

1879

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

MICROFILMED
DEC 31 1984

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For 33 1/2" Track Embankment.

1879

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

INDEXED
to page #75
except pages 38 + 41

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

Made in U. S. A.

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be 30.6 + (20 - 16) ÷ 2 or 2 ft. added to 30.6 = 32.6. For slopes of 1 on 1 1/2 see inside of back cover.
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1879

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" " No 2 Final X-sec	

Logan & Euclid Proposed ^{STORM} drain 60-
 Jewell - R.B. Dr. to Fortuna 76

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to be
of rot
exam
30.6

Walker
Allen
F. Gregory
Brantley
10-1-48

Gibbs Airport

Runway "B" Cross Sections
to determine yardage of Waste
Material

INDEXED
W.K.
NOV 18 1949

26+25

26+00

25+75

25+50

25+25

25+00

Plotted Sept. 1948

415.75
X from D-3

77	50	25	2	25	50	77
408.9	409.1	409.6	409.4	409.7	410.6	411.0
68	66	62	63	60	51	47

408.8	409.1	409.1	409.4	410.0	410.4	411.4
69	66	66	63	57	53	43

408.6	408.7	409.3	410.2	410.7	411.5	412.4
71	70	64	55	50	42	33

408.8	409.3	410.2	411.5	412.2	411.6	412.5
69	64	55	42	35	41	32

408.9	410.4	410.7	411.0	411.9	411.7	412.0
68	53	50	47	38	40	37

410.1	410.2	410.6	410.8	411.4	411.7	411.4
56	55	51	49	43	40	42

415.75

"B" Runway
Cont. from P. 1

2

77 50 25 25 50 77

Cont. P. 3

26+75

408.9	409.0	409.3	409.8	410.0	410.4	410.2
68	67	64	59	57	53	55

26+50

408.7	409.1	409.3	409.7	409.8	410.5	410.8
70	66	64	60	59	52	49

415.75

"B" Rainway
Cross Sections

80

28+00

27+75

27+50

27+25

27+00

Cont. from P-2

		003
stake 150' RT		411.87
chk 27+00	3.85	411.90
2.76	415.75	412.99
	2.76	413.05
	3.85	411.96
5.20	415.81	409.91

3

77 50 25 25 50 77 80

411.2 410.5 410.4 410.5 410.7 410.1 411.8
45 52 .53 52 50 56 39

410.7 410.4 410.0 410.2 410.5 410.2 410.4
5.0 53 57 55 52 55 53

410.4 410.1 409.8 409.8 410.2 410.7 410.8
53 56 59 59 55 50 49

409.8 409.6 409.6 409.8 410.4 410.6 410.3
59 61 61 59 53 51 54

409.1 409.3 409.5 409.8 410.2 410.5 410.4
66 64 62 59 55 52 53

B.M. on Stake 27+50 200' RT FB 1860 P-15

B.M. on Stake 150' RT of R. 24700 FB 1860-14

"B" Runway - Cross Sections
Cont. from P-3

29+50

29+25

29+00

28+75

28+50

28+25

415.75

80 Lt. 77 50 25 Lt. 25 50 77 80

412.3 412.4 412.3 412.4 412.5 412.2 411.5
33 33 34 33 32 35 42

412.3 412.3 412.0 411.8 412.6 412.2 411.8
34 34 37 39 31 35 39

411.8 411.9 411.4 411.8 412.4 412.2 412.0
39 38 42 39 33 35 37

411.8 411.4 411.3 411.5 411.5 411.1 412.0
30 43 44 42 42 46 37

411.5 411.2 411.0 411.1 411.1 411.0 411.9
42 45 47 46 46 47 38

411.2 410.8 410.6 410.8 410.7 411.0 410.8
45 49 51 49 50 47 49

415.75

"B" Runway - Cross Sections

Cont. from P 4

31+00

30+75

30+50

T.P. 5.85 417.97 3.63 412.12

30+25

30+00

29+75

41575

	77	50	25	E	25	50	77
	412.4	413.2	412.7	412.2	411.7	411.4	411.3
	46	48	53	58	63	66	67
	412.3	412.9	412.7	412.2	411.6	411.3	410.8
	47	51	53	58	64	67	72
	413.4	413.1	412.7	412.1	411.4	410.9	410.7
	46	49	59	59	66	71	73
				417.37			
	413.2	412.9	412.3	411.6	410.8	410.7	410.6
	25	28	34	41	49	50	51
	413.2	412.8	412.4	411.9	411.0	410.3	410.7
	25	29	39	38	47	54	50
	413.3	413.0	412.9	412.6	412.0	411.2	411.0
	24	27	28	31	37	45	47

"B" Runway - Cross Sections

Cont. from p. 5

32+50

77 50 25 0 25 50 77

413.5	413.9	414.0	414.0	413.5	412.6	412.1
44	41	40	40	45	54	59

32+25

413.2	413.8	413.6	413.7	412.8	412.6	412.2
48	42	44	43	52	54	58

32+00

413.6	413.5	413.5	413.0	413.0	412.6	412.3
44	45	45	50	50	54	57

31+75

413.4	413.6	413.5	412.9	412.5	412.3	412.3
46	44	45	51	55	57	57

31+50

413.7	413.6	413.0	412.7	412.2	412.0	412.0
43	44	50	53	58	60	60

31+25

413.7	413.1	413.0	412.9	411.8	411.7	411.6
49	49	50	56	62	63	64

41797

41797

"B" Runway - Cross Sections

Cont. from p. 6

FB 1860-17
 Chk stake 33+50 150' RT 284 $\frac{901}{415.12}$
 415.13

34+00

33+75

33+50

33+25

33+00

32+75

417.97

7

77	50	25	0	25	50	77
413.1	413.1	413.8	414.03	413.8	413.7	414.0
49	49	42	39.7	42	43	40
413.0	413.3	413.5	414.1	413.8	413.6	413.5
50	47	45	39	42	44	45
413.3	413.3	413.3	414.1	413.7	413.0	412.8
47	47	47	39	43	50	52
413.6	413.5	413.6	413.7	413.3	413.0	412.6
44	45	44	43	47	50	54
413.6	413.7	414.0	413.8	413.5	413.0	412.6
44	43	40	42	45	50	54
413.3	413.9	413.9	414.3	413.6	413.1	412.7
47	41	41	37	44	49	53

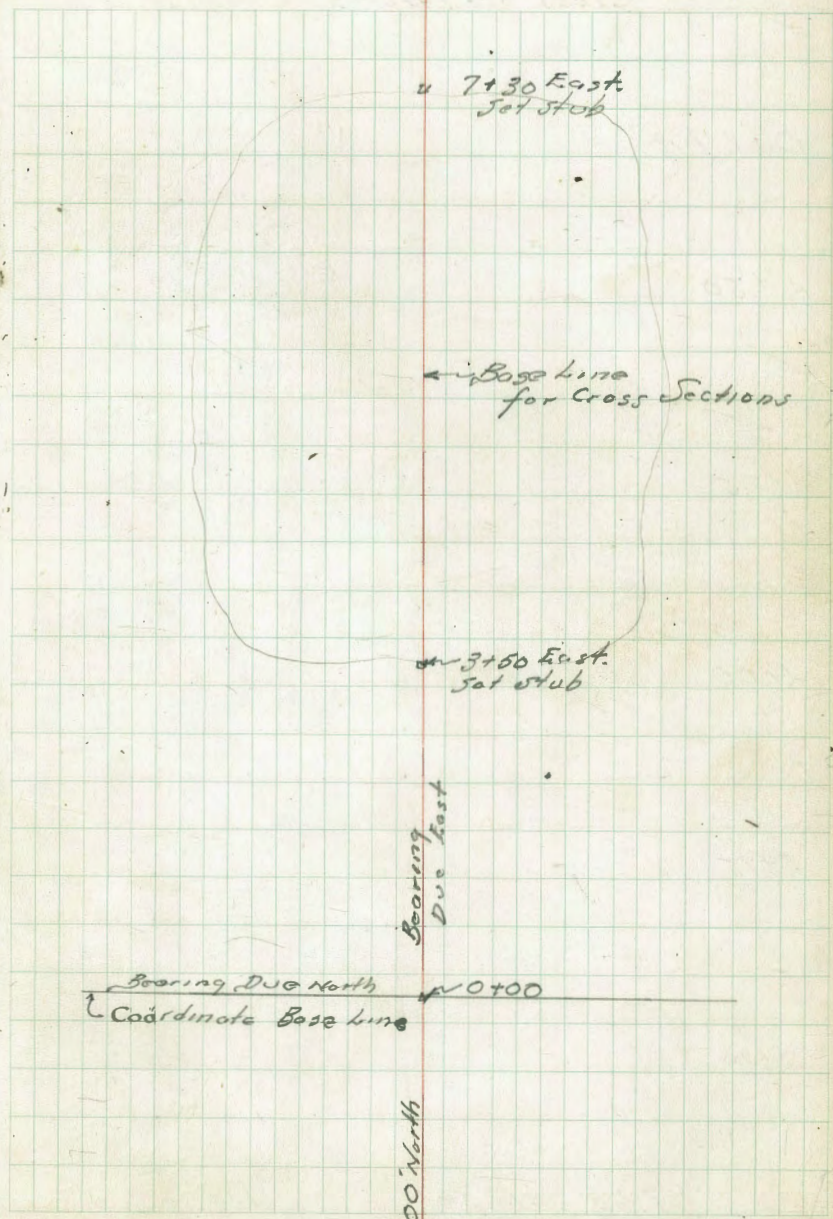
417.97

Walker
Johnson
Pope
Riley
11-26-48

Cross Sections - Barrow Pit No 1

17 Land Area

8



u 7+30 East
Jet stop

← Base line
for Cross Sections

u 3+60 East
Jet stop

Bearing
Due East

Bearing Due North
Coordinate Base line

3200 North

Borrow Pit No 1
 Cross Sections - sketch p. 8

Coat. P. 10

4+50 4150 4119 407.1
 2.6 67 105
 96 92 82

4+25 4140 4099
 66 67
 95 92

4+00 4135
 97

3+75

3+50

2.68 417.58 414.90

Lt. Base line

407.0 407.3 407.6 407.6 407.3
 106 104 100 100 103
 75 50 31 22 21

407.3 407.1 407.0 407.3 406.7 407.8 408.0
 98 105 106 103 109 98
 85 83 75 53 50 25 96

411.6 409.1 407.6 408.6 408.4 409.3 409.4
 60 85 100 99 92 83
 94 88 75 60 58 25 82

413.6 411.6 411.7 411.2 411.4 411.6
 40 60 99 69 62 60
 98 94 75 50 25

412.7 412.5 412.1 412.1 411.9
 49 51 55 55 57
 100 75 30 25

416.58

Bozo
Kime

6+00

412.1	410.7	409.0	408.0	407.8	407.8
55 80	69 77	86 70	96 58	98 25	98

5+75

412.4	408.9	408.1	407.7	407.7	408.0
52 15	87 76	55 70	99 58	99 25	96

5+50

414.2	412.2	408.5	407.7	408.0	407.9
34 89	54 86	91 77	99 50	96 25	97

5+25

414.6
30
94

412.0	408.0	407.9	407.8	408.8	408.2
56 88	96 79	97 75	98 50	94 25	94

5+00

415.9
17
97

410.5	408.0	407.6	407.8	408.2	408.0
71 91	96 82	100 75	98 50	94 25	96

4+75

415.8
18
97

411.2	407.7	407.2	407.6	408.1	407.7
64 93	99 84	104 75	100 50	95 25	99

417.58

417.58

No 1 - Borrow P. f. Cross Sections

FB 2001-28
 Chk Stub 25' Rt 3400

5.78 $\frac{0.02}{411.82}$
 411.80

7+25

7+00

6+75

6+50

6+25

417.58

Lt.

Base
 line

11

412.1	412.0	412.7	412.9
5.5 60	5.6 50	4.9 25	4.7
412.1	412.1	412.1	412.7
5.5 60	5.5 50	5.5 25	4.9
412.1	411.5	410.8	410.8
5.5 70	6.1 50	5.8 25	5.8
411.8	410.2	409.1	408.3
5.8 73	7.1 50	8.5 25	9.3
412.1	408.6	408.1	407.8
5.5 76	9.0 50	9.5 25	9.8

417.58

Walker
 Johnson
 Pope
 Riley
 12-2-48

N: 1 = Borrow Pit Cross Sections
 on Rt. Side of Base line sketch P. 8

(Cont. on P. 13)

5+25

5+00

4+75

4+50

4+25

4+00

3+75

3.71 415.53

411.82

to
 Base
 line

12

412.6	407.7	406.2	405.5	406.4	406.3	406.9	407.0
4.9	7.8	9.3	10.0	9.1	8.8	8.5	8.5
25	25	25	25	25	25	25	25
411.0	408.0	405.7	405.5	406.4	406.3	406.8	407.0
4.5	7.5	9.8	10.0	9.1	8.8	8.5	8.5
25	25	25	25	25	25	25	25
410.5	408.2	405.8	405.5	406.9	406.9	406.9	407.3
5.0	7.3	9.7	10.0	9.1	8.8	8.5	8.5
75	75	75	75	75	75	75	75
410.9	409.0	406.5	405.9	406.4	406.9	406.9	407.4
4.7	6.5	9.0	8.0	9.1	8.8	8.5	8.5
100	100	100	100	100	100	100	100
410.5	409.3	406.8	406.7	406.0	406.5	406.5	407.0
5.0	6.2	8.7	8.7	9.5	8.6	8.5	8.5
125	125	125	125	125	125	125	125

415.33

No 1 Borrow Pit Cross Sections

(Cont. on P. 14)

6+15

6+00

5+75

5+60

5+50

5+40

Exc
Line

AT

13

405.5	100	10	405.5	100	0	405.5	100	0	405.5	103	6	405.8	97	6	406.2	93	5	406.9	86	4
404.6	109	25	404.6	109	25	404.2	113	25	404.7	108	25	405.5	100	25	405.5	100	25	406.6	89	28
404.5	110	50	404.5	110	50	404.1	119	50	404.2	113	50	404.8	113	50	404.8	107	50	406.6	89	50
405.2	103	75	405.7	98	75	404.9	106	75	405.1	104	75	405.1	104	75	405.7	98	75	406.7	88	75
405.9	96	100	406.9	96	100	405.6	99	100	406.2	93	100	406.2	93	100	406.3	92	100	407.0	80	100
406.1	94	125	405.4	101	125	405.4	101	125	405.7	98	125	405.9	96	125	405.9	96	125	406.5	80	125

415 15 3

Walker, "A" Runway - Cross Sections.
 Allan
 F. Gregory To Determine Yardage of -
 Bronby Waste Material
 10-8-48

132+80

	77	50	25		25	50	77
	409.5	409.0	408.8	408.4	408.5	408.4	408.5
	4.7	5.2	5.4	5.8	5.7	5.8	5.7

132+00

	408.9	408.7	408.7	408.5	408.4	408.3	408.2
	5.3	5.5	5.5	5.7	5.8	5.9	6.0

131+50

	408.8	408.6	408.7	408.6	408.2	408.1	408.1
	5.4	5.6	5.5	5.6	6.0	6.1	6.1

131+00

	408.5	408.3	408.4	408.2	408.2	408.0	407.8
	5.7	5.9	5.8	6.0	6.0	6.2	6.4

130+56

	409.1	408.4	408.0	408.0	408.3	407.8	407.4
	5.1	5.8	6.2	6.2	5.9	6.4	6.8

130+00

	409.9	409.5	409.4	409.5	409.1	407.7	407.3
	4.9	4.7	4.8	4.7	5.1	6.5	6.2

Plotted Sept. 4/48

5.86 414.17

408.31 B.M. on

414.17
 Stake 32+00 of "B" Runway
 FB 1860
 13

"A" - Runway - Cross Sections

135+50

135+00

134+50

134+00

133+50

T.P. 6.13 $\frac{414.66}{2}$ 5.64 408.53

133+00

414.17

Lt. Lt. Rt. 16

77 50 25 25 50 77

409.3' 409.2' 409.4' 409.2' 409.4' 409.7' 409.8'

5.4 5.5 5.3 5.5 5.3 5.0 4.9

409.2' 408.7' 409.2' 409.0' 409.2' 409.5' 409.2'

5.5 6.0 5.5 5.7 5.5 5.2 5.5

409.2' 408.6' 408.9' 408.8' 409.0' 409.0' 409.1'

5.5 6.1 5.8 5.9 5.7 5.7 5.6

409.1' 409.1' 408.9' 408.4' 408.9' 408.8' 409.4'

5.6 5.6 5.8 6.3 5.8 5.9 5.3

409.1' 408.7' 408.7' 408.9' 408.8' 409.1' 409.1'

5.6 6.0 6.0 5.8 5.9 5.6 5.6

$\frac{414.66}{2}$

409.3' 409.0' 408.6' 408.5' 408.7' 408.6' 408.8'

4.9 5.2 5.6 5.7 5.5 5.6 5.4

414.17

"A" Runway Cross Sections

138+50

138+00

T.P. 7.92 422.21 0.37 414.29

137+50

137+00

136+50

136+00

414.66

	77	50	25	25	50	77
	414.9	414.9	414.9	415.2	415.2	416.6
	7.3	7.3	7.3	7.0	7.0	5.6
	413.7	413.8	414.0	414.0	414.1	414.0
	8.5	8.4	8.2	8.2	8.1	8.2
				422.21		
	411.3	411.4	411.8	411.8	412.5	412.8
	3.4	3.3	2.9	2.9	2.2	1.9
	410.7	410.8	410.8	410.9	411.2	410.4
	4.0	3.9	3.9	3.8	3.5	3.9
	410.6	410.2	410.6	409.9	410.1	409.8
	4.1	4.5	4.1	4.8	4.6	4.9
	410.5	409.5	409.7	409.7	409.8	409.7
	4.2	5.2	5.0	5.0	4.9	5.0
				414.66		

A- Runway Cross Sections

141+50

	77	50	25	25	50	77
416.6'	416.0'	416.5'	415.9'	415.8'	415.8'	415.7'
	56	62	57	63	64	65

141+00

417.2'	416.2'	416.2'	415.7'	415.9'	415.4'	415.9'
	50	60	60	65	63	68
						63

140+50

416.5'	415.9'	416.1'	416.2'	416.0'	416.2'	416.5'
	57	63	61	60	62	60
						57

140+00

416.2'	416.4'	416.5'	416.9'	416.7'	417.1'	417.2'
	60	58	57	53	55	51
						50

139+50

417.5'	417.3'	417.3'	417.9'	418.0'	417.6'	417.2'
	4.7	4.9	4.9	4.3	4.2	4.6
						5.0

139+00

416.7'	416.6'	416.8'	417.6'	418.0'	418.0'	416.9'
	5.5	5.6	5.4	4.6	4.2	4.2
						5.3

422.21

422.21

"A" Runway - Cross Sections

116+00 FB18602
 Chk Conc. Man 4.48 415.29

145+00

144+50

144+00

143+50

143+00

TP 344 419.77 588416.33

142+50

142+00

42221

77 50 25 25 50 77
 410.7 414.1 413.8 413.0 413.6 413.7 413.9
 51 57 60 68 62 61 59

410.5 413.8 413.8 413.7 413.4 413.3 413.6
 53 60 60 61 64 65 62

414.8 410.7 414.1 414.2 414.0 413.7 413.6
 50 51 57 56 58 61 62

415.8 415.8 415.4 414.9 414.2 414.2 414.5
 40 40 44 42 56 56 53

416.9 416.5 416.6 415.8 415.5 415.0 414.5
 29 33 34 40 48 48 53
 419.77

417.0 416.8 416.9 416.3 416.0 415.7 415.2
 52 54 53 59 62 65 70

417.2 416.9 416.8 416.1 415.7 415.7 415.7
 50 53 54 61 65 65 65

"A" Runway - Cross Sections

10-22-48
Walker
Johnson
Pope
Riley

110+75

110+50

110+25

110+00

109+75

Plotted 11-1-48
DeBannon

405.2

404.8
404.2

chk E of 109+00 "A" Runway 6.07 404.43 ✓
5.18 410.50 405.32

48 77	60 75	57 50	53 25	53 13	49 4	54 0	54 25	56 42	60 60	60 75	49 77
406.0	404.5	404.8	405.2	405.2	405.6	405.1	405.1	405.3	404.5	404.5	406.2
405.6	404.4	404.8	405.2	404.8	405.2	404.8	404.8	405.1	404.9	404.9	405.4
49 77	61 75	57 50	53 21	57 13	53 5	57	57 25	54 50	56 75	46 77	
404.5	404.2	404.9	405.1	404.5	405.0	404.8	404.9	405.1	404.7	405.5	
53 77	60 70	53 66	56 58	54 20	60 10	55 4	57	5.6 25	54 55	5.8 75	5.0 77
405.3	404.3	404.7	404.8	404.6	405.0	405.3	404.9	405.0	404.4	405.7	
58 77	62 75	58 50	57 21	59 12	55 4	52	56 25	55 55	61 75	4.8 77	
404.9	404.7	405.2	405.5	405.5	405.1	405.2	404.9	403.8	405.8	405.5	
5.6 60	5.8 50	5.3 37	5.0 26	5.0 20	5.4	5.3 25	5.6 55	6.7 75	5.0 77		

410.50

B.M. E. Hob 110+00 "A" Runway FB 1860
22

"A" Runway - Cross Sect 40.125

112+25

112+00

111+75

111+50

111+25

111+00

410.50

Lt.

R

Ht.

21

408.1	405.2	405.6	405.8	405.5	405.9	406.1	406.3	405.9	405.4	407.1
2.9 77	5.3 75	4.9 55	4.7 37	5.0 22	4.6 10	4.4 0	4.2 25	4.6 30	5.1 75	3.4 77
407.5	404.8	405.0	405.4	405.8	405.7	406.2	406.5	405.8	405.8	407.1
7.0 77	5.7 75	5.5 50	5.1 25	4.7 5	4.8 0	4.3 25	4.5 30	4.7 75	4.7 75	3.4 77
	407.0	404.4	404.7	405.2	405.5	405.3	406.0	405.8	405.4	406.8
	8.5 77	5.1 75	5.8 30	5.3 25	5.0 5	5.2 0	4.5 25	4.7 30	5.1 75	3.7 77
	406.8	404.2	404.5	404.9	405.0	405.5	405.2	405.3	405.9	405.4
	3.7 77	6.3 75	6.0 31	5.6 30	5.5 12	5.0 5	5.3 0	5.2 25	4.5 38	4.6 30
	406.5	404.0	404.6	404.4	404.9	405.2	405.5	405.1	405.2	405.0
	4.0 77	5.5 75	5.9 30	5.1 35	5.6 25	5.3 12	5.0 4	5.4 0	4.6 25	5.3 37
		406.3	404.3	404.6	405.4	405.8	405.1	405.1	405.7	405.3
		4.2 77	5.2 75	5.9 30	5.1 25	4.7 4	5.4 0	5.4 25	4.8 12	5.2 30
			404.3	404.6	405.4	405.8	405.1	405.1	405.7	405.3
			5.2 75	5.9 30	5.1 25	4.7 4	5.4 0	5.4 25	4.8 12	5.2 30
			404.8	404.8	405.4	405.8	405.1	405.1	405.7	405.3
			5.7 35	5.7 75	5.1 25	4.7 4	5.4 0	5.4 25	4.8 12	5.2 30
			406.4	406.4	405.4	405.8	405.1	405.1	405.7	405.3
			4.1 77	4.1 77	5.1 25	4.7 4	5.4 0	5.4 25	4.8 12	5.2 30

"A" Runway Cross Sections

113.75

113+50

Set B.M. Conc. Men 108+00 of Runway "A" 716 403.34

113+25

113+00

112+75

112+50

410.50
14

11

2

11

22

408.3	405.1	405.3	405.9	406.0	406.1	406.5	406.6	406.0	405.8	407.2
2.2 75	5.4 75	5.2 53	4.6 37	4.5 25	4.4 20	4.0 0	3.9 25	4.5 50	4.7 75	3.3 77
406.5	405.5	405.0	405.3	405.9	406.1	406.5	406.5	406.1	406.4	407.3
2.0 77	5.0 75	5.5 61	5.2 40	4.6 25	4.4 10	4.1 0	4.1 25	4.4 50	4.1 75	3.2 77
406.7	405.3	405.7	406.4	406.2	406.3	406.9	406.2	406.5	407.4	
1.8 77	5.2 75	4.8 43	4.1 21	4.3 10	4.2 0	3.6 25	4.3 50	4.0 75	3.1 77	
409.1	406.8	406.8	406.9	407.2	406.9	407.0	406.5	406.5	407.2	
1.4 77	3.7 75	5.7 50	3.6 50	3.8 7	3.6 0	3.5 25	4.0 50	4.0 75	3.5 77	
407.0	407.0	406.5	406.5	407.0	406.5	406.5	406.5	407.0		
2.5	3.5 75	4.0 50	4.0 50	3.5 77	3.5 0	4.0 50	4.0 75	3.5 77		
407.2	407.2	406.9	406.5	406.5	407.1	407.2	406.9	406.5	407.1	
3.3	3.3	3.6 50	3.6 50	3.6 50	4.0 75	4.0 75	3.6 50	4.0 75	3.4 77	

"A" Runway - Cross Sections

Lt.

E

17

23

The right page of the notebook features a grid of 20 columns and 20 rows. A vertical red line is drawn between the 10th and 11th columns. The grid is used for recording data, with the left side of the page (columns 1-10) corresponding to the 'Runway - Cross Sections' and the right side (columns 11-20) corresponding to the 'Lt.' and 'E' columns.

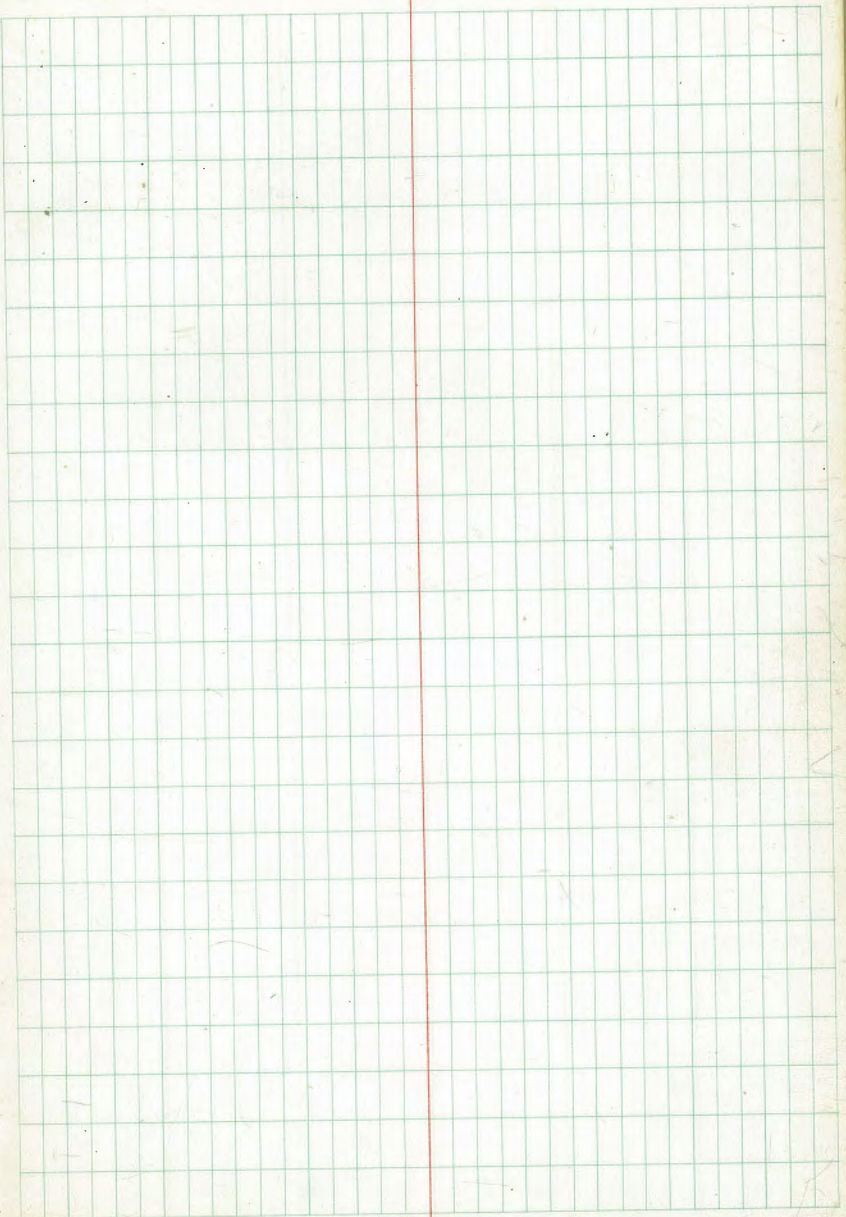
"A" Runway - Cross Sections

Lt.

£

Rt.

24



Walker
Johnson
Allen
Standy

CROSS SECTIONS "F" TOWWAY
To determine yardage Waste Material

3+25

2+75

2+25

1+75

1+25

0+83

Plotted 10-8-48
R. G. Cannon

FB 1860-38

chk 4+75 50' RT.

2.31 424.42

549 418.93

422.11

413.5	413.4	413.4	413.6	412.9	414.0	414.0	413.5	414.9
10.9	11.0	11.0	10.8	11.5	10.4	10.8	10.5	9.5
413.2	413.1	413.8	413.7	414.0	413.9	413.6	413.9	414.9
11.2	11.3	10.6	10.7	10.4	10.4	10.8	10.5	9.5
15	17	15	15	15	15	15	15	15
413.4	413.8	413.5	413.7	413.7	414.1	414.1	413.7	414.9
11.0	11.0	10.9	10.7	10.7	10.7	10.7	10.7	10.1
414.0	413.8	413.5	413.7	414.3	414.9	414.9	414.3	414.9
10.4	10.6	10.9	10.7	10.1	9.5	9.5	10.1	9.5
424.42	424.42	424.42	424.42	424.42	424.42	424.42	424.42	424.42

B.M. on stake (5+75 50' RT) TOWWAY "F"
FB 1860
38

"F" Taxway ~ Cross Sections

Station

6+25

5+75

5+25

4+75

4+25

3+75

424.42

Lt
25'

417.4

7.0

416.9

7.5

416.6

7.8

415.2

9.2

414.5

9.9

414.2

10.2

413.6

10.8
16

417.6

6.8

417.3

7.1

416.5

7.9

415.0

9.4

414.3

10.1

413.9

10.5

Lt
25'

417.5

6.9

417.2

7.2

416.7

7.7

415.4

9.0

414.0

10.4

414.1

10.3

10.4
87

424.42

"F" - Thursday - Cross sections

9+25

8+75

8+25

7+75

7+25

6+75

42A 42

28

4.
25

415.6

88

415.8

86

416.0

89

416.5

79

417.3

71

417.4

70

4

86

416.4

81

416.7

77

416.5

79

417.3

71

417.7

67

47
25

416.5

79

417.0

74

417.4

70

416.3

81

416.9

75

417.5

69

416.8

76
25

Taxiway "F" Cross Sections

Finished 10-28-48 - 10 am

FB 1860-89
 Check 10+75 50' RT $\frac{0.03}{418.90}$ 5.49 418.93

11+26.28 = 250' W of E Runway "B"

10+75

10+25

9+75

42442

Lt. 25' Rt. 25' 29

413.0	413.1	412.4
11.4	11.3	12.0
413.5	414.3	414.0
10.9	10.1	10.4
414.7	415.0	414.8
9.7	9.4	9.6
415.9	415.3	415.5
8.5	9.1	8.9

42442

Walker Cross Section - TAXIWAY "C"
 Johnson
 Brunby
 Papp
 10-7-48
 To determine yardage Waste Material)

29+00

28+50

28+00

27+50

27

26+50

Plotted 10-8-48
~~Johnson~~

4.78 116.31

111.53

25

408.9

7.1

409.3

7.0

409.5

6.8

409.4

6.9

409.1

7.2

410.1

6.2

25

409.1

7.2

409.1

7.2

409.0

7.3

409.3

7.0

408.5

7.8

409.9

6.4

25

409.6

6.7

409.4

6.9

409.1

7.2

409.1

7.2

408.4

7.9

410.1

6.2

36+50 30' LT FB 1850
 7.0

TAXIWAY - "C" Cross Sections

32

31+50

31+00

30+50

30+00

29+50

116.31
 $\frac{116.31}{2}$

LT

±

RT

31

25
 411.0
 53
 411.3
 50
 410.8
 55
 410.3
 50
 410.0
 53
 409.7
 56

412.3
 4.0
 411.2
 51
 410.9
 54
 410.2
 51
 410.0
 53
 409.1
 52

25
 411.9
 49
 411.4
 49
 411.0
 53
 410.6
 57
 409.7
 56
 409.5
 58

TAXIWAY "C" - Cross Sections

35+00

34+50

34+00

check stub

33+50

33+00

32+50

41631

2.23 414.08

Lt

E

Rt

32

25'

25'

414.1

414.1

413.9

22

22

24

412.9

412.9

412.8

34

34

35

412.1

412.0

412.5

42

43

38

411.8

412.0

412.2

45

43

41

411.7

411.7

412.1

46

46

42

411.3

411.4

412.0

50

49

43

Walker TAXIWAY "F" Cross Sections
 Johnson To Determine Yardage for
 Branby Daylighting on East Side in Lieu
 of Ditch
 10-8-48

6+75

6+25

5+75

5+25

4+75

Plotted 10-8-48

[Signature]

4.74 424.58

419.84

Lt.

2

33

	416.8	418.7	420.0	420.47
	7.8 175	5.9 150	4.6 100	4.1 50
	417.3	418.9	419.6	420.3
	7.3 200	5.7 150	5.0 100	4.3 50
	417.0	418.0	419.2	419.9
	7.6 200	6.6 150	5.4 100	4.7 50
		417.0	418.1	418.8
		7.6 160	6.5 100	5.8 50
		416.4	416.8	417.4
		8.2 150	7.8 100	7.2 50

B.M. on stub 50' Lt 5+75 "F" Taxiway FB 1860
 38

Township "F" Cross Sections
 Cont. from p. 33

10+75

10+25

10+00

8+25

7+75

7+25

424.58

Lt.

Rt.

34

413.2	414.3	414.4	416.0
114 130	103 125	102 100	86 50
413.6	414.4	415.67	
110 115	102 100	89 50	
	414.5	415.5	
	101 85	89 50	
		416.41	
		80 80	
	416.5	414.37	
	81 100	62 50	
416.6	418.4	419.3	420.25
80 100	62 125	53 100	433 50

TAXIWAY "F" - Cross Sections

Cont. from P-34

Lt.

R

35

11+26.38 = 250 Lt

11+01.28 = RC 50' Radius

424.58

412.8

11.8
150

413.1	412.4
11.5	12.2
127	120
107	117
108	111
98	101
90	92
83	80
68	66
8.1	7.6
50	50
413.9	412.6
413.8	413.5
414.8	414.5
416.3	416.6
416.5	417.0

Walker.
Johnson
Pope
Riley
11-17-48

Cross Sections
Taxiway "D" To determine
Waste Material

2+50

9+00

8+50

8+00

7+50

7+00

Plotted
11-21-48
R. Johnson

9.82 413.16
5.25 413.07

103.34 B.M. Cont.
40
407.82

Lt	Rt
25'	25'
405.2	405.0
80	82
405.5	405.4
77	78
406.3	405.8
69	74
406.0	406.4
72	68
406.3	406.0
69	72
406.5	406.2
67	70

108100 FB 1860-2 413.16
B.M. on stub 700' 50' Lt. Taxiway "D"
FB 1993
39

Taxiway "D"

chk. B.M. Nbr 108100 ^{2A" Runway} 9.82 ^{0.09} 403.34 ^{F.B. 1080} 2.5

12+20

11+75.98

11+50

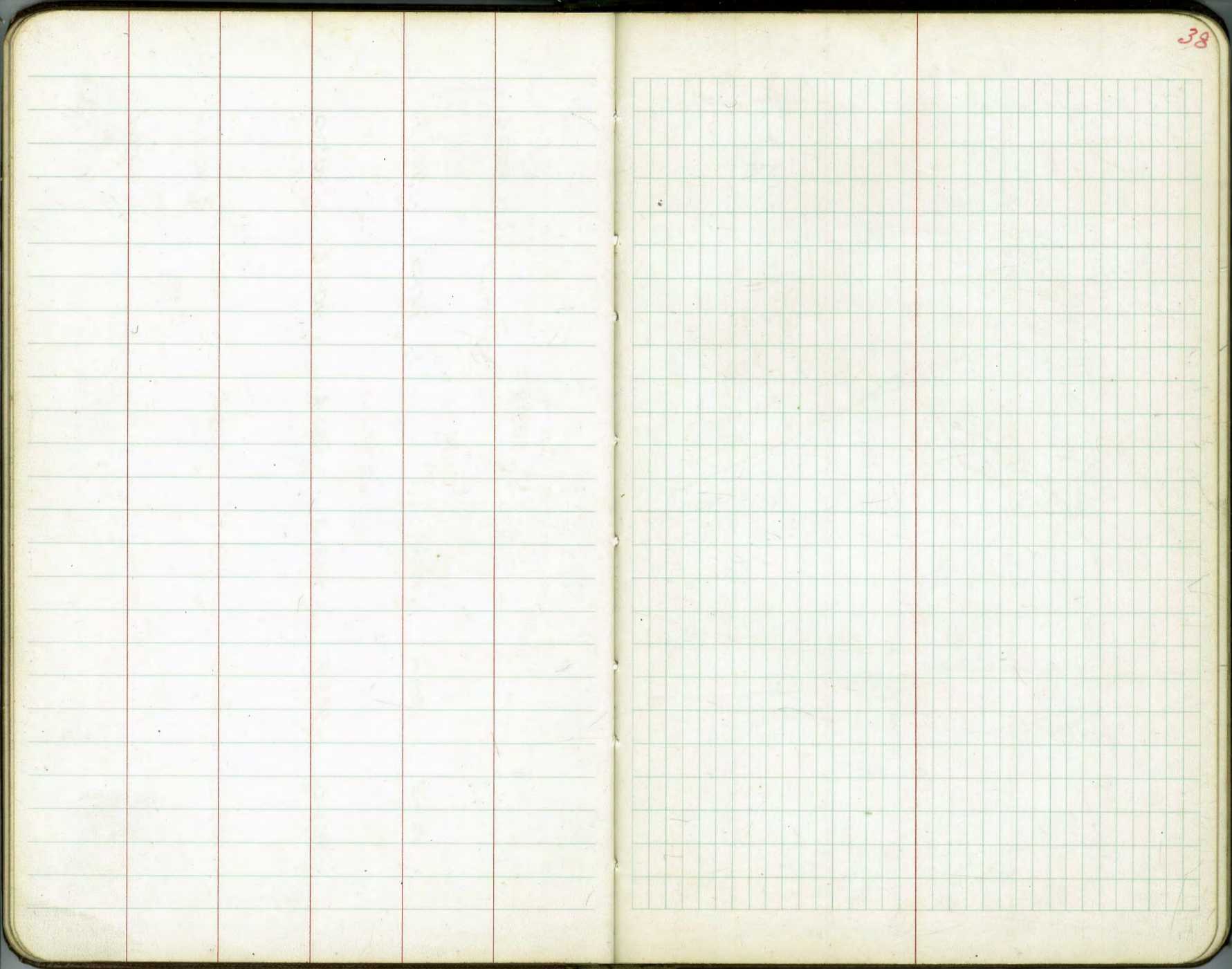
11+00

10+50

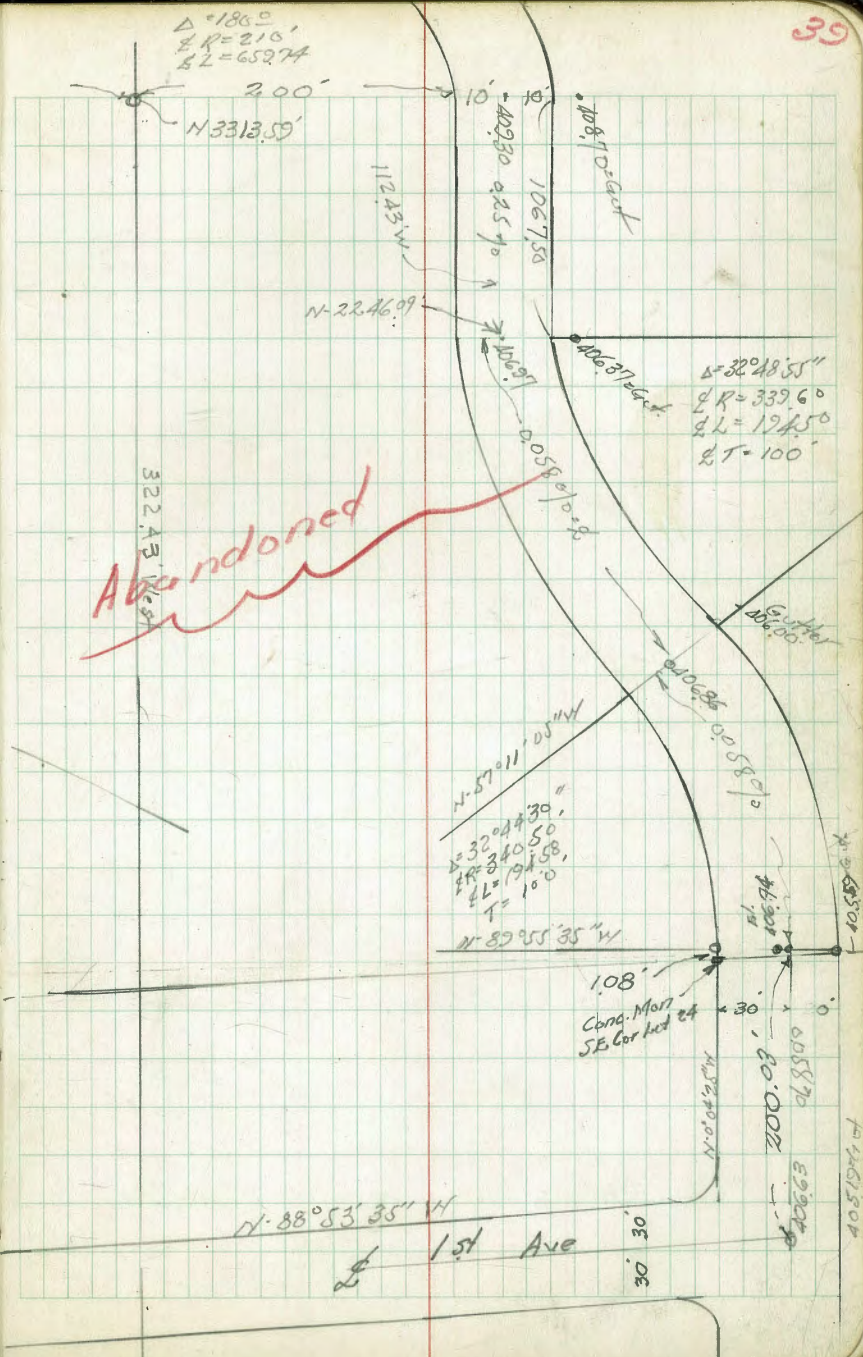
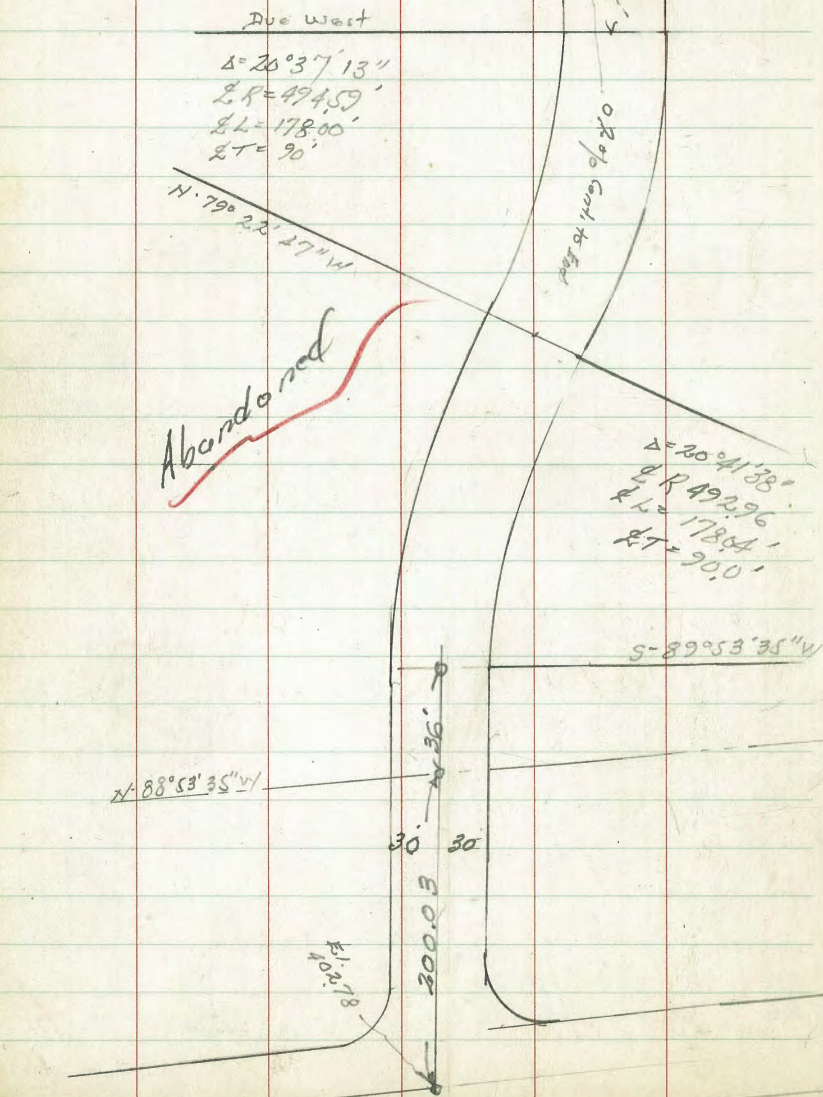
10+00

41307
41316

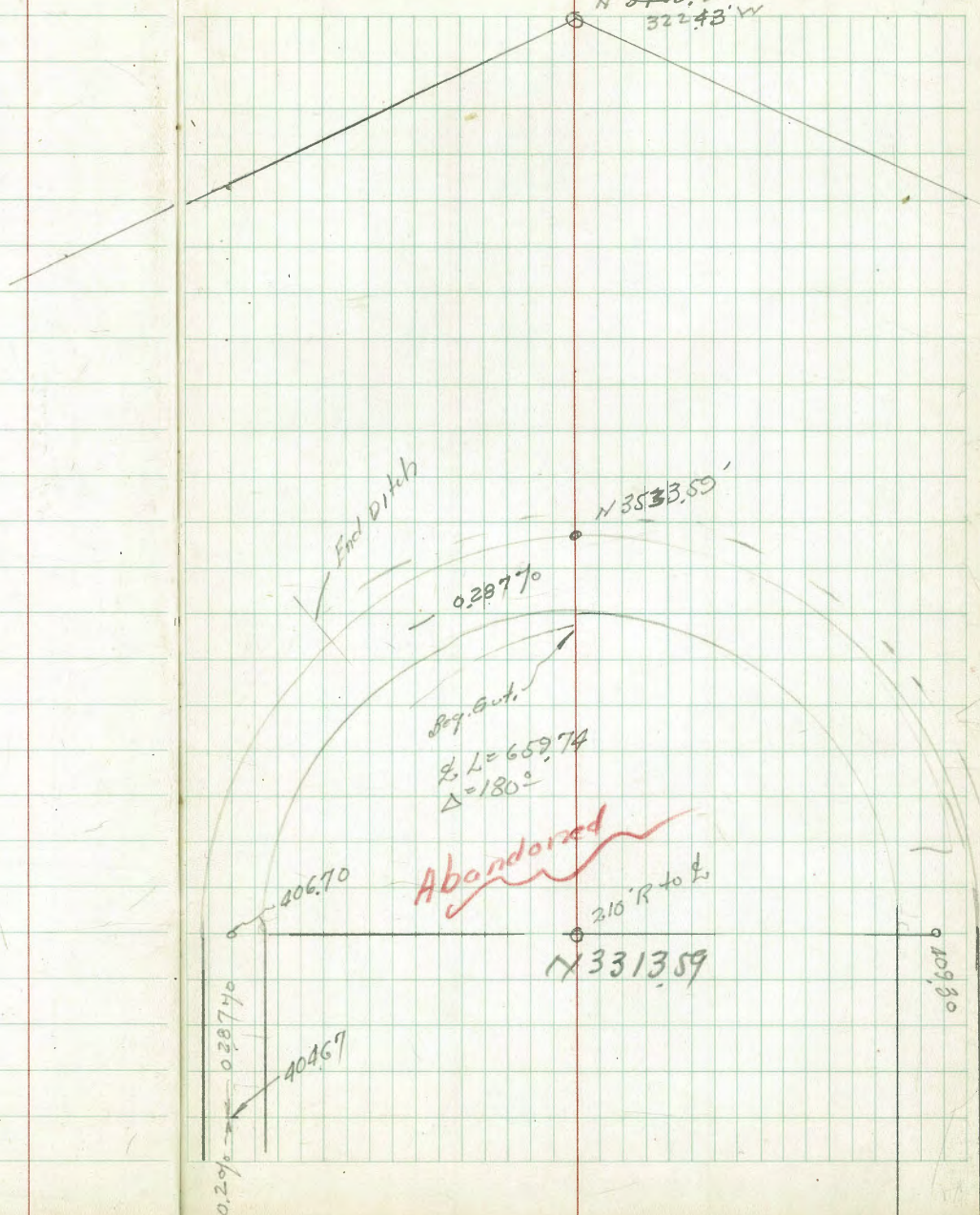
	Lt	Rt	Rt
	25	25	37
405.6	404.9	405.0	403.6
76 45	87	82	9.6
404.7	404.9	404.6	403.3
85 17	83 25	86	99
404.4	404.1	403.2	403.5
88 40	91 25	100 4	96
	404.1	403.9	403.7
	91	93	95
	404.2	403.7	403.6
	90	95	96
	404.5	404.0	404.3
	87	92	89



Gibbs Airport
Location Proposed Road
To Proposed Administration
Building.



3733.59
N 3753.3
32243'W



Abandoned

0.2%

0.2874%

406.70

404.67

0.287%

Reg. Cut.

$L = 659.74$

$\Delta = 180^\circ$

210' R to C

N 3313.59

off set

End Ditch

A table with 4 columns and 20 rows. The columns are defined by vertical red lines. The first column is the widest, followed by three narrower columns of equal width. The rows are defined by horizontal green lines.

A table with 1 column and 20 rows. The column is defined by a vertical red line. The rows are defined by horizontal green lines. The entire page area is filled with a fine grid of green lines, creating a grid of approximately 20 columns and 20 rows.

Cont. on 43

Borrow Pit No 1
Cross Sections
Cent. from P-14

5+50

5+25

5+00

4+75

4+50

4+25

4+00

3+75

2.62 414.99

411.82

	B			RT		
5+50	8.1 150	7.9 175	7.9 195	6.9 225	7.2 250	6.9 275
5+25	7.6 150	7.7 175	7.0 195	6.4 225	7.3 250	6.5 275
5+00	7.5 150	7.6 175	7.3 199	6.4 225	6.7 250	6.4 275
4+75	7.8 150	8.3 175	7.4 193	6.7 225	6.2 250	6.3 275
4+50	8.3 150	8.6 175	7.5 191	7.1 225	6.6 250	6.1 290
4+25	8.2 150	8.3 175	8.0 191	7.6 225	7.1 250	6.9 278
4+00	9.0 150	5.4 175	5.4 191	4.6 225	4.6 250	4.4 275
3+75	2.9 150	2.6 175	2.5 200	2.6 225	3.3 250	5.1 275
	411.5	414.8	411.9	414.8	411.1	411.3
	408.5	409.0	409.0	402.8	409.8	410.0
	406.2	406.1	406.4	406.8	407.3	408.0
	406.1	405.8	406.9	407.3	407.8	408.0
	406.6	406.1	407.0	407.7	408.2	408.4
	406.9	406.8	407.1	408.0	407.7	408.0
	406.8	406.9	407.4	408.0	407.1	407.9
	406.3	406.5	406.5	407.5	407.2	407.5
	408.0	408.0	411.6	408.0	408.0	408.0
	410.8	410.8	410.8	410.0	410.0	410.8
	412.9	412.9	412.9	412.9	412.9	412.9
	300	300	300	300	300	300
	300	300	300	300	300	300

25 RT
34+00 - 7001 - 28

Borrow Pit

Cross Sections (Cont from P. 42)

Cont. P-51

2.38

412.91

3.91

410.52

325E
3000N
Manhole

2.39

411.45

350E
30100N

6+75

6+50

6+25

6+00

5+75

£

85

43

412.2	412.0	412.1	412.7	412.7	412.7	413.0	412.7
2.2	2.4	2.3	1.7	1.7	1.9	1.7	
150	175	200	225	250	275	300	
409.7	410.2	410.3	410.2	410.8	410.8	410.8	412.2
4.7	4.2	4.1	4.2	3.6	3.6	3.6	2.2
150	175	198	225	250	275	289	300
407.5	408.4	408.4	407.9	408.8	409.1	409.2	412.0
6.9	6.0	6.0	6.5	5.6	5.3	5.2	2.4
150	175	196	225	250	275	289	300
406.3	407.4	407.7	407.5	408.2	408.4	408.5	411.9
8.1	7.0	6.7	6.9	6.2	6.0	5.9	2.6
150	175	194	225	250	275	288	300
405.9	406.4	406.8	407.7	407.9	407.8	408.0	411.8
8.5	8.0	7.6	7.3	6.5	6.6	6.4	2.6
150	175	193	225	250	275	291	300

414.14

Cross Sections - P. 45-50
No 2 Barrow Pit

44

3000 ft
1200 ft
set stake

Borrow Pit No 2
Cross Sections
Preliminary Levels

West of Base Line 45

2850 N

2850 N

2825 N

2825 N

2800 N

2800 N

6.14 402.80

402.66

403.9	403.6	403.5	403.2
4.9	5.2	5.3	5.6
1450	1425	1400	1375

403.6	403.3	403.5	403.4
5.2	5.5	5.3	5.9
1350	1375	1400	1425

403.5	403.9	403.7	403.7
5.3	5.4	5.1	5.1
1480	1425	1400	1375

403.5	404.3	404.6	404.2	404.0	403.9
4.3	4.5	4.2	4.6	4.8	4.9
1600	1575	1550	1525	1500	1475

403.1	402.9	402.4	402.1	401.7	401.2	400.6
5.7	5.9	6.4	6.7	7.1	7.6	8.2
1350	1325	1300	1275	1250	1225	1200

400.7	400.8	401.4	402.1	402.5	403.1
8.1	8.0	7.4	6.7	6.3	5.7
1200	1225	1250	1275	1300	1325

403.6	403.6	403.9	404.0	404.4	403.9	404.2
5.2	5.2	4.9	4.8	4.4	4.9	4.6
1450	1475	1500	1525	1550	1575	1600

403.4	403.7	403.5	403.8	403.7	403.7
5.4	5.1	5.3	5.0	5.1	5.5
1600	1575	1550	1525	1500	1475

403.8	403.3	402.4	401.8	401.4	401.2	400.5
5.0	5.5	6.4	7.0	7.4	7.6	8.3
1350	1325	1300	1275	1250	1225	1200

BM 3050 N 1350 N New Land Area Book P-2X

Borrow Pit No 2
Cross Sections

2925 N

401.8	402.2	402.5
7.0	6.6	6.3
1275	1300	1325

2925 N

403.9	403.6	403.6
4.9	5.2	5.2
1475	1450	1425

2900 N

403.4	403.4	402.7	402.7	402.1	402.1	401.4	400.8	400.6
5.4	5.4	6.1	6.1	6.1	6.7	7.1	8.0	8.2
1400	1375	1350	1325	1300	1275	1250	1225	1200

29100 N

403.5	403.3	403.3	403.6	403.5	404.0	404.3	404.9	405.3	405.9
7.9	7.7	7.2	7.9	8.2	8.5	8.9	9.7	10.3	10.6
1200	1225	1250	1275	1300	1325	1350	1375	1400	1425

2875 N

403.7	404.0	403.9	404.1	404.2	404.6	404.6	404.9	404.8
5.1	4.8	4.9	4.7	4.6	4.2	4.2	3.9	4.0
1400	1425	1450	1475	1500	1525	1550	1575	1600

2875 N

403.7	404.0	403.9	404.1	404.2	404.6	404.6	404.9	404.8
5.1	4.8	4.9	4.7	4.6	4.2	4.2	3.9	4.0
1400	1425	1450	1475	1500	1525	1550	1575	1600

West of Base Line 46

402.4	402.8	402.8	403.0	403.3	403.6	404.0	404.3	404.9	405.3	405.9
6.4	6.0	6.0	5.8	5.5	5.2	4.8	4.5	3.9	3.5	2.9
1350	1375	1400	1425	1450	1475	1500	1525	1550	1575	1600
403.4	403.4	402.7	402.7	402.1	402.1	401.4	400.8	400.6		
5.4	5.4	6.1	6.1	6.1	6.7	7.1	8.0	8.2		
1400	1375	1350	1325	1300	1275	1250	1225	1200		
403.7	404.0	403.9	404.1	404.2	404.6	404.6	404.9	404.8		
5.1	4.8	4.9	4.7	4.6	4.2	4.2	3.9	4.0		
1400	1425	1450	1475	1500	1525	1550	1575	1600		

40880

Barrow Pit No 2
Cross Sections

3000 N

3000 N

2975 N

2975 N

2980 N

2980 N

4033

5.5
1475

4016

7.2
1525

4034

5.4
1475

4033

5.5
1450

4019

6.9
1550

4033

5.5
1450

4032

5.6
1425

4022

6.6
1375

4031

5.7
1400

4027

6.1
1400

4021

6.7
1375

4030

5.8
1425

4017

7.1
1350

4034

5.4
1450

4015

7.3
1325

4032

5.6
1475

4012

7.6
1300

4036

5.2
1500

4011

7.7
1275

4037

4.1
1525

4010

7.8
1250

4039

3.9
1550

4008

8.0
1225

4057

3.1
1625

4006

8.2
1200

4057

3.1
1600

4058
3.0
1600

4056
3.2
1575

4050
3.8
1550

4044
4.4
1525

4038
5.0
1500

4005

8.3
1200

4007

8.1
1225

4011

7.7
1250

4018

7.0
1275

4014

7.4
1300

4060

2.8
1600

4056

3.2
1575

4052

3.6
1550

4044

4.4
1525

4050

4.9
1500

4030

5.8
1425

4027

6.1
1400

4030

5.8
1375

4022

6.6
1350

4022

6.6
1325

4019

6.9
1300

4018

7.0
1275

4020

6.8
1250

4017

7.1
1225

4013

7.5
1200

408.80

West of Base line 47

Borrow Pit No 2
Cross Sections

2825 N

58
1625

55

2800 N



3098 N

404.8
40
1600

404.6
42
1575

404.3
45
1550

3075 N

401.8
7.00
1300

402.1
6.7
1325

402.3
6.5
1350

3050 N

405.5
3.3
1600

405.1
3.7
1575

3025 N

401.4
7.4
1300

401.6
7.2
1325

402.0
6.8
1350

402.3
6.5
1375

408.80

Hest of Base 40148

402.8 6.0 1800	402.8 6.0 1775	402.7 6.1 1750	402.8 6.0 1725	403.0 5.8 1700	403.2 5.6 1675	403.3 5.5 1650	403.4 5.4 1625	403.9 4.9 1625	404.0 4.8 1600	403.8 5.0 1675	403.3 5.5 1700	403.1 5.7 1725	403.0 5.8 1700	403.3 5.5 1775	403.0 5.8 1800
404.0 1.8 1525	403.7 5.1 1500	403.5 5.3 1475	403.2 5.6 1450	402.9 5.9 1425	402.5 6.3 1400	402.4 6.4 1375	402.4 6.4 1350	402.3 6.5 1325	402.2 6.6 1300	402.5 6.3 1400	402.4 6.4 1375	402.4 6.4 1350	402.3 6.5 1325	402.2 6.6 1300	
402.5 6.8 1375	402.6 6.2 1400	402.9 5.9 1425	403.2 5.6 1450	403.4 5.9 1475	403.7 5.1 1500	404.2 4.6 1525	404.5 4.3 1550	404.8 4.0 1575	405.4 3.9 1600	403.4 6.0 1425	403.2 6.2 1375	403.0 6.8 1350	402.8 7.1 1325	401.5 7.3 1300	
402.8 6.0 1400	403.2 5.6 1425	403.5 5.3 1450	403.8 5.0 1475	404.1 4.7 1500	404.6 4.2 1525	405.4 3.9 1550	405.3 3.5 1575	405.6 3.2 1600		405.0 5.0 1675	403.3 5.5 1700	403.1 5.7 1725	403.0 5.8 1700	403.3 5.5 1775	403.0 5.8 1800

Bottom Pit 492
Cross Section 0129

2975

2950 N

2925 N

2900 N

2875 N

2875 N

2850 N

108.80

West of Base line 49

405.0	405.1	405.3	405.8	406.9	407.5	407.1	406.4
3.8	3.7	3.5	3.0	1.9	1.3	1.7	2.4
1800	1775	1750	1725	1700	1675	1650	1625

403.8	403.9	404.7	404.3	406.0	406.7	406.6	406.2
5.0	4.9	4.1	3.5	2.8	2.1	2.2	2.6
1800	1775	1750	1725	1700	1675	1650	1625

403.1	403.9	404.6	404.8	405.4	406.3	406.6	405.9
5.7	4.9	4.2	4.0	3.4	2.5	2.2	2.0
1800	1775	1750	1725	1700	1675	1650	1625

403.2	403.5	404.2	404.9	405.6	405.9	405.9	405.4
5.6	5.3	4.6	3.9	3.2	2.9	2.9	3.4
1800	1775	1750	1725	1700	1675	1650	1625

402.9	403.4	404.2	404.5	405.1	405.2	405.3	404.9
5.9	5.4	4.6	4.3	3.7	3.6	3.5	3.9
1800	1775	1750	1725	1700	1675	1650	1625

402.9	403.3	403.5	403.7	404.0	404.3	404.6	404.4
5.9	5.5	5.3	5.1	4.8	4.5	4.2	4.4
1800	1775	1750	1725	1700	1675	1650	1625

Borrow Pit No 2
Cross Sections

West of Base line

50

1800 1775 1750 1725 1700 1675 1650 1625

T.P. on fire Plug

~~175 406.85~~

109475

3098

403.4
5.4
403.8
5.8
404.0
4.8
404.5
2.3
404.4
4.4
404.8
4.0

3075 N

403.6
5.2
403.9
4.9
404.3
4.5
404.7
4.1
404.7
4.1
405.1
3.7
405.4
3.4
405.8
3.0

3050 N

404.5
4.3
404.7
4.1
404.8
4.0
405.6
3.2
406.0
2.8
406.7
2.1
406.6
2.2
406.3
2.5

3025 N

404.9
3.9
405.1
3.7
405.9
3.9
406.4
3.4
406.9
1.9
407.3
1.5
407.1
1.7
406.1
2.7

3000 N

405.3
2.5
405.8
3.0
406.2
2.6
406.7
2.1
407.0
1.8
407.6
1.2
407.3
1.5
406.4
2.4
1800 1775 1750 1725 1700 1675 1650 1625

408.80

Walker Gibbs Airport
Johnson Cross Sections No 1 - Borrow Pit
Page
Crawford

4-15-49

Sketch p. 8

all these sections are right
of Base line

Cont. p. 52

4+75

407.1	404.6	404.6	405.3	405.9	407.4	409.9	410.9
5.8	8.3	8.7	7.6	7.0	5.5	3.0	2.0
200	208	201	242	250	279	295	300

4+50

407.6	405.1	405.2	405.5	406.5	407.2	408.4	411.2
5.9	7.8	7.7	7.4	6.4	5.7	4.5	1.7
200	208	205	240	250	268	290	300

4+25

407.4	406.4	406.6	407.1	407.2	408.4	408.9	410.5
5.5	6.5	6.9	5.8	5.7	4.5	4.0	2.4
200	203	222	244	250	279	285	300

4+00

410.0	410.0	409.8	410.1	410.0	410.9		✓
2.9	2.9	3.1	2.8	2.9	2.0		
200	225	250	275	290	300		

3+75

411.21	411.5	411.1	411.3	411.2		
1.7	1.4	1.8	1.6	1.7		
200	225	250	275	300		

412.91
K-Page 43

412.91

Cross Sections
Barrow Pit N. 9. 1

6+25

6+00

5+75

5+50

5+25

5+00

412.91

52

410.5	403.9	402.9	403.0	403.2	408.8	412.1			
2.4 200	9.0 214	10.0 222	9.9 250	9.7 278	4.1 288	6.8 300			
409.1	404.9	403.5	402.7	403.0	403.1	408.2	411.9		
3.8 200	8.0 208	9.4 215	10.2 234	9.9 250	9.8 278	4.7 289	1.0 300		
407.5	404.9	403.2	403.0	402.9	403.5	403.8	409.8	411.8	
5.4 200	8.0 208	9.7 219	9.9 236	10.0 245	9.4 250	9.1 279	3.1 295	1.1 300	
407.2	405.5	403.5	403.1	403.0	403.6	404.3	409.3	411.6	
5.7 200	7.4 206	9.4 218	9.8 231	9.9 244	9.5 250	8.6 282	3.6 296	1.3 300	
407.6	404.9	403.9	403.3	404.6	408.9	411.6			
5.8 200	8.0 210	9.0 230	9.6 250	8.3 281	4.0 294	1.3 300			
407.1	405.1	404.4	404.4	404.1	404.5	405.2	405.8	408.7	411.5
5.8 200	7.8 209	8.5 218	8.5 221	8.8 250	8.4 256	7.7 258	7.1 281	4.2 293	1.4 300

412.91

N^o 1 Borrow Pit
Cont. from P-52

7+00

6+75

6+50

412.91

53

412.9	412.0	411.7	412.0	412.6	412.8	412.5			
0.5 200	0.9 213	1.2 225	0.9 250	0.3 275	0.1 283	0.4 300			
412.1	407.9	407.5	407.9	407.6	409.7	410.5	412.5	412.9	412.6
0.8 200	5.0 214	5.4 237	5.5 250	5.3 271	3.2 276	2.4 281	0.4 284	0.0 292	0.8 300
411.6	405.0	404.0	404.0	403.6	408.2	412.0	412.8		
1.3 200	7.9 214	8.9 223	8.9 250	9.3 273	4.7 281	0.9 292	0.6 300		

412.91

Walker Johnson
 Page Crawford
 6-27-49

No 2 BORROW PIT
 FINAL CROSS SECTIONS
 West of Base Line
 Gibbs Airport

	401.9	402.2	402.7	403.0
2850N	6.6 1200	6.3 1225	5.8 1250	5.5 1275
	401.9	401.9	402.3	403.0
2825N	6.6 1200	6.6 1225	6.2 1250	5.5 1275
	404.0	404.0	403.9	
2825N	4.5 1800	4.5 1775	4.6 1750	
	403.7	403.7	403.7	
28100N	4.8 1800	4.8 1775	4.8 1750	
	404.5	404.1	404.4	
28100N	4.0 1500	4.1 1475	4.1 1450	
	691	408.45	401.54	

	403.3	403.9	404.0	404.2	404.3	404.2	404.0	404.1	404.4
	5.2 1300	4.6 1325	4.5 1350	4.3 1375	4.2 1400	4.3 1425	4.5 1450	4.4 1475	4.1 1500
	403.5	404.4	404.6	404.3	404.5	404.6	404.8	404.7	405.1
	5.0 1300	4.1 1325	3.9 1350	4.2 1375	4.0 1400	3.9 1425	3.7 1450	3.8 1475	3.4 1500
	403.8	403.7	404.1	404.4	404.7	404.9	404.8	404.9	405.0
	4.7 1725	4.8 1700	4.4 1675	4.1 1650	3.8 1625	3.6 1600	3.7 1575	3.6 1550	3.5 1525
	403.8	404.0	404.0	404.5	404.2	404.5	404.7	404.5	404.7
	4.7 1725	4.5 1700	4.3 1675	4.0 1650	4.3 1625	4.0 1600	3.8 1575	4.0 1550	3.8 1525
	404.4	404.6	404.6	404.9	404.1	403.3	402.7	402.3	401.6
	4.1 25	3.9 1400	3.2 75	3.6 50	4.4 1325	5.2 1300	5.8 75	6.2 50	6.9 1200
					108.45				
	B.N. on R.P.H. 6 100' at 3753.67 F.B. 2010-44								

Borrow Pit No 2
Final Cross Sections

2925 N	404.2 4.3 1800	404.4 4.1 1775	404.2 4.3 1750	404.1 4.4 1725
2900 N	403.9 4.6 1800	404.2 4.3 1775	404.1 4.4 1750	403.9 4.6 1725
2900 N		402.0 6.5 1200	402.0 6.5 1225	402.0 6.5 1250
2875 N		401.8 6.7 1200	402.0 6.5 1225	402.4 6.1 1250
2875 N	403.9 4.6 1800	404.1 4.4 1775	403.9 4.6 1750	403.9 4.6 1725
2850 N	403.9 4.6 1800	404.2 4.3 1775	403.9 4.6 1750	403.7 4.8 1725

West of Base Line 55

404.2 4.3 1700	404.0 4.5 1675	403.9 4.6 1650	403.8 4.7 1625	403.8 4.7 1600	403.7 4.8 1575	403.5 5.0 1550	403.4 5.1 1525	403.1 5.4 1500
403.9 4.6 1700	403.7 4.8 1675	403.7 4.8 1650	403.8 4.7 1625	403.9 4.6 1600	403.8 4.7 1575	403.4 5.1 1550	403.3 5.2 1525	403.0 5.5 1500
401.8 6.7 1275	402.0 6.5 1300	402.0 6.5 1325	402.1 6.4 1350	402.3 6.2 1375	402.9 6.1 1400	402.5 6.0 1425	402.7 5.8 1450	403.0 5.5 1475
402.6 5.9 1275	402.5 6.0 1300	402.8 5.7 1325	402.9 5.6 1350	403.1 5.4 1375	403.2 5.3 1400	403.0 5.5 1425	402.8 5.7 1450	402.9 5.6 1475
403.8 4.7 1700	403.8 4.7 1675	404.0 4.5 1650	404.2 4.3 1625	404.0 4.5 1600	403.6 4.9 1575	403.4 5.1 1550	403.3 5.2 1525	403.1 5.4 1500
403.6 4.9 1700	403.5 5.0 1675	403.9 4.6 1650	404.1 4.4 1625	404.1 4.4 1600	404.1 4.4 1575	404.2 4.3 1550	404.2 4.3 1525	404.4 4.1 1500

108.95

Borrow Pit No 2
Final Cross Sections

3000 H	401.6 6.9 1200	401.7 6.8 1225	401.9 6.6 1250
2975 N	401.5 7.0 1200	401.9 6.6 1225	
2975 N	405.5 3.0 1800	405.0 3.5 1775	404.6 3.9 1750
2980 N	404.6 3.9 1800	404.7 3.8 1775	404.1 4.4 1750
2950 H	401.8 6.7 1200	401.9 6.6 1225	402.0 6.5 1250
2925 H	401.8 6.7 1200	401.8 6.7 1225	401.7 6.8 1250

West of Base Line 56

402.1 6.4 1275	402.3 6.3 1300	402.5 6.0 1325	402.7 5.8 1350	402.9 5.6 1375	402.8 5.7 1400	403.1 5.4 1425	403.2 5.3 1450	403.5 5.0 1475	403.7 4.8 1500
402.9 6.1 1250	402.5 6.0 1275	402.6 5.9 1300	402.8 5.7 1325	402.9 5.6 1350	403.1 5.4 1375	403.1 5.4 1400	403.2 5.3 1425	403.3 5.2 1450	403.9 4.7 1475
404.4 4.1 1725	404.5 4.0 1700	404.7 3.8 1675	404.6 3.9 1650	404.6 3.9 1625	404.5 4.0 1600	404.3 4.2 1575	403.8 4.7 1550	403.9 4.6 1525	403.8 4.7 1500
404.0 4.5 1725	404.0 4.5 1700	404.2 4.3 1675	404.2 4.3 1650	404.1 4.4 1625	404.0 4.5 1600	404.0 4.5 1575	403.8 4.7 1550	403.5 5.0 1525	403.2 5.3 1500
402.1 6.4 1275	402.2 6.3 1300	402.2 6.3 1325	402.2 6.3 1350	402.2 6.3 1375	402.5 6.0 1400	402.7 5.8 1425	402.8 5.7 1450	403.0 5.5 1475	403.2 5.3 1495
401.7 6.8 1275	402.0 6.5 1300	402.1 6.4 1325	402.2 6.3 1350	402.5 6.0 1375	402.6 5.9 1400	402.7 5.8 1425	403.1 5.4 1450	403.1 5.4 1475	

408.45

Borrow Pit No 2

Final Cross Section

3075 N	4.1 1800	4.3 1775	4.6 1750	404.4 404.2 403.9
3050 N	3.7 1800	4.0 1775	4.0 1750	404.8 404.5 404.5
3050 N	6.8 1200	6.1 1225	6.3 1250	402.0 402.4 402.2 402.5
3025 N	6.9 1200	6.6 1225	6.5 1250	401.6 401.9 402.0 402.0
3025 N	3.5 1800	4.2 1775	4.4 1750	405.0 404.3 404.1 404.1
3000 N	3.0 1800	3.7 1775	4.2 1750	405.5 404.8 404.3 404.2

West of Base Line

57

4.5 1725	4.3 1700	4.2 1675	4.1 1650	4.4 1625	4.6 1600	4.8 1575	4.9 1550	4.7 1525	404.0 404.2 404.3 404.4 404.1 403.9
4.4 1725	4.3 1700	4.2 1675	4.1 1650	4.4 1625	4.5 1600	4.7 1575	4.8 1550	4.9 1525	404.1 404.2 404.3 404.4 404.1 404.0 403.8 403.7 403.6 403.8
6.1 1300	5.8 1325	5.5 1350	5.0 1375	5.0 1400	5.2 1425	5.0 1450	4.9 1475	5.0 1500	402.4 402.7 403.0 403.5 403.5 403.3 403.5 403.6 403.5 403.5
6.1 1300	5.9 1325	5.8 1350	5.3 1375	5.4 1400	5.2 1425	5.2 1450	4.9 1475	4.6 1500	402.4 402.6 402.7 403.2 403.1 403.3 403.3 403.6 403.9 403.9
4.6 1700	4.4 1675	4.3 1650	4.2 1625	4.0 1600	4.0 1575	4.5 1550	4.5 1525	4.5 1500	403.9 404.1 404.2 404.3 404.5 404.5 404.0 404.0
4.2 1700	4.1 1675	4.0 1650	3.9 1625	3.7 1600	3.8 1575	4.1 1550	4.1 1525	4.5 1500	404.3 404.4 404.5 404.6 404.8 404.7 404.4 404.0

408.45

SM Long Sight.
Check Hd. Well 108 6.71 401.83
401.74

Check 267 407.78
409.9 404.6 404.2
3098 N 3.6 3.9 4.3
1800 1775 1750

403.0 402.7 402.9
3098 N 5.5 5.8 5.6
1200 1225 1250

402.6 402.5 402.7
3075' N 5.9 6.0 5.8
1200 1225 1250

408.45

404.0	403.9	404.1	403.9	404.0	403.9	404.1	403.9	403.6	403.6
4.5	4.6	4.4	4.6	4.5	4.6	4.4	4.6	4.9	4.9
1725	1700	1675	1650	1625	1600	1575	1550	1525	1500
403.1	403.1	403.4	403.5	403.4	403.4	403.6	403.6	403.6	403.6
5.4	5.4	5.1	5.0	5.1	5.1	4.9	4.9	4.9	4.9
1275	1300	1325	1350	1375	1400	1425	1450	1475	1500
402.8	402.8	402.9	403.1	403.3	403.4	403.5	403.6	403.5	403.6
5.7	5.7	5.6	5.4	5.2	5.1	5.0	4.9	5.0	4.9
1275	1300	1325	1350	1375	1400	1425	1450	1475	1500

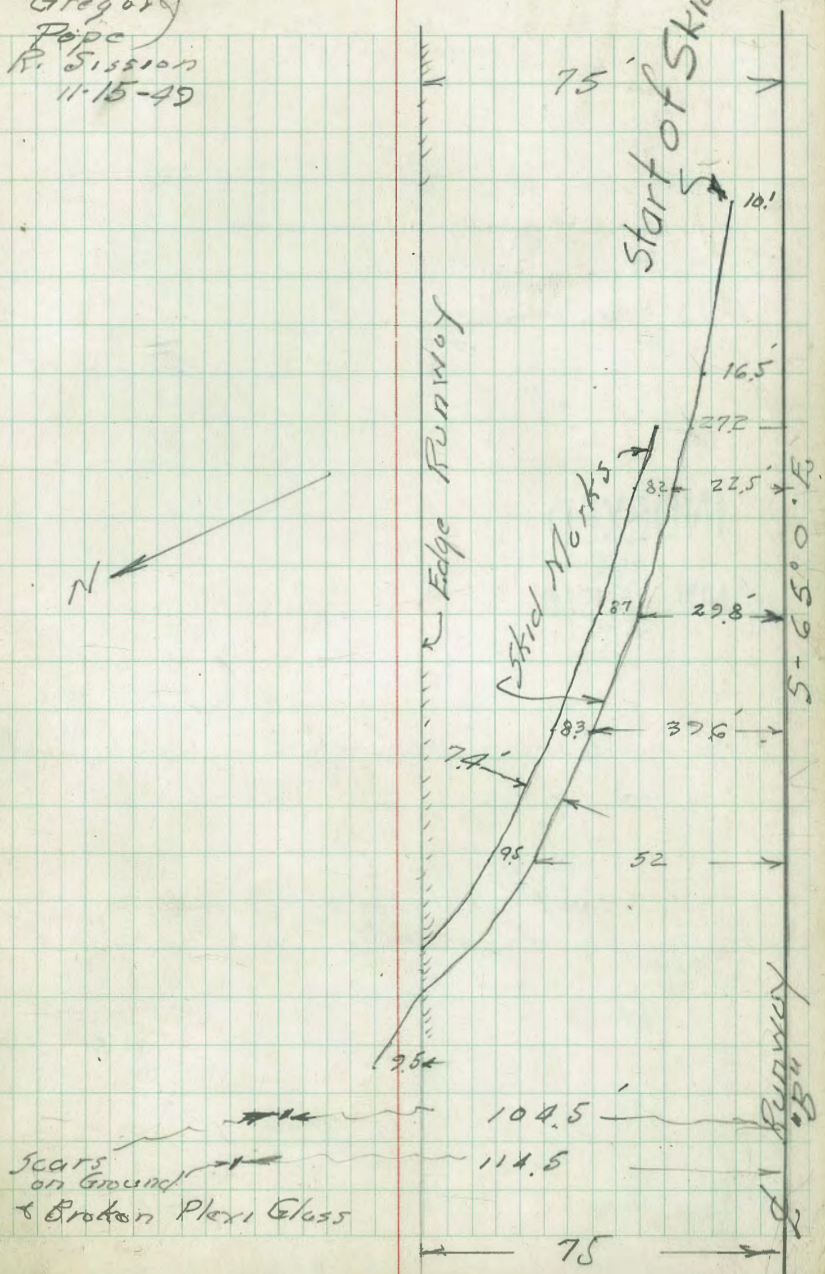
408.45

Location of Skid Marks
as result Airplane Accident
at Gibbs Airport

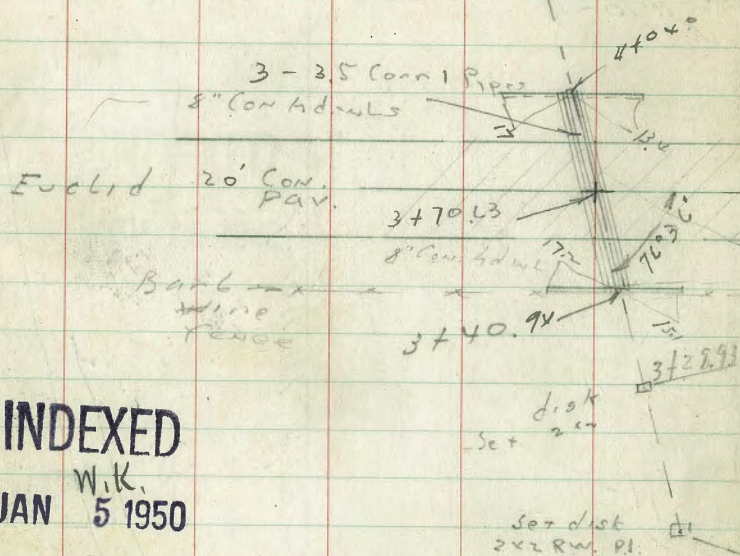
+10
28+00
27+75
27+50
27+25
27+00
26+75
26+50
26+195
+08
26+00

INDEXED
W.K.
NOV 18 1949

Walker
Gregory
Pope
R. Sission
11-15-49



Survey Proposed
STORM DRAIN

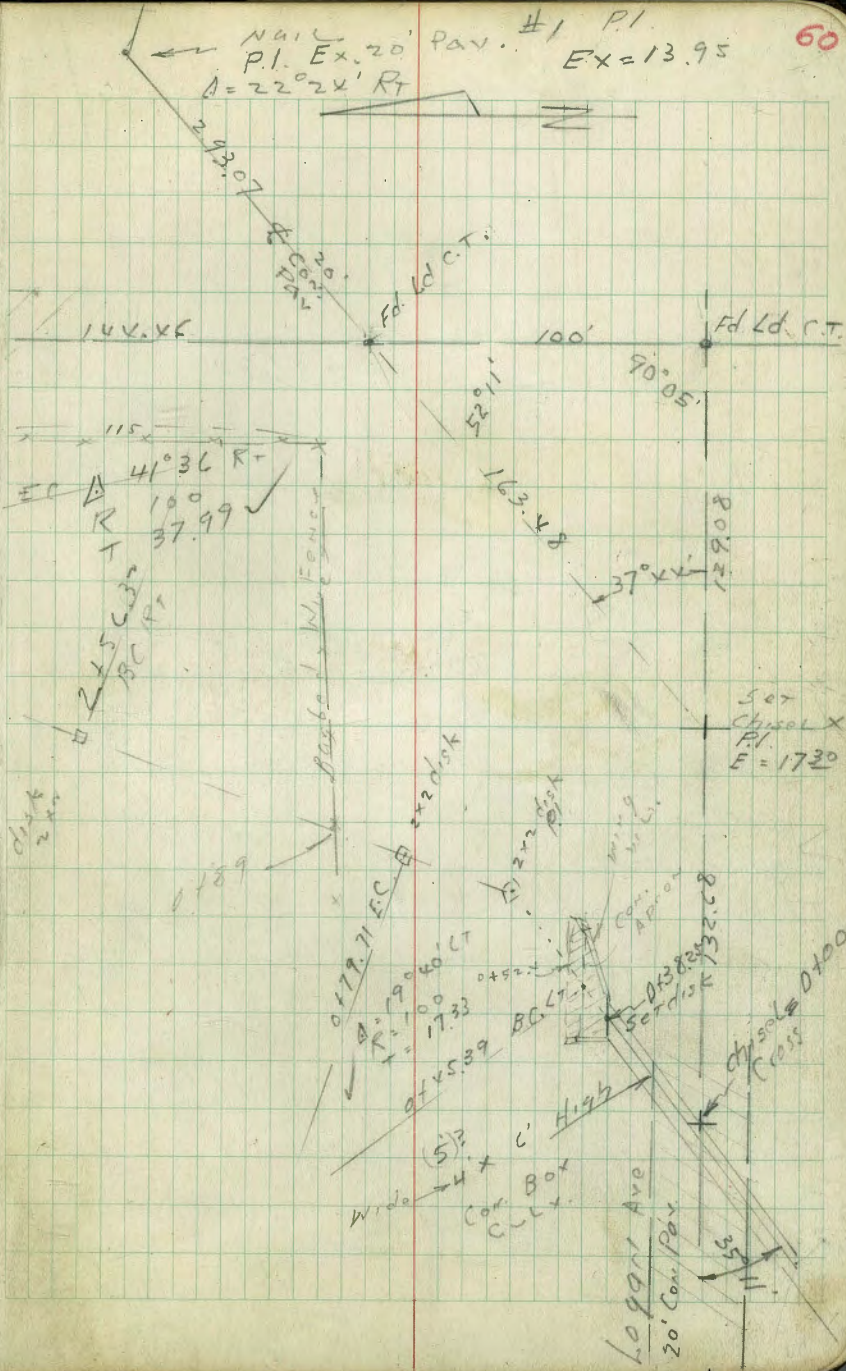


INDEXED
W.K.
JAN 5 1950

Vicinity Euclid & Logan Ave
12-27-49. to Valencia Park
Moore
Begg
Crawford

W.O. 20611

Please Plot Tie Pts
(Ld C.T. and disks set)
on Tie Streets



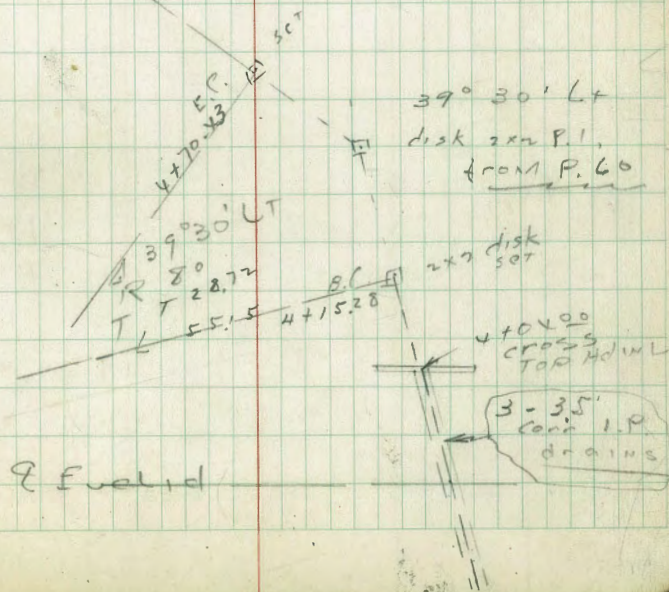
STORM DRAIN

C + (1.98

$\Delta = 60^{\circ} 23' R$

set dist of
3x7 RW.

61

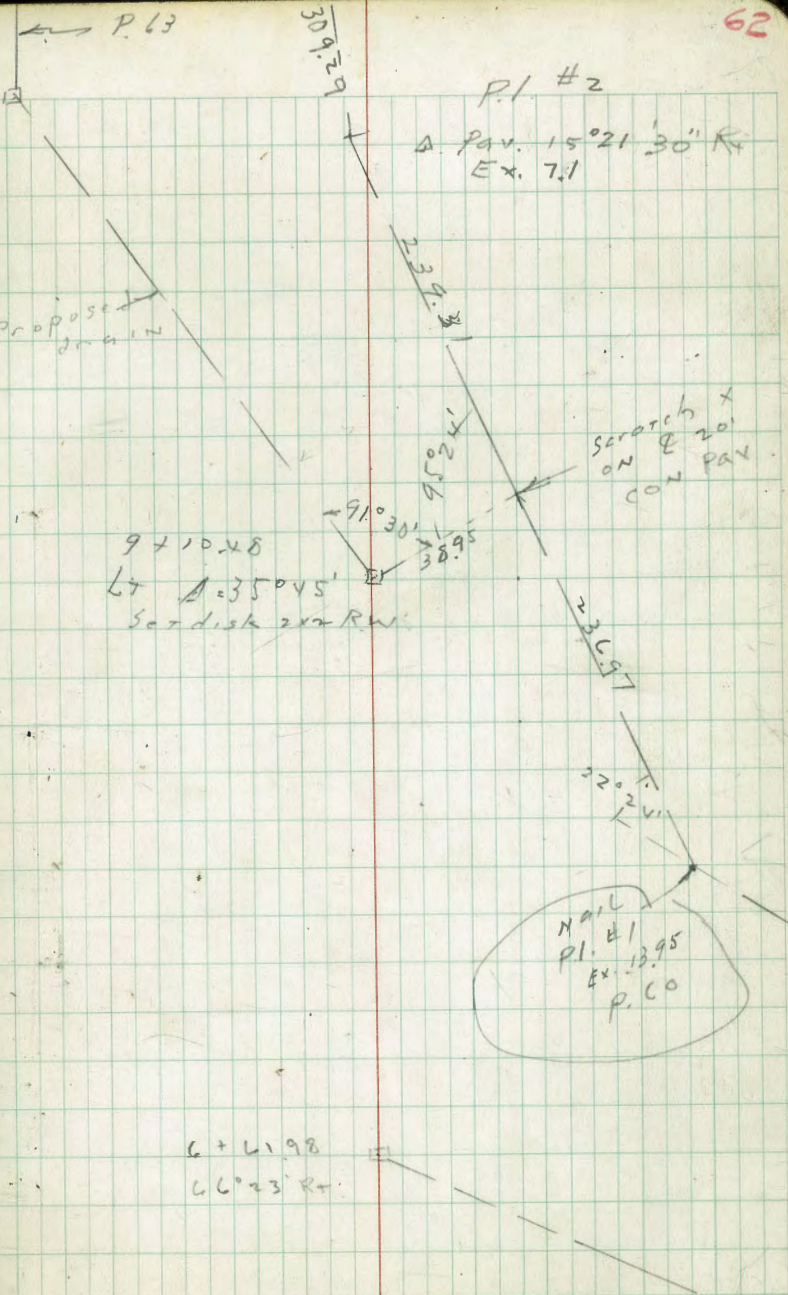


STORM DRAIN

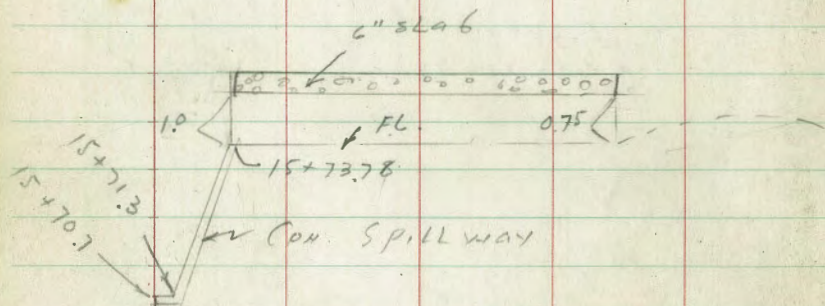
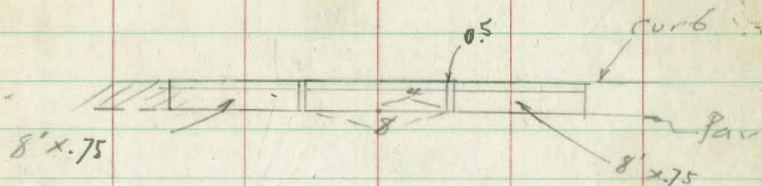
12 + 43.00

$\Delta 30^{\circ} 34'$ RT

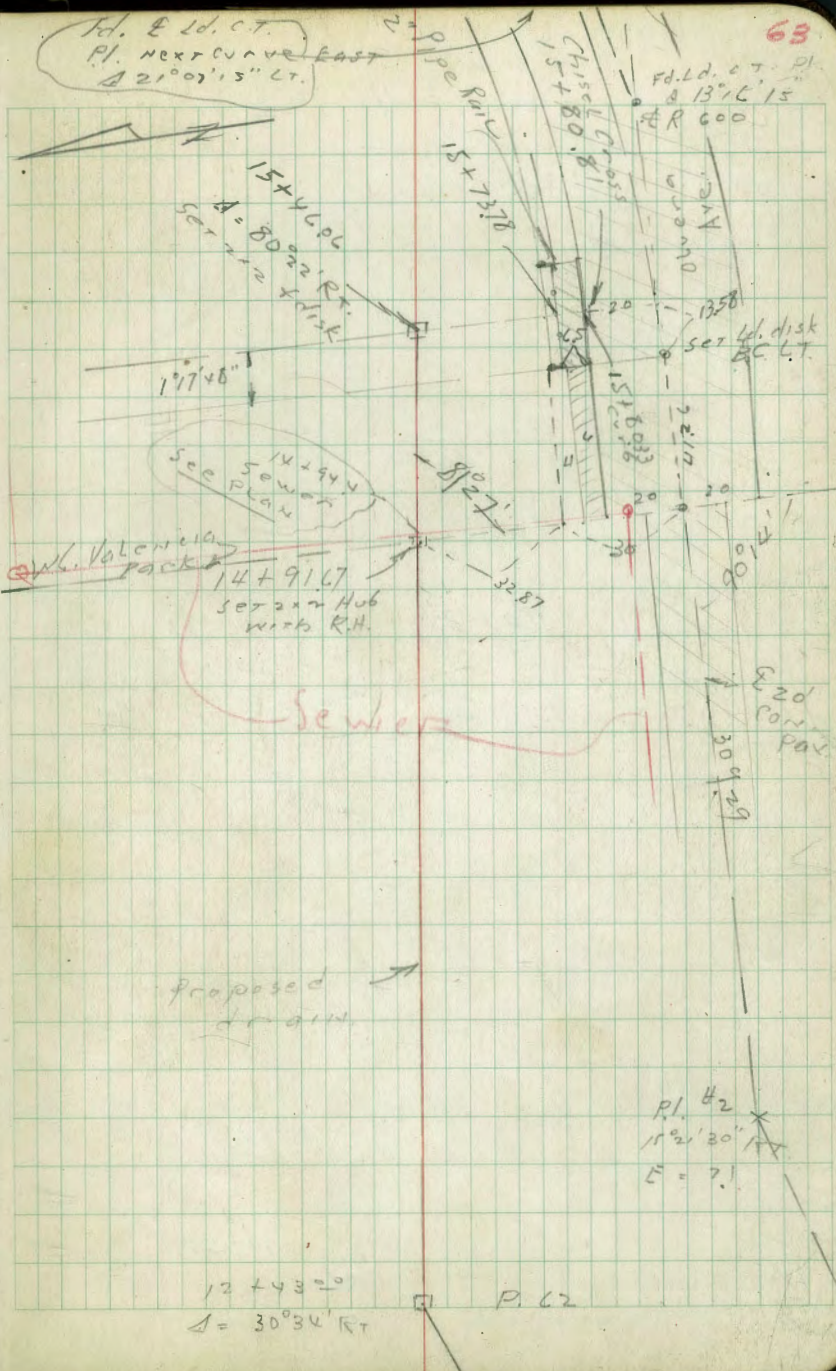
Set disk 2x2
H. 6



STORM DRAIN



Pl. E 2d. C.T.
Pl. NEXT CURVE EAST
A 21° 01' 13" LT.



63

Fd. L.D. 07. Pl.
A 13° 16' 15"
R 600

15+44.06
A = 80° 22' RT.
Set 2nd disk

177' 46"

See PLAN
14+91.67
Sewer Hub
with R.H.

Proposed
drain

Pl. 42
172' 20"
E = ?!

12+43.20
A = 30° 34' RT

Pl. 62

sec. 4 Logan ^{with}
edge Con. Apron

T.P. ^{NAIL} 9.31 116.88 135 107.57
_{FENCE POST}

0 + 4539 BC. Lt.

0 + 100 F.L. Culv. on 8 Logan

T.P. 3.95 108.92 11.53 104.97

0 + 3825 on disk

0 + 3825

0 + 100 = TOP 8 Logan on 8 Culv

BM BP 518 116.50 111.32

N. Hd. WALL
CON. BOX CULV
100' W of Euclid Ave.
1609-2

LT dnt hard &
105.48
11.40
15.7
TOP W. WALL
116.88 ✓
11
10.65
105.23
APPROX ASSUMED RT
TO BE SAME EL
1309.79
103.79
13.00
103.72

518 103.72
ON CON APRON

103.27
5.65
F.L. CULV

108.92 ✓

12.82 103.68
F.L.

5.2 111.3
TOP HDWL

203 114.47

116.50 ✓

1+80

T.P. 9,25 120,88 5,75 111,03

1+60

1+40

1+00

0+79.71 E.C.

curve

116.88

6+

8

10+

65

^{113.5} 7.4 50	^{111.6} 9.3 38	^{109.2} 11.7 30	^{109.5} 11.1 20	^{111.5} 9.4	^{116.3} 2.0 18	^{119.5} 1.4 40
-------------------------------	-------------------------------	--------------------------------	--------------------------------	-------------------------	-------------------------------	-------------------------------

^{113.1} 3.5 50	^{109.7} 7.2 25	^{120.88} 7.8	^{110.3} 0.0 12	^{119.2} 1.5 25
-------------------------------	-------------------------------	--------------------------	-------------------------------	-------------------------------

^{112.3} 0.0 50	^{109.1} 7.8 25	^{109.2} 7.7	^{109.1} 7.8 15	^{118.4} 1.7 35
-------------------------------	-------------------------------	-------------------------	-------------------------------	-------------------------------

^{111.0} 5.9 55	^{108.0} 8.9 25	^{107.4} 9.5	^{105.9} 11.0 75	^{117.9} 1.0 45
-------------------------------	-------------------------------	-------------------------	--------------------------------	-------------------------------

^{108.7} 8.2 35	^{104.6} 12.3 12	^{103.6} 13.3 11	^{105.1} 11.8	^{106.0} 10.9 18	^{116.9} 0.0 36
-------------------------------	--------------------------------	--------------------------------	--------------------------	--------------------------------	-------------------------------

^{106.9} 10.0 22	^{105.5} 11.2	^{104.7} 12.2	^{105.3} 11.0	^{115.1} 1.8 20
--------------------------------	--------------------------	--------------------------	--------------------------	-------------------------------

116.88

3+2893 F.C

F curve

2+56,3 ~ B C RT

2+33

2+12

2+00

line over NW Cor of
in
lot

120.88

CT

E

RT

66

$\frac{6.6}{35}$	$\frac{7.7}{12}$	$\frac{9.5}{27}$	$\frac{10.3}{27}$	$\frac{11.4}{40}$
114.3	113.2	111.4	110.6	114.2

$\frac{8.1}{50}$	$\frac{9.2}{30}$	$\frac{9.6}{30}$	$\frac{9.6}{25}$	$\frac{11.3}{36}$	$\frac{115.8}{50}$
116.8	111.5	111.3	111.5	109.6	115.8

$\frac{0.3}{60}$	$\frac{10.0}{40}$	$\frac{10.1}{21}$	$\frac{10.4}{24}$	$\frac{10.2}{22}$	$\frac{10.8}{44}$	$\frac{10.4}{50}$
120.6	110.9	110.8	110.5	110.7	120.8	121.3

$\frac{2.5}{60}$	$\frac{10.4}{48}$	$\frac{10.6}{36}$	$\frac{10.9}{11.0}$	$\frac{11.8}{29}$	$\frac{10.9}{50}$
118.4	110.5	110.3	109.9	119.8	120.9

$\frac{5.7}{55}$	$\frac{11.0}{44}$	$\frac{11.0}{20}$	$\frac{11.8}{24}$	$\frac{120.4}{40}$
115.2	109.9	109.9	118.5	120.4

$\frac{7.8}{50}$	$\frac{11.3}{41}$	$\frac{11.1}{18}$	$\frac{11.8}{24}$	$\frac{120.3}{50}$
113.1	109.6	109.8	118.3	120.3

120.88

V 15-8 BC LT

V 405 dirt Sec. II with Euclid

V 404²⁰ Outlet 3-3.5 Corr. 1 P⁵

V 490,6 Sec. II with St Shoulder
FILL

V 470,6 E Pav. Euclid II with St⁵⁰

V 453,4 Sec. II with Euclid Shoulder fill

T.P. 936 128.55 109 119.9

V 440,4 Outlet Culv 3-3.5 Corr.
1 Pipe
120.88

LT 14.7 113.8 111.8 111.0 112.7 113.4 67
33 2 17.5 3 20 40 116.8

14.0 114.6 111.6 111.6 111.0 114.4
13 5 17.0 5 15 17.2

110.30 115.86 111.6
18.25 12.69 17.0
FL Tophdwall dirt

125.6 124.4 123.8
10 8 50

125.86 124.39 123.89
2.99 4.6 4.96
50 50

125.2 124.0 123.2
3.3 4.6 5.4
50 50

128.55 123.89
11.12 119.76 121.1 121.3
F.L. 8.8 5.60
dirt Top
hd.w.c.

5496

5450

5416

5408

4497

X 70.43 E.C.

Q Curve

12855

$\begin{array}{r} 12.3 \\ \hline 50 \end{array}$
 $\begin{array}{r} 15.2 \\ 15.0 \end{array}$
 $\begin{array}{r} 13.5 \\ \hline 33 \end{array}$
 $\begin{array}{r} 14.14 \\ \hline 3 \end{array}$
 $\begin{array}{r} 117.4 \\ \hline 112 \end{array}$
 $\begin{array}{r} 10.5 \\ \hline 10 \end{array}$
 $\begin{array}{r} 118.0 \\ \hline 30 \end{array}$
 $\begin{array}{r} 7.2 \\ \hline 30 \end{array}$
 $\begin{array}{r} 121.4 \\ \hline 30 \end{array}$

$\begin{array}{r} 13.0 \\ \hline 50 \end{array}$
 $\begin{array}{r} 15.6 \\ 13.8 \end{array}$
 $\begin{array}{r} 14.7 \\ \hline 33 \end{array}$
 $\begin{array}{r} 14.2 \\ \hline 10 \end{array}$
 $\begin{array}{r} 13.2 \\ \hline 8 \end{array}$
 $\begin{array}{r} 115.4 \\ \hline 12.5 \end{array}$
 $\begin{array}{r} 116.0 \\ \hline 2.5 \end{array}$
 $\begin{array}{r} 120.8 \\ \hline 2.5 \end{array}$

$\begin{array}{r} 13.1 \\ \hline 50 \end{array}$
 $\begin{array}{r} 15.4 \\ 15.12.8 \end{array}$
 $\begin{array}{r} 13.7 \\ \hline 5 \end{array}$
 $\begin{array}{r} 115.4 \\ \hline 4.7 \end{array}$
 $\begin{array}{r} 123.8 \\ \hline 2.5 \end{array}$

$\begin{array}{r} 13.7 \\ \hline 50 \end{array}$
 $\begin{array}{r} 15.4 \\ 15.8 \end{array}$
 $\begin{array}{r} 117.4 \\ \hline 11.6 \end{array}$
 $\begin{array}{r} 123.4 \\ \hline 2.5 \end{array}$

$\begin{array}{r} 14.0 \\ \hline 40 \end{array}$
 $\begin{array}{r} 14.6 \\ 14.2 \end{array}$
 $\begin{array}{r} 14.2 \\ \hline 10 \end{array}$
 $\begin{array}{r} 12.5 \\ \hline 16.0 \end{array}$
 $\begin{array}{r} 123.4 \\ \hline 20 \end{array}$

$\begin{array}{r} 15.7 \\ \hline 40 \end{array}$
 $\begin{array}{r} 113.4 \\ 112.2 \end{array}$
 $\begin{array}{r} 14.2 \\ \hline 18 \end{array}$
 $\begin{array}{r} 12.8 \\ \hline 115.8 \end{array}$
 $\begin{array}{r} 9.0 \\ \hline 28 \end{array}$
 $\begin{array}{r} 119.0 \end{array}$

$\begin{array}{r} 14.0 \\ \hline 50 \end{array}$
 $\begin{array}{r} 14.0 \\ 11.8 \end{array}$
 $\begin{array}{r} 14.7 \\ \hline 20 \end{array}$
 $\begin{array}{r} 13.4 \\ \hline 15.2 \end{array}$
 $\begin{array}{r} 15.8 \\ \hline 12.7 \end{array}$
 $\begin{array}{r} 15.8 \\ \hline 2.5 \end{array}$

12855 ✓

8

7+50

7+13

T.P. 1247 136.00 4 cm 123.93

6+90

6+80

6+61.98 Δ 60-3' RT Sec on SPLIT

6+10

128.55

L+ 124.6 11.8 5.0
122.1 14.3 37
122.2 14.2 18
121.9 14.5 18
R 13.5 47
69

120.4 16.0 50
121.1 15.3 12
122.0 14.2 30
125.1 18.3 30

120.0 10.4 50
120.0 10.4 21
123.4 13.0 20
122.0 8.9 20
131.5 14.9 40

119.4 9.1 50
120.6 10.0 22
130.0 6.5 22
126.0 2.0 22
129.0 4.0 30

118.4 10.2 35
121.4 10.1 7
126.0 12.5 18
124.0 12.5 18

126.6 11.9 30
126.0 12.5 15
126.0 12.6 37
124.2 4.3 37
127.6 1.0 50

126.4 12.2 50
124.6 14.0 2
125.0 13.0 13
126.0 10.5 13
124.4 1.0 25

128.55

point head

11

150

10 + 1 v 21 Rt end Wine Toe Protection

10 + 00

9 + 50

9 + 10 x 8 Δ 35° 45' Lt Sec. 91° 30' Rt. of forward Tan.

9 + 00

8 + 50

13640

LT
 $\begin{array}{r} 5.0 \\ 50 \end{array}$ 130.8
 $\begin{array}{r} 7.2 \\ 32 \end{array}$ 129.4
 $\begin{array}{r} 9.0 \\ 25 \end{array}$ 126.8
 $\begin{array}{r} 8.8 \\ 8 \end{array}$ 127.6
 RT
 $\begin{array}{r} 5.0 \\ 23 \end{array}$ 131.0
 $\begin{array}{r} 2.0 \\ 33 \end{array}$ 134.4
 70

$\begin{array}{r} 5.0 \\ 50 \end{array}$ 130.4
 $\begin{array}{r} 7.2 \\ 20 \end{array}$ 128.8
 $\begin{array}{r} 9.0 \\ 9 \end{array}$ 126.8
 $\begin{array}{r} 10.0 \\ 21 \end{array}$ 124.3
 $\begin{array}{r} 2.0 \\ 30 \end{array}$ 134.4
 30 ← Shoulder

$\begin{array}{r} 5.0 \\ 50 \end{array}$ 130.0
 $\begin{array}{r} 9.0 \\ 33 \end{array}$ 127.4
 $\begin{array}{r} 10.0 \\ 9 \end{array}$ 125.0
 $\begin{array}{r} 9.0 \\ 18 \end{array}$ 126.8
 $\begin{array}{r} 2.5 \\ 29 \end{array}$ 133.9
 $\begin{array}{r} 2.5 \\ 40.5 \end{array}$ 133.83
 29 ← Shoulder
 40.5 ← N. edge
 133.83 ← Par.

$\begin{array}{r} 2.0 \\ 50 \end{array}$ 134.3
 $\begin{array}{r} 6.0 \\ 17 \end{array}$ 130.0
 $\begin{array}{r} 11.0 \\ 11 \end{array}$ 124.8
 $\begin{array}{r} 11.0 \\ 11 \end{array}$ 125.0
 $\begin{array}{r} 10.0 \\ 12 \end{array}$ 126.8
 $\begin{array}{r} 3.0 \\ 24 \end{array}$ 133.1
 $\begin{array}{r} 3.5 \\ 34 \end{array}$ 132.87
 12 ← Wind
 34 ← N. edge
 132.87 ← Par.

$\begin{array}{r} 5.0 \\ 50 \end{array}$ 132.1
 $\begin{array}{r} 12.0 \\ 10 \end{array}$ 124.4
 $\begin{array}{r} 12.0 \\ 12 \end{array}$ 124.2
 $\begin{array}{r} 11.7 \\ 7 \end{array}$ 124.7
 $\begin{array}{r} 4.0 \\ 18 \end{array}$ 132.3
 $\begin{array}{r} 4.1 \\ 33.95 \end{array}$ 132.1
 $\begin{array}{r} 4.1 \\ 33.95 \end{array}$ 132.1
 18 ← Wine
 33.95 ← 20
 132.1 ← Par.

$\begin{array}{r} 9.0 \\ 24 \end{array}$ 127.4
 $\begin{array}{r} 12.0 \\ 8 \end{array}$ 124.4
 $\begin{array}{r} 12.0 \\ 12 \end{array}$ 124.4
 $\begin{array}{r} 12.0 \\ 13 \end{array}$ 124.4
 $\begin{array}{r} 5.0 \\ 12 \end{array}$ 131.8
 $\begin{array}{r} 1.83 \\ 3 \end{array}$ 131.6
 $\begin{array}{r} 1.83 \\ 3 \end{array}$ 131.6
 12 ← Wine
 3 ← 20
 131.6 ← N. edge
 131.6 ← Par.

$\begin{array}{r} 4.0 \\ 45 \end{array}$ 132.4
 $\begin{array}{r} 13.1 \\ 10 \end{array}$ 123.3
 $\begin{array}{r} 13.5 \\ 10 \end{array}$ 122.9
 $\begin{array}{r} 13.1 \\ 44 \end{array}$ 123.3
 $\begin{array}{r} 9.4 \\ 50 \end{array}$ 127.0
 44 ← Wine
 50 ← on slope

13640 ✓ Beg. Wine Toe fill Protection

B

12 + 82

12 + 43⁰⁰ Δ 30° 30' R

12 + 00

T.P. 12.88 143.57 571 130.69

+50

11 + 37

13640

27

77

71

8.5	11.1	11.7	12.9	12.7	12.9	10.4	9.1
50	37	12	8		8	16	36
135.1	132.8	131.9	130.7	130.5	130.7	133.4	134.5

8.2	11.6	12.3	13.5	14.0	11.8	10.5
50	36	10	2		5	45
135.4	132.0	131.3	129.8	129.6	131.6	132.1

12.2	14.2	14.5	13.4	12.8	12.8	10.4
24	30	21	43		20	47
131.4	129.4	129.1	131.0	130.8	130.8	133.2

15.3	15.2	14.0	14.6	13.3	11.5
40	15	8		17	40
128.3	128.4	129.6	129.0	130.3	132.1

7.7	8.7	8.5	8.1	8.5	9.0
50	50	9	12	34	43
129.2	128.3	127.7	127.9	130.3	132.9

8.0	7.4	7.1	5.9	2.4	0.3
22	11	21	18	28	44
129.1	128.0	127.0	128.8	130.5	134.0

13640

14 + 86

+ 50

+ 28

+ 24

14

13 + 50

143.57

138.5
5.1
45

139.0
6.6
27

139.4
8.2
21

135.0
8.1
5

137.4
6.2

138.1
5.5
10

141.8
1.8
30

134.7
8.9
40

133.9
9.7
13

136.0
7.6

141.1
2.5
39

135.0
8.6
36

133.6
10.0
30

133.8
9.8
5

136.5
7.1

138.9
4.7
52

135.0
8.1
35

132.6
10.0
26

133.8
9.8

136.6
7.0
5

138.0
4.0
31

135.6
8.0
40

134.6
9.0
21

133.1
10.5
17

133.2
10.4

133.4
10.4
5

136.9
6.7
16

137.1
6.5
29

133.9
9.7
45

133.3
10.3
13

131.9
11.7
8

132.3
11.3

132.4
11.2
8

134.3
9.3
15

135.5
8.1
36

138.5
5.1
50

143.57

15+61

15+57

15+406 Δ Rt Sec

125

15+20

15+02

14+94.4 ± Cross Sewer (see plan)

143.57

3.2 20	4.1 12	5.1 9	6.8 137.0	7.0 20	5.3 24	136.6 136.3
-----------	-----------	----------	--------------	-----------	-----------	----------------

3.3 15	4.0 140.3	4.8 139.2	7.0 9	7.2 27	4.3 30	136.4 139.3
-----------	--------------	--------------	----------	-----------	-----------	----------------

2.2 15	3.5 140.1	4.0 139.0	7.1 15	7.0 27	5.3 30	136.5 136.6 138.3
-----------	--------------	--------------	-----------	-----------	-----------	-------------------------

2.0 25	3.0 139.0	7.2 3	7.2 19	5.0 22	4.0 33	136.4 138.6 139.6
-----------	--------------	----------	-----------	-----------	-----------	-------------------------

3.5 30	4.0 139.6	7.3 136.3	7.2 14	3.9 18	3.7 36	140.0 139.7 139.9
-----------	--------------	--------------	-----------	-----------	-----------	-------------------------

4.7 40	4.5 18	7.5 13	5.1 2	7.0 36.6	4.8 139.8	4.0 139.6
-----------	-----------	-----------	----------	-------------	--------------	--------------

4.2 27	4.1 27	4.2 20	7.8 143.57	4.2 9	3.0 42.5	139.97 130.44 139.66
					Top CB end	391 50.5 13.4 M.H.

15+80.33 TOP CURB

15+73.78 TOP CON SLAB

15+73.78 EL. DUNLET

71.3

15+70.7

15+70.0

143.57

L +

R

R + 74

139.44
4.13
20

139.46
4.09
12.7

139.47
4.10

139.39
4.18
12.5

139.37
4.18
30

139.56
4.01
12.9

139.50
4.07

139.47
4.10
12.3

138.15
5.42
12.9

137.92
5.65

137.92
5.65
12.3

136.04
7.53
19.9

136.87
7.70
CON.

135.99
7.18

139.67
4.00
12.9

136.04
7.53
12.9

136.87
7.70

135.99
7.58
12.3

139.45
4.12
12.3

TOP WING WALL

CON.

TOP WING WALL

137.3
6.3
12.9

137.3
6.3

137.0
6.6
12.3

1x + 94.4

T.P. 849 149.77 229 141.28

check to BM BP 419 139.38 ✓ 739.3x

16 + 20.81 S curb

16 + 20.81 S. gut.

16 + 00.21 E Olvera Ave

15 + 80.40 N. gut

143.57

LT

8

JF 75

$$\begin{array}{r} 135.64 \\ 14.13 \\ \hline 210 \\ \hline \end{array}$$

$$\begin{array}{r} 148.91 \\ 0.86 \\ \hline 210 \\ \hline \end{array}$$

FL. M.H. at W. end La Paz St, M.H.

12' RT of 15 + 80
W. end curb inlet

$$\begin{array}{r} 140.03 \\ 4.27 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.83 \\ 3.7x \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.94 \\ 5.15 \\ \hline 25 \\ \hline \end{array}$$

JB

$$\begin{array}{r} 139.34 \\ 4.23 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.13 \\ 4.24 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.30 \\ 4.27 \\ \hline 25 \\ \hline \end{array}$$

Notes Reduced. 1-27-50

$$\begin{array}{r} 139.20 \\ 4.37 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.00 \\ 4.57 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 139.25 \\ 4.32 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 138.77 \\ 4.80 \\ \hline 30 \\ \hline \end{array}$$

$$\begin{array}{r} 138.44 \\ 5.11 \\ \hline 12.7 \\ \hline \end{array}$$

$$\begin{array}{r} 138.20 \\ 5.37 \\ \hline 25 \\ \hline \end{array}$$

$$\begin{array}{r} 138.23 \\ 5.34 \\ \hline 12.5 \\ \hline \end{array}$$

$$\begin{array}{r} 4.86 \\ \hline 30 \\ \hline \end{array}$$

143.57 ✓

X-SEC. JEWELL ST.
Fortuna to Pac. Beach Dr.

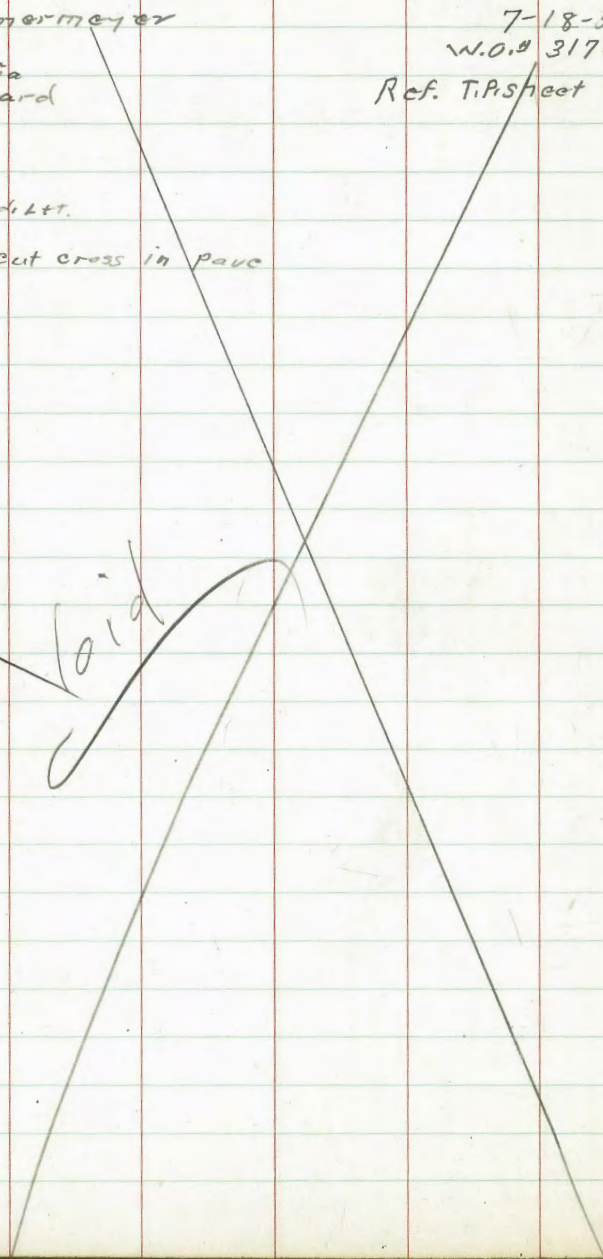
Sommermeier
Begg
Acuña
Shepard

7-18-50
W.O.# 31740
Ref. T.P. sheet 1293

• = FILLT.

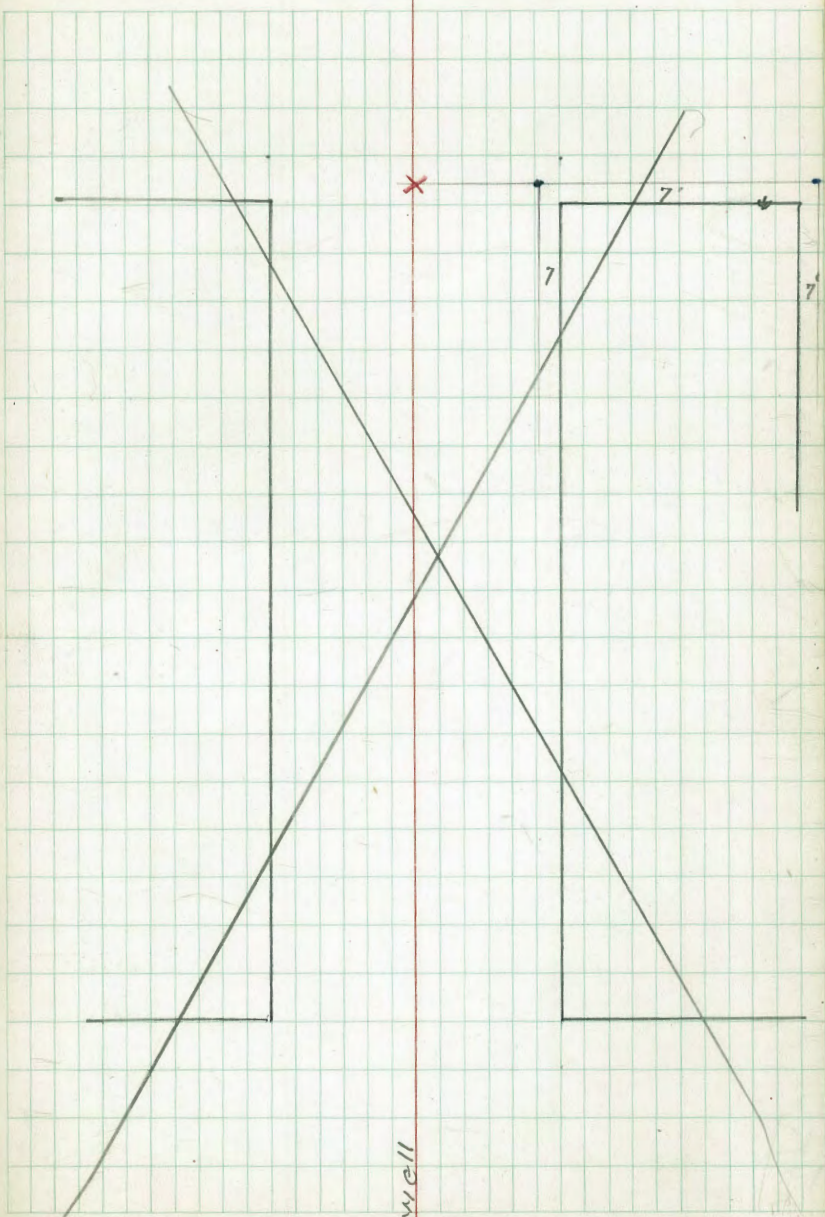
x = cut cross in pave

Void

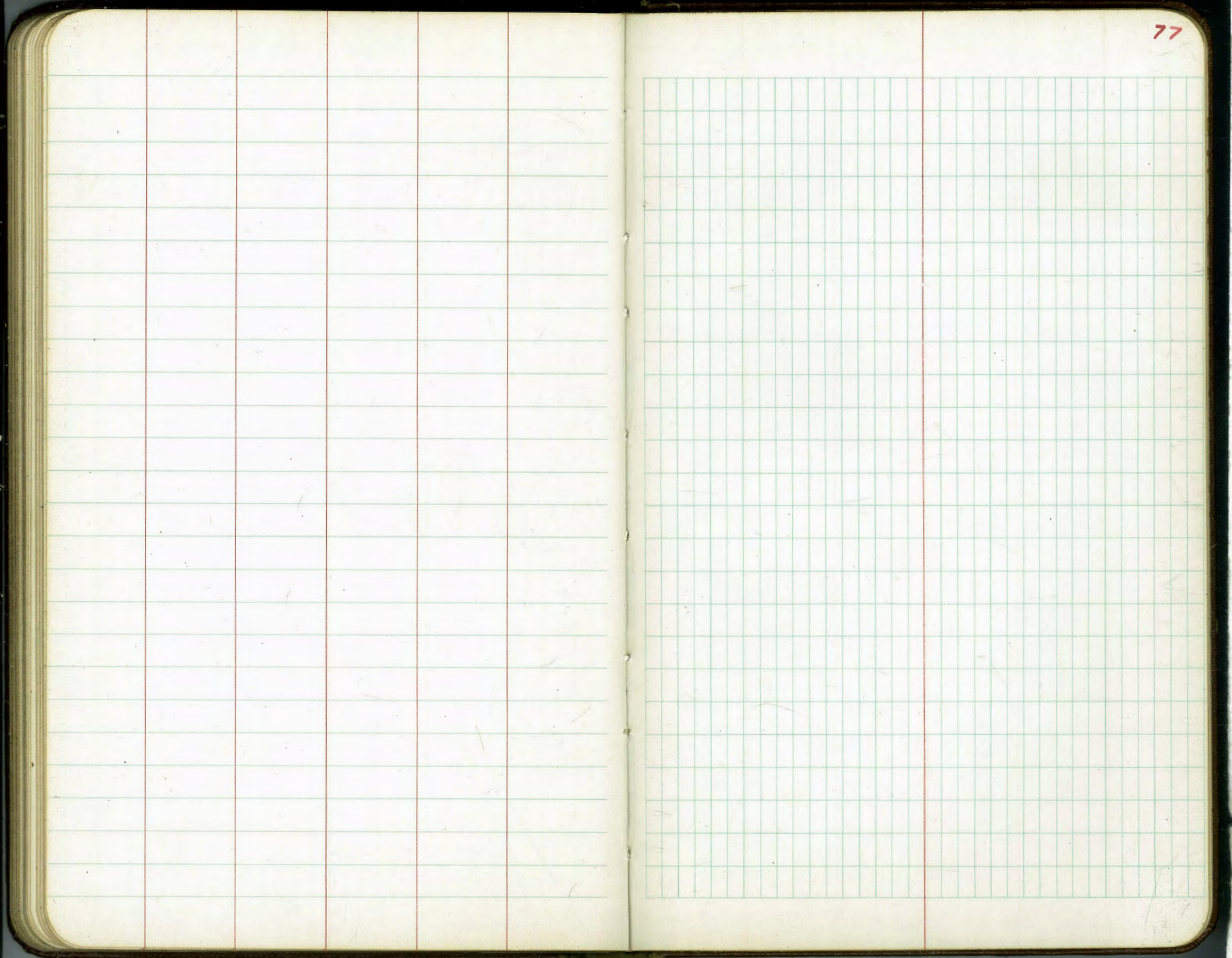


£

76



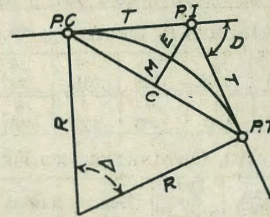
Jewell





DIETZGEN'S RAILROAD CURVE AND REDUCTION TABLES

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CURVE FORMULAS

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

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

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

External $= E = T \tan \frac{\Delta}{4}$ (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 $\div 8\frac{1}{3} = 414.49$ ft. From Table V correction = .36 or $T = 414.85$ ft. P. C. = Sta. P. I. $- T = 157 + 45.50$. Also from (4) $L = 746.00$ and P. T. = Sta. P. C. $+ L = 164 + 91.50$.

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

Deflections.—Deflection angle = $\frac{1}{2} D$ for 100 ft., $\frac{1}{4} D$ for 50 ft., etc. For c ft. = (in minutes) $.3 \times C \times D^\circ$ or = defl. for 1 ft. from Table 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 $D = 5^\circ 30'$.

41429
792

42221

2.72

27 62
20 82
6 80

7.97
93
89.0

10 11
10 5 3
39

10 02
10 3 4
36 8

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

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

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

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