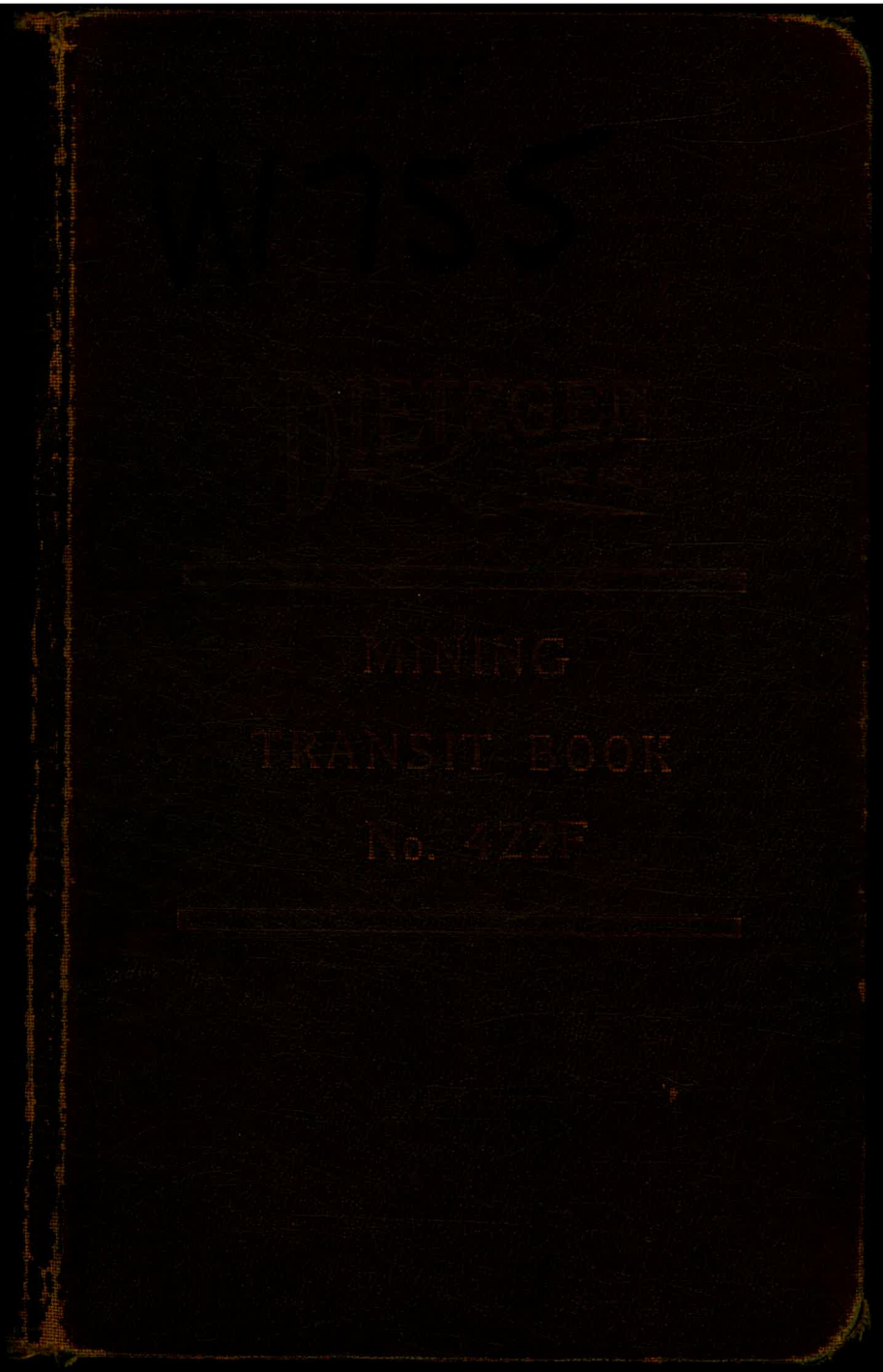

MINING
TRANSIT BOOK
No. 422F

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 ft. 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)÷2 or 2 ft. added to 30.6 =32.6. For slopes of 1 on 1½ see inside of back cover.

#755

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.

Page 79 checked 10/27/48 - [illegible]
72, 74-77 - 4/5/49 [illegible]
Checked p. 79 - 6/22/49 [illegible]

591 + 19 80
589 + 56 08
2 63 72

589 + 56 08
587 + 40 88
2 15.20

INDEX:

SKETCH FILE No. 3476-D6.

S 0° 55' E.

KIOWA DRIVE

FOUND 3/4" PIPE, R.E. 152

NOTE: INCLUDED ANGLE AT N.W. CORNER IS 121° 09' 30" WHEN TURNED IN FIELD. RECORD IS 121° 05' 30" DISCREPANCY = 0° 04'

NOTE: THE ROUND FENCE POST (FORMER TELEPHONE POST) ADJACENT TO THE PROP. CORNER MARKED WITH THE 2 1/2" C.I. PIPE WAS MOVED ABOUT 1/2 FT EAST TO PERMIT CORNER TO BE SET IN PROPER LOCATION.

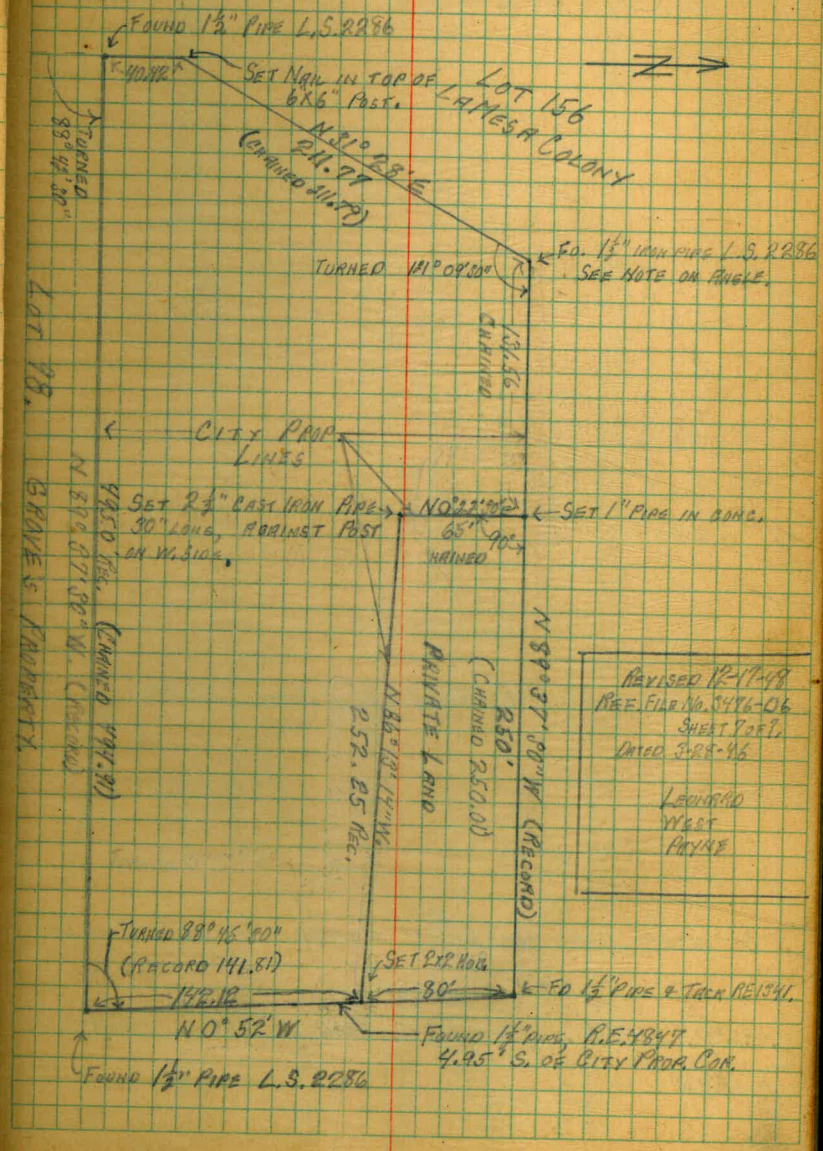
NOTE: ANGLE TURNED IN FIELD MAKES LINE BEAR N 0° 52' W

NOTE: THE BEARING N 0° 55' W, SHOULD BE N 0° 55' 30" W, AS CALCULATED FROM BEARINGS SHOWN ON MAP FILE NO. 3504 AND ANGLE OF 95° 22' 30" SHOWN ON PAGE 39 OF F.B. 687.

AUG. 20, 1948. LEONARD BAKER SHIPMAN 1.

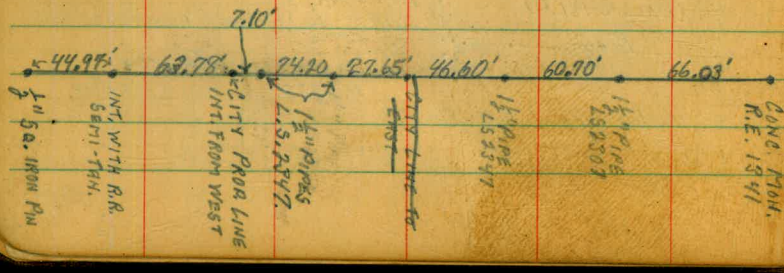
CITY PROP. AT CORNER OF DELAWARE AVE AND KIOWA DRIVE IN LA MESA COLONY.

CLEAR - HOT.



E.C. 61+82.01 Back = P.O.T. 62+09.71 Ahead (R.R. Spur)

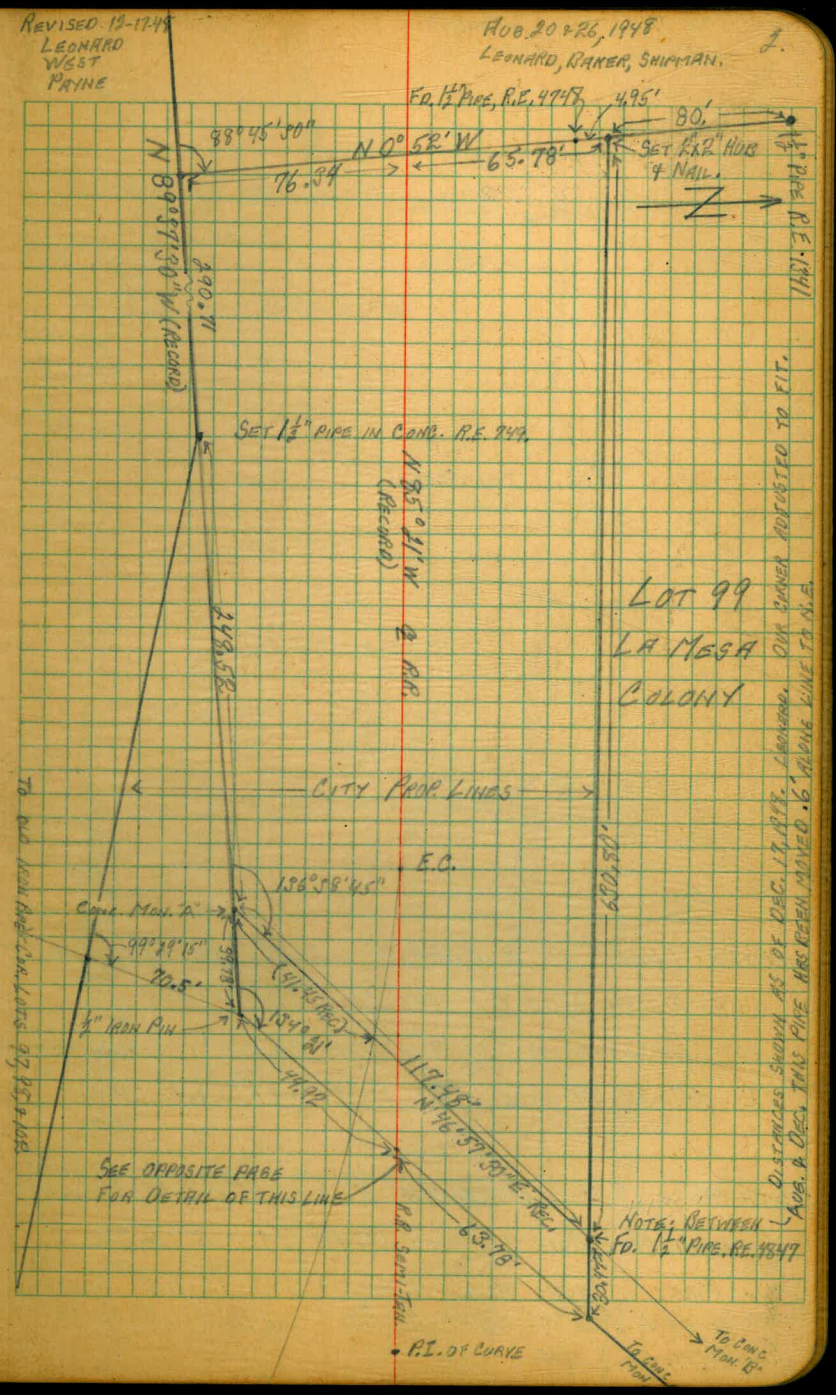
DETAIL OF POINTS ALONG BOTTOM LINE. REVISED 12-17-48 LEONARD



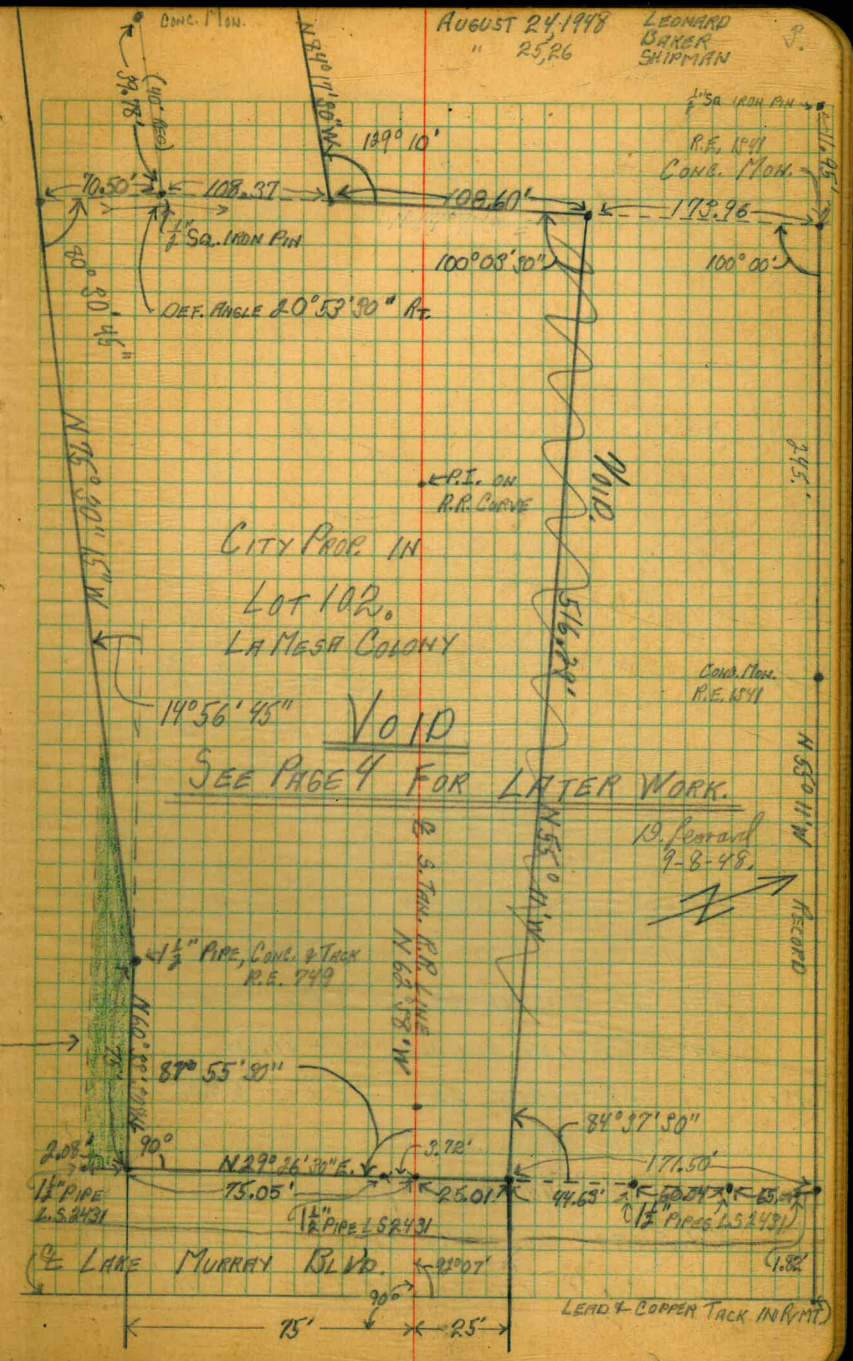
REVISED 12-17-48
LEONARD
WEST
PAYNE

NOV. 20 & 26, 1948
LEONARD, BAKER, SHIPMAN.

2.



August 24, 1948
" 25, 26
Leonard Baker Shipman



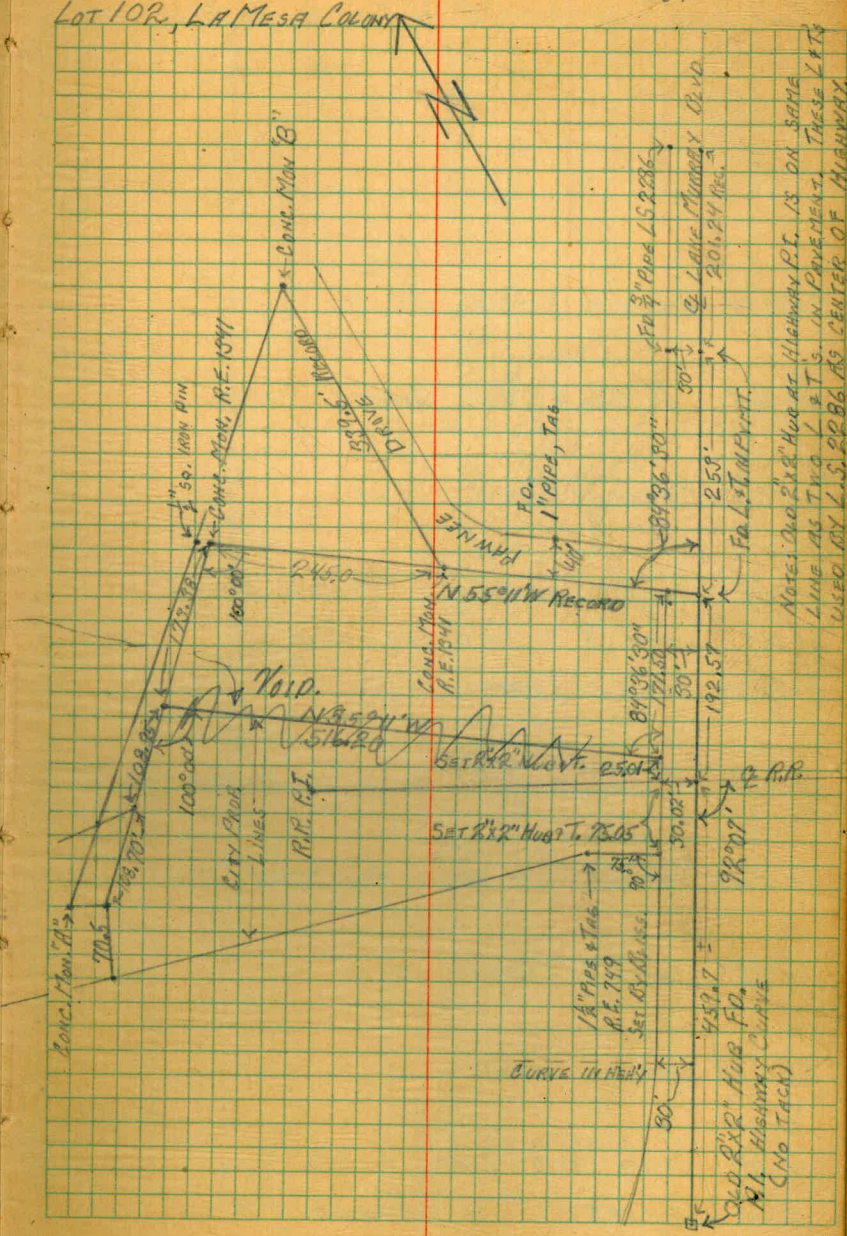
Note: There is a narrow strip of land on the South side of the City Prop. that is not included in the adjoining property, shaded thus.

B.C. 54+24.79 should be 54+27.79. (R.R. Line)

Sta 54+17.71 should be 54+20.71' (R.R. Line).

Note: A Prop. Cor. set by LS2431 at the N. end of the first hub along L. Murray Blvd. is 1.82' South of the Prop. line as shown on R. of S. Map No. 1219 filed by R.E. Culmer, Dec. 8, 1945.

CITY PROP. IN LOT 10 R, LA MESA COLONY



Leonard please see me on this W.M.H.
(this line is not the city prop. line)

NOTE: USING THE PROPERTY LINE AS SET AT 30 FT. FROM CENTER OF LAKE MURRAY BLVD., THE R.R. STATIONING ON THE PROPERTY LINE INTERSECTION EQUALS 54 + 20.86

NOTE: THE 1½" PIPES SET BY L.S. 2431, CURREN, DO NOT PARALLEL THE CENTER LINE OF LAKE MURRAY BLVD AS ESTABLISHED BY R. OF S. MAP NO. 1219, FILED BY R.E. CULLMER, THEREFORE, THEY WERE NOT USED IN THIS WORK.

LINE ALONG LAKE MURRAY BLVD FROM PAWNEE DRIVE, S.W.

3+59.74 CORNER BY CURREN, .06' RT.

2+96.5 SET NAIL & FLAG. TENTATIVE CORNER.

2+73.66 CORNER BY CURREN, .04' LT.

2+71.58 CORNER SET BY BLISS AS CITY PROP. CORNER.

2+54.9 APPROX. ℄ EL MONTE PIPE LINE.

2+00.88 CORNER BY CURREN .05' LT.

1+96.50 ℄ PROPOSED R.R. SET HUB & T. AS DEED PROP. CORNER.

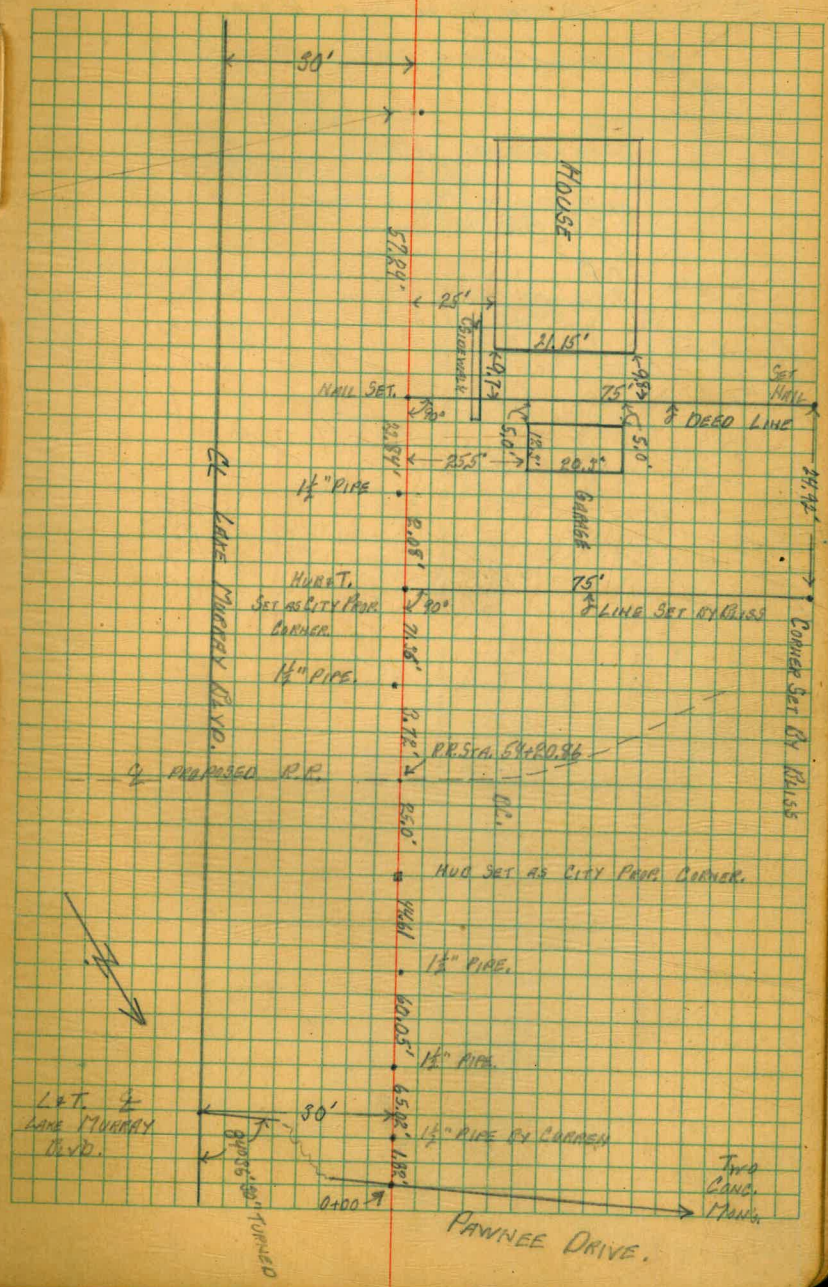
1+71.50 2X2 HUB & T. SET AS CITY PROP. CORNER

1+26.89 CORNER BY CURREN .02' RT.

0+66.84 CORNER BY CURREN.

0+1.82 CORNER SET BY CURREN, L.S. 2431.

0+00 PT. ON S.W. LINE OF PAWNEE DRIVE, 30' FROM ℄ LAKE MURRAY BLVD.



EL MONTE PIPELINE R.O.W.

Thru property of Velma D Edwards

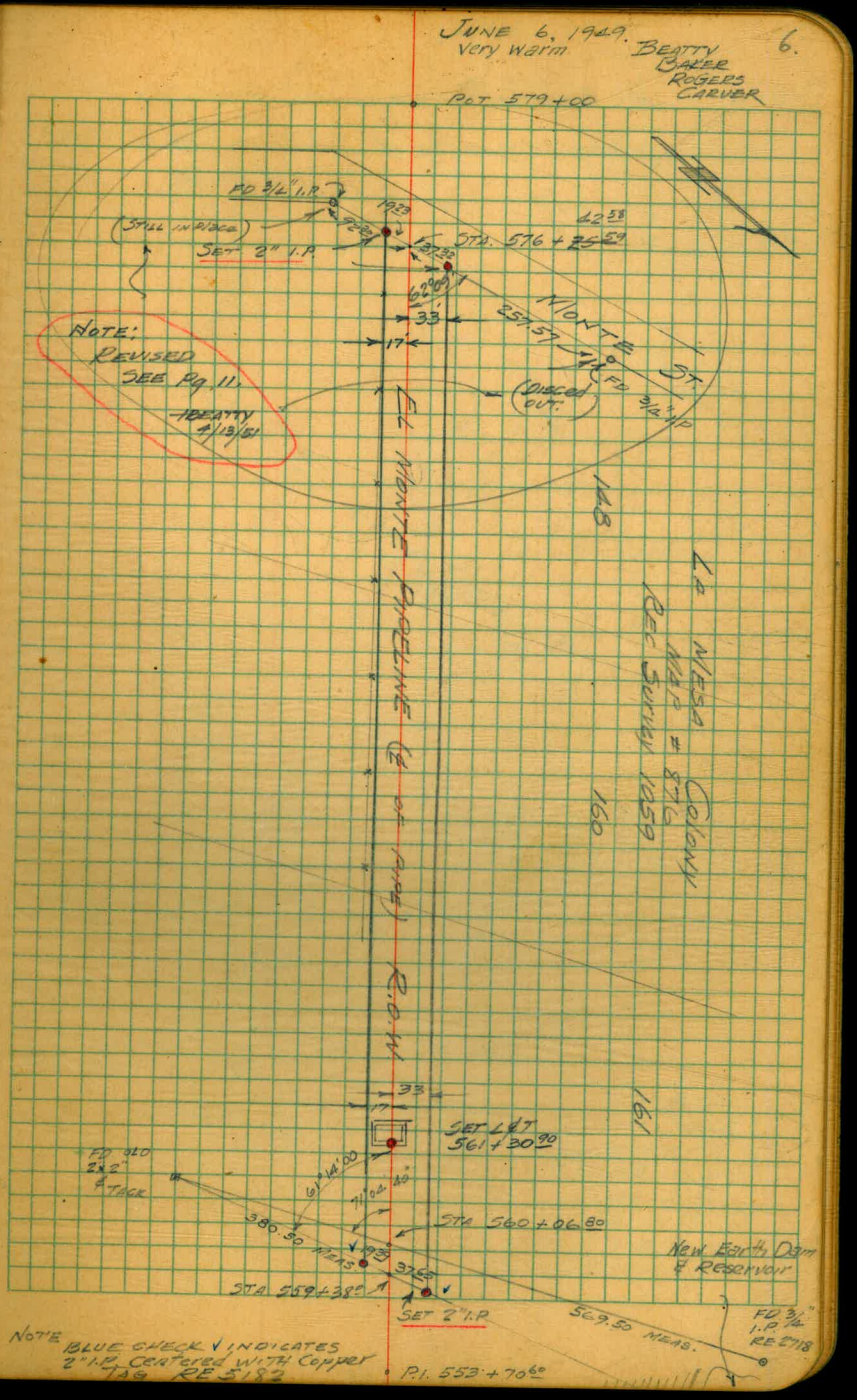
REF.

See Book 687 page 6
Row. Map File #3420 D 16 A (37)
El Monte Pipeline } File 3504
Row To Be Acquired }

JUNE 6, 1949. Very Warm

BEATTY
BAKER
ROGERS
CARVER

6.

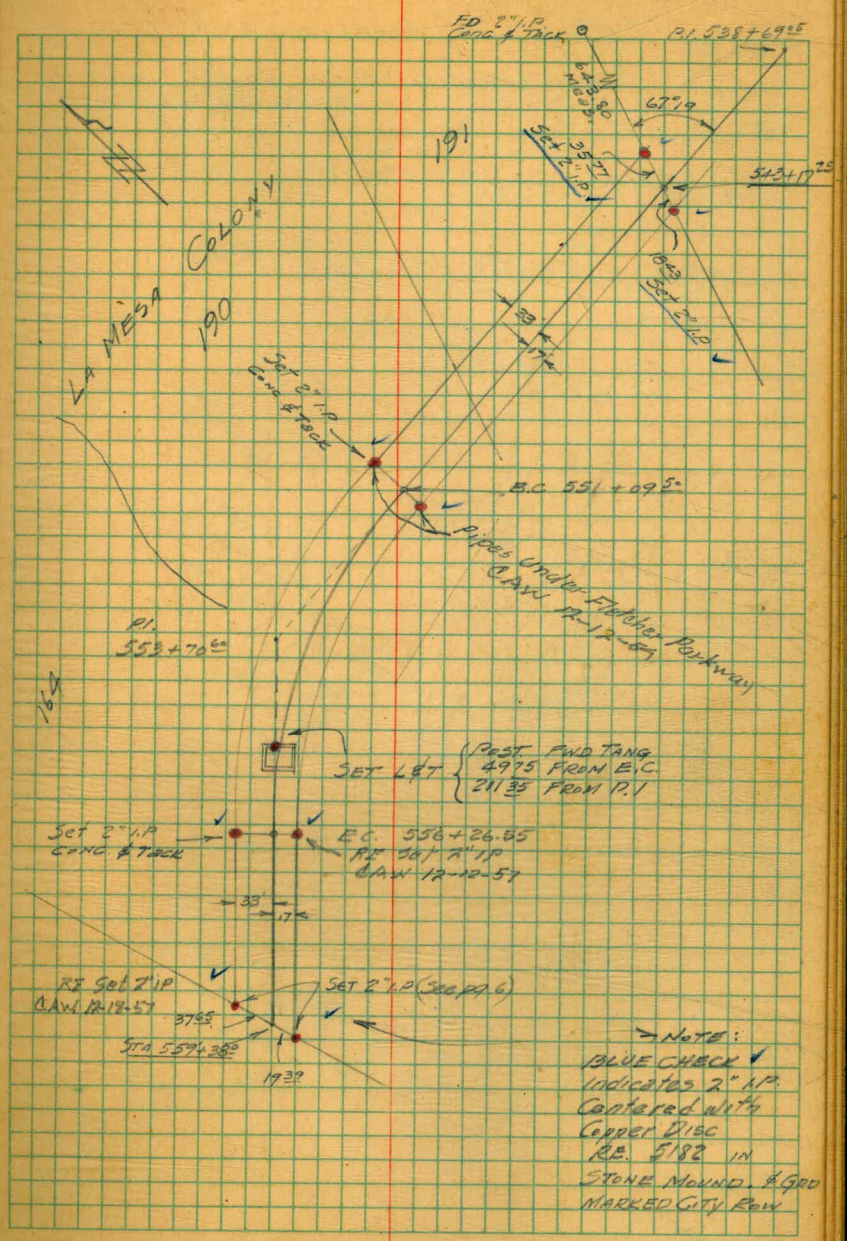


NOTE BLUE CHECK √ INDICATES 2" I.P. CENTERED WITH COPPER TAG RE 5182

EL MONTE PIPELINE ROW.

Thru Property of Southern Title & Trust
% D.E. Boone

REF (Same as page 6.)



EL MONTE PIPELINE ROW

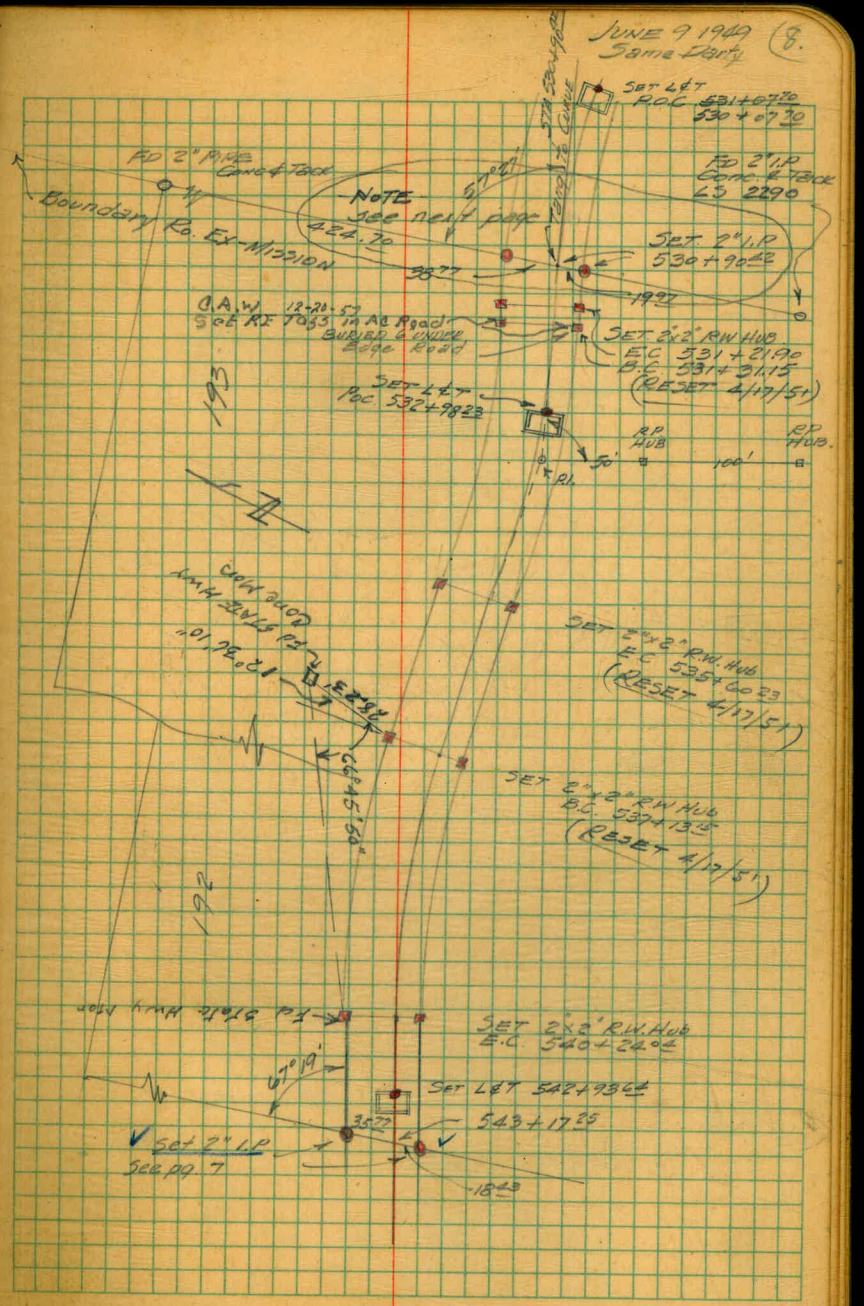
Thru Property of A.W., Anise C., Sara H., & William Wolford

REF Same as pg. 6

535+60	537+13.5
532+98	535+60.23
2 62	1.5292

9.25

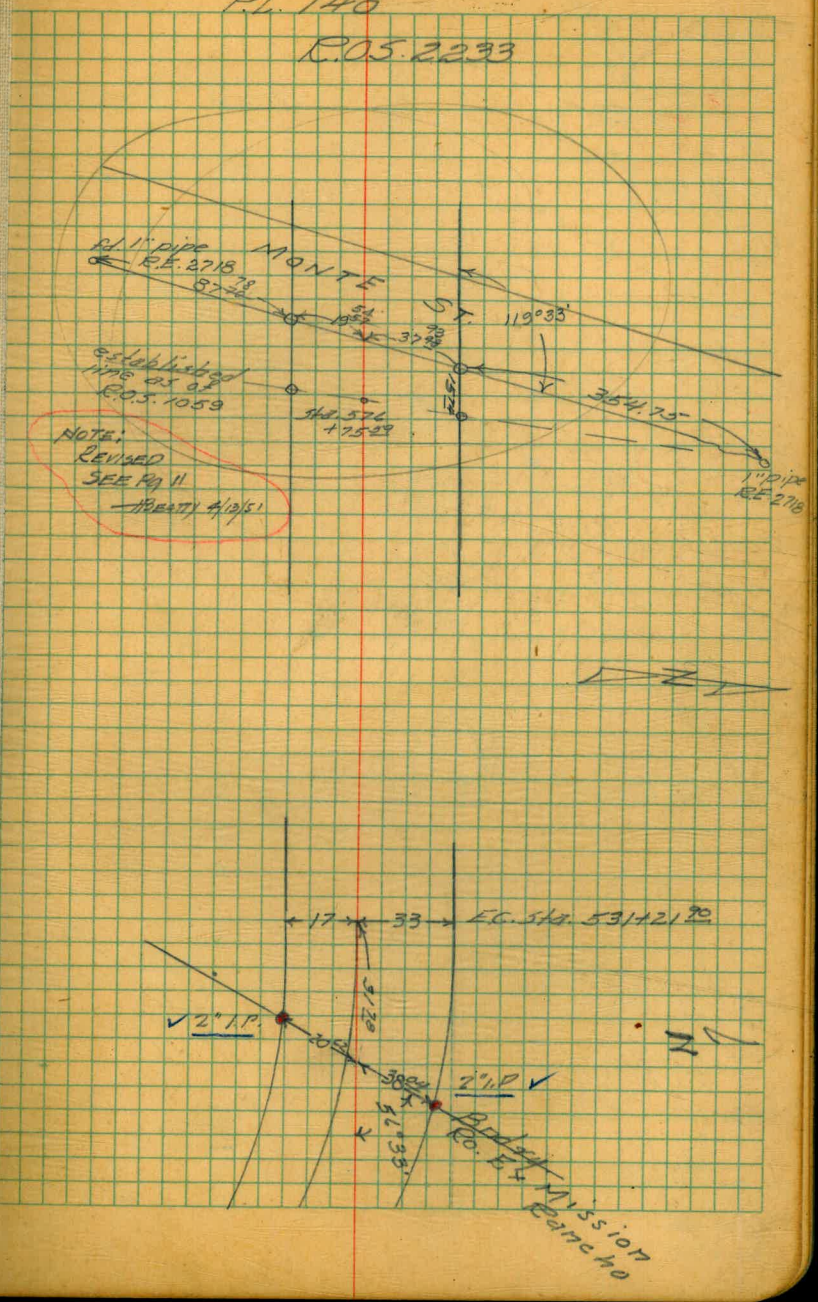
Δ = 5° 56' 15"



REVISION WEST LINE

P.L. 148

R.05.2233



87.20
29.57
106.77

11.495
17
80465
11.495
195.415

11.495
33
34485
379.335

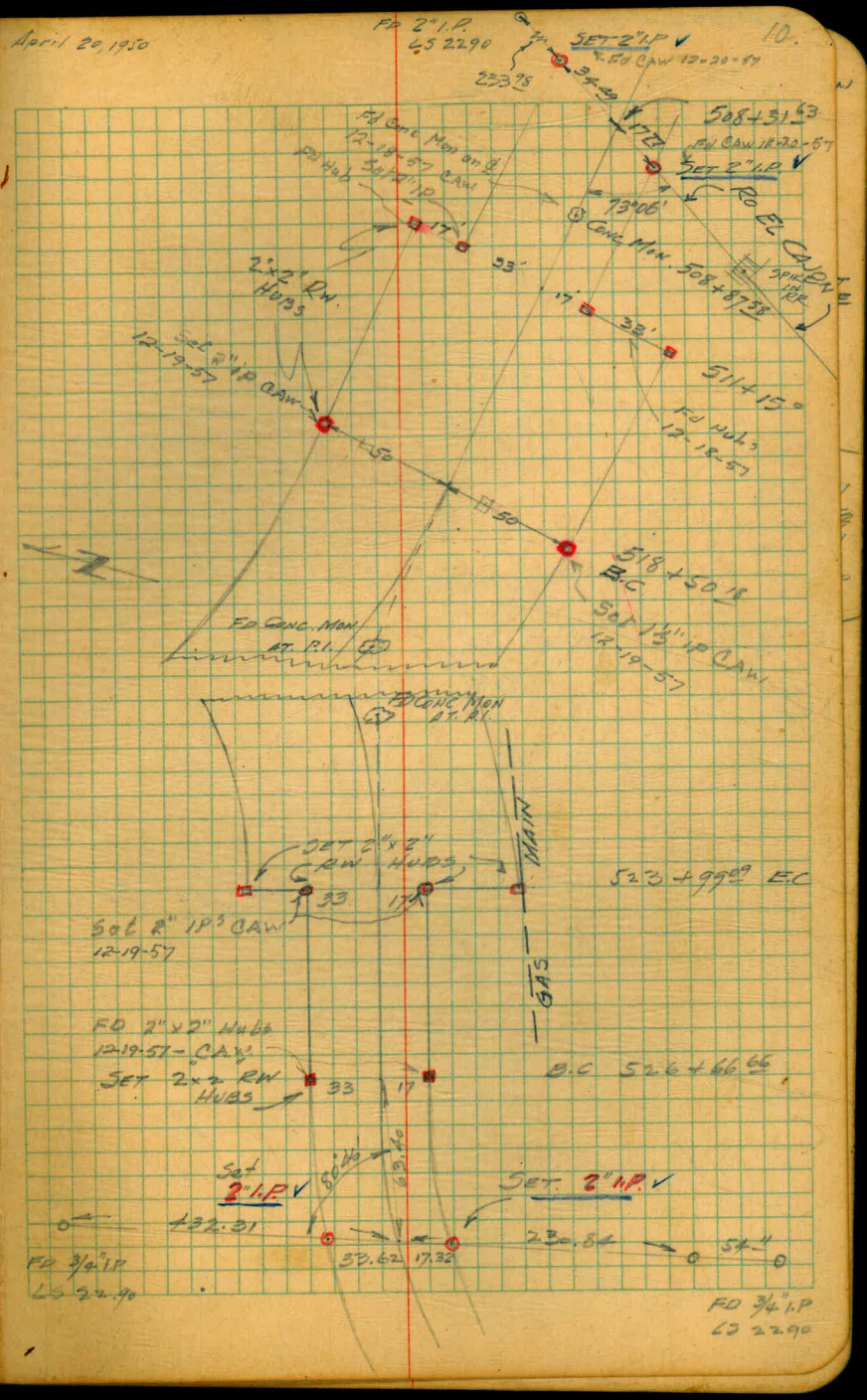
21.90
31.78
12
90

EL MONTE PIPELINE ROW

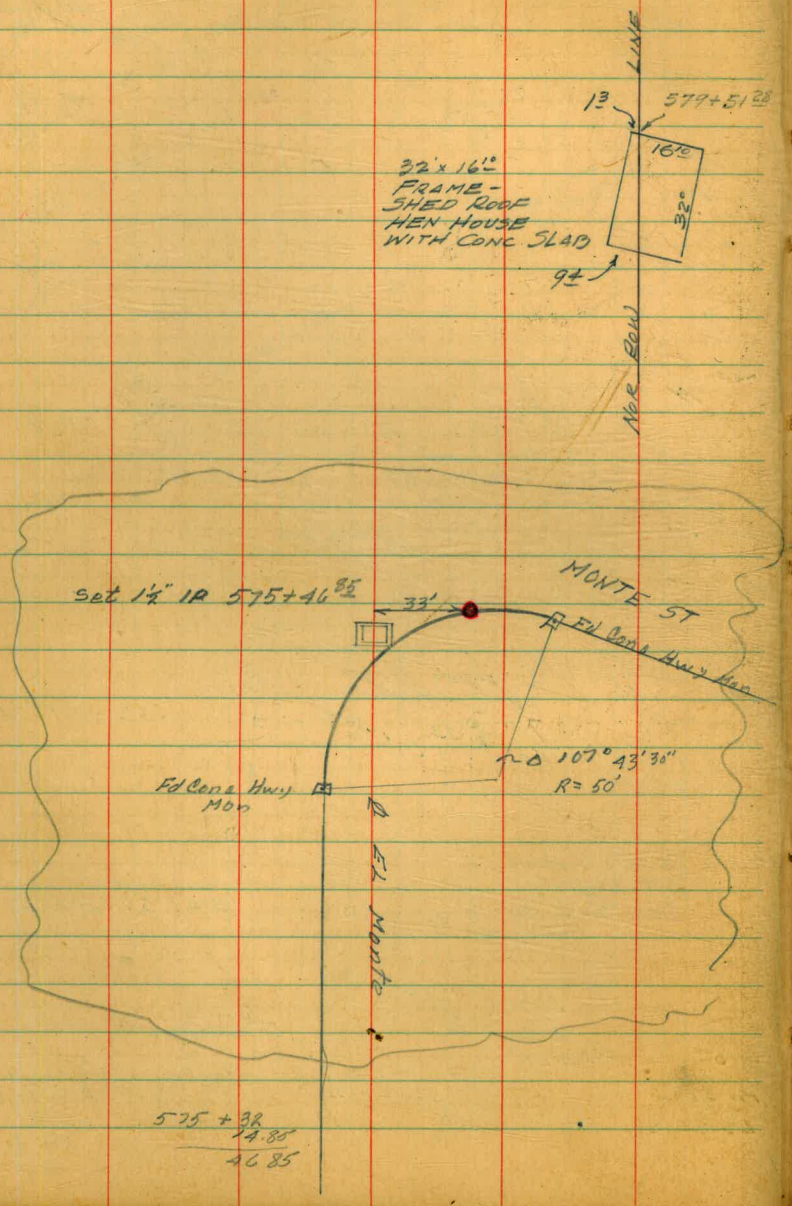
REF FILE 34-20 D 16 A (34)

April 20, 1950

10.

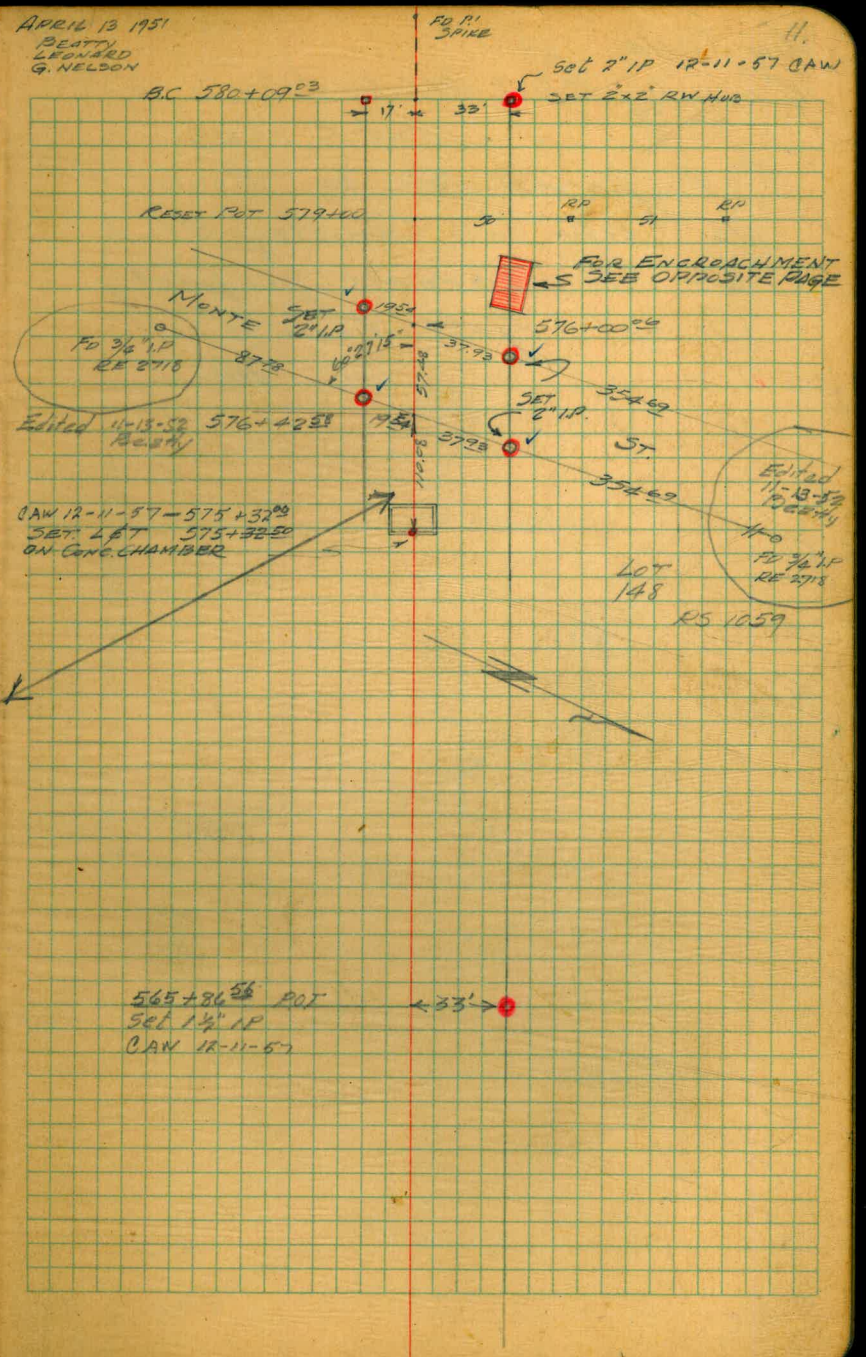


EL MONTE PIPELINE ROW



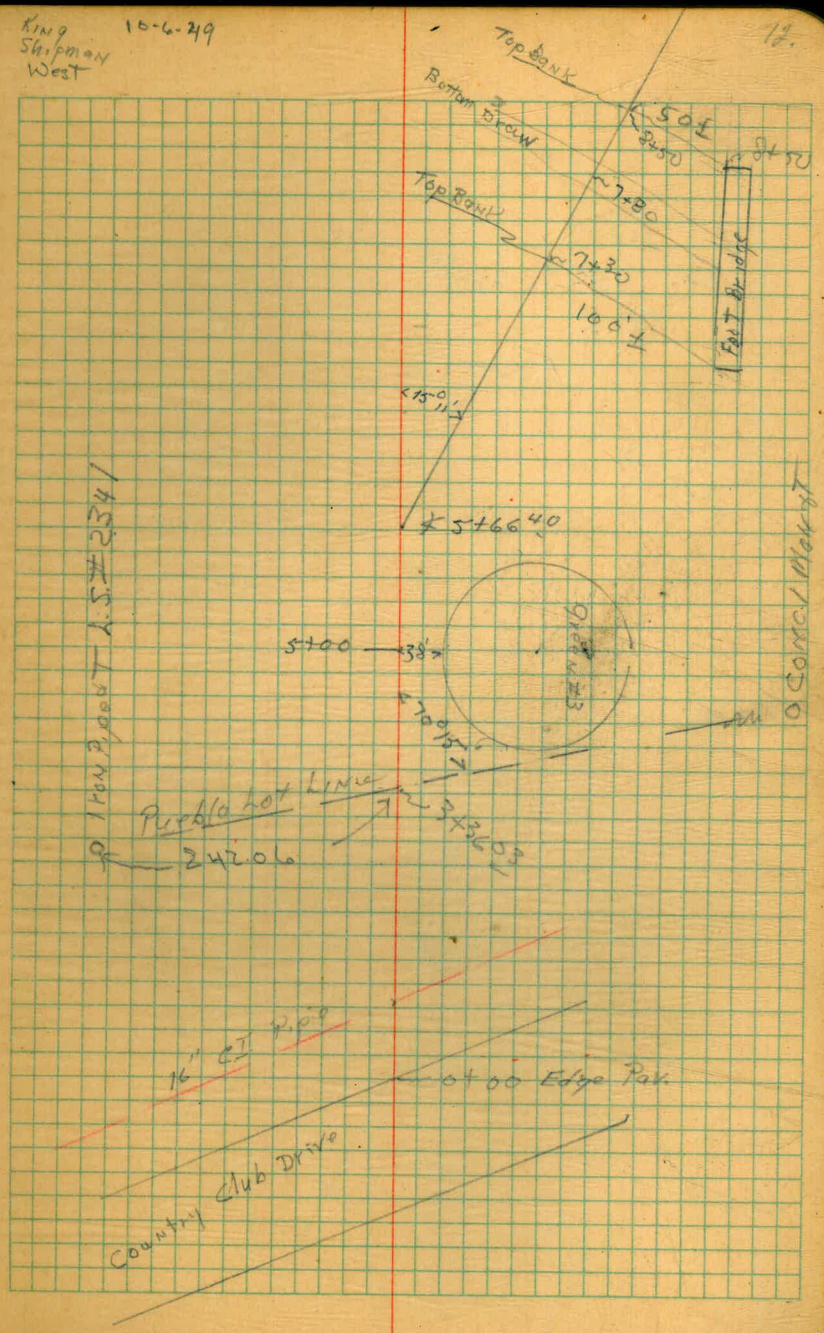
APRIL 13 1951
BEATTY
LEONARD
G. NELSON

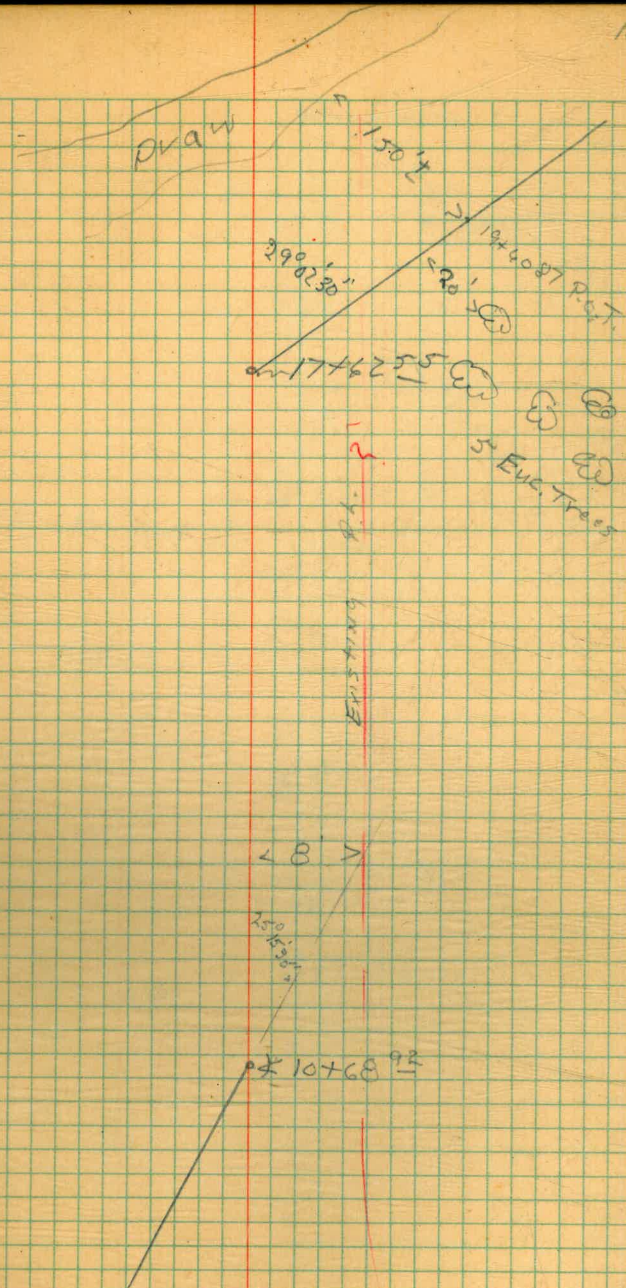
11.

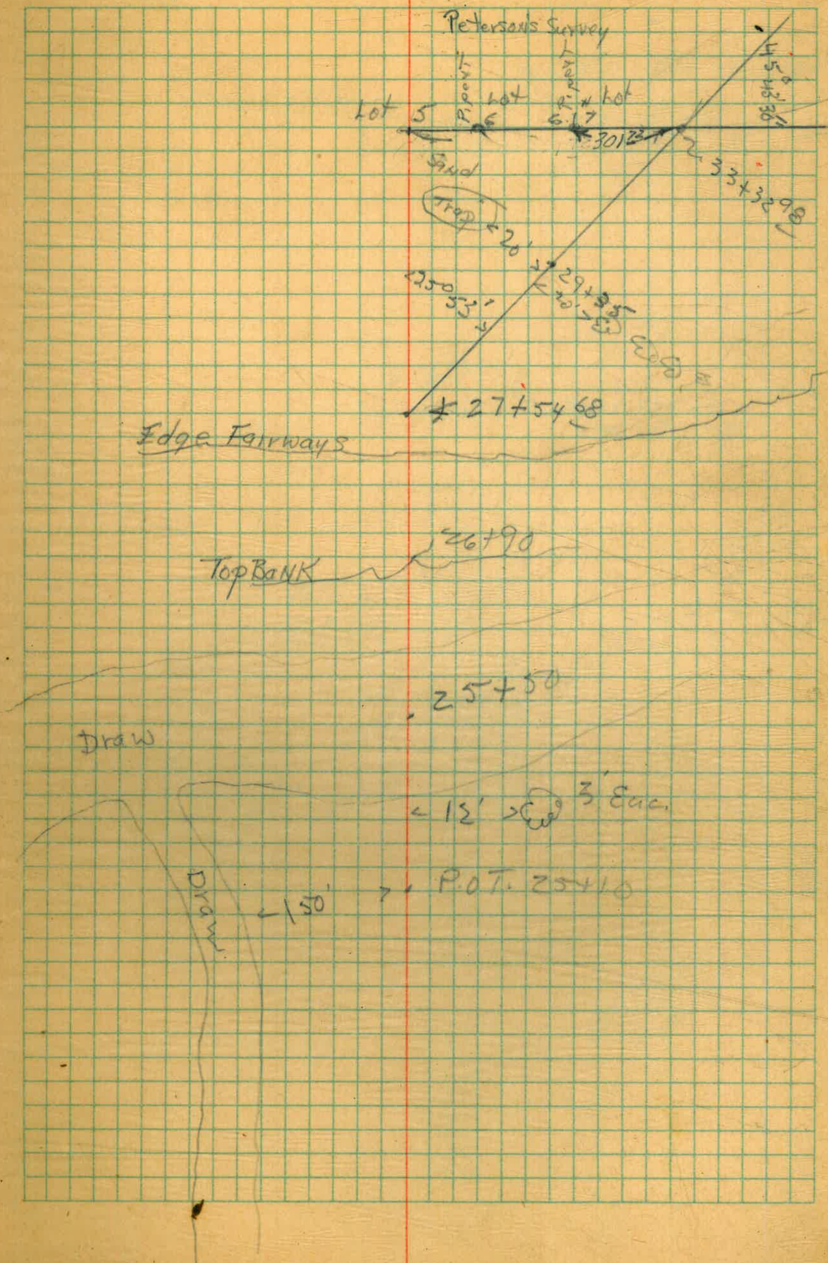


La Jolla
Country Club Waterline
Oct 6, 1949.
Proposed Route from
16" line on Country Club
Dr to Tavares property
So of Golf Course,
BH

King Shipman West 10-6-49

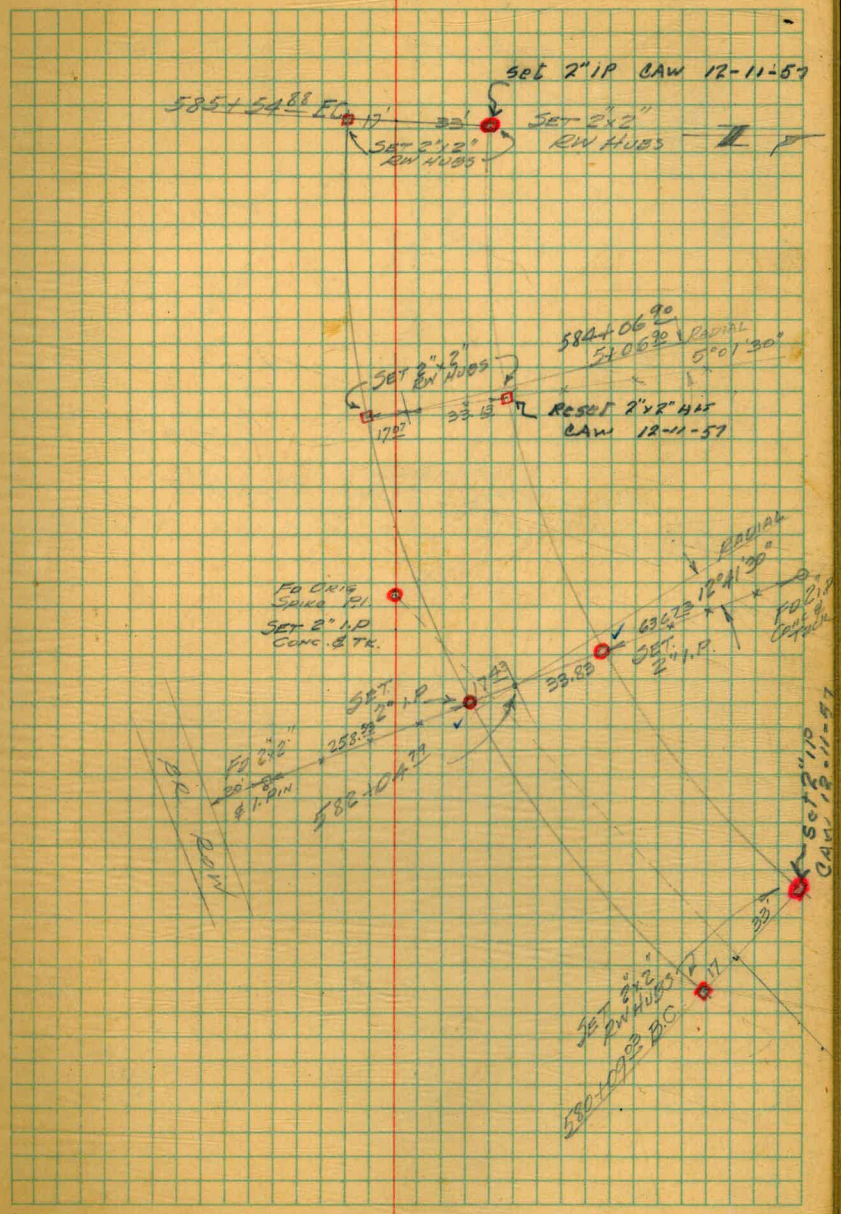



Draw
150'±
19+40.87 P.C.T.
29°02'30"
<20'>
17+62.55
5 Euc. Trees
<8'>
25°15'30"
10+68.92


Peterson's Survey
Lot
5
Lot
6
Lot
7
Sand
Trap
20'
29+35
33+32.98
27+54.68
Edge Fairways
26+90
Top BaNK
25+50
Draw
12'
3' Exc.
Draw
150'
P.O.T. 25+10

EL MONTE PIPELINE ROW

APRIL 25 1951
BEATTY
LEONARD
NELSON



EL MONTE PIPELINE ROW
& ℄ PROPOSED R.R SPUR

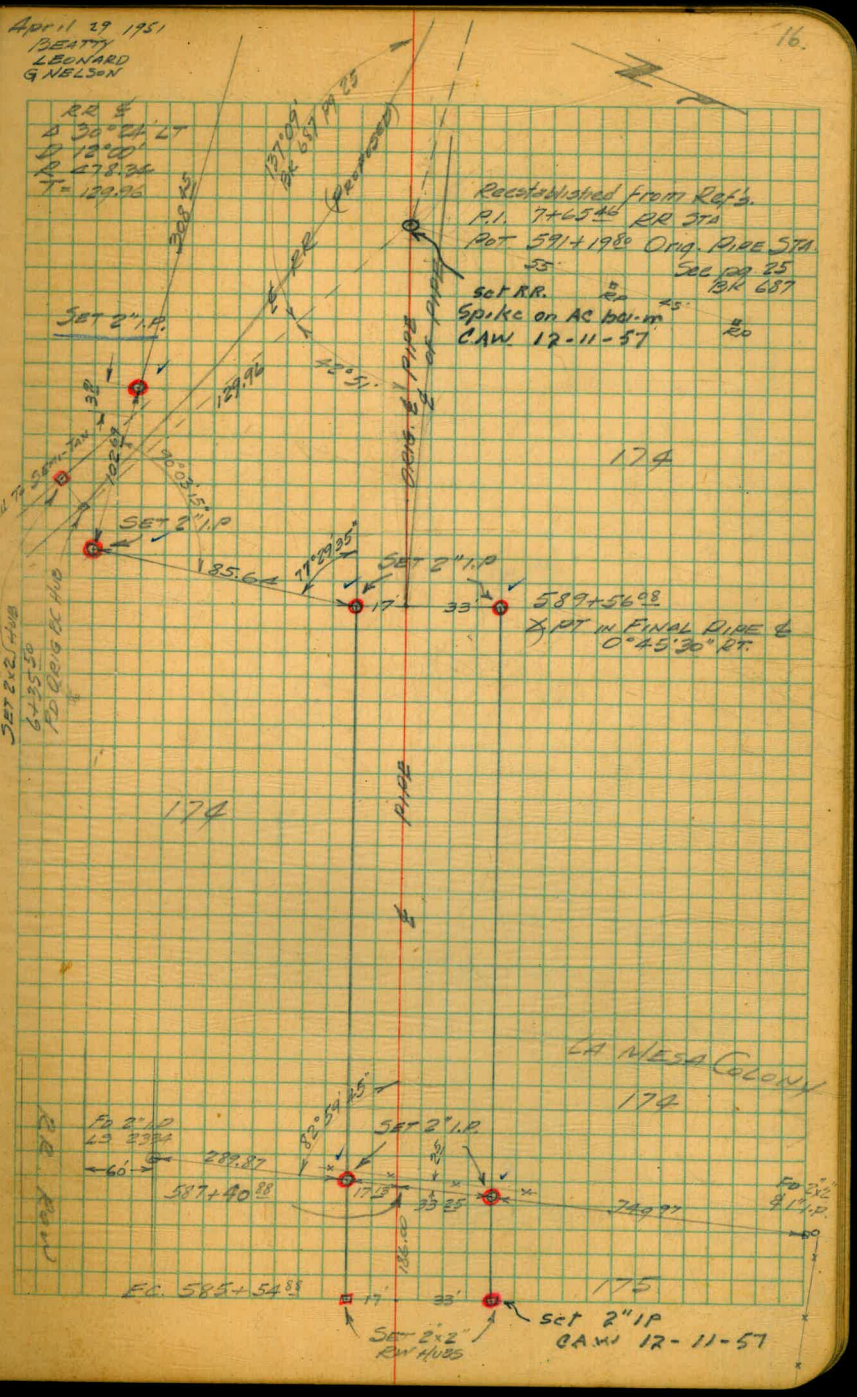
7+65.46 R.I. ℄ RR Proposed Loc. 137°09' LT (To Back Tang)
= 591+19.80 POT. Orig. PIPELINE ALIGNMT

P.O.T. Orig. PIPE ALIGNMT
589+56.08 ℄ PT FINAL PIPE ALIGNMT. 0°45'30" RT

587+90.88

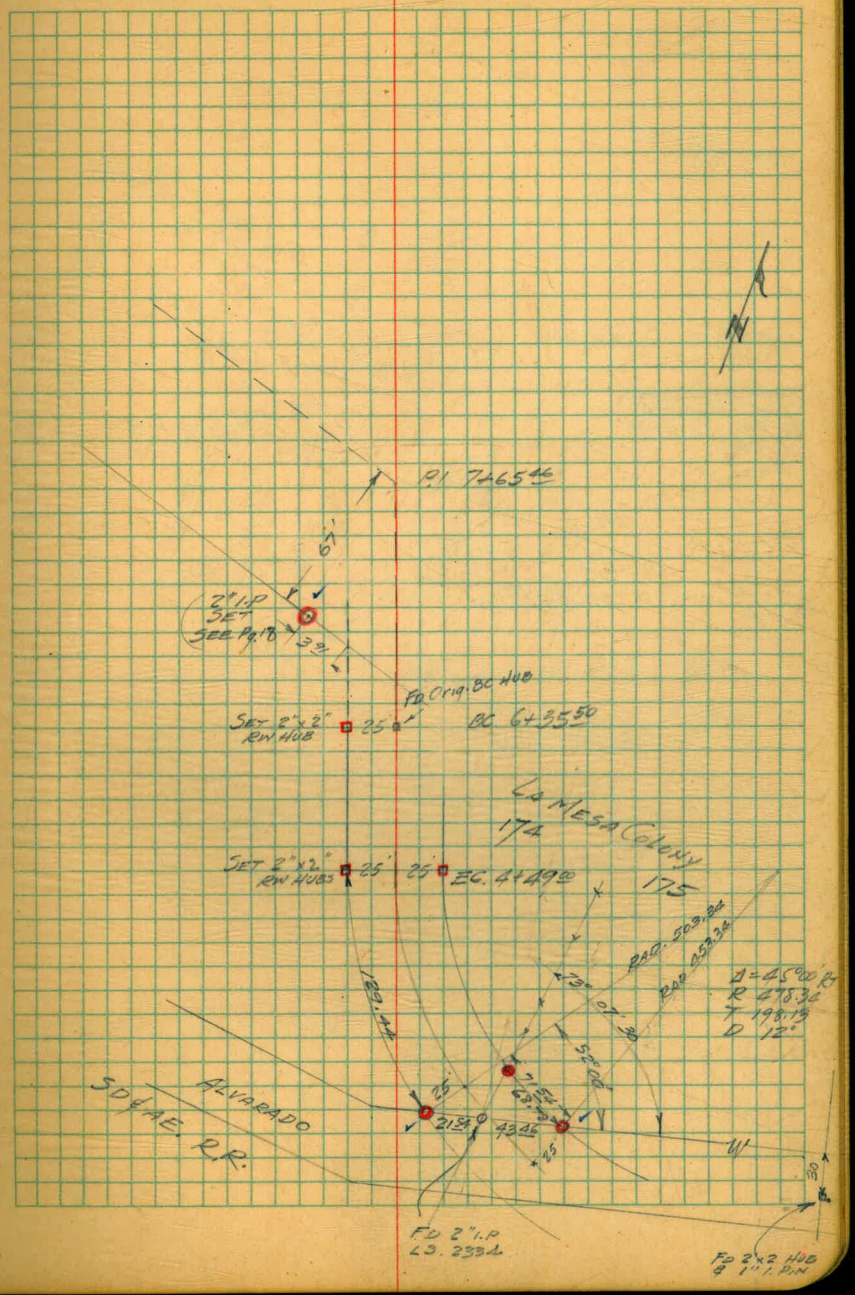
April 29 1951
BEATTY
LEONARD
G NELSON

16.



EL MONTE PIPELINE ROW

April 3d 1951
Beatty
Leonard
G. NELSON

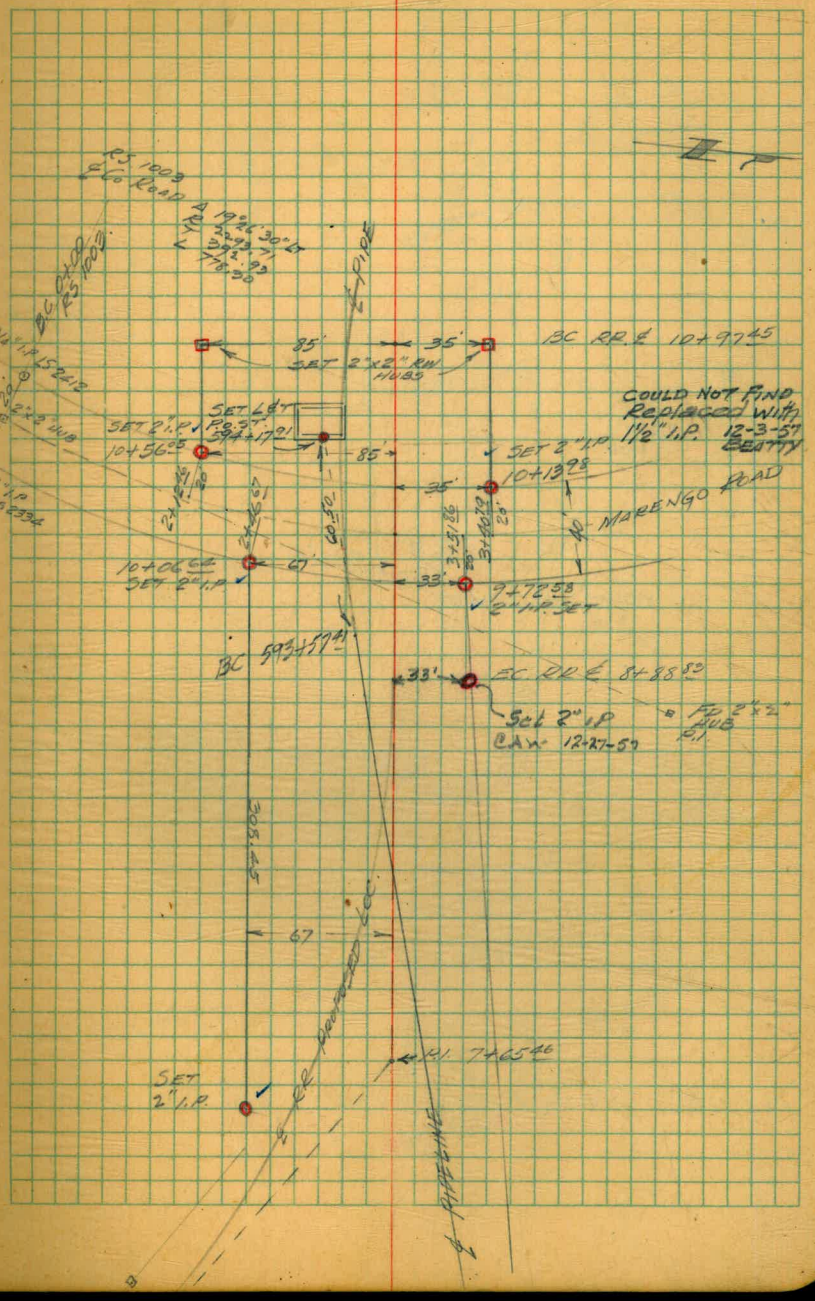


EL MONTE PIPE LINE ROW

April 30 1951
May 1 1951

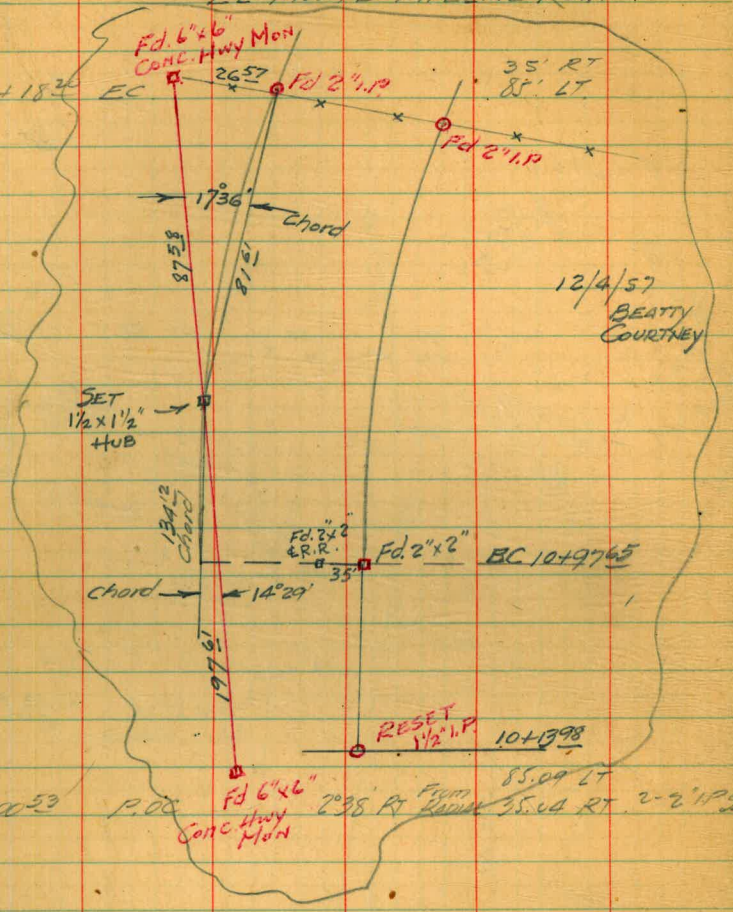
Beatty
Leonard
G. Nelson

18.



594+17.91
591+19.80
2.98 ft

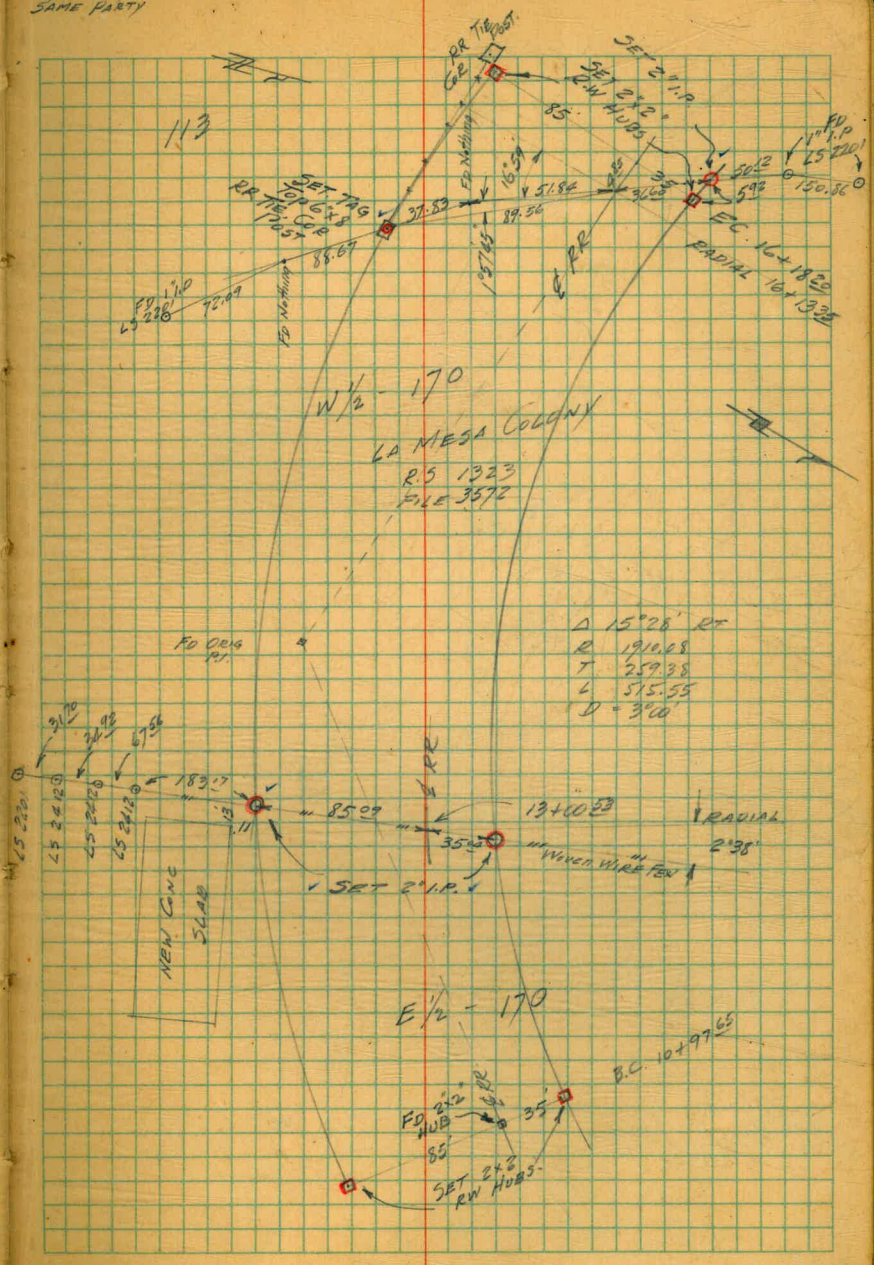
EL MONTE PIPELINE ROW.



10+97.65 B.C. (℄ RR) 90° 35' RT 85' LT

May 1-2 1951
SAME PARTY

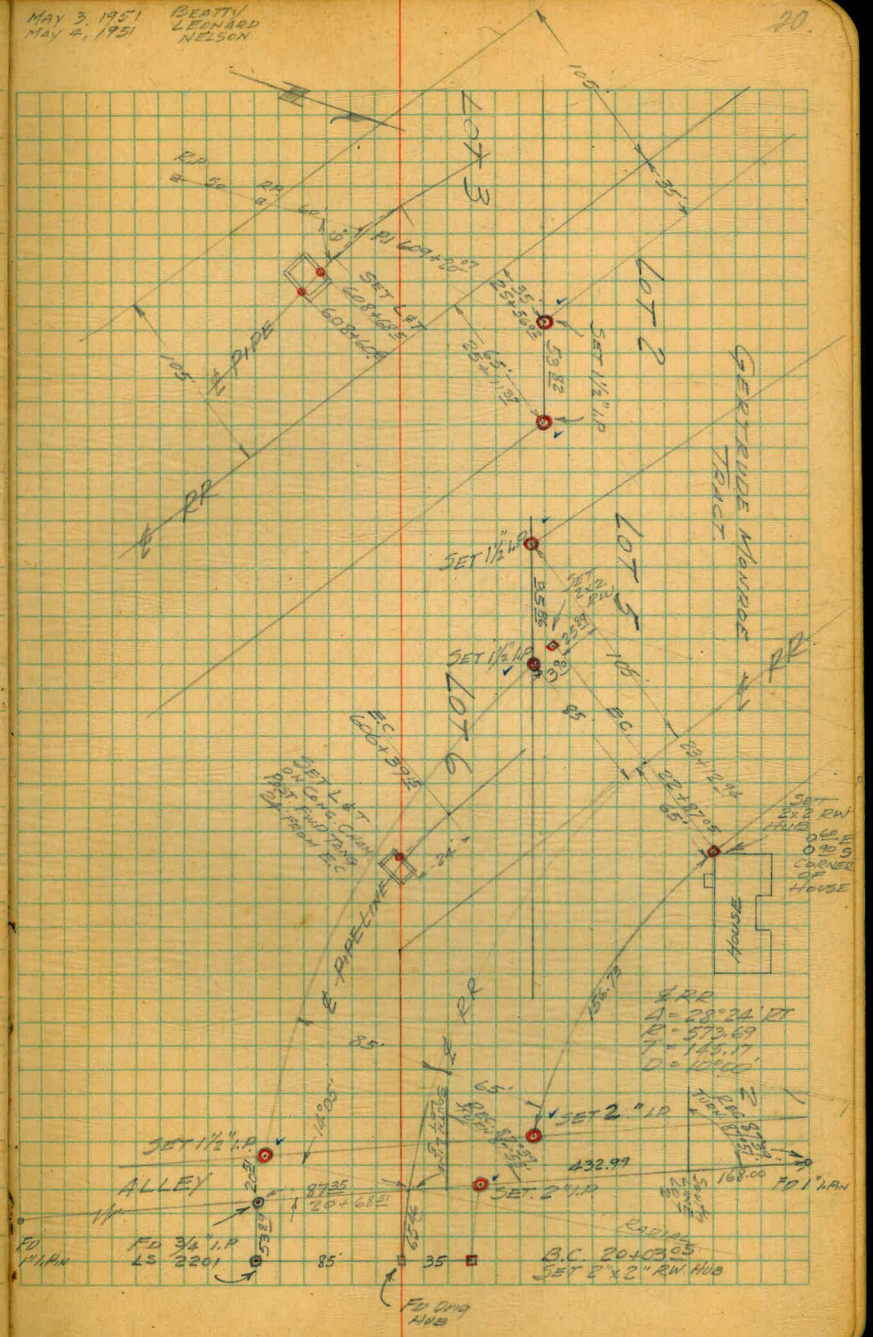
19.



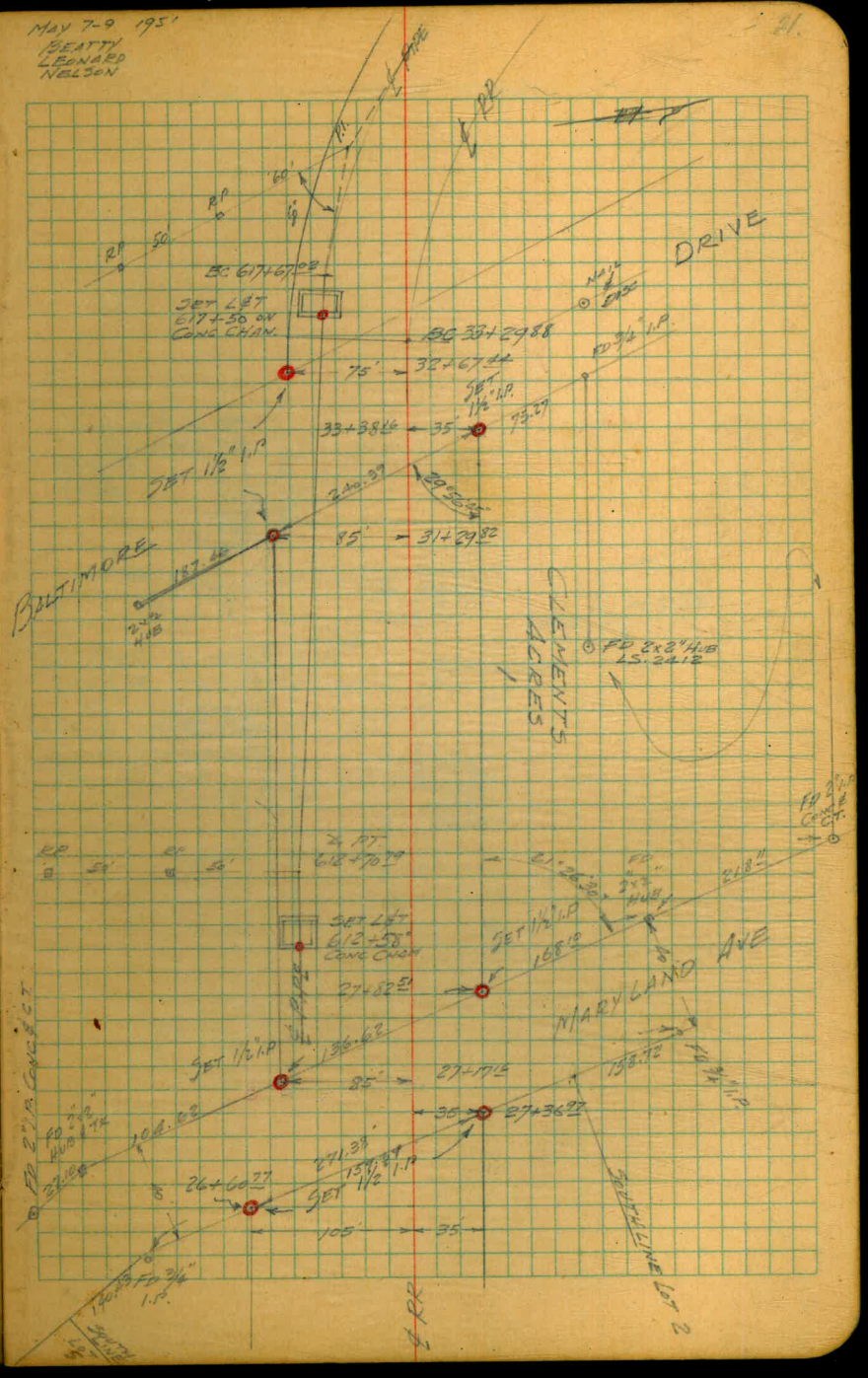
EL MONTE P.L. ROW

MAY 3, 1951
MAY 4, 1951
BEATTY
LEONARD
NELSON

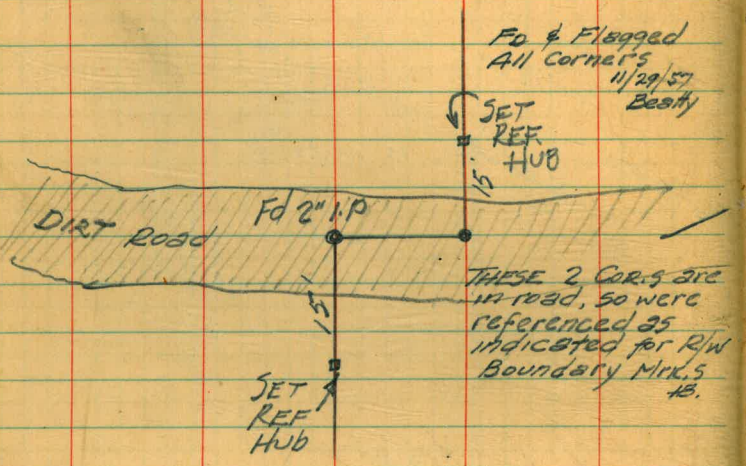
20.



EL MONTE R.L. ROW



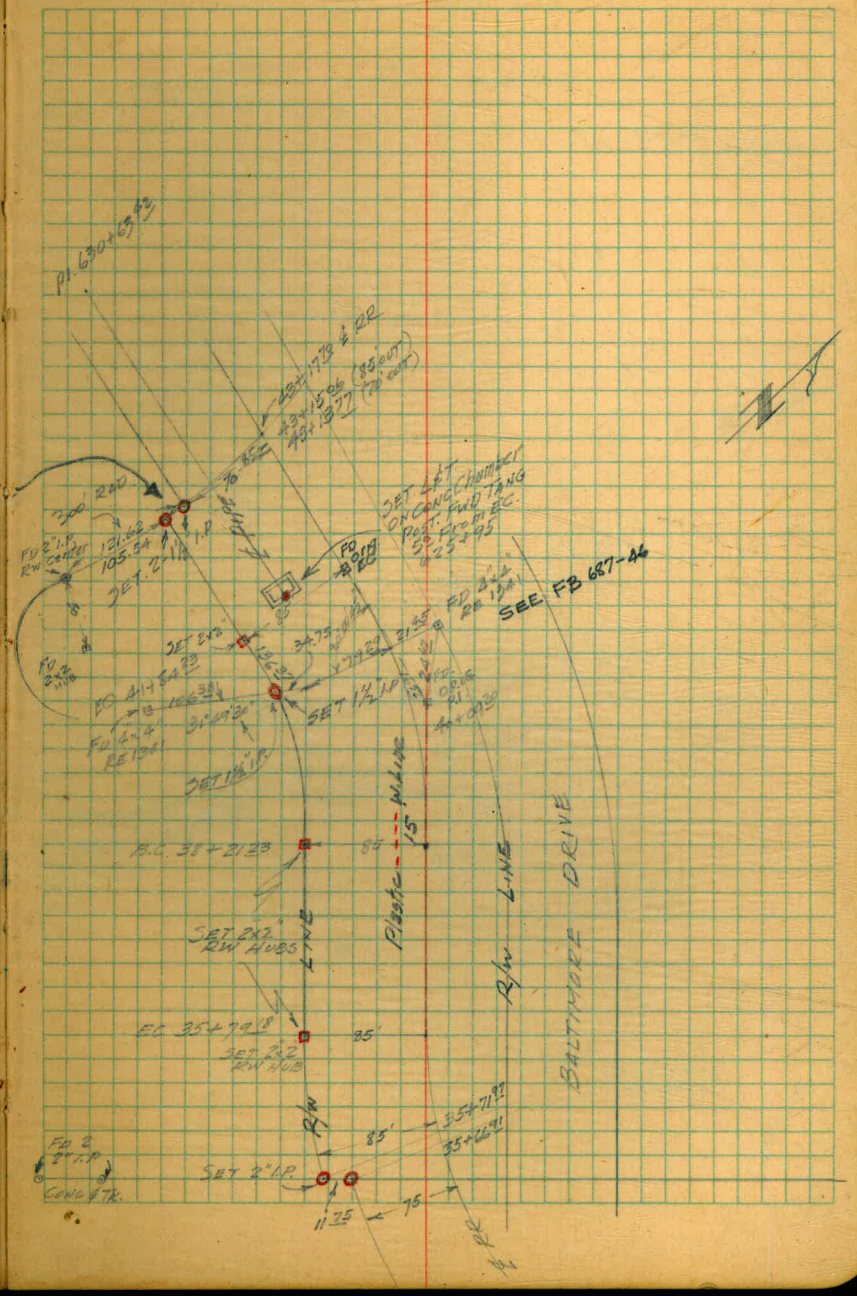
EL MONTE PIPE LINE ROW



40+09.80
36+21.23
3 88.07

May 10, 1951
Beatty
Leonard
G. Nelson

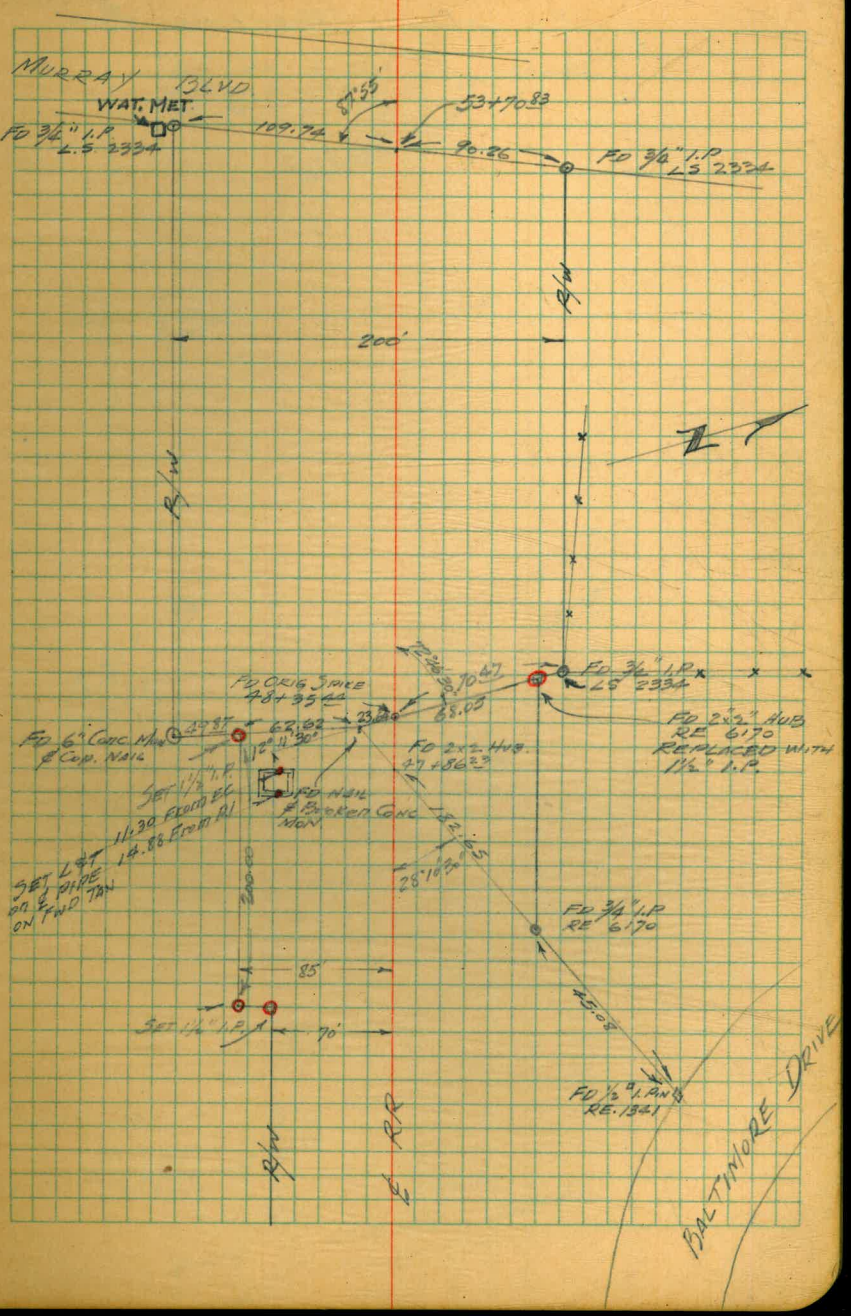
22



EL MONTE P.L. ROW

Fd & Flagged
All Cor.s 11/20/57
Beatty

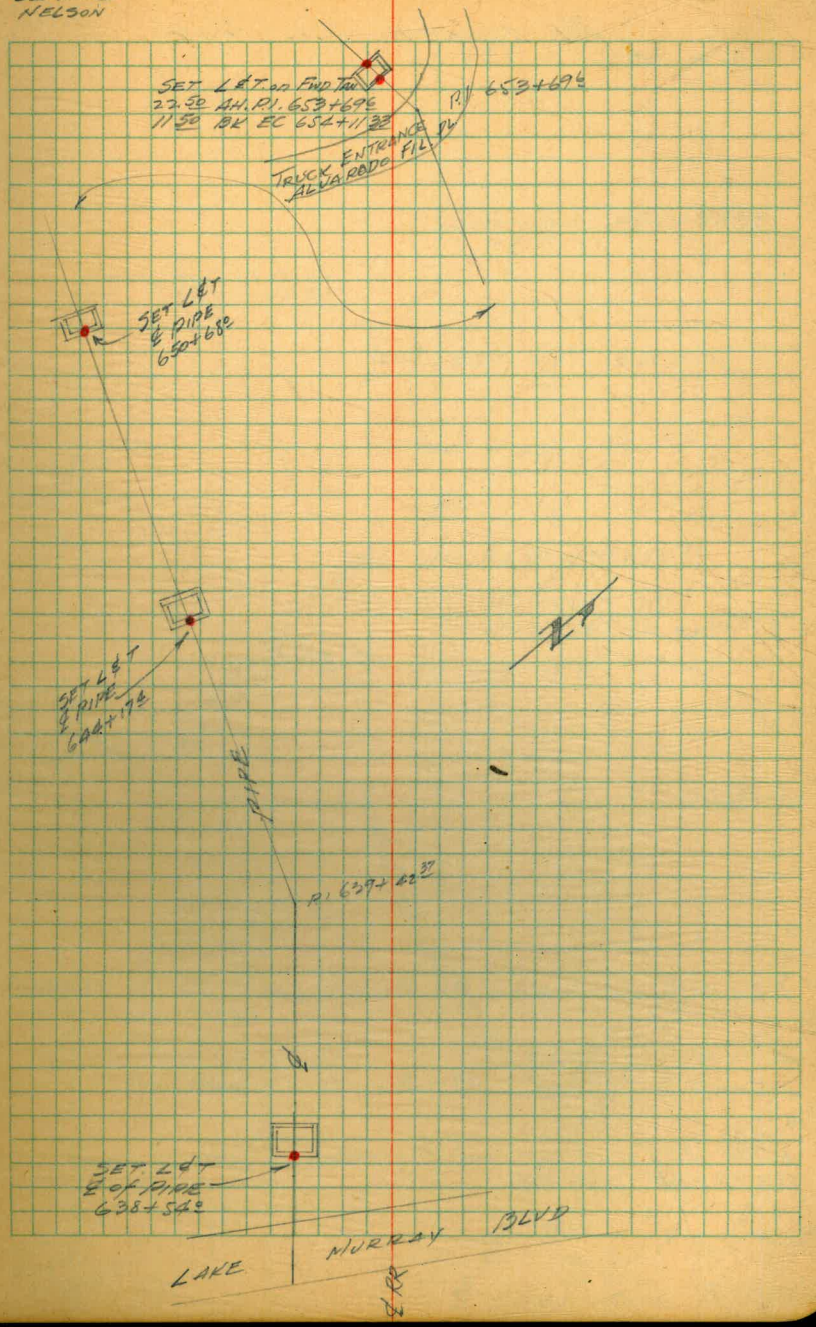
MAY 11 1951
SAME PARTY



EL MONTE PIPELINE ROW

BEATTY
LEONARD
NELSON

MAY 22 1951
23



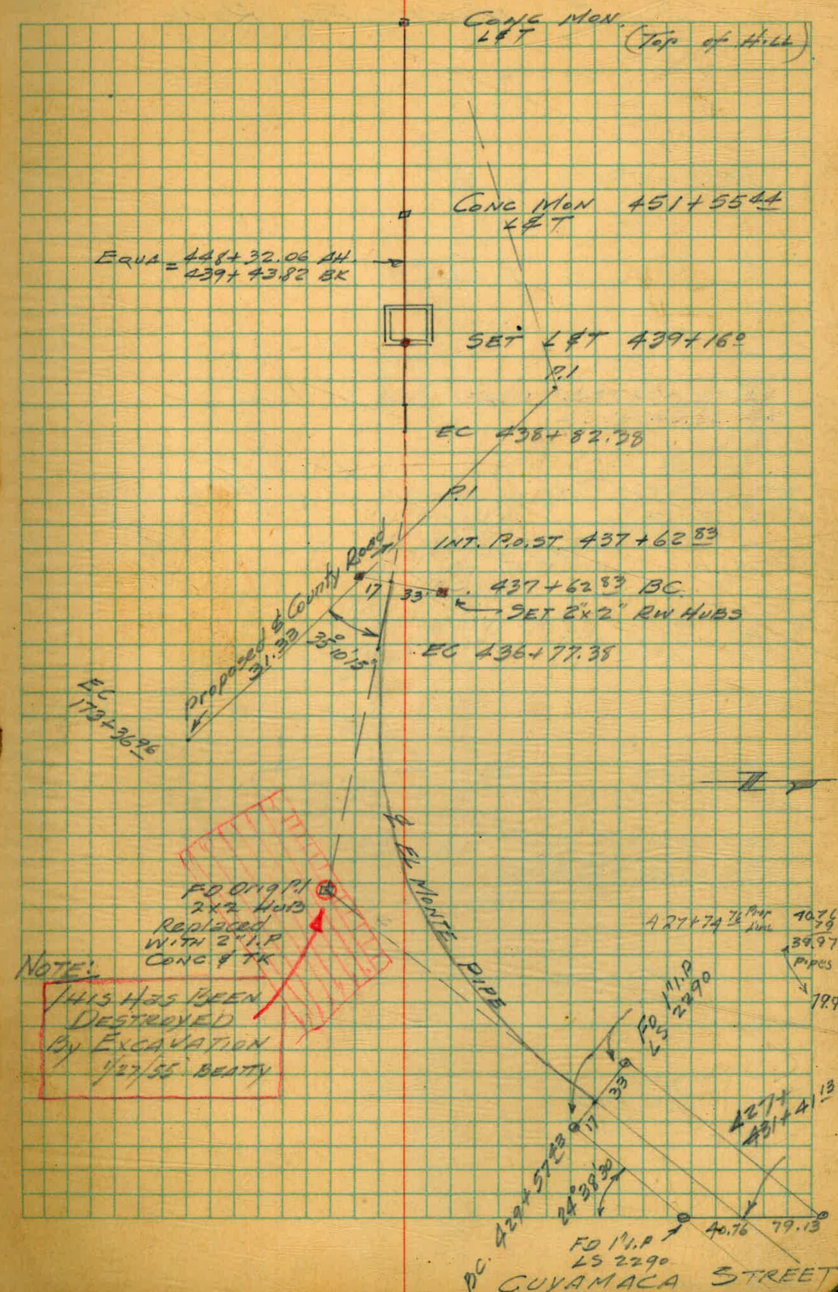
EL MONTE P.L. ROW

27.82
167.94
195.76
155.84
351.60

412+46^88 Chis x on curb PIERCE DR. (BEATTY 1/27/55)

419+14^53 / 420+02^92 } Chis x on Curbs on EL MONTE ST. " "

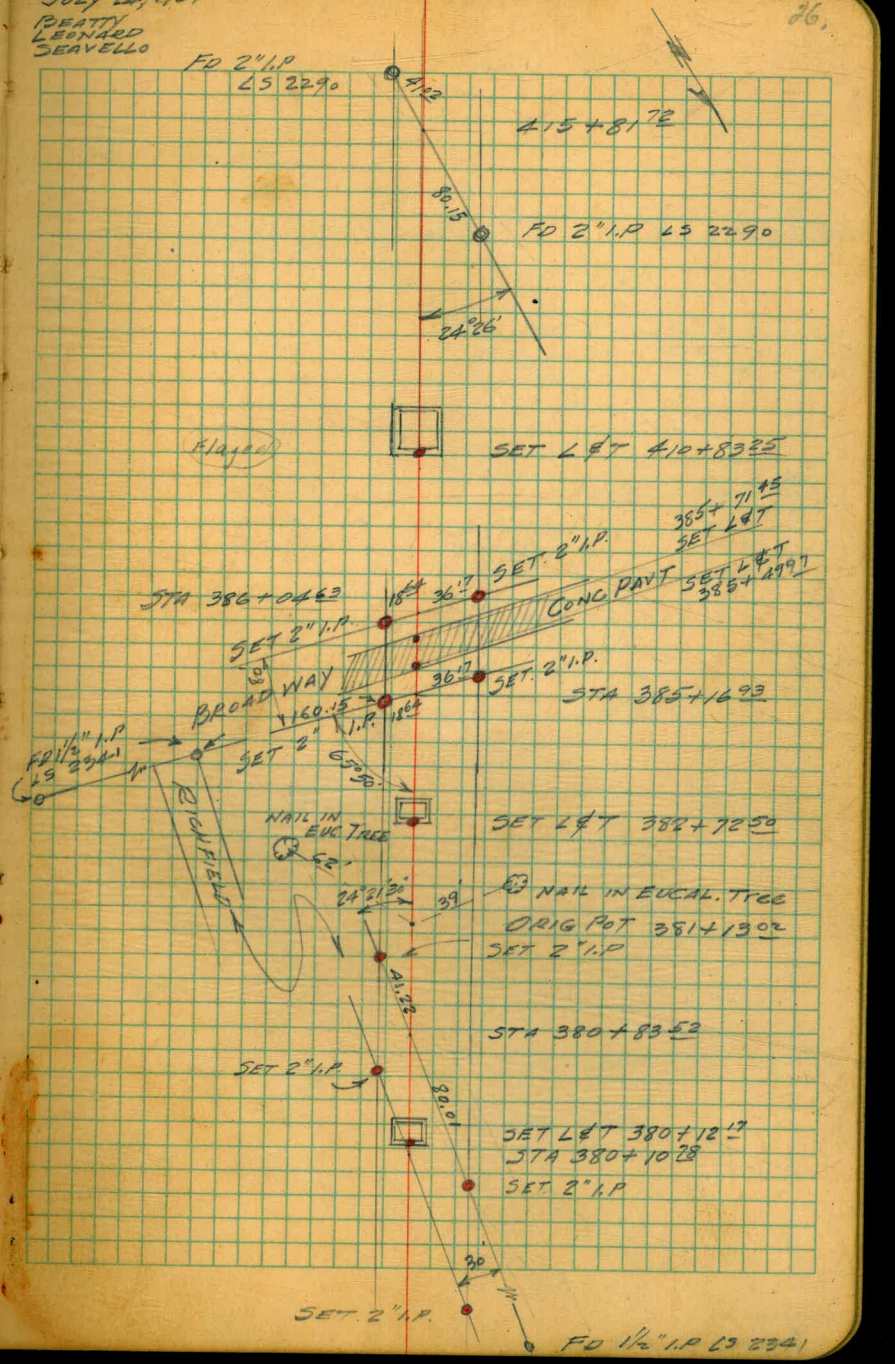
426+57^67 / 427+48^35 } Curbs Chis. x on CUYAMACA ST. (BEATTY 1/27/55)


CONC MON. ℄T (Top of Hill)
CONC MON 451+55.44 ℄T
EQUA = 448+32.06 AH. = 439+43.82 BK
SET ℄T 439+16.0
P.I
EC 438+82.38
P.I
INT. P.O.ST. 437+62.83
437+62.83 BC.
SET 2"x2" RW HUBS
17
33
EC 436+77.38
Proposed ℄ County Road
31.33
35°10'15"
EC 173+36.96
℄ EL MONTE PIPE
FD Orig P.I 2x2 HUB Replaced WITH 2" I.P CONC ℄ TK
NOTE: THIS HAS BEEN DESTROYED BY EXCAVATION 1/27/55 BEATTY
427+74.76 Prop line
40.76
.79
39.97
Pipes
79.92
FD 1" I.P LS 2290
33
17
427+ 431+41.13
BC 429+57.23
24°38'30"
FD 1" I.P LS 2290
40.76
79.13
CUYAMACA STREET

EL MONTE RL. ROW

397+00 L.H. Nail on North curb of St. ? NAME

JULY 24, 1951
BEATTY
LEONARD
SEAVELLO



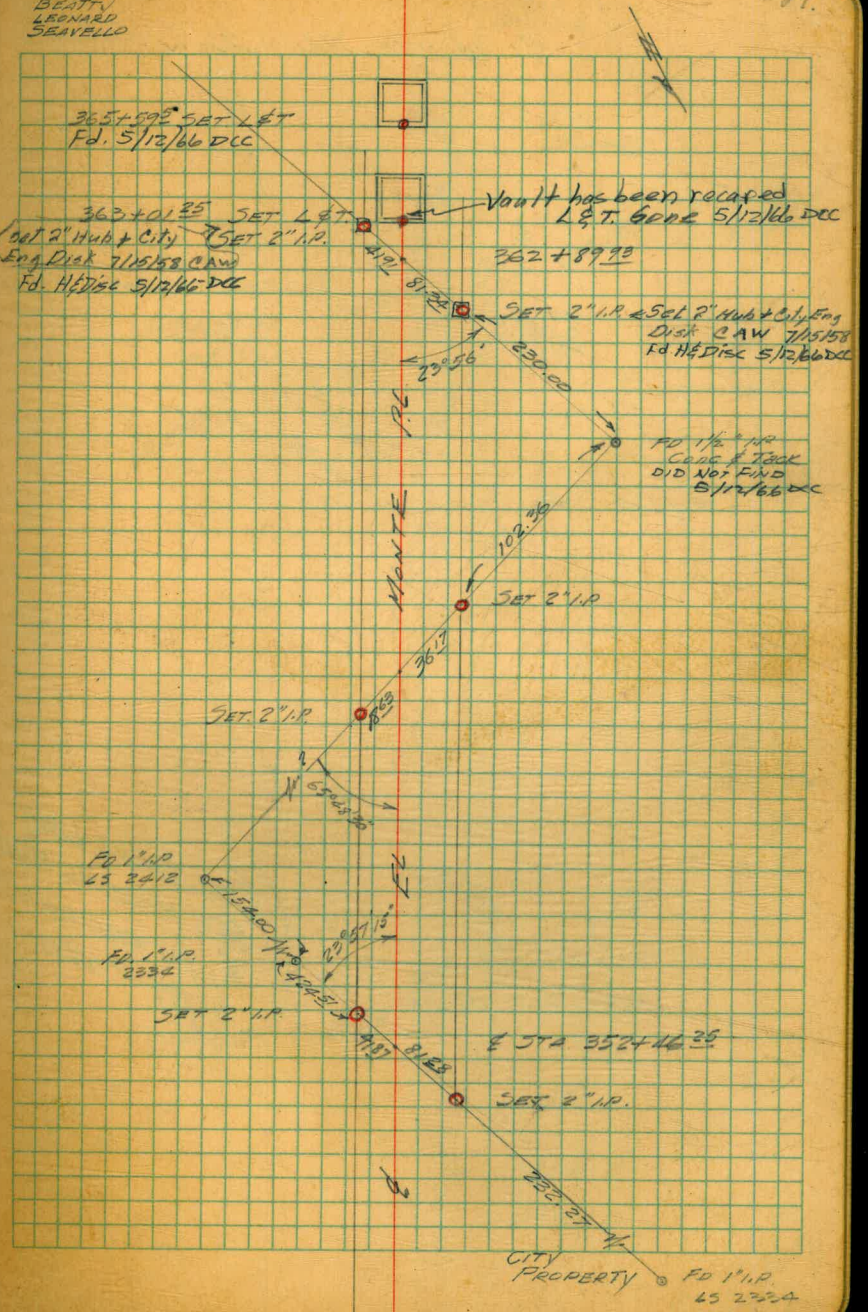
EL MONTE P.L. ROW

D1 25
89 93
1 1 32

42.A 38

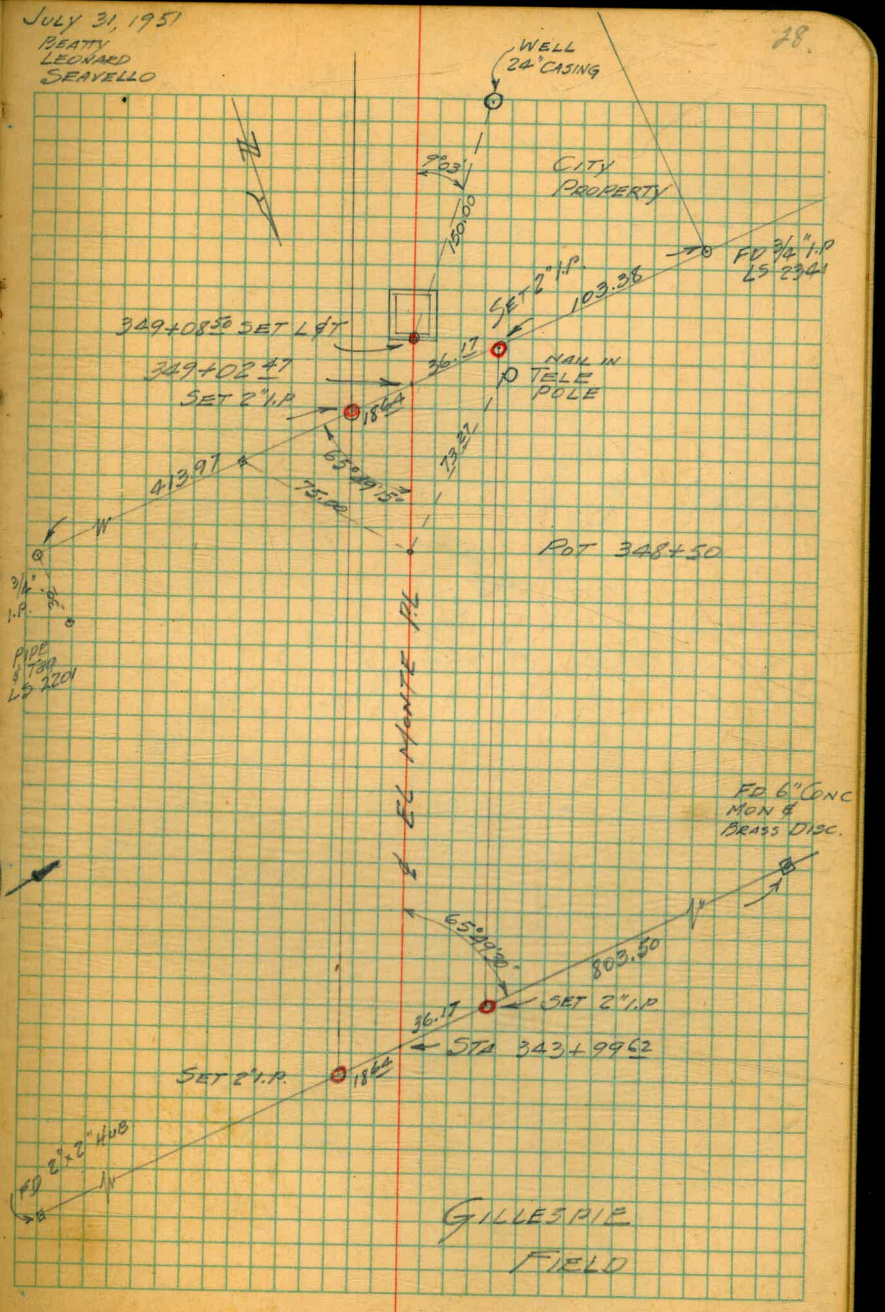
JULY 26, 1951
BEATTY
LEONARD
SEAVELLO

37.



EL MONTE PL ROW

JULY 31, 1951
BEATTY
LEONARD
SEAVELLO

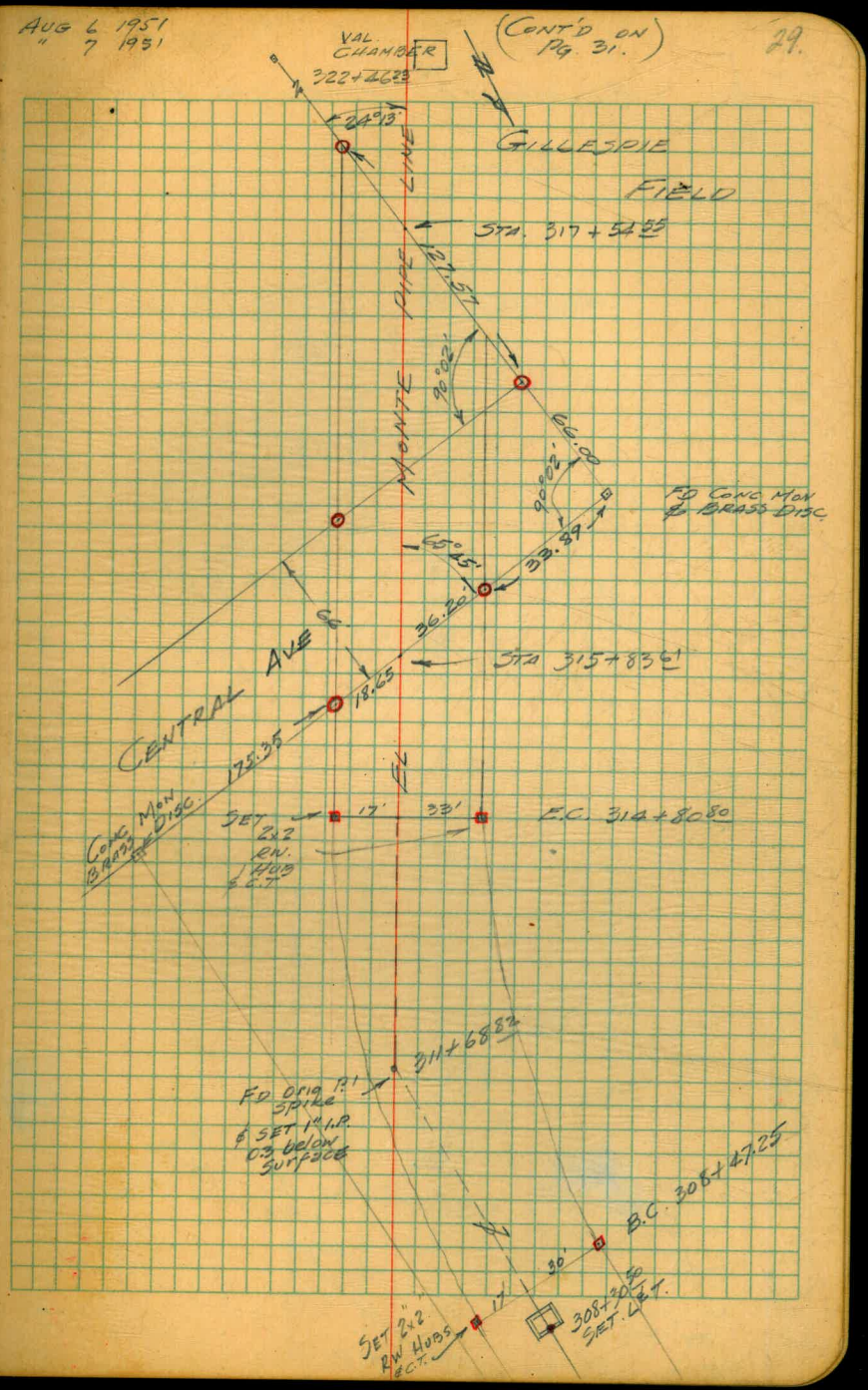


SEE Loose Leaf
SHT. Misc. EL MONTE
II, for encroachm't
11/1/57 — WEST.

EL MONTE PIPELINE ROW

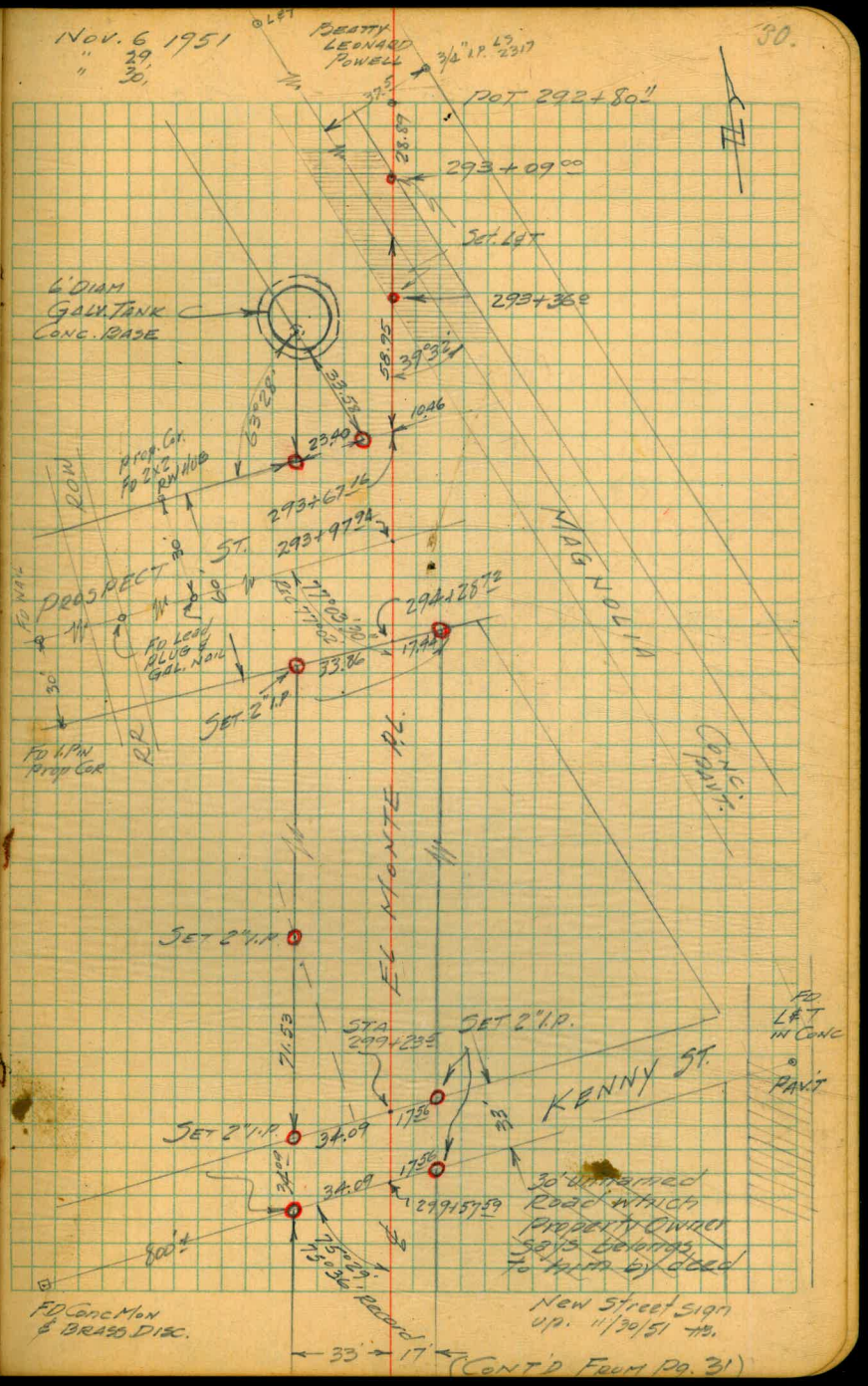
AUG 6 1951
" 7 1931

(CONT'D ON PG 31.)



EL MONTE PIPELINE ROW.

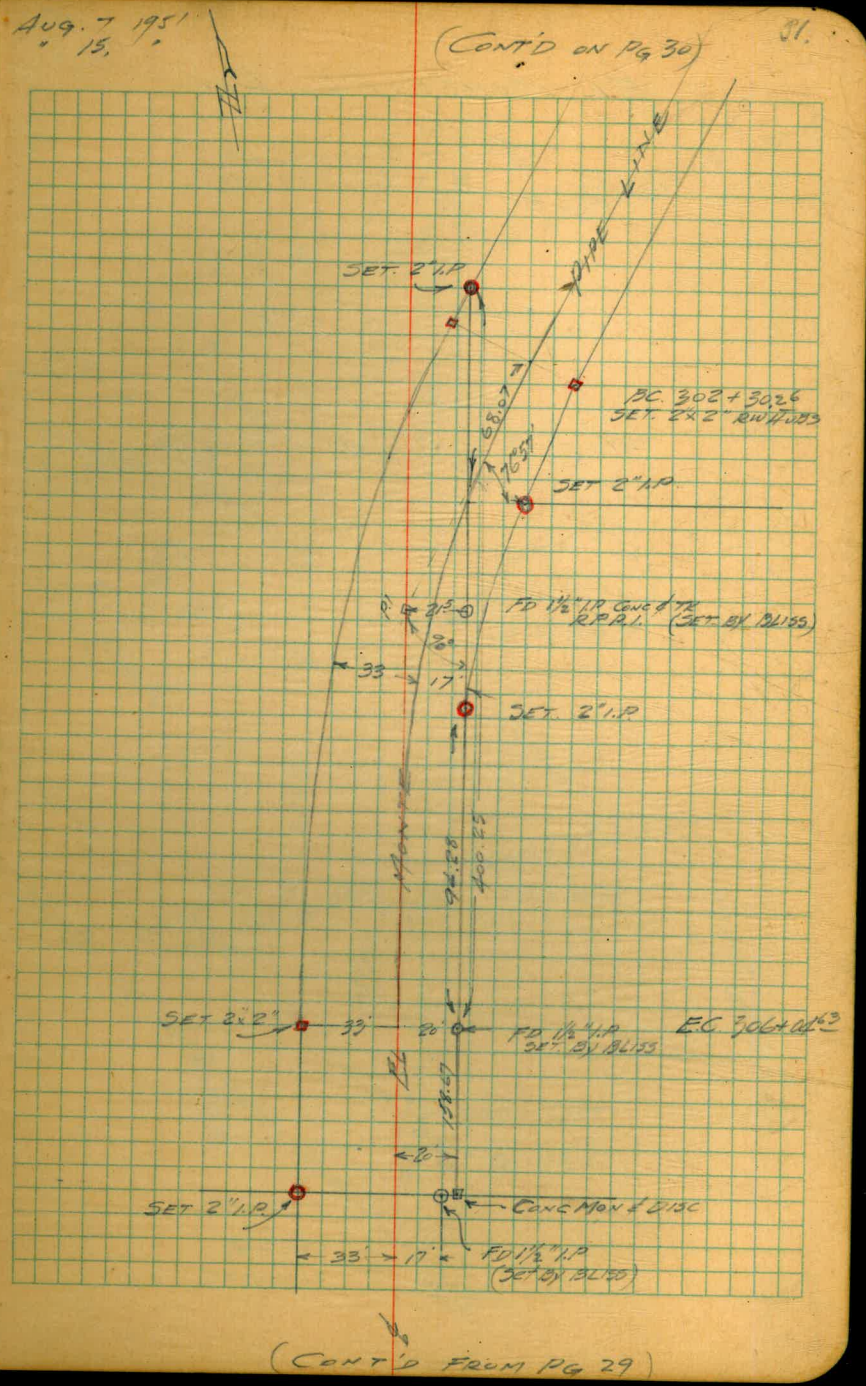
NOV. 6 1951
" 29
" 30.



EL MONTE P.L. R.O.W.

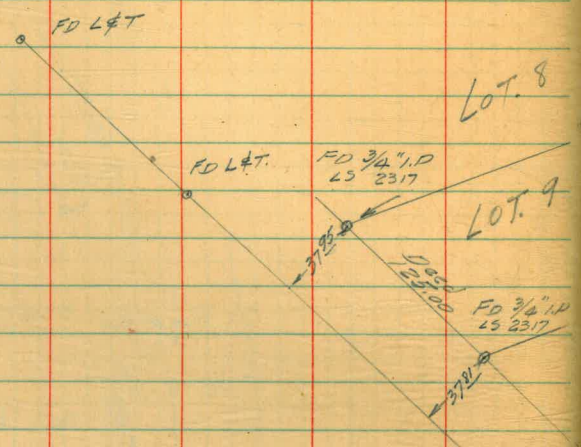
Aug. 7 1951
" 15. "

(CONT'D ON PG 30)



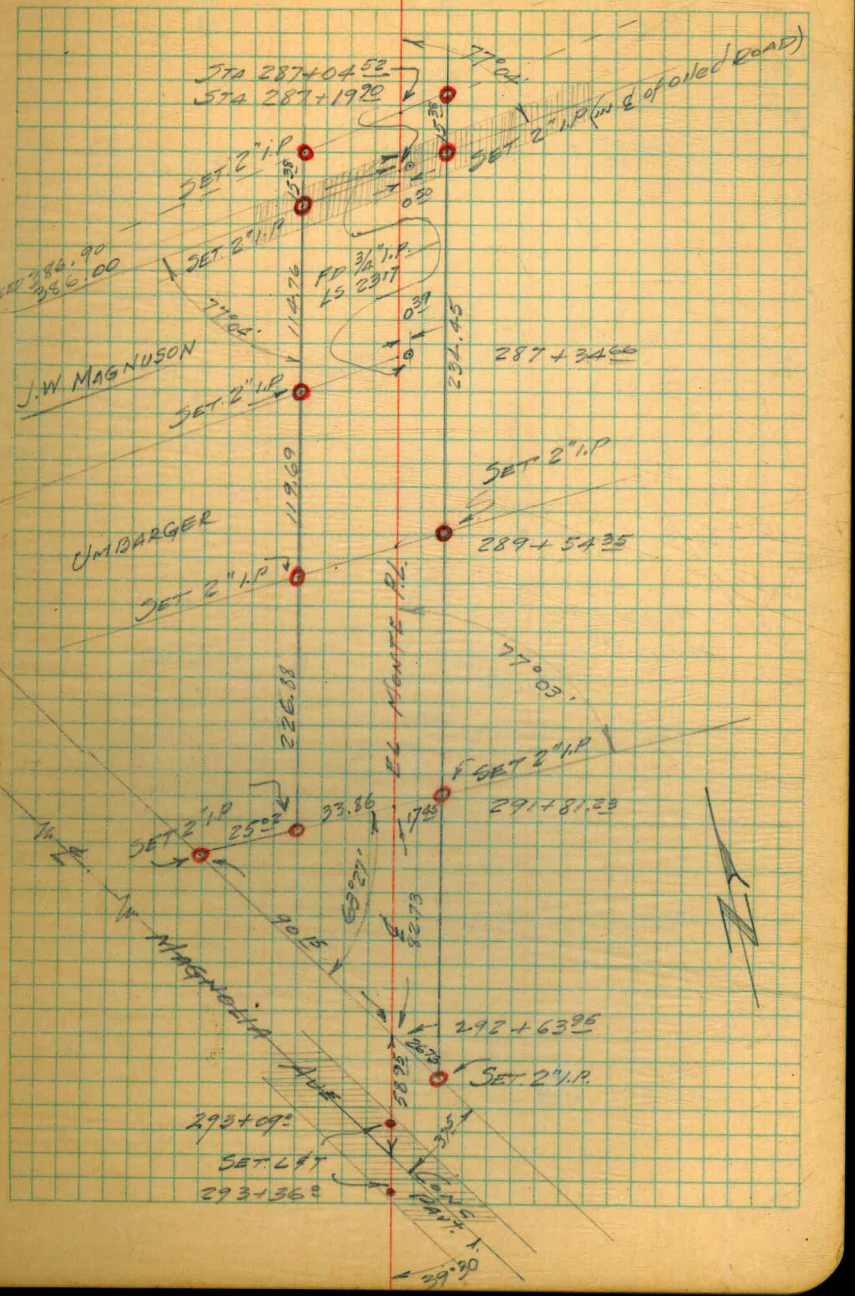
(CONT'D FROM PG 29)

EL MONTE P.L. ROW



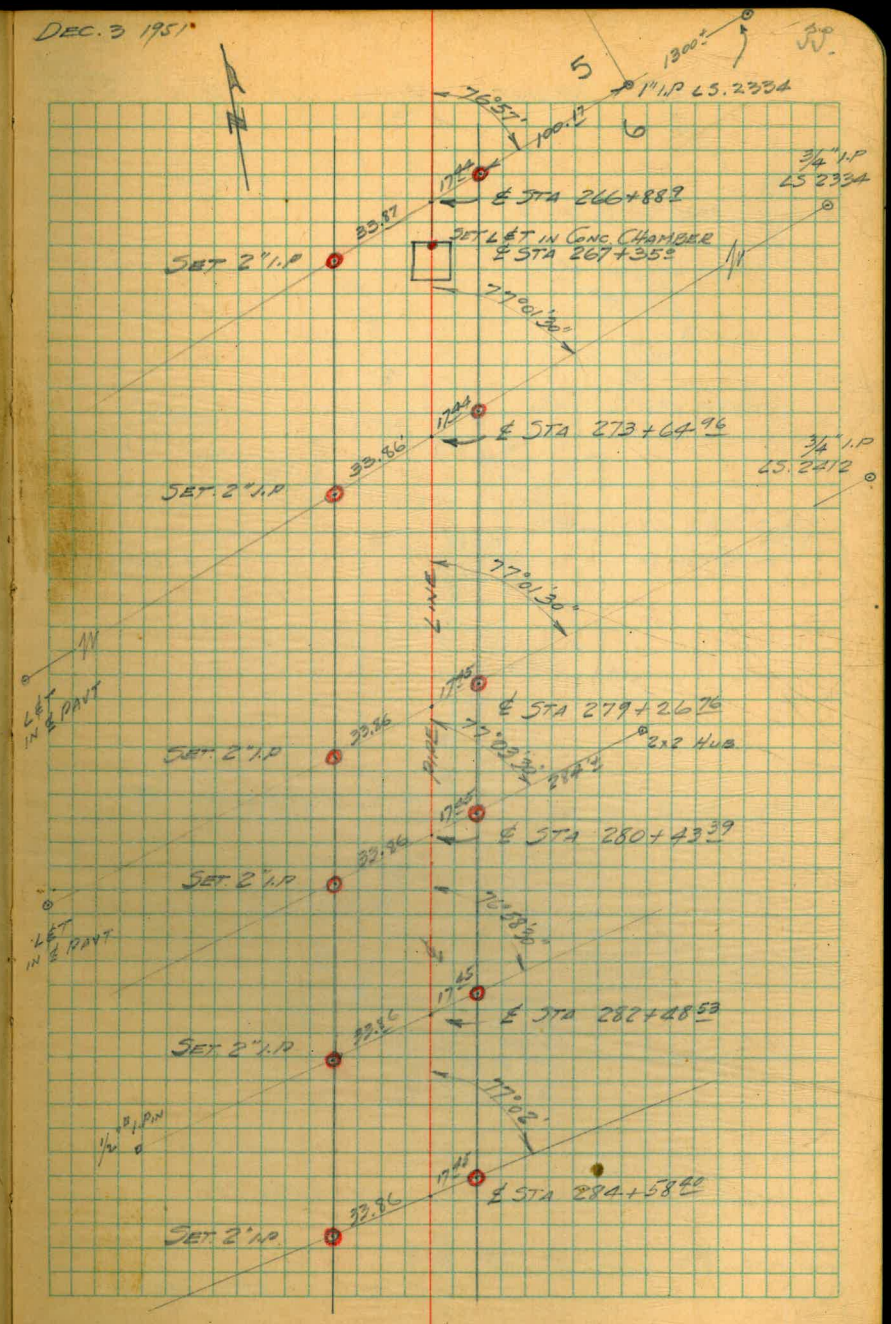
DEC. 1 1951
" 3. "
" 5. "

58.



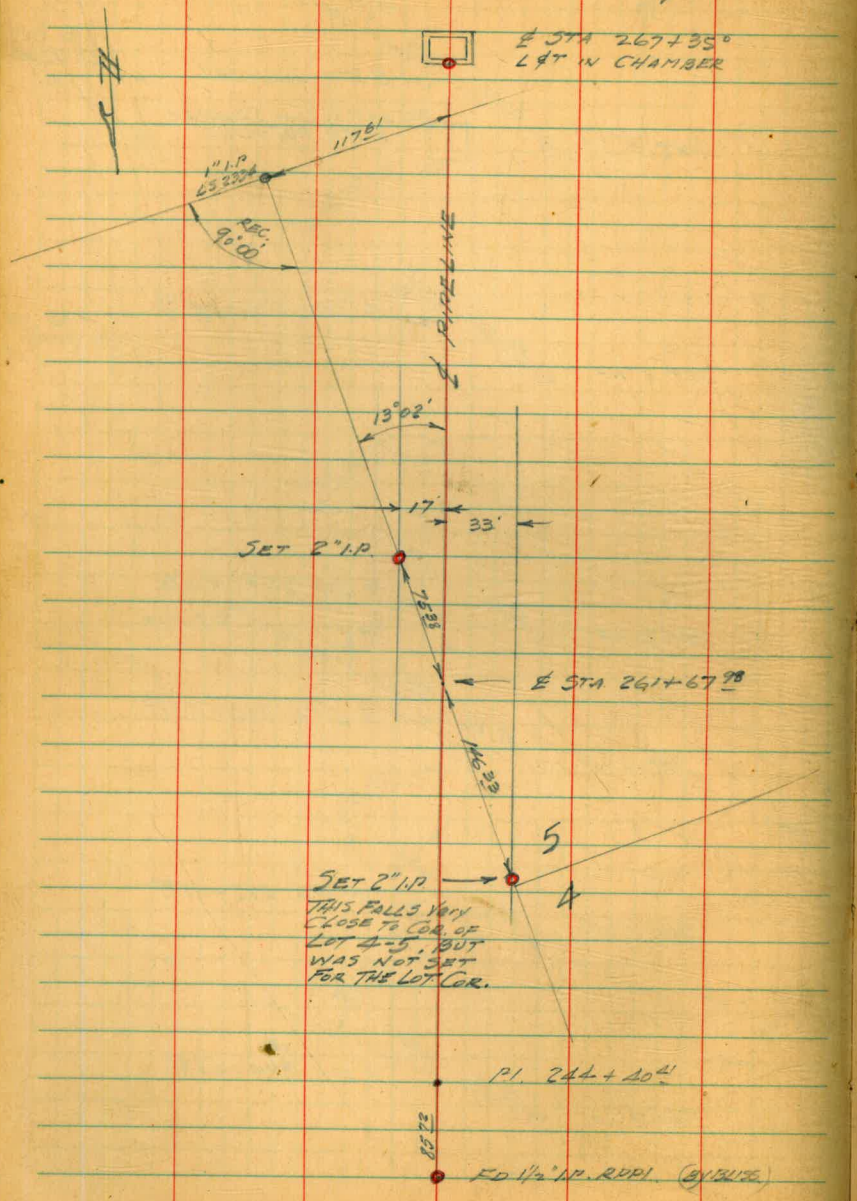
EL MONTE PIPELINE ROW

DEC. 3 1951



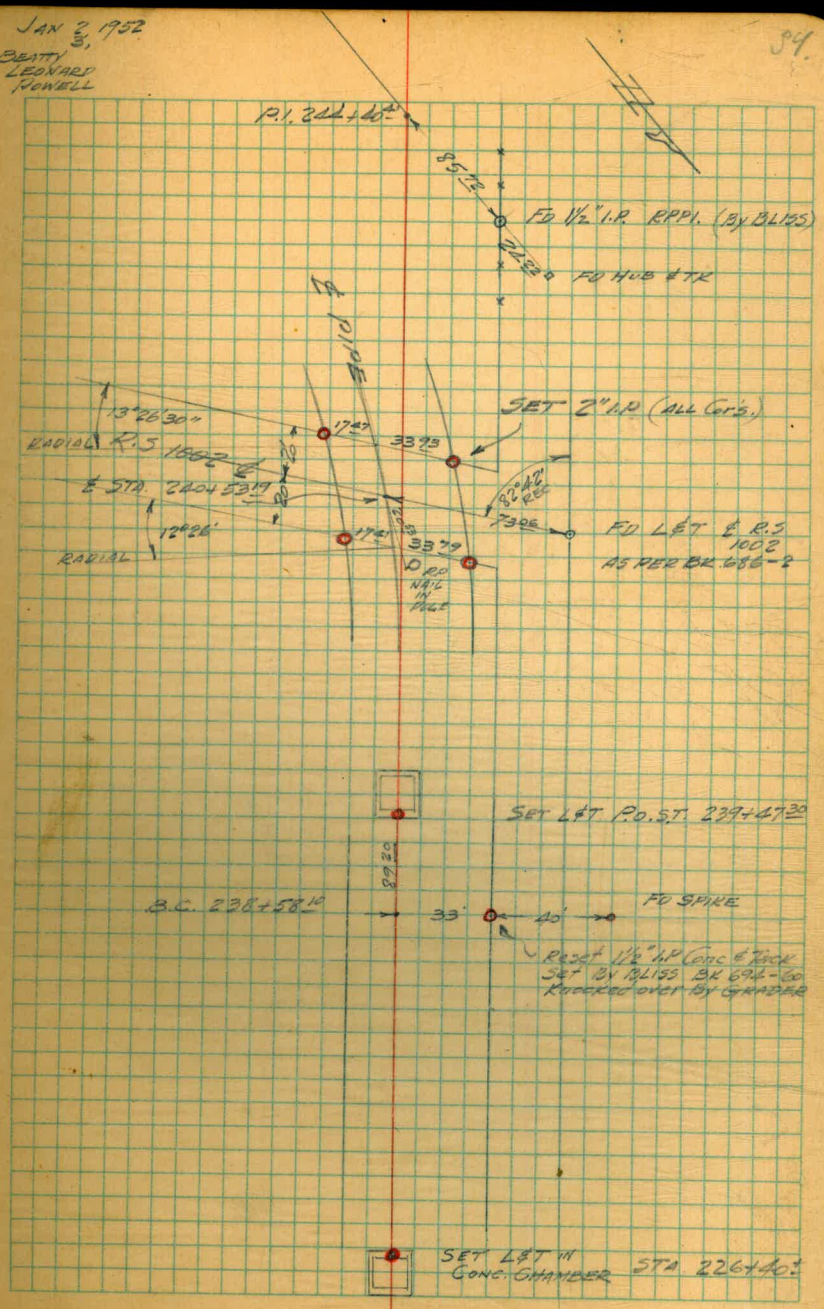
DEC. 31, 1951

EL MONTE PIPELINE R/W

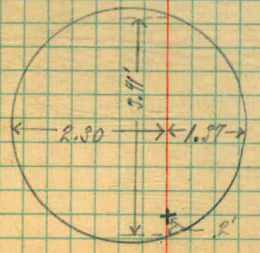


JAN 2 3, 1952
BEATTY
LEONARD
POWELL

84.



STATIONING OF CHAMBERS ON EL MONTE PIPE LINE, SEC. IV



512 + 79.7

AIR VENT, WEST PORTAL GROSSMONT TUNNEL.
CHISELED + ON STEEL COVER AT STA. 512+79.70
0.2' FROM EDGE OF RIM.

PROFILE & X-SECTIONS OF PROPOSED ROADWAY AT LA JOLLA, & APE LINE Sta 1+00

B.M.	+2.78	394.08		391.3	
T.P.	+0.02	381.82	-12.28	381.80	ROCK
T.P.	+0.50	369.56	-12.76	369.06	ROCK
T.P.	+0.47	357.21	-12.82	356.74	ON ROCK
0+00			-11.8	345.9	ON PVM'T
0+38			-7.8	349.4	EDGE BERM.
0+50			-8.0	349.2	
1+00			-4.9	352.3	
1+50			-2.4	354.8	
1+70			-3.3	353.9	
T.P.	+12.64	368.35	-1.50	355.71	ROCK
2+00			-12.6	355.7	
2+50			-8.8	359.5	
3+00			-3.9	364.4	
2+75			-5.3	363.0	
3+12			-4.5	363.8	
3+21			-3.6	364.7	
3+50			-1.6	366.7	
T.P.	+12.52	379.18	-1.69	366.66	ROCK
4+00			-1.0	378.2	
T.P.	+11.43	390.08	-0.55	378.65	ROCK
4+50			-3.4	386.7	
T.P.	+8.03	397.97	-0.14	389.94	ROCK
4+75			-7.5	390.5	
5+00			-2.6	395.4	

REDUCED NOTES CHECKED BY E.W.E. 4-15-49

APRIL 14, 1949 — LEONARD PAYNE CARVER — 72.

X-SECTIONS OF PROPOSED ROADWAY AT LA JOLLA COUNTRY CLUB DRIVE

4+21.3		+10.7		4+00		-10.2		-14.2
100		50				50'		72 FENCE
399.5		388.9		378.2		368.0		364.0
+24.5		+13.6	+7.5	3+50		-10.6		-13.1
100'		50'	15'			50'		72 FENCE
391.2		380.2	371.2	366.7		356.1		353.6
+23.0		+12.2'		3+21		-5.7		-11.6
100'		50'				25'		80' FENCE
387.7		377.9		364.9		359.0		353.1
				~~3+12~~ ~~363.8~~				
+21.7	+16.0	+11.8		3+00		-10.5		-13.1
100'	66'	50'				50'		70 FENCE
386.1	380.4	376.2		364.4		353.9		351.3
+16.8	+13.0	+9.6		2+75		-10.7		-14.6
100'	70'	50'		363.0		50'		71 FENCE
379.8	376.0	372.6				352.3		348.4
+15.5		+9.8		2+50		-8.0	-6.9	-13.4
100'		50'		359.5		48'	50'	71 FENCE
375.0		368.8				350.5	349.6	346.1
+13.5	+10.6	+8.2		2+00		-8.0	-4.0	-13.0
100'	68'	50'		354.7		46'	55'	74 FENCE
369.0	366.3	363.9				347.7	344.7	342.7
	+9.2	+6.7		1+70		-7.9		+12.4
	77	50'		353.9		50'		78 FENCE
	363.1	360.6				346.0		341.5
EDGE PVMT.	+8.0	+5.7		1+50		-9.0	-11.4	-13.0
	71'	50'		351.8		58'	63'	76 FENCE
	362.8	360.5				345.8	343.4	341.8
			+3.0	1+00		-5.4	-8.5	-12.0
			58'	358.8		50'	72	78 FENCE
			355.3			346.9	343.8	342.3
			+3.1	0+50		-5.0		-7.9
		EDGE PVMT.	27'	348.2		50'		81 FENCE
			352.3			344.2		341.3
				0+00				
				346.9				

		397.97		395.1 EE
6+50			-2.9	396.1
5+75.97	E.C.		-6.0	392.0
Sta. 2+00	℄ Pipe Line		-1.17	396.80 = 396.7
" 1+00	"		-6.20	391.77 = 391.7

REDUCED NOTES CHECKED BY E.W.E. 4/15/49.

X-Sections of Proposed Roadway at La Jolla, Cont'd.

+18.9	+9.5		5+00	-18.6	-18.8	
100'	50'		395.4	50'	55' Fence	
414.3	404.9			381.8	380.6	
+22.2'	+11.4'		9+25	-4.9	-11.0	-12.0
100'	50'		395.4	18'	50'	57' Fence
412.7	401.9		390.5 EE	385.8	379.5	378.5
+22.0	+10.7		4+50		-10.8	-14.4
100'	50'		386.7		50'	66' Fence
409.7	397.4				375.9	372.3

Nov. 12, 13 } 1948. Leonard West Payne
Dec. 1, 2, 3

TRAVERSE ALONG EAST LINE OF SEC. 34, T16S, R2W. SBM.

52+87.91 Fd 2" pipe with plug & T. S.E. Cor. Sec. 27. N.E. Cor. Sec. 34.
Distance from N.W. Navy Cor. chained by this party.

45+05.10 3" pipe, N.W. Cor. Navy Radio Sta.
(City Eng's. distance, same source as below).

33+05.84 3" pipe, S.W. Cor. Navy Radio Sta. (City Eng's. distance taken from F.B. 1383, page 72.)

Line to S.W. Cor. Navy Sta. bears 0° 27' Rt. from ¼ Cor.

26+45.44 East ¼ Cor. Sec. 34. City Fence Line to West.

26+16.39 Fd. Nail on line, set by City Eng's, as end of random line run along E-W ¢ of Sec. 34. See City Eng's F.B. 1383, P. 71.

24+67.44 Fd. 2"x2" Hub & Tack on line. Shown on PRS, F.B. 264.

Note: In order to utilize work done previously by this party, line moved West 0.16 to Hub, and continued N. on parallel line.

16+51.93 Fd. 2"x2" Hub & Tack, .16' Lt. of Line. S.W. Cor. Cholla Reservoir.
City Prop. Cor. See page 28, F.B. 264

15+00.78 Fd. 2"x2" Hub & Tack 0.26' Lt. (West) of Line

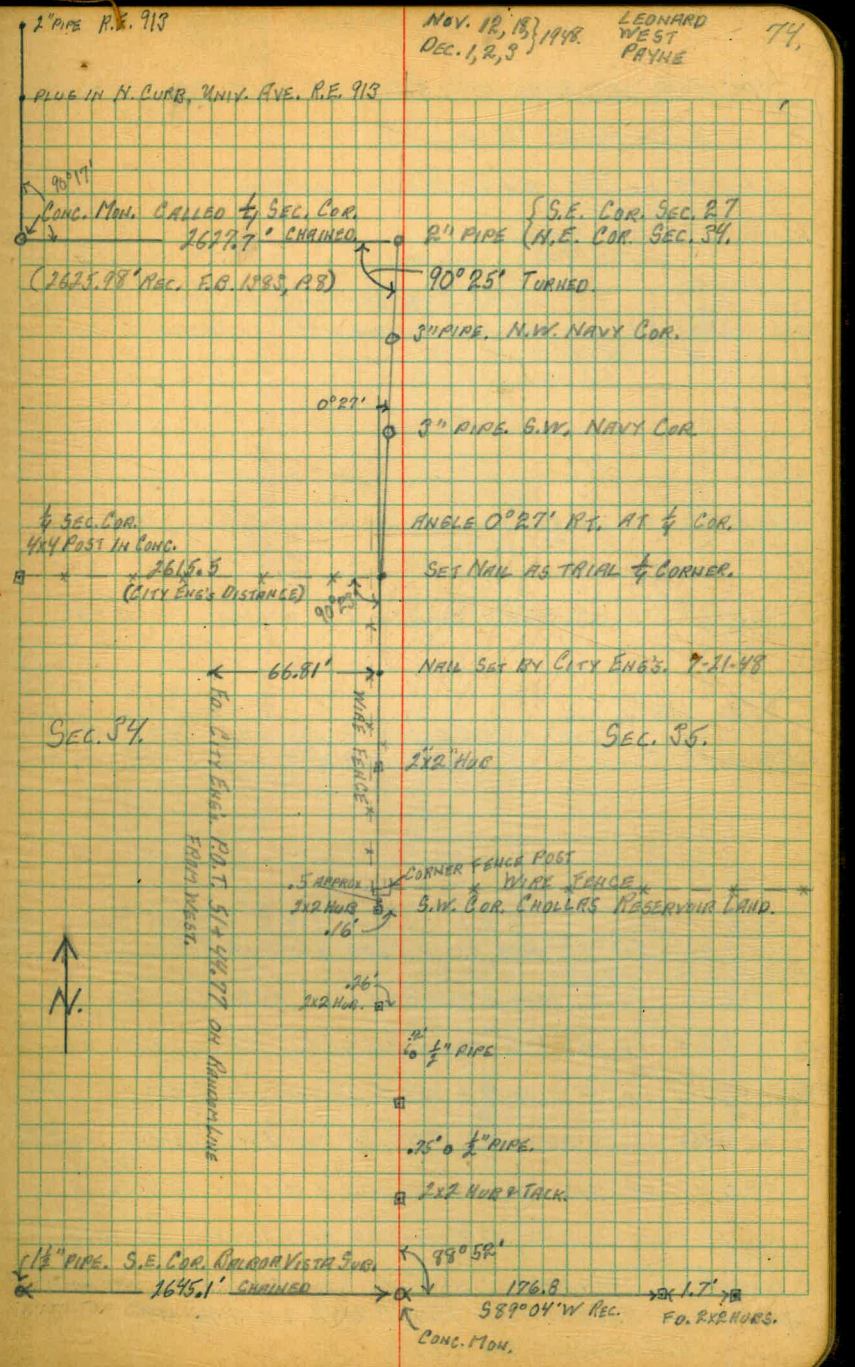
13+22.45 Fd. ½" pipe, 0.2' Rt. (East) of Line.

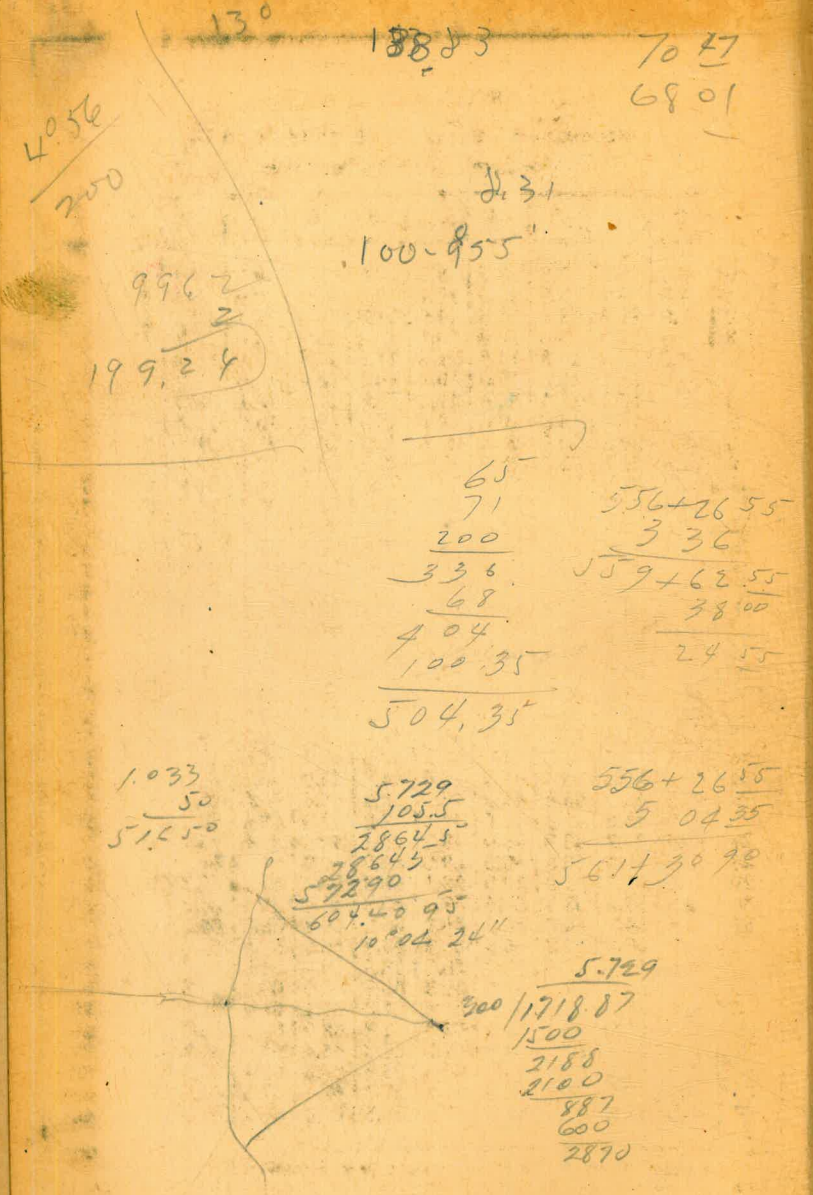
10+00.28 Fd. 2"x2" Hub & Tack on line. Used as P.O.T.

8+27.46 Fd. ½" pipe, 0.75' Rt. (East) of Line,

5+00.4 Fd. 2"x2" Hub & Tack on line.

0+00 Fd. Conc. Mon. cylinder shaped, approx 8" dia. top shattered. Called Cor. No. 4, Lot 13, Rancho Mission of S.D. on L.S. Map No. 249.





32×16

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.