

FILE-14

Proj. 20-88

FINAL TOPOG. 25-58

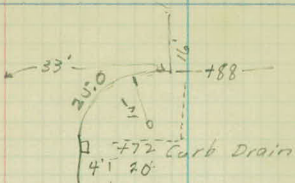
3+50

2+50

1+50

0+50

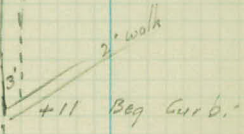
Curb Drain



+77.2 Curb Drain
4' 20"

Left side
 1195.6 5th. Curb & gutter.
 114.4 Rad " "
 20 - 5th. Curb only

Resurded.



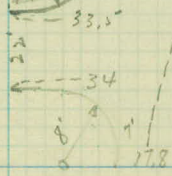
+11 Beg Curb.

+82



40' hedge replace
 27.4' rad. curb.

+08.5'



+76. Col. Pav.

+10

6+00

5+00

4+00

3+00

9+00

8+00

7+00

6+50

8' of 5' Rad.
22'
19
+19

8' of 5' Rad.
13

240.4

14'

14

22.8
17.7
22.8
8'
14'
15' Rad. = 8'
45°3'

174.1

12+00

+50

11+00

+50

10+23.34 p.e.

10+00

+ 59.7 49.5
BEG. CURB.
+ 46.29.8 END CUR

18.4

18'

18.2

17.8

18'

18'

18.1

18.1

18

18'

3/8" CURB - GUT.

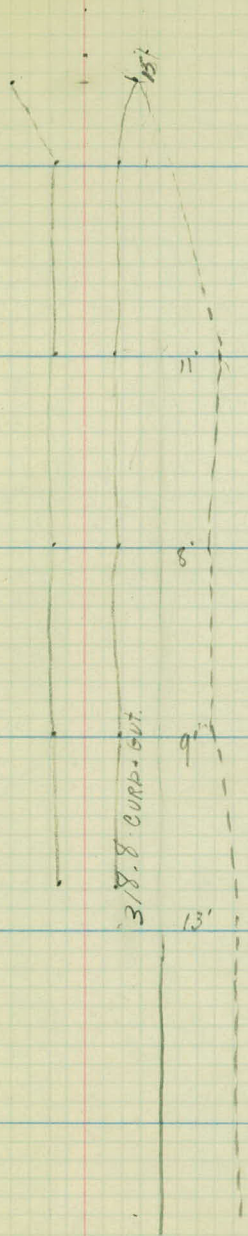
11'

8'

9'

13'

15'



13+00

+50

12+00

13+00

+50

SEE NEXT-PAGE.

13+0

+82.7 END BLACK TOP

75.5

31.1

BULK TOP
2'

34'7"

+50

12+00

18.5



7,8

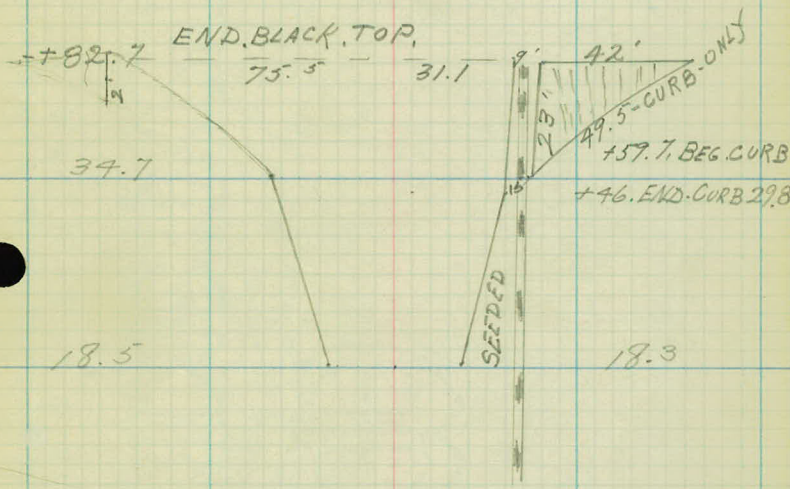
7,6

7,2

7,0

7,8

7,3



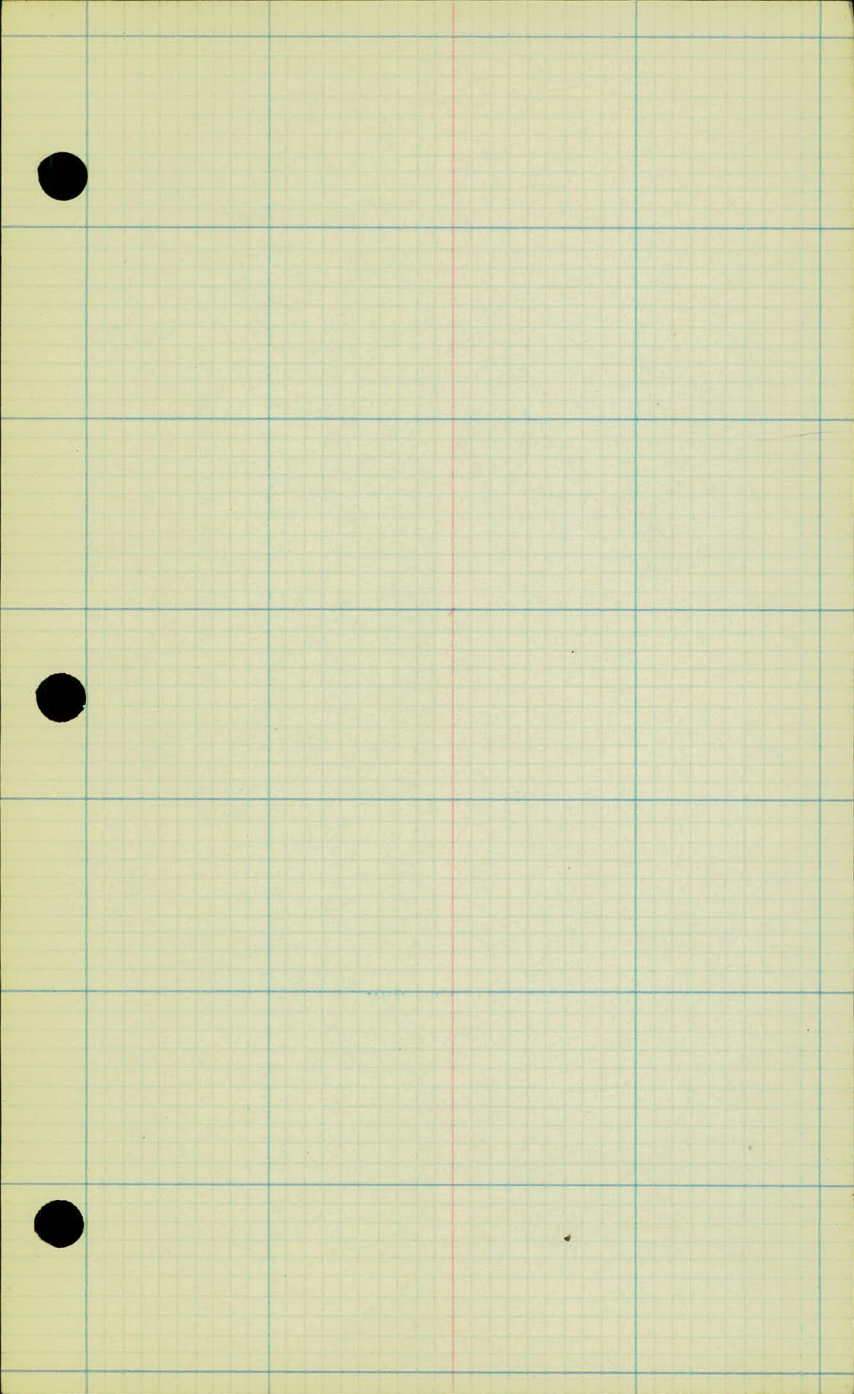
+82.7, 89.3
 75.5

34.7 CU YD.

13+00

+50

12+00



+ 50

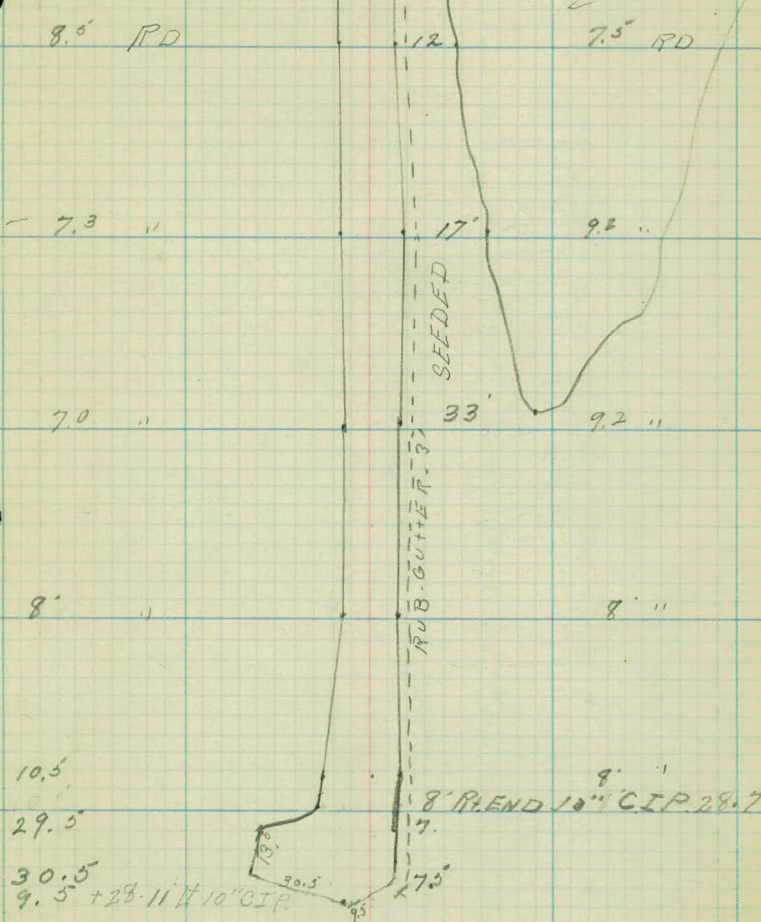
+ 25

1 + 00

+ 75

+ 50

0 + 00 = 4 + 09 ON MAIN LINE



+ 50

3 + 20

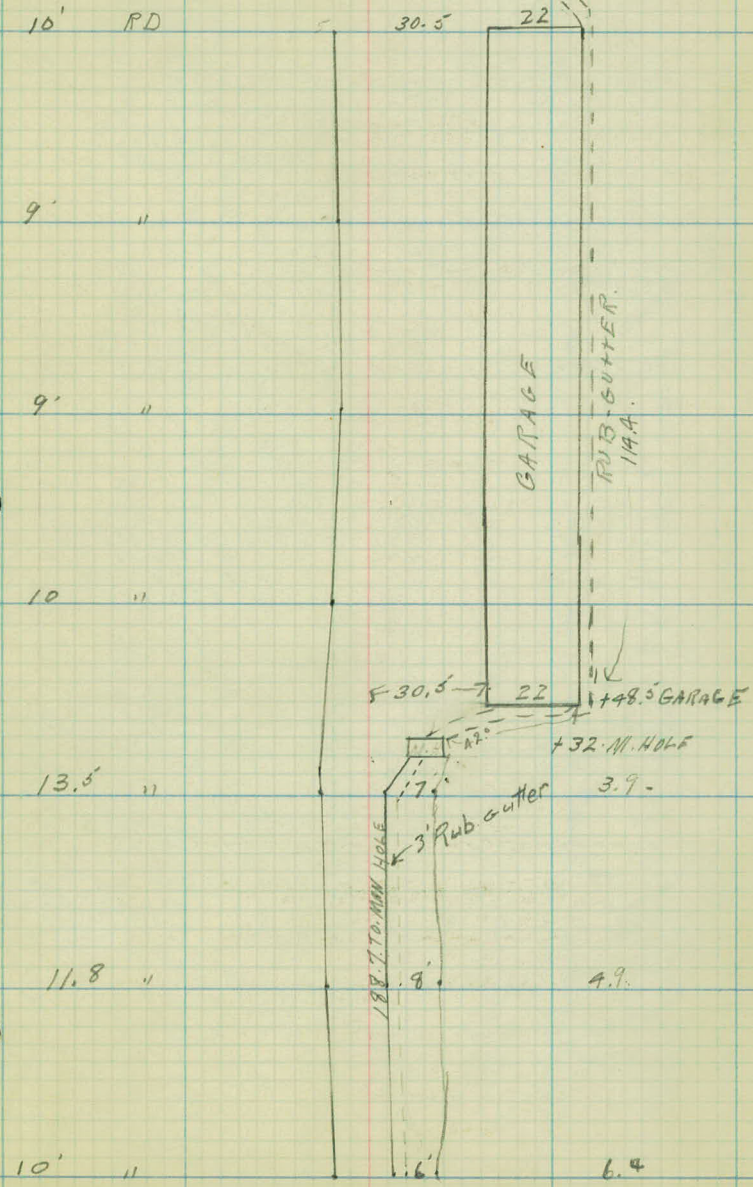
+ 75

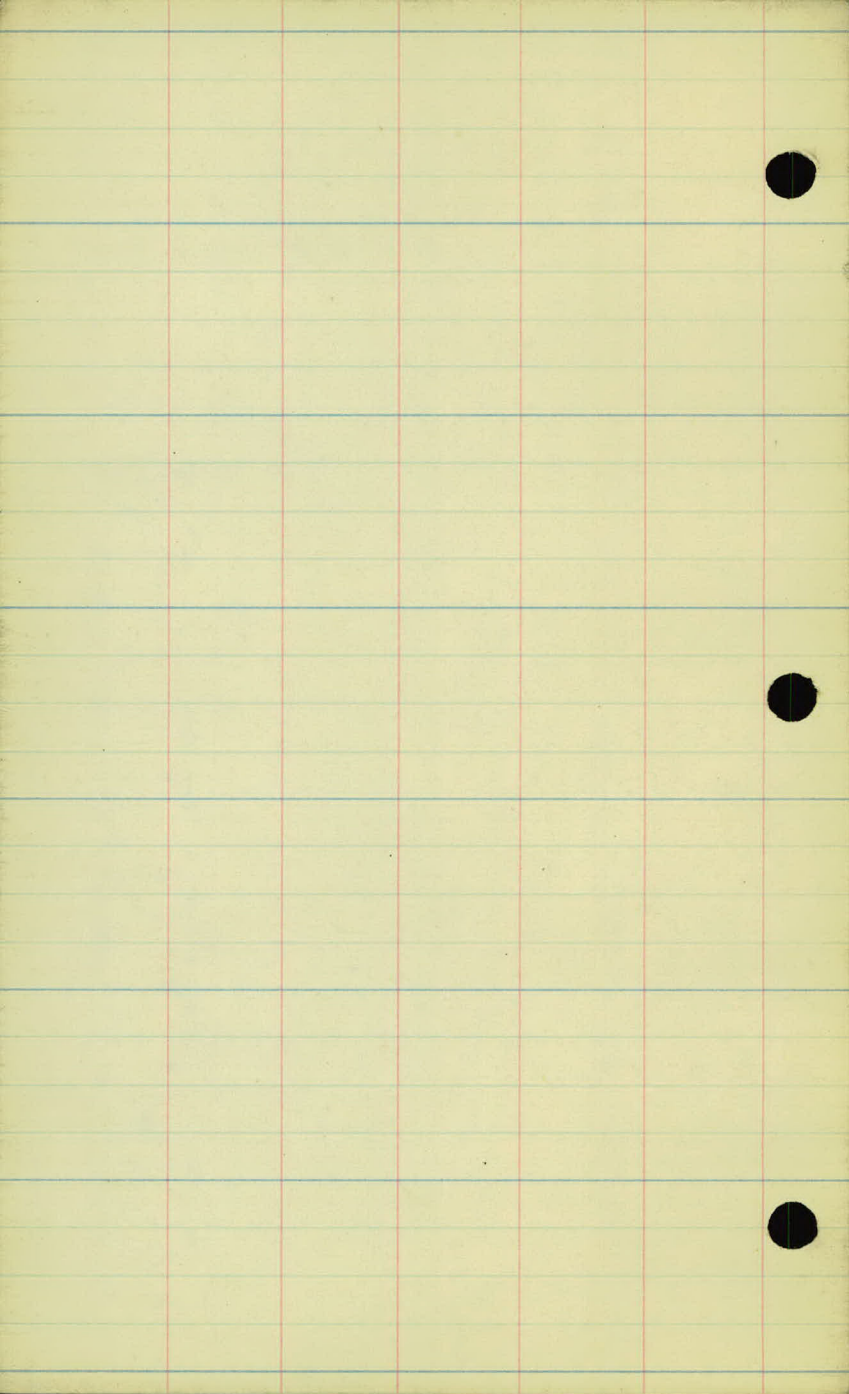
+ 50

+ 25

2 + 00

+ 75





St. Curb Rad. Curb

29

29

49.5

Curb & gutter
Rad. St.

16' 901

22.5 76

23.5 218.6

25.0

27.4

114.4 1195.6 Total Lt. -

25.0 161.0

26.0 90.3

28.0 174.1

21.0 240.4

8.0 318.8

8.0

8.0

8.0

132.0 984.6 Total Rt. -

246
27.4
218.6

186
9
161

246.4 2180.2

69.5

174

0.106.54 PE

26

30.70.

188.7.

42.0

114.4

345.1

MPI's. Bridge Approach.

0+00 - 2+00

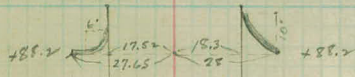
Austin
 Berthodame
 REXford
 Franke

10/23/25

+50

2+00

1+51.45 Rad. Hub 26.7



+53 Catch Basin Rt + Lt

+50

{ 1+45.94 $\frac{1}{2}$ Track
 = 1+47.7 Base line

1+19.0 MPI's. P.I. 5°57' RT.

1+00

+84.4 End. Corr. Pav.

Road. Co. P.I. 0+91=13+00.8

171-36" race

to Bridge

+50

End. Bridge

0+00



Ho/217

Base line
0+00 - 5+00

Track 0.88 RT (+50)

37

Track 0.22 RT (2+00)

I.P. STATION 0.61 +

+95 ← 18.9

31

+69 Rd. Sign 13.6 RT.
+68 Tr. P. - 9' RT.

Bridge

0+91.07
= 13+00.85

+64.3

+47.7

+47.7 Track 0.0

(+50)

+28.15

28.5

Track 0.12 RT (1+00)

75.00

Base line

33

Road

174 RR 28.5 RT.

+57 Trolley P. 9.3 RT.
+50 Track 0.47 (+50)

47.5

R.M. Co.

+25 Track 0.5 RT

0+00

45

Track

29000'

8.5

15.65

24051'

70

2539

P.I 10+79.65

Hole 18

Gravel

2.5' sand

4' Water

10' Cave-in Sand

Hole 20

1
Proj -25-58

Line change.

Station Point Lt. Δ Rt. Bear.

3105 P.O.T.

3100 P.O.T.

2139.95 P.T.

2175

2100

1450

1439.95 P.C.

0700

2°30' 5°-C.Rt.

Δ 5°00'

2°30' P.I. 1490

T. 50.05

L. 108.00

R. 1146.28

VOID

RR

2. Top Fire Hyd. ☉

57.00

Hub
C
o
l
l
e
c
t
o
r

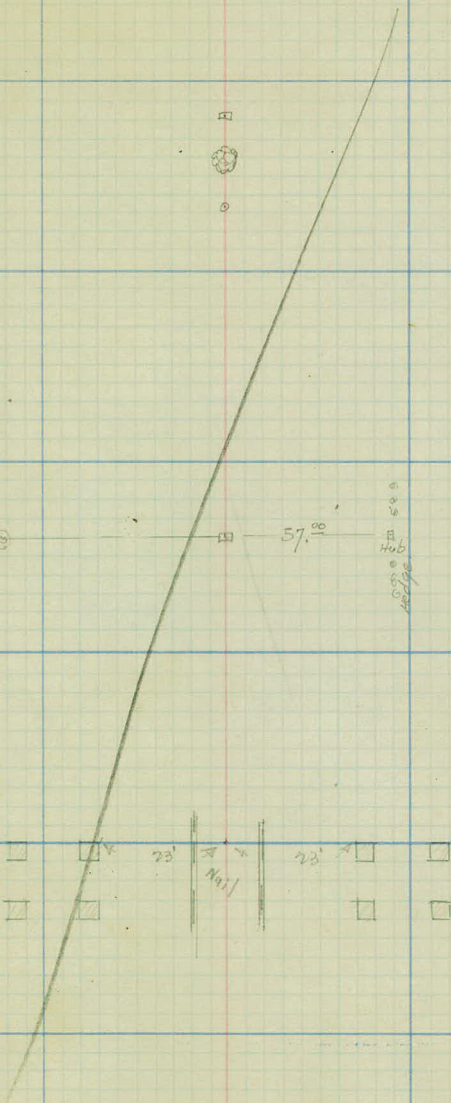
23'

23'

Nail

W.H.C.
R.E.A.
A.L.P.
N.S.
R.G.

Aug 26, 1928



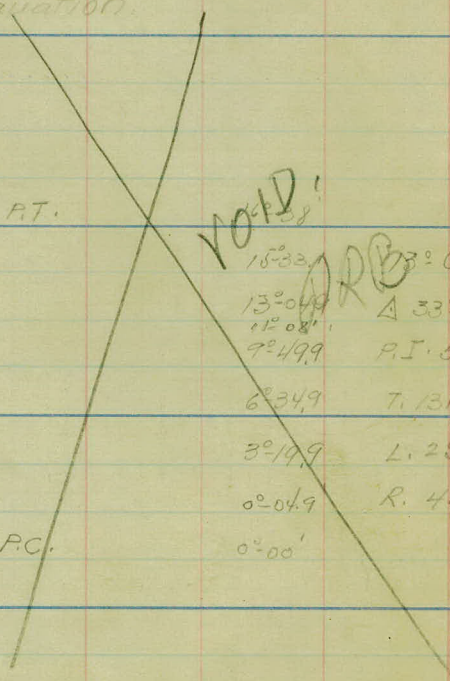
Station Point Lt. Δ Rt. Bear.

13+00.80 = L Bridge (Reduced) ✓

12+50 P.O.T.

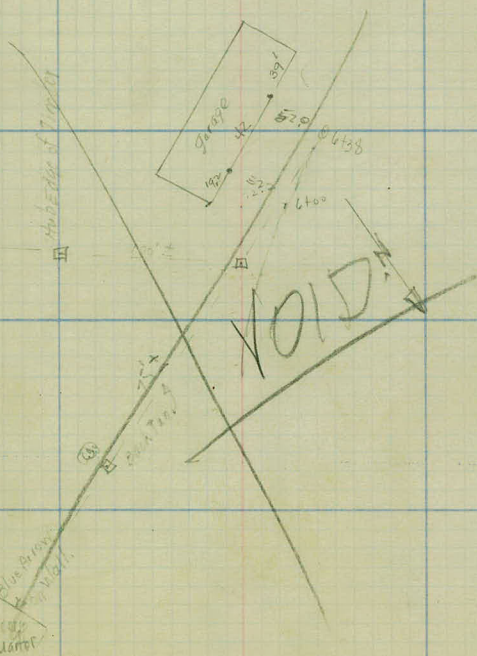
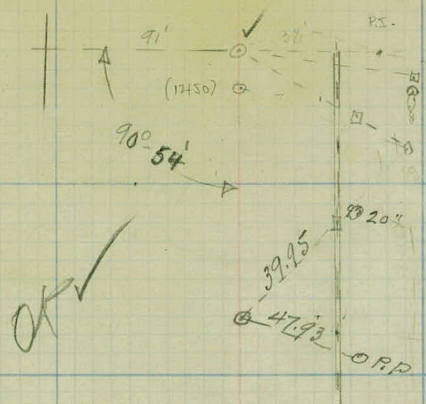
11+51.70	P.T.	14°-50'	20° C. Lt.
11+00	✓	2°-10'	Δ 29°-40'
10+50	✓	9°-39.6'	P.I. 10179.65
		7°-10'	
10+03.40	P.C.	4°-39.6'	T. 76.25
		0°-00'	L. 14830
			R. 287.94

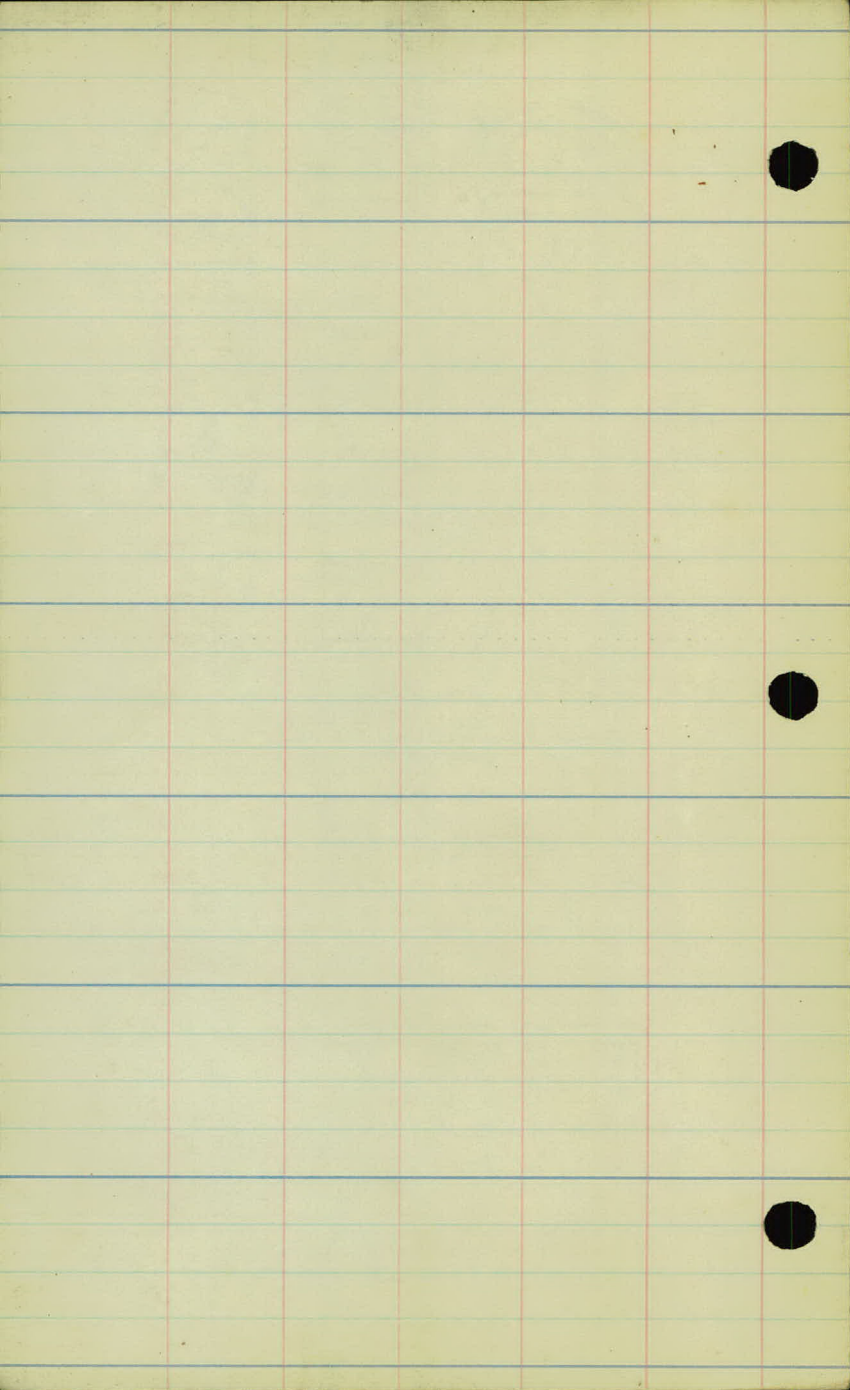
6+75.57 (Original P.I.)
 6+73.50 } Equation.



6+54.65	P.T.	10°-10'	18°-33'	23° C. Rt.
6+38			13°-04.9'	Δ 33°-16'
6+00			11°-08.1'	P.I. 5730.70
+70			9°-49.9'	
5+50			6°-34.9'	T. 131.95
5+00			3°-19.9'	L. 255.9
4+50			0°-04.9'	R. 441.68
4+00			0°-00'	
3+98.75	P.C.			

W.H.C.
 R.E.M.
 A.L.P. Aug 27, 1925
 M.G.
 R.G. 55.50
 ART. - 50





Proj-25-58
X-sections.

Station	+	H.I	-	Elev.
B.M.	2.17	112.97		110.80
0+00				
0+25				
0+50				
0+75				
1+00				
1+50				
2+00				
2+50				
T.P	3.25	112.17	4.05	108.92
3+00				
3+50				
4+00				
4+25				
4+50				

*Void
Bell*

W.H.C.
R.E.A.
A.L.D.
M.G.
M.G.
Aug 27, 1928 (5)

Top Fire Hyd. Lt. 3150

3.27	3.33	3.92	Top Rail	3.91
2.7	17.6	17.6	3.77	2.65
	Top curb	curbline	7.6	

3.81	Top Rail	3.76	3.87	3.89	3.90	3.25
		3	7.9	17.6	17.65	22.8
				curbline		

4.62	4.0	Top Rail	3.94
3.3	11	3.91	2.1
		8.7	

3.80	Top Rail	3.92	4.0	Top Mosaic	3.73	3.70
6.2		11.2	21.8		21.8	3.3

5.1	5.1	4.2	5.6
3.3	2.8	1.5	

3.00	Top Rail	4.08	3.89	4.09	4.5	4.09
2.0		7.5	15.1	20.6	29	3.3

4.0	4.7	4.4	4.24
3.3	2.4	7	

4.0	Top Rail	4.2	4.6
1.3		2.6	4.15
		24.9	

5.0	5.0	5.0
3.3	1.8	

4.6	Top Rail	4.51	4.45	4.1	4.18
9.2		100	12.2	18.6	4.7

4.6	4.8	4.9
3.3	1.8	

4.7	4.6
1.8	3.3

4.4	4.5	4.6
3.3	1.8	

4.8	4.9
1.8	3.3

4.8	4.8	4.8	4.7
3.3	3.3	1.8	

4.8	5.0	5.0
1.8	3.3	5.0

R.R. Spike 36" Maple 70' Rt. sta 2785

5.2	4.2	4.1	4.4	4.1	4.6
100	70	50	36	33	1.5

4.6	4.6	Top Rail	4.40
1.8	3.3		5.5

7.2	10.1	7.1	8.4	7.9	8.0
14.8	100	75	50	2.5	

8.0	2.1	6.2	5.60
2.2	40	4.3	4.7

7.2	10.9	10.9	10.2	9.9	10.0
100	75	64	52	50	2.5

9.1	8.6	7.4	6.80
1.8	3.3	3.7	4.1

10.0	7.6	7.6	9.3
7.5	50	7.6	

8.9	8.6	7.8	7.2
2.1	3.2	3.5	3.9

9.2	8.9	11.2	10.4	9.9	8.5
50	29	26	1.5	3	

8.5	8.1	7.5	Top Rail
1.4	2.8	3.8	

Station + H.I. - Eley.

4785 112.17
 T.P. 3.51 107.21 8.47 103.70

5100

725

750

770

785

*Void
 Read*

6100

107.21 - cont'd on page.

95.05

6140

OK.

6175.6

7100

7123

T.P. 6.99 99.38 7.66 92.39

7150

8100

Lt.

C

Rt.

(6)

$\frac{156}{50}$	$\frac{14.2}{39}$	$\frac{110}{35}$	$\frac{95}{30}$	81	$\frac{85}{5}$	$\frac{77}{37}$
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Top Rail

Top Hub 36.5100

$\frac{96}{46}$	$\frac{27}{37}$	$\frac{55}{25}$	$\frac{31}{19}$	$\frac{32}{19}$	$\frac{26}{35}$
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------

Top Rail

$\frac{160}{50}$	$\frac{148}{29}$	$\frac{90}{15}$	$\frac{42}{7}$	35	$\frac{3.0}{15}$	$\frac{28}{35}$	$\frac{24}{35.5}$
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Top Rail

$\frac{161}{50}$	$\frac{155}{29}$	$\frac{12.5}{15}$	$\frac{36}{21}$	29	$\frac{3.2}{27}$	$\frac{25}{34}$	$\frac{2.3}{34.5}$
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Top Rail

$\frac{162}{50}$	$\frac{5.5}{26}$	$\frac{130}{17}$	$\frac{114}{10}$	$\frac{79}{8}$	$\frac{5.1}{18}$	$\frac{3.1}{35}$	$\frac{2.1}{33}$
------------------	------------------	------------------	------------------	----------------	------------------	------------------	------------------

Top Rail

$\frac{162}{50}$	$\frac{156}{26}$	$\frac{116}{23}$	$\frac{109}{14}$	$\frac{13.7}{8}$	137	$\frac{7.0}{10}$	$\frac{3.7}{28}$	$\frac{4.2}{31}$	$\frac{2.0}{35}$
------------------	------------------	------------------	------------------	------------------	-----	------------------	------------------	------------------	------------------

Top Rail

$\frac{162}{50}$	$\frac{161}{23}$	$\frac{127}{19}$	$\frac{151}{9}$	135	$\frac{12.3}{8}$	$\frac{2.7}{20}$	$\frac{2.0}{31}$	$\frac{1.8}{34}$
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Top Rail

Copied from construction Notes by Crane, copied by W.H.C.

$\frac{66}{77}$	$\frac{58}{50}$	$\frac{54}{47}$	$\frac{49}{34}$	$\frac{36}{28}$	$\frac{52}{24}$	49	$\frac{4.0}{9}$	contd
-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	----	-----------------	-------

$\frac{7.5}{78}$	$\frac{6.7}{50}$	$\frac{5.1}{78}$	54	$\frac{4.4}{4}$
------------------	------------------	------------------	----	-----------------

$\frac{74}{83}$	$\frac{66}{53}$	$\frac{50}{48}$	$\frac{40}{38}$	50	$\frac{44}{28}$	$\frac{2.0}{8}$
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$\frac{69}{71}$	$\frac{7.5}{50}$	$\frac{6.7}{37}$	$\frac{5.2}{27}$	27	$\frac{1.4}{11}$
-----------------	------------------	------------------	------------------	----	------------------

$\frac{132}{62}$	$\frac{112}{51}$	$\frac{112}{51}$	$\frac{114}{40}$	$\frac{90}{15}$	1.2	$\frac{0.2}{11}$
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$\frac{88}{60}$	$\frac{7.5}{46}$	$\frac{74}{37}$	$\frac{55}{9}$	13
-----------------	------------------	-----------------	----------------	----

contd on Page 10

Station	+	H.I	-	Elev.
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8+50

9+00

9+50

~~T.P.~~

T.P.

594

107.21

110.50

2.65

104.56

9+75

D.M.

4.05

106.45 = 06.47

10+00

10+15

10+36

10+50

10+60

10+80

11+00

T.P.

2.12

108.38

T.P.

3.08

100.37

13.21

97.29

T.P.

1.70

10.47

11.60

11.17

T.P.

0.95

78.51

14.91

77.56

Copied Notes see p. 10

cont'd $\frac{45}{7}$ $\frac{8.1}{102.4}$ $\frac{7.0}{17}$ $\frac{42}{25}$ $\frac{3.97}{32}$ Top Rail ✓

sp. P.R.R. Sta 7+52

cont'd

$\frac{99}{100.6}$ $\frac{74}{5}$ $\frac{59}{10}$ $\frac{57}{18}$ $\frac{4.0}{28}$ $\frac{2.57}{32}$ Top Rail ✓

cont'd

$\frac{12.8}{97.7}$ $\frac{11.4}{6}$ $\frac{8.2}{15}$ $\frac{4.0}{24}$ $\frac{3.20}{32}$ Top Rail ✓

cont'd

$\frac{12.0}{96.5}$ $\frac{9.6}{13}$ $\frac{34}{26}$ $\frac{2.88}{32}$ Top Rail ✓

cont'd

$\frac{11.5}{99.0}$ $\frac{11.0}{12}$ $\frac{2.8}{28}$ $\frac{2.45}{32}$ Top Rail ✓

cont'd

$\frac{12.1}{12}$ $\frac{2.8}{24}$ $\frac{2.17}{87.5}$ Top Rail ✓

cont'd

$\frac{2.6}{21}$ $\frac{1.65}{33}$ Top Rail ✓

cont'd

$\frac{1.4}{4}$ $\frac{4.6}{107.1}$ $\frac{2.5}{5}$ $\frac{2.0}{29}$ $\frac{1.50}{34}$ Top Rail ✓

Top Hub P.O.S.T.

Top of Stump

Top Rail

Station	+	H.I	-	Elev.
		78.51		
9+75				
T.P.	15.89	93.45	0.95	77.56
10+00				
10+15				
T.P.	8.65	98.33	3.77	87.68
10+36				
10+50				
10+60				
10+80				
11+00				
T.P.	11.04	107.73	1.44	96.89
T.P.	6.93	113.38	1.48	106.45
T.B.M.			5.02	108.36 =
T.P.	5.06	113.44		108.38
11+25				
11+50				
12+00				

station	+	H. I	-	Elev.
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11340

12150

12170

B.M.			0.21	113.23
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check Levels

B.M.	1.55	112.35		110.80
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B.M.			3.43	108.92
------	--	--	------	--------

T.P.	3.54	107.88	8.01	104.34
------	------	--------	------	--------

B.M.			1.41	106.47
------	--	--	------	--------

T.P.	6.58	112.86	1.60	106.28
------	------	--------	------	--------

T.P.	3.74	114.04	2.56	110.30
------	------	--------	------	--------

B.M.			0.79	113.25
------	--	--	------	--------

B.M.	3.50	116.73		113.23
------	------	--------	--	--------

113700.6			3.98	112.75
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			4.09	112.64
--	--	--	------	--------

Lt.

L

Rt.

(9)

104	81	70	59	50	2.2	1.47	1.50	1.5	0.1
94	50	33		16	44	48	53	77	96

top Rail

top Rail

114	95	101	92	82	77	61	55	22	1.5	1.24	1.28	1.25
100	90	81	78	50	40		17	42	47	50	55	66
												1.3
												91

Top Walk Bridge 2.53

" Floor " 3.44

Top rail near rail

1.0 or 1.25

" " Far Rail

Station	+	H. I	-	Elev.
		99.38		
T.P.	11.75	109.91	1.22	98.16
6+40				
6+75.6				
7+00				
7+23				
7+50				
8+00				
D.M.	3.23	109.70	3.43	106.48 = 106.47
T.P.	1.34	98.47	12.57	97.13
8+50				
9+00				
T.P.	9.75	106.41	1.81	96.66
9+50				
T.P.	1.33	102.96	4.78	101.63
T.P.	9.07	110.33	1.70	101.26
8+50				
9+00				
9+50				
D.M.			3.86	106.47

(Copied from Construction Notes)

$$\frac{63}{24.5} \quad \frac{50}{28} \quad \frac{46}{32}$$

$$\frac{50}{28} \quad \frac{46}{31} \quad \frac{46}{34}$$

$$\frac{67}{24.5} \quad \frac{43}{30} \quad \frac{42}{34}$$

$$\frac{43}{30} \quad \frac{41}{34}$$

$$\frac{46}{24} \quad \frac{46}{24.5} \quad \frac{40}{32}$$

$$\frac{50}{12} \quad \frac{44}{24.5} \quad \frac{39}{33}$$

sp. in P.R. 46 Rt. 7+52

$$\frac{62}{50} \quad \frac{51}{45} \quad 48 \quad \frac{26}{8} \quad \text{cont'd}$$

Elevs.

$$\frac{328}{135} \quad \frac{456}{116.6} \quad \frac{504}{107} \quad \frac{51.451}{94} \quad \frac{50}{33} \quad \frac{33}{21} \quad 16$$

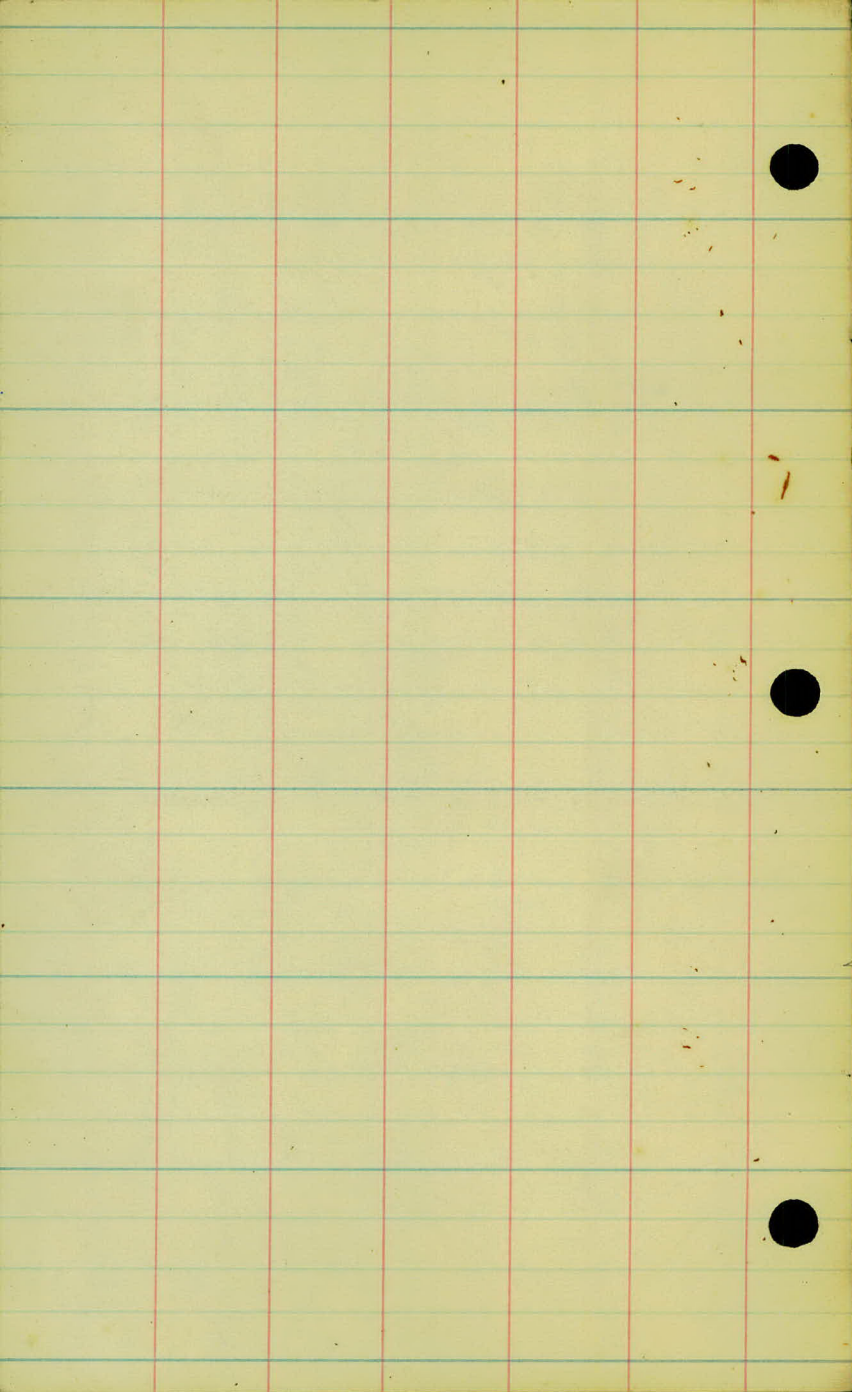
Elev.

$$\frac{41.541.3}{135} \quad \frac{43.7}{124} \quad \frac{52.3}{110} \quad \frac{56.3}{85} \quad \frac{61.3}{70} \quad \frac{11.8}{46} \quad 54$$

$$\frac{56}{24.5} \quad \frac{43}{33}$$

$$\frac{11.6}{13} \quad \frac{62}{24.5} \quad \frac{48}{28} \quad \frac{44}{33}$$

$$\frac{8.1}{19} \quad \frac{41}{24.5} \quad \frac{43}{33}$$



Proj. - 25-58

A-Section Notes

Sta 10+00 - 12+70.

{ 0+00 - 2+70 Mendota Bridge Approach }
MPHS. line.

Sta	+ H.I.	-	Elev.
BM	0.71	113.99	113.28

10 + 00

+ 15

+ 36

+ 50

+ 60

+ 80

11 + 00

+ 25

+ 50

12 + 00

+ 50

+ 70

Sp. in 24" Tree 102 ft. sto 114620

± Ad.

				6.9	6.6
		T.Rail	T.Rail	51.5	60.0
	7.9	7.0	6.9	7.1	8.3
8.3	25.7	31.7	36.6	39.7	44.0
				6.5	7.0
		T.R	T.R	57.5	
	7.3	6.7	6.6	7.0	7.9
7.5	22.2	31.0	36.1	39.5	43.4
				6.8	6.2
		T.R	T.R	53.7	61.5
	6.9	6.3	6.1	6.3	8.1
6.8	19.5	31.1	36.2	39.6	44.5
				6.3	5.7
		T.R	T.R	55.1	63.0
	6.4	5.9	5.7	6.0	7.7
6.5	20.5	31.3	36.4	40.6	45.0
				5.8	5.2
		T.R	T.R	57.3	64.7
	6.2	5.6	5.4	5.8	7.3
6.3	20.0	31.2	36.1	40.5	44.6
				4.9	4.5
		T.R	T.R	60.8	67.5
	6.6	5.1	4.9	5.3	6.5
6.5	18.8	32.3	37.0	41.5	46.2
				4.2	3.7
		T.R	T.R	54.3	63.8
	5.9	4.4	4.3	4.6	5.1
6.4	26.6	34.1	39.0	43.0	48.2
				2.6	2.2
		T.R	T.R	75.0	82.0
	5.3	4.0	3.8	3.8	4.3
5.8	26.4	36.6	41.5	44.5	47.2
				1.8	1.3
		T.R	T.R	53.8	70.0
	4.8	3.5	3.3	3.5	2.8
5.7	26.3	40.2	45.8	55.3	59.6
				2.5	2.2
		T.R	T.R	75.0	82.0
	2.5	2.2	2.0	2.9	2.2
5.6	33.0	40.8	49.8	57.1	65.2
				2.1	2.3
		T.R	T.R	53.5	56.6
	4.8	3.2	2.8	2.7	2.1
6.3	25.6	39.2	48.6	53.5	56.6
				1.9	1.5
		T.R	T.R	95.4	95.6
	4.1	2.8	2.3	1.9	2.6
6.4	22.0	33.6	50.5	55.5	58.8
				0.7	
				12/0	

X-Sections Mendota Bridge Approach

B.M. 0.78 114.06

113.28

0 + 00 End Mendota Bridge

+ 40

+ 60

+ 84.4 End Pav

+ 91.0 P.C. P.I.

1 + 00

+ 19 M/b. P.I.

14.594 h Track

{ 2.3'
2.29

1 + 59

2 + 00

+ 20

B.M.

0.78 118.26

1st

2nd

RT

10/24/25

				4d.			4d.			
21.1	12.0	3.7	4.2	4.0	weeder	4.0	4.5	3.5	11.3	
55.0	42.0	29.7	22.5	22.5	3.86	22.5	22.5	29.7	44.8	

17.2	12.7	12.0	3.1	3.1	3.7		4.0	3.4	3.3	5.5	8.6
80.0	46.5	40.0	27.1	22.7	21.2	3.8	20.0	22.0	27.3	34.5	40.0

14.8	12.5	12.5	12.0	3.1	3.1	3.6	3.9	3.3	3.3	7.7	7.5
80.0	60.0	40.6	38.0	25.5	21.0	20.0	19.3	20.5	26.5	32.8	50.0

Top of Pavement

7.2	8.4	6.7	2.5	1.7	5.0	3.1	3.52		3.28	5.0	6.8	7.0
80	61	47	41.2	34.4	28	24	17.4	3.06	20	16	32	50

7.3	6.5	1.7	1.6	5.0	3.1	3.45	3.20	2.8	6.4	6.4	
80	48	38.2	33.4	27	23.4	17	3.00	3.0	36.3	32	50

7.7	7.1	3.6	3.5	5.6	3.3	3.34	3.10	3.3	5.8	6.0	
80	47	58.1	32	27	23	16.6	1.87	3.0	26.6	30.6	50

5.7	6.2	6.7	3.6	3.7	2.2		2.87	3.6	3.4	4.1	3.9	5.0
80.0	50.0	28.9	23.8	15.3	15.3	2.63	20.9	21.0	27.0	31.6	35.3	45.0

Top curb

0.2	1.2	1.6	1.6	2.1	2.8	2.12	2.21	2.7	2.3	
30.0	30.0	30.0	20.0	20.0	16.9	16.9	2.05	19.3	17.3	40.0

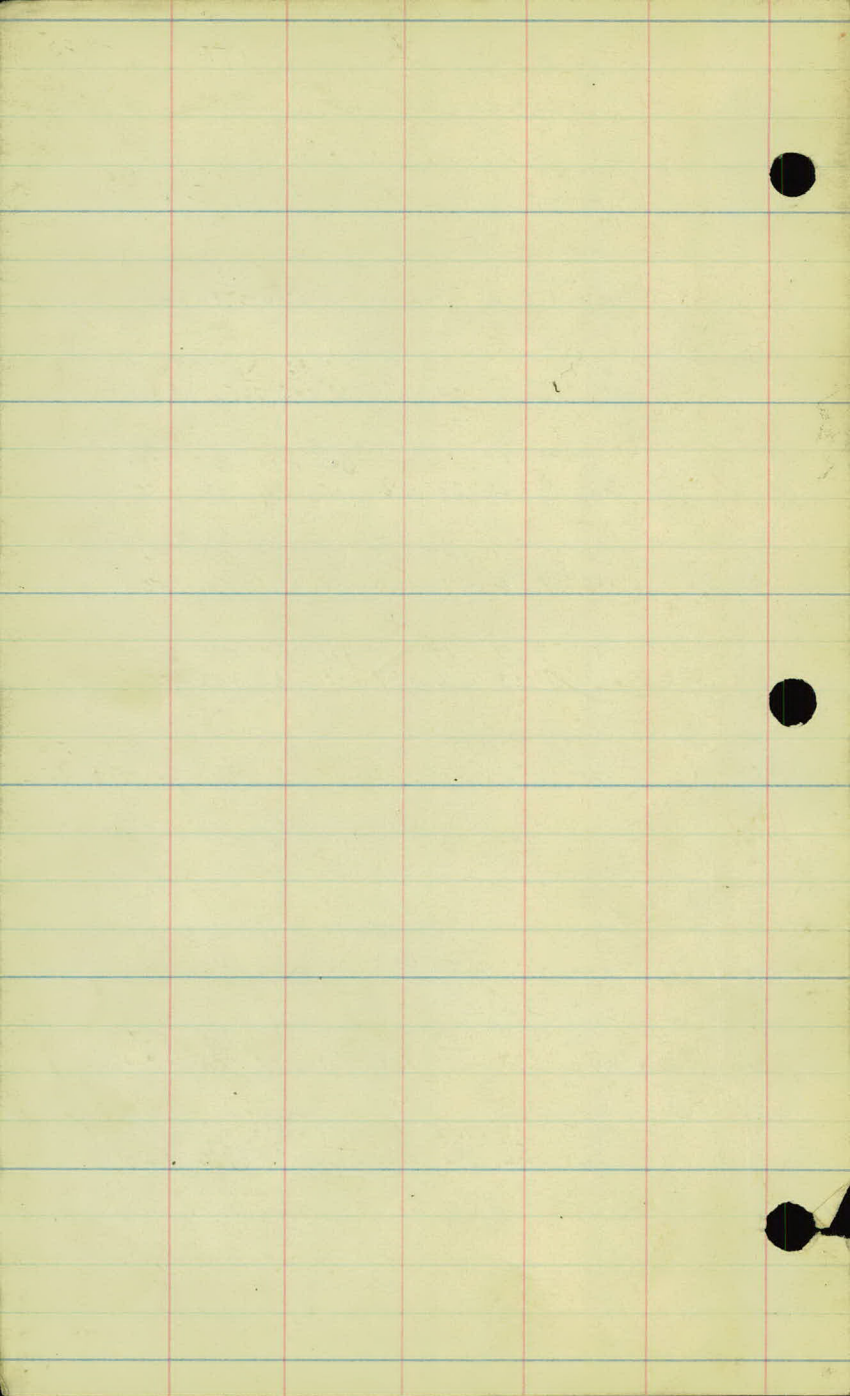
Top curb

0.0	1.2	0.8	1.2				1.25	0.77	1.2	0.7
30.4	24.0	17.8	17.8	1.08			18.3	18.0	23.8	40.0

Top curb

0.2	0.56	1.05					1.05	0.36	0.8	0.7
22.2	18.0	18.0	0.72				18.0	18.0	22.6	36.0

Austin
 Crane
 Benthams
 Rexford
 Franke



U 258 v