

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

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

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

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to 30.6 = 32.6. For slopes of 1 on $1\frac{1}{2}$ see inside of back cover.
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G-227

MICROFILMED

APR 13 1965

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.

Polk Ave drain

P. 1.

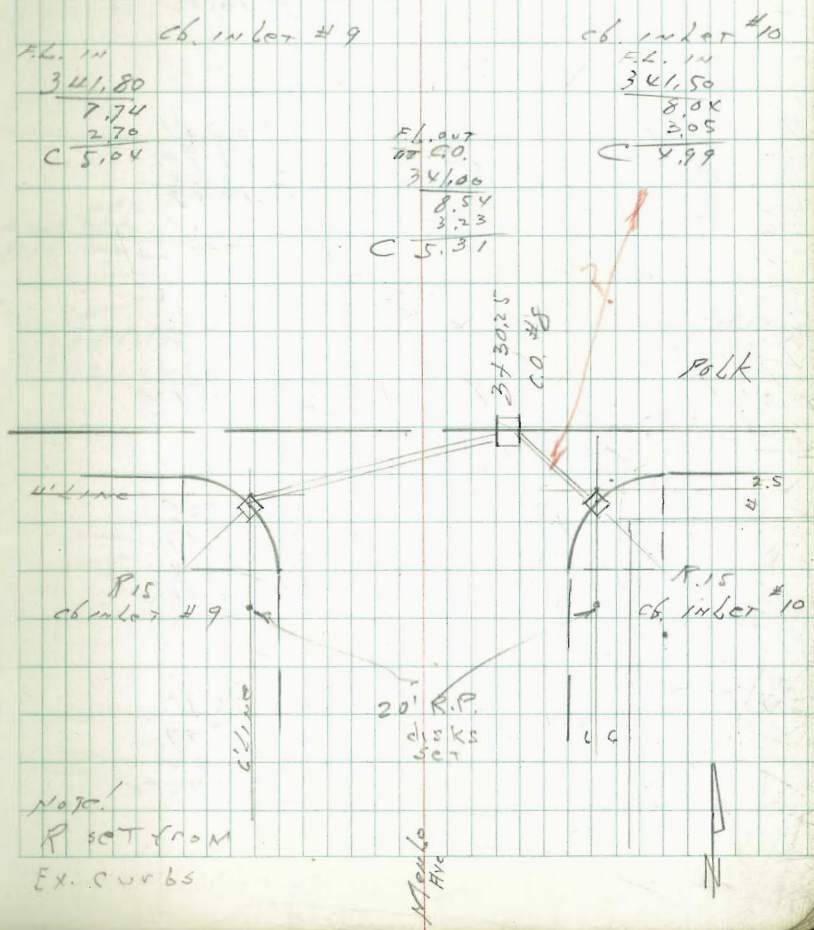
" " " B.M.S. 42
Pav Capistrano Pl. 20
Survey Lot $\frac{D}{33}$ " P. 29.

Polk Ave Gut. Levels

4774 to 4874 Middle BK. x3

Pav E 4th alley B/R 100 - 55

5				336.60 11.07 4.15 C 9.92 ✓
+50				336.30 16.37 6.22 C 10.15 ✓
41				336.06 16.67 5.85 C 10.82 ✓
7.P.	586	352.73	2.67	346.87 ✓
+50				335.70 13.78 3.06 C 10.72 ✓
3 + 30.25		C.D. #8		335.65 13.84 3.23 C 10.66 ✓
3				335.50 14.04 3.30 C 10.74 ✓
				349.50



B

338.31
 15.24
 4.99
 C 10.25

+50

338.06
 15.47
 5.33
 C 10.12

7

337.81
 15.74
 5.65
 C 10.09

T.P.

528 35355 4x6 348.27 348.27 =

446 C.T.
 NW 4674
 B.M. POLK

C + 4876 C.O. #7

337.56
 15.17
 5.13
 C 10.04 ✓

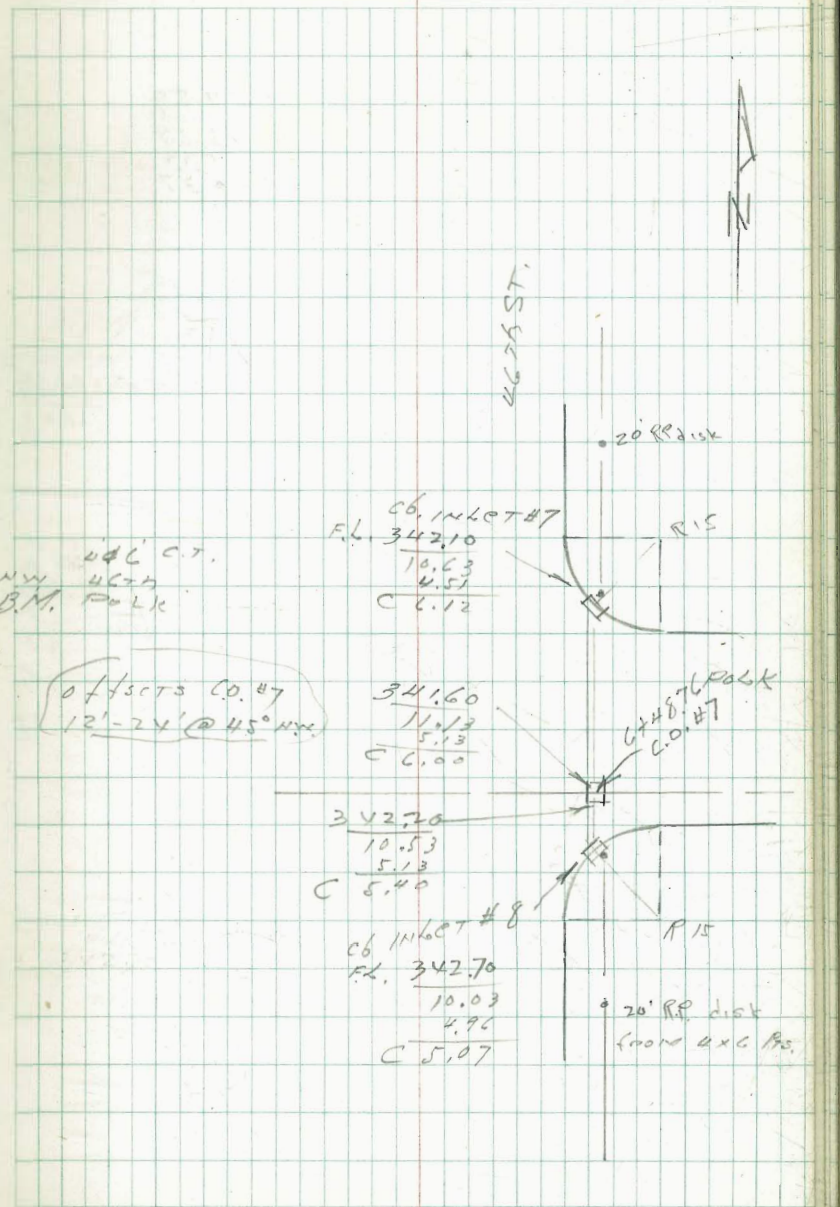
6

337.26
 15.47
 5.29
 C 10.18 ✓

5+50

336.96
 15.77
 5.34
 C 10.43 ✓

352.73



+50

$$\begin{array}{r} 339.59 \\ 15.59 \\ 5.22 \\ \hline C 10.37 \end{array}$$

10 CUT wall 16' Sor Lt.
$$\begin{array}{r} 339.32 \\ 15.80 \\ 5.90 \\ \hline C 9.90 \end{array}$$

 T.F. 3.46 355.18 1.83
$$\begin{array}{r} 351.72 \\ 351.73 \\ \hline 0.01 \end{array}$$

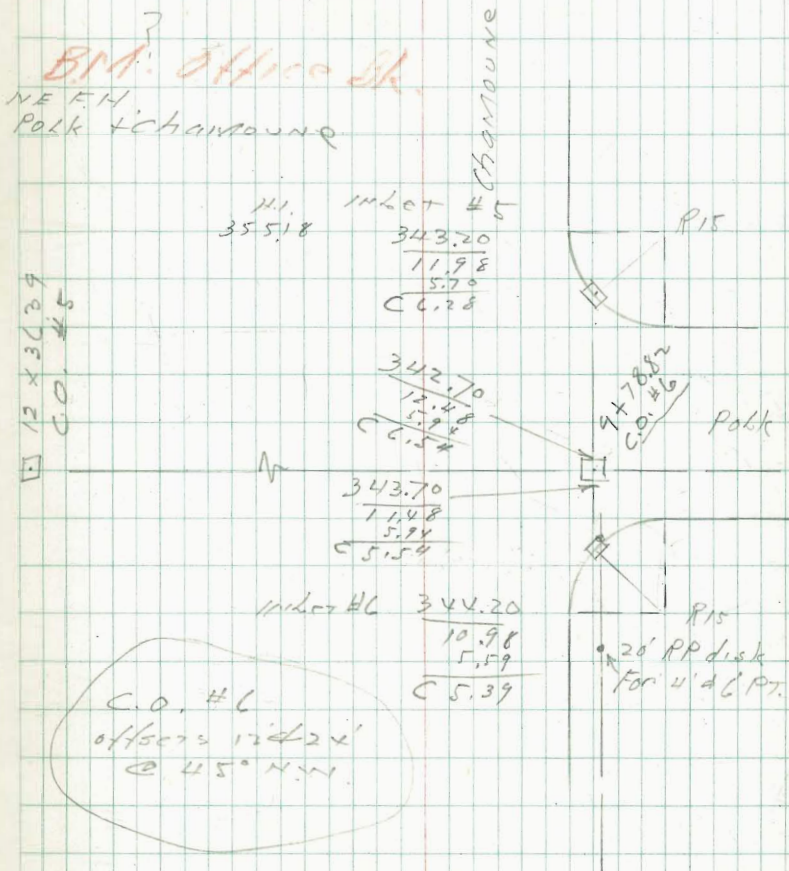
9 +78.82 C.O. #6
$$\begin{array}{r} 339.21 \\ 14.34 \\ 4.32 \\ \hline C 10.02 \end{array}$$

+50
$$\begin{array}{r} 339.06 \\ 14.09 \\ 4.32 \\ \hline C 10.17 \end{array}$$

9
$$\begin{array}{r} 338.81 \\ 14.74 \\ 4.75 \\ \hline C 9.99 \end{array}$$

8 +50
$$\begin{array}{r} 338.56 \\ 14.99 \\ 4.73 \\ \hline C 10.26 \end{array}$$

353.55



16

$$\begin{array}{r} 34274 \\ 15.69 \\ 5.12 \\ \hline C 10.57 \end{array}$$

15 + 50

$$\begin{array}{r} 34239 \\ 16.04 \\ 4.84 \\ \hline C 11.20 \end{array}$$

BTA.
 4 + 6 Pt. 4.38 358.43

$$\begin{array}{r} 35405 \\ 4576 \\ \hline \text{Polk} \end{array}$$

alley drain to N.

C.O. 44

14 + 93.89 Δ - 1° 34' 30" Pt.

$$\begin{array}{r} 34200 \\ 16.26 \\ 4.91 \\ \hline C 11.35 \end{array}$$

RP - 8' + 10.5

C 11.35

150

$$\begin{array}{r} 34175 \\ 16.51 \\ 4.22 \\ \hline C 12.29 \end{array}$$

14

$$\begin{array}{r} 34148 \\ 16.78 \\ 4.04 \\ \hline C 12.74 \end{array}$$

13 + 50

$$\begin{array}{r} 34121 \\ 17.05 \\ 4.35 \\ \hline C 12.70 \end{array}$$
358.26

18
 T.P. 516 358.50 5.03 353.40

$$\begin{array}{r} 343.98 \\ 14.58 \\ 5.06 \\ \hline C 9.52 \end{array}$$

150

$$\begin{array}{r} 343.68 \\ 14.75 \\ 5.03 \\ \hline C 9.72 \end{array}$$

17
 Nail
 8' LT

$$\begin{array}{r} 343.38 \\ 15.05 \\ 5.00 \\ \hline C 10.05 \end{array}$$

16 + 8910 C.O. #2 1/2
 W.S. Highland

$$\begin{array}{r} 343.32 \leftarrow 8' R_1 \\ 15.11 \\ 5.32 \\ \hline C 9.79 \end{array}$$

14 + 6403 E Highland

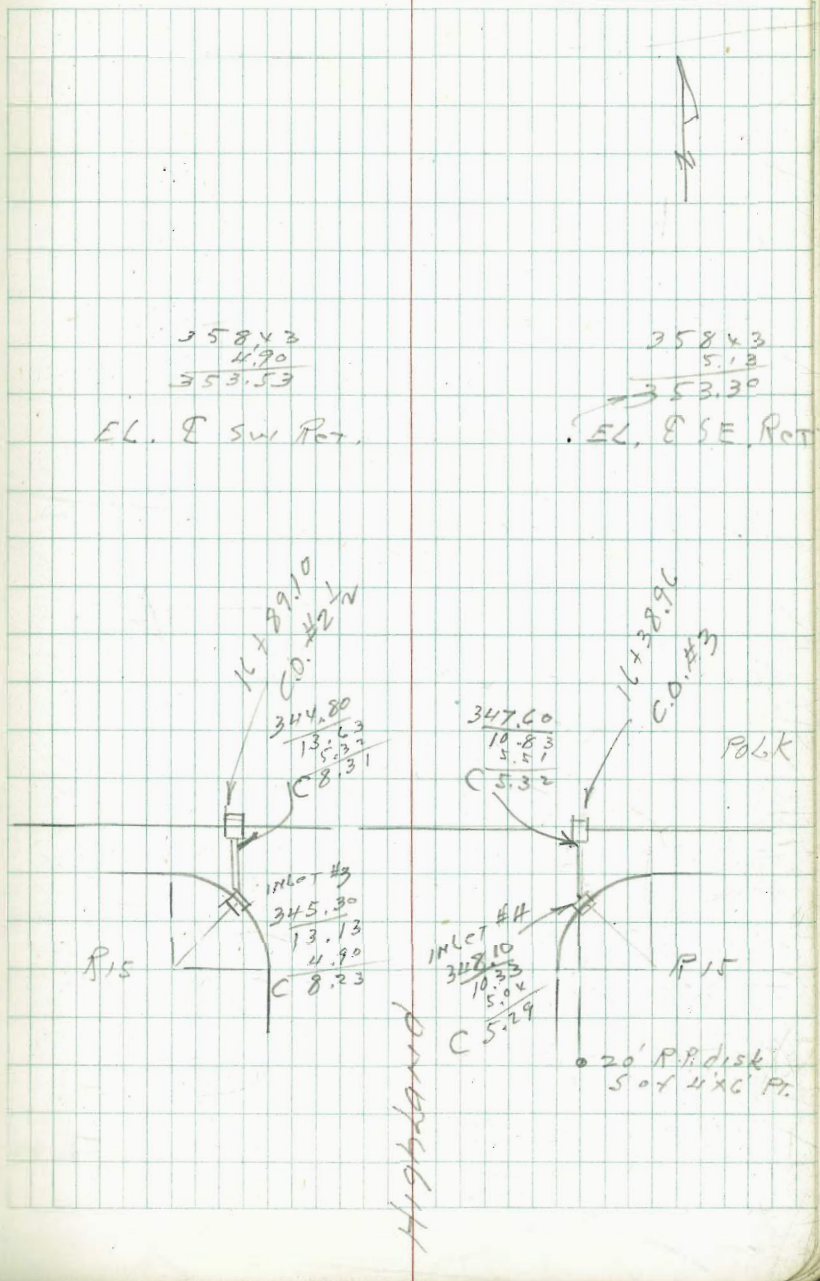
$$\begin{array}{r} 343.17 \leftarrow 8' R_1 \\ 15.26 \\ 4.97 \\ \hline C 10.29 \end{array}$$

$\Delta = 1^\circ 34' 67''$
 16 + 38.96 C.O. #3
 E.S. Highland

$$\begin{array}{r} 343.02 \\ 15.41 \\ 5.51 \\ \hline C 9.90 \end{array}$$

 Nail
 8' RT

358.43



Polk

19+77.05 C.O. #1 cut nail
8' x 1" 8' x 1"

345.05
13.51
4.75
C 8.76

150

344.89
13.67
4.90
C 8.77

19+00

344.59
13.97
4.96
C 9.01

150

344.29
14.27
5.02
C 9.25

18+34.07 C.O. #2
beg. alley
drain
to S.

344.19
14.37
5.21
C 9.16

nail
8' RT

358.56

~~~~~

20' disk R.P.  
for 4' x 6' ft.

Cb. Inlet #1  
349.00  
18.36  
4.42  
C 8.14

347.50  
17.06  
4.75  
C 6.31

345.05

Cb. Inlet #2  
345.50  
13.06  
4.25  
C 8.41

20' disk R.P.  
for 4' x 6' ft.

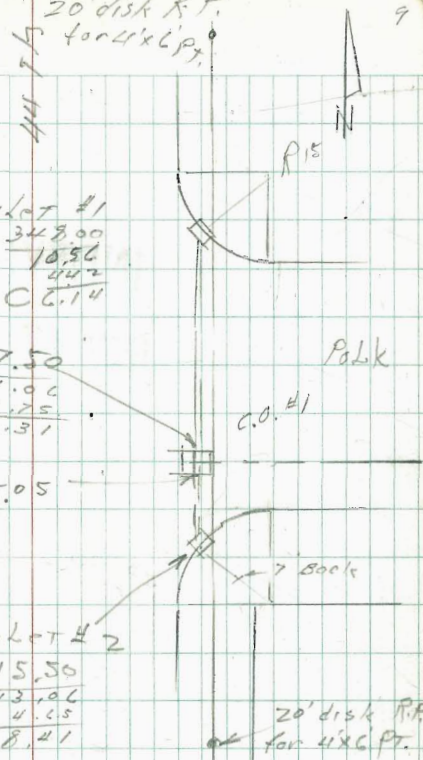
Return Grades

NE. 2<sup>nd</sup> Cb. Inlet

358.56  
4.54  
354.02

SE. 2<sup>nd</sup> Cb. Inlet

358.56  
4.78  
353.78



atley Drain  
Polk to Orange

Between Highland & US 74  
FL.

Block  
54  
7000000  
add

INDEXED

WIK  
NOV 23 1948

342.90  
15.37  
6.37  
C 9.00

150

342.67  
15.60  
6.04  
C 9.56

342.45  
15.83  
5.23  
C 10.59

150

342.22  
16.05  
4.55  
C 11.50

0.100 C.D. 44

342.00  
16.27  
4.91  
C 11.36 C 11.35

NEW CLOT.

US 74 & 422 358.27

354.05

POLK

Alley drain  
N. of Polk

F.L.

11

150

343.93  
13.39  
4.17  
C 9.22

4

343.73  
13.59  
4.28  
C 9.11

3150

343.53  
13.79  
4.47  
C 9.32

3100

343.33  
13.99  
5.07  
C 8.92

Top grade  
Grade

2+665 C.B. #2

351.30  
6.02  
5.32  
C 0.70

343.20  
14.12  
5.32  
C 8.80

Stub  
T.P. 2+50

5.25

357.32

6.20

352.07

2+50

358.27

343.12  
15.15  
6.20  
C 8.95

FL

Use This Elev.

check to NW B.P.  
4574 Orange

459 352.46 352.56  
010

T.P. 378 357.05 405 353.27

6+25.5 C.O. #11  
or Orange  
S.E. Cross on alley  
Return

344.65  
12.67  
4.18  
C 8.49

6

344.53  
12.79  
4.13  
C 8.66

2 150

344.33  
12.99  
3.93  
C 9.06

5+00

344.13  
13.19  
4.10  
C 9.09

357.32

B.M. for Pav.

352.56  
5.76  
358.32

El. Pav  
352.05

4574

427  
352.05

4.50  
353.82

382.96  
5.36  
382.99  
5.33

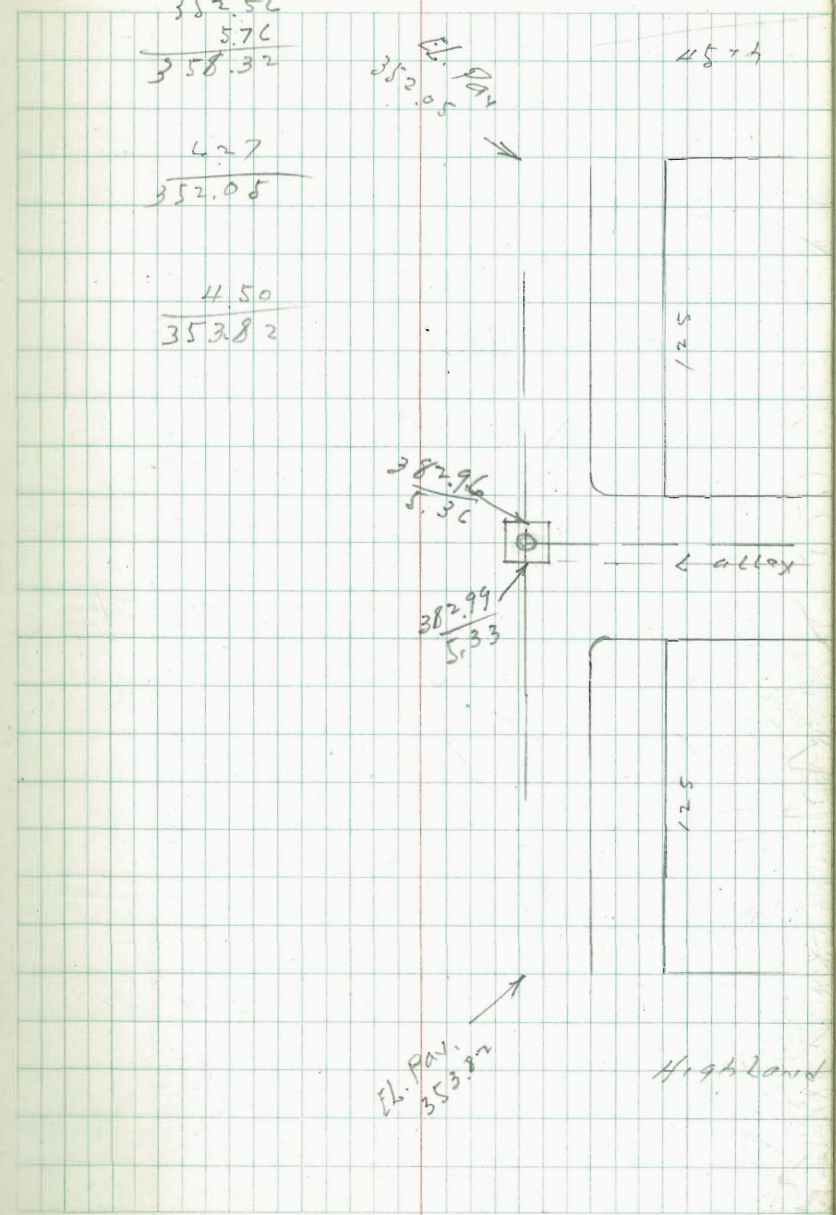


Alley

125

El. Pav.  
353.82

Highland



alley drain

S of Polk

Bet. 44th + Highland

E.L.

2  
 2 Stakes 2  
 cut stakes summer #1

$$\begin{array}{r} 345.39 \\ 12.79 \\ 6.03 \\ \hline C 6.76 \end{array}$$

INDEXED  
 WK  
 NOV 23 1948

x 50

$$\begin{array}{r} 345.09 \\ 13.09 \\ 5.17 \\ \hline C 7.92 \end{array}$$

1

$$\begin{array}{r} 344.79 \\ 13.39 \\ 4.82 \\ \hline C 8.57 \end{array}$$

0 + 50

$$\begin{array}{r} 344.89 \\ 13.69 \\ 4.27 \\ \hline C 9.42 \end{array}$$

0 + 15.00

$$\begin{array}{r} 344.28 \\ 13.90 \\ 4.82 \\ \hline C 9.08 \end{array}$$

0 + 00 C.O. #2

$$\begin{array}{r} 344.19 \\ 13.99 \\ 4.82 \\ \hline C 9.16 \end{array}$$

N.E. Top FH.

44th + Polk 1.96  
 P. 42

$$\begin{array}{r} 358.18 \\ \hline H 1 \end{array}$$

356.22

cut stakes G.W.

drain S of Polk

7.5 W. of C.B. #1 5.32 352.86

on Con. Apron of do. garage

Grade  
To P  
Box

3 + 72.5 C.B. #1 351.00  
7.18  
5.35  
C 7.83

346.43  
11.75  
5.35  
C 6.40

1.50

346.29  
11.89  
5.39  
C 6.50

3

345.99  
12.19  
5.85  
C 6.34

2 + 50

358.18

345.69  
12.49  
5.92  
C 6.57

*gave inspector these cuts on 6' offset stake*



Orange

FL

750

346.17  
9.55  
 4.18  
 C 5.37

4

345.92  
9.80  
 4.02  
 C 5.78

T.P. 470 355.72 C.O.C. 351.52

750

345.67  
11.91  
 5.77  
 C 6.19

3+30 C.O.#12

345.57 ✓  
12.01  
 6.11  
 C 5.90

3

345.42  
12.16  
 6.00  
 C 6.16

2+50

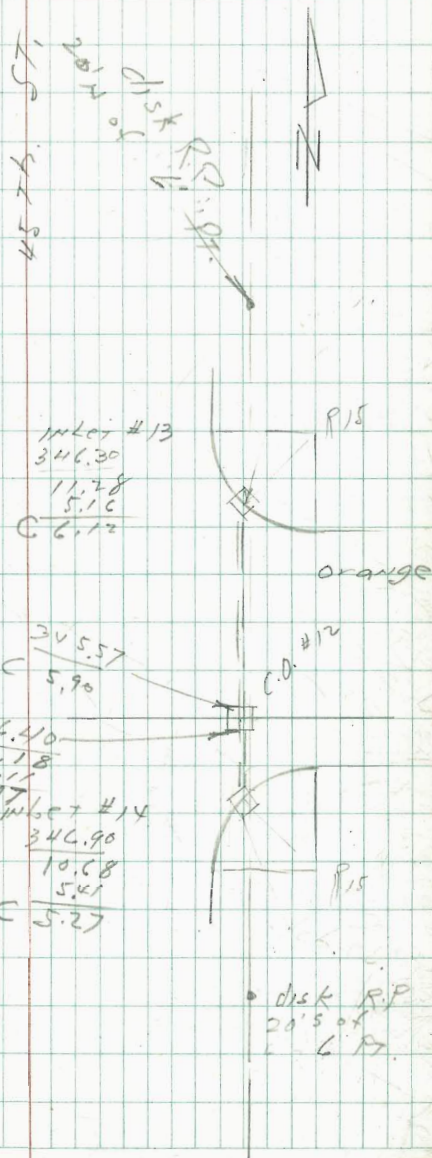
345.17  
12.41  
 5.16  
 C 7.25

357.58

M.E. 06 EL.

16

5.31  
352.27



Curved + RP  
 12' x 24' at  
 45° SW.

S.E. 06 elev.

5.53  
352.05 ✓



Orange Ave  
Drain

R.L.

R.P. disk 20' N.W. 4' FT.

CUT NAIL  
8' EAST  
C 71486 C.O. #13

347.00  
8.72  
5.31  
C 3.51

6

346.92  
8.20  
4.72  
C 4.08

150

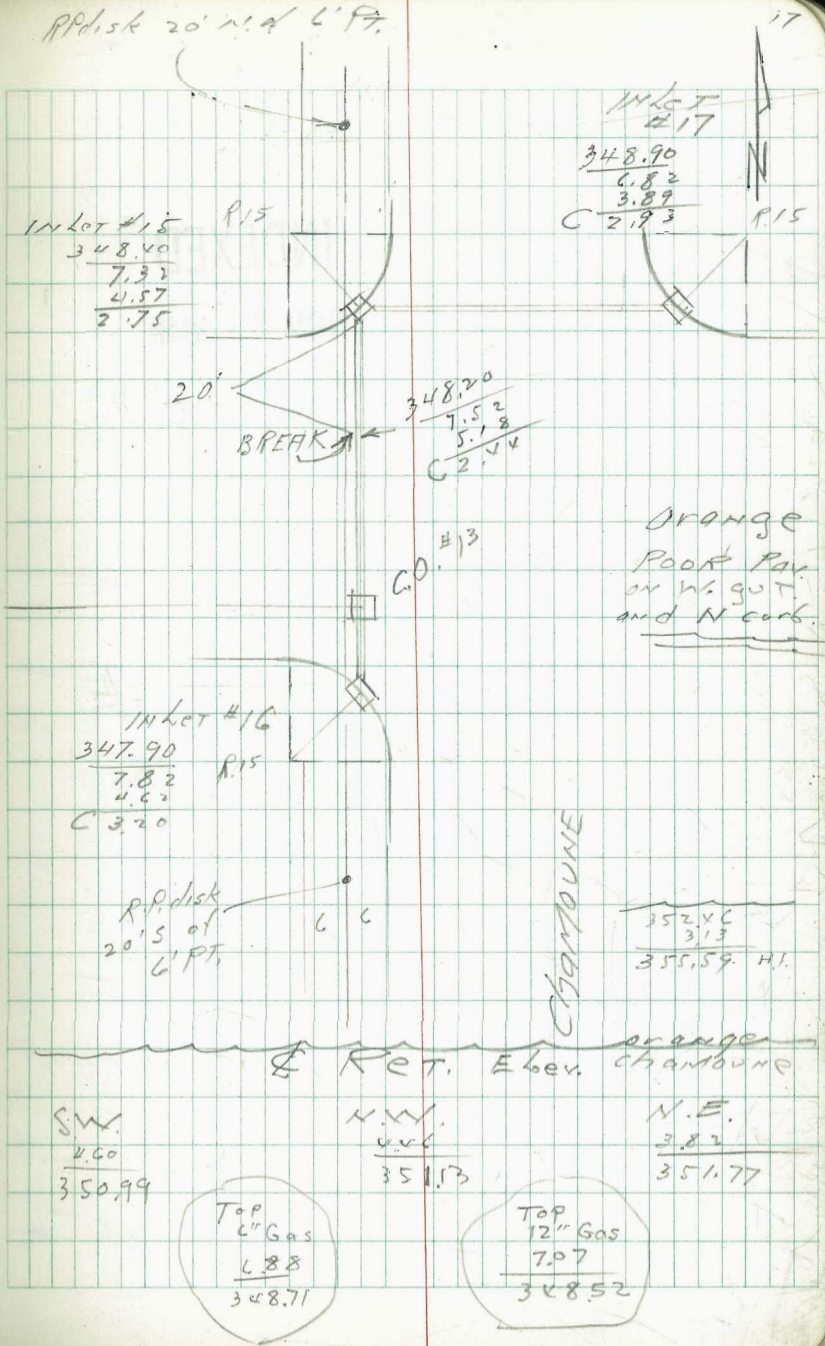
346.17  
9.05  
4.95  
C 4.10

500

346.42  
9.30  
4.33  
C 4.97

H.I. Cor. cuts

355.72



Sewer Lat. S  
Blk 15 + 16 CHS

4+70 (7) R+

3+70 (8) R+

2+70 (9) R+ ✓

2+45 (10) Lt ✓

2+20 (11) Lt ✓

1+70 (13) R+ ✓

1+20 (12) R+ ✓

0+100 nL Redwood

INDEXED  
WK  
NOV 23 1948

H.I. GB 222-48 ✚

Lt

R+ 18

299.81  
8.59  
2.71  
C 5.88

299.27  
9.13  
3.55  
C 5.58

308.40

298.17  
8.75  
3.33  
C 5.42

297.87  
9.05  
3.92  
C 5.13

297.70  
9.22  
4.25  
C 4.97

306.92

297.17  
7.26  
1.90  
C 5.32

296.56  
7.87  
2.41  
C 5.46

304.43

LT

Rx

19

4+35 (1) Rx

4+10 (3) Lt

(2) Rx

1+60 (4) Lt

1+35 (5) Lt

MLT horn = 0400

5+70 (6) Rx

T.P. } 50  $\frac{310.33}{308.40}$  1.57 306.83

$$\begin{array}{r} 306.80 \\ 9.31 \\ 4.51 \\ \hline C 4.70 \end{array}$$

$$\begin{array}{r} 306.59 \\ 9.52 \\ 4.70 \\ \hline C 4.76 \end{array}$$

$$\begin{array}{r} 306.59 \\ 9.52 \\ 4.80 \\ \hline C 4.72 \end{array}$$

$$316.11 \leftarrow H. 222 - 54$$

$$\begin{array}{r} 304.12 \\ 9.22 \\ 3.67 \\ \hline C 5.55 \end{array}$$

$$\begin{array}{r} 303.92 \\ 9.42 \\ 3.73 \\ \hline C 5.29 \end{array}$$

$$\underline{\underline{313.34}} \leftarrow H. 222 - 53$$

$$\begin{array}{r} 301.10 \\ 9.23 \\ 3.35 \\ \hline C 5.88 \end{array}$$

Levels on Bayside Lane  
Brighton CT. Nly to alley N  
of Concordo Ct.

0 + 97 = alley

**INDEXED**  
WK  
NOV 23 1948

+75

+50

+25

0 + 100 & Brighton Ct.

T.P. nail

307

6.83

429

3.76

pp

+ 8.90

8.05

- 0.85

3.78 Corr. ✓

LT

¢

RT 20

250

433

255

4.28

269

414

276

4.07

8

287

3.96

8

250

433

M.H. P. 21

251

432

260

423

263

420

270

407

249

434

240

4.23

258

415

271

412

8

278

4.05

8

Capistrano  
1792 = SW Cor Ph.

1788 = SE Cor Ph.

1775

1750

1725

1705

187  
SW Cor 4.96 4.93 4.95

187  
5.01 4.98 5.0 x SE Cor

192 193 189  
4.91 4.90 4.94

200 208 210  
4.77 4.75 4.73

223 216 234  
4.60 4.67 4.49

242 230 246  
4.41 4.53 4.37  
8

6.83

T.P.

3.15

5.79

4.69

2.14

NAI.C.  
Polo  
3100

Com

2.16

2

e.

R

22

2 + 80

2 + 57

2 + 30

2 + 20

2 + 12

2 + 02

6.83

110  
5.73

0.95  
5.88

103  
5.80

128  
5.55

111  
5.72

124  
5.59

152  
5.31

127  
5.50

131  
5.52

NAI.Coc  
Capistrano  
1.68  
5.15

1.55  
5.28

147  
5.30

184  
4.99

179  
5.04  
M.H.P.M

145 ✓  
5.38  
N.E.Coc  
on disk  
Gr 1.65

183  
5.00  
8

177  
5.06

173  
5.10  
8

6.83

1.10-1.15

*[Signature]*

4700

3775

3750

725

3713

alley

3700

579

L

E

R

73

0.87

4.97

0.90

4.89

0.94

4.85

0.92

4.83

0.94

4.85

0.92

4.87

8

0.59

5.20

0.77

5.07

0.78

5.01

0.79

5.09

0.98

4.81

M.H. Road

0.75

5.04

5.79

0.81

4.98

0.86

4.93

0.89

4.97

0.84

4.95

0.86

4.93

0.93

4.86

8

on approx

T.P

4.71

5.77

4.73

1.06

5.713

5.05

8 alley

5.98

5 L alley

7.75

7.50

4.25

5.79

L

L

R

2v

0.89  
4.90

0.77  
5.02

0.82  
4.97

0.95  
4.84

1.05  
4.74  
MUS

0.91  
4.88

0.94  
4.83

0.84  
4.95

0.86  
4.93

0.92  
4.87

0.79  
5.00

0.85  
4.94

0.91  
4.88

0.70  
5.09

0.85  
4.94

0.91  
4.88  
8

0.68  
5.11

0.81  
4.98  
8

5.79



Lr

B

B<sub>2</sub>

25

150

725

600 Caranado CT.

5725

5750

5725

577

|      |      |      |
|------|------|------|
| 0.87 | 0.68 | 0.61 |
| 4.90 | 5.09 | 4.96 |

|      |      |      |
|------|------|------|
| 0.45 | 0.73 | 0.93 |
| 4.82 | 5.04 | 4.84 |

|      |      |      |
|------|------|------|
| 0.95 | 0.77 | 0.91 |
| 4.82 | 5.05 | 4.86 |

|      |      |      |
|------|------|------|
| 1.00 | 0.77 | 0.93 |
| 4.77 | 5.00 | 4.84 |

|      |      |      |
|------|------|------|
| 1.04 | 0.82 | 0.97 |
| 4.73 | 4.95 | 4.80 |

|      |      |      |
|------|------|------|
| 1.00 | 0.85 | 0.97 |
| 4.77 | 4.92 | 4.80 |
| 8    |      | 8    |

5777

+50

+25

7-100

0+91

M.H. Dalley

+83

SL alley

6+75

5.77

L+

d

f<sub>2</sub>

25

0.89  
4.88

0.76  
5.01

0.92  
4.85

0.79  
4.98

0.63  
5.14

0.76  
5.01

0.73  
5.04

0.67  
5.10

0.71  
5.00

0.87  
4.90

0.83  
4.94  
M.H. Dalley

0.79  
4.98

0.85  
4.92

0.70  
5.07

0.76  
5.01

0.83  
4.94  
8

0.68  
5.09

0.80  
4.97  
8

5.77

8+77 2 alley

466

150

8+25

T.P. 7+48 3 27 5.80 324 ✓ 2.53 S.E. Con. Con. porch

8

7+75

5.77

L+

0.92  
4.88

0.89  
4.91  
M.H.

R 0.88 27  
4.92

1.00  
4.80

0.82  
4.98

1.02  
4.78

1.01  
4.79

0.80  
5.00

1.08  
4.72

0.97  
4.83

0.69  
5.11

1.02  
4.78

5.80

0.92  
4.85

0.76  
5.01

0.91  
4.80

0.87  
4.90

0.74  
5.03

0.94  
4.83

5.77

9 + 80 E San Gabrielson

765 S.L. San Gabrielson Pl.

150

725

9

8 + 90

5.80

0.94  
4.86

0.80  
5.00

0.96  
4.84

0.84  
4.99

0.67  
5.13

0.83  
4.97

0.87  
4.93

0.68  
5.12

0.89  
4.91

0.90  
4.90

0.71  
5.09

0.94  
4.86

0.78  
5.02

0.64  
5.16

0.74  
5.06

0.73  
5.07  
8

0.66  
5.14

0.75  
5.05  
8

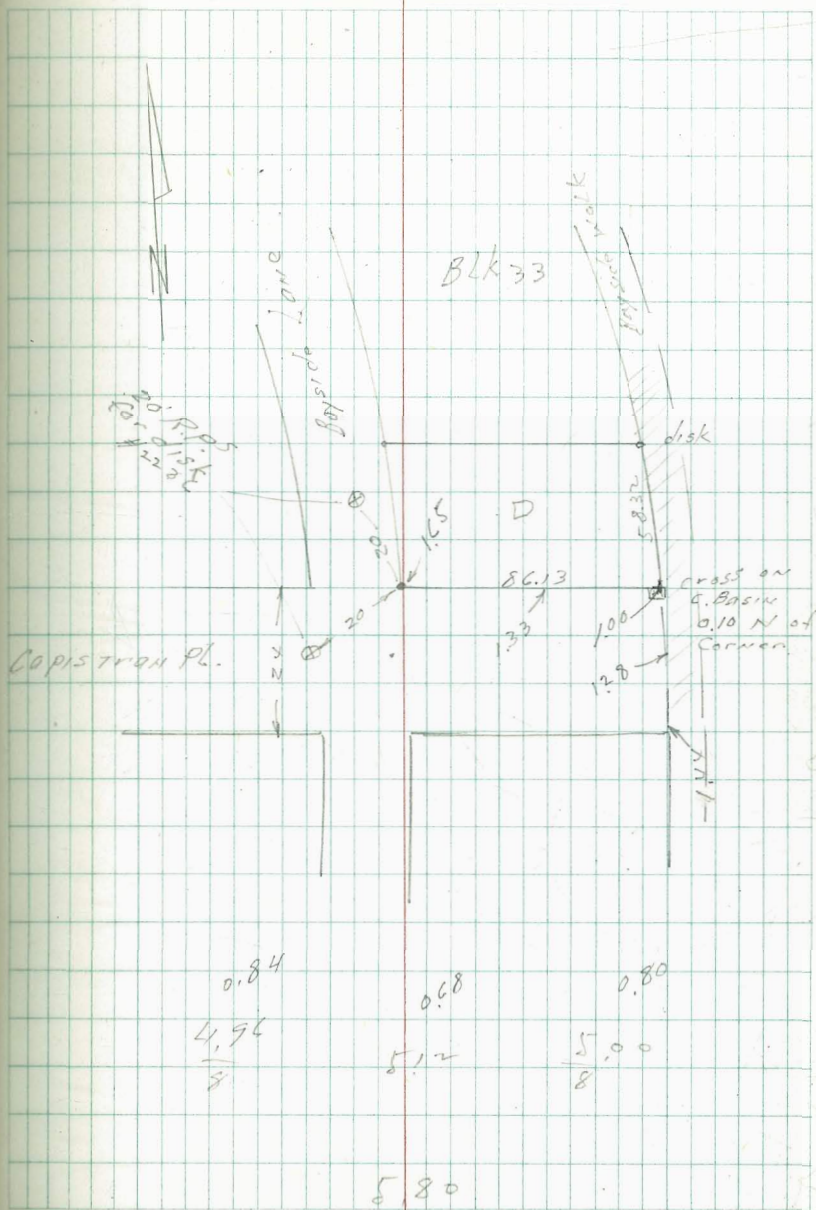
5.80

Repaying on Capistrano Pl.  
at Bayside

LT 8 RT 29

Nail T.P.  
Pole  
0.497 2.62 6.40 3.78  
P.20

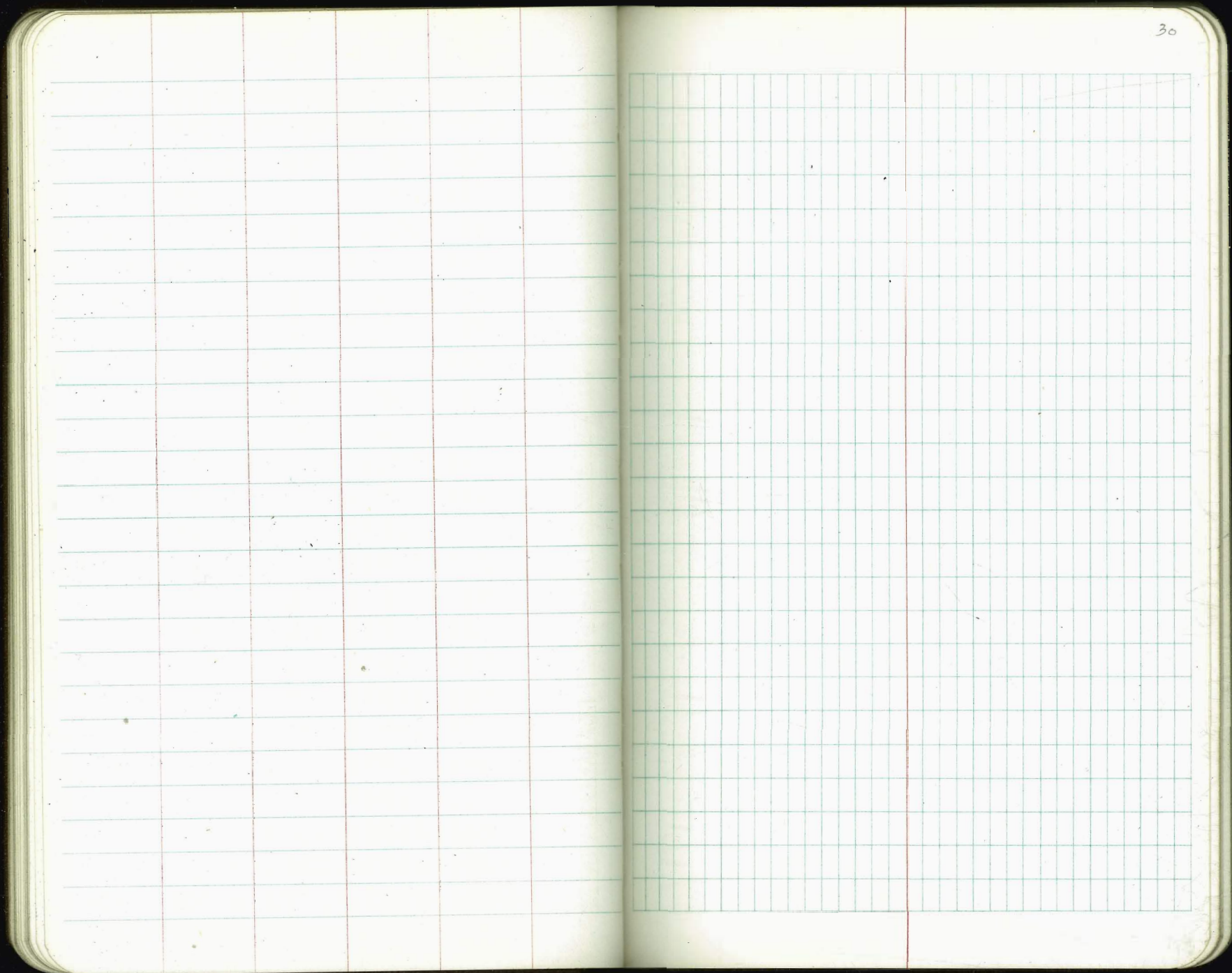
**INDEXED**  
WK  
NOV 23 1948

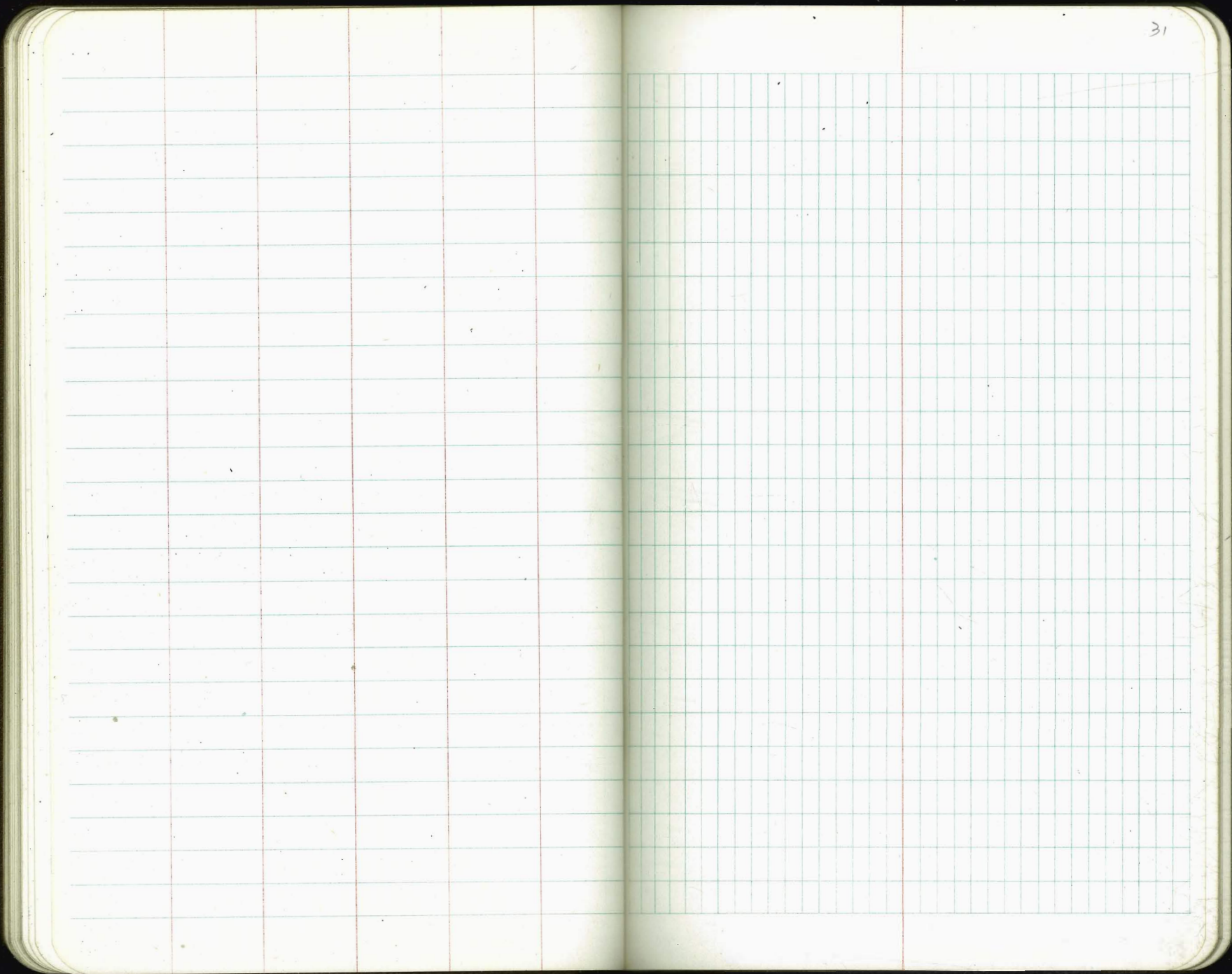


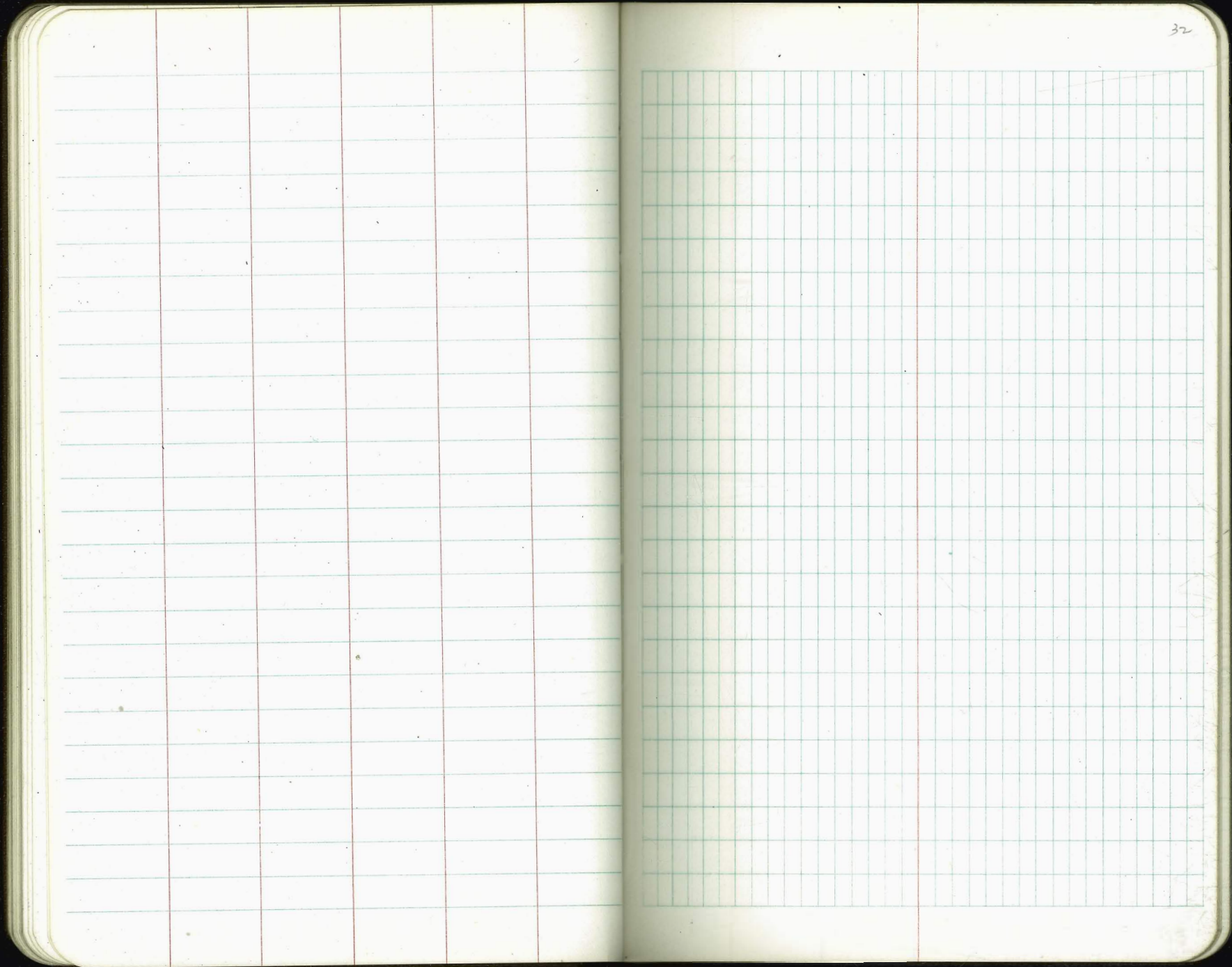
T.P. Top  
Nail Nail  
4.62 1.18 Bayside Lane  
San Gabriel

10 + 00

5.80

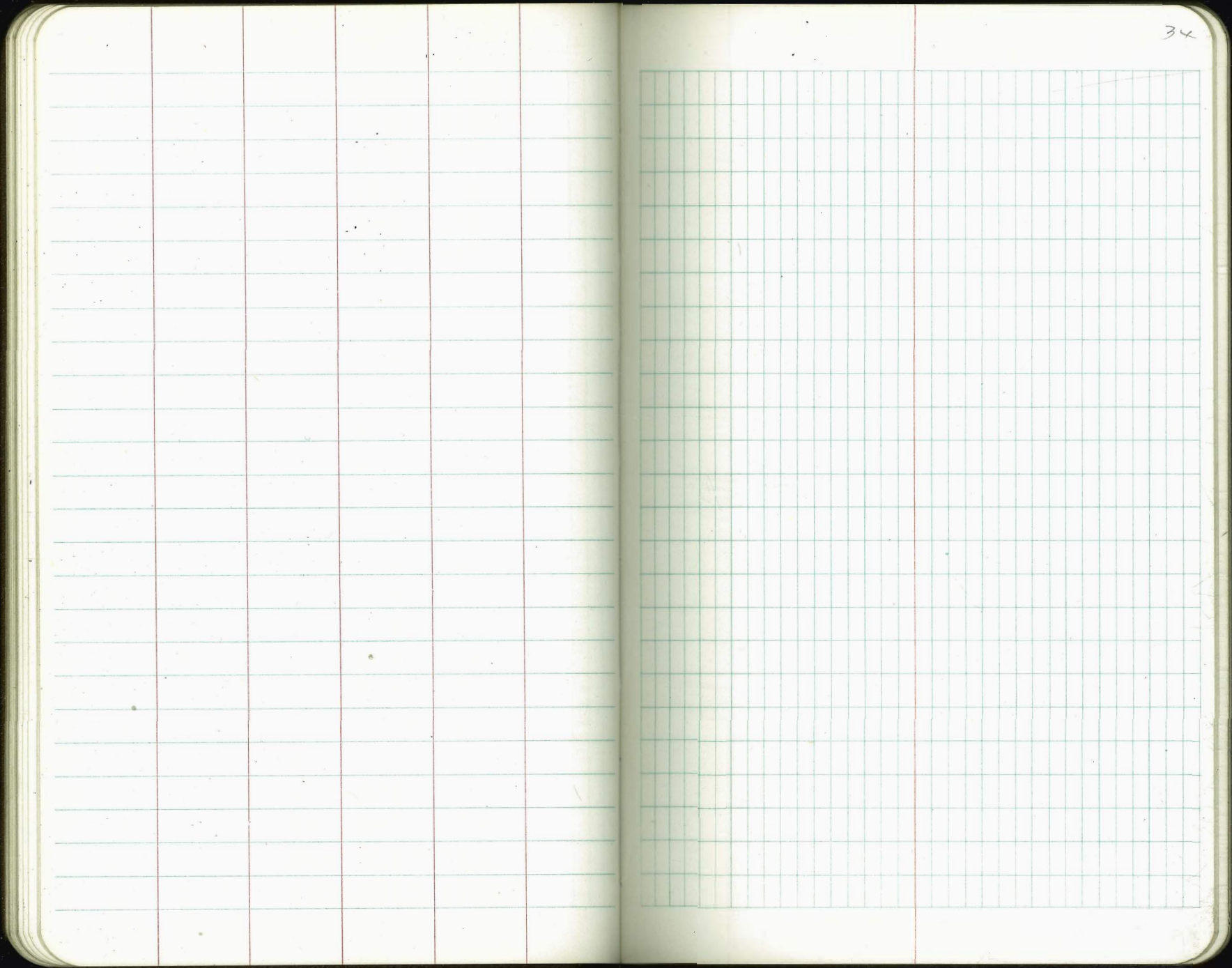


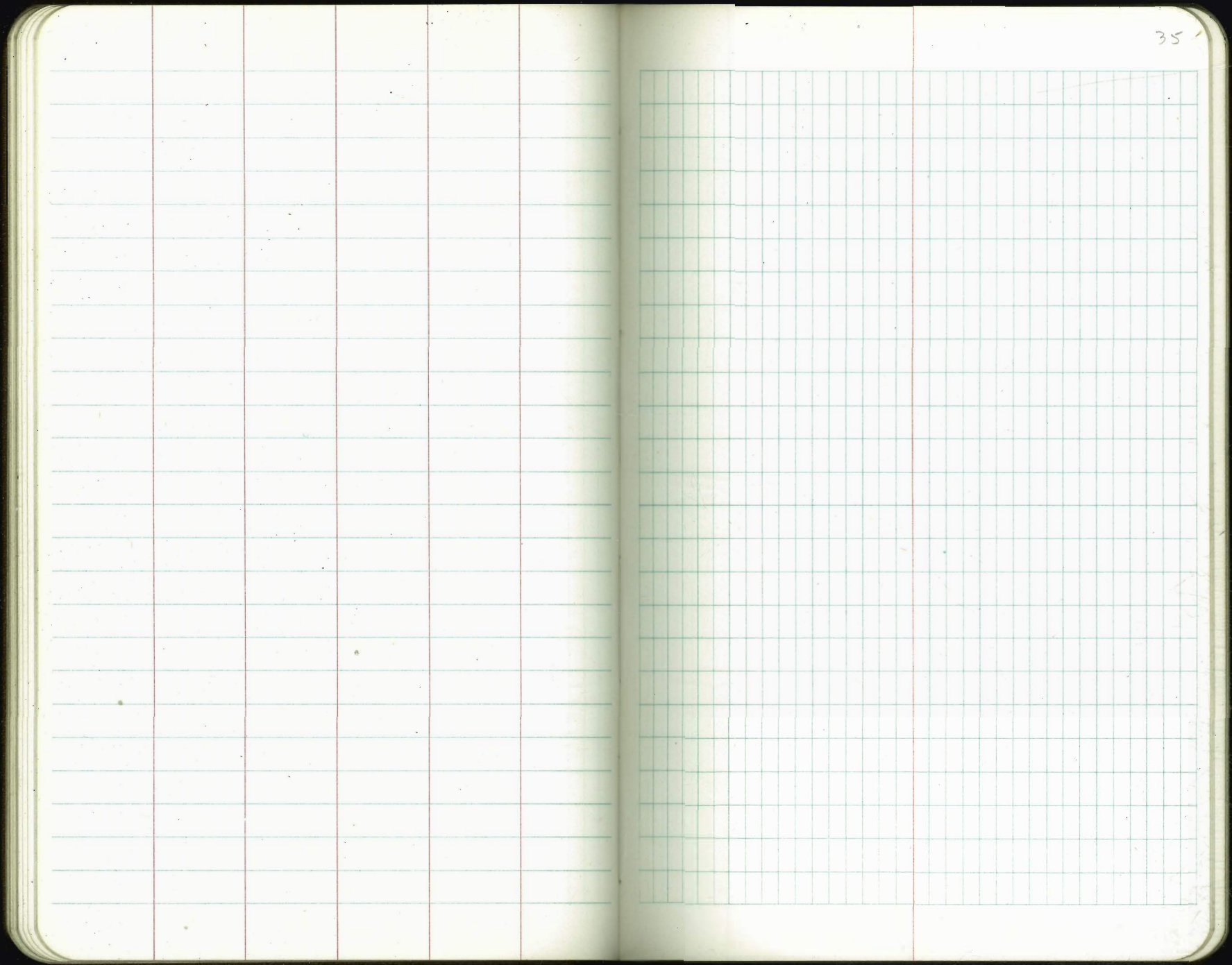


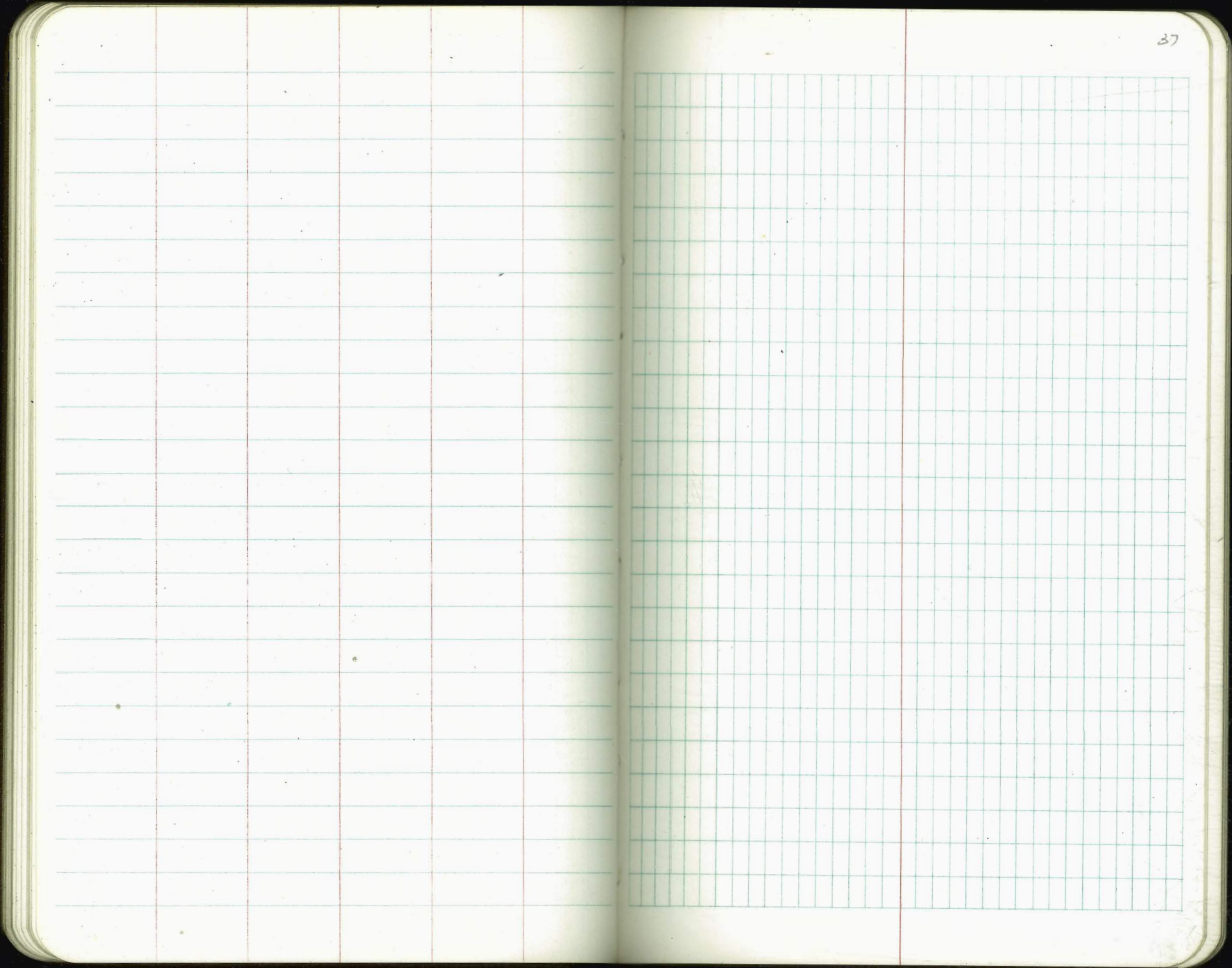


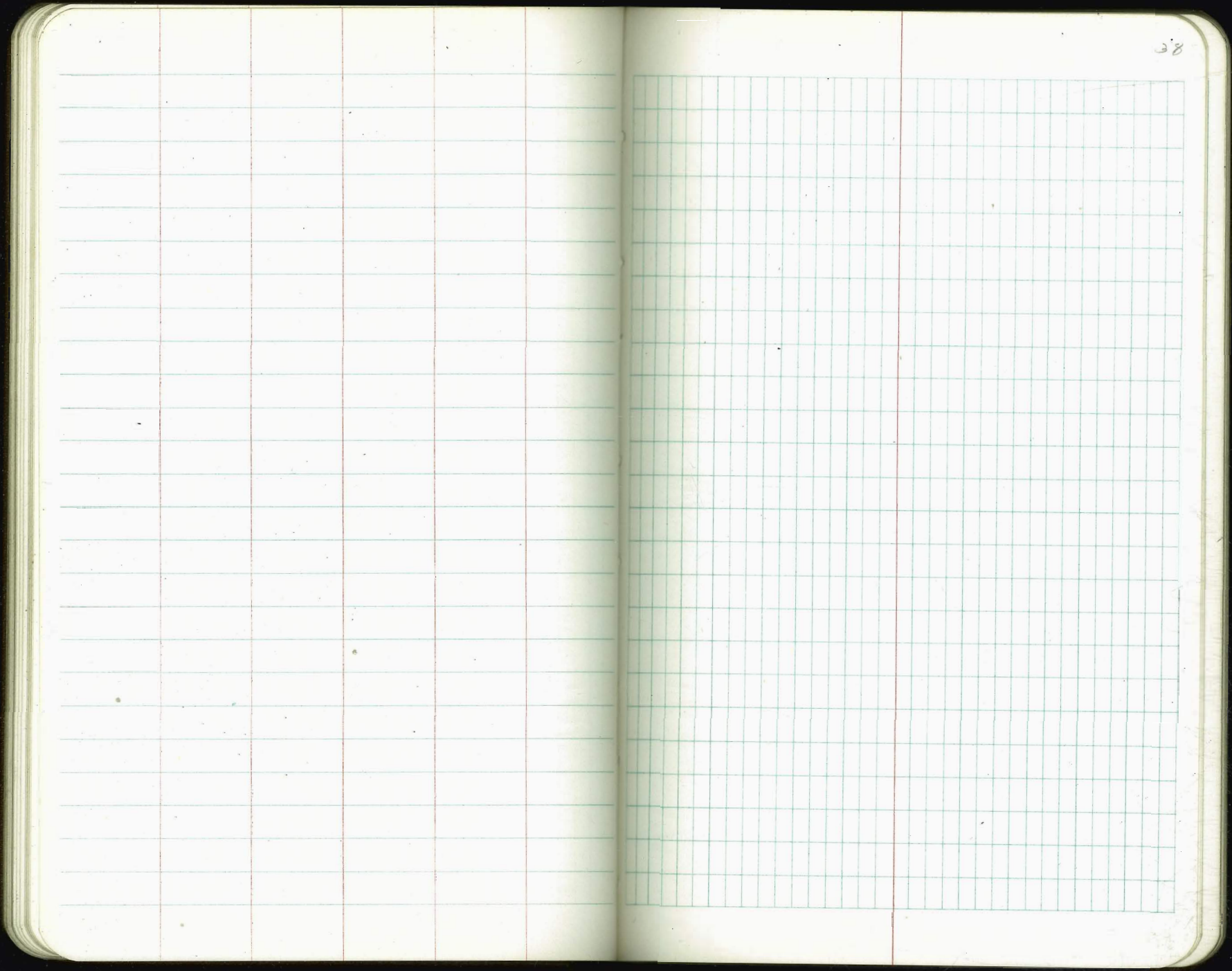


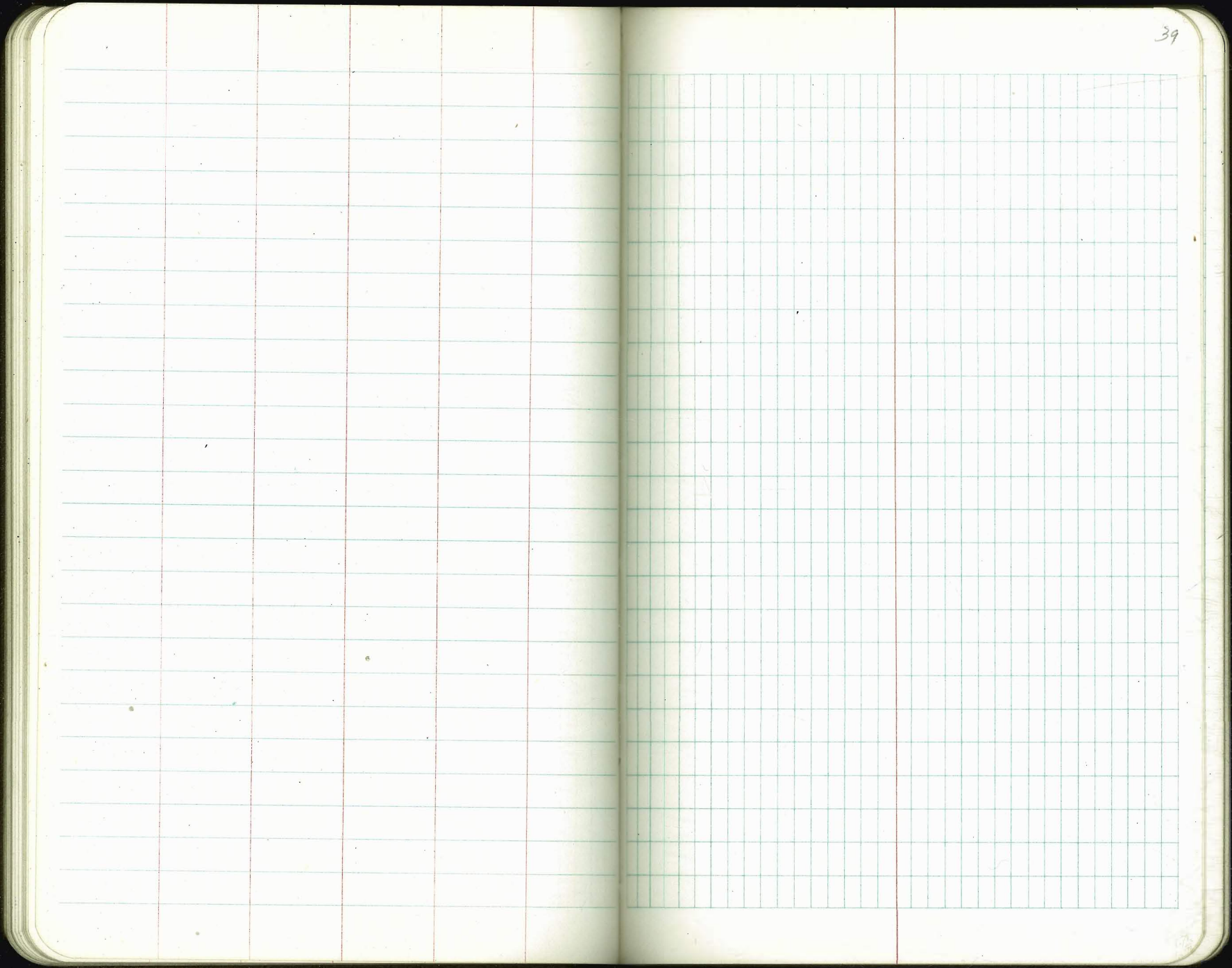


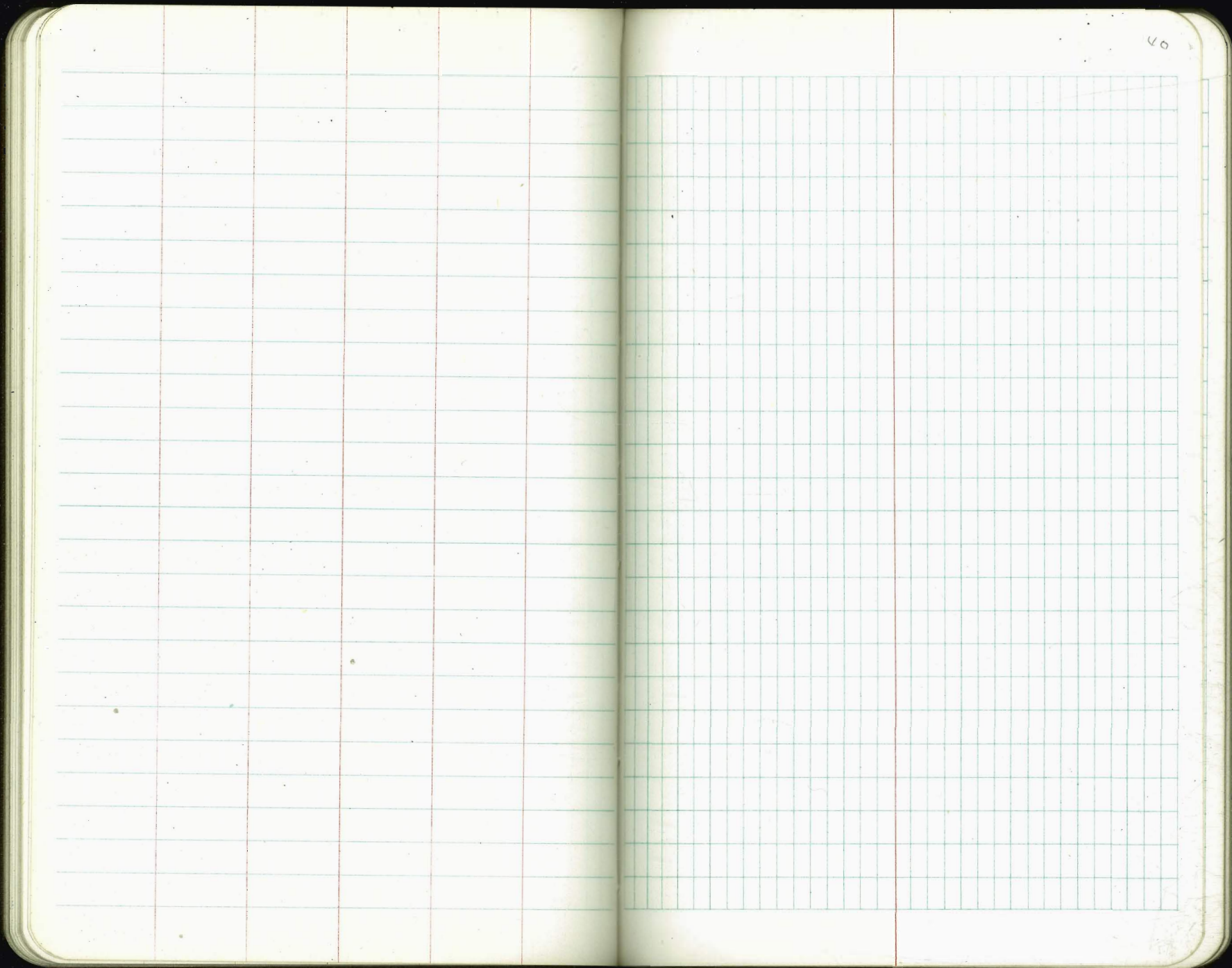


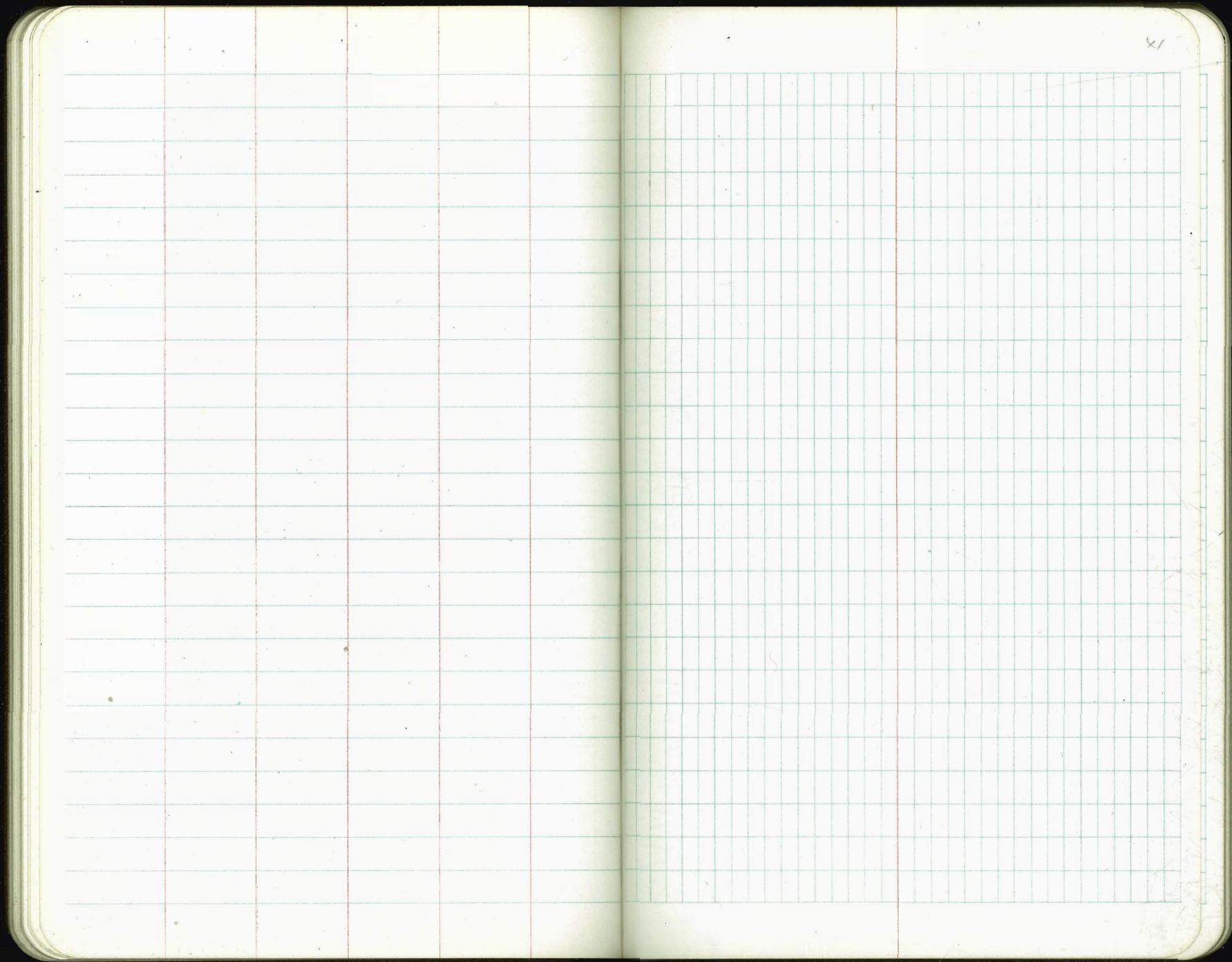












21



B.M.S

Polk Ave. gutter levels  
4774 to 4474 W.O. 60062  
Polk Ave B.M.<sup>s</sup>

T.P.  
Set B.M. 240 349.54 5.24 347.14

T.P. 4.55 352.38 5.48 347.83

**INDEXED**

Set B.M.

WK  
NOV 23 1948

5.04 348.27 ✓

T.P. 4.355 353.31 5.57 348.955

T.P. 2.30 354.525 6.54 352.225

Set B.M.

4.71 354.055 <sup>354.05</sup> ✓

T.P. 5.185 358.715 4.73 353.58

B.M.

N.E. Top F.H.

2.09 358.31

356.22 ✓

4474 + Polk

1675-48

nw 4'46" <sup>C.T.</sup> Mendota + Polk

nw 4'46" C.T. 4674 + Polk

nw 4'46" C.T. 4574 + Polk

1000. on Polk drain  
 477th to 447th

South  
 LT = gutter

R7

X3

175

$\frac{6.60}{7}$

6.39

$\frac{6.25}{7}$

150

$\frac{7.20}{7}$

6.95

$\frac{6.70}{7}$

125

$\frac{7.77}{7}$

7.50

$\frac{7.34}{7}$

1

$\frac{8.29}{7}$

8.01

$\frac{7.89}{7}$

175

$\frac{8.80}{7}$

8.59

$\frac{8.44}{7}$

150

$\frac{9.30}{7}$

9.07

$\frac{8.93}{7}$

34714 B.M. Mon/6

1.50

348.66 H.I.

1509

333.57 = F.L.

EX. BOX

AT 47TH

125

$\frac{9.01}{7}$

9.07

$\frac{9.42}{7}$

0 + 100

at 117th + Polk

$\frac{9.38}{7}$

9.09

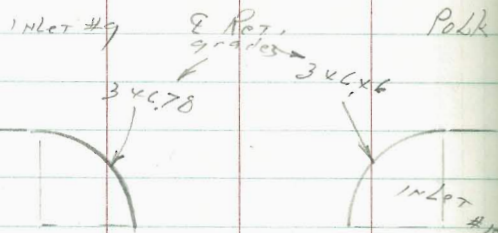
$\frac{9.13}{7}$

349.54

349.54

T.P. 5.86 352.73 2.47 346.87

175



150

3 + 3025 C.O. #8

Menlo

3

526 352.40

347.14 Menlo BM

cb # 9

5.62

346.78

175

cb 2 #10

5.98

346.46

150

125

2 + 00

349.54

27

2

F

44

$\frac{3.45}{7}$

3.14

$\frac{2.96}{7}$

$\frac{3.47}{7}$

3.24

$\frac{3.08}{7}$

$\frac{3.62}{7}$

3.38

$\frac{3.23}{7}$

$\frac{4.05}{7}$

3.71

$\frac{3.59}{7}$

$\frac{4.57}{7}$

4.26

$\frac{4.11}{7}$

$\frac{5.06}{7}$

4.76

$\frac{4.59}{7}$

$\frac{5.60}{7}$

5.25

$\frac{5.11}{7}$

$\frac{6.08}{7}$

5.79

$\frac{5.65}{7}$

349.54

175

150

125

5

175

150

125

1700

352.73

LT

E

R

V5

$\frac{5.91}{7}$

5.67

$\frac{5.53}{7}$

$\frac{5.98}{7}$

5.70

$\frac{5.57}{7}$

$\frac{6.10}{7}$

5.86

$\frac{5.64}{7}$

$\frac{6.18}{7}$

5.96

$\frac{5.80}{7}$

$\frac{6.25}{7}$

5.96

$\frac{5.82}{7}$

$\frac{6.30}{7}$

6.00

$\frac{5.85}{7}$

$\frac{6.38}{7}$

6.08

$\frac{5.90}{7}$

$\frac{6.51}{7}$

6.20

$\frac{6.01}{7}$

352.73

150

125

7

6775

T.P.

648.76

5.28

C.O. 47

125

6400

352.73

4476

5.41  
34814

of grades

5.80  
34775

#7

Polk

#8

NW 4th Ct

66th + Polk

27  
3,907

8

17

46

5.87  
7

559

5.33  
7

5.94  
7

563

5.52  
7

7

588

5.71  
7

6.20  
48  
17.

599

5.90  
7

353.55

5.60  
7

578

5.14  
7

5.79  
7

551

5.30  
7

5.20  
7

560

5.44  
7

352.73

Lr

E

Rt

47

9

$\frac{5.18}{7}$

4.80

$\frac{4.70}{7}$

1.75

$\frac{5.30}{7}$

4.90

$\frac{4.80}{7}$

1.50

$\frac{5.30}{7}$

5.05

$\frac{4.93}{7}$

1.25

$\frac{5.43}{7}$

5.22

$\frac{5.08}{7}$

6

$\frac{5.67}{7}$

5.39

$\frac{5.27}{7}$

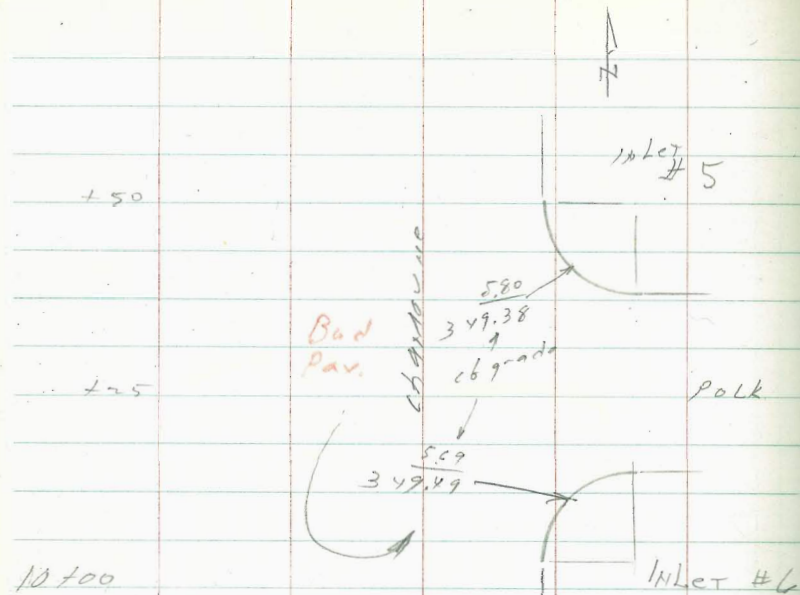
7.75

$\frac{5.80}{7}$

5.54

$\frac{5.39}{7}$

353.55



750

725

10700

TOP  
 T.P. E.H. 346 355.18 1.83 351.72  
 THE  
 Channeled

91788<sup>m</sup> C.O #6

9750

9725

353.55

$\frac{576}{7}$

550

$\frac{545}{7}$

$\frac{607}{7}$

575

$\frac{568}{7}$

$\frac{630}{7}$

596

$\frac{593}{7}$

$\frac{474}{7}$

439

$\frac{438}{7}$

$\frac{492}{7}$

458

$\frac{451}{7}$

$\frac{499}{7}$

477

$\frac{465}{7}$

Levels on Polk

L  
5 gut.

d

R+

x9

12

$\frac{3.18}{7}$

2.96

$\frac{2.97}{7}$

475

$\frac{3.76}{7}$

3.55

$\frac{3.58}{7}$

150

$\frac{4.08}{7}$

3.90

$\frac{3.94}{7}$

52

$\frac{4.58}{7}$

4.30

$\frac{4.35}{7}$

11

$\frac{4.94}{7}$

4.71

$\frac{4.68}{7}$

5675

$\frac{5.35}{7}$

5.16

$\frac{5.09}{7}$

355.8



+50

+25

13

+75

+50

12 + 36.39 C.O. #5

T.P.

420

358.20

112

354.06 ✓

NW 1/4 1/4 Polk

355.18

1/4 1/4 Pt.

L+

e

R+

50

$\frac{4.35}{7}$

4.17

$\frac{4.28}{7}$

$\frac{4.16}{7}$

4.19

$\frac{4.24}{7}$

$\frac{4.74}{7}$

4.55

$\frac{4.66}{7}$

$\frac{5.17}{7}$

5.01

$\frac{5.05}{7}$

$\frac{5.49}{7}$

5.41

$\frac{5.42}{7}$

$\frac{5.73}{7}$

5.64

$\frac{5.61}{7}$

750

15+25

BM 454  
Polk

438

358.43

354.05

NW  
4+6  
PT

14+9389

C.O.#4

For alley to north

775

750

725

14

13+75

358.26

Lt

d

Rt

St

5.37

5.15

5.10

8  
97

5.24  
7

5.06

4.96  
7

758.93

4.91  
8

4.80

4.72  
7

4.85  
7

4.63

4.58  
7

4.71  
7

4.56

4.54  
7

4.58  
7

4.35

4.34  
7

4.52  
7

4.30

4.35  
7

4.30  
7

4.19

4.24  
7

97

17

16 + 2910 C.O. # 2 1/2

16 + 6403 P Highland

16 + 3896 C.O. #3

+25

16

25 + 75

358.43

17

2

PT

57

5.58

11

97

5.54

11

5.00

8

5.69

10.6

5.75

10

97

5.63

95

97

5.50

7

97

5.27

5.35

5.00

5.53

5.33

5.28

5.18

5.28

7

5.32

8

4.97

8

5.51

8

5.41

7

5.31

7

5.15

7

358.43

Polk drain tsec.

750

134.07 C.O. 4-

18

17+75

T.P. 516 258.56 503 35340

17+50

17+25

358.43

Lr.

2

17

53

5.48  
10.6

5.14

5.17  
7

5.49  
10.7

5.17

5.21  
8

5.50  
10.7

5.24

5.18  
7

5.60  
10.8  
9.2

5.29

5.24  
7

358.56

5.54  
10.7  
9.2

5.18

5.17  
7

5.56  
11

5.26

5.26  
7

358.43

Polk Drain Assoc.

check to NE TAD FH.  
BNA  
Math + Polk 23x 356.22 356.22  
P-42

1977.05 CO 41

150

19725

19

18775

358.56

Lt

d

R 54

$\frac{526}{10.7}$

474

$\frac{468}{7}$

$\frac{535}{10.7}$

491

$\frac{488}{7}$

$\frac{541}{10.7}$

507

$\frac{500}{7}$

$\frac{560}{10.8}$

503

$\frac{499}{7}$

$\frac{544}{10.7}$

504

$\frac{502}{7}$

5.95

358.56

Moose Bay Green Roberts  
 7-10-47  
 1+00

Pay. E & W Alley  
 BLK 100 U.H.  
 W.O. 80050

INDEXED  
 WK  
 NOV 23 1948

+ 80

+ 57

+ 40

+ 20

0+00 E.L. Florida St

SwBP L 85 30750  
 EL Canyon  
 Florida

300.65

N

E

S

55

301.60  
5.90  
 5.79  
 C 0.11

301.40 ✓  
6.10  
 5.79  
 C 0.31

301.60  
5.90  
 5.08  
 C 0.22

301.45  
6.05  
 5.96  
 C 0.09

301.25 ✓  
6.25  
 5.96  
 C 0.29

301.45  
6.05  
 5.76  
 C 0.29

301.35  
6.15  
 5.77  
 C 0.43

grate  
 301.10 ✓  
6.40  
 5.77  
 C 0.68

301.35  
6.15  
 5.93  
 C 0.23

301.55  
5.95  
 5.21  
 C 0.74

301.35 ✓  
6.15  
 5.21  
 C 0.94

301.55  
5.95  
 5.55  
 C 0.40

302.10  
5.40  
 4.71  
 C 0.69

301.90 ✓  
5.60  
 4.71  
 C 0.89

302.10  
5.40  
 5.29  
 C 0.17

302.73  
4.77 ✓

302.59

302.60

2400

$$\begin{array}{r} 303.68 \\ \underline{5.12} \\ 5.38 \\ \hline C 0.24 \end{array}$$

$$\begin{array}{r} 303.48 \\ \underline{5.82} \\ 5.38 \\ \hline C 0.44 \end{array}$$

$$\begin{array}{r} 303.68 \\ \underline{5.12} \\ 5.64 \\ \hline F 0.02 \end{array}$$

1480

$$\begin{array}{r} 303.16 \\ \underline{6.14} \\ 5.60 \\ \hline C 0.54 \end{array}$$

$$\begin{array}{r} 302.96 \\ \underline{6.34} \\ 5.60 \\ \hline C 0.74 \end{array}$$

$$\begin{array}{r} 303.16 \\ \underline{6.14} \\ 5.74 \\ \hline C 0.40 \end{array}$$

1470 E.L. alley to N.

$$\begin{array}{r} 302.84 \\ \underline{6.44} \\ 5.52 \\ \hline C 0.94 \end{array}$$

$$\begin{array}{r} 302.54 \\ \underline{6.78} \\ 5.52 \\ \hline C 1.22 \end{array}$$

$$\begin{array}{r} 302.94 \\ \underline{6.36} \\ 5.74 \\ \hline C 0.65 \end{array}$$

T.P. 597 309.30 4.17 303.33

1460 E alley to N.

$$\begin{array}{r} 302.26 \\ \underline{5.30} \\ 4.20 \\ \hline C 1.10 \end{array}$$

$$\begin{array}{r} 302.34 \\ \underline{5.18} \\ 4.20 \\ \hline C 0.98 \end{array}$$

$$\begin{array}{r} 302.72 \\ \underline{4.78} \\ 4.22 \\ \hline C 0.56 \end{array}$$

1450 W.L. alley to N.

$$\begin{array}{r} 302.32 \\ \underline{5.18} \\ 4.34 \\ \hline C 0.84 \end{array}$$

$$\begin{array}{r} 302.12 \\ \underline{5.38} \\ 4.34 \\ \hline C 1.04 \end{array}$$

$$\begin{array}{r} 302.52 \\ \underline{4.98} \\ 4.51 \\ \hline C 0.47 \end{array}$$

1425

$$\begin{array}{r} 301.96 \\ \underline{5.54} \\ 5.57 \\ \hline F 0.03 \end{array}$$

$$\begin{array}{r} 301.76 \\ \underline{5.74} \\ 5.57 \\ \hline C 0.17 \end{array}$$

$$\begin{array}{r} 302.06 \\ \underline{5.44} \\ 5.24 \\ \hline C 0.20 \end{array}$$

307.50

3110 W Alabama St.

307.73

$$\begin{array}{r} 307.57 \\ \underline{1.73} \end{array}$$

307.60

3100

$$\begin{array}{r} 307.32 \\ \underline{1.98} \\ 1.45 \\ \hline C 0.52 \end{array}$$

$$\begin{array}{r} 307.12 \\ \underline{2.18} \\ 1.45 \\ \hline C 0.72 \end{array}$$

$$\begin{array}{r} 307.32 \\ \underline{1.98} \\ 1.85 \\ \hline C 0.12 \end{array}$$

2140

$$\begin{array}{r} 305.72 \\ \underline{3.58} \\ 3.49 \\ \hline C 0.09 \end{array}$$

$$\begin{array}{r} 305.52 \\ \underline{3.78} \\ 3.49 \\ \hline C 0.29 \end{array}$$

$$\begin{array}{r} 305.72 \\ \underline{3.58} \\ 3.45 \\ \hline C 0.13 \end{array}$$

2140

$$\begin{array}{r} 304.96 \\ \underline{4.34} \\ 4.41 \\ \hline F 0.07 \end{array}$$

$$\begin{array}{r} 304.76 \\ \underline{4.54} \\ 4.41 \\ \hline C 0.13 \end{array}$$

$$\begin{array}{r} 304.96 \\ \underline{4.34} \\ 3.93 \\ \hline C 0.21 \end{array}$$

2120

$$\begin{array}{r} 304.28 \\ \underline{5.02} \\ 4.81 \\ \hline C 0.21 \end{array}$$

$$\begin{array}{r} 304.08 \\ \underline{5.22} \\ 4.81 \\ \hline C 0.41 \end{array}$$

$$\begin{array}{r} 304.28 \\ \underline{5.02} \\ 4.69 \\ \hline C 0.33 \end{array}$$

309.30



8" Water Line Const.

Beryl St.

Moore Ingraham to Jewell

1899

Gasco

Roberts  
7-30-47

W.O. 80023

W.O. 60148

~~H. Job stated.~~

INDEXED

WK

NOV 23 1948

1420 P.K.C. ✓

T.P. 12.59 129.70 0.76 137.11

0409 ✓

0418 ✓ = F.H.

ck. gr. 129.42

8.45

7.89

C 0.56

0412

0400 ✓ E.L. Ingraham

B.M.  
Sw 7' C.T.  
Beryl +  
Ingraham

12.79 137.87

125.08

Bot.  
ditch.  
2

58

138.03

11.67

9.17

C 2.15

131.96

5.91

3.47

C 2.44

125.90

11.97

8.97

C 3.0

125.19

124.56

13.31

10.31

C 3.0

140

120 ✓

T.P. 1059 160.09 0.20 149.50

180 ✓

1400

140 ✓

149.70

59

148.65

147.39  
12.70  
9.70  
C 3.0

145.93

144.20  
5.44  
5.81  
C 2.03

142.38

140.31  
9.39  
6.94  
C 2.45

4 ✓

152.97  
7.12  
4.42  
C 2.7

3+50 ✓

152.13  
7.95  
5.63  
C 2.93

3+20 Ev.C. ✓

151.62  
8.47  
5.47  
C 3.0

3 ✓

151.19  
8.90  
3.7  
C 3.0

+80

150.54

2+60 ✓

149.70  
10.39  
7.29  
C 3.1

160.09

MH Run at Jewell 106 159.03

58.9 ✓  
5+67 = 6" x 8" cross

5+18.9 = 1731 - 4 ✓  
~~5+17~~ NH Jewell

5200 ✓

4+50 ✓

16009

155.57  
4.52  
1.81  
C 2.71

154.85  
5.24  
2.54  
C 2.7

154.67  
5.42  
2.86  
C 2.86

153.80  
6.27  
3.27  
C 2.5

Beryl St.  
Curb grades at (W.S.)

4+08 156.8

INDEXED

3+53

WK  
NOV 23 1948

155.6

3+03 154.8

2+53 152.7

2+03 149.6

1+53 145.1

1+01 139.2

0+51 133.0

5+21 158.50

4+60 157.6

62

Beryl St. Ingraham to  
 Jewell  
 C. Stakes F.B. 1731-4  
 To curb grade

1460

1440

T.P. 11.05 158.96 0.71 147.91

1420 P.V.C.

0469

T.P. 12.51 148.62 0.42 136.11

0418 cb E.C. at Ingraham

0412 BREAK

0400 = E.C. Ingraham

B.M. 11.45 136.53 125.08  
 SW. T.C.T.  
 Ingraham  
 + Beryl.

Φ

S. Curb 43

145.91

13.05  
 7.35  
 C 6.7

143.84

15.12  
 8.96  
 C 6.16

141.56

7.06  
 0.75  
 C 6.31

135.49

13.13  
 7.10  
 6.03

129.43

7.10  
 2.07  
 C 5.03

128.72

7.81  
 2.47  
 C 5.34

145.93

13.03  
 13.63  
 F 0.6

143.81

15.10  
 15.90  
 F 0.80

141.58

7.04  
 7.40  
 F 0.36

135.50

13.12  
 12.51  
 C 0.61

129.42

7.11  
 4.77  
 C 2.34

2 + 80

+ 60

+ 40

+ 20

2

1 + 80

15896

♀

S. Corb cx

15407  
489  
129  
C 3.6

15323  
573  
222  
C 3.5

15218  
678  
258  
C 4.2

15092  
804  
344  
C 4.6

14946  
950  
490  
C 4.6

14779  
11.17  
6.00  
C 5.17

15409  
487  
187  
F 2.0

15325  
571  
771  
F 2.0

15220  
676  
800  
F 1.24

15094  
802  
872  
F 0.7

14948  
948  
988  
F 0.40

14781  
11.15  
11.50  
F 0.35

check to M.H. Pim 280 159.03 159.01  
1731-12

510191 = P.L.B.C.

T.P. 5.23 161.83 2.36 156.60

4750

4700

750

3720 F.V.C.

3700

158.96

£

S. Corb 65

158.20

3.63  
1.28  
C 2.35

158.22

3.61  
1.25  
F 2.36

157.35

1.61  
0.31  
C 1.3

157.37

1.59  
0.39  
F 1.18

156.50

2.46  
1.36  
C 1.1

156.52

2.44  
0.84  
F 1.6

155.65

3.31  
1.31  
C 2.0

155.67

3.29  
2.49  
F 0.8

155.15

3.81  
1.36  
C 2.45

155.17

3.79  
2.29  
F 1.5

154.72

4.24  
1.64  
C 2.6

154.74

4.22  
1.42  
F 2.8



Cut stakes  
E. L. Ingraham

alley  
to  
Beryl

1440.5 = 6 B.C. = 125.64

E. curb grade <sup>60</sup>

1733<sup>.50</sup> = P.L. B.C.

5.94  
1.32  
C 4.62

125.25  
6.33  
2.06  
C 4.27

0781.75

122.35  
9.23  
4.73  
C 4.5

0430 5' N of alley

119.44 ✓  
12.14  
5.04  
C 7.10

0425 N of alley

119.16 ✓  
12.42  
7.53  
C 4.89

0405 S of alley

118.04  
13.54  
9.50  
C 4.04

0400 = 5' S of S. of alley

117.75  
13.83  
12.09  
C 1.74

B.M. Switzer 6.50 131.58

1250.8

Ingraham  
Beryl

Cut stakes on  
W. side Jewell  
Beryl St. South to alley  
No 80023

1 + 25.29 = N.L. alley

1 + 20.29

1 + 15.29

0 + 95.29

<sup>0+95.29</sup>  
T.P. West V.V.V. 150.18 11.94 145.24

0 + 75.29 P.V.C.

0 + 17 Prop. Line E.C.

0 + 10 Cb. E.C. + B.C. Cuts + Fill on 30°

0 + 00 = S.L. Beryl St.

157.68 = H.I. P. 68

150.18 = H.I.

<sup>9.52</sup>  
150.66 = 140.63 = Plain. St. Alley W.L. Jewell

West  
Curb grade 67

142.09  
8.09  
7.12  
C 0.97

142.58  
7.6  
7.1  
C 0.5

143.07  
7.11  
6.71  
C 0.40

145.19  
4.99  
5.71  
F 0.72

147.50  
10.18  
11.94  
F 1.76

154.46  
3.22  
7.18  
F 3.90

B.C.  
158.33

155.30 E.C.  
2.38  
6.38  
F 3.9

Cut stakes E of Jewell  
Beryl to alley S.

Next Page

1415.29

0 + 95.29

150.18    41.07

0 + 75.29

0 + 42.60

0 + 10

0 + 00 SL Beryl

T.P.    666    157.68    1237    151.02

0 - 46

E.M.H.    438    163.39    159.01

B.M.

1731.12

W 0 8 0023

E. of line

28

14357  
6.61  
8.11  
F 1.5

14569  
4.47  
6.91  
F 2.42

148.00  
9.68  
12.78  
F 3.1

15190  
5.78  
9.71  
F 3.93

15580  
1.88  
4.98  
F 3.1

157.0  
0.68  
3.08  
F 2.4

159.13  
4.20  
0.68  
C 3.58

Jewell

Feb

69

1445.29 SL alley

$$\begin{array}{r}
 140.74 \\
 1.944 \\
 10.39 \\
 \hline
 F 0.95
 \end{array}$$

1435.29 Alley

$$\begin{array}{r}
 141.80 \\
 8.36 \\
 9.89 \\
 \hline
 F 7.53
 \end{array}$$

1425.29 ML alley

$$\begin{array}{r}
 142.59 \\
 7.59 \\
 8.96 \\
 \hline
 F 1.37
 \end{array}$$

150.18 P.68

W.I.O. 23038

N.S. Beryl  
LANTON FLY.

Location of

(W)

cb. 90.      cb. 90.

1+23      16025

1+27      4.78

16017

4.86

2+08      15892

2+12      6.11

5.95

C 0.16

15887

6.16

5.92

C 0.24

2+59      15821

2+63      6.82

7.17

F 0.35

15815

6.88

7.24

F 0.36

3+72      15580

3+76      4.67

4.58

C 0.09

15569

4.78

4.80

F 0.02

4+18      15435

4+22      6.12

6.40

F 0.28

15422

6.25

6.60

F 0.35

4+75      15226

4+79      8.21

8.46

F 0.25

15211

8.36

8.60

F 0.24

5+37      14993

5+41      10.54

10.10

C 0.44

14978

10.69

10.26

C 0.43

16213

3.90

165.03

7.24

157.79

2.68

160.47

7 'C.T. NE Beryl + LANTON

70

3+29

3+25

15710

3.37

3.51

F 0.14

15701

3.46

3.55

F 0.09

60' curb & sdw. Const.

304 W. THORN ST.

Moore  
Begg  
Roberts  
9-17-47

WO 21018

NEBP  
Front  
Spruce

531 239.27 233.96

T.P. 810 241.88 549 233.78

T.P. 654 245.67 275 239.13

INDEXED

WK

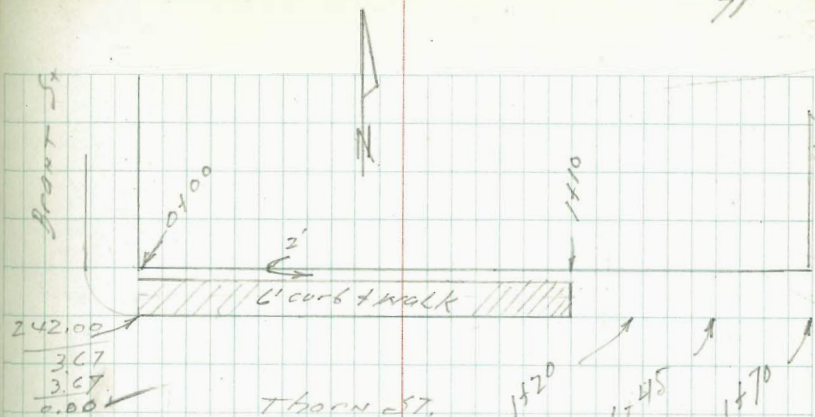
NOV 23 1948

LOT G-H BLK. 394 ADD. Horton's

OWNER H. V. Styris

CONTR. Robert Lee

PERMIT NO. 1357



1410 end Ex. curb & sdw.

246.85  
3.82  
3.80  
0.02 High

1420

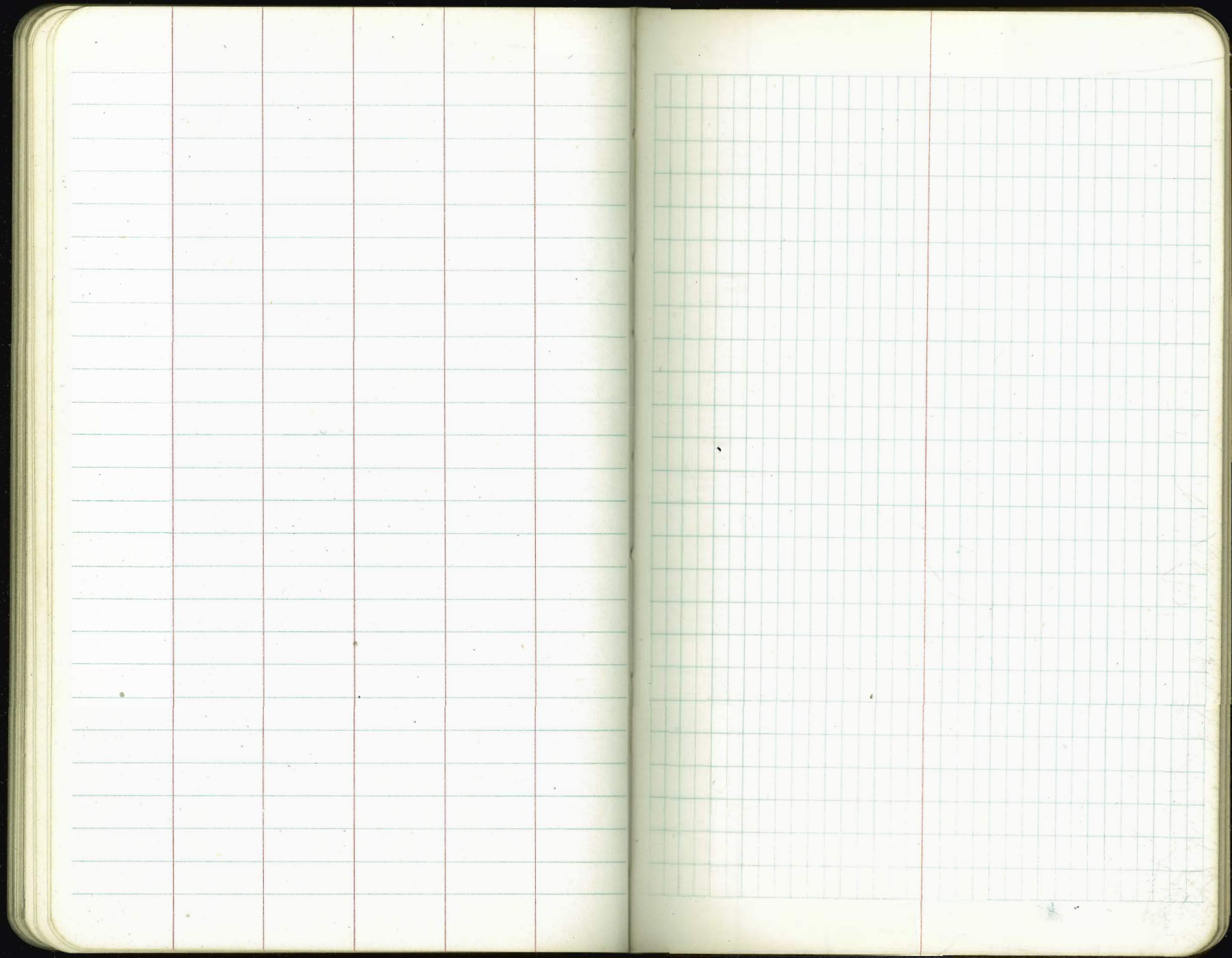
241.00  
4.67 ✓

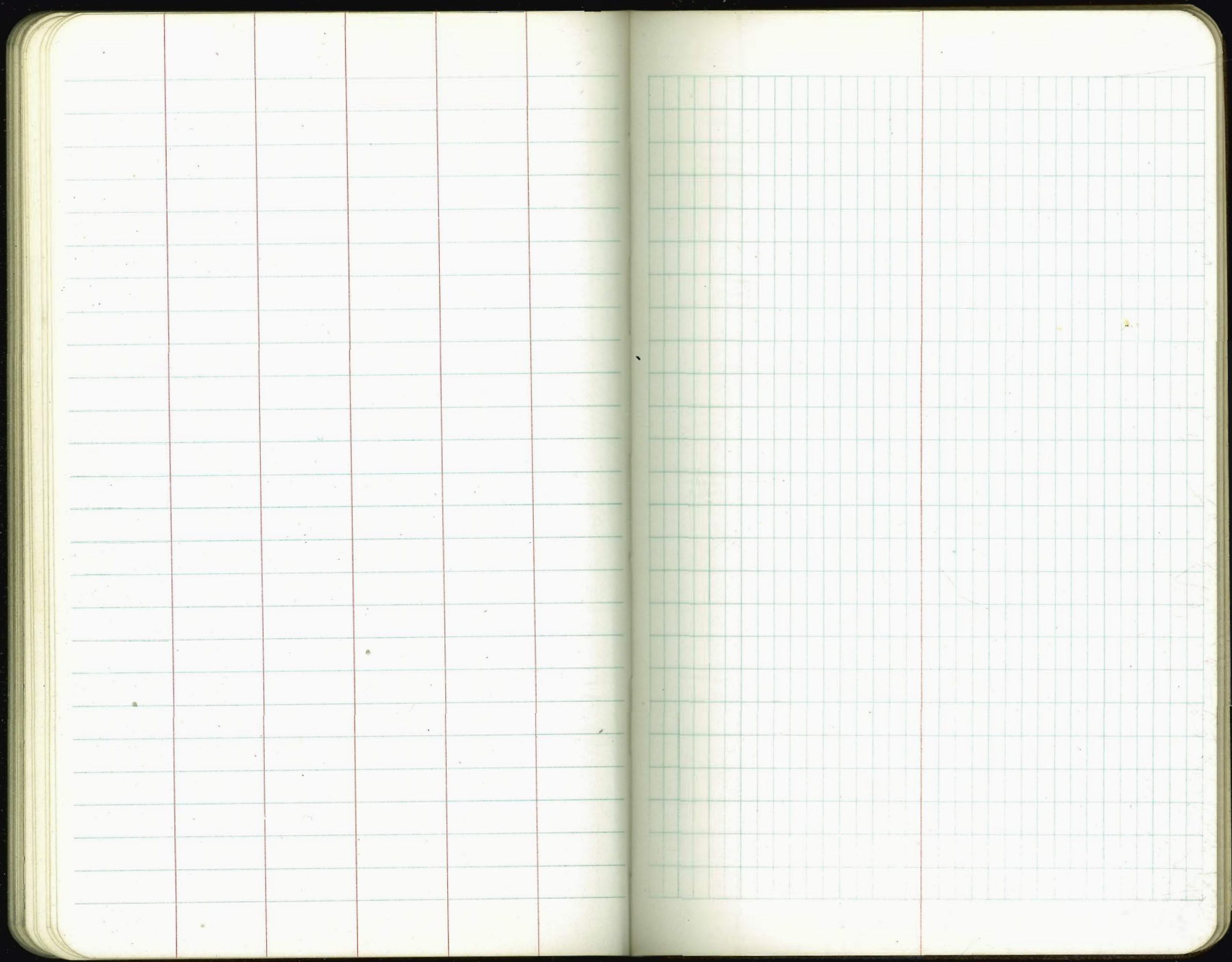
1445

238.50  
7.17 ✓

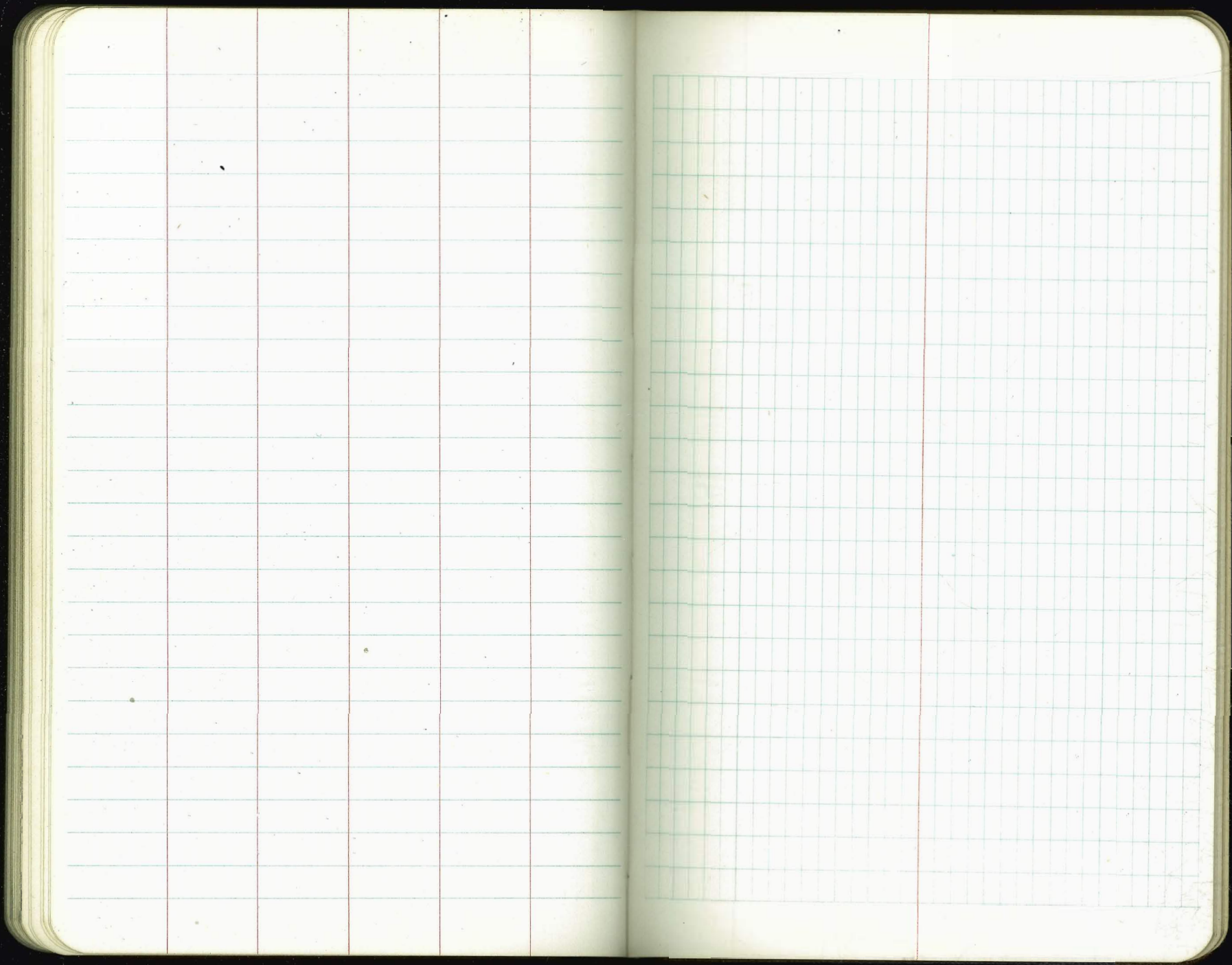
1470

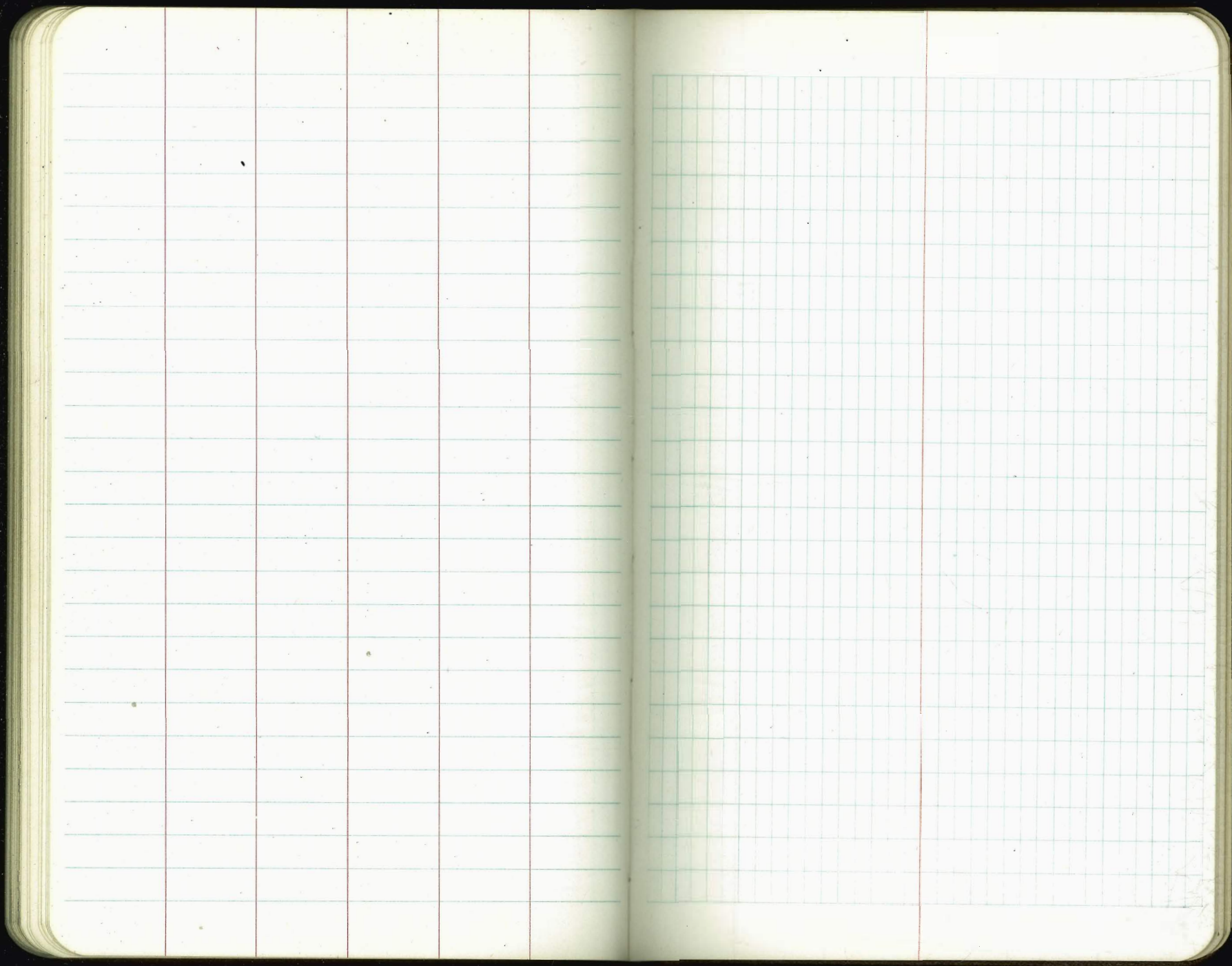
236.00  
9.67 ✓











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.

MADE IN U.S.A.

3 1.7.25  
13  
3 30.25