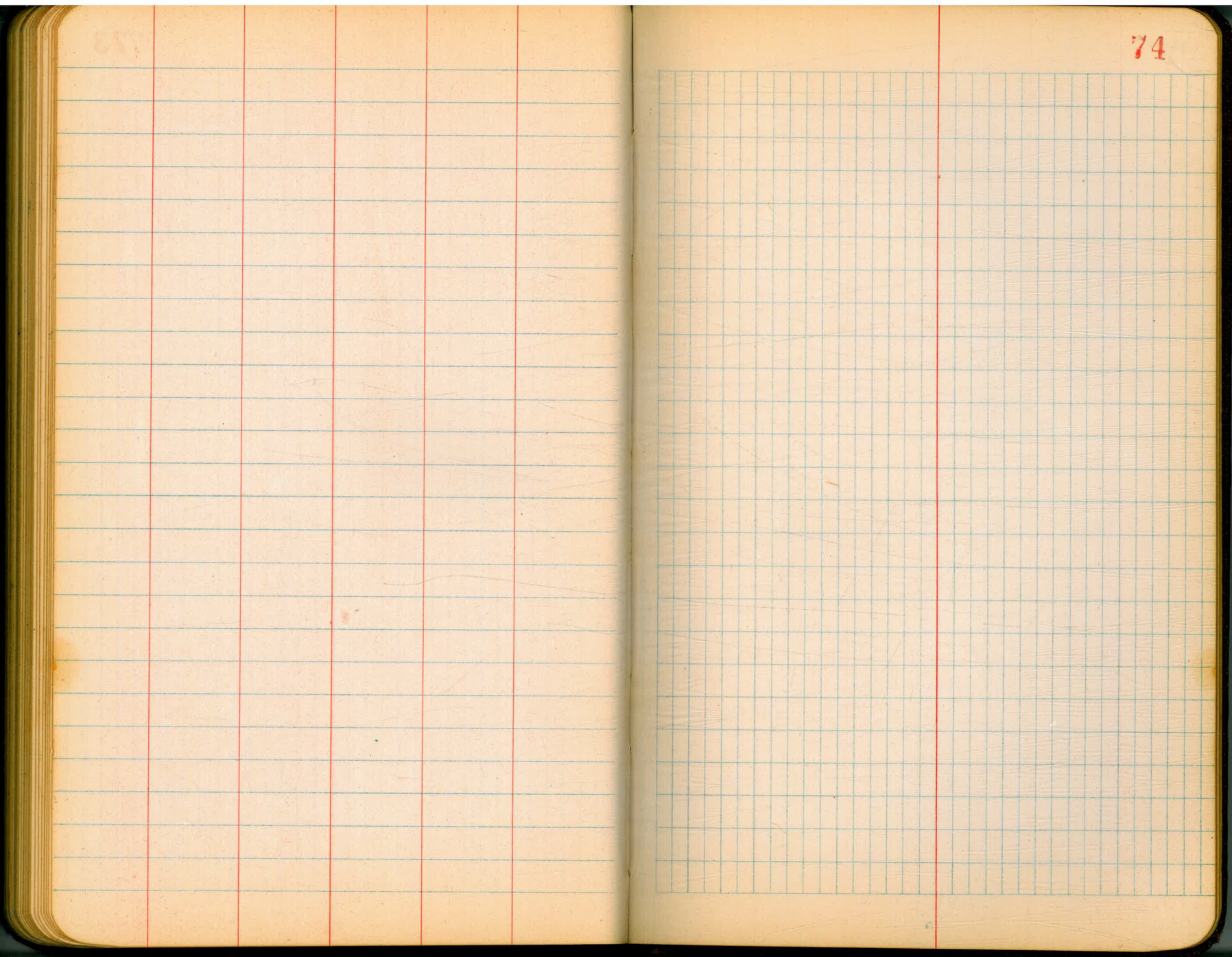
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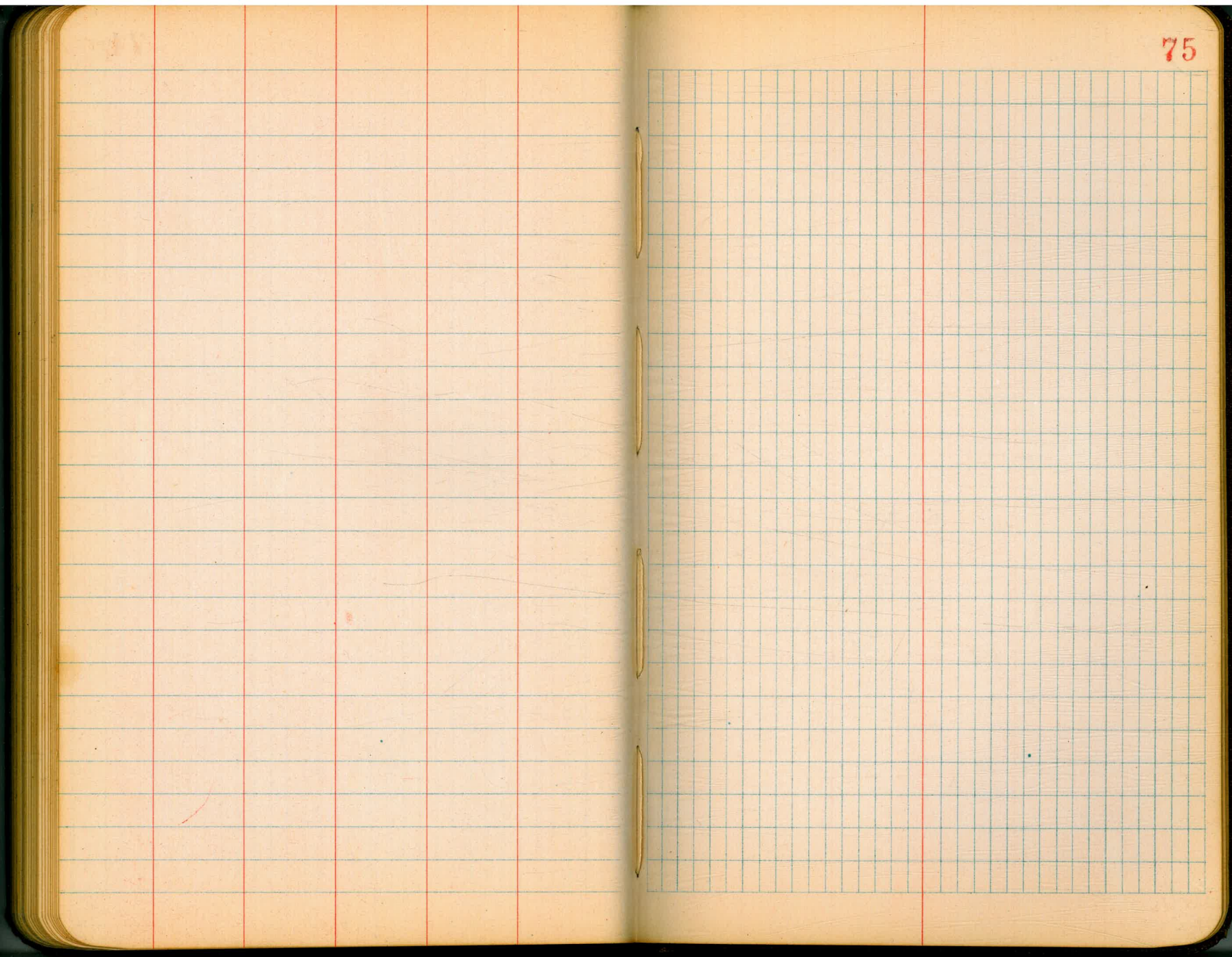


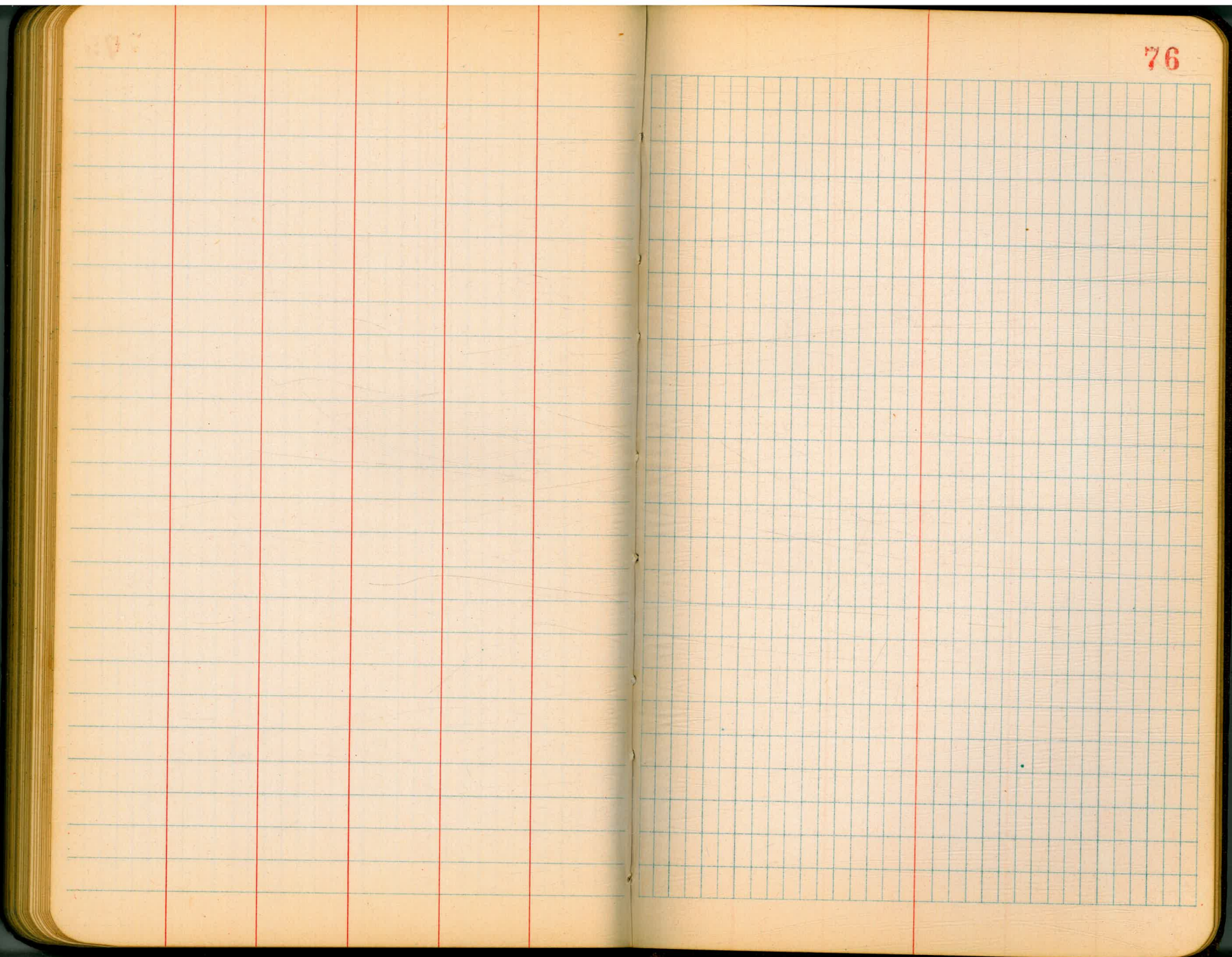






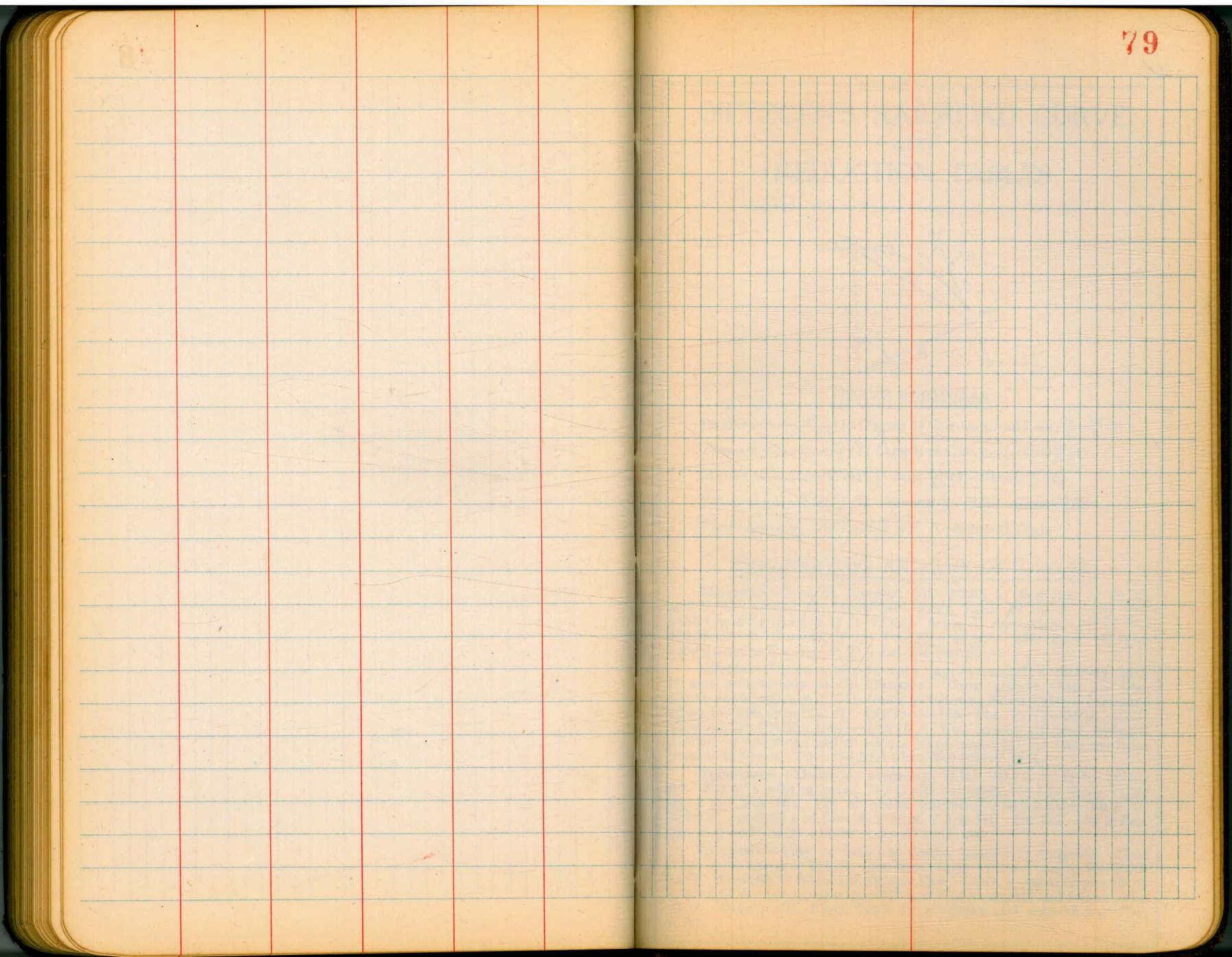






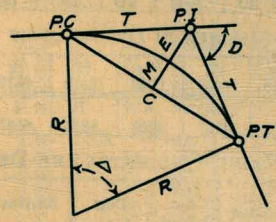
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Blank grid page with horizontal blue lines and vertical blue lines.



DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



CURVE FORMULAS

- Radius= $R = \frac{50}{\sin \frac{D}{2}}$ (1) Degree of Curve= D and $\sin \frac{D}{2} = \frac{50}{R}$ (2)
- Tangent= $T = R \tan \frac{\Delta}{2}$ (3) Length of Curve= $L = 100 \frac{\Delta}{D}$ (4)
- Middle ordinate= $M = R(1 - \cos \frac{\Delta}{2})$ (5) $= R \text{vers} \frac{\Delta}{2}$ (6)
- External= $E = T \tan \frac{\Delta}{4}$ (7) $= R \div \cos \frac{\Delta}{2} - R$ (8) $= R \text{exsec} \frac{\Delta}{2}$ (9)
- Long Chord= $C = 2 R \sin \frac{\Delta}{2}$ (10) Δ —Central Angle

EXPLANATION AND USE OF TABLES

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

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

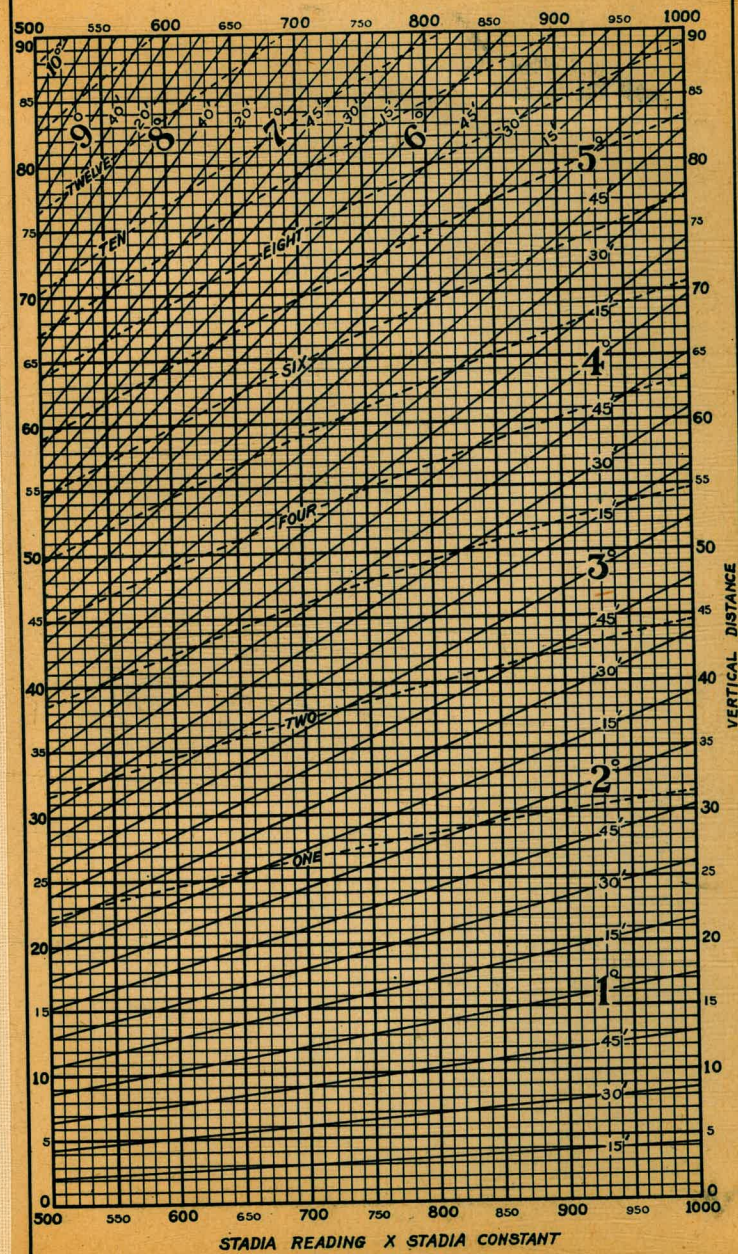
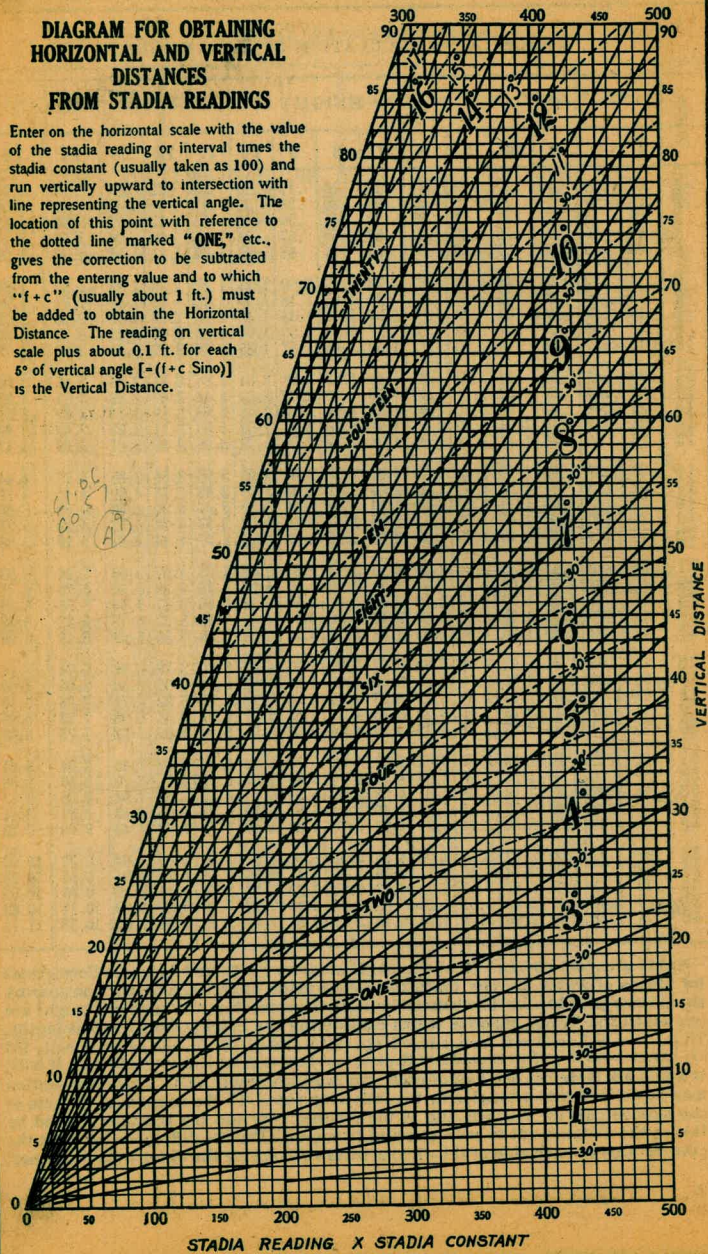
Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table I $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8\frac{1}{3} = 136.2'$ or $6.2'$, or = $2.50 \times 54.5 = 136.2'$ 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 $D = 5^\circ 30'$.

79
 11
 1 ° S
 noit

**DIAGRAM FOR OBTAINING
HORIZONTAL AND VERTICAL
DISTANCES
FROM STADIA READINGS**

Enter on the horizontal scale with the value of the stadia reading or interval times the stadia constant (usually taken as 100) and run vertically upward to intersection with line representing the vertical angle. The location of this point with reference to the dotted line marked "ONE" etc., gives the correction to be subtracted from the entering value and to which "f + c" (usually about 1 ft.) must be added to obtain the Horizontal Distance. The reading on vertical scale plus about 0.1 ft. for each 5° of vertical angle [$-(f + c \sin \alpha)$] is the Vertical Distance.



60137
 11
 20
 199

510
 1.83
 .77
 1.99
 17

60.39
 79
 59.60

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 $41.9 + (20 - 16) \div 2$ or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.

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