

1872



AMERICAN

LEVEL BOOK

NO. 401

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and

MISCELLANEOUS 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 $1\frac{1}{2}$ see inside of back cover.

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238.96

238.21

2

237.82

237.50

237.70

237.20

INDEXED
to page # 63

This Field Book is manufactured of a High Grade 50% Rag Paper having a WATER RESISTING SURFACE, and is sewed with Bing Special Enamel Waterproof thread.

Made in U. S. A.

SANTA BARBARA X-sec.

Narragansett to Capel Toy 1.

1

X-sec. Niagara St., Venice 29-33
to Santa Barbara

00
0.12

X-sec. Del Monte St., 34-43
Santa Barbara to Catalina

66.1

Topo survey - Fairmount Recreation 44-47
Center - City Heights Annex #1
Blk. 1

60.12

Survey city property, Lots 1-7
and N¹/₄ 8, Blk. 1
City Heights Annex #1 48.

X-sec. 20' Alley in Blk. 19
Fairmount Add. to City Heights 49-55

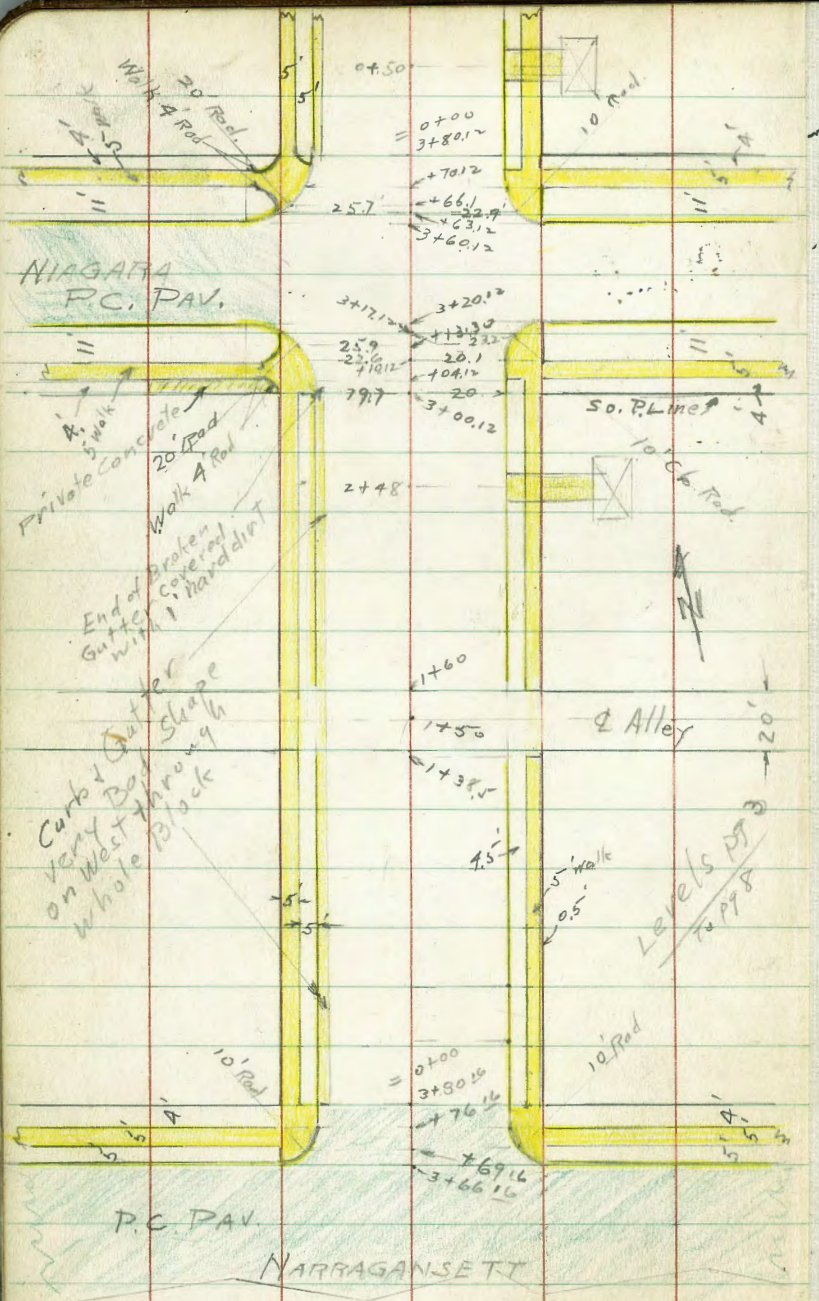
X-sec. Hyacinth Drive from 56-59
Amaryllis to sub. line

0.12

X-sec. 60th, Carol to El Cajon 60-63

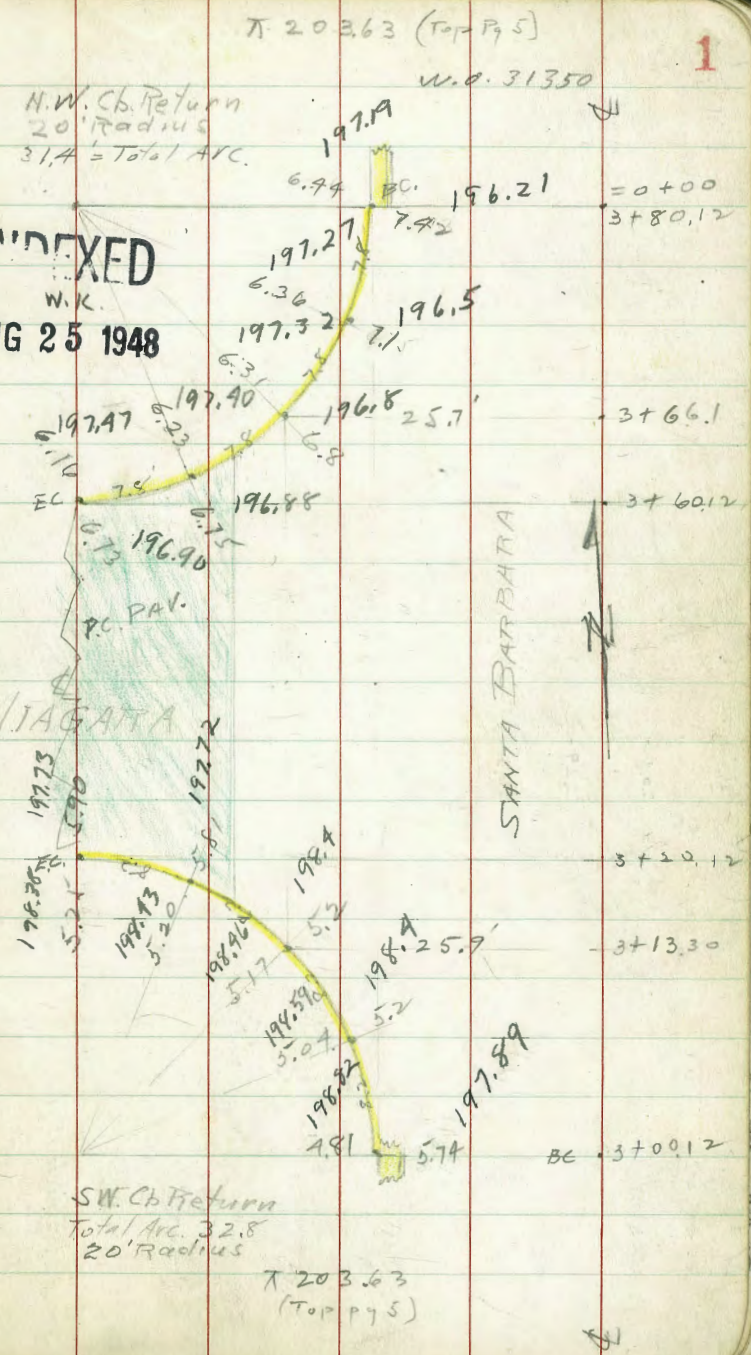
3.30

0.12



Pg 42 1870

INDEXED
W.K.
AUG 25 1948



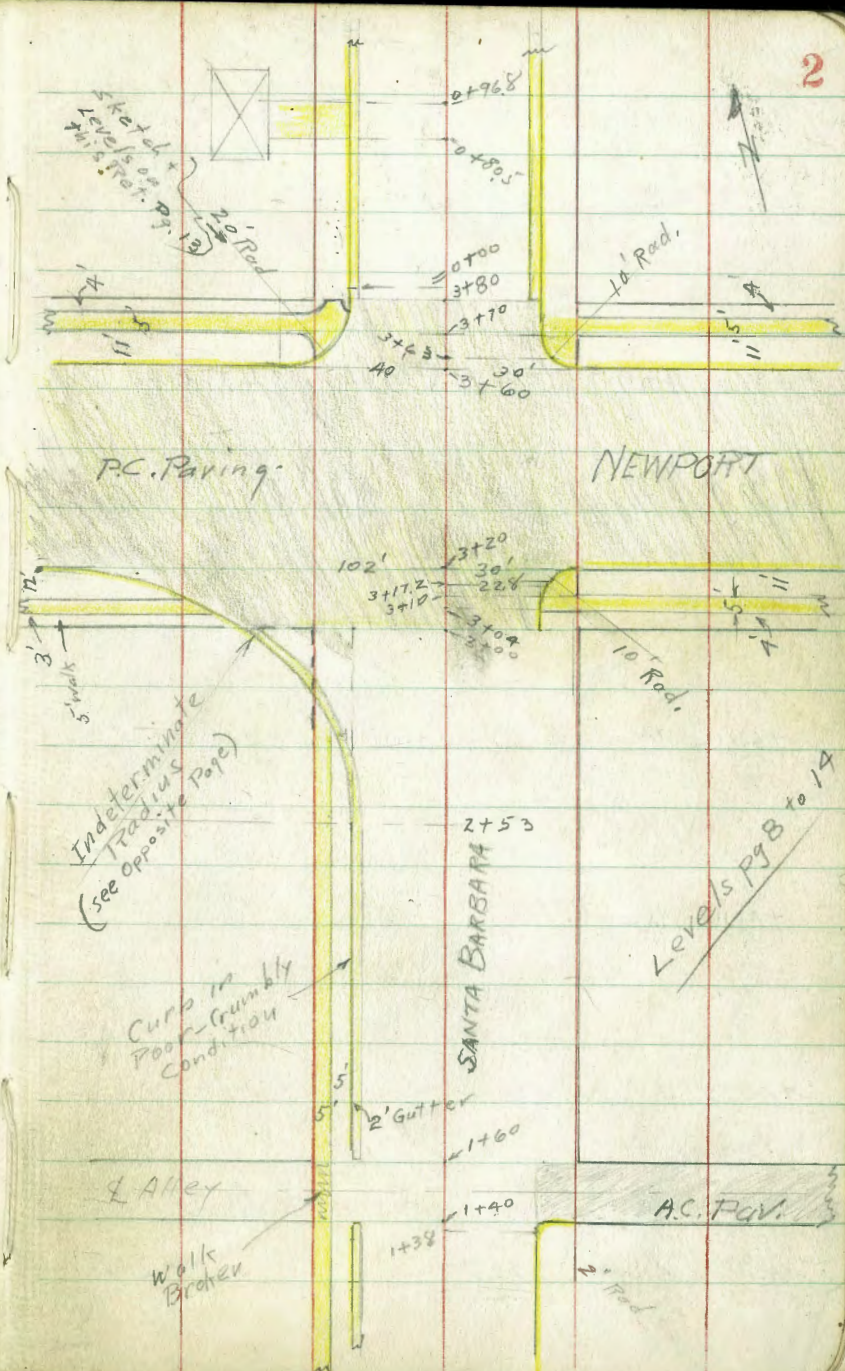
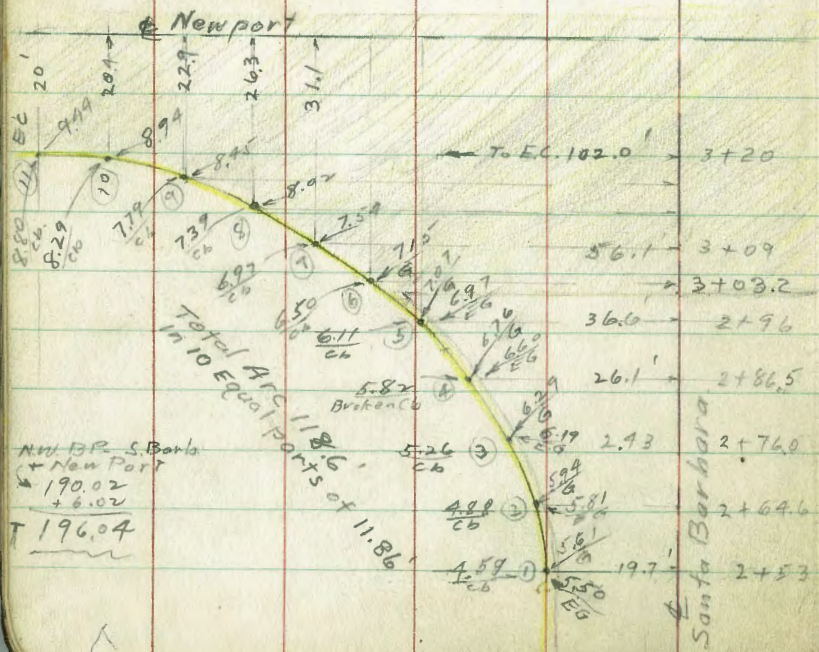
Σ 203.63 (Top Pgs)
W.O. 31350

SANTA BARBARA

BENCHES ON SANTA BARBARA
(See Book 1870)

	Check + Recheck	Record
Narrogansett SW BP.	218.70	218.67
Niagara NW BP.	out	197.25
New Port NW BP.	190.02	189.97
Santa Monica NW BP.	194.25	194.21
Saratoga NW BP.	176.24	176.18
Cape May SE BP.	157.39	157.27
Del Monte NE BP.	237.42	237.44
Santa Cruz SE BP.	254.12	New
Coronado SW BP.	240.10	240.10

(See Pg. 10 for check)



8/11/48

McCoy
W. Moore
Allen

SANTA BARBARA

X-Sections Continued from
(sketch pgs 1.)

+76.16 Cb. B.C.s. Pt. & Lt.

+69.16 Split of 10' Red Returns Pt. & Lt

+66.16 Cont.

+66.16 No. Cb. Line on Narragansett

+40.16 Cont.

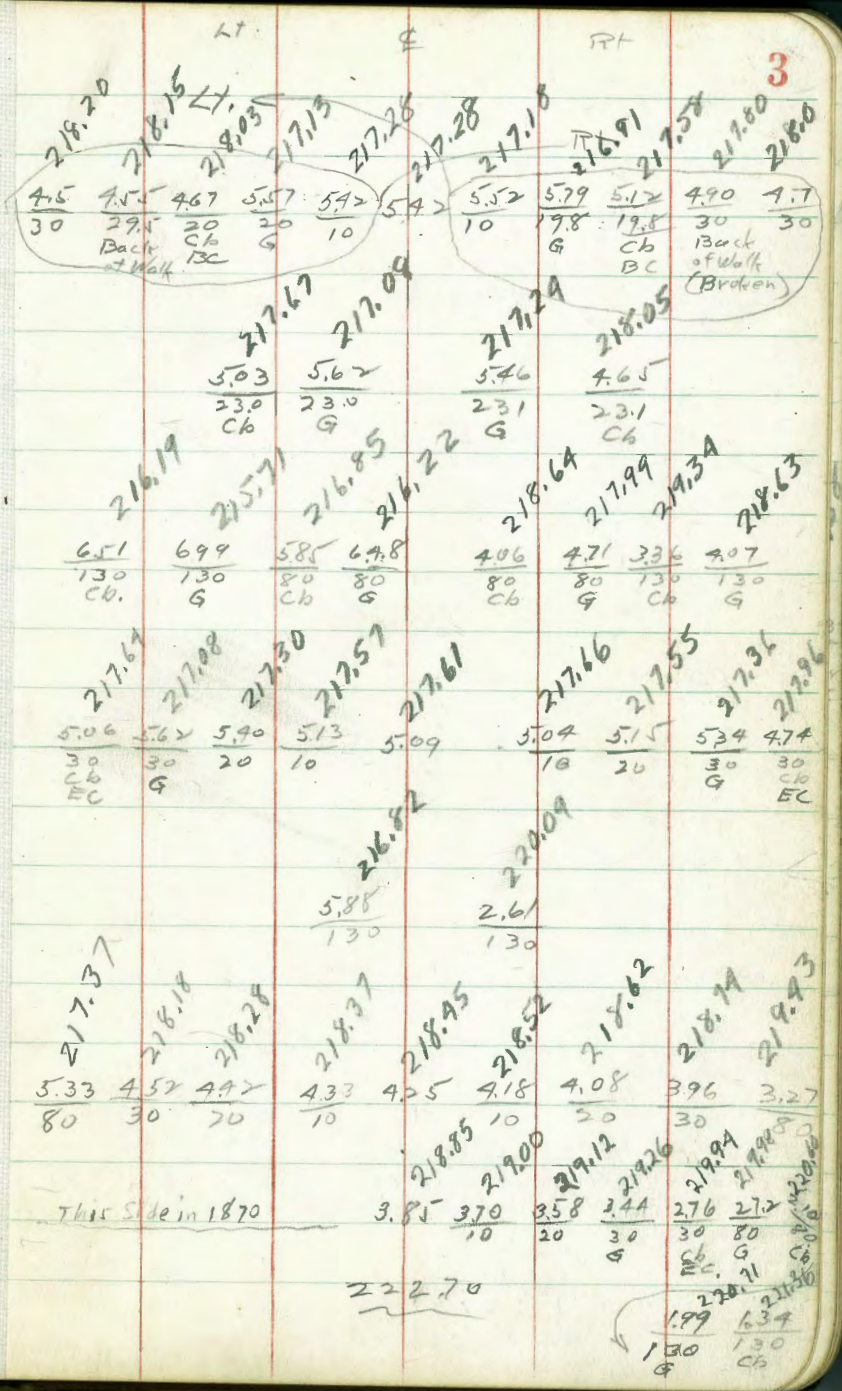
3+40.16 & Narragansett

3+20.16 So. Cb. Line Narragansett (Cont. from 1870)

SW. BP.
Narragansett
+ S. B.

4.00 222.70

218.70



SANTA BARBARA
(Sketch pg 1)

LT.

RT

8/11
170
W.M.
A

1+38.5^v End Walk on Rt. Break in Walk
Grade into Alley on Lt.

209.48
207.40
207.62
208.2
208.3
208.2
3.90
Walk-Break into Alley
208.1
208.96
209.0

4.03	5.11	4.99	7.3	4.2	4.3	3.70	3.55	3.5
198	198	181	10	10	20	20	29.5	30
cb	G	EG			G	cb	End	walk
						(No Ret.)		

J.P. 2.88 212.51 13.07 209.63

1+00

211.00
210.01
210.13
212.51
210.6
210.6
210.9
211.46

11.70	12.63	12.57	12.1	11.9	11.8	11.24
20	20	18	10	10	20	20
cb	G	EG			G	cb

+50

214.16
213.21
213.3
213.9
214.10
214.95

8.54	9.99	9.4	8.8	8.6	7.75
20	20	18	10	20	20
cb	G	EG	Poor condition	G	cb

0+33 End of Break in Cb. to Rt.

216.16
216.08
6.54
20
cb
Raised

6.62
20
cb
Normal

0+18 Break in Curb to Rt. from Palm
Tree Roots

216.16
6.06
20
Break

3+

3+80.16
=0+00 No. Line Narragansett
Begins Poor condition (Crumbling)
off Curb + 2' Gutter to Lt.

217.70
217.35
216.77
217.05
217.15
217.19
217.09
217.84
217.93

5.00	5.35	5.93	5.65	5.55	5.56	5.61	4.86	4.77
30	199	199	10	10	10	199	199	29.5
Walk	cb	G				G	cb	Back
Broken up								of Walk

222.70

222.70

SW. B
Narr
1.5

SANTA BARBARA
(Sketch pg 1.)

+0112 So. Edge Walk Lt. + Rt.
Break in walk Grade

3+00.12 So. P.L. Niagara - Trac. 20' Rod Cb. Ret. to Lt
(see pg 1 - Ch. Ret. Grades)

T.P. Cb.
Joint 1+82
L.T.

3.75 203.63 1263 199.88

+48 & Conc. Driveway (8') + Single
Garage to Rt.

2+00

1+60

No Line of Alley

1+50

& Alley

T 212.51

198.87	198.67	198.68	198.71	199.2	198.8	199.17	199.10
4.96	4.95	4.9	4.4	4.8	4.17	3.93	
30	20	20	20	20	20	20.5	
Walk	cb	cb	cb	G	cb	Back	
						walk	
198.87	198.82	199.07	198.88	199.1	199.9	199.0	199.52
4.76	4.81	5.74	4.8	4.2	4.2	4.6	4.11
30	19.7	11.7	11.7	10	20	20	29.5
Walk	cb	G	EG	G	G	cb	Back
							walk
202.07	202.03	201.07	201.14	203.63	202.2	201.71	202.48
10.44	10.48	11.44	11.37	20.16	202.0	10.3	10.03
30	19.7	19.7	11.9	10	11	19.9	29.5
Back	cb	G	EG			Edge	Back
walk						D.W.	walk
						at	Floor
						Gut.	Gar.
214.55	209.66	203.77	203.86	209.5	204.7	209.5	205.08
7.66	7.85	8.74	8.65	8.0	7.8	8.0	7.43
30	20	20	18	10	10	20	20
Back	cb	G	EG			G	cb
walk							Back
							at
							walk
207.75	206.84	206.03	206.17	206.8	207.1	206.8	207.31
5.26	5.62	6.48	6.31	5.7	5.9	5.7	5.20
30	cb.	20	18	10	20	20	20
Back	Broken	G	EG.		G	G	cb.
walk	up.						Begin
							walk
210.3	207.90	207.2	206.6	207.5	207.6	207.3	208.1
2.2	5.11	5.3	5.7	5.0	4.9	5.2	4.4
80	30	25	20	10	10	20	30
	Edge	Broken	Conc.				
	walk	walk	walk				
209.6	209.6	209.6	209.6	209.6	209.6	209.6	209.6
2.9	130	212.51	212.51	212.51	212.51	212.51	212.51

212.51

+9012 Cont

+40.12 & Niagara

20.12 Cont.

+20.12 So. Ch. Line Niagara (20' Curbs)

+17.12 Mid point of 10' Rad. Ch. Ret. to RT

+13.30 Mid Point of 20' Rad. Ch Ret. to Lt.

3+10.12 B.C. Ch Ret. to RT (10' Rad)

203.63

6

197.05
6.58
130

197.79
5.84
40

197.89
5.74
30

197.99
5.7
20

197.8
5.8

198.0
5.6
20

198.2
5.4
30

199.6
7.0
80

200.8
2.8
130

197.73
5.90
130
Cb

197.89
6.61
130
Cb

197.90
5.53
80
Cb

198.10
5.19
80
Cb

198.44
3.08
80
Cb

198.5
198.5
200.55

198.7
2.8
90

200.8
2.05
130
Cb

201.58

198.38
5.25
30
Cb Ec.

197.73
5.90
30
G

197.90
5.73
30
Edge
Pav.

198.1
5.5
20

198.10
5.0
70

198.6
5.1
10

198.5
5.2
20

198.7
4.9
90

199.53
4.0
30
Cb
Ec

199.6
4.0
80
G

198.5
5.1
23.2
Gm

199.42
4.21
23.2
Cb
on Split

198.46
5.17
25.9
on Split

198.9
5.2
25.9

198.53
5.70
226
Cb

198.9
5.2
226
Pav

198.8
4.8
10

198.9
4.7
10

198.9
4.7
201
G

198.7
4.9
20

199.40
4.23
20
Cb Ec

7 203.63

50400
+8047

No. Line of Niagara
Begin 2' Conc. Gutter on Lt. (Poor Condition)

1973.1 1971.9 1962.1 1962.1 1962.1 1962.1 1971.9 1971.9 1971.9
6.29 6.94 7.42 7.36 6.94 7.1 6.99 6.16
30 Ck G 19.8 19.8 17.8 19.9 19.9 29.5
Back Walk BC G EG G Ck. Back Walk

+76.12

No. Edge of No. Walk on Niagara

1971.9 1971.9 196.5 196.5 197.17 197.53 197.6
6.23 6.42 7.3 7.1 6.96 6.10 6.0
30 Back Walk Ck G G Ck. Back Walk 30

+70.12

B.C. 10' Rad. Cb. Ret. to Rt

1972.8 196.5 196.8 196.9 196.9 196.6 197.28
6.35 7.1 6.8 6.7 6.7 7.0 6.35
22.4 Ck. G 10 10 10 19.9 19.9 Ck. BC

+66.1

Mid. Point 20' Rad. Cb. Return to Lt.

1973.2 196.83
6.31 6.8
25.7 Ck Mid Pt. 9

+63.1

Mid Point 10' Rad. Cb. Return to Rt

196.77 197.35
6.86 6.28
22.9 Ck Mid Pt. 9

+60.12

Cont.

196.61 196.03 197.08 196.19 198.7 199.2 200.0 200.73
7.02 7.60 6.55 7.14 7.9 7.40 3.6 2.90
130 Ck G 80 Ck G 80 Ck G 130 Ck

3+60.12

No. Curb Line Niagara - 20' Rad. Ret. to Lt.
(See pg 1. Cb Ret. Grades)

197.97 196.90 196.93 197.0 197.1 197.2 196.9 197.0 197.69
6.16 6.73 6.70 6.6 6.5 6.4 6.7 6.6 5.94
40 Ck BC 90 30 20 10 20 30 30
Back Walk Pav. Pav. Back Walk Back Walk

8/12/48
McCoy
W. Moore
Allen

SANTA BARBARA

(Sketch 192)

1460 No. Line Alley

193.70
 $\frac{2.84}{30}$ 5.10 5.98 5.86 5.4 5.1 5.1 5.63 4.94 0.00
 Back Cb 9 EG 10 10 20 30
 Walk No Cb Ret. Pav. No. Edge Pav.

1490 Cont

194.12 193.79 192.89 193.03 193.5 193.5 194.02 192.91 193.60 198.54 8
 $\frac{4.42}{30}$ 4.8 5.65 5.41 6.0 4.7 4.7 5.26 5.25 1.66 1.73
 Back End Cb Broken 9 EG 10 10 20 22 22 30
 Walk Pav. Pav. Pav. Cb Pav. Cb Pav. Pav.

1490 So Line Alley

193.86 192.96 193.05 193.8 193.3 193.29 193.88 193.82
 $\frac{4.68}{30}$ 5.64 5.49 4.7 5.2 4.65 19.9 19.9
 Back Cb 9 EG 10 10 19.9 19.9
 Walk (No Ret.) Pav. Pav. Pav. Cb Pav. (2' Pav.)

1438

194.64 193.70 193.80 194.2 194.5 194.5 194.2 194.76
 $\frac{8.99}{19.8}$ 9.93 9.63 9.4 9.1 9.1 9.9 8.87
 Cb 9 EG 10 10 10 10 10 10
 Pav. Pav. Pav. Pav. Pav. Pav. Pav. Pav.

T.P. Nail
in Pole
5+80 Rt.

2.37 198.54 7.46 196.17

1400

0+50 12' Conc. Driveway + Single Garage

195.90 194.94 195.03 195.4 195.6 195.23 196.09 196.71
 $\frac{7.73}{19.8}$ 8.69 8.60 8.2 8.0 8.40 7.54 6.92
 Cb 9 EG 10 10 10 10 10 10
 Pav. Pav. Pav. Pav. Pav. Pav. Pav. Pav.
 Edge D.W. Back Floor Garage
 Walk

203.63

203.63

+96 23' RT & 30" Palm

+75

+68 23' RT & 20" Palm

+52 P.C. to Lt. (Long Ch. + Indefinite Rad.)
(see special sketch)
Pg 2 Left

+43 23' RT & 20" Palm

+25 21' RT. Tel. Pole # D124667

+216 { & 18' Conc. Driveway + 2 Car Garage Lt.
23' RT & 22" Palm

+90 23' RT & 12" Palm

+63 23' RT & 14" Palm

198.54

190.92
7.62
339
Back Walk

190.83
7.71
536
CB

189.82
8.72
236
G

189.93
8.61
215
EG

190.6
7.9
10

191.1
7.7
13

191.2
7.5
18

191.0
6.6
23

191.9
6.4
28

192.1
5.4
30

197.3
0.8
34

199.6
4.1
42

191.73
6.81
29.7
Back Walk

191.44
7.10
19.7
CB

190.92
8.12
19.7
G

190.54
8.00
17.7
EG

190.6
7.9
10

191.3
7.2

191.6
6.9
12

191.3
7.2
20

192.4
6.1
2.3

192.4
6.1
28

193.4
5.7
30

199.2
4.7
43

194.02
4.52
39
Gar. Floor

192.59
5.91
30
Back Walk

191.42
7.12
19.6
Edge D.W.

191.9
6.6
10

192.7
6.3

192.3
6.2
10

191.0
6.1
19

193.1
5.4
22

193.5
5.0
28

194.1
4.4
30

199.3
4.8
44

193.64
4.90
30
Back Walk

193.43
5.1
19.7
CB

192.99
6.05
19.7
G

192.63
5.91
17.6
EG

192.9
5.6
10

193.4
5.1

193.3
5.2
10

192.8
5.7
19

195.4
3.1
30

198.5
0.0
40

200.4
1.9
80

198.54

Checked Benches back after
checking adjustment of Level
(see Book 1870)

SE BP Santa Cruz + S.B.				CHECK (254.12)
	4.18		New	254.13
TP.	9.90	258.31	0.10	248.41
NE BP Del Monte + S.B.				(237.44)
	11.09			✓ 237.42
TP.	13.17	248.51	1.17	235.34
TP.	12.73	236.51	0.37	223.78
SW BP Morjansett + S.B.				(218.67)
	5.45			✓ 218.70
TP	12.78+	224.15	0.25	211.36
TP.	12.85	211.61	0.51	198.76
NW BP New Port + S.B.				(189.97)
	9.25	199.27	8.52	190.02

+00 Cont.

3+00 So Prop Line Newport-Edge Pav.

2+99

198.54

198.54

189.66
 189.04
 189.96
 189.84
 190.18
 190.43
 190.53
 190.64
 191.22
 192.1
 192.6
 192.09
 192.04
 192.8
 198.04
 8.88 9.50 9.06 8.70 8.36 8.11 8.01 7.90 7.32
 41. 41.5 30 20 10 10 10 20.1 Cb.
 Cb. 5 30 20 10 10 10 20.1 Begins
 8.1 7.9 6.7 5.7 4.7
 20 22 30 37
 6.4 5.9
 30 40
 6.1
 2.8
 0.5
 37

+40 Continued

+40 $\frac{1}{2}$ Newport

+20 Cont.

3+20 So. Carb Line Newport

+17.2 Mid Point of 10' Rad. Cb Return to Rt.

3+10 B.C. 10' Rad. Cb Return on Rt.

3+04 So Edge of Walk on Santa Barbara

188.34	189.50	189.73	189.96	190.21	190.43	190.65	190.90	191.38	191.53
770	654	631	608	583	561	539	514	466	0.57
70	70	30	20	10	10	10	20	30	80
992	1062	880	794	0.88	0.24				
130	130	102	102	80	80				
Ch	Ch	Ch	EC						
187.91	188.99	189.28	189.58	189.80	190.09	190.26	190.45	190.80	191.20
813	705	676	646	624	595	578	559	524	484
70	40	30	20	10	10	10	20	30	30
									Ch EC
189.07	188.99	189.02	189.99	189.95	189.99	190.22	190.31	190.50	191.22
576	591	702	660	629	605	582	573	552	478
9	40	30	30	10	10	10	20	20	30
									Ch EC
190.30	190.55	191.29	191.42	191.19					
574	549	480	462	1.70					
20	20	20	30	60					
9	9	Ch							
									So Edge Walk

NW. B.P.
Santa Barbara
& Newport

6.02 196.04

190.02
See pg/10
for Check

196.04

SANTA BARBARA
(Sketch pg 2)

0+01.5 Begin 2' Conc. Gutter on Lt.

0+00.2 Begin 2' Conc. Gutter on Rt.
(EG = Edge Gutter)

=0+00
3+80 No. Line Newport - Edge RC Pav.

3+70 Cb BC. to Rt.

3+63 Midpoint of 10' Rad. Cb Ret to Rt.

N.W.B.P.
Newport +
Santa Barbara 594 195.96 6.02 190.02

+60 Continued

3+60 No. Curb Line of Newport
(See pg. 13 Lt. for sketch
+ Grades on N.W. 20' Rad. Cb. Return)

T 196.04

5.24
20
Cb

5.94
20
G

5.81
18
EG

190.72
190.02
190.15

5.27
20
G

5.41
20
Cb

4.76
20
Cb

5.24
20
Cb BC.

5.89
20
G

5.65
10

5.38

5.31
10

5.35
20
G

4.77
20
Cb

190.72
190.07
190.31
190.58
190.65
190.69
190.55
191.20

5.92
20
G

4.72
20
Cb BC

190.54
191.24

7.72
23.0
Cb

5.91
23.0
G

191.24
190.55

9.94
130
Cb

10.99
130
G

8.70
102
Cb

2.39
102
G

7.38
70
Cb

7.98
70
G

0.94
80
G

0.32
80
Cb

176.10
185.53
187.39
186.70
195.96
186.66
188.06
195.10
195.72

6.01
40
Cb
EC

6.68
70
G

6.45
30

6.26
20

6.08
70

5.89

5.70
10

5.52
20

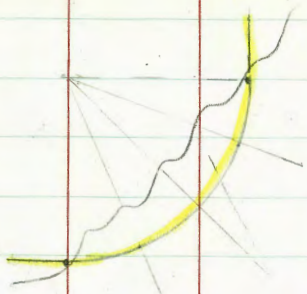
5.30
30
G

4.78
30
Cb
EC

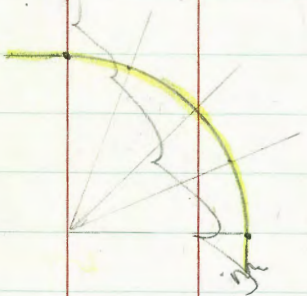
190.03
189.31
189.59
189.78
189.96
190.15
190.59
190.52
190.74
191.26

T 196.04

NW. Cb. Pot.

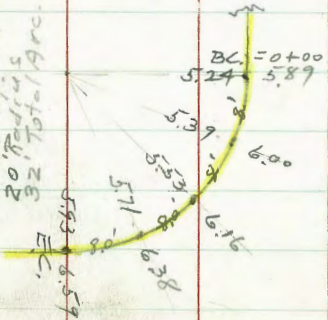


SE MCA Pot.



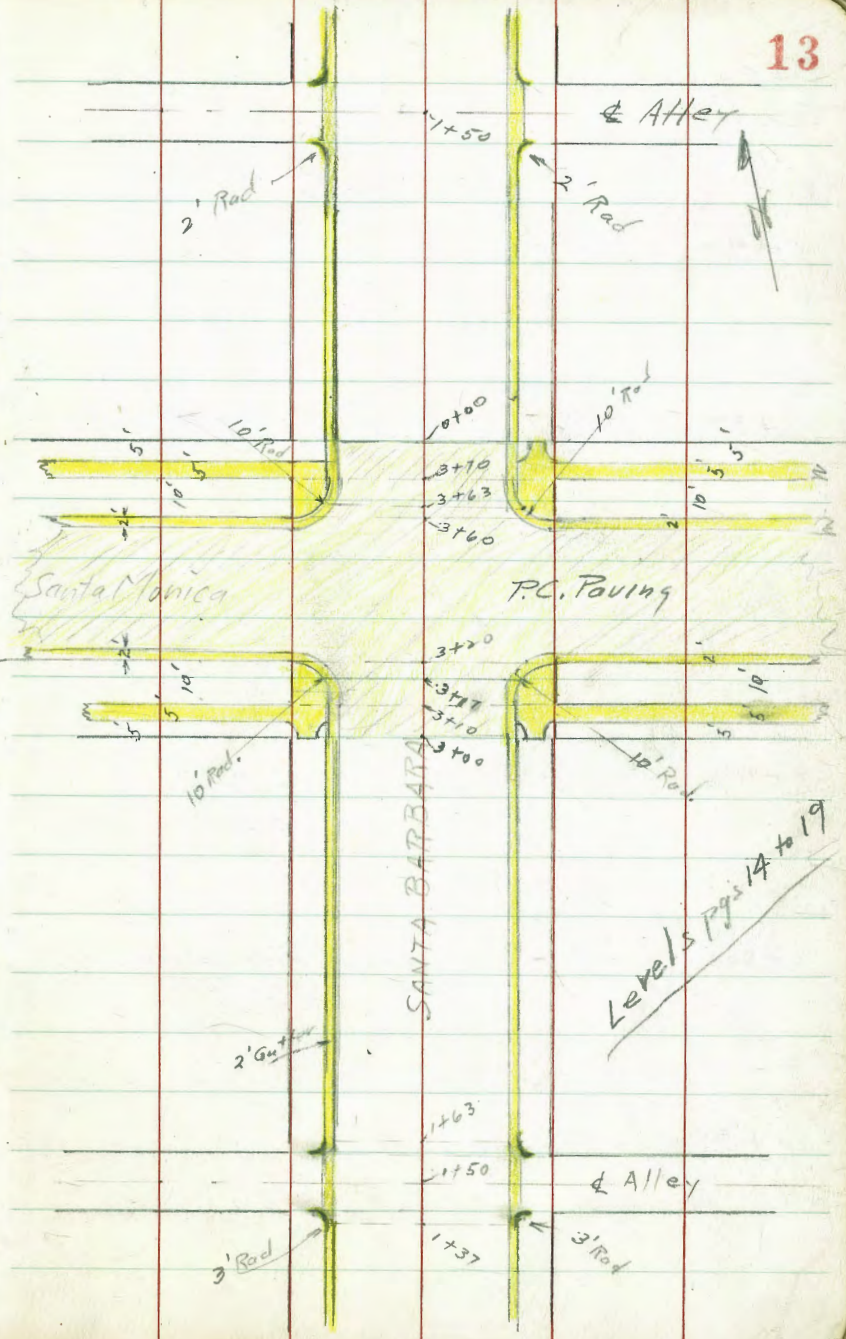
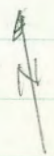
T 195.96 Pn 12.

NW. Cb. Pot.
Santa Barbara
Newport
20' Radius
32' Total Arc



Newport

Santa Barbara



Levels Pgs 14 to 19

+40 Cont.

+40 So. Alley Line

+37 3' Rad. Alley Cl. Ret. B.C.s 74 & 74

1700

+76.8 No. Edge Conc. Driveway to Lt.
(Sketch pg. 2)

+80.5 So. Edge of Conc. Driveway to Lt.
+ 2 Car Garage

+50

195.96

192.0	191.65	191.9	191.79	191.9	192.3	192.7	192.9	192.9	193.16	14
40	41	41	41	41	37	33	31	339	349	28
20	20	18	18	10	10	10	10	18	30	20
Gr	Gr	EG	Gr	Gr	Gr	Gr	Gr	EG	Gr	Gr
192.26	191.62	191.8	191.73	191.9	192.9	192.9	192.53	192.9	192.96	193.2
370	434	41	423	41	31	343	31	350	285	23
20	20	18	18	18	18	18	18	18	20	21
Gr	Gr	Gr	EG	Gr	Gr	Gr	Gr	Gr	Gr	Gr
191.77	191.08	191.27	191.8	192.1	192.2	192.1	191.98	192.1	191.81	192.50
419	488	469	42	3.9	3.8	39	398	39	40	396
20	20	18	10	10	10	18	18	18	20	20
Gr	Gr	EG	Gr	Gr	Gr	Gr	EG	Gr	Gr	Gr
192.39	191.88	191.74	191.10	191.22	191.2	191.5	191.5	191.35	191.22	191.85
3.57	4.08	4.19	4.86	4.74	36.0	27.5	22.5	20	495	495
Flour	Gar	Gar	EG	EG	Flour	Gar	Gar	Gar	Flour	Gar
192.38	191.73	191.58	191.07	191.01	191.2	191.5	191.5	191.35	191.22	191.85
3.58	4.23	4.38	5.09	4.95	36.0	27.5	22.5	20	495	495
Flour	Gar	Gar	Flour	Gar	Flour	Gar	Gar	Gar	Flour	Gar
191.21	190.56	190.68	191.2	191.5	470	440	524	4.8	4.5	4.5
20	20	18	10	10	20	20	18	10	18	20
Gr	Gr	EG	Gr	Gr	Gr	Gr	Gr	Gr	Gr	Gr

195.96

+63. Alley Cb. ECs Lt. + Rt. (3' Rad)

191.93	192.57	192.1	192.03	192.1	193.1	192.80	193.2	192.62	193.29
836	772	822	826	822	72	749	71	767	700
20	20	20	18	18	18	18	20	20	20
Gr.	EC.	Gr.	EG	Gr.	Gr.	EG.	Gr.	Gr.	CB
									EC.

+60 Cont.

192.61	192.61	192.0	192.9	192.9	193.48	194.9	195.9
768	768	822	79	79	681	59	79
243	243	21	21	21	244	28	30
CB	CB.	Gr.	Gr.	Gr.	CB		
End	EC	Gr.	Gr.	Gr.	End		

+60 Cont.

191.85	192.0	192.01	192.1	192.5	192.9	193.1	193.8	193.0	193.9
844	83	828	82	78	79	72	65	68	64
20	20	18	18	10	10	10	23	23	24.4
Gr.	Gr.	EG.	Gr.	Gr.	Gr.	Gr.	Gr.	EC.	Gr.

+60 No. Alley Line

191.6	192.1	192.0	192.5	192.8	193.0	193.22	194.9	194.9	192.61
87	79	83	78	75	73	707	54	99	99
80	30	20	10	10	10	20	30	80	80

+50 & Alley (Ground only - Gutter)
is too deep

192.6	200.29	194.9	193.18	194.9
34	364	1.6	278	1.1
30	24.3	24.4	24.4	30
	End	Gr.	End	
	CB.		CB.	

FR 7.97 200.29 364 192.32

+40 So. Alley Line Continued

195.95

195.96

3417 Midpoint 10 Rad. Ch. Pts. FH + LT

710 Ch. BCs. FH + LT.

3400 Edge Pav. So. Line Santa Monica

750 Cont.

2750

2700 Cont.

2700

200.29

16

194.17
605
20
Cb.
Midpt

194.18
612
20
Cb
BC.

194.24
605
20
Cb.
Midpt

193.50
679
20
G

193.54
661
18
EG

193.68
603
10

194.26
557
10
conc.
+ Gr.

194.72
572
10

194.87
561
18
EG.

194.58
571
20
Cb.

194.59
572
20
G

195.20
509
23
Cb
Mid

195.22
507
20
G

194.58
576
20
G

194.53
507
20
Cb

195.22
507
20
Cb

193.57
672
20
Cb

192.93
736
20
G

193.06
723
18
G

193.1
72
18
G

193.6
67
10

194.0
63
10

194.1
62
18
G

194.1
62
18
EG

194.02
627
20
EG

194.1
62
20
G

193.91
638
20
G

192.92
737
20
Cb.

193.89
625
20
Cb

192.32
747
20
G

192.4
79
20
G.

192.96
788
18
EG

192.5
78
18
G.

192.9
74
10

193.3
70
10

193.4
69
10

193.4
69
18
G.

193.31
698
18
EG

193.3
70
20
G

193.19
710
20
G

200.29

+70 Cb. B.C.s Rt. + Lt.

+63 Midpoint Cb. Ret's (10' Rod) Rt + Lt.

+60 Cont

+60 No. Cb. Line Santa Monica

+40 E Santa Monica

+20 Cont

3+20 So. Cb. Line Santa Monica

200.29

194.31 193.66 194.62 195.26
 5.98 6.63 5.67 5.01
 20 20 20 20
 Cb. Cb. EC
 B.C. G

194.29 193.62 194.61 195.29
 6.00 6.67 5.68 5.00
 23 23 23 23
 CA Midpt. G Cb. Midpt

191.96 196.43 197.05
 8.33 2.86 3.24
 80 80 80
 Cb. G Cb

191.30 194.24 193.58 193.78 194.12 194.41 194.66 194.80 194.64 195.29
 8.99 6.05 6.71 6.57 6.17 5.88 5.63 5.79 5.65 5.00
 80 30 30 23 10 10 10 23 30 30
 G Cb EC EG G Cb EC

192.25 194.40 195.00 195.59 197.31
 8.04 5.89 5.29 4.70 2.98
 80 30 30 80

192.16 191.98 196.62 197.25
 8.13 8.81 3.67 3.04
 80 80 80 80
 Cb G Cb

194.26 193.69 193.79 193.83 194.06 194.31 194.59 194.77 194.69 195.29
 6.03 6.65 6.50 6.46 6.23 5.98 5.75 5.52 5.05 5.00
 30 30 23 20 10 10 10 23 30 30
 EC G Edge G Cb EC

200.29

+40.

+40 So. Line Alley.

+38 So. Cb. Ret. E.C.s Th. Lt. (2' Rad.)

+20

+100

+50

N.W. BP.
Santa Monica
+ S.B. (55)
= 0700

3+80 No. Prop Line Santa Monica - Edge PC.
Parking

200.29

192.0	191.67	191.5	191.65	191.11	191.6	191.86	192.1	193.3
8.3	8.6	8.8	8.64	9.2	8.7	8.73	8.2	18
30	24.7	24.7	20	22	24.4	24.4	29	20
	Cb.	Gr.	Cb.	Gr.	Gr.	End Cb		30
	End		EC.					
191.05	190.97	191.1	191.0	191.2	191.3	191.1	191.25	191.16
9.24	9.32	9.1	9.3	9.1	9.0	9.2	9.06	9.23
21	20	18	18	10	9	10	18	20
Gr.	G	EG	Gr			EG		Gr
Edge								EC
191.76	191.12	191.27						
8.53	9.17	9.02			8.92	7.05	8.40	
20	20	18			18	20	20	
Cb	EG	EG			EG	G	Cb.	
192.01	191.77	191.95			192.0	192.15	192.03	192.67
7.88	8.52	8.34		8.3	8.14	8.26	7.62	
20	20	18			18	20	20	
Cb	G	EG			EG	G	Cb	
192.91	192.27	192.37	192.5	192.6	192.6	192.81	192.69	193.39
7.38	8.02	7.92	7.8	7.7	7.7	7.48	7.60	6.75
20	20	18	10	10	10	18	20	20
Cb	G	EG				EG	G	Cb.
193.62	192.99	193.10	193.6	194.0	195.9	193.8	193.83	193.67
6.67	7.30	7.19	6.7	6.3	6.4	6.5	6.6	6.2
20	20	18	10	10	10	18	18	20
Cb	G	EG				Gr	EG.	G
194.27	193.64	193.79	194.01	194.93	195.02	194.77	194.68	195.27
6.02	6.65	6.50	5.88	5.36	5.27	5.52	5.61	5.02
20	20	18	10	10	10	18	20	20
Cb.	G	EG				EG.	G	Cb

200.29

TP. 0.04 187.28 13.05 187.24

+81 Break in Grade

+76.5 Break in Ch. + Gut. Pt.

+62 Alley Ch. B.Cs. (2' Rad.) Lt. + Rt.

+60 Cont.

+60 No. Line Alley

+50 \pm Alley (Ground Only - Gutter Covered)
UP.

200.29

189.06
188.93
188.57
188.21
188.3
188.6
188.57
188.16
187.13

11.23	11.86	11.7	12.1	12.0	11.7	11.72	11.83	11.6
20	20	18	10	10	18	18	20	20
CB.	G	EG.			G	G	CB.	CB.

190.56
189.70
189.86
189.99
189.83
189.48

9.93	10.59	10.73	10.30	10.46	9.83
20	20	18	18	20	20
CB.BC	G	EG.	EG.	G	CB BC

191.5
190.53
190.1
190.63
192.1

8.8	9.76	9.4	9.66	7.9
30	27.6	24.4	24.4	30
	End	Gr	CB	End

190.01
189.99
189.83
190.01
190.0
190.1
190.2
190.08
189.90
189.99
190.56

10.28	10.30	10.46	10.28	10.3	10.2	10.1	10.21	10.39	10.30	9.73
22	21	20	18	10	10	18	18	20	21	22
CB	Back	G	EG.			EG	G	G	Back	CB.
EC.	Gut								Gut	EC

193.5
191.3
190.6
190.1
191.0
190.1
190.8
191.4
191.7

6.8	9.0	9.7	9.6	9.3	9.6	9.5	8.9	5.6
80	30	20	10	10	10	20	30	80

200.29

SANTA BARBARA
(Sketch Pp. 22)

+10.2 B.C.s 10' Rad. Returns Rt + Lt

177.29 176.15 176.13 177.40 20
 $\frac{10.04}{20}$ $\frac{10.53}{20}$ $\frac{10.55}{20}$ $\frac{9.88}{20}$
 Cb Cb Cb Cb
 BC. G Cb Cb

3+00.2 Edge Pav. Only - So. Line Saratoga

177.28 176.80 177.09 177.23 177.11 176.83 177.34
 $\frac{10.00}{20}$ $\frac{10.48}{20}$ $\frac{10.19}{10}$ $\frac{10.05}{10}$ $\frac{10.17}{10}$ $\frac{10.45}{20}$ $\frac{9.94}{20}$
 Cb G G G G Cb Cb

2+00.2 Ground Only

176.9 177.2 177.5 177.2 177.0
 $\frac{10.4}{20}$ $\frac{10.1}{10}$ $\frac{9.8}{10}$ $\frac{10.1}{10}$ $\frac{10.3}{20}$
 G G G G G

+98.5 End 3' Conc. Gut. on Rt.

176.98 176.88 177.50
 $\frac{10.30}{10}$ $\frac{10.40}{20}$ $\frac{9.78}{20}$
 P EG End G Cb

+98 End 2' Gut. on Lt.

177.51 176.84 176.92
 $\frac{9.77}{20}$ $\frac{10.44}{20}$ $\frac{10.36}{10}$
 Cb G EG End

+50

182.39 181.73 181.89 181.5 181.5 181.6 181.5 181.8 181.6 182.31
 $\frac{4.87}{20}$ $\frac{5.55}{20}$ $\frac{5.39}{18}$ $\frac{5.8}{18}$ $\frac{5.8}{10}$ $\frac{5.7}{10}$ $\frac{5.8}{18}$ $\frac{5.41}{18}$ $\frac{5.61}{20}$ $\frac{9.97}{20}$
 Cb G EG G EG G EG G Cb

2+00

187.30 186.68 186.86 186.65 186.5 186.4 186.6 186.8 186.6 187.30
 $\frac{+0.02}{20}$ $\frac{0.60}{18}$ $\frac{0.92}{18}$ $\frac{0.7}{18}$ $\frac{0.8}{10}$ $\frac{0.9}{10}$ $\frac{0.7}{10}$ $\frac{0.50}{18}$ $\frac{0.61}{20}$ $\frac{+0.02}{20}$
 Cb G EG G EG G EG G Cb

187.28

187.28

+60.2 Cont.

+60.2 No. Cb. Line Saratoga

NW. 1/4
Saratoga +
S.B.

4.90 181.16 11.02

(176.18)
176.24
176.26

+40.2 = 2 Saratoga

+20.2 Cont.

+20.2 So Cb. Line Saratoga

3+17.2 Mid Points 10' Rad Pts Pt + Lt

187.28

175.76 175.20 176.05 176.73
 $\frac{5.70}{130}$ $\frac{5.96}{130}$ $\frac{5.11}{80}$ $\frac{4.43}{80}$
 Cb Cb Cb Cb
 175.18 176.34 175.81 176.02 176.23 176.20 176.01 175.73 175.73 176.36 176.08
 $\frac{5.68}{80}$ $\frac{4.82}{30}$ $\frac{5.35}{30}$ $\frac{5.14}{30}$ $\frac{4.93}{10}$ $\frac{4.96}{10}$ $\frac{5.15}{10}$ $\frac{5.43}{30}$ $\frac{5.43}{30}$ $\frac{4.80}{30}$ $\frac{5.08}{80}$
 Cb EC Cb Cb Cb Cb Cb Cb Cb Cb EC Cb

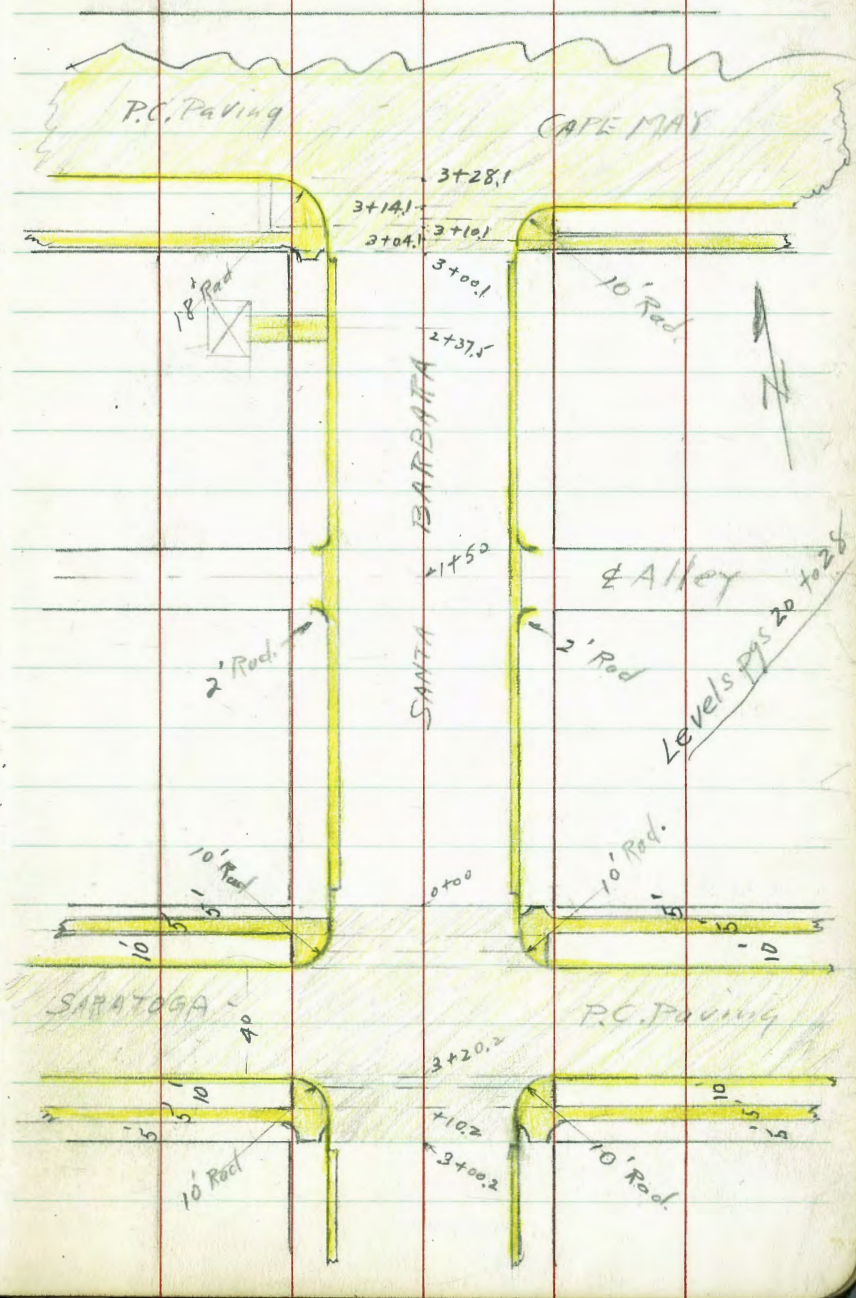
181.16
 176.12 176.40 176.64 176.58 176.59 176.90 176.26 176.19 177.09
 $\frac{11.16}{130}$ $\frac{10.98}{80}$ $\frac{10.64}{30}$ $\frac{10.70}{20}$ $\frac{10.69}{10}$ $\frac{10.69}{10}$ $\frac{10.89}{10}$ $\frac{11.02}{20}$ $\frac{10.79}{30}$ $\frac{10.19}{80}$

176.79 176.07 177.00 176.30 177.14 177.87
 $\frac{10.49}{130}$ $\frac{11.21}{130}$ $\frac{10.28}{80}$ $\frac{10.98}{80}$ $\frac{10.12}{80}$ $\frac{9.41}{80}$
 Cb Cb Cb Cb Cb Cb

177.36 176.61 176.72 176.93 176.98 176.77 176.67 176.68 177.34
 $\frac{9.98}{30}$ $\frac{10.67}{30}$ $\frac{10.56}{20}$ $\frac{10.35}{10}$ $\frac{10.30}{10}$ $\frac{10.51}{10}$ $\frac{10.61}{20}$ $\frac{10.60}{30}$ $\frac{7.94}{30}$
 Cb EC Cb Cb Cb Cb Cb Cb Cb EC

177.31 176.65 176.62 177.30
 $\frac{9.97}{23}$ $\frac{10.63}{23}$ $\frac{10.66}{23}$ $\frac{9.98}{23}$
 Cb Cb Cb Cb
 Mid Pt. Mid Pt. Mid Pt. Mid Pt.
 Ret. Ret. Ret. Ret.

187.28



1+00

TR 1.14 ~~171.16~~ 171.14 11.14 ~~170.02~~ 170.00

+50

0+03 Begin 2' Conc. Gutter Rt + Lt.

=0+00 +80.2 No P.L. Saratoga (Edge Pav.)

+70.2 Cb. BCs Rt + Lt (10' Rad)

3+63.2 Mid points 10' Rad Cb. Pts Rt + Lt

181.16
~~181.14~~

170.16
169.51
169.67
169.5
169.9
169.91
169.42
169.31
169.99

1.00	1.65	1.49	1.7	1.8	1.75	1.74	1.85	1.17
20	20	18	10		10	18	20	20
Cb	G	EG				EG	G	Cb

173.27
172.5A
172.20
171.16
171.14
172.8
172.8
172.8
172.8
172.5A
172.45
173.13

798	862	846	84	84	84	862	871	803
20	20	18	10		10	18	20	20
Cb	G	EG				EG	G	Cb

176.10
175.46
175.53
175.6
175.7
175.6
175.33
175.21
176.06

5.06	5.70	5.63	5.6	5.5	5.6	5.83	5.95	5.10
20	20	18	10		10	18	20	20
Cb	G	EG				EG	G	Cb

176.26
175.57
175.81
175.93
175.79
175.52
176.25

490	5.59	5.34	5.23	5.37	5.64	4.91
20	20	10		10	20	20
Cb	G				G	Cb

176.28
175.70
175.57
176.27

4.88	5.46	5.57	4.89
20	20	20	20
Cb	G	G	Cb
BC			BC

176.39
175.78
175.65
176.39

4.82	5.38	5.51	4.82
23	23	23	23
Cb	G	G	Cb
Mid Pt.			Mid Pt.
Rt			Rt

181.16
~~181.14~~

+40.4 Cont.

+40.4 Curb line on RT.

+40 Cont.

+40 So. Alley Line (Cb. Line on Lt. only)

+38.9 Alley Cb. Ret. to RT. (2' Rad)

+38 Alley Cb. Ret. to Lt. (2' Rad)

171.16
~~171.14~~

171.16
~~171.14~~

167.70
167.19
166.98
167.15
167.0
167.2
166.9
166.98
166.89
166.76
166.90
167.13

3.46
22
Cb
Rt.

4.02
51
Back
Edge
Cont.

4.18
20
G

4.01
18
EG

4.2
10

1.0

4.3
10

4.27
18
EG

4.10
20
G

4.26
20.8
on
Gut.

3.73
21
on
Ret.

3.74
22
Cb.
EG

166.86

4.30
18

4.44
20
G

166.72

3.64
22.6
Cb.
EG

166.89

4.27
21
Back
of
Gut.

4.2
22
G.

167.92

167.52

167.77

3.3
30

3.72
24.6
End
Cb.

3.05
30

167.7

167.27

166.98

4.18
18
EG

4.27
20
G

3.62
20
Cb
13C

167.81

167.16

167.27

3.35
20
Cb
Rt.

4.00
20
G

3.89
18
EG

+62 Ch. BC. to Lt.

166.32
165.72
165.79
484
5.79
5.37
20
30
18
Cb.
90
EG

604 Cont.

166.20
166.28
4.96
22
24
EC.
4.88
24
End of
Cb.

+604 Ch. Line to Rt.

165.69
165.98
165.66
5.62
18
EG
5.68
30
5.50
21
Back
Edge
Cut
5.2
22
Gr.

+60 Cont.

166.53
166.99
4.5
30
4.63
24
End
Cb.
4.72
22
EC

+60 No Alley Line (Ch. Line to Lt. only)

166.2
165.86
165.74
165.93
165.6
165.9
165.5
5.0
32
5.30
21
Back
Cut
5.42
30
5.23
18
EG
5.6
10
5.3
5.7
10
5.50
18
EG
5.65
30
5.46
21
Back
Cut
4.6
30

+50 & Alley (Ground Only)

169.7
166.7
166.5
166.9
166.9
166.3
166.1
166.9
168.7
1.8
80
4.5
30
4.7
20
4.8
10
4.3
4.9
10
5.7
20
4.3
30
2.8
80

171.16
~~171.14~~

171.16
~~171.14~~

SANTA BARBARA
(Sketch pg 22)

3400.1 Jo. Prop. line Cape May (Dug out Pav.)

+96.5 End of 2' Gutters RT. + Lt.

T.P. 3.33 $\frac{162.33}{162.31}$ 12.16 $\frac{159.00}{158.98}$

+50

+37.5 \pm 10' Conc. Drive Way to Lt.

2400

+62.4 Cb Ret. to RT.

171.16
~~171.14~~

157.86
497 $\frac{5.10}{20}$ $\frac{26}{6}$ 157.92
158.04 Cb.
4.29 $\frac{20}{9}$ Cb.
4.91 $\frac{20}{9}$ EG
4.83 $\frac{18}{18}$ EG
157.50
4.81 157.52
5.08 $\frac{10}{10}$ 157.25
5.91 $\frac{20}{9}$ 156.92
4.85 $\frac{20}{9}$ Cb. 157.98
4.67 $\frac{20}{9}$ Cb. 157.66

160.91
102.5 $\frac{20}{9}$ Cb. 160.24
109.2 $\frac{20}{9}$ EG 160.35
108.1 $\frac{18}{18}$ EG
11.0 $\frac{10}{10}$ 162.33
11.1 160.16
11.6 $\frac{10}{10}$ 160.06
11.7 $\frac{18}{9}$ EG 159.56
11.8 $\frac{20}{9}$ 159.99
106.3 $\frac{20}{9}$ Cb. 159.88
160.53

169.36
6.80 $\frac{55}{30}$ Gav. Floor 9.02 162.19
9.34 29.4 161.82
10.07 20 161.09
10.15 20 161.01
10.05 18 EG 161.11
163.97
163.35
163.46
162.8
163.0
162.9
163.08
163.09
163.70

7.9 $\frac{20}{9}$ Cb. 165.50
7.81 $\frac{20}{9}$ EG 165.38
7.70 $\frac{18}{9}$ EG 165.08
8.4 $\frac{10}{10}$ 163.08
8.2 162.9
8.3 $\frac{10}{10}$ 163.08
8.08 $\frac{18}{9}$ EG 165.38
8.12 $\frac{20}{9}$ 163.09
7.46 $\frac{20}{9}$ Cb. 166.03
5.66 $\frac{18}{9}$ EG 171.16
5.78 $\frac{20}{9}$ Cb. 171.14
5.13 $\frac{20}{9}$ Cb.

+28.1 Cont

158.51
382
100
Cb

157.35

157.05

156.96

156.81

156.90

157.21

157.07

+28.1 Ch. line to Lt.

4.78
38
EC.

5.28
38
G

5.37
30

5.52
20

5.43
10

5.26

5.27
10

5.32
20

5.38
30

5.59
50

6.07
100

+19.1 Cont

+14.1 Cb. Line to RT.

+11.1 Mid point 10' Rad. Ch. Ret. to RT.

+10.1 Cb. B.C. To Lt.

3+04.1 Ch. B.C. to RT (10' Rad)

157.25

157.20

156.88

157.20

156.97

156.79

157.05

5.75
50
G

5.73
30
Cb

6.19
100
G

5.54
100
Cb.

5.08

5.13
10

5.36
20

5.57
30

4.97
30
Cb
EC.

5.49
23
G

4.87
23
Cb. Ret.
Midpt.

157.38

157.95

4.95
20
Cb
BC.

5.38
20
G

156.92

157.48

5.41
20
G

7.85
20
Cb
BC.

162.33
~~162.31~~

162.33
~~162.21~~

27

X-Set SANTA BARBARA
 Pt Loma Ave to Cape May
The End

SEBP.
 Cape May
 + S.B.

4.97

(157.27)
~~157.34~~
 157.36

+40.1 Cont

3+40.1 \$ Cape May

162.33
~~162.31~~

158.03
~~157.25~~
 6.70
 100

5.30 157.03
 38
 5.46 156.87
 30
 5.63 156.70
 20
 5.50 156.83
 10 5.39
 5.38 156.99
 10
 5.41 156.92
 20
 5.47 156.86
 30
 5.66 156.73
 50

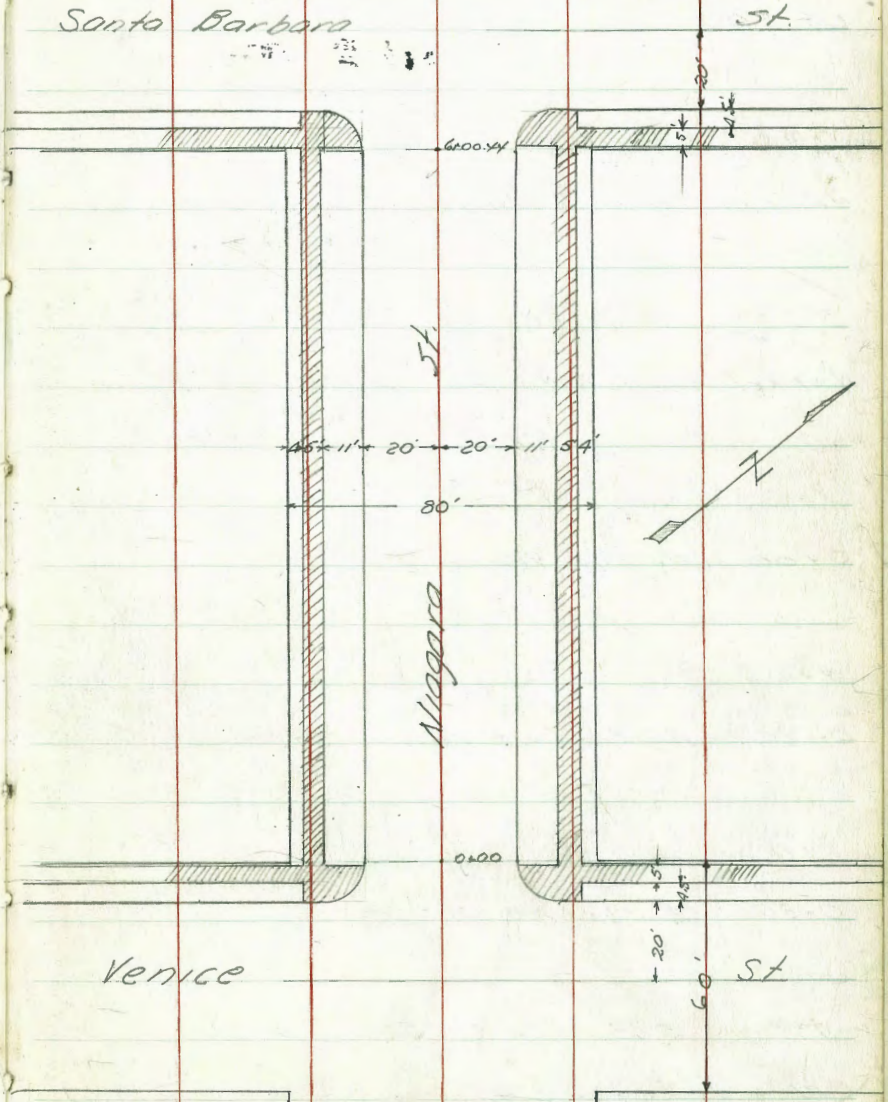
162.33
~~162.31~~

9-10-48
Hendricks
Roberts
Lerer
HO#31629

X Sect. Niagara St.
Venice to Santa Barbara St.

INDEXED
WK.
SEP 20 1948

29



Levels Niagara St.
Venice to Santa Barbara St.

0+50

218.68
218.22
219.02
220.12
220.70
564 61 53 42 362
20 20 20 20
CB

N.E. Ret. Venice & Niagara Length=15.95 3 parts
BC on Venice St.

219.2
219.76
219.1
219.61
219.0
219.58
219.0
219.62
51 456 53 471 53 474 53 470
G CB G CB G CB G CB
BC Venice (1) (2) EC Niagara

N.W. Ret. Venice & Niagara Length=15.95 3 parts
(BC on Venice St.)

217.66
216.9
217.59
216.6
217.51
216.9
217.59
216.02
555 74 63 77 675 83
CB G CB G CB G CB G
EC Niagara (1) (1) Venice

0+100 No Line Venice St.

217.66
216.9
218.0
219.0
219.62
555 74 63 53 470
20 20 20 20
CB

10
0+20 No. CB Line Venice St.

213.33
212.1
216.46
214.9
217.54
216.0
216.9
217.9
218.8
219.2
219.76
220.0
220.55
222.2
222.97
1099 123 85 94 675 83 77 675 55 55 455 43 377 21 135
100 100 50 50 30 30 20 20 30 30 30 50 50 100 100
CB G CB G CB G CB G CB G CB G CB G CB

0-30 & Venice St

212.1
214.2
216.9
217.9
218.9
220.3
222.8
118 92 74 64 54 40 15
100 50 20 20 50 100

TP 5.65 224.32 5.91 218.67

224.32

218.76
218.69

B.M. 5.89 224.58

S.W. RP Narragansett & Santa Barbara

21.00

14.80

14.58 \$ 13' Conc. Drive 20' R1

14.50

14.35

14.15 \$ 7' Conc Drive 20' L4

14.00

224.32

218.26
 6.06 6.5 6.1 5.5 5.3 4.25
 20 20 10 20 20
 CB

219.37 218.6 219.7 220.2 221.36
 4.95 5.7 4.5 4.5 2.96
 20 20 20 20
 CB

221.1 221.32 222.08
 3.3 3.00 2.24
 20 20 21
 6. 0.

220.17 219.6 220.5 221.1 222.2
 4.5 4.7 3.8 3.3 2.10
 20 20 20 20
 CB

220.25 219.6 220.6 221.1 222.28
 4.07 4.7 3.7 3.3 2.04
 20 20 20 20
 CB

220.00 219.99 219.3
 4.22 4.85 5.0
 31 20 20

219.72 219.22 220.2 221.2 221.79
 4.0 5.1 4.1 3.1 2.58
 20 20 20 20
 CB

224.32

3491 £ 10' Conc. Drive 20' Lt.

3462 £ 8' Conc. Drive 20' Lt.

3454

3445 £ 11' Conc. Drive 20' Lt.

3409 £ 12' Conc. Drive 20' Rt.

T.P.	0.17	211.89	12.60	211.72
------	------	--------	-------	--------

3400

3450

224.32
T

215.05
6.42
20

215.97
5.80
31

07
217.69

07
217.17

07
217.11

14.20 14.20 14.8

21 20 20

08.75
217.75

07
217.9

07
217.9

07
217.9

08
218.08

31.4 4.0 4.0 4.0 3.51

20 20 20 20 20

06 06 06 06 06

reversed sections

08.
218.71

08.
218.02

07
217.9

31.8 31.8 4.0

21 20 20

211.4
211.4

05
20

11
211.98

12
212.14

0.21 0.25

20 20 31

211.74

211.1

211.89

211.89

211.7

211.9

212.63

12.55 12.2 12.8 12.5 12.4 11.69

20 20 10 20 20

06 06

215.10

214.3

214.8

215.2

215.4

216.27

9.22 10.0 9.5 9.1 8.8 8.05

20 20 10 20 20

06 06

224.32
T

B.M. 1362 190.02 189.97 189.98

670044 So. Line Santa Barbara St.

5750

T.P. 4.33 203.64 1258 199.31
~~213.64~~ ~~209.31~~

5739 R 10' Conc. Drive 20' Rt.

5700

4750

4713 R 9' Conc. Drive 20' Rt.

4700

211.89
~~221.89~~

H.E.B.P. Newport Santa Barbara

199.53
199.47
198.0
197.2
197.69
197.71

33

4752 5
20 20 10
C6 8" Conc
10 5
210.51 199.55 198.55
213 11 11 5 4.50
20 20 20 20
C6

203.64
~~213.64~~
207.07
209.99
1295
20 1243
21

211.59
210.00
210.8
212.2
212.2
212.76
10³⁰ 11.0 11.1 11.7 11.3
20 20 20 20
C6

212.84 212.5 212.6 212.1 212.60
9.05 9.4 9.3 9.8 9.29
20 20 20 20
C6

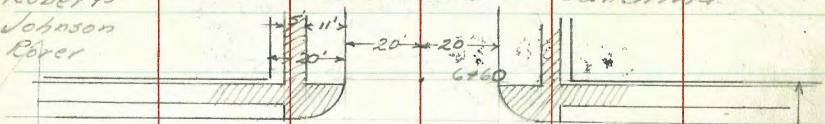
214.0
214.06
214.68
7.9 7.3 7.2
20 20 31

215.0
214.9
215.33
6.79 7.1 6.9 7.0 6.55
20 20 20 20
C6

211.89
~~221.89~~

7-13-48
Hendricks
Roberts
Johnson
Eber

X Sect. Del Monte St.
Santa Barbara to Catalina

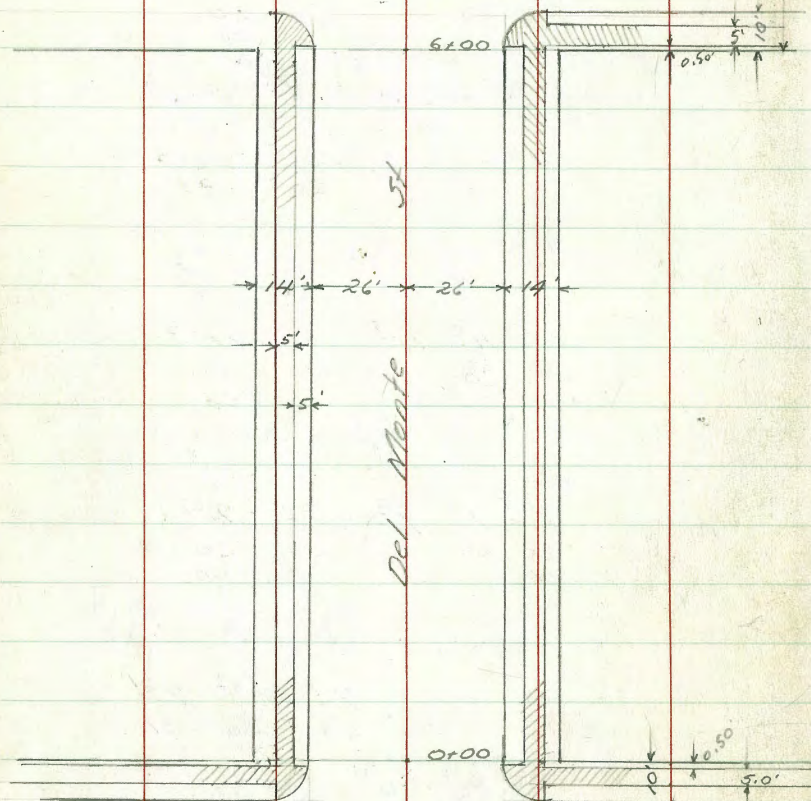


Venice

cb. R = 10'

St.

50



St.

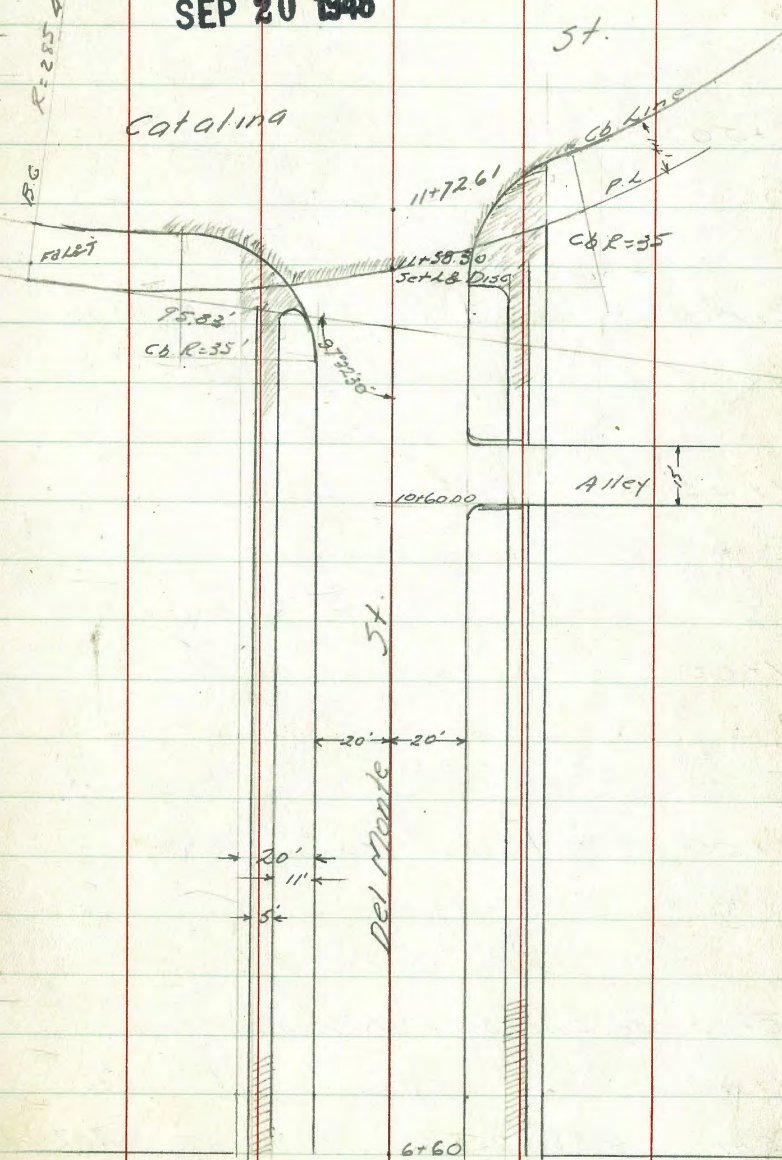
Del Monte

Santa Barbara

St.

INDEXED
WK.
SEP 20 1948

34



Catalina

St.

St.

Del Monte

Venice St.

6+60

Levels Del Monte St
Santa Barbara to Catalina

35

2+50

2+00

1+45

1+00

0+50

0+00 So. Line Santa Barbara

B.M. 4.88 242.32

237.44

NEBP Del Monte & Santa Barbara

232.79
5.5 10.5 9.9 9.5 7.4 9.8 8.75
26 26 13 13 26 26
Cb.

235.79
6.5 7.4 6.2 6.5 6.3 6.5 5.75
26 26 13 13 26 26
Cb.

238.17
4.5 4.9 4.5 4.0 3.7 4.0 2.9
26 26 13 13 26 26
Cb.

238.85
2.47 4.1 3.7 3.1 2.7 2.9 1.85
26 26 13 13 26 26
Cb.

238.52
3.8 4.5 3.8 3.3 2.8 3.2 1.8
26 26 13 13 26 26
Cb.

237.73
4.5 5.3 4.7 4.1 3.8 2.5 2.87
26 26 13 13 26 26
Cb.

232.8
232.9
232.5
233.57

235.79
239.9
235.9
235.8
236.0
235.8
236.56

237.9
237.8
238.3
238.6
238.13
239.35

238.2
238.6
239.2
239.6
239.4
240.37

237.8
238.5
239.1
239.5
239.4
240.36

237.6
238.2
238.5
238.7
239.45

242.32
TT

4+13 \$ 18' Conc Drive 26' Rt.

4+00

3+90 ^{Double} Reg Conc Drive on Lt.

3+50

3+09 \$ 12' Conc Drive 26' Rt.

T.P. 000 230.35 11.97 230.35

3+00

2+91 \$ 13' Conc Drive 26' Lt.

24232

\$

222.55
222.69
223.39
78 721 696
26 26 31

223.76
223.16
223.10
223.2
223.3
223.2
229.12
659 719 74 75 76 72 687
31 26 13 13 26 26
8

229.30
223.75
605 65
26 26
66

226.91
226.2
226.7
226.5
226.4
226.2
227.2
544 42 42 27 20 42 35
26 26 13 13 26 26
66

229.82
229.15
229.1
053 120 13
31 26 26

229.93
229.0
229.3
229.7
229.7
229.6
230.44
123 153 130 126 126 127 1155
26 26 13 13 26 26
66

230.60
229.82
229.7
1172 125 125
31 26 26

24232

5+50

5+09 & 10' Conc. Drive 257.41

IP 0.61 218.05 1291 217.44

5+00

4+92 & 12' Conc. Drive 261.41

4+59 & 9' Conc. Drive 256.41

4+50

4+15 End. Conc. Drive on lt.

230.35

37

215.11 219.4 219.6 219.7 219.6 219.1 215.10
 284 37 35 34 25 40 225
 26 26 13 13 26 26
 Ch.

212.34 216.7
 021 120
 21 257

217.79 217.1 217.2 218.05 217.4 217.1 217.91
 125 133 133 130 120 123 1238
 26 26 13 13 26 26
 Ch.

217.6 217.82 218.53
 125 1253 1182
 26 26 31

219.8 219.98 219.9
 105 108 110
 21 256 256

220.70 219.8 219.9 220.2 220.2 220.0 220.97
 965 106 105 103 102 104 938
 26 26 13 13 26 26
 Ch.

222.85 222.2
 720 82
 26
 Ch.

230.35

6+60 So Line Venice St

6+50 So Cb Line Venice St.

6+30 E Venice St.

6+10 No Cb Line Venice St

NE Cb Ret. Venice & Del Monte Length = 157 3 parts
BC. on Del Monte

HW Cb Ret. Venice & Del Monte Length = 157 3 parts
BC. on Del Monte St.

6+00 No Line Venice St.

Note 5+94 to 6+00 Cb on Lt. in
poor condition.

218.05

38

209.86 209.1 209.8 210.0 209.7 209.2 209.96

8.9 8.9 8.3 8.4 8.4 8.9 8.9

20 20 10 10 20 20

Cb G Cb G Cb G Cb G Cb G Cb G

210.03 209.6 210.18 209.9 210.22 210.0 209.8 210.1 210.4 210.3 209.7 209.5 210.09 209.7 210.37 210.6 211.7

8.2 8.5 7.8 8.2 7.3 8.1 8.3 8.0 7.7 7.8 8.4 8.5 7.8 8.7 7.8 7.5 6.8

100 100 50 50 30 30 20 10 10 20 20 30 30 50 50 100 100

Cb. G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G

211.1 211.0 210.9 211.0 211.1 211.1 211.1 211.5 212.1

7.0 7.1 7.2 7.1 7.0 7.0 7.0 6.5 6.0

100 50 26 13 13 26 50 100

211.2 211.3 212.44 211.3 211.4 211.8 212.0 211.9 211.7 211.5 212.35 211.7 212.51 212.45 212.45

6.9 6.5 5.5 6.8 6.7 6.3 6.1 6.3 6.4 6.5 5.7 6.5 5.5 5.4 5.4

100 50 36 36 26 13 6 13 26 36 36 50 50 100 100

Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G Cb G

212.44 211.3 212.29 211.3 212.32 211.7 212.59 211.8

5.4 6.3 5.7 6.5 5.7 6.4 5.4 6.3 211.8

Cb G Cb G Cb G Cb G Cb G Cb G

EC. (2) 0 BC

211.9 212.40 211.8 212.27 211.7 212.27 211.5 212.35

6.2 5.5 6.0 5.7 6.4 5.7 6.5 5.7

G Cb G Cb G Cb G Cb G Cb G Cb G

BC 0 0 EC

212.59 211.8 212.1 212.9 212.6 211.9 212.40

5.4 6.3 6.0 5.7 5.9 6.3 5.5

26 26 13 13 26 26

0 Cb

218.05

8+00 & Conc Drive 20' Lt

7+70 & 11' Conc Drive 20' Rt

7+50 & 10' Conc Drives Rt & Lt

7+40

IP 0.87 20598 1294 205.11

7+00 & 10' Conc Drive 20' Rt

5th Cb Ret Venice & Del Monte L=157 3 parts
B.C on Del Monte

5th Cb Ret Venice & Del Monte length=157 3 parts
A.C on Del Monte
(1st part of Ret. in poor condition)

218.05

201.44
4.54 5.08 4.5 5.9 3.7 5.6 2.76
31 20 10 6 20 20
203.22 39

204.41
1.57 0.73
20 31

209.82
1.16 1.83 0.4 0.4 0.28 10.42 10.58
31 20 20 20 26.5 31

205.50
0.48 1.0 0.3 1.0 1.0 1.0 1.0 1.0 1.0 1.0
20 20 10 10 20 20 20 20 20 20
Cb G Cb Cb Cb Cb Cb Cb Cb Cb Cb

207.80 205.98
207.3 207.9 208.3 208.3 207.9 207.9 208.75
10.25 10.8 10.3 9.8 9.8 10.3 10.05 9.20
20 20 10 8 20 20 31
Drive

209.2 209.96
8.9 8.9 8.5 8.5 8.5 8.5 8.5 7.96
G Cb G Cb G Cb G Cb G Cb
9C 0 0 5C

210.32 210.0
7.72 8.1 7.87 8.3 8.05 8.7 8.19 9.0
Cb G Cb G Cb G Cb G
E.C. 0 0 2C

218.05

T.P. 1.74 182.77 13.13 181.03
9+52 E Conc Drive 20.7 Lt.

9+20

8+95 Cb ahead on Lt. No. good
End Cb on Lt.

T.P. 0.70 194.16 12.52 193.46

8+72 E 11' Conc Drive 20' Lt.

8+70 E 9' Conc Drive 20' Lt.

8+60

8+28

205.98

183.51 181.02 181.0 182.1 182.56 182.56 182.1 182.34 40
1265 1314 1312 121 116 116 121 1122
31 20.7 20.7 10 10 20 20

185.9 185.9 186.6 187.2 187.3 186.8 187.79
83 83 76 70 69 74 637
22 20 10 5 20 20
Cb.

189.70 189.3 190.2 190.6 190.7 190.5 191.23
446 48 40 36 35 37 273
20 20 10 10 20 20
Cb. Cb.

193.27 194.11
192.62
122 1336
21 20

194.43 195.24
1155 1074
20 31

194.64 194.0 194.9 195.7 195.8 195.6 196.45 194.45
1130 120 111 103 103 104 953
20 20 10 7 20 20
Cb. Cb.

198.70 198.0 199.0 199.4 199.6 199.7 200.52
728 80 70 65 64 63 544
20 20 7 8 20 20
Cb.

205.98

10+515 & Conc. Drive 20' Lt.

TP 2.06 172.43 12.40 170.37

10+30

10+08 Beg. Cb on Lt.

10+02 & 12' Conc. Drive 197 Lt.

9+97 & 13' Conc. Drive 20' Lt.

9+58

9+62

182.77

169.98
285 352
21 20

171.79 172.43
171.0 172.9
1103 118 99 98 99 102 905
20 20 4 10 20 20
Cb. Cb.

179.07
173.6
870 93
20 20
Cb Cb

175.14 174.29
743 848
31 19.7

176.7 176.95 177.47
6 5 82 5 20
20 20 31

176.8 176.5 177.4 178.0 178.0 177.8 178.37
60 63 54 48 48 50 440
25 20 10 7 20 20
Cb Cb

180.9 179.8 180.8 181.3 181.2 181.1 181.68
24 30 20 16 17 108
25 20 10 10 20 20
Cb Cb

182.77

11+53 BC Cb Ret on Rt

11+31.5 BC Cb Ret on Lt

B.M. 7.36 167.74 12.05 160.38

11+02 E 10' Conc Drive 20' Lt.

10+77 EC 2' Alley Ret.

10+75 30' Line Alley

10+60 No Line Alley

10+58 BC 2' Rad Alley Ret.

172.43

160.02 159.14 160.1 160.6 160.7 160.5 161.27 42

772 83 73 71 70 72 647

27 27 10 10 20 20

cb. cb.

161.29 161.0 161.9 162.5 162.5 162.5 162.98

645 67 58 53 53 53 476

20 20 10 10 20 20

cb. cb.

16774

H.W.B.P. A Catalina Del Monte

167.5 167.30 163.75 164.7 165.4 165.1 165.0 166.18

80 83 82 77 70 67 72 625

31 26 20 10 6 20 20

cb. cb.

168.26 167.7

567 42

20 20

cb. G

→

167.04 166.7 167.7 168.2 168.1 167.8 168.4 169.05 169.5 169.59

539 57 43 43 43 46 40 38 22 284

20 20 9 10 20 22 22 40 40

cb. G cb G cb

168.63 168.2 169.4 169.7 169.7 169.6 169.6 170.64 170.5 171.6

380 42 30 27 27 28 28 179 18 137

20 20 8 9 20 22 22 40 40

cb. G cb G cb

168.43 169.5 169.9 169.9 169.8 170.83

400 29 27 25 26 166

20 9 10 20 20

Drive cb

172.42

B-7. 7.36 160.38 160.33

N.E. Cb Ret Catalina & Del Monte L=543 Cpts.
BC on Del Monte

N.W. Cb Ret Catalina & Del Monte (L=424 6 parts)
BC on Del Monte

11+93.95 L Catalina (Taken on Arc)

11+72.61 No. Cb Line Catalina (Taken on Arc)

11+58.30 No Line Catalina Reg Asp facing

167.74

158.84
 158.73
 158.72
 158.75
 159.17
 158.88
 159.74
 159.18
 160.12
 159.54
 160.69
 160.49
 161.29
 161.09

8²⁰ 9²³ 8⁵¹ 9¹⁹ 8²³ 8²⁵ 8⁰⁰ 8⁵⁶ 7⁶² 8² 7⁰⁷ 8⁴⁷ 8⁷
 Cb G Cb G Cb G Cb G Cb G Cb G Cb G
 EC. ⑤ ④ ③ ② ①

160.5
 161.27
 160.2
 160.89
 159.99
 160.54
 159.82
 160.43
 159.69
 160.35
 159.67
 160.22
 159.79
 160.38

7² 6⁴⁷ 7⁵ 6²⁰ 7²⁵ 7²² 7²² 7²⁸ 8⁰⁵ 7³⁷ 8⁰⁷ 7²² 7²⁵ 7³⁸
 G Cb G Cb G Cb G Cb G Cb G Cb G Cb
 EC ① ② ③ ④ ⑤ EC

157.83
 158.22
 158.54
 158.89
 159.28
 159.54
 160.04

9.919⁵² 9.20 8.90 8.50 8.20 7.70
 100 50 22 25 50 100

158.74
 158.13
 158.84
 158.31
 158.74
 159.07
 159.20
 159.29
 159.76
 160.36
 160.38
 160.72

9⁰⁰ 9⁶¹ 9²⁰ 9⁴² 9⁰⁰ 8⁶⁷ 8⁵⁴ 8⁴⁵ 7²⁸ 7²⁸ 7⁴⁰ 8²⁵
 100 100 56 56 28 11 22 45 45 95 95
 Cb G Cb G 28 11 22 45 45 Cb G Cb

159.99
 159.45
 160.03
 160.17
 160.2
 160.22
 160.77

7²⁵ 8²⁹ 7⁷¹ 7⁵⁷ 7⁵ 7⁵² 6³⁷
 27⁵ 27⁵ 10 10 21 21
 0 0

167.74

Johnson Topo Survey - Fairmount Recreation
 Moore
 Clark
 Gregory
 11-2-49
 W.O. 20597

Lot 6 - 1" c.

44

6" c.i. Alley

M.H. Alley 123.10'

129 5 pole 1"

pp. A 4075

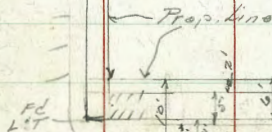
ALLEY

1435. = 217.28'

INDEXED
 W.K.
 NOV 3 1949

Polk Avenue

531



Curb Line

109

East San Diego
 Recreation
 Hall
 Stucco
 Cond. Floor

Cond. Floor

Concrete
 Shuffleboard
 Courts (2)

Grass

Two Story Stucco
 American Legion Hall

6" wire fence
 with steel in wall
 posts 42.2'

Concrete
 Shuffleboard
 Courts (2)

20.61

21.6'

21'

31'

40'

66'

6" fence

2' x 2' Conc. Slab

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

6" c.i.

gas 1 1/2" Rapped Pipe

609.04 (chained)
 608.85 (Map)

Curb Line

Fairmount

Avenue

4067 Fairmount. Ave

T.P. # 3659
 Map 1001
 Ref. 5837L.
 Lot 7 - 1/2 Lot 8.

sewer connections lot, 5 - South Half lot 8
 water in alley 6" c.i.

Topo - Survey
Fairmount Recreation Center

0+50

0+40 = Start of Building 1.5' LT

0+28.2 = 6" conc. curb & start of Courts

T.P., 4.77 363.55 5.58 358.78
~~359.48~~

0+27.2 = 6' board fence

0+25.8 = 2'x2' conc. slab

0+25

0+09 = Start Building 48' RT

0+00

0-70 = inside edge sidewalk

0-10 = Curb Line Fairmount Ave.

T.P., 4.87 364.36 5.20 359.49
365.06 360.19

B.M., 5.65 364.69 359.04
365.59 359.71

Cont. from P. 47

358.95 358.91 358.83 358.99 359.05 358.85 358.95
4.60 4.64 4.72 4.56 4.5 4.7 4.6
Building Court 20.7 25 Fence Building
359.45 359.05 359.15 359.29 358.96 359.29 358.96 359.29 359.15 359.05 359.05 359.05
4.1 4.5 4.4 4.26 4.59 4.26 4.59 4.26 4.64 4.3 4.5 4.5
50 42 25 1.7 20.7 25 363.55 20.5 49 48
H.I. 359.33 5.05
359.46 359.06 359.26 359.36 359.26 359.16
4.9 5.3 5.1 5.0 5.1 5.2
50 42 25 25 48 Building
359.54 359.56
482 480
48 Walk Floor
359.56 359.46 359.56 359.36 359.30 359.32
4.8 4.9 4.8 5.0 5.06 5.04
50 25 46 Edge Walk
359.51 359.45 359.31
4.85 4.91 5.05
50 50
359.26 358.87 359.26 358.67 359.31 358.69
5.10 5.79 5.10 5.69 5.05 5.67
Cb Gut ↑ Cb Gut Cb Gut
50 H.I. 364.36 H.I. 50
365.06
on 0+00 Hub
S.W. B.P., University Ave - Fairmount

Topo - Survey

Fairmount Recreation Center

1+35 = E Alley

1+25 = Edge Pavement

1+24 = E 10" Conc wall

1+23.5

T.P.

East

1+10.3 = Edge of back Courts

1+01

West

0+89.2 = Edge of Back Shuffleboard Courts

0+86.2 = Line of Curb to Right

0+85.2 = End of Building

0+75

Left

367.06

Booe Line

Right

46

347.45
14.61
F.L.
Sewer
123.10

356.66
5.40
50
356.86
5.20
50

354.75
5.31
25
356.94
5.12
25

356.81
5.25
357.0
5.06

356.90
5.16
25
357.05
5.01
25

356.92
5.14
50
357.14
4.92
49

346.53
15.58
F.L.
Sewer
217.28

358.55
3.57
25

358.48
3.53

358.49
3.57
25

358.43
3.43
49
Building

358.36
3.7
25

358.06
9.0
H.I.
342.06
363.55
362.76

358.16
3.9
25

358.26
3.8
44.5
48.8
fence Building

363.55

358.05
5.5
25

358.05
5.5
dirt

358.41
5.14
Conc

358.39
5.16
Conc

358.05
5.5
dirt

358.37
5.18
Edge

358.05
5.5
dirt

358.38
5.17
Conc

358.05
5.5
dirt

357.95
5.16
49.5
48.7
fence Build

358.76
5.17
25

358.41
5.14

358.40
5.15
25

358.39
5.16
44.5
48.6
fence Building

358.43
5.12
25

358.43
5.12

358.41
5.14
25

358.45
5.10
44.5
48.5
fence Building

358.45
5.10
25

358.49
5.06
1.5

358.68
4.87
3

358.98
4.57
Court

358.42
5.13
Court

358.78
4.77
3.8
20.5

358.42
5.13
Court

358.55
5.10
25

358.35
5.12
48.4
fence Build

358.54
5.01
Floor

358.90
4.65
1.5

358.91
4.64

358.78
4.77
Court

358.65
4.9
25

358.45
5.1
44
48.3
fence Building

H.I.
363.55
362.76

Topo-Survey
Fairmount Recreation Center

Note!! N.W.B.P. on Fairmount & Uni. Ave.
is out.

Cont. on Page 95

T.P. 5.02 359.04 = B.P. S.W. Fairmount & University Ave

T.P. 6.46 364.06 4.32 357.60

B.M. 6.59 361.92 359.33 = N.W.B.P. Wightman & Fairmount

0.03
358.49
5.28 358.46 = N.W.B.P. Orange & 44th

0.64
~~358.49~~
~~5.28~~ 359.16 = ~~N.W.B.P. Orange & 44th~~

T.P. 3.40 363.74 2.15 360.34

T.P. 5.80 362.49 5.37 361.04
356.69
~~357.39~~

362.06
362.76
=

Survey City Prop. 47

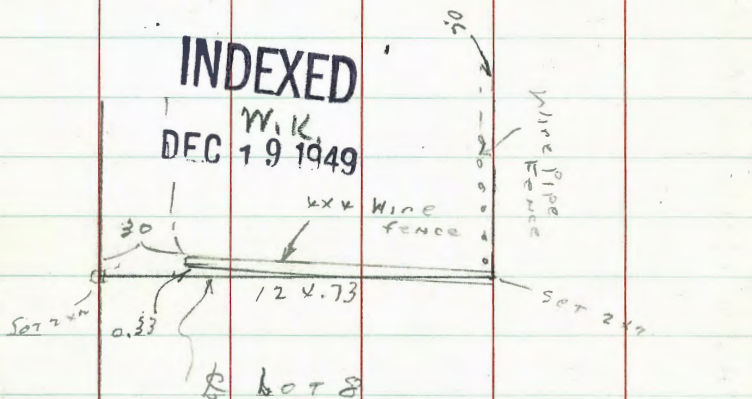
Lots 1-7 + N $\frac{1}{2}$ 8

Blk 1

City Hts Annex #1

P. 28

Moore Survey City Prop.
 8099
 Sheppard Lots 1-7 and City 1/2 8
 Crawford
 12-10-49 BLK 1 City Hts Annex #1
 W.D. 20597



INDEXED
 DEC 19 1949
 W.K.

$$\begin{array}{r} 187.81 \\ 25.16 \\ \hline 212.65 \end{array}$$

$$\begin{array}{r} 212.65 \\ 25.16 \\ \hline 187.49 \end{array}$$

$$\begin{array}{r} 187.49 \\ 25.16 \\ \hline 162.33 \end{array}$$

$$\begin{array}{r} 162.33 \\ 25.16 \\ \hline 137.17 \end{array}$$

$$\begin{array}{r} 137.17 \\ 25.16 \\ \hline 112.01 \end{array}$$

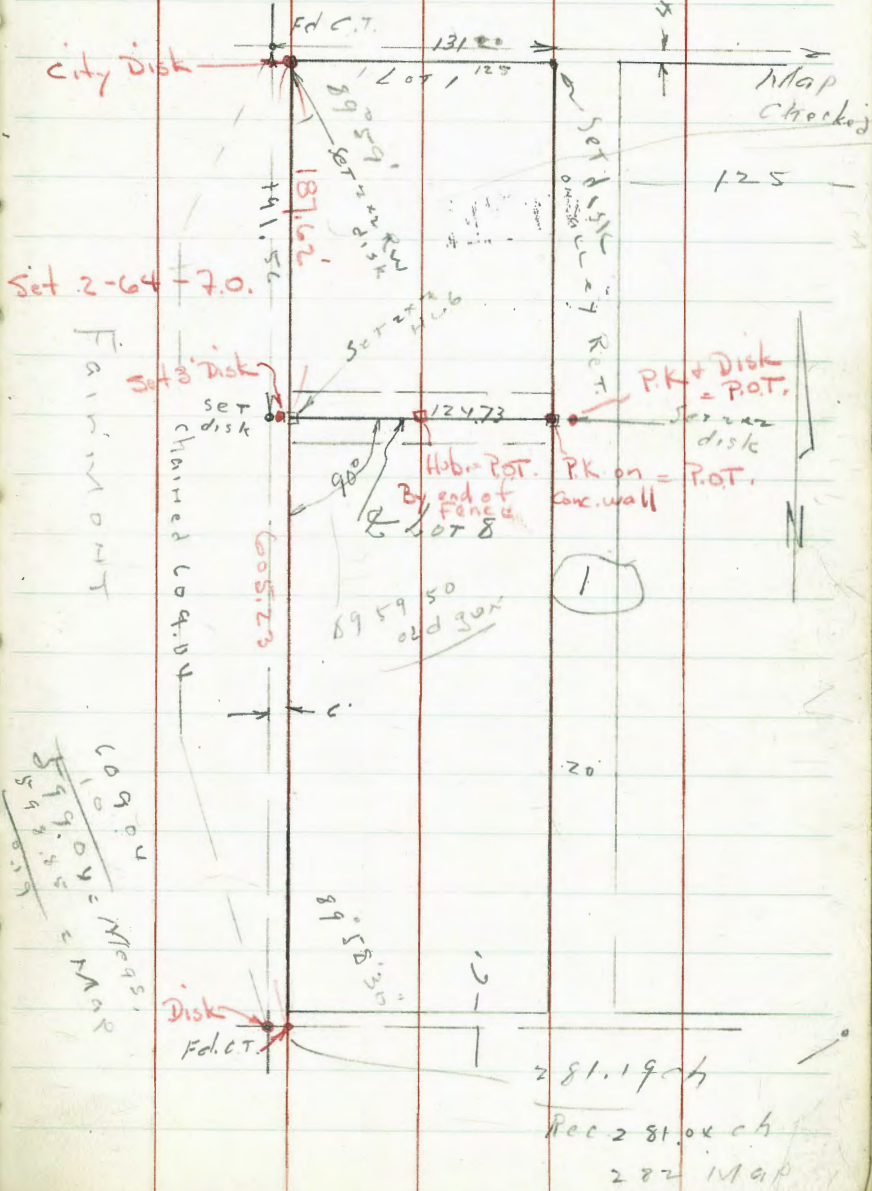
$$\begin{array}{r} 112.01 \\ 25.16 \\ \hline 86.85 \end{array}$$

$$\begin{array}{r} 86.85 \\ 25.16 \\ \hline 61.69 \end{array}$$

$$\begin{array}{r} 61.69 \\ 25.16 \\ \hline 36.53 \end{array}$$

Polk

Ave.



$$\begin{array}{r} 609.00 \\ 110.00 \\ \hline 719.00 \\ 59.85 \\ \hline 659.15 \\ 59.85 \\ \hline 719.00 \end{array}$$

$$\begin{array}{r} 609.00 \\ 110.00 \\ \hline 719.00 \\ 59.85 \\ \hline 659.15 \\ 59.85 \\ \hline 719.00 \end{array}$$

281.19 ch
 Rec 281.04 ch
 282 MAP

X-Sect. 20' Alley in Block 19 - in
 Fairmount add. to City Hts. Map 1035
 for Pave Soil Samples - 1+00 + 5+30

4225 INDEXED
 W.O. 31829 APR 3 1950

2-28-50
 Osborne
 Hardin
 Hatch
 Shepard

Levels Next Page

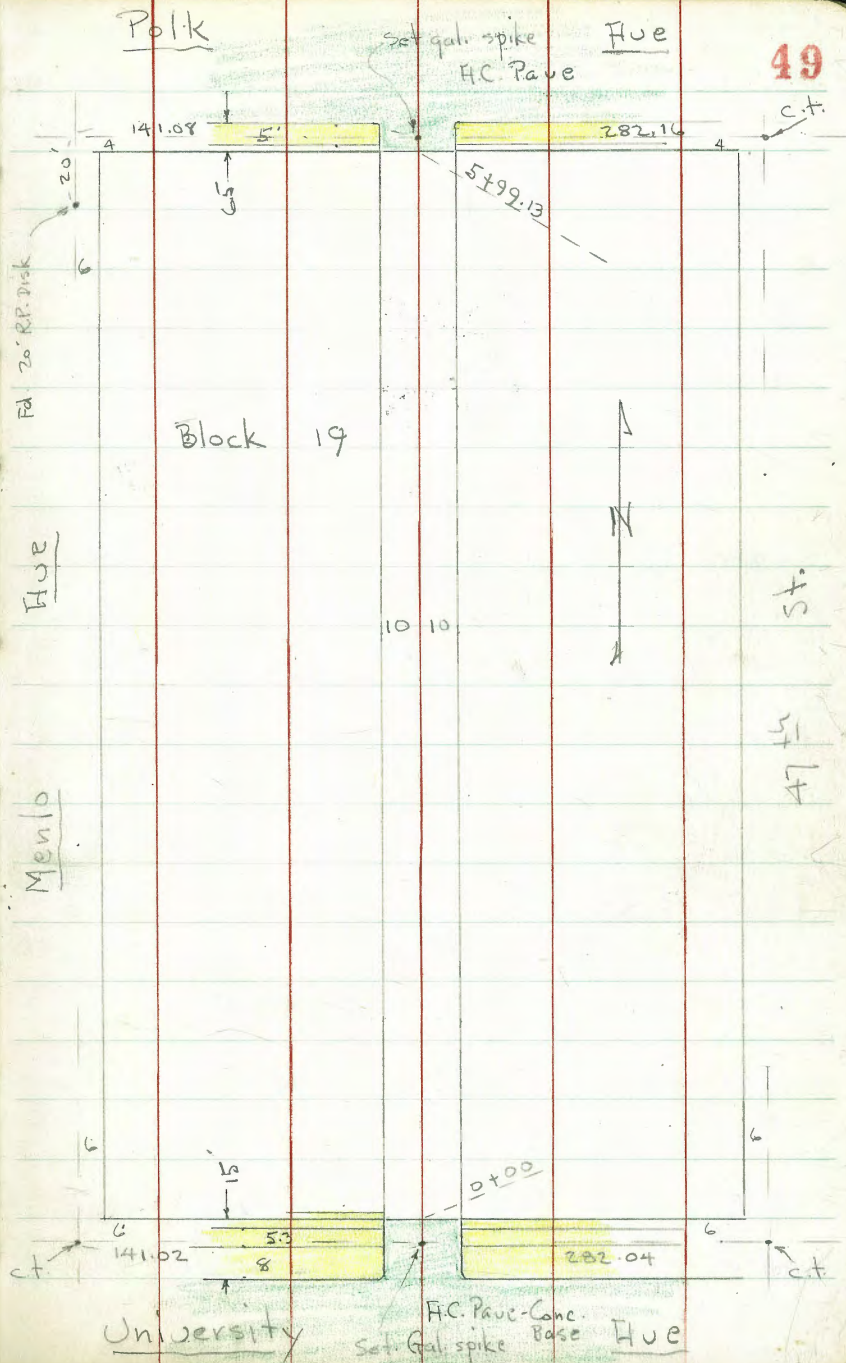
REDUCED - 3-1-50

P.V.S.

Polk

Hue

49



X-Sect. - Alley in Block 19 - sketch P. 49

Lt = W.

#

Rt = E

50

0+34 - 9.8' Lt = end Bldg. + Beg. Board fence

0+20

0+01 - 9.9' Lt = end of cb. + Beg. Bldg. - Stucco

10' Rt = Beg. Conc. Bldg.
A.C. Top broken off

0+00 - N.L. Univ. - edge of Conc. Pave = base -

0-06 - Rods on A.C. Top over Conc.

0-15 = N.cb. Univ.

check B.M.

B.M.

3.11

346.20

4.72

341.48

341.55

343.09

N.W. BP.

Menlo + Univ.

346.20

342.6
3.6
10
along Bldg.

4.3
341.9

342.6
3.6
10.1
along Bldg.

342.00
4.20
9.9 = Top +
ground.

341.90
4.30

341.52
4.64

341.15
5.05

341.47
4.73

341.90
4.30

9.8
Top

9.8
gut =
conc.

9.1 =
edge Conc. -
Broken

10 = Top
cb.

341.756

341.41

341.24

341.30

341.73

4.45
9.8
Top

4.29
9.8
gut.

4.96
9.9
gut

4.90
9.9
gut

4.47
9.9
Top

3.96
5.0
Top

4.66
5.0
gut.

341.78
4.42
2 Rods.

341.24
4.96
10
gut.

341.10
5.10
10
gut.

341.12
5.08
10
Top
2 Rods.

341.60
4.60
5.08
gut

341.12
5.08
5.0
Top

N.W. BP.

47th + Univ.

(Broken)

1+50

1+44- 11.7' Lt. = Beg. frame House-

1+25- 9.3' Lt. = P. pole # P.A. 4021

T.P. 7.22 351.47 1.95 344.25

1+00 - in Cold lay Dr. + Lot to Lt.

0+89- 9.9' Rt = Conc. apron - E of Doub. Gar.

0+77- 10.1' Rt = end Conc. slab

0+68- 12.3' Lt. = Sing. Gar - Dirt floor

0+59- 12.3' Lt. = Sing. Gar - Conc. floor

0+50.5 - 10.1' Rt. = end Bldg. + Beg. Conc. Slab.

0+50 - 9.6' Lt. = end fence

0+45- 8' Lt. = P. pole # P.A. 4007

0+42- 9.8' Lt. = 3' Conc. walk

6.344.63

11.7 floor

2.344.09

2.11 20 C.L.

2.343.93

2.27 12.3 floor

3.342.99

3.21 20 on Conc. Slab.

6.344.6

11.5 = along P. pole

1.9 344.23

1.97 12 Beg. C.L.

2.343.7

2.5 12.3 floor

3.342.90

3.30 9.8 walk

6.345.1

10

1.344.5

1.1

2.343.4

10

6.344.8

10

351.47

2.344.1

2.1

3.342.7

3.5

346.20

6.345.0

10

1.344.4

1.8 10

3.343.2

3.0

6.344.6

15

2.344.1

2.1 25

2.343.77

2.43 10.1 Cr.

2.343.51

2.69 10.1 = Conc.

3.0 10.1 = along Bldg.

6.344.6

15

2.344.1

2.1 25

2.344.15

2.05 10.9 = floor

2.43 10.1 Cr.

2.343.78

2.42 25 Conc.

2.343.56

2.64 25 Conc.

Drains Court to E.

Conc. floor
 2+66- 14.6' Rt. = Beg. 3 car Gar. under apts.
 2+69- 9.3' Lt. = end shed.
 2+59- 0.7' Lt. = Sewer Mt. 4.90 on Rim
 2+50

2+33- 14.9 Rt. = Sing. Gar. - Conc. floor
 2+30- 9.7' Lt. = Beg. shed. - dirt floor
 2+11- 8.2' Lt. = P. pole # P.A. 4033
 2+07- 15.5' Rt. = Sing. Gar. - Conc. floor

2+00- Lt. = end Gar.

Dirt floor
 1+91- 14.8 Rt. = Conc. apron to Sing. Gar. -
 (not used)
 1+78- 11.4' Lt. = Beg. Dou. Gar. - Conc. floor

1+70- 11.5' Lt. = end House - Was Gar. - Wood floor

	Lt.	Rt.	
	546.1	4.1	Rt. 347.33
	4.8	14.6	= floor
	8.3		
	5.0	4.7	346.8
	9.2	10	4.7
	along shed	30	4.7
	5.3		346.2
	9.7		4.7
	floor		14.9 = floor
	6.8		5.1
	6.52		15.5 = floor
	6.3		346.33
	5.7		5.1
	5.9		15.5 = floor
	5.8		346.2
	10		5.3
	5.6		30
	5.60		345.95
	14.8		5.52
	apron		15.8 = floor
	6.71		
	11.4 =		
	Conc. floor		
	6.63		
	11.5		
	floor		
	6.7		
	11.5		
	ground.		
	351.47		

4+00

3+86- 13.4' Lt = ± Near Wing of frame House

3+76- 11.4' Rt. = ± 2.5 Conc. walk

3+69- 11.3' Rt. = ± Sing. Gar Conc floor

3+56- 9.5' Lt. = Conc. apron - ± Sing. Gar. - Conc. floor

3+56- 9.8' Rt. = Conc apron - ± of Sing. Gar. Conc

3+50

9.1' Lt = end fence

3+49- 7.9' Lt. = ± P. pole # PA 40.55

3+47- 9.8' Lt. = end Conc. Slab.

3+44- 10.8' Rt. = ± Sing. Gar. Conc. floor

T.P. 5.10 353.19 338 348.09

3+20- 9.6' Lt = Beg Conc. Slab

3+00- 8.9' Lt = Beg picket fence

2+95- 14.7' Rt. = end 3 Car Gar.

349.98

3.81
floor

348.31

4.88
13.3
floor

348.20

4.99
15
Conc

347.73

3.74
25.6
edge
conc

349.98

348.1 Lt.
3.0

347.7

13.4
ground

348.28

4.91
9.5
apron

348.0

5.2
15

348.19

5.00
9.8
Conc

347.97

3.60
9.6
Conc

347.1

4.4
25

347.6

3.9
10

347.3

4.2

353.19

351.47

348.2

347.8

347.86

5.33
11.4
Walk

348.1

5.1

348.3

4.9
10

348.1

347.86

5.33
0

348.57

4.62
9.8
apron

348.4

4.4
11

348.42

4.77
10.8
floor

347.35

4.12
14.7 = floor

348.1

347.86

5.33
0

348.57

4.62
9.8
apron

348.4

4.4
11

348.42

4.77
10.8
floor

347.35

4.12
14.7 = floor

348.1

347.86

5.33
0

348.57

4.62
9.8
apron

348.4

4.4
11

348.42

4.77
10.8
floor

347.35

4.12
14.7 = floor

348.1

347.86

5.33
0

348.57

4.62
9.8
apron

348.4

4.4
11

348.42

4.77
10.8
floor

347.35

4.12
14.7 = floor

348.64

4.55
11.3 = floor

348.4

4.4
11 = along Gar.

348.42

4.77
10.8
floor

347.5

4.0
15

5+75- 10.5' Rt. = Beg. fence - Conc. found.
 Opens to N.
 5+63- 9.4' Lt. = end fence + Beg. Gar.
 5+60 Beg. Frame House Conc. Fl.
 5+54- 9.4' Lt. = Beg. wire fence
 5+53- 10' Lt. = ± 1.5' Conc. walk
 5+43- 14.8' Lt. = ± Sing. Gar. Conc. floor
 5+30 Sing. Gar. on Rt. - Conc. floor - 14.4' Rt.
 5+00
 4+97- 10.2' Rt. = end Gar. opens to N. - Dirt floor
 4+85- 9.1' Lt. = ± 2.5' Conc. walk
 4+76- 8.1' Lt. = ± P. pole # P.A. 4075
 4+75- 10.1' Rt. = Beg. old wood Gar.
 4+50
 4+49- 10.1' Lt. = end fence
 4+24- 10.1' Lt. = Beg. Wire fence

	Lt	+	Rt
5+75	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+63	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+60	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+54	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+53	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+43	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+30	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
5+00	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+97	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+85	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+76	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+75	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+50	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+49	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
4+24	5.6 15.6 347.6	5.6 15.6 347.6	6.76 0.5 Top Conc.
		353.19	

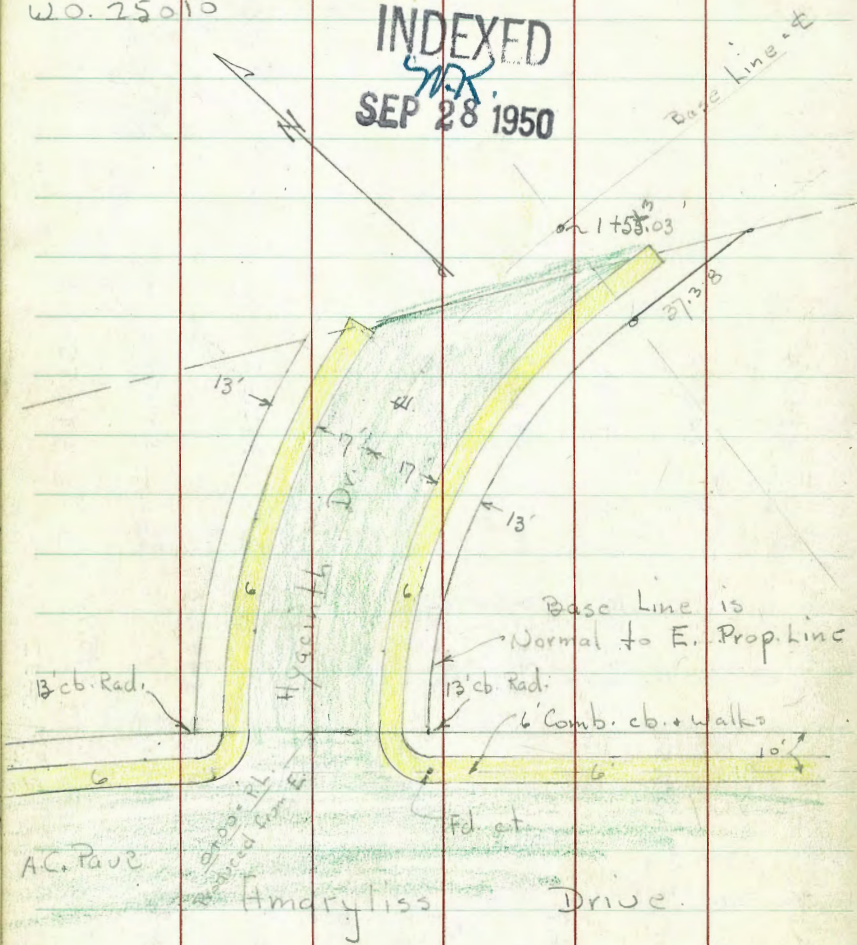
X-Sept Hyacinth Dr. from
Amaryliss To Sub. Line

4682

9-27-50 - 70

W.O. 25010

INDEXED
SEP 28 1950



$L = 153.03$
 $R = 165$
 $\Delta = 53^{\circ} 10'$

Fd. ct.

X-Section Hyacinth Dr. - See P. 56 for Sketch

0+51

0+25.5

is Normal to the E. Prop. line
E. thru £ + to W. side of St. - The £
0+00 - Note: - N. Prop. Line produced from

Middle of 13' Rad. Returns

*Reduced 10-4-50
Finesburgh*

outs to W. are along Curve - See Map

0-13 = Curb Line Produced from E.

B.M.

4.00	154.66	12.04	150.66
7.89	162.70	3.82	154.81
8.28	158.63	150.35	-SE BP

Left	Center	Right	57
144.73 9.93 22.9 walk	144.69 9.97 Top	144.13 10.53 16.9 got	144.78 9.88 8
147.31 7.35 22.9 walk	147.17 7.49 Top	146.97 8.19 16.9 got	146.84 7.82 8
149.36 5.30 22.9 walk	149.16 5.50 Top	148.46 6.20 15 got	148.71 5.95 8.5
	148.69 5.97 got	149.36 5.30 Top	
			U.E. Ret.
149.80 4.86 70 Top	149.13 5.53 70 got	149.49 5.17 29.6 Top	148.88 5.78 29.6 got
			P.C. 13 Rad. Ret.
			154.66
			148.92 5.84 15
			148.47 6.19 30 got
			148.91 5.75 30 Top
			148.14 6.52 70 got
			148.61 6.05 70 Top
			P.C. 13 Rad. Ret.
			145.23 9.43 8
			145.10 9.56 17 got
			145.64 9.02 Top
			145.83 8.83 23 walk
			147.06 7.60 8
			147.14 7.52 8
			146.74 7.92 17 got
			147.23 7.43 Top
			147.41 7.25 22.7 walk

Elliot + Villa Dr.

1+68.23 = end of cb. on Rt.

1+53.03 - E.C.

1+27.5

1+25 = \pm at edge of Pavc

1+02

0+99.1 = 17' Lt = end. cb

T.P. 1.29 143.69 12.26 142.40

0+76.5

Lt.

Rt.

Rt.

137.93 58

136.4	137.0	136.3	138.3	137.18	137.87	137.93	58	
7.3 40	6.7 30	7.4 17	5.4	6.51 17 gut.	5.82 Top	5.76	23 = Cor. walk	
138.2	139.0	138.3	140.0	138.36	138.25	138.99	139.05	
4.8 40	4.7 30	5.4 17	3.7	5.33 12 edge Pavc	5.14 17 gut.	4.70 Top	4.64 walk	
			139.95	139.96	139.94	139.94	140.71	
			3.74	3.73 2 edge Pavc	3.75 10 gut.	3.75 17 Top	2.98 23 walk	
141.0	140.5	139.8	140.90	141.44	141.67	141.66	142.59	
2.7 40	3.1 30	3.9 7	2.79 8	2.25	2.02 8	2.03 17 gut.	1.30 Top	11.5 23 walk
140.55	140.59	140.13						
3.14 23 Cor. walk	3.10 17 Top: end.	3.56 17 gut						
142.42	142.59	142.00	142.74	143.69	143.24	143.45	143.40	
12.24 23 walk	12.07 17 Top	12.66 17 gut.	11.92 8	11.42	11.21 8	11.26 17 gut.	10.64 Top	10.53 23 walk
			154.66					

Lt # Rt

w. side - end of db

Set. BM = Nail in Pole

0.93 142.76

1 + 90.41 = opp. E.L. + Sub. Line. = end.

1339
10.7
40

1337
10.0
30

1332
10.5
17

1338
9.9

1357
8.0
17

1368
6.9
25

1387
5.0
30

1437
0.0
40

143.69

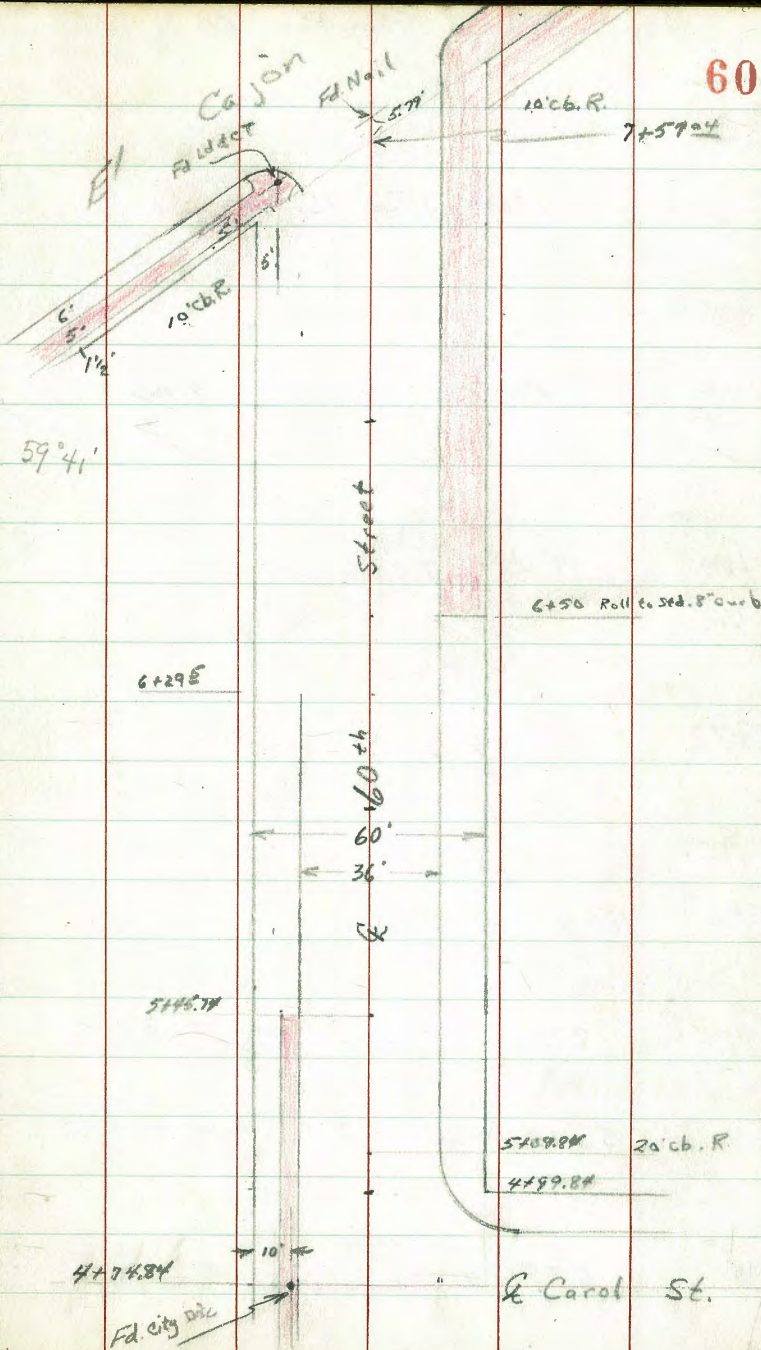
Roberts
Cota
Moore
Clark
1-9-51
W031968

X-section 60th Street
Carol to ETCajon

See F.B. 2034 page 49 thru 67
(Estelle past Carol to Sta 5145.74)

No changes have been made from
Sta. 0700 to Sta 5145.74 except New
power pole Sta. 3148 see pg. 61 FB 2034
No changes were made in grade on const.
in Bradford & Estelle.

INDEXED
MK
JAN 10 1951



6+29^E 18' Lt. End Roll Curb

4.2	4.95	5.27	5.0	4.9	5.0	5.19	4.7
30	19	18	9		9	18	30
	cb	cut				cut	

464.13
464.16

6+00 29^E Rt center P.Pole #41463

5.1	5.39	5.78	5.5	5.3	5.3	5.53	5.6	5.0
30	19	18	9		9	18	19	30
	cb	cut				cut	cb	

463.79
464.16

5+89 19' Lt R 7' Conc. Drive

5.27	5.55
30	19
conc	cb

5+72 19' Lt R 3' Conc. Walk

5.43	5.90
30	19
conc	cb

5+69 19' Rt R 15' Conc. Drive

463.58
463.78

5.74	5.54
19	30
cb.	conc

5+48^E 22' Lt to Center P.Pole #173582

70 Sta. 5+45.74 See FB 2034 pg. 49 to 67

BN 6.75 468.32
A

462.57 Top Curb Sta. 5+45.74, W. Side 60th FB 2034 70

468.32
A

7+54 18 Rt & 20 Drive Opening curb

387
20
Lip

7+40 21 1/2 Lt to Deadman

7+24 21 1/2 Lt Center P.Pole P17381

7+22 21 1/2 Lt Center P.Pole P173581

Replacing ↗

7+00

3.2 3.2 4.5 4.2 3.74 4.1

4.7
18
cut

4.5
13
19
6

6+66 18' Rt & 20' Opening in Cb

4.96
18
Lip

6+50 28' Lt & Single Garage Dirt Floor
Rt. Begin Transition from Roll to Std. 8" Curb
Begin 12' walk on Rt.

4.1 4.4 5.0 4.8 4.7 4.7

4.4
2.4

4.6
6.5

5.0
18
cut

4.6
19
6

4.4
3.0
walk

6+45 R MH

469.32
↑

4.79

Rim MH

469.32
↑

Check

5.52 465.27 = 465.27

NWSP El Cajon & College

7+71²

curb line

5.04	5.64	5.02	5.54	5.15	4.92	5.19	5.30	4.74	5.46	4.93
70	70	58 ²	58 ²	21 ⁵		20.5	26 ⁵	26 ⁵	50	50
cb	cut	cb	cut				cut	cb	cut	cb

7+57²

Edge Paving (Levels TP to El Cajon)

4.96	4.84	4.90	5.44	5.15	5.02	5.09	5.25	4.67	466 ¹²
30.6	24.8	24.52	21.55	10.75		9	20.55	20.55	
walk	walk	cb	cut				cut	cb	

7+57⁰⁴

So. Line El Cajon

TP 5.22 470.77 3.75 465.57

470.79

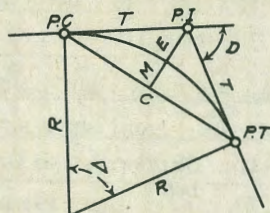
469.32

π

The image shows an open notebook with two facing pages. Both pages are ruled with horizontal green lines and vertical red lines, creating a grid pattern. The pages are cream-colored and appear to be blank. The notebook is bound in the center, and the pages are slightly aged. The number '77' is printed in red in the top left corner of the left page, and '78' is printed in red in the top right corner of the right page. The notebook is placed on a white surface.

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) $\Delta =$ Central Angle

EXPLANATION AND USE OF TABLES

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

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

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table III $\times C$. For Sta. 158 of above curve = $.3 \times 54.5 \times 8 \frac{1}{8} = 136.2'$ or $2^\circ 16.2'$, or $= 2.50 \times 54.5 = 136.2'$ from Table III. For Sta. 159 deflection angle = $2^\circ 16.2' + 8^\circ 20' + 2 = 6^\circ 26.2'$, 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 $8^\circ 20' = 960.6 \div 8 \frac{1}{8} = 115.27$ 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 $D = 5^\circ 30'$.

$$\begin{array}{r} 142 \\ 757 \\ \hline 7712 \end{array}$$

$$\begin{array}{r} 53.03 \\ 37.38 \\ \hline 90.41 \end{array}$$

$$\begin{array}{r} 31.416 \\ 465.8320 \\ \hline 1395 \end{array}$$

$$\begin{array}{r} 31.416 \\ 4628320 \\ \hline 1571 \end{array}$$

$$\begin{array}{r} 5.66 \\ 8.95 \\ \hline 14.61 \end{array}$$

$$\begin{array}{r} 35 \\ 25 \\ \hline 45 \end{array}$$

$$\begin{array}{r} 60.58 \\ 59.74 \\ \hline .84 \end{array}$$

$$\begin{array}{r} 359.74 \\ 5.07 \\ \hline 364.76 \\ 4.18 \\ \hline 360.58 \end{array}$$

17-3-4 - 4089.
 Lot 5+6 - 4077
 7-18 - 4067
 1/28-9+10 4061.

NWBP El Cajon
 college
 465.27

Floor shot 5.08
 359.98

359.98

64.76
412

60.64
59.74

90

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

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

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

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