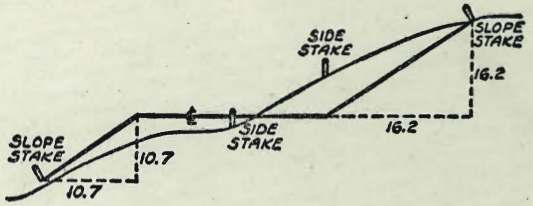
2322

STORM DRAINS



Distances from Side Stakes for Cross-Sectioning

Slope 1 to 1. Roadway of Any Width

	0	.1	.2	.3	.4	.5	.6	.7	.8	9	
0	0.00	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	0
1	1.00	1.10	1.20	1.30	1.40	1.50	1.60	1.70	1.80	1.90	1
2	2.00	2.10	2.20	2.30	2.40	2.50	2.60	2.70	2.80	2.90	2
3	3.00	3.10	3.20	3.30	3.40	3.50	3.60	3.70	3.80	3.90	3
4	4.00	4.10	4.20	4.30	4.40	4.50	4.60	4.70	4.80	4.90	4
5	5.00	5.10	5.20	5.30	5.40	5.50	5.60	5.70	5.80	5.90	5
6	6.00	6.10	6.20	6.30	6.40	6.50	6.60	6.70	6.80	6.90	6
7	7.00	7.10	7.20	7.30	7.40	7.50	7.60	7.70	7.80	7.90	7
8	8.00	8.10	8.20	8.30	8.40	8.50	8.60	8.70	8.80	8.90	8
9	9.00	9.10	9.20	9.30	9.40	9.50	9.60	9.70	9.80	9.90	9
10	10.00	10.10	10.20	10.30	10.40	10.50	10.60	10.70	10.80	10.90	10
11	11.00	11.10	11.20	11.30	11.40	11.50	11.60	11.70	11.80	11.90	11
12	12.00	12.10	12.20	12.30	12.40	12.50	12.60	12.70	12.80	12.90	12
13	13.00	13.10	13.20	13.30	13.40	13.50	13.60	13.70	13.80	13.90	13
14	14.00	14.10	14.20	14.30	14.40	14.50	14.60	14.70	14.80	14.90	14
15	15.00	15.10	15.20	15.30	15.40	15.50	15.60	15.70	15.80	15.90	15
16	16.00	16.10	16.20	16.30	16.40	16.50	16.60	16.70	16.80	16.90	16
17	17.00	17.10	17.20	17.30	17.40	17.50	17.60	17.70	17.80	17.90	17
18	18.00	18.10	18.20	18.30	18.40	18.50	18.60	18.70	18.80	18.90	18
19	19.00	19.10	19.20	19.30	19.40	19.50	19.60	19.70	19.80	19.90	19
20	20.00	20.10	20.20	20.30	20.40	20.50	20.60	20.70	20.80	20.90	20
21	21.00	21.10	21.20	21.30	21.40	21.50	21.60	21.70	21.80	21.90	21
22	22.00	22.10	22.20	22.30	22.40	22.50	22.60	22.70	22.80	22.90	22
23	23.00	23.10	23.20	23.30	23.40	23.50	23.60	23.70	23.80	23.90	23
24	24.00	24.10	24.20	24.30	24.40	24.50	24.60	24.70	24.80	24.90	24
25	25.00	25.10	25.20	25.30	25.40	25.50	25.60	25.70	25.80	25.90	25
26	26.00	26.10	26.20	26.30	26.40	26.50	26.60	26.70	26.80	26.90	26
27	27.00	27.10	27.20	27.30	27.40	27.50	27.60	27.70	27.80	27.90	27
28	28.00	28.10	28.20	28.30	28.40	28.50	28.60	28.70	28.80	28.90	28
29	29.00	29.10	29.20	29.30	29.40	29.50	29.60	29.70	29.80	29.90	29
30	30.00	30.10	30.20	30.30	30.40	30.50	30.60	30.70	30.80	30.90	30
31	31.00	31.10	31.20	31.30	31.40	31.50	31.60	31.70	31.80	31.90	31
32	32.00	32.10	32.20	32.30	32.40	32.50	32.60	32.70	32.80	32.90	32
33	33.00	33.10	33.20	33.30	33.40	33.50	33.60	33.70	33.80	33.90	33
34	34.00	34.10	34.20	34.30	34.40	34.50	34.60	34.70	34.80	34.90	34
35	35.00	35.10	35.20	35.30	35.40	35.50	35.60	35.70	35.80	35.90	35
36	36.00	36.10	36.20	36.30	36.40	36.50	36.60	36.70	36.80	36.90	36
37	37.00	37.10	37.20	37.30	37.40	37.50	37.60	37.70	37.80	37.90	37
38	38.00	38.10	38.20	38.30	38.40	38.50	38.60	38.70	38.80	38.90	38
39	39.00	39.10	39.20	39.30	39.40	39.50	39.60	39.70	39.80	39.90	39
40	40.00	40.10	40.20	40.30	40.40	40.50	40.60	40.70	40.80	40.90	40
41	41.00	41.10	41.20	41.30	41.40	41.50	41.60	41.70	41.80	41.90	41
42	42.00	42.10	42.20	42.30	42.40	42.50	42.60	42.70	42.80	42.90	42
43	43.00	43.10	43.20	43.30	43.40	43.50	43.60	43.70	43.80	43.90	43
44	44.00	44.10	44.20	44.30	44.40	44.50	44.60	44.70	44.80	44.90	44
45	45.00	45.10	45.20	45.30	45.40	45.50	45.60	45.70	45.80	45.90	45
46	46.00	46.10	46.20	46.30	46.40	46.50	46.60	46.70	46.80	46.90	46
47	47.00	47.10	47.20	47.30	47.40	47.50	47.60	47.70	47.80	47.90	47
48	48.00	48.10	48.20	48.30	48.40	48.50	48.60	48.70	48.80	48.90	48
49	49.00	49.10	49.20	49.30	49.40	49.50	49.60	49.70	49.80	49.90	49
50	50.00	50.10	50.20	50.30	50.40	50.50	50.60	50.70	50.80	50.90	50

Distance of slope stake from side or shoulder stake for any width roadway, slope 1 to 1. If ground is nearly level, the cut or fill at side stake is located by the double entry method in left column and top row. The number in body of table in same row and column gives distance from side stake to slope stake. If ground is not level estimate the difference in elevation between the side stake and slope stake, lower target by this amount if cut, elevate if fill. Add this amount to cut or fill and find distance in table. Set up rod at this point, and line of sight should cut target. If it does not make the slight adjustment necessary.

Airport drain - 2-80

Proposed Storm Drain
from Moore + Estudillo to
bulkhead line at bay
south of Laurel St.
Via Moore street, California
street + City Tidelands.

Mar 14, 1954
C.H.S.
Begg
Schelin
Pullen

Ref. T.P. Book #2
Field Book 571-
586

T.P. sheet # 491 — 1497-P-19
" 490 — 1612-P-22
485 — 1841
486 — 2100-P-40
494 — 2121-P-34
2262

Also:
Allen — 8 — 1531-P-70
R. Sisson — 9 — 1481
C. Powell — 10 — 1592-P-70
1607-P-45
1356-P-13

For additional ties see FB 2320

■ denotes Fd. Con. Mon.
□ " " 1/2 " tack or disk
• " " Nail
× " " cross

□ " Set 1/2" disk
• " " P/K. Nail
× " cut cross in conc.

INDEXED
Lac
apr 14 1954

3+88.62 = Wly 7' line Noel St.

3+81.62 = Wly line Noell St.

3+67 = cross drain 24" (see page 23)
(= connections #1 + #2)

Levels - Page 28

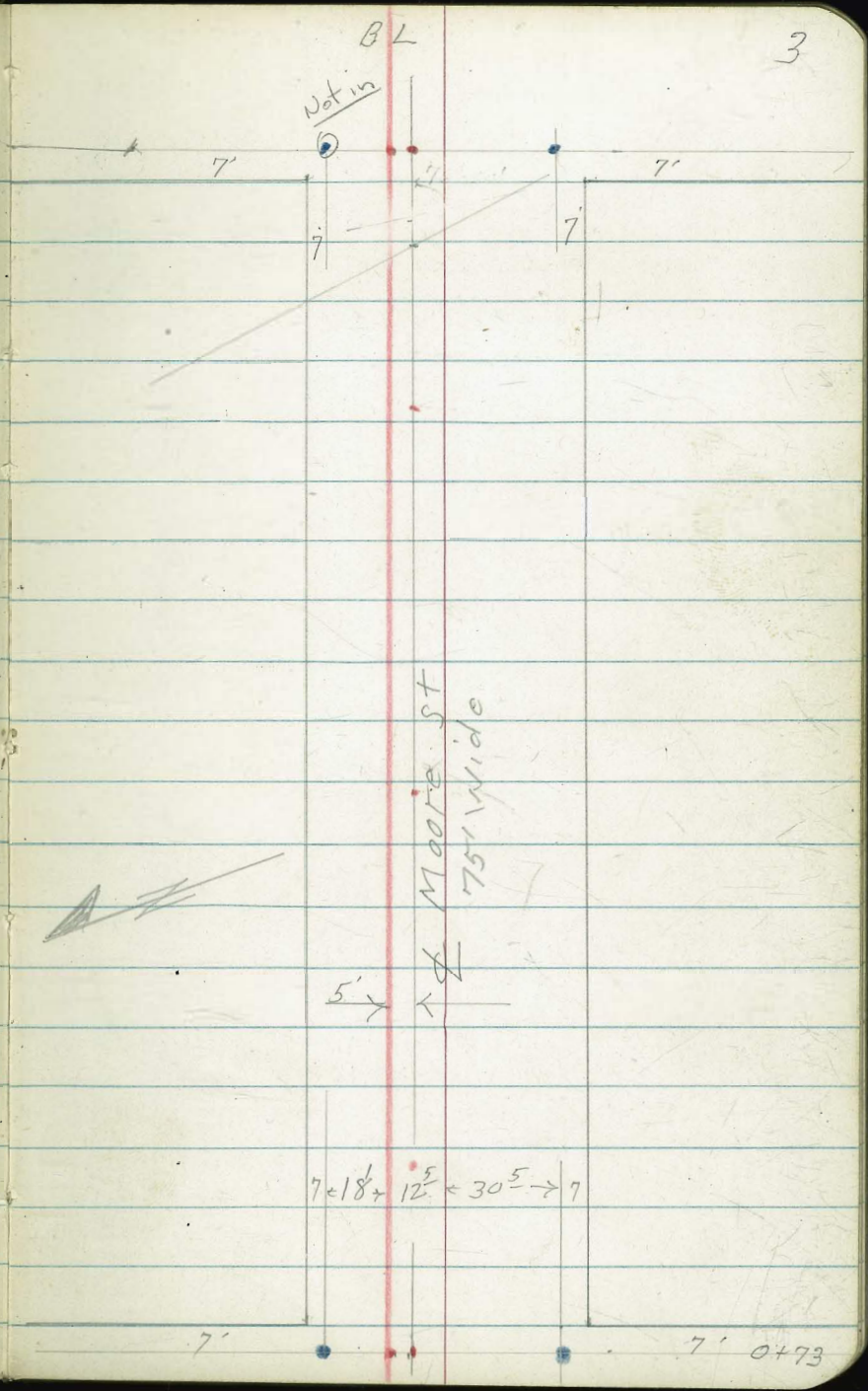
3+00

2+00

1+00

0+80 = Ely. line Estudillo St.

0+00 = Wly line Estudillo St →



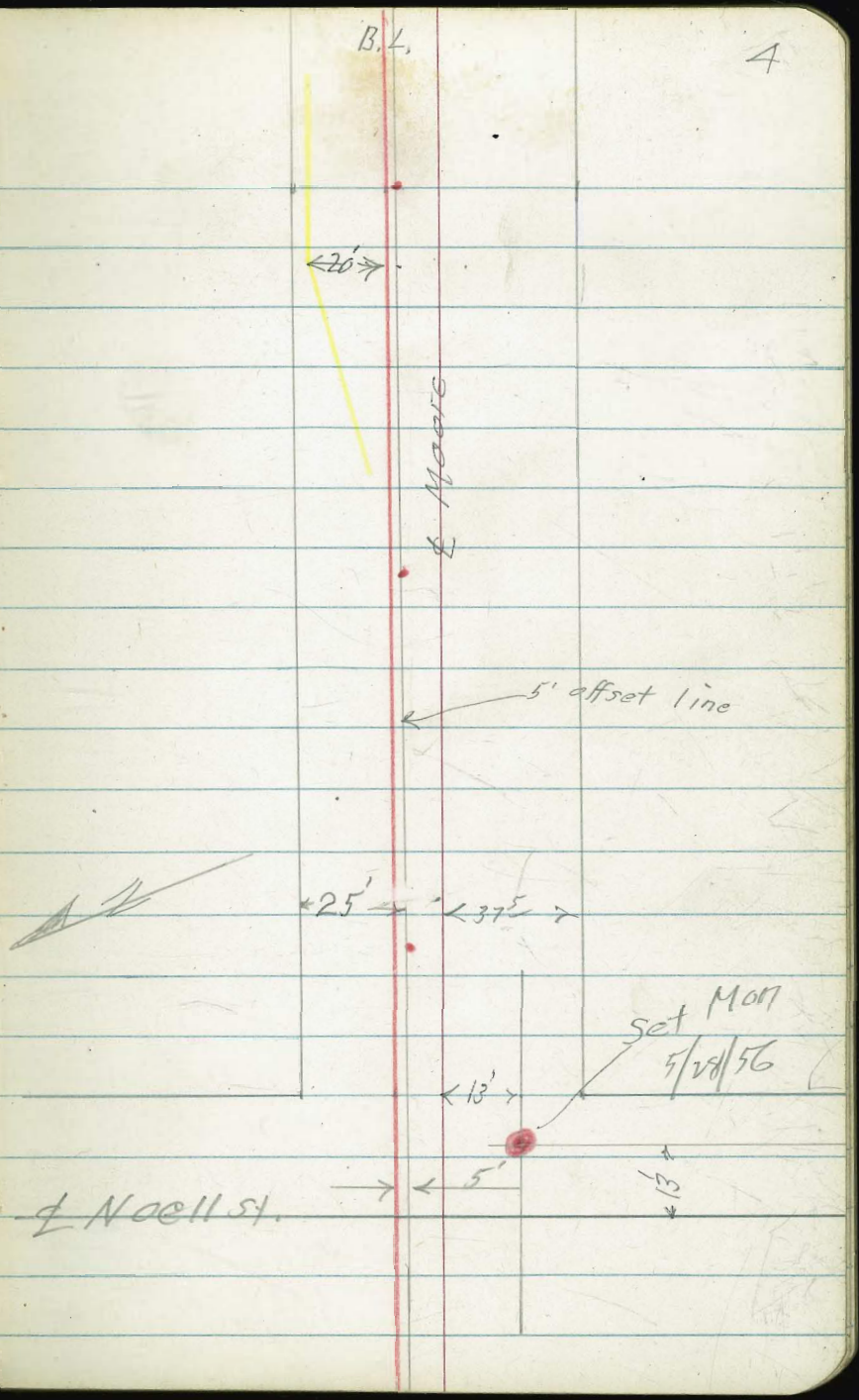
7+00

6+85 - 20' Lt. of B.L. = Δ in 30" drain.
cannot locate outlet.
runs Aprox. as shown.

6+00

5+00

4+61.62 = Ely line Noell St.



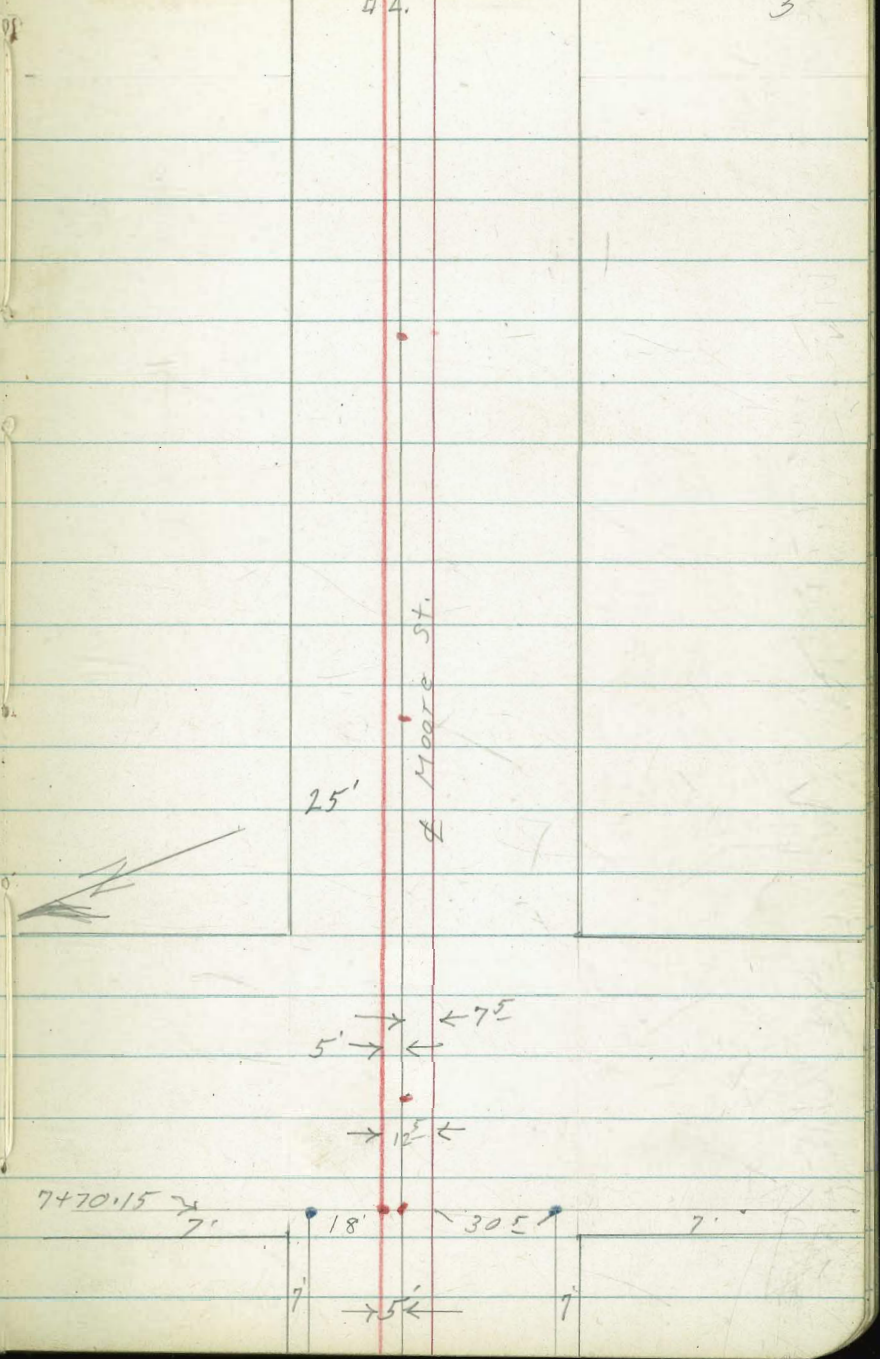
B.L.

10+00

9+00

8+43.15 = Ely line Sutherland

7+63.15 = Wly line Sutherland St.



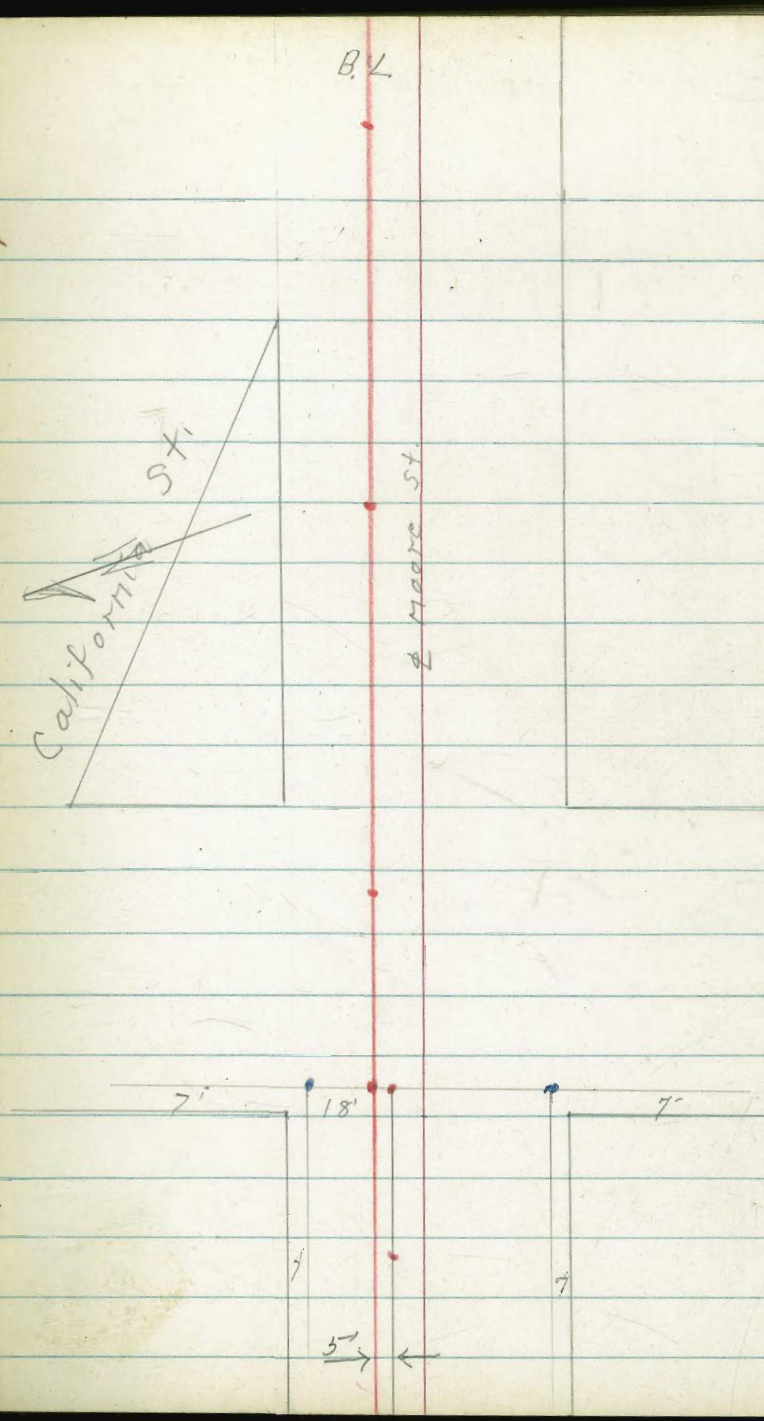
13+00

12+23.42 = Ely. line Clayton St.

12+00

11+43.42 = Nly. line Clayton St.

11+00



14+68.48 = E.C.

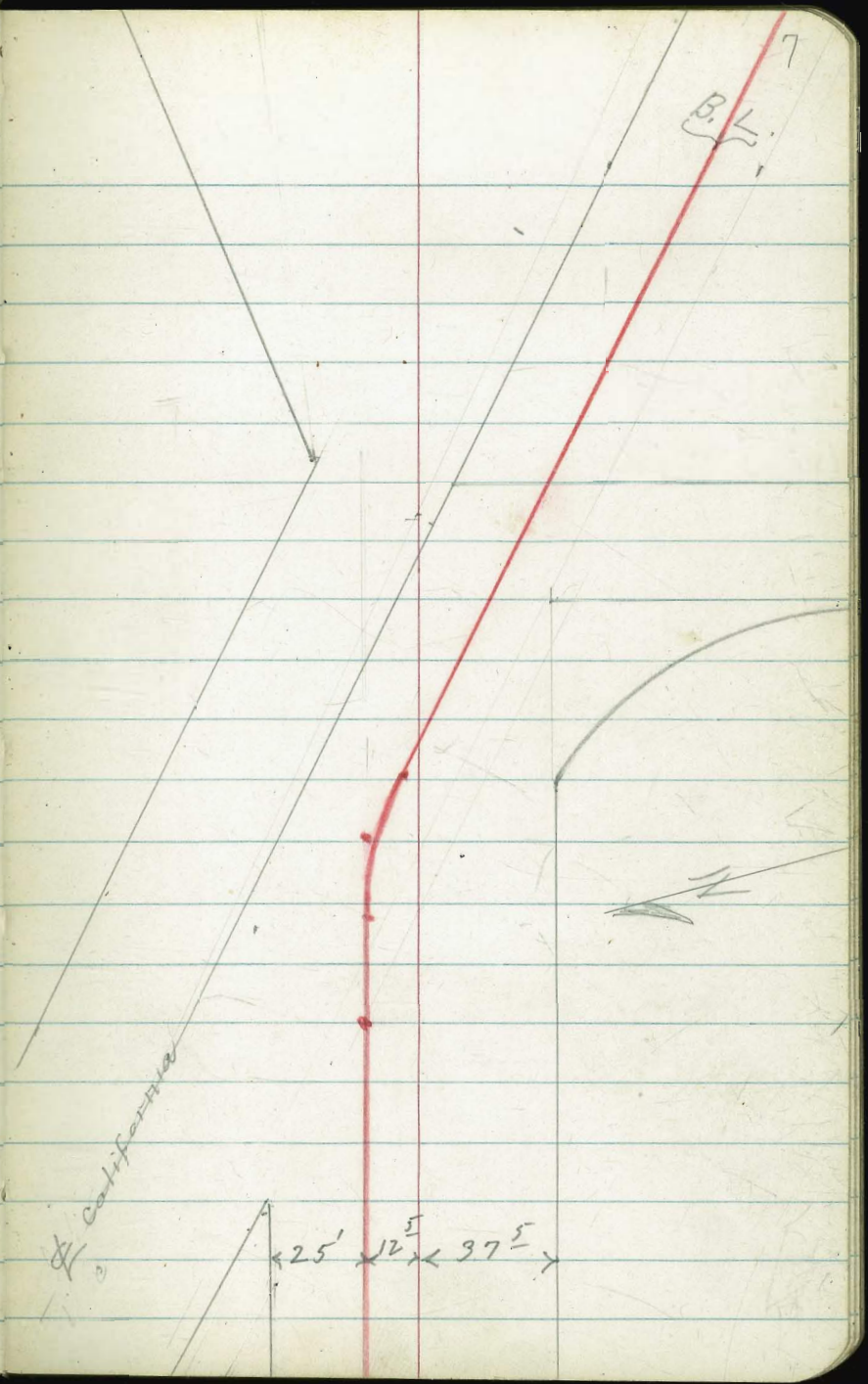
set P.K. Nail on P.I.

$\Delta = 24°-42'$ - R = 90 - T = 19.71 L = 38.80

14+29.68 = B.C.R.P.

14+00

on North
= Ely end Moore St.



17+00

Washington

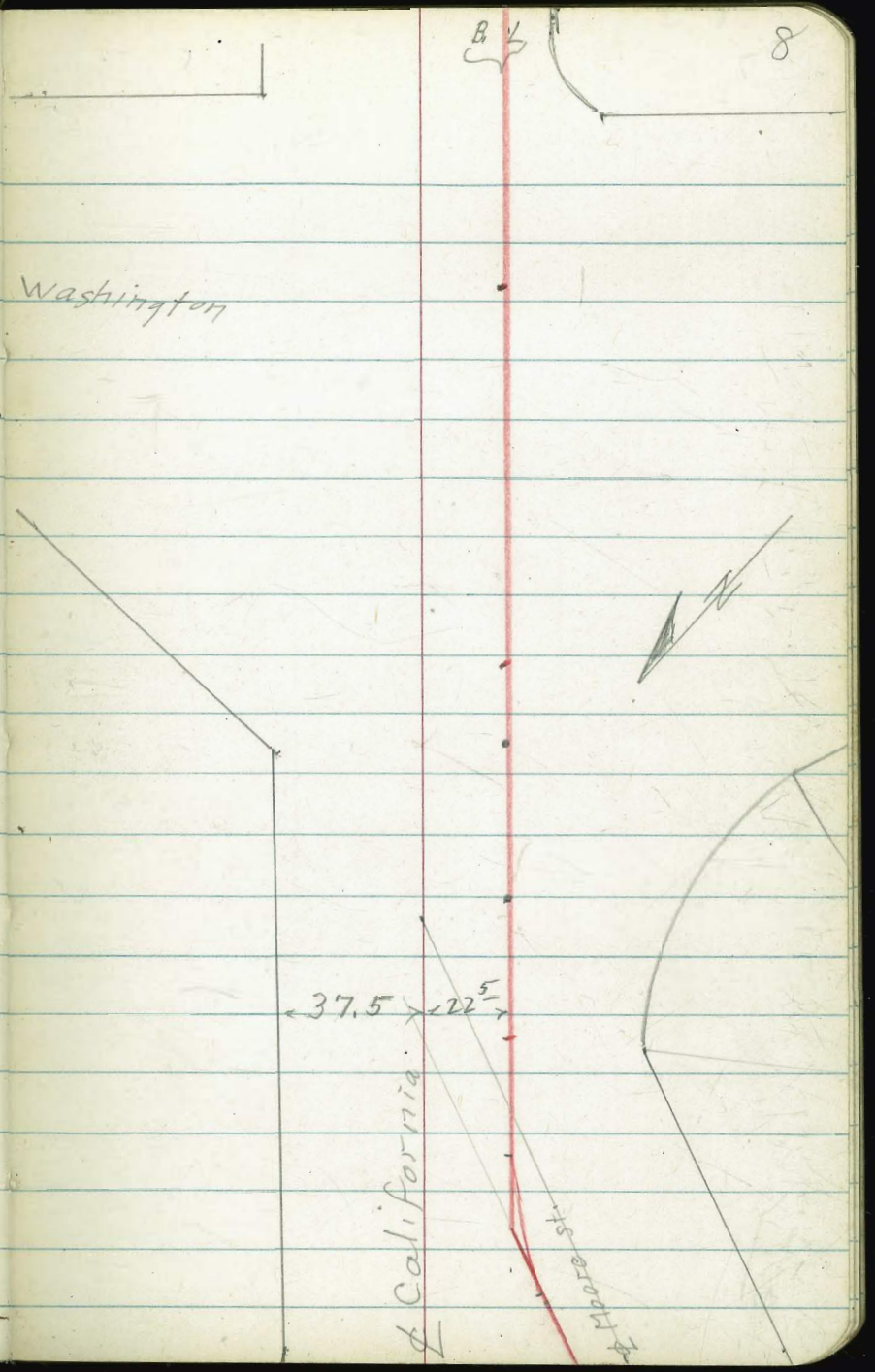
16+00

15+80.55 = connection #4 - See page #23

15+36.80 = Connection #3 See page #23

15+00

14+68.48 = E.C. (page 7)

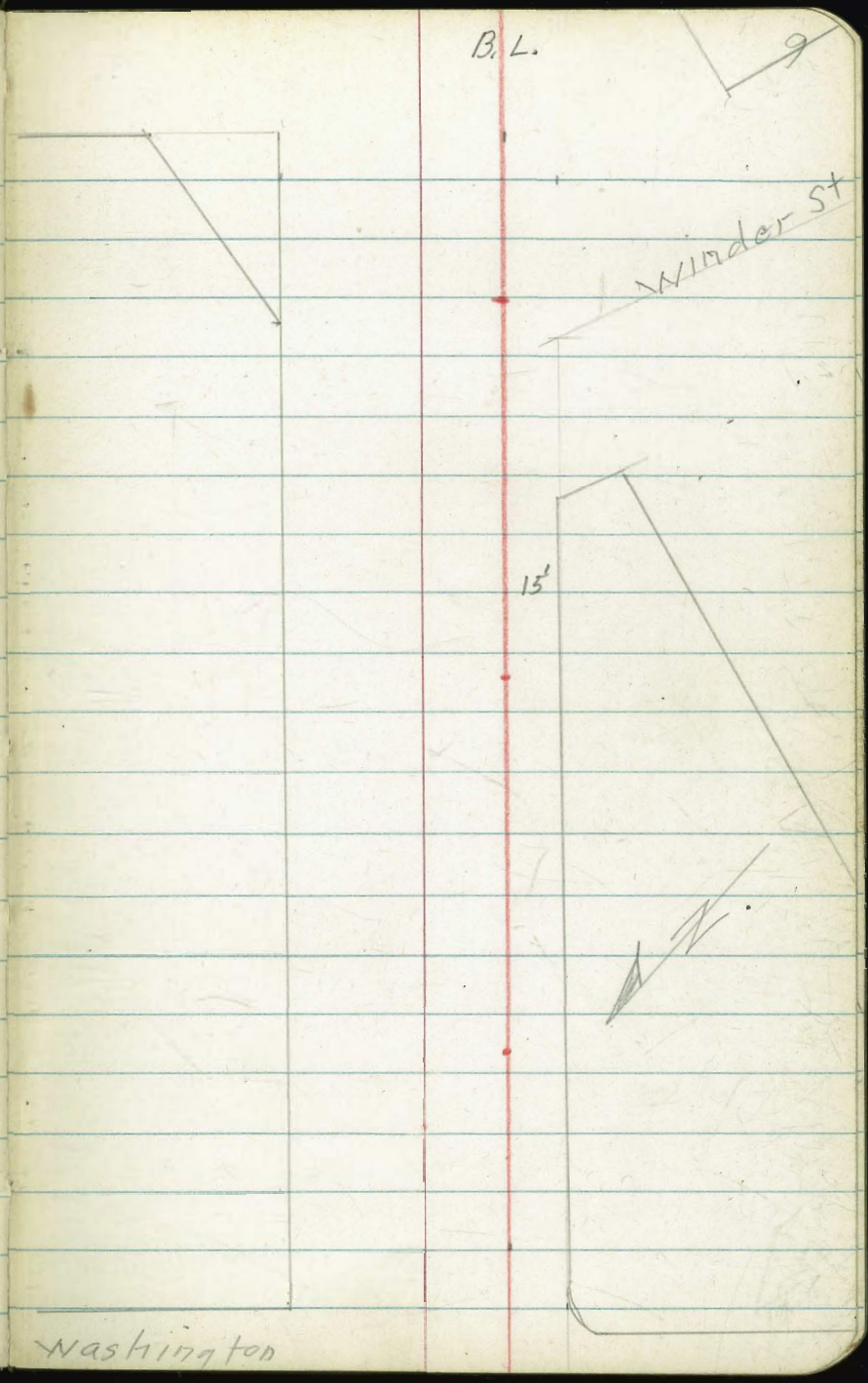


20+00

19+00

18+00

B. L.



24+52 = See p 25.

24+00

23+00

22+00

21+27: Connection #5 – See page #24

21+20.68 = → S. Ely. 7' line Windsor St To N. East.

21+00

Chalmers St.

B. L.

Bean St.

Hancock St.

37.5 22.5 15'

S Ely 7' L.T. India St

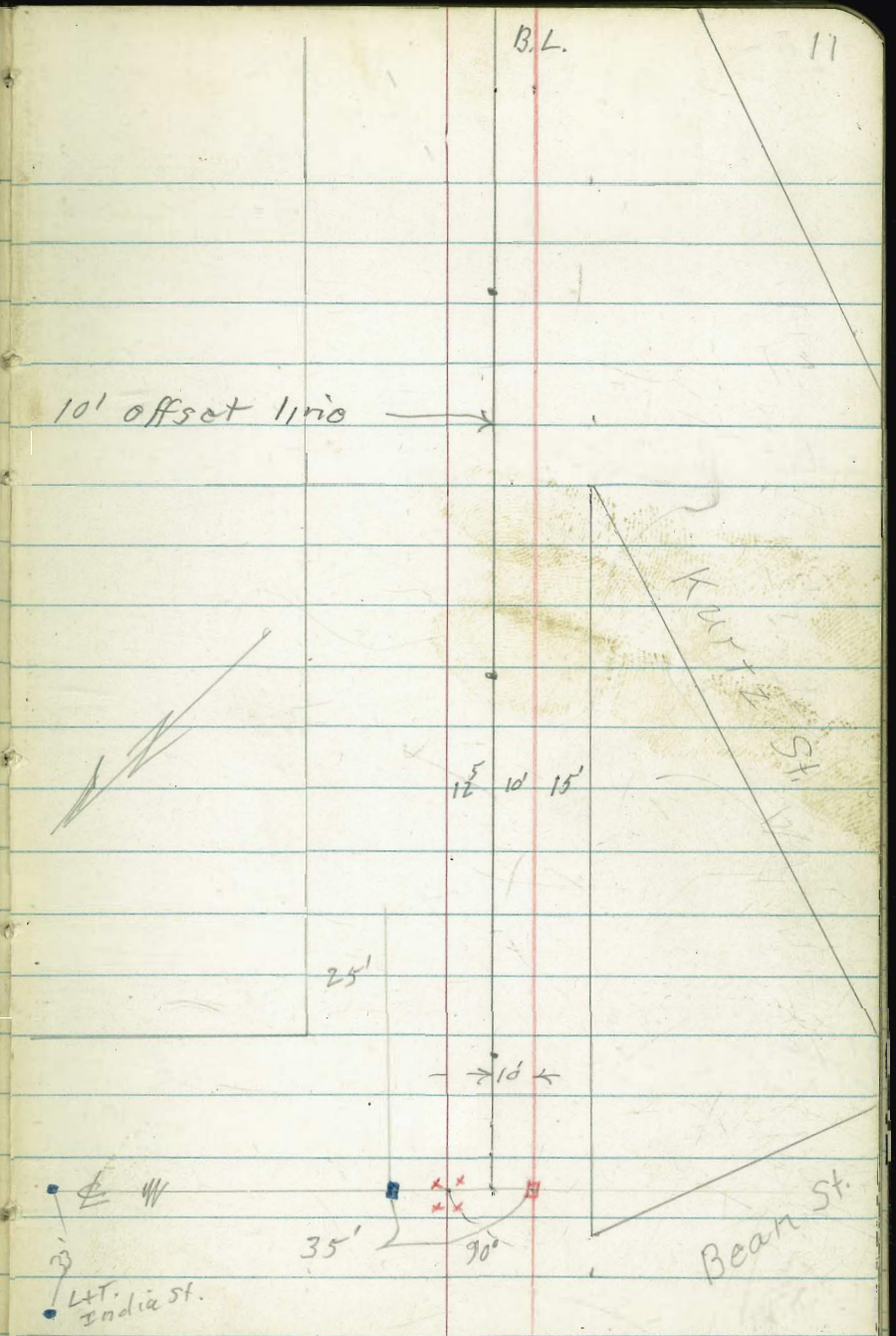
27+00

26+00

25+00

24+6794 = ℄ Chalmers

To N. East, N.Wly line Chalmers



31+00

30+00

29+00

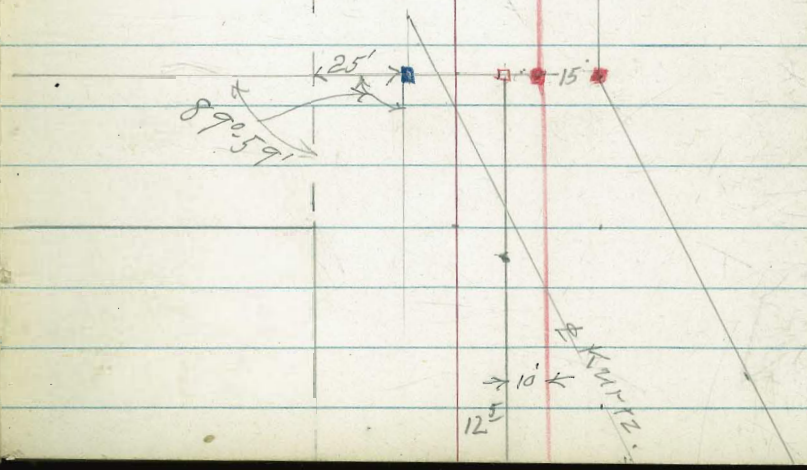
28+48.43 = ℄ Walnut

28+00

B.L.

15'

37.5 22.5



+50 - 1° 14'

34+00 d = 0° 51' - 50"

+50 d = 0° 29' - 35"

33+00 d = 0° 07' - 30"

32 + 83.25 = P.R.C.

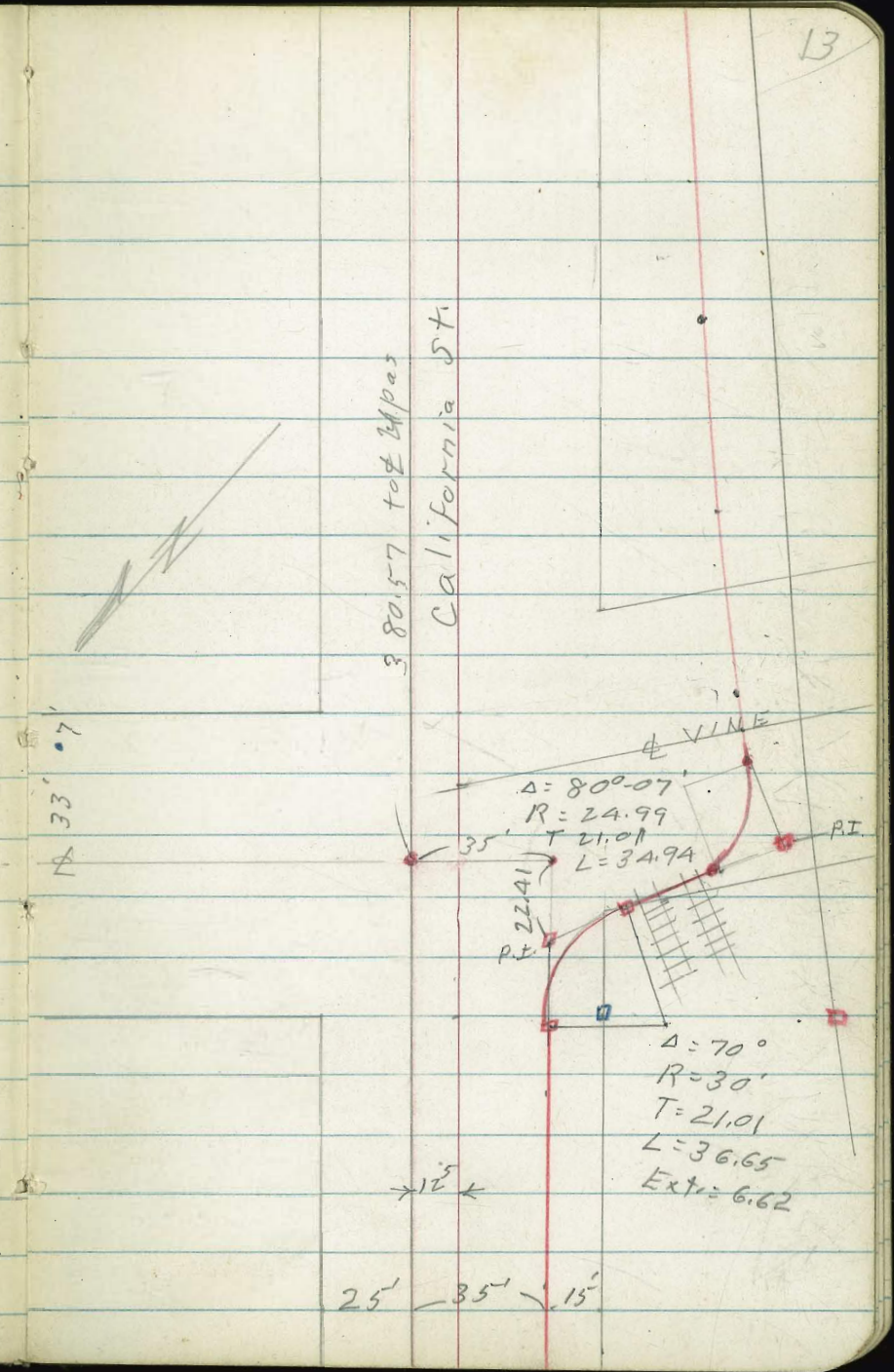
~~32+29.09 =~~ ℄ Vine St To N.E.

32 + 48.31 = B.C.

32 + 22.32 = E.C.

3H 85.67 = B.C. Rt.

25.99



38+00 3°-49'-30"

+50 3°-27'-15"

37+00 d=3°-05'

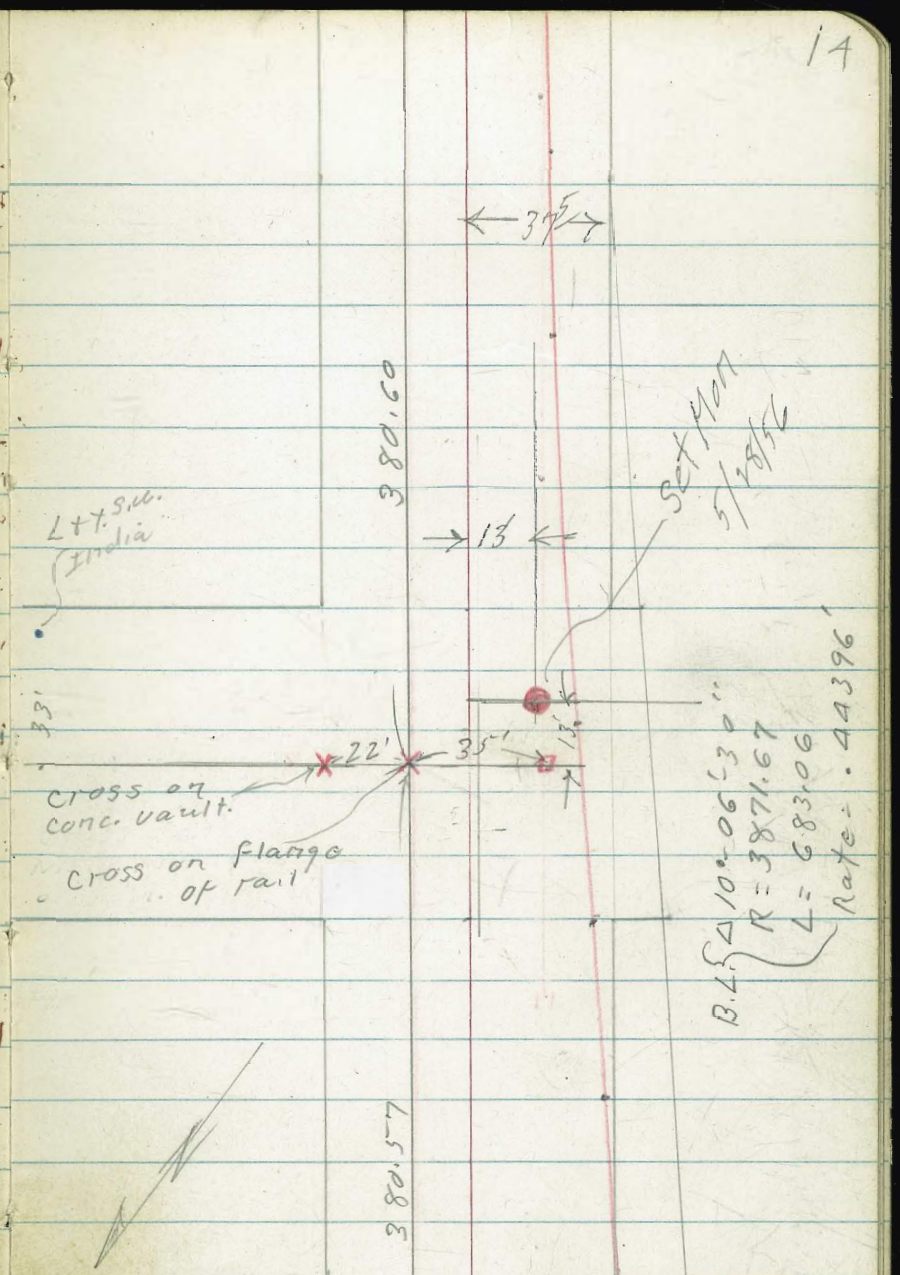
+50 - 2°-43'

= ℄ Upas - to N.E.

36+00 2°-20'-35"

+50 1°-58'-30"

35+00 1°-36'-15"



41+00

413.58

25'

90°.01

12.5

10+26.33

~~40+36.23~~ = ℄ THORN St.

31.28

22.5

cross on N.Ely. rim of M.H.

15'

39+66.31 = E.C. 5°-03'-15"

39+00 4°-33'-50"

380.60

+50 4°-11'-40"

45+00

Note. Found 0.83' Excess between points on Sassafras + points on Quince. Pro-rated as per distances shown on tie point sheets.

44+39.91 = Ely. 7' line

44+00 = Nail

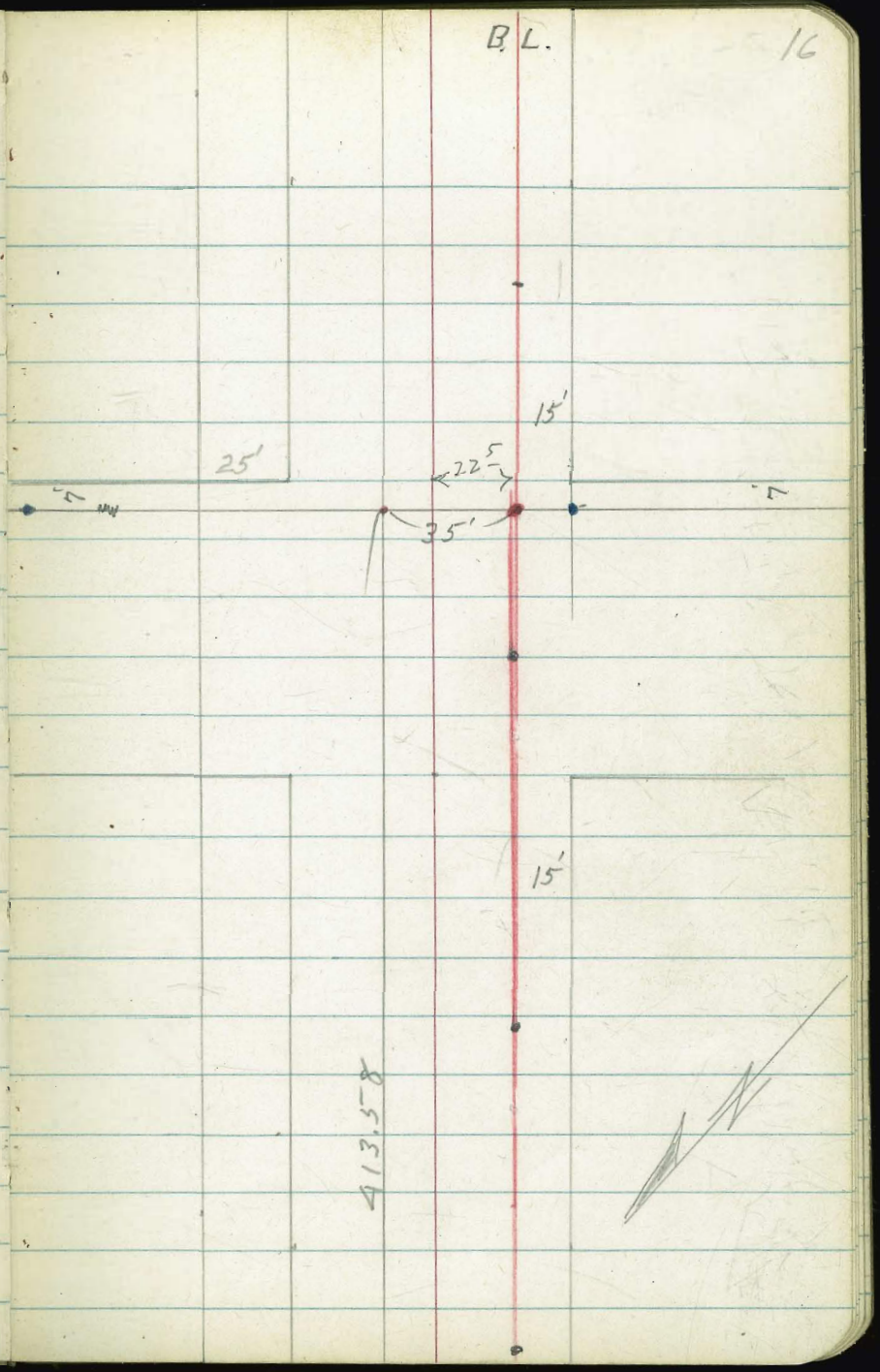
43+99.91 = ℄

44+06.91

Sassafras St.

43+00

42+00



48+00

47+87.59 = ℄ Spruce

47+00

46+00

25'

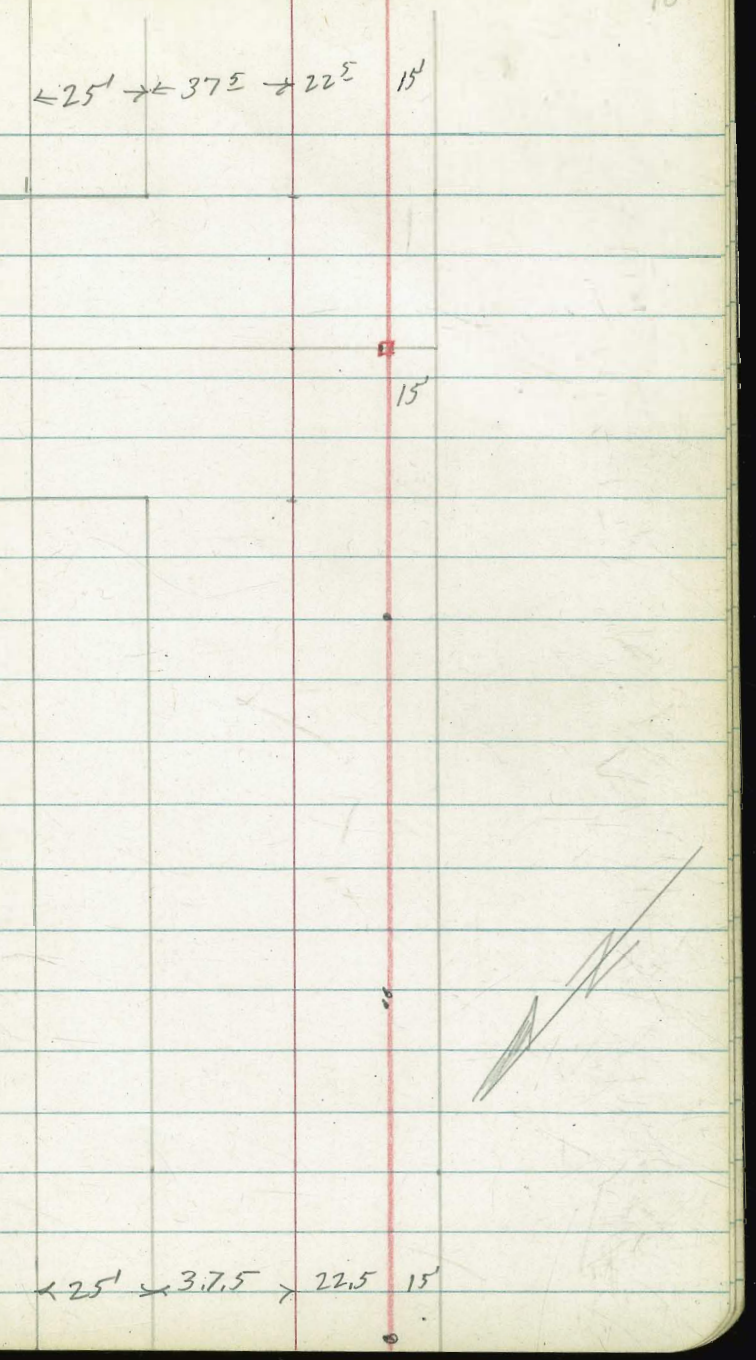
22 5/15

51+68.35 = ℄ Redwood

51+00

50+00

49+00

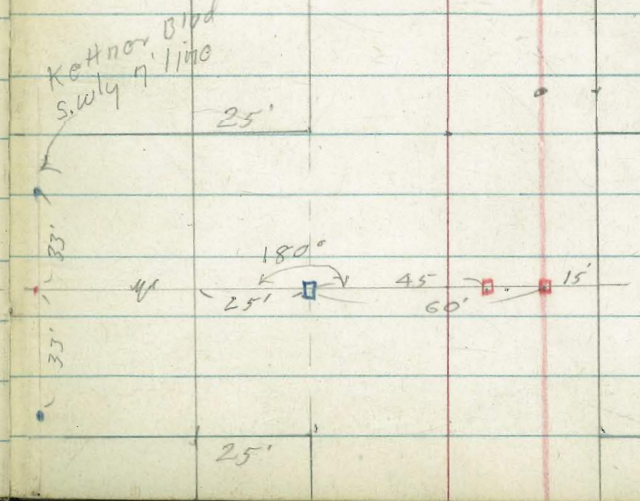


58+00

57+00

56 ~

55+49.31 = ℄ Quince



61+00

60+00

58+63.00 = B.C. to Rt.

Palm st

59+00

58+63.00 = B.C. Rt.

.72603 = Rad = 23675

Tang. line

B.L.

California st.

238.71 to P.I. at olive st.

Δ 16°-24'
R = 23752.50
T = 339.00
L = 673.37
Ext. = 24.30
Rate = .73065 per Ft.

This is data for complete curve. See data on P-21

45

15'

15

Lt. Kellner + palm.

15' offset line

15

15'

B. L.

64+00

63+00

℄ Slide

Δ 16°-21'-30" Rt.

61+99.88 = Mid point of entire
Calif. St. curve

S 47° Palm to P.T.
238.71 ft.

61+00

Note ↓

=66+72.85 ahead.

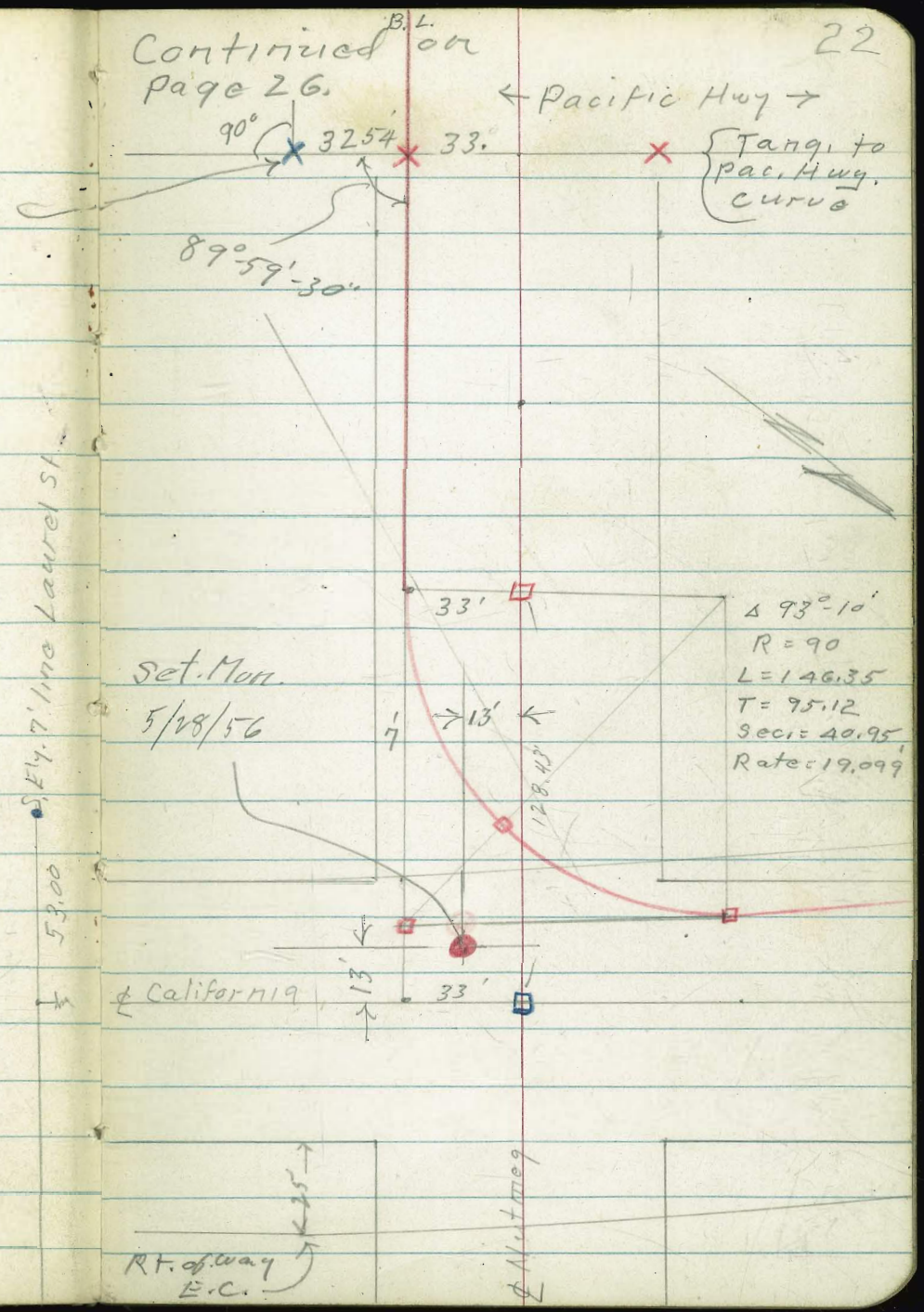
66+82.85 Back

Pacific Hy. P.C.

66+00

65+53.43 = E.C.

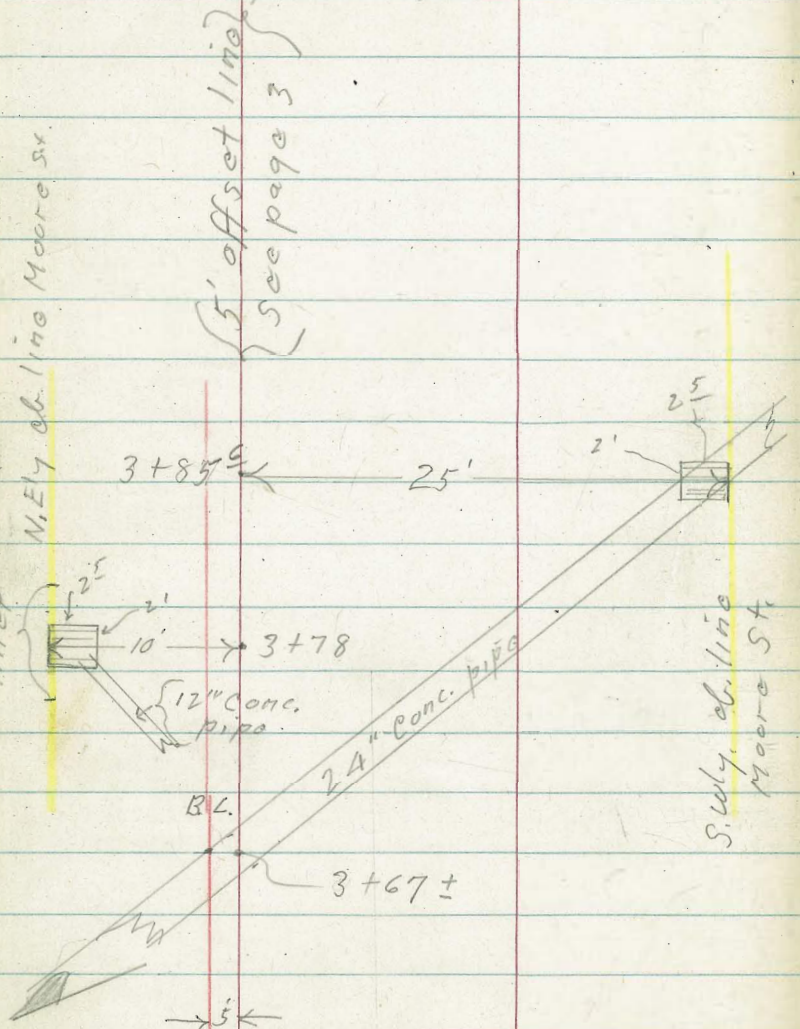
64+07.09 = P.C.C.



Detail of connections { #1 / #2

Moore St. + Noel St.

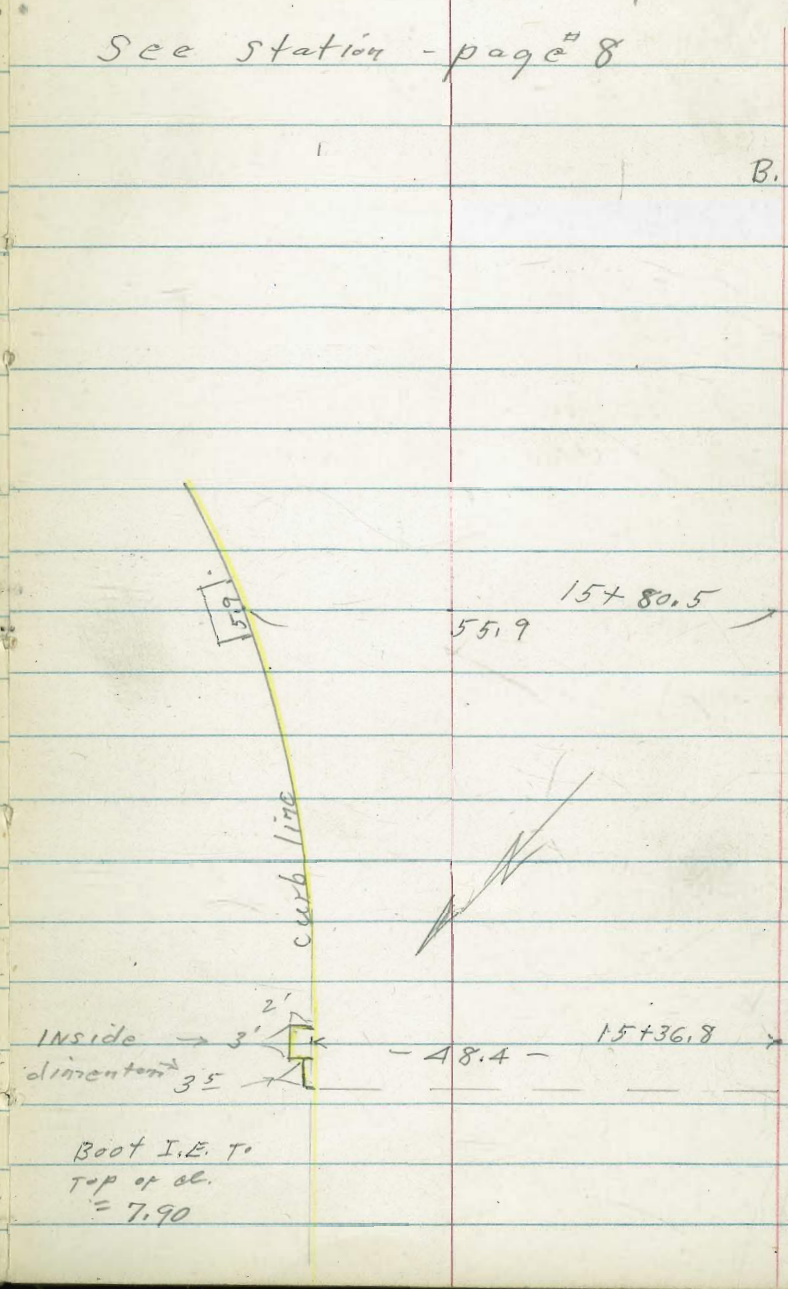
Stationing from page 3



Detail connection #3

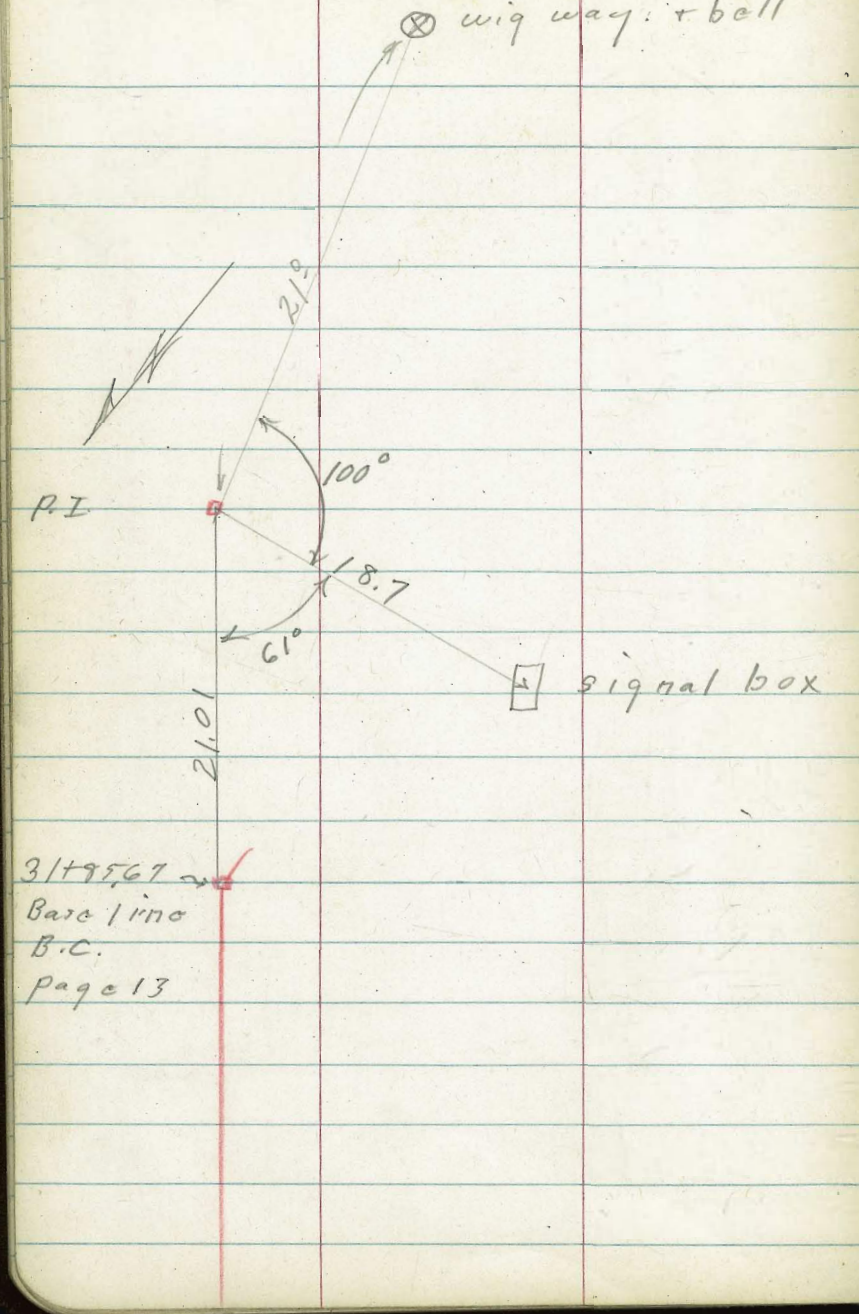
" #4

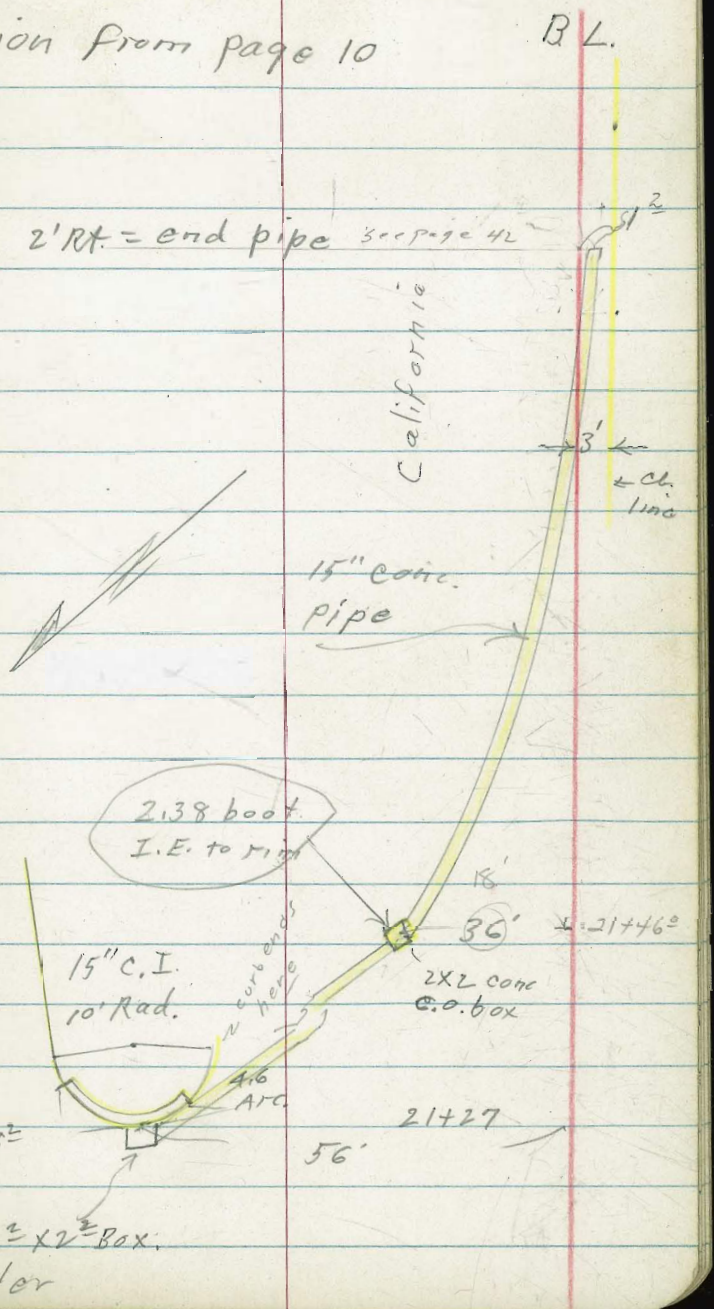
See station - page 8



Connection #5

Station from page 10





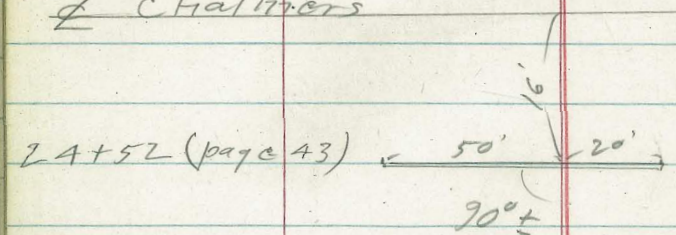
Connection # 6

shown on plat as connection #6. - This is a culvert made up of pieces of 20" & 24" pipe and 50 gal ~~oil~~ steel drums with head and bottom removed

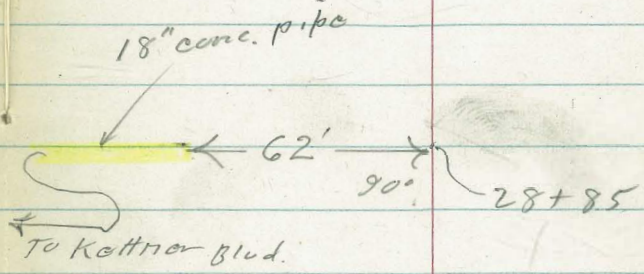
Shown as a 20" pipe but do not attempt to use same.

B. L.

~~℄~~ Chalmers



Connection # 7



℄ Walnut

28+48.43
(P12)

71+34.24 = E.C.

70+77.38 = B.C.
- Δ = 36°-12' Rt.
- R = 90'
- T = 29.42
- L = 56.86
- Ext. = 4.69

70+00

69+23.31 = E.C.

- Δ = 90°
- R = 90°
- L = 141.37
- Ext. = 37.28
- T = 90'

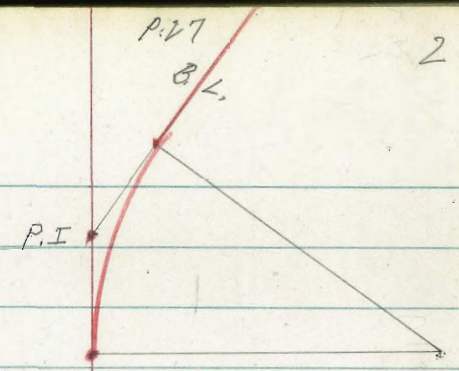
67+81.94 = B.C.

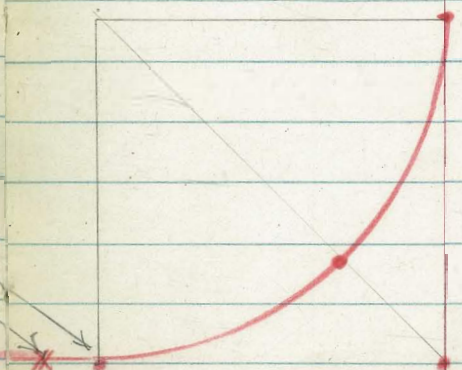
67+70.69 = cross in walk

67+64.45 = Ahead } = cross in ck.
67+65.45 Back }

Note

67+16.78 = cross in center Island curb





From page 22

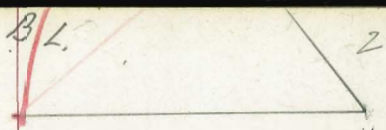
75+01.45 = B.C. R.T. $\Delta = 53°-47'$
$R = 90'$
$T = 45.64$
$L = 94.48$

74+00

73+00

72+00

Continued on page 76



1+00				
0+80 = Ely. Estudillo				
0+76	30' RT, 5' LT }	= E.C. 10'	Rad. cb. Rot.	
0+04	30' RT, 5' LT }	= B.C. 10'	Rad. cb. Rot.	
0+00 = Wly line Estudillo (page 3)				
B.M.#2	4.09	51.32	8.86	47.23
	2.19	56.09	12.82	53.90
	0.24	66.72	12.95	66.48
B.M.#1	1.34	79.43	—	78.09

46.07	45.56	45.78	46.04	45.46	45.97
5.25	5.76	5.54	5.28	5.86	5.35
5	5		12.5	30	30
cb	G			G	cb
45.27	45.78	46.03	46.27	45.72	46.25
5.05	5.54	5.29	5.05	5.60	5.07
5	5		12.5	30	30
cb	G			G	cb
46.37	45.87		45.73	46.25	
5.00	5.50		5.59	5.07	
5	5		30	30	
cb	G		G	cb	
47.15	46.60		46.67	47.13	
4.17	4.72		4.70	4.19	
5	5		30	30	
cb	G		G	cb.	
47.21	46.69	46.96	47.19	46.70	47.15
4.11	4.63	4.36	4.13	4.62	4.17
5	5	51.32	12.5	30	30
cb	G			G	cb

N. wly 7' X 7' L+T. Moore & Estudillo

Nly. B.P. Estudillo & La Jolla Blvd.

6+85	20' Lt. = △ 30" pipe (estimated Diam)			
6+00				
T.P.	6.48	50.90	2.95	44.42
5+00				
T.P. B.M. #3	4.85	47.37	5.32	42.52
4+61 ℄	= Ely. line Noell St.			
4+57 ℄	30' Rt. / 5' Lt. } = E.C. 10' Rad. dr. Rt.			
4+21 ℄	℄ Noell St.			
B.M. #3		5.32	42.52	

B.L.

41.90
9.00
20
I.E.

44.40	44.02	44.28	44.50	43.83	44.29
6.50	6.88	6.62	6.40	7.07	6.61
5	5		12℄	30	30
cl	C			C	cl

50.90

42.86	42.79	42.97	43.27	42.49	42.99
4.51	4.58	4.40	4.15	4.88	4.38
5	5		12℄	30	30
drive	C			C	cl

47.37

42.74	42.31	42.52	42.84	42.01	42.09
5.10	5.53	5.32	5.00	5.83	5.75
5	5		12℄	30	30
cl	C			C	~~cl~~ drive

42.74	42.26	42.50	42.81	42.07	42.16
5.10	5.58	5.34	5.03	5.77	5.68
5	5		12℄	30	30
cl	C			C	cl

42.02	42.34	42.68	42.43	
5.82	5.50	5.16	5.41	
5		12℄	30	

N. Wly. 7' Lt. Moore + Noel

47.84

B.M.#4 6.64 53.22-4.32 4658

8+39.1 (30' Rt. / 5' Lt.) E.C. 10' Rad cl. Rct.

8+03.15 = ℄ Sutherland.

4+67.1 30' Rt. = B.C. 10' Rad cl. Rct.

7+63.15 = Wly line Sutherland

(see const sheet)

7+52 - 5' (Rt.?) = cl. B.C. Rad = 20'

7+00

B. L.

S. Wly. 7' Lt. Moore & Sutherland

47.04 46.53 46.84 46.51 46.83

3.86 4.37 4.06 4.39 4.07

5 5 30 30

cl G G cl

46.31 46.54 46.87 46.68

4.59 4.36 4.03 4.22

5 125 30

46.07 46.54

4.83 4.36

30 30

G cl

46.03 46.27 46.55 46.03 46.50

4.87 4.63 4.35 4.87 4.40

5 125 30 30

pave G cl

46.37 45.95 46.20

4.53 4.95 4.70

5 5

cl G

45.65 45.26 45.50 45.82 45.78 45.66

5.25 5.62 5.40 5.08 5.72 5.24

5 5 125 30 30

cl G G cl

50.90

B.L.

Station	Note						
11+47[4]	30' Rt / 5' Lt } = B.C. 10' Rad cb. Ret.	48.11 / 5.20 / 5 / cb	47.63 / 5.68 / 5 / G		47.76 / 5.55 / 30 / G	48.13 / 5.18 / 30 / cb	
11+43.42	= Wly. line Clayton	48.09 / 5.22 / 5 / cb	47.61 / 5.70 / 5 / G	47.89 / 5.42	48.21 / 5.10 / 12.5	47.71 / 5.60 / 30 / G	48.13 / 5.18 / 30 / cb
11+00		47.92 / 5.39 / 5 / cb	47.45 / 5.86 / 5 / G	47.77 / 5.54	48.09 / 5.22 / 12.5	47.57 / 5.74 / 30 / G	47.91 / 5.40 / 30 / cb
				53.31			
T.P.	5.39 53.31 5.30 47.92						
10+00		47.59 / 5.63 / 5 / cb	47.14 / 6.08 / 5 / G	47.44 / 5.78	47.74 / 5.48 / 12.5	47.17 / 6.05 / 30 / G	47.50 / 5.72 / 30 / cb
9+00		46.86 / 6.36 / 5 / drive	46.78 / 6.44 / 5 / G	47.16 / 6.06	47.42 / 5.80 / 12.5	46.70 / 6.52 / 30 / G	46.78 / 6.44 / 30 / drive
8+43[15]	Ely. line Sutherland	47.02 / 6.20 / 5 / cb	46.62 / 6.60 / 5 / G	46.87 / 6.35	47.16 / 6.06 / 12.5	46.52 / 6.70 / 30 / G	46.87 / 6.35 / 30 / cb
				53.22			

Convair Drain Cont

B. L.

13+00

52.93 52.90 50.92 50.86 51.01 50.52 50.91
6 5/0 6 5/3 8 5/1 8 5/7 8 4/2 8 9/1 8 5/2
30 A.C. 15 A.C. 5 12 5 30 Gut 30 Top cb

52.95 49.61 49.49 49.59 48.91 49.32
6 4/8 9 8/2 9 9/4 9 8/4 10 5/2 10 1/5
36 on A.C. Park Area 5 12 5 30 Gut 30 cb

For Liquor Store parking Lot
12+50 - Area to left is paved with AC

59 43/100 T

B.M.#4 10.75 59.43 4.63 48.68

S. Ely. 7' Lt. Moore & Clayton

49.23 48.86 48.82 48.89 48.39 48.66
4.08 4.45 4.49 4.42 5.02 4.65
10 5 12 5 30 C 30 cb
on pave

12+23 42/100 = Ely. line Clayton.

48.29 48.71
5.02 4.60
30 C 30 cb

12+19 4/100 30' Rt. = E.C. 10' Rad. cb. Rot.

48.46 48.37 48.49 48.33
4.85 4.94 4.82 4.98
5 12 5 30

12+00

48.13 48.15 48.38 48.36
5.18 5.16 4.93 4.95
5 53.31 12 5 30

11+83 42/100 = ℄ Clayton

Convain Drain

ON Return

14+68 48 = E.C. - 27° RT = Sly curb Line

14+49.08 = Mid point of curve

sly curb - to Right

14+29 68 = B.C. Rt - 30° RT = BC curb Return

14+00

13+79-26° LT = ℄ ely Nose Island - Calif & MOOREST

Seperating Calif & MOORE STS.

13+71-23 5 LT = BC Curb Return Nose of Island

Wall backing Edw side walk California St

13+50 - 33° LT = Sly side Edw Conc Retaining

Station	Left of B.L.	B.L.	Right of B.L.
14+68 48	53.65 / 5 78 / 5	53.41 / 6 02	52.05 / 7 38 / 27° gut ; 52.71 / 6 72 / 27° Top cb
14+49.08		53.78 / 5 65	
14+29 68	54.58 / 4 85 / 20 in Calif St ; 54.18 / 5 25 / 5	53.97 / 5 46	53.47 / 5 96 / 12 5 ; 53.01 / 6 42 / 30° gut ; 53.59 / 5 84 / 30° Top cb
14+00	54.74 / 4 69 / 20 in Calif St ; 54.30 / 5 13 / 5	54.04 / 5 39	53.78 / 5 65 / 12 5 ; 53.15 / 6 28 / 30 gut ; 53.48 / 5 95 / 30 Top cb
13+79	55.01 / 4 42 / 26° Top cb ; 54.61 / 4 82 / 26° gut		
13+71	55.20 / 4 23 / 23 5 Top cb ; 54.52 / 4 91 / 23 5 gut		
13+50	54.11 / 5 32 / 33 ; 53.78 / 5 65 / 22 ; 52.48 / 6 95 / 5	52.48 / 6 95	52.58 / 6 85 / 12 5 ; 51.76 / 7 67 / 30 gut ; 52.27 / 7 16 / 30 Top cb

59.43 ⊼

unable to get shot on IE.
See page 23.

Curb California
15+80^{5} . 55^{9} LT = ℄ throat through Ely — 52.10 51.35 — 3^{64} 4^{39} — 55^{9} 55^{9} — Top Cb gut

To Washington
Calif + Sly curb turnout Calif. St — 53.49 57.04 — 51.95 51.30 51.80
15+50 . 10^{5} RT = ℄ curb Return . Wly curb — 2^{25} 2^{70} — 3^{79} 4^{44} 3^{94} — 21 Top cb 21 gut {Wly of Island} — 10^{5} gut at Nose — 10^{5} Top cb at Nose

See page 23.
48^{4} LT = ℄ 3'x2' Catch basin — Covers covered over with AC
15^{0} LT = ℄ Manhole - appears to be Cleanout
See page 23 -
15+36^{8} 4^{5} LT = ℄ Manhole - appears to be cleanout

52.90	52.03	52.96	52.11
2^{84}	3^{71}	2^{78}	3^{63}
48^{4} Top Cb	48^{4} gut	15^{0} Rim MH.	4^{5} Rim MH

15.00 — 10^{74} — 48^{4} IE

55.74 ⊼

BM #5 1.89 55.74 5.58 53.85 — On P.K. Nail on P.I. of curve in Intersection Moore + Calif. (BC = 14+29.68)

15+00 — 53.13 52.64 52.08 — 6^{30} 6^{79} 7^{35} — 10 10

Island in California
14+66 - 23^{0} LT = Nly Nose of N+S Traffic — 54.96 54.47 — 4^{47} 4^{96} — 23^{0} Top Island 23^{0} gut

59^{43} ⊼

Nly side Washington

16+44 = Nly edge Portland Conc Strip

BM #6 4.29 52.63 7.40 48.34

Island (Sly nose)

16+40 - 22 3/4 LT = ℄ Nose of South to North traffic

110' Rad

16+38 - 14° RT = EC Nwly Ret. Calif + Washington

Type G Gutter with 1' Wide Conc gutter

(10' Radius)

16+28 - 4° RT = BC NW Return Calif + Washington

appears to be Cleanout

16+08 - 9° RT = ℄ 5'x5' Conc Box - (behind cb

16+00 - 4 1/2 RT Wly curb Line Calif.

BL

50.80 49.77 48.32

1 8 3 2 8 6 4 3 1

2 5° Conc 2 5° Conc

52.63 T

ON PK Nail P.O.T. 17+57.72

51.29 50.77

4 4 5 4 9 7

22 3 Top cb 22 3 GOT

49.01 49.51

6 7 3 6 2 3

14° GOT 14° Top cb

50.13 50.60

5 6 1 5 1 4

4° GOT 4° Top cb

51.14

4 6 0

Top Box

52.50 52.01 50.99 50.73 51.21

3 2 4 3 7 3 4 7 5 5 0 1 4 5 3

21° Top cb 21° GOT 4 4 GOT 4 4 Top cb

55.74 T

Conc Washington

17+00 3 = Nly edge of Sly strip portland

Paved with A.C. between N+S strips -

~~on Washington St + Ely Calif St~~

49 5 LT = ℄ Nose E&W traffic island.

on Washington + Wly Calif St

16+88 5 + 29° RT = BC. on E&W traffic Island

3' Radius on Ely end island

16+83 - 7 5 RT = ℄ Nose E&W traffic Island

Island bends in on Both sides to 2' Radius Nose above.

16+68 0 56° RT = BC on E&W traffic island

Conc - Washington

16+67 0 = Sly Edge of Nly strip portland

16+50

LT

50.41

2 22

25°

edge PVT

50.87 51.13

0 76 1 20

49 5 49 5

Top CB OUT

51.06

1 57

25

BL

49.13

2 90

18.21 18.71

4 42 3 90

29° 29°

90T Top CB

50.13

2 50

49.87

2 76

on conc

RT = Wly

48.13

4 20

25°

edge PVT

49.88 50.35

2 75 2 28

7 5 7 5

90T Top CB

46.85 47.36

5 78 5 27

56° 82°

90T Top CB

48.04

4 09

25

52.63 T

Station	Description	LT = Ely		B.L.	RT = Wly.	
17+77 -	3^{0} RT = begin Commercial drive for Mobile gas service station				47.69 4^{94} 3^{0} Lip of Drive	
17+61.7	48^{0} LT = B.C. Return SEly cor California & Washington 3^{0} RT = B.C. Return SWly cor California + Washington	on California 50.08 2^{55} 48^{0} Top cb	49.40 3^{23} 48^{0} gut		47.97 4^{66} 3^{0} gut BC	48.54 4^{09} 3^{0} Top cb BC on California St
17+50				48.51 4^{12}		
17+33 -	22^{5} LT = ℄ Nose E+W traffic island ℄ California St	50.53 2^{10} 22^{5} Top cb	50.05 2^{58} 22^{5} gut			
$17+31^{5}$	33^{0} RT = B.C. Swly curb Return on Wash California + Washington 30' Rad.				47.46 5^{17} 33^{0} gut BC	48.06 4^{57} 33^{0} Top cb BC on Washington
$17+23^{3}$	Nly edge A.C. Washington Sly edge of Sly strip conc pave		50.21 2^{42} 25	49.53 3^{10}	48.17 4^{46} 25	

52.63

Drain California St. etc

19+00

18+84 — 3° RT = end Commercial Driveway

18+50

18+47 - 3° RT = begin Commercial Drive

18+09 - 3° RT = end Commercia driveway

18+00

1' Radius on Nose on ± ℄ California

17+86 ± 22½ LT = Sly end EW traffic island

LT = Ely	BL	RT = Wly
47.00	45.36	45.11 45.62
5 6 3	7 2 7	7 5 2 7 0 1
22½		3° 3°
℄ Cali. C		90T Top Cb

	45.59	45.95
	7 0 4	6 6 8
	3°	3°
	Lip Drive	Top Cb

46.42

6 2 1

46.16	46.72
6 4 7	5 9 1
3°	3°
Lip Drive	Top Cb

47.18	47.54
5 4½	5 0 9
3°	3°
Lip Drive	Top Cb

47.46

5 1 7

49.63	49.10
3°	3 5 3
22½	22½
Top Cb	90T

5 R. 6 3 ±

Drain California St + etc.

19+57 5 - 3° RT = BC NWly Return California + Hancock

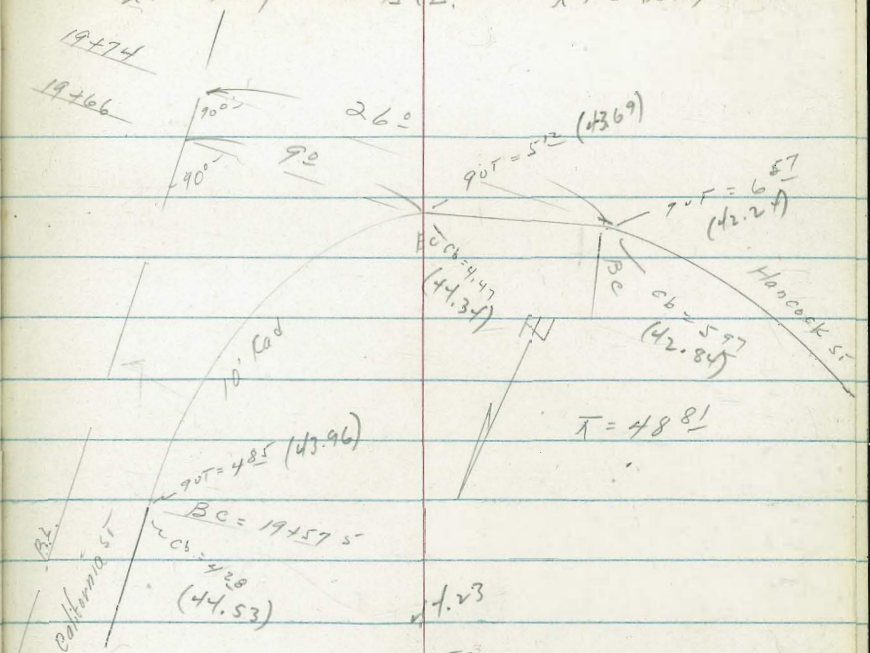
19+50

ONPK 19+38

TP 4.50 48.81 8.32 44.31

19+42 - 3° RT = end Commercial Drive

19+15 5 3° RT = begin Commercial Drive



Drain California ST

edge is very rough

21+62.5 +/- Sly edge A.C. Pave -

21+50

should be 18' Lt.

See sketch page 24

21+46 - (36.9) LT = ℄ Clean out

See page 24 for sketch

21+27 - 56 LT = ℄ Return & Catch basin

21+20.68 = Sly 7' Line Winder ST

21+00 - 41.5 RT = face Wly Curb Hancock ST

20+50

20+00

LT = ELY | ℄ | RT = WLY | 41

42.57
6 2.4

42.75
6 0.6

40.96 | 43.34
7 8.5 | 5 4.7
36° Bottom C.O. | 36° Rim

45.33 | 41.93 | 44.43
3 4.8 | 6 8.0 | 4 3.8
52° Top 6 | 52° IE Box | 56° 2x2 grate

44.06 | 43.27 | 41.86 | 42.11
4 7.5 | 5 5.4 | 6 9.5 | 6 7.0
25 | A.C | 91.5 AC out | 41.5 Top C6

45.63
5 1.8
AC

44.69 | 44.01 | 42.86
41.2 | 4 8.0 | 5 9.5
25 AC | | 25 AC

48.81 T

Drain in Calif.

		LT	B.L.			42
23+00		40.2 8 6 25	38.8 10 0	38.4 10 4 3 0 dirt gut	39.09 9 72 3 0 Top cb	
22+50		41.4 7 4 25	40.2 8 6	40.0 8 8 3 0 dirt gut	40.66 8 05 3 0 Top cb	
22+16 - 2 0 RT = Sly end 15" Conc pipe	See sketch page 24			39.94 8 87 7 0 IE Pipe		
22+00		42.5 6 3 25	41.9 6 9	41.9 6 9 3 1 Dirt gut	42.37 6 44 3 1 Top cb	
21+92 - 3 1 RT = EC Wly curb Line Calif				42.0 6 8 3 1 dirt gut	42.56 6 25 3 1 Top cb	
21+83 - 4 0 RT = Wly curb California				42.2 6 6 4 0 dirt gut	42.72 6 09 4 0 Top cb	
21+6.9 - 9 0 RT = Wly curb California St.				42.39 6 42 gut Dirt 9 0	42.71 6 19 Top cb 9 0	

48.81 x

Drain California ST etc

Parking Area

25+00 - ℄ is along ely edge old oil Pave

Plant

24+86 - 25° RT = begin Stucco Bldg cleaning

22° LT = ℄ Sewer Manhole.

2° RT = ℄ 10' Wide Driveway.

24+67.94 = ℄ Chalmers ST

40° LT = Ely end 20" I.P.

20° RT = Wly end 20" I P

Pipe flows from Ely to wly

24+52 - ℄ intersects 20" Iron pipe

↖ see page 25 - left.

24+00

BM #7 2.49 39.97 11.33 37.48

23+67 - 3° RT = Sly end existing curb on wly.

LT = Ely

34.3			
5.7			
40			
37.0	36.07		
3°	3.95		
40	22.5		
	Rim S. MH.		
35.1	34.6	37.7	38.0
4.9	5.4	2.3	4.0
65'	50 IE 20" Pipe	40	25
Mt ditch			
38.1			
19			
25			
38.4			
10.4			
25			

B.L.

32.7			
7.3			
34.4			
5.6			
35.1			
4.9			
36.5			
3.5			
36.6			
12.2			

RT = Wly.

33.0	33.7		
7.0	6.3		
7	1.5 El Bldg		
34.17	33.82	32.92	
5.80	6.15	7.05	
2° AC Dr	1.5 AC Dr	2.5 AC Dr	
34.7	30.9	30.2	
5.3	9.1	9.8	
1.5	20 LE 20" IP	30 IN ditch	
35.8			
4.2			
1.5			
36.7	36.88		
12.6	11.93		
3° Dirt	3° Top Cb		

39.97 ↑

48.81 ↑

Nail in Power pole # 3652 - 5° RT Stat 23+67

Drain California 2T Cont

also ely edge oil Parking strip

28+48.43 = ℄ walmot ST

28+00 - 13° RT = ely edge oil Parking strip.

TP 4.72 32.15 12.54 27.43

27+00

26+50

26+04 - 15° RT = end stucco Bldg.

for laundry workers

26+00 = end ely edge oil parking area

25+50 = ely edge oil Pave for parking

LT		B.L.		RT
27.7	27.4	25.6	25.3	25.5
4.5	4.0	6	6.9	6.7
40	25		6° on oil	15 on oil
		26.3	25.3	25.1 25.2
		5.9	6.9	7.1 7.0
		32.15 T	13° edge oil PK	15 on 20 on oil
29.8	28.3	27.1	27.2	
10.2	11.7	12.9	12.8	
40	30		15	
30.0	29.2	28.2	28.7	28.8
10.0	10.8	11.8	11.3	11.2
40	35	10		15
31.2	30.4	29.8	30.2	
8.8	9.6	10.2	9.8	
40	35		8	
		31.3		
		8.7		
		39.97 T		

Drain California st cont

31+50 = Top ely+wly ditch

31+00

30+41 - 2° RT = ℄ 12" Power pole # 9572.

TP 4.71 30.55 6.31 25.84

30+00

29+00

Flows Ely to wly -

28+84 - 62° LT = Wly end of 18" conc pipe

28+67 - 2° LT = end ely edge oil parking strip

28+63 - 8° RT = ℄ Power pole # 3598

BM#8 S.S. 5.77 26.38

Station	LT = Ely		B.L.	RT = Wly	
31+50			24.9 5 7		
31+00		25.1 5 5 40	24.7 5 9	26.4 4 4 7	26.2 4 4 15
30+00	25.4 6 6 40		25.6 6 6	28.8 3 4 15	
29+00	27.6 4 6	27.8 4 4 35	26.1 6 1	25.9 6 3 15	
28+84	62° IE 18" conc				
28+67		26.2 6 0 2° edge oil			

30.55 T

Nail in pole # 3598 - 8° Rt. station 28+63

32.15 T

Drain California 35

32+35

32+29 ℄ top Rail Wly Rail - Ely Track

4° LT = Nly edge AC Pave

32+24 ℄ = Top Ely Rail - Ely track

Vine LT

32+22 ℄ EC - 20° LT = Nly edge A.C. Pave

for Location Signal Box & Wig Wag Signal See page 24

Mid point of curve - Radial

(See page 24 (left) for signal)

31+85.67 = B.C. to RT -

3+64 - = Top Ely ditch

31+56 - ℄ crosses Bottom Ely Ditch

LT	B.L.	RT	46
	22.6		
	8°		
	23.21		
	7 3/4 Top Rail		
23.21		23.32	
7 3/4		7 2/3 Top Rail	
4° edge AC.			
23.6	23.5	23.8	22.8	22.4
7°	7 1/	6 0/	7 8/	8 2/
25 A	20 Ac	15		25
23.8	24.5	24.6	24.0	22.5
6 8/	6 1/	6°	6 6/	8 1/
30	25	5		25
25.3		25.8	24.55	22.6	22.6
5 3/		4 8/	6 00/	8°	8°
25		10	On Hub or Same	15	25
			24.1		
			4 5/		
			22.0		
			8 6/		
			30,55		

Drain Calif. Cont

A.C. Paving Vine St

32+93 = ℄ Proposed drain intersects Nly edge

32+65.78 = Mid point Curve

BM #9. 2.11 26.26 6.40 24.15

B.M. ℄

32+48.31 = B.C. ℄ NWly Cor A.C. Pave

32+43.9 = top wly Rail Wly Set Tracks

32+39.1 = Top Ely Rail - Wly Set tracks

℄	B℄	E℄
	20.80	
	5 4.6	
	A.C.	
20.84	21.2	21.1 16.0
4 5.2	5 1.1	5 2.2 10 3.3
5 5.5		7 3.5
Nly edge A.C. Vine St		
	26.26 T	

Pk Nail Nly Line California ℄ Vine St

16.5
14.1
~~15~~

22.90	22.38	22.1	21.5	16.9
7 6.5	8 1.7	8 5.5	9 1.1	13 3.7
35 ON AC Vine St		2.0	13 Top RR Fill	34 Bottom RR Fill

22.76
7 7.9
Top Rail

22.89
7 6.6
Top Rail

30.55 T

Note - Cyclone fence on Rt. braced by 1" x 4" boards that extend over line 9' between braces - also 9' between post

	LT	B.L.	RT
33+50	25.8 LT = Wly Rail + ely edge 8' A.C. walk 2.6 RT = Cyclone fence (6' high)	22.87 3.39 25.8 Top Rail	20.7 5.6	20.3 6.0 2.6 A.C. walk
	0°29'35"			
33+40.3	4° LT = ℄ 18" power pole # 2017			
33+38.3	2.6 Rt = begin Cyclone fence Wooden Post - also Ely edge A.C. walk (8' wide) = Sly edge walk		20.66 5.60	
33+30.3	Conc walk in poor condition 21.2 LT = ely end walk 11.2 Rt = Wly end walk = Nly edge Conc walk	22.5 3.25 ely end walk	21.08 5.18	20.33 5.93 11.2 Wly end walk
33+23 -	= Sly edge A.C. Pave Vine St	21.91 4.35 1.5 A.C.	20.81 2.45	19.51 6.75 1.5 AC
33+00 - 25.3	LT = Wly Rail	22.81 3.45 25.3 Top Rail	20.97 5.29	
	0°07'30"			
32+83.25 = PRC - 25.2	R.R. Track LT = Wly Rail of	22.80 3.46 25.2 Top Wly Rail.	20.66 5.60	19.11 7.15 25 AC
			R6.R6 T	

11° LT = top RR fill

Toe RR Fill

35+50 - } 7² RT = cyclone fence, ely walk &

1°58'30"

35+28 - 2'³ LT = ℄ Dead Mon -

12" 10" & 6" trees in cluster

35+05 - 1' RT = ℄ cluster of 3 euc trees

35+02 - 2³ LT = ℄ 18" Power pole # 3516.

27° LT = top Rail (wly Rail)

7° LT = top Rail Road fill

6² RT = toe Rail Road fill

35+00 - 6² RT = cyclone fence & ely edge A.C. walk

1°36'15"

fence

} ends 1"x4" board bracing on cyclone

7° LT = top RR fill

34+50 - 3⁸ RT = cyclone fence & ely A.C. walk

1°14'00"

} 26³ LT = top wly Rail

34+00 - 3° RT = Cyclone fence & Ely A.C. walk

0°51'50"

33+57°

LT.		B.L.	RT.	
20.8		16.3	12.9	
5⁵		10°	13⁴	
11°. Topfill			7² Toe fill & ely walk	
23.05	20.8	17.1	13.6	13.6
3²¹	5⁵	9²	12⁷	12⁷
27° Top Rail	7°		6² Toe edge AC walk	14² Wly Walk
	21.2	17.0	15.4	15.4
	5¹	9³	10⁹	10⁹
	7° Topfill		3⁸ ELY AC Walk	11⁸ Wly edge A.C. Walk
22.91	20.6	17.5	17.9	17.8
3³⁵	5⁷	8⁸	8⁴	8⁵
26³ Top Rail	7 Top RR. FILL	19.3	3° A.C.	11° Wly AC Walk
		7°		

26.26 ⊼

37+50 -

3°27'15"

28⁷ LT = Wly Rail
8⁵ LT = top fill
Walk + Toe RR fill
37+00 - 7⁸ Rt = cyclone fence + Ely edge AC

3°05'00"

36+72 - 6⁰ LT = ℄ 18" power pole # 3498

36+71 - 4⁰ . RT = ℄ dead man -

36+50 -

2°43'00"

27⁸ LT = top Wly Rail
8⁰ LT = top RR fill
36+00 - 7⁸ RT = cyclone fence + Ely A.C. walk

2°20'35"

35+71 - 10° RT = ℄ 18" Powerpole # P3510

TP 3.46 25.95 3.77 22.49

LT B.L. RT 50

LT		B.L.	RT	
	20.9	16.4	11.7	
	5²	9⁶	14³	
	12⁵ Top fill		8⁰ Toe fill	
23.19	21.1	15.7	12.2	12.1
2⁷⁶	4⁹	10³	13⁸	13⁹
28² Top Rail	8⁵ Top fill		7⁸ Toe + AC	15⁸ Wly AC walk
	21.2	15.9	12.7	
	4⁸	10¹	13³	
	10⁰ Top fill		7⁸ Toe fill	
23.05	17.1	16.5	12.5	12.5
29⁰	8⁹	9⁵	13⁵	13⁵
27⁸ Top Wly Rail	8⁰ Top fill		7⁸ Toe fill A.C. walk	15⁸ Wly of walk

25.95 ⊼

26.26 ⊼

				LT	B.L.	RT
					27.08 ℄	
BM #10	13.21	27.08	12.08	13.87	ON HUB ON E.C. 39+66.31	
				23.95	21.2	13.9 13.3 12.4
39+66.31 = E.C.		31.5 LT = top Wly Rail		2.0	4.8	12.1 12.7 13.5
		12° RT = cyclone fence + ely AC Parking		32.5 Top Rail	11.5 Top fill	2° Toe fill 12° Ely A.C. Park
		5°03'15"				
		30.5 LT = Wly Rail		23.67	21.5	14.8 10.6 10.7
39+00		12° RT = cyclone fence + ely edge AC. Park		2.33	4.5	11.2 15.4 15.8
		4°33'50"		30.5 Top Wly Rail	10.5 Top Fill	9° Toe fill 13° ely edge A.C. Park
38+85		5° RT = ℄ 18" power pole # 3438				
					21.4	15.1 10.7 10.6
38+80					4.6	10.9 15.3 15.4
		4°11'40"			10.5 Top fill	9° Toe fill 13° ely AC Parking
		29.5 LT = Wly Rail				
		9° LT = top fill		23.37	20.8	15.7 11.7 10.7
38+00		12° = Cyclone fence + ely edge A.C. Parking		2.58	5.2	10.8 14.8 15.3
		3°49'30"		29.5 Top Wly Rail	9° Top Fill	10° Toe fill 12° Ely edge A.C. Parking
		10' RT = ℄ 16" Power pole # P3470				
		12° RT = Cyclone fence to Sly				
		Jog in fence - Parking Lot (Convair) continues				
37+72		8° RT = end 8' wide AC walk. - A.C.				
					25.95 ℄	

LT B. L. RT 52

TP -6.02 31.33 17 25.31 31.33 ℄

43+23 - 12° RT = ℄ 10" tel pole # 402844H -

43+00

42+68 - 6° RT = ℄ 18" Power pole # 3334

42+50

42+00 ± 33° LT = Wly Rail

41+58 - 12° RT = ℄ 10" tel pole # 402843H

41+50

41+00 32.8 = Top Wly Rail -

40+59 - 8° RT = ℄ 14" power pole # 3398 -

40+50

40+ ~~36.33~~ 26.33 = ℄ Thorn ST

A.C. Parking continues on

40+06 - 12° RT = end Cyclone Fence

39+72 - 10° RT = ℄ 16" power pole # P3410

25.91	23.5	20.2	20.5	20.5	10.3
1.17	3.6	6.9	6.6	6.6	16.8
33° Top Rail	12 Top fill	6° Toe Fill	4	12	26 ely edge AC park.
	23.8		18.7	19.6	10.2
	3.3		8.4	7.5	16.9
	11° Top fill			14	24°
25.20	23.4		16.3	16.3	10.1
1.88	3.7		10.8	10.8	17°
33° Top Rail	12° Top fill		Toe slope Fill	1.6	24° ely edge AC Park
	23.0		16.0	14.5	15.0 10.0
	4.1		11.1	12.6	12.1 17.1
	12° Top fill			3 Toe Fill	16 23° ely edge AC Park
24.68	22.4		15.2	13.4	13.6 10.1
2.50	4.7		11.9	13.7	13.5 17°
32.8 Top Rail	11° Top Fill			5° Toe Fill	14° 22 ely edge AC Parking
	22.3		15.1	11.8	10.2
	4.8		12°	15.3	16.9
	12° Top fill			8° Toe Fill	16° ely AC Parking (conveni
	22.3		14.5	11.8	
	4.8		12.6	15.6	
	12° Top Fill			10° Toe Fill	

27.08 ℄

LT | B.L. | RT

from
Flows North to West
10⁵ LT = ℄ Sewer Manhole
~~43+99 91~~ = ℄ Sassafras ST
44+06 91

7.1 | 26.09 | 25.66
24² ± | 5 24 | 5 67
10⁵ IE Flows to Wly. | Rim 10⁵

85° LT = Wly end 10' Throat + Wly end grate
32⁸ LT = Wly Rail
16° RT = Ely end Curb
No curb Here
also Nly edge Portland Conc. for Street
43+81 = Nly Curb Line Sassafras ST

21.78 | 26.91
9 55 | 4 43
IE 24" pipe To Wly | 85° Wly end grate

26.45 | 26.45 | 26.39 | 26.35 | 25.37 | 23.90 | 24.44 | 20.12 | 20.69
4 88 | 4 88 | 4 94 | 4 98 | 5 96 | 7 43 | 6 89 | 11 21 | 10 64
51⁷ Top Rail | 46⁷ Top Rail | 37⁹ Top Rail | 32⁸ Top Rail | | 16° gut | 16° Top cb | 30° gut | 30 Top cb

43+78 = Sly edge Nly 5' walk

43+73 = Nly edge Nly 5' walk Sassafras ST

26.09 | 25.63 | 25.03 | 22.21
5 24 | 5 70 | 6 30 | 9 12
19° Ely end Walk | on walk | 10° Nly edge walk | 30° edge walk

43+71 - 7⁵ RT = ℄ Telephone Co. Manhole

43+50 - 23° RT = end A.C. Parking LOT

24.8 | 22.4 | 22.9 | 23.5 | 11.3
6⁵ | 8⁹ | 8⁴ | 7⁸ | 20°
12 | 5 | | 7° | 23°
S. Ely cor A.C. Parking LOT

31.33

TP 4.54 31.40 4.47 26.86

45+00 - 33² LT = Wly Rail

44+55 - 33° RT = begin A.C. parking LOT

44+45 - 4° RT = ℄ 18" power pole # 3298

44+43

sly side Sassafras ST
43+35.91 = Nly edge of Sly 5' walk

43+34.9 - 19° LT = ℄ Wig wag signal
grate -
85° LT = Wly end 10' throat + Wly end
15⁵ RT = ely end curb
No curb
43+92.91 = Sly Curb Line Sassafras ST
(44+32.91) ?

LT B.L. RT

31.40 ⊼

26.99 24.6 26.0 22.6
4 34 / 33² Top Rail; 6 7; 5 3 / 8; 8 7 / 21 } slopes to AC park 33° RT

26.1 25.4 25.1 21.6 12.6
5 2 / 15; 5 9 / 4; 6 2 / 7; 9 7 / 21; 18 7 / 33° NEly cor A.C. parking

26.4 25.8 24.8 21.9
4 9 / 15; 5 5; 6 5 / 14; 9 4 / 30

25.89
5 44

22.84 27.49 26.33 25.56 24.22 24.64 21.87 22.58
8 49 / IE 24" Pipe; 3 84 / 85° Wly end 10' Throat + Wly end grate; 5 00 / 21° ely edge conc; 5 77; 7 11 / gut 15⁵; 6 69 / Top cb 15⁵; 9 46 / 30 gut; 8 75 / 30

31.33 ⊼

	LT	B.L.	RT
		26.5	
48+00 -		4 9	
	28.68 27.1	26.50	27.7 27.0
47+87.59 = ℄ Spruce - 33' LT = Wly Rail	2 72 4 3	4 90	3 7 4 4 slopes to AC
	33' Top Rail 10	ON Hub ground same	5 14
	28.6	26.5	
47+50 - 83' Lt. = outlet 24" conc. drain pipe flows North	2.8	4 9	
	83 I.E.		
	28.14 27.0	26.2	27.8 27.3
47+00 - 33' LT = top Wly Rail	3 26 4 4	5 2	3 6 4 1 slopes to AC
	33' Top Rail 10		5 15
		25.8	
46+50 -		5 6	
	27.60 26.2	25.2	27.0 26.2
46+46 - 6' RT = 18" Power pole # 3234 -			
46+00 - 33' LT = Wly Rail	3 80 5 2	6 2	4 4 5 2 slopes to A.C. Park
	33' Top Wly Rail 5		7 19
		24.8	
45+50		6 6	
		31,40 T	

	LT	B.L.	RT
51+00.33 LT = Wly Rail	30.63	28.6	29.5 29.0
	3 6 6	5 7	4 8 5 3 - slopes to AC
	33 5 Top Rail		5 15
50+50		28.4	
		5 9	
50+26 - 8 5 RT = ℄ 18" Power pole # 3134.			
50+00 - 33 3 LT = Wly Rail	30.04	28.2	28.5
	4 25	6 1	5 8 slopes to A.C.
	33 3 Top Rail	5	15
49+50		28.1	
		6 2	
		34.29 T	
TP 5.01 34.29 2.12 29.28			
	29.45	28.9 27.5	28.0 28.8 28.1
49+00 - 33 3 LT = Wly Rail	1 9 5	2 5 3 9	3 4 2 6 3 3 slopes to AC
	33 3 Top Rail	25 4	3 15
48+88 - 5 0 RT = ℄ 10" Telephone pole # (None)		27.2	
48+50		4 2	
48+30 - 5 5 RT = ℄ 18" power pole # 3198			
		31.40 T	

TO WLY -

53+94 34² LT = Switch points to side track

53+50

53+00 - 34¹ LT = Wly Rail

52+50

52+11 - 5⁰ RT = ℄ 18" Power pole # 3098

52+00

BM# 11 6.37 35.18 5.48 28.81

51+68.35 = ℄ Redwood - 34⁰ LT = Wly Rail

51+50

LT			B.L.		RT	
			29.4			
			5 8			
31.44	30.4	28.9	29.4	30.8	30.0	
3 74 / 34¹ Top Rail	4 8 / 22	6 3 / 3	5 8	4 4 / 4	5 2 / 14	slopes to A.C.
			29.2			
			6 0			
			29.1			
			6 1			
			35.18 π			

ON Hub ℄ Drain + ℄ Redwood - 51+68.35

LT		B.L.		RT	
30.96	28.6	28.8	30.0	29.3	
3 33 / 34⁰ Top Rail	5 7 / 3	5 5	4 3 / 5	5 0 / 15	slopes to AC
		28.6			
		5 7			
		34.29 π			

34 ℄ LT = Wly Rail Main Line

56+00 - 9 LT = Wly Rail Spur track

55+86 - 5 RT = ℄ 18" Power pole #2998

TP	4.83	34.97	5.04	30.14

55+68 -

36 RT = end Convair A.C. Parking Lot. Line
34 LT = Wly Rail Main

55+49 31 = ℄ Quince - 18 LT = Wly Rail Spur track

55+00 - 26 LT = Wly Rail Spur track
34 LT = Wly Rail Main Line

54+70 - 34 LT = Switch frog.

54+50

54+06 - 5 RT = ℄ Powerpole # 3034.

54+00 - 34 LT = Wly Rail

LT		BL	RT	
30.49	30.39	29.7	29.2	58
4 48	4 58	5 3	2 8	
34 Top Rail	9 Top Rail		15	

34.97 T

30.1	29.4		28.2	26.0
5 1	5 8		7	9 2
15			28	40

30.88	30.91	29.7	30.1	14.1	
4 30	4 27	5 5	5 1	21 1	
34 Top Rail	18 Top Rail		13	36 ON AC Parking lot	

31.08	29.6	29.1	29.8	29.9	
4 10	5 6	6 1	5 4	5 3	slopes to AC
34 Top Rail	5		6	14	

29.1

6 1

31.41	29.2	29.5	30.4	29.6	
3 71	6	5 7	4 8	5 6	slopes to AC
34 Top Rail	3		4	14	

35.18 T

					LT		B.L.		RT
	34.7 LT = Wly Rail Main Line				28.96	28.5	28.88	28.4	28.4	16.6
58+00 -	2.5 LT = Wly Rail Sly end Spur track				4.22 / 34.7 / Wly Rail	4.7 / 15	4.30 / 2.5 / Top Rail	4.8	4.8 / 12	16.5 / 15 / Park Lot
57+88 -	5.5 RT = ℄ 18" power pole # 2934								
57+65	RT = ℄ Deadman								
	15.0 RT = SWly Cor Loading platform						29.0	29.1	17.0
57+64 -	3.4 RT = SELy Cor. Loading Platform						4.2	4.1 / 10	16.2 / 15 / on Ely edge Level parking Lot
TP.	4.30	33.18	6.09	28.88			33.18 ⊼		
							29.0		
57+50							6.0		
	connects to Conc block bldg - 15.0 RT = NWly Cor. Loading platform Conc foundation								
57+04 -	3.4 RT = NELy Corner Loading platform -								
	34.6 LT = Wly Rail Main Line				29.74	29.2	28.8		29.0
57+00 -	2.4 LT = Wly Rail Spur track				5.23 / 34.6 / Top Rail	5.8 / 15	6.2		6.0 / 15.0 grat / Ely side conc block bldg
							29.7		
56+50							5.3		
							34.97 ⊼		

34⁴ LT = Wly Rail
Curb is in to Wly - No curb to Ely -
59+55⁵ - 36⁵ RT = Curb BC SWly Return

59+50

No curb on Nly side Palm -
59+06 - Nly edge A.C. Pave Palm ST

59+00 - 34⁵ LT = Wly Rail. Main Line

Palm ST
58+98 = Nly edge A.C. walk on Nly side

Main Line
58+63⁰⁰ = BC Right - 34⁶ LT = to Wly Rail

58+50

LT		B.L.		RT
27.90 / 5²⁸ / 34⁴ Top Rail	27.03 / 6¹⁵ / 15 AC	26.24 / 6⁹⁴	24.76 / 8⁴² / 36⁵ gut	25.64 / 7⁵⁴ / 36⁵ Top cb
		26.99 / 6¹⁹ / A.C.		
28.37 / 4⁸¹ / 34⁵ Top Rail	27.2 / 6⁰ / 15 AC	26.5 / 6⁷		24.3 / 8⁹ / 15 edge AC
	27.7 / 5⁵ / 15 on A.C. walk	27.6 / 5⁶ / on AC		25.1 / 8¹ / 15 on AC walk
28.56 / 4⁶² / 34⁶ Top Rail	28.0 / 5² / 15	28.2 / 5⁰	28.2 / 5⁰ / 14	18.5 / 14⁷ / 20 on Level ground
		28.1 / 5¹		

33.18 ⊼

34° ℄ LT = Wly Rail
22½ ℄ LT = ely edge A.C.
61+00 - 17° RT = Ely of Bldg + Wly of AC. Pave.

TP 3.83 29.74 7.27 25.91

17° RT = ely of Bldg + wly of A.C.
22½ ℄ LT = ely edge A.C. Pave
60+50 - 34½ ℄ LT = Top Wly Rail

34⅜ ℄ LT = Wly Rail
22⅝ ℄ LT = ely edge A.C. Paved Strip
60+00 - 15⅝ RT = ELy of Bldg +

20' Radius
59+76 - 0⅜ Rt = Sly end Swly Return

59+71 - 5⅝ RT = ℄ 18" Power pole # 2898
Pave solid to bldg on Right
59+70 - 23° ℄ LT = ELy edge AC. Paving

59+70 - 14⅝ Rt = begin Conc Bldg.

59+58 - 25° ℄ LT = ℄ wig wag Signal

61

LT	B. L.	RT
26.21	25.22	24.40 24.81
3 5⅜	4 5½	5 ¾ 4 9⅜
34° Top Wly Rail	22½ ely of AC	ely of Bldg + Wly AC
	29.74 ℄	
26.80	25.94	25.16 25.53
6 3⅜	7 2¼	8 0½ 7 6⅝
34½ Top Rail	22¼ ely edge AC	17° ely side Bldg + Wly edge AC
26.29	26.75	25.89 25.26
6 8⅝	6 4⅜	7 2⅝ 7 9½
	22⅝ Ely edge AC	ON A.C. 15⅝ ely of Bldg + ON AC
		26.33 26.66
		6 8⅝ 6 5½
		0 ⅜ 0 ⅜
		out Top Cb
		33.18 ℄

12° LT = ℄ Deadman

63+83 - 4.7 RT = ℄ 18" Power pole # 2726

63+54 - 7.5 RT = ℄ Deadman.

TP	4.49	26.11	8.12	21.62

also begin oil Parking LOT on wly

33 = LT = Wly Rail

63+50 = 51 y edge of A.C. Paving on

15.0 RT = begin 10' high Cyclone fence

63+28 - 15.0 RT = end Conc block garage

63+03 - 15.0 RT = begin Conc Block garage

33.4 LT = Wly Rail

21.5 Ely edge A.C.

63+00 - 15.0 RT = ely side Conc Wall + wly AC

21.5 LT = Ely edge A.C

62+50 - 15.0 RT = ely of Low Conc Wall -

62+13 - 16.5 RT = end Conc Bldg -

33.2 LT = Wly Rail

61+99.68 = Mid point of curve - entire curve

See page 20

61+94 - 4.0 RT = ℄ 20" power pole # 2798

61+50 -

LT B.L. RT 62

26.11 T

23.62	21.53	20.87	21.26
	8.21	8.87	8.48
33.2 Top Rail	21.5 SELY COR A.C. Pave		15.0 SWly COR A.C.

24.21	22.14	21.35	21.74
5.53	7.60	8.39	8.00
33.2 Top Rail	21.5 ely edge A.C.		15.0 ely of Wall wly of AC

	22.84	22.08	22.47
	6.90	7.66	7.27
	21.5 Ely of AC		15.0 ely of Wall + Wly of A.C

25.18	23.60	22.91	23.30
4.52	6.14	6.83	6.44
33.7 Top Rail	21.5 ely of AC		14.5 ely of Bldg + wly AC

	24.42	23.59	23.99
	5.32	6.15	5.75
	22.0 ely edge AC		16.5 ely of Bldg Wly of AC

29.74 T

LT	B. L.	RT
	19.66	
	$6^{\frac{5}{1}}$ Top of Rail	
	19.63	
	$6^{\frac{5}{6}}$ Top of Rail	
19.8	19.6	20.0
$6^{\frac{4}{-}}$	$6^{\frac{6}{-}}$	$6^{\frac{7}{-}}$
15		15
		20.1
		$6^{\frac{1}{-}}$
		7° SELy cor A.c.
	26.19 T	

64+79.7 = Wly Rail of ely Spur track

64+74.6 = ely Rail of ely Spur track

64+50

64+49.5 } 43.3 RT = SWly Cor 10' High cyclone & SWly cor A.C.
25° RT = ℄ 6" Iron Pipe Crossing (RR) Sign

64+32.7 } 13° RT = SELy Cor 10' High Cyclone Fence
7° RT = SELy Cor A.C. Parking Lot

64+27.5 - 12.4 RT (Radial) = Anchor pole

64+16 - 01.5 RT = ℄ Dead man

Note - all outs & sections taken Radial

BM #12 3.98 26.19 3.90 22.21

Flowing from South to North - 15 ± 15' deep
There is a deep Sanitary Sewer 15' ± LT

64+07.09 = P.C.C. - } 33° < LT = Wly Rail
15° RT = Cyclone Fence
11° RT = ely edge oil park

PK in power pole 4.7 RT Stat. 63+83 H 2726 Page 62

22.8 V	20.V	20.45	20.15
$3^{\frac{7}{9}}$	$5^{\frac{9}{-}}$	$5^{\frac{6}{6}}$	$5^{\frac{6}{6}}$
33° Top Rail		11° edge oil	15° on oil
	26.11 T		

	LT	B.L	RT
65+19 ± - 16° LT = NELy Cor Quonset Hut (Conc floor)	18.21 7 98 16° Floor		
65+12 - 3° LT = NELy Cor A.C. Parking Area in front of Quonset Hut	28.6 7 6 3° on AC		
65+09 5 = Wly Rail of Wly Spur track		19.25 6 9± Top of Rail	
65+04 5 = ely Rail of wly Spur track		19.25 6 9± Top of Rail	
65+00 - 3 5 LT = Nly edge Rough RC. Pave To Sly	19.38 6 8! 15	19.1 7 1	19.3 6 9 15
64+91 ! - 22 5 LT = ℄ 12" power pole # 1201			
64+84 9 22° LT = ℄ 3'x2' catch basin on 24" RCP Running ELy to Wly.	14.57 11 6 2 22° IE Box +24" Pipes	19.25 6 9± 22° Top Grate	

26.19 ±

=67+64.45 Ahead } Note =66+72.85 ahead
67+65.45 Back 66+82.85 Back

66+63 3° RT = ℄ water meter

9.8 LT = ℄ 6" Iron pipe Neon Light Sign -
(Private)
7° LT = ℄ 4" Iron post for overhead Light
66+58 - 5° LT = ℄ 4"x4" Wood No park Sign

66+50 = Nly edge A.C. Parking lot

66+00 - ℄ is along Nly edge A.C. Paved parking.
LOT - Lot to Sly of line

65+74 - 5° RT = ℄ Dead Mon.

65+61 - 5° RT = ℄ 12" power pole # P/221

TP 1.71 20.70 7.20 18.99

65+55 - 9° LT = NWly COR Quonset Hut

65+53.43 = E.C.

LT B.L. RT 65

15.86 15.94 15.9
4 8/4 4 7 6 4 8
1.5 ON AC 1.5 ON AC 1.5 DIRT

17.10 17.54 17.9
3 6 0 3 1 6 2 8
25 ON AC Nly edge AC 1.5 DIRT

20.70 x

ON 2"x2" RW Hub at 65+53 3/4

18.2

8°

26.19 x

LT B. L. RT

19.59 ℄

TP 5.04 19.59 6.15 14.55
+ Ely edge = A.C. Parking Lot
C7+72.5 = Wly edge N+S walk

ON Chisel 'x' 67+70 69 Approx Middle Wly walk
14.50
6.20

14.51
6.19
Conc walk ely edge

side Pacific Hiway
67+67.5 = Ely edge 5' conc walk on Wly

14.20	14.04	14.19	14.46	14.38	14.61
6.50	6.66	6.51	6.24	6.32	6.09
5.0 Top Cb	5.0 Out	Out	℄ Top Cb	5.0 Out	5.0 Top Cb

67+64.4 = Wly Curb pacific Hiway

15.40	15.64	15.92	15.70	15.86	16.10
5.30	5.06	4.78	5.00	4.84	4.60
5.0 Out	5.0 Top Cb	Top Cb	℄ Out	5.0 Out	5.0 Top Cb

67+22.2 = Wly Curb of Traffic Island.

Island in Pac. Hiway.
67+16.1 = ely Curb of 5.5 Wide N+S traffic

		15.79	16.14				
		4.91	4.56				
		Out	℄ Top Cb				

48.3 RT = Nly Commercial Drive

6.3 RT = Sly Commercial Drive

15.20	14.60	15.41	14.85	14.80	14.76	14.85	15.46
5.50	6.10	5.29	5.85	5.90	5.94	5.85	5.24
5.0 Top Cb	5.0 Out	Top Cb	℄ Gutter	6.3 Lip of Dr	48.3 Lip of Dr	5.0 Out	5.0 Top Cb

66+73 = Ely Curb line Pacific Hiway

12.5 LT = ℄ 8" Palm tree

66+71 - 6.8 LT = ℄ 10" (Telephone) power pole # 505600H

15.48

5.22

Pacific Hiway
66+65 = Ely edge at N+S walk, Ely Side

20.70 ℄

LT	B.L.	RT
	12.94	
69+50	6 6/5	
	AC.	
13.43	13.19	12.97
69+23.81 = E.C.	6 1/6	6 6/2
	15	15
	AC	AC.
	AC. is Airport Pave	
	on as part of Airport Pave.	
	Wly of Parking area - A.C. Paveing continues	
	68+67. = 7' high cyclone fence around Airport	
14.05	14.08	14.18
68+52 62 = Mid point of curve	5 5/4	5 4/1
	15	15
	AC	AC
	Sections taken Radial	
14.61	14.71	14.74
68+00 - on curve	4 9/8	4 8/5
	15	15
	AC	ON AC
14.79	14.94	15.04
67+81.94 = B.C. Left in Parking Area	4 8/0	4 6/5
	15	ON AC
	ON A.C.	
	Begin A.C. Parking Lot	
	Wly Line Pacific Hiway -	
	67+76.9 = 4' high cyclone fence approx along	
	19.59 T	

				LT	B.L.	RT
			or cold lay-			
		17°	LT = ely edge A.C. & wly	11.03	10.86	10.35
71+34.24 = EC		40°	RT = Sely edge Conc warmup Apron	2 45	2 62	3 13
				17° A.C.	A.C.	40° Conc
	43.3		RT = SELy edge Conc Warmup Apron			
	13.6		LT = ely edge A.C. & Wly edge Coldlay	11.39	11.28	10.63
71+05.81			= Mid point Curve	2 09	2 20	2 85
				13.6 A.C.	A.C.	43.3 Conc
					13.48 T	
TP	1.90	13.48	8.01	11.58	ON P.K. Nail BC	Station 70+77.38
		40°	RT = SELy edge Conc Warmup Apron	11.84	11.57	10.89
70+77.38		= BC to Right		7 75	8 02	8 70
				15 A.C.	A.C.	
					11.83	
70+50					7 76	
				12.54	12.34	11.82
70+00.32		0°	RT = ELy edge Conc Warmup Apron	7 05	7 25	7 77
				15 A.C.	A.C.	32° on Conc
					19.59 T	

LT	B.L.	RT
	6.53	
	6 $\frac{05}{}$	
	A.C.	
74+50		
	Apron + Sly edge Edw Runway extended	
74+16.$\frac{05}{}$ - 29$\frac{8}{}$	RT= SELy Corner Conc Warmup	
7.25	7.16	7.02
6 $\frac{23}{}$	6 $\frac{32}{}$	6 $\frac{46}{}$
27°	A.C.	29 $\frac{8}{}$
Ac		Conc
27° LT= SELy edge AC. + NWly edge Coldlay		
74+00 - 29$\frac{8}{}$ RT= SELy edge Conc, Warmup Apron		
	7.80	
	5 $\frac{68}{}$	
	A.C.	
73+50		
8.42	8.41	8.31
5 $\frac{00}{}$	5 $\frac{07}{}$	5 $\frac{17}{}$
28°	A.C.	29 $\frac{6}{}$
Ac		Conc
28° LT= S.Ely. edge A.C. + NWly edge Coldlay		
73+00 - 29$\frac{6}{}$ RT= SELy edge Conc Warmup Apron		
	8.93	
	4 $\frac{55}{}$	
12+50		
10.10	9.77	9.48
3 $\frac{38}{}$	3 $\frac{71}{}$	4 $\frac{00}{}$
27°	Ac	30 $\frac{3}{}$
Ac		Conc
27° LT= SELy edge A.C. + NWly Coldlay		
72+00 - 30$\frac{3}{}$ RT= SELy edge Conc Warmup Apron		
	13.48 F	

		LT	B.L.	RT
77+00			4.8 6	
76+50			5.0 5 8	
	℄ is in Rough oil Parking area-			
75+95.93 - 20° RT =	8' high Cyclone fence along Sly of Airport	5.5 5 3 20	5.6 5 2	5.5 5 3 20
75+48.69 =	Mid point curve (on very Rough oil surface		5.8 5 0	
75+26 =	8' high Cyclonefence along Sly of Airport			
			10.78 T	
TP 4.86	10.78 7.56 5.92		on PK nail BC - Station 75+01.45	
25° LT =	8' high Airport fence along Sly of Airport	6.2 7 3 25 0 DIRT	5.9 7 6 DIRT	6.0 7 5 15 DIRT
75+01.45 =	B.C. Right			
27 2 LT =	SELy COR A.C.	6.37 7 11 27 2 AC	6.34 7 14 AC 13.48 T	6.21 7 27 25 AC
74+66.18 =	Sly edge A.C. Paving strip			

79+92.44 = E.C.

79+47.9 = Mid point curve - ON Rough Cold Lay.

20° RT = 8' high Cyclone fence along Sly of Airport

79+03.35 = BC to Left - ON Rough Cold Lay.

78+50 - ON Rough Cold Lay

TP	5.79	9.90	6.67	4.11

Covered with A.C. -

78+16 - 20° LT = NEly COR Conc pave Strip

78+00 - 20° RT = 8' cyclone fence

77+50

77+44 = Ely edge Rough A.C. Pave

LT	B.L.	RT
4.1	3.7	
5 8	6 2	3.9
20		6 0
		20
	4.3	
	5 6	
4.1	4.3	4.6
5 8	5 6	5 3
20 Rough Cold Lay.		20
	4.1	
	5 8	
	9.90 ℄	
4.11		
6 67		
1 0 NEly COR		
4.1	4.2	4.2
6 7	6 6	6 6
20 AC	AC	20 Rough AC
	4.4	
	6 4	
	AC.	
	10.78	

	LT		B. L.	RT		
						72
Not at 90° Section taken along Curb	3.84	3.25	3.10	3.70	2.90	3.49
80+99.0 = face Sly curb Laurel (2' Type G gutter 5' comb curb + walk)	6 0.6 5.0 Top cb	6 4.5 5.0 gut	6 8.0 gut	6 2.0 4 Top cb	7 0.0 5.0 gut	6 4.1 5.0 Top cb
			3.80			
80+60.29 = Approx ℄ Laurel. (PK Nail)			6 1.0 Ac			
Laurel Paved with A.c.						
Outs taken along curb - Not 90° 1' Wide Type G gutter	4.31	3.75	4.06	3.45	3.95	3.22
80+31.2 = face Nly Curb Laurel ST	5 5.9 5.0 gut	6 1.5 5.0 Top cb.	5 8.4 Top cb	6 4.5 4 gut	5 9.5 50 Top cb	6 6.8 50 gut
80+31.54 = chisel 'X' in curb			4.15			
80+23.2 = Sly Rail of spur track			5 7.5 Top of Rail			
			4.14			
80+18 = Nly Rail spur track			5 7.6 Top of Rail			
			3.5			
80+00 - on Rough Cold lay.			6 4			
	-5.30	3.20				
79+97.5 - 7.5 LT = ℄ grate for inlet	15 2.0 7.5 IE	6 7.0 7.5 grate				
			9.90 T			

Crosses 24" Conc Drain

20° LT = ℄ 54" drain

83+87 - 9 3 LT = ℄ Cleanout

83+69 - ground Wly of Wall -

along Wly of Solar property
83+68 3 = Cross Wall and 8' high cyclone fence

TP	5.02	7.29	6.70	2.27

Note: Levels omitted in Solar Stock yard Paved with A.C. and is fairly Level - yard is covered with high stacks of Materails, Boxes & etc

81+11 1 = Nly edge A.C. Paving Solar Stock yard

TP	5.27	8.97	6.20	3.70

81+11 = 8' high cyclone fence on Nly of Solar Property -

81+04 6 = Sly edge 5' Comb Curb + walk

LT				B.L.	RT
-8.38	1.19	-6.21	1.3	1.5	1.7
15 67	6 10	13 50	6 0	5 8	5 2
20° IE 54"	20° Wood grate	9 3 I.E. C.O	9 3 Top C.O.		15
				2.0	
				5 3	
				3.59	3.59
				3 70 on AC. Parking	3 70 Top Wall
				7.29 ⊼	
				Straight Grade	
				4.09	
				4 88 on AC	
				8.97 ⊼	

On Chisel 'X' P.O.T. 81+00.44 - 1' Sly of Curb

3.75	
6 15	
9.90	x

	LT	B.L. RT	
	1.88	1.79	1.69
84+83 7/5 = ely edge of wly strip conc pave	5 41 / 50	5 50	5 60 / 50
	-8.32 0.41	1.0	0.8
84+70 - 20' LT = ℄ 24" drain	15 61 / 20° IE 56" Pipe; 6 88 / 20° Wood grate	6 3	6 5 / 15
		2.17	
84+53 3 = Wly edge Conc Strip		5 12	
	2.39	2.31	2.27
84+31 5/5 = end A.C. + ely edge conc pave strip	4 90 / 50 Conc	4 98 Conc	5 02 / 50 Conc
		3.20 2.43	
84+21 3 + Start A.C. = Wly face of curbing		4 09 4 86 / TOP ℄ 90° A.C.	
		3.20	
84+21 00/5 = Chisel 'X' top curb		4 09 / on cross	
		2.5 3.20	
84+20 = ely face 1 3/5 wide curbing		4 8 4 09 / To Curb ℄	
		7.29 T	

		LT	B. L.	RT
			7.947	
TP		3.40	7.91	NWBP Pacific Hiway + Laurel.
TP	6.79	11.31 / 4.17	4.52	
TP	6.97	8.69 / 5.57	1.72	

20' LT = outlet 54" drain

85+52 3 = Wly face bulkhead

85+52 79 = 'X' on top curb

85+52 7 = Ely face curb along boardwalk (Bulkhead)

85+05 3 = Wly edge conc strip

-8.5

15 8

20 =

IE 54"

1.0 1.71

6 3 (ground) 5 58 (Top Cb)

1.59

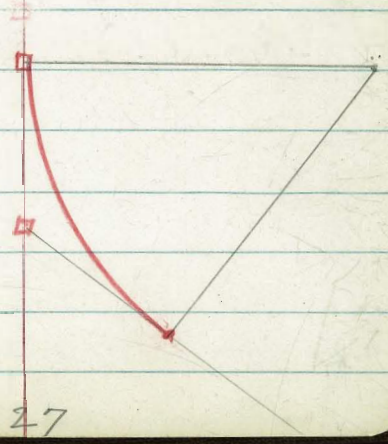
5 70

7.29 T

78+00

77+00

75+95.93 = E.C.



From page 27

Note - Distance between sta. 81+00.44 and sta 83+97.82 was calculated

81+11 = cross Nly. fence of Solar Co.

+04.6 = Sly edge walk

81+00.44 = cross on walk

80+60.29 = Aprox. ℄ Laurel

80+31.54 = cross on Nly. ℄ Laurel

80 +23.7 = Sly. Rail

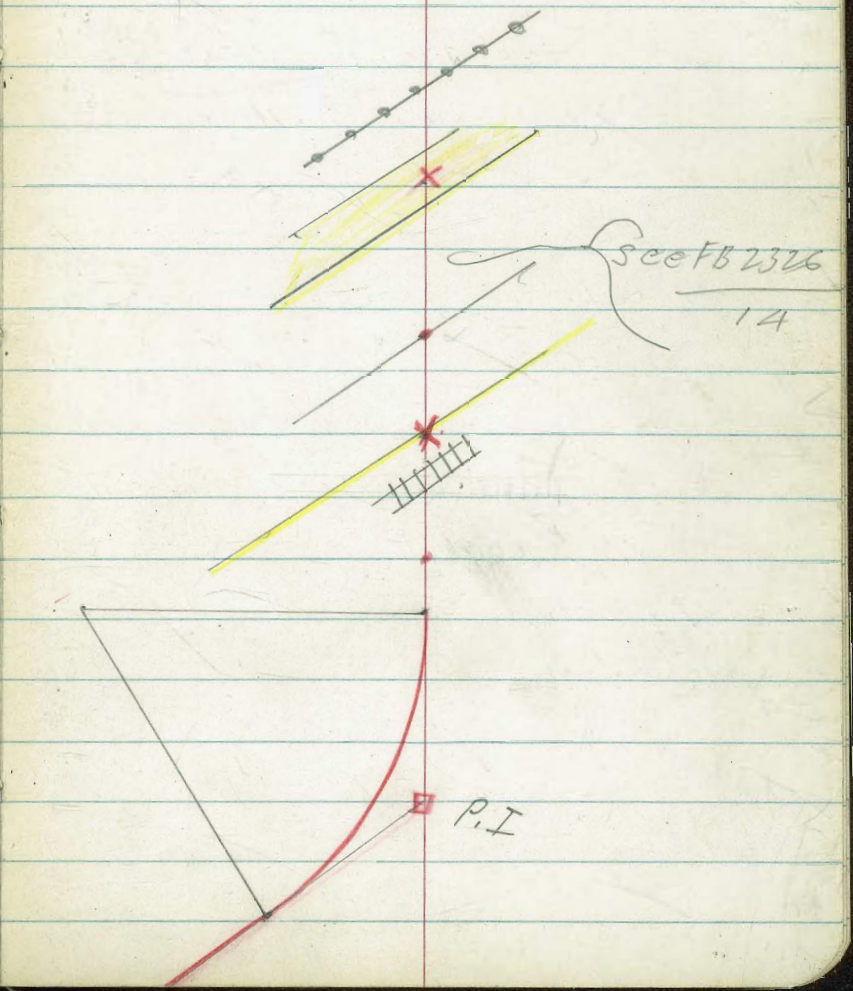
80+18 = Nly. Rail

80+00.00 = Nail

79+92.44 = E.C.

79+47.9 = Mid curve.

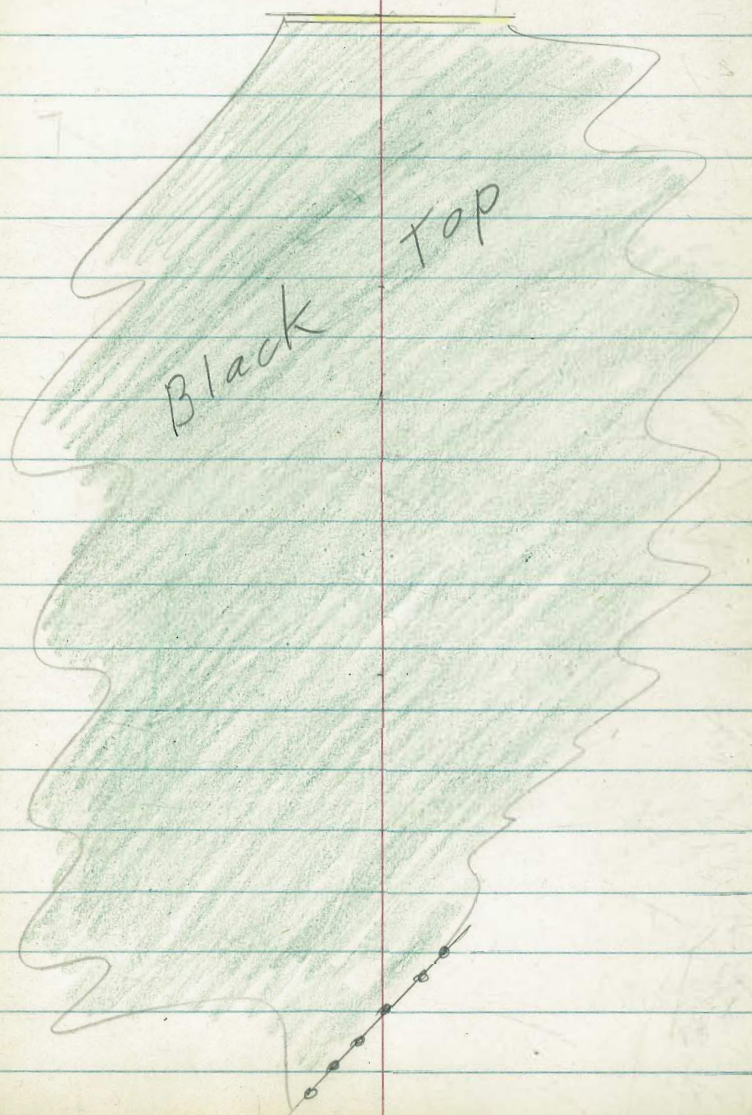
79+03.35 = B.C. Lt. Δ = 56°-43'- R=90'
T= 48.58
L= 89.09
Ext. = 12.43



wly. side of Solar Co
83+68.3 = cross wall & fence.

Area thru Solar Co grounds is filled with crate stacks, airplane stock, lumber, and misc'l. objects.
Can not run a line and black topped area is very nearly on a straight grade from sta. 81+11 to sta. 83+68
see page 80

81+11 (from page 77) = fence



85+52.79 = Cross on bulk head conc.

85+05.3 = Wly edge conc. Pave.

84+83.4 = Ely. edge Conc. Pave.

84+70 – 20' Lt. = Ctr. wooden grate over 54" conc. pipe.

84+53.3 = Wly edge conc. pave.

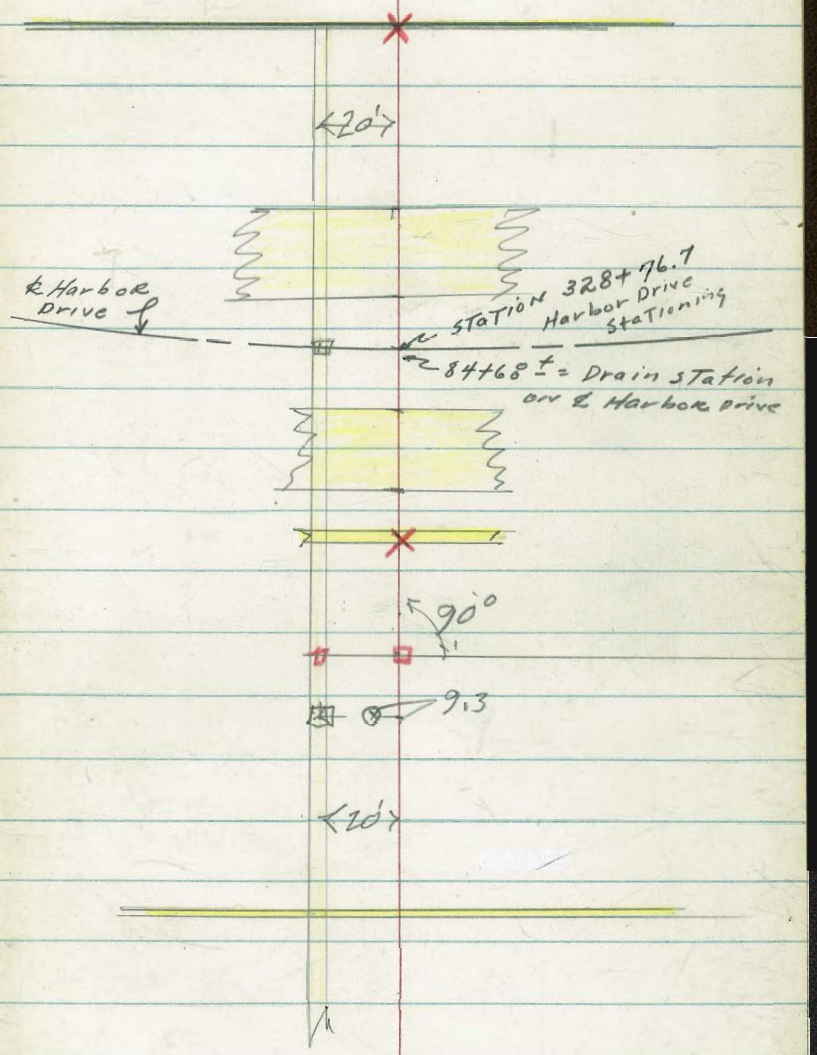
84+31.5 = Ely. edge conc. Pave.

84+21.00 = cross on curb.

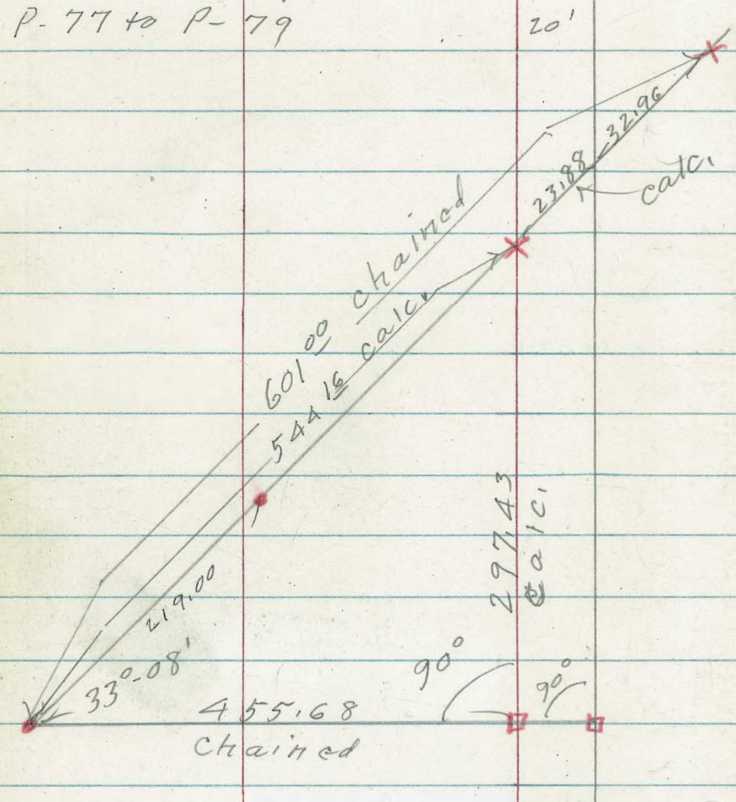
= { ½ 20' Lt. over 54" drain
83+97.87 = { ½ P.O.T.

83+87 = { Cross 24" drain
9.3 Lt. = C.O. for same
20' Lt. = wooden grate over 54" drain

83+68± = Cross wall & fence on Wly side Solar. Co.



Triangulation from
sta 81+00.44 to
sta 83+97.87
P-77 to P-79



81+00.44
+ 2 97.43
= 83+97.87

329. 0 0 0
23.3
228+76 7

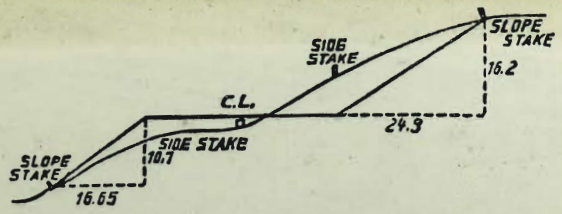
58+63.00	58+63.00
3 36.68	3 38.83
61+99.68 MID.P.	62+01.83
	.73 DF. PER.F
62+50 = 0°36'.73 ←	4°32.73 ←
63+00 = 1°13'.23	5°19'.23 ←
63+50 = 1°49.73	5°55.73 ←
64+00 = 2°26.23	6°32.23 ←
64+07.09 = 2°31.41	6°35.41 ←

.726 DEF. PER. FT. ARC.

38.80 = 1737 17+57.72 P.O.T.

14+29.68 B.C.
19.40
14+49.08 Mid Cr.
14+68.48 = E.C.

28+48
24+69
3+80



DISTANCES FROM SIDE STAKES FOR CROSS-SECTIONING.

SLOPE 1½ TO 1. ROADWAY OF ANY WIDTH.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	0.00	0.15	0.30	0.45	0.60	0.75	0.90	1.05	1.20	1.35	0
1	1.50	1.65	1.80	1.95	2.10	2.25	2.40	2.55	2.70	2.85	1
2	3.00	3.15	3.30	3.45	3.60	3.75	3.90	4.05	4.20	4.35	2
3	4.50	4.65	4.80	4.95	5.10	5.25	5.40	5.55	5.70	5.85	3
4	6.00	6.15	6.30	6.45	6.60	6.75	6.90	7.05	7.20	7.35	4
5	7.50	7.65	7.80	7.95	8.10	8.25	8.40	8.55	8.70	8.85	5
6	9.00	9.15	9.30	9.45	9.60	9.75	9.90	10.05	10.20	10.35	6
7	10.50	10.65	10.80	10.95	11.10	11.25	11.40	11.55	11.70	11.85	7
8	12.00	12.15	12.30	12.45	12.60	12.75	12.90	13.05	13.20	13.35	8
9	13.50	13.65	13.80	13.95	14.10	14.25	14.40	14.55	14.70	14.85	9
10	15.00	15.15	15.30	15.45	15.60	15.75	15.90	16.05	16.20	16.35	10
11	16.50	16.65	16.80	16.95	17.10	17.25	17.40	17.55	17.70	17.85	11
12	18.00	18.15	18.30	18.45	18.60	18.75	18.90	19.05	19.20	19.35	12
13	19.50	19.65	19.80	19.95	20.10	20.25	20.40	20.55	20.70	20.85	13
14	21.00	21.15	21.30	21.45	21.60	21.75	21.90	22.05	22.20	22.35	14
15	22.50	22.65	22.80	22.95	23.10	23.25	23.40	23.55	23.70	23.85	15
16	24.00	24.15	24.30	24.45	24.60	24.75	24.90	25.05	25.20	25.35	16
17	25.50	25.65	25.80	25.95	26.10	26.25	26.40	26.55	26.70	26.85	17
18	27.00	27.15	27.30	27.45	27.60	27.75	27.90	28.05	28.20	28.35	18
19	28.50	28.65	28.80	28.95	29.10	29.25	29.40	29.55	29.70	29.85	19
20	30.00	30.15	30.30	30.45	30.60	30.75	30.90	31.05	31.20	31.35	20
21	31.50	31.65	31.80	31.95	32.10	32.25	32.40	32.55	32.70	32.85	21
22	33.00	33.15	33.30	33.45	33.60	33.75	33.90	34.05	34.20	34.35	22
23	34.50	34.65	34.80	34.95	35.10	35.25	35.40	35.55	35.70	35.85	23
24	36.00	36.15	36.30	36.45	36.60	36.75	36.90	37.05	37.20	37.35	24
25	37.50	37.65	37.80	37.95	38.10	38.25	38.40	38.55	38.70	38.85	25
26	39.00	39.15	39.30	39.45	39.60	39.75	39.90	40.05	40.20	40.35	26
27	40.50	40.65	40.80	40.95	41.10	41.25	41.40	41.55	41.70	41.85	27
28	42.00	42.15	42.30	42.45	42.60	42.75	42.90	43.05	43.20	43.35	28
29	43.50	43.65	43.80	43.95	44.10	44.25	44.40	44.55	44.70	44.85	29
30	45.00	45.15	45.30	45.45	45.60	45.75	45.90	46.05	46.20	46.35	30
31	46.50	46.65	46.80	46.95	47.10	47.25	47.40	47.55	47.70	47.85	31
32	48.00	48.15	48.30	48.45	48.60	48.75	48.90	49.05	49.20	49.35	32
33	49.50	49.65	49.80	49.95	50.10	50.25	50.40	50.55	50.70	50.85	33
34	51.00	51.15	51.30	51.45	51.60	51.75	51.90	52.05	52.20	52.35	34
35	52.50	52.65	52.80	52.95	53.10	53.25	53.40	53.55	53.70	53.85	35
36	54.00	54.15	54.30	54.45	54.60	54.75	54.90	55.05	55.20	55.35	36
37	55.50	55.65	55.80	55.95	56.10	56.25	56.40	56.55	56.70	56.85	37
38	57.00	57.15	57.30	57.45	57.60	57.75	57.90	58.05	58.20	58.35	38
39	58.50	58.65	58.80	58.95	59.10	59.25	59.40	59.55	59.70	59.85	39
40	60.00	60.15	60.30	60.45	60.60	60.75	60.90	61.05	61.20	61.35	40
41	61.50	61.65	61.80	61.95	62.10	62.25	62.40	62.55	62.70	62.85	41
42	63.00	63.15	63.30	63.45	63.60	63.75	63.90	64.05	64.20	64.35	42
43	64.50	64.65	64.80	64.95	65.10	65.25	65.40	65.55	65.70	65.85	43
44	66.00	66.15	66.30	66.45	66.60	66.75	66.90	67.05	67.20	67.35	44
45	67.50	67.65	67.80	67.95	68.10	68.25	68.40	68.55	68.70	68.85	45
46	69.00	69.15	69.30	69.45	69.60	69.75	69.90	70.05	70.20	70.35	46
47	70.50	70.65	70.80	70.95	71.10	71.20	71.40	71.55	71.70	71.85	47
48	72.00	72.15	72.30	72.45	72.60	72.75	72.90	73.05	73.20	73.35	48
49	73.50	73.65	73.80	73.95	74.10	74.25	74.40	74.55	74.70	74.85	49
50	75.00	75.15	75.30	75.45	75.60	75.75	75.90	76.05	76.20	76.35	50

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