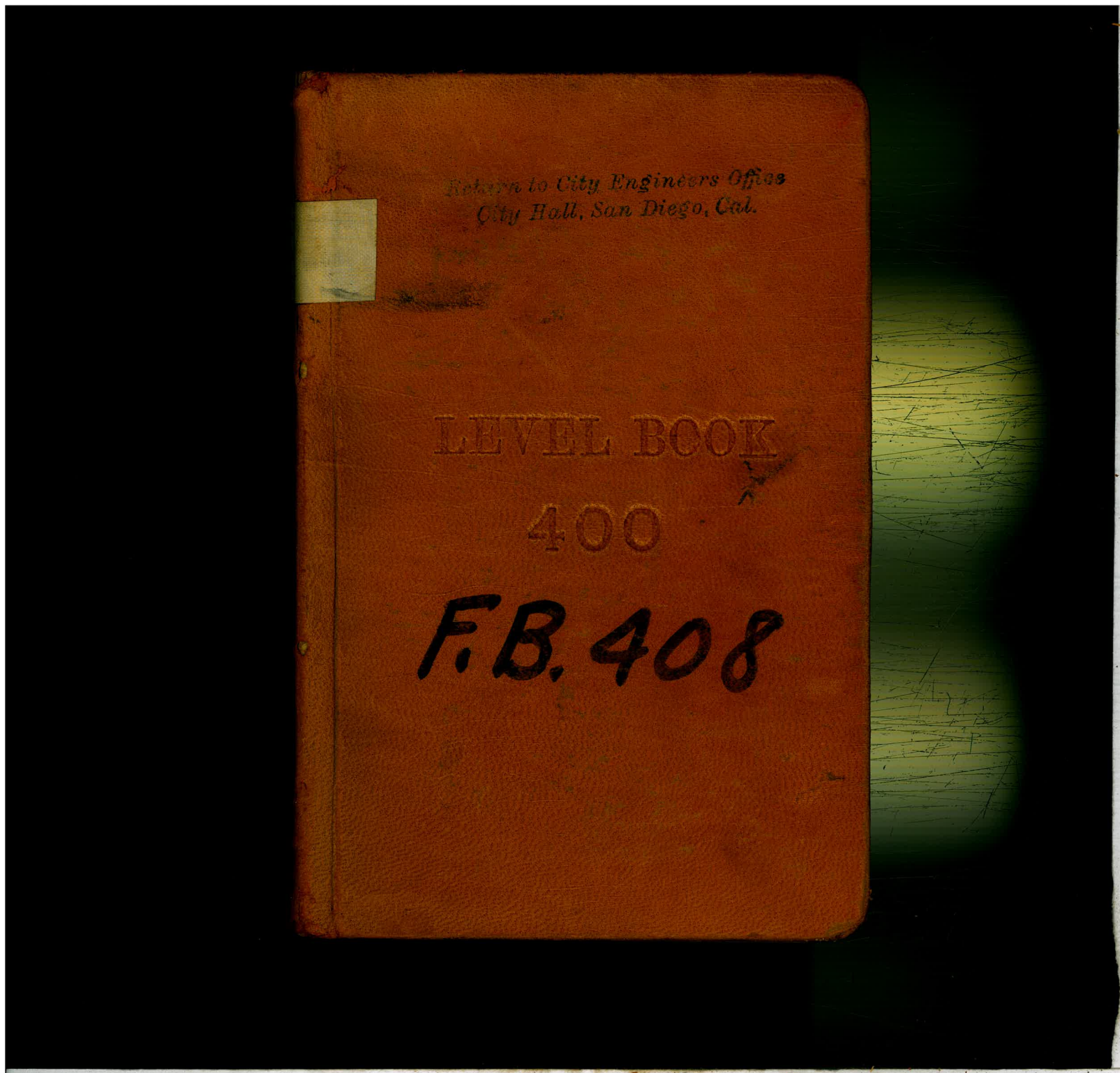
Return to City Engineers Office
City Hall, San Diego, Cal.
LEVEL BOOK
400
F.B. 408

H. S. CROCKER COMPANY
DRAWING MATERIALS AND
SURVEYING INSTRUMENTS
SAN FRANCISCO

408

MICROFILMED
DEC 1 0 1964

TABLES FOR EXCAVATIONS AND EMBANKMENTS

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING

Roadway 18 Feet Wide. Side Slopes 1 to 1.
For Single Track Excavation.

"Copyright, 1895, by Kueffel & Esser Co."

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

Calculated by Julien A. Hall, M. Am. Soc. C. E.

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2,34

FROM
Loring's Book Store

X-section Ibis St. N.L. Broadway to Pueblo Line
2+99' N of Hunter

B.M. SPK in pole on Hawk 50's of Lewis. 268.65 + R		H.I.	− R	8/5/08	Dunkle Shaw Thomas
B.M.	2.34	270.99		268.65	
T.P.	3.30	273.03	1.26	269.73	
		N.L. Broadway			
W			4.0	269.0	
Crb			3.7	269.3	
1/4			4.1	268.9	
M			4.1	268.9	
1/4			4.1	268.9	
Crb			3.9	269.1	
E			4.4	268.6	
		0+25' N			
E			3.8	269.2	
Crb			3.9	269.2	
1/4			4.1	268.9	
M			4.5	268.5	
1/4			4.4	268.6	
Crb			4.0	269.0	
W			4.1	268.9	

		0+50		
W			4.7	268.3
Crb			4.1	268.9
1/4			4.2	268.8
M			4.0	269.0
1/4			3.3	269.7
Crb			3.9	269.1
E			3.7	269.3
		0+75		
E			4.4	268.6
Crb			4.5	268.5
1/4			4.8	268.2
M			5.1	267.9
1/4			5.6	267.4
Crb			5.6	267.4
W			5.7	267.3

For X-Section Ibis-Lewis to Broadway see book 409 p58

		273.03		
		1+00		
W			5.7	267.3
Crb			5.8	267.2
1/4			5.0	268.0
M			5.4	267.6
1/4			5.6	267.4
Crb			5.6	267.4
E			5.9	267.1
		1+25		
F			7.4	265.6
Crb			6.9	266.1
1/4			6.2	266.8
M			6.3	266.7
1/4			6.3	266.7
Crb			6.5	266.5
W			7.3	265.7

		1+50		
W			12.4	260.6
Crb			10.5	262.5
1/4			8.5	264.5
M			7.4	265.6
1/4			7.2	265.8
Crb			7.0	266.0
E			7.9	265.1
T.P.	1.55	262.23	12.35	260.68
		1+75		
E			2.9	259.3
Crb			6.2	256.0
1/4			9.1	253.1
M			10.8	251.4
1/4			12.9	249.3
Crb			13.0	249.2
W			12.5	249.7
T.P.	0.50	250.00	12.73	249.50

		250.00		
		2+00		
W			9.6	240.4
crb			12.3	237.7
1/4			11.4	238.6
M			9.6	240.4
1/4			8.0	242.0
crb			5.3	244.7
E			3.7	246.3
T. P.	0.72	237.81	12.91	237.09
		2+25		
E			4.2	233.6
crb			5.3	232.5
1/4			6.8	231.0
M			8.1	229.7
1/4			8.4	229.4
crb			6.4	231.4
W			1.9	235.9

		2+50		
W			6.5	231.3
crb			11.5	226.3
1/4			15.4	222.4
M			17.1	220.7
1/4			17.3	220.5
crb			15.9	221.9
E			15.6	222.2
T. P.	6.66	231.65	12.82	224.99
		2+75		
E			21.4	210.3
crb			21.1	210.6
1/4			19.1	212.6
M			16.1	215.6
1/4			13.0	218.7
crb			8.2	223.5
W			2.4	229.3

231.65

3+00 = 5.L. Stockton

W	2.2	229.5
Crb	7.7	224.0
1/4	12.9	218.8
M	17.1	214.6
1/4	20.3	211.4
Crb	23.1	208.6
E	26.4	205.3

S. Curb

E	25.5	206.2
Crb	22.4	209.3
1/4	19.6	212.1
M	16.8	214.9
1/4	12.5	219.2
Crb	7.4	224.3
W	1.7	230.0

5 1/4

5 231.65

W	1.0	230.7
Crb	7.1	224.6
1/4	12.2	219.5
M	16.5	215.2
1/4	19.0	212.7
Crb	22.0	209.7
E.	24.9	206.8

Center

E.	23.6	208.1
Crb	20.9	210.8
1/4	17.7	214.0
M	15.3	216.4
1/4	11.9	219.8
Crb	7.1	224.6
W	0.9	230.8

231.65

N 1/4

W		0.2	231.5
crk		5.9	225.8
1/4		10.7	221.0
M		13.3	218.4
1/4		15.6	216.1
crk		18.9	212.8
E.		22.00	209.7

N cut W

E		20.1	211.6
crk		17.3	214.4
1/4		14.2	217.5
M		11.6	220.1
1/4		8.2	223.5
crk		4.7	227.0
W		+0.4	232.1

N. L. Stocton

W		+1.4	233.1
Crk		2.2	229.5
1/4		5.5	226.2
M		9.3	222.4
1/4		11.2	220.5
crk		14.5	217.2
E		17.4	214.3
T. P.	10.70	242.32	0.03	231.62

0 + 25' N

E		22.2	220.1
crk		17.2	225.1
1/4		13.1	229.2
M		9.1	233.2
1/4		6.3	236.0
Crk		4.0	238.3
W		0.8	241.5

		242.32		
		0+50		
W			+8.4	250.7
crb			+6.6	248.9
1/4			+4.6	246.9
M			+1.3	243.6
1/4			3.9	238.4
crb			17.3	225.0
E			17.8	224.5
T.P.	12.98	255.18	0.12	242.20
		0+75		
E			26.5	228.7
crb			21.6	233.6
1/4			16.1	239.1
M			10.3	234.9
1/4			3.2	252.0
crb			+0.6	255.8
W.			+4.5	259.7

		255.18		
		1+0		
W			+5.8	261.0
crb			0.6	254.6
1/4			4.8	250.4
M			9.4	245.8
1/4			12.4	242.8
crb			16.1	239.1
E.			19.9	235.3
		1+25		
E			8.0	247.2
crb			5.7	249.5
1/4			3.7	251.5
M			0.0	255.2
1/4			+2.6	257.8
crb			+6.0	261.2
W			+9.8	265.0
T.P.	12.73	267.64	0.27	254.91

		267.64		
		1+50		
W			+0.6	268.2
Crb			0.3	267.3
1/4			1.8	265.8
M			3.7	263.9
1/4			5.7	261.9
Crb			7.6	260.0
E.			9.7	258.9
T.P.	7.89	275.53	0.00	267.64
		1+75		
E			8.4	267.1
Crb			7.2	268.3
1/4			7.1	268.4
M			6.7	268.8
1/4			6.5	269.0
Crb			6.5	269.0
W.			6.3	269.2

		275.53		
		2+0		
W			5.2	270.3
Crb			5.8	269.7
1/4			5.8	269.7
M			5.8	269.7
1/4			5.7	269.8
Crb			5.9	269.6
E			5.9	269.6
		2+25		
E			4.5	271.0
Crb			4.6	270.9
1/4			4.7	270.8
M			5.1	270.4
1/4			5.0	270.5
Crb			4.7	270.8
W			4.4	271.1

	275.53	
	2+50	
W	4.1	271.4
Crb	4.1	271.4
1/4	4.3	271.2
M	4.3	271.2
1/4	4.4	271.1
Crb	3.9	271.6
E	3.6	271.9
	2+75	
E	3.5	272.0
Crb	3.6	271.9
1/4	3.4	272.1
M	3.2	272.3
1/4	3.7	271.8
Crb	3.8	271.7
W	3.8	271.7

3+00 = S.L. Hunter

W	4.1	271.4
Crb	3.6	271.9
1/4	3.3	272.2
M	3.1	272.4
1/4	3.0	272.5
Crb	3.0	272.5
E	2.8	272.7
	S. Curb	
E	2.8	272.7
Crb	3.1	272.4
1/4	3.0	272.5
M	3.0	272.5
1/4	3.3	272.2
Crb	3.7	271.8
W	4.0	271.5

275.53

S ½ Hunter

W	3.9	271.6
Crk	3.7	271.8
¼	3.3	272.2
M	3.0	272.5
¼	3.1	2724
Crk	3.3	272.2
E	2.7	272.8

Center

E	2.7	272.8
Crk	3.2	272.3
¼	3.4	272.1
M	2.9	272.6
¼	3.2	272.3
Crk	3.7	271.8
W	4.0	271.5

275.58

N ¼

W	4.8	271.2
Crk	3.8	271.7
¼	3.3	272.2
M	3.0	272.5
¼	3.0	272.5
Crk	2.9	272.6
E	2.5	273.0

N Crk

E	2.5	273.0
Crk	3.0	272.5
¼	3.0	272.5
M	2.8	272.7
¼	3.7	271.8
Crk	4.2	271.3
W	5.0	270.5

POSTED

B.M. SPK Top Post N.W. Cor Hunter & Ibis = 272.69

275.53

N. L. Hunter

W	5.4	270.1	
Crk	4.6	270.9	
1/4	3.6	271.9	
M	2.9	272.6	
1/4	3.2	272.3	
Crk	3.2	272.3	
E	2.6	272.9	
0 + 25 N			
E	3.0	272.5	
Crk	3.6	271.9	
1/4	3.5	272.0	
M	3.3	272.2	
1/4	3.7	271.8	
Crk	5.1	270.4	
W	6.2	269.3	

275.53

0 + 50

W	7.5	268.0	
Crk	7.4	268.1	
1/4	6.7	268.8	
M	6.2	269.3	
1/4	6.4	269.1	
Crk	6.4	269.1	
E	5.3	270.2	
0 + 75			
E	8.7	266.8	
Crk	9.5	266.0	
1/4	9.5	266.0	
M	8.9	266.6	
1/4	9.1	266.4	
Crk	9.7	265.8	
W	9.5	266.0	

		275.53		
		1+00		
W			12.4	263.1
Crb			12.8	262.7
1/4			12.5	263.0
M			12.8	262.7
1/4			13.1	262.4
Crb			12.8	262.7
E.			12.5	263.0
T.P.	0.98	263.61	12.90	262.63
		1+25		
E			3.6	260.0
Crb			4.1	259.5
1/4			4.5	259.1
M			4.4	259.2
1/4			4.3	259.3
Crb			4.5	259.1
W			4.3	259.3

		263.61		
		1+50		
W			8.4	255.2
Crb			8.1	255.5
1/4			7.9	255.7
M			7.3	256.3
1/4			6.6	257.0
Crb			7.1	256.5
E			7.4	256.2
		1+75		
E			10.5	253.1
Crb			10.9	252.7
1/4			11.5	252.1
M			12.1	251.5
1/4			12.6	251.0
Crb			12.6	251.0
W			12.9	250.7
T.P.	1.65	252.61	12.65	250.96

		252.61			
		2+0			
W			9.6	243.0	
Crb			8.6	244.0	
1/4			8.3	244.3	
M			7.0	245.6	
1/4			5.4	247.2	
Crb			4.0	248.6	
E			3.8	248.8	
		2+25			
~~E~~			7.6	245.0	
Crb			9.9	242.7	
1/4			11.8	240.8	
M			12.9	239.7	
1/4			14.6	238.0	
Crb			15.3	237.3	
W			16.6	236.0	
T.P.	2.85	243.00	12.46	240.15	

			2+50		
W			14.4	228.6	
Crb			12.7	230.3	
1/4			10.3	232.7	
M			9.0	234.0	
1/4			8.1	235.9	
Crb			6.0	237.0	
E			4.6	238.4	
T.P.	0.51	233.18	10.33	232.67	
		2+75			
E			+0.4	233.6	
Crb			2.9	230.3	
1/4			4.6	228.6	
M			7.4	225.8	
1/4			9.9	223.3	
Crb			11.4	221.8	
W			13.8	219.4	

POSTED

233.18

2+99 N of Hunter = P.L.

W	21.2	212.0
Crb	19.3	213.9
1/4	16.9	216.3
M	14.8	217.4
1/4	12.2	221.0
Crb	10.3	222.9
E	6.9	226.3

POSTED

X-Section Robinson St W.L. Albatross for
3+95' West " " 60' 8/8/08 Dunkle Shaw Thomas

B.M. P/g N.W. Cor 3rd & Robinson = 283.84

	+ R	H.I	− R	Elev
B.M.	1.53	285.37		283.84
T.P.	1.20	273.90	12.67	272.70
T.P.	2.35	267.83	8.42	265.48
		267.83		

W.L. Albatross

N			1.4	266.4
Crb			1.7	266.1
1/4			2.0	265.8
M			2.1	265.7
1/4			1.6	266.2
Crb			1.8	266.0
S			2.6	265.2

Plotted

0+25' W

S			3.1	264.7
Crb			3.2	264.6
1/4			2.7	265.1
M			2.7	265.1
1/4			2.9	264.9
Crb			2.4	265.4
N			1.9	265.9

POSTED

0+50

N			2.3	265.5
Crb			2.9	264.9
1/4			3.2	264.6
M			3.2	264.6
1/4			3.5	264.3
Crb			3.7	264.1
S.			3.5	264.3

0+75

S			3.6	264.2
Crb			3.3	264.5
1/4			3.3	264.5
M			3.5	264.3
1/4			3.3	264.5
Crb			2.9	264.9
N			2.7	265.1

POSTED

POSTED

	267.83		
	1+00		
N	~~1+00~~	2.8	265.0
crb		2.7	265.1
1/4		2.7	265.1
M		3.1	264.7
1/4		3.2	264.6
crb		3.3	264.5
S		3.3	264.5
	1+25		
S		3.5	264.3
crb		3.5	264.3
1/4		3.5	264.3
M		3.7	264.1
1/4		3.4	264.4
crb		3.2	264.6
N		3.2	264.6

	267.83		
	1+50		
N		3.6	264.2
crb		3.7	264.1
1/4		4.0	263.8
M		4.2	263.6
1/4		4.1	263.7
crb		4.1	263.7
S		4.4	263.4
1+75			
S		4.6	263.2
crb		4.7	263.1
1/4		4.4	263.4
M		4.5	263.3
1/4		4.3	263.5
crb		4.1	263.7
N		4.1	263.7

POSTED

	267.83		
	2+00		
N		4.4	263.4
Crk		4.5	263.3
1/4		4.8	263.0
M		4.9	262.9
1/4		4.9	262.9
Crk		5.1	262.7
S.		5.2	262.6
	2+25		
S		5.6	262.2
Crk		5.5	262.3
1/4		5.2	262.6
M		5.3	262.5
1/4		5.1	262.7
Crk		4.8	263.0
N		4.6	263.2

	2+50		
N		4.9	262.9
Crk		5.1	262.7
1/4		5.3	262.5
M		5.5	262.3
1/4		5.6	262.2
Crk		5.7	262.1
S		5.8	262.0
	2+75		
S		6.3	261.5
Crk		6.1	261.7
1/4		5.7	262.1
M		5.7	262.1
1/4		5.6	262.2
Crk		5.3	262.5
N		5.2	262.6

POSTED

267.83

3+00

N	5.3	262.5
Crb	5.5	262.3
1/4	5.7	262.1
M	5.9	261.9
1/4	6.1	261.7
Crb	6.3	261.5
S	6.6	261.2

3+25

S	6.8	261.0
Crb	6.6	261.2
1/4	6.3	261.5
M	6.3	261.5
1/4	6.0	261.8
Crb	5.6	262.2
N	5.4	262.4

3+50

N	6.1	261.7
Crb	6.3	261.5
1/4	7.0	260.8
M	7.4	260.4
1/4	7.2	260.6
Crb	7.5	260.3
S	8.1	259.7

3+75

S	10.4	257.4
Crb	10.0	257.8
1/4	9.8	258.0
M	9.4	258.4
1/4	9.0	258.8
Crb	8.4	259.4
N	8.1	259.7

POSTED

26783

3+95 = P.C. of St see Idlewild Add

3+95

N	10.9	256.9
Crb	11.1	256.7
1/4	12.0	255.8
M	12.3	255.5
1/4	12.5	255.3
Crb	12.8	255.0
S.	13.7	254.1

POSTED

X-Section 17th St N.L. of "E" to N.L. "F"

8/27/08 Dunkle Shaw Thomas

B.M. Pkg. S.W. Cor.	17th & "D"	63.55		
B.M.	12.95	76.50		63.55
T.P.	12.13	88.18	0.45	76.05
T.P.	12.60	100.25	0.53	87.65
T.P.	2.30	100.23	2.32	97.93
		100.23		Elev.
	N.L. "E" St			
W			3.5	96.7
Crb			3.4	96.8
1/4			2.7	97.5
M			2.3	97.9
1/4		POSTED	1.9	98.3
Crb			1.6	98.6
E			0.4	99.8

	N Curb			
E		100.23	1.2	99.0
Crb			1.7	98.5
1/4			2.4	97.8
M			2.5	97.7
1/4			2.9	97.3
Crb			3.0	97.2
W	POSTED		2.6	97.6
	N 1/4			
W			2.4	97.8
Crb			2.8	97.4
1/4			2.2	98.0
M			2.5	97.7
1/4			2.9	97.3
Crb			2.6	97.6
E			1.5	98.7

100.23

	Center	Elev.
E	2.1	98.1
Crb	2.6	97.6
1/4	3.0	97.2
M	2.7	97.5
1/4	2.3	97.9
Crb	3.0	97.2
W	2.6	97.6

S 1/4

W	2.6	97.6
Crb	3.3	96.9
1/4	2.3	97.9
M	2.2	98.0
1/4	2.9	97.3
Crb	2.9	97.3
E	2.3	97.9

	S curb 100.23	Elev.
E	2.5	97.7
Crb	2.6	97.6
1/4	2.7	97.5
M	2.2	98.0
1/4	2.5	97.7
Crb	3.5	96.7
W	2.9	97.3

S.L. "E" St

W	3.3	96.9
Crb	3.8	96.4
1/4	3.2	97.0
M	2.2	98.0
1/4	2.0	98.2
Crb	2.0	98.2
E	2.0	98.2

100.23

	0+25 S	Elev.
E	2.0	98.2
Crb.	2.1	98.1
1/4	2.5	97.7
M	2.8	97.4
1/4	4.1	96.1
Crb	5.0	95.2
+10	5.0	95.2
W	4.2	96.0

	0+50	
W	5.2	95.0
+ 4	6.5	93.7
Crb	6.2	94.0
1/4	5.2	95.0
M	4.5	95.7
1/4	4.0	96.2
Crb	2.8	97.4
E	2.1	98.1

	0+75	Elev.
E	100.23 3.6	96.6
Crb	4.7	95.5
1/4	5.2	95.0
M	5.8	94.4
1/4	6.0	94.2
Crb	6.8	93.4
+10	6.9	93.3
W	5.7	94.5

	1+0	
W	6.2	94.0
Crb	7.2	93.0
1/4	6.7	93.5
M	6.3	93.9
1/4	6.3	93.9
Crb	5.8	94.4
E	5.0	95.2

	100.23		
	1+25		Elev.
E		6.3	93.9
Crb		7.0	93.2
1/4		6.8	93.4
M		6.9	93.3
1/4		7.2	93.0
Crb		7.7	92.5
W		7.1	93.1
	1+50		
W		7.6	92.6
Crb		7.9	92.3
1/4		7.7	92.5
M		6.2	94.0
1/4		7.5	92.7
Crb		7.3	92.9
E		6.4	93.8

	1+75		
	100.23		Elev.
E		7.2	93.0
Crb		7.6	92.6
1/4		7.7	92.5
M		7.6	92.6
1/4		7.8	92.4
Crb		8.0	92.2
W		7.9	92.3
	2+00		
W		8.6	91.6
Crb		8.3	91.9
1/4		7.9	92.3
M		8.1	92.1
1/4		8.2	92.0
Crb		8.3	91.9
E		7.7	92.5

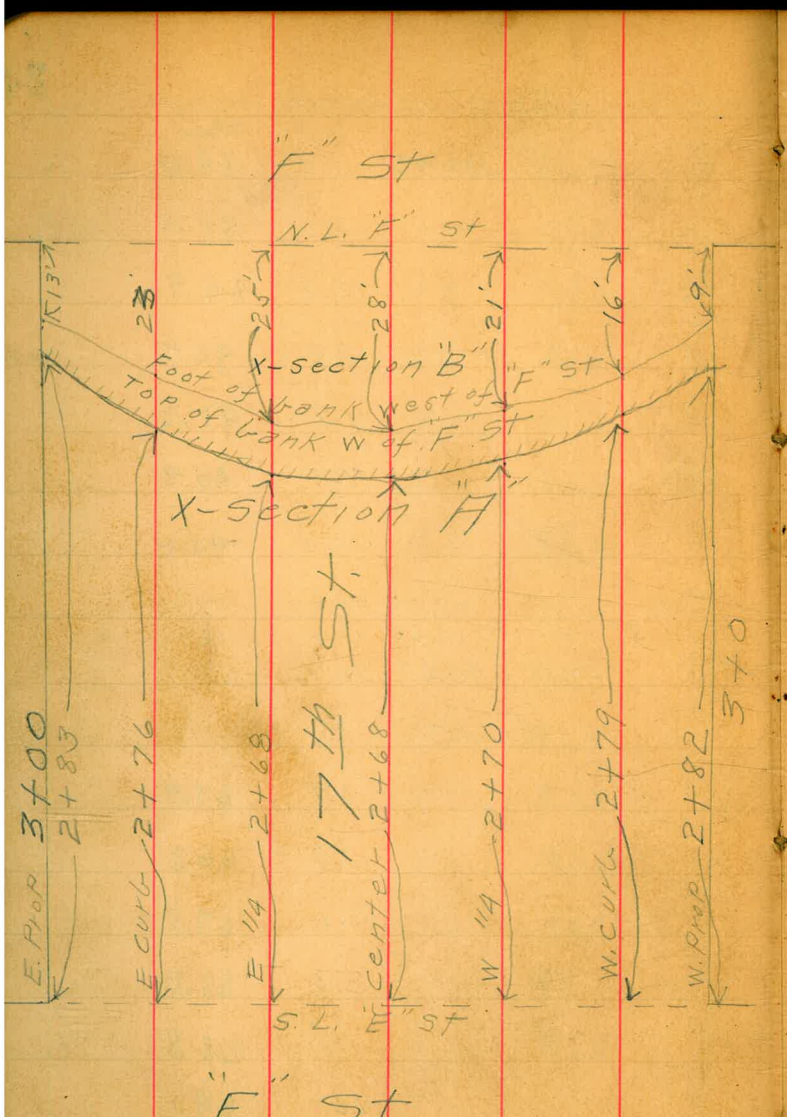
	100.23		
	2+25		Elev.
E		8.3	91.9
Crb		8.4	90.8
¼		8.8	91.4
M		8.6	91.6
¼		8.5	91.7
Crb		8.8	91.4
W		9.0	91.2
	2+50		
W		9.5	90.7
Crb		9.0	91.2
¼		8.8	91.4
M		9.2	91.0
¼		9.2	91.0
Crb		9.8	90.4
E		9.2	91.0

X-section "A" see plot P 25

				Elev.
E		100.23	11.2	89.0
Crb			10.6	89.6
¼			10.3	89.9
M			9.3	90.9
¼			8.9	91.3
Crb			9.3	90.9
W			10.0	90.2
T.P.	0.99	88.89	12.33	87.90
T.P.	1.01	77.69	12.21	76.68
T.P.	3.66	70.63	10.72	66.97

X-Section "B" see plot P 25

W		2.7	67.9
Crb		3.7	66.9
¼		3.1	67.5
M		2.6	68.0
¼		1.8	68.8
Crb		1.6	69.0
E		1.8	68.8



70.63

3+00 = N. L. "F" St

		Elev.
E	3.4	67.2
Crb	3.7	66.9
1/4	4.0	66.6
M	4.0	66.6
1/4	4.3	66.3
Crb	4.7	65.9
W	4.4	66.2

X-Section Centre St N.L. Lincoln
for 175' North
B.M. SPK. tel pole University & Lincoln 312.55 Elev
8/27/08 Dunkle Shaw Thomas

	+ R	H.I.	− R	Elev
B.M.	12.70	325.25		312.55
T.P.	11.03	335.04	1.24	324.01
		335.04		

N.L. Lincoln

E	4.2	330.8	
crb	7.1	327.9	
1/4	7.5	327.5	
M	8.0	327.0	
1/4	8.7	326.3	
crb	8.4	326.8	
W	8.9	326.1	

POSTED

0+25 North

W	8.9	326.1
+8	8.5	326.5
+9	7.8	327.2
crb	7.3	327.7
1/4	6.9	328.1
M	6.5	328.5
1/4	6.2	328.8
crb	5.3	329.7
E	3.4	331.6

0+50

E	2.4	332.6
crb	5.2	329.8
1/4	5.6	329.4
M	5.9	329.1
1/4	6.1	328.9
crb	6.8	328.2
W	7.8	327.2

POSTED

335.04

0+75

W	6.8	328.2
+10	6.5	328.5
crk	5.4	329.6
1/4	5.8	329.2
M	5.4	329.6
1/4	5.0	330.0
crk	4.0	331.0
E	2.2	332.8

1+0

E	1.4	333.6
crk	3.3	331.7
1/4	3.9	331.1
M	4.6	330.4
1/4	5.2	329.8
crk	6.0	329.0
W	8.1	326.9

1+25

W	6.5	328.5
crk	5.7	329.3
1/4	4.9	330.1
M	4.2	330.8
1/4	3.5	331.5
crk	2.6	332.4
E	1.0	334.0

1+50

E	1.0	334.0
crk	2.1	332.9
1/4	3.2	331.8
M	3.7	331.3
1/4	4.1	330.9
crk	4.7	330.3
W	4.8	330.2

POSTED

335.04

1+75 = End of new grade

W	3.7	331.3
crb	3.6	331.4
1/4	3.2	331.8
M	3.0	332.0
1/4	2.5	332.5
crb	1.7	333.3
E	1.1	333.9

POST

Whittelsey
Taylor
Churchman

X section of Moore St

Continued from Book 423

200' N. of Bandini

W		46.61	17.30	29.3
C			15.30	
1/4			13.30	
2' W. of T			10.60	
W. Rail			9.80	36.8
2' E of T			10.40	
1/4			11.30	
C			9.30	
E			6.90	39.7

250' N. of Bandini

E		46.61	8.40	38.2
C			10.00	
1/4			12.70	
2' E of T			11.50	
W. Rail			10.73	37.9
2' W of T			11.50	
TP			10.97	35.64
1/4	3.51	39.15	8.30	
C			9.40	
W			11.10	28.1

300' N of Bandini = S.L. of Coutts

W			11.50	27.7
C			9.70	
1/4			8.40	
2' W of T			5.00	
W. Rail			4.16	37.0
2' E of T			4.90	
1/4			6.30	
C			3.90	
E			1.80	37.4

S. Curb Line of Couts

E	39.15	2.20	37.0
C		4.00	
¼		6.50	
2' E of T.		6.10	
W. Rail		4.42	34.8
2' W. of T		6.10	
¼		9.40	
C		10.00	
W		11.60	27.6

S ¼ of Couts

W		11.80	27.4
C		10.20	
¼		9.40	
2' W of T		6.40	
W. Rail		4.64	34.NT
2' E of T		6.40	
¼		6.30	
C		4.10	
E		2.30	36.9

E of Couts

E	39.1N	2.30	36.9
C		4.00	
¼		6.40	
2' E of T.		6.60	
W. Rail		4.80	34.4
2' W of T		6.60	
¼		9.60	
C		10.10	
W		11.80	27.7

N ¼ of Couts

W		11.40	27.8
C		10.30	
¼		10.30	
2' W of T		6.80	
W. Rail		6.02	34.1
2' E of T		6.20	
¼		6.20	
C		4.10	
W		2.00	37.2

	N. Curb of Coats		
E	139.15	2.00	37.2
C		4.00	
1/4		6.20	
2' E of T		5.70	
W. Rail		5.14	34.0
2' W		6.00	
1/4		9.30	
C		11.20	
W		11.60	27.6
	N.L. of Coats		
W		11.70	27.5
C		10.10	
1/4		8.90	
2' W		6.10	
W. Rail		5.38	33.8
2' E		6.00	
1/4		6.30	
C		3.90	
E		2.00	37.3

	50' N of Coats		
E	39.15	3.20	36.0
C		5.20	
1/4		7.20	
2' E		6.60	
W. Rail		6.02	33.1
2' W		6.70	
1/4		9.80	
C		10.80	
W		12.10	27.1
	100' N of Coats		
W		13.50	25.7
C		11.90	
1/4		10.40	
2' W		7.40	
W. Rail		6.56	32.6
2' E		7.50	
1/4		8.50	
C		6.40	
E		5.00	34.2

	150' N. of Couts		
E	39.15	0.00	34.2
C		7.50	
1/4		9.20	
2' E		7.90	
W. Rail		7.00	32.2
2' W		7.80	
1/4		11.40	
C		12.10	
W		13.90	25.3
	200 N. of Couts		
W		14.30	24.9
C		12.50	
1/4		11.30	
2' W		8.00	
W. Rail		7.21	32.0
2' E		8.40	
1/4		9.50	
C		8.00	
E		6.00	34.2

Elev. given on W. Rail. Super elevation = 0.40

	250' N. of Couts		
E	39.15	6.40	32.8
C		9.10	
1/4 = 2' E of T.		8.10	
W. Rail		7.26	31.9
℄ = 2' W of T.		8.10	
1/4		12.30	
C		13.90	
W		15.30	23.9
	300' N of Couts		
W		15.00	24.2
C		14.50	
1/4		13.10	
℄		12.20	27.0
1/4 = 2' E of T		8.20	
W. Rail		7.46	
8' W = C		8.90	
W		8.20	31.0

320' N. of Coutts = S.L. of Wetherby #1

E		39.15	9.30	29.9	TP		39.15	18.44	26.71	
C = R'E of T			8.90			0.30	37.01	11.07	15.94	
W. Rail			7.63			0.64	16.58	6.06	10.52	10.536. Wetherby & Hancock
R' W			8.40							
¼			9.40							
℄			10.50	28.7						
¼			13.90							
C			15.30							
W			16.00	23.2						
S.L. of Wetherby #2										
W			16.20	23.0						
C			10.40							
¼			14.30							
℄			11.50							
R' W = ¼			8.50							
W. Rail			7.63	31.6						
R' E = C			8.70							
E			9.30	29.9						

Re X section of Cemetery Road

from Sta 19+27 to 22+78.66

Iron Bolt NE. Cor of Bridge 27.81

T.P.	5.05	32.86	4.11	25.75
		—19+27—		
N	8.43	37.18	11.00	26.2
+12			9.9	
+18			9.8	
℄			8.10	29.1
+11			8.60	
+16			10.60	
S			10.40	26.8
		—19+38.95—		
S			9.30	27.9
+27			9.40	
+33			8.00	
℄			9.50	29.7
+18			9.90	
+24		37.18	9.90	
N			11.00	26.2
		—19+50—		
N			10.90	26.3
+17			10.00	
+24			9.20	
℄			9.10	30.1
+19			8.50	
S			8.60	28.6
		20+00		
S			0.30	36.9
+21			5.00	
℄			4.90	32.3
+20			5.00	
+30			9.00	
N			9.60	27.6

POSTED

— 20 + 00 —

N		37.18	2.40	34.8
+2			1.40	
℄			1.30	35.9
+5			1.50	-
TP			0.78	36.40

— 21 + 00 —

N	10.19	46.59	11.40	35.2
+8			8.00	
+14			7.30	
+35			7.10	
+38			7.90	
℄			6.60	40.0

— 21 + 50 —

N			18.20	28.4
+18			6.60	
+24			4.80	
℄			4.10	42.5
+5			4.00	

22 + 00

N		46.59	14.80	31.8
+15			8.30	
+30			1.60	
℄			1.10	45.5
+6			1.10	
+9			1.30	

22 + 50

N			11.80	34.8
+15			6.30	

22 + 66.58

N			11.00	35.6
+15			3.90	

22 + 72.66

N			11.00	35.6
+15			4.00	
TP			0.02	46.67
	11.48	58.45		

POSTED

		22+50		
N.L. + 31		58.45	10.60	
℄			10.00	48.5
+8			9.90	
		22+66.58		
N.L. + 32			9.60	
℄			9.20	
+8			9.50	
		22+72.66		
N.L. +33			9.60	
℄			8.80	49.7
+9			9.00	
TP			0.00	58.45
+17	7.41	65.86	7.70	
S			+2.00	67.90
		22+66.58		
S			0.40	65.5
+22			8.30	

		— 22+50 —		
S		60.86	2.70	63.2
+18			9.50	
		— 22+00 —		
S.L.			4.50	61.4
+20			11.50	
		— 21+50 —		
S			5.00	60.9
+22			11.50	
		— 21+00 —		
S			1.10	64.8
+13			4.10	
+26			9.20	
TP			12.42	53.44
		20+50		
S	0.54	53.98	1.30	52.7
+15			4.90	
+28			9.10	

POSTED

Slough Doman Rodgers
6.26.09

Crossection of 17th st 80
N S of D st to S S of C st

	3.50	67.04		63.54	BM Plug SW D+17
	N Sin of D St				
WS			3.0	64.0	
bh			3.1	63.9	
"			2.7	64.3	
C			2.3	64.7	
"			2.0	65.0	
bh			1.1	65.9	
ES			0.5	66.5	
	25'	n of	D		
ES			1.2	65.8	
bh			1.8	65.2	
+4			2.0	65.0	
"			6.2	60.8	
C			14.9	52.1	
4			16.0	51.0	
bh			16.2	50.8	
WS			17.0	50.0	

67.04

17th st

	50'	n of	D St		
ES			2.6	64.4	
bh			2.5	64.5	
4			11.9	55.1	
	75'	n of	D st		
ES			3.1	66.9	
bh			3.4	66.6	
4			14.4	52.6	
	100'	n of	D st		
ES			5.0	62.0	
bh			6.6	60.4	
TP	1.58	55.64	12.98	54.06	
	50'	n of	D st		
WS			7.3	48.3	
bh			7.3	48.3	
"			7.2	48.4	
C			6.5	49.1	

		5564			
	75'	n f	D st		
WL			6,8	48.8	
bl			7,1	48.5	
y			7.1	48.5	
b			6,7	48.9	
	100'	n f	D st		
WL			8.1	47.5	
bl			7.0	48.6	
y			6,7	48.9	
b			6,7	48.9	
y			3,2	52.4	
bl	110'	n f			
WL			11,8	43.8	
bb			7.2	48.4	

		5564			17th st
	125'	n f	D st		
WL			10,3	45.3	
bl			11,2	44.4	
y			7,6	48.0	
b			7,3	48.3	
y			6,8	48.8	
bl			5,8	49.8	
EL			3,8	51.8	
	150	m of	D st		
EL			6,7	48.9	
bl			7,5	48.1	
y			8,2	47.4	
b			10,2	45.4	
y			9,6	46.0	
bl			10,0	45.6	
WL			10,1	45.5	

5-5-64

	175'	N of	Q 11	
W2			7,5	48.1
bh			8,6	47.0
4			9,9	45.7
b			9.1	46.5
4			9,4	46.2
bh			9,8	45.8
E2			8,3	47.3
	200	N of	Q 11	
E2			9,3	46.3
bl			9,4	46.2
4			9,0	46.6
b			7,7	47.9
4			7,7	47.9
bh			7,2	48.4
W2			6,5	49.1

5-5-64

	225	N of	Q 11	
W2			5,2	50.4
bh			5,9	49,7
4			5,3	50,3
b			5,8	49.8
4			5,2	50.0
bl			5,4	50.2
E2			7,3	48.3
	250	N of	Q 11	
E2			4,6	51,0
bl			4,4	51.2
4			4,8	51.8
b			5,1	50.5
4			4,8	50.8
bh			5,1	50.5
W2			4,8	50.8

		5564			
	275'	n of	D St		
Wh			4.1	51.5	
bl			4.5	51.1	
"			4.7	50.9	
b			4.9	50.8	
"			4.7	50.9	
bl			4.1	51.5	
Eh			4.4	51.2	
	295'	n of	D St		
Eh			2.3	53.3	
bl			2.4	53.2	
"			2.9	52.7	
b			3.5	52.5	
"			4.0	51.6	
bl			3.4	52.2	
Wh			3.2	52.4	

		5564			17th St
	300'	n =	S Line	of C St	
Wh			1.0	54.4	
bl			0.8	54.8	
"			1.6	54.0	
b			1.2	54.4	
"			1.9	53.7	
bl			1.8	53.8	
Eh			1.8	53.8	

X sect. Nutmeg 2nd to 1st

July 8/09 { Childs Barber Taylor

T.P.	0,63	246.57 H.I.		245.94	B.M.1		
		W. line 2nd					
So. line				1.5	245.1		
gutter				1.7			
				3.3	243.3		
				2.0			
C		POSTED		1.5	245.1		
gutter				1.2			
				2.4	244.2		
				0.6			
N. line				0.3	246.9		
		25' W.					
N. line				1.9	244.7		
gutter				2.6			
				3.5	243.1		
				3.2			
C				3.0	243.6		
gutter				3.4			
				4.2	242.4		
				3.5			
R.O. line				3.0	243.6		

				50' W			
R.O. line				5.0	241.6		
gutter				5.5			
				6.4	240.2		
				5.6			
C				5.3	241.3		
gutter				5.7			
				6.0	240.6		
				4.9			
N. line				4.2	242.4		
				75' W			
N. line				6.0	240.6		
				6.7			
gutter				7.6	239.0		
				7.6			
C				7.1	239.5		
				7.7			
gutter				8.0	238.6		
				7.2			
R.O. line				6.9	239.7		

246.57

100' W.

So line	8.8	239 8	
gutter	9.0 9.9	236.7	
C	9.5 9.1	237 .5	
gutter	9.2 9.7	236.9	
No. line	8.6 8.4	238.2	

125' W

No. line	10.3	236 . 3	
gutter	10.6 11.6	235.0	
C	11.3 11.1	235.5	
gutter	11.7 12.1	234.5	
So. line	11.1 10.7	235. 9	

H.I.

T.P.	150	235.82	12.25	234.32	

150' W

So line	1.9	233.9	
gutter	2.2 3.2	231.6	
C	2.5 2.2	233.6	
gutter	2.5 2.7	233.1	
No. line	1.9 1.4	234.4	

175' W

No. line	2.9	232.9	
gutter	3.1 4.0	231.8	
C	4.1 4.0	231.8	
gutter	4.1 5.1	231.1	
So line	4.7 3.9	231.9	

06.49.

23,582

200' W (E. line 1st street)

So. line	5.8	230.0
	4.8	
gutter	5.6	230.2
	4.6	
C	5.2	230.6
	5.2	
	~~4.8~~ 4.9	230.9
No. line	4.2	231.6

~~No. line~~

POSTED

X sect, 1st street from Nutmeg to Olive July 9/09 {Childs, Barber, Taylor

H.I. 235.82

So. line Nutmeg

E. line				5.8	230.0
				7.8	
				8.3	
C				14.0	221.8
				12.8	
				16.5	
W. line				18.1	217.7
		So. Cl.		~~16~~	
W. line				16.4	219.4
				12.1	
				10.2	
C				9.2	226.6
				7.5	
				5.5	
E. line				4.8	231.0

POSTED

235.82

So 1/4

E line				4.6	231.2
				4.7	
				5.9	
C				7.0	228.8
T.P.	3.59	H.I. 234.31	5.10	230.72	
				6.7	
~~W. line~~ Cl.				9.1	225.2
W. line				11.8	222.5
		Center			
W. line				9.6	224.7
				7.6	
				7.5	
C				5.2	229.1
				3.2	
				3.8	
E line				3.8	230.5

POSTED

234.31

N 1/4

E line	3.6	230.7
	3.5	
	3.7	
C	4.9	229.4
	6.3	
	6.9	
W line	8.0	226.3
N cb.		
W line	6.9	227.4
	6.1	
	5.3	
C	5.0	229.3
	4.5	
	3.4	
E line	3.4	230.9

234.31

No. line

E line	2.7	231.6
	3.1	
	3.7	
C	4.1	230.2
	4.7	
	5.5	
W line	6.2	228.1
25' No		
W line	5.0	229.3
	4.1	
	3.5	
C	3.1	231.2
	2.2	
	1.9	
E line	1.3	233.0

T.P.	5.04	H.I. 237.35	2.00	232.31	
		50' no.			
E line				3.3	234.1
				4.0	
				5.2	
C				5.6	231.8
				5.6	
				6.0	
W line				7.0	230.4
		75' no.			
W line				6.0	231.4
				5.5	
				5.3	
C				5.0	232.4
				4.6	
				3.4	
E line				2.5	234.9

	100' no.		
E line		1.5	235.9
		2.6	
		3.9	
C		4.5	232.9
		5.0	
		5.0	
W line		5.6	231.8
	125 no.		
W line		5.6	231.8
		5.2	
		5.1	
C		4.4	233.0
		3.7	
		2.8	
E line		1.4	236.0

POSTED

	237,35			
	150' No.			
E line		1.6	236.8	
		2.9		
		3.5		
C		4.4	233.0	
		5.2		
		5.7		
W line		5.9	231.5	
	175' No.			
W line		7.3	230.1	
		6.6		
		6.0		
C		4.9	232.5	
		3.9		
		3.2		
E line		1.8	235.6	

		H.I.			
T.P.	0,93	234.43	3.85	233.50	
		200' No.			
E line				-0.5	234.9
				0.9	233.5
				1.7	
C				3.7	230.7
				5.7	
				8.4	
W line				9.4	225.0
		225' No.			
W line				15.8	218.6
				14.4	
				12.6	
C				10.0	224.4
				5.6	
				2.5	
E line				1.4	233.0

		234.43			
		243' no.			
E line			3.7	230.7	
			7.6		
E ¼			12.2		
&					
		250' no			
E line			8.2	226.2	
cb			11.8	222.6	
		H.I.			
J.P.	-0.01	221.87	12.85	221.88	
		243' no.			
C			4.0	217.9	
			6.8		
			9.7		
W line			12.1	209.8	

		221.87			
		250' no.			
W line			13.7	208.2	
			11.5		
			9.8		
C			6.1	215.8	
E ¼			2.7		
		275' no			
E line			11.1	210.8	
E cb.			12.0	209.9	
		H.I.			
J.P.	0.18	209.22	12.83	209.04	
				0.8	
C				4.5	204.7
				7.5	
				9.3	
W line				11.3	197.9

J.P.	0,39	H.I. 197.36	12,25	196.97	
		300' no. so line olive			
E line				0.3	197.1
				1.3	
				3.1	
C				6.2	191.2
				8.3	
				10.1	
w line				12.0	185.4

POSTED

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

For Single Track Embankment.

Roadway 14 feet wide. Side Slopes 1½ to 1.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	27
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.