

1862

WEEK

ENTRIES

FIELD BOOK

NO. 1057

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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Made in U. S. A.

Additional Levels Alley Bk 14 Point Loma Ht 50-52

59-63 X Sec Cushman Pl. (Cushman St South)

64-71 X Sec Cushman Ave Weeks to Savannah

INDEXED

WK

FEB 23 1949

to page 72

X-Sect. Ingelow - Willow to Plum

Dirt - Not Graded

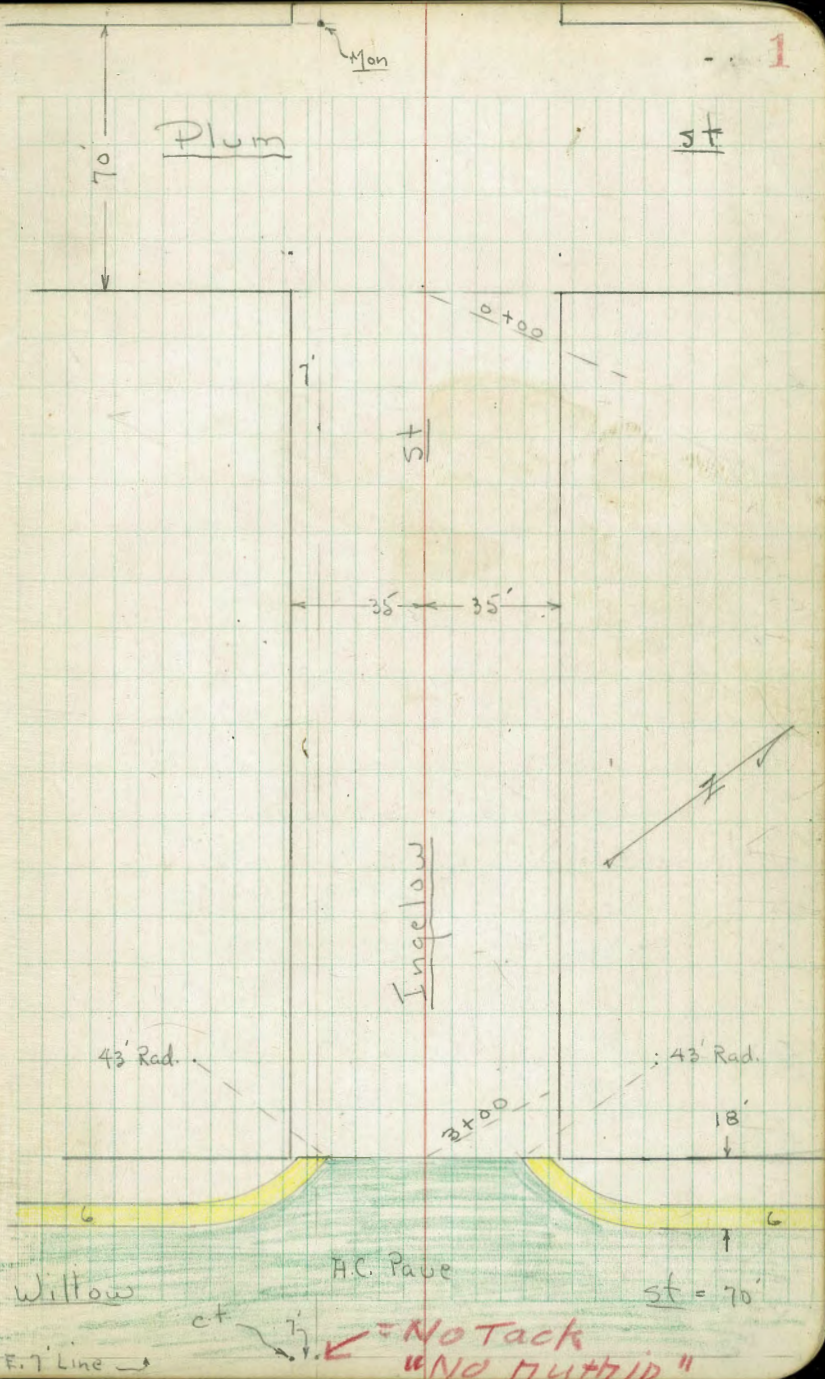
2388

W.O. 25001

6-18-48

Osborne
Hardin
Worrell
Oakley

INDEXED
JUL 2 1948



| | | | | | |
|---------------------------------------|-------|--------|------|--------|--------------------------------|
| | | | 2.72 | 111.92 | NE. Pipe Hugo + Plum |
| | 7.07 | 114.64 | 0.22 | 107.57 | |
| | 11.96 | 107.79 | 0.32 | 95.83 | = Rock |
| | 13.14 | 96.15 | 0.28 | 83.21 | |
| | 11.17 | 83.29 | 0.17 | 72.12 | |
| Ingelow + Plum set BM. - SW. 7 Mon | | | 2.71 | 69.58 | = Mon. |
| | 12.60 | 72.29 | 0.17 | 59.69 | |
| | 13.24 | 59.86 | 5.49 | 46.62 | |
| BM. | 0.66 | 52.11 | | 51.45 | SW. BP Garrison + Willow |

Begin Sections of Ingelow

2+00

T.P. 0.12 60.99 13.10 60.87

1+50 - 32.2 Lt = end fence

1+30 - 29.7 Rt = Sewer M.H. 19.58 on Rin

1+00 - 32 Lt = end Lattice + Beg. wire fence

0+56 - 32.5 Lt = Beg. High Lattice fence
dirt floor in basement.

0+50 - 35.8 Lt = Frame House - wood found.

0+42 - 32.5 Lt = end fence

0+00 = E.L. Plum

0-04 - 32.2 Lt = Beg. High board fence

0-35 = Plum

0-70 = W.L. Plum - Consider Plum as being North

4.39 73.97

69.58 - S.W. 1/4 Mon
Ingelow + Plum.

Lt

Rt

Rt

3

| | | | | | | | | |
|------|------|------|------|------|------|------|------|-----|
| 50.7 | 51.4 | 51.7 | 51.1 | 52.6 | 53.3 | 51.8 | 47.9 | 51A |
| 10.3 | 9.6 | 9.3 | 9.9 | 8.4 | 7.7 | 9.2 | 13.1 | 9.6 |
| 50 | 35 | 17 | | 17 | 20 | 35 | 40 | 50 |

| | | | | | | | | | |
|------|------|------|------|-------|------|------|------|------|------|
| 71.9 | 70.3 | 68.2 | 69.4 | 60.99 | 57.8 | 55.4 | 53.9 | 51.8 | 56.2 |
| 2.1 | 3.7 | 5.8 | 9.6 | 16.2 | 18.6 | 20.1 | 22.2 | 17.8 | |
| 45 | 35 | 17 | | 17 | 22 | 35 | 40 | 50 | |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 82.1 | 81.5 | 77.7 | 69.6 | 60.1 | 56.4 | 56.1 | 58.9 |
| +8.1 | +7.5 | +3.7 | 4.4 | 13.9 | 17.6 | 17.9 | 15.1 |
| 45 | 35 | 17 | | 17 | 22 | 35 | 50 |

| | | | | | | | |
|--------|-------|-------|------|------|------|------|------|
| 90.15 | 89.9 | 89.9 | 16.0 | 67.5 | 59.8 | 57.8 | 62.2 |
| +16.48 | +10.9 | +10.4 | +2.0 | 6.5 | 14.2 | 16.2 | 11.8 |
| 35.8 | 35.8 | 35 | 17 | 17 | 35 | 35 | 50 |

floor house

| | | | | | |
|-------|-------|------|------|------|------|
| 90.6 | 89.5 | 16.1 | 68.8 | 64.2 | 61.6 |
| +16.6 | +15.5 | +2.7 | 5.2 | 9.8 | 12.4 |
| 45 | 35 | 17 | 17 | 35 | 35 |

| | | | | | |
|-------|------|------|------|------|------|
| 88.7 | 83.6 | 73.9 | 66.4 | 62.3 | 65.5 |
| +14.7 | +9.6 | 0.1 | 7.6 | 11.7 | 8.5 |
| 45 | 35 | 17 | 17 | 17 | 35 |

| | | | | | |
|-------|------|------|------|------|------|
| 85.9 | 79.7 | 68.8 | 63.9 | 67.0 | 72.6 |
| +11.4 | +5.7 | 5.2 | 10.1 | 7.0 | 1.4 |
| 45 | 35 | 17 | 17 | 17 | 35 |

73.97

X-Sect - Plum - Hugo to Ingelow

Hugo - Plum to Cloue

2388

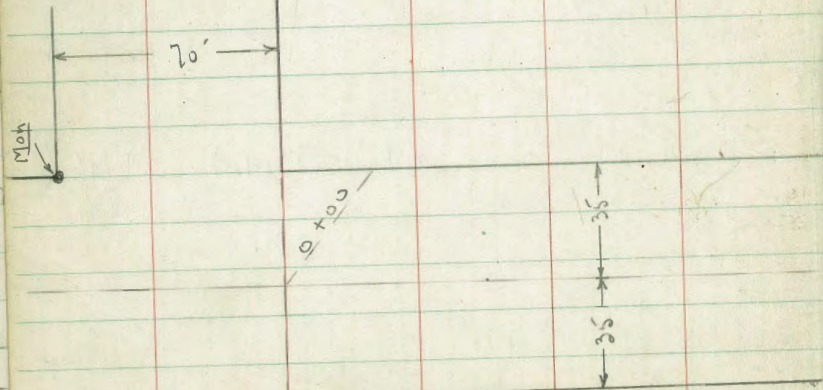
7-1-48

W.O. 25001

Osborne.
Hardin
Worrell
Oakley

INDEXED

Cloue st



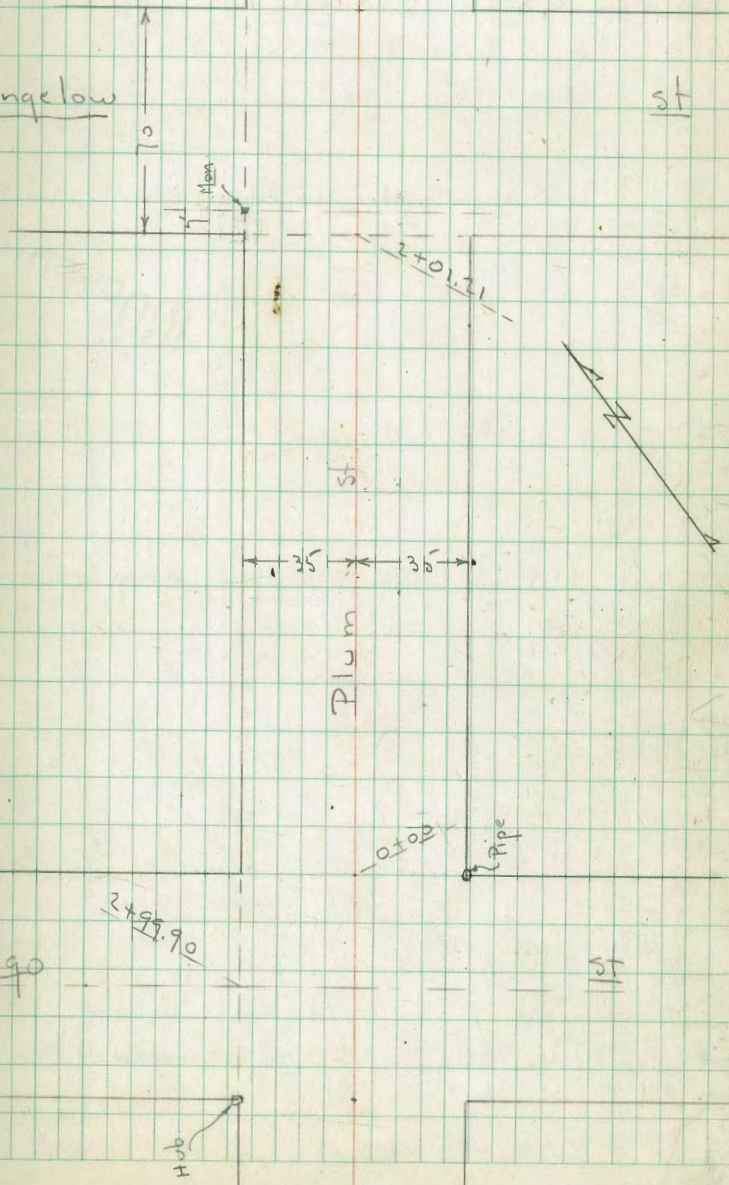
Hugo

2+97.90

Hub

Ingelow

st



7-Sect Plum - Hugo to Ingelow
Dirt - Not Graded

I.P. 0.15 90.19 12.61 90.04

1+20

T.P. 0.58 102.65 12.57 102.07

1+00

INDEXED

0+98- 4.1' Lt. = end apron

0+90.6- 4.1' Lt. = Beg. Conc. apron along Gar. - Conc. ^{floor.}

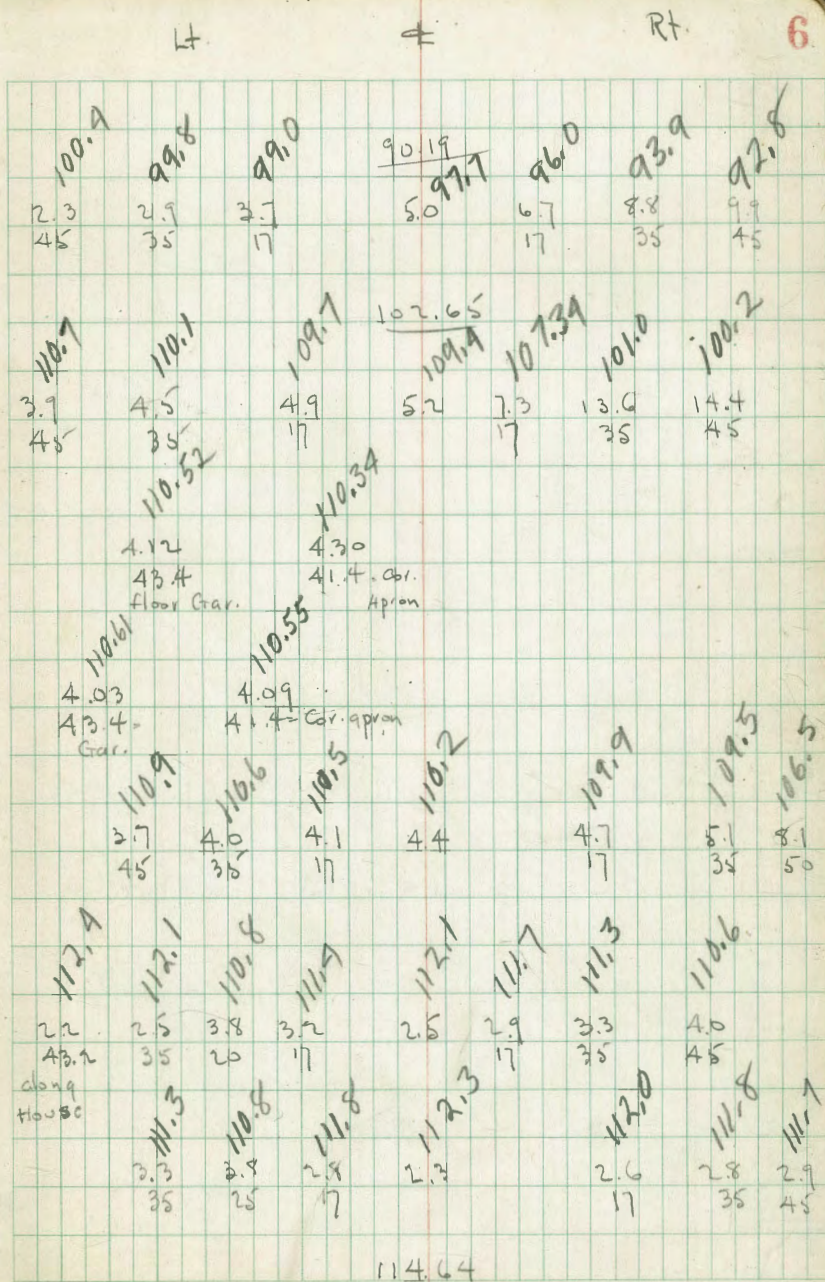
0+70

0+30

0+00 = N.L. Hugo = E.+W. (considered)

2.72 114.64

111.92 ME. Pipe Plum & Hugo



check 7 Mon. 11.33 69.57 69.58

2+01.21 = S.L. Ingelaw - See P. 3 for Int.

1+75

T.P. 3.24 80.90 12.53 77.66

1+50

| | | | | | | |
|---|---|--|--|--|---|---|
| $\begin{array}{r} 74.1 \\ 6.8 \\ 45 \\ \hline 82.0 \\ + 1.1 \\ 45 \\ \hline 91.2 \\ + 1.0 \\ 45 \\ \hline 92.2 \end{array}$ | $\begin{array}{r} 72.6 \\ 8.3 \\ 35 \\ \hline 81.0 \\ + 0.1 \\ 35 \\ \hline 90.0 \\ 0.2 \\ 35 \\ \hline 90.2 \end{array}$ | $\begin{array}{r} 68.1 \\ 12.8 \\ 17 \\ \hline 77.8 \\ 3.1 \\ 17 \\ \hline 87.9 \\ 2.8 \\ 17 \\ \hline 87.9 \end{array}$ | $\begin{array}{r} 65.9 \\ 15.5 \\ \hline 74.5 \\ 6.4 \\ \hline 80.9 \\ 5.7 \\ \hline 84.5 \end{array}$ | $\begin{array}{r} 62.3 \\ 18.6 \\ 17 \\ \hline 71.0 \\ 5.9 \\ \hline 81.9 \\ 8.3 \\ 17 \\ \hline 81.9 \end{array}$ | $\begin{array}{r} 61.7 \\ 19.2 \\ 35 \\ \hline 69.10 \\ 11.8 \\ 35 \\ \hline 79.2 \\ 11.0 \\ 35 \\ \hline 79.2 \end{array}$ | $\begin{array}{r} 68.8 \\ 12.1 \\ 45 \\ \hline 68.8 \\ 11.6 \\ 45 \\ \hline 70.6 \end{array}$ |
|---|---|--|--|--|---|---|

90.19

X-Section Hugo - Cloue to Plum.
Dirt - Rough graded

2+50

2+00

INDEXED

INC

1+50

1+00 - 31.5 Rt. - end Row of trees

0+90.2 - 35' Lt. - Sewer 2.28 on Rim

T.P. 0.64 119.00 12.69 118.36

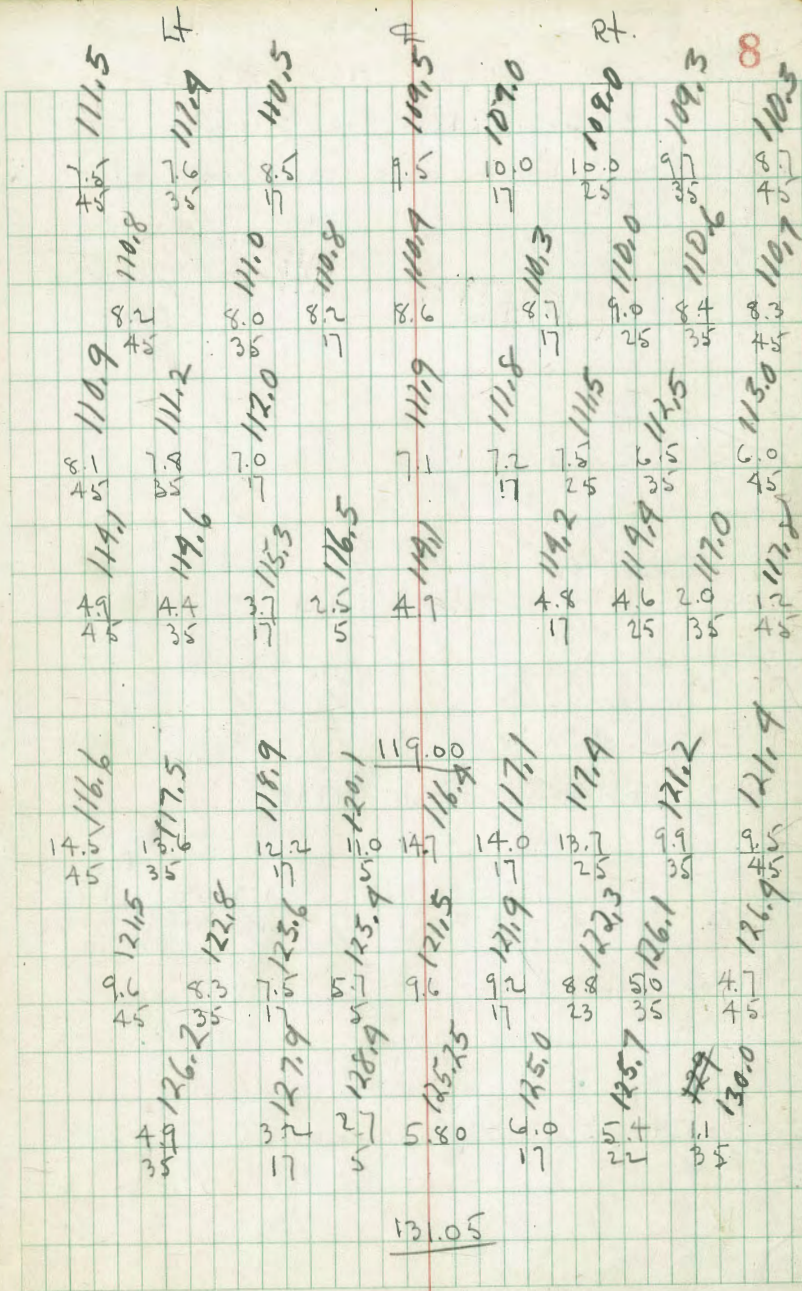
0+70

0+30

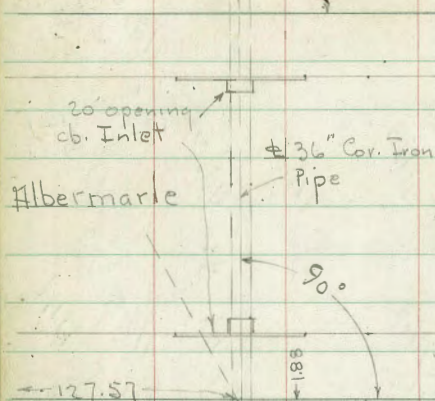
0+20 - 30.4 Rt. - P. pole # 3491

0+00 = E.L. Cloue - 31.5 Rt. - Beg. Row of trees

| | | | | |
|------|--------|------|--------|-----------------------------|
| 5.80 | 131.05 | 7.52 | 125.25 | |
| 7.30 | 132.77 | | 125.47 | D.E. OR Cloue + Garrison |



0+00 of Prop. Drain in Blk 14 - P. 14



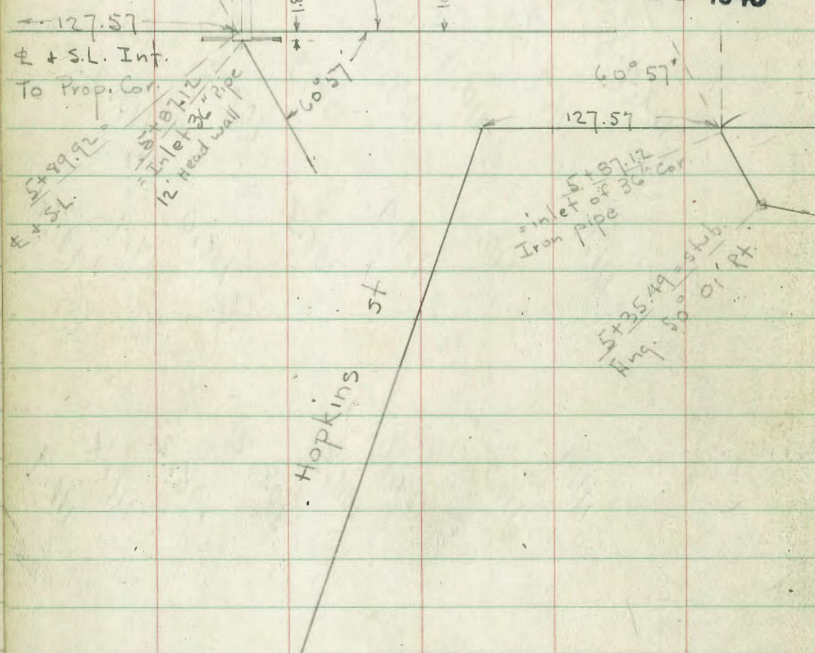
Detail of Conn. to Exist. Culvert at Albermarle See Below

curb.

Conc. Pavc

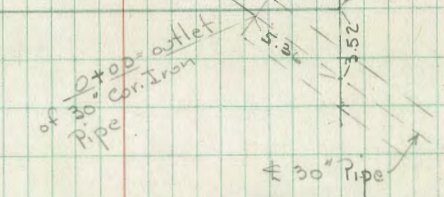
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w.k.
SEP 23 1948



Detail of Beginning of Prop. Drain shown Below.

Midwick



10

Albermarle St.

441.05

Paradise Hills Block 17

Prop. Drain

2 x 10.50 = stub
69° 33' 30" Lt.

0+79.73 = stub.
Ang. 51° 36' Rt.

Midwick

St.

0+00 See Detail above

w.o. 90074

9-8-48

Osborne
Hardin
Decker
Hatch

Morningside St

Levels along Prop Drain Thru Block
17 - Paradise Hills

1+08 - 14 Rt. = ± 4" Euc. Tree

T.P. 5.78 180.70 7.04 174.92

1+00 = ± Wash

Sect. on split
0+79.73 = Inq 51° 36' Rt = Stub.

0+60

0+46 - 209 Rt. = Near Cor. Stucco Gav.

0+42 - 6' Rt. = ± 12" Euc.

0+35 = 4.2 Rt. = ± 8" Euc.

0+31 = 4.3' Lt. = ± 10" Euc. Tree

0+30

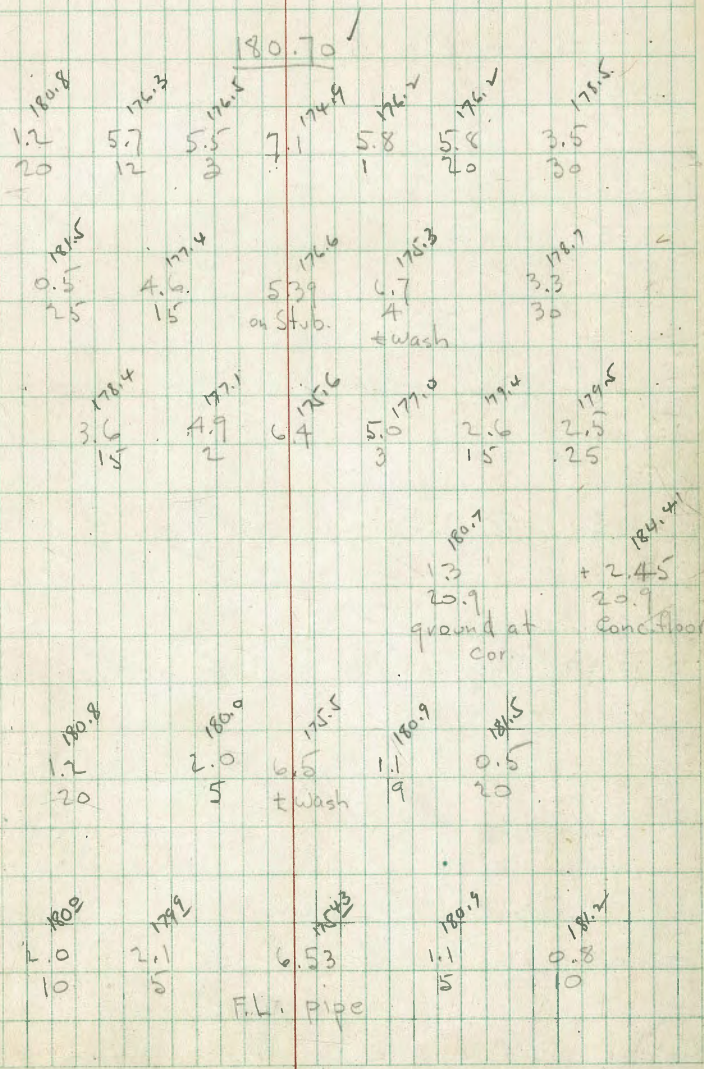
0+16 - 2.4 Rt. = ± 7" Euc. Tree

0+00 = out let of 30" Culvert - NW. Cor. Midwick ^{± Morningside}

B.M. 2.18 181.96

179.78 ^{Sw. B.P. Midwick + Morningside}

INDEXED



7.P. 5.93 176.40 10.13 170.57

4+50

4+00

3+50

3+00

2+50 - 37 Lt. = Conc fence

2+10.50 = Ang. $69^{\circ} 33' 30''$ Lt. = Sect. on split.

1+80

1+86 - 28.9 Lt. = Cor fence

1+50 - 35 Lt. = Conc fence

1+40 - 22 Rt. = $\pm 13''$ Euc.

1+21 - 13.8 Rt. = $\pm 12''$ Euc.

Lt

Rt

Rt.

12

176.40 ✓

| | | | | |
|-----------|------------|------------|------------|------------|
| 8.8 30 | 11.6 15 | 14.0 15 | 12.2 15 | 9.6 20 |
| 8.1 30 | 8.9 15 | 10.5 15 | 10.6 20 | 13.3 26 |
| 6.3 30 | 9.5 10 | 9.6 10 | 9.8 15 | 12.1 22 |
| 3.9 30 | 4.7 10 | 8.4 10 | 8.5 25 | 5.6 40 |
| 3.7 30 | 6.9 15 | 7.2 15 | 7.2 20 | 2.1 40 |
| 3.3 25 | 5.7 10 | 5.8 10 | 5.6 30 | |
| 1.2 20 | 3.3 4 | 5.8 10 | 4.8 10 | 4.1 30 |

140.70 ✓

0+72.48 = outlet of Pipe = 0+00 - P. 17 for elev.

0+62 = Top of Bank

0+52 = N. cb. at \pm of Inlet.

0+32 = \pm St.

| | | | | |
|------------|--------------------|--------|--------|--------|
| check B.M. | Hopkins-1692-P. 31 | | | |
| | Sw. Albemarle | 2.56 | 182.40 | 182.37 |
| T.P. | 8.90 | 184.96 | 0.52 | 176.06 |

0+11.5 = face of S. cb at \pm Inlet

| | | | | |
|-----------|-------------------------------|------------------------|--------|----------|
| | 176.85 | | | |
| | 5.92 | Profile across street. | 170.93 | Headwall |
| 5+87.12 = | Inlet of 36" Cor. Pipe in 12" | | | Conc. |
| T.P. | 5.65 | 176.58 | 5.47 | 170.93 |

5+60

5+35.49 = Ang. 50° 01' Rt. - Sect on split.

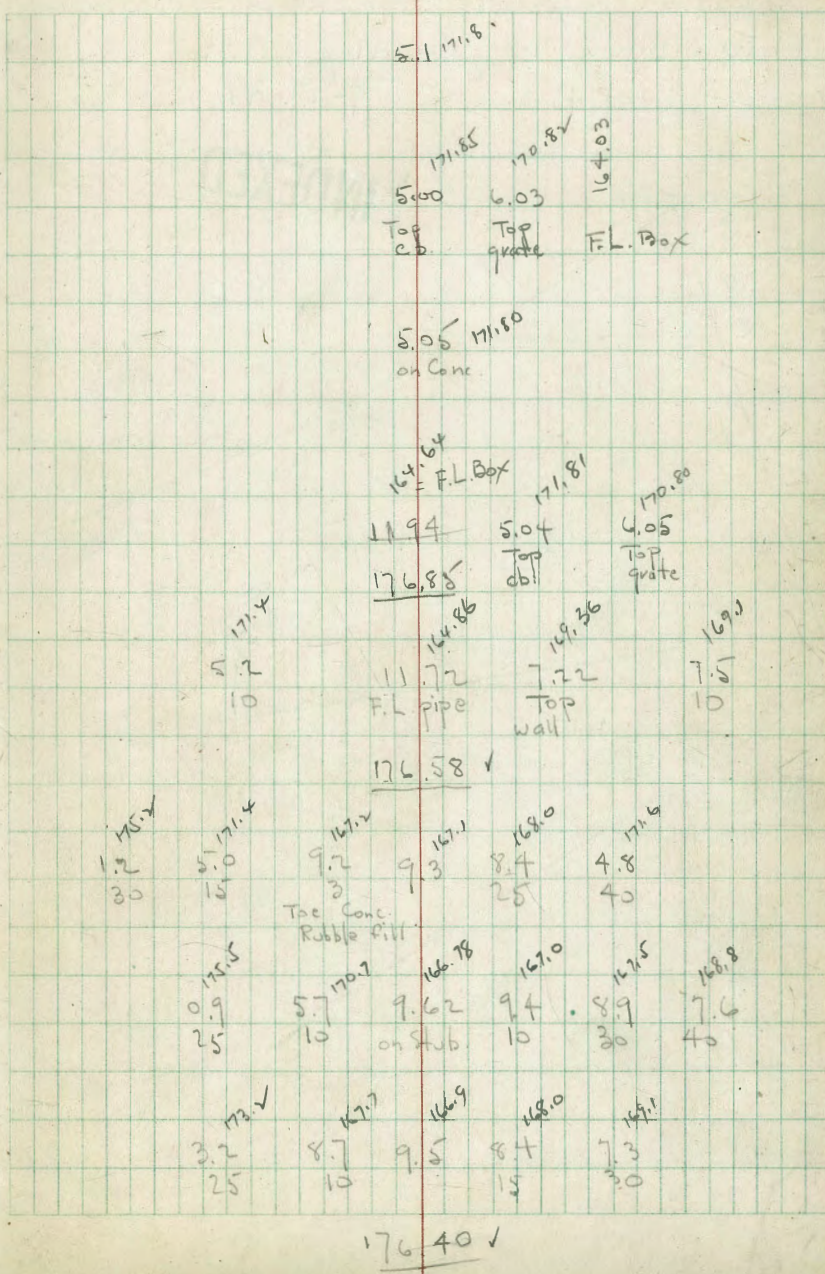
5+00

H

163.6

Rt.

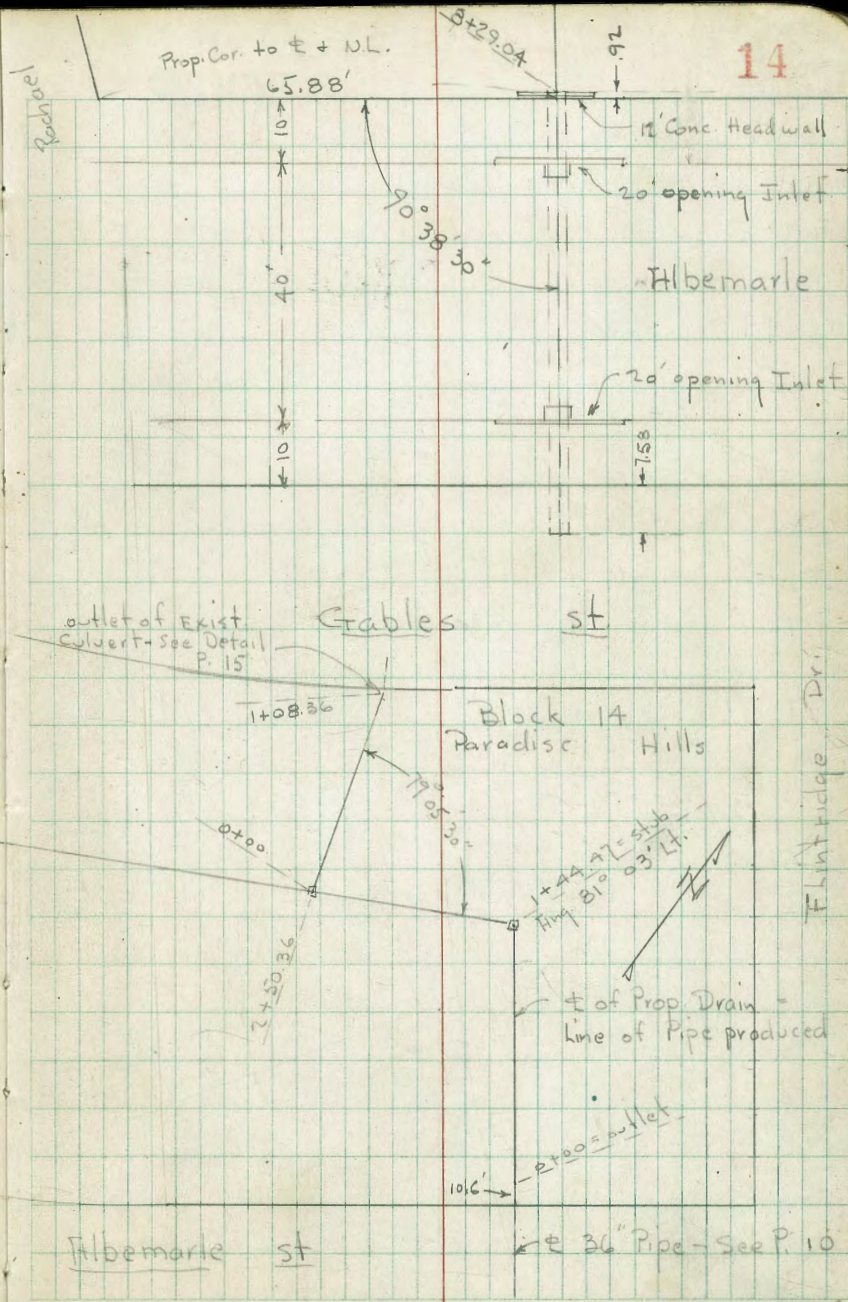
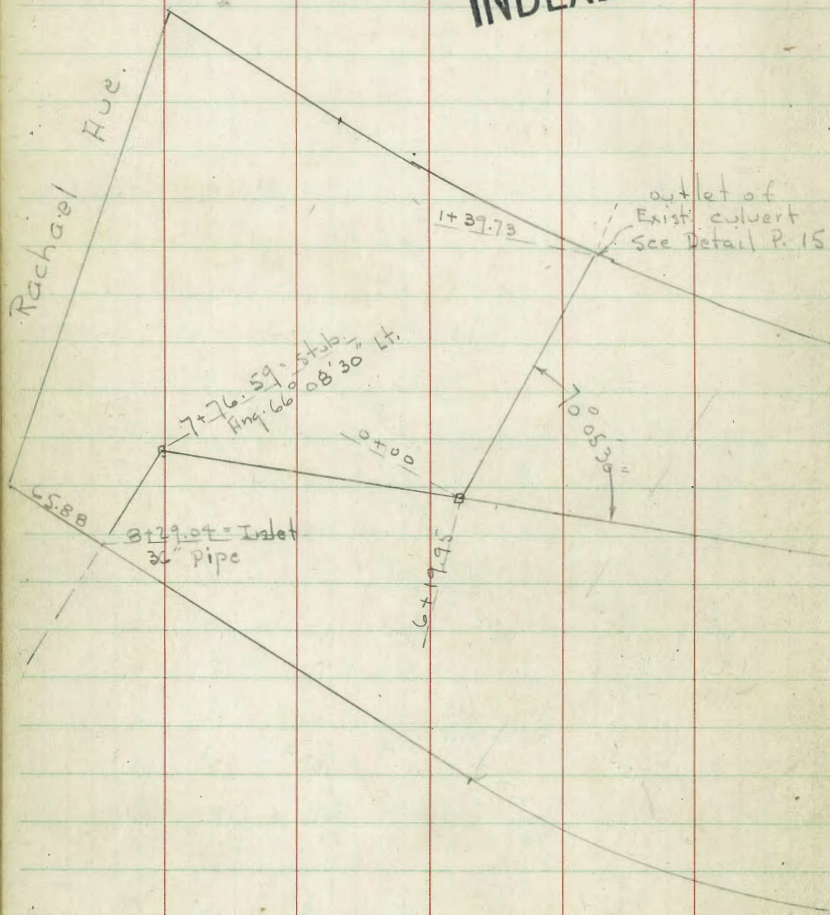
13



176.40 ✓

Location + Levels for Prop. Drain
 Thru Block 14 - Paradise Hills
 W.O. 90074

7.0
INDEXED

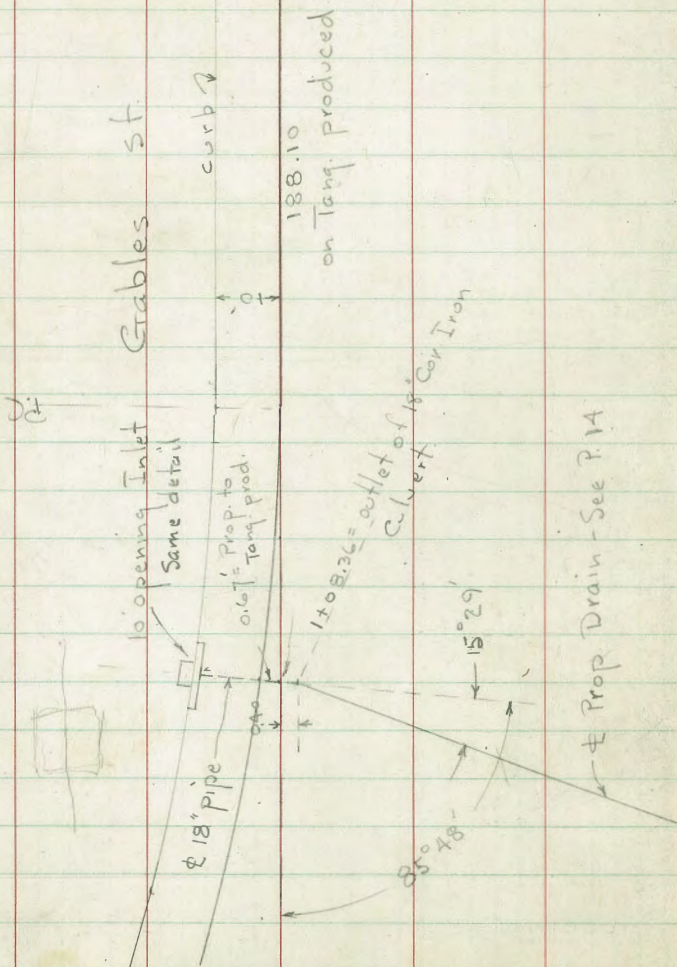


14

Block 17

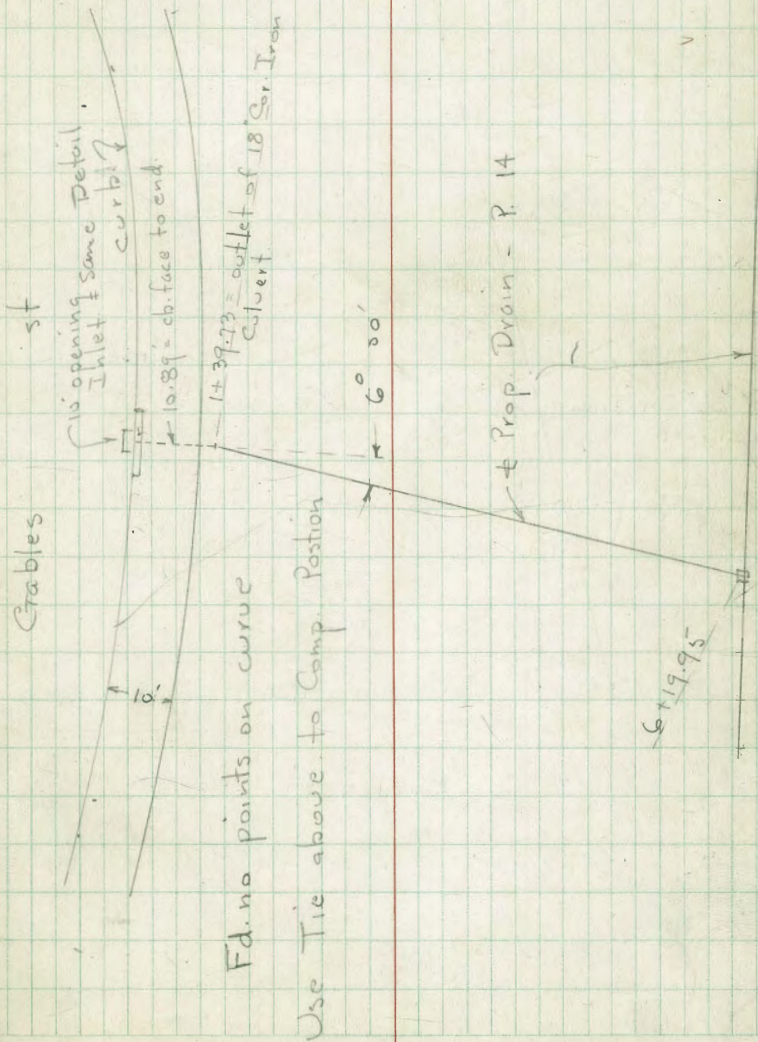
Flintridge Dr.

Detail of Conn. to
Exist. Culvert - from
Sta. 2+50.36 on Prop.
Drain - Shown on
P. 14



INDEXED

Detail of Conn. to Exist
Culvert - from Sta 6+19.95
on Prop. Drain - P. 14



Survey - for Prop. Drain out of Easement
Thru Block Lots 1+2 - Map 2416

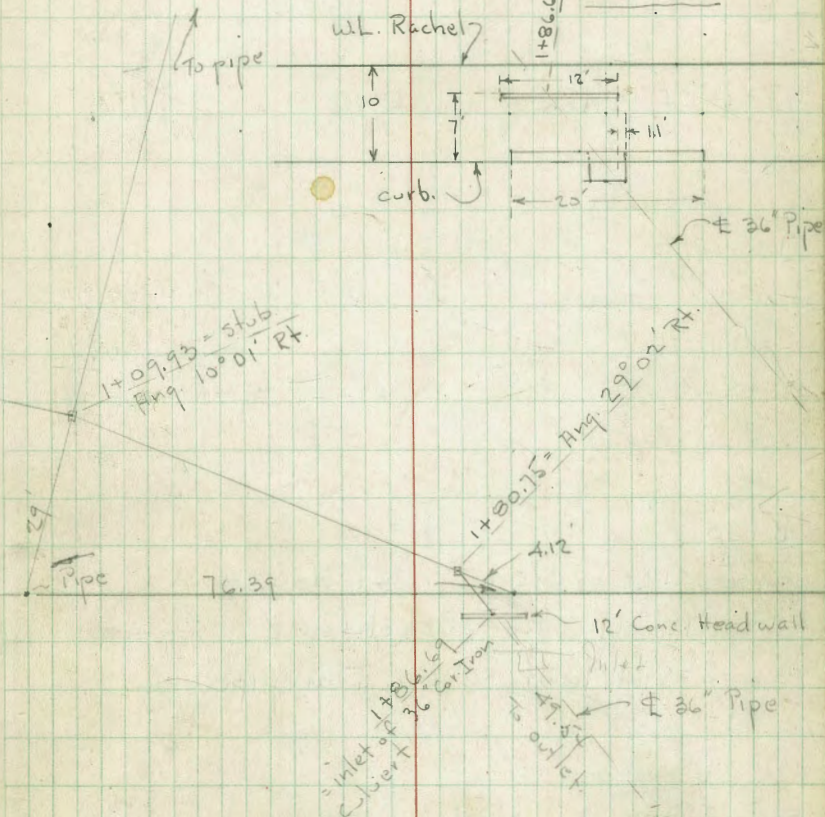
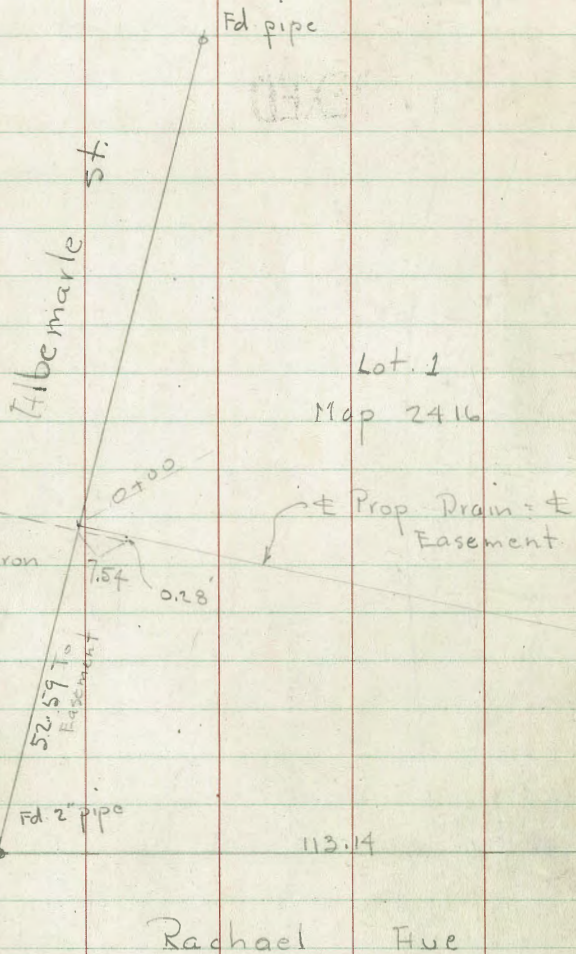
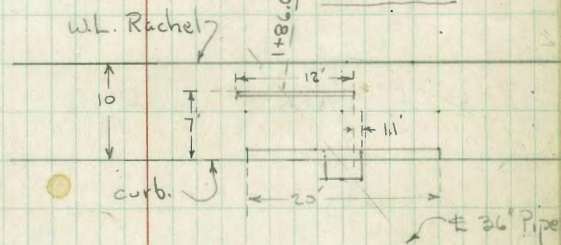
INDEXED

w.o. 90074

9-20-48

F.O.

Detail of 20" opening
curb Inlet



Levels along Prop. Drain Thru Block

14 - Sec P. 14 + 15

INDEXED

1+44.47 = Ang. 81°03' Lt. Sect. on split.

1+30 = ± Ditch

1+00

0+80

0+30

0+20 - 2' Lt. = Near Cor. of House

0+20 12' Lt. = Cor. Picket fence

0+00 = ~~11' Lt.~~ of 36" Cor. Iron pipe

F.L. of Box - on N. ch. of Albemarle

T.P. 1.46 172.39 ✓ 170.93 ✓

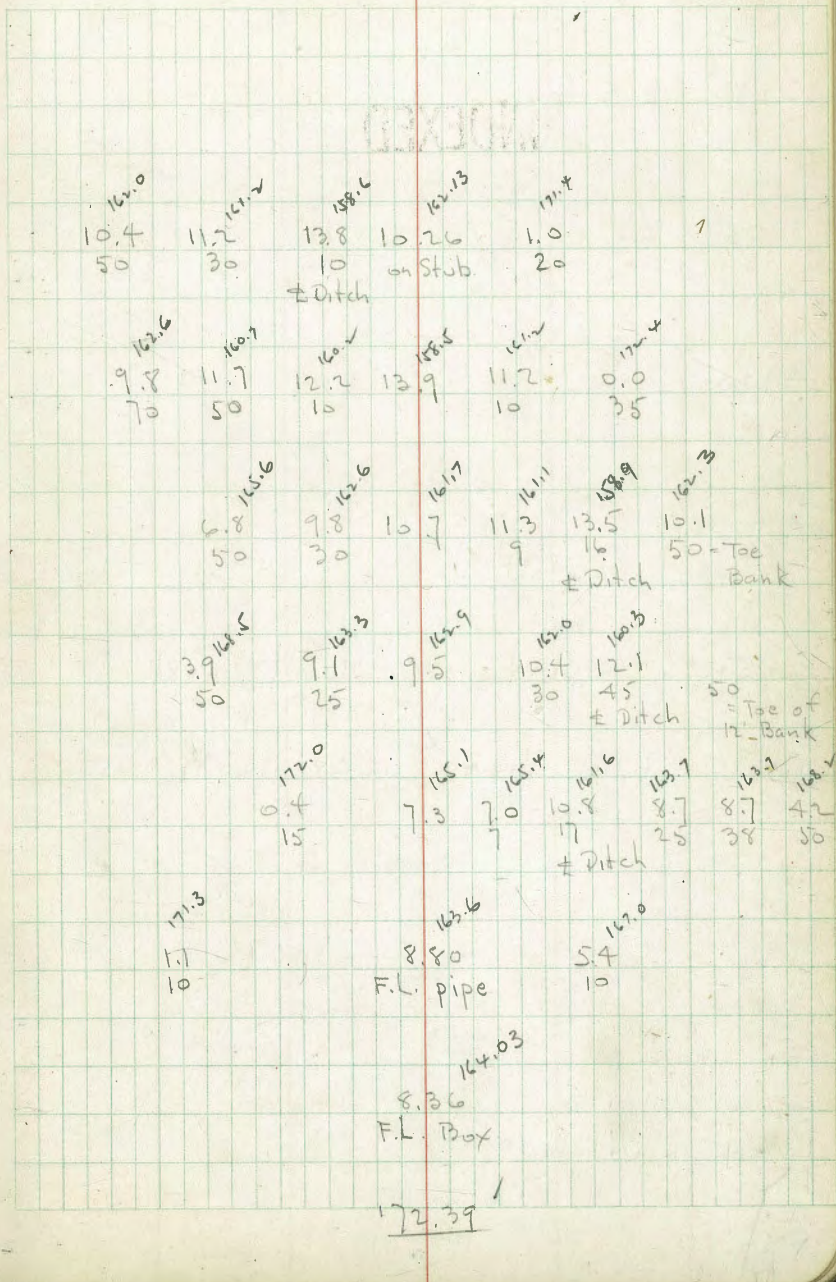
P. 13

Lt

±

Rt

17



2+80 = ± Ditch

3+70

3+30

3+00

2+50.36 = stub to 18" culvert on Rt.

T.P. 9.29 169.40 ✓ 12.28 160.11 stub. 2+50.36

2+20

2+00

1+60 = ± Ditch

Lt

±

Rt

18

17.1
152.3

9.5
75
157.9

14.5
50
154.9

14.5
25
154.9

14.0
25
155.4

17.3
73
152.1

1.0
50
158.4

± Ditch

9.6
50
157.8

12.0
20
157.4

11.5
27
157.9

13.0
27
156.4

15.6
38
153.8

11.2
45
157.2

7.3
70
152.1

± Ditch

3.4
50
166.0

9.5
10
159.9

9.5
25
159.9

12.0
25
157.4

12.3
38
157.1

13.8
43
155.6

11.4
50
158.0

8.6
70
160.8

± Ditch

0.0
40
169.4

8.1
8
161.3

9.29
Stub.
160.11

11.7
45
157.7

8.2
70
161.4

± Ditch

169.40 ✓

10.9
161.5

6.3
50
166.1

11.1
25
161.3

12.8
20
159.5

13.8
20
158.6

14.4
27
156.0

7.8
50
164.6

± Ditch

12.8
C
159.6

14.2
25
158.2

3.2
25
159.2

172.39

6+19.95 = Stub. to 18" Culvert on Rt.

T.P. 6.88 156.15 13.07 149.27 6+19.95 stub

6+00

5+50

5+30 - 38.6 Rt = ± Stucco Gar.

5+00

4+50

T.P. 4.20 162.34 11.26 158.14

4+00

3+90

| | LT | ± | RT |
|--|---------|------------|-------|
| | | 149.27 | |
| | | 6.88 | |
| | | ± on Stub. | |
| | | 156.15 | |
| | 151.4 | 149.5 | 152.1 |
| | 10.9 | 12.8 | 10.2 |
| | 70 | 38 | 25 |
| | 147.7 | 32 | 50 |
| | 149.7 | 28 | |
| | 150.4 | ± Ditch | |
| | 155.7 | 151.2 | 157.9 |
| | 6.6 | 10.8 | 8.9 |
| | 90 | 70 | 20 |
| | 151.5 | 150.5 | 155.1 |
| | 11.8 | 13.2 | 7.2 |
| | 46 | 40 | 4.4 |
| | 149.1 | 35 | 50 |
| | 151.2 | ± Ditch | |
| | 153.4 | | |
| | 155.8 | 151.8 | 157.9 |
| | 6.5 | 10.5 | 6.9 |
| | 70 | 50 | 2.4 |
| | 151.4 | 10.9 | 0.0 |
| | 149.6 | 35 | 50 |
| | 155.4 | 12.7 | |
| | 81 | ± Ditch | |
| | 157.1 | 152.9 | 154.3 |
| | 8.2 | 8.0 | 8.0 |
| | 80 | 50 | 2.6 |
| | 154.3 | 9.4 | 157.7 |
| | 152.9 | 12.5 | 14.4 |
| | 149.8 | 8.5 | ± 2.4 |
| | ± Ditch | ± Ditch | 40 |
| | 162.34 | | |
| | 164.3 | 155.2 | 158.0 |
| | 5.1 | 14.2 | 11.4 |
| | 100 | 70 | 20 |
| | 155.2 | 15.6 | 7.4 |
| | 33 | 18.8 | ± 0.3 |
| | 150.6 | 28 | 50 |
| | 154.2 | ± Ditch | |
| | 158.0 | | |
| | 158.4 | | |
| | 11.0 | | |
| | 169.40 | | |

Profile across st. - P 37

F.L. of Box of 20' Inlet on U. cb.

8+29.04 = inlet of 36" Culvert - 12' Conc Headwall

T.P. 591 151.88 10.18 145.97

8+00

7+76.59 = Inq 66° 08' 30" Lt. - Sect. on split

7+60

7+30

7+00

6+55

6+50

Lt

±

144.58

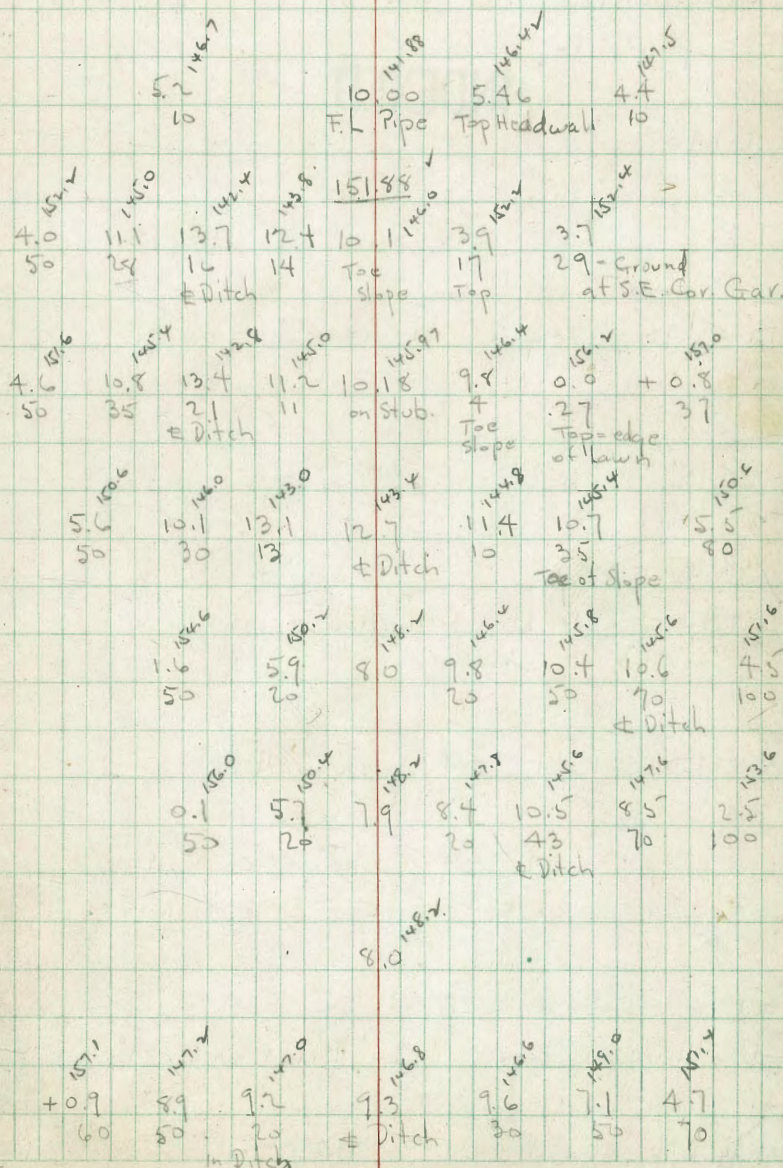
Rt

20

10.30
F.L. Box

10.00 5.46 4.4
F.L. Pipe Top Headwall

151.88



156.15 ✓

Levels along ± of Prop. Drain = ± of Easement - Thru Lot 1 + 2 - Map 2416
 See page 16

INDEXED

1 + 40

T.P. 7.02 146.15 12.75 139.13

1 + 09.93 - Ang. 10° 01' Rt. - Sect. on split

0 + 75

0 + 40 - 22.6 Lt. = Cor. House

0 + 22.5 - 3.4' Lt. = end Brick wall

2.7 Lt. = Beg 4" Conc. Brick wall

0 + 07.54 - 0.28 Rt. = outlet of 36" Culvert

0 + 00 = ± Easement at s.L. - See P. 16
 Flow line of Box - of 20' Inlet on s. cb

Check B.M. S.E. B.P.
 Rachael + Albemarle

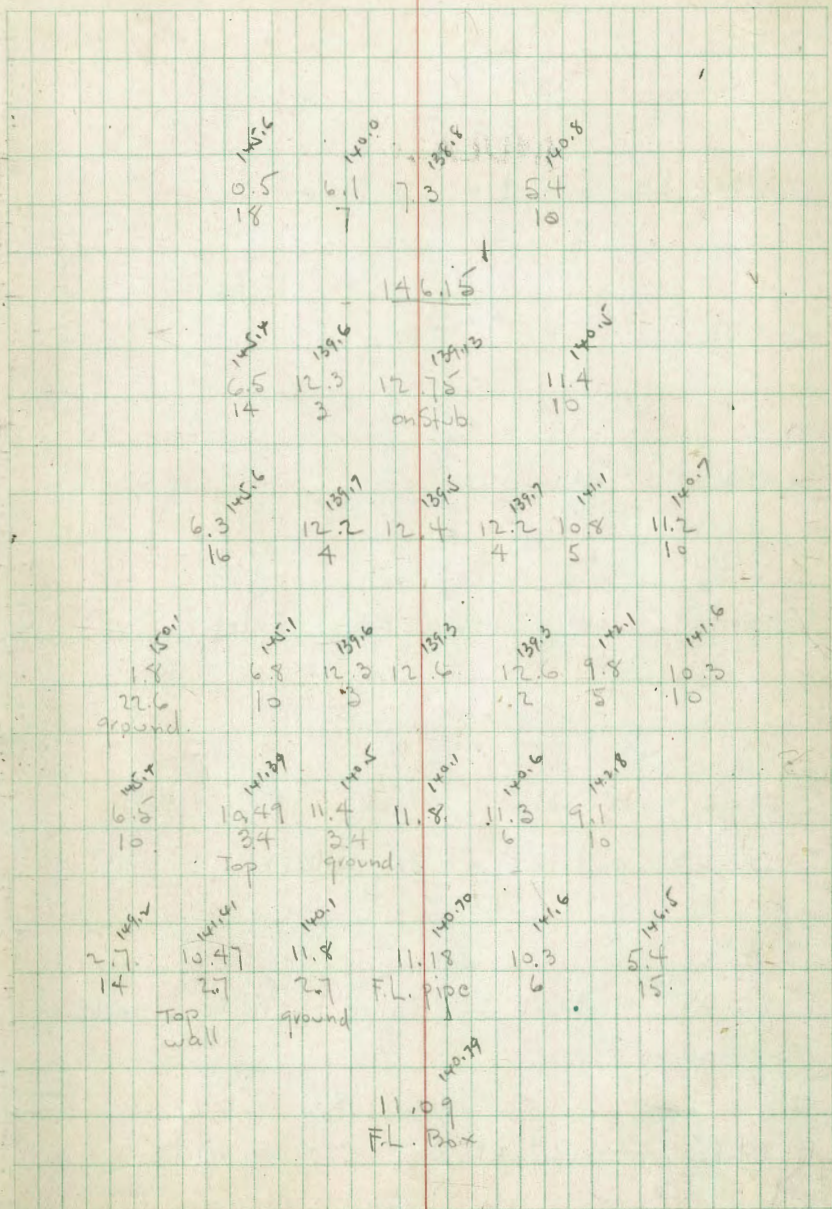
1.38 150.50 150.48
 B1692

Lt

±

Rt

21



2+36.23 = outlet - See Below

2+31

2+12 = ± Rdwy.

1+95.5 = E. cb. Rachel at ± of Inlet.

Profile Cont. across street.

2+36.23 = out let of 36" Culvert. = end.

1+86.69 = inlet of 36" Culvert + 12' Conc. Headwall

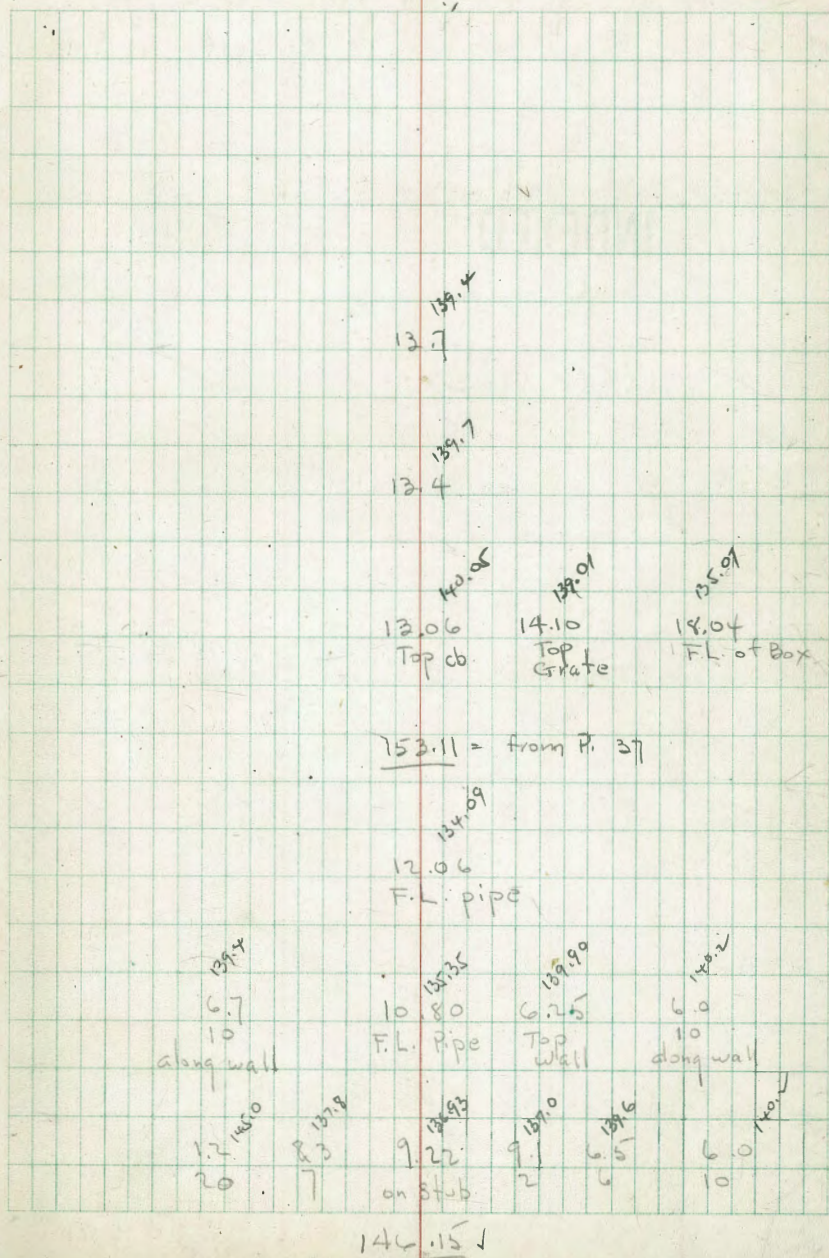
1+80.75 = Ang. 29° 02' Rt. - Sect. on split

Lt

±

Rt.

22



Levels along \pm Prop. Drain from Sta.
 2+50.36 To outlet of 18" Culvert - See P. 15

1+19.43 = S. cb Grables at \pm Inlet.

INDEXED

1+10 = Top bank

11.45 171.56 160.11

Add Profile to Inlet.

FL. of Box - 10' opening Inlet.

1+08.36 = outlet of 18" Culvert.

0+75

0+40 = \pm Ditch

0+00 = Sta. 2+50.36 on Main Drain

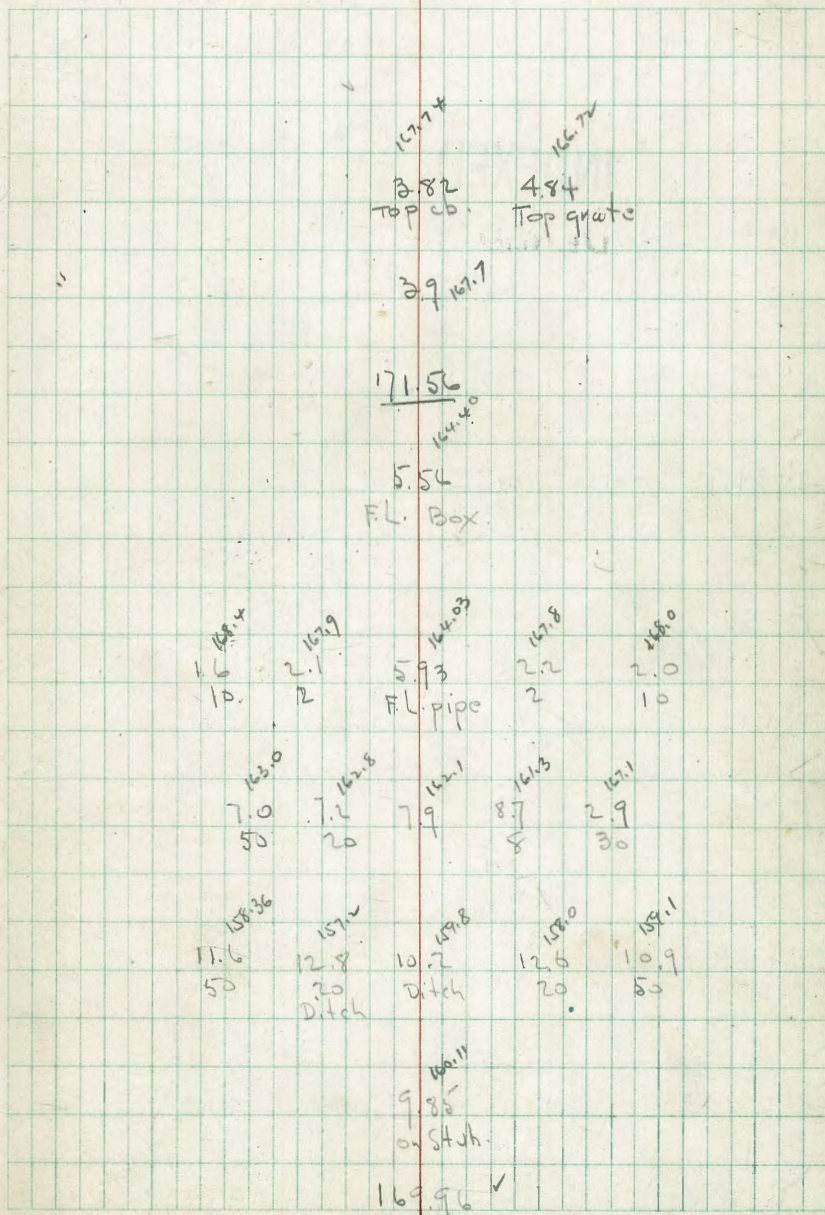
9.85 169.96 ✓

160.11 - stop.
 2+50.36
 P. 18

Lt.

\pm

Rt



Levels along \pm Prop. Stub. Drain from
Sta. 6+19.95 To Outlet of 18" Culvert. - P. 15

1+50.62 = S. cb. of Gables at \pm of Inlet
INDEXED

1+44 - Top bank
9.10 169.27 160.17

F.L. of Box - 10' opening Inlet.

1+39.73 = outlet 18" Culvert

1+30

T.P. 6.31 166.48 1.30 160.17

1+00

0+50

0+00 - Sta. 6+19.95 on Main Drain

12.20 161.47

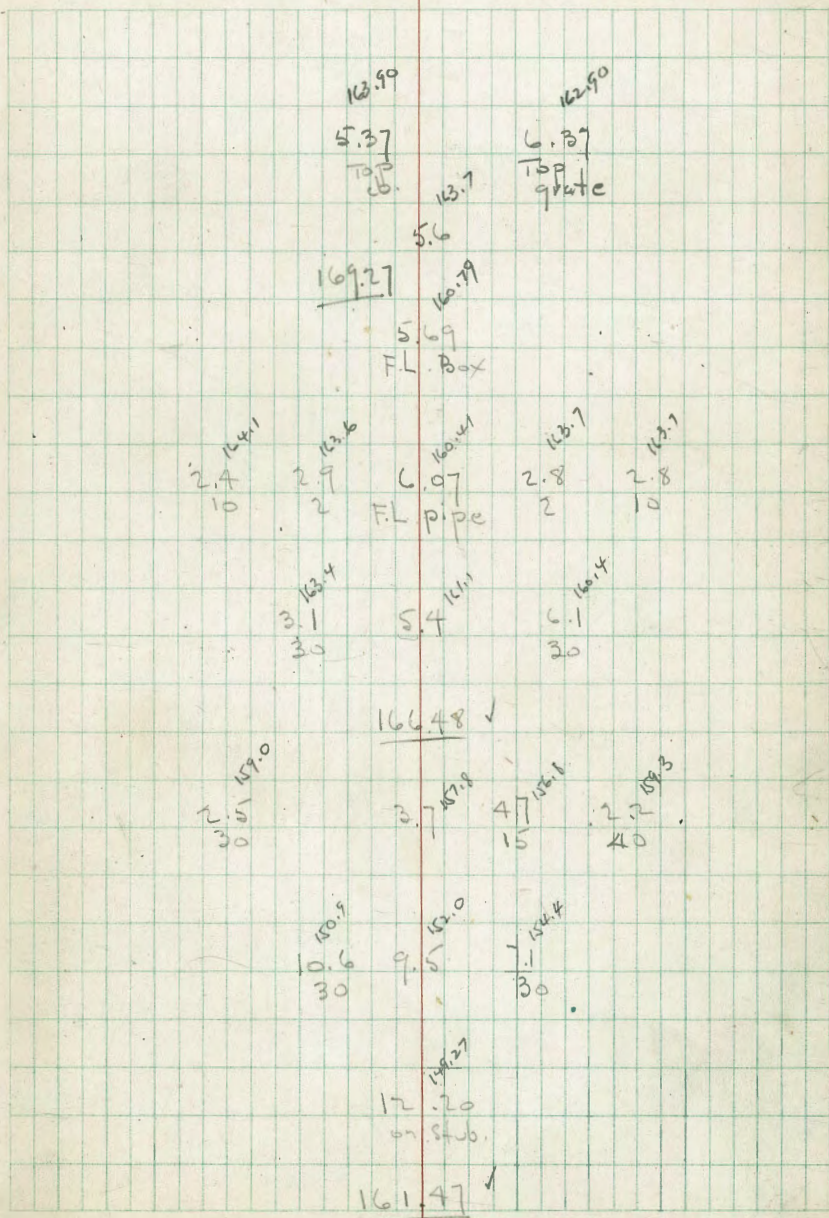
149.27 \checkmark 6+19.95
Stub. - P. 19

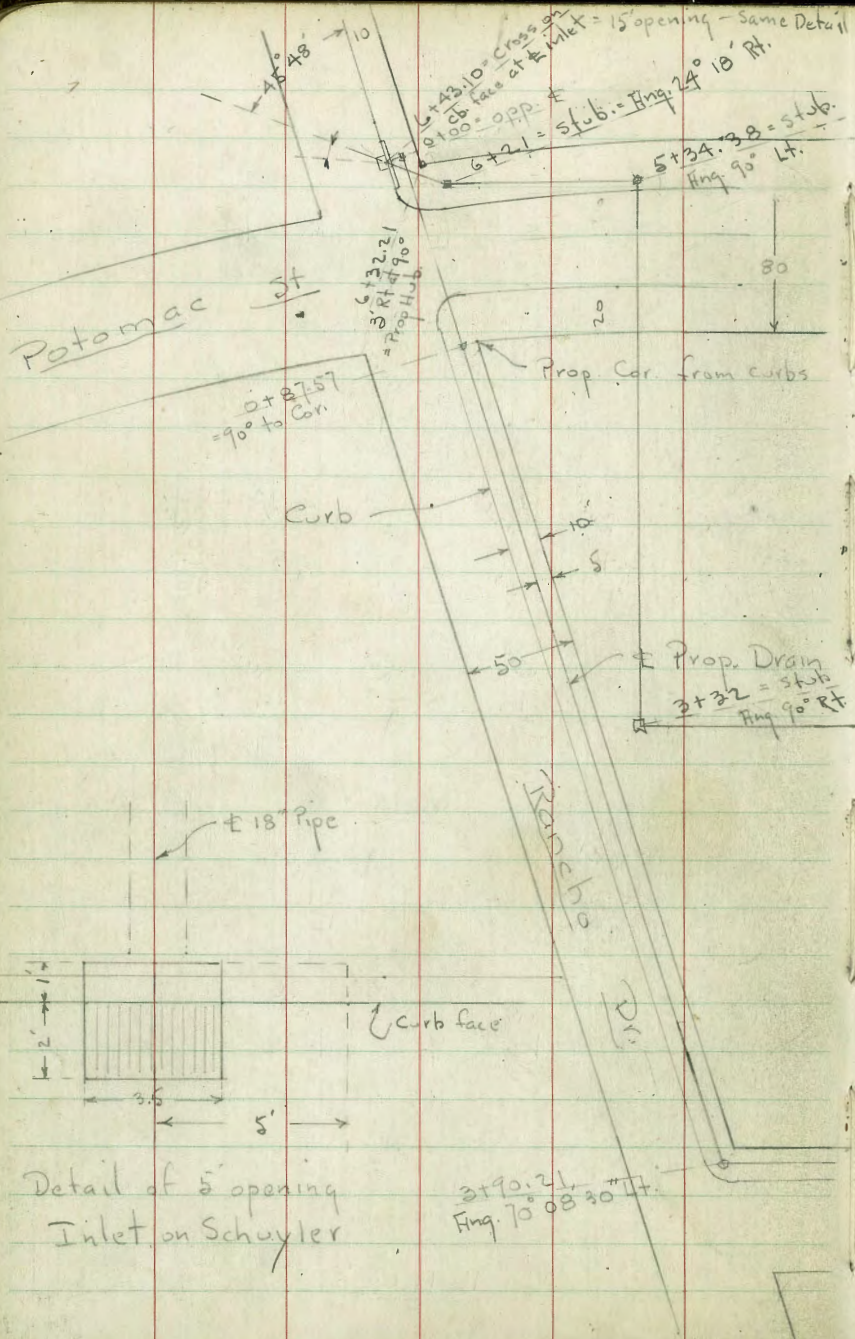
Lt

\pm

Rt

24





Detail of 5' opening Inlet on Schuyler

Survey of Prop. Drain along Rancho Dr. from Potomac to Schuyler

25

W.O. 90074

- 9-20-48

70

INDEXED

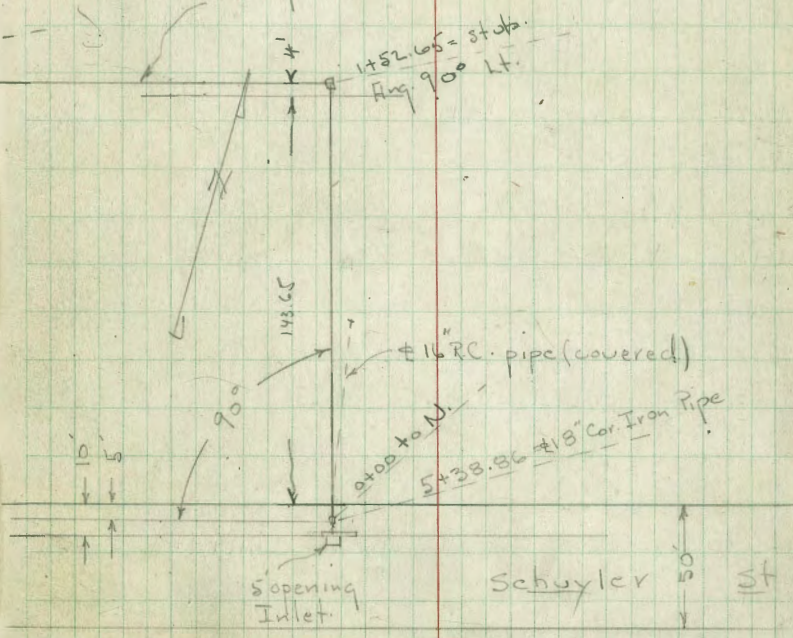
Notes Pg 39

INDEXED

WK

JAN 27 1949

New Prop. Drain - 2-49



Opening Inlet

Schuyler St

Levels for Prop. Drain along Rancho Dr.

INDEXED

1+47 = Sly. Conc. Dr.

1+38.5 = Nly. Conc. Drive (normal to Potomac.)

1+00

0+68.2 = S. cb. - on Ret.

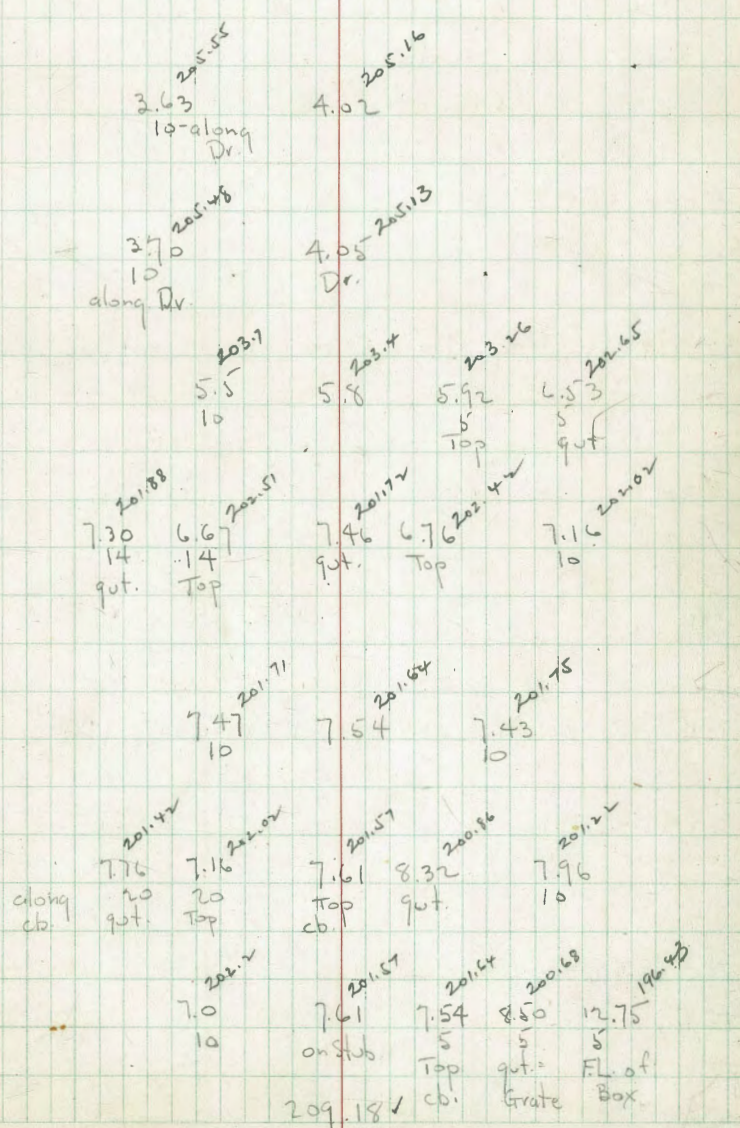
0+45

0+23.8 = N. cb. Potomac

0+00 = opp. E of Box - 15' opening Inlet

B.M. 5.73 209.18 203.45 SW BR Rancho + Potomac

Lt. E Rt. 26



14+33.2 = Ely 3 Conc walk

4+30.2 = wly 3 Walk

4+00

3+90.21 = Ang 70° 08' 30" Lt - Sect on split

3+45

3+00

T.P. 10.99 218.96 1.21 207.97

0+48.8 = Sly. Conc. Dr.

2+36.3 = Nly. Conc. Dr.

2+00

Lt.

±

Rt.

27

4.91 ^{214.05}
walk

4.90 ^{214.09}
walk

4.7 ^{214.3}
10

4.3 ^{214.7}

4.14 ^{214.8}
5
Top

4.75 ^{214.21}
5
put

10

4.33 ^{214.63}
on stub

4.10 ^{214.96}
4.2
Top

4.79 ^{214.17}
4.2
put

6.3 ^{212.7}
10

6.1 ^{212.9}

6.08 ^{212.88}
5
Top

6.67 ^{212.29}
5
put

8.0 ^{211.0}
10

7.9 ^{211.1}

7.85 ^{211.11}
5
Top

8.51 ^{208.45}
5
put

218.96 ✓

0.07 ^{209.11}
10
along
Dr.

0.12 ^{209.96}

0.35 ^{208.83}
10
along
Dr.

0.62 ^{208.56}

2.3 ^{206.9}
10

2.2 ^{207.0}

209.18 ✓

2.06 ^{207.14}
5
Top

2.64 ^{206.57}
5
put

check starting B.M. ✓ .6-87 203.46 203.45

T.P. 1.66 210.33 1029 208.67

Pipe Covered + Extended by 16" RC pipe
from 5' opening inlet.

5+38.86 = stub. = approx. ± 18" Cor. Iron pipe

5+34.7 = Fly. Conc. Dr.

5+27 = Wly. Conc. Dr.

5+04.7 = Ely. 3' Conc. walk

5+01.7 = Wly. Conc. walk

4+65.8 = Ely. Conc. Dr.

4+57.2 = Wly. Conc. Dr.

Lt

±

Rt

28

208.84
10.12
48.2
Fit. - end of 16"
RC Pipe

212.14
6.82
on stub.

211.93
7.03
5
Top
cbl.

210.93
8.03
5
Grate

208.63
10.33
5
FL
Box

6.88 212.05
10
Dr.

6.70 212.26

6.87 212.99
10
Dr.

6.72 212.24

212.48
6.48
walk

212.43
6.53
10
walk

212.51
6.45
walk

212.51
6.45
5
Top

211.91
7.05
5
ft.

212.65
6.31
10
Dr.

213.30
5.66
Dr.

212.71
6.25
10
Dr.

213.29
5.67
Dr.

218.96 ✓

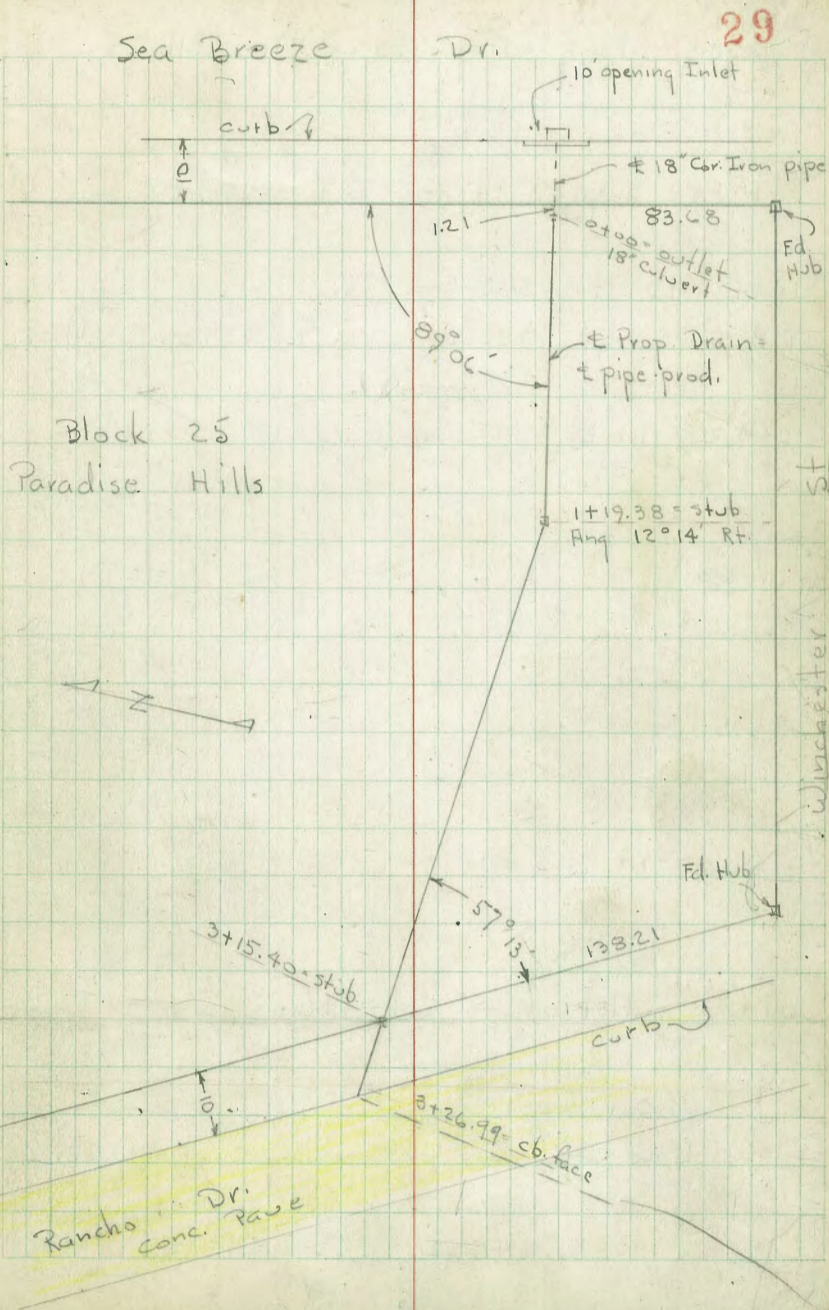
Survey for Prop. Drain - Thru Block
 25 - Paradise Hills - from Exist 18" Culvert
 to prop. cb. outlet on Rancho

W.O. 90074

- 9-22-48

7.0.

INDEXED



Levels along Prop. Drain Thru Blk. 25

1+19.38 = Ang. 12° 14' Rt. - Sect. on split

1+14 = 11.3 Lt. = N.W. Coy. Gar.

T.P. 0.50 233.50 12.52 233.00 = 1+19.38 ^{stob.}

1+00 = 11.1 Lt. = N.E. Cor. Gar.

0+60

0+35

0+26 = 21.8 Lt. = \pm Gar.

0+00 = outlet of 18" Culvert

Sea Breeze

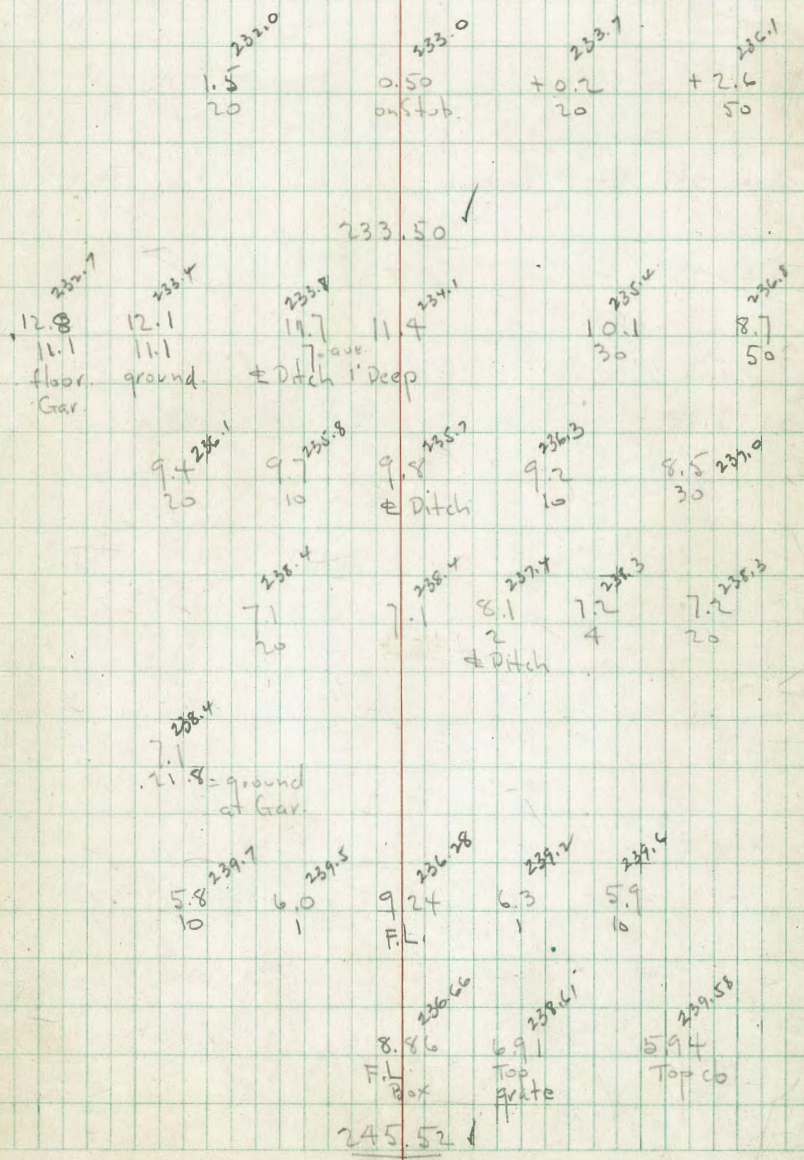
Flow Line of Box - 10' opening Inlet - W. cb.

B.M. 140 245.52

244.12

N.W. Plng.
Sea Breeze
#Winchester

Lt \pm Rt



Check B.M. = Winchester
NW.B.P. Rancho + 8.62 224.84 224.87

3+36.99 = on Conc. Pavement

3+26.99 = face of cb. on \pm - cuts are along curb.

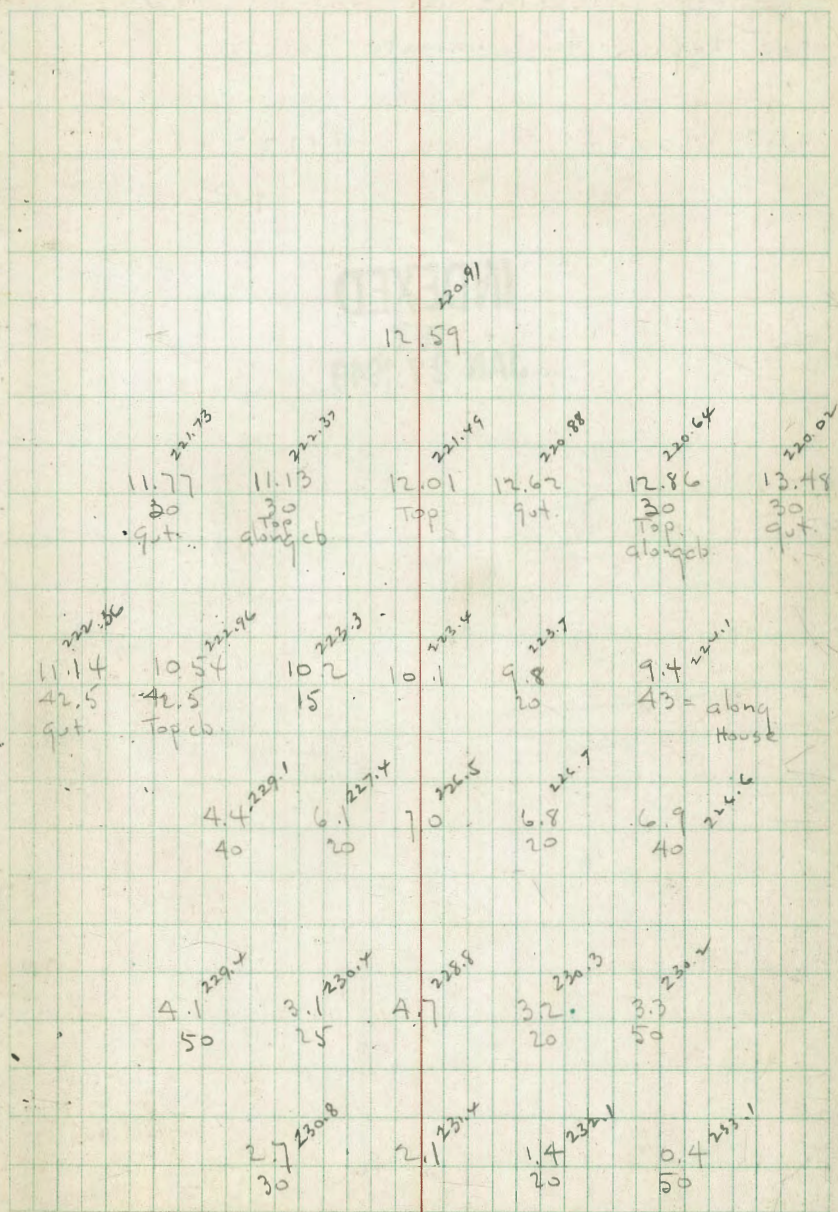
3+00

2+50

2+00

1+50

Lt. \pm Rt. 31



233.50 ✓

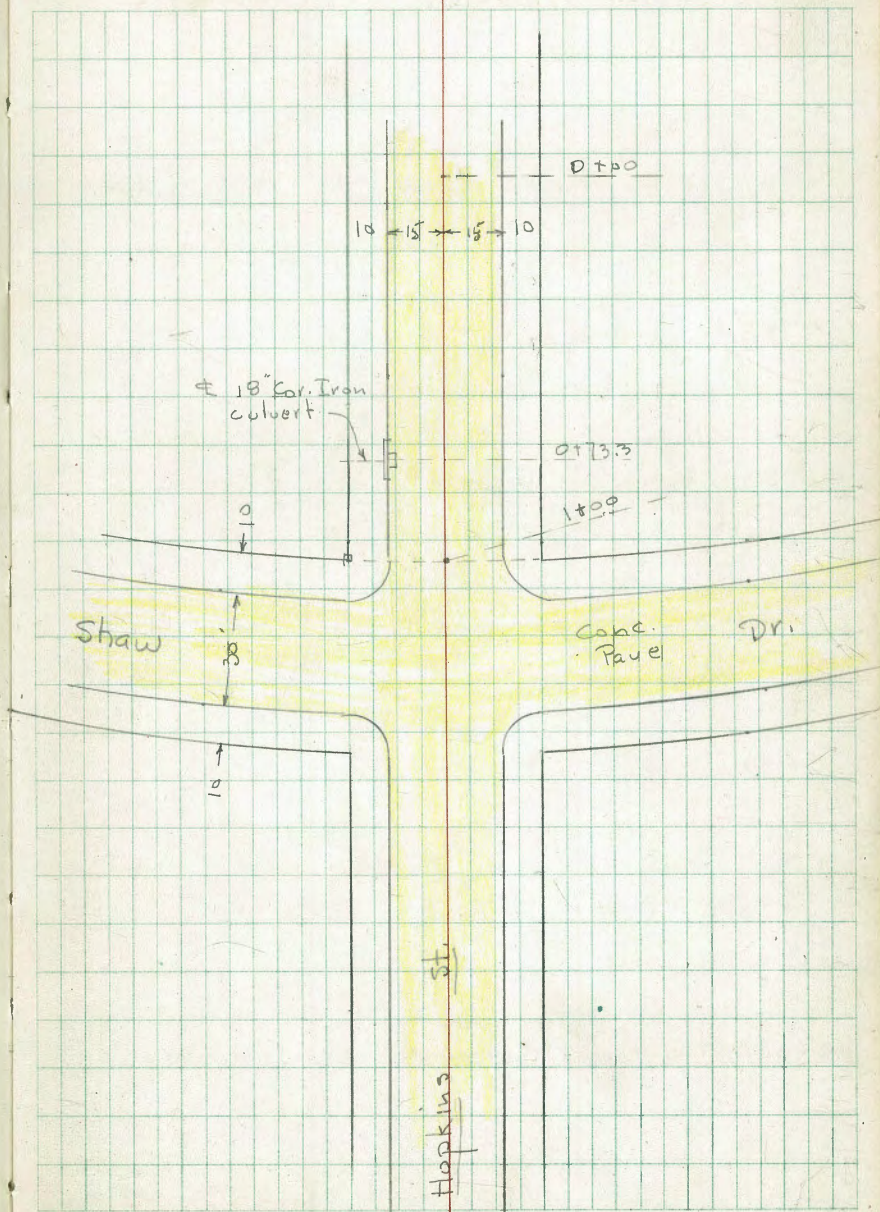
A-Sect. Hopkins at Int. of Shaw
for Repave to eliminate Inlet.

W.O. 90074

9-22-48

7.0.

INDEXED
WK
JAN 27 1949



x-Sections - Hopkins.

1+00 = N.L. Shaw = approx - P.C. Both sides

0+78.3 = S. end opening

0+73.3 = bpp. ± 10' Inlet.

0+68.3 = N. end opening - 10' inlet on Rt

0+50

0+25

0+00 = 100' N. of approx. N.L. Shaw on curve

6.29 189.89 ✓

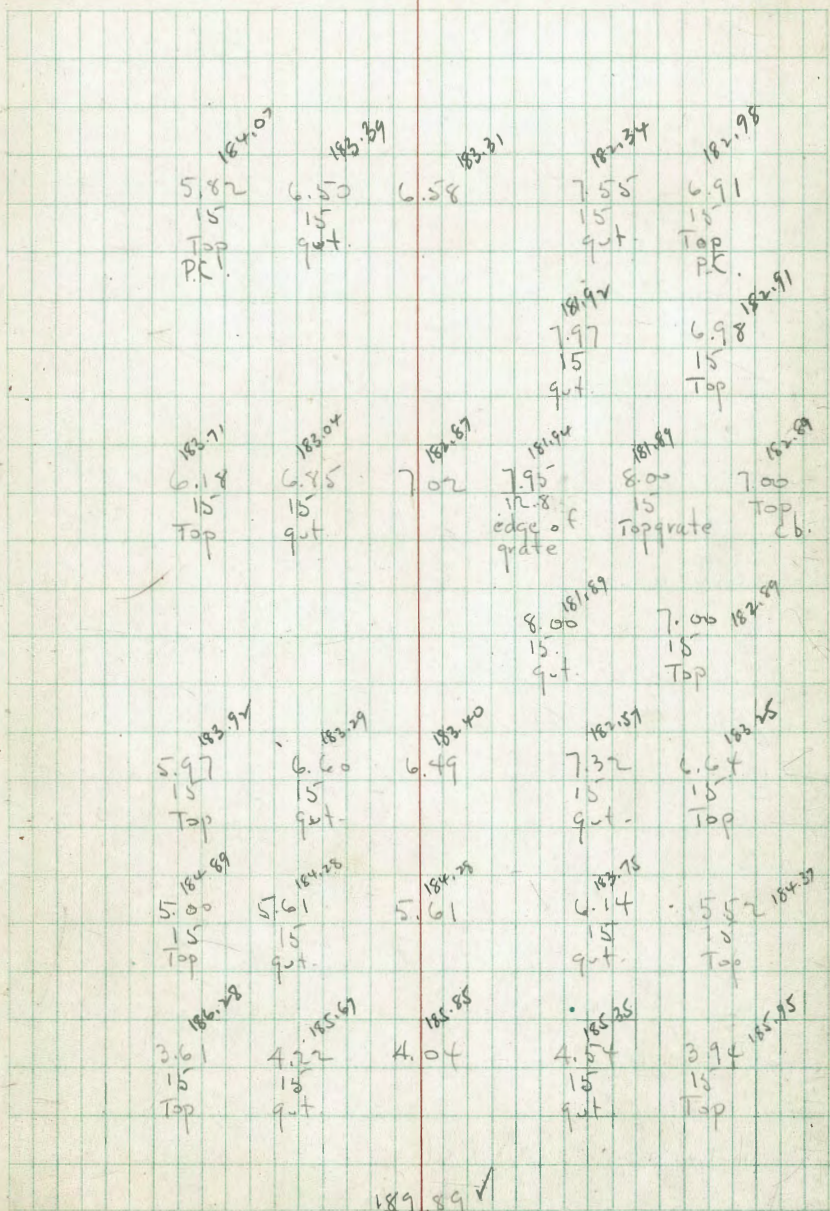
183.60 sw. Shaw
+ Hopkins

Lt.

±

Rt.

33



189.89 ✓

1+75 = end.

Notes - 195-11-32
Reduced. 11-8-08

1+50 = S.L. Shaw

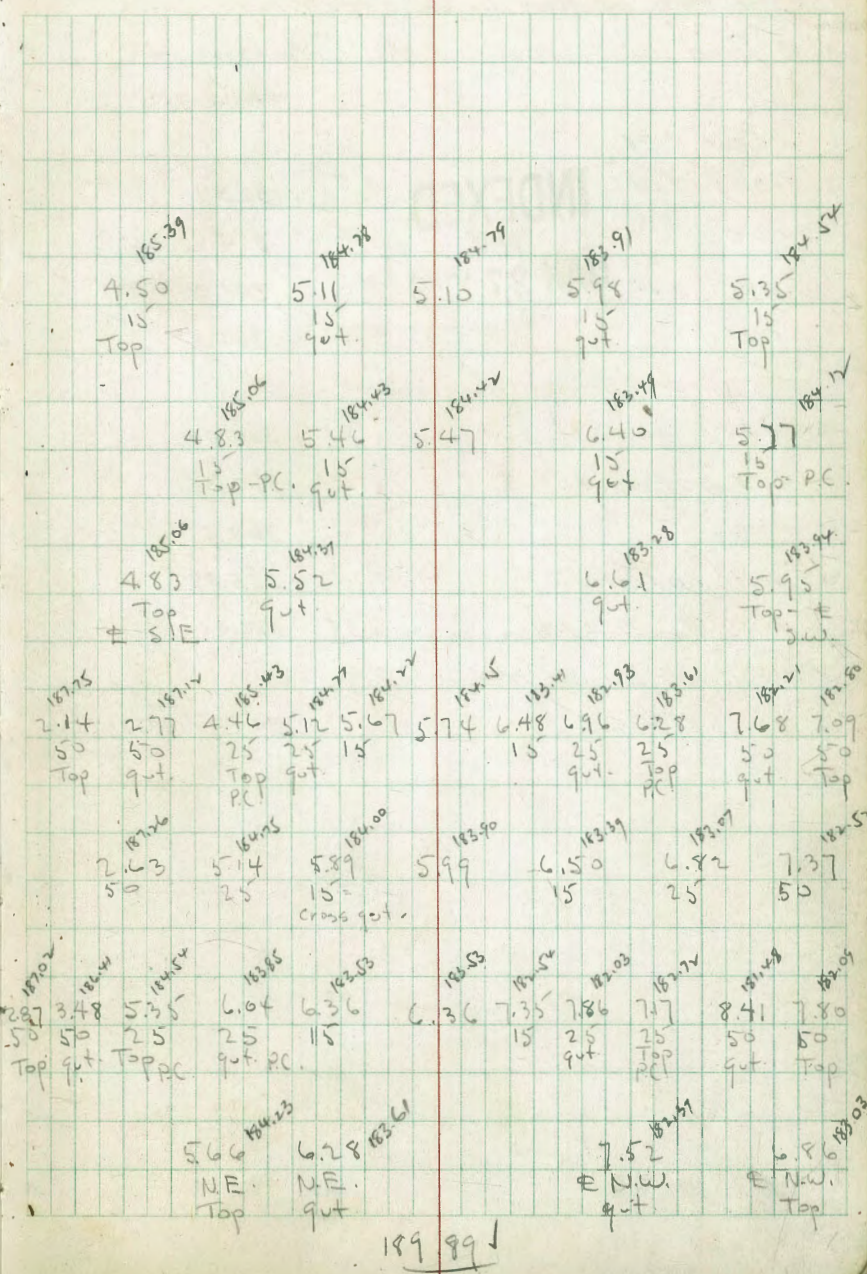
± Returns.

1+40 = S. cb.

1+25 = ± Shaw

1+10 = N. cb. Shaw. - outs. are along curve of curb.

± Returns = 10' Rad.



189.99

Walker
 Johnson
 Page 3' West of West line Freeway -
 May
 1-26-49 from Homewood to Glenmore
 No. 60350

Cont. P. 36

| | | | |
|-----------|--------------------------|--------|--------|
| (1+00) 74 | INDEXED | 67 | 363.9 |
| 1+00 | WK | 64 | 364.2 |
| (0+50) 74 | JAN 27 1949 | 9.3 | 361.3 |
| 0+50 | | 9.1 | 361.5 |
| 0+33.5 | Req. Freeway Chain Fence | 4' Lt. | |
| 0+16.2 | Conc. Gut | 10.31 | 360.34 |
| 0+14 | on Per. Block | 10.27 | 360.36 |
| 0+00 | | 10.06 | 360.57 |
| 0-40.11 | on Floor | 15.11 | 355.52 |
| 0-40.11 | Run East MH | 8.55 | 362.08 |

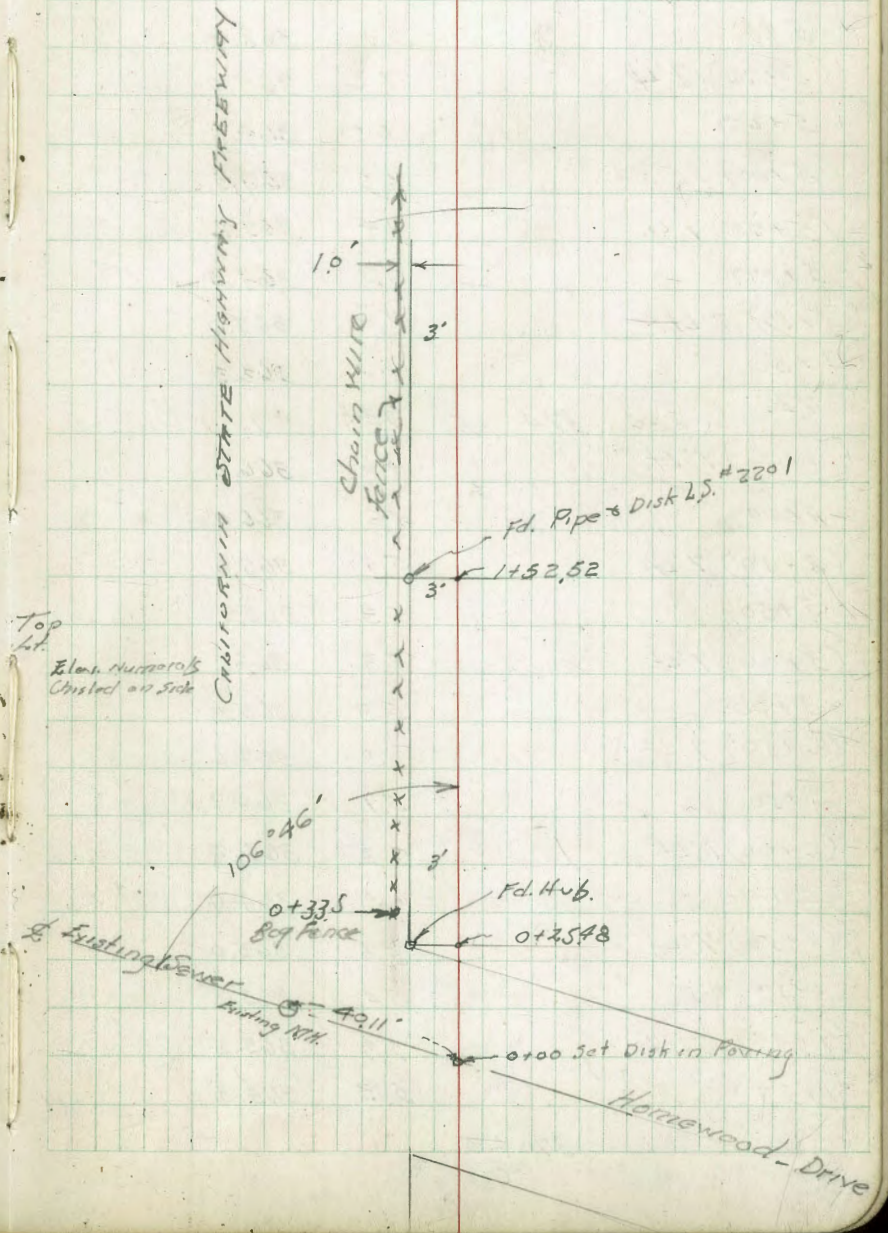
Note all cuts are on Natural Ground

| | | | |
|------|--------|--------|-------------------------------------|
| 2.36 | 370.63 | 361.27 | state B.M. Hd. wall on 177125 |
|------|--------|--------|-------------------------------------|

Existing
MH

Top
Lt.

Elav. numbers
Checked on site



| Cont. Rt Page | | | |
|---------------|------|--------|--------|
| (5+50) 75' Rt | 6.7 | 367.5 | |
| (5+50) 7' Lt | 5.9 | 368.3 | |
| 5+50 | 5.8 | 368.4 | |
| (5+20) 7' Lt | 7.2 | 367.0 | |
| 5+20 | 6.5 | 367.7 | |
| (5+00) 75' Rt | 6.9 | 367.3 | |
| (5+00) 7' Lt | 7.4 | 367.8 | |
| 5+00 | 6.9 | 367.3 | |
| (4+50) 7' Lt | 7.2 | 367.0 | |
| 4+50 | 7.3 | 366.9 | |
| T.P. | 6.86 | 374.15 | 3.34 |
| (4+00) 7' Lt | 4.6 | 366.0 | 367.29 |
| 4+00 | 4.6 | 366.0 | |
| (3+50) 7' Lt | 5.6 | 365.0 | |
| 3+50 | 5.3 | 365.3 | |
| (3+00) 7' Lt | 5.8 | 364.8 | |
| 3+00 | 5.3 | 365.3 | |
| (2+50) 7' Lt | 6.0 | 364.6 | |
| 2+50 | 5.7 | 364.9 | |
| (2+00) 7' Lt | 6.2 | 364.4 | |
| 2+00 | 6.0 | 364.6 | |
| (1+50) 7' Lt | 5.6 | 365.0 | |
| 1+50 | 5.4 | 365.2 | |
| (1+33) 7' Lt | 5.9 | 365.3 | |
| 1+33 | 5.3 | 365.3 | |

370.63

| | | |
|--------------------|-------|----------------------|
| chk. starting B.M. | 12.87 | <u>201</u> 361.27 |
| (6+35) 32' Rt | 7.7 | 366.5 |
| (6+35) 75' Rt | 7.1 | 367.1 |
| (6+35) 7' Lt | 6.4 | 367.8 |
| 6+35 | 6.2 | 368.0 |
| (6+00) 75' Rt | 6.4 | 367.8 |
| (6+00) 7' Lt | 6.4 | 367.8 |
| 6+00 | 5.5 | 368.7 |

374.15

Profile along \pm of 36" Culvert
across Albemarle - See P. 20 + 21

0+68.5 = outlet of pipe = 0+07.54 - P. 21

0+58

0+51 = s. cb. at \pm Box

0+31 = \pm st.

0+10.7 = N. cb. at \pm Inlet

0+05

0+00 = 8+29.04 = Inlet of 36" Pipe - P. 20

2.61 153.11

150.50 = SE BP
Rachel
P. 21

37

5.1

148.08
5.03
Top
cb. 6.05
Top
grate

140.79

FL. Box

147.91
5.20

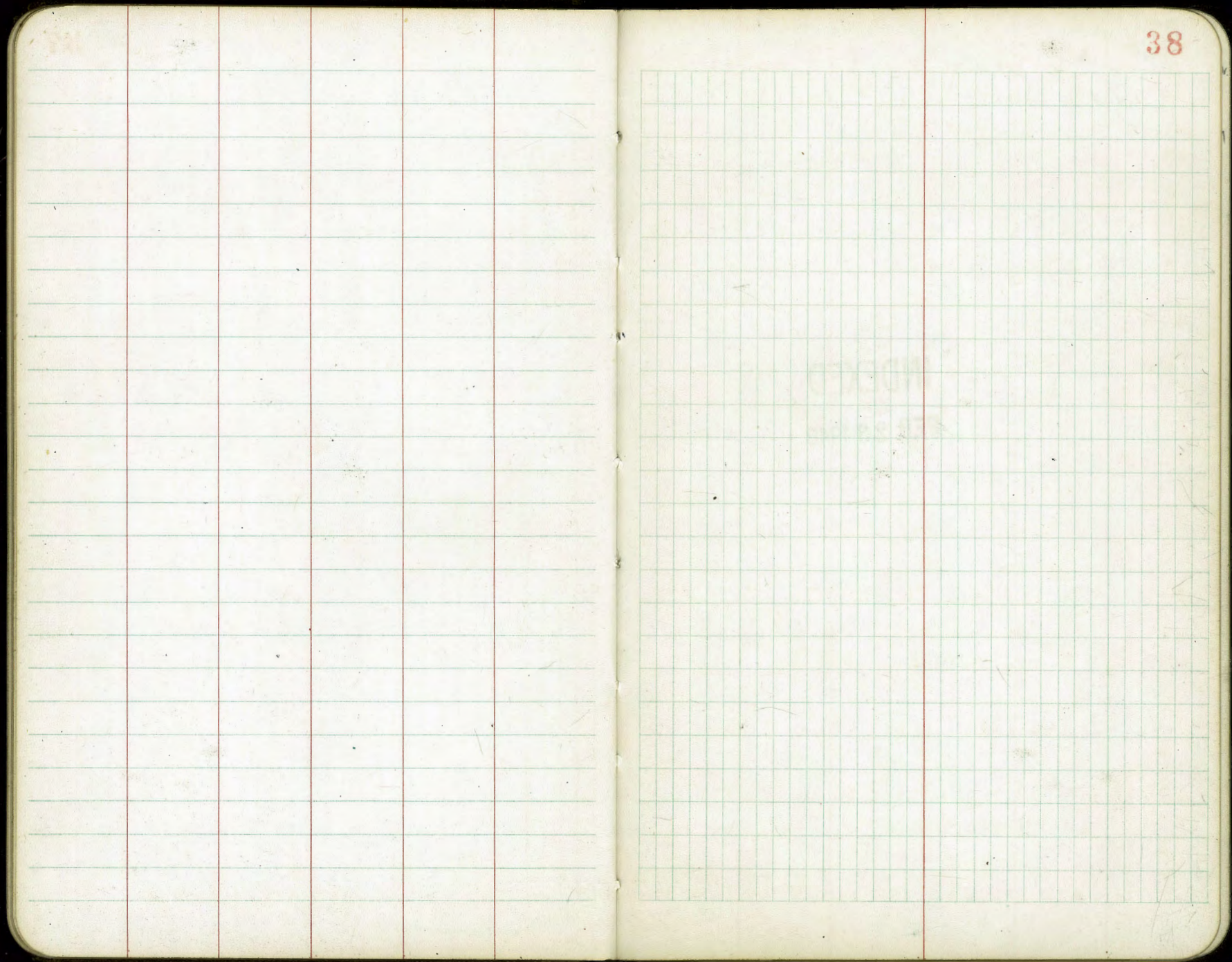
148.03
5.08
Top
cb. 6.08
Top
grate

141.58

FL. Box

147.8
5.3

153.11



Levels along \pm of Prop. Drain
Thru Block - 9 Paradise Hills
See sketch - P 25

2-21-49 - 7.0.

2.4 Rt. = Beg Wire fence
1 + 52.65 = Hing. 90° Lt.

1 + 40

INDEXED
WK
FEB 23 1949

1 + 00

0 + 78

0 + 56.5 - 4 Lt = end of Fly. Conc. Dr.

0 + 50

0 + 47.7 - 7' Rt. = end of 16" P.C. Pipe

0 + 00 - 4.1 Lt = Fly. of Conc. Dr.

0 + 00 - Stub. = 5 + 38.86 - P. 28 - also for Elev. of Inlet

4.73

216.87

212.14

✓ stub.
5 + 38.86
P. 28

Lt

\pm

Rt

39

211.07
5.80
on Stub.
211.8
5.1
2
90° to Back Tang
15
4.8
212.1
211.6
211.6
5.3
7
4.9
212.0
15
211.3
5.6
10
211.0
5.9
211.0
7.8
 \pm Ditch
210.0
6.9
3
210.1
6.8
2
210.5
7.4
 \pm Ditch
211.3
5.7
4
4-Cor
Conc.
211.30
5.57
4
edge Conc.
211.2
5.7
4
211.0
5.9
4
7.3
7
 \pm Ditch
211.1
5.8
12
208.91
7.96
211.27
4.60
4.1
211.12
4.75
on Stub.
216.87

4+00

3+85 - 4.6' Lt. = Beg. Ely. of 4' Conc. walk for
cloths line

3+79 - 0.9' Rt. = end fence

3+70

3+35

3+33.5 - 0.6' Rt. = Cor. Wire fence

3+22 = Ang. 90° Rt. - 4.3' Lt. = \pm P. pole # 87698
(south)

3+31.4 - 1.5' Rt. = Cor. of wire fence (cont. to N.)

2+90

2+78 - 8.3' Lt. = Beg. Nly. of 8.2' Conc. Dr.

2+50

2+12 - 3' Lt. = \pm P. pole # 597

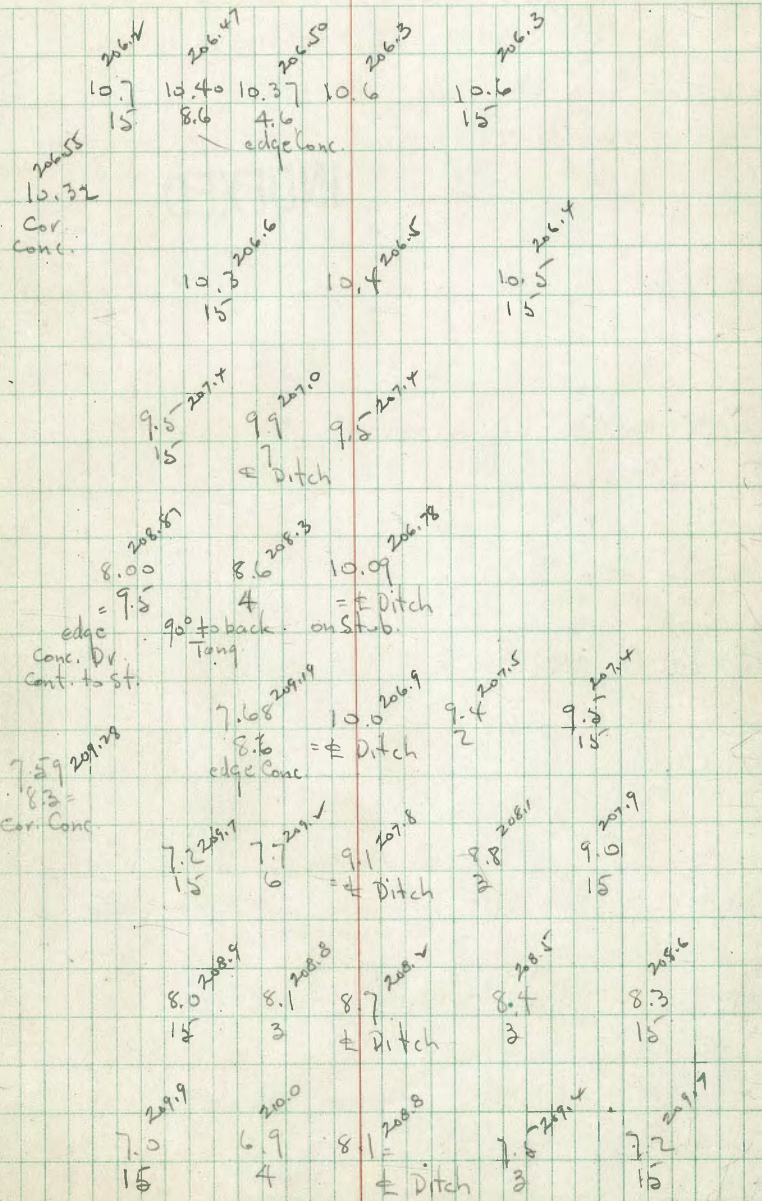
2+00

1+65

Lt. \pm

Rt.

40



B. 1753/63 - found no trace of Survey.
 5+34.38 = Ang 90° Lt = approx. location of Survey.
 5+30 = 0.5 Lt = Beg. Wire fence
 5+29.38 = N. cb.

INDEXED

5+09.3 = \$ St

4+88.2 = S. cb Potomac

4+70

4+53.5 = 5.8 Lt = NE. Cor. House

4+50

3' Conc. walls = access under House

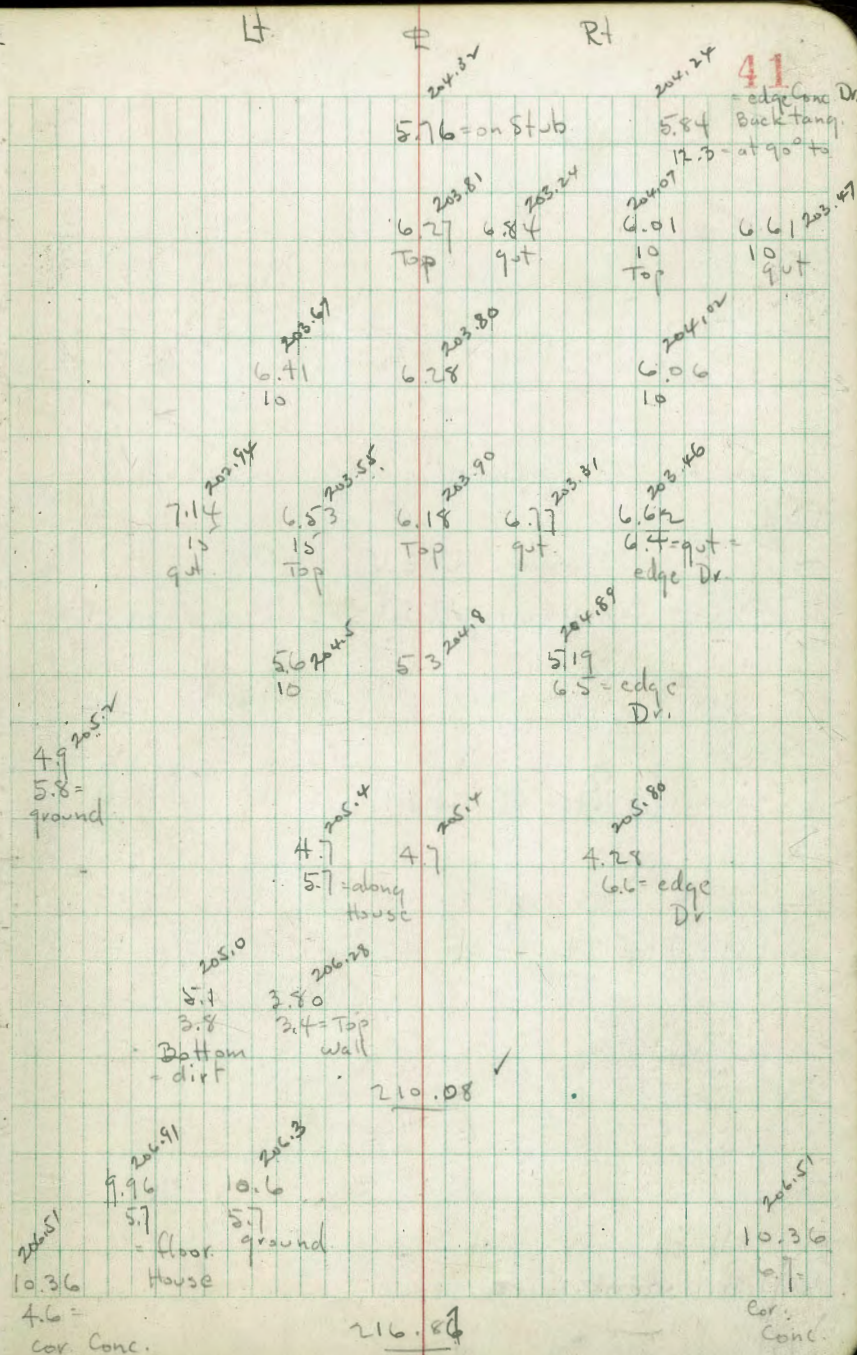
4+26.5 - 3.4 Lt = \$ + edge of 2x2 Box with

T.P. 3.56 210.08 10.35 206.52

4+22.5 - 5.7 Lt = S.E. Cor. House

4+14 - 6.7 Rt = Beg. Wly. of 8' Conc. Dr.

4+12 - 4.6 Lt = end Fly. of Conc.



check BM - SW. Potomac Runcho - 6.63 203.45 ✓

also F.L. Box.

6+43.10 - Cross on top cb at Inlet = 0+00 - P. 26

6+33 - 10.9' Lt. = PC of Ret

6+21 - Hng. 24' 18" Rt.

6+00

5+70

5+34.9 - Cross wire fence

Notes Reduced 2-22-89

20067
9.41
10.9 put.

20138
8.70
10.9 - Top

20164
8.44

20103
9.00
11.3 put.

20160
8.48
11.3 - 90° to Back Tang. Top

20103
8.05
on Stab.

20117
7.9
10

20440
6.1
20

20168
8.40
9.1 put.

20233
7.78
9.1 - Top

20117
7.4

20310
7.1
15

20249
5.2

20234
7.74
4.8
9.1 put.

20295
7.13
6.8
Top cb.

20209
6.3

20245
5.6
15

210.68 ✓

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

Cross Sec. "T" Alley BIK 16

sub map #1078

INDEXED

W. K.
JUL 27 1949

Notes reduced and
plotted
Profile # 3970
8/2/49

Note: map shows 48' 0" dk

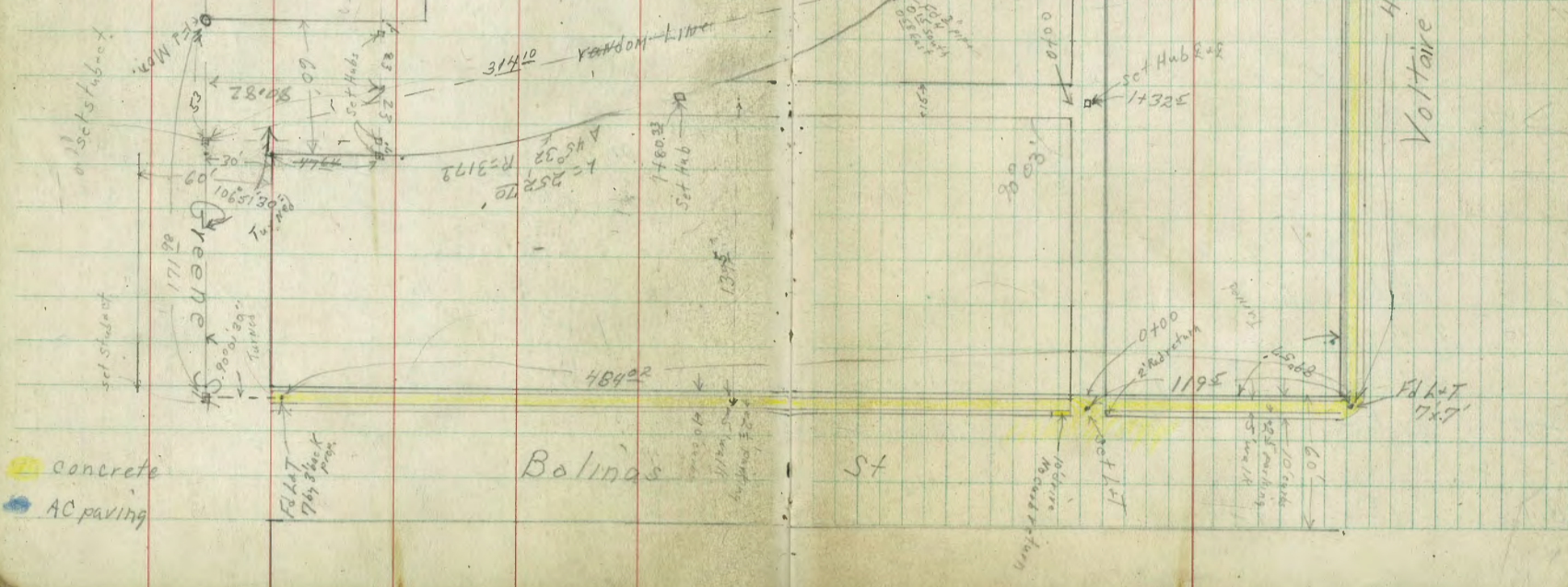
2579 Banning St. 60'
R-25792
45' 00" T.E.L.B. dk

NOTE.

SEE FB. 1838
70

Loma Alta #1

WO# 25020
7-26-49 43



D Smith
W Moore
J Clark
F Acuna

X Sec Alleys B/K #10

0+89 7/8 Lt SW cor double garage opens westerly con floor & drive

0+66 30 RT E double garage not completed

0+53 7/8 RT End con brick wall 3' high 8" wide

0+50

0+20

0+00 East Prop line Bolinas St

0+60 7/8 RT Begin con Brick wall 8" wide flush with curb end

0-25 7/8 Lt Begin 2 driveway ribbons 7' wide overall

0-10 East curb line Bolinas St

BM 123 8722

8650

NW BR
Voltaire
Bolinas

Loma Alta #1
Lt = North

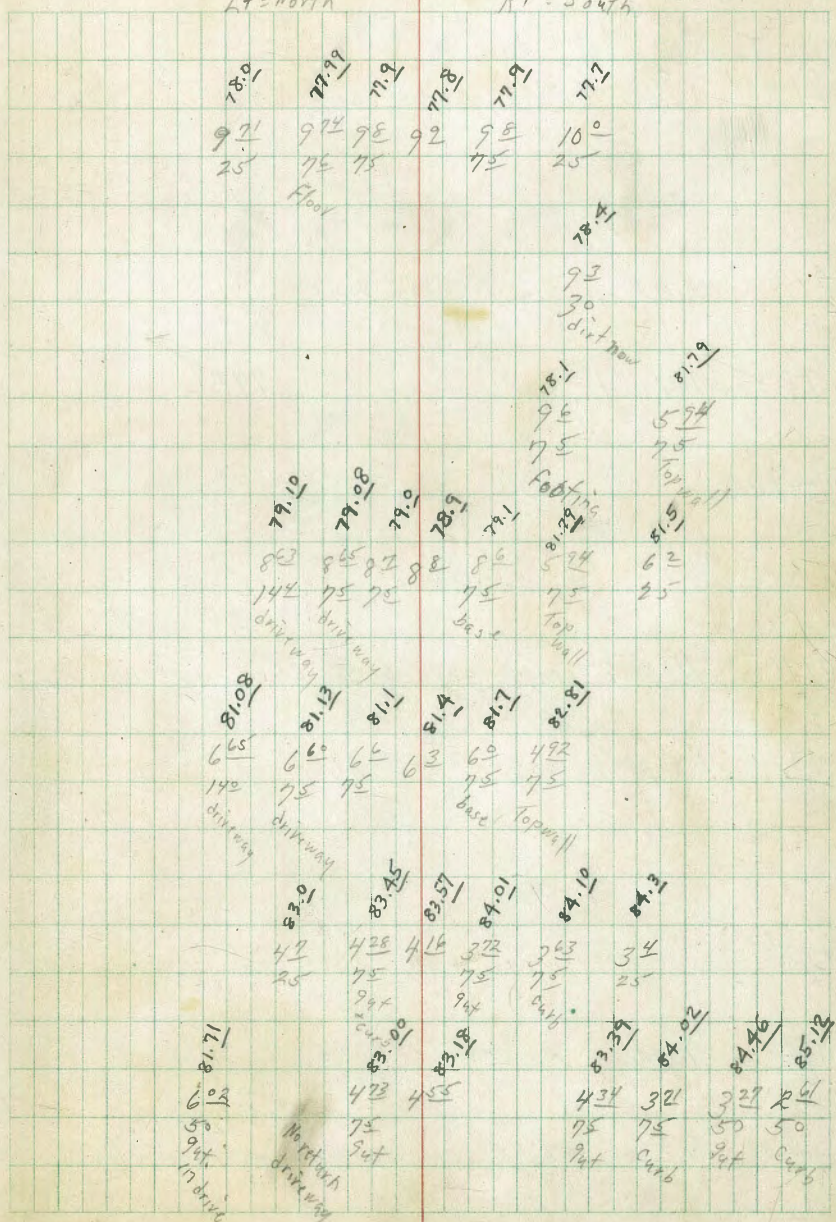
2

Rt = South

WO# 25020

7-26-49

44



8723

Cont

2+40 7⁶ RT End 6' wire fence

2+00 8⁰ RT Begin 6' wire + rail fence

TP & hub 1432⁶ 1⁰³ 783⁰ 104⁶ 772⁷

1+90

1+77 11⁵ RT E single garage con floor + apron

1+40 E prop line of N+S Alley

1+25 W prop line of N+S Alley

1+16 7³ LT E 2" orange tree

1+08 7⁸ LT SE cor double garage con floor - drive opens westerly

45

LT R RT

69.7
85 75 42 54 54 77.6 77.8
25 13 75 7 8 25

73.2 74.3 75.5 75.3 75.7 77.8 77.8
51 40 28 30 26 05 05
25 17 75 75 80 25

78 30
74.2 75.4 75.9 77.8
135 123 119 115 92
25 75 75 25

76.81 77.25
1022 1045
76.4 76.8 115 138
113 109 104 104
75 75 25

77.3 77.4 77.5 77.9
104 103 103 98
75 75 25

87.73

- cont

3+32⁴⁷ E Mendocino Blvd

J
3+17

2+97⁵⁵ Prop cor to South

2+90⁵⁵ E Alley + West Prop Line Mendocino Blvd.

2+82⁵⁵ Prop cor to North

2+70

2+50

| | | | | | | | | |
|------|------|------|------|------|------|------|------|----|
| 64.3 | 63.8 | 64.6 | 64.9 | 65.1 | 65.8 | 66.9 | 68.3 | 46 |
| 142 | 142 | 132 | 132 | 122 | 125 | 112 | 100 | |
| 25 | 22 | 75 | 75 | 75 | 14 | 16 | 25 | |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 63.0 | 63.5 | 63.9 | 64.2 | 64.4 | 65.0 | 66.6 | 68.4 |
| 153 | 148 | 144 | 144 | 132 | 132 | 112 | 92 |
| 25 | 75 | 6 | 4 | 75 | 85 | 21 | |

| | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|
| 62.9 | 64.0 | 64.3 | 65.4 | 66.6 | 66.5 | 66.6 | 68.9 | 71.7 | 72.6 |
| 154 | 143 | 140 | 122 | 112 | 112 | 94 | 65 | 52 | |
| 20 | 16 | 10 | 75 | 5 | 75 | 9 | 16 | 25 | |

| | | | | | | | |
|------|------|------|------|-------|------|------|------|
| 63.5 | 64.1 | 66.4 | 67.3 | 67.41 | 67.6 | 70.7 | 73.0 |
| 142 | 143 | 112 | 112 | 102 | 102 | 75 | 52 |
| 24 | 13 | 75 | 6 | 65 | 75 | 25 | |

| | | | | | | | |
|------|------|------|------|------|-------|------|------|
| 63.1 | 64.3 | 66.9 | 68.9 | 68.6 | 69.51 | 71.5 | 73.0 |
| 152 | 142 | 112 | 94 | 92 | 98 | 68 | 52 |
| 25 | 13 | 75 | 5 | 65 | 75 | 25 | |

| | | | | | | |
|------|------|------|------|------|------|------|
| 64.5 | 69.7 | 70.9 | 70.4 | 70.3 | 72.1 | 73.1 |
| 138 | 86 | 74 | 72 | 80 | 62 | 52 |
| 23 | 12 | 75 | | 65 | 75 | 25 |

| | | | | | | |
|------|------|------|------|------|------|------|
| 68.4 | 70.4 | 72.8 | 72.3 | 72.2 | 73.0 | 74.5 |
| 95 | 92 | 55 | 60 | 64 | 53 | 32 |
| 25 | 12 | 75 | 7 | 75 | 25 | |

7.8³⁰

X Sec North & South Alley

0645 7⁶ RT Begin 4' high wire fence

0741

0740 0⁶ LT Begin wire fence 3 1/2' high

0740 7² RT E 4" pipe clothes line support pole

0740 E 3" wall end of wall parallel to line

0736 2⁵ LT E 4" Apple tree

0726^S 2⁰ RT E 6" pomigranite tree

0723 4⁵ RT E 3" con wall

0722 E 2' con walk

0703 8⁴ RT E 4x4 clothes line support pole
Note planting throughout the Alley

0700 North prop line of East & West Alley

TP, 2⁰⁶ 80¹³ 77²⁷ E & E Hub

LT = West E

RT = East 47

| | | | | |
|------|------|------|------|------|
| 75.7 | 75.6 | 75.4 | 74.8 | 74.3 |
| 44 | 46 | 42 | 50 | 58 |
| 25 | 75 | 75 | 75 | 16 |

| | | | | | | | | |
|------|------|--------------|----------|--------------|--------|-----------|------|------|
| 76.1 | 76.0 | 76.29 | 76.28 | 76.29 | 74.9 | 74.8 | 75.0 | 75.4 |
| 32 | 41 | 38 | 35 | 34 | 52 | 53 | 51 | 42 |
| 25 | 75 | Top end wall | Top wall | Top end wall | 4 base | 4 coating | 75 | 15 |

76.25

368
48
Top wall

| | | | | | | |
|-------|-------|-------|-------|------|------|------|
| 76.19 | 76.62 | 76.48 | 76.45 | 75.8 | 75.7 | 75.1 |
| 33 | 32 | 35 | 36 | 43 | 48 | 50 |
| 20 | 75 | 3 | 3 | 75 | 18 | 19 |

77.3

77.1

76.4

28
75

30

37
75

80¹³

cont.

1458 3° Lt & 1" peach tree

1449 2° Lt & 1" peach tree

1425 8° Lt to fence here

TP 230 746 7.83 72.30

6° Lt to fence here

1417 7° Rt End 4' wire fence

1400

0483

0478 2° Lt to wire fence (here)

0476 0° Lt & 2" peach tree

0468 & 1" peach tree

0457 2° Lt & 1" peach tree

Lt

Rt

Rt

48

| | | | | | |
|------|------|------|------|------|------|
| 74.2 | 74.1 | 73.2 | 71.1 | 71.0 | 70.4 |
| 05 | 05 | 15 | 36 | 32 | 43 |
| 15 | 80 | 75 | 75 | 20 | |

74.66

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 74.2 | 74.1 | 73.4 | 73.2 | 72.8 | 71.8 | 71.4 | 72.2 |
| 52 | 60 | 67 | 68 | 73 | 83 | 87 | 72 |
| 15 | 75 | 4 | 3 | 4 | 75 | 15 | |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 74.2 | 74.0 | 73.9 | 73.7 | 73.5 | 72.7 | 72.5 | 72.1 |
| 52 | 64 | 62 | 64 | 65 | 74 | 76 | 80 |
| 15 | 75 | 2 | 2 | 3 | 75 | 15 | |

| | | | | |
|------|------|------|------|------|
| 75.2 | 74.5 | 74.0 | 74.1 | 74.4 |
| 42 | 56 | 62 | 60 | 53 |
| 15 | 75 | 75 | 15 | |

80 13

cont.

BM starting

328

86⁵⁰

86⁵⁰ ✓
SW BP Bolinas
raffine

TP 6⁵¹ 89 78 201 8327

TP 11¹⁴ 85-28 049 74¹⁷

2100

1480³³ E Alley - West prop line Mendocino

1460

LT

E

RT

49

| | | | | | | | |
|----|------|------|------|------|-------|------|------|
| | 72.3 | 66.9 | 65.7 | 64.9 | 64.31 | 63.4 | 63.2 |
| 24 | 78 | 90 | 98 | 104 | 113 | 115 | |
| 18 | 75 | 5 | | 11 | 12 | 20 | |

| | | | | | | |
|----|------|------|--------|-------|------|------|
| | 72.6 | 72.4 | 70.9 | 65.55 | 64.8 | 63.9 |
| 24 | 23 | 42 | 94 | 99 | 108 | |
| 20 | 13 | 95 | on Hub | 75 | 20 | |

| | | | | | | |
|----|-------|-------|------|-------|------|------|
| | 73.81 | 73.61 | 70.7 | 68.51 | 67.0 | 65.2 |
| 02 | 14 | 40 | 63 | 72 | 95 | |
| 20 | 13 | 75 | | 75 | 20 | |

7466

Additional Levels #11ey Block 14
 Point Loma Heights
 Alignment & Sketch #1822-2

TP 1.17 112.62 12.87 111.45

1786.4

INDEXED
 W.K.
 OCT 19 1949

1768.3

+66.6

+50.3

+48

834 of 8 = 5/4 Conc Block Wall 4' High
 0+0 = North Line Macaulay

1.53 124.32 11.92 122.79
 1.61 134.71 133.10

TP RP
 Chatsworth
 +14.10

Original Sections 1822

#10.25020

4 Z

Oct. 18-49
 F.S. 15509
 Garber
 Cota
 Rk Chavez

50

112.42
 11.90
 8.4 = 5/4 Conc.
 Block Wall
 on Footing

112.94
 11.38
 8.2 = 5/4 Conc. & 4' High
 Block Wall
 on Footing

120.25 119.20
 4.9 5.1
 17.3 = 1/2 Conc
 11.3 = 1/2 Conc
 17.3 = 1/2 Conc
 Conc Floor

120.34 119.73
 3.98 4.59
 17.4 = 1/2 Conc
 Conc Floor

119.87
 4.5
 4.5 = 1/2 Conc Wall
 on Footing

124.32

2083

8' R of S - 5/4 Board Fence

4+07

3+94

3+83.1

3+08.9

2+92.8

11262

47

2

PT.

51

103.13 102.6 102.9 102.7
 9.9 10.0 9.7 9.9
 7.5 = 5/4 Conc
 Apron

103.83 103.4 102.7 103.0 103.4 103.88 104.25
 8.79 9.2 9.9 9.6 9.2 8.74 8.37
 9.2 7.5 7.5 7.5 8.6 = 5/4 Conc
 Apron

104.89 104.29 104.0 103.7 103.5 103.6 104.0 104.21 104.24
 7.7 8.3 8.6 8.9 9.1 9.0 8.6 8.4 8.38
 7.5 = 5/4 Conc
 Apron
 Conc Floor
 5/4 Conc
 Apron
 Conc Floor

104.98 104.63
 7.6 7.9
 7.7 = 5/4 Conc
 Apron
 Conc Floor

109.36 108.50
 8.2 4.1
 7.3 = 5/4 Conc
 Apron
 Conc Floor

109.40 108.84
 3.2 3.7
 1.7 = 5/4 Conc
 Apron
 Conc Floor

11262

F110y Block 14 Point to ma Hts

Lt

S

Rt

52

47481 = 5y Oliphant

+10

8.1 Rt of $\frac{1}{2}$ = 1/4 Board Fence

TP

2.17

103.47

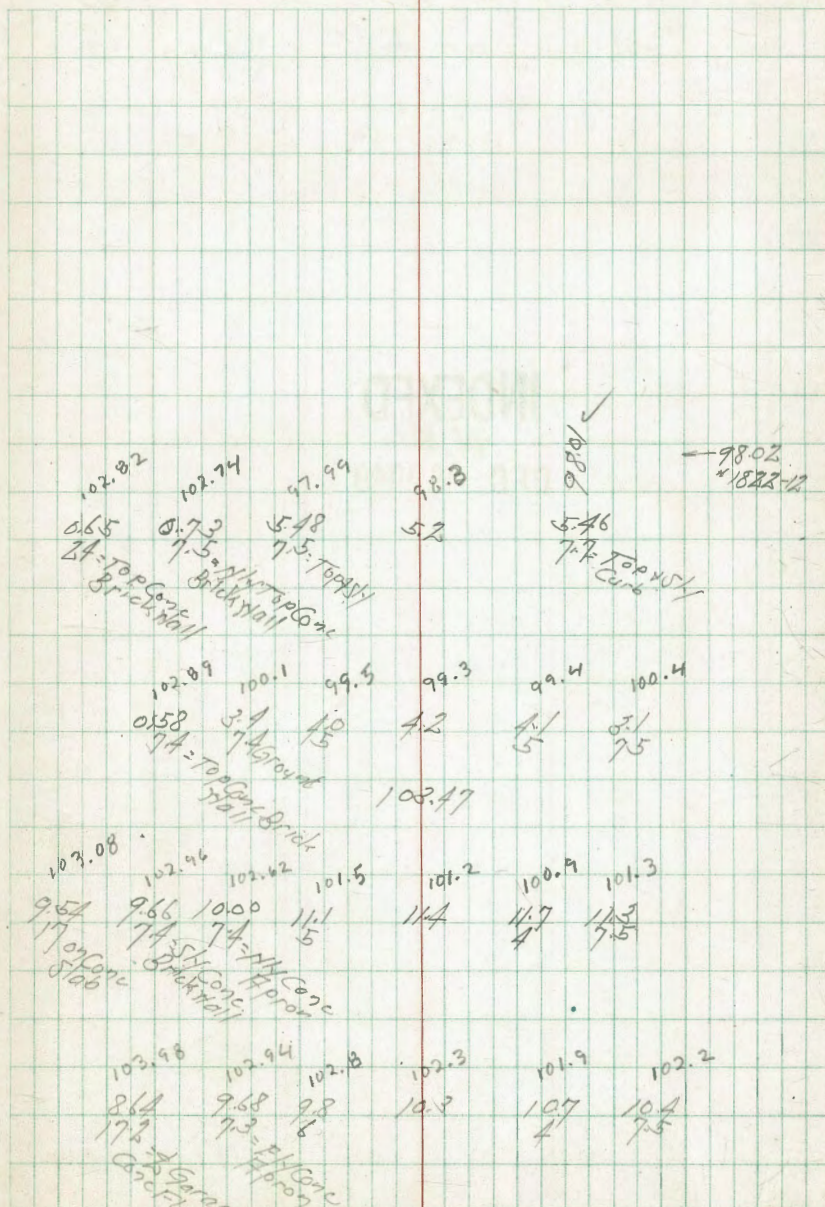
11.32

10.630

+27

47176

11262



11262

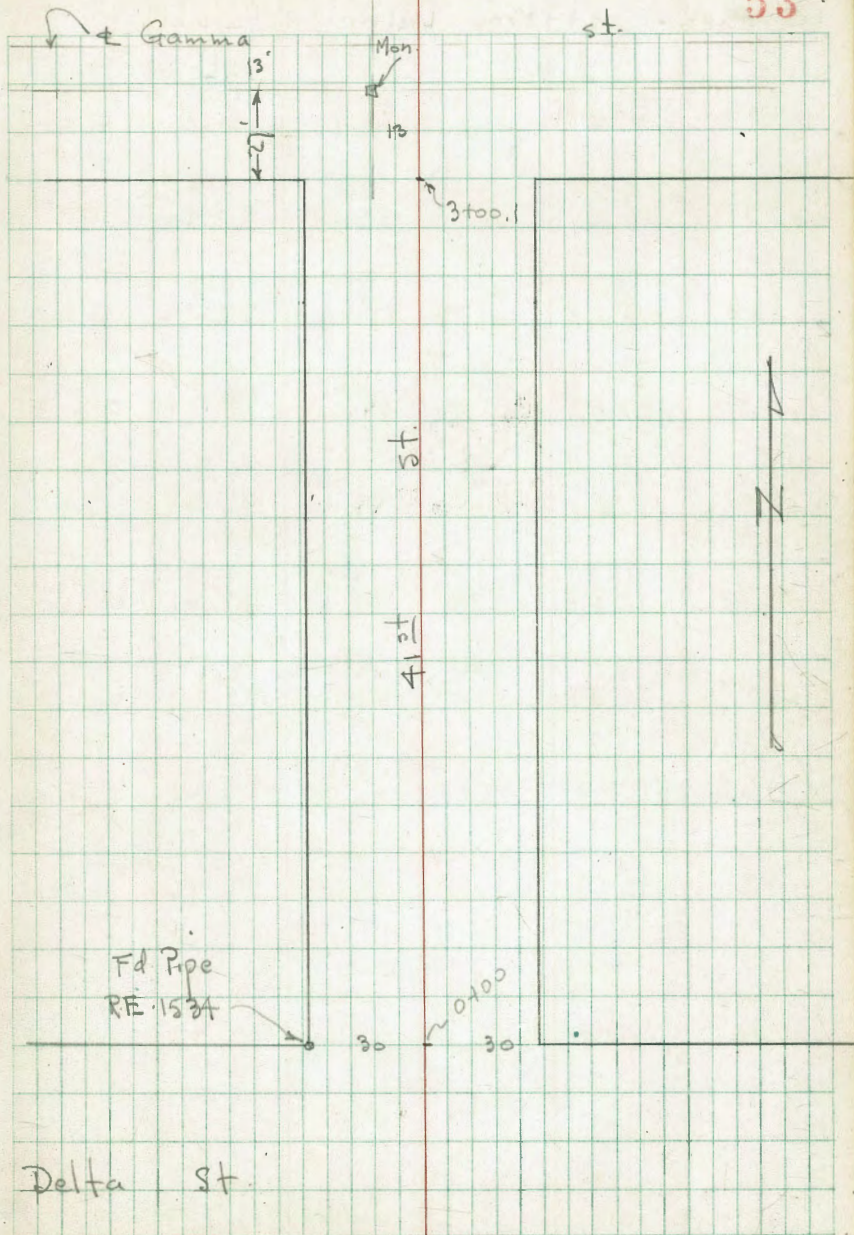
X-Sect. 41st from Delta to Gamma
for Borrow - on 42nd & Logan Pave
7739-L

11-21-49 - 7.0.

INDEXED

W.K.

DEC 6 1949



Grades - at Prop. Line

| | | W.L | |
|-------------------|----------------------|----------------------|--------|
| 0+00 = N.L. Delta | $\frac{9.24}{81.70}$ | $\frac{88.7}{75.25}$ | C 6.4 |
| +40 | $\frac{4.8}{86.65}$ | $\frac{6.65}{80.45}$ | C 6.20 |
| +60 | $\frac{2.75}{88.70}$ | $\frac{8.7}{82.72}$ | C 6.0 |
| +80 | $\frac{1.8}{89.65}$ | $\frac{9.65}{84.34}$ | C 6.3 |
| 1+00 | $\frac{2.45}{89.00}$ | $\frac{9.0}{85.31}$ | C 3.7 |
| +20 | $\frac{3.0}{88.5}$ | $\frac{8.5}{85.61}$ | C 2.9 |
| +40 | $\frac{3.95}{87.50}$ | $\frac{7.5}{85.27}$ | C 2.2 |
| +60 | $\frac{5.7}{85.7}$ | $\frac{5.7}{84.27}$ | C 1.4 |
| +80 = end. | $\frac{7.95}{83.50}$ | $\frac{3.5}{82.96}$ | C 0.5 |

0-40 = \pm Delta =

72.87

| | F.I. | |
|--|----------------------|------------------------------|
| | $\frac{88.0}{82.65}$ | $\frac{81.65}{75.78}$ C 6.9 |
| | $\frac{4.0}{87.45}$ | $\frac{87.45}{80.95}$ C 6.50 |
| | $\frac{1.75}{89.70}$ | $\frac{9.7}{83.22}$ C 6.5 |
| | $\frac{0.7}{91.15}$ | $\frac{9.15}{84.84}$ C 6.3 |
| | $\frac{0.6}{90.8}$ | $\frac{9.8}{85.81}$ C 5.0 |
| | $\frac{1.75}{89.70}$ | $\frac{9.7}{86.11}$ C 3.6 |
| | $\frac{4.20}{87.3}$ | $\frac{7.3}{85.77}$ C 1.5 |
| | $\frac{5.8}{85.6}$ | $\frac{8.6}{84.77}$ C 0.8 |
| | $\frac{7.55}{83.90}$ | $\frac{3.9}{83.46}$ C 0.4 |

73.37

X-Sect. 41st Delta to Gamma.

Lt

±

Rt.

55

0+20

0+00 = N.L. Delta

T.P. 12.76 91.45 0.46 78.69

0-03

0-14

0-24

0-40

B.M. - end Ret on N.W. Cor Delta 41st
 13.08 79.15 0.25 66.07
 13.26 66.32 53.06

| | | | | | | |
|------|------|------|------|------|------|------|
| 85.0 | 84.8 | 81.6 | 82.0 | 82.6 | 83.0 | 84.0 |
| 6.5 | 6.7 | 9.9 | 9.5 | 9.4 | 6.5 | 6.6 |
| 30 | 15 | 10 | | 10 | 21 | 30 |

| | | | | | | |
|------|------|------|------|------|------|------|
| 82.0 | 82.5 | 78.2 | 78.8 | 79.0 | 82.6 | 82.1 |
| 9.5 | 9.0 | 13.3 | 12.7 | 12.5 | 8.9 | 8.8 |
| 30 | 15 | 13 | | 9 | 21 | 30 |

91.45

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 12.9 | 13.6 | 17.3 | 18.5 | 18.1 | 82.5 | 82.3 | 80 |
| 6.3 | 5.6 | 1.9 | 0.7 | 0.4 | +3.3 | +3.1 | +2.8 |
| 40 | 30 | 15 | | 9 | 22 | 30 | 40 |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 12.6 | 12.5 | 16.0 | 16.9 | 17.1 | 80.2 | 19.9 | 19.1 |
| 6.56 | 6.7 | 3.2 | 2.3 | 2.1 | +1.0 | +0.7 | +0.5 |
| 40 | 30 | 10 | | 10 | 24 | 30 | 40 |

pc
top cb

| | | | | | | |
|------|------|------|------|------|------|------|
| 11.8 | 12.4 | 14.3 | 15.8 | 16.6 | 17.0 | 17.1 |
| 7.4 | 6.8 | 4.9 | 3.4 | 2.6 | 2.2 | 2.1 |
| 40 | 30 | 15 | | 15 | 30 | 40 |

| | | |
|------|------|------|
| 12.3 | 14.3 | 18.6 |
| 6.9 | 4.9 | 3.6 |
| 30 | | 30 |

79.15

N.W. B.P. to 4th + Epsilon

Final Sections on 41st Borrow
 see P. 55 for Orig. - 12-05-49 - 7.0.

Drive on Lt. - 2 cu. yds.

Drive on Rt. - 10.5 cu. yds. exc.

0+80

0+60

0+40

T.P. 7.66 91.45 1.73 83.79

0+00 = NL Delta.

0-03

0-14

0-24 =

check ✓ = same

12.45 85.52

23.07

Lt.

±

Rt.

57

| | | | | | | |
|------|------|------|------|------|------|------|
| 89.1 | 89.1 | 88.0 | 88.1 | 88.1 | 89.1 | 91.2 |
| 1.8 | 1.8 | 3.5 | 3.4 | 3.4 | 1.1 | 0.3 |
| 30 | 27 | 23 | | 16 | 19 | 30 |

| | | | | | | |
|------|------|------|------|------|------|------|
| 88.8 | 88.6 | 86.7 | 86.5 | 86.2 | 89.2 | 89.7 |
| 2.7 | 2.9 | 5.3 | 5.0 | 5.3 | 2.3 | 1.8 |
| 30 | 27 | 22 | | 16 | 18 | 30 |

| | | | | | | |
|-------|------|------|------|------|------|------|
| 86.1 | 86.8 | 83.6 | 84.1 | 83.8 | 81.3 | 81.1 |
| 4.8 | 4.7 | 7.9 | 7.4 | 7.7 | 4.2 | 3.8 |
| 30 | 28 | 21 | | 16 | 19 | 21 |
| 91.45 | | | | | | |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 81.2 | 81.6 | 16.0 | 11.9 | 18.3 | 18.3 | 82.3 | 82.5 |
| 3.6 | 3.9 | 9.5 | 8.5 | 7.2 | 7.2 | 3.2 | 3.0 |
| 30 | 28 | 23 | 15 | | 16 | 19 | 21 |

| | | | | | |
|------|------|------|------|------|------|
| 13.5 | 16.5 | 18.1 | 18.1 | 81.9 | 82.4 |
| 12.0 | 9.0 | 7.4 | 7.4 | 3.6 | 3.1 |
| 30 | 15 | | 17 | 20 | 22 |

| | | | | | | |
|------|------|------|------|------|------|------|
| 12.4 | 15.9 | 16.8 | 17.0 | 17.1 | 19.1 | 80.1 |
| 13.1 | 9.6 | 8.7 | 8.5 | 8.4 | 8.8 | 5.4 |
| 30 | 10 | | 10 | 17 | 21 | 24 |

| | | | | |
|------|------|------|------|------|
| 12.3 | 11.2 | 15.1 | 16.5 | 16.9 |
| 13.2 | 11.3 | 9.8 | 9.0 | 8.6 |
| 30 | 15 | | 15 | 30 |

85.52

1 + 40 = end.

1 + 20

1 + 00

| | | | | | |
|------|------|------|------|------|------|
| 87.6 | 87.6 | 86.8 | 87.0 | 86.9 | 87.3 |
| 3.9 | 3.9 | 4.7 | 4.5 | 4.6 | 4.2 |
| 30 | 20 | 11 | | 15 | 30 |

| | | | | | | | |
|------|------|------|------|------|------|------|------|
| 88.5 | 88.1 | 88.0 | 88.1 | 88.2 | 88.0 | 89.1 | 89.1 |
| 3.0 | 2.8 | 3.5 | 3.4 | 3.3 | 3.5 | 2.4 | 1.8 |
| 30 | 27 | 25 | 15 | | 17 | 19 | 30 |

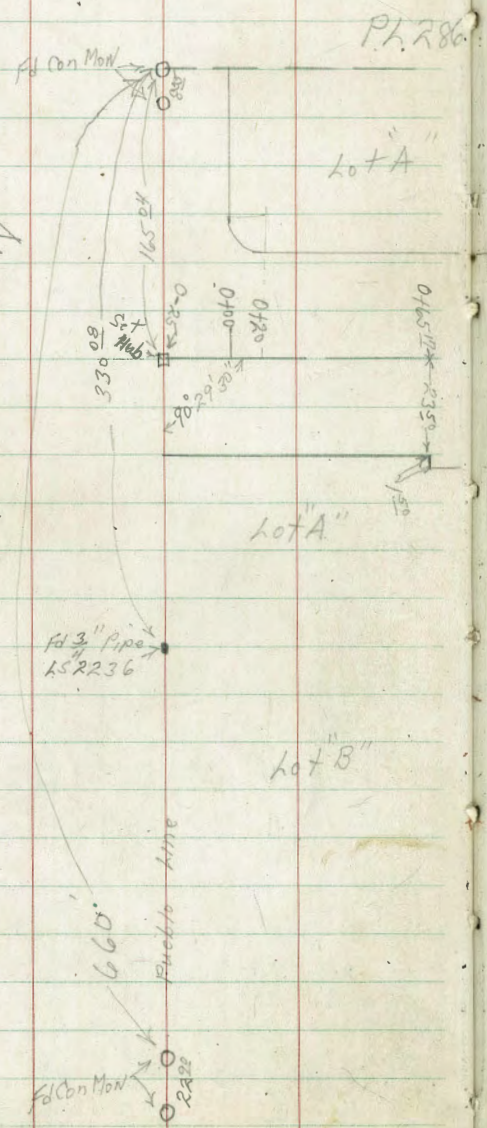
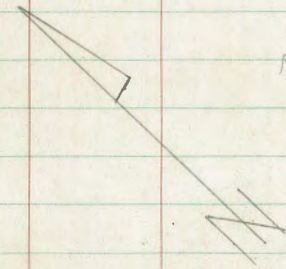
| | | | | | | |
|------|------|------|------|------|------|------|
| 89.0 | 88.2 | 88.3 | 88.4 | 88.1 | 90.5 | 90.9 |
| 2.5 | 2.3 | 3.2 | 2.1 | 2.8 | 1.0 | 0.6 |
| 30 | 27 | 23 | | 16 | 18 | 30 |

91.45

D. Smith
 Wm Fay
 E. Sherman
 P. Hochhead,

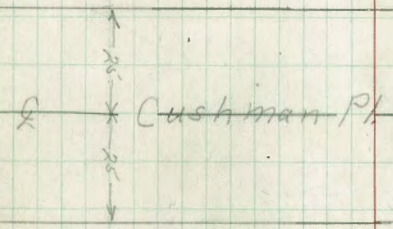
Cross Sec Cushman Place

WO # 25020
 8-9-50 59



INDEXED
 W.K.
 AUG 31 1950

Reduced by P. Ham
 9-29-50



For R.P. see
 FB 2213
 2 5/19/53
 (initials)

D. Smith
Wm Fay
E. Sherman
R. Lockwood.
0720

X Sec Cushman Place

0700 South Prop under new opening

0-04 26^t Lt Begin con wall with fence on top

0-05 24² Rt E Power Pole #PC 4751

0-08⁵ 19² Rt Begin 4' con Walk 11 to line

0-25 South line Cushman Before opening

0-40 E Cushman Ave

TP BM

6¹⁹ 34²¹ 0¹¹ 31⁰⁶

6⁵¹ 28⁸³ 6¹³ 22⁰²

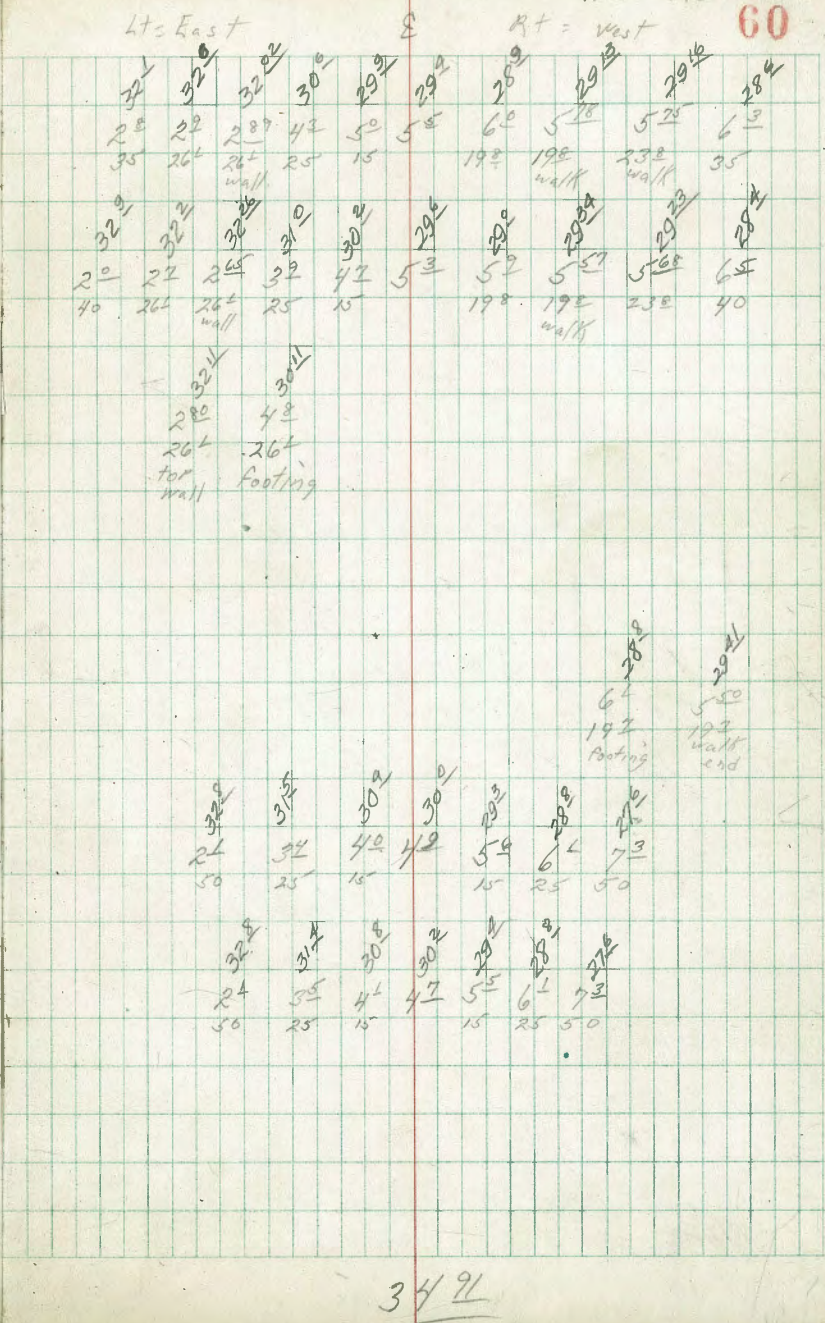
BM 18³ 28¹⁵ 26³²

#PC 4751
Pole spike stop
sw. cor. Cushman
& Cushman Pl.

NW 1/4 Non
Weeks +
Buenos

WO# 25020

60



3491

25th At End East West con block wall

1731 22nd At End 2' wide con walk

also one on other side of drive

1728 24th Lt End of East-West wall con block

1700

0+72 25th Lt End con wall & fence on top

0+65¹² 24th Rt Begin (BC) curve in con brick wall

0+65¹² 19th At End 4' wide con walk begin 2' wide con walk

0+65¹⁷ Prop on West goes to full width (25')

0+63 25th Lt & 9' wide drive (2) 3' wide ribbons con.

0+38 23rd Rt Begin 4" con brick wall

0+33 23rd Lt & 4' con walk & steps

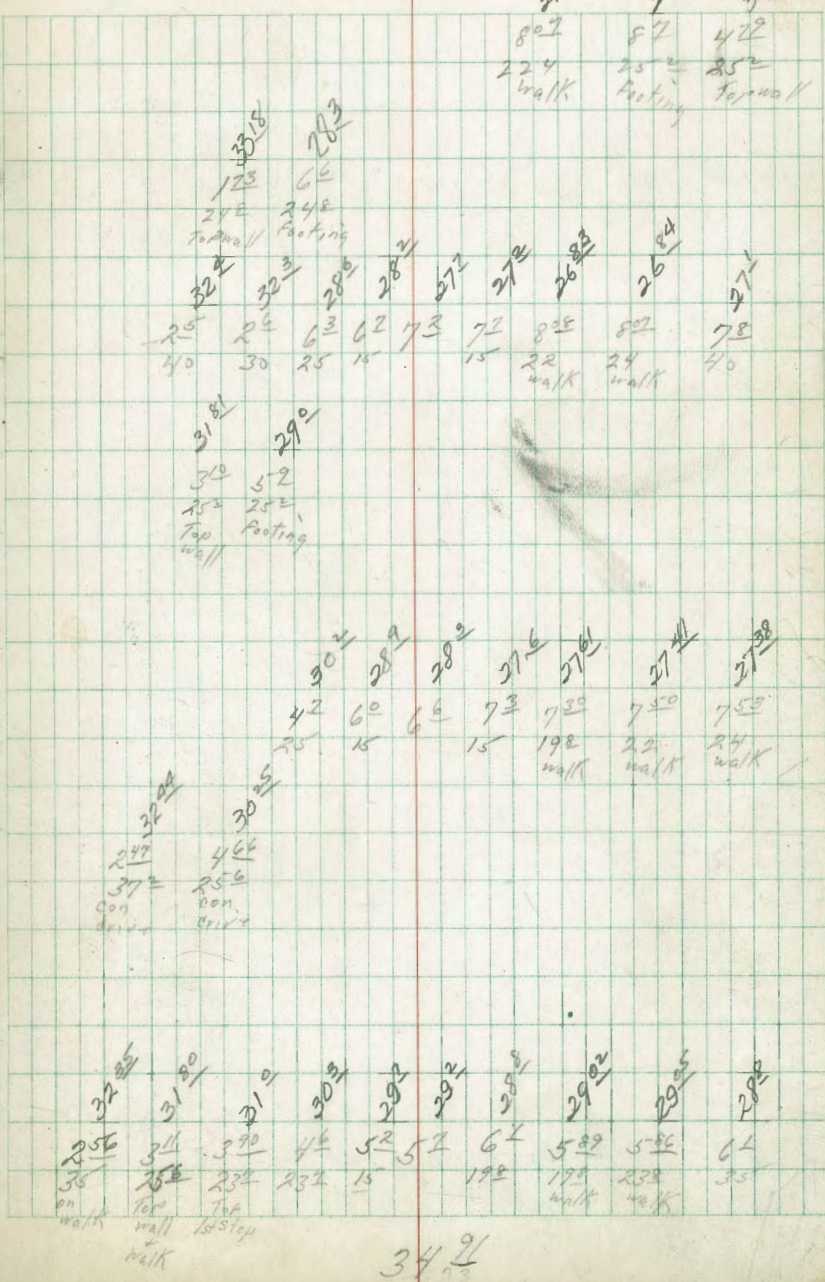
lt = East

2

Rt = west

26th

61st



D. Smith
Wm. Fay
F. Sherman

Cross

9-8-50
wo# 25020
64
Section Cushman Ave Weeks through Savannah St

7783 ⁵⁸ Fd Con Mon

6760 ⁰⁸ Fd Con Mon

6751 ⁵² Fd Con Mon

Savannah St

INDEXED
MK
SEP 11 1950

P.L. Along Cushman Ave

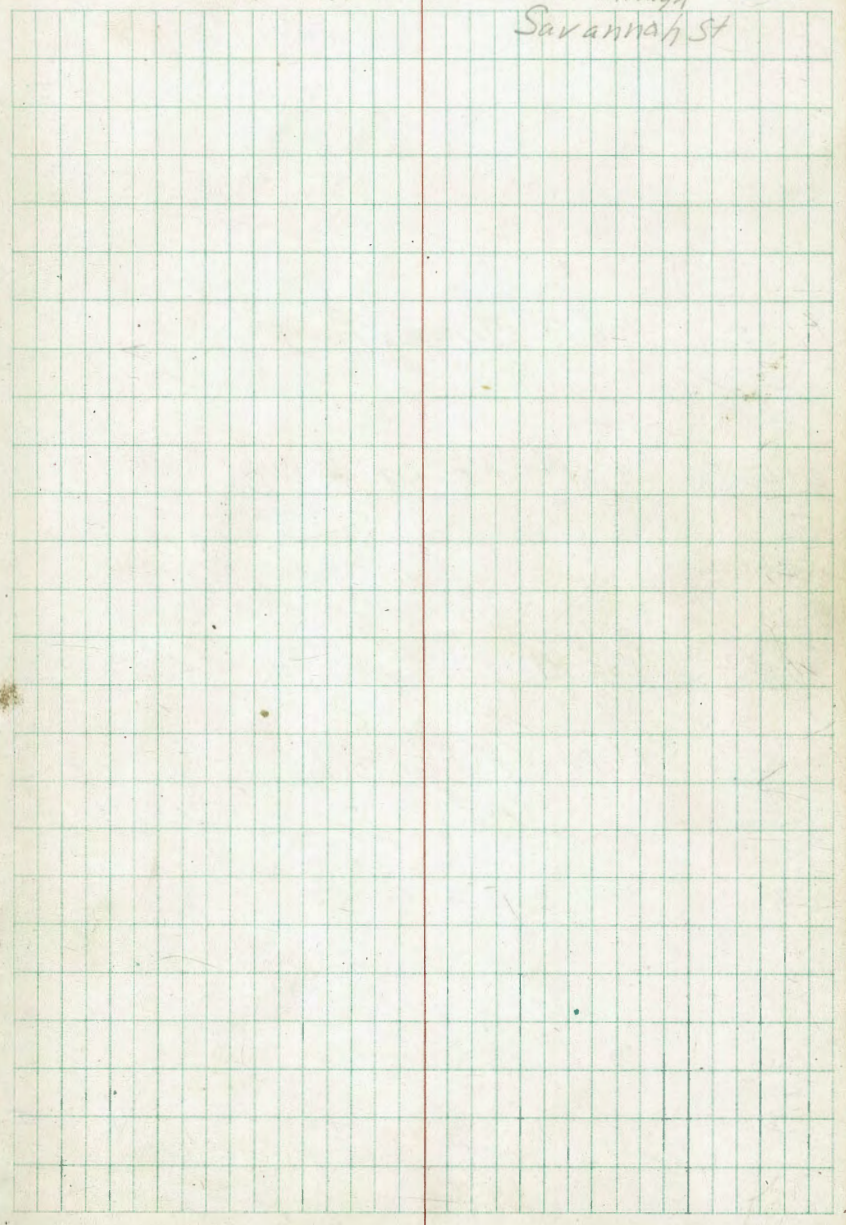
Naples Pl.

Morena Blvd ← 1+18 ⁷⁰

0195 ⁶⁰ A.C. Paving

0700 Fd con Mon

17 line
12 weeks
RR 20



D. Smith
Win Fay
K. Sherman

X Sec Cushman Ave.

Weeks through Savannah St. ^{W 485020} 9-8-50 **65**
Lt = North Rt = South

0+90

0+85

11 to Morena Paving

0+62

24° Rt. NE. cor. of bldg.

0+60

0+57

205 Rt. E Power Pole #4366

0+36

81 Rt. NW cor. bldg.

0+30

0+00

30° Lt. E Garage Conc Floor

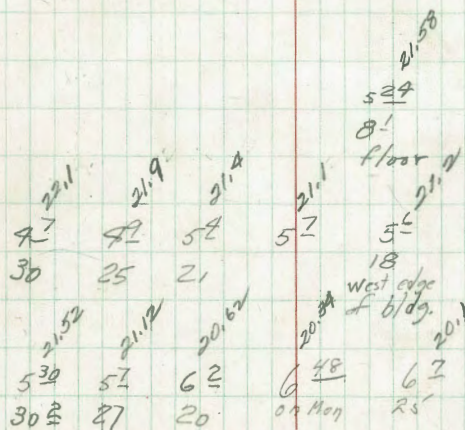
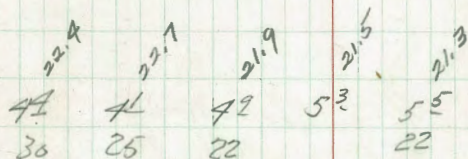
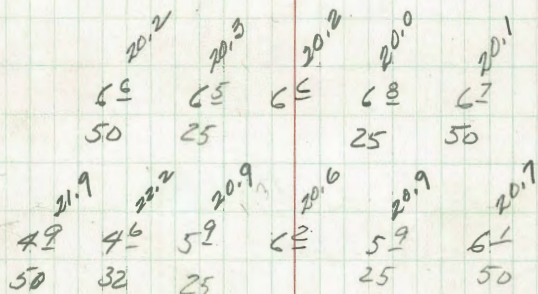
TP

643 26⁸² 939 2039

RM

346 2978 2632

N.W. 7th Mo
Weeks
Buenos



26⁸²

2701 19⁵ Rt. £ Power Pole JPC 463

2700

1782 19⁶ Rt. £ Dead Man

1750

1730 11 to Morena

1728 25^o Rt. £ 12" Tel. Pole # 415079 H

1728

1718⁷⁰

1707²

019560

Lt. = N

£

Rt. = S

66

| | | |
|------|------|------|
| 21.3 | 21.4 | 20.8 |
| 55 | 57 | 60 |
| 30 | | 30 |

| | | | | | |
|-----|-----|-----|-----|-----|-----|
| 62 | 61 | 67 | 63 | 57 | 58 |
| 50 | 25 | 15 | 25 | 25 | 50 |
| 63 | 61 | 67 | 65 | 69 | 69 |
| 50 | 25 | 25 | 25 | 50 | 50 |
| 631 | 631 | 632 | 625 | 654 | 612 |
| 100 | 50 | 25 | 25 | 25 | 50 |
| 602 | 64 | 619 | 627 | 636 | 687 |
| 100 | 50 | 25 | 25 | 25 | 50 |
| 630 | 641 | 642 | 647 | 657 | 667 |
| 100 | 50 | 25 | 25 | 25 | 50 |

26 82

3+36 192 ft. Begin 4' Wire fence
193 ft. & 9' Conc. Drive

3+29 25° Lt. & 12" Power Pole PC 4701

3+25 28° Lt. Begin 35' Pickett fence

3+07 11° Lt. & Garage E.C. floor & Apron

3+00

2+70

2+65 28° Lt. End of 3' Pickett fence

2+64 16° Rt. & 4' Conc. Walk

2+50

2+39 28° Lt. & 7' Conc. walk

2+11 28° Lt. Begin 3' Pickett fence

TP 10²⁵ 33⁰⁸ 399 22⁸³
26⁸²
2

Lt. = N E Rt. = S 67

| | | | | |
|------|------|------|------------------|--------|
| 24.7 | 24.1 | 24.2 | 24.94 | 24.97 |
| 84 | 90 | 87 | 814 | 819 |
| 280 | 200 | | 199 | 250 |
| | | | conc. | conc. |
| | | | 24.4 | |
| | | | 23.64 | 24.02 |
| | | | 94 | 906 |
| | | | 110 | 280 |
| | | | Apron | floor |
| | | | 95 | 206 |
| | | | 25 | |
| | | | 22.9 | |
| | | | 102 | |
| | | | 25 | |
| | | | 22.89 | 22.99 |
| | | | 1019 | 1009 |
| | | | 22.7 | 277 |
| | | | 104 | 13/dy. |
| | | | 25 | floor. |
| | | | 22.5 | |
| | | | 106 | |
| | | | 108 | |
| | | | 284 | |
| | | | 22.77 | |
| | | | 104 | |
| | | | 284 | |
| | | | walk | |
| | | | 33 ⁰⁸ | |

4150

4144

(Rt) ϕ 4.5' Conc. walk

4126

15^o Rt. Begin 4' Conc. walk // taline

4103

20^o Rt. ϕ 3' Conc. walk

4100

3187

24^o Lt. ϕ 4^o Conc. Walk

3177

19^o Rt. End of 4^o Wire fence

3167

25^o Rt. ϕ 2' Palms

3155

19^o Rt. ϕ 3.5' Conc. Walk

3150

$\begin{matrix} 28.2 \\ 49 \\ 28 \end{matrix}$
 $\begin{matrix} Lt \\ 55 \\ 21 \end{matrix}$
 $\begin{matrix} 27.9 \\ 52 \\ 16 \end{matrix}$
 $\begin{matrix} 327.8 \\ 5 \end{matrix}$

$\begin{matrix} 28.07 \\ 51 \\ 16.2 \end{matrix}$
 $\begin{matrix} 28.17 \\ 491 \\ 16.0 \\ walk \end{matrix}$
 $\begin{matrix} 607 \\ 491 \\ 20.2 \\ walk \end{matrix}$
 $\begin{matrix} 29.2 \\ 49 \\ 25 \end{matrix}$

$\begin{matrix} 27.92 \\ 516 \\ 25.0 \end{matrix}$

$\begin{matrix} 27.26 \\ 582 \\ 153 \end{matrix}$
 $\begin{matrix} 27.35 \\ 573 \\ 193 \end{matrix}$

$\begin{matrix} 26.28 \\ 580 \\ 20 \end{matrix}$
 $\begin{matrix} 26.28 \\ 600 \\ 25 \end{matrix}$

$\begin{matrix} 26.3 \\ 68 \\ 28 \end{matrix}$
 $\begin{matrix} 25.9 \\ 72 \\ 22 \end{matrix}$
 $\begin{matrix} 26.1 \\ 70 \\ 10 \end{matrix}$
 $\begin{matrix} 26.0 \\ 71 \end{matrix}$
 $\begin{matrix} 25.9 \\ 72 \\ 17 \end{matrix}$
 $\begin{matrix} 26.4 \\ 67 \\ 19 \end{matrix}$
 $\begin{matrix} 26.3 \\ 68 \\ 25 \end{matrix}$

$\begin{matrix} 26.46 \\ 652 \\ 28.0 \end{matrix}$
 $\begin{matrix} 26.13 \\ 695 \\ 24.5 \end{matrix}$

$\begin{matrix} 25.2 \\ 79 \\ 28.0 \end{matrix}$
 $\begin{matrix} 24.6 \\ 85 \\ 22.0 \end{matrix}$
 $\begin{matrix} 24.7 \\ 84 \\ 33.08 \end{matrix}$

$\begin{matrix} 25.22 \\ 786 \\ 19.0 \end{matrix}$
 $\begin{matrix} 24.6 \\ 85 \\ 12.0 \end{matrix}$
 $\begin{matrix} 25.79 \\ 789 \\ 25.0 \end{matrix}$
 $\begin{matrix} 25.3 \\ 790 \\ 25.0 \end{matrix}$

5+85 20° Rt. \angle 2⁵ conc. walk

5+68 23° Rt. \angle 3" Tree

5+67 21° Rt. End of conc wall with fence

TP 12³⁰ 45⁰⁹ 0¹⁹ 32⁸⁹

5+50

5+22 20° Rt. Begin conc. wall with 3⁵ fence on top

5+00

4+75 16° Rt. End of 4' conc. walk

4+54 29° Lt. End of 3⁵ Pickett fence

Lt. \angle Rt.

35²¹
928 931
20° 25°

34.48
1061
21

| | | | | | | | |
|------|------|------|------|------------------|------|-------|-------------|
| 32.0 | 32.2 | 32.8 | 33.0 | 45 ⁰⁹ | 33.0 | 33.1 | 32.63 |
| 11 | 10 | 03 | 10 | 00 | 01 | 00 | 10 |
| 30 | 26 | 29 | 10 | 00 | 10 | 20 | 25 |
| 31.9 | 32.0 | 31.8 | 31.6 | 31.7 | 31.2 | 31.7 | 31.10 |
| 12 | 11 | 13 | 15 | 14 | 12 | 14 | 09 |
| 30 | 26 | 29 | 10 | 10 | 10 | 20 | 20 |
| | | | | | | | 25 |
| | 20.4 | 30.2 | 30.5 | 30.4 | | 29.9 | Top of wall |
| | 27 | 29 | 26 | 27 | | 32 | |
| | 30 | 21 | 10 | | | 25 | |
| 29.0 | 28.7 | 29.2 | 29.1 | | | 29.10 | 29.35 |
| 41 | 42 | 39 | 40 | | | 368 | 373 |
| 30 | 21 | 10 | | | | 164 | 25 |
| | | | | | | conc | conc |

33⁰⁸
2

Lt. £ Rt. 70

6444 17⁹ Rt. £ 3' Conc. walk

38.24
685 622
182 25

6425 19³ Rt. End Conc. Brick Wall

38.77
632
192

6432 Approx. £ Savan.

37.4 37.6 37.7 37.8 37.9
72 75 74 72 72
50 30 10 150 252

6431 19² Rt. Begin Conc Brick Wall

38.77
632
190

64262 20² Rt. £ 6' Conc. Drive 2-1/2'
Ribbon

37.77 37.79
732 730
20 25

6408 20' Rt. £ Power Pole PC4799
Dead End

6402 17⁵ Rt. £¹⁰⁶ Conc. Drive

36.03 36.1
906 900
175 25

5497 Approx. W. Line Savanna

36.6 36.0 35.4 36.9 36.0
85 91 92 92 91
50 30 27 10 15 17 25

45.09

BM 4⁰² 31⁰⁵

TP 2⁸⁰ 35⁰⁷ 10⁴⁸ 32²⁷

TP 0³⁵ 42²⁵ 11¹³ 42⁴⁰

7+83⁵⁸ 30' Lt Fence jogs out

7+45

7+34 18° Lt & House

TP 10⁵⁵ 53⁵³ 21 42²⁸

7+00

6+60 30° Lt. Begin 4' Picket fence

6+54 21° Lt. & 12" Dead Man

3/26
this book
p60 #
Pala PC 478
SWC or
Cushman Pl.

Lt. & Rt. 71

52.6
02 16 14 22 22 22 22 22 22
30 15 6 on Mon ground 15 25

46.9 46.7 47.0 46.7 46.2 46.3
66 68 65 68 73 72
30 15 5 6 18 25

47.32
62
18
Floor
53 53

42.6 42.3 42.6 42.0
25 28 25 31
30 15 25 25

40.3 40.2 39.9 39.4 40.1 40.1
48 43 52 52 50 50
50 20 15 15 25

45⁰⁹
7

Roberts \square Location of Improvements in
 Cota \times Blocks 6 $\frac{1}{2}$ & 9 Paradise Hills
 Moore $\frac{1}{2}$
 Pullin \rightarrow see page 25 this FB

PI Found Stub T=22.50

Z+94.80 BC 1 $\frac{1}{2}$ Rt to Fence (5' chicken wire)

1+97.2 3 $^{\circ}$ Lt to Center P. Pole # 2297

1+60.45 EC. 2 $^{\circ}$ Rt to 4' Chicken Wire Fence w/2 barbs

P.I. Found Stub T=22.50

0+61 $^{\frac{1}{2}}$ 7 $\frac{1}{2}$ Rt & Exist 18" Conc. Pipe End

0+25.2 12 $^{\circ}$ Rt to House SW Cor 13 $^{\circ}$ Rt to Drive

0+19.6 16' Lt to House SE Cor

0+00 Proposal Constr. Sta 13 $^{\circ}$ Rt to 8 $^{\circ}$ Conc. Drive

0-05 Found Stub

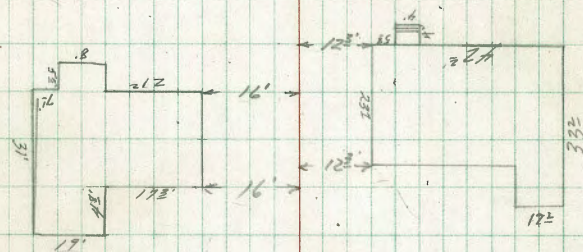
0-08 15' Rt begin 15' Wood. Fence

0-10 North Curb Line Schuyler $\left\{ \begin{array}{l} 32' \text{ Lt to Driveway} \\ 98' \text{ Rt} \end{array} \right.$ Opening in Curb

Lt

Rt

R 72



INVERT ELEVATION = 208.97

6746⁵⁵ { 1.85 Lt to P. Pole # 5788409
 0.20' Lt END 3' Chicken wire Fence ←
 To Exist Conc. Pipe 2 Pipe 0.20' Lt of E

5781⁶ 0.20 Rt to Conc. Blk wall & Lath House

5761 0.15 Rt to 5' Conc Blk Wall & Lath House

5741⁵ 110[±] Rt to House 12[±] Rt to Drive

5706⁸ 12[±] Rt to 7' Conc. Driveway
 0.5' Lt Begin 3' Chicken wire Fence

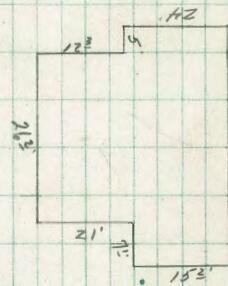
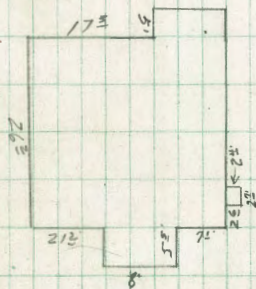
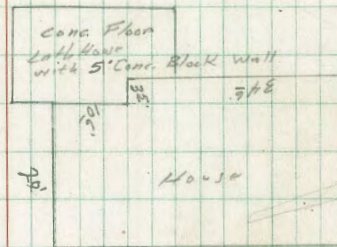
3799¹ 59' Lt to House

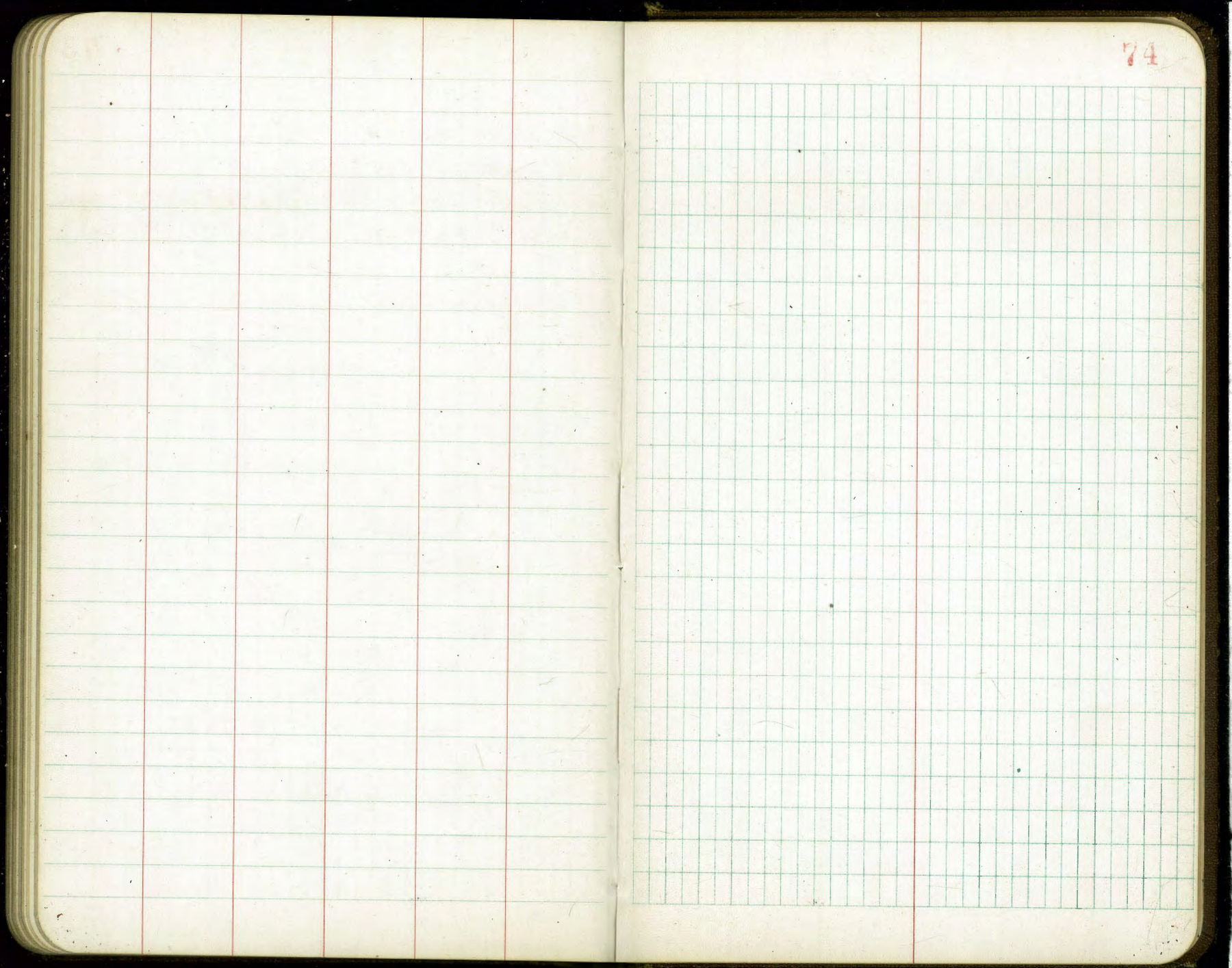
3798⁴ 17[±] Rt to House

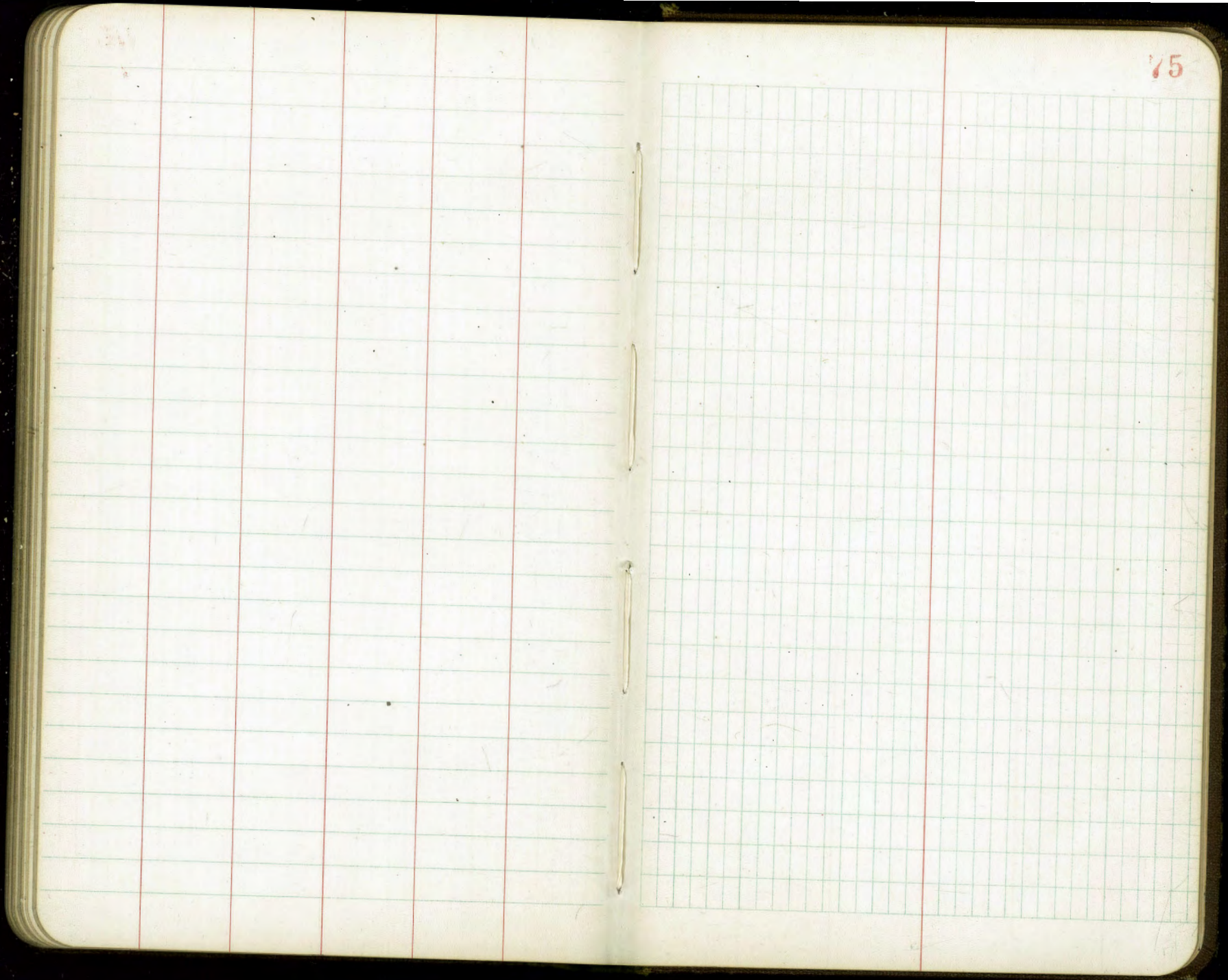
3755.5 0.5 Rt to End of Fence

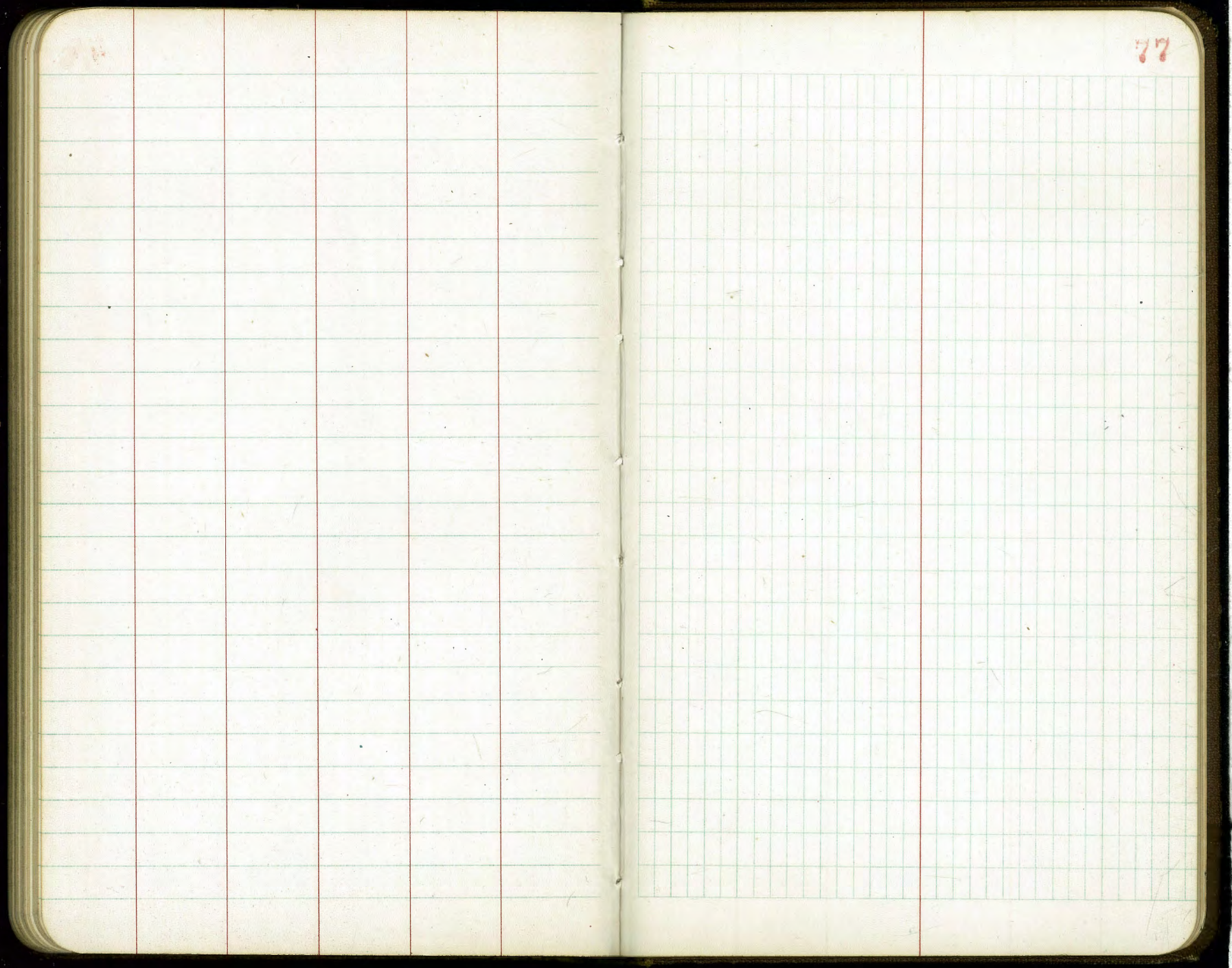
3730.10 EC 0.5 Rt to Fence

{ Corner Post Set in Concrete, this block opening of Conc. Pipe by at least a half.





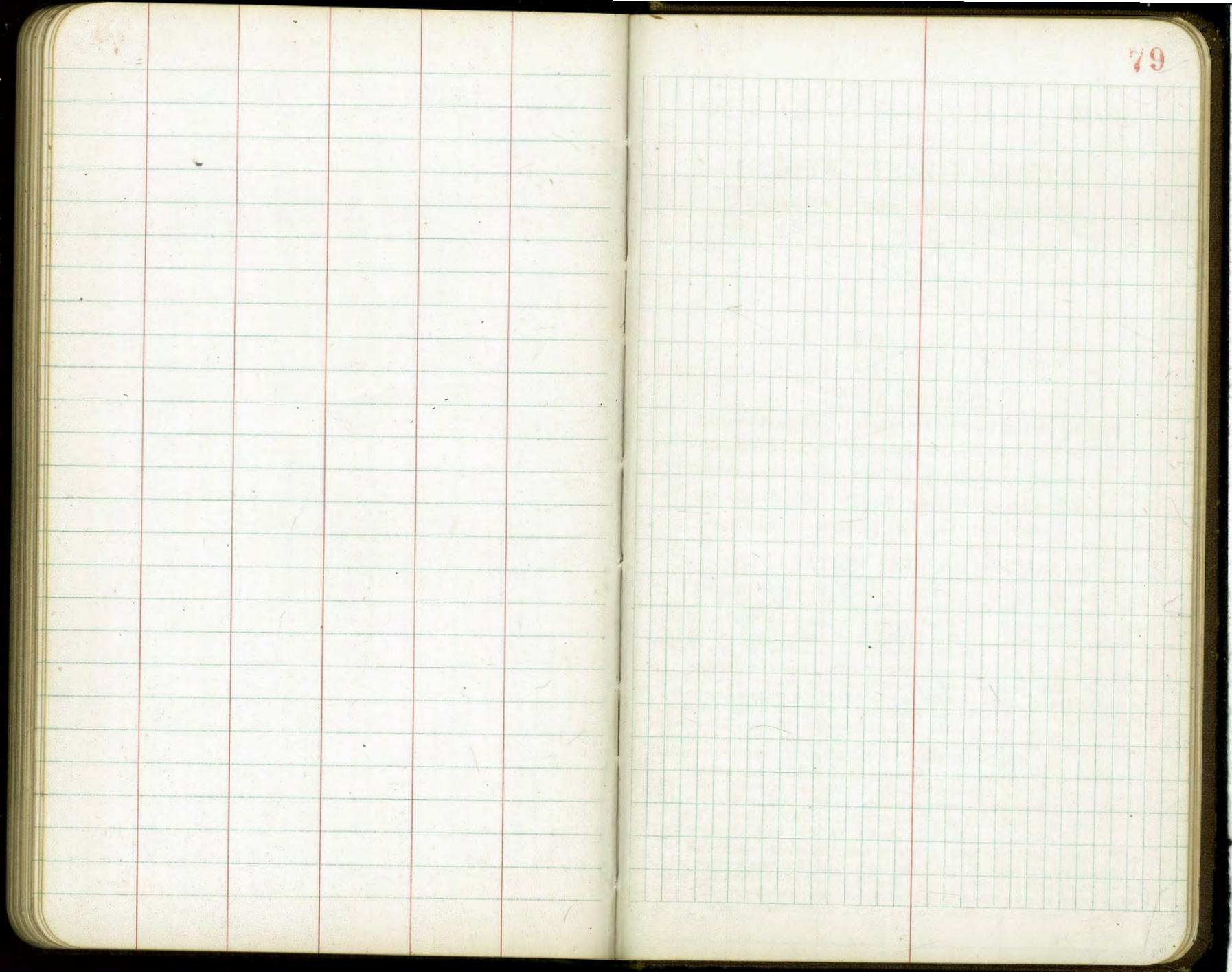




77



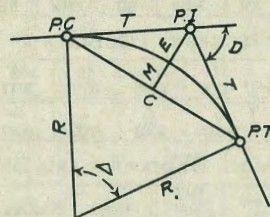
78



79

DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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



89° 37' 20"
170 ✓
106 ✓
73° 19'

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) $= R + \cos \frac{\Delta}{2} - R$ (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 = $158 - \text{Sta. P. C.} = 54.50$, hence offset = $7.27 \sqrt{\frac{54.50}{100}} = 2.16$ 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 $D = 5^\circ 30'$.

41st - Delta + Gamma

106⁰⁴⁶

W.O. 90074

1869 - 1st Notes

1692 = B.M.s

53.06 - NW. BP Epsilon + 40th

$$\begin{array}{r} 85.52 \\ 1.73 \\ \hline 83.79 \end{array}$$
$$\begin{array}{r} 91.45 \\ 83.79 \\ \hline 7.66 \end{array}$$
$$\begin{array}{r} 85.52 \\ 79.15 \\ \hline 6.37 \end{array}$$

33° 58' RT
1445th

$$\begin{array}{r} 91.45 \\ 85.52 \\ \hline 5.93 \end{array}$$

E Chishman Pt, 900 Sta 3100
Sta on Prop Line = 342190

4495th L. Lt 25° 00'

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.

MADE IN U.S.A.